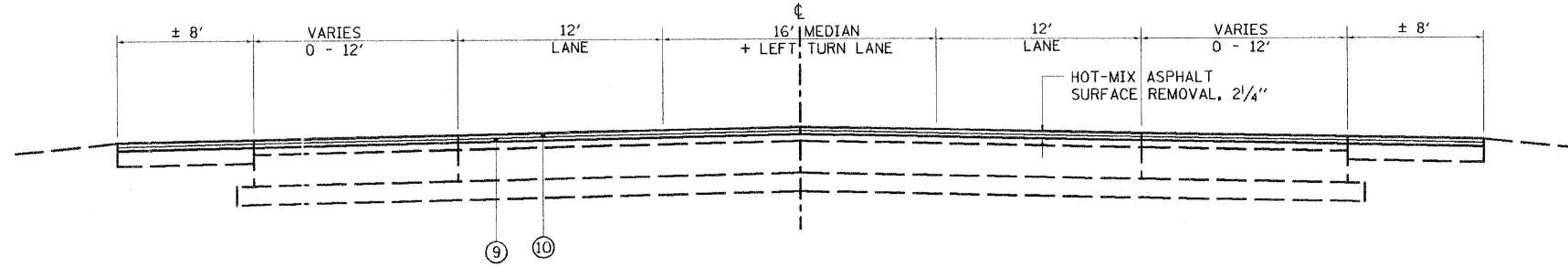


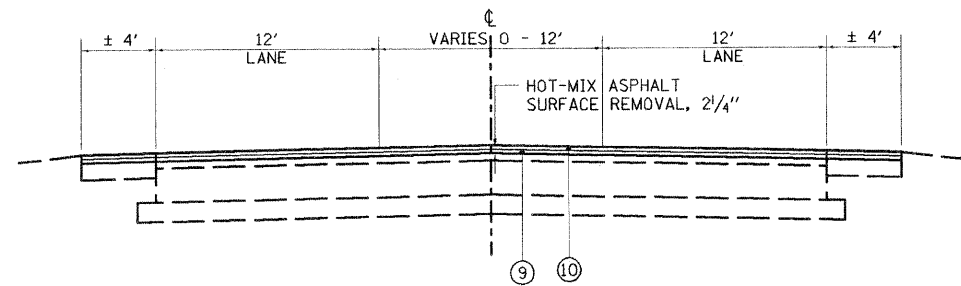
PROPOSED TYPICAL SECTION HIGGINS ROAD

STA. 10+00 TO STA. 34+51
 STA. 52+94 TO STA. 55+77
 STA. 156+26 TO STA. 182+56
 STA. 198+22 TO STA. 221+49



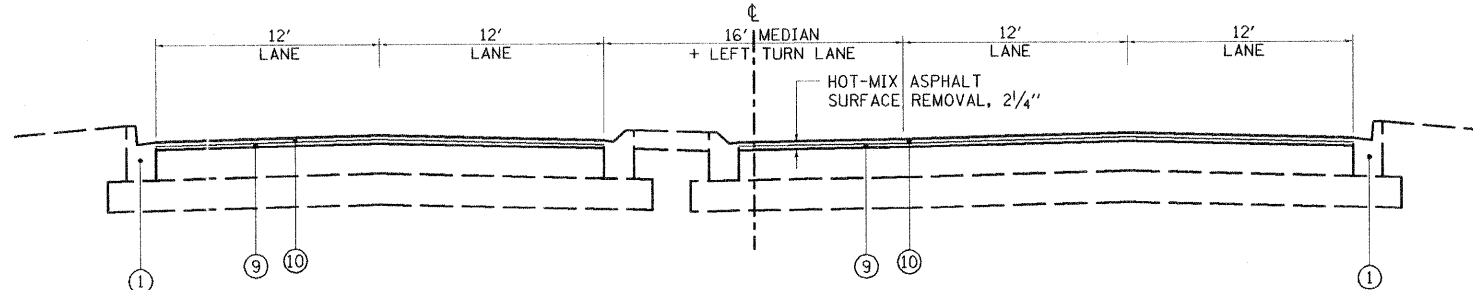
PROPOSED TYPICAL SECTION HIGGINS ROAD

STA. 119+79 TO STA. 156+26



PROPOSED TYPICAL SECTION HIGGINS ROAD

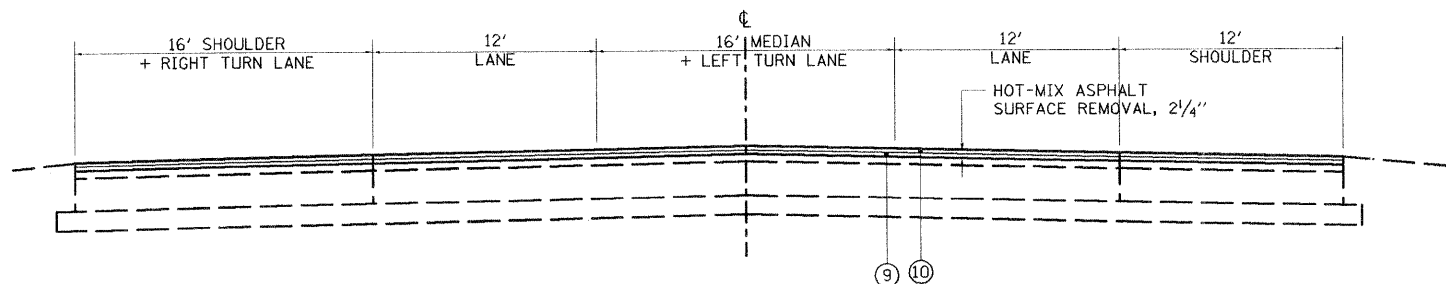
STA. 34+51 TO STA. 52+94



PROPOSED TYPICAL SECTION HIGGINS ROAD

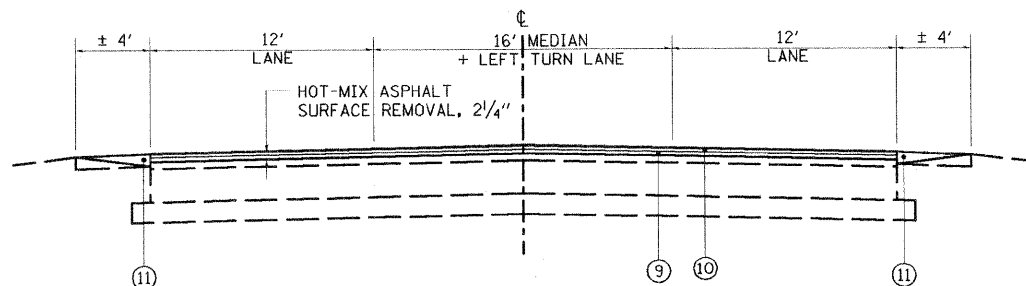
STA. 230+27 TO STA. 251+61

NOTE: REVERSE ABOUT CENTERLINE, FOR OPPOSITE DIRECTION



PROPOSED TYPICAL SECTION HIGGINS ROAD

STA. 55+77 TO STA. 93+12



PROPOSED TYPICAL SECTION HIGGINS ROAD

STA. 93+12 TO STA. 119+79
 STA. 182+56 TO STA. 198+22
 STA. 221+49 TO STA. 230+27

HOT-MIX ASPHALT MIXTURE

MIXTURE	AC TYPE	AIR VOIDS (%)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR.
HMA REPLACEMENT OVER PATCHES (HMA BINDER, IL-19 mm)	PG 64-22*	4% @ 70 GYR.
CLASS D PATCH (HMA BINDER, IL-19 mm)	PG 64-22*	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN

*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

LEGEND

- ① EXISTING COMBINATION CURB AND GUTTER, TYPE B-6.24
- ② EXISTING COMBINATION CURB AND GUTTER, TYPE M-2.12
- ③ EXISTING HMA MEDIAN
- ④ EXISTING HOT-MIX ASPHALT PAVEMENT, ±4" (BEFORE SURFACE REMOVAL)
- ⑤ EXISTING HOT-MIX ASPHALT PAVEMENT, ±14" (BEFORE SURFACE REMOVAL)
- ⑥ EXISTING HOT-MIX ASPHALT SHOULDER, ±8" (BEFORE SURFACE REMOVAL)
- ⑦ EXISTING AGGREGATE SHOULDER ±6"
- ⑧ EXISTING AGGREGATE BASE COURSE
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑩ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1/2"
- ⑪ PROPOSED GRADING AND SHAPING SHOULDERS
 PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B