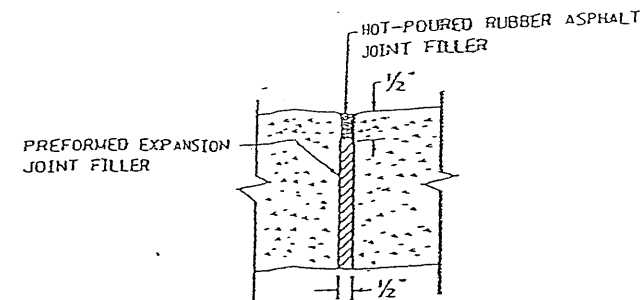


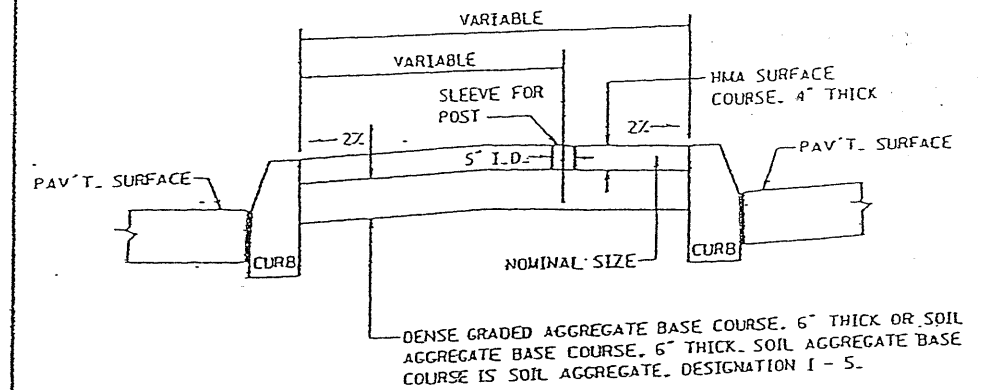
CONCRETE / WHITE CONCRETE ISLAND ON EXISTING PAVEMENT

CD-608-1.1



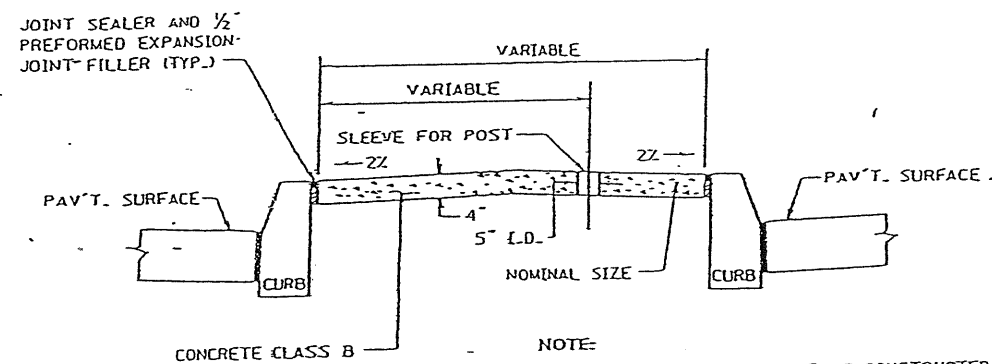
LONGITUDINAL & TRANSVERSE JOINT TREATMENT FOR CONCRETE ISLAND

CD-608-1.2



HMA ISLAND, 10" THICK

CD-608-1.3



CONCRETE / WHITE CONCRETE ISLAND, 4" THICK

CD-608-1.4

NOTE:  
TRANSVERSE JOINTS SHALL BE AS CONSTRUCTED  
FOR CONCRETE VERTICAL CURB.

## CONCRETE AND HMA ISLANDS

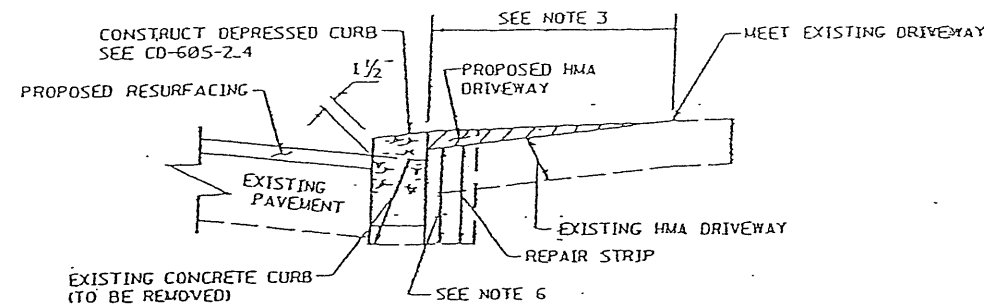
N.T.S.

HMA = HOT ASPHALT MIX

CD-608-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

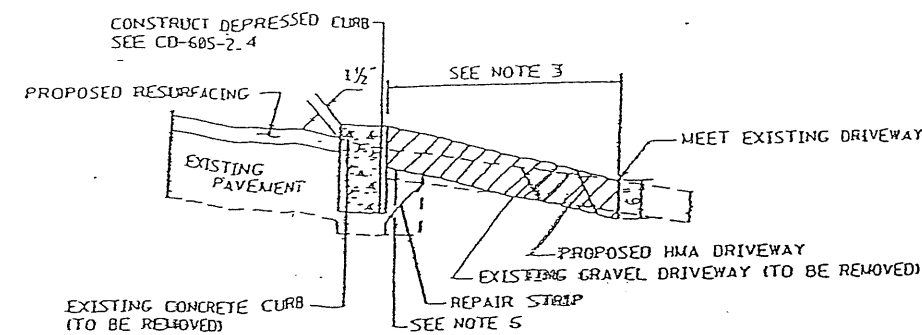
## CONSTRUCTION DETAILS



TYPE A

RESURFACING OF EXISTING HMA DRIVEWAY  
(WITH DEPRESSED CURB)

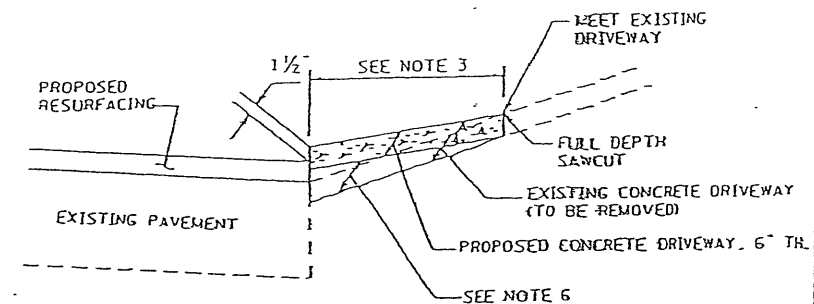
CD-607-2.1



TYPE C

CONSTRUCTION OF HMA DRIVEWAY  
OR CONVERSION OF EXISTING GRAVEL DRIVEWAY  
(WITH DEPRESSED CURB)

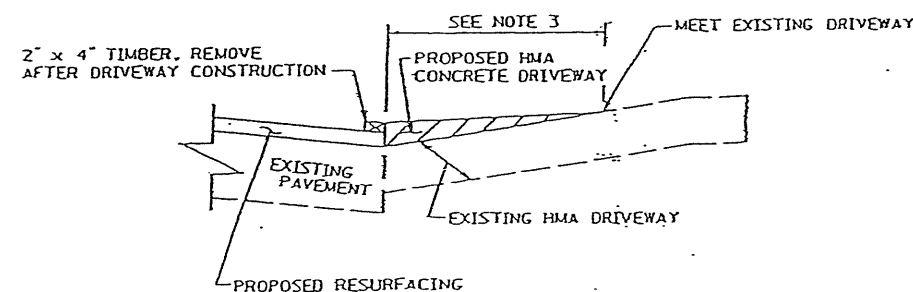
CD-607-2.4



TYPE F

RECONSTRUCTION OF CONCRETE DRIVEWAY  
(WITHOUT DEPRESSED CURB)

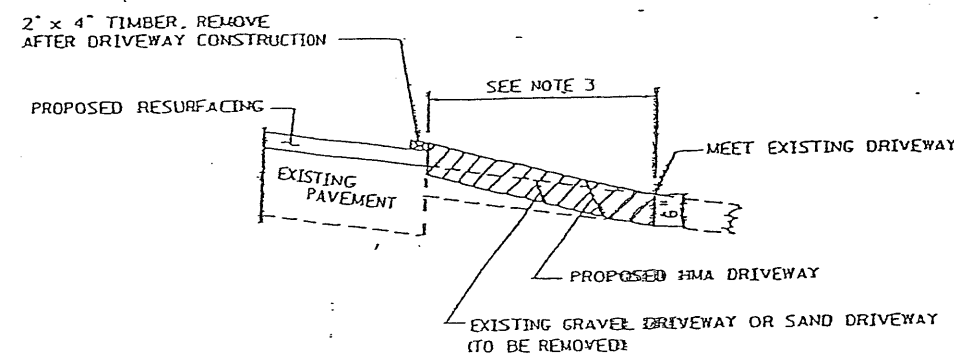
CD-607-2.7



TYPE B

RESURFACING OF EXISTING HMA DRIVEWAY  
(WITHOUT DEPRESSED CURB)

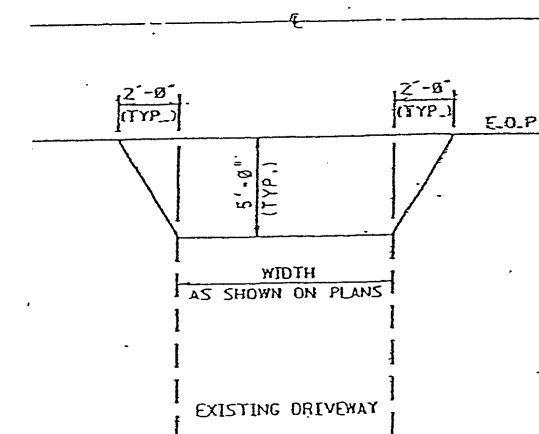
CD-607-2.2



TYPE D

CONSTRUCTION OF HMA DRIVEWAY  
OR CONVERSION OF EXISTING GRAVEL DRIVEWAY  
(WITHOUT DEPRESSED CURB)

CD-607-2.5



TYPICAL DRIVEWAY TREATMENT

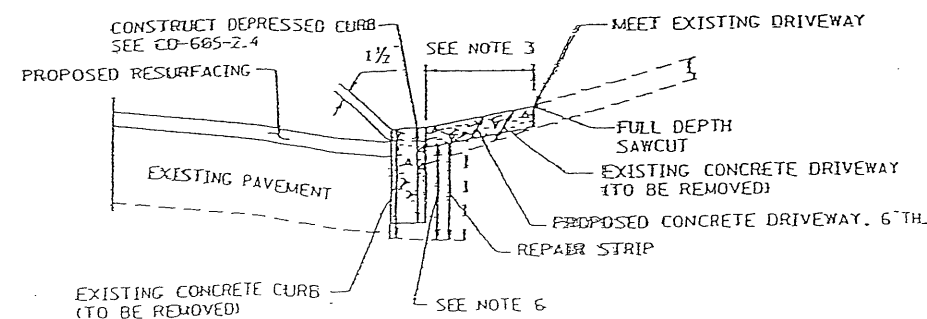
PLAN VIEW

CD-607-2.8

### GENERAL NOTES

1. ALL MATERIAL, REPAIR STRIPS AND EXCAVATION FOR DRIVEWAY CONSTRUCTION TO BE INCLUDED IN THE BID PRICE FOR HMA DRIVEWAY, CONCRETE DRIVEWAY OR CONCRETE CURB.
2. HMA DRIVEWAY SURFACE COURSE, TOP LAYER AND BOTTOM LAYER SHALL BE MIX 1-5.
3. LENGTH OF DRIVEWAY WORK SHALL BE 5 FEET UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED.
4. MAINTAIN EXISTING DIRECTION OF FLOW ON DRIVEWAY.
5. DENSE GRADED AGGREGATE BASE COURSE SHALL BE USED TO PROVIDE TEMPORARY ACCESS DURING DRIVEWAY CONSTRUCTION.
6. GRANULAR MATERIAL FROM THE PROJECT OR SOIL AGGREGATE AS DIRECTED.
7. NO BASE COURSE IS REQUIRED FOR DRIVEWAY.

