POPLAR DRIVE
ROAD IMPROVEMENTS

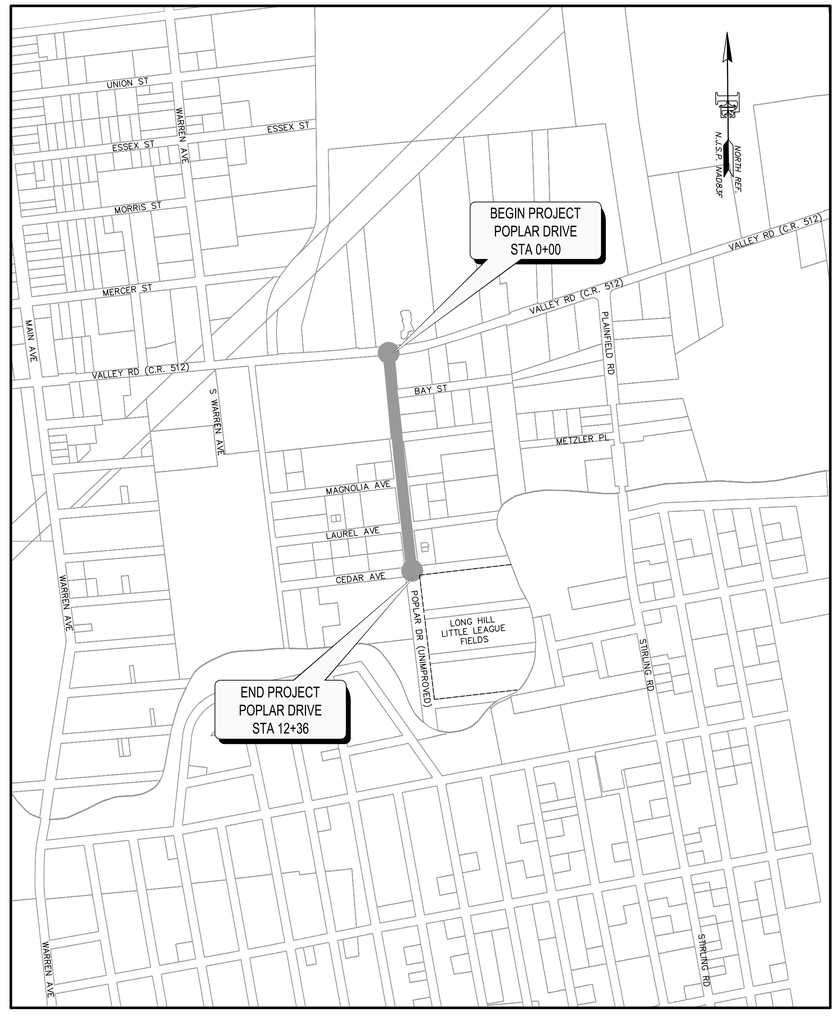
VALLEY ROAD (C.R. 512) TO CEDAR AVENUE

TOWNSHIP OF LONG HILL
MORRIS COUNTY, NEW JERSEY

STATE MUNICIPAL AID FUNDED PROJECT

ESTIMATE OF QUANTITIES

DOT ITEM NO.	ITEM NO.	DESCRIPTION	UNIT	EST. QTY.
		BASE BID		
		NJDOT PARTICIPATING ITEMS		
159003	1	BREAKAWAY BARRICADE	UNIT	5
159006	2	DRUM	UNIT	10
159009	3	TRAFFIC CONE	UNIT	20
159012	4	CONSTRUCTION SIGNS	SF	220
159141	5	TRAFFIC DIRECTOR, FLAGGER	HRS	80
160004	6	FUEL PRICE ADJUSTMENT	DOLL	
160007	7	ASPHALT PRICE ADJUSTMENT	DOLL	
161003	8	FINAL CLEANUP	LS	1
201003	9	CLEARING SITE	LS	1
202006	10	EXCAVATION, TEST PIT	CY	5
202009	11	EXCAVATION, UNCLASSIFIED	CY	20
302051	12	DENSE-GRADED AGGREGATE BASE COURSE, VARIABLE THICKNESS	CY	50
401009	13	HMA MILLING, 3" OR LESS	SY	4,445
401021	14	HOT MIX ASPHALT PAVEMENT REPAIR	SY	36
401027	15	POLYMERIZED JOINT ADHESIVE	LF	350
401030	16	TACK COAT	GAL	450
401042	17	HOT MIX ASPHALT 9.5 M 64 SURFACE COURSE	TON	595
401066	18	HOT MIX ASPHALT 9.5 M 64 INTERMEDIATE COURSE	TON	60
602099	19	RESET EXISTING CASTING	UNIT	3
602123	20	RECONSTRUCTED INLET, TYPE B, USING EXISTING CASTING	UNIT	1
602148	21	RECONSTRUCTED INLET, TYPE A, (OVERSIZED) USING EXISTING CASTING	UNIT	2
602210	22	BICYCLE SAFE GRATE	UNIT	2
606012	23	CONCRETE SIDEWALK, 4" THICK	SY	49
606024	24	CONCRETE SIDEWALK, REINFORCED, 6" THICK	SY	15
606036	25	HOT MIX ASPHALT DRIVEWAY, 4" THICK	SY	15
606084	26	DETECTABLE WARNING SURFACE	SY	6
607021	27	9"x 18" CONCRETE VERTICAL CURB	LF	50
607076	28	BELGIAN BLOCK CURB	LF	55
610013	29	TRAFFIC MARKING LINES, 4"	LF	100
610014	30	TRAFFIC MARKING LINES, 8"	LF	154
610016	31	TRAFFIC MARKING LINES, 12"	LF	25
610060	32	TRAFFIC MARKINGS SYMBOLS	SF	88
612003	33	REGULATORY AND WARNING SIGN	SF	8
651255	34	RESET WATER VALVE BOX	UNIT	2
652432	35	RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING	UNIT	4
804000	36	TOPSOIL SPREADING 4" THICK	SY	24
806006	37	FERTILIZING AND SEEDING, TYPE A3	SY	24
809003	38	STRAW MULCHING	SY	24



KEY MAP
SCALE: 1" = 400'

GRAPHIC SCALE

400 0 200 400 800 1600

(IN FEET)
1 inch = 400 ft.

LENGTH OF PROJECT = 1236 LIN. FT. OR 0.23 MILES

ONE CALL 811 Know what's below. Call before you dig.
DIAL 811 OR 1-800-272-1000
TO LOCATE UNDERGROUND UTILITIES
IF YOU ARE GOING TO DIG, BLAST OR DRILL THREE (3) WORKING DAYS NOTICE
REMEMBER IT'S THE LAW!
Dig Safely.

ONE CALL 811
NEW JERSEY UNA LLAMADA
LLAME ANTES DE EXCAVAR 811 OR 1-800-272-1000
PARA LOCALIZAR LAS UTILIDADES SUBTERRANEAS SI USTED VA A EXCAVAR, ESTALLAR O TALADRAR DE AVISO TRES (3) DIAS DE TRABAJO EN ANTICIPACION
RECUERDE ES LA LEY! EXCAVE CON SEGURIDAD
Dig Safely.

INDEX OF SHEETS

Sheet Number	Sheet Title
1	TITLE SHEET
2	TYPICAL SECTION & NOTES
3	CONSTRUCTION PLAN
4	CURB RAMP DETAIL A & B
5	CURB RAMP DETAIL C
6	CONSTRUCTION DETAILS 1
7	CONSTRUCTION DETAILS 2
8	CONSTRUCTION DETAILS 3
9	STRIPING DETAIL
10	TRAFFIC CONTROL PLAN 1
11	TRAFFIC CONTROL PLAN 2

GENERAL NOTES:

1. THE NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2019 EDITION WITH AMENDMENTS THERETO TO GOVERN.
2. THE NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION DETAILS, ROADWAY, TRAFFIC CONTROL, BRIDGE BOOKLET, 2016, AND STANDARD ELECTRICAL DETAILS BOOKLET, 2007, ARE APPLICABLE TO THIS PROJECT EXCEPT FOR THOSE DETAILS CONTAINED HEREIN.
3. ALL TRAFFIC CONTROL PAVEMENT MARKINGS AND SIGNAGE SHALL CONFORM TO STANDARDS SET FORTH IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
4. ALL PROPERTY CORNERS OR MONUMENTS REMOVED OR DISTURBED DURING THE COURSE OF CONSTRUCTION SHALL BE REPLACED BY A LICENSED LAND SURVEYOR AT NO ADDITIONAL SEPARATE COST TO THE OWNER.
5. ALL EXISTING CASTINGS REMOVED SHALL BE DELIVERED TO THE TOWNSHIP DEPARTMENT OF PUBLIC WORKS (DPW) YARD LOCATED ON VALLEY ROAD. CONTRACTOR SHALL COORDINATE WITH THE DPW SUPERINTENDENT PRIOR TO DELIVERY.
6. CONTRACTOR IS RESPONSIBLE TO COORDINATE SCHEDULE WITH ADJACENT PROPERTY OWNERS. ACCESS TO THE DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES.
7. ALL CASTINGS SHALL BE RESET/RECONSTRUCTED TO EXISTING GRATE ELEVATIONS EXCEPT AS DIRECTED IN THE FIELD BY THE ENGINEER.
8. ALL NEW STORM WATER CASTINGS (CURB PIECES AND GRATES) SHALL BE "ECO" OF VARIOUS TYPES.
9. ESTIMATED QUANTITIES MAY INCLUDE SHEET TOTALS AND IF AND WHERE DIRECTED QUANTITIES

NO.	DATE	REVISION
1	9/15/23	ADDRESS NJDOT COMMENTS

DRAWN BY:	CHECKED BY:	SCALE
AMH	PWF	

Digitally signed by Paul Ferriero Date: 2023.09.15 15:36:41-04'00'

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CERTIFICATE OF AUTHORIZATION 24GA27835400

TITLE SHEET

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 1 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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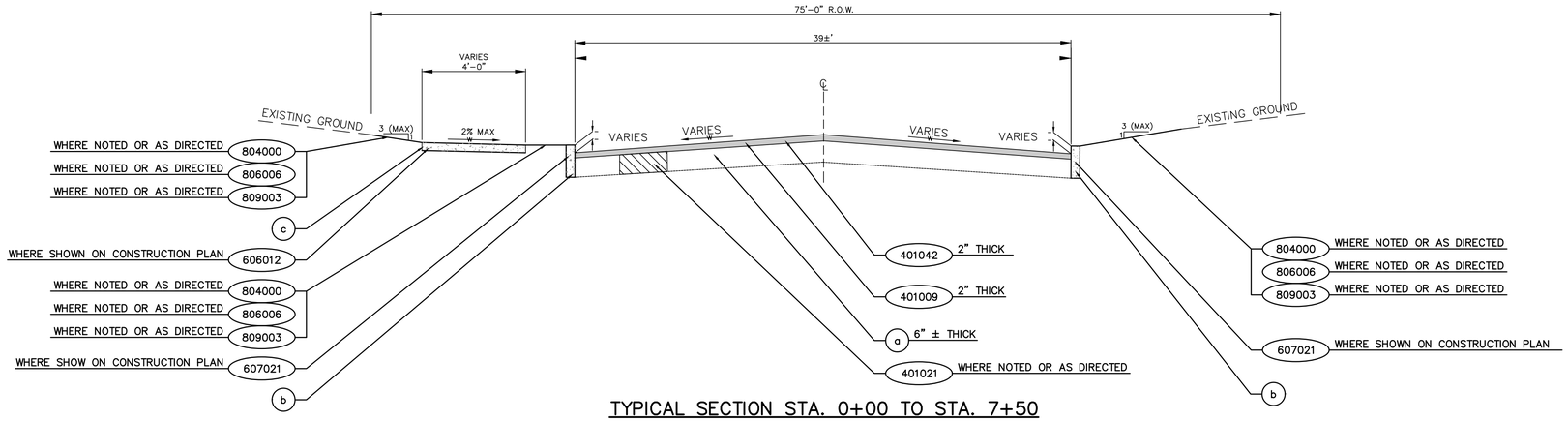
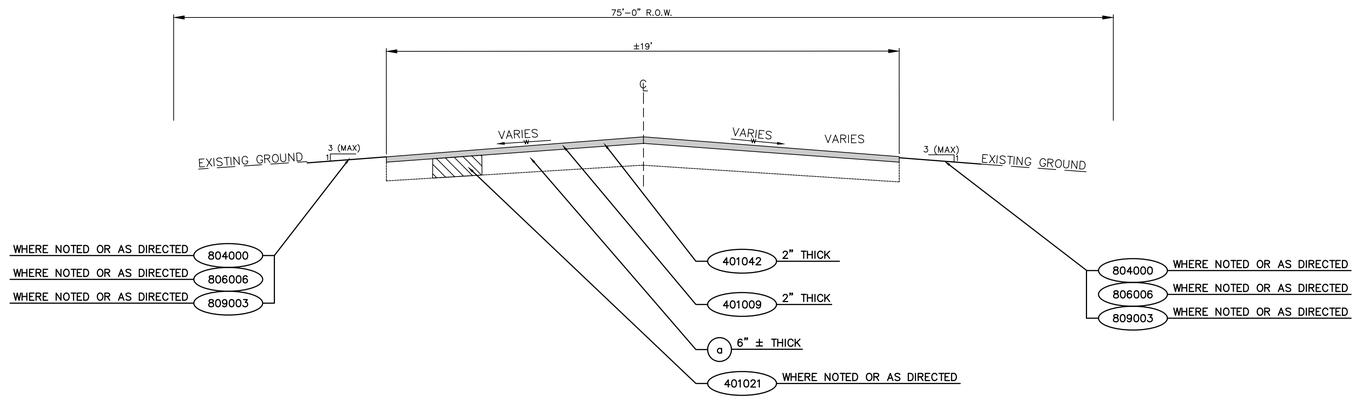


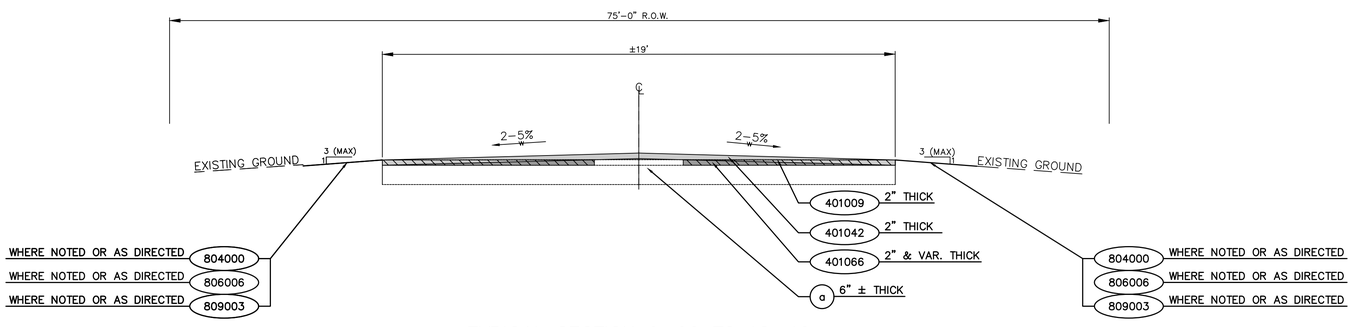
TYPICAL SECTION STA. 0+00 TO STA. 7+50

NOT TO SCALE



TYPICAL SECTION 7+50 TO 9+90

NOT TO SCALE
(LOOKING UP STATION)



TYPICAL SECTION 9+90 TO 12+40

NOT TO SCALE
(LOOKING UP STATION)

LEGEND

- EXISTING WATER MAIN
- EXISTING GAS MAIN
- EXISTING SANITARY SEWER LINE
- EXISTING DRIVEWAY
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING GAS VALVE
- EXISTING UTILITY POLE
- EXISTING STREET LIGHT
- EXISTING LIGHT
- EXISTING STREET SIGN
- EXISTING SIGN
- MAIL BOX
- EXISTING CLEANOUT
- EXISTING CURB LINE
- PROPOSED CURB LINE
- EXISTING DRAINAGE INLET
- RECONSTRUCT EXISTING DRAINAGE INLET
- RESET EXISTING DRAINAGE INLET
- CONSTRUCT DRAINAGE INLET
- EXISTING MANHOLE
- RESET EXISTING MANHOLE
- x 307.65 EXISTING SPOT GRADE
- 323.90 PROPOSED SPOT GRADE
- HMA PAVEMENT REPAIR
- LOM LIMIT OF MILLING
- LOP LIMIT OF PAVING

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CONSTRUCTION NOTES:

1. BASE REPAIR ADJACENT TO ALL NEW CURB, AFTER THE REMOVAL OF THE EXISTING CONCRETE OR BLOCK CURB AND GUTTER, WHERE REQUIRED, SHALL INCLUDE A MINIMUM 6-INCH LIFT OF HOT MIX ASPHALT 19M64 BASE COURSE AND 6-INCH DENSE GRADED AGGREGATE BASE. THE BASE REPAIR SHALL BE A MINIMUM WIDTH OF 2 FEET FROM THE FACE OF THE NEW CURB. THE EXISTING PAVEMENT SHALL BE SAW CUT TO PROVIDE FOR A CLEAN BUTT JOINT.
2. CONTRACTOR SHALL COORDINATE WITH THE GAS AND WATER COMPANIES TO PROVIDE PROPER SIZE RISERS AND/OR COVERS FOR RESETTING.
3. CONTRACTOR SHALL RESET ALL GAS VALVES/BOXES AND WATER VALVE/BOXES. ALL VALVES AND BOXES SHALL BE RESET TO WITHIN 1/4" OF FINISH PAVEMENT ELEVATION.
4. UNSUITABLE SUBGRADE THAT MAY BE ENCOUNTERED DURING MILLING OPERATIONS SHALL BE EXCAVATED AND REMOVED TO A DEPTH APPROVED BY ENGINEER AND SHALL BE REPLACED WITH DGA UP TO THE BOTTOM EXISTING PAVEMENT SECTION.
5. CONTRACTOR SHALL VERIFY THE LIMITS AND LOCATIONS OF HOT MIX ASPHALT PAVEMENT REPAIR WITH THE ENGINEER FOLLOWING HMA MILLING, AND BEFORE THE CONSTRUCTION OF ANY HMA SURFACE COURSE

PROPOSED MATERIALS

DOT ITEM NO.	ITEM NO.	DESCRIPTION
401009	13	HMA MILLING, 3" OR LESS
401021	14	HOT MIX ASPHALT PAVEMENT REPAIR
401042	17	HOT MIX ASPHALT 9.5 M 64 SURFACE COURSE
401066	18	HOT MIX ASPHALT 9.5 M 64 INTERMEDIATE COURSE
606012	23	CONCRETE SIDEWALK, 4" THICK
607021	27	9" X 18" CONCRETE VERTICAL CURB
804000	36	TOPSOIL SPREADING 4" THICK
806006	37	FERTILIZING AND SEEDING, TYPE A3
809003	38	STRAW MULCHING

EXISTING MATERIALS

ITEM NO.	DESCRIPTION
a	BITUMINOUS CONCRETE PAVEMENT
b	CONCRETE/BELGIAN BLOCK CURB
c	CONCRETE SIDEWALK, 4±" THICK

GENERAL NOTES:

1. ALL MANHOLES AND VALVE BOXES WITHIN THE LIMIT OF CONSTRUCTION SHALL BE RESET, AS NECESSARY, TO BE FLUSH WITH PROPOSED FINISHED GRADES.
2. ALL ROOF LEADERS DAYLIGHTING INTO ROADWAY SHALL BE PROTECTED. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE IS MAINTAINED.
3. CONTRACTOR SHALL APPLY TACK COAT ON ALL ASPHALT RESURFACING AREAS.
4. CONTRACTOR IS RESPONSIBLE FOR ALL SURVEY WORK REQUIRED, AND FOR VERIFICATION OF CONSTRUCTION GRADES

NO.	DATE	REVISION
1	9/15/23	NO CHANGES THIS SHEET

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AMH	PWF	AS SHOWN

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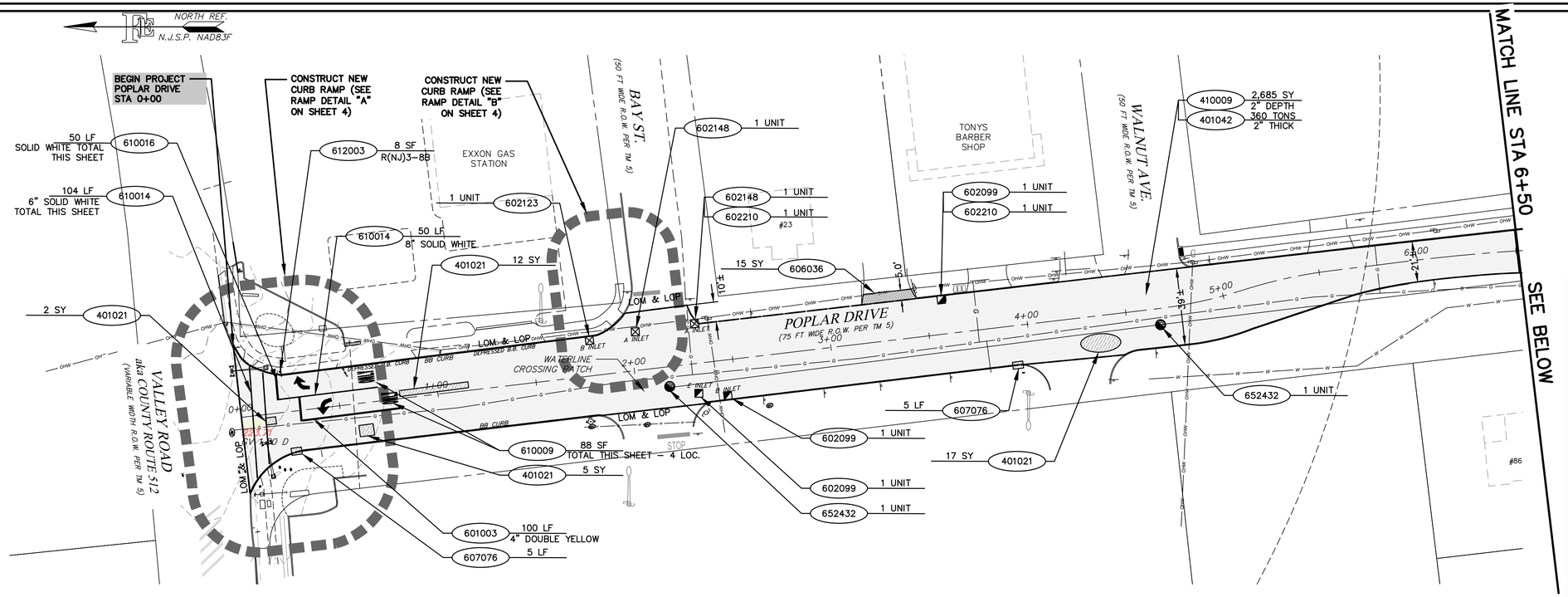
TYPICAL SECTION & NOTES

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

ORIGINAL DATE: 7/10/2023 PROJECT NO: 22LH102
REVISION: 9/15/2023



CONSTRUCTION PLAN

POPLAR DRIVE STA 00+00 TO STA 6+50

SCALE: 1" = 30'

ESTIMATE OF QUANTITIES				
DOT ITEM NO.	ITEM NO.	DESCRIPTION	UNIT	EST. QTY.
		BASE BID		
		NJDOT PARTICIPATING ITEMS		
401009	13	HMA MILLING, 3" OR LESS	SY	4,445
401021	14	HOT MIX ASPHALT PAVEMENT REPAIR	SY	36
401042	17	HOT MIX ASPHALT 9.5 M 64 SURFACE COURSE	TON	595
401066	18	HOT MIX ASPHALT 9.5 M 64 INTERMEDIATE COURSE	TON	30
602099	19	RESET EXISTING CASTING	UNIT	4
602123	20	RECONSTRUCTED INLET, TYPE B, USING EXISTING CASTING	UNIT	1
602148	21	RECONSTRUCTED INLET, TYPE A, (OVERSIZED) USING EXISTING CASTING	UNIT	2
602210	22	BICYCLE SAFE GRATE	UNIT	3
606036	25	HOT MIX ASPHALT DRIVEWAY, 4" THICK	SY	15
607076	28	BELGIAN BLOCK CURB	LF	10
610013	29	TRAFFIC MARKING LINES, 4"	LF	100
610014	30	TRAFFIC MARKING LINES, 8"	LF	154
610016	31	TRAFFIC MARKING LINES, 12"	LF	25
610060	32	TRAFFIC MARKINGS SYMBOLS	SF	88
612003	33	REGULATORY AND WARNING SIGN	SF	8
651255	34	RESET WATER VALVE BOX	UNIT	2
652432	35	RESET MANHOLE, SANITARY SEWER, USING EXISTING CASTING	UNIT	4

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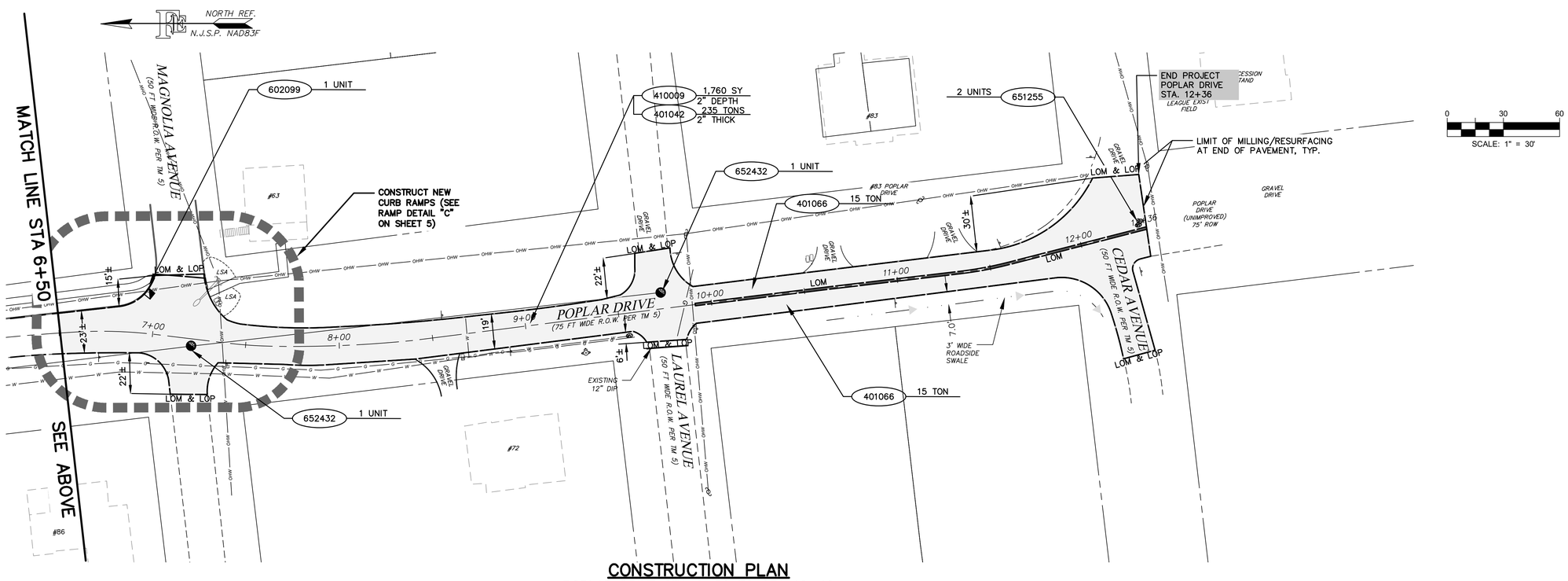

CONSTRUCTION PLAN

POPLAR DRIVE STA 6+50 TO STA 12+40

SCALE: 1" = 30'

NO.	DATE	REVISION
1	9/15/23	NO CHANGES THIS SHEET

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CONSTRUCTION PLAN

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 3 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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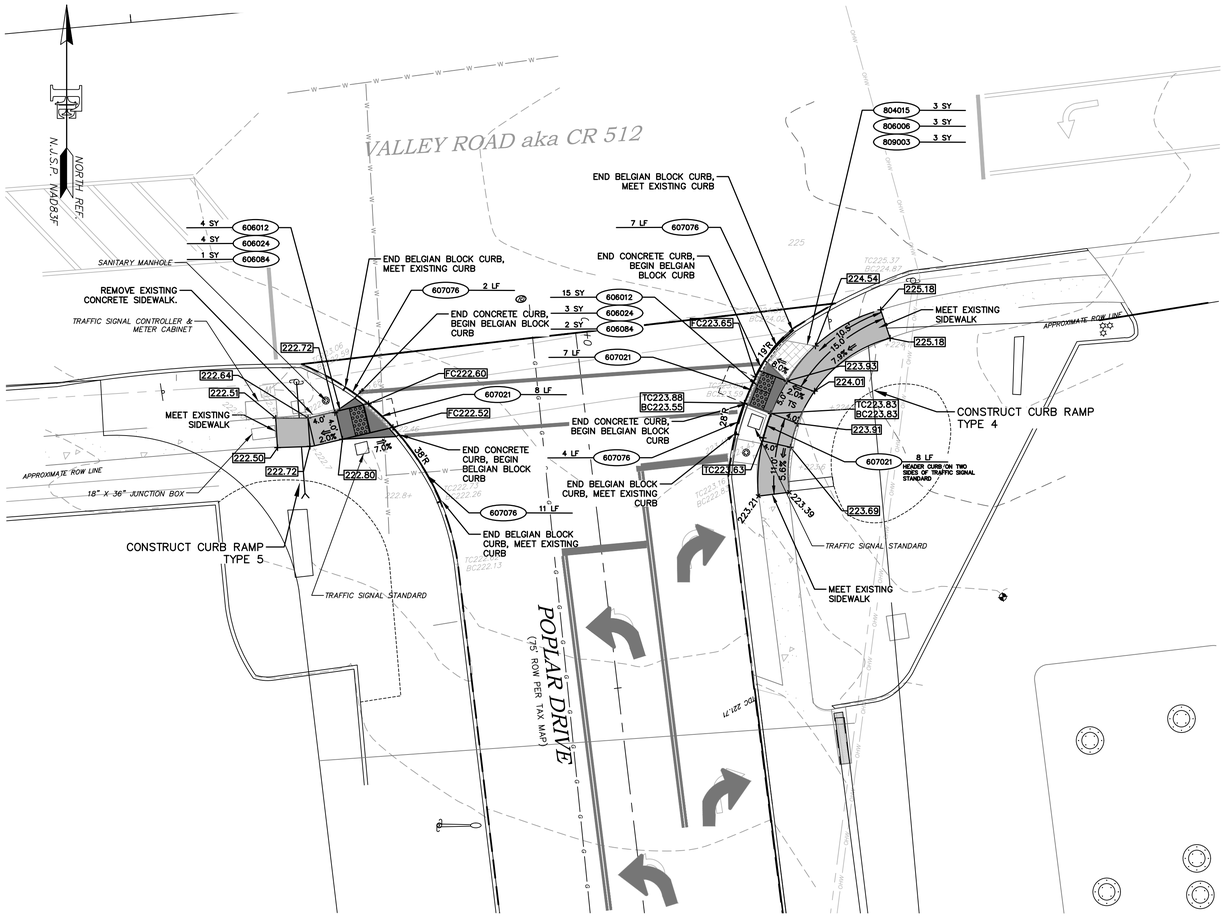
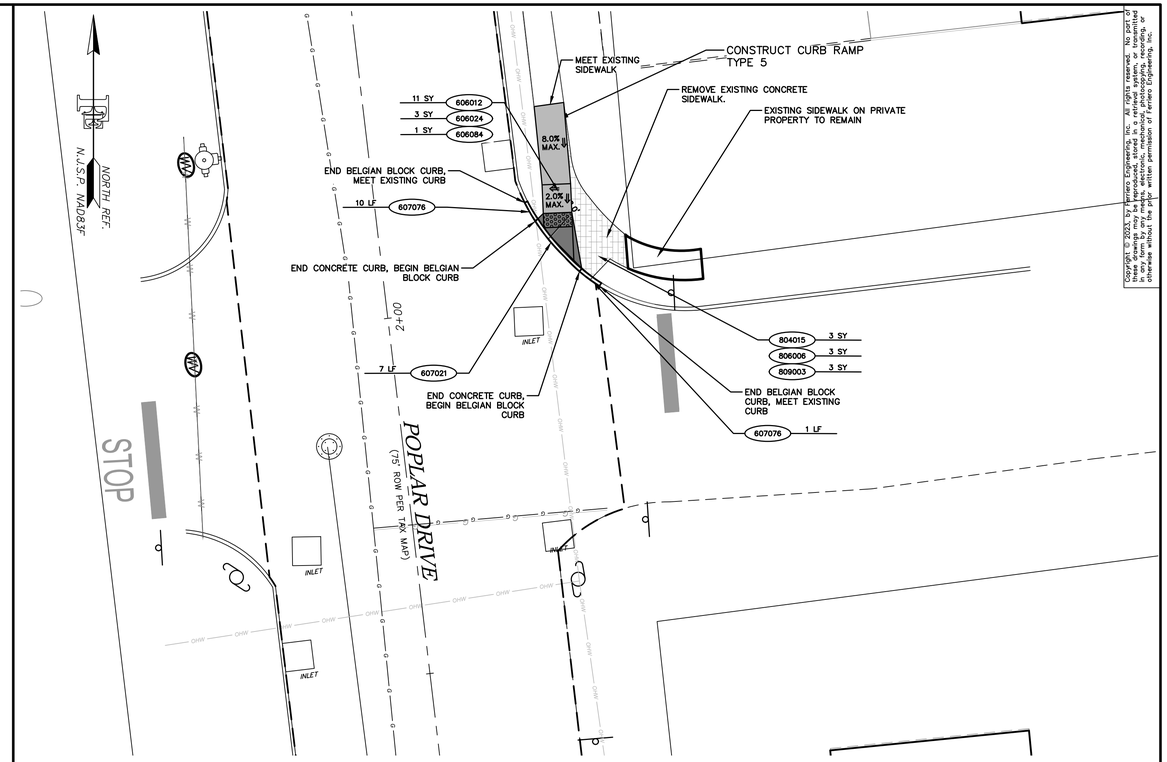


RAMP DETAIL A

POPLAR DRIVE AT VALLEY ROAD

SCALE: 1" = 10'



RAMP DETAIL B

POPLAR DRIVE AT BAY STREET

SCALE: 1" = 10'

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CURB RAMP LEGEND

- PROPOSED CONCRETE SIDEWALK, 4" THICK
- PROPOSED CONCRETE SIDEWALK, REIN., 6" THICK
- PROPOSED TURF RESTORATION AREAS
- DETECTABLE WARNING SURFACE
- 4' x 4' LEVEL TURNING SPACE 2% MAX. SLOPE
- FLUSH CURB
- 7% RAMP SLOPE NOTE: 1.5% = 1% MIN AND 2% MAX
- ×100.00 EXISTING SPOT GRADE ELEVATION
- +100.00 PROPOSED SPOT GRADE ELEVATION
- +FC100.00 PROPOSED FLUSH CURB GRADE ELEVATION
- +TC100.00 TOP OF CURB ELEVATION
- +BC100.00 BOTTOM OF CURB ELEVATION
- +TH100.00 TOP OF SIDEWALK HEADER ELEVATION
- +BH100.00 BOTTOM OF SIDEWALK HEADER ELEVATION

DWS NOTES:
1. DETECTABLE WARNING SURFACE SHALL MAINTAIN MINIMUM WIDTH OF 24" AND EXTEND PAST GRADE BREAK IF NECESSARY, SPANNING THE FULL WIDTH OF RAMP WITH NO GAPS.
2. ALIGN TRUNCATED DOMES PERPENDICULAR TO DIRECTION OF TRAVEL.

GENERAL NOTES:
1. CONTRACTOR SHALL VERIFY ALL GRADES, SLOPES AND LIMITS OF CURB AND SIDEWALK CONSTRUCTION WITH THE RESIDENT ENGINEER FOR ACCESSIBLE CURB RAMPS AFTER SETTING FORMS AND PRIOR TO ANY CONSTRUCTION OF SIDEWALK OF RAMP COMPONENTS.
2. ELEVATIONS SHOWN SHALL BE VERIFIED BY THE CONTRACTOR.

ESTIMATE OF QUANTITIES

DOT ITEM NO.	ITEM NO.	DESCRIPTION	UNIT	EST. QTY.
		BASE BID		
		NJDOT PARTICIPATING ITEMS		
606012	23	CONCRETE SIDEWALK, 4" THICK	SY	30
606024	24	CONCRETE SIDEWALK, REINFORCED, 6" THICK	SY	10
606084	26	DETECTABLE WARNING SURFACE	SY	4
607021	27	9"x 18" CONCRETE VERTICAL CURB	LF	30
607076	28	BELGIAN BLOCK CURB	LF	35
804000	36	TOPSOIL SPREADING 4" THICK	SY	6
806006	37	FERTILIZING AND SEEDING, TYPE A3	SY	6
809003	38	STRAW MULCHING	SY	6

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

NO.	DATE	REVISION
1	9/15/23	ADDRESS NJDOT COMMENTS

DRAWN BY:	CHECKED BY:	SCALE
AMH	PWF	1" = 10'

Digitally signed by Paul Ferriero Date: 2023.09.15 15:36:49-04'00'

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CURB RAMP DETAIL A & B

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 4 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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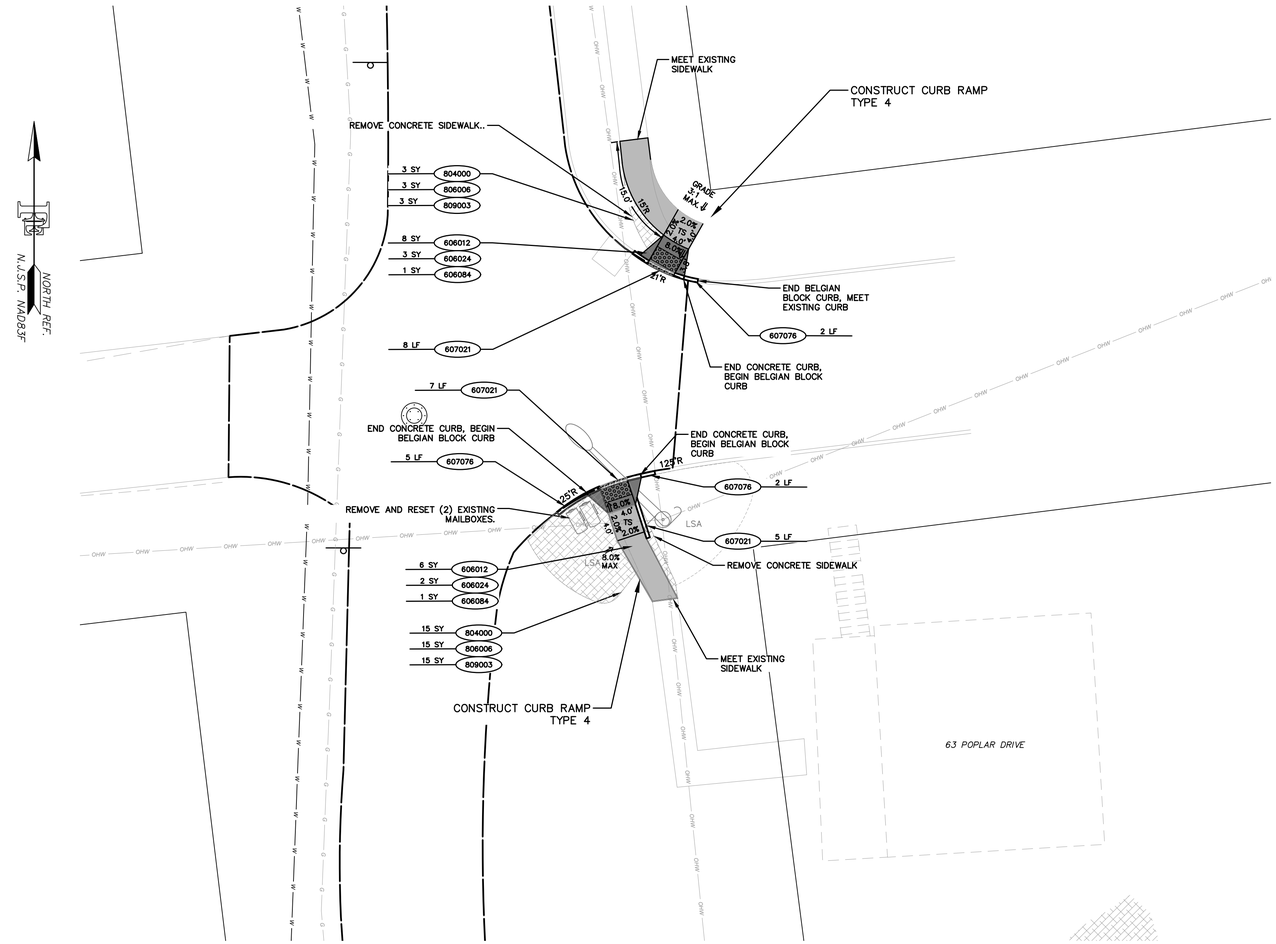

DWS NOTES:

1. DETECTABLE WARNING SURFACE SHALL MAINTAIN MINIMUM WIDTH OF 24" AND EXTEND PAST GRADE BREAK IF NECESSARY, SPANNING THE FULL WIDTH OF RAMP WITH NO GAPS.
2. ALIGN TRUNCATED DOMES PERPENDICULAR TO DIRECTION OF TRAVEL.

CURB RAMP LEGEND

- PROPOSED CONCRETE SIDEWALK, 4" THICK
- PROPOSED CONCRETE SIDEWALK, REIN., 6" THICK
- PROPOSED TURF RESTORATION AREAS
- DETECTABLE WARNING SURFACE
- 4' x 4' LEVEL TURNING SPACE 2% MAX. SLOPE
- FLUSH CURB
- 7% RAMP SLOPE NOTE: 1.5% = 1% MIN AND 2% MAX
- ×100.00 EXISTING SPOT GRADE ELEVATION
- +100.00 PROPOSED SPOT GRADE ELEVATION
- +FC100.00 PROPOSED FLUSH CURB GRADE ELEVATION
- +TC100.00 TOP OF CURB ELEVATION
- +BC100.00 BOTTOM OF CURB ELEVATION
- +TH100.00 TOP OF SIDEWALK HEADER ELEVATION
- +BH100.00 BOTTOM OF SIDEWALK HEADER ELEVATION

RAMP DETAIL C

POPLAR DRIVE AT MAGNOLIA AVENUE

SCALE: 1" = 10'

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

ESTIMATE OF QUANTITIES

DOT ITEM NO.	ITEM NO.	DESCRIPTION	UNIT	EST. QTY.
		BASE BID		
		NJDOT PARTICIPATING ITEMS		
606012	23	CONCRETE SIDEWALK, 4" THICK	SY	14
606024	24	CONCRETE SIDEWALK, REINFORCED, 6" THICK	SY	5
606084	26	DETECTABLE WARNING SURFACE	SY	2
607021	27	9"x 18" CONCRETE VERTICAL CURB	LF	20
607076	28	BELGIAN BLOCK CURB	LF	9
804000	36	TOPSOIL SPREADING 4" THICK	SY	18
806006	37	FERTILIZING AND SEEDING, TYPE A3	SY	18
809003	38	STRAW MULCHING	SY	18

NO.	DATE	REVISION
1	9/15/23	NO CHANGES THIS SHEET

DRAWN BY:	CHECKED BY:	SCALE
AMH	PWF	1" = 10'

Digitally signed by Paul Ferriero
Date: 2023.09.15 15:36:51-04'00'

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CURB RAMP DETAIL C

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 5 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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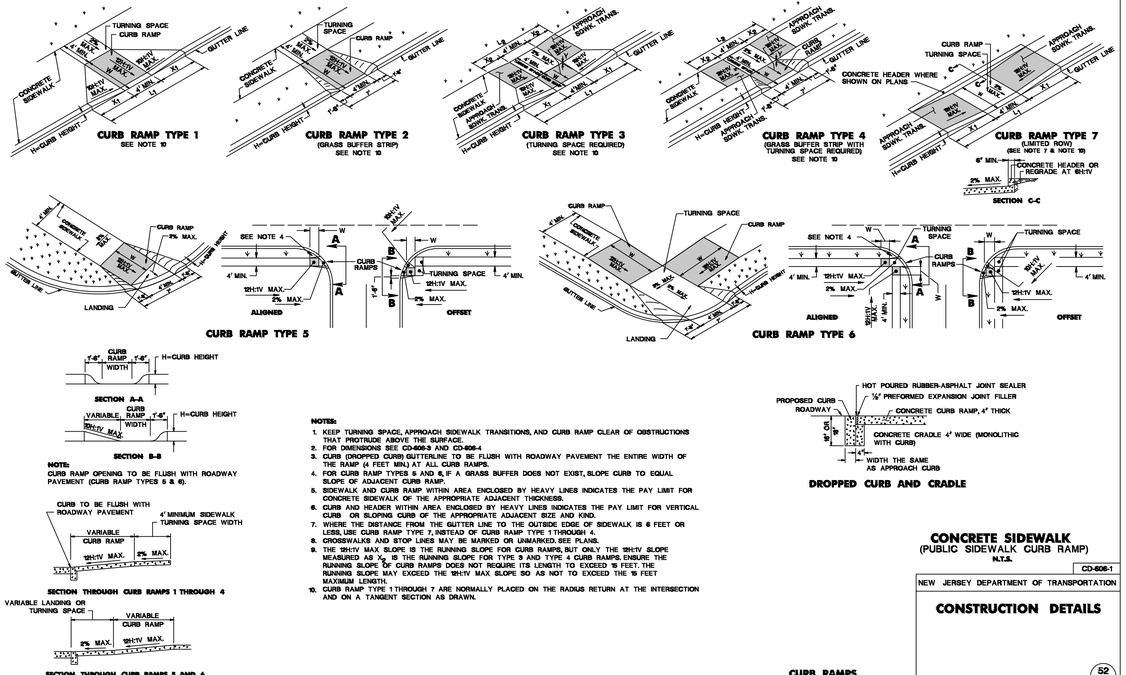

NOTES:

1. KEEP TURNING SPACE, APPROACH SIDEWALK TRANSITIONS, AND CURB RAMP CLEAR OF OBSTRUCTIONS THAT PROTRUDE ABOVE THE SURFACE.
2. FOR DIMENSIONS SEE CD-606-3 AND CD-606-4.
3. CURB (DROPPED CURB) GUTTERLINE TO BE FLUSH WITH ROADWAY PAVEMENT THE ENTIRE WIDTH OF THE RAMP (4 FEET MIN.) AT ALL CURB RAMPS.
4. FOR CURB RAMP TYPES 5 AND 6, IF A GRASS BUFFER DOES NOT EXIST, SLOPE CURB TO EQUAL SLOPE OF ADJACENT CURB RAMP.
5. SIDEWALK AND CURB RAMP WITHIN AREA ENCLOSED BY HEAVY LINES INDICATES THE PAY LIMIT FOR CONCRETE SIDEWALK OF THE APPROPRIATE ADJACENT THICKNESS.
6. CURB AND HEADER WITHIN AREA ENCLOSED BY HEAVY LINES INDICATES THE PAY LIMIT FOR VERTICAL CURB OR SLOPING CURB OF THE APPROPRIATE ADJACENT SIZE AND KIND.
7. WHERE THE DISTANCE FROM THE GUTTER LINE TO THE OUTSIDE EDGE OF SIDEWALK IS 6 FEET OR LESS, USE CURB RAMP TYPE 7, INSTEAD OF CURB RAMP TYPE 1 THROUGH 4.
8. CROSSWALKS AND STOP LINES MAY BE MARKED OR UNMARKED. SEE PLANS.
9. THE 12H:1V MAX SLOPE IS THE RUNNING SLOPE FOR CURB RAMPS, BUT ONLY THE 12H:1V SLOPE MEASURED AS X_2 IS THE RUNNING SLOPE FOR TYPE 3 AND TYPE 4 CURB RAMPS. ENSURE THE RUNNING SLOPE OF CURB RAMPS DOES NOT REQUIRE ITS LENGTH TO EXCEED 15 FEET. THE RUNNING SLOPE MAY EXCEED THE 12H:1V MAX SLOPE SO AS NOT TO EXCEED THE 15 FEET MAXIMUM LENGTH.
10. CURB RAMP TYPE 1 THROUGH 7 ARE NORMALLY PLACED ON THE RADIUS RETURN AT THE INTERSECTION AND ON A TANGENT SECTION AS DRAWN.

CURB RAMPS

CD-606-1.1

CONCRETE SIDEWALK
(PUBLIC SIDEWALK CURB RAMP)
N.T.S.

CD-606-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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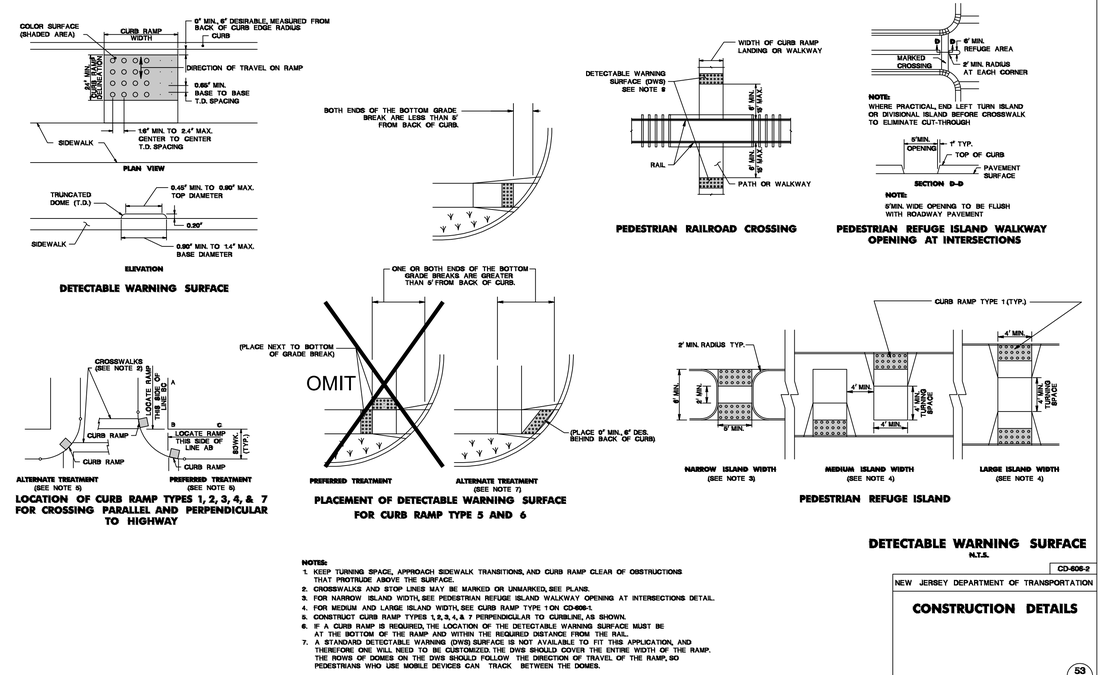

NOTES:

1. KEEP TURNING SPACE, APPROACH SIDEWALK TRANSITIONS, AND CURB RAMP CLEAR OF OBSTRUCTIONS THAT PROTRUDE ABOVE THE SURFACE.
2. CROSSWALKS AND STOP LINES MAY BE MARKED OR UNMARKED, SEE PLANS.
3. FOR NARROW ISLAND WIDTH, SEE PEDESTRIAN REFUGE ISLAND WALKWAY OPENING AT INTERSECTIONS DETAIL.
4. FOR MEDIUM AND LARGE ISLAND WIDTH, SEE CURB RAMP TYPE 1 ON CD-606-1.
5. CONSTRUCT CURB RAMP TYPES 1, 2, 3, 4, & 7 PERPENDICULAR TO CURBLINE, AS SHOWN.
6. IF A CURB RAMP IS REQUIRED, THE LOCATION OF THE DETECTABLE WARNING SURFACE MUST BE AT THE BOTTOM OF THE RAMP AND WITHIN THE REQUIRED DISTANCE FROM THE RAIL.
7. A STANDARD DETECTABLE WARNING (DWS) SURFACE IS NOT AVAILABLE TO FIT THIS APPLICATION, AND THEREFORE ONE WILL NEED TO BE CUSTOMIZED. THE DWS SHOULD COVER THE ENTIRE WIDTH OF THE RAMP. THE ROWS OF DOMES ON THE DWS SHOULD FOLLOW THE DIRECTION OF TRAVEL OF THE RAMP, SO PEDESTRIANS WHO USE MOBILE DEVICES CAN TRACK BETWEEN THE DOMES.

CD-606-2.1

DETECTABLE WARNING SURFACE
N.T.S.

CD-606-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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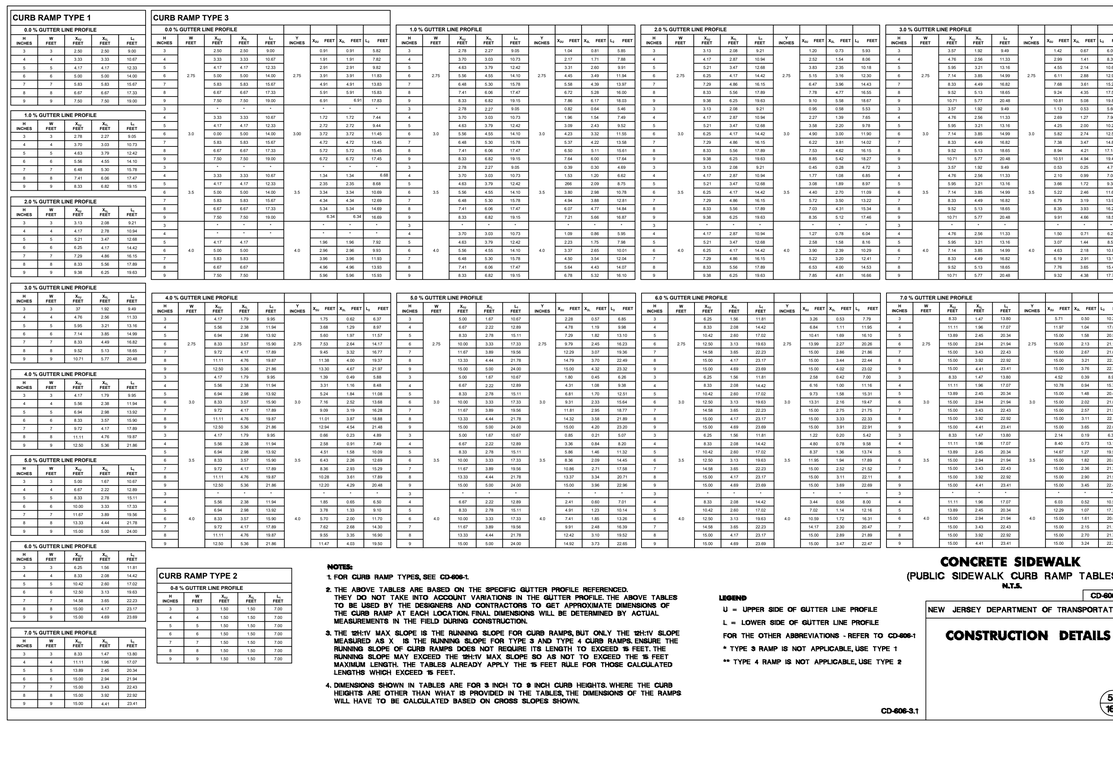

NOTES:

1. FOR CURB RAMP TYPES, SEE CD-606-1.
2. THE ABOVE TABLES ARE BASED ON THE SPECIFIC GUTTER PROFILE REFERENCED. THEY DO NOT TAKE INTO ACCOUNT VARIATIONS IN THE GUTTER PROFILE. THE ABOVE TABLES TO BE USED BY THE DESIGNERS AND CONTRACTORS TO GET APPROXIMATE DIMENSIONS OF THE CURB RAMP AT EACH LOCATION. FINAL DIMENSIONS WILL BE DETERMINED BY ACTUAL MEASUREMENTS IN THE FIELD DURING CONSTRUCTION.
3. THE 12H:1V MAX SLOPE IS THE RUNNING SLOPE FOR CURB RAMPS, BUT ONLY THE 12H:1V SLOPE MEASURED AS X IS THE RUNNING SLOPE FOR TYPE 3 AND TYPE 4 CURB RAMPS. ENSURE THE RUNNING SLOPE OF CURB RAMPS DOES NOT REQUIRE ITS LENGTH TO EXCEED 15 FEET. THE RUNNING SLOPE MAY EXCEED THE 12H:1V MAX SLOPE SO AS NOT TO EXCEED THE 15 FEET MAXIMUM LENGTH. THE TABLES ALREADY APPLY THE 15 FEET RULE FOR THOSE CALCULATED LENGTHS WHICH EXCEED 15 FEET.
4. DIMENSIONS SHOWN IN TABLES ARE FOR 3 INCH TO 9 INCH CURB HEIGHTS. WHERE THE CURB HEIGHTS ARE OTHER THAN WHAT IS PROVIDED IN THE TABLES, THE DIMENSIONS OF THE RAMPS WILL HAVE TO BE CALCULATED BASED ON CROSS SLOPES SHOWN.

LEGEND

U = UPPER SIDE OF GUTTER LINE PROFILE
L = LOWER SIDE OF GUTTER LINE PROFILE
FOR THE OTHER ABBREVIATIONS - REFER TO CD-606-1
* TYPE 3 RAMP IS NOT APPLICABLE, USE TYPE 1
** TYPE 4 RAMP IS NOT APPLICABLE, USE TYPE 2

CD-606-3.1

CONCRETE SIDEWALK
(PUBLIC SIDEWALK CURB RAMP TABLES)
N.T.S.

CD-606-3

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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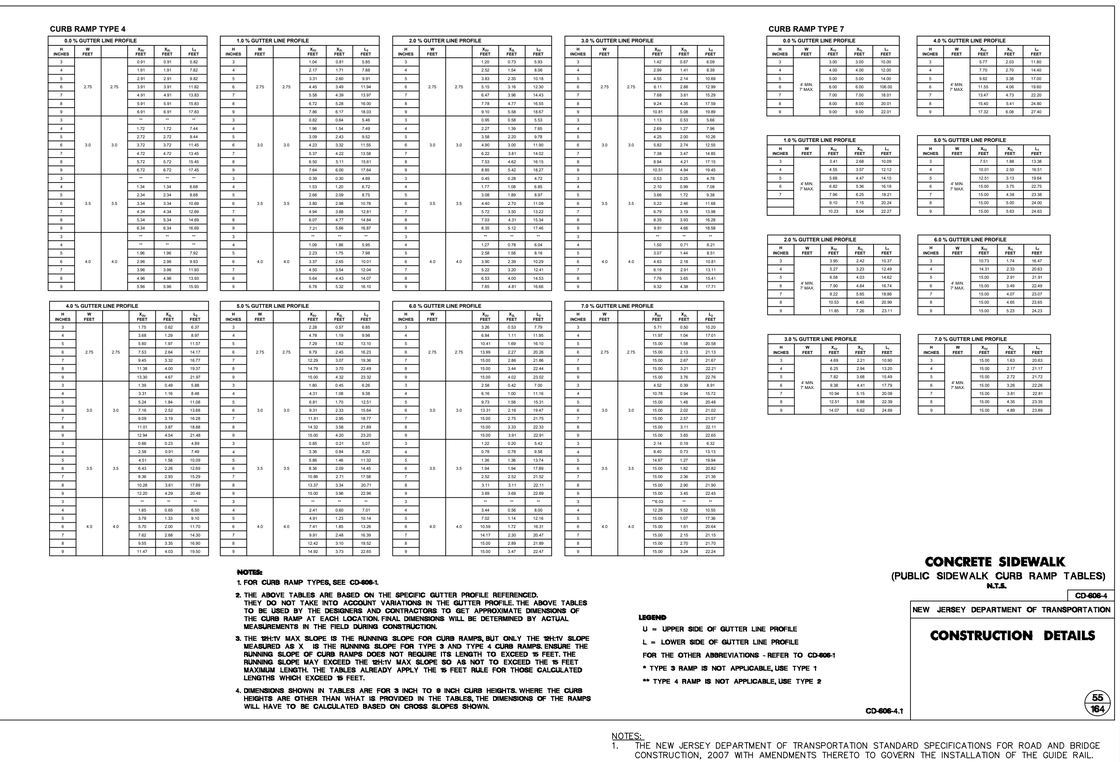

NOTES:

1. FOR CURB RAMP TYPES, SEE CD-606-1.
2. THE ABOVE TABLES ARE BASED ON THE SPECIFIC GUTTER PROFILE REFERENCED. THEY DO NOT TAKE INTO ACCOUNT VARIATIONS IN THE GUTTER PROFILE. THE ABOVE TABLES TO BE USED BY THE DESIGNERS AND CONTRACTORS TO GET APPROXIMATE DIMENSIONS OF THE CURB RAMP AT EACH LOCATION. FINAL DIMENSIONS WILL BE DETERMINED BY ACTUAL MEASUREMENTS IN THE FIELD DURING CONSTRUCTION.
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4. DIMENSIONS SHOWN IN TABLES ARE FOR 3 INCH TO 9 INCH CURB HEIGHTS. WHERE THE CURB HEIGHTS ARE OTHER THAN WHAT IS PROVIDED IN THE TABLES, THE DIMENSIONS OF THE RAMPS WILL HAVE TO BE CALCULATED BASED ON CROSS SLOPES SHOWN.

LEGEND

U = UPPER SIDE OF GUTTER LINE PROFILE
L = LOWER SIDE OF GUTTER LINE PROFILE
FOR THE OTHER ABBREVIATIONS - REFER TO CD-606-1
* TYPE 3 RAMP IS NOT APPLICABLE, USE TYPE 1
** TYPE 4 RAMP IS NOT APPLICABLE, USE TYPE 2

CD-606-4.1

CONCRETE SIDEWALK
(PUBLIC SIDEWALK CURB RAMP TABLES)
N.T.S.

CD-606-4

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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NOTES:

1. THE NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2007 WITH AMENDMENTS THERETO TO GOVERN THE INSTALLATION OF THE GUIDE RAIL.
2. THE LATEST NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION DETAILS CD-606-1.1 THROUGH CD-609-4.1, AS APPLICABLE, GOVERN THE CONSTRUCTION OF THE CURB RAMPS ON THIS PROJECT. REDUCED COPIES OF THE ANTICIPATED DETAILS ARE PROVIDED HERE AS A COURTESY. THE STANDARD DETAILS CAN BE OBTAINED BY THE CONTRACTOR AT: www.state.nj.us/transportation/eng/CADD/E/RoadwayDetails

NO.	DATE	REVISION
1	9/15/23	NO CHANGES THIS SHEET

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AMH	PWF	

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Date: 2023.09.15 15:36:53-04'00'

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CERTIFICATE OF AUTHORIZATION 24GA27935400

CONSTRUCTION DETAILS 1

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET
6 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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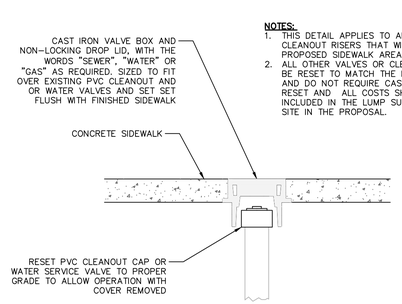
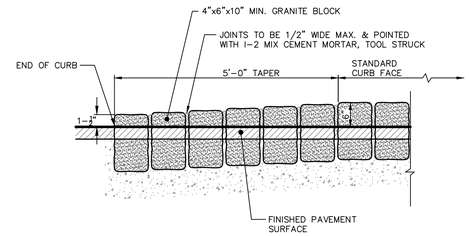


NOTES:
1. THIS DETAIL APPLIES TO ALL UTILITY VALVES OR CLEANOUT RISERS THAT WILL BE LOCATED WITHIN THE PROPOSED SIDEWALK AREAS.
2. ALL OTHER VALVES OR CLEANOUT RISERS THAT MUST BE RESET TO MATCH THE PROPOSED FINISHED GRADE AND DO NOT REQUIRE CAST IRON COVERS, SHALL BE RESET AND ALL COSTS SHALL BE CONSIDERED INCLUDED IN THE LUMP SUM PRICE BID FOR CLEARING SITE IN THE PROPOSAL.

TYPICAL VALVE BOX RESET WITH CAST IRON COVER

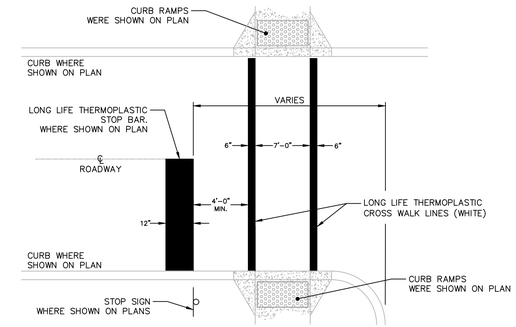
NOT TO SCALE



NOTE:
1. NEW BLOCK REQUIRED TO REPLACE MISSING OR BROKEN BLOCK SHALL BE INCLUDED IN THE PRICE BID FOR RESET GRANITE CURB.
2. CURB IN DRIVEWAY OPENINGS AND ADJACENT TO SECTIONS PREVIOUSLY POINTED SHALL BE POINTED, OTHER SECTIONS SHALL NOT BE POINTED.

BELGIAN BLOCK CURB END TREATMENT

NOT TO SCALE



PLAN – CROSSWALK/STOP BAR PAINTING DETAIL

NOT TO SCALE

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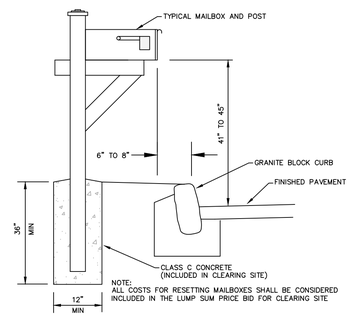
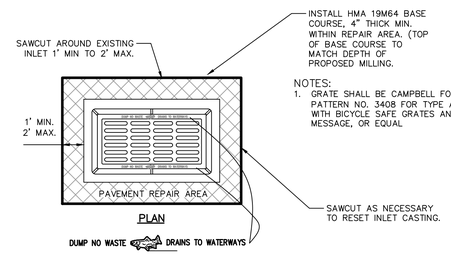


NOTE:
ALL COSTS FOR RESETTING MAILBOXES SHALL BE CONSIDERED INCLUDED IN THE LUMP SUM PRICE BID FOR CLEARING SITE

RESET/RELOCATED MAILBOX DETAIL

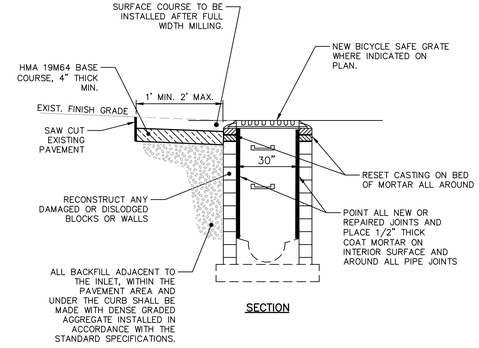
NOT TO SCALE



NOTES:
1. GRATE SHALL BE CAMPBELL FOUNDRY PATTERN NO. 3408 FOR TYPE A (OVERSIZED), WITH BICYCLE SAFE GRATES AND ECO-GRATE MESSAGE, OR EQUAL

PLAN

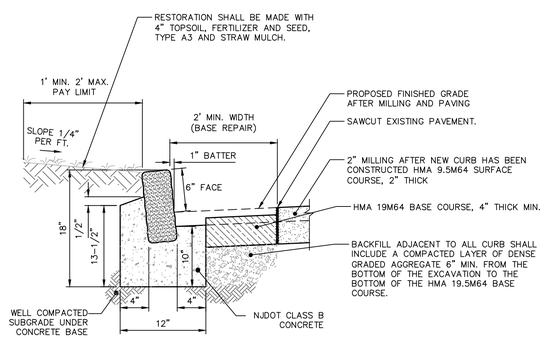
GRATE MESSAGE BOTH SIDES



SECTION

RECONSTRUCTED INLET TYPE A (OVERSIZED) DETAIL

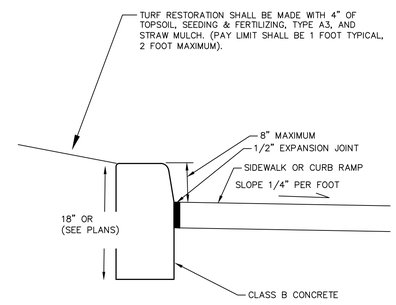
NOT TO SCALE



BELGIAN BLOCK CURB SECTION

NOT TO SCALE

NOTE:
ALL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE SAFETY CODES. APPLICABLE SAFETY CODES SHALL MEAN THE LATEST EDITION INCLUDING ANY AND ALL AMENDMENTS, REVISIONS AND ADDITIONS THERETO OF THE FEDERAL DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION'S "OCCUPATIONAL SAFETY AND HEALTH STANDARDS" (OSHA); "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION" OF THE STATE OF NEW JERSEY, DEPARTMENT OF LABOR AND INDUSTRY, BUREAU OF ENGINEERING AND SAFETY; "CONSTRUCTION SAFETY CODE,"AND "MAINTENANCE, CONSTRUCTION AND DEMOLITION," AND"BUILDING CODE".



CONCRETE SIDEWALK HEADER CURB

NOT TO SCALE

NO.	DATE	REVISION
1	9/15/23	NO CHANGES THIS SHEET

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AMH	PWF	

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CONSTRUCTION DETAILS 2

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 7 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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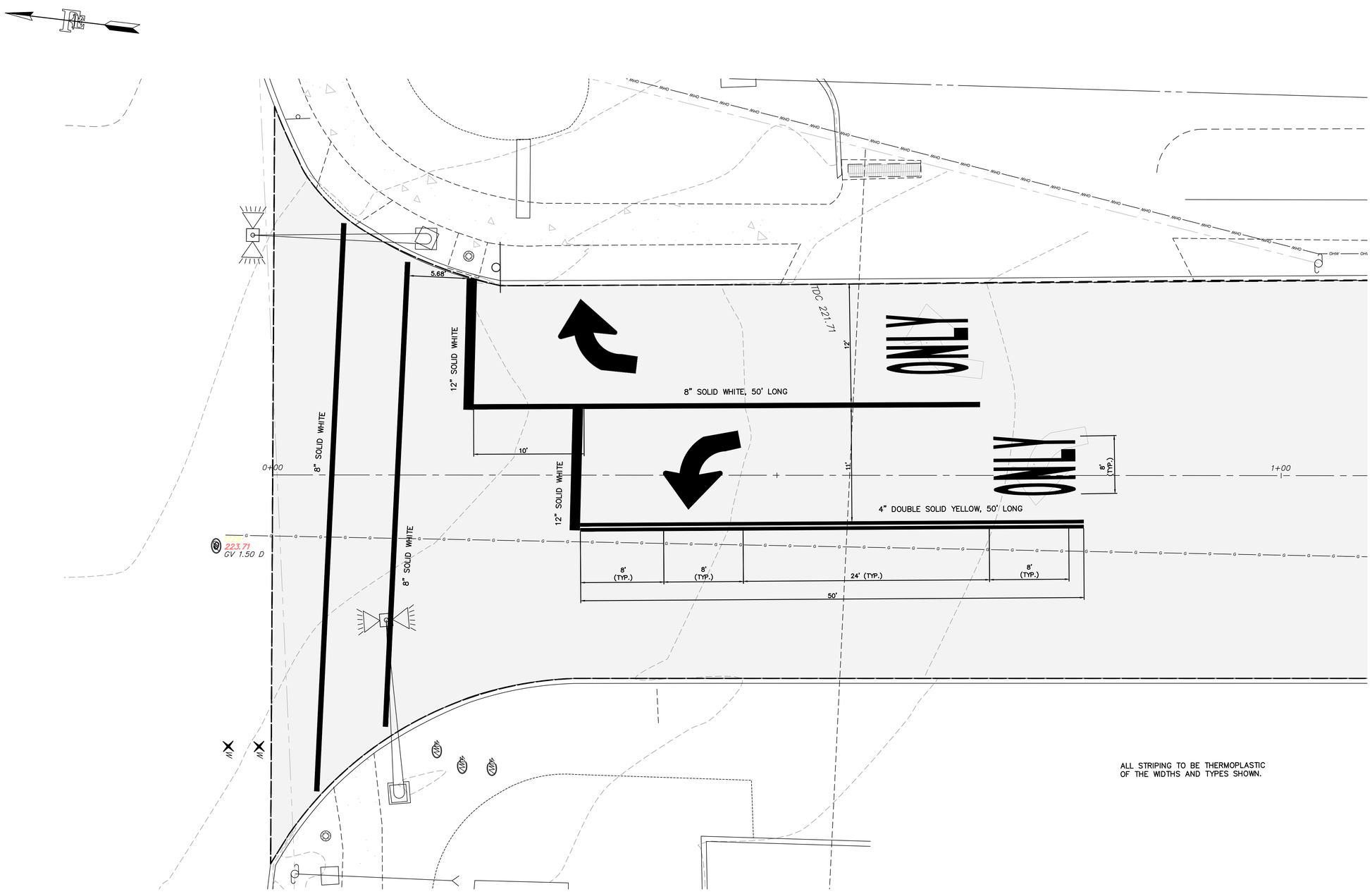

ALL STRIPING TO BE THERMOPLASTIC OF THE WIDTHS AND TYPES SHOWN.

GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

STRIPING DETAIL

SCALE: 1" = 5'

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NO.	DATE	REVISION
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DRAWN BY:	CHECKED BY:	SCALE
AMH	PWF	1" = 5'

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STRIPING DETAIL

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 8 OF 10

ORIGINAL DATE: 7/10/2023	PROJECT NO:
REVISION: 9/15/2023	22LH102

GENERAL NOTES FOR TRAFFIC CONTROL

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 ARE TO BE IN PLACE.

4. RAMPS AND/OR SIDE STREETS ENTERING THE ROADWAY AFTER THE FIRST ADVANCE WARNING SIGN ARE TO 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 ARE TO 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 ARE TO BE BAGGED OR COVERED.

7. MAINTENANCE AND PROTECTION OF TRAFFIC TO 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) TO 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 TO 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) TO 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) TO BE USED WHEN SUCH PAVEMENT CONDITIONS EXIST. THE PLACEMENT OF THESE SIGNS TO 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 IS TO 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 TO 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 TO BE SUBMITTED TO THE RE AS SPECIFIED IN THE SPECIFICATIONS.

14. BACKFILL ALL EXCAVATED AREAS WITHIN OR ADJACENT TO THE ROADWAY AND PLACE ON AT LEAST 6H : 1V SLOPE BEFORE THE END OF EACH WORK DAY. OTHER EXCAVATED AREA WITHIN THE CLEAR ZONE ARE TO BE BACKFILLED.

15. WHERE REQUIRED, THE CONTRACTOR IS TO MAKE PROVISIONS FOR MAINTAINING PEDESTRIAN CROSSING LOCATIONS AND TYPE AS DIRECTED BY THE RE.

16. BITUMINOUS CONCRETE PLACED DURING THE VARIOUS CONSTRUCTION STAGES TO 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 CONSTRUCTION BARRIER CURB TO 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 TO 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) TO 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 TO BE LOCATED 500 FEET AFTER THE FIRST ADVANCE WARNING SIGN, (W20 SERIES) AT EACH WORK AREA LOCATED WITHIN URBAN AREAS. THIS SIGN TO USED ON PROJECTS REQUIRING MOVING OPERATIONS IN WHICH CASE THE SIGN IS TO BE MOUNTED ON A SLOW MOVING CONSTRUCTION VEHICLE.

22. DO NOT CONSTRUCT THE FINAL HMA SURFACE PAVEMENT UNTIL THE FINAL STAGE OF THE PROJECT UNLESS OTHERWISE DIRECTED BY THE RE OR INDICATED ON THE PLANS. SET MANHOLES AND INLETS TO FINISHED GRADE AND CONSTRUCT TEMPORARY PAVEMENT RAMPS 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. PLACE TRAFFIC CONTROL DEVICES FOR LANE CLOSURES INCLUDING SIGNS, CONES, BARRICADES, ETC. AS SHOWN ON PLANS. NO SIGNS ARE TO BE PLACED WITHOUT ACTUAL LANE CLOSURES AND REMOVE IMMEDIATELY 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 IS TO 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 IS TO 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 IS TO IMMEDIATELY NOTIFY THE RE IF THE PROPOSED ESTABLISHMENT CAN NOT BE COMPLETED ON THE PROPOSED DATE.

FOR A "PERMANENT LANE CLOSURE", THE CONTRACTOR IS TO NOTIFY THE RE IN WRITING, ON ADVANCE FORM TO–103, OF THE PROPOSED DATE A NEW TRAFFIC PATTERN WILL BE ESTABLISHED. THE NOTICE IS TO 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 IS TO 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 IS TO 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 IS TO BEGIN NO EARLIER THAN 11:00 PM FRIDAY AND BE COMPLETED AND READY FOR OPERATIONS BY 6:00 PM THE FOLLOWING SUNDAY. THE ESTABLISHMENT IS TO BE COMPLETED IN ACCORDANCE WITH THE LANE CLOSURE HOURS SPECIFIED IN THE CONTRACT.

ADVANCE NOTICES SENT PRIOR TO THE PRE–CONSTRUCTION MEETING ARE TO 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 ARE TO BE SUBMITTED TO THE RE BY 9:00 AM OF EACH FRIDAY ON WEEKLY FORM TO–101 PROVIDED BY THE DEPARTMENT.

EACH DAY OF "TEMPORARY LANE CLOSURES" ARE TO BE SUBMITTED TO THE RE BY 9:00 AM THE DAY IN ADVANCE OF THE START OF THOSE OPERATIONS ON DAILY FORM TO–102 PROVIDED BY THE DEPARTMENT.

"TEMPORARY LANE CLOSURES" FOR WEEKENDS ARE TO BE SUBMITTED TO THE RE BY 9:00 AM ON THE IMMEDIATELY PRECEDING FRIDAY ON THE DAILY FORM TO–102 PROVIDED BY THE DEPARTMENT.

D. CHANGES TO THE SCHEDULED CLOSURES
REQUEST FOR A CHANGE TO THE TRAFFIC CONTROL REQUIREMENTS IN THE CONTRACT DOCUMENTS ARE TO BE SUBMITTED IN WRITING TO THE RE AS FOLLOWS:

CHANGES TO THE SCHEDULED HOURS FOR "TEMPORARY LANE CLOSURES" ARE TO 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" ARE TO BE SUBMITTED TO THE RE AS SPECIFIED IN THE SPECIFICATIONS.

26. WHERE MILLING OR HMA PAVING IS PERFORMED AND THE LANE IS TO BE RE–OPENED TO TRAFFIC EACH DAY, APPLY TEMPORARY TRAFFIC STRIPES.

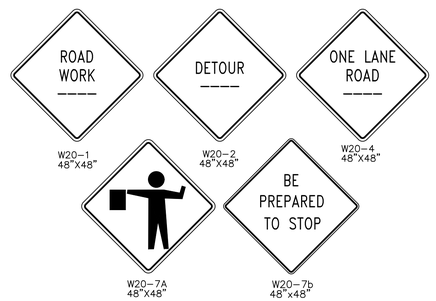
PROJECT SPECIFIC NOTES FOR TRAFFIC CONTROL

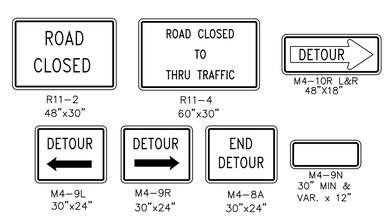
1. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MAINTAINING TRAFFIC & PEDESTRIAN CONTROL AND SAFETY DURING THE COURSE OF THE PROJECT.
2. NOTICE REQUIREMENTS FOR TRAFFIC IMPACT NOTICES AND CHANGES ON NJDOT–SPECIFIC TRAFFIC OPERATIONS (TO) FORM ARE WAIVED. THE CONTRACTOR IS TO PROVIDE THE REQUIRED NOTICES THROUGH OTHER FORMS OR MEANS ACCEPTABLE TO THE RE.
3. CONTRACTOR IS TO OBTAIN APPROVAL FROM THE RE FOR THE CONSTRUCTION STAGING, TRAFFIC CONTROL PLAN AND DETOUR PRIOR TO IMPLEMENTATION.
4. TEMPORARY LANES CLOSURES AND/OR TEMPORARY ROAD CLOSURES WILL BE PERMITTED IN ACCORDANCE WITH THE FOLLOWING SCHEDULE:
   A. MONDAY THROUGH FRIDAY: 7:00 AM – 5:00 PM
   B. SATURDAY: AS APPROVED BY THE RE
5. TRAFFIC SHIFTS, MAINTAINING ALL EXISTING THROUGH LANES, WILL BE PERMITTED AT ALL TIMES WITH NO RESTRICTIONS.
6. THE CONTRACTOR IS TO PROVIDE WRITTEN NOTICES OF CONSTRUCTION, AS APPROVED BY THE RE, TO ALL RESIDENTS ALONG THE VARIOUS STREETS AND ALL CONNECTING STREETS TWO (2) WEEKS PRIOR TO START OF ANY ROAD CONSTRUCTION. FLYERS ARE TO BE DELIVERED DIRECTLY TO THE DOOR OR TAPED ON MAILBOXES.
7. ALL CONSTRUCTION SIGNS AND PROTECTIVE DEVICES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND AMENDMENTS THERETO.
8. ALL DETOUR SIGNS TO BE COVERED OR REMOVED WHEN ROAD CLOSINGS AND DETOURS ARE NOT IN USE.
9. ALL CONSTRUCTION SIGNS AND DELINEATION DEVICES ARE TO BE MAINTAINED BY THE CONTRACTOR AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RE. DRUMS ARE TO BE PLACED ON ALL RESET CASTINGS.
10. ACCESS TO ALL DRIVEWAYS ALONG THE VARIOUS STREETS TO BE MAINTAINED DURING CONSTRUCTION TO THE GREATEST EXTENT POSSIBLE. TEMPORARY DISRUPTION TO DRIVEWAY ACCESS WILL BE PERMITTED FOLLOWING ADVANCE NOITCE TO THE PROPERTY OWNER, AND AS APPROVED BY THE RE.
11. POLICE TRAFFIC DIRECTORS WILL BE UTILIZED TO SUPPLEMENT THE TRAFFIC CONTROL PERSONNEL PROVIDED BY THE CONTRACTOR AS DIRECTED BY THE RE.
12. ADDITIONAL AND/OR SUPPLEMENTAL SIGNS AND TRAFFIC CONTROL DEVICES NOT SPECIFICALLY SHOWN BUT NECESSARY TO PROVIDE ADEQUATE WORK ZONE SAFETY, AS REQUIRED BY THE MUTCD OR AS DIRECTED BY THE RE, ARE INCLUDED HEREIN AS PART OF THE REQUIRED TRAFFIC CONTROL PLAN.

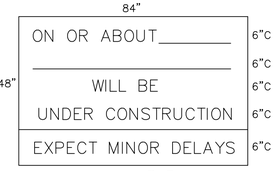
RECOMMENDED TAPER LENGTH AND SPACING FOR CHANNELIZING TAPERS						RECOMMENDED SPACING ALONG TANGENTS
REGULATORY APPROACH SPEED OF TRAFFIC MILES/HOUR	MINIMUM TAPER RATIO IN LENGTH PER FOOT OF WIDTH	MINIMUM TAPER LENGTH L - FOR LANE WIDTHS			MAXIMUM DEVICE (B) SPACING ALONG TAPERS IN FEET	MAXIMUM DEVICE (D) SPACING ALONG TANGENTS IN FEET
		10'	11'	12'		
25	10.5:1	105	115	125	25	50
30	15:1	150	165	180	30	60
35	20.5:1	205	225	245	35	70
40	27:1	270	300	325	40	80
45	45:1	450	495	540	45	90
50	50:1	500	550	600	50	100
55	55:1	550	605	660	55	110
60	60:1	600	660	720	60	120
65	65:1	650	715	780	65	130

NOTES:

1. AVOIDANCE MANEUVER IS FOR A SPEED, PATH, AND/OR DIRECTION CHANGE PRIOR TO THE BEGINNING OF CHANNELIZING TAPERS.
2. RECOMMENDED DISTANCES BETWEEN TWO SEPARATE LANE CLOSURES SHALL BE DOUBLE THE VALUES SHOWN ABOVE. RURAL AND URBAN ROAD DESIGNATIONS SHALL BE AS DEFINED IN THE NJDOT.
3. STATE HIGHWAY STRAIGHT LINE DIAGRAMS.
4. DESIRABLE VALUES SHALL BE PROVIDED WHEREVER POSSIBLE. IF IT IS NOT FEASIBLE OR PRACTICAL TO PROVIDE DESIRABLE VALUES BECAUSE OF HORIZONTAL OR VERTICAL CURVATURE OR IF RELOCATION OF THE TAPER IS NOT POSSIBLE, THEN MINIMUM VALUES CAN BE APPLIED. WHEN MINIMUM VALUES ARE USED, SPECIAL ATTENTION SHOULD BE GIVEN TO THE USE OF SUITABLE TRAFFIC CONTROL DEVICES FOR PROVIDING ADVANCED WARNING OF THE CONDITIONS THAT ARE LIKELY TO BE ENCOUNTERED.
5. TAPERS SHALL BE LOCATED TO MAXIMIZE THE VISIBILITY OF THEIR TOTAL LENGTH.
6. THE MAXIMUM DEVICE SPACING ALONG CURVES SHALL BE AS DEFINED FOR TAPERS (B) IN THE ABOVE TABLE.







DISTANCE LEGEND: SIGN NUMBER FOLLOWED BY LETTER AND DISTANCE

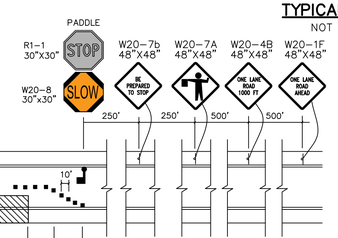
LETTER	DISTANCE
A	1500'
B	1000'
C	500'
D	_ MILE
E	_ MILES AHEAD
F	AHEAD

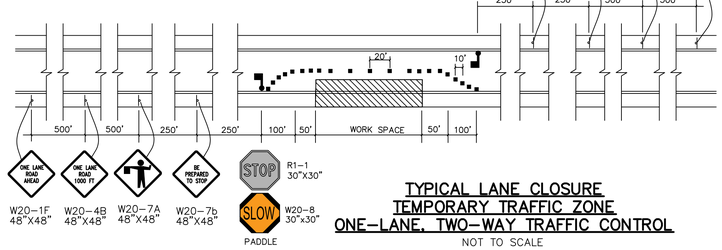
SIGN "A"

NOTE:
SIGN A TO BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO ACTUAL CONSTRUCTION

TYPICAL SIGNAGE

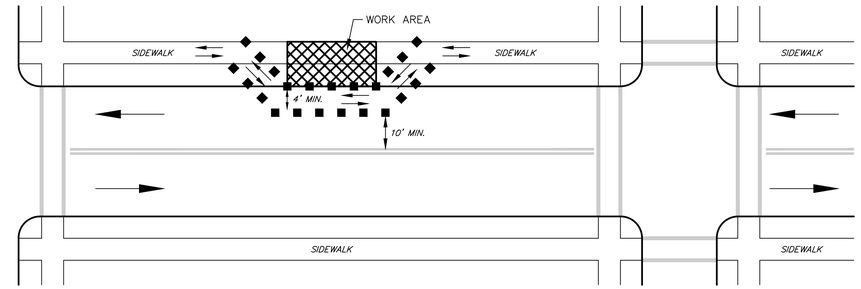
NOT TO SCALE





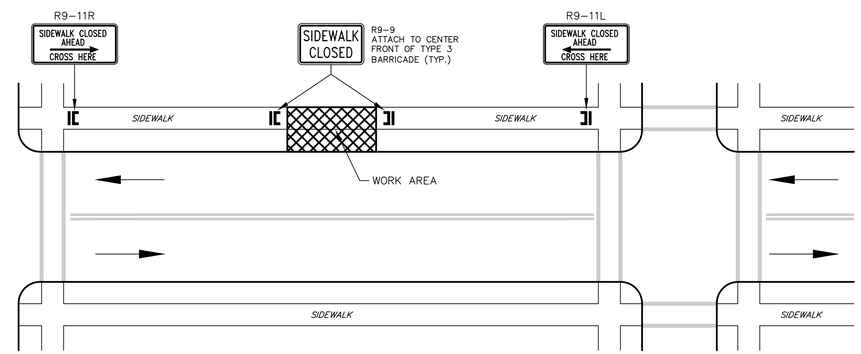
TYPICAL LANE CLOSURE
TEMPORARY TRAFFIC ZONE
ONE–LANE, TWO–WAY TRAFFIC CONTROL

NOT TO SCALE



TEMPORARY WALKWAY

NOT TO SCALE



ALTERNATE ROUTE

NOT TO SCALE

NOTES FOR TEMPORARY WALKWAYS:

1. ONLY TRAFFIC CONTROL DEVICES CONTROLLING PEDESTRIAN FLOWS ARE SHOWN. OTHER DEVICES ARE REQUIRED TO CONTROL TRAFFIC ON THE STREET. SEE TYPICAL LANE CLOSURE DETAIL WHERE REQUIRED.
2. PROVIDE A TEMPORARY WALKWAY A MINIMUM OF 48" WIDE AROUND THE WORK SPACE IF WALKWAY IS CLOSED TO PEDESTRIANS. MAINTAIN A MINIMUM TRAVELED WAY WIDTH OF 10 FEET. PROVIDE LANE SHIFTS, LANE CLOSURES, OR ENCROACH INTO OPPOSITE DIRECTION OF TRAFFIC AS PER TYPICAL LANE CLOSURE DETAIL IF THE MINIMUM CANNOT BE ACHIEVED.
3. DIRECT PEDESTRIANS TO THE ALTERNATE ROUTE IF THE TEMPORARY WALKWAY CANNOT BE PROVIDED.
4. CONSTRUCT TEMPORARY WALKWAY WITH PAVED SURFACE AND TEMPORARY DEPRESSED CURB SO THAT IT IS TRAVERSABLE BY A WHEELCHAIR.
5. COMPLETE WORK ON ONE SIDE OF STREET WITHIN WORK LIMITS AND REOPEN PRIOR TO STARTING WORK ON THE OTHER SIDE WHEN SIDEWALKS EXIST ON BOTH SIDES OF THE ROAD.
6. MOUNT SIGNS ON BARRICADES OR 7 FEET MINIMUM HEIGHT ABOVE THE SIDEWALK.
7. USE A MINIMUM 20 FOOT CORNER RADIUS TO DEVELOP A TEMPORARY WALKWAY AROUND A CORNER.
8. DIRECT PEDESTRIANS TO AN INTERSECTION OR MARKED CROSSWALK AS AN ALTERNATE ROUTE WHEN POSSIBLE.
9. DO NOT DIRECT PEDESTRIANS TO OPPOSITE SIDE OF THE ROAD IF THE SIDEWALK DOES NOT EXIST ON THE OPPOSITE SIDE OF THE ROAD.
10. PROVIDE A 5'x5' PASSING AREA EVERY 200 FEET OF TEMPORARY SIDEWALK.

0 200 400
SCALE: 1" =200'

NO.	DATE	REVISION
1	9/15/23	NO CHANGES THIS SHEET

DRAWN BY:	CHECKED BY:	SCALE
AMH	PWF	AS NOTED

Digitally signed by Paul Ferriero
Date: 2023.09.15 15:37:00-04'00'

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TRAFFIC CONTROL PLAN 1

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 9 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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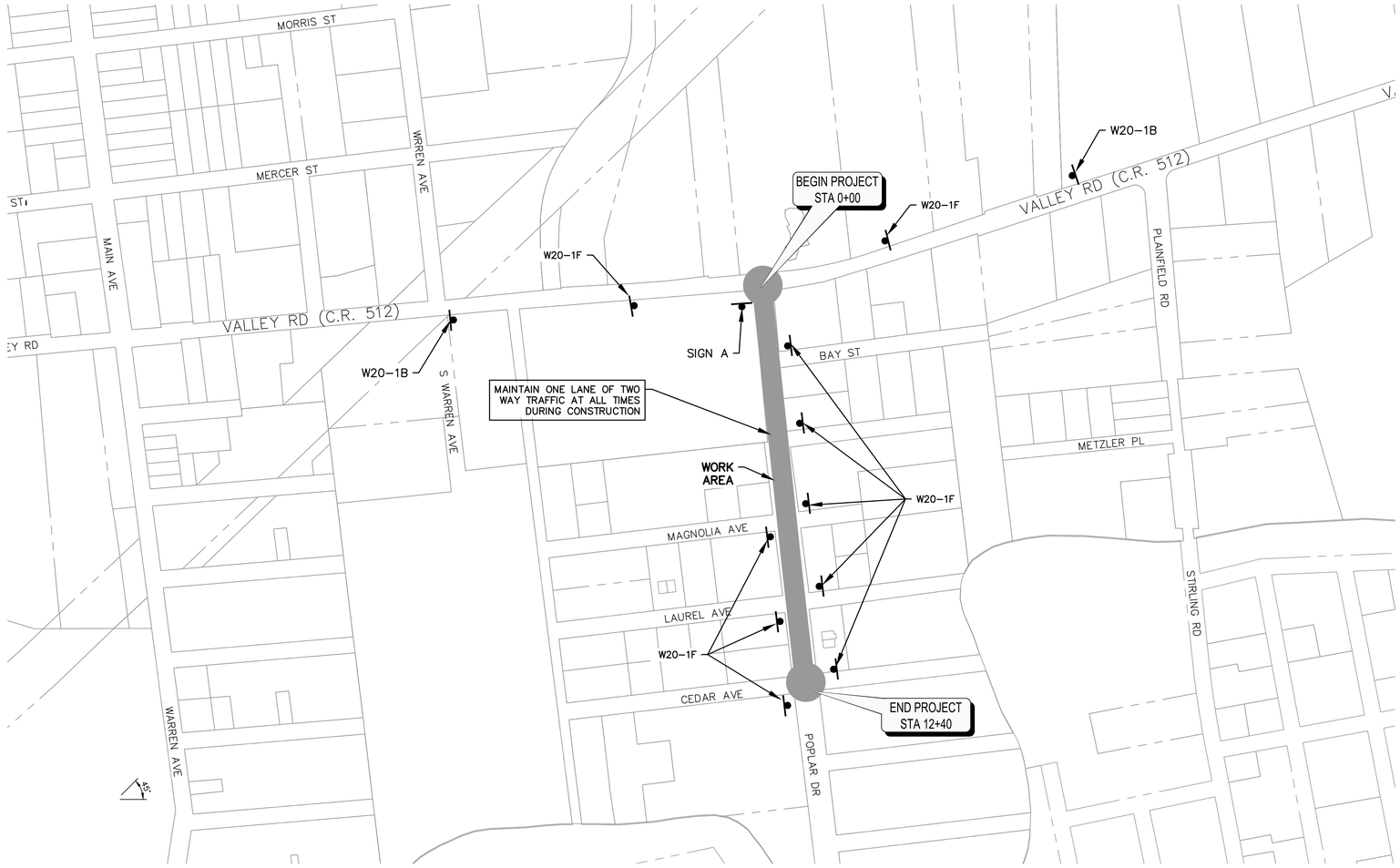

TRAFFIC CONTROL PLAN

SCALE: 1" = 200'

0 200 400

SCALE: 1" =200'

SCHEDULE OF CONSTRUCTION SIGNS					
SIGN DESIGNATION	SIGN DESCRIPTION	SIZE	SIGN AREA (SF)	QUANTITY	TOTAL SIGN AREA (SF)
SIGN 'A'	ON OR ABOUT...	84"x48"	28	1	28
W20-1B	ROAD WORK 1000 FT	48"x48"	16	2	32
W20-1F	ROAD WORK AHEAD	48"x48"	16	12	192
W20-4B	ONE LANE ROAD 1000 FT	48"x48"	16	2	32
W20-7A	FLAGMAN (SYMBOL)	48"x48"	16	2	32
W20-7b	BE PREPARED TO STOP	48"x48"	16	2	32
			TOTAL SIGN AREA		348

NOTE:
1. CONSTRUCTION SIGNS INCLUDED IN THIS SCHEDULE BUT NOT INDICATED ON THE TRAFFIC CONTROL PLAN ARE ANTICIPATED TO BE REQUIRED. FINAL PLACEMENT AND UTILIZATION OF SIGNS TO BE AS REQUIRED BY THE GENERAL NOTES, MUTCD, AND AS DIRECTED BY THE R.E.

NO.	DATE	REVISION
1	9/15/23	NO CHANGES THIS SHEET

DRAWN BY:	CHECKED BY:	SCALE
AMH	PWF	AS NOTED

Digitally signed by Paul Ferriero Date: 2023.09.15 15:37:02-04'00'

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TRAFFIC CONTROL PLAN 2

POPLAR DRIVE IMPROVEMENTS
LONG HILL TOWNSHIP
MORRIS COUNTY
NEW JERSEY

SHEET 10 OF 10

ORIGINAL DATE: 7/10/2023
REVISION: 9/15/2023
PROJECT NO: 22LH102

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