Approved
Daniel R. Stack 12-15-2023

City of Salina

DEPARTMENT OF PUBLIC WORKS
STANDARD DETAIL SHEETS

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2	CURB AND GUTTER
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3	TYPICAL INTERSECTION LAYOUTS (3/2015)
4	DRIVEWAY DETAILS
5	SIDEWALK & ADA RAMP
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12	SANITARY AND STORM SEWER MANHOLE
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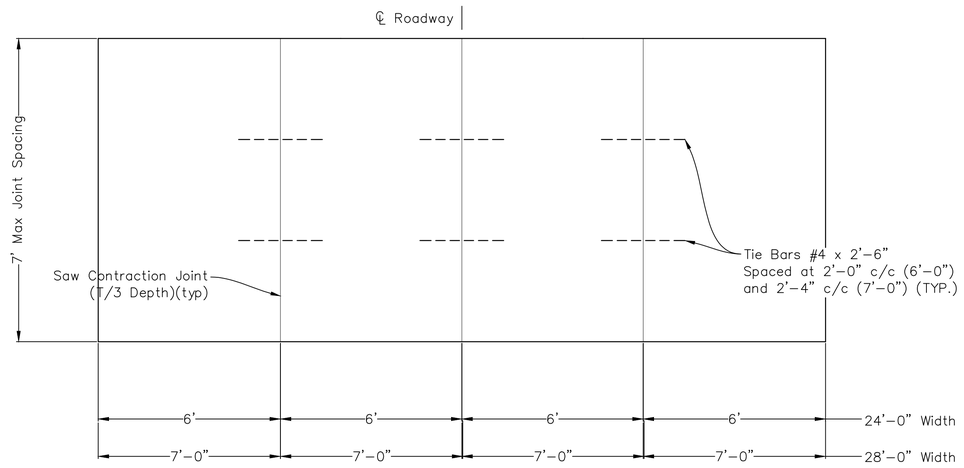
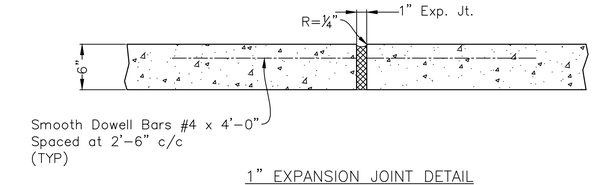
26	BIKE RACK DETAILS (DRAFT 5-11-23)
27	SANITARY SEWER DETAILS

T:\Specifications\DWG Details\00_Cover Sheet.1705.dwg 032023

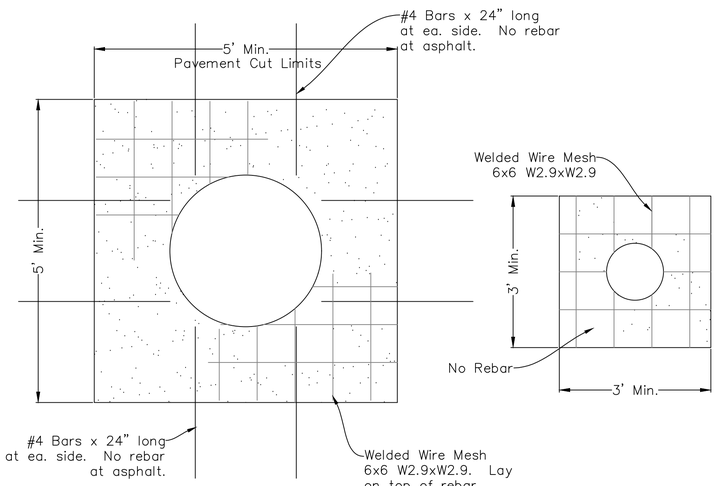
DATE	REVISIONS
10/2017	Revised jointed pavement plan
02/2018	Manhole and valve box adj. details
12/2019	9" Asphalt
02/2021	Manhole and valve box adj. details



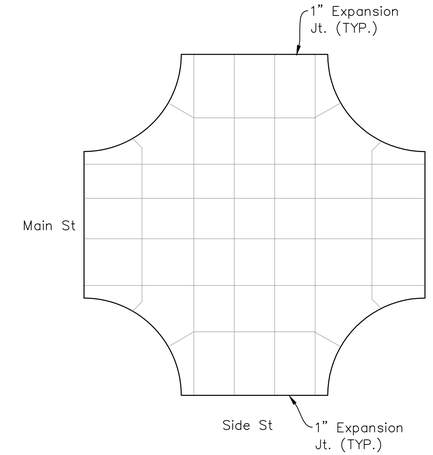
NON-REINFORCED JOINTED PAVEMENT PLAN VIEW



1" EXPANSION JOINT DETAIL
Scale: N.T.S.

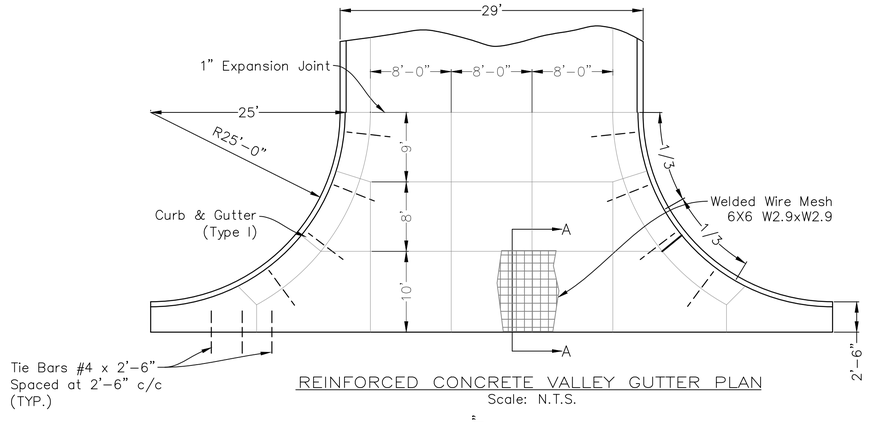


VALVE BOX ADJUSTMENT DETAIL

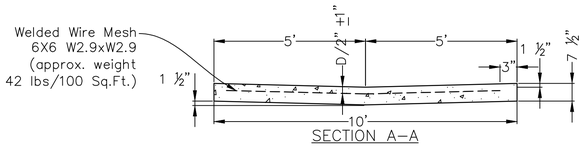


TYPICAL EXPAN. JT. PLAN
Scale: N.T.S.

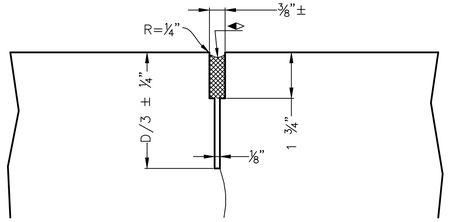
MANHOLE ADJUSTMENT DETAIL



REINFORCED CONCRETE VALLEY GUTTER PLAN
Scale: N.T.S.



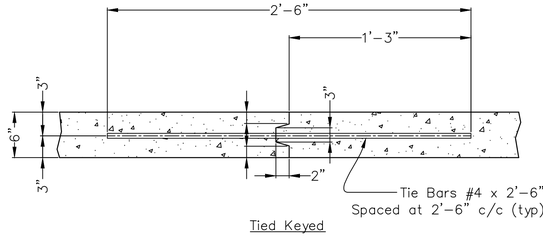
SECTION A-A



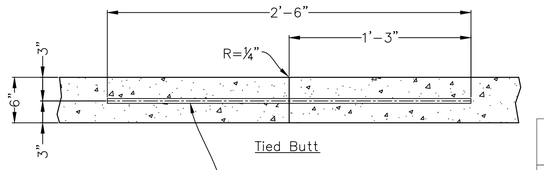
SAW CUT CONTRACTION JOINT DETAIL
Scale: N.T.S.

Make the initial ⅛" saw cut D/3 ± ¼" depth; the second ⅜" saw cut is a separate operation after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

◄► All sawed joints on this project shall be filled in accordance with the Standard Specifications.



Tied Keyed



Tied Butt

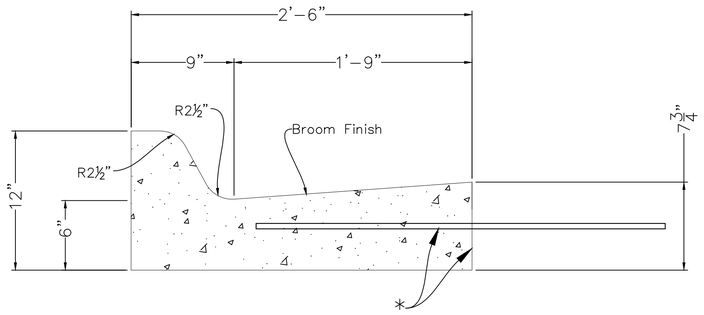
JOINT DETAIL
Scale: N.T.S.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
LOCAL RESIDENTIAL STREET

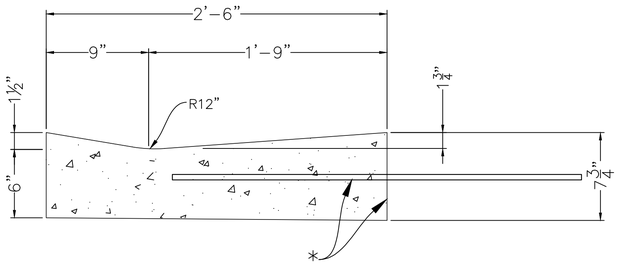
PROJ NO:	DATE:	SHEET:
FILENAME: 1_Local Residential Street Details1802.dwg	BY:	1

DATE	REVISIONS
3/16	2016 Standards
5/2017	Type II C & G dimensions
12/2021	New dimensions– Rolled curb



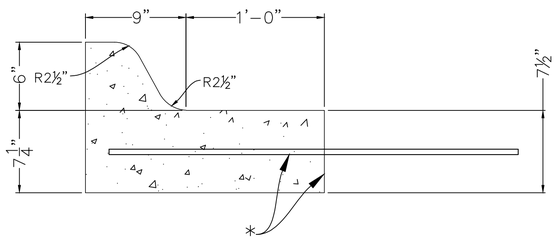
COMBINED CURB & GUTTER (TYPE I)

Scale: N.T.S.



COMBINED CURB & GUTTER (TYPE II)

Scale: N.T.S.



COMBINED CURB & GUTTER (TYPE III)

Scale: N.T.S.

* Longitudinal construction joint and #4 x 3'–0" bars @2'–6" centers. Not necessary for monolithic construction.

GENERAL NOTE

Combined curb and gutter or gutter adjoining concrete pavement may, at the contractor's option, be constructed either monolithically or separately, using either the mix used in the concrete pavement or Concrete Grade 3.0 (AE). The combined curb and gutter or gutter shall have the same section as shown on the plans. If constructed monolithically, the longitudinal joint and dowel bars shall be omitted from the combined curb and gutter or gutter. Pavement Joints shall be continued through curb or gutter and no other planes of weakness will be required. Joints in the combined curb and gutter or gutter are to be filled with the same material as used for the pavement joints.

Expansion joints in the combined curb and gutter are to be placed opposite expansion joints in the pavement.

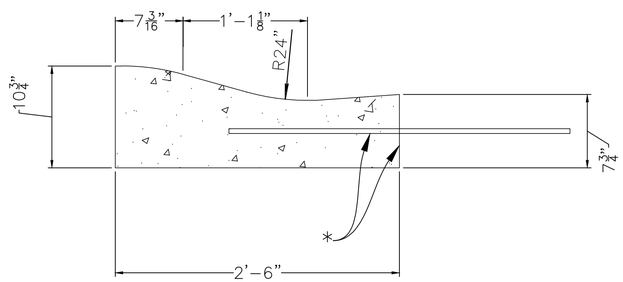
Where combined curb and gutter or gutter does not abut concrete pavement or concrete base course, omit tie bars and place a 1" Preformed Expansion Joint Filler (Type B) cut to the dimensions of the combined curb and gutter or gutter, at a spacing not to exceed 250' and at the ends of curb returns. Planes of weakness shall be constructed at 10'–0" intervals.

A 4' length of transition from normal gutter section to the tapered gutter section shall be used at the ends of each run of gutter except where the gutter abuts a curb, such as at the end of a bridge. Inlets shall be located so as not to fall within this transition section.

Where pressure relief joint is placed across the pavement, and gutter or curb and gutter is continued on for more than 10', use 4"x4" membrane sealant installed with bonding adhesive through gutter section, shaped to fit gutter or curb and gutter. See Std. Drawing RD712 for expansion joint treatment where combined curb and gutter or gutter abuts a bridge wing on a U–type abutment – see bridge drawings.

Longitudinal joints shall be sawed and sealed with joint sealant, see Standard Specifications. If constructed monolithically, the longitudinal joint is not required.

Note: All exposed edges shall be finished with an edging tool. Place a 1" Preformed Expansion Joint Filler (Nonextruding, Type B) at a spacing not to exceed 250'



ROLLED CURB

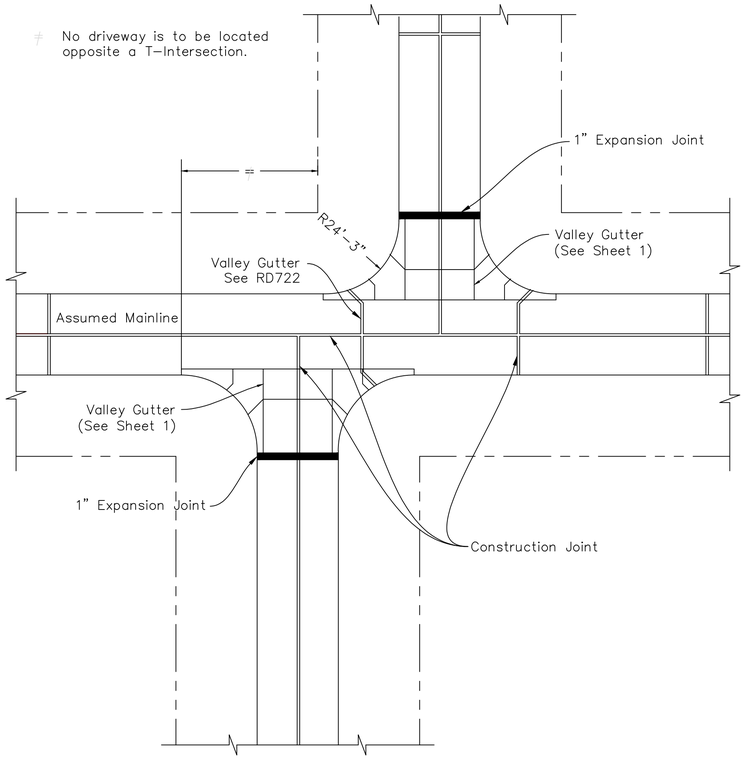
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

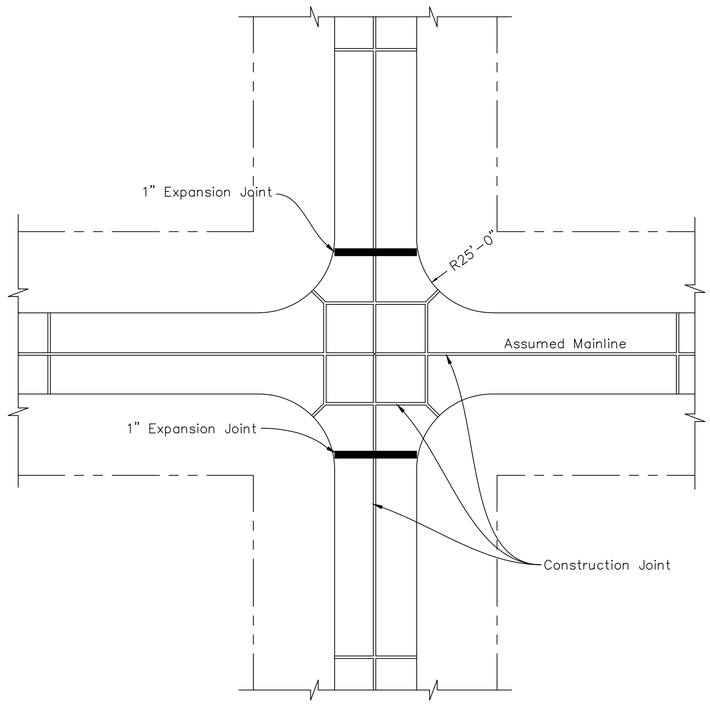
STANDARD DETAILS

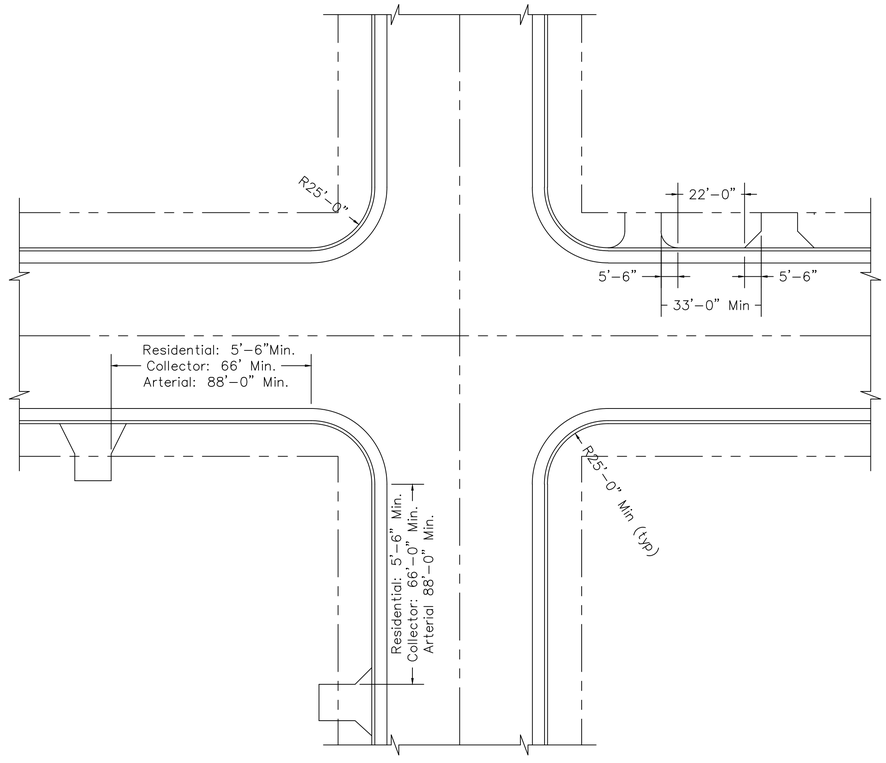
CURB & GUTTER

PROJ NO:	DATE:	SHEET:
FILENAME: 2_Curb Gutter Details.1705.dwg	BY:	2

DATE	REVISIONS
4/2015	2015 Standards







NOTES:

Construction Joints Shall Have Tie Bars On 2'–6" Centers

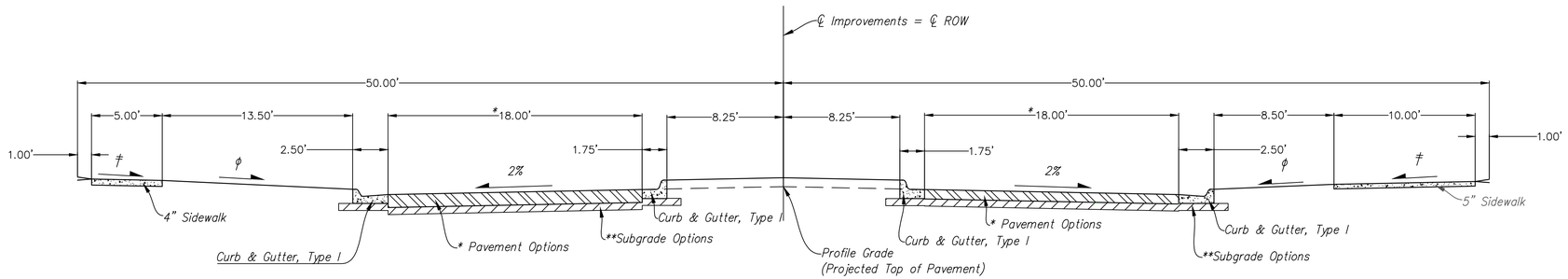
All Joints Not Otherwise Designated are Butt Construction Joints (See Sheet 1)

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
TYPICAL INTERSECTION LAYOUTS

PROJ NO:	DATE:	SHEET:
FILENAME: 3_Typical Intersection Layouts.1504.dwg	BY:	3

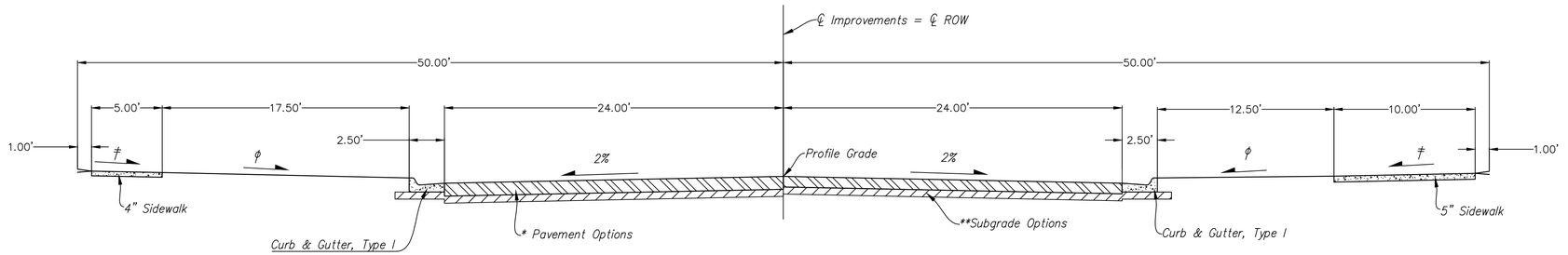
DATE	REVISIONS
6/16	Crushed Stone Subgrade
5/17	Dimensions
12/21	Notes Updated



2–LANE DIVIDED

COMPLETE STREET WITH 100' ROW

*Minimum lane width is 18.00' to allow emergency vehicles to pass stopped traffic per Fire Department



4–LANE UNDIVIDED

COMPLETE STREET WITH 100' ROW

ARTERIAL STREET DESIGN STANDARDS PER SALINA CITY CODE SEC. 36-74.1		
NUMBER OF LANES	5	4
MINIMUM ROW WIDTH (FT)	100	80
MINIMUM PAVEMENT WIDTH (FT)	60	48
MINIMUM CURVE RADIUS (FT)	500	500
MINIMUM TANGENT BETWEEN CURVES (FT)	200	200
MINIMUM LONGITUDINAL SLOPE (FT/FT)	0.003	0.003

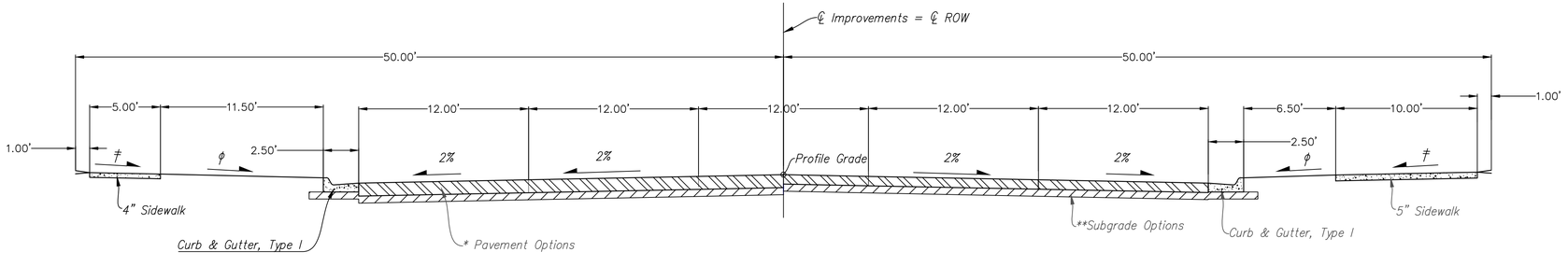
*

ADT	FUNCTIONAL CLASS	PAVEMENT THICKNESS (IN)	
		CONCRETE	ASPHALT
< 10,000	ARTERIAL	9	12
> 10,000	"	10	13.5

Note: Concrete pavement joint spacing ideally shall not exceed 1.3T and in no case shall exceed 1.6T.

