



## Rocky Gap Rest Area NB Truck Ramp Widening

### Accomodate Tractor Trailers and Protect Your Assets



#### PROBLEM

Tractor trailers entering the Northbound Rocky Gap Safety Rest Area were running off the pavement as they traversed a curve to their designated parking area. The drivers either cut the curve too sharply forcing trailer over curb and into the grass, or swing too wide running off the pavement and onto the gravel shoulder creating significant drop-off at the pavement edge.



#### SOLUTION

PILLAR used a combination of measures to alleviate the problem. The pavement through the entire curve (320 feet) was widened 4 feet and the entire width resurfaced with new bituminous asphalt complete with 6" wide pavement line edge markings. A wider and compacted aggregate shoulder was placed beside the outer edge of the asphalt.

A curve sign with speed limit was installed in the tangent section

approximately 500 feet preceding the entrance of the curve. Finally, several chevron signs were placed throughout the curve on the outside edge beyond the aggregate shoulder to help direct and guide motorists through the curve. Work was completed within a 2-week window with limited daytime closure from trucks.



#### APPROACH

Our professionals observed several tractor trailers maneuver through the curve and noted several factors at play. First, a majority of the tractor trailers were approaching the curve too fast. They didn't realize the extent and duration of the curve and couldn't reduce their speed prior to entering the curve. Second, sight distance around the curve posed a judgement problem for some of the drivers. Third, traffic pavement markings and curve signage were poor or non-existent.

We determined that warning drivers of the upcoming curve, posting a recommended speed limit, and placing chevron curve guide signs through the curve would help guide the trucks appropriately through the curve, especially at night. To keep trucks on the pavement throughout the duration of the curve, we recommended widening the pavement by 4 feet. This would capture the majority of trucks that would otherwise run off the outside edge of the pavement.