

DATE:

September 8, 2025

ADDENDUM NO. 1

TO

PROJECT NO. 2037B0201C, 2037B0269Z, 2037B0286Z, & 2037B0423 BRIDGE REHABILITATION FOR BRIDGE NUMBERS: 201C, 269, 286, AND 423

This Addendum No. 1 consisting of one (1) item, submitted by Benham Design, LLC 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 modified 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. Deputy Director

120 (A) A)

PUBLIC WORKS Engineering

DATE:

September 8, 2025

TO:

Plan Holders Contractors FROM:

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

EMAIL TRANSMITTAL

ADDENDUM NO. 1

PROJECT NO. 2037B0201C, 2037B0269Z, 2037B0286Z, & 2037B0423 BRIDGE REHABILITATION FOR BRIDGE NUMBERS: 201C, 269, 286, AND 423

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





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Date: September 8, 2025

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This Addendum No. 1 consists of the following:

ITEMS

1. REMOVE Sheet 6, "GENERAL CONSTRUCTION NOTES (2)" from the plan set and REPLACE with revised Sheet 6A, "GENERAL CONSTRUCTION NOTES (2)".

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

Benham Design, LLC

Karen Jones, P.E. Sr. Structural Engineer

END ADDENDUM

MATERIALS:

CLASS AA CONCRETE fc = 4,000 PSI CLASS A CONCRETE fc = 3000 PSIREINFORCING STEEL (GRADE 60) Fy = 60,000 PSI EPOXY COATED REINFORCING STEEL Fy = 60,000 PSI STRUCTURAL STEEL M270 (GRADE 50W) Fy = 50,000 PSI

ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE

DESCRIPTION OF WORK:

PROJECT INVOLVES REHABILITATION OF FOUR BRIDGES WITH VARYING LEVELS OF

CLEAN AND PAINT STEEL BEAMS AND DIAPHRAGMS. LEAD PAINT LIKELY PRESENT. ADD MISSING STONE UNDER SOUTHEAST BEAM AND GROUT. REPAIR EXISTING ABUTMENT STONEWORK WITH GROUT. ONE-LANE TRAFFIC SHALL REMAIN OPEN DURING

CLEAN AND PAINT STEEL BEAMS AND DIAPHRAGMS. TRIM BEAM ENDS AT PIER LEAD PAINT LIKELY PRESENT. PERFORM CLASS B AND C DECK REPAIR AND P.C.C. PATCHING (ON APPROACH SLAB AND ROADWAY BEYOND LIMITS OF THE BRIDGE). REPLACE ELASTOMERIC EXPANSION JOINT. CLASS AA REPAIR AT PIER CAP. SUBSTRUCTURE CRACK REPAIR. RIPRAP PLACEMENT. GUARDRAIL END TREATMENT REPLACEMENTS. FLOODCOAT DECK ONE LANE OF TRAFFIC IN EACH DIRECTION ON THE BRIDGE AND ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION

SUBSTRUCTURE CRACK REPAIR. ONE LANE OF TRAFFIC ON THE BRIDGE AND ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION.

REMOVE AND REPLACE DOWNSTREAM BRIDGE CULVERT APRON, CLEAR CHANNEL AND BRIDGE CULVERT CELLS OF DEBRIS. RIPRAP PLACEMENT. ONE LANE OF TRAFFIC ON THE BRIDGE AND ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION

VERIFICATION OF EXISTING CONDITIONS:

ALL DIMENSIONS OF THE EXISTING BRIDGE COMPONENTS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS NECESSARY TO CONNECT THE NEW MATERIAL AND SHALL BE SOLELY THE RESPONSIBLE FOR THE ACCURACY THEREOF

BIDDERS SHALL FULLY INFORM THEMSELVES OF THE NATURE OF THE WORK AND CONDITIONS UNDER WHICH IT WILL BE PERFORMED. THE CONTRACTOR SHALL ADOPT METHODS CONSISTENT WITH GOOD CONSTRUCTION PRACTICE AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO THE EXISTING BRIDGE STRUCTURES OR ROADWAY, DAMAGE DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. TO THE SATISFACTION OF THE ENGINEER

ORIGINAL AND REHABILITATION CONSTRUCTION PLANS FOR THE EXISTING BRIDGE STRUCTURES, IF AVAILABLE, MAY BE OBTAINED FROM THE CITY OF TULSA.

