

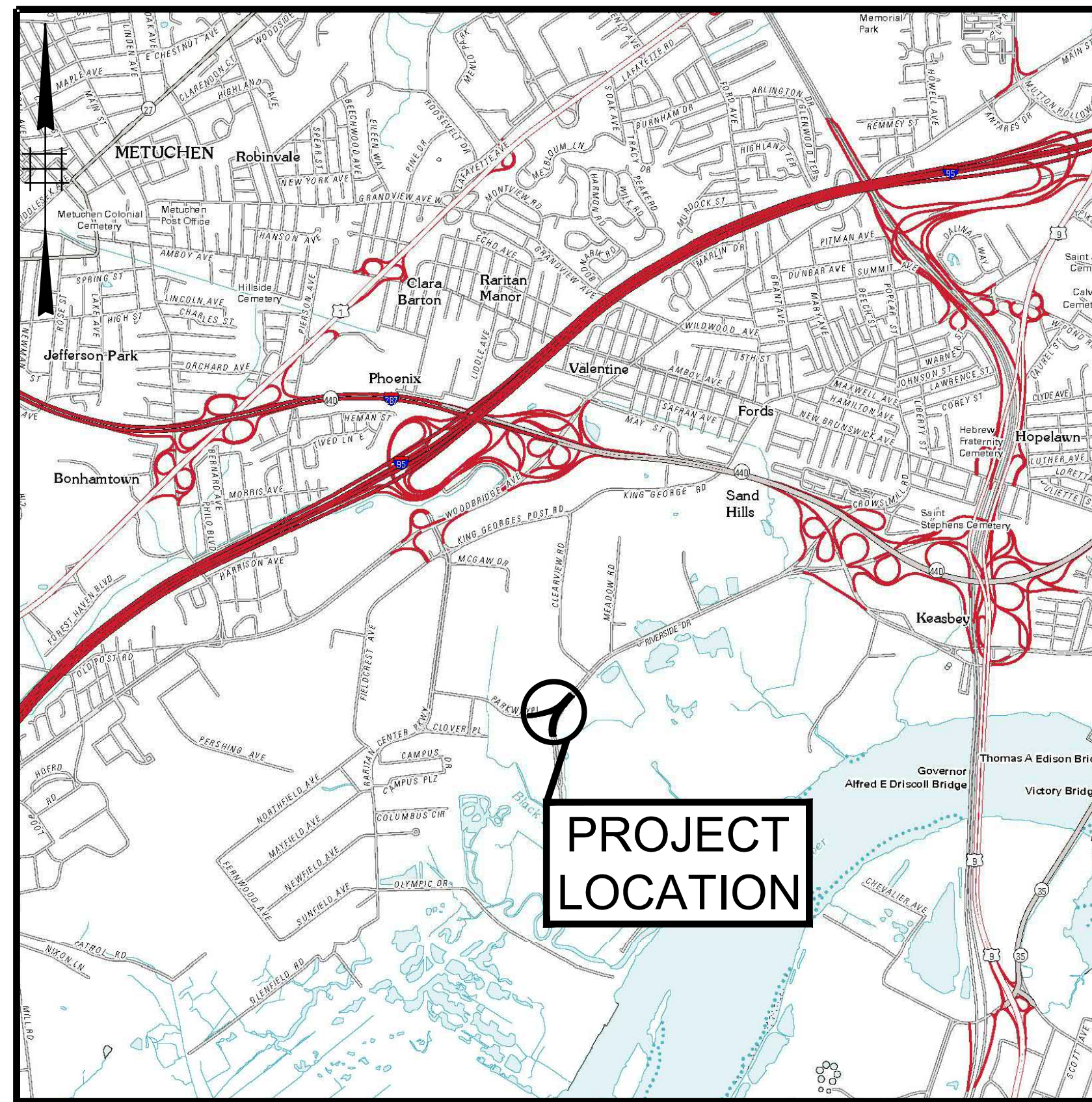
**County of Middlesex
Department of Transportation
Office of Engineering**

CONSTRUCTION PLANS FOR INTERSECTION IMPROVEMENTS

**RIVERSIDE DRIVE AND PARKWAY PLACE EXTENSION
TOWNSHIPS OF EDISON AND WOODBRIDGE
COUNTY OF MIDDLESEX, NEW JERSEY
PROJECT NO. TR-1205 / GIS# EDI053**

OCTOBER 2021

PUBLIC UTILITIES	
ELECTRIC	BURK LAMBERTSON PSE&G CENTRAL DIVISION - ELECTRICAL DISTRIBUTION 472 WESTON CANAL ROAD SOMERSET, NJ 08873 732-764-3160 burk.lambertsonjr@pseg.com
TELEPHONE	IAN CHAN CONTRACT OSP ENGINEER VERIZON 999 WEST MAIN ST, FLOOR 2, ROOM 207 FREEHOLD, NJ 07728 OFFICE: 732-683-5146 MOBILE: 224-713-2566 IAN.CHAN@VERIZON.COM
CABLE	CABLEVISION 275 CENTENNIAL AVE PISCATAWAY, NJ 08845 ATT: DUSHYANT DESAI DESIGN DEPARTMENT OFFICE: 732-317-7124 CELL: 973-445-2982 E-mail: DDESAI@cablevision.com
GAS	GREGORY J. BALINT ELIZABETHTOWN GAS ENGINEER ETG ENGINEERING DESIGN 520 GREEN LANE UNION, NJ 07083 908-662-8321 OFFICE 732-713-2581 MOBILE 908-436-0538 FAX gbalint@agresources.com
WATER	MIDDLESEX WATER MR. BRIAN CARR MIDDLESEX WATER 485C ROUTE 1 SOUTH, SUITE 400 ISELIN NJ 08830 P: 732-638-7530 EXT. 1241 bcarr@middlesexwater.com
SEWER	MR. PETER CECKO EDISON TOWNSHIP PUBLIC WORKS 100 MUNICIPAL BOULEVARD - 3RD FLOOR EDISON, NJ 08817
RAILROAD	MR. VINCENT MILANO CONRAIL DESIGN AND ACQUISITION CONSOLIDATED RAIL CORPORATION 1000 HOWARD BLVD MOUNT LAUREL, NJ 08054 Vincent.Milano@conrail.com
NJ ONE CALL CENTER	1-800-272-1000



KEY MAP



LENGTH OF PROJECT: 1200 FEET

INDEX OF DRAWINGS	
SHEET NO.	DESCRIPTION
1	TITLE AND INDEX SHEET
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16	METHOD OF SECTIONS
17-27	CROSS SECTIONS
28	CURB RAMP DETAILS
29	TRAFFIC SIGNAL LAYOUT PLAN
30	ELECTRICAL PLAN
31	TRAFFIC SIGNING AND STRIPING PLAN
32-44	TRAFFIC CONTROL PLANS

**COUNTY OF MIDDLESEX
BOARD OF COUNTY COMMISSIONERS**

RONALD G. RIOS, Commissioner Director
SHANTI NARRA, Deputy Director
CLARIBEL A. AZCONA-BARBER, Commissioner
CHARLES KENNY, Commissioner
LESLIE KOPPEL, Commissioner
CHANELLE SCOTT MCCULLUM, Commissioner
CHARLES E. TOMARO, Commissioner

NJDOT STANDARD ROADWAY CONSTRUCTION / TRAFFIC CONTROL / BRIDGE CONSTRUCTION DETAILS BOOKLET, DATED 2020 AND STANDARD ELECTRICAL DETAILS BOOKLET, DATED 2011 ARE APPLICABLE TO THIS PROJECT EXCEPT FOR THOSE DETAILS CONTAINED HEREIN.

RECOMMENDED FOR APPROVAL BY
MIDDLESEX COUNTY ENGINEER:

DATE: _____
RONALD M. SENDNER, P.E. N. J. LICENSE No. 24GE03162200
COUNTY ENGINEER

PREPARED AND RECOMMENDED FOR APPROVAL BY:

IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540



DATE 12/21/2021
JOHN W. KORUNOW JR.
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 24GE04034200

**NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS
FOR ROAD AND BRIDGE CONSTRUCTION OF 2019 (US CUSTOMARY ENGLISH
UNITS) AND MIDDLESEX COUNTY SUPPLEMENTARY
SPECIFICATIONS SHALL GOVERN**

PAY ITEM NO.	DESCRIPTION	UNIT MEASURE	PLAN SHEET QUANTITY	IF & WHERE DIRECTED	QUANTITY	AS-BUILT QUANTITY
1-M	FIELD OFFICE TYPE A	UNIT			1	
2-P	CONCRETE WASHOUT SYSTEM	LS			LS	
3-M	OIL ONLY EMERGENCY SPILL KIT, TYPE-1	UNIT			1	
4-M	SILT FENCE	LF	877	88	965	
5-M	INLET FILTER TYPE 2, 2' X 4'	UNIT	14		14	
6-M	BREAKAWAY BARRICADE	UNIT	18	2	20	
7-M	DRUM	UNIT	75	8	83	
8-M	CONSTRUCTION SIGNS	SF	860	86	946	
9-M	PROJECT IDENTIFICATION SIGN FABRICATION	UNIT		2	2	
10-M	FLASHING ARROW BOARD, 4' X 8'	UNIT	2		2	
11-M	PORTABLE VARIABLE MESSAGE SIGN	UNIT	2		2	
12-M	TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION	UNIT	2		2	
13-M	TEMPORARY TRAFFIC STRIPES, 4"	LF		6000	6000	
14-M	HMA PATCH	TON		20	20	
15-M	POLICE TRAFFIC DIRECTORS	ALLOWANCES				
16-M	FUEL PRICE ADJUSTMENT	ALLOWANCES				
17-M	ASPHALT PRICE ADJUSTMENT	ALLOWANCES				
18-P	CLEARING SITE	LS			LS	
19-M	EXCAVATION, TEST PIT	CY		5	5	
20-M	EXCAVATION, UNCLASSIFIED	CY	930	47	977	
21-M	DISPOSAL OF REGULATED MATERIAL	TON		1256	1256	
22-M	DENSE-GRADED AGGREGATE BASE COURSE, 8" THICK	SY	1905	95	2000	
23-M	HMA MILLING, 3" OR LESS	SY	12502	625	13127	
24-M	HOT MIX ASPHALT PAVEMENT REPAIR	SY		50	50	
25-M	POLYMERIZED JOINT ADHESIVE	LF	6154	308	6462	
26-M	TACK COAT	GAL	1251	63	1314	
27-M	HOT MIX ASPHALT 9.5 M 64 SURFACE COURSE, 2" THK	TON	1440	72	1512	
28-M	HOT MIX ASPHALT 19 M 64 BASE COURSE, 7" THK	TON	632	32	664	
29-M	15" REINFORCED CONCRETE PIPE, CLASS V	LF	104	5	109	
30-M	INLET, TYPE B	UNIT	1		1	
31-M	RECONSTRUCTED INLET, TYPE B, USING EXISTING CASTING	UNIT	4		4	
32-M	CURB PIECE	UNIT	14		14	
33-M	CHAIN-LINK FENCE, ALUMINUM-COATED STEEL, 6' HIGH	LF	236	12	248	
34-M	CONCRETE SIDEWALK, REINFORCED, 4" THICK	SY	271	14	285	
35-M	CONCRETE ISLAND, 4" THICK	SY	40	2	42	
36-M	DETECTABLE WARNING SURFACE	SY	10		10	
37-M	9" X 16" CONCRETE VERTICAL CURB	LF	4049	200	4249	
38-M	BEAM GUIDE RAIL	LF	188	9	197	
39-M	TRAFFIC STRIPES, 4" (LONG LIFE THERMOPLASTIC)	LF	4753	238	4991	
40-M	TRAFFIC STRIPES, 6" (LONG LIFE THERMOPLASTIC)	LF	398	20	418	
41-M	TRAFFIC STRIPES, 8" (LONG LIFE THERMOPLASTIC)	LF	2650	130	2780	
42-M	TRAFFIC MARKINGS. SYMBOLS	SF	1032	50	1082	
43-M	REMOVAL OF TRAFFIC STRIPES	LF	2620	130	2750	
44-M	RPM, MONO-DIRECTIONAL, WHITE LENS	UNIT	106	5	111	
45-M	RPM, MONO-DIRECTIONAL, AMBER LENS	UNIT	63	3	66	
46-M	RPM, BI-DIRECTIONAL, AMBER LENS	UNIT	2		2	
47-M	REGULATORY AND WARNING SIGN	SF	250		250	
48-M	REFLECTORIZED MAST ARM STREET NAME SIGN	SF	18		18	
49-M	2" RIGID METALLIC CONDUIT	LF	30		30	
50-M	3" RIGID METALLIC CONDUIT	LF	1500		1500	
51-M	18" X 36" JUNCTION BOX	UNIT	14		14	
52-M	FOUNDATION, TYPE SFT	UNIT	7		7	
53-M	FOUNDATION, TYPE P-MC (MODIFIED)	UNIT	1		1	
54-M	FOUNDATION, TYPE SPF	UNIT	1		1	
55-M	FOUNDATION, TYPE SFK	UNIT	3		3	
56-M	FOUNDATION, TYPE STF	UNIT	1		1	
57-M	METER CABINET, TYPE TL	UNIT	1		1	
58-P	GROUND WIRE, NO. 8 AWG	LF	2300		2300	
59-P	SERVICE WIRE, NO. 6 AWG	LF	150		150	
60-M	CONTROLLER, 8 PHASE W/ GENERATOR AUXILIARY CABINATE AND UPS	UNIT	1		1	

PAY ITEM NO.	DESCRIPTION	UNIT MEASURE	PLAN SHEET QUANTITY	IF & WHERE DIRECTED	QUANTITY	AS-BUILT QUANTITY
61-M	TRAFFIC SIGNAL STANDARD, ALUMINUM	UNIT	9		9	
62-M	PEDESTRIAN SIGNAL STANDARD	UNIT	2		2	
63-M	TRAFFIC SIGNAL STANDARD, STEEL	UNIT	1		1	
64-M	TRAFFIC SIGNAL MAST ARM, ALUMINUM	UNIT	5		5	
65-M	TRAFFIC SIGNAL MAST ARM, STEEL	UNIT	1		1	
66-P	TRAFFIC SIGNAL CABLE, 5 CONDUCTOR	LF	3150		3150	
67-P	TRAFFIC SIGNAL CABLE, 10 CONDUCTOR	LF	6850		6850	
68-M	TRAFFIC SIGNAL HEAD	UNIT	18		18	
69-M	PEDESTRIAN SIGNAL HEAD	UNIT	8		8	
70-M	PUSH BUTTON ASSEMBLY, TYPE APS	UNIT	7		7	
71-M	IMAGE DETECTOR	UNIT	5		5	
72-M	CONTROLLER TURN-ON	UNIT	1		1	
73-M	INTERIM TRAFFIC SIGNAL SYSTEM	LS			LS	
74-M	APS CONTROL UNIT	UNIT	1		1	
75-P	TOPSOILING, 4" THICK	SY	518		518	
76-P	FERTILIZING AND SEEDING, TYPE A	SY	518		518	
77-P	FERTILIZING AND SEEDING, TYPE G	SY	518		518	
78-M	WASHED RIVERJACK STONE WITH WEED BARRIER	SY	1284		1284	
79-P	STRAW MULCHING	SY	518		518	
80-M	UNINTERRUPTED POWER SUPPLY (UPS SYSTEM COMPLETE)	UNIT		1	1	
81-M	NIGHTTIME MILLING	NIGHT		5	5	
82-M	NIGHTTIME PAVING	NIGHT		5	5	
83-M	OPTICAL EMERGENCY PRE-EMPTION SYSTEM	LS			LS	
84-M	PROJECT IDENTIFICATION SIGN INSTALLATION	UNIT		2	2	

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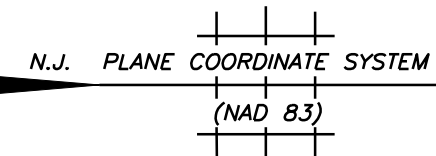
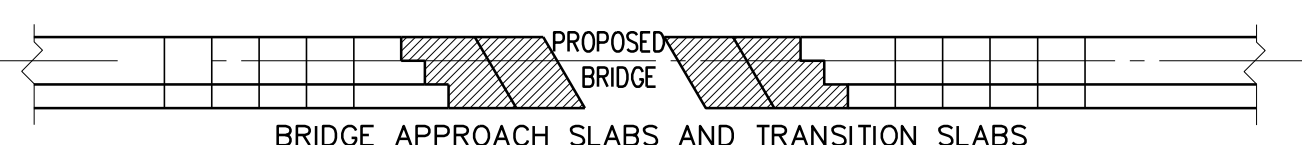
 IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540	Revisions			County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901
	NO.	DATE	BY	
 David W. Kibinow Jr. Licensed Professional Engineer License No. 24GE0888200	Designed By	Drawn By	Scale: NTS	INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE ESTIMATE OF QUANTITIES Ronald M. Sendner County Engineer N.J. P.E. No. 24GE03162200
	Checked By	Approved By	Sheet No. 2 of 44 Date: OCTOBER 2021	

LINEAR FEATURES

EXISTING	PROPOSED	
		WATER MAIN (SIZE)
		GAS MAIN (SIZE)
		TELEPHONE UNDERGROUND UTILITY
		ELECTRIC UNDERGROUND UTILITY
		FIBER-OPTIC UNDERGROUND UTILITY
		OVERHEAD ELECTRIC AND TELEPHONE LINE
		ELECTRIC CONDUIT, HIGHWAY
		EXISTING SANITARY SEWERS AND STORM DRAINS
		PROPOSED SANITARY SEWERS AND STORM DRAINS
		EDGE OF PAVEMENTS
		CONCRETE CURB
		TOE/TOP OF SLOPES
		LIMIT OF DISTURBANCE
		RIGHT OF WAY - ACCESS PERMITTED
		RIGHT OF WAY - NO ACCESS
		TOWNSHIP, CITY, COUNTY LINES
		EASEMENT LINE
		SILT FENCE
		FENCES
		BEAM GUIDE RAIL
		STREAM LINE
		DITCH
		VEGETATION LINE
		EDGE OF WATERWAY
		WETLANDS LINE
		TURBIDITY BARRIER
		RAILROAD TRACKS
		ZERO REVEAL CURB

SYMBOLS

	EXISTING PAVEMENT TO BE REMOVED		BENCH MARK
	HIGH POINT		INLET FILTERS
	LOW POINT		



NORTH ARROW TO BE USED ON STANDARD CONSTRUCTION SHEETS WHERE BEARINGS REFER TO N.J. COORDINATE SYSTEM

TOPOGRAPHICAL FEATURES

EXISTING	PROPOSED	
		MANHOLE (TYPE OR UTILITY)
		VALVE (TYPE OR UTILITY)
		RESET MANHOLE (TYPE OR UTILITY)
		RECONSTRUCT MANHOLE (TYPE OR UTILITY)
		HYDRANT
		INLET (TYPE)
		INLET (TYPE ES)
		RESET INLET (TYPE)
		RECONSTRUCT INLET USING EXISTING GRATE
		FLARED END SECTION
		HEADWALL & APRON
		HEADWALL
		UTILITY POLE (TYPE OR NO.)
		UTILITY W/ LIGHT (TYPE OR UTILITY)
		LUMINAIRE
		JUNCTION BOX (TYPE OR UTILITY)
		JUNCTION BOX (TYPE OR UTILITY)
		FIBER-OPTIC JUNCTION BOX
		JUNCTION BOX FOUNDATION
		SIGN
		MONUMENT (TYPE)
		BEAM GUIDE RAIL ANCHORAGE
		TANGENT GUIDE RAIL TERMINAL
		FLARED GUIDE RAIL TERMINAL
		BURIED END SECTION
		BORING (NO.)
		TEST PIT (NO.)
		RAILROAD SIGNAL
		CAMERA
		VEGETATION REMOVAL

GENERAL NOTES:

- MATERIAL FABRICATION: ALL MATERIAL FABRICATION SHALL BE IN ACCORDANCE WITH NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2019, AS MODIFIED BY MIDDLESEX COUNTY.
- CONSTRUCTION SPECIFICATION: NEW JERSEY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2019 AS MODIFIED BY MIDDLESEX COUNTY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL FEDERAL, STATE, COUNTY, AND MUNICIPAL LAWS, ORDINANCES AND REGULATIONS.
- ALL ELEVATIONS ON THESE PLANS ARE BASED ON THE NEW JERSEY GEODETIC CONTROL SURVEY. VERTICAL DATUM IS BASED UPON N.A.V.D. 1988.
- HORIZONTAL COORDINATE SYSTEM IS NEW JERSEY COORDINATE SYSTEM.
- HORIZONTAL AND VERTICAL CONTROL POINTS SUBJECT TO DISTURBANCE DURING DEMOLITION OR CONSTRUCTION SHALL BE TRANSFERRED BY THE CONTRACTOR TO A LOCATION OUTSIDE OF THE DISTURBANCE AREA. THE COST SHALL BE INCLUDED IN THE ITEM FOR CONSTRUCTION LAYOUT.
- TOPOGRAPHIC SURVEY, BASELINE, TIES AND R.O.W. ARE FROM SURVEY AND MAPPING PERFORMED BY GTS CONSULTANTS, FREDRICK L. VOSS, PLS, NJ PROFESSIONAL LAND SURVEYOR NO. 24GB02579700, ON FILE AT THE OFFICES OF GTS CONSULTANTS.
- A PRECONSTRUCTION MEETING WILL BE HELD WITH THE COUNTY ENGINEER'S REPRESENTATIVES PRIOR TO BEGINNING ANY CONSTRUCTION ON THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY SAFEGUARDS TO PROTECT PUBLIC SAFETY AND ADJOINING PROPERTIES.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL CONTACT THE UTILITY LOCATION SERVICE BY CALLING 1-800-272-1000 AND WITH THEIR ASSISTANCE, SHALL VERIFY THE LOCATION, SIZE, AND DIMENSION OF ALL BURIED UTILITIES.
- THE INFORMATION SHOWN ON THESE PLANS CONCERNING THE TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE.
- UTILITY RELOCATION WORK WILL BE PERFORMED BY UTILITY COMPANIES PRIOR TO THE BRIDGE CONSTRUCTION.
- THE CONTRACTOR SHALL SCHEDULE ALL WORK AND COORDINATE ALL WORK WITH THE UTILITY COMPANIES AS REQUIRED MAINTAINING ALL UTILITIES DURING THE CONSTRUCTION.
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF IMPENDING WORK AND FIELD VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO START OF ANY CONSTRUCTION. THE CONTRACTOR SHALL NOTE THAT THE VARIOUS UTILITY COMPANIES WILL REQUIRE A BUFFER OF 6-8 WEEKS BETWEEN NOTIFICATION AND AVAILABILITY OF CONSTRUCTION CREWS FOR RELOCATION.
- ALL CONSTRUCTION SIGNS AND BARRICADES SHALL BE FURNISHED BY THE CONTRACTOR AND PLACED BY HIM AT LOCATIONS SHOWN ON PLANS OR SPECIFICALLY DESIGNATED BY THE ENGINEER.
- ALL DIMENSIONS SHALL BE VERIFIED AND COORDINATED BY THE CONTRACTOR IN THE FIELD PRIOR TO CONSTRUCTION. ANY DEVIATIONS ARE TO BE REPORTED TO THE ENGINEER.
- DETAILS AS SHOWN IN ANY SECTION SHALL APPLY TO ALL SIMILAR SECTIONS UNLESS OTHERWISE NOTED.
- ALL EARTH FILL SHALL BE FREE FROM BRUSH, ROOTS, AND OTHER ORGANIC MATERIAL SUBJECT TO DECOMPOSITION.
- COMPACTION OF ALL FILL MATERIALS SHALL BE 95% STANDARD PROCTOR DENSITY (ASTM D698).
- EXISTING PAVEMENT TO BE REMOVED IN ALL AREAS OF FULL DEPTH PAVEMENT RECONSTRUCTION SHALL BE MADE UNDER THE PRICE BID FOR ITEM ENTITLED "ROADWAY EXCAVATION, UNCLASSIFIED". LIMITS OF FULL DEPTH PAVEMENT MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.
- THE CONTRACTOR SHALL PROVIDE SMOOTH TRANSITIONS BETWEEN EXISTING AND PROPOSED PAVEMENT IN DRIVEWAY AREAS AND WHERE CONSTRUCTION ENDS. THE EXACT LIMITS OF PAVEMENT CONSTRUCTION MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING DRIVEWAYS AND PARKING AREAS AT ALL TIMES.
- NO SEPARATE PAYMENT WILL BE MADE FOR SAWCUTTING PAVEMENT. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS IN THE PROPOSAL.
- NO SEPARATE PAYMENT FOR FILTER FABRIC WHEN CALLED FOR. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS SCHEDULED IN THE PROPOSAL.
- NO TREES ARE TO BE REMOVED UNTIL VERIFIED IN THE FIELD BY THE ENGINEER. NO SEPARATE PAYMENT WILL BE MADE FOR TREE REMOVAL. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICE BID FOR THE ITEM ENTITLED "CLEARING SITE".
- ALL ITEMS WILL BE BASED UPON FIELD MEASURED QUANTITIES.
- ANY QUANTITY OF THE MATERIAL "ROADWAY EXCAVATION, UNCLASSIFIED" DETERMINED TO BE UNSUITABLE FOR REUSE BY THE ENGINEER SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE COUNTY.
- THE USE OF POLICE TRAFFIC DIRECTORS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ENGAGEMENT.
- CONTRACTOR SUPPLIED TRAFFIC DIRECTORS, FLAGGERS, ETC. WILL NOT BE PAID SEPARATELY. COST INCLUDED IN THE VARIOUS ITEMS OF THE CONTRACT.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY EQUIPMENT AND METHODS TO KEEP EXCAVATIONS FREE OF WATER AND TO PROTECT WORK FROM DAMAGE BY WATER DURING ALL STAGES OF CONSTRUCTION. NO SEPARATE PAYMENT WILL BE MADE FOR PROVIDING AND MAINTAINING EQUIPMENT AND METHODS TO KEEP EXCAVATIONS DEWATERED. ALL COSTS THEREOF SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS IN THE PROPOSAL.
- THE INFORMATION SHOWN ON THESE PLANS CONCERNING THE TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE
- PRIOR TO THE START OF ANY ROAD WORK WITHIN THE COUNTY RIGHT OF WAY THE CONTRACTOR MUST OBTAIN A ROAD OPENING PERMIT FROM THE COUNTY ROAD SUPERVISOR (P.O. BOX 1856), APPLE ORCHARD ROAD, NORTH BRUNSWICK, NEW JERSEY 08902. PRIOR TO THE FIRST PAYMENT FOR THE CONTRACTOR THE CONTRACTOR MUST PROVIDE A COPY OF THE ROAD OPENING PERMIT.
- EXISTING STRUCTURES, GUIDE RAILS AND SIGNS TO BE REMOVED IN THE PROJECT SHALL BE PAID UNDER THE PRICE BID FOR THE ITEM ENTITLED "CLEARING SITE".
- THE CONTRACTOR SHALL NOTIFY THE MUNICIPAL CLERK, THE POLICE DEPARTMENT, FIRE DEPARTMENT, AND RESCUE SQUAD (EDISON: 732-287-0900 & WOODBRIDGE: 732-634-4500) ONE WEEK PRIOR TO THE START OF CONSTRUCTION AND 24 HOURS PRIOR TO THE IMPLEMENTATION OF THE ROAD CLOSURE AND DETOUR.
- DURING THE MONTHS OR DAYS WHEN CONCRETE OR ASPHALT WORK CANNOT BE DONE, THE CONSTRUCTION SITE HAS TO BE MAINTAINED AND PROTECTED, AND COST FOR THIS IS TO BE INCLUDED UNDER "CLEARING SITE."
- TREE CLEARING ALONG THE SOUTHEASTERN QUADRANT OF THE INTERSECTION SHALL BE COMPLETED BY PSE&G.
- CHAIN LINK FENCE ALONG PARKWAY PLACE EXTENSION SHALL NOT HAVE ANY SLATS TO MAINTAIN SIGHT LINES FOR THE RAILROAD.
- ALL WORK SHALL BE SUBJECT TO A FINAL INSPECTION BY THE NJDOT RAILROAD ENGINEERING SERVICES UNIT

ABBREVIATIONS

AVG.	AVERAGE	FT	FEET	OHT	OVER HEAD UTILITY	S/W, SDWK	SIDEWALK
BL	BASELINE	F.H.	FIRE HYDRANT	PAV'T	PAVEMENT	SHLDR.	SHOULDER
BLVD.	BOULEVARD	G	GAS	PC	POINT OF CURVE	STA.	STATION
BR.	BRIDGE	GA-A	GUIDE RAIL ATTACHMENT, TYPE A	PI	POINT OF INTERCEPTION	SWL	SOLID WHITE LINE
BRG.	BEARING	GRA	GUIDE RAIL ANCHORAGE	PK	NAIL IN PAVEMENT	SYL	SOLID YELLOW LINE
CL	CENTERLINE	GR	GRATE	POT	POINT ON TANGENT	TEMP.	TEMPORARY
C.C.	CENTER TO CENTER	GV	GAS VALVE	PROP.	PROPOSED	TH.	THICK
CMP	CORRUGATED METAL PIPE	HMA	HOT MIX ASPHALT	PT	POINT OF TANGENT	TS	TOPSOIL
CONC.	CONCRETE	HP	HIGH POINT	PVC	POINT OF VERTICAL CURVE	TYP.	TYPICAL
C.T.	CURB TRANSITION	HPC	HIGH PERFORMANCE CONCRETE	PVI	POINT OF VERTICAL INTERCEPTION	VAR.	VARIABLE, VARIES
CULV.	CULVERT	INV.	INVERT	PVT	POINT OF VERTICAL TANGENT	W	WATER
D.C.	DEPRESSED CURB	LOM	LIMIT OF MILLING AND RESURFACING	R	RADIUS	WV	WATER VALVE
DR.	DRIVE	LOP	LIMIT OF FULL PAVEMENT	RCCP	REINFORCED CONCRETE CULVERT PIPE	X-SECT	CROSS SECTION
DWL	DASHED WHITE LINE	LP	LOW POINT	RCP	REINFORCED CONCRETE PIPE		
DYL	DOUBLE YELLOW LINE	MEC	MEET EXISTING CURB	RD	ROAD		
EAS'T	EASEMENT	MON.	MONUMENT	ROW, R.O.W.	RIGHT OF WAY		
ELE. ELEV.	ELEVATION	NB	NORTHBOUND	SB	SOUTHBOUND		
EXIST.	EXISTING	NO., #	NUMBER	SC	STRIP IN CUT		
F.E.S.	FLARED END SECTION	NTS	NOT TO SCALE	SF	STRIP IN FILL		

GIS# EDI053

	Revisions			County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901
	NO.	DATE	BY	
	Designed By	Drawn By	Scale: NTS	INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE
	Checked By	Approved By	Sheet No. 3 of 44 Date: OCTOBER 2021	
David W. Klimunow Jr. Licensed Professional Engineer License No. 24GE0888300	12/21/2021 Date	Ronald M. Sendner County Engineer N.J. P.E. No. 24GE03162200	LEGEND, ABBREVIATIONS AND GENERAL NOTES	

SOIL EROSION AND SEDIMENT CONTROL NOTES

1. THE FREEHOLD SOIL CONSERVATION DISTRICT SHALL BE NOTIFIED FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY SOIL DISTURBING ACTIVITY.
2. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE INSTALLED PRIOR TO SOIL DISTURBANCE, OR IN THEIR PROPER SEQUENCE, AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.
3. ANY CHANGES TO THE CERTIFIED SOIL EROSION AND SEDIMENT CONTROL PLANS WILL REQUIRE THE SUBMISSION OF REVISED SOIL EROSION AND SEDIMENT CONTROL PLANS TO THE DISTRICT FOR RE-CERTIFICATION. THE REVISED PLANS MUST MEET ALL CURRENT STATE SOIL EROSION AND SEDIMENT CONTROL STANDARDS.
4. N.J.S.A 4:24-39 ET. SEQ. REQUIRES THAT NO CERTIFICATES OF OCCUPANCY BE ISSUED BEFORE THE DISTRICT DETERMINES THAT A PROJECT OR PORTION THEREOF IS IN FULL COMPLIANCE WITH THE CERTIFIED PLAN AND STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY AND A REPORT OF COMPLIANCE HAS BEEN ISSUED. UPON WRITTEN REQUEST FROM THE APPLICANT, THE DISTRICT MAY ISSUE A REPORT OF COMPLIANCE WITH CONDITIONS ON A LOT-BY-LOT OR SECTION-BY-SECTION BASIS, PROVIDED THAT THE PROJECT OR PORTION THEREOF IS IN SATISFACTORY COMPLIANCE WITH THE SEQUENCE OF DEVELOPMENT AND TEMPORARY MEASURES FOR SOIL EROSION AND SEDIMENT CONTROL HAVE BEEN IMPLEMENTED, INCLUDING PROVISIONS FOR STABILIZATION AND SITE WORK.
5. ANY DISTURBED AREAS THAT WILL BE LEFT EXPOSED MORE THAN SIXTY (60) DAYS, AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, WILL IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PREVENTS THE ESTABLISHMENT OF TEMPORARY COVER, THE DISTURBED AREAS WILL BE MULCHED WITH STRAW, OR EQUIVALENT MATERIAL, AT A RATE OF 2 TO 2½ TONS PER ACRE, ACCORDING TO THE STANDARD FOR STABILIZATION WITH MULCH ONLY.
6. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING, ALL CRITICAL AREAS SUBJECT TO EROSION (I.E. SOIL STOCKPILES, STEEP SLOPES AND ROADWAY EMBANKMENTS) WILL RECEIVE TEMPORARY SEEDING IN COMBINATION WITH STRAW MULCH OR A SUITABLE EQUIVALENT, AND A MULCH ANCHOR, IN ACCORDANCE WITH STATE STANDARDS.
7. A SUB-BASE COURSE WILL BE APPLIED IMMEDIATELY FOLLOWING ROUGH GRADING AND INSTALLATION OF IMPROVEMENTS TO STABILIZE STREETS, ROADS, DRIVEWAYS, AND PARKING AREAS. IN AREAS WHERE NO UTILITIES ARE PRESENT, THE SUB-BASE SHALL BE INSTALLED WITHIN FIFTEEN (15) DAYS OF THE PRELIMINARY GRADING.
8. THE STANDARD FOR STABILIZED CONSTRUCTION ACCESS REQUIRES THE INSTALLATION OF A PAD OF CLEAN CRUSHED STONE AT POINTS WHERE TRAFFIC WILL BE ACCESSING THE CONSTRUCTION SITE. AFTER INTERIOR ROADWAYS ARE PAVED, INDIVIDUAL LOTS REQUIRE A STABILIZED CONSTRUCTION ACCESS CONSISTING OF ONE INCH TO TWO INCH (1" - 2") STONE FOR A MINIMUM LENGTH OF TEN FEET (10') EQUAL TO THE LOT ENTRANCE WIDTH. ALL OTHER ACCESS POINTS SHALL BE BLOCKED OFF.
9. ALL SOIL WASHED, DROPPED, SPILLED, OR TRACKED OUTSIDE THE LIMIT OF DISTURBANCE OR ONTO PUBLIC RIGHT-OF-WAYS WILL BE REMOVED IMMEDIATELY.
10. PERMANENT VEGETATION IS TO BE SEEDED OR SODDED ON ALL EXPOSED AREAS WITHIN TEN (10) DAYS AFTER FINAL GRADING.
11. AT THE TIME THAT SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION IS GOING TO BE ACCOMPLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER SHALL BE REMOVED OR TREATED IN SUCH A WAY THAT IT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER IT SUITABLE FOR VEGETATIVE GROUND COVER. IF THE REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITIONS, NON-VEGETATIVE MEANS OF PERMANENT GROUND STABILIZATION WILL HAVE TO BE EMPLOYED.
12. IN ACCORDANCE WITH THE STANDARD FOR MANAGEMENT OF HIGH ACID PRODUCING SOILS, ANY SOIL HAVING A PH OF 4 OR LESS OR CONTAINING IRON SULFIDES SHALL BE ULTIMATELY PLACED OR BURIED WITH LIMESTONE APPLIED AT THE RATE OF 10 TONS/ACRE, (OR 450 LBS/1,000 SQ FT OF SURFACE AREA) AND COVERED WITH A MINIMUM OF 12" OF SETTLED SOIL WITH A PH OF 5 OR MORE, OR 24" WHERE TREES OR SHRUBS ARE TO BE PLANTED.
13. CONDUIT OUTLET PROTECTION MUST BE INSTALLED AT ALL REQUIRED OUTFALLS PRIOR TO THE DRAINAGE SYSTEM BECOMING OPERATIONAL.
14. UNFILTERED DEWATERING IS NOT PERMITTED. NECESSARY PRECAUTIONS MUST BE TAKEN DURING ALL DEWATERING OPERATIONS TO MINIMIZE SEDIMENT TRANSFER. ANY DEWATERING METHODS USED MUST BE IN ACCORDANCE WITH THE STANDARD FOR DEWATERING.
15. SHOULD THE CONTROL OF DUST AT THE SITE BE NECESSARY, THE SITE WILL BE SPRINKLED UNTIL THE SURFACE IS WET, TEMPORARY VEGETATIVE COVER SHALL BE ESTABLISHED OR MULCH SHALL BE APPLIED AS REQUIRED BY THE STANDARD FOR DUST CONTROL.

