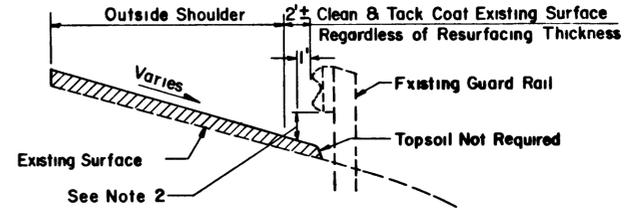


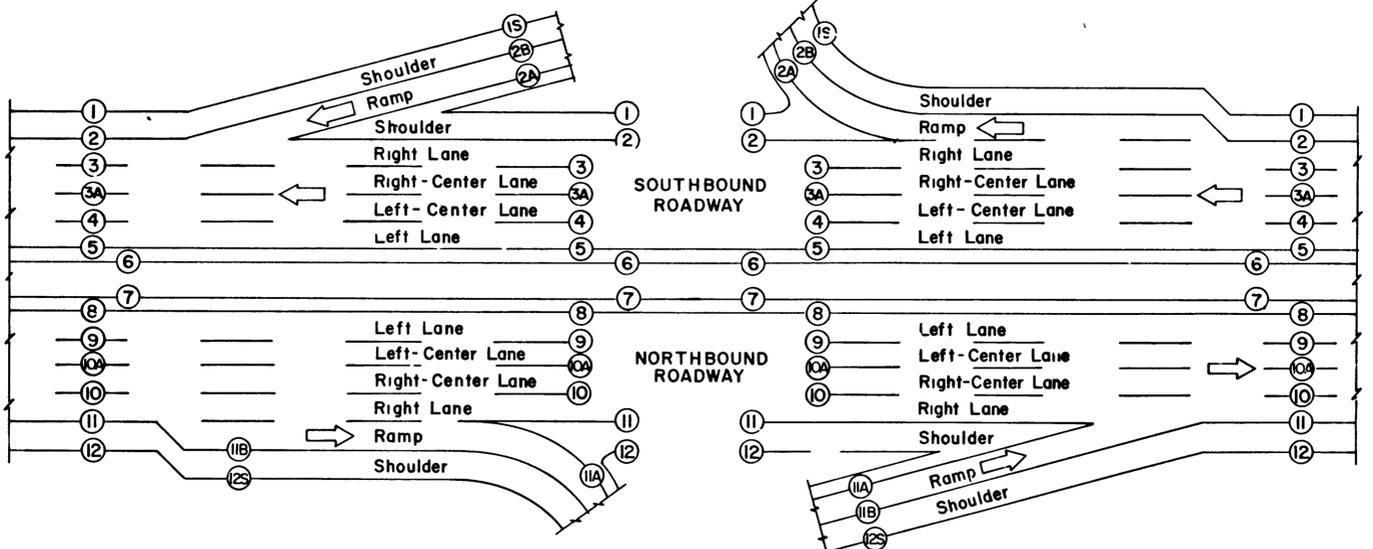
RESURFACING SECTION AT OUTSIDE GUARD RAIL WITH LIP CURB



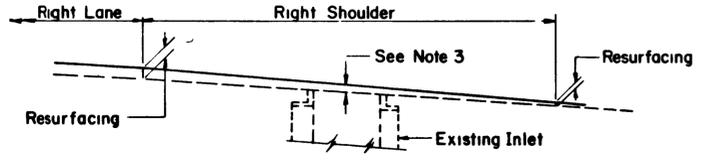
RESURFACING SECTION AT OUTSIDE GUARD RAIL WITHOUT LIP CURB

**NOTE**  
Resurfacing Section and Profile Line Location and Typical Lane Line Numbering details are typical for four lane roadways, for three lane roadways omit lines (3) and (10), for two lane roadways omit lines (3), (5A), (10) and (10A).

