

ISLAND BEACH STATE PARK

BERKELEY TOWNSHIP



MATCHLINE
RE: CSP-102



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ISLAND BEACH STATE PARK
BERKELEY TOWNSHIP

ATLANTIC OCEAN

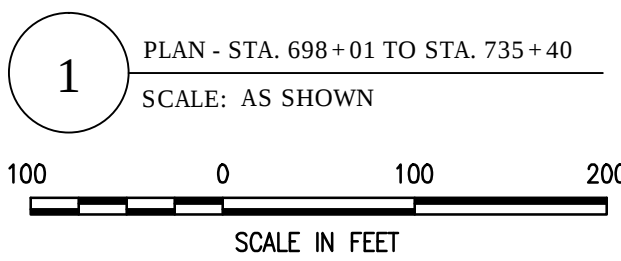
BERKELEY TOWNSHIP
BOROUGH OF SEASIDE PARK

MATCHLINE
RE: CSP-102

MANASQUAN INLET TO BARNEGAT INLET
OCEAN COUNTY, NEW JERSEY
BEACH-FILL
INITIAL CONSTRUCTION
PLAN - STA. 698+01 TO STA. 735+40

SHEET NUMBER
CBL-100

CROSSOVER KEY		
CROSSOVER NO.	STATION	DETAIL NO./SHEET NO.
1	698+60	1/C-404
2	714+23	1/C-404
3	717+02	1/C-403
4	719+53	1/C-403
5	722+02	4/C-410
6	723+13	4/C-410
7	724+75	5/C-403



NOTES:

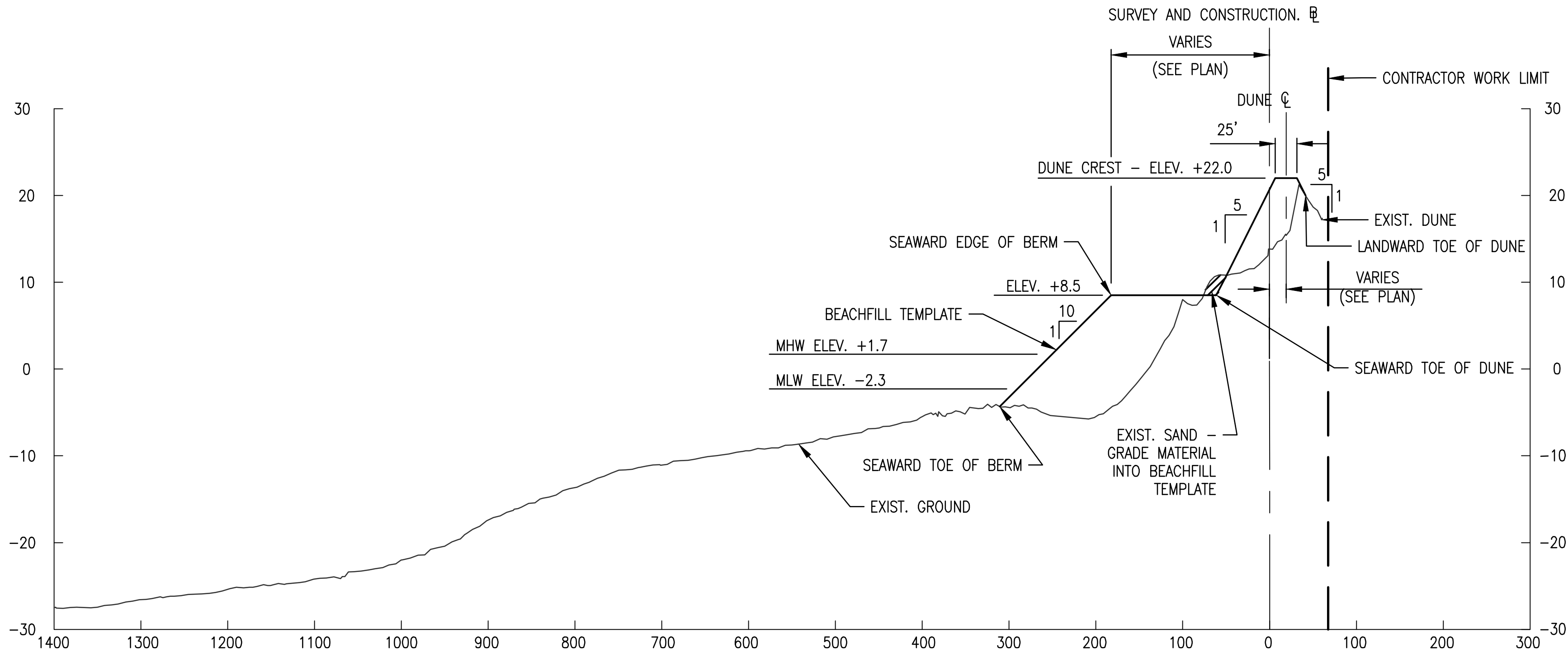
- SEE SHEET C-001 FOR LEGEND AND GENERAL NOTES.
- SEE SHEET C-102 FOR SURVEY AND CONSTRUCTION BASELINE GEOMETRY.
- SEE SHEET C-104 FOR CONTRACTOR WORK LIMIT COORDINATES.
- SEE SHEET CBL-200 FOR TYPICAL BEACHFILL SECTIONS, AND SHEETS CBL-300 FOR CROSS SECTIONS.
- SEE SHEET C-401 FOR DUNE CROSSOVER SCHEDULE AND SHEETS C-403 TO C-410 FOR PLANS OF CROSSOVERS.
- SEE SHEET C-419 FOR DUNE PLANTING AND FENCE DETAILS.
- SEE SHEETS C-500 THROUGH C-502 FOR BORROW AREA PLANS.
- NO ANCHORING OR PIPELINE PLACEMENT IS PERMITTED WITHIN ANY CULTURAL EXCLUSION ZONES. ONLY PLACEMENT OF BEACHFILL IS PERMITTED. SEE SPECIFICATIONS FOR RESTRICTIONS.
- THE LOAD RATING OF THE EXISTING DECKS ARE UNKNOWN AND MAY NOT SUSTAIN THE WEIGHT OF CONSTRUCTION EQUIPMENT.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO THE EXISTING WOOD BULKHEAD THAT OCCURS DURING THE BEACHFILL CONSTRUCTION AT NO EXPENSE TO THE GOVERNMENT.
- ALL EXISTING LOUDSPEAKERS, POSTS AND WIRING LOCATED WITHIN THE PROJECT FOOTPRINT SHALL BE REMOVED.
- CONSTRUCT ADA COMPLIANT STABILIZATION MAT. SEE SHEET C-401 FOR AREA OF MAT. SEE DETAIL 1/ C-420 FOR STABILIZATION MAT TO 1-5 TIE IN. SEE SPECIFICATIONS FOR REQUIREMENTS.

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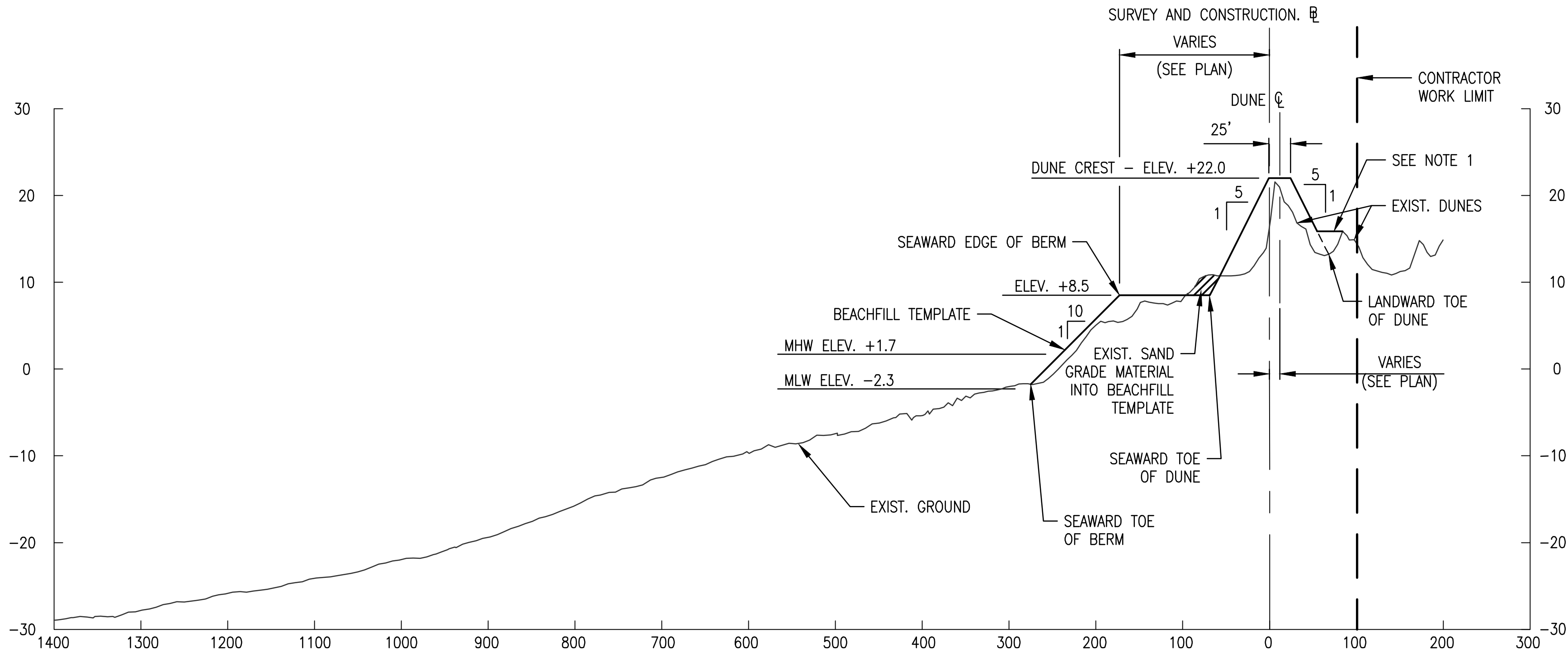
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1 TYPICAL SECTION - STA. 698+01 TO STA. 726+57
SCALE: AS SHOWN
V 10 0 10 20
H 100 0 100 200
SCALE IN FEET



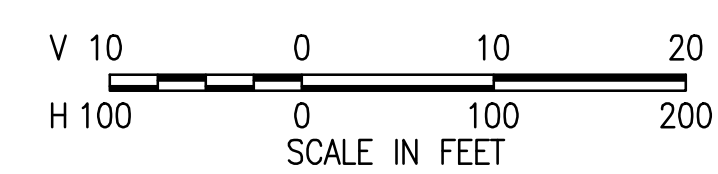
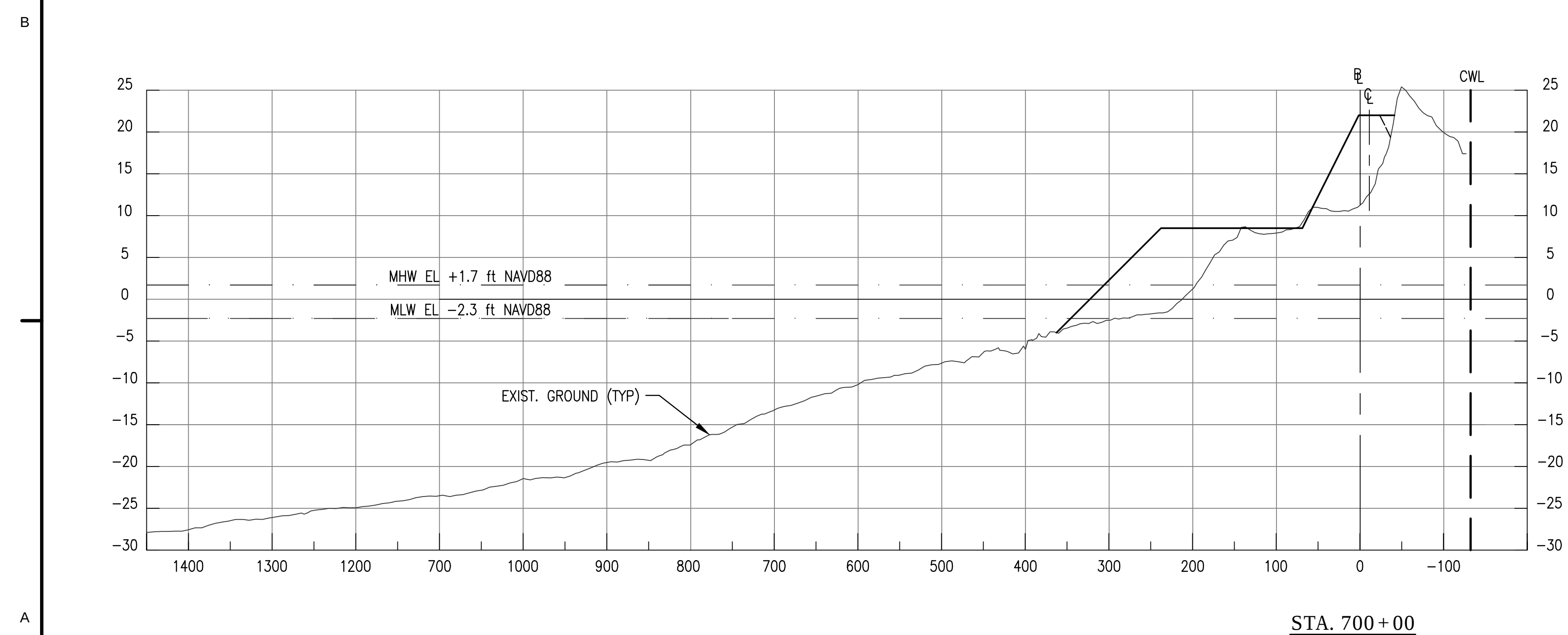
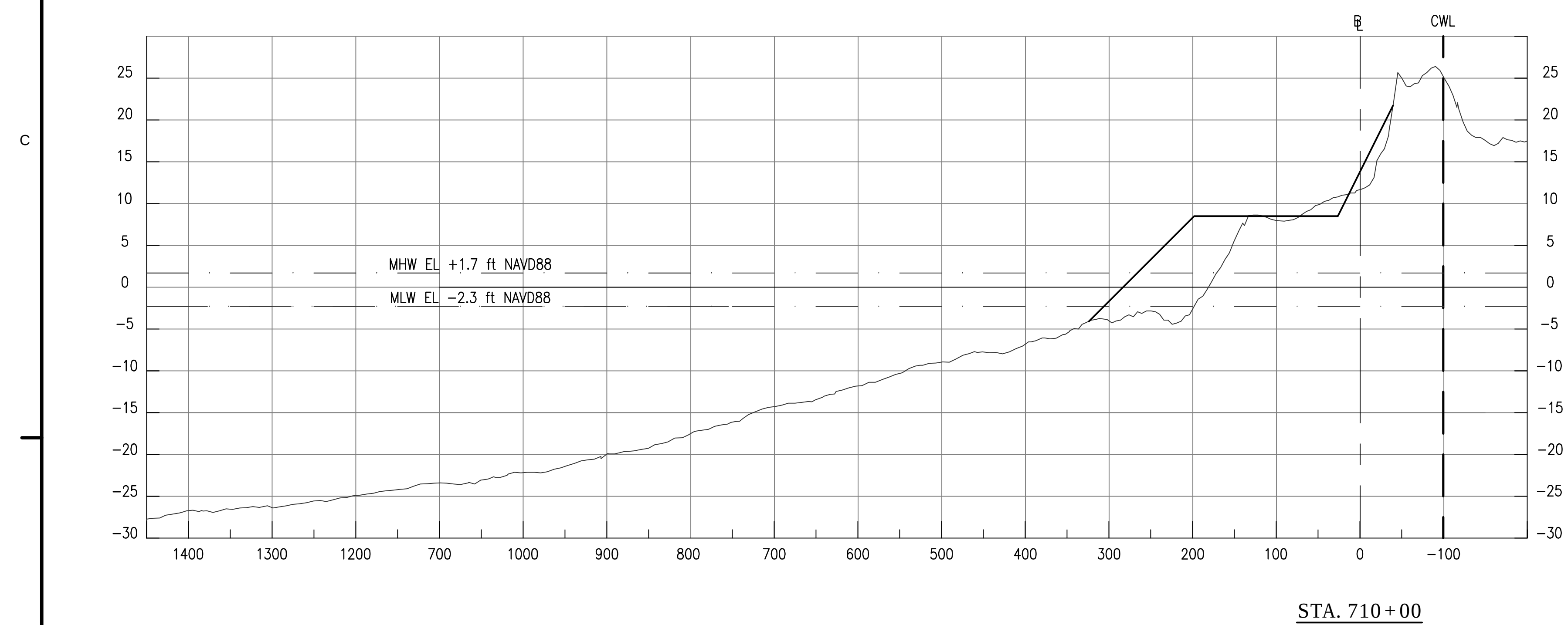
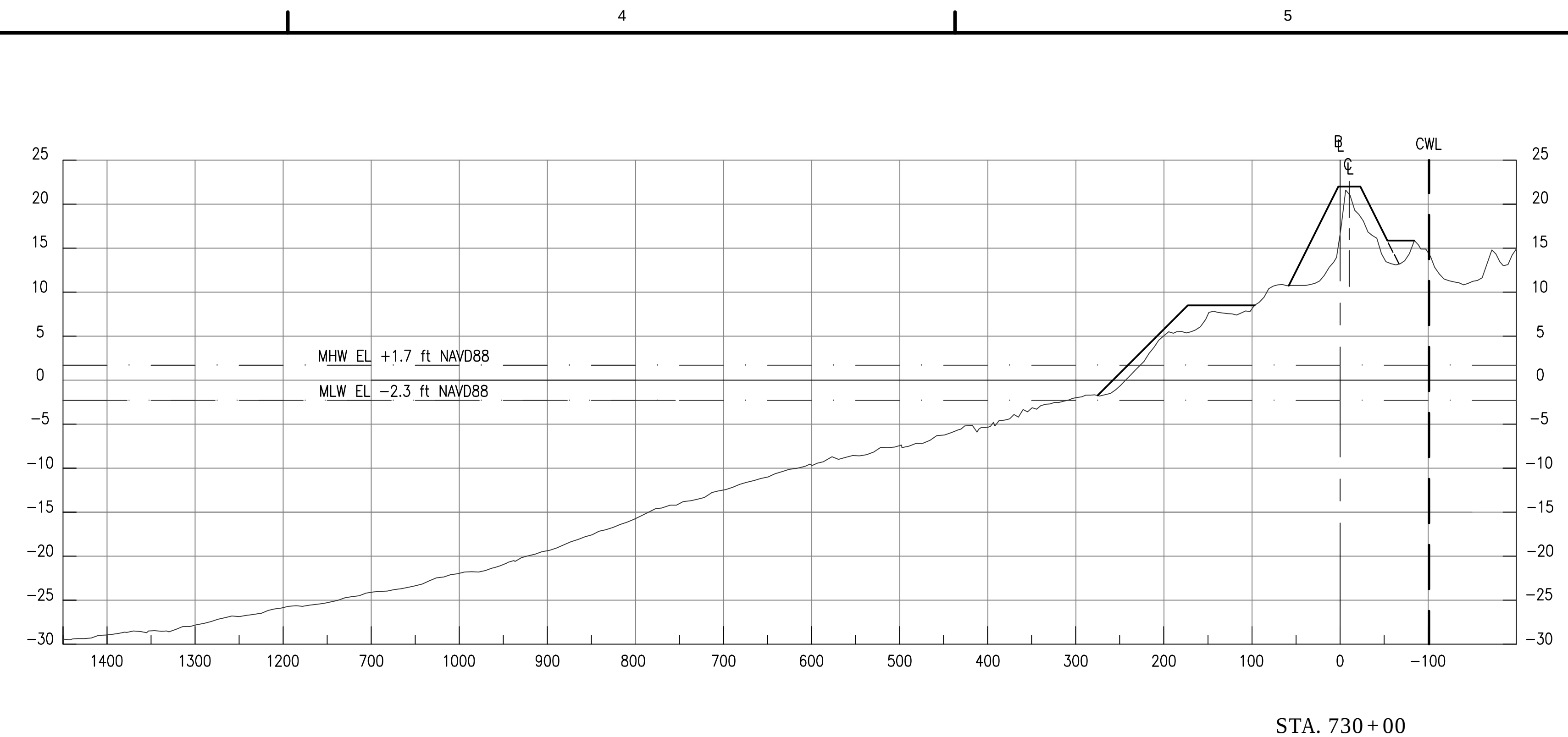
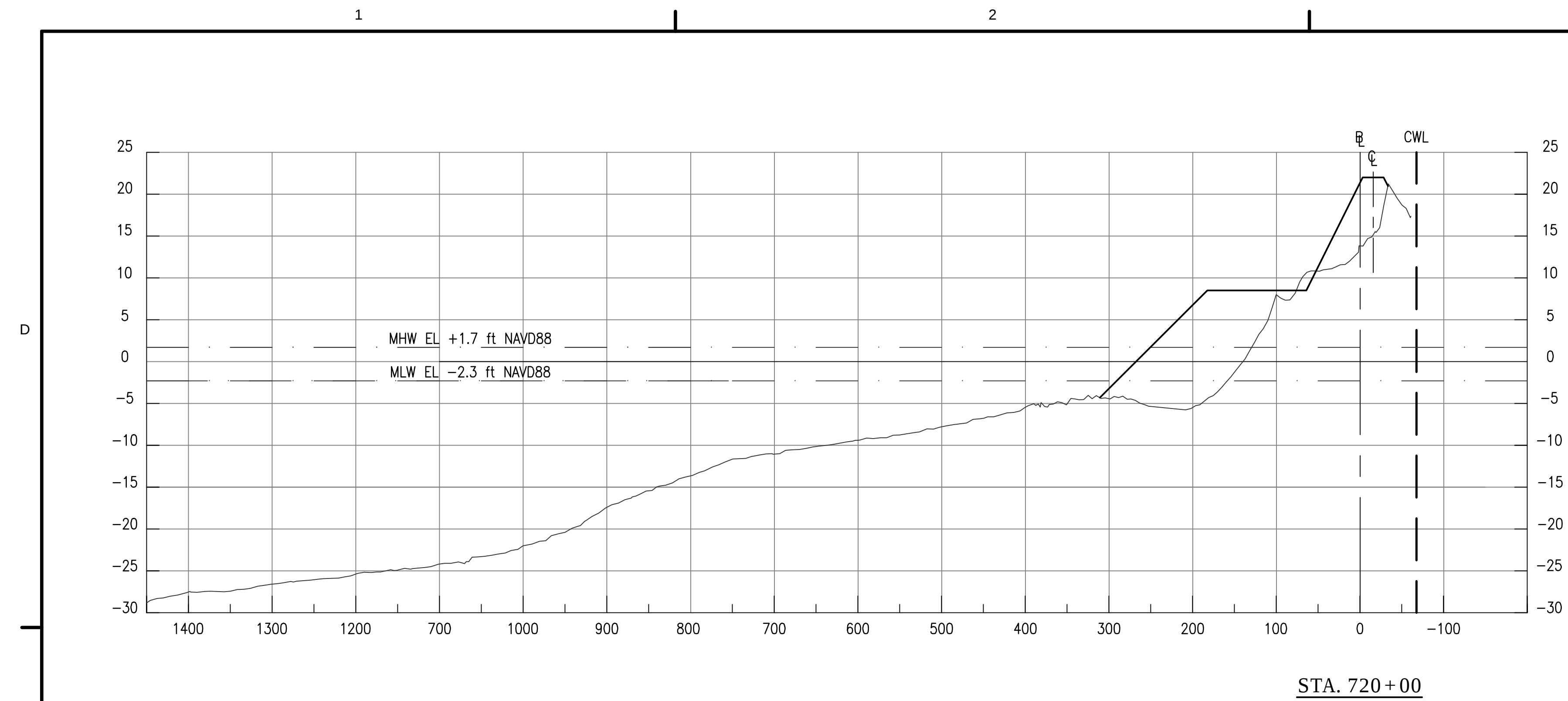
2 TYPICAL SECTION - STA. 726+57 TO STA. 735+40
SCALE: AS SHOWN
V 10 0 10 20
H 100 0 100 200
SCALE IN FEET

- NOTES:
1. PLACE SANDFILL TO ELIMINATE LOW AREAS BETWEEN THE EXISTING DUNE AND THE DUNE TEMPLATE.
 2. FOR BEACHFILL PLACEMENT AND PAYMENT TOLERANCES, SEE CONTRACT SPECIFICATIONS.



MANASQUAN INLET TO BARNEGAT INLET
OCEAN COUNTY, NEW JERSEY
BEACHFILL
INITIAL CONSTRUCTION
TYPICAL SECTIONS - BEACHFILL

SHEET NUMBER
CBL-200



NOTES:

1. CULTURAL EXCLUSION ZONES NOT SHOWN ON CROSS SECTIONS, SEE PLAN SHEET AND SPECIFICATIONS.
2. FOR TYPICAL SECTIONS, SEE SHEET CBL-200.



Army Corps
Engineers
Philadelphia District

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CITATION NUMBER: BU-14-B-0213	TRACT NUMBER:
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VIEWED BY:	PROJ
TEH	SOLIN
	W9128
	CON
E NAME:	

CKD BY: DAN	REV DCL
DWG SCALE: 1" = 100'	
DWG SIZE: E11	

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RSEY
ON
O STA. 730+00

BEACHFILL
CONSTRUCTION
- STA. 700+00 TO

OCEAN CO
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INITIAL
SS SECTIONS

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SHEET NUMBER

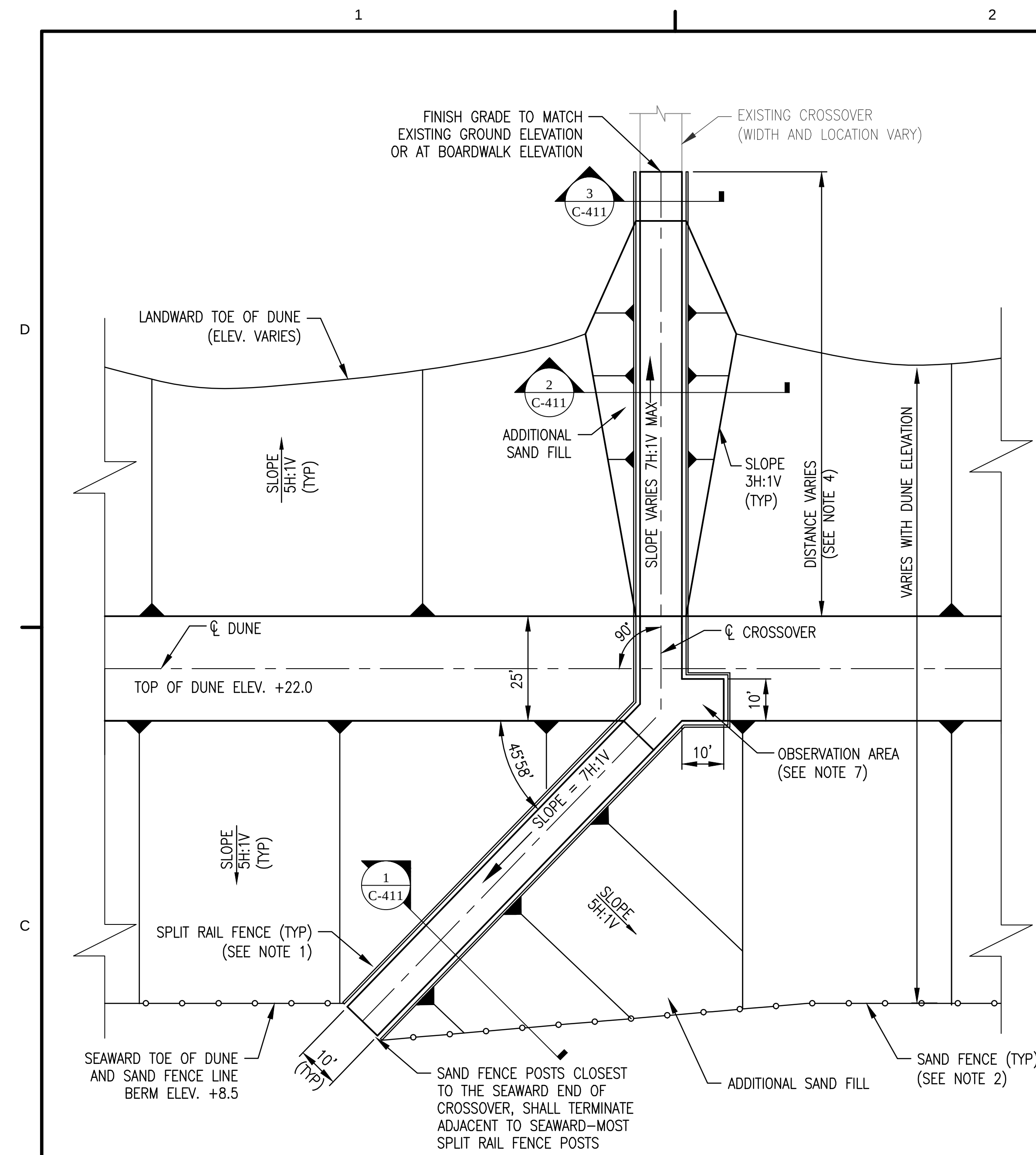
CBL-300

DUNE CROSSOVER SCHEDULE									
MUNICIPALITY	LOCATION	SURVEY & CONSTR. BASELINE STATION	OFFSET (FT)	CROSSOVER TYPE	WIDTH (FT)	AREA (SF)	STABILIZATION MAT ON CROSSOVER (SF)	STABILIZATION MAT ON BERM (SF)	REMARKS
BOROUGH OF POINT PLEASANT BEACH	BROADWAY	04+40	1.45 R	VEHICLE	15	3034	—	—	MEET EXISTING RAMP ELEV.
	MID—BLOCK	10+52	91.57 R	PEDESTRIAN	10	1276	1276	—	
	WATER ST	15+50	68.58 R	PEDESTRIAN	10	1219	1219	—	
	VENTRINI LN	23+04	58.41 R	PEDESTRIAN	10	1157	1157	—	
	PARKWAY AVE	25+10	13.53 L	ADA	10	2600	2600	298	SEE GRADING PLAN SHEET CPP-400
	PARKWAY AVE	25+26	21.64 L	VEHICLE	15	3007	—	—	SEE GRADING PLAN SHEET CPP-400
	CENTRAL AVE	29+73	30.03 R	PEDESTRIAN	10	1227	1227	—	
	ARNOLD AVE	32+63	0.60 L	VEHICLE	15	2506	—	—	
	MID—BLOCK	36+15	37.74 L	PEDESTRIAN	10	1327	1327	—	
	TRENTON AVE	40+65	62.77 L	PEDESTRIAN	10	1276	1276	—	
	FORMAN AVE	43+23	73.71 L	ADA	10	1965	1965	344	REMOVE 11'x5' WOOD STEPS MEET EXISTING BOARDWALK ELEV.
	ATLANTIC AVE	47+10	90.13 L	PEDESTRIAN	10	1335	1335	—	
	NEW JERSEY AVE	49+48	100.23 L	PEDESTRIAN	10	1361	1361	—	
	NEW YORK AVE	53+16	94.50 L	VEHICLE	15	4487	—	—	MEET EXISTING PAVEMENT ELEV.
	PHILADELPHIA AVE	56+66	84.52 L	PEDESTRIAN	10	2125	2125	—	
	WASHINGTON AVE	59+80	75.54 L	PEDESTRIAN	10	2119	2119	—	
	ELIZABETH AVE	77+15	60.02 L	PEDESTRIAN	10	1911	1911	—	
	CARTER AVE	79+60	37.64 L	PEDESTRIAN	10	1610	1610	—	
	MID—BLOCK	81+00	27.96 L	PEDESTRIAN	10	1561	1561	—	
	MARYLAND AVE	91+48	23.95 L	ADA	10	4710	4710	555	REMOVE EXISTING TIMBER BULKHEAD, STAIRS, AND FRAME SHED.
BOROUGH OF BAY HEAD	OSBORN AVE	97+29	132.80 L	PEDESTRIAN	10	1981	—	—	
	NORTH ST	102+82	132.78 L	ADA	10	4473	—	570	MEET EXISTING PAVEMENT ELEV.
	NORTH ST	102+99	132.38 L	VEHICLE	15	5285	—	—	MEET EXISTING PAVEMENT ELEV.
	KARGE ST	107+26	133.50 L	PEDESTRIAN	10	1774	—	—	REMOVE 6± LF OF RAILING AT SEAWARD EDGE OF DECK SEE SHEET C-413
	HARRIS ST	111+86	146.80 L	PEDESTRIAN	10	1957	—	—	REMOVE 8± LF OF RAILING AND REINSTALL 6± LF, SEE SHEET C-413
	BRIDGE AVE	116+52	146.90 L	PEDESTRIAN	10	1826	—	—	REMOVE 8± LF OF RAILING AND REINSTALL 6± LF, SEE SHEET C-413
	HOWE ST	121+15	143.90 L	PEDESTRIAN	10	1728	—	—	REMOVE 8± LF OF RAILING AND REINSTALL 6± LF, SEE SHEET C-413
	MOUNT ST	125+67	137.40 L	PEDESTRIAN	10	1736	—	—	REMOVE 8± LF OF RAILING AND REINSTALL 6± LF, SEE SHEET C-413
	CHADWICK ST	131+46	121.90 L	PEDESTRIAN	10	1551	—	—	REMOVE APPROX 4 LF X 36 LF OF EXISTING STEPS AND DECK
	JOHNSON ST	143+28	73.70 L	PEDESTRIAN	10	1721	—	—	REMOVE 8± LF OF RAILING AND REINSTALL 6± LF, SEE SHEET C-413
	EGBERT ST	148+21	59.10 L	PEDESTRIAN	10	1676	—	—	REMOVE 8± LF OF RAILING AND REINSTALL 6± LF, SEE SHEET C-413
	STRICKLAND ST	152+97	23.48 L	PEDESTRIAN	10	1375	—	—	REMOVE APPROX 6 LF X 36 LF OF EXISTING STEPS AND DECK
BOROUGH OF MANTOLOKING	CARRIGAN PLACE	165+44	28.85 L	PEDESTRIAN	10	1564	—	—	
	WILLIAMS PLACE	170+80	29.88 L	PEDESTRIAN	10	1702	—	—	
	NEWMAN PLACE	176+47	30.86 L	PEDESTRIAN	10	1704	—	—	
	STEPHENS PLACE	182+20	29.77 L	PEDESTRIAN	10	1723	—	—	
	LYMAN ST	188+86	28.51 L	VEHICLE	15	4758	—	—	
	MID—BLOCK	196+12	32.49 L	PEDESTRIAN	10	1634	—	—	
	MID—BLOCK	207+50	38.89 L	PEDESTRIAN	10	1564	—	—	
	MID—BLOCK	212+48	41.68 L	PEDESTRIAN	10	1634	—	—	
	MID—BLOCK	219+39	45.56 L	PEDESTRIAN	10	1844	—	—	
	HERBERT ST	229+12	76.24 L	PEDESTRIAN	10	1722	—	—	
	DOWNER AVE	239+87	63.35 L	ADA	10	5170	—	480	MEET EXISTING PAVEMENT ELEV.
	PRINCETON AVE	250+21	50.35 L	VEHICLE	15	3231	—	—	MEET EXISTING PAVEMENT ELEV.
	ALBERTSON ST	260+63	30.02 L	PEDESTRIAN	10	1704	—	—	
	MID—BLOCK	271+25	2.58 L	PEDESTRIAN	10	1529	—	—	
BRICK TOWNSHIP	MID—BLOCK	293+93	63.06 L	PEDESTRIAN	10	1723	—	—	
	DUNE AVE	299+78	64.87 L	ADA	10	3245	—	570	
	BEACH 1	320+84	57.74 L	ADA	10	3394	—	570	REMOVE 95'x5' EXISTING STABILIZATION MAT. MEET EXISTING PAVEMENT ELEV.
	BEACH 1	320+99	57.57 L	VEHICLE	15	4336	—	—	MEET EXISTING PAVEMENT ELEV.
	BEACH 2	329+57	48.45 L	PEDESTRIAN	10	1631	—	—	
	OSPREY LN	334+10	57.73 L	PEDESTRIAN	10	1561	—	—	
	BEACH 3	339+75	47.33 L	VEHICLE	15	3895	—	—	
	BEACH 3	341+71	65.14 L	ADA	10	3876	—	615	REMOVE 107'x5' STABILIZATION MAT (90' TO BEACH). REMOVE 92'x5' STABILIZATION MAT (45' TO BEACH).
	KUPPER AVE	353+92	91.60 L	PEDESTRIAN	10	1361	—	—	
	DEAUVILLE DRIVE	360+35	58.02 L	PEDESTRIAN	10	1631	—	—	
	EIGHTH AVE	365+21	76.39 L	PEDESTRIAN	10	1841	—	—	
	SEVENTH AVE	367+61	71.11 L	PEDESTRIAN	10	2331	—	—	
	SIXTH AVE	370+10	65.63 L	PEDESTRIAN	10	2051	—	—	

DUNE CROSSOVER SCHEDULE									
MUNICIPALITY	LOCATION	SURVEY & CONSTR. BASELINE STATION	OFFSET (FT)	CROSSOVER TYPE	WIDTH (FT)	AREA (SF)	STABILIZATION MAT ON CROSSOVER (SF)	STABILIZATION MAT ON BERM (SF)	REMARKS
TOMS RIVER TOWNSHIP (NORTH)	FIFTH AVE	372+61	62.74 L	PEDESTRIAN	10	2331	2331	—	
	FOURTH AVE	375+21	70.75 L	PEDESTRIAN	10	2121	2121	—	
	THIRD AVE	377+60	78.12 L	PEDESTRIAN	10	2121	2121	—	
	SECOND AVE	380+10	76.91 L	PEDESTRIAN	10	1911	1911	—	
	FIRST AVE	382+70	72.41 L	PEDESTRIAN	10	1911	1911	—	
	FISHERMANS ROAD	389+89	59.92 L	PEDESTRIAN	10	2491	2491	—	
	SILVER BEACH ROAD	391+51	57.12 L	PEDESTRIAN	10	2611	2611	—	
	BOATMANS ROAD	393+17	54.25 L	PEDESTRIAN	10	2731	2731	—	
	N. SURF ROAD	395+95	49.41 L	PEDESTRIAN	10	1841	1841	—	
	S. SURF ROAD	397+35	54.97 L	PEDESTRIAN	10	1841	1841	—	
	SPRAY WAY	398+91	72.46 L	PEDESTRIAN	10	1911	1911	—	MEET EXISTING BOARDWALK ELEV.
	SURF WAY	400+48	59.84 L	PEDESTRIAN	10	1915	1915	—	MEET EXISTING BOARDWALK ELEV.
	E. ATLANTIC WAY	402+03	47.37 L	PEDESTRIAN	10	1909	1909	—	MEET EXISTING BOARDWALK ELEV.
	BEACH WAY	403+62	36.62 L	PEDESTRIAN	10	1929	1929	—	MEET EXISTING BOARDWALK ELEV.
	KITTIWAKE AVE	422+46	12.86 L	VEHICLE	15	3447	—	—	
	CORONADO ROAD	433+44	26.30 L	PEDESTRIAN	10	1701	1701	—	
	LAS VEGAS ROAD	436+30	45.95 L	PEDESTRIAN	10	1911	1911	—	
	PLAINFIELD AVE	441+05	6.00 L	ADA	10	3370	3370	570	
BOROUGH OF LAVALLETTE	BRYN MAWR AVE	451+05	5.42 L	PEDESTRIAN	10	1771	—	—	REMOVE EXISTING 17'x17' WOOD DECK (AT GRADE) AND TWO BENCHES. MEET EXISTING RAMP ELEV.
	HADDONFIELD AVE	453+85	13.61 L	PEDESTRIAN	10	1701	—	—	REMOVE EXISTING 17'x17' WOOD DECK (AT GRADE) AND TWO BENCHES. MEET EXISTING RAMP ELEV.
	WESTMONT AVE	456+80	22.24 L	PEDESTRIAN	10	1561	—	—	
	ORTLEY AVE	459+17	29.18 L	VEHICLE	15	3757	—	—	MEET EXISTING PAVEMENT ELEV.
	WHITE AVE	462+25	36.07 L	PEDESTRIAN	10	1934	—	—	MEET EXISTING BOARDWALK ELEV.
	KERR AVE	464+95	41.43 L	PEDESTRIAN	10	1948	—	—	MEET EXISTING BOARDWALK ELEV.
	BOND AVE	467+65	46.79 L	PEDESTRIAN	10	1964	—	—	MEET EXISTING BOARDWALK ELEV.
	GUYER AVE	470+35	52.15 L	PEDESTRIAN	10	1979	—	—	MEET EXISTING BOARDWALK ELEV.
	PRESIDENT AVE	472+98	57.37 L	ADA	10	3788	—	570	MEET EXISTING BOARDWALK ELEV.
	REESE AVE	476+05	63.47 L	PEDESTRIAN	10	2007	—	—	MEET EXISTING BOARDWALK ELEV.
	VANCE AVE	478+50	68.32 L	PEDESTRIAN	10	2025	—	—	MEET EXISTING BOARDWALK ELEV.
	MAGEE AVE	481+22	73.73 L	PEDESTRIAN	10	2043	—	—	MEET EXISTING BOARDWALK ELEV.
	BROWN AVE	483+90	79.04 L	PEDESTRIAN	10	1992	—	—	MEET EXISTING BOARDWALK ELEV.
	CAMDEN AVE	486+60	84.40 L	PEDESTRIAN	10	1981	—	—	MEET EXISTING BOARDWALK ELEV.
	PHILADELPHIA AVE	489+46	91.60 L	ADA	10	3769	—	580	MEET EXISTING BOARDWALK ELEV.
	PHILADELPHIA AVE	490+05	92.40 L	VEHICLE	15	3876	—	—	MEET EXISTING BOARDWALK ELEV.
	WASHINGTON AVE	492+30	92.49 L	PEDESTRIAN	10	2072	—	—	MEET EXISTING BOARDWALK ELEV.
	BROOKLYN AVE	495+00	96.26 L	PEDESTRIAN	10	2073	—	—	MEET EXISTING BOARDWALK ELEV.
	NEW BRUNSWICK AVE	497+95	100.38 L	PEDESTRIAN	10	2071	—	—	MEET EXISTING BOARDWALK ELEV.
	VIRGINIA AVE	500+40	103.63 L	PEDESTRIAN	10	2067	—	—	MEET EXISTING BOARDWALK ELEV.
	PENNSYLVANIA AVE	503+11	106.24 L	PEDESTRIAN	10	1981	—	—	MEET EXISTING BOARDWALK ELEV.
	NEW YORK AVE	506+01	109.02 L	ADA	10	3838	—	570	MEET EXISTING BOARDWALK ELEV.
	NEW JERSEY AVE	508+80	102.67 L	PEDESTRIAN	10	2031	—	—	MEET EXISTING BOARDWALK ELEV.
	JERSEY CITY AVE	511+55	96.73 L	PEDESTRIAN	10	2022	—	—	MEET EXISTING BOARDWALK ELEV.
	PRINCETON AVE	514+25	91.38 L	PEDESTRIAN	10	2024	—	—	MEET EXISTING BOARDWALK ELEV.
	ELIZABETH AVE	517+18	85.60 L	PEDESTRIAN	10	2019	—	—	MEET EXISTING BOARDWALK ELEV.
	NEWARK AVE	519+65	80.69 L	PEDESTRIAN	10	2017	—	—	MEET EXISTING BOARDWALK ELEV.
	DOVER AVE	525+24	81.71 L	PEDESTRIAN	10	2143	—	—	MEET EXISTING BOARDWALK ELEV.
TOMS RIVER TOWNSHIP (SOUTH)	SECOND AVE	529+06	104.13 L	PEDESTRIAN	10	2051	2051	—	
	MID-BLOCK	530+73	108.88 L	VEHICLE	15	4117	—	—	MEET EXISTING PAVEMENT ELEV.
	THIRD AVE	532+83	106.62 L	PEDESTRIAN	10	1917	1917	—	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV.
	FOURTH AVE	535+85	127.86 L	ADA	10	3495	3495	570	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV. REMOVE EXISTING 35'x12' ADA COMPLIANT RAMP. REMOVE EXISTING 36'x6' DECK.
	FIFTH AVE	538+84	153.31 L	PEDESTRIAN	10	2451	2451	—	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV.
	SEVENTH AVE	545+02	149.05 L	PEDESTRIAN	10	2410	2410	—	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV.
	EIGHTH AVE	547+51	122.33 L	PEDESTRIAN	10	2226	2226	—	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV.
	FIELDER AVE	550+61	92.95 L	ADA	10	3672	3672	570	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV. REMOVE EXISTING 37'x12' ADA COMPLIANT RAMP. REMOVE EXISTING 30'x6' DECK.
	FORT AVE	552+50	84.33 L	PEDESTRIAN	10	1811	1811	—	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV. REMOVE EXISTING 44'x12' ADA COMPLIANT RAMP (NORTH SIDE). REMOVE EXISTING 26'x8" ADA COMPLIANT RAMP (SOUTH SIDE). CONSTRUCT 8 I.F. ADA COMPLIANT POST AND RAIL FENCE ON SOUTH AND NORTH SIDES OF EXISTING DECK.
	COOLIDGE AVE	553+75	84.62 L	PEDESTRIAN	10	1814	1814	—	REMOVE 10' OF EXISTING POST AND RAIL FENCE. MEET EXISTING DECK ELEV.
	HARDING AVE	556+10	85.75 L	VEHICLE	15	4357	—	—	

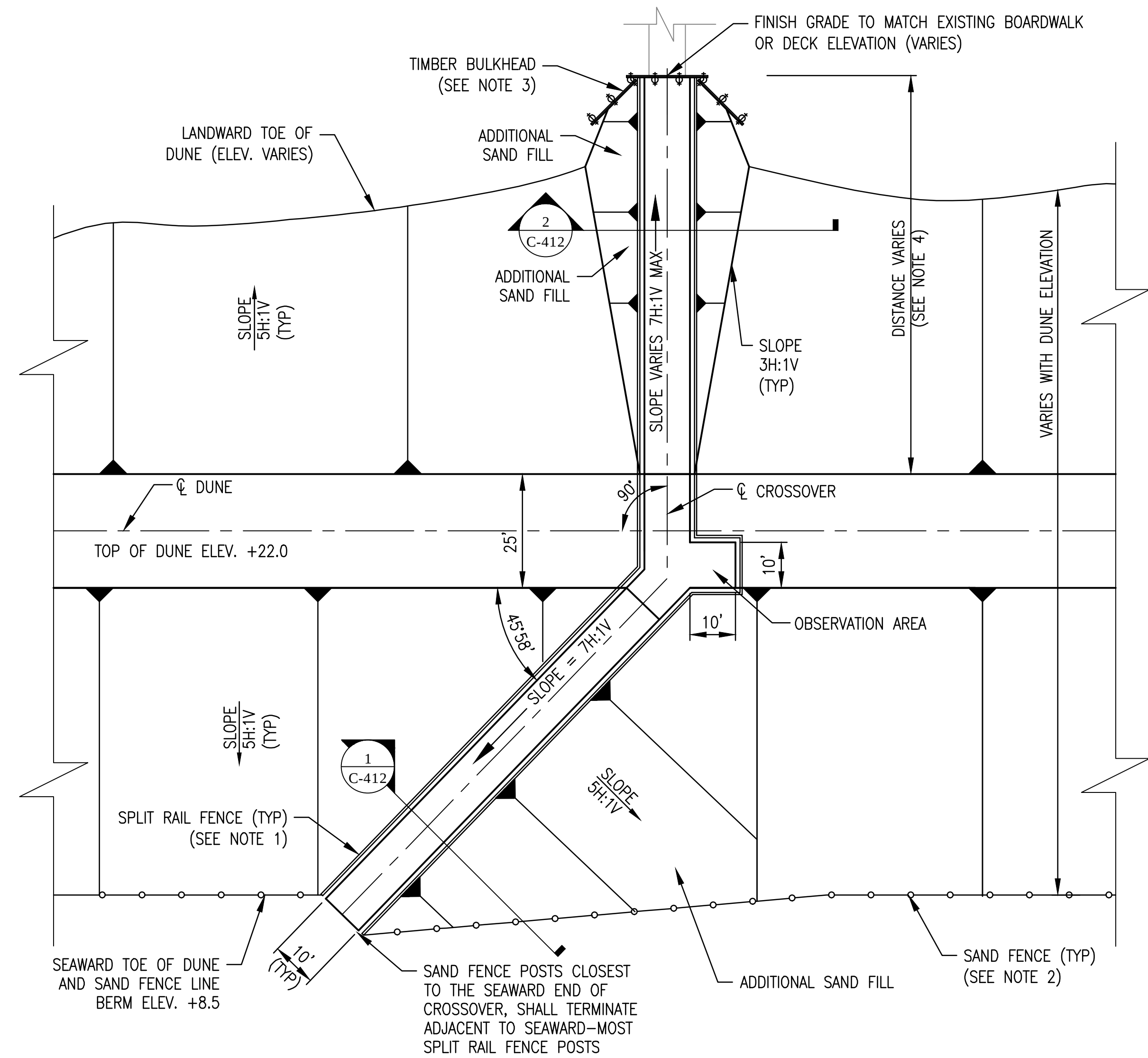
NOTES:

1. THE STATION AND OFFSET ARE FROM THE SURVEY AND CONSTRUCTION BASELINE TO THE CENTERLINE INTERSECTION OF THE CROSSOVER AND THE NEW DUNE.
2. ADA IS AN ABBREVIATION FOR AMERICAN DISABILITIES ACT ACCESSIBLE CROSSOVER.
3. DIMENSIONS OF EXISTING ITEMS TO BE REMOVED ARE APPROXIMATE.



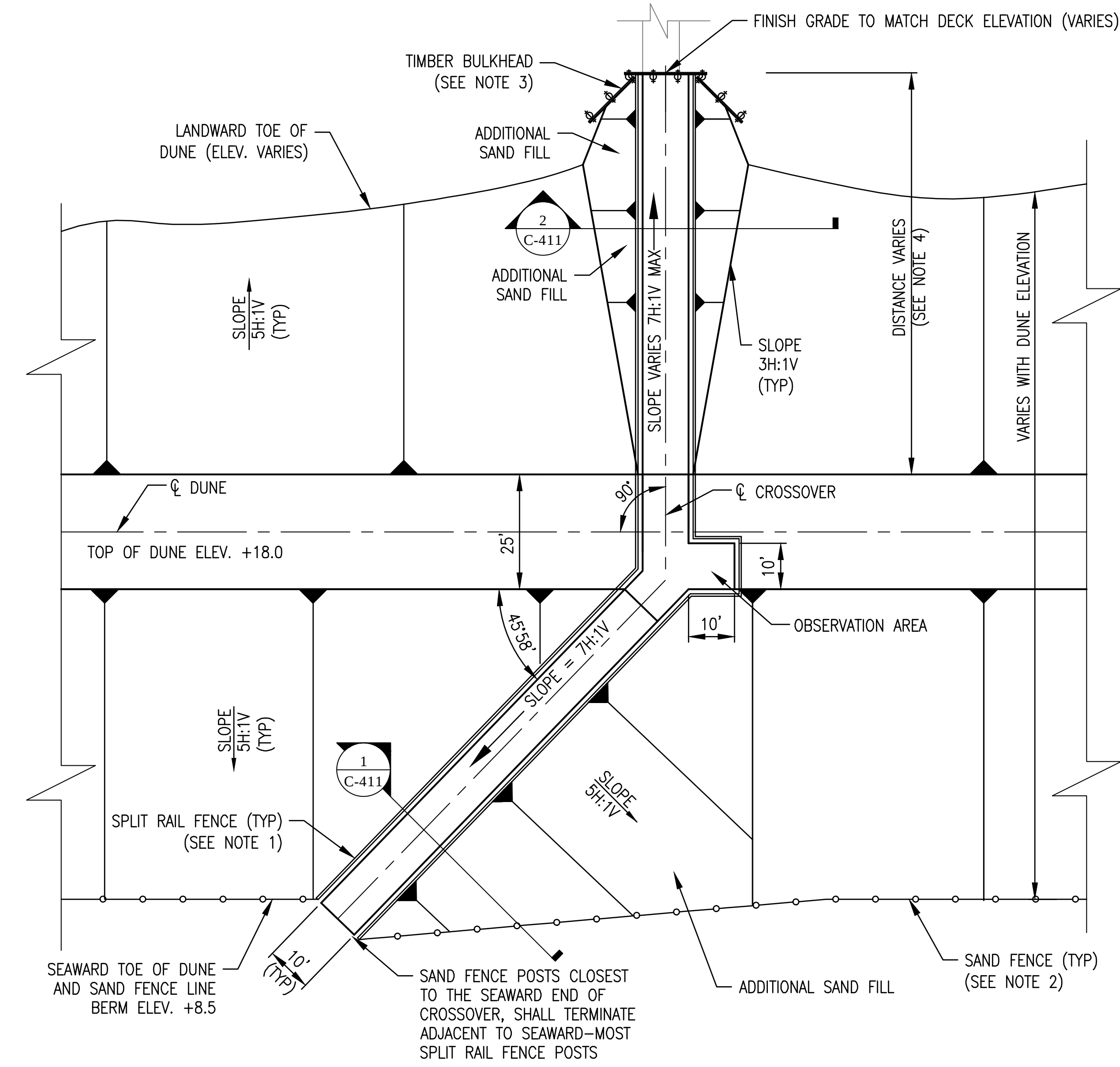
1 PLAN - TYPICAL PEDESTRIAN CROSSOVER (BAY HEAD - OSBORNE ST & LAVALLETTE & BERKELEY)
SCALE: AS SHOWN

20 0 20 40
SCALE IN FEET



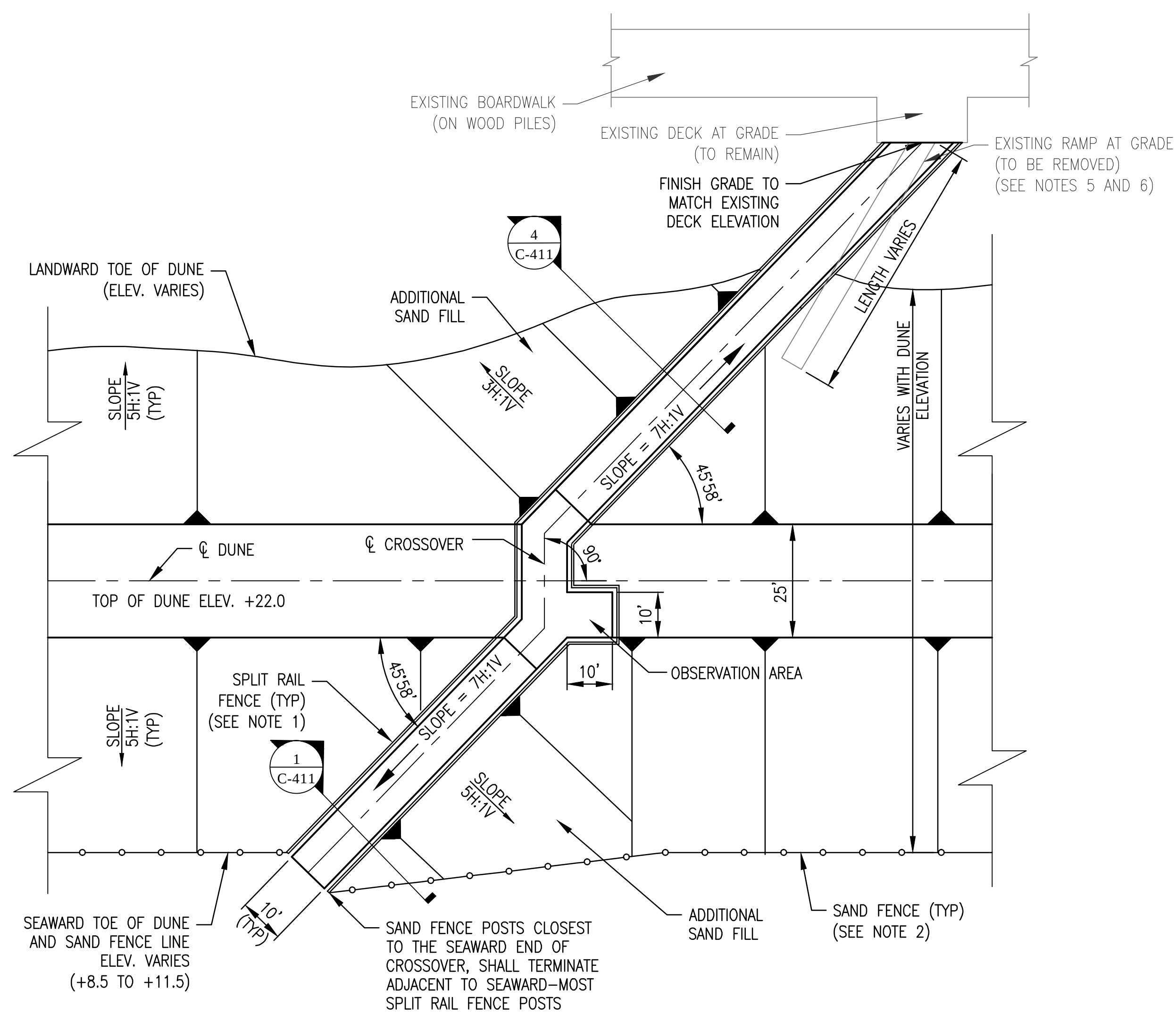
2 PLAN - TYPICAL PEDESTRIAN CROSSOVER WITH STABILIZATION MAT. (TOMS RIVER)
SCALE: AS SHOWN

A horizontal scale bar with alternating black and white segments. Numerical labels are placed above the bar: '20' at the left end, '0' at the center, '20' at the right end, and '40' at the far right end. Below the bar, the text 'SCALE IN FEET' is centered.



3 PLAN - TYPICAL PEDESTRIAN CROSSOVER (SEASIDE HEIGHTS)
SCALE: AS SHOWN

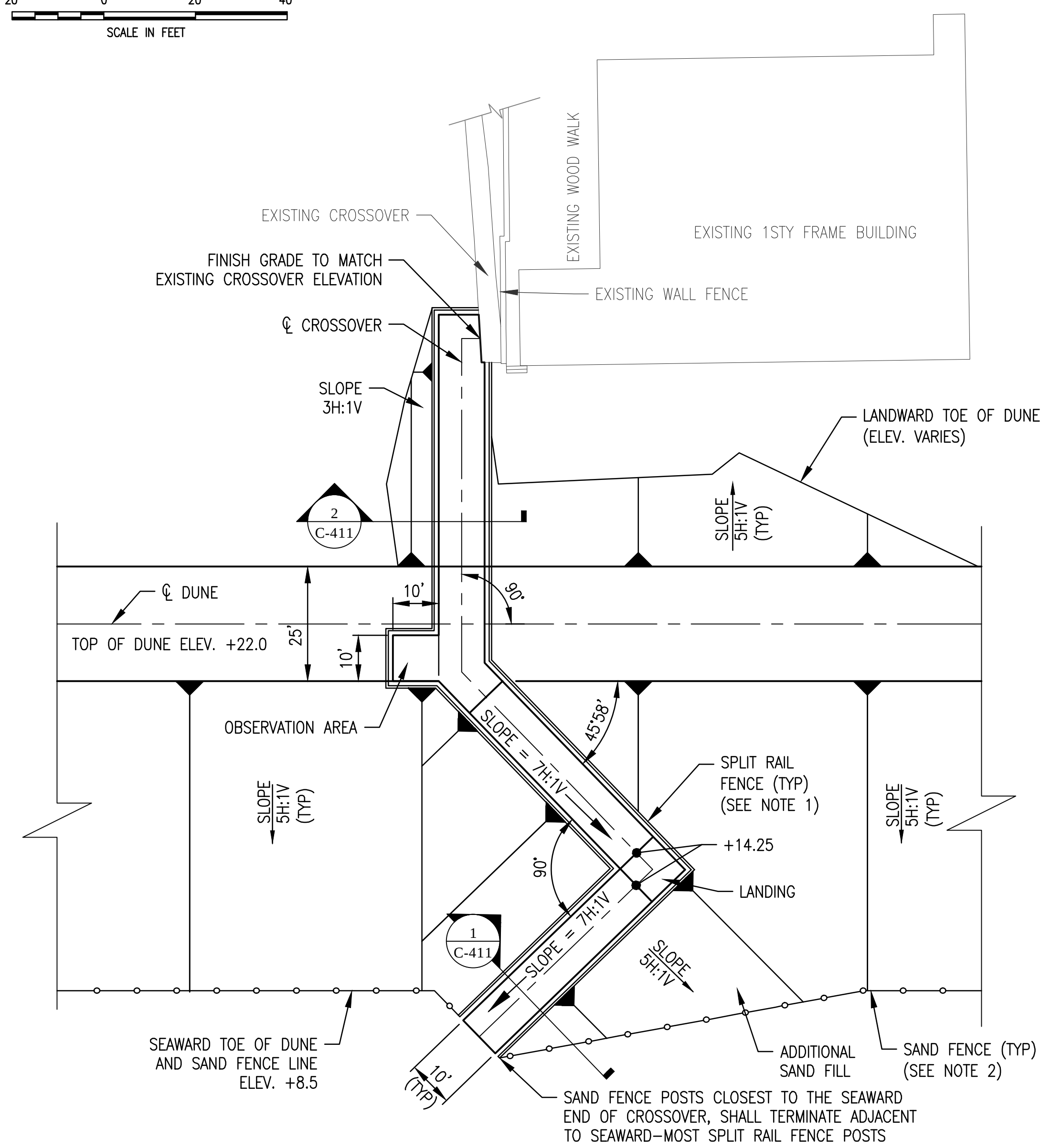
A horizontal scale bar with tick marks at 20, 0, 20, and 40. The text "SCALE IN FEET" is centered below the bar.



4 PLAN - TYPICAL PEDESTRIAN CROSSOVER (SEASIDE PARK)
SCALE: AS SHOWN

20 0 20 40

SCALE IN FEET

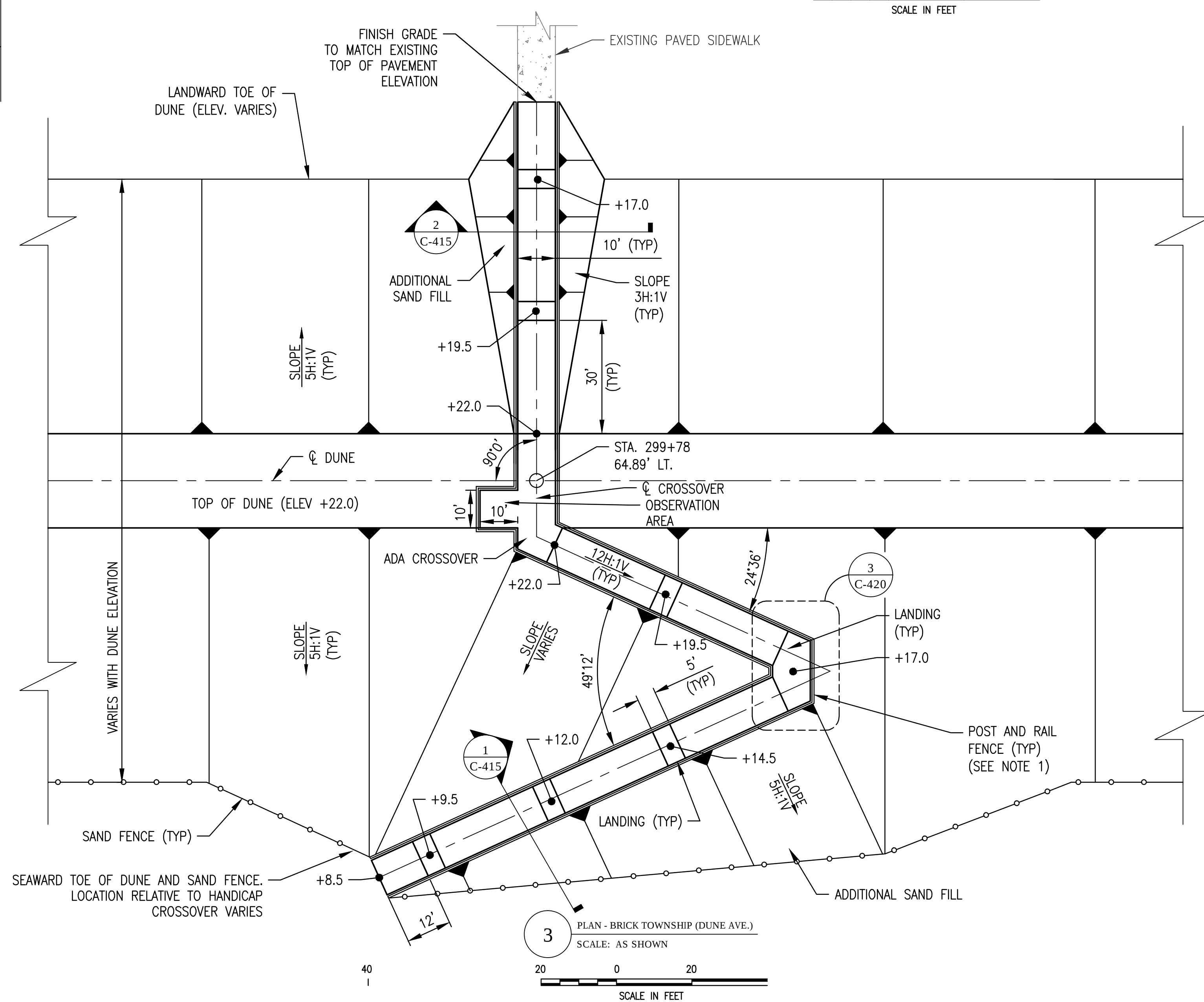
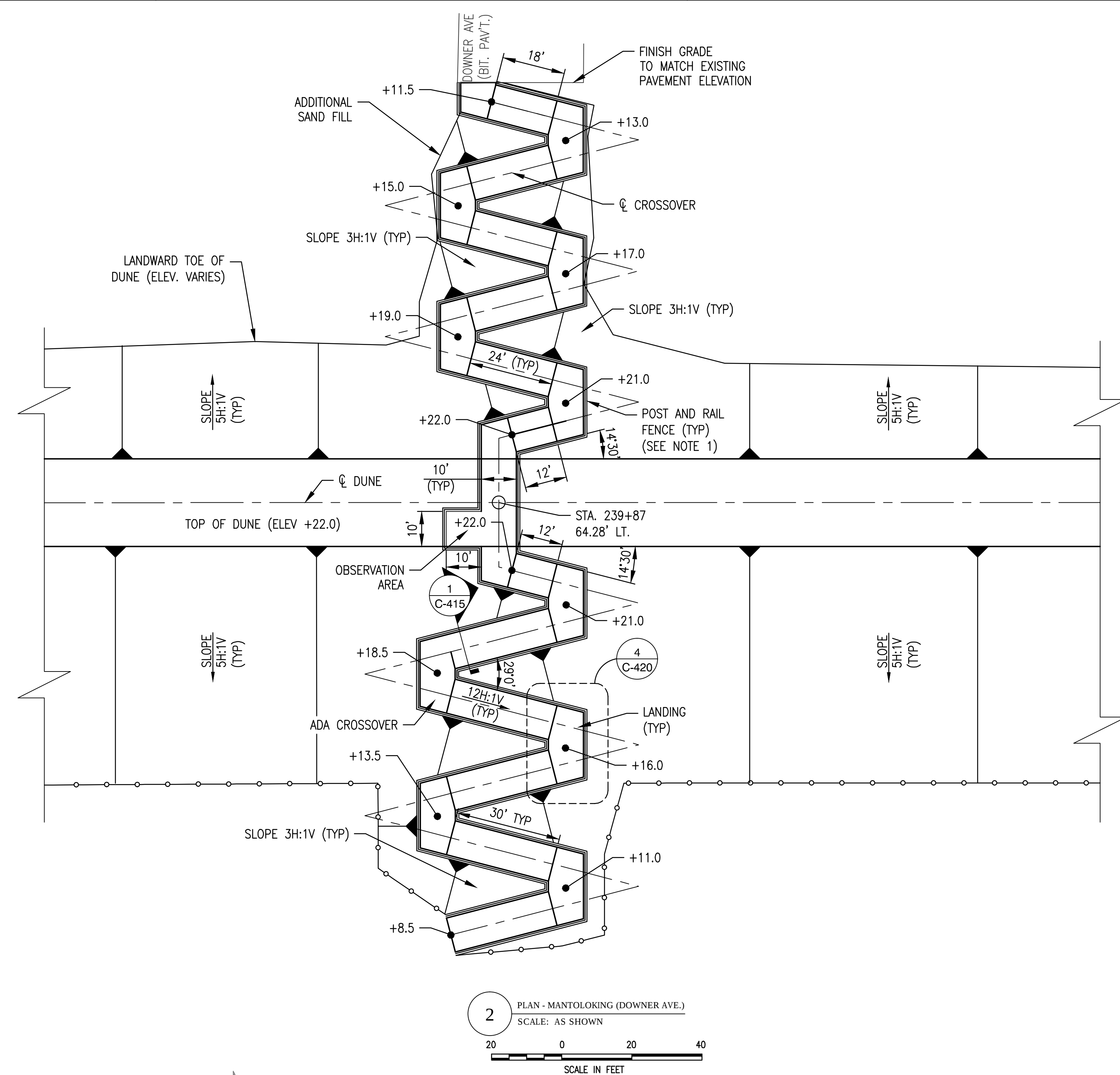
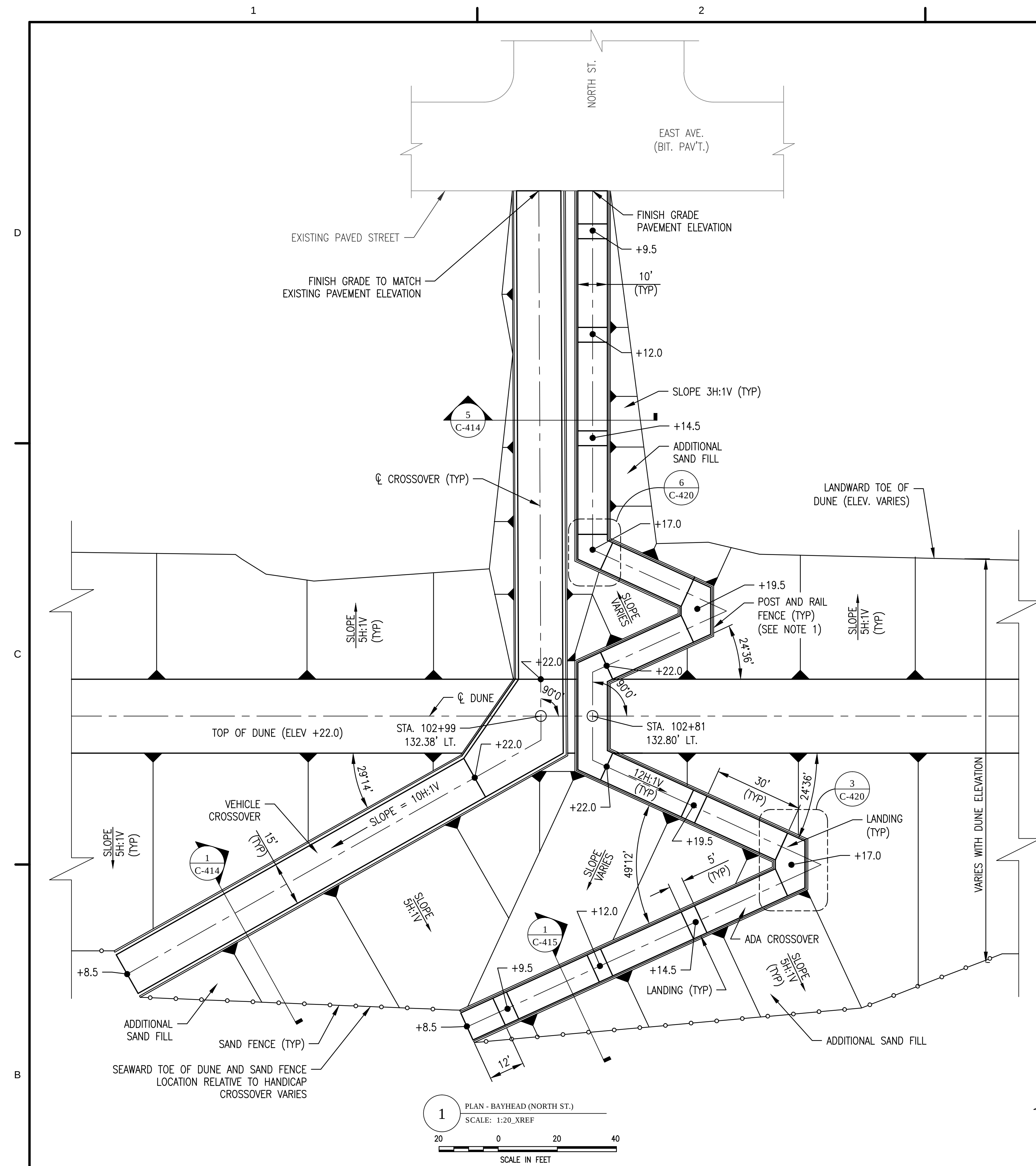


5 PLAN - PEDESTRIAN CROSSOVER (BERKELEY - 24TH AVE.)
SCALE: AS SHOWN

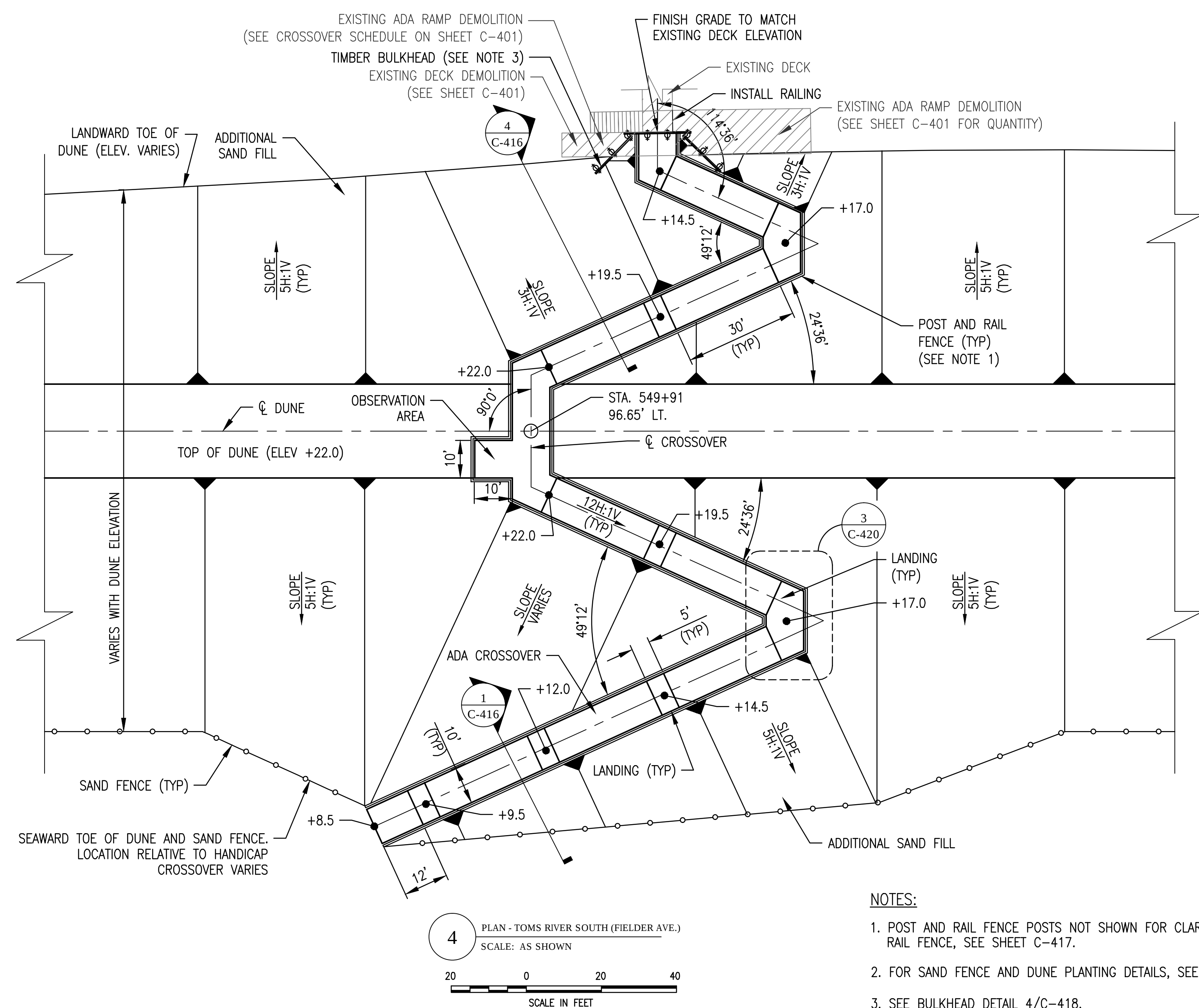
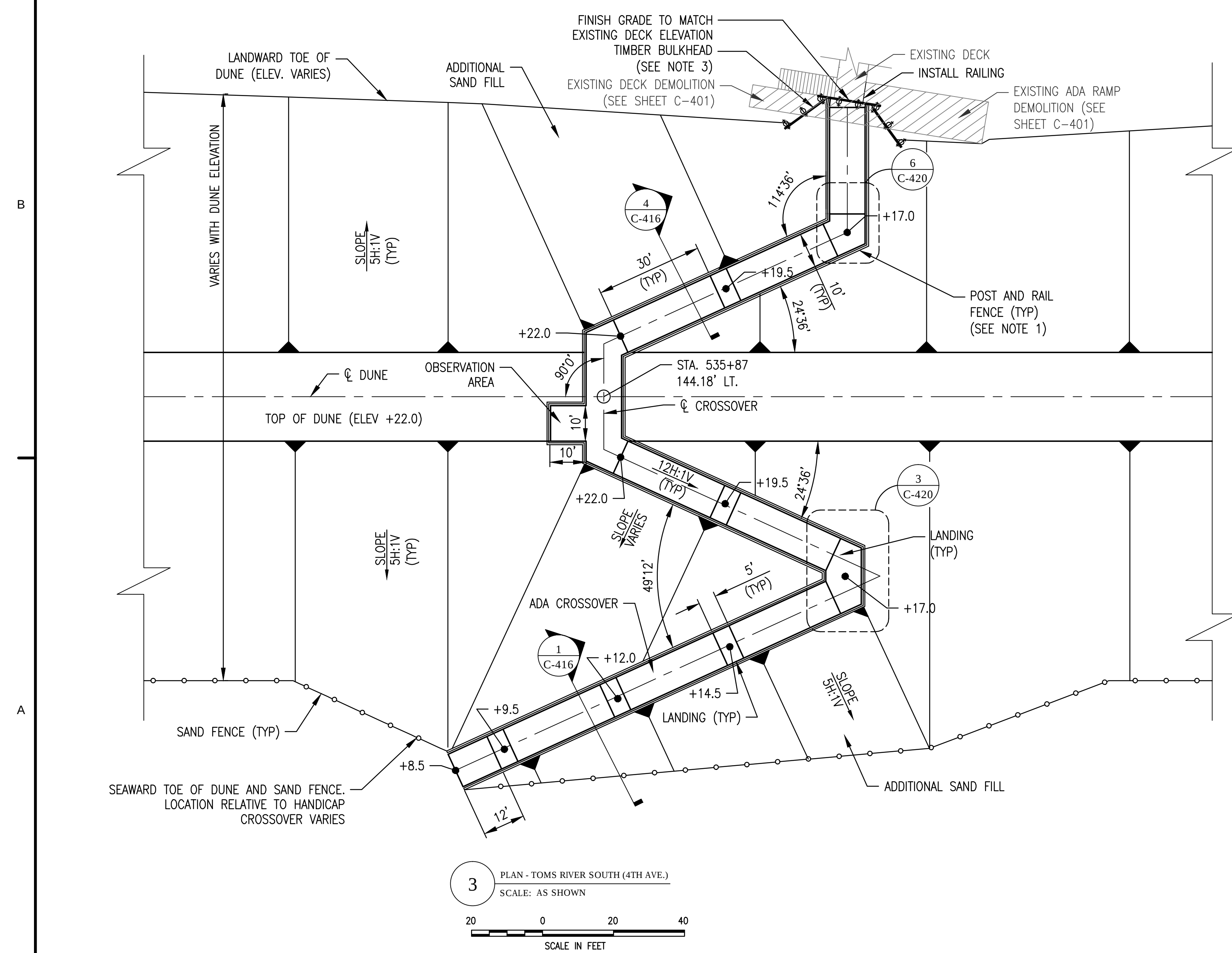
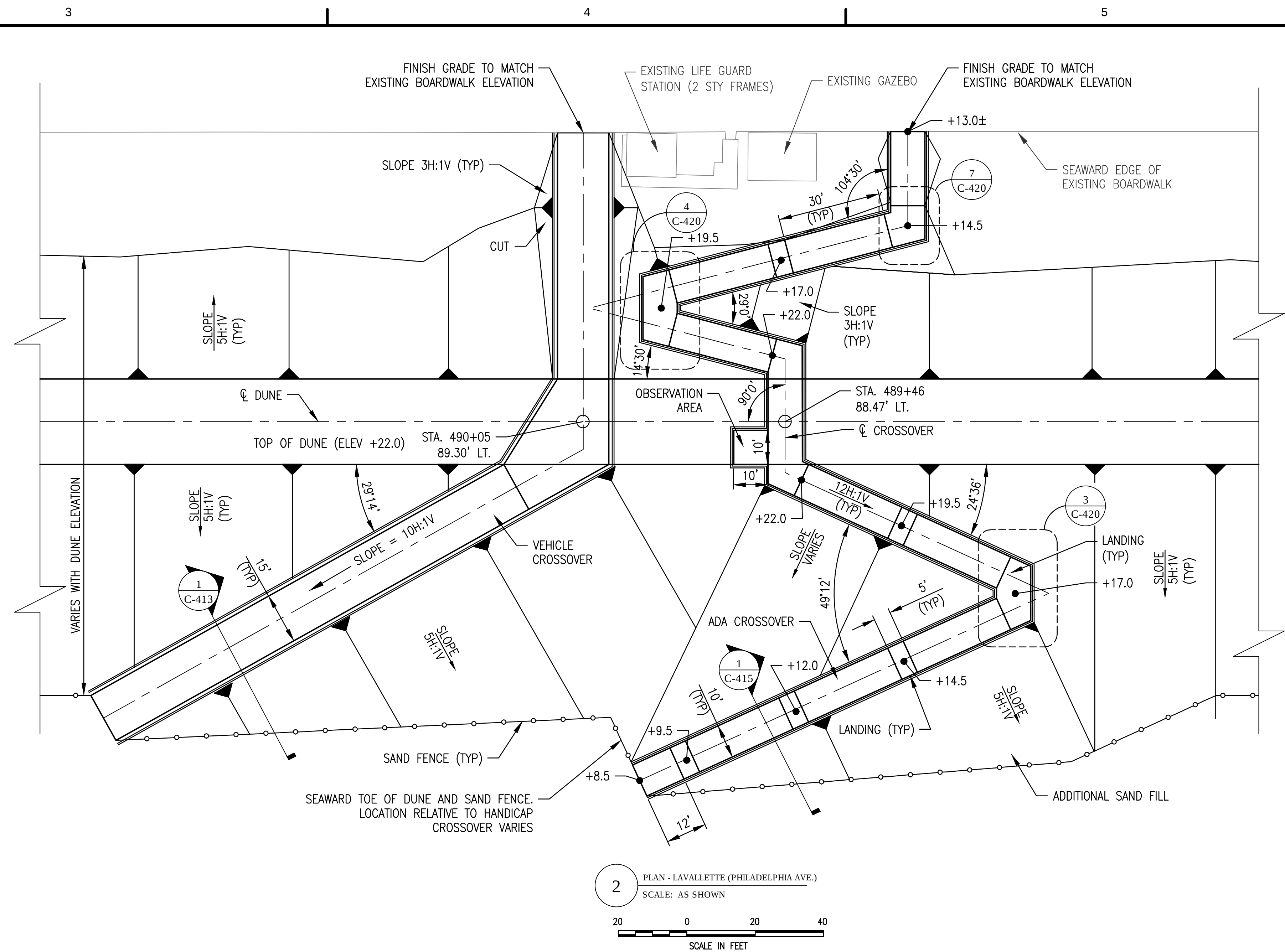
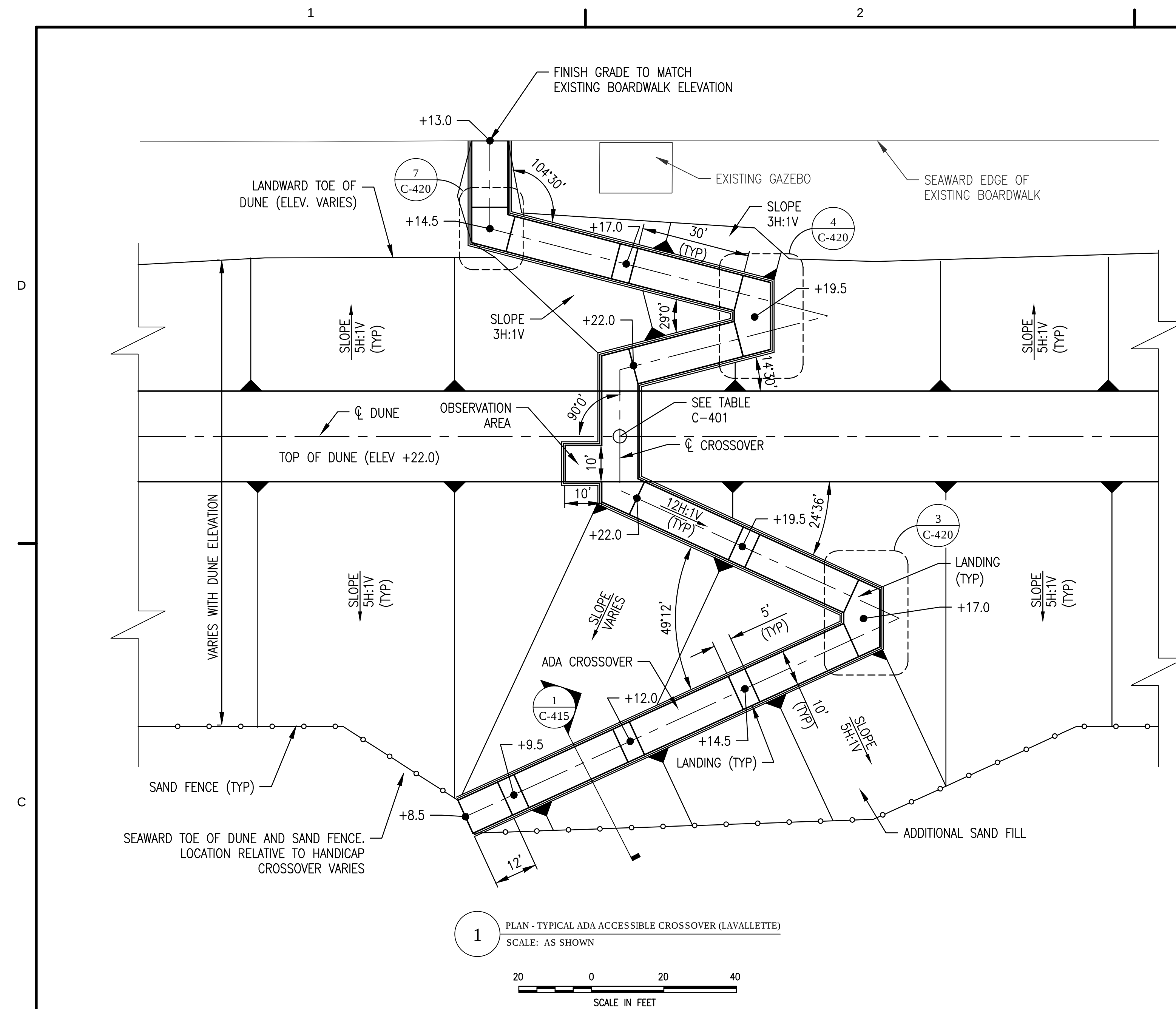
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SCALE IN FEET

- NOTES:
1. SPLIT RAIL FENCE POSTS NOT SHOWN FOR CLARITY. FOR DETAILS OF SPLIT RAIL FENCE, SEE SHEET C-417.
 2. FOR SAND FENCE AND DUNE PLANTING DETAILS, SEE SHEET C-419.
 3. FOR DETAILS OF TIMBER BULKHEAD, SEE DETAIL 1/C-418.
 4. CONSTRUCTION OF FULL LENGTH OF CROSSOVER ON LAND SIDE OF DUNE VARIES WITH EXISTING GROUND ELEVATION.
 5. SEE SHEET C-400 AND C-401 FOR DUNE CROSSOVER SCHEDULE AND LOCATION SPECIFIC REMARKS.
 6. RAMPS DO NOT EXIST AT ALL LOCATIONS. SOME LOCATIONS MAY HAVE ADDITIONAL DECKS AND CONCRETE BENCHES TO BE REMOVED. FOR QUANTITIES, SEE SHEET C-402.
 7. OBSERVATION AREA IS NOT TO BE INSTALLED AT OSBORNE STREET IN BAY HEAD



- NOTES:**
1. POST AND RAIL FENCE POSTS NOT SHOWN FOR CLARITY. FOR DETAILS OF POST AND RAIL FENCE, SEE SHEET C-417.
 2. FOR SAND FENCE AND DUNE PLANTING DETAILS, SEE SHEET C-419.
 3. FOR DETAILS OF TIMBER BULKHEAD, SEE SHEET C-418.
 4. THE LENGTH OF HANDICAP CROSSOVERS MAY VARY WITH LOCATION AND FINISH GRADE. DETERMINING GROUND ELEVATIONS, THE RISE ON CROSSOVERS SHALL BE NO MORE THAN 2.5' OVER A RUN OF 30' (12H:1V). LANDING SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 30' AND SHALL BE LEVEL FOR A MINIMUM LENGTH OF 5'.



- NOTES:
1. POST AND RAIL FENCE POSTS NOT SHOWN FOR CLARITY. FOR DETAILS OF POST AND RAIL FENCE, SEE SHEET C-417.
 2. FOR SAND FENCE AND DUNE PLANTING DETAILS, SEE SHEET C-419.
 3. SEE BULKHEAD DETAIL 4/C-418.
 4. THE LENGTH OF HANDICAP CROSSOVERS MAY VARY WITH LOCATION AND FINISHED GRADE OR EXISTING GROUND ELEVATIONS. THE RISE ON CROSSOVERS SHALL BE NO MORE THAN 2.5' OVER A RUN OF 30' (12H:1V). LANDING SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 30' AND SHALL BE LEVEL FOR A MINIMUM LENGTH OF 5'.

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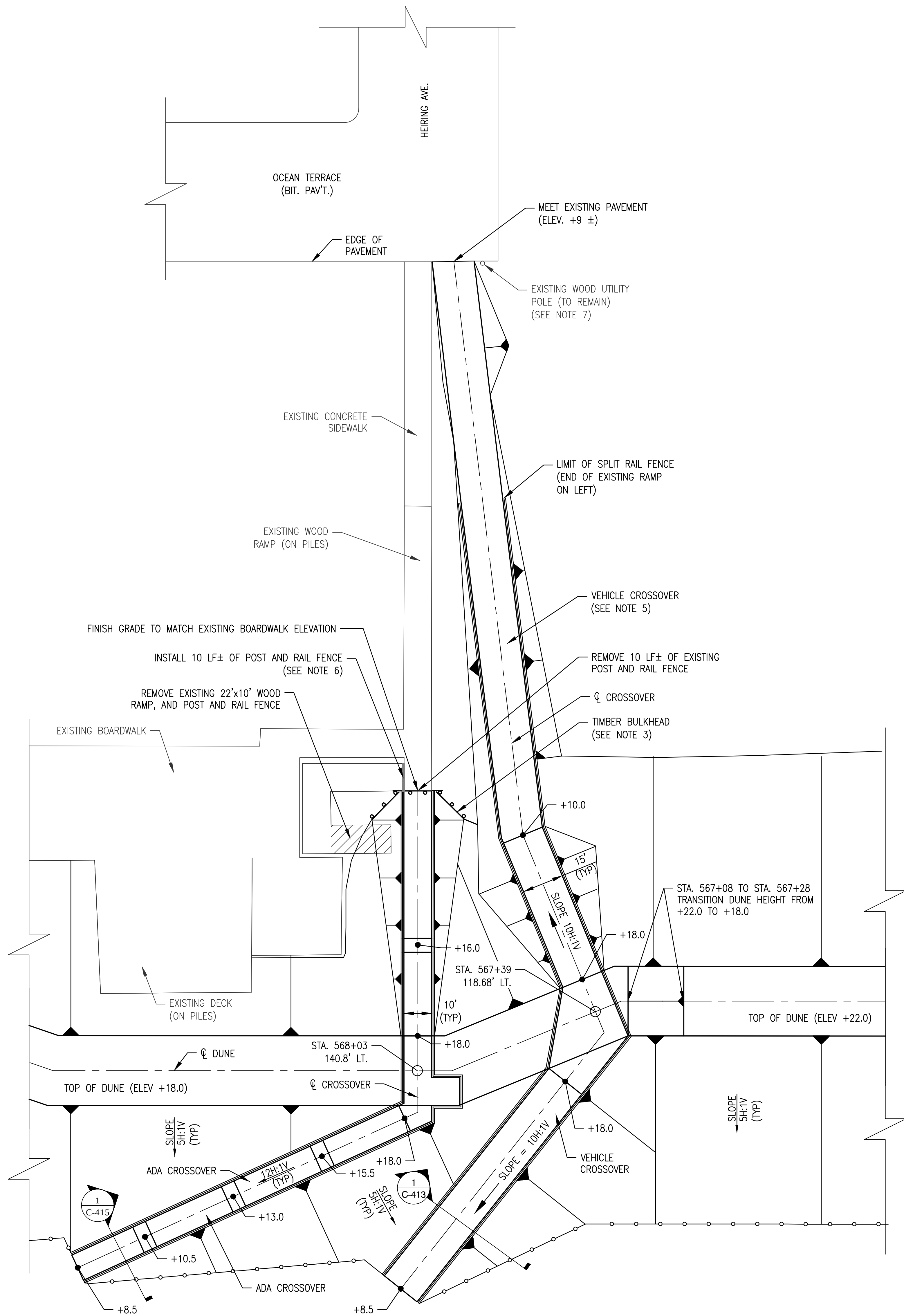
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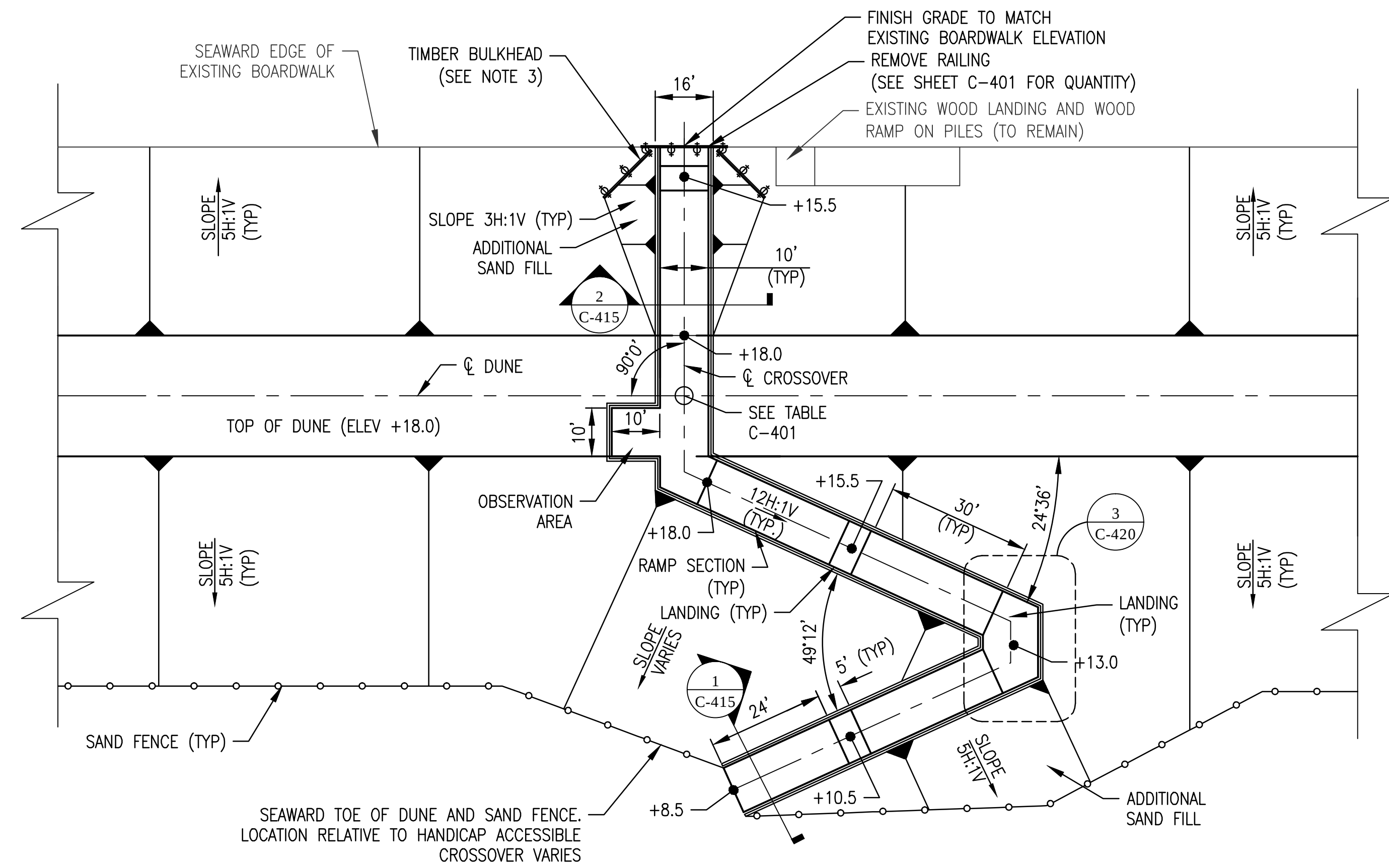
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5



1 PLAN - SEASIDE HEIGHTS (HEIRING AVE.)
SCALE: AS SHOWN

20 0 20 40
SCALE IN FEET

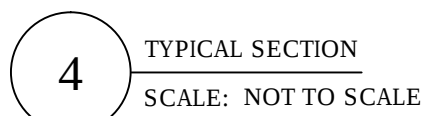
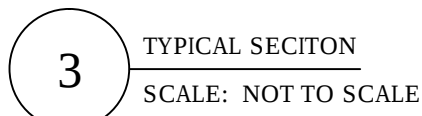
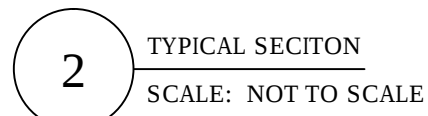
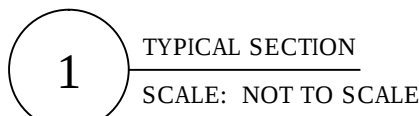


2 PLAN - TYPICAL ADA CROSSOVER (SEASIDE HEIGHTS)
SCALE: AS SHOWN

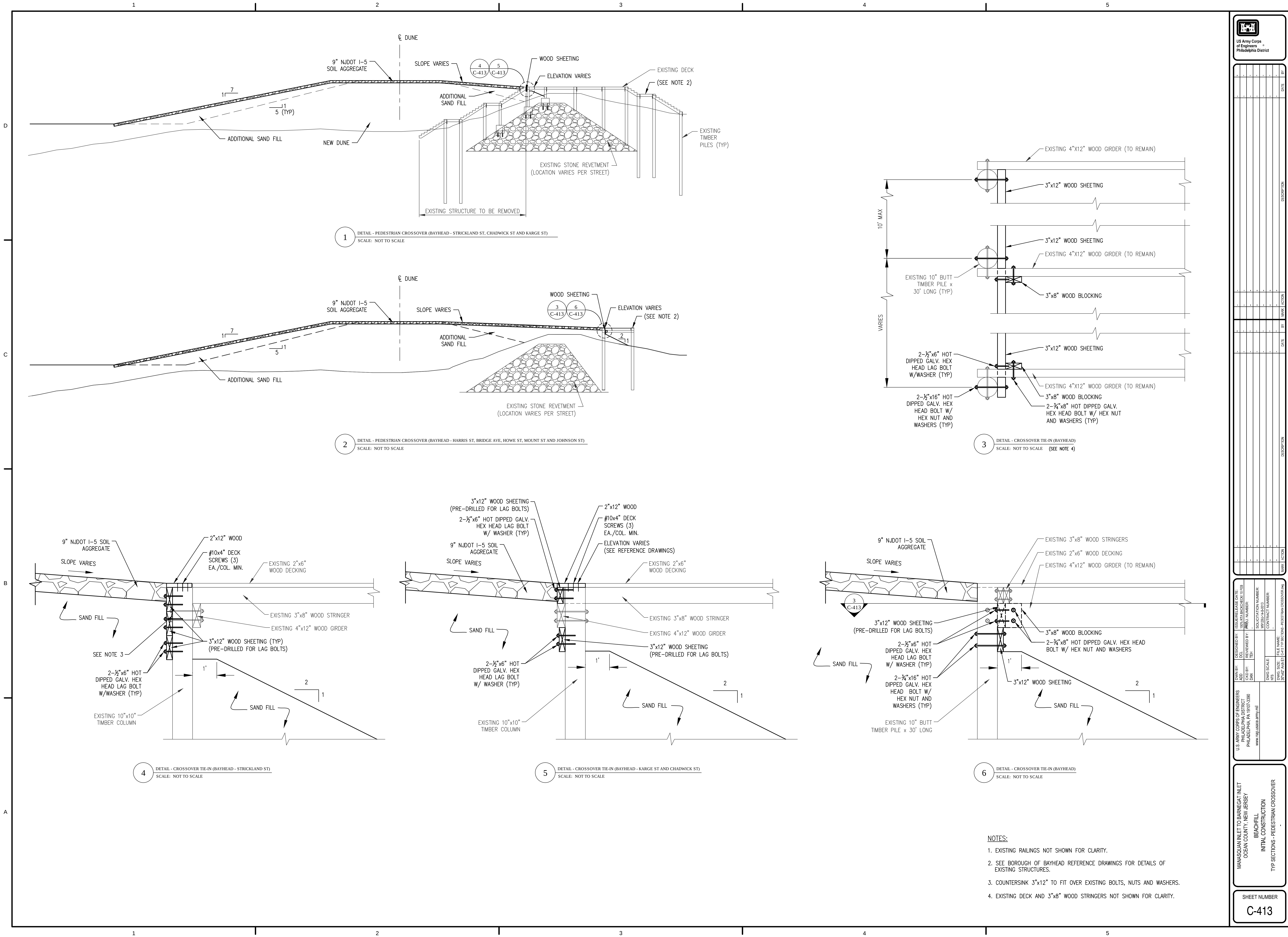
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SCALE IN FEET

NOTES:

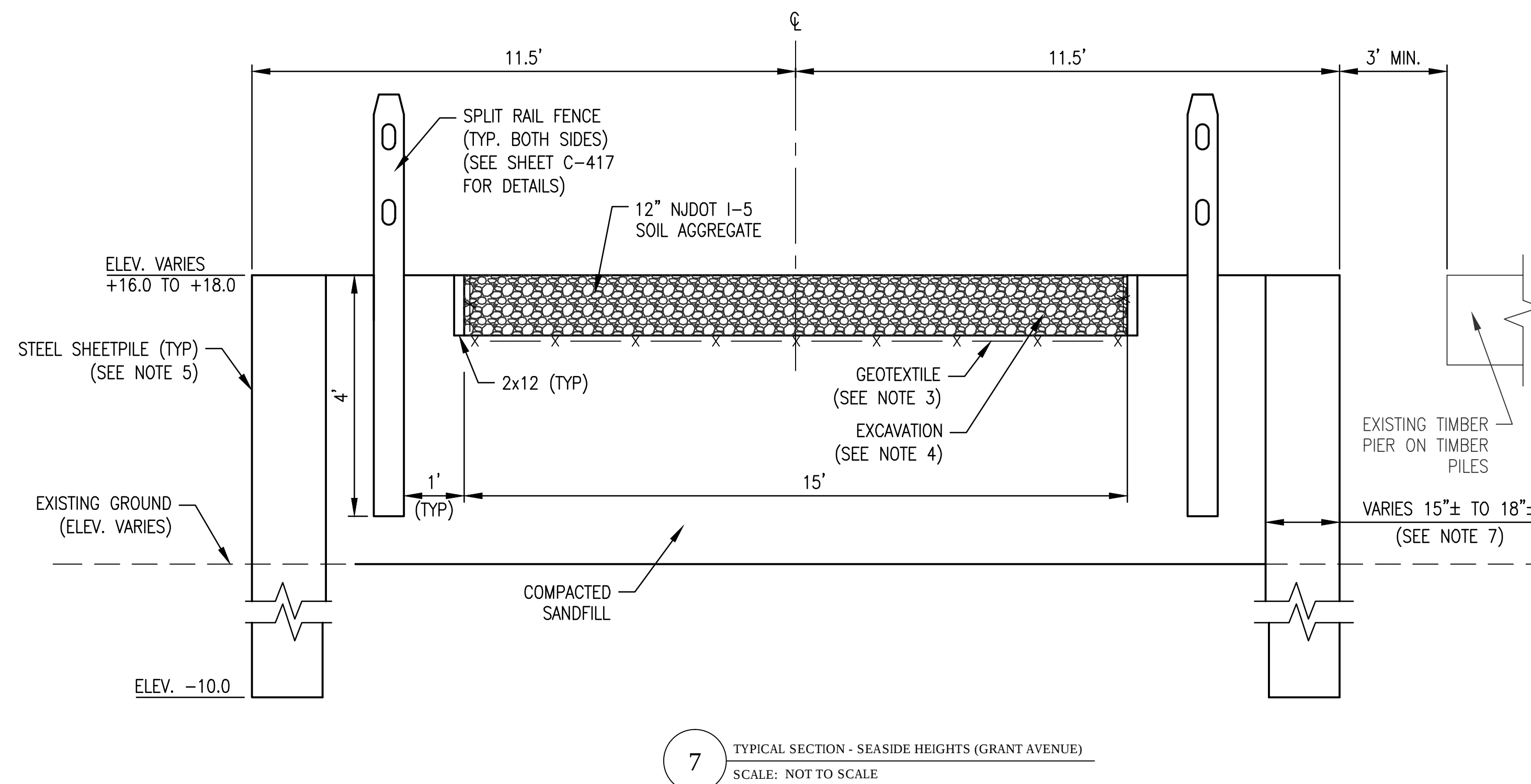
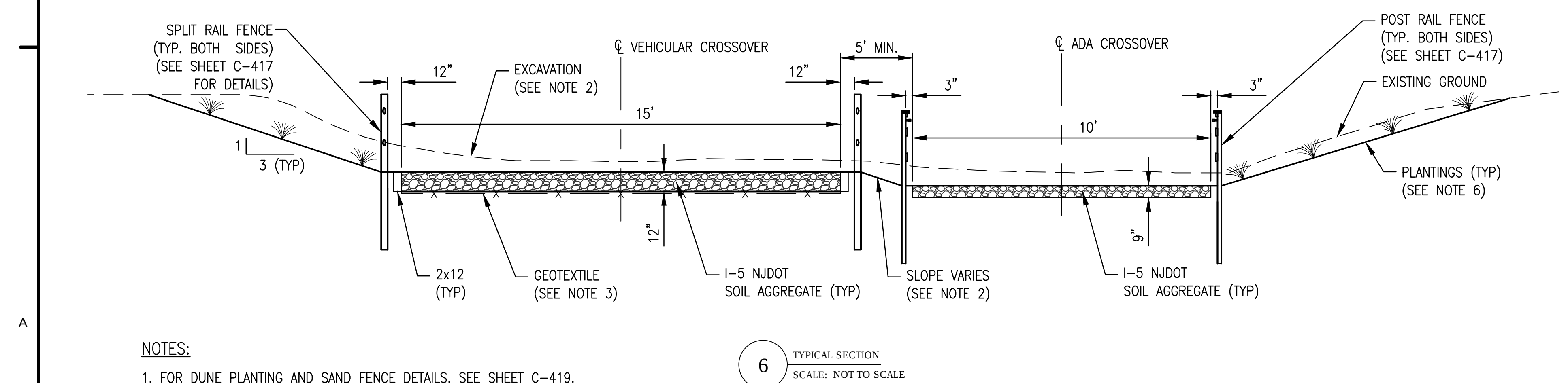
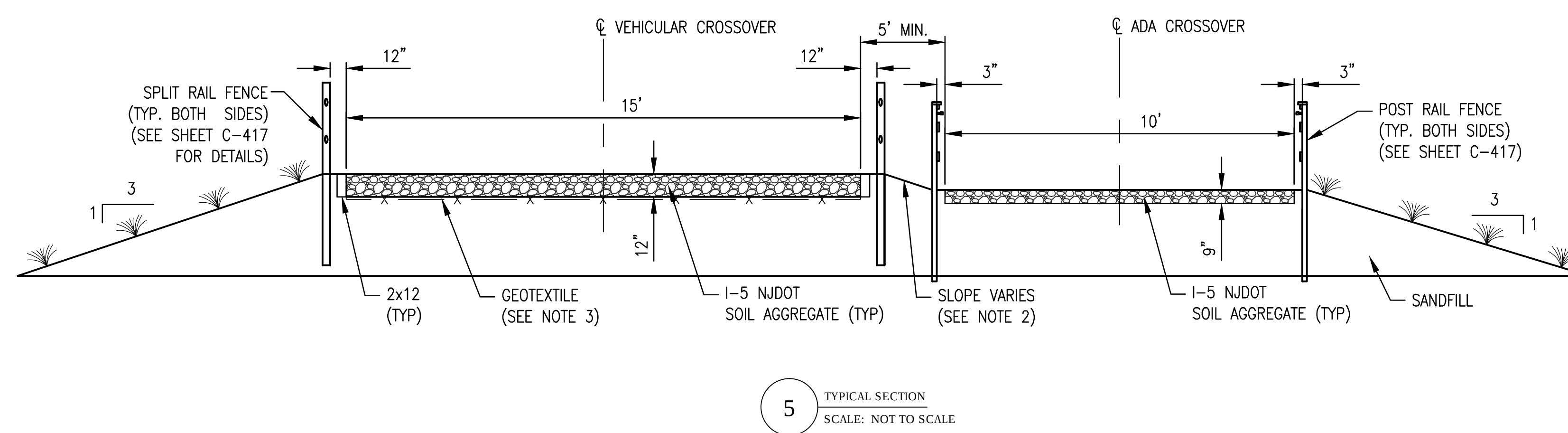
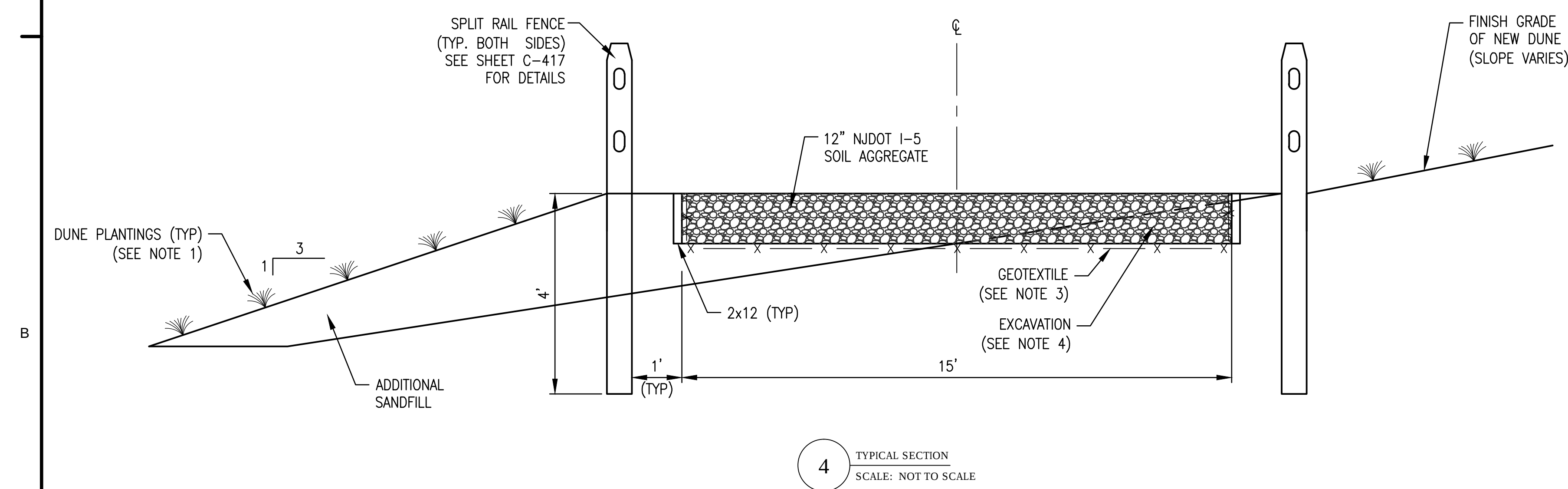
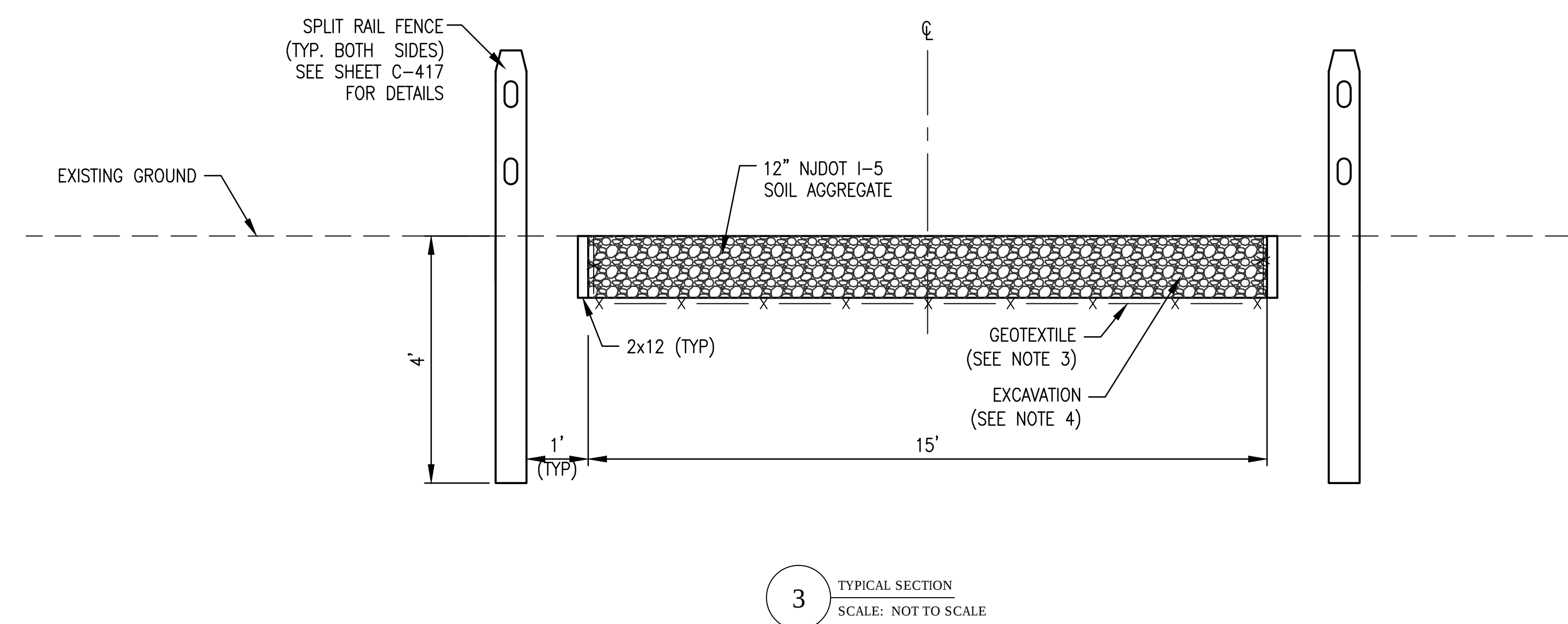
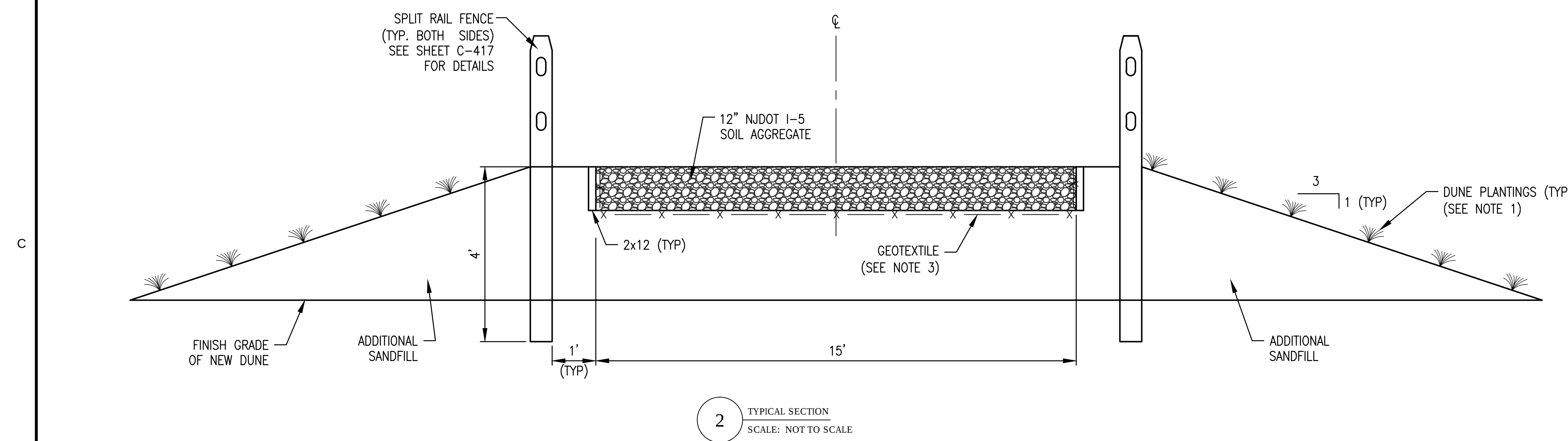
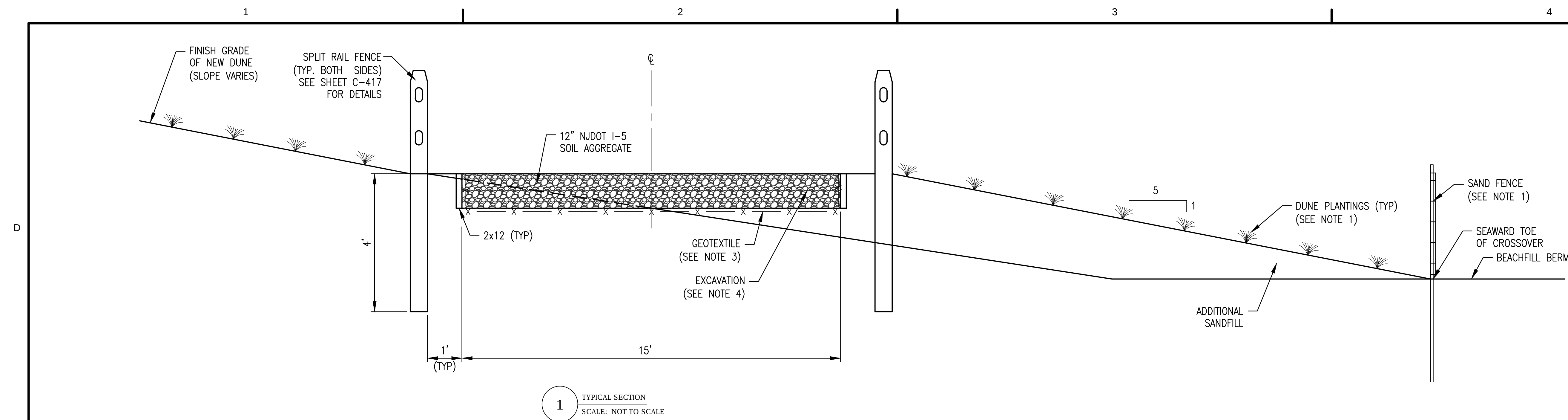
1. POST AND RAIL FENCE POSTS NOT SHOWN FOR CLARITY. FOR DETAILS OF POST AND RAIL FENCE, SEE SHEET C-417.
2. FOR SAND FENCE AND DUNE PLANTING DETAILS, SEE SHEET C-419.
3. SEE BULKHEAD DETAIL 4/C-418.
4. THE LENGTH OF HANDICAP CROSSOVERS MAY VARY WITH LOCATION AND FINISHED GRADE OR EXISTING GROUND ELEVATIONS. THE RISE ON CROSSOVERS SHALL BE NO MORE THAN 2.5' OVER A RUN OF 30' (12H:1V). LANDING SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 30' AND SHALL BE LEVEL FOR A MINIMUM LENGTH OF 5'.
5. CONSTRUCT CROSSOVER WITH UNIFORM PROFILE GRADE FROM EL. +10.0 TO THE EXISTING EDGE OF PAVEMENT (EL. +9 ±).
6. RE-USE EXISTING MATERIALS FROM POST AND RAIL FENCE REMOVED FOR RAMP CONSTRUCTION.
7. CENTER RAMP ALIGNMENT BETWEEN RIGHT EDGE OF EXISTING SIDEWALK AND LEFT EDGE OF EXISTING UTILITY POLE.



1. FOR DUNE PLANTING AND SAND FENCE DETAILS, SEE SHEET C-419.
2. SEE CONTRACT SPECIFICATIONS FOR REQUIREMENTS.

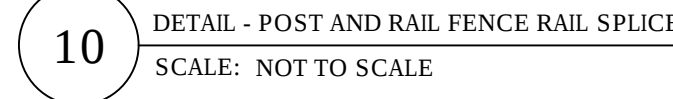
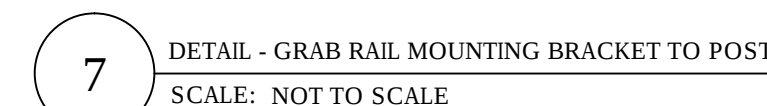
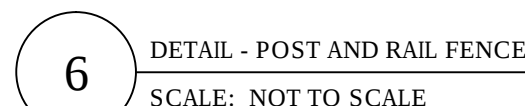
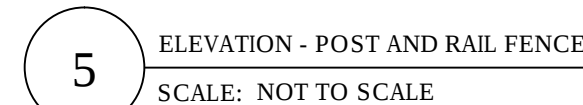
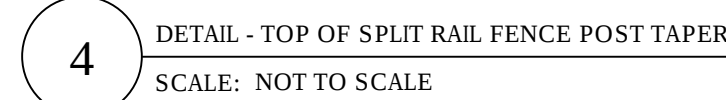
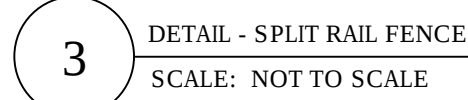
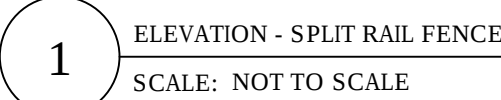


- NOTES:
- EXISTING RAILINGS NOT SHOWN FOR CLARITY.
 - SEE BOROUGH OF BAYHEAD REFERENCE DRAWINGS FOR DETAILS OF EXISTING STRUCTURES.
 - COUNTERSINK 3"x12" TO FIT OVER EXISTING BOLTS, NUTS AND WASHERS.
 - EXISTING DECK AND 3"x8" WOOD STRINGERS NOT SHOWN FOR CLARITY.

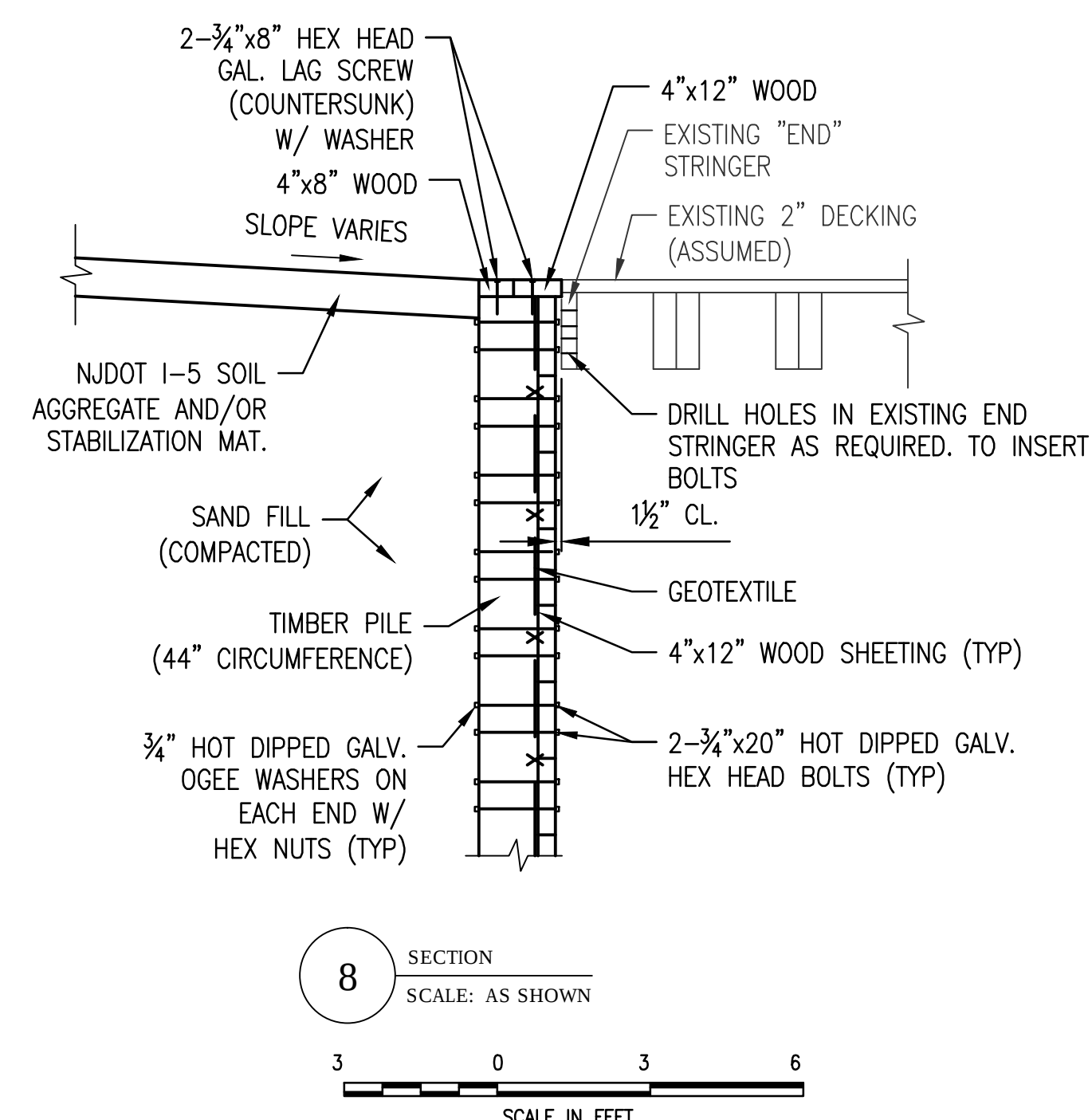
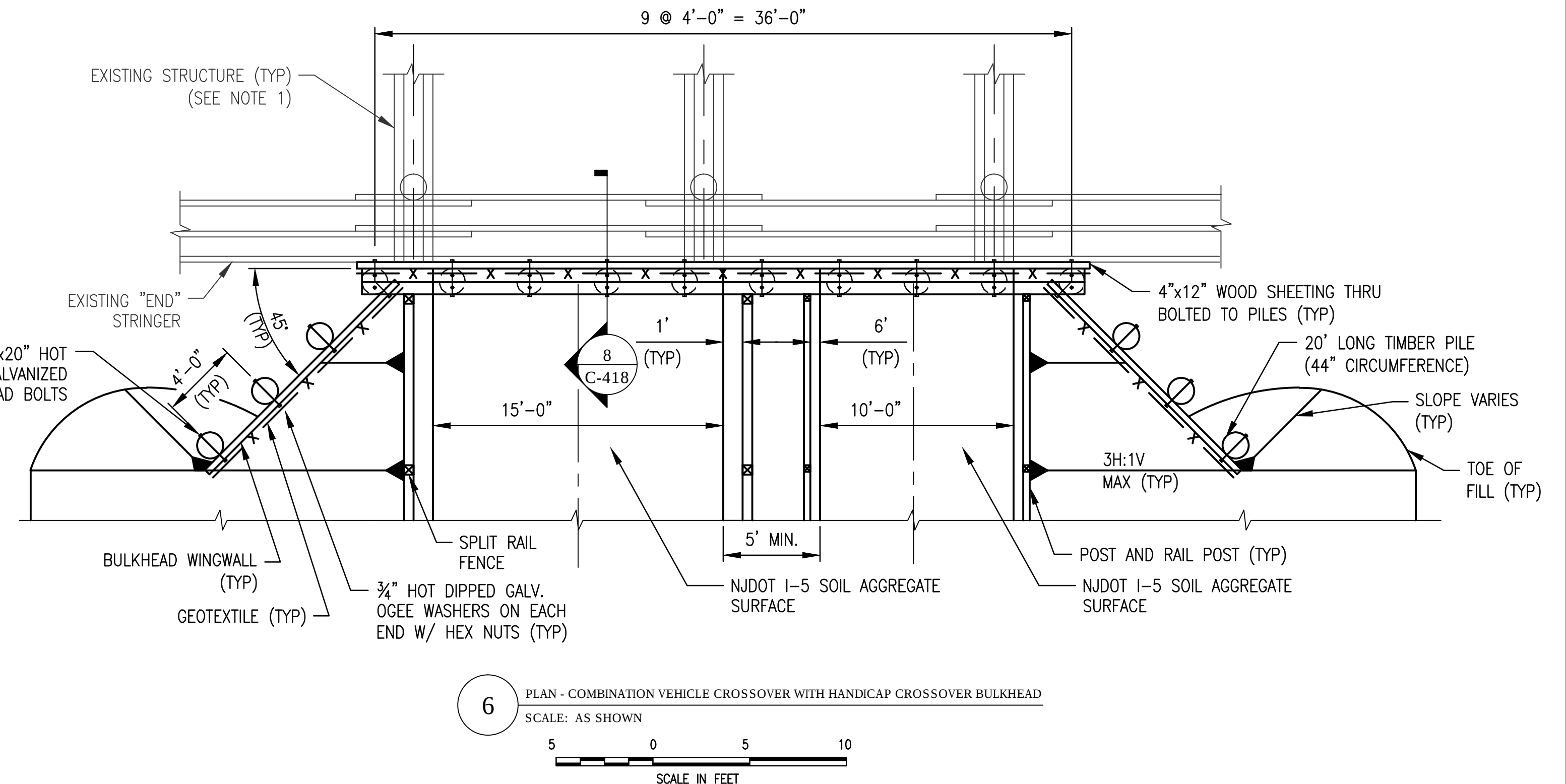
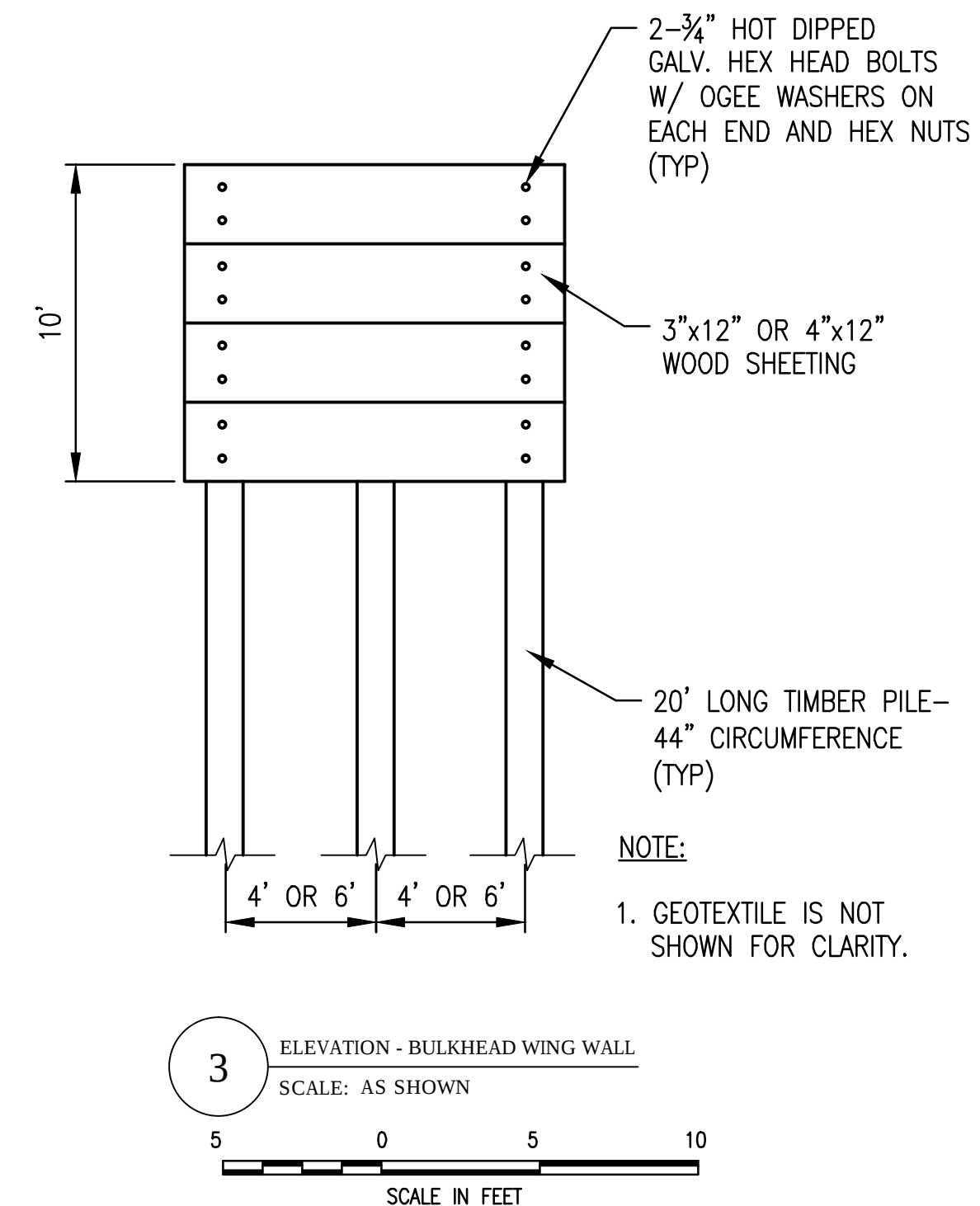


