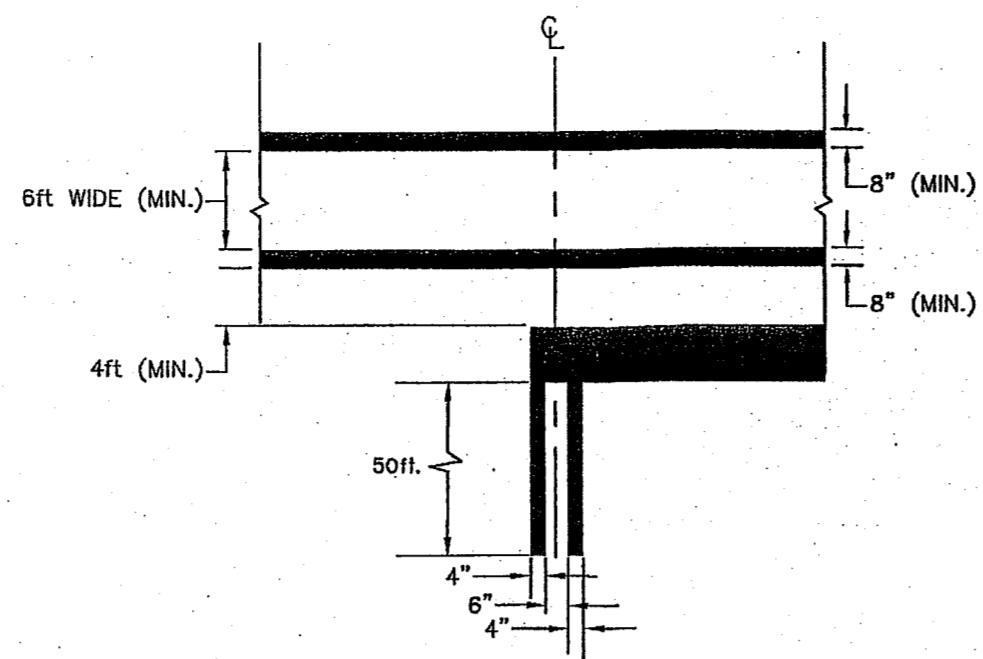


NOTES

1. ALL LONGITUDINAL STRIPING SHALL BE LONG-LIFE EPOXY RESIN. ALL STOP BARS, CROSSWALKS, AND PAVEMENT MARKINGS SHALL BE LONG-LIFE THERMOPLASTIC.
2. ALL SIGNS AND INSTALLATION SHALL CONFORM TO M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) STANDARDS, MOST-RECENT EDITION.
3. PAYMENT OF DOUBLE YELLOW STRIPING SHALL BE MADE FOR EACH 4" LINE PAINTED AS PART OF DOUBLE YELLOW STRIPE.

STRIPING AND PAVEMENT MARKING DETAILS

NOT TO SCALE

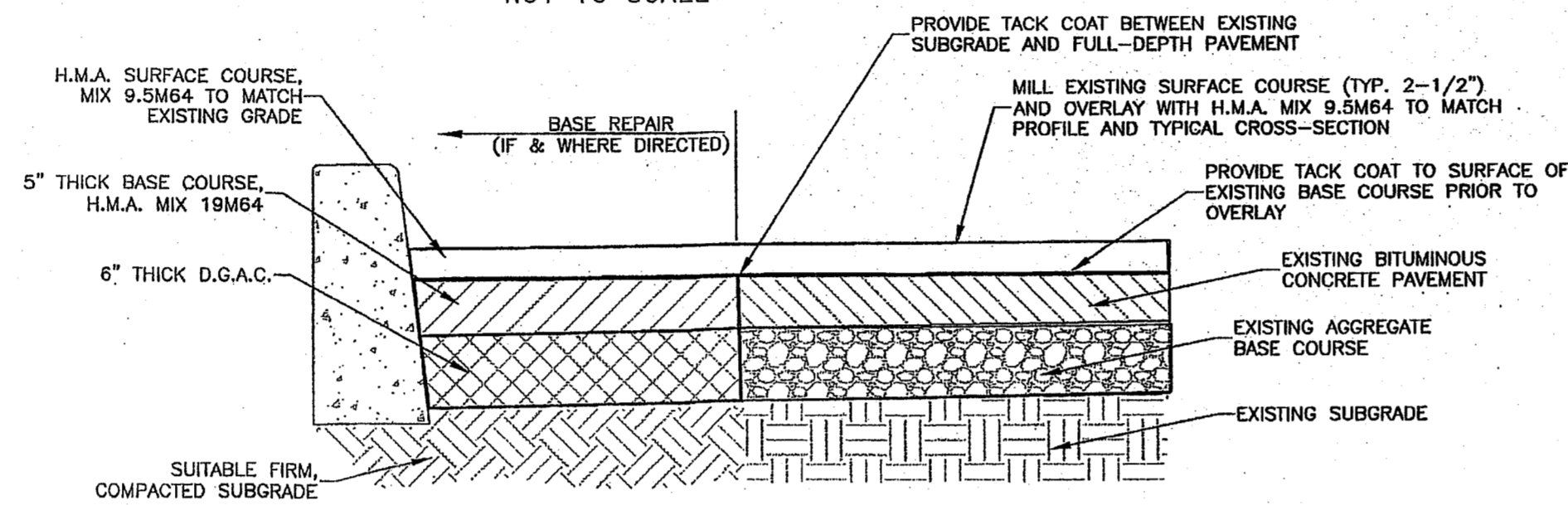


TYPICAL SIDEWALK SECTION

NOT TO SCALE

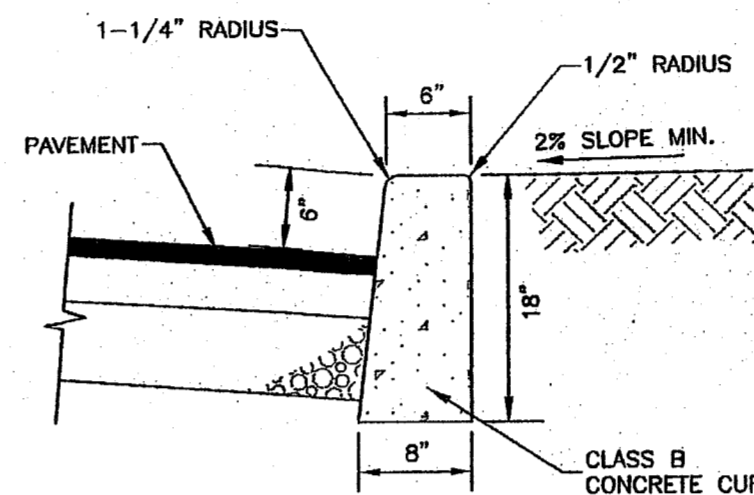
(ALTERNATE) CROSSWALK STRIPING AND STOP BAR DETAIL

NOT TO SCALE



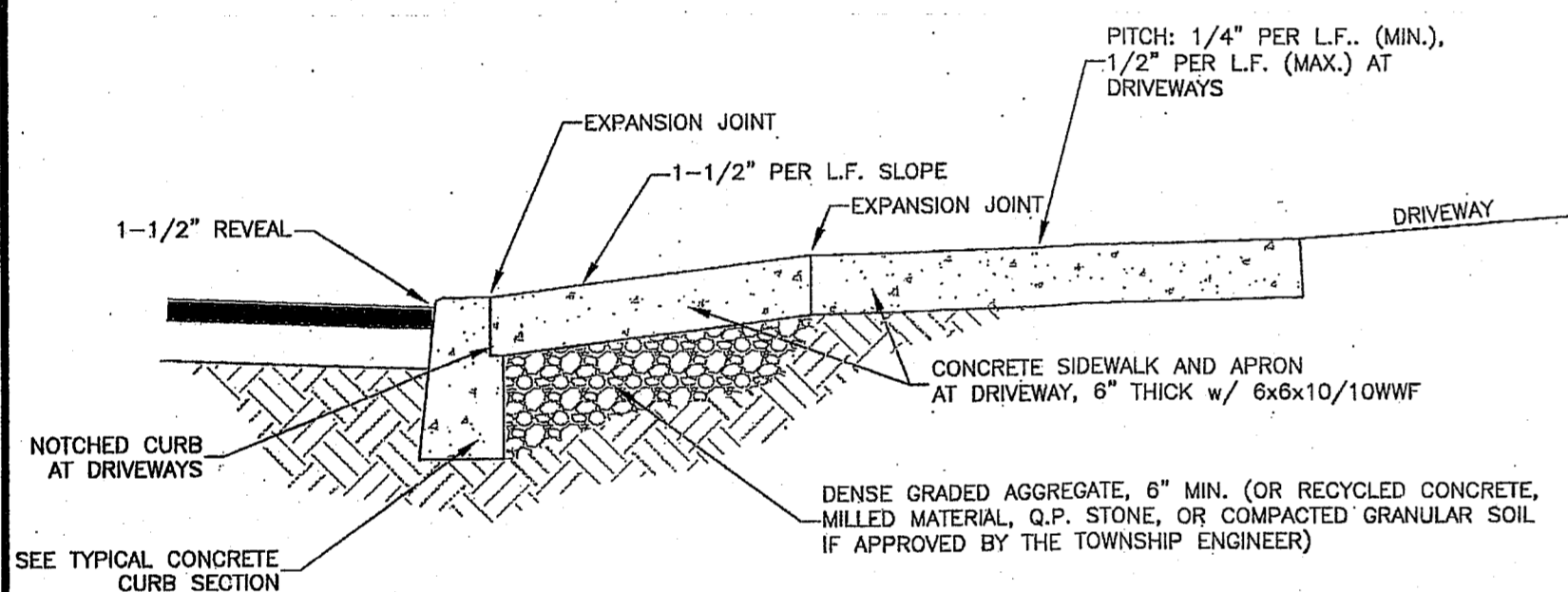
TYPICAL PAVEMENT SECTION

NOT TO SCALE



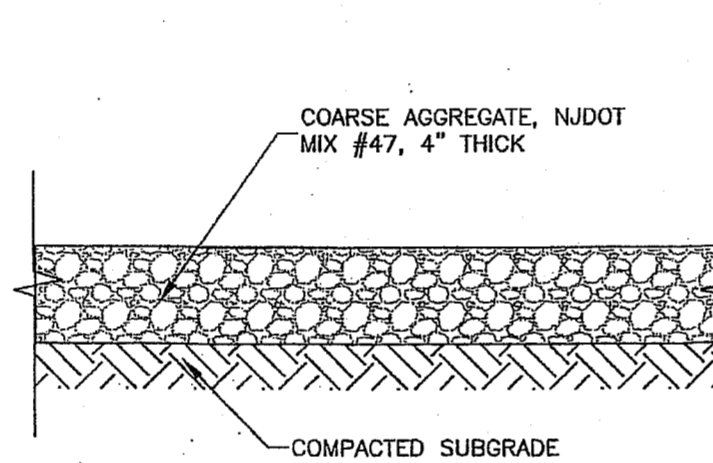
CONCRETE CURB DETAIL

NOT TO SCALE

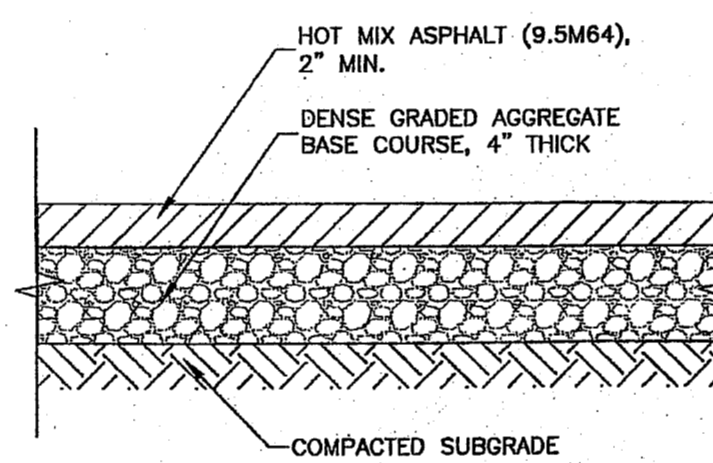


