Pine Grove Avenue, Section 1
City of Summit
Union County, New Jersey

CITY OF SUMMIT
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CITY ADMINISTRATOR
MICHAEL J. ROGERS

CITY CLERK
ROSEMARY LICATER

CITY ENGINEER
AARON SCHRAER, P.E.

PUBLIC UTILITIES
GAS: PUBLIC SERVICE ELECTRIC AND GAS (GAS)
ELECTRIC: JERSEY CENTRAL POWER & LIGHT
CABLE: COMCAST
TELEPHONE: VERSION
WATER: NEW JERSEY AMERICAN WATER CO.

FUNDING SOURCES
CITY OF SUMMIT
NEW JERSEY DEPARTMENT OF TRANSPORTATION

PROJECT AREA

PLAN LOCATION MAP
(MAP COURTESY OF GOOGLE MAPS 2018)

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JOB NO. SU-113
OCTOBER 2018

Note: This project is governed by 2007 New Jersey Department of Transportation Standard Specifications for Roadway Construction and Standard Roadway Construction/Traffic Control/Bridge Construction Details, as amended herein.

SHEET 1 OF 7
TRAFFIC CONTROL NOTES

1. ADVANCE WARNING SIGNS, DISTANCES AND TAPER LENGTHS MAY BE EXTENDED AT THE DIRECTION OF THE ENGINEER TO ADJUST FOR REDUCED VISIBILITY DUE TO HORIZONTAL AND VERTICAL CURVATURE OF THE ROADWAY.

2. PRIOR TO ANY ROAD CONSTRUCTION, TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE IN PLACE.

3. TWO (2) "ON OR ABOUT" CONSTRUCTION START DATE SIGNS SHALL BE ERECTED AT LEAST TWO (2) WEEKS PRIOR TO THE START OF CONSTRUCTION.

4. ALL CONFLICTING STRIPES SHALL BE REMOVED.

5. POLICE TRAFFIC DIRECTORS SHALL BE USED TO ASSIST IN CONTROLLING TRAFFIC INTERSECTIONS UNDER CONSTRUCTION.

6. THE MINIMUM UNOBDURCTED LANE WIDTH SHALL BE ELEVEN (11) FEET.

7. MAINTENANCE AND PROTECTION OF TRAFFIC SHALL 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, AND SHALL BE APPROVED BY THE ENGINEER.

8. ALL EXCAVATED AREAS WITHIN OR ADJACENT TO THE ROADWAY SHALL BE BACKFILLED AND PLACED ON A MINIMUM 1:6 SLOPE PRIOR TO THE END OF EACH WORK DAY.

9. HOT MIX ASPHALT PLACED DURING THE VARIOUS CONSTRUCTION STAGES SHALL BE TRANSITIONED ON A MINIMUM 1:20 SLOPE TO MEET THE ADJACENT EXISTING GRADE AT THE LONGITUDINAL AND TRANSVERSE LIMITS OF THE STAGE CONSTRUCTION AREAS UNLESS OTHERWISE NOTED ON THE PLANS.

10. THE PLACEMENT AND/OR RELOCATION OF CONSTRUCTION BARRIER CURBS SHALL BE DONE DURING APPROVED OFF-PEAK HOURS WHEN TRAFFIC MAY BE REDUCED TO ONE LANE IN EACH DIRECTION.

11. THE FINAL HOT MIX ASPHALT SURFACE PAVEMENT SHALL NOT BE CONSTRUCTED UNTIL THE FINAL STAGE OF THE PROJECT. MANHOLES AND INLETS SHALL BE SET TO FINISHED GRADE AND TEMPORARY PAVEMENT RAMPS ARE TO BE CONSTRUCTED AROUND THEM WITH A MINIMUM 1:20 SLOPE IN ALL DIRECTIONS USING HOT MIX ASPHALT PAVEMENT. THIS TEMPORARY MATERIAL WILL BE REMOVED IMMEDIATELY PRIOR TO PLACING THE SURFACE COURSE.

TYPICAL INTERSECTION STRIPING

1. STOP BARS SHALL BE PLACED 4 FT. FROM CURB. DOUBLE SOLID STRIPES STOP BARS SHALL BE SOLID WHITE 1/2 INCH AT NON-SIGNALIZED INTERSECTIONS, SOLID WHITE 2 INCH AT SIGNALIZED INTERSECTIONS. IN THE ABSENCE OF A MARKED CURB, THE STOP LINE SHALL BE PLACED 4 FT. FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.

2. ALL TRAFFIC STRIPES ARE TO BE THERMOPLASTIC.

3. ALL TRAFFIC MARKINGS, INCLUDING CROSSWALKS AND STOP BARS, ARE TO BE THERMOPLASTIC.

4. DOUBLE YELLOW CENTERLINES SHALL BE 4" WIDE.

5. DOUBLE YELLOW CENTERLINES DOWN SIDE STREETS AT INTERSECTIONS SHALL BE SET IN LINES. STRIPING SHALL EXTEND BEYOND LIMITS OF PAVING, IF REQUIRED. CONFLICTING EXISTING STRIPES AND MARKINGS SHALL BE REMOVED.

6. PAVEMENT WORD MARKINGS SHALL BE 6 FT. IN HEIGHT.

7. STRIPING SHALL EXTEND BEYOND LIMITS OF PAVING, IF REQUIRED.

8. EXISTING STRIPING IN CONFLICT WITH PROPOSED SHALL BE REMOVED AT NO EXTRA COST.

ROOF LEADER CONNECTION

Note: All other equipment not shown in the view shown in the view on the following page in the drawing. All equipment shall be kept in a safe location prior to placing the surface course.

PINE GROVE AVENUE, SECTION 1
CONSTRUCTION DETAILS – 3–

SU-113-DS