



TYPICAL END DETAIL
NO SEPARATE PAYMENT WILL BE MADE FOR THESE SAW CUTS

SHOULDER TREATMENT DETAIL
MEASURED QUANTITY SHALL NOT INCLUDE THE PAVED SHOULDER AREA

SEE GENERAL NOTE ON SHEET N^o 7 / 138 FOR ADDITIONAL INFORMATION

ESTIMATED QUANTITY *			
ITEM	251 - PARTIAL DEPTH PAVEMENT REPAIR	I	II
		600	1300 S.Y.

LEGEND

- (A) TYPE T TIED REPAIR JOINT, AS PER BP-13
- (B) TYPE N JOINT AS PER BP-13
MAX. SPACING 20' @
- (C) LONGITUDINAL BUTT JOINT AS PER BP-3
(USING HOOK BOLTS)
- (D) LONGITUDINAL JOINT AS PER BP-13

SEE GENERAL NOTES ON SHEET 8 / 138 FOR ADDITIONAL INFORMATION

REINFORCING MESH AS SHOWN ON STD. DRAWING BP-13 IS NOT REQUIRED WHEN AN ASPHALT OVERLAY OF 3 INCHES OR MORE IS PROPOSED.

ESTIMATED QUANTITIES *			
ITEM SPECIAL	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT	I	II
		2500	2600 SQ. YDS.
ITEM 252	FULL DEPTH PAVEMENT SAWING	5800	6450 LIN. FT.
ITEM 203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	50	50 CU. YDS.
ITEM 301	BITUMINOUS AGGREGATE BASE, AC-20	8	8 CU. YDS.
ITEM 304	AGGREGATE BASE	50	50 CU. YDS.
ITEM 605	AGGREGATE DRAINS	400	400 LIN. FT.

* QUANTITY ESTIMATES ARE BASED ON DYNAFLECT READINGS AND VISUAL INSPECTION. AN ADDITIONAL 25% WAS ADDED TO THE REPAIR AREA TO COMPENSATE FOR ANY ROADWAY DETERIORATION THAT MAY OCCUR BETWEEN THE TIME OF PLAN PREPARATION AND ACTUAL CONSTRUCTION.

VISUAL SURVEY FEBRUARY, 1988