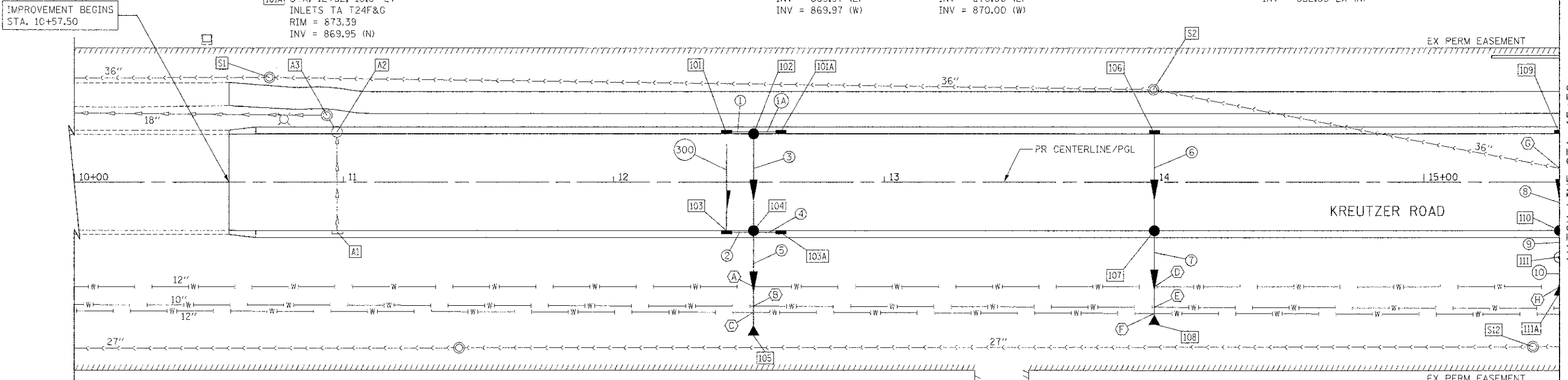


- A1 STA. 10+98, 18.5' RT INLETS ADJ NEW T24F&G EX RIM = 873.87 PR RIM = 874.04 INV = 871.10 EX (E)
- A2 STA. 10+98, 18.8' LT CB ADJ NEW T24F&G EX RIM = 873.98 PR RIM = 874.04 INV = 870.90 EX (W) INV = 870.90 EX (NE)
- A3 STA. 10+94, 24.9' LT MAN ADJUST EX RIM = 874.84 PR RIM = 874.55 INV = 870.90 (SW) INV = 870.90 (N)
- 101 STA. 12+42, 18.0' RT INLETS TA T24F&G RIM = 873.39 INV = 869.88 (N) INV = 869.88 (S) INV = 869.88 (W)
- 101A STA. 12+62, 18.0' LT INLETS TA T24F&G RIM = 873.39 INV = 869.95 (N)
- 102 STA. 12+52, 18.0' LT CB TA 4 DIA T24F&G RIM = 873.39 INV = 869.88 (N) INV = 869.88 (S) INV = 869.88 (W)
- 103 STA. 12+42, 18.0' RT INLETS TA T24F&G RIM = 873.39 INV = 869.56 (N) INV = 869.56 (S) INV = 869.56 (E) INV = 869.56 (W)
- 103A STA. 12+42, 18.0' RT INLETS TA T24F&G RIM = 873.39 INV = 869.63 (N)
- 104 STA. 12+52, 18.0' RT CB TA 4 DIA T24F&G RIM = 873.39 INV = 869.56 (N) INV = 869.56 (S) INV = 869.56 (E) INV = 869.56 (W)
- 105 STA. 12+52, 57.0' RT PRC FLAR END SEC 15 INV = 869.25
- 106 STA. 14+00, 18.0' LT INLETS TA T24F&G RIM = 874.12 INV = 870.30 (W)
- 107 STA. 14+00, 18.0' RT CB TA 4 DIA T24F&G RIM = 874.12 INV = 869.97 (E) INV = 869.97 (W)
- 108 STA. 14+00, 53.0' RT PRC FLAR END SEC 12 INV = 869.70
- 109 STA. 15+50, 18.0' LT INLETS TA T24F&G RIM = 875.09 INV = 870.33 (W)
- 110 STA. 15+50, 18.0' RT CB TA 4 DIA T24F&G RIM = 875.09 INV = 870.00 (E) INV = 870.00 (W)
- 111 STA. 15+50, 28.0' RT MAN TA 4 DIA T1F CL RIM = 873.70 INV = 869.94 (E) INV = 869.94 (S) INV = 869.74 (W)
- 111A STA. 15+50, 40.0' RT PRC FLAR END SEC 15 INV = 869.70
- S1 STA. 10+73, 38.9' LT SAN MAN ADJUST EX RIM = 875.54 PR RIM = 875.10 INV = 852.10 EX (S) INV = 851.90 EX (N)
- S2 STA. 15+40, 61.2' LT SAN MAN ADJUST EX RIM = 869.50 PR RIM = 870.50 INV = 852.60 EX (N) INV = 852.70 EX (S)
- S2 STA. 14+00, 34.4' LT SAN MAN RECONST EX RIM = 871.25 PR RIM = 874.75 INV = 852.70 EX (SW) INV = 852.60 EX (N)

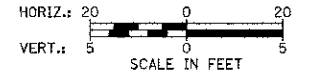


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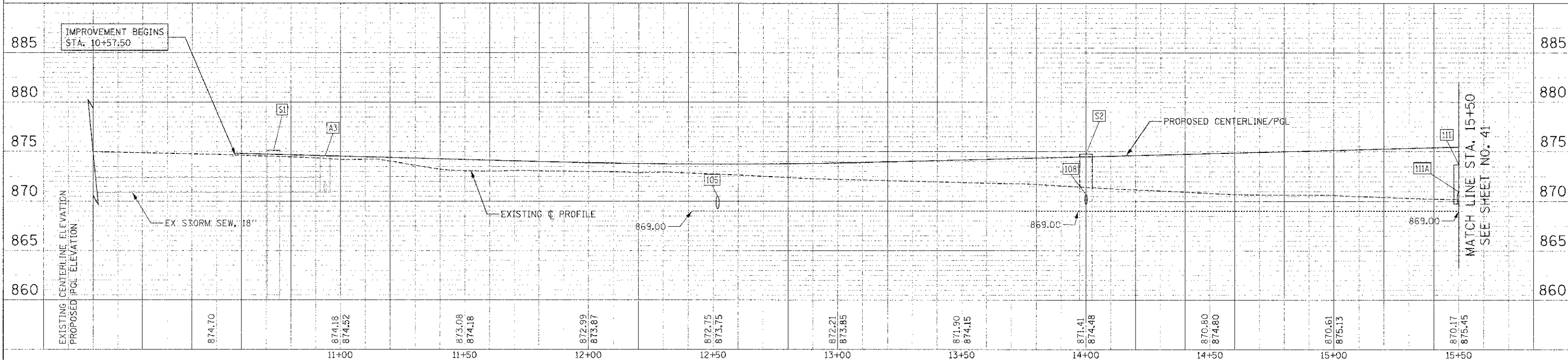


- 1 7' - STORM SEW CL A 1, 12" @ 1.00% TBF = 0.9 CU YD
- 1A 7' - STORM SEW CL A 1, 12" @ 1.00% TBF = 0.9 CU YD
- 2 7' - STORM SEW CL A 1, 12" @ 1.00% TBF = 0.9 CU YD
- 3 32' - STORM SEW CL A 1, 12" @ 1.00% TBF = 4.2 CU YD
- 4 7' - STORM SEW CL A 1, 12" @ 1.00% TBF = 0.9 CU YD
- 5 31' - STORM SEW WM REQ 15 @ 1.00% TBF = 0.2 CU YD
- 6 33' - STORM SEW CL A 1, 12" @ 1.00% TBF = 4.7 CU YD
- 7 27' - STORM SEW CL A 1, 12" @ 1.00% TBF = 0.3 CU YD
- 8 33' - STORM SEW CL A 1, 12" @ 1.00% TBF = 7.8 CU YD
- 9 6' - STORM SEW CL A 2, 12" @ 1.00% TBF = 0.6 CU YD
- 10 4' - STORM SEW CL A 1, 15" @ 1.00% TBF = 0.0 CU YD
- 300 31' - PIPE UNDERDRAINS 4" @ 0.50% TBF = 0.7 CU YD
- A BOTTOM STORM = 869.20 TOP WATER = 865.06
- B BOTTOM STORM = 869.13 TOP WATER = 864.98
- C BOTTOM STORM = 868.11 TOP WATER = 865.06
- D BOTTOM STORM = 869.62 TOP WATER = 864.45
- E BOTTOM STORM = 869.54 TOP WATER = 864.37
- F BOTTOM STORM = 869.54 TOP WATER = 864.45
- G BOTTOM STORM = 870.04 TOP SAN. = 855.94
- H BOTTOM STORM = 869.54 TOP WATER = 863.90

NOTES:  
 1. STATIONS AND OFFSETS ARE TO THE CENTER OF THE STRUCTURE.  
 2. RIM ELEVATIONS FOR CURB STRUCTURES ARE AT THE EDGE OF PAVEMENT.



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FILE NAME = ...2473.D&U_0.dgn	USER NAME = bas	DESIGNED - BAS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE AND UTILITY PLAN</b>	F.A.U. RTE. 4068	SECTION 07-0031-00-PV	COUNTY McHENRY	TOTAL SHEETS 167	SHEET NO. 40	
PLT SCALE = 20.0000' / 1"	DRAWN - BAS	REVISED -	SCALE: 1" = 20'			SHEET NO. 1 OF 12 SHEETS	STA. 10+57 TO STA. 15+50	FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT XXX	CONTRACT NO. 63743	
PLT DATE = 10/10/2012	CHECKED - GAB	REVISED -									
	DATE - 10/22/12	REVISED -									