CONTRACT NO. 97444

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9307	06-00042-02-PV	MONROE	32	4
STA.	TO STA.			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

DRAINAGE STRUCTURE SCHEDULE

STATION	OFFSET	MAN TA 4DIA T1F CL (EACH)	MAN TA 4DIA T23F&G (EACH)	INLETS TA T3F&G (EACH)	INLETS TA T23F&G (EACH)	INLETS TB T3F&G (EACH)	INLETS TB T23F&G (EACH)	INLETS ADJ NEW T3F&G (EACH)	INLETS ADJ NEW T23F&G (EACH)	INL RECON NEW T3F&G (EACH)	INLETS TA T3VF&G (EACH)	INLETS TB T3VF&G (EACH)	RIM ELEV (NOTE 1) (FOOT)	INVERT ELEV N	S	E	W	NW	SW	NE	SE
KUNZ STREET																					
STORM SEWER SYSTEM 1A																					
52+40	11.5' RT											1	504.27					500.63			
52+40	11' LT						1						504.28							500.41	500.41
52+98	13.1' LT						1						501.93					497.64	498.32		
53+21.72	40.3' LT							1					499.13**								496.53*
STORM SEWER SYSTEM 1B																					
53+52.58	14.2' LT				1								500.64**			497.64*					
53+63.06	35.5' RT									1			500.65**				497.40*				
STORM SEWER SYSTEM 1C																					
53+69.54	25.8' LT		1										499.42			495.17	495.17			496.01	
53+95	18.7' LT			1									499.61			496.52			496.52	496.52	
53+95.73	22.2' RT								1				500.05**			*	*				
54+15.97	11.5' RT			1									499.81				496.88				
55+15	17.5' LT											1	503.22						498.22	500.26	498.22
55+15	11.5' RT										1		503.31					498.50			
55+71.92	14.1' LT											1	505.38						501.44	501.44	
56+27	11' LT											1	506.03						502.59		502.59
56+27	11.5' RT						1						506.02					502.81			
STORM SEWER SYSTEM 2																					
58+14	11.5' RT										1		506.39					503.39			
58+14	11' LT											1	506.40						503.06	503.06	
58+95	11.5' RT			1									505.70					502.70			
58+95	11' LT						1						505.71						502.37	502.37	502.37
59+12.07	32.9' RT									1			506.00							*	
59+28.94	12.3' LT	1											505.61					500.43*	501.69	501.25	500.43*
59+35.72	30.8' RT									1			506.14						*		
59+51.50	11.5' RT					1							505.97					502.04			
59+51.50	11' LT					1							505.66						501.71	501.71	501.71
60+23	11' LT						1						506.02			502.42			502.42	502.42	
60+40	11.5' RT											1	506.42				502.84				
60+69	11' LT						1						506.26						502.74	502.74	
61+21	11.5' RT										1		506.84			503.46		503.46			
61+21	11' LT						1						506.53						503.13	503.13	503.13
61+33.05	19' RT				1								506.92				503.83				
61+55	11' LT						1						506.71						503.40	503.40	503.40
61+62.58	11.5' RT										1		507.06					503.75			
61+78	11' LT				1								506.83						503.63		
TOTAL		1	1	3	3	2	8	1	1	3	4	6									

DRAINAGE STRUCTURE NOTES:

1. RIM ELEVATIONS FOR STRUCTURES ALONG THE STREET ARE GIVEN AT THE EDGE OF PAVEMENT. RIM ELEVATIONS FOR STRUCTURES IN LOCATIONS NOT ON THE EDGE OF PAVEMENT ARE GIVEN AT THE TOP OF THE FINISHED FRAME OR GRATE.

* CONTRACTOR SHALL EXPOSE EXISTING STORM SEWER IN FIELD TO VERIFY DESIGN INVERT AND SLOPE PRIOR TO ORDERING MATERIALS AND TIE PROPOSED INTO EXISTING AT AN INVERT NO HIGHER THAN THE GIVEN INVERT.

** MATCH EXISTING ELEVATION AT EDGE OF PAVEMENT. ADJUST INLET FRAME AND GRATE APPROXIMATELY 2' SOUTH. CONSTRUCT CHUTE FROM FRAME OPENING TO STRUCTURE AS DIRECTED BY ENGINEER.

STORM SEWER SCHEDULE

FROM STA.	OFFSET	TO STA .	OFFSET	TRENCH BACKFILL (CU YD)	STORM SEW CLA 1 12 (FOOT)	STORM SEW CLA 1 15 (FOOT)	STORM SEW CLA 1 18 (FOOT)	SS 1 WAT MN 12 (FOOT)	STORM SEW WM REQ 18 (FOOT)	SLOPE
KUNZ STREET										
STORM SEWER SYSTEM 1A										
52+40	11.5' RT	52+40	11' LT	3				23		1.00%
52+40	11' LT	52+98	13.1' LT	9	58					3.60%
52+98	13.1' LT	53+21.72	40.3' LT	6	36					3.00%*
STORM SEWER SYSTEM 1B										
53+63.06	35.5' RT	53+52.58	14.2' RT	3	24					
STORM SEWER SYSTEM 1C										
53+69.54	25.8' LT	53+95	18.7' LT	4	24					1.00%*
54+15.97	11.5' RT	53+95	18.7' LT	4	37					2.00%*
53+95	18.7' LT	55+15	17.5' LT	16	121					1.40%
55+15	11.5' RT	55+15	17.5' LT	4				29		1.00%
55+15	17.5' LT	55+71.92	14.1' LT	8				57		2.07%
55+71.92	14.1' LT	56+27	11' LT	9	55					2.09%
56+27	11.5' RT	56+27	11' LT	3				23		1.00%
STORM SEWER SYSTEM 2										
58+14	11.5' RT	58+14	11' LT	3	23					1.40%
58+14	11' LT	58+95	11' LT	11	81					0.85%
58+95	11.5' RT	58+95	11' LT	3	23					1.40%
58+95	11' LT	59+28.94	12.3' LT	4	34					2.00%*
59+28.94	12.3' LT	59+51.50	11' LT	4					23	2.00%*
59+51.50	11.5' RT	59+51.50	11' LT	3	23					1.40%
59+51.50	11' LT	60+23	11' LT	10			72			1.00%
60+23	11' LT	60+40	11.5' RT	4	28					1.50%
60+23	11' LT	60+69	11' LT	5			46			0.70%
60+69	11' LT	61+21	11' LT	6		52				0.75%
61+33.05	19' RT	61+21	11.5' RT	3	14					2.60%
61+21	11.5' RT	61+21	11' LT	3	23					1.40%
61+21	11' LT	61+55	11' LT	4	34					1.00%
61+62.58	11.5' RT	61+55	11' LT	3	24					1.50%
61+55	11' LT	61+78	11' LT	12	23					1.00%
TOTAL				147	685	52	118	132	23	

*CONTRACTOR TO LOCATE EXISTING STORM SEWER IN FIELD AND TIE PROPOSED INTO EXISTING AT A SLOPE NOT LESS THAN 0.5%

ENTRANCE SCHEDULE

STATION (NOTE 1)	OFFSET	ENTRANCE TYPE	ENTRANCE WIDTH "W.E." (NOTE 1) (FOOT)	ENTRANCE WIDTH "W.P." (NOTE 1) (FOOT)	ENTRANCE DEPTH "D" (FOOT)	EXISTING SURFACE TYPE	AGG BASE CSE A 6 (SQ YD)	AGG SURF CSE A 6 (SQ YD)	INCIDENTAL HMA SURF (NOTE 2) (TON)	PCC DRIVEWAY PAVT 6 (SQ YD)	DRIVE PAVEMENT REM (SQ YD)	CONCRETE CURB (SPECIAL) (FOOT)	COMB CC&G TB6.18 (FOOT)
KUNZ STREET													
51+30.49	LT	P.E.	13	14	4	CONCRETE				18	15		
52+27.01	LT	P.E.	11.5	12	4	HMA	6		1	11	10		
56+43.27	LT	C.E.	19	19	6	HMA	13		1	9	23		17
57+25.92	LT	P.E.	20	20	3	CONCRETE				21			
57+77.93	LT	C.E.	62	62	4	CONCRETE				63			17
58+36.43	LT	C.E.	35	35	4	CONCRETE				34			17
60+46.49	LT	P.E.	30	30	7	HMA	70		8	19	65		
61+60.40	LT	C.E.	168.4	168.4	7	HMA	144		16	92	144		17
55+52.41	RT	P.E.	24	24						16			
56+10.59	RT	P.E.	19.7	20	7	HMA	15		2	14	22		
56+97.11	RT	P.E.	12	24	7	CONCRETE				25	5		
57+64.61	RT	C.E.	38	38	6	AGGREGATE		23		20			29
58+41.86	RT	P.E.	20.1	20	12	CONCRETE				41	22	19	
59+68.82	RT	C.E.	24	24						12			18
60+21.09	RT	C.E.	41	21	12	HMA	57		6	10	64		30
60+78.25	RT	C.E.	50	50	12	HMA	67		8	27	90		18
61+45.57	RT	C.E.	30	24	7	HMA	35		4	12	25		24
TOTAL							407	23	46	444	485	19	187

ENTRANCE NOTES:

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT EACH PROPERTY OWNER AND VERIFY THE LOCATION AND WIDTH OF ALL ENTRANCES.
2. INCIDENTAL HOT-MIX ASPHALT SURFACING QUANTITY IS CALCULATED AT A RATE OF 112 LB / SQ YD / INCH. BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT) ARE REQUIRED BUT WILL NOT BE MEASURED SEPARATELY FOR PAYMENT. THE COST FOR BITUMINOUS MATERIALS AND AGGREGATE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INCIDENTAL HOT-MIX ASPHALT SURFACING. THE PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING THICKNESS IS 2". SEE THE PAVEMENT SCHEDULE FOR ADDITIONAL QUANTITY.

PAVEMENT SCHEDULE

STATION	STATION	SUB GRAN MAT A 12 (SQ YD)	AGG BASE CSE A 6 (SQ YD)	INCIDENTAL HMA SURF (NOTE 1) (TON)	PCC PVT 7 (SQ YD)	PROTECTIVE COAT (SQ YD)	PAVEMENT REMOVAL (SQ YD)
KUNZ STREET							
50+70.45	53+32.01	840			661	661	209
53+71.74	54+00.01		7	1			190
53+93.81	55+52.41	484			397	397	64
55+52.41	59+24.00	1,146			909	909	
59+24.00	62+76.52	1,273			1,015	1,015	358
ST PAUL STREET							
55+39.64	55+65.58		25	3			
TOTAL		3,743	32	4	2,982	2,982	821

PAVEMENT NOTES:

1. INCIDENTAL HOT-MIX ASPHALT SURFACING QUANTITY IS CALCULATED AT A RATE OF 112 LB/SQ YD/INCH. BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT) ARE REQUIRED BUT WILL NOT BE MEASURED SEPARATELY FOR PAYMENT. THE COST FOR BITUMINOUS MATERALS AND AGGREGATE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INCIDENTAL HOT-MIX ASPHALT SURFACING. THE PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING THICKNESS IS 2". SEE THE ENTRANCE SCHEDULE FOR ADDITIONAL QUANTITY.

PLOT DATE = 4/22/2010
FILE NAME = H:\P\21082\Microstation\Sch21082a.dgn
PLOT SCALE = 20.0000 ' / IN.
USER NAME = randy

KUNZ STREET - SCHEDULES