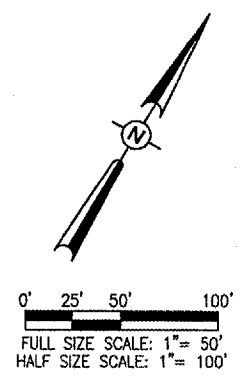


**NOTE**

WHERE THE UNDERDRAIN PIPE IS TO BE INSERTED INTO THE EXISTING R.C.C.P., A CORE DRILL SHALL BE USED TO CUT THE HOLE IN THE R.C.C.P. A DRILL SIZE OF 1" GREATER OF THE OUTSIDE DIAMETER OF THE UNDERDRAIN WILL BE USED. THE UNDERDRAIN PIPE WILL BE INSERTED TO THE INSIDE WALL THICKNESS OF THE R.C.C.P. A GROUT PATCHING MATERIAL WILL BE PLACED AROUND THE INSERTED PIPE FOR THE FULL R.C.C.P. WALL THICKNESS. GOOD CONSTRUCTION PRACTICES WILL BE FOLLOWED TO ASSURE A LEAK PROOF PATCH.

- LEGEND**
- EXISTING PAVEMENT
  - PROPOSED BITUMINOUS PAVEMENT
  - PROPOSED CONCRETE PAVEMENT
  - EXISTING STORM SEWER
  - PROPOSED UNDERDRAIN
  - EXISTING UNDERDRAIN
  - PROPOSED PIPE EXTENSION W/ HEADWALL
  - EXISTING HEADWALL
  - PROPOSED INSPECTION HOLE
  - EXISTING INSPECTION HOLE
  - EXISTING INLET
  - EXISTING MANHOLE/INLET



DATE	REVISION	BY

DECATUR, ILLINOIS  
 A.I.P. PROJ.: 3-17-0033-28  
 I.L. PROJ.: DEC-3414

IEI Project No. 802-04TYD	CCC	03/18/05
Revision R-132DRN.DWG	CCC	03/18/05
Scale 1"=50'	WJM	06/07/05
Date 03/18/05		
LAYOUT		
DRAWN		
REVIEWED		

**HANSON**  
 Engineers, Architects, Scientists  
 1025 North State Street  
 Springfield, Illinois 62703-2886  
 Offices Nationwide

TAXIWAY G WIDENING  
 PHASE II  
 PROPOSED  
 DRAINAGE PLAN  
 STA. 378+00 TO STA. 391+00

JUN 10, 2005 2:05 PM CCC  
 F:\AIRPORTS\DECATUR\802-04TYD\AIRPORT\DRN\CONTRACT-2\R-132DRN.DWG - 378 TO 391