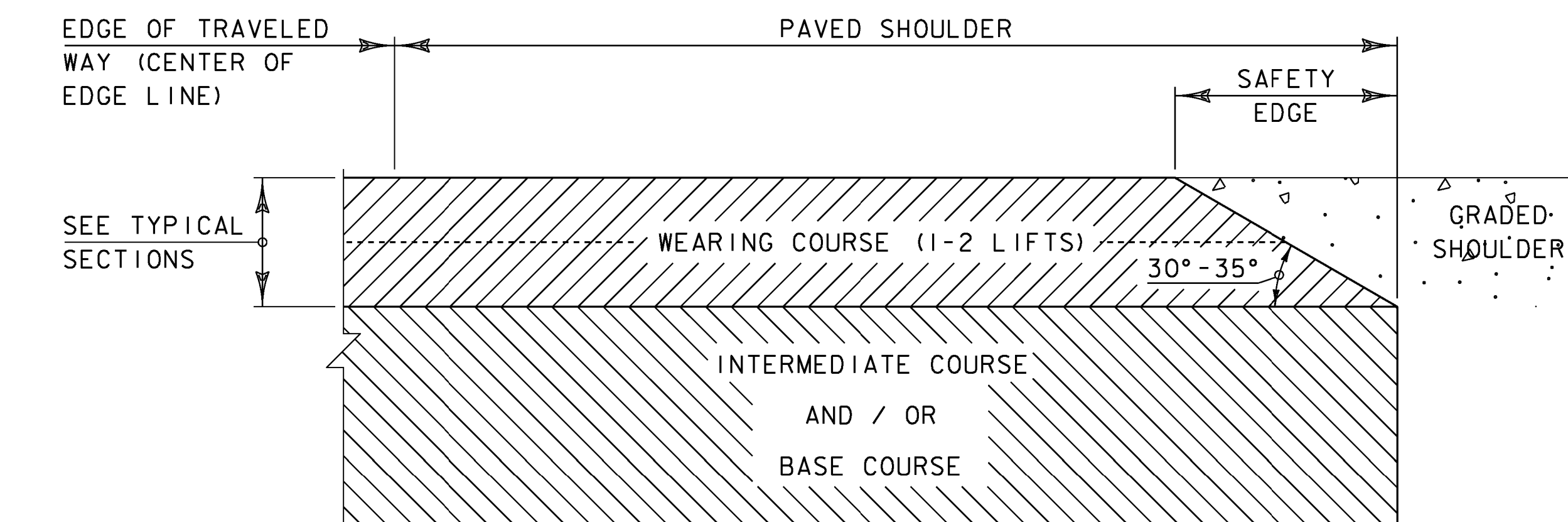
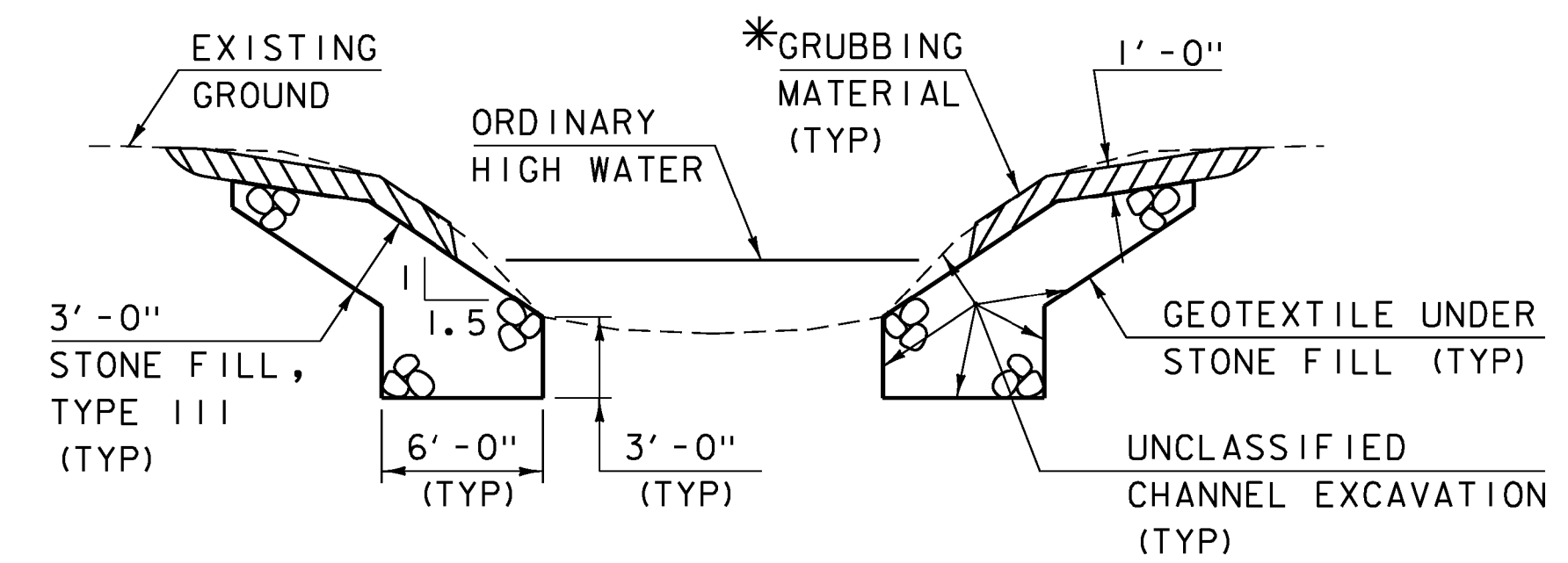


