

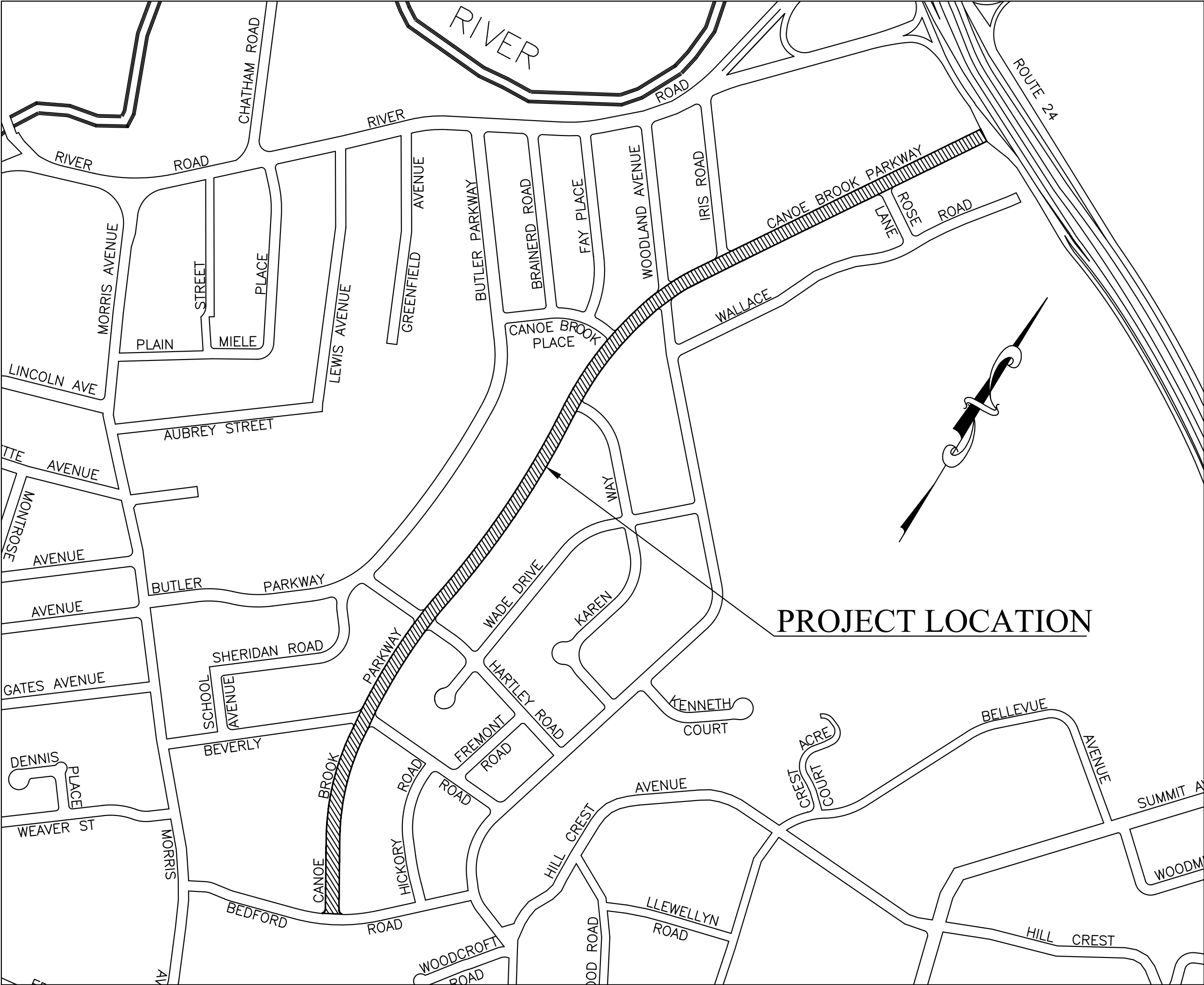
# CANOE BROOK PARKWAY IMPROVEMENT PROJECT

## GENERAL CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE SUMMIT POLICE DEPARTMENT 72 HOURS PRIOR TO THE START OF ANY WORK AND SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITHIN 30 DAYS OF THE DAY THE PROJECT IS AWARDED TO CONTRACTOR.
2. ALL PROPOSED ADA CURB RAMPS SHALL COMPLY WITH THE LATEST ADA STANDARDS FOR ACCESSIBLE DESIGN.
3. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ACCESS TO ALL DRIVEWAYS AND AT ANY VERTICAL TRANSITIONS DURING CONSTRUCTION AND AT THE END OF EACH WORK DAY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A TEMPORARY HOT MIX ASPHALT RAMP TO PROVIDE A SMOOTH RIDING SURFACE AT DRIVEWAYS AND AT ANY VERTICAL TRANSITIONS, AS DIRECTED BY THE ENGINEER. ANY EXCAVATED AREAS WITHIN THE ROADWAY SHALL RECEIVE A TEMPORARY ASPHALT TOPPING BY THE END OF EACH WORK DAY. EXPOSED D.G.A. AT THE ROAD SURFACE WILL NOT BE PERMITTED. METAL PLATES MUST ALSO BE MADE AVAILABLE AND MAY BE USED AT THE DISCRETION OF THE ENGINEER OR TO PROVIDE ACCESS FOR EMERGENCY SERVICE VEHICLES. NO SEPARATE PAYMENT SHALL BE MADE FOR TEMPORARY ASPHALT. ALL COSTS ASSOCIATED WITH TEMPORARY ASPHALT MEASURES, INCLUDING METAL PLATES, SHALL BE INCLUDED IN THE VARIOUS BID ITEMS FOR THE PROJECT.
4. ALL ROADWAY AREA IS TO BE PROOF ROLLED AFTER MILLING AND BEFORE FINAL PAVING AT THE ENGINEERS DISCRETION. PROOF ROLLING MUST BE COMPLETED WITH A LOADED DUMP TRUCK IN THE PRESENCE OF THE ENGINEER OR PROJECT INSPECTOR. COSTS SHALL BE INCLUDED IN BID ITEM FOR MILLING.
5. ALLOWABLE START TIME IS 8:00 AM FOR ALL WORK. THE CONTRACTOR SHALL MAKE PROVISIONS FOR MATERIAL AND EQUIPMENT STORAGE. THE CONTRACTOR SHALL COORDINATE THE STORAGE OF MATERIAL AND EQUIPMENT WITH THE ENGINEER AND THE POLICE DEPARTMENT.
6. ALL TRAFFIC CONTROL AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE M.U.T.C.D. AND MUNICIPAL TRAFFIC ORDINANCES. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS TO THE POLICE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO THE START OF WORK. TRAFFIC CONTROL PLANS SHALL INCLUDE AT A MINIMUM, THE FOLLOWING SITUATIONS: 1)ROAD CLOSED, 2)LANE CLOSED, 3)SHOULDER CLOSED. THE CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC CONTROL ON THE PROJECT. ALL REQUESTS FOR POLICE SERVICE FROM THE CITY SHALL BE SUBMITTED 72 HOURS BEFORE BEGINNING CONSTRUCTION OPERATIONS THAT REQUIRE POLICE SERVICES. CONTRACTOR MUST NOTIFY POLICE DEPARTMENT OF CANCELLATIONS 24 HOURS IN ADVANCE OR WILL BE SOLELY RESPONSIBLE FOR A MINIMUM CHARGE OF (4) HOURS. THE CITY OF SUMMIT WILL PAY THE COST DIRECTLY TO THE OFFICERS HIRED FOR ALL SCHEDULED TIME.
7. NO DRAINS ARE TO BE INSTALLED UNDER DRIVEWAY APRONS OR THROUGH DROP CURBS.
8. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ALL UTILITIES TO RAISE OR LOWER MANHOLES, METERS, VALVES, ETC. TO GRADE AS WORK PROGRESSES. THE LOCATIONS OF SUBSURFACE UTILITIES ARE APPROXIMATE AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES. THE CONTRACTOR IS RESPONSIBLE TO CALL FOR A MARK OUT OF UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION.
9. THE CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ANY DAMAGED CONCRETE BEFORE ACCEPTANCE OF THE PROJECT BY THE CITY AT NO ADDITIONAL COST. THIS INCLUDES CONCRETE THAT WAS MARKED, STEPPED IN OR STAMPED ONCE POURED, BUT PRIOR TO SETTING.
10. THE CONTRACTOR IS RESPONSIBLE TO PROTECT ALL TREES WITHIN THE PROJECT DURING CONSTRUCTION, UNLESS A TREE IS NOTED TO BE REMOVED ON THESE PLANS. DAMAGE TO EXISTING TREES WILL BE EVALUATED BY THE CITY FORESTER. THE PROJECT SPECIFICATIONS IMPOSE A PENALTY OF \$500 PER INCIDENT OF DAMAGE TO ANY TREE. ALL COSTS RELATED TO TREE PROTECTION ARE TO BE INCLUDED IN THE BID ITEM "MOBILIZATION".
11. NO SEPARATE PAYMENT SHALL BE MADE FOR ANY SAW CUTTING REQUIRED ON THE PROJECT. COSTS FOR SAW CUTTING SHALL BE INCLUDED IN THE VARIOUS ITEMS IN THE BID PROPOSAL.
12. THE CONTRACTOR IS RESPONSIBLE TO REPLACE/RESET ANY SPRINKLERS AND DOG FENCING DAMAGED/DISTURBED DURING CONSTRUCTION. THE COST FOR REPAIR/RESET SPRINKLERS AND REPAIRING DOG FENCING SHALL BE INCLUDED IN THE VARIOUS ITEMS IN THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING PROPERTY OWNERS FOR THE LOCATION OF THE SPRINKLERS AND DOG FENCES PRIOR TO THE START OF WORK.
13. NO SEPARATE PAYMENT SHALL BE MADE FOR THE RESETTING OR REPLACEMENT OF ANY WALKWAYS CONSTRUCTED OF GRANITE BLOCK, BRICK, BRICK PAVERS, STONE, SLATE, ETC. ALL PRIVATE WALKWAYS SHALL BE RESET TO MEET FLUSH WITH ANY NEW SIDEWALK PROPOSED. NO SEPARATE PAYMENT SHALL BE MADE FOR THE INSTALLATION OF CURB ALONG DRIVEWAY APRONS AND DRIVEWAYS WHERE CURBING CURRENTLY EXISTS. COST TO BE INCLUDED IN THE VARIOUS BID ITEMS.
14. ALL PAVEMENT STRIPING & MARKINGS SHALL BE THERMOPLASTIC PER NDOT STANDARDS.
15. THE CONTRACTOR IS RESPONSIBLE FOR THE STAKEOUT AND LAYOUT OF THE PROJECT. THE STAKEOUT AND LAYOUT IS TO BE PERFORMED BY A NEW JERSEY PROFESSIONAL LAND SURVEYOR. ALL COSTS ASSOCIATED WITH THE STAKEOUT AND LAYOUT OF THE PROJECT ARE TO BE INCLUDED IN THE BID ITEM "CONSTRUCTION LAYOUT". ALL GRADES ARE TO BE SET IN THE FIELD BY THE LAND SURVEYOR. THE CONTRACTOR IS TO SUBMIT TO THE ENGINEER A PROFILE WITH THE SET GRADES PRIOR TO THE BEGINNING OF CONSTRUCTION. THE PROFILE IS SUBJECT TO THE APPROVAL OF THE ENGINEER. ADJUSTMENTS CAN BE MADE IN THE FIELD DURING CONSTRUCTION UPON CONSULTATION WITH THE CITY ENGINEER.
16. SHOP DRAWINGS ARE TO BE SUBMITTED FOR ALL PROPOSED DRAINAGE STRUCTURES, SIGNS & POSTS, AND ANY CONCRETE FOOTINGS FOR REVIEW AND APPROVAL BY THE CITY ENGINEER OR THEIR REPRESENTATIVE. ALL DRAINAGE STRUCTURES AND FOOTINGS MUST BE DESIGNED BY A NEW JERSEY PROFESSIONAL ENGINEER.
17. ALL MATERIALS, WORKMANSHIP AND CONSTRUCTION FOR THE IMPROVEMENTS SHOWN SHALL BE IN ACCORDANCE WITH THE NEW JERSEY DEPARTMENT OF TRANSPORTATION "2019 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND ALL APPLICABLE AMENDMENTS.
18. EXISTING CLEANOUTS LOCATED WITHIN EXTENTS OF NEW SIDEWALK SHALL BE RESET TO BE FLUSH WITH GRADE OR FINISHED CONCRETE SURFACE AND MUST BE ADA COMPLIANT. CLEANOUTS LOCATED WITHIN THE SIDEWALK SHALL INCLUDE A BRASS CAP. ALL COSTS RELATED TO CLEANOUTS TO BE INCLUDED IN THE BID ITEM "CONCRETE SIDEWALK"
19. EXISTING PIPE DISCHARGES THROUGH CURB SHALL BE MAINTAINED. RECONSTRUCT PIPE DISCHARGES AS NEEDED IF SIDEWALK CONFLICT ARISES. CONTRACTOR MAY USE LOW PROFILE EMITTERS FOR ADDITIONAL CLEARANCE. RECONSTRUCT CURB AT PIPE PENETRATION AS NEEDED. ALL COSTS RELATED TO RECONSTRUCTING AND/OR MODIFYING CURB DISCHARGES TO BE INCLUDED IN THE BID ITEM "CONCRETE SIDEWALK"
20. ANY MATERIALS OR DEBRIS REMOVED FROM THE SITE SHALL BE DONE SO IN ACCORDANCE WITH ALL APPLICABLE MUNICIPAL, STATE AND FEDERAL REGULATIONS.
21. NO SEPARATE PAYMENT SHALL BE MADE FOR THE INSTALLATION AND MAINTENANCE OF ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES, UNLESS NOTED OTHERWISE. ALL COSTS ARE TO BE INCLUDED IN THE BID ITEM "MOBILIZATION".
22. SITE SURVEY PROVIDED BY BOSWELL ENGINEERING. PHONE: (201) 641 - 0770.
23. ANY PROPOSED PAVEMENT THICKNESS NOTED HEREIN SHALL BE POST-COMPACTION, UNLESS OTHERWISE NOTED.
24. WHERE SIDEWALK IS PROPOSED AT LOCATIONS WITH EXISTING CURB DISCHARGES, CONTRACTOR SHALL MODIFY CURB DISCHARGES USING LOW PROFILE EMITTERS, AS REQUIRED, TO PROVIDE ADEQUATE COVER FOR SIDEWALK CONSTRUCTION. NO SEPARATE PAYMENT SHALL BE MADE FOR LABOR OR MATERIAL ASSOCIATED SUCH A MODIFICATION. ALL COSTS ASSOCIATED THE MODIFICATION SHALL BE INCLUDED IN THE BID ITEM FOR "CONCRETE SIDEWALK, 4" THICK."
25. CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING TEST PITS AT THE LOCATION OF ANY PROPOSED UTILITY, STORM, OR SANITARY STRUCTURES AND/OR PIPES. ANY POTENTIAL CONFLICTS, RESULTING FROM THE TEST PITS, SHALL BE BROUGHT TO THE ATTENTION OF THE CITY ENGINEER PRIOR TO INSTALLING THE PROPOSED INFRASTRUCTURE. ALL COSTS ASSOCIATED WITH TEST PITS SHALL BE INCLUDED IN THE BID ITEM "EXCAVATION, TEST PIT"
26. NO SEPARATE PAYMENT SHALL BE MADE FOR FLAGGERS. ALL COSTS FOR FLAGGERS SHALL BE INCLUDED IN VARIOUS ITEMS IN THE BID PROPOSAL.
27. NO SEPARATE PAYMENT SHALL BE MADE FOR THE EXCAVATION OF UNCLASSIFIED MATERIAL ASSOCIATED WITH HMA PAVEMENT REPAIR. ALL COSTS ASSOCIATED WITH THE EXCAVATION, UNCLASSIFIED, AND DISPOSAL OF THE EXISTING SUBBASE AND PLACEMENT OF DENSE GRADED AGGREGATE SHALL BE INCLUDED IN THE BID ITEM "HMA PAVEMENT REPAIR."
28. NO SEPARATE PAYMENT SHALL BE MADE FOR THE EXCAVATION OF UNCLASSIFIED MATERIAL ASSOCIATED WITH THE INSTALLATION OF NEW OR REPLACEMENT CURBING. ALL COSTS ASSOCIATED WITH EXCAVATION SHALL BE INCLUDED IN THE BID ITEM "GRANITE BLOCK CURB".
29. ALL MATERIALS, WORKMANSHIP AND CONSTRUCTION FOR THE IMPROVEMENTS SHOWN SHALL BE IN ACCORDANCE WITH THE NEW JERSEY DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2019" AND ALL APPLICABLE AMENDMENTS.
30. NO SEPARATE PAYMENT SHALL BE MADE FOR HMA PROFILE MILLING. ALL COSTS ASSOCIATED WITH PROFILE MILLING SHALL BE PAID UNDER BID ITEM "HMA MILLING, 2" OR LESS."
31. ANY TYPE 'B' OR TYPE 'D' INLETS IDENTIFIED HEREIN FOR RECONSTRUCTION SHALL INCLUDE NEW NEW TYPE 'N' ECO-HEAD CURB PIECE AND BICYCLE SAFE GRATE. ALL COSTS ARE TO BE INCLUDED IN THE BID ITEM FOR THE RESETTING OR RECONSTRUCTING OF THE INLET.
32. CCTV OF SANITARY AND STORM SEWER PIPES WITHIN THE PROJECT AREA SHALL BE PERFORMED AND FOOTAGE SUBMITTED TO THE CITY ENGINEER FOR REVIEW. REPAIRS SHALL BE MADE TO SEWERS, AT THE DISCRETION OF THE CITY ENGINEER, PRIOR TO MILLING AND PAVING OPERATIONS.

| INDEX OF SHEETS |                                                 |
|-----------------|-------------------------------------------------|
| SHEET           | DESCRIPTION                                     |
| 1               | COVER SHEET                                     |
| 2-5             | CONSTRUCTION PLANS                              |
| 6-9             | SOIL EROSION & SEDIMENT CONTROL PLANS           |
| 10              | SOIL EROSION & SEDIMENT CONTROL NOTES & DETAILS |
| 11-12           | CONSTRUCTION DETAILS                            |
| 1 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 2 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 3 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 4 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 5 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 6 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 7 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 8 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |
| 9 OF 9          | EXISTING CONDITIONS PLAN (PROVIDED BY BOSWELL)  |

Survey Note:  
The contractor is responsible for stakeout and vertical control of the project. Stakeout is required for the project. AutoCAD drawings are available for this project upon request. Cut sheets shall be submitted prior to the start of any work.



LOCATION MAP  
N.T.S.

## UTILITIES

Public Service Electric & Gas Co.  
48 Middle Avenue  
Summit, NJ 07901

Jersey Central Power and Light  
300 Madison Avenue  
Morristown, NJ 07960

Comcast Cablevision of New Jersey  
300 Rahway Avenue 07901  
Union, NJ 07083



Verizon  
445 Georges Road  
North Brunswick, NJ 08902

City of Summit  
Division of Public Works  
41 Chatham Road  
Summit, NJ 07901

New Jersey American Water Co.  
167 JFK Parkway  
Short Hills, NJ 07078

## SUMMARY OF QUANTITIES

| BASE BID ITEM                            | DESCRIPTION                                                | UNIT | QTY    |
|------------------------------------------|------------------------------------------------------------|------|--------|
| <b>GENERAL WORK</b>                      |                                                            |      |        |
| 1                                        | MOBILIZATION                                               | LS   | 1      |
| 2                                        | CLEARING SITE                                              | LS   | 1      |
| 3                                        | FINAL CLEANUP                                              | LS   | 1      |
| 4                                        | BREAKAWAY BARRICADE                                        | UNIT | 25     |
| 5                                        | DRUM                                                       | UNIT | 30     |
| 6                                        | TRAFFIC CONE                                               | UNIT | 40     |
| 7                                        | CONSTRUCTION SIGNS                                         | SF   | 500    |
| 8                                        | CONSTRUCTION IDENTIFICATION SIGN, 48" X 36"                | UNIT | 5      |
| 9                                        | CONSTRUCTION LAYOUT                                        | LS   | 1      |
| 10                                       | UTILITY COORDINATION                                       | LS   | 1      |
| 11                                       | INLET FILTER, TYPE 1                                       | SF   | 350    |
| 12                                       | FUEL PRICE ADJUSTMENT                                      | DOLL | DOLL   |
| 13                                       | ASPHALT PRICE ADJUSTMENT                                   | DOLL | DOLL   |
| <b>ROADWAY, CURBING &amp; ADA</b>        |                                                            |      |        |
| 14                                       | HMA MILLING, 2" OR LESS                                    | SY   | 23,000 |
| 15                                       | HOT MIX ASPHALT PAVEMENT REPAIR                            | SY   | 1,150  |
| 16                                       | HOT MIX ASPHALT 9.5M64 SURFACE COURSE                      | TON  | 3,105  |
| 17                                       | EXCAVATION, TEST PIT                                       | CY   | 50     |
| 18                                       | EXCAVATION, UNCLASSIFIED                                   | CY   | 50     |
| 19                                       | GRANITE BLOCK CURB                                         | LF   | 1,200  |
| 20                                       | REPORTING EXISTING GRANITE BLOCK CURB                      | LF   | 250    |
| 21                                       | CONCRETE SIDEWALK, 4" THICK                                | SY   | 2,000  |
| 22                                       | DETECTABLE WARNING SURFACE                                 | SY   | 35     |
| 23                                       | CONCRETE DRIVEWAY, 6" THICK                                | SY   | 360    |
| 24                                       | HOT MIX ASPHALT DRIVEWAY 4" THICK                          | SY   | 500    |
| 25                                       | RESET EXISTING BRICK OR BLOCK                              | SY   | 55     |
| 26                                       | TRAFFIC STRIPES, 4" THICK                                  | LF   | 1,500  |
| 27                                       | TRAFFIC STRIPES, 12" THICK                                 | LF   | 350    |
| 28                                       | TRAFFIC STRIPES, 24" THICK                                 | LF   | 1,200  |
| 29                                       | TRAFFIC MARKINGS SYMBOLS                                   | SF   | 250    |
| 30                                       | REMOVAL OF TRAFFIC STRIPES                                 | LF   | 100    |
| 31                                       | DECORATIVE HIGH TRAFFIC PAVEMENT SURFACING                 | SY   | 425    |
| <b>UTILITIES</b>                         |                                                            |      |        |
| 32                                       | RESET MANHOLE, SANITARY SEWER, USING NEW CASTING           | UNIT | 28     |
| 33                                       | VIDEO INSPECTION OF SEWER                                  | LF   | 5,500  |
| 34                                       | RESET MANHOLE, STORM SEWER, USING NEW CASTING              | UNIT | 11     |
| 35                                       | RESET INLET, TYPE B, USING NEW CASTING                     | UNIT | 35     |
| 36                                       | RECONSTRUCTED INLET, TYPE B, USING NEW CASTING             | UNIT | 1      |
| 37                                       | INLET, TYPE B                                              | UNIT | 1      |
| 38                                       | RECONSTRUCTED MANHOLE, SANITARY SEWER, USING NEW CASTING   | UNIT | 1      |
| 39                                       | RECONSTRUCTED MANHOLE, USING NEW CASTING                   | UNIT | 1      |
| 40                                       | 12" REINFORCED CONCRETE PIPE, CLASS V                      | LF   | 92     |
| 41                                       | POLYVINYL CHLORIDE SEWER PIPE                              | LF   | 50     |
| 42                                       | VIDEO INSPECTION OF PIPE                                   | LF   | 9,000  |
| 43                                       | RESET GAS VALVE BOX                                        | UNIT | 20     |
| 44                                       | RESET WATER VALVE BOX                                      | UNIT | 20     |
| 45                                       | SEWER REPAIR, IF AND WHERE DIRECTED, 10' LENGTH, 10' DEPTH | UNIT | 5      |
| <b>LANDSCAPING</b>                       |                                                            |      |        |
| 46                                       | TOPSOIL SPREADING, 4" THICK                                | SY   | 3000   |
| 47                                       | FERTILIZING AND SEEDING, TYPE A-3,                         | SY   | 3000   |
| 48                                       | STRAW MULCHING                                             | SY   | 3000   |
| 49                                       | BORROW TOPSOIL                                             | CY   | 250    |
| 50                                       | TREE REMOVAL, OVER 10" TO 36"                              | UNIT | 14     |
| 51                                       | TREE REMOVAL, OVER 36"                                     | UNIT | 1      |
| <b>STREET SIGNS &amp; PARKING METERS</b> |                                                            |      |        |
| 52                                       | REGULATORY AND WARNING SIGN                                | UNIT | 20     |
| 53                                       | STREET NAME SIGN & POST                                    | UNIT | 8      |

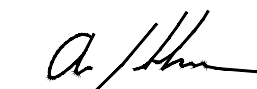
Project Safety Note:  
The contractor(s) working on the project are responsible to ensure that all safety regulations of the Occupational Safety and Health Administration (OSHA) and the requirements of the State of New Jersey Department of Labor and Industry shall be adhered to on this project and that he or she shall instruct his or her personnel to follow these regulations. These regulations include, but are not limited to, the regulations concerning Trench Excavation, Competent Persons and Confined Space Regulations.

