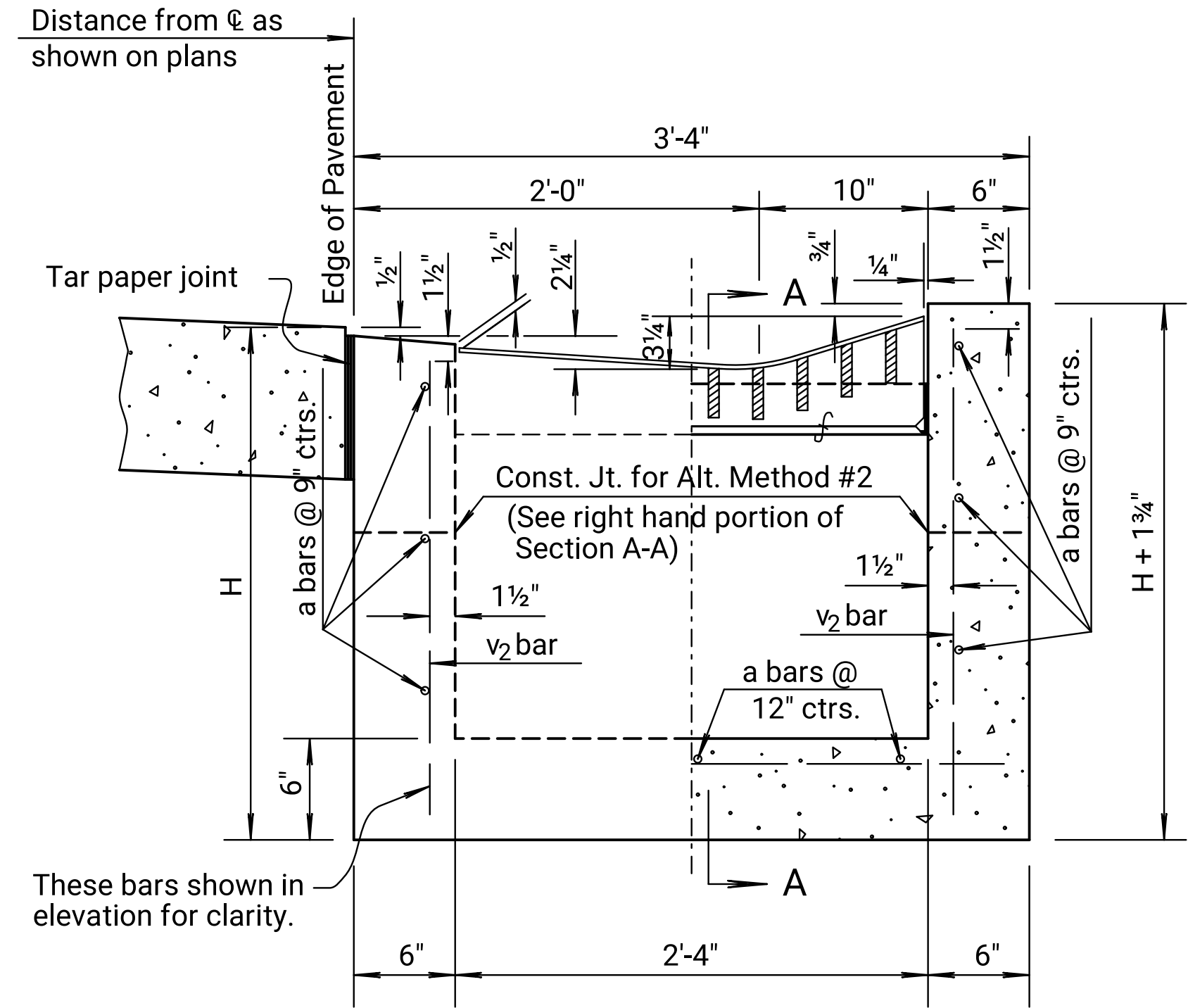
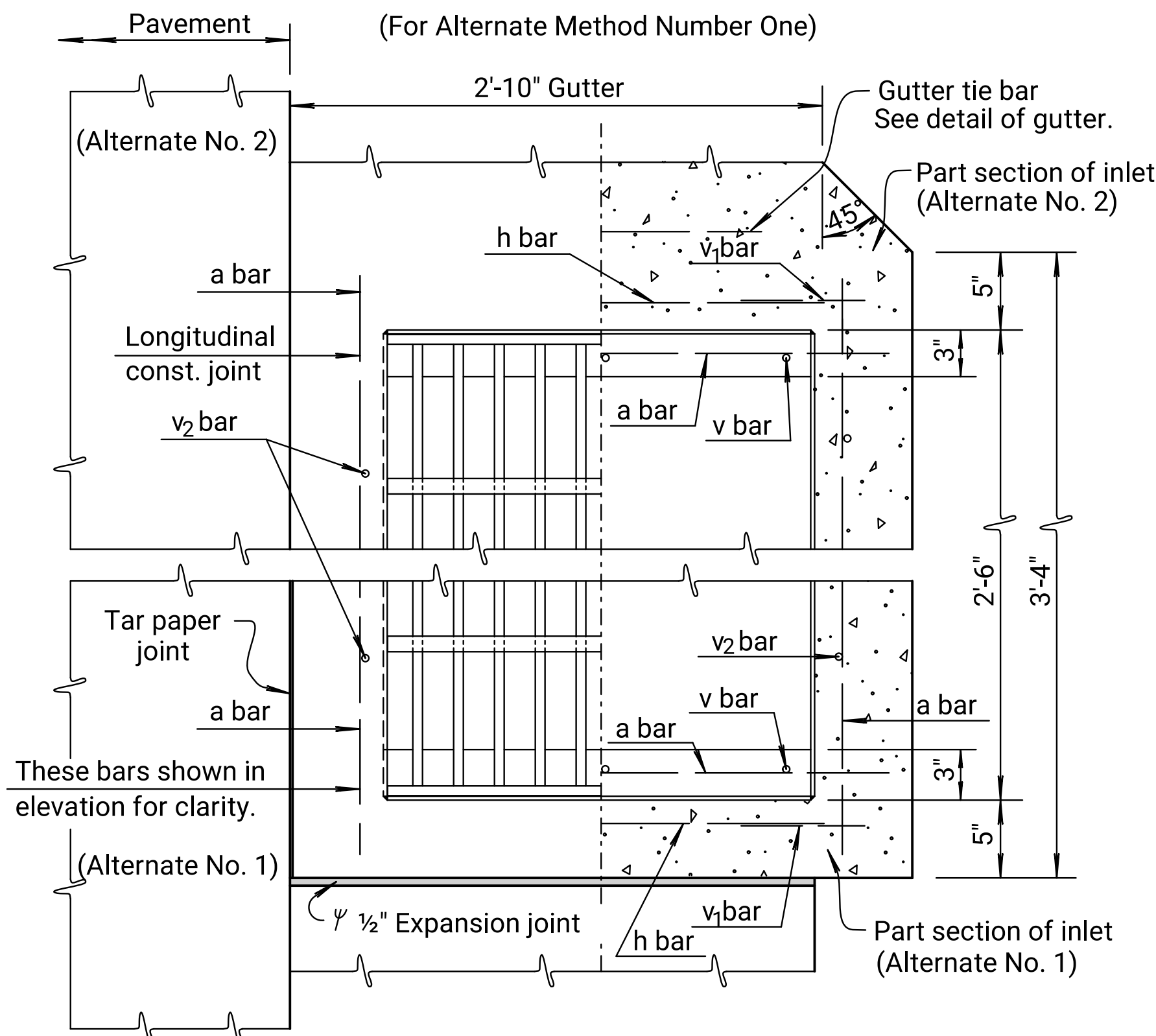


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		0	0	

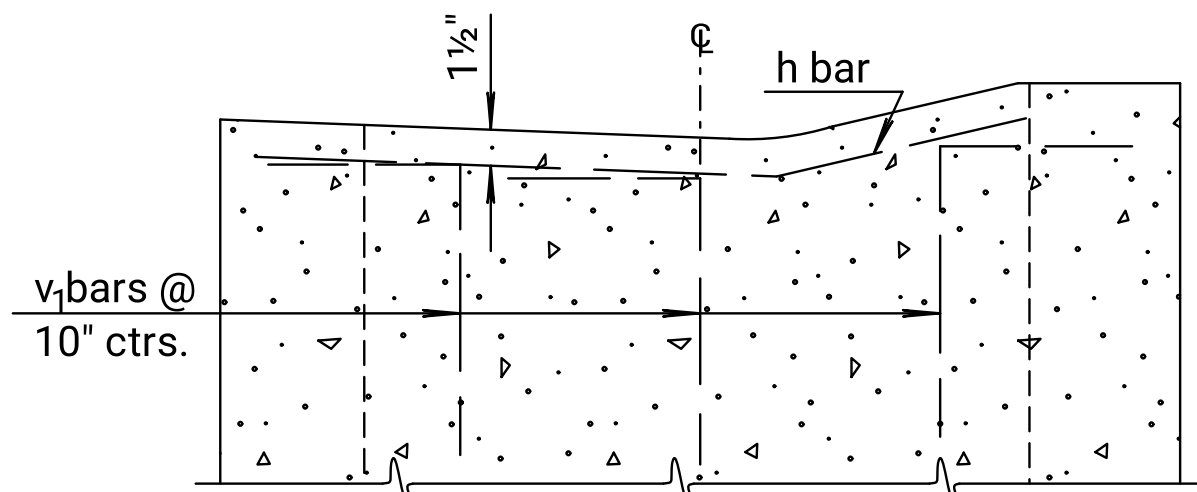


ELEVATION AND SECTION
(For Alternate Method Number One)

