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**ABBREVIATIONS**

TCD = TRAFFIC CONTROL DETAILS
RCD = BRIDGE CONSTRUCTION DETAILS
**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 CURB AT AND DIRECTLY OVER TRANSVERSE JOINTS IN THE PAVEMENT; TREAT DEFINITE CRACKS WITH AT LEAST 4# EPOXY COATED REINFORCEMENT STEEL AS JOINTS MUST NOT CONSTRUCT ADDITIONAL JOINTS IN THE CURB 60 SPACED AS TO MAKE EASY SECTIONS NOT OVER 15'-0" IN LENGTH.

2. FILL THE TRANSVERSE JOINTS WITH PRE-FORMED BITUMINOUS IMPREGNATED FIBER JOINT FILLER COMPLIANCE WITH THE REQUIREMENTS OF AASHTO M-213 SPECIFICATION RECOMMENDED 1' FROM FACES AND TOP OF CURB THE THICKNESS OF THE TRANSVERSE EXPANSION JOINTER FILLER IS AS FOLLOWS:

3. " FOR IMPERFECT JOINTS AND JOINTS OVER (1) OPENINGS TO BE CONSTRUCTED IN BARRIER CURB

4. THE THICKNESS OF ½" MATERIAL MAY BE ALTERED OR OTHERWISE FASTENED TOGETHER BY A MEANS SATISFACTORY TO THE RE WHERE THE REQUIRED JOINT FIXING ACCESSORY IS NOT USED.

5. CLEAN THE SURFACE OF THE EXISTING CONCRETE PAVEMENT OR ON CONCRETE BASE COURSE AS SPECIFIED IN THE SPECIFICATIONS PRIOR TO THE CONSTRUCTION OF THE CURB THEREON.

6. CD-607-3.2 FOR IMMEDIATE JOINTS AND JOINTS OVER DEFINITE PORTION OF THE CURB. CONSTRUCT THE CURB IN THIS PORTION WITH 4# SMOOTH ROLL ROOFING PRACTICAL IT AND THE EXISTING PAVEMENT.

7. WHERE DOWELLED BARRIER CURB IS TO BE CONSTRUCTED OVER TRANSVERSE JOINTS IN THE EXISTING CONCRETE OR BASE COURSE UNIT THE DOWELS IN THE BROADER PORTION OF THE CURB CONSTRUCT THE CURB IN THIS PORTION OF THE PANEL WITH 4# SMOOTH ROLL ROOFING WITHIN IT AND THE EXISTING PAVEMENT.

8. CD-607-3.1 INSTALL TRANSVERSE JOINTS IN THE CURB SO SPACED AS TO MAKE EASY SECTIONS NOT OVER 15'-0" IN LENGTH.

9. INSTALL TRANSVERSE JOINTS IN THE CURBS AT AND DIRECTLY OVER TRANSVERSE JOINTS IN THE PAVEMENT. TREAT DEFINITE CRACKS THROUGH THE PAVEMENT AS JOINTS. ALSO WHERE BARRIER CURB IS TO BE CONSTRUCTED ON EXISTING JOINT.

**MASH TL-3 NJ BARRIER CURB**

**CONSTRUCTION DETAILS**
CONSTRUCTION DETAILS

MASH TL-5 F SHAPE BARRIER CURB

CD-607.5.3

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BARRIER CURB

N.T.B.

CONSTRUCTION DETAILS

GENERAL NOTES:

(A) WHERE DOWELED BARRIER CURB IS TO BE CONSTRUCTED ON EXISTING CONCRETE PAVEMENT OR EXISTING CONCRETE BASE COURSE:

(1) INSTALL TRANSVERSE JOINTS IN THE CURB AT AND DIRECTLY OVER TRANSVERSE JOINTS IN THE PAVEMENT GRAY DESIGNATED IN THE PLANS. INSTALL ADDITIONAL JUNTS IN THE CURB AS SHOWN TO MAKE EQUAL SECTIONS NOT OVER 15'-0" IN LENGTH.

(2) FILL THE TRANSVERSE JOINTS WITH PREFORMED BITUMINOUS-IMPERMEABILE FIBER JOINT FILLER IN CONFORMITY WITH THE REQUIREMENTS OF AASHTO M-213 SPECIFICATION. RECESSED 2'-0" FROM FACES AND TOP OF CURB. THE THICKNESS OF THE FILLER IS 5'-0" OVER TRANSVERSE JOINTS IN THE PAVEMENT. TREAT DEFINITE PORTION OF THE CURB. CONSTRUCT THE CURB IN THIS LENGTH IS MORE THAN 50 FEET.

