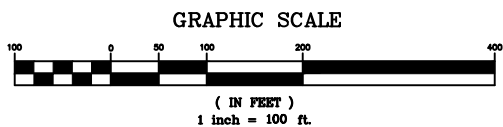


AERIAL VIEW



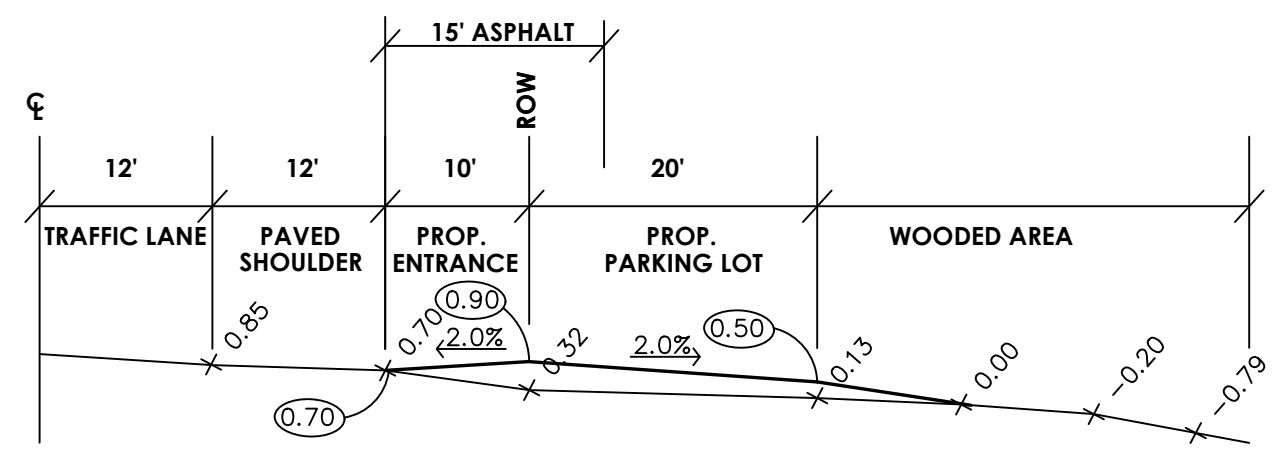
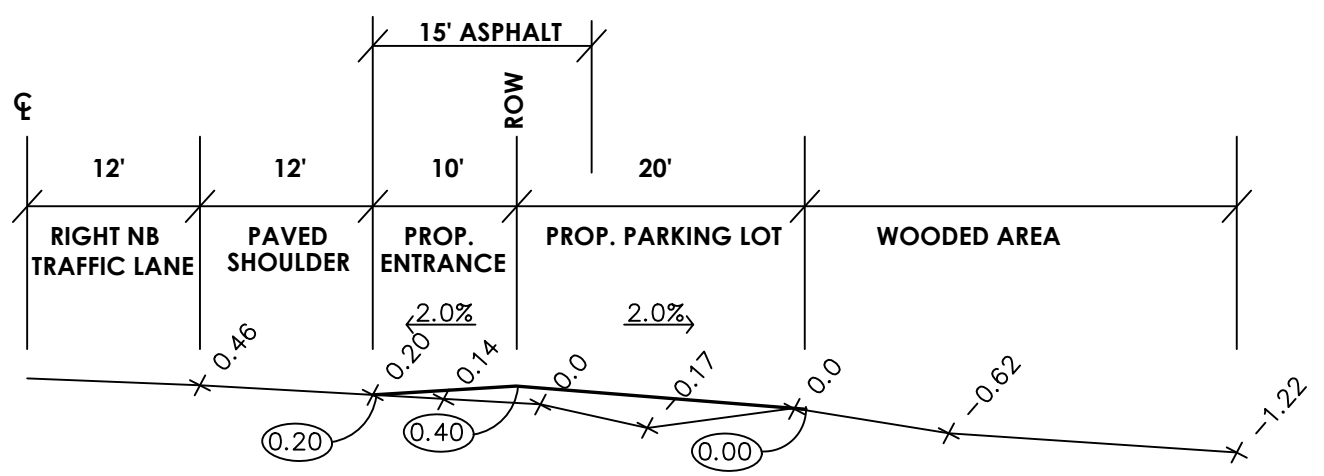
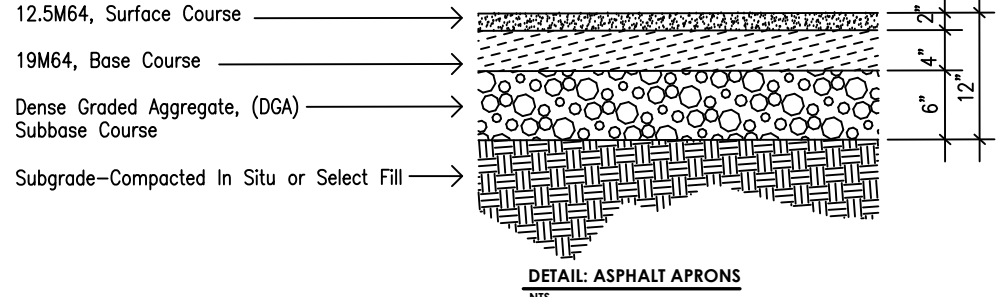
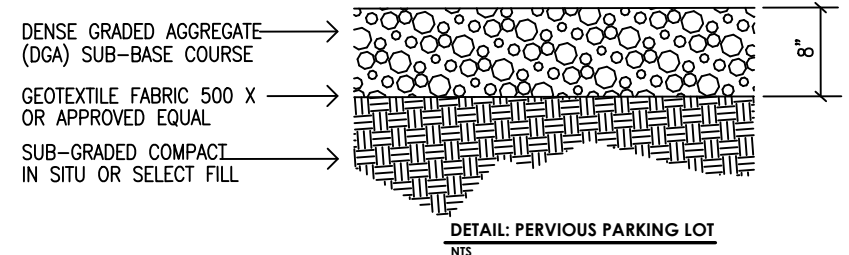
MONMOUTH COUNTY PARK SYSTEM
 BOARD OF PARK AND RECREATION COMMISSIONERS
 805 NEWMAN SPRINGS ROAD
 LINCROFT, NEW JERSEY 07738-1985
 PHONE (732) 842-4000 FAX (732) 842-3640



WELTZ CONSERVATION AREA
 TRAIL ACCESS PARKING LOT
 OCEAN TOWNSHIP
 DATE 10/16 SCALE 1" = 100' PROJECT # 000 DRAWN SCJ CHECKED AN

SHEET NO. 2 OF 7

SCOTT JOHNSTON NJPE 24692937700
 REVISION DATE CHECKED BY



X 0.0 EXISTING GRADE
 (0.00) PROPOSED GRADE

DETAILS

MONMOUTH COUNTY PARK SYSTEM
 BOARD OF PARK AND RECREATION COMMISSIONERS
 805 NEWMAN SPRINGS ROAD
 LINCOLN, NEW JERSEY 07738-1985
 PHONE (732) 842-4000 FAX (732) 842-3640

