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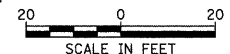
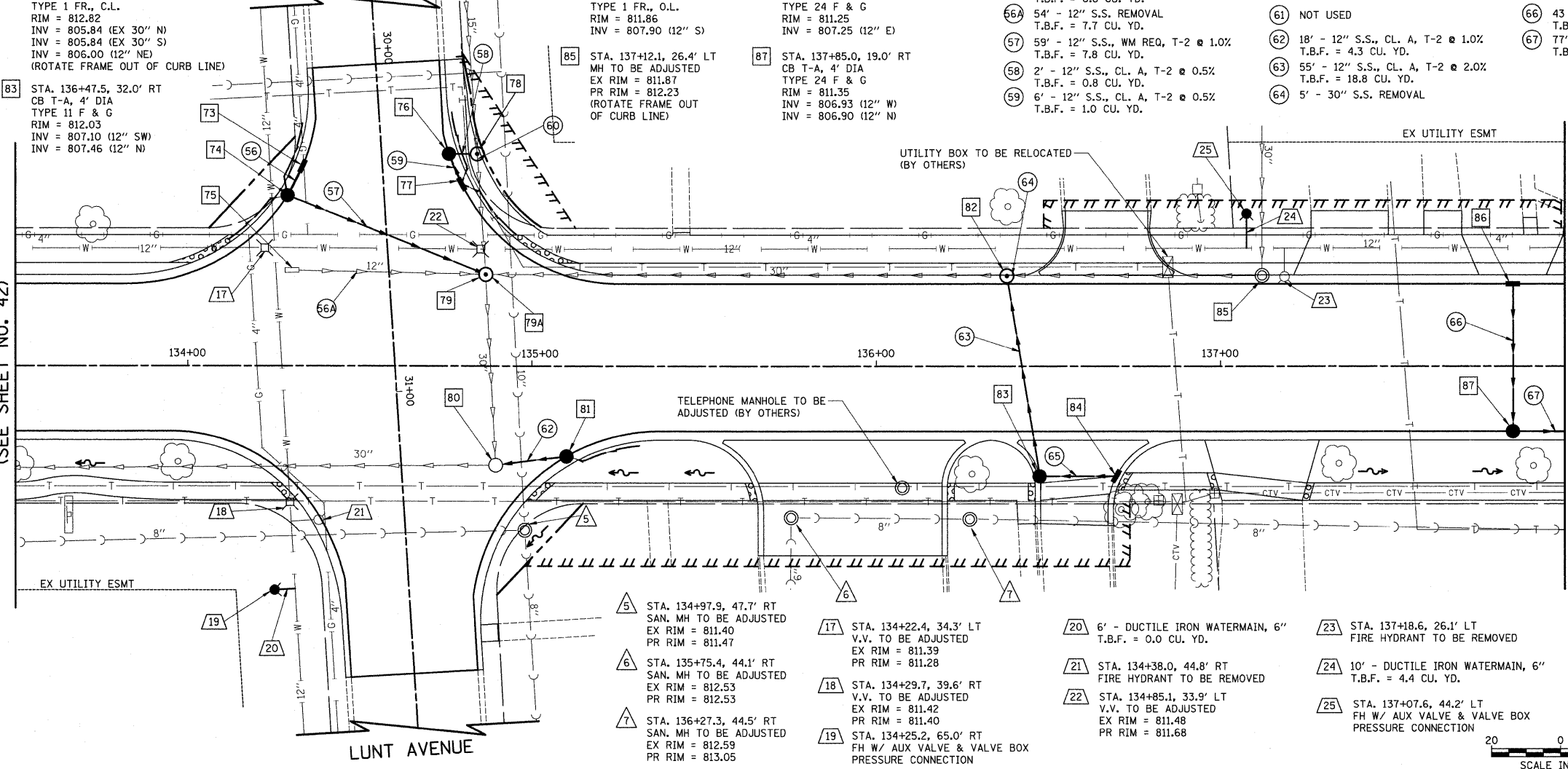
- 73 STA. 134+33.4, 57.8' LT
INLET T-A
TYPE 24 F & G
RIM = 811.18
INV = 808.20 (12" SE)
- 74 STA. 134+29.0, 49.4' LT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 811.00
INV = 808.17 (12" NE & NW)
INV = 808.17 (4" S & W)
- 75 STA. 134+30.3, 27.8' LT
INLET TO BE REMOVED
- 76 STA. 134+76.0, 61.5' LT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 811.23
INV = 806.43 (12" N)
INV = 806.97 (12" E)
- 77 STA. 134+79.7, 52.6' LT
INLET T-A
TYPE 24 F & G
RIM = 811.00
INV = 807.00 (12" SW)
INV = 807.50 (4" N & W)
- 78 STA. 134+84.1, 61.5' LT
MH T-A, 5' DIA
TYPE 1 FR., C.L.
RIM = 811.67
INV = 806.43 (EX 15" W)
INV = 806.41 (EX 15" E)
INV = 806.42 (12" S)
- 79 STA. 134+86.6, 26.7' LT
CB TO BE REMOVED
- 79A STA. 134+86.6, 26.7' LT
MH T-A, 5' DIA.,
TYPE 1 FR., C.L.
RIM = 811.95
INV = 807.58 (12" SW)
INV = 805.68 (EX 30" N & E)
INV = 806.30 (EX 15" W)
- 80 STA. 134+89.5, 28.9' RT
CB TO BE ADJUSTED
W/ NEW T-1 FR., C.L.
EX RIM = 810.69
PR RIM = 811.75
INV = 805.05 (EX 30" S & W)
INV = 806.89 (12" N)
- 81 STA. 135+10.0, 26.3' RT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 811.84
INV = 807.07 (12" S)
INV = 807.49 (4" N)

- 82 STA. 136+38.0, 26.3' LT
MH T-A, 5' DIA
TYPE 1 FR., C.L.
RIM = 812.82
INV = 805.84 (EX 30" N)
INV = 805.84 (EX 30" S)
INV = 806.00 (12" NE)
(ROTATE FRAME OUT OF CURB LINE)
- 83 STA. 136+47.5, 32.0' RT
CB T-A, 4' DIA
TYPE 11 F & G
RIM = 812.03
INV = 807.10 (12" SW)
INV = 807.46 (12" N)

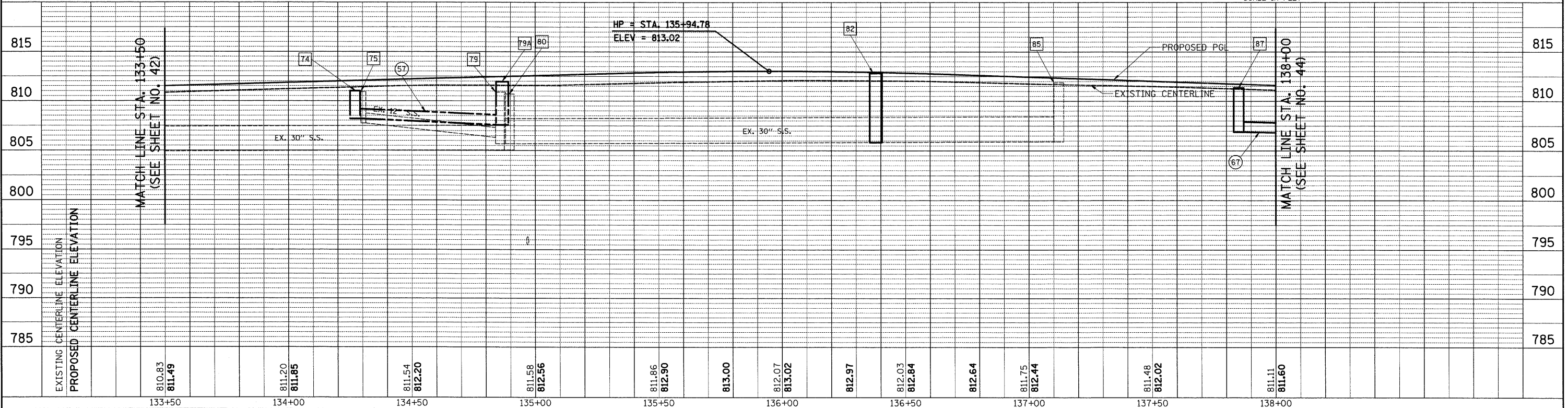
- 84 STA. 136+69.7, 32.0' RT
INLET T-A
TYPE 1 FR., O.L.
RIM = 811.86
INV = 807.90 (12" S)
- 85 STA. 137+12.1, 26.4' LT
MH TO BE ADJUSTED
EX RIM = 811.87
PR RIM = 812.23
(ROTATE FRAME OUT OF CURB LINE)
- 86 STA. 137+85.0, 24.0' LT
INLET T-A
TYPE 24 F & G
RIM = 811.25
INV = 807.25 (12" E)
- 87 STA. 137+85.0, 19.0' RT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 811.35
INV = 806.93 (12" W)
INV = 806.90 (12" N)

- 56 6' - 12" S.S., WM REQ, T-1 @ 0.5%
T.B.F. = 0.8 CU. YD.
- 56A 54' - 12" S.S. REMOVAL
T.B.F. = 7.7 CU. YD.
- 57 59' - 12" S.S., WM REQ, T-2 @ 1.0%
T.B.F. = 7.8 CU. YD.
- 58 2' - 12" S.S., CL. A, T-2 @ 0.5%
T.B.F. = 0.8 CU. YD.
- 59 6' - 12" S.S., CL. A, T-2 @ 0.5%
T.B.F. = 1.0 CU. YD.
- 60 5' - 15" S.S. REMOVAL
- 61 NOT USED
- 62 18' - 12" S.S., CL. A, T-2 @ 1.0%
T.B.F. = 4.3 CU. YD.
- 63 55' - 12" S.S., CL. A, T-2 @ 2.0%
T.B.F. = 18.8 CU. YD.
- 64 5' - 30" S.S. REMOVAL
- 65 22' - 12" S.S., CL. A, T-2 @ 2.0%
T.B.F. = 6.6 CU. YD.
- 66 43' - 12" S.S., CL. A, T-2 @ 0.75%
T.B.F. = 7.5 CU. YD.
- 67 77' - 12" S.S., CL. A, T-2 @ 0.75%
T.B.F. = 14.0 CU. YD.

- 5 5 STA. 134+97.9, 47.7' RT
SAN. MH TO BE ADJUSTED
EX RIM = 811.40
PR RIM = 811.47
- 6 6 STA. 135+75.4, 44.1' RT
SAN. MH TO BE ADJUSTED
EX RIM = 812.53
PR RIM = 812.53
- 7 7 STA. 136+27.3, 44.5' RT
SAN. MH TO BE ADJUSTED
EX RIM = 812.59
PR RIM = 813.05
- 17 17 STA. 134+22.4, 34.3' LT
V.V. TO BE ADJUSTED
EX RIM = 811.39
PR RIM = 811.28
- 18 18 STA. 134+29.7, 39.6' RT
V.V. TO BE ADJUSTED
EX RIM = 811.42
PR RIM = 811.40
- 19 19 STA. 134+25.2, 65.0' RT
FH W/ AUX VALVE & VALVE BOX
PRESSURE CONNECTION
- 20 20 6' - DUCTILE IRON WATERMAIN, 6"
T.B.F. = 0.0 CU. YD.
- 21 21 STA. 134+38.0, 44.8' RT
FIRE HYDRANT TO BE REMOVED
- 22 22 STA. 134+85.1, 33.9' LT
V.V. TO BE ADJUSTED
EX RIM = 811.48
PR RIM = 811.68
- 23 23 STA. 137+18.6, 26.1' LT
FIRE HYDRANT TO BE REMOVED
- 24 24 10' - DUCTILE IRON WATERMAIN, 6"
T.B.F. = 4.4 CU. YD.
- 25 25 STA. 137+07.6, 44.2' LT
FH W/ AUX VALVE & VALVE BOX
PRESSURE CONNECTION



LEGEND
 PIPE UNDERDRAIN, 4"
 (25' AT EACH LOCATION)



FILE NAME = ...oad\sheets\2215.D&U 08.dgn	USER NAME = krk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WRIGHT BOULEVARD DRAINAGE & UTILITIES	F.A.U. R.T.E. = 1351	SECTION = 06-0090-00-PV	COUNTY = COOK	TOTAL SHEETS = 137	SHEET NO. = 43
PLOT SCALE = 28.0000" / IN.	DATE = 10/29/2009	DRAWN - JAT	REVISED -			CONTRACT NO. 63378				
		CHECKED - DJK	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-M-8003 (809)				
		DATE = 10-16-09	REVISED -			SHEET NO. 8 OF 10 SHEETS STA. 133+50 TO STA. 138+00				