

STRUCTURE SCHEDULE (CONT'D)

STRUCTURE	LOCATION	SURFACE (ELEV)	NE INVERT (ELEV)	NW INVERT (ELEV)	SE INVERT (ELEV)	SW INVERT (ELEV)	E INVERT (ELEV)	DEPTH (FT)	MANHOLES, TYPE A (EA)				CATCH BASINS, TYPE A (EA)	CATCH BASINS, TYPE C (EA)	INLETS, TYPE B (EA)	GRATES (EA)			TYPE 1 FRAME (EA)			FRAMES AND GRATES (EA)			PRECAST REINFORCED CONCRETE FLARED END SECTIONS (EA)			GRATING FOR CONCRETE FLARED END SECTION (EA)	INLET BOX, STANDARD 542526 (EA)	COMMENTS							
									4'	5'	6'	8'				TYPE B	OPEN LID	CLOSED LID	TYPE 3	TYPE 24	SALVAGED	12"	18"	24"	24"												
CB 2-2L	15+50, 18.50' LT	415.05	407.80	-	407.60	-	-	7.45					1																								
INLET 2-3R	15+69, 18.50' RT	414.96	-	-	-	408.00	-	6.96						1																							
CB 2-2R	15+50, 18.50' RT	415.05	407.80	-	-	407.60	-	7.45					1																								
MH 2-6	15+41, 12.50' RT	415.22	403.51	407.30	407.30	403.31	-	11.91		1																											
INLET 2-1L	14+65, 18.50' LT	415.70	-	-	409.00	-	-	6.70						1																							
INLET 2-1R	14+65, 18.50' RT	415.70	-	409.00	-	-	-	6.70						1																							
MH 2-5	14+56, 12.50' RT	415.87	402.64	408.70	408.70	402.44	-	13.43		1																											
MH 2-14 (EXIST)	13+95, 22.10' LT	417.52	-	-	-	-	-	-																					TO BE RECONSTRUCTED								
INLET 2-5L	13+45, 18.50' LT	416.61	-	-	408.55	-	-	8.06						1																							
INLET 2-5R	13+45, 18.50' RT	416.61	-	408.55	-	-	-	8.06						1																							
MH 2-4	13+38, 12.50' RT	416.77	401.50	408.25	408.25	401.30	-	15.47		1																											
MH 2-3	11+34, 12.50' RT	417.60	399.46	399.46	399.26	-	-	18.34		1																											
MH 2-2	11+34, 68.50' RT	420.00	-	398.67	398.47	-	-	21.53		1																			W / FLOW RESTRICTOR								
MH 2-1 (EXIST)	11+25, 90.00' RT	419.60	-	-	-	-	-	-																					CORE-DRILL 18" SS INTO EXISTING MH (COST INCLUDED IN SS CLA 5 1B)								
MH 2-15	10+23, 78.60' LT	419.16	-	407.20	402.20	-	-	-																													
9TH STREET																																					
INLET 4-1L	4+00, 23.00' LT	417.21	-	413.05	-	-	-	4.16																													
INLET 4-1R	4+00, 23.20' RT	417.21	-	412.60	412.40	-	-	4.81						1																							
INLET 4-2L	5+60, 23.00' LT	417.45	-	413.45	-	-	-	4.00						1																							
INLET 4-2R	5+60, 23.20' RT	417.42	412.81	-	413.01	-	-	4.61						1																							
RAMP "O"																																					
MH 5-3	15+31, 28.60' LT	416.03	-	-	404.16	404.16	-	11.87																													
INLET BOX 11-1	15+81, 34.05' RT	-	-	-	-	409.63	-	N/A																						1							
MH 5-4 (EXIST)	15+89, 24.20' RT	412.35	-	-	-	-	-	-																						TO BE RECONSTRUCTED W / BOLTED TOP							
CB 5-5 (EXIST)	15+87, 7.80' RT	416.03	-	-	-	-	-	-																						TO BE RECONSTRUCTED W / BOLTED TOP							
FES 11-2	15+97, 30.80' RT	-	409.56	-	-	-	-	N/A																													
FES 6-1	18+08, 31.20' RT	-	407.79	-	-	-	-	N/A																													
FES 6-2	18+48, 60.70' LT	-	-	-	-	407.44	-	N/A																													
BOWMAN ACCESS ROAD																																					
FES 7-1	2+65, 20.00' LT	-	-	412.18	-	-	-	N/A																													
FES 7-2	2+65, 20.00' RT	-	-	-	411.98	-	-	N/A																													
FES 8-1	8+00, 15.00' LT	-	-	413.18	-	-	-	N/A																													
FES 8-2	8+00, 15.00' RT	-	-	-	413.03	-	-	N/A																													
FES 12-1	11+90, 20.60' RT	-	413.76	-	-	-	-	N/A																													
FES 12-2	11+30, 21.15' RT	-	-	-	413.64	-	-	N/A																													
CSX ACCESS ROAD																																					
M13-1	2+75, 19.50' RT	428.00	422.74	-	-	EXIST	-	5.26																													
M13-2	4+34, 12.30' RT	427.00	422.08	-	-	422.18	-	4.92																													
FES 9-1	9+57, 25.00' LT	-	-	413.06	-	-	-	N/A																													
FES 9-2	9+86, 22.00' RT	-	-	-	413.56	-	-	N/A																													
HW 10-1	9+34, 24.90' LT	-	-	414.18	-	-	-	N/A																													
HW 10-2	9+60, 22.60' RT	-	-	-	413.14	-	-	N/A																													
BOWMAN YARD																																					
CB BY-1		-	-	-	-	-	-	-																													
MH BY-1		-	-	-	-	-	-	-																													
SUBTOTAL (2)																																					
SUBTOTAL (1)																																					
SUBTOTAL (2)																																					
TOTALS																																					

• TO BE DETERMINED BY ENGINEER