IL RTE. 31 MAINLINE

1 STA. 212+00.9, 46.2' RT
MAN TA 4 DIA T1F CL
RIM = 886.88
INV = 882.70 EX (N)
INV = 882.70 (S)

2 STA. 212+94, 49.0' LT
EXISTING MANHOLE
RIM = 889.40
INV = 882.21 EX (N)
INV = 882.31 (S)
INV = 883.31 EX (E)

3 STA. 210+63.85, 35.0' RT
CB TC T24F&G
RIM = 887.67
INV = 884.22 (N)

4 STA. 210+80.00, 35.0' RT
CB TA 4 DIA T24F&G
RIM = 887.68
INV = 884.20 (S)
INV = 884.20 (W)
INV = 884.10 (N)
INV = 884.18 (4'' NW)

IL RTE. 31 MAINLINE

5 STA. 210+62.77, 35.0' LT
CB TC T24F&G
RIM = 887.67
INV = 884.36 (N)

6 STA. 210+80.00, 35.0' LT
CB TA 4 DIA T24F&G
RIM = 887.68
INV = 883.97 (E)
INV = 883.97 (W)
INV = 884.30 (S)
INV = 884.18 (4'' NE)

7 STA. 210+80.00, 43.0' LT
MAN TA 4 DIA T1F CL
RIM = 887.95
INV = 883.95 (E)
INV = 883.85 (N)

8 STA. 208+14.87, 37.4' RT
CB TC T24F&G
RIM = 888.66
INV = 885.00 (W)

IL RTE. 31 MAINLINE

9 STA. 208+15.00, 35.0' LT
CB TA 4 DIA T24F&G
RIM = 888.67
INV = 884.67 (E)
INV = 884.20 (W)
INV = 885.17 (4'' NE)

10 STA. 208+15.00, 47.6' LT
MAN TA 4 DIA T1F CL
RIM = 888.80
INV = 882.93 (N)
INV = 884.17 (E)
INV = 882.93 (S)

11 STA. 203+31.00, 29.0' LT
MAN TA 4 DIA T1F CL
RIM = 885.62
INV = 879.00 (S)
INV = 879.91 (W)

12 STA. 205+00.00, 35.0' LT
CB TA 4 DIA T24F&G
RIM = 888.18
INV = 883.51 (E)
INV = 883.44 (W)
INV = 884.80 (4'' SE)

IL RTE. 31 MAINLINE

13 STA. 205+00.00, 47.6' LT
MAN TA 4 DIA T1F CL
RIM = 887.77
INV = 881.38 (N)
INV = 881.38 (S)
INV = 883.37 (E)

14 STA. 205+00.00, 43.0' RT
CB TA 4 DIA T24F&G
RIM = 888.28
INV = 883.88 (S)
INV = 883.88 (W)
INV = 884.70 (4'' SW)

15 STA. 203+31.00, 35.0' LT
CB TA 4 DIA T24F&G
RIM = 885.48
INV = 879.96 (E)
INV = 879.96 (W)

16 STA. 203+31.00, 47.6' LT
MAN TA 4 DIA T1F CL
RIM = 885.75
INV = 880.06 (N)
INV = 880.06 (E)

IL RTE. 31 MAINLINE

35 STA. 204+16.00, 44.6' RT
CB TC T24F&G
RIM = 887.92
INV = 884.24 (N)

39 STA. 209+00.00, 61.38' RT
CB TC T8G
RIM = 886.63
INV = 882.16 (S)

42 STA. 207+05.00, 62.0' RT
CB TA 4 DIA T8G
RIM = 888.08
INV = 881.28 (N)
INV = 881.28 (S)

43 STA. 205+00.00, 68.8' RT
MAN TA 4 DIA T1F OL
RIM = 887.06
INV = 880.40 (N)
INV = 880.40 (S)

IL RTE. 31 MAINLINE

A STA. 210+80.00, 5.5' LT
CB TC T24F&G
RIM = 888.14
INV = 884.21 (W)

B STA. 210+80.00, 11.0' RT
CB TA 4 DIA T24F&G
RIM = 888.03
INV = 884.44 (E)

D STA. 209+75.00, 47.6' LT
MAN TA 4 DIA T1F CL
RIM = 888.09
INV = 883.55 (S)
INV = 883.55 (E)

E STA. 209+75.00, 35.0' RT
CB TC T24F&G
RIM = 887.93
INV = 883.89 (W)

F STA. 209+75.00, 35.0' LT
CB TA 4 DIA T24F&G
RIM = 887.91
INV = 883.58 (E)
INV = 883.58 (W)

IL RTE. 31 MAINLINE

G STA. 211+85.00, 35.0' LT
CB TC T24F&G
RIM = 887.94
INV = 883.94 (W)

H STA. 211+85.00, 46.0' LT
MAN TA 4 DIA T1F CL
RIM = 888.10
INV = 883.84 (E)
INV = 883.10 (S)
INV = 883.00 (N)

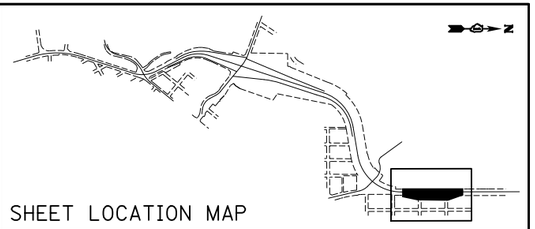
A50 STA. 212+94.00, 9.5' LT
INLETS ADJUST
EX RIM = 889.11
PR RIM = 889.11

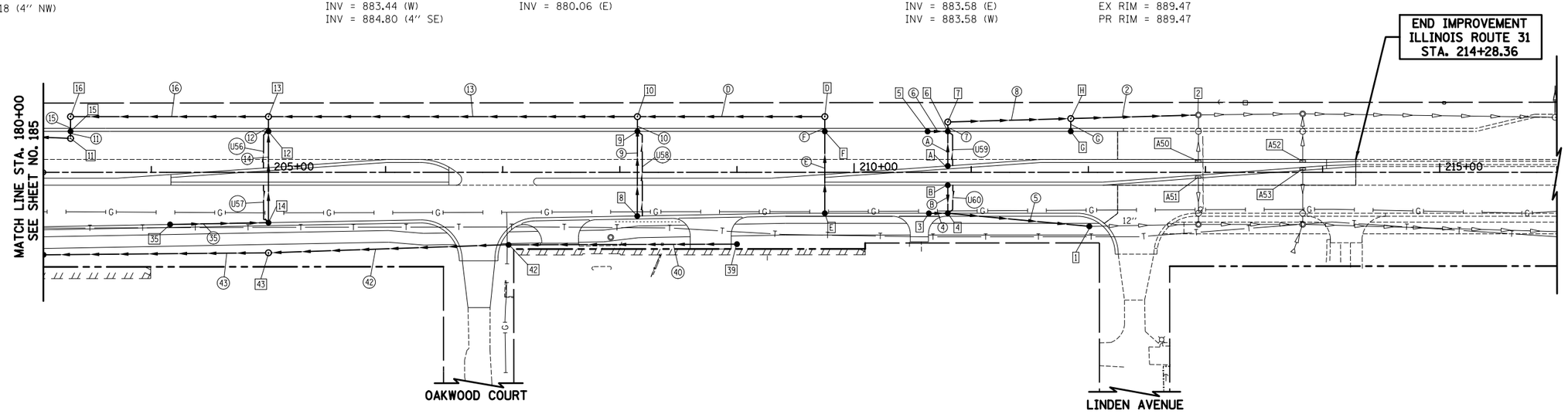
A51 STA. 212+94.00, 4.1' RT
INLETS ADJUST
EX RIM = 889.22
PR RIM = 889.22

A52 STA. 213+83.00, 9.5' LT
INLETS ADJUST
EX RIM = 889.47
PR RIM = 889.47

A53 STA. 213+83.00, 2.9' LT
INLETS ADJUST
EX RIM = 889.71
PR RIM = 889.71

SHEET LOCATION MAP





IL RTE. 31 MAINLINE

4 14'-STORM SEW CL A 1, 12'' @ 0.50%
TBF=1.9 CU YD

5 117'-STORM SEW CL A 2, 12'' @ 1.20%
TBF=31.4 CU YD

6 15'-STORM SEW CL A 1, 12'' @ 0.40%
TBF=2.0 CU YD

7 2'-STORM SEW CL A 2, 12'' @ 1.00%
TBF=0.0 CU YD

8 101'-STORM SEW CL A 2, 15'' @ 0.74%
TBF=0.0 CU YD

9 73'-STORM SEW CL A 1, 12'' @ 0.45%
TBF=9.6 CU YD

10 7'-STORM SEW CL A 2, 12'' @ 0.43%
TBF=0.0 CU YD

11 4'-STORM SEW CL A 2, 18'' @ 1.25%
TBF=1.2 CU YD

12 7'-STORM SEW CL A 2, 12'' @ 1.00%
TBF=0.0 CU YD

13 311'-STORM SEW CL A 2, 18'' @ 0.50%
TBF=0.0 CU YD

14 78'-STORM SEW CL A 1, 12'' @ 0.47%
TBF=15.1 CU YD

15 7'-STORM SEW CL A 2, 18'' @ 1.43%
TBF=0.0 CU YD

IL RTE. 31 MAINLINE

16 165'-STORM SEW CL A 2, 18'' @ 0.80%
TBF=0.0 CU YD

35 81'-STORM SEW CL A 1, 12'' @ 0.44%
TBF=12.3 CU YD

40 192'-STORM SEW CL A 2, 12'' @ 0.46%
TBF=47.4 CU YD

42 202'-STORM SEW CL A 2, 12'' @ 0.44%
TBF=28.6 CU YD

43 188'-STORM SEW CL A 2, 12'' @ 0.45%
TBF=0.0 CU YD

A 30'-STORM SEW CL A 1, 12'' @ 0.80%
TBF=4.0 CU YD

B 24'-STORM SEW CL A 1, 12'' @ 1.00%
TBF=3.2 CU YD

D 156'-STORM SEW CL A 2, 18'' @ 0.40%
TBF=0.0 CU YD

E 70'-STORM SEW CL A 1, 12'' @ 0.44%
TBF=11.4 CU YD

F 7'-STORM SEW CL A 2, 12'' @ 0.43%
TBF=0.0 CU YD

G 7'-STORM SEW CL A 1, 12'' @ 1.43%
TBF=1.1 CU YD

2 105'-STORM SEW CL A 2, 15'' @ 6.90%
TBF=0.0 CU YD

IL RTE. 31 MAINLINE

U56 34'-PIPE UNDERDRAIN, 4''

U57 35'-PIPE UNDERDRAIN, 4''

U58 75'-PIPE UNDERDRAIN, 4''

U59 32'-PIPE UNDERDRAIN, 4''

U60 27'-PIPE UNDERDRAIN, 4''

NOTES:
1. CURB STRUCTURE RIM ELEVATIONS ARE LOCATED AT THE EDGE OF PAVEMENT
2. LOCATION CALL-OFFS AND INVERT ELEVATIONS FOR END SECTIONS ARE AT THE FLARED END OF THE STRUCTURE

50 0 50
SCALE IN FEET

ILLINOIS ROUTE 31

FILE NAME = ...\D160F72-sht-drpln-10.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -
		DRAWN - DTE	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - GAB	REVISED -
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES PLAN

SCALE: 1'' = 50' | SHEET NO. 10 OF 15 SHEETS | STA. 180+00 TO STA. 214+28.36

O.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0003	18A-2	MCHENRY	825	186
		CONTRACT NO. 60F72		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		