

# APPENDIX E3: PHASE I ESA FOR APNs 3114-012-062 AND -029

## Lancaster Travel Center Project Draft IS/MND



*Lead Agency*

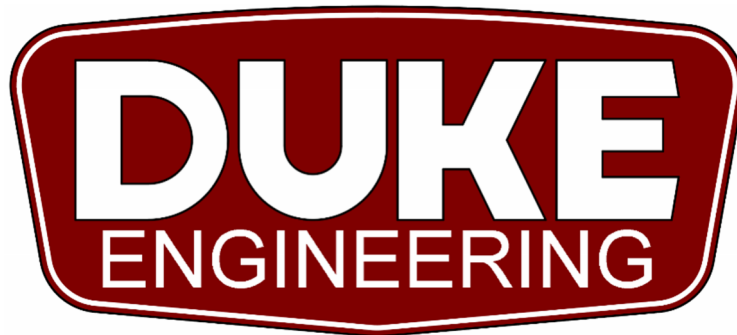
**City of Lancaster**

44933 Fern Avenue  
Lancaster, CA 93534

**July 2026**

# City of Lancaster Hydrology Study

Pilot Truck Stop  
APN: 3114-012-029, -064, -066  
Ave H and 25<sup>th</sup> St W  
Lancaster, CA 93534



## Prepared For:

### Pilot Truck Stop

14264 Valley Blvd.,  
Fontana, CA 92335

## Prepared By:

Duke Engineering  
759 W Lancaster Blvd.  
Lancaster, California 93534  
Phone: (661) 952-7918



## ENGINEER'S CERTIFICATION:

The Registered Professional Engineer Certifies that the Storm Drain Facilities have been designed in accordance with the City of Lancaster Engineering Design Guidelines Policies & Procedures.



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## **1. Introduction**

The purpose of this study is to analyze the drainage conditions of APNs 3114-012-029, -064, -066 in the City of Lancaster. The report will be used to size new storm water facilities.

## **2. Approach**

This study uses Los Angeles County methods and software such as the HydroCalc time of concentration calculator. Site survey and new grading plans are used to analyze predeveloped and postdeveloped flows.

## **3. Project Location**

The project site is located at the southeastern corner of 25<sup>th</sup> St W and Ave H, Lancaster, California. See Figure 1 below for a vicinity map.



Figure 1: Vicinity Map

## **4. Project Use**

The project is a 10.65-acre site. The entire site will be used for multi-use purposes such as petroleum dispensing, quick service restaurants, and travel centers.



## **5. Existing Conditions**

The existing condition of the project site is a vacant, undeveloped lot with an existing landscaped culvert. The existing terrain on-site has four subareas as shown in Appendix B. The current storm drainage sheet flows generally south through the project site and there is no off-site stormwater tributary to the site. The site lies within flood zone AH 06037C0410F (Elev. 2315), which will require 100-yr storm analysis for the pre and post conditions.

## **6. Proposed Conditions**

The proposed conditions consist of a 10.65-acre development for petroleum dispensing, truck stop, travel center, and quick service restaurants. A series of ribbon gutters will convey water flow to inlet catch basins, which will then lead to an ADS (Advanced Drainage System) at the northwest corner of the site, that will convey 85% pre-developed flow into the existing culvert via parkway drain with first flush filter. For portions of the culvert being paved over, a box culvert will be constructed and tied into the existing culvert at the property boundary lines of the project. The rest of the water produced by the post-developed storm will drain to the earth below per ADS specifications, thus mitigating the produced stormwater flow.

## **7. Analysis**

### **7.1 Rainfall Data**

Table 1 below shows the rainfall data for the project obtained from the LA County Isohyet maps included in Appendix A.

Table 1: 50-Year Rainfall Data

| Information     | Project Specific Values |
|-----------------|-------------------------|
| Storm Frequency | 50-Year                 |
| Rainfall Amount | 2.7 inches              |
| Soil Number     | 120                     |

### **7.2 Conveyance**

Appendix C shows the postdeveloped hydrology map for the project. The site will generally drain from north to south, and then south to north in a system of storm drainpipes to the ADS system at the northwest corner of the site, which will be conveyed into the existing culvert.

### **7.3 Storm Drain System**

As discussed above, the project development will include two storm drain runs which will convey stormwater to the northwest corner of the project site. Catch basins fitted with a filter direct the combined flows into the underground detention system. The capacity analyses of these storm drains are shown in Appendix E. The capacity of the catch basins is shown in Appendix D.

### **7.4 Detention and Discharge**

The requirement to reduce flowrates to below pre-developed flowrates will be met by directing stormwater into a new StormTech MC-7200 underground detention system. This detention system is sized to collect all the stormwater generated during the postdeveloped, 100-year storm.



Details for this system are shown in Appendix F. 85% of the pre-developed storm water will be conveyed to the existing culvert via parkway drain with first flush filter, which is less than the current conditions, and the rest of the post-developed storm water will then drain to the earth below.

### **7.5 Runoff**

Table 2 below shows the combined site runoff determined using LA County HydroCalc. Appendix F shows the underground StormTech MC-7200 detention system. Table 3 shows the amount of water being conveyed to the existing culvert. The rest of the pre-developed along with the post-developed flow will drain to the earth below.

Table 2: 100-Year Storm Runoff Summary without ADS

| Condition      | 100-yr Runoff Peak Flow Rate |
|----------------|------------------------------|
| Pre-Developed  | 1.7371 cfs                   |
| Post-Developed | 10.930 cfs                   |

Table 3: 100-Year Storm Runoff Volume w/ ADS Taking 85% Pre-developed Flow

| Condition         | 100-yr Runoff Volume |
|-------------------|----------------------|
| Pre-Developed     | 10,794 cu-ft.        |
| 85% Pre-Developed | 9,175 cu-ft.         |

## **8. Conclusion**

In conclusion, the site has been assessed and the proposed curb and gutter has been sufficiently quantified to handle stormwater.

Using the information discussed in this current report, it is our opinion that this study sufficiently analyses storm drain devices to safely collect and convey storm water run-off.

Sincerely,

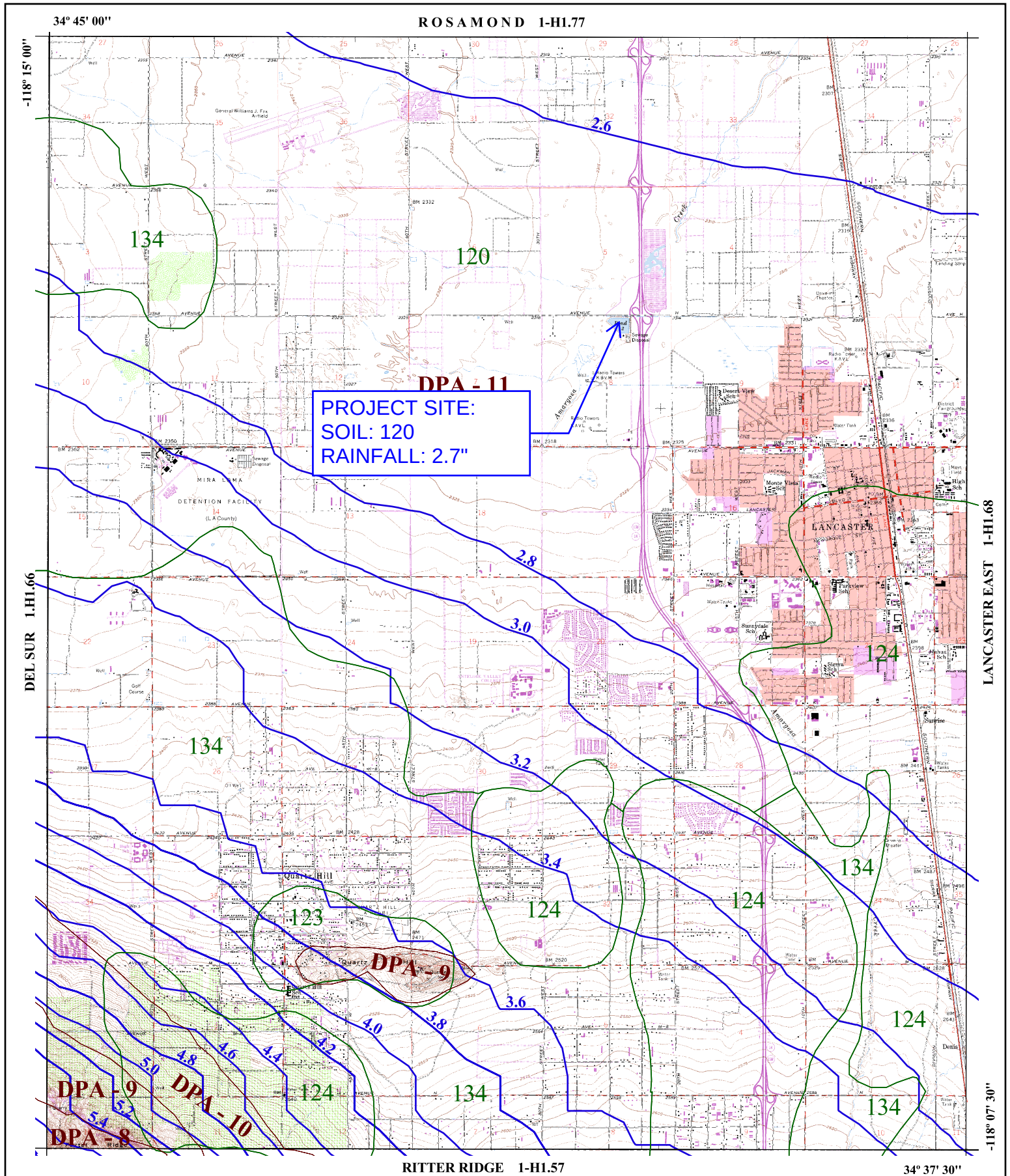
A handwritten signature in black ink, appearing to read "Ryan Duke", with a long horizontal flourish extending to the right.

Ryan Duke P.E.

RCE 79729

Principle Engineer

## **Appendix A: Isohyet Map**



**DPA - 11**  
**PROJECT SITE:**  
**SOIL: 120**  
**RAINFALL: 2.7"**

**DPA - 9**

**DPA - 9**  
**DPA - 8**

**DPA - 10**



**016**

**SOIL CLASSIFICATION AREA**

**7.2**

**INCHES OF RAINFALL**

**DPA - 6**

**DEBRIS POTENTIAL AREA**

1 0 1 2 Miles

**25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878**  
**10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714**

