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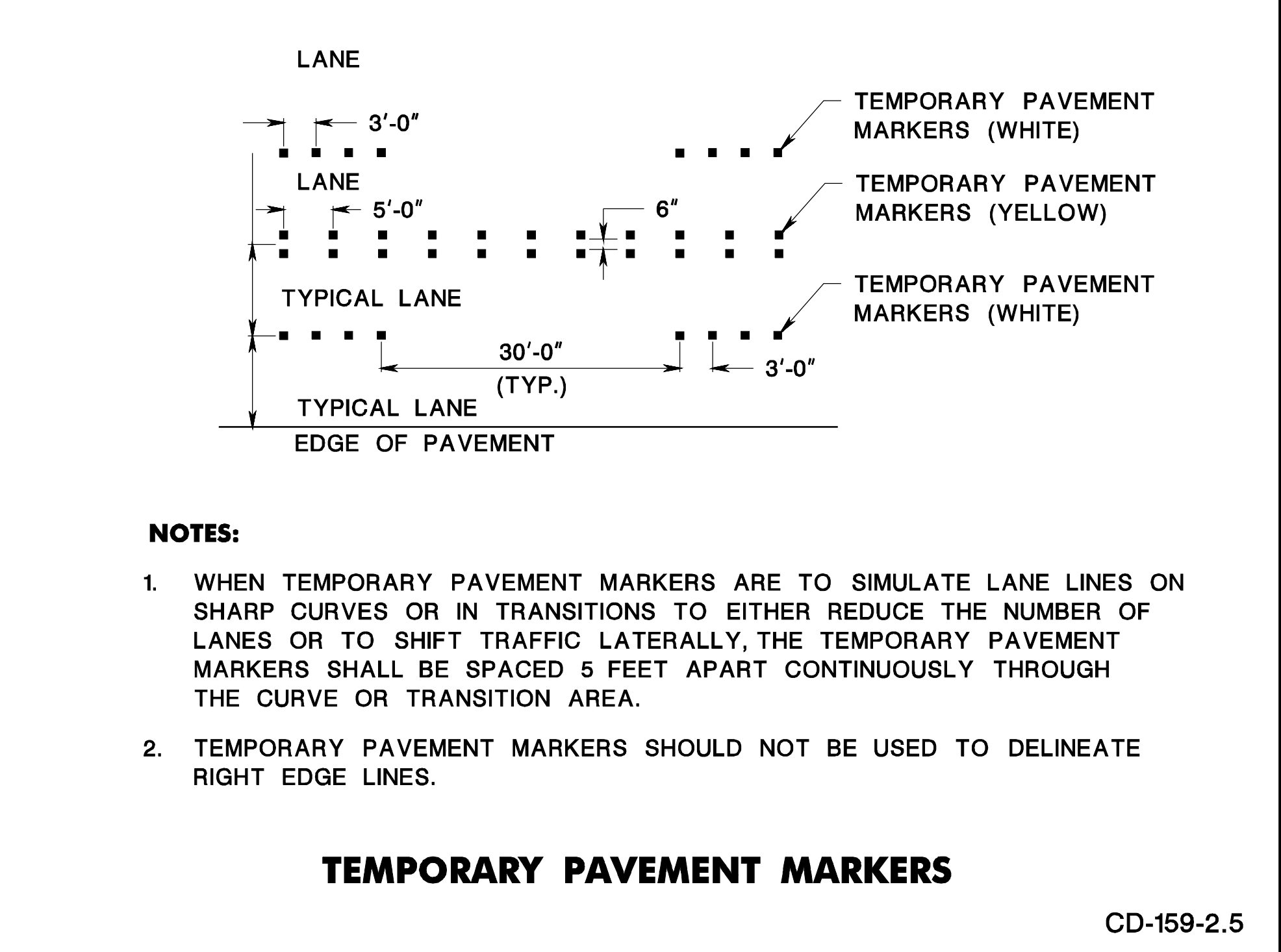
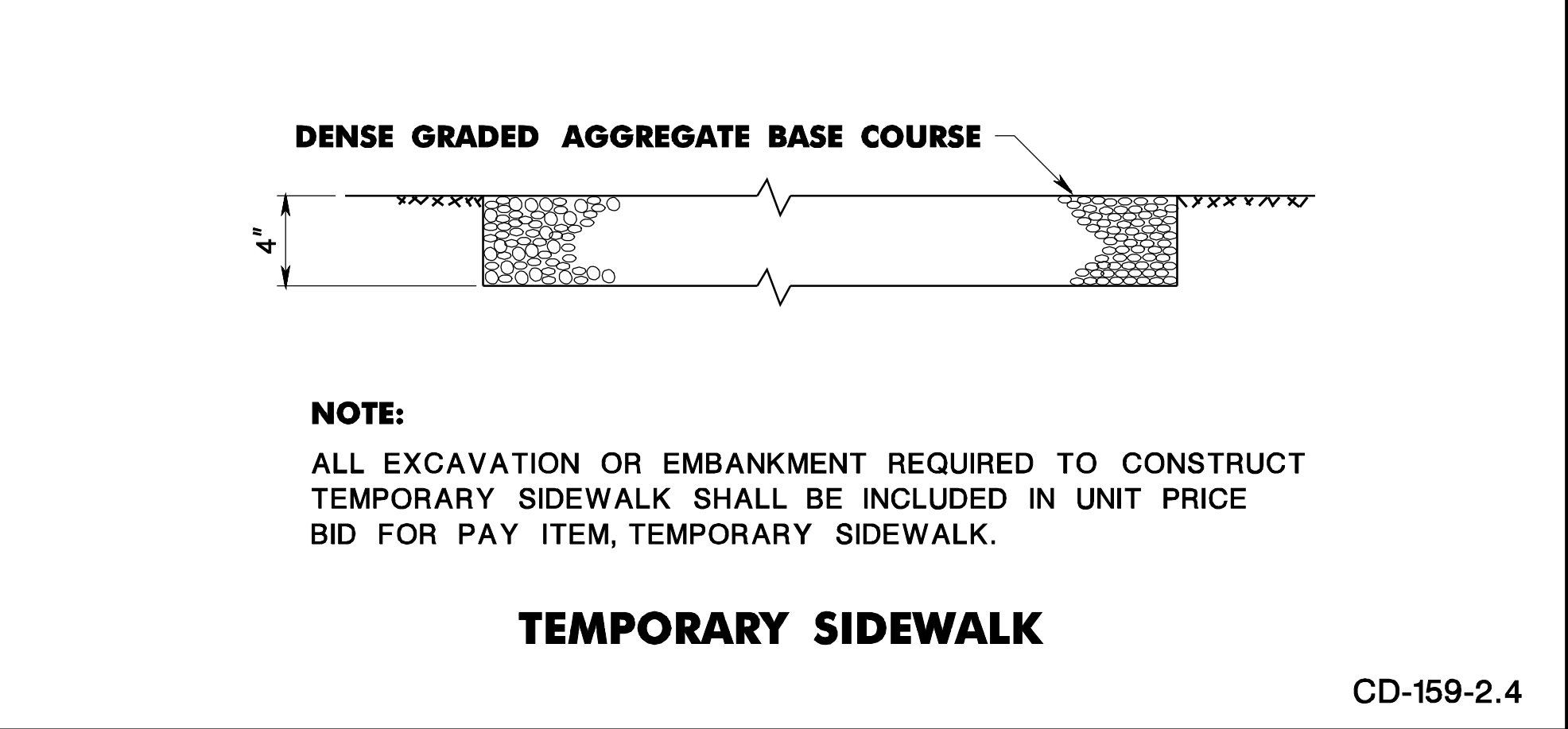
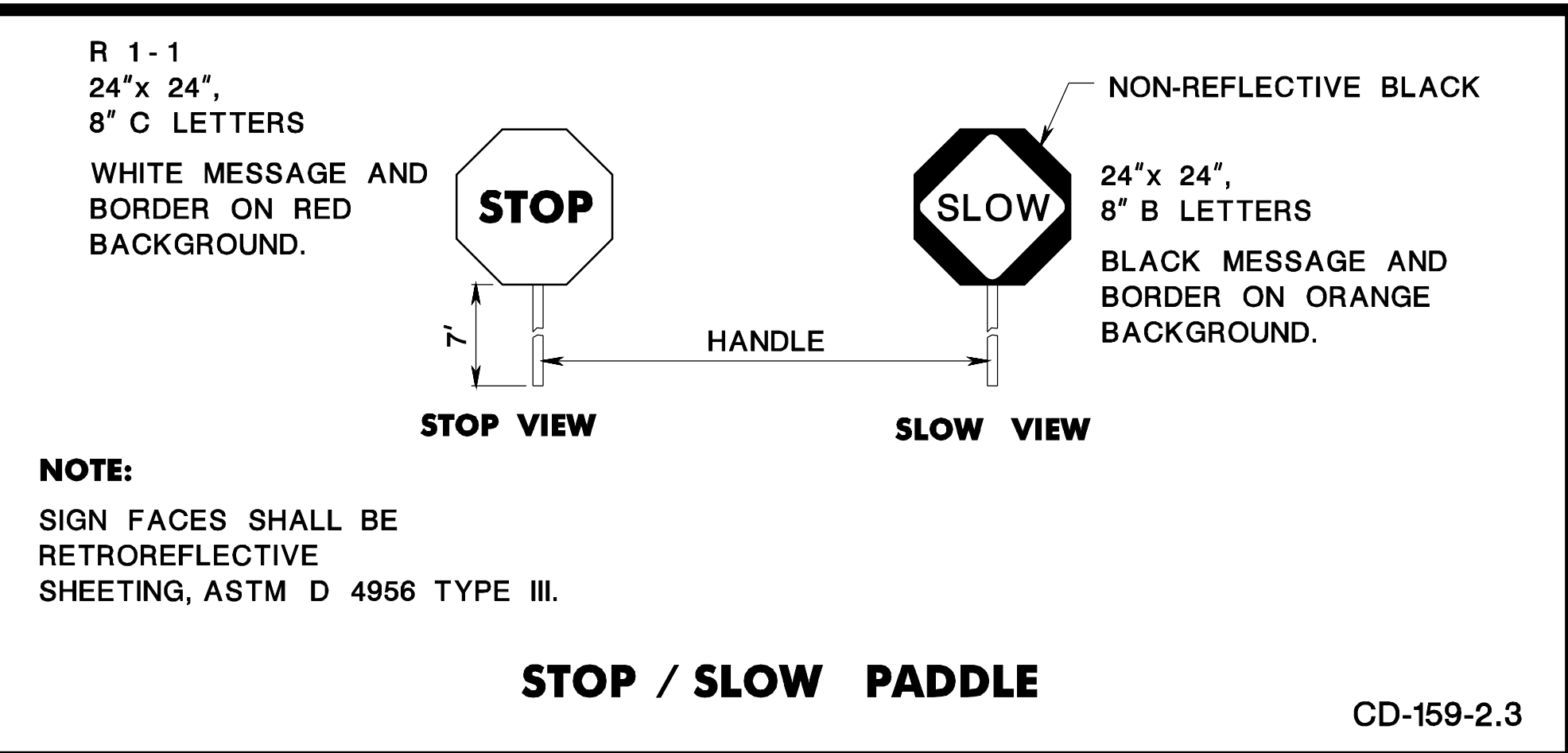
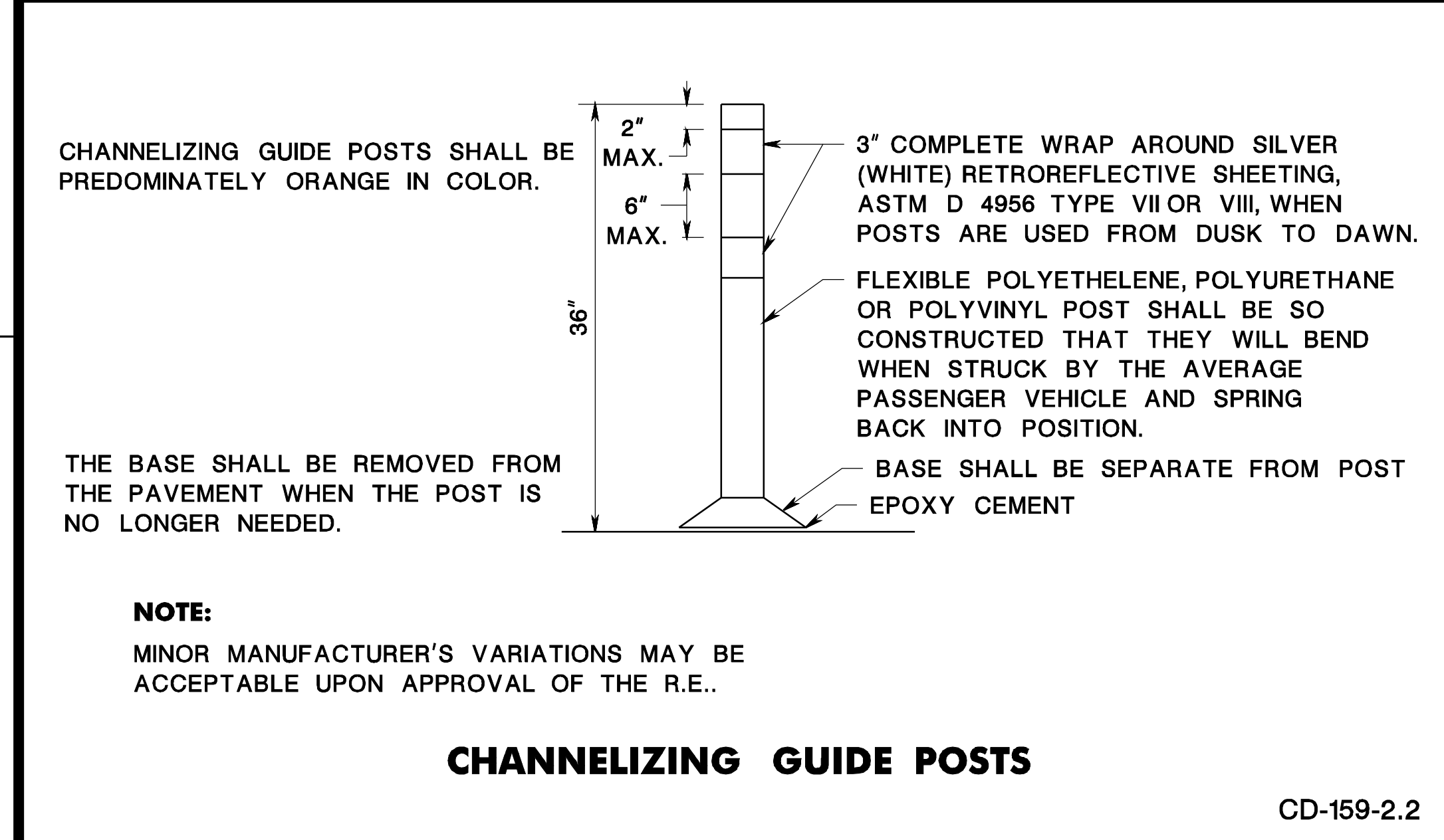
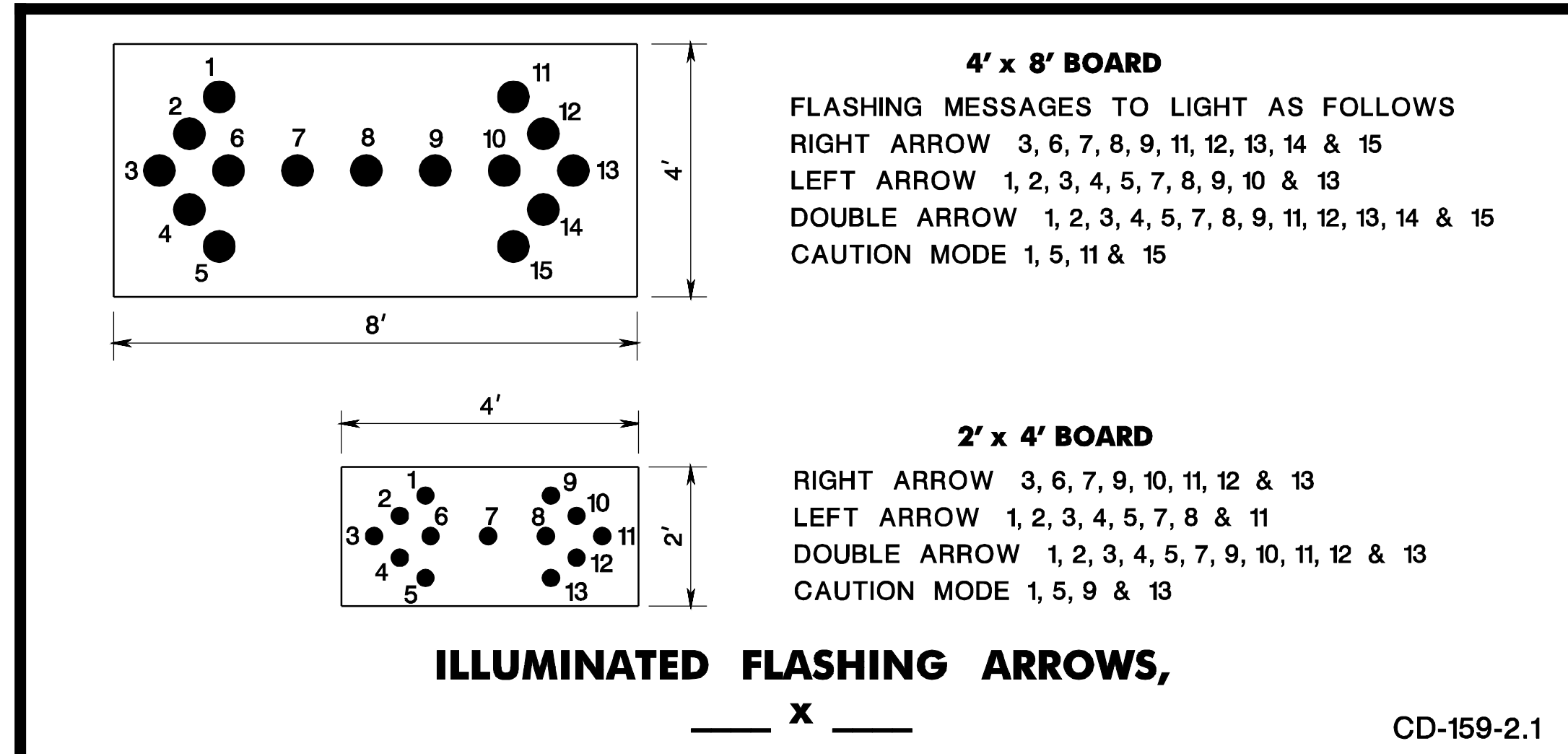
ABBREVIATIONS

CD = ROADWAY
TCD = TRAFFIC CONTROL DETAILS
BCD = BRIDGE CONSTRUCTION DETAILS

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BDC09D-03- REVISION TO CD-601-3
BDC09D-02- BREAKAWAY SIGN SUPPORTS
BDC09D-01- ORIGINAL SHEET

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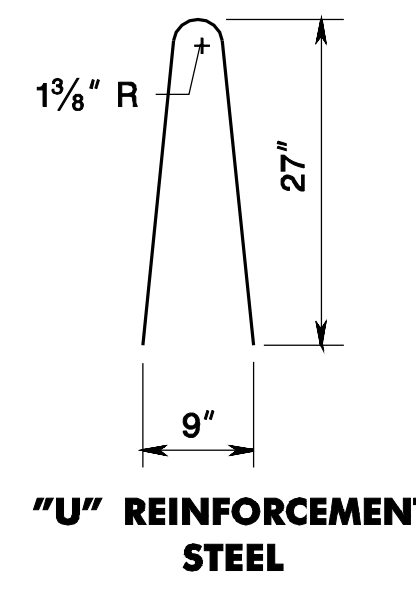
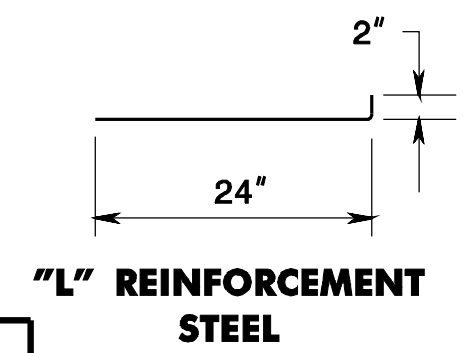
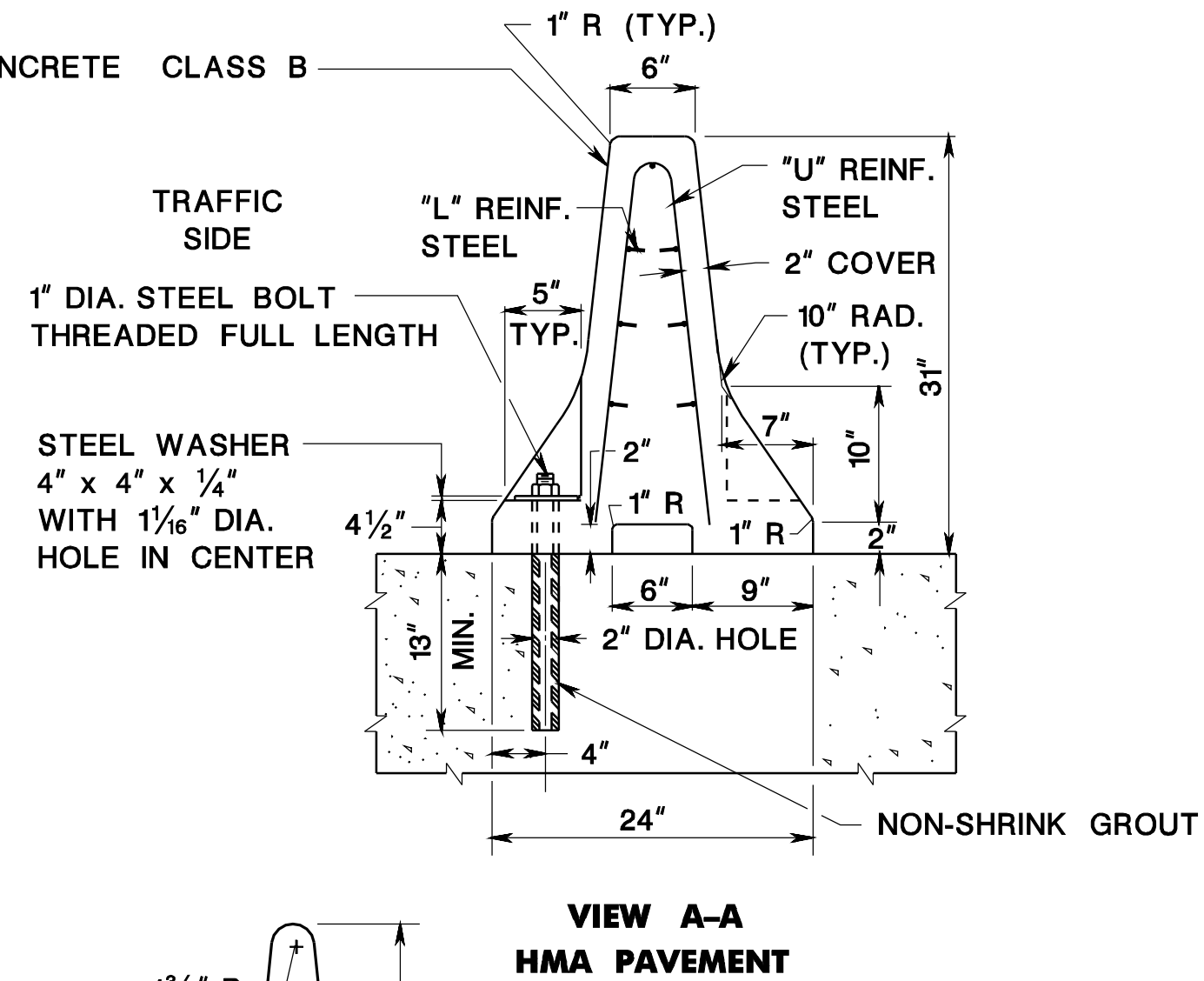
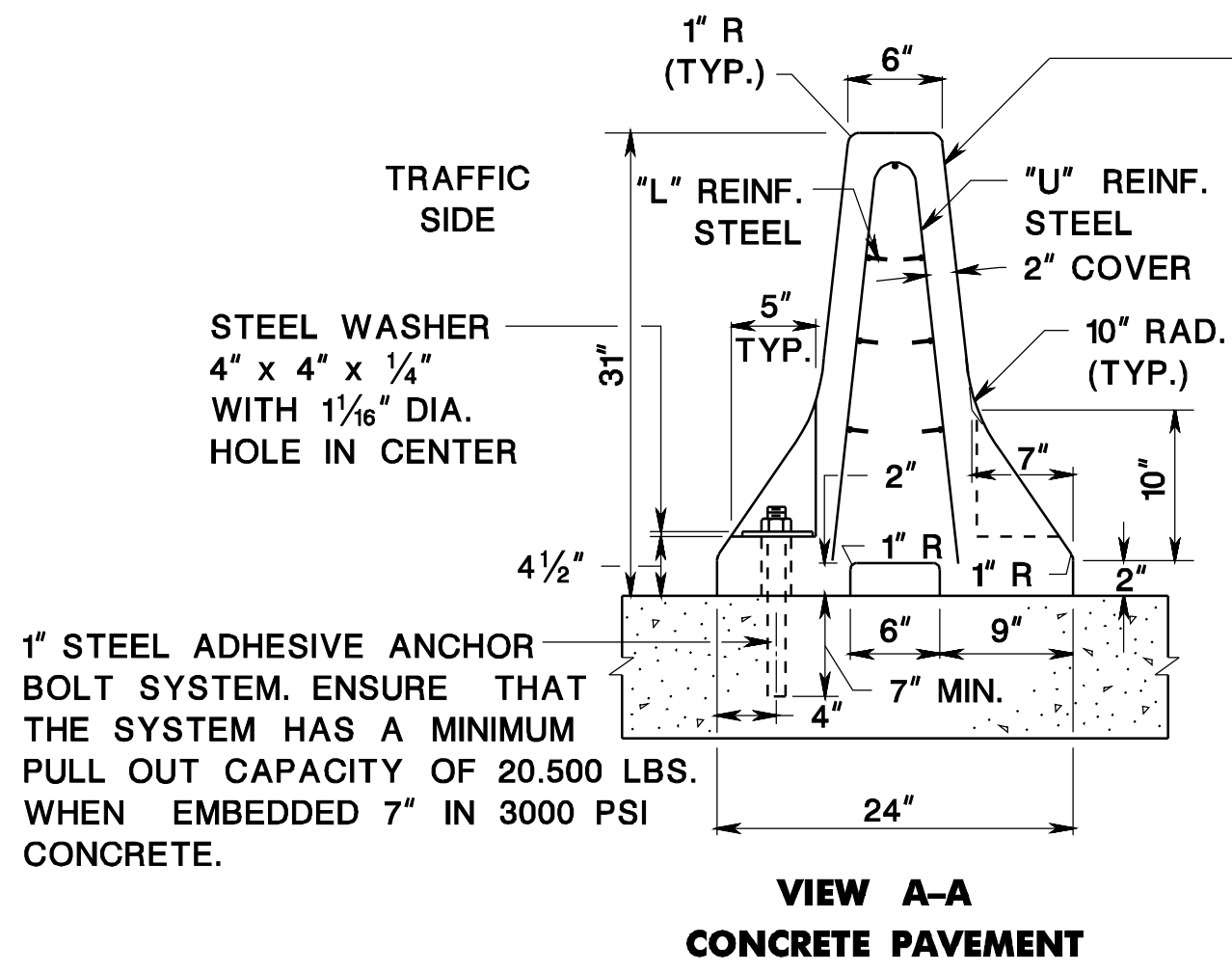
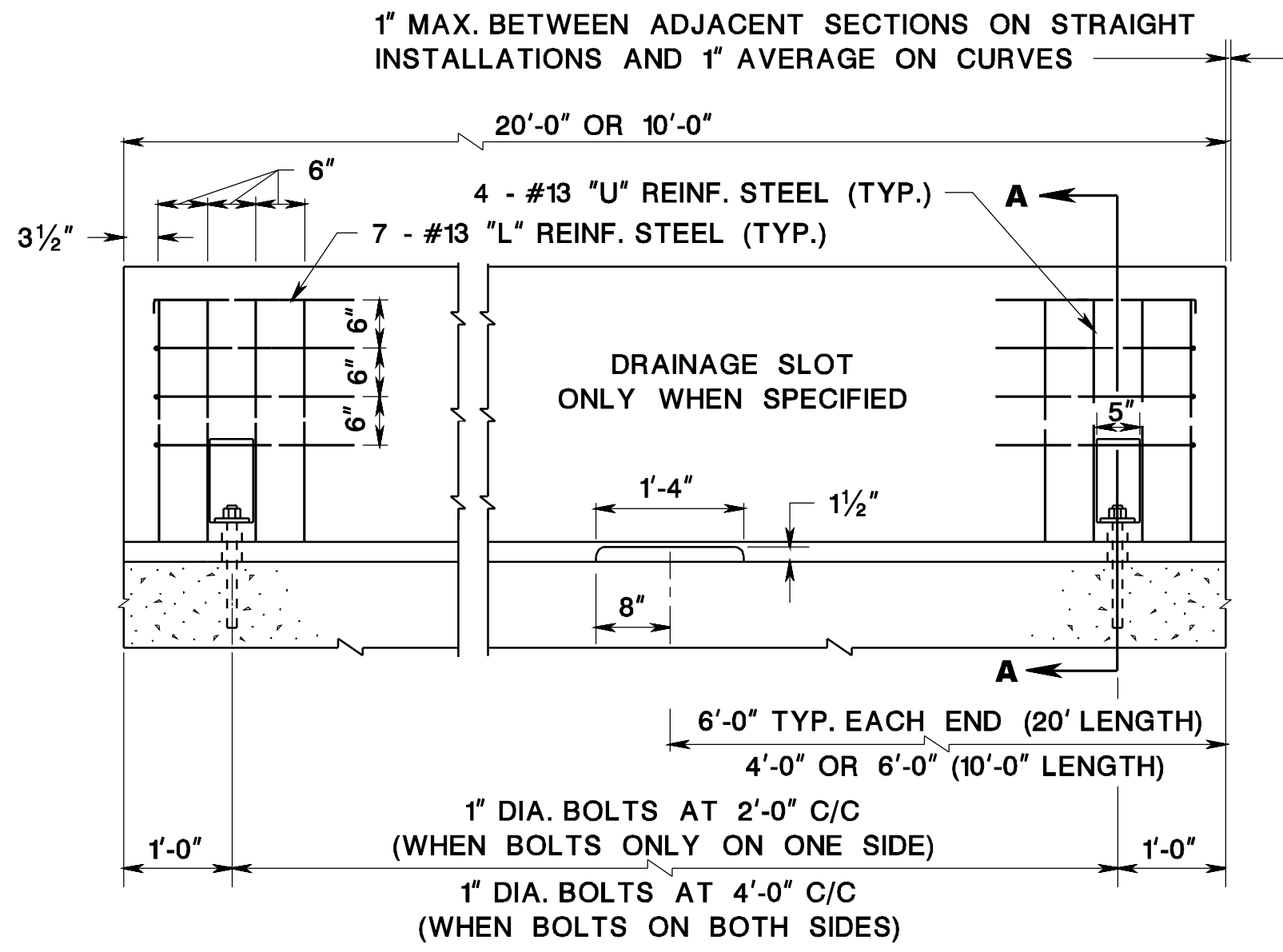
TRAFFIC CONTROL DEVICES

N.T.S.

CD-159-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

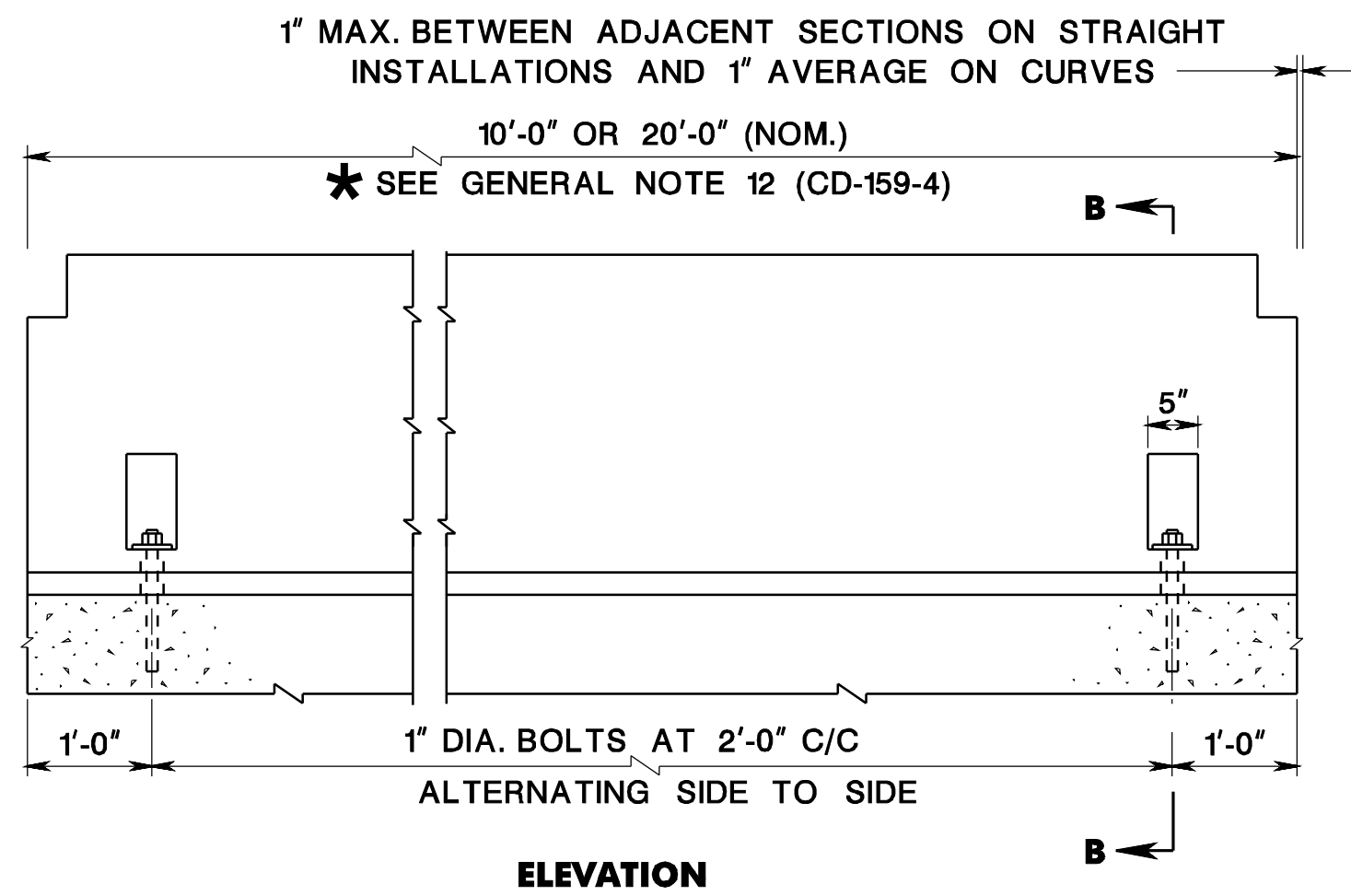


PRECAST CONCRETE CURB, CONSTRUCTION BARRIER, TYPE 1

CD-159-3.1

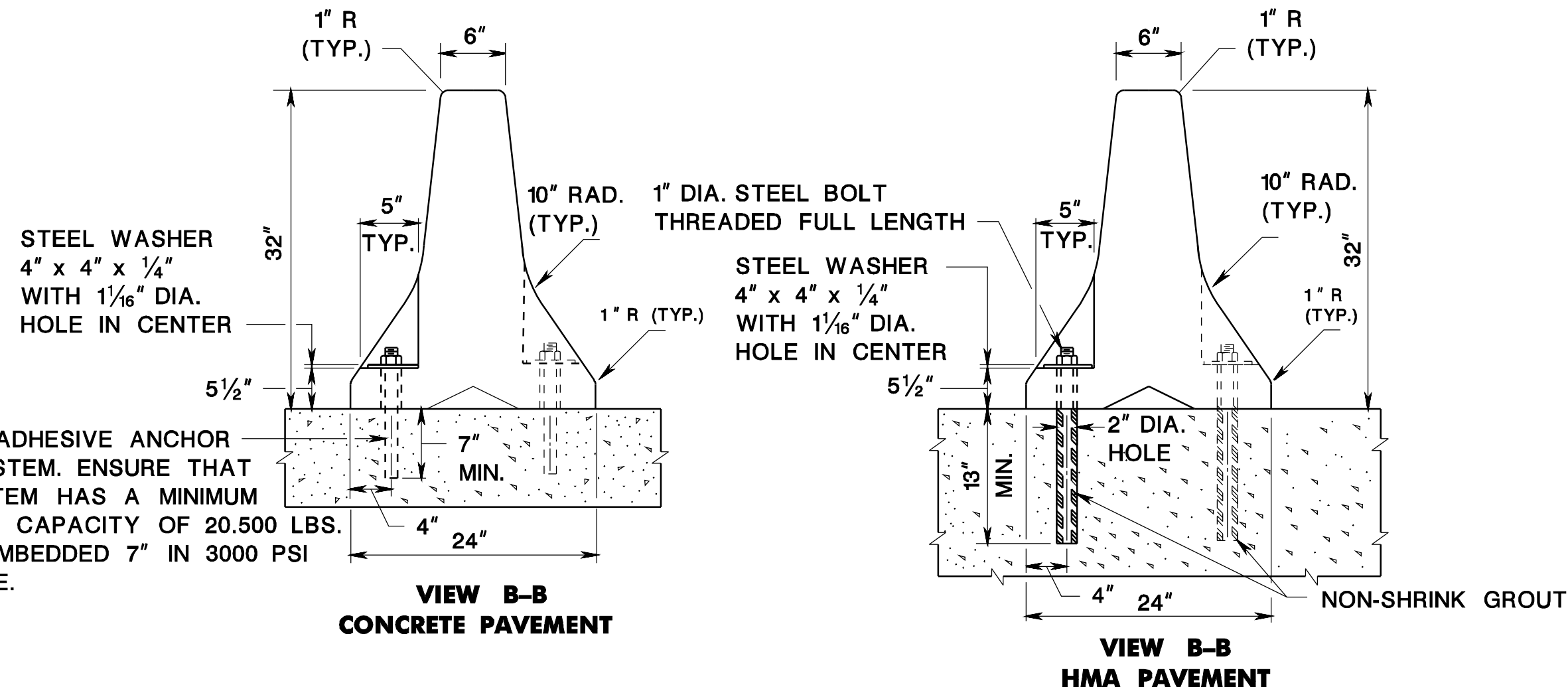
NOTES:

- BOLTS SHALL BE REQUIRED IN EVERY ANCHOR POCKET HOLE.
- CONNECTION KEY SHALL BE USED WITH TYPE 1 APPLICATION.
- WHEN BARRIER HAS BEEN REMOVED, THE BOLTS SHALL BE REMOVED OR CUT OFF TO A LEVEL OF 1/2" MINIMUM BELOW THE SURFACE AND THE HOLE FILLED TO THE SATISFACTION OF THE R.E..



NOTE:

REINFORCEMENT STEEL IS IN METRIC UNITS.
HMA = HOT MIX ASPHALT



ANCHORAGE FOR TYPE 4 BARRIER USED AS TYPE 1 AND ANCHORAGE FOR TYPE 4 BARRIER WITH JOINT CLASS D

CD-159-3.2

CONSTRUCTION BARRIER CURB, TYPE 1

N.T.S.

