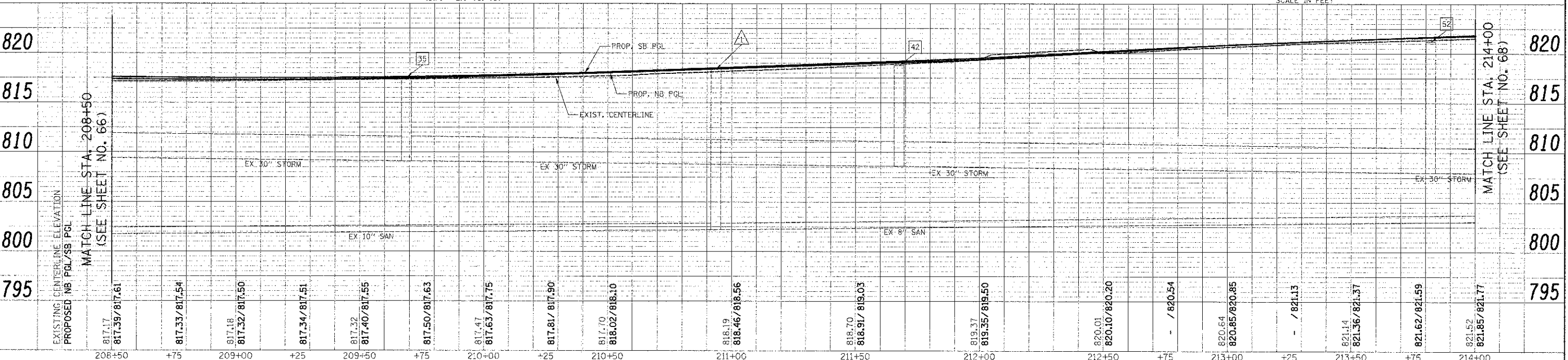


- 22 STA. 208+60.0, 45.9' LT CB T-A, 4' DIA. TYPE 24 F & G RIM = 816.80 INV = 813.40 (4" NW & SW) INV = 813.26 (12" NE) INV = 810.24 (2" E)
- 23 STA. 208+64.6, 34.0' LT CB TO BE FILLED
- 24 STA. 208+63.6, 33.2' RT CB TO BE FILLED
- 25 STA. 208+64.2, 44.6' LT INLET T-A RIM = 816.80 INV = 813.40 (12" SW)
- 26 NOT USED
- 27 STA. 208+69.9, 44.8' LT INLET T-A TYPE 24 F & G RIM = 816.80 INV = 813.40 (12" SW)
- 28 STA. 209+13.7, 40.7' LT INLET T-A TO BE FILLED
- 29 STA. 209+13.5, 34.2' LT CB TO BE FILLED
- 30A STA. 209+15.0, 8.0' RT MH T-A, 4' DIA. TYPE 1 FR., C.I. RIM = 819.12 INV = 812.80 (12" N) INV = 812.48 (12" E) INV = 812.27 (12" W)
- 30 STA. 208+97.8, 44.0' RT INLET T-A TYPE 24 F & G RIM = 816.84 INV = 813.72 (12" NW) INV = 813.72 (4" SE & NE) INV = 813.64 (12" E) INV = 813.64 (12" S)
- 31 STA. 209+13.6, 33.0' RT REMOVING CB TO MAINTAIN FLOW INV = 815.6 (EX 12" W)
- 32 STA. 209+13.6, 38.0' RT CB T-A, 4' DIA. TYPE 1 FR., C.I. RIM = 816.83 INV = 813.64 (12" E) INV = 813.64 (12" W) INV = 813.64 (12" S)
- 33 STA. 209+13.6, 44.0' RT INLET T-A TYPE 24 F & G RIM = 816.85 INV = 813.66 (12" W)
- 34 STA. 209+47.0, 45.0' RT INLET T-A TO BE REMOVED
- 35 STA. 209+68.7, 39.0' LT MH TO BE ADJUSTED EX RIM = 817.54 PR RIM = 817.46
- 36 STA. 209+84.5, 8.0' RT CB T-C TYPE 24 F & G RIM = 817.37 INV = 813.47 (12" S)
- 37 STA. 210+31.0, 44.0' RT INLET T-A TYPE 24 F & G RIM = 817.37 INV = 813.97 (12" NW)
- 38 STA. 210+41.0, 32.9' RT CB TO BE ADJUSTED W/ NEW TYPE 1 FR., C.I. EX RIM = 817.05 PR RIM = 817.68 INV = 813.4 (EX 12" W) INV = 813.91 (12" SE)
- 39 STA. 210+68.1, 47.4' LT CB T-A, 4' DIA. TYPE 24 F & G RIM = 819.08 INV = 810.21 (12" E)
- 40 STA. 210+68.1, 35.6' LT CB TO BE FILLED
- 41 STA. 210+88.0, 43.2' RT INLET T-A TO BE REMOVED
- 42 STA. 211+67.5, 40.5' LT MH TO BE ADJUSTED EX RIM = 818.78 PR RIM = 818.55
- 43 STA. 211+69.6, 4.0' LT CB T-A, 4' DIA. TYPE 11V F & G RIM = 819.08 INV = 811.35 (12" W) INV = 811.78 (12" E)
- 44 STA. 211+66.7, 32.6' RT CB TO BE ADJUSTED W/ NEW TYPE 1 FR., C.I. EX RIM = 818.10 PR RIM = 818.80 INV = 814.8 (EX 12" W) INV = 814.8 (12" E)
- 45 STA. 211+66.7, 54.2' RT CB T-C TYPE 24 F & G RIM = 818.32 INV = 814.90 (12" W) INV = 814.90 (4" NE)
- 46 STA. 212+25.3, 46.0' LT CB T-A, 4' DIA. TYPE 24 F & G RIM = 819.07 INV = 809.20 (12" E) INV = 815.57 (4" NW)
- 47 STA. 212+25.3, 35.4' LT CB TO BE FILLED
- 48 STA. 212+91.8, 31.7' RT FR & LIDS ADJUST SPL EX RIM = 819.89 PR RIM = 820.49 INV = 816.6 (EX 12" W) INV = 816.8 (EX 12" E)
- 49 STA. 212+92.1, 38.6' RT REMOVING INLET TO MAINTAIN FLOW INV = 816.8 (EX 12" W)
- 50 STA. 212+92.1, 56.0' RT CB T-C TYPE 24 F & G RIM = 819.95 INV = 816.90 (12" W)
- 51 STA. 213+82.0, 46.0' LT CB T-C TYPE 24 F & G RIM = 820.86 INV = 816.96 (12" E)
- 52 STA. 213+82.0, 41.0' LT MH TO BE ADJUSTED EX RIM = 821.19 PR RIM = 820.99 INV = 808.0 (EX 30" N) INV = 808.0 (EX 30" S) INV = 815.4 (EX 12" E) INV = 815.5 (EX 12" SW)
- 53 STA. 213+81.2, 35.8' LT CB TO BE FILLED
- 1 7' - 12" S.S., CL. A, T-1 @ 2.0% T.B.F. = 1.1 CU. YD.
- 2 8' - 12" S.S., CL. A, T-2 @ 2.0% T.B.F. = 3.9 CU. YD.
- 3 CONNECT TO EXISTING PIPE INV = 810.14 (12" W) INV = 809.39 (EX 30" N & S)
- 4 6' - 12" S.S., CL. A, T-2 @ 1.0% T.B.F. = 18.7 CU. YD.
- 5 4' - 12" S.S. REMOVAL
- 6 13' - 12" S.S., W.M.R. @ 0.5% T.B.F. = 2.3 CU. YD.
- 7 5' - 12" S.S., CL. A, T-2 @ 2.0% T.B.F. = 3.2 CU. YD.
- 8 7' - 12" S.S., W.M.R. @ 0.5% T.B.F. = 1.0 CU. YD.
- 9 4' - 12" S.S., W.M.R. @ 0.5% T.B.F. = 0.6 CU. YD.
- 10 6' - 12" S.S., CL. A, T-2 @ 1.0% T.B.F. = 18.7 CU. YD.
- 11 4' - 12" S.S. REMOVAL
- 12 13' - 12" S.S., W.M.R. @ 0.5% T.B.F. = 2.3 CU. YD.
- 13 5' - 12" S.S., CL. A, T-2 @ 2.0% T.B.F. = 3.2 CU. YD.
- 14 CONNECT TO EXISTING PIPE INV = 810.09 (12" W) INV = 808.84 (30" N & S)
- 15 NOT USED
- 16 4' - 12" S.S. REMOVAL
- 17 20' - 12" S.S., W.M.R. @ 0.5% T.B.F. = 3.7 CU. YD.
- 18 4' - 12" S.S., CL. A, T-2 @ 0.5% T.B.F. = 5.1 CU. YD.
- 19 CONNECT TO EXISTING PIPE INV = 809.18 (12" W) INV = 808.43 (EX 30" N & S)
- 20 NOT USED
- 21 19' - 12" S.S., W.M.R. @ 0.5% T.B.F. = 2.7 CU. YD.
- 22 2' - 12" S.S., CL. A, T-2 @ 0.5% T.B.F. = 0.5 CU. YD.
- 23 NOT USED
- 24 STA. 210+50.9, 49.0' LT VALVE BOXES TO BE ADJUSTED
- 25 STA. 212+87.5, 44.2' LT FH TO BE REMOVED
- 26 STA. 212+87.2, 60.0' LT V.V. TO BE RECONSTRUCTED EX RIM = 817.43 PR RIM = 817.15
- 27 STA. 210+93.6, 65.4' RT SAN. MH TO BE ADJUSTED EX RIM = 818.39 PR RIM = 818.45
- 28 2' - 6" DUCTILE IRON WATER MAIN T.B.F. = 0.0 CU. YD.



FILE NAME: ...2329\road\st\st\2329_DU_82.dgn	USER NAME: d.jk	DESIGNED: JAT	REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BARRINGTON ROAD DRAINAGE AND UTILITIES	F.A.U. RTE.: 1322	SECTION: 01-00074-00-CH	COUNTY: COOK	TOTAL SHEETS: 245	SHEET NO.: 67	CONTRACT NO.: 63629
PLOT SCALE: 1" = 20'	PLOT DATE: 8/17/2012	CHECKED: DJK	REVISOR:	SCALE: 1" = 20'	SHEET NO. 2 OF 15 SHEETS	STA. 208+50 TO STA. 214+00	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-CMM-8003095		