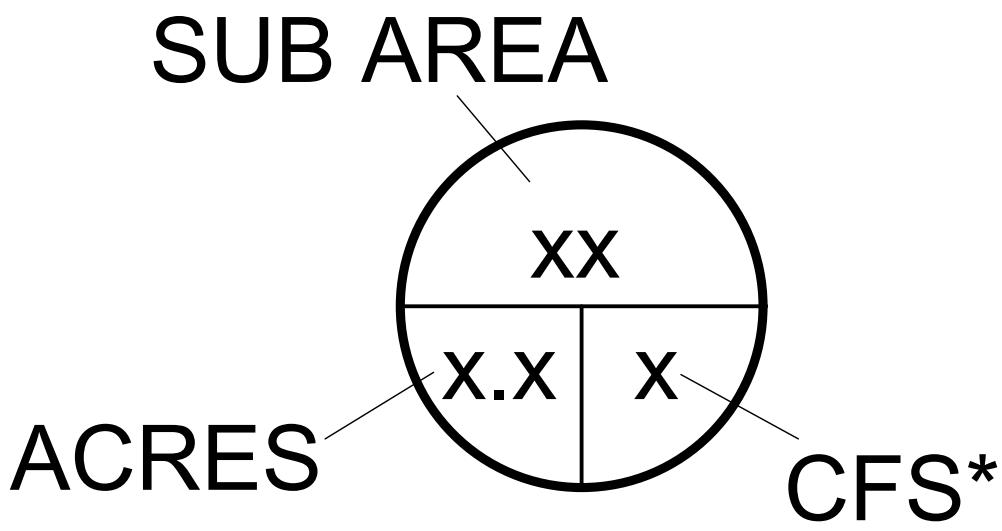
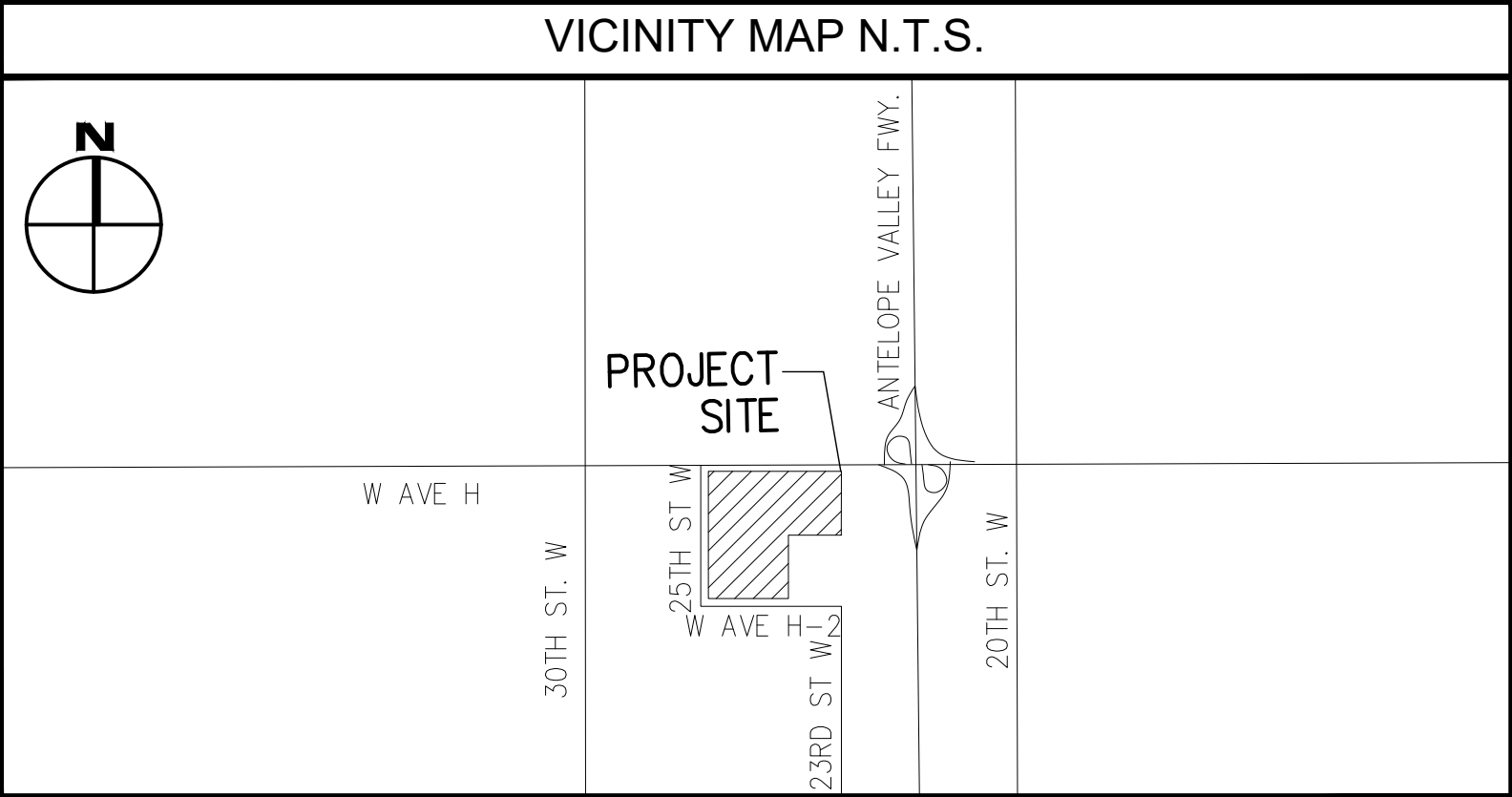
# LANCASTER WEST

## 50-YEAR 24-HOUR ISOHYET

**1-H1.67**



## **Appendix B: Pre-Developed Conditions (Map, & HydroCalc)**

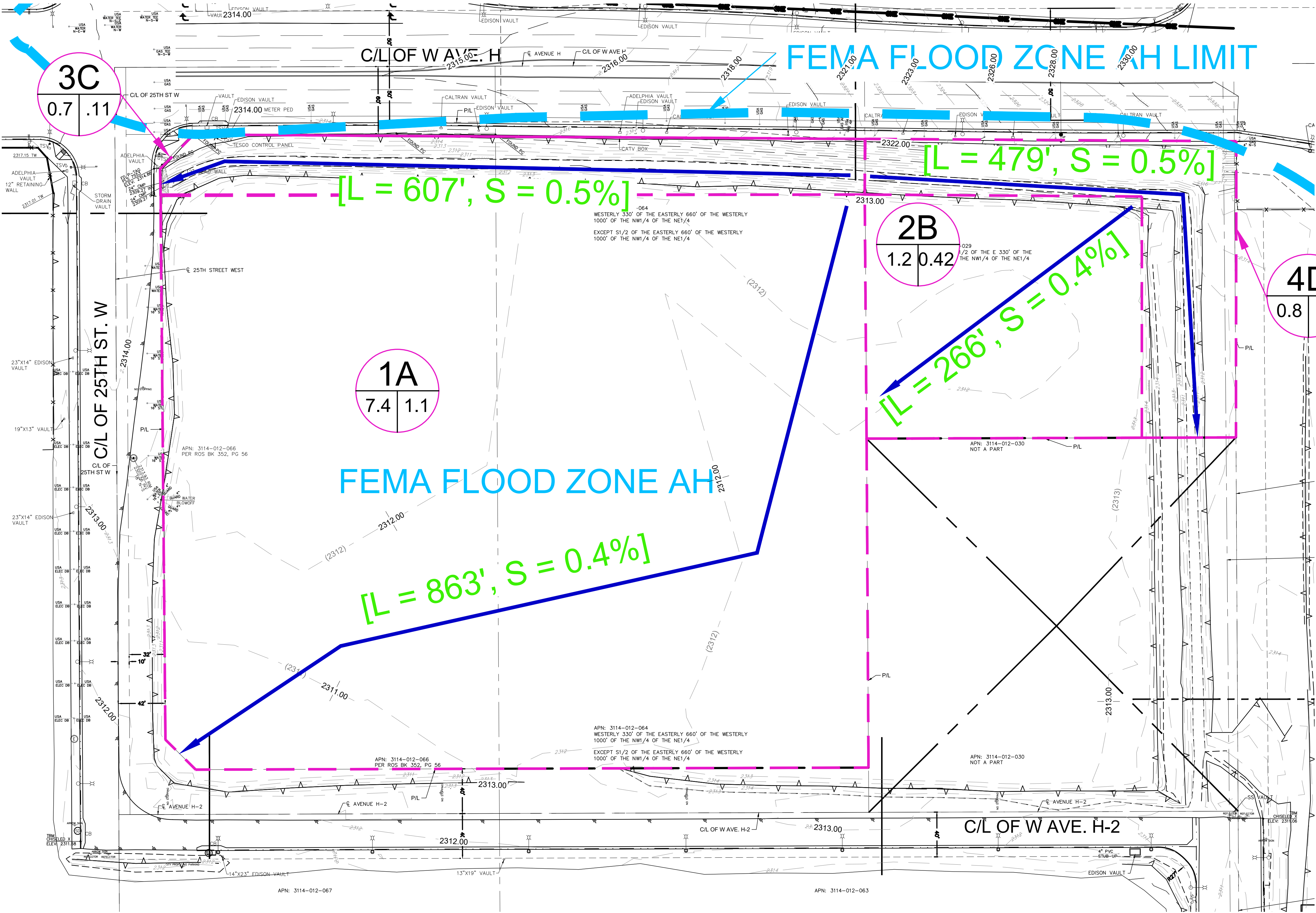
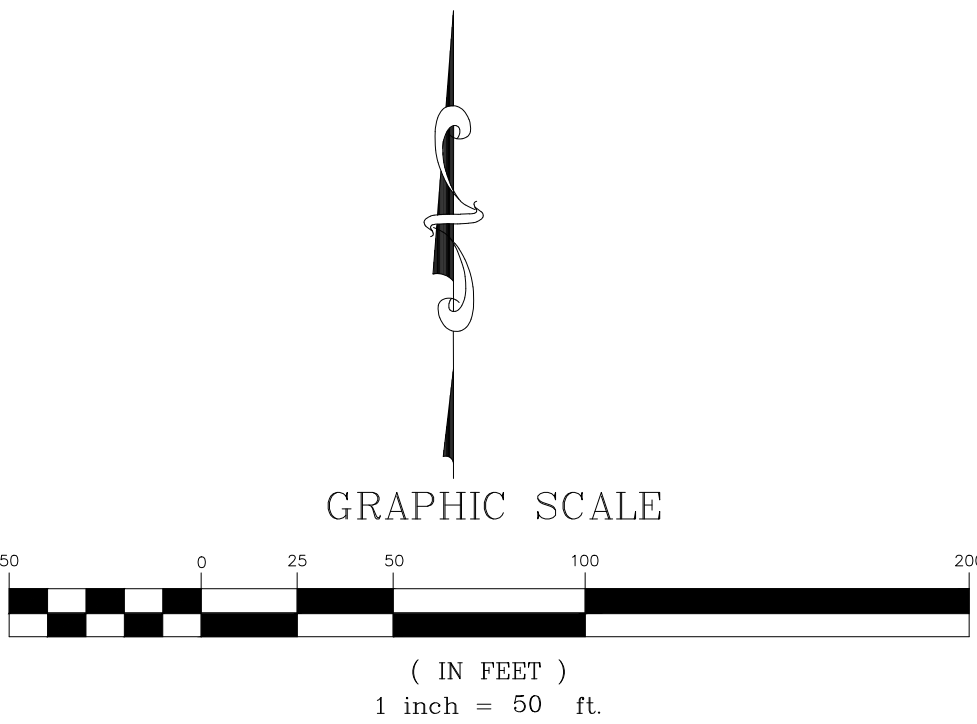


\*GENERATED USING HYDROCALC FOR 100-YEAR STORM

100-YEAR STORM

| HYDROLOGY ANALYSIS POST |            |       |
|-------------------------|------------|-------|
| SUB-AREA                | AREA (AC.) | CFS** |
| 1A                      | 7.39       | 1.09  |
| 2B                      | 1.23       | 0.42  |
| 3C                      | 0.74       | 0.11  |
| 4D                      | 0.80       | 0.12  |

\*\* GENERATED USING HYDROCALC FOR FLOW CALCULATIONS



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REGISTERED PROFESSIONAL ENGINEER

RYAN DUKE

0079729

EXPIRES 11-26

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STATE OF CALIFORNIA

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| △          |                |                      |

CITY OF LANCASTER

PRE-DEVELOPED MAP

PILOT TRUCK STOP

AVE H AND 25TH ST WEST

LANCASTER, CA 93534

APN: 3114-012-029, -062, -064, -066

SCALE: PER PLAN

DESIGNED: RD

DRAWN: EI

CHECKED: RD

SHEET: H1

PROJECT NO.: 24121

SHEET NO. 1 OF 1

## Peak Flow Hydrologic Analysis

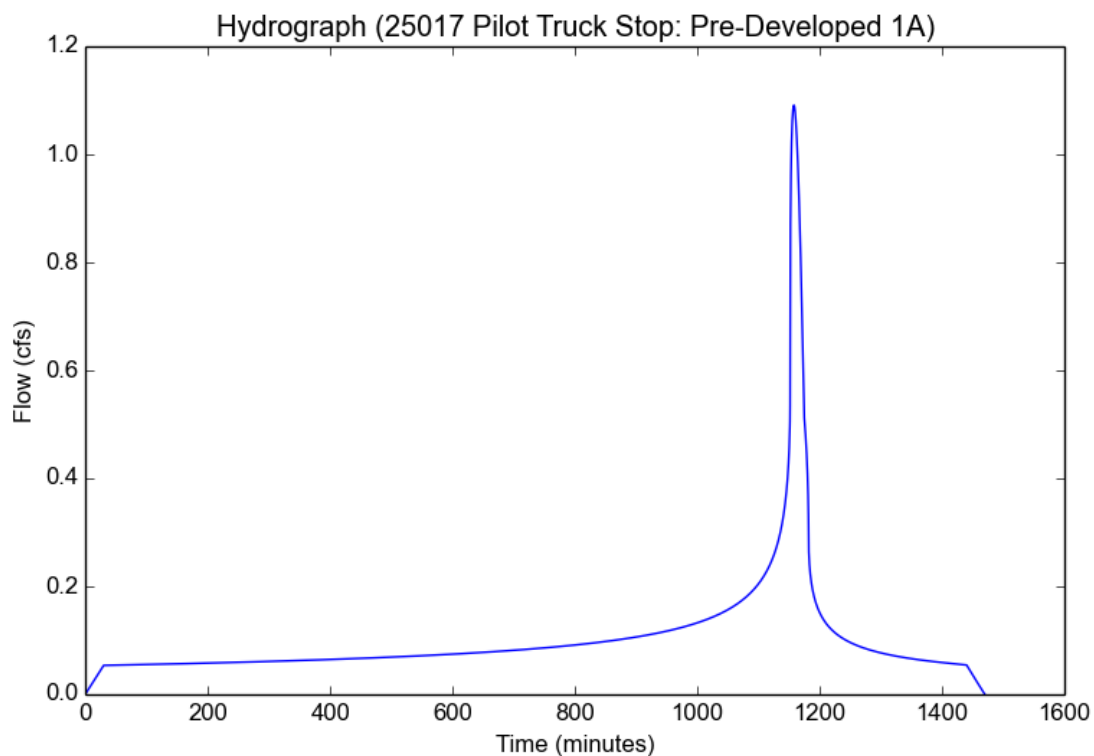
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Version: HydroCalc 1.0.3

### Input Parameters

|                           |                        |
|---------------------------|------------------------|
| Project Name              | 25017 Pilot Truck Stop |
| Subarea ID                | Pre-Developed 1A       |
| Area (ac)                 | 7.39                   |
| Flow Path Length (ft)     | 863.0                  |
| Flow Path Slope (vft/hft) | 0.004                  |
| 50-yr Rainfall Depth (in) | 2.7                    |
| Percent Impervious        | 0.01                   |
| Soil Type                 | 120                    |
| Design Storm Frequency    | 100-yr                 |
| Fire Factor               | 0                      |
| LID                       | False                  |

### Output Results

|                                      |           |
|--------------------------------------|-----------|
| Modeled (100-yr) Rainfall Depth (in) | 3.0294    |
| Peak Intensity (in/hr)               | 0.7786    |
| Undeveloped Runoff Coefficient (Cu)  | 0.1824    |
| Developed Runoff Coefficient (Cd)    | 0.1896    |
| Time of Concentration (min)          | 30.0      |
| Clear Peak Flow Rate (cfs)           | 1.0911    |
| Burned Peak Flow Rate (cfs)          | 1.0911    |
| 24-Hr Clear Runoff Volume (ac-ft)    | 0.21      |
| 24-Hr Clear Runoff Volume (cu-ft)    | 9149.7071 |



## Peak Flow Hydrologic Analysis

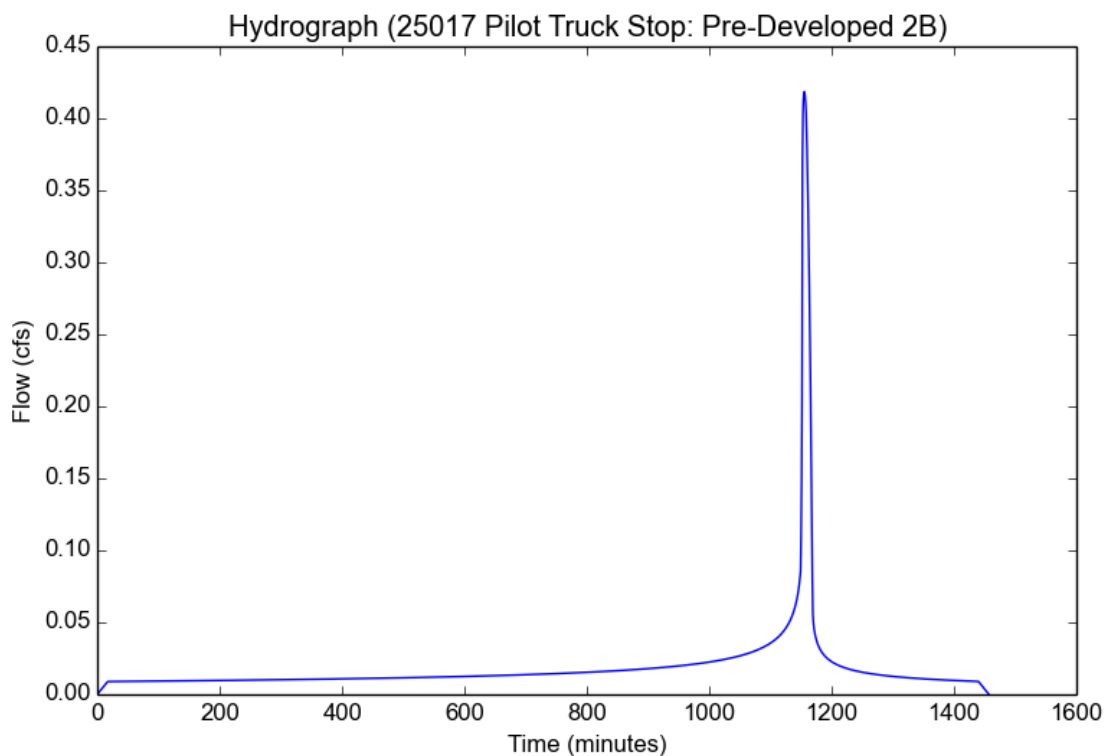
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Version: HydroCalc 1.0.3

### Input Parameters

|                           |                        |
|---------------------------|------------------------|
| Project Name              | 25017 Pilot Truck Stop |
| Subarea ID                | Pre-Developed 2B       |
| Area (ac)                 | 1.23                   |
| Flow Path Length (ft)     | 266.0                  |
| Flow Path Slope (vft/hft) | 0.004                  |
| 50-yr Rainfall Depth (in) | 2.7                    |
| Percent Impervious        | 0.01                   |
| Soil Type                 | 120                    |
| Design Storm Frequency    | 100-yr                 |
| Fire Factor               | 0                      |
| LID                       | False                  |

### Output Results

|                                      |           |
|--------------------------------------|-----------|
| Modeled (100-yr) Rainfall Depth (in) | 3.0294    |
| Peak Intensity (in/hr)               | 1.0169    |
| Undeveloped Runoff Coefficient (Cu)  | 0.3289    |
| Developed Runoff Coefficient (Cd)    | 0.3347    |
| Time of Concentration (min)          | 17.0      |
| Clear Peak Flow Rate (cfs)           | 0.4186    |
| Burned Peak Flow Rate (cfs)          | 0.4186    |
| 24-Hr Clear Runoff Volume (ac-ft)    | 0.038     |
| 24-Hr Clear Runoff Volume (cu-ft)    | 1656.2615 |



## Peak Flow Hydrologic Analysis

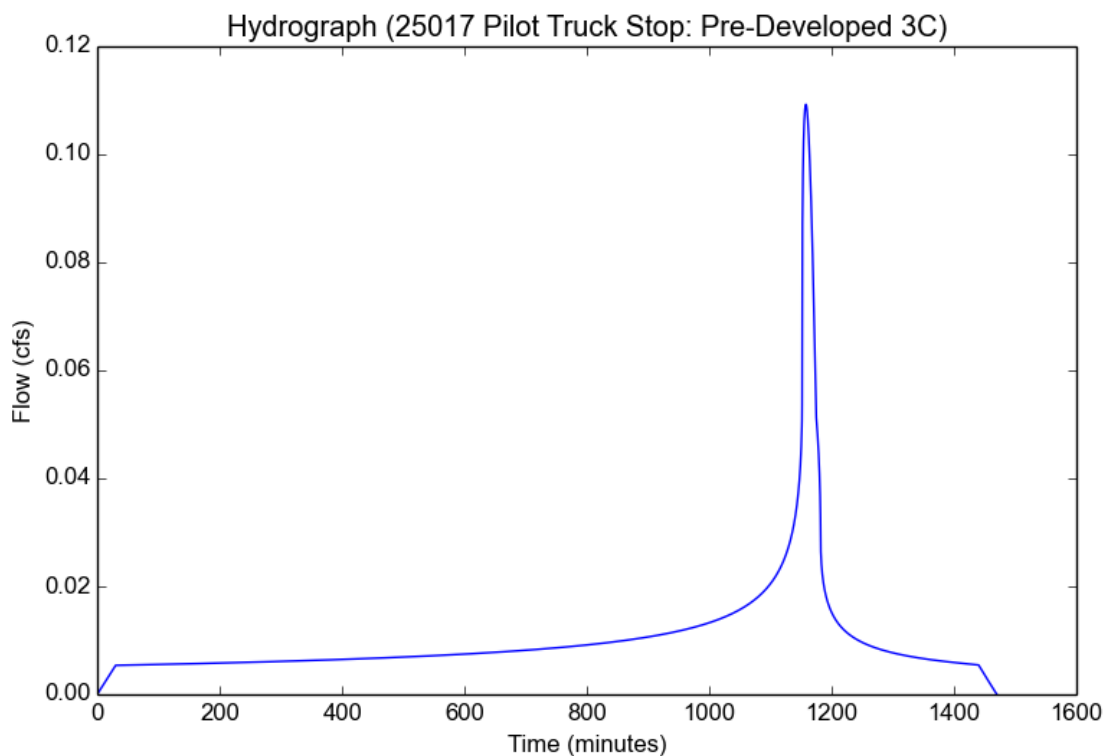
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Version: HydroCalc 1.0.3

### Input Parameters

|                           |                        |
|---------------------------|------------------------|
| Project Name              | 25017 Pilot Truck Stop |
| Subarea ID                | Pre-Developed 3C       |
| Area (ac)                 | 0.74                   |
| Flow Path Length (ft)     | 607.0                  |
| Flow Path Slope (vft/hft) | 0.004                  |
| 50-yr Rainfall Depth (in) | 2.7                    |
| Percent Impervious        | 0.01                   |
| Soil Type                 | 120                    |
| Design Storm Frequency    | 100-yr                 |
| Fire Factor               | 0                      |
| LID                       | False                  |

### Output Results

|                                      |          |
|--------------------------------------|----------|
| Modeled (100-yr) Rainfall Depth (in) | 3.0294   |
| Peak Intensity (in/hr)               | 0.7786   |
| Undeveloped Runoff Coefficient (Cu)  | 0.1824   |
| Developed Runoff Coefficient (Cd)    | 0.1896   |
| Time of Concentration (min)          | 30.0     |
| Clear Peak Flow Rate (cfs)           | 0.1093   |
| Burned Peak Flow Rate (cfs)          | 0.1093   |
| 24-Hr Clear Runoff Volume (ac-ft)    | 0.021    |
| 24-Hr Clear Runoff Volume (cu-ft)    | 916.2088 |



## Peak Flow Hydrologic Analysis

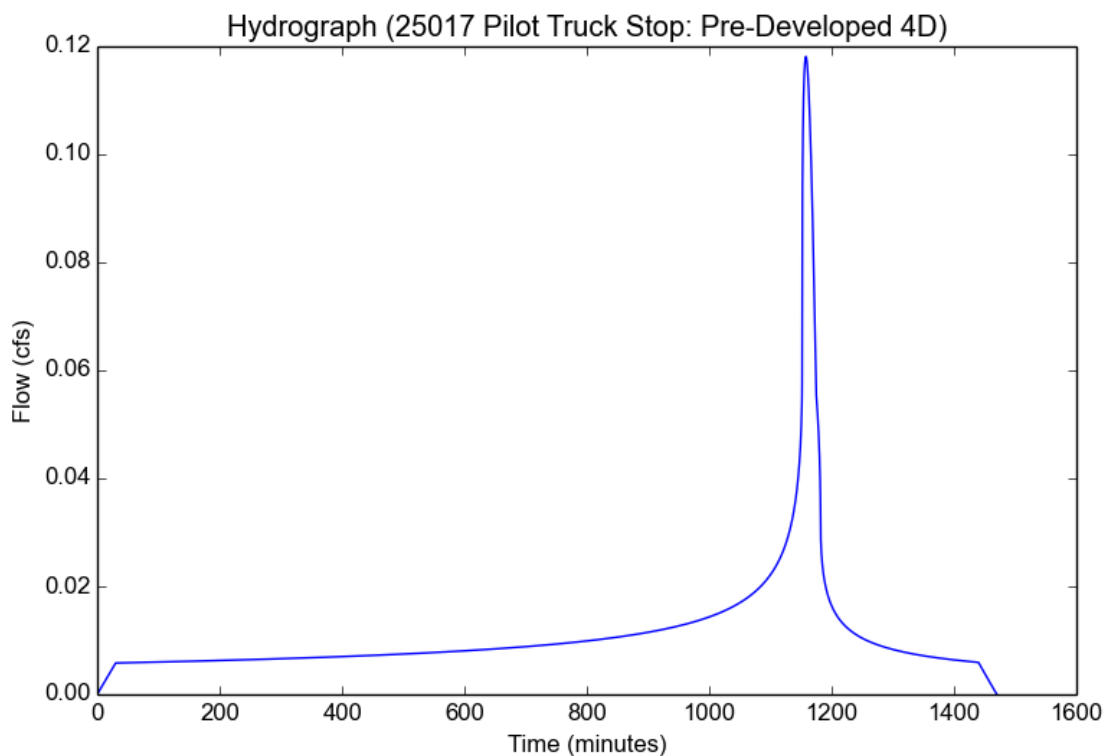
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Version: HydroCalc 1.0.3

### Input Parameters

|                           |                        |
|---------------------------|------------------------|
| Project Name              | 25017 Pilot Truck Stop |
| Subarea ID                | Pre-Developed 4D       |
| Area (ac)                 | 0.8                    |
| Flow Path Length (ft)     | 479.0                  |
| Flow Path Slope (vft/hft) | 0.004                  |
| 50-yr Rainfall Depth (in) | 2.7                    |
| Percent Impervious        | 0.01                   |
| Soil Type                 | 120                    |
| Design Storm Frequency    | 100-yr                 |
| Fire Factor               | 0                      |
| LID                       | False                  |

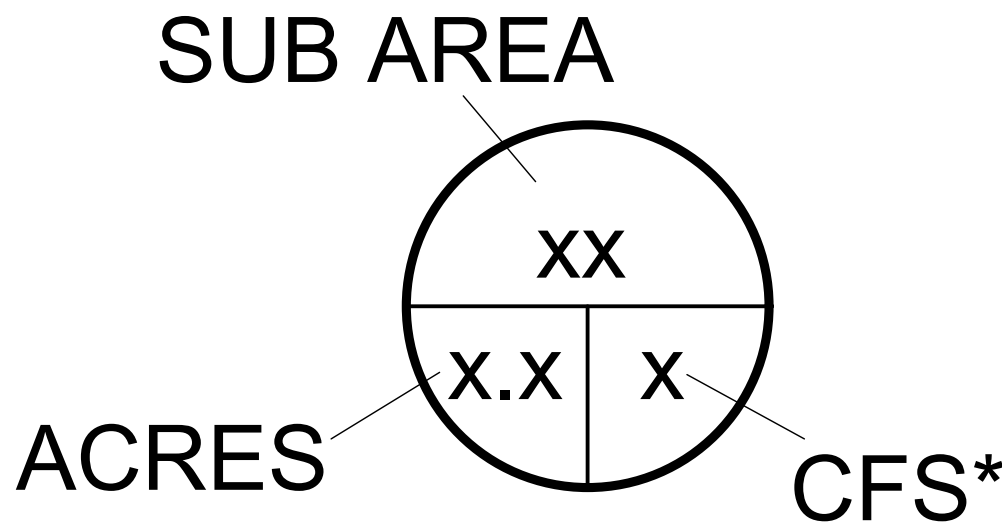
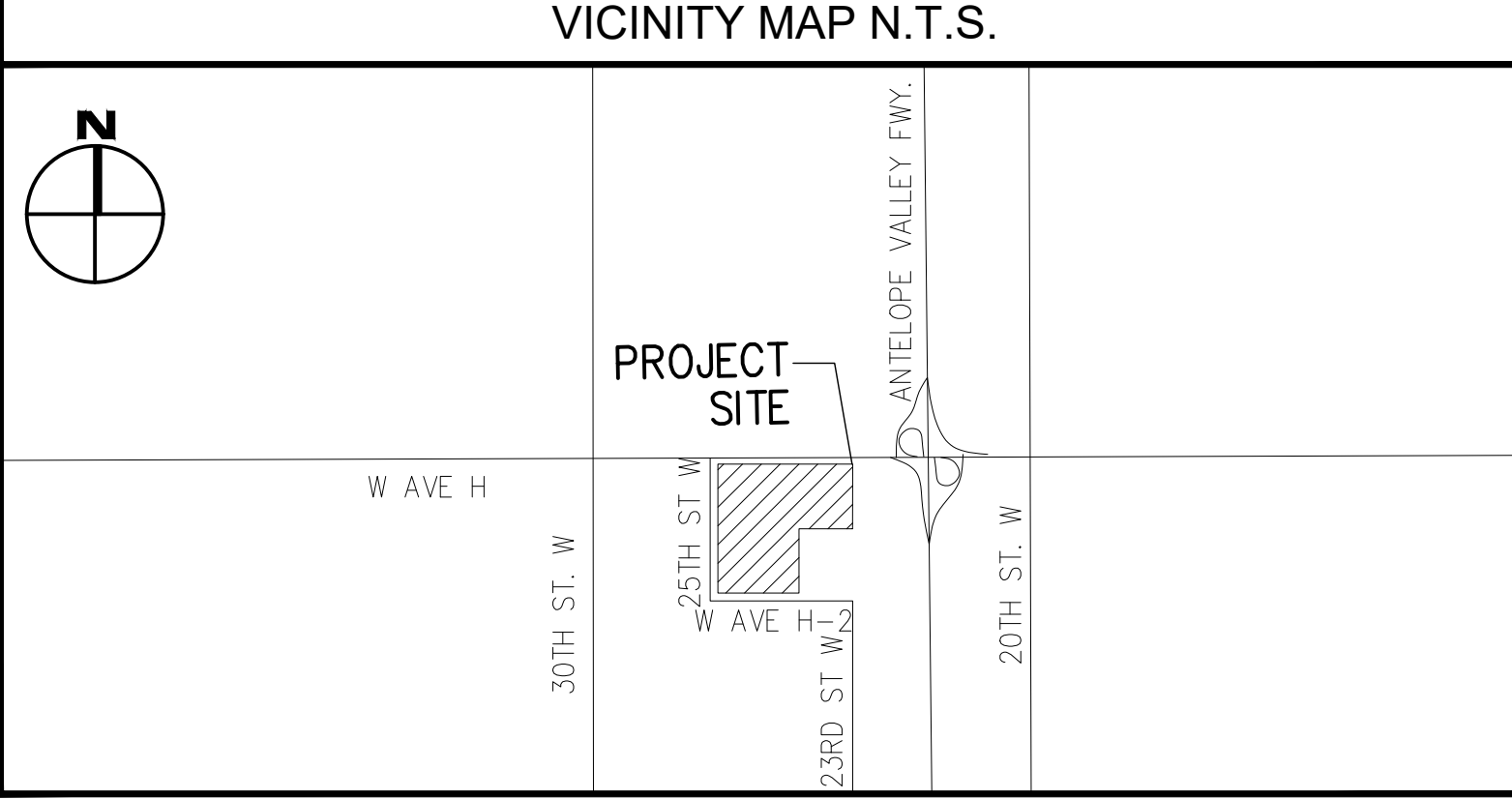
### Output Results

|                                      |         |
|--------------------------------------|---------|
| Modeled (100-yr) Rainfall Depth (in) | 3.0294  |
| Peak Intensity (in/hr)               | 0.7786  |
| Undeveloped Runoff Coefficient (Cu)  | 0.1824  |
| Developed Runoff Coefficient (Cd)    | 0.1896  |
| Time of Concentration (min)          | 30.0    |
| Clear Peak Flow Rate (cfs)           | 0.1181  |
| Burned Peak Flow Rate (cfs)          | 0.1181  |
| 24-Hr Clear Runoff Volume (ac-ft)    | 0.0227  |
| 24-Hr Clear Runoff Volume (cu-ft)    | 990.496 |





## **Appendix C: Post-Developed Conditions (Map & HydroCalc)**

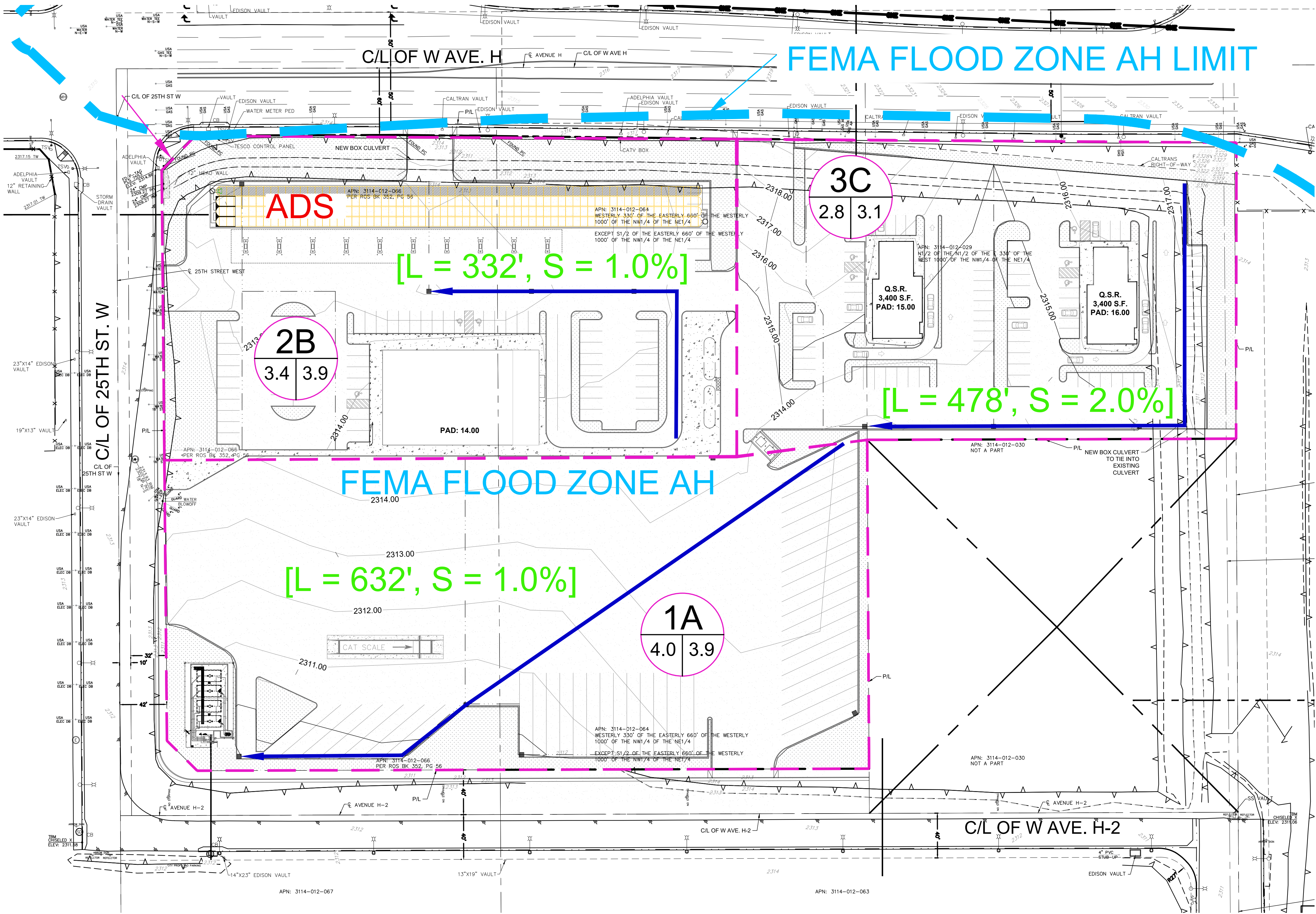
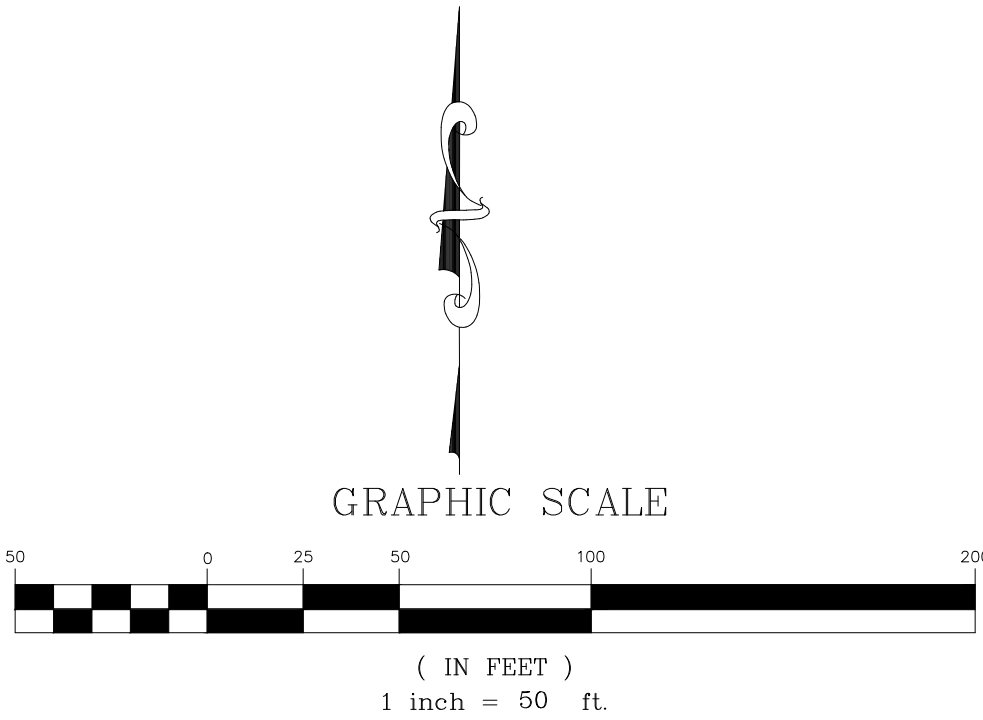


\*GENERATED USING HYDROCALC FOR 100-YEAR STORM

100-YEAR STORM

| HYDROLOGY ANALYSIS POST |            |       |
|-------------------------|------------|-------|
| SUB-AREA                | AREA (AC.) | CFS** |
| 1A                      | 4.02       | 3.93  |
| 2B                      | 3.37       | 3.94  |
| 3C                      | 2.76       | 3.06  |

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CITY OF LANCASTER

POST-DEVELOPED MAP

PILOT TRUCK STOP

AVE H AND 25TH ST WEST  
LANCASTER, CA 93534  
APN: 3114-012-029, -062, -064, -066

SCALE: PER PLAN

DESIGNED:RD  
DRAWN:EI  
CHECKED: RD

SHEET:

H2

PROJECT NO.: 24121

SHEET NO.

1 OF 1

## Peak Flow Hydrologic Analysis

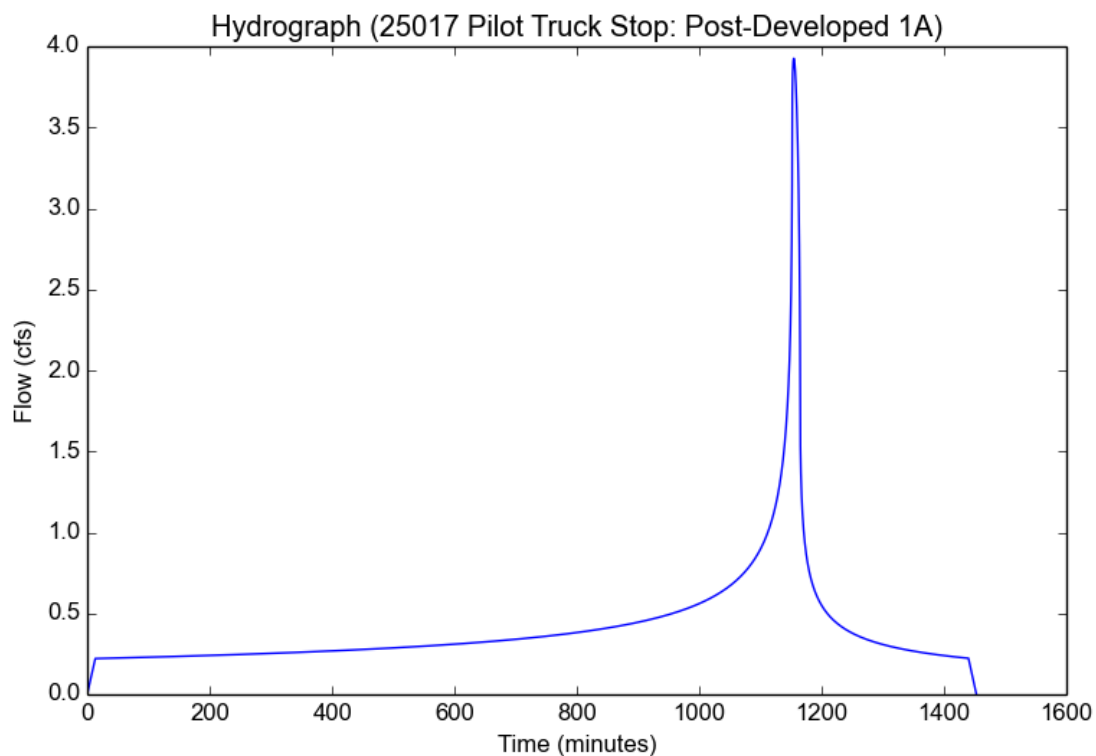
File location: C:/Users/Alexandria/DukeEng Dropbox/Job Files 2.0/25017 Pilot Truck Stop Ave H/3 - Civil/9 - Studies/1 - Hydrology Study/HydroCalc/10 2  
Version: HydroCalc 1.0.3

### Input Parameters

|                           |                        |
|---------------------------|------------------------|
| Project Name              | 25017 Pilot Truck Stop |
| Subarea ID                | Post-Developed 1A      |
| Area (ac)                 | 4.02                   |
| Flow Path Length (ft)     | 632.0                  |
| Flow Path Slope (vft/hft) | 0.01                   |
| 50-yr Rainfall Depth (in) | 2.7                    |
| Percent Impervious        | 0.9                    |
| Soil Type                 | 120                    |
| Design Storm Frequency    | 100-yr                 |
| Fire Factor               | 0                      |
| LID                       | False                  |

### Output Results

|                                      |            |
|--------------------------------------|------------|
| Modeled (100-yr) Rainfall Depth (in) | 3.0294     |
| Peak Intensity (in/hr)               | 1.1535     |
| Undeveloped Runoff Coefficient (Cu)  | 0.3664     |
| Developed Runoff Coefficient (Cd)    | 0.8466     |
| Time of Concentration (min)          | 13.0       |
| Clear Peak Flow Rate (cfs)           | 3.926      |
| Burned Peak Flow Rate (cfs)          | 3.926      |
| 24-Hr Clear Runoff Volume (ac-ft)    | 0.8271     |
| 24-Hr Clear Runoff Volume (cu-ft)    | 36028.8643 |



## Peak Flow Hydrologic Analysis

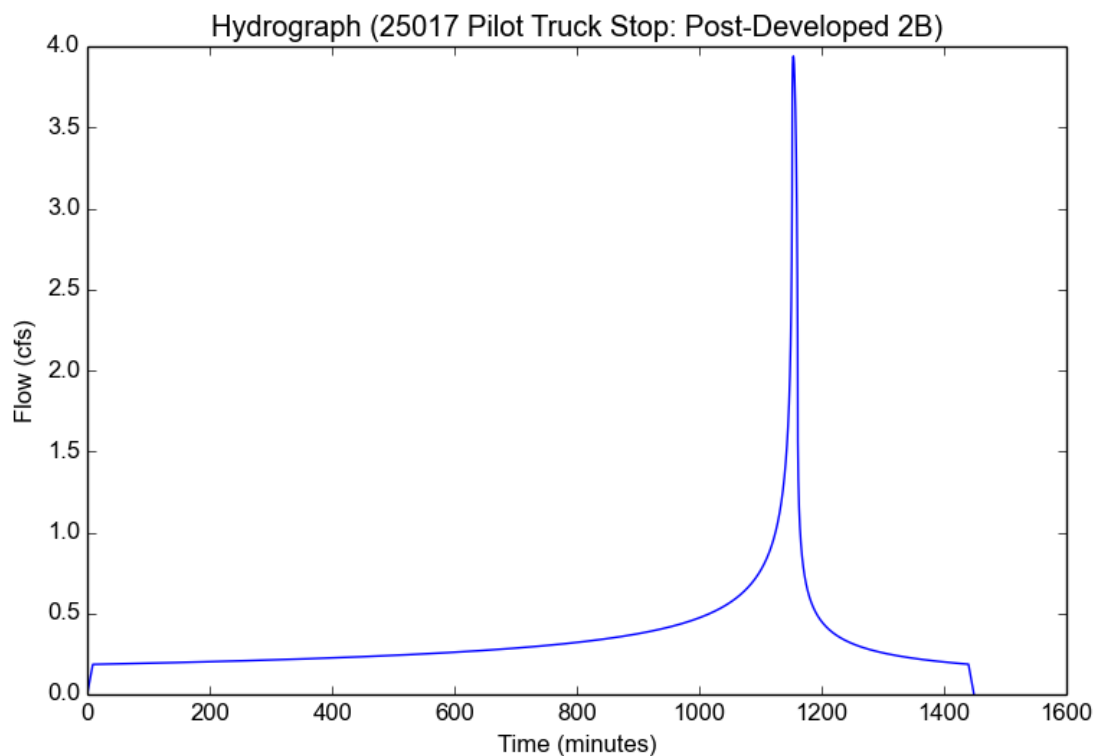
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Version: HydroCalc 1.0.3

### Input Parameters

|                           |                        |
|---------------------------|------------------------|
| Project Name              | 25017 Pilot Truck Stop |
| Subarea ID                | Post-Developed 2B      |
| Area (ac)                 | 3.37                   |
| Flow Path Length (ft)     | 332.0                  |
| Flow Path Slope (vft/hft) | 0.01                   |
| 50-yr Rainfall Depth (in) | 2.7                    |
| Percent Impervious        | 0.9                    |
| Soil Type                 | 120                    |
| Design Storm Frequency    | 100-yr                 |
| Fire Factor               | 0                      |
| LID                       | False                  |

### Output Results

|                                      |            |
|--------------------------------------|------------|
| Modeled (100-yr) Rainfall Depth (in) | 3.0294     |
| Peak Intensity (in/hr)               | 1.3711     |
| Undeveloped Runoff Coefficient (Cu)  | 0.426      |
| Developed Runoff Coefficient (Cd)    | 0.8526     |
| Time of Concentration (min)          | 9.0        |
| Clear Peak Flow Rate (cfs)           | 3.9396     |
| Burned Peak Flow Rate (cfs)          | 3.9396     |
| 24-Hr Clear Runoff Volume (ac-ft)    | 0.6935     |
| 24-Hr Clear Runoff Volume (cu-ft)    | 30211.0311 |



## Peak Flow Hydrologic Analysis

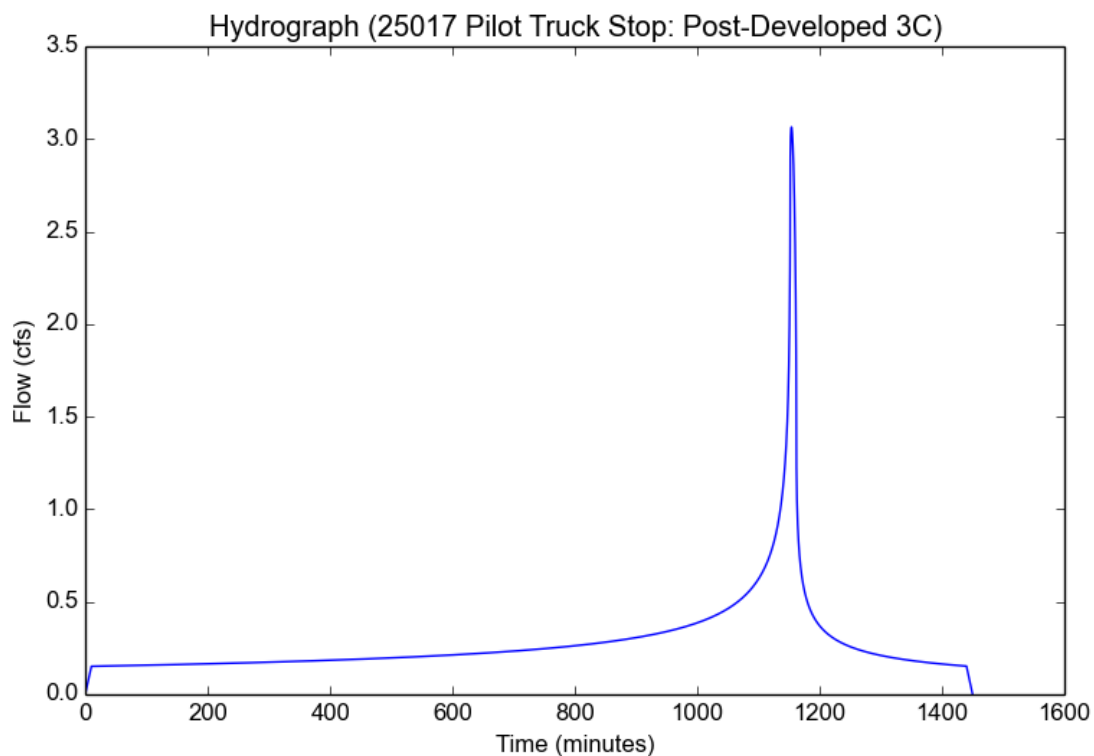
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Version: HydroCalc 1.0.3

### Input Parameters

|                           |                        |
|---------------------------|------------------------|
| Project Name              | 25017 Pilot Truck Stop |
| Subarea ID                | Post-Developed 3C      |
| Area (ac)                 | 2.76                   |
| Flow Path Length (ft)     | 478.0                  |
| Flow Path Slope (vft/hft) | 0.02                   |
| 50-yr Rainfall Depth (in) | 2.7                    |
| Percent Impervious        | 0.9                    |
| Soil Type                 | 120                    |
| Design Storm Frequency    | 100-yr                 |
| Fire Factor               | 0                      |
| LID                       | False                  |

### Output Results

|                                      |            |
|--------------------------------------|------------|
| Modeled (100-yr) Rainfall Depth (in) | 3.0294     |
| Peak Intensity (in/hr)               | 1.3049     |
| Undeveloped Runoff Coefficient (Cu)  | 0.4079     |
| Developed Runoff Coefficient (Cd)    | 0.8508     |
| Time of Concentration (min)          | 10.0       |
| Clear Peak Flow Rate (cfs)           | 3.0641     |
| Burned Peak Flow Rate (cfs)          | 3.0641     |
| 24-Hr Clear Runoff Volume (ac-ft)    | 0.568      |
| 24-Hr Clear Runoff Volume (cu-ft)    | 24740.9407 |





## **Appendix D: Catch Basin Calculations**



### **2'x2' Drop Inlet Catch Basin – (Worst Case for 100-Year Storm)**

The original perimeter of this catch basin is 8', but the effective perimeter is 4' with 50% clogging applied. The flow rate for the worse-case scenario catch basin is 3.94 cfs. Using the equation below to calculate head, the depth of flow at the catch basin during the peak Q100 flow rate of 3.94 cfs is 5.71". This would cause very minimal ponding that would not be considered intrusive. The capacity of this 2' x 2' catch basin is 16.39 cfs, which exceeds the demand of 3.94 cfs from subarea 2B's flow.

Capacity Calculation:

$$Q = 4.3 * A * (D^{0.6})$$

A = Area of Opening (W X 0.67)

W = Length of Catch Basin = 2'

D = Depth of Flow

$$D = [Q100 / (3P)]^{2/3} = [3.94 / (3 * 4)]^{2/3} = 5.71''$$

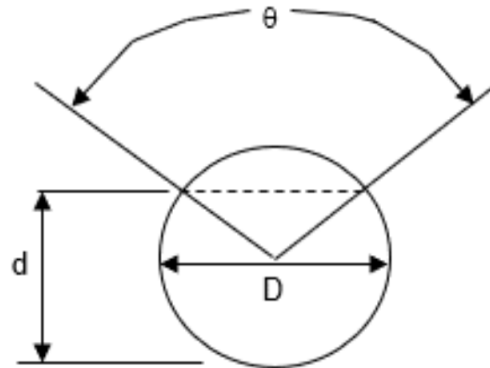
P = Effective Perimeter = 4'

$$Q = 4.3 (2' * 0.67) (5.71''^{0.6}) = 16.39 \text{ cfs} > 3.94 \text{ cfs} \dots \text{OK}$$



## **Appendix E: Storm Drain Capacity**

## Pipe Calculation



$$R = A/P$$

A = Cross Section Area

P = Wetted Perimeter

S = Slope of Channel

n = Manning's Roughness Coefficient

$$D = 24 \text{ in}$$

$$d = 12 \text{ in}$$

$$n = 0.013$$

$$\text{Angle} = 180^\circ \theta$$

$$S = 0.010 \text{ ft/ft}$$

$$\text{Mannings Formula} = Q = (1.486/n) A R^{2/3} S^{1/2}$$

| Area, ft <sup>2</sup>               | Wetted Perimeter | Hydraulic Radius | Velocity (ft/s) | Flow Rate (cfs) |
|-------------------------------------|------------------|------------------|-----------------|-----------------|
| 1.571                               | 3.142            | 0.500            | 7.201           | 11.3            |
| <b>Q = 11.31 CFS &gt; 10.93 CFS</b> |                  |                  |                 |                 |



## **Appendix F: Underground Detention Schematic**

## User Inputs

|                               |                        |
|-------------------------------|------------------------|
| Chamber Model:                | MC-7200                |
| Outlet Control Structure:     | Yes                    |
| Project Name:                 | 25017 Pilot Truck Stop |
| Engineer:                     | Edwin Ilejay           |
| Project Location:             | California             |
| Measurement Type:             | Imperial               |
| Required Storage Volume:      | 90982 cubic ft.        |
| Stone Porosity:               | 60%                    |
| Stone Foundation Depth:       | 14 in.                 |
| Stone Above Chambers:         | 12 in.                 |
| Design Constraint Dimensions: | (45 ft. x 450 ft.)     |

## Results

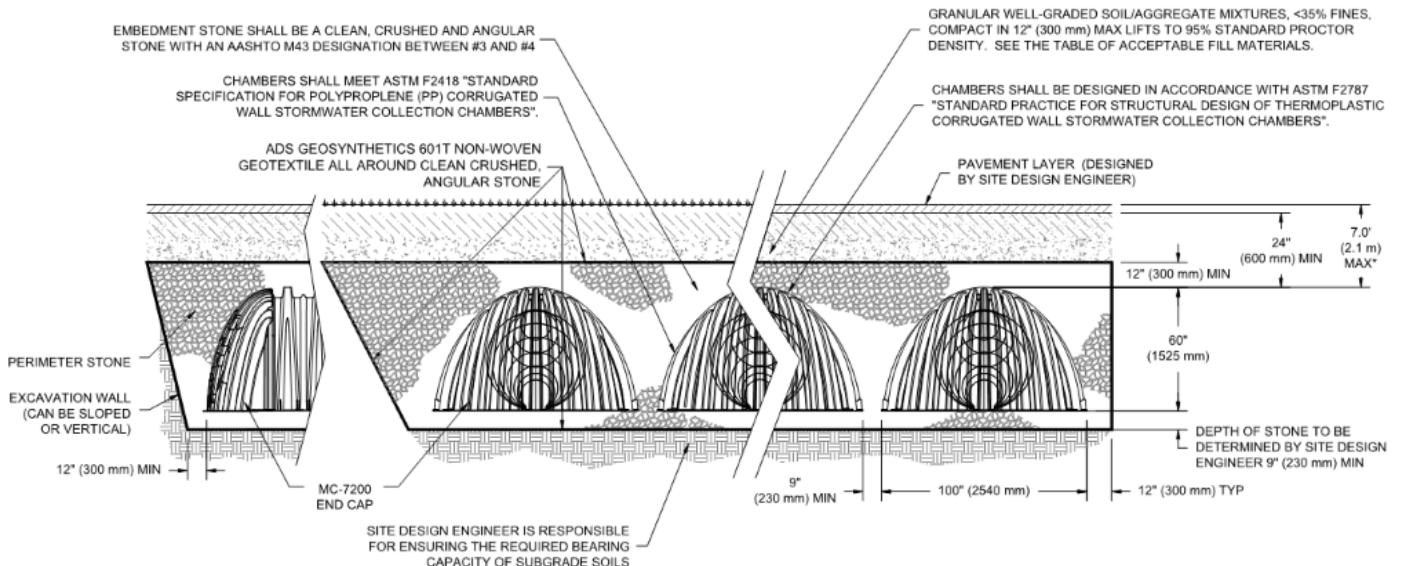
### System Volume and Bed Size

|                              |                     |
|------------------------------|---------------------|
| Installed Storage Volume:    | 91055.68 cubic ft.  |
| Storage Volume Per Chamber:  | 175.90 cubic ft.    |
| Number Of Chambers Required: | 260                 |
| Number Of End Caps Required: | 8                   |
| Chamber Rows:                | 4                   |
| Maximum Length:              | 444.90 ft.          |
| Maximum Width:               | 38.18 ft.           |
| Approx. Bed Size Required:   | 16891.94 square ft. |
| Average Cover Over Chambers: | N/A .               |

### System Components

#### Amount Of Stone Required

|                                                     |                   |
|-----------------------------------------------------|-------------------|
| (0% Overage):                                       | 2779 cubic yards  |
| (Cubic yard to ton factor:1.4):                     | 3889.35 tons      |
| Volume Of Excavation (Not Including Fill):          | 4484 cubic yards  |
| Total Non-woven Geotextile Required:                | 5428 square yards |
| Woven Geotextile Required (excluding Isolator Row): | 88 square yards   |
| Woven Geotextile Required (Isolator Row):           | 1013 square yards |
| Total Woven Geotextile Required:                    | 1100 square yards |
| Impervious Liner Required:                          | 0 square yards    |



\*MINIMUM COVER TO BOTTOM OF FLEXIBLE PAVEMENT. FOR UNPAVED INSTALLATIONS WHERE RUTTING FROM VEHICLES MAY OCCUR, INCREASE COVER TO 30" (750 mm).

| PROJECT INFORMATION        |  |
|----------------------------|--|
| ENGINEERED PRODUCT MANAGER |  |
| ADS SALES REP              |  |
| PROJECT NO.                |  |



# 25017 PILOT TRUCK STOP

## LANCASTER, CA, USA

### MC-7200 STORMTECH CHAMBER SPECIFICATIONS

- CHAMBERS SHALL BE STORMTECH MC-7200.
- CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101.
- CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
- THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
- CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
  - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
  - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
  - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
- ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
  - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
  - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
  - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
- CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.
- MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.32 FOR MANIFOLD SIZING GUIDANCE. DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
- ADS DOES NOT DESIGN OR PROVIDE MEMBRANE LINER SYSTEMS. TO MINIMIZE THE LEAKAGE POTENTIAL OF LINER SYSTEMS, THE MEMBRANE LINER SYSTEM SHOULD BE DESIGNED BY A KNOWLEDGEABLE GEOTEXTILE PROFESSIONAL AND INSTALLED BY A QUALIFIED CONTRACTOR.

### IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF MC-7200 CHAMBER SYSTEM

- STORMTECH MC-7200 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
- STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-7200 CONSTRUCTION GUIDE".
- CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
  - STONESHOOTER LOCATED OFF THE CHAMBER BED.
  - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
  - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
- THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
- JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
- MAINTAIN MINIMUM - 9" (230 mm) SPACING BETWEEN THE CHAMBER ROWS.
- INLET AND OUTLET MANIFOLDS MUST BE INSERTED A MINIMUM OF 12" (300 mm) INTO CHAMBER END CAPS.
- EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE; AASHTO M43 #3, 357, 4, 467, 5, 56, OR 57.
- STONE SHALL BE BROUGHT UP EVENLY AROUND CHAMBERS SO AS NOT TO DISTORT THE CHAMBER SHAPE. STONE DEPTHS SHOULD NEVER DIFFER BY MORE THAN 12" (300 mm) BETWEEN ADJACENT CHAMBER ROWS.
- STONE MUST BE PLACED ON THE TOP CENTER OF THE CHAMBER TO ANCHOR THE CHAMBERS IN PLACE AND PRESERVE ROW SPACING.
- THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIAL BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
- ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

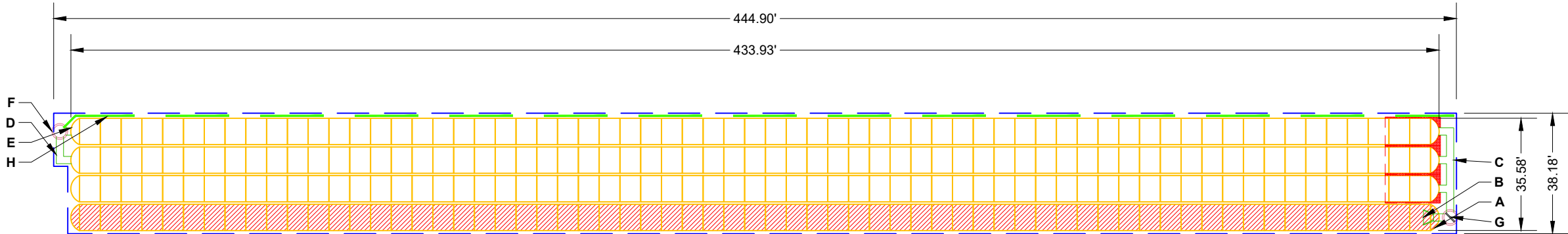
### NOTES FOR CONSTRUCTION EQUIPMENT

- STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-7200 CONSTRUCTION GUIDE".
- THE USE OF EQUIPMENT OVER MC-7200 CHAMBERS IS LIMITED:
  - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
  - NO RUBBER TIRED LOADER, DUMP TRUCK, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-7200 CONSTRUCTION GUIDE".
  - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH MC-7200 CONSTRUCTION GUIDE".
- FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

**USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY USING THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.**

CONTACT STORMTECH AT 1-800-821-6710 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

| PROPOSED LAYOUT |                                                                                                               | CONCEPTUAL ELEVATIONS                                     |       | *INVERT ABOVE BASE OF CHAMBER |                |                                                                                                                 |         |               |
|-----------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-------|-------------------------------|----------------|-----------------------------------------------------------------------------------------------------------------|---------|---------------|
|                 |                                                                                                               |                                                           |       | PART TYPE                     | ITEM ON LAYOUT | DESCRIPTION                                                                                                     | INVERT* | MAX FLOW      |
| 260             | STORMTECH MC-7200 CHAMBERS                                                                                    | MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):        | 13.17 |                               |                |                                                                                                                 |         |               |
| 8               | STORMTECH MC-7200 END CAPS                                                                                    | MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):           | 8.67  |                               |                |                                                                                                                 |         |               |
| 12              | STONE ABOVE (in)                                                                                              | MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):             | 8.17  | PREFABRICATED END CAP         | A              | 24" BOTTOM PARTIAL CUT END CAP, PART#: MC4500IEPP24B / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS | 2.26"   |               |
| 14              | STONE BELOW (in)                                                                                              | MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT): | 8.17  | FLAMP                         | B              | INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MCFLAMP                                                               |         |               |
| 60              | STONE VOID                                                                                                    | MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):      | 8.17  | MANIFOLD                      | C              | 24" x 24" BOTTOM MANIFOLD, ADS N-12                                                                             | 2.26"   |               |
| 91056           | INSTALLED SYSTEM VOLUME (CF)<br>(PERIMETER STONE INCLUDED)<br>(COVER STONE INCLUDED)<br>(BASE STONE INCLUDED) | TOP OF STONE:                                             | 7.17  | MANIFOLD                      | D              | 24" x 24" BOTTOM MANIFOLD, ADS N-12                                                                             | 2.26"   |               |
|                 |                                                                                                               | TOP OF MC-7200 CHAMBER:                                   | 6.17  | PIPE CONNECTION               | E              | 24" BOTTOM CONNECTION                                                                                           | 2.26"   |               |
|                 |                                                                                                               | 24" x 24" BOTTOM MANIFOLD INVERT:                         | 1.35  | CONCRETE STRUCTURE            | F              | OCS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)                                                                   |         | 14.0 CFS OUT. |
|                 |                                                                                                               | 24" x 24" BOTTOM MANIFOLD INVERT:                         | 1.35  | CONCRETE STRUCTURE            | G              | (DESIGN BY ENGINEER / PROVIDED BY OTHERS)                                                                       |         | 28.5 CFS IN   |
| 16892           | SYSTEM AREA (SF)                                                                                              | 24" ISOLATOR ROW PLUS INVERT:                             | 1.35  | W/WEIR                        |                |                                                                                                                 |         |               |
| 966.2           | SYSTEM PERIMETER (ft)                                                                                         | 24" BOTTOM CONNECTION INVERT:                             | 1.35  | UNDERDRAIN                    | H              | 6" ADS N-12 DUAL WALL PERFORATED HDPE UNDERDRAIN                                                                |         |               |
|                 |                                                                                                               | BOTTOM OF MC-7200 CHAMBER:                                | 1.17  |                               |                |                                                                                                                 |         |               |
|                 |                                                                                                               | UNDERDRAIN INVERT:                                        | 0.00  |                               |                |                                                                                                                 |         |               |
|                 |                                                                                                               | BOTTOM OF STONE:                                          | 0.00  |                               |                |                                                                                                                 |         |               |



- ISOLATOR ROW PLUS  
(SEE DETAIL)
- PLACE MINIMUM 17.50' OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

— — — — — BED LIMITS

- NOTES
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- **NOT FOR CONSTRUCTION:** THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

25017 PILOT TRUCK STOP

LANCASTER, CA, USA

DATE: 11/07/2025

DRAWN: EI

PROJECT #:

CHECKED: N/A

StormTech®

Chamber System

4640 TRUEMAN BLVD  
HILLIARD, OH 43026  
1-800-733-7473

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SHEET

2 OF 5

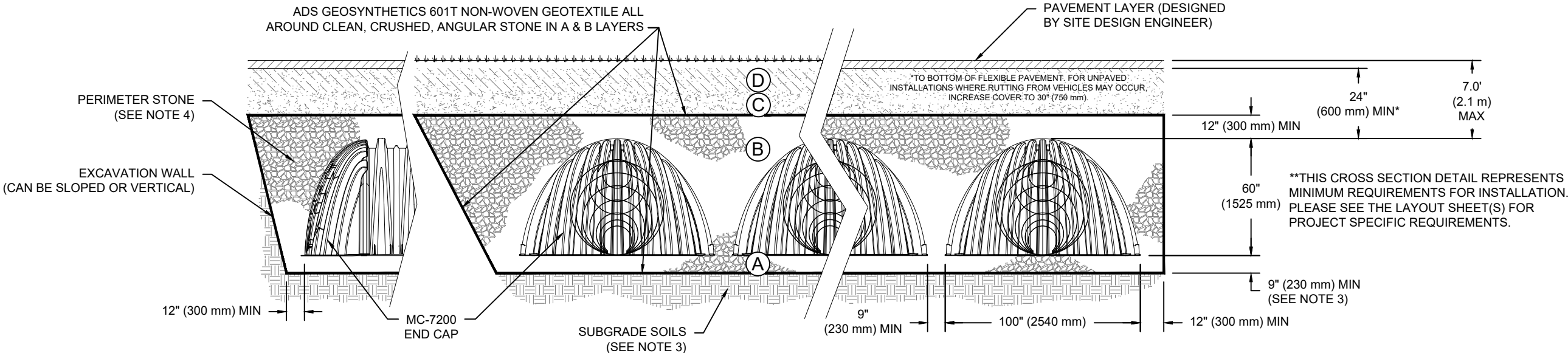
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## **ACCEPTABLE FILL MATERIALS: STORMTECH MC-7200 CHAMBER SYSTEMS**

| MATERIAL LOCATION |                                                                                                                                                                                                                  | DESCRIPTION                                                                                                                                                | AASHTO MATERIAL CLASSIFICATIONS                                                                                                                   | COMPACTION / DENSITY REQUIREMENT                                                                                                                                                                                                                      |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D                 | <b>FINAL FILL:</b> FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER  | ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.                                            | N/A                                                                                                                                               | PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.                                                                                                                               |
| C                 | <b>INITIAL FILL:</b> FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER. | GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE.<br><br>MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER. | AASHTO M145 <sup>1</sup><br>A-1, A-2-4, A-3<br><br>OR<br><br>AASHTO M43 <sup>1</sup><br>3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10 | BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. |
| B                 | <b>EMBEDMENT STONE:</b> FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.                                                                                              | CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE <sup>5</sup>                                                                                            | AASHTO M43 <sup>1</sup><br>3, 357, 4, 467, 5, 56, 57                                                                                              | NO COMPACTION REQUIRED.                                                                                                                                                                                                                               |
| A                 | <b>FOUNDATION STONE:</b> FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.                                                                                                           | CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE <sup>5</sup>                                                                                            | AASHTO M43 <sup>1</sup><br>3, 357, 4, 467, 5, 56, 57                                                                                              | PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. <sup>2,3</sup>                                                                                                                                                                                       |

PLEASE NOTE:

1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



## NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
2. MC-7200 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
  - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
  - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
  - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

25017 PILOT TRUCK STOP

LANCASTER, CA, USA

DRAWN: EI

CHECKED: N/A

DATE: 11/07/2025

PROJECT #:

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADISTORTMCH UNDER THE DIRECTION OF THE PROJECT'S ENGINEER OF RECORD (EOR) OR OTHER PROJECT REPRESENTATIVE. THIS DRAWING IS NOT INTENDED FOR USE IN BIDDING OR CONSTRUCTION WITHOUT THE EOR'S PRIOR APPROVAL. EOR SHALL REVIEW THIS DRAWING AND/OR CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE EOR TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATE DETAILS MEET ALL APPLICABLE

**StormTech®**  
Chamber System

4640 TRUEMAN BLVD  
HILLIARD, OH 43026  
1-800-733-7473



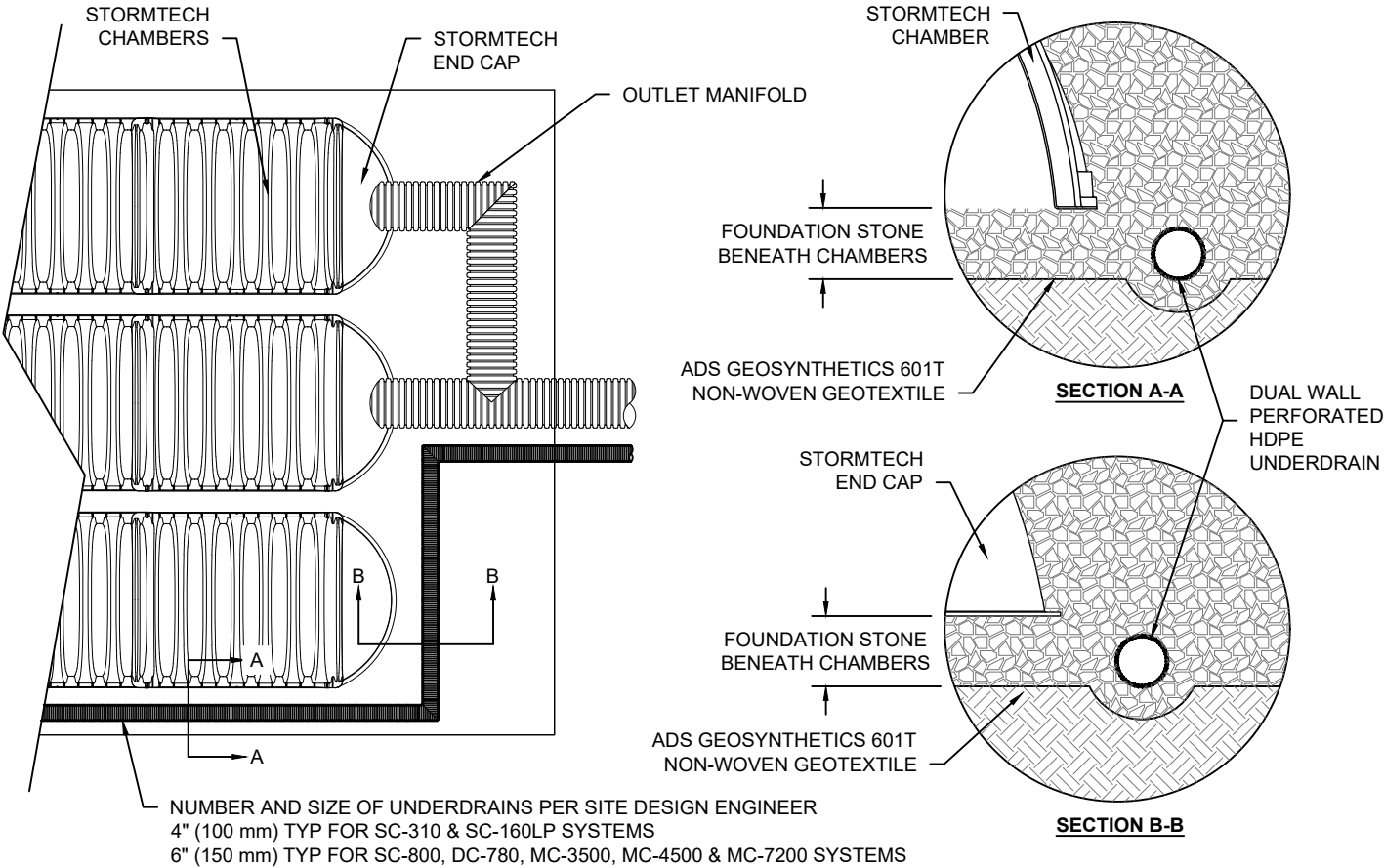
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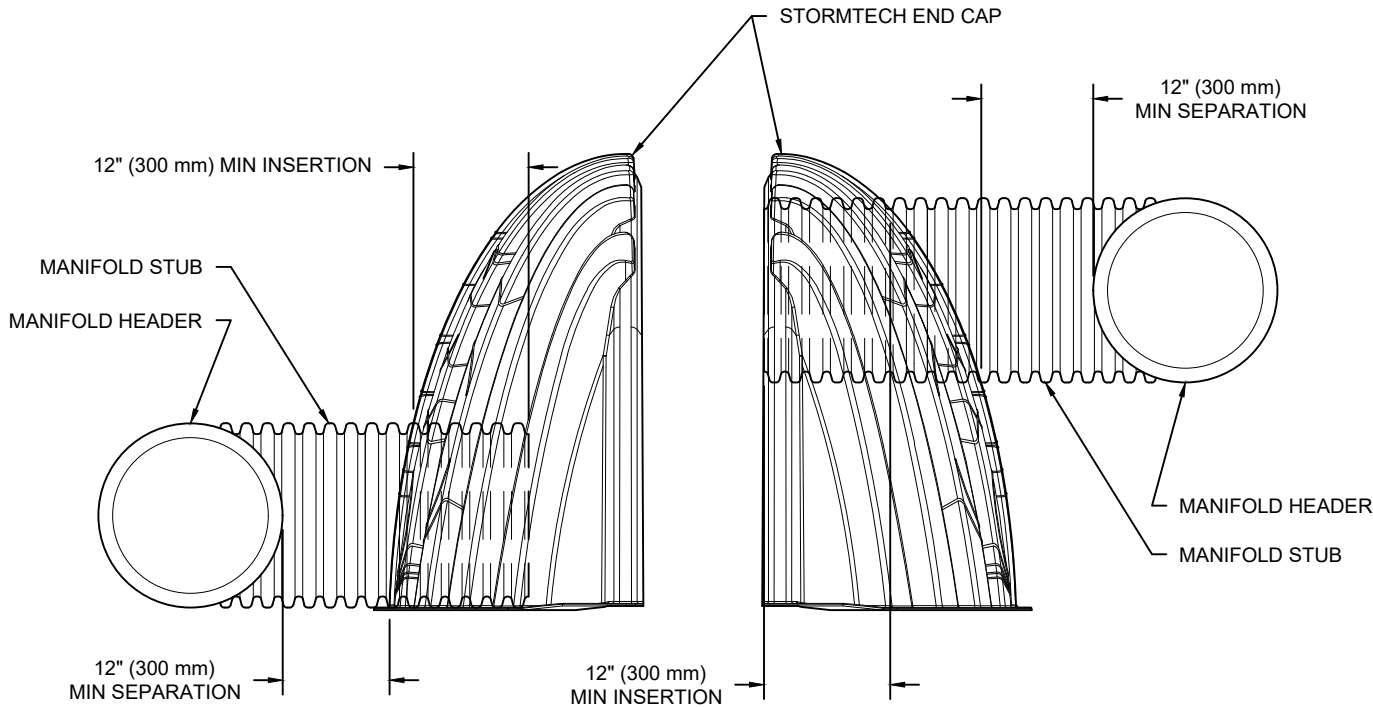
UNDERDRAIN DETAIL

NTS



MC-SERIES END CAP INSERTION DETAIL

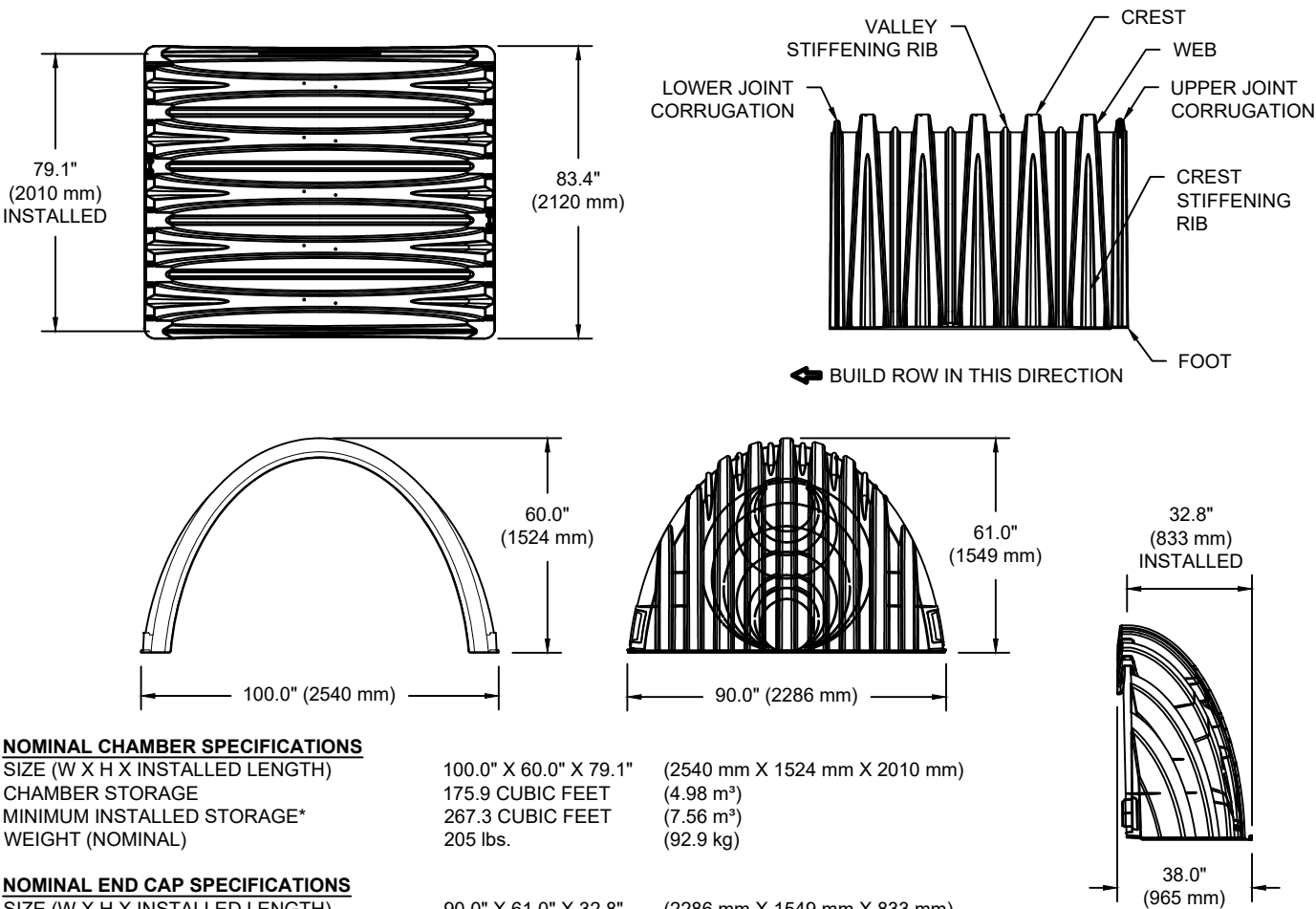
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NOTE: MANIFOLD STUB MUST BE LAID HORIZONTAL FOR A PROPER FIT IN END CAP OPENING.

MC-7200 TECHNICAL SPECIFICATION

NTS

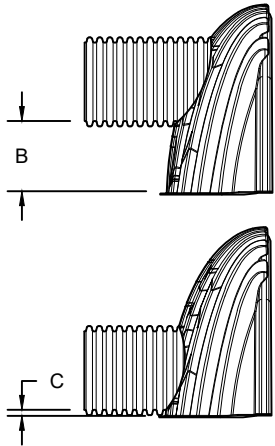


\*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION AND BETWEEN CHAMBERS, 12" (305 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

PARTIAL CUT HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"  
PARTIAL CUT HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"  
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "W"

| PART #         | STUB          | B                | C             |
|----------------|---------------|------------------|---------------|
| MC4500IEPP06T  | 6" (150 mm)   | 42.54" (1081 mm) | ---           |
| MC4500IEPP06B  |               | ---              | 0.86" (22 mm) |
| MC4500IEPP08T  | 8" (200 mm)   | 40.50" (1029 mm) | ---           |
| MC4500IEPP08B  |               | ---              | 1.01" (26 mm) |
| MC4500IEPP10T  | 10" (250 mm)  | 38.37" (975 mm)  | ---           |
| MC4500IEPP10B  |               | ---              | 1.33" (34 mm) |
| MC4500IEPP12T  | 12" (300 mm)  | 35.69" (907 mm)  | ---           |
| MC4500IEPP12B  |               | ---              | 1.55" (39 mm) |
| MC4500IEPP15T  | 15" (375 mm)  | 32.72" (831 mm)  | ---           |
| MC4500IEPP15B  |               | ---              | 1.70" (43 mm) |
| MC4500IEPP18T  | 18" (450 mm)  | 29.36" (746 mm)  | ---           |
| MC4500IEPP18TW |               | ---              | 1.97" (50 mm) |
| MC4500IEPP18B  |               |                  |               |
| MC4500IEPP18BW | 24" (600 mm)  | 23.05" (585 mm)  | ---           |
| MC4500IEPP24T  |               |                  |               |
| MC4500IEPP24TW |               | ---              | 2.26" (57 mm) |
| MC4500IEPP24B  |               |                  |               |
| MC4500IEPP24BW | 30" (750 mm)  | ---              | 2.95" (75 mm) |
| MC4500IEPP30BW |               |                  |               |
| MC4500IEPP36BW | 36" (900 mm)  | ---              | 3.25" (83 mm) |
| MC4500IEPP42BW | 42" (1050 mm) | ---              | 3.55" (90 mm) |

NOTE: ALL DIMENSIONS ARE NOMINAL



CUSTOM PREFABRICATED INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS. CUSTOM INVERT LOCATIONS ON THE MC-7200 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm). THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHEST POSSIBLE FOR THE PIPE SIZE.

25017 PILOT TRUCK STOP

LANCASTER, CA, USA

DRAWN: EI

DATE: 11/07/2025

CHECKED: N/A

PROJECT #:

DATE DWN CHK

StormTech®  
Chamber System

4640 TRUEMAN BLVD  
HILLIARD, OH 43026  
1-800-733-7473

ADS

SHEET

5 OF 5

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