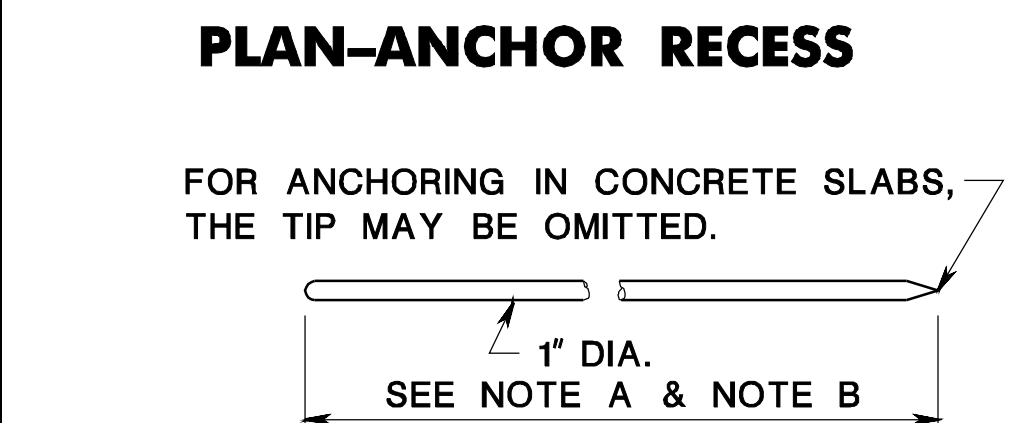
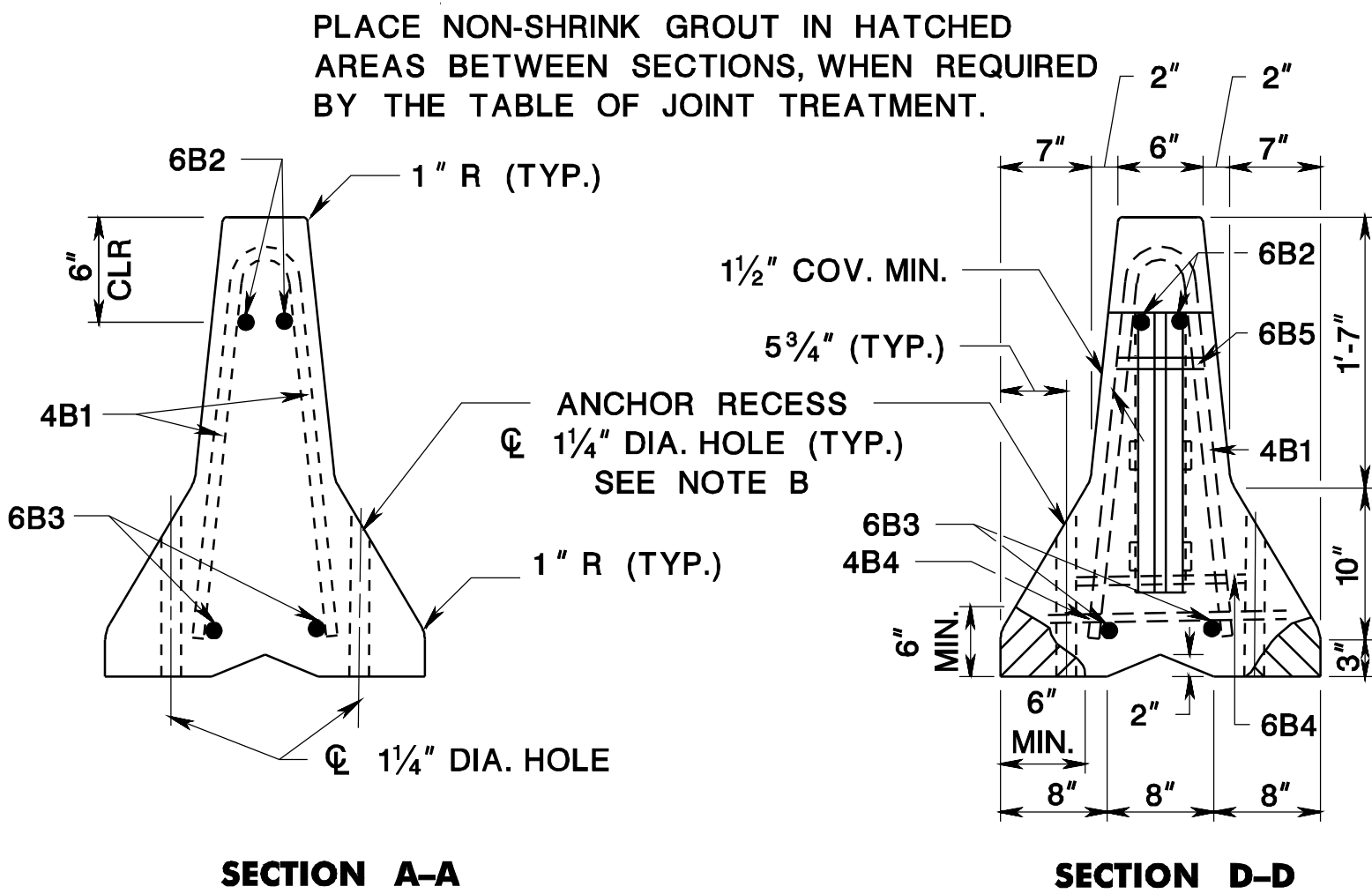
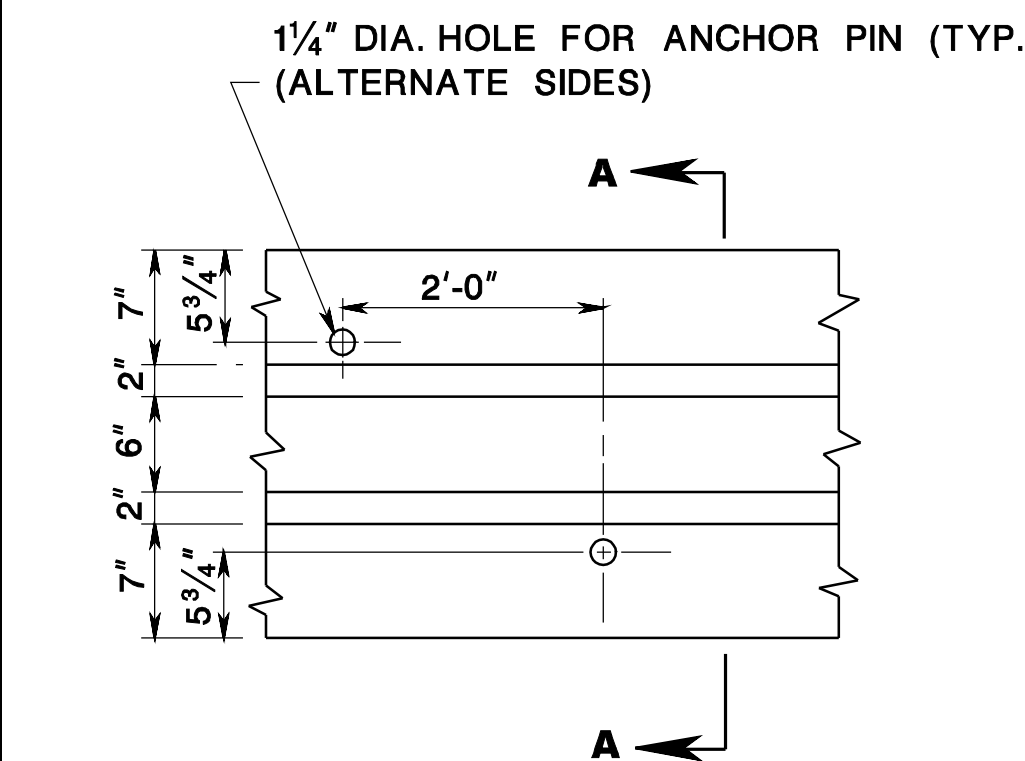
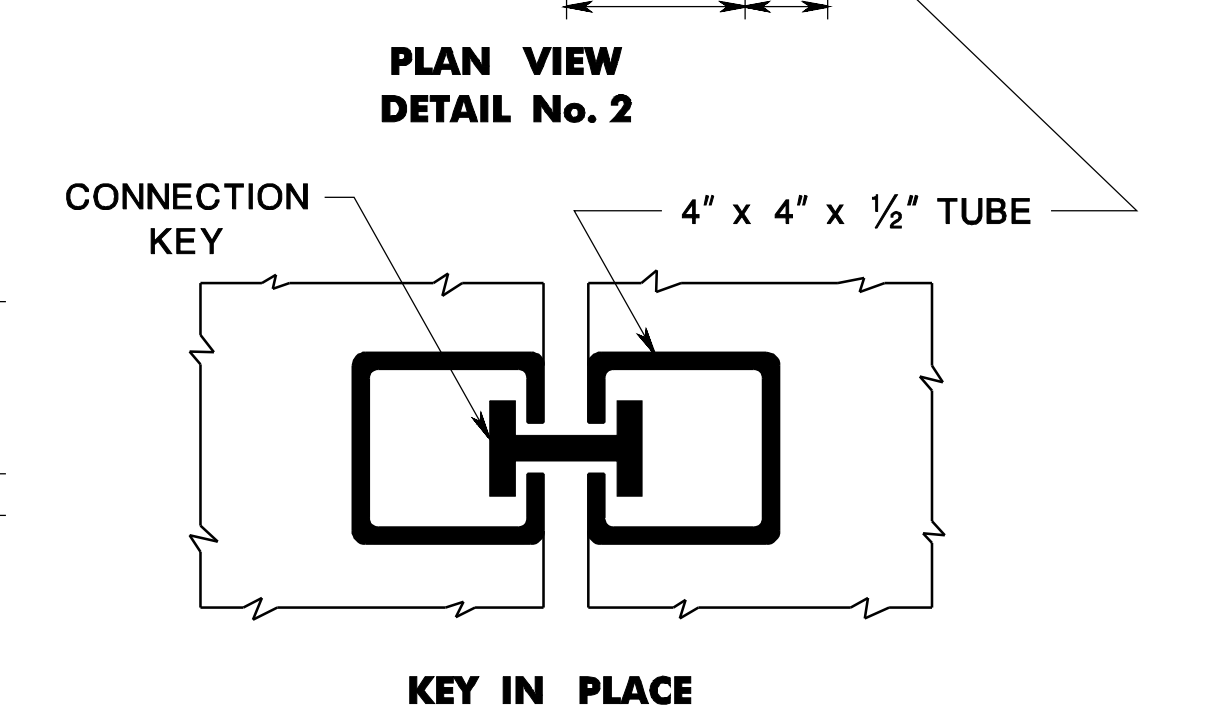
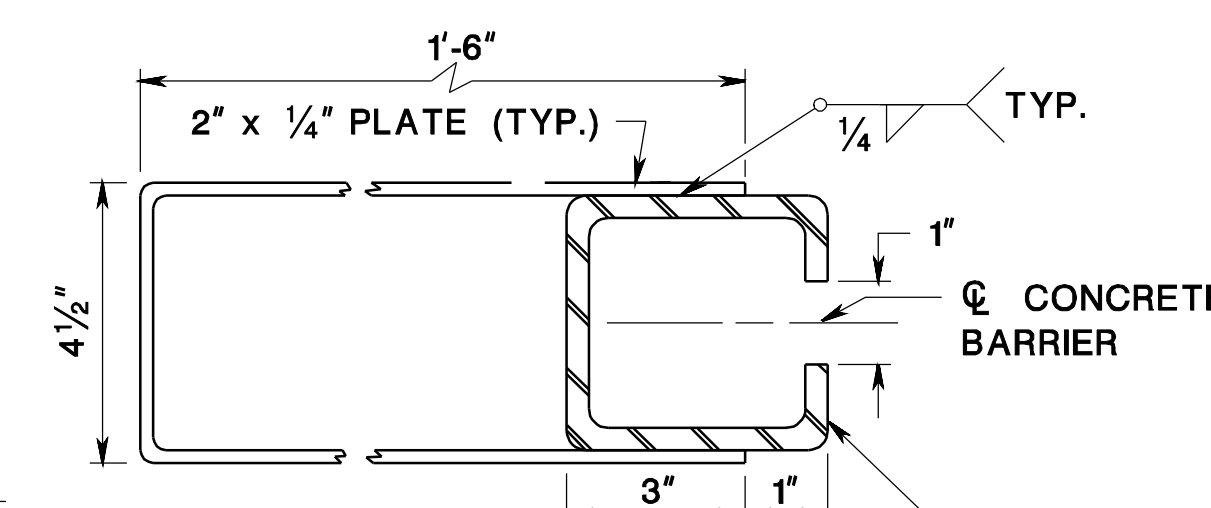
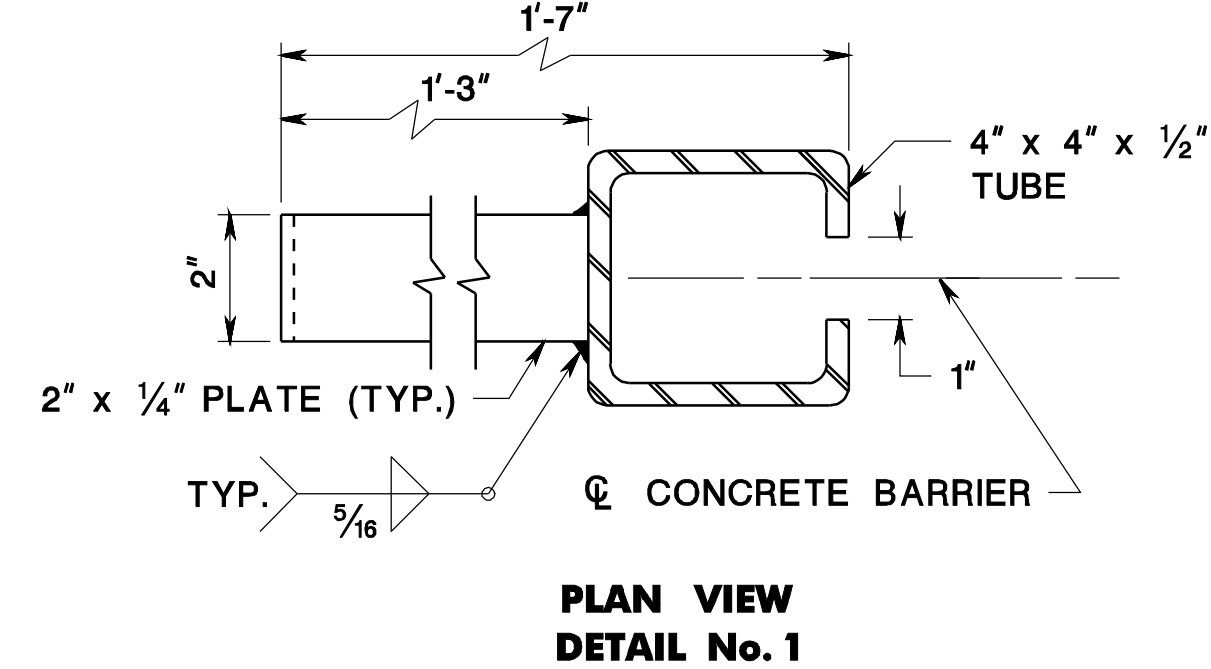
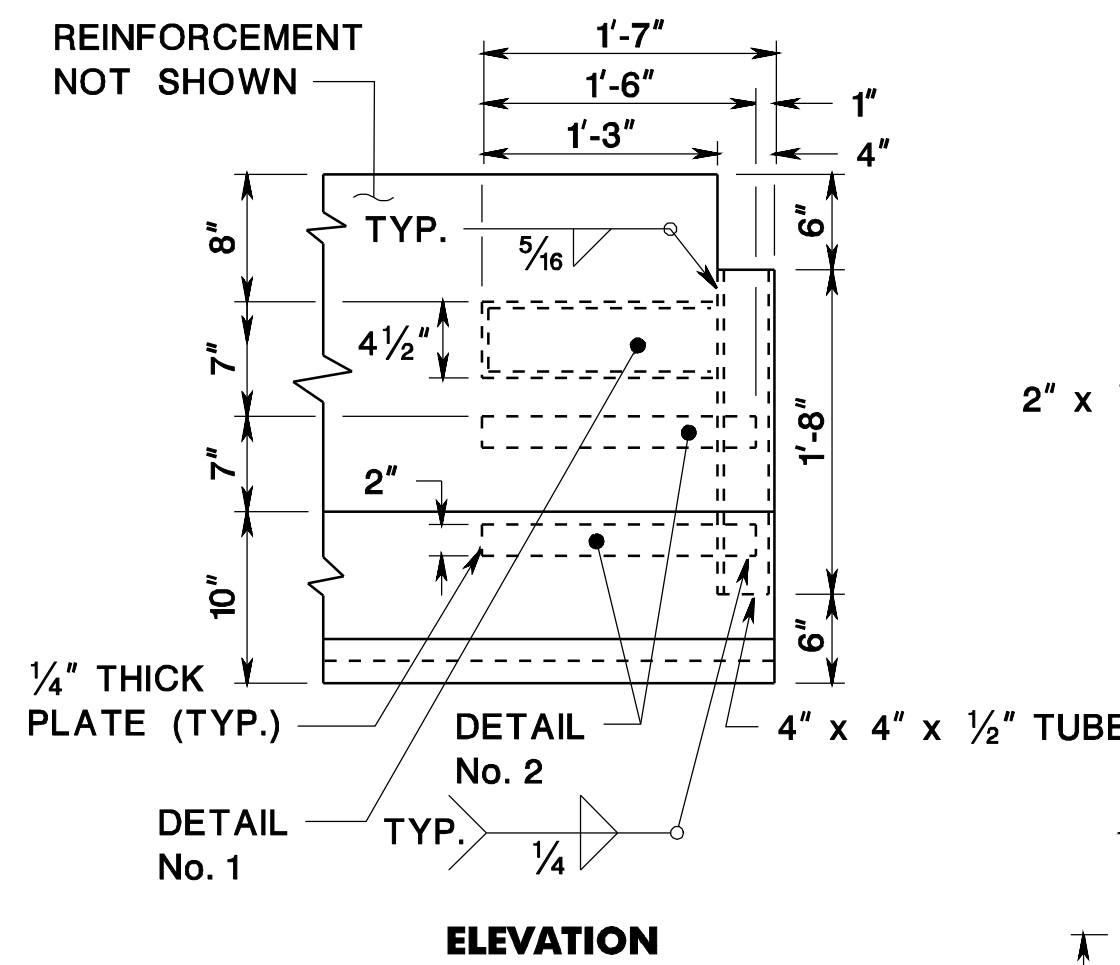
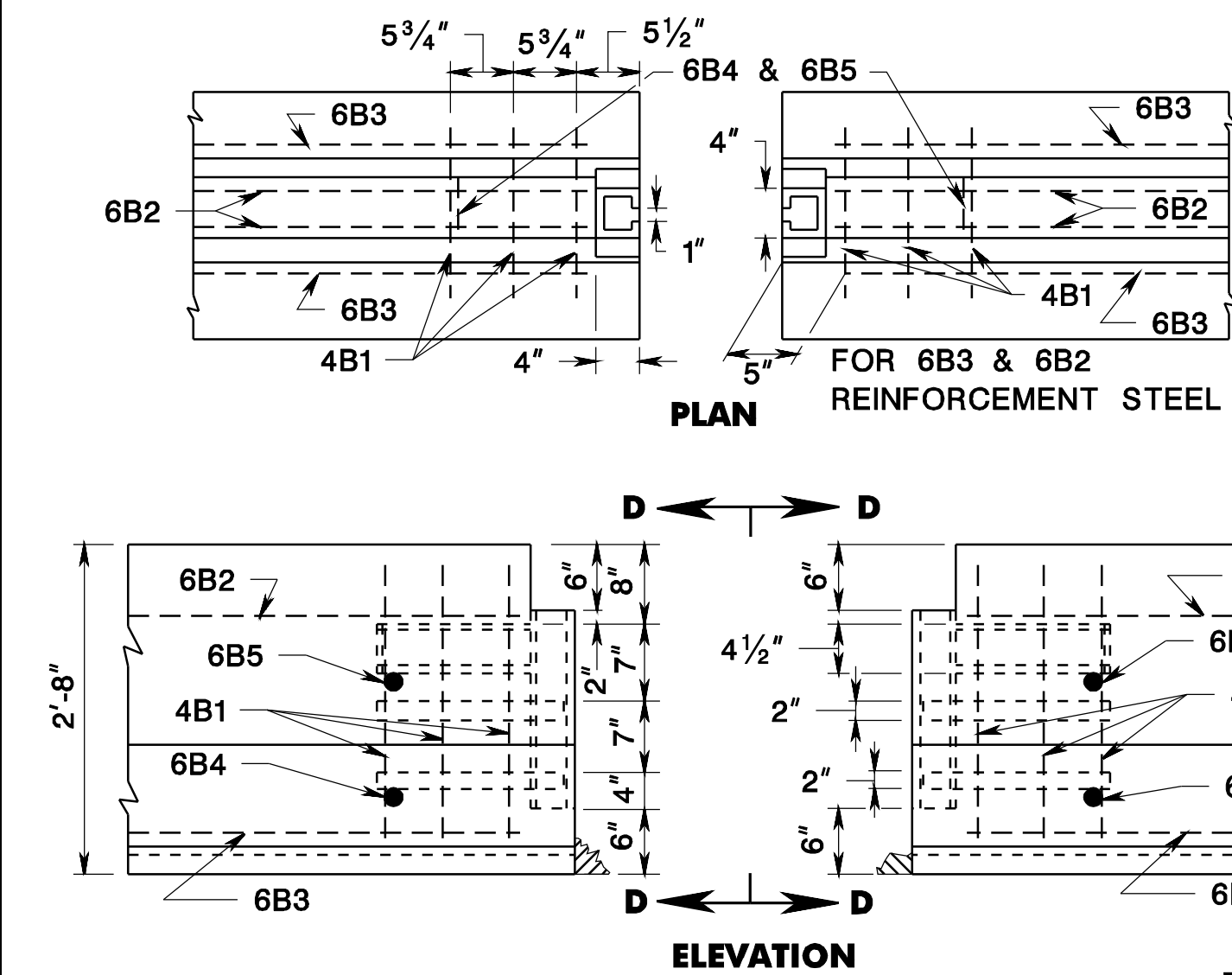
CD-159-3

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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BDC07-D ORIGINAL SHEET

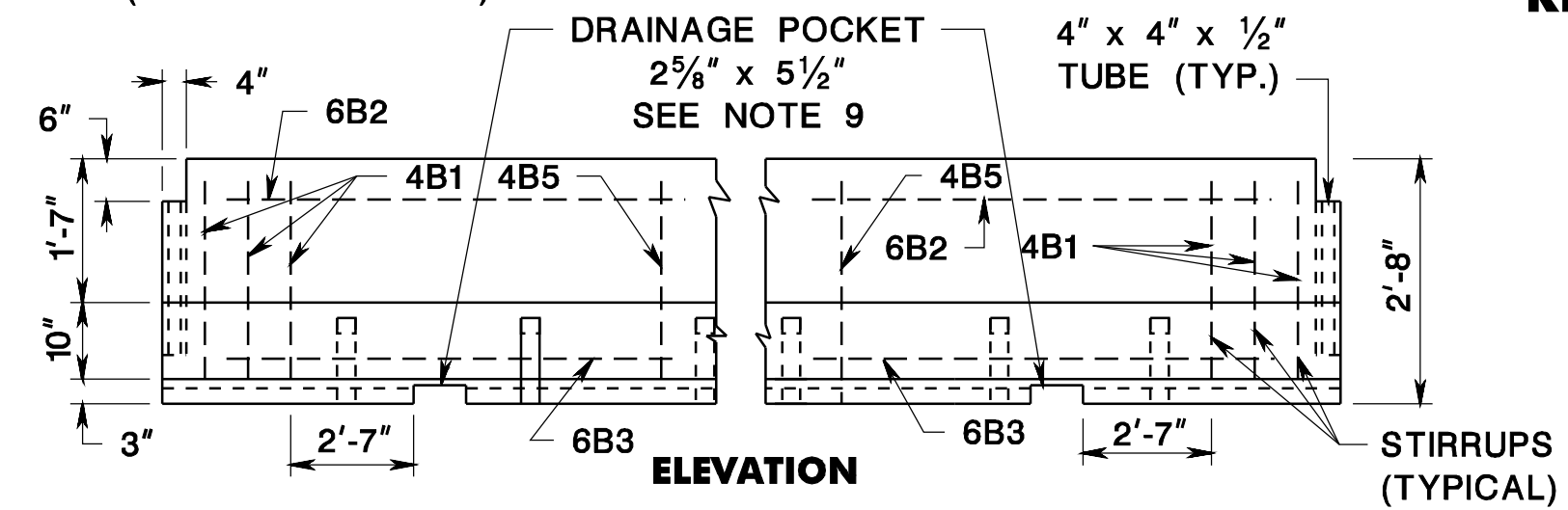
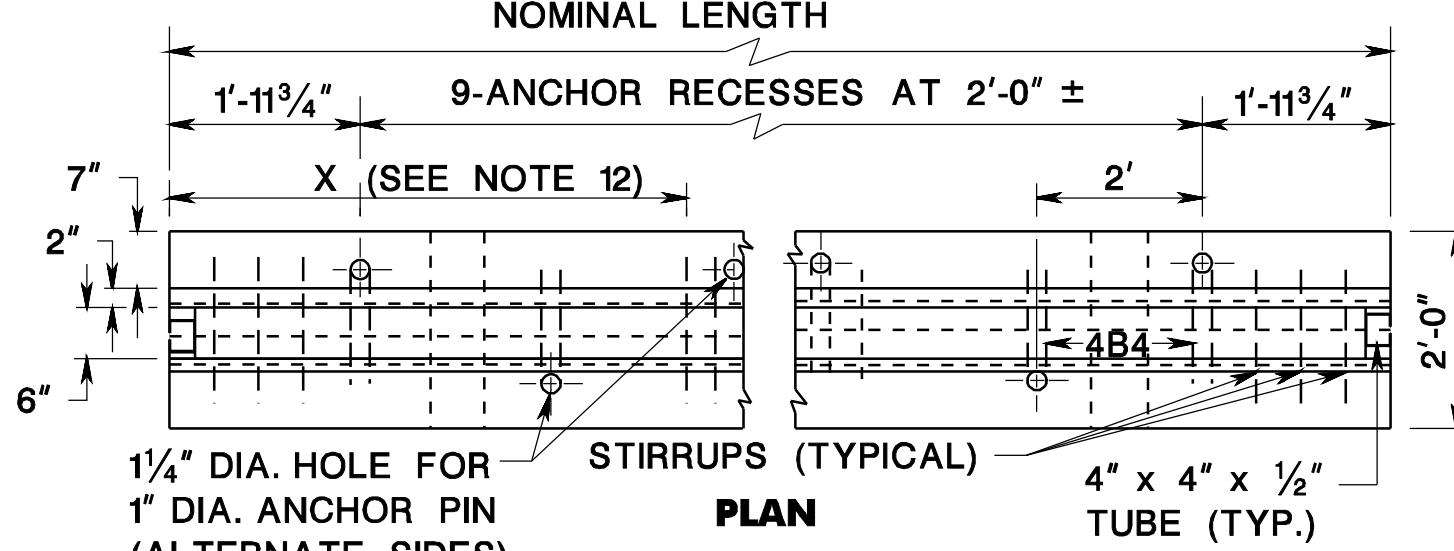
PRECAST CONCRETE CURB, CONSTRUCTION BARRIER JOINT CONNECTION DETAILS



JOINT CLASS	TABLE OF JOINT AND ANCHORAGE TREATMENTS FOR TYPE 4 APPLICATIONS ONLY	
	JOINT TREATMENT	ANCHORAGE TREATMENT
A	CONNECTION KEY ONLY	
B	CONNECTION KEY AND GROUT IN EVERY JOINT	CONNECTION KEY AND GROUT IN EVERY JOINT AND PIN EVERY OTHER UNIT. IN UNITS THAT ARE TO BE ANCHORED, PINS SHALL BE REQUIRED IN EVERY ANCHOR PIN RECESS
C	CONNECTION KEY AND GROUT IN EVERY JOINT	CONNECTION KEY AND GROUT IN EVERY JOINT AND PIN EVERY OTHER UNIT. IN UNITS THAT ARE TO BE ANCHORED, PINS SHALL BE REQUIRED IN EVERY ANCHOR PIN RECESS

TABLE OF VARIABLE REINFORCEMENT STEEL			
NOMINAL LENGTH OF BARRIER UNIT	MARK	"X"	NO. EACH SECTION
20'	4B4	N.A.	9
20'	4B5	6'-11"	2
18'	4B4	N.A.	8
18'	4B5	6'-5"	2
16'	4B4	N.A.	7
16'	4B5	5'-11"	2
14'	4B4	N.A.	6
14'	4B5	7'-0"	1
12'	4B4	N.A.	5
12'	4B5	6'-0"	1
10'	4B4	N.A.	4
10'	4B5	5'-0"	1
8'	4B4	N.A.	3
8'	4B5	-	0

"X" DISTANCE FROM END OF BARRIER TO 4B5 REINFORCEMENT STEEL



REINFORCEMENT STEEL LIST (EACH BARRIER SECTION)								
MARK	SIZE	NUMBER IN EACH SECTION	LENGTH	TYPE	A	B	C	LOCATION
4B1	#13	6	4'-11"	I	5"	26"	2"	STIRRUPS
4B4	#13	SEE NOTE 12	3'-1"	II	15 1/2"	4"		STIRRUPS
4B5	#13	SEE NOTE 12	4'-11"	I	5"	26"	2"	STIRRUPS
6B2	#19	2	SEE NOTE 12	STR.				LONGITUDINAL (TOP) NORMAL SECTION
6B3	#19	2	SEE NOTE 12	STR.				LONGITUDINAL (BOTTOM) NORMAL SECTION
6B4	#19	2	1'-2"	STR.				TRANSVERSE (BOTTOM) NORMAL SECTION
6B5	#19	2	0'-6"	STR.				TRANSVERSE (TOP) NORMAL SECTION

GENERAL NOTES:

- STEEL PLATE SHALL BE ASTM A36, A588, A441 OR A572 GRADE 50.
- REINFORCEMENT STEEL SHALL BE ASTM A615, GRADE 60.
- CONCRETE SHALL BE CONCRETE CLASS B.
- CONCRETE CLEAR COVER FOR REINFORCEMENT STEEL SHALL BE 1 1/2" (MIN.).
- TUBE STEEL SHALL BE ASTM A500, GRADE B OR C.
- ANCHOR PINS SHALL BE 1 INCH DIA. ASTM A36.
- ANCHOR PINS ARE NOT REQUIRED IN EVERY UNIT. SEE TABLE OF JOINT TREATMENTS.
- ALL END SECTIONS SHALL BE PINNED UNLESS OTHERWISE NOTED.
- 2 5/8" X 5 1/2" DRAINAGE POCKETS - TWO REQUIRED IN SECTIONS 12 FEET AND GREATER. ONE REQUIRED IN 8 FOOT AND 10 FOOT SECTIONS.
- AFTER A BARRIER UNIT HAS BEEN PLACED AND THE CONNECTION KEY INSERTED, REMOVE ANY SLACK IN THE JOINT BY PULLING THE UNIT IN A DIRECTION PARALLEL TO IT'S LONGITUDINAL AXIS.
- THE PRECAST CONCRETE CURB, CONSTRUCTION BARRIER SHALL BE CAST IN STEEL FORMS.
- THE PRECAST CONCRETE CURB SHALL BE UNITS OF 20 FEET, HOWEVER, OTHER LENGTHS MAY BE USED TO MEET FIELD CONDITIONS, THE NUMBER AND PLACEMENT OF THE 4B4 AND 4B5 REINFORCEMENT STEEL WILL VARY WITH THE LENGTH OF THE BARRIER UNIT AS SHOWN ON THE TABLE OF VARIABLE REINFORCEMENT STEEL. THE 6B2 AND 6B3 REINFORCEMENT STEEL SHALL BE 10 INCHES SHORTER THAN THE NOMINAL LENGTH OF THE BARRIER UNITS.
- REINFORCING SHOWN IS THE MINIMUM REQUIRED. ADDITIONAL REINFORCING NECESSARY FOR HANDLING SHALL BE THE OPTION AND RESPONSIBILITY OF THE CONTRACTOR.
- WELDING AND FABRICATION OF STEEL STRUCTURES SHALL BE IN ACCORDANCE WITH SECTIONS 1 THRU 6 OF THE ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE AND SECTION 10 OF THE ANSI/AWS D.1 STRUCTURAL WELDING CODE. SURFACES TO BE WELDED SHALL BE FREE OF SCALE, SLAG, RUST, MOISTURE, GREASE OR ANY OTHER MATERIAL THAT WILL PREVENT PROPER WELDING OR PRODUCE OBJECTIONAL FUMES. WELDING SHALL BE SHIELDED METAL ARC WELDING USING PROPERLY DRIED 5/32" DIA. E7018 ELECTRODES.
- AFTER REMOVAL OF THE BARRIER, THE HOLES IN THE SURFACE ON WHICH THE BARRIER SAT WHICH WERE USED TO ANCHOR THE SYSTEM, SHALL BE FILLED. THE ONLY EXCEPTION IS WHEN THE HOLES ARE IN AN AREA WHICH IS TO BE REMOVED. HOLES IN FLEXIBLE PAVEMENT, OR UNPAVED AREAS SHALL BE FILLED AS DIRECTED. HOLES IN PORTLAND CEMENT CONCRETE PAVEMENTS OR STRUCTURAL DECKS, SHALL BE FILLED WITH NON-SHRINK GROUT MATERIAL MEETING THE REQUIREMENTS OF SECTION 903.07, EXCEPT THAT IN LATEX MODIFIED CONCRETE BRIDGE DECK, A COMPATIBLE NON-SHRINK GROUT MATERIAL SHALL BE USED.
- THE APPROACH END OF THE PRECAST CONCRETE CURB, CONSTRUCTION BARRIER SHOULD BE FLARED AWAY FROM TRAFFIC AT A RATE OF 8:1. ON CURVED ROADWAYS, KINKS IN THE BARRIER ALIGNMENT SHOULD BE AVOIDED.

NOTE A

THE LENGTH OF THE ANCHOR PINS SHALL BE SUCH THAT THE FOLLOWING MINIMUM EMBEDMENT LENGTHS ARE OBTAINED:
 (a) INTO CONCRETE PAVEMENT 0'-5".
 (b) INTO FLEXIBLE PAVEMENT 1'-6".
 (c) INTO UNPAVED AREA 2'-6".

WHEN ANCHOR PINS ARE IN PLACE, THEY SHALL NOT PROJECT ABOVE THE PLANE OF THE CONCRETE SURFACE OF THE BARRIER.

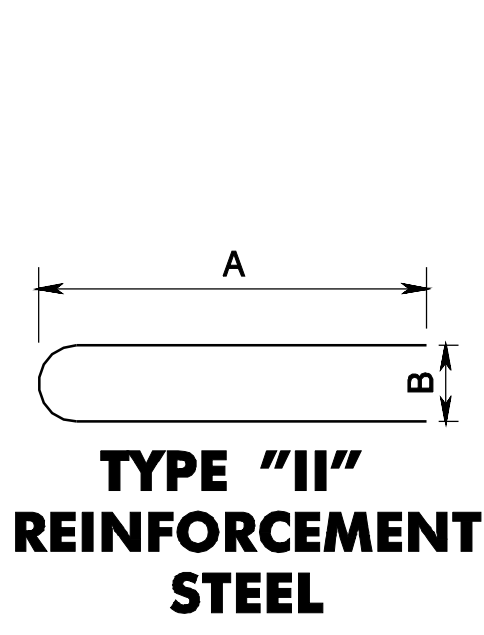
HOLES IN BRIDGE DECKS SHALL BE 1/4" DIAMETER MAXIMUM AND MADE WITH A CORE DRILL OR ANY OTHER APPROVED ROTARY DRILLING DEVICE THAT DOES NOT IMPART AN IMPACT FORCE.