CD-607-2.3



TYPE E

RECONSTRUCTION OF CONCRETE DRIVEWAY  
(WITH DEPRESSED CURB)

CD-607-2.6

### DRIVEWAYS

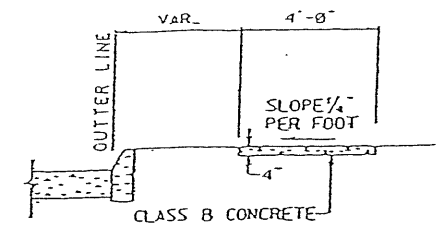
N.T.S.

HMA = HOT ASPHALT MIX

CD-607-2

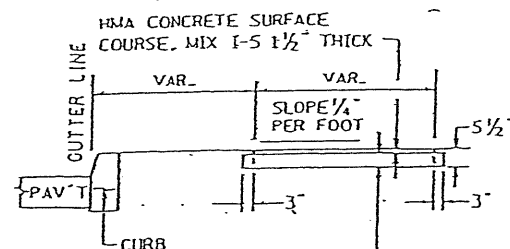
NEW JERSEY DEPARTMENT OF TRANSPORTATION

### CONSTRUCTION DETAILS



CONCRETE SIDEWALK, 4" THICK

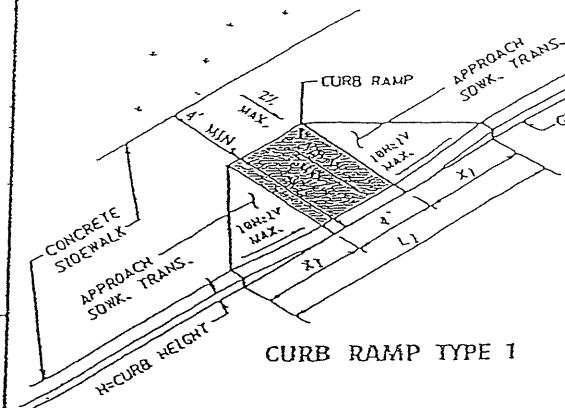
CD-607-1.1



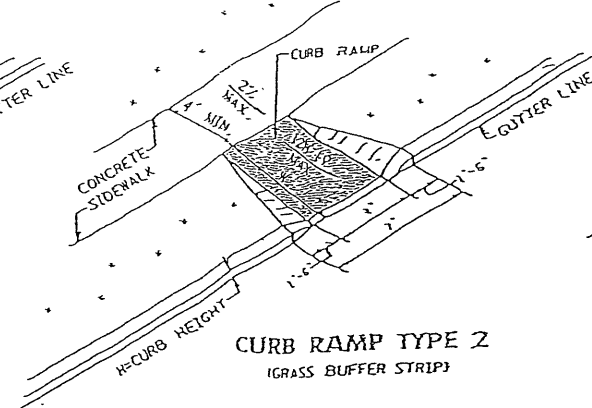
DENSE GRADED AGGREGATE BASE COURSE, 4" THICK OR SOIL AGGREGATE BASE COURSE, 4" THICK SOIL AGGREGATE BASE COURSE IS SOIL AGGREGATE. DESIGNATION I-5

HMA SIDEWALK, 5 1/2" THICK

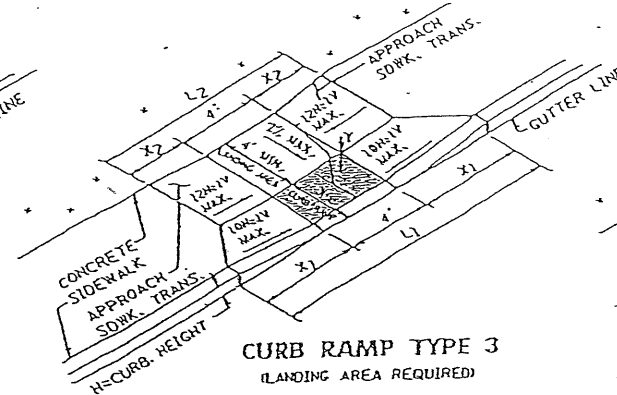
CD-607-1.2



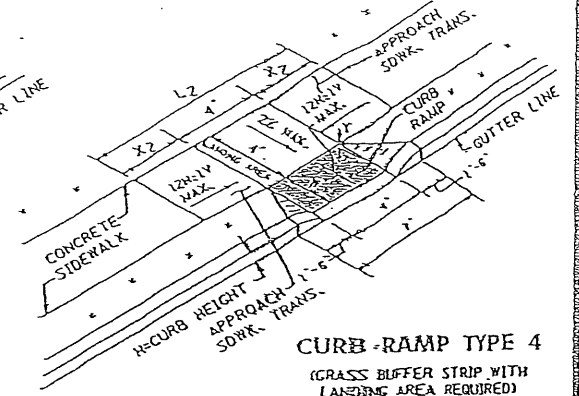
CURB RAMP TYPE 1



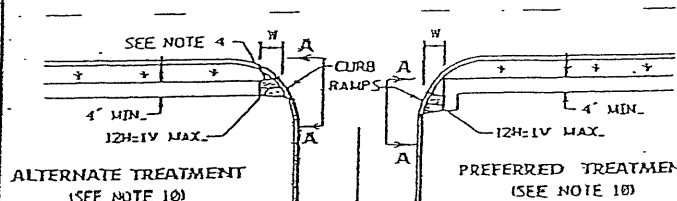
CURB RAMP TYPE 2  
(GRASS BUFFER STRIP)



CURB RAMP TYPE 3  
(LANDING AREA REQUIRED)



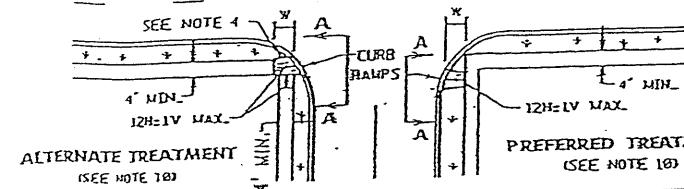
CURB RAMP TYPE 4  
(GRASS BUFFER STRIP WITH  
LANDING AREA REQUIRED)



ALTERNATE TREATMENT  
(SEE NOTE 10)

PREFERRED TREATMENT  
(SEE NOTE 10)

CURB RAMP TYPE 5  
(CROSSING PARALLEL TO HIGHWAY ONLY)

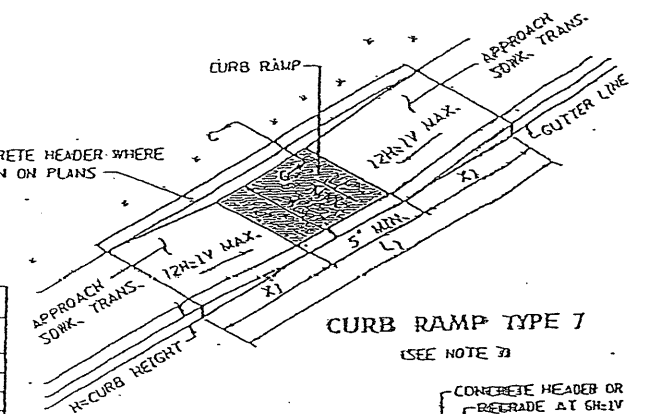


ALTERNATE TREATMENT  
(SEE NOTE 10)

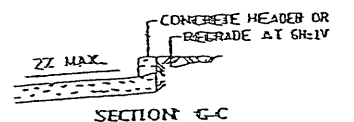
PREFERRED TREATMENT  
(SEE NOTE 10)

CURB RAMP TYPE 6  
(CROSSING PARALLEL TO HIGHWAY ONLY)

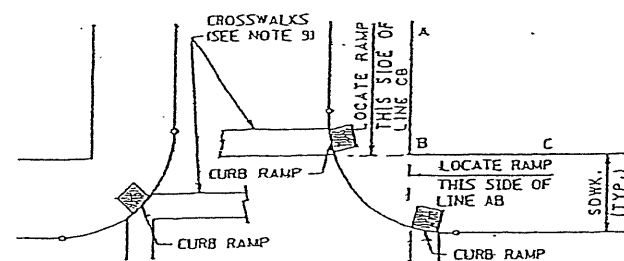
CURB RAMP TYPE 7			
W FEET	H INCHES	X1 FEET	L1 FEET
4 MIN. 6 MAX.	3 4 5 6 7 8 9	3 4 5 6 7 8 9	11 13 15 17 19 21 23



CURB RAMP TYPE 7  
(SEE NOTE 11)



SECTION C-C



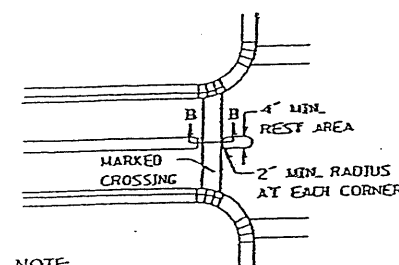
ALTERNATE TREATMENT  
(SEE NOTE 10)

PREFERRED TREATMENT  
(SEE NOTE 10)

LOCATION OF CURB RAMP TYPES 1, 2, 3, 4 & 7  
FOR CROSSING PARALLEL AND PERPENDICULAR  
TO HIGHWAY

CURB RAMP TYPE 1			
H INCHES	X1 FEET	L1 FEET	W FEET
3	2.5	9.0	3
4	3.3	10.6	4
5	4.2	12.4	5
6	5.0	14.0	6
7	5.8	15.6	7
8	6.7	17.4	8
9	7.5	19.0	9

CURB RAMP TYPE 2, 5 OR 6	
H INCHES	W FEET
3	3
4	4
5	5
6	6
7	7
8	8
9	9

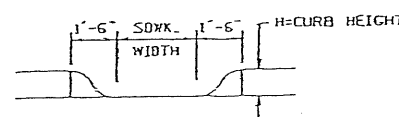


NOTE:  
WHERE PRACTICAL, END LEFT TURN ISLAND OR DIVISIONAL ISLAND BEFORE CROSSWALK TO ELIMINATE CUT-THROUGH

ISLAND WALKWAY OPENING  
AT INTERSECTIONS

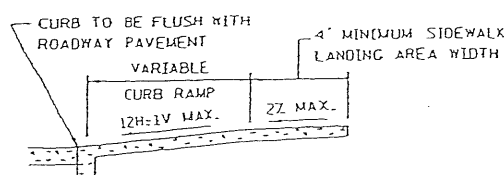
#### GENERAL NOTES:

1. LANDING AREA. APPROACH SIDEWALK TRANSITIONS, AND CURB RAMP SHALL BE KEPT CLEAR OF OBSTRUCTIONS.
2. DIMENSIONS SHOWN IN TABLES ARE FOR RELATIVELY FLAT SIDEWALK AREAS. CARE SHOULD BE TAKEN WHEN DETERMINING CURB RAMP SIZE BASED ON CURB HEIGHT OR WHERE ELEVATION OF CURB AND SIDEWALK VARY DRASTICALLY IN AREA OF PROPOSED CURB RAMP.
3. CURB (DROPPED CURB) GUTTERLINE TO BE FLUSH WITH ROADWAY PAVEMENT A MINIMUM OF 4 FEET AT ALL CURB RAMPS, EXCEPT THAT CURB RAMP TYPE 6 SHALL BE A MINIMUM OF 5 FEET.
4. FOR CURB RAMP TYPES 5 AND 6, IF A GRASS BUFFER DOES NOT EXIST, SLOPE CURB TO EQUAL SLOPE OF ADJACENT CURB RAMP.
5. SIDEWALK AND CURB RAMP WITHIN AREA ENCLOSED BY HEAVY LINES TO BE PAID FOR AS CONCRETE SIDEWALK OF THE APPROPRIATE ADJACENT THICKNESS.
6. CURB AND HEADER WITHIN AREA ENCLOSED BY HEAVY LINES TO BE PAID FOR AS VERTICAL CURB OR SLOPING CURB OF THE APPROPRIATE ADJACENT SIZE AND KIND.
7. WHERE THE DISTANCE FROM THE GUTTER LINE TO THE OUTSIDE EDGE OF SIDEWALK IS 6 FEET OR LESS, CURB RAMP TYPE 7 SHOULD BE USED, INSTEAD OF CURB RAMP TYPE 1 THROUGH 4.
8. THE PUBLIC SIDEWALK CURB RAMP DELINEATION (SHADED AREA) SHALL BE SAFETY RED IN COLOR.
9. CROSSWALKS AND STOP LINES MAY BE MARKED OR UNMARKED. SEE PLANS.
10. PREFERRED AND ALTERNATE TREATMENTS SHOULD NOT BE INTERMIXED WITHIN THE SAME INTERSECTION.
11. DIMENSIONS SHOWN IN TABLES ARE FOR 3 INCH TO 9 INCH CURB HEIGHTS. WHERE THE CURB HEIGHTS ARE OTHER THAN WHAT IS PROVIDED IN THE TABLES, THE DIMENSIONS OF THE RAMPS WILL HAVE TO BE CALCULATED BASED ON CROSS SLOPES SHOWN.