SOIL EROSION AND SEDIMENT CONTROL NOTES

16. STOCKPILE AND STAGING LOCATIONS ESTABLISHED IN THE FIELD SHALL BE PLACED WITHIN THE LIMIT OF DISTURBANCE ACCORDING TO THE CERTIFIED PLAN. STAGING AND STOCKPILES NOT LOCATED WITHIN THE LIMIT OF DISTURBANCE WILL REQUIRE CERTIFICATION OF A REVISED SOIL EROSION AND SEDIMENT CONTROL PLAN. CERTIFICATION OF A NEW SOIL EROSION AND SEDIMENT CONTROL PLAN MAY BE REQUIRED FOR THESE ACTIVITIES IF AN AREA GREATER THAN 5,000 SQUARE FEET IS DISTURBED.
17. ALL SOIL STOCKPILES ARE TO BE TEMPORARILY STABILIZED IN ACCORDANCE WITH SOIL EROSION AND SEDIMENT CONTROL NOTE #6.
18. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ANY EROSION OR SEDIMENTATION THAT MAY OCCUR BELOW STORMWATER OUTFALLS OR OFFSITE AS A RESULT OF CONSTRUCTION OF THE PROJECT.
19. CONDUIT OUTLET PROTECTION MUST BE INSTALLED AT ALL REQUIRED OUTFALLS PRIOR TO THE DRAINAGE SYSTEM BECOMING OPERATIONAL.
20. SHOULD THE CONTROL OF DUST AT THE SITE BE NECESSARY, THE SITE WILL BE SPRINKLED UNTIL THE SURFACE IS WET, TEMPORARY VEGETATIVE COVER SHALL BE ESTABLISHED OR MULCH SHALL BE APPLIED AS REQUIRED BY THE STANDARD FOR DUST CONTROL.

GENERAL REQUIREMENTS

1. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE SEDIMENT AND EROSION CONTROL PLAN AND THE PLAN NARRATIVE.
2. ALL TOPSOIL NOT TO BE USED FOR FINAL GRADING SHALL BE REMOVED FROM THE SITE IMMEDIATELY. ALL TOPSOIL REQUIRED FOR FINAL GRADING AND STORED ON SITE SHALL BE LIMED, FERTILIZED, TEMPORARILY SEEDED AND MULCHED WITHIN 30 DAYS IN ACCORDANCE WITH STATE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL.
3. AFTER THE PROJECT HAS BEEN COMPLETED, THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY FOR INSURING THAT ALL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE IN PROPER WORKING CONDITION. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES WILL BE REMOVED OR REPLACED BY PERMANENT CONTROLS.
4. SOIL EROSION AND SEDIMENT CONTROL SHALL INCLUDE BUT NOT BE LIMITED TO THE ABOVE MEASURES. THE CONTRACTOR SHALL BE RESPONSIBLE TO CORRECT ANY OMISSIONS, ERRORS OR SUBSEQUENT FIELD OPERATIONS WHICH MIGHT DEVIATE FROM THE INTENT OF THIS LAW. THE CONTRACTOR SHALL CORRECT SAID OMISSIONS, ERRORS, OR FIELD OPERATIONS IMMEDIATELY AND IN ACCORDANCE WITH THE NEW JERSEY STANDARDS FOR EROSION AND SEDIMENT CONTROL.
5. THE CONTRACTOR SHALL KEEP THE STREET CLEAR OF DIRT AND BE RESPONSIBLE FOR ANY STREET CLEANING NECESSARY DURING THE COURSE OF THE PROJECT.
6. THE CONTRACTOR SHALL KEEP A COPY OF THE CERTIFIED PLAN ON SITE DURING CONSTRUCTION AND SHALL AGREE TO ALLOW DISTRICT AGENTS TO GO ONTO THE PROJECT LANDS FOR INSPECTION.
7. THE CONTRACTOR SHALL NOTIFY THE FREEHOLD SOIL CONSERVATION DISTRICT UPON COMPLETION OF THE PROJECT.
8. IF SOIL IS TO BE REMOVED FROM THE SITE, THE AMOUNT OF SOIL TO BE REMOVED, THE METHOD TO ACCOMPLISH REMOVAL AND THE PLACE WHERE THE SOIL WILL BE DISPOSED, MUST BE PROVIDED. AUTHORIZATION AND CERTIFICATION FOR DISPOSAL MUST BE OBTAINED FROM THE SITE TO WHICH THE SOIL IS DELIVERED.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION AND COORDINATION WITH ALL UTILITY COMPANIES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING PROPER AND SUFFICIENT CONSTRUCTION PROTECTION TO THE WORKERS AND THE PUBLIC. OSHA AND ALL MUNICIPAL CODES SHALL BE FOLLOWED.
11. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORM WATER RUN-OFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.
12. ALL SEDIMENTATION STRUCTURES SHALL BE INSPECTED AND MAINTAINED ON A REGULAR BASIS.
13. MAXIMUM SIDE SLOPES OF ALL EXPOSED SURFACES SHALL NOT EXCEED 2:1 UNLESS OTHERWISE APPROVED BY THE DISTRICT.
14. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND UPKEEP OF THE DRAINAGE STRUCTURES, VEGETATIVE COVER, AND ANY OTHER MEASURES DEEMED APPROPRIATE BY THE DISTRICT. SAID RESPONSIBILITY WILL PRECLUDE WHEN COMPLETED WORK IS APPROVED BY THE CONSERVATION DISTRICT.
15. SOIL STOCKPILE AREAS ARE NOT AVAILABLE WITHIN THE PROJECT LIMITS. EXCAVATED MATERIAL IS TO BE HAULED OFF SITE. TOPSOIL FOR FINAL GRADING WILL BE HAULED IN, SET IN PLACE, SEEDED WITH PERMANENT SEEDING AND STRAW MULCHED IN THE SAME DAY.

STANDARD FOR STABILIZATION WITH MULCH ONLY *

PROTECTIVE MATERIALS

1. UNROTTED SMALL-GRAIN STRAW @ 90 TO 115 LBS/1,000 SF
2. WOOD FIBER OR PAPER FIBER @ 34.5 LBS/1,000 SF

* REFERENCE FROM *STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY? (JANUARY 2014 SCS STANDARDS).

CONSTRUCTION SEQUENCE

1. CONSTRUCT THE SILT FENCE AND INSTALL THE INLET FILTERS AS SHOWN ON DRAWINGS
2. STAGE 1- RECONSTRUCTION OF LONG TRIANGULAR ISLAND SEPARATING EASTBOUND AND WESTBOUND PARKWAY PLACE EXTENSION. (2 WEEKS)
3. STAGE 2 - CONSTRUCT CURB ALONG WEST SIDE OF RIVERSIDE DRIVE AND NORTH SIDE OF PARKWAY PLACE EXTENSION. (2 WEEKS)
4. STAGE 3 - CURB ALONG SOUTH SIDE OF PARKWAY PLACE EXTENSION AND SMALL TRIANGULAR ISLAND AT EASTBOUND RIGHT TURN. (2 WEEKS)
5. STAGE 4 - CURB ALONG RIVERSIDE DRIVE MEDIAN ISLAND BETWEEN PARKWAY PLACE EXTENSION AND RAILROAD TRACKS. (1 WEEK)
6. STAGE 5 - CURB ALONG RIVERSIDE DRIVE MEDIAN ISLAND NORTH OF PARKWAY PLACE EXTENSION (2 WEEKS)
7. STAGE 6 - CURB ALONG EAST SIDE OF RIVERSIDE DRIVE NORTH OF THE RAILROAD CROSSING. (2 WEEKS)
8. INSTALLATION OF TRAFFIC SIGNAL POLES AND EQUIPMENT (1 WEEK)
9. MILL AND OVERLAY SURFACE COURSE. INSTALL TRAFFIC STRIPING AND SIGNAGE (2 WEEKS)
10. CONTRACTOR TO WORK WITH COUNTY TO INSPECT AND TEST THE SIGNAL. CONTRACTOR TO CORRECT INSPECTION PUNCH LIST ITEMS. (3 WEEKS)
11. COMPLETE FINAL CLEAN UP. REMOVE ALL TEMPORARY SOIL EROSION CONTROL MEASURES. (2 WEEKS)

MAINTENANCE NOTES

1. INSPECTION:
 - A. ESTABLISHED VEGETATION
ESTABLISHED VEGETATION SHALL BE INSPECTED FOR EVIDENCE OF EROSION ANNUALLY
 - B. RESTORING VEGETATION
WHEN RESTORING VEGETATION, BI-WEEKLY INSPECTIONS SHALL BE CONDUCTED UNTIL THE VEGETATION IS ESTABLISHED.
 - C. LOW FLOW CHANNEL, INLETS, OUTFALLS AND RIPRAP.
ALL OF THE ABOVE NAMED FACILITIES SHALL BE INSPECTED FOR CLOGGING, EXCESSIVE ACCUMULATION OF DEBRIS & SEDIMENTS AT LEAST TWICE ANNUALLY AND AFTER ANY STORM EVENT WHERE RAINFALL EXCEEDS 1".
2. MOWING:
MOWING AND OR TRIMMING OF VEGETATION SHALL BE CONDUCTED TWICE ANNUALLY DURING THE GROWING SEASON (APRIL TO OCTOBER)
3. SEDIMENT & DEBRIS REMOVAL:
SEDIMENT REMOVAL WILL TAKE PLACE WHEN THE FACILITY IS THOROUGHLY DRY, THE FREQUENCY OF THE SEDIMENT REMOVAL SHALL BE IN ACCORDANCE WITH THE COUNTY'S APPROVED STORMWATER MANAGEMENT PLANS.
4. DISPOSAL OF SEDIMENT & DEBRIS:
DISPOSAL SHALL BE IN COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATION AND IN ACCORDANCE WITH THE COUNTY ESTABLISHED PROCEDURES.

SEEDING AND MULCHING SPECIFICATIONS *


TEMPORARY SEEDING (EARLY SPRING)

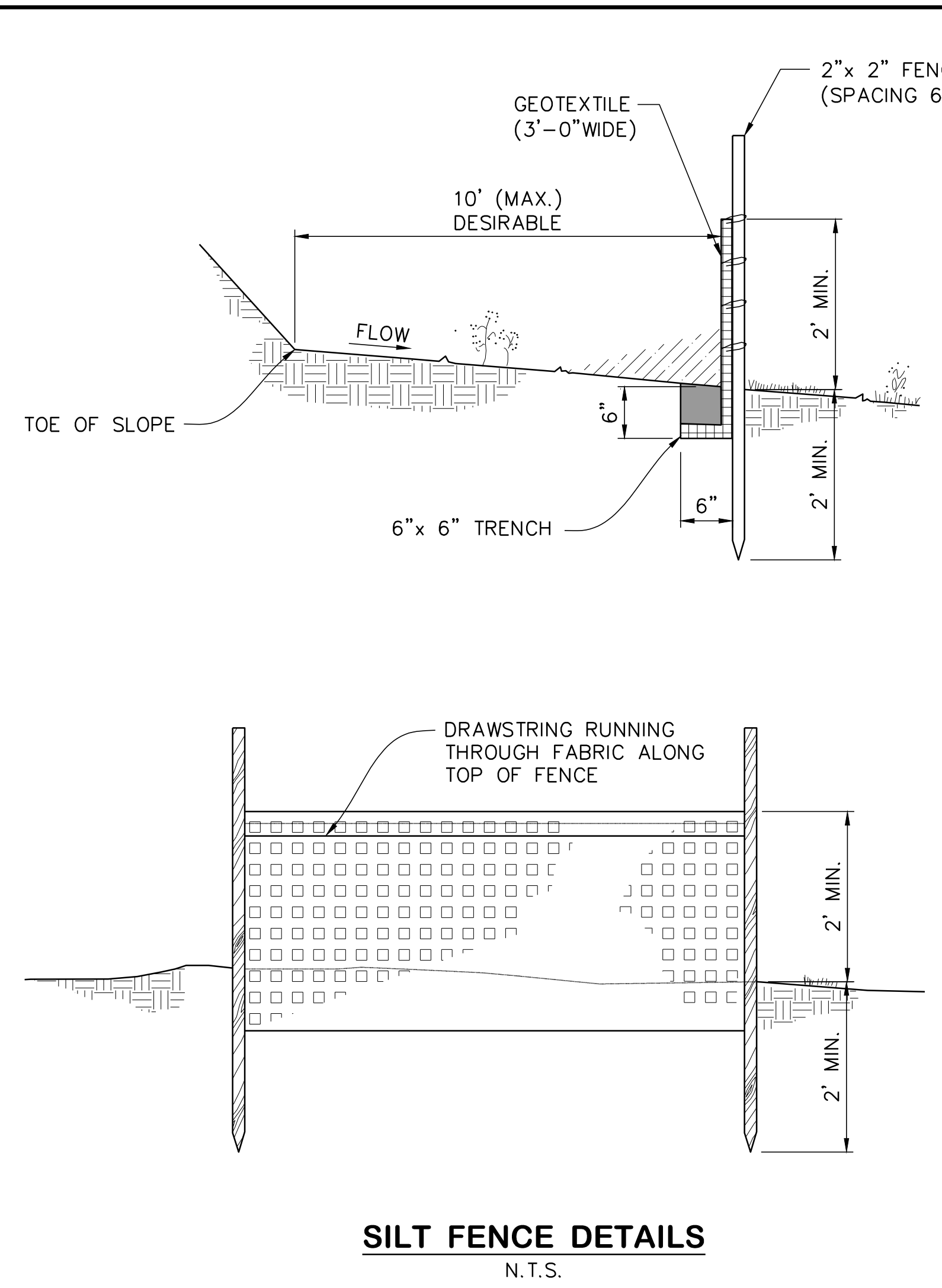
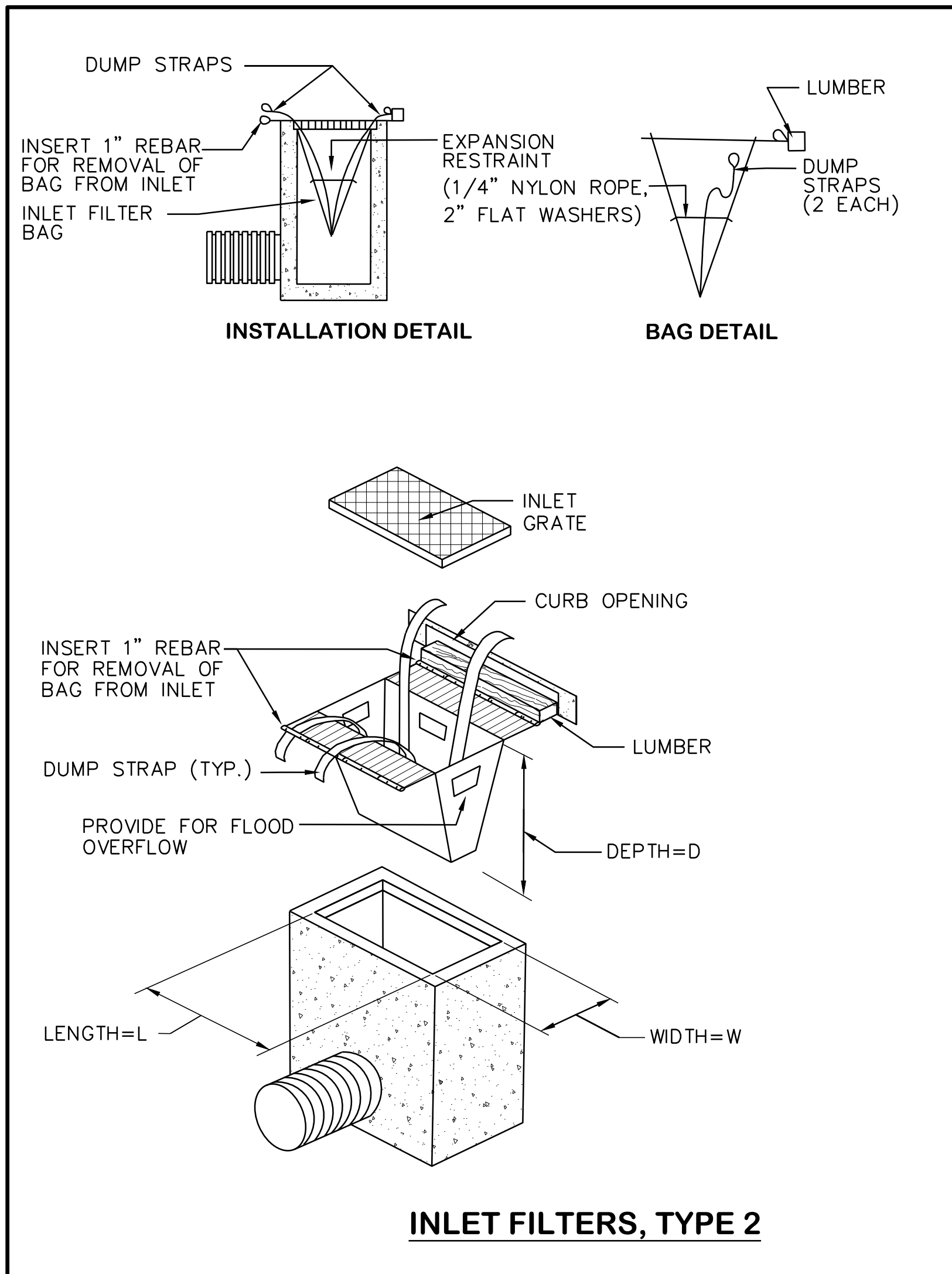
PREPARATION: FERTILIZER (10-20-10) @ 11 LBS/1000 SF
LIME @ 92 LBS/1000 SF
SEED MIX: TYPE F SEED MIXTURE @ 1 LBS/1000 SF

PERMANENT SEEDING

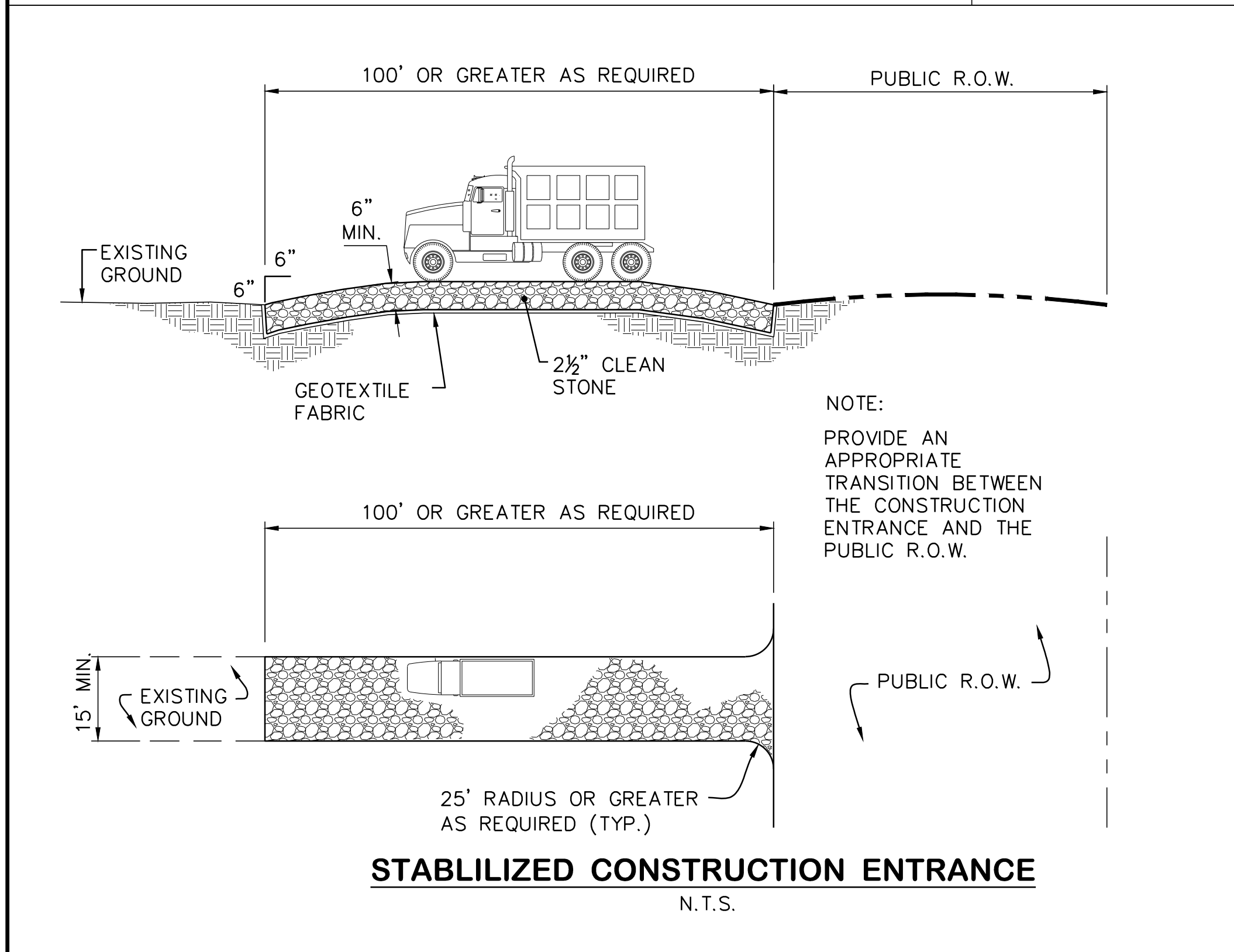
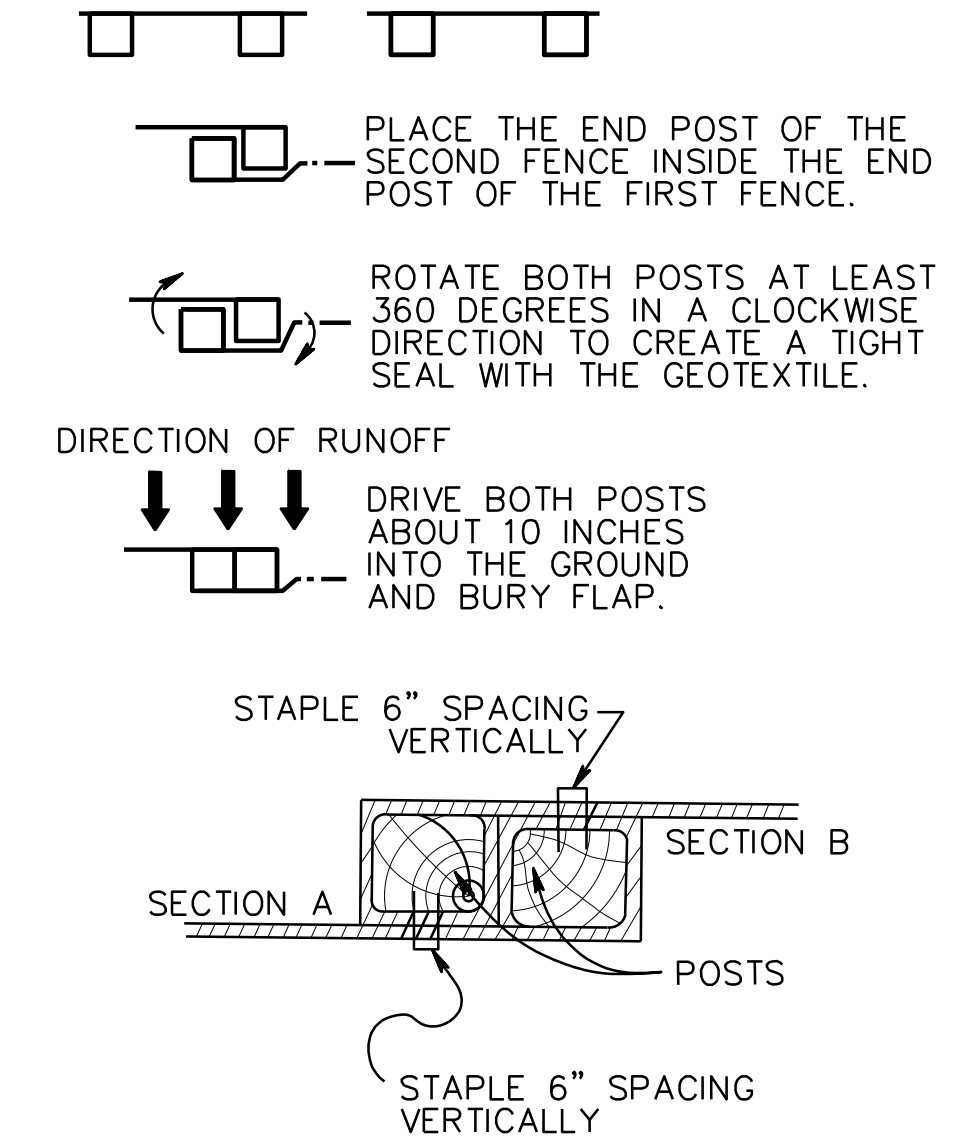
PREPARATION: FERTILIZER (10-10-10) @ 11 LBS/1000 SF
LIME @ 135 LBS/1000 SF
SEED MIX: TYPE G SEED MIXTURE @ 4.6 LBS/1000 SF
MULCHING: STRAW MULCH

GIS# EDI053

 IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540	Revisions NO. DATE BY		County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901
	Designed By: <i>John W. Korunow Jr.</i> Date: 12/21/2021 Checked By: _____ Approved By: _____		
SOIL EROSION AND SEDIMENT CONTROL NOTES			Scale: NTS Sheet No. 7 of 44 Date: OCTOBER 2021
John W. Korunow Jr. Date 12/21/2021 Licensed Professional Engineer License No. 24GE04034200			Ronald M. Sendner County Engineer N.J. P.E. No. 24GE03162200



- NOTES:**
1. SECURELY FASTEN GEOTEXTILE TO FENCE POST BY USE OF WIRE TIES, HOG RINGS, STAPLES OR POCKETS. FOUR TO SIX FASTENERS PER POST.
 2. BURY BOTTOM 1'-0" OF GEOTEXTILE AND TAMP IN PLACE.
 3. SECURELY FASTEN ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE TO A POST BY WRAPPING EACH END OF THE GEOTEXTILE AROUND THE POST TWICE AND ATTACHING AS SPECIFIED IN NOTE 1 ABOVE. SPLICING OF INDIVIDUAL ROLLS SHALL NOT OCCUR AT LOW POINTS.
 4. SET SILT FENCE WITH PROJECT LIMITS. (10'-0" DESIREABLE)

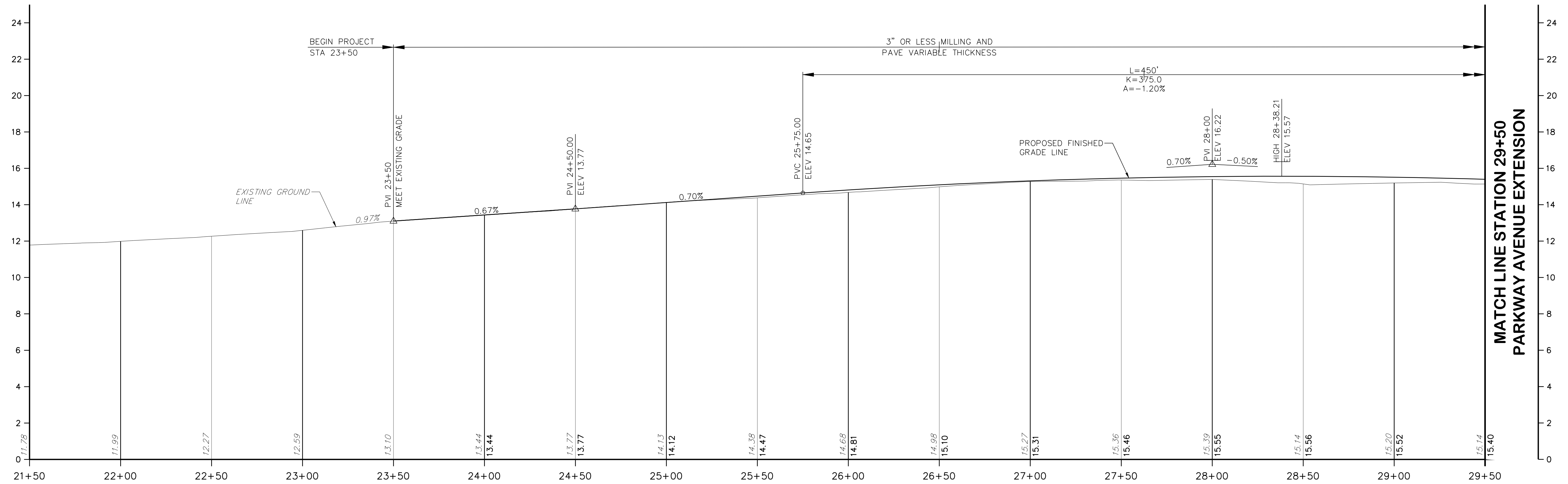


GIS# EDI053

	Revisions			County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901
	NO.	DATE	BY	
INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE				SOIL EROSION AND SEDIMENT CONTROL DETAILS
Designed By John W. Korunow Jr. Licensed Professional Engineer License No. 24GE04034200	Date 12/21/2021	Drawn By 	Checked By 	

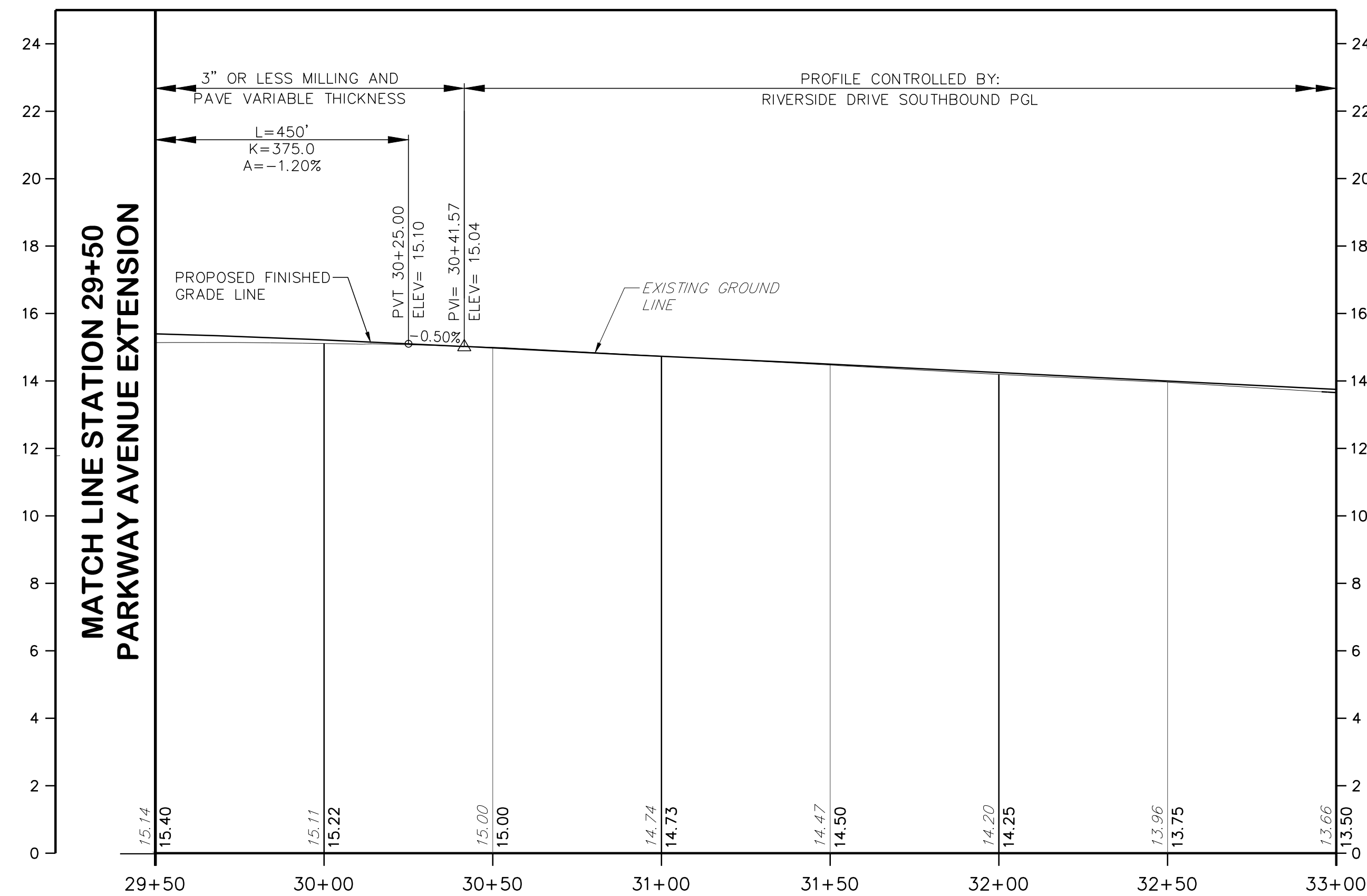
Scale: NTS
 Sheet No. 9 of 44
 Date: OCTOBER 2021

