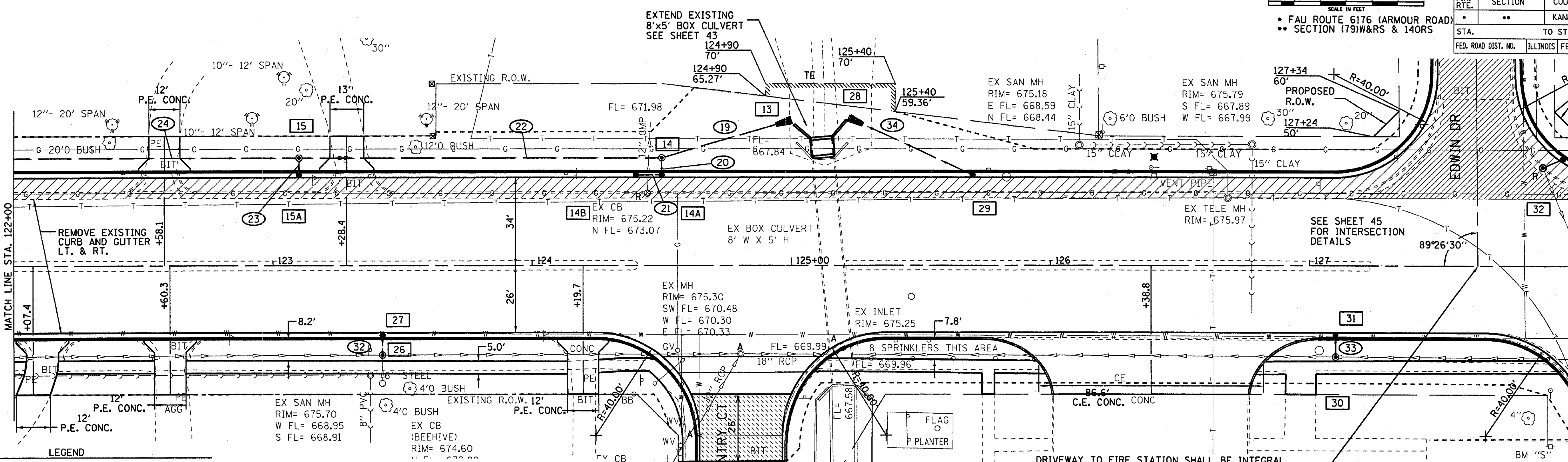
CONTRACT NO. 66560

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	••	KANKAKEE	109	21
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• FAU ROUTE 6176 (ARMOUR ROAD)
•• SECTION (79)W&RS & 140RS

SCALE IN FEET

PLAN	
SURVEYED	BY CHAMLIN, DATE 11/02
PLOTTED	LAG, 03/03
ALIGNMENT CHECKED	JKC, 04/03
RT. OF WAY CHECKED	
CADD FILE NAME	
NOTE BOOK NO.	



LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT OR PCC SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- PAVEMENT WIDENING

BENCHMARK "T"
TOP OF 5/8 NUT ON FIRE HYDRANT AT S.W. CORNER OF ARMOUR ROAD AND STADIUM DRIVE
ELEV. 682.41

DRIVEWAY TO FIRE STATION SHALL BE INTEGRAL WITH ARMOUR ROAD CURB AND GUTTER. WORK TO REMOVE DRIVEWAY SHALL BE STAGED IN TWO HALVES. ONCE WORK TO REMOVE DRIVEWAY BEGINS IT SHALL BE CONTINUOUS UNTIL A NEW DRIVEWAY IS IN PLACE.

STA. 127+64.93 ARMOUR ROAD=
STA. 500+00.00 EDWIN DRIVE

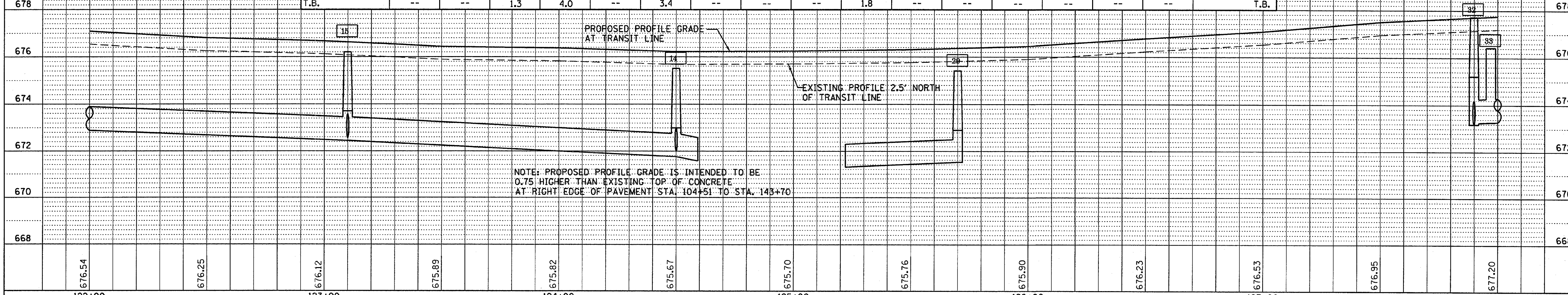
BENCHMARK "S"
RAILROAD SPIKE IN POWER POLE AT S.W. CORNER OF ARMOUR ROAD AND TOMAGENE DRIVE
ELEV. 677.44

NOTES:
OFFSETS SHOWN ARE TO EDGE OF PAVEMENT OR TO FLARED END SECTIONS. WHERE STRUCTURE IS NOT IN CURB AND GUTTER OFFSET IS TO CENTER OF STRUCTURE.
RIM ELEVATIONS ARE AT FLOWLINE OF GUTTER OR TOP OF GRATE/LID.
• FLAT SLAB TOP REQUIRED

I-A - INLET TYPE A
I-B - INLET TYPE B
PRCFES - PRECAST REINFORCED CONCRETE FLARED END SECTIONS
A(RG) - CLASS A RUBBER GASKET (SEE SPECIAL PROVISIONS)
WM - WATERMAIN (SEE SPECIAL PROVISIONS)
T.B.- TRENCH BACKFILL (CU YD)

STRUCTURE NO.	15 •	15A	14 •	14A	14B	13	27	26 •	28	29	31	30 •	33 •	32	--	--	STRUCTURE NO.
STA	123+10.0	123+10.0	124+50.0	124+50.0	124+40.0	124+99.9	123+42.2	123+42.2	125+22.1	125+70.0	127+10.0	127+10.0	127+97.1	127+89.9	--	--	STA
OFFSET	41.6 LT	34.0 LT	41.6 LT	34.0 LT	34.0 LT	56.1 LT	26.0 RT	34.7 RT	57.0 LT	34.0 LT	26.0 RT	35.3 RT	40.7 LT	38.2 LT	--	--	OFFSET
STRUCTURE TYPE	MH TA 4	CB-C	MH TA 4	CB-C	CB-C	PRCFES	CB-C	MH TA 4	PRCFES	CB-C	CB-C	MH TA 4	CB-C	MH TA 4	--	--	STRUCTURE TYPE
F&G TYPE	1 CL	3	1 CL	3	3	--	3	1 CL	--	3	3	1 CL	3	1 CL	--	--	F&G TYPE
RIM ELEVATION	676.20	675.73	675.50	675.33	675.36	--	675.78	675.00	--	675.41	676.46	676.80	676.43	677.72	--	--	RIM ELEVATION
EAST INVERT	672.45	--	--	--	672.18	--	--	670.40±	671.30	--	--	670.9±	673.28	673.25	--	--	EAST INVERT
WEST INVERT	672.45	--	671.75	672.14	--	671.52	--	670.70±	--	671.51	--	670.9±	673.28	--	--	--	WEST INVERT
NORTH INVERT	--	672.60	671.75	672.04	--	--	--	672.75	--	--	--	673.43	--	--	--	--	NORTH INVERT
SOUTH INVERT	672.57	--	672.00	--	--	--	672.78	672.75	--	--	673.46	--	--	673.19	--	--	SOUTH INVERT
PIPE NUMBER	19	20	21	22	23	24	32	33	34	35	-	-	-	-	-	-	PIPE NUMBER
SIZE	12"	12"	12"	12"	12"	12"	12"	12"	12"	12"	--	--	--	--	--	--	SIZE
LENGTH	46'	7'	10'	140'	7'	141'	8'	9'	53'	8'	--	--	--	--	--	--	LENGTH
CLASS	A	A	A	A (RG)	A	A (RG)	A	A (RG)	A	A	--	--	--	--	--	--	CLASS
TYPE	1	1	1	1	1	1	1	1	1	1	--	--	--	--	--	--	TYPE
% SLOPE	1.00%	0.40%	0.40%	0.50%	0.40%	0.40%	0.40%	0.40%	0.40%	0.40%	--	--	--	--	--	--	% SLOPE
T.B.	--	--	1.3	4.0	--	3.4	--	--	--	1.8	--	--	--	--	--	--	T.B.

PROFILE	
SURVEYED	BY CHAMLIN, DATE 11/02
PLOTTED	LAG, 03/03
GRADES CHECKED	
B.M. NOTED	JKC, 04/03
STRUCTURE NOTAT'NS CH'KD	
NOTE BOOK NO.	



STA. 122+00 TO STA. 128+00