F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2955	02-00049-00-PV	COOK	45	16
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Contract 83819

(30)
STA 23+50, 24.5' RT
MH TA 5' DIA T8G
RIM EL=604.95
NW 12" INV=596.97
N 24" INV=594.47
S 24" INV=594.47

(33)
STA 22+35, 17' LT
INLET TA T24 F&G
RIM EL=607.33
E 12" INV=602.54

(34)
STA 22+35, 17' RT
CB TA 4' DIA T24 F&G
RIM EL=607.33
W 12" INV=602.20
E 12" INV=597.70

(35)
STA 22+35, 24.5' RT
MH TA 5' DIA T8G
RIM EL=606.83
W 12" INV=597.63
N 24" INV=594.13
S 24" INV=594.13

(38)
STA 20+57, 23.6' LT
CB TC T24 F&G
RIM EL=609.38
E 12" INV=604.70

(40)
STA 20+58, 24.5' RT
MH TA 5' DIA T24 F&G
RIM EL=609.28
W 12" INV=603.74
N 24" INV=593.24
S 30" INV=593.24

(43)
STA 19+00, 17' LT
INLET TA T24 F&G
RIM EL=608.79
E 12" INV=603.87

(44)
STA 19+00, 17' RT
CB TA 4' DIA T24 F&G
RIM EL=608.79
W 12" INV=603.53
E 12" INV=597.53

(45)
STA 19+00, 24.5' RT
MH TA 5' DIA T8G
RIM EL=607.64
W 12" INV=597.45
N 30" INV=592.45
S 30" INV=592.45

(46)
STA 17+25, 84' LT
INLET TA T8G
RIM EL=607.99
NE 12" INV=603.98

(47)
STA 17+61, 50' LT
CB TA 4' DIA T8G
RIM EL=607.79
SW 12" INV=602.98
NE 12" INV=600.48

(48)
STA 17+85, 17' LT
CB TA 4' DIA T24 F&G
RIM EL=608.10
SW 12" INV=599.67
E 12" INV=597.67

(49)
STA 17+85, 17' RT
CB TA 4' DIA T24 F&G
RIM EL=608.10
W 12" INV=596.99
NE 12" INV=594.99

(50)
STA 18+00, 24.5' RT
MH TA 5' DIA T8G
RIM EL=607.38
SW 12" INV=594.65
N 30" INV=592.15
S 30" INV=592.15

(53)
STA 16+20, 17' LT
INLET TA T24 F&G
RIM EL=605.15
E 12" INV=600.34

(54)
STA 16+20, 17' RT
CB TA 4' DIA T24 F&G
RIM EL=605.15
W 12" INV=599.66
E 12" INV=595.66

(55)
STA 16+20, 24.5' RT
MH TA 5' DIA T1F CL
RIM EL=605.84
W 12" INV=595.51
N 30" INV=591.61
S 30" INV=591.51

(57)
STA 14+26, 23.6' LT
CB TC T24 F&G
RIM EL=602.82
E 12" INV=597.79

(58)
STA 14+23, 45' RT
CB TC T8G
RIM EL=602.42
W 12" INV=594.24

(60)
STA 14+25, 24.5' RT
MH TA 5' DIA T24 F&G
RIM EL=602.91
E 12" INV=597.83
W 12" INV=596.83
N 30" INV=590.93
S 30" INV=590.83

(61)
STA 13+00, 26.8' LT
INLET TA T8G
RIM EL=599.03
E 12" INV=595.30

(62)
STA 13+00, 17' LT
CB TA 4' DIA T24 F&G
RIM EL=599.78
W 12" INV=595.11
NE 12" INV=595.01

(63)
STA 13+20, 17' RT
CB TA 4' DIA T24 F&G
RIM EL=600.38
SW 12" INV=594.22
NE 12" INV=594.12

(64)
STA 13+84, 48' RT
CB TC T8G
RIM EL=601.46
SW 12" INV=597.33

(65)
STA 13+50, 24.5' RT
MH TA 5' DIA T1F CL
RIM EL=601.74
NE 12" INV=596.50
SW 12" INV=593.50
N 30" INV=590.60
S 30" INV=590.50

30 115'-24" SST2 @ 0.30% (42.5)
33 34'-12" SST2 @ 1.00% (8.7)
34 8'-12" SST2 @ 1.00% (2.2)
35 177'-24" SST3 @ 0.50% (193.1)
38 48'-12" SST2 @ 2.00% (13.4)
40 158'-24" SST3 @ 0.50% (125.9)
43 34'-12" SST2 @ 1.00% (8.7)
44 8'-12" SST2 @ 1.00% (2.7)
45 100'-30" SST3 @ 0.30% (102)
46 50'-12" SST2 @ 2.00% (6.8)
47 41'-12" SST2 @ 2.00% (10.3)
48 34'-12" SST2 @ 2.00% (45.5)
49 17'-12" SST3 @ 2.00% (17)
50 180'-30" SST3 @ 0.30% (289)
53 34'-12" SST2 @ 2.00% (9.5)
54 8'-12" SST2 @ 2.00% (2.4)
55 195'-30" SST3 @ 0.30% (172)
57 48'-12" SST2 @ 2.00% (13.4)
58 21'-12" SST2 @ 2.00% (5.7)
60 75'-30" SST2 @ 0.30% (89.4)
61 10'-12" SST2 @ 2.00% (0.35) (WMR)
62 40'-12" SST2 @ 2.00% (11.8)
63 31'-12" SST2 @ 2.00% (11.4)
64 41'-12" SST2 @ 2.00% (4.7) (WMR)
65 191'-30" SST2 @ 0.30% (80) (WMR)

STRUCTURE AND PIPE CALLOUTS FROM
STATION 12+00 TO STATION 23+50

(1)
STA 31+23, 15' RT
INLET TA T24 F&G
RIM EL=607.74
NW 12" INV=604.01

(2)
STA 31+11, 43' RT
INLET TA T8G
RIM EL=607.26
NW 12" INV=603.56

(3)
STA 31+49, 23' RT
CB TA 4' DIA T24 F&G
RIM EL=607.86
SE 12" INV=603.13
W 12" INV=601.63

(4)
STA 31+49, 25.9' LT
CB TC T11 F&G
RIM EL=607.90
E 12" INV=603.16

(5)
STA 31+49, 7.5' RT
MH TA 4' DIA T1F CL
RIM EL=608.17
W 12" INV=602.97
SE 12" INV=603.47
E 12" INV=601.47
S 12" INV=599.47

(6)
STA 30+25, 21' LT
INLET TA T1F OL
RIM EL=606.99
E 12" INV=602.33

(7)
STA 30+25, 13' LT
CB TA 4' DIA T1F OL
RIM EL=606.99
W 12" INV=602.29
E 12" INV=599.79

(8)
STA 30+65, 43' RT
MH TA 4' DIA T8G
RIM EL=607.03
SW 12" INV=602.34

(9)
STA 30+25, 23' RT
CB TA 4' DIA T24 F&G
RIM EL=606.79
NE 12" INV=601.89
W 12" INV=599.89

(10)
STA 30+25, 7.5' RT
MH TA 4' DIA T1F CL
RIM EL=607.10
W 12" INV=599.73
E 12" INV=599.73
N 12" INV=598.23
S 15" INV=597.23

(12)
STA 28+70, 21' LT
INLET TA T1F OL
RIM EL=605.90
E 12" INV=601.55

(13)
STA 28+70, 13' LT
CB TA 4' DIA T1F OL
RIM EL=605.90
W 12" INV=601.47
E 12" INV=598.97

(14)
STA 28+70, 23' RT
CB TC T24 F&G
RIM EL=605.70
W 12" INV=601.17

(15)
STA 28+70, 7.5' RT
MH TA 4' DIA T1F CL
RIM EL=608.01
E 12" INV=600.86
W 12" INV=598.86
N 15" INV=596.46
S 18" INV=596.36

(17)
STA 28+11.5, 23' RT
INLET TA T24 F&G
RIM EL=605.30
S 12" INV=600.70

(18A)
STA 27+67.5, 73' LT
CB TA 4' DIA FS T1F OL
RIM EL=606.16
E 12" INV=603.58
W 12" INV=602.58

(18)
STA 27+68, 21.6' LT
CB TA 4' DIA T11 F&G
RIM EL=605.01
E 12" INV=600.64
W 12" INV=601.64

(19)
STA 27+68, 50' RT
CB TC T8G
RIM EL=604.43
W 12" INV=600.70

(20)
STA 27+68, 21.6' RT
MH TA 4' DIA T24 F&G
RIM EL=605.18
E 12" INV=599.85
W 12" INV=599.35
N 12" INV=599.35
NW 18" INV=595.95
S 18" INV=595.85

(21)
STA 27+15, 24.5' RT
MH TA 5' DIA T1F CL
RIM EL=604.92
W 15" INV=595.69
N 18" INV=595.59
S 24" INV=595.57

(23)
STA 25+61, 17' LT
INLET TA T24 F&G
RIM EL=603.61
E 12" INV=599.02

(24)
STA 25+61, 17' RT
CB TA 4' DIA T24 F&G
RIM EL=603.61
W 12" INV=598.68
E 12" INV=597.18

(25)
STA 25+61, 24.5' RT
MH TA 5' DIA T1F CL
RIM EL=604.25
W 12" INV=597.10
N 24" INV=595.10
S 24" INV=595.10

(26)
STA 24+32, 52' LT
INLET TA T8G
RIM EL=604.77
S 12" INV=601.80

(27)
STA 23+97, 52' LT
CB TA 4' DIA T8G
RIM EL=605.11
N 12" INV=601.45
E 12" INV=599.05

(28)
STA 23+93, 23.6' LT
CB TA 4' DIA T24 F&G
RIM EL=605.20
W 12" INV=598.76
SE 12" INV=597.76

(29)
STA 23+72, 17' RT
CB TA 4' DIA T24 F&G
RIM EL=605.44
NW 12" INV=597.30
SE 12" INV=597.20

1 26'-12" SST2 @ 2.00% (5) (WMR)
2 43'-12" SST2 @ 1.00% (2.6) (WMR)
3 16'-12" SST2 @ 1.00% (9.8) (WMR)
4 18'-12" SST2 @ 1.00% (4.7)
5 124'-12" SST2 @ 1.00% (126.1)
6 4'-12" SST2 @ 1.00% (0.86)
7 6'-12" SST2 @ 1.00% (4.2)
8 45'-12" SST2 @ 1.00% (3.5) (WMR)
9 16'-12" SST2 @ 1.00% (11.8) (WMR)
10 155'-15" SST2 @ 0.50% (182.4)
12 4'-12" SST2 @ 2.00% (0.78)
13 6'-12" SST2 @ 2.00% (4)
14 16'-12" SST2 @ 2.00% (3.7) (WMR)
15 103'-18" SST2 @ 0.40% (122.5)
17 45'-12" SST2 @ 2.00% (8.7)
18A 51'-12" SST1 @ 1.84% (6.73) (WMR)
18 43'-12" SST2 @ 3.00% (11.1)
19 28'-12" SST2 @ 3.00% (3.9)
20A 289'-15" SST2 @ 2.63% (23.9) (WMR)
20 53'-18" SST2 @ 0.50% (54.4)
21 154'-24" SST2 @ 0.30% (72.7)
23 34'-12" SST2 @ 1.00% (8)
24 8'-12" SST2 @ 1.00% (1.4)
25 211'-24" SST2 @ 0.30% (93.5)
26 35'-12" SST1 @ 1.00% (4.6)
27 29'-12" SST2 @ 1.00% (3.9)
28 46'-12" SST2 @ 1.00% (16.6)
29 23'-12" SST2 @ 1.00% (13.8)

STRUCTURE AND PIPE CALLOUTS FROM
STATION 23+50 TO END OF IMPROVEMENT

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS
AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3926

© COPYRIGHT 2002

ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

OAK PARK AVENUE RECONSTRUCTION
115TH STREET TO 111TH STREET
DRAINAGE AND UTILITIES
STRUCTURE AND PIPE CALL-OUTS

WORTH, ILLINOIS

Drawn by: EC	Date: 3/31/04		
Checked by:	Scale: NA		
Sheet of	Project No. 02-162		

REVISIONS

No.	Date	Remarks

02162-PLPR-01