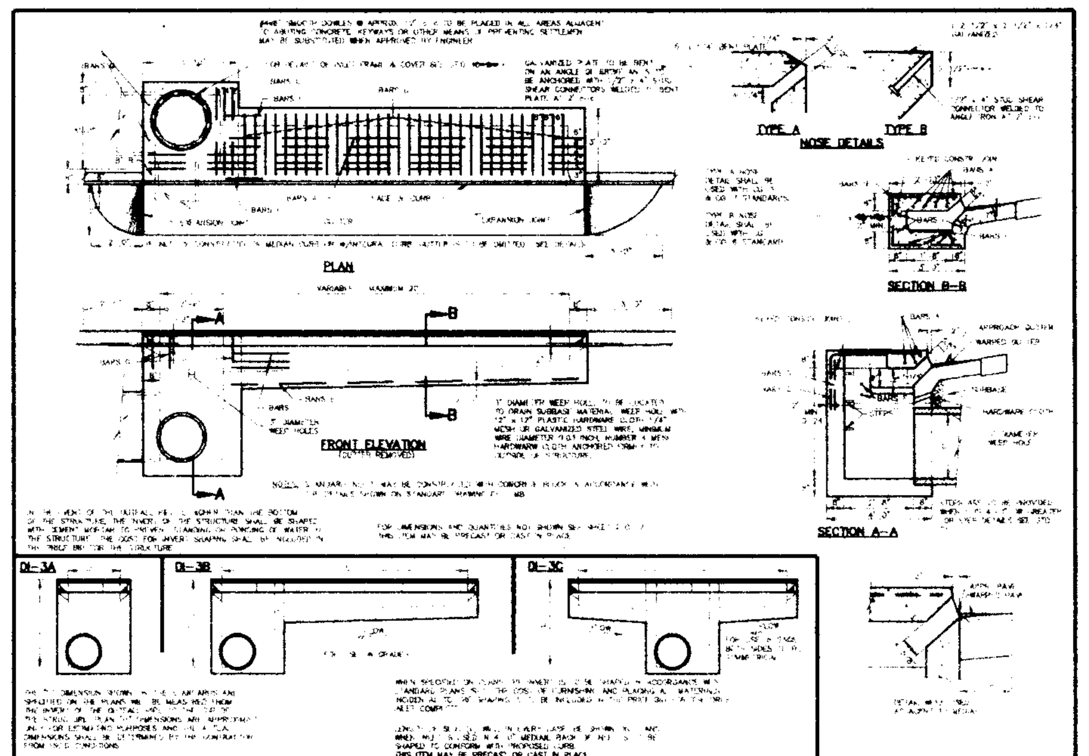


STANDARD CURB DROP INLET
12"–30" PIPE MAXIMUM DEPTH (H) = 8'

TABLE OF QUANTITIES

TYPE	L	AREA OF SLOT	CON-CRETE	REINFORCING STEEL														WEIGHT
				BARS A		BARS B		BARS C		BARS D		BARS E		BARS F		BARS G		
	Ft	Sq. Ft.	Cu. Yd	No	Lin. Ft.*	No	Lin Ft.*	No.	Lin. Ft.*	No.	Lin. Ft.*	No.	Lin. Ft.*	No	Lin. Ft.*	No.	Lin. Ft.*	Lbs.
DI–3A	2'–6"	1.15	2.26	–	–	–	–	1	5'–7"	3	3'–2"	–	–	3	–	6	1'–0"	22
DI–3B	4'	1.83	2.59	5	1'–6"	2	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	1'–6"	3	1'–6"	4	1'–0"	64
	6'	2.75	3.02	5	3'–6"	6	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	3'–6"	3	1'–6"	4	1'–0"	111
	8'	3.67	3.46	5	5'–6"	10	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	5'–6"	3	1'–6"	4	1'–0"	158
	10'	4.58	3.90	5	7'–6"	14	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	7'–6"	3	1'–6"	4	1'–0"	204
	12'	5.50	4.34	5	9'–6"	18	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	9'–6"	3	1'–6"	4	1'–0"	251
	14'	6.42	4.78	5	11'–6"	22	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	11'–6"	3	1'–6"	4	1'–0"	298
	16'	7.33	5.22	5	13'–6"	26	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	13'–6"	3	1'–6"	4	1'–0"	345
	18'	8.25	5.66	5	15'–6"	30	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	15'–6"	3	1'–6"	4	1'–0"	391
	20'	9.17	6.09	5	17'–6"	34	6'–7" to 6'–10"	3	5'–7"	3	3'–2"	4	17'–6"	3	1'–6"	4	1'–0"	438
DI–3C	6'	2.75	3.01	10	1'–9"	4	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	1'–9"	6	1'–6"	2	1'–0"	111
	8'	3.67	3.45	10	2'–9"	8	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	2'–9"	6	1'–6"	2	1'–0"	158
	10'	4.58	3.89	10	3'–9"	12	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	3'–9"	6	1'–6"	2	1'–0"	205
	12'	5.50	4.33	10	4'–9"	16	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	4'–9"	6	1'–6"	2	1'–0"	252
	14'	6.42	4.77	10	5'–9"	20	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	5'–9"	6	1'–6"	2	1'–0"	298
	16'	7.33	5.21	10	6'–9"	24	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	6'–9"	6	1'–6"	2	1'–0"	345
	18'	8.25	5.65	10	7'–9"	28	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	7'–9"	6	1'–6"	2	1'–0"	392
	20'	9.17	6.09	10	8'–9"	32	6'–7" to 6'–10"	5	5'–7"	3	3'–2"	8	8'–9"	6	1'–6"	2	1'–0"	439

* DENOTES LENGTH OF ONE (1) BAR

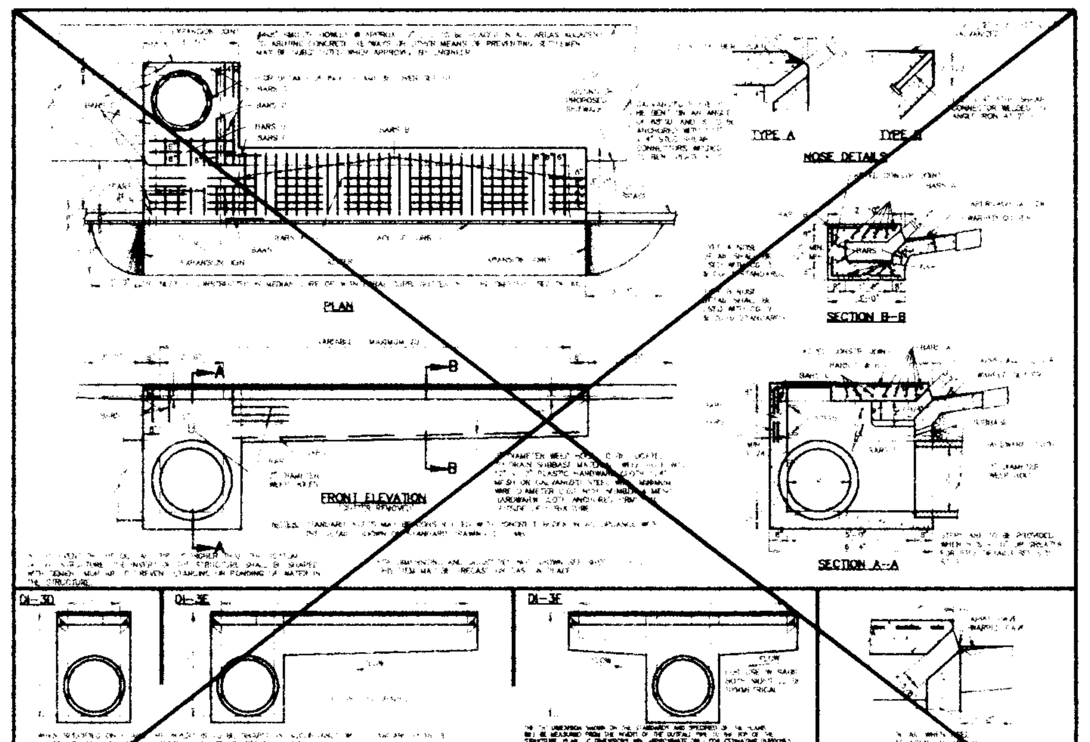
NOTES: ALL REINFORCING BARS TO BE No (5)

ALL CAST IN PLACE CONCRETE TO BE CLASS A3. FOR ACCEPTABLE ALTERNATE SEE PRECAST STANDARD DESIGNS

CONCRETE QUANTITIES SHOWN ARE FOR DEPTH (H) OF 5'–2" WITHOUT PIPES. THE AMOUNT DISPLACED BY PIPES MUST BE DEDUCTED TO OBTAIN TRUE QUANTITIES. FOR INLETS OF DIFFERENT DEPTHS ADD OR SUBTRACT 0.32 Cu Yds. OF CONCRETE FOR EACH FOOT OF DIFFERENCE IN DEPTH

LENGTH OF ANGLE IRON AS SHOWN ON SHEET 1 IS L + 16" @ 4.10 Lbs. Per Ft.