TYPICAL DRIVEWAY APRON CROSS-SECTION

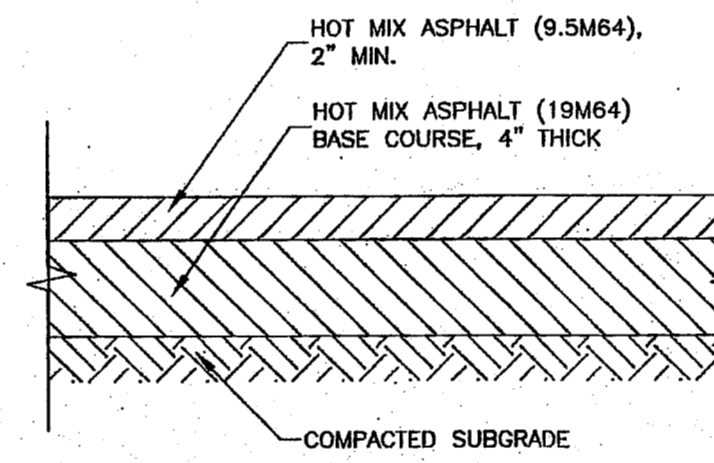
NOT TO SCALE



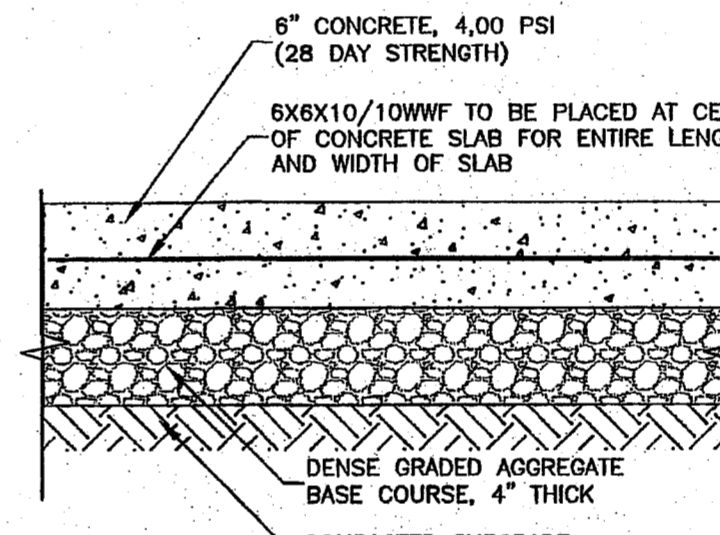
AGGREGATE DRIVEWAY



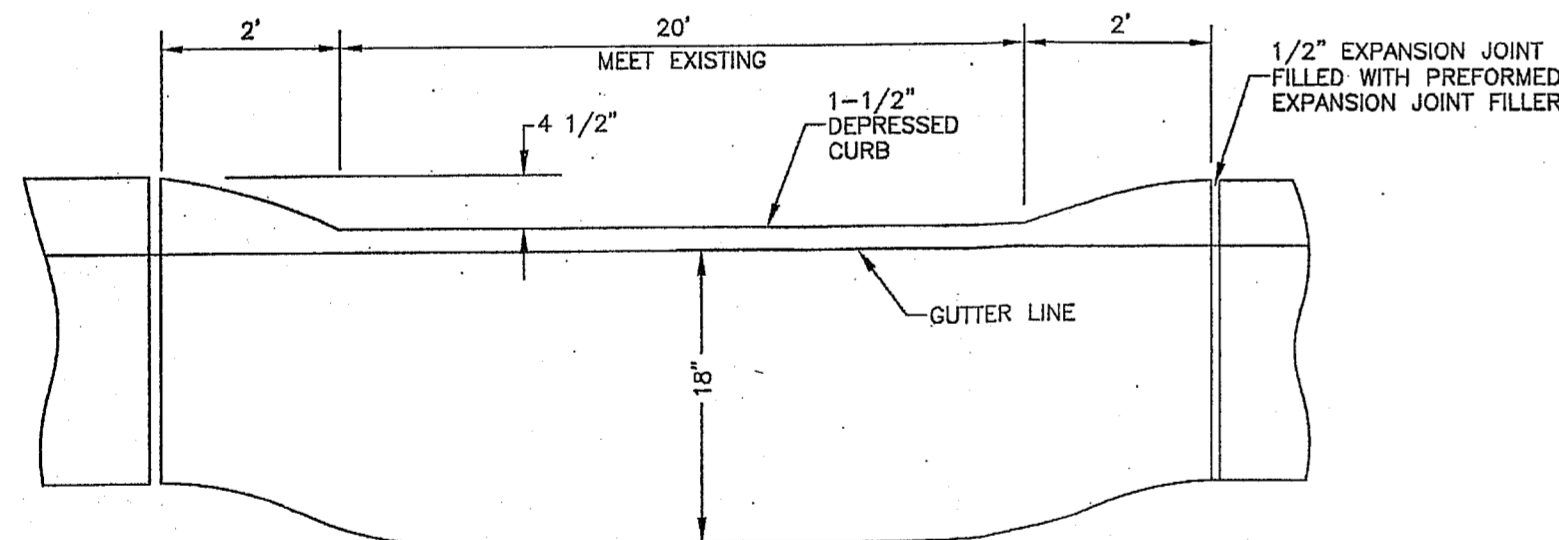
BITUMINOUS DRIVEWAY (RESIDENTIAL)



BITUMINOUS DRIVEWAY (COMMERCIAL)



CONCRETE DRIVEWAY

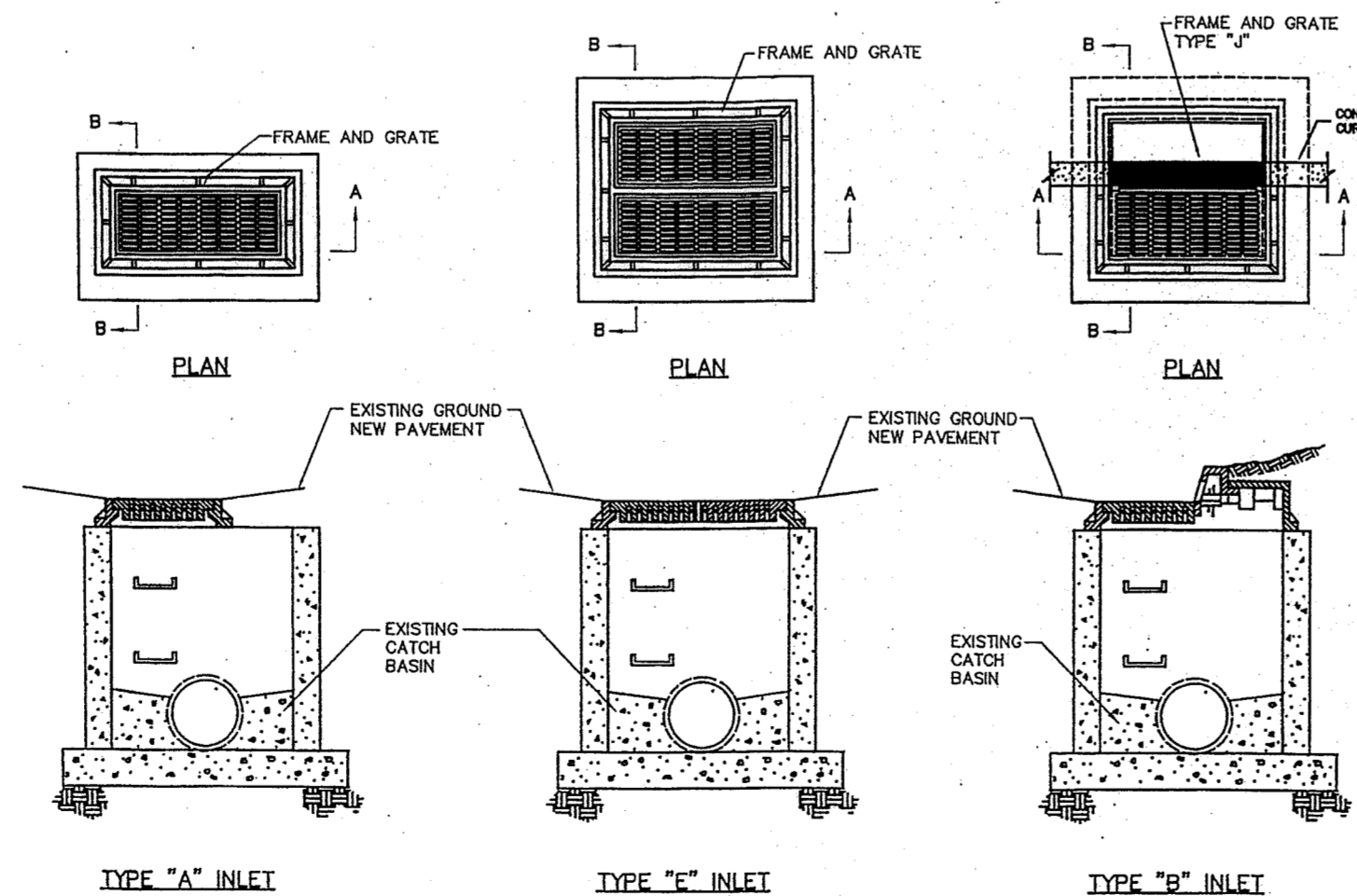


DEPRESSED CURB AT DRIVEWAY

NOT TO SCALE

DRIVEWAY REPLACEMENT DETAILS

NOT TO SCALE



INLET REHABILITATION DETAIL

NTS

NOTES:

1. ALL REPLACEMENT GRATES SHALL BE BICYCLE SAFE.
2. ALL GRATES AND HEADERS SHALL BE PHASE II STORM WATER COMPLIANT WITH WORDS "DUMP NO WASTE DRAINS TO WATERWAYS" AND FISH SYMBOL CAST ON THEM.
3. "B" INLET HEADERS SHALL BE 8" HIGH AND 8" WIDE ON TOP TO MATCH PROPOSED CURB.
4. CONTRACTOR IS RESPONSIBLE TO ORDER CORRECT SIZE GRATES AND HEADERS AS SPECIFIED TO MATCH EXISTING INLET FRAMES AND HEADERS BETWEEN EXISTING CURBS TO REMAIN.

GENERAL:

1. THE CONTRACTOR IS RESPONSIBLE TO REMOVE DEBRIS FROM ALL INLETS LOCATED WITHIN THE SCOPE OF WORK.
2. INLET REHABILITATION SHALL INCLUDE REMOVING THE EXISTING CASTINGS, REPAIR EXISTING WALLS, LADDER RUNGS AND REPAIR OR INSTALL A NEW LOW FLOW CHANNEL. IN ADDITION, THE INSIDE OF THE INLET SHALL BE PARGED WITH A 1/2" THICK COAT OF APPROVED WATERPROOF CEMENT TROWELED TO A SMOOTH FINISH AND THE NEW CASTING SET TO GRADE WITH WATERPROOF CEMENT TROWELED AROUND THE OUTSIDE OF THE INLET FRAME. BACKFILLING SHALL BE DONE WITH SUITABLE MATERIAL IN LIFTS OF SIX (6) INCHES OR LESS AND COMPACTED AS SPECIFIED.
3. PAVEMENT TO BE MILLED AND REPAVED SURROUNDING THE EXISTING INLET SHALL BE PAVED SUCH THAT TO ALLOW POSITIVE DRAINAGE INTO THE CATCH BASIN. UNLESS NOTED IN THESE PLANS, THE CONTRACTOR SHALL NOT ALTER THE ELEVATION OF THE NEW FRAME AND GRATES FROM EXISTING CONDITIONS UNLESS APPROVED BY THE TOWNSHIP DPW OR THE ENGINEER.

CONSTRUCTION DETAILS - 2

ROAD REHABILITATION FOR  
DUTCH NECK ROAD & MORRISON AVENUE  
(400' west of Dutch Neck Road/Route 130 Intersection  
to Hightstown Borough Border)

DRAWN:	MBL	EAST WINDSOR TOWNSHIP	DATE	NO.
APPROVED:	JSL	MERCER COUNTY, N.J.		
DATE:	8/30/19	16 LANNING BOULEVARD	11/22/19	1
SCALE:	N.T.S.	EAST WINDSOR, N.J.		
SHEET NO.	7 of 10			REVISIONS

*JSL*  
**JOSEPH S. LALKA, P.E.**  
LICENSED PROFESSIONAL ENGINEER  
STATE OF NEW JERSEY LIC. NO. 246E02386000