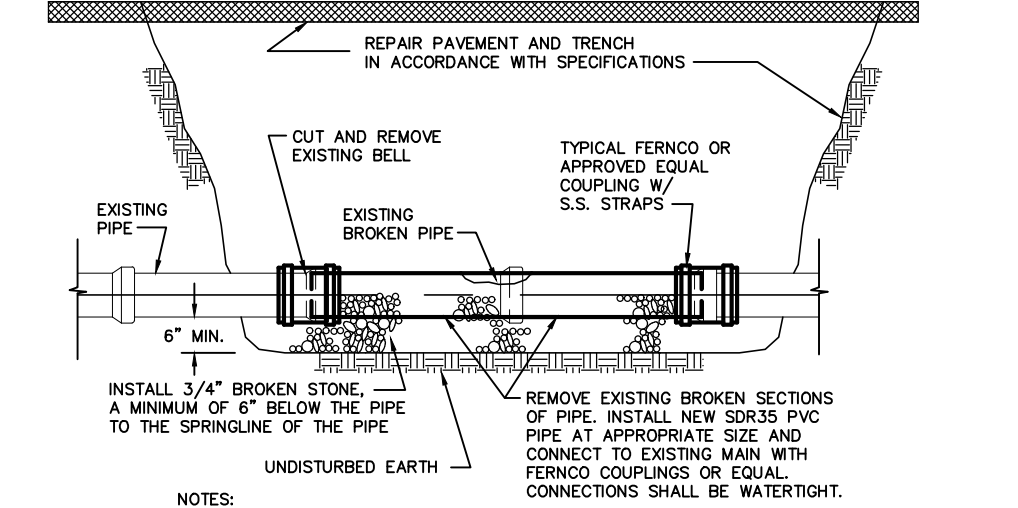


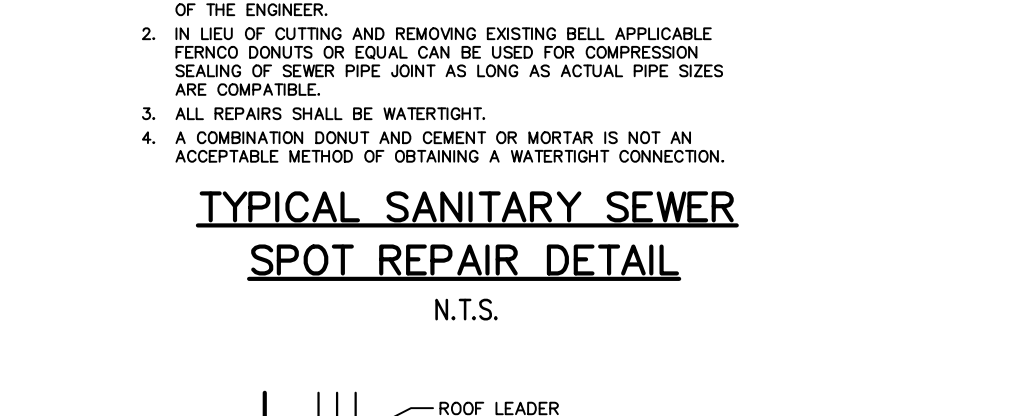
STANDARD CLEANOUT DETAIL
N.T.S.

NOTES:
1. CLEANOUT SHALL BE LOCATED (1) ONE FOOT BEFORE PROPERTY LINE IF NO CURB EXISTS, OR AS DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL FABRICATE AND SUPPLY (2) WRENCHES TO L.B.S.A. FOR REMOVAL OF CLEAN-OUT CAP.
3. PIPE SHALL BE SDR35 PVC UNLESS SPECIFICALLY APPROVED OTHERWISE.



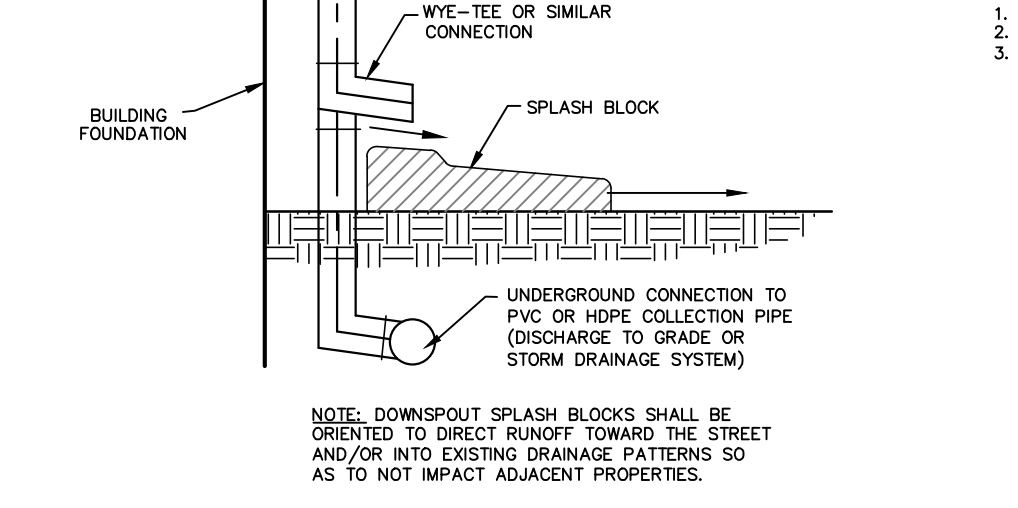
BRANCH AND LATERAL CONNECTION
N.T.S.

CONSTRUCTION NOTES:
1. DETAIL SHOWS CONSTRUCTION OF A NEW BRANCH CONNECTION AND OF TWO (2) DIFFERENT ACCEPTABLE TYPES OF CUT IN CONNECTION. REFER TO INSERTA-TEE DETAIL FOR ANOTHER CUT IN TYPE CONNECTION. TYPE OF CUT IN CONNECTION IS AT CONTRACTOR'S OPTION.
2. SIZE OF LATERAL TO BE AS SHOWN ON THE PLANS, 4" FOR RESIDENTIAL AND 6" FOR COMMERCIAL MINIMUM.
3. WHEREVER POSSIBLE LATERAL CONNECTION TO MAIN PIPE SHALL BE POSITIONED AT 60° ANGLE OR LESS MEASURED FROM THE MAIN TOP. CONTRACTOR TO OBTAIN AUTHORITY'S APPROVAL FOR ANGLES LARGER THAN 60°.
4. ALL OPENINGS IN SANITARY SEWER MAIN FOR CUT IN TYPE OF LATERAL CONNECTION SHALL BE MADE USING CORE DRILLING BREAK IN TECHNIQUE SHALL NOT BE USED.



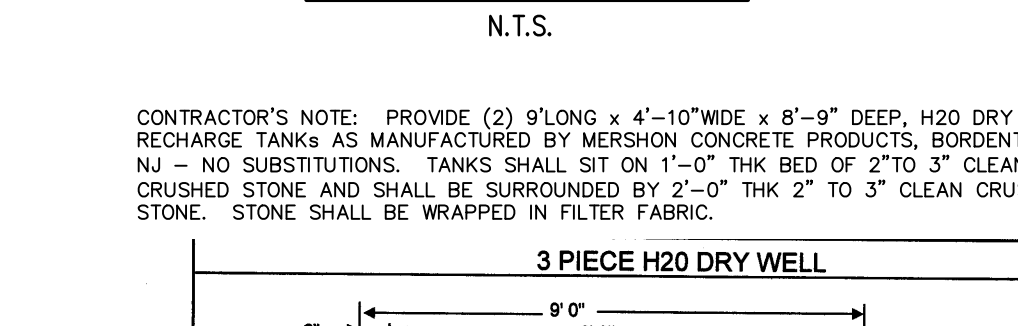
TYPICAL SANITARY SEWER SPOT REPAIR DETAIL
N.T.S.

NOTES:
1. OTHER EXISTING PIPE MATERIAL (A.C.P., D.I.P., PVC ETC.) SHALL BE REPAIRED IN SIMILAR FASHION TO THE SATISFACTION OF THE ENGINEER.
2. IN LIEU OF CUTTING AND REMOVING EXISTING BELL APPLICABLE FERROUS DONUTS OR EQUAL CAN BE USED FOR COMPRESSION SEALING OF SEWER PIPE JOINT AS LONG AS ACTUAL PIPE SIZES ARE COMPATIBLE.
3. ALL REPAIRS SHALL BE WATER TIGHT.
4. A COMBINATION OF CEMENT AND MORTAR IS NOT AN ACCEPTABLE METHOD OF OBTAINING A WATER TIGHT CONNECTION.



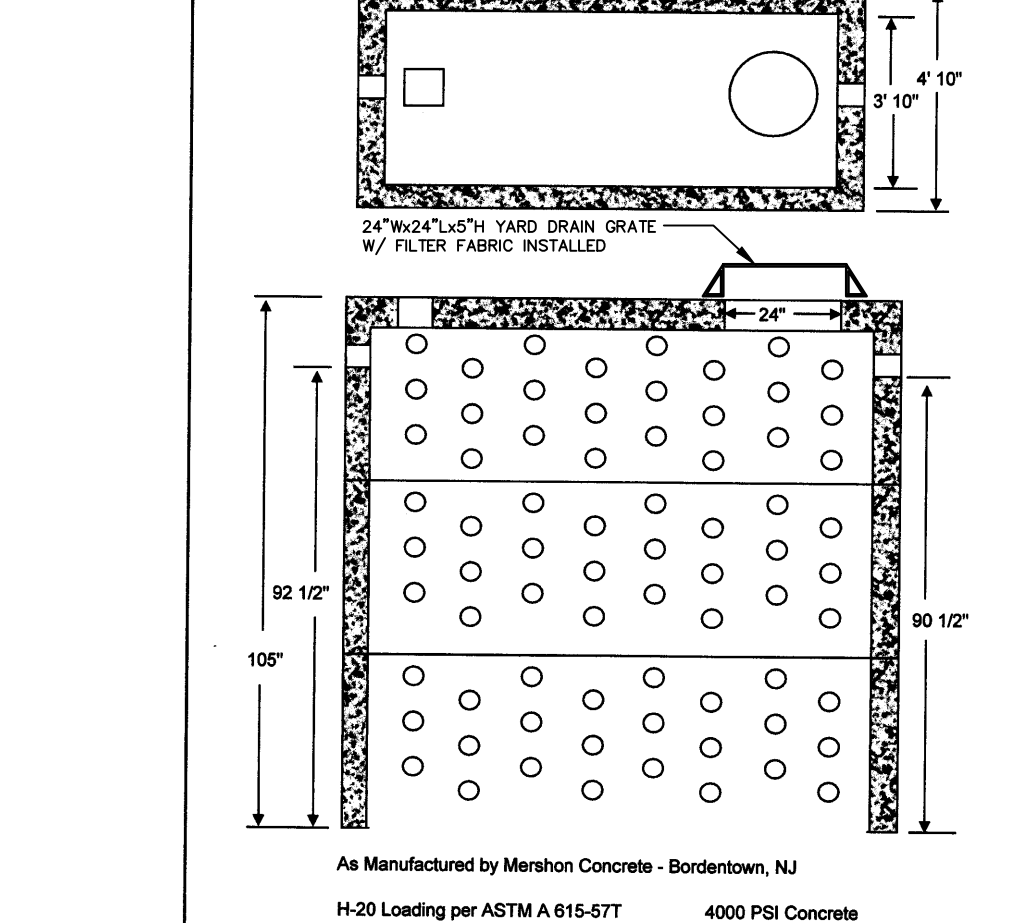
DETAIL OF INSERTA TEE CONNECTION
N.T.S.

NOTES:
1. RUBBER SLEEVE SHALL CONFORM TO ASTM-C443.
2. SECURING CLAMP SHALL BE SDR35 (SCHEDULE 40) AND HOUSING, SS430S (STAINLESS STEEL).
3. HUB ADAPTOR SHALL BE PVC PER ASTM D3034 (SDR SAME AS LATERAL PIPE).



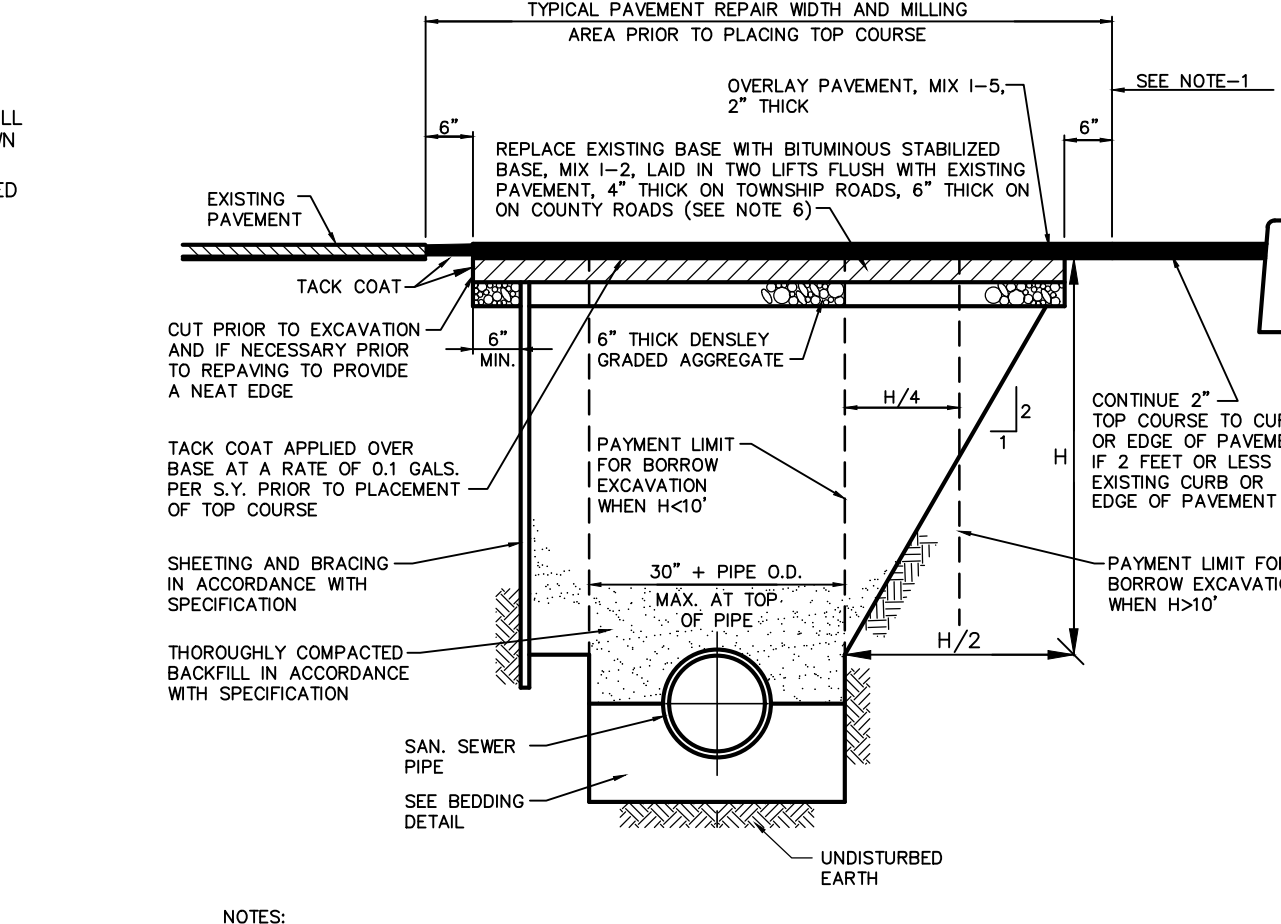
ROOF LEADER DETAIL
N.T.S.

NOTE: DOWNSPOUT SPLASH BLOCKS SHALL BE ORIENTED TO DIRECT RUNOFF TOWARD THE STREET AND/OR INTO EXISTING DRAINAGE PATTERNS SO AS TO NOT IMPACT ADJACENT PROPERTIES.



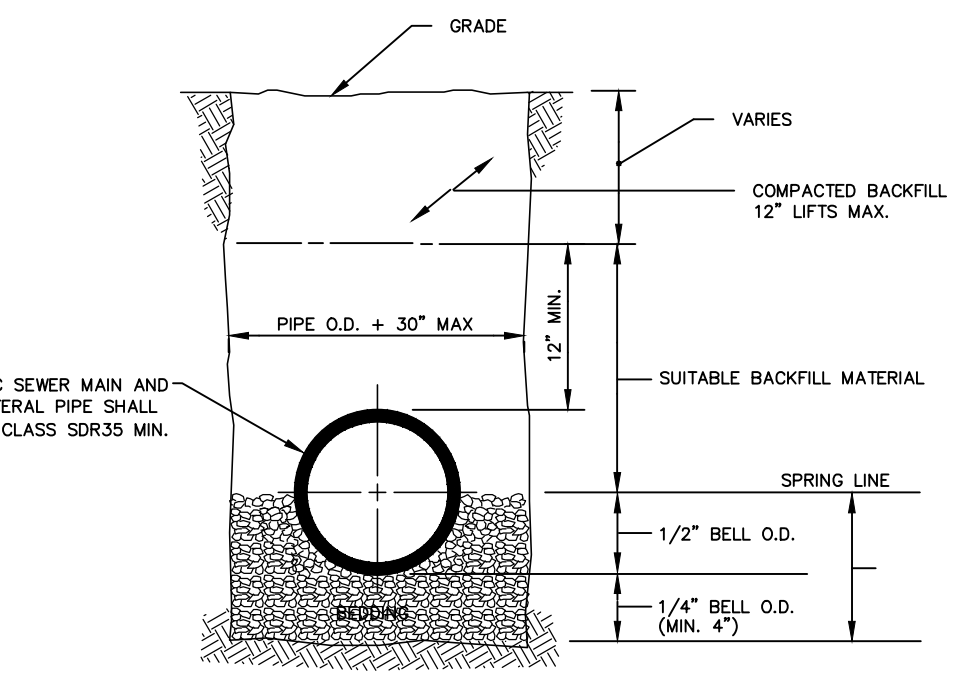
SEEPAGE PIT DETAIL
N.T.S.

CONTRACTOR'S NOTE: PROVIDE (2) 9' LONG x 4'-10" WIDE x 8'-9" DEEP, H2O DRY WELL RECHARGE TANKS AS MANUFACTURED BY MERSHON CONCRETE PRODUCTS, BORDENTOWN NJ - NO SUBSTITUTIONS. TANKS SHALL SIT ON 1'-0" THK BED OF 2" TO 3" CLEAN CRUSHED STONE AND SHALL BE SURROUNDED BY 2'-0" THK 2" TO 3" CLEAN CRUSHED STONE. STONE SHALL BE WRAPPED IN FILTER FABRIC.



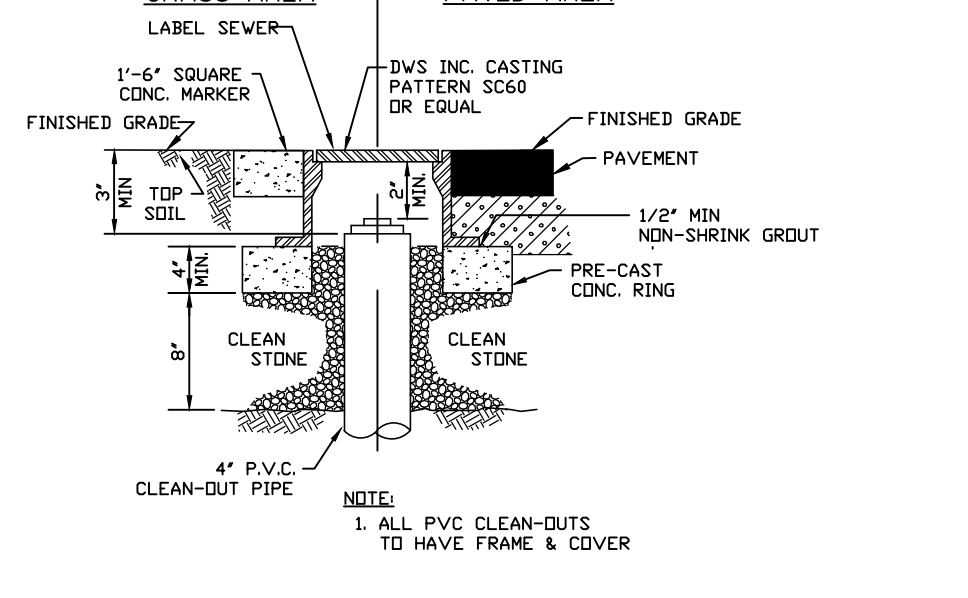
TRENCH AND PAVEMENT REPAIR DETAIL
N.T.S.

NOTES:
1. LIMIT OF PAYMENT FOR SERVICE CONNECTION, PAVING AND ADDITIONAL PAVEMENT EXCAVATION AND REPAIR.
2. MAXIMUM PAYMENT WIDTH FOR BORROW EXCAVATION SHALL BE 30" + PIPE O.D., WHEN PLACED IN A TRENCH WITH A DEPTH OF 10" OR LESS TO THE TOP OF THE PIPE. FOR TRENCHES OF GREATER DEPTH, THE MAXIMUM PAYMENT WIDTH FOR BORROW EXCAVATION SHALL BE 36" + PIPE O.D. + 1/2".
3. AT MANHOLES, 6" BITUMINOUS STABILIZED BASE IS TO BE PLACED 6" BEYOND THE TRENCH LIMIT OR 6" BEYOND DAMAGED PAVEMENT BASE COURSE WHICHEVER IS GREATER.
4. SERVICE CONNECTION TRENCHES ARE TO BE REPAIRED AS ABOVE EXCEPT MINIMUM OVERLAY PAY WIDTH SHALL BE 6".
5. ANY SUPERFICIAL SURFACE DAMAGE CAUSED BY THE CONTRACTOR OUTSIDE THE LIMIT SHOWN, SHALL BE PAVED WITH FABRIC-1. WHEN BASE COURSE OF EXISTING PAVEMENT IS DAMAGED BEYOND LIMIT SHOWN CONTRACTOR SHALL EXCAVATE 6" BEYOND DAMAGED AREA AND REPLACE IT WITH 6" BITUMINOUS STABILIZED BASE COURSE. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS PAVEMENT.
6. THICKNESS OF STABILIZED BASE SHOWN REPRESENTS THICKNESS REQUIRED AFTER MILLING IS COMPLETED. THE CONTRACTOR SHALL PAVE FLUSH WITH EXISTING PAVEMENT TO PROVIDE DRIVEABLE SURFACE FOR REQUIRED PERIOD PRIOR TO MILLING AND FINAL TOP COURSE INSTALLATION.



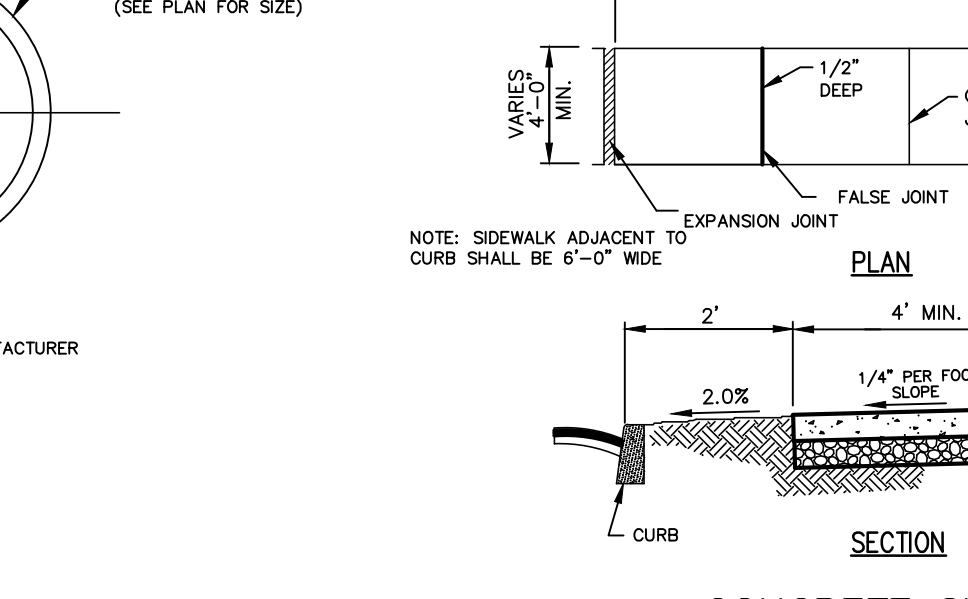
STANDARD PVC PIPE BEDDING DETAIL
N.T.S.

NOTES:
1. BEDDING SHALL BE 3/4" CLEAN CRUSHED STONE.
2. HYDROHAMMERS ARE NOT TO BE USED 3" OR LESS FROM TOP OF PIPE.



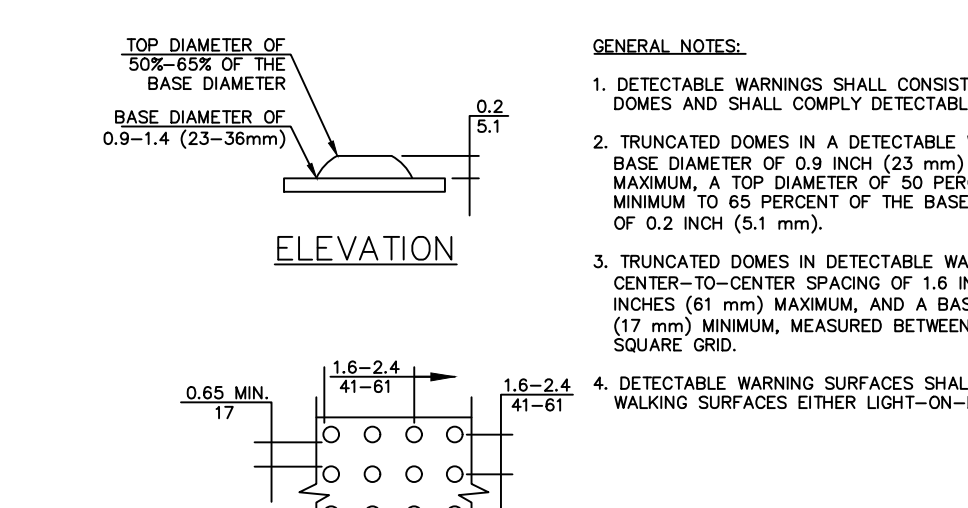
CLEAN-OUT PROTECTION BOX DETAIL
N.T.S.

NOTE:
1. ALL PVC CLEAN-OUTS TO HAVE FRAME & COVER.



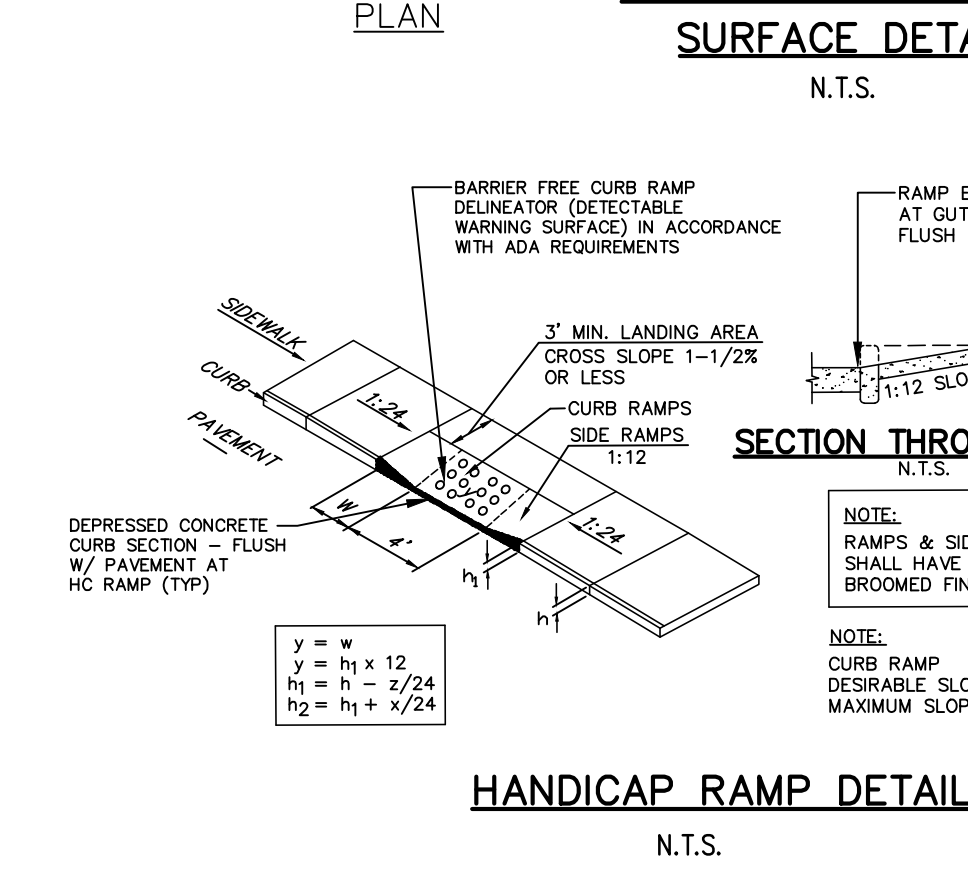
CONCRETE SIDEWALK
N.T.S.

NOTE: SIDEWALK ADJACENT TO CURB SHALL BE 6'-0" WIDE.



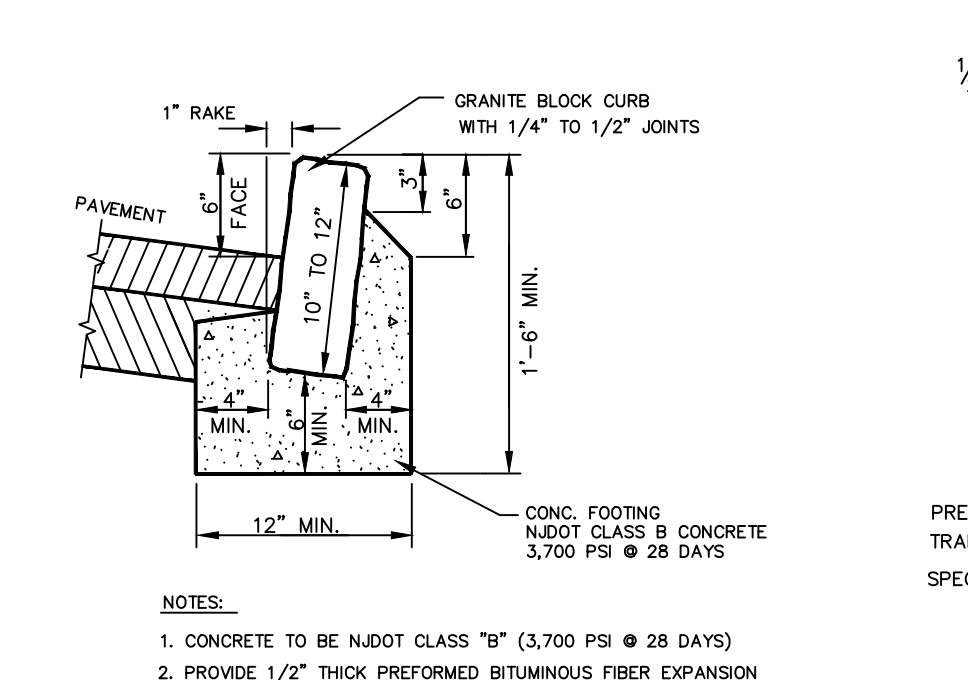
DETECTABLE WARNING SURFACE DETAIL
N.T.S.

GENERAL NOTES:
1. DETECTABLE WARNINGS SHALL CONSIST OF A SURFACE OF TRUNCATED DOMES AND SHALL COMPLY WITH THE FOLLOWING:
2. TRUNCATED DOMES IN A DETECTABLE WARNING SURFACE SHALL HAVE A BASE DIAMETER OF 0.9 INCH (23 mm) MINIMUM AND 1.4 INCHES (36 mm) MAXIMUM. A TOP DIAMETER OF 50 PERCENT OF THE BASE DIAMETER MINIMUM TO 65 PERCENT OF THE BASE DIAMETER MAXIMUM, AND A HEIGHT OF 0.2 INCH (5.1 mm).
3. TRUNCATED DOMES IN DETECTABLE WARNING SURFACE SHALL HAVE A CENTER-TO-CENTER SPACING OF 1.8 INCHES (41 mm) MINIMUM AND 2.4 INCHES (61 mm) MAXIMUM, AND A BASE-TO-BASE SPACING OF 0.65 INCH (17 mm) MINIMUM, MEASURED BETWEEN THEIR MOST ADJACENT DOMES ON A SQUARE GRID.
4. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES EITHER LIGHT-OR-DARK, OR DARK-OR-LIGHT.



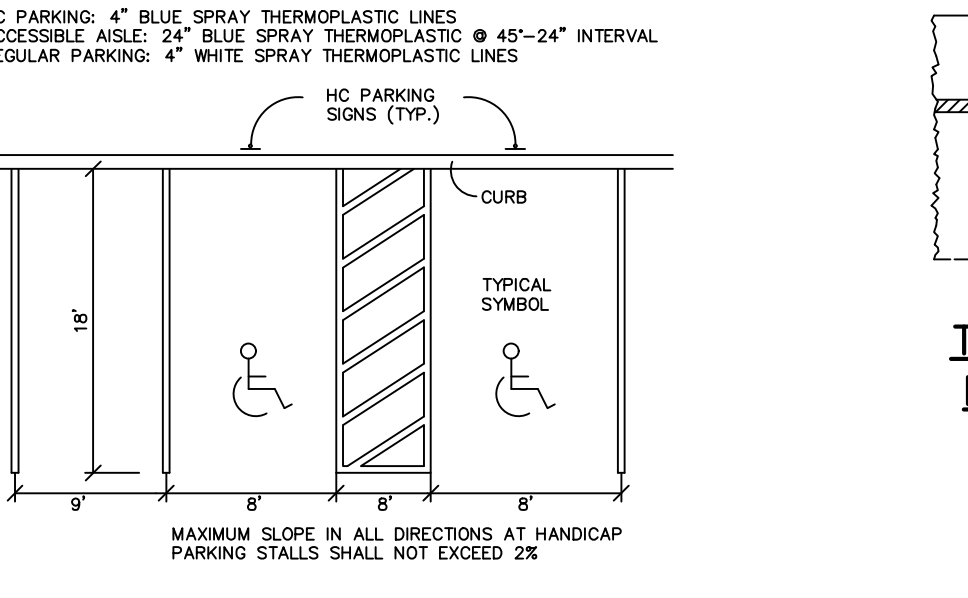
HANDICAP RAMP DETAIL
N.T.S.

NOTE: RAMP ELEVATION AT GUTTER LINE FLUSH WITH PAVEMENT.
NOTE: CURB RAMP DESIRABLE SLOPE 1:12 MAXIMUM SLOPE 1:8.



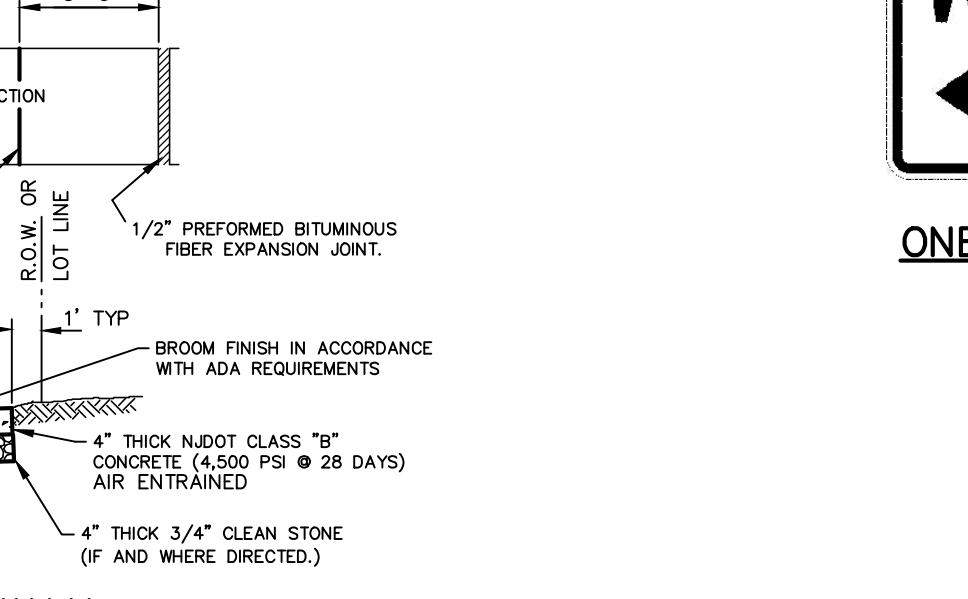
GRANITE BLOCK CURB
N.T.S.

NOTES:
1. CONCRETE TO BE N.JDOT CLASS "B" (3,700 PSI @ 28 DAYS)
2. PROVIDE 1/2" THICK PREFORMED BITUMINOUS FIBER EXPANSION JOINTS AT 20'-0" SPACING (MAX). PROVIDE FORMED DUMMY JOINTS MIDWAY BETWEEN EXPANSION JOINTS.



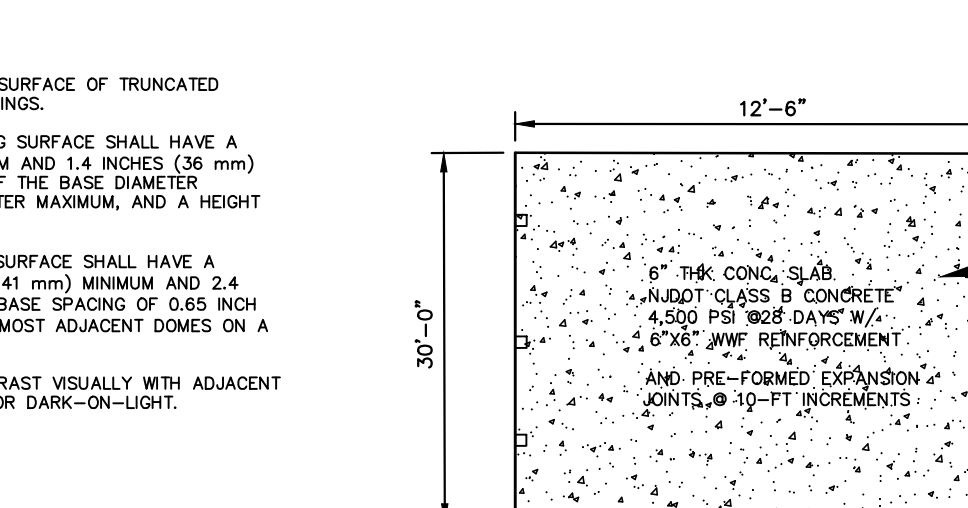
HANDICAP PARKING AND STRIPING DETAIL
N.T.S.

HC PARKING: 4" BLUE SPRAY THERMOPLASTIC LINES ACCESSIBLE AISLE: 24" BLUE SPRAY THERMOPLASTIC @ 45°-24" INTERVAL REGULAR PARKING: 4" WHITE SPRAY THERMOPLASTIC LINES



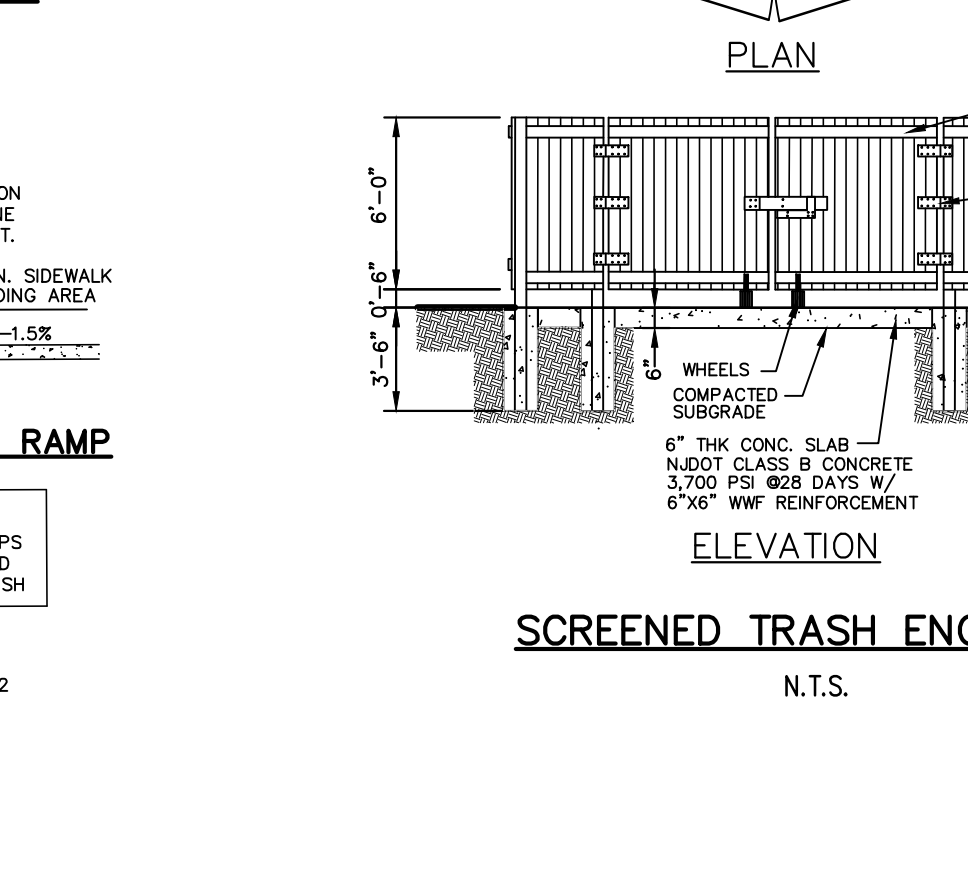
CONCRETE SIDEWALK
N.T.S.

NOTE: SIDEWALK ADJACENT TO CURB SHALL BE 6'-0" WIDE.



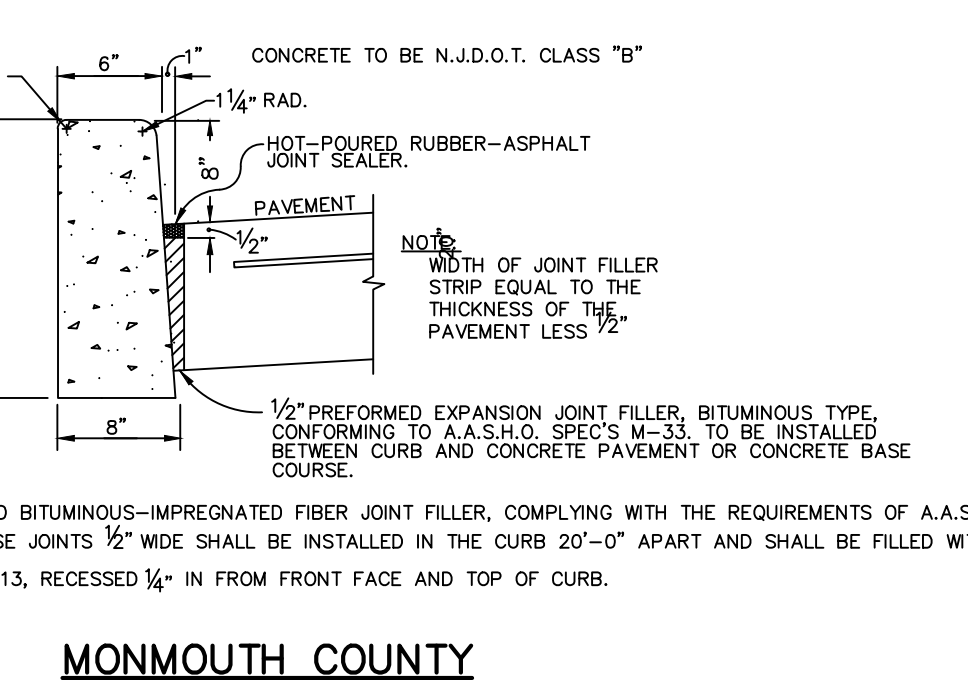
DETECTABLE WARNING SURFACE DETAIL
N.T.S.

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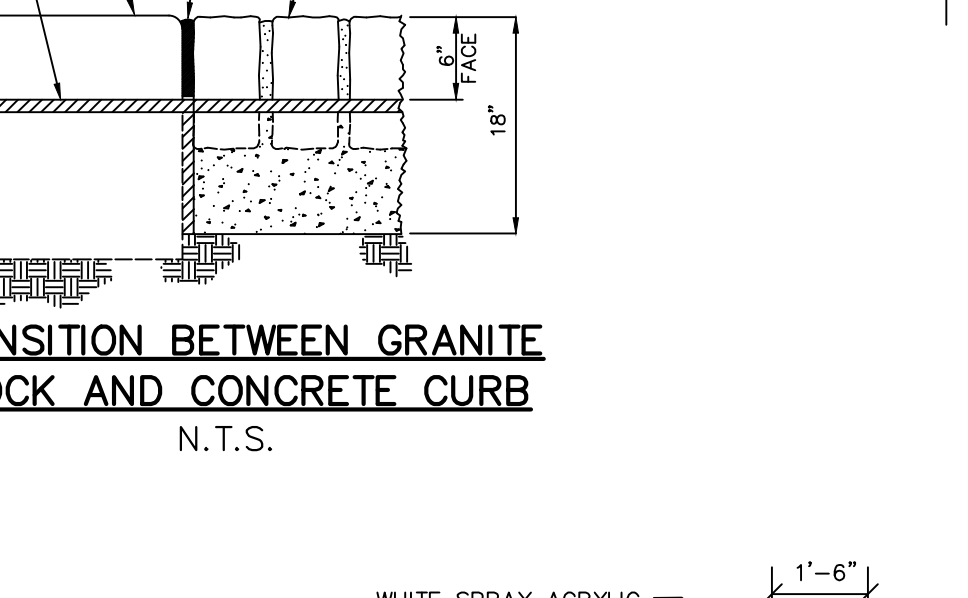
SCREENED TRASH ENCLOSURE
N.T.S.

NOTE: CURB RAMP DESIRABLE SLOPE 1:12 MAXIMUM SLOPE 1:8.

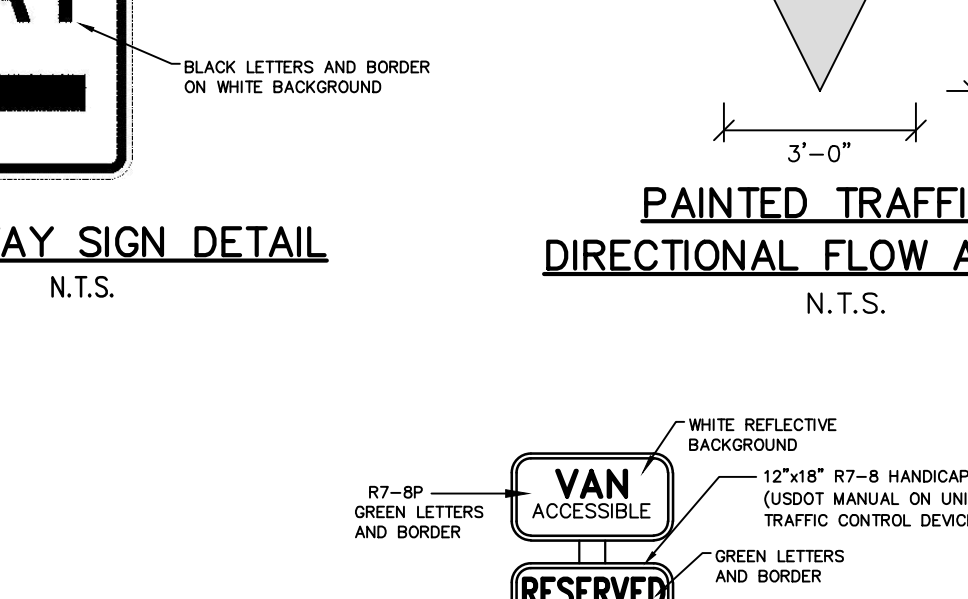


MONMOUTH COUNTY CONCRETE VERTICAL CURB
N.T.S.

PREFORMED BITUMINOUS-IMPREGATED FIBER JOINT FILLER, COMPLYING WITH THE REQUIREMENTS OF A.A.S.H.O. TRANSVERSE JOINTS 1/2" WIDE SHALL BE INSTALLED IN THE CURB 20'-0" APART AND SHALL BE FILLED WITH SPEC. M-213, RECESSED 1/4" IN FROM FRONT FACE AND TOP OF CURB.

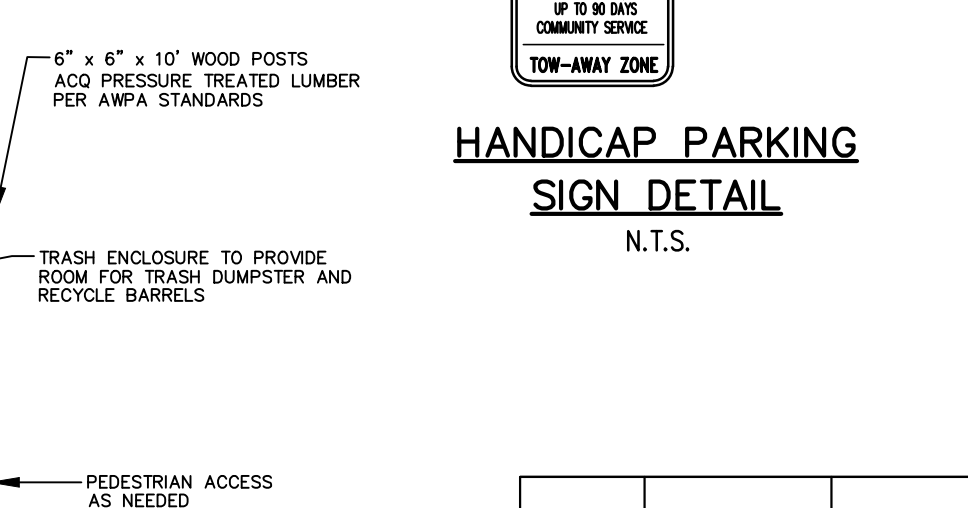


TRANSITION BETWEEN GRANITE BLOCK AND CONCRETE CURB
N.T.S.



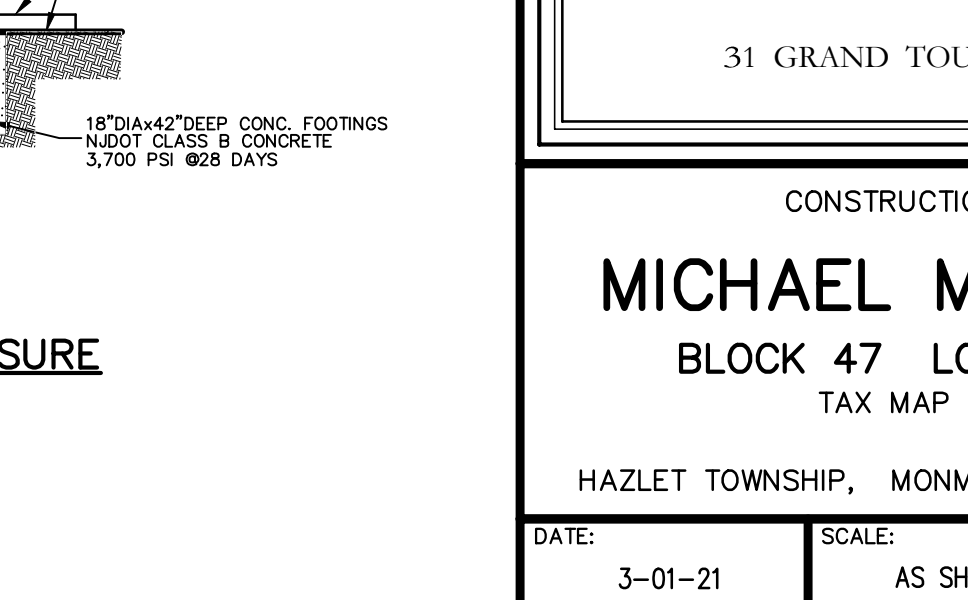
PAINTED TRAFFIC DIRECTIONAL FLOW ARROW
N.T.S.

18"x24" R6-2 SIGN (USDT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES)

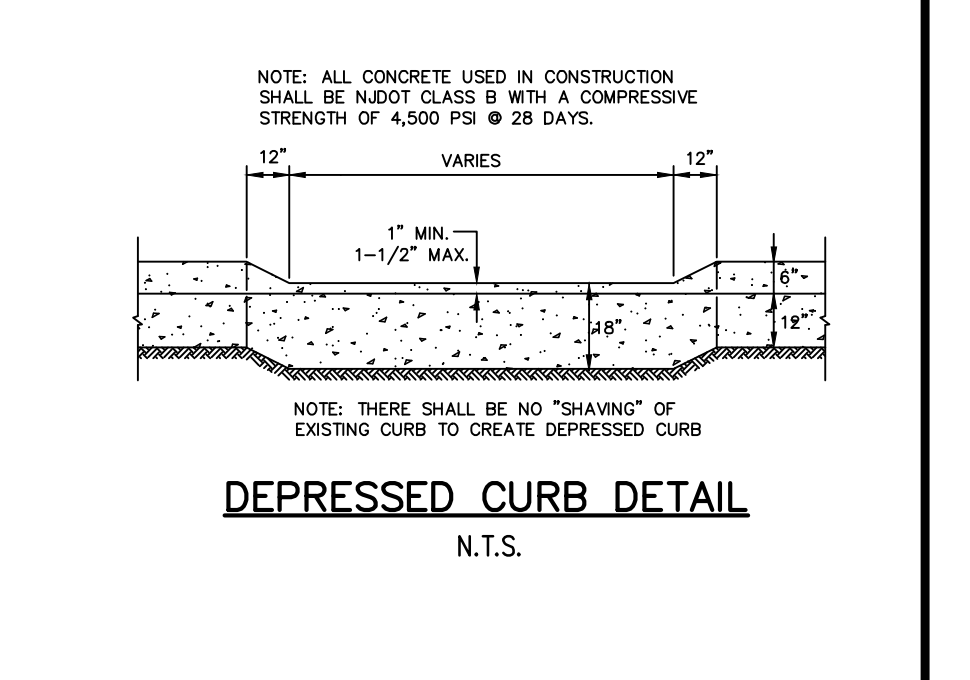


HANDICAP PARKING SIGN DETAIL
N.T.S.

12"x18" R7-B HANDICAPPED SIGN (USDT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES)

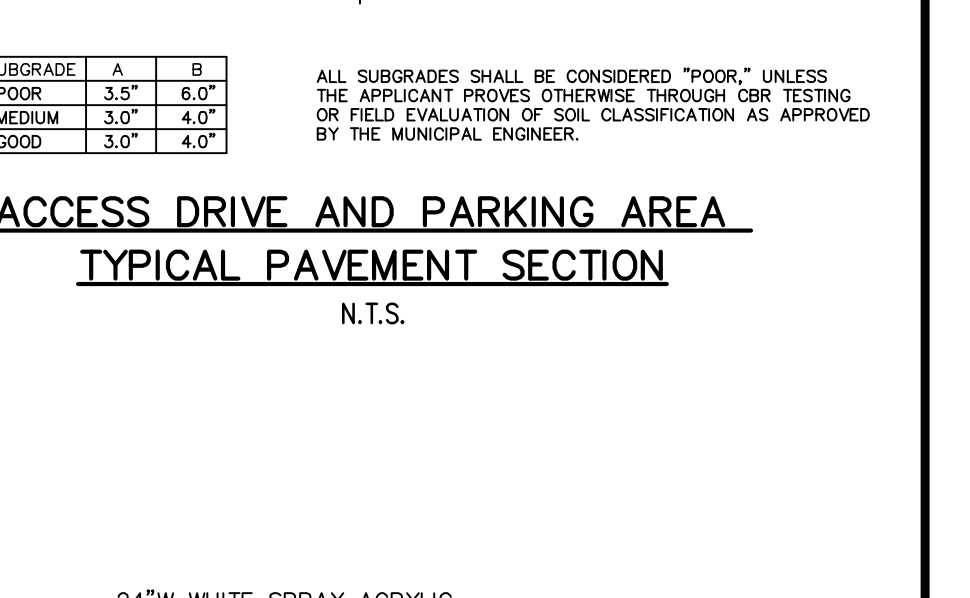


SIGN MOUNTING DETAIL
N.T.S.



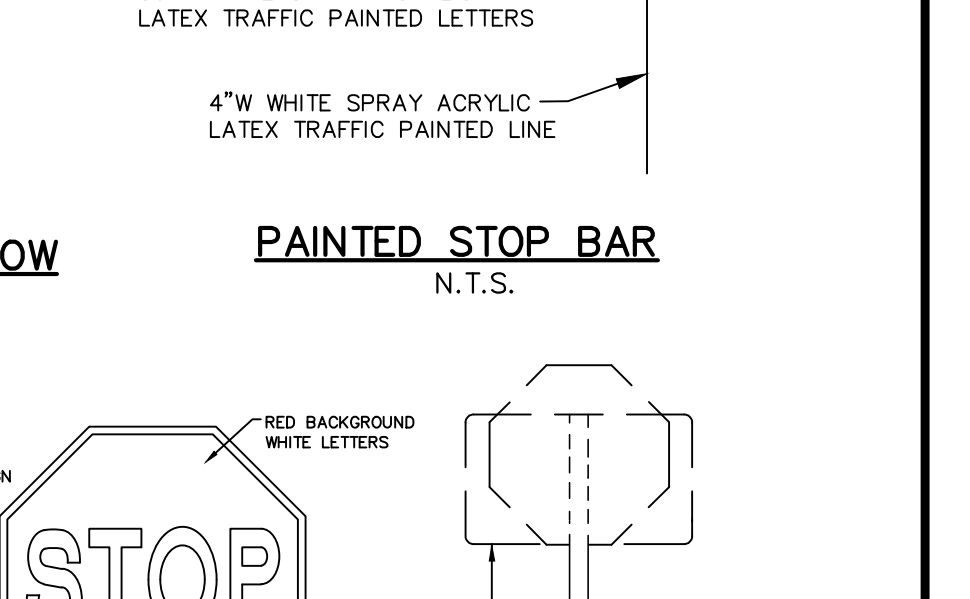
DEPRESSED CURB DETAIL
N.T.S.

NOTE: ALL CONCRETE USED IN CONSTRUCTION SHALL BE N.JDOT CLASS B WITH A COMPRESSIVE STRENGTH OF 4,500 PSI @ 28 DAYS.



ACCESS DRIVE AND PARKING AREA TYPICAL PAVEMENT SECTION
N.T.S.

ALL SUBGRADES SHALL BE CONSIDERED "POOR," UNLESS THE APPLICANT PROVES OTHERWISE THROUGH CBR TESTING OR FIELD EVALUATION OF SOIL CLASSIFICATION AS APPROVED BY THE MUNICIPAL ENGINEER.



SIGN MOUNTING DETAIL
N.T.S.

No.	DATE	REVISION	BY

EASTERN CIVIL ENGINEERING, LLC
CIVIL ENGINEERING - SURVEYING & MAPPING - LAND USE PLANNING - SITE DESIGN

31 GRAND TOUR, HIGHLANDS NJ 07732 PHONE: 732.872.7736

CONSTRUCTION DETAILS FOR
MICHAEL MARGARELLA
BLOCK 47 LOTS 2, 3, 5 & 6
TAX MAP SHEET No. 15

ANDREW R. STOCKTON
PROFESSIONAL ENGINEER & LAND SURVEYOR
NEW JERSEY LIC. NO. 35405

HAZLET TOWNSHIP, MONMOUTH COUNTY, NEW JERSEY

DATE: 3-01-21 SCALE: AS SHOWN DESIGN BY: ARS PROJECT NO.: 2001813 SHEET NO.: 9 of 9