**TYPICAL INTEGRAL ABUTMENT SECTION**  
(NOT TO SCALE)



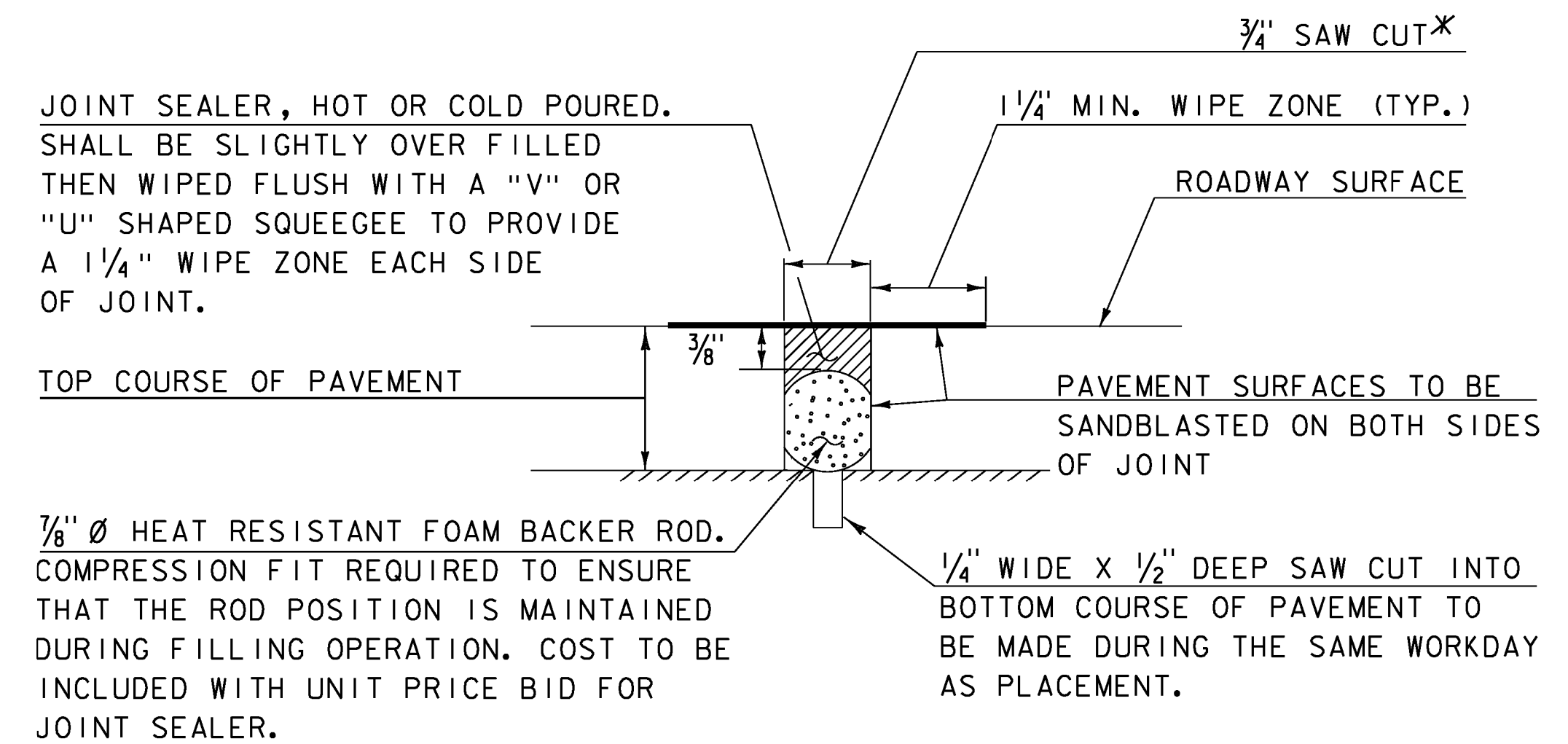
**SAFETY EDGE DETAIL**  
NOT TO SCALE

1. LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.
2. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.
3. THE PAVED SHOULDER EXTENDS FROM THE EDGE OF TRAVELED WAY TO THE EDGE OF THE WEARING COURSE, INCLUDING THE "SAFETY EDGE".



**TYPICAL CHANNEL SECTION**  
(NOT TO SCALE)

\*GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.



**SAWED PAVEMENT JOINT DETAIL**  
(NOT TO SCALE)

\*JOINT IS TO BE LOCATED ACCURATELY BY STRING LINING, OR OTHER MEANS, PRIOR TO PAVING, SO THAT THE SAW CUTS WILL BE MADE DIRECTLY OVER THE END OF CONCRETE DECK. JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED WITHIN 24 HOURS OR PRIOR TO EXPOSURE TO TRAFFIC. JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER.

PROJECT NAME:	FAIRFIELD
PROJECT NUMBER:	BRF 0281(25)
FILE NAME:	sl2j156+ypical.dgn
PROJECT LEADER:	R. YOUNG
DESIGNED BY:	R. KLINFELTER
TYPICAL SECTIONS 2	
PLOT DATE:	18-AUG-2014
DRAWN BY:	K. FRIEDLAND
CHECKED BY:	J. SALVATORI
SHEET	13 OF 69