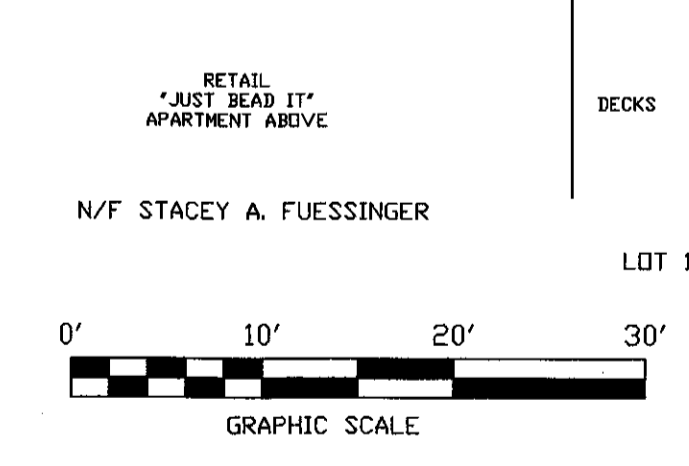


AREA MAP 1"=200'

- NOTES:
- AKA LOTS 17 & 18, BLOCK 25 FILED MAP #A-288, FILED 7/23/1923 REVISED PLAN OF NORTH BEACH HAVEN SHOWING PROPERTY OF SEASIDE REALTY AND IMPROVEMENT CO LONG BEACH OCEAN COUNTY N.J.
  - REFERENCE: DR BOOK 14567, PAGE 1835 (MORTGAGE)
  - FLOOD ZONE AE, BASE FLOOD ELEVATION 8 AS SHOWN ON FIRM #34029C0603F.
  - BASED UPON THE OCEAN COUNTY, NJ PRELIMINARY FIRM #34029C0603G THE PROPERTY IS LOCATED IN FLOOD ZONE AE, BASE FLOOD ELEVATION 8. THE PROPERTY IS NOT LOCATED WITHIN THE "COASTAL A" ZONE.
  - ELEVATIONS NAVD (1988)
  - TOTAL TRACT AREA 8,800 S.F. (0.20 AC.)
  - ERROR IN CLOSURE NOT MORE THAN 1 PART IN 10,000.
  - ASSUMED HORIZONTAL COORDINATE BASE.
  - THE LOCATION, SIZE AND TYPE OF MATERIAL OF UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE NOT GUARANTEED, BUT ARE BASED UPON THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL VERIFY THE LOCATION, SIZE AND TYPE OF MATERIAL OF ALL UNDERGROUND UTILITIES THROUGH MARK-OUTS DONE BY THE OWNER OF THE UTILITY AND IF NECESSARY BY TEST PIT AND ADVISE THE ENGINEER OF ANY CONFLICTS SO THAT APPROPRIATE REVISIONS CAN BE MADE TO THE PLANS TO CARRY OUT THE INTENT OF THE DESIGN. ALL AT NO COST TO THE ENGINEER.
  - THE DEVELOPER SHALL OBTAIN A PERMIT FROM THE OCEAN COUNTY ENGINEERING DEPARTMENT PRIOR TO THE START OF CONSTRUCTION OF ANY IMPROVEMENTS WITHIN THE RIGHT-OF-WAY OF LONG BEACH BOULEVARD.
  - ALIGNMENT AND GRADE FOR CURB AND ROAD IMPROVEMENTS ALONG LONG BEACH BOULEVARD SHALL BE ESTABLISHED BY THE DEVELOPER'S ENGINEER AS APPROVED BY THE OCEAN COUNTY ENGINEER. STAKEOUT OF ALL CURB AND ROAD IMPROVEMENTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER AND SHALL BE EXECUTED BY A LICENSED NEW JERSEY PROFESSIONAL LAND SURVEYOR. CURB AS-BUILTS SHALL BE SUBMITTED TO THE OCEAN COUNTY ENGINEER PRIOR TO ANY PAVING OPERATIONS. FINAL AS-BUILT INFORMATION SHALL BE SUPPLIED ON A REPRODUCIBLE MEDIUM. WILL INCLUDE TOP AND BOTTOM OF CURB, CENTERLINE AND QUARTER CROWN GRADES, MONUMENTS WHERE APPLICABLE, SHALL BE SIGNED AND SEALED BY A LICENSED NEW JERSEY PROFESSIONAL LAND SURVEYOR AND ACCOMPANIED BY A MONUMENT CERTIFICATION WHERE APPLICABLE.
  - THE DEVELOPER SHALL OBTAIN A LETTER OF FINAL ACCEPTANCE FROM THE OCEAN COUNTY ENGINEERING DEPARTMENT FOR ALL ROAD IMPROVEMENTS ALONG LONG BEACH BOULEVARD PRIOR TO THE RELEASE OF ANY BOND OR OTHER FINANCIAL SURETY POSTED WITH THE MUNICIPALITY FOR THE COMPLETION OF SAID IMPROVEMENTS.