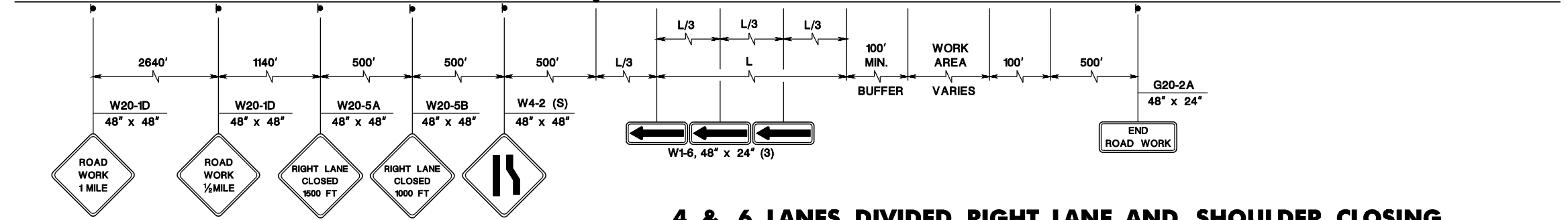
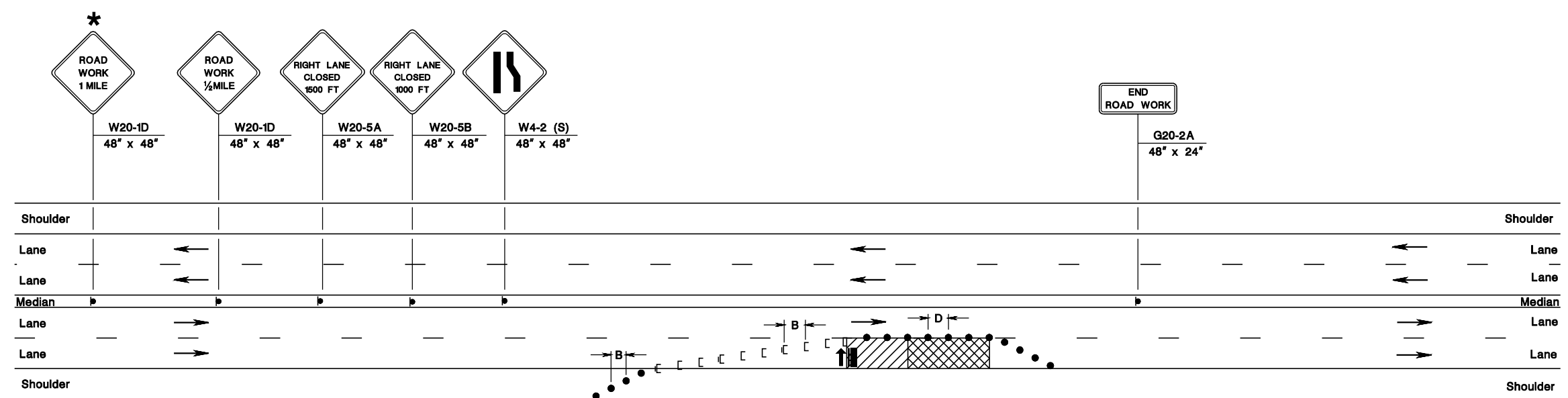


WELTZ CONSERVATION AREA
 TRAIL ACCESS PARKING LOT
 OCEAN TOWNSHIP

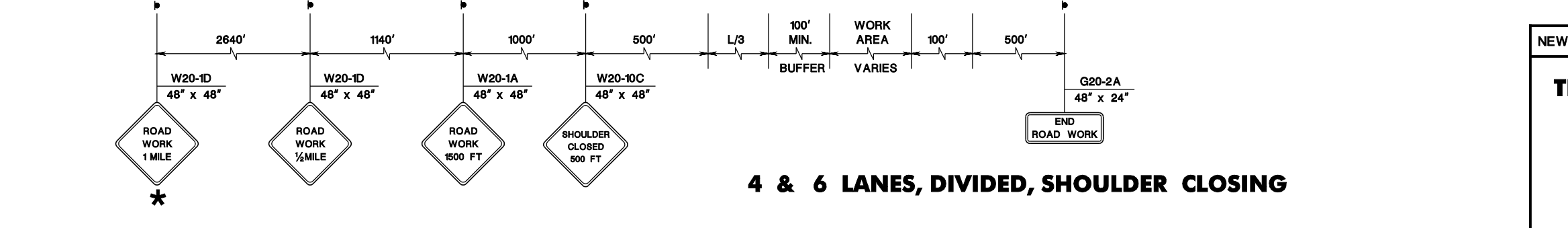
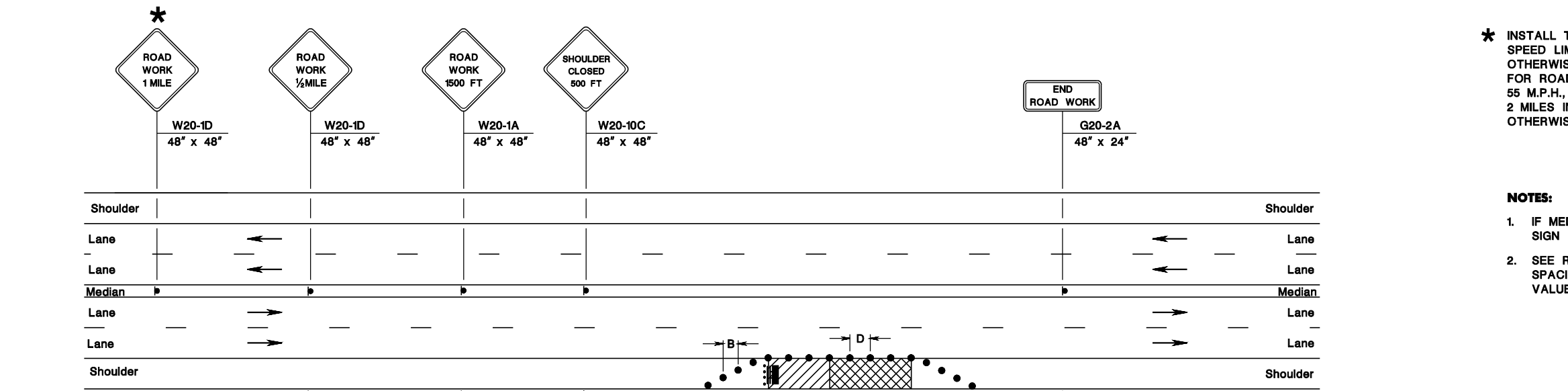
DATE: 10/16 SCALE: 1"=50' PROJECT #: 000 DRAWN: SCJ CHECKED: AN

SCOTT JOHNSTON NJPE 2469523700
 REVISION DATE CHECKED BY

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4 & 6 LANES, DIVIDED, RIGHT LANE AND SHOULDER CLOSING



4 & 6 LANES, DIVIDED, SHOULDER CLOSING

* INSTALL THIS SIGN FOR ROADS WITH A POSTED SPEED LIMIT OF 45 M.P.H. OR GREATER UNLESS OTHERWISE DIRECTED BY THE RE.
 FOR ROADS WITH A SPEED LIMIT GREATER THAN 55 M.P.H., ALSO INSTALL A "ROAD WORK 2 MILES" SIGN 2 MILES IN ADVANCE OF LANE CLOSING UNLESS OTHERWISE DIRECTED BY THE RE.

