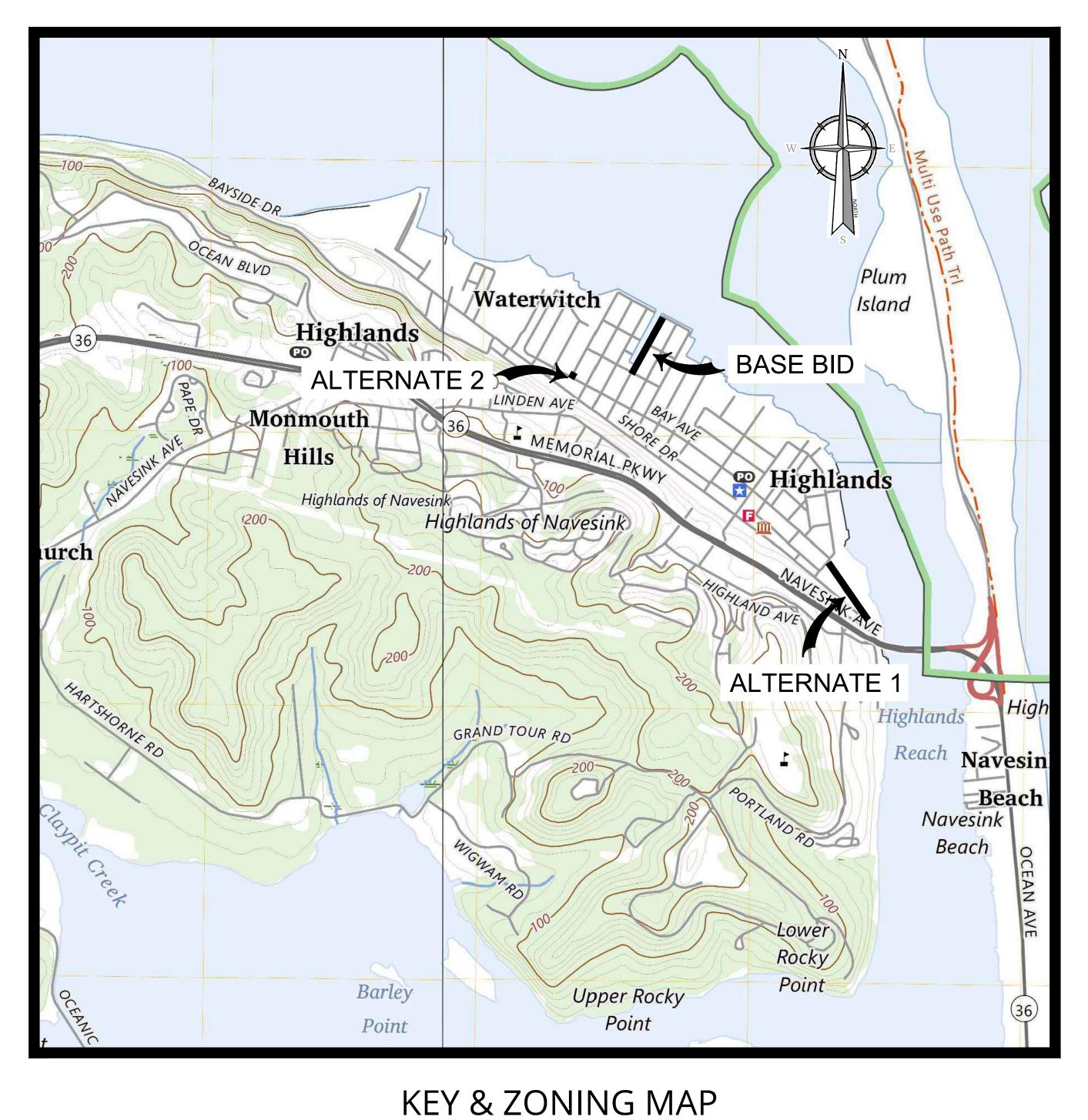
UTILITIES					
ELECTRIC:					
JERSEY CENTRAL POWER & LIGHT ATTN: BRIAN FRETZ 101 CRAWFORDS CORNER ROAD, BLDG. 1, SUITE 1-511					
HOLMDEL, NJ 07733 bfretz@firstenergycorp.com					
TELEPHONE:					
VERIZON ATTN: BILL HIGGINS 175 WEST MAIN STREET					
FREEHOLD NJ, 07728 william.w.higgins@verizon.com					
CABLE:					
CABLEVISION OF MONMOUTH COUNTY ATTN: PAUL KOSTYZ					
40 PINE STREET TINTON FALLS, NJ pkostyz@cablevision.com					
GAS:					
NEW JERSEY NATURAL GAS COMPANY ATTN: XAVIER ROBLES-GIRON					
I415 WYCKOFF ROAD WALL, NJ 07727 xroblesgiron@njng.com					
WATER:					
NEW JERSEY AMERICAN WATER COMPANY ATTN: MAUREEN KELLY					
661 SHREWSBURY AVENUE SHREWSBURY, NJ 07702					
maureen.kelly@amwater.com SEVVER:					
HIGHLANDS BORO SEWER DEPT. ATTN: SPENCER CARPENTER					
42 SHORE DRIVE HIGHLANDS, NJ 07732 publicworks@highlandsborough.org					
LOCATION OF UTILITIES SHOWN ON THE PLANS ARE					
PLOTTED FROM AVAILABLE DATA ON FILE WITH THE UTILITY COMPANIES AND ARE NOT WARRANTED AS					
EXACTNESS. CONTRACTOR IS TO DETERMINE EXACT LOCATION AND DEPTH OF UTILITIES AT ALL CROSSIN PRIOR TO CONSTRUCTION IN ACCORDANCE WITH T	IGS				
REQUIREMENTS OF THE CONTRACT DOCUMENTS.					
GOVERNING BODY					
MAYOR CAROLYN BROULLON					
COUNCIL MEMBERS JO-ANNE OLSZEWSKI					
DONALD MELNYK KAREN CHELAK					
LEO CERVANTES					
ADDRESS 151 NAVESINK AVENUE HIGHLANDS, NJ 07732					
(732) 872-1224					
INDEX OF SHEET	r				
DESCRIPTION	SHT. No.				
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GRADING PLAN	2.00-2.01 3.00-3.01				
	4.00				
	5.00				
	6.00-6.03				
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## CONSTRUCTION PLANS FOR

# WASHINGTON AVENUE IMPROVEMENTS

# BOROUGH OF HIGHLANDS MONMOUTH COUNTY NEW JERSEY



U.S.G.S. QUADRANGLE MAP HIGHLANDS, NJ - PANEL (SANDY HOOK EAST) NOT TO SCALE

Colliers						
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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM						
REV       DATE       DRAWN BY       DESCRIPTION         1       3/3/25       BJH       ADDED NOTE REGARDING BULKHEAD.         ·       ·       ·       ·         ·       ·       ·						
<b>Doseph Raftery</b> New Jersey Licensed Professional Engineer License NUMBER: Ge53339 Colliers Engineering & Design, Inc. N.J. C.O.A. #: 24GA27986500						
CONSTRUCTION PLAN FOR WASHINGTON AVENUE IMPROVEMENTS						
BOROUGH OF HIGHLANDS MONMOUTH COUNTY NEW JERSEY						
Colliers101 Crawfords Corner Road, Suite 3400 Holmdel, NJ 07733Engineering & DesignPhone: 732.383.1950 COLLIERS ENGINEERING & DESIGN, INC. DOING BUSINESS AS MASER CONSULTING						
SCALE:     DATE:     DRAWN BY:     CHECKED BY:       AS SHOWN     11/26/24     BJH     NV       PROJECT NUMBER:     DRAWING NAME:     HIBC0018     C-CVER						
SHEET TITLE:						
SHEET NUMBER: 1.00						

### GENERAL NOTES:

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL MUNICIPAL/COUNTY/STATE REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, MAILBOXES, FENCES, LANDSCAPING, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND 35. SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED THE PRICE BID FOR "CLEARING SITE".
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE 36. THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED.
- THESE PLANS ARE BASED ON SURVEY PERFORMED BY COLLIERS ENGINEERING & DESIGN. 37. ALL TRAFFIC STRIPES AND MARKINGS SHALL BE LONG-LIFE THERMOPLASTIC. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND NOTIFY COLLIERS ENGINEERING & DESIGN IF ACTUAL SITE CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLAN, OR IF THE 38. PROPOSED WORK WOULD BE INHIBITED BY ANY OTHER SITE FEATURES.
- EXISTING SITE TOPOGRAPHIC INFORMATION AS SHOWN HEREON IS BASED UPON NAVD 88  $^{39.}$ (NORTH AMERICAN VERTICAL DATUM OF 1988) PER GPS OBSERVATION BY COLLIERS ENGINEERING & DESIGN, INC., UTILIZING KEYNET GPS.
- SURVEY LAYOUT AND STAKEOUT SHALL BE PROVIDED BY THE CONTRACTOR FOR ALL IMPROVEMENTS. ALL WORK SHALL BE COMPLETED BY A NEW JERSEY LICENSED PROFESSIONAL LAND SURVEYOR AND ALL COSTS FOR SHALL BE INCLUDED IN THE VARIOUS ITEMS IN THE PROPOSAL. NO SEPARATE PAYMENT SHALL BE MADE FOR CONSTRUCTION LAYOUT.
- ALL DIMENSIONS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO 42. CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- DEBRIS SHALL NOT BE BURIED ON THE SUBJECT SITE AND ALL UNSUITABLE EXCAVATED MATERIAL 44. TACK COAT SHALL BE IN ACCORDANCE WITH SECTION 401.03.05. AND DEBRIS SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL MUNICIPAL, COUNTY, STATE AND FEDERAL LAW AND APPLICABLE CODES. 45.
- CONTRACTOR IS RESPONSIBLE FOR ALL SHORING REQUIRED DURING EXCAVATION (TO BE PERFORMED IN ACCORDANCE WITH CURRENT OSHA STANDARDS) AND ANY ADDITIONAL PROVISIONS TO ASSURE STABILITY OF EXCAVATIONS, AS FIELD CONDITIONS DICTATE.
- 10. CONTRACTOR IS TO EXERCISE EXTREME CARE WHEN PERFORMING ANY WORK ACTIVITIES 46. ADJACENT TO PAVEMENT, STRUCTURES, ETC. TO REMAIN. CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING THE APPROPRIATE MEASURES AS NECESSARY TO ENSURE THE STRUCTURAL STABILITY OF ITEMS TO REMAIN, AND TO PROVIDE A SAFE WORK AREA.
- CONTRACTOR IS RESPONSIBLE FOR REPAIRING THE DAMAGE DONE TO ANY EXISTING ITEMS 47. DURING CONSTRUCTION SUCH AS BUT NOT LIMITED TO DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, LANDSCAPING, FENCES, MAILBOXES, WALLS, WALKWAYS, IRRIGATION SYSTEMS, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REPLACE ALL AMENITIES 48. DAMAGED DURING CONSTRUCTION. REPAIR SHALL BE EQUAL OR BETTER THAN EXISTING CONDITIONS. CONTRACTOR IS RESPONSIBLE TO DOCUMENT ALL EXISTING DAMAGE AND NOTIFY CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION START.
- ENGINEER IS NOT RESPONSIBLE FOR CONSTRUCTION METHODS/MEANS FOR COMPLETION OF THE 49. EXISTING GUTTERLINE GRADES ARE TO BE MAINTAINED EXCEPT AS OTHERWISE SHOWN ON PLAN WORK DEPICTED ON THESE PLANS. CONTRACTOR IS RESPONSIBLE FOR DETERMINING METHODS/ MEANS FOR COMPLETION OF THE WORK PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND MUST NOTIFY THE OWNER AND ENGINEER IF A CONFLICT IS IDENTIFIED.
- THE CONTRACTOR IS RESPONSIBLE TO CLEAR ANY AND ALL ITEMS REQUIRED TO BUILD THE PROJECT AS SHOWN ON THE PLANS. THE NOTES SHOWN ON THE PLANS MAY NOT BE 51. ALL-INCLUSIVE. ANY ITEMS NOT SPECIFICALLY SHOWN FOR REMOVAL ON THE PLANS, BUT REQUIRED TO BUILD THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND DISPOSED OF. PAYMENT SHALL BE INCLUDED IN THE "CLEARING SITE" PAY ITEM.
- THE LOCATION OF ALL UNDERGROUND UTILITIES AS SHOWN HEREON ARE APPROXIMATE AND 52. ARE BASED ON VISIBLE SURFACE STRUCTURES AND ANY UTILITY MAPS PROVIDED BY UTILITY COMPANIES REFERENCED HEREON. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF 53. THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES, ADDITIONAL BURIED UTILITIES/STRUCTURES MAY HAVE BEEN ENCOUNTERED. THE CONTRACTOR SHALL HAVE ALL UNDERGROUND UTILITIES FIELD-VERIFIED BY THE PROPER UTILITY COMPANIES BEFORE ANY CONSTRUCTION BEGINS.
- THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES BY CONTACTING THE APPROPRIATE UTILITY COMPANIES AND CONTACTING THE NJ ONE-CALL SYSTEM (I-800-272-1000). THE LOCATION OF ALL EXISTING UTILITIES MAY NOT BE ACCURATELY SHOWN ON THE PLANS.
- 16. DO NOT INTERRUPT EXISTING UTILITIES SERVING ADJACENT OCCUPIED OR OPERATING FACILITIES UNLESS AUTHORIZED IN WRITING BY OWNER AND AUTHORITIES HAVING IURISDICTION.
- THE CONTRACTOR SHALL PROVIDE PROTECTION FOR THE GENERAL PUBLIC AND 17 CONSTRUCTION WORKERS IN AND AROUND THE CONSTRUCTION AREAS, AND FOR THE ADJACENT PROPERTY AND PERSONS. ADEQUATE BARRIERS SHALL BE PROVIDED TO EXERCISE CONTROL OF SAFE INGRESS AND EGRESS AT ALL ROADWAY INTERSECTIONS. THE CONTRACTOR SHALL BARRICADE ALL UNSAFE OR INJURIOUS CONDITIONS.
- THE CONTRACTOR SHALL ENSURE FREE AND SAFE PASSAGE OF PERSONS AROUND THE AREA OF CONSTRUCTION. ALL OPERATIONS SHALL BE CONDUCTED SO AS TO PREVENT DAMAGE TO ADJACENT BUILDINGS, STRUCTURES, AND OTHER FACILITIES AND INJURY TO PERSONS, BOTH PEDESTRIAN AND WORKERS ALIKE.
- ALL ITEMS TO BE PARTIALLY REMOVED OR REMOVED AND RESET SHALL BE REMOVED TO THE NEAREST POST OR JOINT.
- 20. THE CONTRACTOR IS RESPONSIBLE FOR RESTORING THE SITE TO A CLEAN, SAFE AND PASSABLE CONDITION AT THE END OF EACH WORK DAY. NO SEPARATE MEASUREMENT OR PAYMENT SHALL 55. BE MADE FOR DAILY RESTORATION OF THE SITE. NO MATERIALS OR EQUIPMENT MAY BE STAGED IN THE WORK ZONE OVERNIGHT UNLESS SPECIFICALLY PERMITTED BY THE OWNER. A STAGING AREA MAY BE PROVIDED AT THE DISCRETION OF THE OWNER, THE LOCATION OF WHICH SHALL BE IDENTIFIED AT THE PRE-CONSTRUCTION MEETING.
- THE CONTRACTOR SHALL MEET THE ELEVATION OF THE EXISTING PAVEMENT AND SIDEWALK AT 21 THE LIMITS OF PROPOSED WORK.
- 22. NO SEPARATE PAYMENT WILL BE MADE FOR RESETTING WATER OR GAS VALVES IN AREAS OF PROPOSED PAVEMENT. WATER AND GAS VALVES SHALL BE RESET TO THE NEW GRADES AND COSTS SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS IN THE PROPOSAL.
- 23. CONTRACTOR SHALL VERIFY ALL GRADES, INLET ELEVATIONS AND LOCATIONS IN THE FIELD PRIOR TO CONSTRUCTION.
- 24. CONTRACTOR SHALL ADJUST GRADING AS NECESSARY TO PROVIDE POSITIVE DRAINAGE TO EXISTING AND PROPOSED INLETS.
- ALL INLET CASTINGS, CURB PIECES, AND GRATES WITHIN THE PROJECT LIMITS SHALL BE UPGRADED 25. TO CONFORM WITH NEW JERSEY STORMWATER MANAGEMENT REGULATIONS.
- 26. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR THE RELATIVE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL COMPLIANCE WITH LOCAL REGULATIONS AND CODES.
- NO SEPARATE PAYMENT WILL BE MADE FOR EXCAVATION, DEWATERING OR TRENCH RESTORATION REQUIRED TO INSTALL THE PIPES AND STRUCTURES SPECIFIED TO BE CONSTRUCTED. PAYMENT FOR EXCAVATION, DEWATERING, AND TRENCH RESTORATION SHALL BE INCLUDED IN THE PRICES BID FOR EACH RESPECTIVE ITEM.
- 28. TRENCH RESTORATION SHALL BE AS SHOWN ON THE CONSTRUCTION DETAILS. NO SEPARATE PAYMENT WILL BE MADE FOR TRENCH RESTORATION, INCLUDING THE INSTALLATION OF SUBBASE, AND HOT MIX ASPHALT BASE COURSE. PAYMENT FOR TRENCH RESTORATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS SIZE PIPES IN THE PROPOSAL.
- ALL PAVEMENT STRIPING, MARKINGS, REGULATORY AND WARNING SIGNS SHALL CONFORM WITH 29 THE STANDARDS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- CONTRACTOR SHALL EXERCISE APPROPRIATE CARE AND PRECISION IN CONSTRUCTION OF ADA 30. ACCESSIBLE COMPONENTS FOR THE SITE. THESE COMPONENTS, AS CONSTRUCTED, MUST COMPLY WITH THE LATEST ADA STANDARDS FOR ACCESSIBLE DESIGN.
- CONTRACTOR TO MAINTAIN ACCESS FOR PEDESTRIANS AND EMERGENCY VEHICLES AT ALL TIMES DURING CONSTRUCTION
- THE CONTRACTOR SHALL COORDINATE ANY REQUIRED UTILITY RELOCATION WITH EACH RESPECTIVE UTILITY COMPANY. NO SEPARATE PAYMENT SHALL BE MADE FOR COORDINATION. WATER UTILITY RELOCATION REQUIRED TO CONSTRUCT THE IMPROVEMENTS SHOWN SHALL BE INCLUDED IN THE COST OF VARIOUS BID ITEMS.
- THE 2019 NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ALL AMENDMENTS, INCLUDING THE 2019 SPECIAL PROVISIONS FOR LOCAL AID PROJECTS, THERETO OR MODIFIED HEREIN SHALL GOVERN THE CONSTRUCTION OF THIS PROJECT.

CONTRACTOR TO EXERCISE CAUTION WHEN PERFORMING WORK ADJAC RETAINING WALLS AND LANDSCAPE STRUCTURES AND FEATURES. ANY RE LANDSCAPE STRUCTURES DAMAGED DURING CONSTRUCTION SHALL BE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS ENCOU PRECONSTRUCTION PHOTOGRAPHS TO AVOID INCONCLUSIVE DISPUTES CONSTRUCTION.

34

- CONTRACTOR SHALL NOT MILL IN EXCESS OF AREA TO BE PAVED WITHIN THE SAME DAY OF WORK.
- THE COMMENCEMENT OF MILLING AND HOT MIX ASPHALT OVERLAY WORK SHALL NOT BEGIN UNTIL THE COMPLETION OF ANY CONCRETE WORK IN THAT AREA.
- CONTRACTOR SHALL SUBMIT SEED BAG TICKETS TO THE ENGINEER FOR APPROVAL PRIOR TO PLACING SEED.
- CONTRACTOR SHALL ESTABLISH A FULL STAND OF GRASS WITH NO BARE PATCHES, CRABGRASS, OR WEEDS. 40. CONTRACTOR SHALL SUBMIT INVOICES FOR TRAFFIC DIRECTOR, FLAGGER TO ENGINEER AS BACK
- UP FOR PAY APPLICATION.
- PAVEMENT SHALL BE SAWCUT TO FULL DEPTH OF EXISTING PAVEMENT AT THE TIME OF CONSTRUCTION. ALL DEBRIS FROM REMOVAL OPERATIONS SHALL BE REMOVED FROM THE SITE AT THE TIME OF EXCAVATION. STOCKPILING OF DEBRIS WILL NOT BE PERMITTED.
- CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHY AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. ANY DISCREPANCIES SHALL BE PROVIDED TO THE ENGINEER IN WRITING IMMEDIATELY.
- 43. DENSE GRADED AGGREGATE BASE COURSE SHALL BE INSTALLED IF & WHERE DIRECTED.
- INSTALLATION OF HOT MIX ASPHALT SURFACE COURSE SHALL NOT BE PERMITTED UNTIL THE BASE COURSE IS APPROVED BY THE ENGINEER. THE ENGINEER MAY DIRECT THE CONTRACTOR TO MAKE CORRECTIVE MEASURES TO THE BASE COURSE PRIOR TO THE INSTALLATION OF THE SURFACE COURSE AT NO ADDITIONAL COST TO THE OWNER.
- UNLESS ECHELON PAVING IS USED, ALL JOINTS RESULTING FROM THE PAVING OPERATIONS SHALL BE CONSIDERED COLD IOINTS AND POLYMERIZED IOINT ADHESIVE SHALL BE APPLIED IN ACCORDANCE WITH THE NIDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2019. UNDER SUBSECTION 401.03.04 COLD JOINT PAVING.
- THE MAXIMUM LENGTH OF LONGITUDINAL COLD JOINT IS 300 FEET OR UP TO 500 FEET IF DIRECTED BY THE ENGINEER. NO LONGITUDINAL COLD JOINTS ARE TO BE LEFT EXPOSED AT THE END OF THE DAY'S WORK OR OVERNIGHT.
- CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE PATTERNS WHEN RECONSTRUCTING OR OVERLAYING UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY QUESTIONABLE DRAINAGE AREAS SO THAT FIELD ADJUSTMENTS CAN BE MADE TO ELIMINATE PONDING.
- OR DIRECTED BY THE ENGINEER.
- 50. THE EDGES OF THE BASE COURSE ITEMS SHALL BE PARALLEL TO THE ROADWAY CENTERLINE AND RECTANGULAR IN SHAPE. ALL EDGES SHALL BE VERTICAL.
- THE SUMMATION OF THE QUANTITIES FOR EACH PAY ITEM IN THE QUANTITY TABLE MAY DIFFER FROM THE PAY ITEM QUANTITY LISTED IN THE PROPOSAL. THIS IS TO ALLOW FOR UNSEEN ADJUSTMENTS THAT MAY BE NECESSARY TO TO COMPLETE THE PROJECT. THE CONTRACTOR IS ADVISED TO BID THE PROJECT BASED ON THE QUANTITIES LISTED IN THE PROPOSAL.
- TEST PITS SHALL BE COMPLETED BEFORE ORDERING OF ANY MATERIALS.
- CONTRACTOR SHALL BE MADE AWARE THAT THERE ARE VARIOUS UTILITIES, ABOVE OR BELOW GROUND, THAT WILL NEED TO BE RELOCATED, RAISED, OR LOWERED THAT ARE CURRENTLY WITHIN THE PROJECT LIMITS. ALL UTILITY ITEMS INCLUDING BUT NOT LIMITED TO UTILITY BOXES, VALVES, METERS, ETC. THAT NEED TO BE ADJUSTED AND/OR RELOCATED TO COMPLETE THE PROJECT MUST BE COMPLETED. ALL MATERIAL, LABOR, AND COORDINATION WITH THE RELEVANT UTILITIES SHALL BE PAID FOR THROUGH THE LUMP SUM ITEM CLEARING SITE. NO SEPARATE PAYMENT SHALL BE MADE FOR ANY ADDITIONAL MATERIAL, LABOR, AND UTILITY COORDINATION TO ADJUST OR REPLACE ANY UTILITY ENTITY TO CONFORM WITH THE PROPOSED IMPROVEMENTS. ANY UTILITY ENTITY THAT IS IN EXISTING PAVEMENT, CURB, SIDEWALK, OR GRASS WILL NEED TO BE SET IN CONCRETE IN A MANNER THAT CONFORMS WITH THE CONTRACT DOCUMENTS. CONTRACTOR SHALL HAVE NO CLAIM FOR DELAYS DUE TO UTILITY COMPANIES NEEDING TO RESET FEATURES. THIS INCLUDES ANY MATERIALS REQUIRED BY THE BOROUGH AND VARIOUS UTILITIES TO ESTABLISH THE UTILITY ENTITIES IN A MANNER THAT ALLOW THEM TO BE ACCESSIBLE AND OPERABLE. ALL MATERIALS NEEDED TO SET UTILITY ENTITIES IN THE SIDEWALK, INCLUDING BUT NOT LIMITED TO RISERS, C-4 BOXES, RINGS, ETC., SHALL BE PAID FOR THROUGH CLEARING SITE. THIS NOTE ACCOUNTS FOR ANY ENTITY FOR ANY UTILITY, ABOVE OR BELOW GROUND, WHICH MAY POSE AS A CONFLICT TO THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL TAKE NOTICE THAT THEY SHOULD VISIT THE SITE AND INSPECT THE LEVEL OF EFFORT. MATERIAL. AND COORDINATION NEEDED TO ADJUST THESE UTILITY ENTITIES TO COMPLETE THE PROJECT AND INCLUDE THAT FEE IN CLEARING SITE.
- ANY UTILITIES LOCATED IN THE PROPOSED CURB RAMPS ARE TO BE RELOCATED. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH UTILITY COMPANIES TO RELOCATE ANY FEATURES. ALL MATERIAL, LABOR, AND COORDINATION FOR THIS EFFORT SHALL BE PAID FOR THROUGH CLEARING SITE.

54.

- BASED ON THE HISTORICAL PERFORMANCE OF THE EXISTING BULKHEAD ALONG WASHINGTON AVENUE, THE FOLLOWING MEASURES MUST BE CONDUCTED DURING THE PROPOSED PAVEMENT PROJECT OF WASHINGTON AVENUE:
- 55.1. THE CONTRACTOR SHALL INCLUDE PRE- AND POST-CONSTRUCTION VIDEO DOCUMENTATION AND SURVEY AS PART OF THE BID.
- 55.2. THE CONTRACTOR SHALL CONDUCT DETAILED MONITORING OF THE BULKHEAD THROUGHOUT THE PROJECT. IF ANY MOVEMENT, DEFLECTION, OR CHANGES ARE OBSERVED, THE CONTRACTOR MUST IMMEDIATELY STOP WORK, REMOVE ALL LIVE LOAD SURCHARGING FROM THE ROAD AND ADJACENT AREAS, AND NOTIFY THE ENGINEER WITHOUT DELAY.
- 55.3. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE OR EXCESSIVE LOADING ON THE BULKHEAD. MEASURES SUCH AS USING SMALLER COMPACTION EQUIPMENT SHALL BE IMPLEMENTED TO MINIMIZE LIVE LOADING ON THE ROAD. THESE PRECAUTIONS ARE CLEARLY NOTED IN THE PROJECT SPECIFICATIONS AND PLANS THROUGH THIS ADDENDUM.
- 55.4. THE FOLLOWING NOTES SHALL BE EXPLICITLY INCLUDED IN THE PLANS AND SPECIFICATIONS:
  - 55.I.I. THE OWNER/ENGINEER MAKES NO REPRESENTATION REGARDING THE STABILITY OR SUITABILITY OF ADJACENT AREAS OR STRUCTURES DURING CONSTRUCTION.
  - 55.1.2. THE CONTRACTOR IS RESPONSIBLE FOR FIELD-VERIFYING THE LOAD-BEARING CAPACITY OF ALL AREAS AND PROVIDING THE NECESSARY MEANS OF SUPPORT.

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DURING OR AFTER

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		SIDEWALK	
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		SANITARY PIPE	
		STORM PIPE	

SU	PPLEMENTAL LEGEND
	HMA MILLING, 3" OR LESS HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK
	BASE REPAIR DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK
	CONCRETE SIDEWALK, 4" THICK
	DETECTABLE WARNING SURFACE
٢	RECONSTRUCT MANHOLE, SANITARY SEWER
Ø	RESET MANHOLE, SANITARY SEWER
Ø	RESET OR SET MANHOLE CASTING
	RECONSTRUCT MANHOLE
	RESET EXISTING CASTING OR SET INLET CASTING
	RECONSTRUCT STRUCTURE
-	EXCAVATION, TEST PIT
	DISTRIBUTION SYSTEM WATER VALVE
X /	REMOVAL

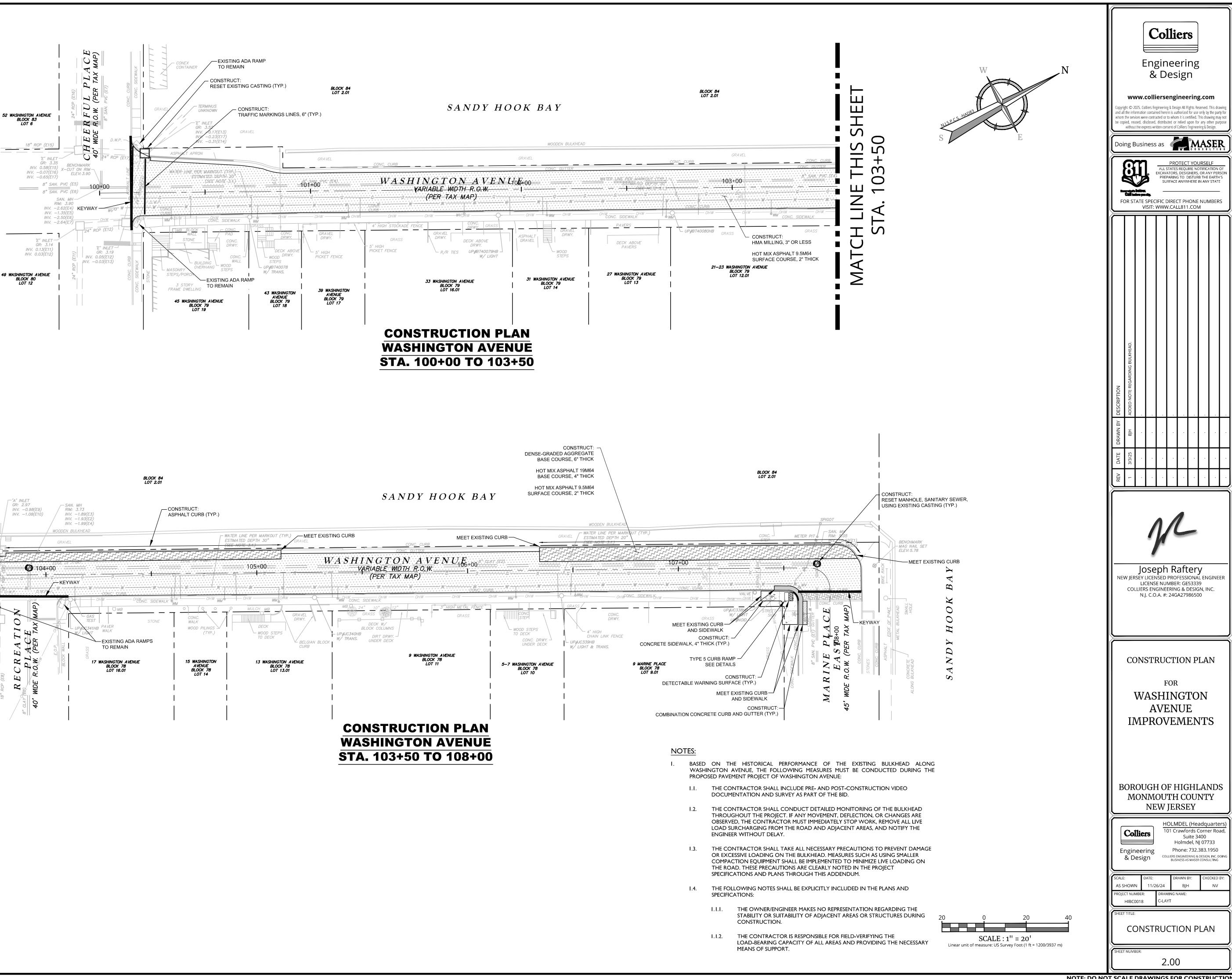
BASE BIDPAY ITEMTOTAL CONTRACT QUANTITIESPAY ITEMDESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1CLEARING SITELS12TARFIEC ALLOWANCEALL13*'UNIFORM TRAFFIC DIRECTORSHR4804FUEL PRICE ADUISTMENTDOL1.0005ASPHALT PRICE ADUISTMENTDOL1.0006EXCAVATION, TEST PITCYS07HMA MILLING, 3" OR LESSSY1.16728DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKTONS010HOT MIX ASPHALT 19M64 BASE COURSE, 2" THICKTON22511TACK COATGAL19012RESTE TAINING CASTINGUN113RESET MANHOLE, SAMITARY SEWER, USING EXISTING CASTINGUN214CONCRETE SIDEWALK, 4" THICKSY515DETECTABLE WARNING SURFACESY516ASPHALT CURBLF30017COMBINATION CONCRETE CURB AND GUTTERLF3018TRAFFIC MARKINGS UNRACESY853HOT MIX ASPHALT SURFACE COURSE, 6" THICKTON10516ASPHALT CURB AND GUTTERLF30017COMBINATION CONCRETE CURB AND GUTTERLF30018TRAFFIC MARKINGS UNRACESY8553HOT MIX ASPHALT SURFACE COURSE, 6" THICKTON10516ASPHALT SURFACE COURSE, 2" THICKTON105<						
NO.         DESCRIPTION         ONI         QUANTITIES           1         CLEARING SITE         LS         1           2         TRAFFIC ALLOWANCE         ALL         1           3         "UNIFORM TRAFFIC DIRECTORS         HR         480           4         FUEL PRICE ADJUSTMENT         DOL         1.000           5         ASPHALT PRICE ADJUSTMENT         DOL         1.000           6         EXCAVATION, TEST PIT         CY         50           7         HMA MILLING, 3" OR LESS         SY         1.672           8         DENSE-CRADE AGGREGATE BASE COURSE, 4" THICK         TON         50           10         HOT MIX ASPHALT 19M6E BASE COURSE, 4" THICK         TON         225           11         TACK COAT         GAL         190           12         RESET EVISTING CASTING         UN         1           13         RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING         UN         2           14         CONCRETE SIDEWALK, 4" THICK         SY         20           15         DETECTABLE WARNING SURFACE         SY         5           16         ASPHALT CURB         LF         70           17         COMBINATION CONCRETE CURB AND GUTTER		BASE BID				
2         TRAFFIC ALLOWANCE         ALL         1           3         **UNIFORM TRAFFIC DIRECTORS         HR         480           4         FUEL PRICE ADJUSTMENT         DOL         1,000           5         ASPHALT PRICE ADJUSTMENT         DOL         1,000           6         EXCAVATION, TEST PIT         CY         50           7         HMA MILLING, 3' OR LESS         SY         1,672           8         DENSE-GRADED AGGREGATE BASE COURSE, 6'' THICK         TON         225           10         HOT MIX ASPHALT 19M64 BASE COURSE, 4'' THICK         TON         225           11         TACK COAT         GAL         190           12         RESET EXISTING CASTING         UN         1           13         RESET MANHOLF, SANTARY SEWER, USING EXISTING CASTING         UN         2           14         CONCRETE SIDEWALK, 4'' THICK         SY         20           15         DETECTABLE WARNING SURFACE         SY         5           16         ASPHALT CURB         IF         330           18         TRAFFIC MARKINGS LINES, 6'''         IF         30           18         TRAFFIC MARKINGS LINES, 6'''         IF         30           190         DESCRIPTION <td></td> <td>DESCRIPTION</td> <td>UNIT</td> <td></td>		DESCRIPTION	UNIT			
3         *UNIFORM TRAFFIC DIRECTORS         HR         480           4         FUEL PRICE ADJUSTMENT         DOL         1,000           5         ASPHALT PRICE ADJUSTMENT         DOL         1,000           6         EXCAVATION, TEST PIT         CY         50           7         HMA MILLING, 3" OR LESS         SY         1,672           8         DENSE-GRADED AGGREGATE BASE COURSE, 4" THICK         TON         50           10         HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK         TON         225           11         TACK COAT         GAL         190           12         RESET EXISTING CASTING         UN         1           13         RESET MANHOLE, SANTARY SEWER, USING EXISTING CASTING         UN         1           14         CONCRETE SIDEWALK, 4" THICK         SY         20           15         DETECTABLE WARNING SURFACE         SY         5           16         ASPHALT CURB         IF         300           18         TRAFFIC MARKINGS UNES, 6"         IF         30           18         TRAFFIC MARKINGS UNES, 6"         IF         30           19         DESCRIPTION         UNIT         TOTAL CONTRACT QUANTITES           10         HMA MILL	1	CLEARING SITE	LS	1		
4         FUEL PRICE ADJUSTMENT         DOL         1,000           5         ASPHALT PRICE ADJUSTMENT         DOL         1,000           6         EXCAVATION, TEST PIT         CY         50           7         HMA MILLING, 3''OR LESS         SY         1,672           8         DENSE-GRADED AGGREGATE BASE COURSE, 6'' THICK         SY         195           9         HOT MIX ASPHALT 19M64 BASE COURSE, 2'' THICK         TON         50           10         HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2'' THICK         TON         225           11         TACK COAT         GAL         190           12         RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING         UN         1           13         RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING         UN         2           14         CONCRETE SIDEWAIK, 4'' THICK         SY         20           15         DETECTABLE WARNING SURFACE         SY         5           16         ASPHALT CURB         LF         30           18         TRAFFIC MARKINGS LINES, 6''         LF         70           9         DESCRIPTION         UNIT         TOTAL CONTRACT QUANTITIES           17         COMBINATION CONCRETE CURB AND GUTTER         LF <t< td=""><td>2</td><td>TRAFFIC ALLOWANCE</td><td>ALL</td><td>1</td></t<>	2	TRAFFIC ALLOWANCE	ALL	1		
5         ASPHALT PRICE ADJUSTMENT         DDL         1,000           6         EXCAVATION, TEST PIT         CY         50           7         HMA MILLING, 3" OR LESS         SY         1,672           8         DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK         SY         195           9         HOT MIX ASPHALT 19M64 BASE COURSE, 2" THICK         TON         50           10         HOT MIX ASPHALT 19M64 BASE COURSE, 2" THICK         TON         225           11         TACK COAT         GAL         190           12         RESET MANHOLE, SANTRAY SEWER, USING EXISTING CASTING         UN         2           13         RESET MANHOLE, SANTRAY SEWER, USING EXISTING CASTING         UN         2           14         CONCRETE SIDEWALK, 4" THICK         SY         20           15         DETECTABLE WARNING SURFACE         SY         5           16         ASPHALT CURB         IF         30           18         TTRAFFIC MARKINGS LINES, 6"         IF         70           PAY ITEM         DESCRIPTION         UNIT         TOTAL CONTRACT QUANTITIES           1         HMA MILLING, 3" OR LESS         SY         856           2         DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK         SY<	3	*UNIFORM TRAFFIC DIRECTORS	HR	480		
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11         TACK COAT         GAL         190           12         RESET EXISTING CASTING         UN         1           13         RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING         UN         2           14         CONCRETE SIDEWALK, 4' THICK         SY         20           15         DETECTABLE WARNING SURFACE         SY         5           16         ASPHALT CURB         LF         325           17         COMBINATION CONCETE CURB AND GUTTER         LF         30           18         TRAFFIC MARKINGS LINES, 6"         LF         70           ALTERNATE 1           PAY ITEM         DESCRIPTION         UNIT         TOTAL CONTRACT QUANTITIES           1         HMA MILLING, 3" OR LESS         SY         85           3         HOT MIX ASPHALT 19M64 BASE COURSE, 6" THICK         SY         85           3         HOT MIX ASPHALT 19M64 SURFACE COURSE, 2" THICK         TON         105           5         TACK COAT         GAL         90           6         TRAFFIC MARKINGS LINES, 4"         LF         330           7         TRAFFIC MARKINGS LINES, 4"         LF         65           9         TRAFFIC MARKINGS LINES, 4"         LF         15	9	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	50		
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PAY ITEM NO.DESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1HMA MILLING, 3" OR LESSSY8562DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY8553HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON254HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1055TACK COATGAL90906TRAFFIC STRIPES, 4"LF3307TRAFFIC MARKINGS LINES, 4"LF3108TRAFFIC MARKINGS LINES, 6"LF659TRAFFIC MARKINGS LINES, 24"LF15DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1HMA MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 6" THICKSY1103HOT MIX ASPHALT 19M64 BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	18	TRAFFIC MARKINGS LINES, 6"	LF	70		
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5TACK COATGAL906TRAFFIC STRIPES, 4"LF3307TRAFFIC MARKINGS LINES, 4"LF3108TRAFFIC MARKINGS LINES, 6"LF659TRAFFIC MARKINGS LINES, 6"LF159TRAFFIC MARKINGS LINES, 24"LF15PAY ITEMDESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1MAM MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 19M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	3	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	25		
6LF3307TRAFFIC MARKINGS LINES, 4"LF3108TRAFFIC MARKINGS LINES, 6"LF659TRAFFIC MARKINGS LINES, 24"LF15ALTERNATE 2PAY ITEM NO.DESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1HMA MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	4	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	105		
7TRAFFIC MARKINGS LINES, 4"LF3108TRAFFIC MARKINGS LINES, 6"LF659TRAFFIC MARKINGS LINES, 24"LF15ALTERNATE 2PAY ITEM NO.DESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1HMA MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	5	ΤΑϹΚ COAT	GAL	90		
8IF659TRAFFIC MARKINGS LINES, 6"IF159TRAFFIC MARKINGS LINES, 24"IF15ALTERNATE 2PAY ITEM NO.DESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1HMA MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 6" THICKSY1404HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"IF9807TRAFFIC MARKINGS LINES, 24"IF90	6	TRAFFIC STRIPES, 4"	LF	330		
9TRAFFIC MARKINGS LINES, 24"LF15ALTERNATE 2PAY ITEM NO.DESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1HMA MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	7	TRAFFIC MARKINGS LINES, 4"	LF	310		
ALTERNATE 2PAY ITEM NO.DESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1DESCRIPTIONSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKSY1404HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON355TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	8	TRAFFIC MARKINGS LINES, 6"	LF	65		
PAY ITEM NO.DESCRIPTIONUNITTOTAL CONTRACT QUANTITIES1HMA MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	9	TRAFFIC MARKINGS LINES, 24"	LF	15		
NO.UNITQUANTITIES1HMA MILLING, 3" OR LESSSY1,3872DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90		ALTERNATE 2				
2DENSE-GRADED AGGREGATE BASE COURSE, 6" THICKSY1403HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90		DESCRIPTION	UNIT			
3HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICKTON354HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705CAL140641406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	1	HMA MILLING, 3" OR LESS	SY	1,387		
4HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICKTON1705TACK COATGAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	2	DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK	SY	140		
5GAL1406TRAFFIC STRIPES, 4"LF9807TRAFFIC MARKINGS LINES, 24"LF90	3	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	35		
6LF9807TRAFFIC MARKINGS LINES, 24"LF90	4	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	170		
7   TRAFFIC MARKINGS LINES, 24"   LF   90	5	ΤΑϹΚ COAT	GAL	140		
	6	TRAFFIC STRIPES, 4"	LF	980		
8 TRAFFIC MARKINGS SYMBOLS SF 130	7	TRAFFIC MARKINGS LINES, 24"	LF	90		
	8	TRAFFIC MARKINGS SYMBOLS	SF	130		

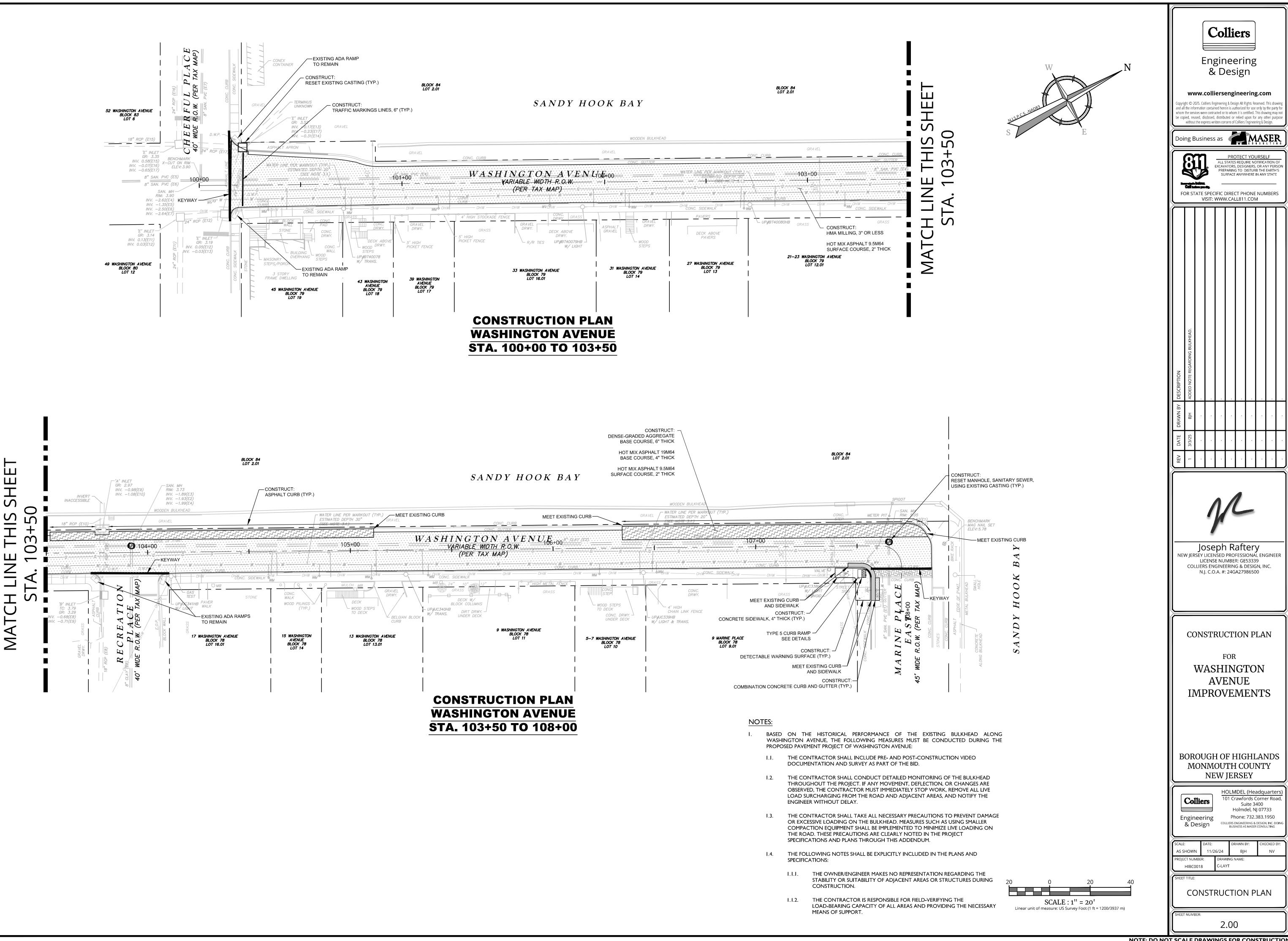
	BASE BID		
PAY ITEM	BASE BID		TOTAL CONTRACT
NO.	DESCRIPTION	UNIT	QUANTITIES
1	CLEARING SITE	LS	1
2	TRAFFIC ALLOWANCE	ALL	1
3	*UNIFORM TRAFFIC DIRECTORS	HR	480
4	FUEL PRICE ADJUSTMENT	DOL	1,000
5	ASPHALT PRICE ADJUSTMENT	DOL	1,000
6	EXCAVATION, TEST PIT	CY	50
7	HMA MILLING, 3" OR LESS	SY	1,672
8	DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK	SY	195
9	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	50
10	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	225
11	ΤΑϹΚ COAT	GAL	190
12	RESET EXISTING CASTING	UN	1
13	RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING	UN	2
14	CONCRETE SIDEWALK, 4" THICK	SY	20
15	DETECTABLE WARNING SURFACE	SY	5
16	ASPHALT CURB	LF	325
17	COMBINATION CONCRETE CURB AND GUTTER	LF	30
18	TRAFFIC MARKINGS LINES, 6"	LF	70
	ALTERNATE 1		
PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL CONTRACT QUANTITIES
1	HMA MILLING, 3" OR LESS	SY	856
2	DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK	SY	85
3	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	25
4	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	105
5	TACK COAT	GAL	90
6	TRAFFIC STRIPES, 4"	LF	330
7	TRAFFIC MARKINGS LINES, 4"	LF	310
8	TRAFFIC MARKINGS LINES, 6"	LF	65
9	TRAFFIC MARKINGS LINES, 24"	LF	15
	ALTERNATE 2		
PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL CONTRACT QUANTITIES
1	HMA MILLING, 3" OR LESS	SY	1,387
2	DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK	SY	140
3	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	35
4	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	170
5	ΤΑϹΚ COAT	GAL	140
6	TRAFFIC STRIPES, 4"	LF	980
7	TRAFFIC MARKINGS LINES, 24"	LF	90
8	TRAFFIC MARKINGS SYMBOLS	SF	130

[			
	BASE BID		
PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL CONTRACT QUANTITIES
1	CLEARING SITE	LS	1
2	TRAFFIC ALLOWANCE	ALL	1
3	*UNIFORM TRAFFIC DIRECTORS	HR	480
4	FUEL PRICE ADJUSTMENT	DOL	1,000
5	ASPHALT PRICE ADJUSTMENT	DOL	1,000
6	EXCAVATION, TEST PIT	CY	50
7	HMA MILLING, 3" OR LESS	SY	1,672
8	DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK	SY	195
9	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	50
10	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	225
11	ΤΑϹΚ COAT	GAL	190
12	RESET EXISTING CASTING	UN	1
13	RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING	UN	2
14	CONCRETE SIDEWALK, 4" THICK	SY	20
15	DETECTABLE WARNING SURFACE	SY	5
16	ASPHALT CURB LF 325		325
17	COMBINATION CONCRETE CURB AND GUTTER	LF	30
18	TRAFFIC MARKINGS LINES, 6"	LF	70
	ALTERNATE 1		
PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL CONTRACT QUANTITIES
1	HMA MILLING, 3" OR LESS	SY	856
2	DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK	SY	85
3	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	25
4	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	105
5	ΤΑϹΚ COAT	GAL	90
6	TRAFFIC STRIPES, 4"	LF	330
7	TRAFFIC MARKINGS LINES, 4"	LF	310
8	TRAFFIC MARKINGS LINES, 6"	LF	65
9	TRAFFIC MARKINGS LINES, 24"	LF	15
	ALTERNATE 2		
PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL CONTRACT QUANTITIES
1	HMA MILLING, 3" OR LESS	SY	1,387
2	DENSE-GRADED AGGREGATE BASE COURSE, 6" THICK	SY	140
3	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK	TON	35
4	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	170
5	ΤΑϹΚ COAT	GAL	140
6	TRAFFIC STRIPES, 4"	LF	980
7	TRAFFIC MARKINGS LINES, 24"	LF	90
8	TRAFFIC MARKINGS SYMBOLS	SF	130

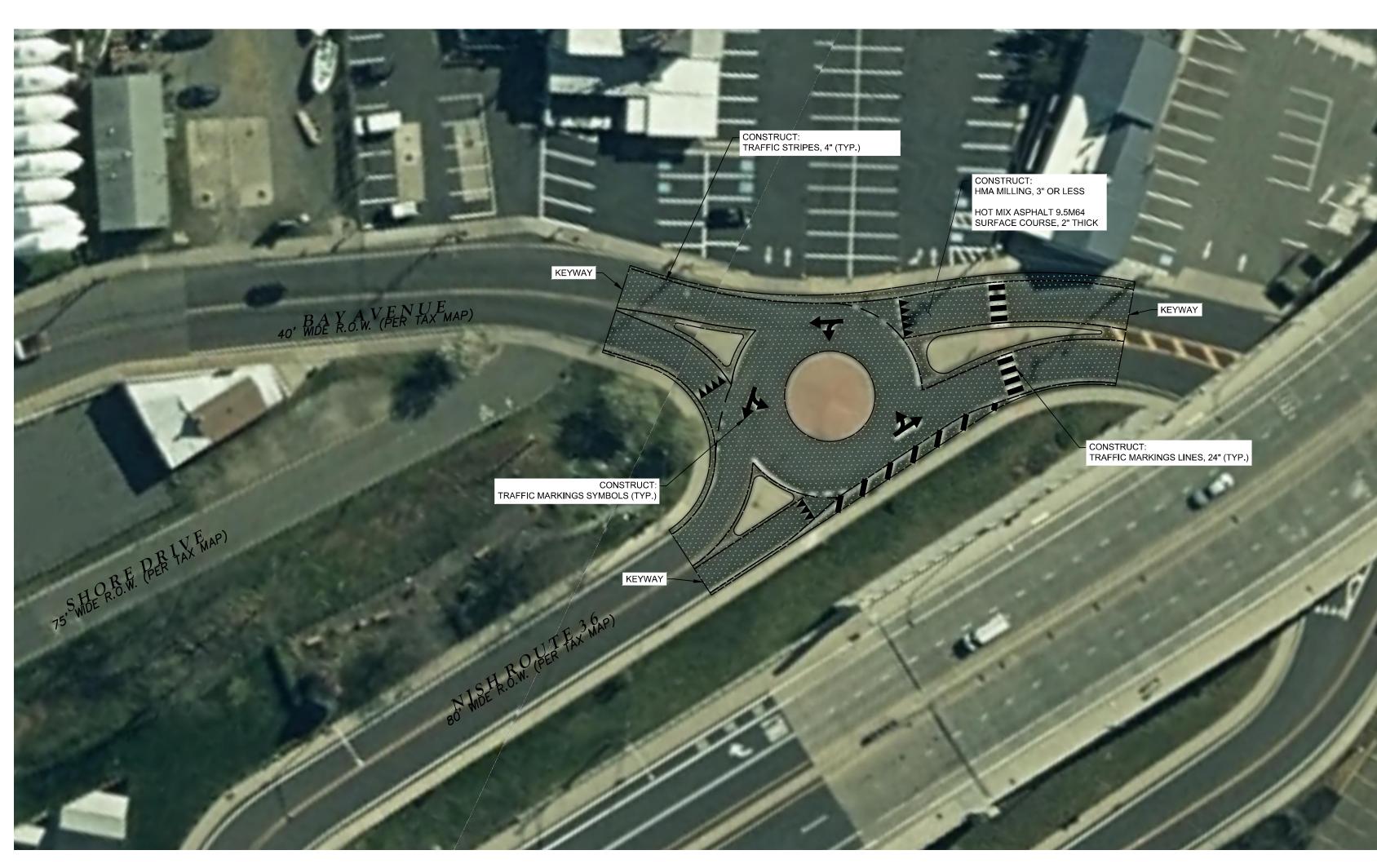
ANY COSTS ASSOCIATED WITH OBTAINING THE NECESSARY NIDOT PERMITS REQUIRED TO PERFORM THE CONSTRUCTION ACTIVITIES WITHIN THE STATE R.O.W. SHALL BE INCLUDED IN THE VARIOUS ITEMS IN ALTERNATE 2.

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WASHINGTON AVENUE IMPROVEMENTS										
BOROUGH OF HIGHLANDS MONMOUTH COUNTY NEW JERSEY					s					
ColliersEngineering & DesignA DesignHOLMDEL (Headquarters) 101 Crawfords Corner Road, Suite 3400 Holmdel, NJ 07733 Phone: 732.383.1950 Colliers Engineering & Design, INC. DOING BUSINESS AS MASER CONSULTING				ad,						
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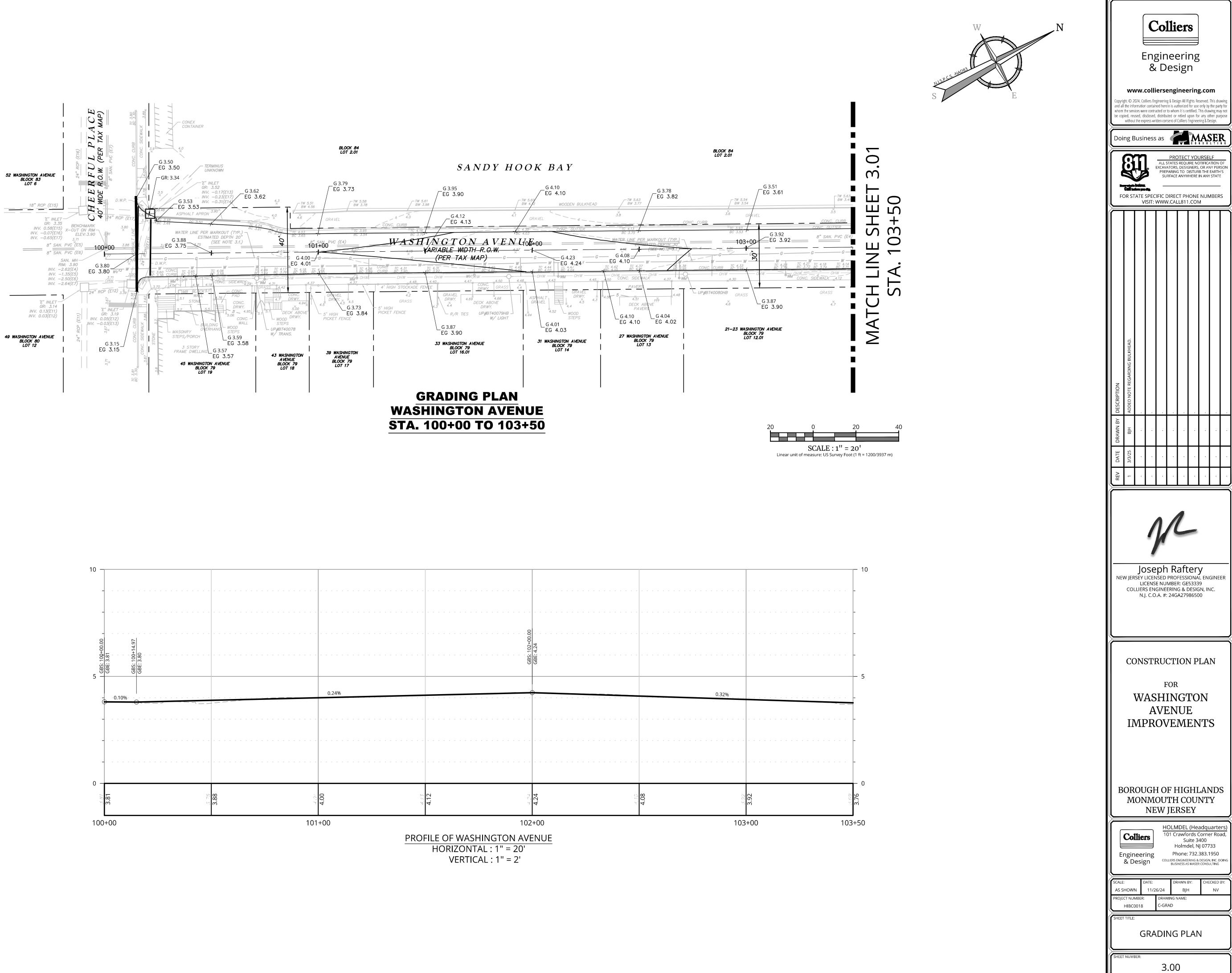
ALTERNATE 1 BAY AVENUE

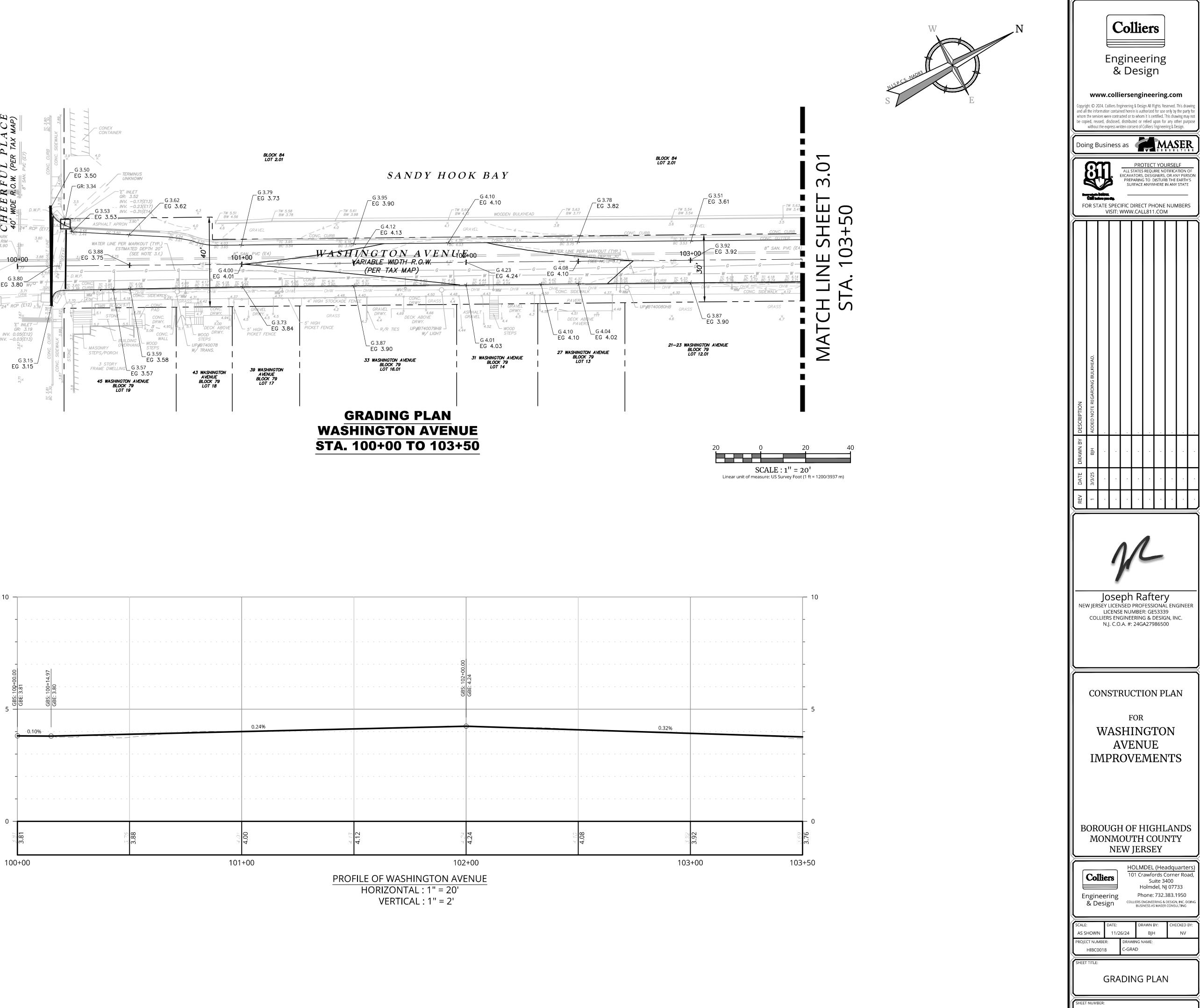
SCALE : 1<sup>''</sup> = 20<sup>'</sup> Linear unit of measure: US Survey Foot (1 ft = 1200/3937 m)

ALTERNATE 2 BAY AVENUE

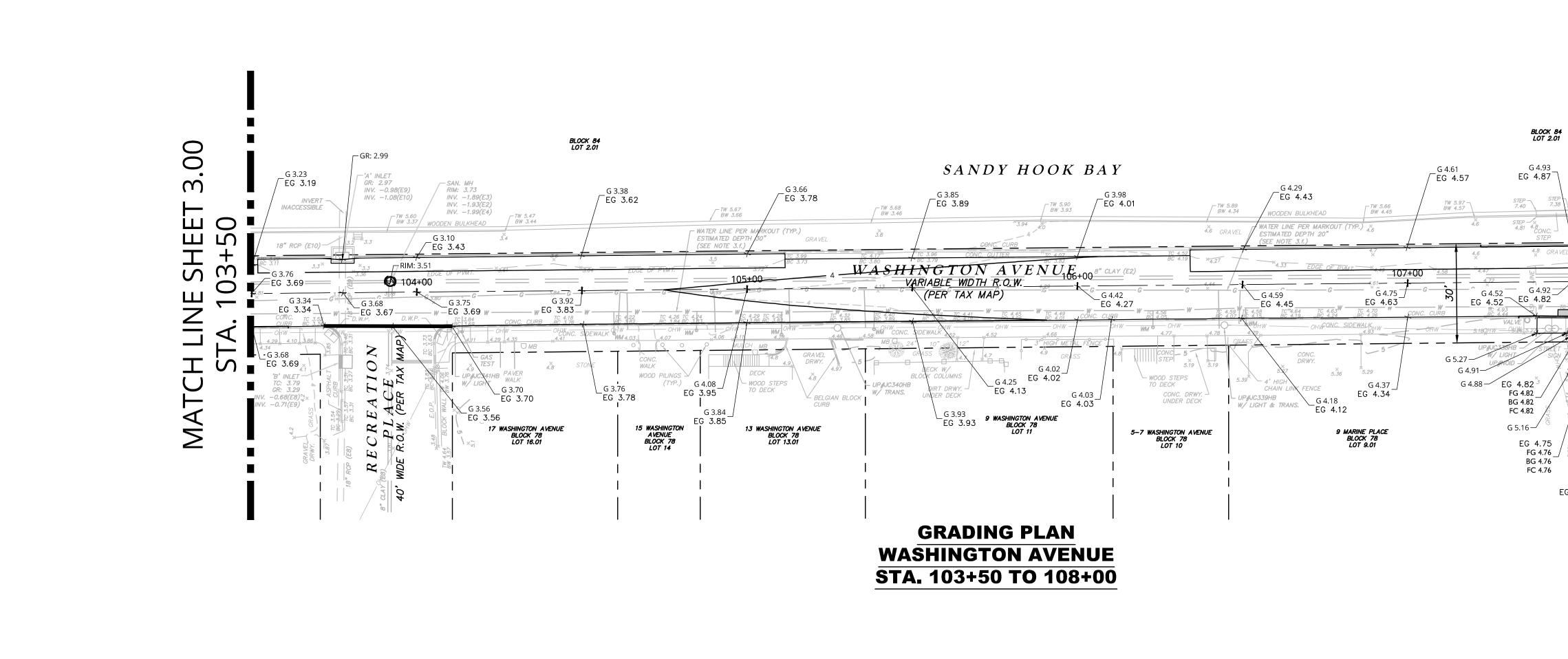


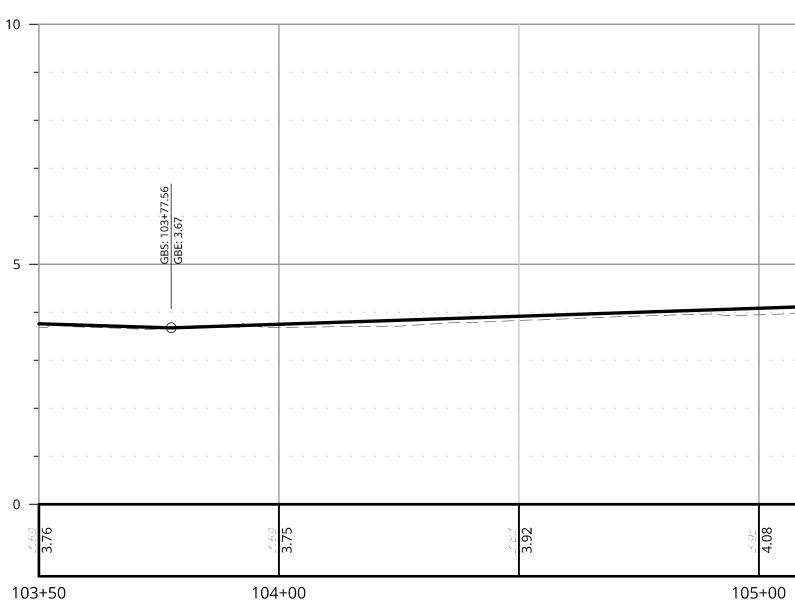
NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.





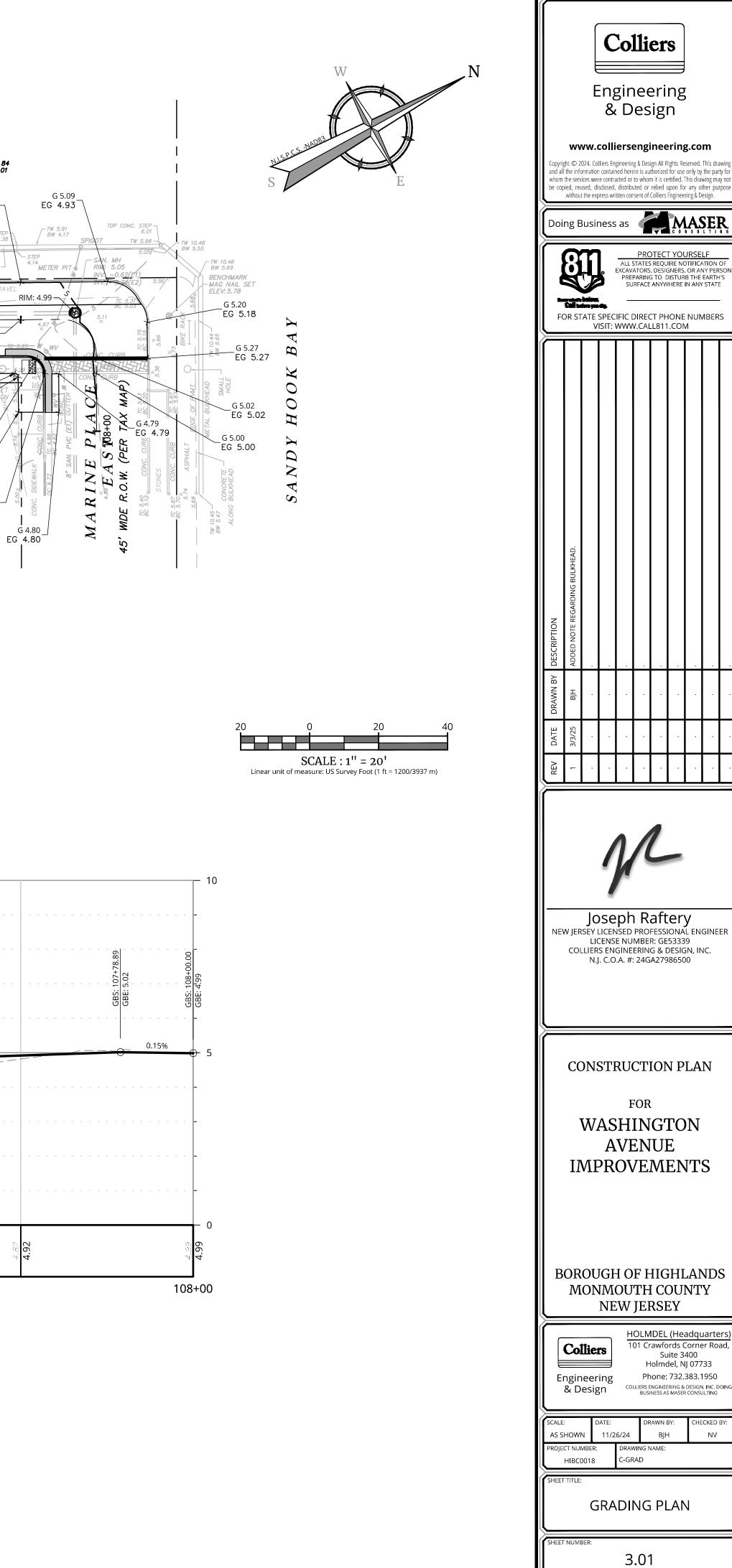
NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.





107+00

106+00 PROFILE OF WASHINGTON AVENUE HORIZONTAL : 1" = 20' VERTICAL : 1'' = 2'



NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

FREEHOLD SOIL CONSERVATION DISTRICT NOTES		VEGETATIVE COVER
MCNJ-SOIL-NOTE-1005 05 I. THE FREEHOLD SOIL CONSERVATION DISTRICT SHALL BE NOTIFIED FORTY-EIGHT HOURS IN ADVANCE OF ANY SOIL DISTURBING ACTIVITY.	<sup>(48)</sup> I. <u>SITE PREPARATION</u>	MULCHING REQUIREMENT.
2. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE INSTALLED P TO SOIL DISTURBANCE, OR IN THEIR PROPER SEQUENCE, AND MAINTAINED U		A. STRAW OR HAY. UNROTTED SMALL GRAIN STRAW, HAY OF 1-1/2 TO 2 TONS PER ACRE (70 TO 90 POUNDS PER I CRIMPER IS USED INSTEAD OF A LIOUID MULCH-BINDER (7
PERMANENT PROTECTION IS ESTABLISHED. 3. ANY CHANGES TO THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLANS REQUIRE THE SUBMISSION OF REVISED SOIL EROSION AND SEDIMENT CONTROL PLANS		OF APPLICATION IS 3 TONS PER ACRE. MULCH CHOPPER-I HAY MULCH IS NOT RECOMMENDED FOR ESTABLIS PRESENCE OF WEED SEED.
<ul> <li>TO THE DISTRICT FOR RE-CERTIFICATION. THE REVISED PLANS MUST MEET ALL CURF STATE SOIL EROSION AND SEDIMENT CONTROL STANDARDS.</li> <li>4. N.J.S.A 4:24-39 ET. SEQ. REQUIRES THAT NO CERTIFICATES OF OCCUPANCY BE IS: BEFORE THE DISTRICT DETERMINES THAT A PROJECT OR PORTION THEREOF IS IN COMPLIANCE WITH THE CERTIFIED PLAN AND STANDARDS FOR SOIL EROSION</li> </ul>	<ul> <li>SOIL STRUCTURE. A UNIFORM APPLICATION TO AN AVERAGE DEPTH OF 5 INCHES, MINIMUM OF 4 INCHES, FIRMED IN PLACE IS REQUIRED. ALTERNATIVE DEPTHS MAY BE CONSIDERED WHERE SPECIAL REGULATORY AND/OR INDUSTRY DESIGN STANDARDS ARE APPROPRIATE SUCH AS ON GOLF COURSES, SPORTS FIELDS, LANDFILL CAPPING ETC. TOPSOIL SHALL BE AMENDED WITH ORGANIC MATTER, AS NEEDED, IN ACCORDANCE WITH THE STANDARD FOR TOPSOILING.</li> </ul>	APPLICATION - SPREAD MULCH UNIFORMLY BY HAND OF THE SOIL SURFACE IS COVERED. FOR UNIFORM DISTRIBUT INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND SECTION.
SEDIMENT CONTROL IN NEW JERSEY AND A REPORT OF COMPLIANCE HAS BEEN ISS UPON WRITTEN REQUEST FROM THE APPLICANT, THE DISTRICT MAY ISSUE A REPOR COMPLIANCE WITH CONDITIONS ON A LOT-BY-LOT OR SECTION-BY-SECTION E PROVIDED THAT THE PROJECT OR PORTION THEREOF IS IN SATISFACT	JED. OF SIS, WATERWAYS	ANCHORING SHALL BE ACCOMPLISHED IMMEDIATELY AFT OR WATER. THIS MAY BE DONE BY ONE OF THE FOLLOW OF THE AREA, STEEPNESS OF SLOPES, AND COSTS.
COMPLIANCE WITH THE SEQUÊNCE OF DEVELOPMENT AND TEMPORARY MEASURES SOIL EROSION AND SEDIMENT CONTROL HAVE BEEN IMPLEMENTED, INCLUI PROVISIONS FOR STABILIZATION AND SITE WORK. 5. ANY STOCKPILE OR DISTURBED AREAS THAT WILL BE LEFT EXPOSED MORE T	<ul> <li>2. <u>SEEDBED PREPARATION</u> <ul> <li>A. UNIFORMLY APPLY GROUND LIMESTONE AND FERTILIZER TO TOPSOIL WHICH HAS BEEN SPREAD AND FIRMED, ACCORDING TO SITE SPECIFIC SOIL TEST RECOMMENDATIONS SUCH AS OFFERED BY RUTGERS CO-OPERATIVE EXTENSION. SOIL SAMPLE MAILERS ARE AVAILABLE FROM THE LOCAL RUTGERS CO-OPERATIVE EXTENSION. OFFICES (ULTIP/UNIAES BUTCERS FOL/COUNTY)</li> </ul> </li> </ul>	I. PEG AND TWINE - DRIVE 8 TO 10 INCH WOODEN PE SURFACE EVERY 4 FEET IN ALL DIRECTIONS. STAKES M MULCH. SECURE MULCH TO SOIL SURFACE BY STRETCH AND A SQUARE PATTERN. SECURE TWINE AROUND TURNS.
FOURTEEN (14) DAYS, AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PREVENTS ESTABLISHMENT OF TEMPORARY COVER, THE DISTURBED AREAS WILL BE MULC WITH STRAW, OR EQUIVALENT MATERIAL, AT A RATE OF 2 TO 2 ½ TONS PER A ACCORDING TO THE STANDARD FOR STABILIZATION WITH MULCH ONLY.	THE HED a. <u>FOR TEMPORARY SEEDING:</u> FERTILIZER SHALL BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE	<ol> <li>MULCH NETTINGS - STAPLE PAPER, JUTE, COTTON, OF USE A DEGRADABLE NETTING IN AREAS TO BE MOWED.</li> <li>CRIMPER (MULCH ANCHORING COULTER TOOL) - A LIKE A DISC HARROW. ESPECIALLY DESIGNED TO PUSH</li> </ol>
6. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING, ALL CRIT AREAS SUBJECT TO EROSION (I.E. SOIL STOCKPILES, STEEP SLOPES AND ROAD' EMBANKMENTS) WILL RECEIVE TEMPORARY SEEDING IN COMBINATION WITH ST MULCH OR A SUITABLE EQUIVALENT, AND A MULCH ANCHOR, IN ACCORDANCE V STATE STANDARDS.	<ul> <li>b. <u>FOR PERMANENT SEEDING:</u> FERTILIZER SHALL BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR II POUNDS PER 1,000 SQUARE FEET OF 10-10-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN UNLESS A SOIL TEST INDICATES OTHERWISE AND INCORPORATED INTO THE SURFACE 4 INCHES. IF FERTILIZER IS NOT INCORPORATED, APPLY ONE-HALF THE RATE DESCRIBED ABOVE DURING SEEDBED PREPARATION AND REPEAT ANOTHER ONE-HALF RATE APPLICATION OF THE</li> </ul>	LIKE A DISC HARKOW, ESPECIALLY DESIGNED TO POSP FIBER MULCH 3 TO 4 INCHES INTO THE SOIL SO AS T UPRIGHT. THIS TECHNIQUE IS LIMITED TO AREAS TH OPERATE ON THE CONTOUR OF SLOPES. STRAW MU TACKIFYING OR ADHESIVE AGENT IS REQUIRED. 4. LIQUID MULCH-BINDERS - MAY BE USED TO ANCHOR SA
<ol> <li>A SUB-BASE COURSE WILL BE APPLIED IMMEDIATELY FOLLOWING ROUGH GRAI AND INSTALLATION OF IMPROVEMENTS TO STABILIZE STREETS, ROADS, DRIVEW AND PARKING AREAS. IN AREAS WHERE NO UTILITIES ARE PRESENT, THE SUB-BASE SI BE INSTALLED WITHIN FIFTEEN (15) DAYS OF THE PRELIMINARY GRADING.</li> <li>8. THE STANDARD FOR STABILIZED CONSTRUCTION ACCESS REQUIRES THE INSTALLA"</li> </ol>	AYS, ALL B. WORK LIME AND FERTILIZER INTO THE TOPSOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH A DISC, SPRING-TOOTH HARROW, OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OR DISKING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A	a. APPLICATIONS SHOULD BE HEAVIER AT EDGES W VALLEYS, AND AT CRESTS OF BANKS. THE REMAIN APPEARANCE.
OF A PAD OF CLEAN CRUSHED STONE AT POINTS WHERE TRAFFIC WILL BE ACCESS THE CONSTRUCTION SITE. AFTER INTERIOR ROADWAYS ARE PAVED, INDIVIDUAL REQUIRE A STABILIZED CONSTRUCTION ACCESS CONSISTING OF ONE INCH TO INCH (I" - 2") STONE FOR A MINIMUM LENGTH OF TEN FEET (10') EQUAL TO THE ENTRANCE WIDTH. ALL OTHER ACCESS POINTS SHALL BE BLOCKED OFF.	ING OTS C. HIGH ACID PRODUCING SOIL SOILS HAVING A PH OF 4 OR LESS OR CONTAINING IRON SULFIDE SHALL WO BE COVERED WITH A MINIMUM OF 12 INCHES OF SOIL HAVING A PH OF 5 OR MORE BEFORE INITIATING	<ul> <li>b. USE ONE OF THE FOLLOWING:</li> <li>I) ORGANIC AND VEGETABLE BASED BINDERS - HYDROPHILIC MATERIALS WHEN MIXED WITH APPLIED TO MULCH UNDER SATISFACTORY CUP NETWORKS OF INSOLUME FOLLOWING SATISFACTORY CUP</li> </ul>
<ol> <li>ALL SOIL WASHED, DROPPED, SPILLED, OR TRACKED OUTSIDE THE LIMIT DISTURBANCE OR ONTO PUBLIC RIGHT-OF-WAYS WILL BE REMOVED IMMEDIATELY.</li> <li>PERMANENT VEGETATION IS TO BE SEEDED OR SODDED ON ALL EXPOSED A MULTINE TO A STATE FINAL OPEDIA.</li> </ol>	TO 12" WHERE THERE HAS BEEN SOL COMPACTION. THIS PRACTICE IS PERMISSIBLE ONLY WHERE THERE IS NO DANGER TO UNDERGROUND UTILITIES (CABLES, IRRIGATION SYSTEMS, ETC.). SEE "SOIL	NETWORKS OF INSOLUBLE POLYMERS. THE VE HARMLESS AND NOT RESULT IN A PHYTOTOXIC F USE AT RATES AND WEATHER CONDITIONS AS F ANCHOR MULCH MATERIALS. MANY NEW PROD NEED FURTHER EVALUATION FOR USE IN THIS ST
WITHIN TEN (10) DAYS AFTER FINAL GRADING. 11. AT THE TIME THAT SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATIC GOING TO BE ACCOMPLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUIT ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER SHAL REMOVED OR TREATED IN SUCH A WAY THAT IT WILL PERMANENTLY ADJUST THE	BLE MATERIAL. BE	<ol> <li>SYNTHETIC BINDERS - HIGH POLYMER SYNTHETI DILUTED AND, FOLLOWING APPLICATION OF LONGER BE SOLUBLE OR DISPERSIBLE IN WAT RECOMMENDED BY THE MANUFACTURER AND GRASS.</li> </ol>
CONDITIONS AND RENDER IT SUITABLE FOR VEGETATIVE GROUND COVER. IF REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITI NON-VEGETATIVE MEANS OF PERMANENT GROUND STABILIZATION WILL HAVE T EMPLOYED.	THE A. TEMPORARY SEEDING SPECIFICATIONS - TEMPORARY VEGETATIVE COVER SHALL CONSIST OF PERENNIAL RYEGRASS APPLIED UNIFORMLY AT A RATE OF 1.0 POUNDS PER 1,000 SQ.FT. (100 LBS/ACRE), OR A MIXTURE FROM TABLE 7-2 OF THE STANDARDS APPROVED BY THE SOIL CONSERVATION DISTRICT.	NOTE: ALL NAMES GIVEN ABOVE ARE REGI CONSTITUTE A RECOMMENDATION OF THESE I PRODUCTS. B. WOOD-FIBER OR PAPER-FIBER MULCH - SHALL BE MAD
12. IN ACCORDANCE WITH THE STANDARD FOR MANAGEMENT OF HIGH , PRODUCING SOILS, ANY SOIL HAVING A PH OF 4 OR LESS OR CONTAINING I SULFIDES SHALL BE ULTIMATELY PLACED OR BURIED WITH LIMESTONE APPLIED AT RATE OF 10 TONS/ACRE, (OR 450 LBS/1,000 SQ FT OF SURFACE AREA) AND COV WITH A MINIMUM OF 12" OF SETTLED SOIL WITH A PH OF 5 OR MORE, OR 24" W TREES OR SHRUBS ARE TO BE PLANTED.	ON THE RED ERE B B B B B B B B B B B B B B B B B B	<ul> <li>CONTAINING NO GROWTH OR GERMINATION INHIBITIN POUNDS PER ACRE (OR AS RECOMMENDED BY THE PROD BY A HYDROSEEDER. MULCH SHALL NOT BE MIXED IN FLATTER SLOPES AND DURING OPTIMUM SEEDING PERIOD:</li> <li>C. PELLETIZED MULCH - COMPRESSED AND EXTRUDED PAPE</li> </ul>
<ol> <li>CONDUIT OUTLET PROTECTION MUST BE INSTALLED AT ALL REQUIRED OUTF PRIOR TO THE DRAINAGE SYSTEM BECOMING OPERATIONAL.</li> </ol>	WITHIN THE DATES SPECIFIED IN THE STANDARDS: I. LAWN AREAS:	MAY CONTAIN CO-POLYMERS, TACKIFIERS, FERTILIZERS, / WHEN APPLIED TO A SEEDED AREA AND WATERED, FORM APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S R BY HAND OR MECHANICAL SPREADER AT THE RATE OF 6
14. UNFILTERED DEWATERING IS NOT PERMITTED. NECESSARY PRECAUTIONS MUS TAKEN DURING ALL DEWATERING OPERATIONS TO MINIMIZE SEDIMENT TRAN ANY DEWATERING METHODS USED MUST BE IN ACCORDANCE WITH THE STAND FOR DEWATERING.	FER. Botanical Name Common Name	WITH 0.2 TO 0.4 INCHES OF WATER. THIS MATERIAL HAS I SMALL LAWN OR RENOVATION AREAS, SEEDED AREAS WH ON SITES WHERE STRAW MULCH AND TACKIFIER AG APPLYING THE FULL 0.2 TO 0.4 INCHES OF WATER AFTER S BED IS EXTREMELY IMPORTANT FOR SUFFICIENT ACTIVA
15. SHOULD THE CONTROL OF DUST AT THE SITE BE NECESSARY, THE SITE WIL SPRINKLED UNTIL THE SURFACE IS WET, TEMPORARY VEGETATIVE COVER SHAL ESTABLISHED OR MULCH SHALL BE APPLIED AS REQUIRED BY THE STANDARD FOR I CONTROL.	BE 10.00 % Lolium multiflorum Annual Ryegrass BE UST 100.00 % Mix Price/ Seeding Rate: 75-150 lb per acre, or 3-5 lb per 1,000 sq ft	PROVIDE SOIL COVERAGE.  IRRIGATION (WHERE FEASIBLE): IF SOIL MOISTURE IS DEFICIENT SUPPLY NEW SEEDING WITH / APPLIED UP TO TWICE A DAY UNTIL VEGETATION IS WELL ES
16. STOCKPILE AND STAGING LOCATIONS ESTABLISHED IN THE FIELD SHALL BE PLA WITHIN THE LIMIT OF DISTURBANCE ACCORDING TO THE CERTIFIED PLAN. STAG AND STOCKPILES NOT LOCATED WITHIN THE LIMIT OF DISTURBANCE WILL REQ CERTIFICATION OF A REVISED SOIL EROSION AND SEDIMENT CONTROL PLAN MA REQUIRED FOR THESE ACTIVITIES IF AN AREA GREATER THAN 5,000 SQUARE FE	ING ATHLETIC FIELD MIX BY ERNST CONSERVATION SEEDS OR APPROVED EQUIVALENT. JIRE AN. 6 BE	SEEDINGS ARE MADE IN ABNORMALLY DRY OR HOT WEATHE . <u>TOPDRESSING</u> : NO FOLLOW-UP TOPDRESSING IS MANDATORY UNLESS WH THE SOIL TO THE EXTENT THAT TURE FAILURE MAY DEVI
<ul> <li>IT. ALL SOIL STOCKPILES ARE TO BE TEMPORARILY STABILIZED IN ACCORDANCE WITH EROSION AND SEDIMENT CONTROL NOTE #6.</li> </ul>	B/15 - 10/30 (ZONE 7A, 7B)       OIL     ACCEPTABLE SEEDING DATES:	10-10-10 OR EQUIVALENT AT 300 LB PER ACRE OR 7 LB PER 1,0 NITROGEN DEFICIENCY IN THE TURF IS AMELIORATED. . ESTABLISHING PERMANENT VEGETATIVE STABILIZATION:
<ol> <li>THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ANY EROSION OR SEDIMENTAT THAT MAY OCCUR BELOW STORMWATER OUTFALLS OR OFFSITE AS A RESULT CONSTRUCTION OF THE PROJECT.</li> </ol>	ION SUMMER SEEDING DATES * :	THE QUALITY OF PERMANENT VEGETATION RESTS WITH TH PREPARING THE SEEDBED, APPLYING NUTRIENTS, MULCH ANI SEED APPLICATION RATES IN TABLE 4-2 ARE REQUIRED WHE PRIOR TO ACTUAL ESTABLISHMENT OF PERMANENT VI
FREEHOLD SOIL CONSERVATION DISTRICT 4000 KOZLOSKI ROAD, FREEHOLD, NJ 07728-5033, PHONE (732) 683-8500, FAX (732) 683-9140,	C. * NOTE: SUMMER SEEDING SHOULD ONLY BE CONDUCTED WHEN THE SITE IS IRRIGATED. MIXES INCLUDING WHITE CLOVER REQUIRE THAT AT LEAST SIX WEEKS OF GROWING SEASON REMAIN AFTER SEEDING TO ENDURE ESTABLISHMENT BEFORE FREEZING CONDITIONS.	APPLICATION RATES MAY BE USED WHEN PERMANENT REQUESTING A REPORT OF COMPLIANCE FROM THE DISTRIC SEEDING. ESTABLISHING PERMANENT VEGETATION M SEEDED SPECIES) AND MOWED ONCE. NOTE THIS DE GUARANTEE THE PERMANENCY OF THE TURF SHOULD OTH
EMAIL: INFO@FREEHOLDSCD.ORG.	D. CONVENTIONAL SEEDING IS PERFORMED BY APPLYING SEED UNIFORMLY BY HAND, CYCLONE (CENTRIFUGAL) SEEDER, DROP SEEDER, DRILL OR CULTIPACKER SEEDER. EXCEPT FOR DRILLED, HYDROSEEDED OR CULTIPACKED SEEDINGS, SEED SHALL BE INCORPORATED INTO THE SOIL WITHIN 24 HOURS OF SEEDBED PREPARATION TO A DEPTH OF 1/4 TO 1/2 INCH, BY RAKING OR DRAGGING, DEPTH OF SEED PLACEMENT MAY BE 1/4 INCH DEEPER ON COARSE-TEXTURED SOIL.	
	E. AFTER SEEDING, FIRMING THE SOIL WITH A CORRUGATED ROLLER WILL ASSURE GOOD SEED-TO-SOIL CONTACT, RESTORE CAPILLARITY, AND IMPROVE SEEDLING EMERGENCE. THIS IS THE PREFERRED METHOD. WHEN PERFORMED ON THE CONTOUR, SHEET EROSION WILL BE MINIMIZED AND WATER CONSERVATION ON SITE WILL BE MAXIMIZED.	
DUST CONTROL MCNI-SOIL-NOTE-1400 MOD: 01	WATER AND FERTILIZER AND SPRATING THE MIX ONTO THE PREPARED SEEDBED. MOLCH SHALL NOT	
DUST CONTROL METHODS: APPLY MULCHES OR VEGETATIVE COVER AS PER NJ SOIL EROSION AND SEDIME CONTROL STANDARDS.	A REDUCED SEED GERMINATION AND GROWTH.	
<ol> <li>TILL AND ROUGHEN SURFACE AND BRING CLODS TO THE SURFACE. THIS IS TEMPORARY EMERGENCY MEASURE WHICH SHOULD BE USED BEFORE S BLOWING STARTS. BEGIN PLOWING ON WINDWARD SIDE OF SITE. CHISEL-TY PLOWS SPACED ABOUT 12 INCHES APART AND SPRING-TOOTHED HARROWS A EXAMPLES OF EQUIPMENT WHICH MAY PRODUCE THE DESIRED EFFECT.</li> <li>SPRINKLE THE SITE UNTIL THE SURFACE IS WET.</li> </ol>	MULCHING IS REQUIRED ON ALL SEEDING. MULCH WILL PROTECT AGAINST EROSION BEFORE GRASS IS ESTABLISHED AND WILL PROMOTE FASTER AND EARLIER ESTABLISHMENT. THE EXISTENCE OF	
<ol> <li>ERECT BARRIERS SUCH AS SOLID BOARD FENCES, SNOW FENCES, BURI FENCES, CRATE WALLS, BALES OF HAY AND SIMILAR MATERIAL TO CONTROL CURRENTS AND SOIL BLOWING.</li> <li>ADDLY, CALCUM CHI ORIDE IN THE FORM OF LOOSE, DRY, CRANULES, OR FLAN</li> </ol>	CONSTRUCTION SEQUENCE	
<ol> <li>APPLY CALCIUM CHLORIDE IN THE FORM OF LOOSE, DRY GRANULES OR FLAF FINE ENOUGH TO FEED THROUGH COMMONLY USED SPREADERS AT A RATE TH WILL KEEP SURFACE MOIST BUT NOT CAUSE POLLUTION OR PLANT DAMAGE. N SUITABLE ON STEEPER SLOPES NEAR THE STREAMS OR POTENTIAL ACCUMULATE AROUND PLANTS.</li> </ol>	AT DT MOD: 06/	3/24 01/17
<ol> <li>COVER SURFACE WITH CRUSHED STONE OR COARSE GRAVEL.</li> <li>USE SPRAY-ON ADHESIVE ON MINERAL SOILS (NOT EFFECTIVE ON MUCK SOI KEEP TRAFFIC OFF THESE AREAS. MATERIALS AS FOLLOWS:</li> </ol>	EXACT TIMING FOR DEVELOPMENT OF THIS PROJECT IS NOT KNOWN AT THIS TIME. HOWEVER, IT IS	
MATERIAL WATER DILUTION TYPE OF NOZZLE APPLY GALLONS/ACR	ANTICIPATED THAT CONSTRUCTION WILL COMMENCE IN 2022 AND WILL PROCEED IMMEDIATELY AND CONTINUOUSLY ONCE THE REQUIRED APPROVALS ARE SECURED. ITEMS AND DURATIONS OF CONSTRUCTI WILL OCCUR APPROXIMATELY AS FOLLOWS:	ON
ANIONIC ASPHALT EMULSION         7:1         COARSE SPRAY         1200           LATEX EMULSION         12.5:1         FINE SPRAY         235	PHASE     DURATION       I. SITE PREPARATION     I WEEK	
RESIN IN WATER 4:1 FINE SPRAY 300 POLYACRYLAMIDE (PAM) - APPLY ACCORDING TO MANUFACTURER'S INSTRUCTION	2. TEMPORARY SOIL EROSION CONTROLS     IMMEDIATELY       3. MAINTENANCE OF SOIL EROSION CONTROLS     CONTINUOUS       4. CURB & SIDEWALK CONSTRUCTION     I WEEK	
POLYACRYLAMIDE (PAM) - SPRAY ON POLYACRYLAMIDE (PAM) - DRY SPREAD ACIDI II ATED SOY BEANL POLYACRYLAMIDE (PAM) - DRY SPREAD ACIDI II ATED SOY BEANL ACIDI II ATED SOY BEANL	5. MILLING & PAVING CONSTRUCTION I WEEK	
ACIDULATED SOY BEAN NONE COARSE SPRAY 1200	*TEMPORARY SEEDING SHALL ALSO BE PERFORMED WHEN NECESSARY IN ACCORDANCE WITH THE STANDARD FOR VEGETATIVE COVER.	

EXISTING CONDITIONS, THE SITE IS NOT COVERED IN WOC VEGETATION NOR REGROWTH. IN ACCORDANCE WITH THE NEW IERSEY STANDARD FOR LAND GRADING (REVISED 2017), NON WOODY VEGETATED PA-I AREAS FALL UNDER THE SOIL COMPACTION EXEMPTION LIST AS A "URBAN REDEVELOPMENT" AND IS DEFINED BY NJDEP AS "PREVIOUSLY DEVELOPED".

	STABILIZATION WITH MULCH ONLY
	MCNI-SOIL-NOTE-1301 05/01/17
	I. SITE PREPARATION
RAW, HAY FREE OF SEEDS, TO BE APPLIED AT THE RATE NDS PER 1,000 SQUARE FEET), EXCEPT THAT WHERE A BINDER (TACKIFYING OR ADHESIVE AGENT), THE RATE CHOPPER-BLOWERS MUST NOT GRIND THE MULCH. ESTABLISHING FINE TURF OR LAWNS DUE TO THE	<ul> <li>A. GRADE AS NEEDED AND FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR SEEDBED PREPARATION SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. ALL GRADING SHOULD BE DONE IN ACCORDANCE WITH STANDARDS FOR LAND GRADING.</li> <li>B. INSTALL NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS</li> </ul>
HAND OR MECHANICALLY SO THAT AT LEAST 85% OF DISTRIBUTION OF HAND-SPREAD MULCH, DIVIDE AREA	diversions, grade stabilization structures, channel stabilization measures, sediment basins, and waterways. see standards II through 42.
ONS AND DISTRIBUTE 70 TO 90 POUNDS WITHIN EACH	2. PROTECTIVE MATERIALS
ATELY AFTER PLACEMENT TO MINIMIZE LOSS BY WIND E FOLLOWING METHODS, DEPENDING UPON THE SIZE S. DODEN PEGS TO WITHIN 2 TO 3 INCHES OF THE SOIL STAKES MAY BE DRIVEN BEFORE OR AFTER APPLYING	A. UNROTTEN SMALL-GRAIN STRAW, AT 2.0 TO 2.5 TONS PER ACRE, IS SPREAD UNIFORMLY AT 90 TO 115 POUNDS PER 1,000 SQUARE FEET AND ANCHORED WITH A MULCH ANCHORING TOOL, LIQUID MULCH BINDERS, OR NETTING TIE DOWN. OTHER SUITABLE MATERIALS MAY BE USED IF APPROVED BY THE SOIL CONSERVATION DISTRICT. THE APPROVED RATES ABOVE HAVE BEEN MET WHEN THE MULCH COVERS THE GROUND COMPLETELY UPON VISUAL INSPECTION, I.E. THE SOIL CANNOT BE SEEN BELOW THE MULCH.
STRETCHING TWINE BETWEEN PEGS IN A CRISS-CROSS AROUND EACH PEG WITH TWO OR MORE ROUND	B. SYNTHETIC OR ORGANIC SOIL STABILIZERS MAY BE USED UNDER SUITABLE CONDITIONS AND IN QUANTITIES AS RECOMMENDED BY THE MANUFACTURER.
DTTON, OR PLASTIC NETTINGS TO THE SOIL SURFACE. E MOWED.	C. WOOD-FIBER OR PAPER-FIBER MULCH HYDROSEEDER IN QUANTITIES/APPLICATION RATES AS RECOMMENDED BY MANUFACTURER.
OOL) - A TRACTOR-DRAWN IMPLEMENT, SOMEWHAT D TO PUSH OR CUT SOME OF THE BROADCAST LONG L SO AS TO ANCHOR IT AND LEAVE PART STANDING AREAS TRAVERSABLE BY A TRACTOR, WHICH MUST	<ul> <li>D. MULCH NETTING, SUCH AS PAPER JUTE, EXCELSIOR, COTTON, OR PLASTIC, MAY BE USED.</li> <li>E. WOODCHIPS APPLIED UNIFORMLY TO A MINIMUM DEPTH OF 2 INCHES MAY BE USED. WOODCHIPS WILL NOT BE USED ON AREAS WHERE FLOWING WATER COULD WASH</li> </ul>
traw mulch rate must be 3 tons per acre. No :D.	THEM INTO AN INLET AND PLUG IT.
NCHOR SALT HAY, HAY OR STRAW MULCH.	3. MULCH ANCHORING - SHOULD BE ACCOMPLISHED IMMEDIATELY AFTER PLACEMENT OF HAY OR STRAW MULCH TO MINIMIZE LOSS BY WIND OR WATER. THIS MAY BE DONE BY ONE OF THE FOLLOWING METHODS, DEPENDING UPON THE SIZE OF THE AREA AND STEEPNESS OF THE SLOPES.
E REMAINDER OF THE AREA SHOULD BE UNIFORM IN INDERS - NATURALLY OCCURRING, POWDER-BASED,	A. PEG AND TWINE - DRIVE 8 TO 10 INCH WOODEN PEGS TO WITHIN 2 TO 3 INCHES OF THE SOIL SURFACE EVERY 4 FEET IN ALL DIRECTIONS. STAKES MAY BE DRIVEN BEFORE OR AFTER APPLYING MULCH. SECURE MULCH TO SOIL SURFACE BY STRETCHING TWINE BETWEEN PEGS IN A CRISS-CROSS AND A SQUARE PATTERN. SECURE TWINE AROUND EACH PEG WITH TWO OR MORE ROUND TURNS.
ED WITH WATER FORMULATES A GEL AND WHEN TORY CURING CONDITIONS WILL FORM MEMBRANED S. THE VEGETABLE GEL SHALL BE PHYSIOLOGICALLY FOTOXIC EFFECT OR IMPEDE GROWTH OF TURF GRASS. TONS AS RECOMMENDED BY THE MANUFACTURER TO TONS AS RECOMMENDED BY THE SOME OF WHICH MAX	B. MULCH NETTING - STAPLE PAPER, COTTON, OR PLASTIC NETTINGS OVER MULCH. USE DEGRADABLE NETTING IN AREAS TO BE MOWED. NETTING IS USUALLY AVAILABLE IN ROLLS 4 FEET WIDE AND UP TO 300 FEET LONG.
IEW PRODUCTS ARE AVAILABLE, SOME OF WHICH MAY N THIS STATE. SYNTHETIC EMULSION, MISCIBLE WITH WATER WHEN TION OF MULCH, DRYING AND CURING, SHALL NO	C. CRIMPER MULCH ANCHORING COULTER TOOL - A TRACTOR-DRAWN IMPLEMENT ESPECIALLY DESIGNED TO PUNCH AND ANCHOR MULCH INTO THE SOIL SURFACE. THIS PRACTICE AFFORDS MAXIMUM EROSION CONTROL, BUT ITS USE IS LIMITED TO THE SLOPES UPON WHICH THE TRACTOR CAN OPERATE SAFELY. SOIL PENETRATION SHOULD BE ABOUT 3 TO 4 INCHES. ON A SLOPING LAND, THE OPERATION SHOULD
E IN WATER. BINDER SHALL BE APPLIED AT RATES JRER AND REMAIN TACKY UNTIL GERMINATION OF	BE ON THE CONTOUR.
	D. LIQUID MULCH-BINDERS
are registered trade names. This does not of these products to the exclusion of other	<ol> <li>APPLICATIONS SHOULD BE HEAVIER AT EDGES WHERE WIND CATCHES THE MULCH, IN VALLEYS, AND AT CRESTS OF BANKS. REMAINDER OF AREA SHOULD BE UNIFORM IN APPERANCE.</li> </ol>
L BE MADE FROM WOOD, PLANT FIBERS OR PAPER I INHIBITING MATERIALS, USED AT THE RATE OF 1,500	2. USE ONE OF THE FOLLOWING:
THE PRODUCT MANUFACTURER) AND MAY BE APPLIED MIXED IN THE TANK WITH SEED. USE IS LIMITED TO IG PERIODS IN SPRING AND FALL.	a. ORGANIC AND VEGETABLE BASED BINDERS - NATURALLY OCCURRING, POWDER BASED, HYDROPHILIC MATERIALS THAT MIXED WITH WATER FORMULATES A GEL AND WHEN APPLIED TO MULCH UNDER SATISFACTORY CURING, CONDITIONS WILL FORM MEMBRANE NETWORKS OF INSOLUBLE

- ED PAPER AND/OR WOOD FIBER PRODUCT, WHICH ILIZERS, AND COLORING AGENTS. THE DRY PELLETS, ED, FORM A MULCH MAT. PELLETIZED MULCH SHALL BE RER'S RECOMMENDATIONS. MULCH MAY BE APPLIED TE OF 60-75 LBS/1,000 SQUARE FEET AND ACTIVATED HAS BEEN FOUND TO BE BENEFICIAL FOR USE ON REAS WHERE WEED- SEED FREE MULCH IS DESIRED, OR FIER AGENT ARE NOT PRACTICAL OR DESIRABLE. AFTER SPREADING PELLETIZED MULCH ON THE SEED ACTIVATION AND EXPANSION OF THE MULCH TO
- WITH ADEQUATE WATER (A MINIMUM OF I/4 INCH WELL ESTABLISHED). THIS IS ESPECIALLY TRUE WHEN WEATHER OR ON DROUGHTY SITES.
- LESS WHERE GROSS NITROGEN DIFICIENCY EXISTS IN Y DEVELOP. IN THAT INSTANCE, TOPDRESS WITH B PER 1,000 SF EVERY 3 TO 5 WEEKS UNTIL THE GROSS
- CH AND OTHER MANAGEMENT ARE ESSENTIAL. THE WHEN A REPORT OF COMPLIANCE IS REQUESTED NENT VEGETATION. UP TO 50% REDUCTION IN IANENT VEGETATION IS ESTABLISHED PRIOR TO DISTRICT. THESE RATES APPLY TO ALL METHODS OF TON MEANS 80% VEGETATIVE COVER (OF THE THIS DESIGNATION OF MOWED ONCE DOES NOT JLD OTHER MAINTENANCE FACTORS BE NEGLECTED

- APPLICATION, AND ACCORDANCE WITH FACILITIES SUCH AS NNEL STABILIZATION NDS 11 THROUGH 42. PER ACRE, IS SPREAD D ANCHORED WITH A NETTING TIE DOWN. SOIL CONSERVATION
- THE MULCH COVERS THE SOIL CANNOT BE D UNDER SUITABLE
- 1ANUFACTURER. NTITIES/APPLICATION
- INCHES MAY BE USED. WATER COULD WASH
- IMMEDIATELY AFTER BY WIND OR WATER. s, depending upon
- HIN 2 TO 3 INCHES OF AY BE DRIVEN BEFORE FACE BY STRETCHING TTERN. SECURE TWINE
- NGS OVER MULCH. USE JSUALLY AVAILABLE IN
- -DRAWN IMPLEMENT TO THE SOIL SURFACE. TITS USE IS LIMITED TO Y. SOIL PENETRATION OPERATION SHOULD
- WIND CATCHES THE OF AREA SHOULD BE
- URALLY OCCURRING, IXED WITH WATER JNDER SATISFACTORY CURING CONDITIONS WILL FORM MEMBRANE NETWORKS OF INSOLUBLE POLYMERS. THE VEGETABLE GEL SHALL BE PHYSIOLOGICALLY HARMLESS AND NOT RESULT IN A PHYTO-TOXIC EFFECT OR IMPEDE GROWTH OF TURFGRASS. VEGETABLE BASED GELS SHALL BE APPLIED AT RATES AND WEATHER CONDITIONS RECOMMENDED BY THE MANUFACTURER.
- b. SYNTHETIC BINDERS HIGH POLYMERS SYNTHETIC EMULSION, MISCIBLE WITH WATER WHEN DILUTED AND FOLLOWING APPLICATION TO MULCH, DRYING AND CURING SHALL NO LONGER BE SOLUBLE OR DISPERSIBLE IN WATER. IT SHALL BE APPLIED AT RATES AND WEATHER CONDITIONS RECOMMENDED BY THE MANUFACTURER AND REMAIN TACKY UNTIL GERMINATION OF GRASS.

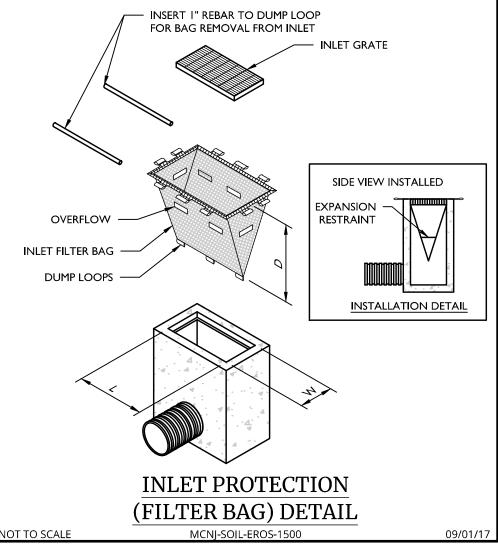
### <u>NOTES:</u>

- CONCRETE WASHOUTS ARE REQUIRED ON ALL CONSTRUCTION SITES INVOLVING CONCRETE AND STUCCO USE: THE CONTRACTOR SHALL REQUIRE ALL CONCRETE DRIVERS TO UTILIZE THE CONCRETE WASHOUTS ONSITE. WASHOUT FACILITIES SHALL BE LOCATED AT LEAST 50 YARDS AWAY FROM STORM SEWER DRAIN INLETS, GUTTERS, OPEN DITCHES, AND WATER COURSES. APPROPRIATE STONE SHOULD COVER PATHS TO CONCRETE WASHOUT. THE NUMBER OF CONCRETE WASHOUTS DEPENDS ON THE EXPECTED DEMAND FOR STORAGE CAPACITY. LARGE SITES WITH EXTENSIVE CONCRETE WORK SHALL BE PLACED AT MULTIPLE LOCATIONS FOR USE BY CONCRETE TRUCK DRIVERS.
- CONCRETE WASHOUT AREAS SHALL BE IDENTIFIED BY POSTING signs onsite.
- CONCRETE WASHOUTS ARE TO BE INSPECTED DAILY BY THE CONTRACTOR FOR LEAKS OR TEARS IN PLASTIC LINER.
- REMOVE AND DISPOSE OF ALL MATERIAL WHEN THE WASHOUT HAS BEEN FILLED TO 75% CAPACITY.
- PRIOR TO ANY RAINFALL, ALL CONCRETE WASHOUTS ARE TO BE CLEANED OUT OR COVERED.
- 10. ONCE THE MATERIAL HAS BEEN CLEANED OUT OF THE CONCRETE WASHOUT FACILITY, THE FACILITY MUST BE INSPECTED FOR REPAIR, RECONSTRUCTION OR REPLACEMENT. ALL PLASTIC LINING SHALL BE REMOVED AND REPLACED.
- . PRE-FABRICATED OR ONSITE FABRICATED CONCRETE WASHOUTS MAY BE USED.
- 2. OPTIONS FOR ONSITE CONCRETE WASHOUTS:
- A. DIG A PIT AND LINE WITH 10 MIL PLASTIC SHEETING.
- B. CREATE AN ABOVE-GROUND STRUCTURE FROM STRAW BALES OR SANDBAGS, WITH 10 MIL PLASTIC LINING.

## CONCRETE WASHOUT NOTES

## NOTES FOR ROAD WORK

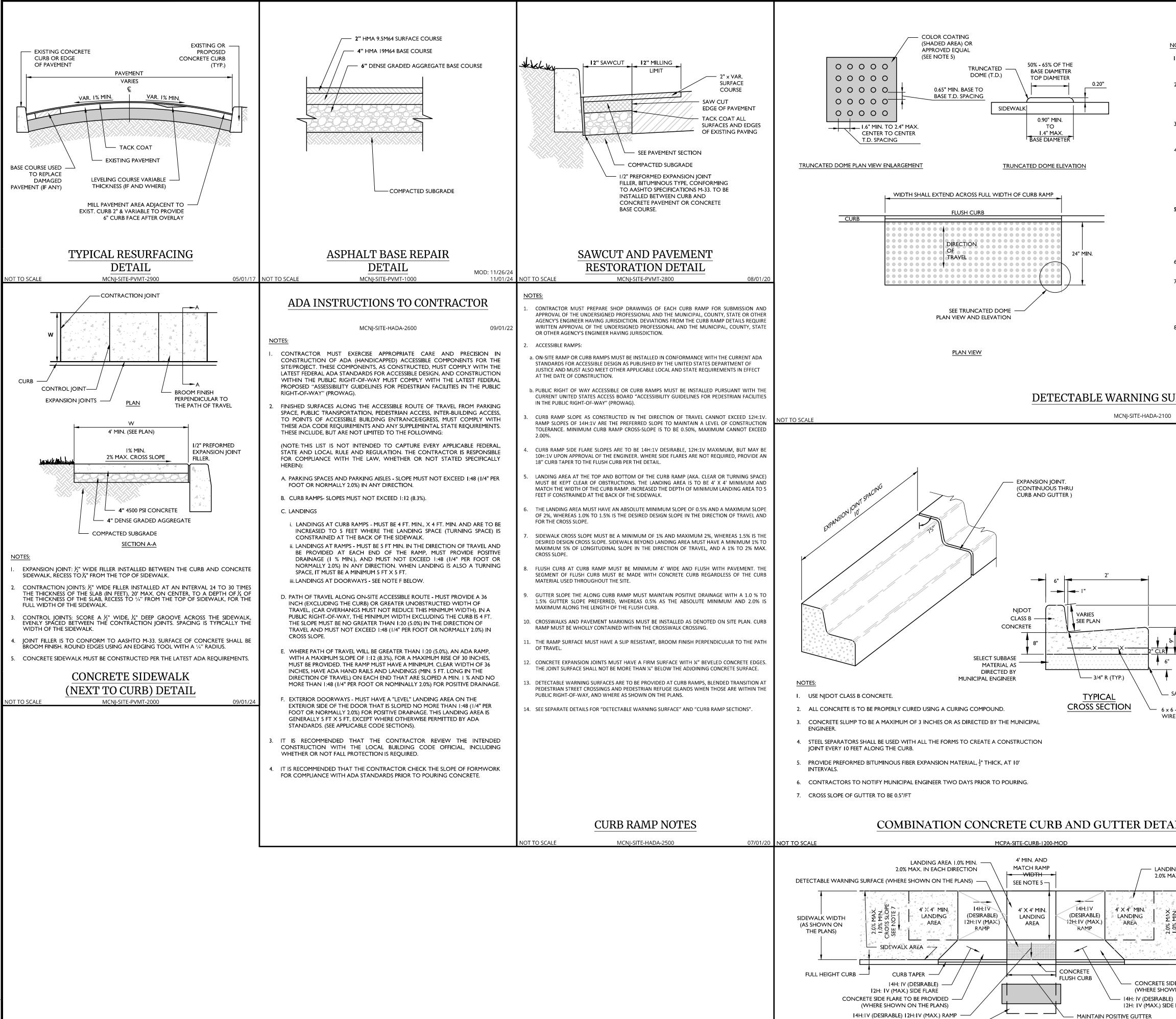
- MOD: 06/12/18 MCNJ-SOIL-NOTE-1900 05/01/ ANY AREAS USED FOR THE CONTRACTOR'S STAGING, INCLUDING BUT NOT LIMITED TO, TEMPORARY STORAGE OF STOCKPILED MATERIAL (E.G. CRUSHED STONE, QUARRY PROCESS STONE, SELECT FILL, EXCAVATED MATERIALS, ETC.) SHALL BE ENTIRELY PROTECTED BY A SILT FENCE ALONG THE LOW ELEVATION SIDE TO CONTROL SEDIMENT RUNOFF.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE FREEHOLD SOIL CONSERVATION DISTRICT OF ANY STAGING AND/OR STOCKPILE LOCATION AREAS AND FOR OBTAINING A SOIL EROSION AND SEDIMENT CONTROL CERTIFICATION FOR THESE AREAS.
- A CRUSHED STONE, VEHICLE WEEL-CLEANING BLANKET SHALL BE INSTALLED AT THE CONTRACTOR'S STAGING YARD AND/OR STOCKPILE AREAS TO PREVENT OFF-SITE TRACING OF SEDIMENT BY CONSTRUCTION VEHICLES ONTO PUBLIC ROADS. BLANKET SHALL BE 15 FT. X 50 FT. X 6 IN. (MINIMUM), CRUSHED STONE 2-1/2 INCHES IN DIAMETER. SAID BLANKET SHALL BE UNDERLAIN WITH SUITABLE SYNTHETIC SEDIMENT FILTER FABRIC AND MAINTAINED IN GOOD ORDER.



INLET FILTER BAG



	<b>Colliers</b> Engineering										
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PROTECT YOURSELF         ALL STATES REQUIRE NOTIFICATION OF         EXCAVATORS, DESIGNERS, OR ANY PERSON         PREPARING TO DISTURB THE EARTH'S         SURFACE ANYWHERE IN ANY STATE											
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REV DATE DRAWN BY DESCRIPTION	1 3/3/25 BJH ADDED NOTE REGARDING BULKHEAD.										
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SHEET	NUMI	BER:		4	.00	)					



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NOT TO SCALE

4' X 4' MIN. LANDING AREA —

DRAINAGE AT RAMP

CROSSWALK STRIPE AS INDICATED ON THE PLANS AND PER APPLICABLE DETAIL I. SEE CURB RAMP NOTES.

1.0% (MIN.)

<u>PLAN</u>

CURB RAMP

**TYPE 3 DETAIL** 

MCNI-SITE-HADA-1200

2.0% (MAX.)

<ul> <li>NOTES:</li> <li>1. THE DETECTABLE WARNING SURF MANUFACTURED MATS THAT ARE CAST-IN-PLACE IN THE CONCRETE.</li> <li>2. IN LIEU OF A CAST IN PLACE DETECT SURFACE, THE CONTRACTOR MAY UP APPLIED DETECTABLE WARNING SURF APPROVAL OF THE UNDERSIGNED ENG TO POURING OF THE CONCRETE RAMP</li> <li>3. THE CONTRACTOR MUST SUBMIT TO T APPROVAL A SHOP DRAWING OF WARNING SURFACE PRIOR TO CONSTR</li> <li>4. THE CONTRACTOR MUST PROVIDE A CERTIFICATION THAT THE DETECT SURFACE COMPLIES WITH THE STANDARDS FOR ACCESSIBLE DESIGN THE DEPARTMENT OF JUSTICE / STANDARDS AS SUPPORTED BY THE ACCESS BOARD, AND THE STATE AND STANDARDS.</li> <li>5. SAFETY RED AS APPROVED B JURISDICTION PRIOR TO INSTALLATI WARNING SURFACES MUST CONTRAS ADJACENT WALKING SURFACES EITHER OR DARK-ON-LIGHT. ALTERNATIVE CO PROVIDED SUCH COLOR COMPLIES WIT STANDARDS.</li> <li>6. DETECTABLE WARNINGS ARE TO SURFACE OF TRUNCATED DOMES.</li> <li>7. TRUNCATED DOMES IN A DETECT SURFACE MUST HAVE A BASE DIAMETE mm) MINIMUM AND 1.4 INCHES (36 mm) DIAMETER OF 50 PERCENT OF THE MAXIMUM, AND A HEIGHT OF 0.2 INCH</li> <li>8. TRUNCATED DOMES IN DETECT. SURFACE MUST HAVE A CENTER-TO-CEI I.6 INCHES (41 mm) MINIMUM AND 2.4 MAXIMUM, AND A BASE-TO-BASE SPAC (17 mm) MINIMUM MEASURED BETV ADJACENT DOMES ON A SQUARE GRID</li> </ul>	EMBEDDED ANDREQUIRED BY THE MANUFACTURER, THE CONCRETE BORDER MUST NOT EXCEED 2 INCHES (51 mm).TABLE WARNING ACE WITH PRIOR10. DETECTABLE WARNING SURFACES ARE NOT BE PLACED ON PAYING OR EXPANSION JOINTS AT CURB RAMPS. THE ROWS OF TRUNCATED DOMES IN DETECTABLE PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP RUN AND THE STREET SO PEDESTRIANS WHO USE WHEELCHAIRS CAN 'TRACK' BETWEEN THE DOMES.HE ENGINEER FOR HE DETECTABLE UCTION.11. ON PERPENDICULAR CURB RAMPS, DETECTABLE WARNING SURFACES ARE TO BE PLACED AS FOLLOWS:MANUFACTURER ABLE WARNING ND THE ADA AS PUBLISHED BY ND THE ADA DA THE LOCAL ADA WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BOTTOM GRADE BREAK ARE IN FRONT OF THE BOTTOM GRADE BREAK ARE INFRONT OF THE BOTTOM GRADE BREAK ARE INFRONT OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK COF CURB SO FTHE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB IS OF TOR STANCE FROM EITHER END OF THE BOTTOM GRADE BREAK.(* THE LOCAL CON LOCAL ADAb. WHERE THE ENDS OF THE BOTTOM GRADE BREAK ARE BEHIND THE BACK OF CURB IS OF TOR STANCE FROM EITHER END OF THE BOTTOM GRADE BREAK.(* THE LOCAL CONSIST OF AC. WHERE THE ENDS OF THE BOTTOM GRADE BREAK. ARE BEHIND THE BACK OF CURB AND THE DISTANCE FROM EITHER END OF THE BOTTOM GRADE BREAK.(* OF 0.9 INCH (23 YAZIMUM, A TOP BASE DIAMETER S.1 mm).12. ON PARALLEL CURB RAMPS, DETECTABLE WARNING SURFACES ARE TO BE PLACED ON THE TANSITIONS GURFACES ARE TO BE PLACED ON THE SANDING SURFACES ARE TO BE PLACED ON THE SANDING SURFACES ARE TO BE PLACED ON THE RAMPS, DETECTABLE WARNING SURFACES ARE TO BE PLACED ON THE TURNING SURFACES ARE TO BE PLACED ON THE SANDIN	Copyright and all the whom the be copied with Doing	© 2024. Col e informatior services wer , reused, di thout the exp g Busir	Collier Iliers Engineen n contained H re contracted sclosed, dist press as ness as	ne Des seng ering & De herein is a d or to whi- tributed o consent co s PR LL STATH AVATOR REPARIN SURFAC	erin signee esign All Ri- authorized authorized authorized folliers E Colliers E Collier	ring. ring. ghts Rese for use or for use or for use or angineerin PAC STURE HERE NOT NERS, CO ISTURB HERE IN ONE N	RSELF	s drawin e party fc g may no r purpos gn. EERE ON OF PERSO RTH'S rATE	
URFACE DETAIL	07/01/20	Z	KEGARDING BULKHEAD.							
	FLUSH CURB VIDTH VARIES I8" TAPER (SEE SITE PLAN) TAPER SEE PLAN SEE PLAN		AUDED NOIE						<u> </u>	
	CONCRETE CURB FLUSH <u>PLAN</u> WITH PAVEMENT	DRAWN BY	н.							
	FLUSH CURB	REV DATE	(2/ <i>E</i> /E   .		 		·			
I4" THROUGHOUT PROJECT AREA, TYPICALLY 9.25" AT DRIVEWAYS, TYPICALLY 8" AT ADA RAMPS " - SAWCUT LINE x 6 - W10 x W10 WELDED /IRE MESH	CROSS SECTION CROSS	NEW	JERSEY I LIC COLLIER	DSEP LICENSE CENSE N S ENGIN I, C.O.A.	ED PRO NUMBI NEERIN	DFESSI ER: GE NG & D	ONAL 53339 ESIGN	engi I, Inc		
AIL MOD: 09/19/24 05/01/18 DING AREA 1.0% MIN. MAX. IN EACH DIRECTION	ASPHALT		W	STRI ASH AV PRO	foi HIN 'EN	R IGJ IUE	[O] E	N		
FULL HEIGHT CURB	ASPHALT CURB DETAIL NOT TO SCALE MCNJ-SITE-CURB-1700 05/01/17		MON	ing	UTH V JE HOLM 101 C	H CC RSE MDEL Crawfor Sui Holmd 'hone:	UN CY (Head rds Co ite 340 el, NJ 732.38 RING & DI	dqua orner 00 07733 33.19	rters Road 3 50	,
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NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

DTLS

CONSTRUCTION DETAILS

5.00

HIBC0018

### <u>NOTES</u>

- I. THE CONTRACTOR SHALLL NOTIFY THE POLICE DEPARTMENT AND ENGINEER 72 HOURS IN ADVANCE OF CONSTRUCTION.
- 2. ALL CONSTRUCTION SIGNS AND SAFETY EQUIPMENT SHALL BE IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
- 3. ALL CONSTRUCTION SIGNS AND SAFETY EQUIPMENT SHALL REMAIN IN PLACE AS DIRECTED BY THE ENGINEER FOR THE DURATION OF THE CONSTRUCTION PROJECT.
- 4. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION TO VEHICLE OPERATORS SHALL BE REMOVED BY GRINDING OR OBLITERATED AS SOON AS PRACTICABLE.
- 5. ACCESS TO DRIVEWAYS AND SIDE STREETS FROM BOTH APPROACHES SHALL BE MAINTAINED AT ALL TIMES.
- 6. TRENCHES ARE TO BE COVERED AT THE END OF EACH DAY OF WORK.
- 7. STREET INTERSECTING THE ROADWAY AFTER THE FIRST ADVANCE WARNING SIGN SHALL BE PROVIDED WITH AT LEAST ONE SIGN (W20-IF, ROAD CONSTRUCTION AHEAD) AS A MINIMUM.
- 8. POLICE TRAFFIC DIRECTORS OR TRAFFIC DIRECTORS SHALL BE USED TO ASSIST IN CONTROLLING TRAFFIC AT INTERSECTIONS.
- 9. 100' BEYOND EACH INTERSECTION OR MAIN ACCESS POINT WITHIN THE AREA OF A LANE OR SHOULDER CLOSURE THERE SHALL BE A WI-6 MOUNTED ON A BREAKAWAY BARRICADE CENTERED ON THE CLOSED WIDTH.
- 10. ADVANCE WARNING SIGNS AND TAPERS MAY BE EXTENDED AS SIGHT DISTANCES REQUIRE TO ADJUST FOR REDUCED VISIBILITY DUE TO THE HORIZONTAL AND VERTICAL CURVATURE OF THE ROADWAY.
- II. CONSTRUCTION SIGN W99-2 (GIVE US A BRAKE) SHALL BE LOCATED 200 FEET IN ADVANCE OF PROJECT LIMITS.
- 12. TRAFFIC FINES DOUBLED IN WORK AREA R(NJ)5-17 SHALL BE LOCATED 500 FEET AFTER FIRST ADVANCE WARNING SIGN, (W20 SERIES) AT EACH WORK AREA.
- 13. A REDUCED SPEED AHEAD SIGN, R2-5a(S) (BLACK ON WHITE) SHALL BE LOCATED IN ADVANCE OF SPEED LIMIT R2-I OR WI3-I SIGNS, WHICH REDUCES THE NORMAL POSTED SPEED LIMIT THROUGH THE CONSTRUCTION ZONE.
- 14. CONSTRUCTION SIGNS W8-9A AND W8-14A SHALL BE USED WHEN SUCH PAVEMENT CONDITIONS EXIST. THE PLACEMENT OF THESE SIGNS SHALL BE DONE AS DIRECTED BY THE ENGINEER.

Ţ	RAFFIC CONTROL LEGEND	DISTANCE LE
	KAFFIC CONTROL LEGEND         BREAKAWAY BARRICADES         BREAKAWAY BARRICADES WITH SIGN         CONSTRUCTION SIGNS         DRUMS         CONE         PRECAST CONCRETE CURB CONSTRUCTION BARRIER (TYPE SPECIFIED)         DIRECTION OF TRAFFIC FLOW	SIGN NUMBER FOLL LETTER A B C D E F
	FLAGGER ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE	
。 ①	SHOWING BAR PATTERN ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN	
介目	TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING ARROW PATTERN	
&%• ⊳	TEMPORARY CRASH CUSHION, INERTIAL BARRIER SYSTEM TEMPORARY CRASH CUSHION, (G.R.E.A.T., QUAD GUARD OR ADIEM)	
	BUFFER ZONE	
¢⊡	WORK AREA PAINT STRIPING TRUCK OR OTHER OPERATING VEHICLE	
-		

W20-IF G20-2

W20-IA

W20-IC

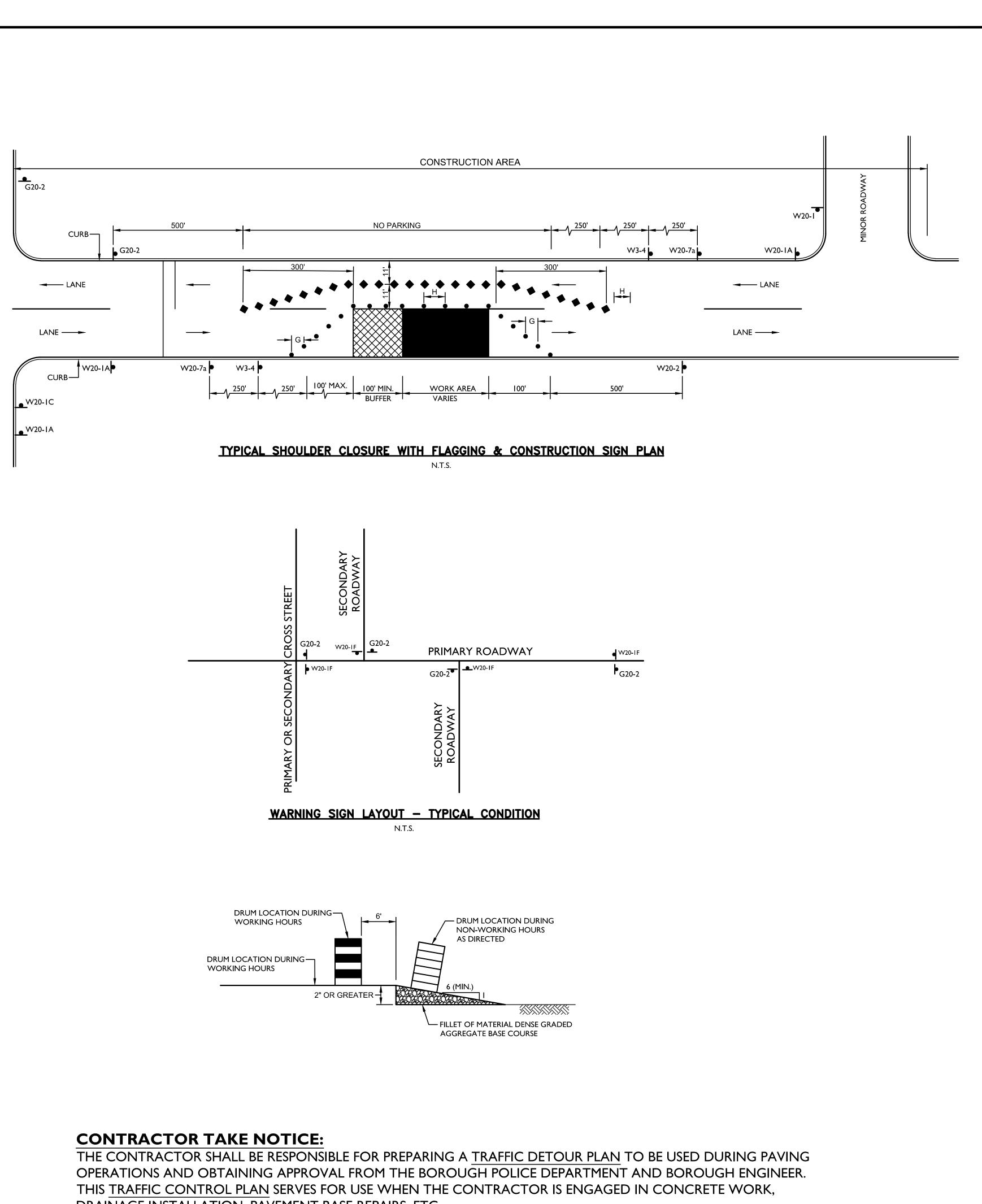
## EGEND

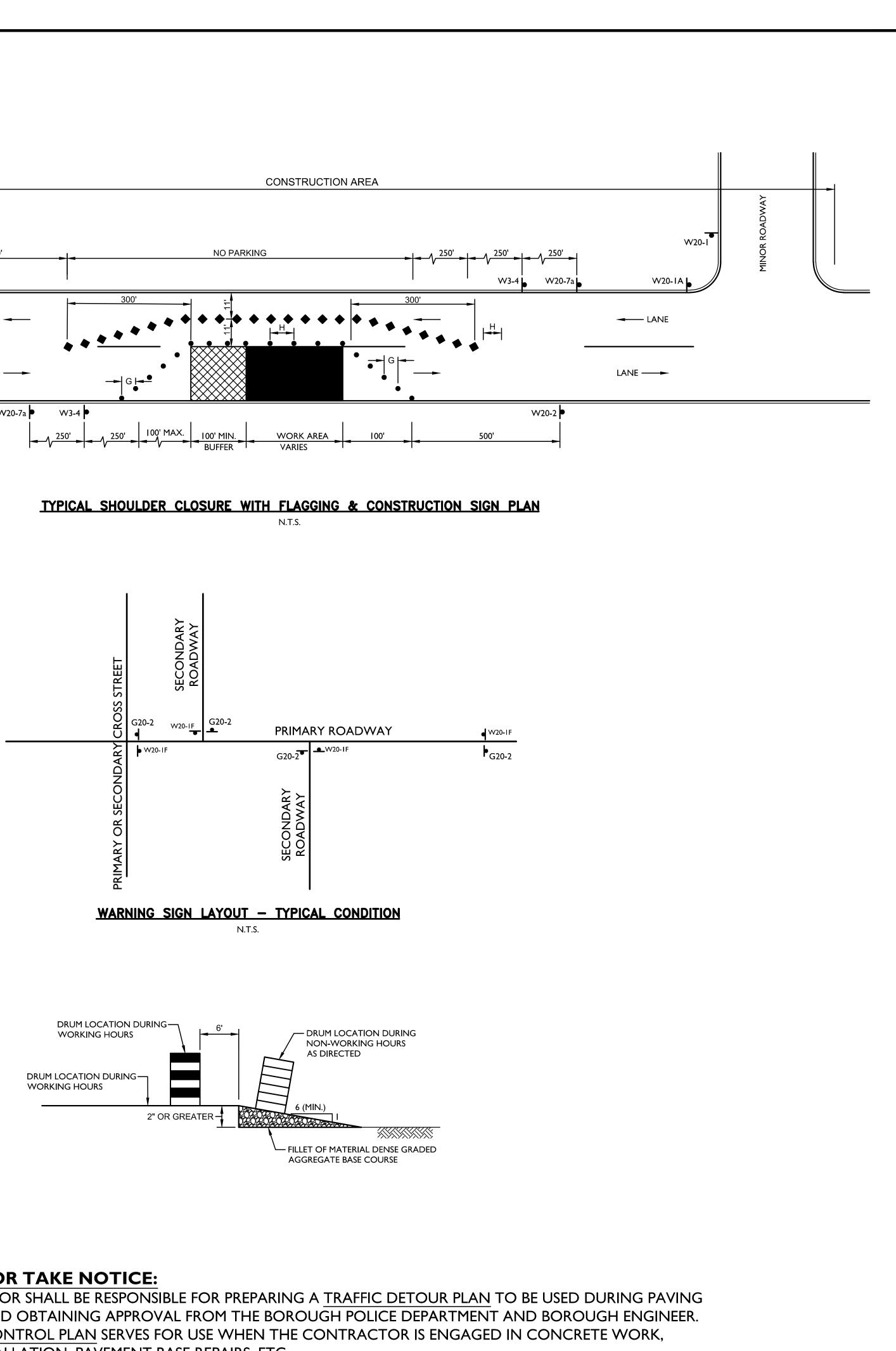
SIGN NUMBER	FOLLWED BY
LETTER	DISTANCE
A	500'
В	1000'
С	500'
D	I/2 MILE
E	_ MILES AHEAD
F	AHEAD

DURING CONSTRUCTION THE LENGTH OF LANE SHIFT AND SPACING OF TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE TABLE LISTED BELOW

RECOMMENDED	RECOMMENDED SPACING ALONG TANGENTS					
APPROACH SPEED	MINIMUM TAPER	MINIMUM TAPER LENGTH			MAXIMUM DEVICE	MAXIMUM DEVICE SPACING
OF TRAFFIC IN	RATIO IN LENGTH	FOR LATERAL SHIFT OF			SPACING ALONG	ALONG TAPER IN FEET (H)
MILES/HOUR	PER FOOT OF WIDTH	<u>10 FT</u> 105	<u>11 FT</u> 115	<u>12 FT</u> 125	TAPER IN FEET (G)	50
30	5:	50	165	180	30	60
35	20  /2:	205	225	245	35	70
40	27  /2:	275	300	330	40	80
45	45:1	450	495	540	45	90
50	50:1	500	550	600	50	100
55	55:1	550	605	660	55	110

LANE SHIFT LENGTHS AND CONTROL DEVICE SPACING TABLE NOTE: DEVICES AND LANE SHIFT LENGTHS SHOWN ALSO APPLY TO LANE CLOSURE REQUIREMENTS

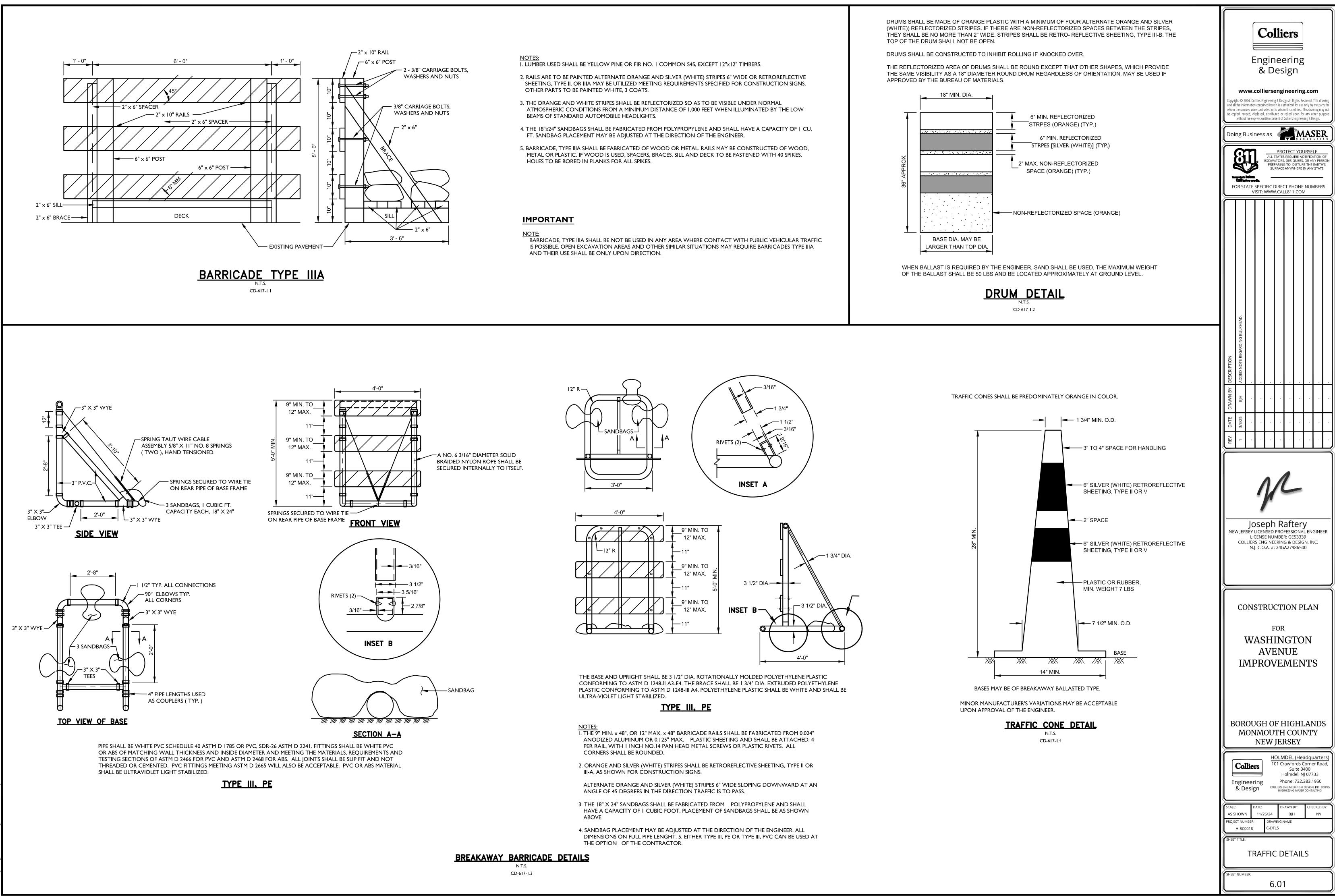




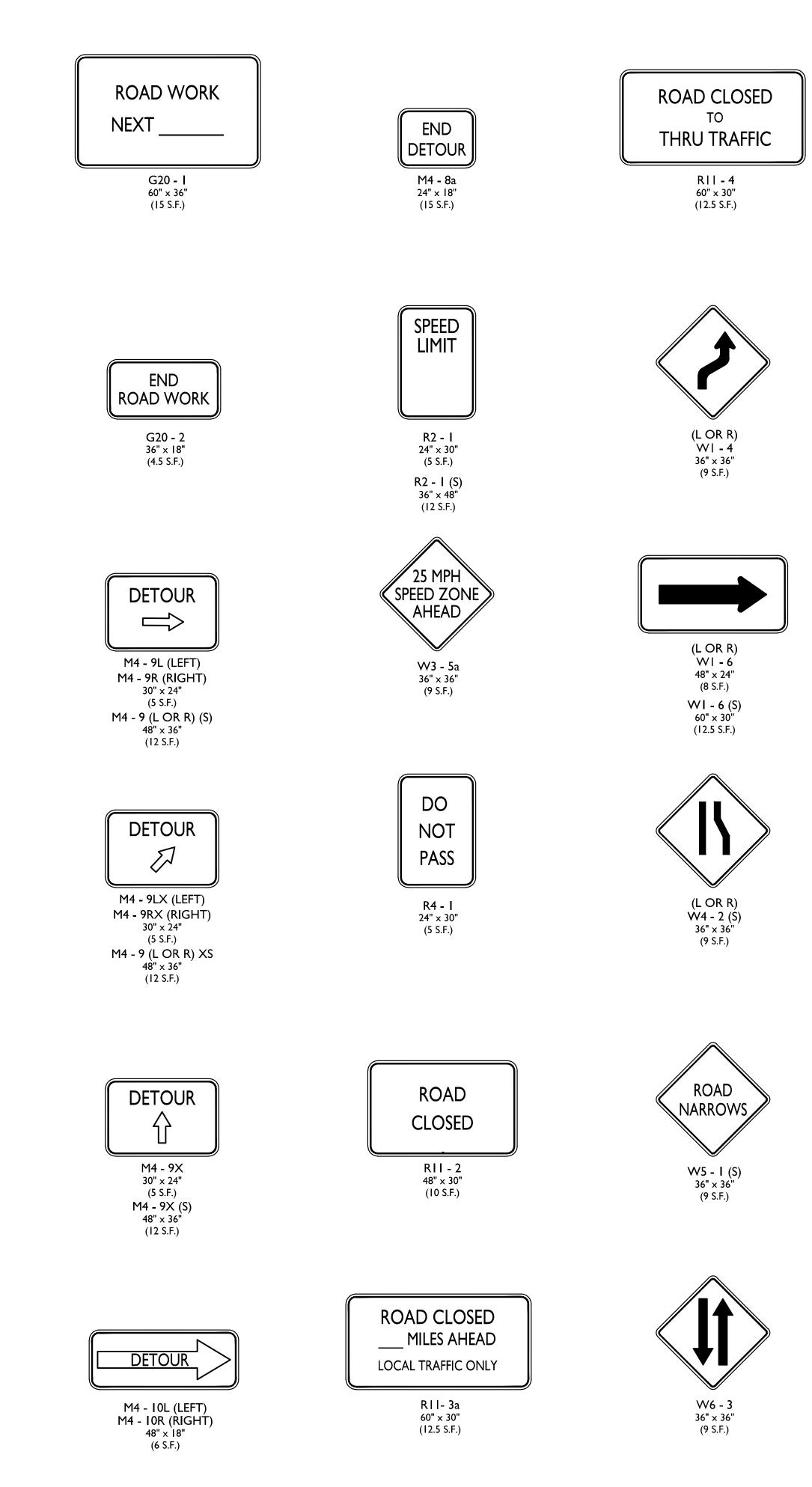
DRAINAGE INSTALLATION, PAVEMENT BASE REPAIRS, ETC.

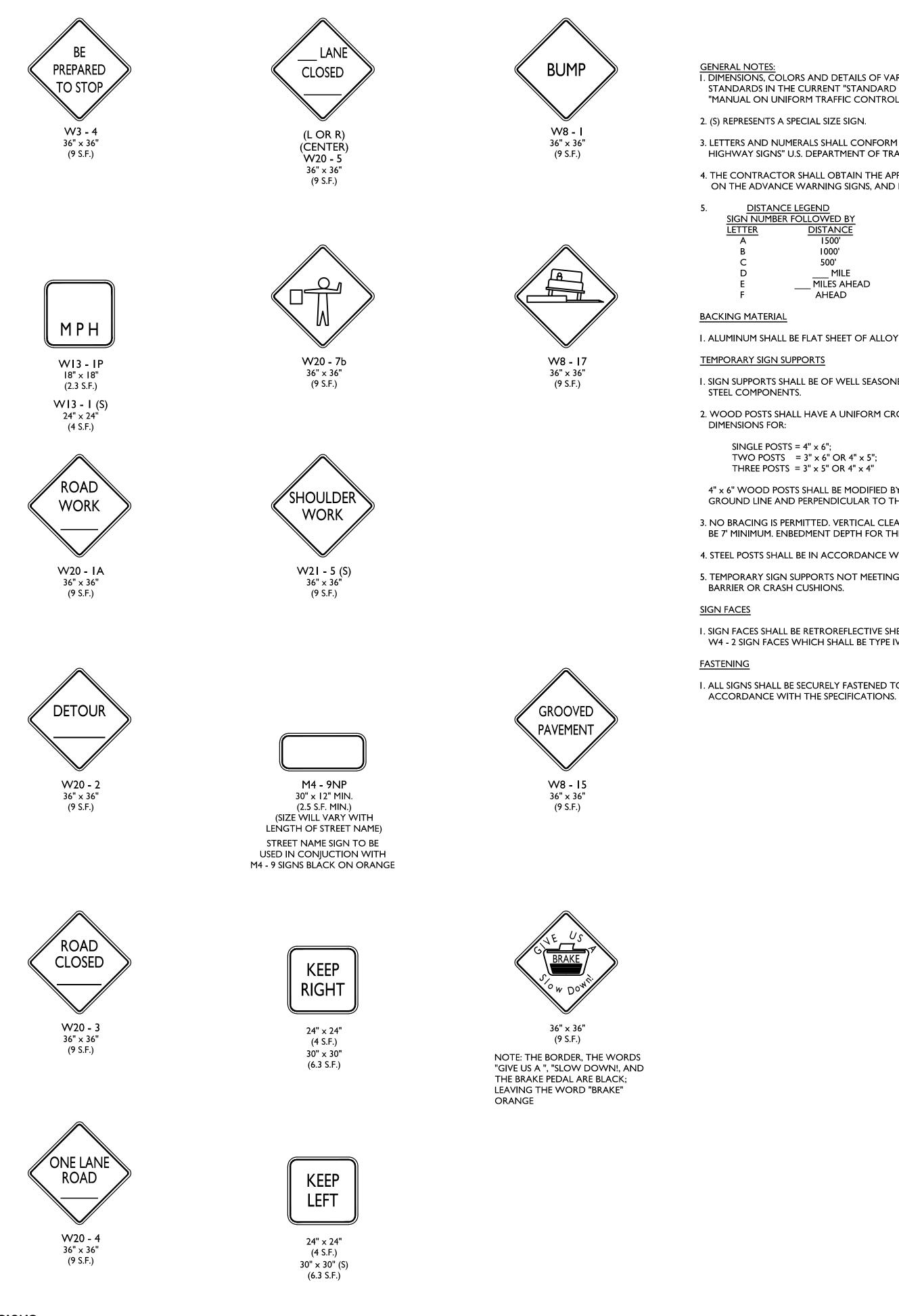
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NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.





**CONSTRUCTION SIGNS** N.T.S.

I. DIMENSIONS, COLORS AND DETAILS OF VARIOUS SIZE SIGNS AND ACCESSORY PANELS TO FOLLOW STANDARDS IN THE CURRENT "STANDARD HIGHWAY SIGN PUBLICATION" AND THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS".

3. LETTERS AND NUMERALS SHALL CONFORM TO THE CURRENT MANUAL " STANDARD ALPHABETS FOR HIGHWAY SIGNS" U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

4. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER FOR THE DISTANCE TO BE USED ON THE ADVANCE WARNING SIGNS, AND FOR THE SPEED LIMIT TO BE USED ON THE R2-1 SIGN.

TTER	DISTANCE
A	1500'
В	1000'
С	500'
D	MILE
E	MILES AHEAD
F	AHEAD

I. ALUMINUM SHALL BE FLAT SHEET OF ALLOY 5052-H38 OR 6061-T6 ALLOY, 0.100" GAUGE.

I. SIGN SUPPORTS SHALL BE OF WELL SEASONED LUMBER, S4S, FREE OF SPLITS, KNOTS AND WARPS OR, OF

2. WOOD POSTS SHALL HAVE A UNIFORM CROSS-SECTION AND SHALL NOT EXCEED THE FOLLOWING

4" x 6" WOOD POSTS SHALL BE MODIFIED BY DRILLING I 1/2" DIAMETER HOLES 4" AND 18" ABOVE THE GROUND LINE AND PERPENDICULAR TO THE ROADWAY CENTERLINE.

3. NO BRACING IS PERMITTED. VERTICAL CLEARANCES FOR SIGNS MOUNTED ON WOOD SUPPORTS SHALL BE 7' MINIMUM. ENBEDMENT DEPTH FOR THE WOOD POST SHALL NOT EXCEED 3.5'.

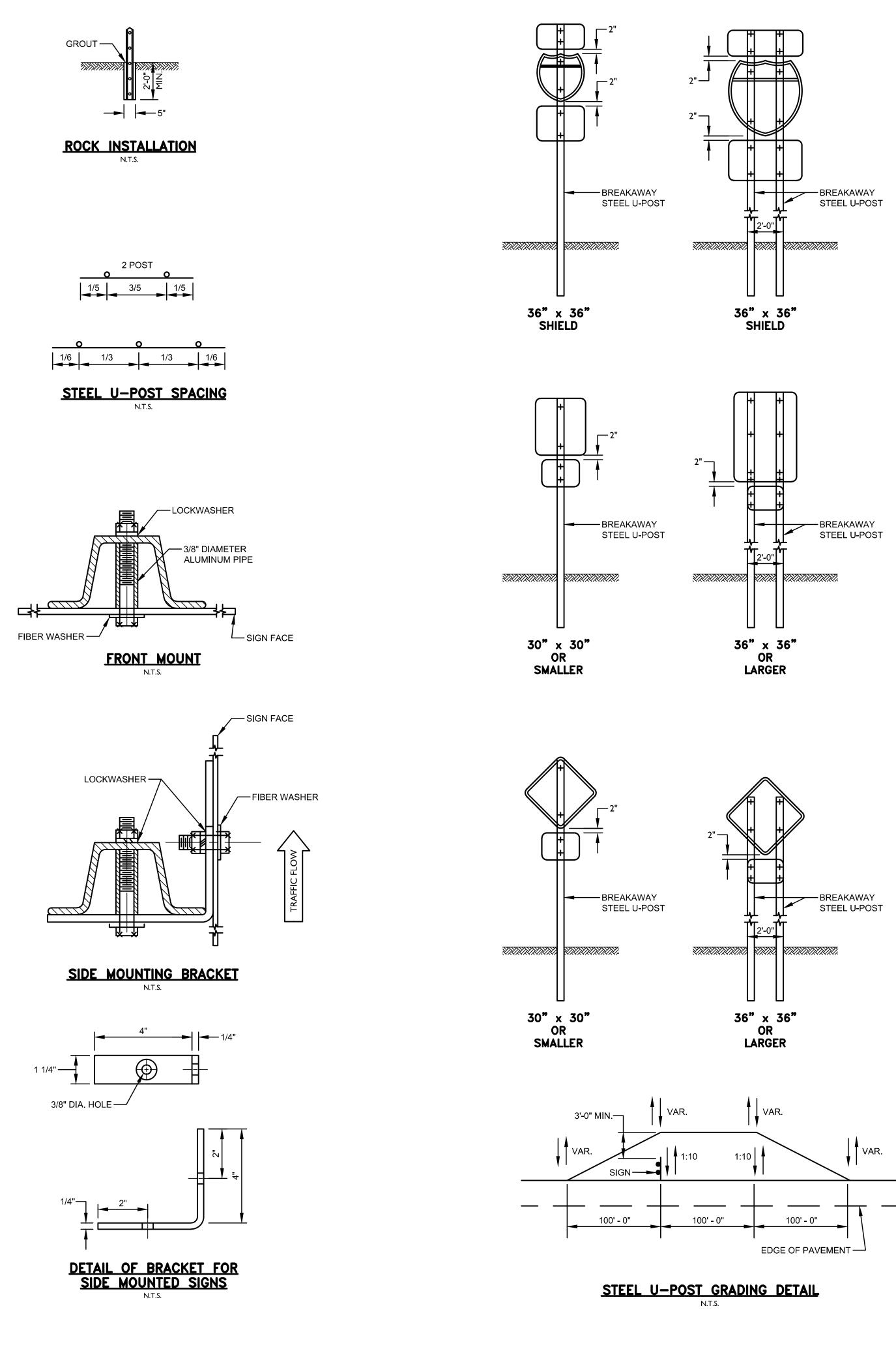
4. STEEL POSTS SHALL BE IN ACCORDANCE WITH THE STANDARD DETAIL FOR U-POST SIGN SUPPORT.

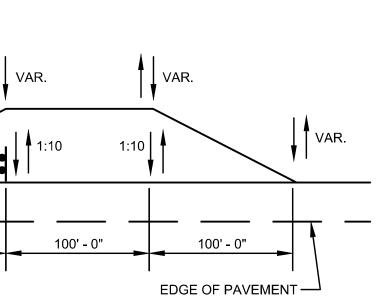
5. TEMPORARY SIGN SUPPORTS NOT MEETING THIS CRITERIA SHALL BE SHIELDED BY A LONGITUDINAL

I. SIGN FACES SHALL BE RETROREFLECTIVE SHEETING, TYPE II OR IIIA, EXCEPT FOR THE W20 SERIES AND W4 - 2 SIGN FACES WHICH SHALL BE TYPE IV-B SHEETING.

I. ALL SIGNS SHALL BE SECURELY FASTENED TO THEIR SUPPORTS WITH BOLTS, NUTS AND WASHERS IN

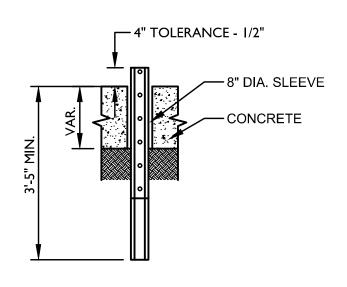
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E DRAWN BY DESCRIPTION	5 BJH ADDED NOTE REGARDING BULKHEAD.									
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PANEL SIZE	# OF	POST SIZE
$(W \times H)$	POSTS	(KG/M)
18" × 18"	Ι	2.5
18" × 24"	Ι	2.5
24" x 24"	I	2.5
24" × 30"	Ι	2.5
24" × 36"	Ι	2.5
30" × 24"	-	2.5
30" × 30"	Ι	2.5
36" × 12"	2	2.5
36" × 36" × 36"	2	2.5
30" × 36"		4.0

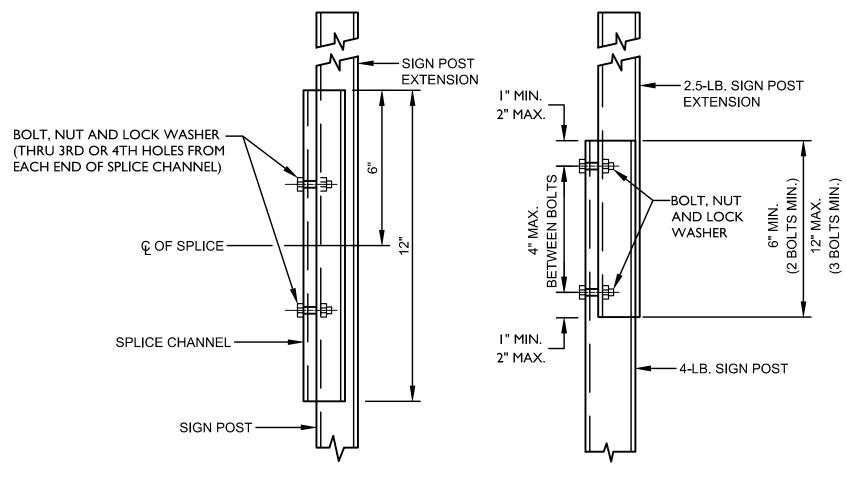
PANEL SIZE (W x H)	# OF POSTS	POST SIZE (KG/M)
36" x 36"	2	2.5
36" x 48"	2	2.5
45" x 36"	2	2.5
48" × 24"	2	2.5
48" x 36"	2	2.5
48" x 48"	2	4.0
48" x 64" x 64"	2	2.5
60" × 36"	2	4.0
48" × 60"	2	4.0
60" × 30"	2	4.0



POST SELECTION TABLE

BREAKAWAY SIGN SUPPORT





## SIGN POST EXTENSION SPLICE DETAILS

<u>GENERAL NOTES:</u> I. ALL POSTS SHALL BE OF ADEQUATE LENGTH TO MEET THE REQUIREMENTS FOR ERECTION AS STATED IN THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND AS INDICATED BELOW.	Colliers
<ol> <li>ALL SMALL SIGN SUPPORTS SHALL BE OF THE BREAKAWAY TYPE WITH EXCEPTION OF THOSE INSTALLED BEHIND GUIDE RAIL OR OTHER ROADSIDE BARRIER.</li> </ol>	Engineering
<ol> <li>ALL STEEL POSTS AND BRACKETS SHALL BE CUT, BENT AND HOLES PUNCHED AND DRILLED BEFORE GALVANIZING. GALVANIZING SHALL BE IN CONFORMANCE WITH CURRENT A.S.T.M. A 123.</li> </ol>	& Design
4. ALL STEEL U-POST SIGN SUPPORTS MUST BE INSTALLED FACING THE PREDOMINANT TRAFFIC FLOW. A MOUNTING BRACKET SHOULD BE USED ON SIDE MOUNTED SIGNS SUCH AS "ONE WAY" SIGNS INSTALLED IN MEDIANS.	www.colliersengineering.com Copyright © 2024. Colliers Engineering & Design All Rights Reserved. This drawing and all the information contained herein is authorized for use only by the party for whom the services were contracted or to whom it is certified. This drawing may not be copied, reused, disclosed, distributed or relied upon for any other purpose
5. SIGN PANEL SIZES SHALL DETERMINE POST TYPE AND NUMBER AS SHOWN ON THIS DETAIL.	without the express written consent of Colliers Engineering & Design.
<ol> <li>BOLTS SHALL NOT PROTRUDE MORE THAN 3/4" BEYOND THE NUT WHEN TIGHT, BUT SHALL ENGAGE ALL THREADS IN THE NUT.</li> </ol>	
7. WHEN SIGNS ARE INSTALLED ON SLOPES 1:10 OR FLATTER THE MINIMUM VERTICAL CLEARANCE REQUIREMENTS FOR SIGNS ARE: FOR SINGLE POST INSTALLATIONS THE MINIMUM DISTANCE BETWEEN THE EDGE OF THE PAVEMENT AND THE BOTTOM OF ANY PANEL MUST BE 7 FEET AND THE MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO THE TOP OF ANY SIGN PANEL MUST BE 9 FEET.	ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
FOR MULTI-POST INSTALLATIONS THE MINIMUM DISTANCE BETWEEN THE EDGE OF PAVEMENT AND THE BOTTOM OF A MAJOR SIGN PANEL MUST BE 7 FEET.	FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM
SECONDARY SIGN PANELS LAND SERVICE HIGHWAYS: THE MINIMUM DISTANCE BETWEEN THE EDGE OF PAVEMENT AND THE BOTTOM OF A SECONDARY SIGN PANEL IS 6 FEET.	
FOR INTERSTATE AND FREEWAYS: THE BOTTOM OF THE MAJOR SIGN SHALL BE A MINIMUM OF 8 FEET AND THE SECONDARY SIGN PANEL A MINIMUM OF 5 FEET ABOVE THE EDGE OF PAVEMENT.	
WHERE GRADING OF I:0 OR FLATTER CANNOT BE OBTAINED OR WHERE CURB OR BERM IS GREATER THAN 330 FEET. THE MINIMUM VERTICAL CLEARANCE WILL BE MEASURED FROM THE GROUND LINE TO THE BOTTOM OF THE SIGN.	
<ol> <li>PERMANENT SIGN SUPPORTS SHOULD NOT BE INSTALLED ON SLOPES GREATER THAN 1:10, EXCEPT WHERE GRADING OF 1:10 CANNOT BE OBTAINED O THE SIGN SUPPORTS WILL BE BEHIND A TRAFFIC BARRIER. THE SLOPE SHALL EXTEND A MINIMUM OF 3 FEET BEYOND THE OUTSIDE EDGE OF SIGN (SEE GRADING DETAIL FOR SLOPE TREATMENT).</li> </ol>	EAD.
<ol> <li>EXTRUDED ALUMINUM SIGN PANELS ARE NOT PERMITTED FOR USE WITH STEEL U-POST SIGN SUPPORTS.</li> </ol>	DESCRIPTION ADDED NOTE REGARDING BULKHEAD.
10. STEEL U-POST SIGN SUPPORTS SHALL NOT BE PLACED IN FRONT OF GUIDE RAIL AND THE POSTS MUST NOT STRADDLE GUIDE RAIL.	REGARDII
I. TO EXTEND THE HEIGHT OF A SIGN POST, A MAXIMUM OF ONE SPLICE MAY BE MADE AND MUST A MINIMUM OF 9 FEET FROM THE GROUND LINE TO CENTER LINE OF SPLICE.	DESCRIPTION
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ST T	Joseph Raftery NEW JERSEY LICENSED PROFESSIONAL ENGINEER LICENSE NUMBER: GE53339 COLLIERS ENGINEERING & DESIGN, INC. N.J. C.O.A. #: 24GA27986500
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	FOR WASHINGTON AVENUE IMPROVEMENTS
	BOROUGH OF HIGHLANDS MONMOUTH COUNTY NEW JERSEY
	ColliersEngineering & Design& DesignHOLMDEL (Headquarters) 101 Crawfords Corner Road, Suite 3400 Holmdel, NJ 07733 Phone: 732.383.1950 COLLIERS ENGINEERING & DESIGN, INC. DOING BUSINESS AS MASER CONSULTING
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	SHEET TITLE: TRAFFIC DETAILS
	SHEET NUMBER:

OTE: DO NO	T SCALE DRAWINGS FOR CONSTRUCTION.	

6.03