

- 109 SEE SHEET NO. 43
- 110 SEE SHEET NO. 43
- 111 SEE SHEET NO. 43
- 112 SEE SHEET NO. 43
- 113 STA. 118+53.5, 31.5' RT
CB TO BE REMOVED
- 114 STA. 118+63.8, 32.4' LT
MH TO BE REMOVED
- 115 STA. 118+65.5, 22.1' LT
CB TO BE REMOVED
- 116B STA. 119+50.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 673.59
INV = 667.00 (36" N & S)
INV = 668.70 (12" W)

- 116 STA. 119+50.0, 28.5' LT
CB T-C
TYPE 24 F & G
RIM = 673.48
INV = 669.48 (12" E)
- 118 STA. 120+50.0, 28.5' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 672.88
INV = 668.53 (12" E)
- 119 STA. 120+48.9, 19.2' RT
CB TO BE REMOVED

- 120 STA. 120+50.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 672.99
INV = 666.70 (36" N)
INV = 666.71 (36" S)
INV = 667.80 (12" W)
INV = 669.59 (12" E)
- 121 STA. 120+48.8, 27.2' RT
CB TO BE REMOVED
- 122 STA. 120+50.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 672.88
INV = 669.65 (12" W)
INV = 669.67 (12" NE)

- 123 STA. 120+55.4, 45.0' RT
CB T-C
TYPE 8 GRATE
RIM = 672.20
INV = 669.91 (12" SW)
- 124 STA. 121+02.9, 24.0' LT
CB TO BE REMOVED
- 125 STA. 121+02.5, 19.1' RT
CB TO BE REMOVED
- 126 STA. 121+02.2, 29.7' RT
CB TO BE REMOVED
- 127 STA. 121+50.0, 32.9' RT
CB TO BE REMOVED

- 128 STA. 121+68.3, 33.0' LT
MH TO BE REMOVED
- 129 STA. 122+15.0, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 672.10
INV = 666.22 (36" N)
INV = 666.22 (36" S)
INV = 668.15 (12" E)
- 130 STA. 122+15.0, 28.5' RT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 671.99
INV = 668.19 (12" W & E)
INV = 668.49 (4" SE)

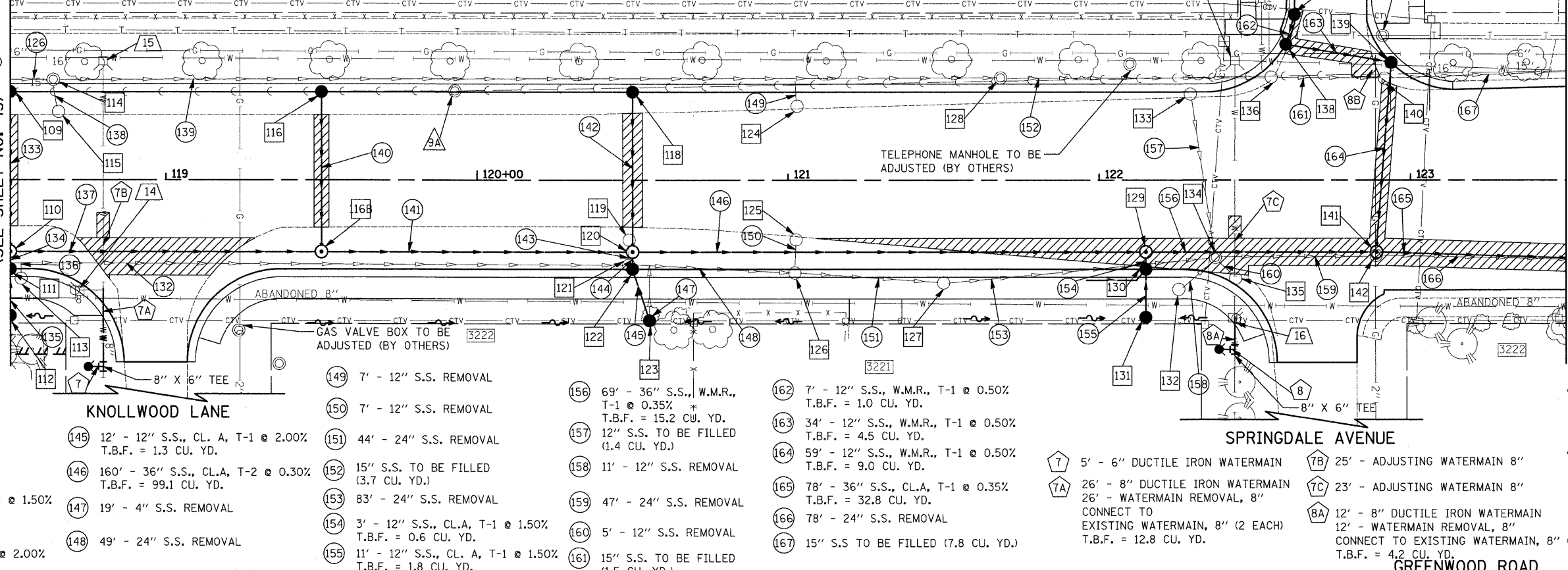
- 131 STA. 122+15.0, 44.0' RT
CB T-C
TYPE 8 GRATE
RIM = 671.72
INV = 668.35 (12" W)
- 132 STA. 122+25.6, 35.0' RT
CB TO BE REMOVED
- 133 STA. 122+29.3, 27.8' LT
CB TO BE REMOVED
- 134 STA. 122+37.3, 24.8' RT
MH TO BE REMOVED
- 135 STA. 122+43.9, 31.5' RT
CB TO BE REMOVED

- 136 STA. 122+55.3, 33.3' LT
CB TO BE REMOVED
- 137 STA. 122+62.7, 53.5' LT
CB T-C
TYPE 24 F & G
RIM = 671.31
INV = 668.47 (12" SE)
- 138 STA. 122+60.0, 43.9' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 671.49
INV = 668.43 (12" N, 4" SW)
INV = 668.43 (12" NW)

- 139 STA. 122+93.8, 38.0' LT
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 671.05
INV = 668.26 (12" S)
INV = 668.26 (12" E)
- 140 STA. 122+91.7, 32.9' LT
CB TO BE REMOVED

- 141 STA. 122+89.1, 23.0' RT
MH T-A, 5' DIA.
TYPE 1 FR., C.L.
RIM = 671.29
INV = 667.96 (12" W)
INV = 665.98 (36" N)
INV = 665.98 (36" S)

- 142 STA. 122+89.0, 24.1' RT
MH TO BE REMOVED
- 8 5' - 6" DUCTILE IRON WATERMAIN
T.B.F. = 0.0 CU. YD.
- 8B 25' - ADJUSTING WATERMAIN 16"
- 14 STA. 118+70.7, 35.4' RT
FIRE HYDRANT TO BE RELOCATED TO STA. 118+75.0, 60.0' RT
- 15 STA. 118+79.8, 38.4' LT
VALVE BOX TO BE ADJUSTED



- 126 SEE SHEET NO. 43
- 132 SEE SHEET NO. 43
- 133 SEE SHEET NO. 43
- 134 SEE SHEET NO. 43
- 135 SEE SHEET NO. 43
- 136 3' - 12" S.S. REMOVAL
- 137 75' - 36" S.S., CL.A, T-2 @ 0.30%
20' - 36" S.S., W.M.R., T-2 @ 0.30%
T.B.F. = 84.6 CU. YD.
- 138 6' - 12" S.S. REMOVAL
- 139 15" S.S. TO BE FILLED (13.6 CU. YD.)
- 140 49' - 12" S.S., CL. A, T-2 @ 1.60%
T.B.F. = 16.4 CU. YD.
- 141 95' - 36" S.S., CL. A, T-2 @ 0.30%
T.B.F. = 68.3 CU. YD.
- 142 49' - 12" S.S., CL.A, T-2 @ 1.50%
T.B.F. = 15.4 CU. YD.
- 143 4' - 12" S.S. REMOVAL
- 144 3' - 12" S.S., CL.A, T-1 @ 2.00%
T.B.F. = 0.4 CU. YD.

KNOLLWOOD LANE

- 145 12' - 12" S.S., CL. A, T-1 @ 2.00%
T.B.F. = 1.3 CU. YD.
- 146 160' - 36" S.S., CL.A, T-2 @ 0.30%
T.B.F. = 99.1 CU. YD.
- 147 19' - 4" S.S. REMOVAL
- 148 49' - 24" S.S. REMOVAL

- 149 7' - 12" S.S. REMOVAL
- 150 7' - 12" S.S. REMOVAL
- 151 44' - 24" S.S. REMOVAL
- 152 15" S.S. TO BE FILLED (3.7 CU. YD.)
- 153 83' - 24" S.S. REMOVAL
- 154 3' - 12" S.S., CL.A, T-1 @ 1.50%
T.B.F. = 0.6 CU. YD.
- 155 11' - 12" S.S., CL. A, T-1 @ 1.50%
T.B.F. = 1.8 CU. YD.

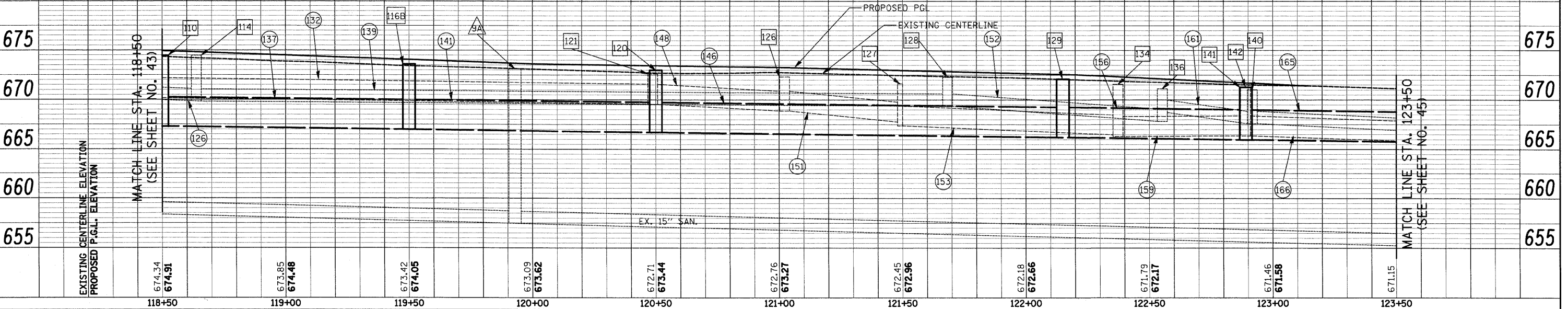
- 156 69' - 36" S.S., W.M.R., T-1 @ 0.35%
T.B.F. = 15.2 CU. YD.
- 157 12" S.S. TO BE FILLED (1.4 CU. YD.)
- 158 11' - 12" S.S. REMOVAL
- 159 47' - 24" S.S. REMOVAL
- 160 5' - 12" S.S. REMOVAL
- 161 15" S.S. TO BE FILLED (1.5 CU. YD.)

- 162 7' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 1.0 CU. YD.
- 163 34' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 4.5 CU. YD.
- 164 59' - 12" S.S., W.M.R., T-1 @ 0.50%
T.B.F. = 9.0 CU. YD.
- 165 78' - 36" S.S., CL.A, T-1 @ 0.35%
T.B.F. = 32.8 CU. YD.
- 166 78' - 24" S.S. REMOVAL
- 167 15" S.S. TO BE FILLED (7.8 CU. YD.)

- 7 5' - 6" DUCTILE IRON WATERMAIN
- 7A 26' - 8" DUCTILE IRON WATERMAIN
26' - WATERMAIN REMOVAL, 8"
CONNECT TO EXISTING WATERMAIN, 8" (2 EACH)
T.B.F. = 12.8 CU. YD.

- 7B 25' - ADJUSTING WATERMAIN 8"
- 7C 23' - ADJUSTING WATERMAIN 8"
- 8A 12' - 8" DUCTILE IRON WATERMAIN
12' - WATERMAIN REMOVAL, 8"
CONNECT TO EXISTING WATERMAIN, 8" (2 EACH)
T.B.F. = 4.2 CU. YD.

GREENWOOD ROAD



FILE NAME = J:\2275\Cad\Sheet\2275_D&U_07.dgn	USER NAME = krk	DESIGNED - JAT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITIES	F.A. RTE. = 2743	SECTION = 05-00161-00-CH	COUNTY = COOK	TOTAL SHEETS = 112	SHEET NO. = 44	
PLOT SCALE = 20.0000' / IN.	CHECKED - DJK	REVISED -	SCALE: 1"=20'			SHEET NO. 7 OF 11 SHEETS	STA. 118+50 TO STA. 123+50	CONTRACT NO. 63383		FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT M-8003(543)
PLOT DATE = 11/25/2009	DATE = 11-23-09	REVISED -									