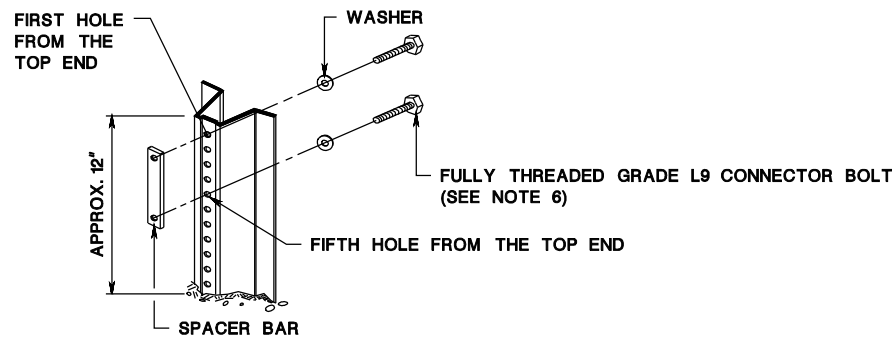
- NOTES:**
- IF MEDIAN IS NARROWER THAN WIDTH OF SIGN PLUS 2 FEET, OMIT MEDIAN SIGNING.
 - SEE RECOMMENDED TAPER LENGTH AND SPACING TABLE ON SHEET TCD-2 FOR VALUES OF L, B, AND D.

N.T.S.

TCD-14

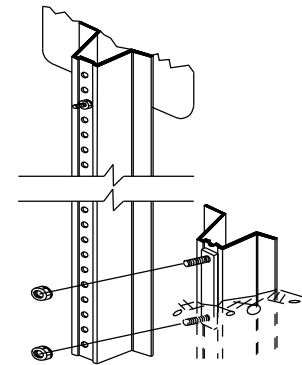
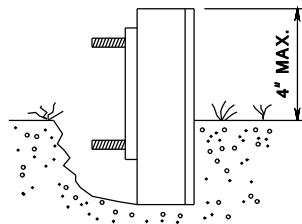
NEW JERSEY DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS

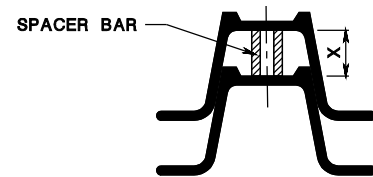
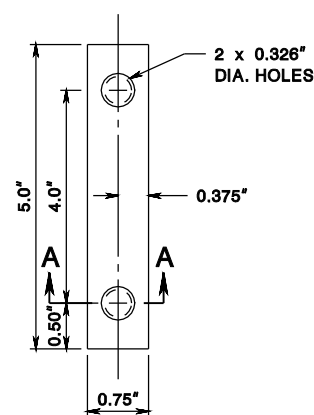


NOTES:

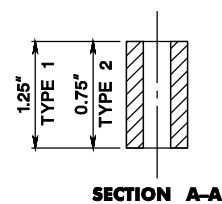
1. DRIVE ANCHOR POST ASSEMBLY TO WITHIN APPROXIMATELY 12 INCHES ABOVE GROUND LEVEL. PLACE BOLT AND WASHER IN FIRST AND FIFTH HOLES FROM THE TOP END, AND SECURE BOLTS ONTO SPACER.
2. DRIVE ANCHOR POST ASSEMBLY TO WITHIN A MAXIMUM OF 4 INCHES ABOVE GROUND LEVEL.
3. DIG OUT AROUND BACK OF ANCHOR POST ASSEMBLY TO ALLOW ROOM FOR TOP POST TO BE ATTACHED.
4. NEST TOP POST ASSEMBLY ONTO PROTRUDING ANCHOR POST ASSEMBLY BOLTS, THROUGH THE FIRST AND FIFTH HOLES FROM THE BOTTOM OF THE TOP POST.
5. PLACE AND TIGHTEN A SELF-LOCKING FLANGE NUT ON EACH BOLT. WHEN INSTALLATION IS COMPLETE, TOP OF GROUND POST NOT TO EXCEED 4 INCHES ABOVE GROUND LEVEL.
6. SIZE OF CONNECTOR BOLT FOR TYPE 1, $\frac{5}{16}$ " x $1\frac{1}{2}$ "
SIZE OF CONNECTOR BOLT FOR TYPE 2, $\frac{3}{16}$ " x 2"
7. THE CONNECTOR BOLTS ARE TO BE FULLY THREADED. EACH CONNECTOR BOLT AND NUT TO BE CLEARLY STAMPED WITH MANUFACTURER'S IDENTIFYING MARK.



ANCHOR POST ASSEMBLY SIGN SUPPORTS



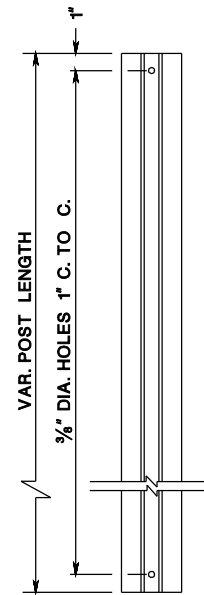
WHEN X IS GREATER THAN 0.75", USE TYPE 1 SPACER BAR
WHEN X IS 0.75" OR LESS, USE TYPE 2 SPACER BAR



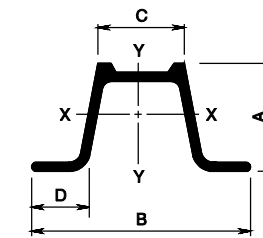
SPACER BAR

WEIGHT * LBS./FT.	DIMENSIONS (IN)				AREA IN. ²	X-X AXIS **		Y-Y AXIS	
	"A"	"B"	"C"	"D"		I(IN. ⁴)	S(IN. ³)	I(IN. ⁴)	S(IN. ³)
2.50	1.516	3.062	1.278	0.669	0.760	0.228	0.313	0.539	0.352
4.00	1.968	3.500	1.336	0.834	1.187	0.611	0.707	1.161	0.664

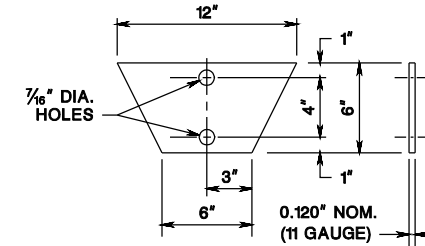
* ± 5% **TYPE 1 STEEL U-POST PROPERTIES**
** GOVERNING SECTION



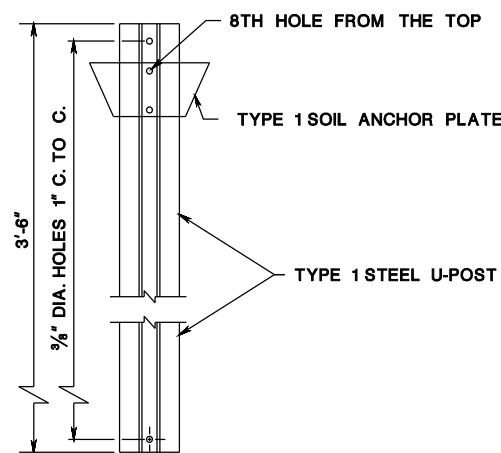
TOP POST U-POST



TYPE 1 STEEL U-POST



TYPE 1 SOIL ANCHOR PLATE



TYPE 1 ANCHOR POST ASSEMBLY

NOTES:

1. ANCHOR POST AND TOP POST TO BE OF EQUAL WEIGHT / FEET.
2. SOIL ANCHOR PLATE TO BE ATTACHED TO ALL ANCHOR POSTS.
3. THE MATERIAL FOR THE SOIL ANCHOR PLATES TO BE CARBON SHEET STEEL.
4. THE STEEL "U" POST TO BE GRADE 60.

STEEL U-POST SIGN SUPPORTS

N.T.S.

NEW JERSEY DEPARTMENT OF TRANSPORTATION

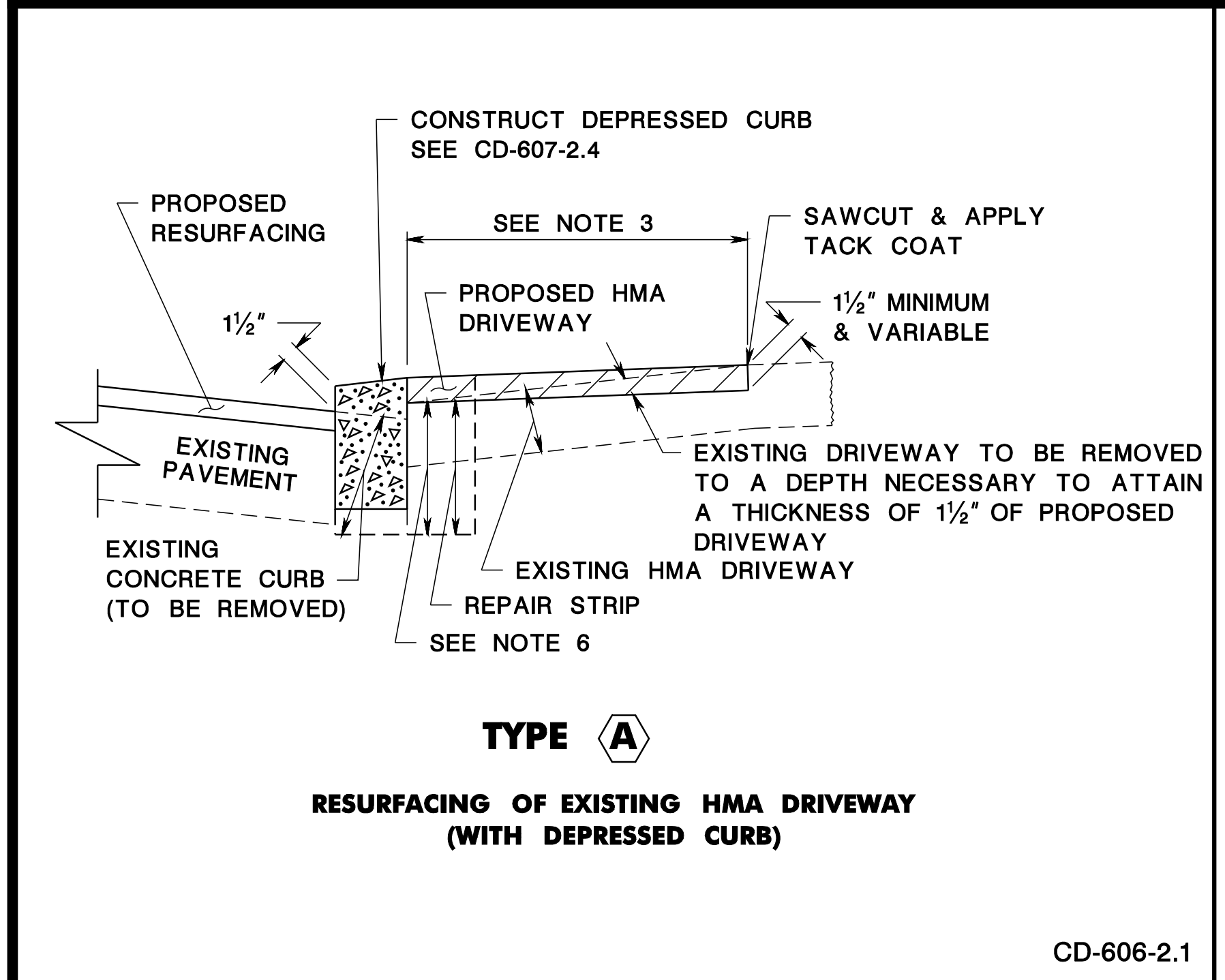
CONSTRUCTION DETAILS

CD-612-5

CD-612-5.2

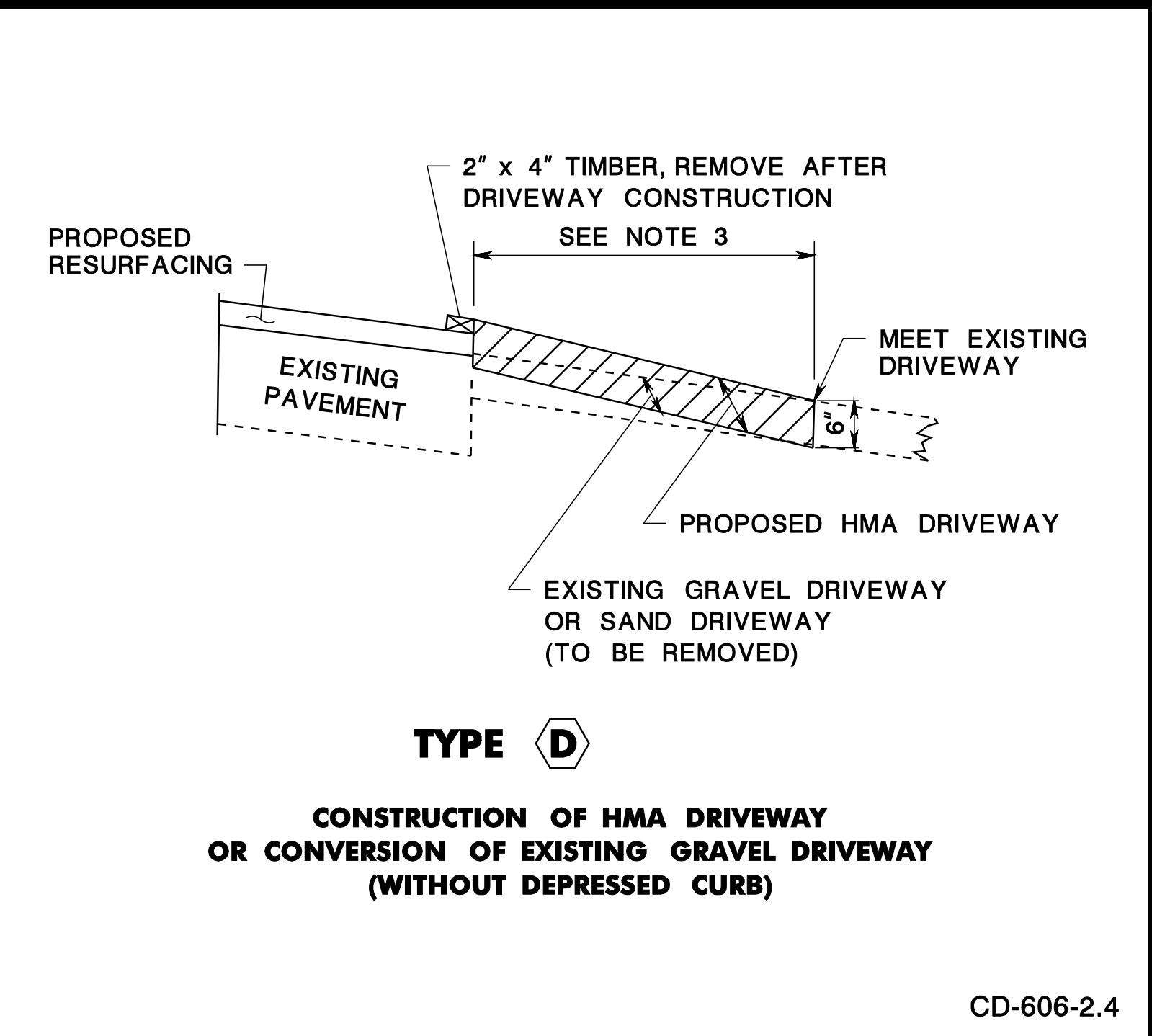
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 BDC18D-06-NOTE 7 ADDED and 2% MAX CD-606-2.8
 BDC07D-01-ORIGINAL SHEET