(B) WHERE DOWELLED BARRIER CURB IS TO BE CONSTRUCTED ON EXISTING JOINTS,切れ目の長さは50フィート以上の場合。

(1) INSTALL TRANSVERSE JOINTS IN THE CURBS AT AND DIRECTLY OVER DEFINITE JOINTS IN THE PAVEMENT AS SPECIFIED IN THE PLANS. INSTALL ADDITIONAL JUNTS IN THE CURBS AS SHOWN TO MAKE EQUAL SECTIONS NOT OVER 15'-0" IN LENGTH.

(2) FILL THE TRANSVERSE JOINTS WITH PREFORMED BITUMINOUS-IMPERMEABLE FIBER JOINT FILLER IN CONFORMITY WITH THE REQUIREMENTS OF AASHTO M-213 SPECIFICATION. RECESSED 2'-0" FROM FACES AND TOP OF CURB. THE THICKNESS OF THE FILLER IS 5'-0" OVER TRANSVERSE JOINTS IN THE PAVEMENT. TREAT DEFINITE PORTION OF THE CURB. CONSTRUCT THE CURB IN THIS LENGTH IS MORE THAN 50 FEET.

(C) WHERE BARRIER CURB IS TO BE CONSTRUCTED ON EXISTING PAVEMENT, EACH TRANSVERSE JOINT 3'-0" WIDE IN THE BASE 20'-0" APART AND IN THE BARRIER CURB DIRECTLY OVER JOINTS IN THE BASE. FILL THE JOINTS WITH PREFORMED BITUMINOUS-IMPERMEABLE FIBER JOINT FILLER IN CONFORMITY WITH THE REQUIREMENTS OF AASHTO M-213 SPECIFICATION. RECESSED 2'-0" FROM FACES AND TOP OF CURB.

(D) WHERE DOWELLED BARRIER CURB IS TO BE CONSTRUCTED ON EXISTING JOINTS,切れ目の長さは50フィート以上の場合。

(1) INSTALL TRANSVERSE JOINTS IN THE CURB AT AND DIRECTLY OVER DEFINITE JOINTS IN THE PAVEMENT AS SPECIFIED IN THE PLANS. INSTALL ADDITIONAL JUNTS IN THE CURBS AS SHOWN TO MAKE EQUAL SECTIONS NOT OVER 15'-0" IN LENGTH.

(2) FILL THE TRANSVERSE JOINTS WITH PREFORMED BITUMINOUS-IMPERMEABLE FIBER JOINT FILLER IN CONFORMITY WITH THE REQUIREMENTS OF AASHTO M-213 SPECIFICATION. RECESSED 2'-0" FROM FACES AND TOP OF CURB.

(E) WHERE DOWELLED BARRIER CURB IS TO BE CONSTRUCTED ON EXISTING JOINTS,切れ目の長さは50フィート以上の場合。

(1) INSTALL TRANSVERSE JOINTS IN THE CURB AT AND DIRECTLY OVER DEFINITE JOINTS IN THE PAVEMENT AS SPECIFIED IN THE PLANS. INSTALL ADDITIONAL JUNTS IN THE CURBS AS SHOWN TO MAKE EQUAL SECTIONS NOT OVER 15'-0" IN LENGTH.

(2) FILL THE TRANSVERSE JOINTS WITH PREFORMED BITUMINOUS-IMPERMEABLE FIBER JOINT FILLER IN CONFORMITY WITH THE REQUIREMENTS OF AASHTO M-213 SPECIFICATION. RECESSED 2'-0" FROM FACES AND TOP OF CURB.

(F) INSTALL FLEXIBLE DELINEATORS ON BARRIER CURB.

(G) REINFORCEMENT STEEL IS IN METRIC UNITS.

24½" x ____ F SHAPE CONCRETE BARRIER CURB, DOWELED

CD-607.5.1

24½" x 5½" F SHAPE CONCRETE BARRIER CURB

CD-607.5.2

NUMBER OF OPENINGS AS SHOWN ON THE PLANS

OPENINGS TO BE CONSTRUCTED IN F SHAPE CONCRETE BARRIER CURB

BARRIER CURB

N.T.B.

NEW JERSEY DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

MASH TL-5 F SHAPE BARRIER CURB

CD-607.5.3
**TANGENT GUIDE RAIL TERMINAL (MASH TL-3)**

**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. The location of the 2-foot offset varies with each manufacturer. Where a 2-foot offset is shown on the plans, construct the tangent guide rail terminal with a straight flare for its entire length as per the manufacturer.

3. Where guide rail is installed flush with the gutter line or offset 6 inches from the gutter line, construct the tangent guide rail terminal with a two-foot offset so that the terminal end does not intrude into the roadway.

4. Where the downstream guide rail is on a horizontal curve, construct the tangent guide rail terminal in a straight line as shown on this detail (do not follow the horizontal curve).

5. Where guide rail is installed flush with the gutter line or offset 6 inches from the gutter line, construct the tangent guide rail terminal with a straight line as shown on this detail (do not follow the horizontal curve).

6. Where guide rail is installed flush with the gutter line or offset 6 inches from the gutter line, the horizontal curve is shown on the plans.

7. Length of tangent guide rail terminal as per manufacturer. See qualified products list.

8. Where a 2-foot offset is shown on the plans, construct the tangent guide rail terminal with a straight flare for its entire length as per the manufacturer.

9. Location of post #1 as shown on the plans.

**RAIL HEIGHT TRANSITION FOR TANGENT GUIDE RAIL TERMINAL WITH 2" VERTICAL CURB WHERE GUIDE RAIL IS OFFSET LESS THAN 4 FEET FROM THE GUTTER LINE (NOTE 6)**

**ELEVATION**

**TANGENT GUIDE RAIL TERMINAL**

**PLAN - 2' OFFSET**

**PLAN - 0' OFFSET**

**LENGTH OF NEED**

**TRAFFIC**

**PAY LIMIT TANGENT GUIDE RAIL TERMINAL LENGTH VARIES (NOTE 7)**

**APPROACH END AS PER MANUFACTURER**

**PLASTIC COVER WITH REFLECTIVE PAVING**

**NEW JERSEY DEPARTMENT OF TRANSPORTATION CONSTRUCTION DETAILS**

**CD-609-5.1**
NOTES:

1. MIN OR FLATTER SLOPES TO BEGIN 10H:1V IN ADVANCE OF THE TELESCOPING GUIDE RAIL END TERMINAL.

2. WHERE THE DISTANCE FROM THE FACE OF RAIL TO THE OBSTRUCTION IS LESS THAN 4', REDUCED POST SPACING IS REQUIRED. SEE CD-609-8.

3. A MINIMUM OF ONE 6'-3" TANGENT SPACE IS REQUIRED BEYOND THE OBSTRUCTION BEFORE BEGINNING A FLARE.

4. LENGTH OF TELESCOPING GUIDE RAIL END TERMINAL AS PER MANUFACTURER. SEE QUALIFIED PRODUCTS LIST.

MEDIAN GUIDE RAIL WITH TELESCOPING GUIDE RAIL END TERMINAL

TELESCOPING GUIDE RAIL END TERMINAL CONNECTION TO DUAL FACED BEAM GUIDE RAIL

TELESCOPING GUIDE RAIL END TERMINAL
NEW JERSEY DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS

B D C 16 D -0 1 - OR IG IN A L SHE ET

CD-609-8

OBSTRUCTION
ANCHORAGE
TRAFFIC
TRAFFIC

6'-3" POST SPACING

WHERE CLEARANCE FROM FACE OF RAIL TO OBSTRUCTION IS 4' OR GREATER (SEE NOTE 2)

CD-609-8.2

GROUND LINE
ROCK LINE
CASE 1

0" TO 18"
2 4 M IN.
21"
MIN.
21"
MIN.

GROUND LINE
ROCK LINE
CASE 2

8" MIN.
AS REQUIRED
SHORTEN POST
FULL LENGTH POST
OR
8" MIN.
GREATER THAN 18"

C 33 SIZE #57 OR SIMILAR
COURSE AGGREGATE ASTM
INSTALLATION IN ROCK
GUIDE RAIL POST

3'-1" POST SPACING

SEE NOTE 1

ANCHORAGE
IF LESS THAN 1'
EQUAL TO 1'
GREATER OR
3' 2'
1' 2'
1'
NO CHANGE
GUIDE RAIL POSTS
ADDITIONAL LENGTH BEAM GUIDE RAIL POSTS

CD-609-B.2

SHORTEN POST AS REQUIRED
GROUND LINE
FULL LENGTH POST
GROUND LINE
ROCK LINE
GREATER THAN 18'
ROCK LINE

6" WX 1" OR 1.5" WX 1.5"

CASE 1
GUIDE RAIL POST
INSTALLATION IN ROCK

ADDITIONAL LENGTH BEAM GUIDE RAIL POSTS

CD-609-B.3

NOTE:
1 WHERE AN APPROACH END TREATMENT AT THE TRAILING END OF GUIDE RAIL IS SHOWN ON THE PLANS THE POST SPACING REQUIREMENTS SHALL BE THE SAME AS THE APPROACH END.

2 IN A FILL SECTION WHERE THE DISTANCE FROM THE BACK OF THE POST TO THE PVI IS LESS THAN 1' AND THE SLOPE IS STEEPER THAN 3:1, THE MINIMUM CLEARANCE FROM THE TOP OF THE BEAM RAIL TO AN OBSTRUCTION IS INCREASED BY 1' DUE TO INCREASED POST DEFLECTION.

3 ADDITIONAL POSTS AND BLOCKOUTS WILL BE PAID FOR UNDER PAY ITEM "BEAM GUIDE RAIL POST."

STANDARD GUIDE RAIL
25 MINIMUM VERTICAL TRANSITION (SEE NOTE)
EXISTING GUIDE RAIL

6'-3" POST SPACING
3'-1"
6'-3"

NOTE:
WHERE TRANSITIONING TO EXISTING GUIDE RAIL, AN END TERMINAL OR A CRASH CUSHION MOUNTED AT A HEIGHT OTHER THAN 6', THE VERTICAL TRANSITION SHALL BE ACCOMPLISHED IN A MAXIMUM LENGTH OF 6" FOR EACH 2' OF VERTICAL CHANGE.

CD-609-B.4

VERTICAL TRANSITION TO EXISTING 27½" HIGH GUIDE RAIL

CD-609-B.5
NOTE:

WHERE GUIDE RAIL IS INSTALLED FLUSH WITH THE GUTTER LINE, A NOSE FROM THE GUTTER LINE ESL PRS GUIDE RAIL TERMINAL IT TO BE CONSTRUCTED WITH A STRAIGHT FLARE FOR ITS ENTIRE LENGTH TO PROVIDE A TWO FOOT OFFSET IN THE EXTRUDER HEAD TO PROVIDE A TWO FOOT OFFSET SO THAT THE EXTRUDER HEAD DOES NOT PROTRUDE INTO THE ROADWAY.

NOTE TO DESIGNER:

THIS SHEET REQUIRES DESIGN SPECIFIC INFORMATION TO BE ADDED AND INCLUDED IN THE CONTRACT PLANS. REMOVE THIS NOTE AFTER DESIGN SPECIFIC INFORMATION IS ADDED.
NEW JERSEY DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS

NOTES:
1. A THRIE BEAM TO W-BEAM SYMMETRICAL TRANSITION SECTION IS USED WHERE A VERTICAL TRANSITION IS REQUIRED SUCH AS A TRANSITION FROM MODIFIED THRIE BEAM TO W-BEAM GUIDE RAIL.
2. A THRIE BEAM TO W-BEAM ASYMMETRICAL TRANSITION SECTION IS USED WHERE A VERTICAL TRANSITION IS NOT REQUIRED SUCH AS A TRANSITION FROM THRIE BEAM AT A BRIDGE ATTACHMENT TO W-BEAM GUIDE RAIL.
3. A MINIMUM 6'-4" LENGTH OF STANDARD W-BEAM GUIDE RAIL IS REQUIRED BETWEEN THE SYMMETRICAL TRANSITION SECTION AND A TANGENT GUIDE RAIL TERMINAL OR A STRAIGHT FLARE.

PAY LIMIT FOR MODIFIED THRIE BEAM GUIDE RAIL

THRIE BEAM GUIDE RAIL TRANSITIONS

NEW JERSEY DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS

MODIFIED THRIE BEAM TRANSITION TO BEAM GUIDE RAIL

(AASHTO M110, CLASS B, TYPE I (12 GAUGE))

THRIE BEAM TO W-BEAM SYMMETRICAL TRANSITION SECTION - RIGHT SIDE APPROACH - SEE NOTE 2

THRIE BEAM TO W-BEAM ASYMMETRICAL TRANSITION
SECTION - LEFT SIDE APPROACH - SEE NOTE 2

(AASHTO M110, CLASS A, TYPE I (10 GAUGE))

THRIE BEAM SECTION FOR TL-2
BRIDGE ATTACHMENTS

(AASHTO M110, CLASS B, TYPE I (10 GAUGE))

THRIE BEAM SECTION FOR TL-3
BRIDGE ATTACHMENTS

(AASHTO M110, CLASS B, TYPE I (10 GAUGE))

THRIE BEAM TO W-BEAM SYMMETRICAL
TRANSITION SECTION - SEE NOTE 1

(AASHTO M110, CLASS A, TYPE I (12 GAUGE))

THRIE BEAM TO W-BEAM ASYMMETRICAL TRANSITION
SECTION - RIGHT SIDE APPROACH - SEE NOTE 2

(AASHTO M110, CLASS B, TYPE I (12 GAUGE))

THRIE BEAM SECTION FOR TL-2
BRIDGE ATTACHMENTS