NOTE B

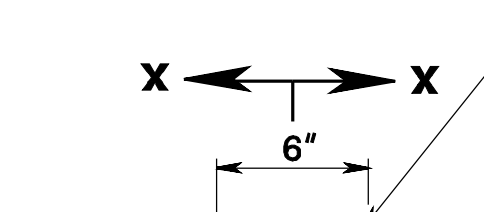
IN UNITS THAT ARE TO BE ANCHORED, PINS SHALL BE REQUIRED IN EVERY ANCHOR RECESS.

NOTE C

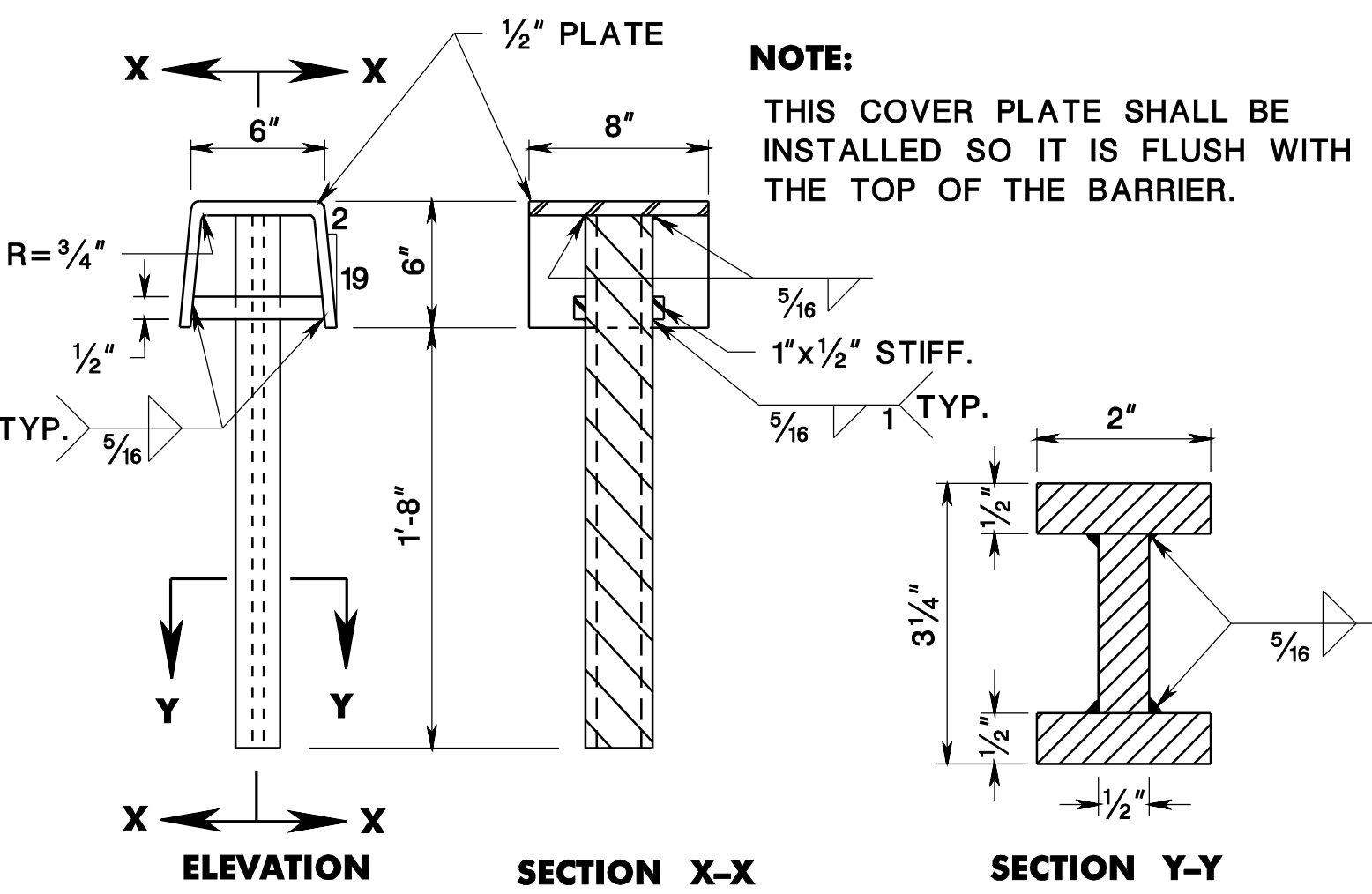
FOR INSTALLATION ON BRIDGE DECKS REFER TO BRIDGE PLANS FOR NECESSARY MODIFICATIONS AS REQUIRED AND GENERAL NOTE 15.



TYPE "I" REINFORCEMENT STEEL



TYPE "II" REINFORCEMENT STEEL



CONNECTION KEY

REINFORCEMENT STEEL IS IN METRIC UNITS.

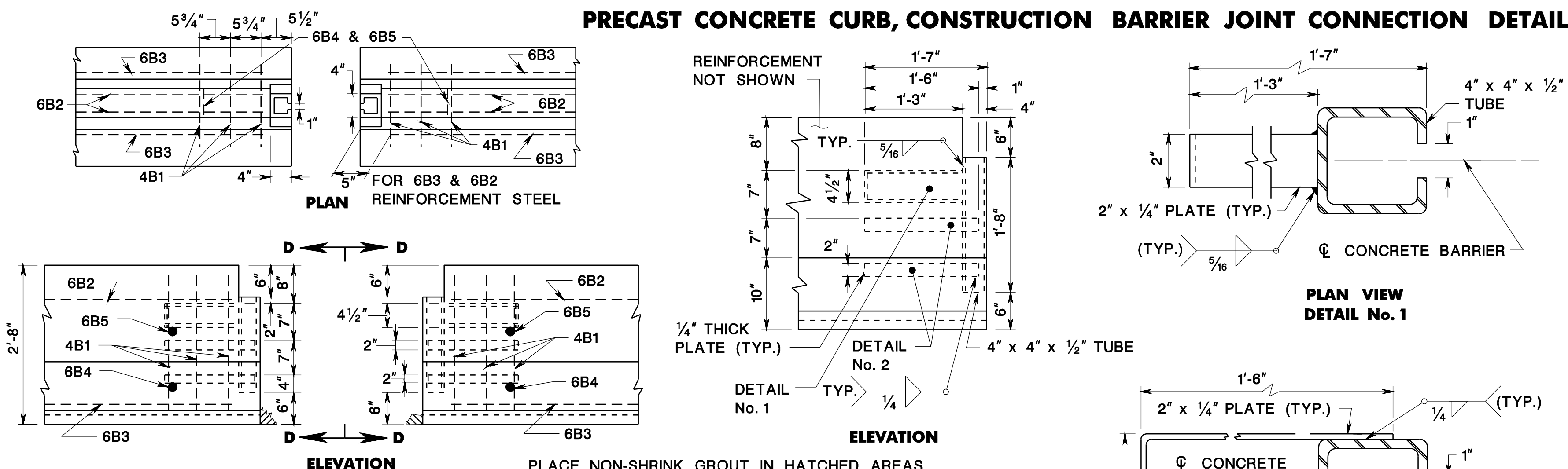
CONSTRUCTION BARRIER CURB, TYPE 4 (ALTERNATE A)

N.T.S. CD-159-4
NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

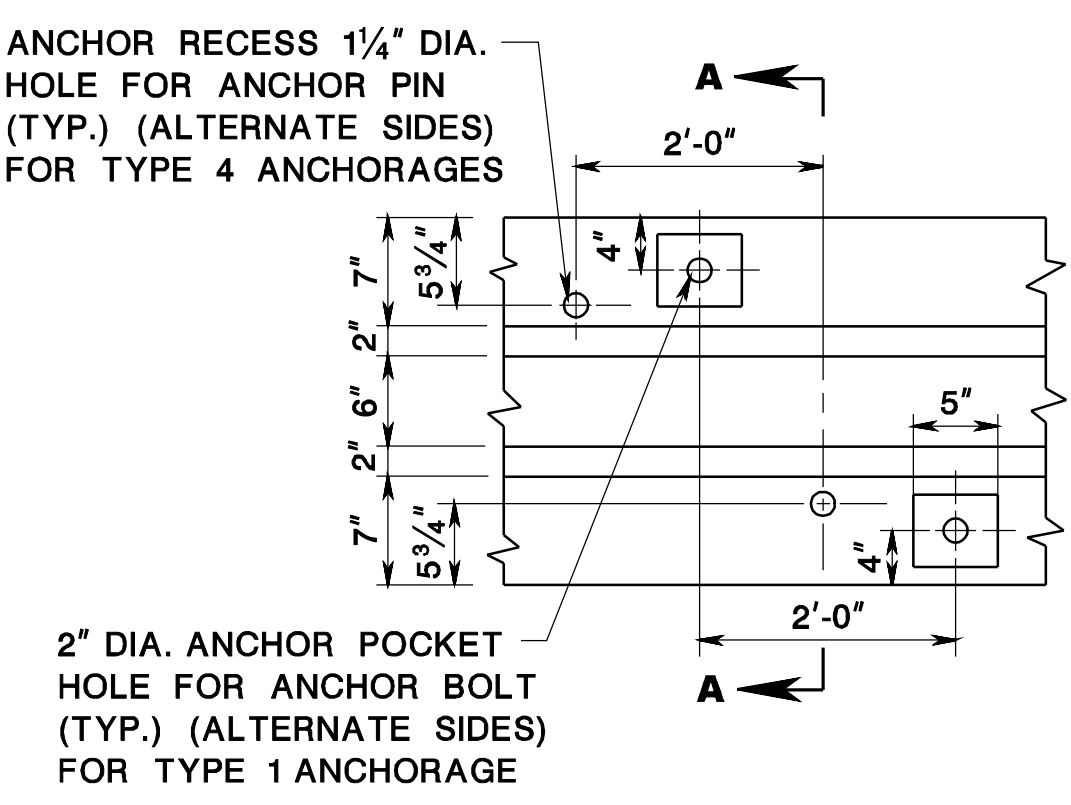
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PRECAST CONCRETE CURB, CONSTRUCTION BARRIER JOINT CONNECTION DETAILS



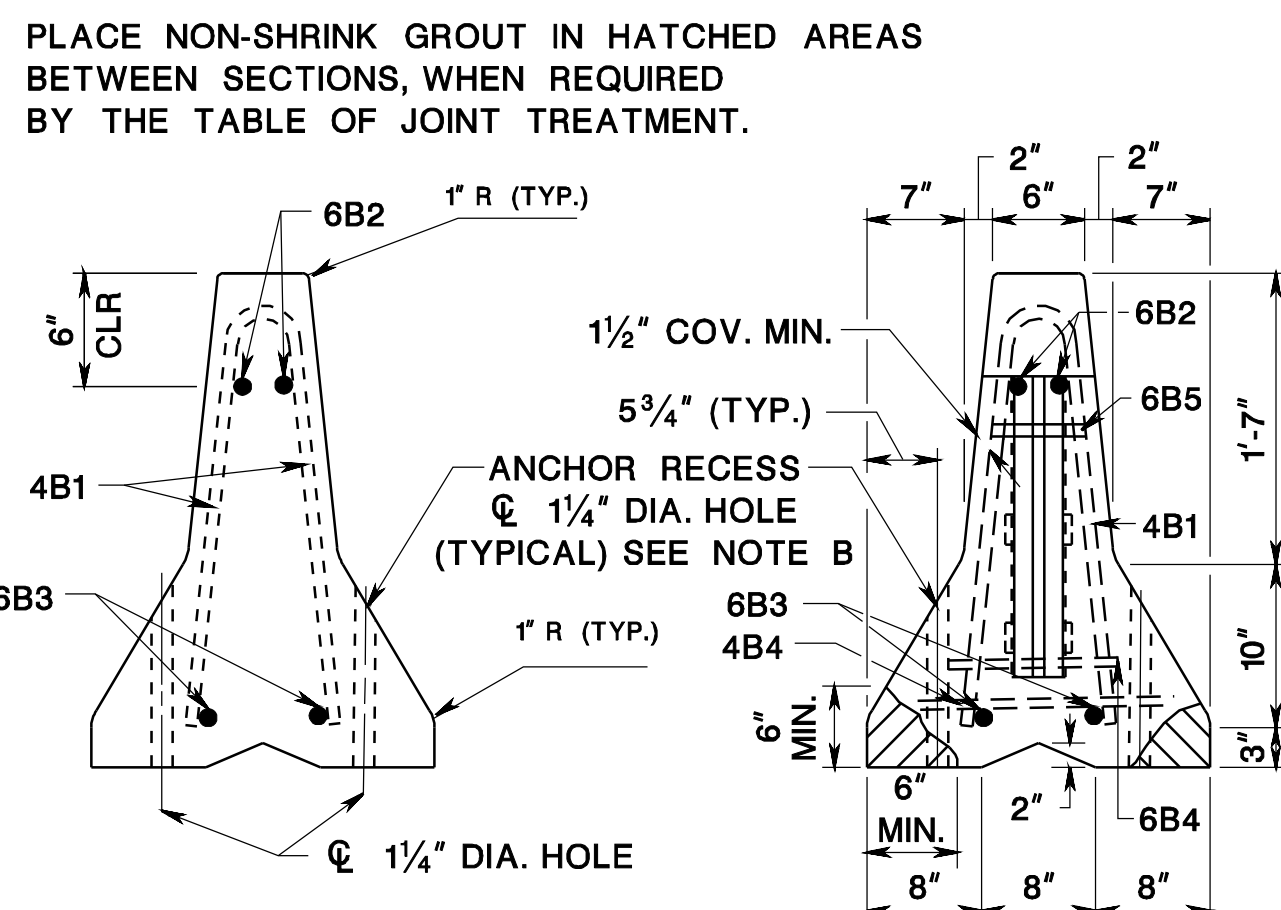
GENERAL NOTES:

1. STEEL PLATE SHALL BE ASTM A36, A588, A441 OR A572 GRADE 50.
2. REINFORCEMENT STEEL SHALL BE ASTM A615, GRADE 60.
3. CONCRETE SHALL BE CONCRETE CLASS B.
4. CONCRETE CLEAR COVER FOR REINFORCEMENT STEEL SHALL BE 1 1/2" (MIN.)
5. TUBE STEEL SHALL BE ASTM A500, GRADE B OR C.
6. ANCHOR PINS SHALL BE 1 INCH DIA. ASTM A36.
7. ANCHOR PINS ARE NOT REQUIRED IN EVERY UNIT. SEE TABLE OF JOINT TREATMENTS.
8. ALL END SECTIONS SHALL BE PINNED UNLESS OTHERWISE NOTED.
9. 2 5/8" X 5 1/2" DRAINAGE POCKETS - TWO REQUIRED IN SECTIONS 12 FEET AND GREATER. ONE REQUIRED IN 8 FOOT AND 10 FOOT SECTIONS.
10. AFTER A BARRIER UNIT HAS BEEN PLACED AND THE CONNECTION KEY INSERTED, REMOVE ANY SLACK IN THE JOINT BY PULLING THE UNIT IN A DIRECTION PARALLEL TO IT'S LONGITUDINAL AXIS.
11. THE PRECAST CONCRETE CURB, CONSTRUCTION BARRIER SHALL BE CAST IN STEEL FORMS.
12. THE PRECAST CONCRETE CURB SHALL BE UNITS OF 20 FEET, HOWEVER, OTHER LENGTHS MAY BE USED TO MEET FIELD CONDITIONS. THE NUMBER AND PLACEMENT OF THE 4B4 AND 4B5 REINFORCEMENT STEEL WILL VARY WITH THE LENGTH OF THE BARRIER UNIT AS SHOWN ON THE TABLE OF VARIABLE REINFORCEMENT STEEL. THE 6B2 AND 6B3 REINFORCEMENT STEEL SHALL BE 10 INCHES SHORTER THAN THE NOMINAL LENGTH OF THE BARRIER UNITS.
13. REINFORCING SHOWN IS THE MINIMUM REQUIRED. ADDITIONAL REINFORCING NECESSARY FOR HANDLING SHALL BE THE OPTION AND RESPONSIBILITY OF THE CONTRACTOR.
14. WELDING AND FABRICATION OF STEEL STRUCTURES SHALL BE IN ACCORDANCE WITH SECTIONS 1 THRU 6 OF THE ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE AND SECTION 10 OF THE ANSI/AWS D.1 STRUCTURAL WELDING CODE. SURFACES TO BE WELDED SHALL BE FREE OF SCALE, SLAG, RUST, MOISTURE, GREASE OR ANY OTHER MATERIAL THAT WILL PREVENT PROPER WELDING OR PRODUCE OBJECTIONAL FUMES. WELDING SHALL BE SHIELDED METAL ARC WELDING USING PROPERLY DRIED 5/32" DIA. E7018 ELECTRODES.
15. AFTER REMOVAL OF THE BARRIER, THE HOLES IN THE SURFACE ON WHICH THE BARRIER SAT WHICH WERE USED TO ANCHOR THE SYSTEM, SHALL BE FILLED. THE ONLY EXCEPTION IS WHEN THE HOLES ARE IN AN AREA WHICH IS TO BE REMOVED. HOLES IN FLEXIBLE PAVEMENT, OR UNPAVED AREAS SHALL BE FILLED AS DIRECTED. HOLES IN PORTLAND CEMENT CONCRETE PAVEMENTS OR STRUCTURAL DECKS, SHALL BE FILLED WITH NON-SHRINK GROUT MATERIAL MEETING THE REQUIREMENTS OF SECTION 903.07, EXCEPT THAT IN LATEX MODIFIED CONCRETE BRIDGE DECK, A COMPATIBLE NON-SHRINK GROUT MATERIAL SHALL BE USED.
16. THE APPROACH END OF THE PRECAST CONCRETE CURB, CONSTRUCTION BARRIER SHOULD BE FLARED AWAY FROM TRAFFIC AT A RATE OF 8:1. ON CURVED ROADWAYS, KINKS IN THE BARRIER ALIGNMENT SHOULD BE AVOIDED.



