<u>GENERAL NOTES:</u>

- 1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO THE START OF THE CONSTRUCTION, ANY ERRORS OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
- 2. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE AND MUST BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE AWARE OF THE POTENTIAL PRESENCE OF ABANDONED RAIL TRACKS CENTRALLY LOCATED ALONG SEGMENTS OF ATLANTIC AVENUE. THE PAY ITEMS ASSOCIATED WITH TRENCHING AND CONDUIT SHALL INCLUDE REMOVAL OR EXCAVATION OF CONFLICTING SECTIONS OF ABANDONED RAIL LINES.
- 3. THE CONTRACTOR SHALL USE EXCAVATED MATERIALS FOR BACKFILL UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 4. ALL PAVED AND CONCRETE AREAS DISTRIBUTED DURING CONSTRUCTION SHALL BE RESTORED TO EXISTING CONDITION AT LEAST EQUAL TO THAT WHICH EXISTED PRIOR TO THE START OF CONSTRUCTION.
- 5. ALL GRASSED OR WOODED AREAS DISTRIBUTED DURING CONSTRUCTION SHALL BE TOPSOILED AND SEEDED.
- 6. ALL FILL SHALL BE PLACED IN 12" LAYERS AND THOROUGHLY COMPACTED TO THE SATISFACTION OF THE ENGINEER. IF BORROW FILL IS REQUIRED, IT SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PRESERVATION OF THE UNDERGROUND AND SURFACE UTILITIES AND STRUCTURES AT OR ADJACENT TO THE SITE OF CONSTRUCTION AND IT SHALL BE AT HIS OWN EXPENSE TO REPAIR OR REPLACE ANYTHING THAT HE DAMAGES.
- 8. BASELINES HAVE BEEN PROVIDED ON THE PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE THE BASELINE AS SHOWN ON THE PLAN.
- 9. ALL CONSTRUCTION DETAILS NOT SHOWN SHALL BE IN ACCORDANCE WITH N.J.D.O.T. STANDARDS AS DETAILED IN:
 - "STANDARD ROADWAY CONSTRUCTION/TRAFFIC CONTROL/BRIDGE CONSTRUCTION DETAILS: 2016."
 - "ELECTRICAL BUREAU STANDARD DETAILS: 2007."
 - INCLUDING ALL APPLICABLE BASELINE DOCUMENT CHANGES AND APPENDICES. THESE DETAILS CAN BE OBTAINED FROM THE N.J.D.O.T. WEBSITE.
- 10. SEPARATE PAYMENT WILL NOT BE MADE FOR SAW CUTTING OF ANY KIND, BUT THE COST SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE PROPOSAL.
- 11. PAYMENT FOR JOINT MATERIAL FOR ALL CONCRETE WORK WILL NOT BE MEASURED BUT SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE PROPOSAL.
- 12. ALL GRASS AND WOODED AREAS DISTURBED DURING CONSTRUCTION SHALL BE BACKFILLED AS DIRECTED.
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL EXISTING CONCRETE CURB NOT SHOWN TO BE REMOVED. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLETE REMOVAL AND REPLACEMENT OF ANY DAMAGED CURB NOT DOCUMENTED PRIOR TO THE START OF CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
- 14. ALL UNUSED MATERIAL EXCAVATED FROM THE PROJECT SITE ARE TO BE DISPOSED OF AT AN APPROVED FACILITY.
- 15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED IN THE PLANS AND SPECIFICATIONS. SEPARATE PAYMENT FOR ALL ASSOCIATED COSTS WILL NOT BE MADE BUT THE COSTS SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE PROPOSAL.
- 16. THE CONTRACTOR MUST OBTAIN AND PAY FOR ROAD OPENING PERMITS FOR ALL WORK WITHIN THE OWNERS' RIGHT-OF-WAY. ALL COSTS ASSOCIATED WITH PERMIT ACQUISITION SHALL BE INCLUDED IN THE VARIOUS ITEMS IN THE PROPOSAL.
- 17. CONTRACTOR SHALL RESTORE ALL EXISTING FEATURES DISTURBED DURING CONSTRUCTION (I.E. MAILBOXES, IRRIGATION SYSTEMS, LANDSCAPING, ETC.). ALL COSTS SHALL BE INCLUDED IN THE PRICE BID FOR CLEARING SITE.
- 18. THE TRENCH LIMIT OF DISTURBANCE WITHIN THE ASPHALT ROADWAY SHALL BE LIMITED TO A 4' WIDTH PER UTILITY TRENCH. THE LAY DOWN AREA FOR THE EXCAVATED MATERIAL SHALL BE IMMEDIATELY ADJACENT TO THE TRENCH AND SHALL BE ISOLATED FROM THE ASPHALT ROADWAY BY A GEOTEXTILE MEMBRANCE. THE TRENCH SHALL BE BACKFILLED AT THE END OF EACH DAY. ALL BASE PAVING SHALL BE COMPLETED EACH FRIDAY FOR ALL WORK COMPLETED THAT WEEK.
- 19. THE CONTRACTOR WILL BE RESPONSIBLE FOR KEEPING THE PAVED CARTWAY FREE AND CLEAR OF SEDIMENT EACH DAY AS THE WORK PROGRESSES AND AS OFTEN AS NECESSARY TO KEEP A CLEAN BROOM SWEPT CONDITION AND OR AS DIRECTED BE THE ENGINEER.
- 20. PROVIDE A SEPARATE TRAFFIC CONTROL/DETOUR PLAN FOR WORK IN EACH ROAD SEGMENT AND INTERSECTION. ALL PLANS SHALL BE APPROVED BY OWNER, PRIOR TO IMPLEMENTATION.
- 21. TRAFFIC CONTROL INCLUDING ALL DEVICES SHALL BE PAID UNDER THE APPROPRIATE ITEMS, AND SHALL BE IN ACCORDANCE WITH THE MOST CURRENT M.U.T.C.D. AND N.J.D.O.T. DETAILS.
- 22. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. ANY ERRORS OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
- 23. THE CONTRACTOR SHALL EXERCISE PARTICULAR CARE, ESPECIALLY AT INTERSECTIONS AND GUTTER LINES, IN MILLING AND CONSTRUCTION OF PAVEMENT TO PROVIDE POSITIVE FLOWING STORMWATER. ANY AREAS WHERE WATER IS IMPOUNDED SHALL BE CORRECTED BY THE CONTRACTOR AT NO COST TO THE OWNER.
- 24. ALL PEDESTRIAN ACCESS TO SIDEWALKS AND STREETS, INCLUDING CROSSWALKS, CURB RAMP, STREET FURNISHINGS, PEDESTRIAN SIGNALS, PARKING AND OTHER COMPONENTS OF PEDESTRIAN ACCESS PROPOSED IN THE RIGHT-OF-WAY ARE TO BE IN ACCORDANCE WITH ADA & ABA ACCESSIBILITY GUIDELINES AND THE CURRENT PUBLIC RIGHTS-OF-WAY GUIDELINES PROPOSED BY THE ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD (ACCESS BOARD).
- 25. PAYMENT FOR OBSTRUCTION REMOVAL SUCH AS TREE ROOTS AND EXISTING INFRASTRUCTURE WHICH MAY INTERFERE WITH THE PROPOSED CONSTRUCTION, SHALL BE INCLUDED IN THE ITEM "CLEARING SITE".
- 26. SEPARATE PAYMENT WILL NOT BE MADE FOR RESETTING EXISTING UTILITY METERS, VALVE BOXES, VENTS, CLEANOUTS AND SPRINKLER HEADS REQUIRED FOR THE CONSTRUCTION BEYOND THE ROADWAY CARTWAY. HOWEVER, ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE PROPOSAL.
- 27. AT ALL LIMITS OF PAVING (L.O.P.) THE CONTRACTOR SHALL SAWCUT, TACK COAT AND SEAL TO MATCH EXISTING PAVEMENT. SEPARATE MEASUREMENT AND PAYMENT FOR ALL THIS WORK SHALL NOT BE MADE AND ALL COSTS SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE BID.
- 28. INLET SEDIMENT PROTECTION SHALL BE INSTALLED AT ALL EXISTING AND PROPOSED INLETS AND CATCH BASINS SHOWN ON THE PLANS.

ENVIRONMENTAL COMMITMENTS:

- 1. IMPLEMENT SOIL EROSION AND SEDIMENT CONTROL MEASURES DURING CONSTRUCTION.
- 2. IMPLEMENT STANDARD MEASURES FOR CONSTRUCTION RELATED NOISE AND AIR QUALITY IMPACT CONTROLS.
- 3. CONSTRUCTION STAGING ACTIVITIES (INCLUDING STORAGE OF EQUIPMENT, VEHICLES AND MATERIALS) ARE PROHIBITED WITHIN 300 FEET OF ENVIRONMENTALLY SENSITIVE AREAS SUCH AS PARKLAND, RIPARIAN ZONES, FLOODPLAINS, STREAMS, THREATENED AND ENDANGERED SPECIES HABITAT, WETLANDS AND THEIR ASSOCIATED TRANSITION AREAS, DRAINAGE DITCHES, SWALES, BASINS, AND HISTORIC BUILDINGS/PROPERTIES. IF THE CONTRACTOR WISHES TO USE OR ACCESS THESE AREAS FOR ANY REASON, ALL APPROPRIATE PERMITS AND APPROVALS MUST BE OBTAINED PRIOR TO SUCH USE.
- 4. FOLLOW PROPER STORAGE AND CONTROLS (INCLUDING INLET PROTECTION) TO PREVENT HERBICIDES, PETROLEUM PRODUCTS, RAW CONCRETE, GROUT, ADHESIVES, FERTILIZER, AND OTHER CONTAMINANTS FROM LEAVING THE PROJECT AREA AND ENTERING WETLANDS OR WATERWAYS. HAVE APPROPRIATE SPILL RESPONSE PLANS AND EQUIPMENT IN PLACE. NOTIFY THE UNITED STATES FISH AND WILDLIFE SERVICE (USFWS) IMMEDIATELY IF WETLANDS OR WATERWAYS BECOME CONTAMINATED WITH ANY OF THE AFOREMENTIONED MATERIALS.
- 5. BEST MANAGEMENT PRACTICES (SUCH AS INLET PROTECTION AND PERIODIC CLEAN OUT OF DEBRIS) WILL BE UTILIZED DURING CONSTRUCTION TO PREVENT SEDIMENT AND DEBRIS FROM ENTERING STORM WATER INLETS AND ENVIRONMENTALLY SENSITIVE AREAS.
- 6. IF THERE ARE ANY CHANGES TO THE PROPOSAL ACTIVITIES, THE CHANGES MUST BE RE-EVALUATED BY THE NJDOT BUREAU OF ENVIRONMENTAL PROGRAM RESOURCES (BEPR) TO DETERMINE THE NEED FOR ADDITIONAL REGULATORY COMPLIANCE. THIS MAY REQUIRE COORDINATION WITH REGULATORY AGENCIES.
- 7. IF THE PROPOSED ACTIVITIES INCLUDE DIRECT CONTACT WITH INLETS, THEY MUST BE RETROFITTED TO MEET THE NEW JERSEY POLLUTANT DISCHARGE ELIMINATION SYSTEM (NJPDES) STORMWATER REQUIREMENTS.
- 8. THE PROJECT SPONSOR WILL OBTAIN ANY AND ALL STORMWATER MANAGEMENT REVIEW DOCUMENTS, PER MUNICIPAL MS4 REGULATIONS.

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