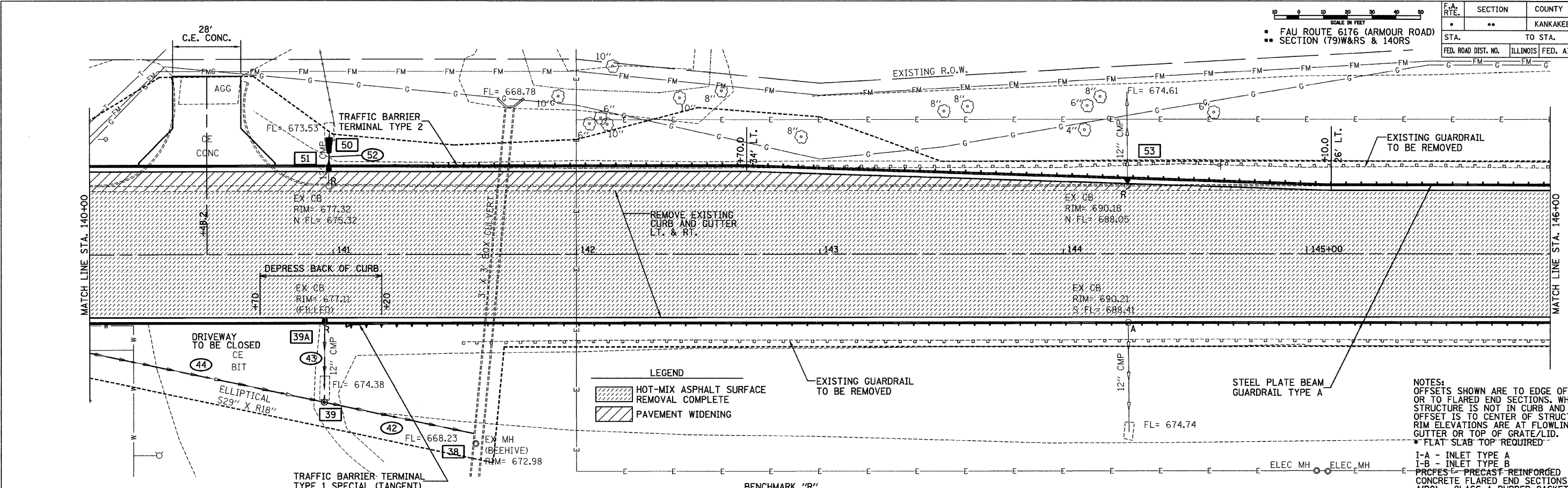


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	KANKAKEE	109	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