REMOVAL OF BRIDGE ITEMS:

THE REMOVAL AND DISPOSAL OF EXISTING MATERIALS, (CONCRETE, REINFORCING STEEL, STRUCTURAL STEEL, RIPRAP, ETC.) FROM DECK AND SIDEWALK REMOVAL, WINGWALL AND BACKWALL REPAIR, APPROACH SLAB REPAIR, AND ANY OTHER ITEMS NECESSARY TO COMPLETE THE WORK SHOWN IN THE PLANS SHALL BE IN ACCORDANCE WITH SUBSECTION 619.04(B)2 OF THE ODOT 2019 STANDARD SPECIFICATIONS AND BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF IN A MANNER APPROVED BY THE

THE CONTRACTOR SHALL NOT ALLOW CONSTRUCTION DEBRIS TO FALL INTO WATER BELOW, FOR BRIDGES #201C, #269, AND #286.

REPAIR BRIDGE ITEMS (BRIDGE #201C):

AT THE EAST STONE ABUTMENT OF BRIDGE #201C, A STRUCTURAL STONE IS MISSING BELOW THE SOUTHERN-MOST BEAM AT THE BEARING. CONTRACTOR SHALL CLEAN SURFACE AT MISSING STONE AND REPLACE WITH SIZE LARGE ENOUGH TO PROVIDE BEARING RESITANCE BUT NOT DISTURB OR WARP THE EXISTING STEEL BEAM CONTRACTOR SHALL SELECT STONE OF SIMILAR HARDNESS, COLOR, AND CONSISTENCY OF THE EXISTING STONE ABUTMENTS. CONTRACTOR SHALL SECURE THE STONE IN PLACE

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE PRICE BID PER EACH OF "(PL)REPAIR BRIDGE ITEMS".

ELASTOMERIC MORTAR (BRIDGE #201C):

PAY ITEM FOR USE AT BRIDGE #201C FOR THE PURPOSE OF SECURING ABUTMENT STONE WITH MORTAR, ADDITIONAL MORTAR REPAIRS OF EACH ABUTMENT MAY BE REQUIRED AND DETERMINED BY THE ENGINEER

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE PRICE BID PER CUBIC FOOT OF "ELASTOMERIC MORTAR".

EPOXY INJECTION (BRIDGES #269 & #286):

THE EXISTING PIER CAPS AND ABUTMENTS HAVE APPROXIMATELY 262 LINEAR FEET OF CRACKS THAT SHALL BE CLEANED AND INJECTED WITH EPOXY. THE ACTUAL LOCATION AND EXTENT OF THE CRACKS TO BE SEALED SHALL BE AS SHOWN IN THE PLANS AND AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 520 OF THE ODOT 2019 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

ALL COST INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "PREPARATION OF CRACKS, ABOVE WATER" AND THE PRICE BID PER GALLON OF "EPOXY RESIN, ABOVE WATER".

CLASS B BRIDGE DECK REPAIR (BRIDGE #269):

CLASS B BRIDGE DECK REPAIR CONSISTS OF PARTIAL DEPTH DECK REPAIR TO BELOW THE TOP LAYER OF REINFORCING STEEL.

REMOVE AND REPAIR PORTIONS OF THE UNSOUND BRIDGE DECK IN ACCORDANCE WITH SECTION 513.04D(2) OF THE 2019 ODOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. THE REMOVAL OF LOOSE AND UNSOUND CONCRETE SHALL BE DONE IN ACCORDANCE WITH SECTION 513 03 OF THE 2019 ODOT STANDARD SPECIFICATIONS.

ANY DAMAGE DONE TO THE EXISTING REINFORCING STEEL DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. ANY DETERIORATED REINFORCING STEEL WITH A SECTION LOSS GREATER THAN 50%, AS DETERMINED BY THE ENGINEER, SHALL BE REPORTED TO THE CITY PROJECT MANAGER FOR REMEDIAL ACTION. PRIOR TO CONCRETE PLACEMENT, BLAST CLEAN THE CONCRETE SURFACE AND REINFORCING STEEL FREE OF DEBRIS AND CORROSION.

THE LOCATION AND ACTUAL EXTENT OF THE REPAIRS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAYMENT SHALL BE MADE FOR THE ACTUAL REPAIRS MADE. NO PAYMENT SHALL BE MADE FOR WORK NOT PERFORMED. THE EXTENTS OF CLASS B BRIDGE DECK REPAIR SHALL BE MEASURED AND APPROVED BY THE ENGINEER PRIOR TO PLACING

ALL COSTS INCLUDING REINFORCING STEEL, SAWING, REMOVALS, LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE AND AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH SECTION 513.06 SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD OF "CLASS B BRIDGE DECK REPAIR".

