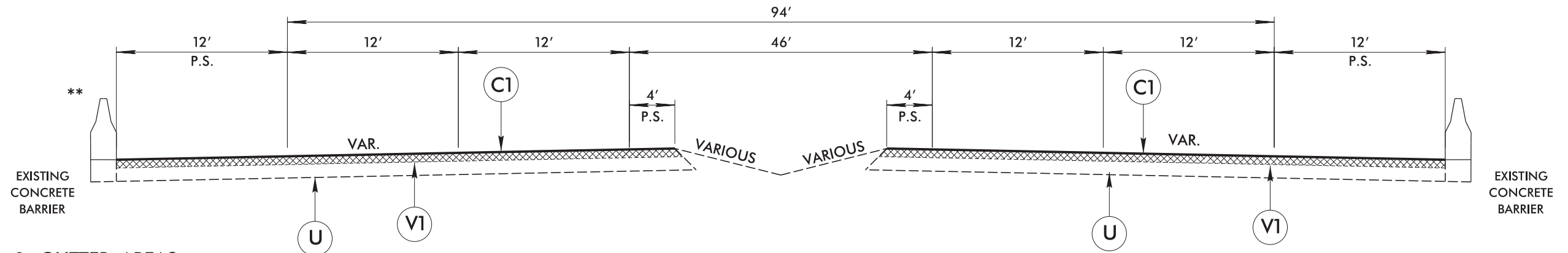


* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS
 PATCHING MAY OR MAY NOT BE NEEDED, DEPENDING ON THE CONDITION OF THE
 MAP SURFACE AT THE TIME PAVING SESSION BEGINS. AREAS TO BE DELINEATED BY THE ENGINEER.

* MILL AND REPLACE
 * SIGNAL DEVICES TO BE INSTALLED PRIOR TO FINAL RESURFACING.



CURB & GUTTER AREAS

FROM 550' FROM WEST OF
 FRED ANDERSON DRIVEWAY
 (800' WEST OF ANGUS DR.)

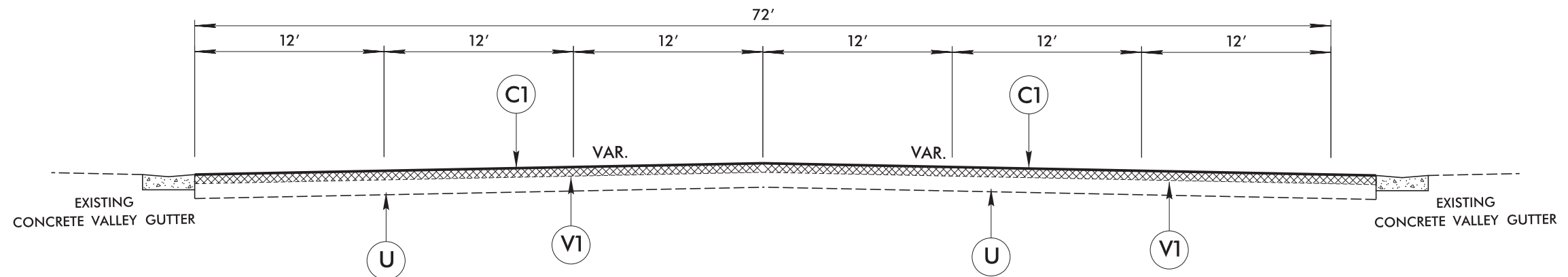
TYPICAL SECTION NO. 7

MAP 1 – US 70 FROM 850' EAST OF WESTGATE RD. TO 315' WEST
 OF I-540 WESTBOUND OFF RAMP GORE – 4,000'

NOTE

** EXISTING CONCRETE BARRIER LEFT
 STOPS AT 75' WEST OF I-540 WEST
 BOUND OFF RAMP GORE

* MILL AND REPLACE
 * SIGNAL DEVICES TO BE INSTALLED PRIOR TO FINAL RESURFACING.



TYPICAL SECTION NO. 8

MAP 1 – WESTGATE RD. – 150' (US 70 UNDER BRIDGE)

NOTES: SEE SHEET 17 FOR DETAILS OF:

- PATCHING EXISTING PAVEMENT
- UTILIZE INCIDENTAL MILLING TO MAKE PAVEMENT TIE-INS
- DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES
- DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER GRADING
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"