120 STA. 501+00, 12.2′ RT.
INLETS TA T24F&G
RIM = 753.14
INV = 749.14 (12″ S)

121• STA. 501+00, 69.0′ RT.
INLETS TA T10F&G
RIM = 746.77
INV = 744.52 (12″ N)

122† STA. 501+00, 40.2′ RT.
RD CB 5 DIA T24F&G
RIM = 753.84
INV = 746.74 (30″ W)
INV = 742.24 (30″ E)
INV = 748.89 (12″ N)
INV = 744.26 (12″ S)

123 STA. 501+85, 0.0′ RT.
INLETS TA T8G
RIM = 750.17
INV = 746.17 (12″ S)

124 STA. 501+85, 14.1′ RT.
INLETS TB T24F&G
RIM = 749.90
INV = 746.06 (12″ N)
INV = 745.96 (12″ S)

125† STA. 501+85, 42.1′ RT.
RD CB 5 DIA T24F&G
RIM = 749.90
INV = 741.43 (30″ W)
INV = 736.93 (30″ E)
INV = 745.71 (12″ N)

126• STA. 503+50, 76.4′ RT.
INLETS TA T10F&G
RIM = 736.20
INV = 733.95 (12″ N)

127† STA. 503+50, 48.7′ RT.
CB TA 5 DIA T24F&G
RIM = 743.07
INV = 735.32 (30″ W)
INV = 731.82 (36″ E)
INV = 733.70 (12″ S)

128 STA. 504+00, 8.0′ LT.
CB TC T8G
RIM = 742.70
INV = 738.70 (12″ N)

129 STA. 504+00, 62.0′ LT.
PRC FLAR END SEC 12″
INV = 738.16 (12″ S)

130 STA. 506+00, 69.0′ LT.
PRC FLAR END SEC 30″
INV = 732.19 (30″ S)

131 STA. 506+00, 9.0′ LT.
RD CB 5 DIA T23F&G
RIM = 738.69
INV = 731.75 (30″ N)
INV = 731.65 (30″ S)

132† STA. 506+00, 55.0′ RT.
RD CB 4 DIA T24F&G
RIM = 737.81
INV = 730.59 (36″ W)
INV = 730.09 (48″ E)
INV = 731.17 (30″ N)

133 STA. 507+08, 9.0′ LT.
INLETS TA T23F&G
RIM = 738.34
INV = 734.34 (12″ W)

134 STA. 506+88.26, 9.0′ LT.
RD CB 4 DIA T23F&G
RIM = 738.32
INV = 734.25 (12″ E)
INV = 734.15 (12″ S)

135† STA. 506+88.26, 55.0′ RT.
RD CB 6 DIA T24F&G
RIM = 737.44
INV = 729.92 (48″ W)
INV = 729.82 (48″ E)
INV = 733.55 (12″ N)

136† STA. 507+23, 55.0′ RT.
RD CB 6 DIA T24F&G
RIM = 737.50
INV = 729.76 (48″ W)
INV = 729.66 (48″ E)

137• STA. 507+00, 84.0′ RT.
INLETS TB T10F&G
RIM = 730.15
•• INV (I) = 724.56 (12″ S)
•• INV (P) = 724.06 (12″ S)

138 STA. 505+00, 95.0′ LT.
PRC FLAR END SEC 60″
INV = 727.63 (60″ E)

139 STA. 506+00, 90.0′ LT.
MAN TA 7 DIA T1F CL
RIM = 737.14
INV = 727.10 (60″ W)
INV = 722.10 (60″ E)

140• STA. 508+00, 90.0′ LT.
MAN TA SPL 9D T1F CL
RIM = 738.95
INV = 721.04 (60″ W)
INV = 716.80 (60″ S)

141• STA. 508+00, 54.0′ RT.
DIVERSION STRUCTURE
RIM 1 = 738.11
RIM 2 = 738.34
•• INV (I) = 730.02 (48″ W)
•• INV (P) = 729.52 (48″ W)
•• INV (I) = 730.00 (48″ E)
•• INV (P) = 729.50 (48″ E)
•• INV (I) = 716.55 (60″ N)
•• INV (P) = 716.05 (60″ N)
•• INV (I) = 716.50 (60″ S)
•• INV (P) = 716.00 (60″ S)

PR PERM EASE
PR TEMP EASE
60″ CULVERT
INV = 741.18
CONC HDWL FOR
P DRAIN (TYP.)
PR ROW
MATCH LINE STA. 499+00
(SEE SHEET NO. 68)
500+00
505+00
510+00
MCLEAN BOULEVARD
+40
51′ LT
STA. 508+35
53.48′ RT.
END CONTRACT 5
MATCH MANHOLE
FROM CONTRACT 2
STA. 507+00, 86.0′ RT.
•• INV (I) = 724.55 (12″ N)
•• INV (P) = 724.05 (12″ N)
FLUSH PIPE AT WALL
STA. 508+00, 86.0′ RT.
•• INV (I) = 716.36 (60″ N)
•• INV (P) = 715.86 (60″ N)
FLUSH PIPE AT WALL
(SEE SHEET NO. 124)
48″ CULVERT
INV = 713.47

N

NOTES

THE STATION AND OFFSET CALL-OUT FOR FLARED END SECTIONS IS MEASURED FROM THE TOE.

• FOR ADDITIONAL DETAILS OF DRAINAGE STRUCTURES 121, 126, 137, 140, AND 141, SEE STRUCTURAL DETAILS ON SHEET 74-76, 125.

•• INVERTS OF STRUCTURES 137 & 141 AND CURRENT PIPE SLOPE OF PIPE 113 ARE IN ANTICIPATION OF 6″ SETTLEMENT.
(I) DESIGNATES INSTALLED INVERT ELEVATION AND (P) DESIGNATES EXPECTED INVERT ELEVATION AFTER SETTLEMENT.

† THE CONTRACTOR SHALL INSTALL STRUCTURES 122, 125, 127, 132, 135, AND 136 SUCH THAT THEY WILL NOT BE IN CONFLICT WITH THE PROPOSED GUARDRAIL INSTALLATION. THIS MAY REQUIRE A MAJORITY OF THE STRUCTURES TO BE PLACED BENEATH THE PROPOSED PAVEMENT.

(93) 25′ - STORM SEW CL A 2, 12″ @ 1.00%
T.B.F. = 4.9 CU. YD.

(94) 26′ - STORM SEW CL A 2, 12″ @ 1.00%
T.B.F. = 2.9 CU. YD.

(95) 81′ - STORM SEW CL A 2, 30″ @ 1.00%
T.B.F. = 113.8 CU. YD.

(96) 11′ - STORM SEW CL A 1, 12″ @ 1.00%
T.B.F. = 0.2 CU. YD.

(97) 25′ - STORM SEW CL A 2, 12″ @ 1.00%
T.B.F. = 3.8 CU. YD.

(98) 161′ - STORM SEW CL A 3, 30″ @ 1.00%
T.B.F. = 237.2 CU. YD.

(99) 25′ - STORM SEW CL A 2, 12″ @ 1.00%
T.B.F. = 2.8 CU. YD.

(100) 48′ - STORM SEW CL A 1, 12″ @ 1.00%
T.B.F. = 5.3 CU. YD.

(101) 245′ - STORM SEW CL A 2, 36″ @ 0.50%
T.B.F. = 309.0 CU. YD.

(102) 49′ - STORM SEW CL A 2, 30″ @ 0.80%
T.B.F. = 20.8 CU. YD.

(103) 60′ - STORM SEW CL A 2, 30″ @ 0.80%
T.B.F. = 42.4 CU. YD.

(104) 83′ - STORM SEW CL A 2, 48″ @ 0.20%
T.B.F. = 63.3 CU. YD.

(105) 17′ - STORM SEW CL A 2, 12″ @ 0.50%
T.B.F. = 2.6 CU. YD.

(106) 60′ - STORM SEW CL A 2, 12″ @ 1.00%
T.B.F. = 9.2 CU. YD.

(107) 29′ - STORM SEW CL A 2, 48″ @ 0.20%
T.B.F. = 23.0 CU. YD.

(108) 71′ - STORM SEW CL A 2, 48″ @ 0.20%
T.B.F. = 66.5 CU. YD.

(109) 32′ - STORM SEW CL A 2, 48″ @ 0.20%
T.B.F. = 37.4 CU. YD.

(110) 1′ - STORM SEW CL A 2, 12″ @ 1.00%
T.B.F. = 0.0 CU. YD.

(111) 89′ - STORM SEW CL A 2, 60″ @ 0.55%
T.B.F. = 0.0 CU. YD.

(112) 192′ - STORM SEW CL A 3, 60″ @ 0.55%
T.B.F. = 0.0 CU. YD.

(113)•• 137′ - STORM SEW CL A 4, 60″ @ 0.18%
T.B.F. = 623.5 CU. YD.

(114) 26′ - STORM SEW CL A 4, 60″ @ 0.55%
T.B.F. = 23.4 CU. YD.

(AN) 57′ - PIPE UNDERDRAINS, 6″
(AO) 43′ - PIPE UNDERDRAINS, 6″
(AP) 53′ - PIPE UNDERDRAINS, 6″
(AQ) 55′ - PIPE UNDERDRAINS, 6″
(AR) 53′ - PIPE UNDERDRAINS, 6″
(AS) 66′ - PIPE UNDERDRAINS, 6″
(AT) 52′ - PIPE UNDERDRAINS, 6″
(AU) 64′ - PIPE UNDERDRAINS, 6″
(AV) 52′ - PIPE UNDERDRAINS, 6″

STEARNS ROAD

760
750
740
730
720

MATCH LINE STA. 499+00
(SEE SHEET NO. 69)

PR PGL
LT DITCH
EXIST GROUND
MATCH MANHOLE FROM
CONTRACT NO. 2
INV = 729.44
CONTRACT NO. 2
STA. 511+20
48.80′ RT.

	499+00	500+00	501+00	502+00	503+00	504+00	505+00	506+00	507+00	508+00	509+00	510+00	511+00
PR PGL ELEVATION	756.1	754.2	752.3	750.4	748.5	746.6	744.7	742.8	741.0	739.3	737.7	736.2	734.7
LT DITCH ELEVATION	767.12	762.02	753.78	749.26	747.07	743.98	740.29	736.16	733.64	731.02	728.87	727.19	725.53
RT DITCH ELEVATION	760.76	758.85	756.95	755.05	753.14	751.24	749.33	747.43	745.53	743.79	742.29	741.03	740.01

	733.4	732.2	733.2	734.3	735.5	737.0	739.27	741.79	738.91	747.88	742.29	740.23
PR PGL ELEVATION	733.4	732.2	733.2	734.3	735.5	737.0	739.27	741.79	738.91	747.88	742.29	740.23
LT DITCH ELEVATION	724.66	724.29	723.74	724.26	720.48	725.23	737.63	741.79	740.61	740.00	739.42	739.10
RT DITCH ELEVATION	739.23	738.69	738.39	738.33	738.50	738.92	739.49	740.66	740.61	740.00	739.42	739.10

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CARD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTAT'NS CHK'D
NOTE BOOK
NO.
BY
DATE

FILE NAME =
CIVILTECH
USER NAME = mjp
PLOT SCALE = 50.0000 ' / IN.
PLOT DATE = 3/27/2009
DESIGNED - MJP
DRAWN - MJP
CHECKED - DNM
DATE - 3/30/09
REVISED -
REVISED -
REVISED -
REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

DRAINAGE AND UTILITIES – STEARNS ROAD

SCALE: 1″=50′ | SHEET NO. 8 OF 14 SHEETS | STA. 499+00 TO STA. 512+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-25-BR	KANE	220	70

CONTRACT NO. 63076

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT