

CONSTRUCTION PLANS FOR HARTER ROAD RESURFACING PROJECT FY2024 NJDOT MUNICIPAL AID PROJECT NO. OTE: 2026-01

TOWNSHIP OF MORRIS MORRIS COUNTY, NEW JERSEY

MUNICIPAL OFFICIALS

DONNA J. GUARIGLIA, MAYOR
SIVA S. JONNADA, DEPUTY MAYOR
MARK J. GYORFY, COMMITTEEMAN
WILLIAM V. RAVITZ, COMMITTEEMAN
JEFFERY R. GRAYZEL, COMMITTEEMAN
TIMOTHY QUINN, TOWNSHIP ADMINISTRATOR
JOSEPH VUICH, TOWNSHIP ENGINEER

PUBLIC UTILITIES

GAS

Public Service Electric & Gas Co.
Manager-Corporate Services
80 Park Plaza, T6B
Newark, NJ 07102

ELECTRIC

Jersey Central Power & Light Company
300 Madison Avenue
P.O. Box 1911
Morristown, NJ 07962

CABLE

Cablevision
683 Route 10 East
Randolph, NJ 07869

TELEPHONE

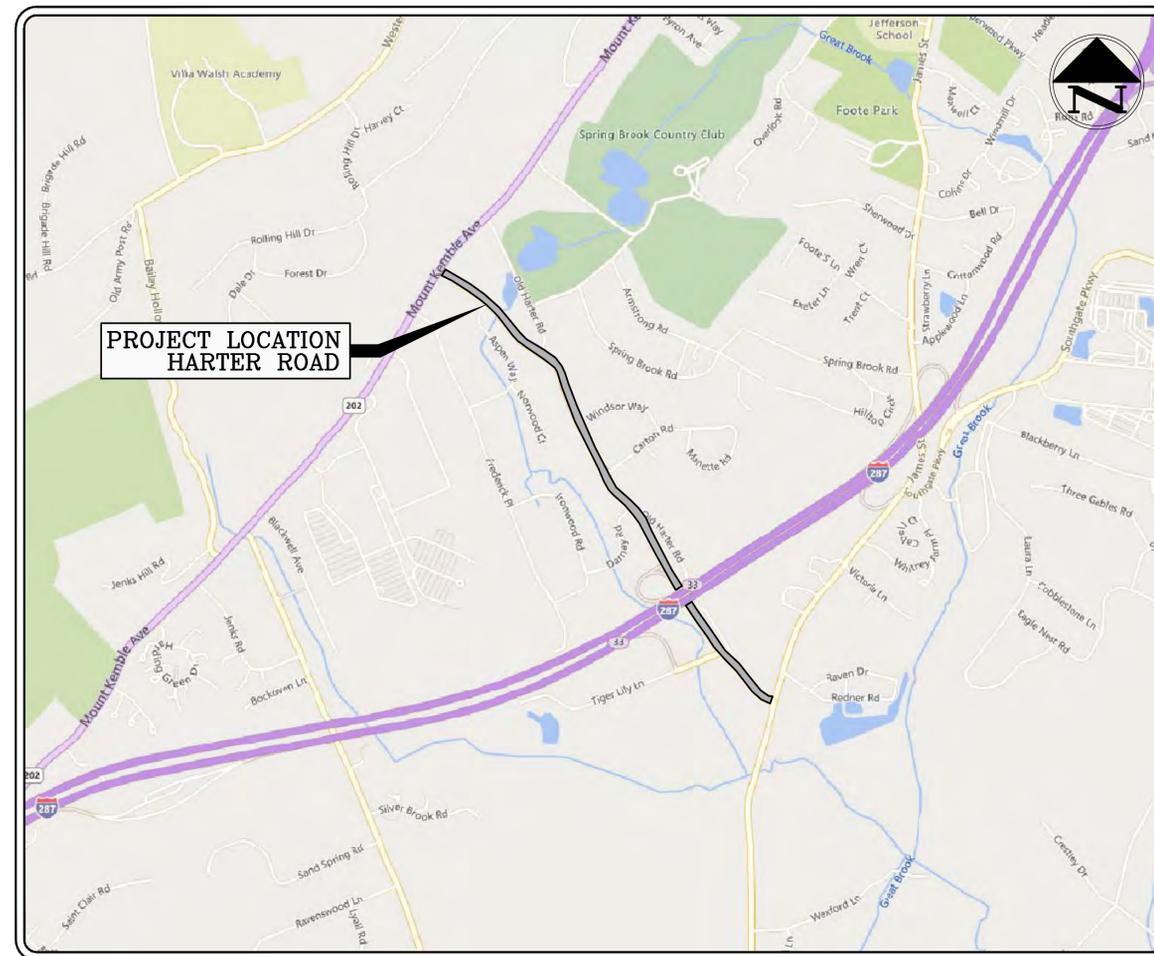
Verizon
290 West Mount Pleasant Ave.
Building 4, Floor G
Livingston, NJ 07039

WATER

Southeast Morris County Municipal Utilities Authority
Water Department
19 Saddle Road
Cedar Knolls, NJ 07927

SANITARY

Township of Morris
Sewer Utility
50 Woodland Avenue
Convent Station, NJ 07961



LOCATION MAP

SCALE: 1"=1,000'

LENGTH OF PROJECT 6,380 FT. OR 1.21 MILES

NOTES:

1. PRIOR TO ANY EXCAVATION, CONTRACTOR MUST HAVE ALL UTILITIES MARKED OUT BY THE APPROPRIATE UTILITY COMPANIES BY CALLING 1-800-272-1000.
2. ALL DIMENSIONS SHOWN ON THIS SET ARE IN ENGLISH UNITS.
3. ALL CONSTRUCTION SHOWN HEREON UNLESS SPECIFICALLY NOTED OTHERWISE, SHALL BE IN ACCORDANCE WITH THE NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2019 EDITION AS AMENDED, NJDOT SPECIAL PROVISIONS, AND MUTCD.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION DETAILS ROADWAY-TRAFFIC CONTROL-BRIDGE 2016.

INDEX OF SHEETS

SHEET	DESCRIPTION
1	COVER SHEET AND LOCATION MAP
2	GENERAL NOTES, LEGEND AND ESTIMATE OF QUANTITIES
3-10	EXISTING CONDITIONS - LAYOUT & TIE PLANS
11-23	CONSTRUCTION PLANS & PROFILES
24-28	DRIVEWAY AND SIDEWALK CROSS-SECTIONS
29-34	ADA CURB RAMP PLANS
35-40	DETAILS

ENGINEER:

GPI Engineering
Design
Planning
Construction Management
973.377.8500

Greenman-Pedersen, Inc.
301 Gibraltar Drive, Suite 2A
Morris Plains, NJ 07950
Certificate of Authorization #24GA27959500

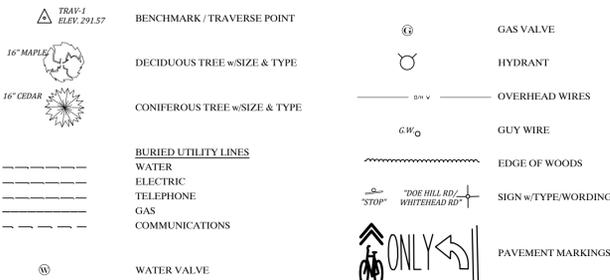


MARCH 2026

PROJ. No. 2500044.00

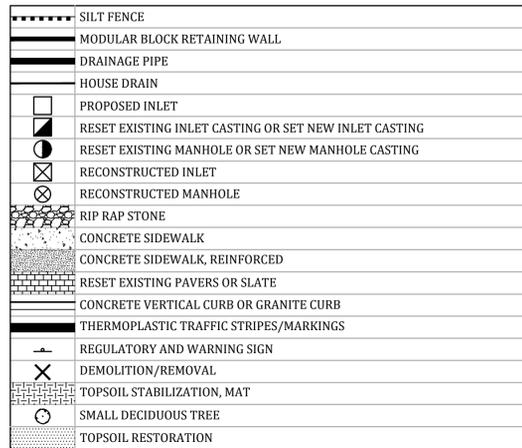
STANDARD LEGEND

EXISTING



RIGHT-OF-WAY LINE (APPROXIMATE)

PROPOSED



NOMENCLATURE OF THE LEGEND MAY VARY SLIGHT FROM PROPOSED PAY ITEMS.

ABBREVIATIONS

RD	Roof Drain	GR	Grate
HMA	Hot Mix Asphalt	INV.	Invert Elevation
CONC.	Concrete	STA.	Station
M.S.	Monument Stone	SAN.	Sanitary Sewer
MH	Manhole	DGABC	Dense Graded Aggregate Base Course
BVCS	Beginning Vertical Curve Station	BVCE	Beginning Vertical Curve Elevation
EVCS	Ending Vertical Curve Station	EVCE	Ending Vertical Curve Elevation
PVI	Point of Vertical Intersection	VC	Vertical Curve
ELEV.	Elevation	FOC	Face of Curb
L.O.C.	Limit of Construction		

GENERAL NOTES

- THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2019 EDITION, AS PUBLISHED BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION, THE PLANS, TECHNICAL SPECIFICATIONS, ADVERTISEMENT, CONTRACTOR'S PROPOSAL AND INCLUDING BUT NOT LIMITED TO THE AMENDMENTS CONTAINED HEREINAFTER SHALL COMPRISE THE CONTRACT.
- IN ADDITION TO THE CONSTRUCTION DETAIL PROVIDED HEREIN, THE CONTRACTOR WILL ALSO REFERENCE THE STATE OF NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD ROADWAY CONSTRUCTION - TRAFFIC CONTROL - BRIDGE CONSTRUCTION DETAILS, 2016, AS AMENDED, NJDOT DETAILS CONTROL CONSTRUCTION PRACTICES FOR WORK ITEMS THAT DETAILS HAVE NOT BEEN INCLUDED IN THESE PLANS. THE CONTRACTOR SHOULD HAVE A SET OF NJDOT DETAILS AVAILABLE ON-SITE FOR REVIEW AT ALL TIMES. DETAILS ARE AVAILABLE AT: <https://www.state.nj.us/transportation/eng/CADD/v8/>
- IN THE EVENT A SITUATION ARISES IN WHICH MATERIALS NOT SPECIFIED ON THE PLANS OR INDICATED AS NOT APPLICABLE IN THE SPECIFICATION GUIDE ARE TO BE USED FOR EXTRA WORK, THEN THE STANDARD SPECIFICATIONS OR THE SUPPLEMENTS WHICHEVER GOVERNS, WILL BE USED.
- THE CONTRACTOR IS TO REFER TO THE "TECHNICAL SPECIFICATIONS" WHICH INDICATES WHEN THE STANDARD SPECIFICATIONS, AND/OR THE AMENDMENTS THAT FOLLOW SHOULD APPLY.
- THE CONTRACTOR SHALL COMPLY WITH ALL LAWS, ORDINANCES, RULES, ORDERS AND REGULATIONS RELATING TO THE PERFORMANCE OF THE WORK, THE PROTECTION OF ADJACENT PROPERTY AND THE MAINTENANCE OF PASSAGEWAYS.
- EACH AND EVERY PROVISION OF LAW AND CLAUSE REQUIRED BY LAW TO BE INSERTED IN THIS CONTRACT SHALL BE DEEMED TO BE INSERTED HEREIN AND THE CONTRACT AND ENFORCED AS THOUGH IT WERE INCLUDED HEREIN, AND IF THROUGH MISTAKE OR OTHERWISE ANY SUCH PROVISION IS NOT INSERTED, OR IS NOT CORRECTLY INSERTED, THEN UPON THE APPLICATION OF EITHER PARTY THE CONTRACT SHALL FORTHWITH BE PHYSICALLY AMENDED TO MAKE SUCH INSERTION OR CORRECTION.
- ANYTHING SHOWN ON THE PLANS AND NOT MENTIONED IN THE SPECIFICATIONS, OR MENTIONED IN THE SPECIFICATIONS AND NOT SHOWN ON THE PLANS, AND ALL WORK AND MATERIALS NECESSARY FOR THE COMPLETION OF THE WORK ACCORDING TO THE INTENT AND MEANING OF THE CONTRACT DOCUMENTS, SHALL BE FURNISHED, PERFORMED AND DONE, AS IF THE SAME WERE BOTH MENTIONED IN THE SPECIFICATIONS AND SHOWN ON THE DRAWINGS. ANY CONFLICT OR INCONSISTENCY BETWEEN THE PLANS AND SPECIFICATIONS, OR ANY DISCREPANCY BETWEEN THE FIGURES AND SCALE OF DRAWINGS SHALL BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER IN ADVANCE, WHOSE DECISION THEREON SHALL BE CONCLUSIVE. THE DECISION OF THE ENGINEER AS TO WHICH SPECIFICATION WILL GOVERN WILL BE CONCLUSIVE AND FINAL.
- IN THE EVENT THE MEANING OF ANY PORTION OF THE SPECIFICATIONS OR DRAWINGS IS DOUBTFUL, THE SAME SHALL BE UNDERSTOOD TO CALL FOR THE BEST TYPE OF CONSTRUCTION, BOTH AS TO MATERIALS AND WORKMANSHIP, WHICH REASONABLY CAN BE INTERPRETED.
- THIS CONTRACT INCLUDES STATE WAGE RATES.

SURVEY NOTES:

- HORIZONTAL DATUM IS BASED UPON NAD'83.
- VERTICAL DATUM IS BASED UPON NAVD'88.
- UTILITY LOCATIONS SHOWN HEREON ARE FROM ABOVE GROUND OBSERVATIONS. THE TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE USER OF THIS SURVEY IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATIONS AS TO THE TYPE AND LOCATIONS OF UNDERGROUND AND OTHER UTILITIES AS MAY BE NECESSARY.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON TAKEN FROM A DRAWING ENTITLED "EXISTING CONDITIONS SURVEY, HARTER ROAD, TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY" BY ANTHONY M. DAVIDO, P.E., P.L.S., DATED DECEMBER 12, 2025. LOT AND BLOCK NUMBERS SHOWN HEREON ARE BASED UPON THE CURRENT TAX MAPS OF THE TOWNSHIP OF MORRIS.

MAINTENANCE & PROTECTION OF TRAFFIC

- ALL DEVICES AND PROCEDURES FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR STREETS AND HIGHWAYS. THE CONTRACTOR SHALL PLAN AND CARRY OUT HIS WORK TO PROVIDE FOR THE CONVENIENT AND SAFE PASSAGE OF ALL VEHICULAR AND PEDESTRIAN TRAFFIC.
- THE CONTRACTOR SHALL FOLLOW THE RECOMMENDED TRAFFIC CONTROL PROCEDURES. IF THE CONTRACTOR DESIRES TO CHANGE THE PROCEDURE, HE SHALL PRESENT HIS CHANGES IN WRITING TO THE ENGINEER FOR REVIEW AND APPROVAL. THERE MAY BE UTILITY RELOCATIONS, ADJUSTMENTS, AND IMPROVEMENTS WHICH ARE NECESSARY BY THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH EACH OF THE UTILITY COMPANIES LOCATED WITHIN THE PROJECT LIMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING MAINTENANCE AND PROTECTION OF TRAFFIC THROUGHOUT THE DURATION OF CONSTRUCTION. NO SEPARATE PAYMENTS WILL BE MADE FOR RELOCATING THE DEVICES AS REQUIRED, OR AS DIRECTED BY THE ENGINEER, DURING THE COURSE CONSTRUCTION.
- THE CONTRACTOR WILL ONLY BE PERMITTED TO WORK ON THE STREET BETWEEN 7:00 A.M. AND 5:00 P.M. THE CONTRACTOR SHALL PROVIDE MEANS OF ACCESS AT ALL TIMES FOR PEDESTRIANS AFFECTED BY THE WORK OF THIS CONTRACT. DURING CONSTRUCTION, IN THE VICINITY OF A DRIVEWAY, THE ACCESS WIDTH AT THE DRIVEWAY ENTRANCE SHALL BE PLAINLY MARKED BY LIGHTS, BARRICADES, OR OTHER SUCH DEVICES APPROVED BY THE ENGINEER.
- ALL DRIVEWAYS MUST BE ACCESSIBLE AT THE END OF EACH WORK DAY.
- THE CONTRACTOR SHALL OPEN UP THE ENTIRE ROAD BY 5:00 P.M.
- DURING CONSTRUCTION, ALL ROADS SHALL BE PROPERLY MAINTAINED TO ACCOMMODATE EMERGENCY VEHICLES AT ALL TIMES.
- ALL BARRICADES SHALL BE TYPE III BREAKAWAY BARRICADES.
- ALL CONSTRUCTION ACTIVITIES EXCEPT AUTHORIZED WORK WITHIN TRAFFIC CONTROL PLAN FOR CURB AND UTILITY CONSTRUCTION MUST BE PERFORMED WITHIN THE APPROPRIATE PHASE TRAFFIC CONTROL PLAN AND DETOUR.
- SIGNS WB-1(S) 'BUMP' SHALL BE RELOCATED TO THE LIMIT OF DAILY CONSTRUCTION ACTIVITY WHERE RAMP FROM NEW CONSTRUCTION MEETS EXISTING CONDITIONS.

CONSTRUCTION NOTES

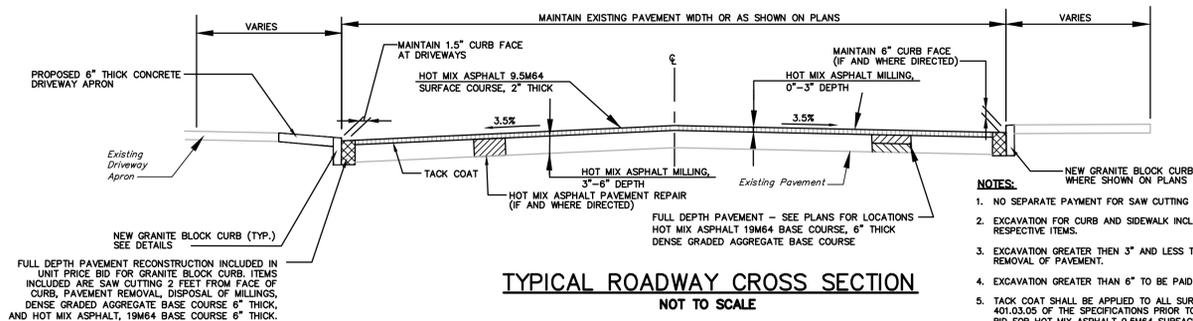
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE MORRIS TOWNSHIP POLICE DEPARTMENT FOR TRAFFIC OPERATIONS AND PARKING PROHIBITIONS DURING CONSTRUCTION.
- THE TOWNSHIP SHALL CONFIRM WITH CONTRACTOR WHICH CONSTRUCTION ACTIVITIES WARRANT UNIFORMED TRAFFIC DIRECTORS.
- THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AT LEAST TWO (2) WEEKS PRIOR TO CONSTRUCTION FOR PHYSICAL MARKOUTS OF UTILITIES.
- SEPARATE PAYMENT WILL NOT BE MADE FOR CONSTRUCTION LAYOUT, MONUMENTS, OR MONUMENT BOXES. CONTRACTOR IS RESPONSIBLE FOR SETTING CONSTRUCTION STAKES ESTABLISHING LINES AND CONTINUOUS PROFILE GRADE IN ROADWORK. STAKEOUT SHALL BE 4' OFFSETS AT 25' INTERVALS. ALL COSTS SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS IN THE CONTRACT.
- ALL INFORMATION SHOWN OR NOTED FOR EXISTING FACILITIES, GRADES, ROADWAYS AND MATERIALS IS APPROXIMATE AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING ALL INFORMATION WHICH MAY AFFECT HIS WORK. LOCATION AND DEPTH OF EXISTING UTILITIES ARE ONLY INDICATED TO BRING ATTENTION TO POSSIBLE CONFLICT. SHOULD ANY CONFLICTS BE ENCOUNTERED, THEY SHOULD BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
- ANY DAMAGE TO UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR, AND ALL COSTS FOR REPAIRS SHALL BE BORNE BY THE CONTRACTOR INCLUDING THE COST OF UNIFORMED TRAFFIC DIRECTORS USED DURING THE REPAIR OF ANY DAMAGED UTILITIES.
- ALL DISTURBED SHRUBS, FENCING, SIGNS, MAIL BOXES, DRIVEWAYS, SPRINKLERS, EXISTING BEAM GUIDE RAIL ETC., SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, AND TO THE SATISFACTION OF THE OWNER. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS RESTORATION UNLESS SPECIFIED ELSEWHERE.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS, RAMPS AT ALL CURB OPENINGS FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL ALSO PROVIDE AND MAINTAIN RAMPS AROUND ALL EXPOSED CASTINGS, BOTH PUBLIC AND PRIVATE, WHICH HAVE BEEN UNCOVERED OR RESET DURING CONSTRUCTION.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO MAINTAIN DUST CONTROL AS REQUIRED OR DIRECTED BY THE ENGINEER. ALL VEHICLES SHALL BE CLEAN AND ALL ROADWAYS SHALL BE MAINTAINED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL PERFORM ONLY THE AMOUNT OF WORK WHICH CAN BE COMPLETED THE SAME DAY. THE ENTIRE ROADWAY SHALL BE OPENED TO TRAFFIC AFTER WORK HOURS. TEMPORARY PAVEMENT SHALL BE PLACED IN CONSTRUCTION AREAS TO PROVIDE A SMOOTH, SAFE SURFACE FOR VEHICULAR TRAFFIC. THE COST FOR TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR VARIOUS ROADWAY RECONSTRUCTION ITEMS. STEEL PLATES MAY BE USED, AT THE APPROVAL OF THE ENGINEER. NO SEPARATE PAYMENT SHALL BE MADE FOR STEEL PLATES.
- ASPHALT CORE TESTING TO BE COMPLETED BY TOWNSHIP.
- CONTRACTOR IS RESPONSIBLE FOR RESETTING OR REPLACING ANY EXISTING FEATURES ALONG INDIVIDUAL PROPERTIES (I.E. MAILBOXES, WALLS, GRANITE CURB, LANDSCAPE PLANTERS, RAILROAD TIES, STONES, ETC.) IF THEY ARE DISTURBED DURING CONSTRUCTION AND RESETTING ALL SHALL BE INCLUDED IN THE OVERALL SCOPE OF THE PROJECT AND MUST BE COMPLETED TO THE SATISFACTION OF THE ENGINEER. NO SEPARATE PAYMENT.
- CONTRACTOR SHALL SUBMIT FOR APPROVAL, SHOP DRAWINGS FOR ALL PROPOSED DRAINAGE IMPROVEMENTS AND FEATURES PROPOSED FOR THIS PROJECT PRIOR TO THE START OF CONSTRUCTION.
- ALL UTILITY CASTINGS, INCLUDING WATER AND GAS VALVES LOCATED WITHIN THE LIMITS OF THE PROPOSED ROAD IMPROVEMENTS SHALL BE ADJUSTED TO GRADE. THE COST OF RESETTING THE CASTINGS TO GRADE SHALL BE INCLUDED IN THE ITEM HOT MIX ASPHALT 9.5M64 SURFACE COURSE
- INLET FILTERS SHALL BE PLACED IN ALL EXISTING AND PROPOSED INLETS UNTIL CONSTRUCTION IS COMPLETE. NO SEPARATE PAYMENT WILL BE MADE FOR SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- "INLET TYPE B" INCLUDES PROVIDING A NEW CURB PIECE AND BICYCLE SAFE GRATE.
- "REPAIR INLET" INCLUDES REMOVING THE GRATE, CLEANING THE BASIN, RESHAPING THE CHANNEL OR BENCH, AND A PARGE COAT UP TO ONE (1) FOOT BELOW THE CASTING.
- "RESET EXISTING CASTING" INCLUDES REMOVING AND RESETTING THE STRUCTURE'S EXISTING FRAME, AND REPAIRING ALL BLOCK/MORTAR UP TO ONE (1) FOOT BELOW THE CASTING. WORK INCLUDES FULL DEPTH PAVEMENT REPAIR AROUND STRUCTURE.
- "RECONSTRUCTED INLET, USING EXISTING CASTING" INCLUDES REMOVING AND RESETTING THE STRUCTURE'S EXISTING FRAME AND RECONSTRUCTING THE BLOCK AND MORTAR THROUGHOUT THE ENTIRE STRUCTURE (GREATER THAN ONE (1) FOOT BELOW CASTING). WORK INCLUDES FULL DEPTH PAVEMENT REPAIR AROUND STRUCTURE.
- ALL INLETS WITHIN THE PROJECT LIMITS SHALL BE NJDOT COMPLIANT WITH ECO CURB PIECE AND BICYCLE SAFE GRATE.
- ALL INLETS WITHIN THE PROJECT LIMITS SHALL HAVE AN 8" HEIGHT ECO CURB PIECE, UNLESS OTHERWISE SPECIFIED BY TOWNSHIP.
- THE ROADWAY SHALL BE PAVED IN 2 PASSES ONLY. 1 PASS PER LANE. A SINGLE LONGITUDINAL JOINT SHALL BE CONSTRUCTED AT THE ROADWAY CENTERLINE ONLY. NO ADDITIONAL LONGITUDINAL JOINTS SHALL BE PERMITTED WITHIN 20 FEET OF THE CENTERLINE.

NJDOT FUNDING NOTES

- THIS PROJECT IS BEING FUNDED BY THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT) UNDER A FISCAL YEAR 2024 MUNICIPAL AID GRANT.
- UPON COMPLETION OF THE PROJECT NJDOT SHALL PERFORM AN IN DEPTH FINAL INSPECTION OF THE IMPROVEMENTS. SHOULD THE NJDOT INDICATE ANY COMMENTS OR CONCERNS, THE CONTRACTOR SHALL REMEDIALIZE AND ADDRESS NJDOT'S COMMENTS OR CONCERNS AT NO ADDITIONAL EXPENSE TO THE MUNICIPALITY.
- ALL PAVEMENT MARKINGS, SIGNS, ETC. SHALL CONFORM TO THE MUTCD. SHOULD THE NJDOT INDICATE ANY NON-COMPLIANT PAVEMENT MARKINGS, SIGN, ETC., THE CONTRACTOR SHALL REMEDIALIZE AND ADDRESS NJDOT'S COMMENTS AT NO ADDITIONAL EXPENSE TO THE MUNICIPALITY.
- NO PAYMENT SHALL BE MADE BY THE MUNICIPALITY FOR ANY MATERIAL OBTAINED FROM A NON-APPROVED NJDOT SOURCE OR MATERIAL NOT COVERED BY A MATERIAL CERTIFICATION AS OUTLINED IN THE STATE AID SUPPLEMENTARY SPECIFICATIONS.
- PROPOSED HMA PAVEMENT WILL BE CORED AND TESTED UPON COMPLETION OF THE PROJECT. SUB-STANDARD HMA PAVEMENT WILL BE PENALIZED IN ACCORDANCE WITH NJDOT SPECIFICATIONS.

ESTIMATE OF QUANTITIES

PAY ITEM NO.	DESCRIPTION	UNIT	PLAN QUANTITY	IF & WHERE DIRECTED	TOTAL CONTRACT QUANTITY
1	MOBILIZATION	LS			1
2	BREAKAWAY BARRICADE	UNIT			10
3	DRUM	UNIT			30
4	TRAFFIC CONE	UNIT			50
5	CONSTRUCTION IDENTIFICATION SIGNS, 84"X42" (ON OR ABOUT - START DATE OF CONSTRUCTION)	UNIT			2
6	CONSTRUCTION SIGNS	SF			100
7	TRAFFIC DIRECTOR, FLAGGER	MH			360
8	POLICE TRAFFIC DIRECTORS	LS			1
9	FUEL PRICE ADJUSTMENT	DOL			4,400
10	ASPHALT PRICE ADJUSTMENT	DOL			9,900
11	CLEARING SITE	LS			1
12	EXCAVATION, TEST PIT (IF AND WHERE DIRECTED)	CY		5	5
13	EXCAVATION, UNCLASSIFIED (IF AND WHERE DIRECTED)	CY		50	50
14	REMOVAL OF PAVEMENT (IF AND WHERE DIRECTED)	SY		250	250
15	DENSE-GRADED AGGREGATE BASE COURSE, VARIABLE THICKNESS (IF AND WHERE DIRECTED)	CY		50	50
16	HMA MILLING, 3" OR LESS	SY	27,616	100	27,716
17	HOT MIX ASPHALT 9.5M64 SURFACE COURSE, 2" THICK	TON	3,312	100	3,412
18	HOT MIX ASPHALT 9.5M64 INTERMEDIATE COURSE	TON		341	341
19	HOT MIX ASPHALT 19M64 BASE COURSE, 4" THICK (IF AND WHERE DIRECTED)	TON		85	85
20	UNDERDRAIN, 6" PERFORATED HIGH DENSITY POLYETHYLENE PIPE (IF AND WHERE DIRECTED)	LF		50	50
21	12" HIGH PERFORMANCE POLYPROPYLENE PIPE (IF AND WHERE DIRECTED)	LF		15	15
22	15" HIGH PERFORMANCE POLYPROPYLENE PIPE (IF AND WHERE DIRECTED)	LF		20	20
23	4" PVC PIPE, SCHEDULE 40 (IF AND WHERE DIRECTED)	LF		20	20
24	6" PVC PIPE, SCHEDULE 40 (IF AND WHERE DIRECTED)	LF		20	20
25	INLET, TYPE B (IF AND WHERE DIRECTED)	UNIT		1	1
26	REPAIR INLET	UNIT	31		31
27	RESET EXISTING CASTING	UNIT	2	2	4
28	RECONSTRUCTED INLET, TYPE B, USING EXISTING CASTING	UNIT	18		18
29	BICYCLE SAFE GRATE	UNIT	12		12
30	CURB PIECE	UNIT	43		43
31	SET INLET CASTING, COMPLETE (IF AND WHERE DIRECTED)	UNIT		3	3
32	CONCRETE SIDEWALK, 4" THICK	SY	1,036	50	1,086
33	CONCRETE SIDEWALK, REINFORCED, 6" THICK	SY	338	30	368
34	HOT MIX ASPHALT DRIVEWAY, 3" THICK	SY	61	50	111
35	DETECTABLE WARNING SURFACE	SY	24		24
36	9"X18" CONCRETE VERTICAL CURB	LF	127	20	147
37	GRANITE BLOCK CURB	LF	1,269	100	1,369
38	REPOINT GRANITE BLOCK CURB	LF	572	500	1,072
39	TRAFFIC MARKING LINES, 4"	LF	12,981		12,981
40	TRAFFIC MARKING LINES, 6"	LF	11,358		11,358
41	TRAFFIC MARKING LINES, 24"	LF	1,003		1,003
42	REMOVAL OF TRAFFIC STRIPES	LF	15	20	35
43	TRAFFIC MARKINGS SYMBOLS	SF	351		351
44	TRAFFIC SIGNAGE WITH BREAKAWAY POSTS (IF AND WHERE DIRECTED)	SF		50	50
45	REGULATORY AND WARNING SIGN	SF	313.80	20.20	334.00
46	RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING	UNIT	9		9
47	RESET MANHOLE, SANITARY SEWER, USING NEW CASTING (IF AND WHERE DIRECTED)	UNIT		2	2
48	TREE REMOVAL, OVER 12" TO 18" DIAMETER	UNIT	1		1
49	TREE REMOVAL, OVER 24" TO 30" DIAMETER	UNIT	1		1
50	TOPSOIL SPREADING, 4" THICK	SY	931	100	1,031
51	FERTILIZING AND SEEDING, TYPE A-3	SY	931	100	1,031
52	STRAW MULCHING	SY	931	100	1,031



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 Morris Plains, NJ 07950
 Certificates of Authorization #24GA27959500 #21MH00012700



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REVISIONS

TOWNSHIP OF MORRIS
 HARTER ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

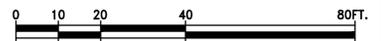
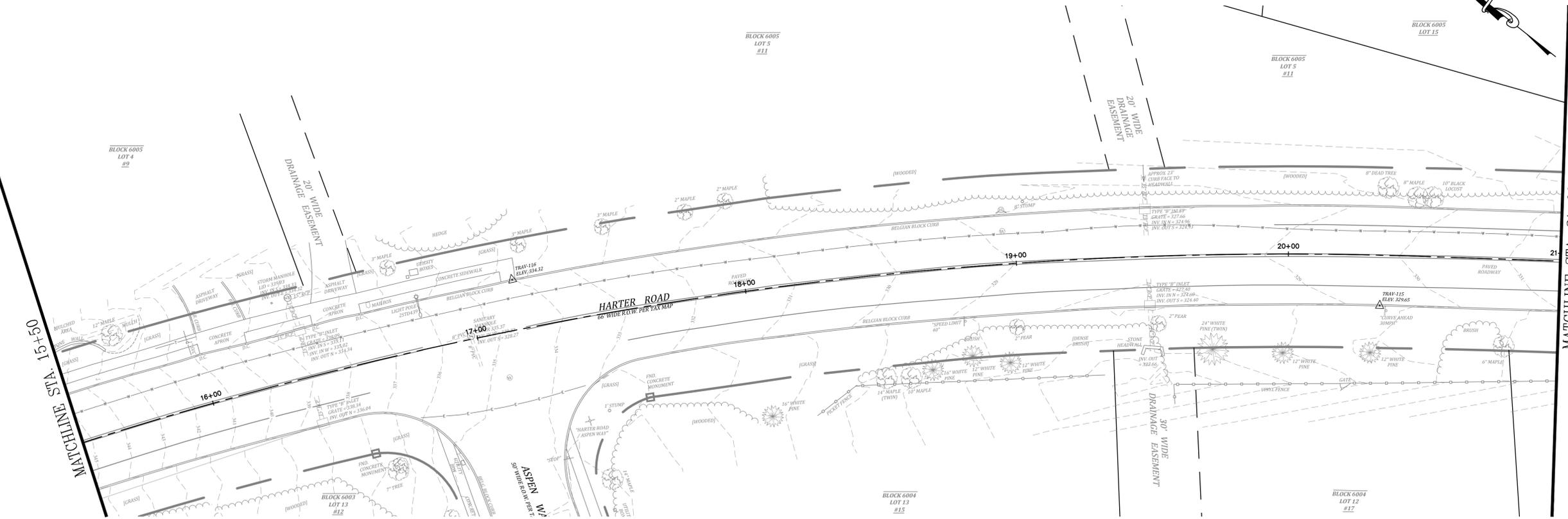
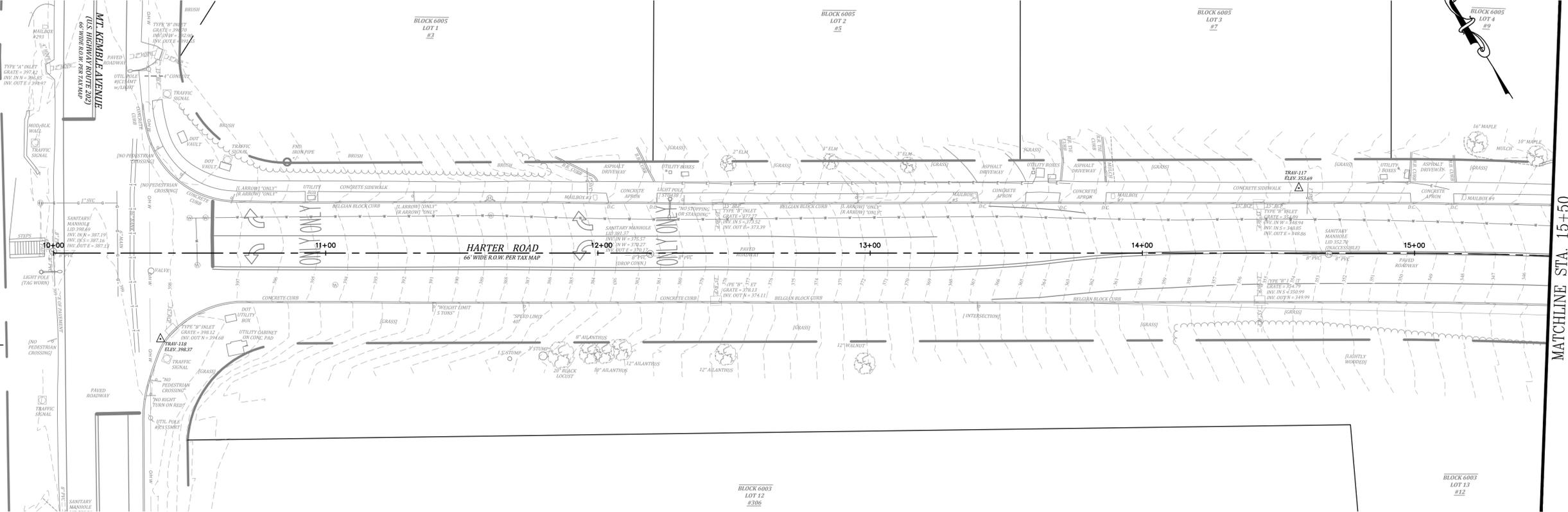
CLIENT: _____
 PROJECT: _____
 DRAWING TITLE: **GENERAL NOTES, LEGEND AND ESTIMATE OF QUANTITIES**

STATE OF NEW JERSEY
 MICHAEL J. WALTON
 Professional Engineer
 License #4930

SCALE: NONE
 DRAWN BY: MEP
 CHECKED BY: MAW
 DATE: 3/16/2026
 DRAWING NUMBER:
2
 SHEET NUMBER: 2 OF 40
 PROJECT NO: 2500044
 PHASE: ENGINEERING

Filename: R:\2025\NJX-2500044-00 HARTER ROAD RESURFACING PROJECT - ALL CADD\DWG\SDW\DWG\CONSTRUCTION\DRAWINGS\2500044-02-GENERAL.DWG, Plot Date: 3/18/2026 1:34 PM, Plotted By: STEVEN LANGE

Filename: R:\2025\NJ\2500044.00 HARTER ROAD RESURFACING PROJECT... ALL CADD\DWGSD\NDWG\6 CONSTRUCTION DRAWINGS\2500044-03-LT-PLANS.DWG Plot Date: 3/18/2026 1:35 PM Plotted By: STEVEN LANGE



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Certificates of Authorization #24GA27959500
#21MH0012700



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REVISIONS

TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

CLIENT:
PROJECT:
DRAWING TITLE:

EXISTING CONDITIONS - LAYOUT & TIE PLAN

STATE OF NEW JERSEY
MICHAEL J. WILCOX
Professional Engineer
License #4931

SCALE: 1"=20'

DRAWN BY: MEP

CHECKED BY: MAW

DATE: 3/16/2026

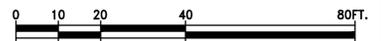
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SHEET NUMBER: 3 OF 40

PROJECT NO: 2500044

PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044.00 HARTER ROAD RESURFACING PROJECT... ALL CADD\DWGSD\NDWG\6 CONSTRUCTION DRAWINGS\2500044-03-LT-PLANS.DWG Plot Date: 3/18/2028 1:35 PM Plotted By: STEVEN LANGE



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REVISIONS

TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

EXISTING CONDITIONS - LAYOUT & TIE PLAN

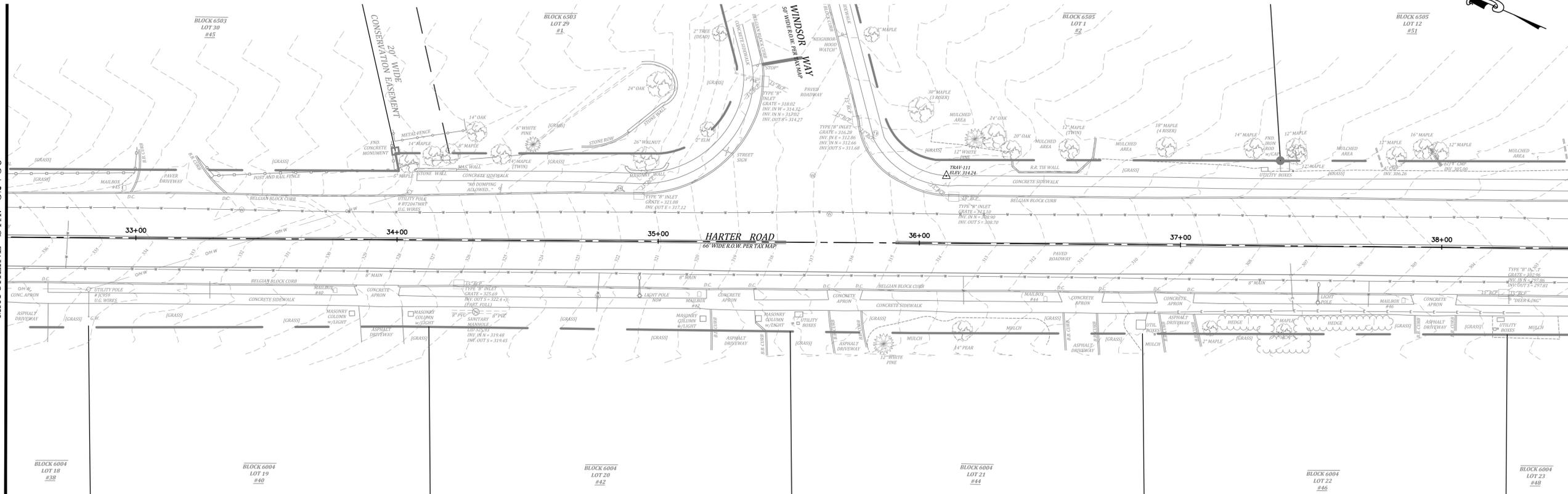
CLIENT:
PROJECT:
DRAWING TITLE:

STATE OF NEW JERSEY
MICHAEL J. WILCOX
Professional Engineer
License #4931

SCALE: 1"=20'
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
4
SHEET NUMBER: 4 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

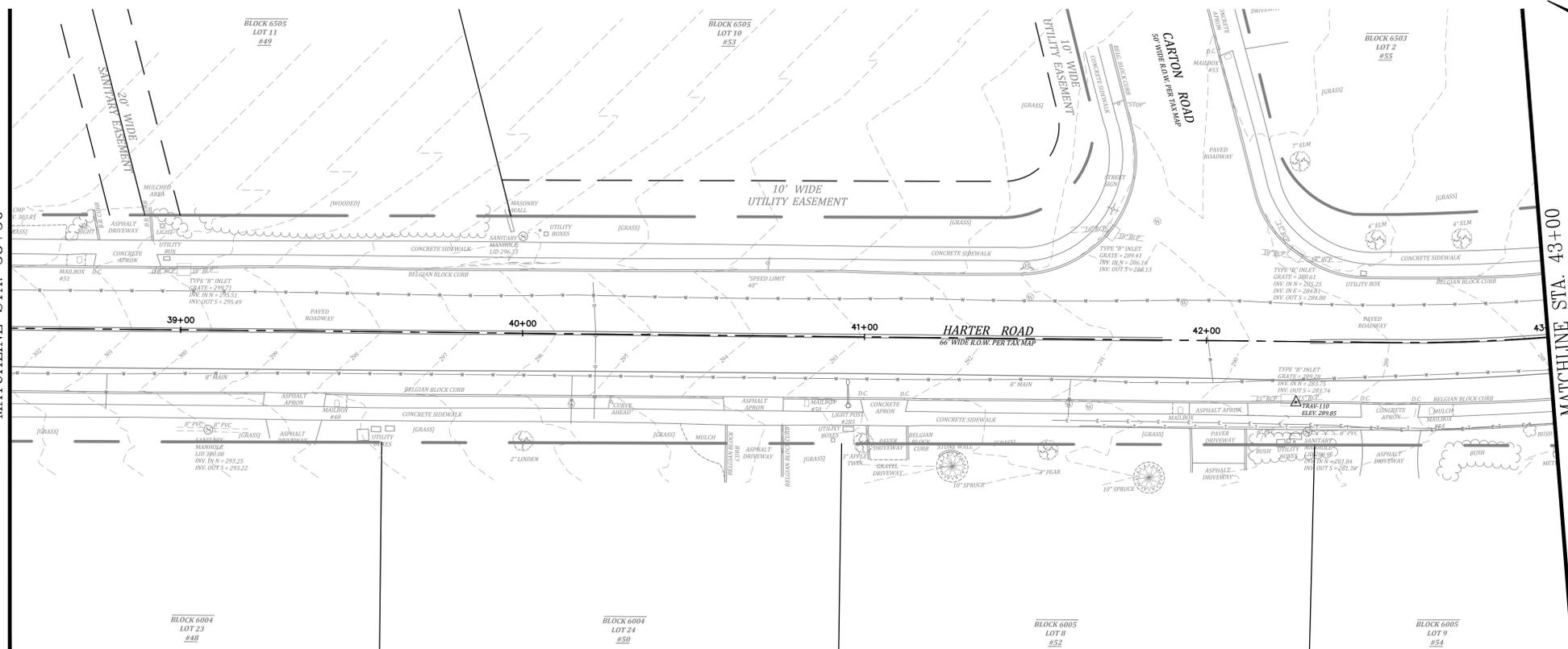
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MATCHLINE STA. 32+50

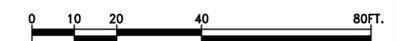


MATCHLINE STA. 38+50

MATCHLINE STA. 38+50



MATCHLINE STA. 43+00



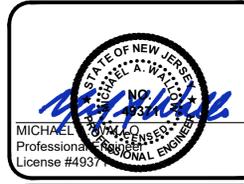
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#21MH0012700



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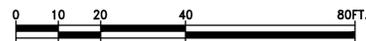
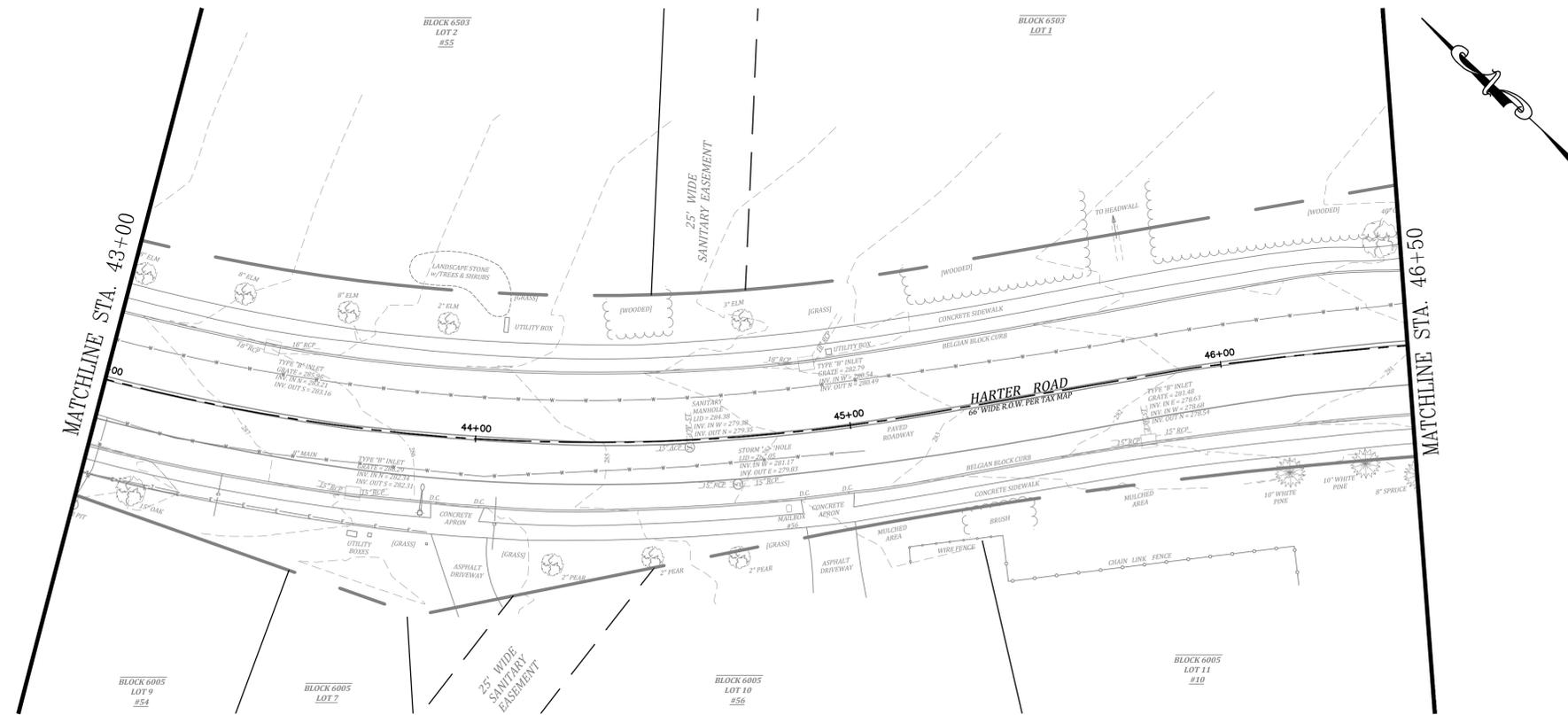
REVISIONS

CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: EXISTING CONDITIONS - LAYOUT & TIE PLAN



SCALE: 1"=20'
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
5
SHEET NUMBER: 5 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044.00 HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\SDGND\WG16 CONSTRUCTION DRAWINGS\2500044-03-LT-PLANS.DWG Plot Date: 3/18/2026 1:35 PM Plotted By: STEVEN LANGE



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REVISIONS

CLIENT: TOWNSHIP OF MORRIS

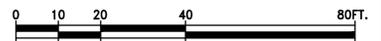
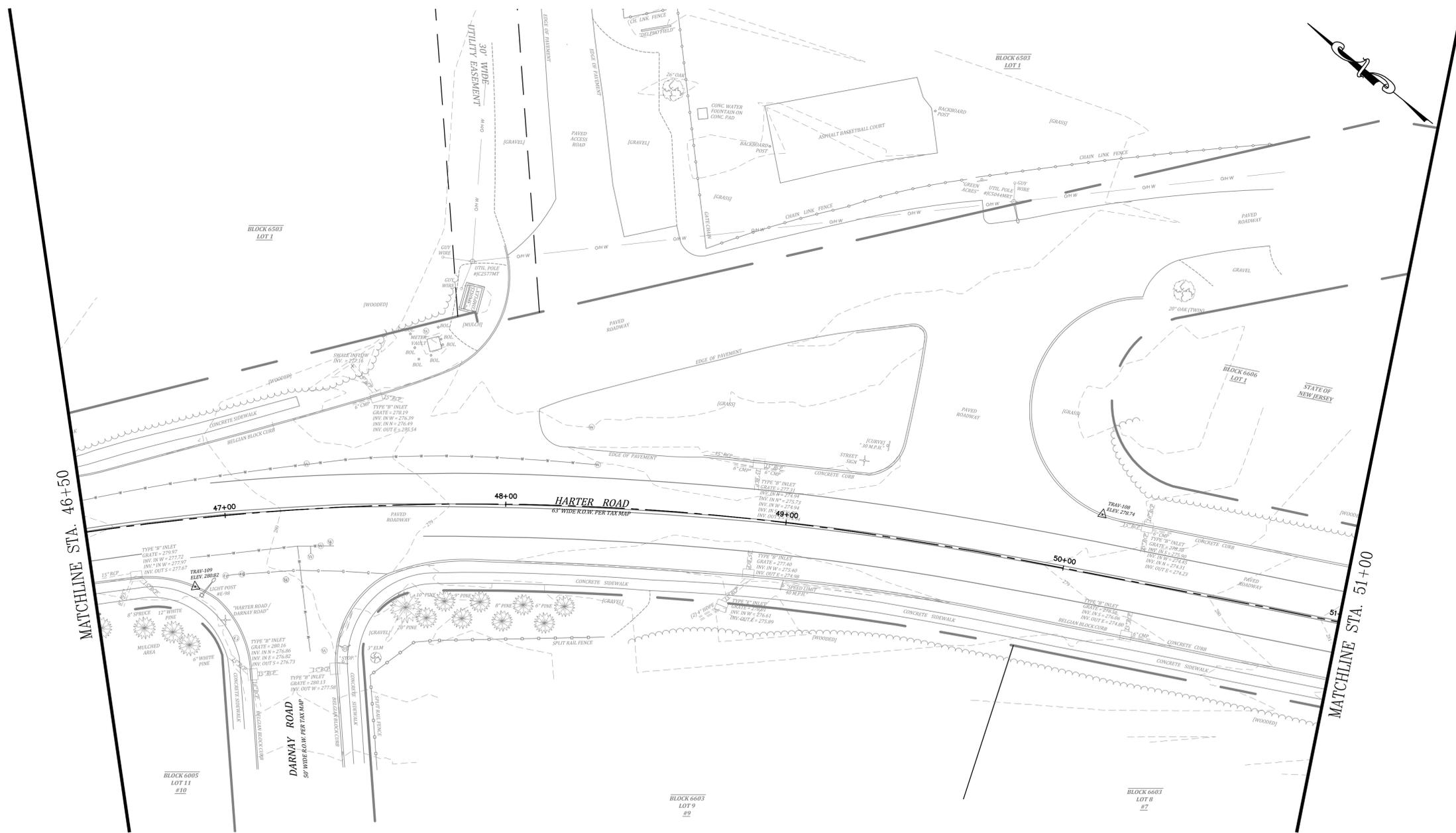
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID

DRAWING TITLE: TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
EXISTING CONDITIONS - LAYOUT & TIE PLAN

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4937

SCALE: 1"=20'
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER: 6
SHEET NUMBER: 6 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044\00_HARTER ROAD RESURFACING PROJECT...ALL CADD\DWGSD\NDWG\6 CONSTRUCTION DRAWINGS\2500044-03-LT-PLANS.DWG Plot Date: 3/18/2026 1:35 PM Plotted By: STEVEN LANGE



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REVISIONS

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PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

DRAWING TITLE: EXISTING CONDITIONS - LAYOUT & TIE PLAN

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: 1"=20'

DRAWN BY: MEP

CHECKED BY: MAW

DATE: 3/16/2026

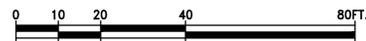
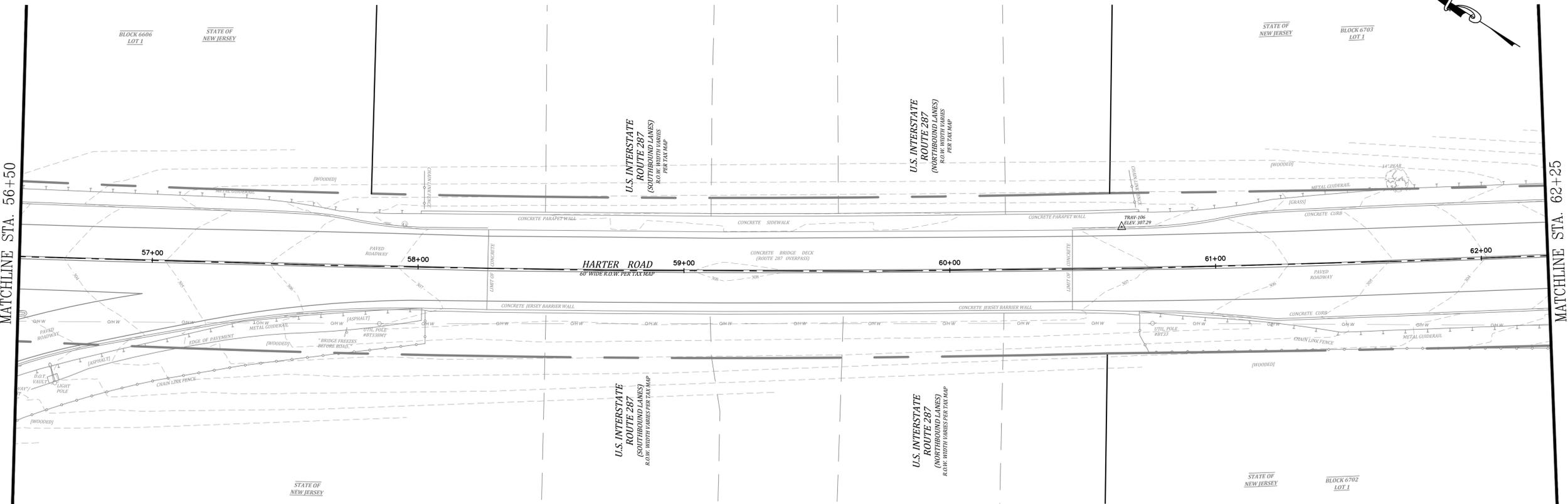
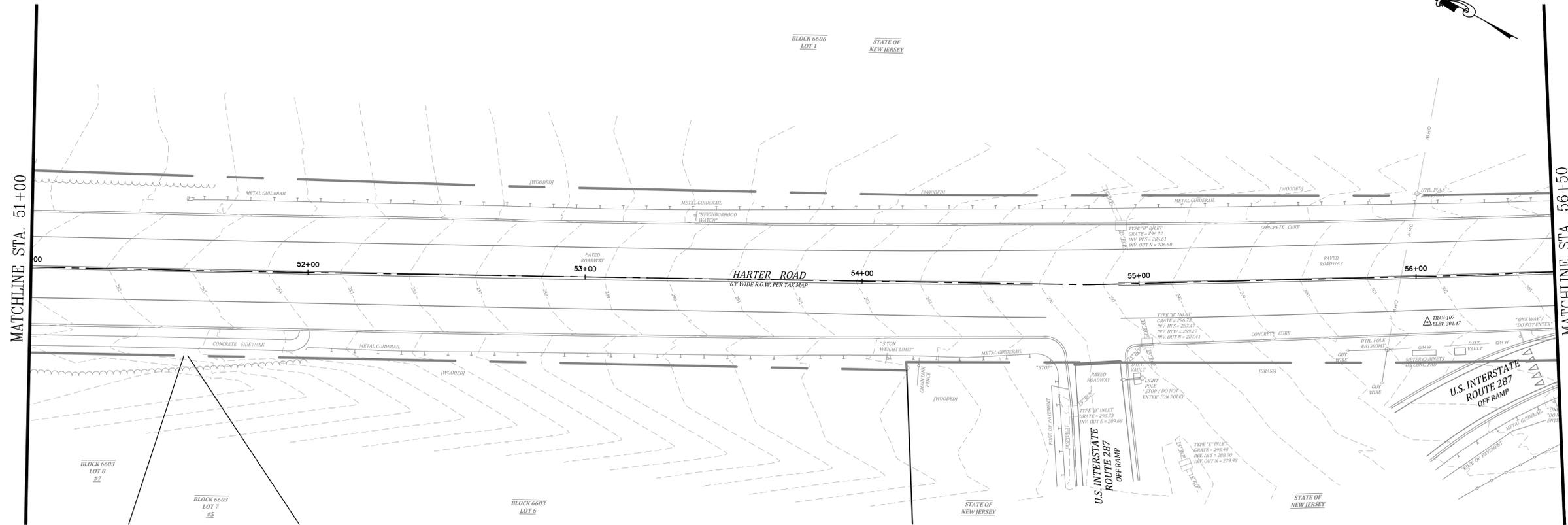
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PROJECT NO: 2500044

PHASE: ENGINEERING

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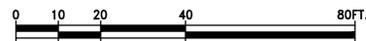
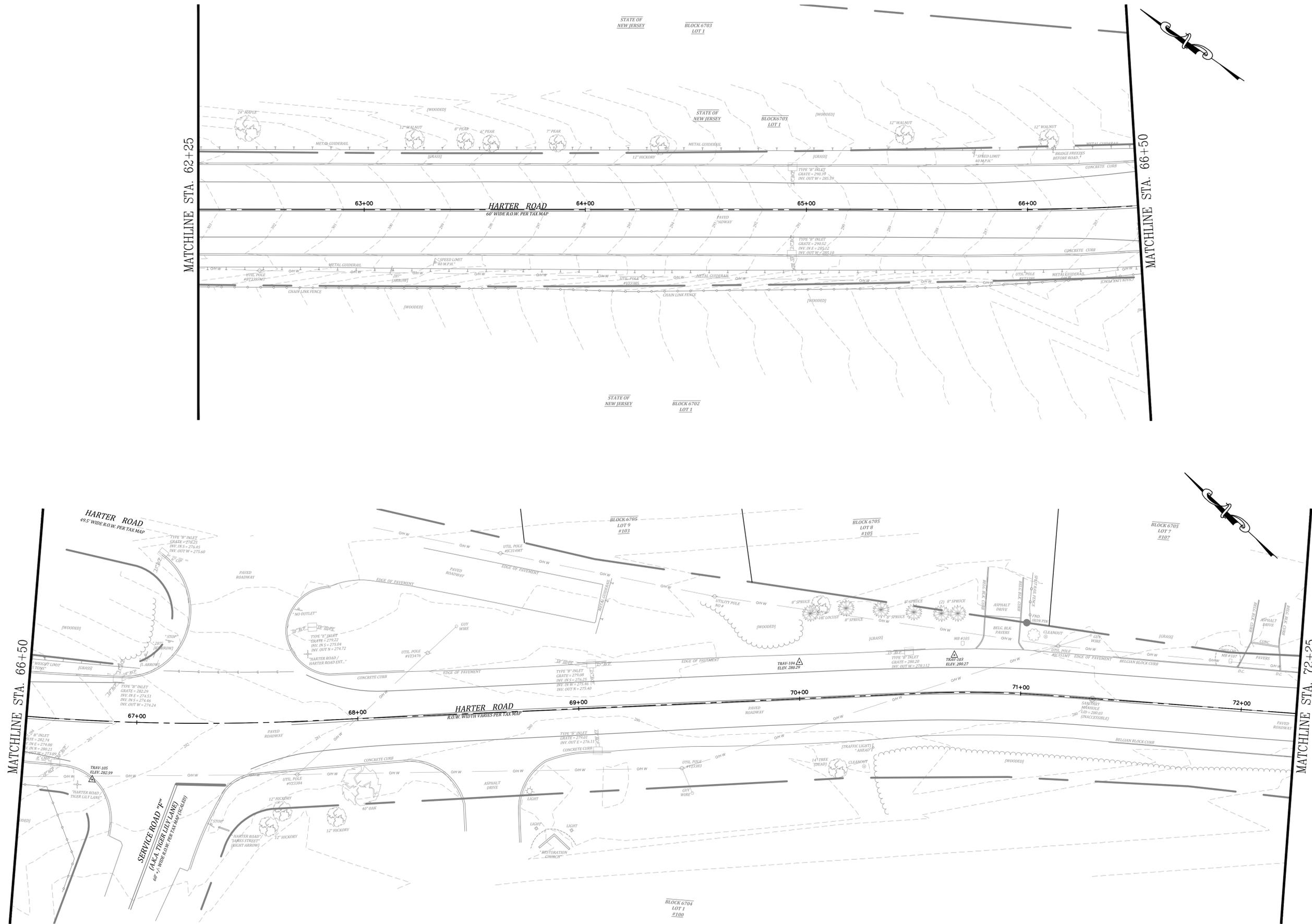
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FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: EXISTING CONDITIONS - LAYOUT & TIE PLAN

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SCALE: 1"=20'
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
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SHEET NUMBER: 8 OF 40
PROJECT NO: 2500044
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REVISIONS

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FY2024 NJDOT MUNICIPAL AID

DRAWING TITLE: EXISTING CONDITIONS - LAYOUT & TIE PLAN

TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

STATE OF NEW JERSEY
MICHAEL J. WILSON
Professional Engineer
License #4937

SCALE: 1"=20'

DRAWN BY: MEP

CHECKED BY: MAW

DATE: 3/16/2026

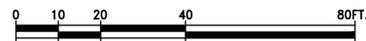
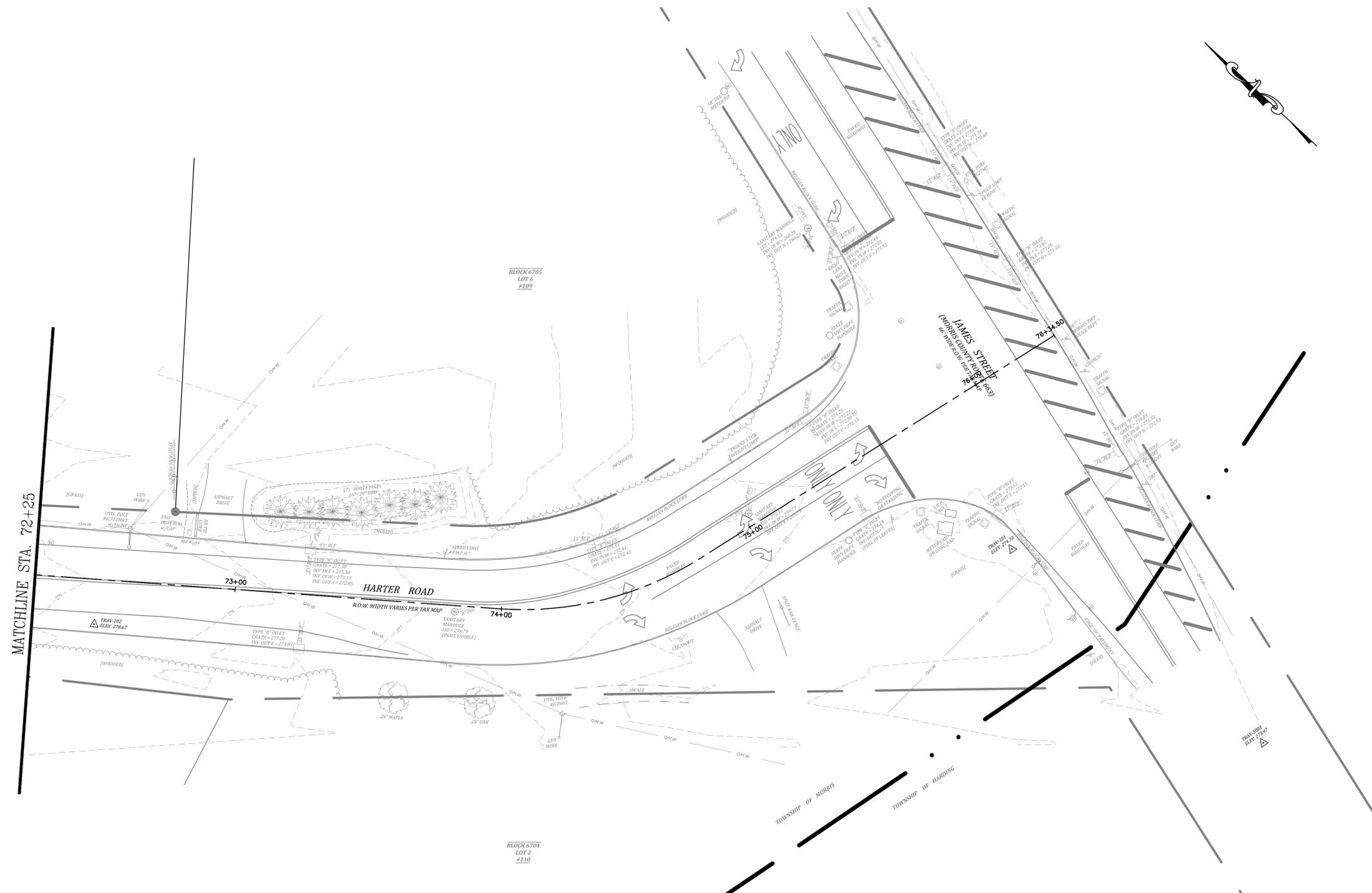
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PROJECT NO: 2500044

PHASE: ENGINEERING

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REVISIONS

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PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

DRAWING TITLE: EXISTING CONDITIONS - LAYOUT & TIE PLAN

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: 1"=20'

DRAWN BY: MEP

CHECKED BY: MAW

DATE: 3/16/2026

DRAWING NUMBER:
10

SHEET NUMBER: 10 OF 40

PROJECT NO: 2500044

PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044\00 HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\SDWG\6 CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:36 PM Plotted By: STEVEN LANGE

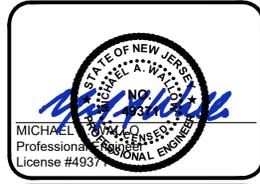
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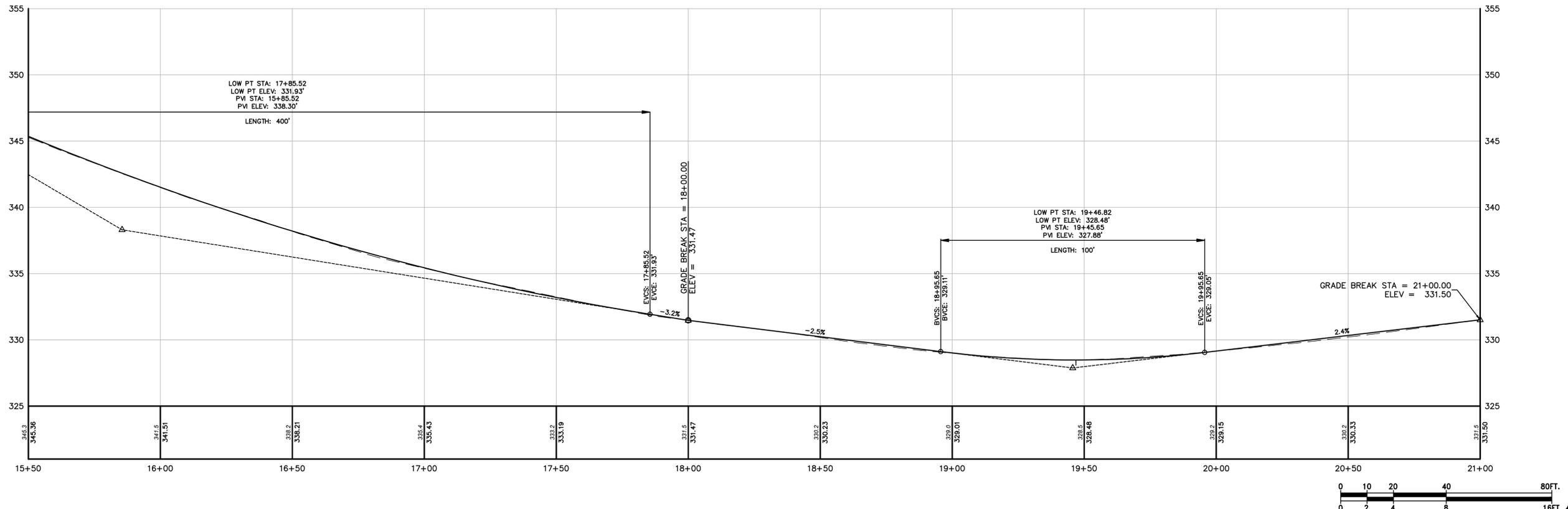
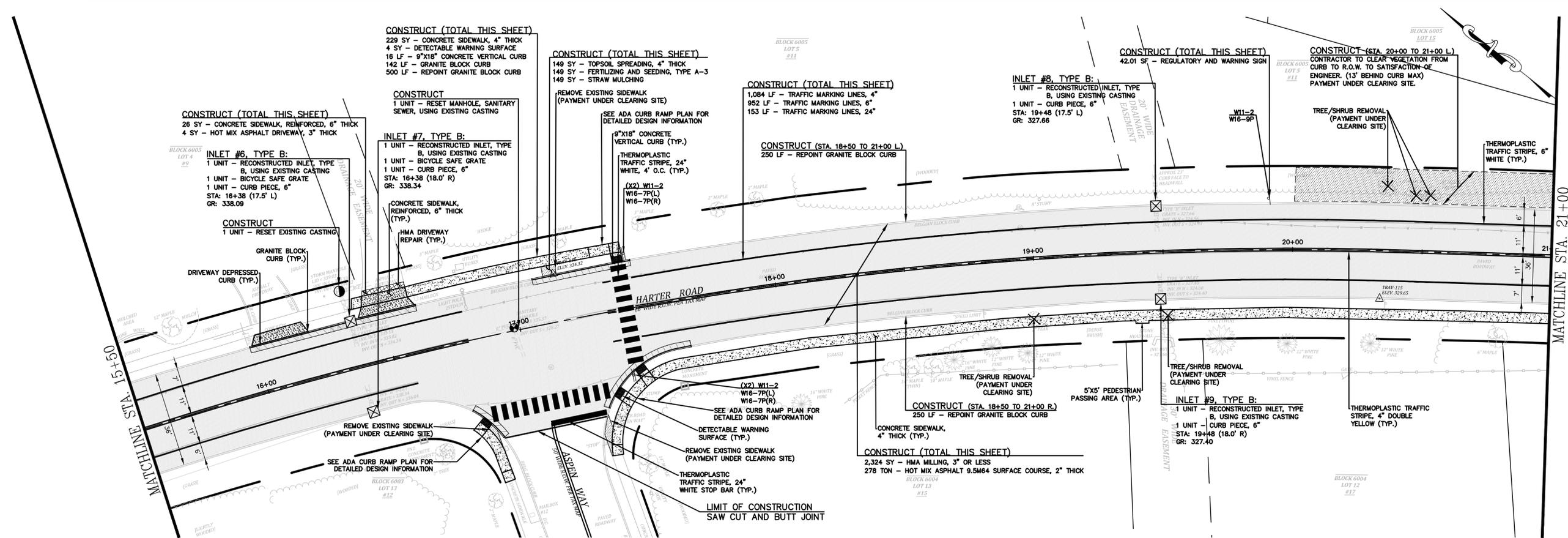
REVISIONS

