ITEM 202 - GUTTER REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF THE EXISTING CONCRETE PAVED GUTTER LOCATED NORTH OF THE PROPOSED ℄ CONSTRUCTION WALK B. THE PORTION OF THE PAVED GUTTER TO BE REMOVED IS FROM STA. 949+25 TO STA. 952+00 AS SHOWN IN THE PLANS. THE PROPOSED DITCH BOTTOM WILL MATCH THE FLOW LINE OF THE PROPOSED GUTTER AT STA. 949+25.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR ITEM 202 - GUTTER REMOVED, AS PER PLAN.

ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN

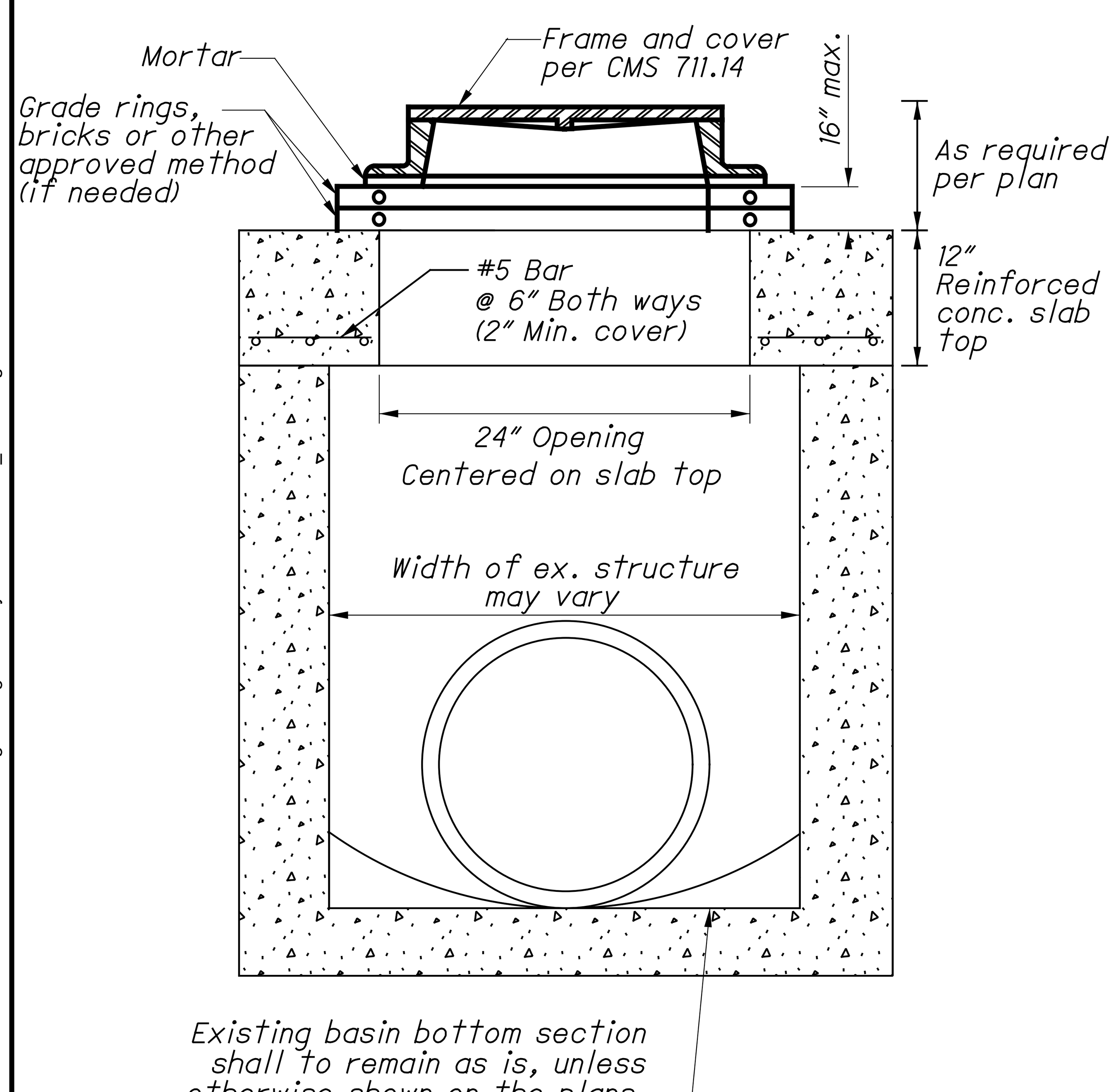
THIS ITEM SHALL INCLUDE THE REMOVAL OF THE EXISTING CONCRETE MEDIAN BARRIER AND CONCRETE PAD LOCATED LEFT AND RIGHT OF THE EX ℄ R/W & CONST. SR 95. THE PORTION OF THE EX. CONCRETE MEDIAN BARRIER AND CONCRETE PAD TO BE REMOVED IS FROM STA. 943+79 TO STA. 944+88 AND FROM STA. 946+22 TO STA. 947+29 AS SHOWN IN THE PLANS.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN.

ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

CATCH BASIN NO. 3 AND 3A RECONSTRUCTED TO GRADE, AS PER PLAN, SHALL BE CONSTRUCTED IN CONFORMANCE WITH ITEM 611, AS SHOWN IN THE BELOW SECTION AND AS DESCRIBED:

REMOVE THE EXISTING CATCH BASIN GRATE AND LID FROM THE EXIST STRUCTURE. PROVIDE NEW FLAT SLAB TOP LID CONSTUCTED AS SHOWN BELOW THAT MEETS REQUIREMENTS OF CMS 706.13. PROVIDE A MANHOLE FRAME AND COVER THAT MEET CMS 711.14 REQUIREMENTS AS SHOWN ON STANDARD DRAWING MH-1.1. NO BRICK OR CONCRETE BLOCK CONSTRUCTION SHALL BE PERMITTED. NO CONCRETE BLOCKOUT SHALL BE PROVIDED. FINAL ADJUSTMENT TO GRADE SHALL BE MADE AS NOTED ELSEWHERE IN THE PLANS FOR MANHOLE STYLE STRUCTURES.



SIDE VIEW, CATCH BASIN, NO. 3A AND 3 RECONSTRUCTED TO GRADE, AS PER PLAN

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL}

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) 35 MPH, 24" WIDE OR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) 35 MPH, 60" WIDE EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL) 35 MPH, 24" WIDE EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 622 - BARRIER TRANSITION, AS PER PLAN

THIS DETAILS THE BARRIER TRANSITION BETWEEN THE IMPACT ATTENUATOR AND THE EXISTING BARRIER SECTION AROUND THE PIER COLUMNS.

ADJACENT CONCRETE BARRIER RUNS: REMOVE ANY TAPERED END SECTIONS, IMPACT ATTENUATORS, OR OTHER GUARDRAIL HARDWARE FROM EXISTING BARRIER END IF NOT INCLUDED ON OTHER PAY ITEMS. REINFORCEMENT IS NOT SHOWN AND SHOULD BE CONSTRUCTED PER RM-4.6. THE ADJACENT SINGLE SLOPE END SHOULD BE TERMINATED WITH A REINFORCED END ANCHOR AS DETAILED ON THE SCDS.