DATE	BY	DATE	BY
10/20/03	CHAMLIN	10/20/03	CHAMLIN
10/20/03	LAB	10/20/03	LAB
10/20/03	JAC	10/20/03	JAC

DATE	BY	DATE	BY
10/20/03	CHAMLIN	10/20/03	CHAMLIN
10/20/03	LAB	10/20/03	LAB
10/20/03	JAC	10/20/03	JAC



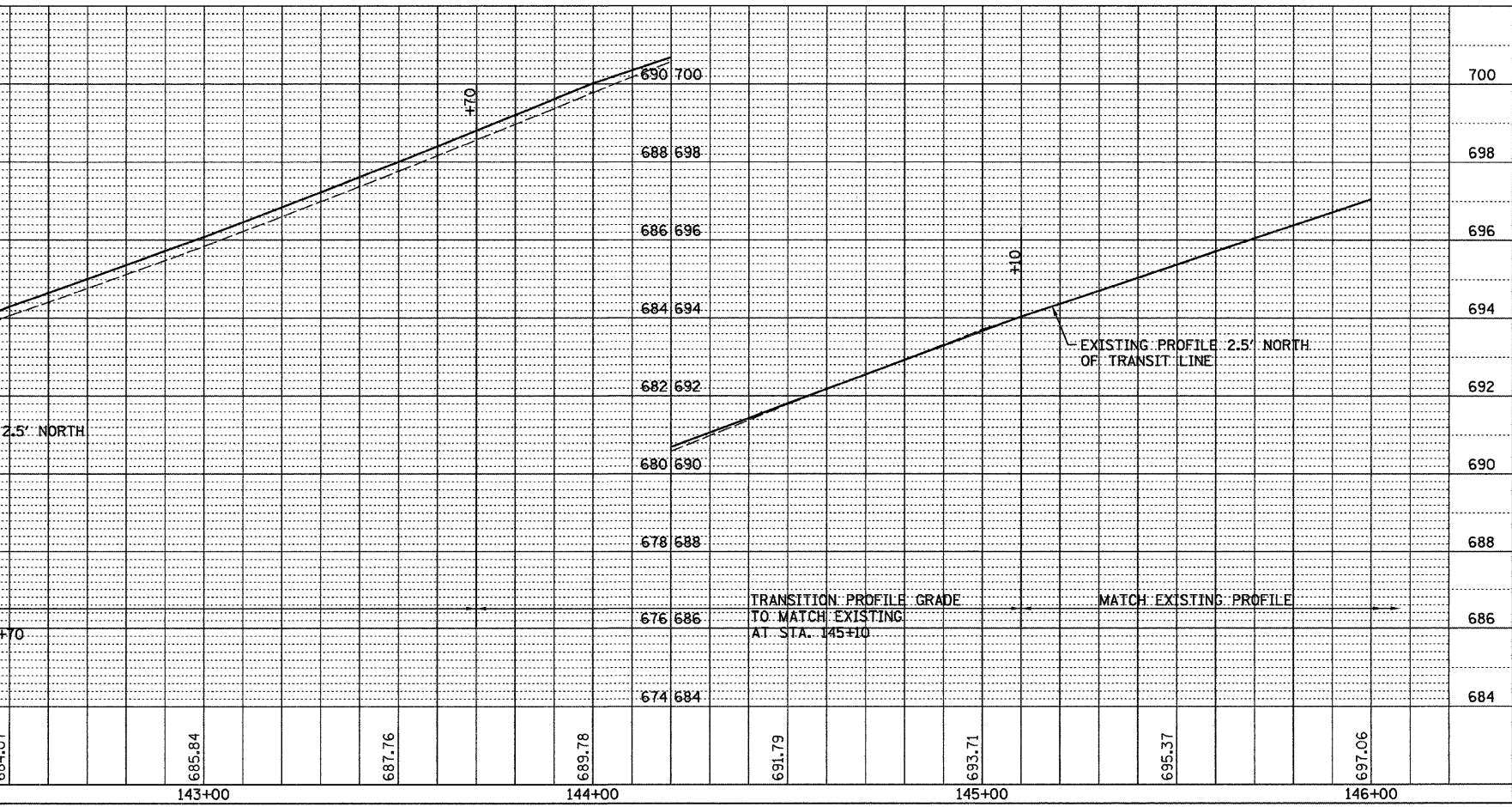
LEGEND

[Hatched Pattern]	HOT-MIX ASPHALT SURFACE REMOVAL COMPLETE
[Diagonal Lines]	PAVEMENT WIDENING

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
ARG - CLASS A RUBBER GASKET (SEE SPECIAL PROVISIONS)
WM - WATERMAIN (SEE SPECIAL PROVISIONS)
T.B. - TRENCH BACKFILL (CU YD)

BENCHMARK "R"
RAILROAD SPIKE IN POWER POLE AT N.E. CORNER OF ERNEST MOONEY DRIVE AND ARMOUR ROAD
ELEV. 673.44

STRUCTURE NO.	38	39	39A	50	51	53	48	--	--	STRUCTURE NO.
STA	141+57.9	140+96.4	140+96.4	140+98.4	140+98.4	144+26.4	NOT	--	--	STA
OFFSET	73.5 RT	60.6 RT	26.0 RT	47.6 LT	34.0 LT	28.8 LT	USED	--	--	OFFSET
STRUCTURE TYPE	CULV.	MH TA 5	CB-C	PRCFES	CB-C	CB-C	--	--	--	STRUCTURE TYPE
F&G TYPE	--	1 CL	4	--	3V	3V	--	--	--	F&G TYPE
RIM ELEVATION	--	675.20	677.32	--	677.32	690.18	--	--	--	RIM ELEVATION
EAST INVERT	--	668.31	--	--	--	--	--	--	--	EAST INVERT
WEST INVERT	668.23	668.31	--	--	--	--	--	--	--	WEST INVERT
NORTH INVERT	--	668.50	--	673.50	673.53	688.0±	--	--	--	NORTH INVERT
SOUTH INVERT	--	--	674.32	--	--	--	--	--	--	SOUTH INVERT
PIPE NUMBER	42	43	44	52	51	--	--	--	--	PIPE NUMBER
SIZE	30"	12"	30"	12"	NOT	--	--	--	--	SIZE
LENGTH	63'	34'	124'	7'	USED	--	--	--	--	LENGTH
CLASS	A	A	WM	A	--	--	--	--	--	CLASS
TYPE	2	1	2	1	--	--	--	--	--	TYPE
% SLOPE	0.12%	17.1%	0.12%	0.40%	--	--	--	--	--	% SLOPE
T.B.	--	--	--	--	--	--	--	--	--	T.B.



NOTE: PROPOSED PROFILE GRADE IS INTENDED TO BE 0.75' HIGHER THAN EXISTING TOP OF CONCRETE AT RIGHT EDGE OF PAVEMENT STA. 104+51 TO STA. 143+70

TRANSITION PROFILE GRADE TO MATCH EXISTING AT STA. 145+10