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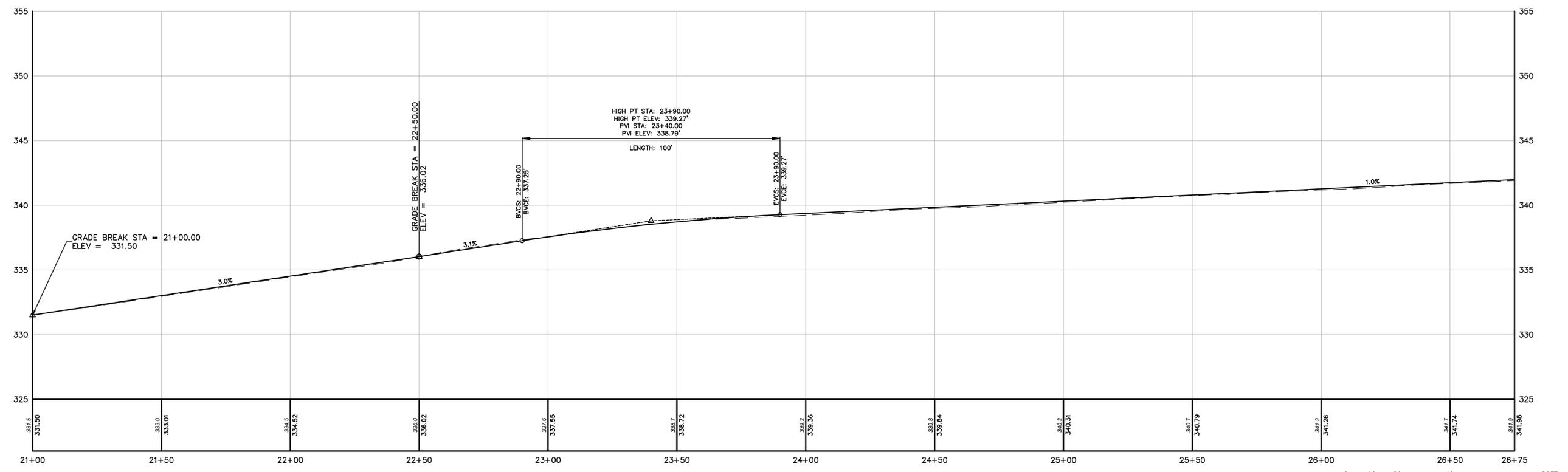
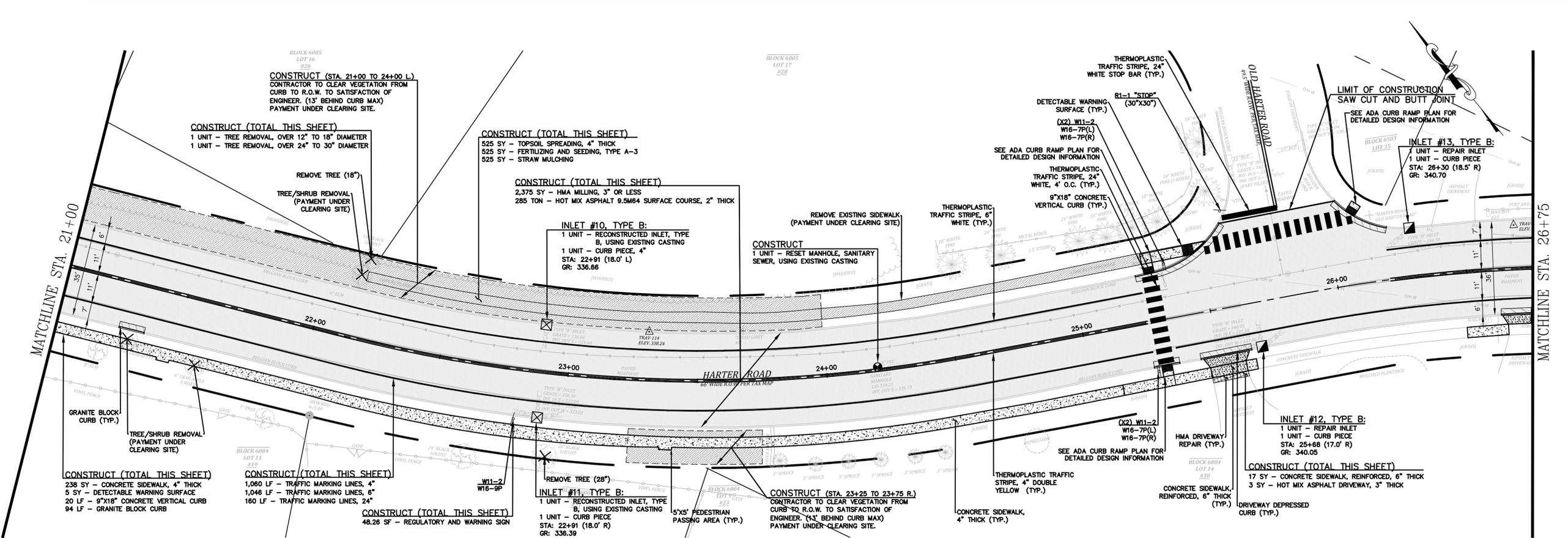
CLIENT: TOWNSHIP OF MORRIS
 PROJECT: HARTER ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
 DRAWING TITLE: CONSTRUCTION PLAN & PROFILE



SCALE: 1"=20'H, 1"=4'V
 DRAWN BY: MEP
 CHECKED BY: MAW
 DATE: 3/16/2026
 DRAWING NUMBER: 12
 SHEET NUMBER: 12 OF 40
 PROJECT NO: 2500044
 PHASE: ENGINEERING



Filename: R:\2025\NJ\2500044\00 HARTER ROAD RESURFACING PROJECT...ALL CADD\WGSD\WG6\CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:36 PM Plotted By: STEVEN LANGE



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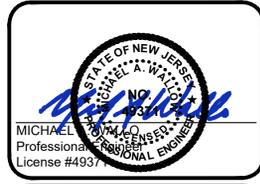


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REVISIONS

TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
CONSTRUCTION PLAN & PROFILE

CLIENT:
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DRAWING TITLE:



SCALE: 1"=20'H, 1"=4'V
DRAWN BY: MEP
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SHEET NUMBER: 13 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

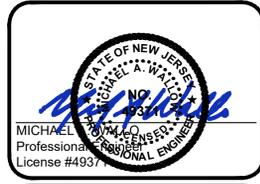
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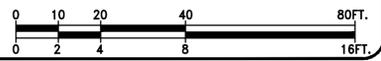
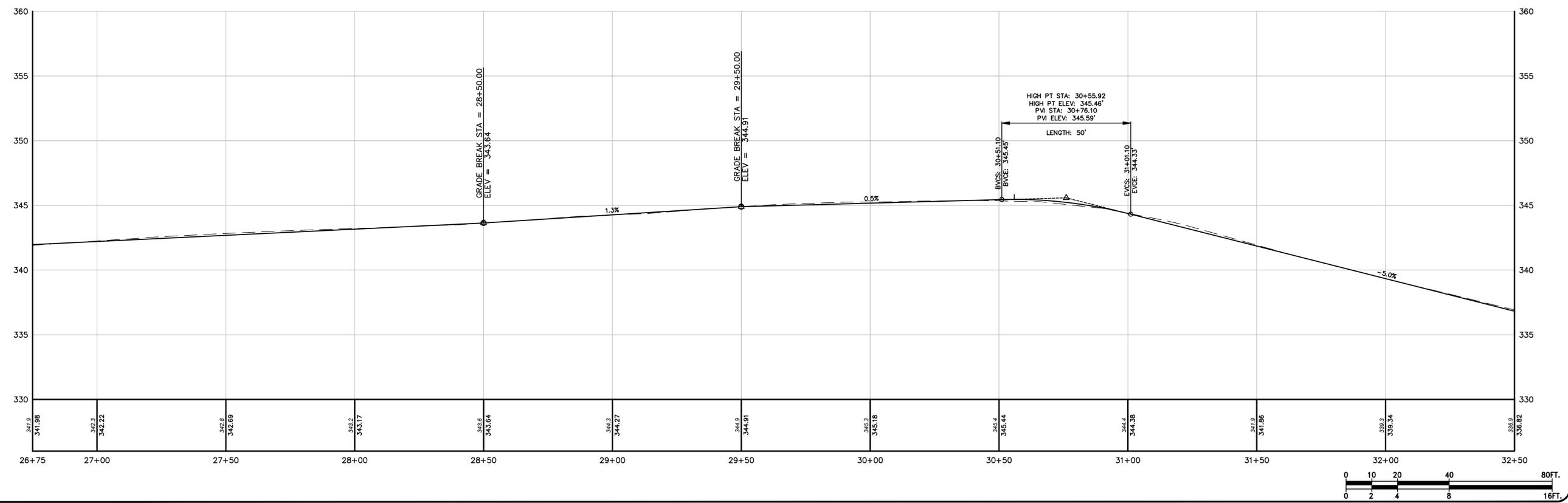
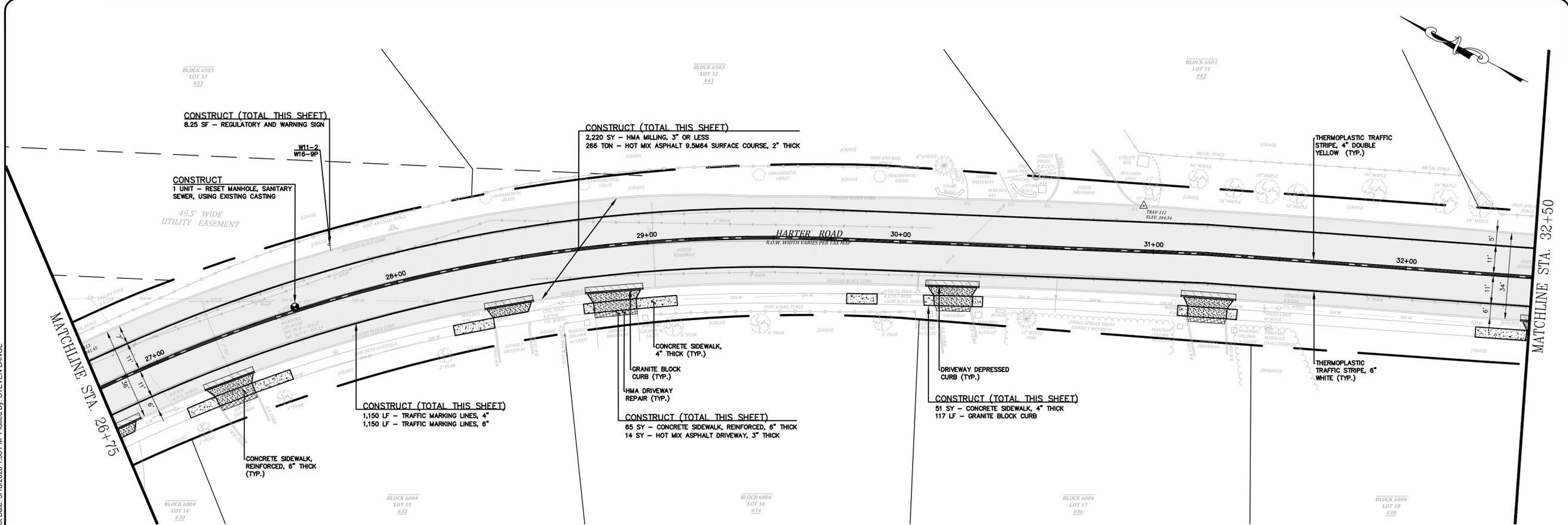


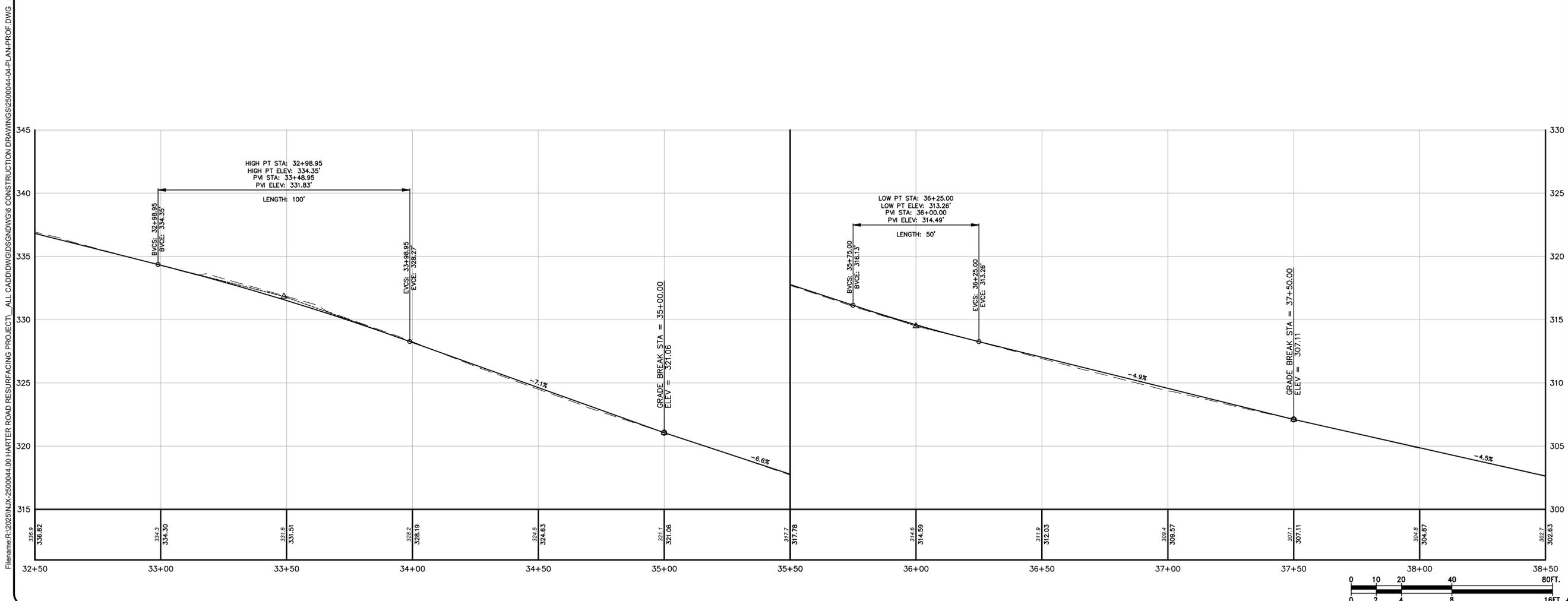
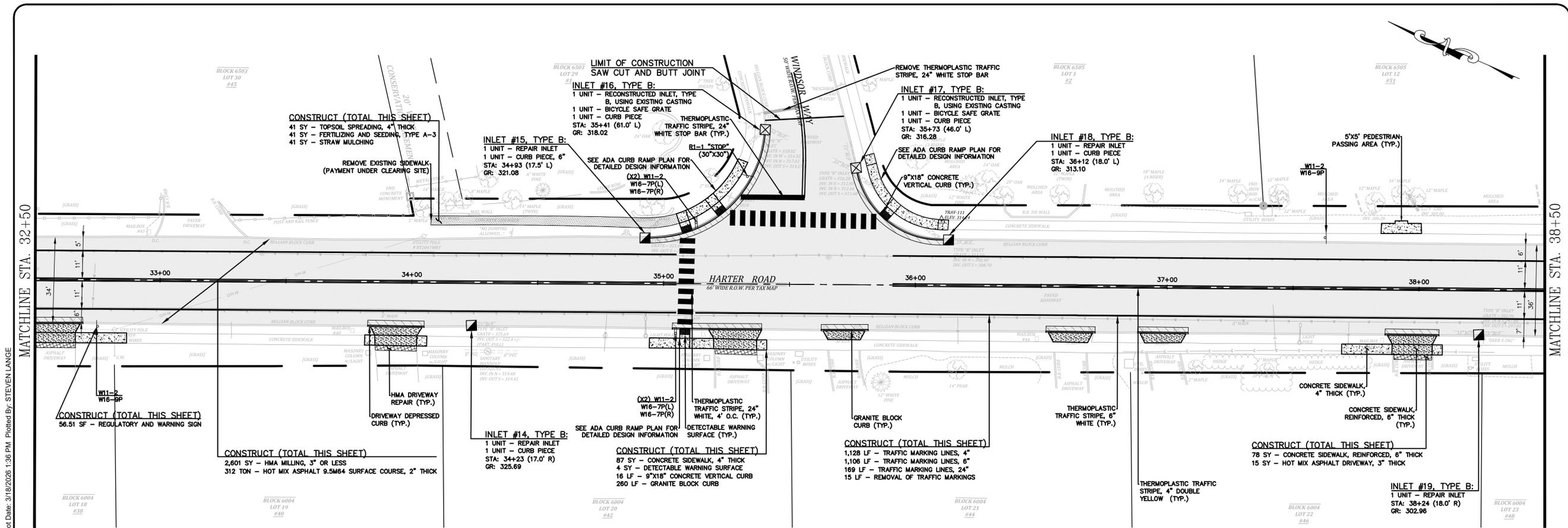
REVISIONS	
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CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: CONSTRUCTION PLAN & PROFILE



SCALE: 1"=20'H, 1"=4'V
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
14
SHEET NUMBER: 14 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING





NO.	REVISIONS
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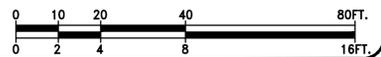
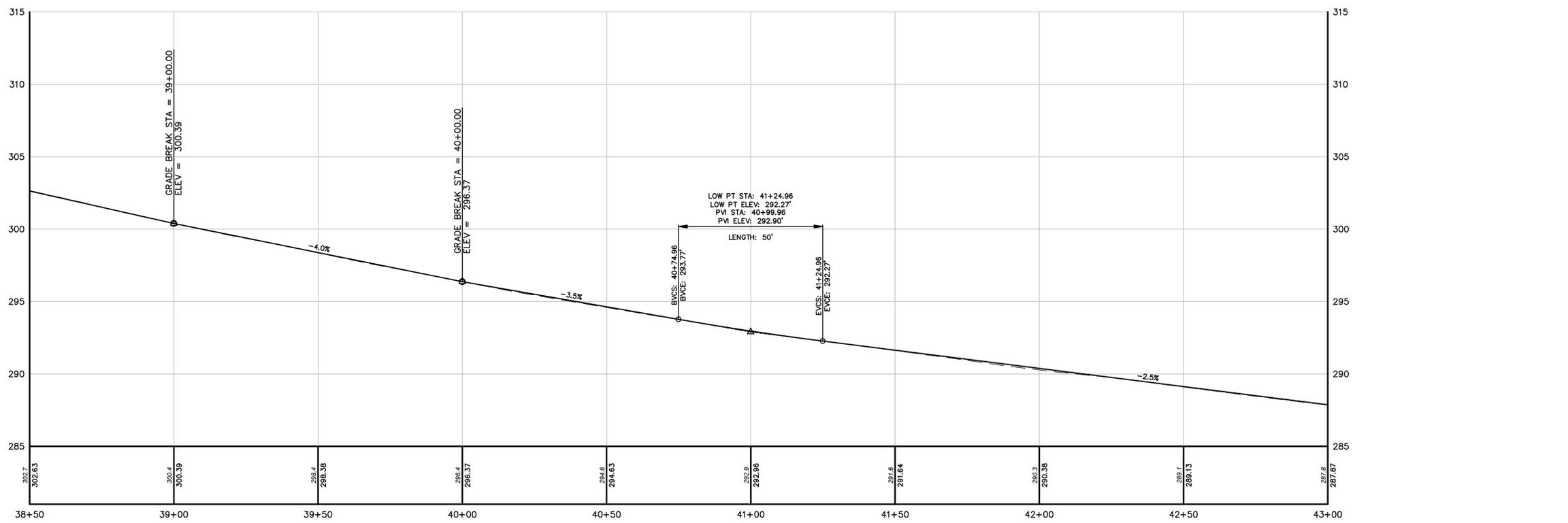
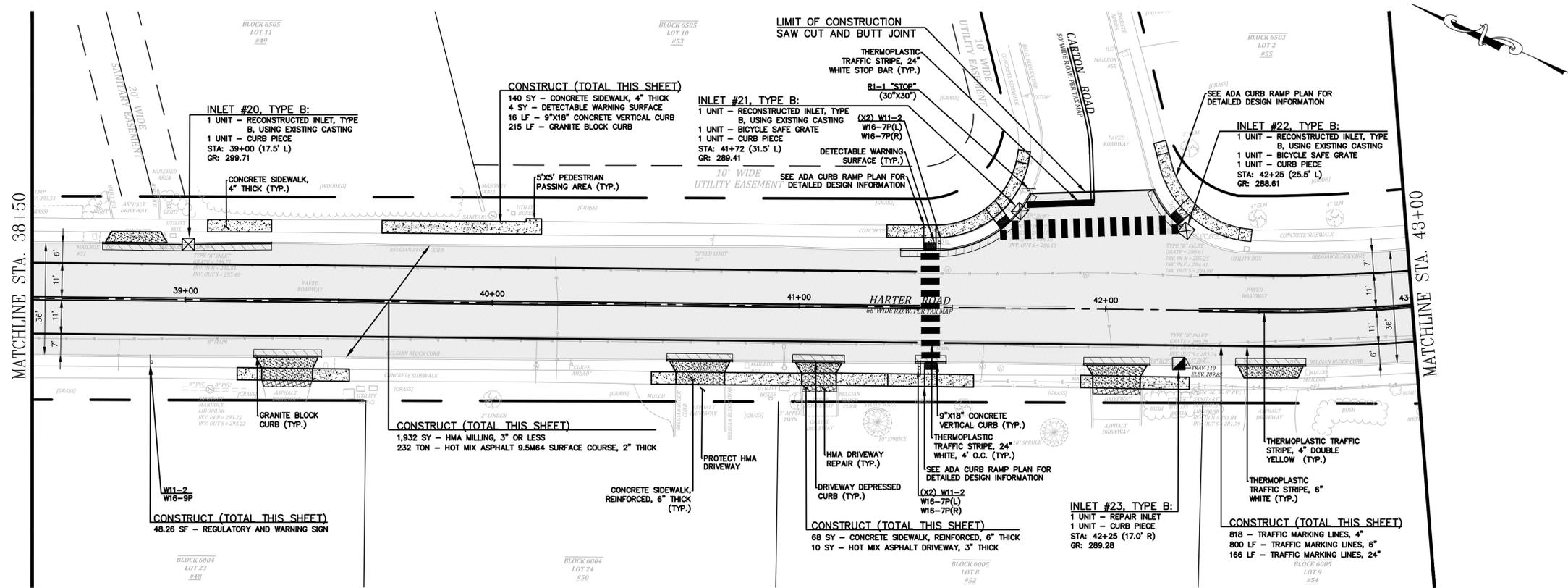
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PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
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SCALE: 1"=20'H, 1"=4'V
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DATE: 3/16/2026
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15
SHEET NUMBER: 15 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044\00 HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\GND\WG16 CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:36 PM Plotted By: STEVEN LANGE

Filename: R:\2025\NJ\2500044.00 HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\SDNDWG\6 CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:36 PM Plotted By: STEVEN LANGE



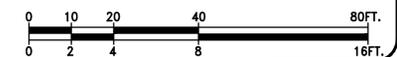
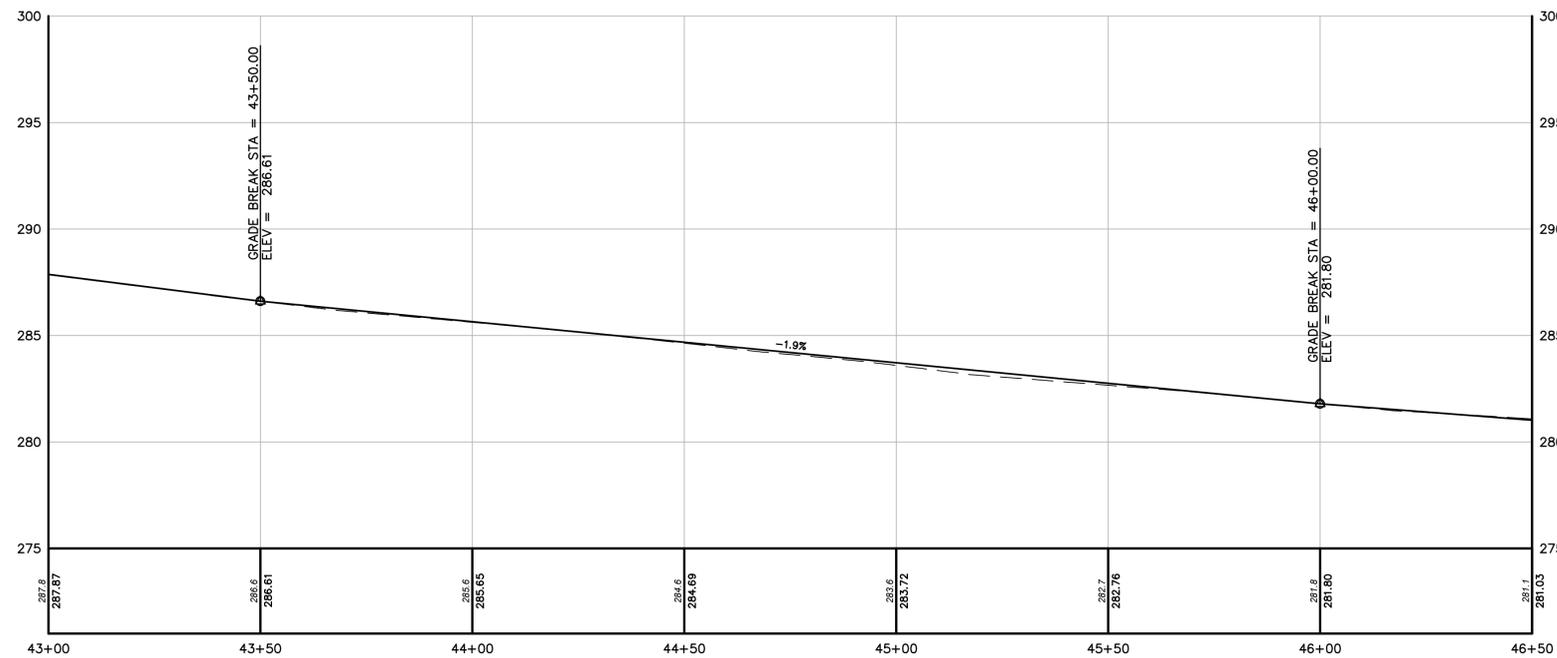
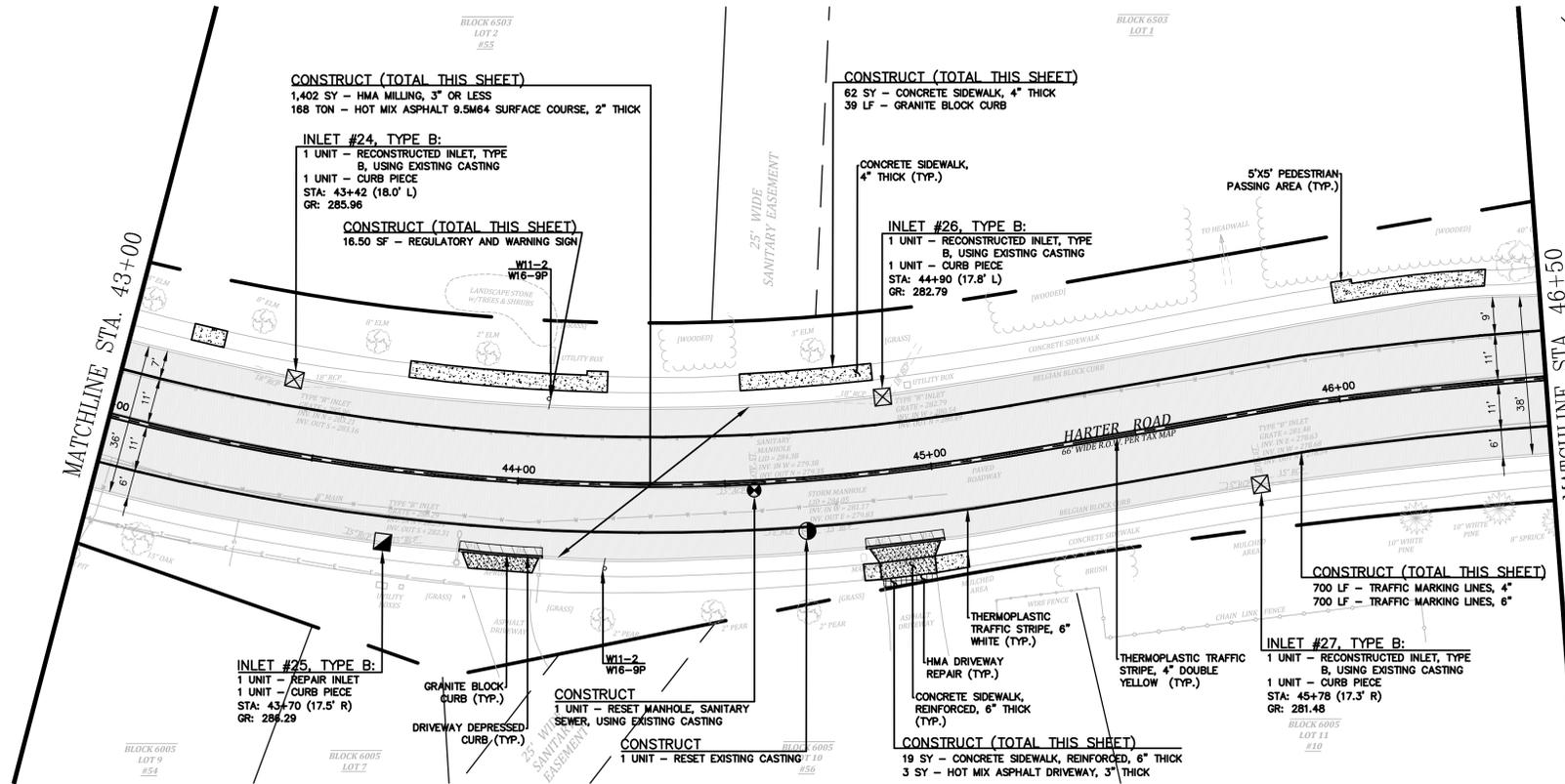
NO.	REVISIONS
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CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
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SCALE: 1"=20'H, 1"=4'V
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DATE: 3/16/2026
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16
SHEET NUMBER: 16 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

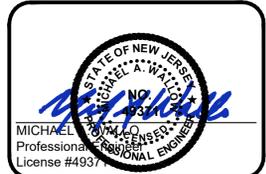
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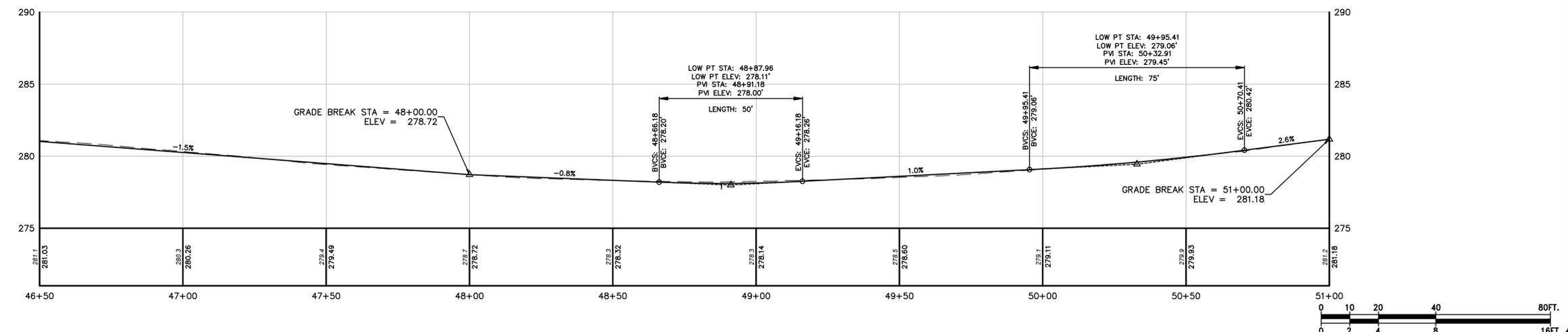
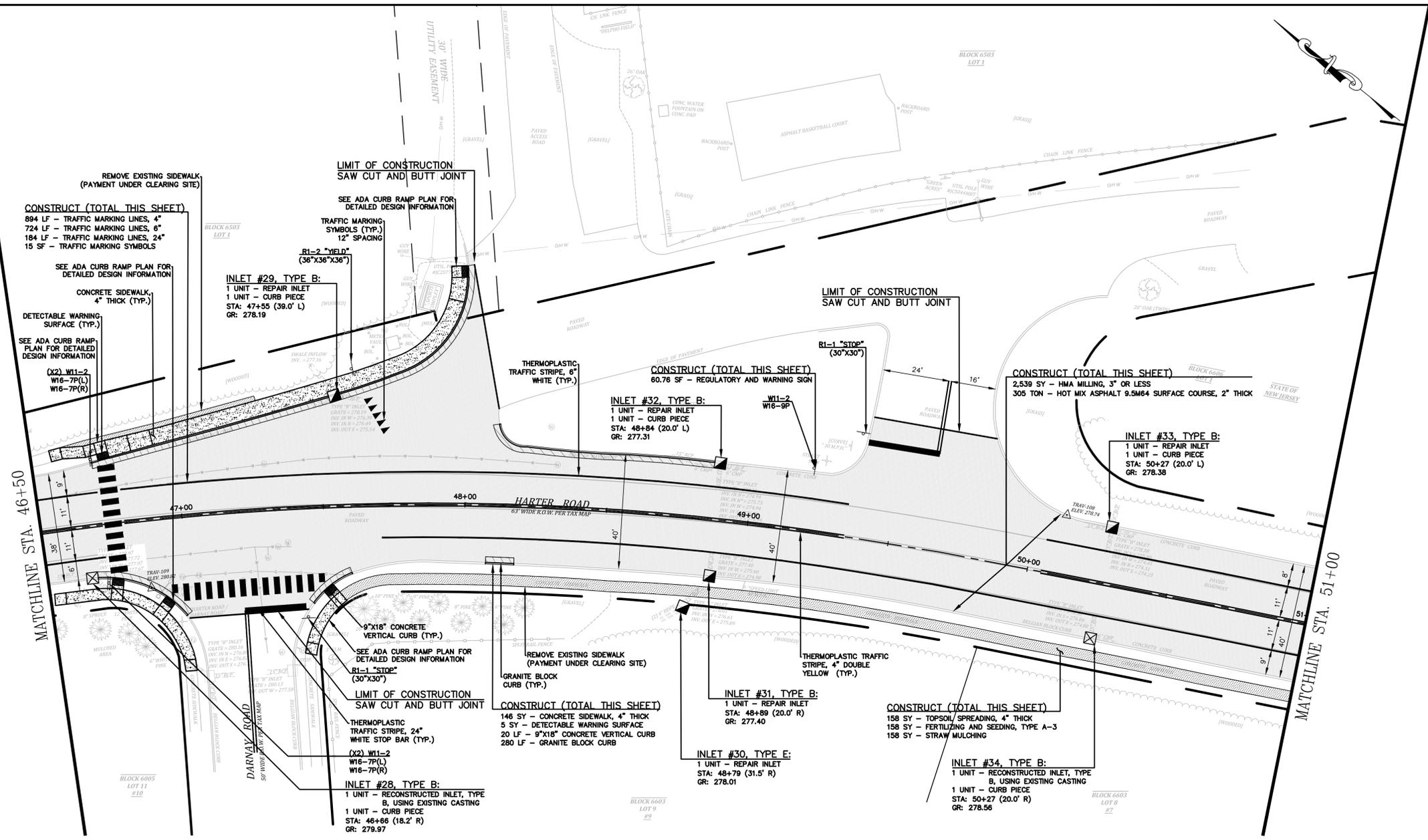
REVISIONS

