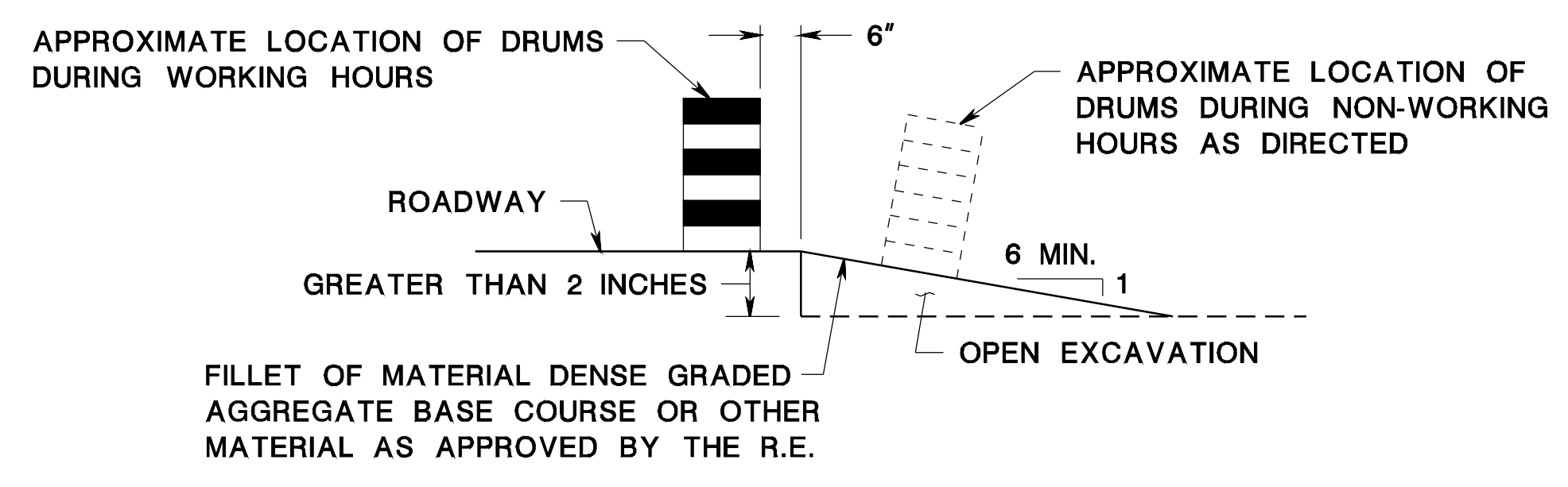
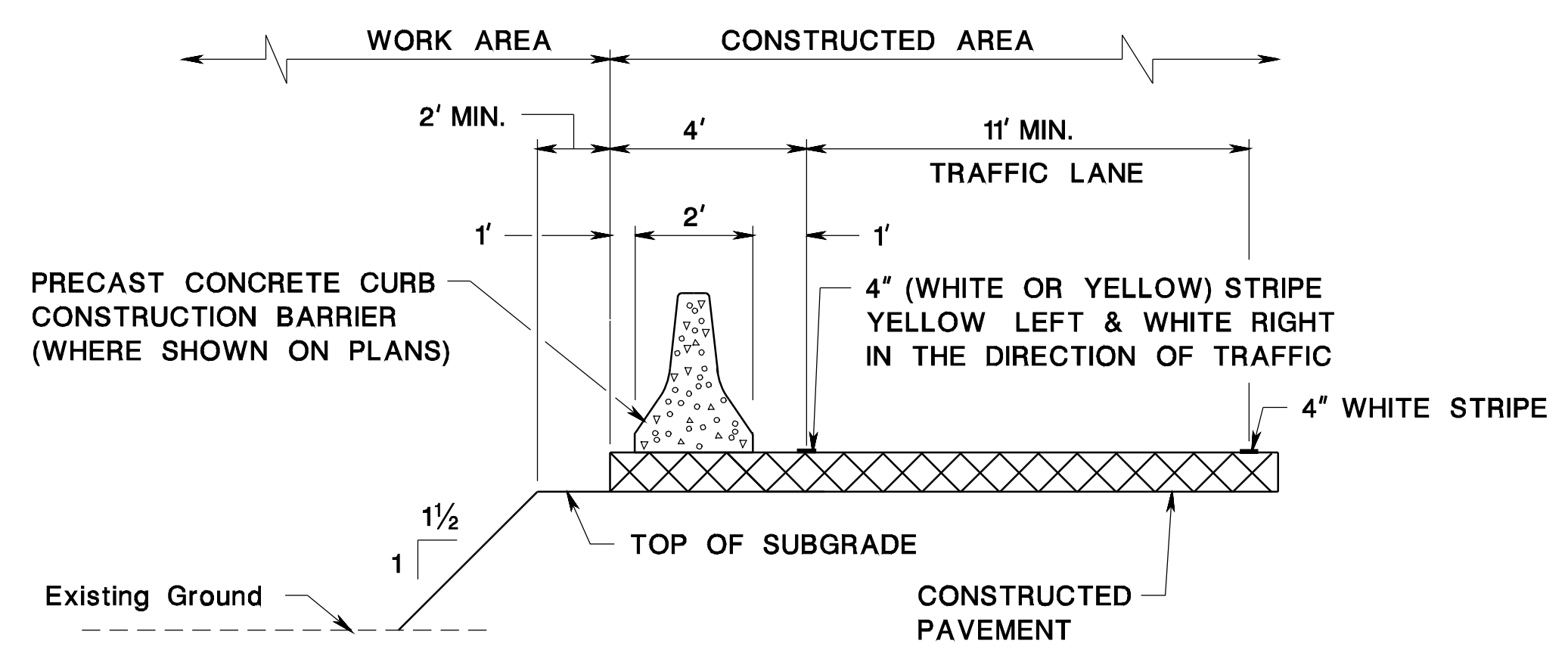


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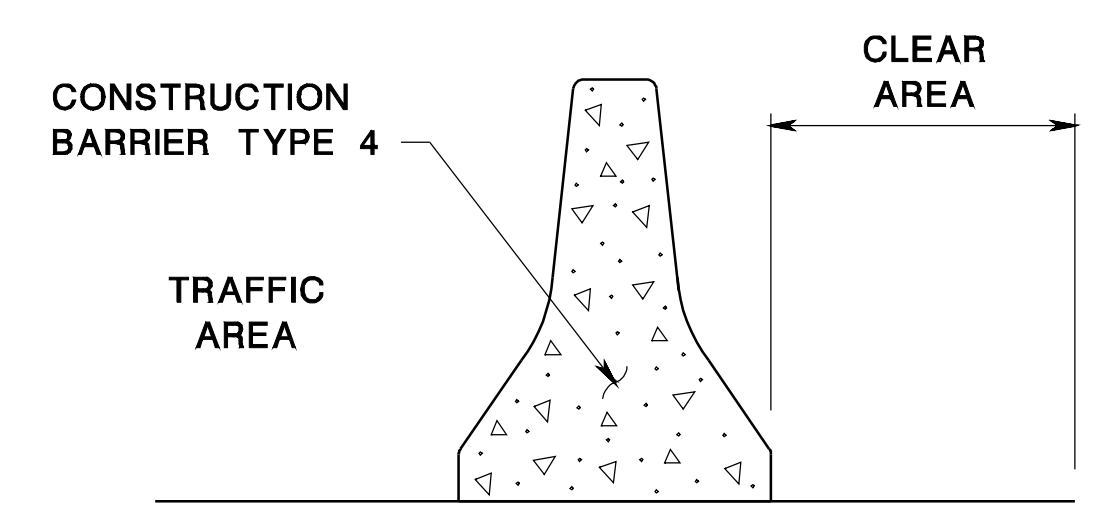


NOTE:
 ESCAPE RAMPS MUST BE CONSTRUCTED AND MAINTAINED DURING NON-WORKING HOURS WHERE A VERTICAL DROP GREATER THAN 2 INCHES EXISTS ADJACENT TO TRAVELED LANE.

ESCAPE RAMP DETAIL



TYPICAL SECTION
PLACEMENT OF PRECAST CONCRETE CONSTRUCTION BARRIER



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

| STAGE | LOCATION | JOINT CLASS |
|-------|-------------------|-------------|
| | RTE. STA. TO STA. | |
| | | |
| | | |

| JOINT CLASS | CLEAR AREA |
|-------------|------------|
| A | 20 INCHES |
| B | 16 INCHES |
| C | 11 INCHES |

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

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

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

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

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

NOTE TO DESIGNER:
 THIS SHEET REQUIRES DESIGN SPECIFIC INFORMATION TO BE ADDED AND INCLUDED IN THE CONTRACT PLANS.
 REMOVE THIS NOTE AFTER DESIGN SPECIFIC INFORMATION IS ADDED.

N.T.S.

TCD-2
 NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL DETAILS
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