



MAP NO. 3 MP 0.06 - MP 0.22

MAP NO.7 I-40 WB EXIT 398 RAMP I-40 WB EXIT 390 RAMP MP 0.06 - MP 0.45

MAP NO. 4

I-40 EB EXIT 390 RAMP I-40 EB ENTRANCE 390 RAMP I-40 EB EXIT 398 RAMP MP 0.04 - MP 0.27

> MAP NO. 9 MP 0.03 - MP 0.22

MAP NO. 5

MP 0.02 - MP 0.16

MAP NO. 10 I-40 WB ENTRANCE 390 RAMP MP 0.00 - MP 0.22

MILLING 11/2" TO 21/2" TO REMOVE EXISTING OGAFC AND 11/2" SURFACE COURSE

ALL MILLED SURFACES MUST BE RESURFACED BY THE END OF EACH WORK DAY.

**SHOULDER WORK ON MAP NO.1 & 2 AS NEEDED, TO BE DETERMINED BY ENGINEER.

PAVEMENT SCHEDULE	
В	PROP. APPROX. ¾ OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS.PER SO.YD
C1	PROP. APPROX.1½° ASPHALT CONCRETE SURFACE COURSE, Type S9.5D, at an average rate of 168 lbs.per S0.yd.
М	MILLED RUMBLE STRIP
R1	EXISTING CONCRETE 2'-6" CURB & GUTTER
Т	AGGREGATE SHOULDER BORROW (ASB) SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING ASPHALT PAVEMENT 1½°TO 2½°DEPTH
V2	MILLING ASPHALT PAVEMENT 1½°DEPTH

PAVEMENT EDGE SLOPES ARE 1:1, EXCEPT FINAL SURFACE COURSE. SEE SHOULDER WEDGE DETAIL.

NOTES:

ALL MILLED SURFACES MUST BE RESURFACED BY THE END OF EACH WORK DAY.

**SHOULDER WORK ON MAP NO. 3-5,7,9, & 10 AS NEEDED, TO BE DETERMINED BY ENGINEER.