CLIENT: TOWNSHIP OF MORRIS
 PROJECT: HARTER ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
 DRAWING TITLE: CONSTRUCTION PLAN & PROFILE



SCALE: 1"=20'H, 1"=4'V
 DRAWN BY: MEP
 CHECKED BY: MAW
 DATE: 3/16/2026
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 SHEET NUMBER: 17 OF 40
 PROJECT NO: 2500044
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TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

CLIENT:
PROJECT:
DRAWING TITLE:

CONSTRUCTION PLAN & PROFILE

STATE OF NEW JERSEY
MICHAEL J. MALO
Professional Engineer
License #4931

SCALE: 1"=20'H, 1"=4'V

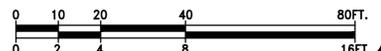
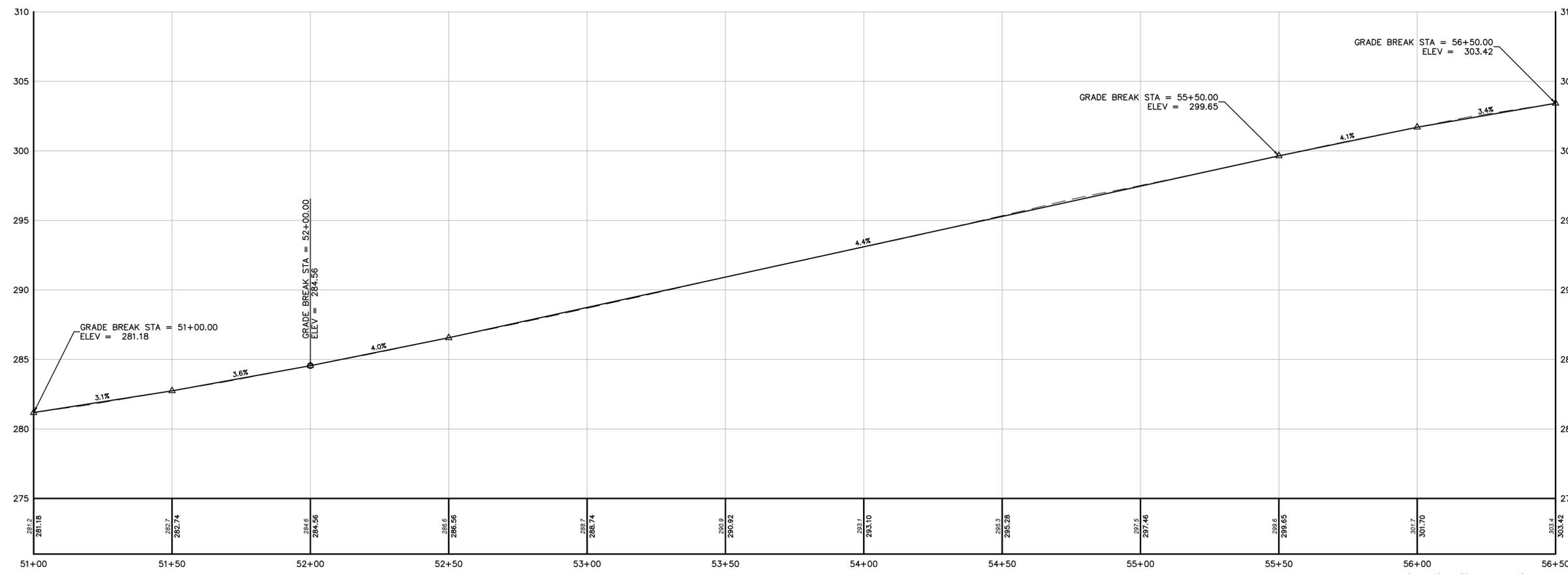
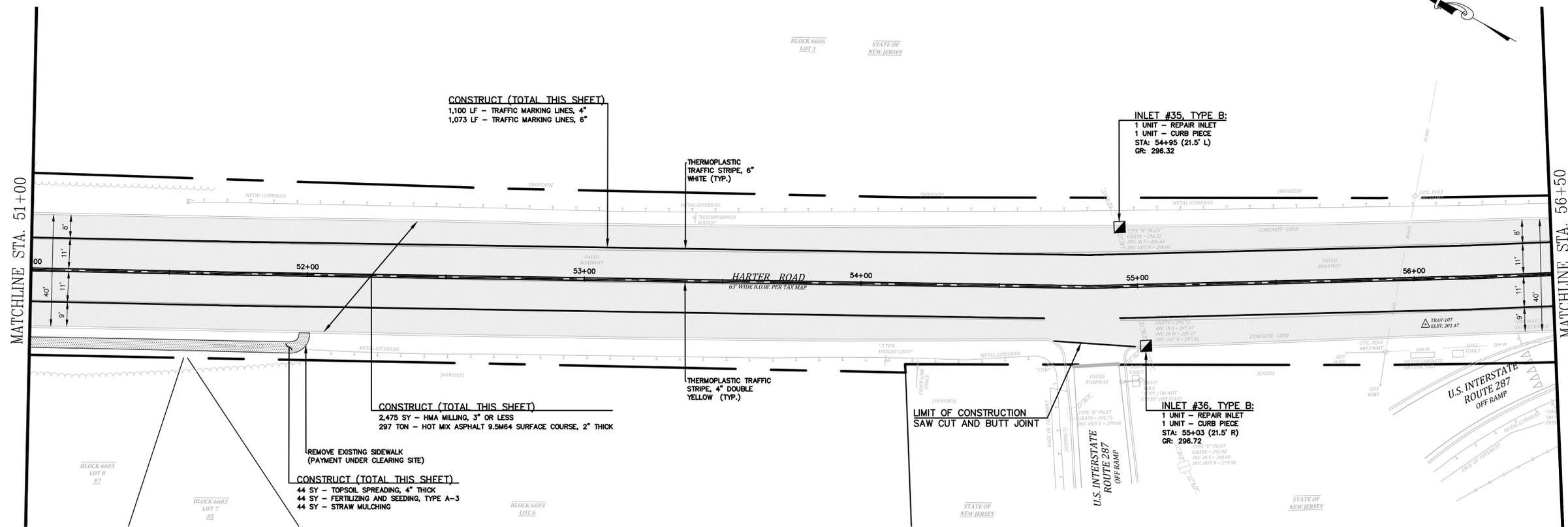
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DATE: 3/16/2026
DRAWING NUMBER:
18
SHEET NUMBER: 18 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044.00 HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\SD\ND\WG\6 CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:36 PM Plotted By: STEVEN LANGE

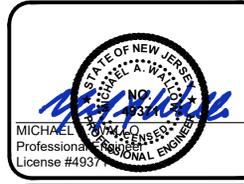


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REVISIONS

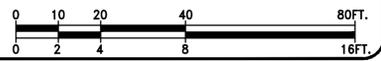
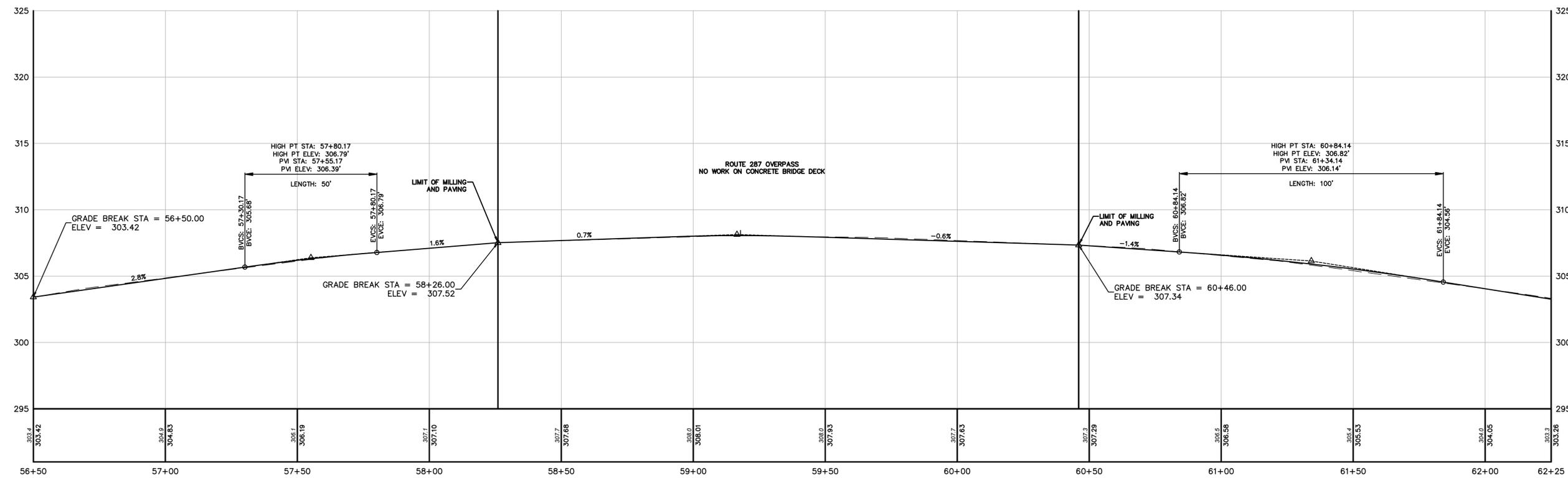
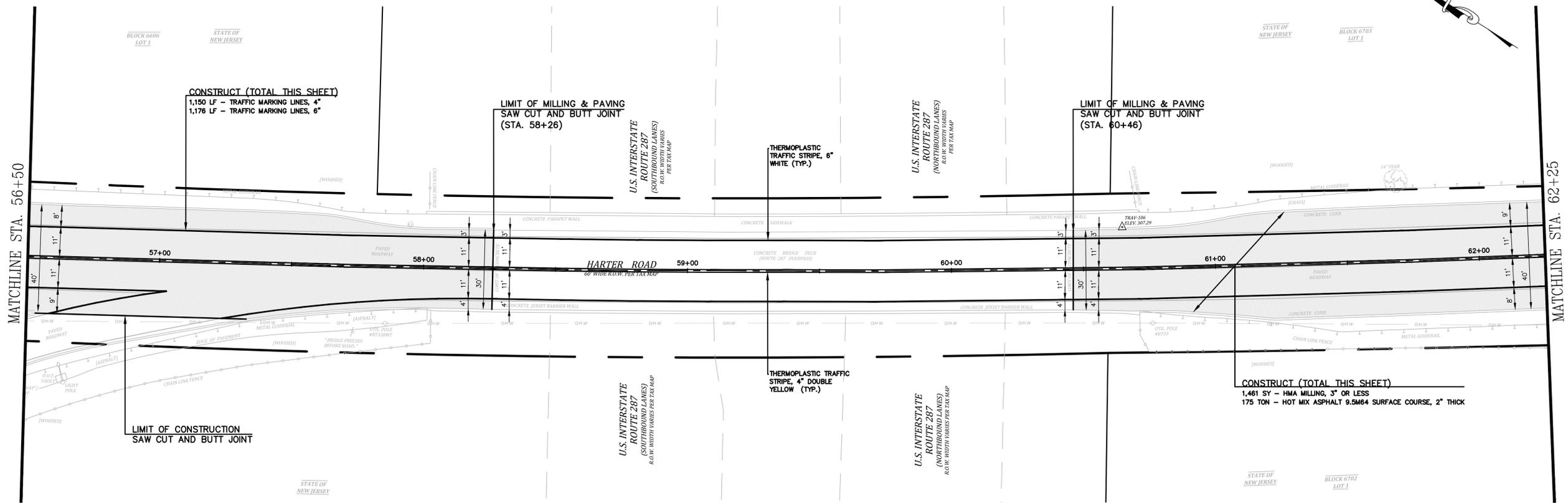


CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: CONSTRUCTION PLAN & PROFILE



SCALE: 1"=20'H, 1"=4'V
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
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SHEET NUMBER: 19 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044\00 HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\GND\WG16 CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:36 PM Plotted By: STEVEN LANGE



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TOWNSHIP OF MORRIS
 HARTER ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

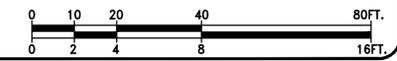
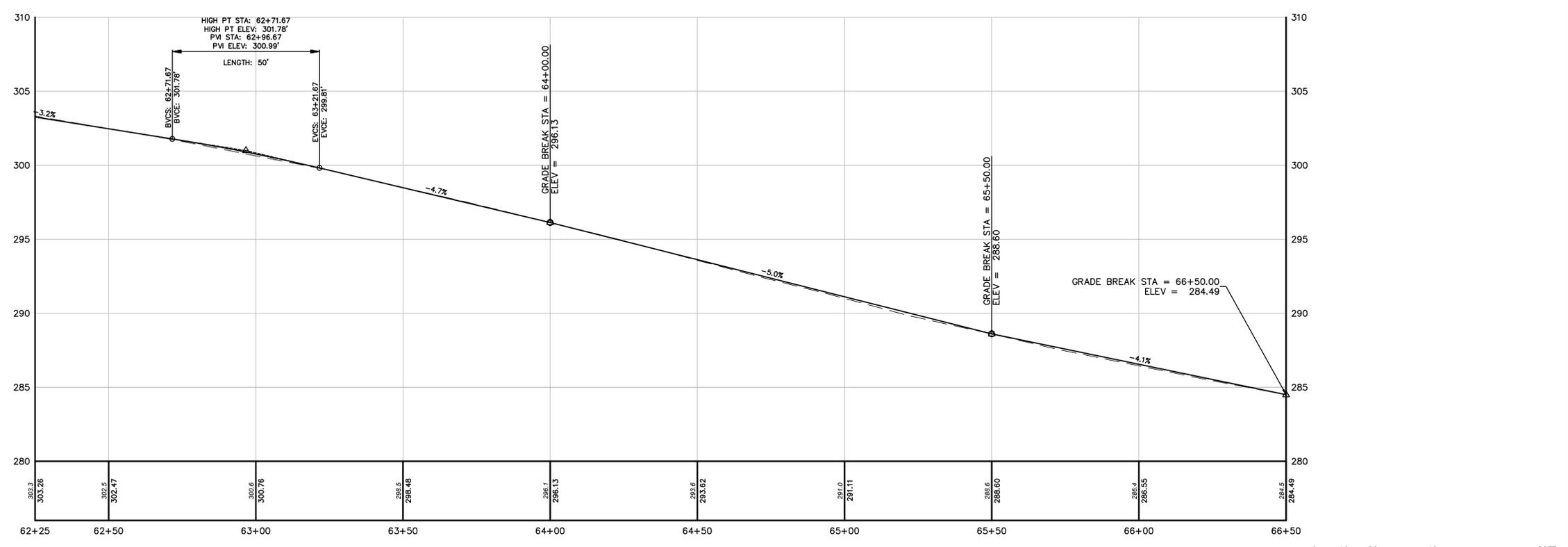
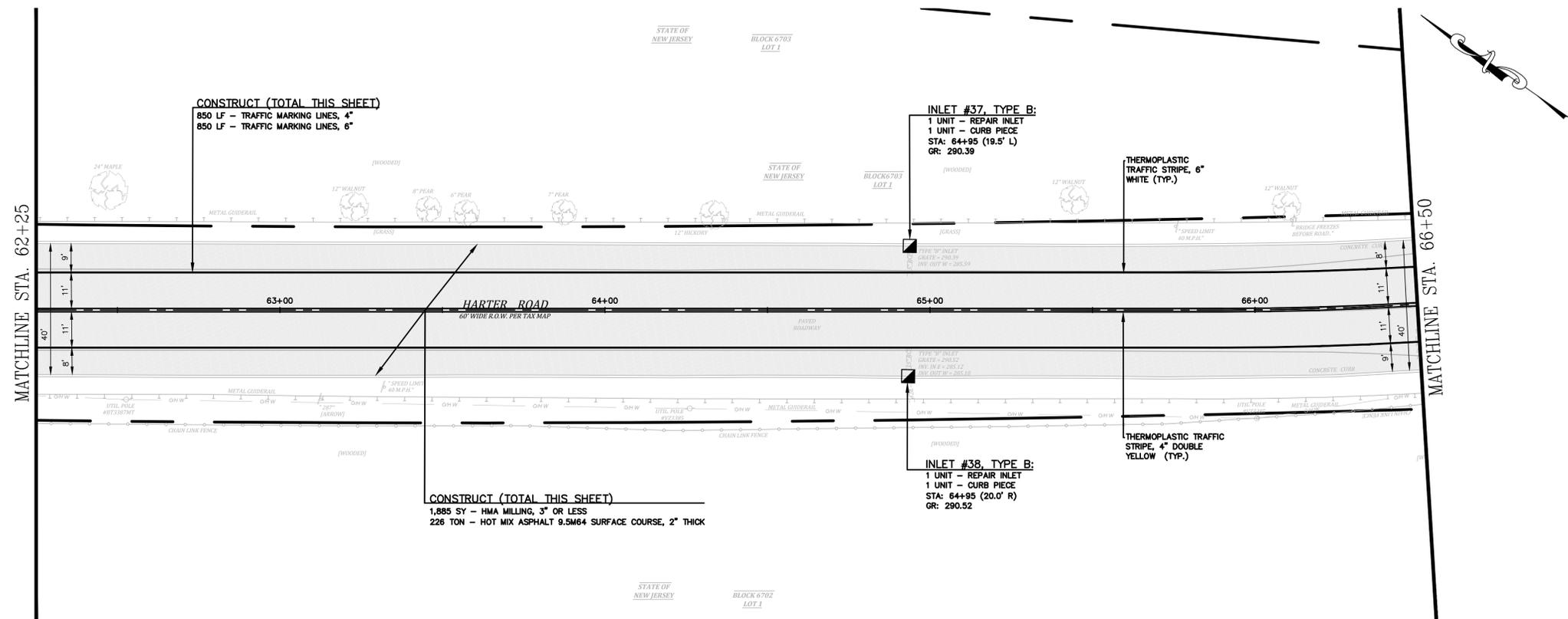
CLIENT:
 PROJECT:
 DRAWING TITLE:

CONSTRUCTION PLAN & PROFILE

STATE OF NEW JERSEY
 MICHAEL J. WALTON
 Professional Engineer
 License #4937

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 CHECKED BY: MAW
 DATE: 3/16/2026
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20
 SHEET NUMBER: 20 OF 40
 PROJECT NO: 2500044
 PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044_00_HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\SDNDWG\6 CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:36 PM Plotted By: STEVEN LANGE



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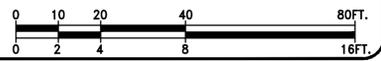
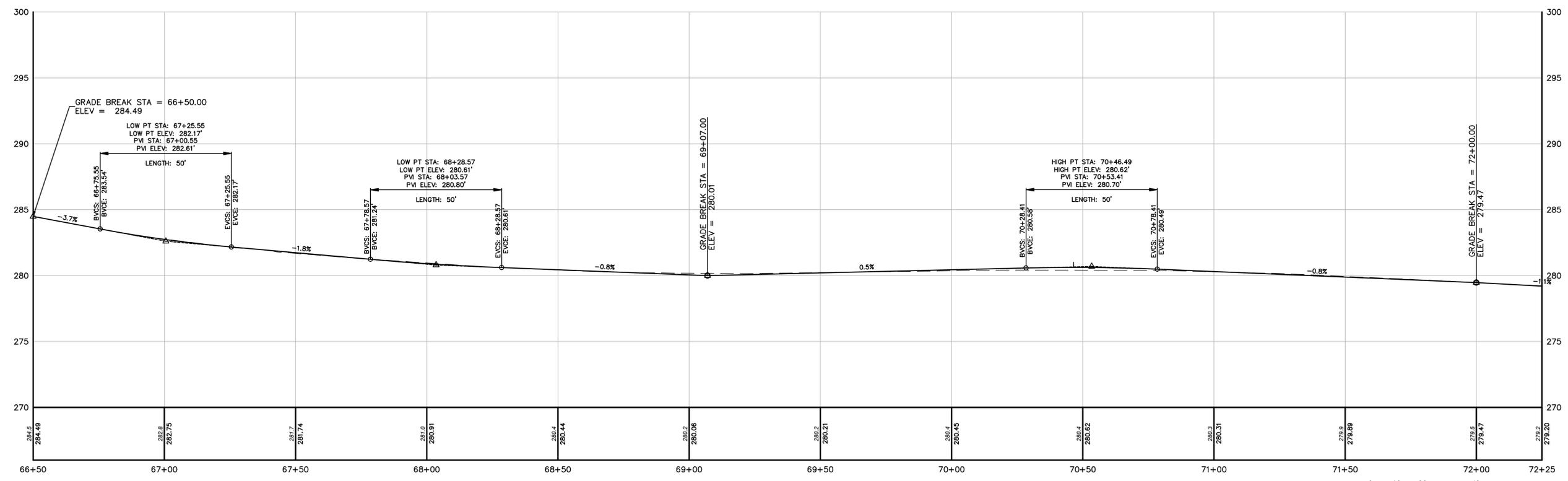
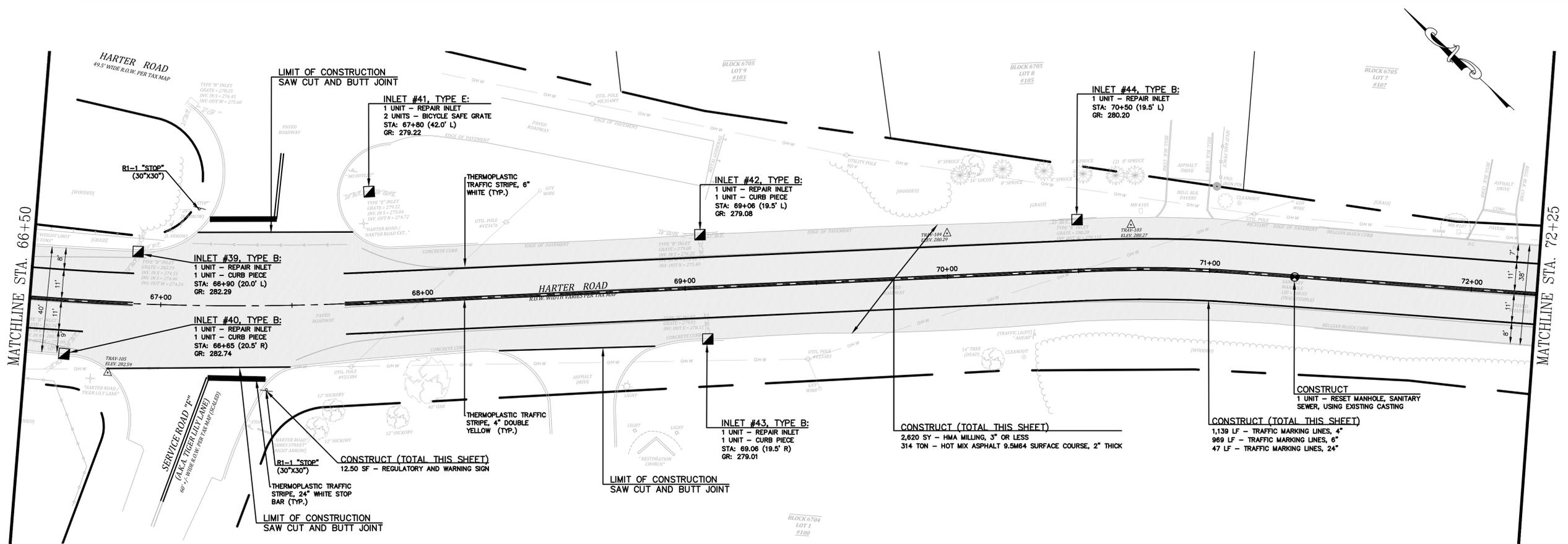
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CLIENT: TOWNSHIP OF MORRIS
 PROJECT: HARTER ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
 DRAWING TITLE: CONSTRUCTION PLAN & PROFILE

STATE OF NEW JERSEY
 MICHAEL J. WALTON
 Professional Engineer
 License #4931

SCALE: 1"=20'H, 1"=4'V
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 DATE: 3/16/2026
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 PROJECT NO: 2500044
 PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044\00 HARTER ROAD RESURFACING PROJECT... ALL CADD\DWGSD\DWG\6 CONSTRUCTION DRAWINGS\2500044-04-PLAN-PROF.DWG Plot Date: 3/18/2026 1:37 PM Plotted By: STEVEN LANGE



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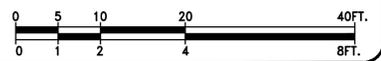
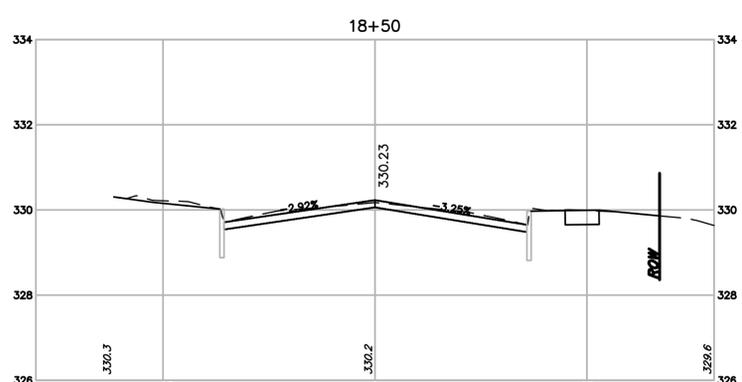
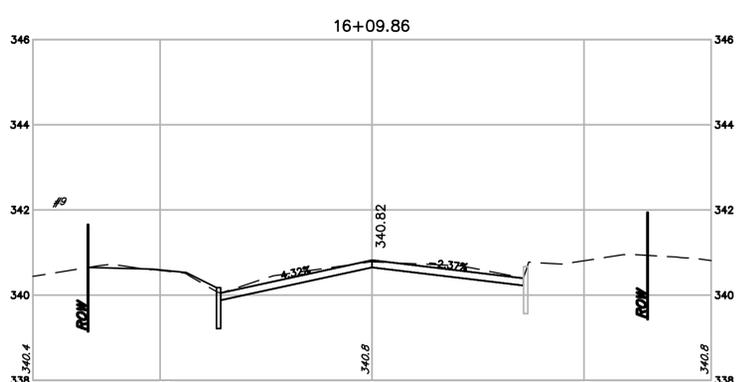
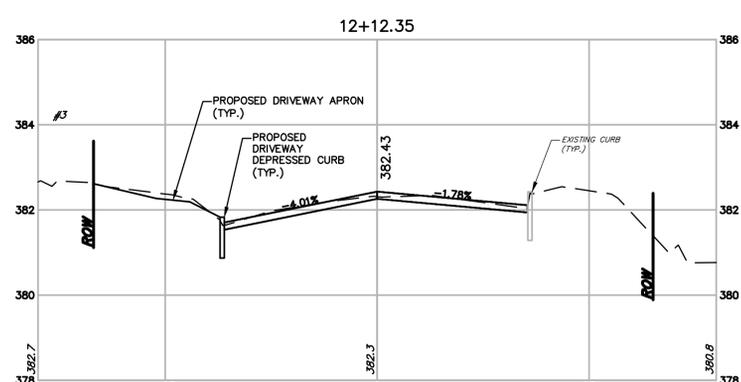
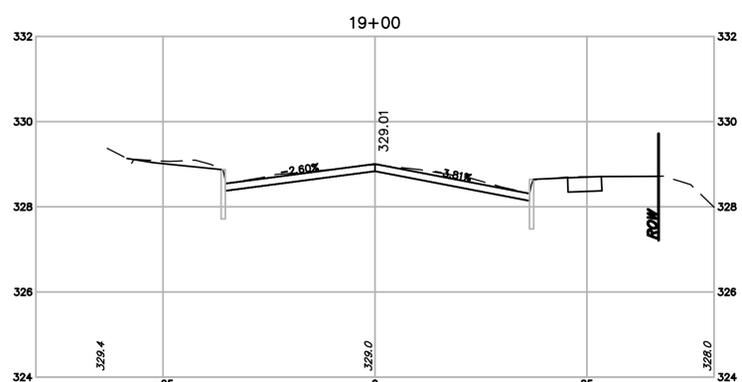
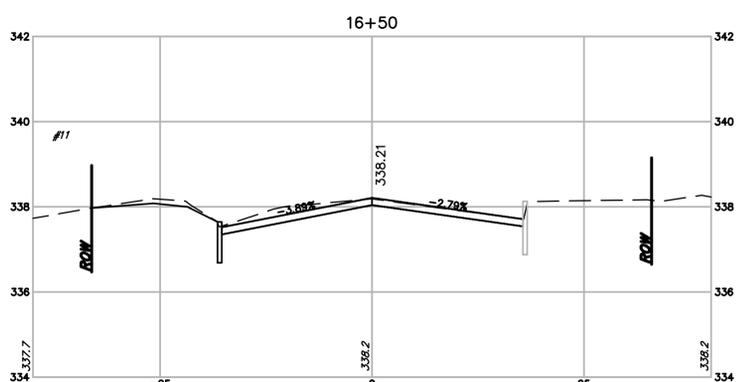
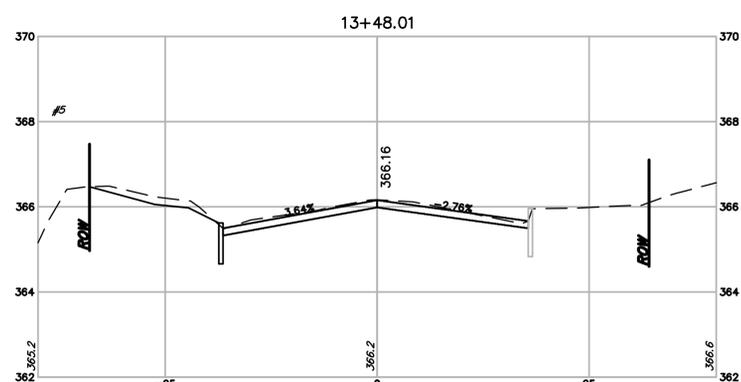
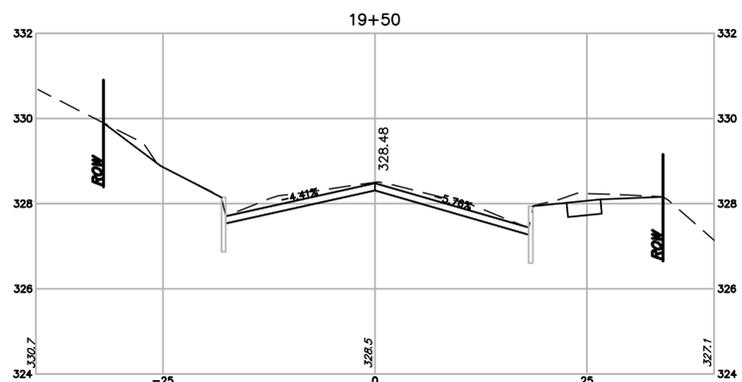
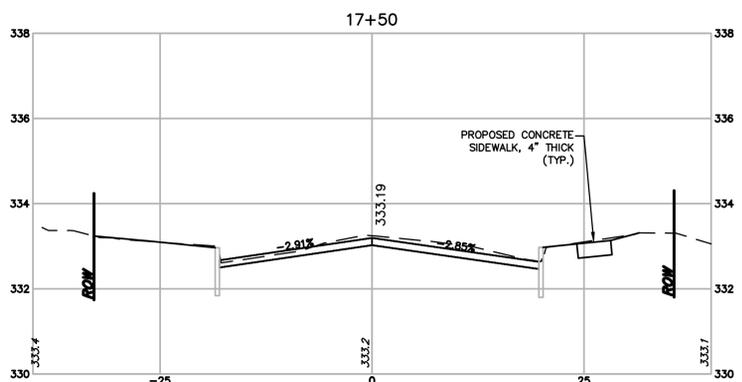
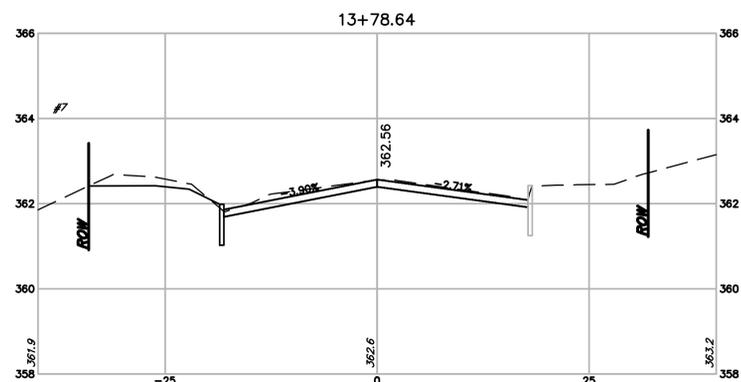
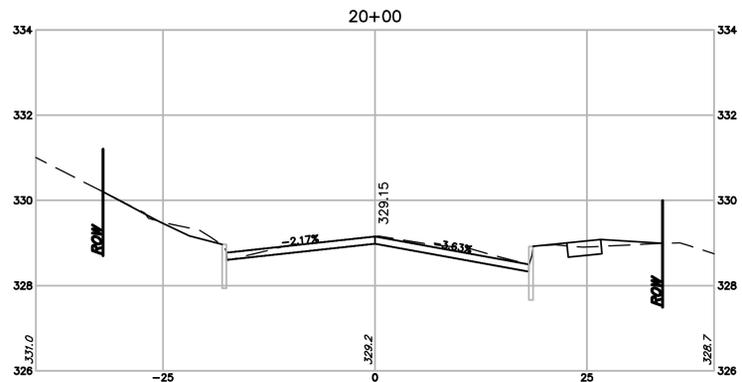
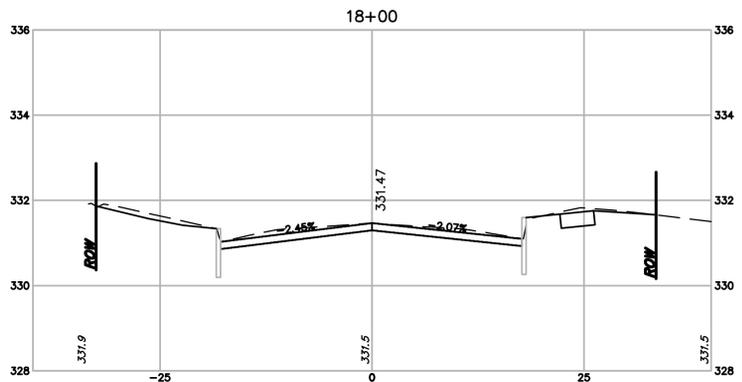
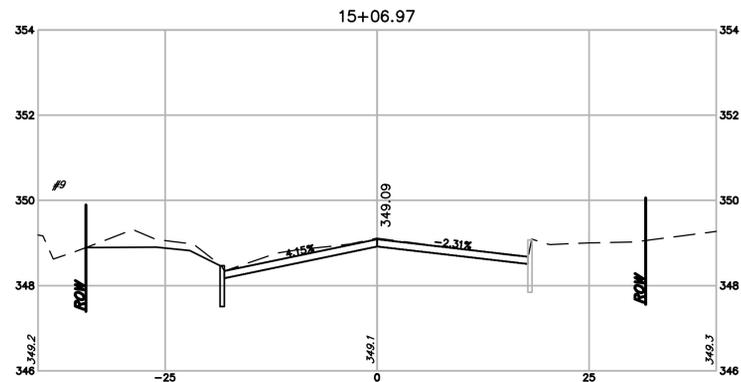
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CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: CONSTRUCTION PLAN & PROFILE

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: 1"=20'H, 1"=4'V
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
22
SHEET NUMBER: 22 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044\00 HARTER ROAD RESURFACING PROJECT - ALL CADD\DWG\SDNDWG\6 CONSTRUCTION DRAWINGS\2500044-05-SECTIONS.DWG Plot Date: 3/18/2026 1:37 PM Plotted By: STEVEN LANGE



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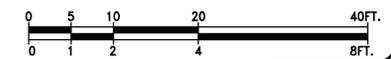
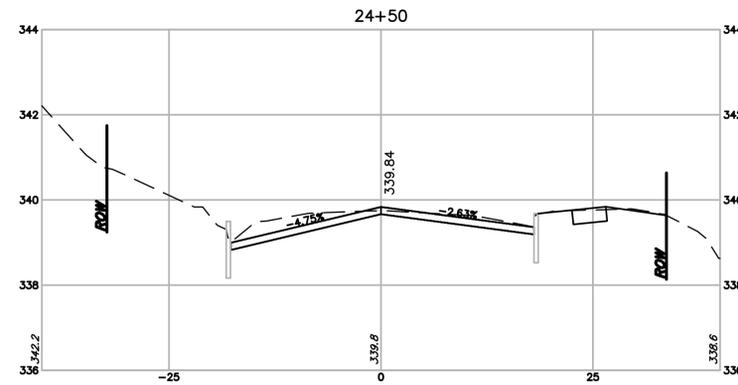
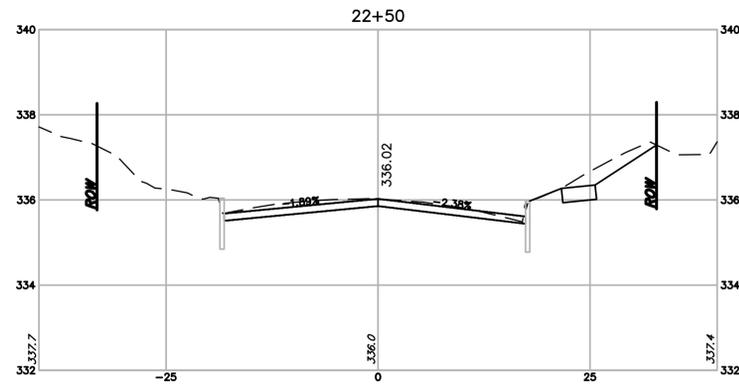
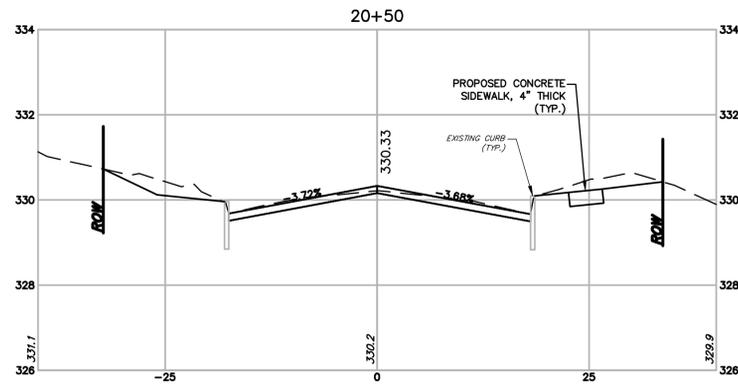
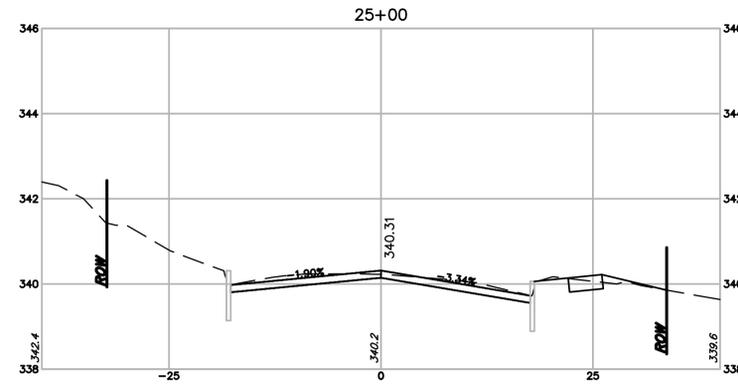
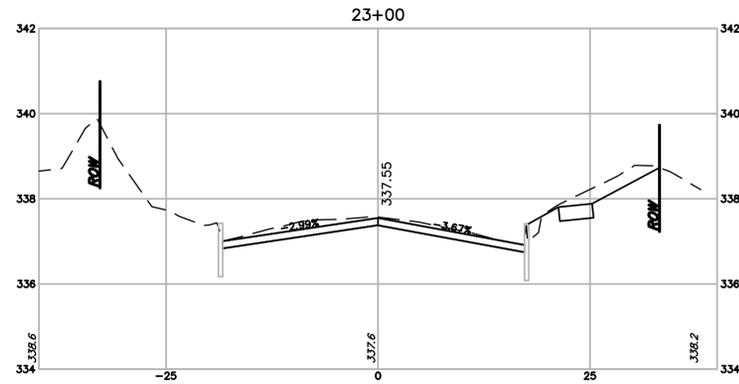
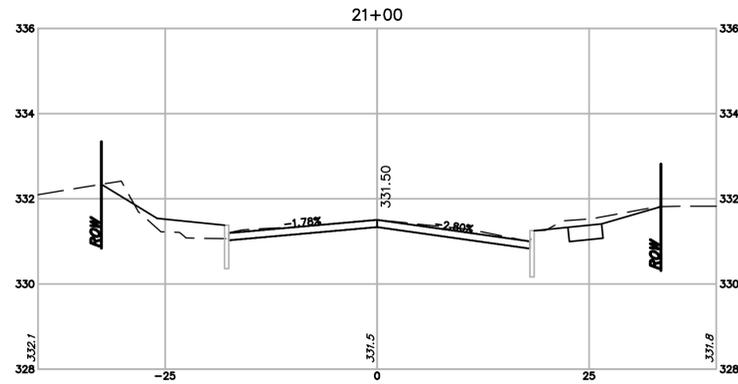
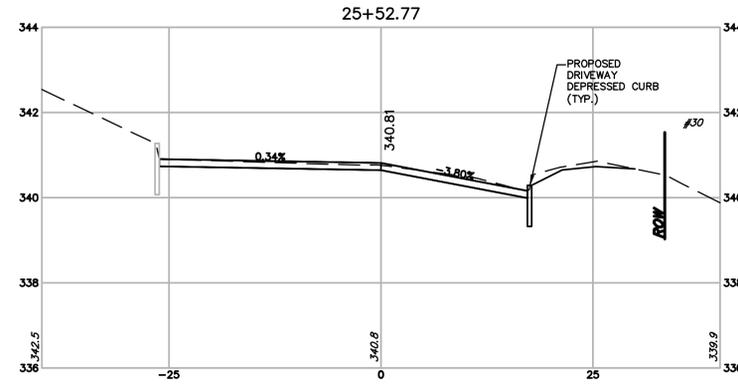
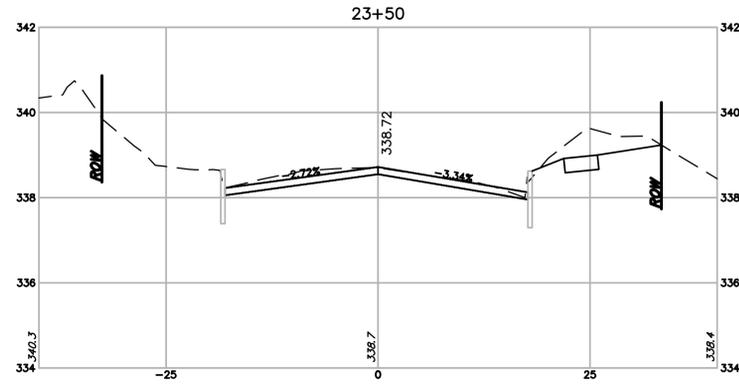
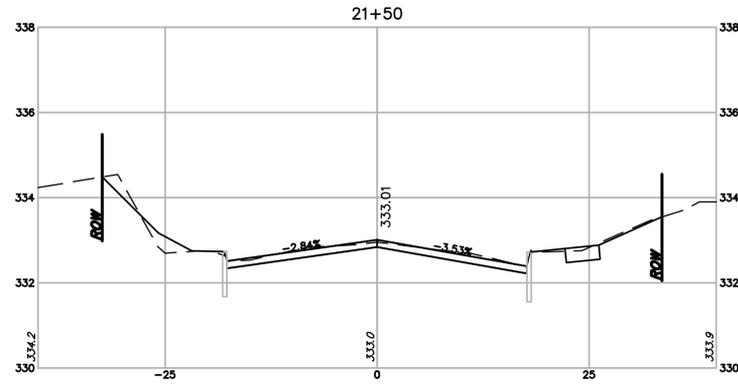
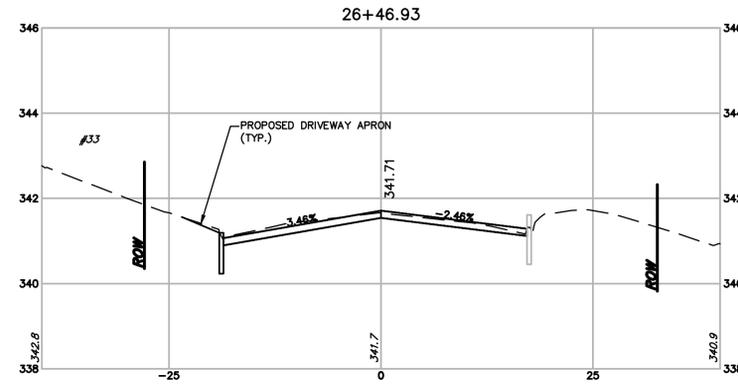
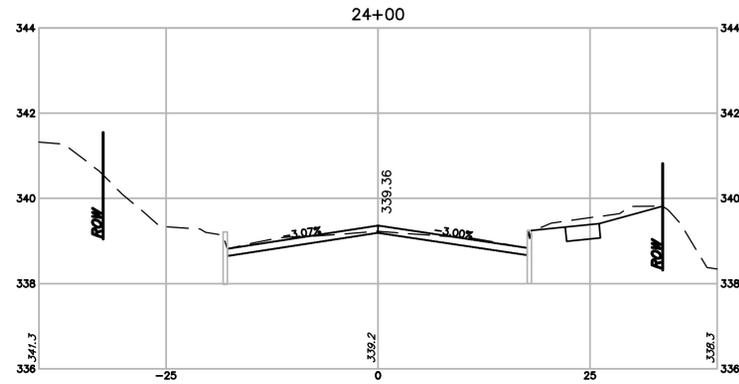
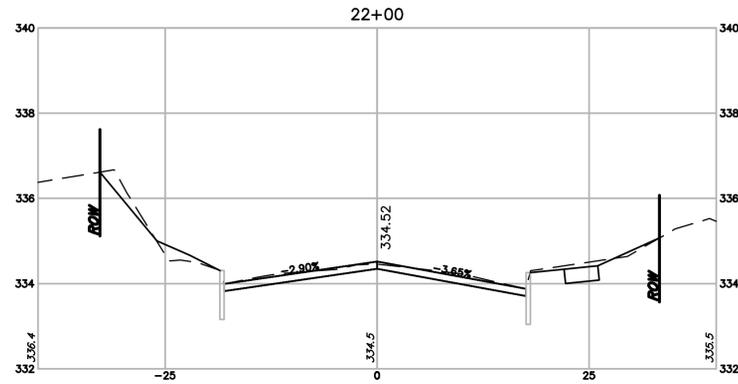
CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: DRIVEWAY AND SIDEWALK CROSS-SECTIONS

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: 1"=10'H, 1"=2'V

DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
24
SHEET NUMBER: 24 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044_00_HARTER ROAD RESURFACING PROJECT...ALL CAD\DWG\SDNDWG\6 CONSTRUCTION DRAWINGS\2500044-05-SECTIONS.DWG Plot Date: 3/18/2026 1:37 PM Plotted By: STEVEN LANGE



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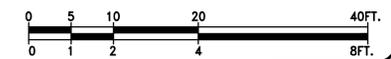
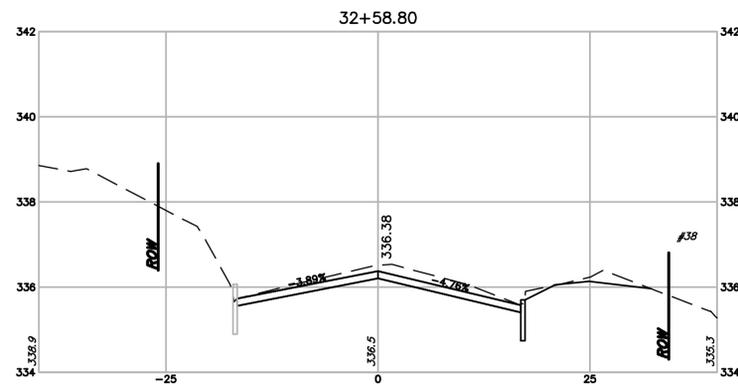
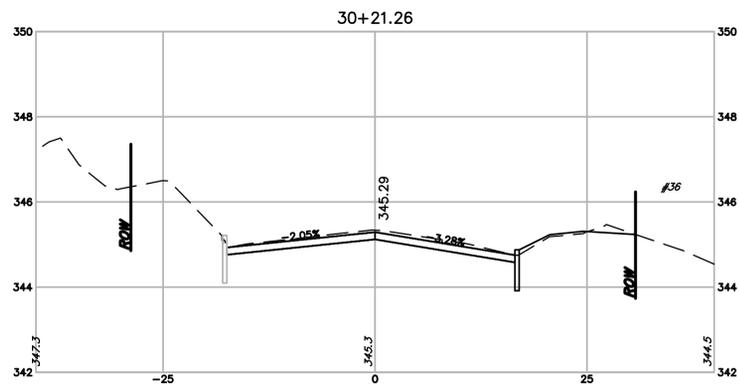
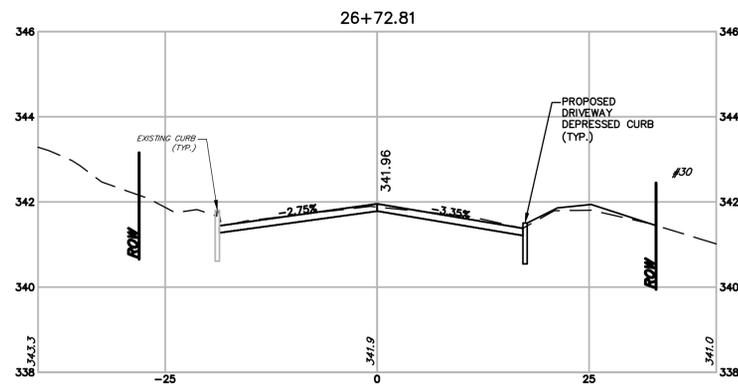
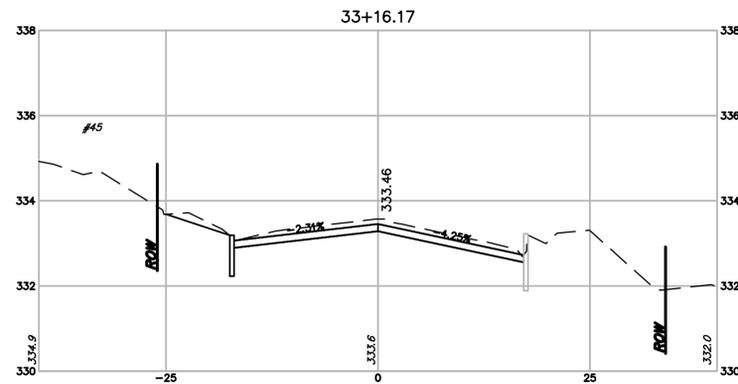
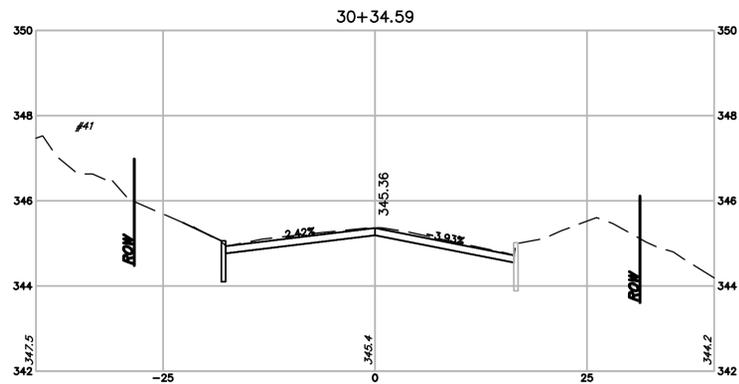
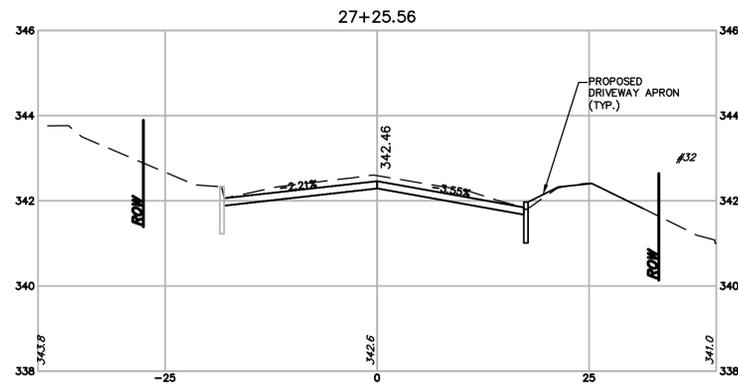
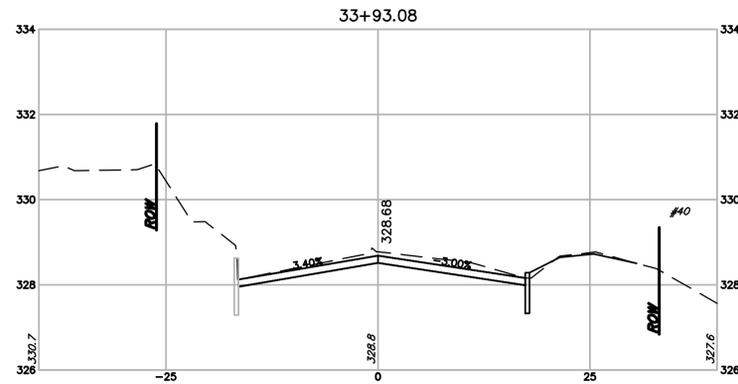
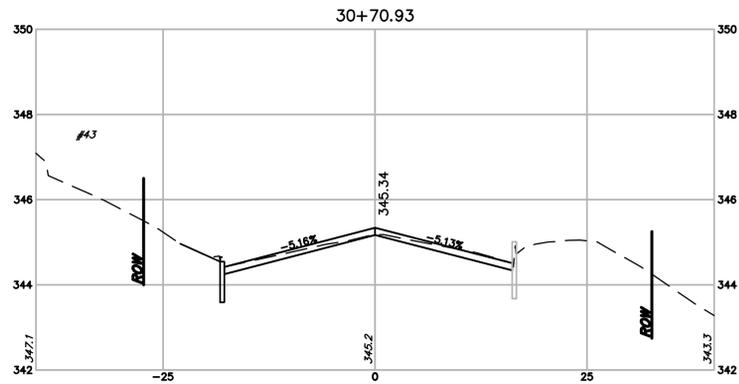
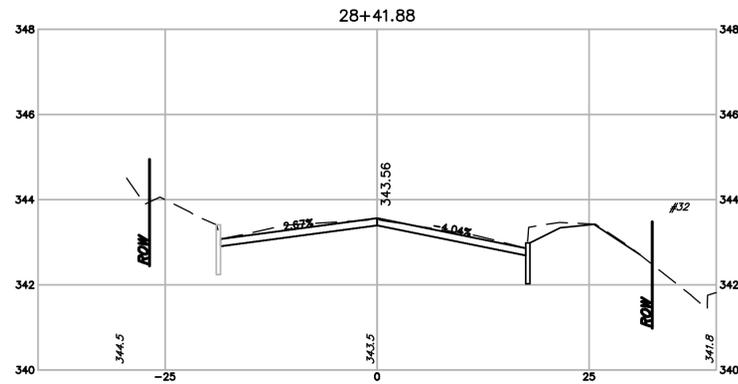
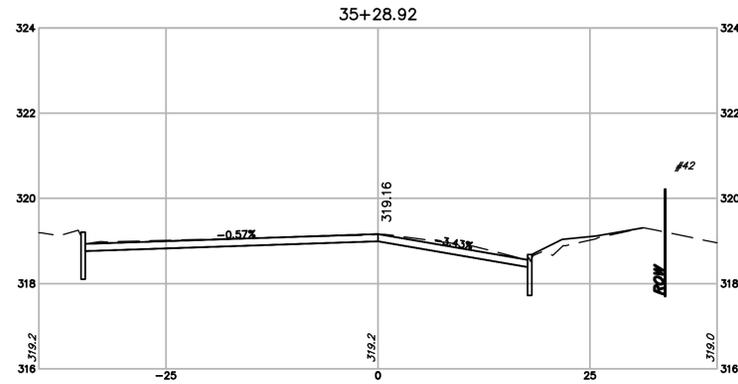
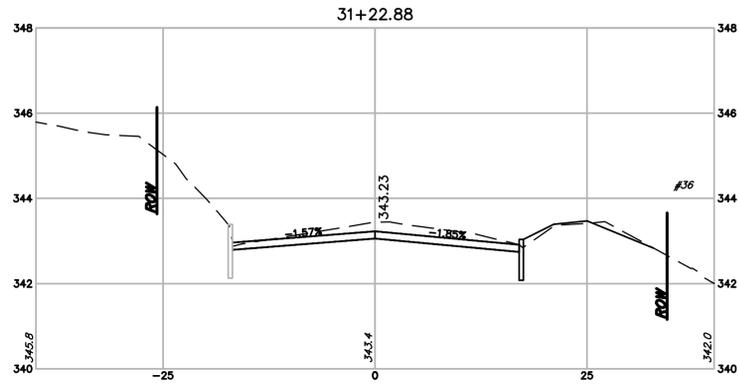
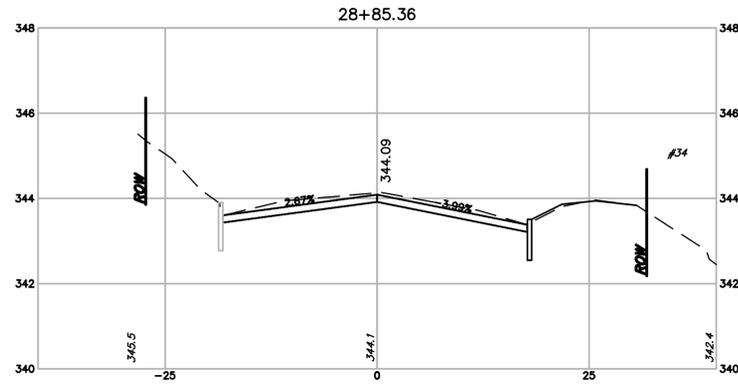
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CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: DRIVEWAY AND SIDEWALK CROSS-SECTIONS

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: 1"=10'H, 1"=2'V
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
25
SHEET NUMBER: 25 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

Filename: R:\2025\NJ\2500044_00_HARTER ROAD RESURFACING PROJECT...ALL CADD\DWG\SDNDWG\6 CONSTRUCTION DRAWINGS\2500044-05-SECTIONS.DWG Plot Date: 3/19/2026 1:37 PM Plotted By: STEVEN LANGE

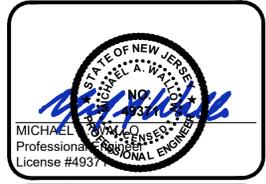


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REVISIONS

TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

CLIENT:
PROJECT:
DRAWING TITLE: DRIVEWAY AND SIDEWALK CROSS-SECTIONS



SCALE: 1"=10'H, 1"=2'V

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DATE: 3/16/2026

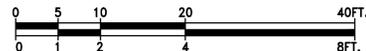
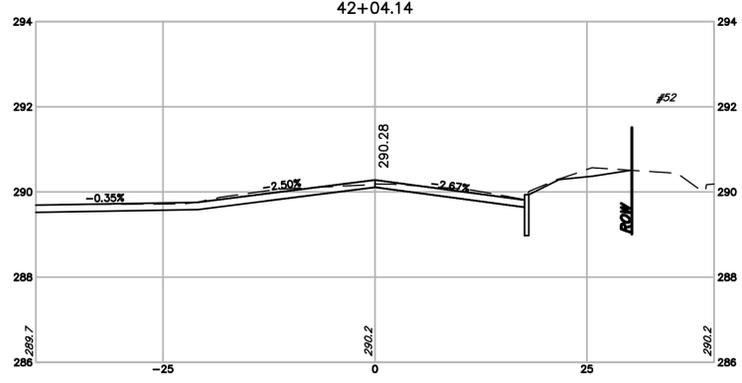
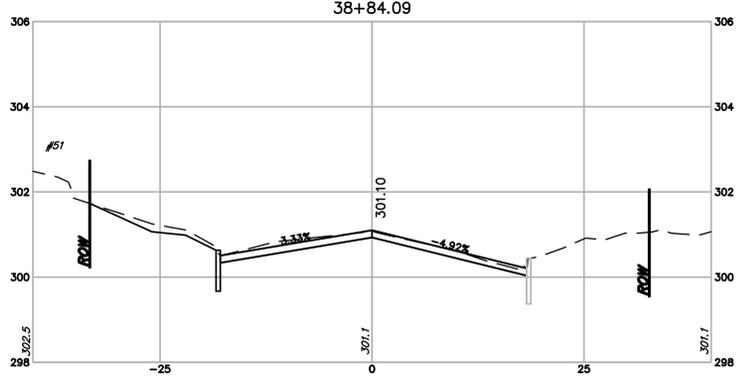
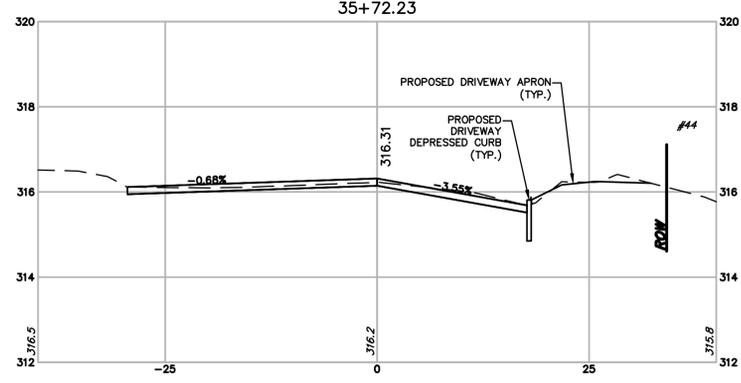
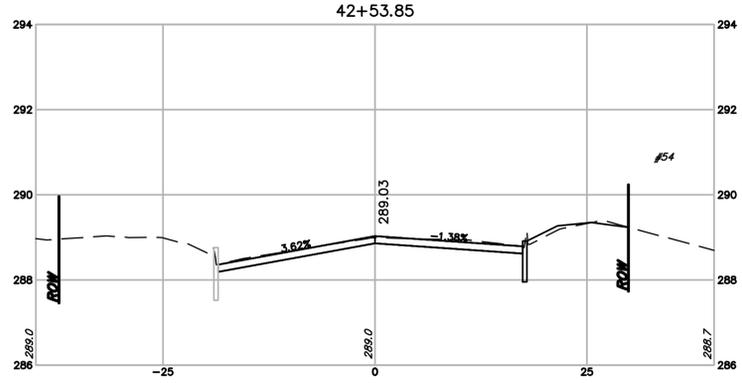
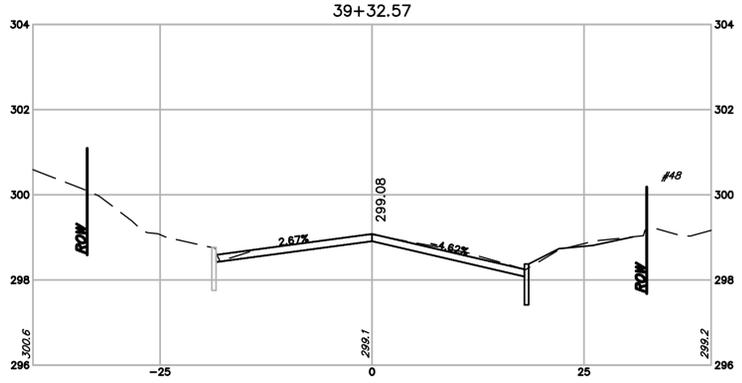
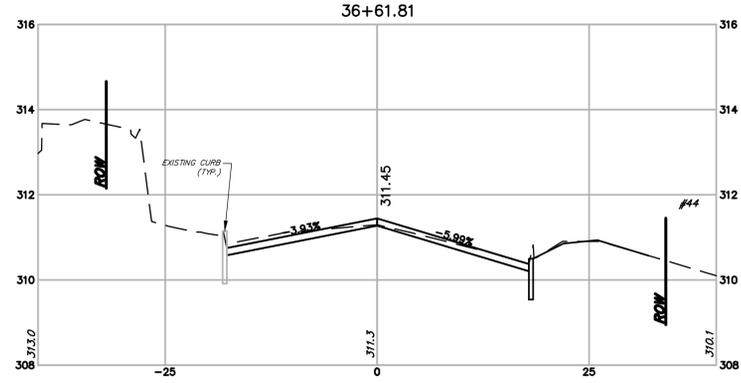
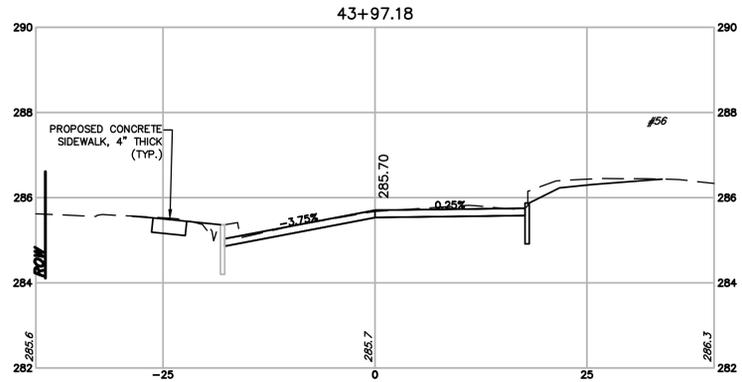
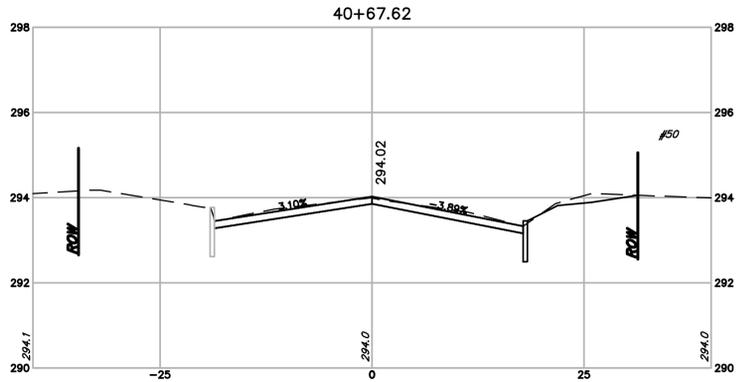
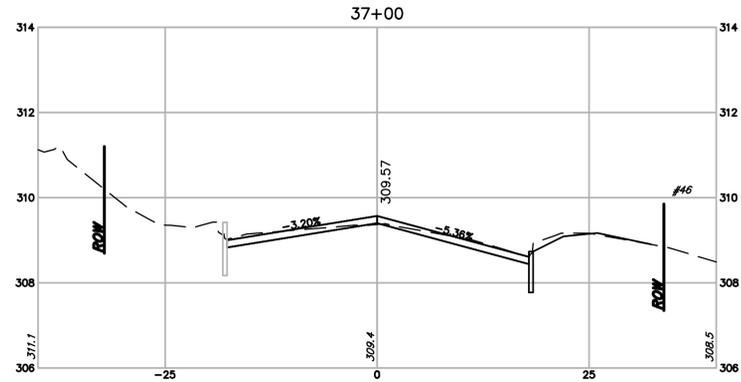
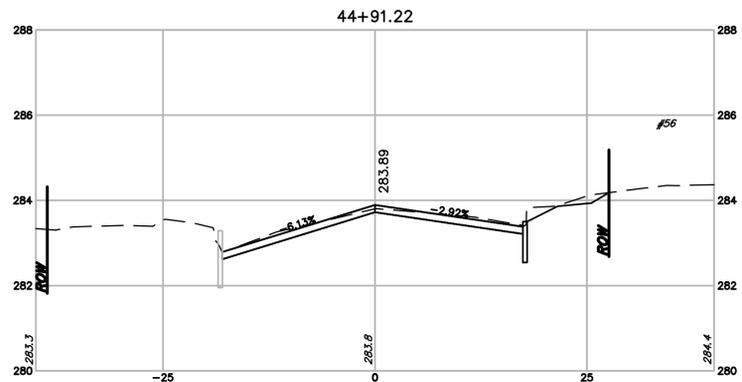
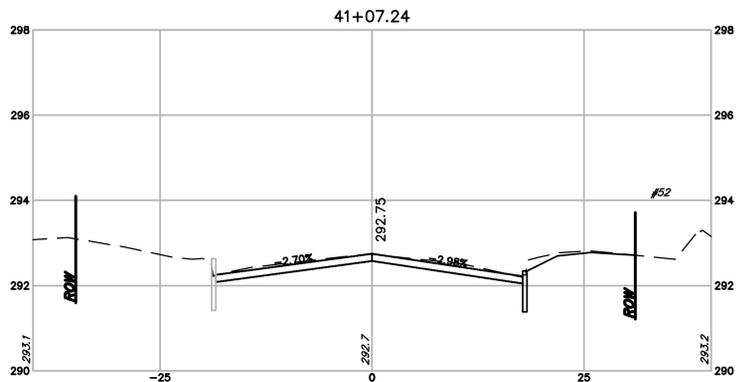
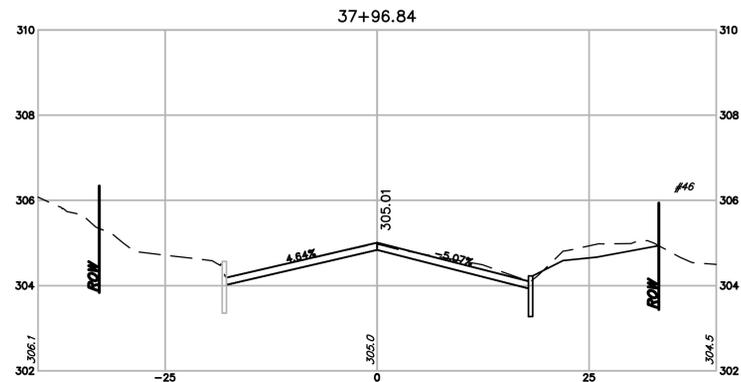
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PROJECT NO: 2500044

PHASE: ENGINEERING

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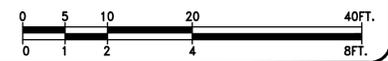
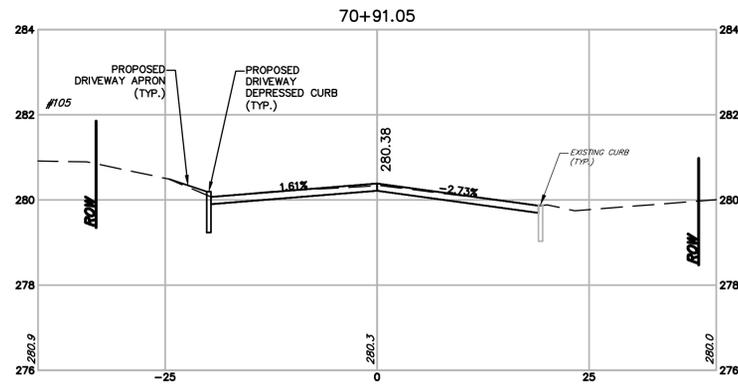
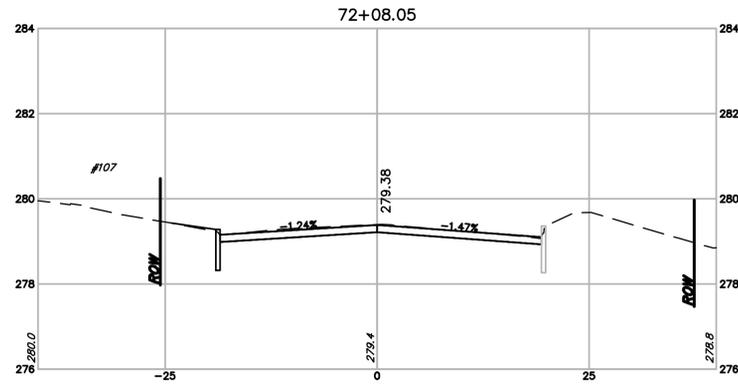
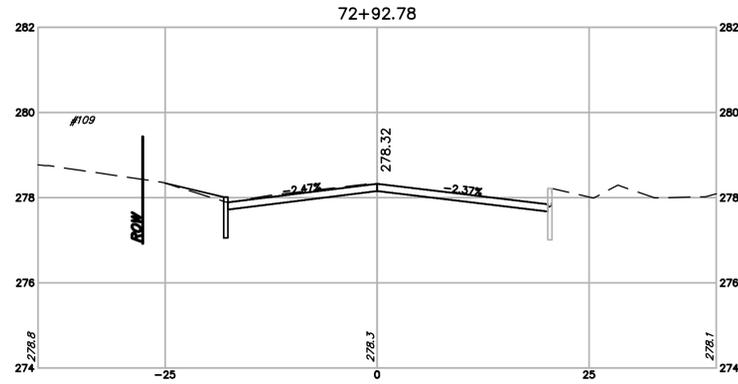
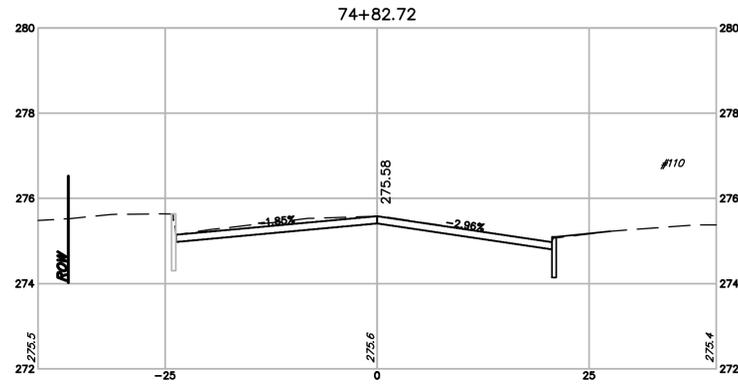
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CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: DRIVEWAY AND SIDEWALK CROSS-SECTIONS

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: 1"=10'H, 1"=2'V
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
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27
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PHASE: ENGINEERING

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#21MH00012700



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REVISIONS

CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: DRIVEWAY AND SIDEWALK CROSS-SECTIONS

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: 1"=10'H, 1"=2'V

DRAWN BY: MEP

CHECKED BY: MAW

DATE: 3/16/2026

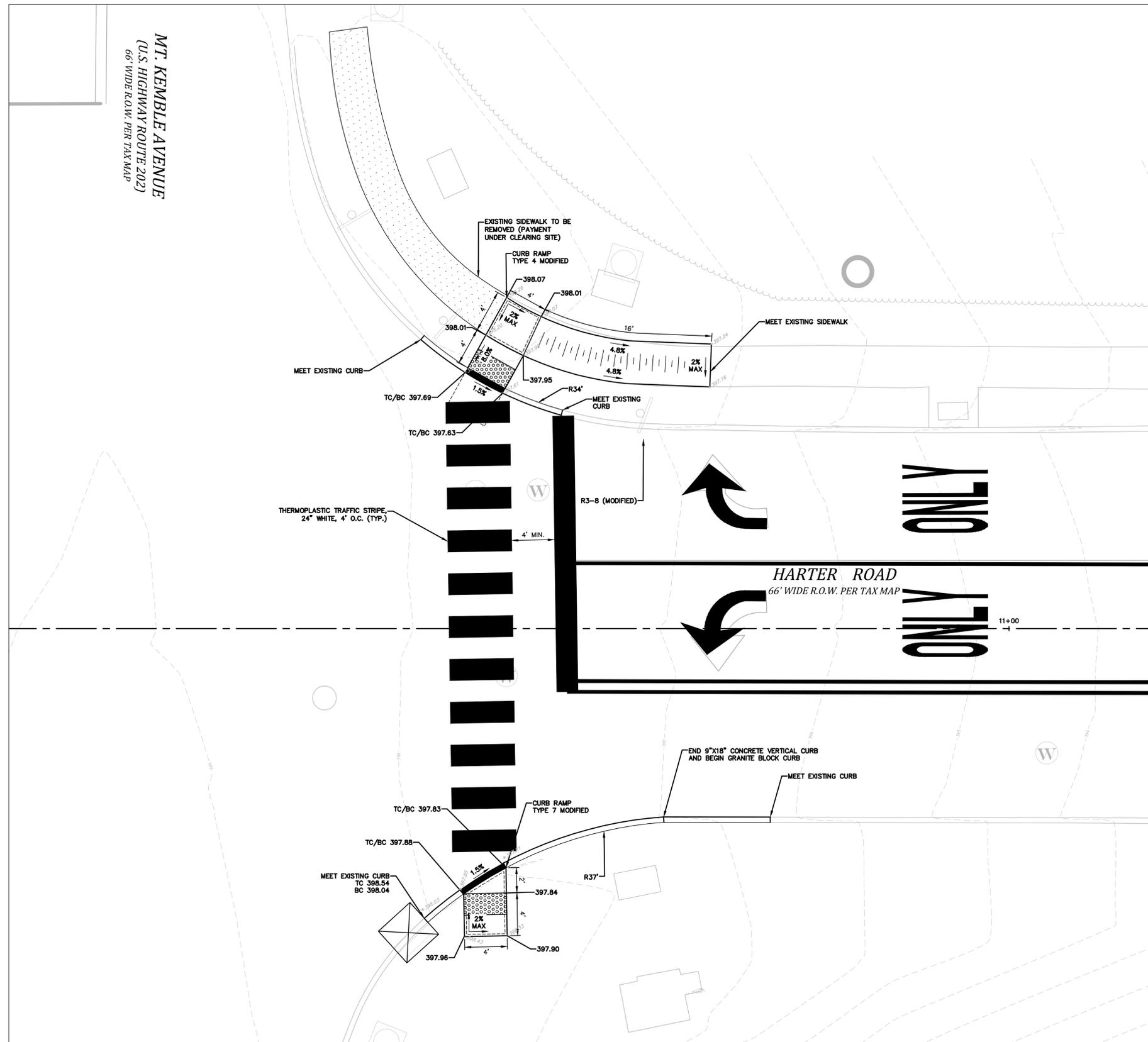
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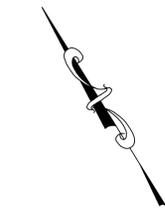
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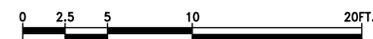
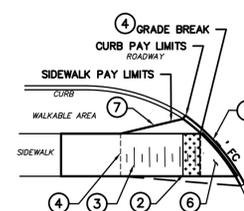
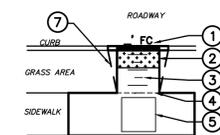


HARTER ROAD AND MT. KEMBLE AVENUE



CURB RAMP LEGEND - ALTERATION WORK

- NOTES:
1. DENOTES DEPRESSED FLUSH CURB (FC) AT THE ROADWAY. CROSS SLOPE <2% PREFERRED BUT ROAD GUTTER SLOPE TO BE MET. WIDTH OF RAMP 4' OR 5' AS SHOWN ON PLANS.
 2. DENOTES DETECTABLE WARNING SURFACE. DWS TO EXTEND THE WIDTH OF FLUSH CURB. DETECTABLE WARNING SURFACE TO BE COLOR BRICK RED.
 3. DENOTES CONCRETE RAMP. RUNNING SLOPE CANNOT EXCEED 8.3% AND CROSS SLOPE AT TOP OF RAMP NOT TO EXCEED 2%.
 4. DENOTES A GRADE BREAK IN THE SIDEWALK RAMP. GRADE BREAKS MUST ALWAYS BE PERPENDICULAR (OR RADIAL) TO THE DIRECTION OF TRAVEL OF THE PEDESTRIAN.
 5. SQUARE DENOTES A 4' X 4' MINIMUM TURNING LANDING; THE CROSS SLOPES FOR THIS AREA CANNOT EXCEED 2% IN BOTH DIRECTIONS.
 6. TRIANGULAR WEDGE ON CURB RETURNS: RUNNING SLOPE <2% CROSS SLOPE <2% OR BEST MEET EXISTING ROAD GUTTER GRADE.
 7. RAMP FLARES, CONCRETE AT 10:1 GRADE ADJACENT TO PAVED WALKABLE AREAS. FLARE ADJACENT TO GRASS OR LANDSCAPED AREAS ARE NOT PAVED AND GRADED TO RAMP, 3:1 MAX.



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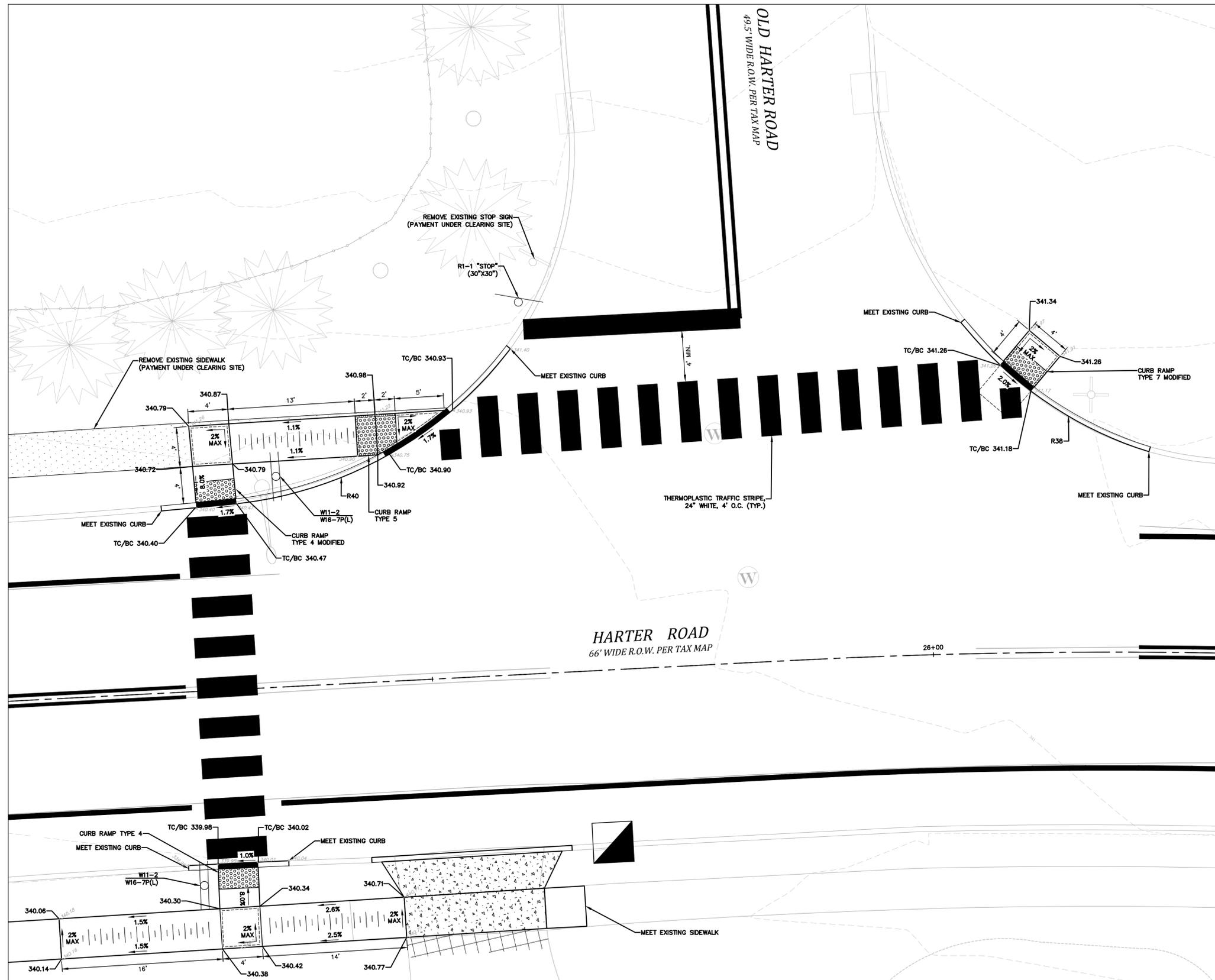
REVISIONS

CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DRAWING TITLE: ADA CURB RAMP PLAN

STATE OF NEW JERSEY
MICHAEL J. MALO
Professional Engineer
License #4931

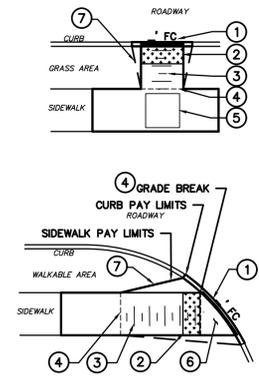
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HARTER ROAD AND OLD HARTER ROAD

CURB RAMP LEGEND - ALTERATION WORK
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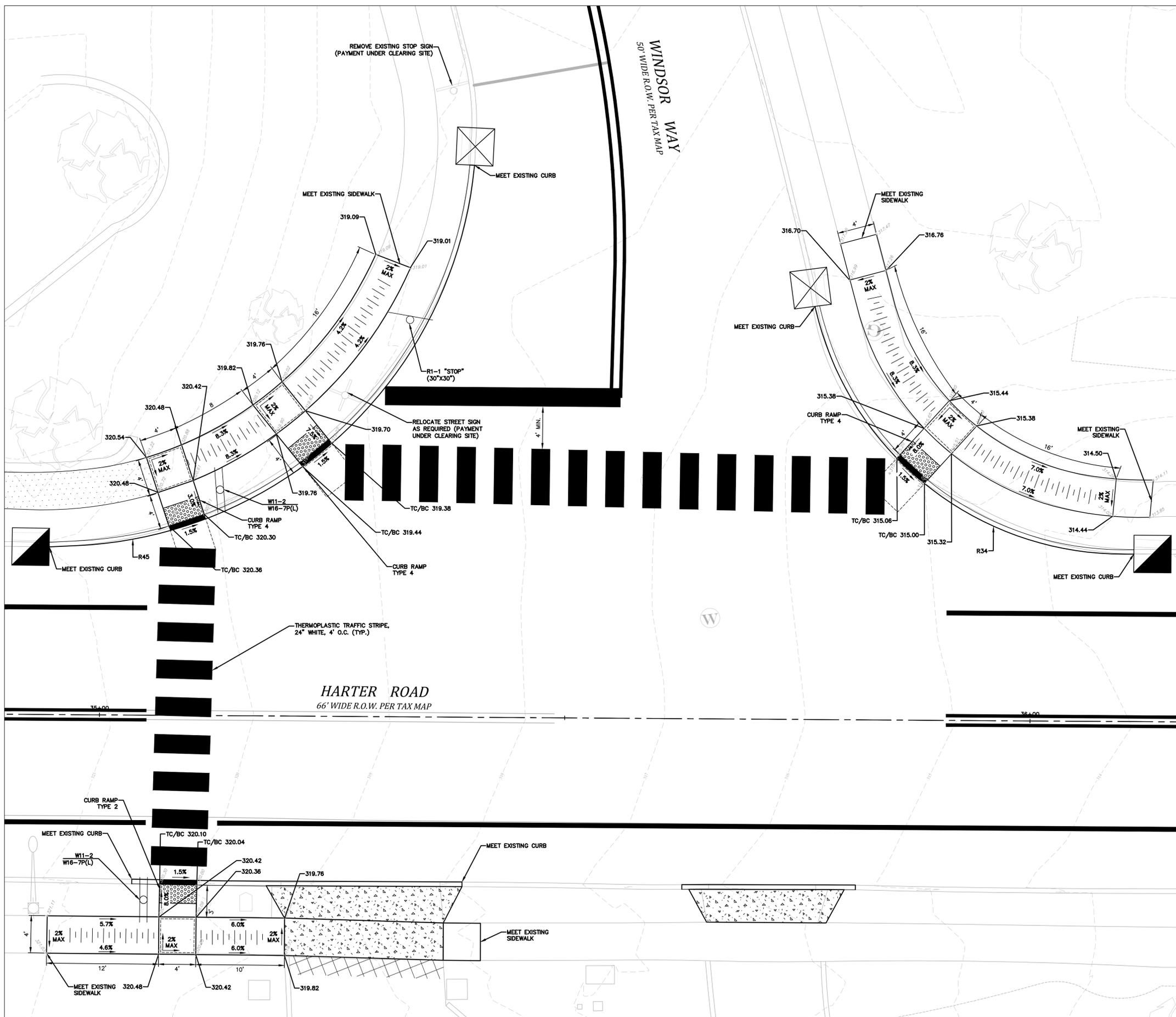
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CLIENT: TOWNSHIP OF MORRIS
 PROJECT: HARTER ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
 DRAWING TITLE: ADA CURB RAMP PLAN

STATE OF NEW JERSEY
 MICHAEL J. WILSON
 Professional Engineer
 License #4931

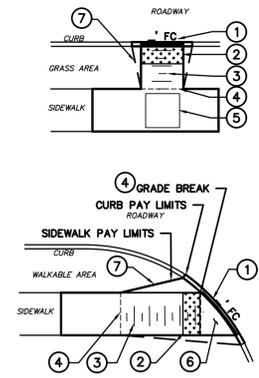
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HARTER ROAD AND WINDSOR WAY

CURB RAMP LEGEND - ALTERATION WORK
 NOTES:
 1. DENOTES DEPRESSED FLUSH CURB (FC) AT THE ROADWAY. CROSS SLOPE <2% PREFERRED BUT ROAD GUTTER SLOPE TO BE MET. WIDTH OF RAMP 4' OR 5' AS SHOWN ON PLANS.
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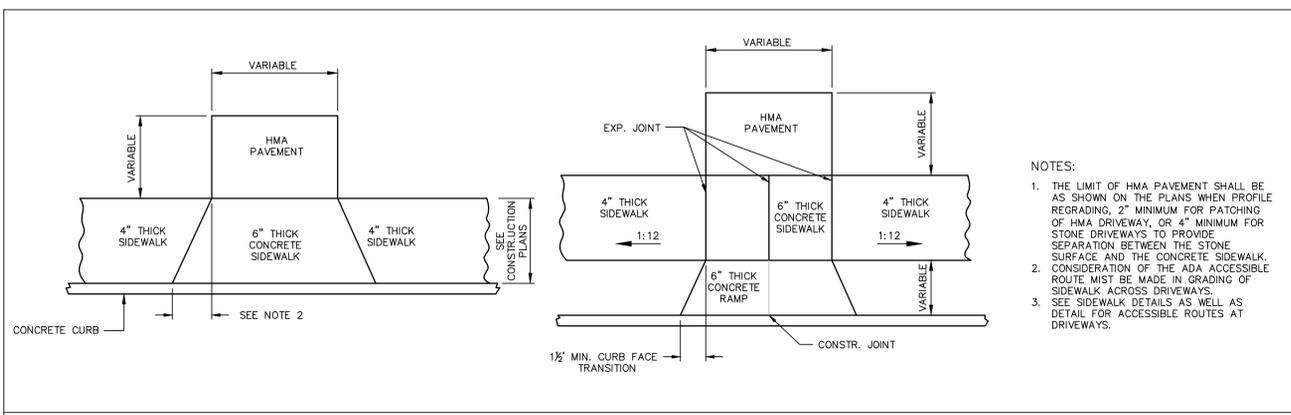
TOWNSHIP OF MORRIS
 HARTER ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
 ADA CURB RAMP PLAN

CLIENT: _____
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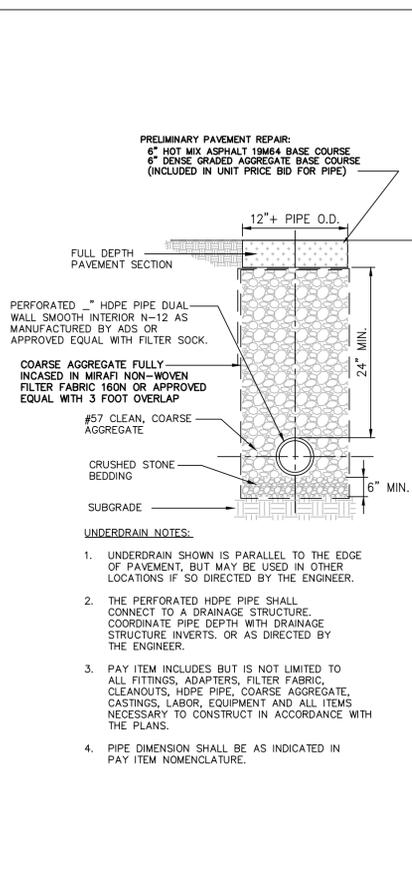
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 MICHAEL J. LO...
 Professional Engineer
 License #493...

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32
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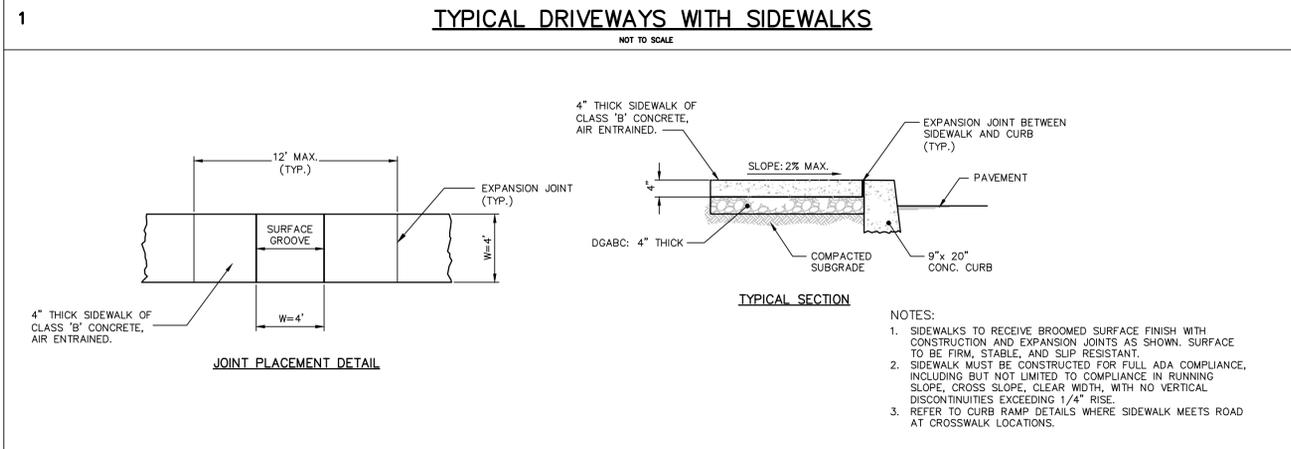
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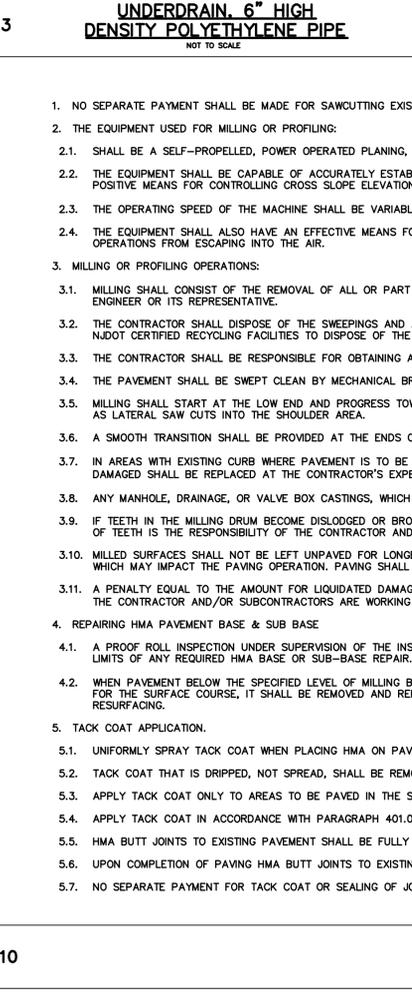
- NOTES:
1. THE LIMIT OF HMA PAVEMENT SHALL BE AS SHOWN ON THE PLANS WHEN PROFILE REGRADING, 2" MINIMUM FOR PATCHING OF HMA DRIVEWAY, OR 4" MINIMUM FOR STONE DRIVEWAYS TO PROVIDE SEPARATION BETWEEN THE STONE SURFACE AND THE CONCRETE SIDEWALK. CONSIDERATION OF THE ADA ACCESSIBLE ROUTE MUST BE MADE IN GRADING OF SIDEWALK ACROSS DRIVEWAYS.
 2. SEE SIDEWALK DETAILS AS WELL AS DETAIL FOR ACCESSIBLE ROUTES AT DRIVEWAYS.



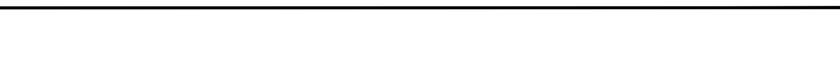
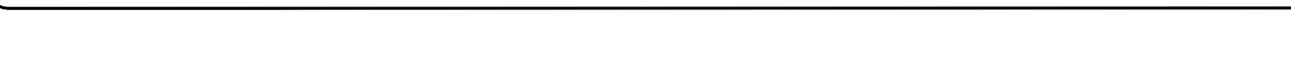
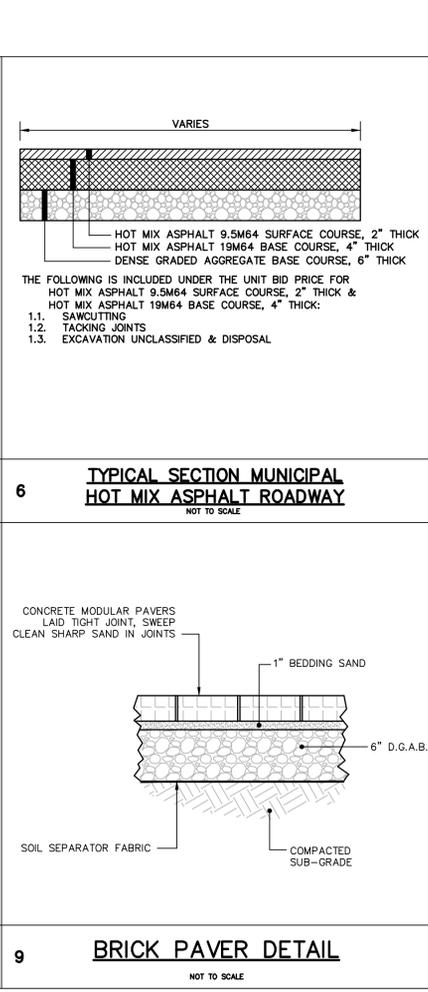
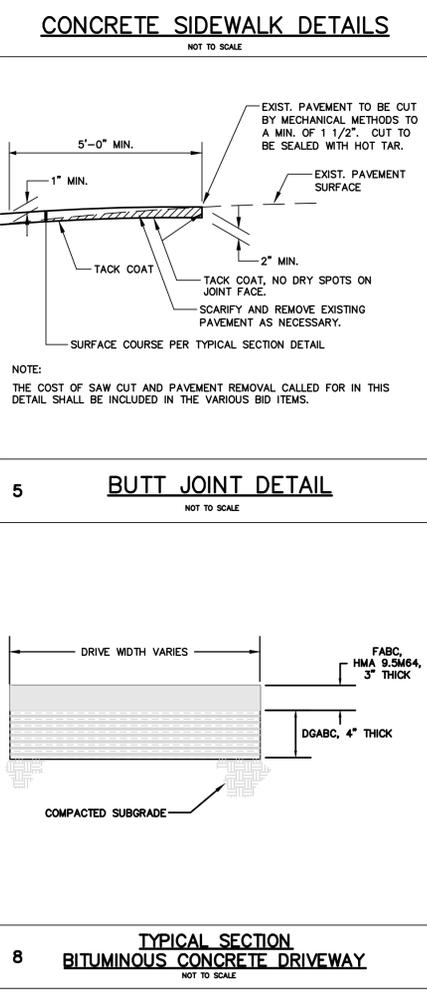
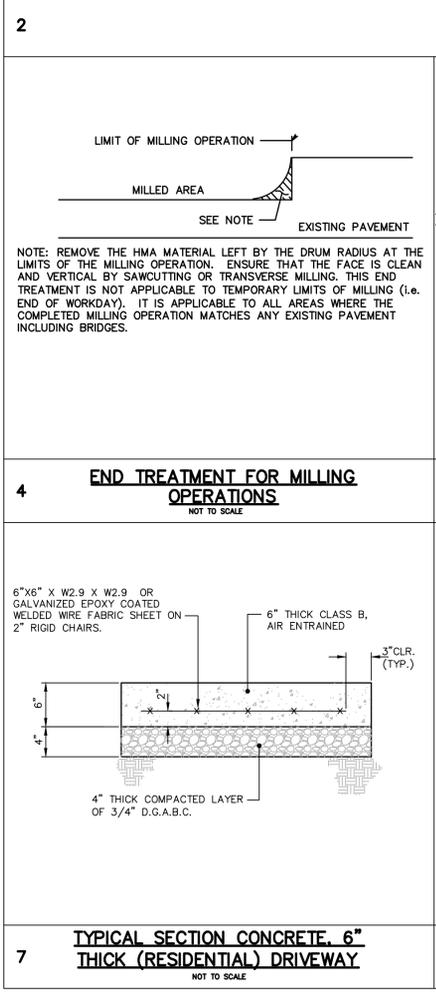
- PRELIMINARY PAVEMENT REPAIR:
 6" HOT MIX ASPHALT 19M64 BASE COURSE
 6" DENSE GRADED AGGREGATE BASE COURSE
 (INCLUDED IN UNIT PRICE BID FOR PIPE)
- PERFORATED 1" HDPE PIPE DUAL WALL SMOOTH INTERIOR N-12 AS MANUFACTURED BY ADS OR APPROVED EQUAL WITH FILTER SOCK.
- COARSE AGGREGATE FULLY INCASED IN MIRAFI NON-WOVEN FILTER FABRIC 160N OR APPROVED EQUAL WITH 3 FOOT OVERLAP
- #57 CLEAN, COARSE AGGREGATE
- CRUSHED STONE BEDDING
- SUBGRADE
- UNDERDRAIN NOTES:
1. UNDERDRAIN SHOWN IS PARALLEL TO THE EDGE OF PAVEMENT, BUT MAY BE USED IN OTHER LOCATIONS IF SO DIRECTED BY THE ENGINEER.
 2. THE PERFORATED HDPE PIPE SHALL CONNECT TO A DRAINAGE STRUCTURE. COORDINATE PIPE DEPTH WITH DRAINAGE STRUCTURE INVERTS. OR AS DIRECTED BY THE ENGINEER.
 3. PAY ITEM INCLUDES BUT IS NOT LIMITED TO ALL FITTINGS, ADAPTERS, FILTER FABRIC, CLEANOUTS, HDPE PIPE, COARSE AGGREGATE, CASTINGS, LABOR, EQUIPMENT AND ALL ITEMS NECESSARY TO CONSTRUCT IN ACCORDANCE WITH THE PLANS.
 4. PIPE DIMENSION SHALL BE AS INDICATED IN PAY ITEM NOMENCLATURE.



- NOTES:
1. SIDEWALKS TO RECEIVE BROOMED SURFACE FINISH WITH CONSTRUCTION AND EXPANSION JOINTS AS SHOWN. SURFACE TO BE FIRM, STABLE, AND SLIP RESISTANT.
 2. SIDEWALK MUST BE CONSTRUCTED FOR FULL ADA COMPLIANCE, INCLUDING BUT NOT LIMITED TO COMPLIANCE IN RUNNING SLOPE, CROSS SLOPE, CLEAR WIDTH, WITH NO VERTICAL DISCONTINUITIES EXCEEDING 1/4" RISE.
 3. REFER TO CURB RAMP DETAILS WHERE SIDEWALK MEETS ROAD AT CROSSWALK LOCATIONS.



- NOTES:
1. NO SEPARATE PAYMENT SHALL BE MADE FOR SAWCUTTING EXISTING ASPHALT PAVEMENT WHERE REQUIRED.
 2. THE EQUIPMENT USED FOR MILLING OR PROFILING:
 - 2.1. SHALL BE A SELF-PROPELLED, POWER OPERATED PLANING, GRINDING OR CUTTING MACHINE CAPABLE OF REMOVING THE SPECIFIED LAYER OF PAVEMENT.
 - 2.2. THE EQUIPMENT SHALL BE CAPABLE OF ACCURATELY ESTABLISHING PROFILE GRADES BY REFERENCING FROM EITHER THE EXISTING PAVEMENT OR FROM AN INDEPENDENT GRADE CONTROL AND SHALL HAVE POSITIVE MEANS FOR CONTROLLING CROSS SLOPE ELEVATIONS.
 - 2.3. THE OPERATING SPEED OF THE MACHINE SHALL BE VARIABLE AND ADEQUATE TO PRODUCE MILLED MATERIAL OF APPROXIMATELY TWO (2) INCHES IN DEPTH.
 - 2.4. THE EQUIPMENT SHALL ALSO HAVE AN EFFECTIVE MEANS FOR REMOVING MILLED MATERIAL FROM THE SURFACE AND FOR PREVENTING DUST AND OTHER PARTICULATE MATTER FROM THE MILLING AND LOADING OPERATIONS FROM ESCAPING INTO THE AIR.
 3. MILLING OR PROFILING OPERATIONS:
 - 3.1. MILLING SHALL CONSIST OF THE REMOVAL OF ALL OR PART OF AN IN-PLACE HOT MIX ASPHALT TO THE DEPTH(S), CROSS SLOPE AND PROFILE, SHOWN ON THE PLANS OR AS DIRECTED IN THE FIELD BY THE ENGINEER OR ITS REPRESENTATIVE.
 - 3.2. THE CONTRACTOR SHALL DISPOSE OF THE SWEEPINGS AND ANY MILLED MATERIAL NOT REQUIRED OR DEEMED ACCEPTABLE FOR USE AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL UTILIZE ONE OF THE NJDOT CERTIFIED RECYCLING FACILITIES TO DISPOSE OF THE SWEEPINGS AND MILLED MATERIAL.
 - 3.3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS FROM LOCAL, STATE OR OTHER AGENCIES THAT MIGHT BE NECESSARY TO ACCOMPLISH THE STOCKPIILING OF MILLED MATERIALS.
 - 3.4. THE PAVEMENT SHALL BE SWEEP CLEAN BY MECHANICAL BROOMING CONCURRENT WITH THE MILLING OPERATION.
 - 3.5. MILLING SHALL START AT THE LOW END AND PROGRESS TOWARD THE HIGH SIDE. THE CONTRACTOR SHALL MAKE PROVISIONS FOR ANY WATER THAT MAY BE TRAPPED DUE TO THE MILLING OPERATION, SUCH AS LATERAL SAW CUTS INTO THE SHOULDER AREA.
 - 3.6. A SMOOTH TRANSITION SHALL BE PROVIDED AT THE ENDS OF ALL THE MILLED AREAS, WHICH ARE OPENED TO TRAFFIC AT THE END OF ANY GIVEN WORKDAY.
 - 3.7. IN AREAS WITH EXISTING CURB WHERE PAVEMENT IS TO BE MILLED FULL WIDTH OF ROADWAY, CONTRACTOR SHALL OBSERVE CARE IN REMOVING PAVEMENT AND ANY CURB WHICH IS DISTURBED AND/OR DAMAGED SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
 - 3.8. ANY MANHOLE, DRAINAGE, OR VALVE BOX CASTINGS, WHICH ARE DAMAGED BY MILLING EQUIPMENT, SHALL BE REPLACED BY AND AT THE CONTRACTOR'S EXPENSE.
 - 3.9. IF TEETH IN THE MILLING DRUM BECOME DISLODGED OR BROKEN, THEY SHALL BE REPLACED IMMEDIATELY WITH TEETH THAT ARE OF THE SAME LENGTH AS THE REMAINING TEETH IN THAT ROW. REPLACEMENT OF TEETH IS THE RESPONSIBILITY OF THE CONTRACTOR AND NO COMPENSATION WILL BE MADE BY THE DEPARTMENT TO REPLACE ANY TEETH.
 - 3.10. MILLED SURFACES SHALL NOT BE LEFT UNPAVED FOR LONGER THAN 72 HOURS AFTER THE COMPLETION OF THE MILLING OPERATION. THE CONTRACTOR SHALL ENSURE COORDINATION FOR ANY AND ALL WORK WHICH MAY IMPACT THE PAVING OPERATION. PAVING SHALL COMMENCE WITHIN 72 HOURS OF THE COMPLETION OF MILLING.
 - 3.11. A PENALTY EQUAL TO THE AMOUNT FOR LIQUIDATED DAMAGES STATED HEREIN SHALL BE ASSESSED FOR EACH DAY THE ROADWAY REMAINS MILLED AFTER THE 72 HOURS HAS PASSED WHETHER OR NOT THE CONTRACTOR AND/OR SUBCONTRACTORS ARE WORKING ON THE ROADWAY. WORK TASKS SHALL OVERLAP WHENEVER POSSIBLE AND NOT BE COMPLETED TASK BY TASK.
 4. REPAIRING HMA PAVEMENT BASE & SUB BASE
 - 4.1. A PROOF ROLL INSPECTION UNDER SUPERVISION OF THE INSPECTOR WILL BE PERFORMED BY CONTRACTOR IMMEDIATELY FOLLOWING MILLING OPERATIONS UTILIZING A FULLY LOADED TANDEM TO DETERMINE LIMITS OF ANY REQUIRED HMA BASE OR SUB-BASE REPAIR.
 - 4.2. WHEN PAVEMENT BELOW THE SPECIFIED LEVEL OF MILLING BECOMES DISLODGED, DELAMINATED, OR IS NON-EXISTENT FROM PRIOR CONSTRUCTION AND/OR RELATED WORK AND WILL NOT PROVIDE SUPPORT FOR THE SURFACE COURSE, IT SHALL BE REMOVED AND REPLACED WITH THE PLAN SPECIFIED HMA BASE COURSE AND DENSE GRADED AGGREGATE BASE COURSE AS DIRECTED BY THE ENGINEER, PRIOR TO RESURFACING.
 5. TACK COAT APPLICATION.
 - 5.1. UNIFORMLY SPRAY TACK COAT WHEN PLACING HMA ON PAVED SURFACES ENSURING AN EVEN, FULLY COATED SURFACE.
 - 5.2. TACK COAT THAT IS DRIPPED, NOT SPREAD, SHALL BE REMOVED BY BLOTTING AREA AND CORRECTED.
 - 5.3. APPLY TACK COAT ONLY TO AREAS TO BE PAVED IN THE SAME DAY.
 - 5.4. APPLY TACK COAT IN ACCORDANCE WITH PARAGRAPH 401.03.02 OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2019 INCLUDING ALL CURRENT BDCs TO DATE.
 - 5.5. HMA BUTT JOINTS TO EXISTING PAVEMENT SHALL BE FULLY TACKED SO NO DRY AREA EXISTS ON INSIDE FACE OF THE JOINT.
 - 5.6. UPON COMPLETION OF PAVING HMA BUTT JOINTS TO EXISTING PAVEMENT SURFACE SEAMS SHALL BE SEALED WITH TACK.
 - 5.7. NO SEPARATE PAYMENT FOR TACK COAT OR SEALING OF JOINTS SHALL BE MADE.



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REVISIONS

TOWNSHIP OF MORRIS
 HARTE ROAD RESURFACING PROJECT
 FY2024 NJDOT MUNICIPAL AID
 TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

CLIENT: TOWNSHIP OF MORRIS
 PROJECT: HARTE ROAD RESURFACING PROJECT
 DRAWING TITLE: DETAILS

STATE OF NEW JERSEY
 MICHAEL J. LAO
 Professional Engineer
 License #4937

SCALE: NONE

DRAWN BY: MEP

CHECKED BY: MAW

DATE: 3/16/2026

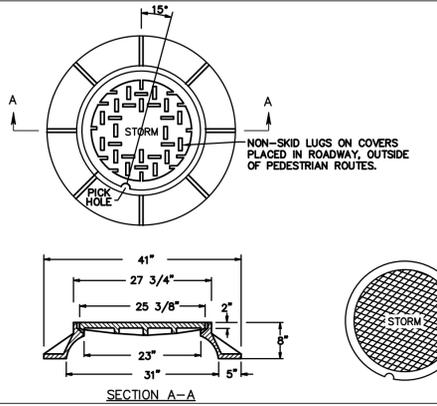
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SHEET NUMBER: 35 OF 40

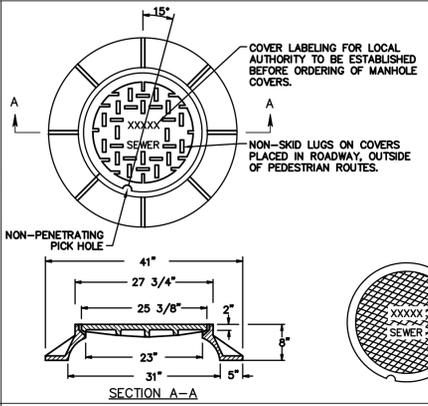
PROJECT NO: 2500044

PHASE: ENGINEERING

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NOTES:
1. SHALL BE AS MANUFACTURED BY CAMPBELL FOUNDRY PATTERN No. 1202 OR APPROVED EQUAL.
2. HEAVY DUTY FRAMES AND COVERS, AASHTO H-20 LOADING.
3. DIMENSIONS, WEIGHTS, AND OTHER CRITERIA SHOWN ARE FOR CLASS 35B CAST IRON.
4. FOR THE ORDERING OF MANHOLE COVERS, THE CONTRACTOR IS TO CONFIRM WITH THE RE TO OBTAIN THE CORRECT LABELING.
5. WHEN MANHOLE COVERS ARE A SEPARATE ITEM THEY ARE INTENDED FOR INSTALLATION ON EXISTING MANHOLE FRAMES. THE CONTRACTOR SHALL CONFIRM THE COVER DIMENSIONS, INCLUDING THE DEPTH OF THE EXISTING FRAME SEAT TO INSURE THE NEW COVERS DO NOT ROCK ON THE EXISTING FRAME.



NOTES:
1. SHALL BE AS MANUFACTURED BY CAMPBELL FOUNDRY PATTERN No. 1202 OR APPROVED EQUAL.
2. HEAVY DUTY FRAMES AND COVERS, AASHTO H-20 LOADING.
3. DIMENSIONS, WEIGHTS, AND OTHER CRITERIA SHOWN ARE FOR CLASS 35B CAST IRON.
4. FOR THE ORDERING OF MANHOLE COVERS, THE COVER IS TO RECEIVE THE LABELING REQUIRED BY THE LOCAL SEWER AUTHORITY OR MUNICIPALITY. THE CONTRACTOR IS TO COORDINATE WITH THE RE TO OBTAIN THE CORRECT LABELING.
5. WHEN MANHOLE COVERS ARE A SEPARATE ITEM THEY ARE INTENDED FOR INSTALLATION ON EXISTING MANHOLE FRAMES. THE CONTRACTOR SHALL CONFIRM THE COVER DIMENSIONS, INCLUDING THE DEPTH OF THE EXISTING FRAME SEAT TO INSURE THE NEW COVERS DO NOT ROCK ON THE EXISTING FRAME.

GENERAL NOTES: CD-602-1.6

1. INLETS MAY BE CONSTRUCTED OF BRICK, CONCRETE, CONCRETE BLOCK, OR PRECAST CONCRETE. WALLS TO BE 8 INCHES THICK IF BRICK AND 6 INCHES THICK IF CONCRETE, CONCRETE BLOCK, OR PRECAST CONCRETE. INLET FOUNDATIONS AND INVERTS TO BE CLASS B CONCRETE.

2. CORBELLING OF INLET WALLS WILL BE PERMITTED AT THE RATE OF INCH PER 8 INCHES OF HEIGHT; MAXIMUM CORBEL 6 INCHES PER WALL.

3. EXCEPT FOR INLETS TYPE A AND C, FOUNDATIONS AND INVERTS TO BE CONSTRUCTED IN TWO STAGES, AND THE BOTTOM OF THE FOOTINGS TO BE 8 INCHES BELOW THE OUTER WALL OF THE LOWEST PIPE IN THE INLET.

4. WHEN THE DEPTH OF AN INLET THAT IS NOT PRECAST EXCEEDS 10 FEET AS MEASURED FROM TOP OF GRATE TO INVERT, WALLS BELOW A DEPTH OF 8 FEET TO BE 12 INCHES THICK AND THE DEPTH OF FOUNDATION INCREASED TO 12 INCHES. WHEN ROCK IS ENCOUNTERED, THE DEPTH OF THE FOUNDATION NOT TO BE INCREASED.

5. PLACE INLET FOUNDATIONS WHICH ARE PRECAST ON A 6 INCH THICK BED OF COMPACTED COARSE AGGREGATE #57. EXTEND THE COARSE AGGREGATE 6 INCHES BEYOND THE HORIZONTAL LIMITS OF THE INLET FOUNDATION.

ADJUST CASTINGS FOR PRECAST INLETS TO GRADE WITH COURSES OF BRICK, AS REQUIRED, 12 INCHES MAXIMUM.

WHEN THE DEPTH OF A PRECAST INLET EXCEEDS 10 FEET AS MEASURED FROM TOP OF GRATE TO INVERT, THE FOUNDATION IS TO BE INCREASED TO 12 INCHES. WHEN ROCK IS ENCOUNTERED, THE DEPTH OF THE FOUNDATION IS NOT TO BE INCREASED.

8. MINIMUM WALL REINFORCEMENT FOR PRECAST INLETS TYPES A, B, C, E, D-1, D-2, AND B MODIFIED:

DEPTH BELOW TOP OF GRATE	HORIZONTAL REINFORCING	VERTICAL REINFORCING	WALL THK.
0' TO 10'-0"	#4 @ 10" C.C.	#4 @ 18" C.C.	6"
10'-1" TO 15'-0"	#4 @ 8" C.C.	#4 @ 18" C.C.	6"
15'-1" TO 20'-0"	#4 @ 6" C.C.	#4 @ 18" C.C.	6"

REINFORCING SHOWN FOR PRECAST INLETS IS THE MINIMUM REQUIRED. ADDITIONAL REINFORCING FOR HANDLING IS THE RESPONSIBILITY OF THE CONTRACTOR.

ALTERNATE REINFORCEMENT

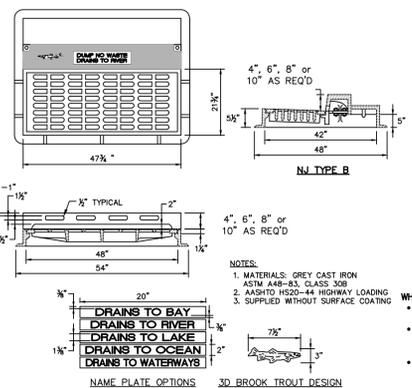
DEPTH BELOW TOP OF GRATE	ALTERNATE REINFORCEMENT
0' TO 10'-0"	WWF 3 x 6 W6 WIRES SPACED AT 3" TO RUN HORIZONTAL IN ALL CASES.
10'-1" TO 15'-0"	WWF 3 x 6 W6 ADD #10 REINFORCEMENT STEEL @ 18" HORIZONTAL.
15'-1" TO 20'-0"	WWF 3 x 6 W6 ADD #10 REINFORCEMENT STEEL @ 9" HORIZONTAL OR ADD #13 REINFORCEMENT STEEL AT 15" HORIZONTAL.

9. DIMENSIONS, WEIGHTS, AND OTHER CRITERIA SHOWN ON THESE DETAILS ARE FOR CLASS 35B CAST IRON.

1 STORM MANHOLE FRAME AND COVER

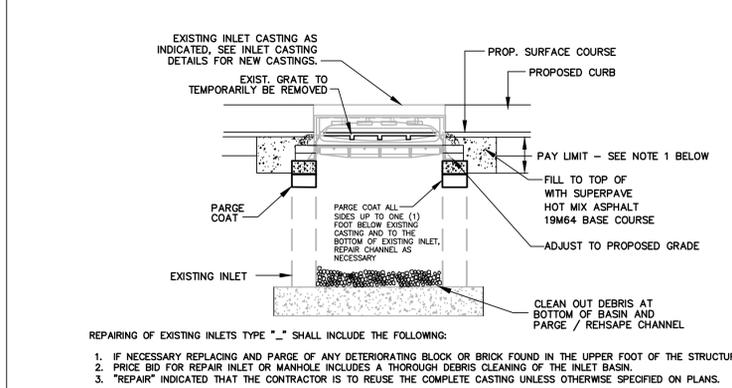
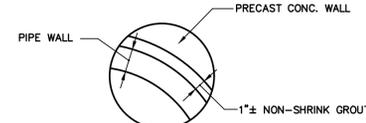
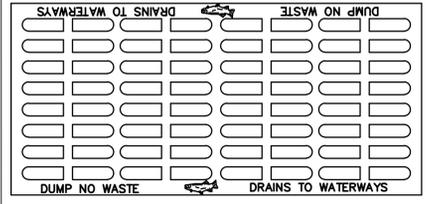
2 SANITARY MANHOLE FRAME AND COVER

3 GENERAL NOTES



NOTES:
1. MATERIALS: GREY CAST IRON ASTM A48-B, CLASS 30B
2. AASHTO H20-44 HIGHWAY LOADING
3. SUPPLIED WITHOUT SURFACE COATING

WHERE REQUIRED INLET CASTING TYPE B:
• SHALL BE AS MANUFACTURED BY CAMPBELL FOUNDRY PATTERN No. 2618 OR APPROVED EQUAL.
• INLET CASTING TYPE B & NON-STANDARD TYPE SHALL INCLUDE BICYCLE SAFE GRATE, ECO TYPE CURB PIECE/DRIVEWAY ACCESS PLATE, BACK PLATE AND NECESSARY HARDWARE.
• THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR VERIFYING CASTING TYPES AND DIMENSION PRIOR TO ORDERING.



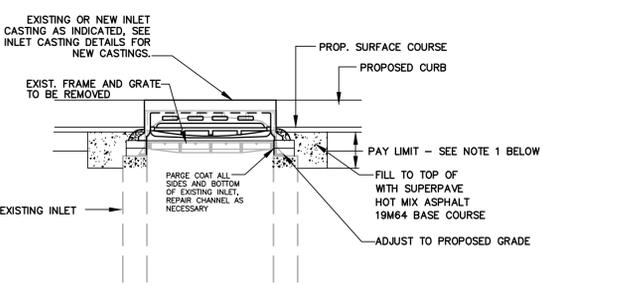
REPAIRING OF EXISTING INLETS TYPE " " SHALL INCLUDE THE FOLLOWING:
1. IF NECESSARY REPLACING AND PARGE OF ANY DETERIORATING BLOCK OR BRICK FOUND IN THE UPPER FOOT OF THE STRUCTURE WALLS.
2. PRICE BID FOR REPAIR INLET OR MANHOLE INCLUDES A THOROUGH DEBRIS CLEANING OF THE INLET BASIN.
3. "REPAIR" INDICATED THAT THE CONTRACTOR IS TO REUSE THE COMPLETE CASTING UNLESS OTHERWISE SPECIFIED ON PLANS.

4 INLET CASTING TYPE 'B'

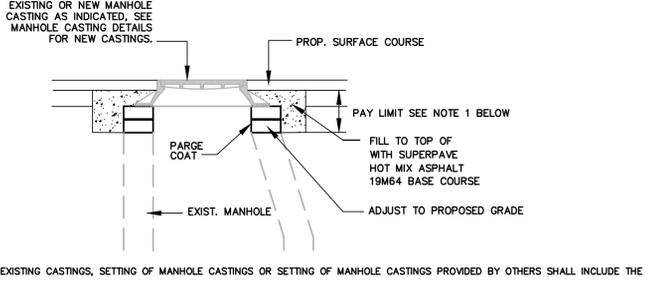
5 TYPE ECO GRATE

6 PIPE/WALL JOINT DETAIL

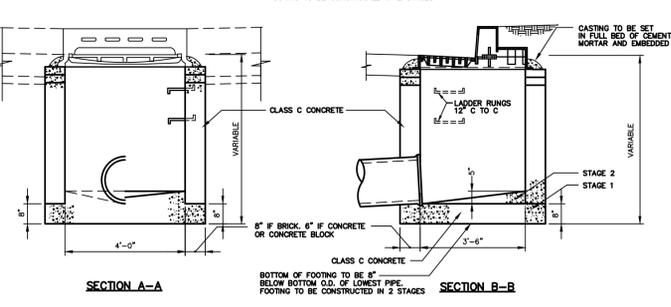
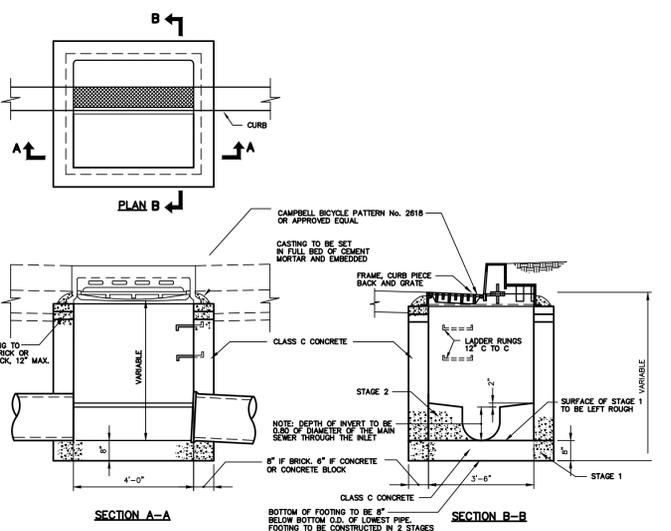
7 REPAIR INLET TYPE " "



RESETTING OF EXISTING CASTINGS OR SETTING INLET TYPE " " CASTINGS SHALL INCLUDE THE FOLLOWING:
1. IF NECESSARY REPLACING OF ANY DETERIORATING BLOCK OR BRICK FOUND IN THE UPPER FOOT OF THE STRUCTURE WALLS.
2. PRICE BID FOR RECONSTRUCT AND SET/RESET INLET OR MANHOLE TO INCLUDE SETTING/RESETTING OF CASTING TO GRADE.
3. PRIOR TO INSTALLATION OF HMA SURFACE COURSE, RECONSTRUCTING, SETTING AND RESETTING OF ALL INLETS AND MANHOLES SHALL BE COMPLETED.
4. "SET" INDICATED THAT THE CONTRACTOR IS TO PROVIDE A NEW COMPLETE CASTING INCLUDING BUT NOT LIMITED TO FRAMES, GRATES, COVERS, CURB PIECES, BACK PLATES, HARDWARE AND ALL ITEMS NECESSARY TO CONSTRUCT.



RESETTING OF EXISTING CASTINGS, SETTING OF MANHOLE CASTINGS OR SETTING OF MANHOLE CASTINGS PROVIDED BY OTHERS SHALL INCLUDE THE FOLLOWING:
1. IF NECESSARY REPLACING OF ANY DETERIORATING BLOCK OR BRICK FOUND IN THE UPPER FOOT OF THE STRUCTURE WALLS.
2. PRICE BID FOR RECONSTRUCT AND SET/RESET INLET OR MANHOLE TO INCLUDE SETTING/RESETTING OF CASTING TO GRADE.
3. PRIOR TO INSTALLATION OF HMA SURFACE COURSE, RECONSTRUCTING, SETTING AND RESETTING OF ALL INLETS AND MANHOLES SHALL BE COMPLETED.
4. "SET" INDICATED THAT THE CONTRACTOR IS TO PROVIDE A NEW COMPLETE CASTING INCLUDING BUT NOT LIMITED TO FRAMES, GRATES, COVERS, CURB PIECES, BACK PLATES, HARDWARE AND ALL ITEMS NECESSARY TO CONSTRUCT.
5. WHEN SETTING MANHOLE CASTINGS OF VARIOUS UTILITIES PROVIDED BY OTHERS, THE CONTRACTOR SHALL COORDINATE IN ADVANCE WITH THE VARIOUS UTILITIES TO ENSURE THE TIME OF COMPLETION FOR THE PROJECT SHALL NOT BE DELAYED.



INLET TO BE PRE-CAST SUBMIT SHOP DRAWINGS

12 INLET TYPE "B" DETAIL WITH ECO CURB PIECE TYPE 'N'

10 RECONSTRUCTED MANHOLE, USING EXISTING CASTING OR RECONSTRUCTED MANHOLE, USING NEW CASTING

11 RECONSTRUCTED INLET, TYPE " ", USING EXISTING CASTING OR RECONSTRUCTED INLET, TYPE " ", USING NEW CASTING

RECONSTRUCTED INLET, TYPE " ", USING EXISTING CASTING OR RECONSTRUCTED INLET, TYPE " ", USING NEW CASTING SHALL INCLUDE THE FOLLOWING:
1. WHEN DETERIORATED BLOCK OR BRICK FOUND IN THE STRUCTURE EXCEED THE PAY LIMITS OF THE VARIOUS SET/RESET ITEMS PAYMENT SHALL BE MADE UNDER THE VARIOUS RECONSTRUCTED ITEMS.
2. PRICE BID FOR RECONSTRUCT AND SET/RESET INLET OR MANHOLE TO INCLUDE SETTING/RESETTING OF CASTING TO GRADE.
3. PRIOR TO INSTALLATION OF HMA SURFACE COURSE, RECONSTRUCTING, SETTING AND RESETTING OF ALL INLETS AND MANHOLES SHALL BE COMPLETED.
4. THE CONTRACTOR IS TO PROVIDE A NEW COMPLETE CASTING AS INDICATED IN THE NOMENCLATURE OF THE VARIOUS PAY ITEMS INCLUDING BUT NOT LIMITED TO FRAMES, GRATES, COVERS, CURB PIECES, BACK PLATES, HARDWARE AND ALL ITEMS NECESSARY TO CONSTRUCT.

RECONSTRUCTED MANHOLE, USING EXISTING CASTING OR RECONSTRUCTED MANHOLE, USING NEW CASTING SHALL INCLUDE THE FOLLOWING:
1. WHEN DETERIORATED BLOCK OR BRICK FOUND IN THE STRUCTURE EXCEED THE PAY LIMITS OF THE VARIOUS SET/RESET ITEMS PAYMENT SHALL BE MADE UNDER THE VARIOUS RECONSTRUCTED ITEMS.
2. PRICE BID FOR RECONSTRUCT AND SET/RESET INLET OR MANHOLE TO INCLUDE SETTING/RESETTING OF CASTING TO GRADE.
3. PRIOR TO INSTALLATION OF HMA SURFACE COURSE, RECONSTRUCTING, SETTING AND RESETTING OF ALL INLETS AND MANHOLES SHALL BE COMPLETED.
4. THE CONTRACTOR IS TO PROVIDE A NEW COMPLETE CASTING AS INDICATED IN THE NOMENCLATURE OF THE VARIOUS PAY ITEMS INCLUDING BUT NOT LIMITED TO FRAMES, GRATES, COVERS, CURB PIECES, BACK PLATES, HARDWARE AND ALL ITEMS NECESSARY TO CONSTRUCT.

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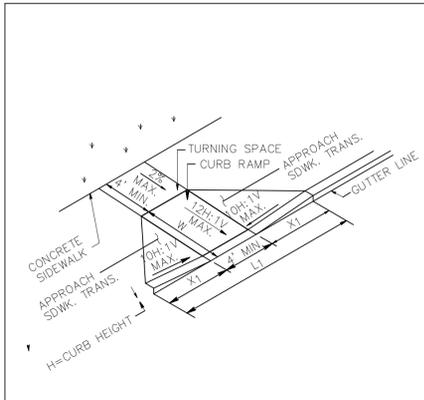
TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DETAILS

CLIENT:
PROJECT:
DRAWING TITLE:

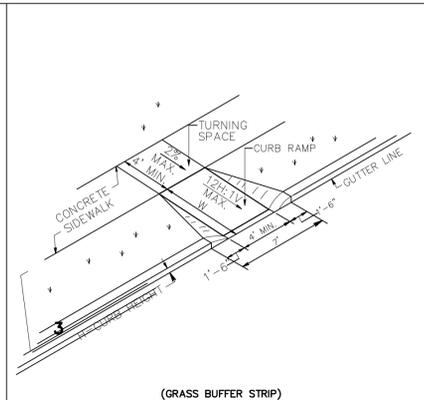
STATE OF NEW JERSEY
MICHAEL J. WILSON
Professional Engineer
License #4931

SCALE: NONE
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
36
SHEET NUMBER: 36 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

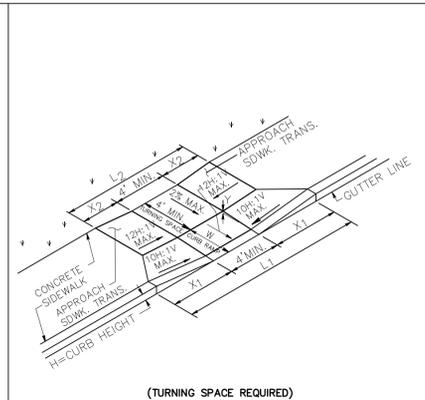
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1 CURB RAMP TYPE 1
NOT TO SCALE



2 CURB RAMP TYPE 2
NOT TO SCALE

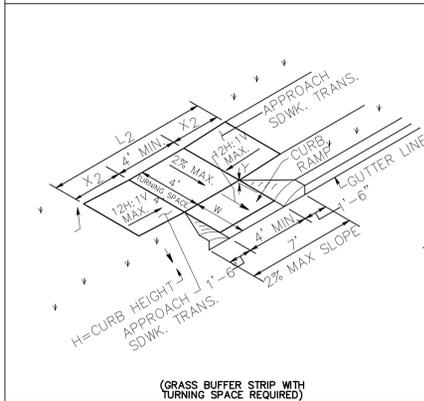


3 CURB RAMP TYPE 3
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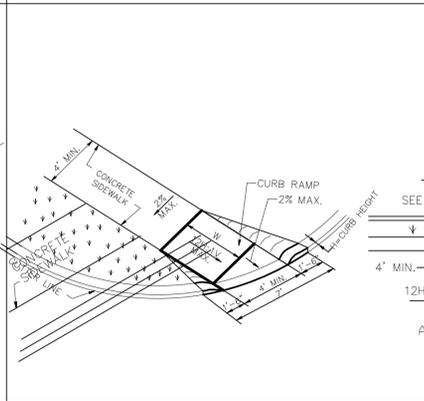
NOTES:

- KEEP TURNING SPACE, APPROACH SIDEWALK TRANSITIONS, AND CURB RAMP CLEAR OF OBSTRUCTIONS THAT PROTRUDE ABOVE THE SURFACE.
- FOR DIMENSIONS SEE CD-606-3 AND CD-606-4
- CURB (DROPPED CURB) GUTTERLINE TO BE FLUSH WITH ROADWAY PAVEMENT THE ENTIRE WIDTH OF THE RAMP (4 FEET MIN.) AT ALL CURB RAMP.
- FOR CURB RAMP TYPES 5 AND 6, IF A GRASS BUFFER DOES NOT EXIST, SLOPE CURB TO EQUAL SLOPE OF ADJACENT CURB RAMP.
- SIDEWALK AND CURB RAMP WITHIN AREA ENCLOSED BY HEAVY LINES INDICATES THE PAY LIMIT FOR CONCRETE SIDEWALK OF THE APPROPRIATE ADJACENT THICKNESS.
- CURB AND HEADER WITHIN AREA ENCLOSED BY HEAVY LINES INDICATES THE PAY LIMIT FOR VERTICAL CURB OR SLOPING CURB OF THE APPROPRIATE ADJACENT SIZE AND KIND.
- WHERE THE DISTANCE FROM THE GUTTER LINE TO THE OUTSIDE EDGE OF SIDEWALK IS 6 FEET OR LESS, USE CURB RAMP TYPE 7, INSTEAD OF CURB RAMP TYPE 1 THROUGH 4.
- CROSSWALKS AND STOP LINES MAY BE MARKED OR UNMARKED. SEE PLANS.
- THE 12H:1V MAX SLOPE IS THE RUNNING SLOPE FOR CURB RAMP, BUT ONLY THE 12H:1V SLOPE MEASURED AS X₂ IS THE RUNNING SLOPE FOR TYPE 3 AND TYPE 4 CURB RAMP. ENSURE THE RUNNING SLOPE OF CURB RAMP DOES NOT REQUIRE ITS LENGTH TO EXCEED 15 FEET. THE RUNNING SLOPE MAY EXCEED THE 12H:1V MAX SLOPE SO AS NOT TO EXCEED THE 15 FEET MAXIMUM LENGTH.
- CURB RAMP TYPE 1 THROUGH 7 ARE NORMALLY PLACED ON THE RADIUS RETURN AT THE INTERSECTION AND ON A TANGENT SECTION AS DRAWN.
- 2% MAX. GRADE AT THE LANDING AREA LOCATED AT THE BOTTOM OF THE CURB RAMP SHALL APPLY TO ALL RAMP TYPES.

