GENERAL NOTES:

- I- All lanes shall be opened to traffic during the morning peak hours from 6:30 a.m. to 8:00 am. and during the afternoon peak hours from 3:30 p.m. to 5:00 p.m. and during off-work hours. Only one lane of Kaumualii Highway shall be closed at any other time.
- 2- No material or equipment shall be stockpiled or parked within the Highway Rights-of-Way except at locations designated by the District Engineer.
- 3- No existing Guard Rails or Guide Posts shall be removed more than 300 feet in advance of the installed Guard Rails.
- 4- Contractor shall verify all utilities prior to commencement of any construction activities.
- 5- All rails and posts removed, including hardware, shall become the property of the Contractor. Work required to remove or demolish quard rails or posts will not be measured or paid for directly but shall be considered incidental to the "Item No. <u>606.3110</u>"
- G- Provide smooth transition from existing Quard Rail to new Quard Rail installation. Adjust placement of existing Guard Rails if necessary to accomplish smooth transition. The amount of adjustment will be determined by the Engineer in the field.
- 7- The work necessary to connect Guard Rails to Bridge End Posts at Lawai and Wahiawa Bridges and to construct Ramped sidewalk and curbing at Wahiawa Bridge shall include all labor, materials and equipment necessary to complete the work. This work will not be measured or paid for separately but shall be considered incidental to "Item No. 606.3110"
- 8-All depressions and holes resulting from the removal of existing. concrete and wood posts shall be properly backfilled and compacted. Payment for this work shall be considered incidental to "Ítem No. 606.3110"

| DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|-----------|-------|-----------------------|----------------|--------------|-----------------|
| HAWAII | HAW. | R05-050-1(2) | 1977 | G | 15 |