Specifications Note:  
New Jersey Department of Transportation Standard Specifications for Road and Bridge Construction 2019 and all of its amendments and Baseline Document Changes are to govern all construction here in.

Funding Note:  
This project is funded by the City of Summit and an NJDOT Local Transportation Projects Fund Grant

CANOE BROOK PARKWAY IMPROVEMENT PROJECT  
ENTIRE LENGTH  
COVER SHEET

CITY OF SUMMIT UNION CO., N.J.  
DIVISION OF ENGINEERING  
DEPARTMENT OF COMMUNITY SERVICES  
512 SPRINGFIELD AVENUE  
SUMMIT, NJ 07901  
UNION COUNTY

  
Aaron J. Schrager  
Professional Engineer  
New Jersey Lic. No. 46143  
City Engineer

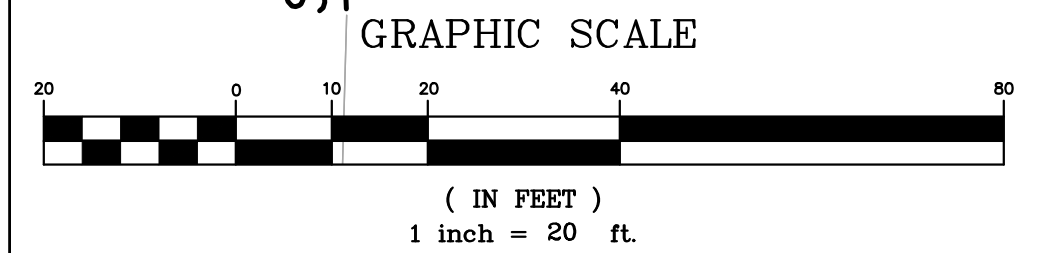
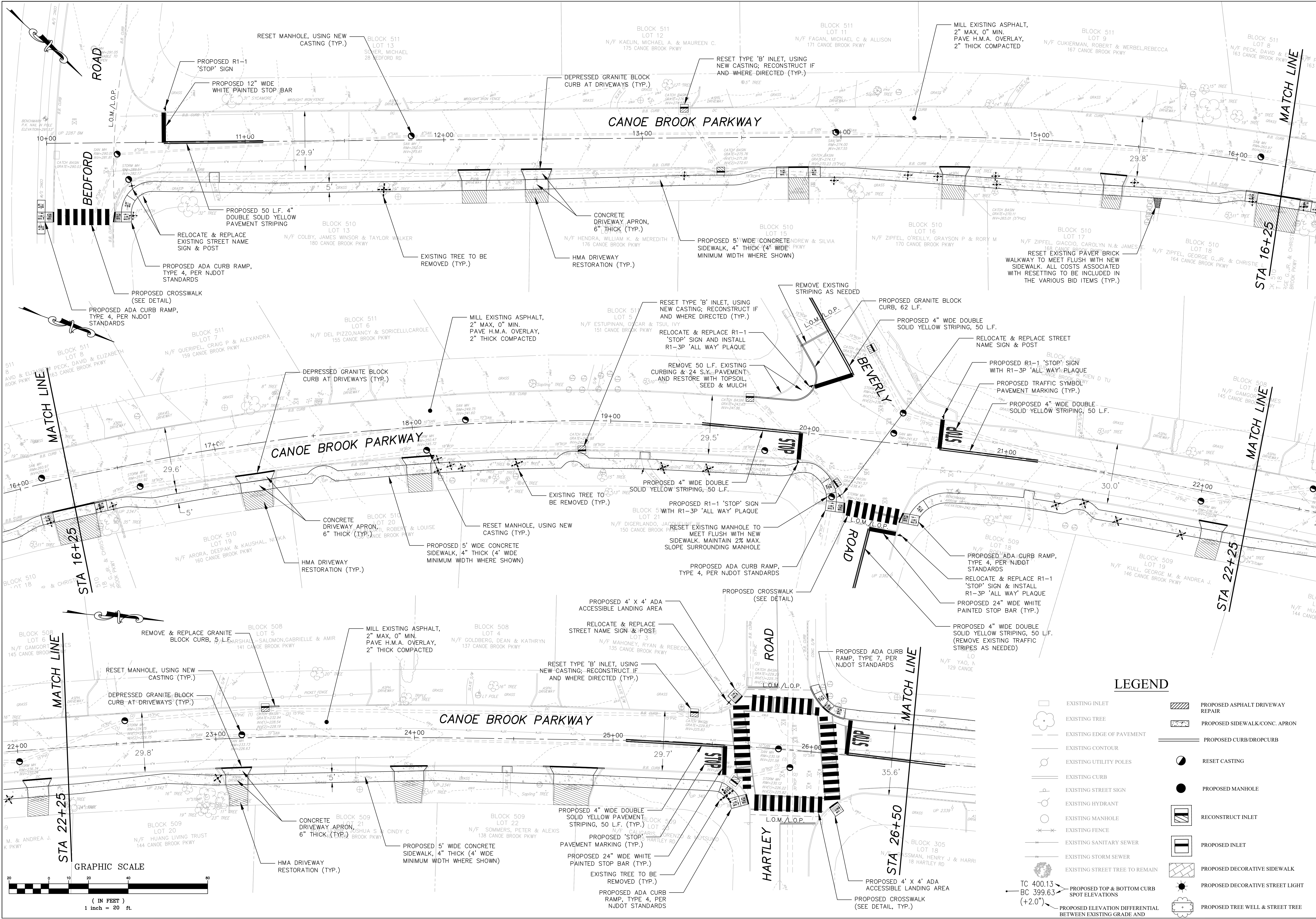


DATE:  
9/12/2025

DRAWN  
BY: AIS

SCALE  
AS SHOWN

1 OF 12



LEGEND

- |  |                                                            |  |                                  |
|--|------------------------------------------------------------|--|----------------------------------|
|  | EXISTING INLET                                             |  | PROPOSED ASPHALT DRIVEWAY REPAIR |
|  | EXISTING TREE                                              |  | PROPOSED SIDEWALK/CONC. APRON    |
|  | EXISTING EDGE OF PAVEMENT                                  |  | PROPOSED CURB/DROPCURB           |
|  | EXISTING CONTOUR                                           |  | RESET CASTING                    |
|  | EXISTING UTILITY POLES                                     |  | PROPOSED MANHOLE                 |
|  | EXISTING CURB                                              |  | RECONSTRUCT INLET                |
|  | EXISTING STREET SIGN                                       |  | PROPOSED INLET                   |
|  | EXISTING HYDRANT                                           |  | PROPOSED DECORATIVE SIDEWALK     |
|  | EXISTING MANHOLE                                           |  | PROPOSED DECORATIVE STREET LIGHT |
|  | EXISTING FENCE                                             |  | PROPOSED TREE WELL & STREET TREE |
|  | EXISTING SANITARY SEWER                                    |  |                                  |
|  | EXISTING STORM SEWER                                       |  |                                  |
|  | EXISTING STREET TREE TO REMAIN                             |  |                                  |
|  | PROPOSED TOP & BOTTOM CURB SPOT ELEVATIONS                 |  |                                  |
|  | PROPOSED ELEVATION DIFFERENTIAL BETWEEN EXISTING GRADE AND |  |                                  |

| REVISIONS |      |
|-----------|------|
| NO.       | DATE |
|           |      |
|           |      |
|           |      |
|           |      |

CANOE BROOK PARKWAY IMPROVEMENT PROJECT

ENTIRE LENGTH

CONSTRUCTION PLAN

CITY OF SUMMIT UNION CO., N.J.  
DIVISION OF ENGINEERING  
DEPARTMENT OF COMMUNITY SERVICES  
512 SPRINGFIELD AVENUE  
SUMMIT NJ 07901  
UNION COUNTY

Aaron J. Schragger  
Professional Engineer  
New Jersey Lic. No. 46143  
City Engineer

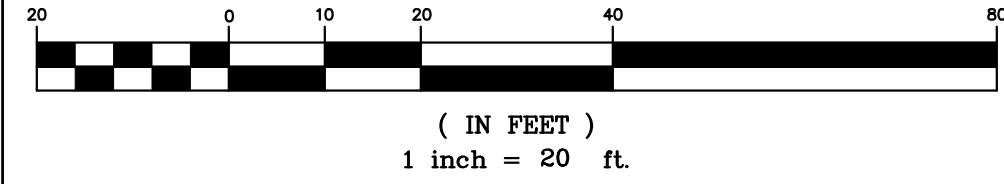
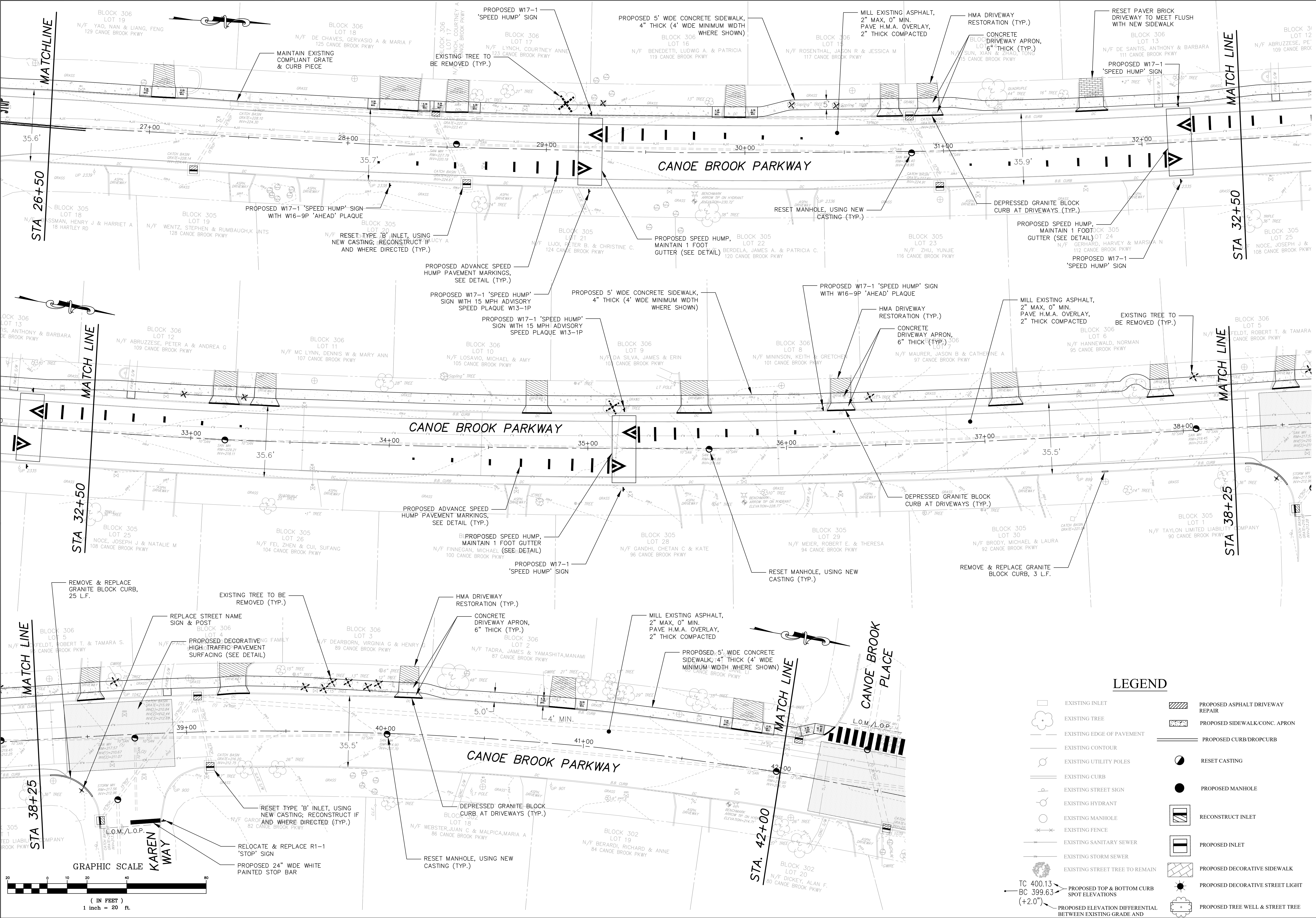
CITY OF SUMMIT  
UNION COUNTY NEW JERSEY

DATE:  
9/12/2025

DRAWN  
BY: AJS

SCALE  
1"=20'

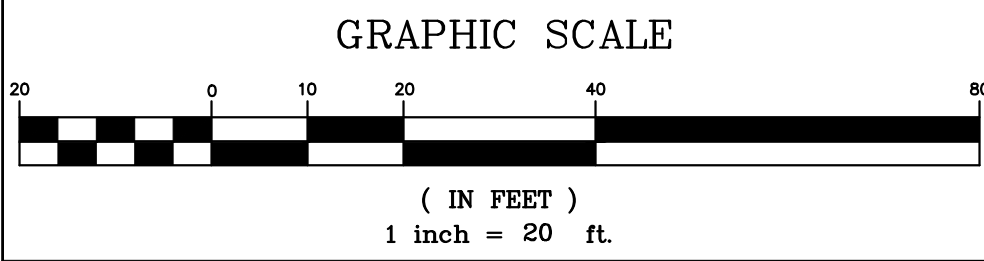
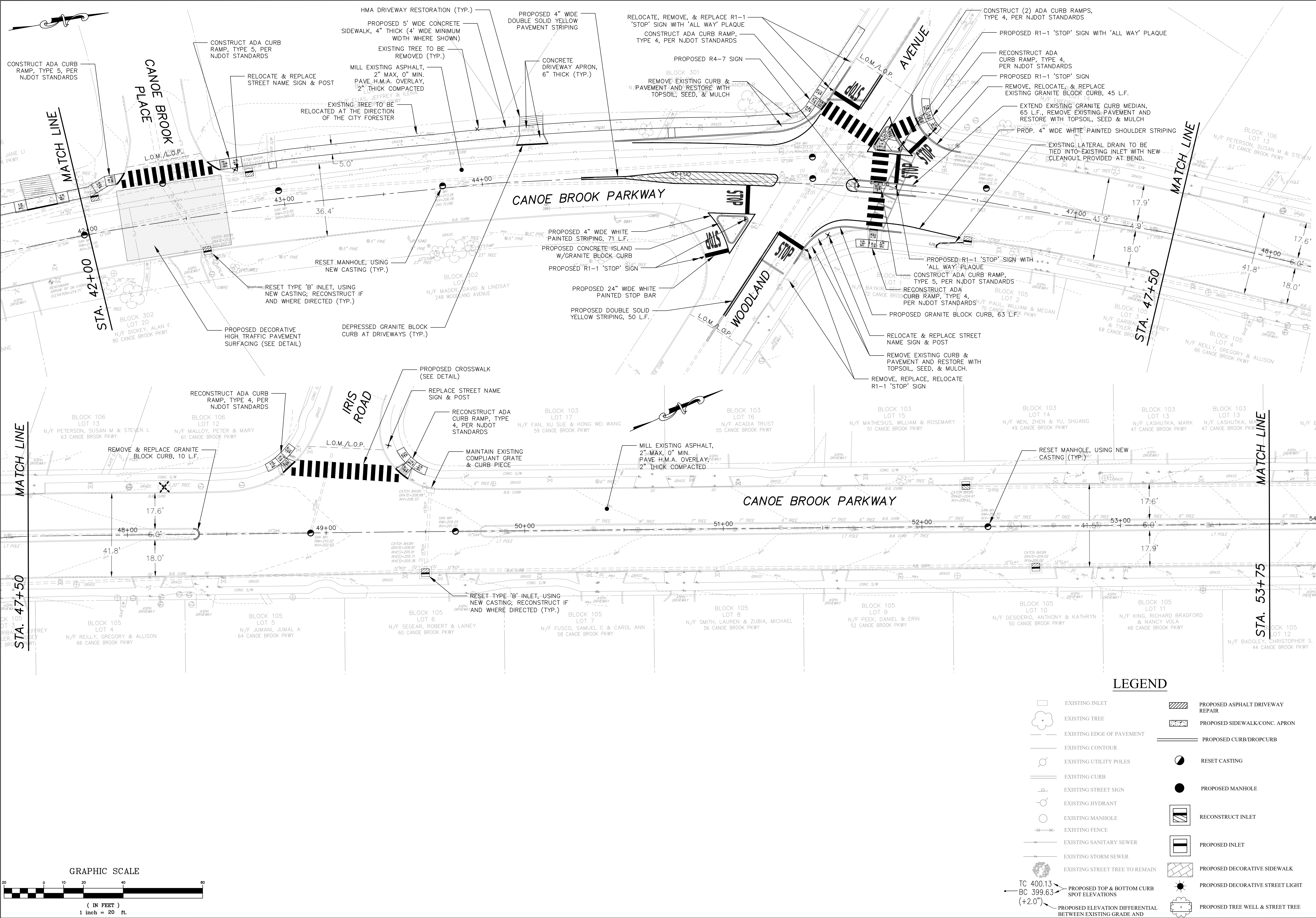
2 OF 12



LEGEND

- |  |                                                            |  |                                  |
|--|------------------------------------------------------------|--|----------------------------------|
|  | EXISTING INLET                                             |  | PROPOSED ASPHALT DRIVEWAY REPAIR |
|  | EXISTING TREE                                              |  | PROPOSED SIDEWALK/CONC. APRON    |
|  | EXISTING EDGE OF PAVEMENT                                  |  | PROPOSED CURB/DROPCURB           |
|  | EXISTING CONTOUR                                           |  | RESET CASTING                    |
|  | EXISTING UTILITY POLES                                     |  | PROPOSED MANHOLE                 |
|  | EXISTING CURB                                              |  | RECONSTRUCT INLET                |
|  | EXISTING STREET SIGN                                       |  | PROPOSED INLET                   |
|  | EXISTING HYDRANT                                           |  | PROPOSED DECORATIVE SIDEWALK     |
|  | EXISTING MANHOLE                                           |  | PROPOSED DECORATIVE STREET LIGHT |
|  | EXISTING FENCE                                             |  | PROPOSED TREE WELL & STREET TREE |
|  | EXISTING SANITARY SEWER                                    |  |                                  |
|  | EXISTING STORM SEWER                                       |  |                                  |
|  | EXISTING STREET TREE TO REMAIN                             |  |                                  |
|  | PROPOSED TOP & BOTTOM CURB SPOT ELEVATIONS                 |  |                                  |
|  | PROPOSED ELEVATION DIFFERENTIAL BETWEEN EXISTING GRADE AND |  |                                  |

|                                         |     |      |             |    |
|-----------------------------------------|-----|------|-------------|----|
| REVISIONS                               | NO. | DATE | DESCRIPTION |    |
|                                         |     |      |             |    |
| CANOE BROOK PARKWAY IMPROVEMENT PROJECT |     |      |             |    |
| ENTIRE LENGTH                           |     |      |             |    |
| CONSTRUCTION PLAN                       |     |      |             |    |
| CITY OF SUMMIT UNION CO., N.J.          |     |      |             |    |
| DIVISION OF ENGINEERING                 |     |      |             |    |
| DEPARTMENT OF COMMUNITY SERVICES        |     |      |             |    |
| 512 SPRINGFIELD AVENUE                  |     |      |             |    |
| SUMMIT NJ 07901                         |     |      |             |    |
| UNION COUNTY                            |     |      |             |    |
|                                         |     |      |             |    |
| Aaron J. Schrager                       |     |      |             |    |
| Professional Engineer                   |     |      |             |    |
| New Jersey Lic. No. 46143               |     |      |             |    |
| City Engineer                           |     |      |             |    |
|                                         |     |      |             |    |
| DATE:                                   |     |      |             |    |
| 9/12/2025                               |     |      |             |    |
| DRAWN BY: AJS                           |     |      |             |    |
| SCALE                                   |     |      |             |    |
| 1"=20'                                  |     |      |             |    |
| 3                                       | OF  |      |             | 12 |



LEGEND

- |  |                                                            |  |                                  |
|--|------------------------------------------------------------|--|----------------------------------|
|  | EXISTING INLET                                             |  | PROPOSED ASPHALT DRIVEWAY REPAIR |
|  | EXISTING TREE                                              |  | PROPOSED SIDEWALK/CONC. APRON    |
|  | EXISTING EDGE OF PAVEMENT                                  |  | PROPOSED CURB/DROPCURB           |
|  | EXISTING CONTOUR                                           |  | RESET CASTING                    |
|  | EXISTING UTILITY POLES                                     |  | PROPOSED MANHOLE                 |
|  | EXISTING CURB                                              |  | RECONSTRUCT INLET                |
|  | EXISTING STREET SIGN                                       |  | PROPOSED INLET                   |
|  | EXISTING HYDRANT                                           |  | PROPOSED DECORATIVE SIDEWALK     |
|  | EXISTING MANHOLE                                           |  | PROPOSED DECORATIVE STREET LIGHT |
|  | EXISTING FENCE                                             |  | PROPOSED TREE WELL & STREET TREE |
|  | EXISTING SANITARY SEWER                                    |  |                                  |
|  | EXISTING STORM SEWER                                       |  |                                  |
|  | EXISTING STREET TREE TO REMAIN                             |  |                                  |
|  | PROPOSED TOP & BOTTOM CURB SPOT ELEVATIONS                 |  |                                  |
|  | PROPOSED ELEVATION DIFFERENTIAL BETWEEN EXISTING GRADE AND |  |                                  |

| REVISIONS |      |
|-----------|------|
| NO.       | DATE |
|           |      |
|           |      |
|           |      |
|           |      |

CANOE BROOK PARKWAY IMPROVEMENT PROJECT

ENTIRE LENGTH

CONSTRUCTION PLAN

CITY OF SUMMIT UNION CO., N.J.  
DIVISION OF ENGINEERING  
DEPARTMENT OF COMMUNITY SERVICES  
512 SPRINGFIELD AVENUE  
SUMMIT NJ 07901  
UNION COUNTY

Aaron J. Schrager  
Professional Engineer  
New Jersey Lic. No. 46143  
City Engineer

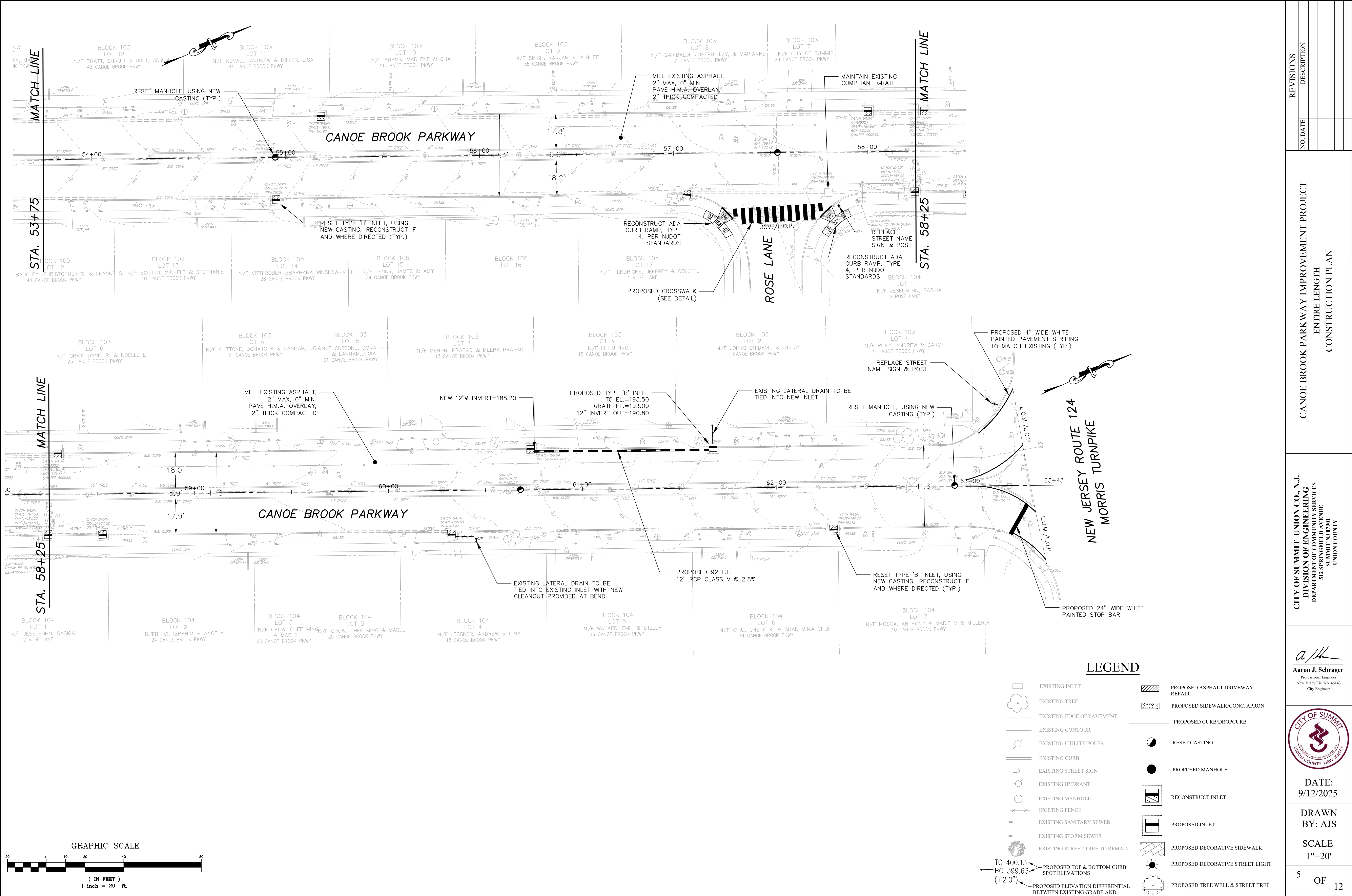
CITY OF SUMMIT  
UNION COUNTY NEW JERSEY

DATE:  
9/12/2025

DRAWN  
BY: AJS

SCALE  
1"=20'

4 OF 12



| REVISIONS |      |
|-----------|------|
| NO.       | DATE |
|           |      |
|           |      |
|           |      |
|           |      |

**CANOE BROOK PARKWAY IMPROVEMENT PROJECT**  
ENTIRE LENGTH  
CONSTRUCTION PLAN

**CITY OF SUMMIT UNION CO., N.J.**  
DIVISION OF ENGINEERING  
DEPARTMENT OF COMMUNITY SERVICES  
512 SPRINGFIELD AVENUE  
SUMMIT NJ 07901  
UNION COUNTY

*A. J. Schragger*  
**Aaron J. Schragger**  
Professional Engineer  
New Jersey Lic. No. 46143  
City Engineer

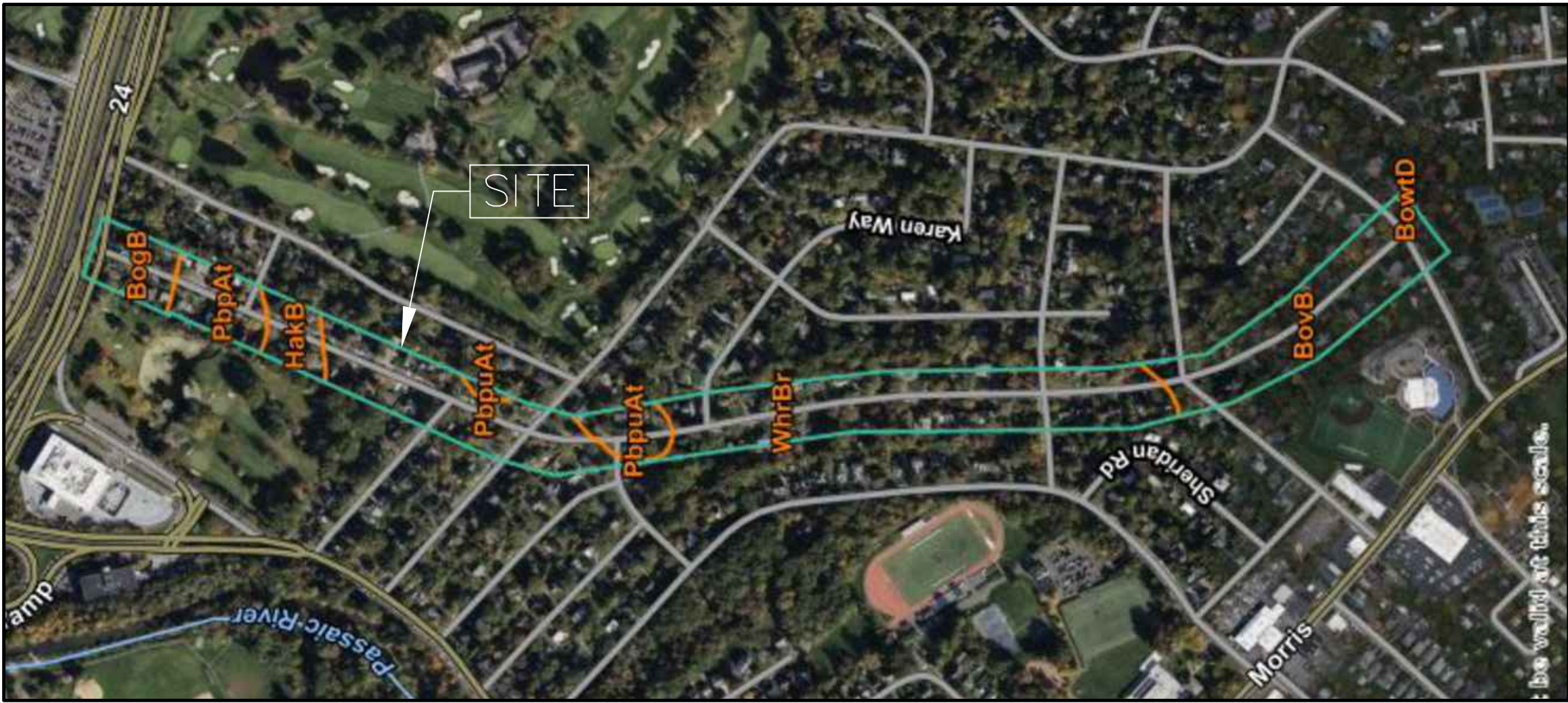
**CITY OF SUMMIT**  
UNION COUNTY NEW JERSEY

DATE:  
9/12/2025

DRAWN  
BY: AJS

SCALE  
1"=20'

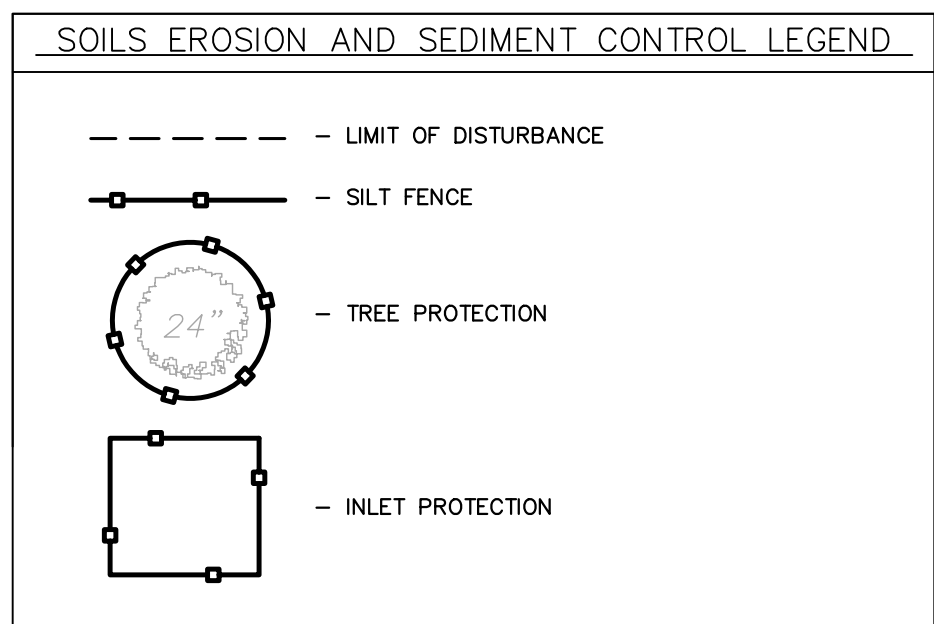
5 OF 12



TOTAL PROJECT AREA OF DISTURBANCE  
AREA = 30,672 SF OR 0.70 ACRES

1. THIS PROJECT IS EXEMPT FROM SOIL COMPACTION TESTING REQUIREMENTS BECAUSE IT IS WITHIN URBAN REDEVELOPMENT ZONE PA-1 AND IS PREVIOUSLY DEVELOPED.

1. THIS PLAN IS TO BE USED FOR SOIL EROSION AND SEDIMENT CONTROL PURPOSES ONLY.
2. STREET SWEEPING TO BE IMPLEMENTED ON ADJACENT ROADWAYS IF REQUIRED TO MAINTAIN SOIL AND DUST FREE CONDITION.

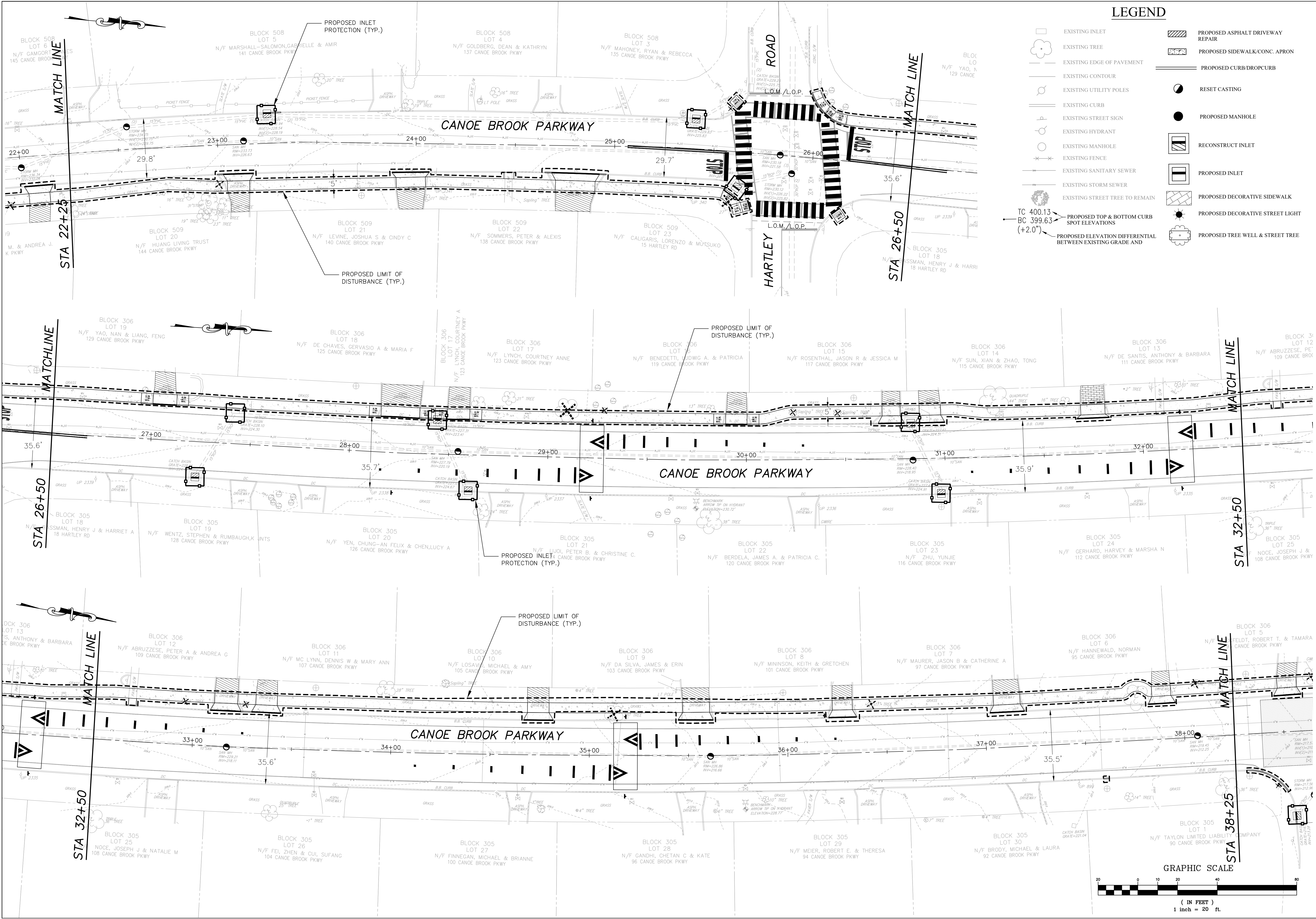


|                                                                                       |                                                            |                                                                                       |                                  |
|---------------------------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------------------------------|----------------------------------|
|  | EXISTING INLET                                             |  | PROPOSED ASPHALT DRIVEWAY REPAIR |
|  | EXISTING TREE                                              |  | PROPOSED SIDEWALK/CONC. APRON    |
|  | EXISTING EDGE OF PAVEMENT                                  |  | PROPOSED CURB/DROPCURB           |
|  | EXISTING CONTOUR                                           |                                                                                       |                                  |
|  | EXISTING UTILITY POLES                                     |  | RESET CASTING                    |
|  | EXISTING CURB                                              |  | PROPOSED MANHOLE                 |
|  | EXISTING STREET SIGN                                       |                                                                                       |                                  |
|  | EXISTING HYDRANT                                           |  | RECONSTRUCT INLET                |
|  | EXISTING MANHOLE                                           |  | PROPOSED INLET                   |
|  | EXISTING FENCE                                             |                                                                                       |                                  |
|  | EXISTING SANITARY SEWER                                    |                                                                                       |                                  |
|  | EXISTING STORM SEWER                                       |                                                                                       |                                  |
|  | EXISTING STREET TREE TO REMAIN                             |  | PROPOSED DECORATIVE SIDEWALK     |
| 400.13<br>399.63<br>2.0")                                                             | PROPOSED TOP & BOTTOM CURB SPOT ELEVATIONS                 |  | PROPOSED DECORATIVE STREET LIGHT |
|                                                                                       | PROPOSED ELEVATION DIFFERENTIAL BETWEEN EXISTING GRADE AND |  | PROPOSED TREE WELL & STREET TREE |

  
**Aaron J. Schrager**  
Professional Engineer  
New Jersey Lic. No. 46143  
City Engineer



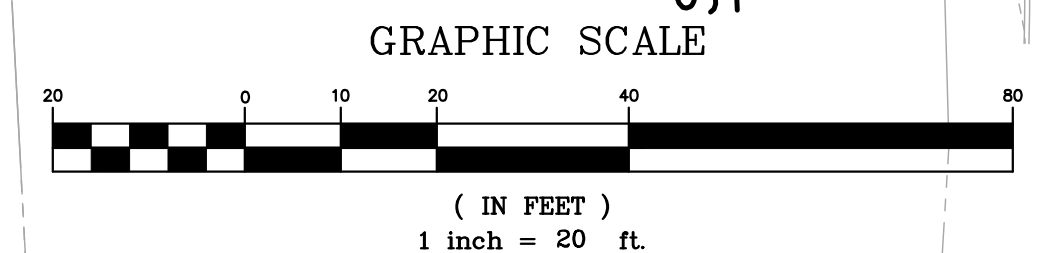
6 OF 12



LEGEND

- EXISTING INLET
- EXISTING TREE
- EXISTING EDGE OF PAVEMENT
- EXISTING CONTOUR
- EXISTING UTILITY POLES
- EXISTING CURB
- EXISTING STREET SIGN
- EXISTING HYDRANT
- EXISTING MANHOLE
- EXISTING FENCE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING STREET TREE TO REMAIN
- PROPOSED ASPHALT DRIVEWAY REPAIR
- PROPOSED SIDEWALK/CONC. APRON
- PROPOSED CURB/DROPCURB
- RESET CASTING
- PROPOSED MANHOLE
- RECONSTRUCT INLET
- PROPOSED INLET
- PROPOSED DECORATIVE SIDEWALK
- PROPOSED DECORATIVE STREET LIGHT
- PROPOSED TREE WELL & STREET TREE
- PROPOSED TOP & BOTTOM CURB SPOT ELEVATIONS
- PROPOSED ELEVATION DIFFERENTIAL BETWEEN EXISTING GRADE AND

TC 400.13  
BC 399.63  
(+2.0')



REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |

CANOE BROOK PARKWAY IMPROVEMENT PROJECT

ENTIRE LENGTH

CONSTRUCTION PLAN

CITY OF SUMMIT UNION CO., N.J.

