

Expected pedestrian activity and crosswalks for parks, schools, residential, churches, stadiums, shopping, industrial and other appropriate areas have been identified within the project limits.		
A schedule of construction staging has been established to minimize interference with the timing of local events like shore traffic, county fairs, race tracks, sporting events, high volume traffic generators, etc.		
A park is located within the project limits and a calendar of events and the name, address and phone number of the individual to contact for coordination of construction staging is provided on the Traffic Control Plans.		
All pay items for temporary work are provided.		
Adjacent projects which may pose a conflict with traffic management during construction, including on parallel routes have been reviewed.		
All adjacent projects and/or agreements have been accounted for in the specifications.		
The completion date for this project has been reviewed in relation to area traffic management.		
The proper liquidated damages clauses are included for traffic management.		
Appropriate State Highway Authorities (i.e. New Jersey Turnpike, Garden State Parkway, Atlantic City Expressway, etc.) have been contacted and the required permits have been obtained in accordance with Section 14.15.1, 6.		
Detours / Diversionary Roads		
The project will require a detour.		
Resolution(s) of concurrence from the agency(ies) having jurisdiction over the detour route have been received and are on file with the designer and the Bureau of Traffic Signal and Safety Engineering.		
The appropriate Detour Plans are complete and presented correctly.		
Detour routes meet the minimum requirements to carry the volume and type of traffic detoured.		
The Traffic Control Plans and Specifications providing the required maintenance of traffic and/or work zones are completed and presented correctly.		
The temporary traffic signal timing and sequence is appropriate for the volumes projected to use the detour.		
Diversionary roads are required for the proposed stage construction and the design meets the minimum standards.		
The project specifications include provisions for videotaping the detour road before and after construction.		
Planned detour / diversionary road grades and existing ground contours appear to reasonably conform to the existing conditions.		
Temporary roadway/pavement design fits field needs.		
Detour / diversionary road grades coincide with crossroads elevations.		
Detour / diversionary road ends meet the existing or proposed alignment.		
Enough area is available inside the detour / diversionary road alignment to perform planned work.		
While the detour / diversionary road is in use, access for affected local business or residents is provided.		

Temporary striping is required.		
The cost of using temporary striping with latex versus long life striping was evaluated.		
Geometry		
The project site was visited and horizontal / vertical sight distance restrictions due to existing roadway conditions were identified (i.e. roadside vegetation, adjacent property usage, overpass bridge structures, sign structures, barrier curb, guide rail and/or horizontal and vertical geometry).		
The limits of construction have been extended based on field conditions (i.e. insufficient sight distance) at the proposed end limits.		
Required lane widths are shown for each staging plan.		
Minimum lane widths of 11 feet have been provided for all lane shifts and diversionary roads, except where existing lane widths are 10 feet or as required in the Standard Details.		
Constructability of the horizontal and vertical alignment was evaluated (i.e., widening on one side of the roadway may be more cost effective than widening on both sides because of physical restrictions).		
Widths of roadway widenings are compatible with equipment sizes (i.e. most placement/finishing units need widths of 12 feet to operate. Anything less becomes a grading tractor/hand labor activity with high costs).		
Roadway widths for projects which are not compatible with standard equipment sizes were avoided where ever possible (i.e. anything less than 10 feet -12 feet in width for base course becomes a grading tractor/hand labor activity. Asphalt paving machines usually have a standard screed width of 10 feet.		
Work zones have sufficient size for the intended construction operation (i.e. allow 30 to 36 inches for concrete paver tracks for work operations).		
Transition areas meet or exceed the minimum standards set forth in the MUTCD.		
Grading for all temporary roadways and cross-overs is shown.		
A maximum length of lane closure, length of alternating traffic and maximum number of intersections affected have been established.		
Pavement		
Temporary overlays or patching are needed for staging.		
Temporary pavement areas are required and a typical section has been provided.		
Full depth shoulder reconstruction is needed for staging operations.		
Existing shoulder can be used to carry traffic for staging operations.		
Distressed areas of existing pavement will require joint repair or bituminous patch.		
Sawing and sealing of joints is required.		
Rutting in the existing pavement will require special milling treatments to achieve new cross slope or typical section.		
Conflicting pavement markings and/or plowable pavement reflectors have to be removed and replaced.		
Conflicting rumble strips have to be removed.		