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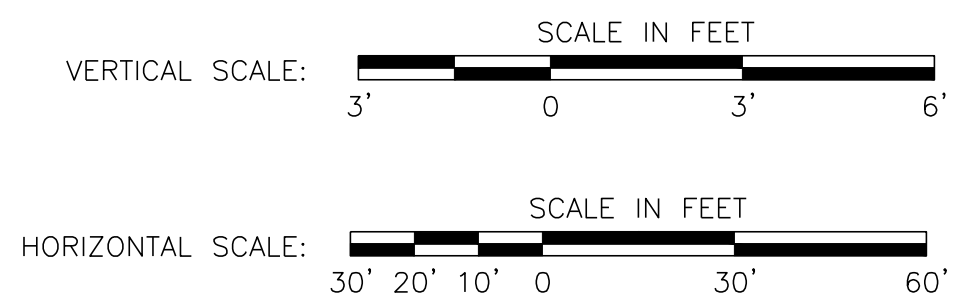
PARKWAY PLACE EXTENSION

POSTED SPEED = 50 MPH
DESIGN SPEED = 55 MPH



PARKWAY PLACE EXTENSION

POSTED SPEED = 50 MPH
DESIGN SPEED = 55 MPH



GENERAL NOTES:

1. ELEVATIONS SHOWN ARE BASED ON N.A.V.D. 1988 IN FEET.

GIS# EDI053

IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

Revisions		
NO.	DATE	BY

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

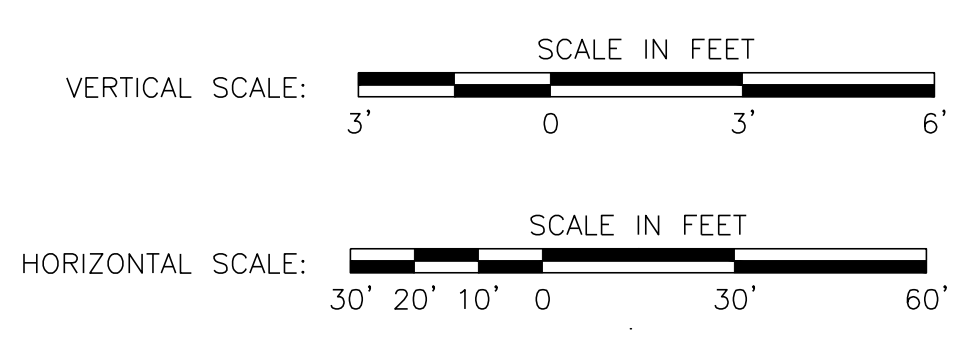
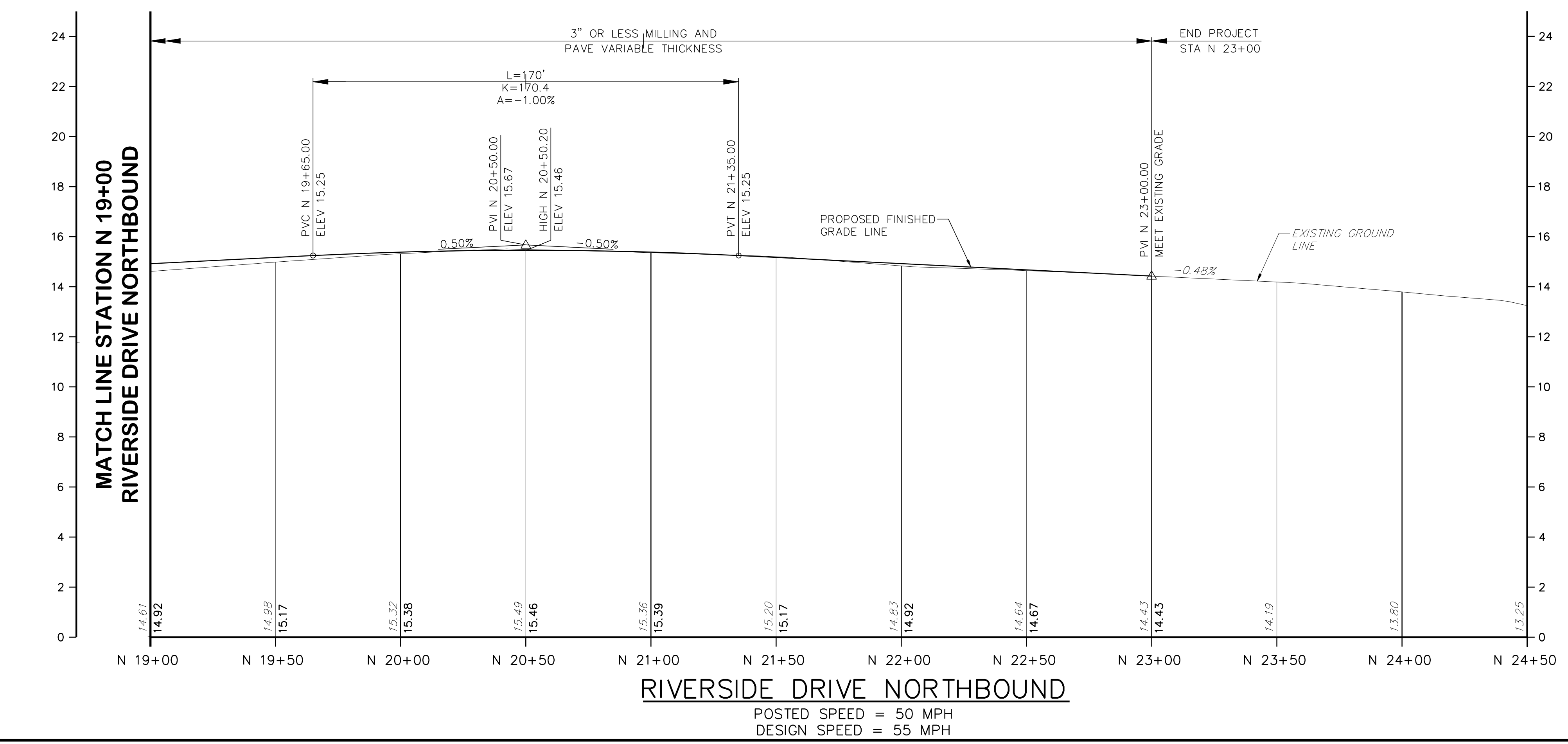
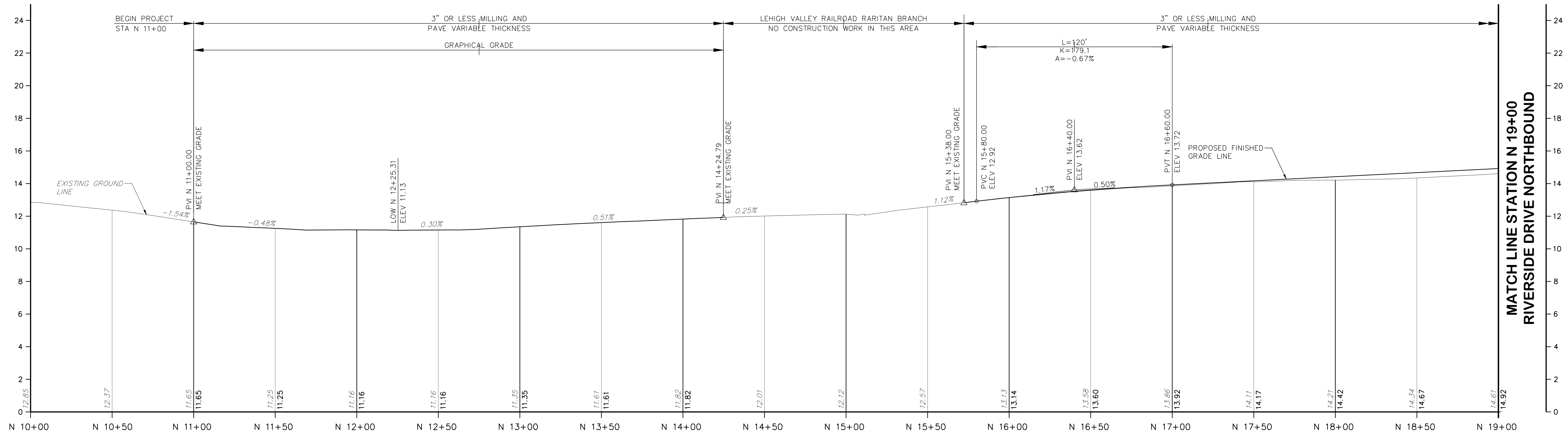
PROFILE

John W. Korunow Jr.
John W. Korunow Jr. Date
Licensed Professional Engineer
License No. 24GE04034200

Designed By	Drawn By
Checked By	Approved By

Scale: AS NOTED
Sheet No. 11 of 44
Date: OCTOBER 2021

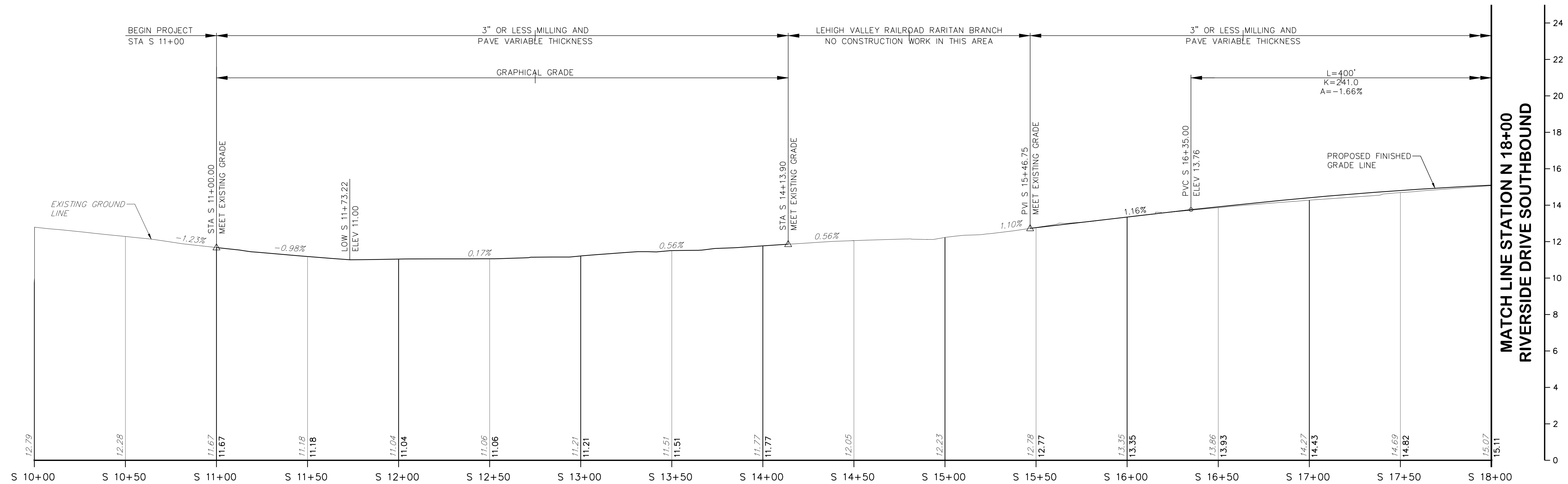
Ronald M. Sendner
Ronald M. Sendner
County Engineer
N.J. P.E. No. 24GE03162200



GENERAL NOTES:
 1. ELEVATIONS SHOWN ARE BASED ON N.A.V.D. 1988 IN FEET. GIS# EDI053

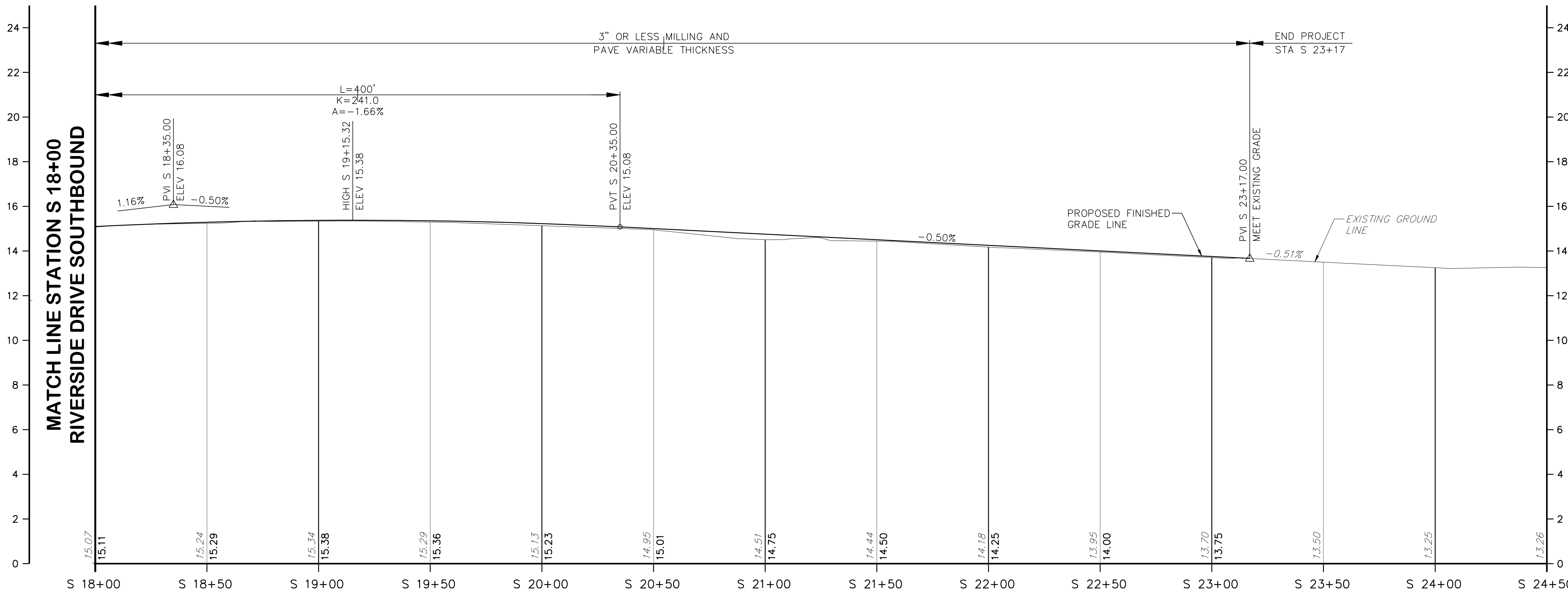
 IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540	Revisions NO. DATE BY		County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901
	INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE		
PROFILE			
Designed By: <i>John W. Korunow Jr.</i> Checked By:	Drawn By: Approved By:	Date: 12/21/2021 License No. 24GE0434200	Scale: AS NOTED Sheet No. 12 of 44 Date: OCTOBER 2021
			Ronald M. Sendner County Engineer N.J. P.E. No. 24GE03162200

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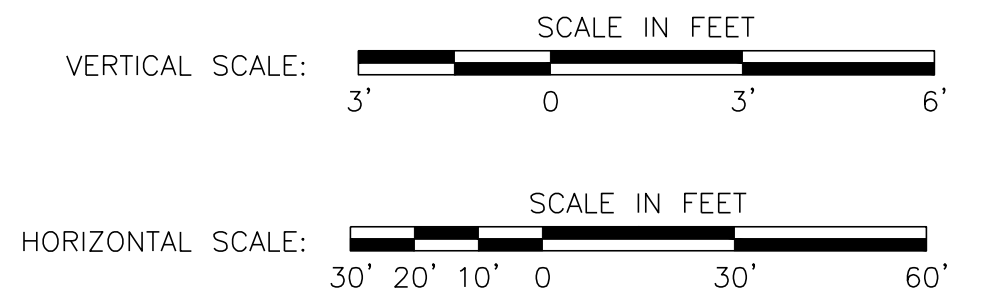
RIVERSIDE DRIVE SOUTHBOUND

POSTED SPEED = 50 MPH
DESIGN SPEED = 55 MPH



RIVERSIDE DRIVE SOUTHBOUND

POSTED SPEED = 50 MPH
DESIGN SPEED = 55 MPH



GENERAL NOTES:

- 1. ELEVATIONS SHOWN ARE BASED ON N.A.V.D. 1988 IN FEET.

<p>IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540</p>	Revisions			<p>County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901</p> <p>INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE</p> <p>PROFILE</p>
	NO.	DATE	BY	
<p>Designed By: <i>John W. Korunow Jr.</i> Checked By: <i>John W. Korunow Jr.</i></p>	<p>Date: 12/21/2021 Approved By: <i>Ronald M. Sendra</i></p>	<p>Scale: AS NOTED Sheet No. 13 of 44 Date: OCTOBER 2021</p>	<p><i>Ronald M. Sendra</i> County Engineer N.J. P.E. No. 24GE03162200</p>	

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TRAVERSE ALIGNMENT DATA						
NO.	STATION	OFFSET	BASELINE	NORTHING	EASTING	REMARKS
T-1	S 15+89.09	36.43' LT.	RIVERSIDE DRIVE SB	611,576.1636	539,144.5633	TRAVERSE POINT - PK NAIL
T-2	N 12+14.15	4.61' LT.	RIVERSIDE DRIVE NB	611,208.8164	539,070.2501	TRAVERSE POINT - PK NAIL
T-3	N 8+45.93	11.41' LT.	RIVERSIDE DRIVE NB	610,840.6539	539,088.8062	TRAVERSE POINT - PK NAIL
T-4	23+28.72	8.90' LT.	PARKWAY PLACE EXTENSION	611,484.4297	538,788.9686	TRAVERSE POINT - PK NAIL
T-6	N 19+36.74	9.69' LT.	RIVERSIDE DRIVE NB	611,835.0505	539,410.5545	TRAVERSE POINT - PK NAIL
T-7	N 22+87.99	31.34' RT.	RIVERSIDE DRIVE NB	612,078.0787	539,667.4525	TRAVERSE POINT - PK NAIL


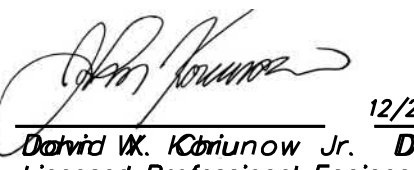
SURVEY BASELINE						
NO.	NORTHING	EASTING	BEARING	DISTANCE	ELEVATION	REMARKS
SURVEY - PARKWAY						
T-4	611,484.4297	538,788.9686	-	-	12.65	PK NAIL
T-1	611,576.1636	539,144.5633	N 75°32'05" E	367.24'	14.69	PK NAIL
SURVEY - RIVERSIDE						
T-3	610,840.6539	539,088.8062	-	-	11.39	PK NAIL
T-2	611,208.8164	539,070.2501	N 02°53'07" W	368.63'	11.71	PK NAIL
T-1	611,576.1636	539,144.5633	N 11°26'11" E	374.79'	14.69	PK NAIL
T-6	611,835.0505	539,410.5545	N 45°56'32" E	371.18'	15.41	PK NAIL
T-7	612,078.0787	539,667.4525	N 45°35'21" E	353.64'	13.86	PK NAIL

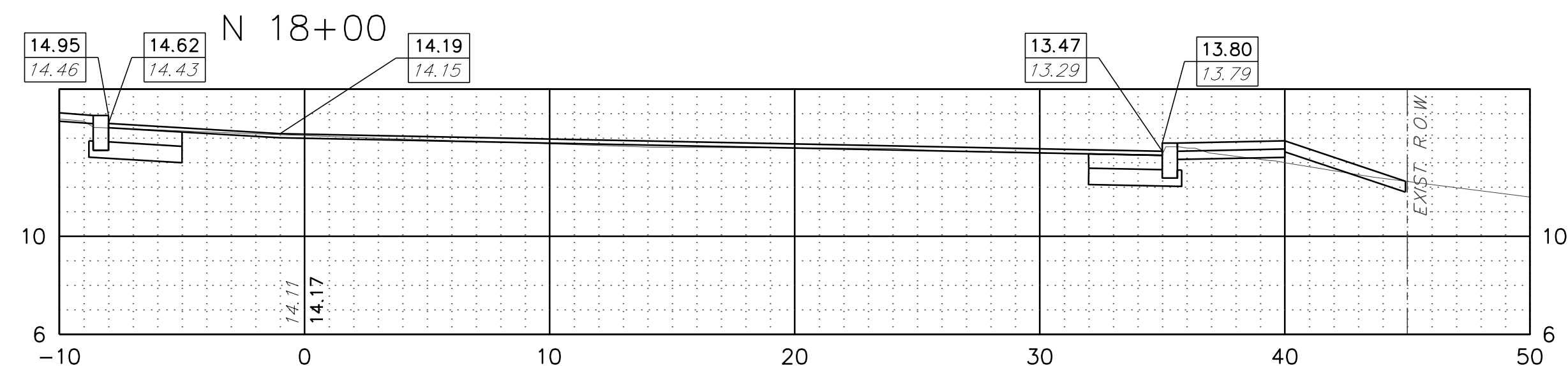
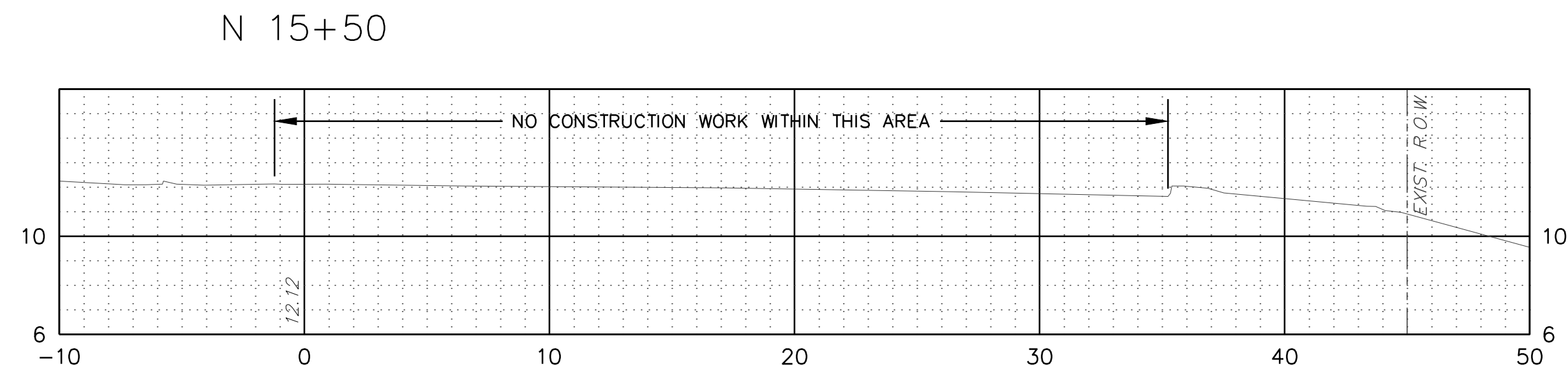
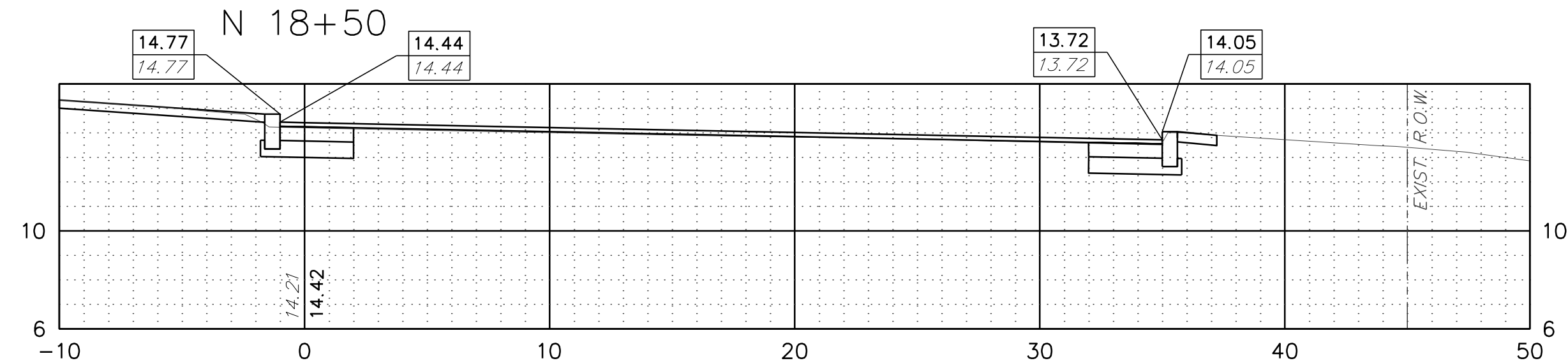
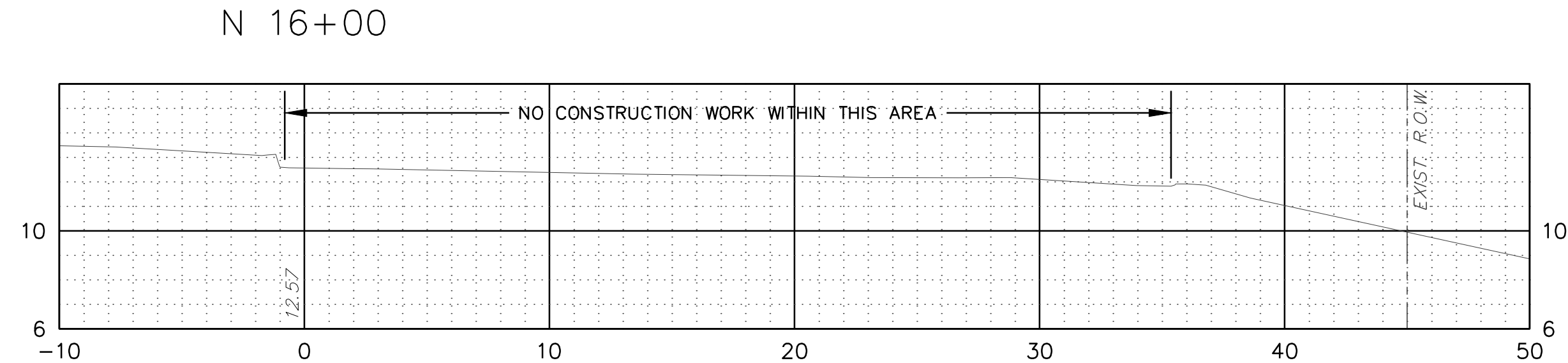
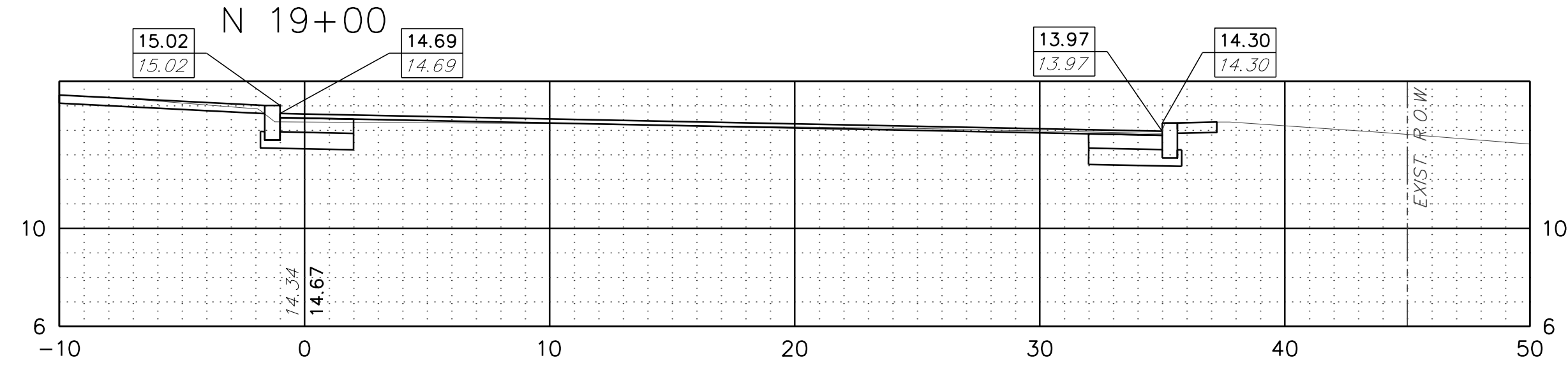
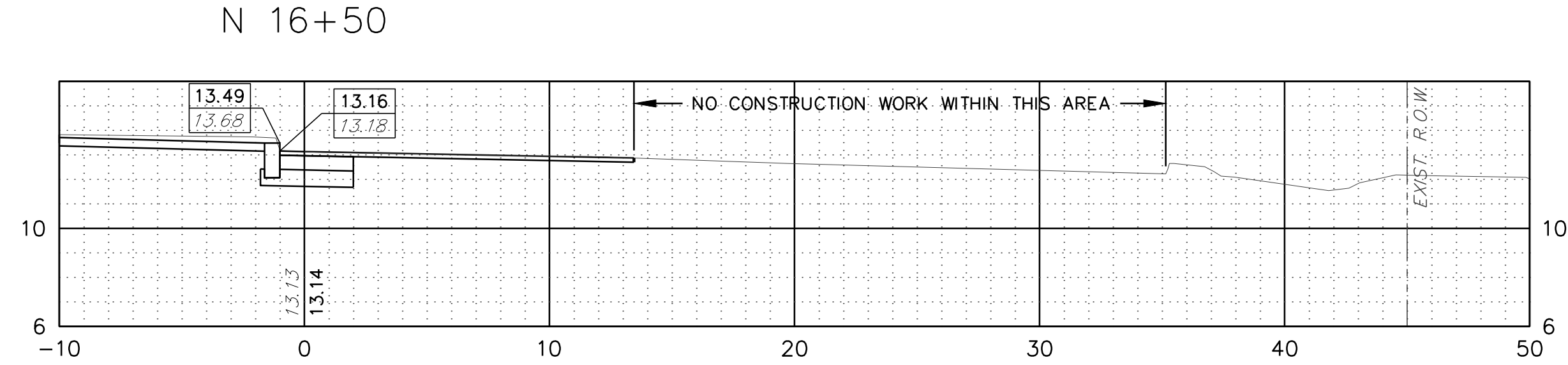
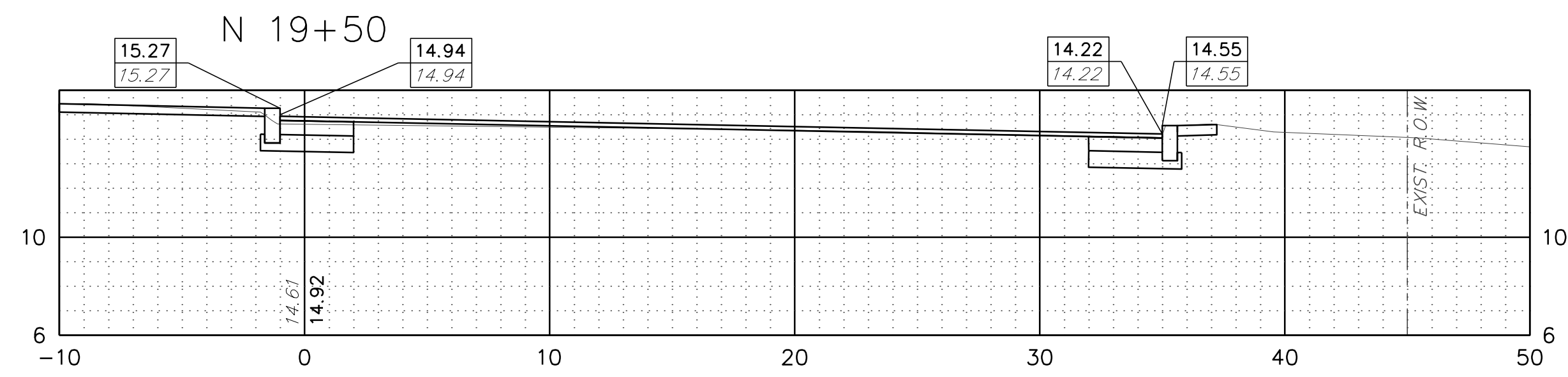
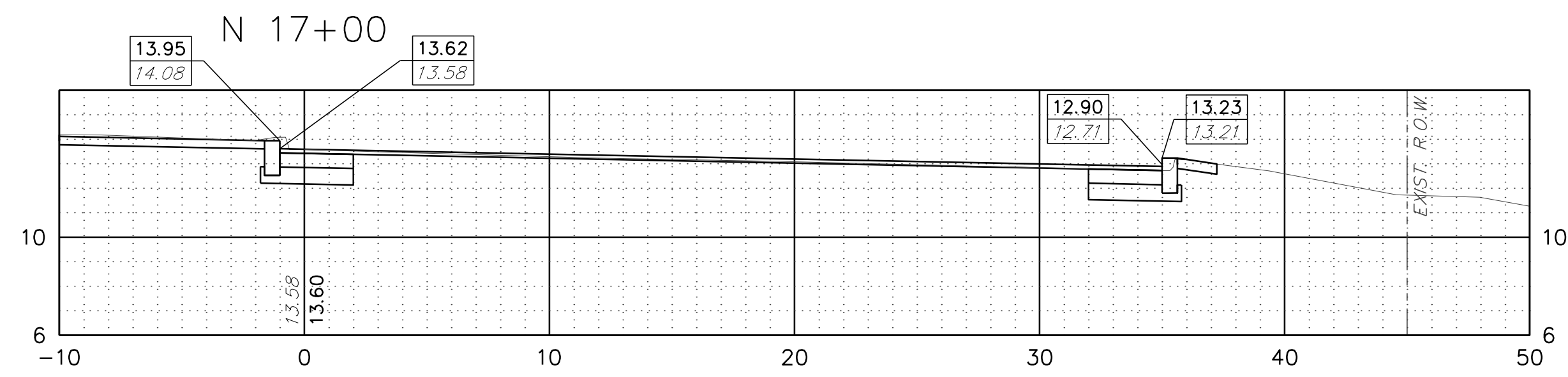
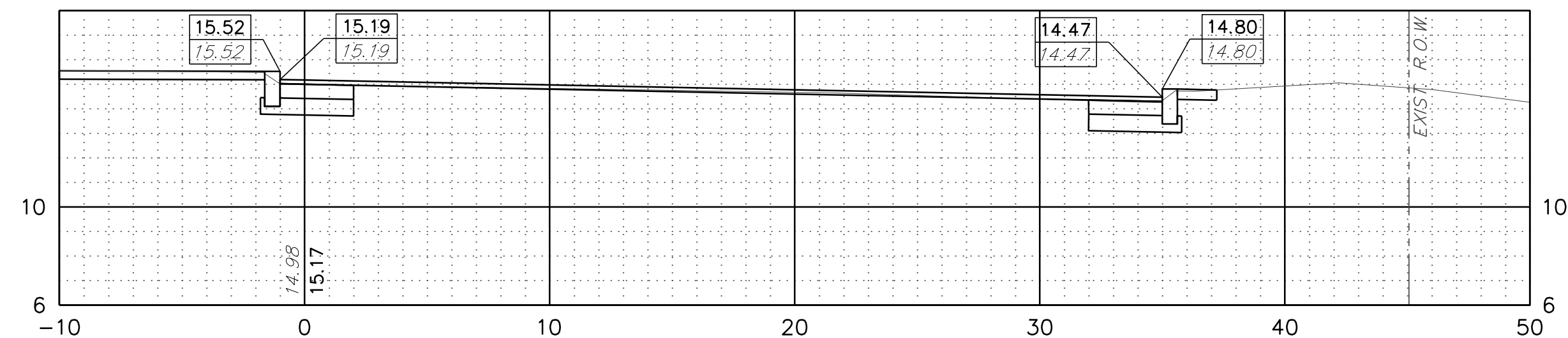
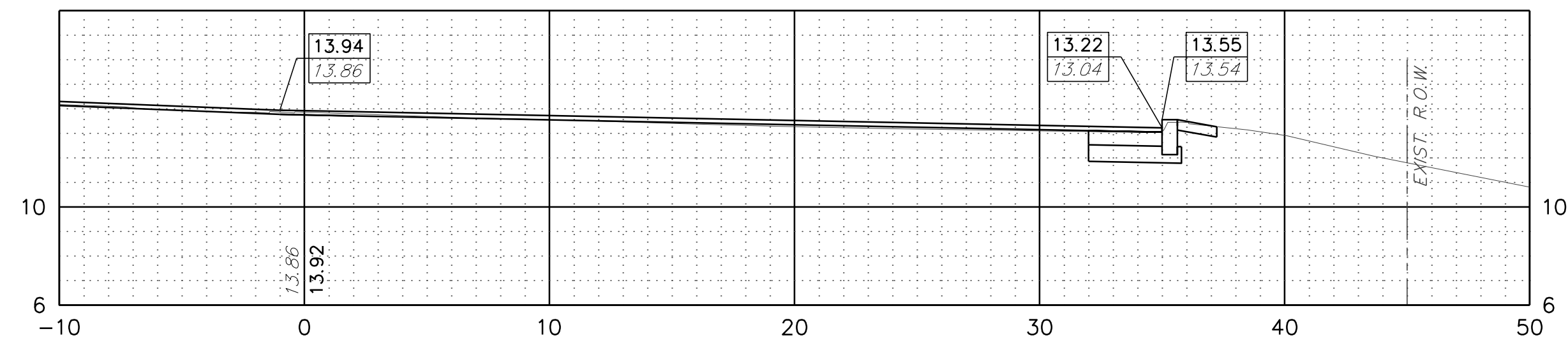
CURVE DATA						
NO.	DELTA	RADIUS	TANGENT	LENGTH	CENTER POINT	
					NORTHING	EASTING
P-1	54°37'10"	1,167'	602.58'	1,112.49'	612,602.6725	538,487.7739
RN-1	48°12'26"	823'	368.21'	692.45'	611,113.2941	539,892.3298
RN-2	4°39'50"	1,511'	61.53'	122.99'	611,379.3682	541,012.0830
RS-1	48°12'26"	843'	377.16'	709.28'	611,113.2941	539,892.3298
RS-2	4°39'37"	1,531'	62.30'	124.53'	611,379.3682	541,012.0830

ALIGNMENT DATA			
STATION	NORTHING	EASTING	REMARKS
PARKWAY PLACE EXTENSION			
17+97.74	611,449.7544	538,264.3487	P.O.B.
19+29.08	611,439.3441	538,395.2745	P.C
30+41.57	611,853.6831	539,382.7063	P.T.
37+09.05	612,365.5532	539,811.1022	P.O.E.
RIVERSIDE DRIVE NB			
6+45.66	610,644.1187	539,128.9423	P.O.B.
10+00.00	610,994.7647	539,077.9099	P.C
16+92.45	611,641.5017	539,261.1992	P.T.
26+00.84	612,338.1107	539,844.2073	P.C.
27+23.83	612,429.8950	539,926.0286	P.T. / P.O.E.
RIVERSIDE DRIVE SB			
6+45.66	610,641.2383	539,109.1508	P.O.B.
10+00.00	610,991.8843	539,058.1184	P.C
17+09.28	611,654.3379	539,245.8619	P.T.
26+17.57	612,350.8744	539,828.8093	P.C.
27+42.10	612,443.8001	539,911.6533	P.T. / P.O.E.

CONSTRUCTION CURB TIES			
CURB POINT	BASELINE	STATION	OFFSET
1	PARKWAY PLACE EXTENSION	23+50.00	M.E.C.
2	PARKWAY PLACE EXTENSION	30+41.57	12.00' LT.
3	RIVERSIDE DRIVE SB	S 23+16.83	M.E.C.
4	PARKWAY PLACE EXTENSION	23+50.00	M.E.C.
5	PARKWAY PLACE EXTENSION	24+24.68	33.81' RT.
6	PARKWAY PLACE EXTENSION	24+68.81	38.21' RT.
7	PARKWAY PLACE EXTENSION	24+92.40	41.85' RT.
8	PARKWAY PLACE EXTENSION	25+43.81	46.72' RT.
9	PARKWAY PLACE EXTENSION	25+79.95	48.18' RT.
10	RIVERSIDE DRIVE SB	S 14+92.27	M.E.C.
11	PARKWAY PLACE EXTENSION	26+24.67	11.99' RT.
12	PARKWAY PLACE EXTENSION	26+24.85	7.00' RT.
13	PARKWAY PLACE EXTENSION	28+61.35	7.00' RT.
14	RIVERSIDE DRIVE SB	S 17+69.02	25.00' LT.
15	RIVERSIDE DRIVE SB	S 17+09.28	25.00' LT.
16	RIVERSIDE DRIVE SB	S 16+90.40	25.00' LT.
17	RIVERSIDE DRIVE SB	S 16+56.89	33.68' LT.
18	RIVERSIDE DRIVE SB	S 15+81.15	48.21' LT.
19	RIVERSIDE DRIVE SB	S 16+10.73	28.71' LT.
20	RIVERSIDE DRIVE SB	S 16+09.72	25.00' LT.
21	RIVERSIDE DRIVE SB	S 15+75.12	25.00' LT.
22	RIVERSIDE DRIVE SB	S 15+73.31	27.70' LT.
23	RIVERSIDE DRIVE SB	S 15+78.24	46.87' LT.
24	RIVERSIDE DRIVE NB	N 16+38.94	M.E.C
25	RIVERSIDE DRIVE NB	N 16+92.45	35.00' RT.
26	RIVERSIDE DRIVE NB	N 23+00.00	M.E.C
27	RIVERSIDE DRIVE SB	S 17+56.49	8.81' RT.
28	RIVERSIDE DRIVE SB	S 17+57.72	1.00' RT.
29	RIVERSIDE DRIVE NB	N 18+04.45	1.00' LT.
30	RIVERSIDE DRIVE NB	N 20+95.90	1.00' LT.
31	RIVERSIDE DRIVE NB	N 21+93.47	5.77' LT.
32	RIVERSIDE DRIVE NB	N 22+18.54	8.23' LT.
33	RIVERSIDE DRIVE NB	N 23+00.00	M.E.C
34	RIVERSIDE DRIVE SB	S 23+16.83	M.E.C
35	RIVERSIDE DRIVE SB	S 15+48.53	1.00' RT.
36	RIVERSIDE DRIVE SB	S 16+49.00	1.00' RT.
37	RIVERSIDE DRIVE SB	S 16+78.02	7.84' RT.
38	RIVERSIDE DRIVE NB	S 15+67.95	1.00' LT.
39	RIVERSIDE DRIVE NB	S 16+75.91	1.00' LT.
40	RIVERSIDE DRIVE NB	S 16+76.77	4.80' LT.

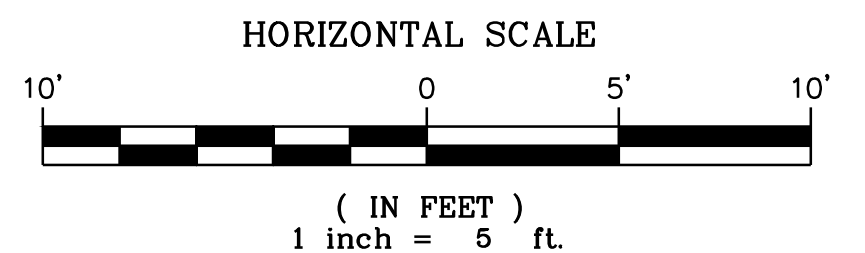
GIS# EDI053

 IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540	Revisions			County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901
	NO.	DATE	BY	
 David W. Kibinow Jr. Licensed Professional Engineer License No. 24GE0888200	Designed By	12/21/2021		INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE SURVEY BASELINE AND TIES
	Checked By	Date		
	Drawn By	Scale: NTS		Ronald M. Sendner County Engineer N.J. P.E. No. 24GE03162200
	Approved By	Sheet No. 15 of 44		
		Date: OCTOBER 2021		



RIVERSIDE DRIVE NORTHBOUND

GIS# EDI053



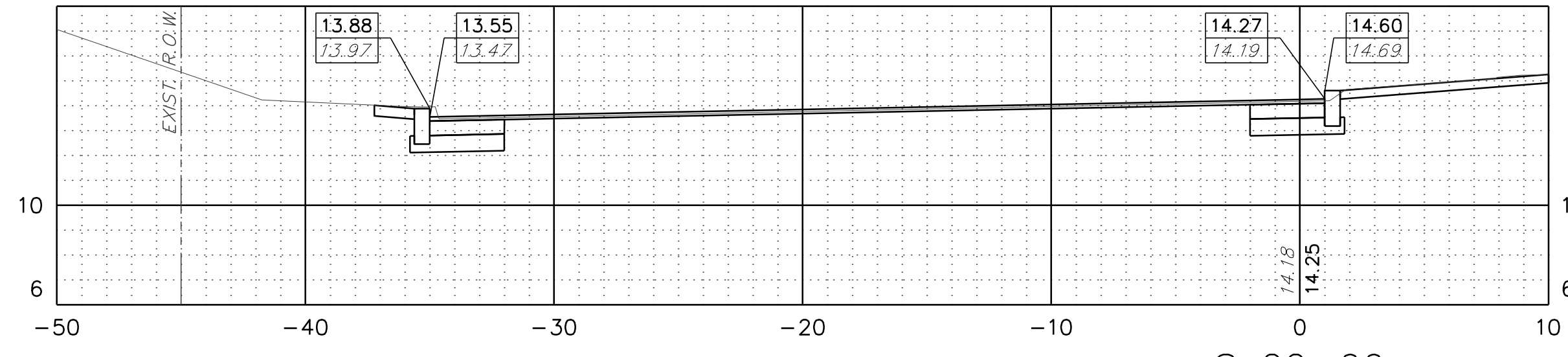
IH ENGINEERS, P.C.
 103 COLLEGE ROAD EAST
 PRINCETON, NJ 08540

John W. Korunow Jr. Date
 Licensed Professional Engineer
 License No. 24GE04034200

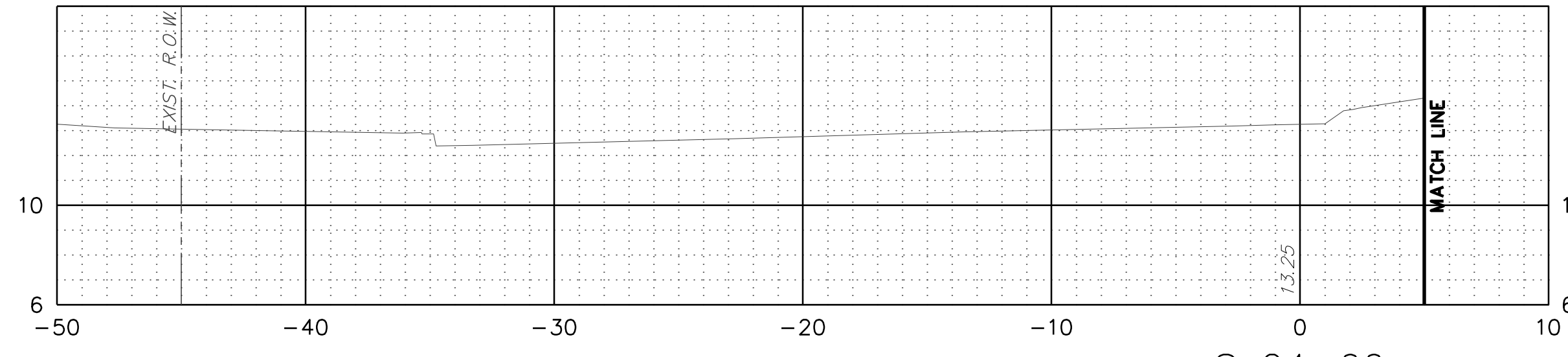
Revisions		
NO.	DATE	BY

County of Middlesex
 Department of Transportation
 Office of Engineering
 P.O. Box 871, New Brunswick, NJ 08901
 INTERSECTION IMPROVEMENTS AT
 RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
 TOWNSHIPS OF EDISON AND WOODBRIDGE
CROSS SECTIONS
 Scale: 1"=5'
 Sheet No. 18 of 44
 Date: OCTOBER 2021
 Ronald M. Sendner
 County Engineer
 N.J. P.E. No. 24GE03162200

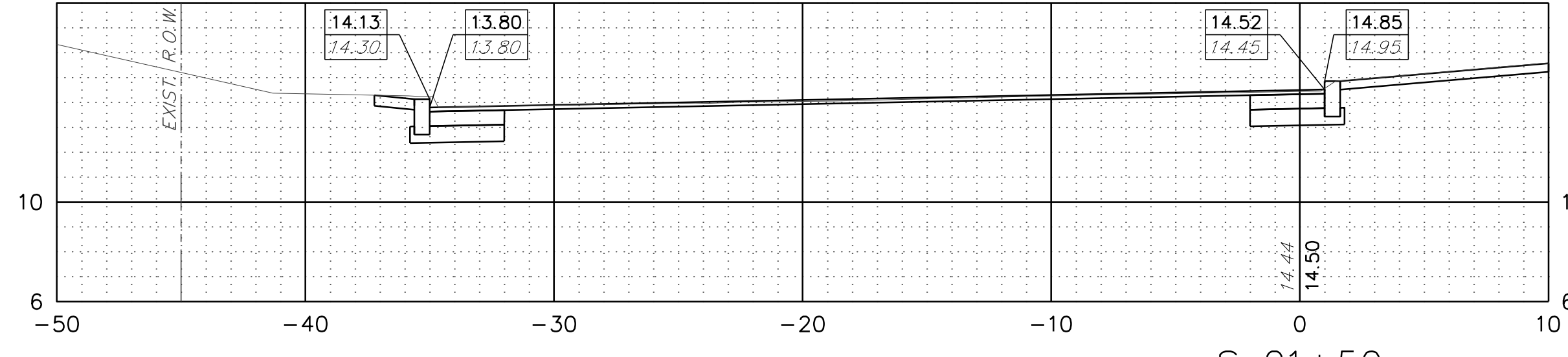
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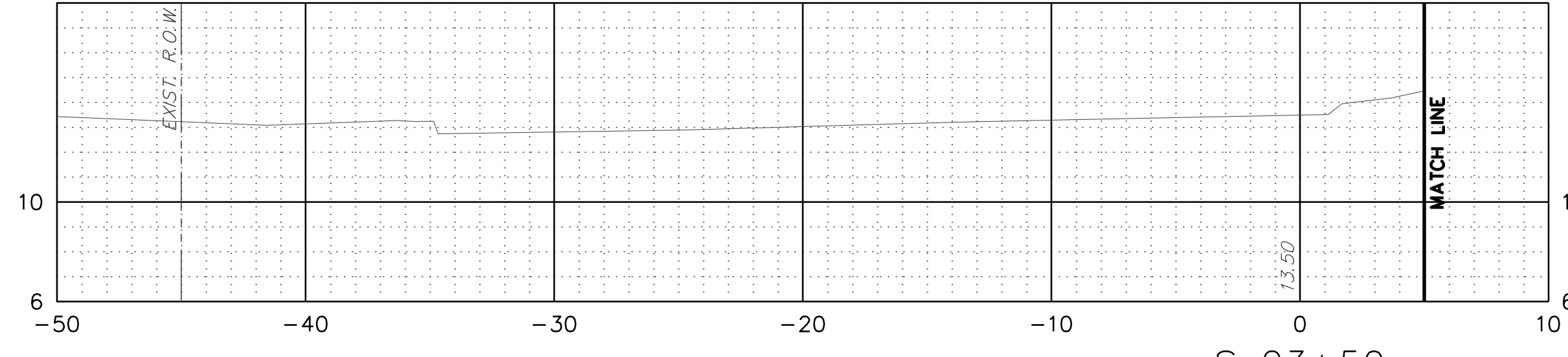
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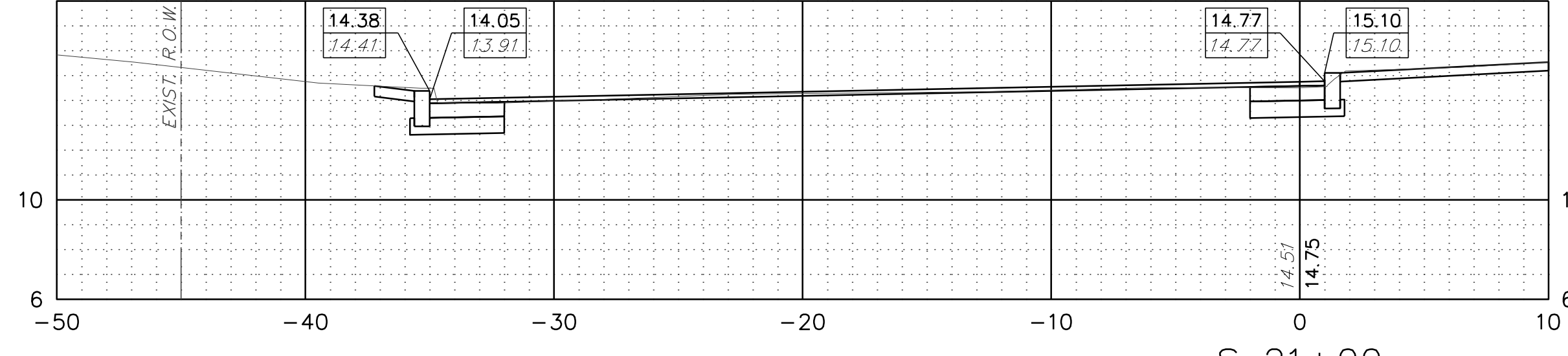
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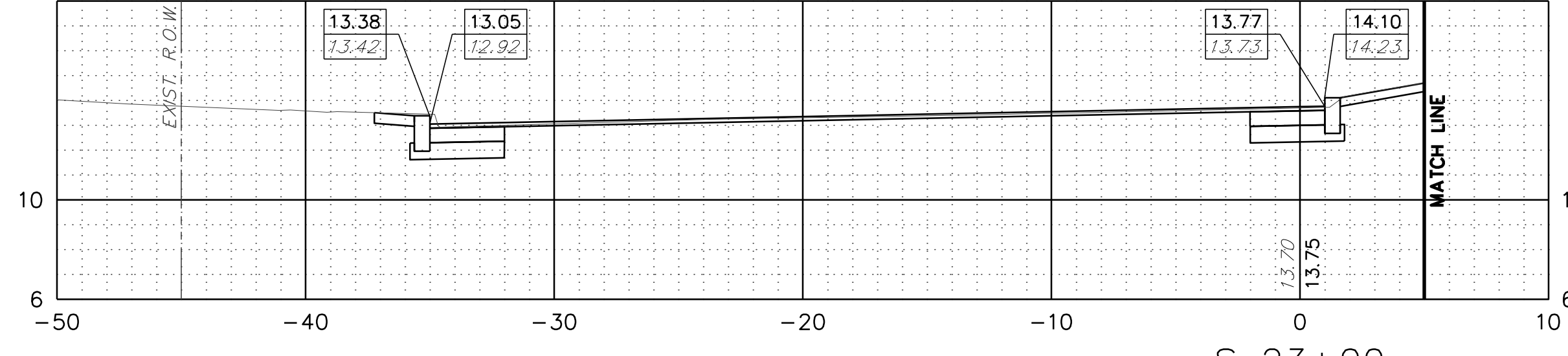
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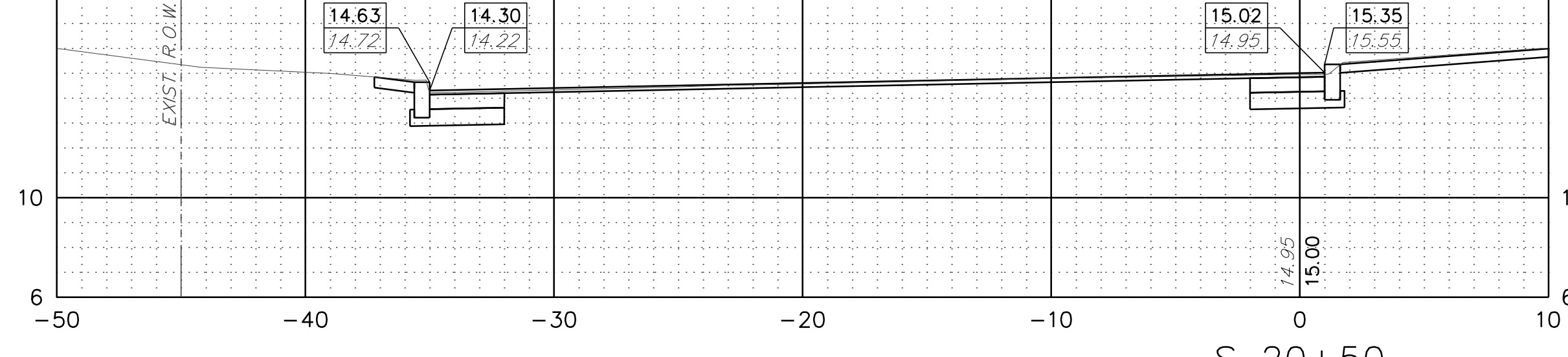
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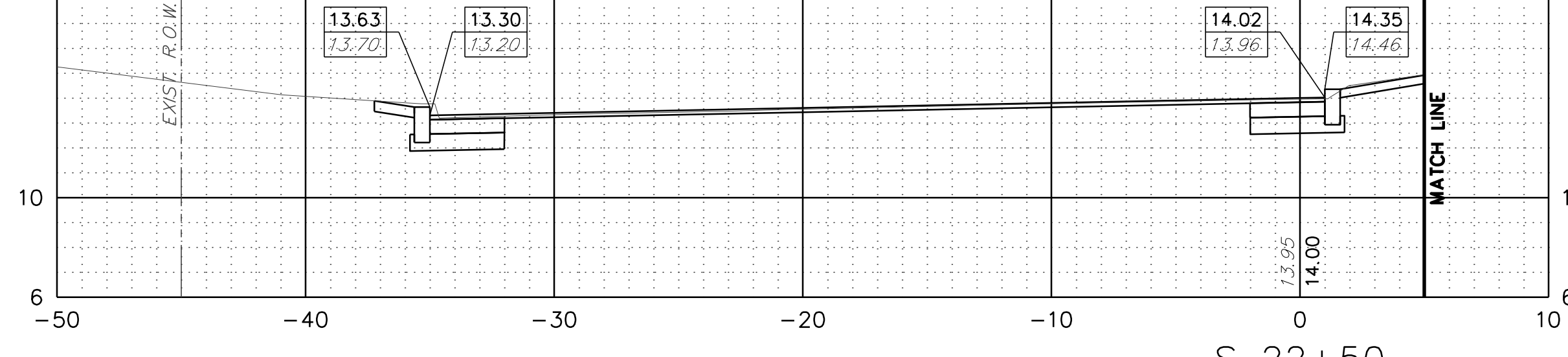
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S 23+00



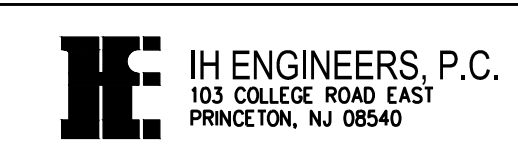
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S 22+50

RIVERSIDE DRIVE SOUTHBOUND

GIS# EDI053

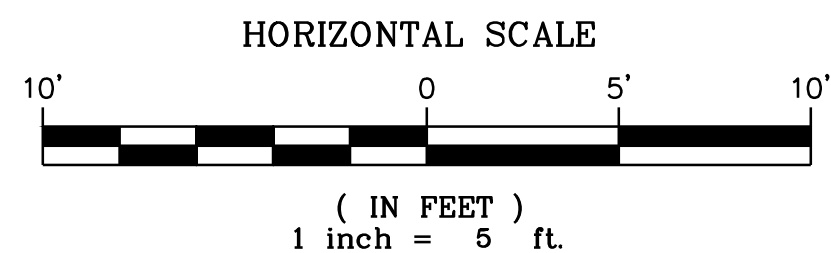


Revisions		
NO.	DATE	BY

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 Department of Transportation
 Office of Engineering
 P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
 RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
 TOWNSHIPS OF EDISON AND WOODBRIDGE

CROSS SECTIONS



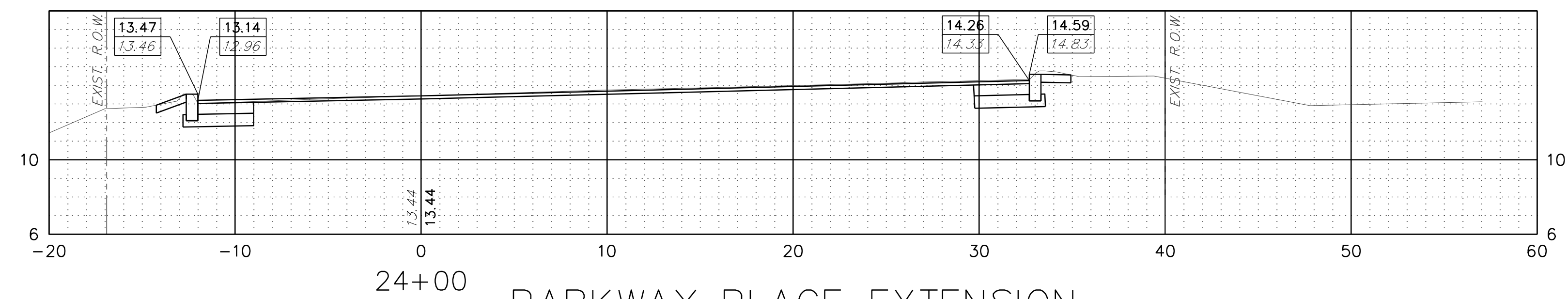
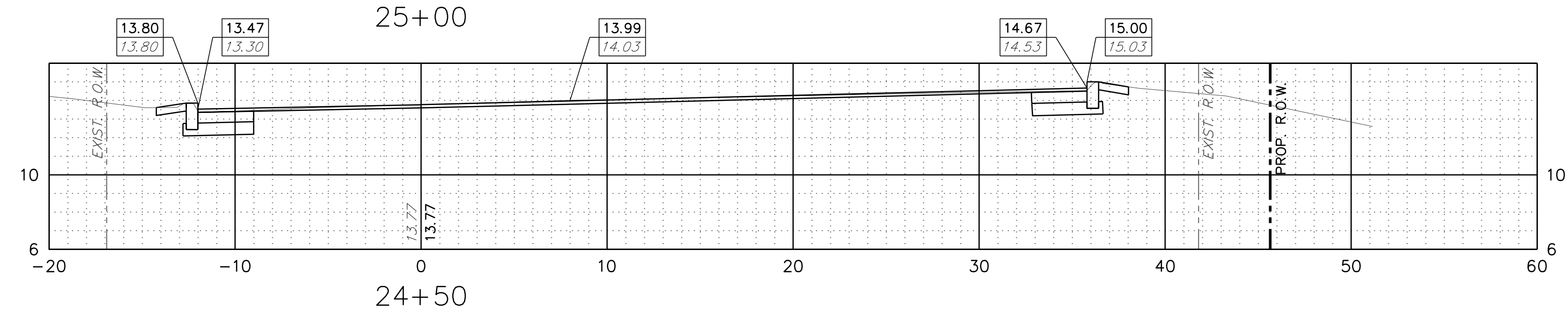
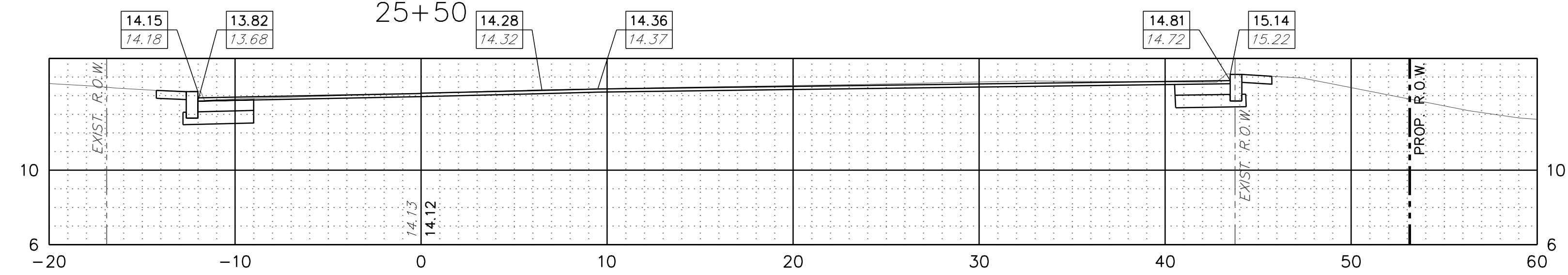
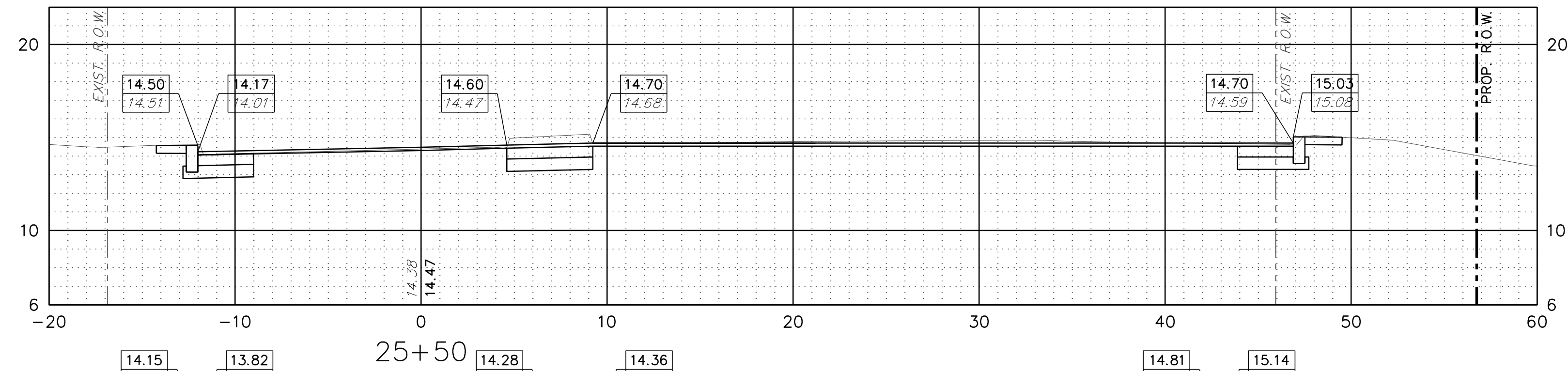
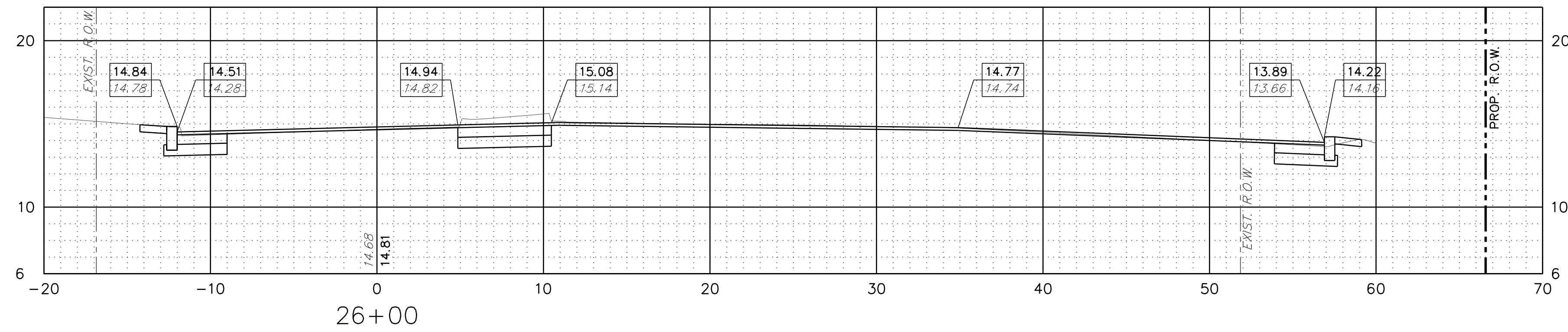
John W. Korunow Jr.
 John W. Korunow Jr. Date
 Licensed Professional Engineer
 License No. 24GE04034200

Designed By	Drawn By
Checked By	Approved By

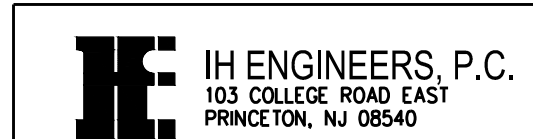
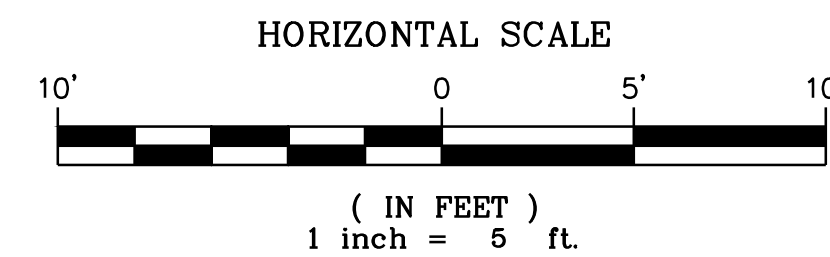
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 Date: OCTOBER 2021

Ronald M. Sendner
 Ronald M. Sendner
 County Engineer
 N.J. P.E. No. 24GE03162200

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PARKWAY PLACE EXTENSION



Designed By: *John W. Korunow Jr.*
 Date: 12/21/2021
 Checked By: _____
 Approved By: _____
 License No. 24GE04034200

Revisions		
NO.	DATE	BY

County of Middlesex
 Department of Transportation
 Office of Engineering
 P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
 RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
 TOWNSHIPS OF EDISON AND WOODBRIDGE

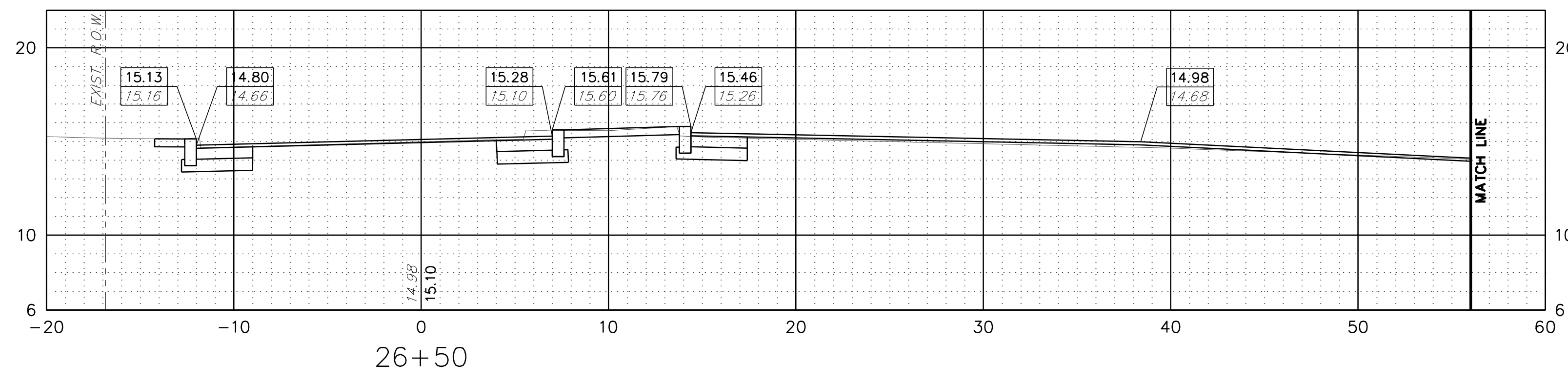
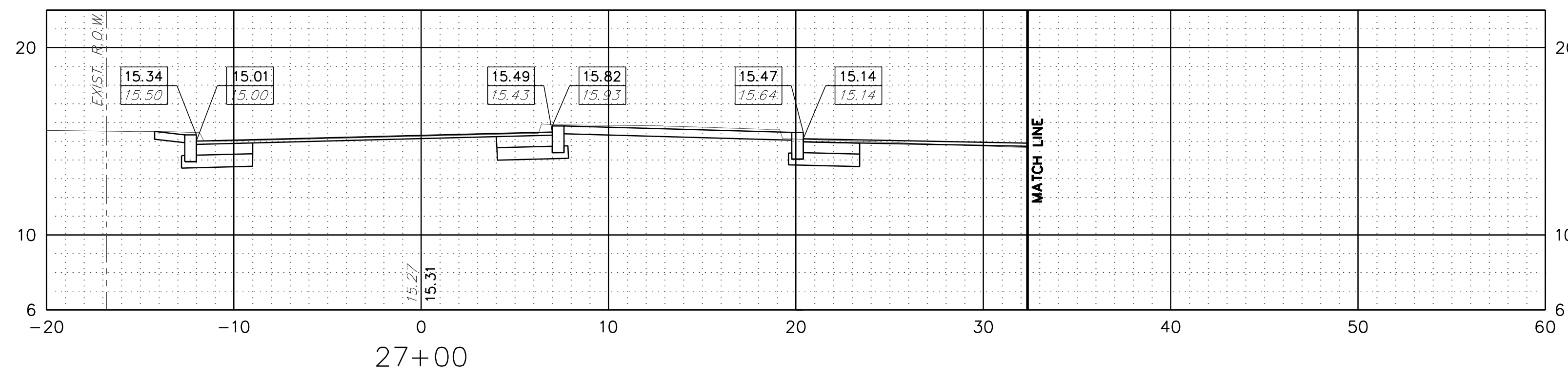
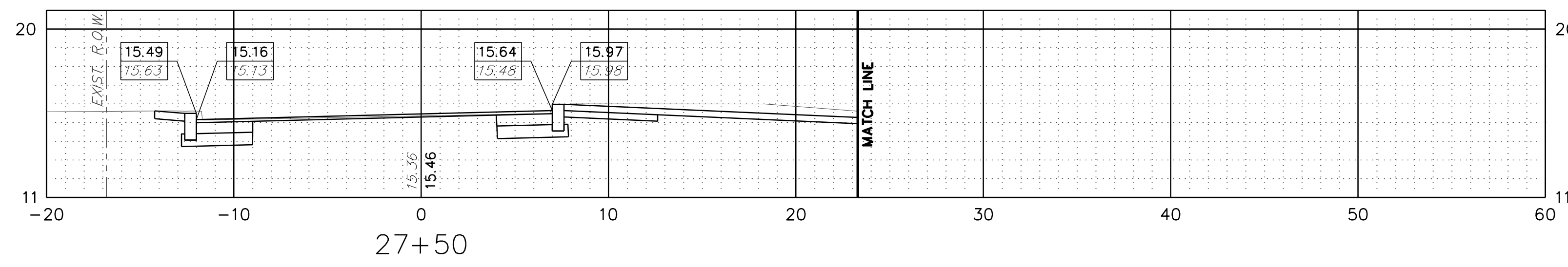
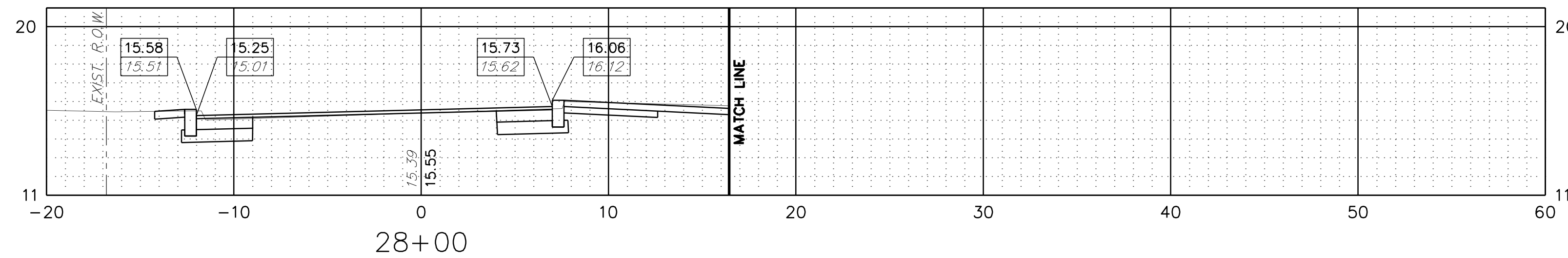
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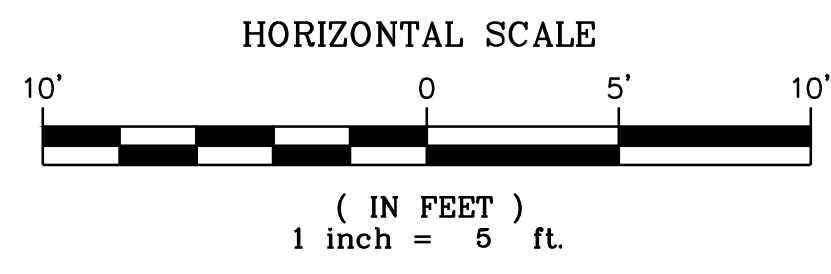
Ronald M. Sendner
 County Engineer
 N.J. P.E. No. 24GE03162200

GIS# EDI053

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PARKWAY PLACE EXTENSION



IH ENGINEERS, P.C.
 103 COLLEGE ROAD EAST
 PRINCETON, NJ 08540

John W. Korunow Jr.
 John W. Korunow Jr. Date
 Licensed Professional Engineer
 License No. 24GE04034200

Revisions		
NO.	DATE	BY

County of Middlesex
 Department of Transportation
 Office of Engineering
 P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
 RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
 TOWNSHIPS OF EDISON AND WOODBRIDGE

CROSS SECTIONS

Designed By: _____ Drawn By: _____
 Checked By: _____ Approved By: _____

Scale: 1"=5'
 Sheet No. 26 of 44
 Date: OCTOBER 2021

Ronald M. Sendner
 Ronald M. Sendner
 County Engineer
 N.J. P.E. No. 24GE03162200

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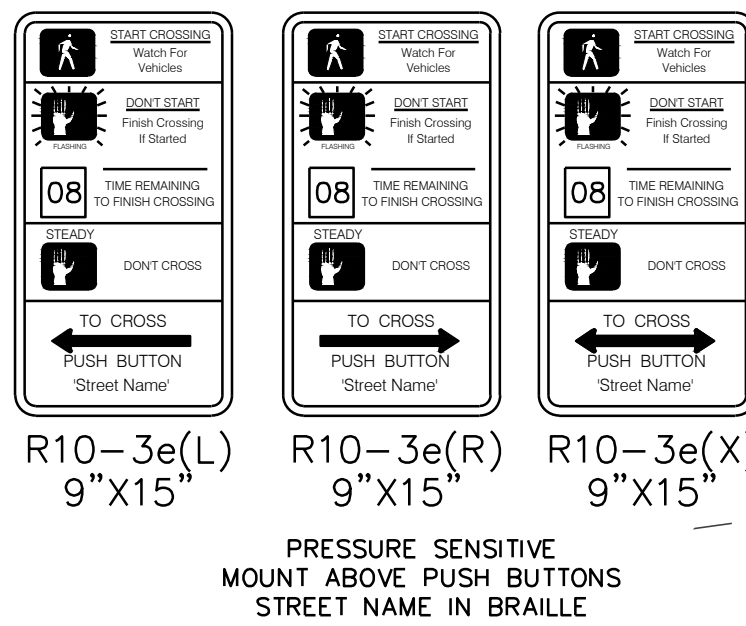
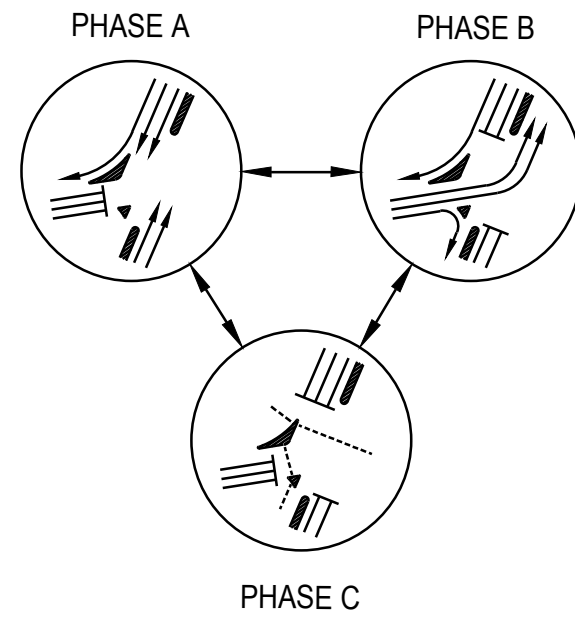
LEGEND OF STANDARD SIGNS

MUTCD DESIG.	DESCRIPTION	SIZE
R3-3	NO TURNS (POST MOUNT)	24"x24"
R3-7R	RIGHT LANE MUST TURN RIGHT	30"x30"
R4-7	KEEP RIGHT	24"x30"
R5-1	DO NOT ENTER	30"x30"
R6-1R	ONE WAY (RIGHT ARROW)	54"x18"
R8-8	DO NOT STOP ON TRACKS	24"x30"
R9-3	NO PEDESTRIAN CROSSING	18"x18"
R9-3bL	USE CROSSWALK (LEFT ARROW)	18"x12"
R9-3bR	USE CROSSWALK (RIGHT ARROW)	18"x12"
R10-3eL	EDUC. PUSH BUTTON SIGN (LEFT ARROW)	9"x15"
R10-3eR	EDUC. PUSH BUTTON SIGN (RIGHT ARROW)	9"x15"
R10-3eX	EDUC. PUSH BUTTON SIGN (DOUBLE ARROW)	9"x15"
R10-6	STOP HERE ON RED	24"x36"
R10-10R	RIGHT TURN SIGNAL	30"x36"
R10-11a	NO TURN ON RED (POST MOUNT)	24"x30"
R10-11b	NO TURN ON RED (OVERHEAD MOUNT)	30"x36"
R15-1	GRADE CROSSING (CROSSBUCK)	2-48"x9"
W10-1	GRADE CROSSING ADVANCE WARNING	36" DIA.
W10-3(MOD)	GRADE CROSSING AND INT. ADV. WARNING	36"x36"
W12-1	DOUBLE ARROW (SEE DETAIL)	36"x36"

ALL SIGNS, INCLUDING SIZES, LEGENDS, LETTER HEIGHTS AND RETROREFLECTIVE SHEETING TYPES, SHALL CONFORM WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS WELL AS THE STANDARD SPECIFICATIONS OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT) AND THE COUNTY OF MIDDLESEX.

ALL EXISTING SIGNS APPEARING ON THIS PLAN ARE TO BE REMOVED AND REPLACED AS PART OF THIS PROJECT, WITH THE EXCEPTION OF R15-1 RAILROAD CROSSING "CROSSBUCK" SIGNS MOUNTED ON POLES/MAST ARMS OWNED AND MAINTAINED BY CONRAIL.

SIGNAL PHASING DIAGRAM

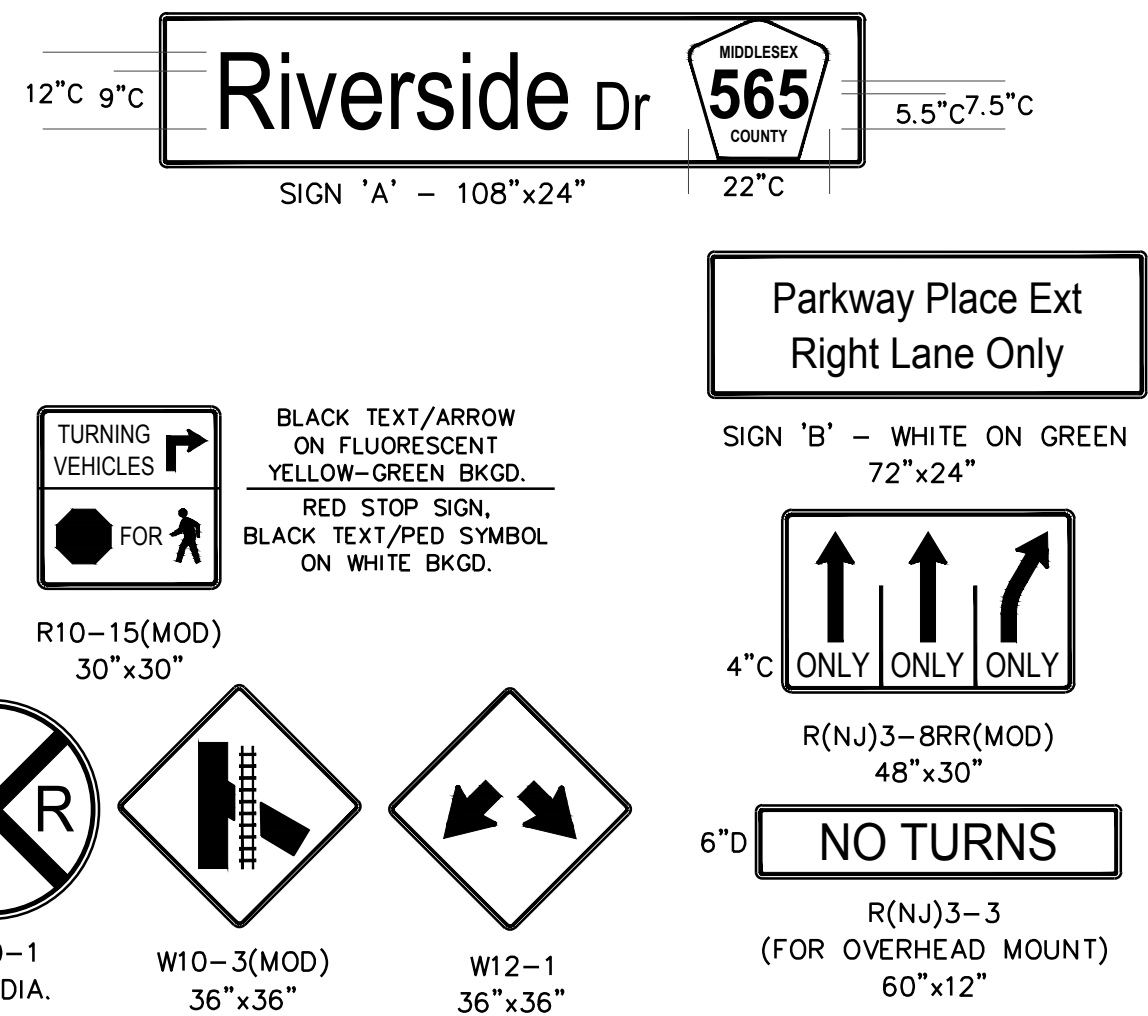


PAVEMENT MARKING LEGEND

STOP LINE	24" WIDE WHITE
CENTER LINE	2-4" WIDE YELLOW
LEFT EDGE LINE	4" WIDE YELLOW
RIGHT EDGE LINE	4" WIDE WHITE
SOLID LANE LINE/CHANNELIZING LINE	8" WIDE WHITE
DASHED LANE LINE	4" WIDE WHITE, 10' LINE, 30' SPACE
DOTTED CHANNELIZING LINE	8" WIDE WHITE, 3' LINE, 9' SPACE
CROSSWALK LINE	2-8" WIDE WHITE AT 6' C-C SPACING
GORE CROSS-HATCH LINES	24" WIDE WHITE @ 45°, 12' C-C SPACING
MEDIAN CROSS-HATCH LINES	24" WIDE YELLOW @ 45°, 12' C-C SPACING
ARROW, "ONLY", RXR LEGENDS	WHITE THERMOPLASTIC

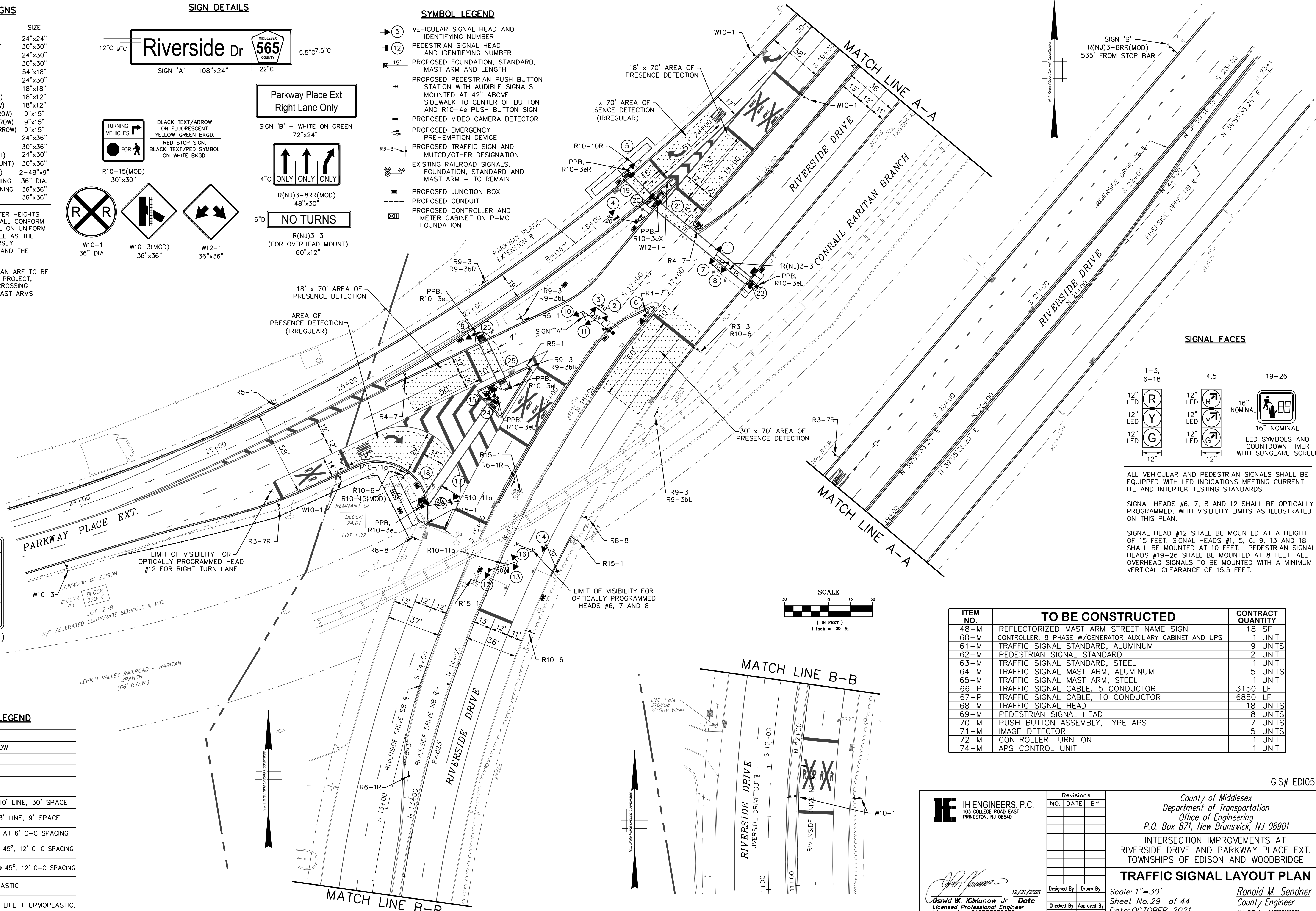
ALL PAVEMENT MARKINGS SHALL BE LONG LIFE THERMOPLASTIC.

SIGN DETAILS

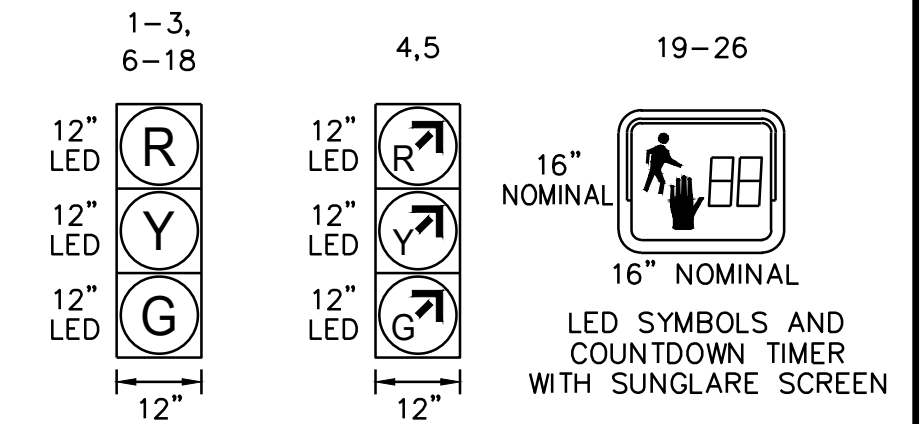


SYMBOL LEGEND

- 5 VEHICULAR SIGNAL HEAD AND IDENTIFYING NUMBER
- 12 PEDESTRIAN SIGNAL HEAD AND IDENTIFYING NUMBER
- 15' PROPOSED FOUNDATION, STANDARD, MAST ARM AND LENGTH
- PROPOSED PEDESTRIAN PUSH BUTTON STATION WITH AUDIBLE SIGNALS MOUNTED AT 42" ABOVE SIDEWALK TO CENTER OF BUTTON AND R10-4e PUSH BUTTON SIGN
- PROPOSED VIDEO CAMERA DETECTOR
- PROPOSED PEDESTRIAN SIGNAL PRE-EMPTION DEVICE
- PROPOSED TRAFFIC SIGN AND MUTCD/OTHER DESIGNATION
- EXISTING RAILROAD SIGNALS, FOUNDATION, STANDARD AND MAST ARM - TO REMAIN
- PROPOSED JUNCTION BOX
- PROPOSED CONDUIT
- PROPOSED CONTROLLER AND METER CABINET ON P-MC FOUNDATION



SIGNAL FACES



ALL VEHICULAR AND PEDESTRIAN SIGNALS SHALL BE EQUIPPED WITH LED INDICATIONS MEETING CURRENT ITE AND INTERTEK TESTING STANDARDS.

SIGNAL HEADS #6, 7, 8 AND 12 SHALL BE OPTICALLY PROGRAMMED, WITH VISIBILITY LIMITS AS ILLUSTRATED ON THIS PLAN.

SIGNAL HEAD #12 SHALL BE MOUNTED AT A HEIGHT OF 15 FEET. SIGNAL HEADS #1, 5, 6, 9, 13 AND 18 SHALL BE MOUNTED AT 10 FEET. PEDESTRIAN SIGNAL HEADS #19-26 SHALL BE MOUNTED AT 8 FEET. ALL OVERHEAD SIGNALS TO BE MOUNTED WITH A MINIMUM VERTICAL CLEARANCE OF 15.5 FEET.

ITEM NO.	TO BE CONSTRUCTED	CONTRACT QUANTITY
48-M	REFLECTORIZED MAST ARM STREET NAME SIGN	18 SF
60-M	CONTROLLER, 8 PHASE W/GENERATOR AUXILIARY CABINET AND UPS	1 UNIT
61-M	TRAFFIC SIGNAL STANDARD, ALUMINUM	9 UNITS
62-M	PEDESTRIAN SIGNAL STANDARD	2 UNIT
63-M	TRAFFIC SIGNAL STANDARD, STEEL	1 UNIT
64-M	TRAFFIC SIGNAL MAST ARM, ALUMINUM	5 UNITS
65-M	TRAFFIC SIGNAL MAST ARM, STEEL	1 UNIT
66-P	TRAFFIC SIGNAL CABLE, 5 CONDUCTOR	3150 LF
67-P	TRAFFIC SIGNAL CABLE, 10 CONDUCTOR	6850 LF
68-M	TRAFFIC SIGNAL HEAD	18 UNITS
69-M	PEDESTRIAN SIGNAL HEAD	8 UNITS
70-M	PUSH BUTTON ASSEMBLY, TYPE APS	7 UNITS
71-M	IMAGE DETECTOR	5 UNITS
72-M	CONTROLLER TURN-ON	1 UNIT
74-M	APS CONTROL UNIT	1 UNIT

IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

12/21/2021
Date
David W. Kimunow Jr.
Licensed Professional Engineer
License No. 24GE0888200

Revisions

NO.	DATE	BY

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

TRAFFIC SIGNAL LAYOUT PLAN

Designed By: *[Signature]* Drawn By: *[Signature]*
Checked By: *[Signature]* Approved By: *[Signature]*

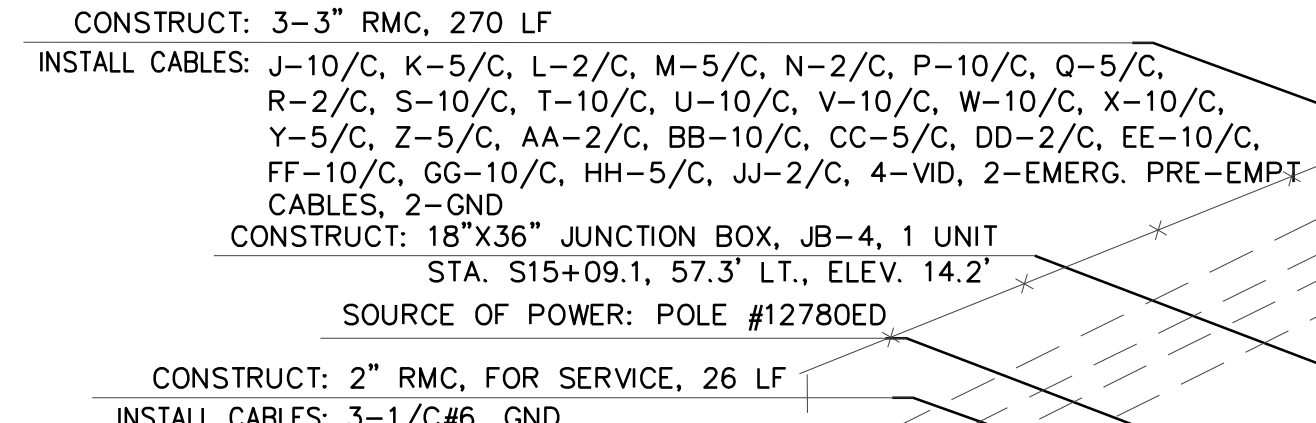
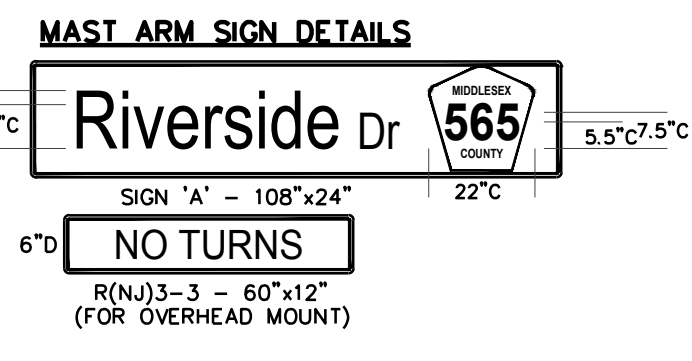
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Sheet No. 29 of 44
Date: OCTOBER 2021

Ronald M. Sendner
County Engineer
N.J. P.E. No. 24GE03162200

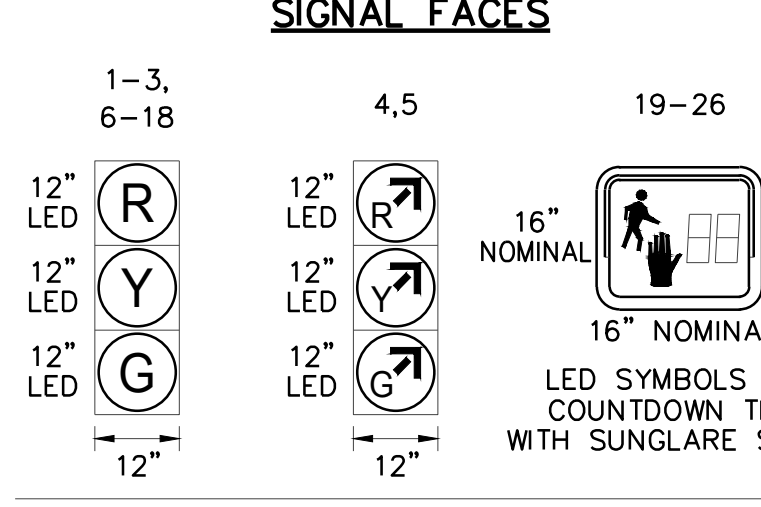
GIS# EDI053

TRAFFIC SIGNAL CONSTRUCTION NOTES

- INSULATED GROUND WIRE, NO. 8 AWG, SHALL BE INSTALLED CONTINUOUS THROUGHOUT THE TRAFFIC SIGNAL SYSTEM, INCLUDING ALL CONDUIT RUNS, AND SHALL BE SECURED TO ALL GROUND RODS, CABINETS, AND TRAFFIC SIGNAL BASES.
- TRAFFIC SIGNAL CABLE NOTES:
 - 2-CONDUCTOR TRAFFIC SIGNAL CABLE IS INCIDENTAL TO THE "APS PUSH BUTTON SYSTEM" ITEM.
 - 3-CONDUCTOR BRANCH CABLES FOR VIDEO CAMERA DETECTORS ARE INCIDENTAL TO THE "VIDEO DETECTION SYSTEM" ITEM.
 - PRE-EMPTION CABLES ARE INCIDENTAL TO THE "EMERGENCY VEHICLE PRE-EMPTION SYSTEM" ITEM.
- ALL EXISTING RAILROAD SIGNALS, AND THE STANDARDS AND MAST ARMS ON WHICH THEY ARE INSTALLED, ARE TO REMAIN.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT, INCLUDING SIGNAL STANDARDS, MAST ARMS, PUSH BUTTONS, VEHICULAR AND PEDESTRIAN SIGNAL HEADS SHALL BE REMOVED AS PART OF THIS PROJECT ONCE THE NEW SIGNAL IS OPERATIONAL. EXISTING FOUNDATIONS SHALL BE EXCAVATED TO 12" BELOW GROUND LEVEL AND THE SURFACE RESTORED.
- THE CONTROLLER SHALL BE EQUIPPED WITH AN UNINTERRUPTIBLE POWER SUPPLY (UPS) CAPABLE OF PROVIDING NORMAL SIGNAL OPERATION FOR FOUR (4) HOURS, PLUS AN ADDITIONAL 24 HOURS OF FLASH MODE.
- ALL TRAFFIC SIGNAL HEADS SHALL BE RIGID MOUNTED WITH BACK PLATES THAT HAVE A YELLOW RETROREFLECTIVE STRIP ON THE OUTSIDE BORDER