DIVISION OF ENGINEERING

DEPARTMENT OF COMMUNITY SERVICES

512 SPRINGFIELD AVENUE

SUMMIT NJ 07901

UNION COUNTY

Aaron J. Schrager

Professional Engineer

New Jersey Lic. No. 46143

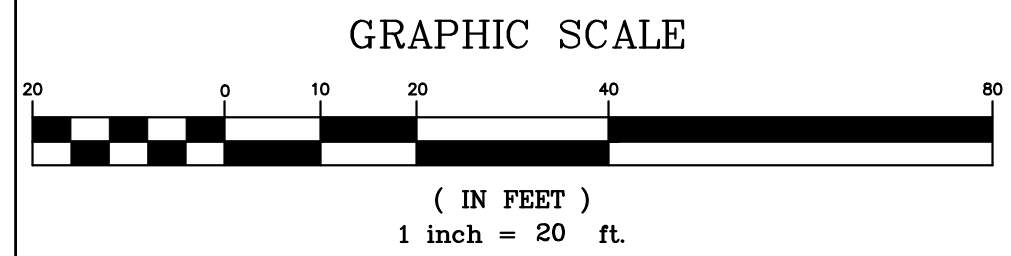
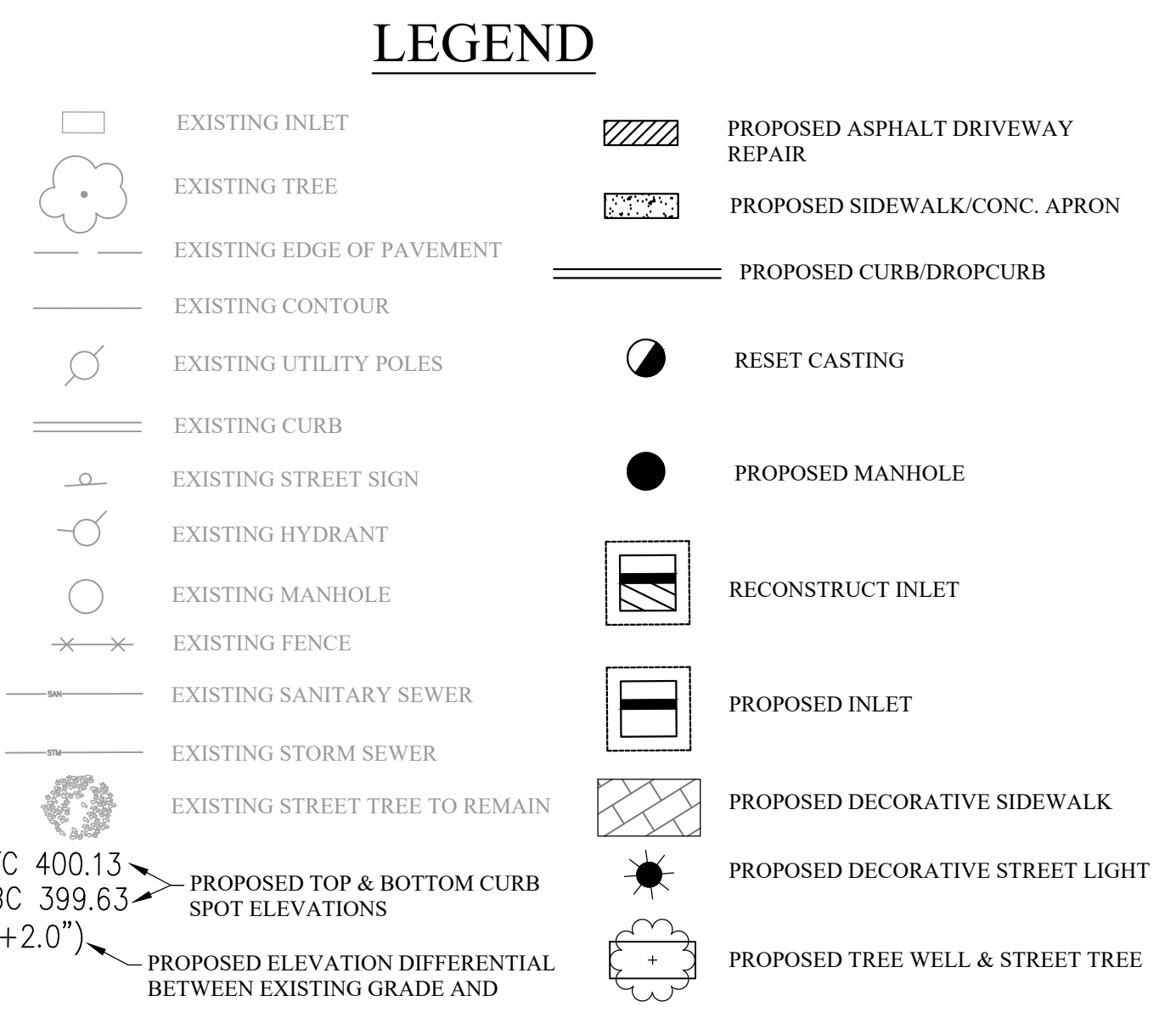
City Engineer

DATE:  
9/12/2025

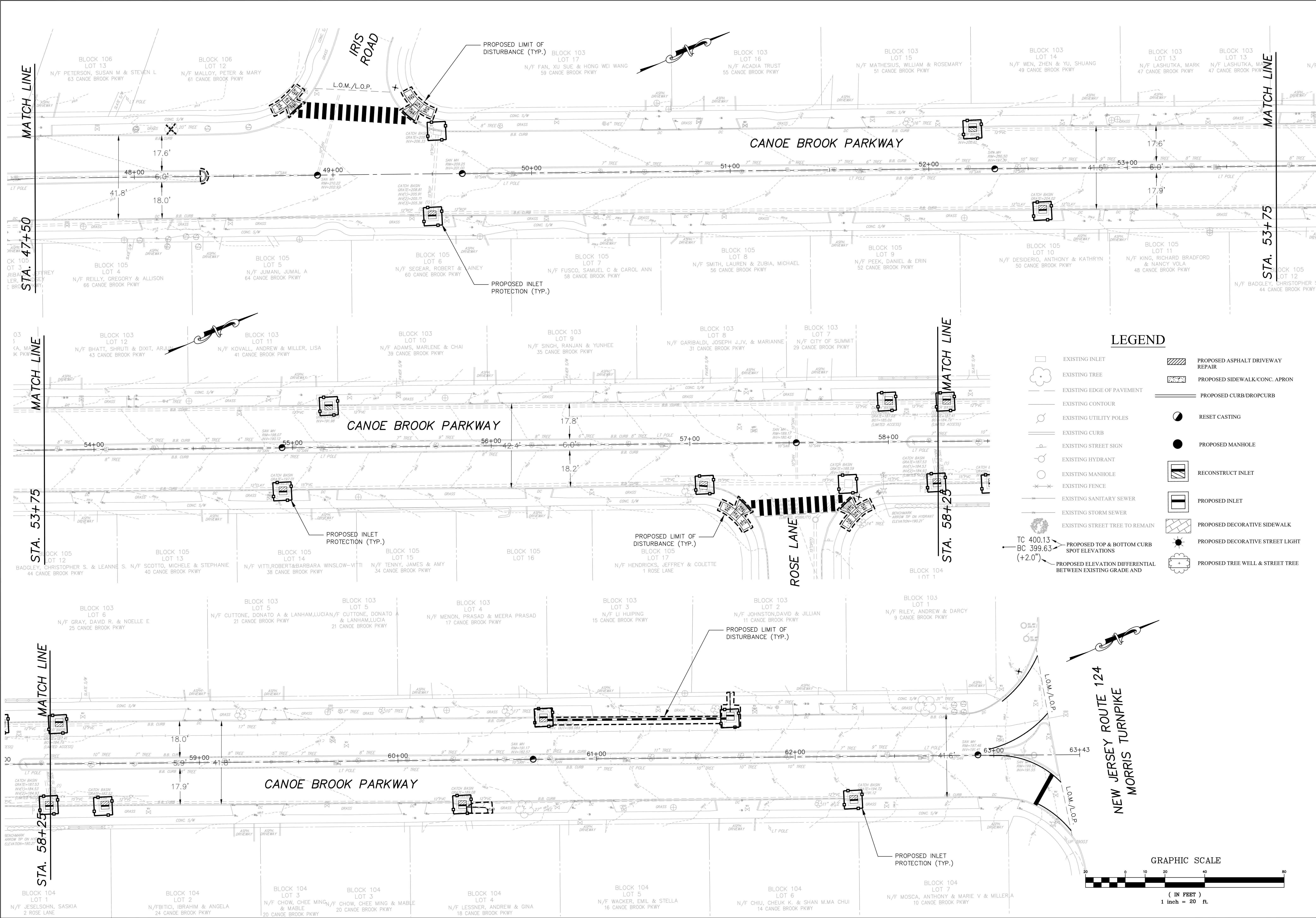
DRAWN  
BY: AJS

SCALE  
1"=20'

7 OF 12

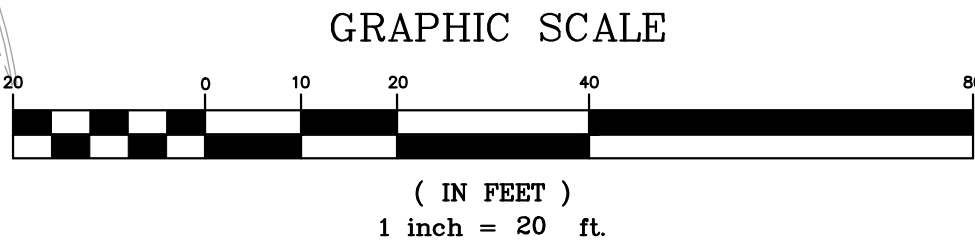


|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| <div>CANOE BROOK PARKWAY IMPROVEMENT PROJECT</div> <div>ENTIRE LENGTH</div> <div>CONSTRUCTION PLAN</div>                                                   |  | REVISIONS                                                                                                                                                                                                     |      |
|                                                                                                                                                            |  | NO.                                                                                                                                                                                                           | DATE |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
|                                                                                                                                                            |  |                                                                                                                                                                                                               |      |
| CITY OF SUMMIT UNION CO., N.J.<br>DIVISION OF ENGINEERING<br>DEPARTMENT OF COMMUNITY SERVICES<br>512 SPRINGFIELD AVENUE<br>SUMMIT NJ 07901<br>UNION COUNTY |  | <div></div> <div>Aaron J. Schrager</div> <div>Professional Engineer<br/>New Jersey Lic. No. 46143<br/>City Engineer</div> |      |
| <div></div>                                                           |  | DATE:<br>9/12/2025                                                                                                                                                                                            |      |
| DRAWN<br>BY: AJS                                                                                                                                           |  | SCALE<br>1"=20'                                                                                                                                                                                               |      |
| 8                                                                                                                                                          |  | OF 12                                                                                                                                                                                                         |      |



LEGEND

- EXISTING INLET
- EXISTING TREE
- EXISTING EDGE OF PAVEMENT
- EXISTING CONTOUR
- EXISTING UTILITY POLES
- EXISTING CURB
- EXISTING STREET SIGN
- EXISTING HYDRANT
- EXISTING MANHOLE
- EXISTING FENCE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING STREET TREE TO REMAIN
- PROPOSED TOP & BOTTOM CURB SPOT ELEVATIONS
- PROPOSED ELEVATION DIFFERENTIAL BETWEEN EXISTING GRADE AND
- PROPOSED ASPHALT DRIVEWAY REPAIR
- PROPOSED SIDEWALK/CONC. APRON
- PROPOSED CURB/DROPCURB
- RESET CASTING
- PROPOSED MANHOLE
- RECONSTRUCT INLET
- PROPOSED INLET
- PROPOSED DECORATIVE SIDEWALK
- PROPOSED DECORATIVE STREET LIGHT
- PROPOSED TREE WELL & STREET TREE



| REVISIONS |      |
|-----------|------|
| NO.       | DATE |
|           |      |
|           |      |
|           |      |
|           |      |

CANOE BROOK PARKWAY IMPROVEMENT PROJECT  
ENTIRE LENGTH  
CONSTRUCTION PLAN

CITY OF SUMMIT UNION CO., N.J.  
DIVISION OF ENGINEERING  
DEPARTMENT OF COMMUNITY SERVICES  
512 SPRINGFIELD AVENUE  
SUMMIT NJ 07901  
UNION COUNTY

*A. J. Schragger*  
Aaron J. Schragger  
Professional Engineer  
New Jersey Lic. No. 46143  
City Engineer

CITY OF SUMMIT  
UNION COUNTY NEW JERSEY

DATE:  
9/12/2025

DRAWN  
BY: AJS

SCALE  
1"=20'

9 OF 12

The Somerset-Union Soil Conservation District shall be notified in writing 48 hours in advance of any land disturbing activity.

2. All Soil Erosion and Sediment Control practices shall be installed prior to any major soil disturbances, or in their proper sequence and maintained until permanent protection is established.

3. Any disturbed areas that will be left exposed more than 30 Days and not subject to construction traffic, will immediately receive a temporary seeding. If the season prevents the establishment of a temporary cover, the disturbed areas will be mulched with straw, or equivalent material, at a rate of two (2) tons per acre, according to NJ State Standards

4. Permanent Vegetation shall be seeded or sodded on all exposed areas within ten (10) days after final grading. Mulch will be used for protection until seeding is established

5. All work shall be done in accordance with the NJ State Standards for Soil Erosion and Sediment Control in New Jersey.

6. A sub-base course will be applied immediately following rough grading and installation of improvements in order to stabilize streets, roads, driveways and parking areas. In areas where no utilities are present, the sub-base shall be installed within 15 days or preliminary grading.

7. Immediately following initial disturbance or rough grading all critical areas subject to erosion (i.e.: steep slopes, roadway embankments) will receive a temporary seeding in conjunction with straw mulch or a suitable equivalent, at a rate of two (2) tons per acre, according to the NJ State Standards.

8. Any steep slopes receiving pipeline installation will be backfilled and stabilized daily, as the installation proceeds (i.e.: slopes greater than 3:1)

9. Traffic control Structures require the installation of a 50X30x6"pad at 1 1/2' or 2' stone, at all construction driveways, immediately after initial site disturbance.

10. At the time when the 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 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.

11. In that NJSA 4:24-39 et seq., requires that no Certificate of Occupancy be issued before the provisions of the Certified Plan for Soil Erosion and Sediment Control have been complied with for permanent measures, all site work, i.e. site plans and all work around individual lots in subdivisions, will have to be completed prior to the District issuing a Report of Compliance for the issuance of a Certificate of Occupancy by the Municipality.

12. Conduit Outlet Protection must be installed at all required outfalls prior to the drainage system becoming operational.

13. Any changes to the Certified Soil Erosion and Sediment Control Plan will require the submission of revised Soil Erosion and Sediment Control Plans to the District for recertification. The revised plans must meet all current NJ State Soil Erosion & Sediment Control Standards.

14. The Somerset-Union Soil Conservation District shall be notified of any changes in ownership.

15. Mulching to the NJ Standards is required for obtaining a Conditional Report of Compliance. Conditionals are only issued when the season prohibits seeding.

16. Contractor is responsible for keeping all adjacent roads clean during life of construction project.

17. The developer shall be responsible for remediating any erosion or sediment problems that arise as a result of ongoing construction at the request of the Somerset-Union Soil Conservation District.

18. Hydro seeding is a two-step process. The first step includes seed, fertilizer, lime, etc., along with minimal amounts of mulch to promote completion, good seed to soil contact, and give a visual indication of coverage. Upon completion of seeding operation, hydromulch shall be applied at a rate of 1500 lbs. per acre in second step. The use of hydromulch, as opposed to straw, is limited to optimum seeding dates as listed in the NJ Standards.

19. Unfettered dewatering is not permitted. Necessary precautions must be taken during all dewatering, seeding, mulch application, and mulch anchoring. All dewatering methods used must be in accordance with the Standard for Dewatering.

Revised 5/15/15

**PROPOSED SEQUENCE OF DEVELOPMENT**

|                                                                                                                                                                                                               |                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Installation of any silt fence prior to any major soil disturbance.                                                                                                                                           | Week 1          |
| Maintenance until permanent protection is established. Install and maintain inlet protection at any existing storm sewer inlets, as shown on the plans, until project is complete and permanently stabilized. | Week 1          |
| Clear and remove all existing vegetation in those areas where necessary. Any remaining vegetation and trees to be properly protected and to remain in its natural state.                                      | Week 1          |
| Construct new sidewalk and curbing and repair driveway aprons.                                                                                                                                                | Week 2-4        |
| Mill existing roadway                                                                                                                                                                                         | Week 5          |
| Perform full depth pavement reconstruction as required.                                                                                                                                                       | Week 6          |
| Construct pavement surface course                                                                                                                                                                             | Week 7          |
| Fine grading of all lawn and landscape areas.                                                                                                                                                                 | Week 8          |
| Removal of all temporary sediment and erosion control devices.                                                                                                                                                | upon completion |

**STANDARD FOR TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION**

**DEFINITION**

Establishment of temporary vegetative cover on soils exposed for periods of two to six months which are not being graded, nor under active construction or not scheduled for permanent seeding within 60 days.

**PURPOSE:**

To temporarily stabilize the soil and reduce damage from wind and water erosion until permanent stabilization is accomplished.

**WATER QUALITY ENHANCEMENT**

Provides temporary protection against the impacts of wind and rain, slows the over land movement of stormwater runoff, increases infiltration and retains soil and nutrients on site, protecting streams or other stormwater conveyances.

**WHERE APPLICABLE**

Gn exposed soils that have the potential for causing off-site environmental damage.

**METHODS AND MATERIALS**

**SITE PREPARATION**

A. Grade as needed and feasible to permit the use of conventional equipment for seeded grasses. Seed application, and 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 underground utilities (cables, irrigation systems, etc.).

**SEEDBED PREPARATION**

A. Apply ground limestone/fertilizer according to soil test recommendations such as offered by Rutgers Cooperative Extension. Soil sample materials 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. Apply limestone at the rate of 2 tons/acre unless soil testing indicates otherwise. Calcium carbonate is the equivalent and standard for measuring the ability of liming materials to neutralize soil acidity and supply calcium and magnesium to grasses and legumes.

B. Work lime 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.

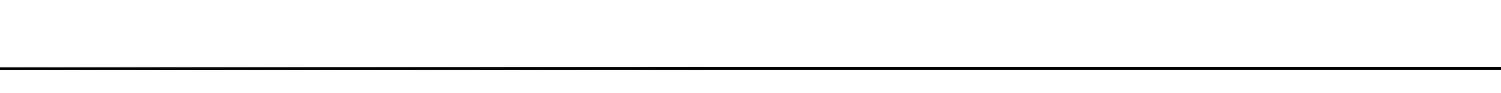
D. Soils high in sulfides or having a pH of 4 or less refer to Standard for Management of High Acid Producing Soils, pg. 1-1.

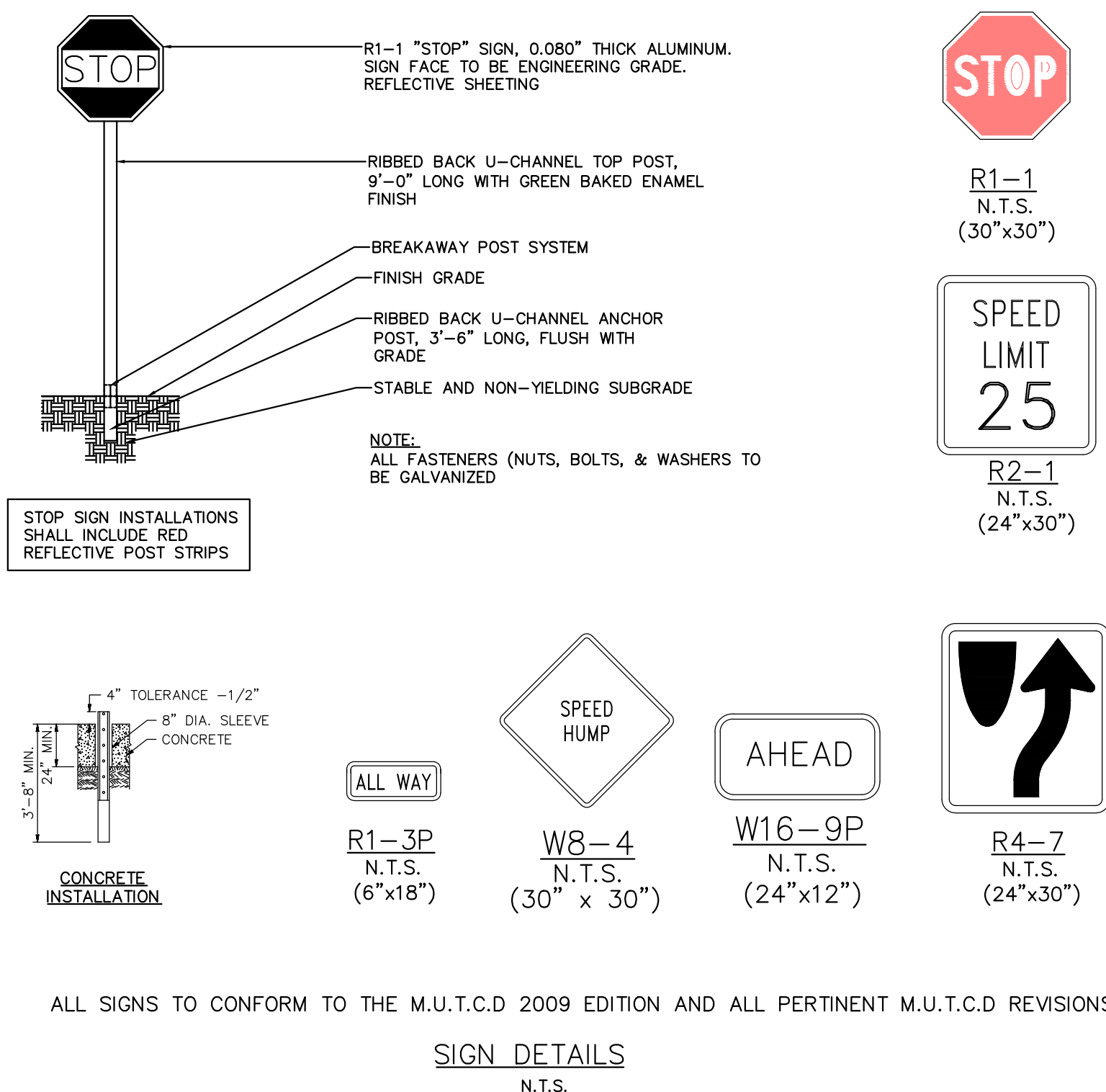
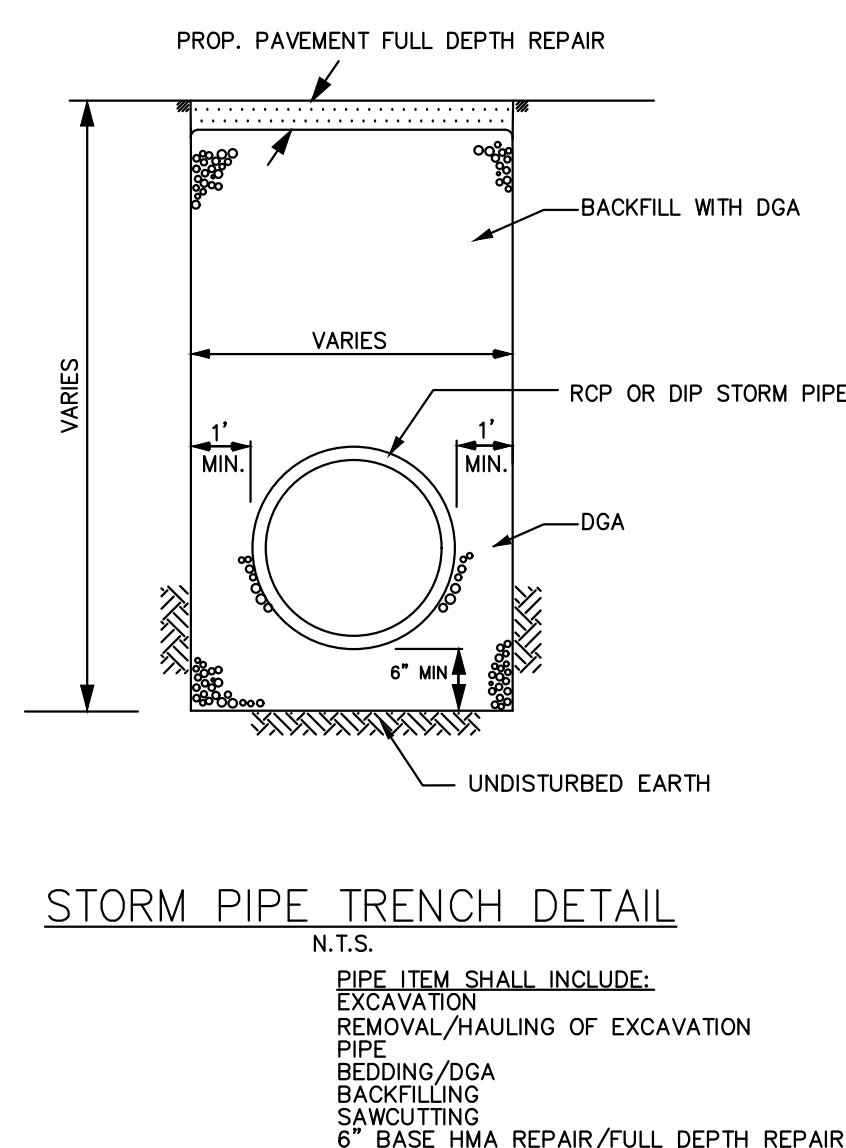
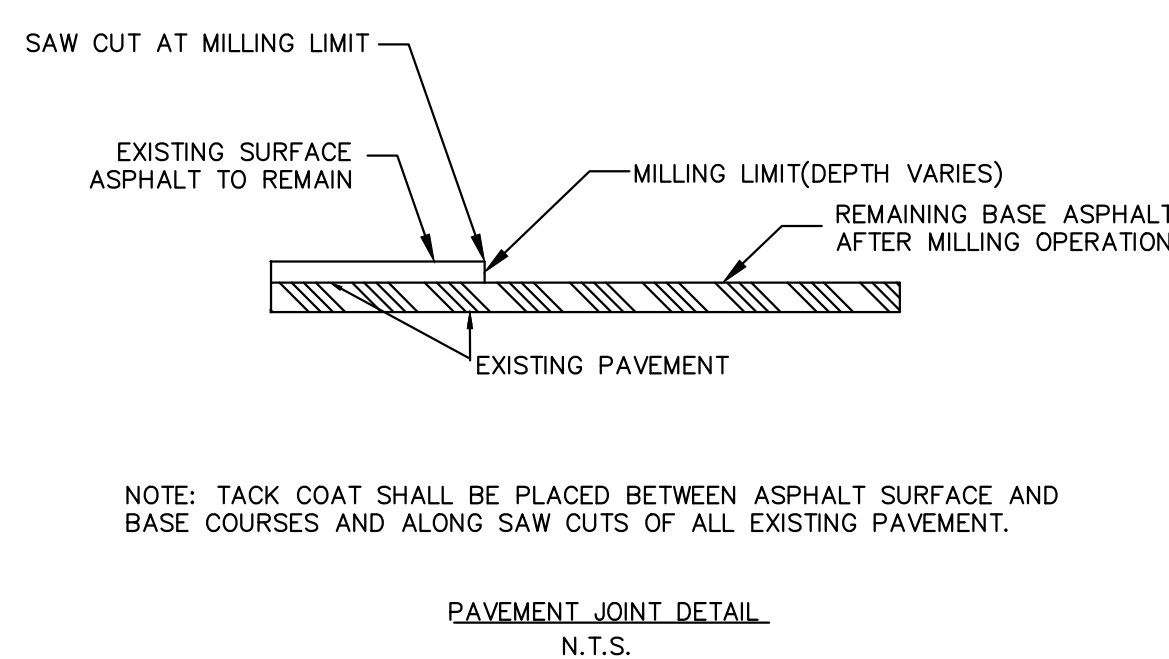
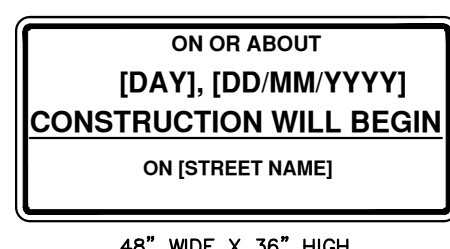
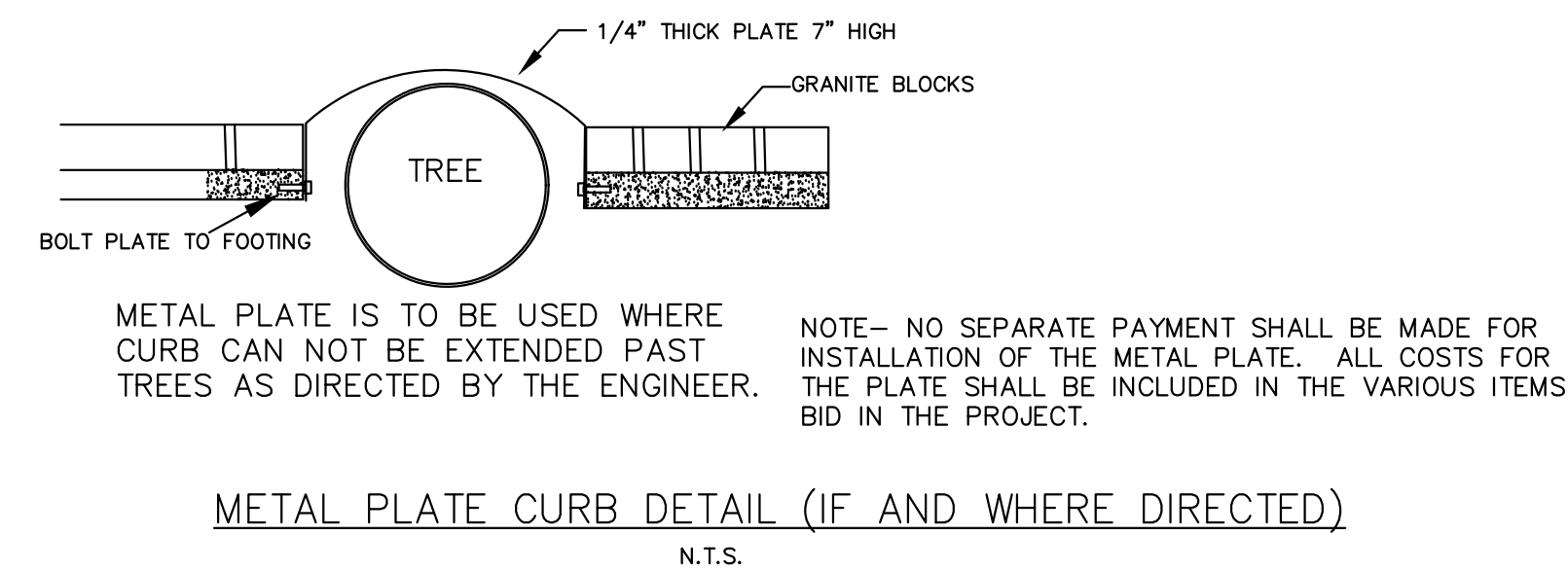
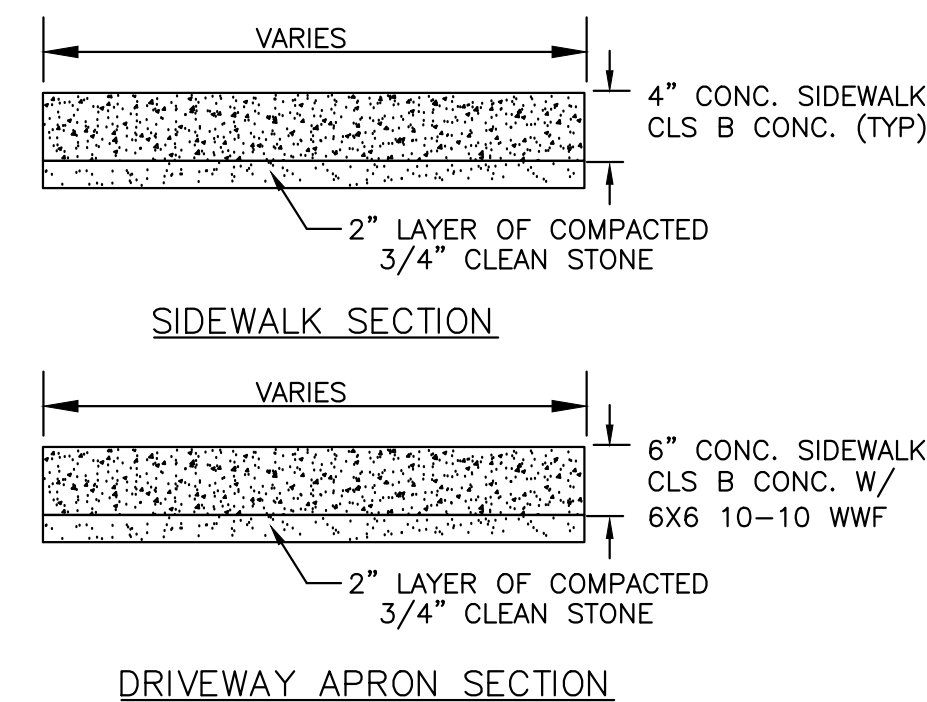
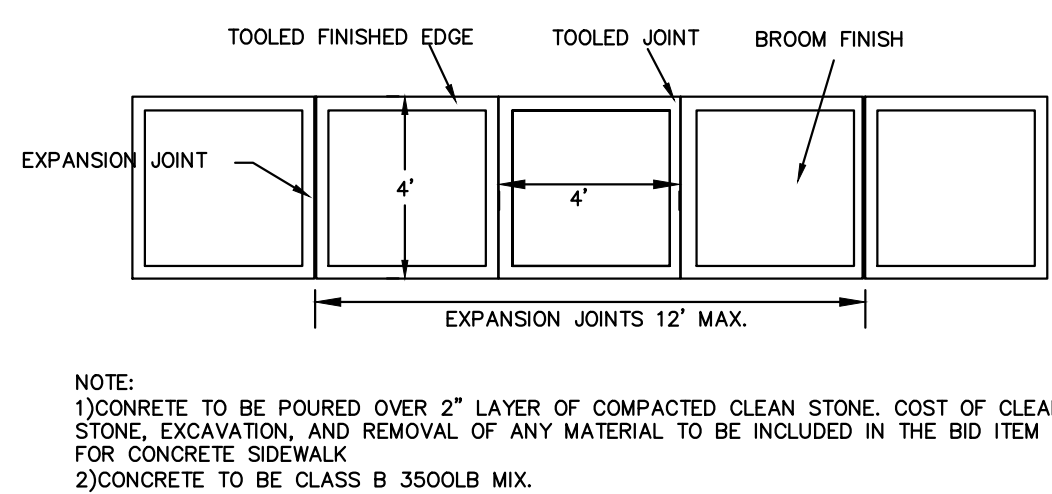
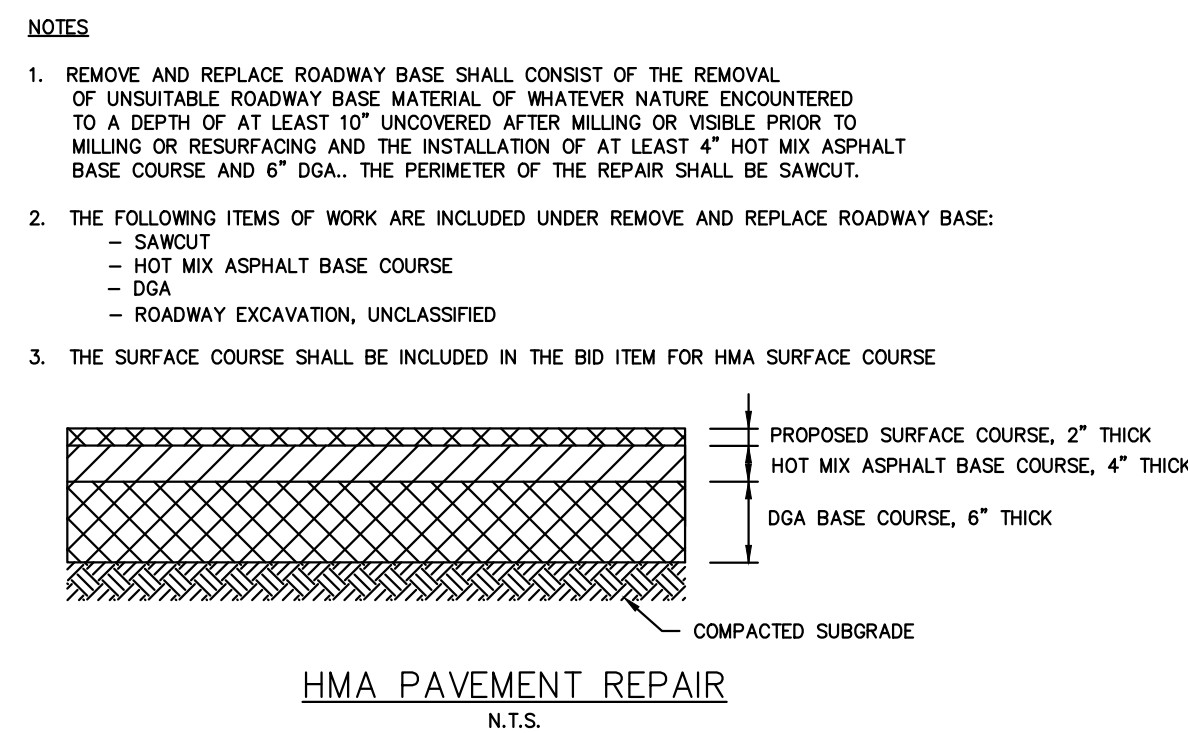
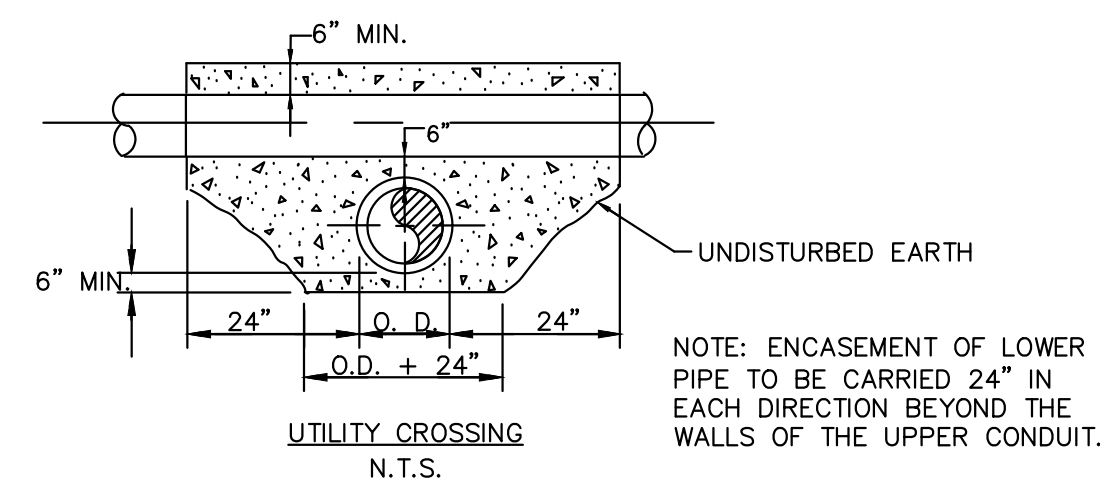
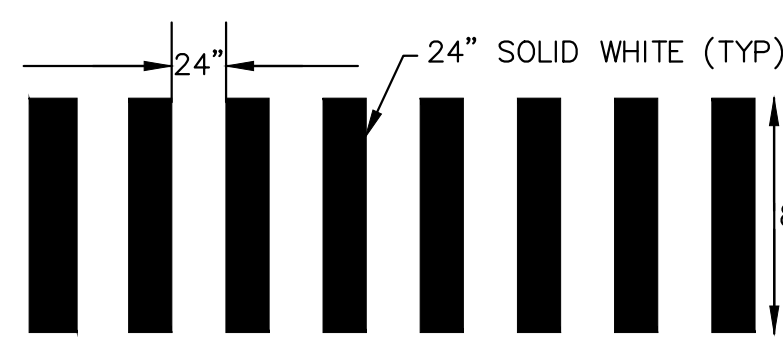
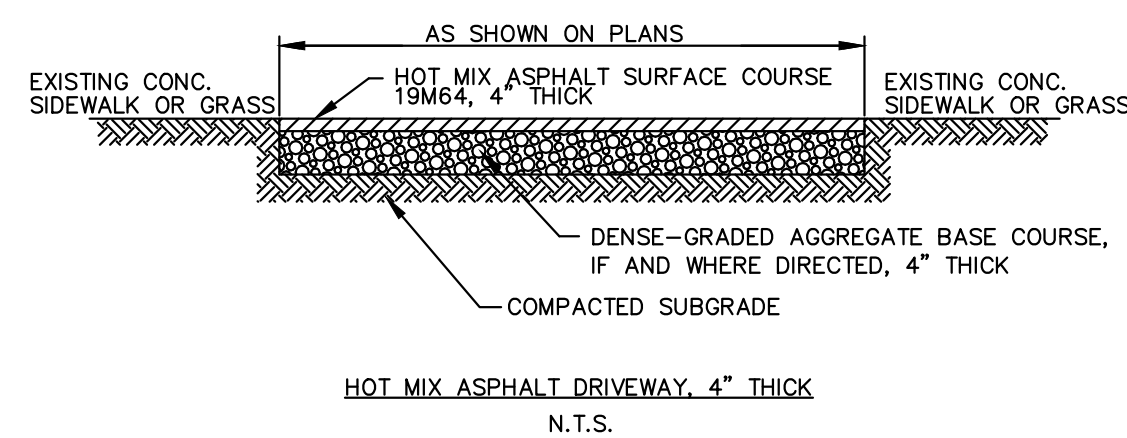
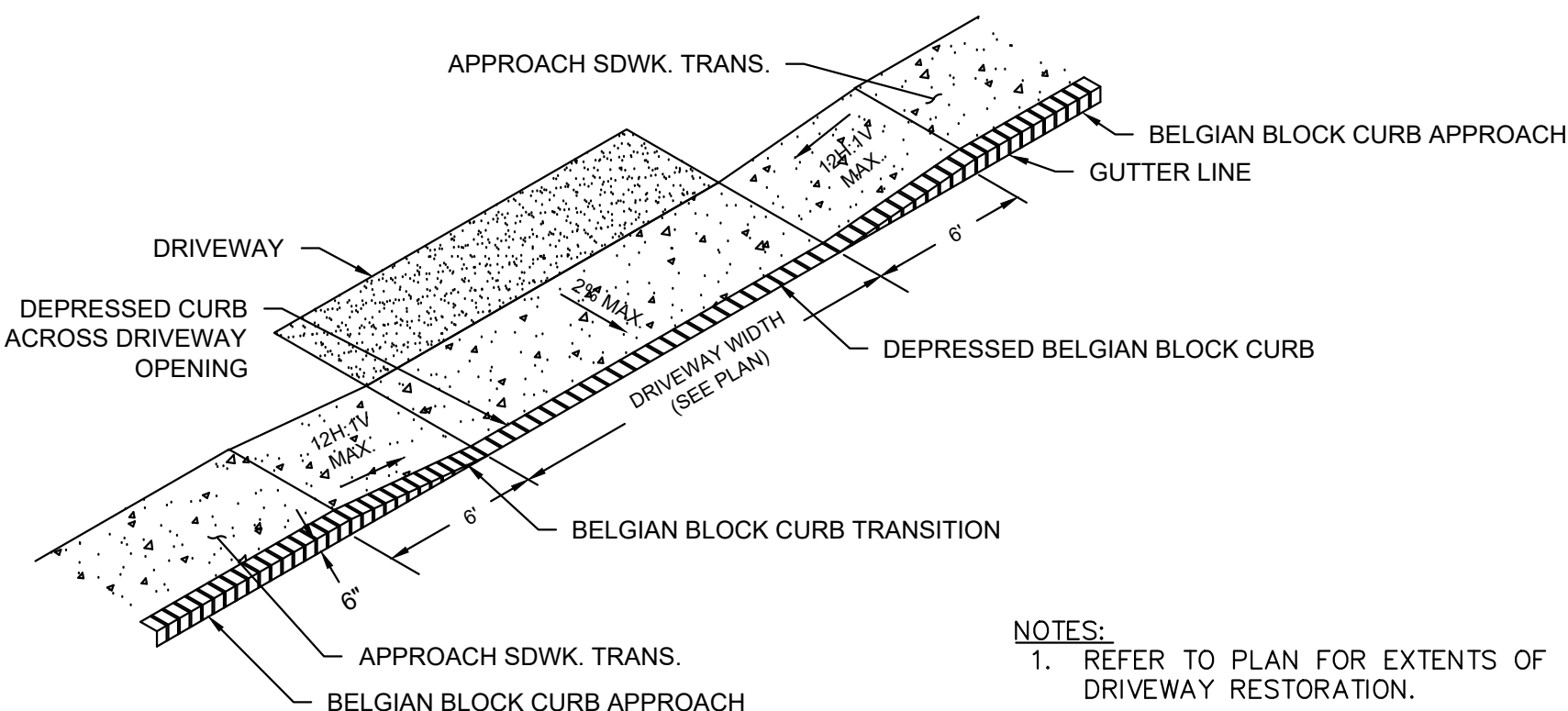
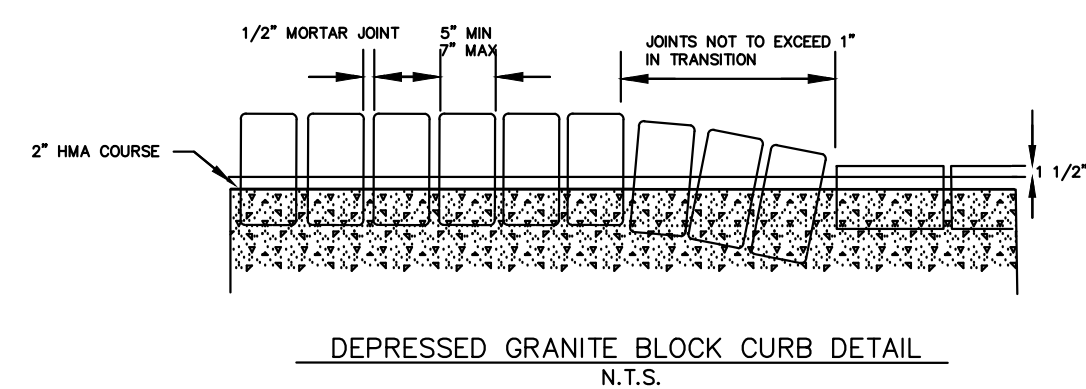
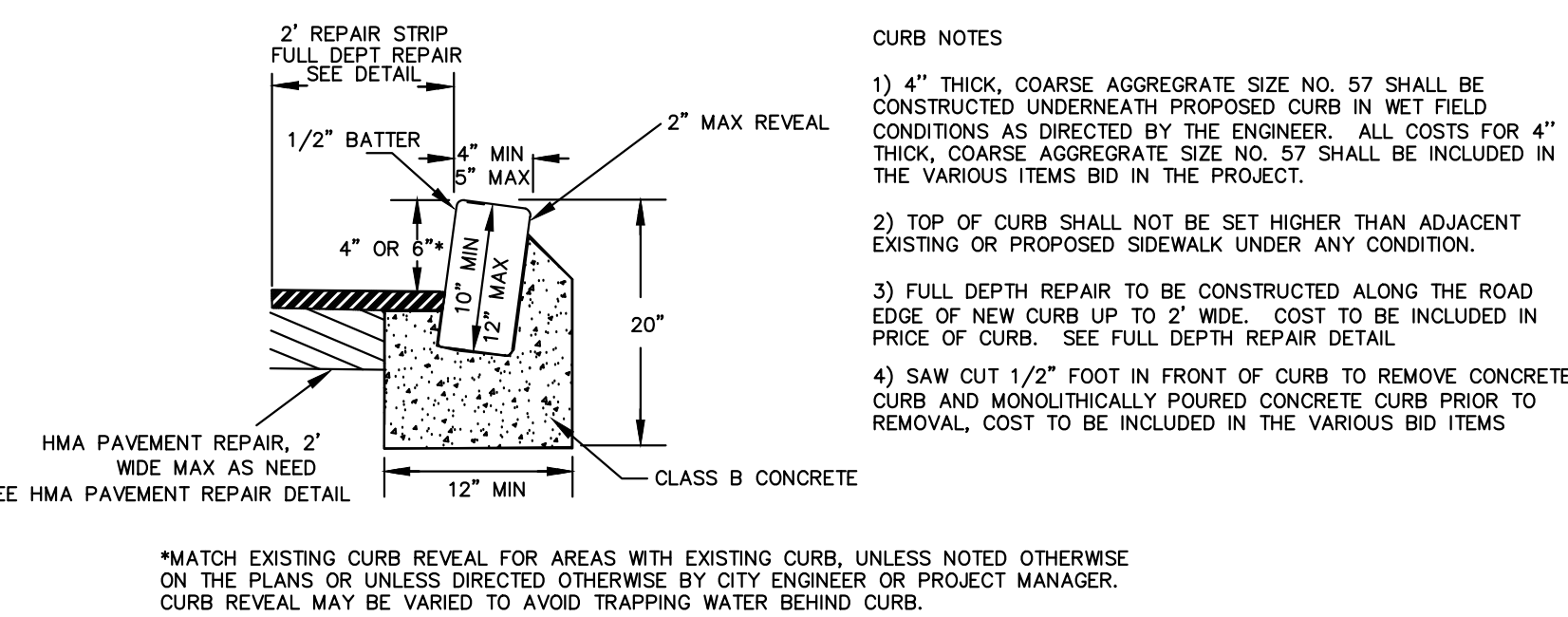
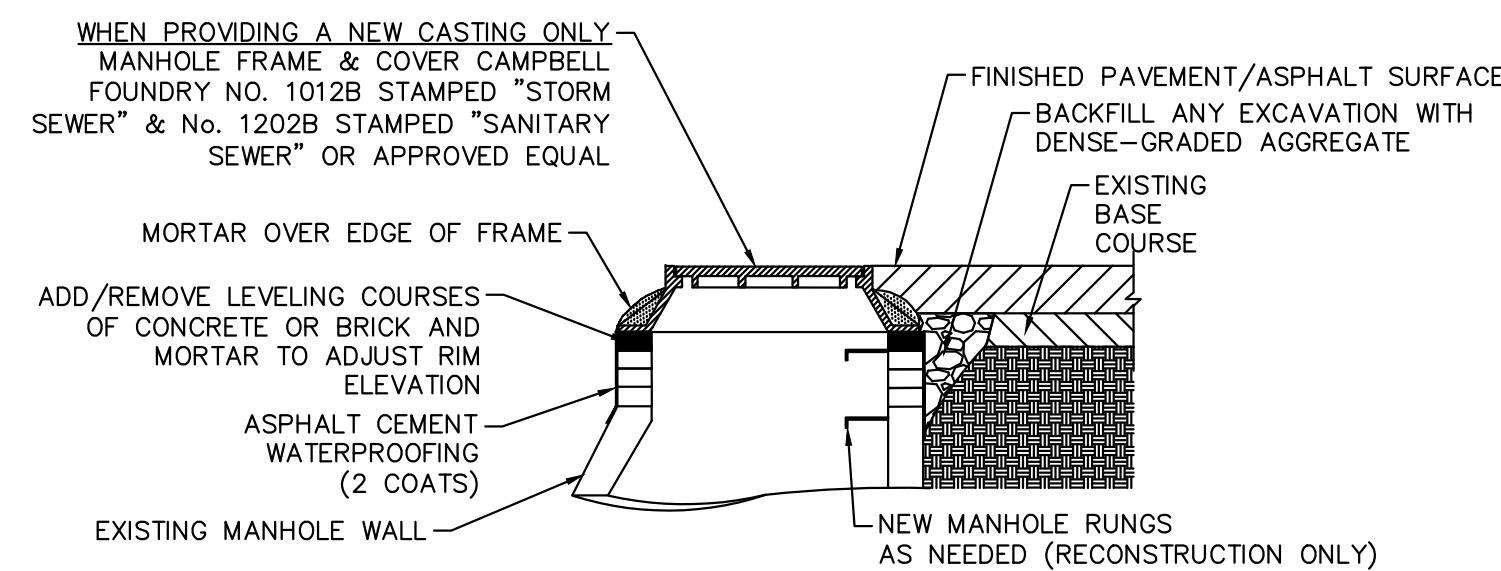
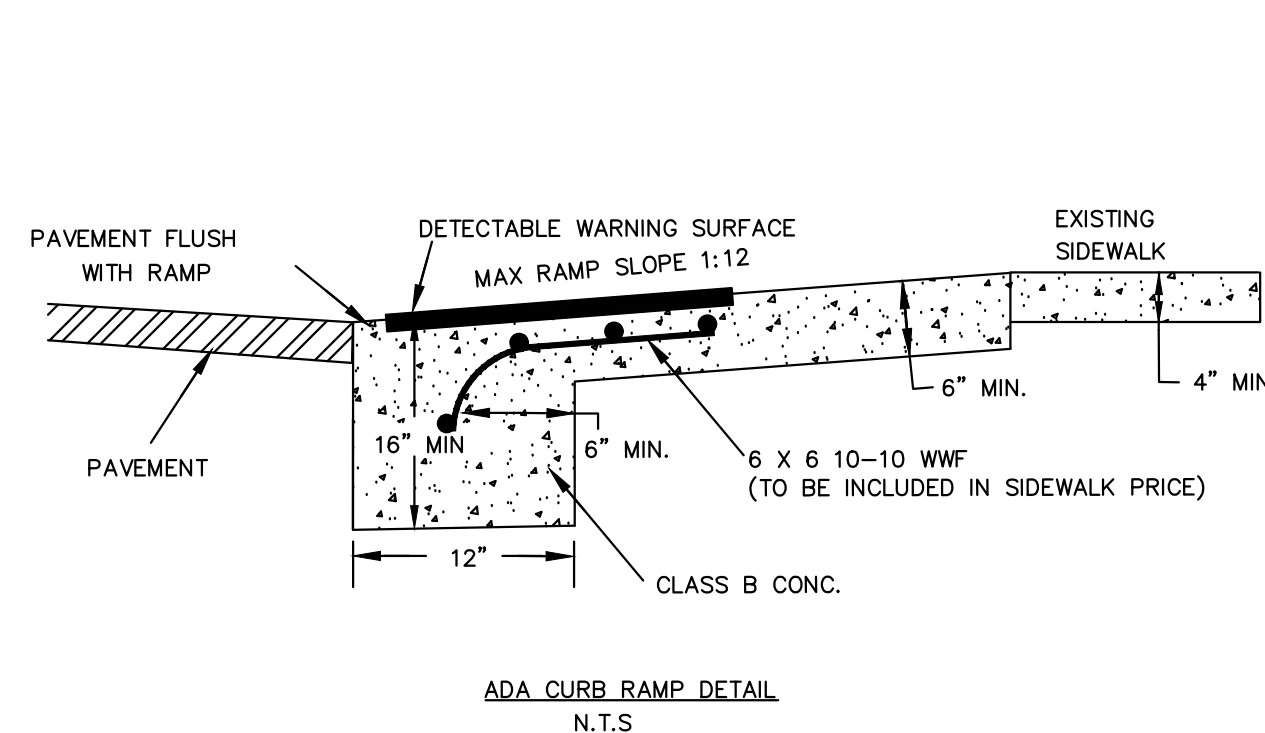
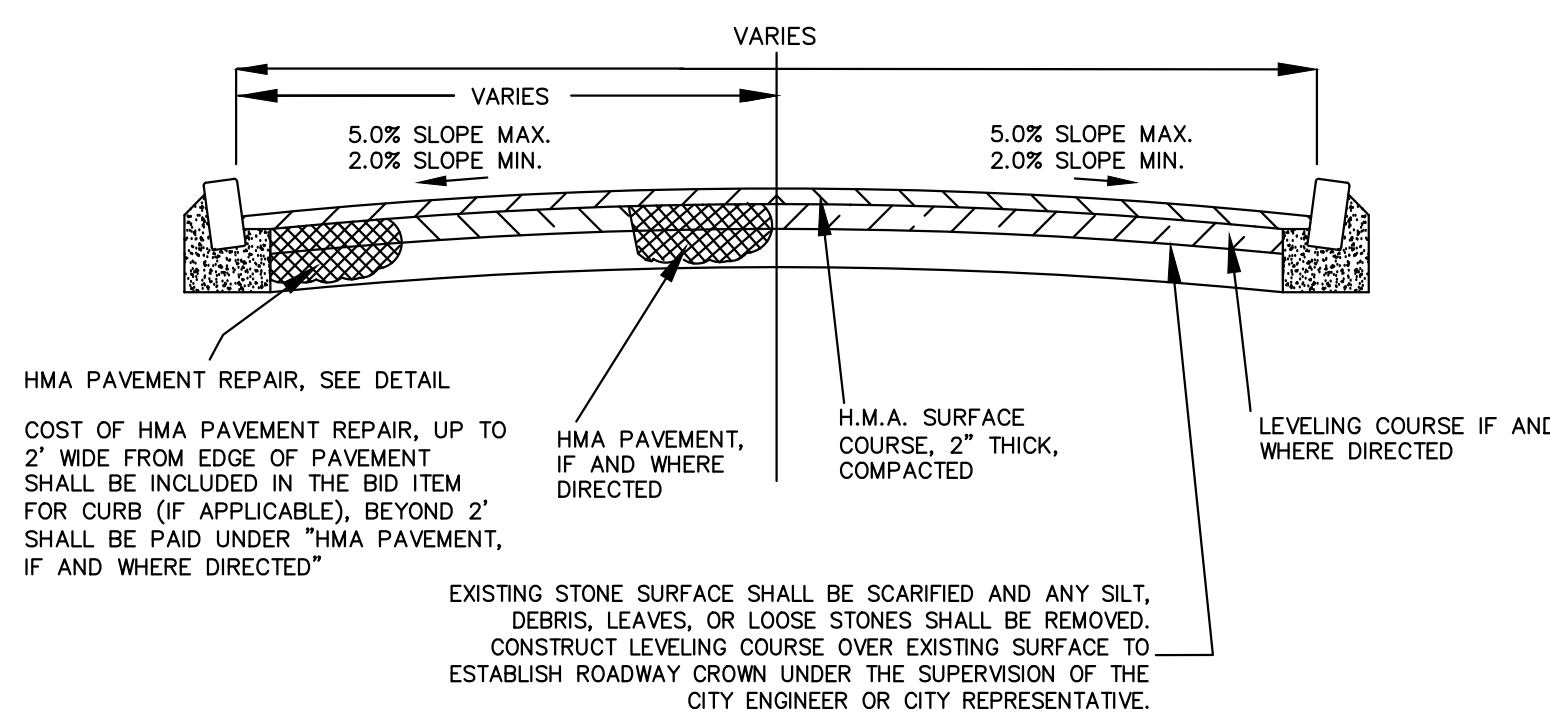
---

---

Table 4-3 Footnotes:

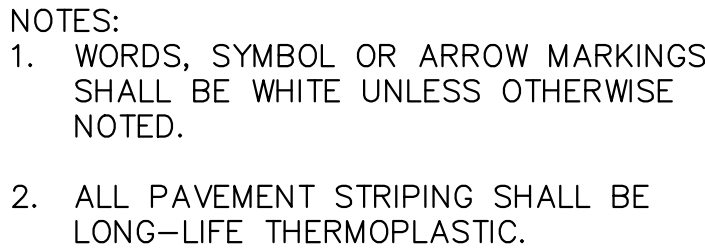
1. For Appendix B for descriptions of turf grass mixtures and cultivars. The actual amount of warm-season grass mixture used in Table 3 (see mix 1-7) shall be adjusted to reflect the amount of PLUS determined by germination testing results. No adjustment is required for cool-season grasses (see mix 8).
2. Seeding mixtures and/or rates not listed above may be used if recommended by the local Conservation District, Natural Resources Conservation Service, recommendations of Rutgers Cooperative Extension, or approved by the local Conservation District. Legumes (white clover, fescue, legumes) be mixed with proper inoculant prior to planting.
3. Seeding rates specified are required when a report of compliance is requested prior to establishment of permanent vegetation. Up to 50% reduction in rates may be used when permanent vegetation is established prior to a report of compliance inspection. These rates apply to all reseedings. Establishing permanent vegetation means 80% vegetative coverage of the seeded area moved onto. Grass seed mixture checked by the State Seed Analyst, New Jersey Department of Agriculture, Trenton, New Jersey, will assure the purchaser that the mixture obtained is the one ordered, pursuant to the N.J.State Seed Law, N.J.S.A. 4:8-17.13, et seq.
4. A = optimal planting period A = acceptable planting period
5. Maintenance Level:
  - A: Intensive mowing, (2-4 days), fertilization, lime, pest control and irrigation (Examples - high-maintenance lawns, commercial and recreation areas, public facilities).
  - B: Frequent mowing, (4-7 days), occasional fertilization, lime and weed control (Examples - home lawns, commercial sites, school sites).
  - C: Periodic mowing (7-14 days), occasional fertilization and lime (Examples - home lawns, parks).
  - D: Infrequent or no mowing, fertilization and lime the first year of establishment (Examples - roadsides, recreation areas, public open spaces)
6. Summer seedings should only be conducted when the site is irrigated. Mixes including white clover and fescue require six weeks of growing season remain after seeding to ensure establishing and freezing conditions.







DETAIL OF SPEED HUMP, SPEED HUMP MARKINGS, & ADVANCE MARKINGS  
N.T.S.



## PAVEMENT MARKING DETAILS

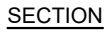
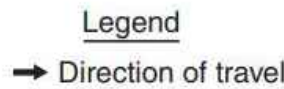
N.T.S.



NOTES:

1. ALL PAVEMENT STRIPING & MARKINGS SHALL BE LONG-LIFE THERMOPLASTIC.
2. NO SEPARATE PAYMENT SHALL BE MADE FOR THE INSTALLATION OF HMA SPEED HUMPS. ALL COSTS ASSOCIATED WITH SPEED HUMPS SHALL BE INCLUDED IN THE VARIOUS BID ITEMS FOR THE PROJECT WHILE THE COST OF ANY HMA USED SHALL BE PAID UNDER THE HMA SURFACE COURSE BID ITEM BASED ON THE TONNAGE LAID ACCORDING TO THE ASPHALT TICKETS.

**OPTION**



### RESET INLET DETAIL

N.T.S



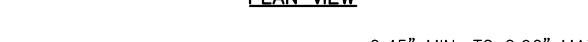
1. CONTRACTOR IS TO CLEAN INLET FILTER AFTER EVERY STORM.
2. CONTRACTOR TO REMOVE FABRIC AND MESH JUST PRIOR TO PAVING.
3. IF BOTTOM OF ROADWAY IS BELOW TOP OF INLET GRATE, CONSTRUCT PROPERLY FILTERED OPENING(S) IN INLET WALL TO ALLOW PASSAGE OF WATER.
4. THE PROTECTION DEVICE WILL BE DESIGNED TO CAPTURE OR FILTER RUNOFF FROM THE 1 YEAR, 24 HOUR STORM EVENT AND SHALL SAFELY CONVEY HIGHER FLOWS DIRECTLY INTO THE STORM SEWER SYSTEM.

## INLET FILTER DETAIL

N.T.S.



NOTE:  
CURB RAMP OPENING TO BE FLUSH WITH ROADWAY  
PAVEMENT (CURB RAMP TYPES 5 & 6).



DETECTABLE WARNING SURFACE

N.T.S.



| CURB RAMP<br>TYPE 2, 5 OR 6 |           |
|-----------------------------|-----------|
| H<br>INCHES                 | W<br>FEET |
| 3                           | 3         |
| 4                           | 4         |
| 5                           | 5         |
| 6                           | 6         |
| 7                           | 7         |
| 8                           | 8         |
| 9                           | 9         |

| CURB RAMP TYPE 4 |             |             |            |            |
|------------------|-------------|-------------|------------|------------|
| W<br>FEET        | H<br>INCHES | Y<br>INCHES | X2<br>FEET | L2<br>FEET |
| 4.0              | 3           | **          | **         | **         |
|                  | 4           | **          | **         | **         |
|                  | 5           | 4.0         | 1          | 6          |
|                  | 6           | 4.0         | 2          | 8          |
|                  | 7           | 4.0         | 3          | 10         |
|                  | 8           | 4.0         | 4          | 12         |
|                  | 9           | 4.0         | 5          | 14         |

## CURB RAMP TYPE 4

(GRASS BUFFER STRIP WITH  
LANDING AREA REQUIRED)



## CURB RAMP TYPE 7

(SEE NOTE 7)

| CURB RAMP TYPE 7 |             |            |            |
|------------------|-------------|------------|------------|
| W<br>FEET        | H<br>INCHES | X1<br>FEET | L1<br>FEET |
| 4 MIN.<br>6 MAX. | 3           | 3          | 11         |
|                  | 4           | 4          | 13         |
|                  | 5           | 5          | 15         |
|                  | 6           | 6          | 17         |
|                  | 7           | 7          | 19         |
|                  | 8           | 8          | 21         |
|                  | 9           | 9          | 23         |

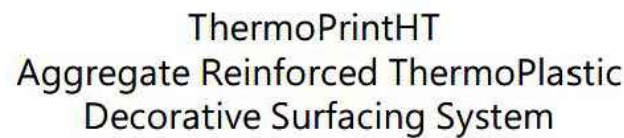
ALT 'A': ADA CURB RAMP DETAILS

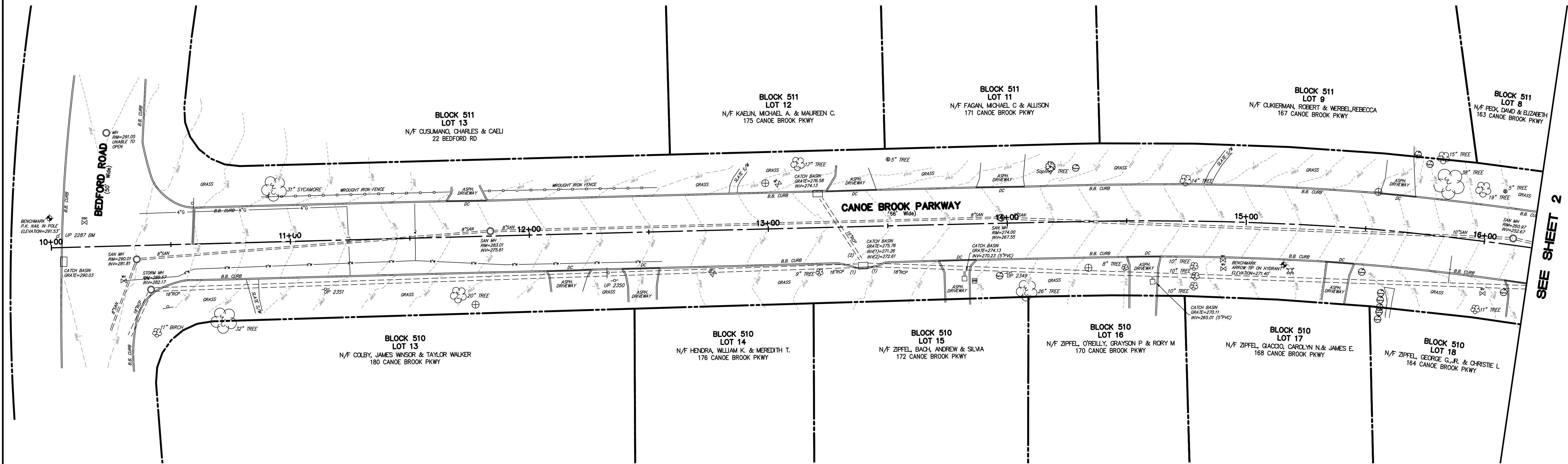
N.T.S



NOTES:

1. TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS AND STANDARDS.
2. PATTERN SHALL BE RUNNINGBOND AND COLOR SHALL BE TERRA COTTA RED. FINAL COLOR & PATTERN MUST BE SUBMITTED TO CITY ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

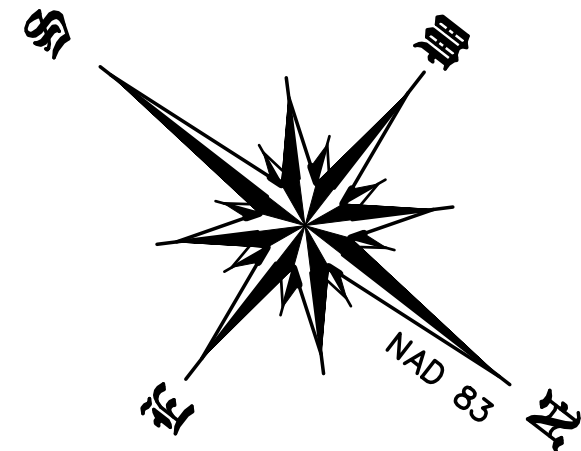




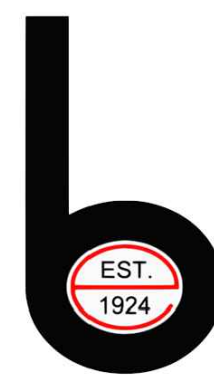
SEE SHEET 2

- PLAN LEGEND:**
- DC DEPRESSED CURB
  - UTILITY POLE
  - FIRE HYDRANT
  - WATER VALVE
  - GAS VALVE
  - SIGN
  - LIGHT
  - CLEAN OUT
  - BENCHMARK
  - ELECTRIC MANHOLE
  - TELEPHONE MANHOLE
  - INLET
  - TREE
  - SHRUB
  - IRRIGATION CONTROL
  - SPOT GRADE
  - ELECTRIC JUNCTION BOX
  - GAS MARKOUT
  - WATER MARKOUT
  - MAJOR CONTOUR INTERVAL
  - MINOR CONTOUR INTERVAL

- NOTES:**
- HORIZONTAL DATUM: NAD 1983.
  - VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
  - UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARK-OUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AUTHORITY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
  - EXISTING RIGHT OF WAY LINES ALONG CANOE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST FIT ANALYSIS OF CURB LOCATIONS.
  - EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.



| NO. | DATE | DESCRIPTION | SURVEYED BY | DRAWN BY | DESIGNED BY | CHECKED BY |
|-----|------|-------------|-------------|----------|-------------|------------|
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |



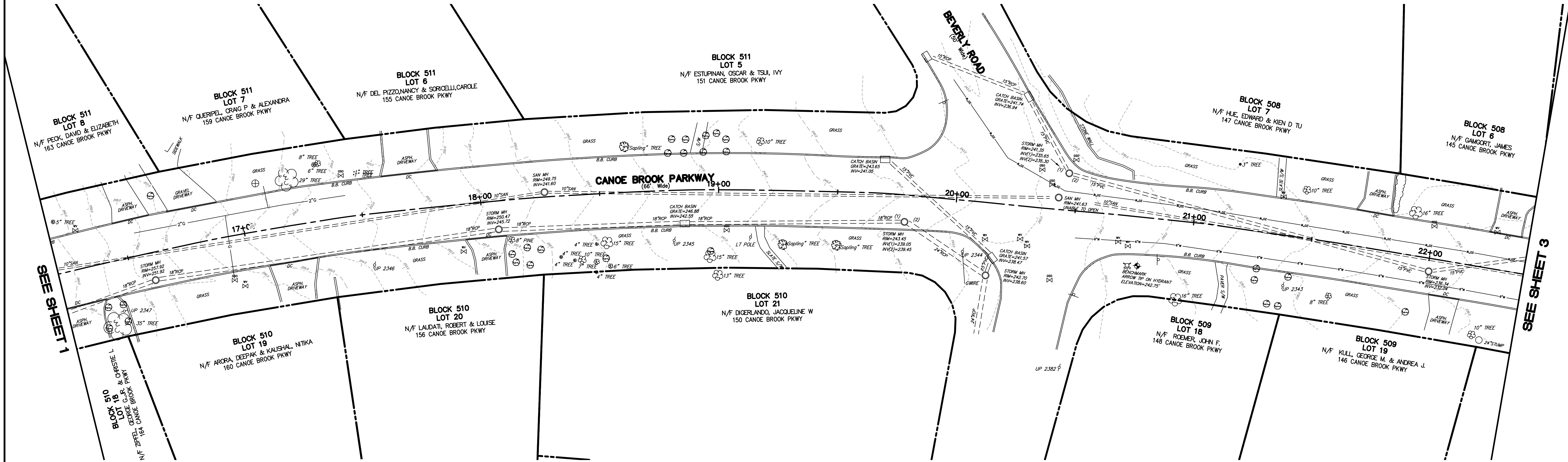
**Boswell Engineering**

ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS  
330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606  
TEL: (201) 641-0770 • FAX: (201) 641-1831  
N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

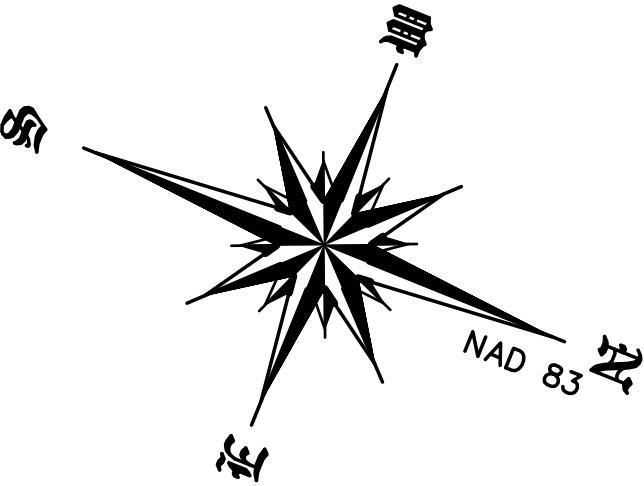
FRANK M. KRUPINSKI

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

| EXISTING CONDITIONS PLAN |                  |               |                |                |
|--------------------------|------------------|---------------|----------------|----------------|
| CANOE BROOK PARKWAY      |                  |               |                |                |
| CITY OF SUMMIT           |                  |               |                |                |
| UNION COUNTY             |                  | NEW JERSEY    |                |                |
| SURVEYED BY: R.R.        | DESIGNED BY: --- | SCALE: 1"=20' | JOB NO. SU-146 | DATE: 10-15-23 |
| DRAWN BY: EJE            | CHECKED BY: FRK  |               |                |                |
| DRAWING NO. SU-146-TS    |                  |               |                | SHEET 1 of 9   |

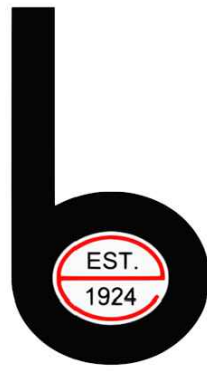


- PLAN LEGEND:**
- |    |                        |  |                       |
|----|------------------------|--|-----------------------|
| DC | DEPRESSED CURB         |  | ELECTRIC MANHOLE      |
|    | UTILITY POLE           |  | TELEPHONE MANHOLE     |
|    | FIRE HYDRANT           |  | INLET                 |
|    | WATER VALVE            |  | TREE                  |
|    | GAS VALVE              |  | SHRUB                 |
|    | SIGN                   |  | IRRIGATION CONTROL    |
|    | LIGHT                  |  | SPOT GRADE            |
|    | CLEAN OUT              |  | ELECTRIC JUNCTION BOX |
|    | BENCHMARK              |  |                       |
|    | GAS MARKOUT            |  |                       |
|    | WATER MARKOUT          |  |                       |
|    | MAJOR CONTOUR INTERVAL |  |                       |
|    | MINOR CONTOUR INTERVAL |  |                       |



- NOTES:**
- HORIZONTAL DATUM: NAD 1983.
  - VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
  - UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARK-OUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AUTHORITY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
  - EXISTING RIGHT OF WAY LINES ALONG CANOE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST FIT ANALYSIS OF CURB LOCATIONS.
  - EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.

| NO. | DATE | DESCRIPTION | SURVEYED BY | DRAWN BY | DESIGNED BY | CHECKED BY |
|-----|------|-------------|-------------|----------|-------------|------------|
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |



**Boswell ENGINEERING**

ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS  
330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606  
TEL: (201) 641-0770 • FAX: (201) 641-1831  
N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

FRANK M. KRUPINSKI

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

EXISTING CONDITIONS PLAN

CANOE BROOK PARKWAY  
CITY OF SUMMIT

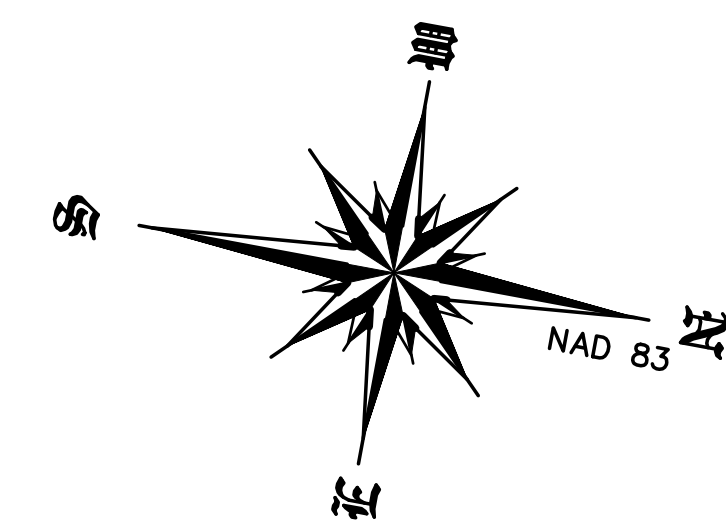
UNION COUNTY NEW JERSEY

|                   |                 |               |                |                |
|-------------------|-----------------|---------------|----------------|----------------|
| SURVEYED BY: R.R. | DESIGNED BY: —  | SCALE: 1"=20' | JOB NO. SU-146 | DATE: 10-15-23 |
| DRAWN BY: EJE     | CHECKED BY: FRK |               |                |                |

DRAWING NO. SU-146-TS SHEET 2 of 9



- NOTES:**
1. HORIZONTAL DATUM: NAD 1983.
  2. VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
  3. UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARKS—CUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AGENCY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
  4. EXISTING RIGHT OF WAY LINES ALONG CANOE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST FIT ANALYSIS OF CURB LOCATIONS.
  5. EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.

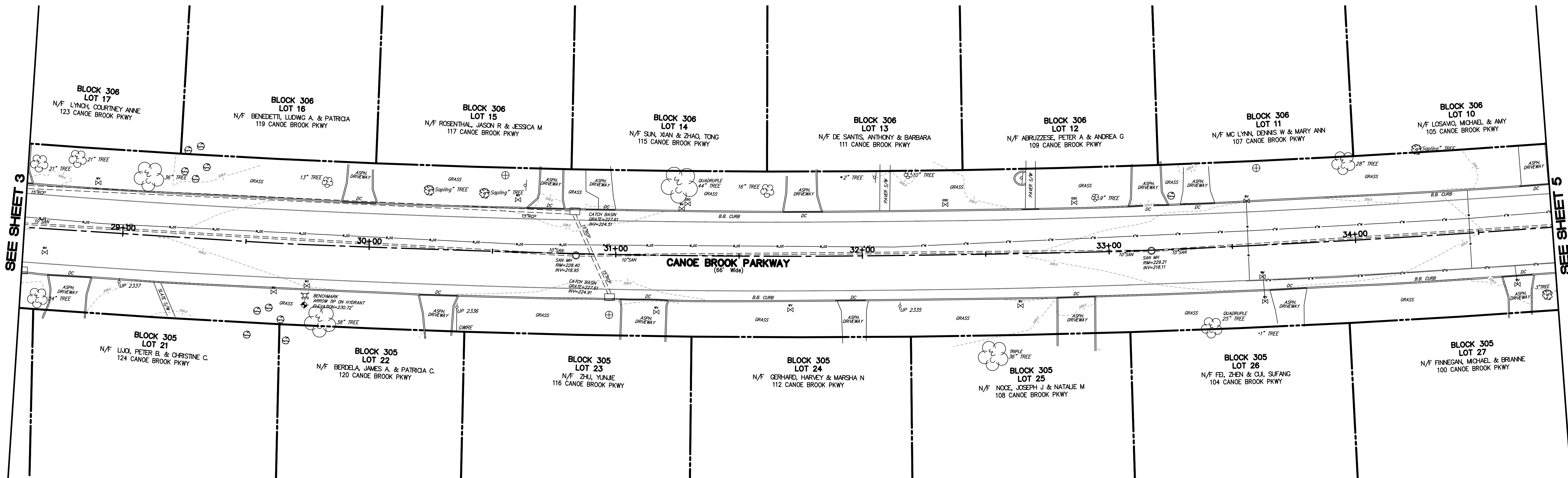
[illegible]

# BOSWELL ENGINEERING

ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS  
 330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606  
 TEL: (201) 641-0770 • FAX: (201) 641-1831  
 N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

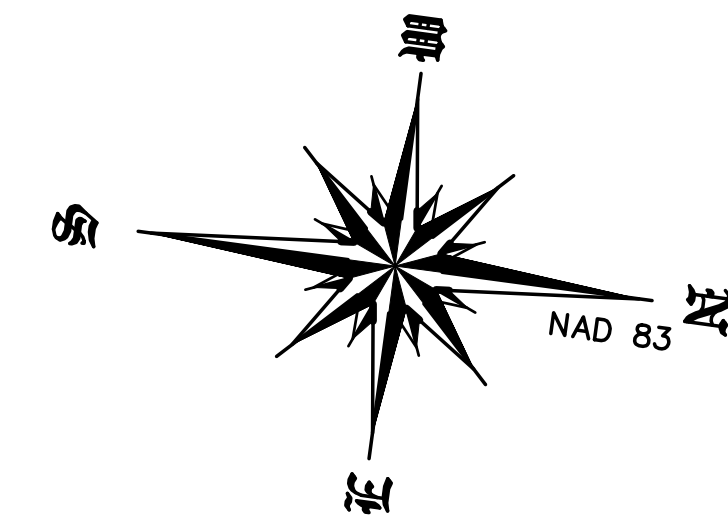
PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

|                       |  |         |  |      |  |
|-----------------------|--|---------|--|------|--|
| DRAWING NO. SU-146-TS |  | SHEET 3 |  | OF 9 |  |
|-----------------------|--|---------|--|------|--|



- PLAN LEGEND:**
- |    |                        |  |                       |
|----|------------------------|--|-----------------------|
| DC | DEPRESSED CURB         |  | ELECTRIC MANHOLE      |
|    | UTILITY POLE           |  | TELEPHONE MANHOLE     |
|    | FIRE HYDRANT           |  | INLET                 |
|    | WATER VALVE            |  | TREE                  |
|    | GAS VALVE              |  | SHRUB                 |
|    | SIGN                   |  | IRRIGATION CONTROL    |
|    | LIGHT                  |  | SPOT GRADE            |
|    | CLEAN OUT              |  | ELECTRIC JUNCTION BOX |
|    | BENCHMARK              |  |                       |
|    | GAS MARKOUT            |  |                       |
|    | WATER MARKOUT          |  |                       |
|    | MAJOR CONTOUR INTERVAL |  |                       |
|    | MINOR CONTOUR INTERVAL |  |                       |

- NOTES:**
- HORIZONTAL DATUM: NAD 1983.
  - VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
  - UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARK-OUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AUTHORITY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
  - EXISTING RIGHT OF WAY LINES ALONG CANOE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST FIT ANALYSIS OF CURB LOCATIONS.
  - EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.



FRANK M. KRUPINSKI

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

EXISTING CONDITIONS PLAN

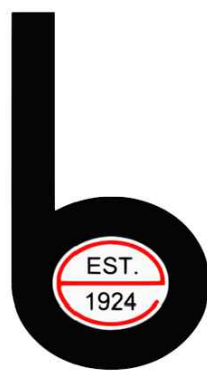
CANOE BROOK PARKWAY  
CITY OF SUMMIT

UNION COUNTY NEW JERSEY

|                   |                 |               |                |                |
|-------------------|-----------------|---------------|----------------|----------------|
| SURVEYED BY: R.R. | DESIGNED BY: —  | SCALE: 1"=20' | JOB NO. SU-146 | DATE: 10-15-23 |
| DRAWN BY: EZE     | CHECKED BY: FRK |               |                |                |

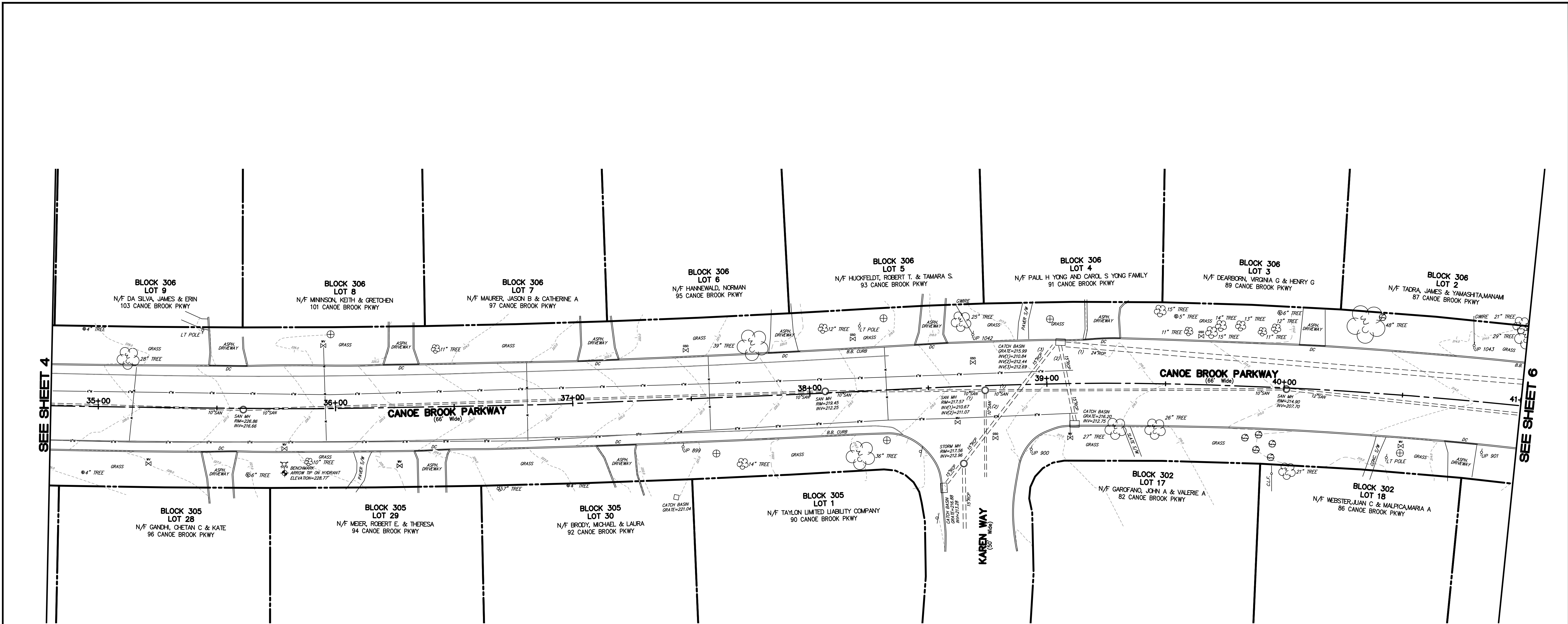
DRAWING NO. SU-146-TS SHEET 4 of 9

| NO. | DATE | DESCRIPTION | SURVEYED BY | DRAWN BY | DESIGNED BY | CHECKED BY |
|-----|------|-------------|-------------|----------|-------------|------------|
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |



**BOSWELL ENGINEERING**

ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS  
330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606  
TEL: (201) 641-0770 • FAX: (201) 641-1831  
N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

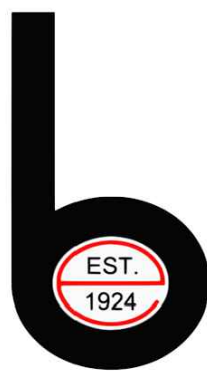


- PLAN LEGEND:**
- |    |                        |  |                       |
|----|------------------------|--|-----------------------|
| DC | DEPRESSED CURB         |  | ELECTRIC MANHOLE      |
|    | UTILITY POLE           |  | TELEPHONE MANHOLE     |
|    | FIRE HYDRANT           |  | INLET                 |
|    | WATER VALVE            |  | TREE                  |
|    | GAS VALVE              |  | SHRUB                 |
|    | SIGN                   |  | IRRIGATION CONTROL    |
|    | LIGHT                  |  | SPOT GRADE            |
|    | CLEAN OUT              |  | SPOT GRADE            |
|    | BENCHMARK              |  | ELECTRIC JUNCTION BOX |
|    | GAS MARKOUT            |  |                       |
|    | WATER MARKOUT          |  |                       |
|    | MAJOR CONTOUR INTERVAL |  |                       |
|    | MINOR CONTOUR INTERVAL |  |                       |



- NOTES:**
- HORIZONTAL DATUM: NAD 1983.
  - VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
  - UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARK-OUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AUTHORITY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
  - EXISTING RIGHT OF WAY LINES ALONG CANOE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST FIT ANALYSIS OF CURB LOCATIONS.
  - EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.

| NO. | DATE | DESCRIPTION | SURVEYED BY | DRAWN BY | DESIGNED BY | CHECKED BY |
|-----|------|-------------|-------------|----------|-------------|------------|
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |



**Boswell Engineering**

ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS  
330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606  
TEL: (201) 641-0770 • FAX: (201) 641-1831  
N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

FRANK M. KRUPINSKI

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

EXISTING CONDITIONS PLAN

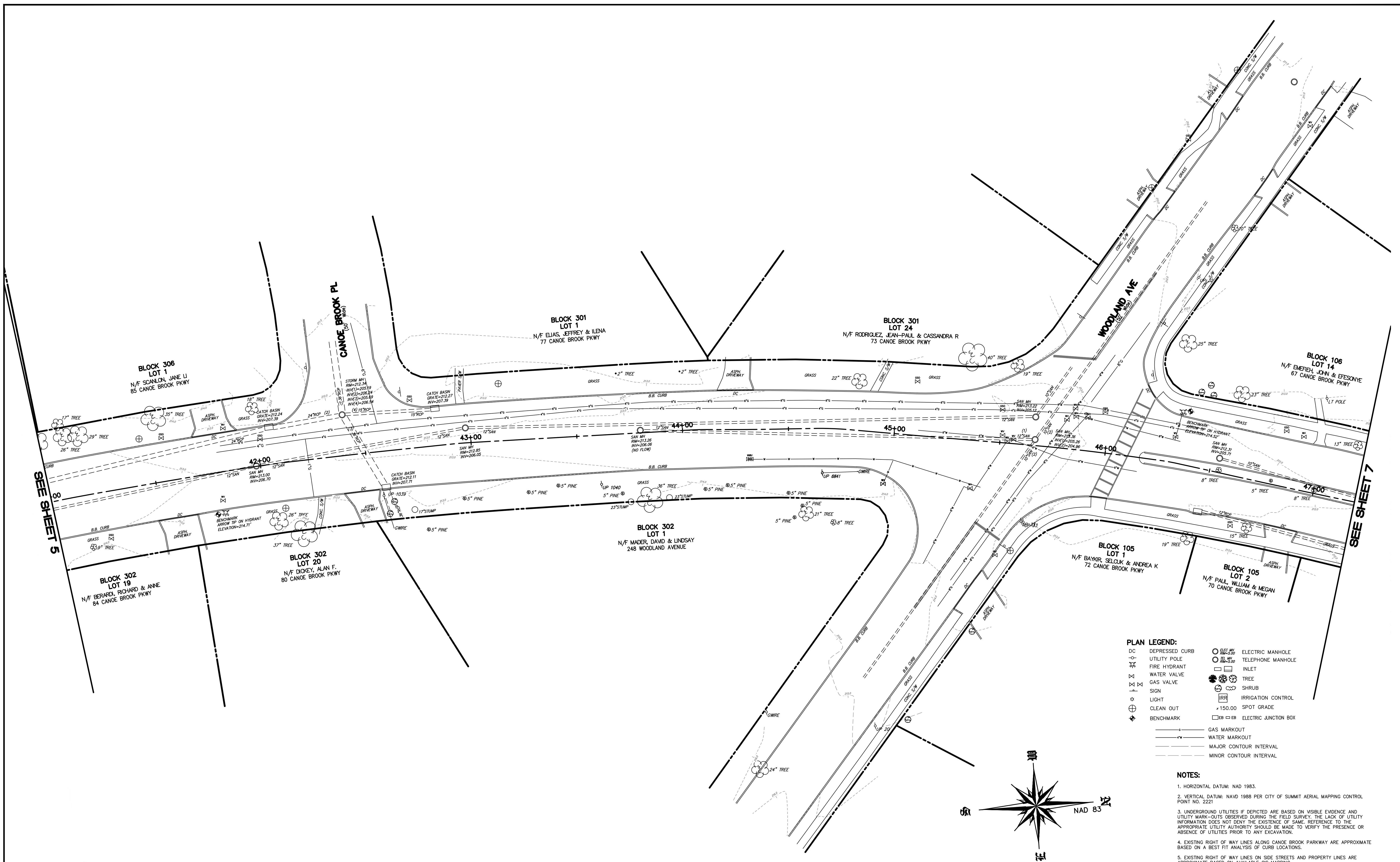
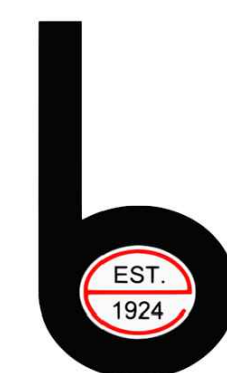
CANOE BROOK PARKWAY  
CITY OF SUMMIT

UNION COUNTY NEW JERSEY

|                   |                  |               |                |                |
|-------------------|------------------|---------------|----------------|----------------|
| SURVEYED BY: R.R. | DESIGNED BY: --- | SCALE: 1"=20' | JOB NO. SU-146 | DATE: 10-15-23 |
| DRAWN BY: EJE     | CHECKED BY: FRK  |               |                |                |

DRAWING NO. SU-146-TS

SHEET 5 of 9

[illegible]

# BOSWELL ENGINEERING

ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS  
330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606  
TEL: (201) 641-0770 • FAX: (201) 641-1831  
N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

FRANK M. KRUPINSKI

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

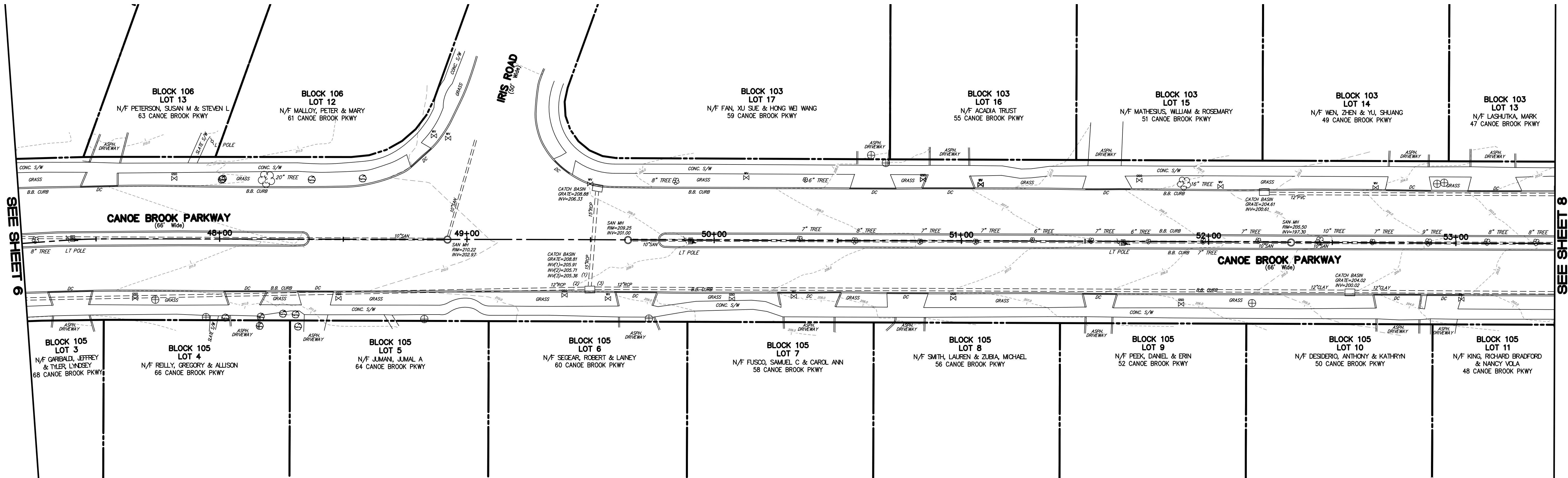
## EXISTING CONDITIONS PLAN

CANOE BROOK PARKWAY  
CITY OF SUMMIT

|              |            |
|--------------|------------|
| UNION COUNTY | NEW JERSEY |
|--------------|------------|

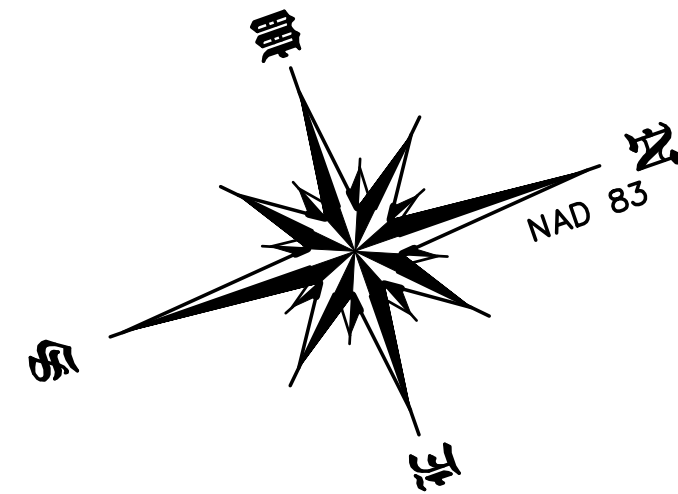
|                                      |                                     |                  |                   |                   |
|--------------------------------------|-------------------------------------|------------------|-------------------|-------------------|
| SURVEYED BY: R.R.R.<br>DRAWN BY: EAE | DESIGNED BY: ---<br>CHECKED BY: FMK | SCALE:<br>1"=20' | JOB NO.<br>SU-146 | DATE:<br>10-13-23 |
|--------------------------------------|-------------------------------------|------------------|-------------------|-------------------|

DRAWING NO. SU-146-TS SHEET 6 OF 9

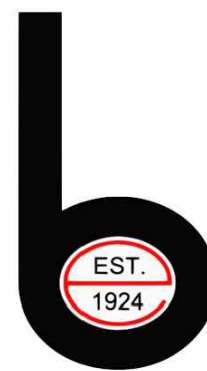


- PLAN LEGEND:**
- DC DEPRESSED CURB
  - UTILITY POLE
  - FIRE HYDRANT
  - WATER VALVE
  - GAS VALVE
  - SIGN
  - LIGHT
  - CLEAN OUT
  - BENCHMARK
  - 8" TREE
  - 6" TREE
  - 4" TREE
  - 3" TREE
  - 2" TREE
  - 1" TREE
  - SHRUB
  - IRRIGATION CONTROL
  - SPOT GRADE
  - ELECTRIC MANHOLE
  - TELEPHONE MANHOLE
  - INLET
  - GAS MARKOUT
  - WATER MARKOUT
  - MAJOR CONTOUR INTERVAL
  - MINOR CONTOUR INTERVAL

- NOTES:**
- HORIZONTAL DATUM: NAD 1983.
  - VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
  - UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARK-OUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AUTHORITY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
  - EXISTING RIGHT OF WAY LINES ALONG CANOE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST FIT ANALYSIS OF CURB LOCATIONS.
  - EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.



| NO. | DATE | DESCRIPTION | SURVEYED BY | DRAWN BY | DESIGNED BY | CHECKED BY |
|-----|------|-------------|-------------|----------|-------------|------------|
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |



**BOSWELL ENGINEERING**  
ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS  
330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606  
TEL: (201) 641-0770 • FAX: (201) 641-1831  
N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

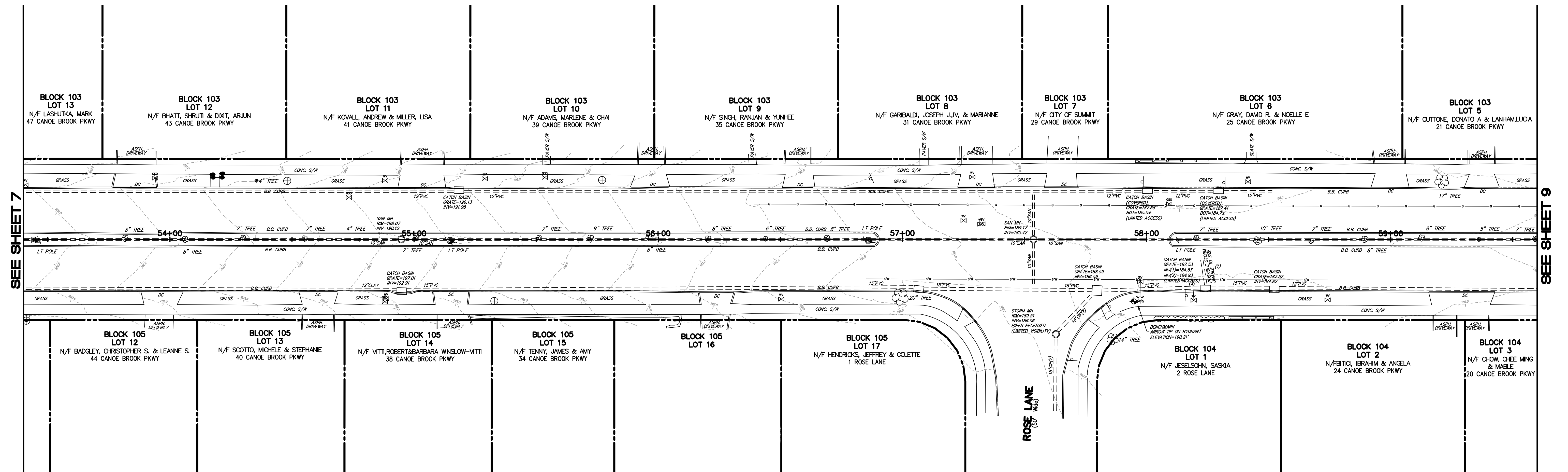
FRANK M. KRUPINSKI

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

EXISTING CONDITIONS PLAN

CANOE BROOK PARKWAY  
CITY OF SUMMIT

| UNION COUNTY          |                 | NEW JERSEY    |                |
|-----------------------|-----------------|---------------|----------------|
| SURVEYED BY: R.R.     | DESIGNED BY: —  | SCALE: 1"=20' | JOB NO. SU-146 |
| DRAWN BY: EJE         | CHECKED BY: FRK |               | DATE: 10-15-23 |
| DRAWING NO. SU-146-TS |                 | SHEET 7 OF 9  |                |



**NOTES:**

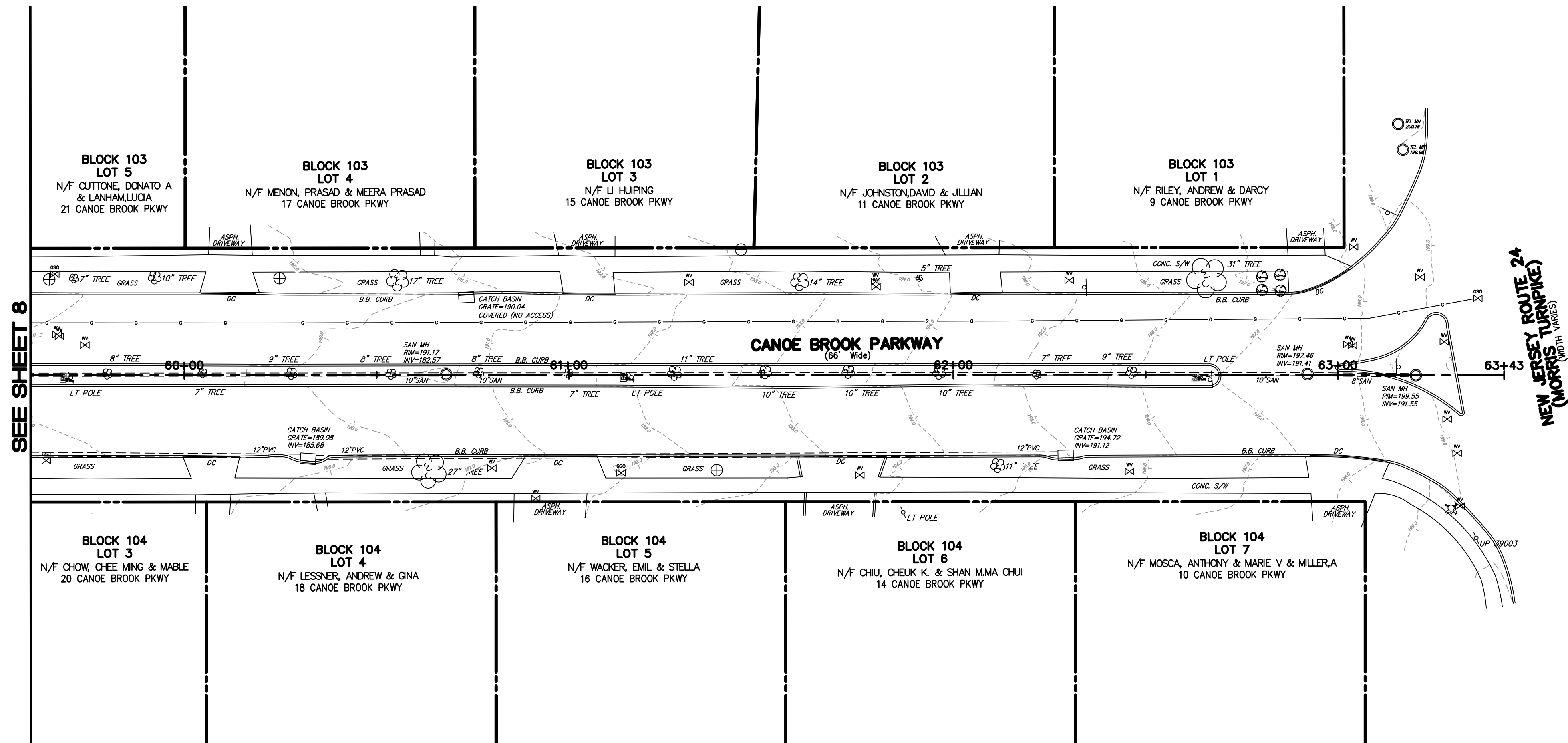
1. HORIZONTAL DATUM: NAD 1983.
2. VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
3. UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARK-OUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AUTHORITY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
4. EXISTING RIGHT OF WAY LINES ALONG CANCAGE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST AVAILABLE AERIAL CURB LOCATIONS.
5. EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |

**FRANK M. KRUPINSKI**

---

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS0371970

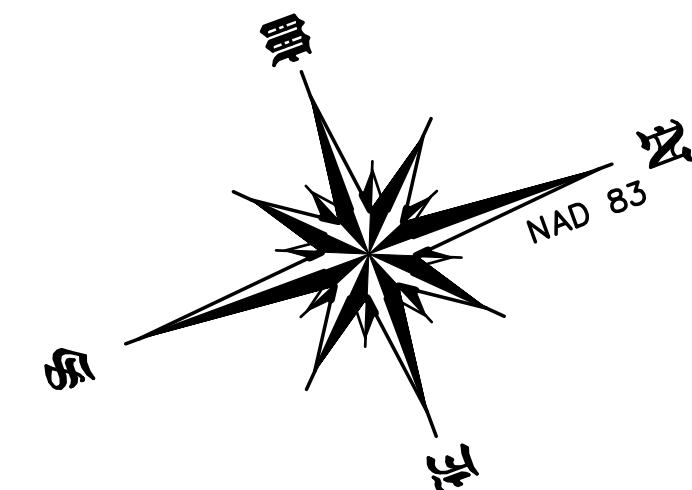


SEE SHEET 8

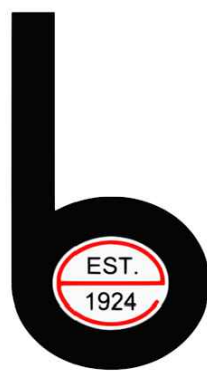
NEW JERSEY ROUTE 24  
(MORRIS TURNPIKE)  
(NORTH)

- PLAN LEGEND:**
- DC DEPRESSED CURB
  - UTILITY POLE
  - FIRE HYDRANT
  - WATER VALVE
  - GAS VALVE
  - SIGN
  - LIGHT
  - CLEAN OUT
  - BENCHMARK
  - IR ELECTRIC MANHOLE
  - TELEPHONE MANHOLE
  - INLET
  - TREE
  - SHRUB
  - IRRIGATION CONTROL
  - SPOT GRADE
  - ELECTRIC JUNCTION BOX
  - GAS MARKOUT
  - WATER MARKOUT
  - MAJOR CONTOUR INTERVAL
  - MINOR CONTOUR INTERVAL

- NOTES:**
- HORIZONTAL DATUM: NAD 1983.
  - VERTICAL DATUM: NAVD 1988 PER CITY OF SUMMIT AERIAL MAPPING CONTROL POINT NO. 2221
  - UNDERGROUND UTILITIES IF DEPICTED ARE BASED ON VISIBLE EVIDENCE AND UTILITY MARK-OUTS OBSERVED DURING THE FIELD SURVEY. THE LACK OF UTILITY INFORMATION DOES NOT DENY THE EXISTENCE OF SAME. REFERENCE TO THE APPROPRIATE UTILITY AUTHORITY SHOULD BE MADE TO VERIFY THE PRESENCE OR ABSENCE OF UTILITIES PRIOR TO ANY EXCAVATION.
  - EXISTING RIGHT OF WAY LINES ALONG CANOE BROOK PARKWAY ARE APPROXIMATE BASED ON A BEST FIT ANALYSIS OF CURB LOCATIONS.
  - EXISTING RIGHT OF WAY LINES ON SIDE STREETS AND PROPERTY LINES ARE APPROXIMATE BASED ON AVAILABLE GIS MAPPING.



| NO. | DATE | DESCRIPTION | SURVEYED BY | DRAWN BY | DESIGNED BY | CHECKED BY |
|-----|------|-------------|-------------|----------|-------------|------------|
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |
|     |      |             |             |          |             |            |



**Boswell Engineering**

ENGINEERS - PLANNERS - SURVEYORS - SCIENTISTS

330 PHILLIPS AVENUE, SOUTH HACKENSACK, NJ 07606

TEL: (201) 641-0770 • FAX: (201) 641-1831

N.J. CERTIFICATE OF AUTHORIZATION No. 24GA27958000

FRANK M. KRUPINSKI

PROFESSIONAL LAND SURVEYOR N.J. LIC. 24GS03719700

EXISTING CONDITIONS PLAN

CANOE BROOK PARKWAY

CITY OF SUMMIT

UNION COUNTY

NEW JERSEY

|                   |                  |               |                |                |
|-------------------|------------------|---------------|----------------|----------------|
| SURVEYED BY: R.R. | DESIGNED BY: --- | SCALE: 1"=20' | JOB NO. SU-146 | DATE: 10-15-23 |
| DRAWN BY: EZE     | CHECKED BY: FMK  |               |                |                |

DRAWING NO. SU-146-TS

SHEET 9 of 9