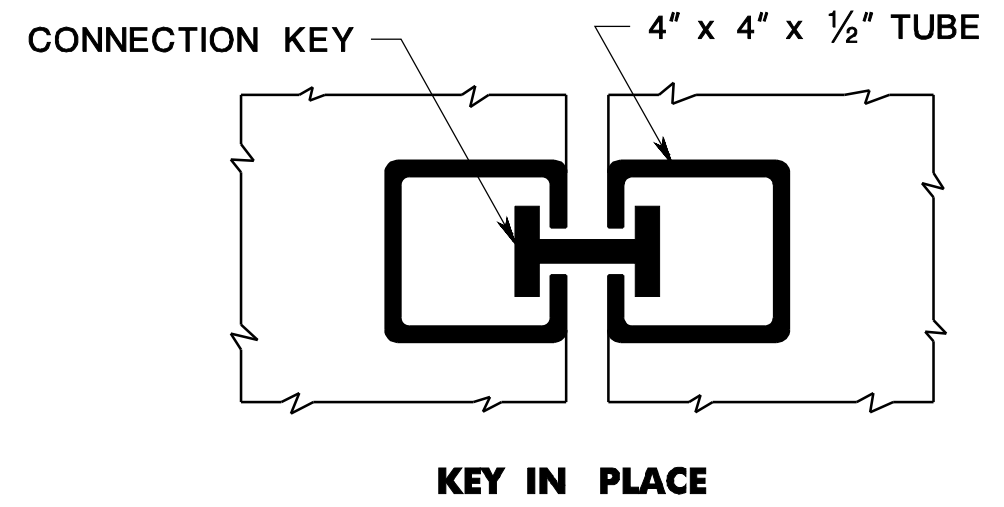
PLAN-ANCHOR RECESS/POCKET

ANCHOR PIN

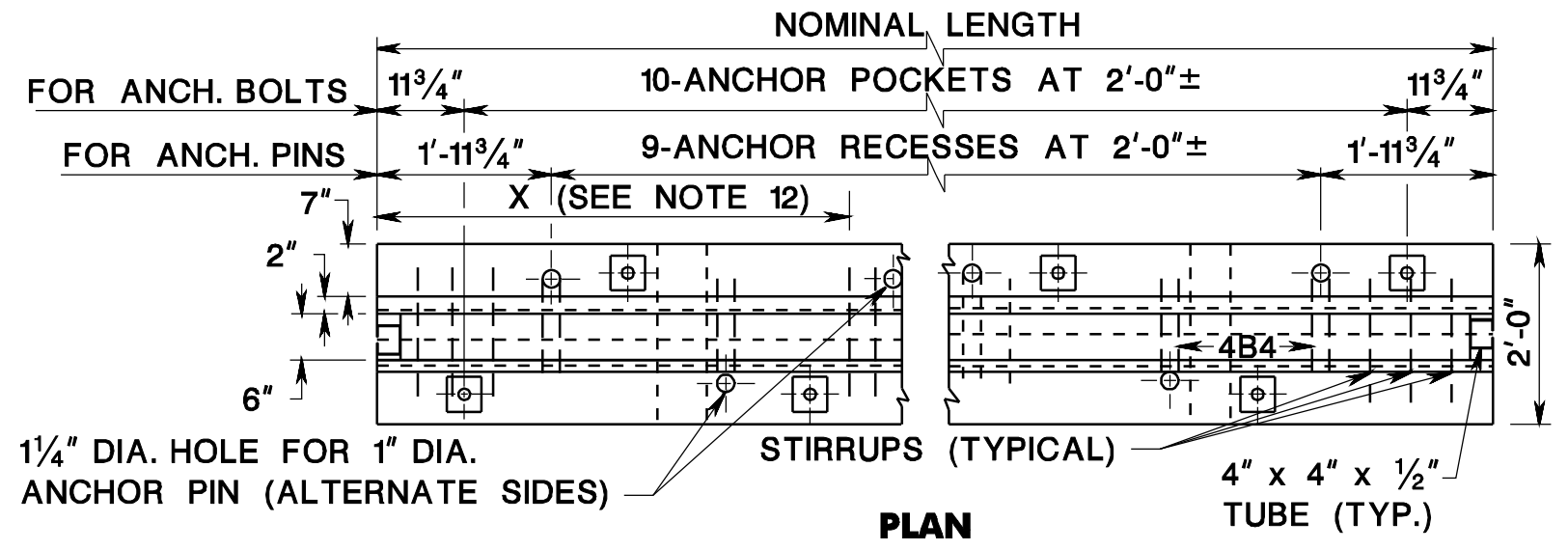


SECTION A-A

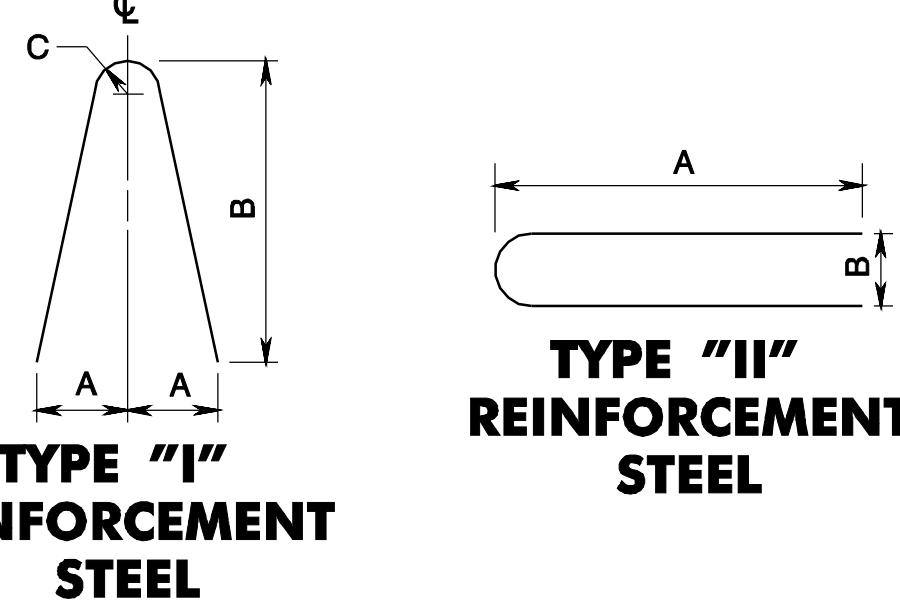
SECTION D-D



KEY IN PLACE



PLAN CONCRETE BARRIER



TYPE "I" REINFORCEMENT STEEL

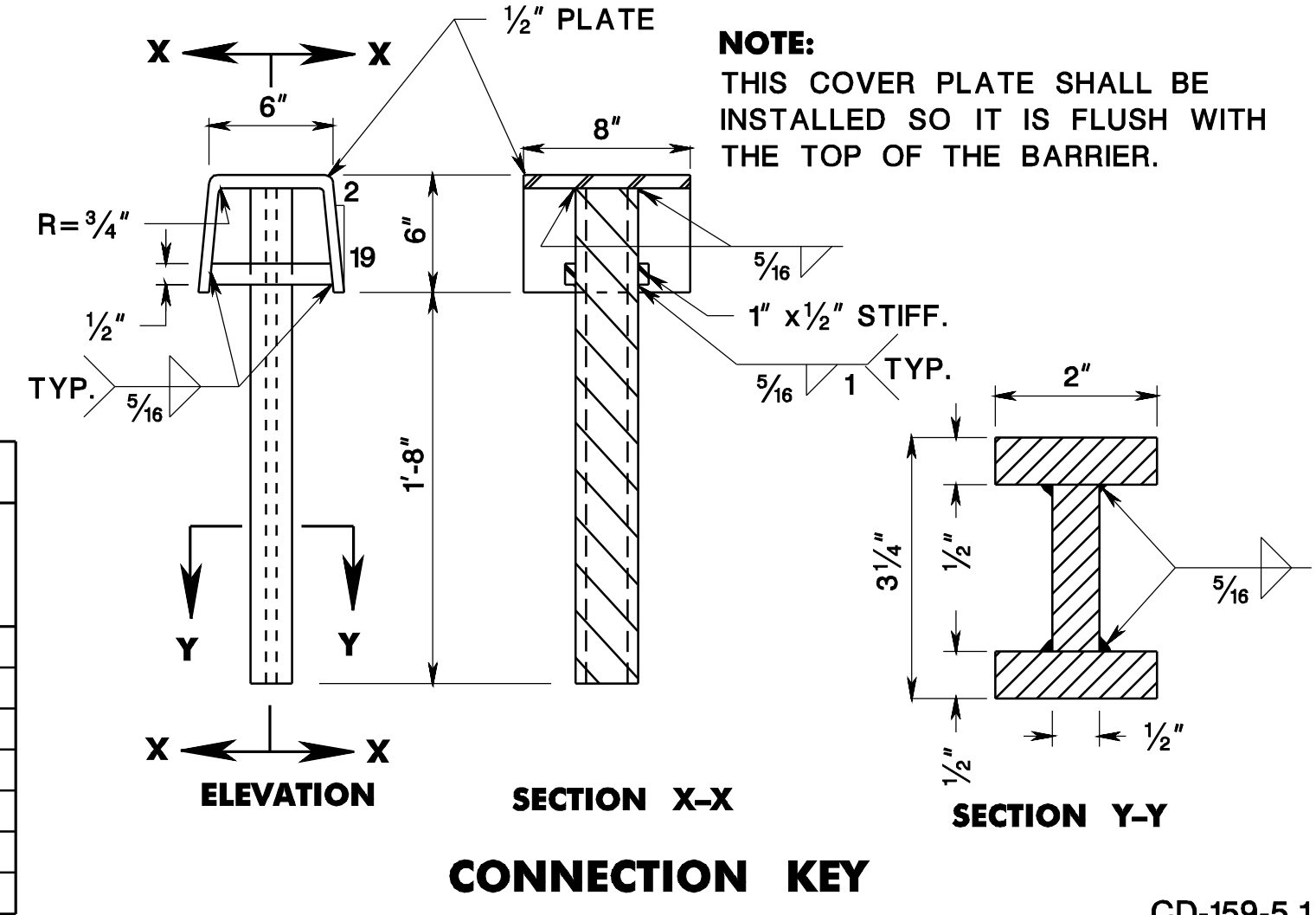
TYPE "II" REINFORCEMENT STEEL

JOINT CLASS	TABLE OF JOINT AND ANCHORAGE TREATMENTS FOR TYPE 4 APPLICATIONS ONLY
A	CONNECTION KEY ONLY
B	CONNECTION KEY AND GROUT IN EVERY JOINT
C	CONNECTION KEY AND GROUT IN EVERY JOINT AND PIN EVERY OTHER UNIT. IN UNITS THAT ARE TO BE ANCHORED, PINS SHALL BE REQUIRED IN EVERY ANCHOR PIN RECESS
D	CONNECTION KEY AND GROUT EVERY JOINT, BOLT EVERY ANCHOR POCKET HOLE IN EVERY UNIT.

TABLE OF VARIABLE REINFORCEMENT STEEL			
NOMINAL LENGTH OF BARRIER UNIT	MARK	"X"	NO. EACH SECTION
20'	4B4	N.A.	9
20'	4B5	6'-11"	2
18'	4B4	N.A.	8
18'	4B5	6'-5"	2
16'	4B4	N.A.	7
16'	4B5	5'-11"	2
14'	4B4	N.A.	6
14'	4B5	7'-0"	1
12'	4B4	N.A.	5
12'	4B5	6'-0"	1
10'	4B4	N.A.	4
10'	4B5	5'-0"	1
8'	4B4	N.A.	3
8'	4B5	-	0

"X" DISTANCE FROM END OF BARRIER TO 4B5 REINFORCEMENT STEEL

REINFORCEMENT STEEL LIST (EACH BARRIER SECTION)								
MARK	SIZE	NUMBER IN EACH SECTION	LENGTH	TYPE	A	B	C	LOCATION
4B1	#13	6	4'-11"	I	5"	26"	2"	STIRRUPS
4B4	#13	SEE NOTE 12	3'-1"	II	15 1/2"	4"		STIRRUPS
4B5	#13	SEE NOTE 12	4'-11"	I	5"	26"	2"	STIRRUPS
6B2	#19	2	SEE NOTE 12	STR.				LONGITUDINAL (TOP) NORMAL SECTION
6B3	#19	2	SEE NOTE 12	STR.				LONGITUDINAL (BOTTOM) NORMAL SECTION
6B4	#19	2	1'-2"	STR.				TRANSVERSE (BOTTOM) NORMAL SECTION
6B5	#19	2	0'-6"	STR.				TRANSVERSE (TOP) NORMAL SECTION



ELEVATION

SECTION X-X

CONNECTION KEY

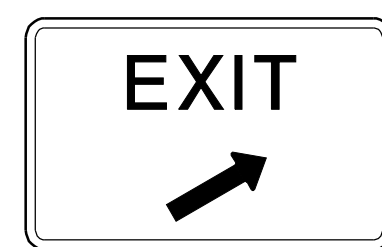
NOTE: THIS COVER PLATE SHALL BE INSTALLED SO IT IS FLUSH WITH THE TOP OF THE BARRIER.

CONSTRUCTION BARRIER CURB, TYPE 4 (ALTERNATE B)

N.T.S. CD-159-5
NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

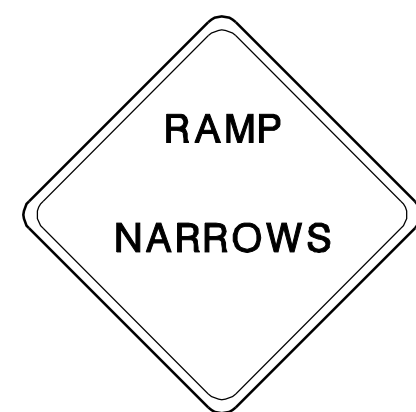
CD-159-5.1



E5 - 1 [60" x 48"]
(20 S.F.)



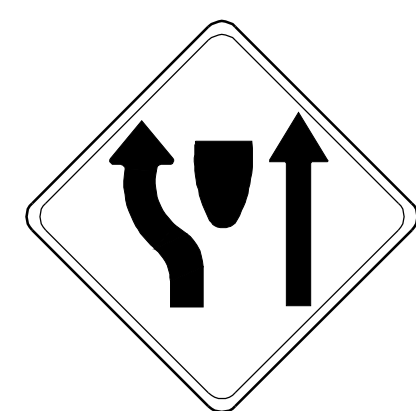
W50 - 1C [60" x 48"]
(20 S.F.)



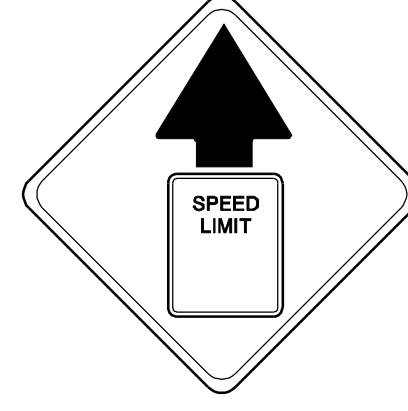
W5 - 4 [48" x 48"]
(16 S.F.)



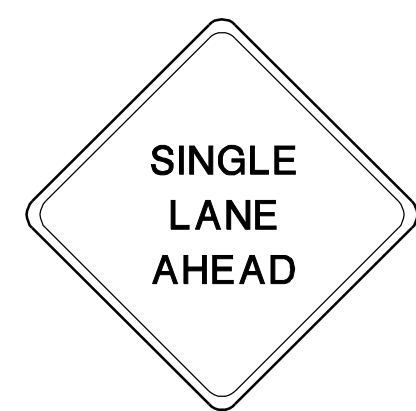
W(NJ)100 - 1(L OR R)
48" x 48"
(16 S.F.)



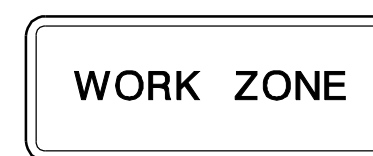
W9 - 3 a [48" x 48"]
(16 S.F.)



W3-5
48" x 48"
(16 S.F.)



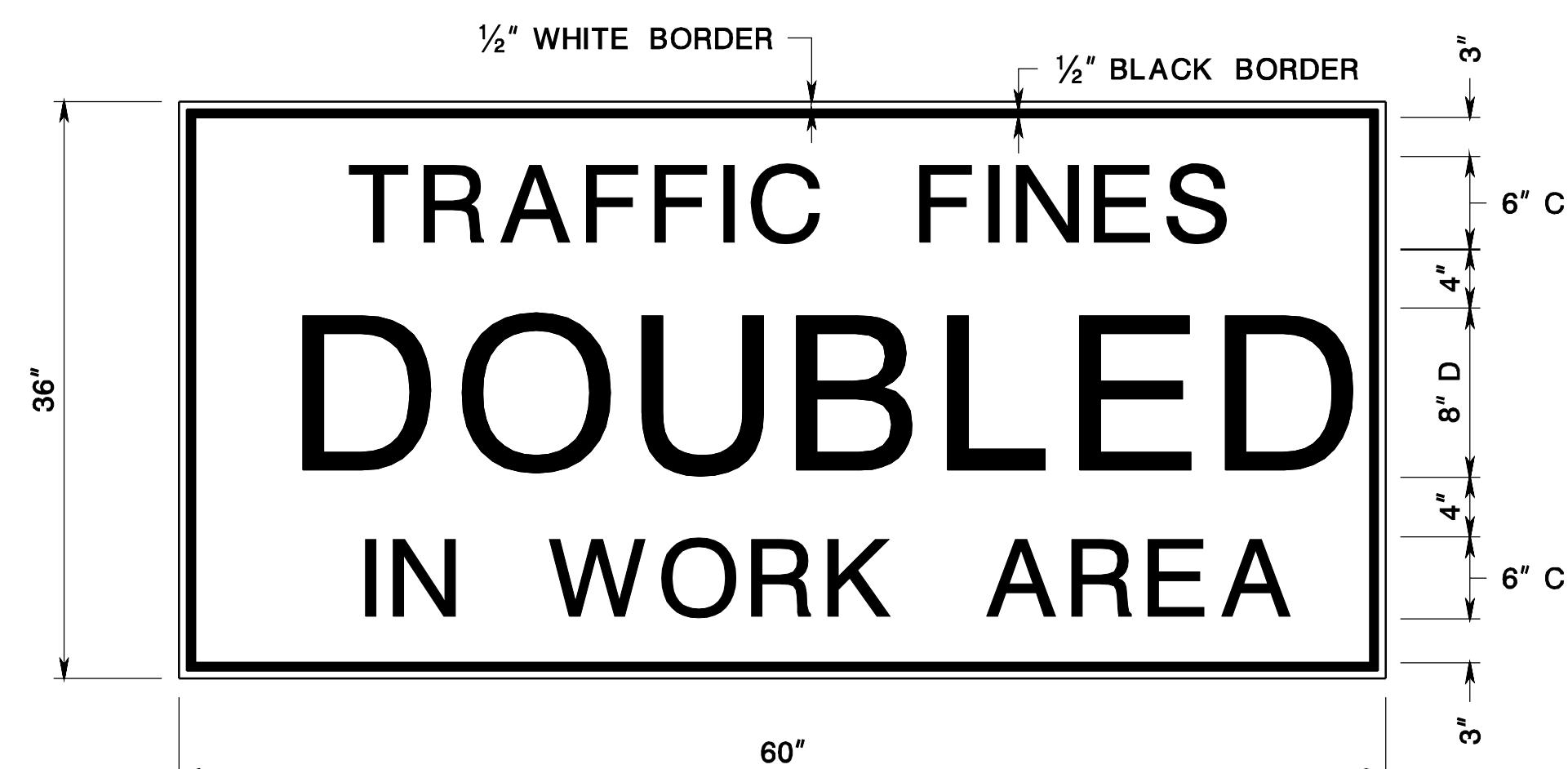
W20 - 4F(M) [48" x 48"]
(16 S.F.)



36" x 12"
(3 S.F.)

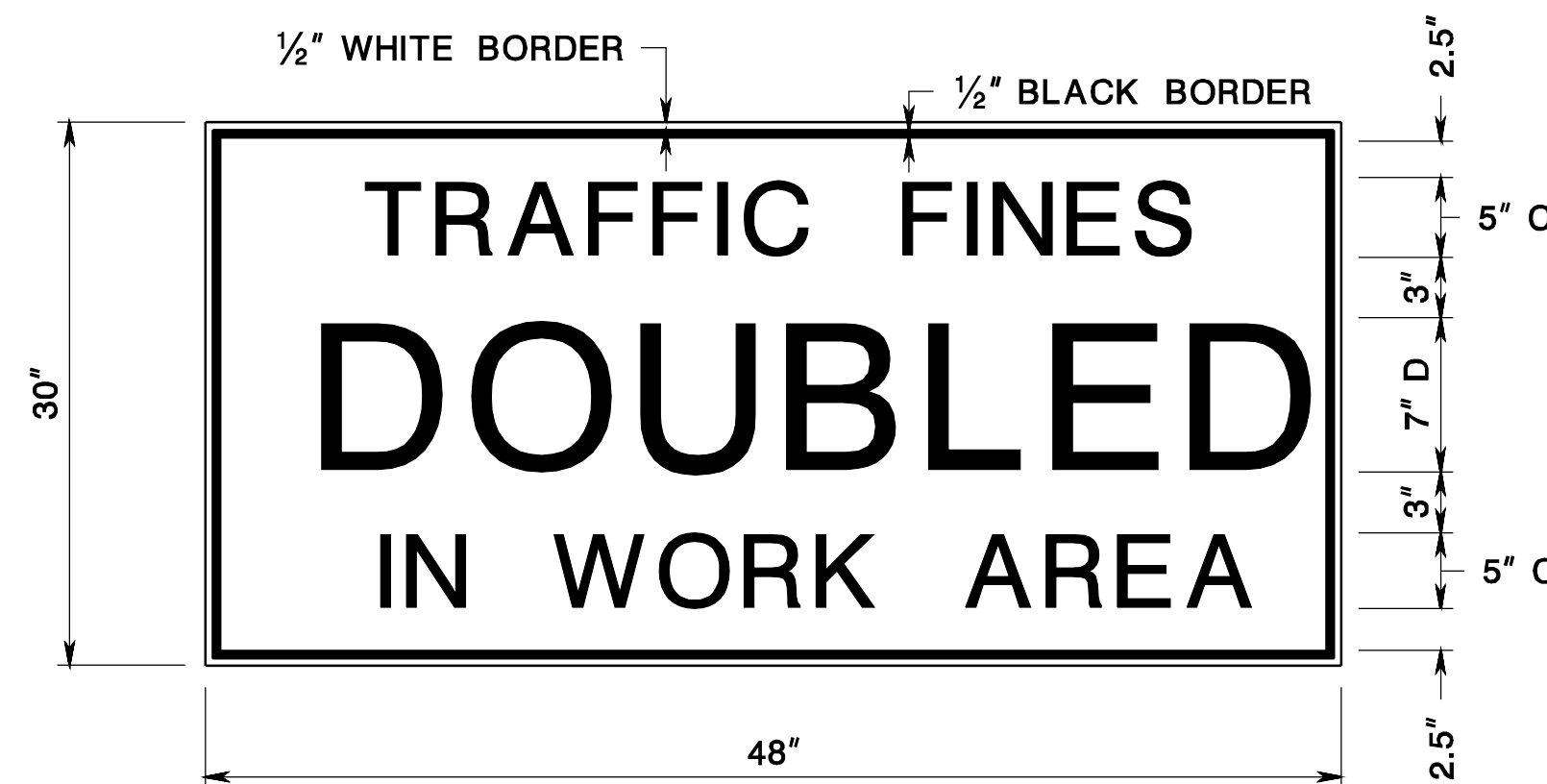


W20 - 10(G) [48" x 48"]
(16 S.F.)



NOTE:
MESSAGE TO BE BLACK LETTERS
ON WHITE REFLECTIVE BACKGROUND.

R(NJ)5-17 60" x 36"
(15 S.F.)



NOTE:
MESSAGE TO BE BLACK LETTERS
ON WHITE REFLECTIVE BACKGROUND.

R(NJ)5-17 48" x 30"
(10 S.F.)

GENERAL NOTES:

- DIMENSIONS, COLORS AND DETAILS OF VARIOUS SIZE SIGNS, AND ACCESSORY PANELS TO FOLLOW STANDARDS IN THE CURRENT "STANDARD HIGHWAY SIGN PUBLICATION" AND THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS".
- LETTERS AND NUMERALS SHALL CONFORM TO THE CURRENT MANUAL, "STANDARD ALPHABETS FOR HIGHWAY SIGNS" U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.
- THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER FOR THE DISTANCE TO BE USED ON THE ADVANCE WARNING SIGNS, AND FOR THE SPEED LIMIT TO BE USED ON THE R2-1 SIGN.
- DISTANCE LEGEND: SIGN NUMBER FOLLOWED BY LETTER & DISTANCE

LETTER	DISTANCE
A	1500'
B	1000'
C	500'
D	___ MILE
E	___ MILES AHEAD
F	___ MILES AHEAD

BACKING MATERIAL

- ALUMINUM SHALL BE FLAT SHEET OF ALLOY AND TEMPER 5052-H38 OR 6061-T6 :
 - 0.10" THICK FOR ALL CONSTRUCTION SIGNS EXCEPT SIGNS SHOWN MOUNTED ON BREAKAWAY BARRICADES.
 - 0.024" THICK FOR ALL CONSTRUCTION SIGNS SHOWN MOUNTED ON BREAKAWAY BARRICADES.

TEMPORARY SIGN SUPPORTS

- SIGN SUPPORTS SHALL BE OF WELL SEASONED LUMBER, S4S, FREE OF SPLITS, KNOTS AND WARPS, OR OF STEEL COMPONENTS.
- WOOD POSTS SHALL HAVE A UNIFORM CROSS-SECTION AND SHALL NOT EXCEED THE FOLLOWING DIMENSIONS FOR:
 - SINGLE POST = 4" x 6"
 - TWO POSTS = 3" x 6" OR 4" x 5"
 - THREE POSTS = 3" x 5" OR 4" x 4"
 4" X 6" WOOD POSTS SHALL BE MODIFIED BY DRILLING 1/2 INCH DIAMETER HOLES 4 INCHES AND 18 INCHES ABOVE THE GROUND LINE AND PERPENDICULAR TO THE ROADWAY CENTERLINE.
- NO BRACING IS PERMITTED. VERTICAL CLEARANCES FOR SIGNS MOUNTED ON WOOD SUPPORTS SHALL BE 7 FOOT MINIMUM. EMBEDMENT DEPTH FOR THE WOOD POST SHALL NOT EXCEED 3.5 FEET.
- STEEL POSTS SHALL BE IN ACCORDANCE WITH THE STANDARD DETAIL FOR U-POST SIGN SUPPORT.
- TEMPORARY SIGN SUPPORTS NOT MEETING THIS CRITERIA SHALL BE SHIELDED BY A LONGITUDINAL BARRIER OR CRASH CUSHIONS.
- WOOD POST TO BE USED ONLY ON TEMPORARY SIGN SUPPORT.

SIGN FACES

- SIGN FACES SHALL BE ASTM D 4956 TYPE VII OR VIII FLUORESCENT ORANGE SHEETING.

FASTENING

- ALL SIGNS SHALL BE SECURELY FASTENED TO THEIR SUPPORTS WITH BOLTS, NUTS AND WASHERS IN ACCORDANCE WITH THE SPECIFICATIONS.

CONSTRUCTION SIGNS

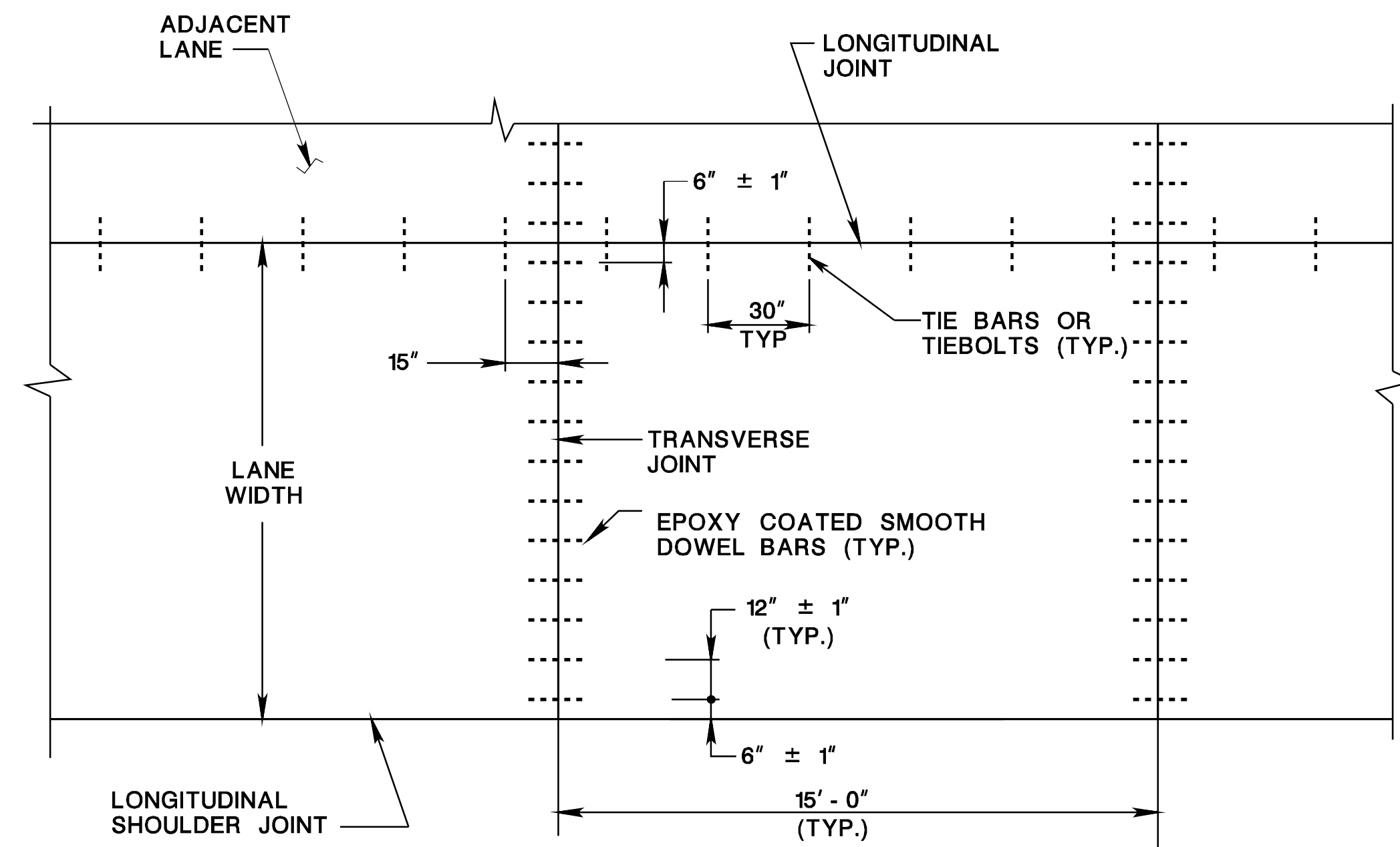
N.T.S.

