### GENERAL NOTES

**SPECIFICATIONS:**
- Comply with the requirements of the 2009 Oklahoma Standard Specifications for Highway Construction, except as modified by the Plans and Special Provisions.

**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 construct the work as shown and shall be solely responsible for the accuracy thereof.
- Bridges shall fully inform themselves of the nature of the work and condition under which it will be performed. The Contractor shall adopt methods consistent with good construction practice and shall take necessary precautions to prevent damage to the existing bridge or abutments. Any damage to the existing bridge structure or roadway due to the Contractor’s negligence shall be reported as the Contractor’s expense, to the satisfaction of the Engineer.

**Construction Plans:**
- For the existing bridge structures may be obtained from the Reproduction Branch of the Oklahoma Department of Transportation. Ask for Bridge "A" FAS S-261(13)(14)S and SBR-146C(099)SB, SH-150 over Eufaula Reservoir in McIntosh County.

### EXPOSURE OF DETERIORATED STRUCTURAL STEEL:

If any deteriorated structural steel is exposed during sandblasting, the Contractor shall be responsible for notifying the Engineer, who will then notify the Bridge Engineer as to the extent of the damage. The Bridge Engineer shall determine if any repairs are necessary and if so, what method of repair shall be used.

**REMOVED MATERIAL:**
- All material and debris removed during this project shall become the property of the Contractor and shall be disposed of in a manner approved by the Engineer.

### CLEANING BRIDGE SEATS AND PIER CAPS:

- All bridge seats and pier caps shall be swept clean of all debris at the conclusion of work. No costs for cleaning the bridge seats and pier caps shall be included in any other items of work.

### LANE CLOSURE:

- The Engineer reserves the right to impose lane closures during daily or special events. All work requiring the closing or narrowing of one or more lanes of traffic on the bridges shall be performed during daylight hours only unless approved by the Engineer. All work on the bridge shall be returned to normal during normal traffic hours. The Contractor shall make every effort to impose these lane closures as soon as possible.

### STEEL COMPOSE OR ORDER:

- Bridge "A" uses girders that are corrosive of A-36 and A-441 steel. Any repairs to structural steel components must reference the original bridge design drawings to ensure that welded sections conform to the originally intended properties for that area.

### PAY ITEM NOTES:

1. CLEANING AND PAINTING BRIDGE METAL RAIL:

   Pay item "CLEANING AND PAINTING BRIDGE METAL RAIL" consists of cleaning and painting of the bridge metal traffic rails as specified in Section 512 of the Standard Specifications for a Category "C" application. The paint system and application thereof shall be in accordance with Section 710 Revisions of the Standard Specifications.

2. COLLECTION & HANDLING OF WASTE:

   Estimated weights and quantities are provided for contractor’s convenience. Actual quantities may vary.

   Costs including labor, equipment, material, and subcontractors necessary to complete the work described above and as shown in the plans shall be included in the Lump Sum price for "PAINTING EXISTING STRUCTURES" and the Lump Sum price for "COLLECTION & HANDLING OF WASTE!"

### PAY QUANTITIES

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### ENVIRONMENTAL MITIGATION NOTES:

1. **NORTHERN LONG EARED BAT:**
   - The Northern Long Eared bat is a migratory, insect eating bat protected by the Endangered Species Act. This species can use bridges as summer roosting sites. If the bridge removal or modification is to occur between April 1 and November 15, the resident engineer shall contact the ODOT Biologist at 405-521-2515 to conduct an acoustic bat survey. The survey can be conducted outside of the Northern Long Eared Bat’s maternity season. The survey results shall be returned to the Engineer within 5 business days of the survey. The survey results must be submitted to the Engineer as soon as possible.

2. **WILDLIFE ACTIVITIES:**
   - No wildlife activities, within 660 feet of the nest, shall be conducted between June 1 and November 30, outside the 100-yard buffer. Surveys shall be conducted by a qualified professional wildlife biologist who is certified by a professional organization and who is not employed by the ODOT. Additional mitigation measures may be required by the ODOT Biologist.

3. **SWALLOW SURVEY:**
   - A Swallow survey has not been conducted for any of the structures within the project extent. The Swallow survey must be conducted before the work described above and as shown in the plans shall be included in the Lump Sum price for "PAINTING EXISTING STRUCTURES" and the Lump Sum price for "COLLECTION & HANDLING OF WASTE!"

4. **Bald Eagle Survey:**
   - A Bald Eagle survey was completed for this project in January 2016. No nests were observed within the expected impact area. The Bald Eagle survey was conducted in accordance with Section 510 of the Standard Specifications.

5. **Bat Mitigation:**
   - The resident engineer shall consult with US Fish and Wildlife Service. Work on the bridge will be restricted and may be prohibited for all listed bat species. If listed bat species are detected, the ODOT Biologist will consult with US Fish and Wildlife Service. Work on the bridge will be restricted and may be prohibited for all listed bat species.

6. **Traffic Closure:**
   - One lane closures and partial closures shall be performed during the daylight hours only. The Engineer shall coordinate traffic control plans with the Traffic Division and may be prohibited for all listed bat species.

7. **LANE CLOSURE:**
   - All work requiring the closing or narrowing of one or more lanes of traffic on the bridges shall be performed during daylight hours only unless approved by the Engineer. A QP-2 will be required for this project. Alternatively, the Contractor may have personnel with SSPC C-3 Supervisor/Competent Person Training for Dealing of Industrial Structures. If the Contractor elects to use the QP-3 training, they must provide current certification showing successful completion of the QP-3 training. The certification must be provided with their bid proposal or not later than the Wednesday following the bid letting. In addition, the Engineer with the Q-3 best training will be required to be present at the site at the time that work is being performed.

8. **Lump Sum Costs:**
   - The weight of structural steel to be painted for the bridge was estimated from the existing bridge plans and consists of steel members listed therein. TheStructural Engineers assumes no responsibility for the accuracy thereof. No compensation will be allowed for errors in the estimated weight. The estimated weight of structural steel for the bridge is approximately 92,172 S.F.

9. **PAINT-REMOVAL AND PAINTING STRUCTURAL STEEL:**
   - All structural steel of "bridge "A"" including steel from steel members, cross beams, bracing, connecting assemblies, bearing assemblies and any steel used for railway shall be cleaned and painted. All structural steel mentioned above and any steel used for railway shall be cleaned and painted in accordance with Section 9.0 of the Standard Specifications, using category "C" application. A QP-3 will be required for this project. Alternatively, the Contractor may have personnel with SSPC C-3 Supervisor/Competent Person Training for Dealing of Industrial Structures. If the Contractor elects to use the QP-3 training, they must provide current certification showing successful completion of the QP-3 training. The certification must be provided with their bid proposal or not later than the Wednesday following the bid letting. In addition, the Engineer with the Q-3 best training will be required to be present at the site at the time that work is being performed. The existing span system contains a weld joint.

10. **Waste and Incidentals:**
    - The weight of structural steel to be cleaned and painted for the bridge was estimated from the existing bridge plans and consists of steel members listed therein. TheStructural Engineers assumes no responsibility for the accuracy thereof. No compensation will be allowed for errors in the estimated weight. The estimated weight of structural steel for the bridge is approximately 92,172 S.F.

### VERIFICATION OF EXISTING CONDITIONS:

- All estimated weights and areas are provided for contractor’s convenience. Actual quantities may vary.

- All costs including labor, equipment, material, and subcontractors necessary to complete the work described above and as shown in the plans shall be included in the Lump Sum price for "PAINTING EXISTING STRUCTURES" and the Lump Sum price for "COLLECTION & HANDLING OF WASTE!"