** Contractor has the option of using:
8" Lime Treated
8" Fly Ash Treated
6" AB–3 or
6" Recycled Crushed Concrete } subgrade with Geogrid

Earthwork computations are based on pavement thickness and 8" treated subgrade thickness. Adjustments in the earthwork as a result of using other pavement and base options shall be subsidiary to the pavement and subgrade bid items.



5–LANE UNDIVIDED

COMPLETE STREET WITH 100' ROW

℄ 2% to 4%

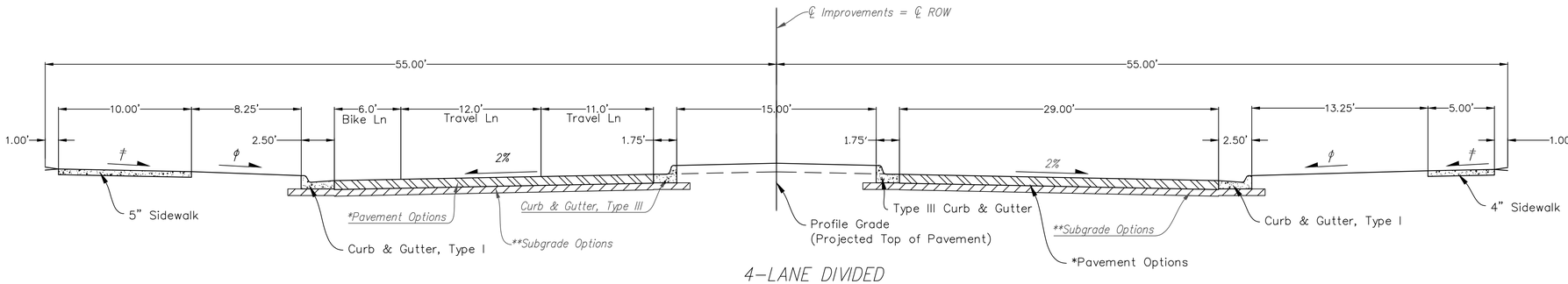
∓ 1% Preferred, 2% Maximum

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
FUNCTIONAL CLASS ARTERIAL 1

PROJ NO:	DATE:	SHEET:
FILENAME: 3A–B Street Function Class Arterial.1705.dwg	BY:	3A

DATE	REVISIONS
3/16	2016 Standards
6/16	Crush Stone Subgrade
12/21	Notes Updated



4–LANE DIVIDED

IMPACT COMPLETE STREET WITH 110' ROW

ARTERIAL STREET DESIGN STANDARDS PER SALINA CITY CODE SEC. 36–74.1		
NUMBER OF LANES	5	4
MINIMUM ROW WIDTH (FT)	100	80
MINIMUM PAVEMENT WIDTH (FT)	58	48
MINIMUM CURVE RADIUS (FT)	500	500
MINIMUM TANGENT BETWEEN CURVES (FT)	200	200
MINIMUM LONGITUDINAL SLOPE (FT/FT)	0.003	0.003

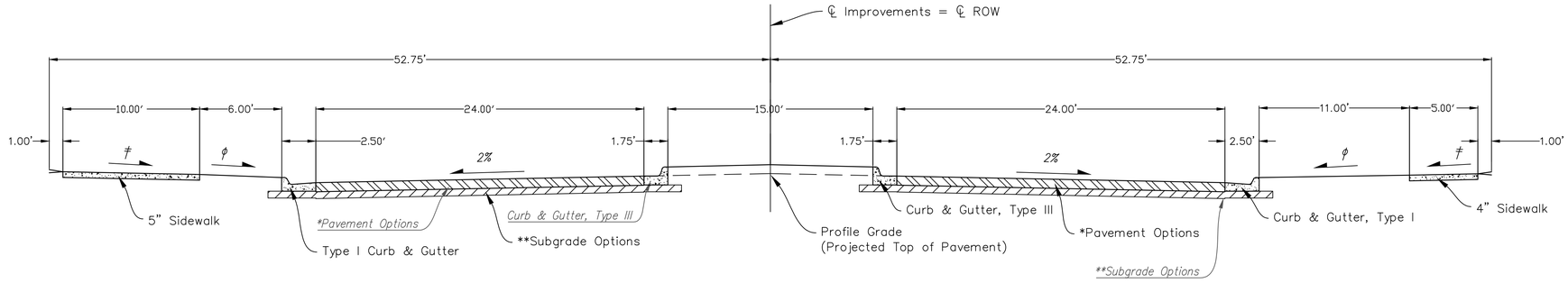
*

ADT	FUNCTIONAL CLASS	PAVEMENT THICKNESS (IN)	
		CONCRETE	ASPHALT
< 10,000	ARTERIAL	9	12
> 10,000	"	10	13.5

Note: Concrete pavement joint spacing ideally shall not exceed 1.3T and in no case shall exceed 1.6T.

** Contractor has the option of using:
8" Lime Treated
8" Fly Ash Treated
6"AB–3 or
6" Recycled Crushed Concrete } subgrade with Geogrid

Earthwork computations are based on pavement thickness and 8" treated subgrade thickness. Adjustments in the earthwork as a result of using other pavement and base options shall be subsidiary to the pavement and subgrade bid items.



4–LANE DIVIDED

COMPLETE STREET WITH 100' ROW

ϕ 2% to 4%

ǂ 1% Preferred, 2% Maximum

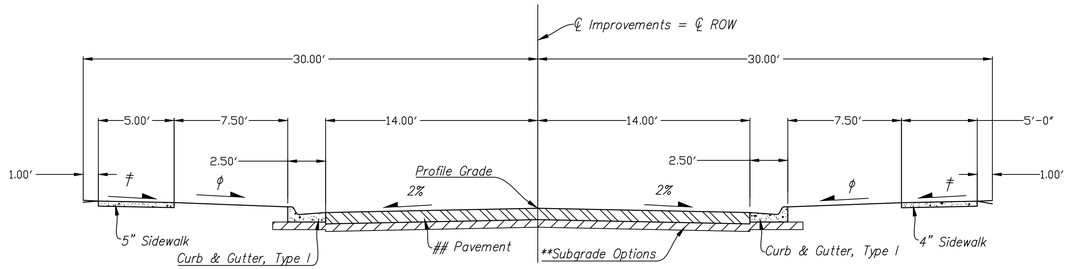
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
FUNCTIONAL CLASS ARTERIAL 2

PROJ NO: | DATE: | SHEET: 3B

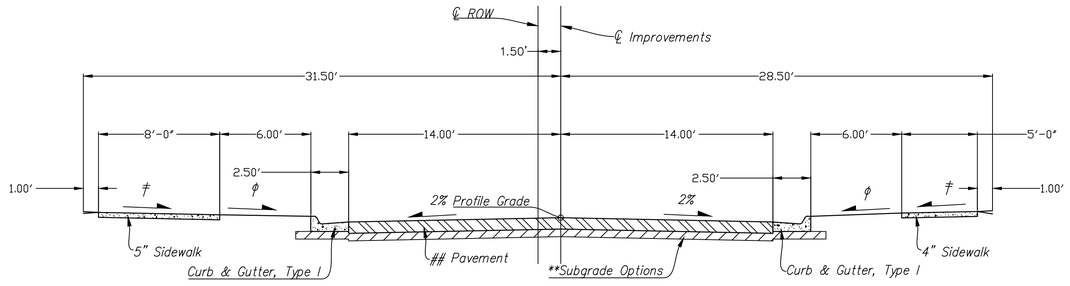
FILENAME: 3A–B Street Function Class Arterial.1705.dwg | BY:

DATE	REVISIONS
3/16	2016 Standards
6/16	Street Widths
12/21	Updated Notes



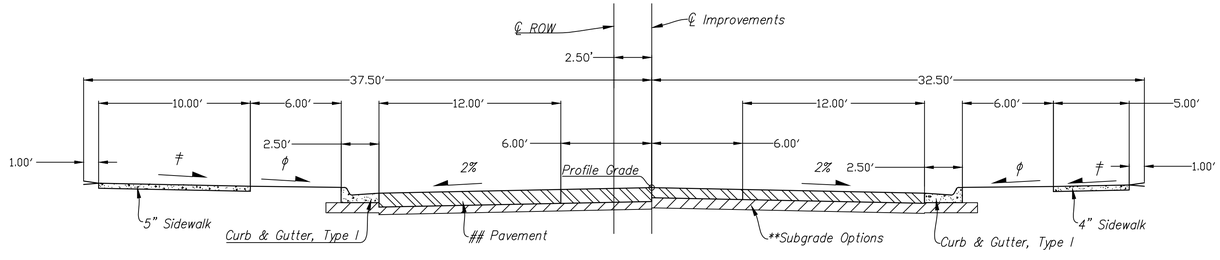
2–LANE – 33' STREET WIDTH

COLLECTOR STREET WITH 60' ROW
(CENTERED ON ROW)



2–LANE – 33' STREET WIDTH

COMPLETE STREET WITH 60' ROW
(Improvements Not Centered on ROW)



3–LANE – 41' STREET WIDTH

COMPLETE STREET WITH 70' ROW
Improvements Not Centered on ROW

ϕ 2% to 4%

ǂ 1% Preferred, 2% Maximum

COLLECTOR STREET DESIGN STANDARDS PER SALINA CITY CODE SEC. 36-74.1		
NUMBER OF LANES	3	2
MINIMUM ROW WIDTH (FT)	70	60
MINIMUM PAVEMENT WIDTH (FT)	36	24, 28
MINIMUM CURVE RADIUS (FT)	300	300
MINIMUM TANGENT BETWEEN CURVES (FT)	150	150
MINIMUM LONGITUDINAL SLOPE (FT/FT)	0.003	.003

City Engineer may approve a reduction in paving width on a two lane collector street from 33' to 29' (back of curb to back of curb) when on–street parking is prohibited.

##

FUNCTIONAL CLASS	PAVEMENT THICKNESS (IN)	
	CONCRETE	ASPHALT
COLLECTOR	8	10.5

Note: Concrete pavement joint spacing ideally shall not exceed 1.3T and in no case shall exceed 1.6T.

** Contractor has the option of using:
8" Lime Treated
8" Fly Ash Treated
6" AB–3 or } subgrade with Geogrid
6" Recycled Crushed Concrete }

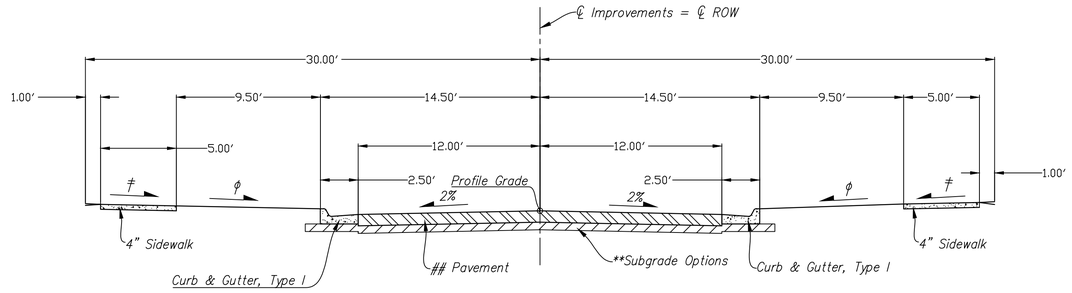
Earthwork computations are based on pavement thickness and 8" treated subgrade thickness. Adjustments in the earthwork as a result of using other pavement and base options shall be subsidiary to the pavement and subgrade bid items.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
FUNCTIONAL CLASS COLLECTOR 1

PROJ NO: | DATE: | SHEET: 3C
FILENAME: 3C–E Street Function Class Local 1705.dwg | BY:

DATE	REVISIONS
3/16	2016 Standards
6/16	Street Width
12/21	Updated Notes

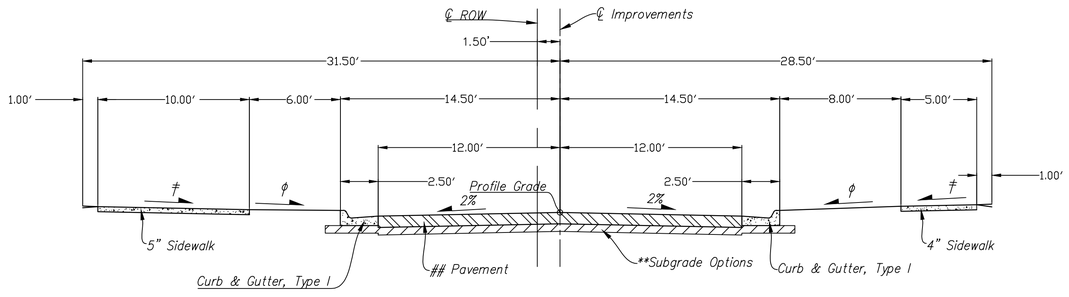


2–LANE–29′ REDUCED STREET WIDTH

(Centered on ROW)

COLLECTOR STREET DESIGN STANDARDS PER SALINA CITY CODE SEC. 36–74.1		
NUMBER OF LANES	3	2
MINIMUM ROW WIDTH (FT)	70	60
MINIMUM PAVEMENT WIDTH (FT)	36	24, 28
MINIMUM CURVE RADIUS (FT)	300	300
MINIMUM TANGENT BETWEEN CURVES (FT)	150	150
MINIMUM LONGITUDINAL SLOPE (FT/FT)	0.003	.003

#City Engineer may approve a reduction in paving width on a two lane collector street from 33′ to 29′ (back of curb to back of curb) when on–street parking is prohibited.



2–LANE–33′ STREET WIDTH

COMPLETE STREET WITH 60′ ROW
(Improvements Not Centered on ROW)

FUNCTIONAL CLASS	PAVEMENT THICKNESS (IN)	
	CONCRETE	ASPHALT
COLLECTOR	8	10.5

Note: Concrete pavement joint spacing ideally shall not exceed 1.3T and in no case shall exceed 1.6T.

** Contractor has the option of using:
8" Lime Treated
8" Fly Ash Treated
6" AB–3 or
6" Recycled Crushed Concrete
} subgrade with Geogrid

Earthwork computations are based on pavement thickness and 8" treated subgrade thickness. Adjustments in the earthwork as a result of using other pavement and base options shall be subsidiary to the pavement and subgrade bid items.

℘ 2% to 4%

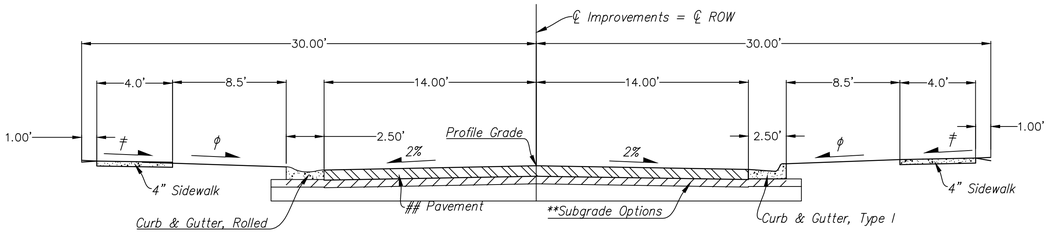
ŧ 1% Preferred, 2% Maximum

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
FUNCTIONAL CLASS COLLECTOR 2

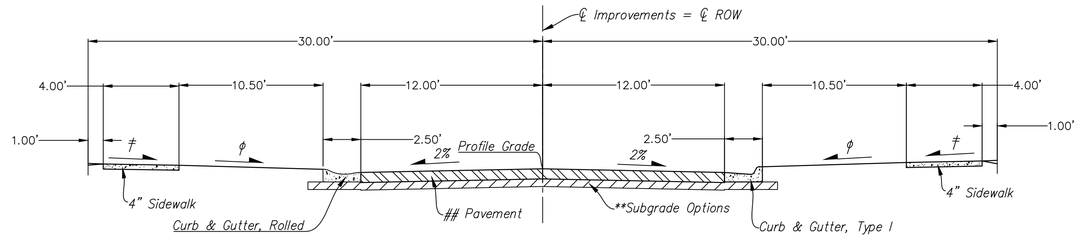
PROJ NO:	DATE:	SHEET:
FILENAME: 3C–E Street Function Class Local.1705.dwg	BY:	3D

DATE	REVISIONS
6/16	Street Widths
5/17	2017 Standards
12/21	Updated Notes



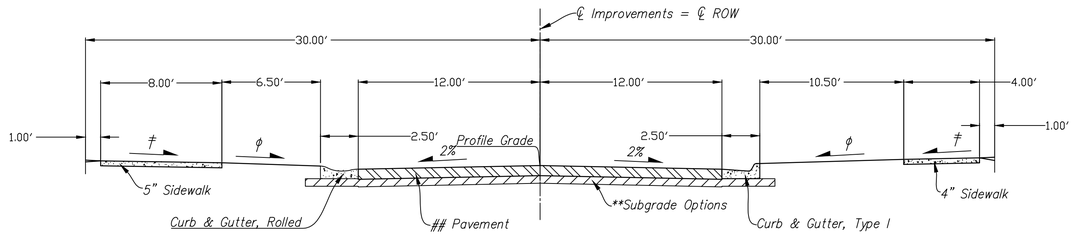
2–LANE UNDIVIDED 33' STREET WIDTH

LOCAL STREET WITH 60' ROW
(CENTERED ON ROW)



2–LANE UNDIVIDED, 29' STREET WIDTH

LOCAL STREET WITH 60' ROW
(CENTERED ON ROW)



2–LANE UNDIVIDED, 29' STREET WIDTH

COMPLETE STREET WITH 60' ROW

ϕ 2% to 4%
ǂ 1% Preferred, 2% Maximum

LOCAL STREET DESIGN STANDARDS PER SALINA CITY CODE SEC. 36–74.1	
NUMBER OF LANES	2
MINIMUM ROW WIDTH (FT)	60
MINIMUM PAVEMENT WIDTH (FT)	24', 28'
MINIMUM CURVE RADIUS (FT)	150
MINIMUM TANGENT BETWEEN CURVES (FT)	100
MINIMUM LONGITUDINAL SLOPE (FT/FT)	.003

ǂ City Engineer may require a 28' pavement width on local streets that serve as through streets or major entry points into subdivisions.

##

FUNCTIONAL CLASS	PAVEMENT THICKNESS (IN)	
	CONCRETE	ASPHALT
LOCAL	6	8–9*

Note: Concrete pavement joint spacing ideally shall not exceed 1.3T and in no case shall exceed 1.6T.

* Geotechnical firm to submit 30–year pavement design

** Contractor has the option of using:
8" Lime Treated
8" Fly Ash Treated
6" AB–3 or
6" Recycled Crushed Concrete
} subgrade with Geogrid

Earthwork computations are based on pavement thickness and 6" treated subgrade thickness. Adjustments in the earthwork as a result of using other pavement and base options shall be subsidiary to the pavement and subgrade bid items.

60' ROW is required on dead end streets that exceed 600' in length. (City Code Section 36–74.1)

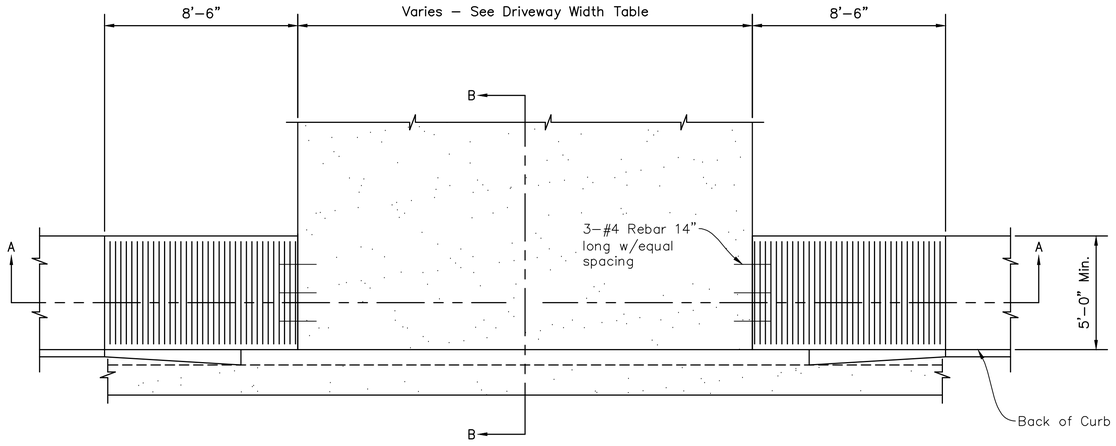
Local streets should complement complete street designs by providing sufficient connectivity and facilities to link the modes accomodated to the adjacent collector and arterial network.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

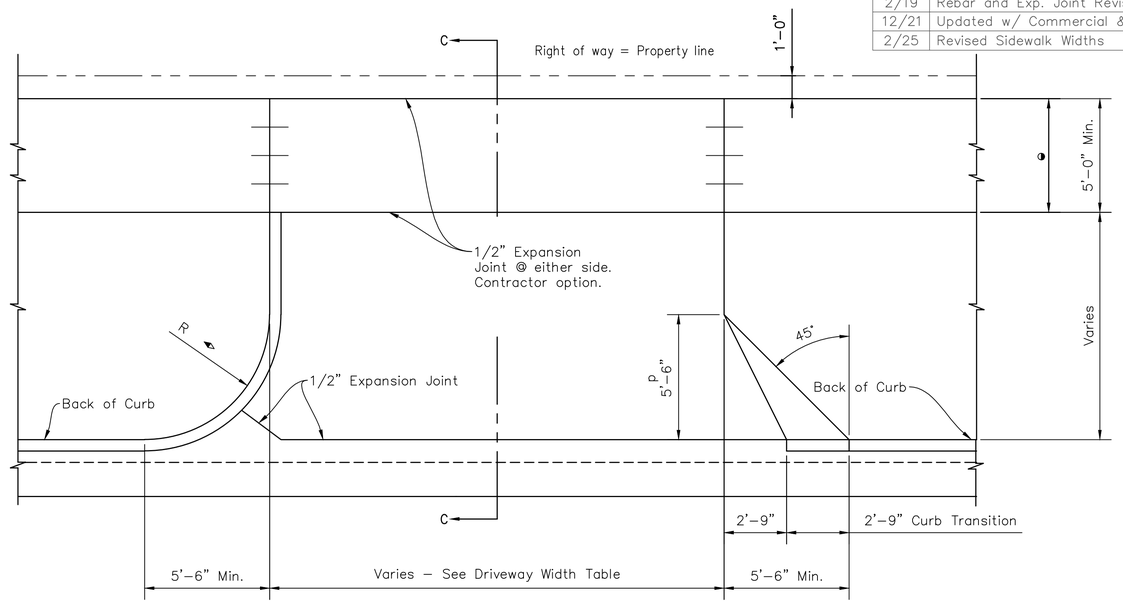
STANDARD DETAILS
FUNCTIONAL CLASS LOCAL 1

PROJ NO:	DATE:	SHEET:
FILENAME: 3C-E Street Function Class Local.1705.dwg	BY:	3E

DATE	REVISIONS
2/19	Rebar and Exp. Joint Revision
12/21	Updated w/ Commercial & Industrial
2/25	Revised Sidewalk Widths