ZONING SCHEDULE C GENERAL COMMERCIAL ZONE			
	REQUIRED	PROPOSED LOT 13.01	PROPOSED LOT 13.02
LOT AREA	6,000 S.F.	4,800 S.F.*	4,000 S.F.*
LOT FRONTAGE	60 FT.	60 FT.	50 FT.*
R-50 BUILDING REQUIREMENTS SHOWN FOR PROPOSED SINGLE FAMILY RESIDENTIAL USE			
SETBACKS:			
FRONT	10 FT. (6)		
SIDE	4 FT./9 FT.		
COMBINED SIDE TO ADJACENT BUILDING	30% OF FRONTAGE	18 FT. REQUIRED	15 FT. REQUIRED
REAR	15 FT.		
BUILDING HEIGHT	34 FT.		
IMPERVIOUS COVERAGE	75%	100%*	
FRONT YARD IMPERVIOUS	60%	100%*	
PARKING	2 SPACES		

\*=VARIANCE REQUESTED  
 (6) THE REQUIRED 20 FT. FRONT YARD SETBACK IN THE R-50 ZONE MAY BE REDUCED TO 10 FT. PURSUANT TO SECTION 205-11E OF THE CODE OF THE TOWNSHIP OF LONG BEACH.



I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP AND LAND SURVEY DATED 06/03/2020 MEETS THE MINIMUM SURVEY DETAIL REQUIREMENTS, WITH OUTBOUND CORNERS MARKED, AS PROMULGATED BY THE STATE BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND HAS BEEN MADE UNDER MY SUPERVISION, AND COMPLETS WITH THE PROVISIONS OF THE MAP FILING LAW AND THAT THE OUTBOUND MONUMENTS AS SHOWN HAVE BEEN FOUND OR TO BE SET.

I HEREBY CERTIFY THAT WE ARE THE RECORD HOLDERS OF TITLE TO THE LANDS DELINEATED ON THIS MAP AND APPROVE THE FILING THEREOF.

I HEREBY CERTIFY THAT THIS MAP HAS BEEN APPROVED BY THE LONG BEACH TOWNSHIP LAND USE BOARD FOR FILING IN THE OCEAN COUNTY CLERKS OFFICE PROVIDED THAT THIS MAP IS FILED ON/DR BEFORE THE \_\_\_\_ DAY OF \_\_\_\_.

APPROVED BY THE LONG BEACH TOWNSHIP LAND USE BOARD

CHAIRMAN \_\_\_\_\_

SECRETARY \_\_\_\_\_

ENGINEER \_\_\_\_\_

MUNICIPAL CLERK/MUNICIPAL LAND USE CLERK \_\_\_\_\_

SWORN AND SUBSCRIBED TO ME THIS DAY OF \_\_\_\_\_

NOTARY PUBLIC OF NEW JERSEY. MY COMMISSION EXPIRES \_\_\_\_\_

ROBERT G. OBLON, P.L.S. 95357

I HAVE CAREFULLY EXAMINED THIS MAP AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IT CONFORMS WITH THE PROVISIONS OF "THE MAP FILING LAW" RESOLUTION OF APPROVAL AND THE MUNICIPAL ORDINANCES AND REQUIREMENTS APPLICABLE THERETO.

MUNICIPAL ENGINEER \_\_\_\_\_

**RECEIVED**  
 JAN 20 2021  
 LAND USE BOARD - TWP. OF LONG BEACH  
 NO. 1106-01-21

1/19/2021 REVISED OWNER/APPLICANT (MAG)  
 1/17/2021 REVISED BUILDING SETBACKS, SHOWN PARKING FOR LOT 13.01, PROPOSED FENCE (MAG)

**HORN, TYSON & YODER, INC.**  
 CONSULTING ENGINEERS, SURVEYORS-PLANNERS  
 CERTIFICATE 24GA27951700 - ISSUED JULY 27, 2020  
 8510 LONG BEACH BOULEVARD, LONG BEACH TOWNSHIP, NEW JERSEY 08008-3424  
 PHONE (609) 492-5050 FAX (609) 492-4163

MINOR SUBDIVISION  
 LOT 13, BLOCK 4.07  
 TAX MAP SHEET # 8  
 LONG BEACH TOWNSHIP  
 OCEAN COUNTY, NEW JERSEY

*James Brzozowski*  
**JAMES D. BRZOZOWSKI, P.E., P.P.**  
 Professional Engineer, N.J. License Number GE44223  
 Professional Planner, N.J. License Number 33-10565-400

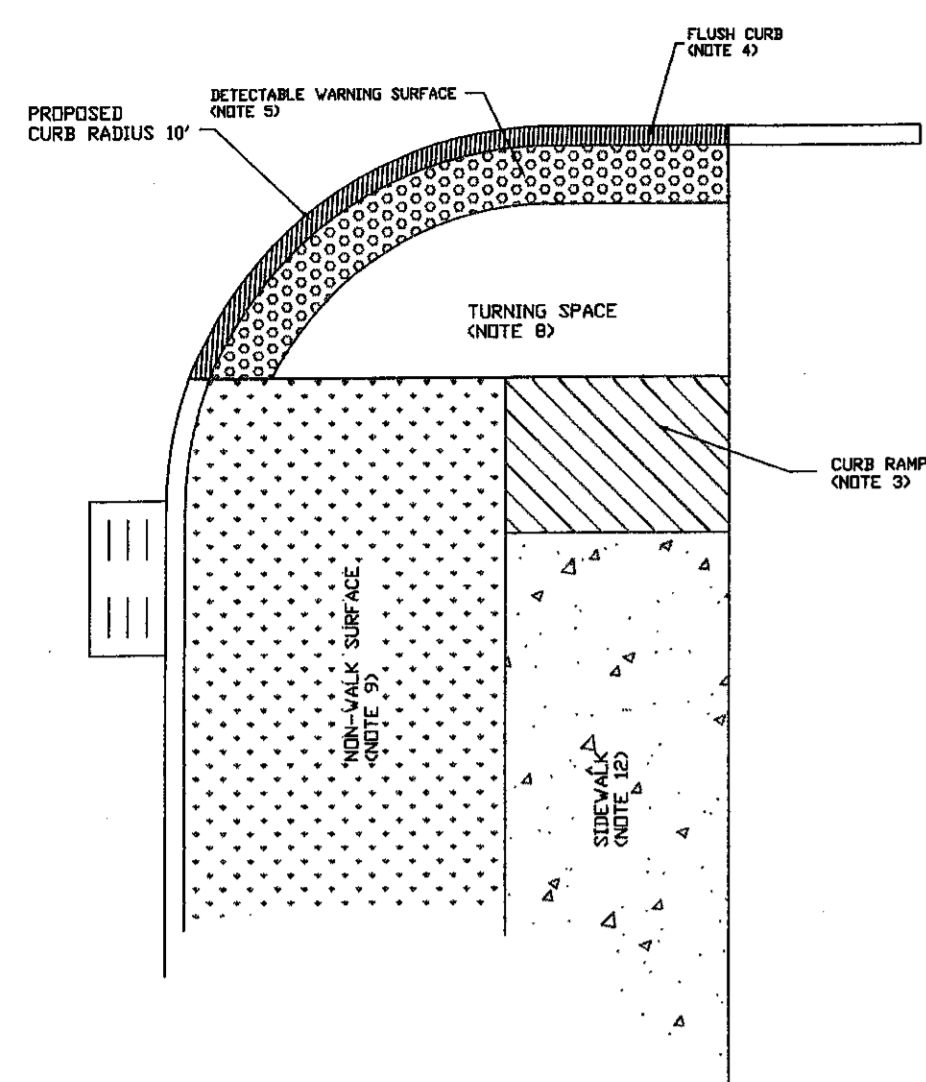
*Robert G. Oblon*  
**ROBERT G. OBLON, P.L.S.**  
 Professional Land Surveyor, N.J. License Number 35357

OWNER/APPLICANT  
 ELM H HOLDINGS LLC  
 490 ROUTE 33, WEST-UNIT #1  
 MILLSTONE, NJ 08067

SCALE: 1"=10' DRAWN BY: MAG SHEET 1 OF 2  
 JOB NO.: 20-058 DATE: 6/3/2020

LONG BEACH BOULEVARD (100')

HOBART AVENUE (50')



CURB RAMP FOR THE PHYSICALLY HANDICAPPED TYPE 3E BLENDED TRANSITION

GENERAL NOTES

- 1. Check Walls**
  - Check walls are permitted when adjacent to non-walk areas or elevation differences cannot be accommodated by flares or grading.
  - Avoid the use of check walls in sidewalk and curb design. Approval from The Ocean County Engineering Department is required.
- 2. Crosswalks**
  - For curb ramps that lead to a single crosswalk, the ramp (excluding flares) shall be fully inside of marked crosswalk lines.
  - should be placed a minimum distance of 4'-0" from stop and yield lines.
  - For un-signalized areas, crosswalks should be placed a minimum distance of 30'-0" from on road parking zones.
  - Pedestrian crosswalk is 6'-0" minimum measured from inside the painted edge and the inside lines must be outside the projected curb lines.
  - Avoid using the parallel line crosswalk design. Instead use the longitudinal lines at 6'-0" long and 1'-2" wide with a spacing of 1'-2" apart. Spacing should be designed so the painted areas avoid the wheel paths.
- 3. Curb Ramps**
  - Construct curb ramps with a minimum 4'-0" X 4'-0" clear space before the curb face, within the width of the crosswalk.
  - Slopes that exceed 8.00%, or contract documents as applicable, will not be accepted and will be reconstructed.
  - Provide slip resistant texture on curb ramp by coarse brooming transverse to the slope of the ramp. Extend texture the full width and length of the curb ramp including flared side ramps.
  - To avoid chipping grade indefinitely when traversing the height of curb, ramp length not to exceed 15'-0". Adjust ramp slope as needed to provide access to the maximum extent feasible.
  - For new construction and alterations, construct curb ramp and flare slopes with the flattest slope possible.
  - For new construction, attempt to keep the cross slope as flat as possible. Do not exceed 2.00% cross slope on the curb ramp or pedestrian accessible route (measured perpendicular to the direction of travel).
  - Curb ramp and side flare lengths are variable and based on curb height and the sidewalk slope.
  - Curb ramp width is 4'-0" minimum.
  - Avoid curb ramp designs where the width of the crosswalk will need to be greater than 10'-0" wide.
  - All slopes are measured with respect to a level plane. Therefore, the length of ramp is not solely dependent on the height of curb. (For example, a 6" curb does not necessarily mean a ramp length of 6'-0" for a 12:1 slope.)
  - The change in grade at the bottom of the curb ramp and adjoining road surface is not to exceed an algebraic difference of 11.00%. The counter slope of the gutter or road at the foot of a curb ramp, turning space of blended transition curb ramps require the Ocean County Engineer's approval.
- 4. Flush curb**
  - Construct top of plain cement concrete flush curb to be flush with adjacent surfaces (ramps, sidewalks, flares).
  - Construct flush curb for curb ramps flush to adjacent roadway. Grade edge of road elevations at the flow line to ensure positive drainage and prevent ponding. For level turning spaces behind flush curb, adjust slopes to provide positive drainage. The vertical alignment of a curb ramp, excluding flares, shall be planar. Grade breaks shall be flush and perpendicular to the direction of the ramp run. Ramp transitions between walks, gutters, turning spaces, or streets shall be flush and free of abrupt vertical changes (1/4" maximum).
  - For type 3 ramps and blended transitions, the flush curb must extend from the outer most edge of each crosswalk.
- 5. Detectable warning surfaces**
  - No separation between detectable warning surfaces for medians less than 4'-0" between back of curbs.
  - Provide detectable warning surfaces (DWS) 24" minimum (in the direction of pedestrian travel) across full width of ramp at the grade break near street edge.
  - Provide DWS that contrast visually with adjacent walkway surfaces, either light-on-dark or dark-on-light for the full width of ramp.
  - Align detectable warning surface truncated domes on a square grid in the predominant direction of the ramp and perpendicular to curb when appropriate.
  - The public sidewalk curb ramp, detectable warning surfaces (shaded area) shall be safety red color, except if the municipalities have established an alternative color scheme.
  - For type 3 ramps and blended transitions, the detectable warning surface must be placed along the entire flush curb and the domes must be placed in such a way that the direction of travel is oriented into the crosswalk.
- 6. Driveways**
  - 6.00% maximum slope for the driveway apron.
  - 1 1/2" maximum vertical change in height between the road surface and the flush curb at the driveway apron.
- 7. Joints**
  - Provide expansion joint material 1/2" thick where curb ramp adjoins any rigid pavement, sidewalk or structure with the top of joint filler flush with adjacent concrete surface.
  - Seal joints with an approved sealing material.
- 8. Turning spaces**
  - Turning space, approach sidewalk transitions, and curb ramp shall be kept clear of obstructions, unless an exception is granted.
  - Do not exceed 2.00% slope in any direction.
  - Turning space should be 4'-0" X 4'-0" minimum clear space. If the turning space is constrained on 2 or more sides, it must be 4x5' with the 5' length along the unobstructed side. For type 3 ramps and blended transitions, the turning space must have a minimum of a 5'-0" depth (including the detectable warning surface) along the flush curb/roadway.
  - Ocean County Engineering Department approval required if turning space for turning maneuver is not on the sidewalk, i.e. if the turning space "clear space" is in the roadway.
  - 4'x4' turning spaces are required at every accessible pedestrian signal/pushbutton location.
  - Turning spaces shall be constructed at the top of every perpendicular ramp and at the bottom of every parallel ramp.

9. Non-walk surfaces

- Non-walk area is an obstruction or grass/non-paved area adjacent to the pedestrian access route that is not used by the pedestrian for access.

10. Pedestrian Pushbuttons

- The details depict pedestrian pushbutton poles to illustrate the recommended placement of pedestrian pushbuttons. For alteration projects, provide access to existing pedestrian pushbuttons to the maximum extent feasible. Install pedestrian pushbutton stub poles, where applicable, so as not to create pedestrian obstructions.
- New construction must comply with recommended locations for alteration projects locate pedestrian pushbuttons, to the maximum extent feasible (see 2009 muted fig 4E-3)
- Adjacent to a level non-slip surface to provide access from a wheelchair, and where there is a non-slip wheelchair accessible route to the ramp.
- Within 5'-0" of the crosswalk extended
- Between 1'-0" and 10'-0" of the edge of curb, shoulder or pavement
- Parallel to the crosswalk to be used
- Mount pedestrian pushbutton 42" above the sidewalk or finished grade to the center of the pushbutton and 10" maximum laterally from turning space. In addition, the pedestrian pushbutton must also be 5'-0" minimum distance from the curb ramp and 2'-0" minimum distance between a catch basin and the pedestrian pushbutton.

11. Side Flares

- All slopes are measured with respect to a level plane. Therefore, the length of ramp is not solely dependent on the height of curb. (For example, a 6" curb does not necessarily mean a ramp length of 6'-0" for a 12:1 slope.)
- Side flares 10.00% maximum slope where the pedestrian path crosses the curb ramp.
- Curb flares must be parallel to the curb line.
- Curb ramp and side flare lengths are variable and based on curb height and the sidewalk slope.
- Grade grass areas or other non-walk areas at 3:1 (13%) maximum. Do not install check walls that intersect the pedestrian access route.
- Side flare width is typically 24" and a minimum of 12".

12. Sidewalks

- Notes the area considered to be the "Pedestrian Accessible Route"
- The maximum sidewalk cross slope is 2.00% (measured perpendicular to the direction of travel). The maximum grade is 5.00%. For sidewalks along streets; however, the longitudinal grade of the sidewalk should be consistent with the grade of the adjacent roadway. If the 5.00% grade is not feasible due to topography and other physical constraints, the lowest practical grade greater than 5.00% should be used.
- Sidewalk width may be reduced to 4'-0", when passing areas 5'-0" x 5'-0" are provided every 200'.

13. Travel Lanes

- The travel lane is defined by the outside edge of the white pavement marking line. If a white pavement marking line does not exist, the travel lane is defined by the contract documents.

14. Modify construction details to adapt dimensions to existing curb heights where the curb is less or more than the standard 6" height.

15. Construction must meet the standards contained herein unless otherwise noted or directed.

16. Preferred and alternate treatments should not be intermixed within the same intersection.

17. All handicap ramps constructed in this contract shall meet accessibility requirements of the Americans with Disabilities Act and the public rights-of-way accessibility guidelines.

18. The contractor is required to contact the Ocean County Engineering Department about the construction of all handicap curb ramps at signalized intersections and verify the striping plan is in accordance with the most recent top planning zone plan.

19. Grade Breaks

- Grade breaks at the top and bottom of the curb ramp shall be perpendicular to the direction of the ramp run.
- Grade breaks are not permitted on the surface of ramp runs or turning spaces.
- Surface slopes that meet at the grade breaks shall be flush.

20. For new construction and alterations, construct curb ramp and flare slopes with the flattest slope possible.

21. All vertical surface discontinuities shall not exceed 1/4" in height. Any vertical surface discontinuity between 1/4" and 1/2" shall be beveled at a slope no greater than 50% across the entire discontinuity.

22. Horizontal openings in grates and joints shall not exceed 3/4" in diameter and the Grates shall be placed so the long dimension is perpendicular to the direction of travel.

23. The cross slope for curb ramps, blended transitions, and turning spaces shall be 2% maximum. At pedestrian street crossings without yield or stop control, the cross slope shall be permitted to match the street grade. Pedestrian street crossings without yield or stop control are crossings where there is no yield or stop sign, or where there is a traffic signal that is designed for the green phase.

DETECTABLE WARNING SURFACE (DWS) INSTALLATION INSTRUCTIONS

1. Saw out existing curb ramp surface where the DWS will be placed.
2. Remove existing concrete from this area.
3. Replace and compact any disturbed aggregate subbase.
4. Place new cement concrete and level to a 4 inch depth so that the top of the concrete is lower than the adjoining sidewalk, equivalent to the embedding depth of the DWS material.
5. Lay out and properly fit each unit prior to setting in wet concrete.
6. Cut units as necessary along perimeter of detectable warning surface.
7. Place units across the entire width of the curb ramp surface and/or where the curb is flush.
8. Press units into full contact with the fresh concrete.
9. Adjust height of each unit edge to be level with adjacent ramp surfaces.
10. Only truncated domes should be above the adjacent finished concrete.
11. Fill any saw cut gaps with approved joint sealant material.

DWS Notes:

- The details provided are not drawn to scale. The quantity of domes depicted on the detectable warning unit (the domes and the entire 24" level surface) is for illustration only.

Detectable Warning Unit Dimensions:

- The size of the detectable warning field shall be 24" in the direction of travel and shall extend the full width of the curb. Ramp or flush surface. Exclusive of side flares.

Dome Alignment:

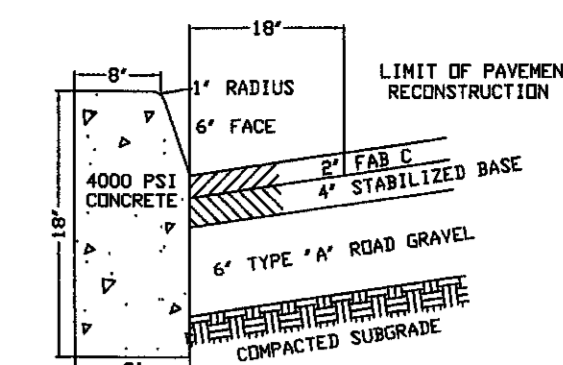
- The rows of domes shall be aligned to be perpendicular or radial to the grade break between the ramp turning space or curb ramp and the street.
- Where domes are arrayed radially they may differ in dome diameter and center-to-center spacing within the ranges specified on this sheet.

Color Requirements:

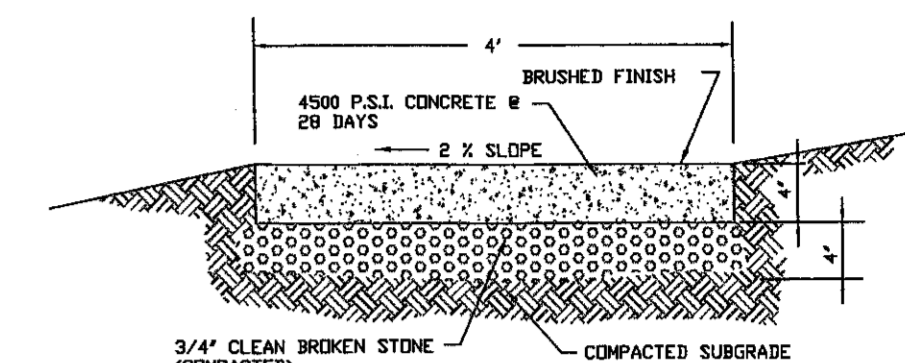
- The detectable warning field shall be the color "safety red" unless noted otherwise in the contract documents and must meet the requirements of the standard specifications.

Detectable Warnings Locations:

- Detectable warnings shall be located so that the edge or corner of the warning field nearest to the roadway is 5" to 9" from the front of the curb or the roadway edge (12" where traversable curb is used).
- The edge of the detectable warning field nearest to a railroad crossing shall be 6'-0" minimum and 15'-0" maximum from the centerline of the nearest rail.

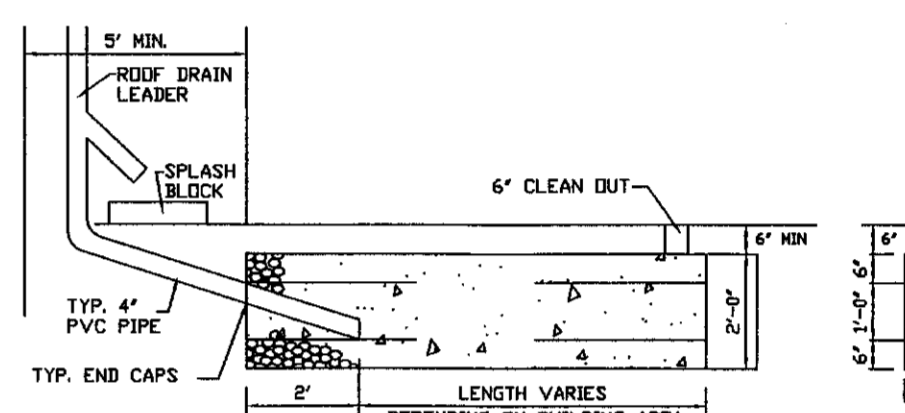


COUNTY CURB & PAVEMENT RESTORATION DETAIL



- NOTES:
1. AT DRIVEWAY CROSSINGS, SIDEWALK SHALL BE 6" THICK AND SHALL CONTAIN NO. 10 WIRE MESH 2' UP FROM THE BOTTOM OF THE SIDEWALK.
  2. THE TOWNSHIP ENGINEER SHALL APPROVE ALL SUBGRADES PRIOR TO THE POURING OF ANY CONCRETE.
  3. EXPANSION JOINTS SHALL BE PROVIDED AT 20' MAXIMUM INTERVALS. JOINTS SHALL BE FILLED WITH 1/2" BITUMINOUS EXPANSION JOINT FILLER.
  4. ALL SIDEWALK THAT IS BROKEN, CRACKED OR OUT OF ALIGNMENT SHALL BE REPLACED PRIOR TO ACCEPTANCE.

CONCRETE SIDEWALK



- NOTE:
1. THE LEADER SHALL EXTEND INTO THE TRENCH A MIN. OF 2'.
  2. THE TRENCH SHALL BE A MIN. OF 3' FROM THE DWELLING.
  3. ALL ROOF LEADERS TO BE CONNECTED TO A TRENCH.
  4. 1 LINEAR FOOT OF RECHARGE TRENCH IS TO BE PROVIDED FOR EVERY 100 SF. OF BUILDING AREA.

TRENCH SECTION

SUBSURFACE INFILTRATION SYSTEM

REVISIONS

**HORN, TYSON & YODER, INC.**  
CONSULTING ENGINEERS, SURVEYORS-PLANNERS  
CERTIFICATE 24GA27951700 - ISSUED JULY 27, 2020  
8510 LONG BEACH BOULEVARD, LONG BEACH TOWNSHIP, NEW JERSEY 08008-3424  
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*James D. Brzezinski*  
**JAMES D. BRZEZINSKI, P.E., P.P.**  
Professional Engineer, N.J. License Number GE44223  
Professional Planner, N.J. License Number 33L10606400

MINOR SUBDIVISION  
DETAIL SHEET  
LOT 13, BLOCK 4.07  
TAX MAP SHEET # 8  
LONG BEACH TOWNSHIP  
OCEAN COUNTY, NEW JERSEY

SCALE: 1" = 10' DRAWN BY: MAG SHEET 2 OF 2  
JOB NO. 120-058 DATE: 1/7/2021