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**Abbreviations**
- CD = ROADWAY
- TCD = TRAFFIC CONTROL DETAILS
- BDG = BRIDGE CONSTRUCTION DETAILS

**Table of Contents - Sheet 1**
**GENERAL NOTES:**

(A) Where dowelled barrier curb is to be constructed on existing concrete pavement or existing concrete base course:

1. Install "transverse joints in the curbs at and directly over transverse joints in the pavement," treat definite cracks with a 4" to 6" wide strip as joints and construct additional joints in the curb so spaced as to make equal sections not over 15'-0" in length.

2. Fill the transverse joints with preformed bituminous-impregnated fiber joint filler complying with the requirements of AASHTO M-213 specification, recessed 2" from faces and top of curb. The thickness of the transverse expansion joint filler is as follows:

- Where slab length is less than or equal to 50 feet, 1" joint opening.
- Where slab length is more than 50 feet, 1.5" joint opening.

3. Clean the surface of the existing concrete pavement or base course as specified in the specifications prior to the construction of the curb thereon.

4. The thickness of the finished surface of the barrier curb is to be smooth dense, limited, and free from air bubble pockets, depressions, and hollowness. If the required joint opening exceeds 1", the contractor may construct open joints.

(B) Where dowelled barrier curb is to be constructed across a longitudinal joint in the existing concrete or base course unit, the dowels in the biider portion of the curb construct the curb in this portion of the panel with #25 smooth roll roofing within it and the existing pavement.

(C) Where barrier curb is to be constructed on proposed concrete base, install transverse joints 6" wide in the base 3'-0" apart and in the barrier curb directly over joints in the base. The joints shall be filled complying with the requirements of AASHTO M-213 specification, recessed 6" from faces and top of curb.

(D) The finished surface of the barrier curb is to be smooth dense, limited, and free from air bubble pockets, depressions, and hollowness. If the required joint opening exceeds 1", the contractor may construct open joints.

(E) Install flexible delineators on barrier curb.

(F) Reinforcement steel is in metric units.

**CONSTRUCTION DETAILS**

**24" x 41" CONCRETE BARRIER CURB**

(MASH TL-3 NJ BARRIER CURB)
NOTES:
1. THIS DETAIL IS TO BE USED ONLY AT THE TRAILING END OF BARRIER CURB SEPARATING SAME DIRECTION TRAFFIC OR WHERE THE TERMINAL IS BEYOND THE CLEAR ZONE.
2. REINFORCEMENT STEEL IS IN METRIC UNITS.
3. PAYMENT FOR NJ BARRIER CURB TAPERED END WILL BE MADE UNDER ITEM "CONCRETE BARRIER CURB". PAYMENT FOR F SHAPE BARRIER CURB TAPERED END WILL BE MADE UNDER "F SHAPE CONCRETE BARRIER CURB".

BARRIER CURB TAPERED END

15" x VARIABLE HEIGHT CONCRETE BARRIER CURB, DOWELLED

NOTES:
1. SEE GENERAL NOTES APPLYING TO ALL BARRIER CURB (CD-607-3).
2. COMPACT ACCORDING TO SUBSECTION 102.03.
3. SHAPE AND COMPACT THE FILL BETWEEN THE CURB TO A FIRM EVEN SURFACE. REMOVE UNACCEPTABLE MATERIAL AND REPLACE WITH ACCEPTABLE MATERIAL AND COMPACT.
4. REINFORCEMENT STEEL IS IN METRIC UNITS.
5. HMA = HOT MIX ASPHALT.
NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

C6 x 8.2

BENT PLATE

RUB RAIL SECTION IN MEDIAN

RUB RAIL TRAILING END ATTACHMENT DETAIL

RUB RAIL APPROACH END ATTACHMENT DETAIL

NOTE:
1. USE EITHER C6 x 8.2 OR BENT PLATE FOR RUB RAIL.

CARRIAGE BOLT DETAIL

NOTE:
1. RUB RAIL MAY BE SUPPLIED IN LENGTHS OF 12'-5½" OR 24'-11½"
2. ALL RECTANGULAR SLOTS ARE ½" x 2", ALL SQUARE HOLES ARE ½"
NOTES:

1. NUMBER OF POSTS, TYPE OF POST, POST SPACING, FLARE RATE, AND MATERIALS TO BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND THE DEPARTMENT'S QUALIFIED PRODUCTS LIST.

2. WHERE GUIDE RAIL IS INSTALLED FLUSH WITH THE GUTTER LINE, CONSTRUCT THE TANGENT TERMINAL WITH A STRAIGHT FLARE FOR ITS ENTIRE LENGTH TO PROVIDE A ONE FOOT OFFSET SO THAT THE EXTRUDER HEAD DOES NOT PROTRUDE INTO THE ROADWAY.

3. WHERE THE DOWNSTREAM GUIDE RAIL IS ON A HORIZONTAL CURVE, CONSTRUCT THE FLARED OR TANGENT TERMINAL IN A STRAIGHT LINE AS SHOWN ON THIS DETAIL (DO NOT FOLLOW THE HORIZONTAL CURVE).

4. 9"x4" CONCRETE VERTICAL CURB SHALL CONTINUE FOR THE ENTIRE LENGTH OF THE TERMINAL AND FOR A MINIMUM OF 75 FEET IN ADVANCE OF POST #1. SEE CD-607-1 FOR CURB TRANSITION DETAILS.

5. WHERE GUIDE RAIL IS OFFSET 4 FEET OR MORE FROM THE GUTTERLINE (CD-609-S), RAIL HEIGHT IS MEASURE FROM THE GROUND LINE ALONG THE ENTIRE LENGTH OF THE CURB TRANSITION AND THE FLARED OR TANGENT TERMINAL.

6. THE FLARED OR TANGENT TERMINAL IN A STRAIGHT LINE AS SHOWN ON THIS DETAIL WHERE THE DOWNSTREAM GUIDE RAIL IS ON A HORIZONTAL CURVE, CONSTRUCT ROADWAY.

7. A ONE FOOT OFFSET SO THAT THE EXTRUDER HEAD DOES NOT PROTRUDE INTO THE TANGENT TERMINAL WITH A STRAIGHT FLARE FOR ITS ENTIRE LENGTH TO PROVIDE WHERE GUIDE RAIL IS INSTALLED FLUSH WITH THE GUTTER LINE, CONSTRUCT THE FOR A MINIMUM OF 75 FEET IN ADVANCE OF POST #1. SEE CD-607-1 FOR CURB TRANSITION DETAILS.

8. WHERE GUIDE RAIL IS OFFSET 4 FEET OR MORE FROM THE GUTTERLINE (CD-609-S), RAIL HEIGHT IS MEASURE FROM THE GROUND LINE ALONG THE ENTIRE LENGTH OF THE CURB TRANSITION AND THE FLARED OR TANGENT TERMINAL.

FLARED GUIDE RAIL TERMINAL

FLARED GUIDE RAIL TERMINAL WITH CURB

TANGENT GUIDE RAIL TERMINAL

FLARED GUIDE RAIL TERMINAL AND TANGENT GUIDE RAIL TERMINAL (MASH TL-3)