SECTION A-A

NOTE:  
CURB RAMP OPENING TO BE FLUSH WITH ROADWAY PAVEMENT (CURB RAMP TYPES 5 & 6).



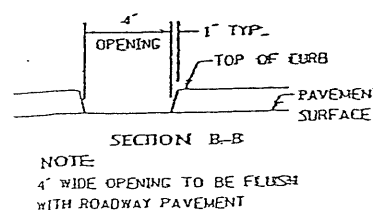
SECTION THROUGH CURB RAMPS 1 THROUGH 6

CURB RAMP TYPE 3						
W FEET	H INCHES	X1 FEET	L1 FEET	Y INCHES	X2 FEET	L2 FEET
2.5	3	2.5	9	2.5	0.5	5
4	3.3	10.6	2.5	1.5	7	
5	4.2	12.4	2.5	2.5	9	
6	5.0	14.0	2.5	3.5	11	
7	5.8	15.6	2.5	4.5	13	
8	6.7	17.4	2.5	5.5	15	
9	7.5	19.0	2.5	6.5	17	
3.0	3	-	-	-	-	-
4	3.3	10.6	3.0	1	6	
5	4.2	12.4	3.0	2	8	
6	5.0	14.0	3.0	3	10	
7	5.8	15.6	3.0	4	12	
8	6.7	17.4	3.0	5	14	
9	7.5	19.0	3.0	6	16	
3.5	3	-	-	-	-	-
4	3.3	10.6	3.5	0.5	5	
5	4.2	12.4	3.5	1.5	7	
6	5.0	14.0	3.5	2.5	9	
7	5.8	15.6	3.5	3.5	11	
8	6.7	17.4	3.5	4.5	13	
9	7.5	19.0	3.5	5.5	15	
4.0	3	-	-	-	-	-
4	-	-	-	-	-	-
5	4.2	12.4	4.0	1	6	
6	5.0	14.0	4.0	2	8	
7	5.8	15.6	4.0	3	10	
8	6.7	17.4	4.0	4	12	
9	7.5	19.0	4.0	5	14	

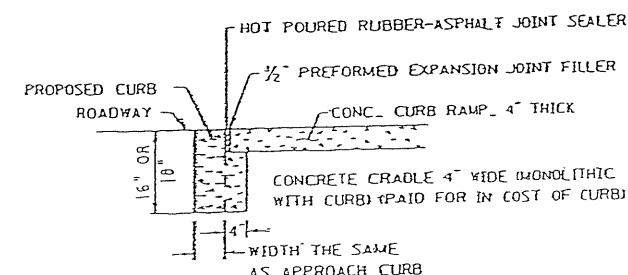
\* NOTE:  
TYPE 3 RAMP IS NOT APPLICABLE, USE TYPE 1.

CURB RAMP TYPE 4				
W FEET	H INCHES	Y INCHES	X2 FEET	L2 FEET
2.5	3	2.5	0.5	5
4	3.3	2.5	1.5	7
5	4.2	2.5	2.5	9
6	5.0	2.5	3.5	11
7	5.8	2.5	4.5	13
8	6.7	2.5	5.5	15
9	7.5	2.5	6.5	17
3.0	3	-	-	-
4	3.0	1	6	
5	3.0	2	8	
6	3.0	3	10	
7	3.0	4	12	
8	3.0	5	14	
9	3.0	6	16	
3.5	3	-	-	-
4	3.5	0.5	5	
5	3.5	1.5	7	
6	3.5	2.5	9	
7	3.5	3.5	11	
8	3.5	4.5	13	
9	3.5	5.5	15	
4.0	3	-	-	-
4	-	-	-	-
5	4.0	1	6	
6	4.0	2	8	
7	4.0	3	10	
8	4.0	4	12	
9	4.0	5	14	

\*\* NOTE:  
TYPE 4 RAMP IS NOT APPLICABLE, USE TYPE 2.



NOTE:  
4' WIDE OPENING TO BE FLUSH WITH ROADWAY PAVEMENT



DROPPED CURB AND CRADLE

CURB RAMPS

CD-607-1.3

## PUBLIC SIDEWALK AND CURB RAMPS

N.T.S.

HMA = HOT ASPHALT MIX CD-607-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

## CONSTRUCTION DETAILS

## GENERAL NOTES APPLYING TO ALL TYPES OF DOWELLED CURBS

TRANSVERSE JOINTS SHALL BE INSTALLED IN THE CURBS AT AND DIRECTLY OVER TRANSVERSE JOINTS IN THE PAVEMENT. DEFINITE CRACKS THRU THE PAVEMENT SHALL ALSO BE TREATED AS JOINTS. ADDITIONAL JOINTS SHALL ALSO BE CONSTRUCTED IN THE CURB SO SPACED AS TO MAKE EQUAL SECTIONS NOT OVER 15 FEET IN LENGTH.

THE TRANSVERSE JOINTS SHALL BE CONSTRUCTED AS SPECIFIED FOR THE CURB, EXCEPT THAT THE THICKNESS OF THE JOINT FILLER IN THE CURB SHALL BE AS FOLLOWS:

- 1/2" FOR INTERMEDIATE JOINTS AND JOINTS OVER DEFINITE CRACKS.
- 1/2" OVER PAVEMENT JOINTS WHERE SLAB LENGTH IS 50 FEET OR LESS.
- 1" OVER PAVEMENT JOINTS WHERE SLAB LENGTH IS MORE THAN 50 FEET VARIABLE IN MULTIPLES OF 1/2" BUT NOT LESS THAN THE EXISTING WIDTH OF THE TRANSVERSE JOINTS IN BRIDGES AND THE JOINTS BETWEEN THE APPROACH SLABS AND BRIDGES.

FOR THICKNESS OF 1" OR MORE, LAYERS OF 1/2" MATERIAL MAY BE GLUED OR OTHERWISE FASTENED TOGETHER BY A MEANS SATISFACTORY TO THE ENGINEER, WHERE THE REQUIRED JOINT OPENING EXCEEDS 1". THE CONTRACTOR MAY CONSTRUCT OPEN JOINTS, IF DESIRED.

WHERE THE CURB IS TO BE CONSTRUCTED ON EXISTING CONCRETE, PAVEMENT SURFACE OR CONCRETE BASE COURSE, THE SURFACE OF THE CONCRETE PAVEMENT OR CONCRETE BASE SHALL BE CLEANED IN ACCORDANCE WITH STANDARD SPECIFICATIONS PRIOR TO CONSTRUCTION OF THE CURB THEREON.

WHERE DOWELLED CURB IS TO BE CONSTRUCTED ACROSS A LONGITUDINAL JOINT IN THE EXISTING PAVEMENT, THE DOWELS IN THE SHORTER PORTION OF THE CURB PANEL SHALL BE OMITTED AND THE CURB IN THIS PORTION OF THE PANEL SHALL BE CONSTRUCTED WITH 45° SMOOTH ROLL ROOFING BETWEEN IT AND THE EXISTING PAVEMENT.

CD-605-1.1

### NOTES:

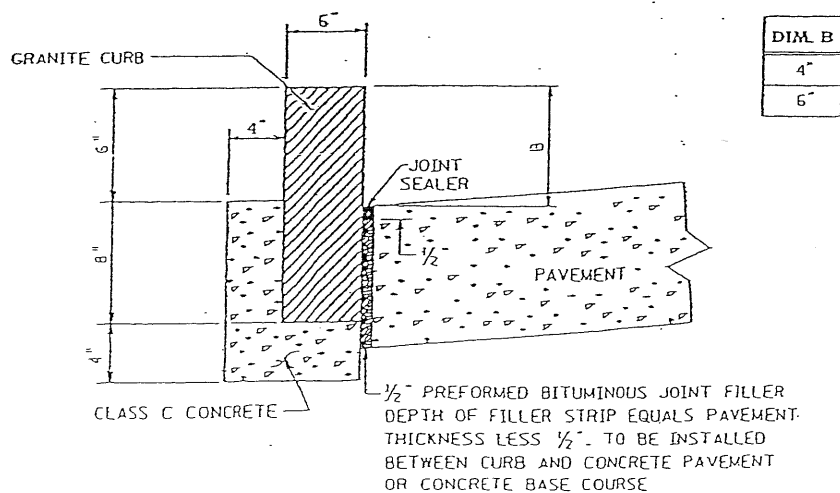
1/2" PREFORMED EXPANSION JOINT FILLER, BITUMINOUS TYPE, TO BE INSTALLED BETWEEN THE CURB AND CONCRETE PAVEMENT OR CONCRETE BASE COURSE.

TRANSVERSE JOINTS 1/2" WIDE SHALL BE INSTALLED IN THE CURB 20 FEET APART AND SHALL BE FILLED WITH PREFORMED BITUMINOUS-IMPREGNATED FIBER JOINT FILLER RECESSED 1/4" IN FROM FRONT FACE AND TOP OF CURB.

EXPANSION JOINTS THRU AND ADJACENT TO THE CURB SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CURB.

## 12" x 13" CONCRETE / WHITE CONCRETE SLOPING CURB

CD-605-1.5

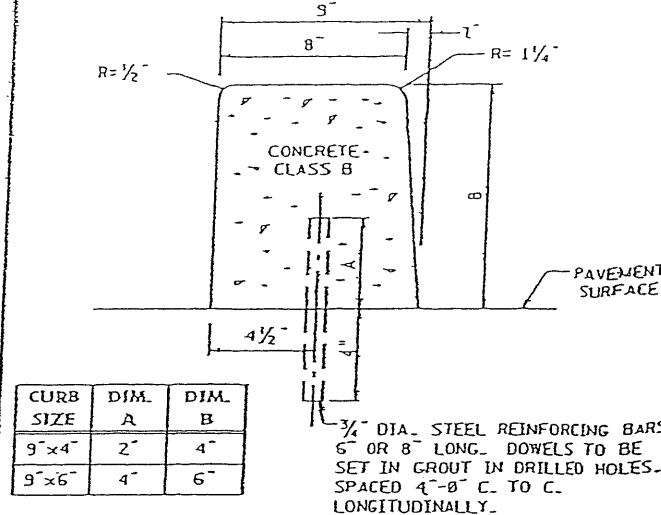


### NOTE:

FOUNDATION TO BE INSTALLED THE ENTIRE LENGTH OF THE GRANITE CURB.

## NEW OR RESET GRANITE CURB

CD-605-1.8



## 9" x 12" CONCRETE / WHITE CONCRETE VERTICAL CURB, DOWELLED

CD-605-1.2

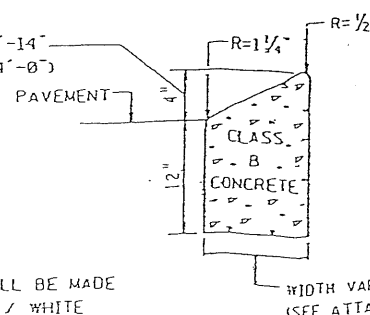
1/2" PREFORMED BITUMINOUS JOINT FILLER DEPTH OF FILLER STRIP EQUALS PAVEMENT THICKNESS LESS 1/2". TO BE INSTALLED BETWEEN CURB AND CONCRETE PAVEMENT OR CONCRETE BASE COURSE

CD NO.	ATTACH. TYPE	WIDTH
612-13	B	11 1/4"
612-15	A	7"
612-15	B	11 1/4"
612-16	A	7"
612-16	B	11 1/4"

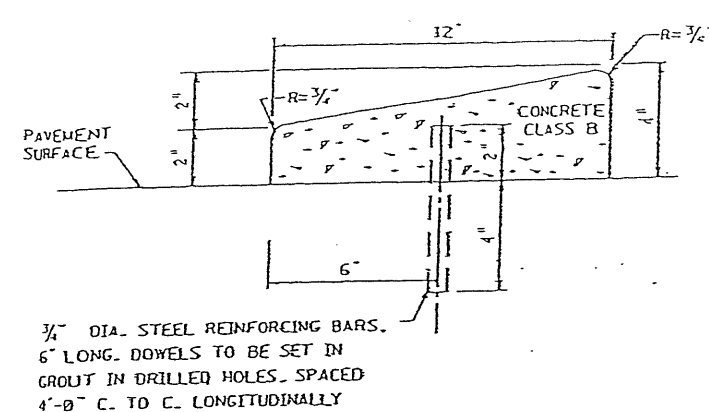
AT END OF CURB, TRANSITION TO 0" OVER 3'-14" (TOTAL LENGTH OF CURB 14'-0")

### NOTE:

PAYMENT FOR LIP CURB WILL BE MADE UNDER 9" x 12" CONCRETE / WHITE CONCRETE VERTICAL CURB.

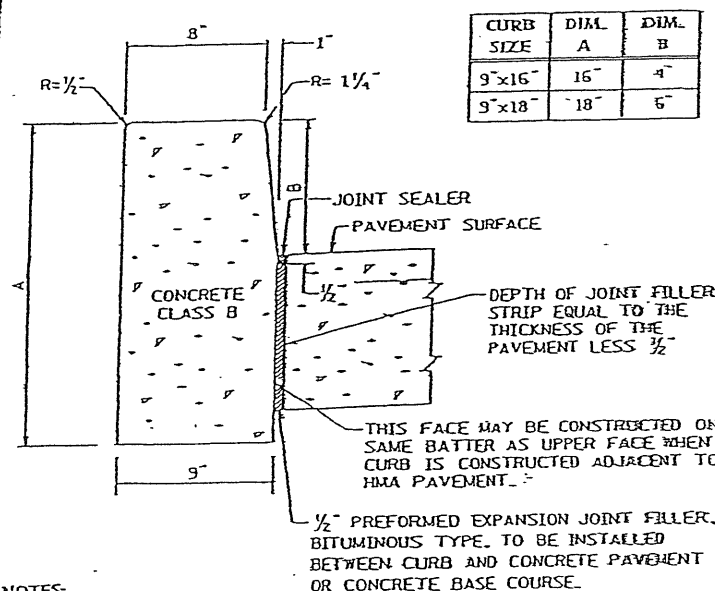


## LIP CURB



## 12" x 3" CONCRETE / WHITE CONCRETE SLOPING CURB, DOWELLED

CD-605-1.3

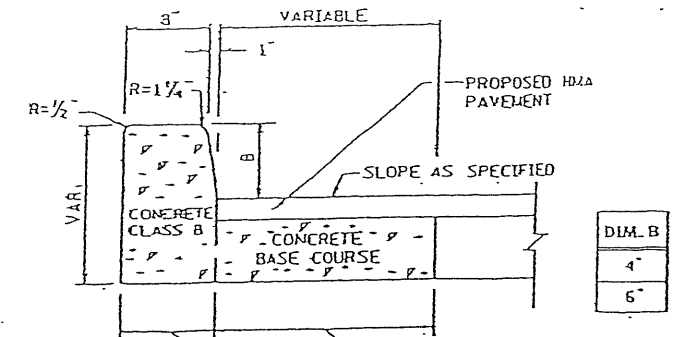


### NOTES:

TRANSVERSE JOINTS 1/2" WIDE SHALL BE INSTALLED IN THE CURB 20 FEET APART AND SHALL BE FILLED WITH PREFORMED BITUMINOUS-IMPREGNATED FIBER JOINT FILLER RECESSED 1/4" IN FROM FRONT FACE AND TOP OF CURB. EXPANSION JOINTS THRU AND ADJACENT TO THE CURB SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CURB.

## CONCRETE / WHITE CONCRETE VERTICAL CURB

CD-605-1.6



THIS PORTION TO BE PAID FOR AS CONCRETE / WHITE CONCRETE VERTICAL CURB

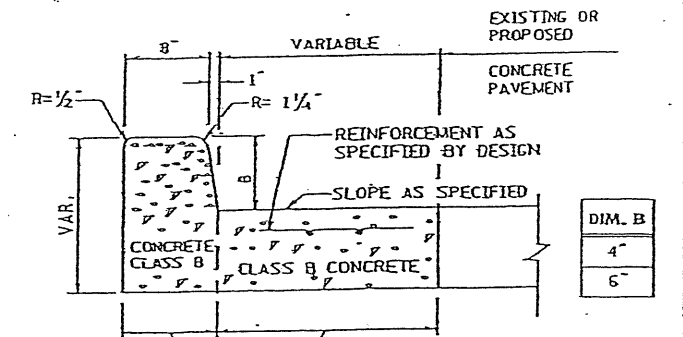
### NOTES:

EXPANSION JOINTS 1/2" WIDE IN THE CURB, AND EXPANSION JOINTS TYPE A IN THE MONOLITHIC PAVEMENT STRIP SHALL BE DIRECTLY OPPOSITE EVERY TRANSVERSE JOINT IN THE CENTRAL PAVEMENT STRIPS.

JOINT MATERIAL IN THE CURB SHALL BE AS SPECIFIED FOR CONCRETE / WHITE CONCRETE VERTICAL CURB. THE TRANSVERSE EXPANSION JOINT MATERIAL SHALL NOT EXTEND THRU THE CURB.

## CONCRETE / WHITE CONCRETE VERTICAL CURB MONOLITHIC WITH CONCRETE BASE COURSE

CD-605-1.4



THIS PORTION TO BE PAID FOR AS CONCRETE / WHITE CONCRETE VERTICAL CURB

### NOTES:

EXPANSION JOINTS 1/2" WIDE IN THE CURB, AND EXPANSION JOINTS TYPE A IN THE MONOLITHIC PAVEMENT STRIP SHALL BE DIRECTLY OPPOSITE EVERY TRANSVERSE JOINT IN THE CENTRAL PAVEMENT STRIPS.

JOINT MATERIAL IN THE CURB SHALL BE AS SPECIFIED FOR CONCRETE / WHITE CONCRETE VERTICAL CURB. THE TRANSVERSE EXPANSION JOINT MATERIAL SHALL NOT EXTEND THRU THE CURB.

## CONCRETE / WHITE CONCRETE VERTICAL CURB MONOLITHIC WITH CONCRETE PAVEMENT

CD-605-1.7

## CONCRETE AND GRANITE CURB

N.T.S.

### NOTES:

REINFORCING BARS ARE IN METRIC UNITS.  
HMA = HOT ASPHALT MIX

CD-605-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

## CONSTRUCTION DETAILS

34

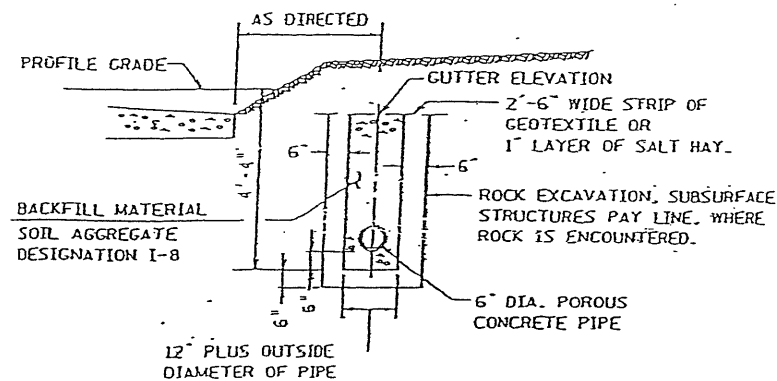
129

CD-605-1.9

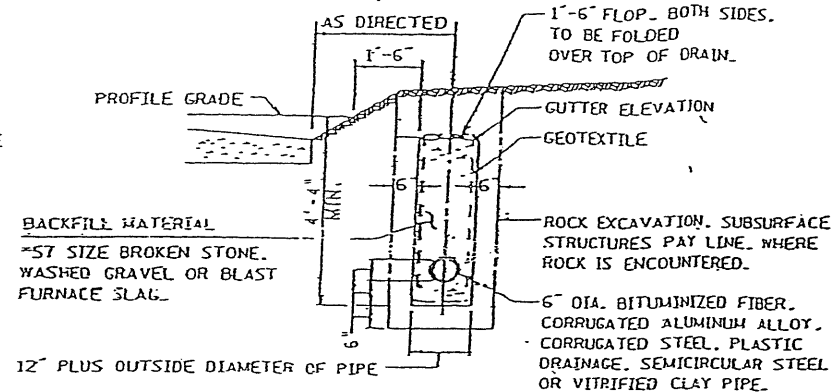
# NOTES:

EITHER UNDERDRAIN TYPE F WITH PERFORATED PIPE OR UNDERDRAIN TYPE F WITH POROUS PIPE MAY BE USED AT THE OPTION OF THE CONTRACTOR.

UNDERDRAIN IS SHOWN PARALLEL TO THE EDGE OF PAVEMENT, BUT MAY BE USED IN OTHER LOCATIONS IF SO DIRECTED BY THE ENGINEER.

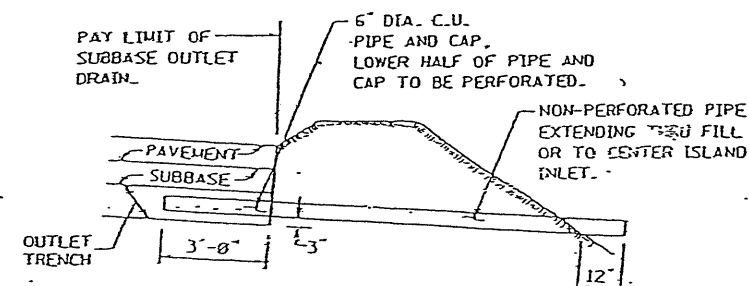
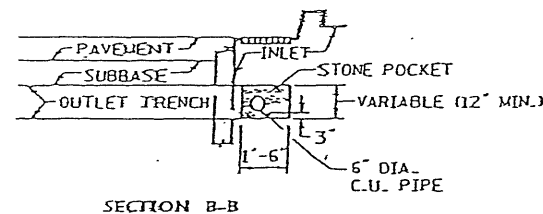
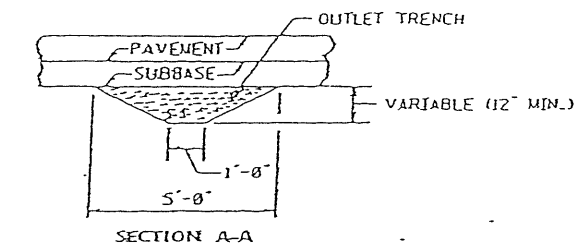


UNDERDRAIN TYPE F WITH POROUS PIPE



UNDERDRAIN TYPE F WITH PERFORATED PIPE

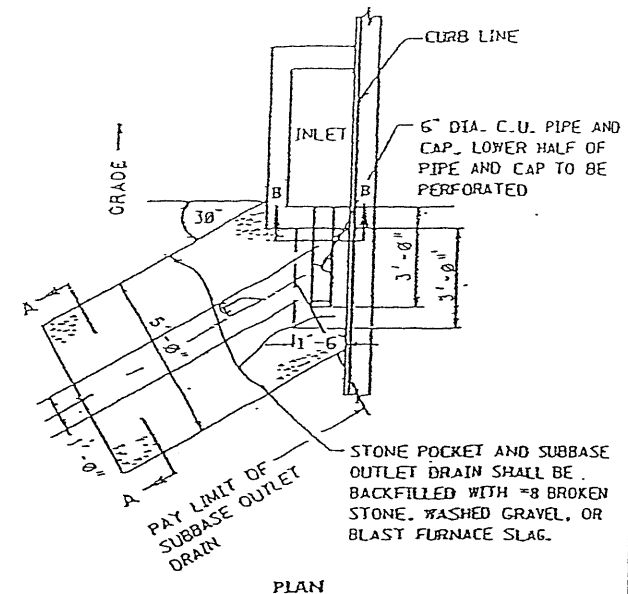
CD-601-1.1



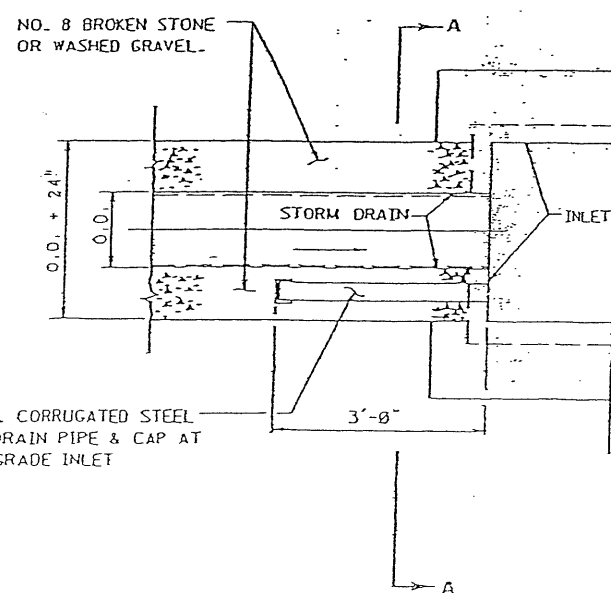
SCHEME FOR WATER DISPOSAL WHERE INLETS ARE IN CENTER ISLAND OR ARE NOT AVAILABLE

