LEGEND

BREAKAWAY BARRICADES

BREAKAWAY BARRICADES WITH SIGN

CONSTRUCTION SIGNS

DRUMS

CONE

PRECAST CONCRETE CURB CONSTRUCTION BARRIER (TYPE SPECIFIED)

DIRECTION OF TRAFFIC FLOW

FLAGGER

ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING CAUTION MODE

LEFT RIGHT BOTH

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

LEFT RIGHT BOTH

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 ENGINEER, 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 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 ENGINEER.

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, AND SHALL BE APPROVED BY THE ENGINEER.

8. CONSTRUCTION SIGN W99–2 (GIVE US A BRAKE) SHALL BE LOCATED 60 METERS 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 30 METERS 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 ENGINEER.

12. MOVING WORK AREAS IN A PERMANENT LANE CLOSURE REQUIRE A TRAILER MOUNTED ILLUMINATED FLASHING TRUCK MOUNTED CRASH CUSHION THAT SHALL MOVE WITH THE WORK AREAS TO KEEP A 20 METER MINIMUM AND 50 METER MAXIMUM 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 ENGINEER IN ACCORDANCE WITH SECTION 617 OF THE STANDARD SPECIFICATIONS.

14. TRAFFIC SAFETY SERVICES SHALL BE USED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL, SECTION 617.

15. ALL EXCAVATED AREAS WITHIN OR ADJACENT TO THE ROADWAY SHALL BE BACKFILLED AND PLACED ON A MINIMUM 1V : 6H SLOPE PRIOR TO THE END OF EACH WORK DAY. OTHER EXCAVATED AREAS WITHIN THE CLEAR ZONE ARE TO BE EITHER BACKFILLED OR A PRECAST CONCRETE CURB CONSTRUCTION BARRIER SET TEMPORARILY IN PLACE TO SHIELD VEHICULAR AND PEDESTRIAN TRAFFIC.

16. WHERE REQUIRED, THE CONTRACTOR SHALL MAKE PROVISIONS FOR MAINTAINING PEDESTRIAN CROSSING LOCATIONS AND TYPE AS DIRECTED BY THE ENGINEER.

17. HMA CONCRETE PLACED DURING THE VARIOUS CONSTRUCTION STAGES SHALL BE TRANSITIONED ON A MINIMUM 1V : 20H 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.

18. 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.

19. CONSTRUCTION ZONE SPEED LIMIT WILL BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER AT THE TIME OF OR DURING CONSTRUCTION, AS REQUESTED BY THE RESIDENT ENGINEER.

20. THE SPEED LIMIT, R2–1 (BLACK ON WHITE) SIGN SHALL BE LOCATED THROUGH WORK AREAS AS DIRECTED BY THE REGIONAL TRAFFIC ENGINEER.

21. THE REDUCED SPEED AHEAD SIGN, R2–5A(S) (BLACK ON WHITE) SHALL BE LOCATED IN ADVANCE OF SPEED LIMIT R2–1 SIGNS WHICH REDUCE THE NORMAL POSTED SPEED LIMIT THROUGH THE CONSTRUCTION ZONE.

22. TRAFFIC FINES DOUBLED IN WORK AREA R(NJ)5–17(S) , 1200 BY 750 MM SIGN SHALL BE LOCATED 150 METER 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.

23. THE FINAL HMA SURFACE PAVEMENT SHALL NOT BE CONSTRUCTED UNTIL THE FINAL STAGE OF THE PROJECT. MANHOLES AND INLETS SHALL BE SET TO FINISHED GRADE AND TEMPORARY PAVEMENT RAMPS ARE TO BE CONSTRUCTED AROUND THEM WITH A MINIMUM 1V : 20H SLOPE IN ALL DIRECTIONS USING HMA PAVEMENT. THIS TEMPORARY MATERIAL WILL BE REMOVED IMMEDIATELY PRIOR TO PLACING THE SURFACE COURSE.

24. 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.

25. CONES MAY BE SUBSTITUTED FOR DRUMS AND INSTALLED UPON THE APPROVAL OF THE ENGINEER.

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.

HMA = HOT MIX ASPHALT

TCD-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS

BDC010-4 – ORIGINAL SHEET