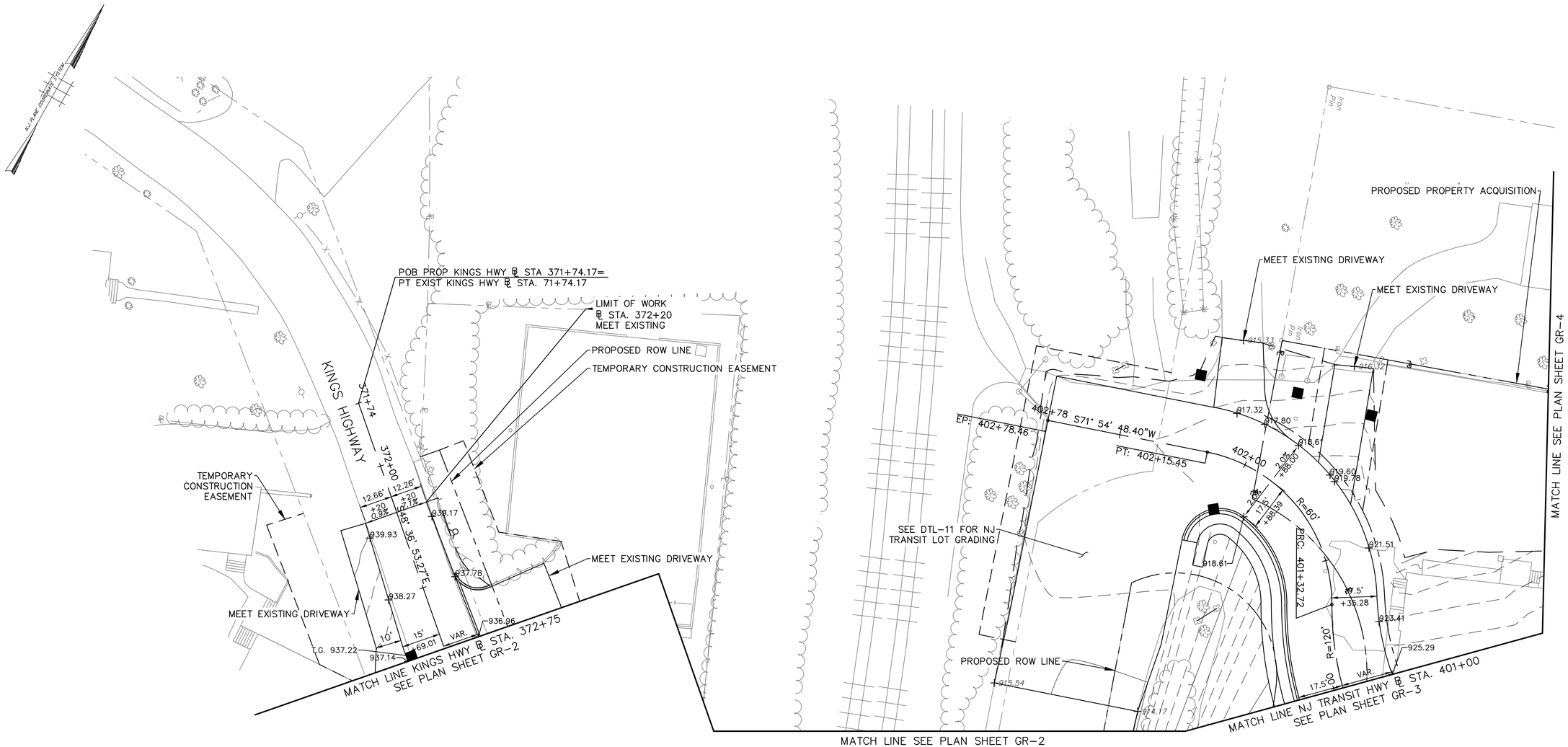



GRAPHIC SCALE
0 20' 40'
1"=20'

NOTES:
1. SEE CONSTRUCTION DETAILS DTL-1 TO DTL-11 FOR ADA CURB RAMP AND DRIVEWAY DETAILS.
2. SPOT ELEVATIONS ARE TAKEN AT 25' INTERVALS UNLESS STATIONS ARE SPECIFIED OR LABELED AS T.G. (TOP OF GRATE). SEE DRAINAGE PLANS INLET LOCATIONS.

G-6
G-6

| Date | Revision | Drawn By: | Checked By: |
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REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL

Township of Roxbury | Morris County | New Jersey

# GRADES -6-

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Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: K.J.A.
Checked By:
Sheet #: 39 of 175

TY LIN INTERNATIONAL
FILE: C:\hms\pwcache\copy of saiemcyer@gpinet.com#ylin americas#0158099.361193-C-GR.dwg
TIME:10:53 AM
DATE:10/28/2022
USER:Charles Wysowaty
PROJECT:

## LEGEND

- BREAKAWAY BARRICADES
- BREAKAWAY BARRICADES WITH SIGNS
- CONSTRUCTION SIGNS
- DRUMS
- CONE
- PRECAST CONCRETE CURB CONSTRUCTION BARRIER (TYPE SPECIFIED)
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DIRECTOR, FLAGGER
- TRAILER 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
- TEMPORARY PAVEMENT
- PAINT STRIPING TRUCK OF OTHER OPERATING VEHICLE
- TEMPORARY SHEETING

| REGULATORY APPROACH SPEED OF TRAFFIC MILES/HOUR | RECOMMENDED SIGHT DISTANCE TO BEGINNING OF CHANNELIZING TAPERS | | |
|---|---|---|---|
| | DESIRABLE | | MINIMUM |
| | RURAL FEET | URBAN FEET | RURAL AND URBAN FEET |
| 25 | 375 | 525 | 150 |
| 30 | 450 | 625 | 200 |
| 35 | 525 | 725 | 250 |
| 40 | 600 | 825 | 325 |
| 45 | 675 | 925 | 400 |
| 50 | 750 | 1025 | 475 |
| 55 | 875 | 1150 | 550 |
| 60 | 1000 | 1275 | 650 |
| 65 | 1050 | | 725 |

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.
3. RURAL AND URBAN ROAD DESIGNATIONS SHALL BE AS DEFINED IN THE NJDOT 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.

| 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 10' | 11' | 12' | MAXIMUM DEVICE (B) SPACING ALONG TAPERS IN FEET | MAXIMUM DEVICE (D) SPACING ALONG TANGENTS IN FEET |
| 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 |

NOTE:

THE MAXIMUM DEVICE SPACING ALONG CURVES SHALL BE AS DEFINED FOR TAPERS (B) IN THE ABOVE TABLE.

## 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 AS APPROVED BY THE ENGINEER 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 W20–1F SIGN (ROAD WORK AHEAD) AS A MINIMUM.
5. ALL EXISTING ROAD SIGNS, PAVEMENT MARKINGS, AND / PLOWABLE PAVEMENT REFLECTORS WHICH CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN ARE TO BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER.
6. MAINTENANCE AND PROTECTION OF TRAFFIC TO BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES – PART 6 "TEMPORARY TRAFFIC CONTROL", UNLESS OTHERWISE NOTED IN THE PLANS AND SPECIFICATIONS.
7. CONSTRUCTION SIGNS W8–11 (UNEVEN LANES) AND W8–15 (GROOVED PAVEMENT) TO BE USED WHEN SUCH PAVEMENT CONDITIONS EXIST. THE PLACEMENT OF THESE SIGNS TO BE AS DIRECTED BY THE ENGINEER.
8. 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 ENGINEER AS SPECIFIED IN THE SPECIFICATIONS.
9. 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 AREAS WITHIN THE CLEAR ZONE NOT COVERED BY CONCRETE BARRIER CURB ARE TO BE BACKFILLED.
10. WHERE REQUIRED, THE CONTRACTOR IS TO MAKE PROVISIONS FOR MAINTAINING PEDESTRIAN CROSSING LOCATIONS AND TYPE AS DIRECTED BY THE ENGINEER.
11. HOT MIX ASPHALT PLACED DURING 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.
12. 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 OR UTILIZING DETOURS.
13. 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.
14. DO NOT CONSTRUCT THE FINAL HMA SURFACE PAVEMENT UNTIL THE FINAL STAGE OF THE PROJECT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SET MANHOLES AND INLETS TO TEMPORARY GRADES DETERMINED IN THE FIELD 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.
15. PLACE TRAFFIC CONTROL DEVICES FOR LANE CLOSURES INCLUDING SIGNS, CONES, BARRICADES, ETC. AS SHOWN ON PLANS. NO SIGNS ARE TO BE PLACED WITHOUT ACTUAL CLOSURES AND REMOVE IMMEDIATELY UPON REMOVAL OF THE CLOSURES. PLACEMENT OF DRUMS ON DRIVEWAYS TO BE COORDINATED WITH BUSINESSES TO PROVIDE ACCESS DURING BUSINESS HOURS.
16. CONES MAY BE SUBSTITUTED FOR DRUMS AND INSTALLED UPON THE APPROVAL OF THE ENGINEER.
17. CONSTRUCTION ZONE SPEED LIMIT WILL BE DETERMINED BY THE ENGINEER AT THE TIME OF OR DURING CONSTRUCTION.
18. 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 ENGINEER.
19. WHERE THE DIFFERENCE BETWEEN EXISTING AND PROPOSED PAVEMENT ELEVATIONS ARE GREATER THAN 2–INCHES, CONSTRUCT PROPOSED HMA PAVEMENT BUILDUP OVER EXISTING PAVEMENT TO AN ELEVATION 2–INCHES BELOW PROPOSED FINAL PAVEMENT ELEVATIONS AND TRANSITION TO MEET EXISTING PAVEMENT ON APPROACH/TRAIL AND AT DRIVEWAYS AS INDICATED ON TRAFFIC CONTROL PLANS PRE–STAGE 1 THROUGH STAGE 3C. FINAL HMA SURFACE COURSE TO BE PLACED DURING STAGE 4.
20. ALL PROPOSED INLETS CONSTRUCTED DURING STAGES PRE–STAGE 1 THROUGH STAGE 3C TO SET GRATE ELEVATIONS 2–INCHES BELOW PROPOSED ELEVATIONS INDICATED ON DRAINAGE PLANS. ALL INLETS TO BE RESET TO PROPOSED GRADES DURING STAGE 4, JUST PRIOR TO PLACEMENT OF FINAL HMA SURFACE COURSE.
21. TRAFFIC IMPACT TERMS:
    WHEN THE FOLLOWING TERMS ARE USED, THE INTENT AND MEANING IS 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. THS 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.
22. WHERE MILLING OR HMA PAVING IS PERFORMED AND THE LANE IS TO BE RE–OPENED TO TRAFFIC EACH DAY, APPLY TEMPORARY TRAFFIC STRIPES.
23. THE STATION / OFFSET INFORMATION FOR THE CONSTRUCTION BARRIER CURB PLACEMENT PROVIDED ON THE FOLLOWING TRAFFIC CONTROL & STAGING PLANS IS MEASURED TO THE CENTER OF THE CONSTRUCTION BARRIER CURB.

## TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM TRAVEL LANE(S) WIDTH OF 11 FEET DURING ALL CONSTRUCTION OPERATIONS.
2. NO LANE CLOSURES WILL BE PERMITTED ON THE FOLLOWING HOLIDAYS.

   EASTER SUNDAY (INCLUDING 6:00 AM SATURDAY UNTIL NOON MONDAY)
   MEMORIAL DAY (SEE NOTE BELOW)
   JULY 4TH (SEE NOTE BELOW)
   LABOR DAY (SEE NOTE BELOW)
   ELECTION DAY (6:00 AM UNTIL 8:00 PM THE DAY OF)
   THANKSGIVING DAY (SEE NOTE BELOW)
   CHRISTMAS DAY (SEE NOTE BELOW)
   NEW YEAR'S DAY (SEE NOTE BELOW)

   NOTE:

| IF HOLIDAY FALLS ON | NO LANE CLOSURES PERMITTED |
|---|---|
| SUNDAY OR MONDAY | 6:00 AM FRIDAY UNTIL NOON TUESDAY |
| TUESDAY | 6:00 AM FRIDAY UNTIL NOON WEDNESDAY |
| WEDNESDAY | 6:00 AM TUESDAY UNTIL NOON THURSDAY |
| THURSDAY | 6:00 AM WEDNESDAY UNTIL NOON MONDAY |
| FRIDAY OR SATURDAY | 6:00 AM THURSDAY UNTIL NOON MONDAY |

3. LANE CLOSURES WILL BE PERMITTED AT ANY DAY DURING 8 PM – 6 AM (NEXT DAY).

| TRAFFIC CONTROL – INDEX OF SHEETS | |
|---|---|
| TC–1 | LEGEND/GENERAL NOTES |
| TC–2 | SIGN SCHEDULE |
| TC–3 | STAGING SEQUENCE & DETAILS |
| TC–4 | STAGING CROSS SECTIONS |
| TC–5 | PRE–STAGE 1 |
| TC–6 & TC–7 | STAGE 1 |
| TC–8 & TC–9 | STAGE 2 |
| TC–10 & TC–11 | STAGE 3A |
| TC–12 & TC–13 | STAGE 3B |
| TC–14 & TC–15 | STAGE 3C |
| TC–16 TO TC–25 | TEMPORARY SIGNAL PLANS |

TC-1
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|
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REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL

Township of Roxbury — Morris County — New Jersey

# TRAFFIC CONTROL AND STAGING PLANS -1-
## LEGEND/GENERAL NOTES


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Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: KJA
Checked By:
Sheet #: 40 of 175


TY LIN INTERNATIONAL
FILE: C:\bms\tyli-pw\kalanigam__gpinet\d0158099\C-TC-Notes and PreStage.dwg
TIME: 12:39 PM
DATE: 10/28/2022
USER: Kim Alanigan
PROJECT:

# SCHEDULE OF SIGNS FOR TRAFFIC CONTROL

| | SIGN DESIGNATION AND SIZE | AREA (SF) | REQ'D QUANTITY (MAX. # ANY STAGE) | TOTAL AREA (SF) | COLOR BACKGROUND/ BRDR-LGND | | SIGN DESIGNATION AND SIZE | AREA (SF) | REQ'D QUANTITY (MAX. # ANY STAGE) | TOTAL AREA (SF) | COLOR BACKGROUND/ BRDR-LGND |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  | G20-2A 48" X 24" | 8.00 | 6 | 48.00 | ORANGE/BLACK |  | W20-1F 48" X 48" | 16.00 | 3 | 48.00 | ORANGE/BLACK |
|  | G20-5aP 36" X 24" | 6.00 | 4 | 24.00 | ORANGE/BLACK |  | W20-4B 48" X 48" | 16.00 | 2 | 32.00 | ORANGE/BLACK |
|  | R(NJ)3-8AA 30" X 30" | 6.25 | 2 | 12.50 | WHITE/BLACK |  | W20-7A 48" X 48" | 16.00 | 2 | 32.00 | ORANGE/BLACK |
|  | R(NJ)3-8F 30" X 30" | 6.25 | 2 | 12.50 | WHITE/BLACK |  | W20-7B 48" X 48" | 16.00 | 2 | 32.00 | ORANGE/BLACK |
|  | R(NJ)3-8U 30" X 30" | 6.25 | 0 | 0.00 | WHITE/BLACK |  | W3-3 36" X 36" | 9.00 | 1 | 9.00 | ORANGE/BLACK |
|  | R(NJ)5-17 (S) 48" X 30" | 10.00 | 3 | 30.00 | ORANGE/BLACK |  | W5-1 (S) 48" X 48" | 16.00 | 2 | 32.00 | ORANGE/BLACK |
|  | R11-2 48" X 30" | 10.00 | 2 | 20.00 | ORANGE/BLACK |  | W8-11 48" X 48" | 16.00 | 4 | 64.00 | ORANGE/BLACK |
|  | R1-2 36" X 36" X 36" | 3.90 | 1 | 3.90 | ORANGE/BLACK |  | W8-15 48" X 48" | 16.00 | 4 | 64.00 | ORANGE/BLACK |
|  | R2-1 36" X 48" | 12.00 | 4 | 48.00 | WHITE/BLACK |  | R9-9 24" X 12" | 2.00 | 4 | 8.00 | WHITE/BLACK |
|  | R3-7R 36" X 36" | 9.00 | 0 | 0.00 | WHITE/BLACK | | | | TOTAL REQUIRED AREA OF CONSTRUCTION SIGNS | 745.9 SF | |
|  | R3-8B 48" X 30" | 10.00 | 2 | 20.00 | WHITE/BLACK | | | | | | |
|  | W11-2 48" X 48" | 16.00 | 0 | 0.00 | ORANGE/BLACK | | | | | | |
|  | W1-4aL 48" X 48" | 16.00 | 2 | 32.00 | ORANGE/BLACK | | | | | | |
|  | W1-4aR 48" X 48" | 16.00 | 1 | 16.00 | ORANGE/BLACK | | | | | | |
|  | W1-4bL 48" X 48" | 16.00 | 1 | 16.00 | ORANGE/BLACK | | | | | | |
|  | W1-6 48" X 24" | 8.00 | 5 | 40.00 | ORANGE/BLACK | | | | | | |
|  | W16-2P 24" X 18" | 3.00 | 2 | 6.00 | ORANGE/BLACK | | | | | | |
|  | W16-7PR 24" X 12" | 2.00 | 0 | 0.00 | ORANGE/BLACK | | | | | | |
|  | W20-1A 48" X 48" | 16.00 | 3 | 48.00 | ORANGE/BLACK | | | | | | |
|  | W20-1D(1/2) 48" X 48" | 16.00 | 3 | 48.00 | ORANGE/BLACK | | | | | | |

TC-2
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|
| | | | |

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL

Township of Roxbury — Morris County — New Jersey

## TRAFFIC CONTROL AND STAGING PLANS -2-
### SIGN SCHEDULE


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PROFESSIONAL ENGINEER N.J. LICENSE NO. 24GE04713200


Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: KJA
Checked By:
Sheet #: 41 of 175


PROJECT:
USER:Kim Alansigan
TIME:12:39 PM
DATE:10/28/2022
TY LIN INTERNATIONAL
FILE: C:\bms\ylj-pw\kalansigan_gpinet\d0158099\C-TC-Notes and PreStage.dwg

# CONSTRUCTION STAGING SEQUENCE:

## GENERAL STAGING AND SEQUENCE NOTES:

1. PROPOSED IMPROVEMENTS IDENTIFIED IN THE STAGING SEQUENCE INCLUDE THE MAJORITY OF PROPOSED ELEMENTS AND MAY NOT BE ALL INCLUSIVE. THE OMISSION OF ANY ITEM IN THE SEQUENCE NOTES DOES NOT RELIEVE THE CONTRACTOR'S RESPONSIBILITY FROM CONSTRUCTING ALL PROPOSED IMPROVEMENTS AND PROVIDING THE NECESSARY TRAFFIC CONTROL PROTECTION.
2. COORDINATE WITH THE PROJECT'S DESIGNATED NJ TRANSIT REPRESENTATIVE FOR ACCESS TO WORK AREAS IN PROXIMITY TO ALL RAILROAD TRACKS. WORK TO BE CONSTRUCTED MUST BE IN CONFORMANCE WITH NJ TRANSIT'S SAFETY REQUIREMENTS.
3. ESTABLISHMENT OF TRAFFIC PATTERNS FOR EACH STAGE, INCLUDE THE FOLLOWING AND AS NOTED ON THE PLANS: PROVIDE ADVANCE WARNING SIGNS, STRIPING, CONSTRUCTION BARRIER CURB, TEMPORARY CRASH CUSHION, BARRICADES, DRUMS AND OTHER TRAFFIC CONTROL DEVICES; THIS ACTIVITY ALSO INCLUDES PROVIDING/ REMOVING/ RESETTING CONSTRUCTION BARRIER CURB AND TEMPORARY CRASH CUSHIONS, AND OBLITERATING CONFLICTING TRAFFIC STRIPE FROM THE PREVIOUS STAGE. ADDITIONAL REQUIREMENTS TO BE PROVIDED AS NOTED ON PLANS OR BY SPECIFICATIONS.

## PRE–STAGE 1

1. CONSTRUCT TEMPORARY TRAFFIC SIGNAL ON LANDING ROAD (CR 631)–LAKESIDE BLVD (CR 616) INTERSECTION.
2. RECONSTRUCT NB SHOULDER ALONG LANDING ROAD (CR 631) TO ALLOW TRAFFIC SHIFT ON SHOULDER UTILIZING FLAGGING OPERATIONS.
3. CONSTRUCT TEMPORARY NJ TRANSIT PARKING LOT CONNECTION.
4. ESTABLISH PRE–STAGE 1 TRAFFIC CONTROL PATTERN, INCLUDING SIGNS, STRIPING AND TRAFFIC CONTROL DEVICES AS INDICATED ON TC–5. DRUMS WILL SUBSTITUTE CONSTRUCTION BARRIER CURB TEMPORARILY.
5. CONSTRUCT DRAINAGE IMPROVEMENTS ON LANDING ROAD AND KINGS HIGHWAY.
6. PLACE TEMPORARY SHEETING AND CONSTRUCT HMA OVERLAY WORK ON KINGS HIGHWAY–LANDING ROAD (CR 631) INTERSECTION AND DRIVEWAYS IN LIFTS AS SHOWN ON TC–4 UTILIZING LOCAL POLICE ASSISTANCE. PAVEMENT LIFTS TO BE SET 2" BELOW FINAL GRADES. CONTRACTOR TO ENSURE THE THE PAVEMENT SECTION ACROSS THE FULL ROADWAY WIDTH IS UNIFORM PRIOR TO THE COMPLETION OF A WORK SHIFT.
7. PLACE CONSTRUCTION BARRIER CURB AND TEMPORARY CRASH CUSHIONS AS INDICATED ON TC–5.
8. CONSTRUCT FINAL AND TEMPORARY FULL–DEPTH PAVEMENT, CURB, INLETS, RETAINING WALL, STAIRS, AND SIDEWALK ALONG LANDING ROAD (CR 631) SOUTHBOUND.
9. REMOVE RAISED MEDIANS/ISLANDS, SIGNAL POLES, AND FOUNDATIONS ON LANDING ROAD (CR 631)–LAKESIDE BLVD (CR 616) INTERSECTION. CONSTRUCT FULL–DEPTH PAVEMENT ON FORMER ISLANDS.

## STAGE 1

1. ESTABLISH STAGE 1 TRAFFIC CONTROL PATTERN, INCLUDING SIGNS, STRIPING AND TRAFFIC CONTROL DEVICES AS INDICATED ON TC–6 & TC–7. DRUMS WILL SUBSTITUTE CONSTRUCTION BARRIER CURB TEMPORARILY.
2. CONSTRUCT DRAINAGE IMPROVEMENTS ON LANDING ROAD, MT. ARLINGTON BOULEVARD AND NJ TRANSIT DRIVEWAY. INLETS ADJACENT TO PROPOSED CURB TO BE CONSTRUCTED WITH TYPE 'E' GRATES TEMPORARILY.
3. CONSTRUCT HMA OVERLAY WORK ON MOUNT ARLINGTON BOULEVARD (CR 616) – LANDING ROAD (CR 631) INTERSECTION IN LIFTS UTILIZING LOCAL POLICE ASSISTANCE.
4. PLACE CONSTRUCTION BARRIER CURB AND TEMPORARY CRASH CUSHIONS AS INDICATED ON TC–6 & TC–7.
5. CONSTRUCT SOUTH SIDE OF LANDING ROAD (CR 631) BRIDGE WITH 4' TEMPORARY SIDEWALK. SEE BRIDGE PLANS FOR DETAILS.
6. CONSTRUCT ROADWAY IMPROVEMENTS INCLUDING FULL–DEPTH PAVEMENT, DRIVEWAY, RETAINING WALL, CURB, DRAINAGE STRUCTURES, SIDEWALK, TEMPORARY PAVEMENT AND GUIDE RAIL ALONG LANDING ROAD (CR 631) AND MOUNT ARLINGTON BOULEVARD (CR 616).
7. CONSTRUCT PROPOSED TRAFFIC SIGNAL EQUIPMENT INCLUDING POLES, FOUNDATIONS, CONTROLLER, JUNCTION BOXES AND CONDUITS WITHIN THE ESTABLISHED WORK ZONES.

## STAGE 2

1. RECONFIGURE TEMPORARY TRAFFIC SIGNAL.
2. ESTABLISH STAGE 2 TRAFFIC CONTROL PATTERN, INCLUDING SIGNS, STRIPING AND TRAFFIC CONTROL DEVICES AS INDICATED ON TC–8 & TC–9.
3. CONSTRUCT NORTH SIDE OF LANDING ROAD (CR 631) BRIDGE. SEE BRIDGE PLANS FOR DETAILS.
4. CONSTRUCT ROADWAY IMPROVEMENTS INCLUDING FULL–DEPTH PAVEMENT, DRIVEWAY, RETAINING WALL, CURB, SIDEWALK AND GUIDE RAIL ALONG LANDING ROAD (CR 631) AND KINGS HIGHWAY.
5. REMOVE PAVEMENT AND CONSTRUCT GRADING IMPROVEMENTS ALONG NJ TRANSIT PARKING LOT.

## STAGE 3A

1. RECONFIGURE TEMPORARY TRAFFIC SIGNAL.
2. ESTABLISH STAGE 3A TRAFFIC CONTROL PATTERN, INCLUDING SIGNS, STRIPING AND TRAFFIC CONTROL DEVICES AS INDICATED ON TC–10 & TC–11.
3. REMOVE TEMPORARY PAVEMENT AND CONSTRUCT ROADWAY IMPROVEMENTS INCLUDING, HMA OVERLAY, FULL–DEPTH PAVEMENT, DRIVEWAY, RETAINING WALL, CURB, DRAINAGE STRUCTURES, GUIDE RAIL, CRASH CUSHION, AND SIDEWALK ALONG LANDING ROAD (CR 631) AND MOUNT ARLINGTON BOULEVARD (CR 616).
4. CONSTRUCT TRAFFIC SIGNAL EQUIPMENT AND ROADWAY IMPROVEMENTS INCLUDING POLES, FOUNDATIONS, SIGNAL HEADS, SIDEWALK, CURB, CONCRETE ISLAND, AND ADA RAMPS ON LANDING ROAD–KINGS HIGHWAY AND LANDING ROAD–MOUNT ARLINGTON BOULEVARD INTERSECTIONS.

## STAGE 3B

1. RECONFIGURE TEMPORARY TRAFFIC SIGNAL.
2. ESTABLISH STAGE 3B TRAFFIC CONTROL PATTERN INCLUDING SIGNS, STRIPING, AND TRAFFIC CONTROL DEVICES AS INDICATED ON TC–12 & TC–13.
3. CONSTRUCT LANDING ROAD (CR 631) CONCRETE ISLAND AND DRAINAGE IMPROVEMENTS (INLETS AND PIPES).
4. CONSTRUCT MT. ARLINGTON BLVD (CR 616) CONCRETE ISLAND.

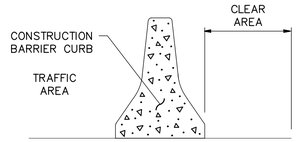
## STAGE 3C

1. RECONFIGURE TEMPORARY TRAFFIC SIGNAL.
2. ESTABLISH STAGE 3C TRAFFIC CONTROL PATTERN, INCLUDING SIGNS, STRIPING, AND TRAFFIC CONTROL DEVICES AS INDICATED ON TC–14 & TC–15.
3. CONSTRUCT TRAFFIC SIGNAL EQUIPMENT AND ROADWAY IMPROVEMENTS INCLUDING POLES, FOUNDATIONS, SIGNAL HEADS, SIDEWALK, CURB, CONCRETE ISLAND, AND ADA RAMPS ALONG MT. ARLINGTON BLVD (CR 616) SLIP RAMP.

## STAGE 4

1. INSTALL LIGHTING IMPROVEMENTS.
2. PLACE FINAL SURFACE COURSE.
3. PLACE FINAL STRIPING AND COMPLETE SIGN INSTALLATION.

# CONSTRUCTION DETAILS:

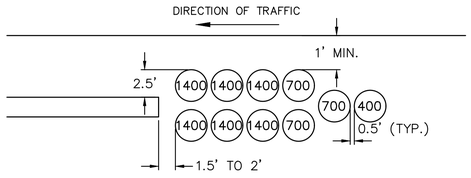



| CONNECTION TYPE | CLEAR AREA |
|---|---|
| A | 39 INCHES |
| B | 33 INCHES |
| C | 12 INCHES |
| D | 0 INCHES |

NOTES:
1. CHANGES TO THE PROPOSED JOINT CLASS AT ANY LOCATION MUST BE APPROVED BY THE COUNTY.
2. NO ROADWAY DROP OFFS, OBSTRUCTIONS, STORAGE OF MATERIALS OR WORK WILL BE PERMITTED IN THE CLEAR AREA UNLESS APPROVED BY THE R.E.

| STAGE | LOCATION | CONNECTION TYPE |
|---|---|---|
| PRE–STAGE 1 | C.R. 631 ℄ STA. 117+21.07 TO STA. 120+17.75 | B |
| STAGE 1 | C.R. 631 ℄ STA. 120+22.60 TO STA. 122+41.31 | D |
| STAGE 1 | C.R. 631 ℄ – C.R. 616 ℄ STA. 124+23.33 TO STA. 251+14.81 | C |
| STAGE 1 | C.R. 616 ℄ STA. 251+14.81 TO STA. 253+19.56 | B |
| STAGE 1 | C.R. 631 ℄ STA. 124+85.23 TO STA. 125+99.11 | D |
| STAGE 1 | C.R. 631 ℄ STA. 125+98.66 TO STA. 130+60.99 | B |
| STAGE 2 | C.R. 631 ℄ STA. 121+90.64 TO STA. 124+30.36 | D |
| STAGE 2 | C.R. 631 ℄ STA. 124+04.86 TO STA. 124+55.72 | D |

## CONSTRUCTION BARRIER, TYPE 4 JOINT CLASS AND CLEAR AREA

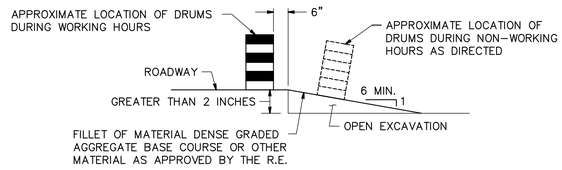



INERTIAL BARRIER NOTES
1. WEIGHT OF MODULES IN POUNDS.
2. DIAMETER OF MODULES IS 3 FEET TYPICAL.

## TEMPORARY CRASH CUSHION INERTIAL BARRIER SYSTEM, 10 MODULES (RATED FOR UP TO 35 MPH)

| STAGE | ITEM | LOCATION | QUANTITY |
|---|---|---|---|
| PRE–STAGE 1 | HMA 19M64 BASE COURSE | AS SHOWN ON PRE–STAGE 1 HATCH | 58 TONS |
| PRE–STAGE 1 | HMA 19M64 BASE COURSE | PAVEMENT LIFTS OUTSIDE FINAL PROPOSED PAVEMENT LIMITS | 664 TONS |
| STAGE 1 | HMA 19M64 BASE COURSE | AS SHOWN ON STAGE 1 HATCH | 14 TONS |
| STAGE 1 | HMA 19M64 BASE COURSE | PAVEMENT LIFTS OUTSIDE FINAL PROPOSED PAVEMENT LIMITS | 143 TONS |

## TEMPORARY PAVEMENT QUANTITIES

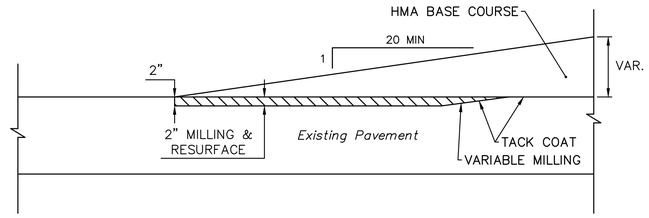



NOTE:
ESCAPE RAMPS MUST BE CONSTRUCTED AND MAINTAINED DURING NON–WORKING HOURS WHERE A VERTICAL DROP GREATER THAN 2 INCHES EXISTS ADJACENT TO TRAVELED LANE.

## ESCAPE RAMP DETAIL

TEMPORARY CRASH CUSHION COMPRESSIVE BARRIER SUMMARY TABLE

| ITEM NO. | DESCRIPTION | DESIGN SPEED | LOCATION STATION/OFFSET | PRODUCT | FOUNDATION | BACKUP SYSTEM |
|---|---|---|---|---|---|---|
| 159200M | TEMPORARY CRASH CUSHION, COMPRESSIVE BARRIER TYPE 2, WIDTH NARROW | 30 MPH | PRE–STAGE 1 (TC–5) C.R.631 ℄ STA. 117+21.07 LT.<br>STAGE 1 (TC–6) C.R.631 ℄ STA. 124+23.33 LT.<br>STAGE 2 (TC–8) C.R.631 ℄ STA. 124+30.36 LT. | QUADGUARD II CZ, 24" WIDE 9'–11" LENGTH | EXISTING/PROPOSED PAVEMENT | STEEL BACKUP |
| | | | | SCI 70 GM, 24" WIDE 13'–6" LENGTH | EXISTING/PROPOSED PAVEMENT | N/A |
| | | | | SHORTRACC, 24" WIDE 14'–3" LENGTH | EXISTING/PROPOSED PAVEMENT | CONCRETE BARRIER CURB |
| | | | | UNIVERSAL TAU–II, 30" WIDE 15'–9" LENGTH | EXISTING/PROPOSED PAVEMENT | PORTABLE CONCRETE BARRIER BACKSTOP |




## PAVEMENT BUILD UP DETAIL

NOTE:
HMA SURFACE COURSE IS NOT SHOWN. PAVEMENT TO BE LIFTED 2" BELOW PROPOSED GRADES WITHIN THE LIMITS INDICATED.

NTS

TC-3
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL
Township of Roxbury Morris County New Jersey

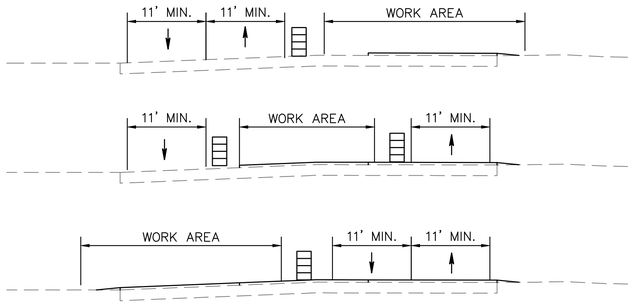
# TRAFFIC CONTROL AND STAGING PLANS -3-
## STAGING SEQUENCE & DETAILS

GPI
Greenman-Pedersen, Inc.
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Brian W. Mausert, PE
PROFESSIONAL ENGINEER N.J. LICENSE NO. 24GE04647900

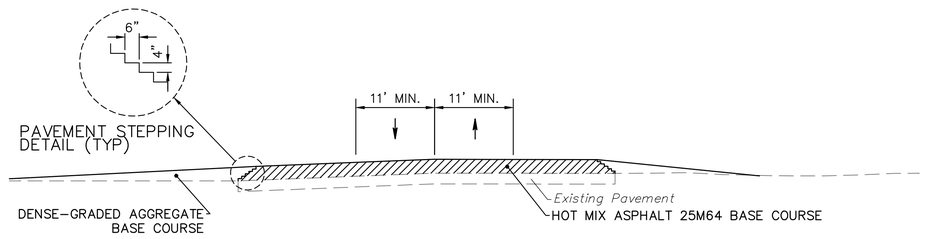
TYLin
100 Enterprise Drive, Suite 510
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Tel. 908.850.3366
Certificate Of Authorization No. 24GA27976000
Sandeep R. Singh, P.E.
PROFESSIONAL ENGINEER N.J. LICENSE NO. 24GE04713200

Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: KJA
Checked By:
Sheet #: 42 of 175

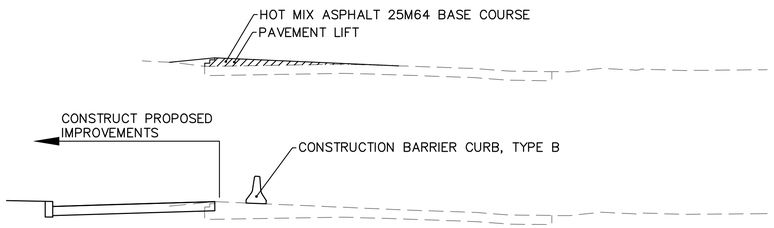
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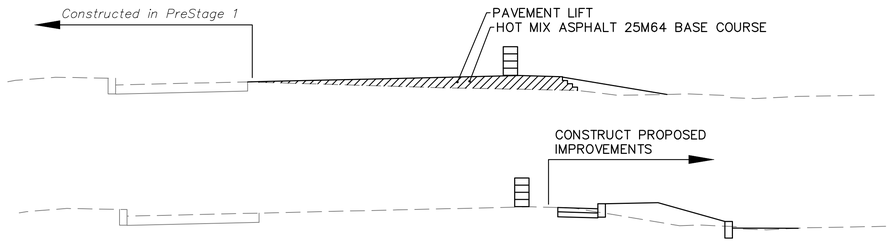

ALTERNATING TRAFFIC PATTERN FOR PAVEMENT LIFTS



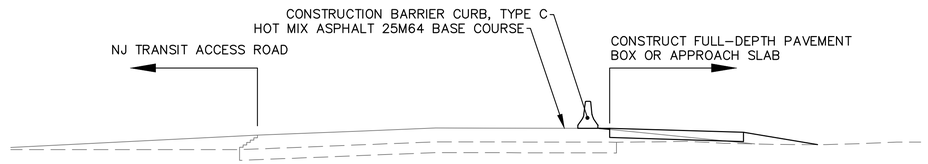

PAVEMENT LIFT DETAIL



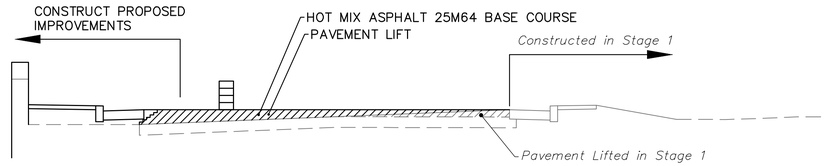

SECTION A–A PRESTAGE–1
(SEE TC–5)



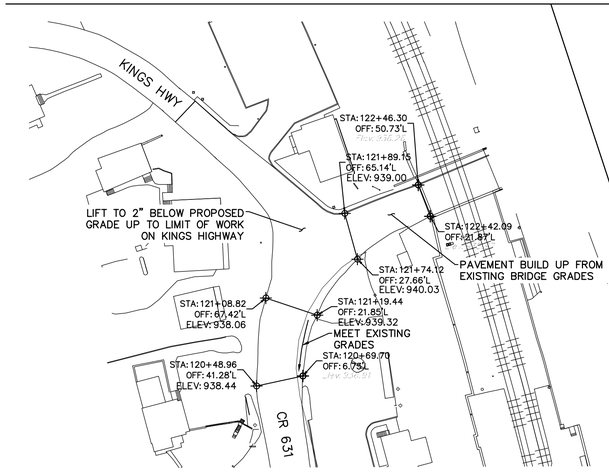

SECTION B–B STAGE 1
(SEE TC–6)



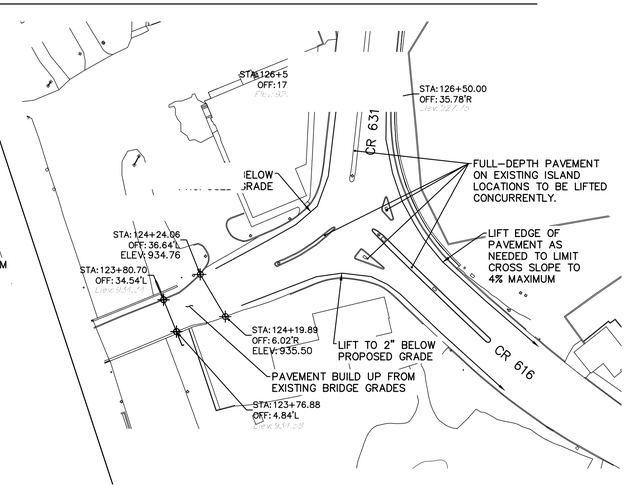

SECTION C–C STAGE 1
(SEE TC–6)




SECTION D–D STAGE 3A
(SEE TC–10)




PRESTAGE 1 PAVEMENT BUILD UP LIMITS




STAGE 1 PAVEMENT BUILD UP LIMITS

NOTES:

1. TRAFFIC TO BE DIRECTED BY LOCAL POLICE. FLAGGING OPERATIONS IN ADDITION TO POLICE ASSISTANCE SHALL BE USED WHERE WORK AREAS ARE LIMITED AND ONLY ONE LANE IS AVAILABLE.
2. LIFT PAVEMENT AFTER CONSTRUCTING DRAINAGE IMPROVEMENTS (PIPES & INLETS) AND PRIOR TO OTHER ROADWAY/BRIDGE IMPROVEMENTS.
3. HMA BASE COURSE PAVEMENT LIFT THICKNESS SHALL BE 4". PAVEMENT EDGE TO BE SLOPED AT 10:1 USING DENSE–GRADED AGGREGATE WHERE CONSTRUCTION BARRIER CURB IS TO BE PLACED. CONTRACTOR TO ENSURE THAT NO DROPOFFS FROM PAVEMENT LIFTS ARE EXPOSED PRIOR TO COMPLETION OF WORK SHIFT. TEMPORARY SHEETING WILL BE USED FOR SECTIONS WHERE 10:1 SLOPE CANNOT MEET EXISTING GROUND. WHERE NO BARRIER CURB IS TO BE PLACED, EDGE OF PAVEMENT MUST BE SUPPORTED BY FILL SLOPED AT 2:1 AFTER 2–FOOT BERM.
4. EXISTING CURB TO BE BURIED DURING PAVEMENT LIFTS. EXISTING CURB WILL BE REMOVED DURING CONSTRUCTION OF PROPOSED ROADWAY IMPROVEMENTS.

NTS

TC-4
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL

Township of Roxbury — Morris County — New Jersey

# TRAFFIC CONTROL AND STAGING PLANS -4-
## STAGING CROSS SECTIONS

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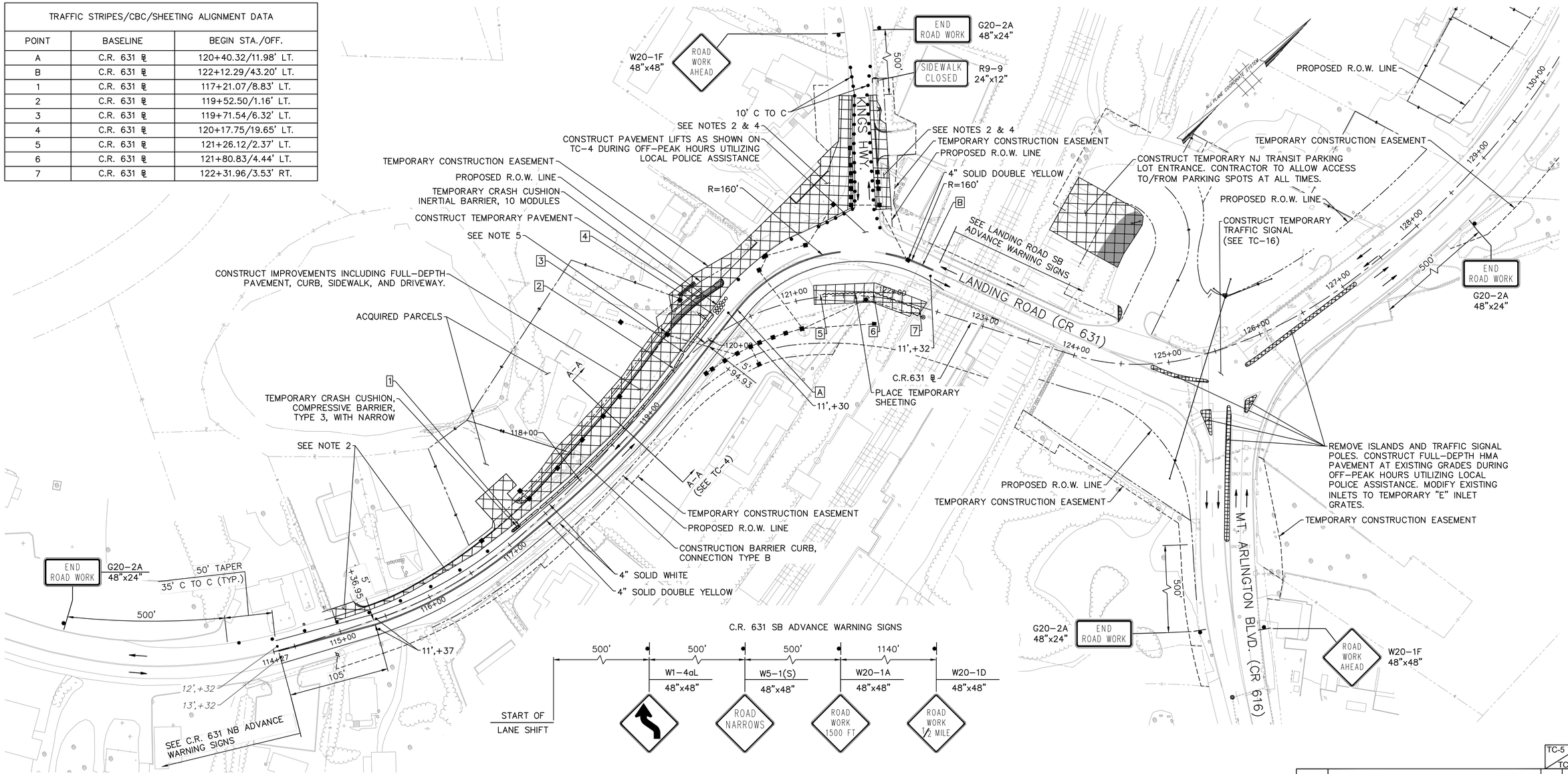
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Tel. 908.850.3366
Certificate Of Authorization No. 24GA27976000

Sandeep R. Singh, P.E.
PROFESSIONAL ENGINEER N.J. LICENSE NO. 24GE04713200

Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: KJA
Checked By:
Sheet #: 43 of 175

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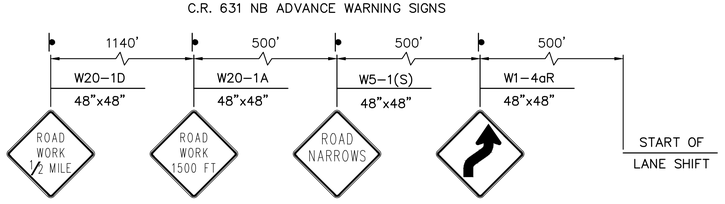
| TRAFFIC STRIPES/CBC/SHEETING ALIGNMENT DATA | | |
|---|---|---|
| POINT | BASELINE | BEGIN STA./OFF. |
| A | C.R. 631 ℄ | 120+40.32/11.98' LT. |
| B | C.R. 631 ℄ | 122+12.29/43.20' LT. |
| 1 | C.R. 631 ℄ | 117+21.07/8.83' LT. |
| 2 | C.R. 631 ℄ | 119+52.50/1.16' LT. |
| 3 | C.R. 631 ℄ | 119+71.54/6.32' LT. |
| 4 | C.R. 631 ℄ | 120+17.75/19.65' LT. |
| 5 | C.R. 631 ℄ | 121+26.12/2.37' LT. |
| 6 | C.R. 631 ℄ | 121+80.83/4.44' LT. |
| 7 | C.R. 631 ℄ | 122+31.96/3.53' RT. |




C.R. 631 SB ADVANCE WARNING SIGNS




C.R. 631 NB ADVANCE WARNING SIGNS




PLAN
SCALE: 1"=50'

NOTES:

1. PROPOSED 11' LANE WIDTH DURING CONSTRUCTION UNLESS OTHERWISE NOTED.
2. COORDINATE IMPROVEMENTS WITH RESIDENTS & BUSINESSES.
3. SHIFT TRAFFIC 5 FEET TO THE EAST BETWEEN STATIONS 115+36.95 TO 119+94.33.
4. IMPROVEMENTS ON EAST SIDE AND WEST SIDE OF KINGS HIGHWAY SHALL NOT BE CONSTRUCTED CONCURRENTLY. CONSTRUCT IMPROVEMENTS DURING OFF-PEAK HOURS UTILIZING LOCAL POLICE ASSISTANCE AND/OR FLAGGERS DEPICTED IN MUTCD FIGURE 6H-27 "CLOSURE AT THE SIDE OF AN INTERSECTION". TWO-WAY TRAFFIC SHALL BE MAINTAINED AFTER WORK SHIFT.
5. DRAINAGE IMPROVEMENTS (PIPES & INLETS) LOCATED OUTSIDE CONSTRUCTION BARRIER CURB TO BE CONSTRUCTED UTILIZING FLAGGING OPERATIONS AND PROTECTED WITH DRUMS OR CONES.
6. SEE TC-4 FOR PAVEMENT BUILD UP LIMITS AND SECTION.
7. CONTRACTOR TO ENSURE THAT NO DROPOFFS ARE EXPOSED DUE TO PAVEMENT LIFTS AFTER EACH WORK SHIFT. PAVEMENT EDGES TO TIE SMOOTHLY TO EXISTING DRIVEWAYS.

GRAPHIC SCALE
0 50' 100'
1"=50'

TC-5
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|
| | | | |

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL

Township of Roxbury — Morris County — New Jersey

# TRAFFIC CONTROL AND STAGING PLANS -5-
## PRE-STAGE 1


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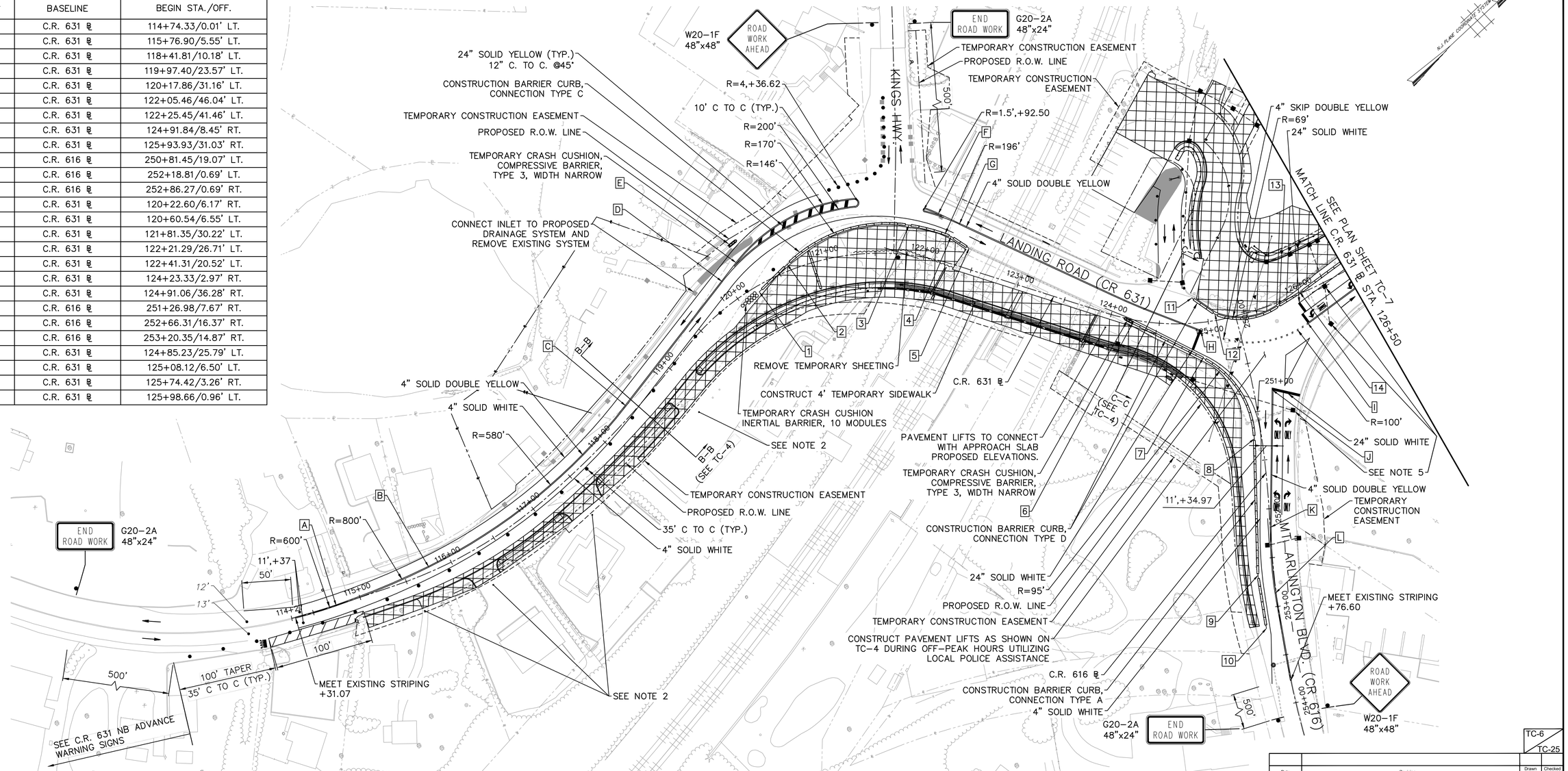
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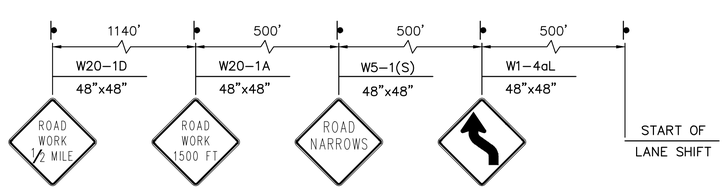

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Drawn By: KJA
Checked By:
Sheet #: 44 of 175


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USER:Kim Alanigan
PROJECT:

| TRAFFIC STRIPES/CBC ALIGNMENT DATA | | |
|---|---|---|
| CONTROL POINT | BASELINE | BEGIN STA./OFF. |
| A | C.R. 631 ℄ | 114+74.33/0.01' LT. |
| B | C.R. 631 ℄ | 115+76.90/5.55' LT. |
| C | C.R. 631 ℄ | 118+41.81/10.18' LT. |
| D | C.R. 631 ℄ | 119+97.40/23.57' LT. |
| E | C.R. 631 ℄ | 120+17.86/31.16' LT. |
| F | C.R. 631 ℄ | 122+05.46/46.04' LT. |
| G | C.R. 631 ℄ | 122+25.45/41.46' LT. |
| H | C.R. 631 ℄ | 124+91.84/8.45' RT. |
| I | C.R. 631 ℄ | 125+93.93/31.03' RT. |
| J | C.R. 616 ℄ | 250+81.45/19.07' LT. |
| K | C.R. 616 ℄ | 252+18.81/0.69' LT. |
| L | C.R. 616 ℄ | 252+86.27/0.69' RT. |
| 1 | C.R. 631 ℄ | 120+22.60/6.17' RT. |
| 2 | C.R. 631 ℄ | 120+60.54/6.55' LT. |
| 3 | C.R. 631 ℄ | 121+81.35/30.22' LT. |
| 4 | C.R. 631 ℄ | 122+21.29/26.71' LT. |
| 5 | C.R. 631 ℄ | 122+41.31/20.52' LT. |
| 6 | C.R. 631 ℄ | 124+23.33/2.97' RT. |
| 7 | C.R. 631 ℄ | 124+91.06/36.28' RT. |
| 8 | C.R. 616 ℄ | 251+26.98/7.67' RT. |
| 9 | C.R. 616 ℄ | 252+66.31/16.37' RT. |
| 10 | C.R. 616 ℄ | 253+20.35/14.87' RT. |
| 11 | C.R. 631 ℄ | 124+85.23/25.79' LT. |
| 12 | C.R. 631 ℄ | 125+08.12/6.50' LT. |
| 13 | C.R. 631 ℄ | 125+74.42/3.26' RT. |
| 14 | C.R. 631 ℄ | 125+98.66/0.96' LT. |




C.R. 631 NORTHBOUND ADVANCED WARNING SIGNS




PLAN
SCALE: 1"=50'

NOTES:

1. PROPOSED 11' LANE WIDTH DURING CONSTRUCTION UNLESS OTHERWISE NOTED.
2. COORDINATE IMPROVEMENTS WITH RESIDENTS & BUSINESSES.
3. SEE TC-4 FOR PAVEMENT BUILD UP LIMITS AND SECTIONS.
4. LIFT PAVEMENT TO MEET PROPOSED FULL-DEPTH PAVEMENT BOX ELEVATIONS. MAINTAIN EXISTING GUTTERLINE ELEVATIONS ALONG MT. ARLINGTON BOULEVARD NORTHBOUND. LANE CROSS SLOPES SHALL BE 4% MAXIMUM.
5. INLETS OUTSIDE CONSTRUCTION BARRIER CURB TO BE CONSTRUCTED DURING OFF-PEAK HOURS UTILIZING POLICE ASSISTANCE AND/OR FLAGGERS. INDICATED INLETS WILL REQUIRE TYPE "E" TEMPORARY GRATES SET TO TEMPORARY ELEVATIONS DETERMINED IN THE FIELD.
6. SEE TC-16 FOR STAGE 1 TEMPORARY TRAFFIC SIGNAL PLANS AND ADDITIONAL SIGNS.

GRAPHIC SCALE
0 50' 100'
1"=50'

TC-6
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|
| | | | |

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL
Township of Roxbury Morris County New Jersey

# TRAFFIC CONTROL AND STAGING PLANS -6-
STAGE 1

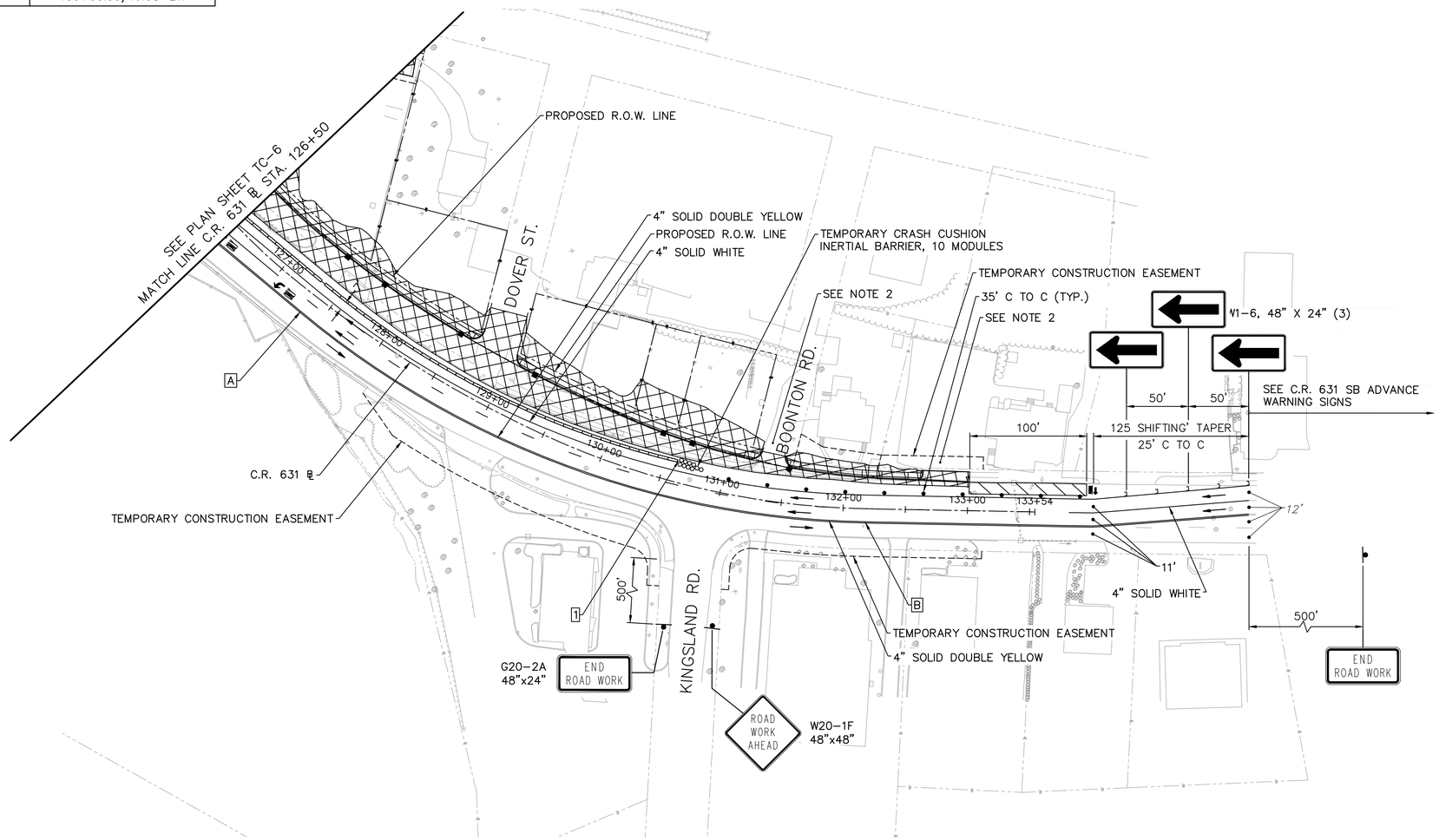

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Certificate Of Authorization No. 24GA27976000
Sandeep R. Singh, P.E.
PROFESSIONAL ENGINEER N.J. LICENSE NO. 24GE04713200


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Checked By:
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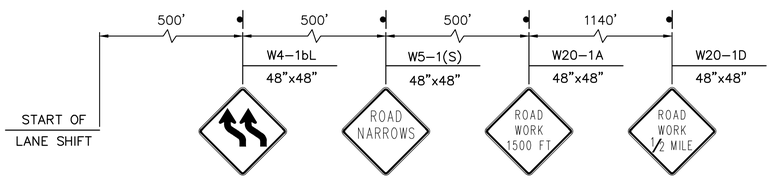

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| TRAFFIC STRIPES/CBC ALIGNMENT DATA | | |
|---|---|---|
| CONTROL POINT | BASELINE | BEGIN STA./OFF. |
| A | C.R. 631 ℄ | 127+33.00/17.51 'RT. |
| B | C.R. 631 ℄ | 132+18.03/11' RT. |
| 1 | C.R. 631 ℄ | 130+60.99/16.98' LT. |




PLAN
SCALE: 1"=50'

C.R. 631 SOUTHBOUND ADVANCE WARNING SIGNS




NOTES:

1. PROPOSED 11' LANE WIDTH DURING CONSTRUCTION UNLESS OTHERWISE NOTED.
2. COORDINATE IMPROVEMENTS WITH RESIDENTS & BUSINESSES.

GRAPHIC SCALE
0 50' 100'
1"=50'

TC-7
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL
Township of Roxbury Morris County New Jersey

# TRAFFIC CONTROL AND STAGING PLANS -7-
## STAGE 1

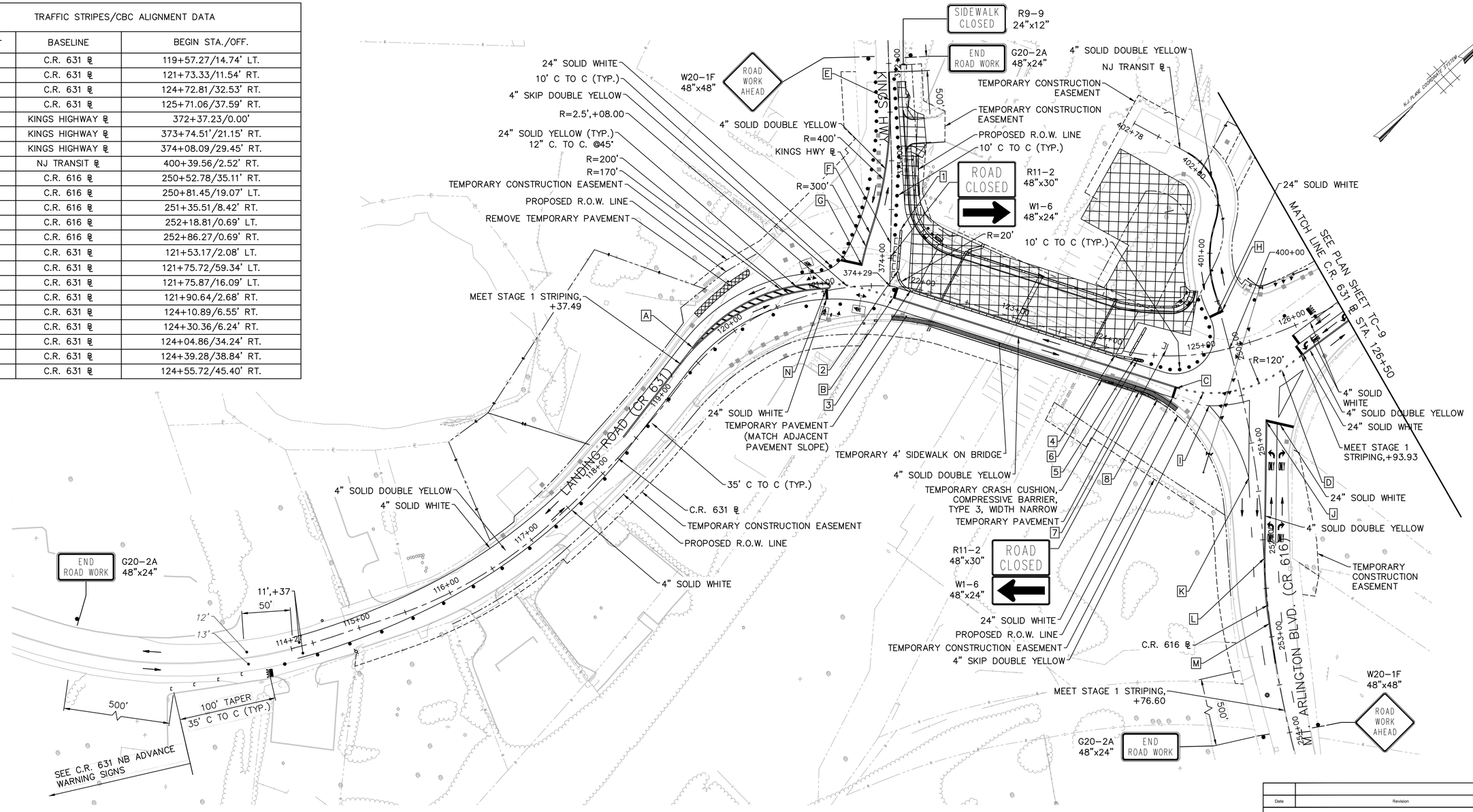

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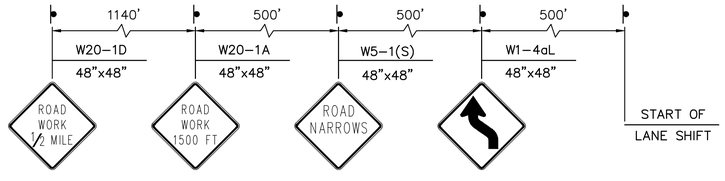

Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: KJA
Checked By:
Sheet #: 46 of 175


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TIME:12:41 PM
DATE:10/28/2022
TY LIN INTERNATIONAL
FILE: C:\bms\tyli-pw\kalansigan__ignite\d0158099\C-TC-Stage 1.dwg

| TRAFFIC STRIPES/CBC ALIGNMENT DATA | | |
|---|---|---|
| CONTROL POINT | BASELINE | BEGIN STA./OFF. |
| A | C.R. 631 ℄ | 119+57.27/14.74' LT. |
| B | C.R. 631 ℄ | 121+73.33/11.54' RT. |
| C | C.R. 631 ℄ | 124+72.81/32.53' RT. |
| D | C.R. 631 ℄ | 125+71.06/37.59' RT. |
| E | KINGS HIGHWAY ℄ | 372+37.23/0.00' |
| F | KINGS HIGHWAY ℄ | 373+74.51'/21.15' RT. |
| G | KINGS HIGHWAY ℄ | 374+08.09/29.45' RT. |
| H | NJ TRANSIT ℄ | 400+39.56/2.52' RT. |
| I | C.R. 616 ℄ | 250+52.78/35.11' RT. |
| J | C.R. 616 ℄ | 250+81.45/19.07' LT. |
| K | C.R. 616 ℄ | 251+35.51/8.42' RT. |
| L | C.R. 616 ℄ | 252+18.81/0.69' LT. |
| M | C.R. 616 ℄ | 252+86.27/0.69' RT. |
| N | C.R. 631 ℄ | 121+53.17/2.08' LT. |
| 1 | C.R. 631 ℄ | 121+75.72/59.34' LT. |
| 2 | C.R. 631 ℄ | 121+75.87/16.09' LT. |
| 3 | C.R. 631 ℄ | 121+90.64/2.68' RT. |
| 4 | C.R. 631 ℄ | 124+10.89/6.55' RT. |
| 5 | C.R. 631 ℄ | 124+30.36/6.24' RT. |
| 6 | C.R. 631 ℄ | 124+04.86/34.24' RT. |
| 7 | C.R. 631 ℄ | 124+39.28/38.84' RT. |
| 8 | C.R. 631 ℄ | 124+55.72/45.40' RT. |




C.R. 631 NORTHBOUND ADVANCE WARNING SIGNS




PLAN
SCALE: 1"=50'

NOTES:

1. PROPOSED 11' LANE WIDTH DURING CONSTRUCTION UNLESS OTHERWISE NOTED.
2. SEE TC-17 & TC-18 FOR STAGE 2 TEMPORARY TRAFFIC SIGNAL PLANS & ADDITIONAL SIGNS.

GRAPHIC SCALE
0 50' 100'
1"=50'

TC-8
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|
| | | | |

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL
Township of Roxbury Morris County New Jersey

# TRAFFIC CONTROL AND STAGING PLANS -8-
## STAGE 2

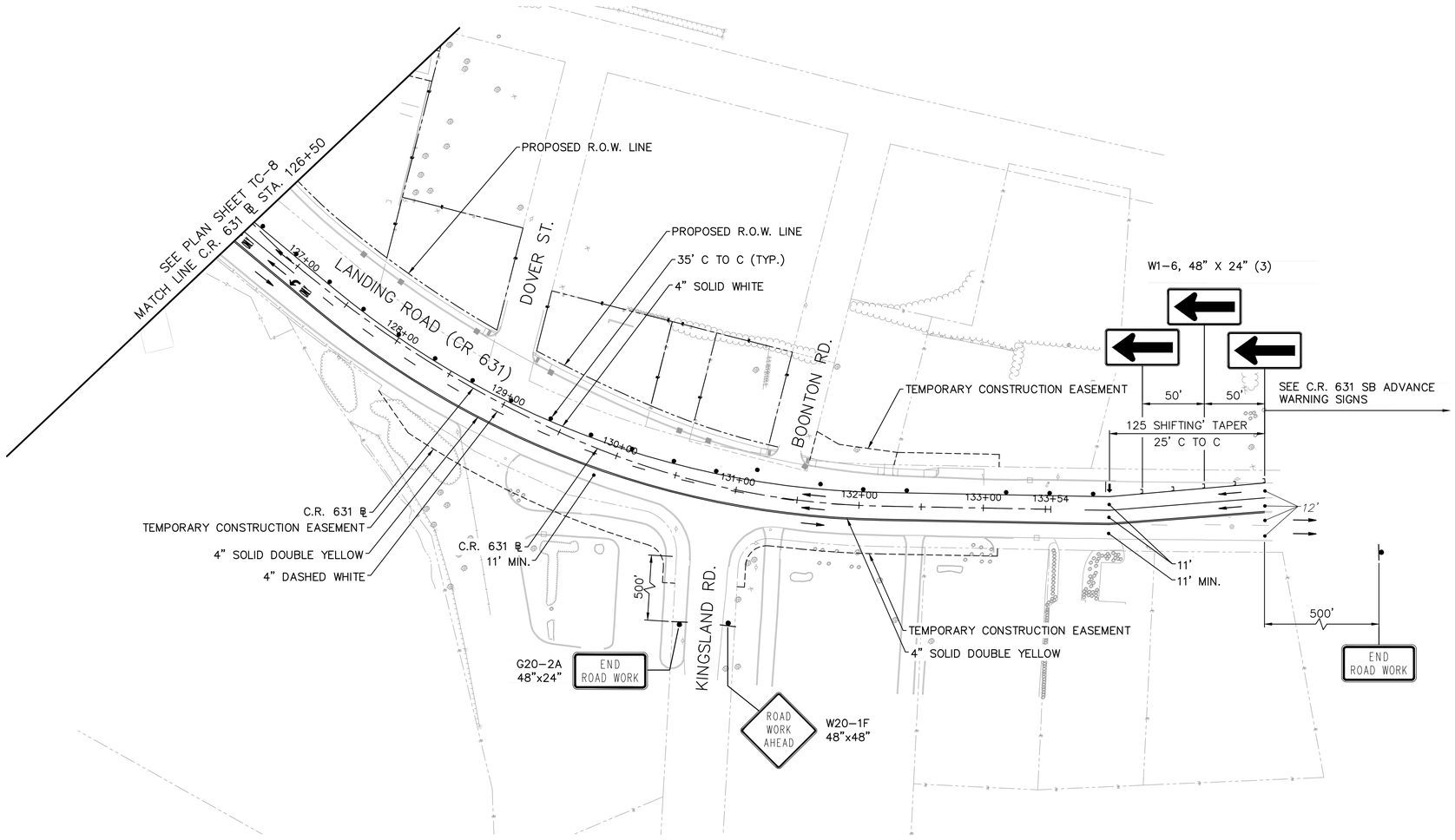

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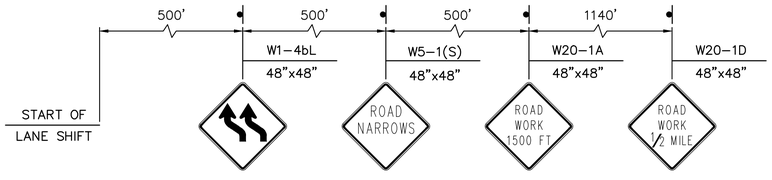

Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: KJA
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DATE:10/28/2022
USER:Kim Alanajan
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TIME:12:42 PM
DATE:10/28/2022
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C.R. 631 SOUTHBOUND ADVANCE WARNING SIGNS




PLAN
SCALE: 1"=50'

NOTES:

1. PROPOSED 11' LANE WIDTH DURING CONSTRUCTION UNLESS OTHERWISE NOTED.

GRAPHIC SCALE
0 50' 100'
1"=50'

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TC-9
TC-25

| Date | Revision | Drawn By: | Checked By: |
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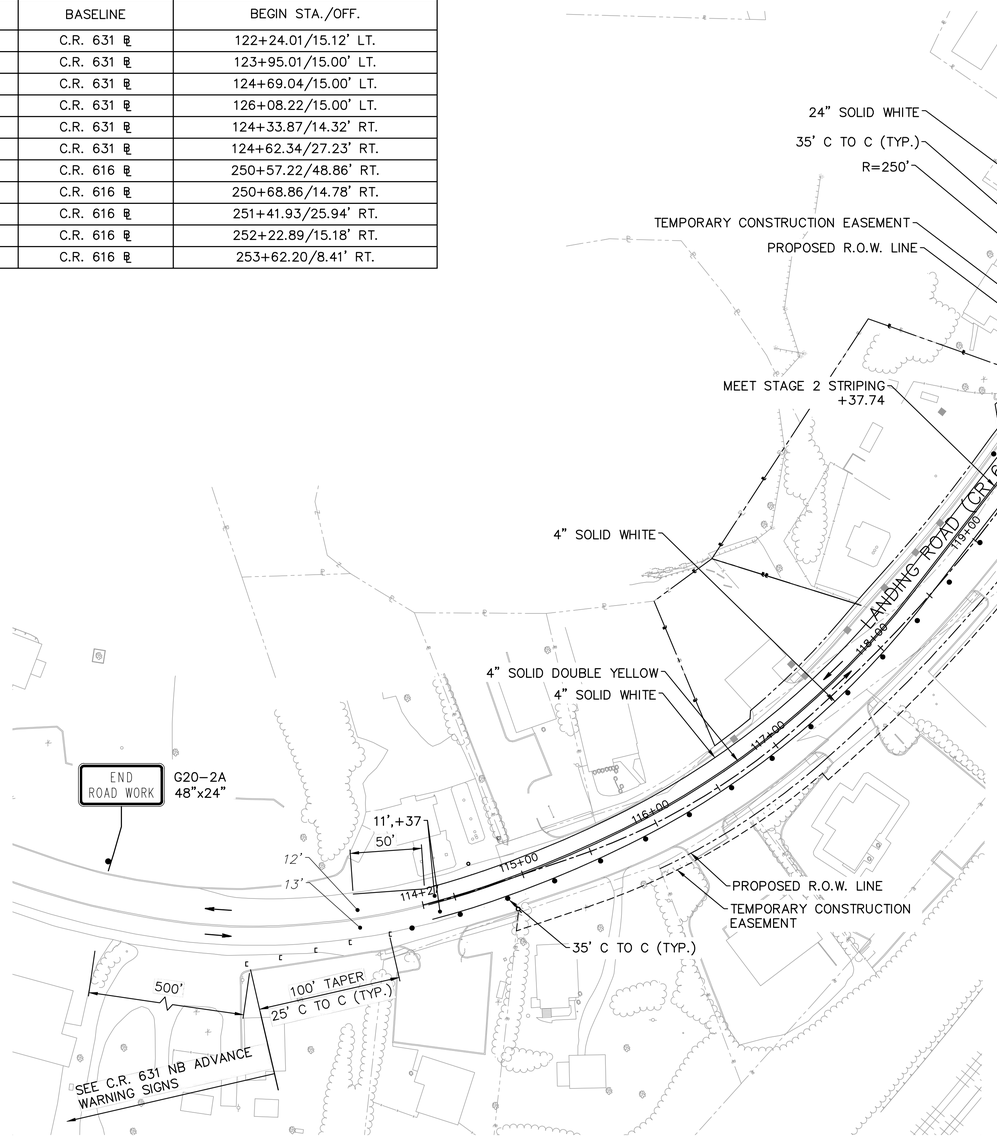
REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL

Township of Roxbury Morris County New Jersey

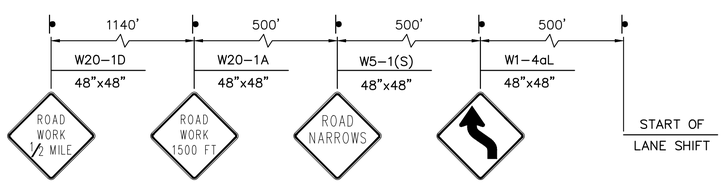
# TRAFFIC CONTROL AND STAGING PLANS -9-
## STAGE 2

Job #: 361193
Scale: AS NOTED
Date: OCTOBER 2022
Drawn By: KJA
Checked By:
Sheet #: 48 of 175

| TRAFFIC STRIPES/CBC ALIGNMENT DATA | | |
|---|---|---|
| CONTROL POINT | BASELINE | BEGIN STA./OFF. |
| A | C.R. 631 ℄ | 122+24.01/15.12' LT. |
| B | C.R. 631 ℄ | 123+95.01/15.00' LT. |
| C | C.R. 631 ℄ | 124+69.04/15.00' LT. |
| D | C.R. 631 ℄ | 126+08.22/15.00' LT. |
| E | C.R. 631 ℄ | 124+33.87/14.32' RT. |
| F | C.R. 631 ℄ | 124+62.34/27.23' RT. |
| G | C.R. 616 ℄ | 250+57.22/48.86' RT. |
| H | C.R. 616 ℄ | 250+68.86/14.78' RT. |
| I | C.R. 616 ℄ | 251+41.93/25.94' RT. |
| J | C.R. 616 ℄ | 252+22.89/15.18' RT. |
| K | C.R. 616 ℄ | 253+62.20/8.41' RT. |




C.R. 631 NORTHBOUND & C.R. 616 ADVANCE WARNING SIGNS




PLAN
SCALE: 1"=50'

NOTES:

1. PROPOSED 11' LANE WIDTH DURING CONSTRUCTION UNLESS OTHERWISE NOTED.
2. COORDINATE IMPROVEMENTS WITH BUSINESSES.
3. KINGS HIGHWAY AND NJ TRANSIT ACCESS ROAD TO FOLLOW FINAL STRIPING.
4. MODIFY INDICATED INLETS TO TYPE "B".
5. SEE TC-4 FOR SECTION D-D.
6. SEE TC-19 & TC-20 FOR STAGE 3A TEMPORARY TRAFFIC SIGNAL PLANS & ADDITIONAL SIGNS.

GRAPHIC SCALE
0 50' 100'
1"=50'

TC-10
TC-25

| Date | Revision | Drawn By: | Checked By: |
|---|---|---|---|

REPLACEMENT OF BRIDGE NO. 1400-073 ON LANDING ROAD OVER NJ TRANSIT AND THE MORRIS CANAL
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# TRAFFIC CONTROL AND STAGING PLANS -10-
## STAGE 3A


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Job #: 361193
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Drawn By: KJA
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Sheet #: 49 of 175


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USER: Kim Alanajan
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