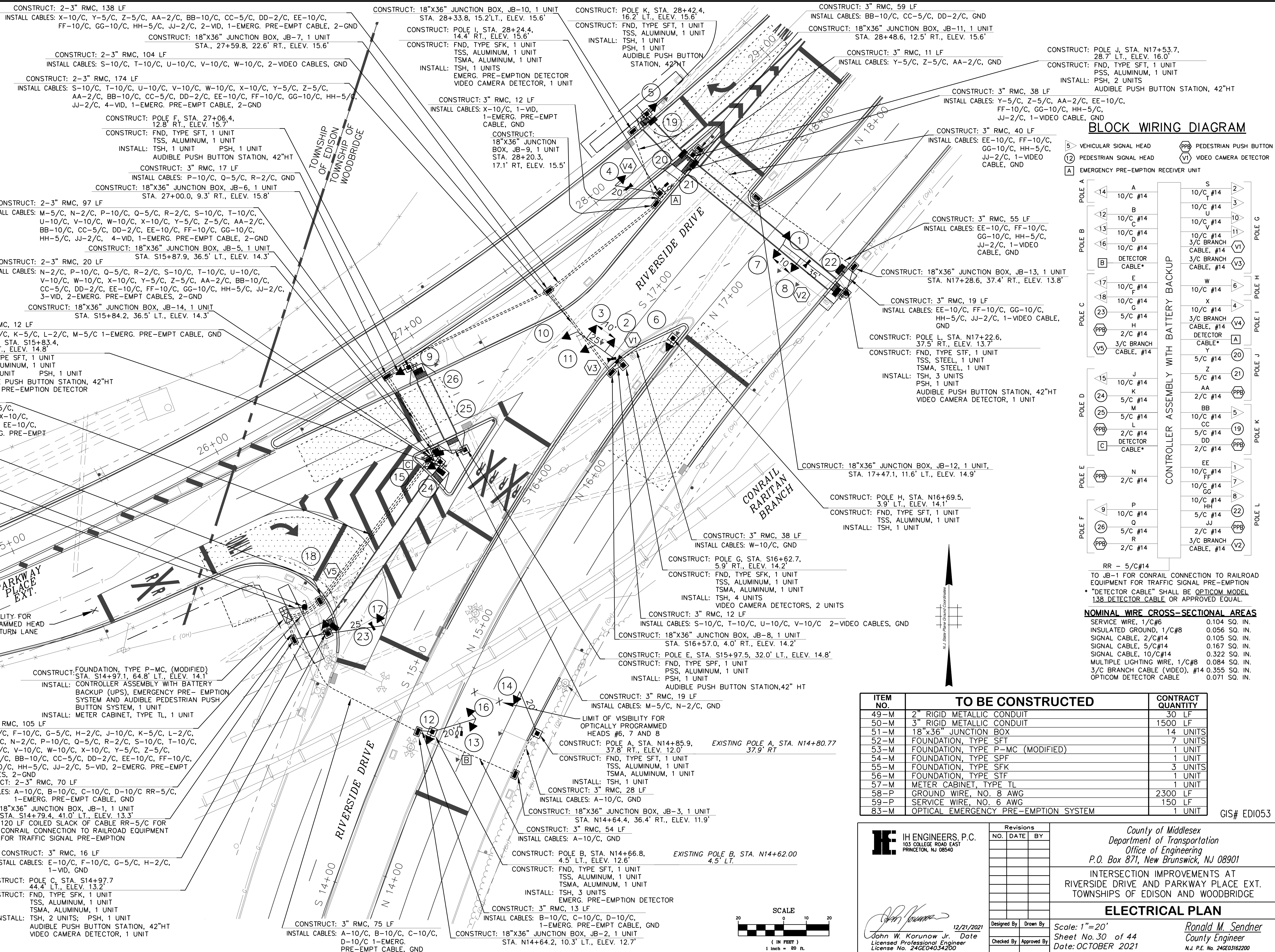
- SYMBOL LEGEND**
- 5 VEHICULAR SIGNAL HEAD AND IDENTIFYING NUMBER
 - 12 PEDESTRIAN SIGNAL HEAD AND IDENTIFYING NUMBER
 - 15' PROPOSED FOUNDATION, STANDARD, MAST ARM AND LENGTH
 - PROPOSED PEDESTRIAN PUSH BUTTO STATION WITH AUDIOBLE SIGNALS AND R10-4e PUSH BUTTON SIGN
 - PROPOSED VIDEO CAMERA DETECTOR
 - PROPOSED EMERGENCY PRE-EMPTION DEVICE
 - PROPOSED TRAFFIC SIGN AND MUTCD/OTHER DESIGNATION
 - EXISTING RAILROAD SIGNALS, FOUNDATION, STANDARD AND MAST ARM - TO REMAIN
 - PROPOSED JUNCTION BOX
 - PROPOSED CONDUIT
 - PROPOSED CONTROLLER AND METER CABINET ON P-MC FOUNDATION



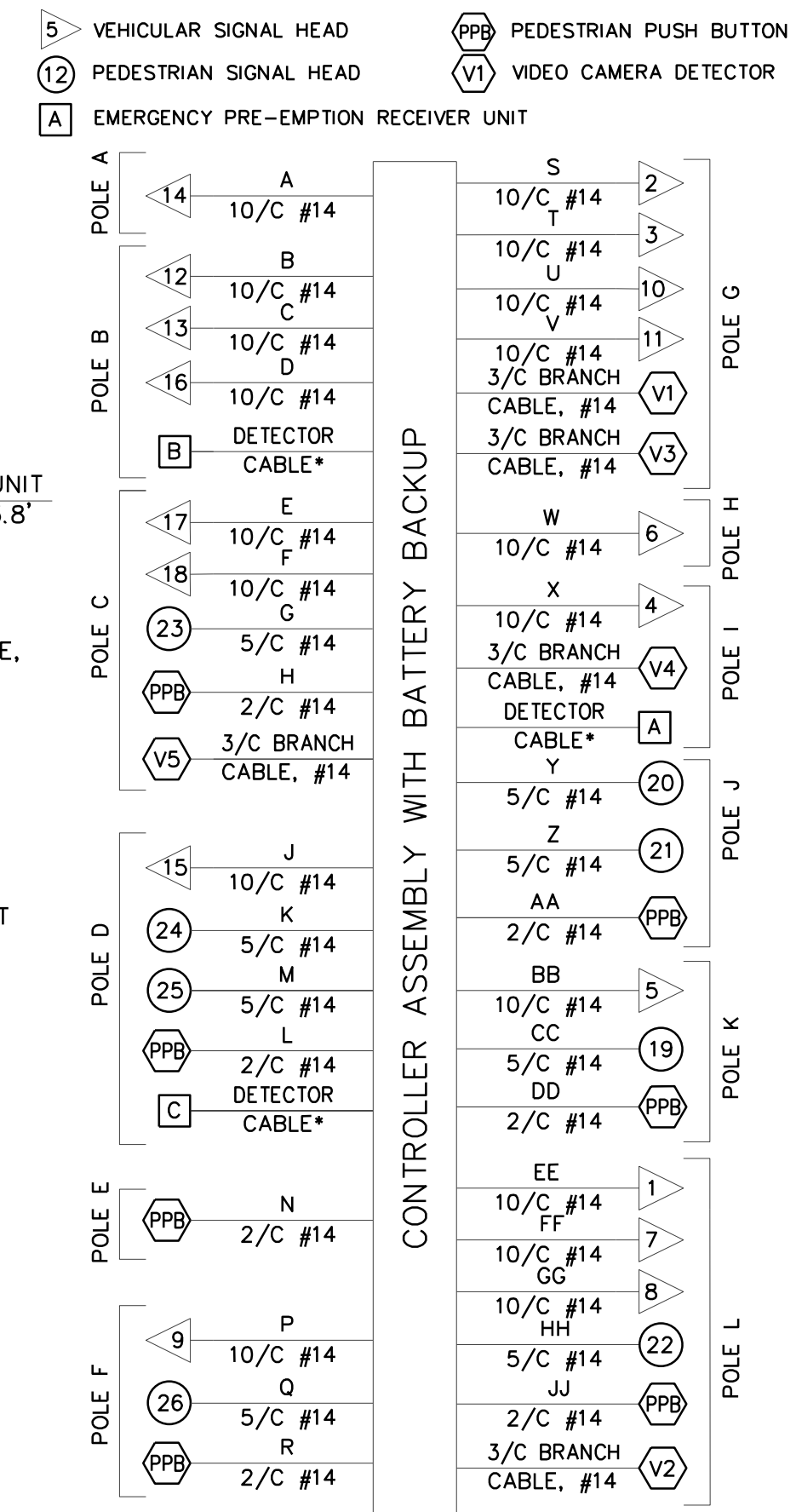
ALL VEHICULAR AND PEDESTRIAN SIGNALS SHALL BE EQUIPPED WITH LED INDICATIONS MEETING CURRENT ITE AND INTERTEC TESTING STANDARDS.

SIGNAL HEADS #6, 7, 8 AND 12 SHALL BE OPTICALLY PROGRAMMED, WITH VISIBILITY LIMITS AS ILLUSTRATED ON THIS PLAN.

SIGNAL HEAD #12 SHALL BE MOUNTED AT A HEIGHT OF 15 FEET. SIGNAL HEADS #1, 5, 6, 9, 13 AND 18 SHALL BE MOUNTED AT 10 FEET. PEDESTRIAN SIGNAL HEADS #19-26 SHALL BE MOUNTED AT 8 FEET. ALL OVERHEAD SIGNALS TO BE RIGID MOUNTED WITH A MINIMUM VERTICAL CLEARANCE OF 15.5 FEET.



BLOCK WIRING DIAGRAM



RR - 5/C#14
TO JB-1 FOR CONRAIL CONNECTION TO RAILROAD EQUIPMENT FOR TRAFFIC SIGNAL PRE-EMPTION
* "DETECTOR CABLE" SHALL BE OPTICOM MODEL 138 DETECTOR CABLE OR APPROVED EQUAL.

NOMINAL WIRE CROSS-SECTIONAL AREAS

SERVICE WIRE, 1/C#6	0.104 SQ. IN.
INSULATED GROUND, 1/C#8	0.056 SQ. IN.
SIGNAL CABLE, 2/C#14	0.105 SQ. IN.
SIGNAL CABLE, 5/C#14	0.167 SQ. IN.
SIGNAL CABLE, 10/C#14	0.322 SQ. IN.
MULTIPLE LIGHTING WIRE, 1/C#8	0.084 SQ. IN.
3/C BRANCH CABLE (VIDEO), #14	0.355 SQ. IN.
OPTICOM DETECTOR CABLE	0.071 SQ. IN.

ITEM NO.	TO BE CONSTRUCTED	CONTRACT QUANTITY
49-M	2" RIGID METALLIC CONDUIT	30 LF
50-M	3" RIGID METALLIC CONDUIT	1500 LF
51-M	18"x36" JUNCTION BOX	14 UNITS
52-M	FOUNDATION, TYPE SFT	7 UNITS
53-M	FOUNDATION, TYPE P-MC (MODIFIED)	1 UNIT
54-M	FOUNDATION, TYPE SPF	1 UNIT
55-M	FOUNDATION, TYPE SFK	3 UNITS
56-M	FOUNDATION, TYPE STF	1 UNIT
57-M	METER CABINET, TYPE TL	1 UNIT
58-P	GROUND WIRE, NO. 8 AWG	2300 LF
59-P	SERVICE WIRE, NO. 6 AWG	150 LF
83-M	OPTICAL EMERGENCY PRE-EMPTION SYSTEM	1 UNIT

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103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

ELECTRICAL PLAN

Scale: 1"=20'
Sheet No. 30 of 44
Date: OCTOBER 2021

John W. Korunow Jr. Date 12/21/2021
Licensed Professional Engineer
License No. 24GE04034200

Ronald M. Sender
County Engineer
N.J. P.E. No. 24GE03162200

LEGEND OF STANDARD SIGNS

MUTCD DESIG.	DESCRIPTION	SIZE
R3-3	NO TURNS (POST MOUNT)	24"x24"
R3-7R	RIGHT LANE MUST TURN RIGHT	30"x30"
R4-7	KEEP RIGHT	24"x30"
R5-1	DO NOT ENTER	30"x30"
R6-1R	ONE WAY (RIGHT ARROW)	54"x18"
R8-8	DO NOT STOP ON TRACKS	24"x30"
R9-3	NO PEDESTRIAN CROSSING	18"x18"
R9-3bL	USE CROSSWALK (LEFT ARROW)	18"x9"
R9-3bR	USE CROSSWALK (RIGHT ARROW)	18"x9"
R10-4eL	EDUC. PUSH BUTTON SIGN (LEFT ARROW)	9"x15"
R10-4eR	EDUC. PUSH BUTTON SIGN (RIGHT ARROW)	9"x15"
R10-4eX	EDUC. PUSH BUTTON SIGN (DOUBLE ARROW)	9"x15"
R10-6	STOP HERE ON RED	24"x36"
R10-10R	RIGHT TURN SIGNAL	30"x36"
R10-11o	NO TURN ON RED (POST MOUNT)	24"x30"
R10-11o	NO TURN ON RED (OVERHEAD MOUNT)	30"x36"
R15-1	RAILROAD CROSSING CROSSBUCK	2-48"x9"
W10-1	RAILROAD CROSSING	36" DIA.
W10-3(MOD)	GRADE CROSSING AND INT. ADV. WARNING	36"x36"
W12-1	DOUBLE ARROW (SEE DETAIL)	36"x36"

SIGN DETAILS

TURNING VEHICLES FOR: BLACK TEXT/ARROW ON FLUORESCENT YELLOW-GREEN BKGD. RED STOP SIGN, BLACK TEXT/PED SYMBOL ON WHITE BKGD.

R10-15(MOD) 30"x30"

4"C ONLY ONLY ONLY

W10-1 36" DIA.

6"D NO TURNS

R(NJ)3-3 (FOR OVERHEAD MOUNT) 60"x12"

Parkway Place Ext Right Lane Only

SIGN 'B' - WHITE ON GREEN 72"x24"

Riverside Dr 565 COUNTY 5.5"C 7.5"C

SIGN 'A' - 108"x24" 22"C

ALL SIGNS, INCLUDING SIZES, LEGENDS, LETTER HEIGHTS AND RETROREFLECTIVE SHEETING TYPES, SHALL CONFORM WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS WELL AS THE STANDARD SPECIFICATIONS OF THE NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT) AND THE COUNTY OF MIDDLESEX.

ALL EXISTING SIGNS APPEARING ON THIS PLAN ARE TO BE REMOVED AND REPLACED AS PART OF THIS PROJECT, WITH THE EXCEPTION OF R15-1 RAILROAD CROSSING "CROSSBUCK" SIGNS MOUNTED ON POLES/MAST ARMS OWNED AND MAINTAINED BY CONRAIL.

ITEM NO.	TO BE CONSTRUCTED	CONTRACT QUANTITY
39-M	TRAFFIC STRIPES, 4" (LONG LIFE THERMOPLASTIC)	4753 LF
40-M	TRAFFIC STRIPES, 6" (LONG LIFE THERMOPLASTIC)	398 LF
41-M	TRAFFIC STRIPES, 8" (LONG LIFE THERMOPLASTIC)	2650 LF
42-M	TRAFFIC MARKINGS SYMBOLS	1032 SF
43-M	REMOVAL OF TRAFFIC STRIP	2620 LF
44-M	RPM, MONO-DIRECTIONAL, WHITE LENS	106 UNITS
45-M	RPM, MONO-DIRECTIONAL, AMBER LENS	63 UNITS
46-M	RPM, BI-DIRECTIONAL, AMBER LENS	2 UNITS
47-M	REGULATORY AND WARNING SIGN	250 SF

SYMBOL LEGEND

- 15' PROPOSED FOUNDATION, STANDARD, MAST ARM AND LENGTH
- PROPOSED PEDESTRIAN PUSH BUTTON AND R10-4e PUSH BUTTON SIGN
- R3-3 PROPOSED TRAFFIC SIGN AND MUTCD/OTHER DESIGNATION
- EXISTING RAILROAD SIGNALS, FOUNDATION, STANDARD AND MAST ARM - TO REMAIN
- W RPM, MONO-DIRECTIONAL, WHITE LENS
- A RPM, MONO-DIRECTIONAL, AMBER LENS
- BA RPM, BI-DIRECTIONAL, AMBER LENS

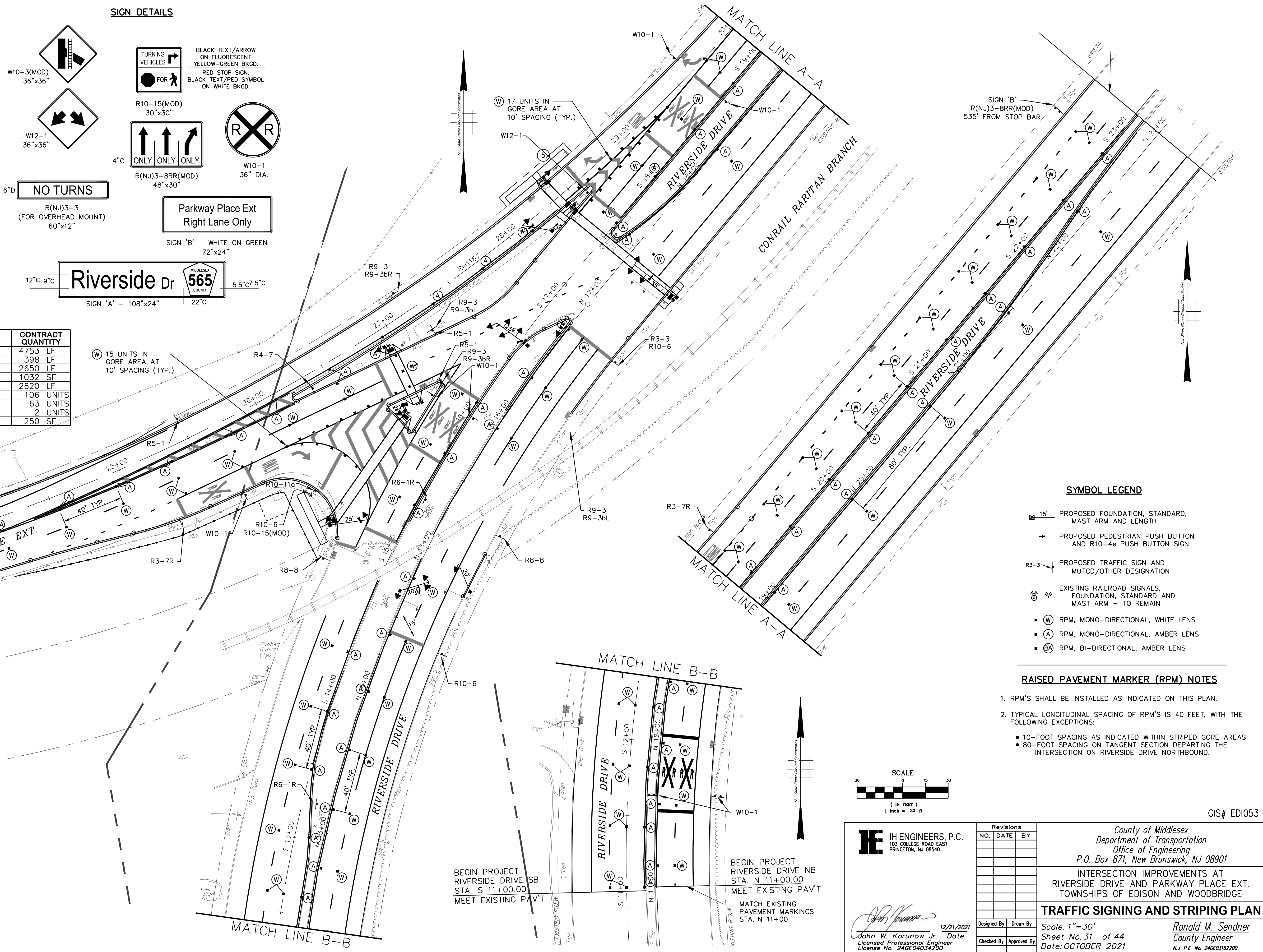
RAISED PAVEMENT MARKER (RPM) NOTES

- RPM'S SHALL BE INSTALLED AS INDICATED ON THIS PLAN.
- TYPICAL LONGITUDINAL SPACING OF RPM'S IS 40 FEET, WITH THE FOLLOWING EXCEPTIONS:
 - 10-FOOT SPACING AS INDICATED WITHIN STRIPED GORE AREAS
 - 80-FOOT SPACING ON TANGENT SECTION DEPARTING THE INTERSECTION ON RIVERSIDE DRIVE NORTHBOUND.

PAVEMENT MARKING LEGEND

STOP LINE	24" WIDE WHITE
CENTER LINE	2-4" WIDE YELLOW
LEFT EDGE LINE	4" WIDE YELLOW
RIGHT EDGE LINE	4" WIDE WHITE
SOLID LANE LINE/ CHANNELIZING LINE	8" WIDE WHITE
DASHED LANE LINE	4" WIDE WHITE, 10' LINE, 30' SPACE
DOTTED CHANNELIZING LINE	8" WIDE WHITE, 3' LINE, 9' SPACE
CROSSWALK LINE	2-6" WIDE WHITE AT 6' C-C SPACING
GORE CROSS-HATCH LINES	24" WIDE WHITE @ 45°, 12' C-C SPACING
ARROW, "ONLY", RXR LEGENDS	WHITE THERMOPLASTIC

ALL PAVEMENT MARKINGS SHALL BE LONG LIFE THERMOPLASTIC.



IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

12/21/2021
John W. Korunow Jr. - Date
Licensed Professional Engineer
License No. 24GE04034200

Revisions		
NO.	DATE	BY

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

TRAFFIC SIGNING AND STRIPING PLAN

Designed By: _____ Date: _____
Checked By: _____ Approved By: _____

Scale: 1" = 30'
Sheet No. 31 of 44
Date: OCTOBER 2021

Ronald M. Sender
County Engineer
N.J. P.E. No. 24GE03162200

GENERAL NOTES:

1. ADVANCE WARNING SIGNS DISTANCES, AND TAPER LENGTHS MAY BE EXTENDED, AT DIRECTION OF THE COUNTY 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 SHALL BE IN PLACE.
4. RAMPS AND/OR SIDE STREETS ENTERING THE ROADWAY AFTER THE FIRST ADVANCE WARNING SIGN SHALL BE PROVIDED WITH AT LEAST ONE W20-IF SIGN (ROAD WORK AHEAD) AS A MINIMUM.
5. ALL EXISTING ROAD SIGNS, PAVEMENT MARKINGS AND/OR PLOWABLE PAVEMENT REFLECTORS WHICH CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER.
6. MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE MANUAL ON 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.
7. A W1-6 (ARROW) SIGN MOUNTED ON A BREAKAWAY BARRICADE AND CENTERED ON THE CLOSED WIDTH SHALL BE LOCATED 100 FEET BEYOND EACH INTERSECTION OR MAIN ACCESS POINT WITHIN THE AREA OF A LANE OR SHOULDER CLOSURE.
8. THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE SAFE ACCESS OF CONSTRUCTION VEHICLES THROUGHOUT THE WORK SITE WHERE SPACE CONSTRAINTS PREVENT THE USE OF LANE CLOSURES. THE PLAN SHALL BE SUBMITTED TO THE ENGINEER IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
9. CONSTRUCTION ZONE SPEED LIMIT WILL BE DETERMINED BY THE ENGINEER AT THE TIME OF OR DURING CONSTRUCTION. 25 MPH IS RECOMMENDED, AS REFLECTED ON THE FOLLOWING TRAFFIC CONTROL PLANS (SHEETS 33-44).
10. THE SPEED LIMIT, R2-1 (BLACK ON WHITE) WITH ADDED WORK ZONE PLATE (BLACK ON ORANGE) SIGNS SHALL BE LOCATED THROUGH WORK AREAS AS DIRECTED BY THE ENGINEER.
11. THE REDUCED SPEED AHEAD SIGN, W3-5(S) (BLACK ON ORANGE) SHALL BE LOCATED IN ADVANCE OF SPEED LIMIT R2-1 SIGNS WHICH REDUCE THE NORMAL POSTED SPEED LIMIT THROUGH THE CONSTRUCTION ZONE.
12. TRAFFIC CONTROL DEVICES FOR LANE CLOSURES INCLUDING SIGNS, CONES, BARRICADES, ETC. SHALL BE PLACED AS SHOWN ON PLANS. SIGNS SHALL NOT BE PLACED WITHOUT ACTUAL LANE CLOSURES AND SHALL BE IMMEDIATELY REMOVED UPON REMOVAL OF THE CLOSURES.
13. CONES MAY BE SUBSTITUTED FOR DRUMS AND INSTALLED UPON THE APPROVAL OF THE ENGINEER.
14. THE INTERSECTION IS UNDER THE JURISDICTION OF THE COUNTY OF MIDDLESEX.
15. CONTRACTOR SHALL CONTACT NJ ONE CALL AT (800) 272-1000 FOR UNDERGROUND UTILITY MARKOUT A MINIMUM OF SEVEN (7) DAYS PRIOR TO THE SCHEDULED START OF CONSTRUCTION.
16. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER, THE MIDDLESEX COUNTY ENGINEER'S OFFICE AND THE UTILITY COMPANY CONTACTS NOTED IN THESE PLANS WITH REGARD TO THE COORDINATION OF CONSTRUCTION, PROTECTION AND/OR RELOCATION OF EXISTING ABOVE-GROUND AND UNDERGROUND UTILITIES.
17. SOIL EROSION AND SOIL CONSERVATION MEASURES PER THE FREEHOLD SOIL CONSERVATION SERVICE (SCS) SHALL BE FOLLOWED, IN ACCORDANCE WITH THE SCS PERMIT (APPLICATION SUBMITTED AS OF THIS PHASE III PLAN SUBMISSION).
18. ALL PERMANENT AND TEMPORARY WORK SHALL BE ADA COMPLIANT. THE TRAFFIC AND PEDESTRIAN CONTROL PLANS FOLLOWING THIS SHEET DETAIL THE PROPOSED CONSTRUCTION STAGING INCLUDING MEASURES AND SEQUENCING OF WORK TO MAINTAIN ADA-COMPLIANT PEDESTRIAN ACCESS THROUGH THE COURSE OF THE PROJECT.
19. ACCESS TO ALL PROPERTIES AND DRIVEWAYS WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES.

20. TRAFFIC IMPACT NOTICES AND CHANGES (PER CAN-069)

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 ENGINEER IN WRITING 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 ENGINEER, 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 ENGINEER IF THE PROPOSED ESTABLISHMENT CANNOT BE COMPLETED ON THE PROPOSED DATE.

FOR A "PERMANENT LANE CLOSURE", THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING 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 ENGINEER, 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 SHALL IMMEDIATELY NOTIFY THE ENGINEER IF THE PROPOSED ESTABLISHMENT CANNOT 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 ENGINEER BY 9:00 AM OF EACH FRIDAY.

EACH DAY OF "TEMPORARY LANE CLOSURES" SHALL BE SUBMITTED TO THE ENGINEER BY 9:00 AM THE DAY IN ADVANCE OF THE START OF THOSE OPERATIONS.

"TEMPORARY LANE CLOSURES" FOR WEEKENDS SHALL BE SUBMITTED TO THE ENGINEER BY 9:00 AM ON THE IMMEDIATELY PRECEDING FRIDAY.

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 ENGINEER AS FOLLOWS:

CHANGES TO THE SCHEDULED HOURS FOR "TEMPORARY LANE CLOSURES" SHALL BE SUBMITTED TO THE ENGINEER AT LEAST TEN 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 ENGINEER AT LEAST ONE MONTH IN ADVANCE OF WHEN THE CHANGE IS PROPOSED TO START.

21. NO RAILROAD WARNING DEVICES ARE TO BE DISTURBED/MOVED/BLOCKED DURING CONSTRUCTION.

22. REPLACE ANY RAILROAD WARNING SIGNS AND/OR PAVEMENT MARKINGS WHICH MAY BE DISTURBED DURING CONSTRUCTION, ACCORDING TO MUTCD.

23. DURING CONSTRUCTION/TRAFFIC CONTROL PHASES, AT NO TIME SHALL ANY VEHICLES/PEDESTRIANS/ UNIFORMED OFFICERS/CONES/DRUMS/SIGN/DEVICES "FOUL" THE RAILROAD TRACKS - NJDOT DEFINES "FOULING THE TRACKS" AS ANY PERSON(S)/MOTOR VEHICLE(S)/EQUIPMENT WITHIN FIFTEEN FEET OF THE NEAREST RAIL.

24. NO TRAFFIC CONTROL DEVICES WITHIN THE RAILROAD RIGHT OF WAY.

25. DIRECT NO VEHICLE/TRAFFIC ACROSS THE HIGHWAY-RAIL AT-GRADE CROSSING UNTIL PRECEDING VEHICLE CLEARS THE TRACK AND "FOUL" AREA.

LEGEND

- [BREAKAWAY BARRICADES
- [BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- ← DIRECTION OF TRAFFIC FLOW
- ↑ ↓ 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)
- ▨ BUFFER ZONE
- ▩ WORK AREA

SUPPLEMENTAL NOTES:

THIS WORK CONSISTS OF THE MAINTENANCE OF TRAFFIC AND THE PROTECTION OF THE TRAVELING PUBLIC APPROACHING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF THE CONSTRUCTION.

FURNISH, ERECT, PLACE AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES AND MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES IN ACCORDANCE WITH THE METHODS INDICATED ON THESE DRAWINGS AND,

1. THE SPECIAL PROVISIONS AND TECHNICAL SPECIFICATIONS OF THE CONTRACT.
2. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. NJDOT STANDARD TRAFFIC CONTROL DETAILS.
4. SECTION 14 OF THE NJDOT ROADWAY DESIGN MANUAL.

IMMEDIATELY UPON COMPLETION OF THE WORK, REMOVE ALL TRAFFIC CONTROL SIGNS AND DEVICES.

REFER TO THE PROJECT PLANS FOR THE ACTUAL LOCATION OF LIMIT OF WORK.

SEE LANE CLOSURE SCHEDULE FOR ALLOWABLE LANE CLOSURES AND TIME DURATIONS.

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL. CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL WITH OTHER PROJECTS IN THE VICINITY.

THE CONTRACTOR SHALL NOTIFY MIDDLESEX COUNTY, EDISON TOWNSHIP, WOODBRIDGE TOWNSHIP, EDISON TOWNSHIP POLICE, FIRE AND AMBULANCE SERVICES, WOODBRIDGE TOWNSHIP POLICE, FIRE AND AMBULANCE SERVICES, AND 911 OF ANY ROADWAY CLOSURE, LANE CLOSURE, OR LONG-TERM OR SHORT-TERM RESTRICTION 48 HOURS IN ADVANCE OF THE CLOSURE OR RESTRICTION.

CONSTRUCTION EVENTS SHALL NOT COMMENCE UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY THE ENGINEER.


COVER OR REMOVE ALL SIGNS NOT IN USE.

ANY DEVIATION FROM THE TRAFFIC CONTROL PLANS MUST BE APPROVED BY THE ENGINEER PRIOR TO PUTTING THE CHANGE INTO OPERATION.

ARROW PANELS SHALL BE FURNISHED, INSTALLED, MAINTAINED, RESET AND REMOVED IN ACCORDANCE WITH THE CONTRACT DRAWINGS, TECHNICAL SPECIFICATIONS, NJDOT STANDARD TRAFFIC CONTROL DETAILS, SECTION 14 OF THE NJDOT ROADWAY DESIGN MANUAL, AND AS DIRECTED BY THE ENGINEER.

ITEM NO.	TO BE CONSTRUCTED	CONTRACT QUANTITY
6-M	BREAKAWAY BARRICADE	18 UNITS
7-M	DRUM	75 UNITS
8-M	CONSTRUCTION SIGNS	860 SF
10-M	FLASHING ARROW BOARD, 4'x8'	2 UNITS
11-M	PORTABLE VARIABLE MESSAGE SIGN	2 UNITS
12-M	TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION	2 UNITS
13-M	TEMPORARY TRAFFIC STRIPES, 4"	6000 LF
73-M	INTERIM TRAFFIC SIGNAL SYSTEM	LS

GIS# EDI053

 IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540	Revisions NO. DATE BY	County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901
	Designed By: <i>David W. Kibunow Jr.</i> Checked By:	
12/21/2021 Date Licensed Professional Engineer License No. 24GE0888200	Scale: None Sheet No. 32 of 44 Date: OCTOBER 2021	INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE
TRAFFIC AND PEDESTRIAN CONTROL - NOTES AND LEGEND		Ronald M. Sendner County Engineer N.J. P.E. No. 24GE03162200

STAGE 1 SEQUENCING NOTES

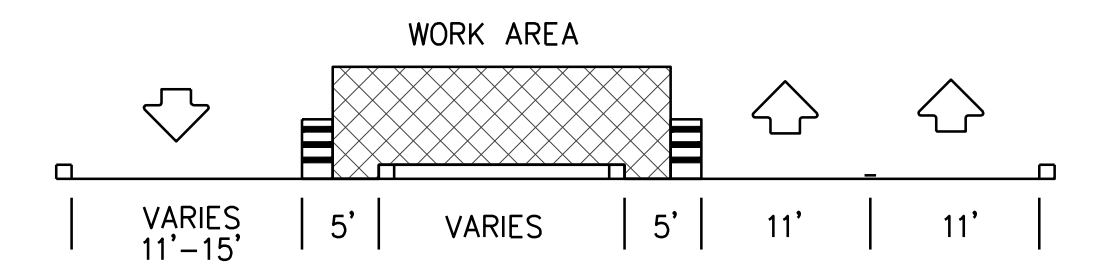
1. SET UP TRAFFIC CONTROL DEVICES (DRUMS AND SIGNS).
2. CONSTRUCT TEMPORARY ASPHALT CURB CUT RAMPS AT LOCATIONS SHOWN ON PLAN, AND INSTALL TEMPORARY CROSSWALK STRIPING TO THESE TEMPORARY RAMPS. ROTATE PEDESTRIAN SIGNAL HEADS AS REQUIRED TO PROVIDE ADEQUATE SIGNAL DISPLAY TO TEMPORARY RAMPS.
3. CONSTRUCT CURB AND SIDEWALK IMPROVEMENTS, INCLUDING PERMANENT CONCRETE CURB CUT RAMPS; AND TRAFFIC SIGNAL FOUNDATIONS, JUNCTION BOXES AND CONDUIT, WITHIN THE REMAINDER OF THE HIGHLIGHTED WORK AREA.
4. ONCE NEW CURB RAMPS AND SIDEWALKS ARE IN PLACE, REMOVE TEMPORARY CROSSWALK STRIPING AND STRIPE NEW TEMPORARY CROSSWALK TO NEW CURB RAMPS AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
5. WHEN ALL CONSTRUCTION IN THIS STAGE IS COMPLETED, REMOVE AND/OR RECONFIGURE TRAFFIC CONTROL DEVICES AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
6. ALL WORK IN THIS STAGE MUST BE COMPLETED PRIOR TO BEGINNING THE FOLLOWING STAGE.
7. MINIMUM ALLOWABLE LANE WIDTH DURING CONSTRUCTION IS 11 FEET.
8. TRAFFIC SIGNAL DETECTION SHALL REMAIN ACTIVE THROUGHOUT ALL CONSTRUCTION STAGES. THE SIGNAL SHALL NOT OPERATE IN FIXED-TIME MODE.
9. ALL PEDESTRIAN ACCESS, INCLUDING PUSH BUTTONS, SIDEWALKS AND CURB RAMPS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
10. WORK IN THIS STAGE INCLUDES EXCAVATION TO REPLACE EXISTING CONCRETE CURB AT ISLAND; CONSTRUCT ADA-COMPLIANT CURB CUT RAMPS AND SIDEWALKS; CONSTRUCT TRAFFIC SIGNAL POLE/JUNCTION BOX FOUNDATIONS; AND CONSTRUCT AGGREGATE AND BASE COURSES WITHIN EXCAVATION AREA.

LEGEND

- [] BREAKAWAY BARRICADES
- [] BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ↑ ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- ⊠ TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- ▨ BUFFER ZONE
- ▩ WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.

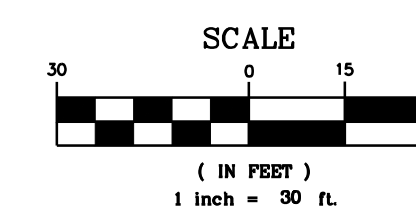


SECTION LOOKING EASTBOUND ON PARKWAY PLACE EXT.

**SECTION A-A
STAGE 1**

GIS# EDI053

<p>IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540</p>	<p>Revisions</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	BY													<p>County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901</p>
	NO.	DATE	BY														
<p>Designed By: <i>John W. Korunow Jr.</i> Checked By: <i>John W. Korunow Jr.</i></p>	<p>Date: 12/21/2021 Approved By: <i>Ronald M. Sendner</i></p>	<p>INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE</p> <p>TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 1</p> <p>Scale: 1"=30' Sheet No. 33 of 44 Date: OCTOBER 2021</p> <p><i>Ronald M. Sendner</i> County Engineer N.J. P.E. No. 24GE03162200</p>															



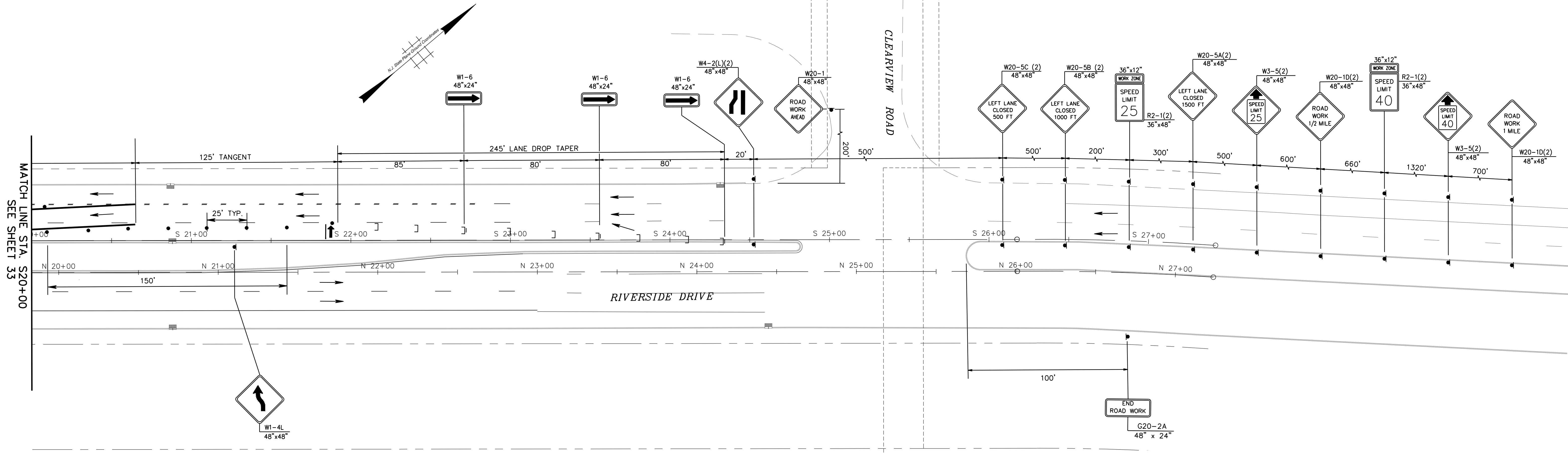
MATCH LINE A-A
STA. N13+00

MATCH LINE A-A
STA. 22+50
SEE SHEET 34

MATCH LINE A-A
STA. N13+00

MATCH LINE A-A
SEE SHEET 34
STA. S20+00

Y:\County\Middlesex\Parkway Place and Riverside Drive\Stage 1\Stage 1.dwg, 12/27/2021 8:32:16 AM, DWG To PDF.plt

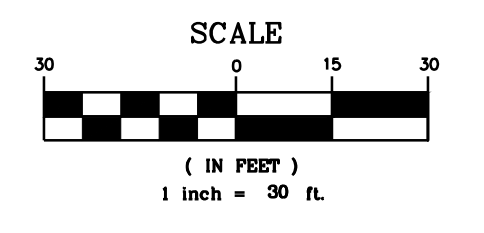
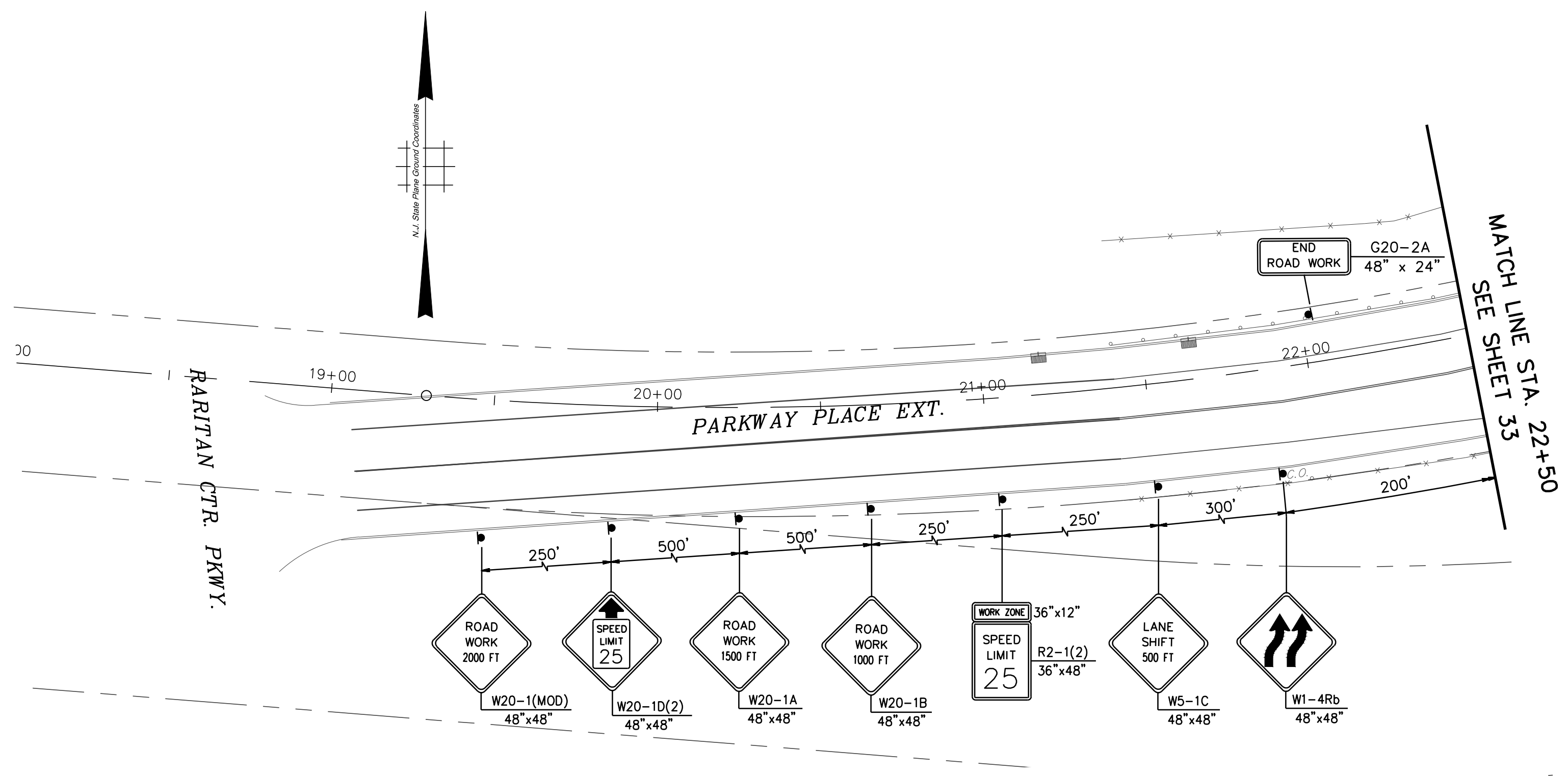


LEGEND

- BREAKAWAY BARRICADES
- BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- BUFFER ZONE
- WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

John W. Korunow Jr.
Date: 12/21/2021
Licensed Professional Engineer
License No. 24GE04034200

Revisions		
NO.	DATE	BY

Designed By: _____
Checked By: _____

Drawn By: _____
Approved By: _____

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 1

Scale: 1"=30'
Sheet No. 34 of 44
Date: OCTOBER 2021

Ronald M. Sendner
County Engineer
N.J. P.E. No. 24GE03162200

GIS# EDI053

STAGE 2 SEQUENCING NOTES

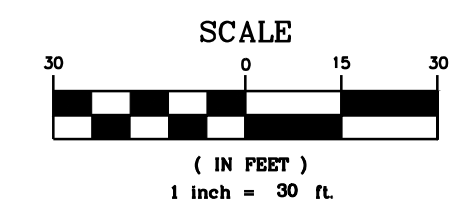
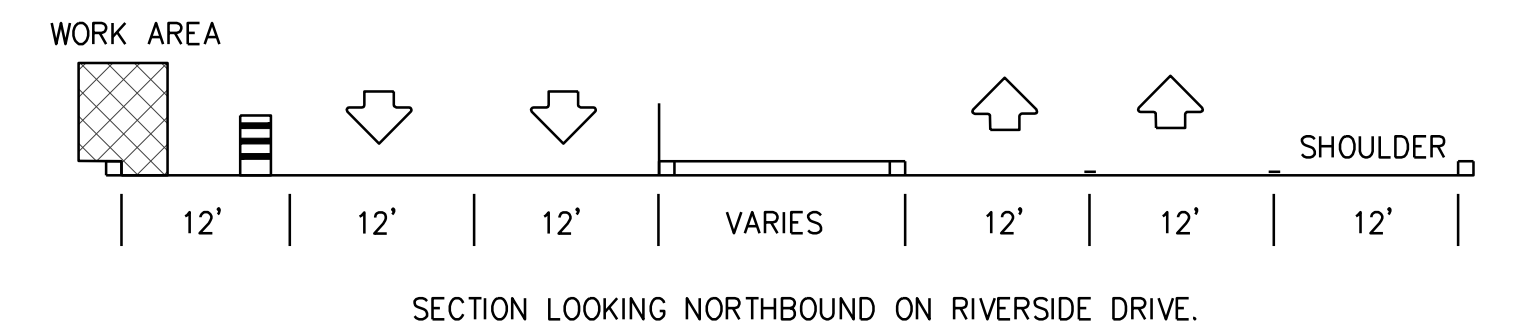
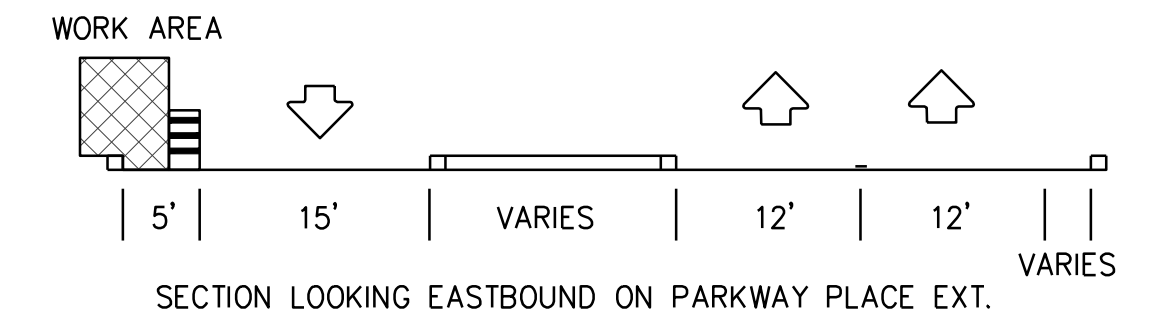
1. ENSURE THAT TRAFFIC CONTROL DEVICES (DRUMS AND SIGNS) HAVE BEEN PROPERLY RECONFIGURED FROM PREVIOUS STAGE.
2. CONSTRUCT TEMPORARY ASPHALT CURB CUT RAMP AT LOCATION SHOWN ON PLAN, AND INSTALL TEMPORARY CROSSWALK STRIPING TO THIS TEMPORARY RAMP. ROTATE PEDESTRIAN SIGNAL HEADS AS REQUIRED TO PROVIDE ADEQUATE SIGNAL DISPLAY FOR THIS CROSSWALK.
3. CONSTRUCT CURB AND SIDEWALK IMPROVEMENTS, INCLUDING PERMANENT CONCRETE CURB CUT RAMP; AND TRAFFIC SIGNAL FOUNDATIONS, JUNCTION BOXES AND CONDUIT, WITHIN THE REMAINDER OF THE HIGHLIGHTED WORK ZONE.
4. ONCE NEW CURB RAMPS AND SIDEWALKS ARE IN PLACE, REMOVE TEMPORARY CROSSWALK STRIPING AND STRIPE NEW TEMPORARY CROSSWALK TO NEW CURB RAMPS AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
5. WHEN ALL CONSTRUCTION IN THIS STAGE IS COMPLETED, REMOVE AND/OR RECONFIGURE TRAFFIC CONTROL DEVICES AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
6. ALL WORK IN THIS STAGE MUST BE COMPLETED PRIOR TO BEGINNING THE FOLLOWING STAGE.
7. MINIMUM ALLOWABLE LANE WIDTH DURING CONSTRUCTION IS 11 FEET.
8. TRAFFIC SIGNAL DETECTION SHALL REMAIN ACTIVE THROUGHOUT ALL CONSTRUCTION STAGES. THE SIGNAL SHALL NOT OPERATE IN FIXED-TIME MODE.
9. ALL PEDESTRIAN ACCESS, INCLUDING PUSH BUTTONS, SIDEWALKS AND CURB RAMPS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
10. WORK IN THIS STAGE INCLUDES EXCAVATION TO REPLACE EXISTING CONCRETE CURB AS SHOWN; CONSTRUCT ADA-COMPLIANT CURB CUT RAMPS AND SIDEWALKS; CONSTRUCT TRAFFIC SIGNAL POLE/JUNCTION BOX FOUNDATIONS; AND CONSTRUCT AGGREGATE AND BASE COURSES WITHIN EXCAVATION AREA.

LEGEND

- [] BREAKAWAY BARRICADES
- [] BREAKAWAY BARRICADES WITH SIGN
- [] CONSTRUCTION SIGNS
- [] DRUMS
- [] DIRECTION OF TRAFFIC FLOW
- [] ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- [] TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- [] TEMPORARY LANE STRIPING
- [] BUFFER ZONE
- [] WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

John W. Korunow Jr.
Date: 12/21/2021
Licensed Professional Engineer
License No. 24GE04034200

Revisions		
NO.	DATE	BY

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

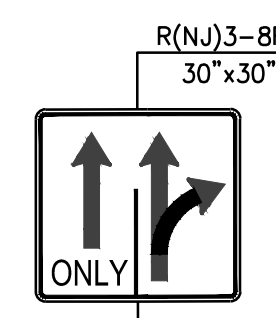
INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 2

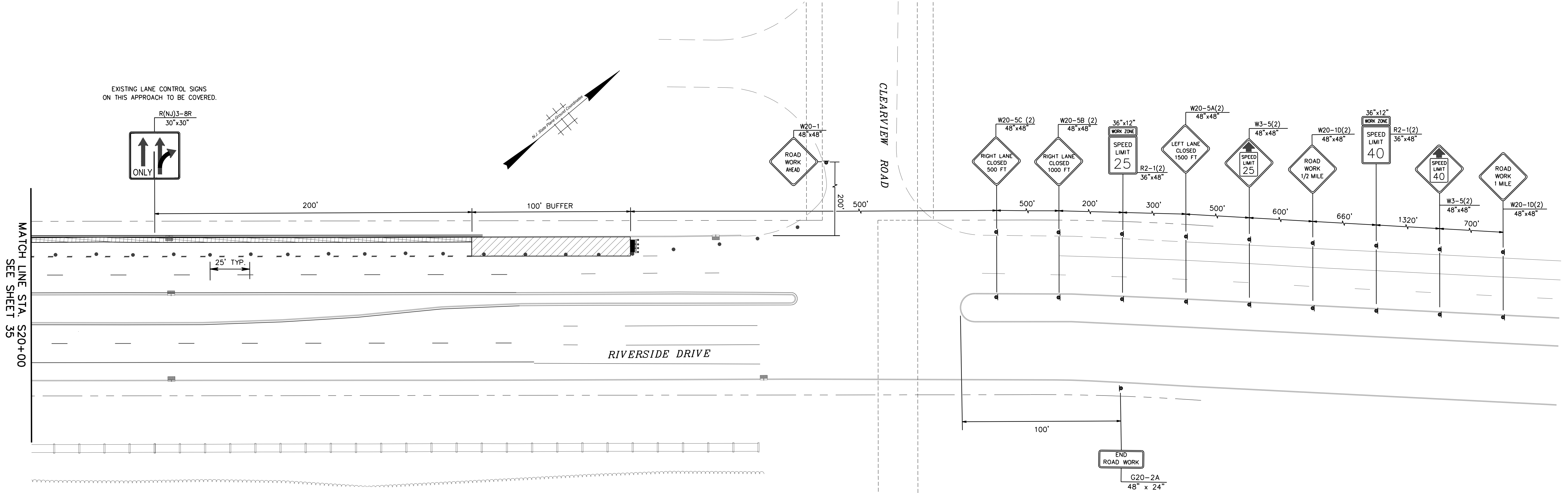
Scale: 1"=30'
Sheet No. 35 of 44
Date: OCTOBER 2021

Ronald M. Sendner
County Engineer
N.J. P.E. No. 24GE03162200

EXISTING LANE CONTROL SIGNS ON THIS APPROACH TO BE COVERED.



MATCH LINE STA. S20+00
SEE SHEET 35



RIVERSIDE DRIVE

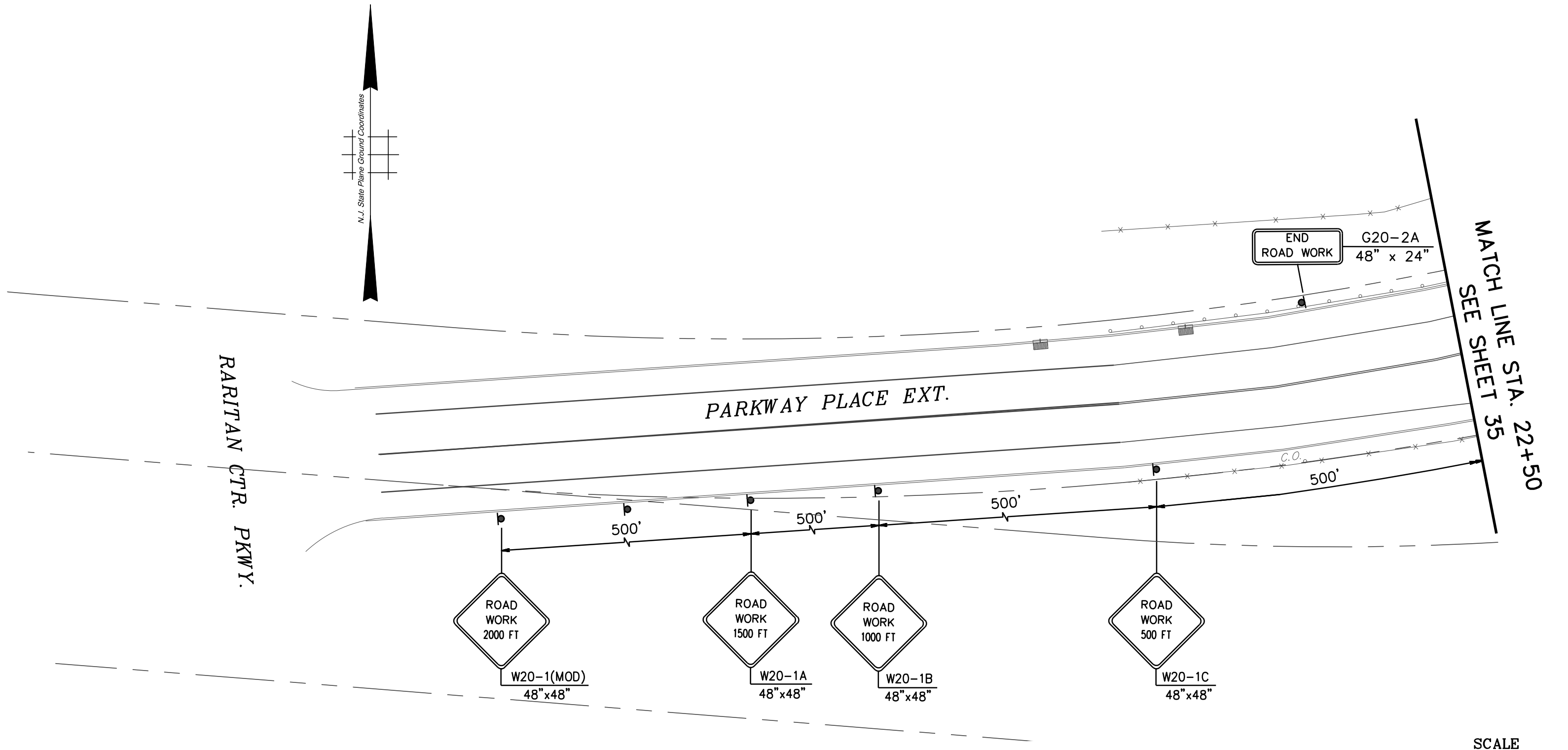
CLEARVIEW ROAD

LEGEND

- [] BREAKAWAY BARRICADES
- [] BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ↑ ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- ▬ TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- ▬ TEMPORARY LANE STRIPING
- ▨ BUFFER ZONE
- ▩ WORK AREA

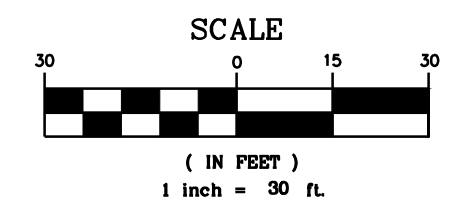
MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



PARKWAY PLACE EXT.

RARITAN CTR. PKWY.



IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

John W. Korunow Jr.
John W. Korunow Jr. Date
Licensed Professional Engineer
License No. 24GE04034200

Revisions		
NO.	DATE	BY

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 2

Scale: 1"=30'
Sheet No. 36 of 44
Date: OCTOBER 2021

Ronald M. Sendner
Ronald M. Sendner
County Engineer
N.J. P.E. No. 24GE03162200

GIS# EDI053

Y:\County\Middlesex\Parkway Place and Riverside Sigsbee\09 CAD\TRF035-006_TCD Stage 2.dwg, 12/21/2021 8:32:33 AM, DWG To PDF.plt

STAGE 3 SEQUENCING NOTES

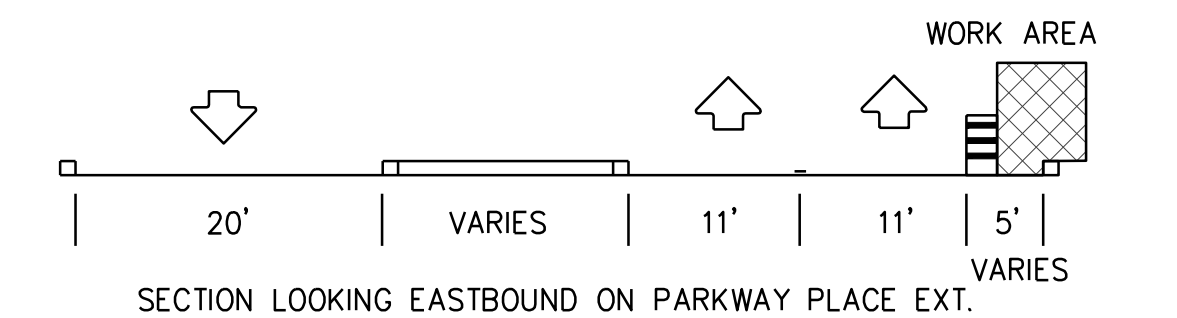
1. ENSURE THAT TRAFFIC CONTROL DEVICES (DRUMS AND SIGNS) HAVE BEEN PROPERLY RECONFIGURED FROM PREVIOUS STAGE.
2. RELOCATE EXISTING FENCE ON SOUTHWEST CORNER OF INTERSECTION PRIOR TO BEGINNING STAGE 3 CONSTRUCTION.
3. CONSTRUCT TEMPORARY ASPHALT CURB CUT RAMPS AT LOCATIONS SHOWN ON PLAN, AND INSTALL TEMPORARY CROSSWALK STRIPING TO THESE TEMPORARY RAMPS. ROTATE PEDESTRIAN SIGNAL HEADS AS REQUIRED TO PROVIDE ADEQUATE SIGNAL DISPLAY TO TEMPORARY RAMPS.
4. CONSTRUCT CURB AND SIDEWALK IMPROVEMENTS, INCLUDING PERMANENT CONCRETE CURB CUT RAMPS; AND TRAFFIC SIGNAL FOUNDATIONS, JUNCTION BOXES AND CONDUIT, WITHIN THE REMAINDER OF THE HIGHLIGHTED WORK ZONE.
5. ONCE NEW CURB RAMPS AND SIDEWALKS ARE IN PLACE, REMOVE TEMPORARY CROSSWALK STRIPING AND STRIPE NEW TEMPORARY CROSSWALK TO NEW CURB RAMPS AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
6. WHEN ALL CONSTRUCTION IN THIS STAGE IS COMPLETED, REMOVE AND/OR RECONFIGURE TRAFFIC CONTROL DEVICES AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
7. ALL WORK IN THIS STAGE MUST BE COMPLETED PRIOR TO BEGINNING THE FOLLOWING STAGE.
8. MINIMUM ALLOWABLE LANE WIDTH DURING CONSTRUCTION IS 11 FEET.
9. TRAFFIC SIGNAL DETECTION SHALL REMAIN ACTIVE THROUGHOUT ALL CONSTRUCTION STAGES. THE SIGNAL SHALL NOT OPERATE IN FIXED-TIME MODE.
10. ALL PEDESTRIAN ACCESS, INCLUDING PUSH BUTTONS, SIDEWALKS AND CURB RAMPS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
11. WORK IN THIS STAGE INCLUDES EXCAVATION TO REPLACE EXISTING CONCRETE CURB AND RECONSTRUCT ISLAND; CONSTRUCT ADA-COMPLIANT CURB CUT RAMPS AND SIDEWALKS; CONSTRUCT TRAFFIC SIGNAL POLE/JUNCTION BOX FOUNDATIONS; AND CONSTRUCT AGGREGATE AND BASE COURSES WITHIN EXCAVATION AREA.

LEGEND

- [] BREAKAWAY BARRICADES
- [] BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ↑ ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- ↑ TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- [] BUFFER ZONE
- [] WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

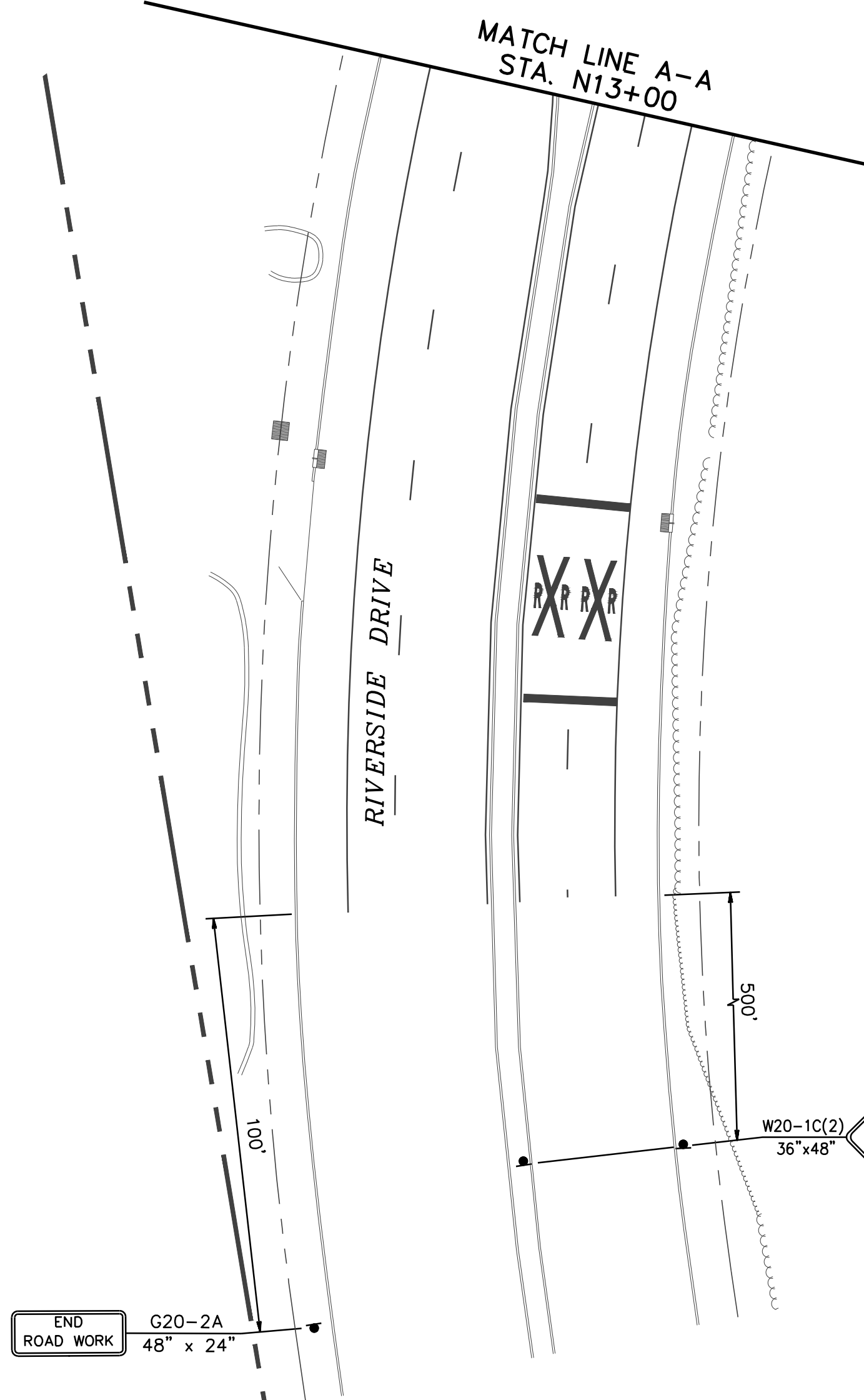
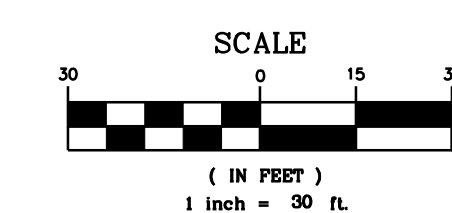
VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



**SECTION A-A
STAGE 3**

GIS# EDI053

<p>IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540</p>	<p>County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901</p>
	<p>INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE</p>
<p>Designed By: <i>John W. Korunow Jr.</i> Checked By: _____</p>	<p>Drawn By: _____ Approved By: _____</p>
<p>Date: 12/21/2021 License No. 24GE04034200</p>	<p>Scale: 1"=30' Sheet No. 37 of 44 Date: OCTOBER 2021</p>
<p>TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 3</p>	
<p><i>Ronald M. Sendner</i> County Engineer N.J. P.E. No. 24GE03162200</p>	



MATCH LINE STA. 22+50
SEE SHEET 38

MATCH LINE A-A
STA. N13+00

Y:\County\Middlesex\Parkway Place and Riverside Drive\Stage 3.dwg, 12/27/2021 8:28:47 AM, DWG To PDF.plt

MATCH LINE A-A
STA. N13+00

MATCH LINE STA. S20+00
SEE SHEET 40

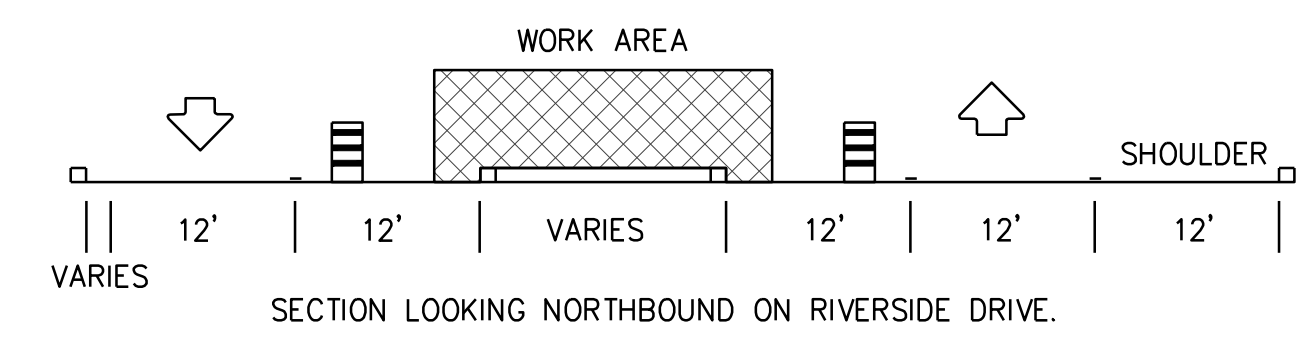
- STAGE 4 SEQUENCING NOTES**
1. ENSURE THAT TRAFFIC CONTROL DEVICES (DRUMS AND SIGNS) HAVE BEEN PROPERLY RECONFIGURED FROM PREVIOUS STAGE.
 2. CONSTRUCT NEW CONCRETE CURB, AND TRAFFIC SIGNAL FOUNDATIONS, JUNCTION BOXES AND CONDUIT, WITHIN THE REMAINDER OF THE HIGHLIGHTED WORK ZONE.
 3. WHEN ALL CONSTRUCTION IN THIS STAGE IS COMPLETED, REMOVE AND/OR RECONFIGURE TRAFFIC CONTROL DEVICES AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
 4. ALL WORK IN THIS STAGE MUST BE COMPLETED PRIOR TO BEGINNING THE FOLLOWING STAGE.
 5. MINIMUM ALLOWABLE LANE WIDTH DURING CONSTRUCTION IS 11 FEET.
 6. TRAFFIC SIGNAL DETECTION SHALL REMAIN ACTIVE THROUGHOUT ALL CONSTRUCTION STAGES. THE SIGNAL SHALL NOT OPERATE IN FIXED-TIME MODE.
 7. ALL PEDESTRIAN ACCESS, INCLUDING PUSH BUTTONS, SIDEWALKS AND CURB RAMPS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
 8. WORK IN THIS STAGE INCLUDES EXCAVATION TO REPLACE EXISTING CONCRETE CURB AS SHOWN; CONSTRUCT TRAFFIC SIGNAL POLE/JUNCTION BOX FOUNDATIONS; AND CONSTRUCT AGGREGATE AND BASE COURSES WITHIN EXCAVATION AREA.

LEGEND

- [] BREAKAWAY BARRICADES
- [] BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- ← DIRECTION OF TRAFFIC FLOW
- ↑ ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- ↑ TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- [] BUFFER ZONE
- [] WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



**SECTION C-C
STAGE 4**

GIS# EDI053

IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

Revisions		
NO.	DATE	BY

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

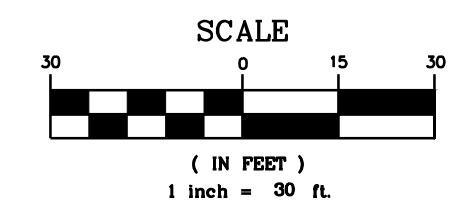
TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 4

John W. Korunow Jr. Date 12/21/2021
Licensed Professional Engineer
License No. 24GE04034200

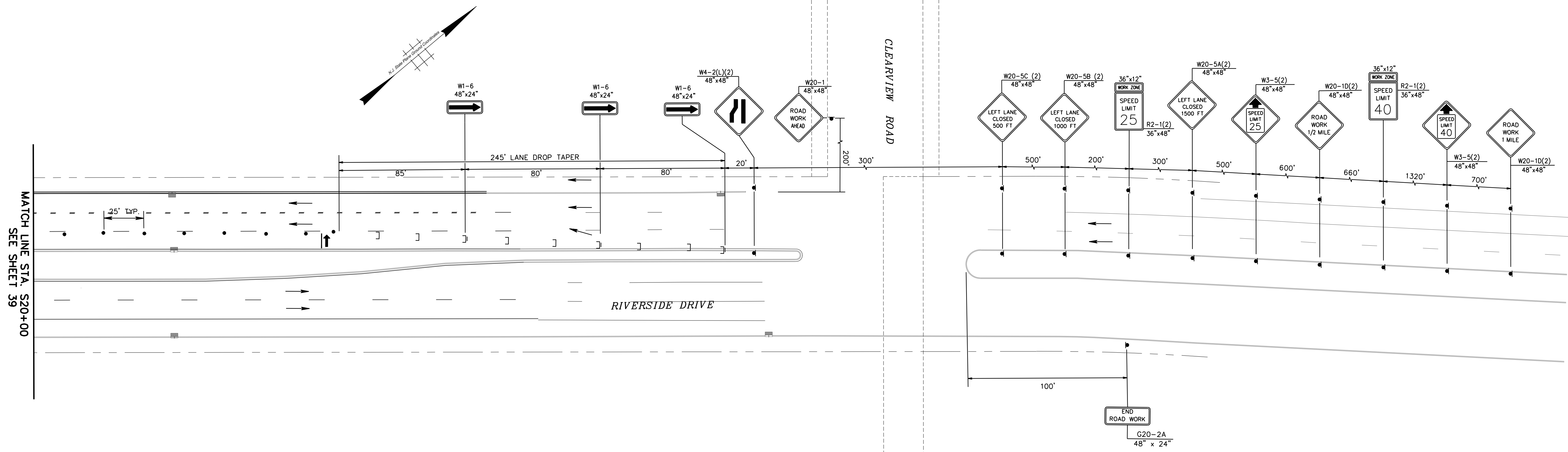
Designed By: [Signature]
Checked By: [Signature]
Drawn By: [Signature]
Approved By: [Signature]

Scale: 1" = 30'
Sheet No. 39 of 44
Date: OCTOBER 2021

Ronald M. Sendner
County Engineer
N.J. P.E. No. 24GE03162200



Y:\County\Middlesex\Parkway Place and Riverside Sign\09\CADD\190319\04\TCD Stage 4.dwg, 12/27/2021 8:33:03 AM, DWG to PDF.plt



MATCH LINE STA. S20+00
SEE SHEET 39

RIVERSIDE DRIVE

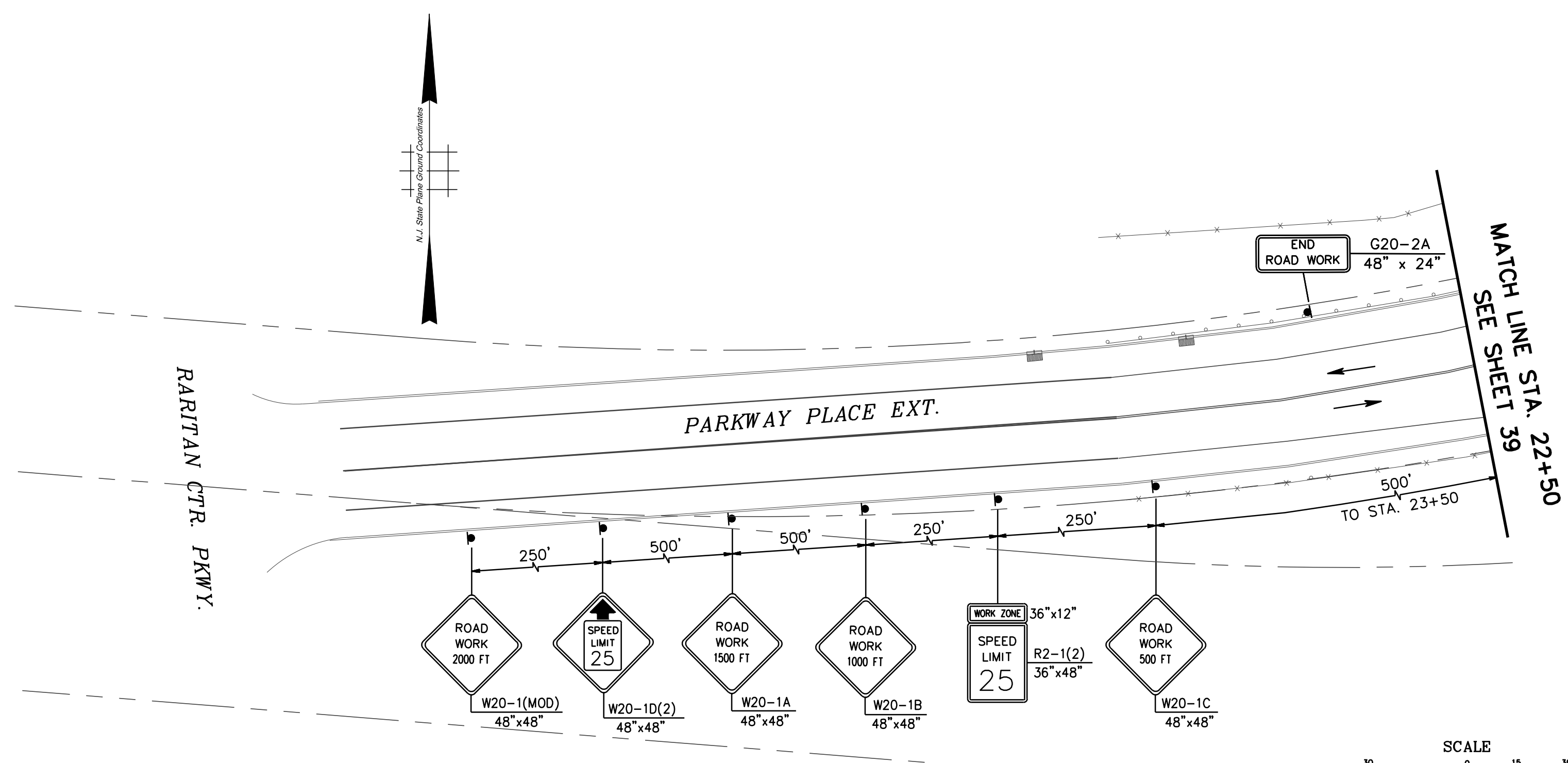
CLEARVIEW ROAD

LEGEND

- [] BREAKAWAY BARRICADES
- [] BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ↑ ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- ↑ TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- ▨ BUFFER ZONE
- ▩ WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

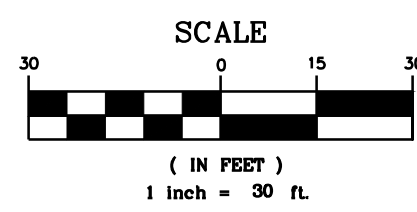
VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



MATCH LINE STA. 22+50
SEE SHEET 39

PARKWAY PLACE EXT.

RARITAN CTR. PKWY.



GIS# EDI053

 IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540	Revisions			County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901 INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 4	Scale: 1" = 30' Sheet No. 40 of 44 Date: OCTOBER 2021	Ronald M. Sender County Engineer N.J. P.E. No. 24GE03162200
	NO.	DATE	BY			
Designed By: <i>John W. Korunow Jr.</i> Checked By: <i>John W. Korunow Jr.</i> Date: 12/21/2021 License No. 24GE04034200	Drawn By: Approved By:	END ROAD WORK G20-2A 48" x 24"		MATCH LINE STA. 22+50 SEE SHEET 39		

STAGE 5 SEQUENCING NOTES

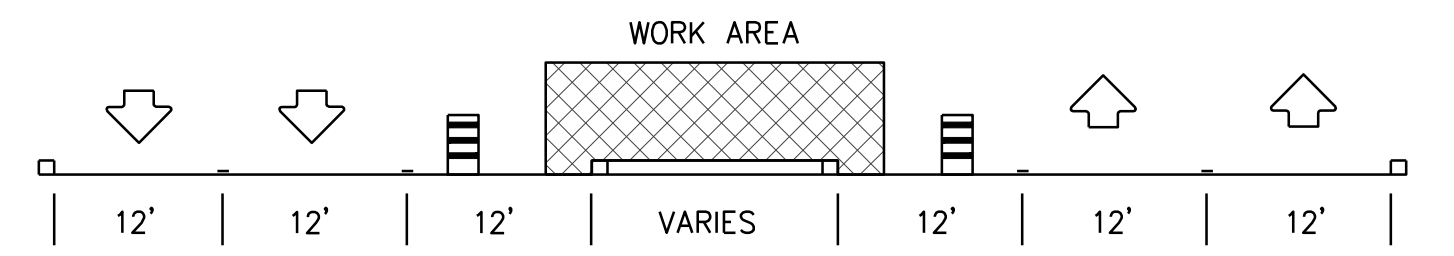
1. SET UP TRAFFIC CONTROL DEVICES (DRUMS AND SIGNS).
2. CONSTRUCT TEMPORARY ASPHALT CURB CUT RAMPS AT LOCATIONS SHOWN ON PLAN, AND INSTALL TEMPORARY CROSSWALK STRIPING TO THESE TEMPORARY RAMPS. ROTATE PEDESTRIAN SIGNAL HEADS AS REQUIRED TO PROVIDE ADEQUATE SIGNAL DISPLAY TO TEMPORARY RAMPS.
3. CONSTRUCT CURB AND SIDEWALK IMPROVEMENTS, INCLUDING PERMANENT CONCRETE CURB CUT RAMPS; AND TRAFFIC SIGNAL FOUNDATIONS, JUNCTION BOXES AND CONDUIT, WITHIN THE REMAINDER OF THE HIGHLIGHTED WORK ZONE.
4. ONCE NEW CURB RAMPS AND SIDEWALKS ARE IN PLACE, REMOVE TEMPORARY CROSSWALK STRIPING AND STRIPE NEW TEMPORARY CROSSWALK TO NEW CURB RAMPS AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
5. WHEN ALL CONSTRUCTION IN THIS STAGE IS COMPLETED, REMOVE AND/OR RECONFIGURE TRAFFIC CONTROL DEVICES AS REQUIRED FOR NEXT CONSTRUCTION STAGE.
6. ALL WORK IN THIS STAGE MUST BE COMPLETED PRIOR TO BEGINNING THE FOLLOWING STAGE.
7. MINIMUM ALLOWABLE LANE WIDTH DURING CONSTRUCTION IS 11 FEET.
8. TRAFFIC SIGNAL DETECTION SHALL REMAIN ACTIVE THROUGHOUT ALL CONSTRUCTION STAGES. THE SIGNAL SHALL NOT OPERATE IN FIXED-TIME MODE.
9. ALL PEDESTRIAN ACCESS, INCLUDING PUSH BUTTONS, SIDEWALKS AND CURB RAMPS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
10. WORK IN THIS STAGE INCLUDES EXCAVATION TO REPLACE EXISTING CONCRETE CURB AS SHOWN; CONSTRUCT ADA-COMPLIANT CURB CUT RAMPS AND SIDEWALKS; CONSTRUCT TRAFFIC SIGNAL POLE/JUNCTION BOX FOUNDATIONS; AND CONSTRUCT AGGREGATE AND BASE COURSES WITHIN EXCAVATION AREA.

LEGEND

- BREAKAWAY BARRICADES
- BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- BUFFER ZONE
- WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.

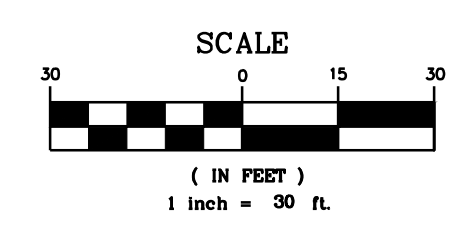


SECTION LOOKING NORTHBOUND ON RIVERSIDE DRIVE.

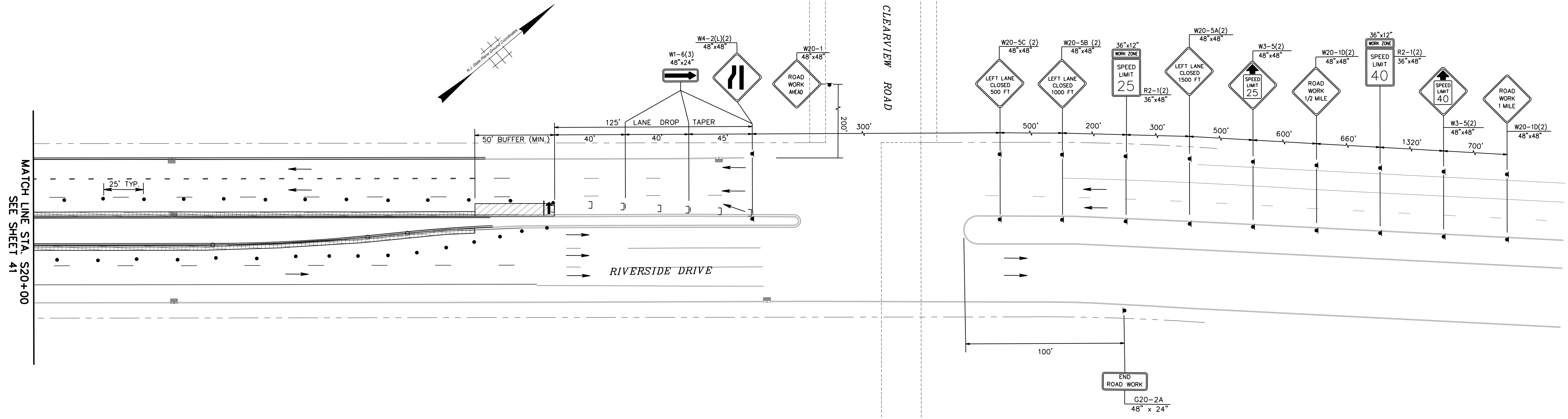
**SECTION B-B
STAGE 5**

GIS# EDI053

<p>IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540</p>	<p>Revisions</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>			NO.	DATE	BY										<p>County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901</p>	
	NO.	DATE	BY														
<p>Designed By: <i>John W. Korunow Jr.</i> Checked By: <i>John W. Korunow Jr.</i></p>	<p>Date: 12/21/2021 Approved By: <i>Ronald M. Sendner</i></p>	<p>INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE</p>		<p>TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 5</p>													
<p>Scale: 1" = 30' Sheet No. 41 of 44 Date: OCTOBER 2021</p>		<p><i>Ronald M. Sendner</i> County Engineer N.J. P.E. No. 24GE03162200</p>															



Y:\County\Middlesex\Parkway Place and Riverside Drive\09-CAD\TRM\142_TCD Stage 5.dwg, 12/27/2021 8:33:19 AM, DWG To PDF.plt



MATCH LINE STA. S20+00
SEE SHEET 41

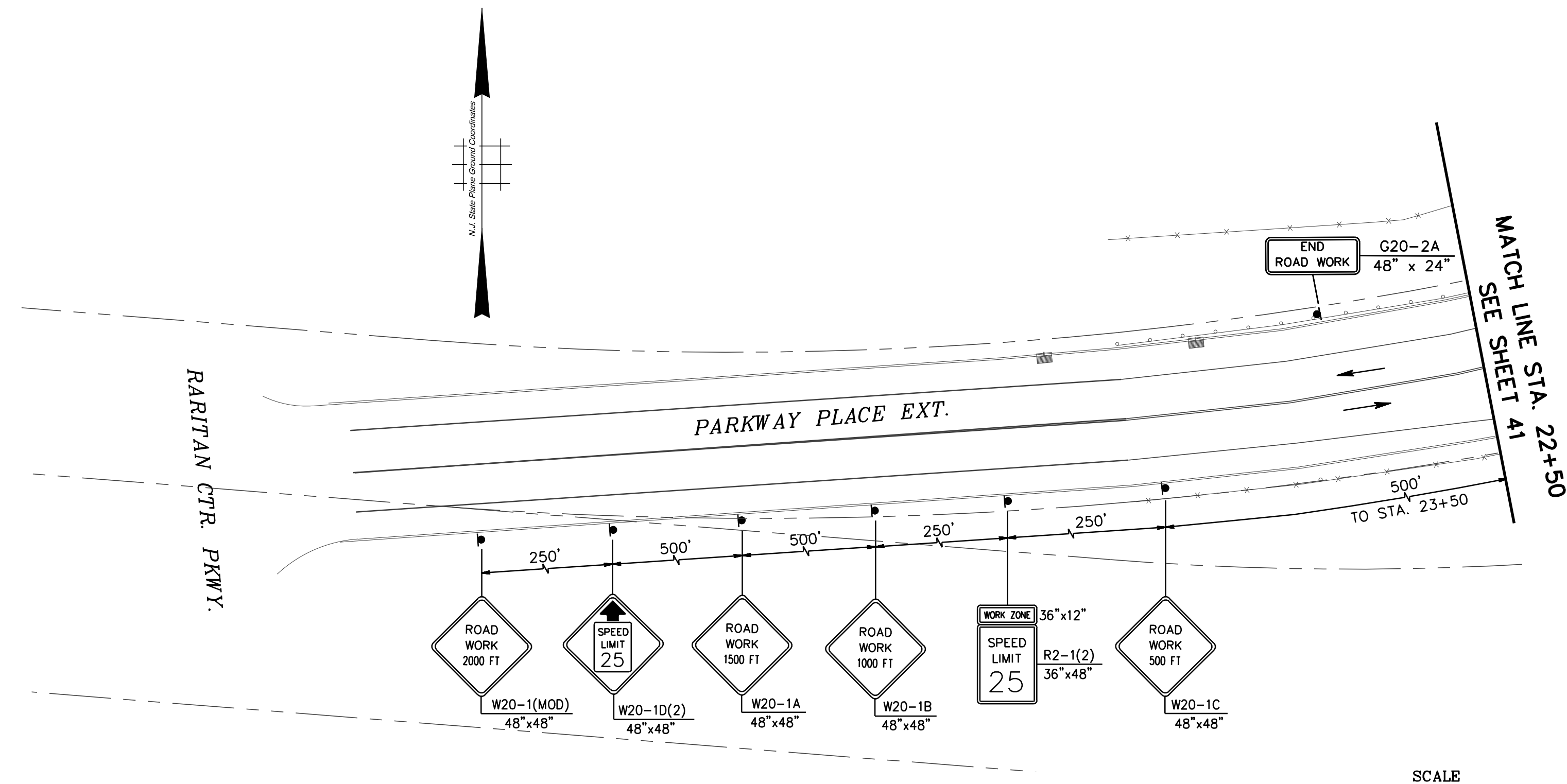
END ROAD WORK
G20-2A
48" x 24"

LEGEND

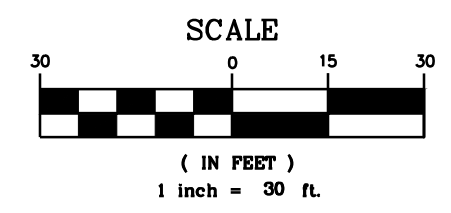
- BREAKAWAY BARRICADES
- BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- BUFFER ZONE
- WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



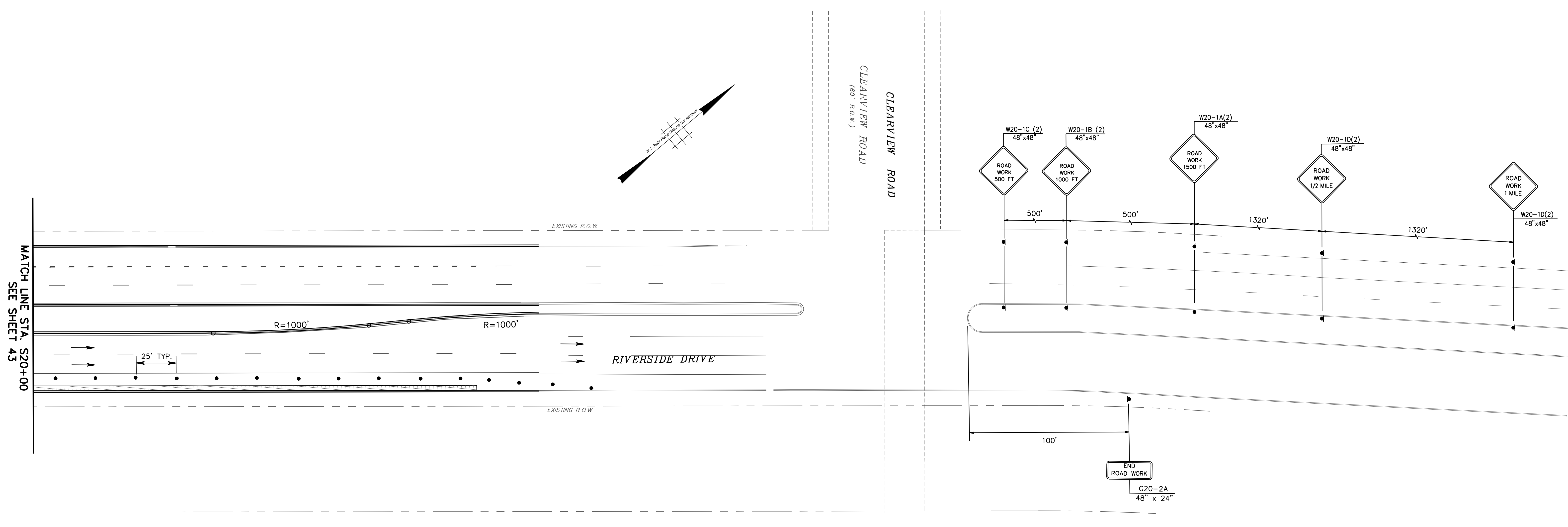
MATCH LINE STA. 22+50
SEE SHEET 41



GIS# EDI053

<p>IH ENGINEERS, P.C. 103 COLLEGE ROAD EAST PRINCETON, NJ 08540</p>	Revisions			<p>County of Middlesex Department of Transportation Office of Engineering P.O. Box 871, New Brunswick, NJ 08901</p>
	NO.	DATE	BY	
<p>John W. Korunow Jr. Date 12/21/2021 Licensed Professional Engineer License No. 24GE0434200</p>	Designed By	Drawn By	Scale: 1"=30'	<p>TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 5</p> <p>INTERSECTION IMPROVEMENTS AT RIVERSIDE DRIVE AND PARKWAY PLACE EXT. TOWNSHIPS OF EDISON AND WOODBRIDGE</p>
	Checked By	Approved By	Sheet No. 42 of 44 Date: OCTOBER 2021	
				<p>Ronald M. Sender County Engineer N.J. P.E. No. 24GE03162200</p>

MATCH LINE STA. S20+00
SEE SHEET 43

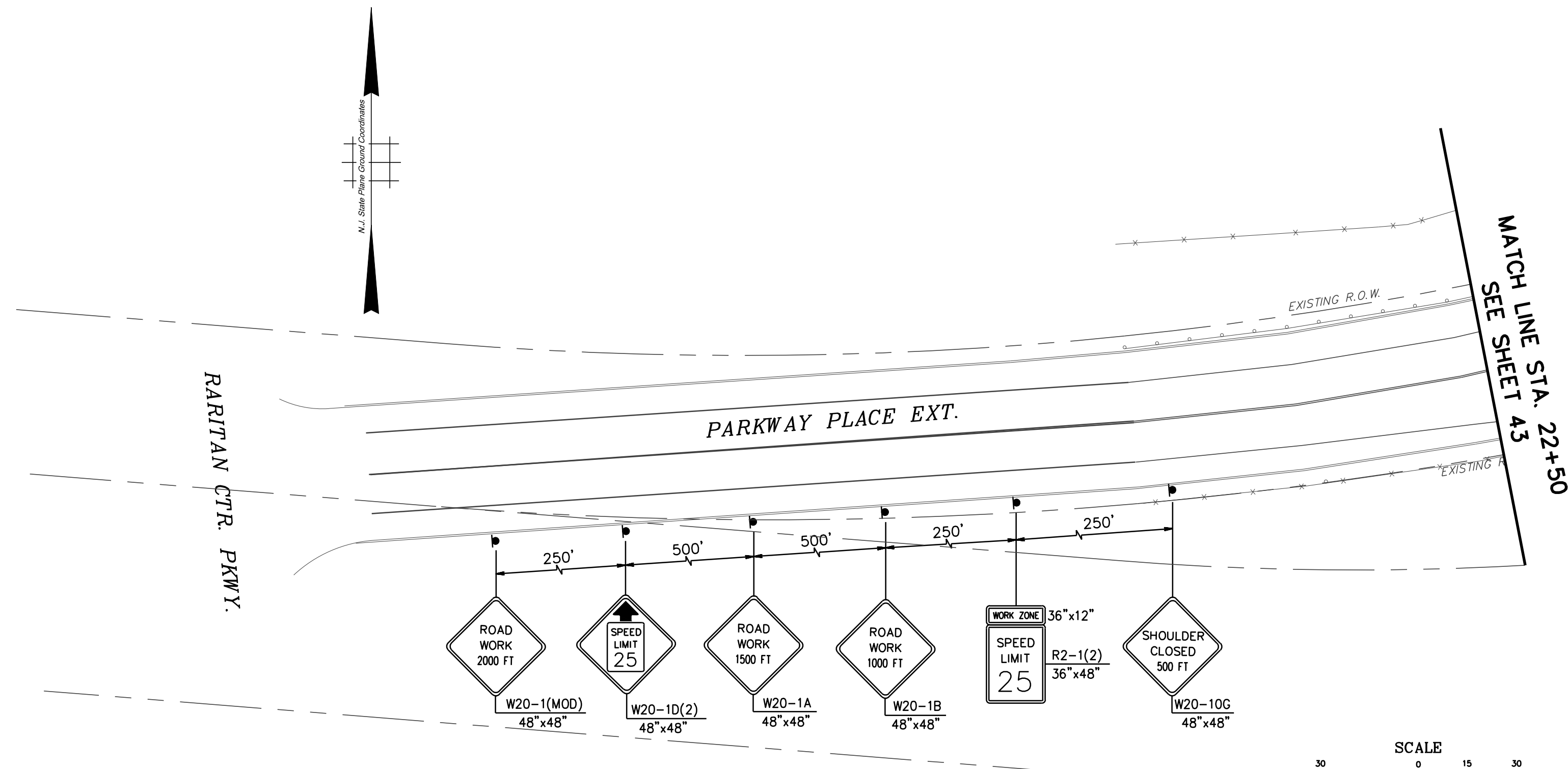


LEGEND

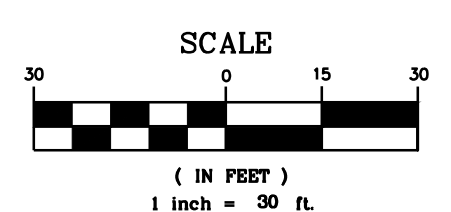
- [] BREAKAWAY BARRICADES
- [] BREAKAWAY BARRICADES WITH SIGN
- CONSTRUCTION SIGNS
- DRUMS
- DIRECTION OF TRAFFIC FLOW
- ↑ ILLUMINATED FLASHING ARROW MOUNTED ON TOWING VEHICLE SHOWING ARROW PATTERN (RIGHT ARROW)
- ☐ TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHION AND ARROW BOARD SHOWING CAUTION MODE
- TEMPORARY LANE STRIPING
- ▨ BUFFER ZONE
- ▩ WORK AREA

MAX. DEVICE SPACING, TAPERS ("B")	25 MPH	25 FEET
MAX. DEVICE SPACING, TANGENTS ("D")	25 MPH	50 FEET
MIN. TAPER FOR 12-FT LANE ("L")	25 MPH	125 FEET

VALUES PER NJDOT TRAFFIC CONTROL DETAILS, SHEET TCD-2.



MATCH LINE STA. S21+50
SEE SHEET 43



IH ENGINEERS, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

John W. Korunow Jr.
Date: 12/21/2021
Licensed Professional Engineer
License No. 24GE04034200

Revisions		
NO.	DATE	BY

Designed By	Drawn By
Checked By	Approved By

County of Middlesex
Department of Transportation
Office of Engineering
P.O. Box 871, New Brunswick, NJ 08901

INTERSECTION IMPROVEMENTS AT
RIVERSIDE DRIVE AND PARKWAY PLACE EXT.
TOWNSHIPS OF EDISON AND WOODBRIDGE

TRAFFIC AND PEDESTRIAN CONTROL PLAN - STAGE 6

Scale: 1"=30'
Sheet No. 44 of 44
Date: OCTOBER 2021

Ronald M. Sendner
County Engineer
N.J. P.E. No. 24GE03162200

GIS# EDI053

Y:\County\Middlesex\Parkway Place and Riverside Sign\09 CAD\TRF\044_TCD Stage 6.dwg, 12/27/2021 8:33:36 AM, DWG to PDF.plt