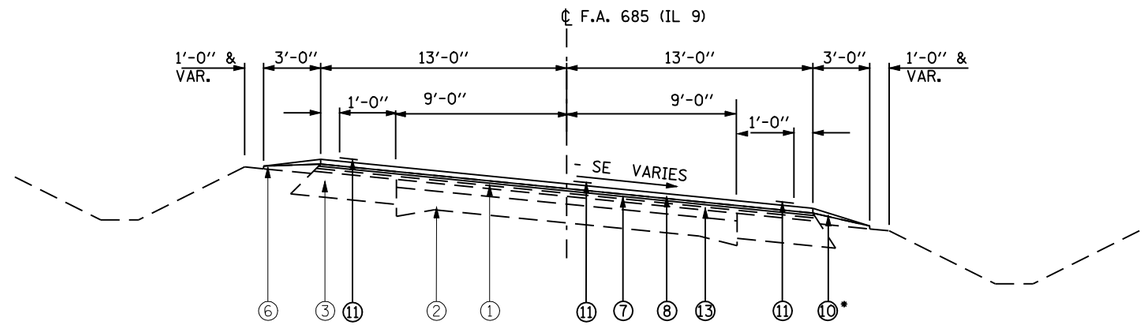


* HMA SHOULDER
RT STA 551+00 TO STA 554+80

PROPOSED TYPICAL SECTION 7

SE TRANSITION STA 384+08 TO STA 384+44 (SEE TYPICAL SECTION 6)
SE TRANSITION STA 390+43 TO STA 391+04 (SEE TYPICAL SECTION 6)

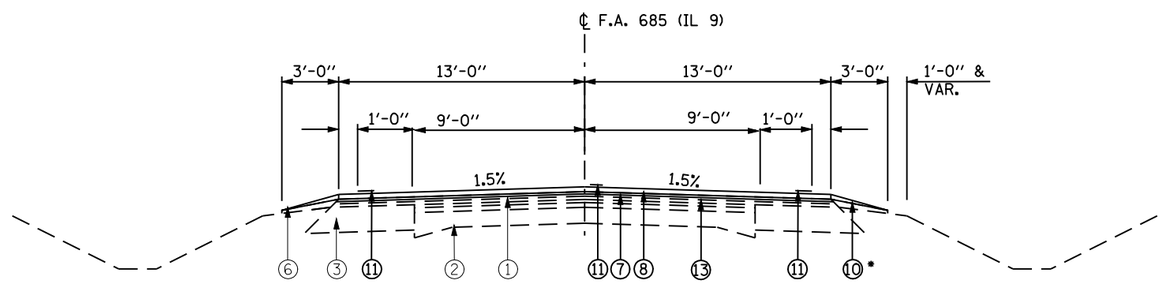
SE TRANSITION STA 418+93 TO STA 421+16
FULL SE STA 421+16 TO STA 427+56 - SE = -7.4% /FT
SE TRANSITION STA 427+56(BK) TO STA 448+82(AH)
STA ON EQUATION STA 428+28.52 (BK) = STA 447+31.88 (AH)

SE TRANSITION STA 547+28 TO STA 549+51
FULL SE STA 540+51 TO STA 556+20 - SE = +8% /FT
SE TRANSITION STA 556+20 TO STA 558+43

SE TRANSITION STA 789+43.37 TO STA 791+63.37
FULL SE STA 791+63.37 TO STA 797+78.89 - SE = -5.9%
SE TRANSITION STA 797+78.89 TO STA 799+98.89

SE TRANSITION STA 820+92.80 TO STA 823+32.80
FULL SE STA 823+32.80 TO STA 829+44.46 SE = +5%
SE TRANSITION STA 829+44.46 TO STA 831+84.46

SE TRANSITION STA 910+68.18 TO STA 913+08.18
FULL SE STA 913+08.18 TO STA 921+79.94 (BK) - SE = +5%
SE TRANSITION STA 921+79.84 (BK) TO STA 901+02.64 (AH)
STA EQ. 922+59.86 (BK) = 899+42.64 (AH)



* HMA SHOULDER
LT STA 631+22 TO STA 635+79
RT STA 629+89 TO STA 634+79

PROPOSED TYPICAL SECTION 8

STA 381+00 TO STA 384+08
STA 390+43 TO STA 409+84
STA 414+14 TO STA 418+93
STA 447+31.88 TO STA 511+34
STA 515+65 TO STA 521+14
STA 524+33 TO STA 547+28
STA 558+43 TO STA 576+64
STA 583+46 TO STA 591+44
STA 599+36 TO STA 606+76.76
BRIDGE OMISSION STA 601+00 TO STA 611+20
STA 611+20 TO STA 618+52
STA 618+52 TO STA 627+50
STA 629 +89 TO STA 632+85
BRIDGE OMISSION STA 632+86.20 TO STA 633+15

STA 633+15.00 TO STA 662+96.59
STA EQUATION STA 662+96.59 (BK) = STA 662+94.13 (AH)
STA 662+94.13 TO STA 789+43.37
STA 799+98.89 TO STA 820+92.80
STA 831+84.46 TO STA 855+97.19
STA EQUATION STA 855+97.19 (BK) = STA 856+00 (AH)
STA 856+00 TO STA 857+42
STA 865+63 TO STA 879+39.52
BRIDGE OMISSION STA 879+39.52 TO STA 882+02.22
RT STA 882+02.22 TO STA 884+86.21
LT STA 882+02.22 TO STA 884+86.21
STA 893+00 TO STA 910+68.18
STA 899+42.64 TO STA 1013+36
RAIL CROSSING OMISSION STA 1013+36.8 TO STA 1013+48.2
STA 1013+48.2 TO STA 1014+38
STA 1019+34 TO STA 1028+00

1. EX HMA SURFACE COURSE, 4 "±
2. EX PCC PAVEMENT 9"-6"-9"
3. EX HMA BASE COURSE WIDENING, 9"
4. EX HMA SHOULDER
5. EX CONC GUTTER
6. EX AGG SHOULDER
7. PR LEVELING BINDER (MACHINE METHOD), N50, 3/4"
8. PR HMA SURFACE COURSE, MIX "C", N50 - 1 1/2"
9. PR HMA SHOULDERS (VARIES 1 1/2" TO 2 1/4")
10. PR AGG SHOULDERS, TYPE B
11. PR PAVEMENT MARKING LINE - 5"
12. PR HMA SURFACE REMOVAL - 2 1/4"
13. PR HMA SURFACE REMOVAL, VARIABLE DEPTH

FILE NAME = $FILEABBREV$	USER NAME = laughlinrl	DESIGNED - MJS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS ILLINOIS ROUTE 9 DALLAS CITY TO LA HARPE	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			685	D-6 Resurfacing 2011-1	Hancock	44	8
THE UPCHURCH GROUP, INC.	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -					CONTRACT NO. 72983		
	PLOT DATE = Feb-06-2009 [illegible]	DATE - FEB 2008	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT		