

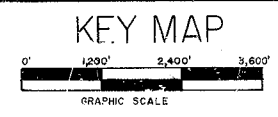
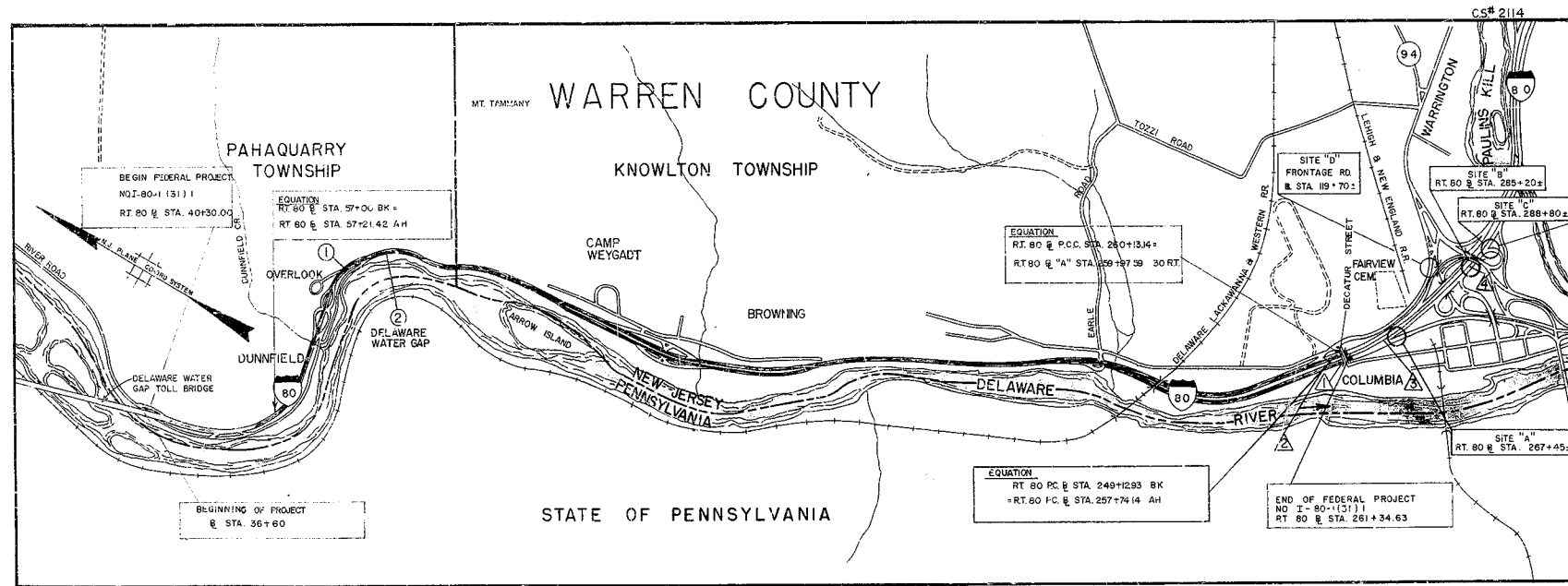
| PUBLIC UTILITIES | |
|--|--|
| NEW JERSEY BELL TELEPHONE COMPANY (POLES AND CONDUITS) | |
| WEST JERSEY TELEPHONE COMPANY (POLES AND CONDUITS) | |
| JERSEY CENTRAL POWER AND LIGHT COMPANY (POLES) | |
| DELAWARE LACKAWANNA AND WESTERN RAILROAD (BRIDGE) | |

| BRIDGE COMMISSION | |
|---|--|
| DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION | |

| WALLS IN THIS CONTRACT | |
|--|--|
| ① | RETAINING WALL - ROUTE 80 RT. 80 @ STA. 83+00 LT. |
| ② | RETAINING WALL MODIFICATION ROUTE 80 @ STA. 100+00, RT. |
| OVERHEAD SIGN SUPPORTS IN THIS CONTRACT | |
| △ | BRIDGE MOUNTED SIGN SUPPORT NO. 4 |
| △ | MODIFICATION TO OVERHEAD SUPPORT NO. 1A |
| △ | MODIFICATION TO OVERHEAD SUPPORT NO. 2A |
| △ | MODIFICATION TO CANTILEVER SUPPORT NO. 3A |

State of New Jersey
Department of Transportation
 PLANS OF
ROUTE 80 SECTION 1AB
From Delaware River Toll Bridge to Vicinity
of Route 94
 WIDENING, RESURFACING and SAFETY IMPROVEMENTS
 Townships of Pahaquarry and Knowlton Warren County
 Scales as Indicated October 1976

| INDEX OF SHEETS | |
|-----------------|---------------------------------------|
| SHEET NUMBERS | DESCRIPTION |
| 1 | KEY |
| 2-3 | ESTIMATE OF QUANTITIES |
| 4-11 | DISTRIBUTION OF QUANTITIES |
| 12-17 | TYPICAL SECTIONS |
| 18-31 | CONSTRUCTION PLANS |
| 32-45 | PROFILES |
| 46-59 | TIE AND GRADE |
| 60-66 | SIGN DATA AND DETAILS |
| 67-90 | ELECTRICAL PLANS AND DETAILS |
| 91-106 | LANDSCAPE PLANS SEE ALSO SHEETS 28,29 |
| 92-93 | METHODS OF CROSS SECTIONS |
| 94-145 | CROSS SECTIONS |
| 146-182 | CONSTRUCTION DETAILS |
| 183-194 | BRIDGE PLANS |
| 210-219 | ADDENDUMS, ATTACHMENT NO. 1-4 |



STARTING DATE: FEB. 28, 1977
 COMPLETION DATE: JULY 14, 1980
 CONTRACTOR: HALEFORD CONST. CO.
 RESIDENT ENGINEER: ANDREW STRAUT

| DESIGN | TRAFFIC | DATA |
|-----------------------|---------|--------|
| A.D.T. (1975) - 2 WAY | = | 21,740 |
| A.D.T. (1995) - 2 WAY | = | 55,000 |
| D.H.V. (1995) - 2 WAY | = | 6,050 |
| D (1995) | = | 65% |
| T(h) (1995) | = | 4% |

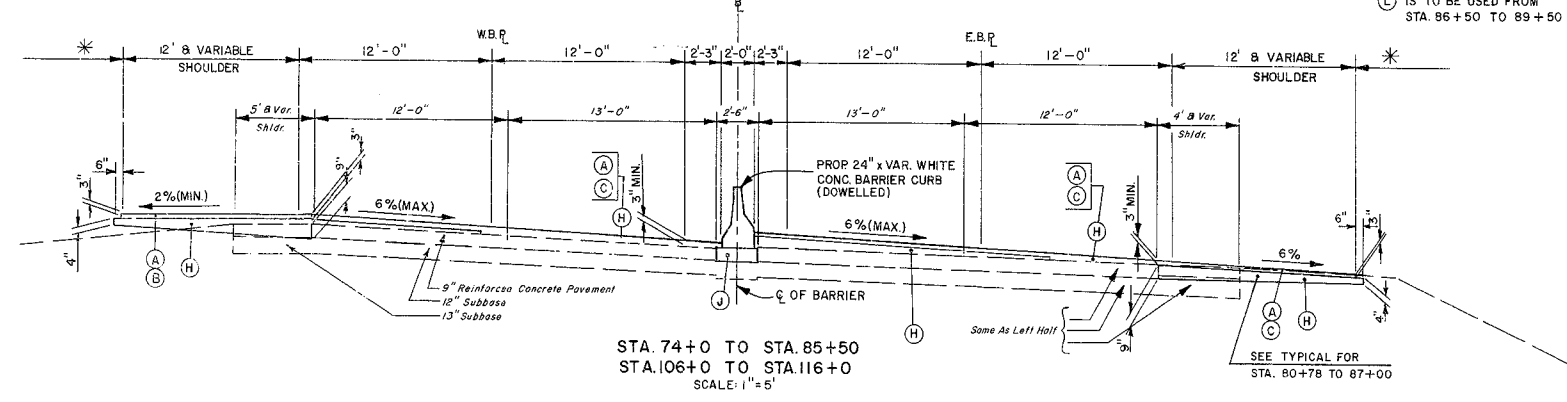
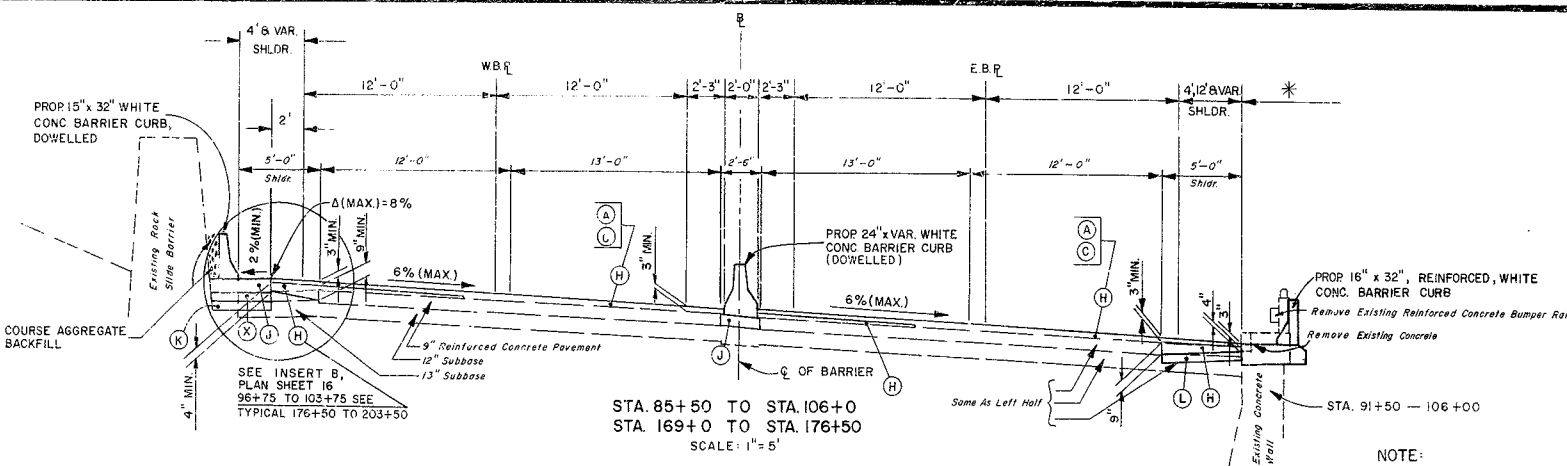
TOTAL LENGTH OF PROJECT = 24,347.37 LIN. FT. OR 4.611 MILES
 TOTAL LENGTH OF FEDERAL PROJECT NO. I-80-1 (31) 1 = 21,220.00 LIN. FT. OR 4.019 MILES
 STANDARD HIGHWAY SPECIFICATIONS OF 1961 WITH AMENDMENTS THERETO TO GOVERN

U. S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 BUREAU OF PUBLIC ROADS
 APPROVED _____
 Date _____

Submitted by _____ Date _____
 Approved by Jack J. Chausak 9-21-76
 State Highway Engineer
 Approved by Alan Jay 9-20-76
 Commissioner of Transportation

LEGEND

- (A) OPEN GRADED PLANT MIX SURFACE COURSE, 3/4" THICK
- (B) PAVEMENT TYPE MA-BC (BOTTOM COURSE), 2 1/4" THICK
- (C) PAVEMENT TYPE MA-PC (BOTTOM COURSE), 2 1/4" AND VARIABLE THICKNESS
- (E) BITUMINOUS STABILIZED BASE COURSE, 4" THICK
- (F) BITUMINOUS STABILIZED BASE COURSE, 10" THICK
- (G) BITUMINOUS STABILIZED BASE COURSE, VARIABLE THICKNESS
- (J) CONCRETE BASE COURSE, 9" THICK
- (K) SUBBASE, TYPE 1 (CLASS C), 6" THICK
- (L) SUBBASE, TYPE 5 (CLASS A), 6" THICK
- (M) SUBBASE, TYPE 5 (CLASS A), 6" MINIMUM AND VARIABLE THICKNESS
- (N) SUBBASE, TYPE 5 (CLASS A), 10" THICK
- (O) SUBBASE, TYPE 5 (CLASS A), 15" THICK AND VARIABLE THICKNESS
- (P) SUBBASE, TYPE 5 (CLASS A), 12" AND VARIABLE THICKNESS
- (Q) CONCRETE SURFACE PAV'T., REINFORCED, 9" THICK
- (R) 4" TOPSILLING
- (S) FERTILIZING AND SEEDING, TYPE A-2 AND F
- (T) STRAW MULCHING
- (U) CURB, TYPE 5 (CLASS A), 5" THICK
- (X) SUBBASE, TYPE 1 (CLASS A) 6" THICK