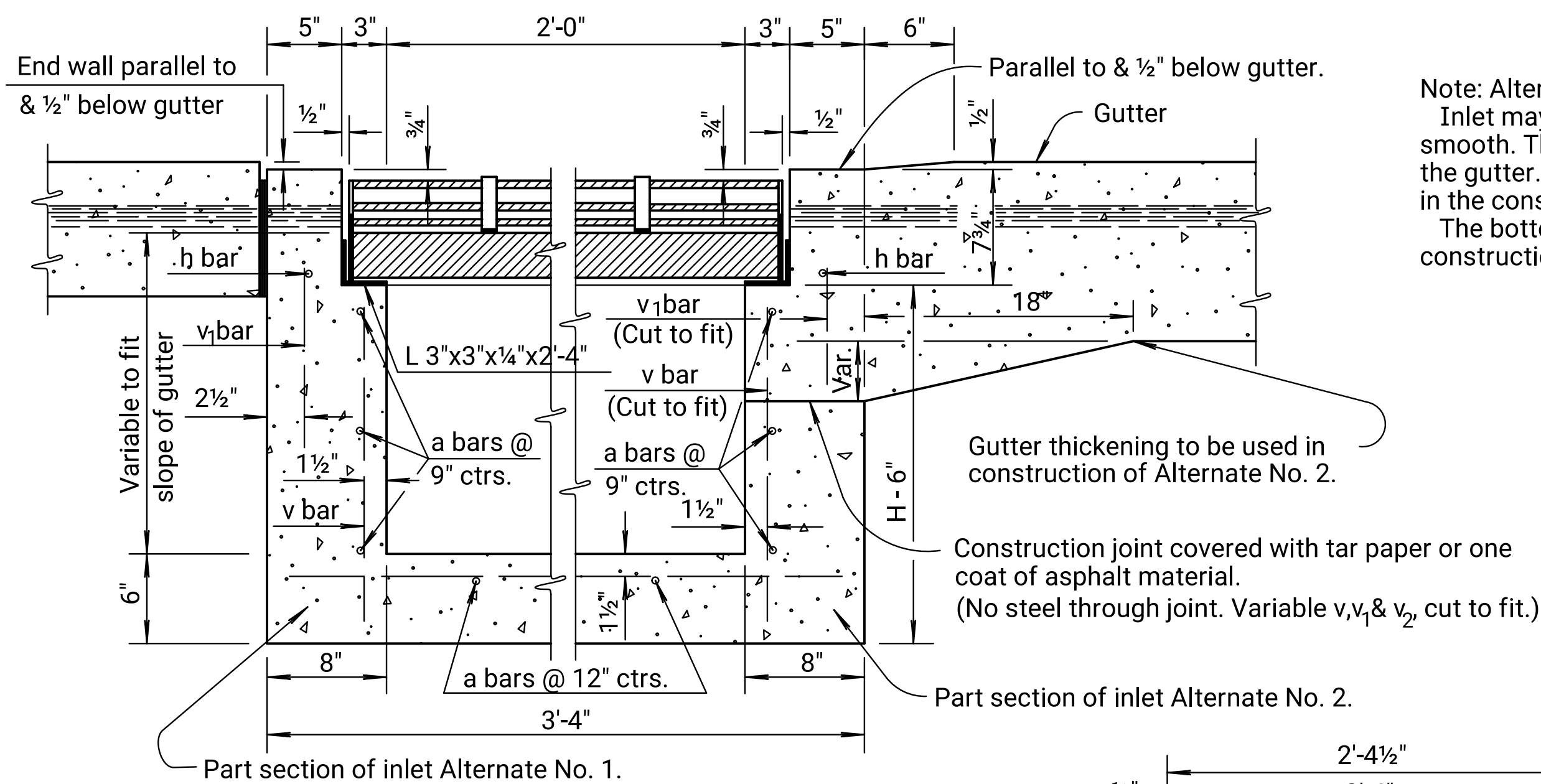


PLAN AND SECTION

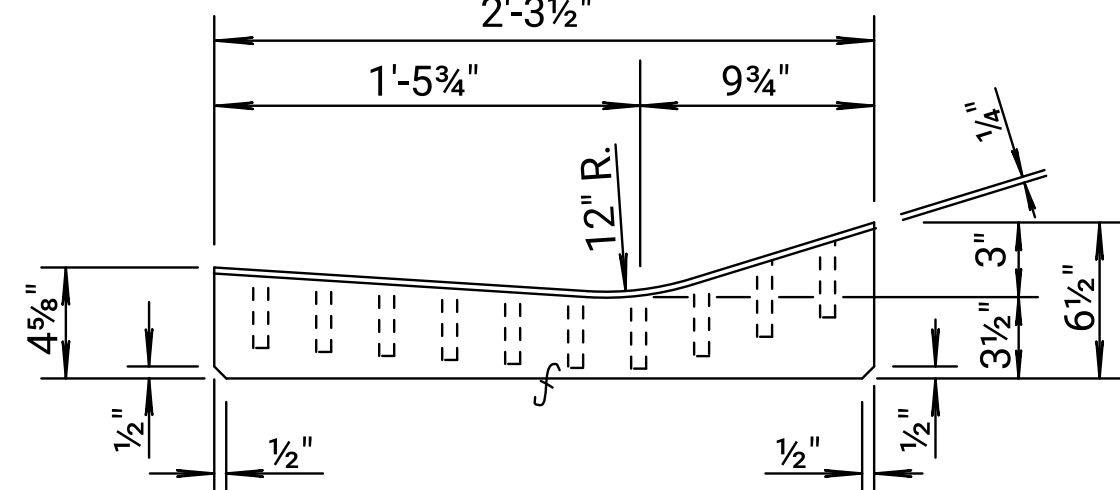
Hot or cold poured joint sealing compound, or premolded expansion joint filler (Type B or C). See note and sketch above for alternate methods of construction.



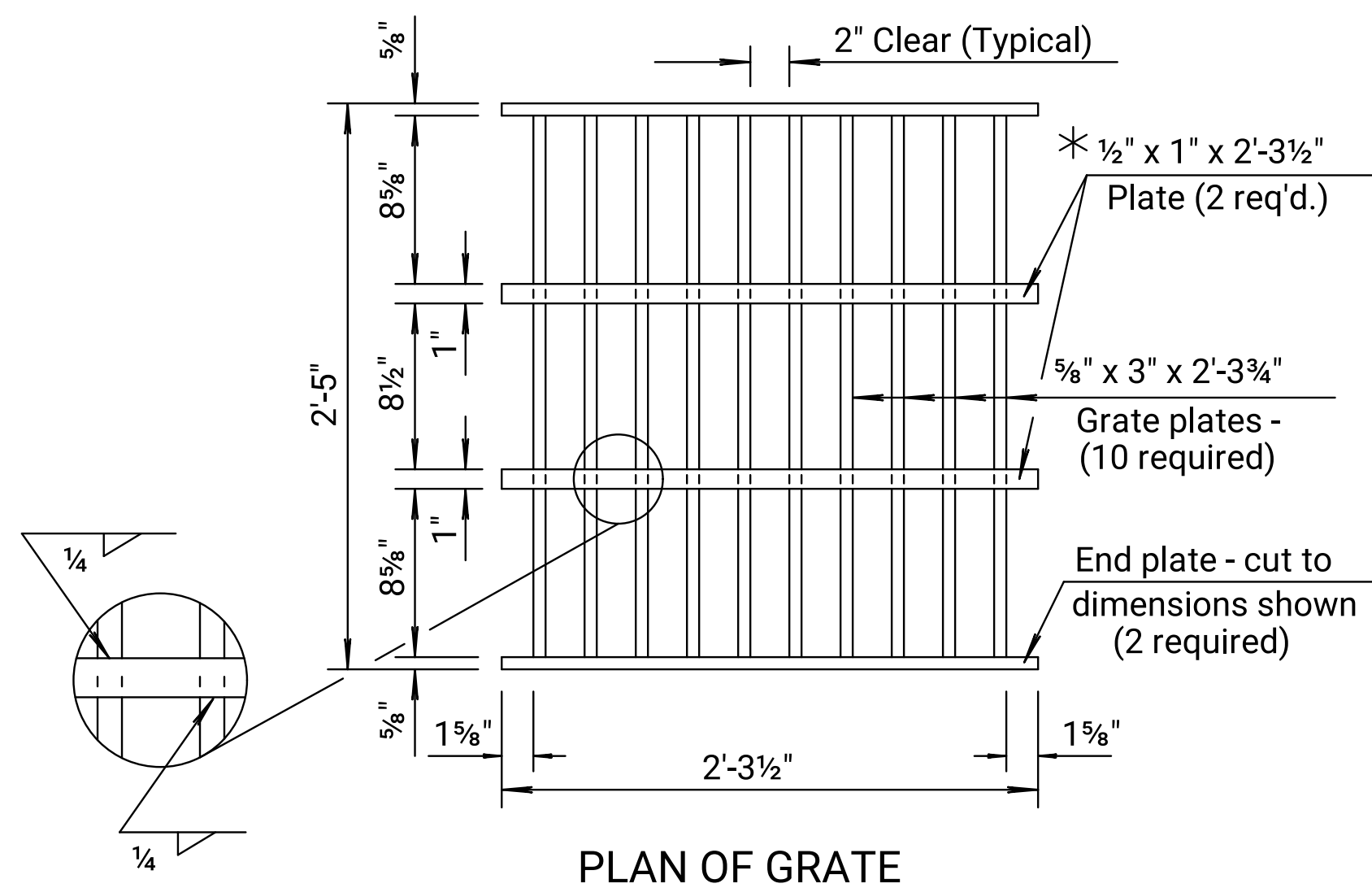
PART ELEVATION



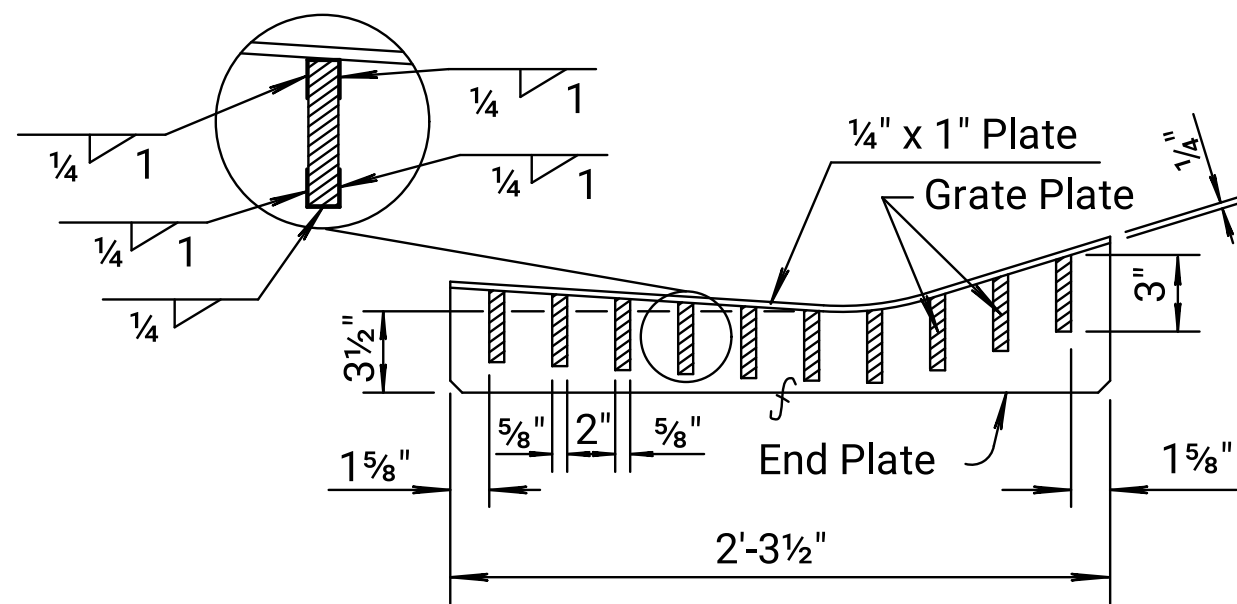
Part section of inlet Alternate No. 1.



END ELEVATION OF GRATE

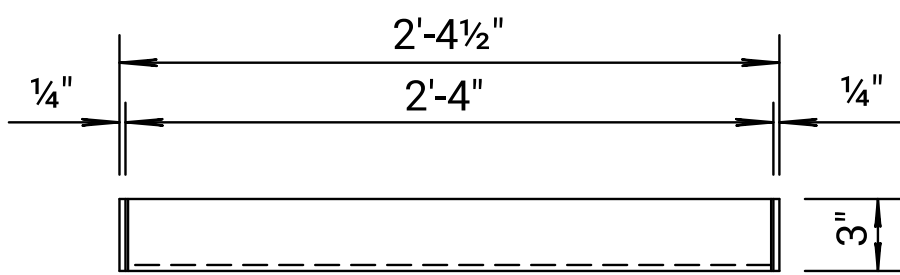


PLAN OF GRATE

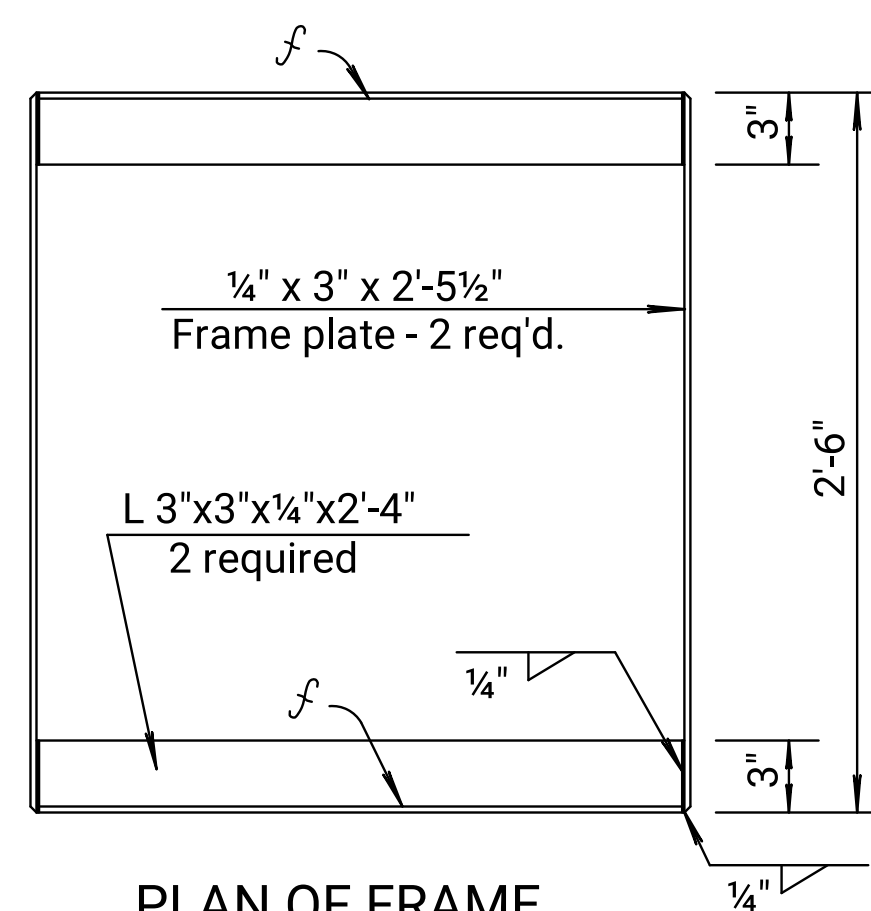


SECTION OF GRATE

DETAILS OF GRATE AND FRAME ASSEMBLY
** WELDED STRUCTURAL STEEL
(Weight= 230 lbs. each)



END ELEVATION OF FRAME



PLAN OF FRAME

Note: Alternate Method No. 2 Construction.

Inlet may be constructed level with the subgrade and struck off smooth. The top of the inlet shall be constructed monolithic with the gutter. Tar paper or one coat of asphalt material shall be placed in the construction joint.

The bottom of gutter shall be transitioned to the top of the inlet construction joint. (See right-hand portion of Section A-A).

GENERAL NOTE

Use Concrete Grade 3.0 throughout. All exposed edges shall be finished with an edging tool.

At the contractors option, Concrete Grade 3.0 (AE) or mix used in concrete pavement may be used throughout.

In general, pipes will enter and leave the manhole at various positions. Where possible bend bars around pipes.

No deductions in concrete quantities shall be made for pipe openings.

All bars are #4 @ 6" spacing and shall have a minimum clearance of 1 1/2" unless otherwise noted on the plans.

All exposed structural steel shall be painted with a coat of inorganic zinc primer and then with a topcoat or a field coat of organic zinc, each coat to be 3 to 4 mils. As an alternate, the grate and frame may be hot dip galvanized after fabrication in accordance with the Standard Specifications.

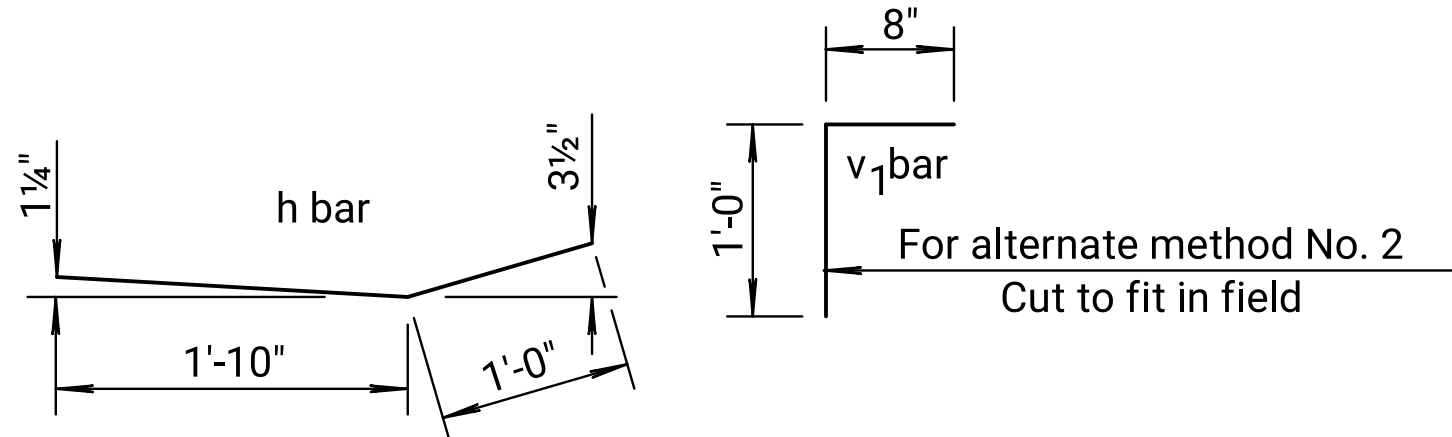
Concrete and steel quantities listed are for alternate method number one.

If alternate number two is used, payment of quantities shall be for alternate number one.

For details of longitudinal construction joint, see Standard Drawing RD708.

For details of gutter, see Standard Drawing RD635.

No deductions will be made in pay length of curb, gutter, or curb & gutter through the inlet area.



BENDING DIAGRAMS

To prevent grate from rocking on bearing angles, machine finish surfaces indicated thus "f".

BILL OF MATERIALS - GUTTER INLET

H = 2'-6"				H = 3'-0"				H = 3'-3"			
Bar	No.	Size	Length	Bar	No.	Size	Length	Bar	No.	Size	Length
a	17	#4	3'-1"	a	19	#4	3'-1"	a	21	#4	3'-1"
h	2	#4	2'-10"	h	2	#4	2'-10"	h	2	#4	2'-10"
v	6	#4	1'-9"	v	6	#4	2'-3"	v	6	#4	2'-6"
v ₁	6	#4	1'-8"	v ₁	6	#4	1'-8"	v ₁	6	#4	1'-8"
v ₂	4	#4	2'-3"	v ₂	4	#4	2'-9"	v ₂	4	#4	3'-0"
Conc. Grade 3.0 0.67 Cu.Yd.				Conc. Grade 3.0 0.79 Cu.Yd.				Conc. Grade 3.0 0.85 Cu.Yd.			
Reinf. steel 59 Lbs.				Reinf. steel 66 Lbs.				Reinf. steel 72 Lbs.			
Struct. steel * 230 Lbs.				Struct. steel * 230 Lbs.				Struct. steel * 230 Lbs.			
Class III Excav. 4 Cu.Yd.				Class III Excav. 5 Cu.Yd.				Class III Excav. 5 Cu.Yd.			

* On all interstate and rural area projects the two 1/4" x 1" x 2'-3 1/2" plates are to be omitted. The weight of the grate and frame without these plates is 226 lbs. of structural steel.

** Steel for grate and frame shall comply with ASTM A-36, A-242 or A-441.

13	10-31-17	Joint Filler Type C Added	A.L.R.	S.W.K.
12	08-14-12	Revised Quantities, Class III Exc.	S.W.K.	J.O.B.
11	01-10-07	Changed bituminous to asphalt	S.W.K.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION				
CONCRETE GUTTER INLET				
RD634				
FHWA APPROVAL 03-05-18 APPD. Scott W. King				
DESIGNED	DETAILED	QUANTITIES	TRACED	
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.	