CD-159-7

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

CD-159-7.1



TYPICAL LAYOUT

CD-405-1.1

EXPANSION JOINTS AT BRIDGES	
DISTANCE BETWEEN BRIDGES *	NUMBER OF EXPANSION JOINTS
TO 500'	1
500' - 704'	2
704' - 908'	3
908' - 1111'	4
1111' - 1315'	5
OVER 1315'	6

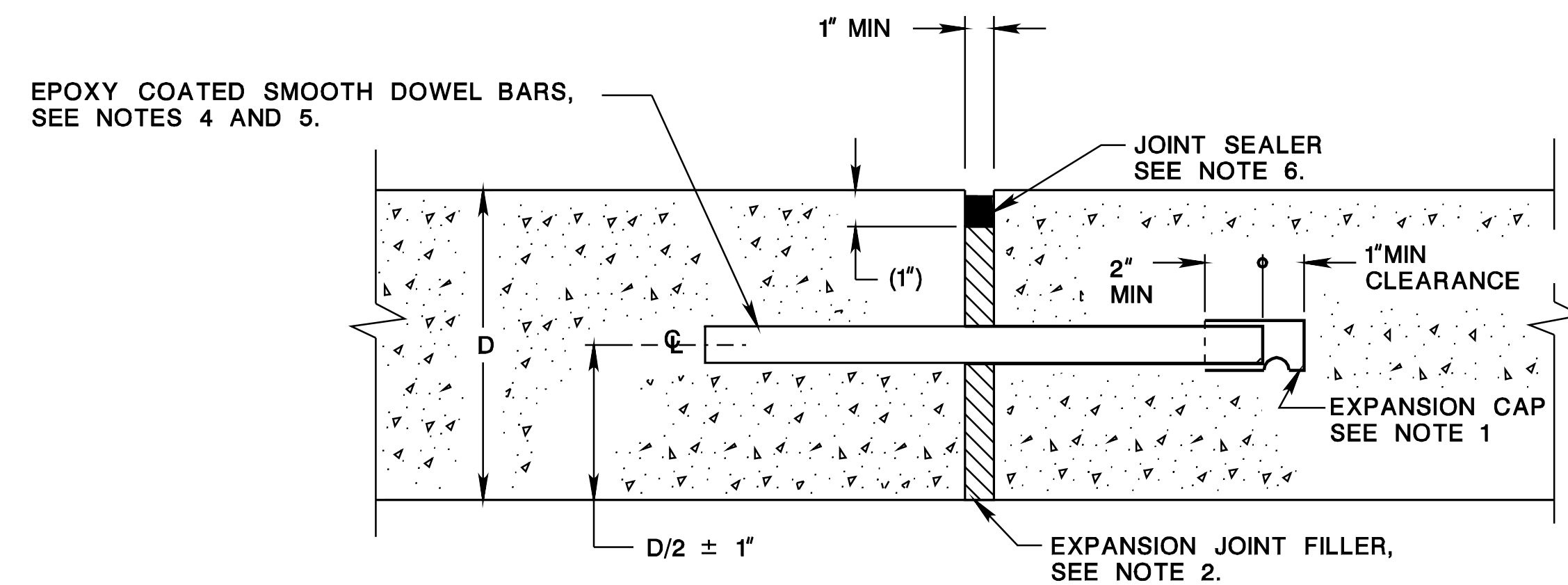
* LENGTH OF PAVEMENT BETWEEN BRIDGES

CD-405-1.2

NOTES

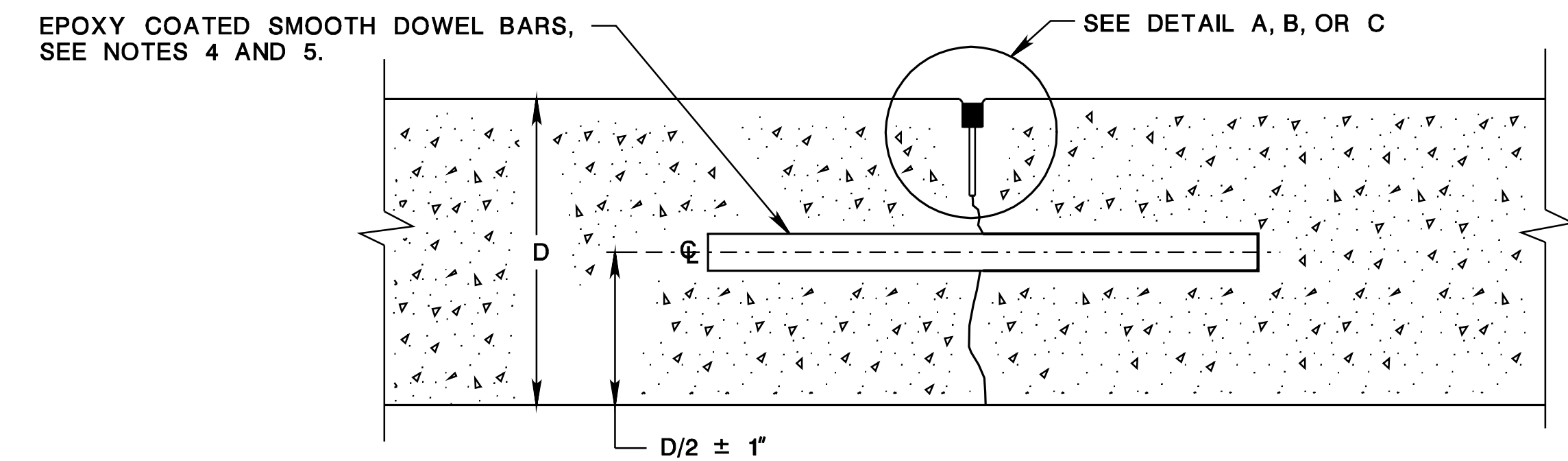
- PLACE A CLOSED-END EXPANSION CAP OVER THE LUBRICATED END OF ALL DOWEL BARS USED IN TRANSVERSE EXPANSION JOINTS AND PROVIDE A MINIMUM 1" CLEARANCE POCKET ASSURED BY MEANS OF A POSITIVE SPACING DEVICE.
- CUT EXPANSION JOINT FILLER MATERIAL TO CONFORM TO THE CROSS SECTION OF THE PAVEMENT AND FURNISH IN STRIPS EQUAL TO THE WIDTH OF THE PAVEMENT SLAB. MAKE THE TOP SURFACE SMOOTH AND HAVE HOLES PUNCHED FOR THE DOWEL BARS PROVIDE A SNUG FIT WITHOUT LOSS IN THICKNESS OF THE MATERIAL.
- CONSTRUCT ALL TRANSVERSE JOINTS PERPENDICULAR TO THE CENTERLINE.
- USE MINIMUM 1/4" φ X 18" LONG EPOXY COATED SMOOTH DOWEL BARS FOR PAVEMENT DEPTHS 10" OR LESS, AND MINIMUM 1/2" φ X 18" LONG DOWEL BARS FOR PAVEMENT DEPTHS GREATER THAN 10". APPROVED ALTERNATE DOWEL BARS HAVING EQUIVALENT PROPERTIES TO CONVENTIONAL ROUND DOWEL REINFORCEMENT STEEL MAY BE PROPOSED FOR USE.
- PLACE EPOXY COATED SMOOTH DOWEL BARS PARALLEL TO THE CENTERLINE AND SURFACE OF THE SLAB.
- MAKE THE TOP OF THE JOINT SEALING MATERIAL 1/4" ± 1/8" BELOW THE SURFACE OF THE PAVEMENT.
- THE INITIAL SAW CUT RELIEF JOINT IS NOT REQUIRED FOR CONSTRUCTION JOINTS.
- WHEN COLD-POURED JOINT SEALER IS SELECTED FOR USE IN TRANSVERSE JOINTS, USE THE SAME JOINT SEALER IN THE LONGITUDINAL JOINTS.

CD-405-1.3



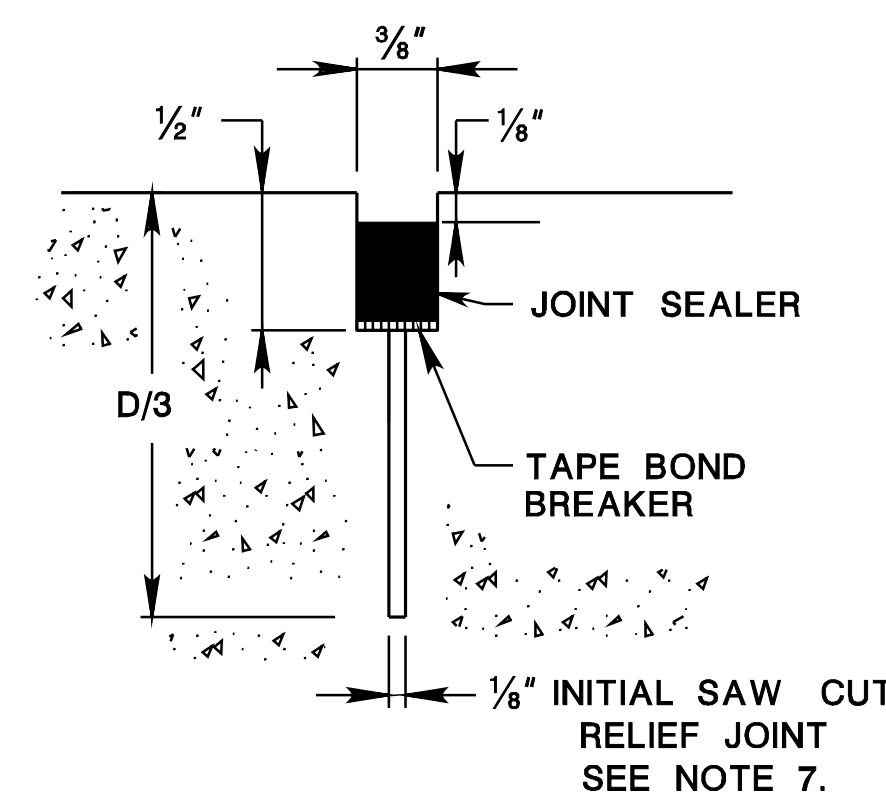
TRANSVERSE EXPANSION JOINT

CD-405-1.4



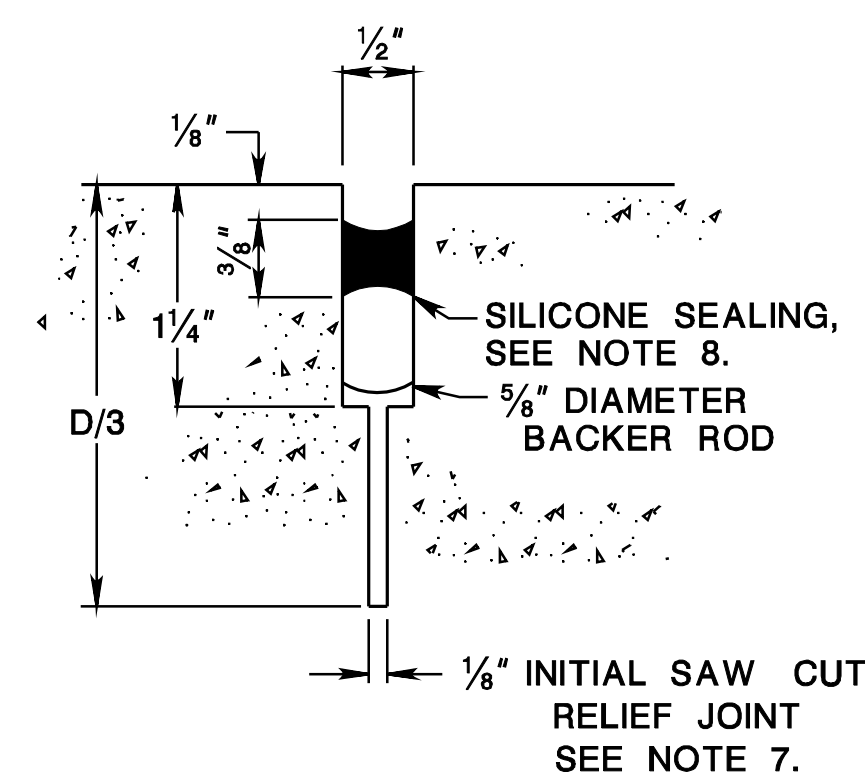
TRANSVERSE CONTRACTION JOINT

CD-405-1.5



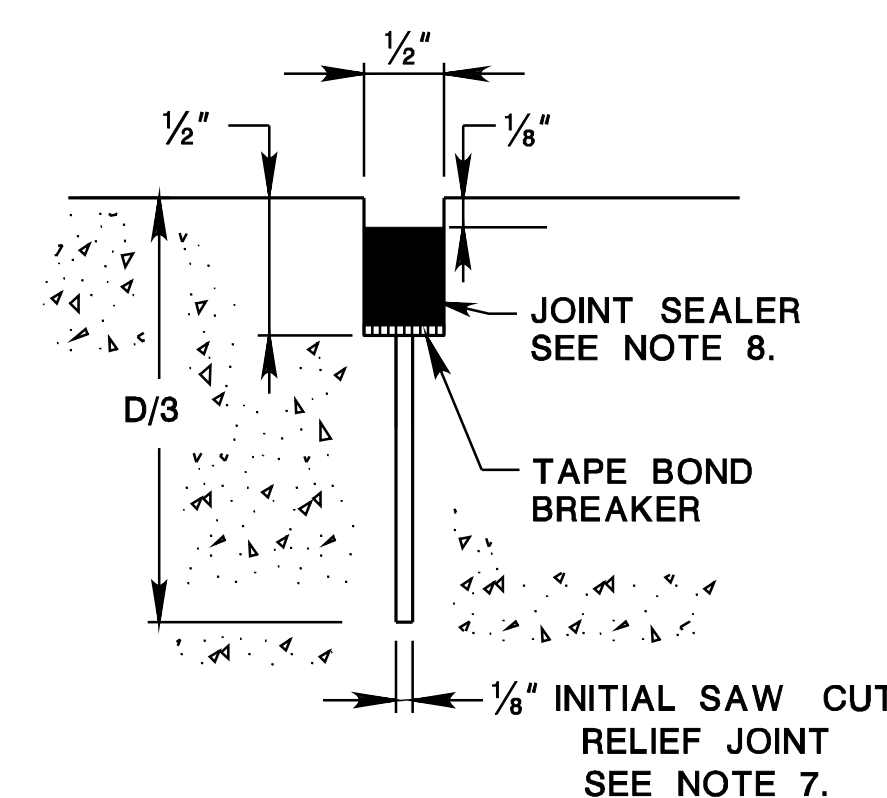
**DETAIL A
HOT-POURED JOINT SEALER**

CD-405-1.6



**DETAIL B
COLD-POURED JOINT SEALER
WITH BACKER ROD**

CD-405-1.7



**DETAIL C
COLD-POURED JOINT SEALER
WITHOUT BACKER ROD**

CD-405-1.8

**CONCRETE PAVEMENT
TRANSVERSE JOINTS**

N.T.S.

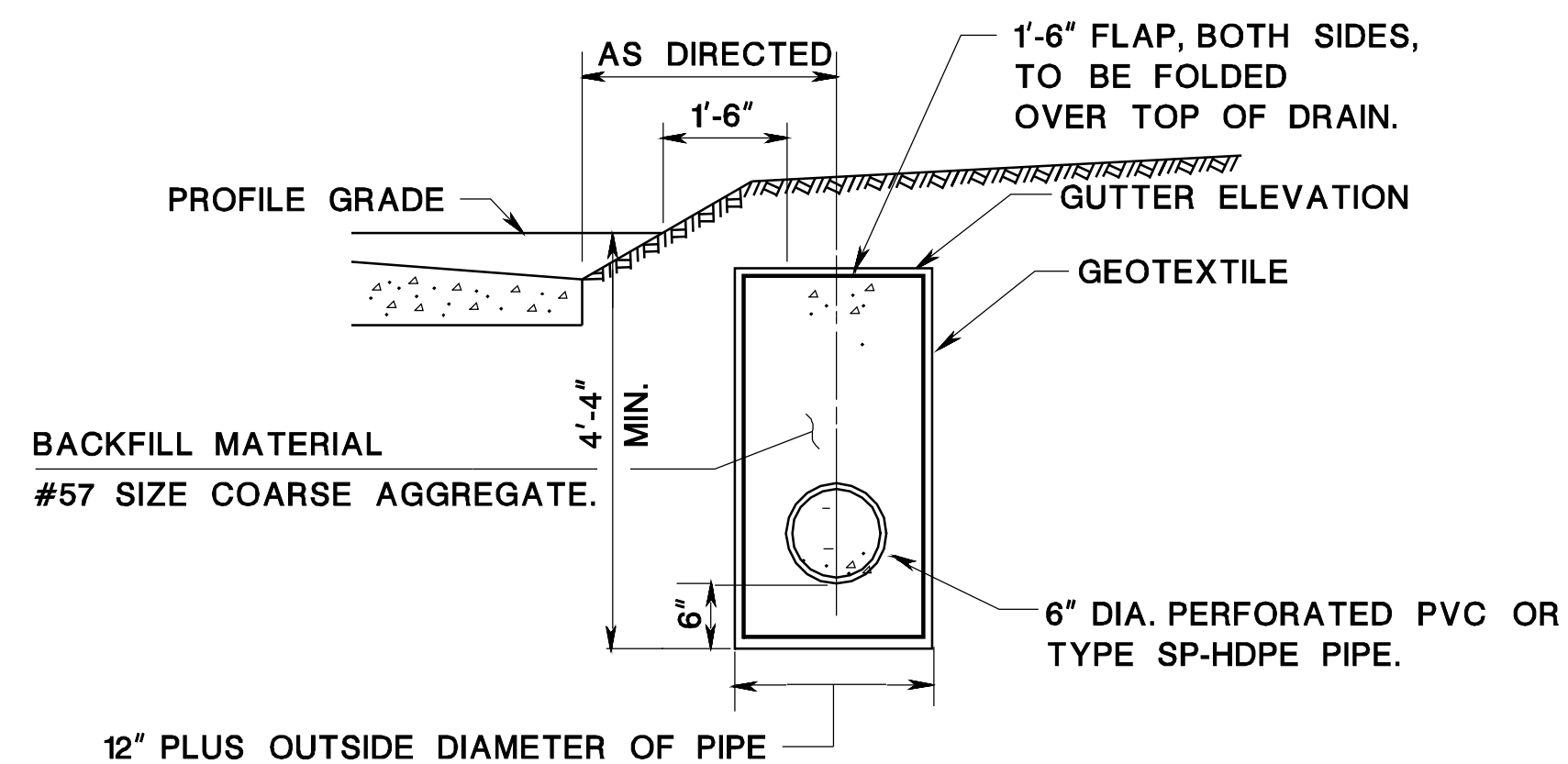
CD-405-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

NOTES:

UNDERDRAIN IS SHOWN PARALLEL TO THE EDGE OF PAVEMENT, BUT MAY BE USED IN OTHER LOCATIONS IF SO DIRECTED BY THE R.E..



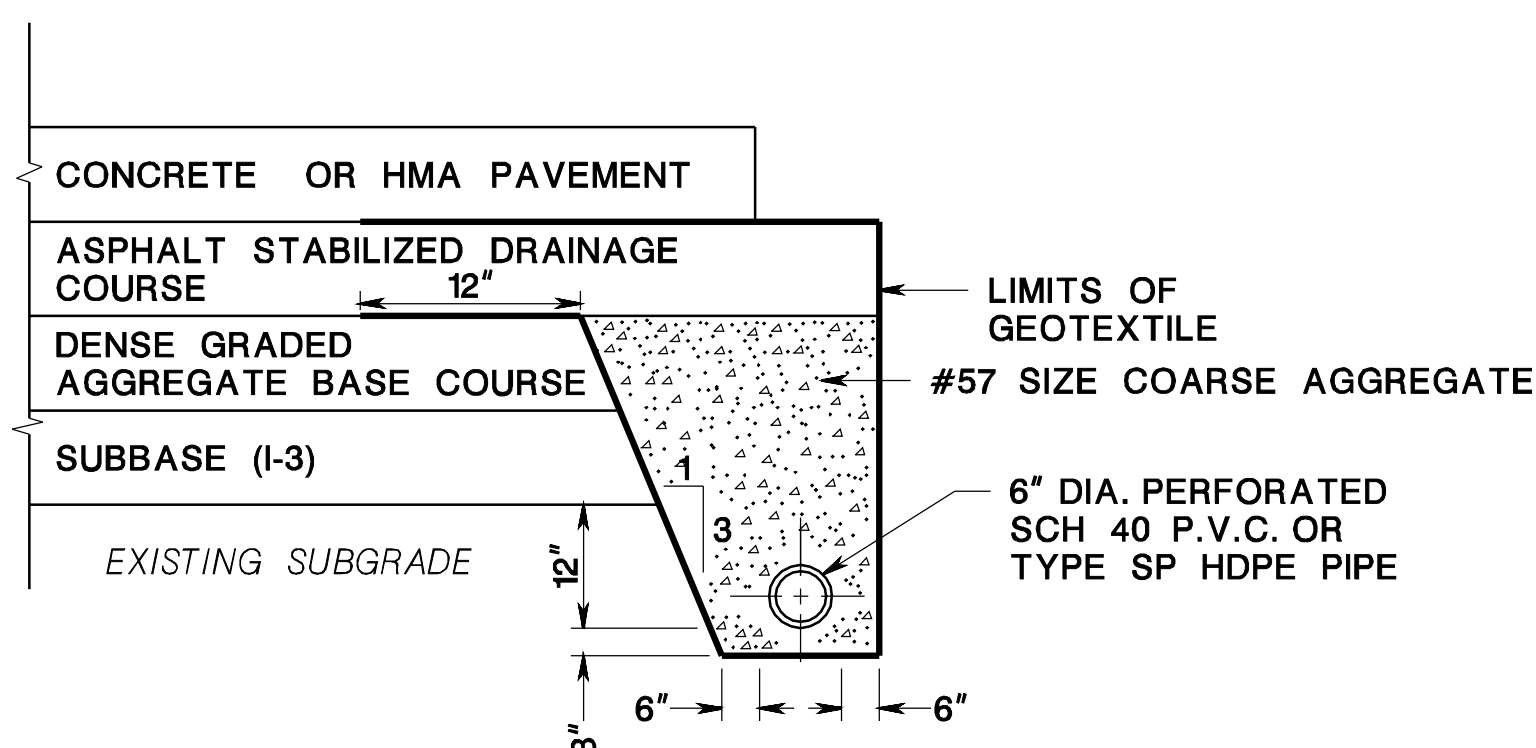
UNDERDRAIN TYPE F

CD-601-1.1

NOTES:

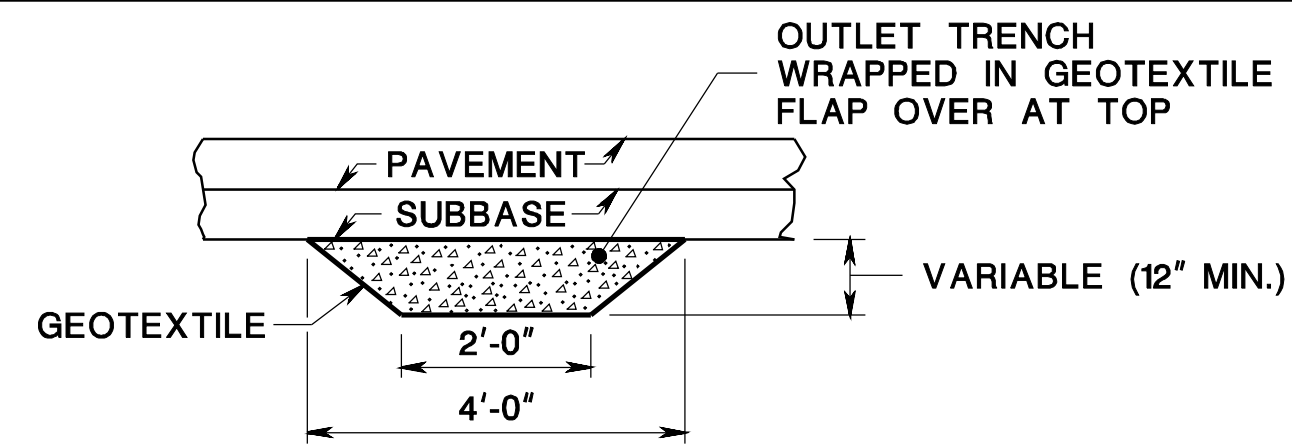
AFTER PLACING ASPHALT STABILIZED DRAINAGE COURSE, OVERLAP WITH GEOTEXTILE TO PROTECT THE EXPOSED SURFACE.

THE 6" DIA. PERFORATED PIPE SHOULD BE AT LEAST 12" BELOW THE LOWEST COURSE EITHER DENSE GRADED AGGREGATE BASE COURSE OR SUBBASE, DESIGNATION I-3.

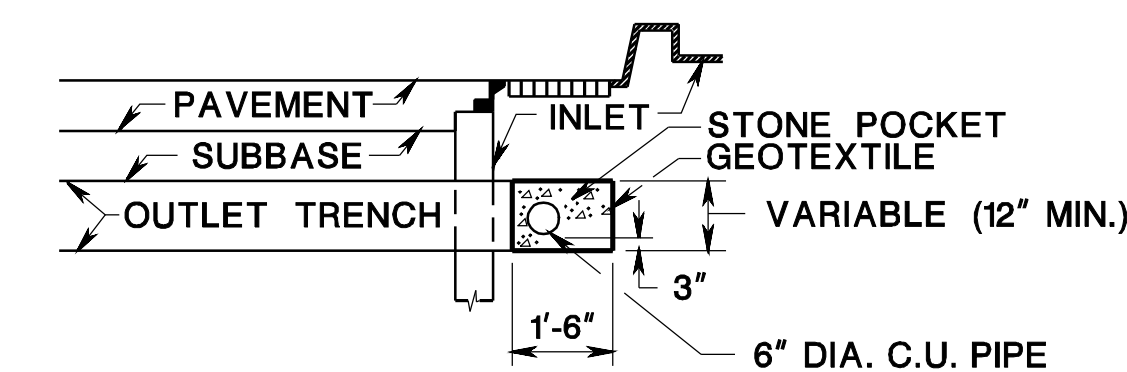


UNDERDRAIN TYPE X

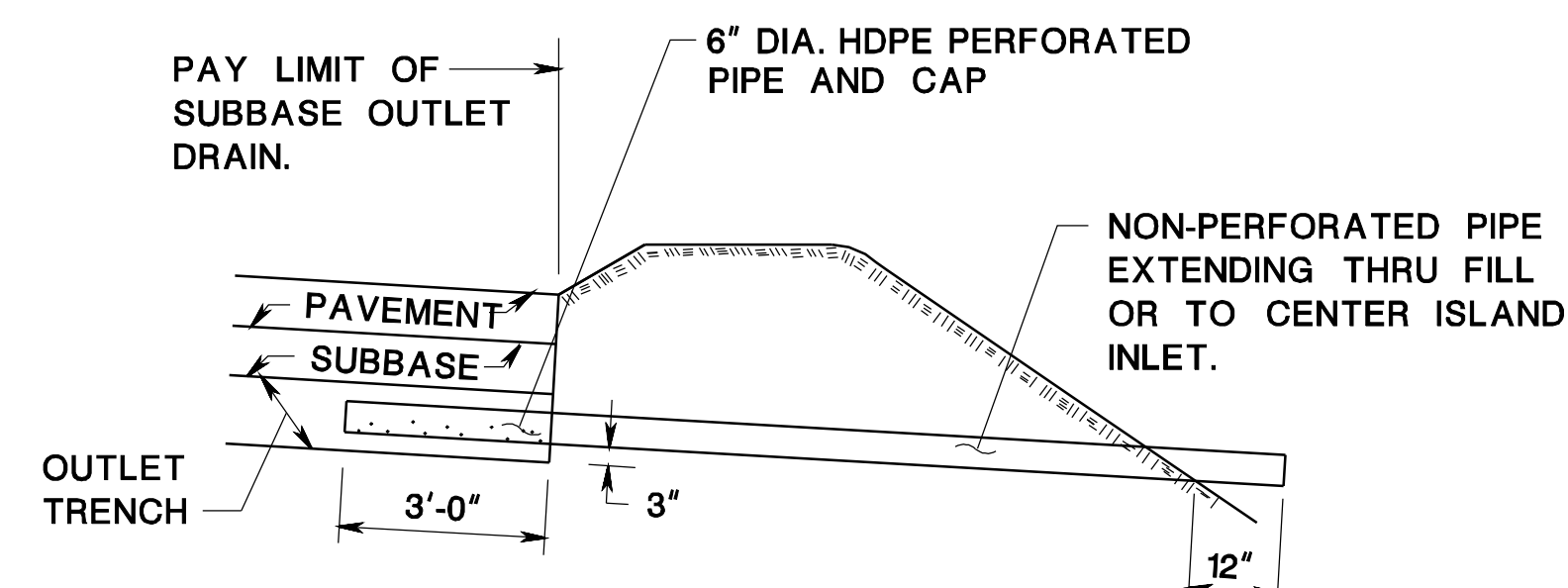
CD-601-1.2



SECTION A-A



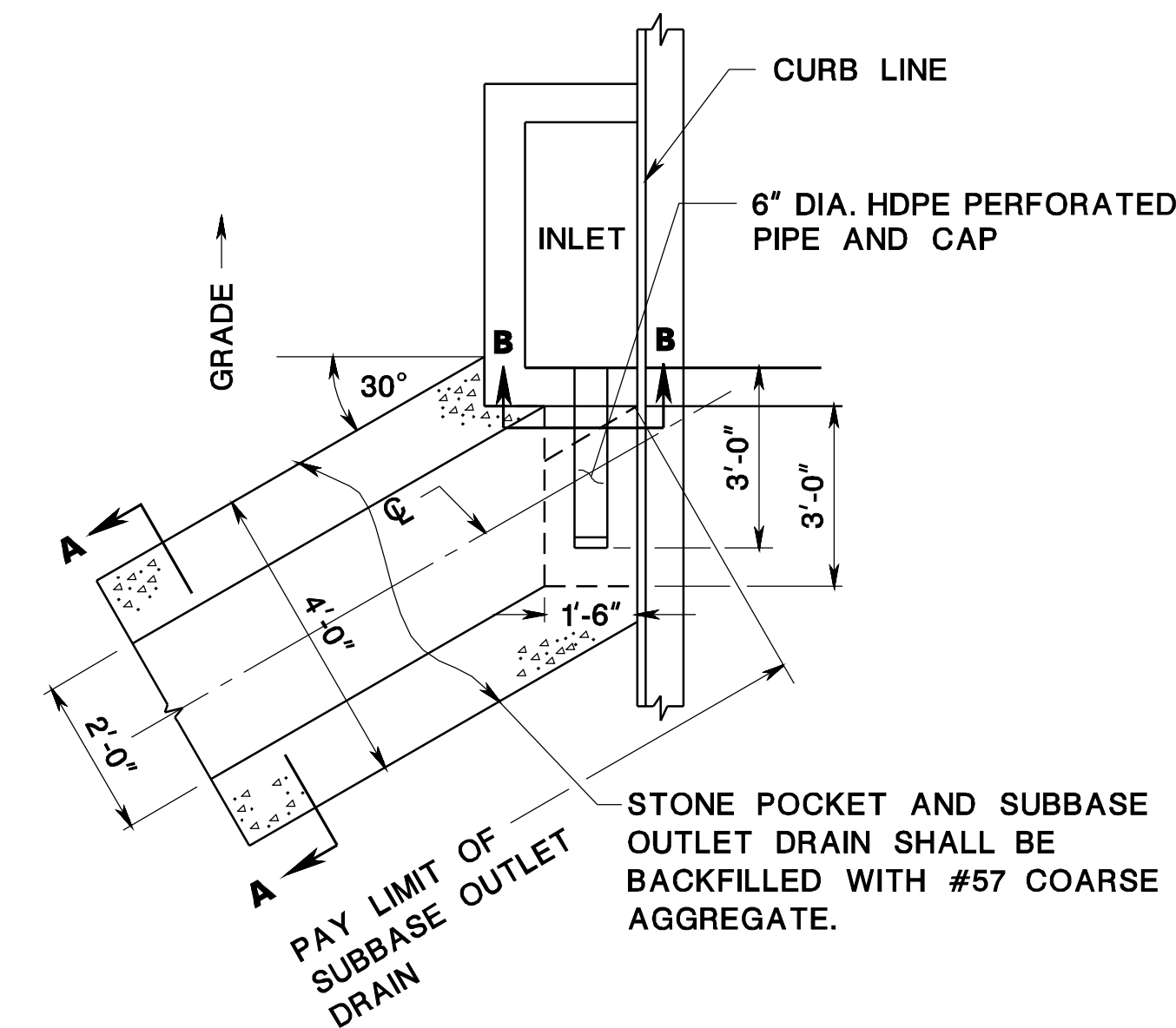
SECTION B-B



SCHEME FOR WATER DISPOSAL WHERE INLETS ARE IN CENTER ISLAND OR ARE NOT AVAILABLE

SUBBASE OUTLET DRAIN WITH 6" HDPE UNDERDRAIN PIPE

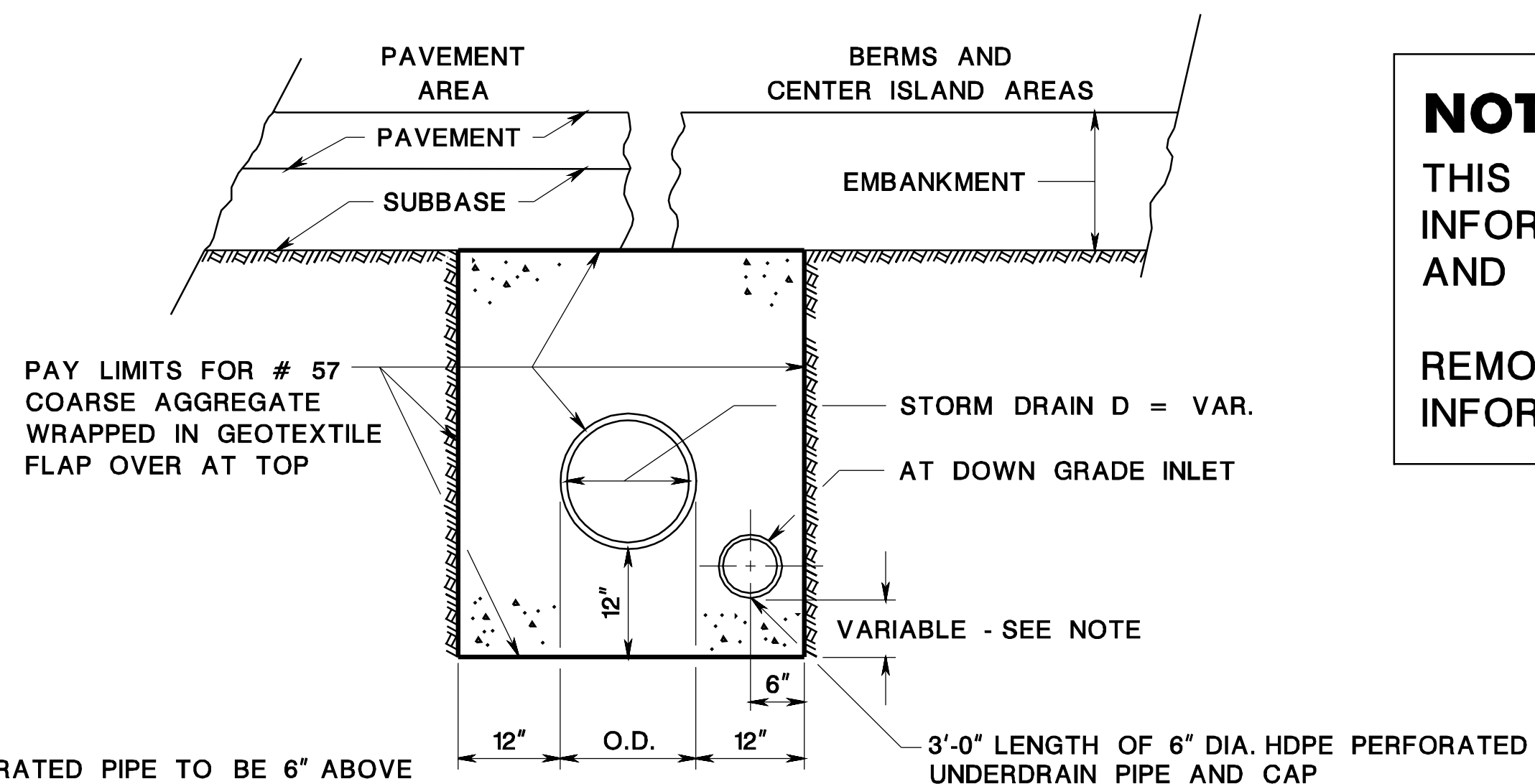
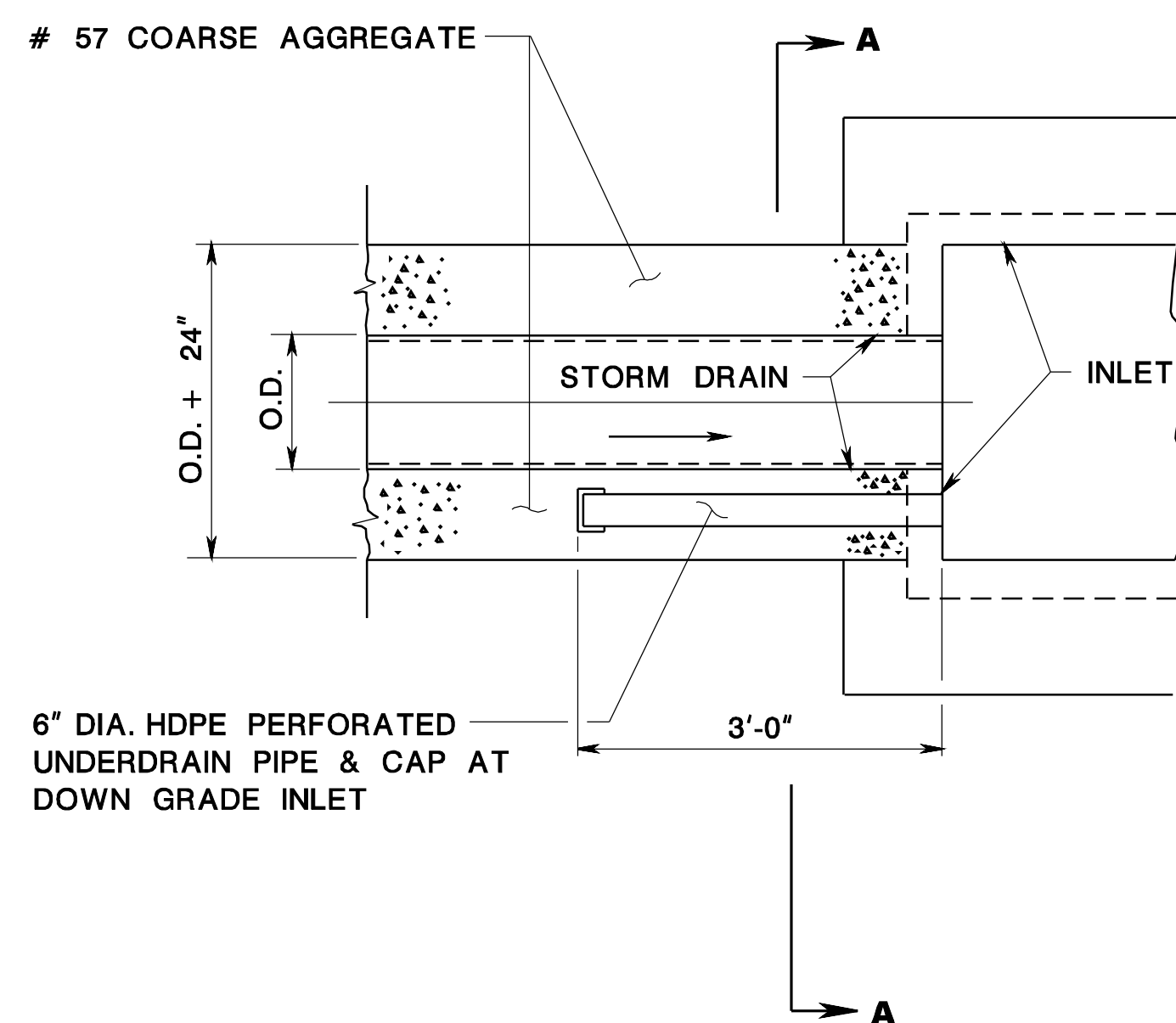
CD-601-1.3



PLAN

NOTES:

- 1.) DISCHARGED WATER SHALL IN NO CASE VIOLATE DRAINAGE RIGHTS.
- 2.) SEE NOTE 2, CD-601-1.4



SECTION A-A

NOTES:

- 1.) INVERT OF 6" DIA. HDPE PERFORATED PIPE TO BE 6" ABOVE BOTTOM OF INLET OR 6" ABOVE BOTTOM OF TRENCH WHICHEVER IS HIGHER.
- 2.) THE SIZE OF PERFORATIONS SHOULD BE SMALLER THAN SIZE OF STONE SPECIFIED OTHERWISE WRAP FILTER FABRIC AROUND PIPE.

COMBINED STORM DRAIN AND OUTLET TRENCH IN ROCK AREAS

NOTE TO DESIGNER:
THIS SHEET REQUIRES DESIGN SPECIFIC INFORMATION IN CD-601-1.2 TO BE MODIFIED AND INCLUDED IN THE CONTRACT PLANS.
REMOVE THIS NOTE AFTER DESIGN SPECIFIC INFORMATION IS ADDED.

UNDERDRAINS

N.T.S.

CD-601-1

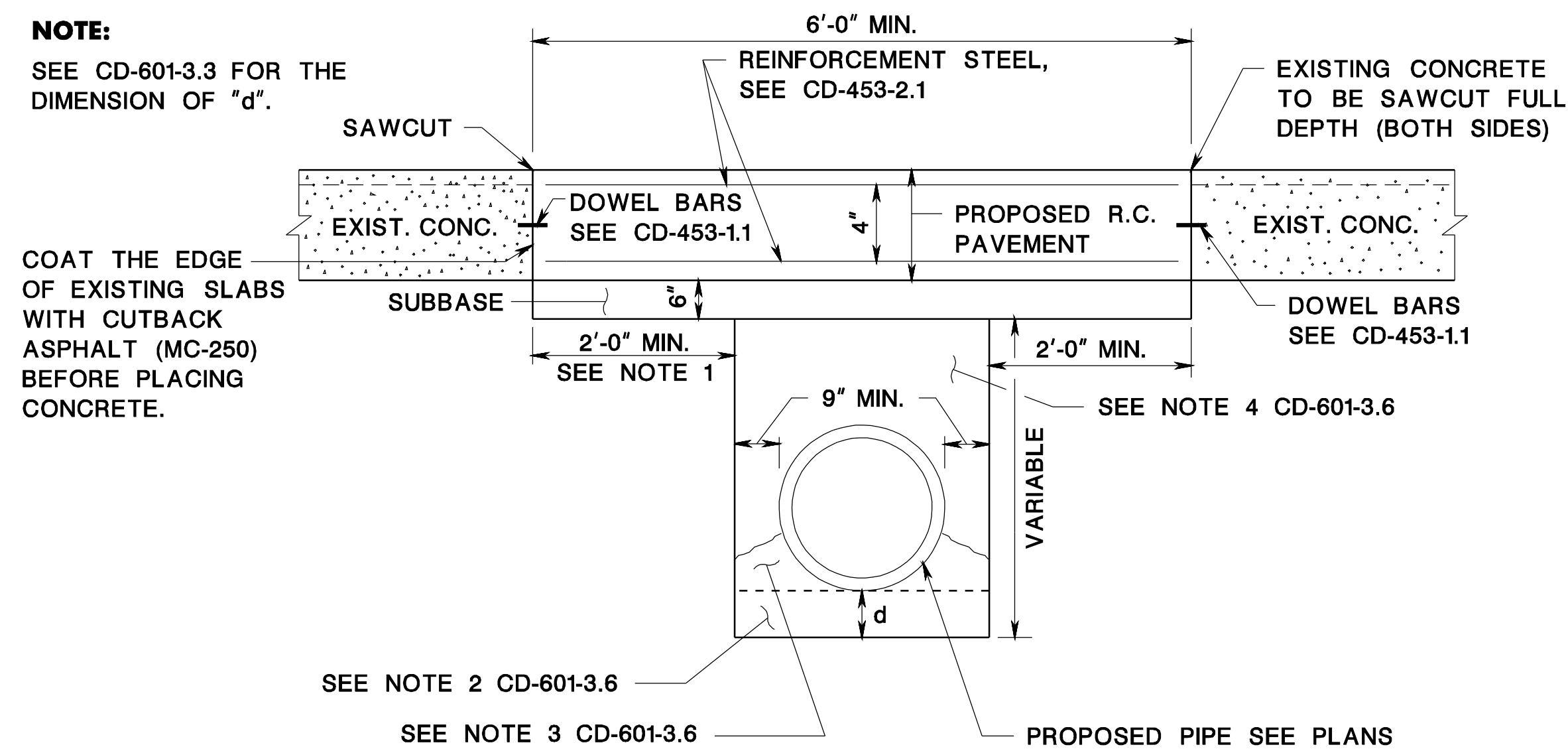
NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

CD-601-1.4

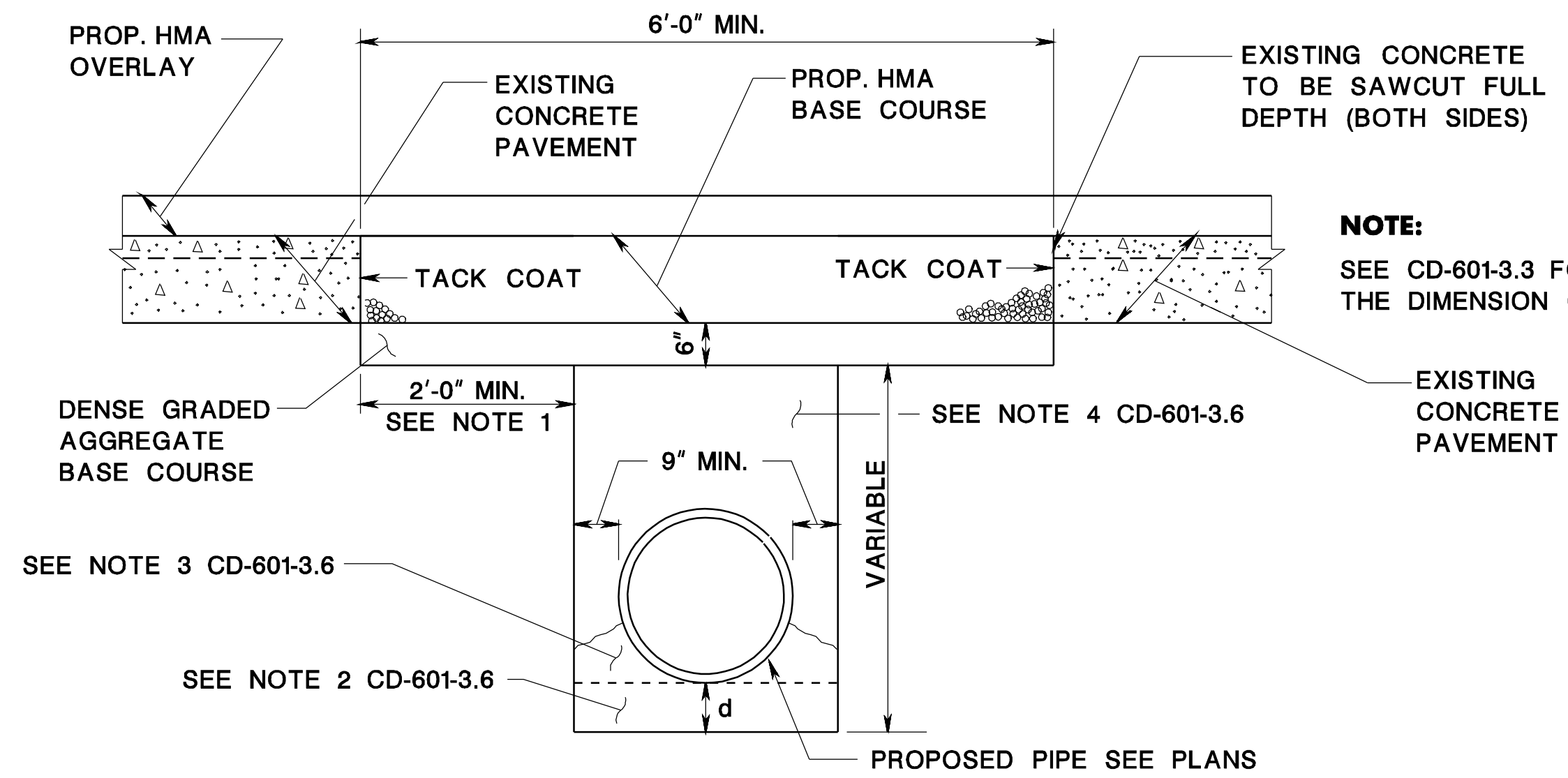
NOTE:

SEE CD-601-3.3 FOR THE DIMENSION OF "d".



CONCRETE SURFACE COURSE REPLACEMENT AT CROSS DRAIN OR UTILITY TRENCH

CD-601-3.1



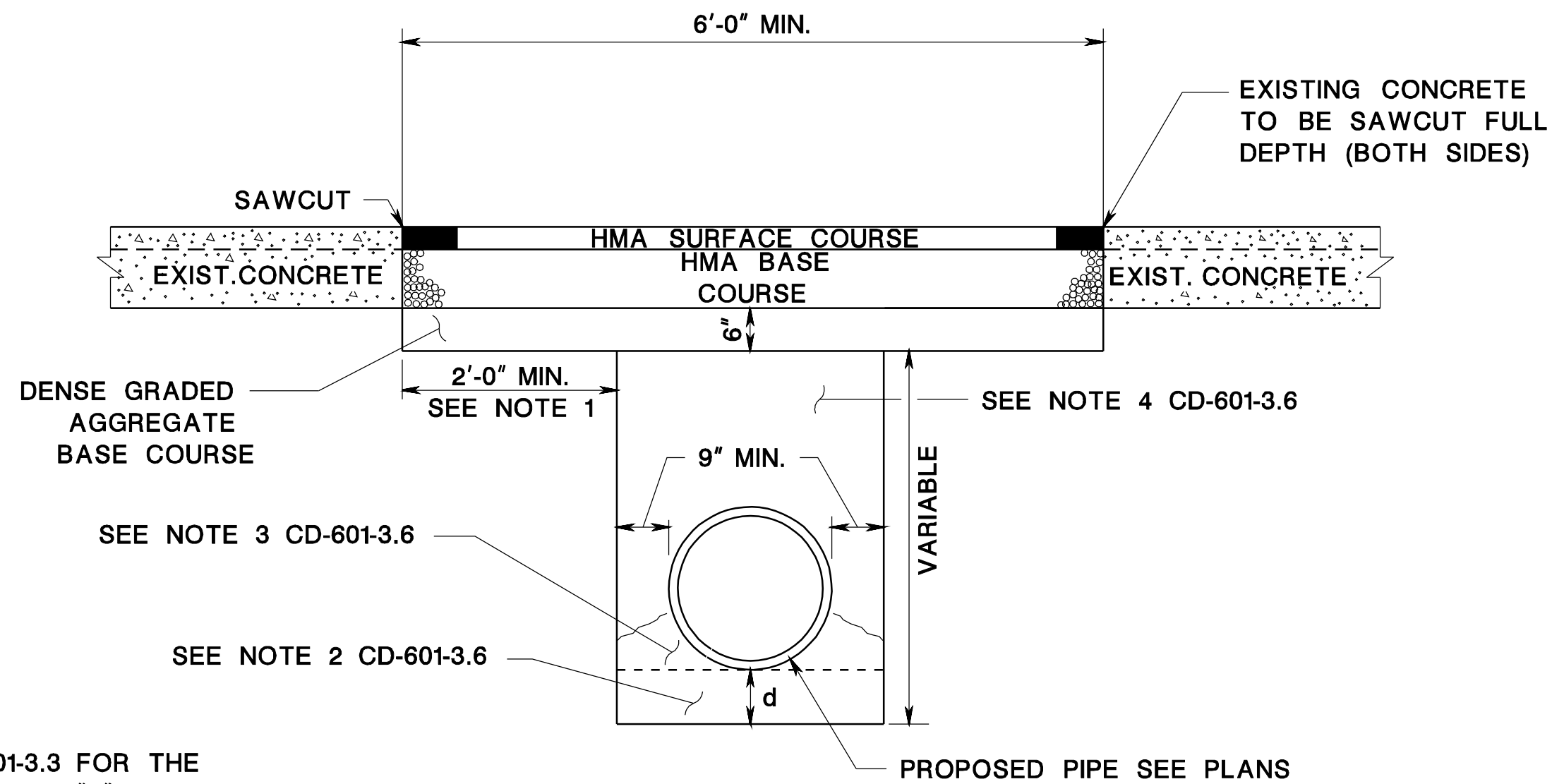
HMA REPLACEMENT WHERE EXISTING CONCRETE COURSE IS REMOVED AT CROSS DRAIN OR UTILITY TRENCH WITH PROPOSED RESURFACING

CD-601-3.2

UNDERLYING SOIL	d	
	CONC. PIPE	METAL PIPE OR HDPE PIPE
ROCK OR HARD MATERIAL	6"	12"
OTHER MATERIAL	6"	6"

MINIMUM DEPTH OF ADDITIONAL EXCAVATION OR PIPE BEDDING

CD-601-3.3

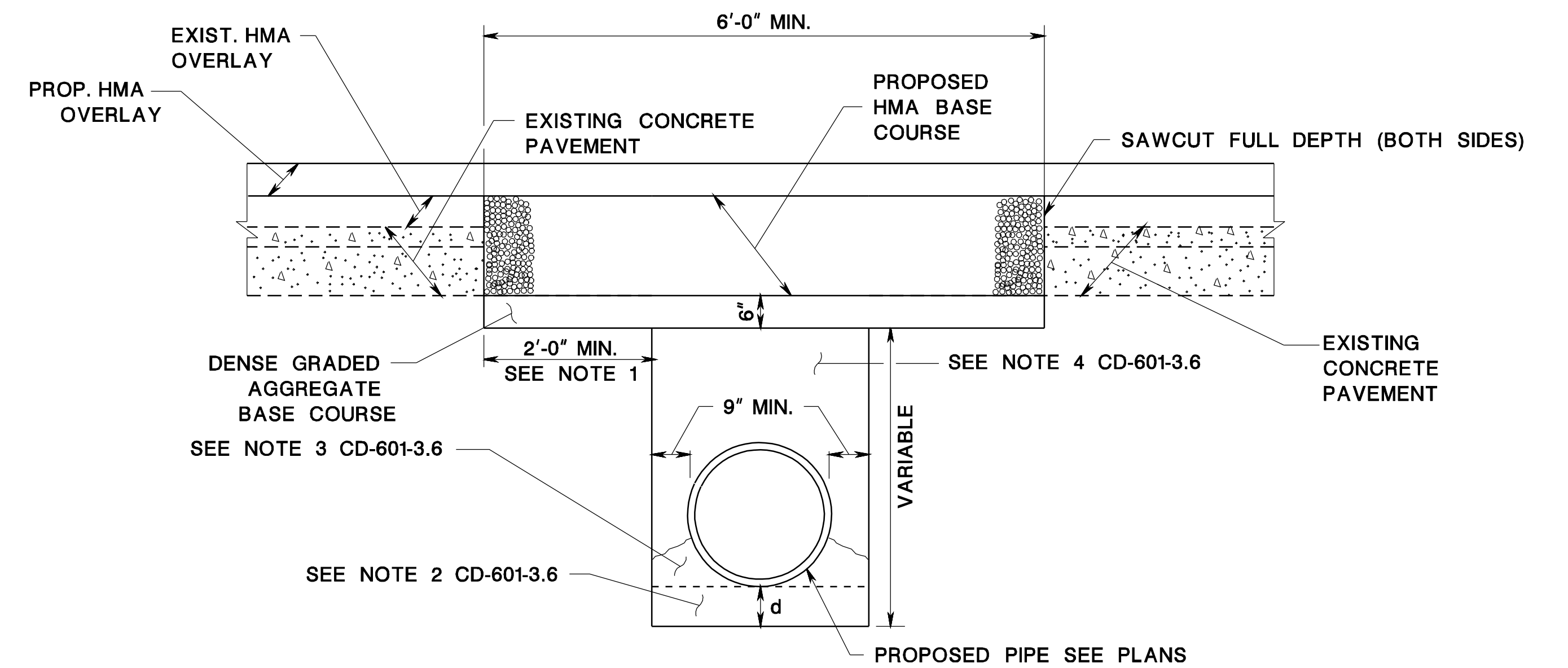


NOTE:

SEE CD-601-3.3 FOR THE DIMENSION OF "d".

HMA REPLACEMENT WHERE CONCRETE COURSE IS REMOVED AT CROSS DRAIN OR UTILITY TRENCH

CD-601-3.4



NOTE:

SEE CD-601-3.3 FOR THE DIMENSION OF "d".

HMA REPLACEMENT WHERE EXISTING OVERLAY AND CONCRETE COURSE IS REMOVED AT CROSS DRAIN OR UTILITY TRENCH WITH PROPOSED RESURFACING

CD-601-3.5

NOTES:

1. SAWCUT THE EXISTING PAVEMENT A MINIMUM OF 2'-0" FROM THE SIDES OF THE PROPOSED CROSS DRAIN OR UTILITY TRENCH EXCAVATION ON BOTH SIDES.
2. ADDITIONAL EXCAVATION REQUIRED WHEN PIPE BEDDING IS DESIGNATED OR WHEN ROCK OR OTHER HARD MATERIAL IS ENCOUNTERED.
3. BACKFILL SHALL BE PLACED SO AS TO ENSURE SUFFICIENT COMPACTION UNDER PIPE HAUNCHES.
4. THE PIPE OR UTILITY TRENCH SHALL BE BACKFILLED IN ACCORDANCE WITH THE SPECIFICATIONS FOR BACKFILLING OR WITH AGGREGATE, DESIGNATION I-1, I-2, I-3, OR I-13 IF DIRECTED, WHEN SOIL AGGREGATE IS DIRECTED, THE PAY LIMITS SHALL BE A WIDTH OF A MINIMUM OF 36" OR THE OUTSIDE DIAMETER OF THE PIPE OR CULVERT PLUS 18" AND A DEPTH FROM THE BOTTOM OF THE TRENCH OR TOP OF THE DENSE GRADED AGGREGATE BASE COURSE.

CD-601-3.6

CROSS DRAIN OR UTILITY TRENCH CONSTRUCTION

N.T.S.

CD-601-3










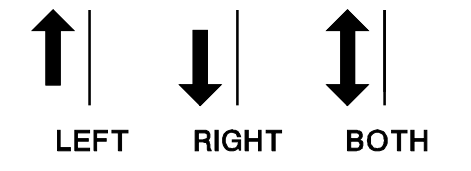

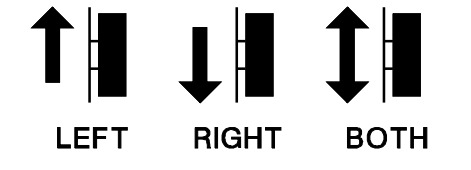





NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

REINFORCEMENT STEEL IS IN METRIC UNITS.
HMA = HOT MIX ASPHALT

pen table= \\njdotprjwa\vsystem\NJDOT\TWS\Projects\NJDOT\Eng\TBLs\Roadway\dot.TBL
scale= 30.065726:1.000000
date= 14-JUL-2010 10:05
ID= TPTAZIM
BDC0103-REV. TO TITLE, ADDED UTILITY TRENCH
BDC0103-ORIGINAL SHEET

LEGEND

-  BREAKAWAY BARRICADES
-  BREAKAWAY BARRICADES WITH SIGN
-  CONSTRUCTION SIGNS
-  DRUMS
-  CONE
-  PRECAST CONCRETE CURB CONSTRUCTION BARRIER (TYPE SPECIFIED)
-  DIRECTION OF TRAFFIC FLOW
-  TRAFFIC DIRECTOR, FLAGGER
-  TRAILER MOUNTED MOUNTED ARROW BOARD SHOWING CAUTION MODE
-  ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (Left, Right, Both)
-  TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
-  TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING ARROW PATTERN (Left, Right, Both)
-  TEMPORARY CRASH CUSHION, INERTIAL BARRIER SYSTEM
-  TEMPORARY CRASH CUSHION, (all other approved)
-  BUFFER ZONE
-  WORK AREA
-  PAINT STRIPING TRUCK OR OTHER OPERATING VEHICLE

GENERAL NOTES:

1. ADVANCE WARNING SIGNS DISTANCES, AND TAPER LENGTHS MAY BE EXTENDED, AT DIRECTION OF THE DEPARTMENT, TO ADJUST FOR REDUCED VISIBILITY DUE TO HORIZONTAL AND VERTICAL CURVATURE OF THE ROADWAY.
2. THE APPROXIMATE LOCATIONS OF THE ILLUMINATED FLASHING ARROW BOARDS ARE SHOWN ON THE TRAFFIC CONTROL PLANS. THESE LOCATIONS MAY BE MODIFIED AS APPROVED BY RE TO ADJUST FOR VISIBILITY DUE TO HORIZONTAL OR VERTICAL CURVATURE OF THE ROADWAY OR TO POSITION AT A SAFER LOCATION. ILLUMINATED FLASHING ARROW BOARDS ARE TO BE USED FOR TEMPORARY LANE CLOSINGS AND AT LOCATIONS SHOWN ON THE TRAFFIC CONTROL PLANS.
3. PRIOR TO ANY ROAD CONSTRUCTION, TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE IN PLACE.
4. RAMPS AND/OR SIDE STREETS ENTERING THE ROADWAY AFTER THE FIRST ADVANCE WARNING SIGN SHALL BE PROVIDED WITH AT LEAST ONE W20-IF SIGN (ROAD WORK AHEAD) AS A MINIMUM.
5. ALL EXISTING ROAD SIGNS, PAVEMENT MARKINGS AND/OR PLOWABLE PAVEMENT REFLECTORS WHICH CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED OR RELOCATED AS DIRECTED BY THE RE.
6. CONFLICTING OR NON-OPERATING SIGNAL INDICATIONS ON EITHER THE EXISTING, TEMPORARY, OR PROPOSED TRAFFIC SIGNAL SYSTEMS SHALL BE BAGGED OR COVERED.
7. MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART VI STANDARDS AND GUIDES FOR TRAFFIC CONTROL FOR STREET AND HIGHWAY CONSTRUCTION, MAINTENANCE, UTILITY, AND INCIDENT MANAGEMENT OPERATIONS, UNLESS OTHERWISE NOTED IN THE PLANS AND SPECIFICATIONS.
8. CONSTRUCTION SIGN W99-2 (GIVE US A BRAKE) SHALL BE LOCATED 200 FEET IN ADVANCE OF PROJECT LIMITS.
9. A W1-6 (ARROW) SIGN MOUNTED ON A BREAKAWAY BARRICADE AND CENTERED ON THE CLOSED WIDTH SHALL BE LOCATED 100 FEET BEYOND EACH INTERSECTION OR MAIN ACCESS POINT WITHIN THE AREA OF A LANE OR SHOULDER CLOSURE.
10. CONSTRUCTION SIGNS R11-4 (ROAD CLOSED TO THRU TRAFFIC) SHALL BE PLACED AT THE INTERSECTING STREETS WHICH ARE CLOSED TO TRAFFIC BECAUSE OF CONSTRUCTION.
11. CONSTRUCTION SIGNS W8-9A (SYMBOL FOR UNEVEN PAVEMENT) AND W8-14A (GROOVED PAVEMENT) SHALL BE USED WHEN SUCH PAVEMENT CONDITIONS EXIST. THE PLACEMENT OF THESE SIGNS SHALL BE AS DIRECTED BY THE RE.
12. MOVING WORK AREAS IN A LANE CLOSURE REQUIRE A TRAILER MOUNTED ILLUMINATED FLASHING ARROW TO REMAIN AT THE END OF THE TAPER, THE TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION THAT SHALL MOVE WITH THE WORK AREAS TO KEEP A 70 FEET MIN. AND 150 FEET MAX. BUFFER IN ADVANCE OF EACH WORK AREA.
13. THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE SAFE ACCESS OF CONSTRUCTION VEHICLES THROUGHOUT THE WORK SITE WHERE SPACE CONSTRAINTS PREVENT THE USE OF LANE CLOSURES. THE PLAN SHALL BE SUBMITTED TO THE RE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
14. ALL EXCAVATED AREAS WITHIN OR ADJACENT TO THE ROADWAY SHALL BE BACKFILLED AND PLACED ON AT LEAST 6H : 1V SLOPE BEFORE THE END OF EACH WORK DAY. OTHER EXCAVATED AREA WITHIN THE CLEAR ZONE SHALL BE BACKFILLED.
15. WHERE REQUIRED, THE CONTRACTOR SHALL MAKE PROVISIONS FOR MAINTAINING PEDESTRIAN CROSSING LOCATIONS AND TYPE AS DIRECTED BY THE RE.
16. BITUMINOUS CONCRETE PLACED DURING THE VARIOUS CONSTRUCTION STAGES SHALL BE TRANSITIONED ON A MINIMUM 20H : 1V SLOPE TO MEET THE ADJACENT EXISTING GRADE AT THE LONGITUDINAL AND TRANSVERSE LIMITS OF THE STAGE CONSTRUCTION AREAS UNLESS OTHERWISE NOTED ON THE STAGE CONSTRUCTION PLANS.
17. THE PLACEMENT AND OR RELOCATION OF PRECAST CONCRETE CURB, CONSTRUCTION BARRIER SHALL BE DONE DURING APPROVED OFF-PEAK HOURS WHEN TRAFFIC MAY BE REDUCED TO ONE LANE IN EACH DIRECTION.
18. CONSTRUCTION ZONE SPEED LIMIT WILL BE DETERMINED BY THE TRAFFIC SIGNAL & SAFETY ENGINEERING, REGIONAL TRAFFIC ENGINEER - WORK ZONE, AT THE TIME OF OR DURING CONSTRUCTION, AS REQUESTED BY THE R.E..
19. THE SPEED LIMIT, R2-1 (BLACK ON WHITE) WITH ADDED WORK ZONE PLATE (BLACK ON ORANGE) SIGNS SHALL BE LOCATED THROUGH WORK AREAS AS DIRECTED BY THE TRAFFIC SIGNAL & SAFETY ENGINEERING REGIONAL TRAFFIC ENGINEER - WORK ZONE.
20. THE REDUCED SPEED AHEAD SIGN, W3-5(S) (BLACK ON ORANGE) SHALL BE LOCATED IN ADVANCE OF SPEED LIMIT R2-1 SIGNS WHICH REDUCE THE NORMAL POSTED SPEED LIMIT THROUGH THE CONSTRUCTION ZONE.
21. TRAFFIC FINES DOUBLED IN WORK AREA R(NJ)5-17(S), 4 FEET BY 2.5 FEET SIGN SHALL BE LOCATED 500 FEET AFTER THE FIRST ADVANCE WARNING SIGN, (W20 SERIES) AT EACH WORK AREA LOCATED WITHIN URBAN AREAS. THIS SIGN SHALL ALSO BE USED ON PROJECTS REQUIRING MOVING OPERATIONS IN WHICH CASE THE SIGN SHALL BE MOUNTED ON A SLOW MOVING CONSTRUCTION VEHICLE.
22. THE FINAL HMA SURFACE PAVEMENT SHALL NOT BE CONSTRUCTED UNTIL THE FINAL STAGE OF THE PROJECT UNLESS OTHERWISE DIRECTED BY THE RE OR INDICATED ON THE PLANS. MANHOLES AND INLETS SHALL BE SET TO FINISHED GRADE AND TEMPORARY PAVEMENT RAMPS ARE TO BE CONSTRUCTED AROUND THEM WITH A MINIMUM 20H : 1V SLOPE IN ALL DIRECTIONS USING HOT MIX ASPHALT PAVEMENT. THIS TEMPORARY MATERIAL WILL BE REMOVED IMMEDIATELY PRIOR TO PLACING THE SURFACE COURSE.
23. TRAFFIC CONTROL DEVICES FOR LANE CLOSURES INCLUDING SIGNS, CONES, BARRICADES, ETC. SHALL BE PLACED AS SHOWN ON PLANS. SIGNS SHALL NOT BE PLACED WITHOUT ACTUAL LANE CLOSURES AND SHALL BE IMMEDIATELY REMOVED UPON REMOVAL OF THE CLOSURES.
24. CONES MAY BE SUBSTITUTED FOR DRUMS AND INSTALLED UPON THE APPROVAL OF THE RE.
25. TRAFFIC IMPACT NOTICES AND CHANGES
 - A. TERMS:
WHEN THE FOLLOWING TERMS ARE USED, THE INTENT AND MEANING SHALL BE AS FOLLOWS:
 - i. IMPACTS TO NORMAL TRAFFIC FLOW - WORK THAT REQUIRES A PORTION OF THE PAVED ROADWAY BEING BLOCKED OR CLOSED WITH SAFETY DEVICES OR VEHICLES, INCLUDING, BUT NOT LIMITED TO, FULL OR PARTIAL LANE CLOSURES, FULL OR PARTIAL RAMP CLOSURES, SHOULDER CLOSURES, MOVING OPERATIONS SUCH AS TRAFFIC STRIPING OR SWEEPING, LANE SHIFTS, OR ALTERNATING TRAFFIC. THIS APPLIES EVEN WHEN DETOURS ARE PROVIDED.
 - ii. TEMPORARY LANE CLOSURES - WORK DESCRIBED UNDER "IMPACTS TO NORMAL TRAFFIC FLOW" WHICH IS ROUTINELY SET UP AND REMOVED ON A DAILY BASIS.
 - iii. PERMANENT LANE CLOSURES - WORK DESCRIBED UNDER "IMPACTS TO NORMAL TRAFFIC FLOW" WHICH REMAINS IN PLACE CONTINUOUSLY FOR 24 HOURS OR MORE.
 - B. ADVANCE NOTICES
FOR THE INITIAL START OF WORK THAT REQUIRES "IMPACTS TO NORMAL TRAFFIC FLOW", THE CONTRACTOR SHALL NOTIFY THE RE IN WRITING, ON THE ADVANCE FORM TO-103 PROVIDED BY THE DEPARTMENT, OF THE PROPOSED DATE. THE NOTICE SHALL BE SUBMITTED AT LEAST TWENTY-EIGHT CALENDAR DAYS, BUT NOT MORE THAN SIXTY CALENDAR DAYS, BEFORE THE PROPOSED DATE. START OF WORK THAT IMPACTS NORMAL TRAFFIC FLOW WILL NOT BE PERMITTED PRIOR TO THE DATE STATED IN THE NOTICE. THE CONTRACTOR SHALL CONFIRM IN WRITING TO THE RE, THE PROPOSED DATE SEVEN (AND/OR FOURTEEN) CALENDAR DAYS BEFORE STARTING THE ESTABLISHMENT OF THE TRAFFIC CONTROL MEASURES FOR THE TRAFFIC IMPACT. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RE IF THE PROPOSED ESTABLISHMENT CAN NOT BE COMPLETED ON THE PROPOSED DATE.
FOR A "PERMANENT LANE CLOSURE", THE CONTRACTOR SHALL NOTIFY THE RE IN WRITING, ON ADVANCE FORM TO-103, OF THE PROPOSED DATE A NEW TRAFFIC PATTERN WILL BE ESTABLISHED. THE NOTICE SHALL BE SUBMITTED AT LEAST TWENTY-EIGHT CALENDAR DAYS, BUT NOT MORE THAN SIXTY CALENDAR DAYS, IN ADVANCE OF THE PROPOSED DATE. START OF A NEW TRAFFIC PATTERN WILL NOT BE PERMITTED PRIOR TO THE DATE STATED IN THE NOTICE. THE CONTRACTOR SHALL CONFIRM IN WRITING TO THE RE, THE PROPOSED DATE OF THE NEW TRAFFIC PATTERN SEVEN (AND/OR FOURTEEN) DAYS BEFORE STARTING TRAFFIC CONTROL MEASURES FOR THE ESTABLISHMENT OF THE NEW PATTERN. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RE IF THE PROPOSED ESTABLISHMENT CAN NOT BE COMPLETED ON THE PROPOSED DATE.
STARTING THE ESTABLISHMENT OF A NEW PERMANENT TRAFFIC PATTERN SHALL BEGIN NO EARLIER THAN 11:00 PM FRIDAY AND SHALL BE COMPLETED AND READY FOR OPERATIONS BY 6:00 PM THE FOLLOWING SUNDAY. THE ESTABLISHMENT SHALL BE COMPLETED IN ACCORDANCE WITH THE LANE CLOSURE HOURS SPECIFIED IN THE CONTRACT.
ADVANCE NOTICES SENT PRIOR TO THE PRE-CONSTRUCTION MEETING SHALL BE ADDRESSED TO THE CONTACT PERSON AS SPECIFIED IN SUBSECTION 101.04 OF THE SPECIAL PROVISIONS.
 - C. PROGRESS NOTICES
ALL "IMPACTS TO NORMAL TRAFFIC FLOW" SCHEDULED FOR THE SEVEN DAY PERIOD STARTING ON THE FOLLOWING MONDAY SHALL BE SUBMITTED TO THE RE BY 9:00 AM OF EACH FRIDAY ON WEEKLY FORM TO-100 PROVIDED BY THE DEPARTMENT.
EACH DAY OF "TEMPORARY LANE CLOSURES" SHALL BE SUBMITTED TO THE RE BY 9:00 AM THE DAY IN ADVANCE OF THE START OF THOSE OPERATIONS ON DAILY FORM TO-101 PROVIDED BY THE DEPARTMENT.
"TEMPORARY LANE CLOSURES" FOR WEEKENDS SHALL BE SUBMITTED TO THE RE BY 9:00 AM ON THE IMMEDIATELY PRECEDING FRIDAY ON THE DAILY FORM TO-101 PROVIDED BY THE DEPARTMENT.
 - D. CHANGES TO THE SCHEDULED CLOSURES
REQUEST FOR A CHANGE TO THE TRAFFIC CONTROL REQUIREMENTS IN THE CONTRACT DOCUMENTS SHALL BE SUBMITTED IN WRITING TO THE RE AS FOLLOWS:
CHANGES TO THE SCHEDULED HOURS FOR "TEMPORARY LANE CLOSURES" SHALL BE SUBMITTED TO THE R.E. AT LEAST EIGHT CALENDAR DAYS IN ADVANCE OF WHEN THE CHANGE IS PROPOSED TO START.
OTHER PROPOSED CHANGES TO "TEMPORARY LANE CLOSURES" AND ALL CHANGES TO "PERMANENT LANE CLOSURES" SHALL BE SUBMITTED TO THE RE AS SPECIFIED IN THE SPECIFICATIONS.

NOTE TO DESIGNER:

THIS SHEET REQUIRES DESIGN SPECIFIC INFORMATION TO BE ADDED AND INCLUDED IN THE CONTRACT PLANS.

REMOVE THIS NOTE AFTER DESIGN SPECIFIC INFORMATION IS ADDED.

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TCD-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS