

**DETOUR PLAN – GREENWOOD ROAD**  
SCALE: 1"=800'

**GREENWOOD RD  
CLOSED (DATE & TIME)  
PLAN ALT ROUTE**

PORTABLE VARIABLE MESSAGE BOARD (BOARD SHALL BE INSTALLED MINIMUM 14 DAYS PRIOR TO CONSTRUCTION)  
A

**GREENWOOD ROAD**  
4°C  
4°C  
M4-9N  
36"x18"  
(BLK/ORG)  
B

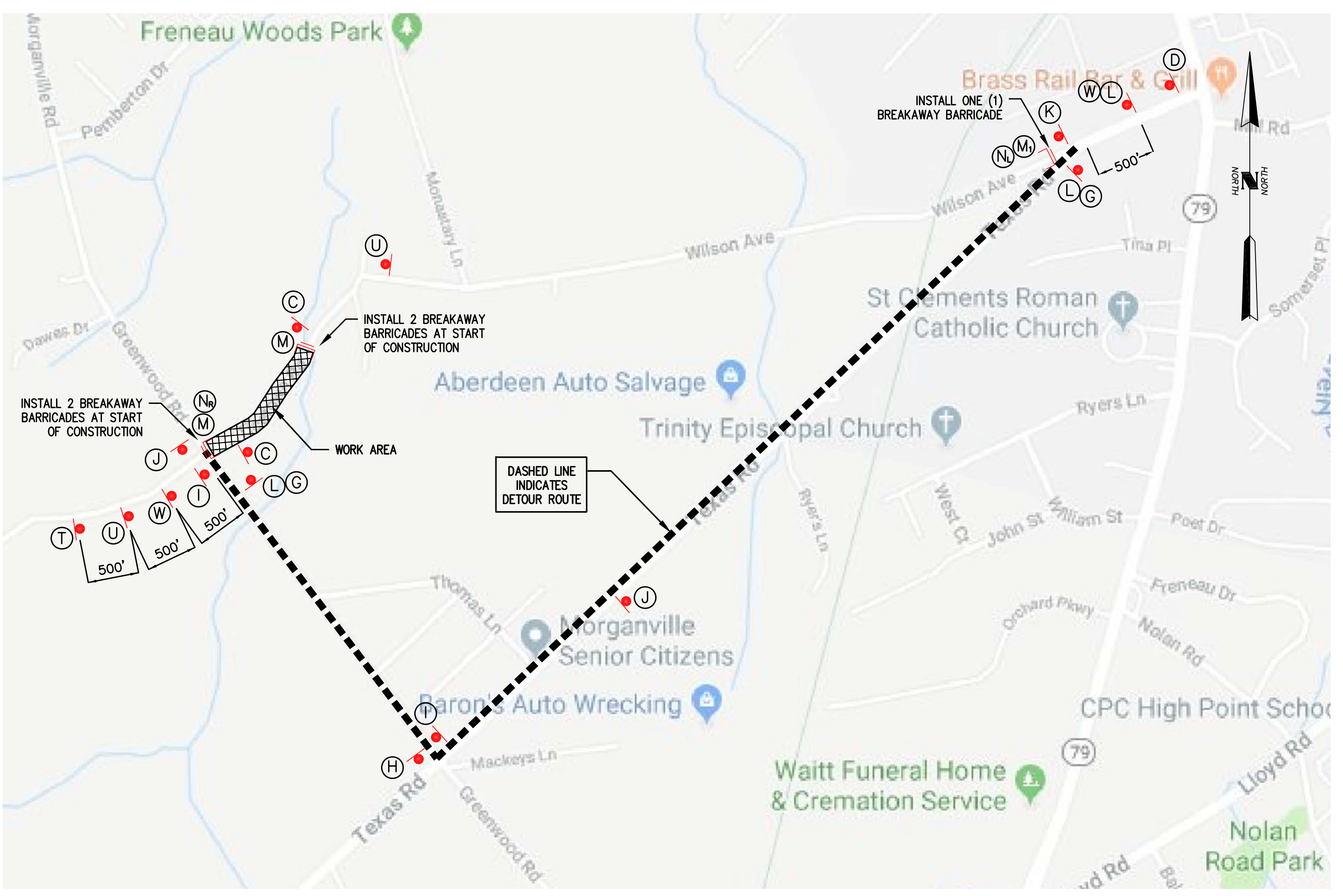
**GREENWOOD RD.  
CLOSED AT TEXAS RD.**  
4°C  
4°C  
72"x24"  
D1

**GREENWOOD RD.  
CLOSED AT DAWES DR.**  
4°C  
4°C  
72"x24"  
D2

- END  
DETOUR  
M4-8a  
24"x18"  
C  
(BLK/ORG)
- DETOUR  
M4-9L  
30"x24"  
H
- DETOUR  
M4-9R  
30"x24"  
I
- DETOUR  
M4-9X  
30"x24"  
J
- DETOUR  
M4-9LX  
30"x24"  
K
- ROAD CLOSED  
AHEAD  
LOCAL TRAFFIC ONLY  
R11-3  
60"x30"  
M  
(BLK/WH)
- ROAD CLOSED  
1/2 MILE AHEAD  
LOCAL TRAFFIC ONLY  
R11-3  
60"x30"  
M  
(BLK/WH)
- DETOUR  
M4-10 L/R  
48"x18"  
N  
(BLK/ORG)

**ON OR ABOUT  
THIS ROAD TO BE  
CLOSED FOR REPAIR  
PLAN ALT. ROUTE**  
4°C  
6°C  
6°C  
1'  
6°C  
(SIGN SHALL BE INSTALLED MINIMUM 1 WEEK PRIOR TO CONSTRUCTION)  
84"x42"  
C

- ROAD WORK  
1500 FT  
W20-1D  
48"x48"  
T  
(BLK/ORG)
- ROAD CLOSED  
1000 FT  
W20-3  
48"x48"  
U  
(BLK/ORG)
- DETOUR  
500 FT  
W20-2C  
48"x48"  
W  
(BLK/ORG)



**DETOUR PLAN – TICETOWN ROAD**  
SCALE: 1"=500'

**TICETOWN ROAD**  
4°C  
4°C  
M4-9N  
30"x18"  
L  
(BLK/ORG)

**TICETOWN RD. CLOSED  
1/2 MILE AHEAD  
FOLLOW DETOUR**  
4°C  
4°C  
1'  
4°C  
60"x30"  
D

**TRAFFIC IMPACT NOTICES AND CHANGES:**

A. TERMS:  
WHEN THE FOLLOWING TERMS ARE USED, THE INTENT AND MEANING SHALL BE AS FOLLOWS:  
I. IMPACTS TO NORMAL TRAFFIC FLOW – WORK THAT REQUIRES A PORTION OF THE PAVED ROADWAY BEING BLOCKED OR CLOSED WITH SAFETY DEVICES OR VEHICLES, INCLUDING, BUT NOT LIMITED TO, FULL OR PARTIAL LANE CLOSURES, FULL OR PARTIAL RAMP CLOSURES, SHOULDER CLOSURES, MOVING OPERATIONS SUCH AS TRAFFIC STRIPING OR SWEEPING, LANE SHIFTS, OR ALTERNATING TRAFFIC. THIS APPLIES EVEN WHEN DETOURS ARE PROVIDED.  
II. TEMPORARY LANE CLOSURES – WORK DESCRIBED UNDER "IMPACTS TO NORMAL TRAFFIC FLOW" WHICH IS ROUTINELY SET UP AND REMOVED ON A DAILY BASIS.  
III. PERMANENT LANE CLOSURES – WORK DESCRIBED UNDER "IMPACTS TO NORMAL TRAFFIC FLOW" WHICH REMAINS IN PLACE CONTINUOUSLY FOR 24 HOURS OR MORE.  
B. ADVANCE NOTICES  
FOR THE INITIAL START OF WORK THAT REQUIRES "IMPACTS TO NORMAL TRAFFIC FLOW", THE CONTRACTOR SHALL NOTIFY THE RE IN WRITING, ON THE ADVANCE FORM TO-103 PROVIDED BY THE DEPARTMENT, OF THE PROPOSED DATE. THE NOTICE SHALL BE SUBMITTED AT LEAST TWENTY-EIGHT CALENDAR DAYS, BUT NOT MORE THAN SIXTY CALENDAR DAYS, BEFORE THE PROPOSED DATE. START OF WORK THAT IMPACTS NORMAL TRAFFIC FLOW WILL NOT BE PERMITTED PRIOR TO THE DATE STATED IN THE NOTICE. THE CONTRACTOR SHALL CONFIRM, IN WRITING TO THE RE, THE PROPOSED DATE SEVEN (AND/OR FOURTEEN) CALENDAR DAYS BEFORE STARTING THE ESTABLISHMENT OF THE TRAFFIC CONTROL MEASURES FOR THE TRAFFIC IMPACT. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RE IF THE PROPOSED ESTABLISHMENT CAN NOT BE COMPLETED ON THE PROPOSED DATE.  
FOR A "PERMANENT LANE CLOSURE", THE CONTRACTOR SHALL NOTIFY THE RE IN WRITING, ON ADVANCE FORM TO-103, OF THE PROPOSED DATE A NEW TRAFFIC PATTERN WILL BE ESTABLISHED. THE NOTICE SHALL BE SUBMITTED AT LEAST TWENTY-EIGHT CALENDAR DAYS, BUT NOT MORE THAN SIXTY CALENDAR DAYS, IN ADVANCE OF THE PROPOSED DATE. START OF A NEW TRAFFIC PATTERN WILL NOT BE PERMITTED PRIOR TO THE DATE STATED IN THE NOTICE. THE CONTRACTOR SHALL CONFIRM, IN WRITING TO THE RE, THE PROPOSED DATE SEVEN (AND/OR FOURTEEN) DAYS BEFORE STARTING TRAFFIC CONTROL MEASURES FOR THE ESTABLISHMENT OF THE NEW PATTERN. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RE IF THE PROPOSED ESTABLISHMENT CAN NOT BE COMPLETED ON THE PROPOSED DATE.  
STARTING THE ESTABLISHMENT OF A NEW PERMANENT TRAFFIC PATTERN SHALL BEGIN NO EARLIER THAN 11:00 PM FRIDAY AND SHALL BE COMPLETED AND READY FOR OPERATIONS BY 6:00 PM THE FOLLOWING SUNDAY. THE ESTABLISHMENT SHALL BE COMPLETED IN ACCORDANCE WITH THE LANE CLOSURE HOURS SPECIFIED IN THE CONTRACT.  
ADVANCE NOTICES SENT PRIOR TO THE PRE-CONSTRUCTION MEETING SHALL BE ADDRESSED TO THE CONTACT PERSON AS SPECIFIED IN SUBSECTION 101.04 OF THE SPECIAL PROVISIONS.  
C. PROGRESS NOTICES  
ALL "IMPACTS TO NORMAL TRAFFIC FLOW" SCHEDULED FOR THE SEVEN DAY PERIOD STARTING ON THE FOLLOWING MONDAY SHALL BE SUBMITTED TO THE RE BY 9:00 AM OF EACH FRIDAY ON WEEKLY FORM TO-101 PROVIDED BY THE DEPARTMENT.  
EACH DAY OF "TEMPORARY LANE CLOSURES" SHALL BE SUBMITTED TO THE RE BY 9:00 AM THE DAY IN ADVANCE OF THE START OF THOSE OPERATIONS ON DAILY FORM TO-102 PROVIDED BY THE DEPARTMENT.  
"TEMPORARY LANE CLOSURES" FOR WEEKENDS SHALL BE SUBMITTED TO THE RE BY 9:00 AM ON THE IMMEDIATELY PRECEDING FRIDAY ON THE DAILY FORM TO-102 PROVIDED BY THE DEPARTMENT.  
D. CHANGES TO THE SCHEDULED CLOSURES  
REQUEST FOR A CHANGE TO THE TRAFFIC CONTROL REQUIREMENTS IN THE CONTRACT DOCUMENTS SHALL BE SUBMITTED IN WRITING TO THE RE AS FOLLOWS:  
CHANGES TO THE SCHEDULED HOURS FOR "TEMPORARY LANE CLOSURES" SHALL BE SUBMITTED TO THE RE AT LEAST EIGHT CALENDAR DAYS IN ADVANCE OF WHEN THE CHANGE IS PROPOSED TO START.  
OTHER PROPOSED CHANGES TO "TEMPORARY LANE CLOSURES" AND ALL CHANGES TO "PERMANENT LANE CLOSURES" SHALL BE SUBMITTED TO THE RE AS SPECIFIED IN THE SPECIFICATIONS.

**TRAFFIC CONTROL DEVICES AND NOTES:**

1. DIMENSIONS, COLORS, AND DETAILS OR VARIOUS SIZE SIGNS AND ACCESSORY PANELS TO FOLLOW STANDARDS IN THE CURRENT "MANUAL ON UNIFORM CONTROL DEVICES FOR STREETS AND HIGHWAYS".
2. LETTERS AND NUMERALS SHALL CONFORM TO THE CURRENT "STANDARD ALPHABETS FOR HIGHWAY SIGNS – U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION".
3. CONES MAY BE SUBSTITUTED FOR DRUMS UPON APPROVAL OF THE ENGINEER.
4. ALL CONFLICTING STRIPES SHALL BE REMOVED.
5. REMOVABLE PAVING MARKING TAPE OR OTHER MEANS OF TRAFFIC CONTROL SHALL BE UTILIZED WHERE LANE SHIFTS ARE REQUIRED ON INTERMEDIATE OR TOP PAVEMENT LAYERS OR ON EXISTING PAVEMENTS NOT BEING REPAIRED.
6. UNLESS OTHERWISE SPECIFIED, TRAFFIC PAINT SHALL BE USED WHEN TRAFFIC STRIPES OR TRAFFIC MARKINGS ARE REQUIRED ON INTERMEDIATE PAVEMENT LAYERS THAT NEED TO BE OPENED TO TRAFFIC DUE TO STAGE CONSTRUCTION.
7. ALUMINUM SHALL BE FLAT SHEET OF ALLOY 5052-H38 OR 6061-T6 ALLOY, 0.100" GAUGE.
8. SIGN SUPPORTS SHALL BE WELL SEASONED LUMBER, S4S, FREE OF SPLITS, KNOTS, AND WRAPS.
9. WOOD POSTS SHALL HAVE A UNIFORM CROSS SECTION AND SHALL NOT EXCEED THE FOLLOWING:  
SINGLE POSTS = 4" X 6"  
TWIN POSTS = 3" X 6" OR 4" X 5"  
THREE POSTS = 3" X 5" OR 4" X 4"  
4" X 6" WOOD POSTS SHALL BE MODIFIED BY DRILLING 1.5" DIAMETER HOLES 4" AND 18" ABOVE THE GROUND LEVEL AND PERPENDICULAR TO THE ROADWAY CENTERLINE.
10. NO BRACING IS PERMITTED. VERTICAL CLEARANCES FOR SIGNS MOUNTED ON WOOD SUPPORTS SHALL BE 7" MINIMUM. EMBEDMENT DEPTH FOR THE WOOD POST SHALL NOT EXCEED 3.5".
11. STEEL POSTS SHALL BE IN ACCORDANCE WITH THE STANDARD FOR U-POST SIGN SUPPORT.
12. TEMPORARY SIGN SUPPORTS NOT MEETING THIS CRITERIA SHALL BE SHELD BY A LONGITUDINAL BARRIER OR CRASH CUSHIONS.
13. SIGN FACES SHALL BE RETROREFLECTIVE SHEETING, TYPE II EXCEPT FOR THE W20 SERIES AND W4-2 SIGN FACES WHICH SHALL BE TYPE IVE SHEETING.
14. ALL SIGNS SHALL BE SECURELY FASTENED TO THEIR SUPPORTS WITH BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH THE SPECIFICATIONS.

**GENERAL NOTES:**

1. VEHICULAR AND PEDESTRIAN TRAFFIC IS TO BE MAINTAINED OVER THE EXISTING ROADWAYS AND INTO EXISTING DRIVEWAYS WITHIN THE SCOPE OF THE PROJECT AT ALL TIMES. TRAFFIC CONTROL IS TO BE COORDINATED WITH LOCAL AUTHORITIES.
2. FINAL RESPONSIBILITY FOR THE INSTALLATION OF ADEQUATE PRECAUTIONS AND FOR THE PROTECTION OF THE TRAVELING PUBLIC AND HIS OWN PERSONNEL SHALL REST WITH THE CONTRACTOR.
3. ALTERNATE TRAFFIC CONTROL MAY BE REQUIRED DURING CONSTRUCTION OPERATIONS. ALTERNATE ONE-WAY TRAFFIC CONTROL WILL BE AFFECTED BY TWO UNIFORM TRAFFIC DIRECTORS, ONE AT EACH END OF THE WORK AREA. ALL TEMPORARY TRAFFIC LANES SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 11 FEET.
4. SITE FOR THE STORAGE OF EQUIPMENT AND MATERIALS DURING THE PROGRESS OF THE WORK SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
5. IF THE LOCAL POLICE DEPARTMENT NOTIFIES THE CONTRACTOR OR HIS SUPERINTENDENT OR THE ENGINEER OF ANY HAZARDOUS CONDITIONS OR VIOLATIONS OF TRAFFIC CONTROL IN THE WORK AREA REGULATIONS, ALL OPERATIONS SHALL BE IMMEDIATELY DISCONTINUED AND IMMEDIATE REMEDIAL ACTION WILL BE TAKEN TO THE SATISFACTION OF THE LOCAL POLICE BEFORE WORK IS RESUMED. ALL COSTS INCURRED AS A RESULT OF SUCH ACTION SHALL BE BORNE BY THE CONTRACTOR WITHOUT RECOURSE AGAINST THE OWNER.
6. REDUCTION OF THE NUMBER OF LANES AVAILABLE FOR TRAFFIC OR REDUCTION OF EXISTING WIDTHS OF TRAVELED WAY WILL NOT BE PERMITTED UNTIL AFTER 9 A.M. AND SHALL BE REMOVED PRIOR TO 4 P.M. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. WORK WHICH WILL INTERFERE WITH TRAFFIC OR RESTRICT THE WIDTH OF TRAVELED WAY AVAILABLE FOR THE TRAFFIC SHALL NOT BE PERFORMED ON SATURDAYS, SUNDAYS, OR LEGAL HOLIDAYS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE WITHIN THE PROJECT LIMITS UNTIL ACCEPTANCE. THIS MAINTENANCE SHALL CONSIST OF CONTINUOUS AND EFFECTIVE WORK PROSECUTED DAY BY DAY, WITH ADEQUATE EQUIPMENT AND FORCES TO THE END OF THAT THE ROADWAY IS KEPT IN SATISFACTORY CONDITION AT ALL TIMES.
9. THE CONTRACTOR SHALL BACKFILL ALL EXCAVATED AREAS WITHIN THE ROADWAY TO A GRADE COMPATIBLE WITH THE EXISTING TRAVELED WAY AT SUCH TIMES HE IS NOT ACTIVELY WORKING. THIS SHALL INCLUDE NIGHTS, WEEKENDS, AND PERIODS OF SHUTDOWN.
10. COMPETENT, TRAINED, AND UNIFORMED TRAFFIC DIRECTORS SHALL BE EMPLOYED AT EVERY POINT WHERE CONTRACTOR'S EQUIPMENT IS WORKING IMMEDIATELY ADJACENT TO, OR IS ENTERING, LEAVING, OR CROSSING ACTIVE TRAFFIC LANES. TRAFFIC DIRECTORS SHALL BE EMPLOYED CONTINUOUSLY FOR THE FULL TIME SUCH CONDITIONS EXIST AS DETERMINED BY THE ENGINEER. THE POLICE TRAFFIC DIRECTORS SHALL BE OFF-DUTY POLICE OFFICERS FROM WITHIN THE MUNICIPALITY WHERE THE WORK IS BEING PERFORMED AND SHALL BE LOCATED AT SPECIFIC LOCATIONS DESIGNATED BY THE POLICE DEPARTMENT OR ENGINEER DURING CONSTRUCTION HOURS.
11. THE OWNERS OF ADJOINING PROPERTIES SHALL BE GIVEN A WRITTEN NOTICE AT LEAST THREE DAYS PRIOR TO THE BEGINNING OF ANY WORK WHICH INTERFERED WITH THE OWNERS' NORMAL PASSAGE.

- [ ] BREAKAWAY BARRICADES
- [ ] BREAKAWAY BARRICADES WITH SIGN
- [ ] CONSTRUCTION SIGNS
- [ ] WORK AREA
- [ ] PROPOSED DETOUR ROUTE
- [ ] PORTABLE VARIABLE MESSAGE SIGN

|   |   |  |  |  |
|---|---|--|--|--|
| 2   | REVISED PER NJDOT REVIEW COMMENTS           | 05/14/20   | AB   | TT   |
| 1   | REVISED PER MONMOUTH COUNTY REVIEW COMMENTS | 02/25/20   | AB   | TT   |
| No.   | DESCRIPTION OF REVISION                     | DATE   | DRAWN  | CHECKED  |
| TOWNSHIP OF MARLBORO<br>MONMOUTH COUNTY, NEW JERSEY<br><b>2019 ROAD IMPROVEMENT PROGRAM</b><br><b>CONTRACT II</b><br><b>TRAFFIC CONTROL PLAN</b><br><b>GREENWOOD ROAD &amp; TICETOWN ROAD</b> |   |  |  |  |
| <br><b>CONSULTING AND MUNICIPAL ENGINEERS</b><br><small>2341 BORDENTOWN AVENUE, PARLIN, NEW JERSEY 08859</small>  |   |  |  |  |
| <b>JOHN H. ALLGAR P.E., P.P.</b><br><small>(1983-2001)</small><br>NJ P.E. LIC. NO. 29968  |   | <b>DAVID J. SAMUEL P.E., P.P.</b><br><small>(1983-2001)</small><br>NJ P.E. LIC. NO. 29858      |  | <b>JOHN J. STEFANI P.E., L.S. &amp; P.P.</b><br><small>(1983-2001)</small><br>NJ P.E. LIC. NO. 29271 |
| <b>JAY B. CORNELL P.E., P.P.</b><br><small>(1983-2001)</small><br>NJ P.E. LIC. NO. 32924  |   | <b>MICHAEL J. MCLELLAND P.E., P.P.</b><br><small>(1983-2001)</small><br>NJ P.E. LIC. NO. 32948 |  | <b>GREGORY R. VALES P.E., P.P.</b><br><small>(1983-2001)</small><br>NJ P.E. LIC. NO. 34458           |
| <b>TREVOR J. TAYLOR, P.E., P.P.</b><br><small>(1983-2001)</small><br>NJ P.E. LIC. NO. 32948   |   |  | SCALE: <b>AS SHOWN</b><br>DRAWN BY: <b>AB</b><br>CHECKED BY: <b>TT</b><br>DATE: <b>JAN. 2020</b><br>SHEET: <b>25 OF 32</b> |  |
| NEW JERSEY PROFESSIONAL ENGINEER      N.J. LIC. 44578   |   |  |  |  |