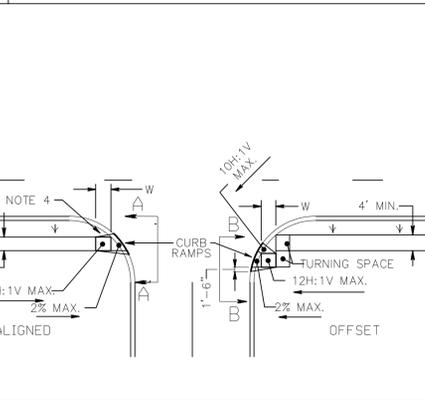
4 GENERAL NOTES
NOT TO SCALE



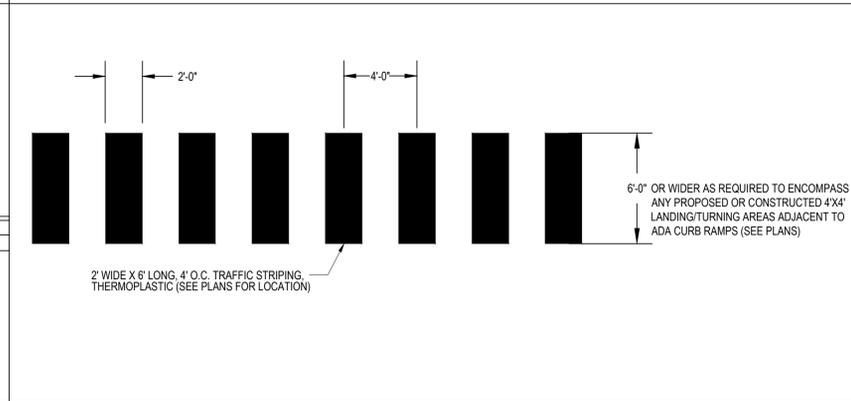
5 CURB RAMP TYPE 4
NOT TO SCALE



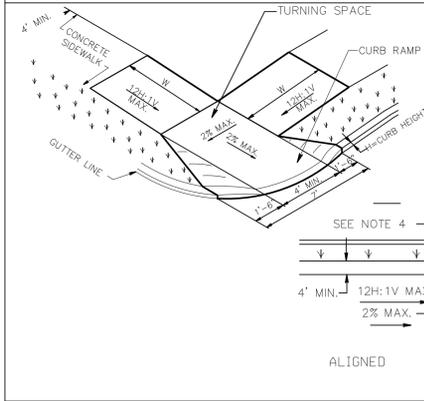
6 CURB RAMP TYPE 5
NOT TO SCALE



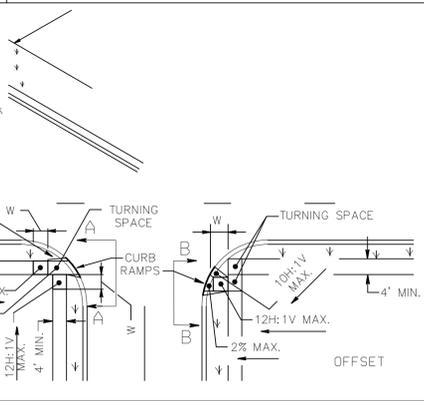
9 CURB RAMP TYPE 6
NOT TO SCALE



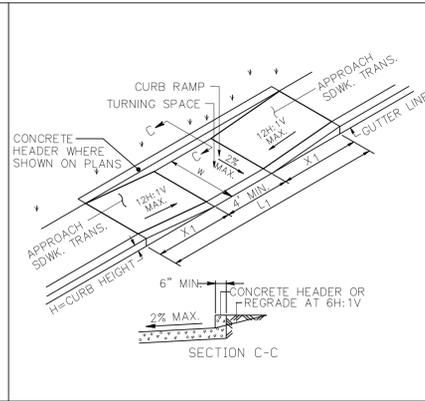
7 CROSSWALK STRIPING DETAIL
NOT TO SCALE



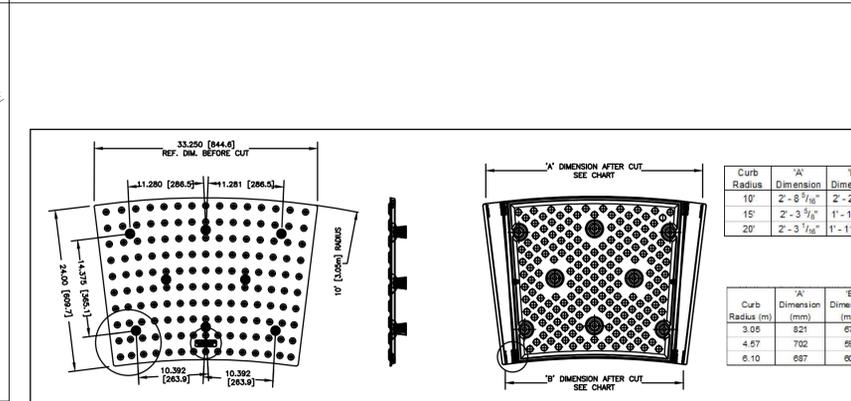
10 CURB RAMP TYPE 7
NOT TO SCALE



11 CURB RAMP NOTES
NOT TO SCALE



12 YIELD SYMBOL STRIPING DETAIL
NOT TO SCALE



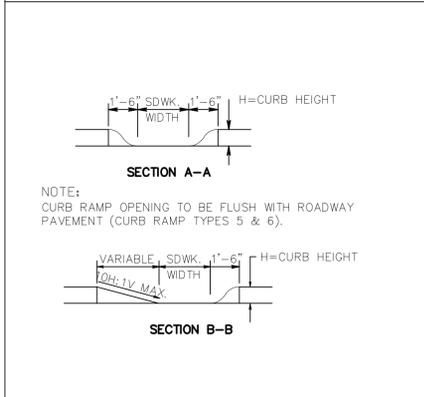
13 DETECTABLE WARNING SURFACE
NOT TO SCALE

CURB RAMP TYPE	RAMP 2, 5 OR 6	
	H INCHES	W FEET
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9

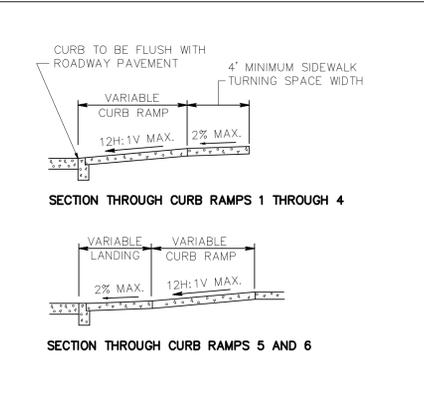
W FEET	CURB RAMP TYPE 4				
	H INCHES	Y INCHES	X2 FEET	L2 FEET	
2.5	3	2.5	0.5	5	
	4	2.5	1.5	7	
	5	2.5	2.5	9	
	6	2.5	3.5	11	
	7	2.5	4.5	13	
	8	2.5	5.5	15	
	9	2.5	6.5	17	
	3.0	3	**	**	**
		4	3.0	1	6
5		3.0	2	8	
6		3.0	3	10	
7		3.0	4	12	
8		3.0	5	14	
9		3.0	6	16	
3.5		3	**	**	**
		4	3.5	0.5	5
	5	3.5	1.5	7	
	6	3.5	2.5	9	
	7	3.5	3.5	11	
	8	3.5	4.5	13	
	9	3.5	5.5	15	
	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	

** TYPE 4 RAMP IS NOT APPLICABLE, USE TYPE 2.

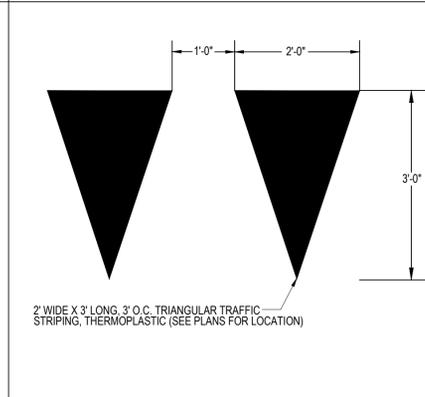
8 CURB RAMP SIZING
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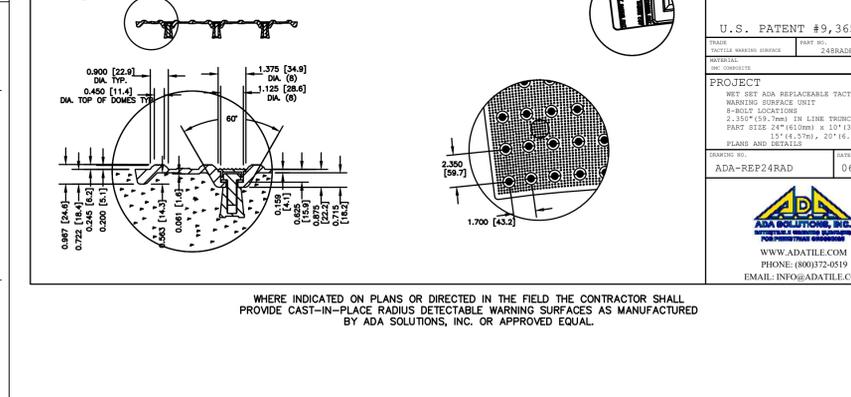
11 CURB RAMP NOTES
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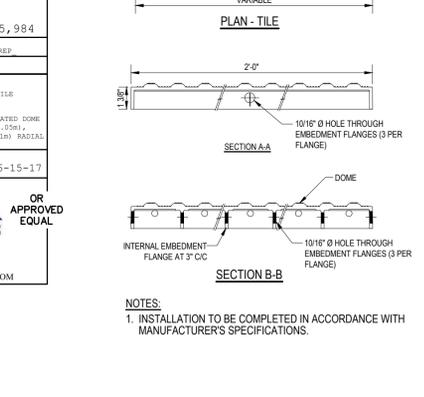
11 CURB RAMP NOTES
NOT TO SCALE



11 CURB RAMP NOTES
NOT TO SCALE



11 CURB RAMP NOTES
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11 CURB RAMP NOTES
NOT TO SCALE

REVISIONS

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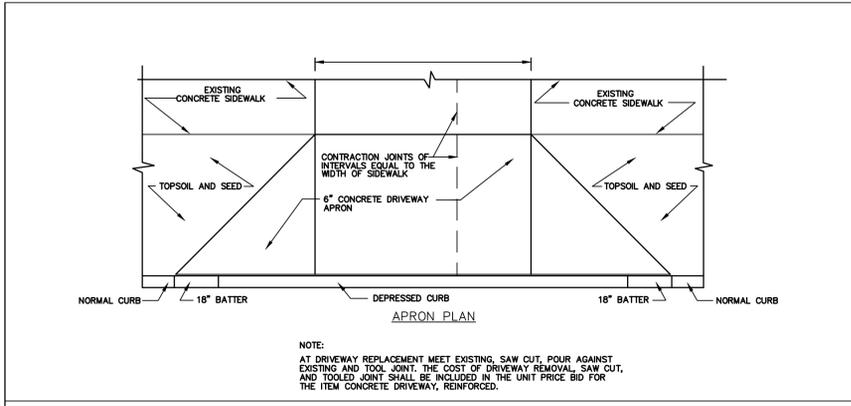
TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY

CLIENT: TOWNSHIP OF MORRIS
PROJECT: HARTER ROAD RESURFACING PROJECT
DRAWING TITLE: DETAILS

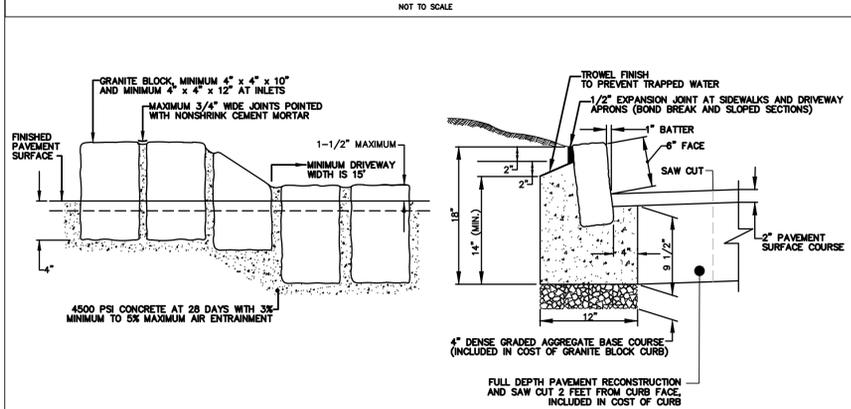
STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
License #4931

SCALE: NONE
DRAWN BY: MEP
CHECKED BY: MAW
DATE: 3/16/2026
DRAWING NUMBER:
37
SHEET NUMBER: 37 OF 40
PROJECT NO: 2500044
PHASE: ENGINEERING

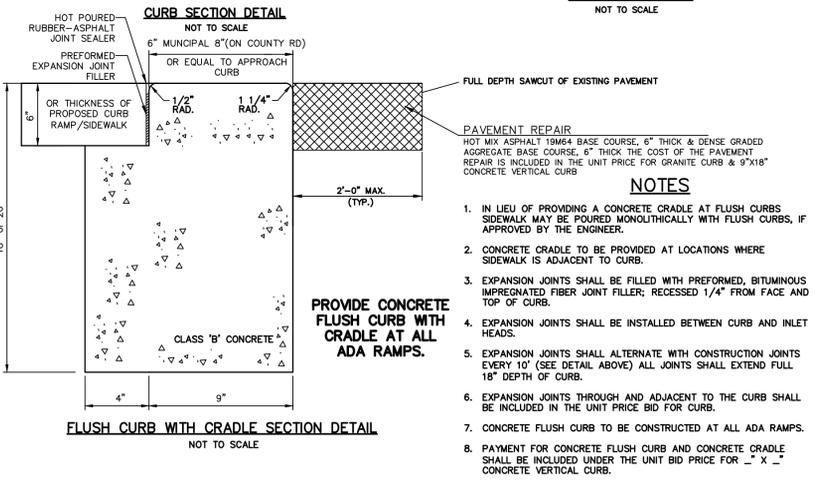
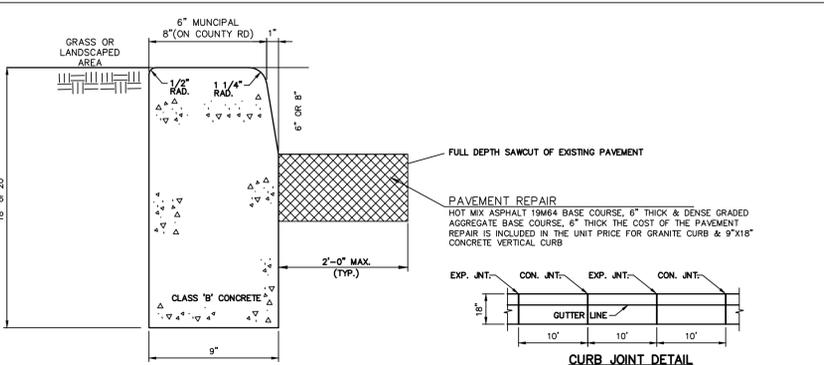
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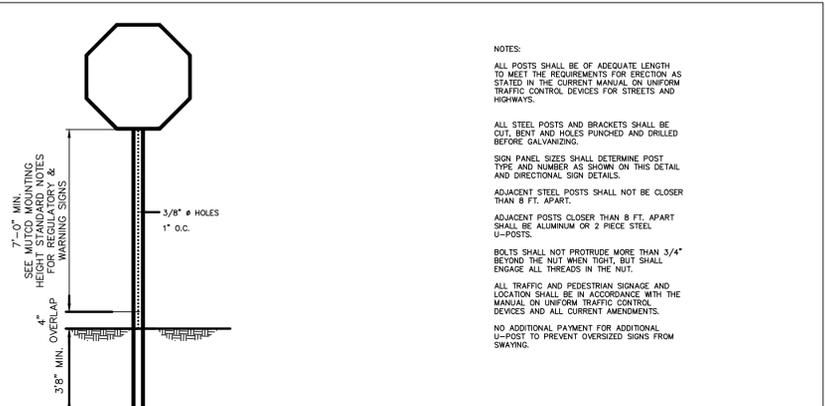
1 TYPICAL SECTION CONCRETE DRIVEWAY
NOT TO SCALE



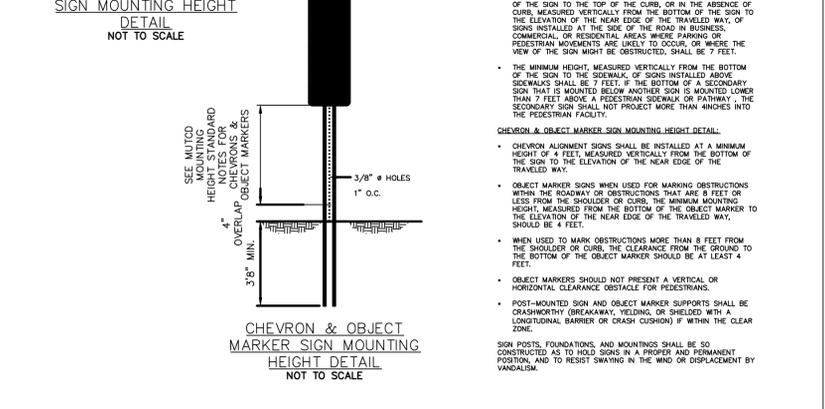
2 GRANITE BLOCK CURB DETAILS
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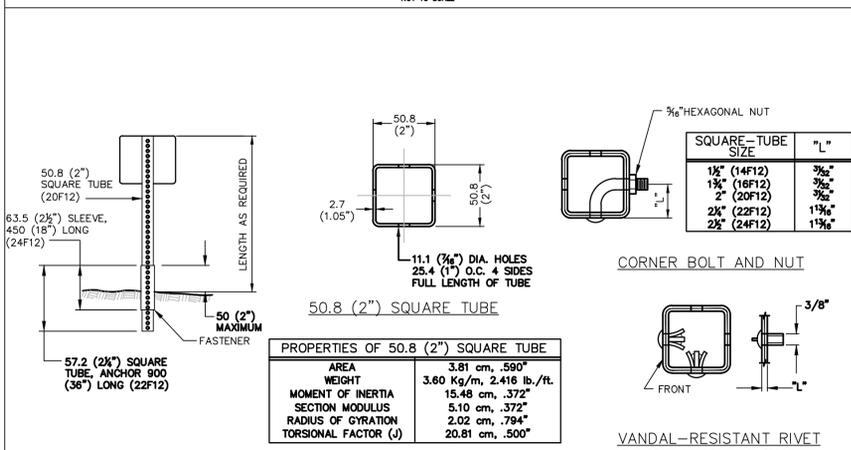
3 9" x 18" CONCRETE VERTICAL CURB DETAILS
NOT TO SCALE



4 REGULATORY & WARNING SIGN MOUNTING HEIGHT DETAIL
NOT TO SCALE



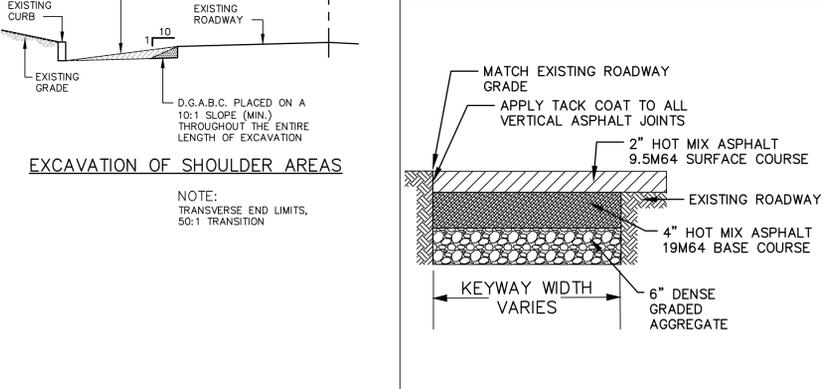
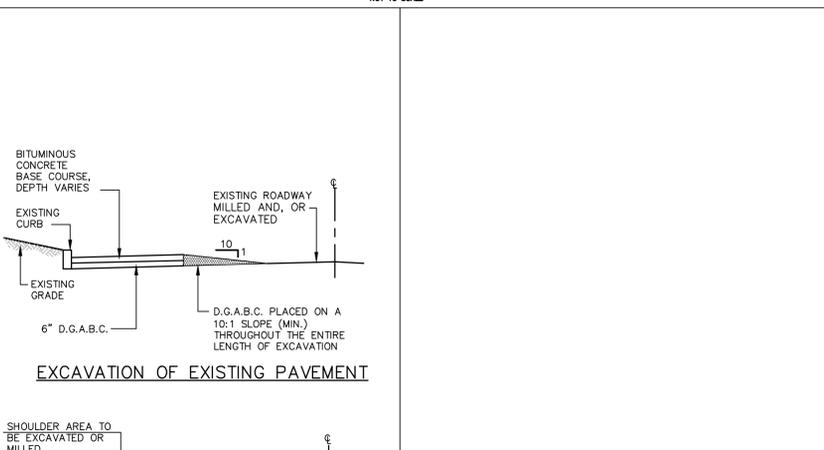
REGULATORY & WARNING SIGN MOUNTING HEIGHT DETAIL
NOT TO SCALE



GENERAL NOTES

- SQUARE-TUBE SUPPORTS ARE TO BE THE TELESPAR SYSTEM BY THE UNISTRUT CORPORATION OR AN APPROVED EQUAL, AND ONLY TYPE III BREAKAWAY UNITS SHALL BE USED.
- BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-307 AND NUTS TO A-563, GRADE A, AND SHALL BE ELECTROGALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM B-633, TYPE III, SC 1.
- THE POSTS SHALL BE 50.8 (2") TUBES FORMED FROM 2.7 (1.05") THICK STEEL CAREFULLY ROLLED TO SIZE, CORNER-WELDED BY HIGH-FREQUENCY RESISTANCE WELDING AND EXTERNALLY SCARFED TO AGREE WITH THE CORNER RADI. THE POSTS SHALL HAVE 11.1 (7/16") DIAMETER HOLES SPACED 25.4 (1") ON CENTER ALONG THE CENTER LINE OF EACH SIDE.
- THE ANCHOR TUBE SHALL BE A 57.2 (2 1/4") SQUARE TUBE, 750 (30") TO 1200 (48") LONG, INSTALLED IN SOIL 50 (2") TO 75 (3") ABOVE THE GROUND BUT NOT HIGHER THAN 100 (4"), THE UPPER SIGNPOST SHALL TELESCOPE INSIDE THE ANCHOR APPROXIMATELY 200 (8") TO 300 (12").
- A TUBE-REINFORCED SLEEVE, 83.5 (2 1/2") SQUARE AND 450 (18") LONG, SHALL BE INSTALLED OVER THE 57.2 (2 1/4") SQUARE ANCHOR AND FLUSH WITH THE TOP.
- GALVANIZED SIGNPOSTS SHALL BE ROLL FORMED FROM STEEL CONFORMING TO ASTM SPECIFICATION A-446 WITH ZINC COATING DESIGNATION G-90.

5 SQUARE-TUBE SUPPORT FOR PERMANENT SIGN
NOT TO SCALE



6 TYPICAL RAMPING DETAIL
NOT TO SCALE

7 FULL DEPTH PAVEMENT RECONSTRUCTION OR REPAIR DETAIL
NOT TO SCALE

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301 Gibraltar Drive, Suite 2A
Morris Plains, NJ 07950
Certificates of Authorization #24GA27959500
#21MH0012700



REVISIONS

NO.	DATE	DESCRIPTION
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TOWNSHIP OF MORRIS
HARTER ROAD RESURFACING PROJECT
FY2024 NJDOT MUNICIPAL AID
TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
DETAILS

CLIENT: _____
PROJECT: _____
DRAWING TITLE: _____

STATE OF NEW JERSEY
MICHAEL J. MALO
Professional Engineer
License #4937

SCALE: NONE

DRAWN BY: MEP

CHECKED BY: MAW

DATE: 3/16/2026

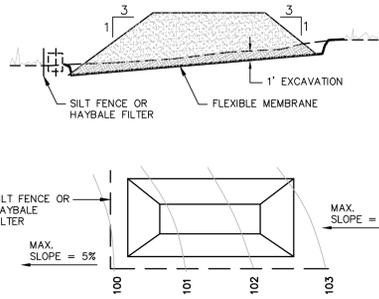
DRAWING NUMBER:
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SHEET NUMBER: 38 OF 40

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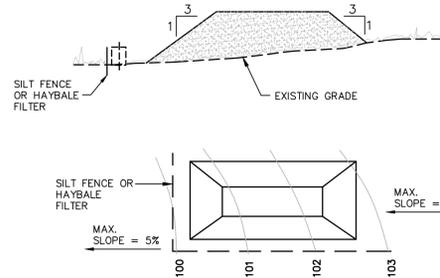
File name: R:\2025\NJ\2500044.00 HARTER ROAD RESURFACING PROJECT... ALL CADD\DWG\SDNDWG\6 CONSTRUCTION DRAWINGS\2500044-07-DETAILS.DWG Plot Date: 3/18/2026 1:38 PM Plotted By: STEVEN LANGE



- NOTES:**
1. PLACE STOCKPILES AT LOCATIONS AS SHOWN ON CONSTRUCTION PLANS OR AS APPROVED BY THE ENGINEER.
 2. ALL SLOPES SHALL BE 3 TO 1 OR FLATTER.
 3. TOPSOIL SHALL BE EXCAVATED TO A DEPTH OF 1' AND PLACED IN A SEPARATE STOCKPILE. A FLEXIBLE MEMBRANE, (SEE SPECIFICATIONS), THEN BE PLACED IN EXCAVATED AREA WITH A MINIMUM 1' OVERLAP.
 4. UPON REMOVAL OF MILLINGS, MEMBRANE IS TO BE REMOVED AND REPLACED WITH TOPSOIL AND FERTILIZED AND SEED AS PER SPECIFICATIONS.
 5. SILT FENCE OR HAYBALE FILTER SHALL BE INSTALLED AS DETAILED HEREON.

MILLINGS STOCKPILE

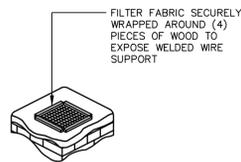
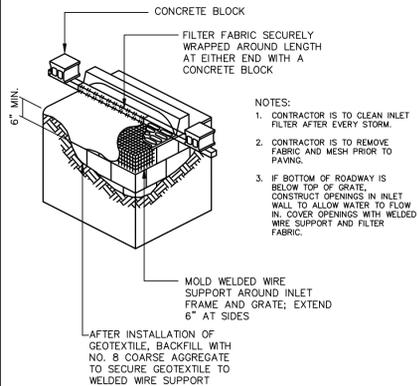
NOT TO SCALE



- NOTES:**
1. PLACE STOCKPILES AT LOCATIONS AS SHOWN ON CONSTRUCTION PLANS.
 2. ALL SIDE SLOPES SHALL BE 3 TO 1 OR FLATTER.
 3. STOCKPILE SHALL RECEIVE A VEGETATIVE COVER IN ACCORDANCE WITH MINIMUM STABILIZATION REQUIRED.
 4. SILT FENCE OR HAYBALE FILTER SHALL BE INSTALLED AS DETAILED HEREON.

TOPSOIL STOCKPILE

NOT TO SCALE



INLET FILTER DETAIL

NOT TO SCALE

INLET FILTER INSTALLATION WITHOUT FRAME AND GRATE

NOT TO SCALE

NOTES FOR ROAD WORK

1. The Contractor shall prepare a plan for the proper dewatering of each stream crossing prior to excavating the stream bed. Plan shall be forwarded to the Engineer and Morris County Soil Conservation District for approval. The District will be notified for inspection prior to each stream crossing construction.
2. Any areas used for the Contractor's staging, including but not limited to, temporary storage of stockpiled materials (e.g. crushed stone, quarry process stone, select fill, excavated materials, etc.), shall be entirely protected by a silt fence along the low elevation side to control sediment runoff.
3. Prior to construction, the contractor shall be responsible for notifying the Morris County Soil Conservation District of any staging and/or stockpile location areas and for obtaining a Soil Erosion and Sediment Control Certification for these areas.
4. A crushed stone, vehicle wheel-cleaning blanket shall be installed at the Contractor's staging yard. Blanket shall be 15 ft. x 50 ft. x 6 in. (minimum), crushed stone 2 1/2 inches in diameter. Solid blanket shall be underlain with a suitable synthetic sediment filter fabric and maintained in good order.

MORRIS COUNTY SOIL CONSERVATION DISTRICT

NOT TO SCALE

1. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED IN ACCORDANCE WITH THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY, AND WILL BE IN PLACE PRIOR TO ANY MAJOR SOIL DISTURBANCE, OR IN THEIR PROPER SEQUENCE AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.
 2. ANY DISTURBED AREA THAT WILL BE LEFT EXPOSED FOR MORE THAN THIRTY (30) DAYS, AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, SHALL IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PROHIBITS TEMPORARY SEEDING, THE DISTURBED AREA WILL BE MULCHED WITH STRAW OR HAY AND TACKED IN ACCORDANCE WITH THE NEW JERSEY STANDARDS. SEE NOTE 21 BELOW.
 3. PERMANENT VEGETATION IS TO BE ESTABLISHED ON EXPOSED AREAS WITHIN TEN (10) DAYS AFTER FINAL GRADING. MULCH IS TO BE USED FOR PROTECTION UNTIL VEGETATION IS ESTABLISHED. SEE NOTE 22 BELOW.
 4. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING, ALL CRITICAL AREAS (STEEP SLOPES, SANDY SOILS, WET CONDITIONS) SUBJECT TO EROSION WILL RECEIVE A TEMPORARY SEEDING IN ACCORDANCE WITH NOTE 21 BELOW.
 5. TEMPORARY BERMS ARE TO BE INSTALLED ON ALL CLEARED ROADWAYS AND EASEMENT AREAS. SEE THE DIVERSION DETAIL.
 6. PERMANENT SEEDING AND STABILIZATION TO BE IN ACCORDANCE WITH THE "STANDARDS FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION COVER". SPECIFIED RATES AND LOCATIONS SHALL BE AS ON THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN.
 7. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORM WATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.
 8. ALL SEDIMENTATION STRUCTURES (SILT FENCE, INLET FILTERS, AND SEDIMENT BASINS) WILL BE INSPECTED AND MAINTAINED REGULARLY.
 9. STOCKPILES SHALL NOT BE LOCATED WITHIN 50' OF A FLOODPLAIN, SLOPE, DRAINAGE FACILITY, OR ROADWAY. ALL STOCKPILE BASES SHALL HAVE A SILT FENCE PROPERLY ENTRENCHED AT THE TOE OF SLOPE.
 10. A STABILIZED CONSTRUCTION ACCESS WILL BE INSTALLED, WHENEVER EARTHEN ROAD INTERSECTS WITH A PAVED ROAD. SEE THE STABILIZED CONSTRUCTION ACCESS DETAIL AND CHART FOR DIMENSIONS.
 11. ALL NEW ROADWAYS WILL BE TREATED WITH A SUITABLE SUBBASE UPON ESTABLISHMENT OF FINAL GRADE ELEVATIONS.
 12. PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES.
 13. BEFORE DISCHARGE POINTS BECOME OPERATIONAL, ALL STORM DRAINAGE OUTLETS WILL BE STABILIZED AS REQUIRED.
 14. ALL DEWATERING OPERATIONS MUST DISCHARGE DIRECTLY INTO A SEDIMENT FILTER AREA. THE FILTER SHOULD BE COMPOSED OF A FABRIC OR APPROVED MATERIAL. SEE THE DEWATERING DETAIL.
 15. ALL SEDIMENT BASINS WILL BE CLEANED WHEN THE CAPACITY HAS BEEN REDUCED BY 50%. A CLEAN OUT ELEVATION WILL BE IDENTIFIED ON THE PLAN AND A MARKER INSTALLED ON THE SITE.
 16. DURING AND AFTER CONSTRUCTION, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE MAINTENANCE AND UPKEEP OF THE DRAINAGE STRUCTURES, VEGETATIVE COVER, AND ANY OTHER MEASURES DEEMED APPROPRIATE BY THE DISTRICT. SAID RESPONSIBILITY WILL END WHEN COMPLETED WORK IS APPROVED BY THE MORRIS COUNTY SOIL CONSERVATION DISTRICT.
 17. ALL TREES OUTSIDE THE DISTURBANCE LIMIT INDICATED ON THE SUBJECT PLAN OR THOSE TREES WITHIN THE DISTURBANCE AREA WHICH ARE DESIGNATED TO REMAIN AFTER CONSTRUCTION, ARE TO BE PROTECTED WITH TREE PROTECTION DEVICES. SEE THE TREE PROTECTION DETAIL.
 18. THE MORRIS COUNTY SOIL CONSERVATION DISTRICT MAY REQUEST ADDITIONAL MEASURES TO MINIMIZE ON OR OFF SITE EROSION PROBLEMS DURING CONSTRUCTION.
 19. THE MORRIS COUNTY SOIL CONSERVATION DISTRICT MUST BE NOTIFIED, IN WRITING, AT LEAST 72 HOURS PRIOR TO ANY LAND DISTURBANCE, AND A PRE-CONSTRUCTION MEETING HELD.
 20. TOPSOIL STOCKPILE PROTECTION
 - A) APPLY GROUND LIMESTONE AT A RATE OF 90 LBS. PER 1,000 SQ. FT.
 - B) APPLY FERTILIZER (10-20-10) AT A RATE OF 11 LBS. PER 1,000 SQ. FT.
 - C) APPLY PERENNIAL RYEGRASS AT A RATE OF 1 LB. PER 1,000 SQ. FT. AND ANNUAL RYEGRASS AT 1 LB. PER 1,000 SQ. FT.
 - D) MULCH STOCKPILE WITH STRAW OR HAY AT A RATE OF 90 LBS. PER 1,000 SQ. FT.
 - E) APPLY A LIQUID MULCH BINDER OR TACK TO STRAW OR HAY MULCH.
 - F) PROPERLY ENTRENCH A SILT FENCE AT THE BOTTOM OF THE STOCKPILE.
 21. TEMPORARY STABILIZATION SPECIFICATIONS
 - A) APPLY GROUND LIMESTONE AT A RATE OF 90 LBS. PER 1,000 SQ. FT.
 - B) APPLY FERTILIZER (10-20-10) AT A RATE OF 11 LBS. PER 1,000 SQ. FT.
 - C) APPLY PERENNIAL RYEGRASS AT A RATE OF 1 LB. PER 1,000 SQ. FT. AND ANNUAL RYEGRASS AT 1 LB. PER 1,000 SQ. FT.
 - D) MULCH STOCKPILE WITH STRAW OR HAY AT A RATE OF 90 LBS. PER 1,000 SQ. FT.
 - E) APPLY A LIQUID MULCH BINDER OR TACK TO STRAW OR HAY MULCH.
 22. PERMANENT STABILIZATION SPECIFICATIONS
 - A) APPLY TOPSOIL TO A DEPTH OF 5 INCHES (UNSETTLED).
 - B) APPLY GROUND LIMESTONE AT A RATE OF 90 LBS. PER 1,000 SQ. FT. AND WORK FOUR INCHES INTO SOIL.
 - C) APPLY FERTILIZER (10-20-10) AT A RATE OF 11 LBS. PER 1,000 SQ. FT.
 - D) APPLY HARD FESCUE SEED AT 2.7 LBS. PER 1,000 SQ. FT. AND CREEPING RED FESCUE SEED AT 0.7 LBS. PER 1,000 SQ. FT., AND PERENNIAL RYEGRASS AT A RATE OF 0.25 LBS. PER 1,000 SQ. FT.
 - E) MULCH STOCKPILE WITH STRAW OR HAY AT A RATE OF 90 LBS. PER 1,000 SQ. FT.
 - F) APPLY A LIQUID MULCH BINDER OR TACK TO STRAW OR HAY MULCH.
- *NOTE: 72 HOURS PRIOR TO ANY SOIL DISTURBANCE, NOTICE IN WRITING SHALL BE GIVEN TO THE MORRIS COUNTY SOIL CONSERVATION DISTRICT AND A PRE-CONSTRUCTION MEETING HELD.

SOIL EROSION & SEDIMENT CONTROL NOTES

NOT TO SCALE

DEFINITION
THE CONTROL OF DUST ON CONSTRUCTION SITES AND ROADS.

PURPOSE
TO PREVENT THE BLOWING AND MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES, REDUCE ON- AND OFF-SITE DAMAGE AND HEALTH HAZARDS, AND IMPROVE TRAFFIC SAFETY.

WHERE APPLICABLE
THIS PRACTICE IS APPLICABLE TO AREAS SUBJECT TO DUST BLOWING AND MOVEMENT WHERE ON- AND OFF-SITE DAMAGE IS LIKELY WITHOUT TREATMENT. CONSULT WITH LOCAL MUNICIPAL ORDINANCES ON ANY RESTRICTIONS.

PLANNING CRITERIA
THE FOLLOWING METHODS SHOULD BE CONSIDERED FOR CONTROLLING DUST:

MULCHES - SEE STANDARDS FOR STABILIZATION WITH MULCHES ONLY (p.3.1.1).

VEGETATIVE COVER - SEE STANDARDS FOR: TEMPORARY VEGETATIVE COVER (p. 3.1.1), PERMANENT VEGETATIVE COVER (p. 3.2.1), AND PERMANENT STABILIZATION WITH SOD (p. 3.6.1).

SPRAY-ON ADHESIVES - ON MINERAL SOILS (NOT EFFECTIVE ON MUCK SOILS). KEEP TRAFFIC OFF OF THESE AREAS.

	WATER DILUTION	TYPE OF NOZZLE	APPLY GALLONS/ACRE
ANIONIC ASPHALT EMULSION	7:1	COARSE SPRAY	1,200
LATEX EMULSION	12.5:1	FINE SPRAY	233
RESIN IN WATER	4:1	FINE SPRAY	300

TILLAGE - TO ROUGHEN SURFACE AND BRING CLODS TO THE SURFACE. THIS IS A TEMPORARY EMERGENCY MEASURE WHICH SHOULD BE USED BEFORE SOIL BLOWING STARTS. BEGIN BLOWING ON WINDWARD SIDE OF THE SITE. CHISEL-TYPE PLOWS SPACED ABOUT 12" APART, AND SPRING-TOOTHED HARROWS ARE EXAMPLES OF EQUIPMENT WHICH MAY PRODUCE THE DESIRED EFFECT.

SPRINKLING - SITE IS SPRINKLED UNTIL SURFACE IS WET

BARRIERS - SOLID BOARD FENCES, SNOW FENCES, BURLAP FENCES GRATE WALLS, BALES OF HAY, AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND SOIL BLOWING.

CALCIUM CHLORIDE - SHALL BE IN THE FORM OF LOOSE, DRY GRANULES OR FLAKES FINE ENOUGH TO FEED THROUGH COMMONLY USED SPREADERS AT A RATE THAT WILL KEEP SURFACE MOIST BUT NOT CAUSE POLLUTION OR PLANT DAMAGE. IF USED ON STEEPER SLOPES, THEN USE OTHER PRACTICES TO PREVENT WASHING INTO STREAMS OR ACCUMULATION AROUND PLANTS.

STONE - COVER SURFACE WITH CRUSHED STONE OR COARSE GRAVEL.

STANDARD FOR DUST CONTROL

NOT TO SCALE

GPI Engineering Design Construction Management
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301 Gibraltar Drive, Suite 2A
Morris Plains, NJ 07950
Certificates of Authorization #24GA27959500 #21MH00012700



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REVISIONS

CLIENT: TOWNSHIP OF MORRIS
 PROJECT: HARTER ROAD RESURFACING PROJECT FY2024 NJDOT MUNICIPAL AID
 DRAWING TITLE: TOWNSHIP OF MORRIS, MORRIS COUNTY, NEW JERSEY
 DETAILS

STATE OF NEW JERSEY
MICHAEL J. WALTON
Professional Engineer
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