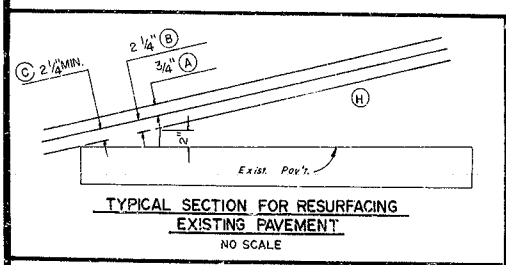
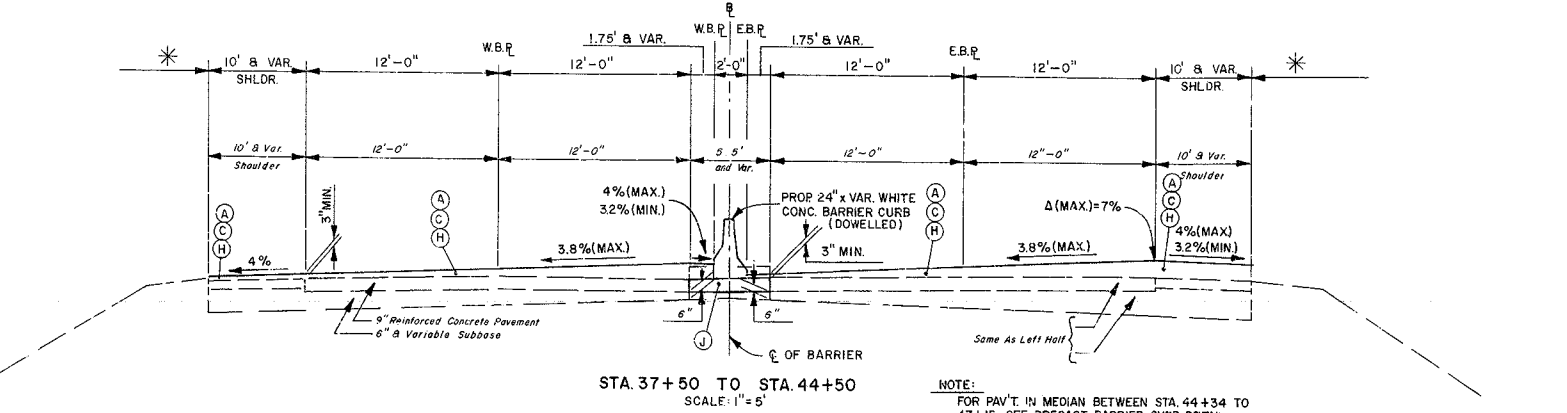
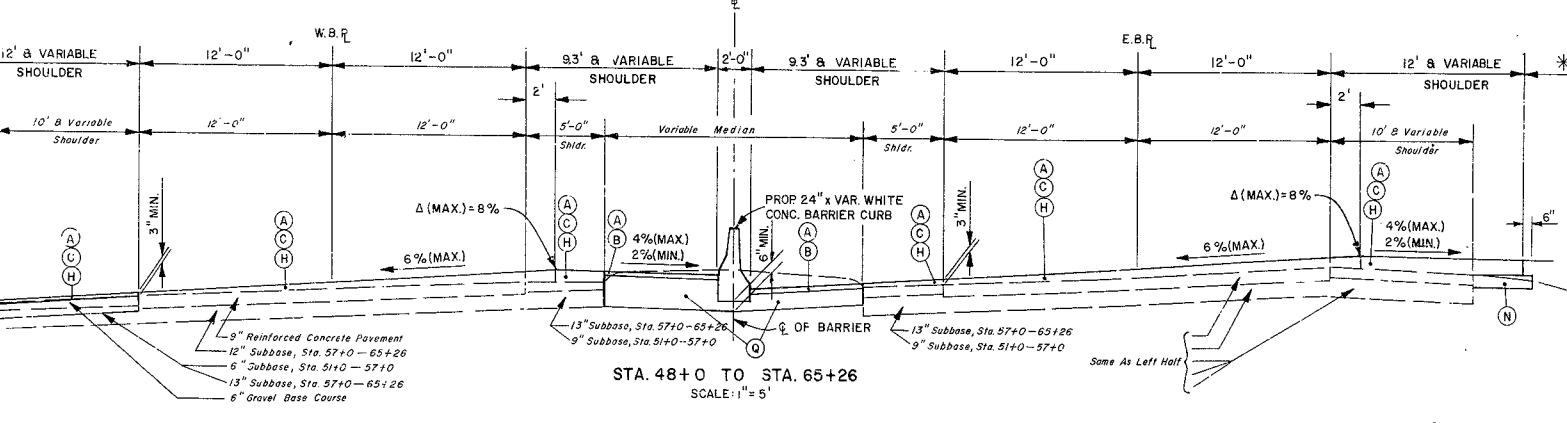
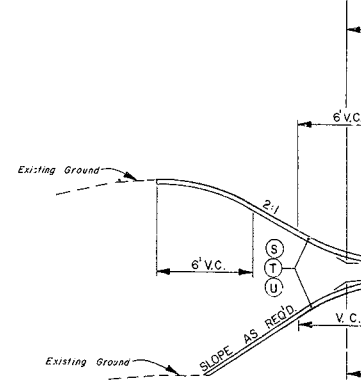
(1)

| FILL | D | V.C. | SLOPE |
|---------------|----|------|-------|
| 0 - 5' | 2 | 4' | 6 - 1 |
| OVER 5' TO 9' | 3' | 6' | 4 - 1 |
| OVER 9' | 7' | 6' | 2 - 1 |

| CUT | D | V.C. | SLOPE |
|----------|----|------|-------|
| ALL CUTS | 7' | 6' | 2 - 1 |

NOTE: WHEREVER STANDARD SLOPE TREATMENT CANNOT BE CONSTRUCTED BECAUSE OF EXISTING CONDITIONS, SLOPES ARE TO BE CONSTRUCTED AS SHOWN ON CROSS SECTION OR AS DIRECTED BY THE ENGINEER.

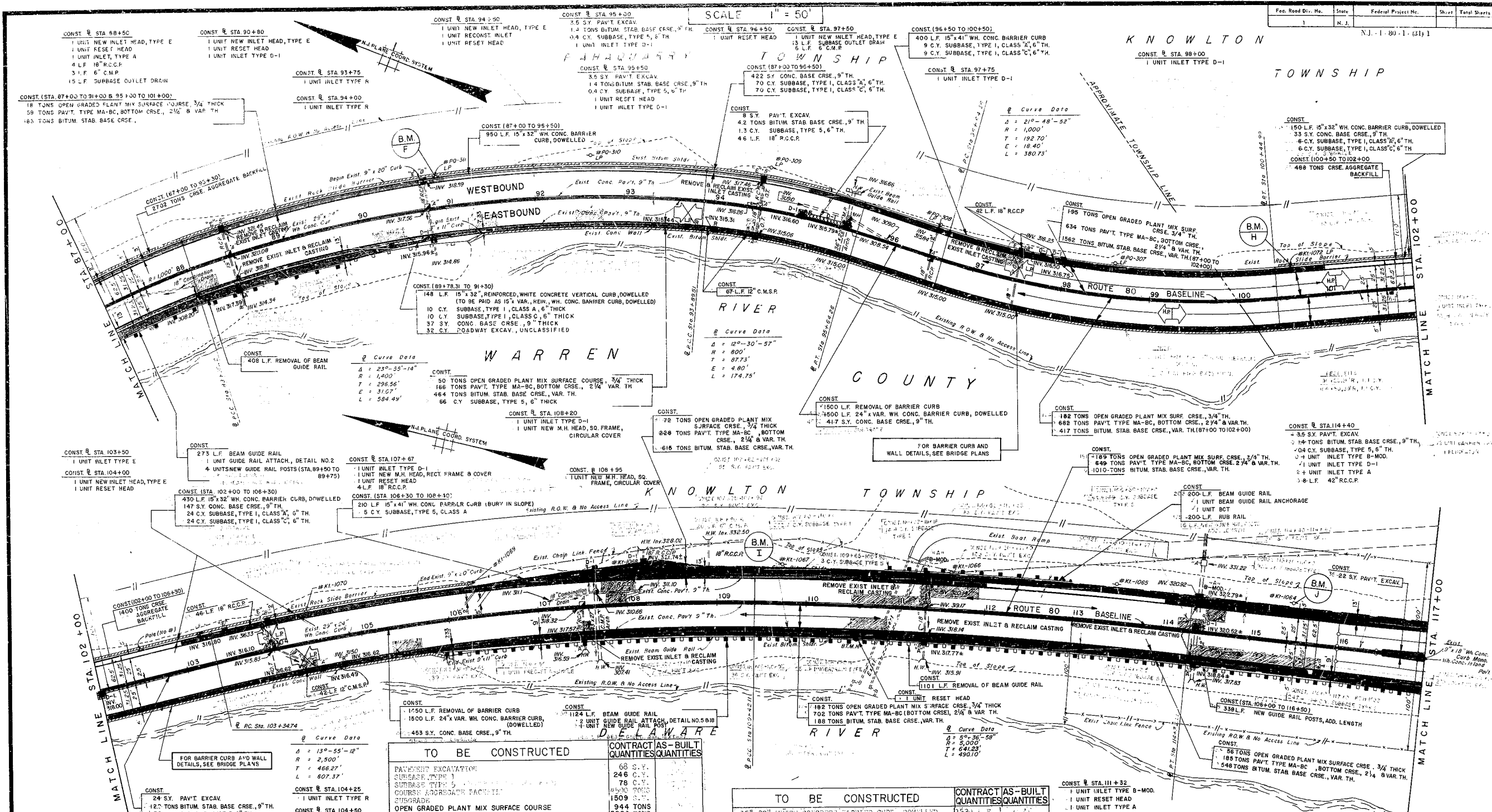
*** TYPICAL SLOPE TREATMENT**



NOTE: (L) IS TO BE USED FROM STA. 86+50 TO 89+50 AND STA. 171+00 TO 179+00

GENERAL NOTES

1. UNSOUND CONCRETE SLABS, TO BE DETERMINED BY THE ENGINEER, SHALL BE REMOVED AND REPLACED WITH BITUMINOUS STABILIZED BASE COURSE.
2. UNSTABLE OR WET SUBGRADE, TO BE DETERMINED BY THE ENGINEER, ENCOUNTERED DURING CONSTRUCTION OF PROPOSED SHOULDERS AND ACCELERATION OR DECELERATION LANES SHALL BE REMOVED TO A DEPTH OF 8" AND REPLACED WITH SUBBASE, TYPE 1, CLASS C.
3. CRACKS IN THE EXISTING PAVEMENT, (GREATER THAN 1/4" IN WIDTH), SHALL BE CLEANED AND FILLED WITH HOT-POURED RUBBER ASPHALT PRIOR TO RESURFACING. THE SURFACE OF THE HOT-POURED RUBBER ASPHALT SHALL BE SQUEEGED TO REMOVE ALL EXCESS MATERIAL FROM THE PAVEMENT SURFACE.



- B.M. F - SPIKE IN POLE # PQ-311
STA. 90+95, 33' LI. ELEV. 326.07
- B.M. H - SPIKE IN POLE # KT-1072
STA. 100+66, 40' LI. ELEV. 323.13
- B.M. I - SPIKE IN POLE # KT-1067
STA. 109+72, 40' LI. ELEV. 327.87
- B.M. J - NAIL IN POLE # KT-1064
STA. 115+47, 45' LI. ELEV. 333.59

| STATION TO STATION | OFFSET FROM EDGE OF PAVEMENT TO FACE OF GUIDE RAIL | LOCATION |
|--------------------|--|----------|
| 106+00 TO 116+50 | 0' | E.B. |
| 116+50 TO 117+10 | 0' TO 4' @ 15:1 TAPER | E.B. |

TO BE CONSTRUCTED

| | |
|--------------------------------------|-----------|
| PAVEMENT EXCAVATION | 68 S.Y. |
| SUBBASE TYPE 5 | 246 C.Y. |
| COURSE AGGREGATE FACILITY | 78 C.Y. |
| SUBGRADE | 1509 S.Y. |
| OPEN GRADED PLANT MIX SURFACE COURSE | 944 TONS |
| REINFORCED CONCRETE CURB | 5009 LBS |
| CONCRETE BASE COURSE, 9" THICK | 1509 S.Y. |
| PAVEMENT TYPE MA-BC | 3308 TONS |
| ROADWAY EXCAVATION, UNCLASSIFIED | 32 C.Y. |
| 6" SLURRY SUBBASE OUTLET DRAIN | 28 L.F. |
| 6" CORRUGATED METAL PIPE | 9 L.F. |
| 16" REINFORCED CONCRETE CULVERT PIPE | 106 L.F. |
| 18" REINFORCED CONCRETE CULVERT PIPE | 78 L.F. |
| 18" REINFORCED CONCRETE CULVERT PIPE | 154 L.F. |
| 12" CORRUGATED METAL SHEET PILE | 5 L.F. |
| 12" CORRUGATED METAL SHEET PILE | 109 L.F. |
| 12" CORRUGATED METAL SHEET PILE | 4 UNITS |
| 12" CORRUGATED METAL SHEET PILE | 2 UNITS |
| 12" CORRUGATED METAL SHEET PILE | 9 UNITS |
| 12" CORRUGATED METAL SHEET PILE | 1 UNIT |
| 12" CORRUGATED METAL SHEET PILE | 4 UNITS |
| 12" CORRUGATED METAL SHEET PILE | 1 UNIT |
| 12" CORRUGATED METAL SHEET PILE | 11 UNITS |
| 12" CORRUGATED METAL SHEET PILE | 5 UNITS |
| 12" CORRUGATED METAL SHEET PILE | 2 UNITS |
| 12" CORRUGATED METAL SHEET PILE | 1 UNIT |
| 12" CORRUGATED METAL SHEET PILE | 3000 LBS. |

CONTRACT AS-BUILT QUANTITIES

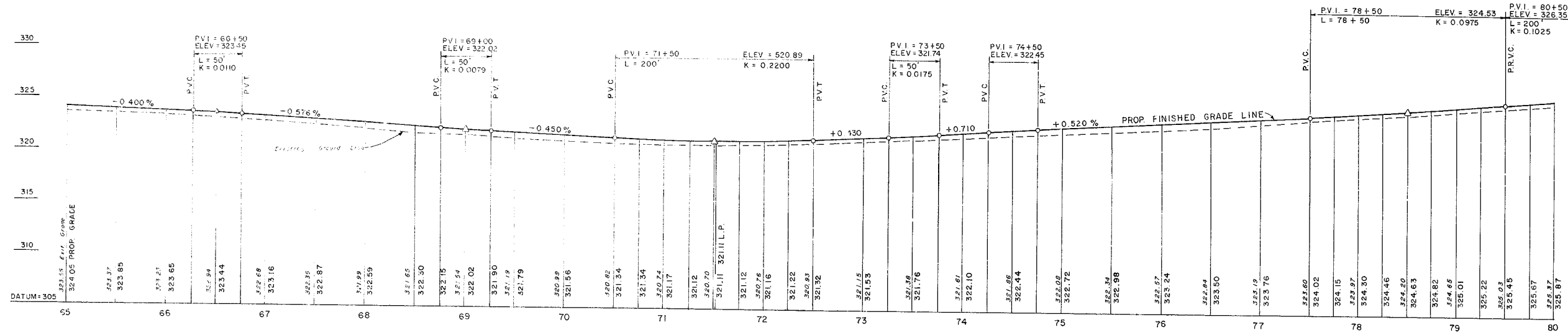
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|----------|---------|-----------|----------|----------|-----------|-----------|---------|---------|--------|----------|---------|----------|--------|----------|---------|---------|---------|--------|---------|--------|----------|---------|---------|--------|-----------|
| 68 S.Y. | 246 C.Y. | 78 C.Y. | 1509 S.Y. | 944 TONS | 5009 LBS | 1509 S.Y. | 3308 TONS | 32 C.Y. | 28 L.F. | 9 L.F. | 106 L.F. | 78 L.F. | 154 L.F. | 5 L.F. | 109 L.F. | 4 UNITS | 2 UNITS | 9 UNITS | 1 UNIT | 4 UNITS | 1 UNIT | 11 UNITS | 5 UNITS | 2 UNITS | 1 UNIT | 3000 LBS. |
|---------|----------|---------|-----------|----------|----------|-----------|-----------|---------|---------|--------|----------|---------|----------|--------|----------|---------|---------|---------|--------|---------|--------|----------|---------|---------|--------|-----------|

TO BE CONSTRUCTED

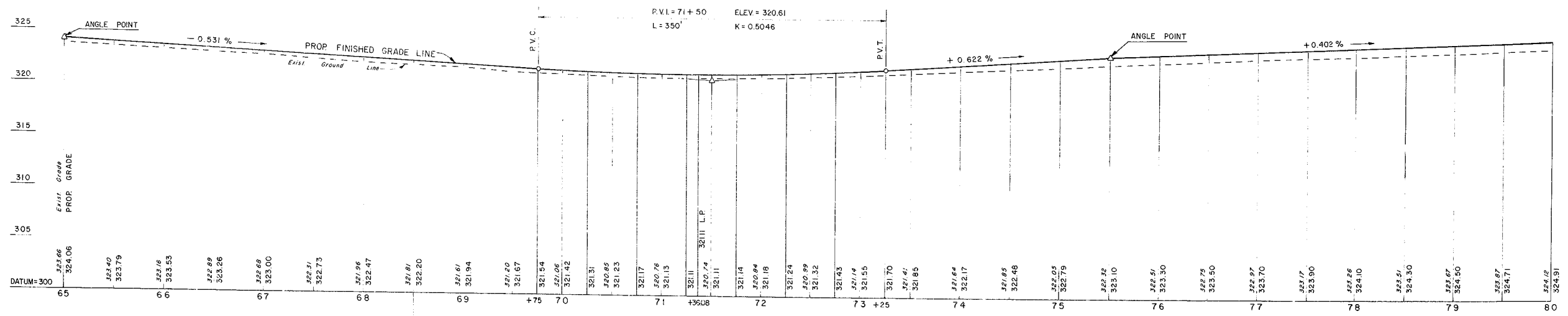
| | |
|--|-----------|
| 15"x30" WHITE CONCRETE BARRIER CURB, DOWELLED | 1533 L.F. |
| 15"x30" WHITE CONCRETE BARRIER CURB | 610 L.F. |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 148 L.F. |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 1597 L.F. |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 200 L.F. |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 1 UNIT |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 1 UNIT |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 1509 L.F. |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 3 UNITS |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 2950 L.F. |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 103 L.F. |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 5 UNITS |
| 15" X VAR. REINFORCED WH. CONC. BARRIER CURB, DOWELLED | 338 L.F. |

CONTRACT AS-BUILT QUANTITIES

| | | | | | | | | | | | | |
|-----------|----------|----------|-----------|----------|--------|--------|-----------|---------|-----------|----------|---------|----------|
| 1533 L.F. | 610 L.F. | 148 L.F. | 1597 L.F. | 200 L.F. | 1 UNIT | 1 UNIT | 1509 L.F. | 3 UNITS | 2950 L.F. | 103 L.F. | 5 UNITS | 338 L.F. |
|-----------|----------|----------|-----------|----------|--------|--------|-----------|---------|-----------|----------|---------|----------|

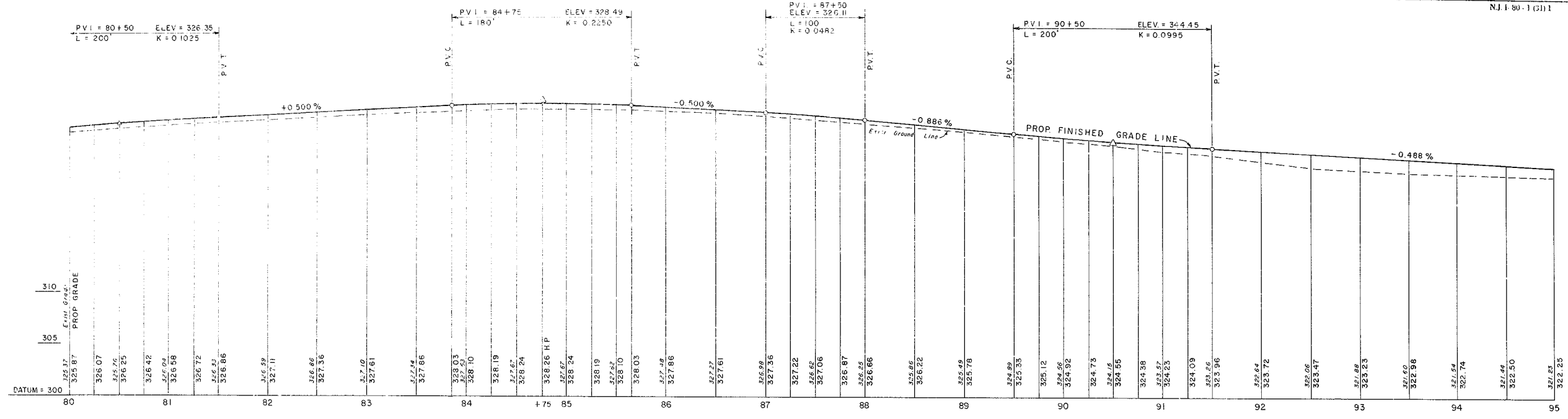


ROUTE 80 WESTBOUND PROFILE

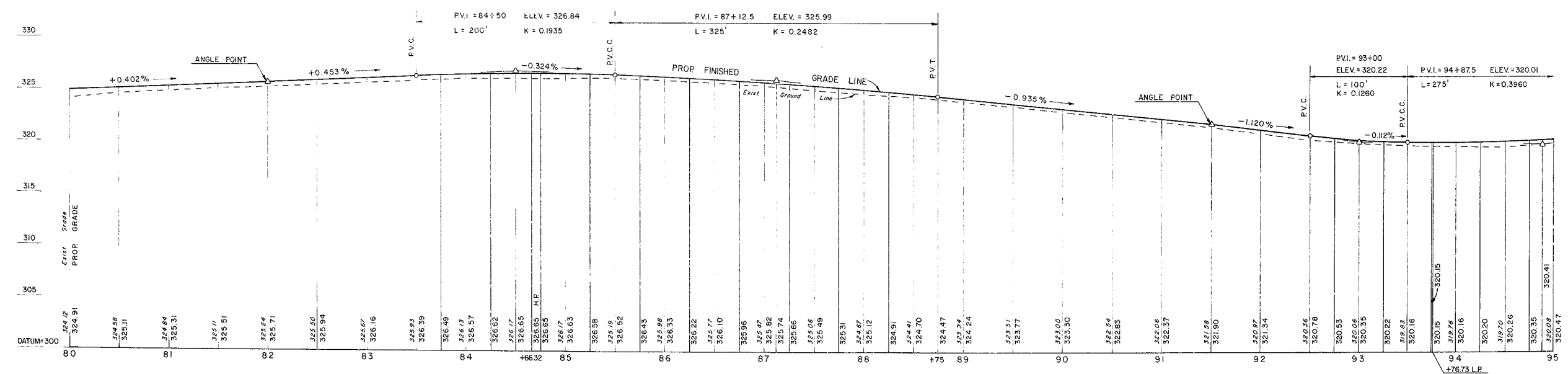


ROUTE 80 EASTBOUND PROFILE

SCALE: HOR. 1" = 50'
VERT. 1" = 5'

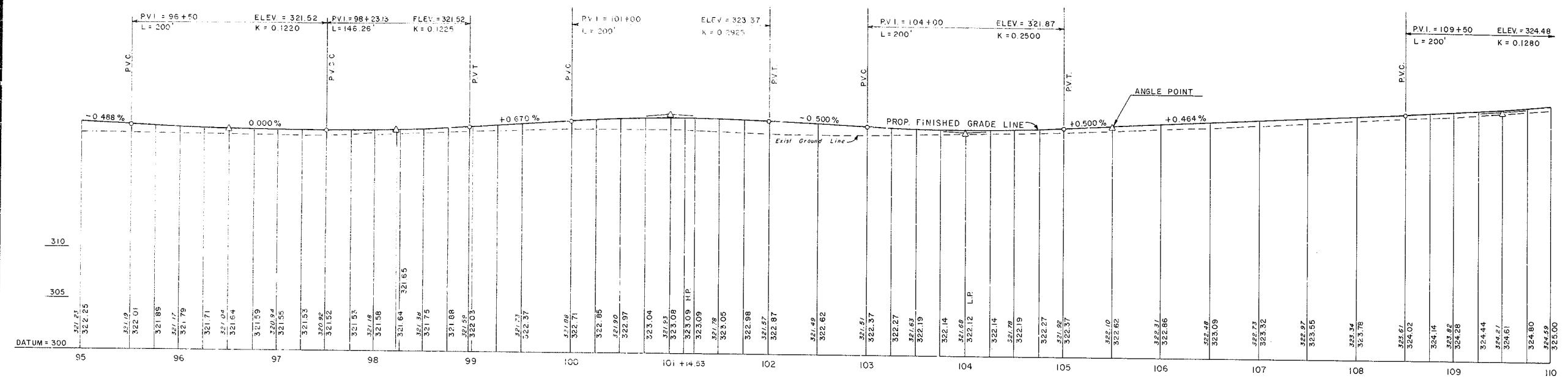


ROUTE 80 WESTBOUND PROFILE

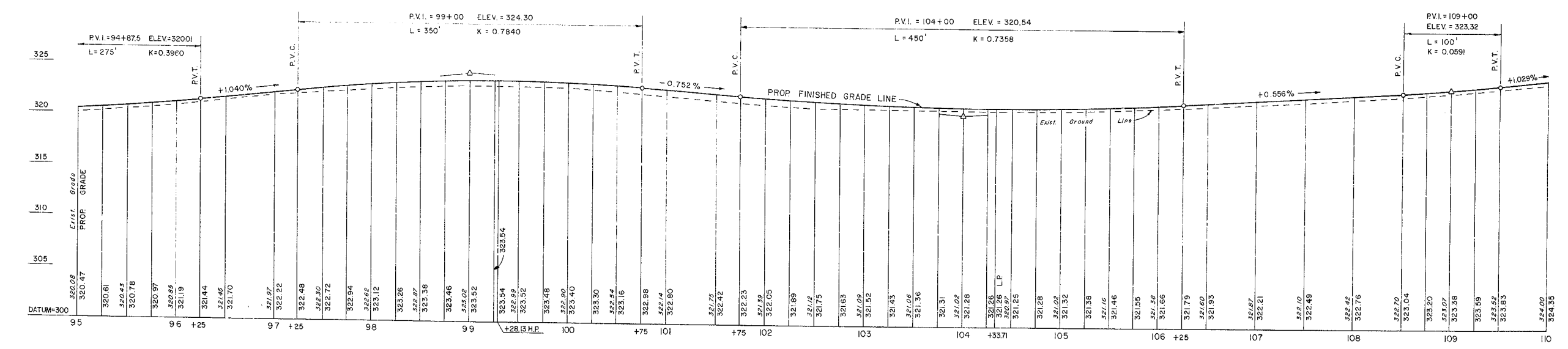


ROUTE 80 EASTBOUND PROFILE

SCALE HOR 1" = 50'
VERT 1" = 5'



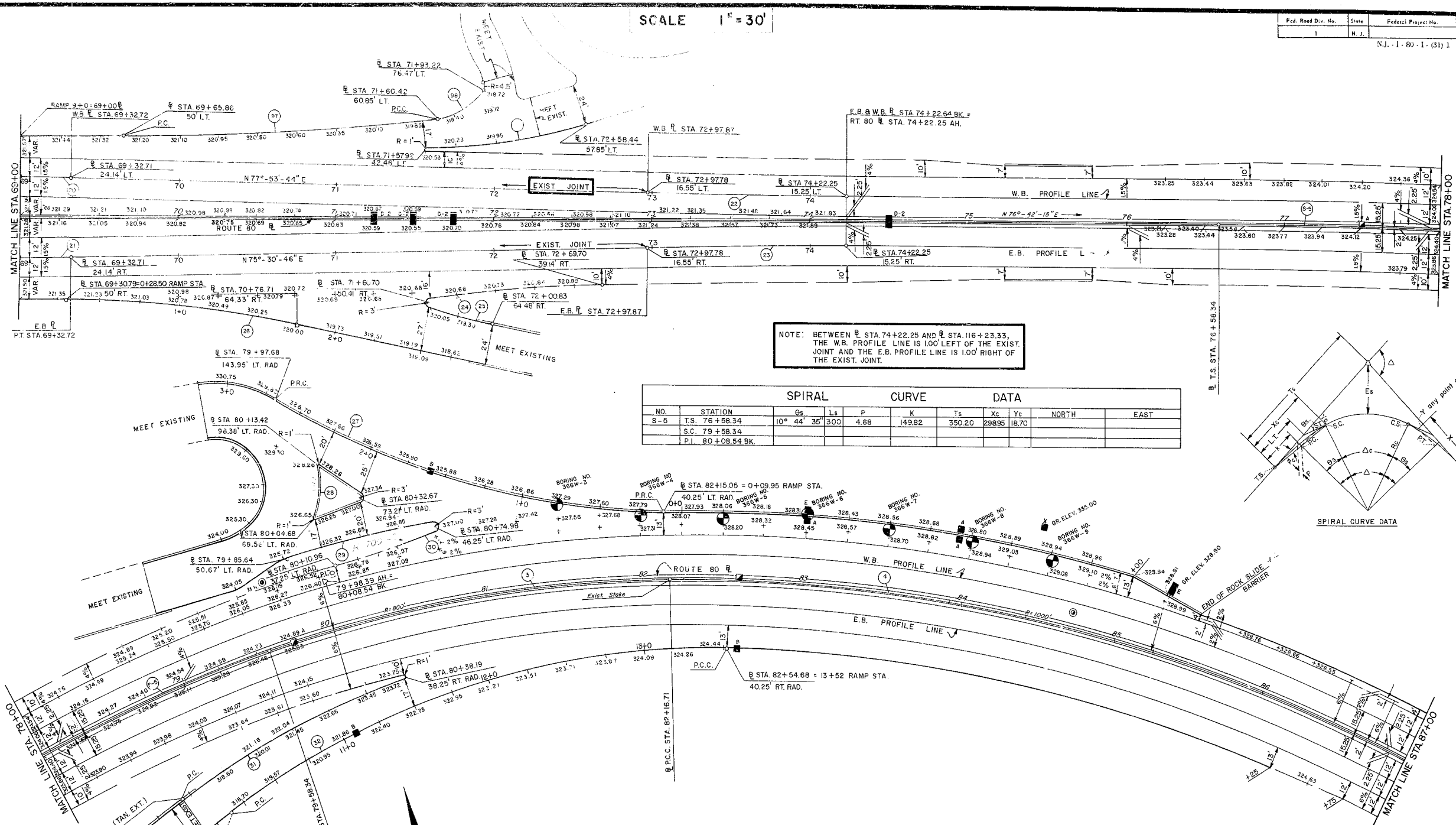
ROUTE 80 WESTBOUND PROFILE



ROUTE 80 EASTBOUND PROFILE

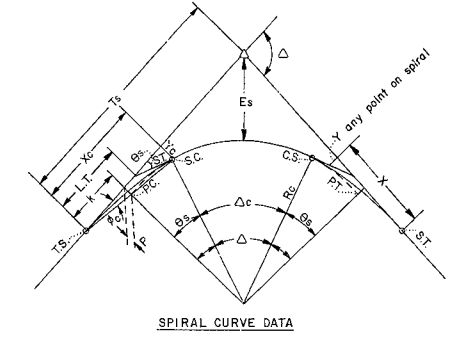
SCALE: HOR. 1" = 50'
VERT. 1" = 5'

SCALE 1" = 30'



NOTE: BETWEEN STA. 74+22.25 AND STA. 76+23.33, THE W.B. PROFILE LINE IS 1.00' LEFT OF THE EXIST. JOINT AND THE E.B. PROFILE LINE IS 1.00' RIGHT OF THE EXIST. JOINT.

| SPIRAL | | CURVE | | DATA | | | | | |
|--------|-------------------|-------------|-----|------|--------|--------|--------|-------|--|
| NO. | STATION | Qs | Ls | P | K | Ts | Xc | Yc | |
| S-5 | T.S. 76+58.34 | 10° 44' 35" | 300 | 4.68 | 149.82 | 350.20 | 298.95 | 18.70 | |
| | S.C. 79+58.34 | | | | | | | | |
| | P.I. 80+08.64 BK. | | | | | | | | |



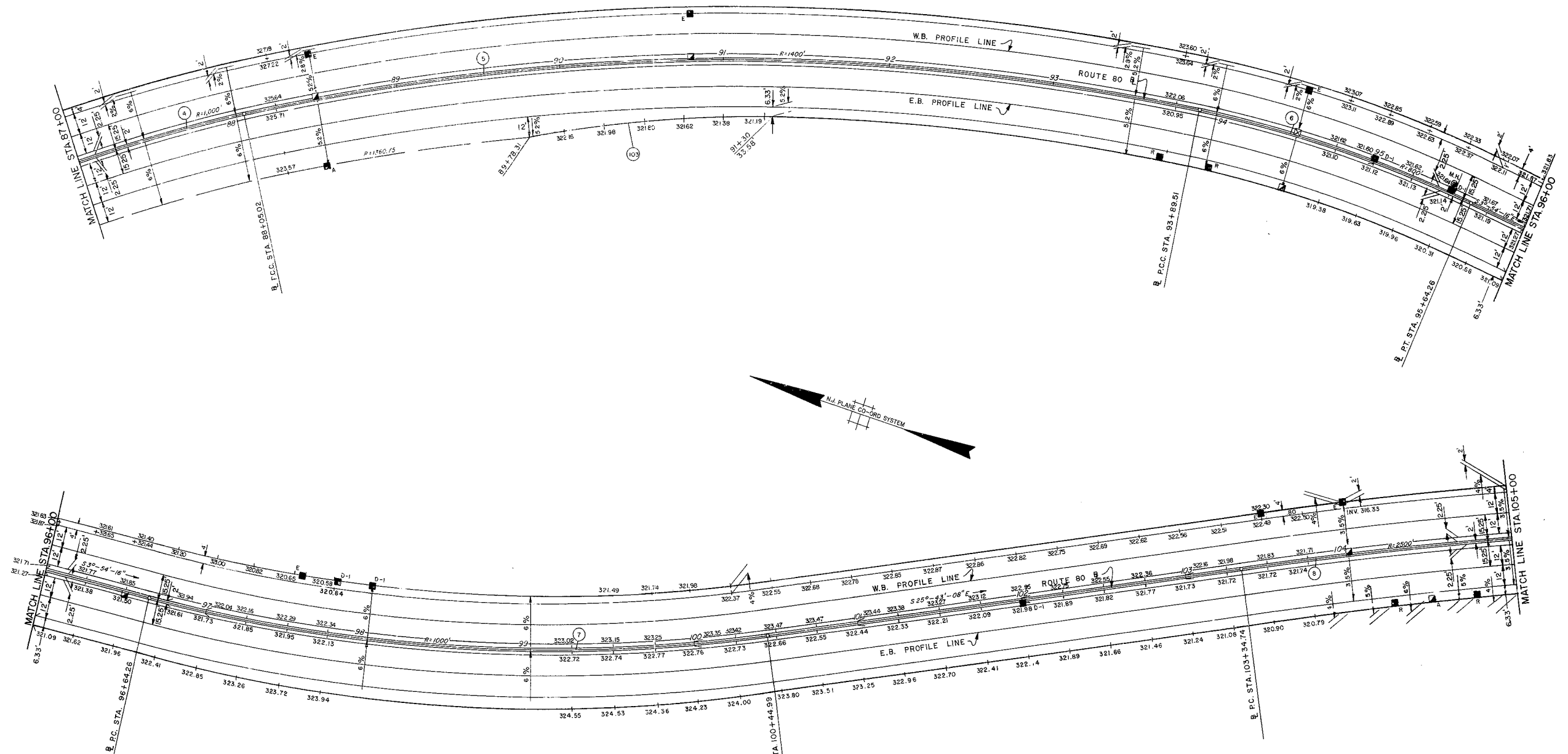
| CURVE | | DATA | | | |
|-------|----------------|------|--------|--------|----------------|
| NO. | Δ | R | L | T | D = MIN. / FT. |
| 3 | 18° 30' 15" | 800 | 258.37 | 130.32 | 2.1486 |
| 4 | 33° 42' 28" | 1000 | 588.31 | 302.94 | 1.7188 |
| 20 | 1° 11' 29" | 5978 | 82.72 | 41.36 | 0.4321 |
| 21 | 1° 11' 29" | 3978 | 82.72 | 41.36 | 0.4321 |
| 22 | 1° 11' 29" | 6000 | 124.76 | 62.38 | 0.286 |
| 23 | 1° 11' 29" | 6000 | 124.76 | 62.38 | 0.286 |
| 24 | 6° 17' 20.5" | 1000 | 108.76 | 54.94 | 1.7188 |
| 25 | 8° 09' 01.8" | 300 | 42.68 | 21.37 | 5.73 |
| 26 | 11° 14' 54.8" | 750 | 147.24 | 73.86 | 2.2918 |
| 27 | 30° 26' 59.0" | 500 | 265.72 | 136.08 | 1.4378 |
| 28 | 29° 46' 13.7" | 60 | 31.18 | 15.95 | 28.6479 |
| 29 | 7° 46' 43" | 700 | 56.03 | 47.59 | 2.4555 |
| 30 | 5° 34' 12.9" | 700 | 68.05 | 34.05 | 2.456 |
| 31 | 18° 23' 13.5" | 500 | 160.46 | 80.33 | 1.4378 |
| 32 | 38° 36' 46.17" | 500 | 336.36 | 175.16 | 1.4378 |
| 97 | 6° 22' 58.9" | 1750 | 194.96 | 97.58 | 0.982 |
| 98 | 43° 43' 47.1" | 50 | 38.16 | 20.06 | 34.377 |

State of New Jersey
 Department of Transportation
TIE AND GRADE
 ROUTE 80 SECTION 1AB
 From Delaware River Toll Bridge to Vicinity
 of Route 94
 WIDENING, RESURFACING AND SAFETY IMPROVEMENTS
 Scales as Indicated

SCALE : 1" = 30'

| | | | | |
|--------------------|-------|----------------------------|-------|--------------|
| Fed. Road Div. No. | State | Federal Project No. | Sheet | Total Sheets |
| 1 | N. J. | N.J. - 1 - 80 - 1 - (31) 1 | | |

NOTE: BETWEEN STA 74+22.25 AND STA 116+23.33, THE W.B. PROFILE LINE IS 1.00' LEFT OF THE EXISTING JOINT AND THE E.B. PROFILE LINE IS 1.00' RIGHT OF THE EXISTING JOINT.



| CURVE | | DATA | | | | | NORTH | EAST |
|-------|----------------|------|--------|--------|----------|--|-------|------|
| NO. | Δ | R | L | T | D=MIN/FT | | | |
| 4 | 33° 42' 28" | 1000 | 588.31 | 302.94 | 1.7188 | | | |
| 5 | 23° 55' 14" | 1400 | 594.43 | 296.56 | 1.2278 | | | |
| 6 | 12° 30' 57" | 800 | 174.75 | 87.73 | 2.1486 | | | |
| 7 | 21° 48' 52" | 1000 | 380.73 | 192.70 | 1.7188 | | | |
| 8 | 13° 55' 11.62" | 2500 | 607.37 | 466.27 | 0.6875 | | | |
| 103 | 10° 35' 57.33" | 800 | 147.99 | 74.21 | 2.1486 | | | |

State of New Jersey
 Department of Transportation
TIE AND GRADE
 ROUTE 80 SECTION 1AB
 From Delaware River Toll Bridge to Vicinity
 of Route 94
 WIDENING, RESURFACING and SAFETY IMPROVEMENTS
 Scales as Indicated