

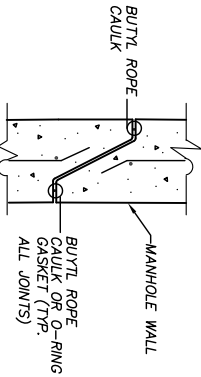
PROPOSED DRAINAGE/UTILITY SCHEDULE

STRUCTURE NUMBER	LOCATION	DESCRIPTION	* RIM ELEVATION	INVERT (NORTH)	INVERT (SOUTH)	INVERT (EAST)	INVERT (WEST)
FA1	1+50.0, 39.5' RT. @ ACCESS ROAD	SLOPE BOX INLET 12"	636.92				
IA1	3+53.0, 13.0' RT. @ ACCESS ROAD	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	640.75			636.46	636.46
IA2	1+50.0, 13.0' RT. @ ACCESS ROAD	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	639.78			636.88	636.88
IA3	1+50.0, 13.0' LT. @ ACCESS ROAD	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	639.78			636.85	636.85
IA4	3+53.0, 13.0' LT. @ ACCESS ROAD	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	640.75			636.29	636.29
FA2	1+50.0, 69.7' LT. @ ACCESS ROAD	SLOPE BOX INLET 12"	636.50				
MA1	1+50.0, 37.0' LT. @ ACCESS ROAD	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	636.89	636.27		636.83	636.35
MA2	3+53.0, 76.7' LT. @ ACCESS ROAD	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	639.30	636.02		636.02	636.02
FA3	3+53.0, 45.6' RT. @ ACCESS ROAD	SLOPE BOX INLET 12"	636.65				
FA4	1+74.5, 170.7' RT. @ ECHO 1	SLOPE BOX INLET 12"	636.69				
MA3	3+53.0, 37.0' LT. @ ACCESS ROAD	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	640.35	636.10	636.10 (SW)	636.10	
MA4	176+82.3, 41.5' RT. @ ECHO	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	639.14	635.71		635.71	635.71
MA5	178+55.5, 40.0' LT. @ ECHO	EXISTING MANHOLE	639.21		635.46 (SW) EXISTING	635.42	635.42
MA6	177+51.0, 93.1' RT. @ ECHO	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	640.51	635.77		635.77	635.42
MB1	182+14.7, 123.2' RT. @ ECHO	MANHOLE 4', W/TYPE 8 GRATE	637.50			635.21	
MB2	181+70.0, 40.0' RT. @ ECHO	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	639.38	635.07	635.07	634.96	634.93
MB3	181+70.0, 40.0' LT. @ ECHO	EXISTING MANHOLE	639.56	634.96	634.96 EXISTING	634.96	634.93

NOTE: THE STATION AND OFFSET IS MEASURED TO THE CENTER OF THE STRUCTURE. * ALL ELEVATIONS IN 1929 DATUM.

STORM SEWER/UNDERDRAIN NOTES

- CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
- ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
- UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
- INSTALL PROPOSED ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
- UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
- PRIOR TO ORDERING AND INSTALLING ALL FIELD TILE REPLACEMENT PIPE, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND INVERTS OF EXISTING FIELD TILE CONNECTIONS. ADJUSTMENTS SHALL BE MADE AS NECESSARY AT NO ADDITIONAL COST TO THE CONTRACT.
- CORING OF DRAINAGE STRUCTURE AND REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES TO FACILITATE CONNECTIONS OF PROPOSED STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.
- ALL WORK TO BE PERFORMED IN ACCORDANCE WITH CITY CODES, ORDINANCES AND PRACTICES.
- ALL CONTRACTORS AND SUBCONTRACTORS TO BE REGISTERED WITH THE CITY OF PROSPECT HEIGHTS.
- ANY EXISTING FIELD TILE HIT DURING CONSTRUCTION SHALL BE RECONNECTED AT NO ADDITIONAL COST TO THE CONTRACT. IN THE EVENT THAT FIELD TILES ARE ENCOUNTERED DURING CONSTRUCTION, THEY SHALL BE SHOWN ON AS-BUILT PLANS.
- SUBTRACT 0.24 FEET FROM ELEVATIONS SHOWN ON PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF PROSPECT HEIGHTS (847.398.6700) A MINIMUM OF 48 HOURS PRIOR TO ANY STORM SEWER INSTALLATION.
- ALL STORM SEWERS ON THE AIRPORT SITE ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT.

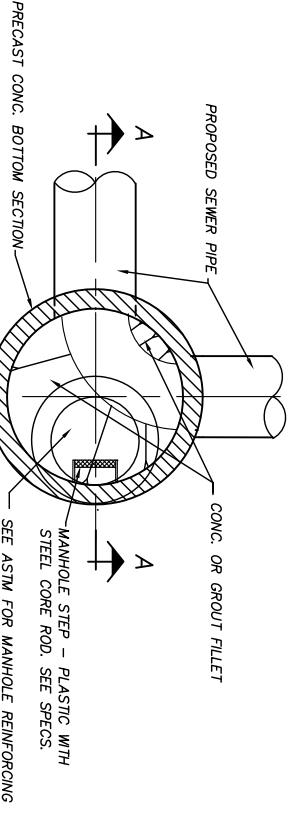


NOTE: ADDITIONAL REQUIREMENTS FOR CONCRETE MANHOLE CASTINGS, AND RESILIENT SEAL AROUND PIPE ARE IN THE SPECIFICATIONS. FOR CONNECTING EXISTING SEWERS TO PROPOSED MANHOLES, SEE SPECIFICATIONS.

TYP. MANHOLE WALL JOINT

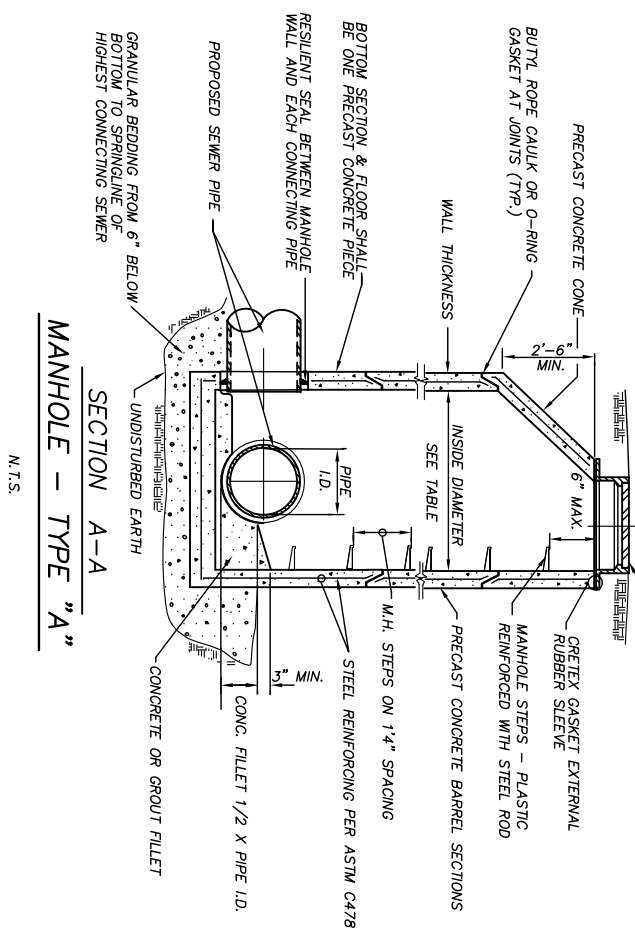
NOTE: CONG. SUPPORT FOR AN UNDERCUT SEWER TO BE USED ONLY WHERE REQ'D. BY THE ENG. AND SHALL BE PAID FOR PER CU.YD. UNDER CONG. CRADLE OR ENCASEMENT BIDDING. IF CONG. SUPPORT IS NOT REQ'D. SELECTED GRANULAR CRADLE SHALL EXTEND TO TOP OF ENSTL. SEWER.

MANHOLE TYPE	INSIDE DIA.	MIN. WALL THICKNESS
A-4	4'-0"	5"
A-5	5'-0"	6"
A-6	6'-0"	7"



PLAN

NOTE: INVERT FLOWLINE AT BENDS SHALL HAVE A RADIUS EQUAL TO OR LARGER THAN THE PIPE DIAMETER.

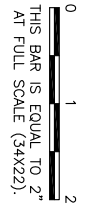


SECTION A-A
MANHOLE - TYPE "A"

PATH: K:\0329702\Drawn Sheets\FILE: lxy-utility-schedule.dwg
UPDATE BY: jphse
SURFLET BOOK #
XREF DWG:
DATE: Sun 3/28/04 9:02am

REVISIONS

NUMBER	BY	DATE
1	MLK	03/31/10



THIS BAR IS EQUAL TO 2" AT FULL SCALE (3/4X22).

**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT PARTIAL PARALLEL TAXIWAY ECHO AND
PARTIAL OVERLAY OF TAXIWAY ECHO**

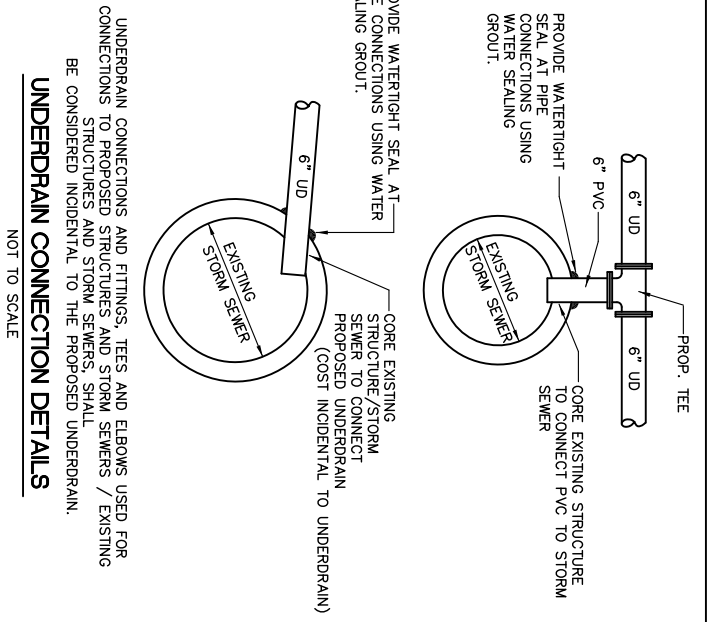
**DRAINAGE/UTILITY SCHEDULE
AND DRAINAGE DETAILS**

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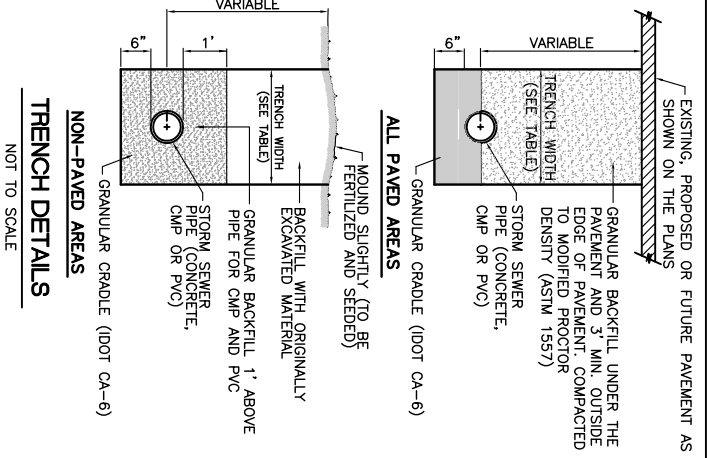


CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	MAW
CHECKED BY:	MLK
APPROVED BY:	DLP
DATE:	04/22/11
JOB No.:	08290-08
ILLINOIS PROJECT:	PWK-3244
A.I.P. PROJECT:	3-17-0018-B32
SHEET	25 OF 49 SHEETS



INSIDE DIAMETER OF EXISTING STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH	MAXIMUM PAVEMENT REMOVAL WIDTH
6	3'-7"	5'-7"
8	3'-9"	5'-9"
12	4'-2"	6'-2"
15	4'-6"	6'-6"
18	4'-9"	6'-9"
21	5'-0"	7'-0"
24	5'-4"	7'-4"
27	5'-7"	7'-7"
30	5'-11"	7'-11"
36	6'-6"	8'-6"
42	7'-1"	9'-1"
48	7'-8"	9'-8"
54	8'-3"	10'-3"
60	8'-10"	10'-10"
66	9'-5"	11'-5"
72	10'-0"	12'-0"
78	10'-7"	12'-7"
84	11'-2"	13'-2"
90	11'-9"	13'-9"
96	12'-4"	14'-4"
102	12'-11"	14'-11"
108	13'-6"	15'-6"



**NON-PAVED AREAS
TRENCH DETAILS**

NOT TO SCALE