

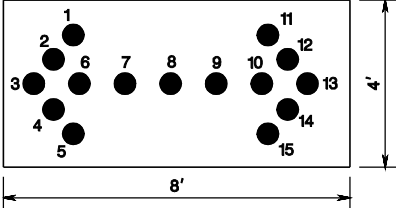
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BDC18D-09-REVISION TO CD-159-2.6
BDC18D-01-ORIGINAL SHEET



4' x 8' BOARD

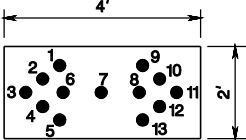
FLASHING MESSAGES TO LIGHT AS FOLLOWS

RIGHT ARROW 3, 6, 7, 8, 9, 11, 12, 13, 14, & 15

LEFT ARROW 1, 2, 3, 4, 5, 7, 8, 9, 10, & 13

DOUBLE ARROW 1, 2, 3, 4, 5, 7, 8, 9, 11, 12, 13, 14, & 15

CAUTION MODE 1, 5, 11, & 15



2' x 4' BOARD

RIGHT ARROW 3, 6, 7, 9, 10, 11, 12, & 13

LEFT ARROW 1, 2, 3, 4, 5, 7, 8, & 11

DOUBLE ARROW 1, 2, 3, 4, 5, 7, 9, 10, 11, 12, & 13

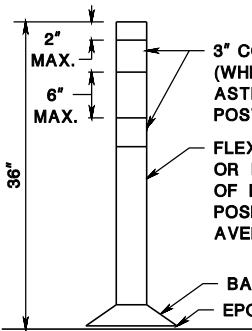
CAUTION MODE 1, 5, 9, & 13

ILLUMINATED FLASHING ARROWS,

___' x ___'

CD-159-2.1

CHANNELIZING GUIDE POSTS TO BE PREDOMINATELY ORANGE IN COLOR.



3" COMPLETE WRAP AROUND SILVER (WHITE) RETROREFLECTIVE SHEETING, ASTM D 4956 TYPE VII OR VIII, WHEN POSTS ARE USED FROM DUSK TO DAWN.

FLEXIBLE POLYETHELENE, POLYURETHANE, OR POLYVINYL POST MUST BE CAPABLE OF BENDING AND SPRINGING BACK INTO POSITION AFTER BEING HIT BY AN AVERAGE PASSENGER VEHICLE.

BASE TO BE SEPARATE FROM POST

EPOXY CEMENT

REMOVE BASE FROM THE PAVEMENT WHEN THE POST IS NO LONGER NEEDED.

NOTE:

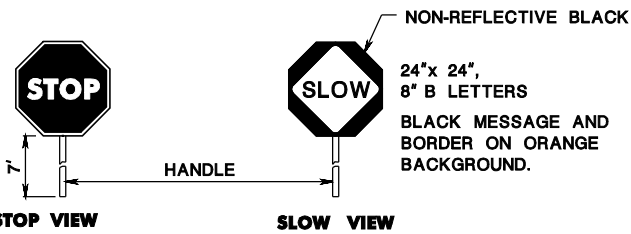
MINOR MANUFACTURER'S VARIATIONS MAY BE ACCEPTABLE UPON APPROVAL OF THE RE.

CHANNELIZING GUIDE POSTS

CD-159-2.2

R 1-1
24"x 24",
8" C LETTERS

WHITE MESSAGE AND BORDER ON RED BACKGROUND.

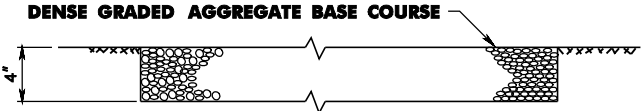


STOP / SLOW PADDLE

CD-159-2.3

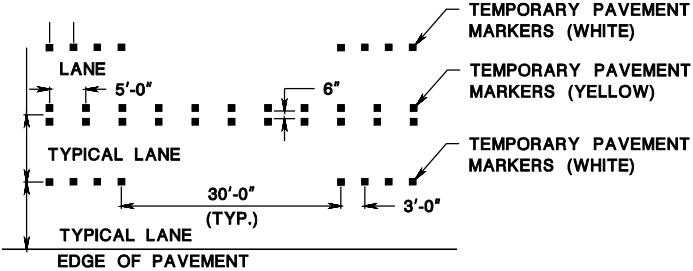
NOTE:

SIGN FACES TO BE RETROREFLECTIVE SHEETING, ASTM D4956 TYPE III.



TEMPORARY SIDEWALK

CD-159-2.4



TEMPORARY PAVEMENT MARKERS

CD-159-2.5

NOTES:

- WHEN TEMPORARY PAVEMENT MARKERS ARE TO SIMULATE LANE LINES ON SHARP CURVES OR IN TRANSITIONS TO EITHER REDUCE THE NUMBER OF LANES OR TO SHIFT TRAFFIC Laterally, SPACE THE TEMPORARY PAVEMENT MARKERS 5 FEET APART CONTINUOUSLY THROUGH THE CURVE OR TRANSITION AREA.
- DO NOT USE TEMPORARY PAVEMENT MARKERS TO DELINEATE RIGHT EDGE LINES.

NOTES:

UNLESS OTHERWISE SHOWN ON THE PLANS, APPLY LATEX TRAFFIC STRIPES AND MARKINGS AT THE LOCATIONS OF THE FINAL STRIPING AS PER THE FOLLOWING:

- DURATION** - LATEX PAVEMENT STRIPES AND MARKINGS ARE NOT TO REMAIN IN PLACE FOR MORE THAN 14 DAYS AFTER THE CONSTRUCTION OF THE PAVEMENT. ANY EXTENSION OF THE DURATION FOR LATEX STRIPES BEYOND 14 DAYS TO BE APPROVED BY THE REGIONAL TRAFFIC ENGINEER - WORK ZONE. USE EPOXY STRIPES AND THERMOPLASTIC MARKINGS WHEN IT IS KNOWN THAT THE DURATION WILL BE LONGER THAN 14 DAYS.
- WIDTH** - ALL LONGITUDINAL LINES (CENTER LINES, SHOULDER LINES, AND SKIPS) TO BE 4 OR 6 INCHES IN WIDTH TO FOLLOW THE EXISTING PRE-CONSTRUCTION MARKING.
- SKIP LINES** - PLACE SKIP LINES USING THE SAME CYCLE LENGTH AS EPOXY STRIPING (DISTANCE FROM START OF SKIP TO START OF SKIP, TYPICALLY 40 FOOT), AND MAY HAVE SKIPS HAVING 2 FOOT LENGTHS.
- STOP LINES** - STOP LINES TO BE PLACED OR RESTORED.
- GORE AREAS** - GORE AREAS TO HAVE EDGE LINES, BUT DO NOT REQUIRE CROSS HATCHING.
- TURN ARROWS** - WHEN LATEX MARKINGS WILL BE IN PLACE MORE THAN 7 DAYS, PLACE AT LEAST ONE INDICATION OF TURN ARROWS.
- CROSSWALKS** - PLACE CROSSWALKS AT SIGNALIZED INTERSECTIONS, ONLY IF THEY PRE-EXISTED THE CONSTRUCTION.

LATEX TRAFFIC STRIPES AND LATEX MARKINGS

CD-159-2.6

TRAFFIC CONTROL DEVICES

N.T.S.

CD-159-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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