

NJDOT ACCESS PERMIT PLANS
FOR
B & B COMMERCIAL, LLC
PROPOSED DRIVEWAY CLOSURE & SITE IMPROVEMENTS
BLOCK 407, LOT 1; TAX MAP SHEET #4 - LATEST REV. DATED 06/14/2024
404 STATE HIGHWAY ROUTE 35 (MP 23.30)
TOWNSHIP OF NEPTUNE
MONMOUTH COUNTY, NEW JERSEY



KEY MAP
1" = 2000'

OWNER/APPLICANT:

B&B COMMERCIAL, LLC
402 NJ ROUTE 35
NEPTUNE, NJ 07753

GENERAL NOTES

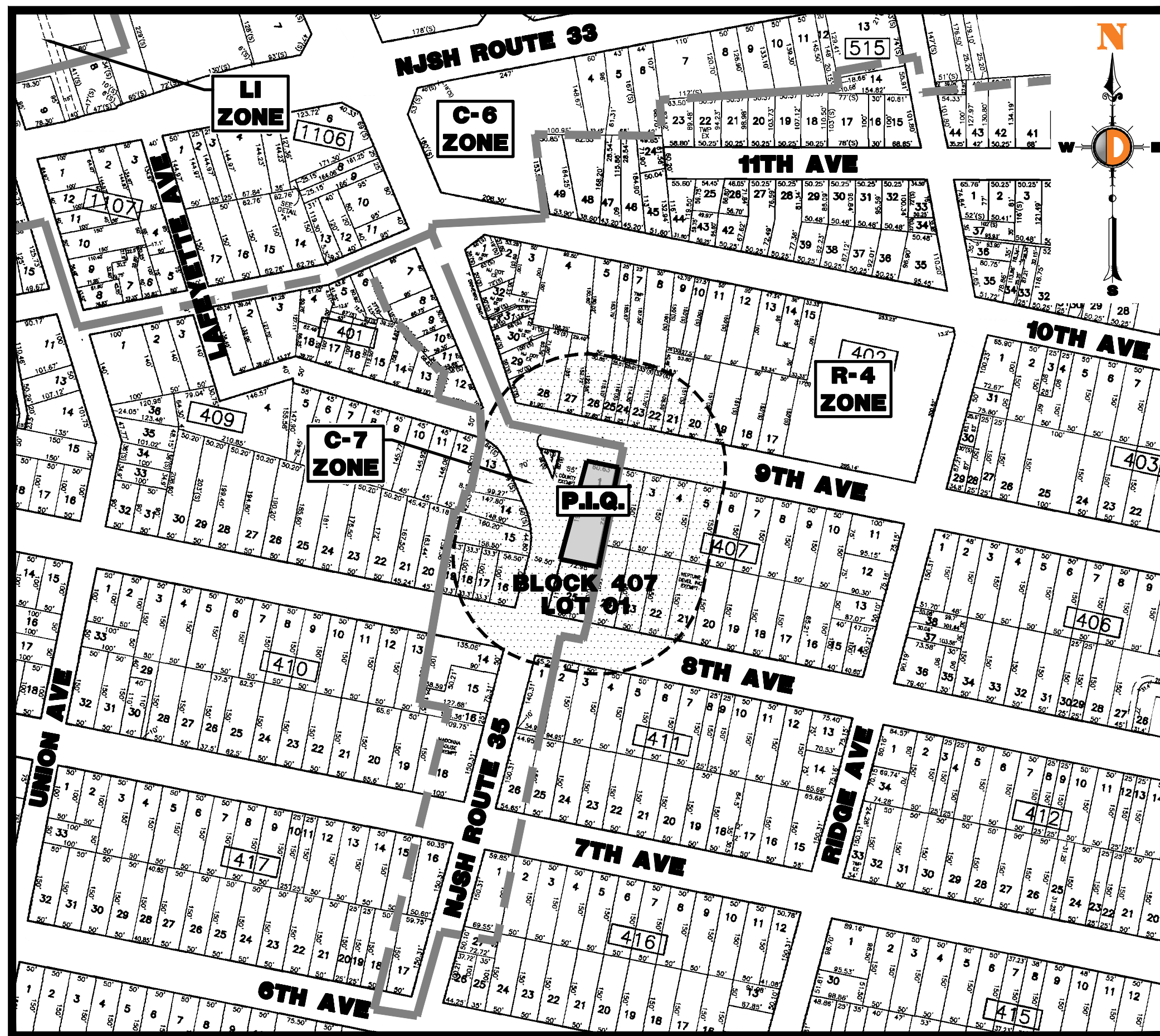
1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:

TOPOGRAPHIC PLAN
CHARLES SURMONTE, PE, & P.L.S.
301 MAIN STREET, 2ND FLOOR
ALLENHURST, NEW JERSEY 07711
FILE #: 23-866
DATED: 02/15/2024
LAST REVISED: 05/08/2024

PRELIMINARY AND FINAL SITE PLAN
DYNAMIC ENGINEERING CONSULTANTS, PC
1804 MAIN STREET
LAKE COMO, NEW JERSEY 07719
FILE #: 2152-24-00429
DATE: 06/16/2025

PUBLIC UTILITIES	
ELECTRIC	JERSEY CENTRAL POWER & LIGHT COMPANY 300 MADISON AVENUE MORRISTOWN, NJ 07960
WATER	NEW JERSEY - AMERICAN WATER COMPANY, INC. 1025 LAUREL OAK ROAD VIOCHRES, NJ 08041
SEWER	TOWNSHIP OF NEPTUNE SEWERAGE AUTHORITY 634 OLD CORLIES AVENUE NEPTUNE TWP., NJ 07753
GAS	NEW JERSEY NATURAL GAS COMPANY 1415 WYCKOFF ROAD WALL TWP., NJ 07719

NOTE: LOCATION OF UTILITIES AS SHOWN ON THESE PLANS ARE PLOTTED FROM AVAILABLE DATA ON FILE WITH THE UTILITY COMPANIES AND IS NOT GUARANTEED AS TO EXACTNESS. THE CONTRACTOR IS TO CONTACT UTILITY COMPANIES 72 HOURS PRIOR TO CONSTRUCTION TO DETERMINE EXACT LOCATION AND DEPTH OF ALL UTILITIES. THE CONTRACTOR SHALL USE THE UTILITY LOCATIONS SHOWN AS AN AID IN DETERMINING EXACT LOCATION.



AREA MAP
1" = 200'

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STANDARD DETAILS AND
SPECIFICATIONS TO BE USED

THE NEW JERSEY DEPARTMENT OF TRANSPORTATION 2019 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SHALL GOVERN AS UPDATED AND AMENDED PER NJDOT BASELINE DOCUMENT CHANGES. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFIRM IF SUPPLEMENTARY SPECIFICATIONS ARE APPLICABLE.

STANDARD SPECIFICATIONS AND BASELINE DOCUMENT CHANGES AVAILABLE AT:
<https://www.nj.gov/transportation/eng/specs/2019/Division.shtml>

THE NEW JERSEY DEPARTMENT OF TRANSPORTATION 2016 STANDARD ROADWAY CONSTRUCTION - TRAFFIC CONTROL - BRIDGE CONSTRUCTION DETAILS AND THE 2007 STANDARD ELECTRICAL DETAILS SHALL GOVERN. WHERE THERE IS A DISCREPANCY BETWEEN THE STANDARD DETAILS AND ANY DETAILS SHOWN ON THESE PLANS, THE STANDARD DETAILS SHALL GOVERN AND THE ENGINEER SHALL BE NOTIFIED.

STANDARD DETAILS AVAILABLE AT:
<https://www.nj.gov/transportation/eng/CADD/CADD/>

UTILITY CONNECTIONS WITHIN THE NJDOT ROW WILL REQUIRE SEPARATE UTILITY OPENING APPLICATIONS, WITH THE UTILITY COMPANY AS THE APPLICANT

NJDOT APPROVAL STAMP
LOCATION



NJDOT PERMIT #'S

NOTES:

1. THESE PLANS MAY NOT BE USED FOR CONSTRUCTION UNLESS STAMPED FOR APPROVAL BY NJDOT.
2. CHANGES MADE TO THESE PLANS SUBSEQUENT TO SIGNATURE BY THE CONSULTANT MAY BE DETERMINED BY THE COMPARISON OF THE PLANS FILED AT THE DEPARTMENT WITH THOSE FILED AT THE OFFICE OF THE CONSULTANT.

THESE PLANS ARE FOR THE DESIGN AND CONSTRUCTION OF WORK WITHIN THE NJDOT ROW ONLY. FOR INFORMATION ON IMPROVEMENTS OUTSIDE OF THE NJDOT ROW, SEE PLANS PREPARED BY DYNAMIC ENGINEERING. ANY DISCREPANCIES BETWEEN THESE PLANS AND OTHERS SHOULD BE BROUGHT TO THE ATTENTION OF DYNAMIC ENGINEERING.	
DYNAMIC TRAFFIC, LLC TRAFFIC IMPACT STUDIES • ACCESS PERMITTING • HIGHWAY & INTERSECTION DESIGN • TRAFFIC SIGNAL & ELECTRICAL DESIGN Lake Como, New Jersey T: 732.481.0740 Chester, New Jersey T: 732.481.0740 Monmouth, New Jersey T: 732.481.0740 Philadelphia, Pennsylvania T: 484.202.5400 Offices conveniently located in: T: 732.481.0740 F: 732.974.3321 www.dynamictraffic.com New Jersey Certificate of Authorization No. 122945417	1904 Main Street Lake Como, NJ 07719 T: 732.481.0740 F: 732.974.3321 www.dynamictraffic.com
TITLE: NJDOT COVER SHEET	
PROJECT: B & B COMMERCIAL, LLC PROPOSED DRIVEWAY CLOSURE & SITE IMPROVEMENTS BLOCK 407, LOT 1 404 NJ ROUTE 35 (MP 23.30) TOWNSHIP OF NEPTUNE, MONMOUTH COUNTY, NEW JERSEY	JOB No: 5152 24-00173 DATE: 07/31/25 DRAWN BY: MSA DESIGNED BY: NED CHECKED BY: JPT CHECKED BY: -
NICOLE E DAHL PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 60909	JUSTIN TAYLOR PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 45988
811 PROTECT YOURSELF ALL STATES REQUIRE NOTIFICATION OF EXISTING UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION. CALL 811 TO LOCATE UTILITIES. FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM	
1 OF 11	
Rev. # 0	

NJDOT WAIVERS REQUESTED

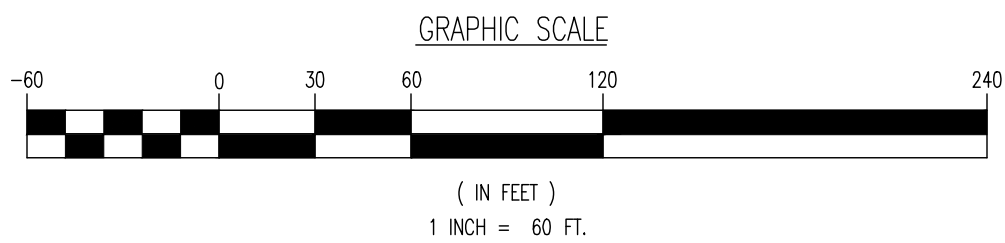
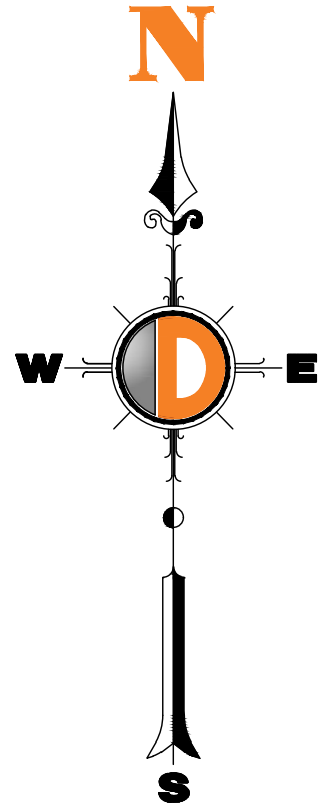
NJDOT ACCESS CODE PROVISION	PROVISION DESCRIPTION
N.J.A.C. 16:47-APPENDIX H-3	1" = 30' SCALE PLANS
N.J.A.C. 16:47-APPENDIX H-3-4.	500' OF FEATURES




Plotted: 07/31/25 - 10:51 AM, By: montunes, - Product Ver: 25.0
File: T:\TRAFFIC PROJECTS\5152 B&B Commercial\Plans\515224004\29AMO.dwg, ----> 02 NDOT 500' AERIAL MAP



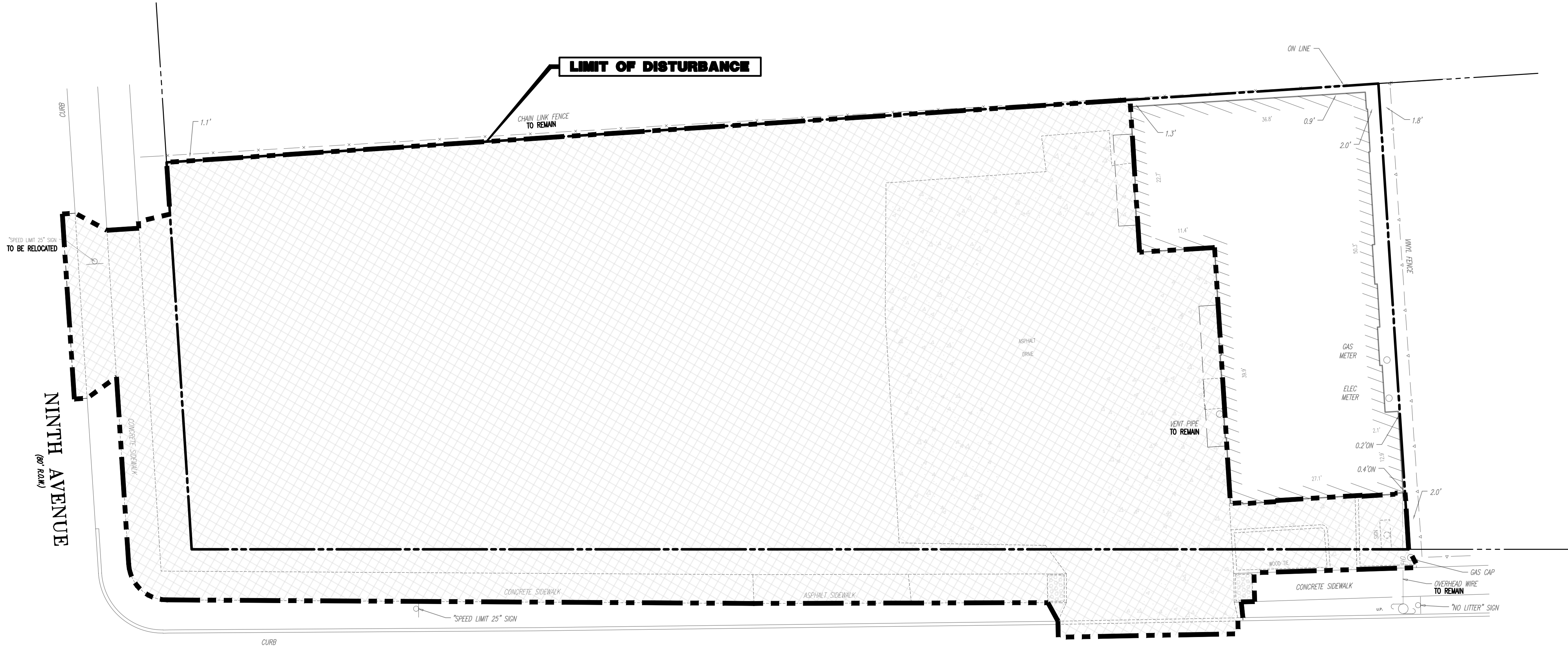
NEARMAP AERIAL IMAGERY DATED 03/09/2025

500' AERIAL MAP
1" = 60'



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<div><div><div>TRAFFIC IMPACT STUDIES • ACCESS PERMITTING • HIGHWAY & INTERSECTION DESIGN • TRAFFIC SIGNAL & ELECTRICAL DESIGN</div></div><div><small>1904 Main Street Lake Como, NJ 07719 T: 732.681.0760 F: 732.974.3521 www.dynamictraffic.com</small> <small>Offices conveniently located in: Lake Como, New Jersey T: 732.681.0760 Chester, New Jersey T: 732.681.0760 Newark, New Jersey T: 732.681.0760 Torrance, New Jersey T: 732.681.0760 Springfield, Pennsylvania T: 445.202.5400 Newtown, Pennsylvania T: 445.202.5400 Philadelphia, Pennsylvania T: 445.202.5400</small></div></div>	
TITLE: NJDOT 500' AERIAL MAP	
PROJECT: B & B COMMERCIAL, LLC PROPOSED DRIVEWAY CLOSURE & SITE IMPROVEMENTS BLOCK 407, LOT 1 404 NJ ROUTE 35 (MP 23.30) TOWNSHIP OF NEPTUNE, MONMOUTH COUNTY, NEW JERSEY	JOB No: 5152 24-00173 DATE: 07/31/25 DRAWN BY: MSA DESIGNED BY: NED CHECKED BY: JPT CHECKED BY: -
SCALE: (H) 1"=60' (V) - SHEET No: 2 OF 11	Rev. # 0
<div><div>PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 60909</div><div> PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 45988</div></div>	
<div><div>PROTECT YOURSELF ALL STATES REQUIRE NOTIFICATION OF CONCRETE, REBAR, OR ANY OTHER ITEMS BEFORE YOU DIG FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM</div></div>	

Plotted: 07/31/25 - 10:52 AM, By: montunes, - Product Ver: 25.0
File: T:\TRAFFIC PROJECTS\5152 B&B Commercial Plans\515222400429R0.dwg, ----> 03 NJDOT DEMOLITION PLAN



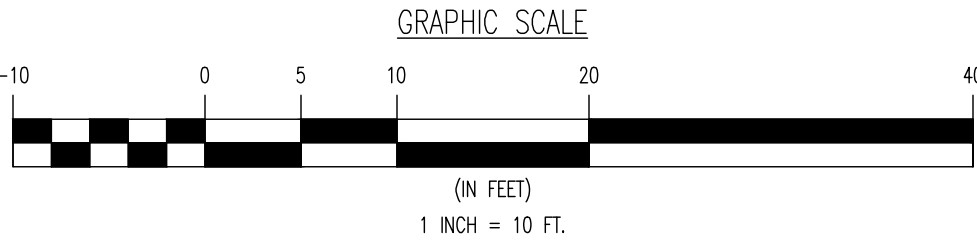
STATE HIGHWAY ROUTE NO. 35
(R.O.W. WIDTH Varies)

DEMOLITION NOTES

1. ALL DEMOLITION ACTIVITIES ARE TO BE PERFORMED IN STRICT ADHERENCE TO ALL FEDERAL, STATE AND LOCAL REGULATIONS.
2. PROCEED WITH DEMOLITION IN A SYSTEMATIC MANNER, FROM THE TOP OF THE STRUCTURE(S) TO THE GROUND.
3. COMPLETE DEMOLITION WORK ABOVE EACH FLOOR OR TIER BEFORE DISTURBING ANY OF THE SUPPORTING MEMBERS OF THE LOWER LEVELS.
4. DEMOLISH CONCRETE AND MASONRY IN SMALL SECTIONS.
5. REMOVE STRUCTURAL FRAMING MEMBERS AND LOWER THEM TO THE GROUND.
6. BREAK UP CONCRETE SLABS-ON-GRADE, UNLESS OTHERWISE DIRECTED BY OWNER.
7. LOCATE DEMOLITION EQUIPMENT THROUGHOUT THE STRUCTURE AND REMOVE MATERIALS SO AS TO NOT IMPOSE EXCESSIVE LOADS ON SUPPORTING WALLS, FLOORS, OR FRAMING.
8. PROVIDE INTERIOR AND EXTERIOR SHORING, BRACING AND SUPPORTS TO PREVENT MOVEMENT, SETTLEMENT OR COLLAPSE OF STRUCTURES TO BE DEMOLISHED (AND ADJACENT FACILITIES, IF APPLICABLE).
9. DEMOLISH AND REMOVE ALL FOUNDATION WALLS, FOOTINGS AND OTHER MATERIALS WITHIN THE AREA OF THE DESIGNATED FUTURE BUILDING. ALL OTHER FOUNDATION SYSTEMS, INCLUDING BASEMENTS, SHALL BE DEMOLISHED TO A DEPTH OF NOT LESS THAN ONE FOOT BELOW PROPOSED PAVEMENT OR, BREAK BASEMENT FLOOR SLABS, SEAL ALL OPEN UTILITY LINES WITH CONCRETE. CONTRACTOR TO REVIEW STRUCTURE PRIOR TO DEMOLITION TO DETERMINE IF BASEMENT, CRAWL SPACE OR ANY SUB-STRUCTURE EXISTS. ANY SUB-STRUCTURE, INCLUDING BASEMENTS SHALL BE REMOVED IN ITS ENTIRETY OR AS DIRECTED BY OWNER.
10. ERECT AND MAINTAIN COVERED PASSAGEWAYS IN ORDER TO PROVIDE SAFE PASSAGE FOR PERSONS AROUND THE AREA OF DEMOLITION. CONDUCT ALL DEMOLITION OPERATIONS IN A MANNER THAT WILL PREVENT DAMAGE AND PERSONAL INJURY TO STRUCTURES, ADJACENT BUILDINGS AND ALL PERSONS. PLACE THE SAFETY AND PROTECTION OF THE SURROUNDING COMMUNITY AND PROPERTY AT THE HIGHEST PRIORITY.
11. REFRAIN FROM USING ANY EXPLOSIVES WITHOUT PRIOR WRITTEN CONSENT OF OWNER AND APPLICABLE GOVERNMENTAL AUTHORITIES.
12. CONDUCT DEMOLITION SERVICES IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS, OR OTHER OCCUPIED FACILITIES WITHOUT PRIOR WRITTEN PERMISSION OF OWNER AND ANY APPLICABLE GOVERNMENTAL AUTHORITIES. PROVIDE ALTERNATE ROUTES AROUND CLOSED OR OBSTRUCTED TRAFFIC WAYS, IF REQUIRED BY APPLICABLE GOVERNMENTAL REGULATIONS.
13. USE WATERING, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS, AS NECESSARY TO LIMIT THE AMOUNT OF DUST AND DIRT RISES, AND SCATTERING IN THE AIR. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF ALL DUST AND DEBRIS CAUSED BY THE DEMOLITION OPERATIONS. RETURN ALL ADJACENT AREAS TO THE CONDITIONS EXISTING PRIOR TO THE START OF WORK.
14. ACCOMPLISH AND PERFORM THE DEMOLITION IN SUCH A MANNER AS TO PREVENT THE UNAUTHORIZED ENTRY OF PERSONS AT ANY TIME.
15. COMPLETELY FILL BELOW GRADE AREAS AND VOIDS RESULTING FROM THE DEMOLITION OF STRUCTURES AND FOUNDATIONS WITH SOIL MATERIALS IN ACCORDANCE WITH THE GEOTECHNICAL REPORT, CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. STONES USED WILL NOT BE LARGER THAN 6 INCHES IN DIMENSION. MATERIAL FROM DEMOLITION MAY NOT BE USED AS FILL PRIOR TO PLACEMENT OF FILL MATERIALS. UNDERTAKE ALL NECESSARY ACTION IN ORDER TO ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH, DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 6 INCHES IN LOOSE DEPTH AND COMPACT EACH LAYER AT PLACEMENT TO 95% OPTIMUM DENSITY. GRADE THE SURFACE TO MEET ADJACENT CONTOURS AND TO PROVIDE SURFACE DRAINAGE.
16. REMOVE FROM THE DESIGNATED SITE, AT THE EARLIEST POSSIBLE TIME, ALL DEBRIS, RUBBISH, SALVAGEABLE ITEMS, HAZARDOUS AND COMBUSTIBLE SERVICES. REMOVED MATERIALS MAY NOT BE STORED, SOLD OR BURNED ON THE SITE. REMOVAL OF HAZARDOUS AND COMBUSTIBLE MATERIALS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE PROCEDURES AS AUTHORIZED BY THE FIRE DEPARTMENT OR OTHER APPROPRIATE REGULATORY AGENCIES AND AUTHORITIES.
17. DISCONNECT, SHUT OFF AND SEAL IN CONCRETE ALL UTILITIES SERVING THE STRUCTURE(S) TO BE DEMOLISHED BEFORE THE COMMENCEMENT OF THE DESIGNATED DEMOLITION. MARK FOR POSITION ALL UTILITY DRAINAGE AND SANITARY LINES AND PROTECT ALL ACTIVE LINES. CLEARLY IDENTIFY BEFORE THE COMMENCEMENT OF DEMOLITION SERVICES THE REQUIRED INTERRUPTION OF ACTIVE SYSTEMS THAT MAY AFFECT OTHER PARTIES, AND NOTIFY ALL APPLICABLE UTILITY COMPANIES TO ENSURE THE CONTINUATION OF SERVICE.
18. THIS DEMOLITION PLAN IS INTENDED TO IDENTIFY THOSE EXISTING CONDITIONS WHICH ARE TO BE REMOVED. IT IS NOT INTENDED TO PROVIDE DIRECTION OTHER THAN THAT ALL PROCEDURES ARE TO BE IN ACCORDANCE WITH STATE, FEDERAL, LOCAL, AND JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SAFETY PRECAUTIONS NECESSARY.
19. VERIFY THAT ALL ENVIRONMENTAL CONCERNS, INCLUDING BUT NOT LIMITED TO ASBESTOS, LEAD BASED PAINT, HAZMAT MATERIALS, UNDERGROUND STORAGE TANKS, AND TRANSFORMERS HAVE BEEN REMOVED PRIOR TO COMMENCEMENT OF DEMOLITION ACTIVITIES. THESE ARE NOT SHOWN ON THE PLANS. REFER TO ENVIRONMENTAL REPORTS AND DOCUMENTS FOR LOCATIONS AND DISPOSAL PROCEDURES.

NOTES

1. IN ACCORDANCE WITH STATE LAW, THE CONTRACTOR SHALL BE REQUIRED TO CALL THE BOARD OF PUBLIC UTILITIES ONE CALL DAMAGE PROTECTION SYSTEM OR UTILITY MARK OUT IN ADVANCE OF ANY EXCAVATION.
2. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ALL EXISTING SITE IMPROVEMENTS AND UTILITIES. ALL DISCREPANCIES SHALL BE IDENTIFIED TO THE ENGINEER IN WRITING.
3. ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE DISCONNECTED AND CAPPED AT THE MAIN FOR WATER, AT THE CLEAN-OUT FOR SEWER AND THE SHUT-OFF VALVE OR MAIN FOR GAS IN ACCORDANCE WITH MUNICIPAL AND LOCAL UTILITY REQUIREMENTS.
4. ALL EXISTING DEBRIS SHALL BE REMOVED BY CONTRACTOR IN ACCORDANCE WITH MUNICIPAL AND LOCAL UTILITY COMPANY REQUIREMENTS.



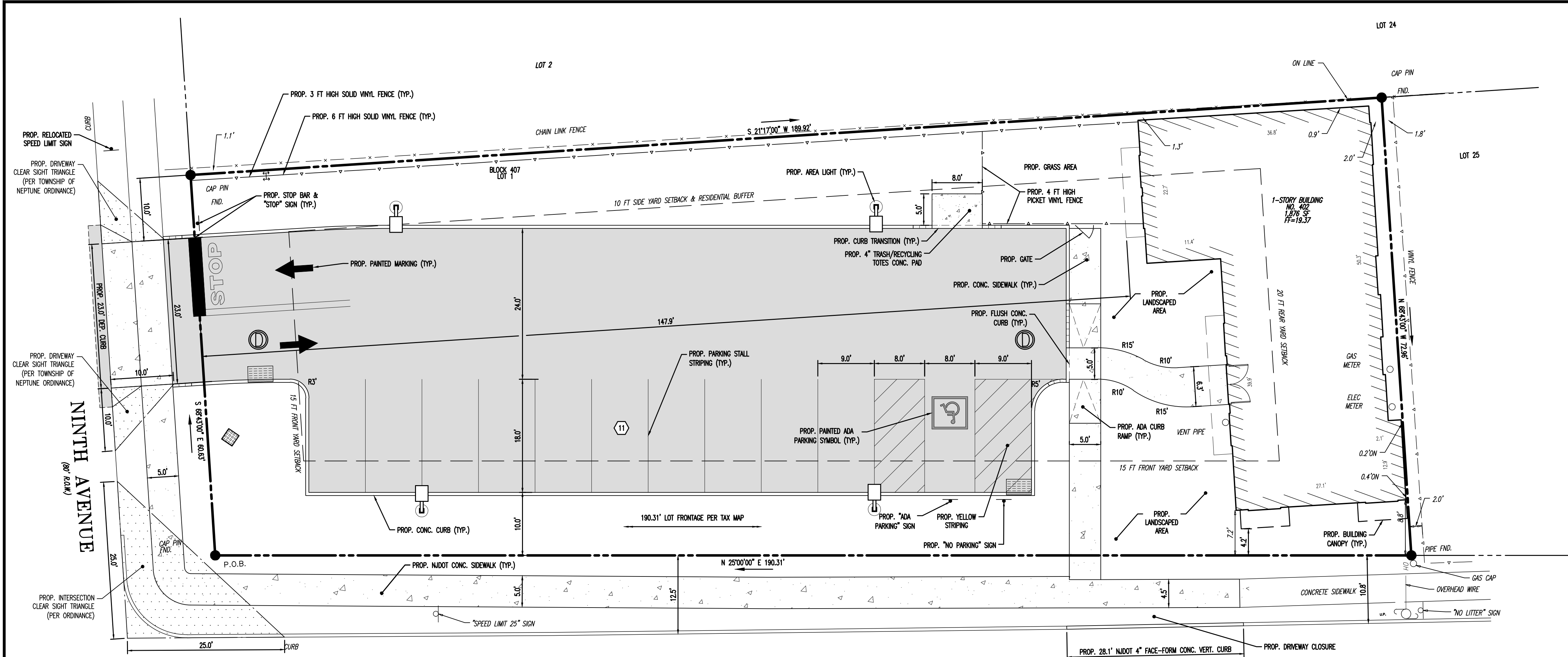
DEMOLITION PLAN LEGEND

- - - - - PROPOSED LIMIT OF DISTURBANCE LINE
- TPF - TPF - PROPOSED TREE PROTECTION FENCE LINE
- - - - - EXISTING IMPROVEMENTS TO BE REMOVED UNLESS OTHERWISE NOTED

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TITLE: NJDOT DEMOLITION PLAN			
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NICOLE E DAHL PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 60908		JUSTIN TAYLOR PROFESSIONAL ENGINEER NEW JERSEY LICENSE No. 45988	
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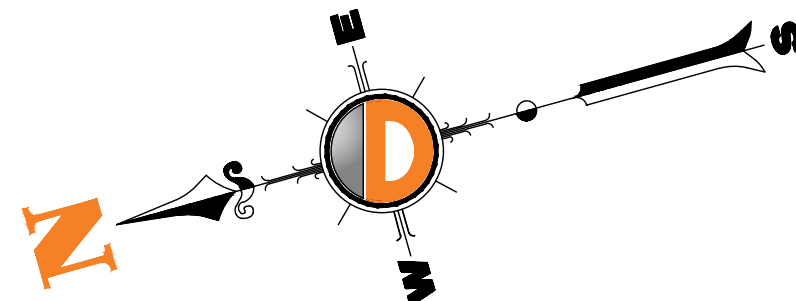
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File: T:\TRAFFIC PROJECTS\5152 B&B Commercial - 151224004\Access Plans\151224004\9550.dwg, ----> 04 NJDOT SITE PLAN



PAVEMENT LEGEND

PROPOSED STANDARD DUTY ASPHALT PAVEMENT

PROPOSED STANDARD DUTY CONCRETE PAVEMENT



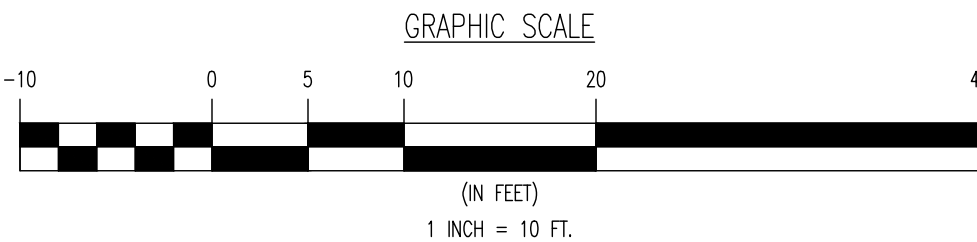
STATE HIGHWAY ROUTE NO. 35
(R.O.W. WIDTH VARIES)

GENERAL NJDOT NOTES

- GRASS AREAS WITHIN NJDOT ROW THAT ARE DISTURBED ARE TO BE LANDSCAPED WITH THE FOLLOWING ITEMS:
 - TOPSOIL SPREADING, 5" THICK
 - FERTILIZING & SEEDING
 - STRAW MULCHING
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING SIGNING AND PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS DURING CONSTRUCTION, UNLESS OTHERWISE SHOWN ON THE PLANS.
- THE STATE HIGHWAY CURBLINE SHALL BE A CONTINUOUS CURBLINE, INCLUDING TRANSITIONS TO AND FROM SECTIONS OF DEPRESSED CURB. IF APPLICABLE, DRIVEWAY CURBING SHALL MEET THE BACK OF CURB.
- UTILITY CONNECTIONS, RELOCATIONS, OR MODIFICATIONS WITHIN THE NJDOT RIGHT-OF-WAY WILL REQUIRE SEPARATE UTILITY OPENING APPLICATIONS WITH THE UTILITY COMPANY AS THE APPLICANT.
- NEW OR RELOCATED UTILITY POLES, IF APPLICABLE, SHALL PROVIDE A MINIMUM CLEARANCE FROM DRIVEWAY CURB RETURNS OF 10.0' MEASURED FROM THE FACE OF CURB TO FACE OF THE UTILITY POLE. IN NO CASE SHALL THE FACE OF A NEW OR RELOCATED UTILITY POLE BE LOCATED CLOSER THAN 18" FROM FACE OF HIGHWAY CURB.

NJDOT ITS NOTES:

- CONTRACTOR SHALL APPLY FOR NJDOT MARKOUT REQUEST FOR ITS (INTELLIGENT TRANSPORTATION SYSTEM) FIBER OPTIC CONDUITS/CABLES AT LEAST 10 STATE BUSINESS DAYS PRIOR TO WHEN WORK IS PROPOSED. ALL REQUESTS SHALL BE DIRECTED TO THE DEPARTMENT WEBSITE OR TRAFFIC OPERATION CENTERS LISTED BELOW:
 - <https://www.nj.gov/transportation/eng/elec/its/markout.htm>
 - TRAFFIC OPERATIONS NORTH (BERGEN, ESSEX, HUDSON, HUNTERDON, MIDDLESEX, MORRIS, PASSAIC, SUSSEX, SOMERSET, UNION, AND WARREN COUNTIES)
NEW JERSEY DEPARTMENT OF TRANSPORTATION
670 PARK DRIVE
ELMWOOD PARK, NJ 07407
(201) 797-7070
 - TRAFFIC OPERATIONS SOUTH (ATLANTIC, BURLINGTON, CAMDEN, CAPE MAY, CUMBERLAND, GLOUCESTER, MERCER, MONMOUTH, OCEAN AND SALEM COUNTIES)
NEW JERSEY DEPARTMENT OF TRANSPORTATION
ONE EXECUTIVE CAMPUS
ROUTE 70 AT CUTHBERT ROAD
CHERRY HILL, NJ 08002
(856) 486-6610
- NO ITS SYSTEM DOWNTIME IS ANTICIPATED. HOWEVER, SHOULD DOWNTIME BE REQUIRED, CONTRACTOR SHALL CONTACT NJDOT TRAFFIC OPERATIONS CENTER (TOC) FOR ALLOWABLE SYSTEM DOWNTIME. FOR TOC-NORTH (HUNTERDON, SOMERSET, MIDDLESEX AND NORTHWARDS) CALL 732-697-7360. FOR TOC-SOUTH (MERCER, MONMOUTH AND SOUTHWARDS) CALL 856-414-8509.
- IF ITS FACILITIES ARE IDENTIFIED, TEST PITS BY HAND DIGGING ARE REQUIRED PRIOR TO CONSTRUCTION TO VERIFY LOCATION AND DEPTH OF FIBER OPTIC CONDUIT/CABLE IN ORDER TO MITIGATE ANY IMPACT TO THOSE FACILITIES.
- CONTRACTOR SHALL FIELD VERIFY TO ENSURE CONSTRUCTION ACTIVITIES DO NOT IMPACT ANY EXISTING ITS FACILITIES.
- TO MITIGATE ANY IMPACT TO EXISTING ITS FACILITIES, REFER TO ITS STANDARD DETAIL (ITS-704-05) FOR CONCRETE ENCASUREMENT FOR PROTECTION OF ITS CONDUIT. CONCRETE ENCASUREMENT IS NECESSARY FOR COVERING ANY LENGTH OF CONDUIT WITHIN THE LIMITS OF THE PROJECT WHERE THE PROPOSED CONCRETE CURB IS WITHIN TWO FEET OF ITS CONDUITS, WHERE THE PROPOSED STORM DRAIN CROSSES OVER THE ITS CONDUITS, AND WHERE ANY LANE OR SHOULDER COVERING THE ITS CONDUITS IS RECONSTRUCTED FOR ITS FULL DEPTH.
- ITS FACILITIES SHOWN HEREON, IF ANY, ARE APPROXIMATE ONLY BASED UPON HISTORICAL MAPPING, AND MUST BE FIELD VERIFIED AS PER NJDOT STANDARDS.
- IF ANY ITS FACILITIES ARE IDENTIFIED THAT DIFFER FROM WHAT IS SHOWN ON THE PLANS, HEREIN, CONTRACTOR SHALL CEASE WORK WITHIN THE STATE RIGHT-OF-WAY AND NOTIFY DYNAMIC TRAFFIC OF THE DISCREPANCY IMMEDIATELY.
- CONTRACTOR IS RESPONSIBLE TO REPAIR AND/OR REPLACE EXISTING ITS FACILITIES DAMAGED DURING THE COURSE OF CONSTRUCTION. THIS WILL INCLUDE THE REPLACEMENT OF FIBER OPTIC CABLE IN ITS ENTIRETY, FROM DAMAGED LOCATION TO EACH NJDOT APPROVED JUNCTION BOX SPLICE LOCATIONS AS DIRECTED BY NJDOT.



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Bethlehem, Pennsylvania T: 445.202.5400 | Newtown, Pennsylvania T: 445.202.5400 | Philadelphia, Pennsylvania T: 445.202.5400

TITLE: **NJDOT SITE PLAN**

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404 NJ ROUTE 35 (MP 23.30)
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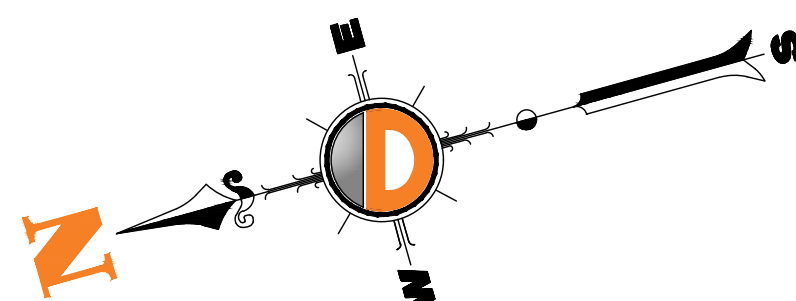
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NEW JERSEY LICENSE No. 60909

PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 45988

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF
CONCRETE, REBAR, OR ANY OTHER
PREPARED TO AVOID THE DANGER OF
SURFACE DAMAGE. IN NEW YORK
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT:
WWW.CALL811.COM

Rev. # 0



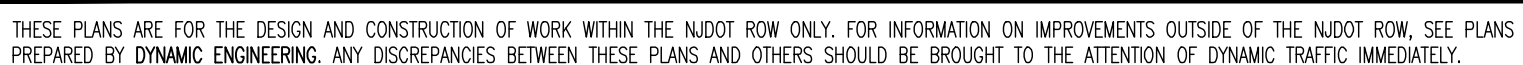
1. SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT REFERENCED IN THIS PLAN SET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOILS IN THE EXISTING AND PROPOSED AREAS THAT DO NOT MEET THE REQUIREMENTS FOR GRADING. SOILS TO BE REPLACED SHALL BE OF THE SAME OR BETTER QUALITY THAN THE EXISTING SOILS. ALL EXCAVATED AREAS SHALL BE COMPACTED TO 90% OF MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM TEST 1-162, MOISTURE CONTENT SHALL BE 2% BELOW OPTIMUM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SOILS REPORT FROM A LICENSED PROFESSIONAL ENGINEER, REGISTERED WITHIN THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL SOILS TO BE REPLACED MEET THE REQUIREMENTS SET FORTH IN THIS PLAN SET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SOILS REPORT FROM A LICENSED PROFESSIONAL ENGINEER, REGISTERED WITHIN THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL SOILS TO BE REPLACED MEET THE REQUIREMENTS SET FORTH IN THIS PLAN SET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SOILS REPORT FROM A LICENSED PROFESSIONAL ENGINEER, REGISTERED WITHIN THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL SOILS TO BE REPLACED MEET THE REQUIREMENTS SET FORTH IN THIS PLAN SET.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SOILS REPORT FROM A LICENSED PROFESSIONAL ENGINEER, REGISTERED WITHIN THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL SOILS TO BE REPLACED MEET THE REQUIREMENTS SET FORTH IN THIS PLAN SET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SOILS REPORT FROM A LICENSED PROFESSIONAL ENGINEER, REGISTERED WITHIN THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL SOILS TO BE REPLACED MEET THE REQUIREMENTS SET FORTH IN THIS PLAN SET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SOILS REPORT FROM A LICENSED PROFESSIONAL ENGINEER, REGISTERED WITHIN THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL SOILS TO BE REPLACED MEET THE REQUIREMENTS SET FORTH IN THIS PLAN SET.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 6" ABOVE EXISTING LOCAL ASPHALT GRADE UNLESS OTHERWISE NOTED. FIELD ADJUST TO CREATE A MIN. OF 0.75% DRAINAGE GRADE ALONG CURB FACE RECEIVING SURFACE RUNOFF. ENGINEER TO APPROVE FINAL GRADING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SOILS REPORT FROM A LICENSED PROFESSIONAL ENGINEER, REGISTERED WITHIN THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL SOILS TO BE REPLACED MEET THE REQUIREMENTS SET FORTH IN THIS PLAN SET.
4. SUBBASE MATERIAL FOR SIDEWALKS, CURBS, OR ASPHALT SHALL BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SUBBASE IS DEEMED UNSUITABLE, SUBBASE IS TO BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL COMPACTED TO 90% OPTIMUM DENSITY (AS DETERMINED BY MODIFIED PROCTOR METHOD).
5. REFER TO SITE PLAN FOR ADDITIONAL NOTES.
6. IN CASE OF DISCREPANCIES BETWEEN THE PLANS, THE SITE PLAN WILL SUPERPREDOMINATE IN ALL CASES. CONTRACTOR MUST NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
7. MAXIMUM CROSS SLOPE OF 1:48 (0.08%) ON ALL SIDEWALKS.
8. CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE OWNER'S GEOTECHNICAL ENGINEER PRIOR TO ONSET OF CONSTRUCTION TO SUBMIT AND CONFIRM THE CONTRACTOR'S PROPOSED MEANS AND METHODS, AND TO SCHEDULE INSPECTIONS FOR BOTTOM OF BASIN, REMOVAL OF UNSUITABLE SOIL, FILL PLACEMENT, AND FINAL BASIN PERMEABILITY TESTING.
9. THE CONTRACTOR IS RESPONSIBLE FOR AS-BUILT PLANS AND GRADE CONTROL, UNLESS OTHERWISE SPECIFIED ELSEWHERE IN THE CONTRACT DOCUMENTS.

ALL SLOPES INDICATED ARE ACTUAL. CONTRACTOR TO CONSTRUCT IMPROVEMENTS IN COMPLIANCE WITH THE LATEST ADA GUIDELINES AND BUILDING CODE REQUIREMENTS. AT THE TIME OF PLAN DESIGN, THESE REQUIREMENTS INCLUDE BUT ARE NOT LIMITED TO:

- A. SIDEWALK ACCESSIBLE ROUTES
 - WIDTH: 36" MIN. EXCLUSIVE OF THE WIDTH OF ANY CURB
 - PASSING SPACE: MIN. 60" GOAT AT INTERVALS OF 200' MAX IF ACCESSIBLE ROUTE WIDTH IS LESS THAN 60"
 - MIN. CROSS SLOPE: 1:20 (5.0%) MAX
 - CROSS SLOPE: 1:48 (2.08%) MAX, 1.0% MIN.
 - INTERSECTION SLOPE: 1:48 (2.08%) MAX. IN ALL DIRECTIONS
 - CHANGE IN LEVELS: 1/4" MAX. HEIGHT OR 1/2" MAX. HEIGHT WITH REVEILED EDGE REVEILED EDGE SLOPE OF 1:2 (50%) MAX
 - GAPS: 1/2" MAX. WIDTH ELONGATED OPENINGS SHALL BE PLACED SO LONG DIMENSION IS PERPENDICULAR TO PATH OF TRAVEL
- B. CURB RAMPS
 - SLOPE: 1:12 (8.3%) MAX
 - FLARE SLOPE: 1:10 (10%) MAX OR 1:12 (8.3%) MAX IN ALTERATIONS WHERE TOP LANDING IS UNAVAILABLE (WHERE PDS CROSS RAMP)
 - BOTTOM LANDING: 48" MIN. LENGTH: WIDTH TO MATCH CURB RAMP: 1:48 MAX. (2.08%) IN ALL DIRECTIONS
 - TOP LANDING: 36" MIN. LENGTH: WIDTH TO MATCH CURB RAMP: 1:48 MAX. (2.08%) CROSS SLOPE AND 1:20 (5%) RUNNING SLOPE
 - WHEN ONLY CONNECTING ACCESSIBLE ROUTE RUNS PARALLEL TO THE RAMP RUN
 - COUNTER SLOPE: 1:20 (5%) MAX
- C. ACCESSIBLE PARKING STALLS
 - SPACE AND ACCESS ASLE SLOPE: 1:48 MAX. (2.08%) IN ALL DIRECTIONS ACROSS ACCESSIBLE PARKING STALLS AND STRIPED ACCESS ASLES
- D. CROSSWALKS
 - RUNNING SLOPE: 1:20 (5%) MAX.
 - CROSS SLOPE: 1:48 (2.08%) MAX
 - CHANGE IN LEVELS: 1/4" MAX. HEIGHT OR 1/2" MAX. HEIGHT WITH REVEILED EDGE REVEILED EDGE SLOPE OF 1:2 (50%) MAX
 - GAPS: 1/2" MAX. WIDTH ELONGATED OPENINGS SHALL BE PLACED SO LONG DIMENSION IS PERPENDICULAR TO PATH OF TRAVEL
- E. RAMPS
 - SLOPE: 1:12 (8.3%) MAX.
 - MAX. RISE: 30"
 - MIN. CLAND LENGTH: 36"
 - MIN. LANDING CLAND LENGTH: 60"
 - MAX. CROSS SLOPE: 1:48 (2.08%)

F. CONTRACTOR SHALL CLARIFY ANY QUESTIONS CONCERNING CONSTRUCTION AND/OR GRADING IN ADA AREAS WITH THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY UTILITY "ONE-CALL" NUMBER 72 HOURS PRIOR TO ANY EXCAVATION ON THIS SITE. CONTRACTOR SHALL ALSO NOTIFY LOCAL WATER & SEWER DEPARTMENTS TO MARK-OUT THEIR UTILITIES.
2. ROOF LEADER COLLECTION PIPES ARE CONCEPTUAL IN NATURE AND ARE NOT FOR CONSTRUCTION. ACTUAL ROOF LEADER COLLECTION PIPING IS TO BE COORDINATED W/ ARCHITECTURAL PLANS FOR EACH INDIVIDUAL BUILDING. ALL ROOF LEADER COLLECTION PIPING SHALL BE SCHEDULE 40 PVC UNLESS OTHERWISE DESIGNATED.
3. MANUFACTURED REINFORCED CONCRETE STORM PIPE TO CONFORM TO ASTM C-476, CLASS II, UNLESS OTHERWISE DESIGNATED. MANUFACTURED REINFORCED CONCRETE ELLIPTICAL STORM PIPE TO CONFORM TO ASTM C-507, CLASS II-H, UNLESS OTHERWISE DESIGNATED. REINFORCED CONCRETE STORM PIPE TO BE USED IN CONFORMANCE WITH THE FOLLOWING MANUFACTURER'S INSTALLATION GUIDELINES AND WORKING PRACTICES. PREPARED TO BE GASKETED UNDER SEALANTS IN ACCORDANCE WITH ASTM C 990 TO BE UTILIZED TO PROVIDE A TIGHT JOINT. WHERE SPECIFICALLY INDICATED, REINFORCED CONCRETE STORM PIPE JOINTS SHALL BE WATERPROOF AND CONFORM TO ASTM C-443.
4. HOPE DRAINAGE PIPE SHALL HAVE A SMOOTH WALL INTERIOR WITH ANNUAL EXTERIOR CORRUGATIONS AND CONFORM TO ASTM F2308. SOLID PIPE SHALL HAVE AN EXTERIOR RIBS WITH ANNUAL CORRUGATIONS. HOPE DRAINAGE PIPE SHALL CONFORM TO ASTM F2726. HOPE DRAINAGE PIPE SHALL BE GASKETED UNDER SEALANTS MEETING THE REQUIREMENTS OF ASTM F2306 AND ASTM F477. HOPE PIPE SHALL BE FROM A MANUFACTURER WHO IS AN EASTERN STATES CONSORTIUM (ESC) QUALIFIED MANUFACTURER OF HOPE PIPE AND INSTALLED IN ACCORDANCE WITH PIPE MANUFACTURER RECOMMENDATIONS.
5. HOPE DRAINAGE PIPE SHALL HAVE A SMOOTH WALL INTERIOR WITH ANNUAL EXTERIOR CORRUGATIONS AND CONFORM TO ASTM F2726 (12"-30" PIPE) AND ASTM F288 (36"-60" PIPE). PIPE SHALL HAVE GASKETED WATER-TIGHT JOINTS MEETING THE REQUIREMENTS OF ASTM D3212 AND ASTM F477. FIELD WATERTIGHTNESS SHALL BE VERIFIED BY FIELD TESTING. HOPE PIPE SHALL BE FROM A MANUFACTURER WHO IS AN EASTERN STATES CONSORTIUM (ESC) QUALIFIED MANUFACTURER OF HOPE STORM PIPE AND INSTALLED IN ACCORDANCE WITH PIPE MANUFACTURER RECOMMENDATIONS.
6. PIPE LENGTHS ON THIS PLAN HAVE BEEN MEASURED AS THE DISTANCE BETWEEN THE CENTER POINT OF THE 2 CONNECTED STRUCTURES. ACTUAL PHYSICAL PIPE LENGTH FOR INSTALLATION IS EXPECTED TO BE LESS AND SHOULD BE ACCOUNTED FOR BY THE CONTRACTOR ACCORDINGLY.



