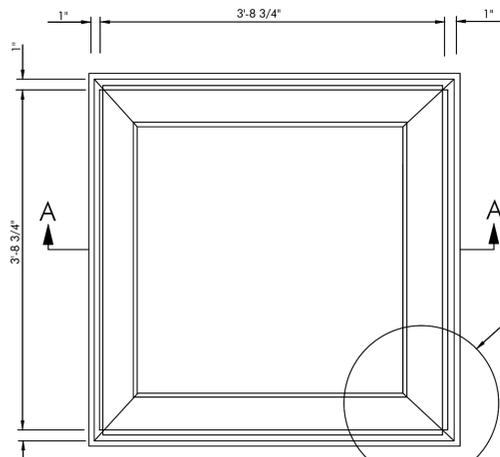
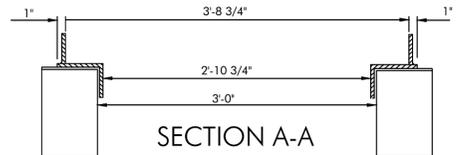


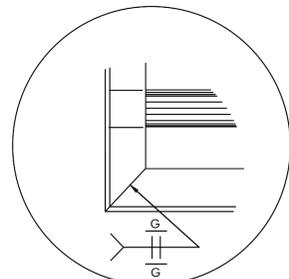
DETAIL X



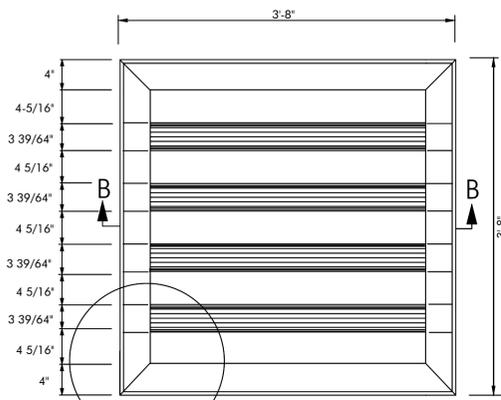
PLAN OF FRAME



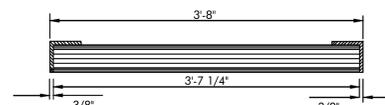
SECTION A-A



DETAIL Y

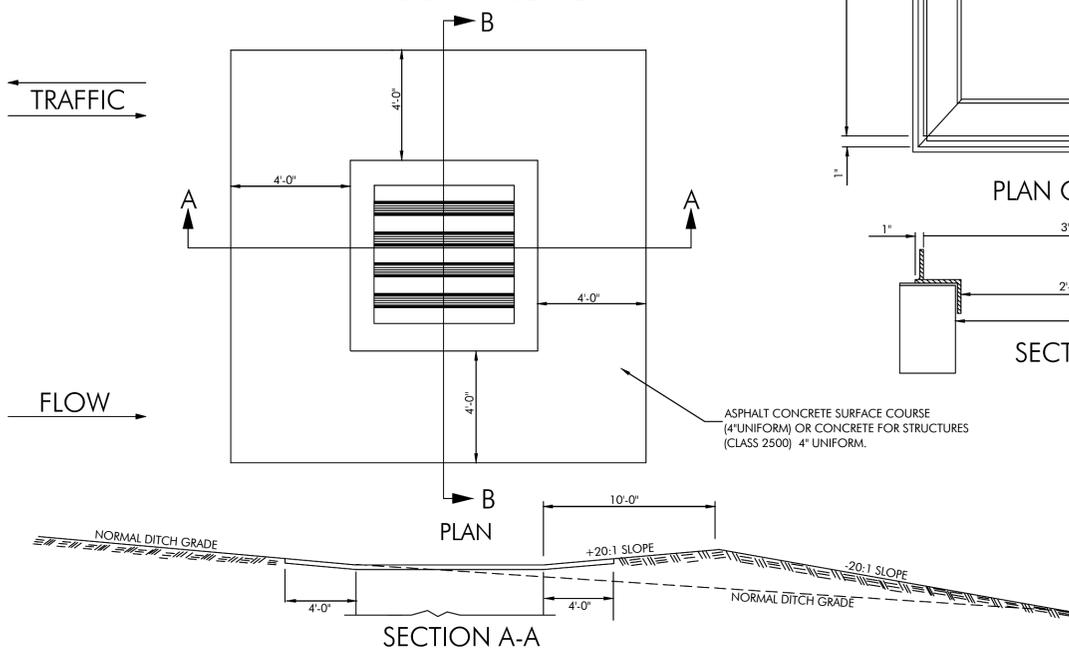


PLAN OF GRATE



SECTION B-B

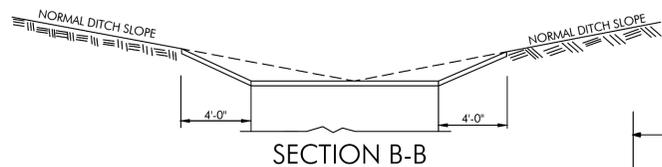
PAVING AND DITCH DETAILS



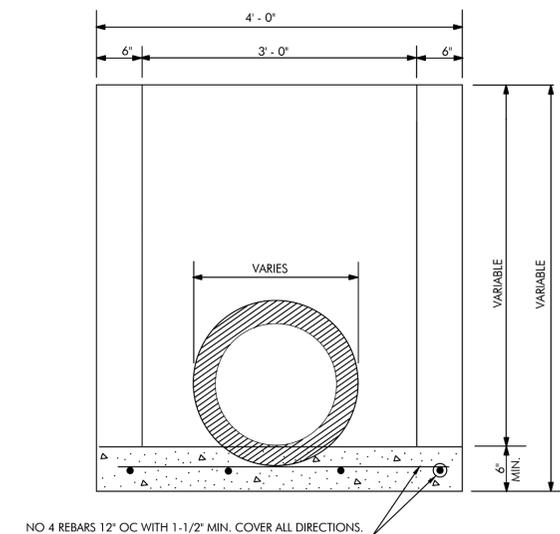
SECTION A-A

NOTE: CONSTRUCT DITCH GRADE AS SHOWN IN SECTION A-A WHEN NORMAL GRADE IS EQUAL TO OR GREATER THAN 2.00%.

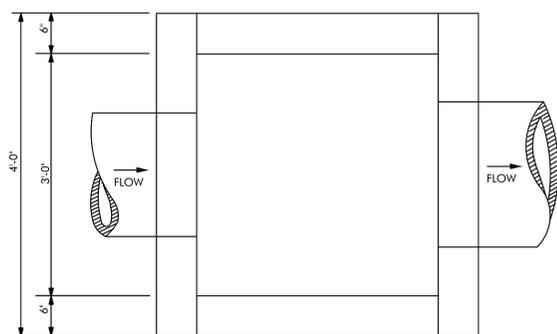
A MINIMUM OF 4'-0" OF PAVEMENT TO BE PLACED AROUND BASIN AS SHOWN. PAYMENT FOR THIS PAVEMENT WILL BE INCLUDED IN PRICE BID FOR CATCH BASIN.



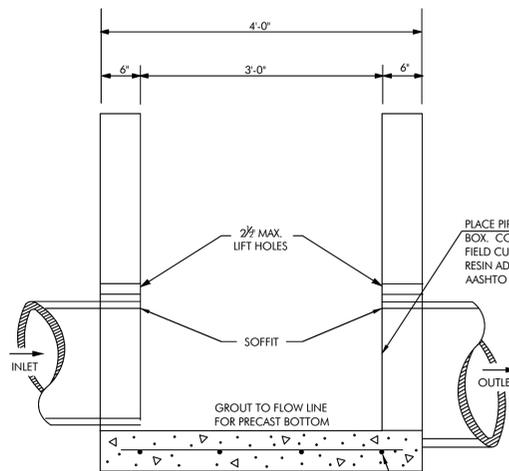
SECTION B-B



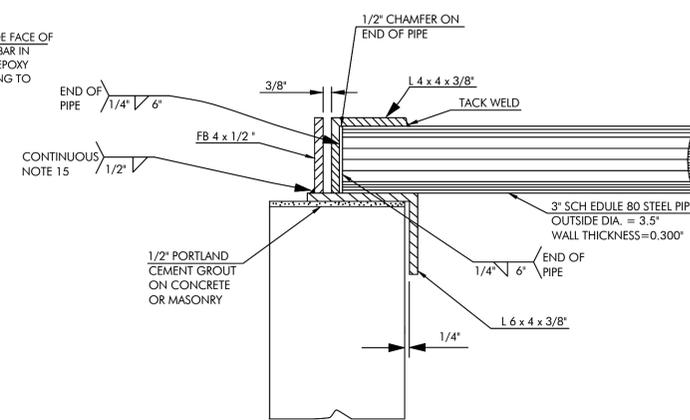
SIDE



PLAN



FRONT



DETAIL SHOWING GRATE IN FRAME

NOTES:

- FOR IN-PLACE CONSTRUCTION OF THE CATCH BASIN WALLS EITHER BRICK MASONRY OR CLASS 4,000 CONCRETE. CONCRETE WALLS ARE TO BE 6" THICK WITH REINFORCING STEEL AREA OF 0.20 SQ. INCH PER FT. BRICK WALLS ARE TO BE 8" THICK. CONCRETE BRICK AND SIMILAR SOLID UNITS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C 55, GRADE S-II.
- THE BOTTOM SLAB OF THE BOX SHALL BE A MINIMUM OF 6 IN. THICK CLASS 4,000 CONCRETE WITH A REINFORCING STEEL AREA OF 0.20 SQ. IN. PER FT. WIRE MESH MAY BE USED IN LIEU OF STEEL BARS PROVIDED A MINIMUM OF 0.20 SQ. IN PER FT. IS MET.
- MORTAR SHALL BE TYPE S OR M.
- IF DESIRED, THESE ITEMS MAY BE PRECAST PRIOR TO INSTALLATION IN LIEU OF BEING CAST IN PLACE. THE USE OF PRECAST UNITS WILL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF OBTAINING SATISFACTORY INSTALLATIONS. SEE STANDARD DRAWINGS FOR PRECAST CONCRETE DRAINAGE BOX OR STRUCTURES FOR ADDITIONAL DETAILS AND SPECIFICATIONS.
- REINFORCING STEEL SHALL BE ASTM A-706, LOW ALLOY STEEL DEFORMED AND PLAIN BARS FOR CONCRETE REINFORCEMENT, GRADE 60. WIRE MESH SHALL CONFORM TO AASHTO M 55 AND M 221.
- IF STRUCTURE DEPTH EXCEEDS 4'-6", STEPS ARE TO BE PLACED ON WALL. SEE DETAIL, DWG. C 6.3.1.
- EXTRA STRONG STEEL PIPE SHALL CONFORM TO ASTM A 53, NPS-3, SCHEDULE 80, SCHEDULE 80 HAS A WALL THICKNESS = 0.300". A MILL TEST CERTIFICATION SHALL BE OBTAINED FOR EACH SHIPMENT AND THE PIPE SHALL BE MARKED 'ASTM 53'.
- STRUCTURAL STEEL FOR ANGLES AND BARS SHALL CONFORM TO ASTM A 36. A MILL TEST CERTIFICATION SHALL BE OBTAINED FOR EACH SHIPMENT AND MADE AVAILABLE TO THE RESIDENT ENGINEER.
- PAINT SHALL CONSIST OF TWO COATS OF PRIMER AND ONE COAT OF FINISH BLACK. THE PRIMER SHALL BE ZINC-IRON OXIDE BASE. THE FINISH COAT SHALL BE BLACK ALKYD GLOSS ENAMEL. ALL PRODUCTS SHALL BE HIGH QUALITY COMMERCIAL PAINT. TOTAL PAINT THICKNESS SHALL BE SEVEN MILLS.
- ALL JOINTS SHALL BE PREPARED BY SAWING OR FLAME CUTTING WITH DIMENSIONAL VARIATIONS OF 1/8" MAX.
- WELDING SHALL BE OF GOOD WORKMANSHIP AND IN ACCORDANCE WITH WELD SIZE REQUIREMENTS.
- JIGS SHALL BE USED DURING THE WELDING PROCESS TO ASSURE SQUARENESS AND FLATNESS OF THE UNITS.
- CORNERS MAY BE CUT AS SHOWN OR CUT SQUARE AND BUTT WELDED. WELDS THAT ARE PART OF METAL BEARING SURFACES SHALL BE GROUND FLUSH.
- ENDS OF TUBES SHALL BE BEVELED IN ANGLE CORNER TO ASSURE CONTACT BETWEEN TUBES AND ANGLE LEG.
- FLAT BAR 4" X 1/2" PLATES SHALL BE SQUARE BUTTED AND WELDED BOTH SIDES AT END JOINTS. EDGE SHALL BE WELDED CONTINUOUSLY ON OUTSIDE OF FRAME WITH 1/4" FILLET WELD.
- BEFORE PAINTING ALL MILL SCALE, LOOSE RUST, AND OTHER CONTAMINATES SHALL BE REMOVED BY MEANS OF SANDBLASTING OR OTHER MEANS OF POWER CLEANING TO ESTABLISH A CLEAN SURFACE.
- THE SOFFIT (INSIDE WALL OF PIPE) OF THE OUTLET PIPE SHOULD BE NO HIGHER THAN THE FLOW-LINE OF THE INLET PIPE, UNLESS OTHERWISE SHOWN OF PLANS.
- LIFT HOLES AND/OR DEVICES MAY BE PLACED AS NECESSARY. ALL LIFT HOLES SHALL BE GROUTED SHUT PRIOR TO THE COMPLETION OF THE INSTALLATION. ALL LIFTING METHODS MUST MEET OSHA REGULATIONS.



AIKEN MUNICIPAL AIRPORT
AIKEN, SOUTH CAROLINA

THE LPA GROUP
TRANSPORTATION CONSULTANTS
A Unit of Michael Baker Corporation
Columbia, South Carolina
and other Major U.S. Cities



Designer: **KLM/CKM** Checked by: **CHM**
Technician: **NWM** Project Number: **121913**

REVISIONS			
No.	Description	Date	By

Project Name: **RUNWAY 7
GLIDE SLOPE PROJECT
BID PACKAGE NO. 1**

Drawing Name: **DRAINAGE
DETAILS NO. 2**

FAA A.I.P. Project Number:
Date: **AUGUST, 2011** Division: **AIRPORTS**
Scale: Sheet Number:
NTS Drawing Number: **DD-2**