CLASS C BRIDGE DECK REPAIR (BRIDGE #269):

THERE IS APPROXIMATELY 3 CUBIC YARDS OF CLASS AA CONCRETE AND 350 POUNDS OF REINFORCING REQUIRED FOR THE CLASS "C" BRIDGE DECK REPAIR OF THE BRIDGE DECKS. REMOVE AND REPAIR PORTIONS OF BRIDGE DECK AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 513.04D(3) OF THE 2019 ODOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. THE REPAIR LOCATIONS ARE LOCATED ONE FOOT ON EITHER SIDE OF THE EXISTING EXPANSION JOINT. REMOVE EXISTING EXPANSION JOINT AND REPLACE WITH EXPANSION JOINT AS SHOWN IN PLANS. THE EXISTING LONGITUDINAL REINFORCING STEEL SHALL BE CLEANED, STRAIGHTENED, AND LEFT IN PLACE IN ACCORDANCE WITH SECTION 513.04(D)3 OF THE ODOT 2019 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION. PAYMENT SHALL BE MADE FOR THE ACTUAL REPAIRS MADE. NO PAYMENT SHALL BE MADE FOR WORK NOT PERFORMED.

ANY DAMAGE DONE TO THE EXISTING REINFORCING STEEL DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER, ANY DETERIORATED REINFORCING STEEL WITH A SECTION LOSS GREATER THAN 50%, AS DETERMINED BY THE ENGINEER, SHALL BE REPORTED TO THE CITY PROJECT MANAGER FOR REMEDIAL ACTION. PRIOR TO CONCRETE PLACEMENT, BLAST CLEAN THE CONCRETE SURFACE AND REINFORCING STEEL FREE OF DEBRIS AND CORROSION.

ALL COSTS OF THE REPAIR INCLUDING REINFORCING STEEL, SAWING, REMOVALS, LABOR EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH SECTION 513.06 SHALL BE INCLUDED IN THE PRICE PER SQUARE YARD OF "CLASS C BRIDGE DECK REPAIR".

CORROSION INHIBITOR (BRIDGE #269):

THIS WORK CONSISTS OF TREATING CONCRETE SURFACES WITH A PENETRATING CORROSION INHIBITOR AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH SECTION 535.04D(a) OF THE ODOT 2019 STANDARD SPECIFICATIONS AND THE MANUFACTURER SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE SURFACE APPLIED CORROSION INHIBITORS THAT ARE ORGANOFUNCTIONAL SILANE BASED, USE CORROSION INHIBITORS THAT ARE DESIGNED TO WORK ON BOTH ANODIC AND CATHODIC AREAS.

BEFORE APPLYING THE CORROSION INHIBITOR TREATMENT SYSTEMS, CLEAN ALL

CONCRETE SURFACES AND EXPOSED REINFORCEMENT IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

APPLY THE CORROSION INHIBITOR AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. APPLY CORROSION INHIBITOR TO ENTIRE SURFACE AREA OF PREPARED PIER CAP PRIOR TO

ALL COSTS FOR FURNISHING ALL MATERIALS, EQUIPMENT, LABOR, TESTING, AND INCIDENTALS NECESSARY FOR THE SURFACE PREPARATION AND APPLICATION SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR "CORROSION INHIBITOR (SURFACE APPLIED)".

ANCHORAGE INTO EXISTING CONCRETE (BRIDGES #269 & #423):

REINFORCING STEEL AND DOWELS SHALL BE ANCHORED INTO EXISTING CONCRETE AS SHOWN IN THE PLANS, INSTALLATION OF NEW REINFORCING STEEL DOWELS INTO EXISTING CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 509.04.D(3) OF THE ODOT 2019

STANDARD SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER.
DRILLING INTO EXISTING CONCRETE SHALL BE ACCOMPLISHED WITHOUT CUTTING INTO EXISTING REINFORCING STEEL. PRIOR TO DRILLING, THE CONTRACTOR SHALL LOCATE AND MARK THE EXISTING REINFORCING STEEL WITH NONDESTRUCTIVE TOOLS, EQUIPMENT AND METHODS APPROVED BY THE ENGINEER. IF EXISTING REINFORCING STEEL IS ENCOUNTERED, THE DRILLING SHALL CEASE AND THE HOLE GROUTED. THE HOLE SHALL THEN BE RELOCATED TO CLEAR THE EXISTING REINFORCING STEEL. ADJUSTMENTS TO THE LOCATION OF THE NEW REINFORCING STEEL FROM THE PLANS SHALL BE THE MINIMUM AMOUNT NEEDED TO AVOID CUTTING THE EXISTING REINFORCING STEEL AND SHALL BE

APPROVED BY THE ENGINEER.

NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THE ADJUSTMENT IN NEW REINFORCING BAR LENGTHS FOR THE RELOCATION OF ANCHORAGE HOLES DUE TO THE **ENCOUNTERING OF EXISTING REINFORCING STEEL**

ALL COSTS INCLUDING LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NECESSARY TO DRILL AND EPOXY GROUT THE REINFORCING STEEL AND DOWELS AS SHOWN IN THE PLANS FOR BRIDGES #269 AND #423 SHALL BE INCLUDED IN THE PRICE BID PER POUND OF REINFORCING STEEL.

ELASTOMERIC COATING (BRIDGE #269):

THE FLASTOMERIC COATING IS MEASURED IN SQUARE FEET AND SHALL BE A LIQUID APPLIED URETHANE COATING SUCH AS CIM 1000 AS MANUFACTURED BY CIM INDUSTRIES POLYCOAT PC-IM-129 AS MANUFACTURED BY POLYCOAT PRODUCTS, OR AN APPROVED FOLIAL

THE ELASTOMERIC COATING SHALL BE APPLIED TO THE AREAS SHOWN IN THE PLANS. THE FINISH SHALL BE NEAT STRAIGHT LINES FOR APPROVAL.

THE EQUIPMENT AND METHODS OF APPLYING THE URETHANE COATING SHALL BE IN ACCORDANCE WITH THE PRODUCT COATING PROFILE AND INSTRUCTION GUIDES FOR APPLICATION TO CONCRETE. PRECAUTIONARY MEASURES SHALL BE IN ACCORDANCE WITH THE MATERIAL SAFETY DATA SHEETS AS PROVIDED BY THE MANUFACTURER.

THE COATING SHALL BE 60 MILS DRY THICKNESS AND 68 MILS WET THICKNESS. SURFACE PREPARATION AND PRODUCT MIXING SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS. PRIMER SHALL BE APPLIED TO THE CONCRETE SURFACES PRIOR TO APPLYING THE URETHANE COATING. ALL CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE APPLICATION OF THE ELASTOMERIC COATING.

WATER REPELLENT SHALL NOT BE REQUIRED ON SURFACES THAT ARE COATED WITH

ALL COSTS INCURRED DURING APPLICATION OF ELASTOMERIC COATING SHALL BE INCLUDED IN THE PRICE BID PER SQUARE FOOT OF "ELASTOMERIC COATING"

WATER REPELLENT (VISUALLY INSPECTED) (BRIDGE #269):

AFTER REPAIRS ARE COMPLETE AND CONCRETE OR EPOXY RESIN HAS CURED A MINIMUM OF SEVEN DAYS, A PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE PIER CAP, COLUMNS, ABUTMENT SEAT AND FACE, AND WINGWALLS, AS SHOWN IN THE PLANS. ALL COSTS INCLUDING COST OF MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF "WATER REPELLENT (VISUALLY INSPECTED)".

PAINTING EXISTING STRUCTURES (BRIDGES #201C & #269):

STRUCTURES"

THE EXISTING BRIDGES MAY CONTAIN A LEAD BASED PAINT SYSTEM. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 512 AND 730 OF THE ODOT 2019 STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT A SSPC-QP 2 CERTIFICATION IN ACCORDANCE WITH 512,04A(1).
THE EXPOSED SURFACES OF THE STEEL BEAMS AND DIAPHRAGMS SHALL BE CLEANED.

AND PAINTED. IN ADDITION, THE EXPOSED SURFACES OF THE FIXED AND EXPANSION BEARINGS SHALL BE CLEANED AND PAINTED.

THE PAINT SYSTEM CATEGORY SHALL BE IN ACCORDANCE WITH SECTION 512.048(2). ALL COSTS OF CLEANING AND PAINTING INCLUDING LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS SHALL BE INCLUDED IN THE PRICE BID PER LUM SUM "PAINTING EXISTING



GENERAL CONSTRUCTION NOTES (2)

BRIDGE REHABILITATION PROJECT NO. 2037B0201C, 2037B0269Z, 2037B02867, 2037B0423

CITY OF TULSA, OKLAHOMA PUBLIC WORKS DEPARTMENT





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| REVISION | BY | DATE | PLAN SCALE | DRAWN | ATB | 5/25 | APPROVED: |
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| | | | | DESIGN MANAGE | R | | CITY ENGINEER |
| | | | FILE: 1400361_MZ8035_Br201C_269_286_43_Gen Nates.dgn | | | | DATE: MAY 2025 |
| | | | ATLAS PAGE NO: 131, 132, 286, 352, 431, 1276 | | | | SHEET 6A OF 22 SHEET |