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PROJECT: B & B COMMERCIAL, LLC	JOB No: 5152 24-00173	DATE: 07/31/25
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NEW JERSEY LICENSE No. 60909 NEW JERSEY LICENSE No. 45988 FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALLR11.COM

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1. LOCATION OF ALL EXISTING AND PROPOSED SERVICES ARE APPROXIMATE AND MUST BE CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES FROM THE COMMENCEMENT OF ANY CONSTRUCTION OR EXCAVATION. SANITARY, SEWER AND ALL OTHER UTILITY SERVICE CONNECTION POINTS SHALL BE CONFIRMED INDEPENDENTLY BY THE CONTRACTOR IN FULL PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. ALL DISCREPANCIES SHALL BE REPORTED IMMEDIATELY IN WRITING TO THE ENGINEER. CONSTRUCTION SHALL COMMENCE BEGINNING AT THE LOWEST INVERT (POINT OF CONNECTION) AND PROGRESS UP GRADIENT. INTER-PIPE JOINTS (CROSSINGS) WITH EXISTING UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY LOCAL UTILITY "ONE-CALL" NUMBER 72 HOURS PRIOR TO ANY EXCAVATION ON THIS SITE. CONTRACTOR SHALL ALSO NOTIFY LOCAL WATER & SEWER DEPARTMENTS TO MARK-OUT THEIR UTILITIES.
3. REFER TO ARCHITECTURAL DRAWINGS FOR EXIST BUILDING UTILITY CONNECTION LOCATIONS. WHERE CONFLICTS EXIST WITH THESE SITE PLANS, ENGINEER IS TO BE NOTIFIED PRIOR TO CONSTRUCTION TO RESOLVE SAME. SERVICE SIZES TO BE DETERMINED BY ARCHITECT.
4. WATER SERVICE MATERIALS SHALL BE SPECIFIED BY THE LOCAL UTILITY COMPANY. CONTRACTORS PRICE FOR WATER SERVICE SHALL INCLUDE ALL FEES AND APPURTENANCES REQUIRED BY THE UTILITY TO PROVIDE A COMPLETE WORKING SERVICE.
5. ALL WATER MAIN SHALL BE CEMENT-UNCL. CLASS 52 DUCTILE IRON PIPE, UNLESS OTHERWISE DESIGNATED.
6. THE MINIMUM DIAMETER FOR DOMESTIC WATER SERVICE SHALL BE 1 INCH.
7. ALL SANITARY SEWER MAINS SHALL BE DERIVED FROM WATER MAINS BY A DISTANCE OF AT LEAST 10 FEET HORIZONTALLY. IF SUCH SEPARATION IS NOT POSSIBLE, THE PIPES SHALL BE IN SEPARATE TRENCHES WITH THE SEWER MAIN AT LEAST 18 INCHES BELOW THE WATER MAIN OR SUCH OTHER SEPARATION AS APPROVED BY THE APPROVING AUTHORITY. WHERE APPROPRIATE CROSSING SEPARATION FROM A WATER MAIN IS NOT POSSIBLE, THE SEWER SHALL BE ENCASED IN CONCRETE, OR CONSTRUCTED OF DUCTILE IRON PIPE USING MECHANICAL OR SLIP-ON JOINTS FOR A DISTANCE OF AT LEAST 10 FEET ON EITHER SIDE OF THE CROSSING. THE CROSSING SHALL BE IN TRENCH WITH THE SEWER MAIN AT LEAST 18 INCHES BELOW THE WATER MAIN. THE WATER MAIN SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO CONSTRUCTION. A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT FOR THE SEWER SHALL BE PROVIDED. THE APPROVING AUTHORITY MAY REQUIRE ADDITIONAL STRUCTURAL SUPPORT FOR SEWER CROSSING OVER SEWER LINES.
8. ALL SANITARY SEWER MAINS SHALL BE SDR-35 PVC WITH WATER MAIN UNLESS OTHERWISE DESIGNATED. SEWER PIPES INSTALLED WITH LESS THAN 3 FEET OF COVER GREATER THAN 18 FEET SHALL BE 18 INCH DIAMETER. ALL SEWER PIPES SHALL BE 18 INCHES OR MORE DIAMETER. CONSTRUCTED OF DUCTILE IRON PIPE. ALL 3 FEET IRON SEWER SHALL BE CEMENT-UNCL. CLASS 52 SDR 35 PVC WITH SEWER COAT, OR APPROVED EQL.
9. WHERE SANITARY SEWER LATERALS ARE GREATER THAN 10' DEEP AT CONNECTION TO THE SEWER MAIN, CONCRETE DEEP LATERAL CONNECTIONS ARE TO BE UTILIZED.
10. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILIZATION OF THE EXISTING SEWER MAIN, STRUCTURES AND APPURTENANCES DURING CONNECTION.
11. LOCATION & LAYOUT OF GAS, ELECTRIC & TELECOMMUNICATION UTILITIES AND SERVICES SHOWN ON THESE PLANS ARE SCHEMATIC IN NATURE. ACTUAL LOCATION & LAYOUT OF THESE UTILITIES & SERVICES ARE TO BE PER THE APPROPRIATE UTILITY PROVIDER.
12. ROOF LEADER COLLECTION PIPING ARE CONCEPTUAL IN NATURE AND ARE NOT FOR CONSTRUCTION. ACTUAL ROOF LEADER COLLECTION PIPING IS TO BE COORDINATED W/ ARCHITECTURAL PLANS FOR EACH INDIVIDUAL BUILDING. ALL ROOF LEADER COLLECTION PIPING SHALL BE SCHEDULE 40 PIPES UNLESS OTHERWISE DESIGNATED.
13. ALL SEWER AND WATER FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATORY AUTHORITY'S RULES AND REGULATIONS.
14. ALL PROPOSED UTILITIES TO BE INSTALLED UNDERGROUND UNLESS OTHERWISE NOTED.
15. MANUFACTURED REINFORCED CONCRETE STORM PIPE TO CONFORM TO ASTM C-76, CLASS II, UNLESS OTHERWISE DESIGNATED. MANUFACTURED REINFORCED CONCRETE STORM PIPE TO CONFORM TO ASTM C-76, CLASS II, UNLESS OTHERWISE DESIGNATED. REINFORCED CONCRETE STORMWATER PIPE TO BE INSTALLED IN ACCORDANCE WITH AMERICAN CONCRETE PIPE ASSOCIATION INSTALLATION GUIDELINES AND UNPROFESSOR PREFORMED FLEXIBLE JOINT SEALANTS IN ACCORDANCE WITH ASTM C-890 TO BE INSTALLED TO PROVIDE A SLIP-TIGHT JOINT. WHERE SPECIFICALLY INDICATED, REINFORCED CONCRETE STORM PIPE JOINTS SHALL BE INTERJOINT AND CONFORM TO ASTM C-443.
16. HOPE DRAINAGE PIPE SHALL HAVE A SMOOTH WALL INTERIOR WITH ANNULAR EXTERIOR CORRUGATIONS AND CONFORM TO ASTM F2306. SOLID PIPE SHALL HAVE GASPORE RESISTANT JOINTS. HOPE DRAINAGE PIPE SHALL CONFORM TO ASTM F2306. HOPE DRAINAGE PIPE SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO CONSTRUCTION. MEETING THE REQUIREMENTS OF ASTM F2306 AND ASTM F477. HOPE PIPE SHALL BE FROM A MANUFACTURER WHO IS AN EASTERN STATES CONSUMERS (ESC) QUALIFIED MANUFACTURER OF HOPE PIPE AND INSTALLED IN ACCORDANCE WITH PIPE MANUFACTURER RECOMMENDATIONS.
17. HD DRAINAGE PIPE SHALL HAVE A SMOOTH WALL INTERIOR WITH ANNULAR EXTERIOR CORRUGATIONS AND CONFORM TO ASTM F2376 (12"-30") AND ASTM F288 (36"-60") PIPE SHALL HAVE GASPORE RESISTANT JOINTS MEETING THE REQUIREMENTS OF ASTM D3212 AND ASTM F477. FELD WATER TIGHTNESS PERFORMANCE OF HD DRAINAGE PIPE SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO CONSTRUCTION. MEETING THE REQUIREMENTS OF ASTM F2376 AND ASTM F288. HD DRAINAGE PIPE SHALL BE FROM A MANUFACTURER WHO IS AN EASTERN STATES CONSUMERS (ESC) QUALIFIED MANUFACTURER OF HD STORM PIPE AND INSTALLED IN ACCORDANCE WITH PIPE MANUFACTURER RECOMMENDATIONS.
18. PIPE LENGTHS ON THIS PLAN HAVE BEEN MEASURED AS THE DISTANCE BETWEEN THE CENTER POINT OF THE 2 CONNECTED STRUCTURES. ACTUAL PHYSICAL PIPE LENGTH FOR INSTALLATION IS EXPECTED TO BE LESS AND SHOULD BE ACCOUNTED FOR BY THE CONTRACTOR ACCORDINGLY.

(R.O.W. WIDTH VARIES)

EXISTING WATER SERVICE NOTE: CONTRACTOR TO LOCATE AND UTILIZE EXISTING WATER SERVICE CONNECTION IF FEASIBLE. OTHERWISE REMOVE EXISTING WATER SERVICE LINE AND CAP AT MAIN IN R.O.W. IN ACCORDANCE WITH THE LOCAL WATER COMPANY REQUIREMENTS. TERMINATION AT THE MAIN MUST BE APPROVED BY THE LOCAL WATER COMPANY PRIOR TO COMPLETION. IF THE EXISTING WATER SERVICE CAN NOT BE UTILIZED, THE NEW SERVICE IS TO BE COORDINATED AND VERIFIED FOR LOCATION WITH THE LOCAL WATER COMPANY. CONTRACTOR SHALL OBTAIN ALL REQUIRED STREET OPENING PERMITS FOR REMOVAL OF EXISTING SERVICE AND INSTALLATION OF NEW SERVICE.

EXISTING GAS SERVICE NOTE: CONTRACTOR TO LOCATE AND UTILIZE EXISTING GAS SERVICE CONNECTION IF FEASIBLE. OTHERWISE REMOVE EXISTING GAS SERVICE LINE AND CAP AT MAIN IN R.O.W. IN ACCORDANCE WITH THE LOCAL GAS COMPANY REQUIREMENTS. TERMINATION AT THE MAIN MUST BE APPROVED BY THE LOCAL GAS COMPANY PRIOR TO COMPLETION. ANY NEW SERVICE IS TO BE COORDINATED AND VERIFIED FOR LOCATION WITH THE LOCAL GAS COMPANY. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED STREET OPENING PERMITS FOR REMOVAL OF EXISTING SERVICE AND INSTALLATION OF NEW SERVICE.

SANITARY SEWER SERVICE NOTE: CONTRACTOR TO LOCATE AND UTILIZE EXISTING SEWER SERVICE CONNECTION IF OF ADEQUATE SIZE AND INTEGRITY AND ACCEPTABLE TO LOCAL SEWER AUTHORITY. OTHERWISE CONTRACTOR TO REMOVE EXISTING SEWER SERVICE LINE AND CAP AT MAIN IN R.O.W. IN ACCORDANCE WITH THE LOCAL SEWER AUTHORITY REQUIREMENTS. TERMINATION AT THE MAIN MUST BE APPROVED BY THE LOCAL SEWER AUTHORITY PRIOR TO COMPLETION. IF EXISTING SEWER SERVICE CAP NOT BE UTILIZED THEN THE NEW SERVICE IS TO BE COORDINATED AND VERIFIED FOR LOCATION WITH THE LOCAL SEWER AUTHORITY. CONTRACTOR SHALL OBTAIN ALL REQUIRED STREET OPENING PERMITS FOR REMOVAL OF EXISTING SERVICE AND INSTALLATION OF NEW SERVICE.

PROPERTY LINE (PARCEL IN QUESTION)
OFF-SITE PROPERTY LINES

EXIST. MONITORING WELL
APPROX. TEST PIT LOCATION
EXIST. FIRE HYDRANT
EXIST. WATER VALVE
EXIST. GAS VALVE
EXIST. GAS METER
EXIST. ELECTRIC METER
EXIST. ELECTRIC BOX
EXIST. CLEAN OUT
EXIST. WELL
EXIST. WATER SHUT OFF VALVE
EXIST. TELEPHONE BOX
EXIST. CABLE TV BOX
PROP. HEADWALL

GRADING/UTILITY GRAPHIC LEGEND

EXIST. CABLE LINE
PROP. CABLE LINE
EXIST. ELECTRIC LINE
PROP. ELECTRIC LINE
EXIST. FIBER OPTIC LINE
PROP. FIBER OPTIC LINE
EXIST. GAS LINE
PROP. GAS LINE
EXIST. OVERHEAD WIRES
PROP. OVERHEAD WIRES
EXIST. TELEPHONE LINE
PROP. TELEPHONE LINE
EXIST. WATER LINE
PROP. WATER LINE
EXIST. FIRE SERVICE
PROP. FIRE SERVICE

EXIST. UNDERGROUND ELEC./TELE. SERVICE (NO. & SIZE OF CONDUITS NOT DEFINED)
PROP. UNDERGROUND ELEC./TELE. SERVICE (NO. & SIZE OF CONDUITS NOT DEFINED)

EXIST. SANITARY SEWER LINE
PROP. SANITARY SEWER LINE

EXIST. FORCE MAIN
PROP. FORCE MAIN

EXIST. STORM DRAIN LINE
PROP. STORM DRAIN LINE

EXIST. UNDERGROUND UTILITY QUALITY LEVEL
TH: 0.000
FW: 0.000
SL: 0.000

EXIST. MINOR CONTOUR & ELEVATION
SL: 0.000
GL: 0.000

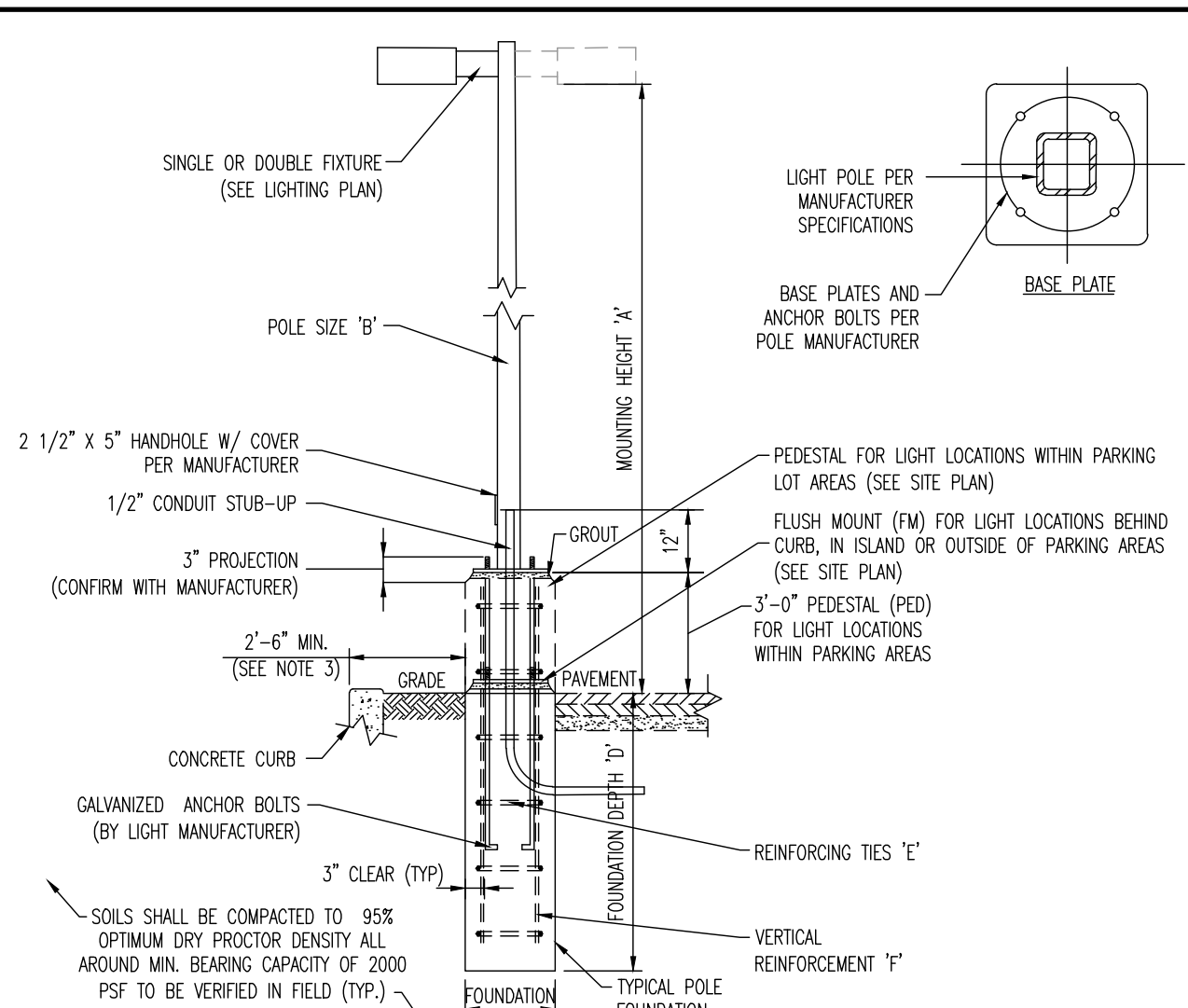
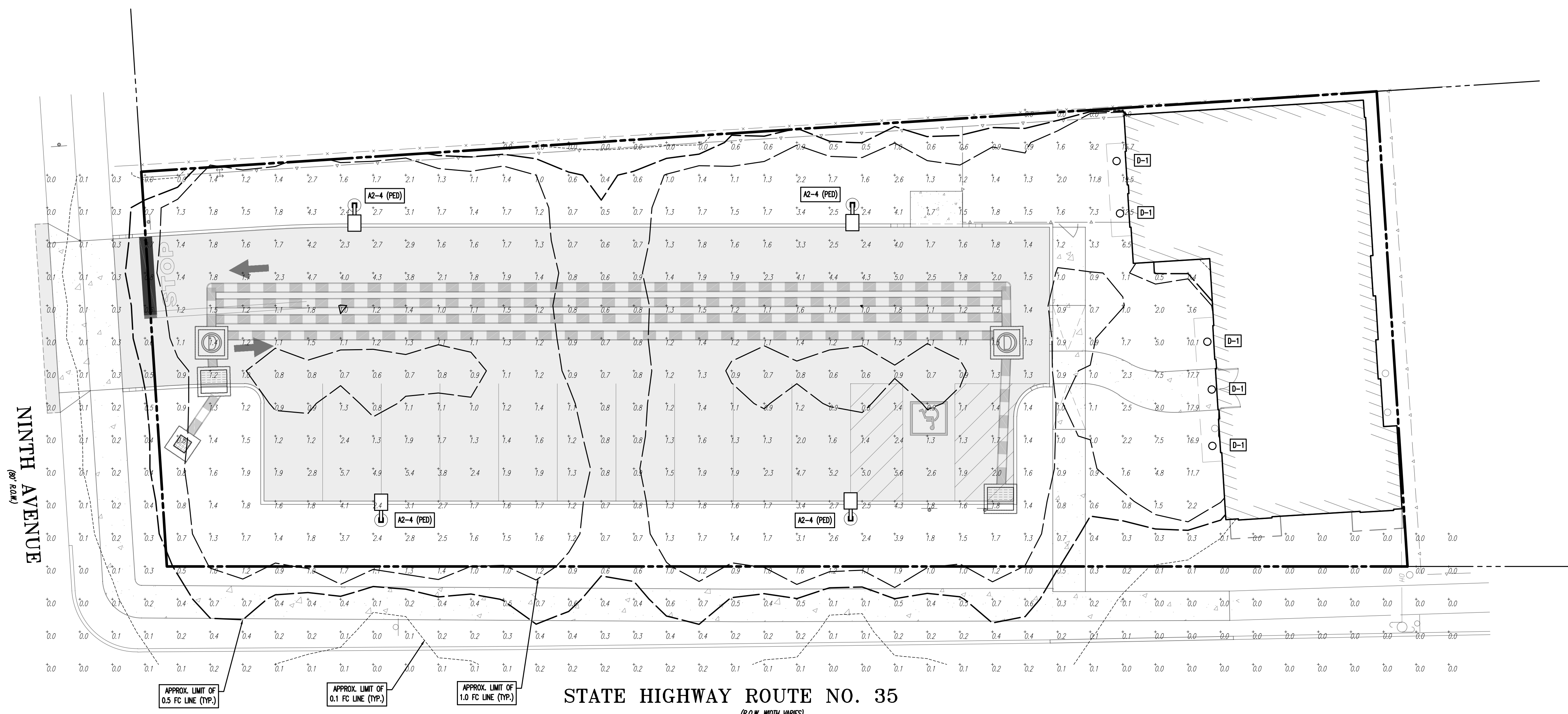
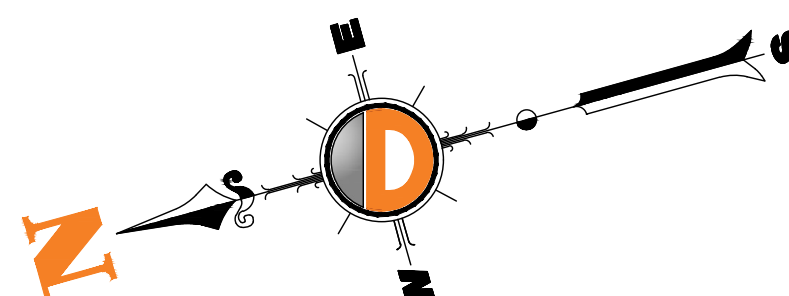
EXIST. MAJOR CONTOUR & ELEVATION
TH: 0.000
CW: 0.000
SL: 0.000

EXIST. FINISH GRADE CONTOUR & ELEVATION
TH: 0.000
CW: 0.000
SL: 0.000

PROP. DIRECTION OF DRAINAGE FLOW ARROW

EXIST. SPOT ELEVATIONS
EXIST. GUTTER ELEV.
EXIST. TOP OF CURB ELEV.
EXIST. FINISH FLOOR ELEV.
EXIST. GARAGE FLOOR ELEV.
PROP. GRADE SPOT ELEV.
PROP. TOP OF CURB & FINISHED GRADE ELEV.
PROP. FINISHED FLOOR ELEV.
PROP. TOP OF WALL & FINISHED GRADE @ LOW SIDE OF WALL (ACTUAL BOTTOM OF WALL FOOTING TO BE ESTABLISHED BY WALL DESIGNER)
PROP. TOP OF EXTENDED CURB (CH) FINISHED GRADE @ HIGH SIDE OF EXTENDED CURB & (CL) FINISHED GRADE @ LOW SIDE OF EXTENDED CURB

THIS PLAN TO BE UTILIZED FOR LIGHTING PURPOSES ONLY



- NOTE: 1. CONTRACTOR TO CONFIRM ALL LIGHT POLE & FIXTURE DIMENSIONS PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO PROVIDE ADJUSTED POLE HEIGHT RESULTING IN MOUNTING HEIGHT 'X', TAKING INTO CONSIDERATION PEDESTAL (PED) OR FLUSH MOUNT (FM) FOUNDATION DESIGNATION AT EACH POLE LOCATION.
3. PROPOSED CONCRETE FOUNDATION AND POLE TO BE CONSTRUCTED WITHIN SUBJECT PROPERTY UNLESS OTHERWISE NOTED. SETBACK FROM CURB IS PREFERRED BUT TO BE ADJUSTED AS NEEDED TO PREVENT ENCROACHMENT OVER PROPERTY LINE.
4. BASE PLATE & ANCHOR BOLTS PER POLE MANUFACTURER. LARGER FOOTING DIAMETER AND/OR ALTERNATE ARRANGEMENT OF REINFORCING STEEL MAY BE REQUIRED TO ACCOMMODATE ANCHOR BOLT CONFIGURATION. CONTRACTOR RESPONSIBLE TO COORDINATE DIMENSIONAL REQUIREMENTS FOR BASE PLATE, ANCHOR BOLTS & REINFORCING STEEL PRIOR TO CONSTRUCTION.

LIGHT POLE FOUNDATION SCHEDULE	
MOUNTING HEIGHT ABOVE GRADE 'X'	12'-14'
POLE DIA. 'B'	UP TO 6" SQUARE/ROUND (OR PER MANUFACTURER)
# OF FIXTURES	SINGLE OR DOUBLE
FOUNDATION DIAMETER 'C'	18" DIA. ROUND
FOUNDATION DEPTH 'D'	4.0'
REINFORCING TIES 'E'	#4 @ 16" O.C.
VERTICAL REINFORCEMENT 'F'	(6) #5 BARS EQUALLY SPACED

- SOIL NOTES
1. FOOTING DESIGN BASED ON ASSUMED MAXIMUM ALLOWABLE SOILS BEARING CAPACITY OF 2,000 PSF. CONTRACTOR RESPONSIBLE TO VERIFY ADEQUACY OF ASSUMED BEARING CAPACITY PRIOR TO CONSTRUCTION. ENGINEER TO BE NOTIFIED IF INCONSISTENCIES EXIST.
2. SUBGRADE TO BE FREE OF ORGANICS AND BE SUITABLE, COMPACTED MATERIAL.

- CONCRETE NOTES
1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS WITH A MINIMUM CEMENT CONTENT OF 600 POUNDS PER CUBIC YARD FOR ALL FOOTINGS.
2. ALL CONCRETE SHALL HAVE A SLUMP OF NO GREATER THAN 4" TO WITHIN A TOLERANCE OF 1".
3. ALL EXPOSED CONCRETE SHALL BE AIR-ENTRAINED (WITHIN 1% TOLERANCE), CONFORMING TO ASTM C260.
4. REINFORCING FRAMEWORK AND PLACEMENT OF CONCRETE SHALL COMPLY WITH GOOD CONSTRUCTION PRACTICES AND BE IN ACCORDANCE WITH ALL LOCAL GOVERNING CODES AND REGULATIONS AS WELL AS THE ACI AND UNIFORM BUILDING CODE.

AREA LIGHT FOUNDATION DETAIL

NOT TO SCALE

EVOLVE

EALP Series
LED Outdoor Area Light

CUSTOMER NAME _____
PROJECT NAME _____
DATE _____ TYPE _____
CATALOG NUMBER _____

Ordering Information

EALP 03 7

PRODUCT	GENERATION	VOLTAGE	OPTICAL CODE	DISTRIBUTION	CRI	CCT	DIMMING	CONTROLS	MOUNTING ARM	COLOR	OPTIONS
Ev Evolve	03	0-10V-277V	Mx = 40000 lm Nx = 50000 lm [†] Px = 60000 lm [†]	SM = Symmetric Medium SW = Symmetric Wide SH = Symmetric High Angle AS = Asymmetric Forward AW = Asymmetric High Angle AZ = Asymmetric Wide AN = Asymmetric Narrow/Auto	F = 70° 30° x 40° x 40° x 50 x 5000K	N = Dimming thru P.E. receptacle 7 pin Receptacle D = ANSI C138-87 Pin Receptacle with Shorting Cap E = ANSI C138-81 7-pin with OD Tension Non-Dimming P.E. Control OD Tension SM = Knuiske Splitter for 2.3 in.-3.0 in OD Tension VM = Knuiske Wall Mount	A = ANSI C138-81 7 pin U = Universal Mounting Arm fitted for round or square pole mounting For 2" or 3" OD round poles For 40° min. square poles KPM = Knuiske Splitter for 10 in.-2.3 in OD Tension SL = Rotated Left* SR = Rotated Right* T = Extreme Surge Protection U = DALI Programmable VO = 5 Position Terminal Block Y = Coastal Pres?P XX = Special Options	CP = Integral Splitter Standard DPM = Universal Mounting Arm fitted for round or square pole mounting For 5'-8" OD round poles For 40° min. square poles KPM = Knuiske Splitter for 10 in.-2.3 in OD Tension SL = Rotated Left* SR = Rotated Right* T = Extreme Surge Protection U = DALI Programmable VO = 5 Position Terminal Block Y = Coastal Pres?P XX = Special Options	BLACK = Black DKBZ = Dark Bronze GRAY = Gray WHITE = White HSL = Motion Sensor (Midnightgray)* I = Total Less Entry R = Enhanced Surge Protection (KVA/KA) S1 = Rotated Left* S2 = Rotated Right* T = Extreme Surge Protection U = DALI Programmable VO = 5 Position Terminal Block Y = Coastal Pres?P XX = Special Options		

1. Not Available with Fusing, Must Choose a Discrete Voltage with "F" Option Code
2. Note Standard Dimming 0-10V
3. Not available in 277-480V
4. Supplied with 3ft leads
5. Supplied with NEMA 3P Cable
6. Restricted Aiming Angle of 0-45°
7. Compatible with Lightless Wireless Control Nodes, Not Compatible with Motion Sensor Control
8. Not available in 347V, 480V or 347-480V
9. Only available with NEMA 3P Cable
10. Recommended for installations within 750 feet from coast. Lead time varies, check with factory.
11. Select 5000K CCT for Darker Approved Features.
12. For aimed left or right light distribution orientation, as assembled in manufacturing. Not applicable for Symmetric Distributions
13. Not available with DALI
14. Not available with 24V/100V SPD & Fusing (must choose one or the other)
15. When mounting fixtures at 90 degrees, round pole must be 3.5" OD minimum

EVOLVE



CUSTOMER NAME

PROJECT NAME _____
DATE _____ TYPE _____
CATALOG NUMBER _____

EALP Series LED Outdoor Area Light

The EALP Area Light luminaire offers a wide range of optical patterns, color temperatures, lumen packages and mounting configurations to optimize area light applications, as well as provide versatility in lighting design within one form factor. They are ideal for commercial property site-lighting applications such as retail and commercial exteriors.

Construction

Housing: Aluminum die cast enclosure.
Integral heat sink for maximum heat transfer
Lens: Impact resistant tempered glass
Paint: Corrosion resistant polyester powder paint, minimum 2.0 mil thickness
Standard = Black, Dark Bronze Gray, White (RAL & custom colors available)
Optional = Coastal Finish
Weight: 27 lbs

Optical system

Lumens: 70,700
Photometry: Type II, III, IV & V
Efficacy: 132 LPW
CCT: 3000K, 4000K, 5000K
CRI: >70
Upward Light Output Ratio (ULOR): 0 Horizontal Orientation

Electrical

Input Voltage: 120-277V, 277-480V & 347-480V
Input Frequency: 50/60 Hz
Power Factor (PF): ≥ 0.9 at rated watts
Total Harmonic Distortion (THD): ≤ 20% at rated watts

Surge Protection

6kV/3kA 10kV/5kA 20kV/10kA

Per ANSI C136.3-2023

Lumen Maintenance

Projected Lx per IES TM-21-11 at 25°C		LX5000 @ 60 HOURS	
OPTICS		25000 HR	50000 HR
M2, M3, M4, M5		L96	L95
M2, M3, M4, M5		L96	L94
P2, P3, P4, P5		L96	L93
R2, R3, R4, R5		L93	L89
P2, P3, P4, P5, Q2, Q3, Q4, Q5		L95	L93

Note: Projected Lx based on LM80 (10,000 hour testing). Accepted industry tolerances apply to initial luminous flux and lumen maintenance measurements

Luminaire Ambient Temperature Factor

AMBIENT TEMP (°C)	INITIAL LUX FACTOR	AMBIENT TEMP (°C)	INITIAL LUX FACTOR
10	1.02	30	0.99
20	1.01	40	0.98
25	1.00		

Ratings

Operating Temperature: -40°C to 50°C
Mx Optic Codes are -40°C to 45°C
Nx Optic Codes are -40°C to 40°C
Px Optic Codes are -40°C to 35°C
Rx Optic Codes are -40°C to 30°C
Vibration: 3G per ANSI C136.31-2010
LM-79: Testing in accordance with IESNA Standards

Controls

Dimming: Standard - 0-10V
Optional - DALI (Option U)
Sensors: Photo Electric Sensors (PE) available
LightGrid™ and Dantree Compatible

Warranty

5 Year (Standard) 10 Year (Optional)

LIGHTING LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	LABEL	WATTAGE	MOUNTING HEIGHT	ARRANGEMENT	LIGHT LOSS FACTOR	MANUFACTURER	DESCRIPTION	IES FILE
⊖	4	A2-4	53	14 FT	SINGLE	1.0	CREE LIGHTING	TYPE 4 AREA LIGHT	EALP03_CAF730
○	5	D-1	13	8.5 FT	SINGLE	1.0	CREE LIGHTING	LED DOWNLIGHT	KR48-9L-935-12.8s

ISO CURVE LINES ARE MAINTAINED AND SHOWN AT 1.0, 0.5, AND 0.1 FC.

(FM) = FLUSH MOUNT FOUNDATION (PED) = PEDESTAL FOUNDATION

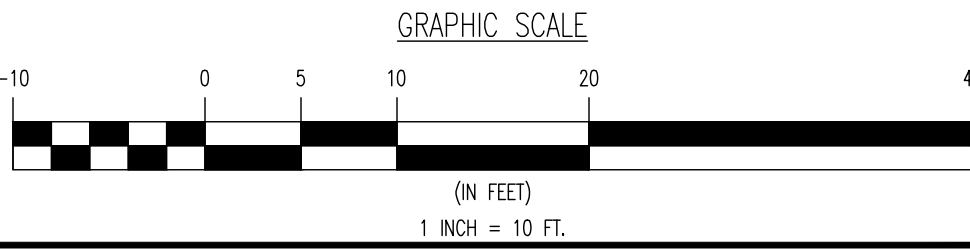
THE CALCULATIONS SHOWN WERE MADE UTILIZING ACCEPTED PROCEDURES OF THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA. VARIATIONS IN LAMP OUTPUT, BALLAST OUTPUT, LINE VOLTAGE, DIRT DEPRECIATION, AND OTHER FACTORS MAY AFFECT ACTUAL RESULTS. UNLESS OTHERWISE STATED, ALL RESULTS ARE MAINTAINED VALUES, UTILIZING ACCEPTED LIGHT LOSS FACTORS (LLF).

STATISTICAL AREA SUMMARY

LABEL	AVERAGE	MAXIMUM	MINIMUM	AVG./MIN.	MAX./MIN.	DESCRIPTION
DOG PARK	5.93	19.5	0.9	6.59	21.67	LIGHT LEVELS WITHIN DOG PARK
PARKING	1.64	5.7	0.6	2.73	9.50	LIGHT LEVELS WITHIN PARKING AREAS
SIDEWALKS	2.60	17.9	0.5	5.20	35.80	LIGHT LEVELS WITHIN SIDEWALKS

LIGHTING NOTES

- THIS LIGHTING PLAN ILLUSTRATES ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IESNA) APPROVED METHODS. ACTUAL SITE ILLUMINATION LEVELS AND PERFORMANCE OF LUMINAIRES MAY VARY DUE TO VARIATIONS IN WEATHER, ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER RELATED VARIABLE FIELD CONDITIONS.
- ALL EXISTING CONDITIONS LIGHTING LEVELS ARE REPRESENTATIVE OF AN APPROXIMATION UTILIZING LABORATORY DATA FOR SIMILAR FIXTURES AND/OR ACTUAL FIELD MEASUREMENTS TAKEN WITH A LIGHT METER. DUE TO FACTORS SUCH AS FIXTURE MAINTENANCE, EQUIPMENT TOLERANCES, WEATHER CONDITIONS, ETC., ACTUAL LIGHTING LEVELS MAY DIFFER AND THE LIGHTING LEVELS DEPICTED ON THIS PLAN SHOULD BE CONSIDERED AS APPROXIMATE.
- CONDUITS SHALL BE INSTALLED A MINIMUM OF 2 FEET BEHIND GUIDELINE POSTS.
- ALL WIRING METHODS AND EQUIPMENT CONSTRUCTION SHALL CONFORM TO THE CURRENT NATIONAL ELECTRICAL CODE.
- REFER TO ARCHITECTURAL PLANS FOR SITE WIRING DIAGRAM.
- THIS PLAN IS PREPARED SPECIFICALLY TO ANALYZE THE LIGHTING LEVELS GENERATED BY THE PROPOSED ON-SITE LIGHTING ONLY. EXISTING LIGHT FIXTURES BEYOND THE EXTENTS OF THIS DEVELOPMENT/PROPERTY ARE NOT MODELED IN THIS DESIGN, AND MAY ALTER ACTUAL LIGHT LEVELS AT THE PROPERTY LINES.



THESE PLANS ARE FOR THE DESIGN AND CONSTRUCTION OF WORK WITHIN THE NJDOT ROW ONLY. FOR INFORMATION ON IMPROVEMENTS OUTSIDE OF THE NJDOT ROW, SEE PLANS PREPARED BY DYNAMIC ENGINEERING. ANY DISCREPANCIES BETWEEN THESE PLANS AND OTHERS SHOULD BE BROUGHT TO THE ATTENTION OF DYNAMIC TRAFFIC IMMEDIATELY.

DYNAMIC TRAFFIC, LLC
TRAFFIC IMPACT STUDIES • ACCESS PERMITTING • HIGHWAY & INTERSECTION DESIGN • TRAFFIC SIGNAL & ELECTRICAL DESIGN

Lake Como, New Jersey 1-732-681-0740 | Chester, New Jersey 1-732-681-0740 | Newark, New Jersey 1-732-681-0740 | Torrance, New Jersey 1-732-681-0740
Springfield, Pennsylvania 1-485-202-5400 | New York, Pennsylvania 1-485-202-5400 | Philadelphia, Pennsylvania 1-485-202-5400

New Jersey Certificate of Authorization No. 12245417

TITLE: **NJDOT LIGHTING PLAN**

PROJECT: **B & B COMMERCIAL, LLC
PROPOSED DRIVEWAY CLOSURE & SITE IMPROVEMENTS**
BLOCK 407, LOT 1
404 NJ ROUTE 35 (MP 23.30)
TOWNSHIP OF NEPTUNE, MONMOUTH COUNTY, NEW JERSEY

JOB No: 5152 24-00173
DRAWN BY: MSA
DESIGNED BY: NED
CHECKED BY: JPT
CHECKED BY: -

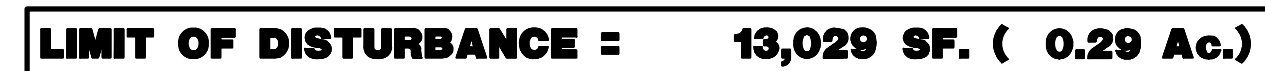
DATE: 07/31/25
SCALE: (H) 1"=10'
(V) 1"=10'
SHEET No: 6
OF 11

Rev. # 0




NICOLE E DAHL
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 60909

JUSTIN TAYLOR
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 45988

PROTECT YOURSELF
ALL DATA REQUIRE VERIFICATION OF EXISTING RECORDS, OR ANY OTHER RECORDS TO VERIFY THE DATA'S SPACE AND/OR TIME.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM



EROSION CONTROL LEGEND

	PROP. LIMIT OF DISTURBANCE LINE
	PROP. SILT FENCE LINE
	PROP. INLET FILTER

GRAPHIC SCALE

(IN FEET)

1 INCH = 10 FT.



DYNAMIC TRAFFIC, LLC


TRAFFIC IMPACT STUDIES • ACCESS PERMITTING • HIGHWAY & INTERSECTION DESIGN • TRAFFIC SIGNAL & ELECTRICAL DESIGN

1904 Main Street
Lake Como, NJ 07719
T 732 681 0763
F 732 681 0621
www.dynamictrafficllc.com
New Jersey Certificate of Authorization No. 12294247

Offices conveniently located in:

Lake Como, New Jersey	T 732 681 0763	Chesler, New Jersey	T 445 202 5400	Newton, Pennsylvania	T 445 202 5400	Philadelphia, Pennsylvania	T 445 202 5460
Bethlehem, Pennsylvania	T 445 202 5400	Chesler, New Jersey	T 732 681 0763	Toms River, New Jersey	T 732 681 0763		

PROJECT: B & B COMMERCIAL, LLC PROPOSED DRIVEWAY CLOSURE & SITE IMPROVEMENTS BLOCK 407, LOT 1 404 NJ ROUTE 35 (MP 23.30) TOWNSHIP OF NEPTUNE, MONMOUTH COUNTY, NEW JERSEY	JOB No: 5152 24-00173	DATE: 07/31/25
	DRAWN BY: MSA	SCALE: (H) 1"=10' (V)
DESIGNED BY: NEP	SHEET NO:	

Comment	NICOLE E DAHL	JUSTIN TAYLOR	CHECKED BY: JPT	7
			CHECKED BY: —	
Date	PROFESSIONAL ENGINEER NEW JERSEY LICENSE NO. 60909	PROFESSIONAL ENGINEER NEW JERSEY LICENSE NO. 45988	 PROTECT YOURSELF <small>CALL BEFORE YOU DIG. REDUCES THE RISK OF EXISTING SERVICES, OR ANY OTHER OBSTACLES TO YOUR PROJECT. IT'S YOUR RESPONSIBILITY TO PROTECT YOURSELF. SERVICE AVAILABLE IN ANY STATE.</small>	
Rev.			FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM	OF 11 Rev. # O

SEQUENCE OF CONSTRUCTION:

- PHASE 1: INSTALL STONE ANTI-TRACKING PAD AND OTHER SOIL EROSION SEDIMENT CONTROL MEASURES INCLUDING DOWN SLOPE PERIMETER HAY BALES AND SILT FENCING.
PHASE 2: CLEAR AND ROUGH GRADE.
PHASE 3: EXCAVATE AND INSTALL UNDERGROUND PIPING AND DRAINAGE STRUCTURES.
PHASE 4: FINAL GRADING ON SITE.
PHASE 5: INSTALL PAVING, CONCRETE, AND FINAL VEGETATION INCLUDING SEEDING AND LANDSCAPING.

SOIL EROSION & SEDIMENT CONTROL NOTES:

1. THE PREHOLD SOIL CONSERVATION DISTRICT SHALL BE NOTIFIED FORTY-FOUR (48) HOURS IN ADVANCE OF ANY SOIL DISTURBING ACTIVITY.
2. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE INSTALLED PRIOR TO SOIL DISTURBANCE, OR IN THEIR PROPER SEQUENCE, AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.
3. ANY CHANGES TO THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLANS WILL REQUIRE THE SUBMISSION OF REVISED SOIL EROSION AND SEDIMENT CONTROL PLANS TO THE DISTRICT FOR RE-CERTIFICATION. THE REVISED PLANS MUST MEET ALL CURRENT STATE SOIL EROSION AND SEDIMENT CONTROL STANDARDS.
4. N.J.S.A. 4:24-39 ET. SEQ. REQUIRES THAT NO CERTIFICATES OF OCCUPANCY BE ISSUED BEFORE THE DISTRICT DETERMINES THAT A PROJECT OR PORTION THEREOF IS IN FULL COMPLIANCE WITH THE CERTIFIED PLAN AND STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL. IN NEW JERSEY AND A REPORT OF COMPLIANCE HAS BEEN ISSUED, UPON WRITTEN REQUEST FROM THE APPLICANT, THE DISTRICT MAY ISSUE A REPORT OF COMPLIANCE WITH CONDITIONS ON A LOT-BY-LOT OR SECTION-BY-SECTION BASIS, PROVIDED THAT THE PROJECT OR PORTION THEREOF IS IN SATISFACTORY COMPLIANCE WITH THE SEQUENCE OF DEVELOPMENT AND TEMPORARY MEASURES FOR SOIL EROSION AND SEDIMENT CONTROL. HAVE BEEN IMPLEMENTED, INCLUDING PROVISIONS FOR STABILIZATION AND SOIL WORK.
5. ANY DISTURBED AREAS WILL BE LEFT EXPOSED MORE THAN SIXTY (60) DAYS, AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, WILL IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PREVENTS THE ESTABLISHMENT OF TEMPORARY COVER, THE DISTURBED AREAS WILL BE MULCHED WITH STRAW, OR EQUIVALENT MATERIAL, AT A RATE OF 2 TO 2 1/2 TONS PER ACRE, ACCORDING TO THE STANDARD FOR STABILIZATION WITH MULCH ONLY.
6. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING, ALL CRITICAL AREAS SUBJECT TO EROSION (I.E. SOIL STOCKPILES, STEEP SLOPES AND ROADWAY EMBANKMENTS) WILL RECEIVE TEMPORARY SEEDING IN COMBINATION WITH STRAW MULCH OR A SUITABLE EQUIVALENT, AND A MULCH ANCHOR, IN ACCORDANCE WITH STATE STANDARDS.
7. A SUB-AREA COURSE WILL BE APPLIED IMMEDIATELY FOLLOWING ROUGH GRADING AND INSTALLATION OF IMPROVEMENTS TO STABILIZE STRIPES, ROADS, DRIVEWAYS, AND PARKING AREAS. IN AREAS WHERE NO UTILITIES ARE PRESENT, THE SUB-AREA SHALL BE INSTALLED WITHIN FIFTEEN (15) DAYS OF THE PRELIMINARY GRADING.
8. THE STANDARD FOR STABILIZED CONSTRUCTION ACCESS REQUIRES THE INSTALLATION OF A PAD OF CLEAN CRUSHED STONE AT POINTS WHERE TRAFFIC WILL BE ACCESSING THE CONSTRUCTION SITE AFTER INTERIOR ROADWAYS ARE PAVED. INDIVIDUAL LOTS REQUIRE A STABILIZED CONSTRUCTION ACCESS CONSISTING OF ONE INCH TO TWO INCH (1" - 2") STONE FOR A MINIMUM LENGTH OF TEN FEET (10') EQUAL TO THE LOT ENTRANCE WIDTH. ALL OTHER ACCESS POINTS SHALL BE BLOCKED OFF.
9. ALL SOIL WASHED, DROPPED, SPILLED, OR TRACKED OUTSIDE THE LIMIT OF DISTURBANCE OR ONTO PUBLIC RIGHT-OF-WAYS WILL BE REMOVED IMMEDIATELY.
10. PERMANENT VEGETATION IS TO BE SEED OR SOODED ON ALL EXPOSED AREAS WITHIN TEN (10) DAYS AFTER FINAL GRADING.
11. AT THE TIME THAT SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION IS GOING TO BE ACCOMPLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER SHALL BE REMOVED OR TREATED IN SUCH A WAY THAT IT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER IT SUITABLE FOR VEGETATIVE GROUND COVER. IF THE REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITIONS, NON-VEGETATIVE MEANS OF PERMANENT GROUND STABILIZATION WILL HAVE TO BE EMPLOYED.
12. IN ACCORDANCE WITH THE STANDARD FOR MANAGEMENT OF HIGH ACID PRODUCING SOILS, ANY SOIL HAVING A PH OF 4 OR LESS OR CONTAINING IRON SULFIDES SHALL BE ULTIMATELY PLACED OR BURIED WITH LIMESTONE APPLIED AT THE RATE OF 10 TONS/ACRE, (OR 450 LBS/1,000 SQ FT OF SURFACE AREA) AND COVERED WITH A MINIMUM OF 12" OF SETTLED SOIL WITH A PH OF 5 OR MORE, OR 24" WHERE TREES OR SHRUBS ARE TO BE PLANTED.
13. CONDUIT OUTLET PROTECTION MUST BE INSTALLED AT ALL REQUIRED OUTFALLS PRIOR TO THE DRAINAGE SYSTEM BECOMING OPERATIONAL.
14. UNFILTERED DRAINAGE IS NOT PERMITTED. NECESSARY PRECAUTIONS MUST BE TAKEN DURING ALL DRAINAGE OPERATIONS TO MINIMIZE SEDIMENT TRANSFER. ANY DRAINAGE METHODS USED MUST BE IN ACCORDANCE WITH THE STANDARD FOR DRAINAGES.
15. SHOULD THE CONTROL OF DUST AT THE SITE BE NECESSARY, THE SITE WILL BE SPRINKLED UNTIL THE SURFACE IS WET, TEMPORARY VEGETATIVE COVER SHALL BE ESTABLISHED OR MULCH SHALL BE APPLIED AS REQUIRED BY THE STANDARD FOR DUST CONTROL.
16. STOCKPILE AND STAGING LOCATIONS ESTABLISHED IN THE FIELD SHALL BE PLACED WITHIN THE LIMIT OF DISTURBANCE ACCORDING TO THE CERTIFIED PLAN. STAGING AND STOCKPILES NOT LOCATED WITHIN THE LIMIT OF DISTURBANCE WILL REQUIRE CERTIFICATION OF A REVISED SOIL EROSION AND SEDIMENT CONTROL PLAN. CERTIFICATION OF A NEW SOIL EROSION AND SEDIMENT CONTROL PLAN MAY BE REQUIRED FOR THESE ACTIVITIES IF AN AREA GREATER THAN 5,000 SQUARE FEET IS DISTURBED.
17. ALL SOIL STOCKPILES ARE TO BE TEMPORARILY STABILIZED IN ACCORDANCE WITH SOIL EROSION AND SEDIMENT CONTROL NOTE #6.
18. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ANY EROSION OR SEDIMENTATION THAT MAY OCCUR BELOW STORMWATER OUTFALLS OR OFFSITE AS A RESULT OF CONSTRUCTION OF THE PROJECT.

STANDARD FOR DUST CONTROL

- DEFINITION - TO CONTROL OF DUST ON CONSTRUCTION SITES AND ROADS.
PURPOSES - TO PREVENT BLOWING AND MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES, REDUCE ON-AND-OFF- SITE DAMAGE AND HEALTH HAZARDS, AND IMPROVE TRAFFIC SAFETY.
WHERE APPLICABLE - THE FOLLOWING METHODS SHOULD BE CONSIDERED FOR CONTROLLING DUST:
MULCHES - SEE STANDARDS FOR STABILIZATION WITH MULCHES ONLY
VEGETATIVE COVER - SEE STANDARDS FOR TEMPORARY VEGETATIVE COVER, PERMANENT VEGETATIVE COVER, AND PERMANENT STABILIZATION WITH SOD.
SPRAY-ON ADHESIVES - ON MINERAL SOILS (NOT EFFECTIVE ON ROCK SOILS). KEEP TRAFFIC OFF THESE AREAS.

	WATER DILUTION	TYPE OF NOZZLE	APPLY GALLONS/ACRE
	7:1	COARSE SPRAY	1,200
	12.5:1	FINE SPRAY	235
	4:1	FINE SPRAY	300

TILLAGE - TO ROUGHEN SURFACE AND BRING CLODS TO THE SURFACE. THIS IS A TEMPORARY EMERGENCY MEASURE WHICH SHOULD BE USED BEFORE SOIL BLOWING STARTS. BEGIN PLOWING ON WINDWARD SIDE OF SITE. CHISEL-TYPE PLOWS SPACED ABOUT 12 INCHES APART, AND SPRING - TOOTHED HARROWS ARE EXAMPLES OF EQUIPMENT WHICH MAY PRODUCE THE DESIRED EFFECT.

SPRINKLING - SITE IS SPRINKLED UNTIL THE SURFACE IS WET.
BARRIERS - SOLID BOARD FENCES, SNOW FENCES, BURLAP FENCES, CRATE WALLS, BALES OF HAY, AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND SOIL BLOWING.
CALCIUM CHLORIDE - SHALL BE IN THE FORM OF LOOSE, DRY GRANULES OR FLAKES FINE ENOUGH TO FEED THROUGH COMMONLY USED SPREADERS AT A RATE THAT WILL KEEP SURFACE MOIST BUT NOT CAUSE POLLUTION OR PLANT DAMAGE. IF USED ON STEEPER SLOPES, THEN USE OTHER PRACTICES TO PREVENT WASHING INTO STREAMS OR ACCUMULATION AROUND PLANTS.

STONE - COVER SURFACE WITH CRUSHED STONE OR COARSE GRAVEL.

STANDARD FOR STABILIZATION WITH MULCH ONLY

1. SITE PREPARATION
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 STANDARD FOR LAND GRADING.
B. INSTALL NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, CHANNEL STABILIZATION MEASURES, SEDIMENT BASINS, AND WATERWAYS. SEE STANDARDS 11 THROUGH 42.
2. PROTECTIVE MATERIALS
A. UNROOTED 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 THE 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.
B. SYNTHETIC OR ORGANIC SOIL STABILIZERS MAY BE USED UNDER SUITABLE CONDITIONS AND IN QUANTITIES AS RECOMMENDED BY THE MANUFACTURER.
C. WOOD-FIBER OR PAPER-FIBER MULCH AT THE RATE OF 1,500 POUNDS PER ACRE (OR ACCORDING TO THE MANUFACTURER'S REQUIREMENTS) MAY BE APPLIED BY A HYDROSEEDER.
D. MULCH NETTING, SUCH AS PAPER JUTE, EXCELSIOR, COTTON, OR PLASTIC, MAY BE USED.
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 THEM INTO AN INLET AND PLUG IT.
F. GRAVEL, CRUSHED STONE, OR SLAG AT THE RATE OF 9 CUBIC YARDS PER 1,000 SQ. FT. APPLIED UNIFORMLY TO A MINIMUM DEPTH OF 3 INCHES MAY BE USED. SIZE 2 OR 3 (ASTM C-33) IS RECOMMENDED.
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 IN ACCORDANCE WITH THE STATE STANDARDS, DEPENDING UPON THE SIZE OF THE AREA AND STEEPNESS OF SLOPES.
A. PEG AND TWINE
B. MULCH NETTINGS
C. CRUMPER MULCH ANCHORING COUPLER TOOL
D. LIQUID MULCH-BINDERS

STANDARD FOR PERMANENT STABILIZATION WITH SOD

METHODS AND MATERIALS

1. CULTIVATED SOD IS PREFERRED OVER NATIVE OR PASTURE SOD. SPECIFY "CERTIFIED SOD," OR OTHER HIGH QUALITY CULTIVATED SOD.
2. SOD SHOULD BE FREE OF WEEDS AND UNDESIRABLE COARSE WEEDY GRASSES.
3. SOD SHOULD BE OF UNIFORM THICKNESS, APPROXIMATELY 5/8 INCH, PLUS OR MINUS 1/4 INCH, AT TIME OF CUTTING. (EXCLUDES TOP GROWTH).
4. SOD SHOULD BE VIGOROUS AND TENSE AND BE ABLE TO RETAIN ITS OWN SHAPE AND WEIGHT WHEN SUFFERING VERTICALLY WITH A FIRM GRASP FROM THE UPPER 10 PERCENT OF THE STRIP. BROKEN PADS OR THIN AND UNEVEN EDGES WILL NOT BE ACCEPTABLE.
5. FOR DRAUGHT SITES, A SOD OF KENTUCKY 31 TALL FESCUE AND BLUEGRASS IS PREFERRED OVER A STRAIGHT BLUEGRASS SOD.
6. ONLY MOST, FRESH, UNHARDED SOD SHOULD BE USED. SOD SHOULD BE HARVESTED, DELIVERED, AND INSTALLED WITHIN A PERIOD OF 36 HOURS.

1. SITE PREPARATION

- A. GRADE AS NEEDED AND FEASIBLE TO PERMIT THE USE OF CONVENTIONAL EQUIPMENT FOR LIMING, FERTILIZING, AND SOIL PREPARATION. ALL GRADING SHOULD BE DONE IN ACCORDANCE WITH STANDARD FOR LAND GRADING, PAGE 4.11.
B. INSTALL NEEDED EROSION CONTROL PRACTICES AND FACILITIES, SUCH AS INTERCEPTOR DITCHES, DIKES AND TERRACES, EROSION STOPS, AND DE-SILTING BASINS. SEE STANDARDS 4.2 THROUGH 4.16.

II. SOIL PREPARATION

- A. APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TESTS SUCH AS THOSE OFFERED BY RUTGERS UNIVERSITY SOIL TESTING LABORATORY. SOIL SAMPLE MALERS ARE AVAILABLE FROM THE LOCAL COOPERATIVE EXTENSION SERVICE OFFICE. IF SOIL TESTING IS NOT FEASIBLE ON SMALL OR VARIABLE SITES, OR WHERE TIMING IS CRITICAL, FERTILIZER MAY BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR 11 POUNDS PER 1,000 SQUARE FEET OF 10-10-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN AND INCORPORATED INTO THE SURFACE 4". IN ADDITION, 300 POUNDS 38-0-0 PER ACRE OR EQUIVALENT OF SLOW RELEASE NITROGEN MAY BE USED IN LIEU OF TOP-DRESSING. APPLY LIMESTONE AS FOLLOWS:
SOIL TEXTURE TONS/ACRE LBS/1,000 SQ. FT.
CLAY, CLAY LOAM, AND HIGH ORGANIC SOIL 3 135
SANDY LOAM, LOAM, SILT LOAM 2 90
LOAMY SAND, SAND 1 45
PULVERIZED DOLOMITE LIMESTONE IS PREFERRED FOR MOST SOILS SOUTH OF THE NEW BRUNSWICK-TRENTON LINE.
B. WORK LINE AND FERTILIZER INTO THE SOIL 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 REASONABLY UNIFORM FINE SEEDBED IS PREPARED.
C. REMOVE FROM THE SURFACE ALL OBJECTS THAT WOULD PREVENT GOOD SOD TO SOIL CONTACT AND REMOVE ALL OTHER DEBRIS, SUCH AS WIRE, CABLE, TREE ROOTS, PIECES OF CONCRETE, CLODS, LUMPS, OR OTHER UNSUITABLE MATERIAL.
D. INSPECT SITE JUST BEFORE SEEDING. IF TRAFFIC HAS LEFT THE SOIL COMPACTED, THE AREA MUST BE RE-TILLED AND FIRMED AS ABOVE.

III. SOD PLACEMENT

- A. SOD STRIPS SHOULD BE LAID ON THE CONTOUR, NEVER UP AND DOWN THE SLOPE, STARTING AT THE BOTTOM OF THE SLOPE AND WORKING UP ON STEEP SLOPES, THE USE OF LADDERS WILL FACILITATE THE WORK AND PREVENT DAMAGE TO THE SOD. DURING PERIODS OF HIGH TEMPERATURE, LIGHTLY IRRIGATE THE SOD IMMEDIATELY PRIOR TO LAYING THE SOD.
B. PLACE SOD STRIPS WITH SHAG, EVEN JOINTS THAT ARE STAGGERED, OPEN SPACES INVITE EROSION.
C. ROLL OR TAMP SOD IMMEDIATELY FOLLOWING PLACEMENT TO INSURE SOD CONTACT OF ROOT MAT AND SOIL SURFACE. DO NOT OVERLAP SOD. ALL JOINTS SHOULD BE BUTTED TIGHTLY IN ORDER TO PREVENT VOIDS WHICH WOULD CAUSE DRYING OF THE ROOTS.
D. ON SLOPES GREATER THAN 3 TO 1, SECURE SOD TO SURFACE SOIL WITH WOOD PEGS, WIRE STAPLES, OR SPLIT SHINGLES (8 TO 10 INCHES LONG BY 3/4 INCH WIDE).
E. SURFACE WATER CANNOT ALWAYS BE DIVERTED FROM FLOWING OVER THE FACE OF THE SLOPE, BUT A CAPPING STRIP OF HEAVY JUTE OR PLASTIC NETTING, PROPERLY SECURED, ALONG THE CROWN OF THE SLOPE AND EDGES WILL PROVIDE EXTRA PROTECTION AGAINST LIFTING AND UNDERDRAINING OF SOD. THE SAME TECHNIQUE CAN BE USED TO ANCHOR SOD IN WATER CARRYING CHANNELS AND OTHER CRITICAL AREAS. WIRE STAPLES MUST BE USED TO ANCHOR NETTING IN CHANNEL WORK.
F. IMMEDIATELY FOLLOWING INSTALLATION, SOD SHOULD BE WATERED UNTIL MOISTURE PENETRATES THE SOIL LAYER BENEATH SOD TO A DEPTH OF 4 INCHES. MAINTAIN OPTIMUM MOISTURE FOR AT LEAST TWO WEEKS.

IV. TOP-DRESSING

- IF SLOW RELEASE NITROGEN IS USED IN ADDITION TO SUGGESTED FERTILIZER, THEN A FOLLOW-UP OF TOP DRESSING IS NOT MANDATORY, EXCEPT WHERE GROSS NITROGEN DEFICIENCY EXISTS IN THE SOIL TO THE EXTENT THAT TURF FAILURE MAY DEVELOP.
TOP-DRESS WITH 10-0-10 OR EQUIVALENT AT 400 POUNDS PER ACRE OR 7 POUNDS PER 1,000 SQUARE FEET EVERY 3 TO 5 WEEKS UNTIL THE GROSS NITROGEN DEFICIENCY IN THE TURF IS AMELIORATED.

STANDARD FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION

1. SITE PREPARATION

- 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 STANDARD FOR LAND GRADING.
B. IMMEDIATELY PRIOR TO SEEDING AND TOPSOIL APPLICATION, THE SUBSOIL SHALL BE EVALUATED FOR COMPACTION IN ACCORDANCE WITH THE STANDARD FOR LAND GRADING.
C. SEEDS SHOULD BE HANDLED ONLY WHEN IT IS DRY ENOUGH TO WORK WITHOUT DAMAGING THE SOIL STRUCTURE. A UNIFORM APPLICATION TO A DEPTH OF 5 INCHES (UNSETTLED) IS REQUIRED ON ALL SITES. TOPSOIL SHALL BE AMENDED WITH ORGANIC MATTER, AS NEEDED, IN ACCORDANCE WITH THE STANDARD FOR TOPSOILING.
D. INSTALLED NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS DIVERSIONS, GRADE-STABILIZATION STRUCTURES, CHANNEL STABILIZATION MEASURES, SEDIMENT BASINS, AND WATERWAYS.
2. SEEDBED PREPARATION
A. UNIFORM APPLY GROUND LIMESTONE AND FERTILIZER TO TOPSOIL WHICH HAS BEEN SPREAD AND FIRMED, ACCORDING TO SOIL TEST RECOMMENDATIONS SUCH AS OFFERED BY RUTGERS CO-OPERATIVE EXTENSION SOIL SAMPLE MALERS ARE AVAILABLE FROM THE LOCAL RUTGERS COOPERATIVE EXTENSION OFFICES (HTTP://NAJES.RUTGERS.EDU/CONV/).
B. FERTILIZER SHALL BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR 11 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 SAME FERTILIZER WITHIN 3 TO 5 WEEKS AFTER SEEDING.
B. WORK LINE 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 REASONABLE UNIFORM SEEDBED IS PREPARED.
C. HIGH ACID PRODUCING SOILS HAVING A PH OF 4 OR LESS OR CONTAINING IRON SULFIDE SHALL BE COVERED WITH A MINIMUM OF 12 INCHES OF SOIL HAVING A PH OF 5 OR MORE BEFORE INITIATING SEEDBED PREPARATION. SEE STANDARD FOR MANAGEMENT OF HIGH ACID-PRODUCING SOILS FOR SPECIFIC REQUIREMENTS.

3. SEEDING

- A. PERMANENT VEGETATIVE MIXTURES & PLANTING RATES
(1) HARD FESCUE - 175 LBS/ACRE 4 LBS/1,000 SQ.FT.
(2) CHEWING FESCUE - 175 LBS/ACRE 4 LBS/1,000 SQ.FT.
(3) STRONG CREEPING REED FESCUE - 175 LBS/ACRE 4 LBS/1,000 SQ.FT.
(4) PERENNIAL PERGRASS - 45 LBS/ACRE 1 LBS/1,000 SQ.FT.
(5) KY. BLUEGRASS - 45 LBS/ACRE 1 LBS/1,000 SQ.FT.
B. CONVENTIONAL SEEDING IS PERFORMED BY APPLYING SEED UNIFORMLY BY HAND, CYCLONE (CENTRIFUGAL) SEEDER, DROP SEEDER, DRILL OR OUTPACKER SEEDER, EXCEPT FOR DRILLED, HYDROSEEDED OR OUTPACKED 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.
C. AFTER SEEDING, FIRING 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.
D. HYDROSEEDING IS A BROADCAST SEEDING METHOD USUALLY INVOLVING A TRUCK, OR TRAILER-MOUNTED TANK, WITH AN AGITATION SYSTEM AND HYDRAULIC PUMP FOR MIXING SEED, WATER AND FERTILIZER AND SPRAYING THE MIX ONTO THE PREPARED SEEDBED. MULCH SHALL NOT BE INCLUDED IN THE TANK WITH SEED. SHORT FIBERED MULCH MAY BE APPLIED WITH A HYDROSEEDER FOLLOWING SEEDING. (ALSO SEE SECTION 4-MULCHING BELOW). HYDROSEEDING IS NOT A PREFERRED SEEDING METHOD BECAUSE SEED AND FERTILIZER ARE APPLIED TO THE SURFACE AND NOT INCORPORATED INTO THE SOIL. POOR SEED TO SOIL CONTACT OCCURS REDUCING SEED GERMINATION AND GROWTH. HYDROSEEDING MAY BE USED FOR CONVENTIONAL EQUIPMENT IS TOO FRAGILE, OR TOO OBSTRUCTED WITH ROCKS, STUMPS, ETC.
E. AFTER SEEDING, FIRING 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.

4. MULCHING

- 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 VEGETATION SUFFICIENT TO CONTROL SOIL EROSION SHALL BE DEEMED COMPLIANCE WITH THIS MULCHING REQUIREMENT.

- A. STRAW OR HAY, UNROOTED SMALL GRAIN STRAW, HAY FREE OF SEEDS, APPLIED AT THE RATE OF 1.5 TO 2 TONS PER ACRE (70 TO 90 POUNDS PER 1,000 SQUARE FEET), EXCEPT THAT WHERE A CRUMPER IS USED INSTEAD OF A LIQUID MULCH-BINDER (TACKIFYING OR ADHESIVE AGENT), THE RATE OF APPLICATION IS 3 TONS PER ACRE. MULCH CHOPPER-BLOWERS MUST NOT GRIND THE MULCH. HAY MULCH IS NOT RECOMMENDED FOR ESTABLISHING FINE TURF OR LAWNS DUE TO THE PRESENCE OF WEED SEED.

APPLICATION: SPREAD MULCH UNIFORMLY BY HAND OR MECHANICALLY SO THAT APPROXIMATELY 85% OF THE SOIL SURFACE WILL BE COVERED FOR UNIFORM DISTRIBUTION OF HAND-SPREAD MULCH. DIVIDE AREA INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND DISTRIBUTE 70 TO 90 POUNDS WITH EACH SECTION.

ANCHORING SHALL BE ACCOMPLISHED IMMEDIATELY AFTER PLACEMENT TO MINIMIZE LOSS BY WIND OR WATER. THIS MAY BE DONE BY ONE OF THE FOLLOWING METHODS IN ACCORDANCE WITH THE STATE STANDARDS, DEPENDING UPON THE SIZE OF THE AREA, STEEPNESS OF SLOPES, AND COST:

1. PEG AND TWINE
2. MULCH NETTINGS
3. CRUMPER MULCH ANCHORING COUPLER TOOL
4. LIQUID MULCH-BINDERS

- B. WOOD-FIBER OR PAPER-FIBER MULCH - SHALL BE MADE FROM WOOD, PLANT FIBERS OR PAPER CONTAINING NO GROWTH OR GERMINATION INHIBITING MATERIALS, USED AT THE RATE OF 1,500 POUNDS PER ACRE (OR AS RECOMMENDED BY THE PRODUCT MANUFACTURER) AND MAY BE APPLIED BY A HYDROSEEDER. MULCH SHALL NOT BE MIXED IN THE TANK WITH SEED. USE IS LIMITED TO FLATTER SLOPES AND DURING OPTIMUM SEEDING PERIODS IN SPRING AND FALL.
C. PELLETED MULCH - COMPRESSED AND EXTRUDED PAPER AND/OR WOOD FIBER PRODUCT, WHICH MAY CONTAIN CO-POLYMERS, TACKIFIERS, FERTILIZERS, AND COLORING AGENTS. THE DRY PELLETS, WHEN APPLIED TO A SEEDED AREA AND WATERED, FORM A MULCH MAT. PELLETED MULCH SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. MULCH MAY BE APPLIED BY HAND OR MECHANICAL SPREADER AT THE RATE OF 60-75 LBS/1,000 SQUARE FEET AND ACTIVATED WITH 0.2 TO 0.4 INCHES OF WATER. THIS MATERIAL HAS BEEN FOUND TO BE BENEFICIAL FOR USE ON SMALL LAWN OR RENOVATION AREAS. SEEDED AREAS WHERE WEEDSEED FREE MULCH IS DESIRED, OR ON SITES WHERE STRAW MULCH AND TACKIFIER AGENT ARE NOT PRACTICAL OR DESIRABLE. APPLYING THE FULL 0.2 TO 0.4 INCHES OF WATER AFTER SPREADING PELLETED MULCH ON THE SEED BED IS EXTREMELY IMPORTANT FOR SUFFICIENT ACTIVATION AND EXPANSION OF THE MULCH TO PROVIDE SOIL COVERAGE.

STANDARD FOR TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION

1. SITE PREPARATION

- 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, PG. 19-1.
B. INSTALL NEEDED EROSION CONTROL PRACTICES OR FACILITIES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, CHANNEL STABILIZATION MEASURES, SEDIMENT BASINS, AND WATERWAYS. SEE STANDARDS 11 THROUGH 42.
C. IMMEDIATELY PRIOR TO SEEDING, THE SURFACE SHOULD BE SCARIFIED 6" TO 12" WHERE THERE HAS BEEN SOIL COMPACTION. THIS PRACTICE IS PERMISSIBLE ONLY WHERE THERE IS NO UNDERLIER UTILITIES (CABLES, IRRIGATION SYSTEMS, ETC.).

2. SEEDBED PREPARATION

- A. APPLY GROUND LIMESTONE AND FERTILIZER ACCORDING TO SOIL TEST RECOMMENDATIONS SUCH AS OFFERED BY RUTGERS CO-OPERATIVE EXTENSION. SOIL SAMPLE MALERS ARE AVAILABLE FROM THE LOCAL RUTGERS COOPERATIVE EXTENSION OFFICES.
- FERTILIZER SHALL BE APPLIED AT THE RATE OF 500 POUNDS PER ACRE OR 11 POUNDS PER 1,000 SQUARE FEET OF 10-20-10 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 SAME FERTILIZER WITHIN 3 TO 5 WEEKS AFTER SEEDING.
B. WORK LINE AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH A DISC, SPRINGTOOTH HARROW, OR OTHER SUITABLE EQUIPMENT. THE FINAL HARROWING OR DISKING OPERATION SHOULD BE ON THE GENERAL CONTOUR. CONTINUE TILLAGE UNTIL A REASONABLE UNIFORM SEEDBED IS PREPARED.
C. INSPECT SEEDBED JUST BEFORE SEEDING. IF TRAFFIC HAS LEFT THE SOIL COMPACTED, THE AREA MUST BE RETILED IN ACCORDANCE WITH THE ABOVE.
D. SOILS HIGH IN SULFIDES OR HAVING A PH OF 4 OR LESS REFER TO STANDARD FOR MANAGEMENT OF HIGH ACID-PRODUCING SOILS, PG. 1-1.

3. SEEDING

- A. TEMPORARY VEGETATIVE STABILIZATION GRASSES, SEEDING RATES, DATES AND DEPTHS
-COOL SEASON GRASSES:
(1) PERENNIAL PERGRASS - 100 LBS / ACRE; PLANT BETWEEN MARCH 1 AND MAY 15 BETWEEN AUGUST 15 AND OCTOBER 1; AT A DEPTH OF 0.5 INCHES.
(2) SPRING GRASS - 80 LBS / ACRE; PLANT BETWEEN MARCH 1 AND MAY 15 BETWEEN AUGUST 15 AND OCTOBER 1; AT A DEPTH OF 1.0 INCHES.
(3) WINTER BARLEY - 90 LBS / ACRE; PLANT BETWEEN AUGUST 15 AND OCTOBER 1; AT A DEPTH OF 1.0 INCHES.
(4) ANNUAL PERGRASS - 100 LBS / ACRE; PLANT BETWEEN MARCH 1 AND JUNE 15 BETWEEN AUGUST 1 AND SEPTEMBER 15; AT A DEPTH OF 0.5 INCHES.
(5) WINTER CEREAL RYE - 112 LBS / ACRE; PLANT BETWEEN AUGUST 1 AND NOVEMBER 15; AT A DEPTH OF 1.0 INCHES.
-WARM SEASON GRASSES:
(1) PEARL MILLET - 20 LBS / ACRE; PLANT BETWEEN MAY 15 AND AUGUST 15; AT A DEPTH OF 1.0 INCHES.
(2) MILLET (GERMAN OR HUNGARIAN) - 30 LBS / ACRE; PLANT BETWEEN MAY 15 AND AUGUST 15; AT A DEPTH OF 1.0 INCHES.

- B. CONVENTIONAL SEEDING: APPLY SEED UNIFORMLY BY HAND, CYCLONE (CENTRIFUGAL) SEEDER, DROP SEEDER, DRILL OR OUTPACKER SEEDER, EXCEPT FOR DRILLED, HYDROSEEDED OR OUTPACKED SEEDINGS. SEED SHALL BE INCORPORATED INTO THE SOIL 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.
C. HYDROSEEDING IS A BROADCAST SEEDING METHOD USUALLY INVOLVING A TRUCK OR TRAILER MOUNTED TANK, WITH AN AGITATION SYSTEM AND HYDRAULIC PUMP FOR MIXING SEED, WATER AND FERTILIZER AND SPRAYING THE MIX ONTO THE PREPARED SEEDBED. MULCH SHALL NOT BE INCLUDED IN THE TANK WITH SEED. SHORT FIBERED MULCH MAY BE APPLIED WITH A HYDROSEEDER FOLLOWING SEEDING. (ALSO SEE SECTION 4-MULCHING BELOW). HYDROSEEDING IS NOT A PREFERRED SEEDING METHOD BECAUSE SEED AND FERTILIZER ARE APPLIED TO THE SURFACE AND NOT INCORPORATED INTO THE SOIL. POOR SEED TO SOIL CONTACT OCCURS REDUCING SEED GERMINATION AND GROWTH. HYDROSEEDING MAY BE USED FOR CONVENTIONAL EQUIPMENT IS TOO FRAGILE, OR TOO OBSTRUCTED WITH ROCKS, STUMPS, ETC.
D. AFTER SEEDING, FIRING 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.

4. MULCHING

- MULCHING IS REQUIRED ON ALL SEEDING. MULCH WILL INSURE AGAINST EROSION BEFORE GRASS IS ESTABLISHED AND WILL PROMOTE FASTER AND EARLIER ESTABLISHMENT. THE EXISTENCE OF VEGETATION SUFFICIENT TO CONTROL SOIL EROSION SHALL BE DEEMED COMPLIANCE WITH THIS MULCHING REQUIREMENT.

- A. STRAW OR HAY, UNROOTED SMALL GRAIN STRAW, HAY FREE OF SEEDS, APPLIED AT THE RATE OF 1-1/2 TO 2 TONS PER ACRE (70 TO 90 POUNDS PER 1,000 SQUARE FEET), EXCEPT THAT WHERE A CRUMPER IS USED INSTEAD OF A LIQUID MULCH-BINDER (TACKIFYING OR ADHESIVE AGENT), THE RATE OF APPLICATION IS 3 TONS PER ACRE. MULCH CHOPPER-BLOWERS MUST NOT GRIND THE MULCH. HAY MULCH IS NOT RECOMMENDED FOR ESTABLISHING FINE TURF OR LAWNS DUE TO THE PRESENCE OF WEED SEED.

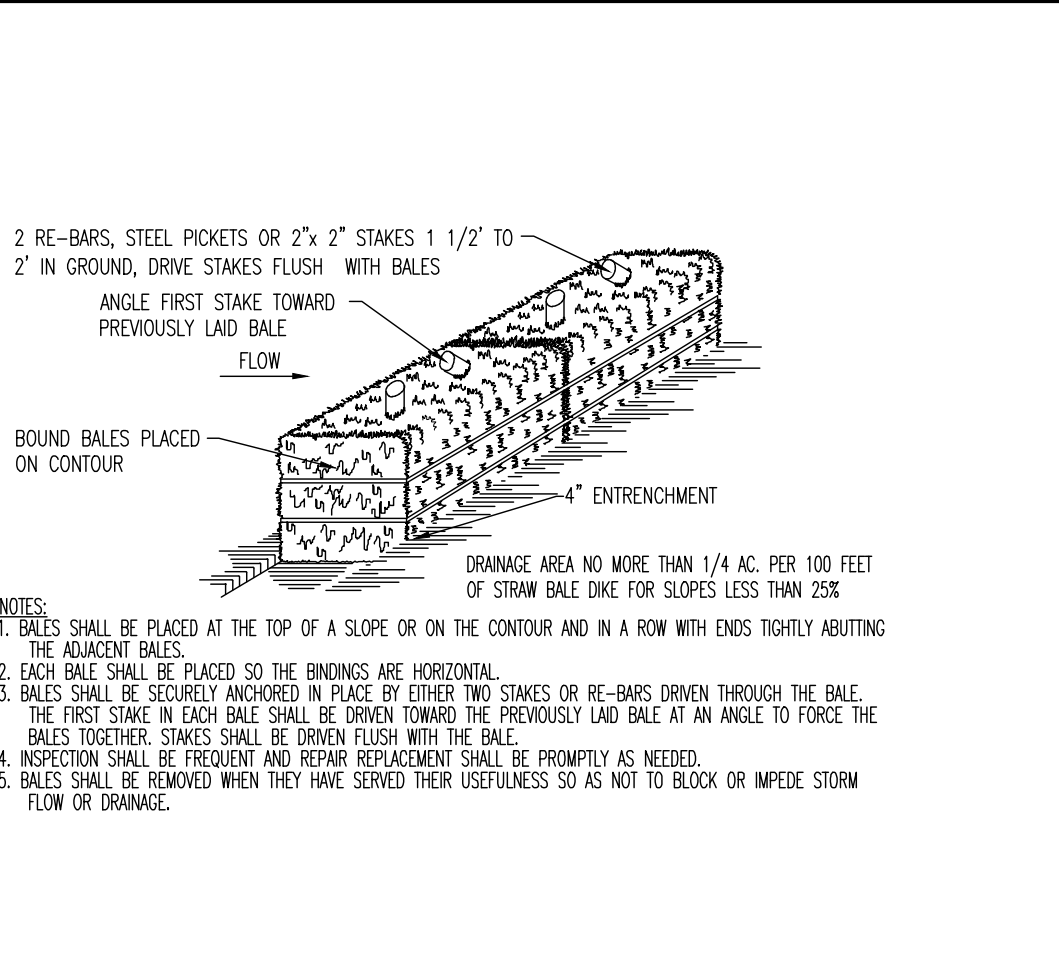
APPLICATION: SPREAD MULCH UNIFORMLY BY HAND OR MECHANICALLY SO THAT APPROXIMATELY 85% OF THE SOIL SURFACE WILL BE COVERED. FOR UNIFORM DISTRIBUTION OF HAND-SPREAD MULCH, DIVIDE AREA INTO APPROXIMATELY 1,000 SQUARE FEET SECTIONS AND DISTRIBUTE 70 TO 90 POUNDS WITHIN EACH SECTION.

ANCHORING SHALL BE ACCOMPLISHED IMMEDIATELY AFTER PLACEMENT TO MINIMIZE LOSS BY WIND OR WATER. THIS MAY BE DONE BY ONE OF THE FOLLOWING METHODS IN ACCORDANCE WITH THE STATE STANDARDS, DEPENDING UPON THE SIZE OF THE AREA, STEEPNESS OF SLOPES, AND COST:

1. PEG AND TWINE
2. MULCH NETTINGS
3. CRUMPER MULCH ANCHORING COUPLER TOOL
4. LIQUID MULCH-BINDERS

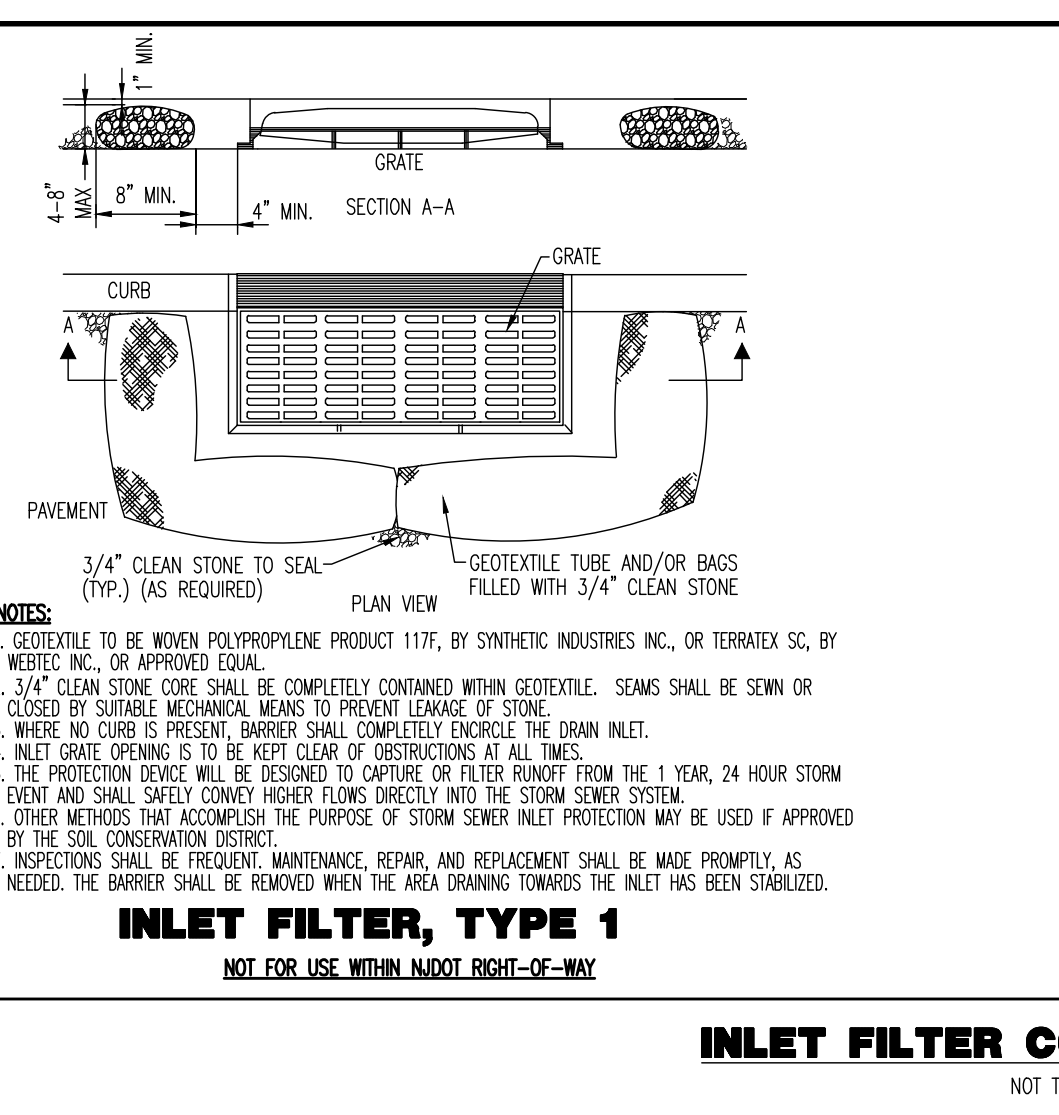
- B. WOOD-FIBER OR PAPER-FIBER MULCH, SHALL BE MADE FROM WOOD, PLANT FIBERS OR PAPER CONTAINING NO GROWTH OR GERMINATION INHIBITING MATERIALS, USED AT THE RATE OF 1,500 POUNDS PER ACRE (OR AS RECOMMENDED BY THE PRODUCT MANUFACTURER) AND MAY BE APPLIED BY A HYDROSEEDER. THIS MULCH SHALL NOT BE MIXED IN THE TANK WITH SEED. USE IS LIMITED TO FLATTER SLOPES AND DURING OPTIMUM SEEDING PERIODS IN SPRING AND FALL.
C. PELLETED MULCH (COMPRESSED AND EXTRUDED PAPER AND/OR WOOD FIBER PRODUCT, WHICH MAY CONTAIN CO-POLYMERS, TACKIFIERS, FERTILIZERS AND COLORING AGENTS. THE DRY PELLETS, WHEN APPLIED TO A SEEDED AREA AND WATERED, FORM A MULCH MAT. PELLETED MULCH SHALL BE APPLIES IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS. MULCH MAY BE APPLIED BY HAND OR MECHANICAL SPREADER AT THE RATE OF 60-75 LBS/1,000 SQUARE FEET AND ACTIVATED WITH 0.2 TO 0.4 INCHES OF WATER. THIS MATERIAL HAS BEEN FOUND TO BE BENEFICIAL FOR USE ON SMALL LAWN OR RENOVATION AREAS. SEEDED AREAS WHERE WEED-SEED FREE MULCH IS DESIRED OR ON SITES WHERE STRAW MULCH AND TACKIFIER AGENT ARE NOT PRACTICAL OR DESIRABLE.

APPLYING THE FULL 0.2 TO 0.4 INCHES OF WATER AFTER SPREADING PELLETED MULCH ON THE SEED BED IS EXTREMELY IMPORTANT FOR SUFFICIENT ACTIVATION AND EXPANSION OF THE MULCH TO PROVIDE SOIL COVERAGE.



HAYBALE SEDIMENT BARRIER DETAIL

NOT TO SCALE

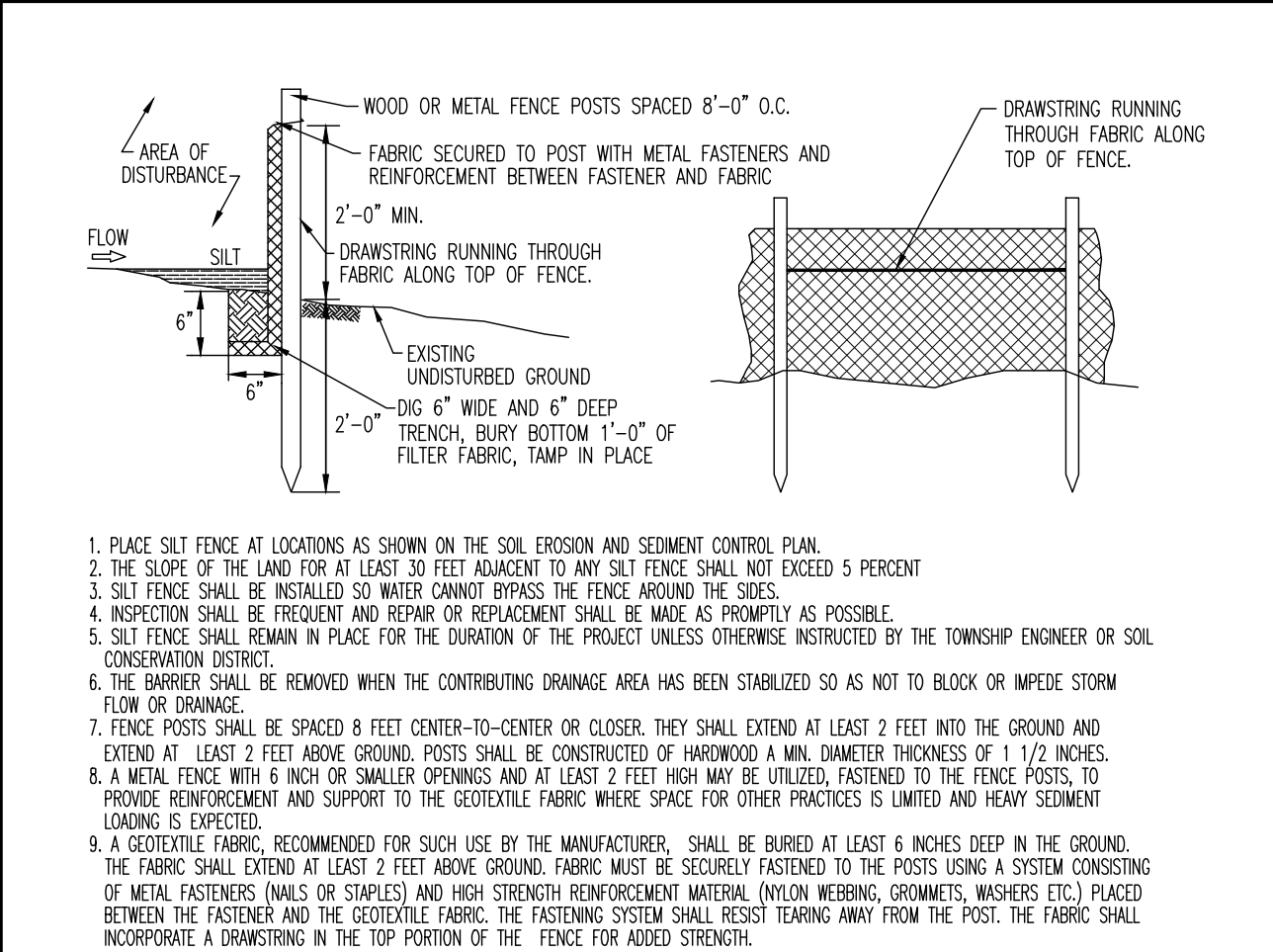


INLET FILTER, TYPE 1

NOT FOR USE WITHIN NJDOT RIGHT-OF-WAY

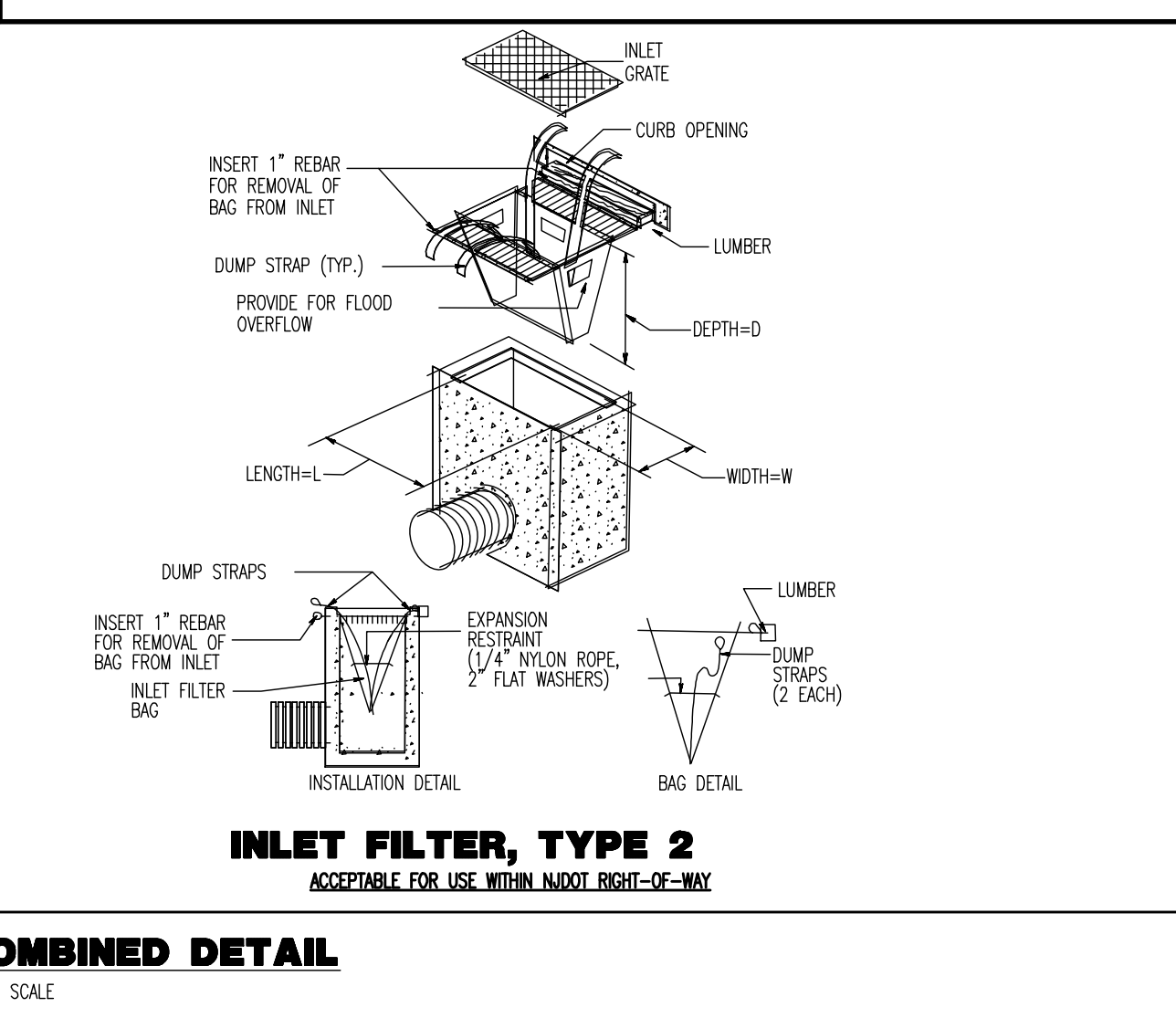
INLET FILTER COMBINED DETAIL

NOT TO SCALE



SILT FENCE DETAIL

NOT TO SCALE

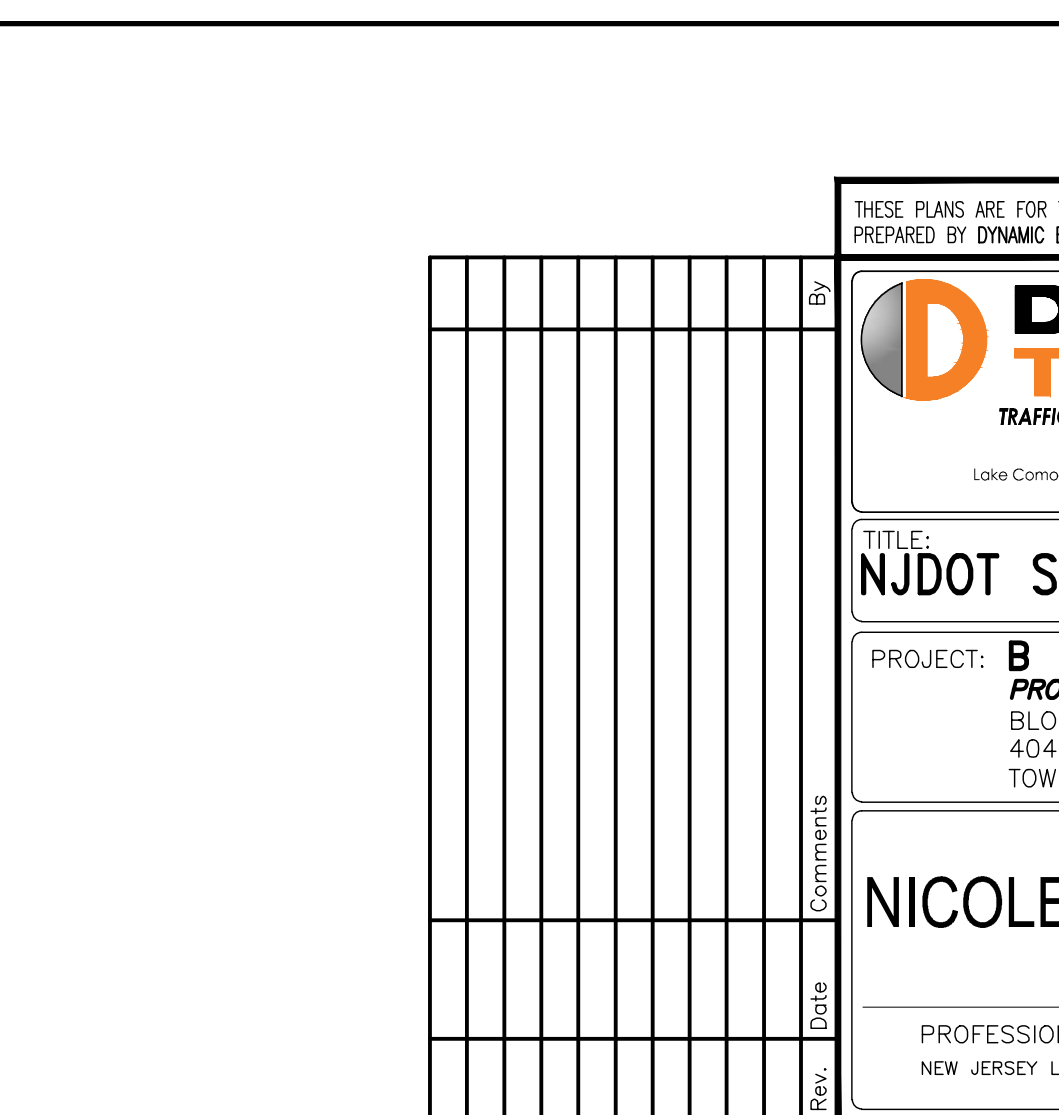


INLET FILTER, TYPE 2

ACCEPTABLE FOR USE WITHIN NJDOT RIGHT-OF-WAY

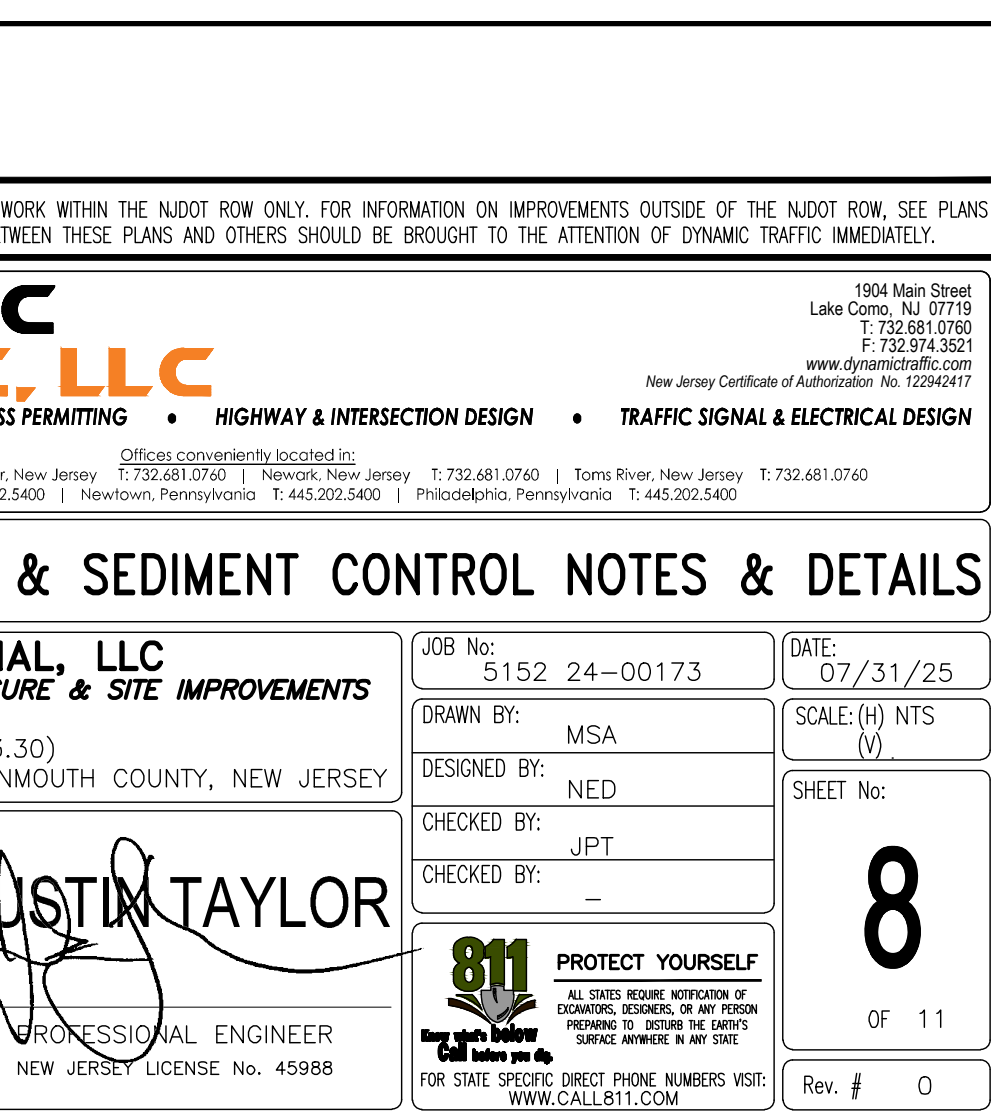
STABILIZED CONSTRUCTION ENTRANCE

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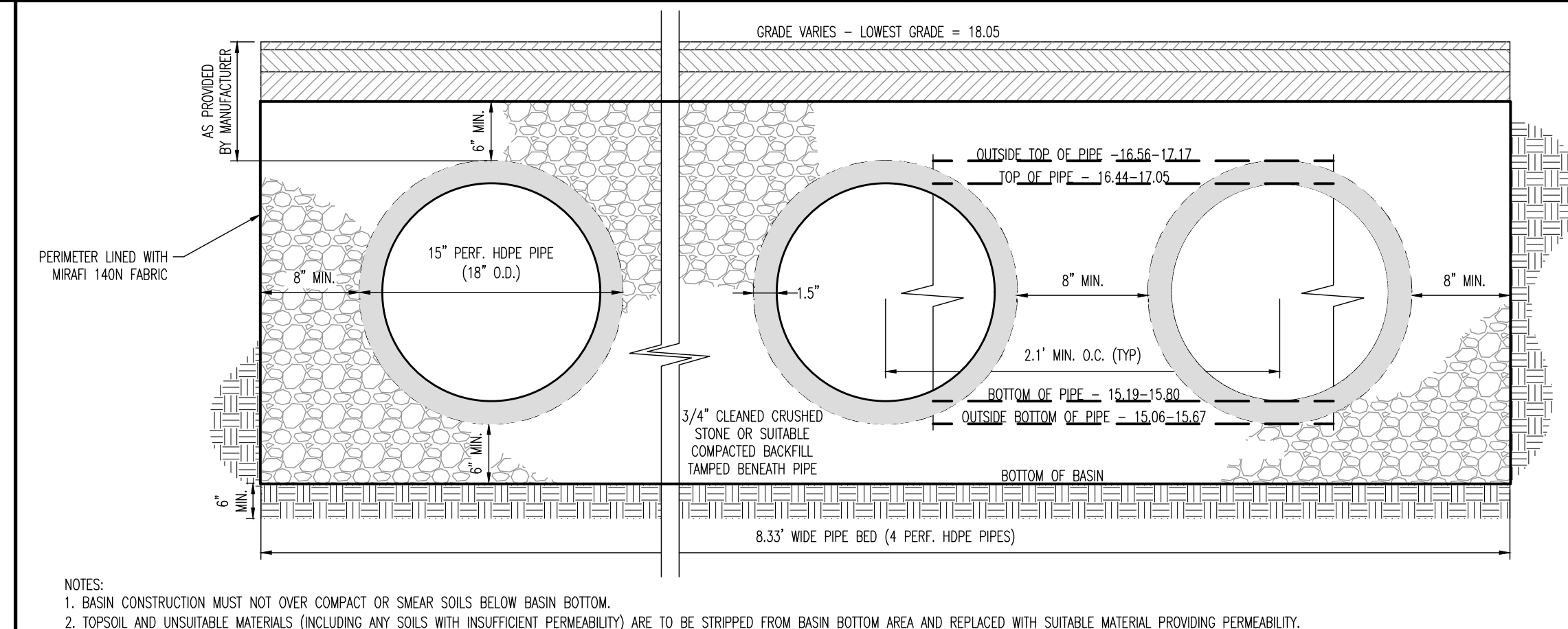
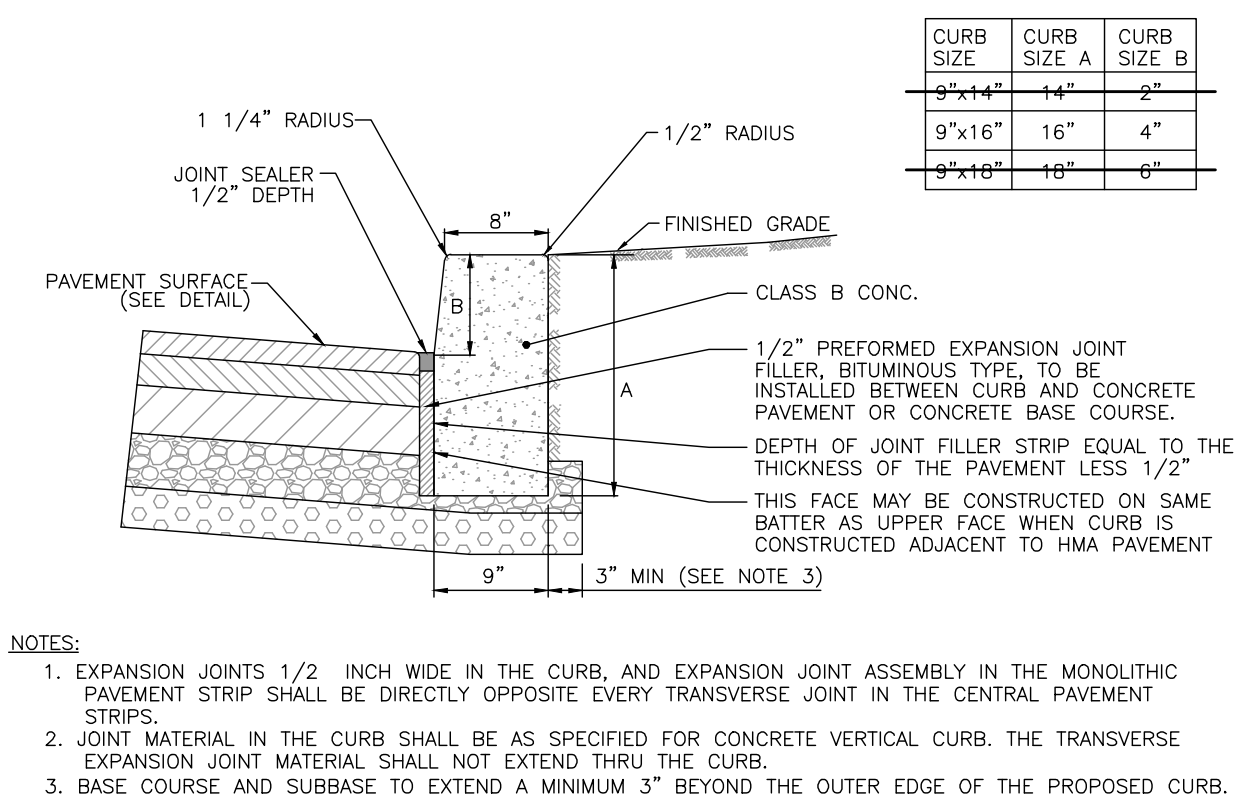
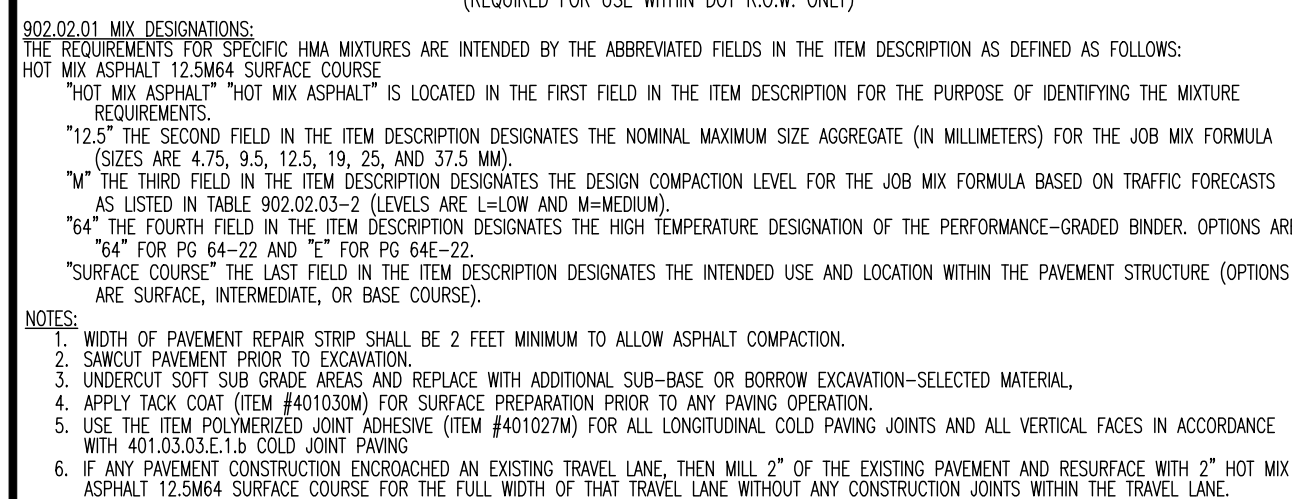
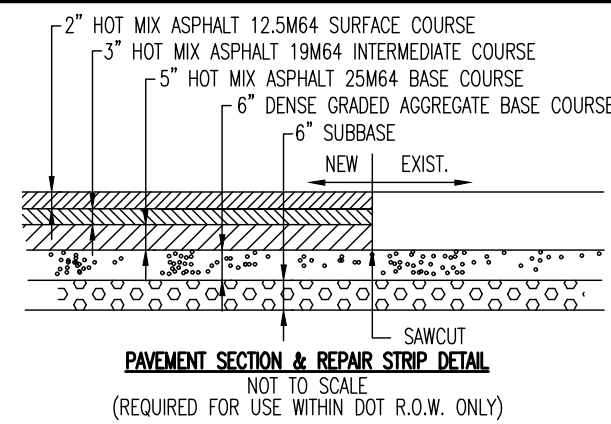
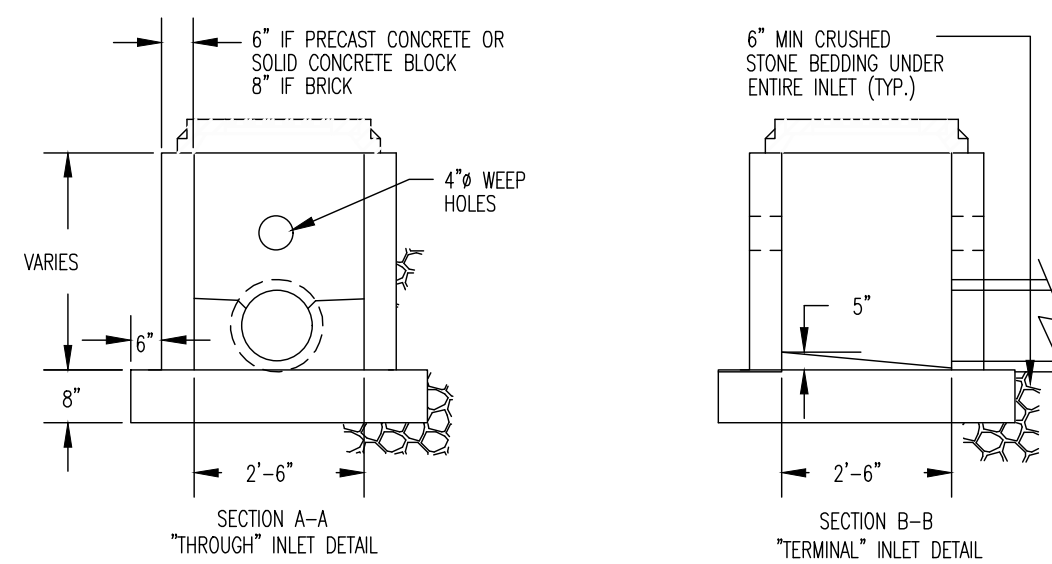
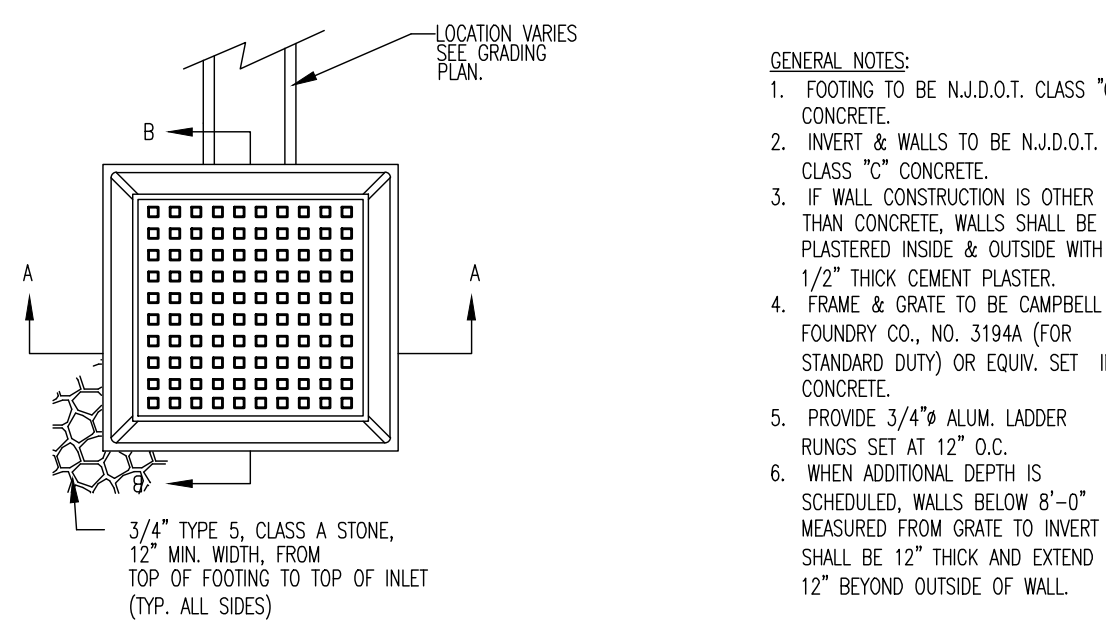
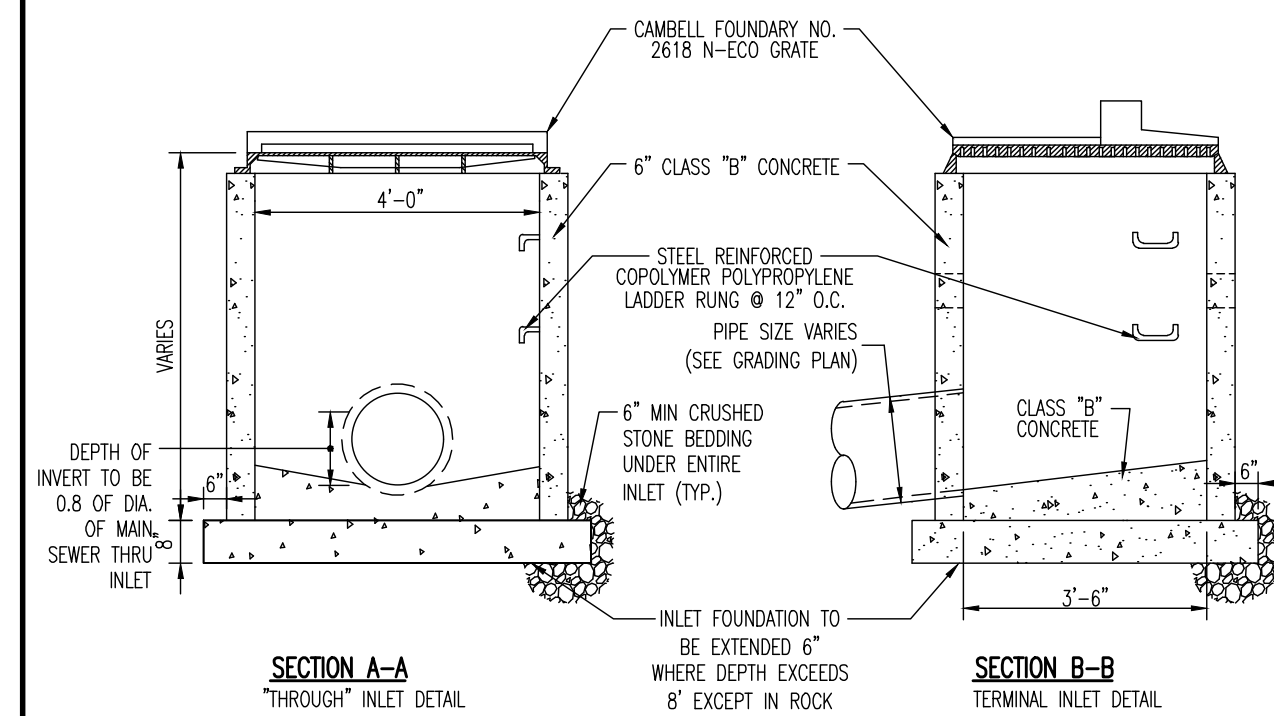
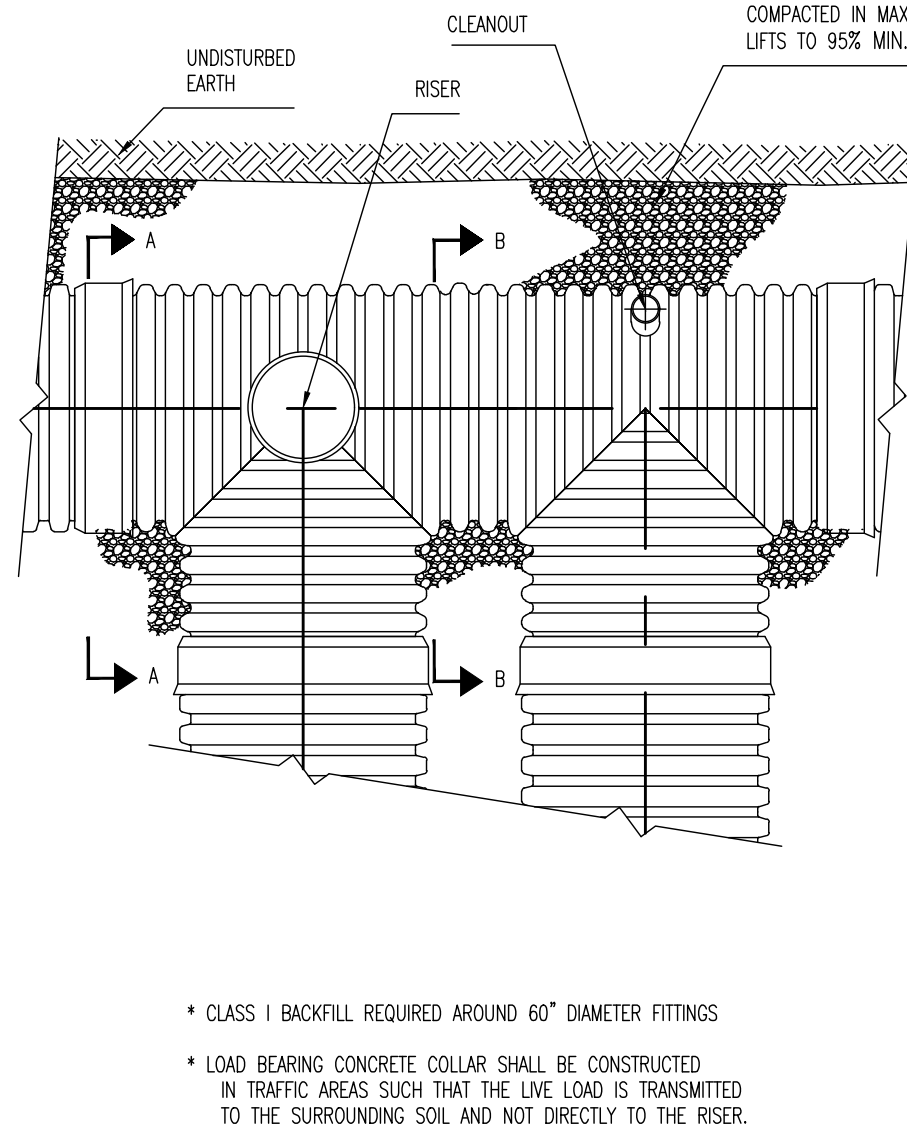
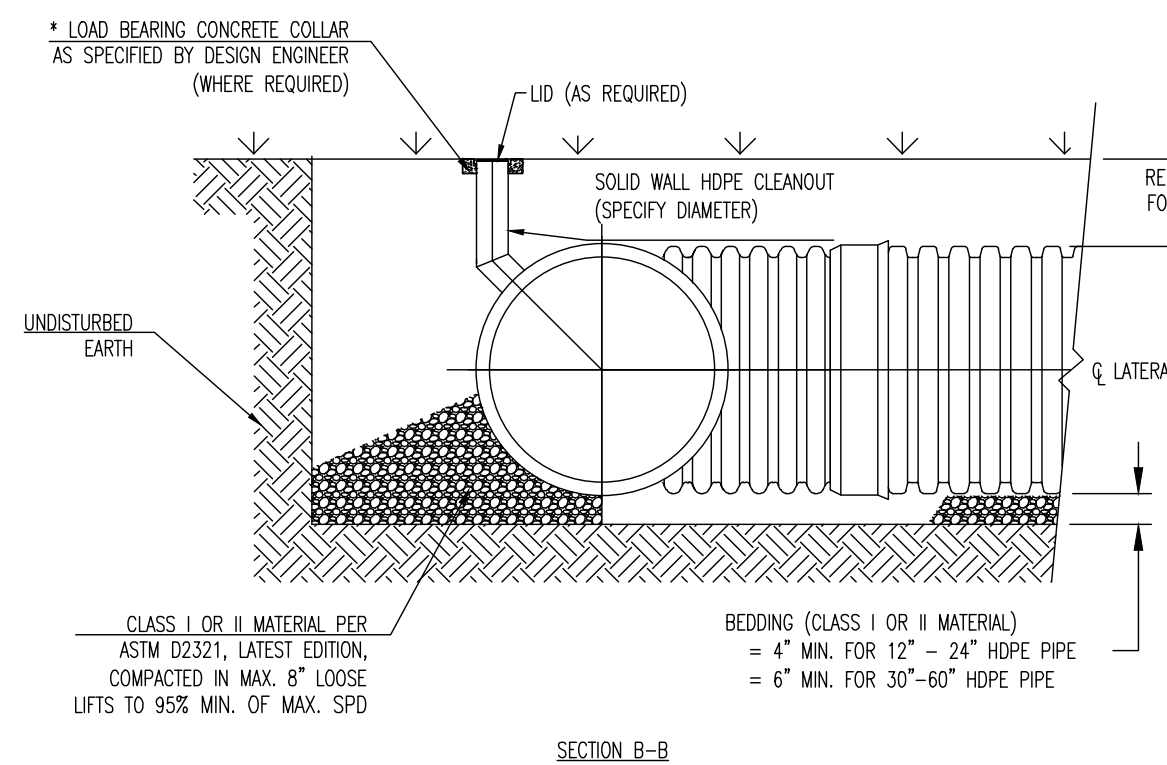
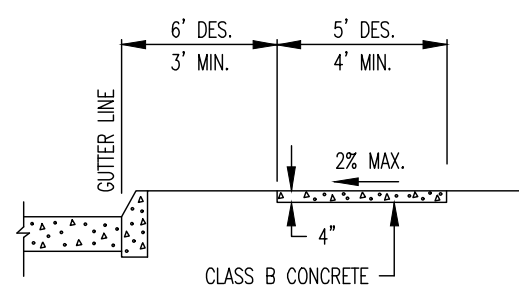


TEMPORARY STOCKPILE DETAIL

NOT TO SCALE



THESE PLANS ARE FOR THE DESIGN AND CONSTRUCTION OF WORK WITHIN THE NJDOT ROW ONLY. FOR INFORMATION ON IMPROVEMENTS OUTSIDE OF THE NJDOT ROW, SEE PLANS PREPARED BY DYNAMIC ENGINEERING. ANY DISCREPANCIES BETWEEN THESE PLANS AND OTHERS SHOULD BE BROUGHT TO THE ATTENTION OF DYNAMIC TRAFFIC IMM

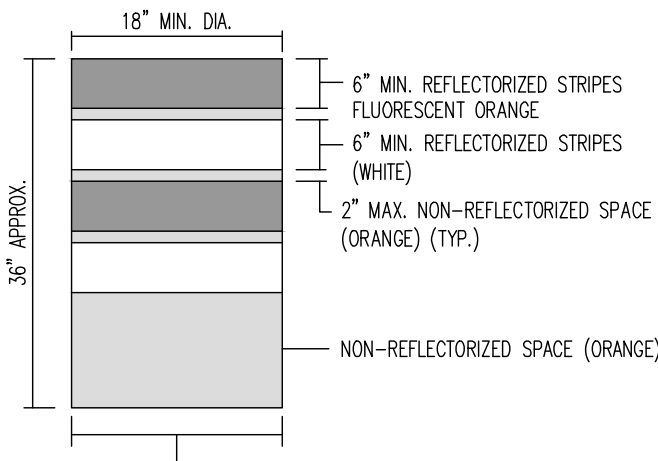


Plotted: 07/31/25 - 10:56 AM, By: montunes, Product Ver: 25.0s (LMS Tech)
File: T:\TRAFFIC PROJECTS\1512 B&B Commercial, LLC\24-00173 Neptune\Drawings\Access Plans\15122400429TCDP.dwg, ---> 10 NJDOT TRAFFIC CONTROL NOTES & DETAILS

ENSURE DRUMS ARE MADE OF ORANGE PLASTIC WITH A MINIMUM OF FOUR ALTERNATE FLUORESCENT ORANGE AND WHITE RETROREFLECTIVE STRIPES. IF THERE ARE NON-REFLECTORIZED SPACES BETWEEN THE STRIPES, THEY SHALL BE NO MORE THAN 2" WIDE. ENSURE RETROREFLECTIVE SHEETING FOR STRIPES CONFORMS WITH ASTM D 4956 TYPE VII OR VIII WITH S2 REQUIREMENTS.

ENSURE THE TOP OF THE DRUM IS NOT OPEN. CONSTRUCT DRUMS TO INHIBIT ROLLING IF KNOCKED OVER.

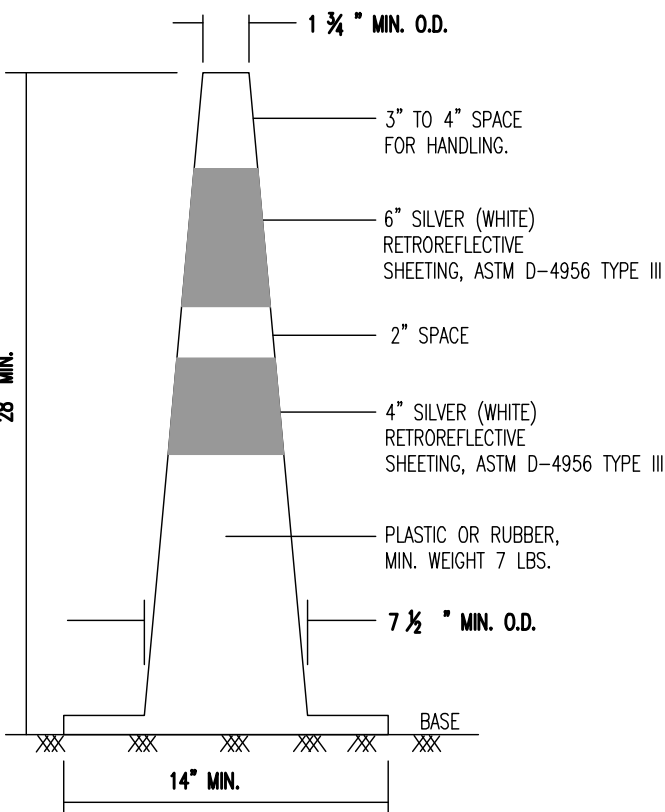
ENSURE THE REFLECTORIZED AREA OF DRUMS SHALL BE ROUND EXCEPT THAT OTHER SHAPES, WHICH PROVIDE THE SAME VISIBILITY AS AN 18 INCH DIAMETER ROUND DRUM REGARDLESS OF ORIENTATION.



WHEN BALLAST IS REQUIRED BY THE RE, USE SAND. THE MAXIMUM WEIGHT OF THE BALLAST SHALL BE 50 LBS. AND IS TO BE LOCATED APPROXIMATELY AT GROUND LEVEL. ALTERNATE TYPES OF BALLAST SHALL BE APPROVED BY THE RE.
(FOR USE WITHIN NJDOT ROW ONLY)

TRAFFIC DRUM DETAIL

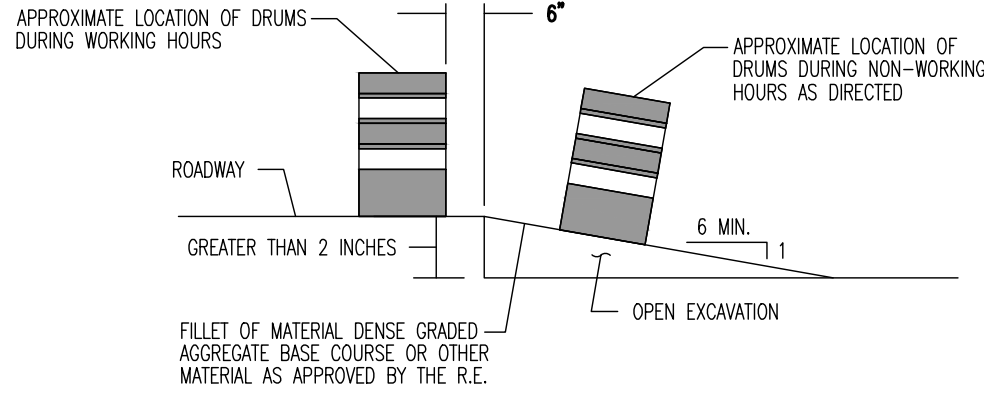
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- NOTES:
1. TRAFFIC CONES SHALL BE PREDOMINATELY ORANGE IN COLOR
 2. BASES MAY BE OF BREAKAWAY BALLASTED TYPE
 3. MINOR MANUFACTURER'S VARIATIONS MAY BE ACCEPTABLE UPON APPROVAL OF THE ENGINEER

TRAFFIC CONE DETAIL

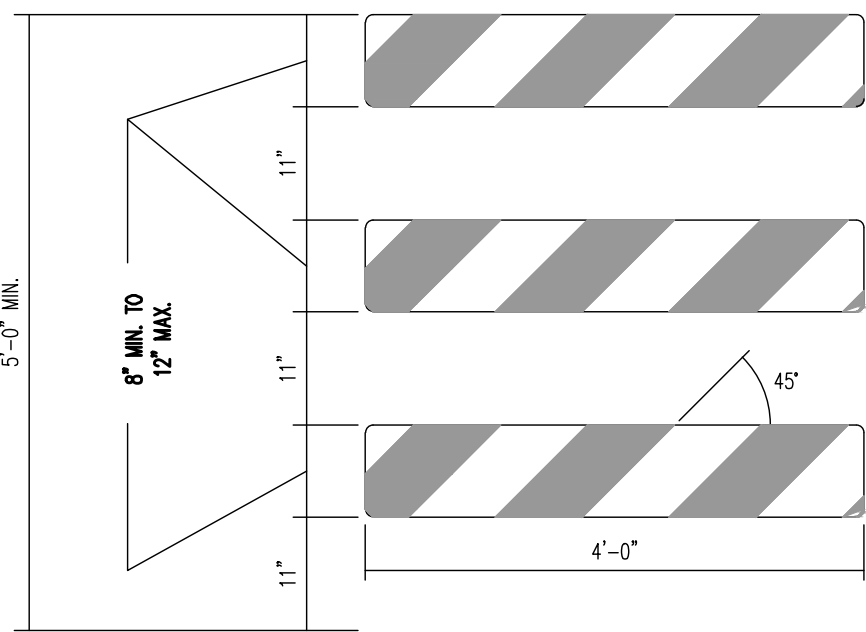
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NOTE:
ESCAPE RAMPS MUST BE CONSTRUCTED AND MAINTAINED DURING NON-WORKING HOURS WHERE A VERTICAL DROP GREATER THAN 2 INCHES EXISTS ADJACENT TO TRAVELED LANE

ESCAPE RAMP DETAIL

NOT TO SCALE



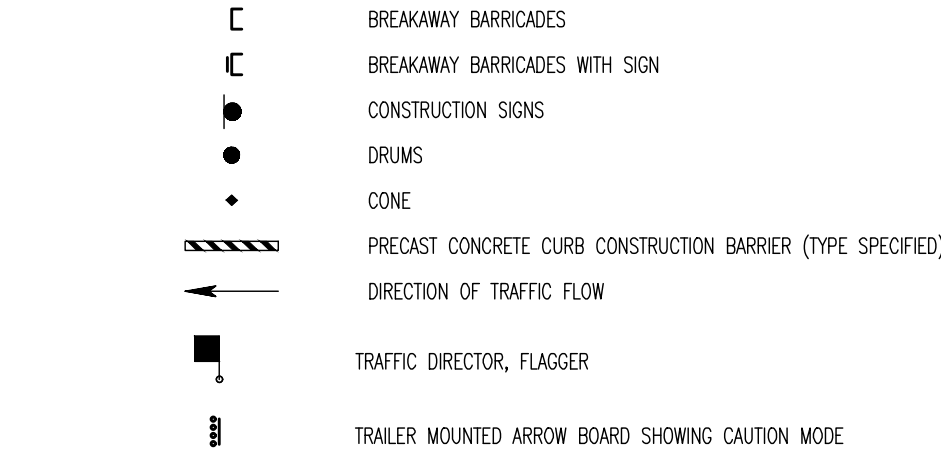
TYPE III BARRICADE - FRONT VIEW

- NOTES:
1. ENSURE THE 6" MIN. x 48" x 48" BARRICADE RAILS TO BE ATTACHED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.
 2. ENSURE ORANGE AND SILVER (WHITE) STRIPES SHALL BE RETROREFLECTIVE SHEETING, ASTM D 4956 TYPE III, ALTERNATE ORANGE AND SILVER (WHITE) STRIPES 6" WIDE SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION TRAFFIC IS TO PASS.
 3. THE FRAMING, RAILS, AND BALLAST FOR BREAKAWAY BARRICADE TO BE NCHRP-350 CRASH TESTED AND FHWA APPROVED.
 4. IF NECESSARY, FABRICATE THE BALLAST AND PLAGE ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.

(FOR USE WITHIN NJDOT ROW ONLY)

BREAKAWAY BARRICADES

NOT TO SCALE



ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (Left, Right, Both)

TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE

TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING ARROW PATTERN (Left, Right, Both)

TEMPORARY CRASH CUSHION, INERTIAL BARRIER SYSTEM

TEMPORARY CRASH CUSHION, (all other approved)

BUFFER ZONE

WORK AREA

PAINT STRIPING TRUCK OR OTHER OPERATING VEHICLE

VARIABLE MESSAGE SIGN

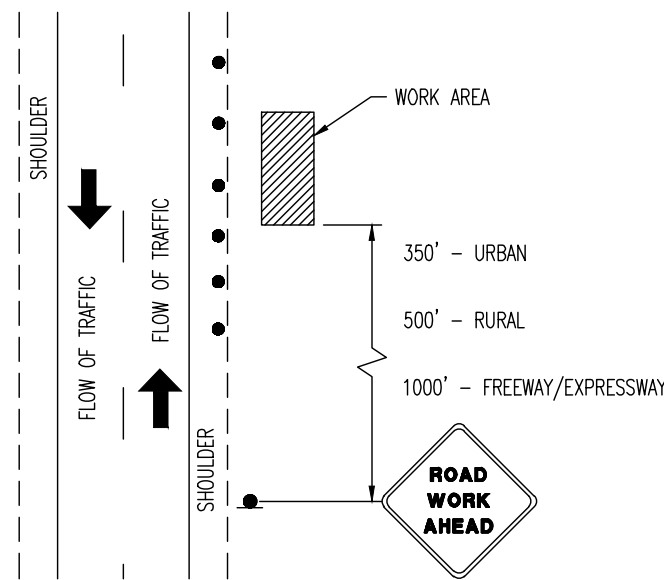
LEGEND

NOT TO SCALE

1. THE ROAD WORK AHEAD SIGN MAY BE REPLACED WITH OTHER APPROPRIATE SIGNS SUCH AS THE SHOULDER WORK SIGN. THE SHOULDER WORK SIGN MAY BE USED FOR WORK ADJACENT TO THE SHOULDER.
2. THE ROAD WORK AHEAD SIGN MAY BE OMITTED WHERE:
 - 2.1. THE WORK SPACE IS BEHIND A BARRIER OR GUIDE RAIL
 - 2.2. MORE THAN 2 FEET BEHIND THE CURB
 - 2.3. 15 FEET OR MORE FROM THE EDGE OF ANY ROADWAY.
3. SEE GENERAL NOTES AND TABLES FOR CHANNELIZING DEVICE SPACING.

WORK BEYOND THE SHOULDER

NOT TO SCALE



REGULATORY APPROACH SPEED OF TRAFFIC MILES/HOUR	RECOMMENDED SIGHT DISTANCE TO BEGINNING OF CHANNELIZING TAPERS		
	DESIRABLE		MINIMUM
	RURAL FEET	URBAN FEET	RURAL AND URBAN FEET
25	375	525	150
30	450	625	200
35	525	725	250
40	600	825	325
45	675	925	400
50	750	1025	475
55	875	1150	550
60	1000	1275	650
65	1050		725

NJ ROUTE 35

NOTES:

1. AVOIDANCE MANEUVER IS FOR A SPEED, PATH, AND/OR DIRECTION CHANGE PRIOR TO THE BEGINNING OF CHANNELIZING TAPERS.
2. RECOMMENDED DISTANCES BETWEEN TWO SEPARATE LANE CLOSURES SHALL BE DOUBLE THE VALUES SHOWN ABOVE.
3. RURAL AND URBAN ROAD DESIGNATIONS SHALL BE AS DEFINED IN THE NJDOT STATE HIGHWAY STRAIGHT LINE DIAGRAMS.
4. DESIRABLE VALUES SHALL BE PROVIDED WHEREVER POSSIBLE. IF IT IS NOT FEASIBLE OR PRACTICAL TO PROVIDE DESIRABLE VALUES BECAUSE OF HORIZONTAL OR VERTICAL CURVATURE OR IF RELOCATION OF THE TAPER IS NOT POSSIBLE, THEN MINIMUM VALUES CAN BE APPLIED. WHEN MINIMUM VALUES ARE USED, SPECIAL ATTENTION SHOULD BE GIVEN TO THE USE OF SUITABLE TRAFFIC CONTROL DEVICES FOR PROVIDING ADVANCED WARNING OF THE CONDITIONS THAT ARE LIKELY TO BE ENCOUNTERED.
5. TAPERS SHALL BE LOCATED TO MAXIMIZE THE VISIBILITY OF THEIR TOTAL LENGTH.

RECOMMENDED TAPER LENGTH AND SPACING FOR CHANNELIZING TAPERS					RECOMMENDED SPACING ALONG TANGENTS
REGULATORY APPROACH SPEED OF TRAFFIC MILES/HOUR	MINIMUM TAPER RATIO IN LENGTH PER FOOT OF WIDTH	MINIMUM TAPER LENGTH L - FOR LANE WIDTHS	MAXIMUM DEVICE (B) SPACING ALONG TANGENTS IN FEET	MAXIMUM DEVICE (D) SPACING ALONG TANGENTS IN FEET	
25	10:5:1	105 115 125	25	50	
30	15:1	150 165 180	30	60	
35	20:5:1	205 225 245	35	70	NJ ROUTE 35
40	27:1	270 300 325	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	
60	60:1	600 660 720	60	120	
65	65:1	650 715 780	65	130	

NOTES:

1. THE MAXIMUM DEVICE SPACING ALONG CURVES SHALL BE AS DEFINED FOR TAPERS (B) IN THE ABOVE TABLE.
2. ACCESS TO DRIVEWAYS AND ROAD INTERSECTIONS MUST BE MAINTAINED DURING CONSTRUCTION.
3. SHOULDER CLOSURE WILL BE PERMITTED ANYTIME, WITH NO RESTRICTION DUE TO HOLIDAYS.
4. IF CLOSURE OF A LANE BECOMES REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH TRAFFIC OPS NORTH.

ALLOWABLE LANE CLOSURE SCHEDULE

ROUTE 35 NORTHERNDOWN MP 23.24 - 23.39 (ONE TRAVEL LANE SECTION)

1. **SUMMER SEASON**
ALL LANES MAINTAINED
MONDAY TO THURSDAY
FRIDAY 6:00 AM TO 9:00 PM
6:00 AM TO 9:00 PM (MONDAY)
TRAFFIC SHIFT/ALTERNATING TRAFFIC PATTERN
MONDAY TO THURSDAY 9:00 PM TO 6:00 AM (NEXT DAY)
ALL OTHER TIMES OF THE YEAR
ALL LANES MAINTAINED
MONDAY TO FRIDAY 6:00 AM TO 9:00 PM
SATURDAY 8:00 AM TO 9:00 PM
SUNDAY 9:00 AM TO 9:00 PM
TRAFFIC SHIFT/ALTERNATING TRAFFIC PATTERN
MONDAY TO THURSDAY 9:00 PM TO 6:00 AM (NEXT DAY)
FRIDAY 9:00 PM TO 6:00 AM (SATURDAY)
SATURDAY 9:00 PM TO 9:00 AM (SUNDAY)
SUNDAY 9:00 PM TO 6:00 AM (MONDAY)
2. NO TEMPORARY LANE CLOSURE, RAMP CLOSURE, SHOULDER CLOSURE, OR TRAFFIC SHIFT WILL BE PERMITTED ON THE FOLLOWING HOLIDAYS:
 - EASTER SUNDAY (INCLUDING 6:00 AM SATURDAY UNTIL NOON MONDAY)
 - MEMORIAL DAY (SEE NOTE BELOW)
 - JULY 4TH (SEE NOTE BELOW)
 - LABOR DAY (SEE NOTE BELOW)
 - ELECTION DAY (6:00 AM UNTIL 8:00 PM THE DAY OF)
 - THANKSGIVING DAY (SEE NOTE BELOW)
 - CHRISTMAS DAY (SEE NOTE BELOW)
 - NEW YEAR'S DAY (SEE NOTE BELOW)NOTE:
IF HOLIDAY FALLS ON
SUNDAY OR MONDAY 6:00 AM FRIDAY UNTIL NOON TUESDAY
TUESDAY 6:00 AM FRIDAY UNTIL NOON WEDNESDAY
WEDNESDAY 6:00 AM TUESDAY UNTIL NOON THURSDAY
THURSDAY 6:00 AM WEDNESDAY UNTIL NOON MONDAY
FRIDAY OR SATURDAY 6:00 AM THURSDAY UNTIL NOON MONDAY
3. THE SUMMER SEASON SHALL START AT 6 AM ON THE FRIDAY OF THE WEEKEND PRIOR TO THE MEMORIAL DAY WEEKEND AND ENDS AFTER SUNDAY OF THE WEEKEND AFTER THE LABOR DAY WEEKEND.
4. THE PROPOSED WORK MUST BE COORDINATED WITH ANY OTHER PROJECTS THAT MAY BE UNDERWAY AT THE SAME TIME NEAR THE PROJECT AREA.
5. ACCESS TO ALL DRIVEWAYS AND FIRE LANES MUST BE MAINTAINED AT ALL TIMES DURING BUSINESS HOURS AND ONE DRIVEWAY AND ALL FIRE LANES MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
6. SHOULDER MAY BE CLOSED AT ANY TIME AS LONG AS CLOSURE DOES NOT IMPACT TRAVEL LANES. HOLIDAY RESTRICTIONS WILL APPLY.

GENERAL NOTES:

1. ADVANCE WARNING SIGNS, DISTANCES, AND TAPER LENGTHS MAY BE EXTENDED, AT DIRECTION OF THE DEPARTMENT, TO ADJUST FOR REDUCED VISIBILITY DUE TO HORIZONTAL AND VERTICAL CURVATURE OF THE ROADWAY.
2. THE APPROXIMATE LOCATIONS OF THE ILLUMINATED FLASHING ARROW BOARDS ARE SHOWN ON THE TRAFFIC CONTROL PLANS. THESE LOCATIONS MAY BE MODIFIED AS APPROVED BY RE TO ADJUST FOR VISIBILITY DUE TO HORIZONTAL OR VERTICAL CURVATURE OF THE ROADWAY OR TO POSITION AT A SAFER LOCATION. ILLUMINATED FLASHING ARROW BOARDS ARE TO BE USED FOR TEMPORARY LANE CLOSURES AND AT LOCATIONS SHOWN ON THE TRAFFIC CONTROL PLANS.
3. PRIOR TO ANY ROAD CONSTRUCTION, TRAFFIC CONTROL SIGNS AND DEVICES ARE TO BE IN PLACE.
4. RAMP AND/OR SIDE STREETS ENTERING THE ROADWAY AFTER THE FIRST ADVANCE WARNING SIGN ARE TO BE PROVIDED WITH AT LEAST ONE W20-F SIGN (ROAD WORK AHEAD) AS A MINIMUM.
5. ALL EXISTING ROAD SIGNS, PAVEMENT MARKINGS AND/OR FLOWABLE PAVEMENT REFLECTORS WHICH CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN ARE TO BE COVERED, REMOVED OR RELOCATED AS DIRECTED BY THE RE.
6. CONFLICTING OR NON-OPERATING SIGNAL INDICATIONS ON EITHER THE EXISTING, TEMPORARY, OR PROPOSED TRAFFIC SIGNAL SYSTEMS ARE TO BE BAGGED OR COVERED.
7. MAINTENANCE AND PROTECTION OF TRAFFIC TO BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART VI "STANDARDS AND GUIDES FOR TRAFFIC CONTROL FOR STREET AND HIGHWAY CONSTRUCTION, MAINTENANCE, UTILITY, AND INCIDENT MANAGEMENT OPERATIONS" UNLESS OTHERWISE NOTED IN THE PLANS AND SPECIFICATIONS.
8. CONSTRUCTION SIGN W99-2 (GIVE US A BRAKE) TO BE LOCATED 200 FEET IN ADVANCE OF PROJECT LIMITS.
9. A W1-6 (ARROW) SIGN MOUNTED ON A BREAKAWAY BARRICADE AND CENTERED ON THE CLOSED WIDTH TO BE LOCATED 100 FEET BEYOND EACH INTERSECTION OR MAIN ACCESS POINT WITHIN THE AREA OF A LANE OR SHOULDER CLOSURE.
10. CONSTRUCTION SIGNS R11-4 (ROAD CLOSED TO THRU TRAFFIC) TO BE PLACED AT THE INTERSECTING STREETS WHICH ARE CLOSED TO TRAFFIC BECAUSE OF CONSTRUCTION.
11. CONSTRUCTION SIGNS W9-11 (UNPAVED LANES) AND W9-15 (DROPPED PAVEMENT) SHALL BE USED WHEN SUCH PAVEMENT CONDITIONS EXIST. THE PLACEMENT OF THESE SIGNS SHALL BE AS DIRECTED BY THE RE.
12. MOVING WORK AREAS IN A LANE CLOSURE REQUIRE A TRAILER MOUNTED ILLUMINATED FLASHING ARROW TO REMAIN AT THE END OF THE TAPER, THE TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION THAT IS TO MOVE WITH THE WORK AREAS TO KEEP A 70 FEET MIN. AND 150 FEET MAX. BUFFER IN ADVANCE OF EACH WORK AREA.
13. THE CONTRACTOR TO SUBMIT A PLAN FOR THE SAFE ACCESS OF CONSTRUCTION VEHICLES THROUGHOUT THE WORK SITE WHERE SPACE CONSTRAINTS PREVENT THE USE OF LANE CLOSURES. THE PLAN TO BE SUBMITTED TO THE RE IN AS SPECIFIED IN THE SPECIFICATIONS.
14. BACKFILL ALL EXCAVATED AREAS WITHIN OR ADJACENT TO THE ROADWAY AND PLACE ON AT LEAST 6H : 1V SLOPE BEFORE THE END OF EACH WORK DAY. OTHER EXCAVATED AREA WITHIN THE CLEAR ZONE TO BE BACKFILLED.
15. WHERE REQUIRED, THE CONTRACTOR IS TO MAKE PROVISIONS FOR MAINTAINING PEDESTRIAN CROSSING LOCATIONS AND TYPE AS DIRECTED BY THE RE.
16. BITUMINOUS CONCRETE PLACED DURING THE VARIOUS CONSTRUCTION STAGES TO BE TRANSITIONED ON A MINIMUM 20H : 1V SLOPE TO MEET THE ADJACENT EXISTING GRADE AT THE LONGITUDINAL AND TRANSVERSE LIMITS OF THE STAGE CONSTRUCTION AREAS UNLESS OTHERWISE NOTED ON THE STAGE CONSTRUCTION PLANS.
17. THE PLACEMENT AND / OR RELOCATION OF CONSTRUCTION BARRIER CURB TO BE DONE DURING APPROVED OFF-PEAK HOURS WHEN TRAFFIC MAY BE REDUCED TO ONE LANE IN EACH DIRECTION.
18. CONSTRUCTION ZONE SPEED LIMIT WILL BE DETERMINED BY THE BUREAU OF TRAFFIC ENGINEERING, REGIONAL TRAFFIC ENGINEER - WORK ZONE, AT THE TIME OF OR DURING CONSTRUCTION, AS REQUESTED BY THE RE.
19. THE SPEED LIMIT, R2-1 (BLACK ON WHITE) WITH ADDED WORK ZONE PLATE (BLACK ON ORANGE) SIGNS TO BE LOCATED THROUGH WORK AREAS AS DIRECTED BY THE BUREAU OF TRAFFIC ENGINEERING, REGIONAL TRAFFIC ENGINEER - WORK ZONE.
20. THE REDUCED SPEED AHEAD SIGN, W3-5(S) (BLACK ON ORANGE) TO BE LOCATED IN ADVANCE OF SPEED LIMIT R2-1 SIGNS WHICH REDUCE THE NORMAL POSTED SPEED LIMIT THROUGH THE CONSTRUCTION ZONE.
21. TRAFFIC FINES DOUBLED IN WORK AREA (NJNJ-17(S)), 4 FEET BY 2.5 FEET SIGN TO BE LOCATED 500 FEET AFTER THE FIRST ADVANCE WARNING SIGN, (W20 SERIES) AT EACH WORK AREA LOCATED WITHIN URBAN AREAS. SIGN TO ALSO BE USED ON PROJECTS REQUIRING MOVING OPERATIONS IN WHICH CASE THE SIGN SHALL BE MOUNTED ON A SLOW MOVING CONSTRUCTION VEHICLE.
22. DO NOT CONSTRUCT THE FINAL HMA SURFACE PAVEMENT UNTIL THE FINAL STAGE OF THE PROJECT UNLESS OTHERWISE DIRECTED BY THE RE OR INDICATED ON THE PLANS. MANHOLES AND INLETS TO FINISHED GRADE AND CONSTRUCT TEMPORARY PAVEMENT RAMPS AROUND THEM WITH A MINIMUM 20H : 1V SLOPE IN ALL DIRECTIONS USING HOT MIX ASPHALT PAVEMENT. THIS TEMPORARY MATERIAL WILL BE REMOVED IMMEDIATELY PRIOR TO PLACING THE SURFACE COURSE.
23. PLACE TRAFFIC CONTROL DEVICES FOR LANE CLOSURES INCLUDING SIGNS, CONES, BARRICADES, ETC. AS SHOWN ON PLANS. NO SIGNS ARE TO BE PLACED WITHOUT ACTUAL LANE CLOSURES AND REMOVE IMMEDIATELY REMOVED UPON REMOVAL OF THE CLOSURES.
24. CONES MAY BE SUBSTITUTED FOR DRUMS AND INSTALLED UPON THE APPROVAL OF THE RE.
25. TRAFFIC IMPACT NOTICES AND CHANGES

A. TERMS:

WHEN THE FOLLOWING TERMS ARE USED, THE INTENT AND MEANING IS AS FOLLOWS:

- i. IMPACTS TO NORMAL TRAFFIC FLOW - WORK THAT REQUIRES A PORTION OF THE PAVED ROADWAY BEING BLOCKED OR CLOSED WITH SAFETY DEVICES OR VEHICLES, INCLUDING, BUT NOT LIMITED TO, FULL OR PARTIAL LANE CLOSURES, FULL OR PARTIAL RAMP CLOSURES, SHOULDER CLOSURES, MOVING OPERATIONS SUCH AS TRAFFIC STRIPING OR SWEEPING, LANE SHIFTS, OR ALTERNATING TRAFFIC. THIS APPLIES EVEN WHEN DETOURS ARE PROVIDED.
- ii. TEMPORARY LANE CLOSURES - WORK DESCRIBED UNDER "IMPACTS TO NORMAL TRAFFIC FLOW" WHICH IS ROUTINELY SET UP AND REMOVED ON A DAILY BASIS.
- iii. PERMANENT LANE CLOSURES - WORK DESCRIBED UNDER "IMPACTS TO NORMAL TRAFFIC FLOW" WHICH REMAINS IN PLACE CONTINUOUSLY FOR 24 HOURS OR MORE.

B. ADVANCE NOTICES

FOR THE INITIAL START OF WORK THAT REQUIRES "IMPACTS TO NORMAL TRAFFIC FLOW", THE CONTRACTOR IS TO NOTIFY THE RE IN WRITING, ON THE ADVANCE FORM TO-103 PROVIDED BY THE DEPARTMENT, OF THE PROPOSED DATE. THE NOTICE IS TO BE SUBMITTED AT LEAST TWENTY-EIGHT CALENDAR DAYS, BUT NOT MORE THAN SIXTY CALENDAR DAYS, BEFORE THE PROPOSED DATE. START OF WORK THAT IMPACTS NORMAL TRAFFIC FLOW WILL NOT BE PERMITTED PRIOR TO THE DATE STATED IN THE NOTICE. THE CONTRACTOR IS TO CONFIRM, IN WRITING TO THE RE, THE PROPOSED DATE SEVEN (AND/OR FOURTEEN) CALENDAR DAYS BEFORE STARTING THE ESTABLISHMENT OF THE TRAFFIC CONTROL MEASURES FOR THE TRAFFIC IMPACT. THE CONTRACTOR IS TO IMMEDIATELY NOTIFY THE RE IF THE PROPOSED ESTABLISHMENT CAN NOT BE COMPLETED ON THE PROPOSED DATE.

FOR A "PERMANENT LANE CLOSURE", THE CONTRACTOR IS TO NOTIFY THE RE IN WRITING, ON ADVANCE FORM TO-103, OF THE PROPOSED DATE A NEW TRAFFIC PATTERN WILL BE ESTABLISHED. THE NOTICE IS TO BE SUBMITTED AT LEAST TWENTY-EIGHT CALENDAR DAYS, BUT NOT MORE THAN SIXTY CALENDAR DAYS, IN ADVANCE OF THE PROPOSED DATE. START OF A NEW TRAFFIC PATTERN WILL NOT BE PERMITTED PRIOR TO THE DATE STATED IN THE NOTICE. THE CONTRACTOR IS TO CONFIRM, IN WRITING TO THE RE, THE PROPOSED DATE OF THE NEW TRAFFIC PATTERN SEVEN (AND/OR FOURTEEN) DAYS BEFORE STARTING TRAFFIC CONTROL MEASURES FOR THE ESTABLISHMENT OF THE NEW PATTERN. THE CONTRACTOR IS TO IMMEDIATELY NOTIFY THE RE IF THE PROPOSED ESTABLISHMENT CAN NOT BE COMPLETED ON THE PROPOSED DATE.

STARTING THE ESTABLISHMENT OF A NEW PERMANENT TRAFFIC PATTERN IS TO BEGIN NO EARLIER THAN 11:00 PM FRIDAY AND BE COMPLETED AND READY FOR OPERATIONS BY 6:00 PM THE FOLLOWING SUNDAY. THE ESTABLISHMENT IS TO BE COMPLETED IN ACCORDANCE WITH THE LANE CLOSURE HOURS SPECIFIED IN THE CONTRACT.

ADVANCE NOTICES SENT PRIOR TO THE PRE-CONSTRUCTION MEETING ARE TO BE ADDRESSED TO THE CONTACT PERSON AS SPECIFIED IN SUBSECTION 101.04 OF THE SPECIAL PROVISIONS.

C. PROGRESS NOTICES

ALL "IMPACTS TO NORMAL TRAFFIC FLOW" SCHEDULED FOR THE SEVEN DAY PERIOD STARTING ON THE FOLLOWING MONDAY ARE TO BE SUBMITTED TO THE RE BY 9:00 AM OF EACH FRIDAY ON WEEKLY FORM TO-100 PROVIDED BY THE DEPARTMENT.

EACH DAY OF "TEMPORARY LANE CLOSURES" ARE TO BE SUBMITTED TO THE RE BY 9:00 AM THE DAY IN ADVANCE OF THE START OF THOSE OPERATIONS ON DAILY FORM TO-101 PROVIDED BY THE DEPARTMENT.

"TEMPORARY LANE CLOSURES" FOR WEEKENDS ARE TO BE SUBMITTED TO THE RE BY 9:00 AM ON THE IMMEDIATELY PRECEDING FRIDAY ON THE DAILY FORM TO-101 PROVIDED BY THE DEPARTMENT.

D. CHANGES TO THE SCHEDULED CLOSURES

REQUEST FOR A CHANGE TO THE TRAFFIC CONTROL REQUIREMENTS IN THE CONTRACT DOCUMENTS ARE TO BE SUBMITTED IN WRITING TO THE RE AS FOLLOWS:

CHANGES TO THE SCHEDULED HOURS FOR "TEMPORARY LANE CLOSURES" AND ALL CHANGES TO "PERMANENT LANE CLOSURES" ARE TO BE SUBMITTED IN ADVANCE OF WHEN THE CHANGE IS PROPOSED TO START.

OTHER PROPOSED CHANGES TO "TEMPORARY LANE CLOSURES" AND ALL CHANGES TO "PERMANENT LANE CLOSURES" ARE TO BE SUBMITTED TO THE RE AS SPECIFIED IN THE SPECIFICATIONS.

26. WHERE FINAL HMA PAVING IS PERFORMED AND THE LANE IS TO BE RE-OPENED TO TRAFFIC AND THE ITEM TRAFFIC STRIPS IS UNABLE TO BE APPLIED, APPLY THE ITEM TRAFFIC STRIPES, LATEX, ENSURE THAT THE ITEM TRAFFIC STRIPS IS APPLIED WITHIN 14 DAYS.

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DYNAMIC
TRAFFIC, LLC
TRAFFIC IMPACT STUDIES • ACCESS PERMITTING • HIGHWAY & INTERSECTION DESIGN • TRAFFIC SIGNAL & ELECTRICAL DESIGN

1904 Main Street
Lake Como, NJ 07719
T: 732.681.0780
F: 732.681.0780
www.dynamictraffic.com
Offices conveniently located in:
Lake Como, New Jersey T: 732.681.0780 | Chester, New Jersey T: 732.681.0780 | Newark, New Jersey T: 732.681.0780 | Torrance, New Jersey T: 732.681.0780
Bethlehem, Pennsylvania T: 445.202.5400 | Newtown, Pennsylvania T: 445.202.5400 | Philadelphia, Pennsylvania T: 445.202.5400

NJDOT TRAFFIC CONTROL NOTES & DETAILS

PROJECT: **B & B COMMERCIAL, LLC**
PROPOSED DRIVEWAY CLOSURE & SITE IMPROVEMENTS
BLOCK 407, LOT 1
404 NJ ROUTE 35 (MP 23.30)
TOWNSHIP OF NEPTUNE, MONMOUTH COUNTY, NEW JERSEY

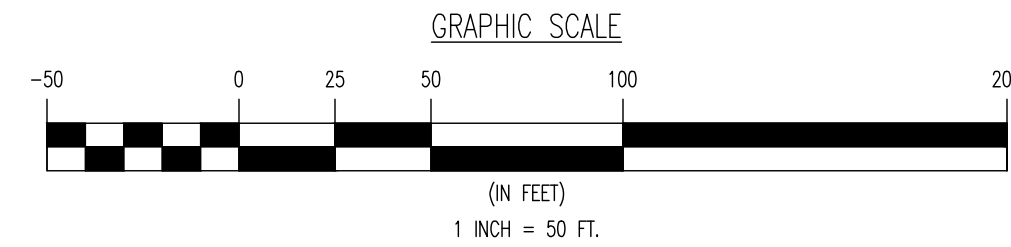
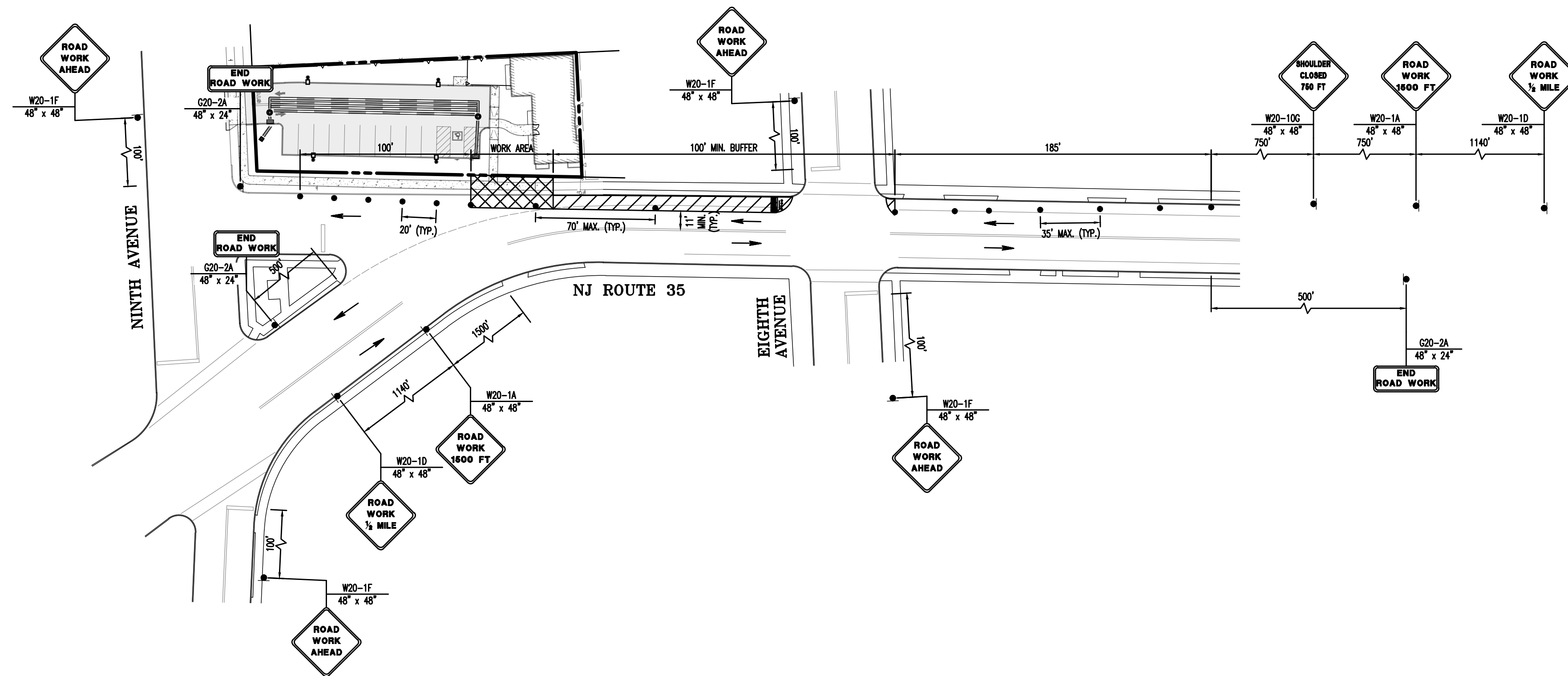
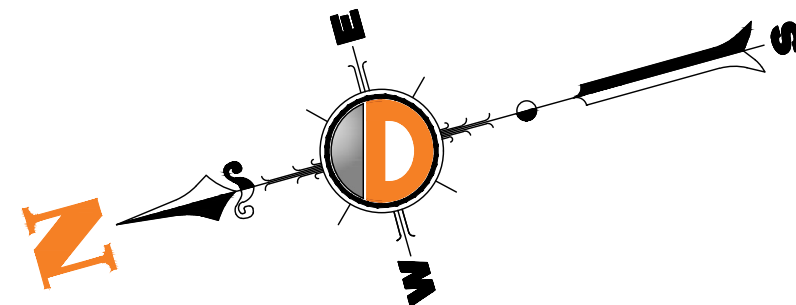
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DATE: 07/31/25
SCALE: (H) NTS (V)
SHEET No: 10
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Rev. # 0

PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 459809

PROFESSIONAL ENGINEER
NEW JERSEY LICENSE No. 45988

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TITLE: NJDOT TRAFFIC CONTROL PLAN	
PROJECT: B & B COMMERCIAL, LLC PROPOSED DRIVEWAY CLOSURE & SITE IMPROVEMENTS BLOCK 407, LOT 1 404 NJ ROUTE 35 (MP 23.30) TOWNSHIP OF NEPTUNE, MONMOUTH COUNTY, NEW JERSEY	JOB No: 5152 24-00173 DATE: 07/31/25 DRAWN BY: MSA SCALE: (H) 1"=50' (V) DESIGNED BY: NED SHEET No: 11 OF 11 CHECKED BY: JPT CHECKED BY: - 811 PROTECT YOURSELF ALL STATES REQUIRE NOTIFICATION OF CONCRETE, REBAR, OR ANY OTHER PREPARED TO AVOID THE DANGER OF SURFACE DAMAGE. IN ALL STATES FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM
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