TYPE A
RESURFACING OF EXISTING HMA DRIVEWAY (WITH DEPRESSED CURB)

CD-606-2.1

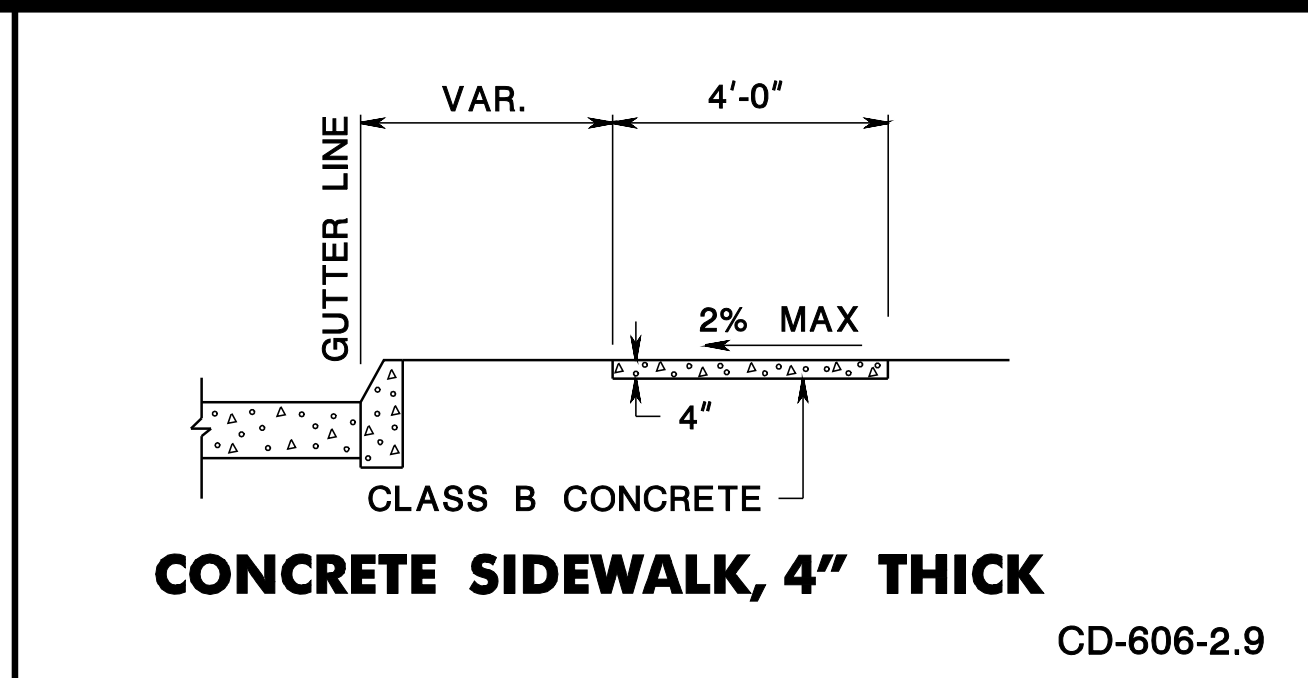


TYPE D
CONSTRUCTION OF HMA DRIVEWAY OR CONVERSION OF EXISTING GRAVEL DRIVEWAY (WITHOUT DEPRESSED CURB)

