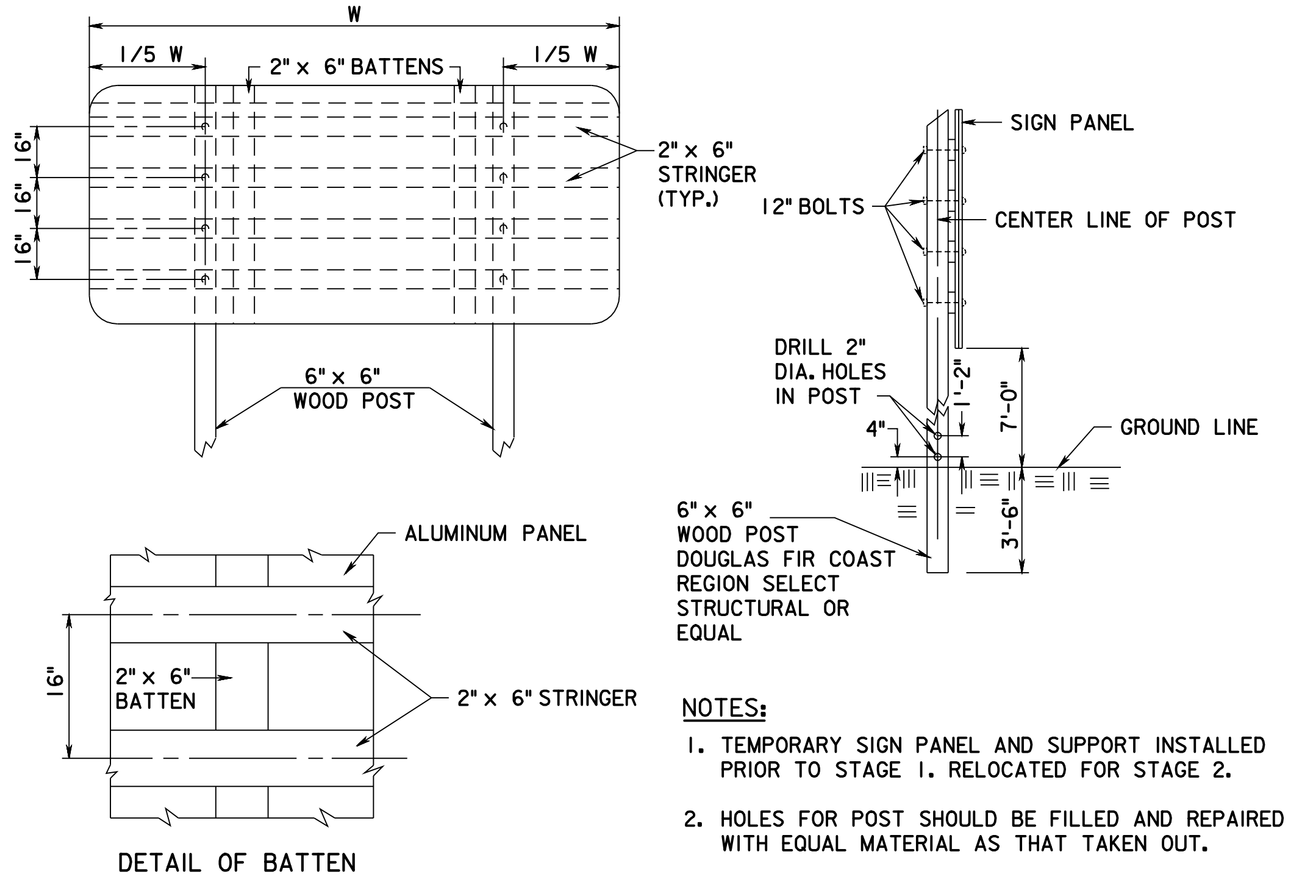
## GENERAL NOTES:

