

New Jersey Turnpike Authority

P.O. Box 5042, Woodbridge, NJ 07095



September 10, 2015

Document Change Announcement

Standard Drawings

Revisions to Standard Drawings

DCA2015SD-01

Subject: Revisions to

Drawing PM-1 Entrance Ramp Markings

Drawing PM-2 Multilane Entrance Ramp Markings

Drawing PM-3 Exit Ramp Markings

Drawing PM-4 Exit Ramp Lane Drop Markings

Drawing PM-5 Striping Details

Drawing PM-6 Toll Plaza Striping

Drawing SI-37 Vierendeel Span Type Sign Structure (Spans From 20 To 42 Feet) Details - 2

Drawing TP-28 Mobile Closing - 1

Drawing TP-29 Mobile Closing - 2

Drawing TP-30 Mobile Closing - 3

Drawing TP-31 Mobile Closing - 4

Drawing TP-32 Mobile Closing - 5

Drawing TP-33 Mobile Closing - 6

Drawing TP-34 Mobile Closing - 7

Description of Change

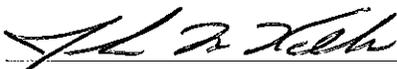
Standard Drawings PM-1 to PM-6, TP-28 to TP-34, and SI-37 are revised as described in the attached Document Update Request memos.

Notice to NJTA Staff and Design Consultants

Effective immediately, the revisions contained herein shall be applied to all projects under design. For contracts currently in the bid period, these revisions shall be incorporated via addendum, if applicable. Contact your NJTA Project Manager for further direction.

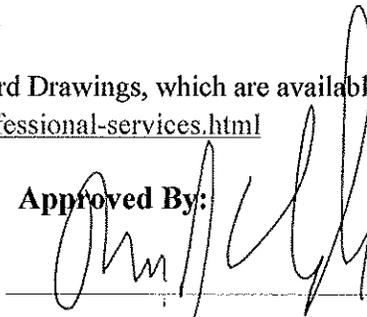
Designers may access these revisions in the NJTA Standard Drawings, which are available on the Authority's webpage: <http://www.state.nj.us/turnpike/professional-services.html>

Recommended By:



John M. Keller, P.E.
Deputy Chief Engineer - Design

Approved By:



Robert J. Fischer, P.E.
Chief Engineer

New Jersey Turnpike Authority

DOCUMENT UPDATE REQUEST

Forward to Deputy Chief Engineer, Design

Initiator	Jennifer Frick	Submittal Date	8-11-2015
Firm	HNTB	Telephone	(973) 434-3100

Document (check one)

- Procedures Manual
- Design Manual
- Sample Plans
- Standard Drawings
- Standard Specifications

Description of Change

On Standard Drawings PM-1 through PM-4, revised the Raised Pavement Marking (RPM) spacing along the left shoulder stripe. Performed miscellaneous call-out, notes, dimensioning, and drafting revisions related to the RPM changes on all of the drawings listed above.

On Standard Drawing PM-5, clarified chevron striping dimensioning.

On Standard Drawing PM-6, revised skip dimensioning leader line for toll plaza approach striping.

Reason for Change

RPM spacing along the left shoulder stripe was incorrectly shown as 40 ft on center on the standard drawings. Standard Drawings PM-1 through PM-4 have been corrected to conform to MUTCD spacing criteria and match the RPM spacing of the broken white lines (80 ft on center).

Minor dimensioning edits were warranted on PM-5 and PM-6 for design clarity.

New Jersey Turnpike Authority

DOCUMENT UPDATE REQUEST

Forward to Deputy Chief Engineer, Design

Initiator	Dave Marihugh	Submittal Date	8-11-15
Firm	HNTB	Telephone	(973) 434-3100

Document (check one)

- Procedures Manual
- Design Manual
- Sample Plans
- Standard Drawings
- Standard Specifications

Description of Change

Corrected the spelling on the word "Mobile" in the title boxes of Standard Drawings TP-28 through TP-34.

Reason for Change

Corrected the spelling at the request of the Engineering Department.

New Jersey Turnpike Authority

DOCUMENT UPDATE REQUEST

Forward to Deputy Chief Engineer, Design

Initiator	Goldy Kolodny	Submittal Date	8-11-15
Firm	HNTB	Telephone	(973) 434-3100

Document (check one)

- Procedures Manual
- Design Manual
- Sample Plans
- Standard Drawings
- Standard Specifications

Description of Change

Revised Standard Drawing SI-37, Vierendeel Cantilever Type Sign Structure – (Spans from 20 to 42 Feet) – Details – 2. Revised testing requirement for the sleeve to column fillet weld from Ultrasonic Testing (UT) to Magnetic Testing (MT).

Reason for Change

Magnetic Testing (MT) of welds is the only possible NDT method for the fillet weld shown.