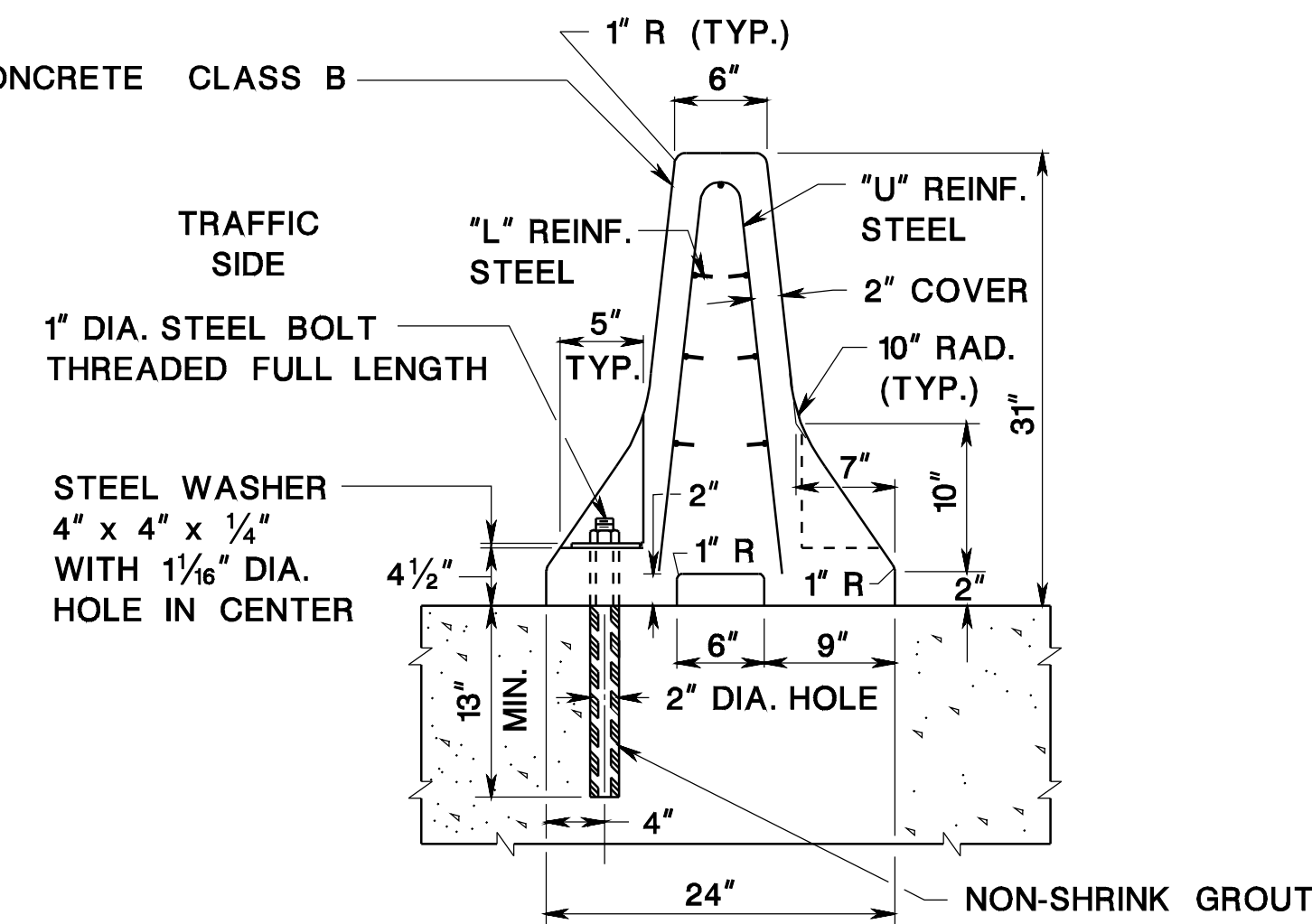
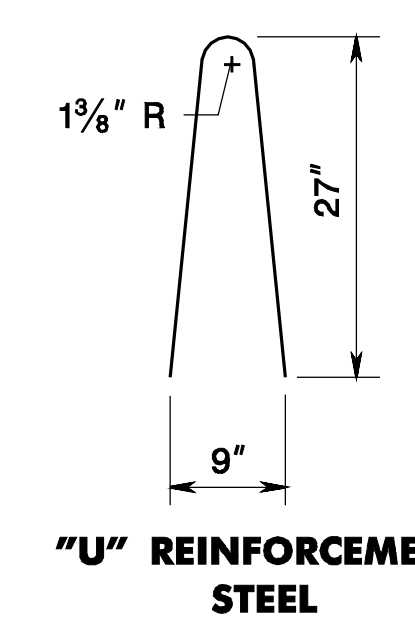
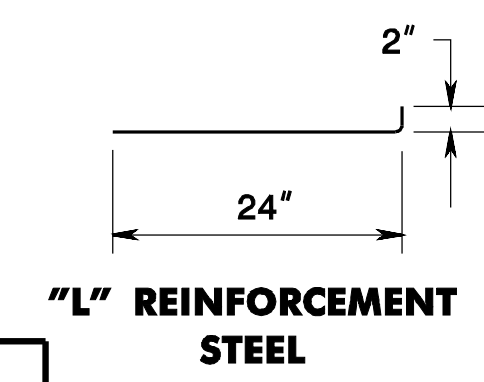


