

# New Jersey Turnpike Authority

P.O. Box 5042, Woodbridge, NJ 07095



June 19, 2025

## Document Change Announcement

***2007 Design Manual***  
***Pavement Markings Update***  
***DCA2025DM-03***

**Subject: Revisions to**  
**Section 7 Signing and Striping, Subsection 7.7 Striping**

### **Description of Change:**

This DCA revises the pavement marking standards for Turnpike and Parkway roadways to enhance pavement marking visibility and durability, and for conformance with the latest pavement marking provisions of the current Manual on Uniform Traffic Control Devices (MUTCD). DCAs to the Standard Drawings, Design Manual, and Standard Supplementary Specifications are released concurrently to address this. A summary of changes is appended to this announcement.

### **Notice to New Jersey Turnpike Authority Staff and Design Consultants**

Contact your New Jersey Turnpike Authority Project Manager for applicability. Effective immediately, all applicable contracts currently in the design phase shall incorporate the revisions herein. For advertised contracts awaiting the opening of bids, this revision shall be incorporated via addendum.

The revisions may be accessed on the Authority's webpage: <https://www.njta.com/doing-business/professional-services>

### **Recommended By:**

*(signature on original)*

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Lamis T. Malak, P.E.  
Deputy Chief Engineer - Design

*(signature on original)*

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Robert Higham, P.E.  
Acting Deputy Chief Engineer - Construction

### **Approved By:**

*(signature on original)*

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Daniel L. Hesslein, P.E.  
Chief Engineer

*Distribution: Senior Staff Engineering, Law, Maintenance & Operations Depts., All Prequalified Consultant Firms, File*

DCA2025SD-01    Standard Drawings							
Published Standard Drawing	Prior Title	Prior Date	Prior Version	New Title	New Date	New Version	Summary of individual sheet changes
PM-1	ENTRANCE RAMP MARKINGS	9/2022	1	PAVEMENT MARKINGS	6/2025	0 (Re-issued)	Previously part of PM-5, Striping Details. Chevron, Rumble Strip, Contrast Striping details moved to new PM-10.
PM-2	MULTILANE ENTRANCE RAMP MARKINGS	9/2022	1	ENTRANCE RAMP MARKINGS	6/2025	0 (Re-issued)	Previously PM-1. RPM notes and broken line dimension table removed.
PM-3	EXIT RAMP MARKINGS	8/2015	0	MULTILANE ENTRANCE RAMP MARKINGS	6/2025	0 (Re-issued)	Previously PM-2. RPM notes and broken line dimension table removed.
PM-4	EXIT RAMP LANE DROP MARKINGS	8/2015	0	EXIT RAMP MARKINGS	6/2025	0 (Re-issued)	Previously PM-3. RPM notes and broken line dimension table removed.
PM-5	STRIPING DETAILS	8/2015	0	CONTINUOUS AUXILIARY LANE AND LANE DROP AT EXIT RAMP MARKINGS	6/2025	0 (Re-issued)	Previously PM-4, Exit Ramp Drop Markings. 1 mile advance guide sign added. RPM notes and broken line dimension table removed.
PM-6	TOLL PLAZA STRIPING	8/2015	0	PAVEMENT MARKING SYMBOLS AND CROSSWALKS	6/2025	0 (Re-issued)	New drawing.
PM-7	(NOT USED)	—	—	PAVEMENT MARKINGS FOR EXCLUSIVE TURN LANES	6/2025	0 (Re-issued)	New drawing.
PM-8	(NOT USED)	—	—	PAVEMENT WORD MARKINGS	6/2025	0 (Re-issued)	New drawing.
PM-9	(NOT USED)	—	—	PAVEMENT LOT MARKINGS	6/2025	0 (Re-issued)	New drawing.
PM-10	(NOT USED)	—	—	MISCELLANEOUS PAVEMENT MARKING DETAILS	6/2025	0 (Re-issued)	Chevron, Rumble Strip, Contrast Striping details moved from prior PM-5.
PM-11	(NOT USED)	—	—	TOLL PLAZA STRIPING	6/2025	0 (Re-issued)	Previously PM-6. "E-Z PASS ONLY" moved to PM-08. All notes removed and replaced with two (2) new notes.

Summary of Changes to Standard Drawings

- 1. PM-1 through PM-6 are replaced entirely with new drawings PM-1 through PM-11.
- 2. Standard striping materials and procedures are updated to align with the specification changes noted below.
- 3. Marking layouts are updated to align with current MUTCD guidance.
- 4. The 25 ft stripe / 25 ft gap broken white line (BWL) standard is eliminated on the Turnpike and reset at 10 ft stripe / 30 ft gap dimensions to match the Parkway.
- 5. New details are added for miscellaneous parking layouts, crosswalks, turning lanes, traffic lines, and word markings.

DCA2025SS-06    2016 Standard Supplementary Specifications

Summary of Changes to 2016 Standard Supplementary Specifications

- 1. Restructured Section 516 and Paragraph 913.04 for better flow and clarity.
- 2. Updated pavement marking definitions and requirements within Subsection 516.01.
- 3. Updated materials and application for all permanent and temporary pavement marking types throughout to align with latest industry standards.
- 4. Added requirements and guidance for diamond grinding of recessed pavement markings.
- 5. Established minimum levels of retroreflectivity for pavement markings.
- 6. Added new material section for wet reflective optics and updated glass beads standards.
- 7. Directed that all permanent traffic stripes shall be recessed.
- 8. Directed that solid white and yellow edge lines (SWL / SYL) shall be thermoplastic on asphalt surfaces and permanent tape on concrete surfaces.
- 9. Directed that broken white lines (BWL) and dotted white lines (DWL) on all surfaces shall be permanent tape.
- 10. Directed that all permanent miscellaneous traffic lines (including diagonal and channelizing gore lines) and symbols shall be surface applied thermoplastic (on asphalt surfaces) or epoxy resin (on concrete surfaces).
- 11. Updated pay item descriptions to better align with new specifications.
- 12. Deleted Section 530 and Subsection 923.46 to remove Raised Pavement Markers (RPMs) from the Authority’s standards.
- 13. Revised Subsection 534.04 for deletion of Subsection 923.46.
- 14. Revised Subsection 923.47 for deletion of Section 530.

DCA2025DM-03    Design Manual

Summary of Changes to Design Manual

- 1. Section 7.7 is updated to eliminate the different broken white line (BWL) standards noted for the Turnpike and Parkway roadways.
- 2. Reference to the MUTCD is added for any design items not adequately addressed by the Authority’s standard documents.

**NOTE: All text herein are REVISIONS, as indicated by the tracked changes, to the latest version of the Design Manual.**

## **SECTION 7 - SIGNING AND STRIPING**

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### **7.7 STRIPING**

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Striping of Authority roadways is to be done in accordance with the Authority's Specifications, the PM Standard Drawings, and as noted herein. For any items not adequately outlined in these documents, the Engineer shall refer to the MUTCD.

Open-road tolling lanes and toll plaza lanes that segregate traffic based on payment method are not considered preferential lanes (as defined in Chapter 3D of the MUTCD). A single white solid line is used between open-road tolling lanes, extending through the entire toll collection area, to encourage traffic to stay in the same lane.