SUBBASE OUTLET DRAIN WITH 6" CORRUGATED UNDERDRAIN PIPE

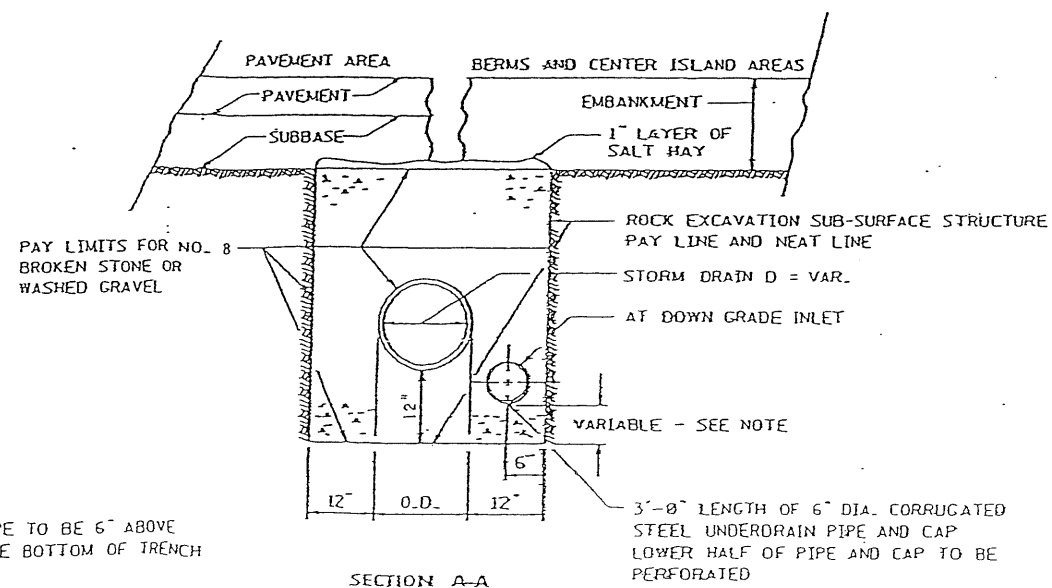
CD-601-1.2



NOTE:  
DISCHARGED WATER SHALL IN NO CASE VIOLATE DRAINAGE RIGHTS.



COMBINED STORM DRAIN AND OUTLET TRENCH IN ROCK CUTS



# NOTE:

INVERT OF 6" DIA. STEEL PIPE TO BE 6" ABOVE BOTTOM OF INLET OR 6" ABOVE BOTTOM OF TRENCH WHICHEVER IS HIGHER.

# UNDERDRAINS

N.T.S.

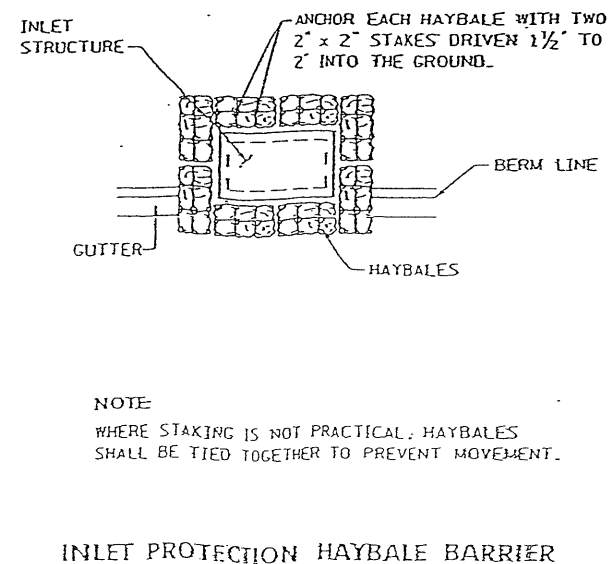
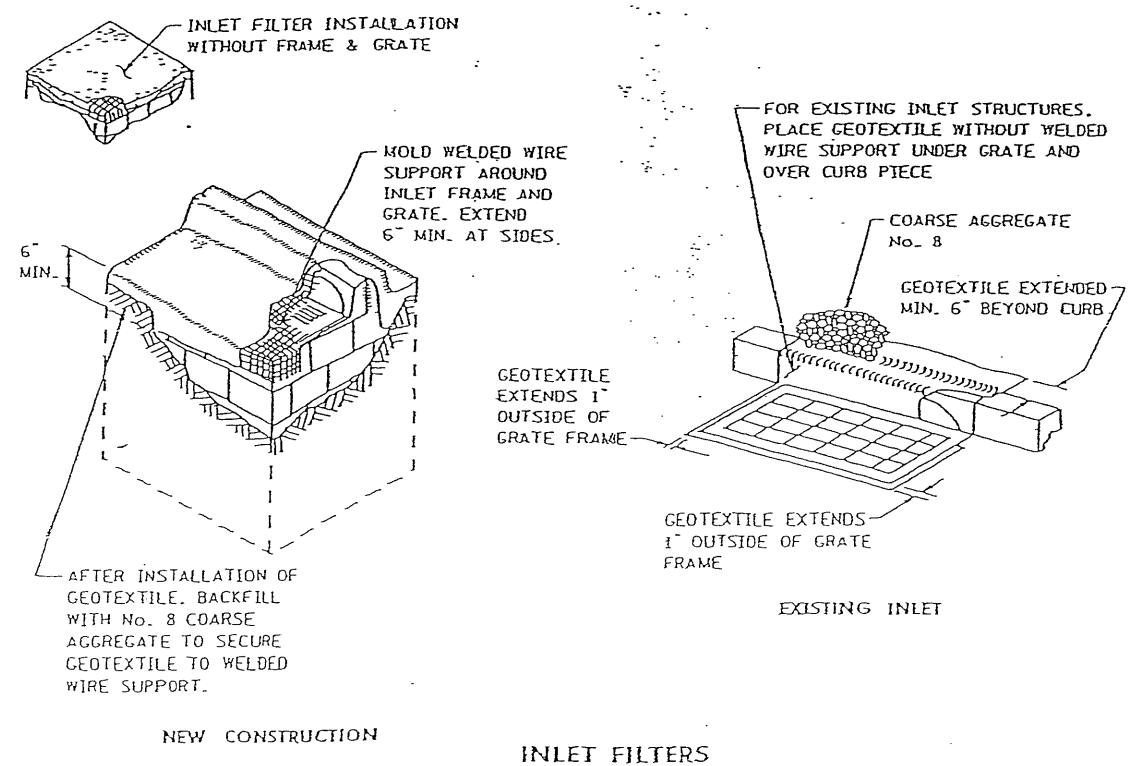
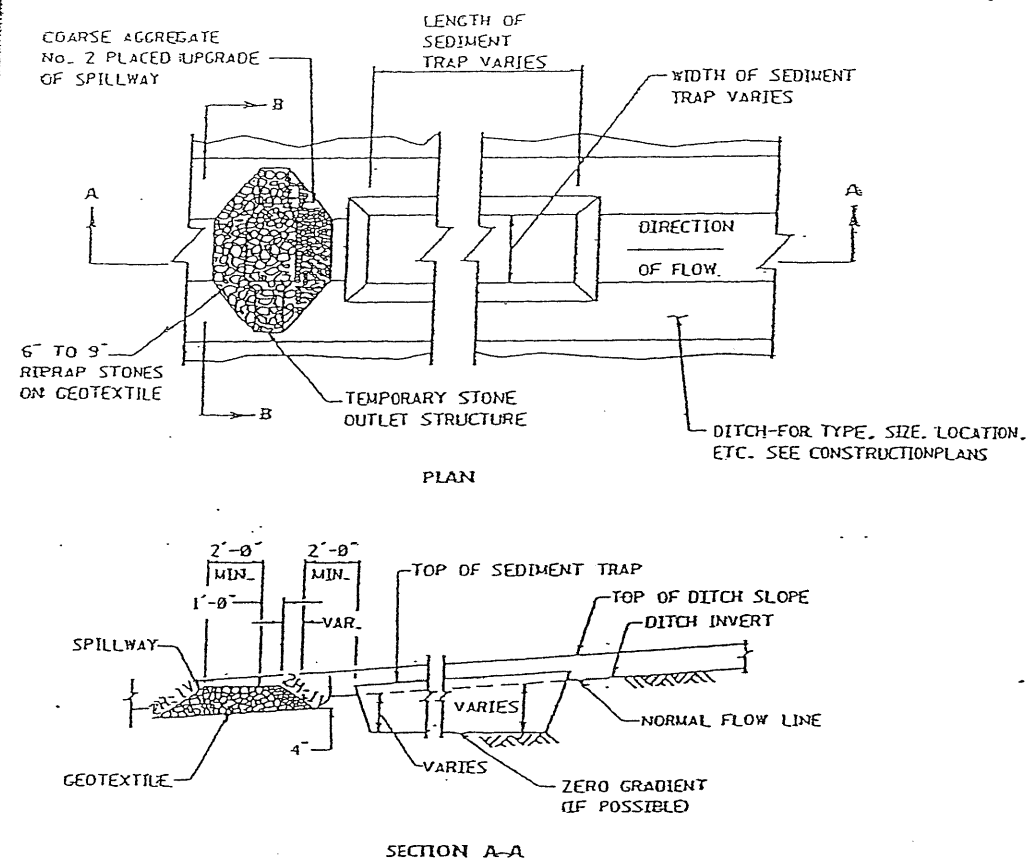
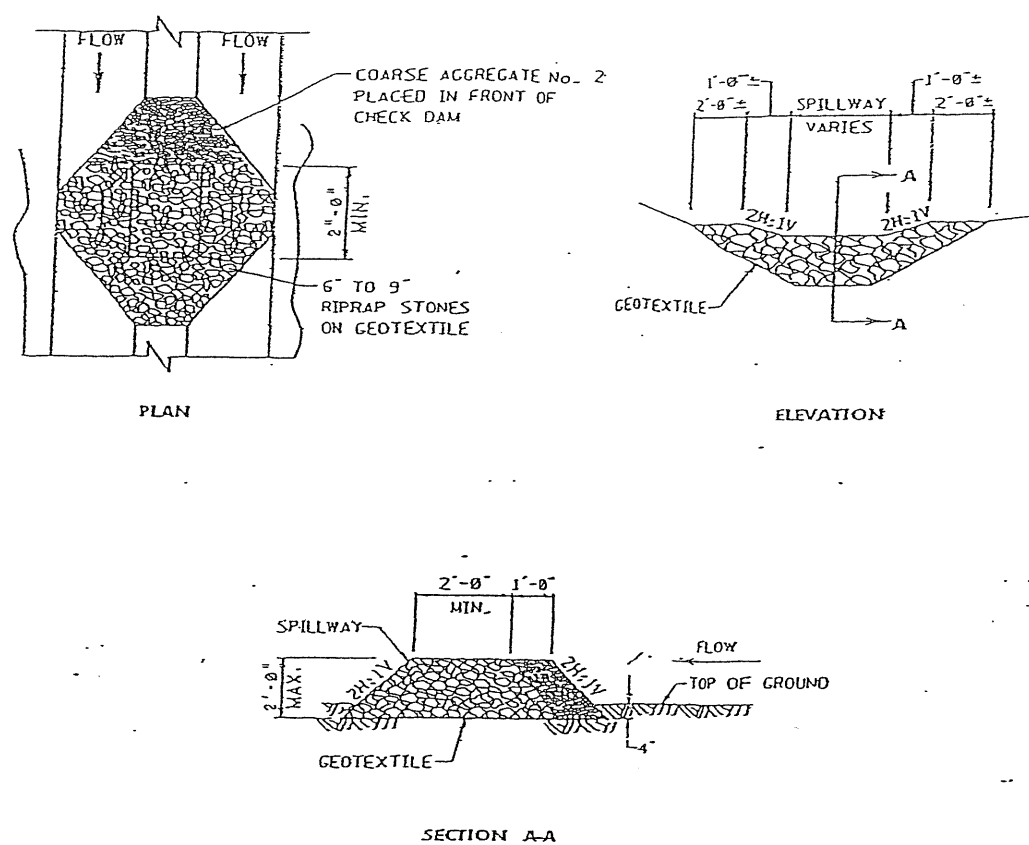
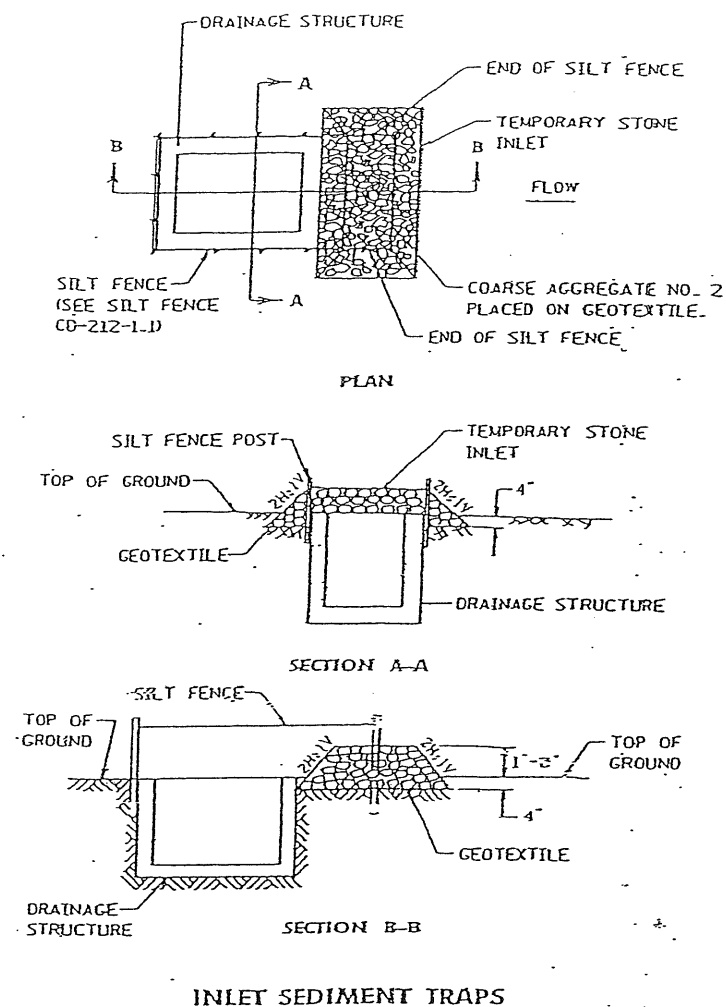
CD-601-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

