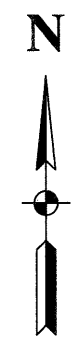


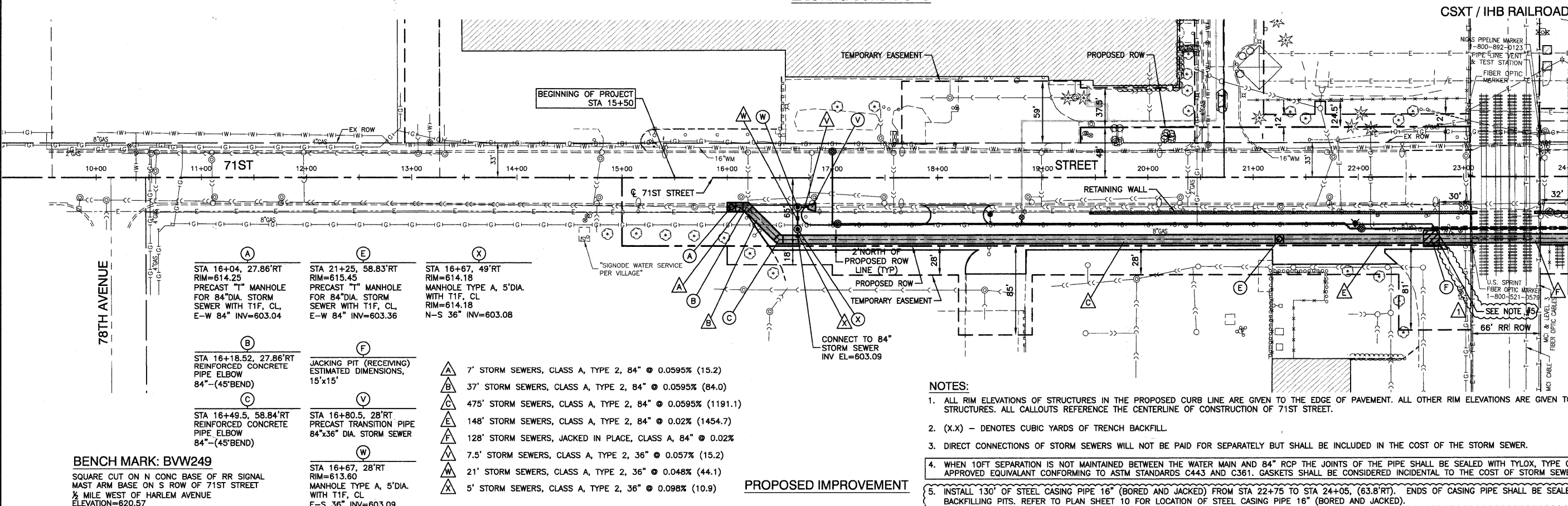
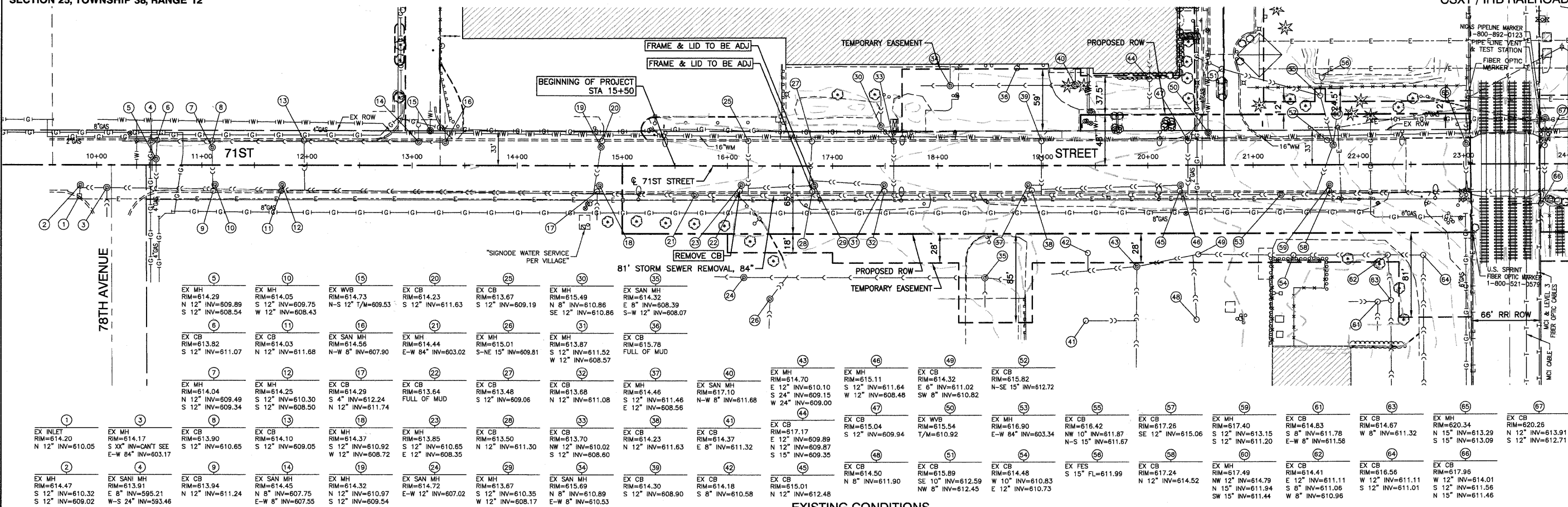
SECTION 24, TOWNSHIP 38, RANGE 12
SECTION 25, TOWNSHIP 38, RANGE 12

CSXT / IHB RAILROAD



PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NOTE BOOK	
NO.	

PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
BY	
NOTE BOOK	
NO.	



EX MH RIM=614.29 N 12° INV=609.89 S 12° INV=608.54	EX MH RIM=614.05 S 12° INV=609.75 W 12° INV=608.43	EX WVB RIM=614.73 N-S 12° T/M=609.53	EX CB RIM=614.23 S 12° INV=611.63	EX CB RIM=613.67 S 12° INV=609.19	EX MH RIM=615.49 N 8° INV=610.86 SE 12° INV=610.86	EX SAN MH RIM=614.32 E 8° INV=608.39 S-W 12° INV=608.07
EX CB RIM=613.92 S 12° INV=611.07	EX CB RIM=614.03 N 12° INV=611.68	EX SAN MH RIM=614.73 N-W 8° INV=607.90	EX MH RIM=614.44 E-W 84° INV=603.02	EX MH RIM=615.01 S-NE 15° INV=609.81	EX MH RIM=613.87 S 12° INV=611.52 W 12° INV=608.57	EX CB RIM=615.78 FULL OF MUD
EX MH RIM=614.04 N 12° INV=609.49 S 12° INV=609.34	EX MH RIM=614.25 S 12° INV=610.30 S 12° INV=608.50	EX CB RIM=614.29 S 4° INV=612.24 N 12° INV=611.74	EX CB RIM=613.64 FULL OF MUD	EX CB RIM=613.48 S 12° INV=609.06	EX CB RIM=613.68 N 12° INV=611.08	EX MH RIM=614.46 S 12° INV=611.46 E 12° INV=608.56
EX INLET RIM=614.20 N 12° INV=610.05	EX MH RIM=614.17 S XX° INV=CANT SEE E-W 84° INV=603.17	EX CB RIM=613.90 S 12° INV=610.65	EX CB RIM=614.10 S 12° INV=609.05	EX MH RIM=614.37 S 12° INV=610.92 W 12° INV=608.72	EX MH RIM=613.85 S 12° INV=610.85 E 12° INV=608.35	EX CB RIM=613.50 N 12° INV=611.30
EX MH RIM=614.47 S 12° INV=610.32 S 12° INV=609.02	EX SANI MH RIM=613.91 E 8° INV=595.21 W-S 24° INV=593.46	EX CB RIM=613.94 N 12° INV=611.24	EX SANI MH RIM=614.45 N 8° INV=607.75 E-W 8° INV=607.55	EX MH RIM=614.32 N 12° INV=610.97 S 12° INV=609.54	EX SANI MH RIM=614.72 E-W 12° INV=607.02	EX MH RIM=613.67 N 8° INV=610.35 W 12° INV=608.17
EX MH RIM=614.70 E 12° INV=610.10 S 24° INV=609.15 W 24° INV=609.00	EX MH RIM=615.11 S 12° INV=611.64 W 12° INV=608.48	EX WVB RIM=614.32 N-SE 15° INV=612.72	EX CB RIM=615.82 E 6° INV=611.02	EX MH RIM=614.70 E 12° INV=610.10 S 24° INV=609.15 W 24° INV=609.00	EX CB RIM=615.04 S 12° INV=609.94	EX WVB RIM=615.54 T/M=610.92
EX MH RIM=616.90 E-W 84° INV=603.34	EX CB RIM=616.42 NW 10° INV=611.87 N-S 15° INV=611.67	EX CB RIM=617.26 SE 12° INV=615.06	EX MH RIM=617.40 S 12° INV=613.15 S 12° INV=611.20	EX CB RIM=614.83 S 8° INV=611.78 W 8° INV=611.32	EX CB RIM=616.67 W 8° INV=611.32	EX MH RIM=620.34 N 15° INV=613.29 S 15° INV=613.09
EX CB RIM=615.82 E 6° INV=611.02	EX MH RIM=617.49 NW 10° INV=614.79 N 15° INV=611.94 SW 15° INV=611.44	EX CB RIM=617.24 N 12° INV=614.52	EX CB RIM=614.41 E 12° INV=611.11 S 8° INV=611.06	EX CB RIM=616.56 W 12° INV=611.11 S 12° INV=611.01	EX CB RIM=616.96 W 12° INV=611.11 S 12° INV=611.06	EX CB RIM=620.26 N 12° INV=613.91 S 12° INV=612.71

EXISTING CONDITIONS

STA 16+04, 27.86'RT RIM=614.25 PRECAST "T" MANHOLE FOR 84" DIA. STORM SEWER WITH T1F, CL, E-W 84° INV=603.04	STA 21+25, 58.83'RT RIM=615.45 PRECAST "T" MANHOLE FOR 84" DIA. STORM SEWER WITH T1F, CL, E-W 84° INV=603.36	STA 16+67, 49'RT RIM=614.18 MANHOLE TYPE A, 5'DIA. WITH T1F, CL RIM=614.18 N-S 36° INV=603.08
STA 16+18.52, 27.86'RT REINFORCED CONCRETE PIPE ELBOW 84"-(45'BEND)	JACKING PIT (RECEIVING) ESTIMATED DIMENSIONS, 15'x15'	
STA 16+49.5, 58.84'RT REINFORCED CONCRETE PIPE ELBOW 84"-(45'BEND)	STA 16+80.5, 28'RT PRECAST TRANSITION PIPE 84"x36" DIA. STORM SEWER	
BENCH MARK: BWV249 SQUARE CUT ON N CONC BASE OF RR SIGNAL MAST ARM BASE ON S ROW OF 71ST STREET 1/2 MILE WEST OF HARLEM AVENUE ELEVATION=620.57	STA 16+67, 28'RT RIM=613.60 MANHOLE TYPE A, 5'DIA. WITH T1F, CL E-S 36° INV=603.09	

- A 7' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.0595% (15.2)
- B 37' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.0595% (84.0)
- C 475' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.0595% (1191.1)
- E 148' STORM SEWERS, CLASS A, TYPE 2, 84" @ 0.02% (1454.7)
- F 128' STORM SEWERS, JACKED IN PLACE, CLASS A, 84" @ 0.02%
- G 7.5' STORM SEWERS, CLASS A, TYPE 2, 36" @ 0.057% (15.2)
- M 21' STORM SEWERS, CLASS A, TYPE 2, 36" @ 0.048% (44.1)
- N 5' STORM SEWERS, CLASS A, TYPE 2, 36" @ 0.098% (10.9)

PROPOSED IMPROVEMENT

- NOTES:
- ALL RIM ELEVATIONS OF STRUCTURES IN THE PROPOSED CURB LINE ARE GIVEN TO THE EDGE OF PAVEMENT. ALL OTHER RIM ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURES. ALL CALLOUTS REFERENCE THE CENTERLINE OF CONSTRUCTION OF 71ST STREET.
 - (X.X) - DENOTES CUBIC YARDS OF TRENCH BACKFILL.
 - DIRECT CONNECTIONS OF STORM SEWERS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWER.
 - WHEN 10FT SEPARATION IS NOT MAINTAINED BETWEEN THE WATER MAIN AND 84" RCP THE JOINTS OF THE PIPE SHALL BE SEALED WITH TYLOX, TYPE C GASKETS, OR AN APPROVED EQUIVALENT CONFORMING TO ASTM STANDARDS C443 AND C361. GASKETS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF STORM SEWER WHEN REQUIRED.
 - INSTALL 130' OF STEEL CASING PIPE 16" (BORED AND JACKED) FROM STA 22+75 TO STA 24+05, (63.8'RT). ENDS OF CASING PIPE SHALL BE SEALED BEFORE BACKFILLING PITS. REFER TO PLAN SHEET 10 FOR LOCATION OF STEEL CASING PIPE 16" (BORED AND JACKED).

FILE NAME = 09353-PLPR-01 - P01	USER NAME =	DESIGNED - PKB	REVISED - 4-14-11 ADDENDUM 1	71ST STREET		F.A.U. RATE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - PKB	REVISED -	STORM SEWER PLAN - 84"		1537	06-00050-00-GS	COOK	209	44
		DRAWN - PS	REVISED -	SCALE: 1"=50'		SHEET NO. 44 OF 209 SHEETS		STA. 15+50 TO STA. 24+00		CONTRACT NO. 63556
		CHECKED - AG	REVISED -	FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT CRE-9003(709)		