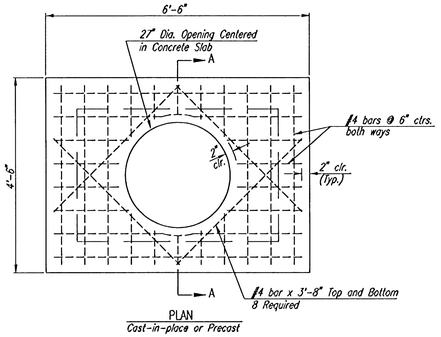
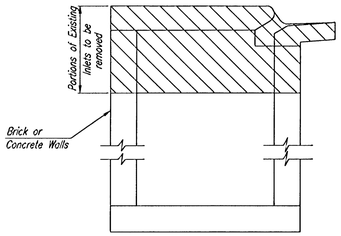
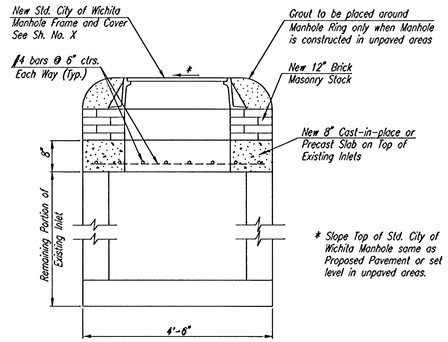


PLAN
Cast-in-place or Precast



EXISTING INLET SECTION



TYPICAL INLET SECTION A-A

GENERAL NOTES

CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 P.S.I.

ALL DIMENSIONS RELATIVE TO REINFORCING STEEL ARE TO CENTERLINE OF BAR UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL SHALL CONFORM TO A.S.T.M. DESIGNATION A615 GRADE 60. CLEARANCE SHALL BE 2" UNLESS OTHERWISE NOTED.

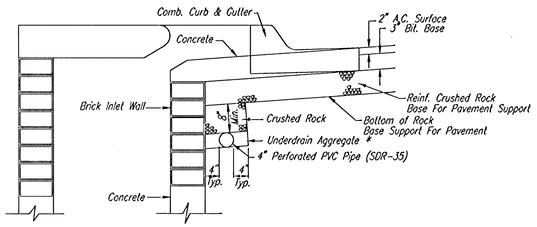
CONCRETE TOPS WHEN PRECAST SHALL BE INSTALLED ON A THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG EXISTING BRICK WALLS.

THE CONTRACTOR SHALL REMOVE PORTIONS OF EXISTING INLET AS SHOWN ON PLANS. ALL MATERIALS FROM EXISTING INLET SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE.

CONCRETE SLAB MAY BE CAST-IN-PLACE OR PRECAST AT THE CONTRACTOR'S OPTION.

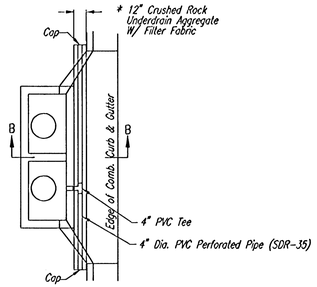
"INLET MODIFICATIONS" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH IN PLACE INCLUDING CONCRETE, REINFORCING, STEEL, DEBRIS REMOVAL, EXCAVATION AND ALL OTHER MISCELLANEOUS MATERIALS, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

INLET MODIFICATION DETAILS



(Min. 16 Perforations Per Lin. Ft. @ 1/4" Dia.)
Perforations To Be on Bottom Half

SECTION B-B



PLAN

PAVEMENT UNDERDRAIN DETAIL

* UNDERDRAIN AGGREGATE
PERCENT OF AGGREGATE RETAINED

1"	0
3/4"	0-10
3/8"	45-80
#4	90-100
#8	95-100

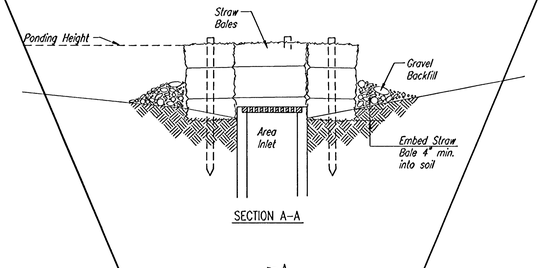
ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS I.

NOTE: PLACE 4" PVC PERFORATED PIPE AT ALL DRAINAGE SUMP LOCATION

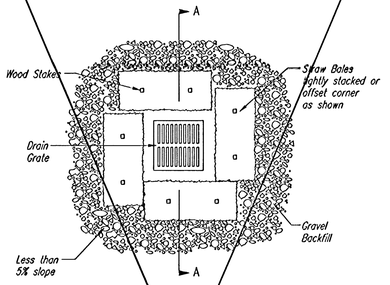
COST OF UNDERDRAIN SYSTEM TO BE INCIDENTAL TO THE REINFORCED CRUSHED ROCK BASE.

INLET TYPE MAY VARY FROM THAT SHOWN.

PAVEMENT UNDERDRAIN LOCATIONS		
STREET	STATION	SIDE
WOODLAWN	7+99.37	LT.



SECTION A-A



STRAW BALE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

Material Specification:

Bale area inlet barriers should be constructed of wheat straw, oat straw, prairie hay, or bromegrass hay that is free of weeds declared noxious by the Kansas State Board of Agriculture.
The stakes used to anchor the bales should be a hardwood material with the following minimum dimensions: 2" square (nominal) by 4' long.

Placement:

Bale area inlet barriers should be placed directly around the perimeter of a drop inlet. When a bale area inlet barrier is located near an inlet that has steep approach slopes, the storage capacity behind the barrier is drastically reduced. Timely removal of sediment must occur for a barrier to operate properly in this location.

Proper Installation Method:

Excavate a trench around the perimeter of the area inlet that is at least 4" deep by a bale's width wide.
Place the bales in the trench, making sure that they are butted tightly. Some bales may need to be shortened to fit into the trench around the area inlet. Two stakes should be driven through each bale, approximately 6" to 8" in from the bale ends.
Stakes should be driven at least 12" into the ground.
Once all the bales have been installed and anchored, place the excavated soil against the receiving side of the barrier and compact it. The compacted soil should be no more than 3" to 4" deep.
Note: When a bale area inlet barrier is placed in a shallow median ditch, make sure that the top of the barrier is not higher than the paved road. In this configuration, water may spread onto the roadway causing a hazardous condition.

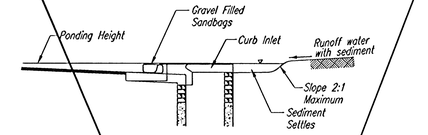
List of common placement installation mistakes to avoid:

Bales should be placed directly against the perimeter of the area inlet. This allows overtopping water to flow directly into the inlet instead of onto nearby soil causing scour.
Bale area inlet barriers must be dug into the ground. Bales at ground level do not work because they allow water to flow under the barrier.

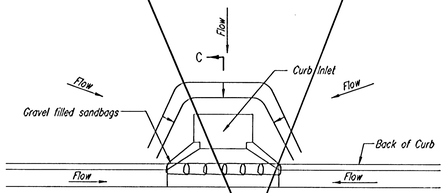
Inspection and Maintenance:

Bale area inlet barriers should be inspected every 7 days and within 24 hours of a rainfall 1/2" or more. The following is a list of questions that should be addressed during each inspection:

Does water flow under the area inlet barrier?
Does water flow through spaces between abutting bales?
Are any bales dislodged?
Are bales decomposing due to age and/or water damage?
Does sediment need to be removed from behind the area inlet barrier?



SECTION C - C



INLET SEDIMENT BARRIER
(CURB INLET)

NOTE: INLET TYPE AND SIZE MAY VARY FROM THAT SHOWN.

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-83232	9	23

WOODLAWN

MISCELLANEOUS DRAINAGE DETAILS

Professional Engineering Consultants, P.A.
303 S. TOPEKA • WICHITA, KANSAS 67202
316-262-2691 • FAX 316-262-3003

Designed by	BER, GDO	Checked by	
Drawn by	DEP	Date	JUNE, 2001	Job No.	01034

DSNR DER DPER DEP SCALE 1=1.00
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