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No.	Date	Revision	Revised By	Checked By

REPAIR OF YOGI BERRA DRIVE BRIDGE STRUCTURE No. 0760153 ON YOGI BERRA DRIVE OVER NJ TRANSIT MONTCLAIR-BOONTON LINE

TOWNSHIP OF MONTCLAIR, ESSEX COUNTY, NEW JERSEY

MSU PROJECT No. 19C029

Sheet List Table

Sheet Number	Sheet Title
1	Cover Sheet
2	Legend & General Notes
3	Estimate of Quantities
4	Existing Conditions Plan
5	Construction Plan
6	Profile
7	Detour Plan
8	Repair Plan
9	Deck Repair Details

500 0 500 1000
SCALE IN FEET

LENGTH OF PROJECT IS APPROXIMATELY 333 L.F. OR 0.06 MILES

2019 NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS MODIFIED BY SPECIAL PROVISIONS TO GOVERN.

NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD ROADWAY CONSTRUCTION / TRAFFIC CONTROL / BRIDGE CONSTRUCTION DETAILS (2016) AND STANDARD ELECTRICAL DETAILS (2007) ARE APPLICABLE TO THIS PROJECT EXCEPT FOR THOSE DETAILS CONTAINED HEREIN.

MONTCLAIR STATE UNIVERSITY

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1/10/20
SARAH STEIB, PE
PROFESSIONAL ENGINEER, NJ LIC. No. 24GE05012800

COVER SHEET

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

DATE:	DESIGNED BY:	DRAWN BY:	PROJECT NUMBER:
JANUARY 2020	DS	DS	1064.025
SCALE:	CHECKED BY:	CHECKED BY:	SHEET:
AS SHOWN	SS	SS	1 of 9

O:\1061\001\064 - MONTCLAIR STATE UNIVERSITY\1064.025 - YOGI BERRA BRIDGE REPAIR\CADD\DWG\1064.025 - COVER.DWG -- Cover

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GENERAL NOTES

1. CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE 2019 NJDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS AMENDED BY THE SPECIFICATIONS.
2. THE INFORMATION SHOWN ON THESE PLANS CONCERNING THE TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL–INCLUSIVE. THE CONTRACTOR SHALL VERIFY THEIR LOCATION AND COMPLETENESS PRIOR TO THE BEGINNING OF WORK. MONTCLAIR STATE UNIVERSITY WILL BE RESPONSIBLE FOR UTILITY MARKOUTS ON UNIVERSITY PROPERTY. UTILITY MARKOUTS FOR PUBLIC AREAS SHALL BE THE CONTRACTOR'S RESPONSIBILITY. NO WORK SHALL BEGIN UNTIL THE CONTRACTOR PROVIDES THE ENGINEER WITH THE CONFIRMATION NUMBER OBTAINED FROM THE ONE–CALL SYSTEM IN ACCORDANCE WITH THE UNDERGROUND FACILITY PROTECTION ACT.
3. THE COST FOR THE REMOVAL OF ALL ITEMS NECESSARY TO COMPLETE THE PROJECT AND NOT OTHERWISE INDICATED AS A PAY ITEM, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR THE ITEM "CLEARING SITE".
4. THE CONTRACTOR SHALL EXERCISE CAUTION SO AS NOT TO DAMAGE THE ROOT SYSTEM OF ANY PLANTINGS TO REMAIN. ALL ROOTS OF ANY PLANTS OR TREES TO REMAIN, WHICH ARE EXPOSED DURING CONSTRUCTION, SHALL BE WATERED AND KEPT SHADED OR COVERED WITH WET STRAW, MOSS OR OTHER SUITABLE MATERIAL UNTIL THE FINAL GRADING IS COMPLETED. THE CONTRACTOR SHALL REPLACE ANY EXISTING PLANTINGS DAMAGED DURING CONSTRUCTION, AS IN THE OPINION OF THE ENGINEER, WITH A PLANTING OF SIMILAR SPECIES, HEIGHT AND/OR CALIPER TO THE SATISFACTION OF THE ENGINEER, AT NO ADDITIONAL COST TO THE COUNTY. PLANT ESTABLISHMENT AND REPLACEMENT PERIOD WILL BE SPECIFIED IN THE STANDARD SPECIFICATIONS.
5. HORIZONTAL DATUM IS NAD83 AND VERTICAL DATUM IS NAVD88 BASED ON GPS OBSERVATIONS.
6. ALL EXISTING DIMENSIONS AND ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD. ANY DEVIATIONS SHALL BE REPORTED TO THE ENGINEER.
7. EXISTING FEATURES TO BE RESET/RELOCATED OR REMOVED IN THE PROJECT FOR WHICH THERE IS NO PAY ITEM SHALL BE RESET/RELOCATED OR REMOVED UNDER THE PRICE BID FOR THE ITEM "CLEARING SITE".
8. EXISTING PAVEMENT TO BE REMOVED SHALL BE PAID UNDER THE PRICE BID FOR THE ITEM "EXCAVATION, UNCLASSIFIED". LIMITS OF FULL DEPTH PAVEMENT MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.
9. THE CONTRACTOR SHALL PROVIDE SMOOTH DRIVABLE TRANSITIONS BETWEEN EXISTING AND PROPOSED PAVEMENT IN DRIVEWAY AREAS AND AT CONSTRUCTION LIMITS. THE EXACT LIMITS OF PAVEMENT CONSTRUCTION MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.
10. NO SEPARATE PAYMENT WILL BE MADE FOR SAWCUTTING PAVEMENT AND POLYMERIZED JOINT ADHESIVE. ALL COST THEREOF SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS IN THE PROPOSAL.
11. NO TREES ARE TO BE REMOVED UNTIL VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
12. A PRECONSTRUCTION MEETING WILL BE HELD WITH THE UNIVERSITY AND NJ TRANSIT PRIOR TO BEGINNING ANY CONSTRUCTION ON THE PROJECT.
14. THE CONTRACTOR SHALL NOTIFY THE ENGINEER, MONTCLAIR STATE UNIVERSITY, NJ TRANSIT, THE MUNICIPAL CLERK, POLICE DEPARTMENT, FIRE DEPARTMENT, RESCUE SQUADS, EMERGENCY MANAGEMENT OFFICE, LOCAL SCHOOLS, AND THE PUBLIC (VIA NEWSPAPER, RADIO, DOOR–TO–DOOR, ETC.) AT LEAST 7 DAYS IN ADVANCE AND 24 HOURS PRIOR TO THE START OF WORK.
15. THE PROPOSED LAYOUT OF STRIPING AND PAVEMENT MARKINGS SHALL BE MARKED IN THE FIELD AND APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD LEGEND

Linear Features

Existing	PROPOSED	
W	W	Water Main (Size)
G	G	Gas Main (Size)
T	T	Telephone Conduit
E	E	Electric Conduit (Highway or Utility)
CTV	CTV	Cable TV
FO	FO	Fiber Optic
(Size & Type) (Over 30" – Draw to Size)	(SIZE & TYPE)	Sanitary Sewers or Storm Drains
		Pavements (Concrete or Bituminous)
		Shoulders
		Curbs
(F) (C)	(C) (F)	Slopes (Cut & Fill)
5+00 B.L.	B.L. 10+00	Base Line
		Twp., City, County Lines
Existing R.O.W. Line	PROPOSED R.O.W. LINE	Right of Way Lines (Access Permitted)
Existing R.O.W. & No Access Line	PROP. R.O.W. & NO ACCESS LINE	Right of Way Lines (No Access)
		Easements
P.L.	P.L.	Property Line
X X X		Fence (Size & Type)
		Reset Fence
		Beam Guide Rail
		Reset Beam Guide Rail
		Noise Walls
		Wetland Limit Line
	X X X	Silt Fence
Ditch	DITCH	Ditches
		Railroad Tracks
		Tree Line
		Trench Drain

Topographical Features

Existing	PROPOSED	
		Inlets (Label Type)
		Inlets (Type ES)
		Manholes (Label Type or Utility)
		Reset (Inlets or Manholes)
		Reconstructed (Inlets or Manholes)
		Cast Iron Extension (Frame or Ring) (Inlet or Manhole)
		New Manhole Casting, Square Frame, Circular Cover
		R.C. End Section or C.M. Headwall
		Headwalls
		Headwalls & Aprons
W		Water Gate Valves
		Reset Water Gate Valves
G		Gas Gate Valves
		Reset Gas Gate Valves
Hyd.		Hydrants
		Reset Hydrants
		Utility Pole (Type & Number)
		Utility Pole To Be Removed
		Utility Pole To Be Removed And Replaced
	TEMP	Temporary Utility Pole
		Traffic Signal
J.B.	J.B.	Junction Box
	F	Fiber Optic Junction Box
J.B. & Light	J.B.	Junction Box Foundation
		Signs
		Vertical Panels

Topographical Features

Existing	PROPOSED	
		Guide Rail End Terminals
		Beam Guide Rail Anchorages
Mon.		Monuments
		ROW Monument (ROW Control Points)
	TEST PIT NUMBER	Test Pit
Boring Number	BORING NUMBER	Borings (Boring Number)
		Decidous Tree (Size, Kind)
		Evergreens
		Bush
		Hedges
		Swamp

Double Reference Codes

LE-DOQ - EST. & DIST. OF QTY - ROADWAY
TS - TYPICAL SECTIONS
PSI - PLAN SHEET INDEX
C - CONSTRUCTION PLANS
EP - ENVIRONMENTAL PLANS
D - DRAINAGE PLANS
P - PROFILES
T - TIES
GR - GRADING AND DRAINAGE
TC - TRAFFIC CONTROL (AND STAGING PLANS)
E - ELECTRICAL PLANS
TSP - TRAFFIC SIGNAL PLANS
HL - HIGHWAY LIGHTING PLANS
L - LANDSCAPE PLANS
SL - SIGN LOCATION PLANS
SS - TRAFFIC SIGNING AND STRIPING PLANS
STD - SIGN TEXT DETAILS
MS - METHOD OF CROSS SECTIONS
X - CROSS SECTIONS
DTL - CONSTRUCTION DETAILS
AR - ARCHITECTURAL PLANS
EOQB - ESTIMATE OF QUANTITIES - BRIDGE
B - BRIDGE PLANS

Miscellaneous Symbols

- Items With No Alternate
- Milling
- Removal of Concrete Base Course & Concrete Surface Courses
- PROFILE — LEVEL LINE
- High Point
- Low Point
- B.M. — Bench Mark
- CONCRETE BRIDGE APPROACH

ABBREVIATIONS USED IN THIS CONTRACT

AH., BK.	AHEAD, BACK	J.B.	JUNCTION BOX	RCP, R.C.P.	REINFORCED CONCRETE PIPE
℄, B.L.	BASELINE	LT., RT.	LEFT, RIGHT	RE, R.E.	RESIDENT ENGINEER
B.M.	BENCH MARK	L.O.P.	LIMIT OF PAVEMENT (PAVING)	RMC, R.M.C.	RIGID METALLIC CONDUIT
B.T.	BELL TELEPHONE	L.O.M.	LIMIT OF MILLING	RNMC, R.N.M.C.	RIGID NON-METALLIC CONDUIT
BIT., BITUM.	BITUMINOUS	M.B.	MAILBOX	ROW, R.O.W.	RIGHT OF WAY
BLDG.	BUILDING	M.P.	MILE POST	R.R.	RAILROAD
℄, C.L.	CENTERLINE	MAX.	MAXIMUM	RTE., RT.	ROUTE
C.I.P.	CAST IRON PIPE	MIN.	MINIMUM	SAN.	SANITARY
C.M.P.	CORRUGATED METAL PIPE	NO.	NUMBER	SDWK.	SIDEWALK
CONC.	CONCRETE	N.T.S.	NOT TO SCALE	S.H.D.	STATE HIGHWAY DEPARTMENT
CULV.	CULVERT	PAV'T.	PAVEMENT	SHLD.	SHOULDER
D, DIA.	DIAMETER	PERF.	PERFORATED	℄, S.L.	SURVEY LINE
D.C.	DROP CURB	P.G.L.	PROFILE GRADE LINE	S.O.D.	SUBBASE OUTLET DRAIN
DE	DITCH EXCAVATION	℄, P.L.	PROPERTY LINE, PROFILE LINE	STY.	STORY
DEP., DP	DEPRESSED CURB	PK	PARKER KAYLON MASONRY NAIL	T	TANGENT
DH	DRILL HOLE	POC, P.O.C.	POINT ON CURVE	TBA	TO BE ABANDONED
DWY	DRIVEWAY	POL, P.O.L.	POINT ON LINE	TBR	TO BE REMOVED
E.B., W.B., N.B., S.B.	EASTBOUND, WESTBOUND NORTHBOUND, SOUTHBOUND	POT, P.O.T.	POINT ON TANGENT	TEL.	TELEPHONE
		PRC, P.R.C.	POINT OF REVERSE CURVE	TEMP.	TEMPORARY
EL., ELEV.	ELEVATION	PROP.	PROPOSED	THK., TH.	THICK
EXIST.	EXISTING	PT, P.T.	POINT OF TANGENCY	TYP.	TYPICAL
GR.	GRATE	PCP, P.C.P.	POLYVINYL CHLORIDE PIPE,	U.D.	UNDERDRAIN
HT.	HEIGHT	PVC, P.V.C.	POINT OF VERTICAL CURVATURE	U.O.N.	UNLESS OTHERWISE NOTED
H.W.	HEADWALL	PVI, P.V.I.	POINT OF VERTICAL INTERSECTION	UP, U.P.	UTILITY POLE
HYD.	HYDRANT	PVT, P.V.T.	POINT OF VERTICAL TANGENCY, PAVEMENT	VAR.	VARIABLE, VARIES
INV.	INVERT	R	RADIUS	W.C.V.C.	WHITE CONCRETE VERTICAL CURB
IP	IRON PIN	RCCP, R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE	WM	WATER METER
HP	HIGH POINT			X-SECT	CROSS SECTION
LP	LOW POINT				

ELECTRICAL PLAN ABBREVIATIONS

C	CUTOFF LUMINAIRE, TYPE
E	EXPRESSWAY LUMINAIRE
ID	IMAGE DETECTOR
IDC	IMAGE DETECTOR CABLE
JBF	JUNCTION BOX FOUNDATION
L	LUMINAIRE
LMA-A	LIGHTING MAST ARM, ALUMINUM
LMA-S	LIGHTING MAST ARM, STEEL
LSA	LIGHTING STANDARD, ALUMINUM
LSF	LIGHTING STANDARD, FIBERGLASS
LSS	LIGHTING STANDARD, STEEL
MAS	MAST ARM SIGN
MSC II	MEDIUM SEMI-CUTOFF LUMINAIRE, TYPE 2
MSC III	MEDIUM SEMI-CUTOFF LUMINAIRE, TYPE 3
PB	PUSH BUTTON
PSH	PEDESTRIAN SIGNAL HEAD
PSS	PEDESTRIAN SIGNAL STANDARD
TSH	TRAFFIC SIGNAL HEAD
TSMA-A	TRAFFIC SIGNAL MAST ARM, ALUMINUM
TSMA-S	TRAFFIC SIGNAL MAST ARM, STEEL
TSS-C	TRAFFIC SIGNAL STANDARD, ALUMINUM "C"
TSS-K	TRAFFIC SIGNAL STANDARD, ALUMINUM "K"
TSS-S	TRAFFIC SIGNAL STANDARD, STEEL
TSS-SC	TRAFFIC SIGNAL STANDARD, STEEL COMBINATION
TSS-T	TRAFFIC SIGNAL STANDARD, ALUMINUM "T"
UL-P	UNDERDECK LIGHTING, TYPE "P"
UL-W	UNDERDECK LIGHTING, TYPE "W"
V	VERTICAL LUMINAIRE

N. J. PLANE COORDINATE SYSTEM

North Arrow To Be Used On Standard Construction Sheets Where Bearings Refer To N. J. Plane Coordinate System

N.T.S.

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GENERAL NOTES & LEGEND

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

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No.	Date	Revision	Revised By	Checked By

ITEM NO.	PAY ITEM	DESCRIPTION	UNIT	CONTRACT QUANTITY	PLAN SHEET TOTALS	IF & WHERE DIRECTED	AS-BUILT QUANTITY
154003P	1	Mobilization	LS	1	1		
159006M	2	Drum	UNIT	50		50	
159009M	3	Traffic Cone	UNIT	50		50	
159012M	4	Construction Signs	SF	250	232	18	
159021P	5	Construction Barrier Curb	LF	160	80	80	
201003P	6	Clearing Site	LS	1	1		
202009M	7	Excavation, Unclassified	CY	50	42	8	
302036M	8	Dense-Graded Aggregate Base Course, 6" Thick	SY	70	66	4	
401009M	9	HMA Milling, 3" or Less	SY	827	751	76	
401030M	10	Tack Coat	GAL	110	100	10	
401042M	11	Hot Mix Asphalt 9.5 M 64 Surface Course	TON	145	132	13	
401096M	12	Hot Mix Asphalt 19 M 64 Base Course	TON	21	19	2	
452003M	13	Partial Depth Concrete Repair	SY	50		50	
506004M	14	Structural Steel	LB	4,500	4,100	400	
607021P	15	9" X 18" Concrete Vertical Curb	LF	250	235	15	
610013M	16	Traffic Marking Lines, 4"	LF	1000	900	100	
610017M	17	Traffic Marking Lines, 24"	LF	400	310	90	
606012P	18	Concrete Sidewalk, 4" Thick	SY	21	19	2	
701033P	19	4" Rigid Nonmetallic Conduit	LF	75	70	5	

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1/10/20
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ESTIMATE OF QUANTITIES

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

DATE:	DESIGNED BY:	DRAWN BY:	PROJECT NUMBER:
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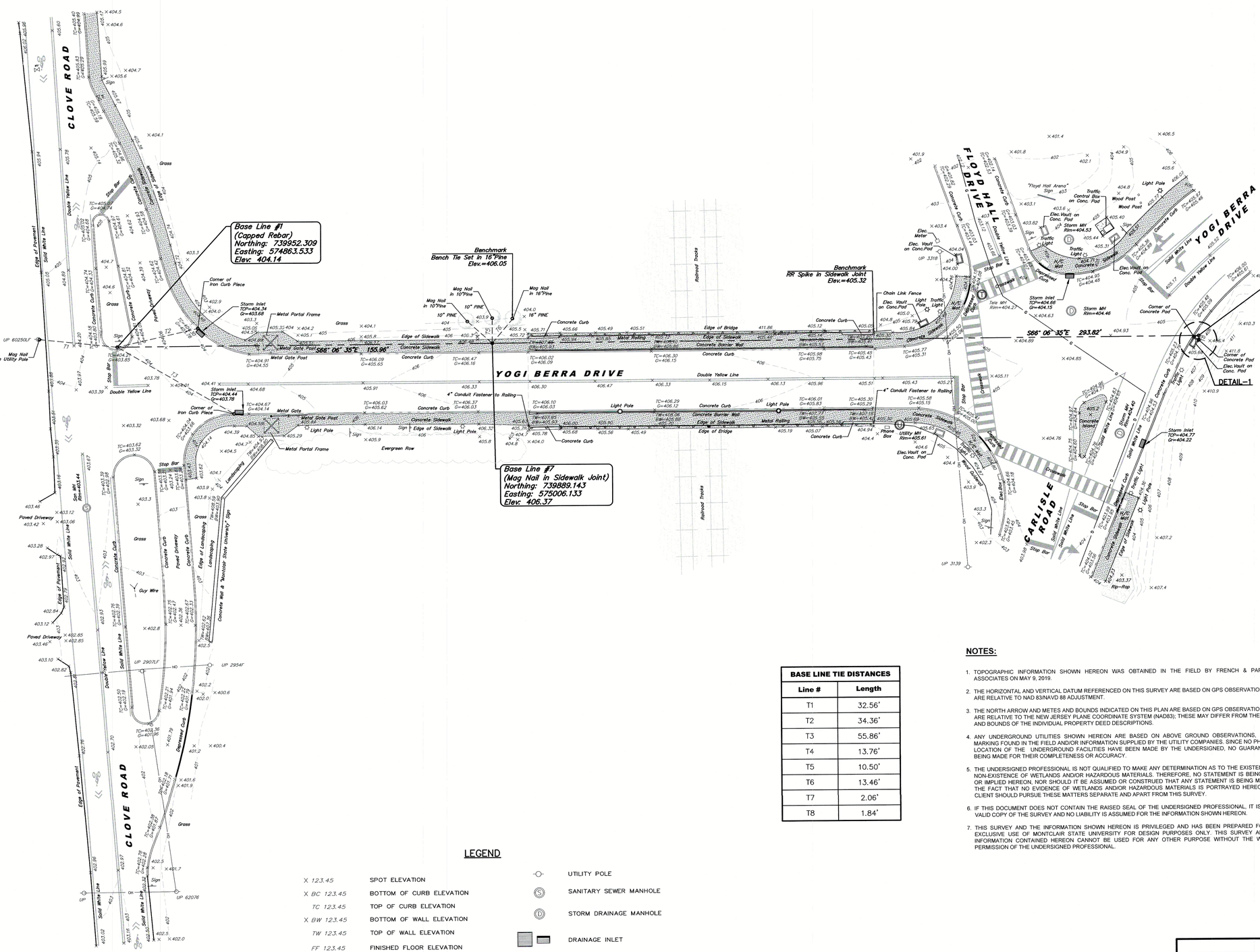

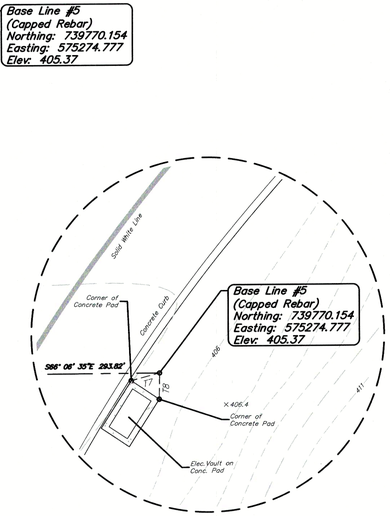

DETAIL-1
(Not to Scale)

BASE LINE TIE DISTANCES	
Line #	Length
T1	32.56'
T2	34.36'
T3	55.86'
T4	13.76'
T5	10.50'
T6	13.46'
T7	2.06'
T8	1.84'

NOTES:

1. TOPOGRAPHIC INFORMATION SHOWN HEREON WAS OBTAINED IN THE FIELD BY FRENCH & PARRELLO ASSOCIATES ON MAY 9, 2019.
2. THE HORIZONTAL AND VERTICAL DATUM REFERENCED ON THIS SURVEY ARE BASED ON GPS OBSERVATIONS AND ARE RELATIVE TO NAD 83/NAVD 88 ADJUSTMENT.
3. THE NORTH ARROW AND METES AND BOUNDS INDICATED ON THIS PLAN ARE BASED ON GPS OBSERVATIONS AND ARE RELATIVE TO THE NEW JERSEY PLANE COORDINATE SYSTEM (NAD83); THESE MAY DIFFER FROM THE METES AND BOUNDS OF THE INDIVIDUAL PROPERTY DEED DESCRIPTIONS.
4. ANY UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON ABOVE GROUND OBSERVATIONS, UTILITY MARKING FOUND IN THE FIELD AND/OR INFORMATION SUPPLIED BY THE UTILITY COMPANIES. SINCE NO PHYSICAL LOCATION OF THE UNDERGROUND FACILITIES HAVE BEEN MADE BY THE UNDERSIGNED, NO GUARANTEE IS BEING MADE FOR THEIR COMPLETENESS OR ACCURACY.
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LEGEND

X 123.45	SPOT ELEVATION
X BC 123.45	BOTTOM OF CURB ELEVATION
TC 123.45	TOP OF CURB ELEVATION
X BW 123.45	BOTTOM OF WALL ELEVATION
TW 123.45	TOP OF WALL ELEVATION
FF 123.45	FINISHED FLOOR ELEVATION
123	MINOR CONTOUR
130	MAJOR CONTOUR
	FENCE LINE
	SIGN
WV	WATER VALVE
	LIGHT POLE
	UTILITY POLE
S	SANITARY SEWER MANHOLE
D	STORM DRAINAGE MANHOLE
	DRAINAGE INLET
	APPROXIMATE LOCATION OF UNDERGROUND STORM DRAINAGE PIPE
	APPROXIMATE LOCATION OF UNDERGROUND SANITARY SEWER PIPE
W	APPROXIMATE LOCATION OF UNDERGROUND WATER LINE
E	APPROXIMATE LOCATION OF UNDERGROUND ELECTRICAL LINE
OH	OVERHEAD WIRES

20 0 20 40
SCALE IN FEET

THE USE OF THIS SURVEY IN ITS PRESENT FORMAT IS SUBJECT TO THE STATE BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS ADMINISTRATIVE RULES AND REGULATIONS TITLE 13 CHAPTER 40 SUBCHAPTER 8 SECTION 13:40-8.2(e) ``NO PERSON SHALL REMOVE A TITLE BLOCK FROM ANY PRINT OR REPRODUCTION" AND SECTION 13:40-8.3(a)5 ``THE HANDWRITTEN SIGNATURE OF THE PERSON(S) IN RESPONSIBLE CHARGE AND DATE WHEN SIGNED".

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1-13-20

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PROFESSIONAL LAND SURVEYOR, NJ LIC. No. 24GS03583400

EXISTING CONDITIONS PLAN

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

DATE:	DESIGNED BY:	DRAWN BY:	PROJECT NUMBER:
05-09-2019	AVR	AVR	1064.025
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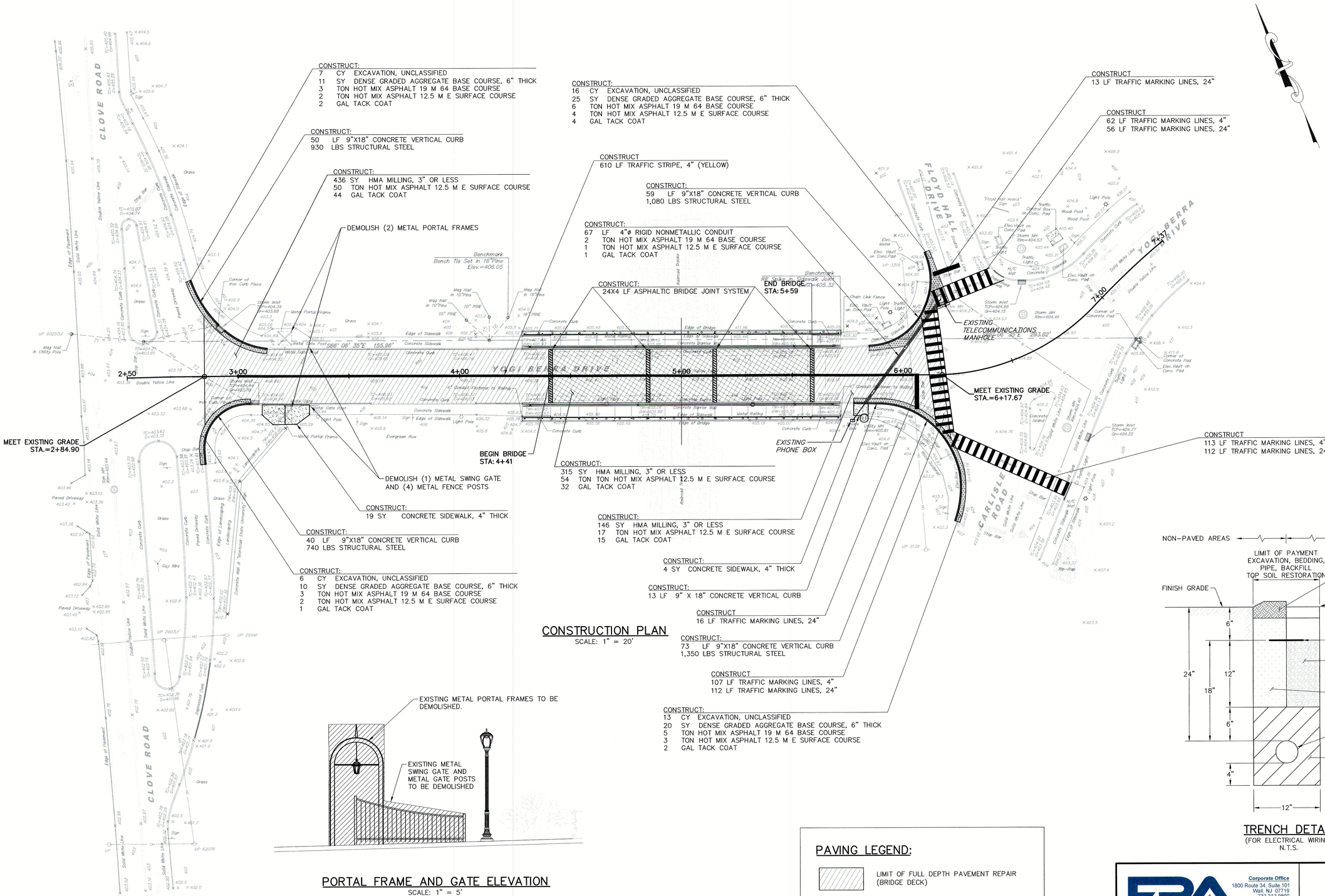


CONSTRUCTION PLAN

SCALE: 1" = 20'

PORTAL FRAME AND GATE ELEVATION

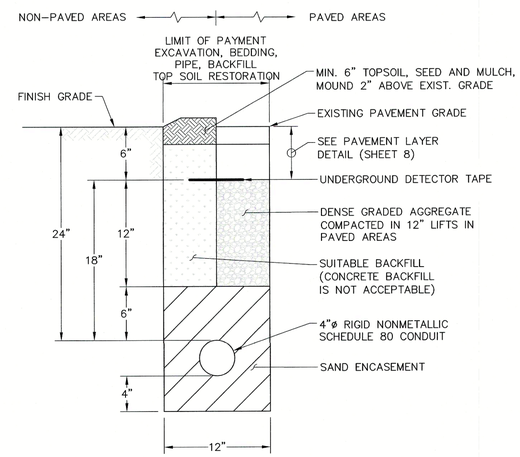
SCALE: 1" = 5'

PORTAL FRAME AND SWING GATE DEMOLITION NOTES:

A) REMOVAL OF EXISTING METAL PORTAL FRAMES, SWING GATES AND FENCE POSTS SHALL BE PAID FOR UNDER THE LUMP SUM PAY ITEM CALLED "CLEARING SITE".
B) ALL STEEL TO BE REMOVED SHALL BE CUT FLUSH WITH THE SIDEWALK AND GROUND SMOOTH.

PAVING LEGEND:

- LIMIT OF FULL DEPTH PAVEMENT REPAIR (BRIDGE DECK)
- LIMIT OF FULL DEPTH PAVEMENT REPAIR (CURB RADIUSES)
- LIMIT OF HMA MILLING AND PAVING (APPROACH ROADWAYS)



TRENCH DETAIL

(FOR ELECTRICAL WIRING)
N.T.S.

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SARAH STEIB, PE
PROFESSIONAL ENGINEER, NJ LIC. No. 24GE05012800

1/10/20

CONSTRUCTION PLAN

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

DATE:	DESIGNED BY:	DRAWN BY:	PROJECT NUMBER:
JANUARY 2020	DS	DS	1064.025
SCALE:	CHECKED BY:	CHECKED BY:	SHEET:
AS SHOWN	SS	SS	5 of 9

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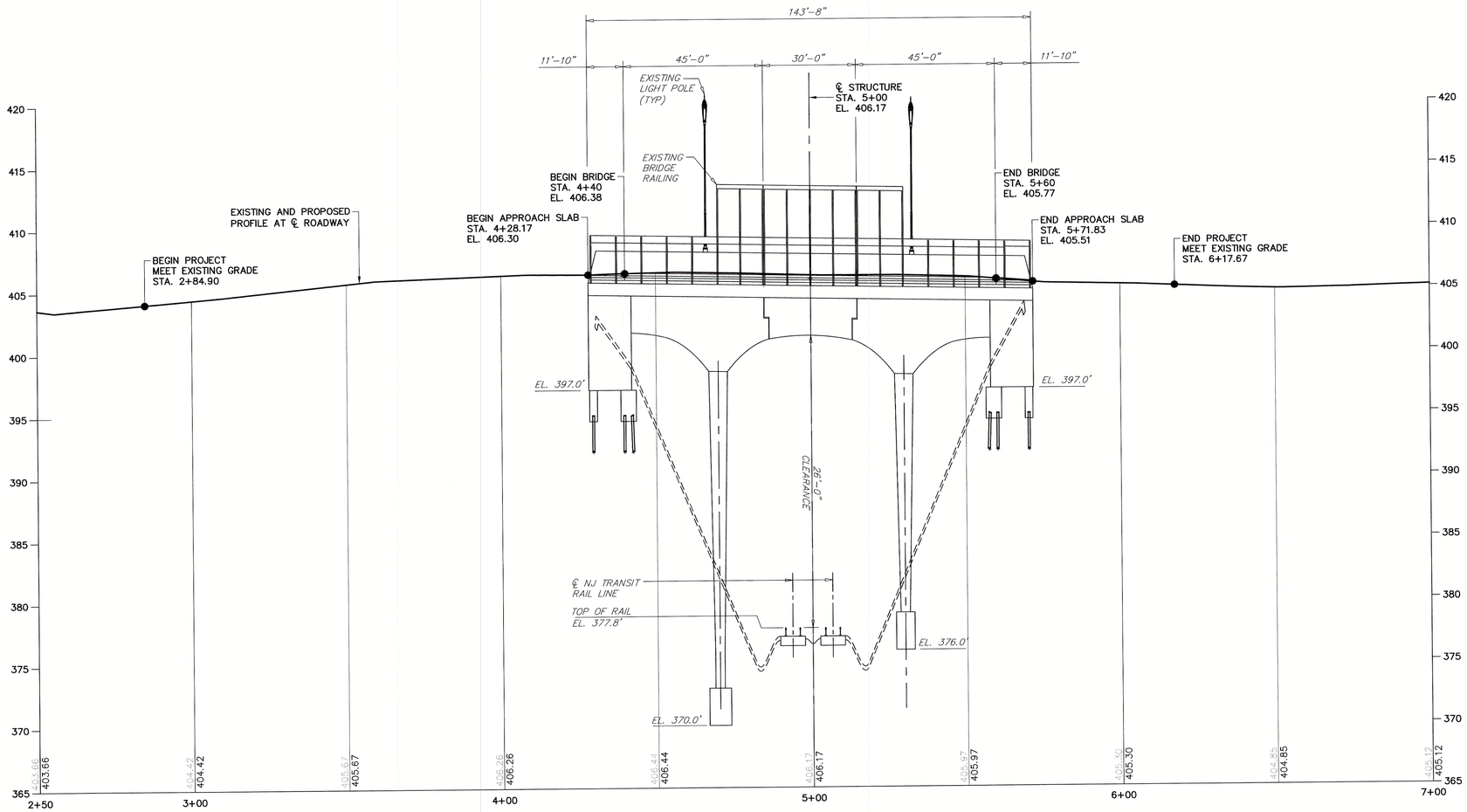

YOGI BERRA DRIVE PROFILE

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'

20 10 0 20 40
1" = 20'

5 0 5 10
1" = 5'

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1/10/20
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PROFILE

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
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AS SHOWN	SS	SS	6 of 9

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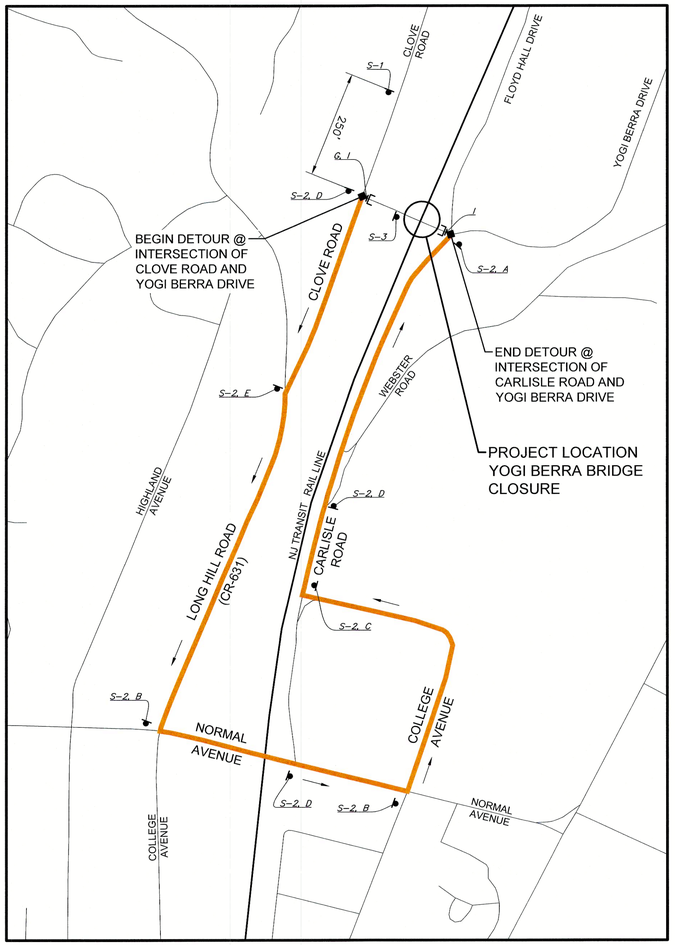
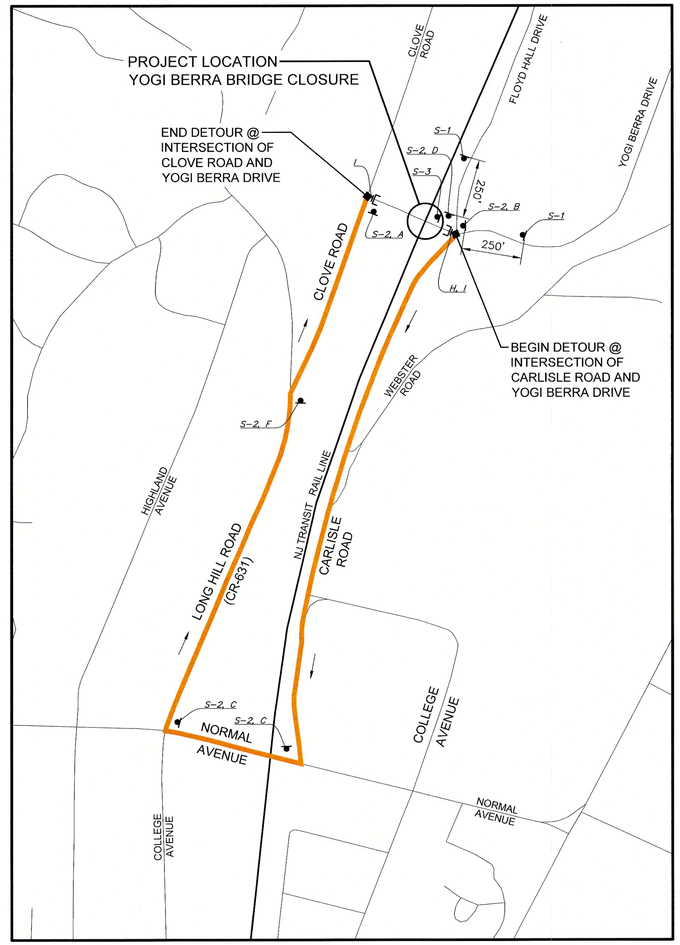


EASTBOUND DETOUR ROUTE

N.T.S.



WESTBOUND DETOUR ROUTE

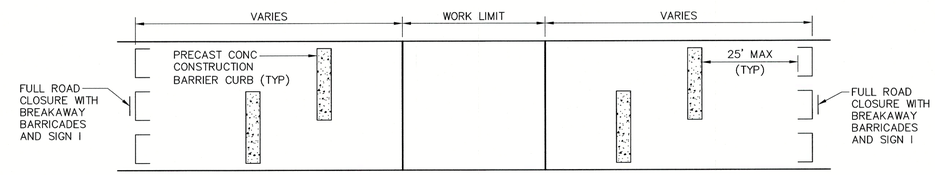
N.T.S.

CONSTRUCTION SIGN TABLE

SIGN	SIGN PLAQUE	SIGN CODE	MESSAGE	SIZE (IN X IN)			AREA (SF)	REQUIRED QUANTITY	TOTAL AREA (SF)
A	END DETOUR	M4-8a	END DETOUR	30	X	24	5	2	10
B	DETOUR	M4-9L	DETOUR W/ ARROW (LEFT)	30	X	24	5	3	15
C	DETOUR	M4-9R	DETOUR W/ ARROW (RIGHT)	30	X	24	5	3	15
D	DETOUR	M4-9S	DETOUR W/ ARROW (STRAIGHT)	30	X	24	5	3	15
E	DETOUR	M4-9 (LX)	DETOUR W/ ARROW (45° LEFT)	30	X	24	5	1	5
F	DETOUR	M4-9 (LR)	DETOUR W/ ARROW (45° RIGHT)	30	X	24	5	1	5
G	DETOUR	M4-10R	DETOUR ARROW (RIGHT)	48	X	18	6	1	6
H	DETOUR	M4-10L	DETOUR ARROW (LEFT)	48	X	18	6	1	6
I	ROAD CLOSED	R11-2	ROAD CLOSED	48	X	30	10	2	20
								17	97

SPECIAL SIGN TABLE

SIGN	SIGN PLAQUE	MESSAGE	SIZE (IN X IN)			AREA (SF)	REQUIRED QUANTITY	TOTAL AREA (SF)
S-1	YOGI BERRA DRIVE CLOSED FOLLOW DETOUR	YOGI BERRA DRIVE CLOSED - FOLLOW DETOUR	72	X	36	18	3	54
S-2	YOGI BERRA DRIVE	YOGI BERRA DRIVE	24	X	24	4	14	56
S-3	ON OR ABOUT ____ THIS BRIDGE TO BE CLOSED PLAN ALT. ROUTE	ON OR ABOUT _____ THIS BRIDGE TO BE CLOSED - PLAN ALT. ROUTE	60	X	30	12.5	2	25
							17	110



FULL ROAD CLOSURE DETAIL

NTS

TRAFFIC CONTROL NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND INSTALLATIONS SHALL CONFORM TO THE **MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION** AND THE **NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT) STANDARD CONSTRUCTION DETAILS, LATEST EDITION**.
2. SPECIAL SIGNS SHALL HAVE A BLACK MESSAGE ON A FLUORESCENT ORANGE RETROREFLECTIVE BACKGROUND AND SHALL BE FABRICATED IN CONFORMANCE WITH THE REQUIREMENTS OF THE **MUTCD** AND THE **STANDARD HIGHWAY SIGNS AND MARKINGS**, AS PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA), CURRENT EDITIONS.
3. FOR MORE INFORMATION ABOUT STANDARD AND SPECIAL SIGNS, REFER TO THE CURRENT EDITIONS OF **STANDARD HIGHWAY SIGNS AND MARKINGS** AND **MUTCD**, AS PUBLISHED BY THE FHWA, WASHINGTON D.C.
4. SIGN SUPPORTS SHALL BE STEEL "U" CHANNEL POSTS AND CONFORM TO THE CURRENT NJDOT STANDARD CONSTRUCTION DETAILS. COST OF SUPPORTS TO BE INCLUDED IN PAY ITEM **CONSTRUCTION SIGNS**.
5. SIGN FACES SHALL BE RETROREFLECTIVE SHEETING, TYPE II OR IIIA, EXCEPT FOR THE W20 SERIES AND W4-2 SIGN FACES WHICH SHALL BE TYPE IV-B SHEETING.
6. THE **CONTRACTOR** SHALL NOTIFY THE ENGINEER, MONTCLAIR STATE UNIVERSITY, NJ TRANSIT, THE POLICE DEPARTMENT, EMERGENCY MANAGEMENT OFFICE, LOCAL SCHOOLS, AND THE PUBLIC (VIA NEWSPAPER, RADIO, DOOR-TO-DOOR, ETC.) AT LEAST 7 DAYS PRIOR TO THE CLOSING OF THE ROAD.
7. UNLESS NOTED OTHERWISE, ALL SIGNS AND BARRICADES SHALL BE FURNISHED AND INSTALLED BY THE **CONTRACTOR** AT THE LOCATIONS DESIGNATED BY THE ENGINEER. IF SO DIRECTED BY THE ENGINEER, THE **CONTRACTOR** SHALL SUPPLY AND PLACE ADDITIONAL SIGNS AND BARRICADES.
8. ACCESS TO ALL DRIVEWAYS ALONG THE EXISTING ROADWAYS MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
9. ALL TRAFFIC CONTROL AND MAINTENANCE DEVICES SHALL BE IN PLACE PRIOR TO IMPLEMENTING THE DETOUR.
10. ALL SIGNING TO BE COMPLETELY COVERED WHEN NOT IN USE AND REMOVED WHEN NO LONGER NEEDED.
11. THE **CONTRACTOR** IS RESPONSIBLE FOR OBTAINING NJ ONE-CALL MARK-OUTS, AS REQUIRED FOR SIGN INSTALLATIONS.
12. BREAKAWAY BARRICADES TO BE TYPE III, PVC AND SHALL CONFORM TO THE CURRENT NJDOT STANDARD CONSTRUCTION DETAIL.
13. THE **CONTRACTOR** SHALL NOTIFY THE ESSEX AND PASSAIC COUNTY ENGINEERING TRAFFIC SAFETY DIVISIONS 5 DAYS PRIOR TO INSTALLATION OF DETOUR AND 48 HOURS PRIOR TO DETOUR REMOVAL.
14. ALL SIGNS SHALL BE LOCATED WITHIN THE TOWNSHIP, COUNTY OR STATE RIGHT-OF-WAY.
15. POSITIVE CLOSURE SHALL BE MAINTAINED BETWEEN THE PRECAST CONCRETE CONSTRUCTION BARRIERS DURING NONWORKING HOURS.
16. ROAD CLOSURES SHALL BE LIMITED TO WEEKENDS (SATURDAYS AND SUNDAYS) AND OVERNIGHT HOURS (8 PM TO 6 AM). THE **CONTRACTOR** SHALL MAINTAIN FULL PEDESTRIAN AND VEHICULAR TRAFFIC DURING OTHER WEEKDAY AND DAYTIME HOURS.

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1/10/20
SARAH STEIB, PE
PROFESSIONAL ENGINEER, NJ LIC. No. 24GE05012800

DETOUR PLAN

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

DATE:	DESIGNED BY:	DRAWN BY:	PROJECT NUMBER:
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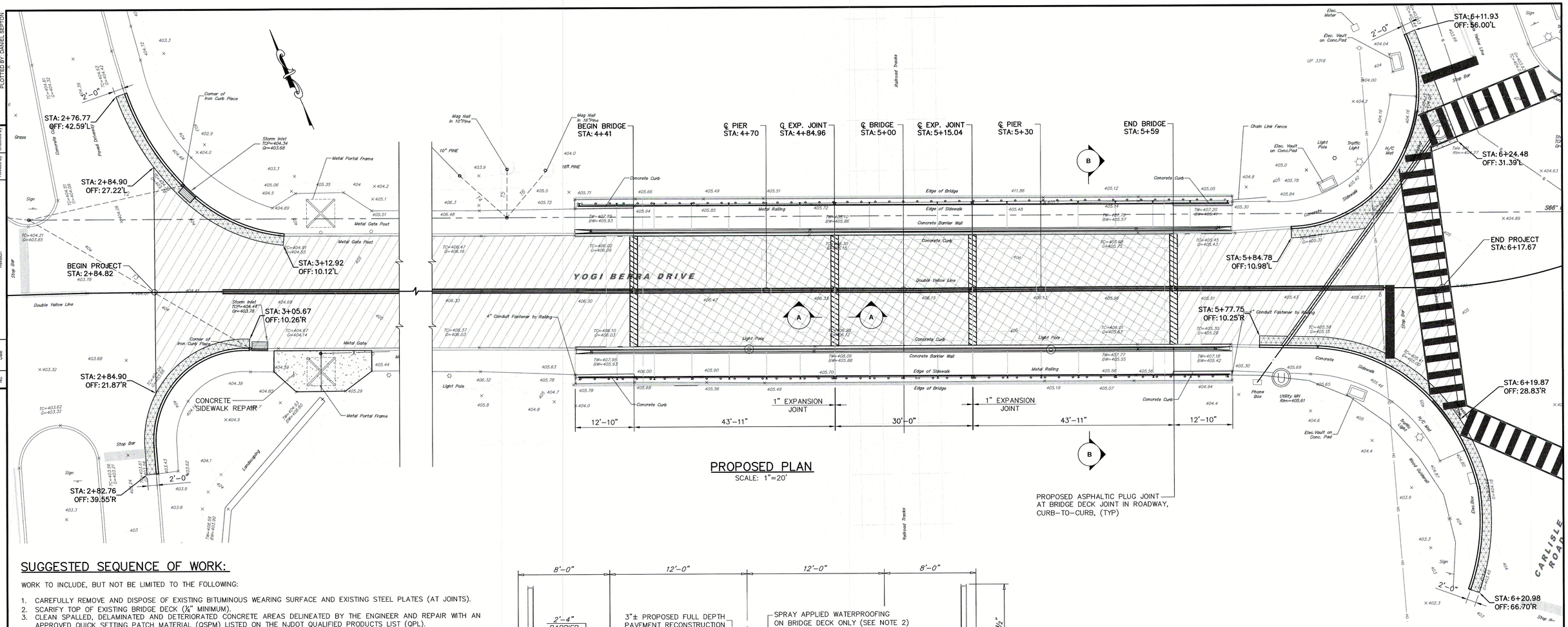


PROPOSED PLAN

SCALE: 1"=20'

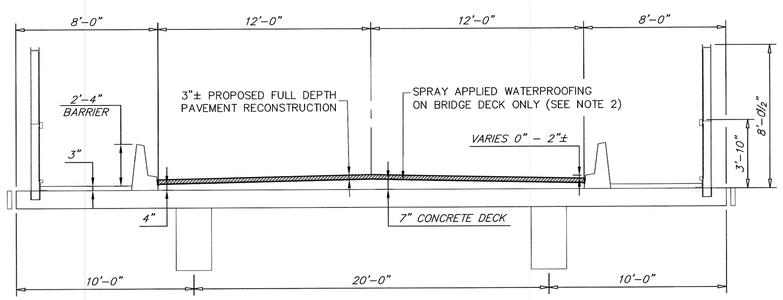
SUGGESTED SEQUENCE OF WORK:

WORK TO INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:

1. CAREFULLY REMOVE AND DISPOSE OF EXISTING BITUMINOUS WEARING SURFACE AND EXISTING STEEL PLATES (AT JOINTS).
2. SCARIFY TOP OF EXISTING BRIDGE DECK (¼" MINIMUM).
3. CLEAN SPALLED, DELAMINATED AND DETERIORATED CONCRETE AREAS DELINEATED BY THE ENGINEER AND REPAIR WITH AN APPROVED QUICK SETTING PATCH MATERIAL (QSPM) LISTED ON THE NJDOT QUALIFIED PRODUCTS LIST (QPL).
4. INSTALL SPRAY-APPLIED WATERPROOFING TO SCARIFIED AND REPAIRED BRIDGE DECK (BRIDGE ONLY, EXCLUDING ASPHALTIC PLUG JOINT (APJ) AREA).
5. CONSTRUCT ASPHALT PAVEMENT (BRIDGE DECK SURFACE COURSE).
6. CONSTRUCT ASPHALTIC PLUG JOINTS (SEE DETAIL THIS SHEET).
   A. SAWCUT NEW PAVEMENT (BOTH SIDES OF EXISTING DECK JOINT)
   B. REMOVE EXISTING MATERIALS WITHIN 20" WIDE AREA (CURB-TO-CURB), INCLUDING EXISTING DECK JOINT MATERIAL, BRIDGE DECK SURFACE COURSE, ETC AS DIRECTED BY THE RE.
   C. INSERT BACKER ROD INTO JOINT OPENING. BACKER ROD IN SAFETY WALK AND PARAPET SHALL BE CONTINUOUS FROM DECK JOINT WITHIN ROADWAY.
   D. CONSTRUCT ASPHALTIC PLUG JOINT (STEEL PLATE, LOCATING PINS, HOT-POURED BINDER, RUBBER ASPHALT CONCRETE, ETC.) IN ROADWAY FROM CURB-TO-CURB, AS PER MANUFACTURER'S RECOMMENDATIONS AND TECHNICAL SPECIFICATIONS.
8. INSERT A NON-SAG, SINGLE COMPONENT SILICONE JOINT SEALANT (DOW CORNING OR APPROVED EQUAL) INTO THE JOINT GAP IN THE SAFETYWALKS AND PARAPETS, AND AT DECK JOINT AT NORTH CHAMBER, TOOL UNTIL SMOOTH.

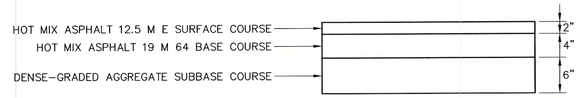
GENERAL NOTES:

1. ALL DIMENSIONS, DETAILS AND ELEVATIONS SHALL BE VERIFIED AND COORDINATED BY THE **CONTRACTOR** PRIOR TO CONSTRUCTION.
2. MONTCLAIR STATE UNIVERSITY WILL BE RESPONSIBLE FOR UTILITY MARKOUTS ON UNIVERSITY PROPERTY. UTILITY MARKOUTS FOR PUBLIC AREAS SHALL BE THE **CONTRACTOR'S** RESPONSIBILITY. THE **CONTRACTOR** SHALL NOTIFY ALL UTILITY COMPANIES OF IMPENDING WORK AND FIELD VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO THE START OF ANY CONSTRUCTION. COORDINATION WITH THE UTILITIES DURING CONSTRUCTION IS THE **CONTRACTOR'S** RESPONSIBILITY.
3. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY SAFEGUARDS TO PROTECT PUBLIC SAFETY AND ADJOINING PROPERTIES.
4. ALL SIGNS AND BARRICADES SHALL BE FURNISHED BY THE **CONTRACTOR** AND PLACED BY HIM/HER AT LOCATIONS DESIGNATED BY THE **ENGINEER** UNLESS SPECIFICALLY NOTED OTHERWISE. ANY ALTERATIONS TO THE SUGGESTED TRAFFIC CONTROL/DETOUR PLAN MUST BE SUBMITTED FOR REVIEW AND ACCEPTANCE PRIOR TO IMPLEMENTATION.
5. THE **CONTRACTOR** SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL FEDERAL, STATE, COUNTY AND MUNICIPAL LAWS, ORDINANCES AND REGULATIONS.



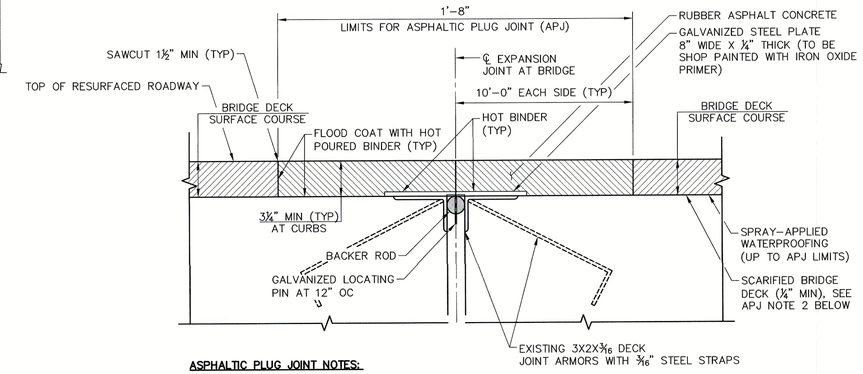
SECTION B–B
BRIDGE DECK REPAIR CROSS SECTION

SCALE: ¼" = 1'-0"



PAVEMENT LAYERS DETAIL

SCALE: 1" = 1'-0"



ASPHALTIC PLUG JOINT NOTES:

1. ASPHALTIC PLUG JOINT (APJ) MATERIAL SHALL CONFORM WITH ASTM D6297-01.
2. GRIND CONCRETE TO ACHIEVE 2¼" DEPTH AS DIRECTED BY THE ENGINEER, IF NEEDED (TYP)
3. NO SEPARATE PAYMENT WILL BE MADE FOR THE APJ SYSTEM. THE COST FOR THIS SYSTEM SHALL BE INCLUDED IN THE COST FOR THE OTHER PAVING ITEMS IN THIS CONTRACT.

SECTION A–A
ASPHALTIC PLUG JOINT DETAIL

PAVING LEGEND:

- LIMIT OF FULL DEPTH PAVEMENT REPAIR (BRIDGE DECK)
- LIMIT OF HMA MILLING AND PAVING (APPROACH ROADWAYS)

10 0 10 20
1" = 10'
1 0 1 2
1" = 1'-0"
4 3 2 1 0 4 8
¼" = 1'-0"

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1/10/20
SARAH STEIB, PE
PROFESSIONAL ENGINEER, NJ LIC. No. 24GE05012800

REPAIR PLAN

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

DATE:	DESIGNED BY:	DRAWN BY:	PROJECT NUMBER:
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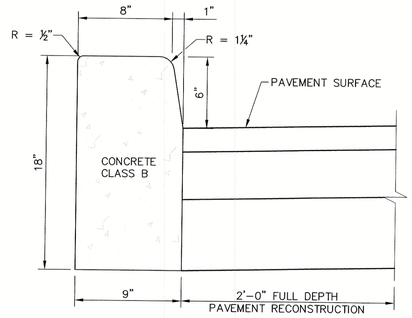
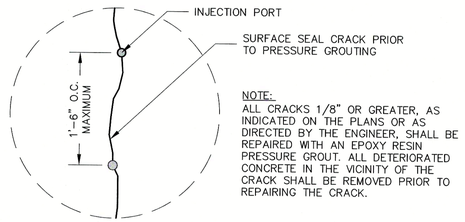


9"X18" CONCRETE VERTICAL CURB

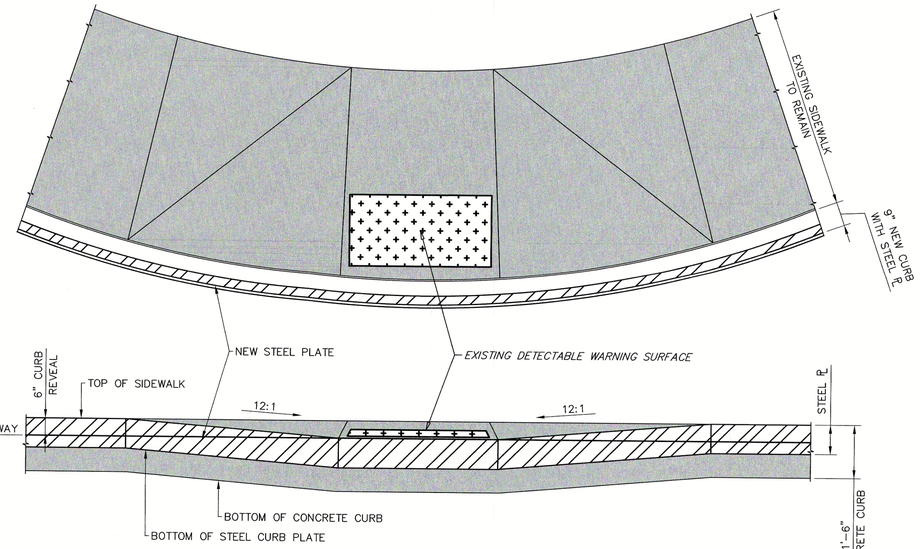
SCALE: 2" = 1'-0"

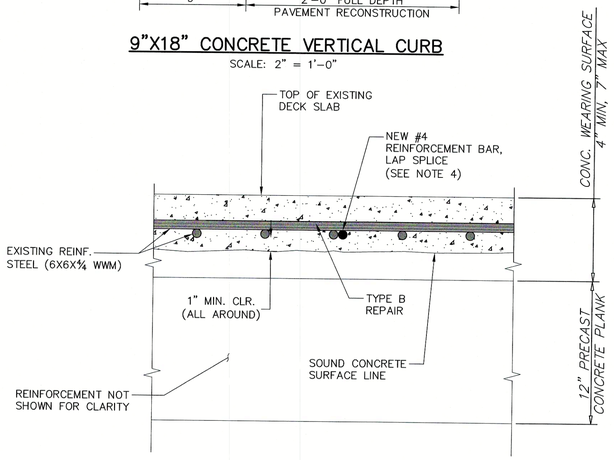


NOTE:
ALL CRACKS 1/8" OR GREATER, AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, SHALL BE REPAIRED WITH AN EPOXY RESIN PRESSURE GROUT. ALL DETERIORATED CONCRETE IN THE VICINITY OF THE CRACK SHALL BE REMOVED PRIOR TO REPAIRING THE CRACK.