1. ALL LANE CLOSURES OR SLOW DOWNS SHALL BE APPROVED (SELECT ONE) BY NEW JERSEY TURNPIKE DIVISION (NJTP) OPERATIONS / IN ACCORDANCE WITH GARDEN STATE PARKWAY DIVISION (GSP) MANUAL FOR TRAFFIC CONTROL IN WORK AREAS AS NOTED IN SPECIFICATIONS AND BY GSP OPERATIONS.
2. THE CONTRACTOR SHALL SUBMIT A PLAN OF OPERATIONS AND CONSTRUCTION SCHEDULE ACCOUNTING FOR THE PERMISSIBLE LANE CLOSURES STIPULATED IN GSP MANUAL FOR TRAFFIC CONTROL IN WORK AREAS AND APPLICABLE REVISED SHEETS INCLUDED IN THE SUPPLEMENTAL SPECIFICATIONS FOR THE VARIOUS TASKS THAT REQUIRE LANE CLOSURES. NO SEPARATE PAYMENT WILL BE MADE FOR THE OPERATION PLAN(S) OR CONSTRUCTION SCHEDULE. COST TO BE INCLUDED IN PRICE BID FOR PAY ITEM "MOBILIZATION". (THIS NOTE IS FOR GSP ONLY.)
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY LOCAL AUTHORITIES OF ALL LANE CLOSING ACTIVITIES AFFECTING LOCAL ROADWAYS. THE CONTRACTOR SHALL COORDINATE ALL MAINLINE LANE CLOSURES WITH THE STATE POLICE AND (SELECT ONE) NJTP / GSP OPERATIONS.
4. TEMPORARY IMPACT ATTENUATOR SYSTEMS SHALL BE INSTALLED TO PROTECT THE APPROACH SIDES OF OBSTRUCTION IN THE ABSENCE OF GUIDE RAIL OR OTHER PERMANENT PROTECTION DURING CONSTRUCTION.
5. MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE GSP MANUAL FOR TRAFFIC CONTROL IN WORK AREAS, UNLESS OTHERWIS NOTED IN THE PLANS AND SPECIFICATIONS, AND SHALL BE APPROVED BY THE ENGINEER. (GSP ONLY)
6. ADVANCE WARNING SIGNS, DISTANCES, AND TAPER LENGTHS MAY BE EXTENDED, AT THE DIRECTION OF THE ENGINEER AND SHALL BE APPROVED BY (SELECT ONE) NJTP / GSP OPERATIONS, TO ADJUST FOR REDUCED VISIBILITY DUE TO HORIZONTAL AND VERTICAL CURVATURE OF THE ROADWAY.
7. 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.
8. PRIOR TO ANY ROAD CONSTRUCTION, TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE IN PLACE.
9. 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.
10. 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.
11. MOVING WORK AREAS IN A LANE CLOSURE REQUIRE A TRUCK WITH MOUNTED CRASH CUSHION AND ILLUMINATED FLASHING ARROW THAT SHALL MOVE WITH THE WORK AREAS TO KEEP A 75 FOOT MINIMUM AND 175 FOOT MAXIMUM BUFFER IN ADVANCE OF EACH WORK AREA.
12. THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE SAFE ACCESS OF CONSTRUCTION VEHICLES THROUGHOUT THE WORK SITE WHERE SPACE CONTRAINTS PREVENT THE USE OF LANE CLOSURES. THE PLAN SHALL BE SUBMITTED TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.
13. ALL EXCAVATED AREAS WITHIN OR ADJACENT TO THE ROADWAY SHALL BE BACK FILLED AND PLACED ON A MINIMUM 6H : 1V SLOPE PRIOR TO THE END OF EACH WORK DAY. OTHER EXCAVATED AREAS WITHIN THE CLEAR ZONE ARE TO BE EITHER BACK FILLED OR SHIELDED BY PRECAST CONCRETE CURB CONSTRUCTION BARRIER SET TEMPORARILY IN PLACE TO PROTECT VEHICULAR AND PEDESTRIAN TRAFFIC.
14. 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.
15. TRAFFIC CONTROL DEVICES FOR LANE CLOSURES INCLUDING SIGNS, CONES, DRUMS, ETC. SHALL BE PLACED AS SHOWN ON PLANS. SIGNS SHALL NOT REMAIN IN PLACE WHEN ACTIVE LANE CLOSURES HAVE BEEN REMOVED. THE ERECTION/REMOVAL OF LANE CLOSURE SIGNAGE MUST TAKE PLACE IMMEDIATELY PRIOR TO (UPON INSTALLATION) AND IMMEDIATELY FOLLOWING (UPON REMOVAL) THE RESPECTIVE TASK.
16. HIGH INTENSITY FLASHING WARNING LIGHTS SHALL BE MOUNTED ON TEMPORARY CONCRETE BARRIER EVENLY SPACED (EVERY +/-40 FT.) OR A MINIMUM OF THREE LIGHTS ALONG THE TAPERED END FACING ON-COMING TRAFFIC.
17. ALL TEMPORARY CONCRETE CONSTRUCTION BARRIER SHALL HAVE BARRIER REFLECTORS AS SPECIFIED, SPACED XX FEET ON CENTER, 6" FROM TOP THROUGHOUT THE LENGTH (EXCL. TAPERS) OF THE BARRIER FACE EXPOSED TO TRAFFIC.
18. STRIPING SHALL BE REMOVED BY GRINDING IN AREAS WHICH WILL BE REMOVED IN SUBSEQUENT STAGES, BY HYDRO MILLING ON NEW ASPHALT OR BRIDGE DECKS.
19. PRECAST CONCRETE CONSTRUCTION BARRIER SHALL BE TYPE 4, WITH JOINT CLASS A, UNLESS OTHERWISE NOTED ON PLANS.
20. TRUCK MOUNTED ATTENUATOR SHOULD ONLY BE USED DURING A LANE CLOSURE.
21. CONSTRUCTION ACCESS AND EGRESS POINTS ARE TO BE APPROVED BY THE ENGINEER. PROVIDE TRUCK MOUNTED ATTENUATOR, TRAFFIC DIRECTOR ASSISTANCE AND DRUMS AT THE OPENING AS DIRECTED BY THE ENGINEER.
22. WHEN NO LONGER NEEDED, ALL BARRIER AND MODULAR GUIDANCE SYSTEM PLACED UNDER PREVIOUS CONTRACTS SHALL BE REMOVED AND DISPOSED OF BY CONTRACTOR.



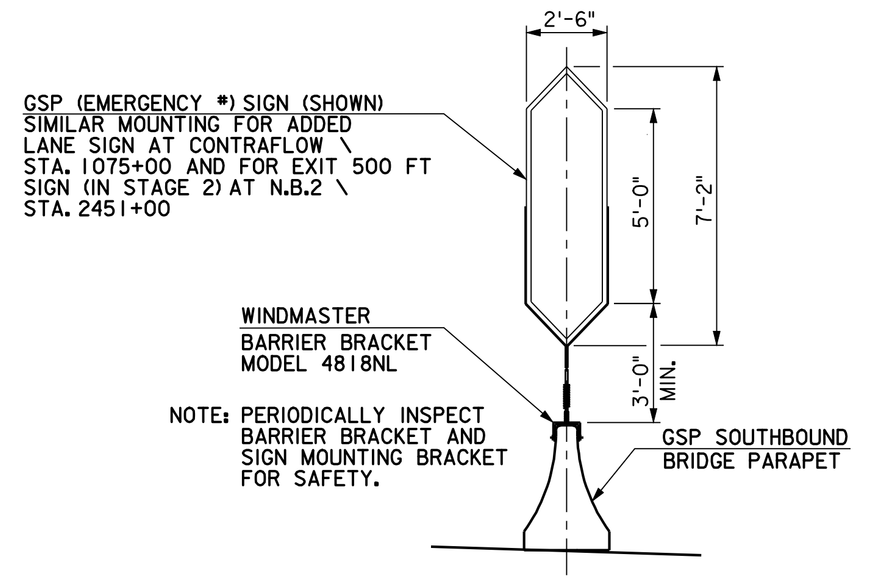

DETAIL OF BATTEN

NOTES:

1. TEMPORARY SIGN PANEL AND SUPPORT INSTALLED PRIOR TO STAGE 1. RELOCATED FOR STAGE 2.
2. HOLES FOR POST SHOULD BE FILLED AND REPAIRED WITH EQUAL MATERIAL AS THAT TAKEN OUT.

## SIGN SUPPORT/MOUNTING DETAIL
## FOR TEMPORARY GROUND MOUNTED GUIDE SIGNS (GA-X, GA-XX, GA-XX)

(SIGNS AT N.B.1 @ STA. XXXX+XX, LEFT; XXXX+XX, LEFT; XXXX+XX, RIGHT; XXXX+XX, RIGHT)




BARRIER MOUNTED SIGN DETAIL

## LEGEND

- TRAFFIC CONE
- IMPACT ATTENUATOR
- PRECAST CONCRETE CONSTRUCTION BARRIER, PLAN
- PRECAST CONCRETE CONSTRUCTION BARRIER, SECTION
- DIRECTION OF TRAFFIC
- CONSTRUCTION SIGN
- TRUCK WITH TRUCK MOUNTED ATTENUATOR
- 4' x 8' FLASHING ARROW BOARD
- WORK AREA
- TEMPORARY QUADGUARD
- WORK COMPLETED IN PREVIOUS STAGE

### STRIPING

| | |
|---|---|
| 6" TTS-BWL | 6" TEMPORARY TRAFFIC STRIPE - BROKEN WHITE LINE (10' LINE, 30' GAPS, GSP)<br>6" TEMPORARY TRAFFIC STRIPE - BROKEN WHITE LINE (25' LINE, 25' GAPS, NJTA) |
| 6" TTS-SWL | 6" TEMPORARY TRAFFIC STRIPE - SOLID WHITE LINE |
| 6" TTS-SYL | 6" TEMPORARY TRAFFIC STRIPE - SOLID YELLOW LINE |
| 6" TTS-DWL | 6" TEMPORARY TRAFFIC STRIPE - DOTTED WHITE LINE (2' LINE, 4' GAPS) |
| 12" TTS-SWL | 12" TEMPORARY TRAFFIC STRIPE - SOLID WHITE LINE |
| 30" TTS-SWL | 30" TEMPORARY TRAFFIC STRIPE - SOLID WHITE LINE (17' CLEAR SPACING) |

0 1/2 1 2 3 4

ORIGINAL SIZE IN INCHES

MPT-1 / MPT-6

| | BY | DATE |
|---|---|---|
| MADE | XXX | XX-XX-XX |
| TRACED | XXX | XX-XX-XX |
| CHECKED | XXX | XX-XX-XX |
| SUPERVISED | X.XXXX | |

| No. | DATE | REVISION |
|---|---|---|
| 0 | 5-08 | ORIGINAL SHEET |
| | | SAMPLE PLAN REVISION |

NEW JERSEY TURNPIKE AUTHORITY

**ROADWAY NAME**

PROJECT DESCRIPTION

**CONTRACT NO.**

# MAINTENANCE AND PROTECTION OF TRAFFIC


NAME OF CONSULTANT
ADDRESS
CERTIFICATE OF AUTHORIZATION NO. XXXXXXXXX

**JOHN DOE**
NEW JERSEY PROFESSIONAL ENGINEER LICENSE NO. XXXXXXXXXXX


SCALE: NONE
DATE: MAY 2008

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FILE NAME: XXXX