| | · 1984-1984-1984-1984-1984-1984-1984-1984- | GUARD RAIL | | SUMMAR | Y~ REMOVA | U OF EXISTI | NG STRUCTU | JRE5 |
|---|---|------------------------------------|--|--|--|------------------------------|--|----------------------|
| STATION | GUARD RAIL TYPE 3 SINGLE W/STEEL POST (Lin. Ft.) | END TREAT APPROACH | MENT | WOODEN RAILS W/WOODEN POSTS | WOODEN RAILS W/CONC. POSTS | METAL RAILS W/CONC. POSTS | METAIL RAILS W/WOOD POST | CONC, GUIDE POSTS |
| 221+56 | CONTRACTOR OF THE PROPERTY OF | | | | | 140' | | |
| 211+56 to 202+06 Rt. 212+80 to 213+60 Rt. 151+20 to 164+20 Rt. | 875'(Double) | Type"G" (Madified) | Type "G" (Modified) | | | | | |
| 151+20 to 162+32 Rt | +25011749 | BCT. | BCT | | 595' | | | |
| DI 20 10 10 40 1XI. | | 15.0.1. | D.C. 1. | _ | 744 | | | |
| 141+51.5 to 140+14 Rt. | 712.5' 724.9 | B.C.T. | B.C.T. | | G32' | | 85 A C C C C C C C C C C C C C C C C C C | |
| 103+58 to +32+05 Rt. | 837.5 812.5 | Type "C" | B.C.T. | | 783' | | AL CONTRACTOR OF THE CONTRACTO | |
| 82+52 to 83+52 Rt. | 75' 74.9 | Special End Shoe | B.C.T. | , | | | | |
| 82+52 to 83+52 Lt. | 75' | B.C.T.: | Special End Shoe | | 6. | 88' | | |
| 80+14.5 to 80+77 Lt. | 37.5' 37.4 | Special End Shoe | B.C.T. | | | | | |
| 60+39.5 61+00 to 80+77 Rt. | 1950' 2012.5 | B.C.T. | Special End Shoe | | | 50' | | |
| 9+16 to 19+66 Rt. | - 50' 0 | Tic into Existing | Type "F" B.C.T. | | | | | |
| 3+68.5 to 28+863 Rt. | | Type "G" B.C.T. | B.C.T. | 305' | | | | 1021 |
| 23+00 to 25+62.5 Lt. | 300 237.3 | Type "C" | B.C.T. | D15' | | | | |
| 38 +49.5 to 31 +12 Rt. | 2 2,5' 200 | B.C.T. (Straight) | B.C.T. (Straight) | ZGO' | | N TO A | | |
| BG+70 to 30+57.5 Lt. | 387.5 312.9 | | Type## "B" | 750' | | | | |
| 31 + 70 to 36 + 82.5 Rt. | 462.5'437 | B.C.I. (Straight) | B.C.T. (Straight) | <u> </u> | | | | 508' |
| 37+39.5 to 39+02 Rt. | 112.5' 112.4 | B.C.T. (Straight) | B.C.T. | 153' | | | | 300 |
| 1+ 06.5 to 43+ 44 Rt. | 187.5' 199.8 | B.C.T. | B.C.T (Straight) | 180' | | | | |
| 0+87 to 42+62 Lt. | + 50' 125 | B.C.T. | | 55' | | | *** | |
| 7+13.5 to 31+76 Lt. | 437.5 300.4 | Type"6" "B" | Type "F" B.C.T. | 753 | | | | |
| 7+07.5 to 51+00 Rt. | 1868.5' 362.2 | B.C.T. | B.C.T. | | | | | |
| 5G+10- to GO+10 Rt. | 350±337.5 | B.C.T. | B.C.T. | 304' | | | | |
| 67+42.5 to 67+80 Lt. | 12.5 | Special End Shee | | 333 | | | | |
| | | | B.C.T. | The second secon | | | | |
| 69+00 to 69+87.5 Lt. | GB.5' | B.C.T. | Special End Shae | | | | GB' | |
| 69+00 to 70+00 Rt. | 75' | Special End Shoe | B.C.T. | <u> </u> | | | | |
| 71+65.5 to 74+28 Rt. | | B.C.T. | B.C.T. | ਟੋਟੋ 5 ' | | | | <i>X</i> |
| 84+86.5 to 86+24 Lt. | 87.5 | B.C.T. | B.C.T. | 5で' | | | | |
| 02+83 to 94+45.5 Lt. | 117.5' | B.C.T. | B,C.T. | 133' | | | | |
| Dで+8で to の7+30 Rt. D5+で3.5 to の7+36 しt. | | B.C.T. | B.C.T. Type "F" | 394' | | | CC CALAMATIC TO THE COLUMN TO | |
| | 737.5250.1 | Type "C" | B.C.T. | 196' | The state of the s | | AS A STATE OF THE | |
| 00+50 to 111+07 Lt. | | B.C.T. | Type "F" | 107' | X | | 00 (100 (100 (100 (100 (100 (100 (100 (| |
| 10+22 to 112+72 Rt. 15+42 to 117+29,5 Lt. | | B.C.T. | B.C.T. | 180' | | | E BANA - PER AND | |
| | 187.5 150.1 | Type "C" | Type "F" | | | * | And a section of the | 54' |
| 14+85 to 116+07.5 Rt. | 212,5' 212.6 | Type "C" | Type "F" | | | | EX. | 136' |
| | | Connect to Existing Rails | and the same of th | 3+4' | | | Washington of the Control of the Con | |
| 39+80 to 146+30 Lt. | 625' 612.5 | B.C.T. | Type "F" | | | | | 513 |
| 39+50 to 144+25 Rt. | | Type "C" | B.C.T. | | | | | 378' |
| TOTAL | 300' 199.8 14,000 LE | B.C.T | -B.C.T. Connect to exist. = 50 Ea. 52 | 4,010 L.F. | C, C54 L.F. | 278 L.F. | CRIE | 201015 |
| | 13,574.4 | Type "C" | = +0 Eq. 8 | /Type"B" = 1 Ea. | | I LICOLIT. | GELF | C,GIO L.F. |
| | | Type "F" Type "G" (Mod Special End | = 7 Eq. difical) = 2 Eq. Shoc = 7 Eq. 8 | | | or Removal of E | xist'q, Structures | are |
| | 350.5 | Type "E" | BCT | 314' | eximpte only. | | | |

Kalaheo to Lawai

* Between Sta. 212+80 to Sta. 213+60, 87.5' of Double Guard Rail shall be paid for under "Item No. 606.3310, Guard Rail, Type 3-Double, w/ 5teel Post."

NOTE:

B.C.T. = Breakaway Coble Terminal ~ See Details, Sheet 8

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
LAND TRANSPORTATION FACILITIES DIVISION ROUTE 50 - KAUMUALII HIGHWAY, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS BETWEEN HANAPEPE AND PUHI PROJECT No. ROS-050-1(己) GENERAL NOTE & QUANTITIES Apr. 1977

Scale: As Noted

SHEET No. OF SHEETS

KOE CRYSTALENE®