ESTES COURT

ESTES AVENUE

MATCH LINE STA. 138+00 (SEE SHEET NO. 43)

MATCH LINE STA. 143+00 (SEE SHEET NO. 45)

EX UTILITY ESMT

GAS VALVE TO BE ADJUSTED (BY OTHERS)

88 STA. 138+64.9, 19.8' RT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 810.66
INV = 806.42 (12" S)
INV = 806.35 (12" N)
INV = 806.67 (12" E)

89 STA. 138+65.0, 31.0' RT
CB T-C
TYPE 8 GRATE
RIM = 809.79
INV = 806.79 (12" W)

90 STA. 138+90.1, 48.7' LT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 809.61
INV = 806.70 (12" N)
INV = 806.80 (12" NW)
INV = 806.70 (4" W & S)

91 STA. 138+94.6, 56.9' LT
INLET T-A
TYPE 24 F & G
RIM = 809.67
INV = 806.86 (12" SE)

92 STA. 138+99.2, 48.8' LT
INLET TO BE REMOVED

93 STA. 139+37.2, 59.4' LT
INLET T-A
TYPE 24 F & G
RIM = 809.60
INV = 806.25 (12" NE)

94 STA. 139+37.7, 51.5' LT
INLET TO BE REMOVED

95 STA. 139+40.0 51.5' LT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 809.53
INV = 806.20 (12" S & SW)
INV = 806.17 (12" E)

96 STA. 138+98.2, 29.0' RT
INLET TO BE REMOVED

97 STA. 139+49.3, 28.9' RT
CB TO BE REMOVED

98 STA. 139+49.3, 28.9' RT
MH T-A, 5' DIA
TYPE 1 FR., C.L.
RIM = 810.23
INV = 805.74 (12" S)
INV = 805.00 (EX 12" E)
INV = 805.10 (12" N)
INV = 805.41 (12" W)

99 STA. 140+00.3, 19.0' LT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 810.11
INV = 806.20 (12" E)
INV = 806.30 (12" N)
INV = 806.61 (4" NW & SW)

100 STA. 140+10.0, 19.0' LT
INLET T-A
TYPE 24 F & G
RIM = 810.12
INV = 806.37 (12" S)

101 STA. 140+00.3, 23.8' RT
CB T-A, 4' DIA
TYPE 24 F & G
RIM = 810.01
INV = 805.99 (12" N)
INV = 805.57 (12" S)
INV = 805.77 (12" W)
INV = 806.51 (4" NE & SE)

102 STA. 140+10.0, 22.6' RT
INLET T-A
TYPE 24 F & G
RIM = 810.05
INV = 806.06 (12" S)

103 STA. 142+00.1, 17.9' RT
CB TO BE ADJUSTED
W/ NEW T-24 F & G
EX RIM = 811.51
PR RIM = 811.37
INV = 807.40 (EX 24" W & E)
INV = 807.55 (12" N)

104 STA. 142+01.1, 31.0' RT
MH T-A, 5' DIA
TYPE 8 GRATE
RIM = 811.06
INV = TBD
INV = TBD

105 STA. 142+31.8, 17.9' LT
INLET TO BE REMOVED

106 STA. 142+34.6, 17.9' RT
INLET TO BE REMOVED

107 STA. 141+97.4, 19.0' LT
MH T-A, 5' DIA.,
TYPE 24 F & G
RIM = 811.31
INV = 807.48 (24" W)
INV = 807.47 (24" E)

108 NOT USED

26 STA. 138+85.2, 43.0' LT
V.V. TO BE RECONSTRUCTED
EX RIM = 810.77
PR RIM = 809.86

27 STA. 138+94.1, 34.4' LT
V.V. TO BE RECONSTRUCTED
EX RIM = 810.47
PR RIM = 810.12

28 STA. 138+98.9, 45.9' RT
FIRE HYDRANT TO BE REMOVED

29 STA. 138+92.7, 40.2' RT
V.V. TO BE ADJUSTED
EX RIM = 810.39
PR RIM = 810.68

30 STA. 138+86.8, 43.9' RT
FH W/ AUX VALVE & VALVE BOX
PRESSURE CONNECTION

31 6' - DUCTILE IRON WATERMAIN, 6"
T.B.F. = 0.0 CU. YD.

32 STA. 138+93.5, 55.1' RT
V.V. TO BE ADJUSTED
EX RIM = 809.87
PR RIM = 809.96

33 8' - DUCTILE IRON WATERMAIN, 6"
T.B.F. = 1.8 CU. YD.

34 STA. 142+65.0, 42.6' LT
FH W/ AUX VALVE & VALVE BOX
PRESSURE CONNECTION

35 STA. 142+85.0, 25.8' LT
FIRE HYDRANT TO BE REMOVED

67 SEE SHEET 43

68 6' - 12" S.S., CL. A, T-1 @ 2.0%
T.B.F. = 0 CU. YD.

69 6' - 12" S.S., CL. A, T-1 @ 1.0%
T.B.F. = 0.8 CU. YD.

70 50' - 12" S.S., CL. A, T-1 @ 1.0%
T.B.F. = 6.6 CU. YD.

70A 89' - 10" S.S. REMOVAL
T.B.F. = 12.2 CU. YD.

71 37' - 10" S.S. REMOVAL

72 76' - 12" S.S., WM REQ, T-2 @ 1.0%
T.B.F. = 12.4 CU. YD.

73 5' - 12" S.S., CL. A, T-1 @ 1.0%
T.B.F. = 0.7 CU. YD.

74 82' - 12" S.S., WM REQ, T-2 @ 0.75%
T.B.F. = 15.8 CU. YD.

75 48' - 10" S.S. REMOVAL
T.B.F. = 6.6 CU. YD.

76 47' - 12" S.S., CL. A, T-2 @ 1.0%
T.B.F. = 11.1 CU. YD.

77 43' - 12" S.S., CL. A, T-2 @ 1.0%
T.B.F. = 6.6 CU. YD.

78 7' - 12" S.S., CL. A, T-1 @ 1.0%
T.B.F. = 1.0 CU. YD.

79 7' - 12" S.S., CL. A, T-2 @ 1.0%
T.B.F. = 1.1 CU. YD.

80 NOT USED

81 32' - 12" S.S. REMOVAL

82 5' - 24" S.S. REMOVAL

83 5' - 24" S.S. REMOVAL

84 34' - 8" S.S. REMOVAL
T.B.F. = 4.7 CU. YD.

85 166' - 12" S.S., CL. A, T-2 @ 1.0%
T.B.F. = 32.3 CU. YD.

8 STA. 139+60.1, 50.6' RT
SAN. MH TO BE ADJUSTED
EX RIM = 810.15
PR RIM = 810.36

20 0 20
SCALE IN FEET

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

WRIGHT BOULEVARD

PLAN
DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
DUM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

LP = STA. 140+00.29
ELEV = 810.49

EXISTING CENTERLINE

PROPOSED PGL

EX. 10" S.S.

EXISTING CENTERLINE ELEVATION
811.11 810.75 810.98 810.27 810.67 810.04 810.51 810.47 810.51 810.87 810.67 811.05 810.98 811.29 811.44 811.78 812.05 812.64 812.82 813.59
PROPOSED CENTERLINE ELEVATION
811.60 811.18 810.80 810.57 810.49 810.57 810.80 811.19 811.72 812.42 813.26

815 810 805 800 795 790 785

138+00 138+50 139+00 139+50 140+00 140+50 141+00 141+50 142+00 142+50 143+00

FILE NAME = ...\cad\sheets\2215_D&U 09.dgn	USER NAME = krk	DESIGNED - JAT	REVISED -
		DRAWN - JAT	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DJK	REVISED -
	PLOT DATE = 10/29/2009	DATE - 10-16-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WRIGHT BOULEVARD
DRAINAGE & UTILITIES
SHEET NO. 9 OF 10 SHEETS | STA. 138+00 TO STA. 143+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1351	06-00090-00-PV	COOK	137	44
		CONTRACT NO. 63378		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT ARA-M-8003 (809)		