- NOTES:

 1. FOR DUNE PLANTING AND SAND FENCE DETAILS, SEE SHEET C-419.
 2. SLOPE MAY BE POSITIVE OR NEGATIVE MAX. SLOPE 3H:1V.
 3. THE CONTRACTOR SHALL PLACE GEOTEXTILE $\frac{3}{4}$ OF THE WAY UP THE SURFACE OF THE I-5 MATERIAL.
 4. EXCAVATED MATERIAL SHALL BE USED AS ADDITIONAL SANDFILL.
 5. FOR REQUIREMENTS, SEE CONTRACT SPECIFICATIONS.
 6. USE DETAIL 4 ON SHEET C-419 FOR SLOPE PLANTINGS.
 7. WIDTH VARIES DEPENDING ON THE MANUFACTURER FOR REQUIREMENTS, SEE CONTRACT SPECIFICATIONS.



- NOTES:
1. THE DIMENSION MAY VARY, BUT 1½" MINIMUM CLEAR IS REQUIRED BETWEEN THE O.D. OF THE GRAB RAIL AND FACE OF POST TO MEET ADA REGULATIONS.
 2. CROSSOVER SURFACE MAY BE 1-5 SOIL AGGREGATE OR STABILIZATION MAT. FOR ALL COMMUNITIES EXCEPT FOR TOMS RIVER TOWNSHIP WHICH WILL HAVE BOTH SURFACES. SEE CROSSOVER KEY OR OPTION CROSSOVER KEY ON PLAN SHEETS.



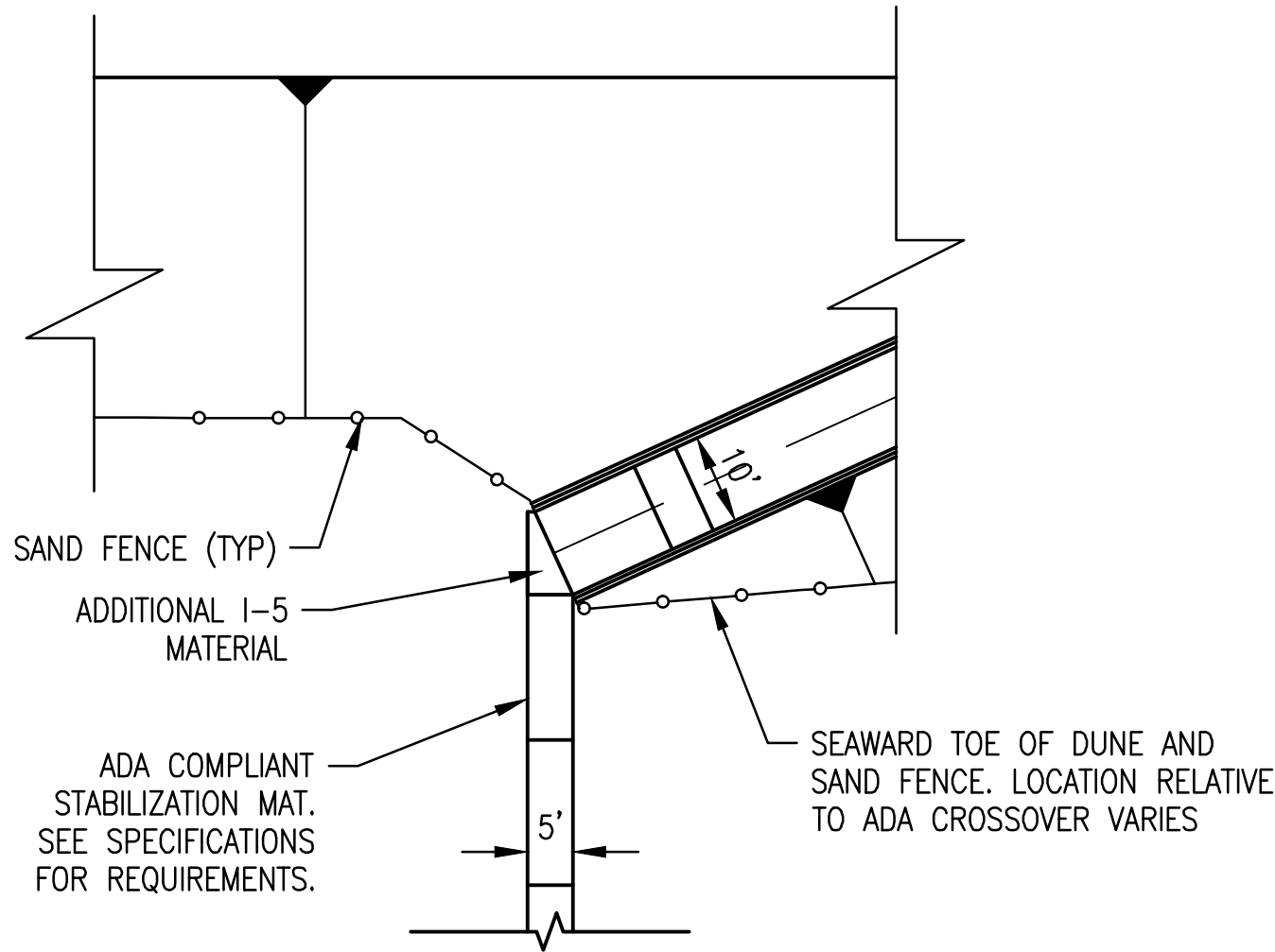
1. EXISTING BOARDWALK IS SHOWN FOR ILLUSTRATION PURPOSES ONLY AND DECKING IS NOT SHOWN FOR CLARITY. THE TYPE OF STRUCTURE VARIES AND MAY BE A BOARDWALK, PAVILION, VIEWING PLATFORM OR WALKWAY. THE DESIGNS WILL VARY FOR THE MUNICIPALITIES WITHIN THE PROJECT LIMITS. THE PROPOSED STRUCTURE WILL FIT INTO THE EXISTING STRUCTURE FOR ACCESS BUT THE DESIGN AND CONSTRUCTION OF THE PROPOSED CROSSOVERS ARE WHOLLY INDEPENDENT. THE CROSSOVER LOCATION MAY BE FIELD ADJUSTED AS REQUIRED SO THAT PROPOSED PILES ARE OFFSET FROM EXISTING PILE BENTS OR PILES. ALL FIELD ADJUSTMENTS SHALL BE APPROVED BY THE COR.
2. ALL LUMBER DIMENSIONS ARE NOMINAL.
3. GEOTEXTILE IS OFFSET FOR CLARITY.
4. THE STAIR SHOWN IS FOR ILLUSTRATION ONLY. THE DESIGNS WILL VARY FOR THE MUNICIPALITIES WITHIN THE PROJECT LIMITS.
5. THE CROSSOVER LOCATION MAY BE FIELD ADJUSTED AS REQUIRED SO THAT PROPOSED PILES WILL FIT BETWEEN EXISTING STAIR STRINGERS. ALL FIELD ADJUSTMENTS SHALL BE APPROVED BY THE COR.

D

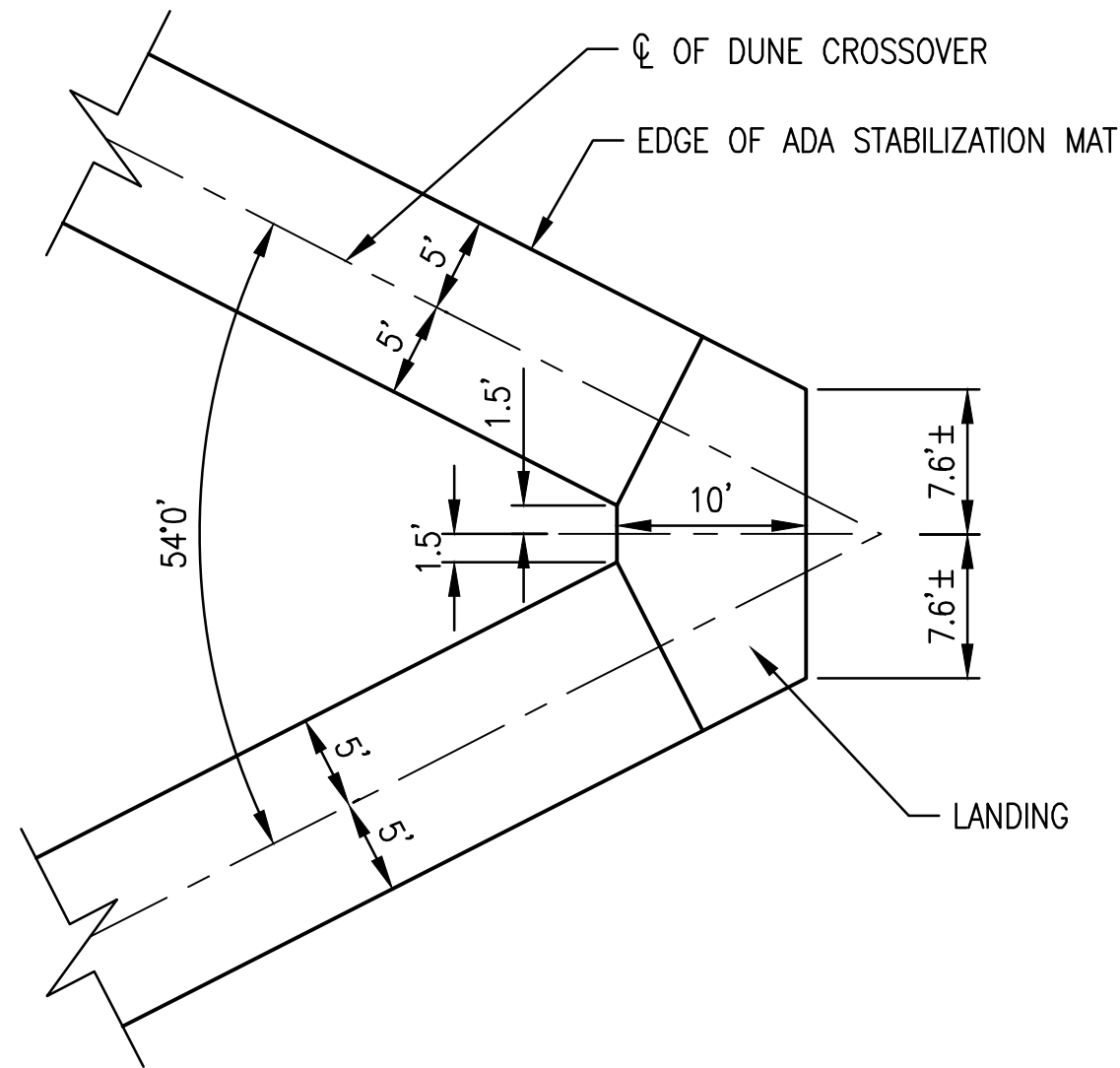
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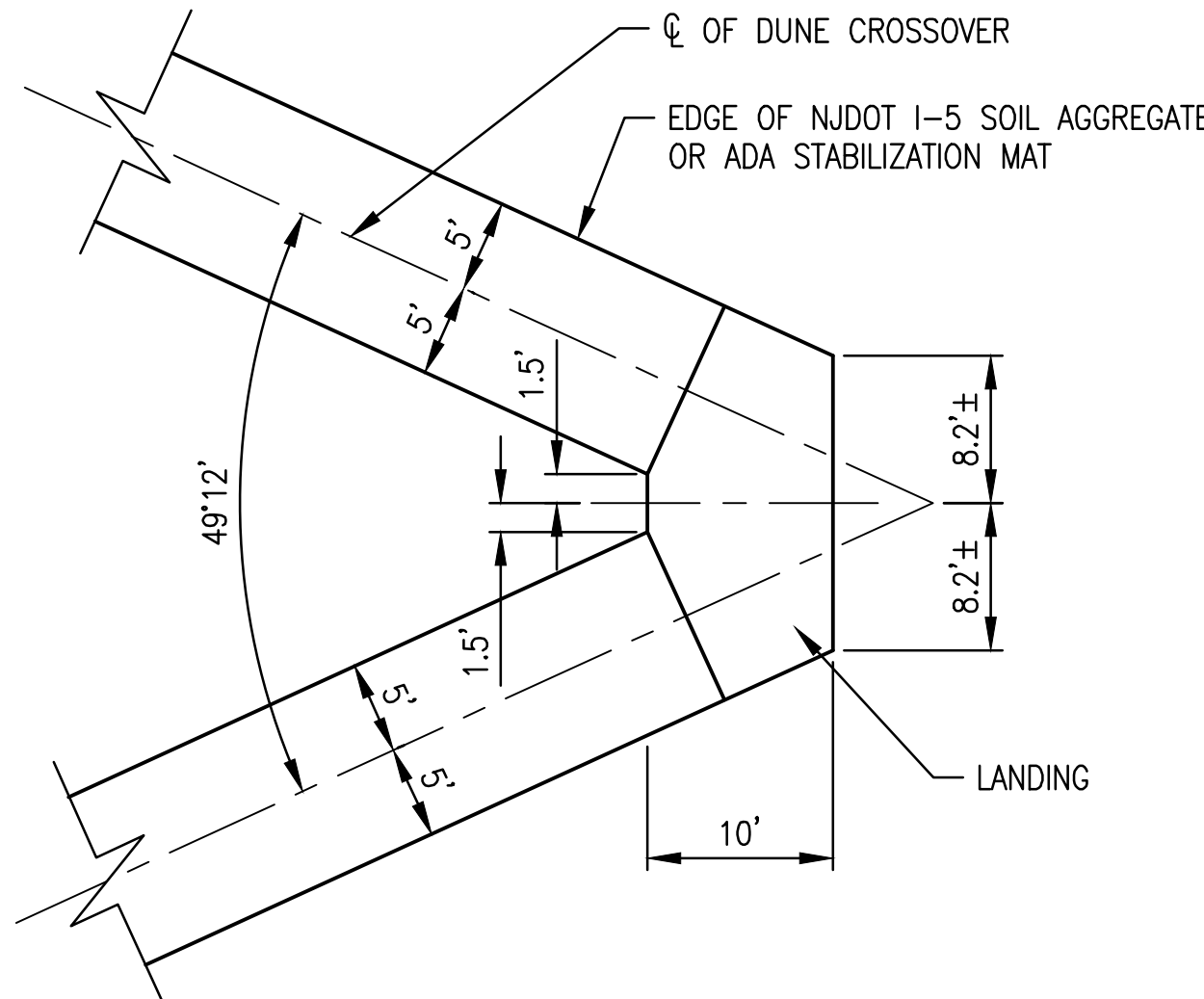
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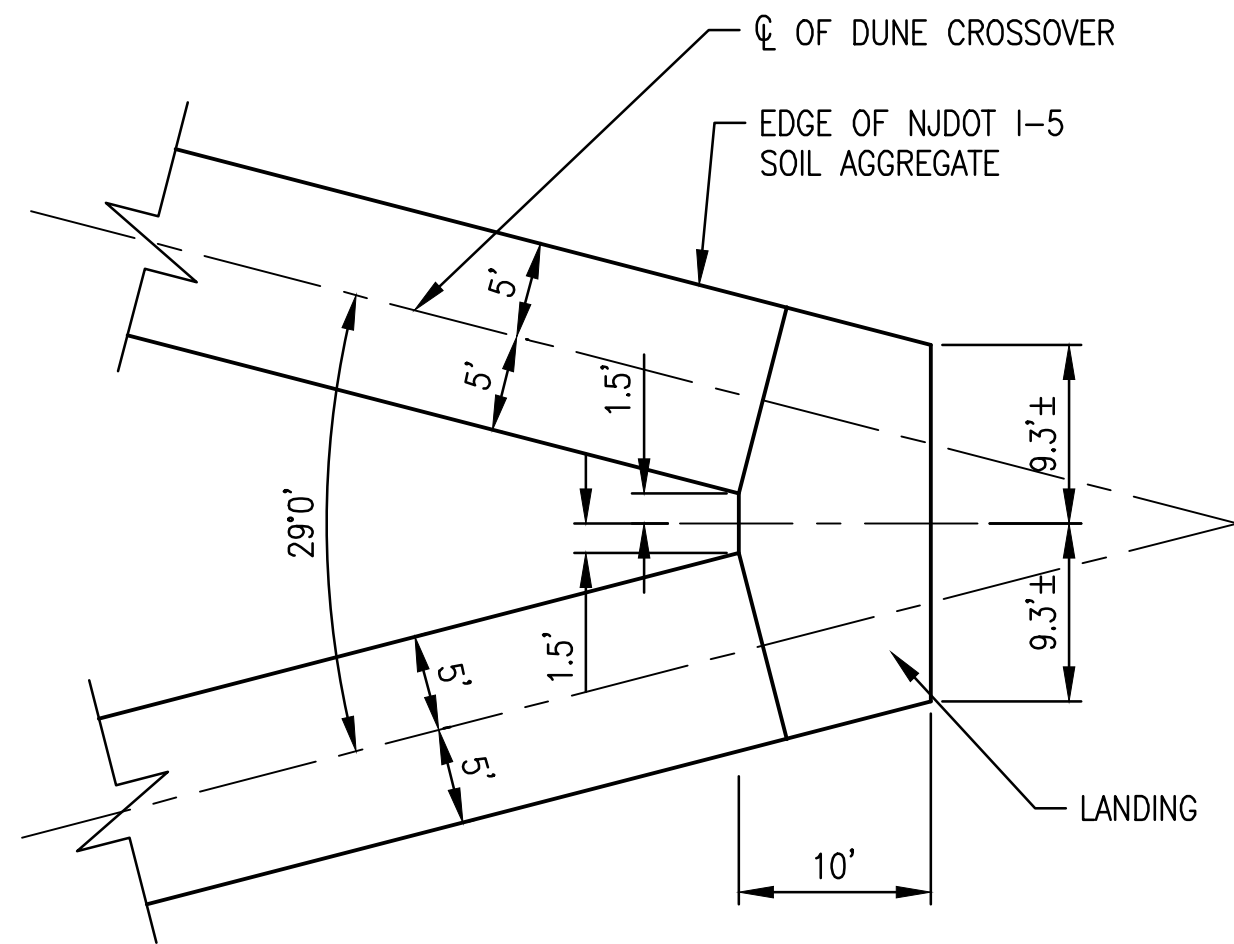
1 DETAIL - ADA STABILIZATION MAT TIE-IN TO I-5 AT CROSSEVERS
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SCALE IN FEET



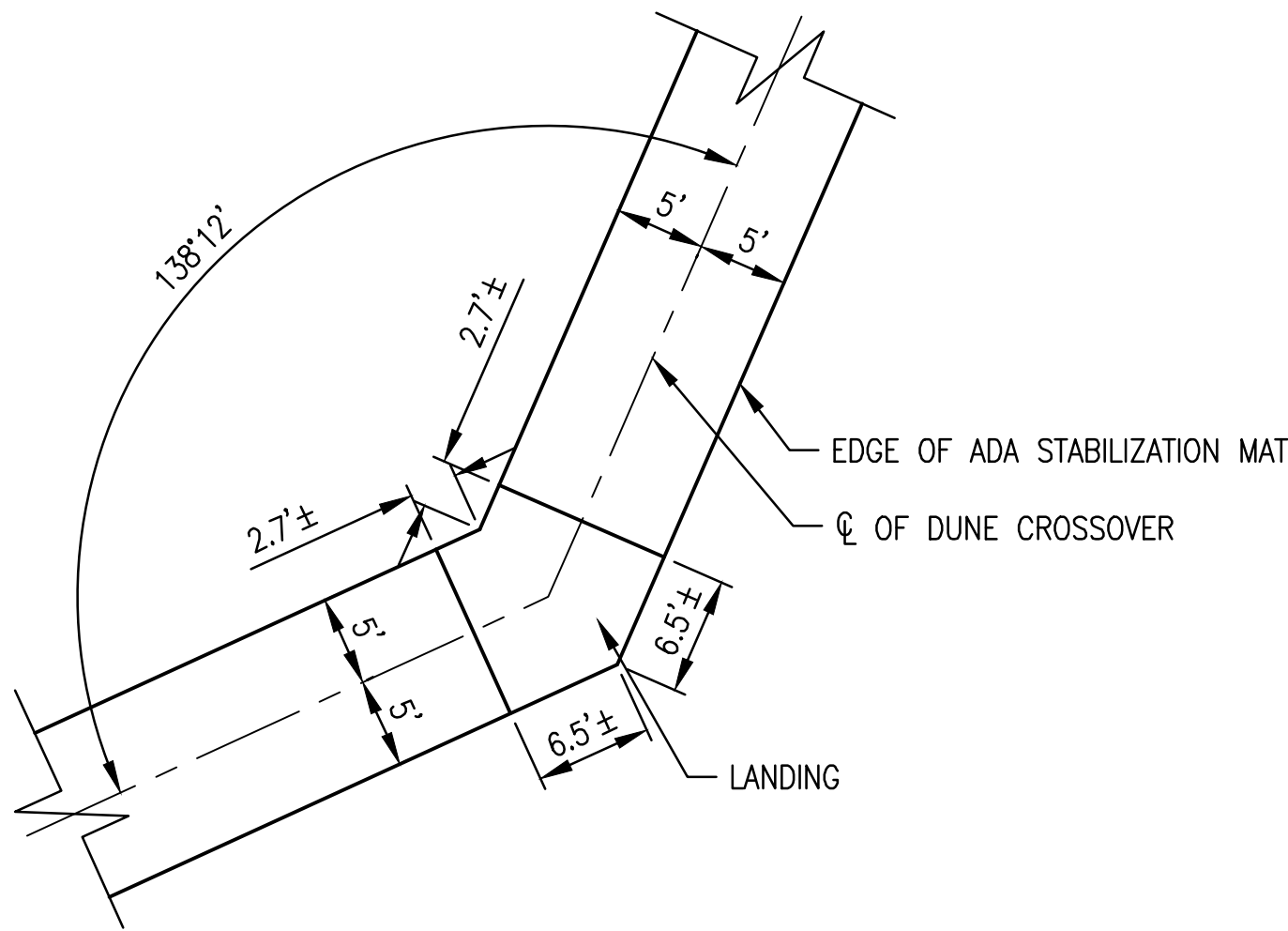
2 DETAIL - ADA CROSSOVER EXPANDED SWITCH BACK
SCALE: AS SHOWN
10 0 10 20
SCALE IN FEET



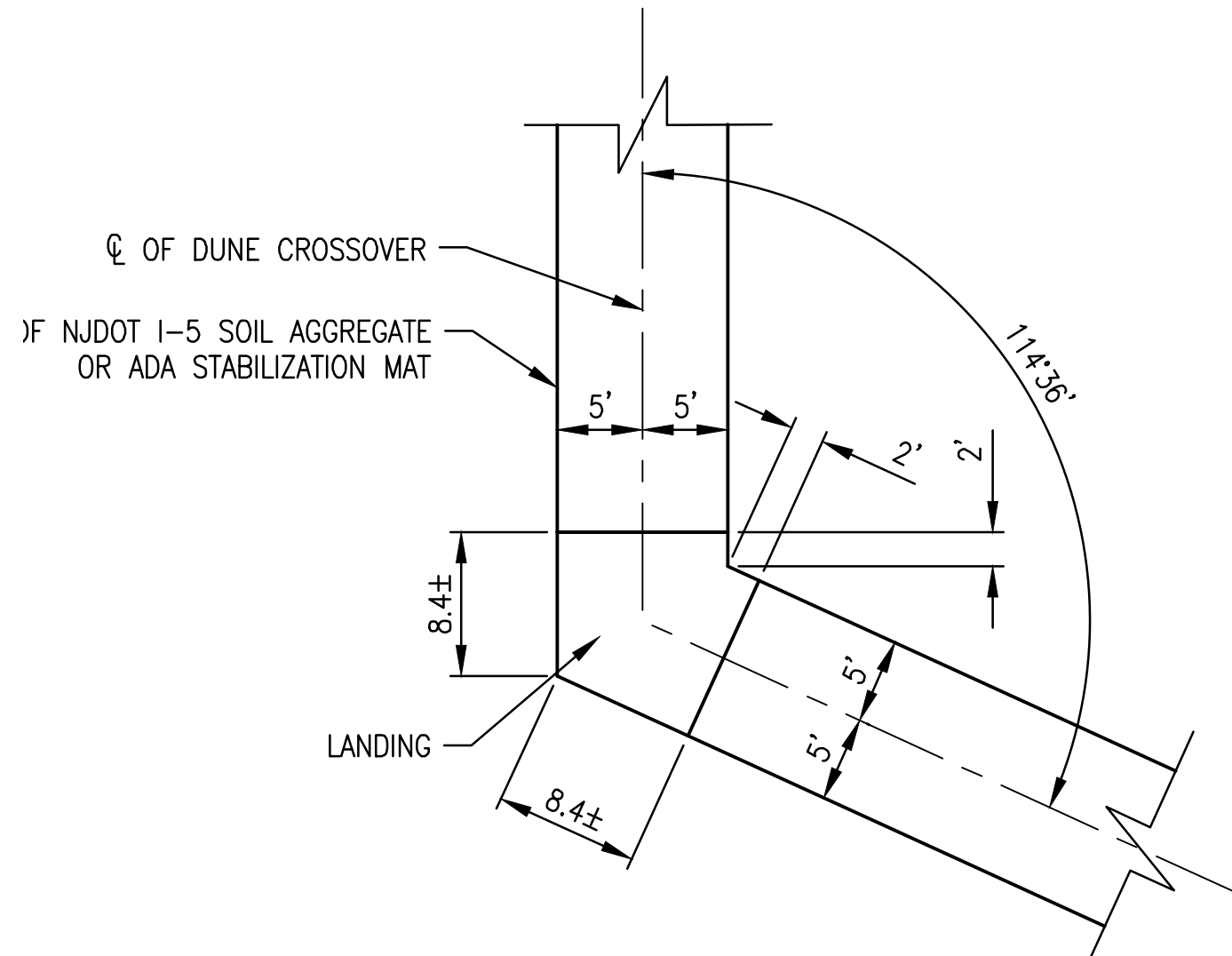
3 DETAIL - ADA CROSSOVER SWITCH BACK
SCALE: AS SHOWN
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SCALE IN FEET



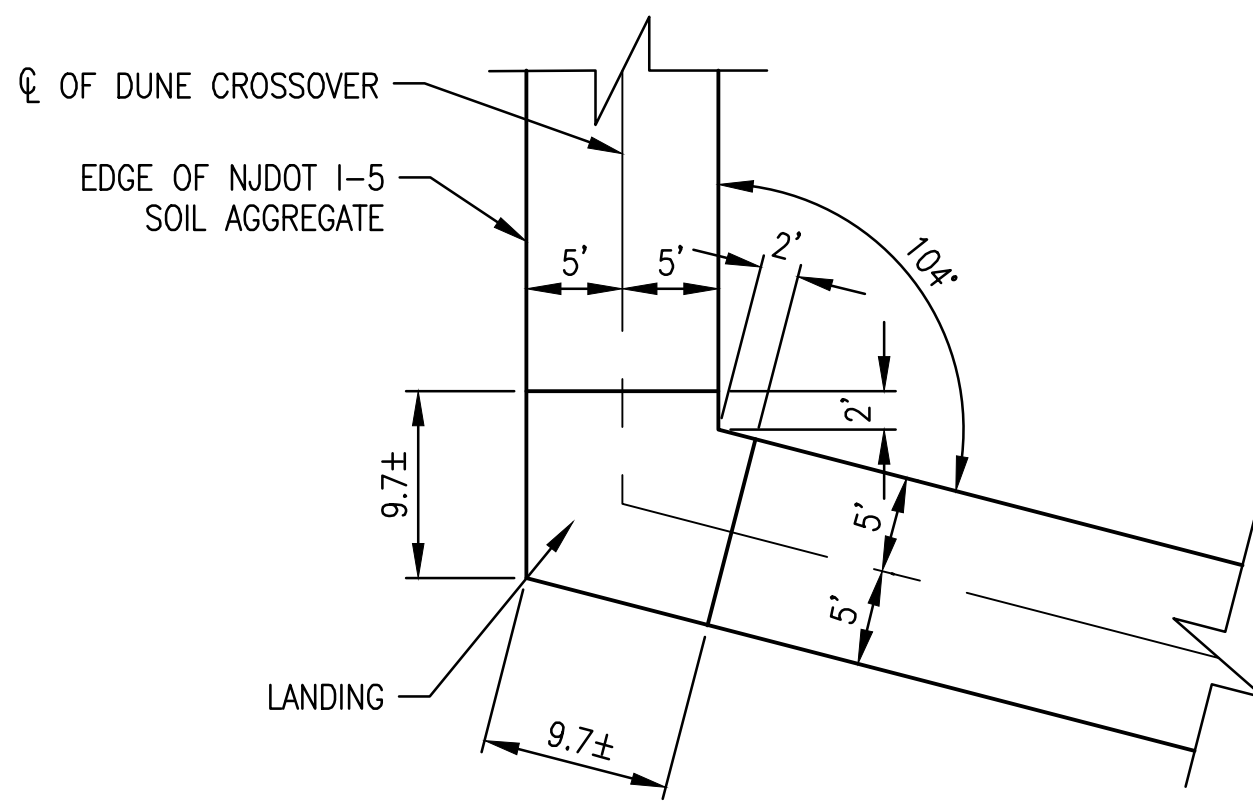
4 DETAIL - ADA CROSSOVER COMPACTED SWITCH BACK
SCALE: AS SHOWN
10 0 10 20
SCALE IN FEET



5 DETAIL - ADA CROSSOVER WIDE ANGLED CORNER
SCALE: AS SHOWN
10 0 10 20
SCALE IN FEET



6 DETAIL - ADA CROSSOVER ANGLED CORNER
SCALE: AS SHOWN
10 0 10 20
SCALE IN FEET



7 DETAIL - ADA CROSSOVER ANGLED CORNER
SCALE: AS SHOWN
10 0 10 20
SCALE IN FEET

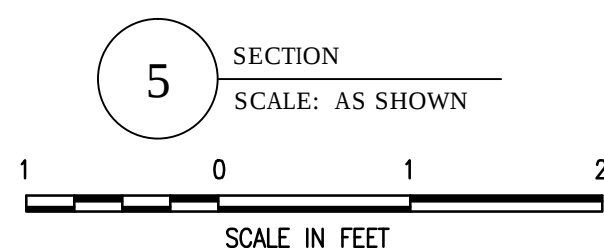
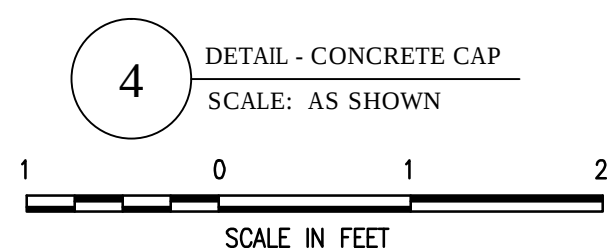
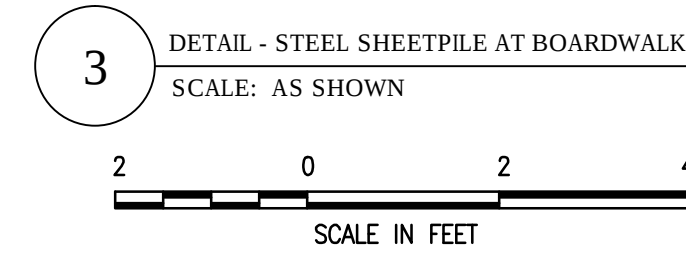
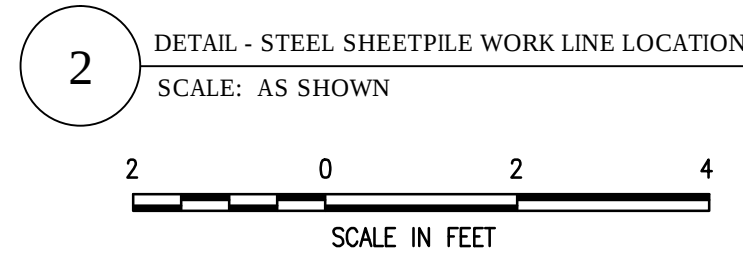


US Army Corps
of Engineers
Philadelphia District

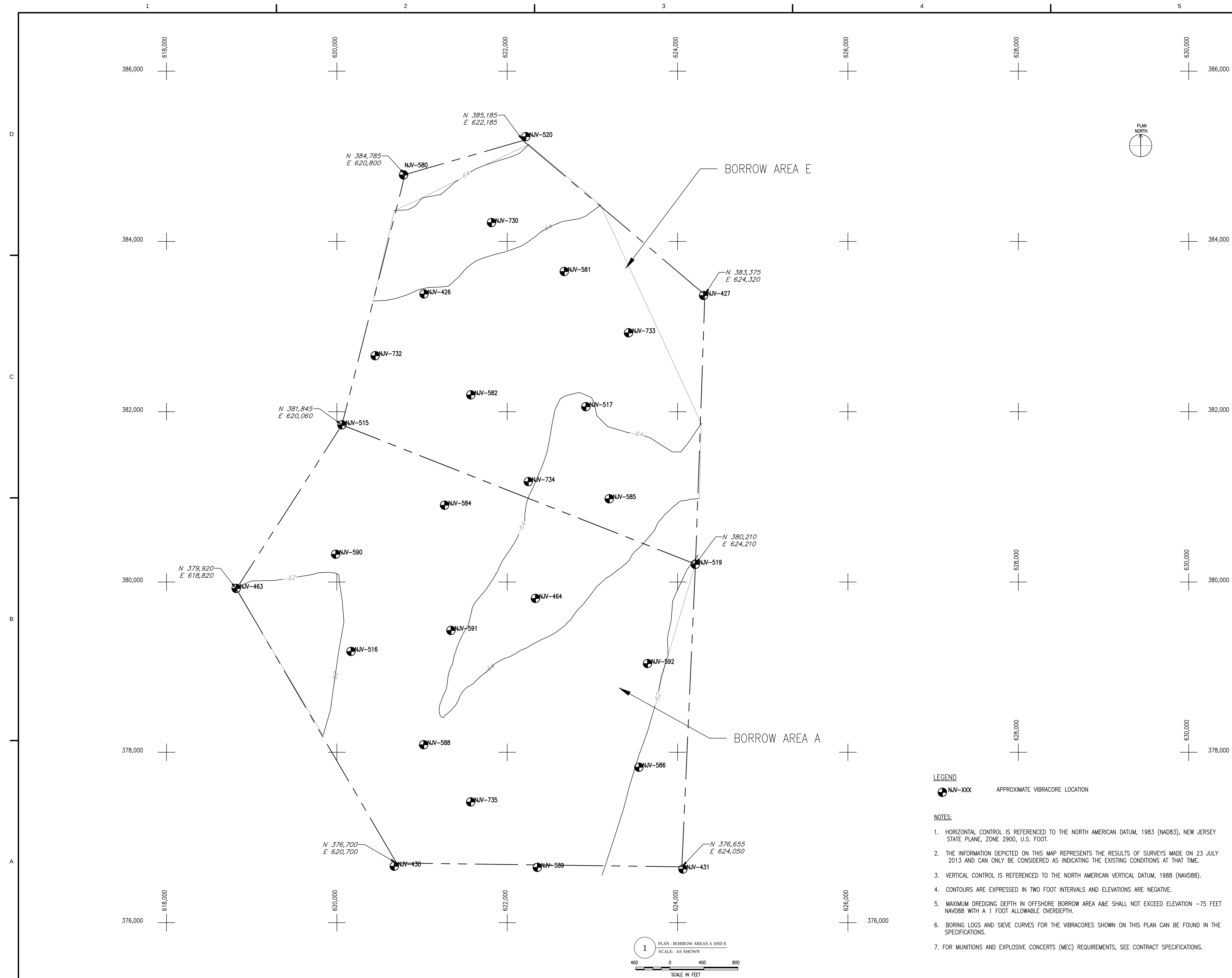
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DWG. SIZE: 24x36	FILE NAME: C-420.dwg	DATE: 10/10/2010

MANASQUAN INLET TO BARNEGAT INLET
OCEAN COUNTY, NEW JERSEY
BEACHFILL
INITIAL CONSTRUCTION
DETAILS - MISCELLANEOUS

SHEET NUMBER
C-420



1. CONCRETE CAP NOT SHOWN FOR CLARITY, SEE DETAIL 4/C-421.
2. FOR SHEETPILE REQUIREMENTS, SEE CONTRACT SPECIFICATIONS.
3. SECTION HEIGHT AND WIDTH VARIES DEPENDING ON THE MANUFACTURER OF THE SHEETPILE.
4. GEOTEXTILE OFFSET FOR CLARITY.



US Army Corps
of Engineers
Philadelphia District

Panel	Population	ATE	RD	Model control	Regression	ATE	RD
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U.S. ARMY CORPS OF ENGINEERS PHILADELPHIA DISTRICT PHILADELPHIA, PA 19107-3380		www.ngsp.army.mil	
DOWN BY: POS	DESIGNED BY: ADD	CNO BY: REVISED DATE	SOLICITATION NUMBER W223RU-A-B-0073
		P&S NUMBER:	CONTRACT NUMBER:
DWG. SIZE:	FILE NAME:	DWG. SCALE: AS SHOWN	DWG. DATE: CROSSING POSITIONAL AREA & ANGLE

BEACHFILL
INITIAL CONSTRUCTION

SHEET NUMBER

C-500

LEGEND

 NJV-XXX APPROXIMATE VIBRACORE LOCATION

NOTES:

1. HORIZONTAL CONTROL IS REFERENCED TO THE NORTH AMERICAN DATUM, 1983 (NAD83), NEW JERSEY STATE PLANE, ZONE 2900, U.S. FOOT.
2. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF SURVEYS MADE ON 23 JULY 2013 AND CAN ONLY BE CONSIDERED AS INDICATING THE EXISTING CONDITIONS AT THAT TIME.
3. VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM, 1988 (NAVD88).
4. CONTOURS ARE EXPRESSED IN TWO FOOT INTERVALS AND ELEVATIONS ARE NEGATIVE.
5. MAXIMUM DREDGING DEPTH IN OFFSHORE BORROW AREA A&E SHALL NOT EXCEED ELEVATION -75 FEET NAVD88 WITH A 1 FOOT ALLOWABLE OVERDEPTH.
6. BORING LOGS AND SIEVE CURVES FOR THE VIBRACORES SHOWN ON THIS PLAN CAN BE FOUND IN THE SPECIFICATIONS.
7. FOR MUNITIONS AND EXPLOSIVE CONCENTRATIONS (MEC) REQUIREMENTS, SEE CONTRACT SPECIFICATIONS.