STANDARD CURB DROP INLET
12"–30" PIPE MAXIMUM DEPTH (H) = 8'



STANDARD CURB DROP INLET
12"–30" PIPE MAXIMUM DEPTH (H) = 8'

TABLE OF QUANTITIES

TYPE	L	AREA OF SLOT	CON-CRETE	REINFORCING STEEL																WEIGHT
				BARS A		BARS B		BARS C		BARS D		BARS E		BARS F		BARS G		BARS H		
	Ft.	Sq. Ft.	Cu. Yd	No	Lin. Ft.*	No	Lin. Ft.*	No.	Lin. Ft.*	No.	Lin. Ft.*	No	Lin. Ft.*	No.	Lin. Ft.*	No.	Lin. Ft.*	No.	Lin. Ft.*	Lbs.
DI–3D	2'–6"	1.15	3.21	5	3'–2"	–	–	1	8'–0"	3	3'–2"	–	–		–	10	1'–0"	4	3'–1"	56
DI–3E	4'	1.83	3.54	5	4'–8"	2	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	1'–6"	3	1'–6"	8	1'–0"	4	3'–1"	106
	6'	2.75	3.97	5	6'–8"	6	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	3'–6"	3	1'–6"	8	1'–0"	4	3'–1"	153
	8'	3.67	4.41	5	8'–8"	10	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	5'–6"	3	1'–6"	8	1'–0"	4	3'–1"	199
	10'	4.58	4.85	5	10'–8"	14	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	7'–6"	3	1'–6"	8	1'–0"	4	3'–1"	246
	12'	5.50	5.29	5	12'–8"	18	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	9'–6"	3	1'–6"	8	1'–0"	4	3'–1"	293
	14'	6.42	5.73	5	14'–8"	22	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	11'–6"	3	1'–6"	8	1'–0"	4	3'–1"	340
	16'	7.33	6.17	5	16'–8"	26	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	13'–6"	3	1'–6"	8	1'–0"	4	3'–1"	386
	18'	8.25	6.61	5	18'–8"	30	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	15'–6"	3	1'–6"	8	1'–0"	4	3'–1"	433
	20'	9.17	7.04	5	20'–8"	34	6'–7" to 6'–10"	3	8'–0"	3	3'–2"	4	17'–6"	3	1'–6"	8	1'–0"	4	3'–1"	480
DI–3F	6'	2.75	3.96	5	6'–8"	4	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	1'–9"	6	1'–6"	6	1'–0"	4	3'–1"	158
	8'	3.67	4.40	5	8'–8"	8	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	2'–9"	6	1'–6"	6	1'–0"	4	3'–1"	205
	10'	4.58	4.84	5	10'–8"	12	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	3'–9"	6	1'–6"	6	1'–0"	4	3'–1"	251
	12'	5.50	5.28	5	12'–8"	16	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	4'–9"	6	1'–6"	6	1'–0"	4	3'–1"	298
	14'	6.42	5.72	5	14'–8"	20	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	5'–9"	6	1'–6"	6	1'–0"	4	3'–1"	345
	16'	7.33	6.16	5	16'–8"	24	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	6'–9"	6	1'–6"	6	1'–0"	4	3'–1"	392
	18'	8.25	6.60	5	18'–8"	28	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	7'–9"	6	1'–6"	6	1'–0"	4	3'–1"	438
	20'	9.17	7.04	5	20'–8"	32	6'–7" to 6'–10"	5	8'–0"	3	3'–2"	8	8'–9"	6	1'–6"	6	1'–0"	4	3'–1"	485

* DENOTES LENGTH OF ONE (1) BAR

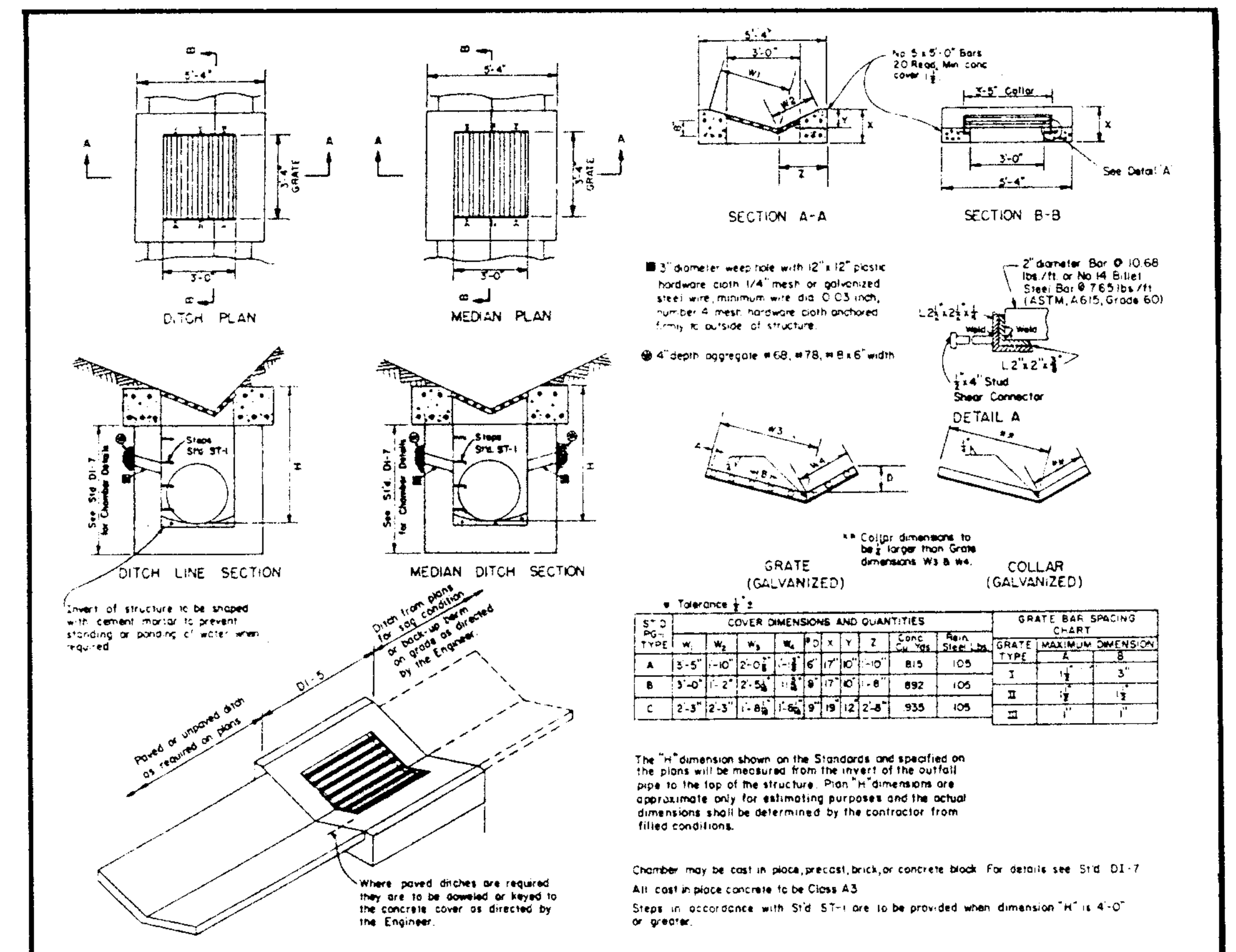
NOTES: ALL REINFORCING BARS TO BE No (5)

ALL CAST IN PLACE CONCRETE TO BE CLASS A3. FOR ACCEPTABLE ALTERNATE SEE PRECAST STANDARD DESIGNS

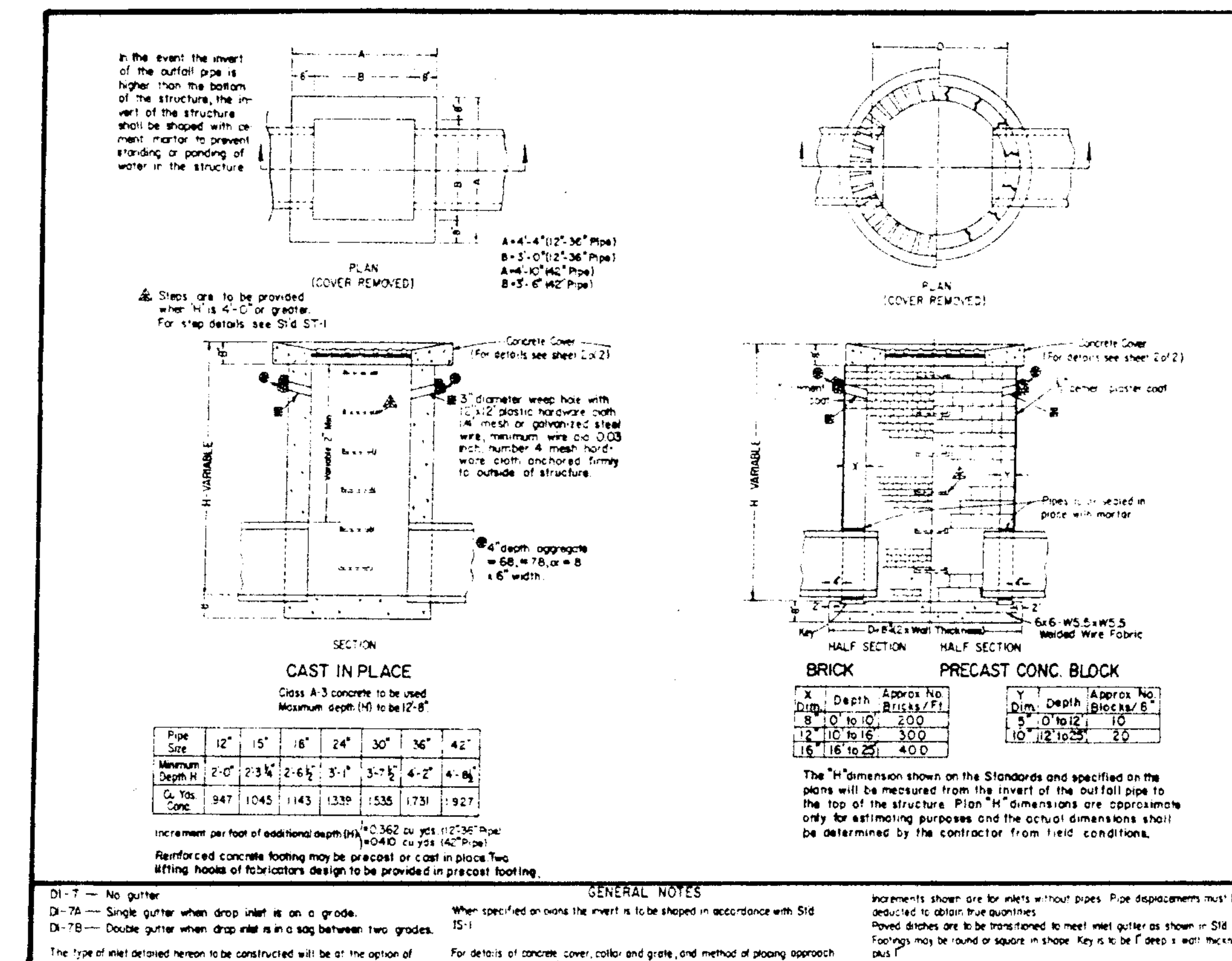
CONCRETE QUANTITIES SHOWN ARE FOR DEPTH (H) OF 5'–2" WITHOUT PIPES. THE AMOUNT DISPLACED BY PIPES MUST BE DEDUCTED TO OBTAIN TRUE QUANTITIES. FOR INLETS OF DIFFERENT DEPTHS ADD OR SUBTRACT 0.32 Cu Yds. OF CONCRETE FOR EACH FOOT OF DIFFERENCE IN DEPTH.

LENGTH OF ANGLE IRON AS SHOWN ON SHEET 1 IS L + 16" @ 4.10 Lbs. Per Ft.

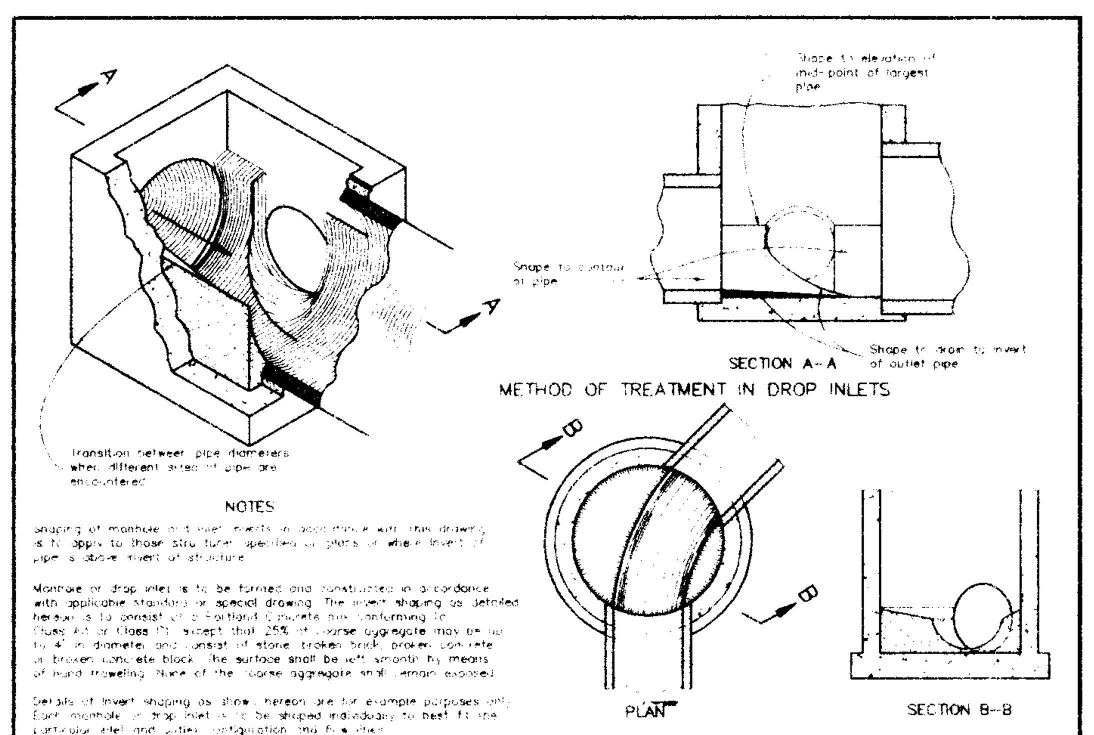
STANDARD CURB DROP INLET
12"–30" PIPE MAXIMUM DEPTH (H) = 8'



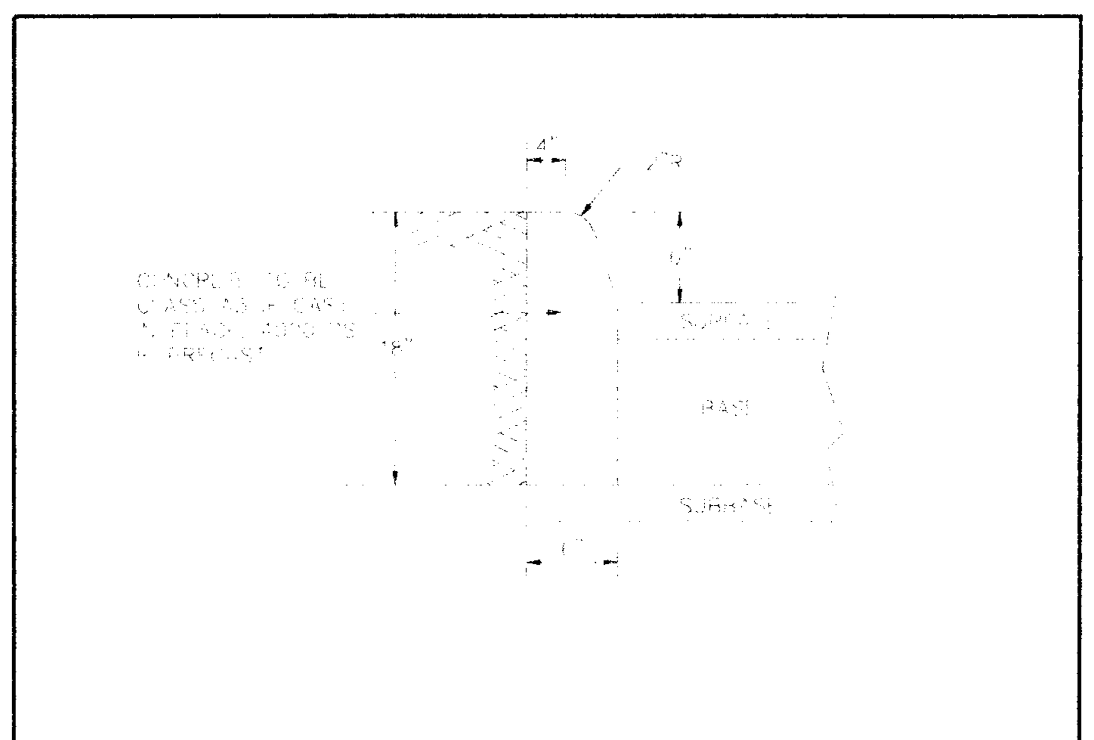
STANDARD DITCH DROP INLET



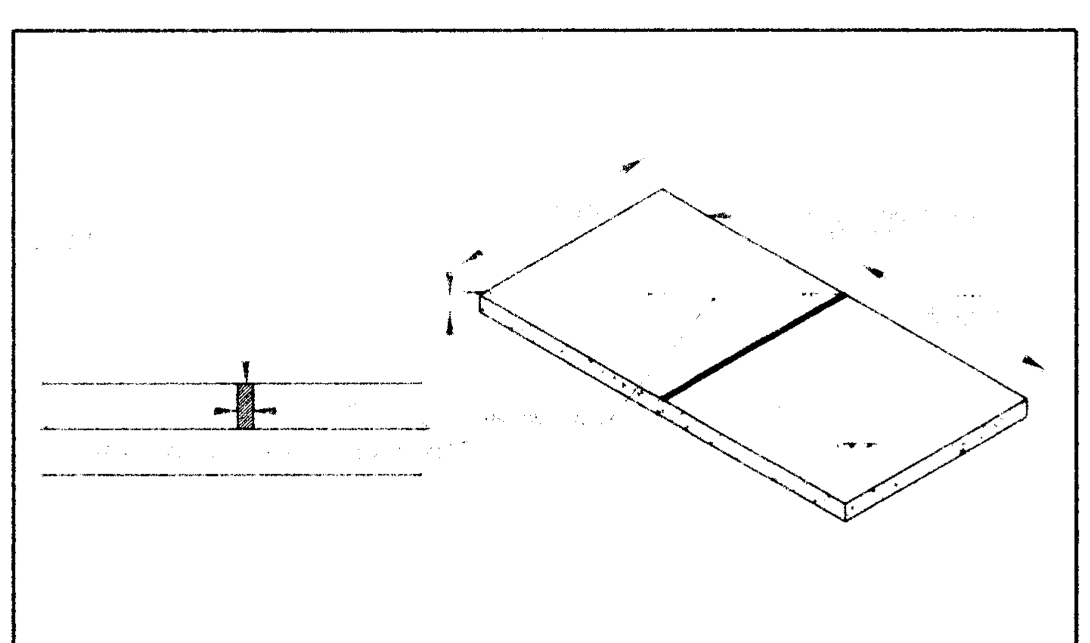
STANDARD MEDIAN DROP INLET
FOR USE WITH 12" TO 42" PIPES



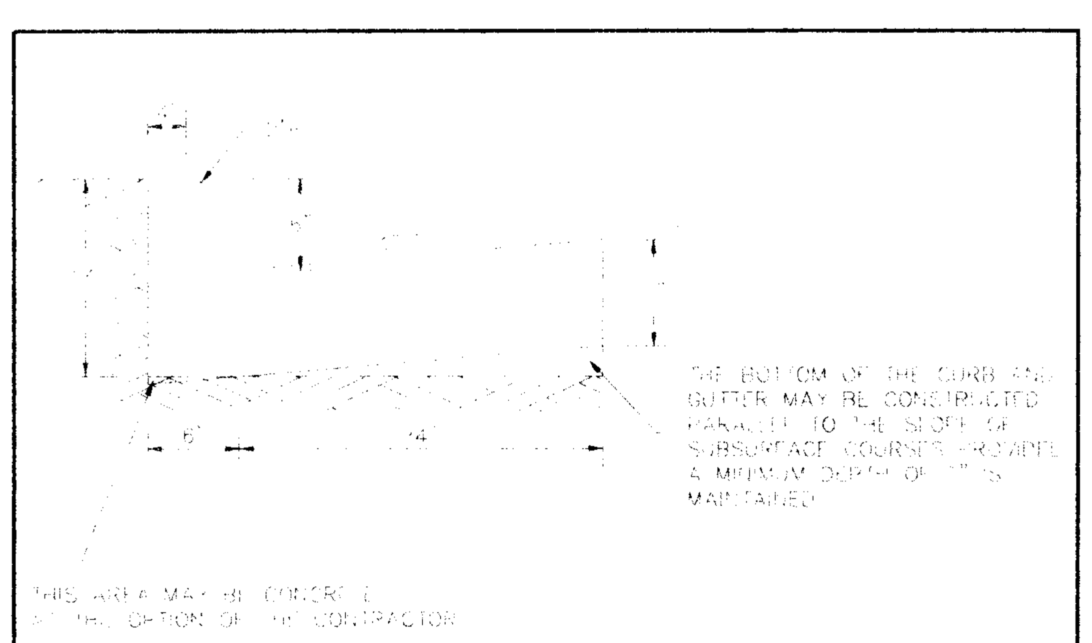
STANDARD METHOD OF SHAPING MANHOLE & INLET INVERTS
IS–1



CG–2

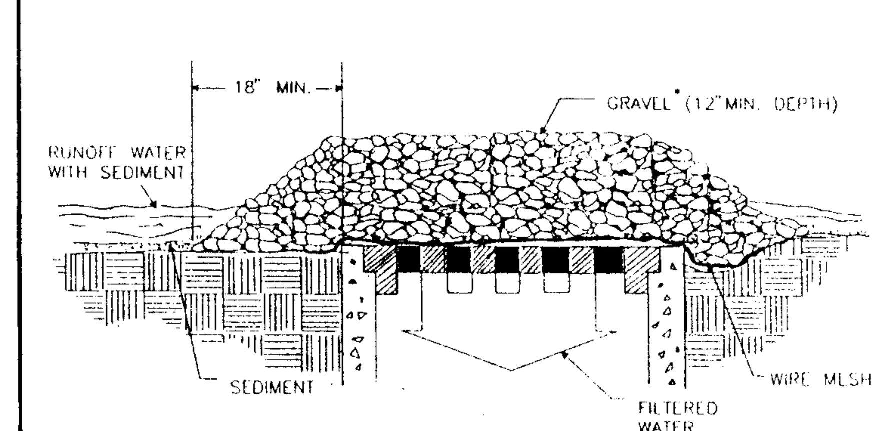


SIDEWALK DETAIL



CG–6

GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER



SPECIFIC APPLICATION

THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED, BUT NOT WHERE PONDING AROUND THE STRUCTURE MIGHT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES AND UNPROTECTED AREAS.

* GRAVEL SHALL BE VDOT #3, #357 OR #5 COARSE AGGREGATE

ROAD CONSTRUCTION NOTES

1. THE ROAD CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL ITEMS ON ROAD WORK AND DRAINAGE WITH EXISTING AND PROPOSED UNDERGROUND UTILITIES (POWER, WATER, SEWER AND TELEPHONE) SUCH THAT NO DUPLICATION OF WORK EFFORT IS INCURRED.
2. UPON COMPLETION, INSPECTION AND ACCEPTANCE, ALL ROADS AND DRAINAGE FACILITIES SHALL BE DEDICATED TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION FOR INCLUSION IN THE STATE SECONDARY ROAD SYSTEM.
3. ALL ITEMS OR ROADWORK AND DRAINAGE NECESSARY FOR THE ROADS TO BE ACCEPTED INTO THE STATE SECONDARY ROAD SYSTEM, WHETHER WRITTEN OF THESE PLANS OR NOT ARE HEREBY EXPRESSLY IMPLIED. NO OMISSIONS, ERRORS OR OVER SIGHT ON THE PART OF THE ENGINEER OR OWNER SHALL DETRACT FROM THE CONTRACTORS RESPONSIBILITY OF COMPLETING ALL ITEMS OR ROADWORK AND DRAINAGE SATISFACTORY IN EVERY RESPECT TO THE CITY/COUNTY AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE THE RESPONSIBILITY OF THE ROAD CONTRACTOR.
5. LATERAL UNDERDRAINS MAY BE REQUIRED WHERE FIELD CONDITIONS WARRANT. A CHANGE ORDER FOR SAME WILL BE EXECUTED IF REQUIRED BY VDOT, THE ENGINEER, COUNTY OR OWNER.
6. CONTRACTOR TO VERIFY ALL DIMENSIONS AND ELEVATIONS IN THE FIELD BEFORE STARTING CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DIFFERENCES.

GENERAL NOTES

1. ALL CONSTRUCTION SHALL CONFORM TO CURRENT CITY/COUNTY AND/OR VDOT STANDARDS AND SPECIFICATIONS UNLESS OTHERWISE SPECIFIED.
2. CONTRACTOR SHALL SECURE THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND COMPLY WITH ALL REQUIREMENTS FOR EROSION AND SEDIMENT CONTROL.
3. ALL CUTS, VEGETATION AND DELETERIOUS MATERIAL ENCOUNTERED SHALL BE REMOVED AND DISPOSED OF OFF SITE.
4. SELECT MATERIAL REQUIRED FOR FILL AND BACKFILL UNDER PARKING LOT, FOOTINGS AND STRUCTURES. IT SHALL BE PLACED IN LAYERS NOT TO EXCEED EIGHT INCHES (8") IN THICKNESS AND COMPACTED TO 95% MAXIMUM DENSITY AS DETERMINED BY ASTM D-698.
5. ALL CONCRETE SHALL BE CLASS A-3 AIR ENTRAINED (3000 P.S.I.)
6. ALL GREEN AREA, WITHIN LIMITS OF CONSTRUCTION, TO BE TOPSOILDE, FERTILIZED AND MULCHED.
CONTRACTOR SHALL OBTAIN AT HIS OWN EXPENSE, ANY PERMIT OR BOND IF REQUIRED BY ANY GOVERNMENT AGENCY.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION, PROTECTING AND RESOLVING ANY CONFLICTS WITH EXISTING UTILITIES AND SHALL REPAIR AT HIS OWN EXPENSE, ALL UTILITIES TO BE RELOCATED OR DAMAGED BY CONSTRUCTION.
9. ANY ERRORS OR DISCREPANCIES SHALL ALBE REPORTED TO THE ENGINEER ARCHITECT OR THE SURVEYOR BEFORE PROCEEDING WITH THE WORK.
10. DEWATERING OF EXCAVATION, IF NEEDED, IS PART OF THE CONTRACT.
11. BEFORE DIGGING CALL "MISS UTILITY" OF VIRGINIA 1-800-552-7001
12. CONTRACTOR SHALL OBTAIN PERMITS FROM THE STATE HIGHWAY DEPARTMENT PRIOR TO ANY WORK IN THE STATE'S RIGHT-OF-WAY. THE CONTRACTOR TO RESTORE AND CLEAN UP THE SITE TO THE SATISFACTION OF HIGHWAY DEPARTMENT.
13. CONTRACTOR MUST OBTAIN ALL NECESSARY BUILDING PERMITS PRIOR TO CONSTRUCTION.

FINAL

Rickmond Engineering, Inc.

1643-C Merrimac Trail
Williamsburg VA 23185
(804) 229-1776 or 898-4149

Civil Engineering
Environmental Engineering
Land Surveying

Designed By	Drawn By	Scale	Date	Job No.	File Name
KMJ	KMJ	AS SHOWN	1/4/95	94206	94206DS

COMMONWEALTH OF VIRGINIA
K.M. JENKINS II
No.022872
1/31/95
PROFESSIONAL ENGINEER

No.	By	Revision	App.	Date

BRANCHESTER LAKES APARTMENTS

DETAIL SHEET

PRINCE GEORGE COUNTY, VIRGINIA

Job Number	Sheet No
94206	CII