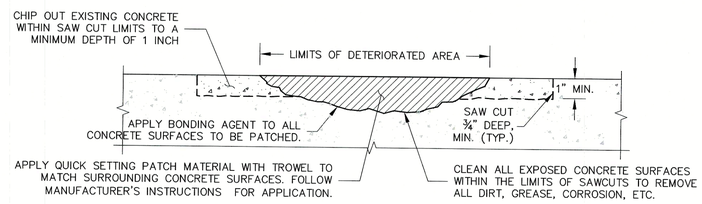
TYPICAL CRACK REPAIR DETAIL

NTS

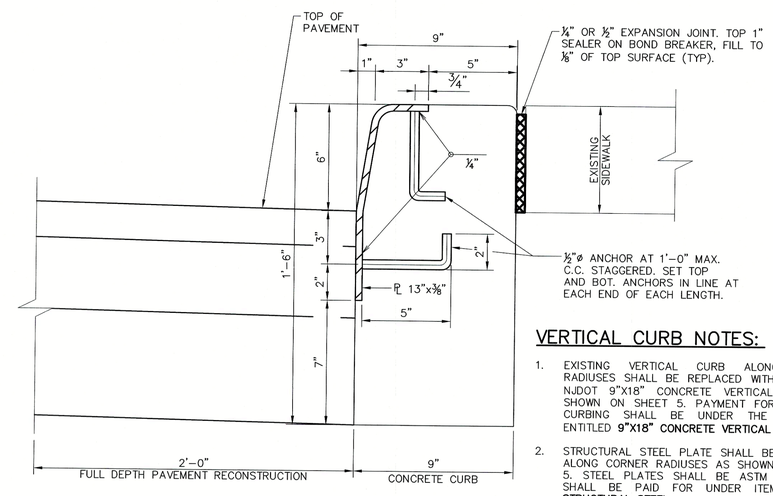




REPAIR TYPE-2 DETAIL

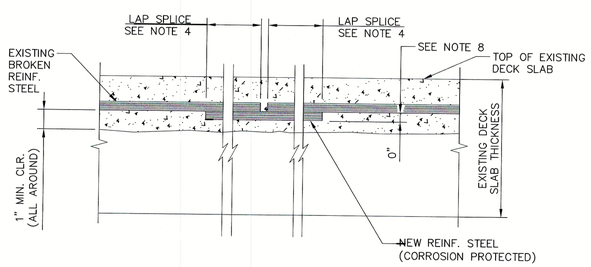


SECTION

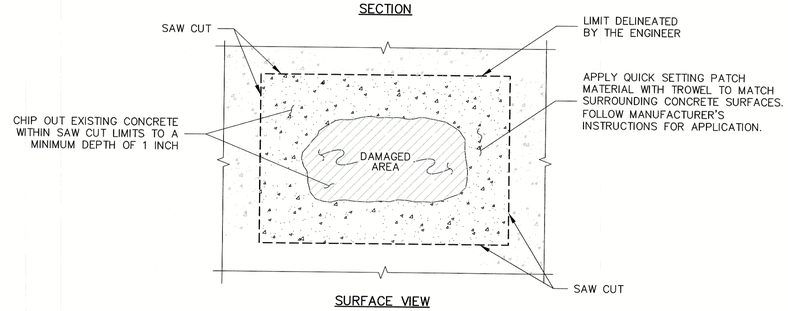


CONCRETE CURB WITH STEEL ARMOR PLATE

SCALE: 3" = 1'-0"

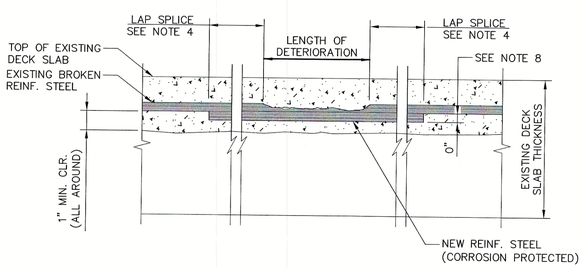


BROKEN REINFORCEMENT STEEL REPAIR



SURFACE VIEW

SPALLED DECK SURFACE REPAIR DETAIL TYPE 1 AND 2



DETERIORATED REINFORCEMENT STEEL REPAIR

BRIDGE DECK REPAIR NOTES:

TYPE 1 CONCRETE REPAIR (1" MIN. TO 2" MAX. DEPTH)

1. REMOVE ALL UNSOUND AND DETERIORATED CONCRETE AS PER TECHNICAL SPECIFICATIONS. THE EDGES OF THE AREA TO BE REPAIRED SHALL BE SAW-CUT BACK SHARP, PERPENDICULAR TO THE FACE OF THE CONCRETE TO AT LEAST 3/4" DEEP.
2. IN AREAS WHERE REMOVAL OF THE DETERIORATED CONCRETE DESTROYS THE BOND BETWEEN THE REINFORCEMENT STEEL AND THE CONCRETE, OR WHERE MORE THAN HALF THE DIAMETER OF THE REBAR IS EXPOSED, 1" OF CONCRETE REMOVAL AROUND THE BAR IS REQUIRED.
3. CLEAN TO BRIGHT METAL AND EPOXY COAT ALL EXPOSED REINFORCING STEEL.
4. CLEAN CONCRETE SURFACES TO BE REPAIRED AND APPLY AN EPOXY BONDING COAT AS PER THE TECHNICAL SPECIFICATIONS.
5. APPLY QUICK SETTING PATCH MATERIAL (QSPM) AS PER THE TECHNICAL SPECIFICATIONS AND FINISH TO MATCH EXISTING CONCRETE SURFACES AND ARCHITECTURAL DETAILS. EPOXY PATCH MATERIAL MEETING THE REQUIREMENTS OF THE TECHNICAL SPECIFICATIONS MAY BE USED. IF EPOXY PATCH MATERIAL IS USED, THE APPLICATION OF AN EPOXY BONDING COAT IS NOT NEEDED. QSPM SHALL BE HAND APPLIED OR FORMED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

TYPE 2 CONCRETE REPAIR (>2" TO 12" MAX. DEPTH)

1. REMOVE ALL UNSOUND AND DETERIORATED CONCRETE AS PER THE TECHNICAL SPECIFICATIONS. *THE EDGES OF THE AREA TO BE REPAIRED SHALL BE SAW-CUT BACK SHARP, PERPENDICULAR TO THE FACE OF THE CONCRETE TO AT LEAST 3/4" DEEP.
2. CLEAN TO BRIGHT METAL AND EPOXY COAT ALL EXPOSED REINFORCING STEEL. ALL REINFORCING STEEL WHICH HAVE DETERIORATED GREATER THAN 50% OF ITS ORIGINAL DIAMETER SHALL HAVE A SUPPLEMENTARY REBAR SPLICED TO IT. THIS REBAR SHALL BE OF THE SAME DIAMETER AS THE ORIGINAL REBAR, SHALL BE SPLICED AT LEAST 60 BAR DIAMETERS TO THE EXISTING REBAR AND SHALL BE EPOXY COATED.
3. WHERE REMOVAL OF DETERIORATED CONCRETE EXCEEDS 4", EPOXY COATED WELDED WIRE MESH SHALL BE SECURELY FASTENED TO THE EXISTING REINFORCING STEEL OR ADEQUATELY ANCHORED INTO SOUND CONCRETE AS DIRECTED BY THE ENGINEER. PROVIDE 2" MINIMUM COVER OVER THE WELDED WIRE MESH.
4. CLEAN CONCRETE SURFACES TO BE REPAIRED AND APPLY AN EPOXY BONDING COAT AS PER THE TECHNICAL SPECIFICATIONS.
5. APPLY QUICK SETTING PATCH MATERIAL (QSPM) AS PER THE TECHNICAL SPECIFICATIONS AND FINISH TO MATCH EXISTING CONCRETE SURFACES AND ARCHITECTURAL DETAILS. QSPM SHALL BE FORMED OR APPLIED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

* IF CRACKS IN CONCRETE STRUCTURE ARE STILL PRESENT AFTER REMOVAL OF DETERIORATED CONCRETE, THEY SHALL BE PRESSURE INJECTED (SEE "TYPICAL CRACK REPAIR DETAIL" SHOWN ABOVE)

VERTICAL CURB NOTES:

1. EXISTING VERTICAL CURB ALONG CORNER RADIUSES SHALL BE REPLACED WITH STANDARD NJDOT 9"X18" CONCRETE VERTICAL CURB AS SHOWN ON SHEET 5. PAYMENT FOR CONCRETE CURBING SHALL BE UNDER THE PAY ITEM ENTITLED **9"X18" CONCRETE VERTICAL CURB.**
2. STRUCTURAL STEEL PLATE SHALL BE INSTALLED ALONG CORNER RADIUSES AS SHOWN ON SHEET 5. STEEL PLATES SHALL BE ASTM A-36 AND SHALL BE PAID FOR UNDER ITEM ENTITLED **STRUCTURAL STEEL.**
3. STEEL FACING TO BE CLEANED AND PAINTED AS PER THE PROJECT SPECIFICATIONS. THE COLOR OF THE TOP COAT SHALL BE GRAY AS APPROVED BY THE ENGINEER.

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1/10/20
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DECK REPAIR DETAILS

FOR THE REPAIR OF
YOGI BERRA DRIVE BRIDGE
STRUCTURE No. 0760153
ON YOGI BERRA DRIVE OVER
NJ TRANSIT MONTCLAIR BOONTON LINE
IN THE TOWNSHIP OF MONTCLAIR
ESSEX COUNTY, NEW JERSEY

DATE:	DESIGNED BY:	DRAWN BY:	PROJECT NUMBER:
JANUARY 2020	DS	DS	1064.025
SCALE:	CHECKED BY:	CHECKED BY:	SHEET:
AS SHOWN	SS	SS	9 of 9

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