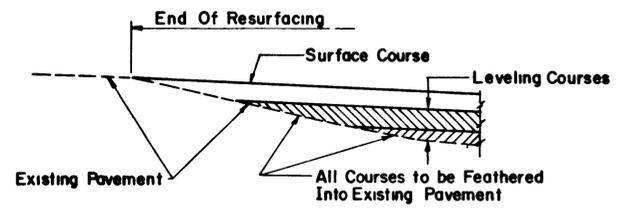
RESURFACING SECTION AND PROFILE LINE LOCATION



TYPICAL LANE LINE NUMBERING

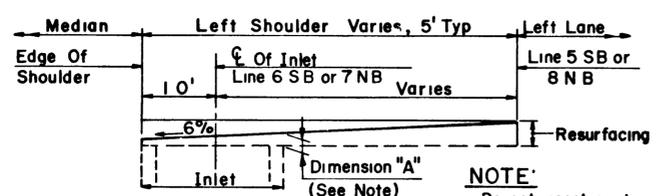


INLETS IN RIGHT SHOULDERS (Sectional View)



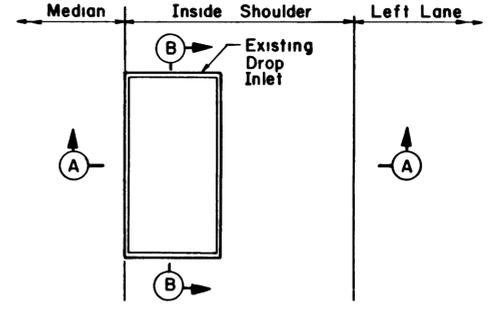
TYPICAL LONGITUDINAL SECTION

- NOTES**
- 1 All asphalt thicknesses indicated are compacted thicknesses
  - 2 Guard rail height to be adjusted if necessary so that the underclearance is 15" nominal Guard rail underclearance may vary in order to produce a guard rail profile with no humps or dips
  - 3 Right shoulder inlet frame and grate to be raised and reset to meet the new surface at exact cross slope.
  - 4 Varies, 1.5% minimum to 2.0% maximum in four lane roadway or three lane roadway with auxiliary lane. 1% to 1.5% maximum in two or three lane roadway.
  - 5 Resurfacing of left shoulder pavement shall be as shown on the Contract Plans or as directed by the resident Engineer.

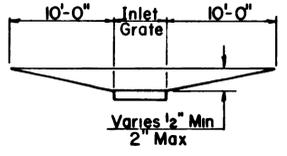


SECTION A-A

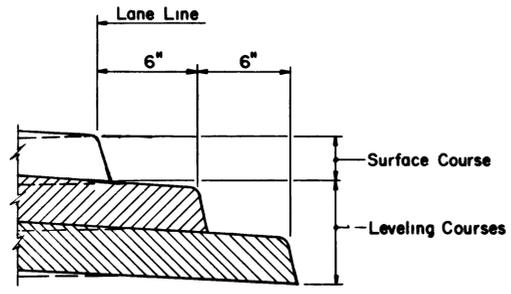
**NOTE:**  
Do not reset existing inlet, frame and grate when dimension "A" is between 1/2 and 2'.



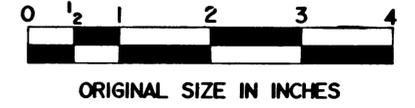
PLAN



SECTION B-B



JOINT DETAIL



ORIGINAL SIZE IN INCHES

NEW JERSEY TURNPIKE AUTHORITY  
NEW JERSEY TURNPIKE

RESURFACING DETAILS - ROADWAY

OFFICE OF THE CHIEF ENGINEER  
NEW BRUNSWICK NEW JERSEY

1987 STANDARD DRAWING  
DRAWING RE-1

APP	REV.	DATE	DESCRIPTION
	1-95		ADDED NOTE 5
	5/88		ORIGINAL DRAWING
			REVISION