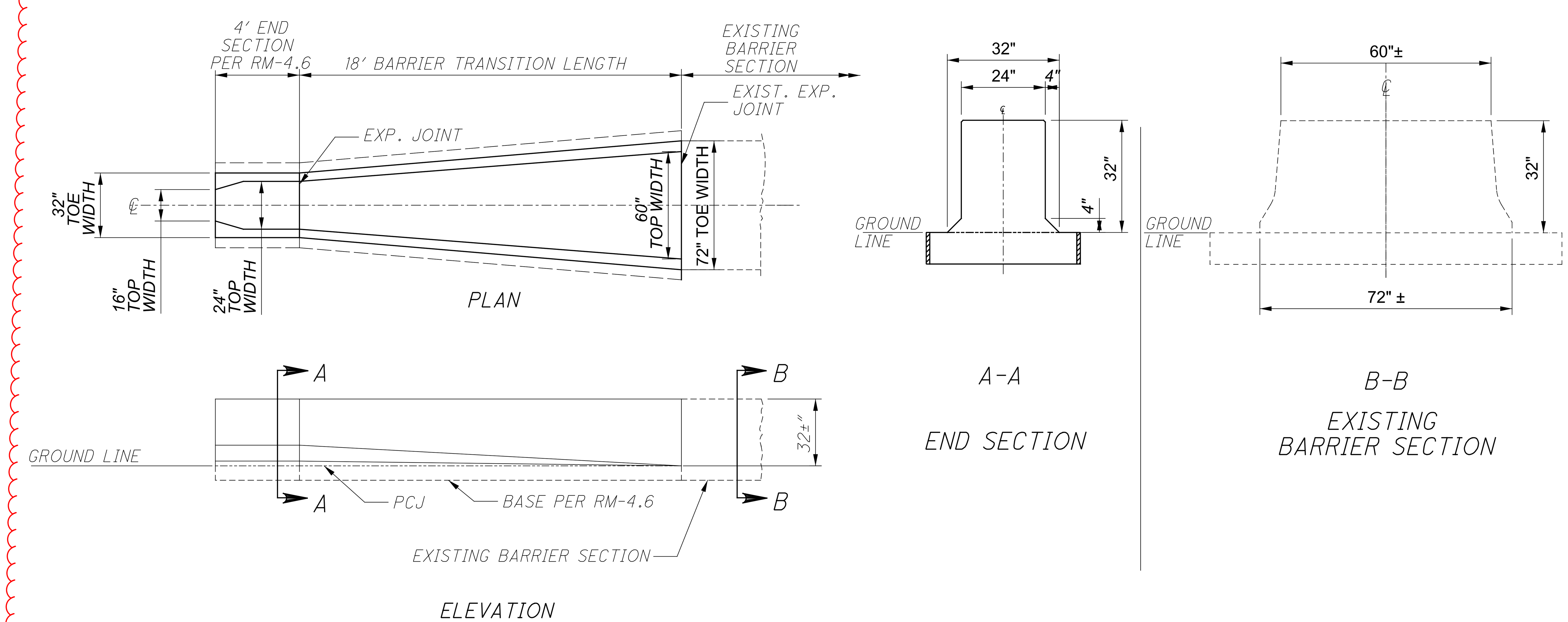
BARRIER FACE TRANSITION: TO PREVENT VEHICLE SNAGGING, A SMOOTH TRANSITION FROM THE 4' END SECTION TO THE EXISTING BARRIER IS MADE OVER A 18' LENGTH. THE ACTUAL SHAPE OF THE TRANSITION IS DEPENDENT ON BOTH THE END SECTIONS TO THE EXISTING BARRIER . THE CONTRACTOR AND ENGINEER WILL AGREE ON A CONSTRUCTION METHOD TO ENSURE A SMOOTH BARRIER FACE.

MATERIALS: MATERIALS ARE SAME FOR THOSE SHOWN ON RM-4.3 AND RM-4.5, EXCEPT THAT CAST-IN-PLACE IS THE ONLY ACCEPTABLE METHOD. EDGES MAY BE CHAMFERED OR RADIUSES AS SHOWN ON THOSE DRAWINGS.

CONCRETE BASE: CONSTRUCT BASE AS SHOWN ON THE RM-4.6, INCLUDING THE METHODS DETAILING THE FOOTING JOINT, PERMISSIBLE CONSTRUCTION JOINT (PCJ), AND DOWELLING REQUIREMENTS. THE WIDTH OF THE BASE MATCHES THE EXISTING NJ BARRIER.

JOINTS: CONSTRUCT JOINTS AS SHOWN ON RESPECTIVE BARRIER DRAWINGS.

PAYMENT: THIS BARRIER TRANSITION SHALL INCLUDE ALL MATERIAL AND LABOR NEEDED TO CONSTRUCT THE 18' TRANSITION SECTION AND THE 4' END SECTION, INCLUDING ANY REINFORCING STEEL, DOWELS AND OTHER NECESSARY INCIDENTALS. PAYMENT SHALL BE MADE AT THE UNIT PRICE FOR ITEM 622 - BARRIER TRANSITION, AS PER PLAN, EACH.



GENERAL NOTES

MAR-95-17.90

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DESIGN AGENCY
Environmental DesignGroup

DESIGNER
WES

REVIEWER
JES 03/24/25

PROJECT ID
114818

SHEET P.6
TOTAL P.142