VIEW A-A  
CONCRETE PAVEMENT



VIEW A-A  
HMA PAVEMENT

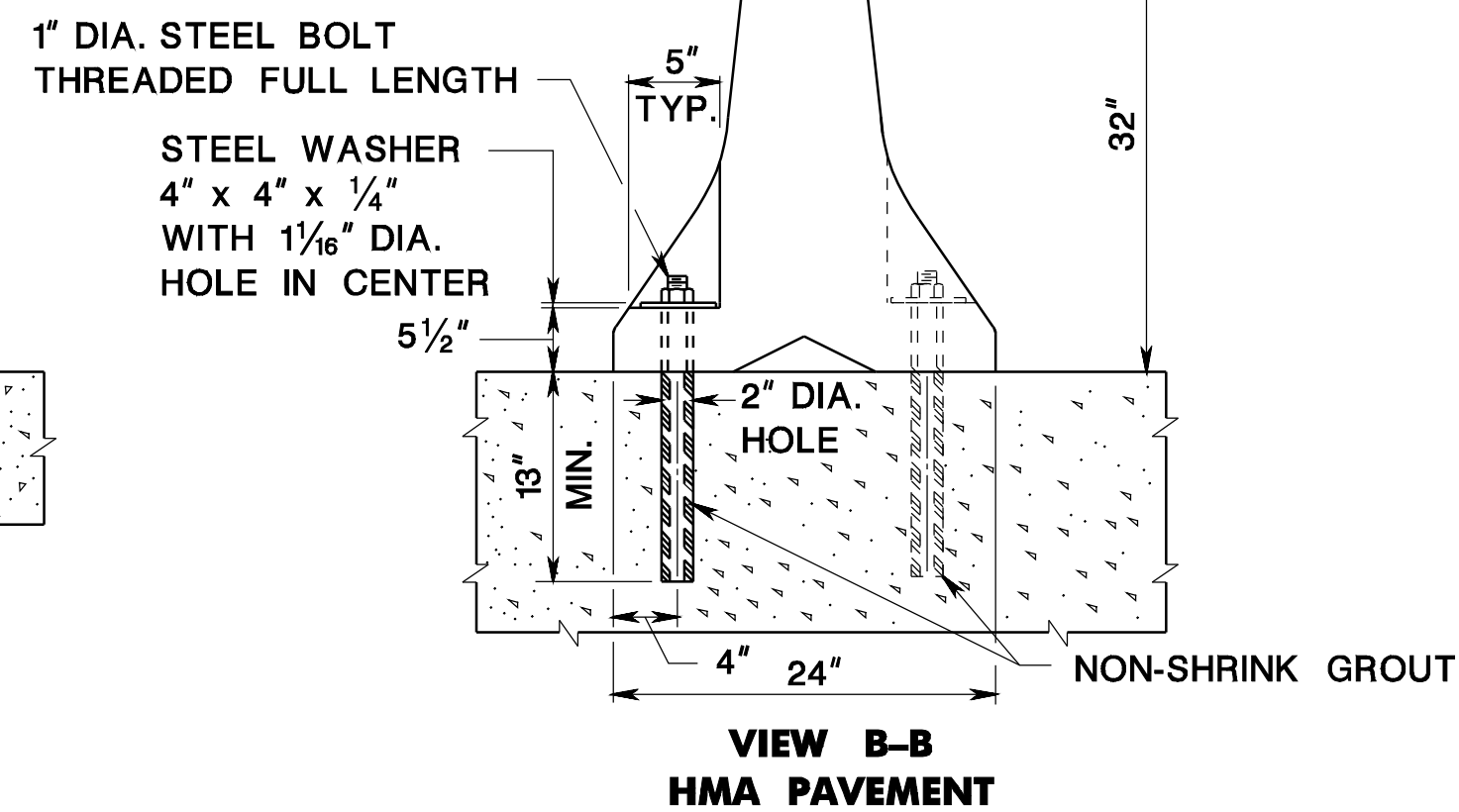
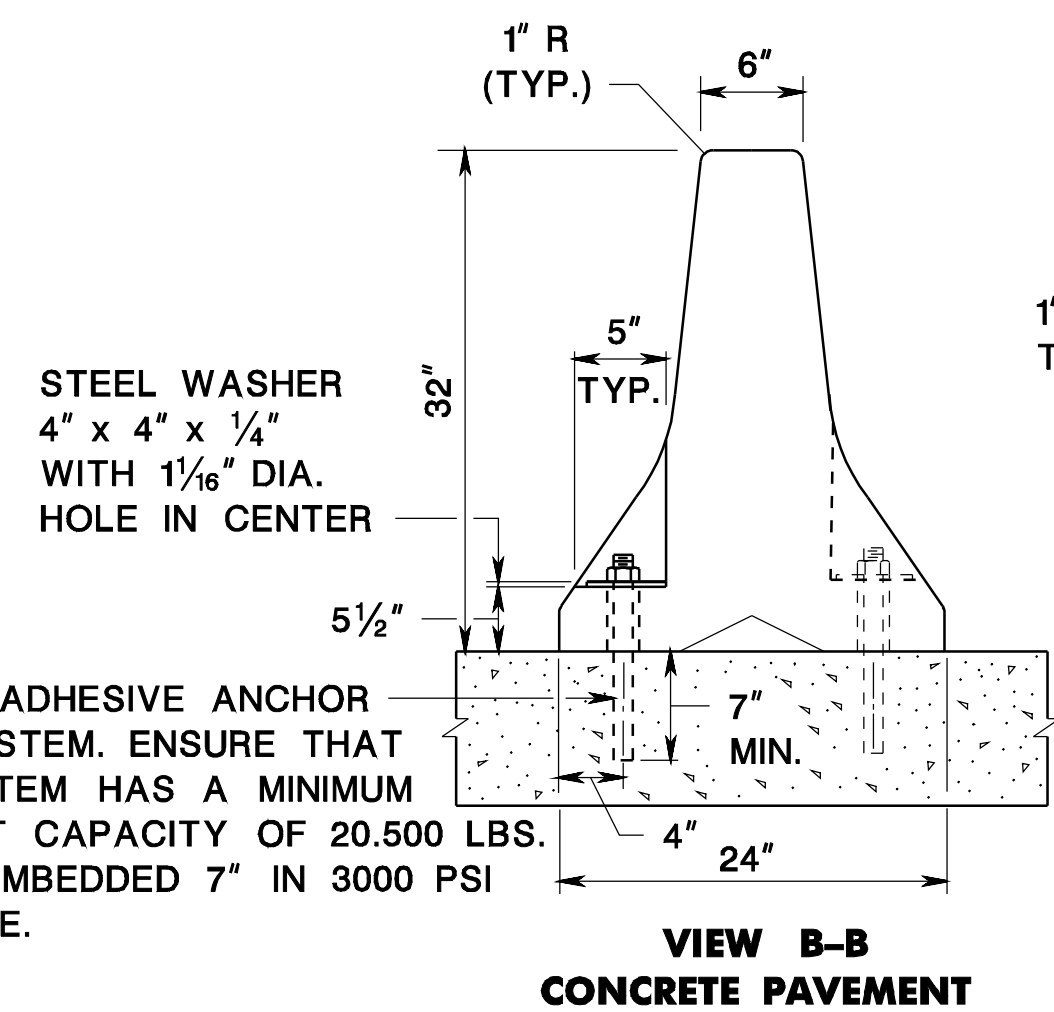
