

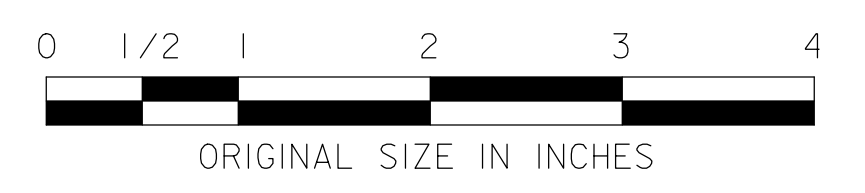
NOTES:

- SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD A MAXIMUM OF 50 FEET IN EITHER DIRECTION.
- LEFT SIDE TAPER ENTRANCE RAMPS SIMILAR. EXCEPT "YIELD AHEAD", SIGNING WITH ARROWS SHALL BE MIRRORED. "MERGE LEFT" SHALL BECOME "MERGE RIGHT".
- A 100 FOOT MINIMUM CONE LINE WITH 10 FOOT CONE SPACING IS REQUIRED TO CLOSE THE UPSTREAM SIDE OF THE WORK AREA AT THE RAMP TERMINAL CONNECTION. THIS CONE LINE IS TO CONNECT THE NOSE OF THE PHYSICAL GORE TO THE CLOSED THROUGH LANE AS ILLUSTRATED. IN THE EVENT A CURB EXTENDS DOWNSTREAM FROM THE NOSE OF THE PHYSICAL GORE, THEN THE CONE LINE SHALL BE TAKEN FROM THE TERMINUS OF THIS CURB. IF THIS BECOMES THE CASE, THE START OF THE CONES ON THE SHOULDER MAY BE MEASURED IN RELATION TO EITHER THE END OF THE PHYSICAL GORE OR THE CURB TERMINUS.
- SPEED LIMIT SIGN SHALL DISPLAY AN IDENTICAL SPEED LIMIT AS THE ADJACENT SPEED LIMIT SIGN UPSTREAM AS ESTABLISHED THROUGH THE SINGLE LANE CLOSING.
- THE PLACEMENT OF THE LANE ADDED SIGN OR THE MERGE SIGN IN A LANE CLOSING THAT RESULTS IN OPPOSITE CONFLICTING MESSAGES WITH THE EXISTING LANE ADDED SIGN OR MERGE SIGN SHALL NECESSITATE A COVERING OF THE EXISTING SIGN FOR THE DURATION OF THE CONFLICT.
- NO EXACT PLACEMENT OF THE YIELD SIGN IS PROVIDED. PLACEMENT OF YIELD SIGN SHOULD BE AT THE LOCATION ON THE RAMP TERMINAL CONNECTION WHERE THE YIELDING TASK IS EXPECTED TO PHYSICALLY OCCUR AND WHERE THE YIELD SIGN WILL ACHIEVE COMPLIANCE.
- MULTI-LANE RAMPS SHOULD RECEIVE A SECOND "WORK AREA AHEAD" SIGN ON THE OPPOSITE SIDE OF THE RAMP OR STREET.

CONE SPACING, S, S1 (FT)		
ROADWAY	S	S1
PARKWAY	80	20
TURNPIKE	75	50

LEGEND:

- TEMPORARY TRAFFIC CONTROL SIGN
- CONE
- DIRECTION OF TRAVEL



NEW JERSEY TURNPIKE AUTHORITY
**NEW JERSEY TURNPIKE
 GARDEN STATE PARKWAY**
 STANDARD DRAWINGS

LANE CLOSING THROUGH
 TAPER ENTRANCE RAMP

OFFICE OF THE CHIEF ENGINEER
 NEW JERSEY TURNPIKE AUTHORITY
 WOODBRIDGE, NEW JERSEY

STANDARD DRAWING
TP-10

REV.	DESCRIPTION	DATE
0	REISSUED DRAWING	12/16