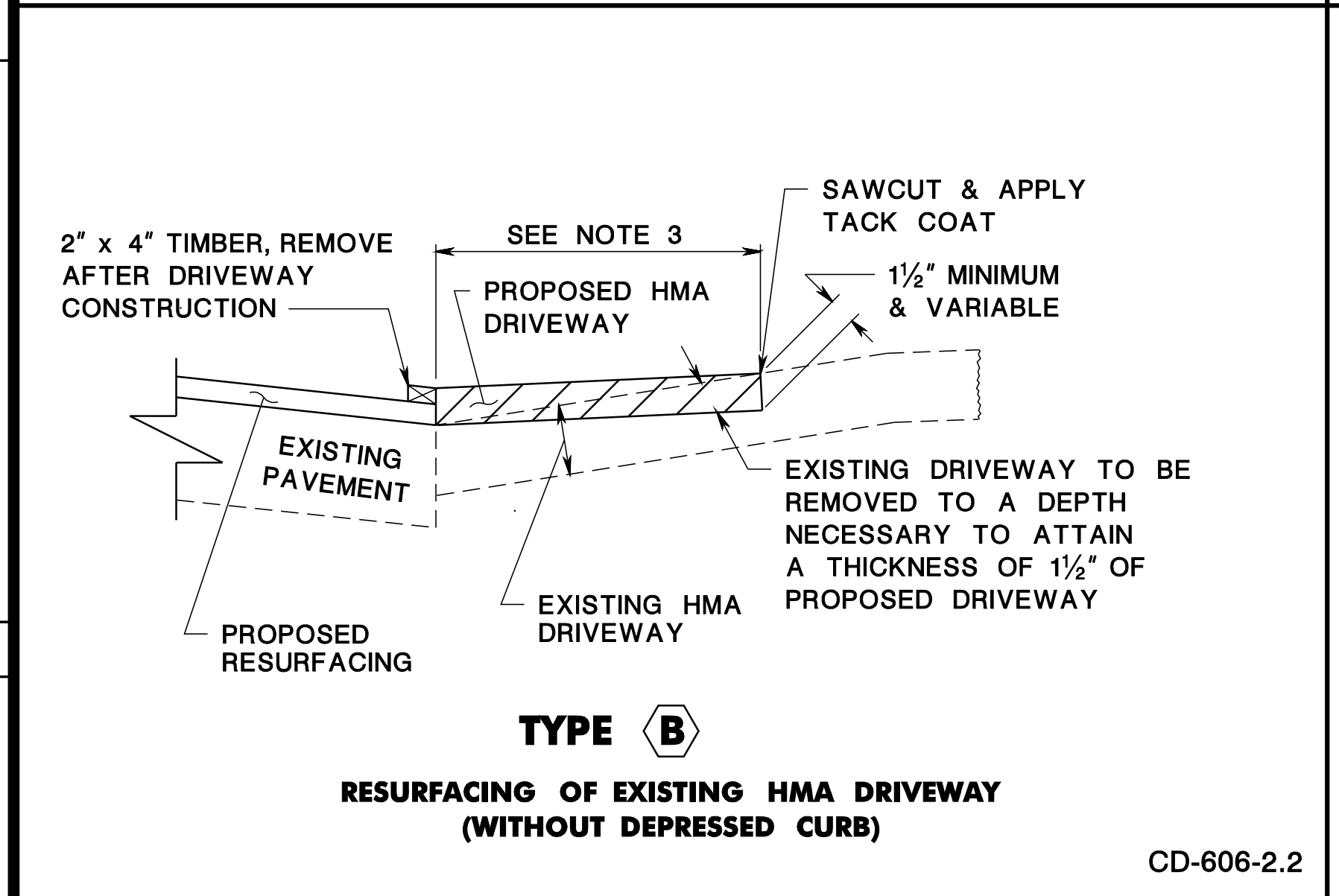
CD-606-2.4

GENERAL NOTES

1. ALL MATERIAL, REPAIR STRIPS AND EXCAVATION FOR DRIVEWAY CONSTRUCTION TO BE INCLUDED IN THE BID PRICE FOR HMA DRIVEWAY, CONCRETE DRIVEWAY OR CONCRETE CURB.
2. USE HMA SURFACE COURSE FOR HMA DRIVEWAY
3. CONSTRUCT 5 FEET LONG DRIVEWAY UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED.
4. MAINTAIN EXISTING DIRECTION OF FLOW ON DRIVEWAY.
5. USE DENSE GRADED AGGREGATE BASE COURSE TO PROVIDE TEMPORARY ACCESS DURING DRIVEWAY CONSTRUCTION.
6. DENSE GRADED AGGREGATE BASE COURSE.
7. WHERE SIDEWALK CROSSES DRIVEWAY PROVIDE A 2% MAXIMUM SIDEWALK CROSS SLOPE WITHIN DRIVEWAY AREA.

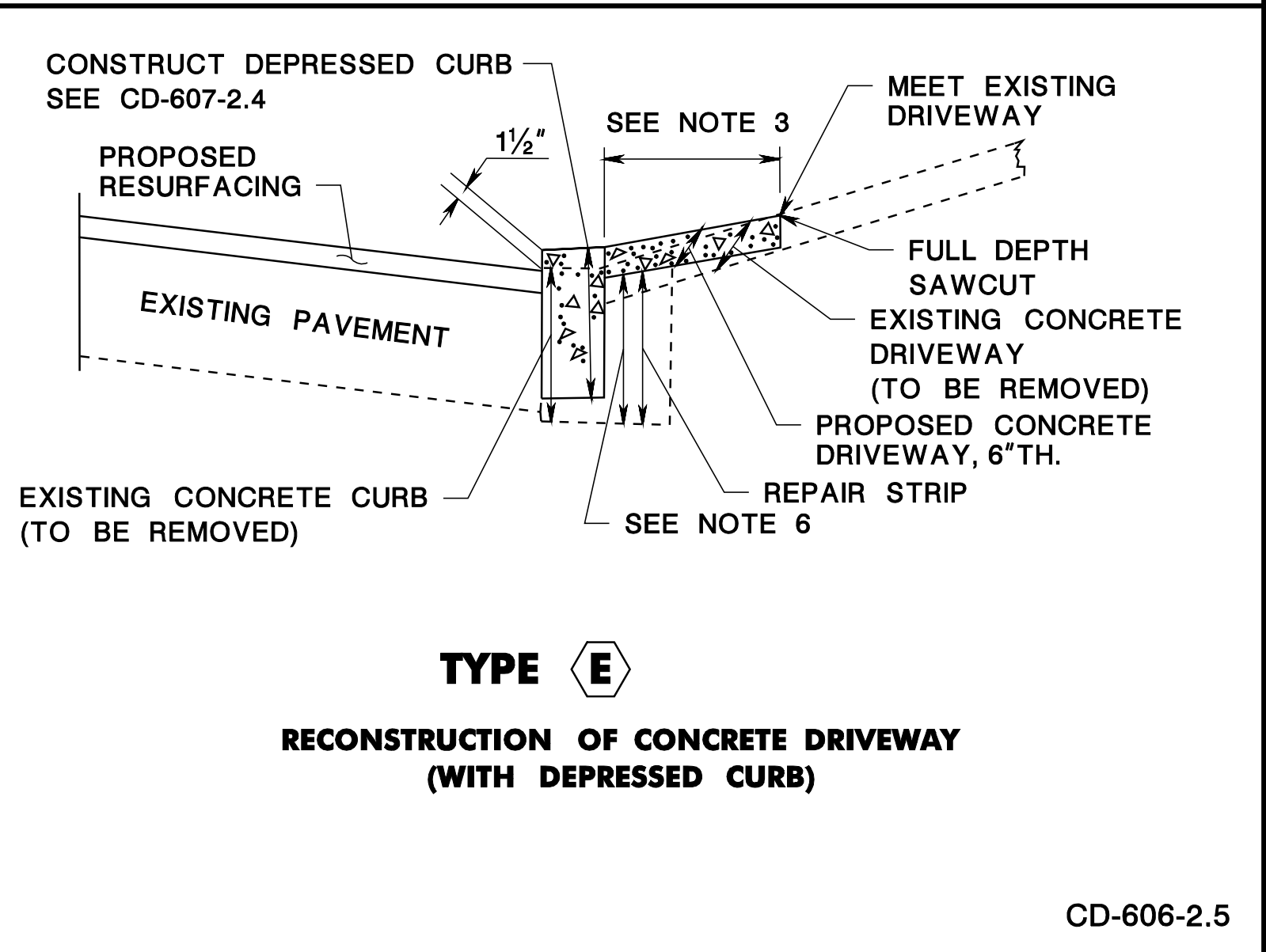


CD-606-2.9



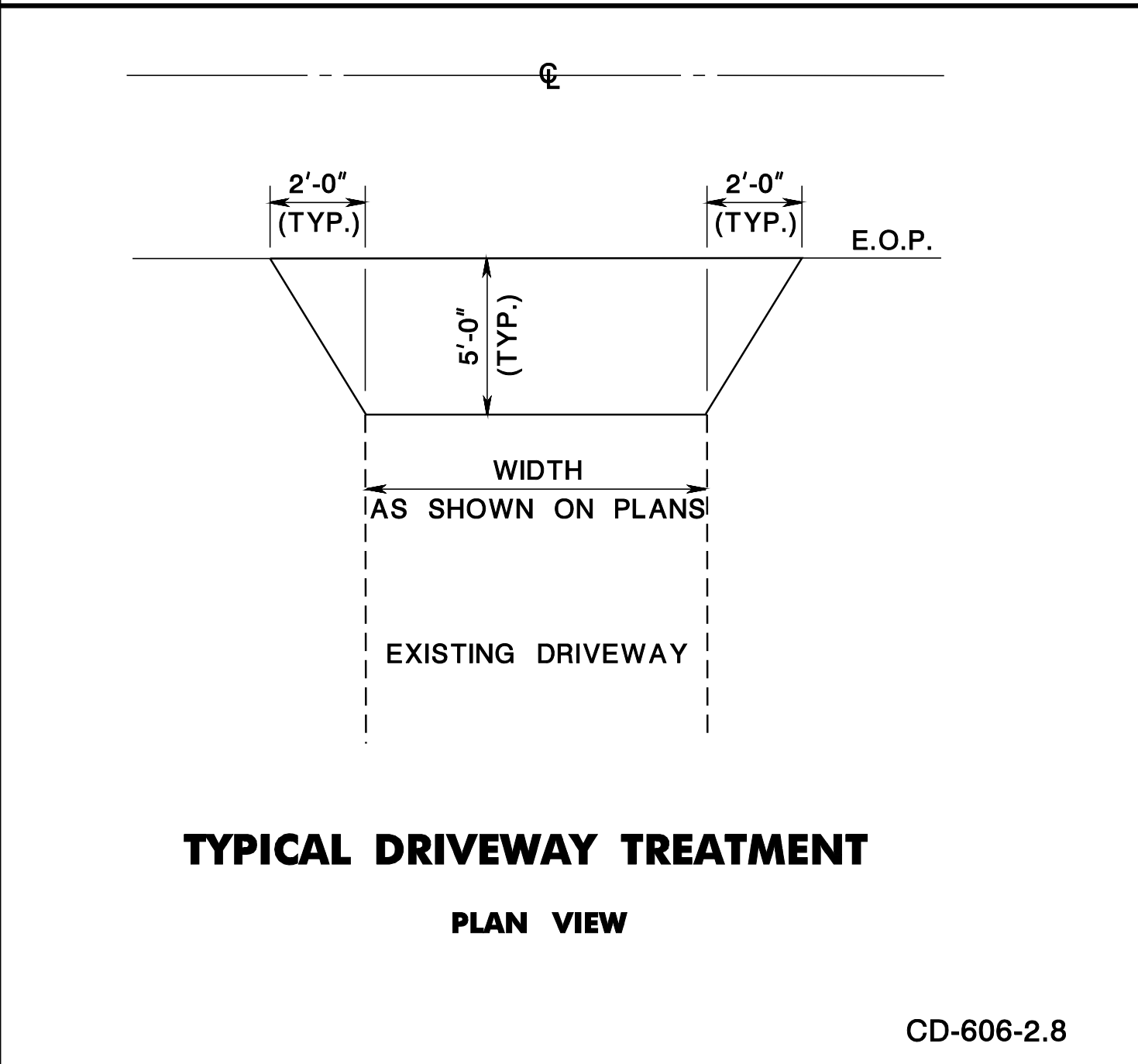
TYPE B
RESURFACING OF EXISTING HMA DRIVEWAY (WITHOUT DEPRESSED CURB)

CD-606-2.2



TYPE E
RECONSTRUCTION OF CONCRETE DRIVEWAY (WITH DEPRESSED CURB)