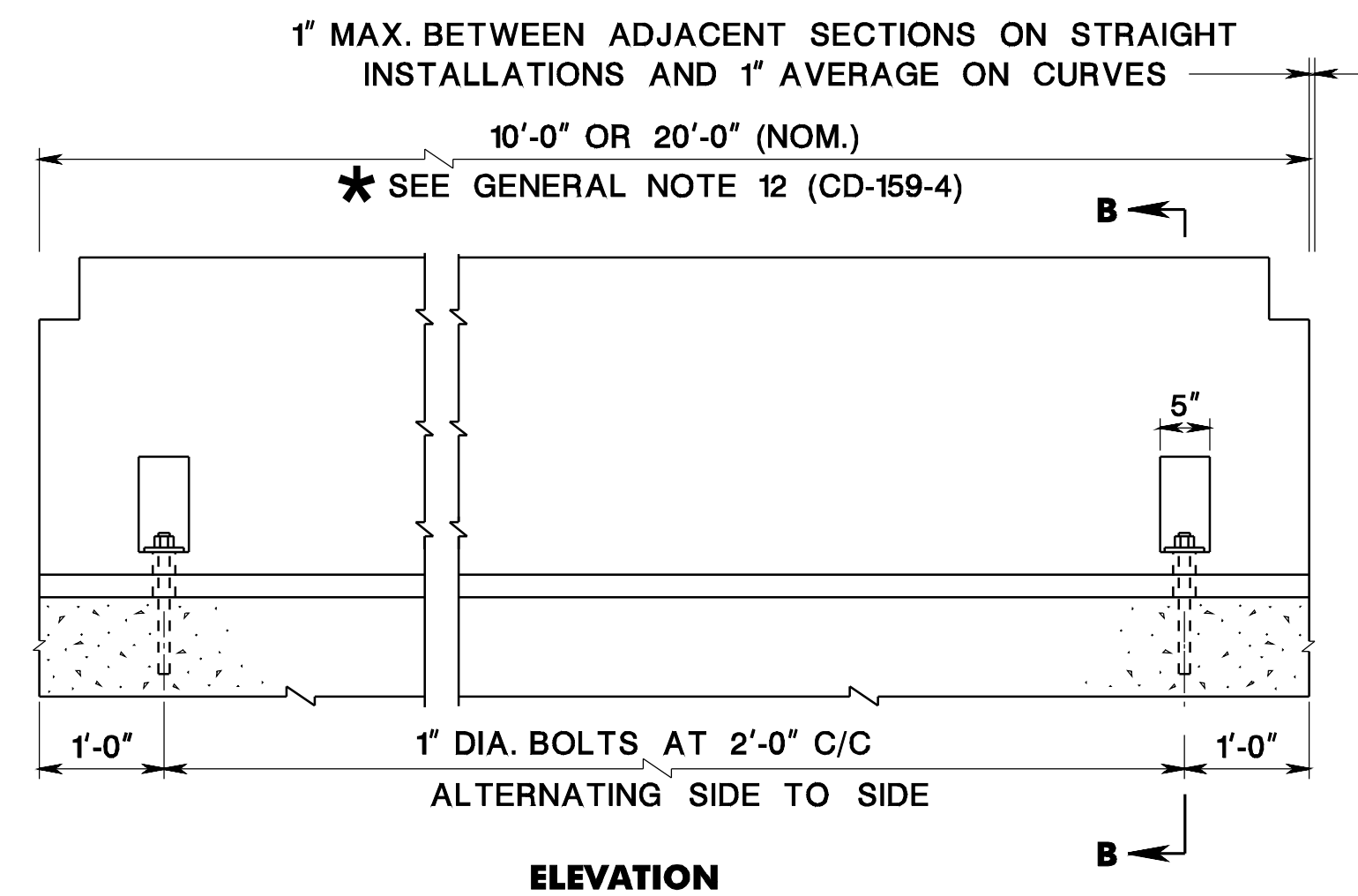


**PRECAST CONCRETE CURB, CONSTRUCTION BARRIER, TYPE 1**

CD-159-3.1

**NOTES:**

1. BOLTS SHALL BE REQUIRED IN EVERY ANCHOR POCKET HOLE.
2. CONNECTION KEY SHALL BE USED WITH TYPE 1 APPLICATION.
3. WHEN BARRIER HAS BEEN REMOVED, THE BOLTS SHALL BE REMOVED OR CUT OFF TO A LEVEL OF 1/2" MINIMUM BELOW THE SURFACE AND THE HOLE FILLED TO THE SATISFACTION OF THE R.E..



**ANCHORAGE FOR TYPE 4 BARRIER USED AS TYPE 1  
AND  
ANCHORAGE FOR TYPE 4 BARRIER WITH JOINT CLASS D**

CD-159-3.2

**NOTES:**

1. THE APPROACH END OF THE PRECAST CONCRETE CURB, CONSTRUCTION BARRIER SHOULD BE FLARED AWAY FROM TRAFFIC AT A RATE OF 20:1. WHERE POSTED SPEEDS ARE LESS THAN 50 M.P.H., A FLARE RATE OF 15:1 MAY BE USED. ON CURVED ROADWAYS, KINKS IN THE BARRIER ALIGNMENT SHOULD BE AVOIDED.
2. REINFORCING SHOWN IS THE MINIMUM REQUIRED. ADDITIONAL REINFORCING NECESSARY FOR HANDLING SHALL BE THE OPTION AND RESPONSIBILITY OF THE CONTRACTOR.
3. IF TRAFFIC WILL BE ON BOTH SIDES OF THE BARRIER, THE CONTRACTOR SHALL PROVIDE BOLT RECESSES SO THE BOLTS CAN BE INSTALLED AT 4 FEET C. TO C. ON EACH SIDE. AT THE OPTION OF THE CONTRACTOR, BOLT RECESSES AND BOLTS MAY BE PROVIDED AT 4 FEET C. TO C. ON EACH SIDE WHEN TRAFFIC IS ONLY ON ONE SIDE OF THE BARRIER.
4. WHEN THE BARRIER HAS BEEN REMOVED, THE BOLTS SHALL BE REMOVED OR CUT OFF TO A LEVEL OF 1/2" MINIMUM BELOW THE PAVEMENT SURFACE AND THE HOLES SHALL BE FILLED TO THE SATISFACTION OF THE R.E..
5. VARIATIONS TO THE DETAILS SHALL BE SUBJECT TO APPROVAL.
6. FOR INSTALLATION ON BRIDGE DECKS, REFER TO BRIDGE PLANS FOR NECESSARY MODIFICATIONS, AS REQUIRED.

REINFORCEMENT STEEL IS IN METRIC UNITS.  
HMA = HOT MIX ASPHALT

**CONSTRUCTION  
BARRIER CURB, TYPE 1**

N.T.S.

CD-159-3

NEW JERSEY DEPARTMENT OF TRANSPORTATION

**CONSTRUCTION DETAILS**