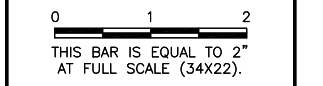


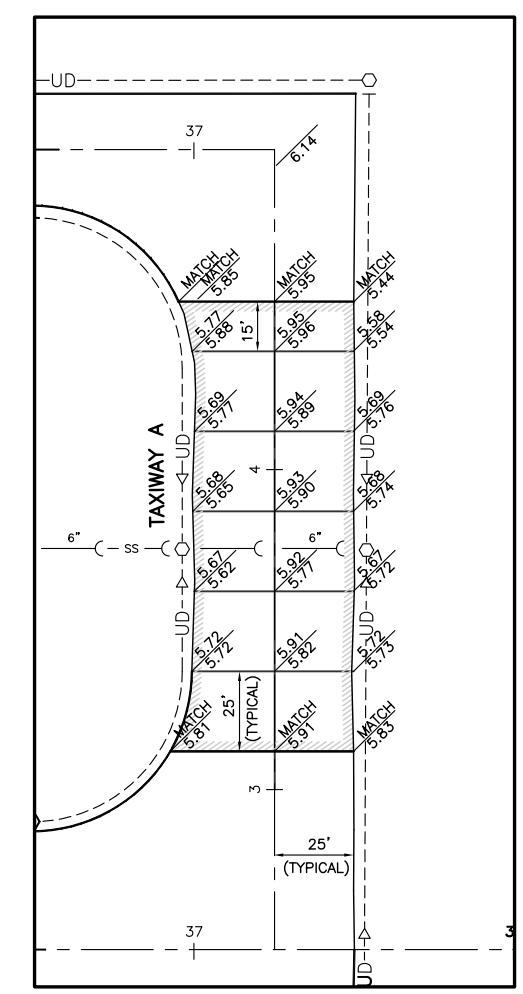
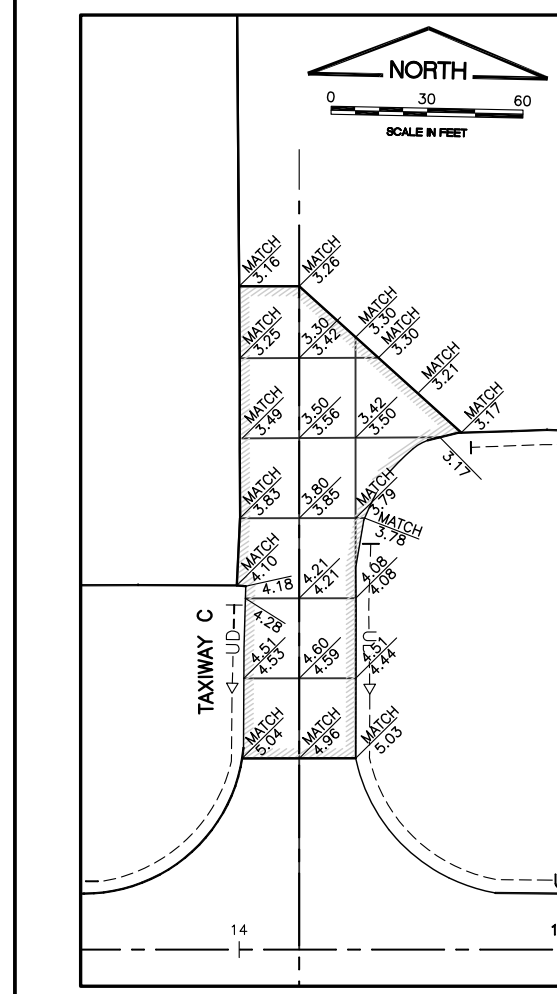
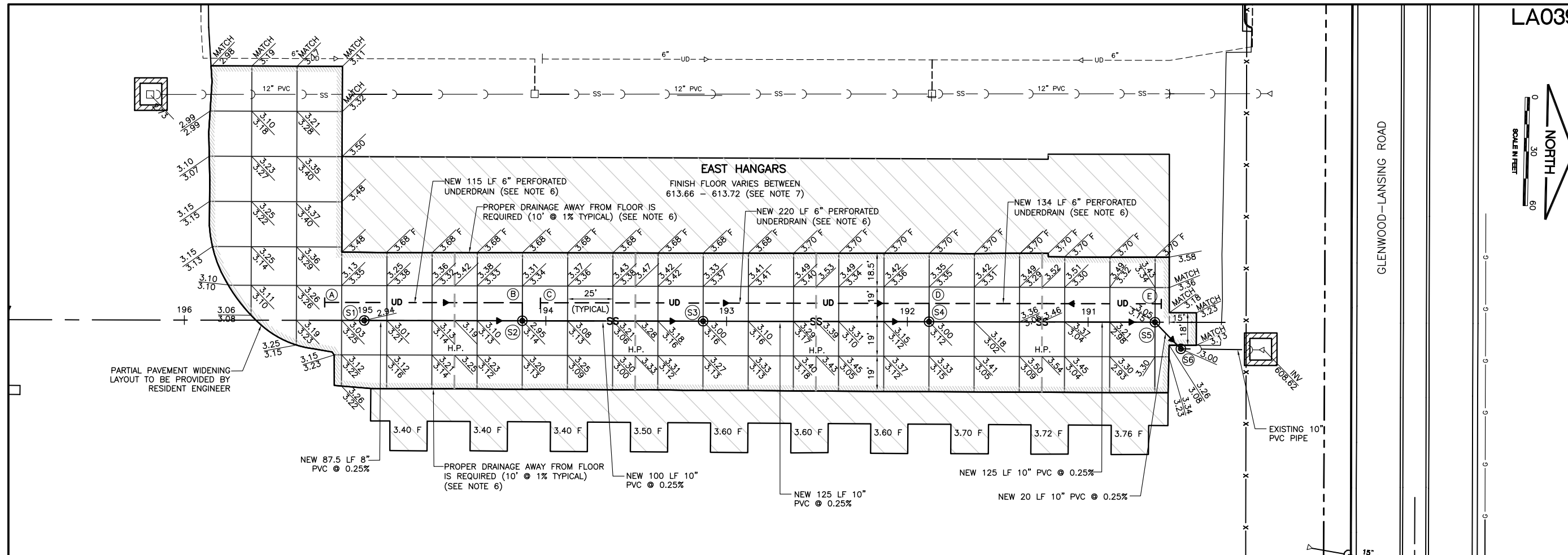
REVISIONS		
NUMBER	BY	DATE



**LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS
 REHABILITATE NORTH QUADRANT T-HANGAR
 PAVEMENTS & ADDITIONAL TAXIWAYS
 GRADING AND DRAINAGE PLAN**

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DESIGN BY:	AAO
DRAWN BY:	AAO
CHECKED BY:	AAO
APPROVED BY:	DKP
DATE:	02/28/14
JOB No:	13297-02-00
IL PROJECT: IGQ-4297 S.B.G. PROJECT: 3-17-SPGP-XX	
SHEET	9 OF 10 SHEETS



DRAINAGE STRUCTURE SCHEDULE					
STRUCTURE ID	TYPE	BASELINE B STATION	RIM	INVERT	NOTES
S1	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	195+00.50	612.94	N: NEW 8", 610.31	-
S2	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	194+13.02	612.95	S: NEW 8" PVC, 610.10 N: NEW 10" PVC, 610.10 W: NEW 6" UD, 610.81	TIE IN PROPOSED UNDERDRAIN
S3	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	193+13.02	613.00	S: NEW 10" PVC, 609.86 N: NEW 10" PVC, 609.76	-
S4	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	191+88.02	613.00	S: NEW 10" PVC, 609.46 N: NEW 10" PVC, 609.36 W: NEW 6" UD, 610.55	TIE IN PROPOSED UNDERDRAIN
S5	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	190+63.00	613.05	S: NEW 10" PVC, 609.05 NE: NEW 10" PVC, 609.00	-
S6	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	190+51.35 14.71' LT.	613.00	SE: NEW 10" PVC, 608.95 N: EXISTING 10" PVC, 608.93	TIE INTO EXISTING 10" PVC PIPE

UNDERDRAIN INFORMATION TABLE			
POINT	DESCRIPTION	SLOPE	INVERT
(A)	NEW 6" PERFORATED UNDERDRAIN	0.25%	611.10 (HIGH POINT)
(B)	NEW 6" PERFORATED UNDERDRAIN		610.83*
(C)	NEW 6" PERFORATED UNDERDRAIN	0.25%	611.10 (HIGH POINT)
(D)	NEW 6" PERFORATED UNDERDRAIN		610.57*
(E)	NEW 6" PERFORATED UNDERDRAIN	0.25%	610.91 (HIGH POINT)

* INVERT OF UNDERDRAIN @ NEW STORM INLET TIE-IN IS SHOWN ON DRAINAGE STRUCTURE SCHEDULE.

LEGEND

- NEW ELEVATION (613.03)
- EXISTING ELEVATION (613.10) (ADD 610 TO OBTAIN GRADE)
- EXISTING FLOOR ELEVATION
- PROPOSED HIGH POINT
- NEW BITUMINOUS PAVEMENT
- NEW MANHOLE
- NEW STORM SEWER
- NEW 6" UNDERDRAIN
- EXISTING SLOPE BOX/INLET/MANHOLE
- EXISTING END SECTION
- EXISTING FLARED END SECTION
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING CONTOUR
- NEW INLET PROTECTION (SEE NOTE 3)

NOTE

- ANY EXCAVATION OR GROUND DISTURBED OUTSIDE THE LANDSCAPING LIMITS SHALL BE REPAIRED BY THE CONTRACTOR. THE COST OF REPAIRING THE GROUNDLINE SHALL BE INCIDENTAL TO THE CONTRACT.
- PAVEMENT TIE-IN EDGES HAVE ONLY ONE ELEVATION CALLED OUT WHICH ARE EXISTING ELEVATIONS WHICH THE CONTRACTOR SHALL BE MATCHED.
- CONTRACTOR SHALL INSTALL INLET PROTECTION ON NEW STRUCTURES/EXISTING STRUCTURES AS DIRECTED BY ENGINEER IN ADDITION CONTRACTOR SHALL, IF NEEDED, PLACE ADDITIONAL EROSION CONTROL MATERIAL TO THE SATISFACTION OF THE ENGINEER. ANY ADDITIONAL EROSION CONTROL MEASURES TAKEN SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PVC PIPE SHALL BE SDR 26 MINIMUM, CONTRACTOR SHALL PROTECT PIPE DURING CONSTRUCTION FROM ANY DAMAGE.
- T-HANGAR PAVEMENTS SHALL BE CONSTRUCTED TO MATCH EXISTING GRADES UNLESS NOTED OTHERWISE. ALL PAVEMENTS SHALL BE GRADED TO DRAIN.
- UNDERDRAIN AND STORM SEWER SHALL BE INSTALLED IN SEPARATE TRENCHES. FOR CLARITY UNDERDRAIN IS DRAWN W/ LARGER OFFSET FROM STORM SEWER. TYPICAL OFFSET BETWEEN UNDERDRAIN AND STORM SEWER IS 6".
- CONTRACTOR SHALL CONSTRUCT NEW BITUMINOUS PAVEMENT 1/4" LOWER THAN FLOOR ELEVATION. CONTRACTOR SHALL CONSTRUCT POSITIVE DRAINAGE AWAY FROM HANGAR FLOOR. IF WATER DRAINS INTO HANGAR FLOOR, CONTRACTOR SHALL REPAIR AREAS TO OBTAIN POSITIVE DRAINAGE AWAY FROM HANGAR FLOOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.