PUBLIC WORKS
Engineering

DATE:

May 20, 2025

TO:

Plan Holders Contractors FROM:

Jenna Richardson 918-596-9637 jennarichardson@cityoftulsa.org

# **EMAIL TRANSMITTAL**

ADDENDUM NO. 1

PROJECT NO. 144317-S – NON-ARTERIAL STREET MAINTENANCE REHABILIATION, MAINTENANCE ZONE 3017-S

Number of pages: 4

All addenda to the contract documents should be denoted on the last page of the Proposal in the space provided.

Thank you, Contract Administration



PUBLIC WORKS
Engineering

DATE:

May 20, 2025

# ADDENDUM NO. 1 TO PROJECT NO. 144317-S NON-ARTERIAL STREET MAINTENANCE REHABILITATION MAINTENANCE ZONE 3017-S

This Addendum No. 1 consisting of one (1) item, submitted by Poe & Associates, Inc. is hereby made a part of the Contract Documents to the same extent as though it were originally included therein and shall supersede anything contained in the Plans and Specifications with which it might conflict. All addenda to the contract documents should be denoted on the last page of the Proposal in the space provided.

This Addendum No. 1 consists of the following:

1. The attached documents list the detailed items that have been clarified in Addendum No. 1. These documents shall be inclusive and apply to this project.

All other provisions of the Plans and Specifications shall remain in full force and effect.

CITY OF TULSA

Paul D. Zachary, P.E.

Deputy Director

HAS/DDH/IR/kt



# **CONSULTING ENGINEERS**

(918) 665.8800 www.poeandassociates.com

# DATE: MAY 20, 2025

# ADDENDUM NO. 1 TO PROJECT NO. 144317-S, TMUA -W 17-05 NASM ZONE 3017-S

This Addendum No. 1 consists of one (1) item, submitted by Poe and Associates, Inc.is hereby made a part of the Contract Documents to the same extent as though it was originally included therein and shall supersede anything contained in the Plans and Specifications with which it might conflict.

This Addendum No. 1 consists of the following:

1. Replace Plan sheet No. 3 which was missing some pay items notes.

All other provisions of the Plans and Specifications shall remain in full force and effect.

Poe and Associates, Inc.

Gregory Coker, P.E

### ENGINEERING SERVICES - TRANSPORTATION DESIGN PAY ITEM NOTES

- E-1: ALL COSTS FOR REMOVING TREES, SHRUBS, STUMPS, POSTS, AND ALL OTHER DEBRIS AND/OR OBSTRUCTIONS NOT COVERED BY A SEPARATE PAY ITEM ARE INCLUDED IN THE PRICE BID.
- E-2: ALL EXISTING DRAINAGE STRUCTURES SHALL BE CLEANED AND CLEARED OF ALL SEDIMENTATION AND DEBRIS TO THE RIGHT OF WAY. COST OF CLEARING SHALL BE INCLUDED IN THE PRICE BID.
- E-3: THE CONTRACTOR SHALL BE PAID FOR UNCLASSIFIED EXCAVATION ON THE BASIS OF PLAN QUANTITY. ANY ADDITIONAL EXCAVATION REQUIRED OR OVERRUN OF PLAN QUANTITY WILL BE PAID FOR ON THE BASIS OF UNIT PRICE BID FOR THE ITEM. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SURVEY TO VERIFY ANY ADDITIONAL
- E-4: UNCLASSIFIED EXCAVATION INCLUDES REMOVAL OF AGGREGATE BASE AND MODIFIED SUBGRADE UNDER EXISTING
- E-5: THIS QUANTITY INCLUDES AN ADDITIONAL 10% ABOVE PLAN QUANTITY FOR UNDERCUTTING OF UNSUITABLE SUBGRADE MATERIAL OR ADDITIONAL PATCHING AS DIRECTED BY THE ENGINEER.
- E-6: THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROL AND MAINTENANCE OF THE STORM WATER DRAINAGE FROM THE CONSTRUCTION SITE. STORM WATER PONDING ON THE CONSTRUCTION SITE THAT IS THE RESULT OF CONSTRUCTION WILL NOT BE ALLOWED. ALL COST ASSOCIATED WITH STORM WATER MANAGEMENT, AS WELL AS REMOVAL OF ALL SILT AND DEBRIS FROM ALL DRAINAGE STRUCTURES, STORM SEWER PIPES AND APPURTENANCES WITHIN THE PROJECT LIMITS AT END OF PROJECT, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.
- E-7: EROSION PROTECTION SHALL BE PLACED AS FOLLOWS:

  A) AROUND INLETS TO PREVENT INFLOW OF ERODED MATERIAL INTO STORM SEWER SYSTEM;
- IN LOCATIONS THROUGHOUT PROJECT SITE, AS DETERMINED BY THE ENGINEER, TO PREVENT WASH OF ERODED MATERIAL ONTO ADJACENT PROPERTY-
- FOR ENTIRE DURATION OF PROJECT, WITH MAINTENANCE AND REPLACEMENTS, AS DIRECTED BY THE ENGINEER;
- WITH PERIODIC REMOVAL OF SEDIMENT IN ACCORDANCE WITH STORMWATER MANAGEMENT PLAN. ALL COST FOR ITEMS A-D ABOVE SHALL BE INCLUDED IN UNIT PRICE BID FOR THIS ITEM.
- E-8: PRICE BID SHALL INCLUDE MAINTENANCE, SEDIMENT REMOVAL, DISPOSAL, AND REMOVAL OF FILTERS AT PROJECT COMPLETION.
- E-9: INCLUDES 17 TYPE II SEDIMENT FILTERS.
- E-10: ESTIMATED QUANTITY IS BASED ON SODDING OF ALL DISTURBED AREAS OUTSIDE THE FINAL PAVING LIMITS AND WITHIN THE FINAL GRADING LIMITS AS INDICATED BY THE TOP-OF-CUT/TOE-OF-SLOPE LINE ON THE PLANS (EXCLUDING SURFACES OF STRUCTURES, FIXTURES AND APPURTENANCES). SOD SHALL BE OF LIKE-KIND TO EXISTING SOD. PRICE BID INCLUDES PLACEMENT AND COMPACTION OF SUITABLE BACKFILL. ANY EXISTING GRASSED AREAS BEYOND THE ABOVE STATED LIMITS THAT ARE DAMAGED AS A RESULT OF CONSTRUCTION OPERATIONS SHALL BE RESODDED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S SOLE EXPENSE.
- E-11: COST OF WATERING AND FERTILIZING SHALL BE INCLUDED, FERTILIZERS SHALL BE 10-20-10 AND SHALL BE APPLIED AT THE RATE OF 1,5 LBS PER 10 SQ YDS, FERTILIZER SHALL BE APPLIED PER SECTION 230.04H OF ODOT STANDARD SPECIFICATIONS, WATERING SHALL BE APPLIED AS NECESSARY UNTIL VEGETATION IS ESTABLISHED OR UNTIL THE WORK IS
- S-1: TYPE A AGGREGATE BASE WAS ESTIMATED TO BE USED AS THE BASE MATERIAL FOR 90% OF THE PATCHING. QUICK SET FLOWABLE FILL WAS ESTIMATED TO BE USED AS THE BASE MATERIAL FOR 10% OF THE PATCHING. ACTUAL QUANTITIES TO
- S-2: INCLUDES COMPACTION OF AGGREGATE TO 98% AASHTO T180 MODIFIED PROCTOR
- S-3: SEPARATOR FABRIC SHALL BE USED AT ALL PAVEMENT PATCHES AND RECONSTRUCTION SECTIONS. THE SEPARATOR FABRIC SHALL BE CUT AND OVERLAPPED A MINIMUM OF 2 FT AT ALL EDGES OF THE REPAIR.
- S-4: FABRIC REINFORCEMENT SHALL BE USED ON OVERLAY AREAS. THE COST OF BITUMINOUS BINDER FOR FABRIC REINFORCEMENT SHALL BE INCLUDED IN THE UNIT COST OF THIS PAY ITEM. THE BITUMINOUS BINDER SHALL MEET ODOT
- S-5: THE COST OF TACK COAT, EDGE JOINT SEAL MATERIAL AND SCREENINGS FOR BLOTTING, AND ALL LABOR ASSOCIATED D-5: ALL MANHOLES SHALL BE COMPLETE IN PLACE. THIS PAY ITEM INCLUDES FRAME, COVER, CONCRETE AND ALL OTHER WITH THESE ITEMS, SHALL BE INCLUDED IN ASPHALT CONCRETE.
- S-6: ESTIMATED AT 112 LBS PER SQ YD PER 1 INCH THICK.
- S-7: ODOT PAY FACTOR FOR AVERAGE LOT DENSITY SHALL NOT BE USED FOR THIS PROJECT. FAILURE TO REACH AVERAGE LOT DENSITY OF 92%-97% WILL RESULT IN REJECTION OF WORK.
- S-8; A HIGHER GRADE OF ASPHALT BINDER THAN IS INDICATED ON THE PLANS MAY BE USED, BUT AT NO ADDITIONAL COST TO THE CITY

		NOTE S	8 (50) TABLE				
BINDER <sup>2</sup> GRADE	MESALs	ADT1	NOTES				
PG 64-22 OK	< 3	< 5,000	USE WHEN MORE THAN 4-6 INCHES BELOW THE SURFACE. ALSO USE FOR SHOULDERS, DRIVEWAYS, BELOW PCC, AND TEMPORARY CONSTRUCTION.				
PG 70-28 OK	< 10	< 10,000	USE ONLY IN THE TOP 4-6 INCHES FOR DRIVING LANES.				
PG 76-28 OK	>= 10	>= 10,000	USE ONLY IN THE TOP 4-6 INCHES FOR DRIVING LANES.				
PG 76-28 E	-	-	CONTACT ODOT MATERIALS DIVISION FOR RECOMMENDED USE.				
	WHEN ESAL C N 20 YEARS.	OMPUTATIONAL	DATA IS NOT AVAILABLE. CALCULATE THE DESIGN				

S-9: THIS ITEM INCLUDES ALL COSTS ASSOCIATED WITH COLD MILLING AND TO PROVIDE BUTT JOINTS AS REQUIRED. NO ADDITIONAL PAYMENT SHALL BE MADE FOR COLD MILLING BEYOND THE AVERAGE DEPTH SHOWN ON THE TYPICAL SECTIONS.

S-10: FOR P.C. CONCRETE TYPICAL SECTIONS, CONTRACTOR MAY SUBSTITUTE INTEGRAL CURB FOR CURB & GUTTER, AND VICE VERSA, ONLY WITH APPROVAL OF THE ENGINEER, WITH NO ADJUSTMENT MADE TO UNIT PRICE OR QUANTITY.

RAMPS SHOULD AT LEAST USE THE SAME BINDER AS THE MAINLINE

- S-11: CONCRETE PAVEMENT SHALL BE COMPLETE IN PLACE. NO PARTIAL OR FINAL PAYMENT SHALL BE MADE UNTIL PAVEMENT HAS BEEN SAWED AND SEALED. ANY SECTIONS OF PAVEMENT WITH UNAPPROVED DEVIATIONS FROM THE JOINT LAYOUT PROVIDED IN THE PLANS MAY BE REJECTED AT THE DISCRETION OF THE ENGINEER.
- S-12: THE USE OF FLY-ASH IN CONCRETE IS PROHIBITED.
- S-13: INCLUDES ALL COST OF SAWED JOINTS AND SEALING OF ALL JOINTS INCLUDING LONGITUDINAL JOINTS.
- S-14: UNIT PRICE SHALL INCLUDE COST OF ALL MATERIAL, LABOR, AND EQUIPMENT REQUIRED TO CONSTRUCT WALL PER
- S-15: THIS ITEM SHALL BE MEASURED AS THE ACTUAL AMOUNT OF CURB AND/OR GUTTER INSTALLED. NO PAYMENT WILL BE MADE FOR CURB AND/OR GUTTER THROUGH DRIVEWAYS AND INLETS.
- S-16: CURB, GUTTER, AND/OR SIDEWALK ASSOCIATED WITH THE DRIVEWAY AND THROUGH THE DRIVEWAY IS INCLUDED IN
- S-17: ONE SIDEWALK PANEL ON EACH SIDE OF DRIVEWAYS SHALL BE A MINIMUM OF 6" THICK OR MATCH EXISTING DRIVEWAY THICKNESS, WHICHEVER IS GREATER. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE COST OF THE THICKENED
- S-19\* STANDARD BEDDING MATERIAL TO BE TYPE A AGGREGATE BASE COMPACTED TO 95% STANDARD PROCTOR DENSITY (AASHTO T-99). TYPE A AGGREGATE BASE IN THE ROADWAY SHALL BE COMPACTED TO 98% MODIFIED PROCTOR (AASHTO
- S-20: QUANTITY SHALL BE MEASURED AND PAID FOR AS FOLLOWS:
- FOR ANY CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BOX (RCB) LARGER THAN 4' BY 4', USE NEAT LINES THAT ARE 4" BELOW THE BOTTOM OF THE RCB AND 4'-0" BEYOND THE OUTSIDE WALL.
- UNDER ROADWAY PAY QUANTITY SHALL BE PAID FOR FROM THE BOTTOM OF TRENCH, AS DESCRIBED, TO THE BOTTOM OF ROADWAY AGGREGATE BASE.
- S-21: THIS PAY ITEM INCLUDES THE FOLLOWING:
- SAW CUTTING
- REMOVAL OF THE EXISTING CONCRETE AND/OR ASPHALTIC CONCRETE ROADWAY (CY)
- TYPE S3 ASPHALTIC CONCRETE OR PC CONCRETE COMPLETE AND IN PLACE PER DETAIL
- SEALING OF EDGES AND TACK COAT

### DOES NOT INCLUDE THE FOLLOWING:

- UNCLASSIFIED EXCAVATION SUBGRADE METHOD B (SY)
- SEPARATOR FABRIC (SY)
- AGGREGATE BASE (TYPE A)
- ASPHALT CONCRETE LEVELING OR SURFACE COURSE
- S-22 REMOVE AC PAVEMENT ON CONCRETE DRIVEWAYS APRONS AND GUTTERS DURING EDGE MILLING AND COLD MILLING
- S-23 REPLACE AC IN DRIVEWAY GUTTER, AS NEEDED, FOR POSITIVE STORMWATER DRAINAGE AND SMOOTH DRIVEWAY
- D-1: THIS ITEM SHALL INCLUDE THE COST OF NEW MANHOLE FRAME AND COVER PER CITY OF TULSA STD NOS.752, 753, 754, 761, 762, 769A, 769B AND 775.
- D-2: THE TOTAL COST FOR RUBBERIZED ASPHALT AND/OR SILICONE AT MANHOLES, VALVE BOXES, INLETS, AND INLET APRONS SHALL BE INCLUDED
- D-3: NO MASONRY STRUCTURES SHALL BE CONSTRUCTED WITHIN THE RIGHT OF WAY.
- D-4: ADDITIONAL DEPTH IN A MANHOLE SHALL BE MEASURED FROM 6FT AS MEASURED FROM THE TOP OF RIM TO THE LOWEST FLOWLINE.
- INCIDENTALS REQUIRED FOR PLACEMENT.
- D-6: ALL SANITARY AND STORM SEWER MANHOLE CASTINGS AND LIDS THAT ARE LOCATED IN THE STREET AND ARE DISTURBED BY THE CONTRACTOR SHALL BE REPLACED WITH NEW LIDS AND CASTINGS AND THE OLD ONES SHALL BE SALVAGED AND DELIVERED TO THE METAL RECYCLE BINS IN THE STOCKROOM AREA AT SEWER OPERATIONS AND MAINTENANCE, 9319 E. 42ND STREET NORTH, BETWEEN THE HOURS OF 7:30 AM AND 3:00 PM MONDAY THROUGH FRIDAY.
- INCLUDES THE COST REQUIRED TO MAKE CONNECTION AND REMOVAL OF EXISTING INLETS. THE COST OF PC CONCRETE CURB AND GUTTER THROUGH THE INLET, 5' EACH SIDE OF THE INLET, AND THE PC CONCRETE INLET APRON SHALL BE INCLUDED. GRATE AND FLOWLINE ELEVATIONS SHALL MATCH EXISTING CONDITIONS UNLESS OTHERWISE NOTED IN THE
- D-8: QUICKSET FLOWABLE FILL SHALL BE USED TO BACKFILL AROUND STREET CURB INLETS AND REINFORCED CONCRETE PIPE, AS NEEDED, AT THE DIRECTION OF THE ENGINEER.
- ALL INLETS, COMPLETE IN PLACE, SHALL BE CAST IN PLACE CONCRETE OR PRECAST CONCRETE. THIS PAY ITEM INCLUDES ANY INLET FRAME(S), GRATE(S), HOOD(S) AND CONCRETE REQUIRED FOR COMPLETE INSTALLATION OF STRUCTURE PER THE CONSTRUCTION DOCUMENTS.
- D-10: ADDITIONAL DEPTH QUANTITIES SHALL BE MEASURED AND PAID FOR ALL INLETS EXCEEDING STANDARD DEPTH. STANDARD DEPTHS ARE AS FOLLOWS:
  - A) CAST IRON CURB INLET: 3.71 VF, MEASURED FROM CENTER ELEVATION OF LOWEST CAST IRON CURB TO FLOWLINE OF OUTLET PIPE B) RECESSED CURB INLET: 3.00 VF, MEASURED FROM TOP OF SLAB TO FLOWLINE OF OUTLET PIPE.
  - C) STANDARD DROP INLET: SEE STANDARD DETAILS 770, 771, 772 AND 773 VARIES BASED ON PIPE SIZE, MEASURED FROM LOWEST ELEVATION OF INFLOW APRON TO FLOWLINE OF OUTLET PIPE.
- D-11: CAST IRON CURB INLET CONFIGURATION NAMING CONVENTION PROVIDED IN COT STANDARD NO. 755. SEPARATE DETAILS SHALL BE REFRENCED OR PROVIDED IN THE PLANS FOR NON-CITY-STANDARD INLETS. STANDARD NAMING: CICI DES G(T) [W/AMH] G: NUMBER OF GRATES.
- T: LETTER(S) CORRESPONDING TO ARRANGEMENT OF CAST IRON HOODS TO BE INSTALLED UPSTREAM OF GRATES. W/AMH: IF SHOWN, INLET TO BE CONSTRUCTED WITH ATTACHED ACCESS MANHOLE
- D-12: REINFORCED CONCRETE PIPE TO BE CLASS III. ALL REINFORCED CONCRETE PIPE AND MANHOLES TO BE SUPPLIED WITH AN IMNI-FLEX JOINT GASKET OR APPROVED EQUAL. MASTIC JOINT SEALANT SHALL NOT BE ALLOWED.
- D-13: THIS PAY ITEM SHALL BE COMPLETE IN PLACE AND SHALL INCLUDE ALL PIPE, STANDARD BEDDING MATERIAL AND TRENCH EXCAVATION, JOINT GASKETS AND ALL OTHER INCIDENTALS. NO ADDITIONAL COST WILL BE MADE. PRIOR TO ACCEPTANCE, INTERIOR OF PIPE SHALL BE INSPECTED FOR DEFECTS USING SELF-PROPELLED MOBILE CLOSED-CIRCUIT

- D-13: THIS PAY ITEM SHALL BE COMPLETE IN PLACE AND SHALL INCLUDE ALL PIPE, STANDARD BEDDING MATERIAL AND TRENCH EXCAVATION, JOINT GASKETS AND ALL OTHER INCIDENTALS. NO ADDITIONAL COST WILL BE MADE. PRIOR TO ACCEPTANCE, INTERIOR OF PIPE SHALL BE INSPECTED FOR DEFECTS USING SELF-PROPELLED MOBILE CLOSED-CIRCUIT
- D-14: WHERE CORRUGATED POLYPROPYLENE PIPE CONNECTS TO REINFORCED CONCRETE STRUCTURES, CONTRACTOR SHALL ENSURE CONNECTIONS ARE WATER-TIGHT AND FULLY SEALED AGAINST SOIL INFILTRATION.
- D-15: WHERE QUICKSET FLOWABLE FILL IS USED TO BACKFILL AROUND CORRUGATED POLYPROPYLENE PIPE, THE CONTRACTOR SHALL UTILIZE AN ANCHORING SYSTEM APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ALI COSTS FOR LABOR, EQUIPMENT AND MATERIALS REQUIRED TO IMPLEMENT APPROVED ANCHORING SYSTEM INCLUDED IN PRICE BID FOR CORRUGATED POLYPROPYLENE PIPE.
- R-1: WASTE MATERIAL TO BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE IN A
- R-2: ALL SAW CUTTING AND REMOVAL SHALL BE INCLUDED IN THE COST OF THE ITEM TO BE ADJUSTED, REMOVED,
- R-3: PAY ITEM INCLUDES REMOVAL OF ALL STRUCTURES AND OBSTRUCTIONS WITHIN PROJECT LIMITS NOT SPECIFIED BY
- R-4: INCLUDES SAWING NOT INCLUDED IN OTHER ITEMS OF WORK.
- R-5: ITEMS TO BE REMOVED MAY OR MAY NOT BE PRESENT IN ANY SPECIFIED CONDITION
- R-6: SHALL INCLUDE ALL COSTS ASSOCIATED WITH PLUGGING/ PATCHING HOLES IN EXISTING STRUCTURES TO REMAIN.
- G-1: LOCATIONS TO BE DETERMINED IN THE FIELD AND WORK TO BE PERFORMED AT THE DIRECTION OF THE FIELD ENGINEER QUANTITY IS ESTIMATED AND MAY BE OMITTED IN ITS ENTIRETY.
- G-2: MAXIMUM OVERALL DOLLAR AMOUNT AND SCHEDULE OF PAYMENTS SHALL BE IN ACCORDANCE SECTION 641 OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION. EXCLUDES MOBILIZATION FOR WATERLINE WORK
- G-3: CONSTRUCTION STAKING SHALL INCLUDE SURVEYING AND THE FURNISHING, PLACING, AND MAINTAINING OF THE CONSTRUCTION LAYOUT STAKES NECESSARY FOR THE PROPER COMPLETION AND INSPECTION OF THE ENTIRE PROJECT.
- G-4: THE COST TO REPLACE REMOVED OR DAMAGED SECTION CORNERS AND ALL OTHER PERMANENT RIGHT OF WAY MARKERS SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM. NO ADDITIONAL PAYMENT WILL BE MADE.
- G-5: CONTRACTOR SHALL REPAIR ANY IRRIGATION SYSTEMS DAMAGED OR REQUIRING RELOCATION DURING THE CONSTRUCTION OF THIS PROJECT TO THE SATISFACTION OF THE PROPERTY OWNER AND CITY ARBORIST. COST SHALL BE
- G-6: ALL HOUSE NUMBERS SHALL BE REPLACED/ REESTABLISHED THROUGHOUT PROJECT LIMITS. COST TO BE INCLUDED IN URBAN RIGHT OF WAY RESTORATION. CONTRACTOR SHALL REESTABLISH DRAINS, ROOF DRAINS AND OTHER DRAINAGE THROUGH THE CURBS IN ACCORDANCE WITH CITY OF TULSA STANDARD 758. NO NEW CURB OUTLETS SHALL BE CONSTRUCTED WITHOUT APPROVAL OF THE ENGINEER.
- G-7: AN INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) CERTIFIED ARBORIST SHALL OVERSEE ALL PLANTINGS AND/OR REMOVAL OF TREES. CONTACT CITY ARBORIST TO ACCEPT FINAL PANTINGS. CONTACT #: 918-596-2548
- G-8: TREE GRATES ARE NOT ACCEPTABLE PER CITY ARBORIST. CONCRETE PAVERS ARE TO BE USED AS NECESSARY
- G-9: CONTRACTOR SHALL COORDINATE WITH HOMEOWNERS TO RESET ALL PAVERS, LANDSCAPE STONE, PRIVATE SIDEWALKS AND FENCES THAT ARE DISTURBED DURING CONSTRUCTION OPERATIONS. ALL MATERIALS LABOR, AND EQUIPMENT REQUIRED FOR RESETTING OF SUCH ITEMS IS TO BE INCLUDED IN PRICE BID FOR URBAN RIGHT OF WAY RESTORATION
- G-10: PAY ITEM INCLUDES ALL MOWING WITHIN THE RIGHT-OF-WAY AS DIRECTED DURING CONSTRUCTION.
- T-1: ALL TRAFFIC MATERIALS REMOVED SHALL BE HANDLED PER COT SPECIFICATION 625 REMOVAL OF TRAFFIC ITEMS T-2: REFLECTORIZED SHEETING ON SIGNS AND BARRICADES SHALL BE OF A CUBIC PRISMATIC TYPE AND SHALL MEET THE SPECIFICATIONS ESTABLISHED FOR ASTM D 4956-01 TYPE IX RETROREFLECTIVE SHEETING, REFLECTORIZED SHEETING ON DRUMS AND TUBE CHANNELIZERS SHALL BE OF A HIGH-INTENSITY TYPE AND SHALL MEET THE SPECIFICATIONS ESTABLISHED FOR ASTM D 4956-01 TYPE III RETROREFLECTIVE SHEETING.
- T-4: PAYMENT SHALL BE MADE ON A SIGN-DAY BASIS ONLY FOR TRAFFIC CONTROL DEVICES THAT ARE PROPERLY INSTALLED AND IN GOOD WORKING ORDER. COSTS FOR DELIVERY, INSTALLATION, RELOCATION, MAINTENANCE REMOVAL AND REPLACEMENT. AS NEEDED AT THE DISCRETION OF THE ENGINEER, INCLUDED IN UNIT PRICE BID.
- T-5: IF WARNING LIGHTS ARE TO BE USED ON TRAFFIC CONTROL DEVICES, TYPE "A" LIGHTS SHALL ONLY BE USED ON DEVICES WARNING OF UNEXPECTED HAZARDS, AND SHALL NOT BE USED FOR DELINEATION OF THE TRAVELED WAY. ONLY TYPE "C"WARNING LIGHTS SHALL BE USED FOR DELINEATION OF THE TRAVELED WAY, AND TYPE "C" LIGHTS SHALL NOT BE USED FOR ANY OTHER PURPOSE

ITEMS LISTED OR SHOWN ON DRAWINGS AND/OR DESCRIBED IN THE SPECIFICATIONS THAT ARE NOT INCLUDED AS A SEPARATE PAY ITEM QUANTITY SHALL BE CONSIDERED INCIDENTAL AND THE COST SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS. THE PRICE BID FOR ALL WORK SHALL INCLUDE ALL MATERIALS, EQUIPMENT, LABOR, INCIDENTALS, AND ALL OTHER REQUIRED ITEMS TO COMPLETE THE WORK AS SHOWN ON PLANS AND SPECIFICATIONS.



## **ROADWAY PAY ITEM NOTES**

NON-ARTERIAL STREET MAINTENANCE REHABILITATION MAINTENANCE ZONE 3017-S PROJECT NO. 144317-S

> CITY OF TULSA, OKLAHOMA PUBLIC WORKS DEPARTMENT

POE & ASSOCIATES INC.
Tulsa Oklahoma

			Taisa, Oktorionia					
REVISION	BY	DATE	PLAN SCALE:	DRAWN	POE	11/2021	APPROVED:	
REVISED NOTES	GC	5/25		DESIGNED	POE	11/2021		
			1' = N/A	SURVEY				
			PROFILE SCALE:	PROJ. MGR.				
			HORIZONTAL:	LEAD ENGR.				
			1' = N/A	FIELD MGR.				
			VERTICAL	RECOMMENDED: HAS				
			1" = N/A	DESIGN MANAGER			CITY ENGINEER	
			FILE: H121-1027 3017-S DRAWING: (3) ROADWAY PAY ITEM NOTES			DATE:		
			ATLAS PAGE NO:			SHEET 3 OF 34 SHEETS		