

# MOUNT VERNON AVENUE & KENT PLACE BOULEVARD 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 DURING CONSTRUCTION. THE CONTRACTOR SHALL INSTALL AND MAINTAIN HOT MIX ASPHALT TO PROVIDE A RIDING SURFACE FOR VEHICLE ACCESS TO EACH PROPERTY. ANY BACKFILLED TRENCHES SHALL RECEIVE A TEMPORARY ASPHALT TIPPING BY THE END OF EACH WORK DAY. EXPOSED DGA AT THE ROAD SURFACE WILL BE PERMITTED. METAL PLATES MAY BE USED AT THE DISCRETION OF THE CITY ENGINEER. NO SEPARATE PAYMENT SHALL BE MADE FOR TEMPORARY ASPHALT. ALL COSTS ASSOCIATED WITH TEMPORARY ASPHALT MEASURES, INCLUDING METAL PLATES, SHALL BE INCLUDED IN THE BID ITEM FOR MOBILIZATION.

4. STANLEY AVENUE IS TO BE PROOF ROLLED 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 THE PROJECT NUMBER, THE LOCATION OF THE ROAD CONTROL, AND THE CLOSURE. 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/RESETTING 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. 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 NJDOT 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 AT A MINIMUM OF THREE (3) WEEKS PRIOR TO CONSTRUCTION FOR ALL PROPOSED DRAINAGE STRUCTURES, SIGNS & POSTS, ANY CONCRETE FOOTINGS AND RRB SETUPS. ALL DRAINAGE STRUCTURES AND FOOTINGS MUST BE DESIGNED BY A NEW JERSEY PROFESSIONAL ENGINEER. ALL SHOP DRAWINGS ARE SUBJECT TO THE APPROVAL OF THE 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 HMA PROFILE MILLING. ALL COSTS ASSOCIATED WITH PROFILE MILLING SHALL BE PAID UNDER BID ITEM "HMA MILLING, 2" OR LESS."

22. SITE SURVEY PROVIDED BY STONEFIELD ENGINEERING & DESIGN. PHONE: (201) 340 - 4468

23. ANY PROPOSED PAVEMENT THICKNESS NOTED HEREIN SHALL BE POST-COMPACTED, UNLESS OTHERWISE NOTED.

24. ALL COSTS ASSOCIATED WITH THE RESETTING OR RECONSTRUCTION OF CURB ALONG INDIVIDUAL DRIVEWAY S SHALL BE INCLUDED IN THE VARIOUS BID ITEMS.

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, IF AND WHERE DIRECTED".

28. NO SEPARATE PAYMENT SHALL BE MADE FOR THE EXCAVATION OF UNCLASSIFIED MATERIAL BEHIND THE CURB. ALL COSTS ASSOCIATED WITH THE REMOVAL OF ANY EXISTING MATERIAL BEHIND THE PROPOSED CURB SHALL BE INCLUDED IN THE BID ITEM "GRANITE BLOCK CURB".

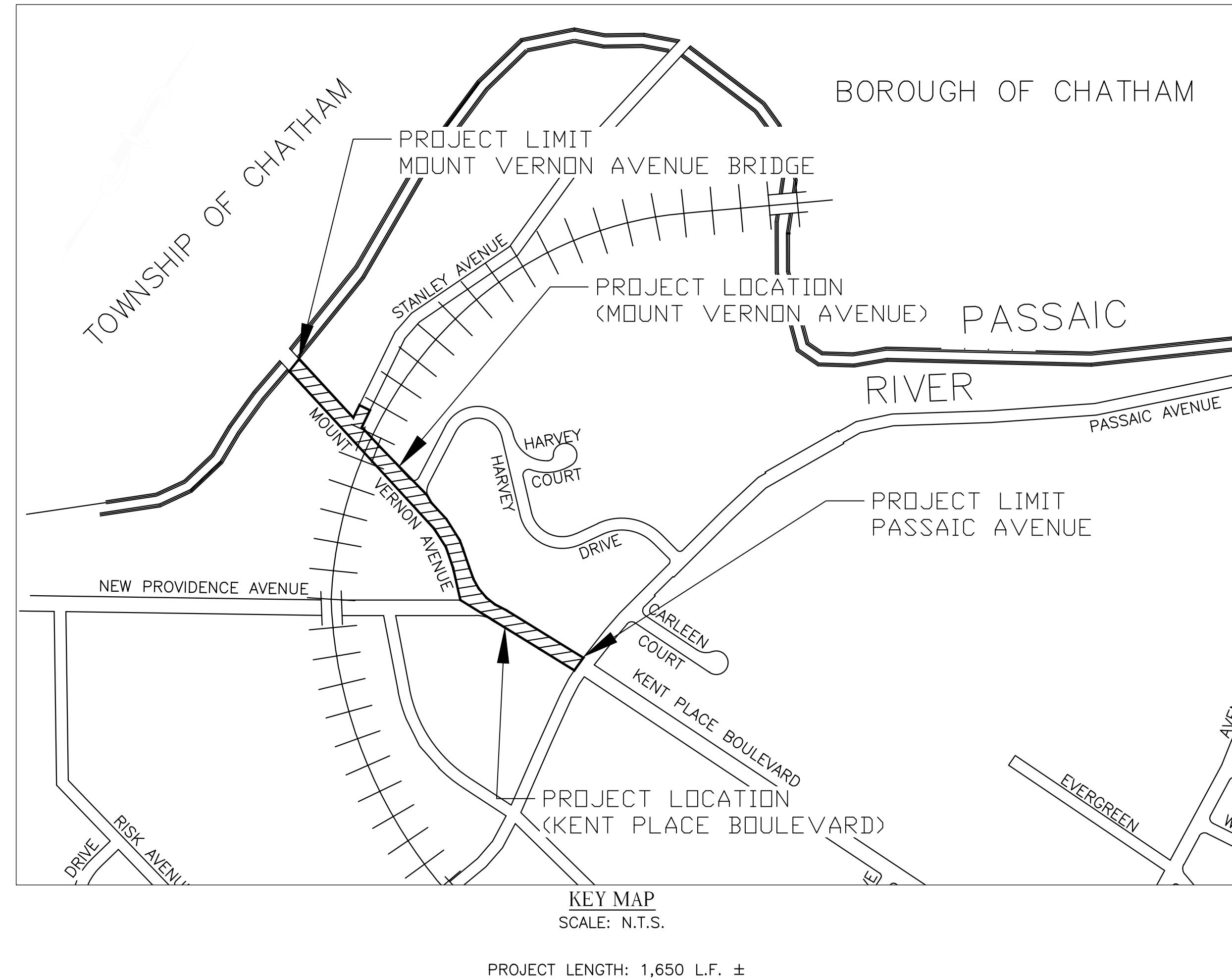
29. ALL MATERIALS, WORKMANSHIP AND CONSTRUCTION FOR THE IMPROVEMENTS SHOWN SHALL BE IN ACCORDANCE WITH THE NEW JERSEY DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2019" AND ALL APPLICABLE AMENDMENTS.

30. ALL REGULATORY, WARNING, AND GUIDE SIGNS, AS WELL AS STREET NAME SIGNAGE, WITHIN PROJECT LIMITS ARE TO BE REPLACED WITH NEW PLAQUES AND POSTS, UNLESS NOTED OTHERWISE.

31. ANY TYPE 'P' 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. CONTRACTOR SHALL REFER TO THE STANDARD TRAFFIC CONTROL PLANS WHICH ARE INCLUDED IN THE TECHNICAL SPECIFICATIONS FOR THIS PROJECT.

## MOUNT VERNON AVENUE BRIDGE TO PASSAIC AVENUE CITY OF SUMMIT UNION COUNTY, NEW JERSEY



INDEX OF SHEETS	
SHEET	DESCRIPTION
1	COVER SHEET
2	CONSTRUCTION & LAYOUT PLAN
3	GRADING & DRAINAGE PLAN
4	SOIL EROSION & SEDIMENT CONTROL PLAN
5	SOIL EROSION & SEDIMENT CONTROL NOTES & DETAILS
6-7	CONSTRUCTION DETAILS
1 OF 2	ROUTE SURVEY (PROVIDED BY STONEFIELD)
2 OF 2	ROUTE SURVEY (PROVIDED BY STONEFIELD)

### 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.

### Funding Note:

This project is funded by the City of Summit and the New Jersey Department of Transportation

### 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.

### 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 herein.

## SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QTY
<b>GENERAL WORK</b>			
1	MOBILIZATION	LS	LS
2	CLEARING SITE	LS	LS
3	FINAL CLEANUP	UNIT	8
4	BREAKAWAY BARRICADE	UNIT	15
5	DRUM	UNIT	50
6	TRAFFIC CONE	UNIT	100
7	CONSTRUCTION SIGNS	UNIT	2
8	CONSTRUCTION IDENTIFICATION SIGNS, 48" X 36"	LS	LS
9	CONSTRUCTION LAYOUT	LS	LS
10	UTILITY COORDINATION	LS	LS
11	INLET FILTER TYPE 1	SF	80
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	6,800
15	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	910
16	TACK COAT	GAL	1,150
17	HOT MIX ASPHALT PAVEMENT REPAIR	SY	700
18	EXCAVATION, TEST PIT	CY	25
19	EXCAVATION, UNCLASSIFIED	CY	50
20	REMOVAL OF PAVEMENT	SY	100
21	GRANITE CURB	LF	740
22	HOT MIX ASPHALT DRIVEWAY 4" THICK	SY	20
23	DENSE GRADED AGGREGATE BASE COURSE, VARIABLE THICKNESS	CY	5
24	TRAFFIC MARKING LINES, 4" THICK	LF	4,000
25	TRAFFIC MARKING LINES, 24" THICK	LF	300
<b>UTILITIES</b>			
26	RESET MANHOLE, SANITARY SEWER, USING NEW CASTING	UNIT	1
27	RESET MANHOLE, STORM SEWER, USING NEW CASTING	UNIT	5
28	RESET WATER VALVE BOX	UNIT	10
29	RESET GAS VALVE BOX	UNIT	10
30	RESET INLET, TYPE B, USING NEW CASTING	UNIT	5
31	RECONSTRUCTED INLET, TYPE A, USING NEW CASTING	UNIT	4
32	RECONSTRUCTED INLET, TYPE B, USING NEW CASTING	UNIT	1
33	REINFORCED CONCRETE PIPE, CLASS IV	LF	235
34	MANHOLE, 5' DIAMETER	UNIT	1
35	SEWER REPAIR, IF AND WHERE DIRECTED, 10' LENGTH, 10' DEPTH	UNIT	1
<b>LANDSCAPING</b>			
36	RETAINING WALL	SF	150
37	TOP SOIL SPREADING, 4" THICK	SY	350
38	BORROW TOPSOIL	CY	15
39	FERTILIZING AND SEEDING, TYPE A-3,	SY	350
<b>STREET SIGNS &amp; PARKING METERS</b>			
40	REGULATORY AND WARNING SIGN	UNIT	5
41	STREET NAME SIGN & POST	UNIT	2
<b>ALTERNATE BID 'A'</b>			
A1	GRANITE CURB	LF	300
A2	CONCRETE SIDEWALK, 4" THICK	SY	740
A3	DETECTABLE WARNING SURFACE	SY	7
A4	RESET DRIVEWAY USING EXISTING BRICK OR BLOCK	SY	6
A5	CONCRETE SIDEWALK, REINFORCED, 6" THICK	SY	168
A6	TREE REMOVAL, OVER 6" TO 36"	UNIT	2
A7	HOT MIX ASPHALT DRIVEWAY 4" THICK	SY	350
A8	DENSE GRADED AGGREGATE BASE COURSE, VARIABLE THICKNESS	CY	10
A9	RESET MANHOLE, SANITARY SEWER USING NEW CASTING	UNIT	3
A10	RESET MANHOLE, STORM SEWER, USING NEW CASTING	UNIT	1

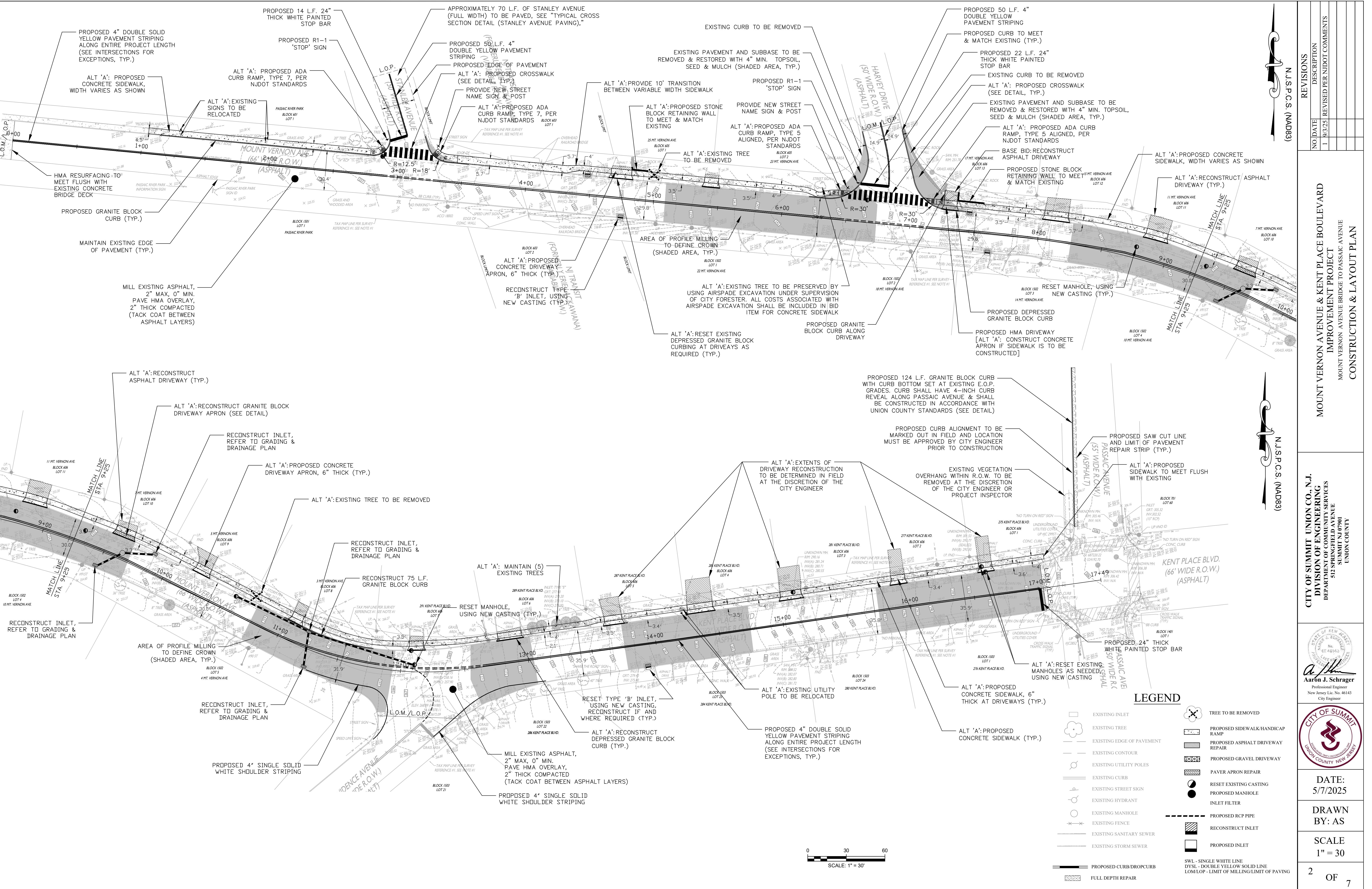
## UTILITIES

Verizon  
445 Georges Road  
North Brunswick, NJ 08902  
(201) 996 - 6610  
braxton.plummer@verizon.com

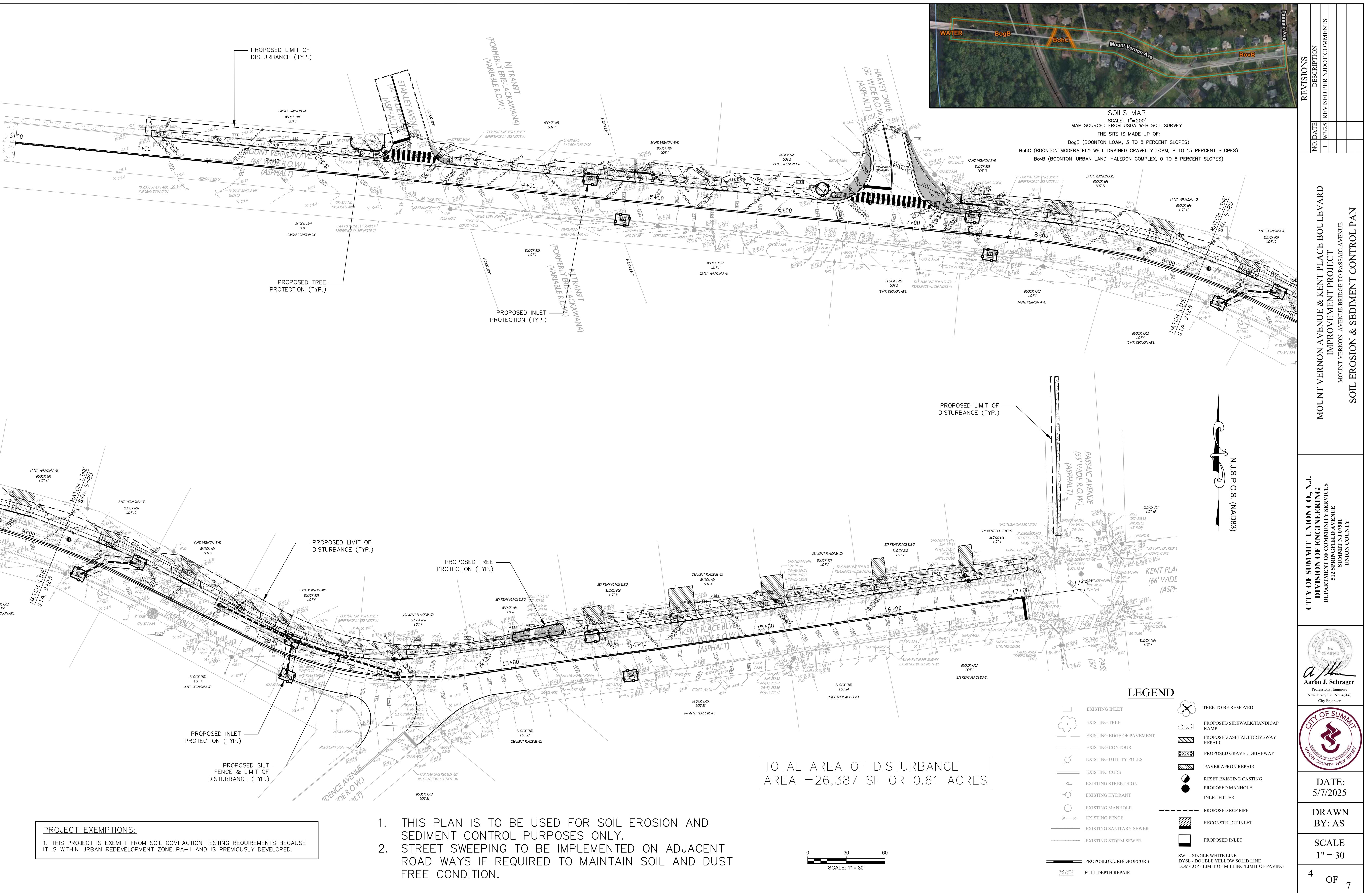
City of Summit  
Division of Public Works  
41 Chatham Road  
Summit, NJ 07901  
(908) 273 - 6404  
ralstonsantiago@firstenergycorp.com

Comcast Cablevision of New Jersey  
800 Rahway Avenue  
Union, NJ 07083  
(908) 258 - 8112

New Jersey American Water Co.  
1







## SOIL EROSION AND SEDIMENT CONTROL NOTES

1. 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.

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 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 combination 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 Standards require the installation of a 50x30x6' pad of 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 as will permanently adjust the soil conditions and provide for vegetation to grow. 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 NUSA 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 completed, the developer shall be required to obtain a Certificate of Occupancy for individual lots in subdivisions, will have to be completed prior to the District issuing a Certificate of Occupancy 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. Conditions 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 consistency, good seed to soil contact, and give a visual indication of coverage. Upon completion of seeding operation, hydromulch should 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. Unfiltered dewatering is not permitted. Necessary precautions must be taken during dewatering operations to minimize soil transfer. Any 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. Maintenance until permanent protection is established. Install and maintain inlet protection of any existing storm sewer inlets, as shown on the plans, until project is complete and permanently stabilized.

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.

Reconstruct/modify existing retaining walls as shown. Install sidewalks.

Fine grading of all lawn and landscape areas.

Removal of all temporary sediment and erosion control devices.

Week 1

Week 1

Week 2

Week 3-5

Week 6

upon completion

## STANDARD FOR TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION

**DEFINITION**  
Establishment of temporary vegetative cover on soils exposed for periods of two to 6 months which are not graded, not 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**  
On 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 seedbed preparation, seeding, mulch application, and mulch anchoring. All grading should be done in accordance with Standards for Land Grading, pg. 19-1.

B. Install needed erosion control practices or facilities such as diversions, grade stabilization structures, channel stabilization measures, sediment basins, and waterways. See Standards 11 through 42.

C. Immediately prior to seeding, the surface should be scarified 6" to 12" where there has been soil compaction. This practice is permissible only where there is no danger to utility lines, utility structures, irrigation systems, etc.).

## SEEDBED PREPARATION

A. Apply ground limestone and fertilizer according to soil test recommendations such as offered by Rutgers Co-operative Extension. Soil sample masters 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 exposed soil. Lime shall be applied at the rate of 100 pounds per acre unless a soil test indicates otherwise. Apply limestone at the rate of 2 tons/acre unless soil test indicates otherwise. Calcium carbonate is 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, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

C. Inject seed just before seeding. If traffic has left the soil compacted, the area must be retilled 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.

E. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

F. Inject seed just before seeding. If traffic has left the soil compacted, the area must be retilled in accordance with the above.

G. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

H. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

I. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

J. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

K. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

L. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

M. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

N. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

O. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

P. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

Q. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

R. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

S. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

T. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

U. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

V. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

W. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

X. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

Y. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

Z. Soil surface should be raked or otherwise prepared to a depth of 1/4 inch to a depth of 4 inches with a disc, spring-tooth harrow, or other suitable equipment. The final harrowing or disking operation should be on the general contour. Continue tillage until a reasonable uniform seedbed is prepared.

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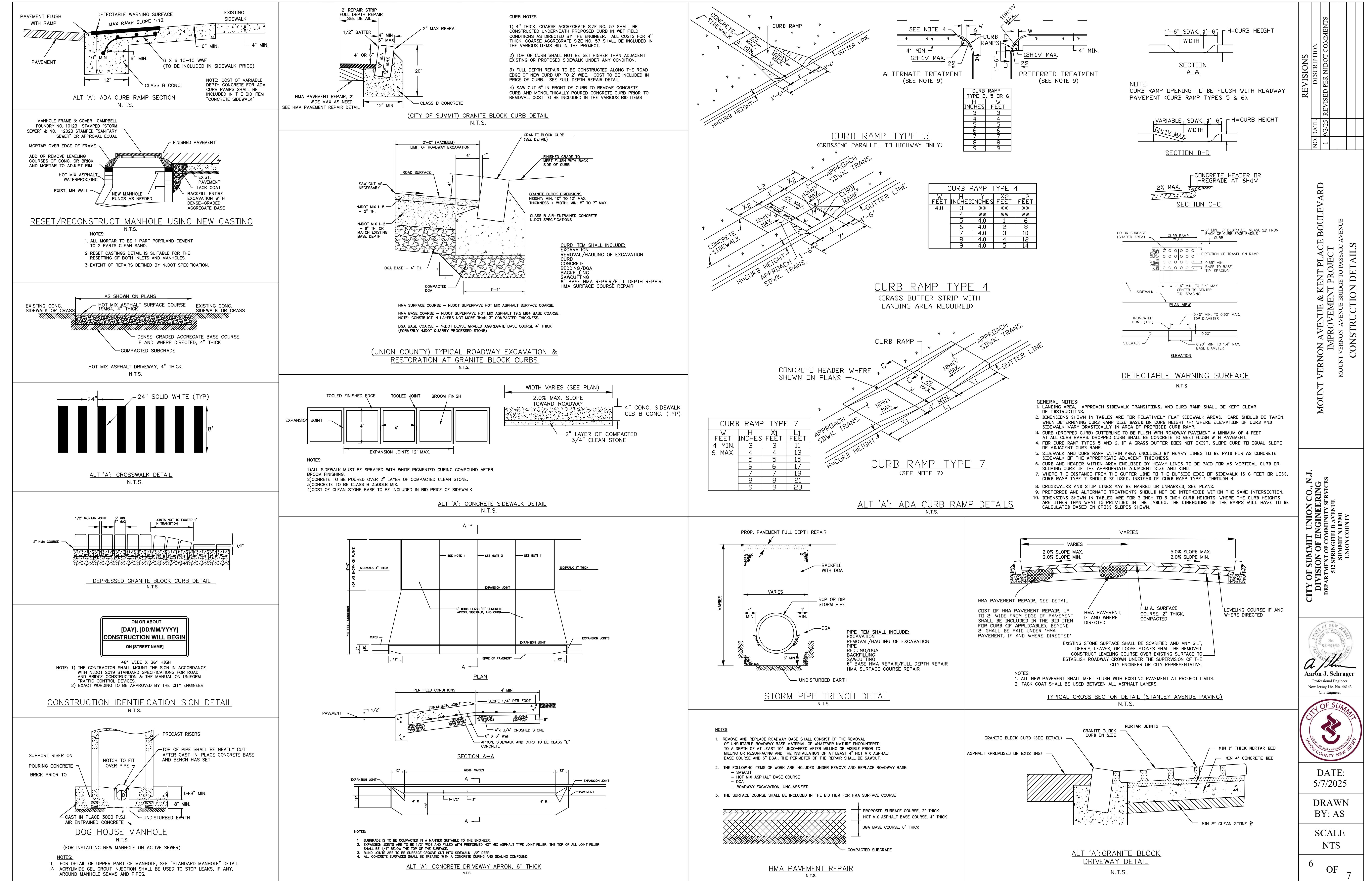
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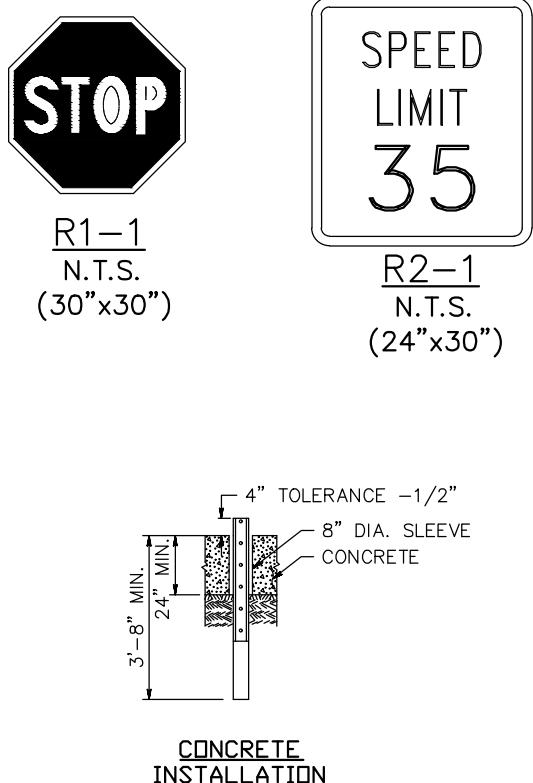
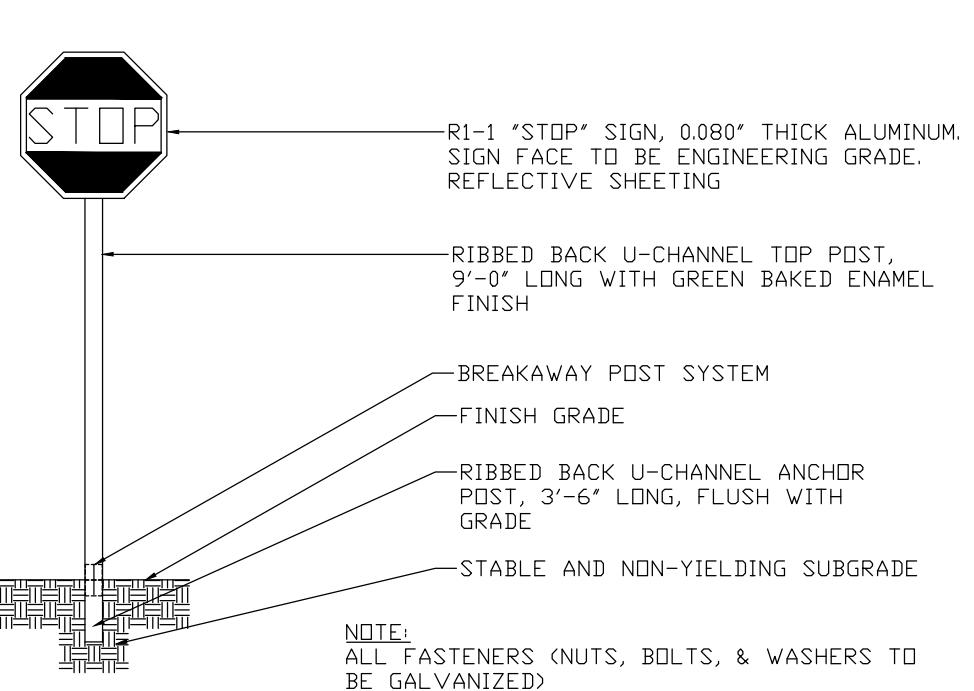
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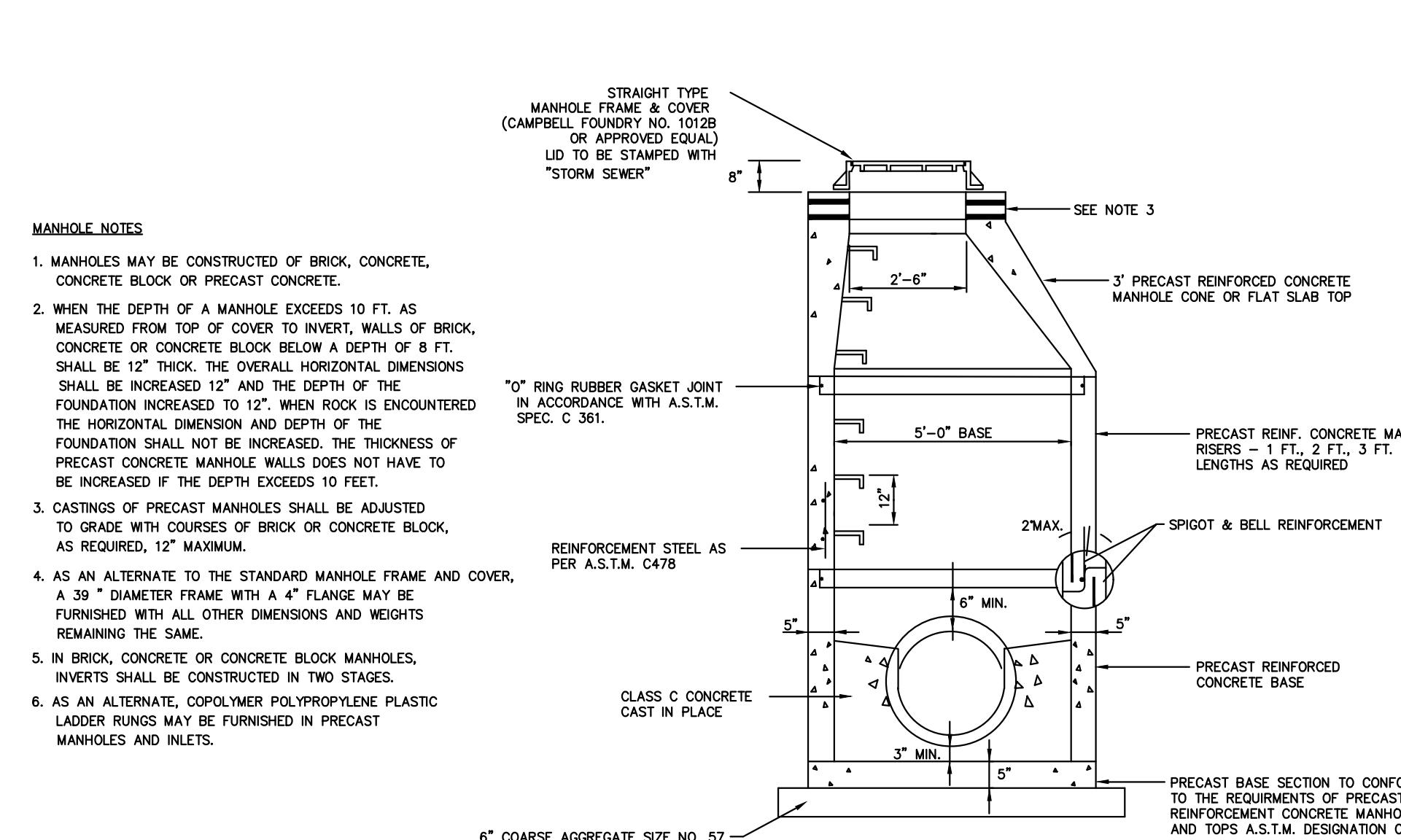
Mt Vernon Rd

The image displays two rectangular street signs with a black border and a white background. The top sign contains the text 'Harvey Dr' in a large, bold, black sans-serif font. The bottom sign contains the text 'Stanley Ave' in the same font style. Both signs are positioned side-by-side and are oriented vertically.

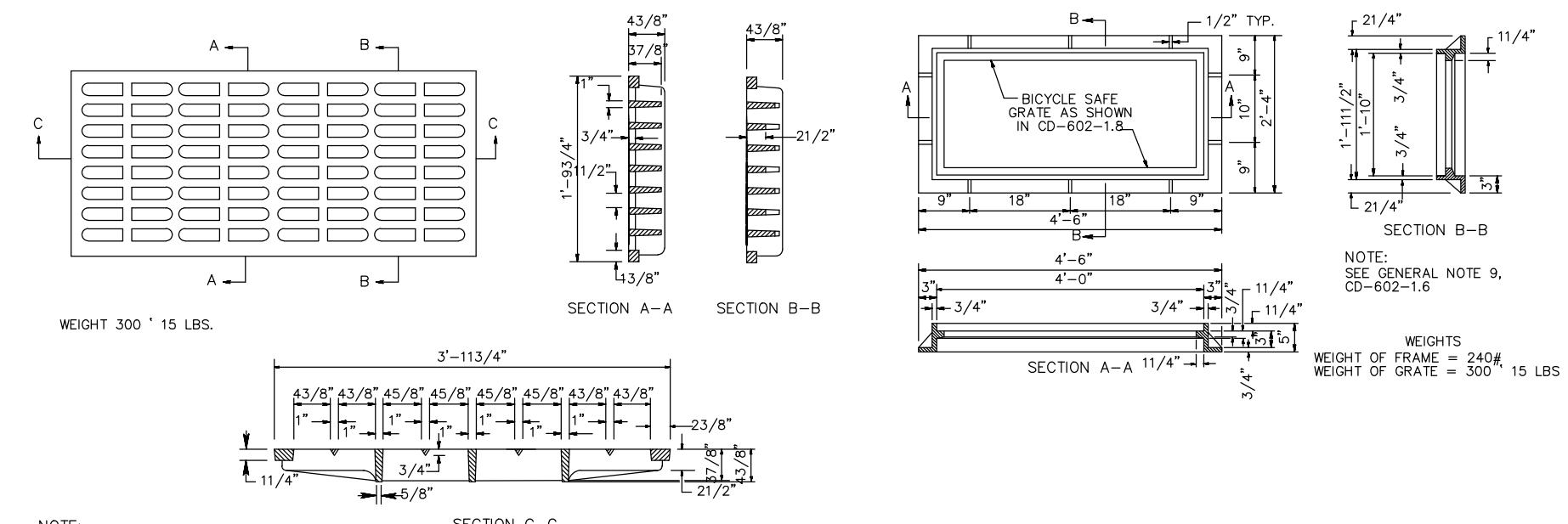
NOTES:

- 1) SIGNS TO BE MOUNTED ON A 2 3/8" OD 10' BLACK POWDER COATED POLE
- 2) POLE TO HAVE A 18" MIN. DIA. X 4'-0" DEEP CONCRETE FOOTING
- 3) SIGNS TO BE MOUNTED ON A LYLE SIGNS PLACE HOLDER
- 4) COST FOR POST, HARDWARE, AND FOOTING TO BE INCLUDED IN "STREET NAME SIGN POST"
- 5) SIGN WIDTHS MAY VARY
- 6) WHITE BACKGROUND, BLACK LETTERS, BLOCK BORDER
- 7) MUST MEET MUTCD REFLECTIVE STANDARDS
- 8) PROOF MUST BE SUBMITTED FOR APPROVAL PRIOR TO INSTALL

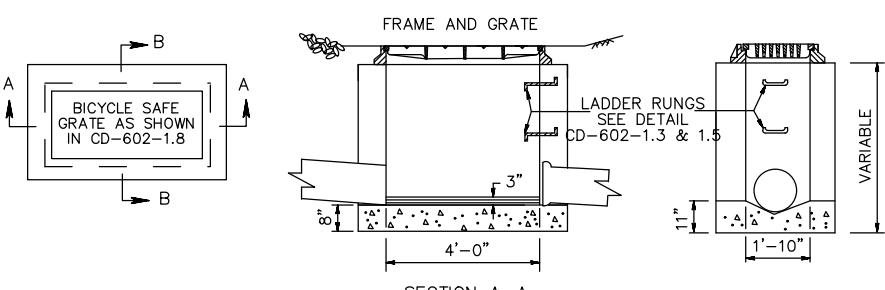
SIGN DETAILS  
N.T.S.



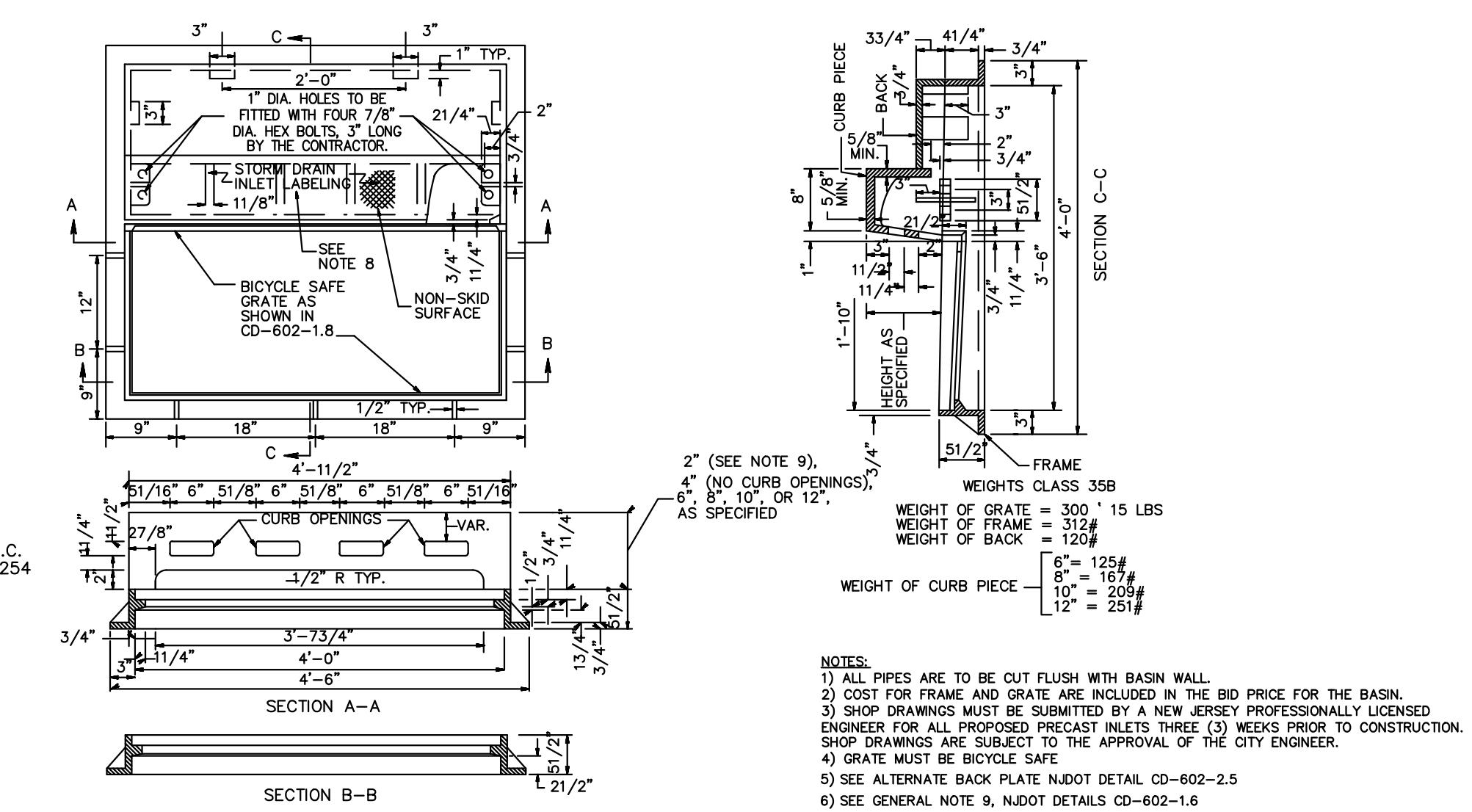
## STORM SEWER MANHOLE DETAIL, 5' DIAMETER



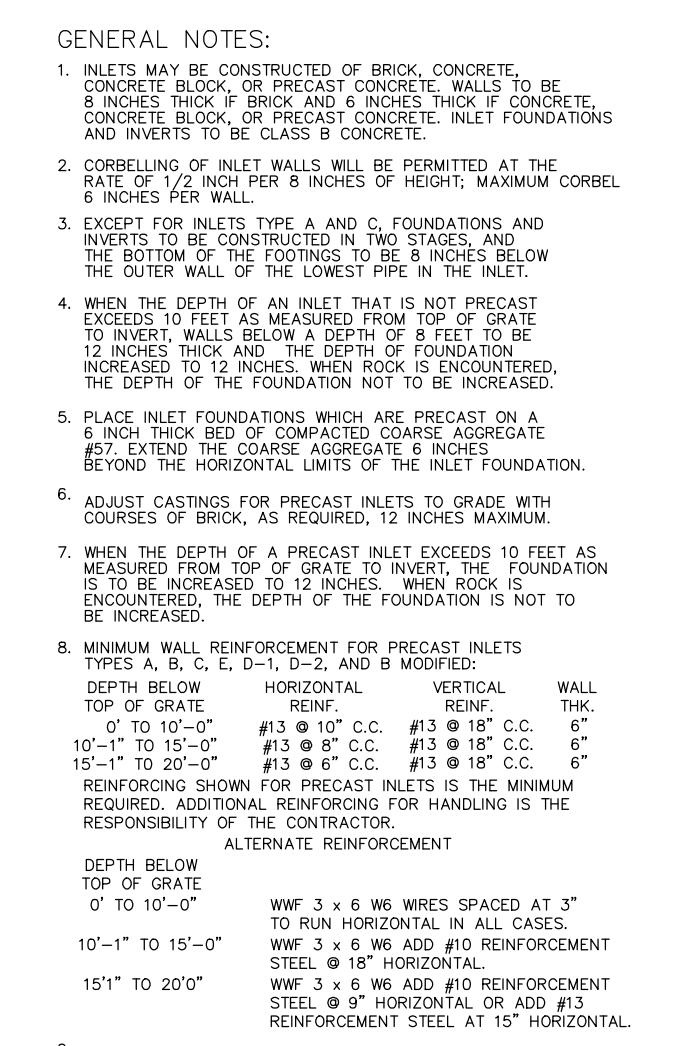
NOTE:  
SEE GENERAL NOTE 9, CD-602-1.6



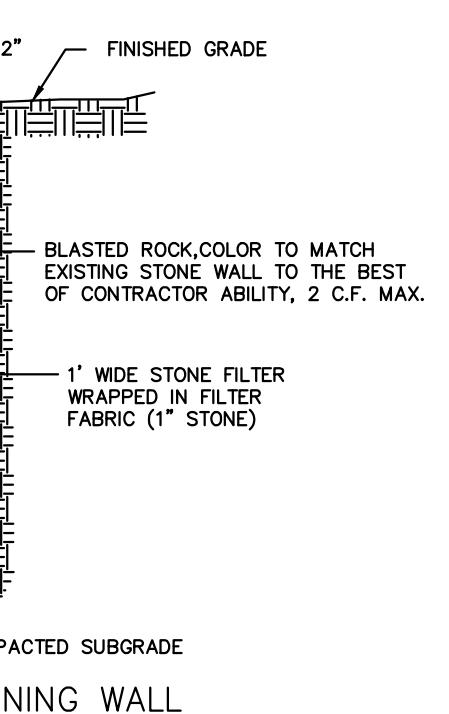
PRECAST TYPE 'A' INLET DETAIL  
NTS



TYPE 'B' INLET



REINFORCEMENT STEEL AT 15 °H



# RY LAID ROCK RETAINING WALL

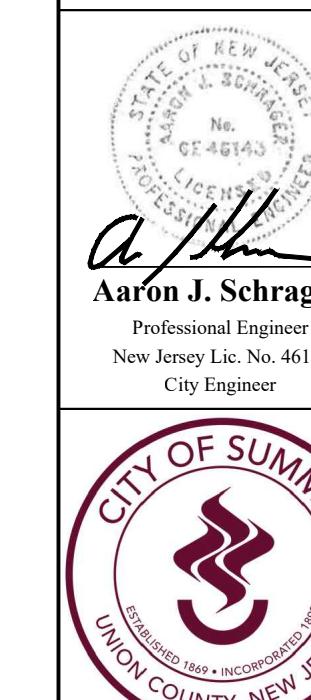
## NTS

THIS DETAIL IS FOR DIMENSIONING ONLY. THE STRUCTURAL STABILITY ANALYSIS SHOULD BE PROVIDED BY THE CONTRACTOR AND SUBJECT TO CITY ENGINEER APPROVAL.

**MOUNT VERNON AVENUE & KENT PLACE BOULEVARD  
IMPROVEMENT PROJECT**

MOUNT VERNON AVENUE BRIDGE TO PASSAIC AVENUE

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



DATE:  
5/7/2025

DRAWN  
BY: AS

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SCALE

NTS

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**SURVEY NOTES**

- RIGHT OF WAY BOUNDARY LINES ARE SHOWN PER SURVEY REFERENCE #1, SHOWN HEREON. RIGHT OF WAY OR PROPERTY BOUNDARY WAS NOT A PART OF THIS SURVEY.
- THIS SURVEY AND THE BOUNDARIES SHOWN HEREON ARE THE RESULT OF AN ACTUAL FIELD SURVEY PERFORMED DURING JUNE OF 2021 AND SUPPLEMENTED DURING SEPTEMBER OF 2021, BASED ON AVAILABLE MAPS AND DEEDS OF RECORD, AND PHYSICAL EVIDENCE. THIS SURVEY IS SUBJECT TO ALL EASEMENTS, RIGHTS OF WAYS AND AGREEMENTS OF RECORD THAT A TITLE SEARCH MAY DISCLOSE.
- THIS SURVEY IS VALID ONLY WHEN A DIGITAL OR EMBOSSED SEAL IS AFFIXED HERETO.
- THE CERTIFICATION SHOWN HEREON IS NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
- ANY SUBSURFACE UTILITIES SHOWN HAVE BEEN LOCATED FROM MARKOUTS OBSERVED ON SITE DURING THE FIELD SURVEY, AND SURFACE FEATURES SUCH AS VALVES, MANHOLES AND GRATES, STORM DRAINAGE AND OR SANITARY INVERTS ARE DEPICTED BASED ON OBSERVATIONS MADE IN THE FIELD. THERE ARE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMprise ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION USED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UTILITIES BEFORE ANY EXCAVATIONS ARE BEGUN. THE PROPER UTILITY AGENCIES MUST BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS.
- BEARINGS ARE REFERENCED TO THE NEW JERSEY STATE PLANE COORDINATE SYSTEM (NAD83). ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), ESTABLISHED VIA RTK GPS OBSERVATIONS.
- BENCHMARK = DOCK SPIKE = 268.89' (NAVD88).  
BENCHMARK = DOCK SPIKE = 306.09' (NAVD88).
- BASEMENT OR BELOW GRADE STRUCTURES (IF ANY) UNKNOWN.

**SURVEY REFERENCES**

- DIGITAL TAX MAP OF THE CITY OF SUMMIT, UNION COUNTY, NEW JERSEY, DATED APRIL 2012, BASED ON THE TAX MAPS OF THE CITY OF SUMMIT, UNION COUNTY, NEW JERSEY, DATED OCTOBER 1, 1990.

SYMBOL	DESCRIPTION
	BUILDING
	CONCRETE SIDEWALK / CURB
	ASPHALT / CONCRETE CURB
	DEPRESSED CURB
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	CHAIN LINK FENCE
	BOARD-ON-BOARD FENCE
	GUIDE RAIL
	MAST ARM LIGHT POLE
	POLE
	LIGHT POLE
	SIGNS
	WATER VALVE
	GAS VALVE
	FIRE HYDRANT
	DRAIN
	INLET
	MAN HOLE
	BOLLARDS
	MONITORING WELL
	VENT
	SIAMESE CONNECTION
	BOX (ELEC, GAS, ETC.)
	EDGE OF PAVEMENT
	OVERHEAD WIRE
	UNDERGROUND GAS LINE
	UNDERGROUND WATER LINE
	UNDERGROUND ELEC LINE
	MAJOR CONTOUR
	MINOR CONTOUR
	GRADE SPOT SHOT
	TOP OF CURB SHOT
	BOTTOM OF CURB SHOT
	TOP OF WALL SHOT
	BOTTOM OF WALL SHOT
	HANDICAP PARKING
	LANDSCAPING
	PAY METER
	ELEC METER
	GAS METER
	WATER METER
	AIR CONDITIONING UNIT
	DECIDUOUS TREE - DIAMETER NOTED
	CONIFEROUS TREE - DIAMETER NOTED
	PINE TREE - DIAMETER NOTED
	BIKE RACK
	CLEAN OUT
	SURVEY MONUMENT
	IRON PIN
	BENCH MARK
	DETECTABLE WARNING STRIP