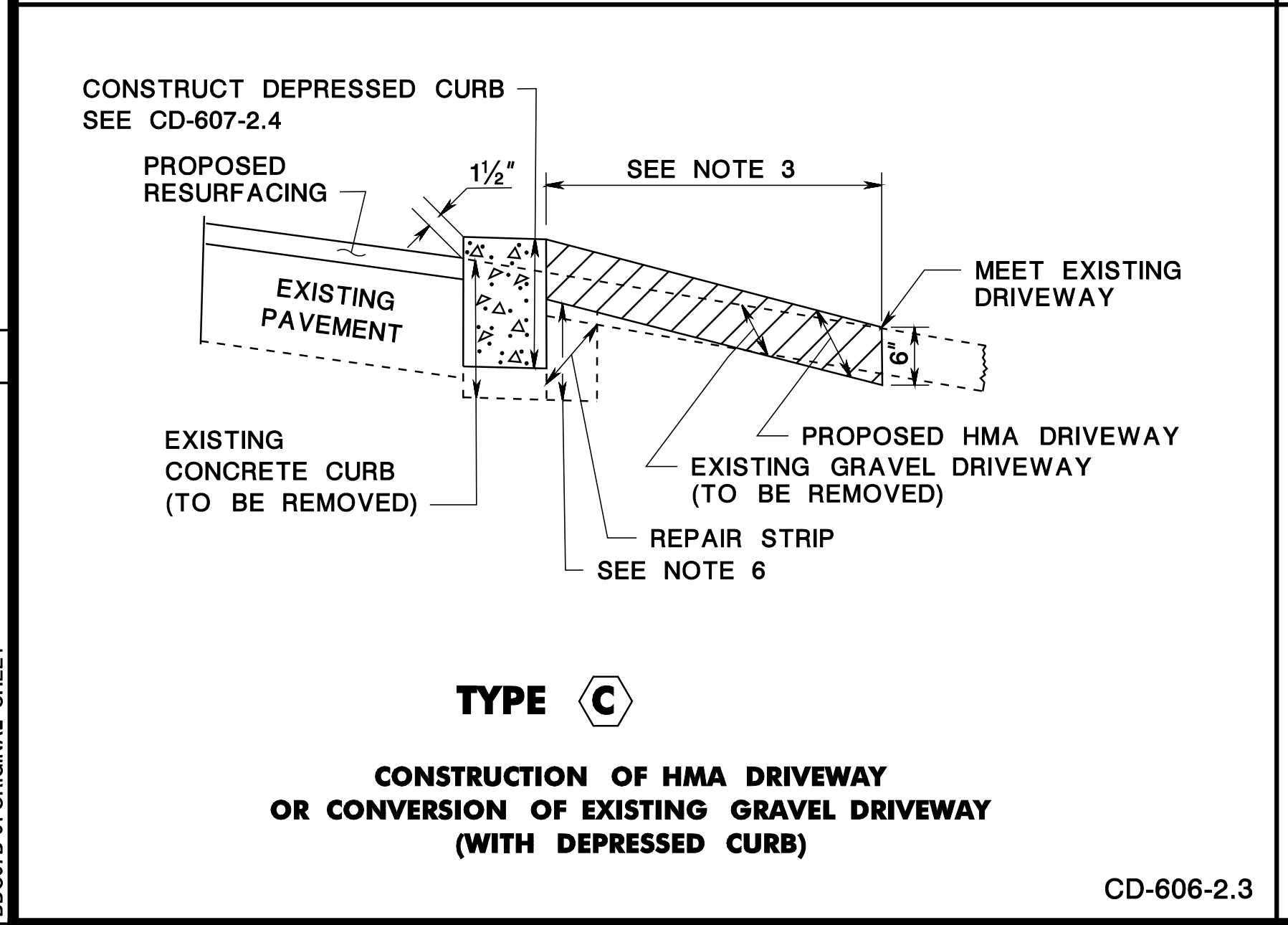
CD-606-2.5



TYPICAL DRIVEWAY TREATMENT

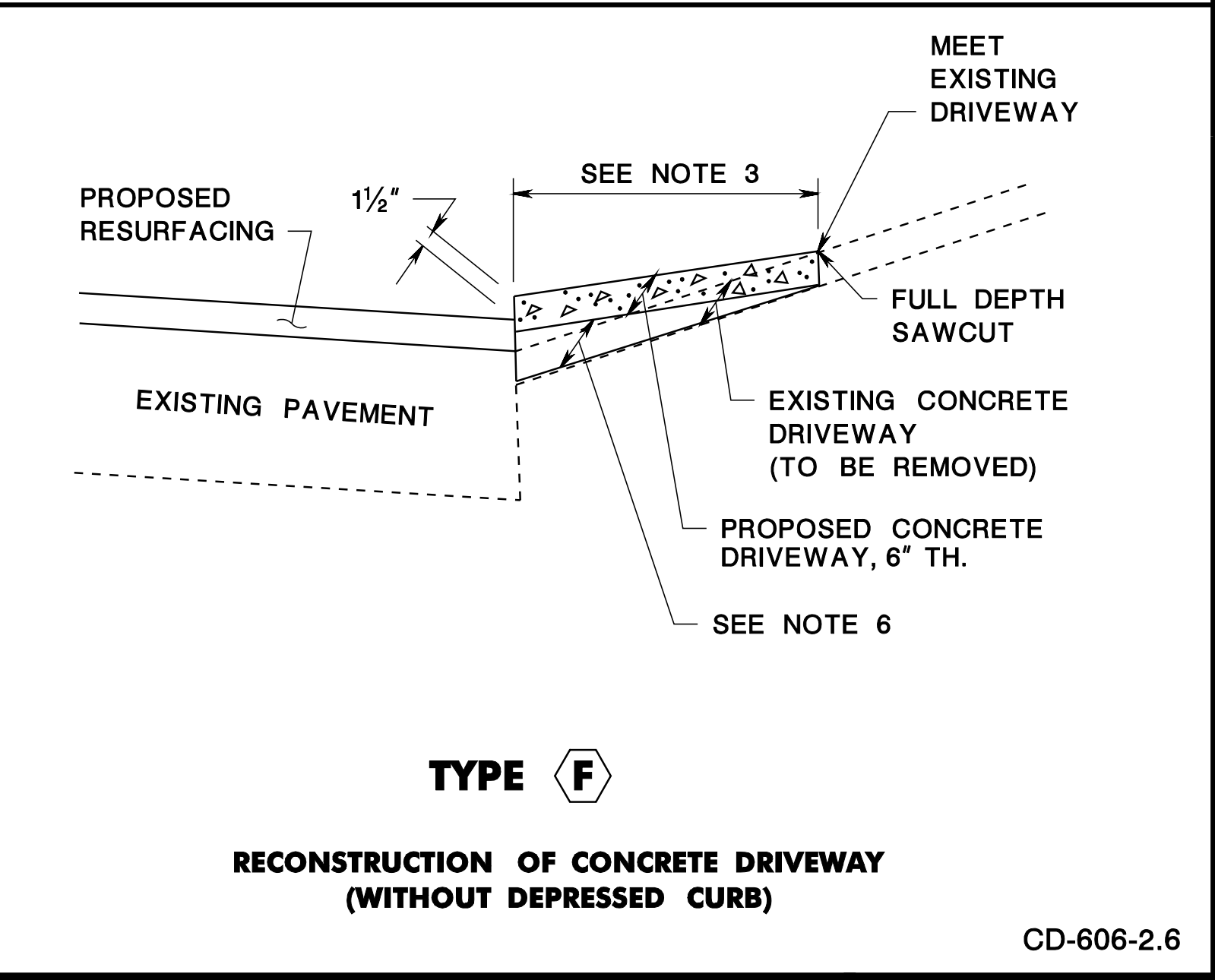
PLAN VIEW

CD-606-2.8



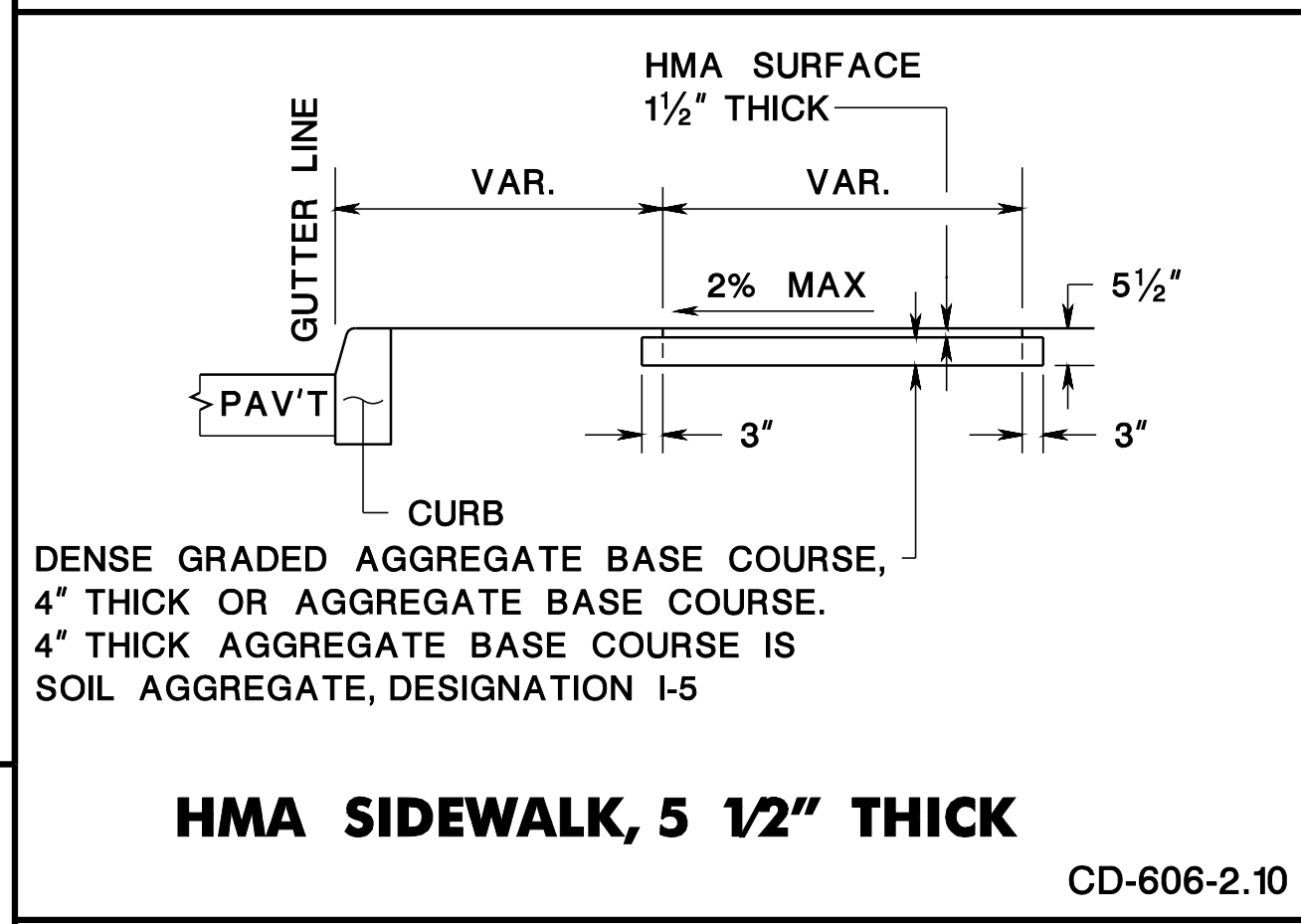
TYPE C
CONSTRUCTION OF HMA DRIVEWAY OR CONVERSION OF EXISTING GRAVEL DRIVEWAY (WITH DEPRESSED CURB)

CD-606-2.3



TYPE F
RECONSTRUCTION OF CONCRETE DRIVEWAY (WITHOUT DEPRESSED CURB)

CD-606-2.6



HMA SIDEWALK, 5 1/2\"/>

CD-606-2.10

CONCRETE AND HMA DRIVEWAY AND SIDEWALK

N.T.S.

HMA = HOT MIX ASPHALT

CD-606-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS