



**BEGIN IMPROVEMENT
NORTH MAIN STREET
STA. 50+00.00**

NORTH MAIN STREET

52 STA. 55+20.00, 56.0' RT
CB TA 5 DIA T8G
RIM = 875.00
INV = 870.66 (N)
INV = 870.66 (SE)
INV = 872.73 (NE)

53 STA. 53+35.00, 54.0' RT
MAN TA 5D T1FCL R-PLT
RIM = 875.25
INV = 869.85 (NW)
INV = 869.85 (SE)

54 STA. 53+25.00, 54.0' RT
MAN TA 4 DIA T1F CL
RIM = 875.15
INV = 869.80 (NW)
INV = 869.70 (W)

55 STA. 53+25.00, 30.0' RT
CB TA 4 DIA T24F&G
RIM = 875.77
INV = 869.50 (E)
INV = 869.40 (W)

NORTH MAIN STREET

56 STA. 53+25.00, 18.0' LT
CB TA 4 DIA T24F&G
RIM = 876.01
INV = 868.90 (E)
INV = 869.00 (W)

57 STA. 50+80.00, 30.0' RT
CB TC T24F&G
RIM = 872.19
INV = 868.19 (W)

58 STA. 50+79.86, 30.0' LT
CB TA 4 DIA T24F&G
RIM = 872.19
INV = 867.63 (E)
INV = 865.92 (W)
INV = 868.69 (4" SE)

NORTH MAIN STREET

56A STA. 53+23.77, 36.5' LT
MAN TA 5 DIA T1F CL
RIM = 875.70
INV = 871.20 EX (W)
INV = 868.80 (E)
INV = 868.70 (S)

57A STA. 55+35.4, 76.1' RT
EXISTING CB
EX RIM = 876.83
INV = 874.23 EX (N)
INV = 874.23 (SW)

58A STA. 50+73.78, 37.7' LT
MAN ADJUST
EX RIM = 872.70
PR RIM = 872.75
INV = 865.90 (N)
INV = 865.90 EX (S)
INV = 865.90 (NE)

NORTH MAIN STREET

51 61'-STORM SEW CL A 1, 24" @ 0.18%
TBF=4.5 CU YD

52 180'-STORM SEW CL A 2, 30" @ 0.45%
TBF=0.0 CU YD

53 19'-STORM SEW CL A 2, 12" @ 1.05%
TBF=0.0 CU YD

54 6'-STORM SEW CL A 2, 12" @ 0.83%
TBF=0.0 CU YD

55 48'-STORM SEW CL A 2, 12" @ 1.04%
TBF=24.4 CU YD

56 13'-STORM SEW CL A 2, 12" @ 1.54%
TBF=10.9 CU YD

56A 248'-STORM SEW CL A 2, 12" @ 1.13%
TBF=36.1 CU YD

57 60'-STORM SEW CL A 1, 12" @ 0.93%
TBF=11.0 CU YD

58 5'-STORM SEW CL A 2, 12" @ 0.40%
TBF=3.9 CU YD

58A 22'-STORM SEW CL A 1, 15" @ 6.82%
TBF=0.0 CU YD

U71 62'-PIPE UNDERDRAIN, 4"

FRONTAGE ROAD

48 STA. 4+15.00, 35.4' RT
CB TA 4 DIA T8G
RIM = 877.87
INV = 873.56 (N)
INV = 873.00 (S)

49 STA. 3+50.00, 32.9' RT
CB TA 4 DIA T8G
RIM = 878.20
INV = 872.50 (N)
INV = 872.50 (S)

50 STA. 2+60.00, 32.9' RT
CB TA 4 DIA T8G
RIM = 877.39
INV = 871.88 (N)
INV = 871.88 (S)

FRONTAGE ROAD

51A STA. 0+84.51, 12.0' LT
CB TC T24F&G
RIM = 875.79
INV = 871.79 (E)

51B STA. 0+84.51, 12.0' RT
CB TA 4 DIA T24F&G
RIM = 875.79
INV = 871.55 (W)
INV = 871.13 (E)

51C STA. 0+84.51, 31.0' RT
MAN TA 5 DIA T1F CL
RIM = 875.30
INV = 871.00 (W)
INV = 870.85 (N)
INV = 870.85 (S)

FRONTAGE ROAD

51 STA. 1+50.00, 32.9' RT
CB TA 5 DIA T8G
RIM = 875.58
INV = 871.33 (N)
INV = 870.96 (S)

47 121'-STORM SEW CL A 1, 15" @ 2.02%
TBF=3.5 CU YD

48 61'-STORM SEW CL A 2, 18" @ 0.82%
TBF=11.1 CU YD

49 86'-STORM SEW CL A 2, 18" @ 0.72%
TBF=12.3 CU YD

50 106'-STORM SEW CL A 2, 18" @ 0.52%
TBF=4.3 CU YD

51A 24'-STORM SEW CL A 1, 12" @ 1.00%
TBF=4.2 CU YD

51B 14'-STORM SEW CL A 2, 12" @ 0.93%
TBF=0.6 CU YD

51C 120'-STORM SEW CL A 2, 30" @ 0.16%
TBF=0.0 CU YD



**NORTH MAIN STREET
FRONTAGE ROAD
GREENWOOD COURT**

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

FILE NAME = ...\\D160F72-sht-drp1n-13.dgn	USER NAME = ctb	DESIGNED - DTE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITIES PLAN			O.R. RTE. 0003	SECTION 18A-2	COUNTY MCHENRY	TOTAL SHEETS 825	SHEET NO. 189
	PLOT SCALE = 100.0000' / in.	CHECKED - GAB	REVISED -		SCALE: 1" = 50'	SHEET NO. 13 OF 15 SHEETS	STA. 50+00	TO STA. 57+00	CONTRACT NO. 60F72			
	PLOT DATE = 5/2/2012	DATE - 5/3/2012	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							