# CONSTRUCTION DETAILS

CD-601-1.3





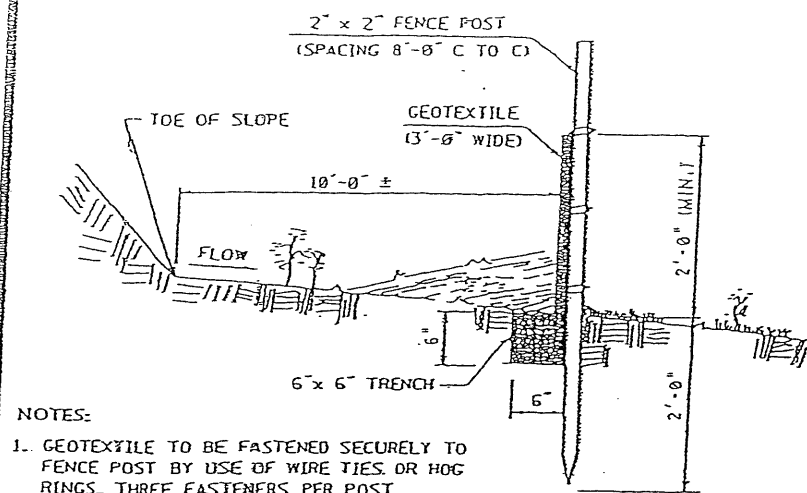
## TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES

NIS

CD-212-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

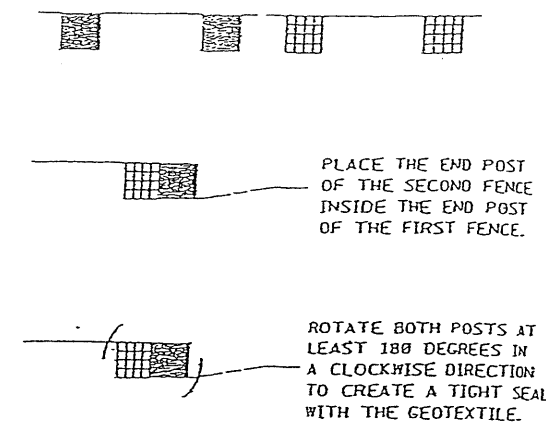
## CONSTRUCTION DETAILS



- NOTES:
1. GEOTEXTILE TO BE FASTENED SECURELY TO FENCE POST BY USE OF WIRE TIES OR HOG RINGS. THREE FASTENERS PER POST.
  2. BURY BOTTOM 1'-0" OF GEOTEXTILE AND TAMP IN PLACE.
  3. ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE SHALL BE SECURELY FASTENED TO A COMMON POST BY WRAPPING EACH END OF THE GEOTEXTILE AROUND THE POST TWICE AND ATTACHING AS SPECIFIED IN NOTE 1 ABOVE. SPLICING OF INDIVIDUAL ROLLS SHALL NOT OCCUR AT LOW POINTS.

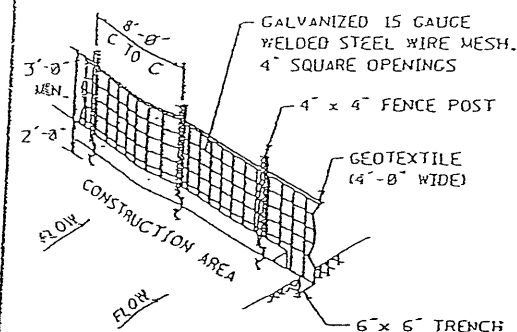
SILT FENCE

CD-212-1.1



ATTACHING TWO SILT FENCES

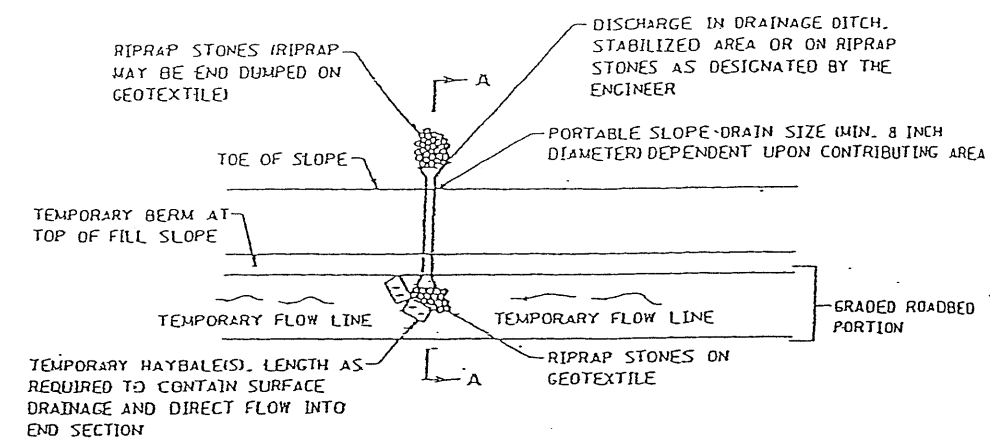
CD-212-1.2



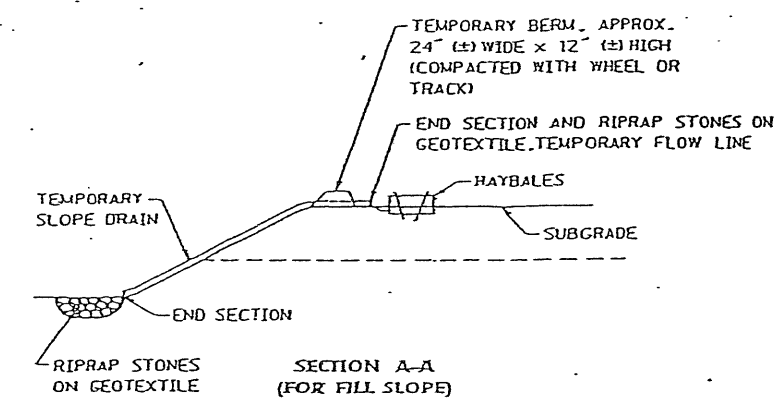
- NOTES:
1. GEOTEXTILE TO BE FASTENED SECURELY TO WIRE MESH AND FENCE POST BY USE OF WIRE TIES OR HOG RINGS. 3 FASTENERS PER POST.
  2. BURY BOTTOM 1'-0" OF GEOTEXTILE AND TAMP IN PLACE.
  3. ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE SHALL BE SECURELY FASTENED TO A COMMON POST BY WRAPPING EACH END OF THE GEOTEXTILE AROUND THE POST TWICE AND ATTACHING AS SPECIFIED IN NOTE 1 ABOVE. SPLICING OF INDIVIDUAL ROLLS SHALL NOT OCCUR AT LOW POINTS.

HEAVY DUTY SILT FENCE

CD-212-1.3

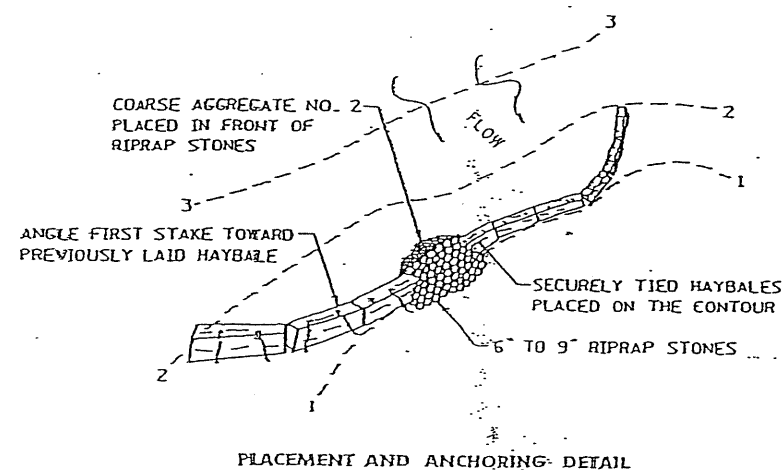


PLAN

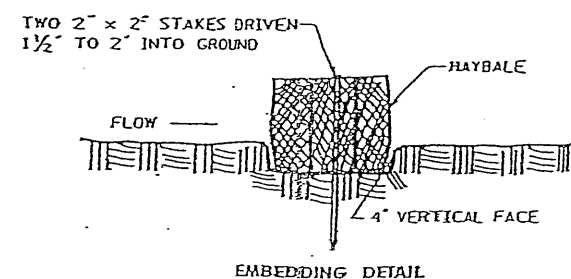


TEMPORARY SLOPE DRAIN

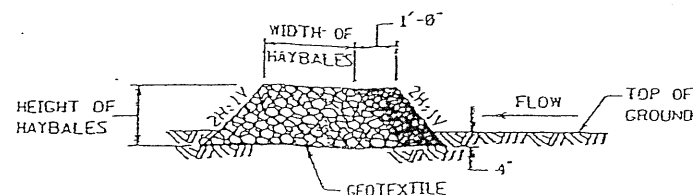
CD-212-1.4



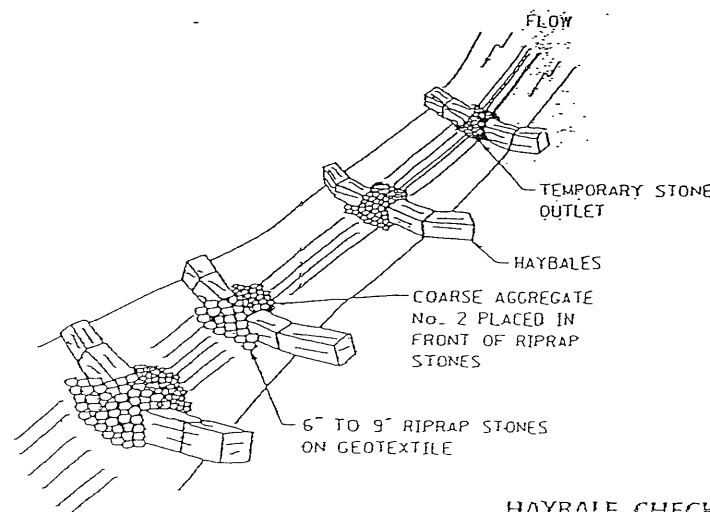
PLACEMENT AND ANCHORING DETAIL



EMBEDDING DETAIL



STONE OUTLET SECTION DETAIL



HAYBALE CHECK DAM WITH TEMPORARY STONE OUTLET

CD-212-1.5

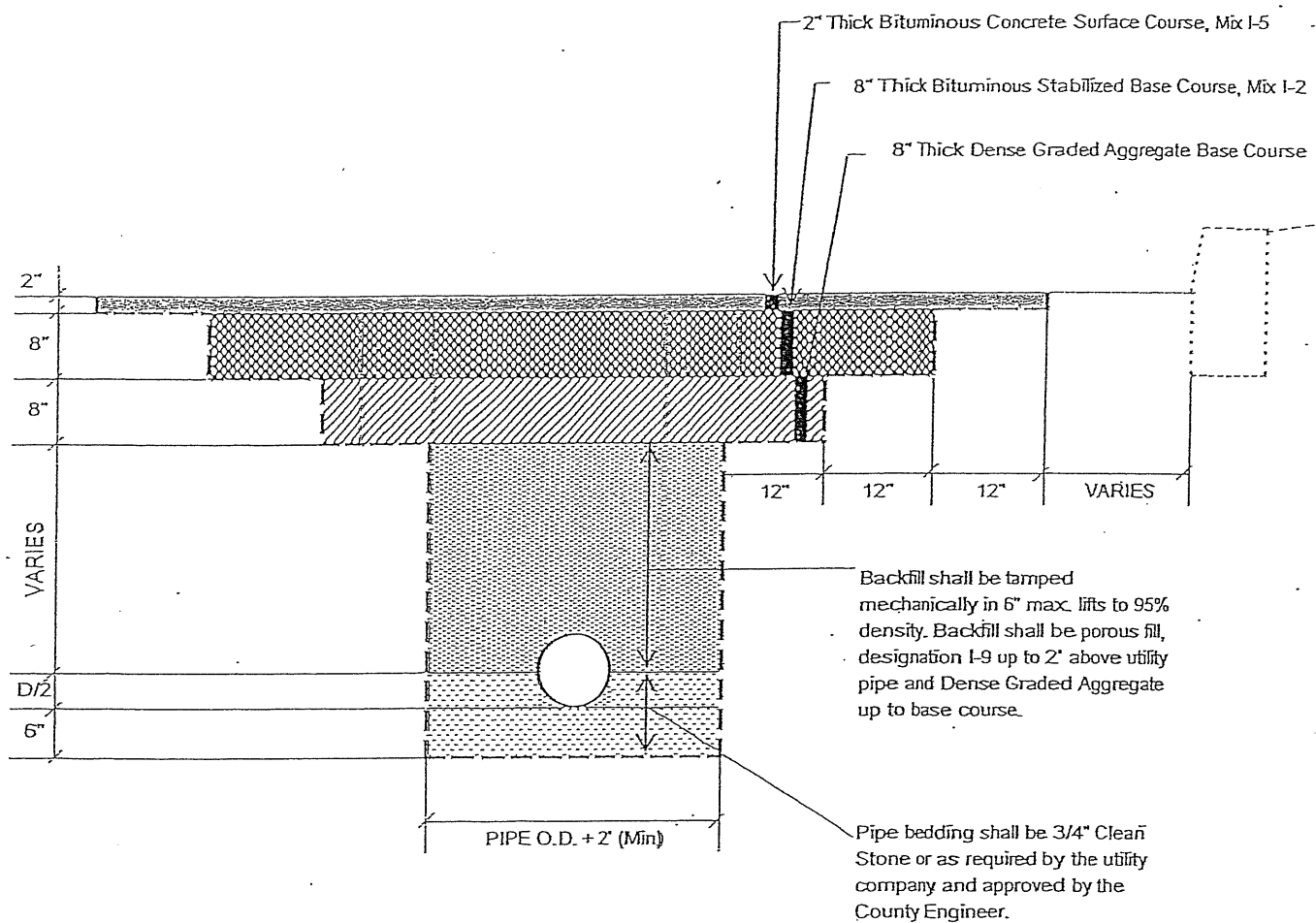
# TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES N.T.S.

CD-212-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

## CONSTRUCTION DETAILS

# UTILITY TRENCH RESTORATION DETAIL WITHIN ESSEX COUNTY ROADS RIGHT-OF-WAY



## NOTES:

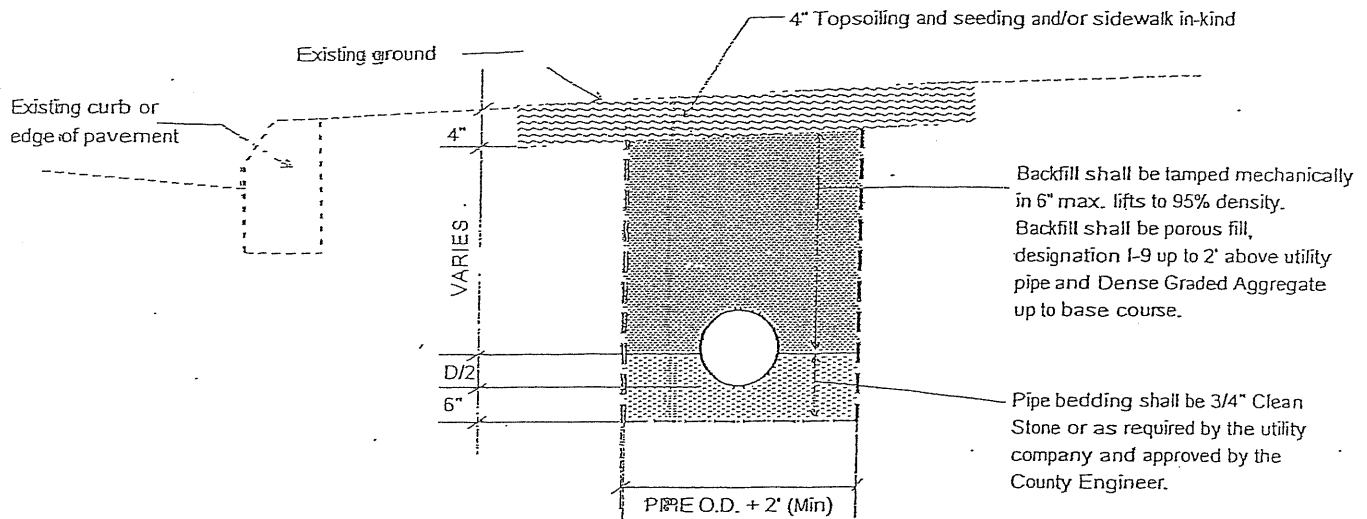
1. New Jersey D.O.T. Standard Specifications for Roads and Bridge Construction with amendments shall govern.
2. When the edge of trench is within 4' or less from the existing curb, full depth pavement shall be constructed.
3. All excavated unsuitable material shall be removed and disposed of at the utility and/or contractor's expense.
4. Temporary pavement replacement shall be 10 inches of Bituminous Stabilized Base Course, Mix I-2, compacted in five inches lifts.
5. After four months or as directed by the County Engineer or his duly authorized representative, the trench shall be milled 2 inches deep extending 12 inches wider, each side, then the trench and resurfaced with 2" of Bituminous Concrete Surface Course, Mix I-5.
6. Trenches shall be sawcut as indicated in this drawing. Butt joints are not allowed.
7. Traffic signs and traffic control shall be in accordance with Traffic Signs, Lane

## UTILITY TRENCH RESTORATION FOR ROADS PAVED MORE THAN 5 YEARS AGO

Drawn by: LER Date: 10/11/2006  
Scale: NTS Drawing No. 1 of 4

ESSEX COUNTY DEPARTMENT OF PUBLIC WORKS





LONGITUDINAL / TRANSVERSE UTILITY TRENCH  
BEHIND CURB OR EDGE OF PAVEMENT

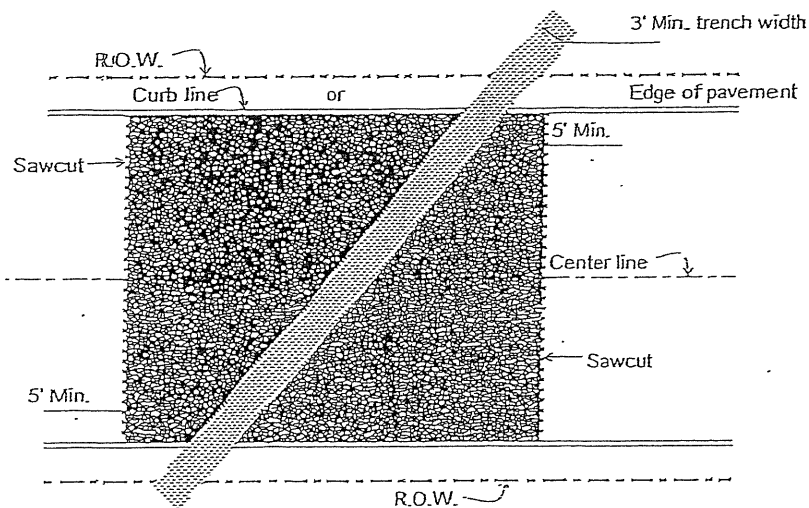
NOTES:

1. New Jersey D.O.T. Standard Specifications for Roads and Bridge Construction with amendments shall govern.
2. When the edge of trench is within 4' or less from the existing curb, full depth pavement shall be constructed.
3. All excavated unsuitable material shall be removed and disposed of at the utility and/or contractor's expense.
4. Temporary pavement replacement shall be 10 inches of Bituminous Stabilized Base Course, Mix I-2, compacted in five inches lifts.
5. After four months or as directed by the County Engineer or his duly authorized representative, the trench shall be milled 2 inches deep extending 12 inches wider, each side, than the trench and resurfaced with 2" of Bituminous Concrete Surface Course, Mix I-5.
6. Trenches shall be sawcut as indicated in this drawing. Butt joints are not

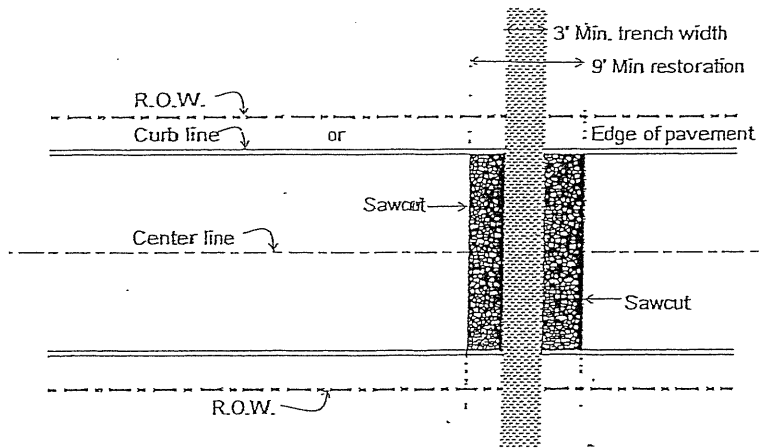
UTILITY TRENCH RESTORATION

Drawn by: LER Date: 10/11/2006  
Scale: NTS Drawing No. 2 of 4

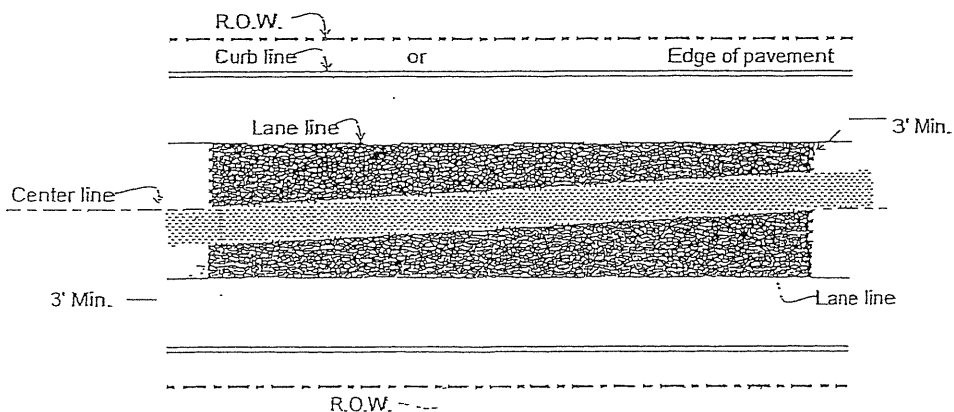
# MILLING AND RESURFACING LIMITS FOR ROADS PAVED LESS THAN FIVE YEARS AGO



TRANSVERSE UTILITY TRENCH  
PLAN VIEW  
DETAIL A



PERPENDICULAR UTILITY TRENCH  
PLAN VIEW  
DETAIL B



UTILITY TRENCH ALONG CENTER LINE

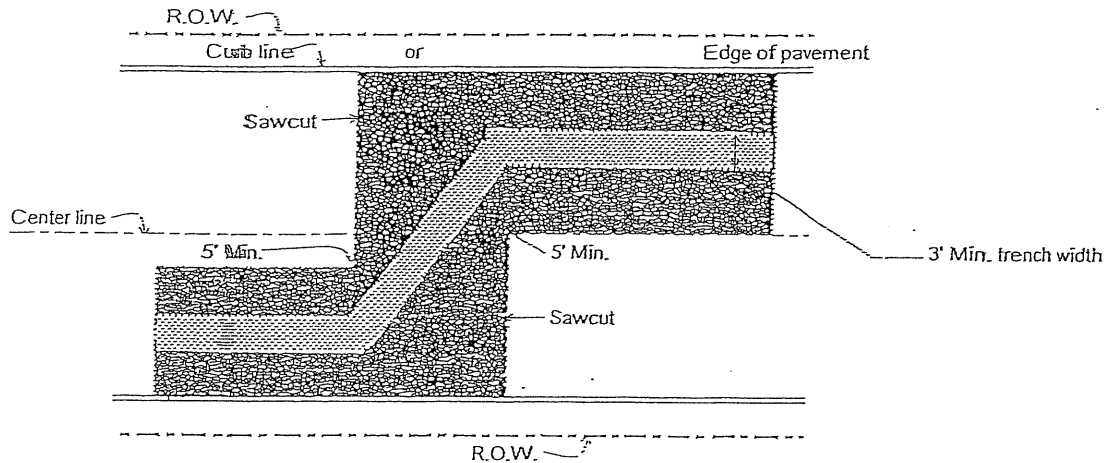
## MILLING AND RESURFACING LIMITS- DETAILS A, B & C

Drawn by: LER Date: 10/11/2006

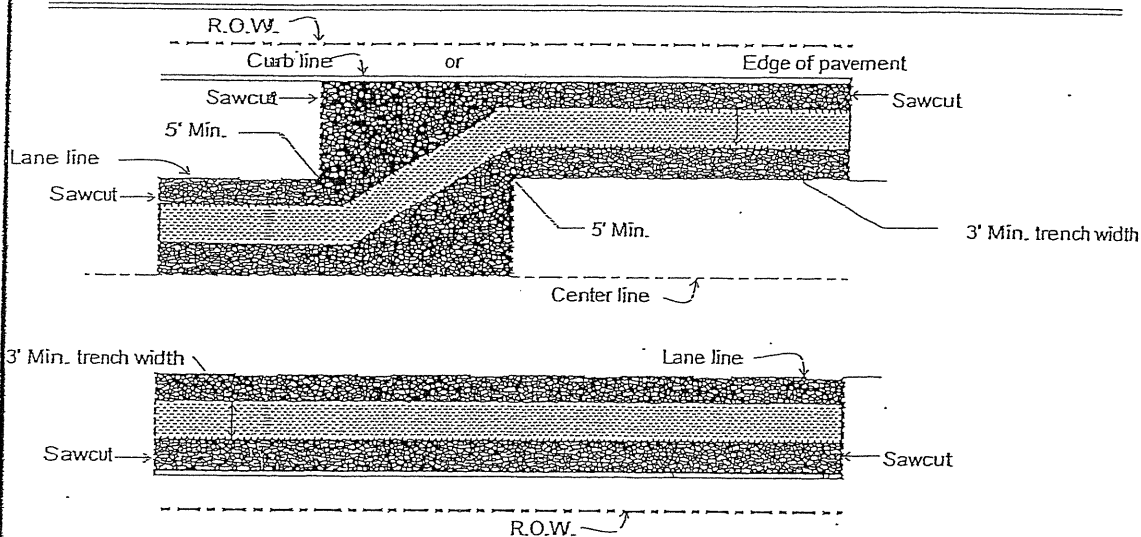
Scale: NTS Drawing No. 3 of 4

ESSEX COUNTY DEPARTMENT OF PUBLIC  
WORKS DIVISION OF ENGINEERING

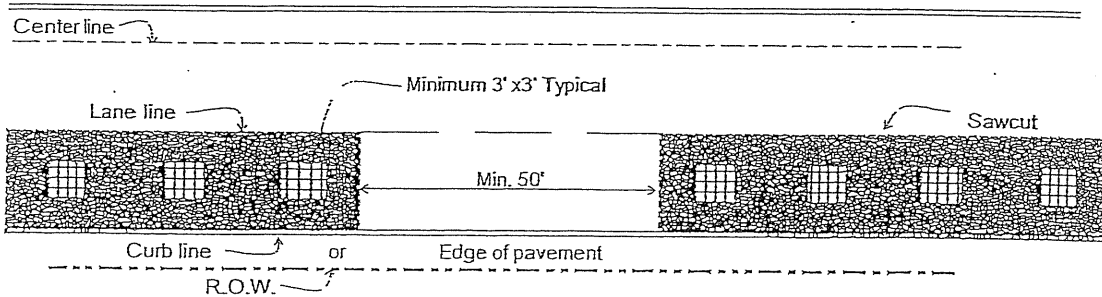
# MILLING AND RESURFACING LIMITS FOR ROADS PAVED LESS THAN FIVE YEARS AGO



MULTIPLE LANE CROSSINGS  
PLAN VIEW  
DETAIL D

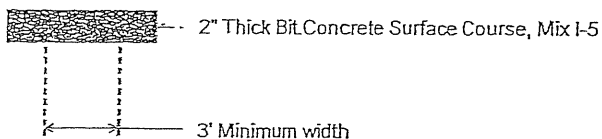
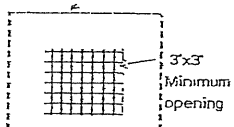


LONGITUDINAL UTILITY TRENCH  
DETAIL E



MULTIPLE LANE OPENINGS  
DETAIL F

— Sawcut perimeter of trench



MILLING AND RESURFACING LIMITS DETAILS D, E & F	
Drawn by: LER	Date 10/11/2006
Scale: NTS	Drawing No 4 of 4

Technical drawing of a mechanical part, likely a pulley or gear component, showing dimensions and labels. The drawing includes the following features:

- Top View (Left):** Shows a rectangular section with a width of 5" and a depth of 2". A dashed line indicates the "Line" of symmetry.
- Top View (Right):** Shows a rectangular section with a width of 7" and a depth of 8". A dashed line indicates the "Line" of symmetry.
- Side View (Top):** Shows a cross-section with a radius of  $\frac{3}{4}$ " and a depth of 5". The section is labeled "ROUGH DRESS".
- Side View (Bottom):** Shows a cross-section with a radius of  $\frac{3}{4}$ " and a depth of 5". The section is labeled "ROUGH DRESS".
- Labels:** "Line", "Curb", "Dress", "8", "7", "5", "2", "5", "3/4 Radius", "ROUGH DRESS", "1/4 Bevel".

Maximums for Undressed Portion		
	Depressions	Projections
Front	$1\frac{1}{2}''$	$\frac{1}{2}''$
Back	$1\frac{1}{2}''$	$1\frac{1}{2}''$
Ends	$1\frac{1}{2}''$	$\frac{1}{4}''$

$$\frac{\alpha}{\beta} = \frac{\gamma}{\delta}$$

1" MAXIMUM

5" THICK

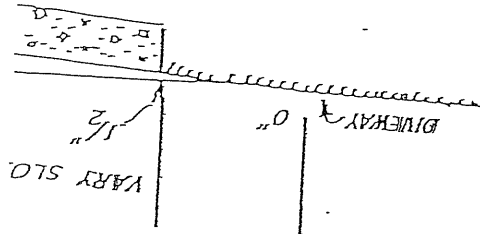
EARTH OR CONCRETE

ROAD LINE

VARY SLO.

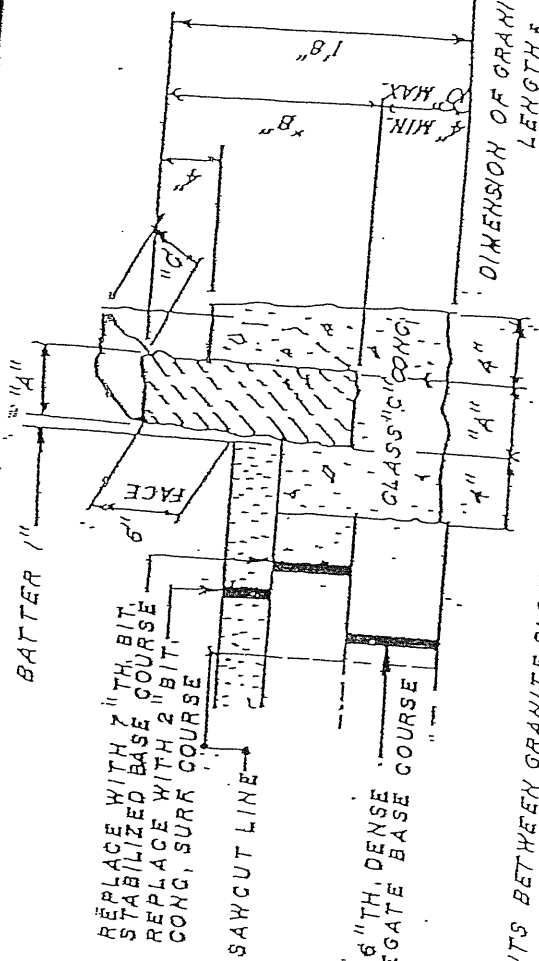
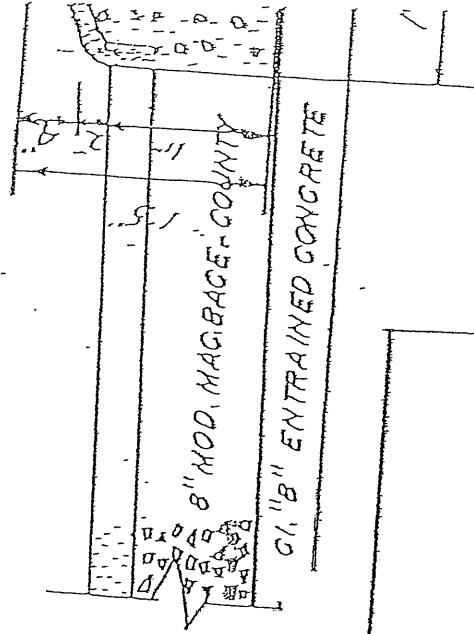
1/2"

0"



SECTION A-A

SLOPE AS



DIMENSION OF GRANITE BLOCK

LENGTH = 12" TO 16" "B"  
DEPTH = 4" TO 5" "A"  
WIDTH = 5" TO 7" "C"

DETAIL OF GRANITE BLOCK CURB &  
PAVEMENT RESTORATION

N.T.S.

JOINTS BETWEEN GRANITE BLOCKS  
SHALL BE 1/4" FILLED WITH MORTAR  
AND RECESSED.