TYPICAL DRIVEWAY w/ CURBSIDE SIDEWALK DETAIL



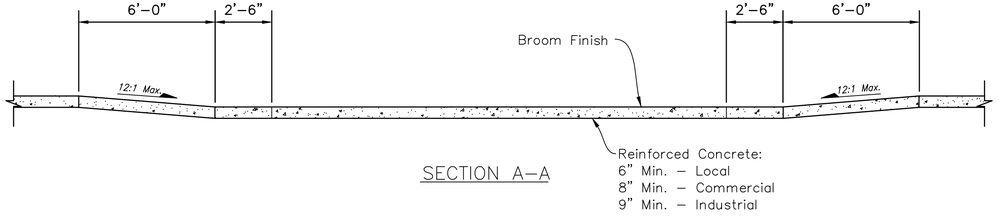
WITH RADIUS

WITH 45° WING

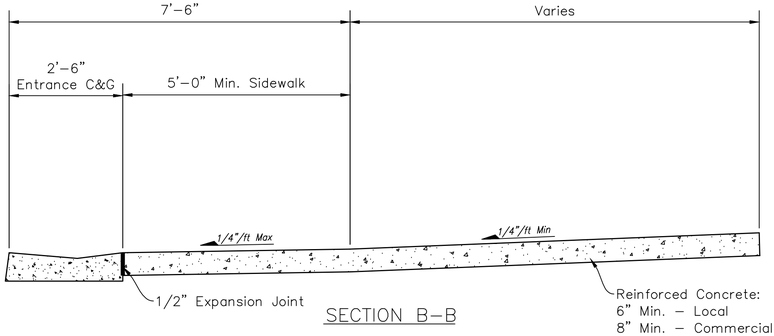
◑ Match adjacent sidewalk width

TYPICAL DRIVEWAY w/ PROPERTY LINE SIDEWALK DETAIL

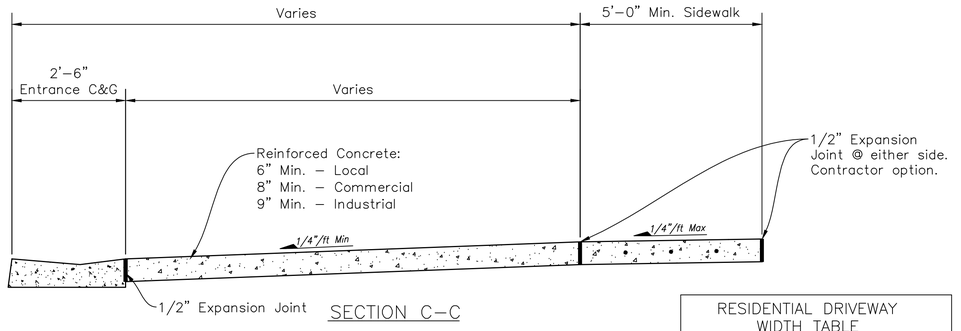
Driveway Type	Radius
Commercial	15' min.
Single Residential	5.5' min
Double Residential	3' min.



SECTION A–A



SECTION B–B



SECTION C–C

RESIDENTIAL DRIVEWAY WIDTH TABLE	
LOT WIDTH	MAXIMUM DRIVEWAY
50 ft or Less	20 ft
51 ft to 60 ft	24 ft
61 ft' to 74 ft	30 ft
75 ft or Greater	30 ft
*with front facing attached 3 car garage or carport	36 ft
Minimum Driveway Width = 8'–0"	

GENERAL NOTES:

1. All driveway approach construction shall be subject to City inspection at all times by the City Engineer or his representative.

2. All driveway approach construction shall be placed normal to center line of roadway in a true and neat manner.

3. All driveway approach construction shall be no less than 5'–6" from adjacent property unless with written consent from adjacent property owner.

4. Before placement of concrete, the subgrade shall be thoroughly moistened. Concrete may not be placed on frozen or muddy subgrade or when ambient air temperature is 40° F. or less without adequate frost protection.

5. All concrete within the right–of–way shall be placed with a minimum 4,000 psi concrete mix design. Upon placement of concrete, the surface shall be broom finished and protected against premature drying with white pigmented curing compound for a period no less than seven (7) days. (When the ambient air temperature is expected to remain at or below 40° F, the white pigmented curing compound will be substituted with thermal blankets).

6. Entrance and driveway pavements shall have a uniform thickness:
   a. Residential– 6"concrete and reinforced with a minimum 6X6– W1.4xW1.4 welded wire reinforcement. Approximate weight of welded wire mesh = 21 lbs. per 100 sq. ft.
   b. Commercial– 8" min. concrete with #4 rebar mat.
   c. Industrial– 9" min. concrete with #4 rebar mat.

Expansion joints will be that of a preformed material, one half (1/2") thickness, and shall be placed wherever new work joins existing work; at ends of all driveway, alley and street returns where returns meet existing construction; and at intervals not to exceed one hundred fifty (150') feet for all straight runs.

7. Concrete Pavement shall be jointed w/ 1/8" wide, T/3 depth, contraction joints not to exceed 10' x 10' slabs.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
DRIVEWAY DETAILS

PROJ NO:	DATE:	SHEET:
		4
FILENAME: 4_Driveway Details.1706.dwg	BY:	

DATE	REVISIONS
12/21	Notes Updated
9/24	Notes Updated
2/25	Ramp Widths Updated

GENERAL NOTES:

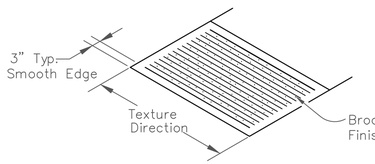
1. Surface texture of the ramp shall be broomed finished to the slope of the ramp.
2. Mortar shall be placed in the holes left from frames.
3. The truncated dome surface shall be a contrasting color to the adjacent surfaces.
4. The bricks shall be saw cut only and any brick shall not be less than 25% of a full brick.
5. The installation pattern shown for the detectable warning paving bricks is running bond. Other patterns may be used upon the approval of the Engineer. The truncated domes on the bricks shall be placed in a parellel alignment for the direction of pedestrian travel as shown. The running bond pattern may be rotated 90° to reduce the spacing between bricks for radius installations. The spacing between bricks for radius curb installations may vary for each site. This spacing shall be kept to a minimum upon review and approval of the Engineer.
6. All formed edges, contraction joints and expansion joints shall be rounded with a $\frac{1}{4}$ to $\frac{3}{8}$ inch radius edging tool except when joints are sawed.

* Ramp Length Will Be Determined By Slope Grade

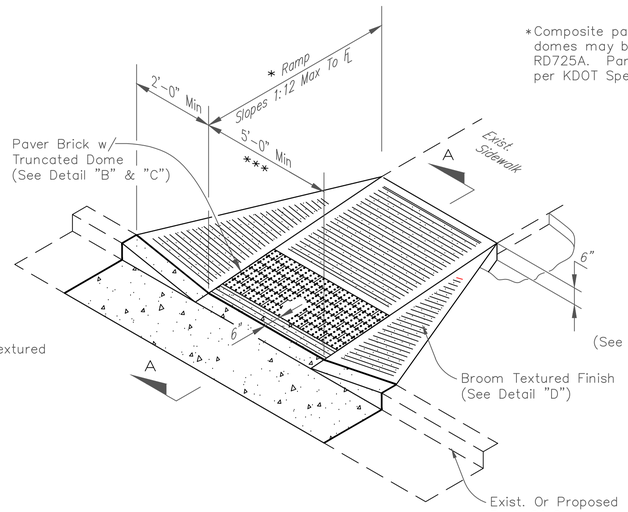
** Ramp & Curb Transition Will Be Determined By Slope Grade

*** Ramp Width To Be Same Width As Exist Sidewalk With a 5' Min. Width

These Dimensions Are Nominal

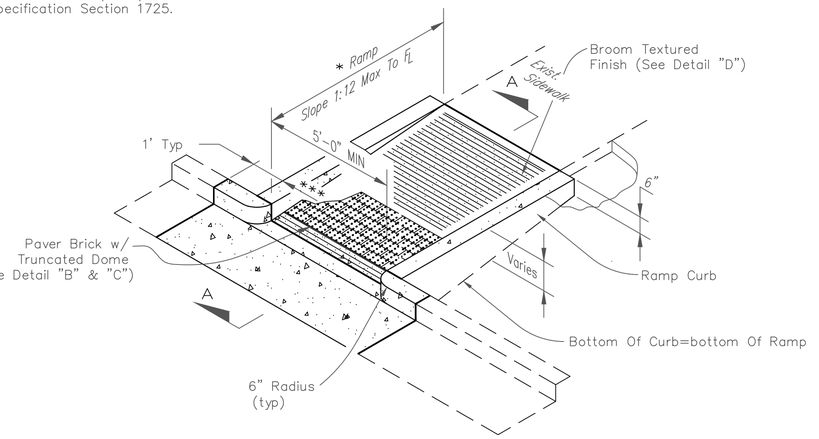


DETAIL "D"

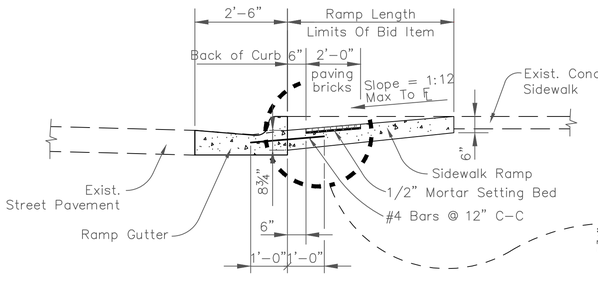


TYPE I RAMP

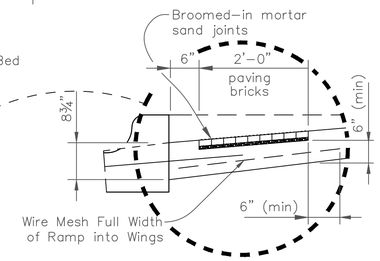
*Composite panels with truncated domes may be used per KDOT Std. RD725A. Panels shall be pre-qualified per KDOT Specification Section 1725.

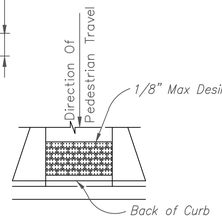


TYPE II RAMP

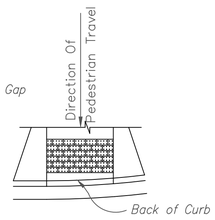


SECTION A-A

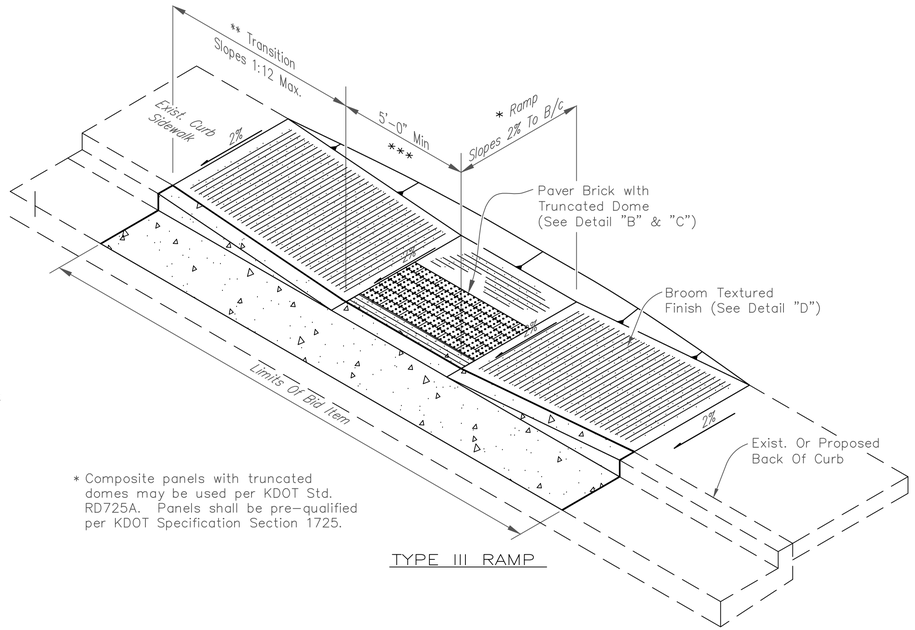




STRAIGHT CURB DETAILS

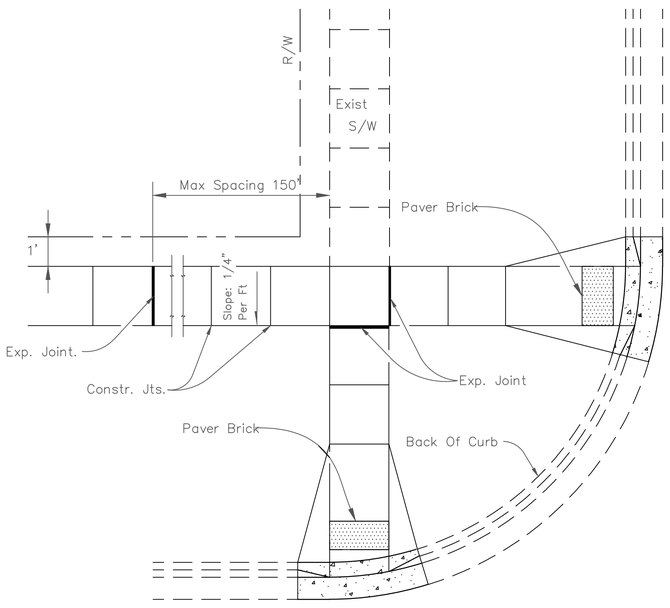


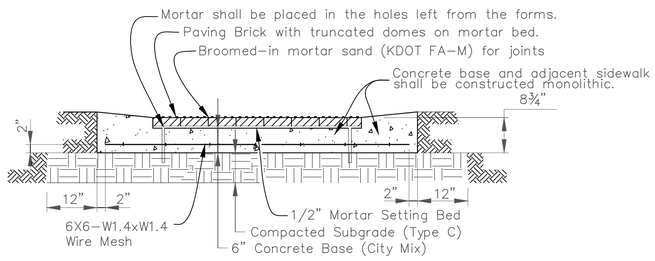
RADIUS CURB DETAILS



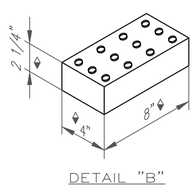
* Composite panels with truncated domes may be used per KDOT Std. RD725A. Panels shall be pre-qualified per KDOT Specification Section 1725.

TYPE III RAMP



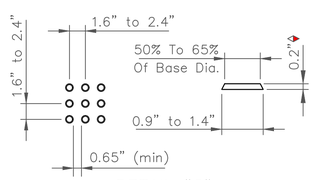


TYPICAL SECTION OF PAVER BRICK



DETAIL "B"

ASTM C 936 PAVER BRICK WITH TRUNCATED DOME SURFACE



DETAIL "C"

TRUNCATED DOME DIMENSIONS for SQUARE PATTERN

SIDEWALK THICKNESS	
WIDTH/LOCATION	THICKNESS
< 8 FT	4 IN
8 FT	5 IN
10 FT	6 IN
DRIVEWAYS	Match Drive

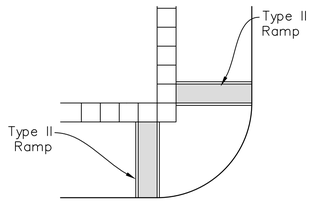
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

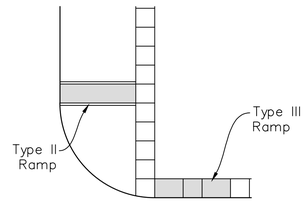
STANDARD DETAILS

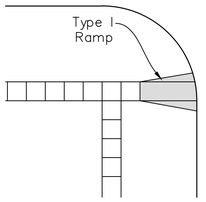
SIDEWALK & ADA RAMP

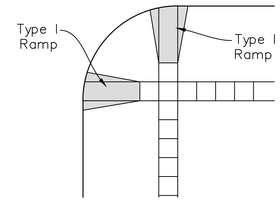
PROJ NO:	DATE:	SHEET:
		5
FILENAME: 5_Sidewalk Ramp Details.1807.dwg	BY:	

DATE	REVISIONS
4/15	2015 Standards

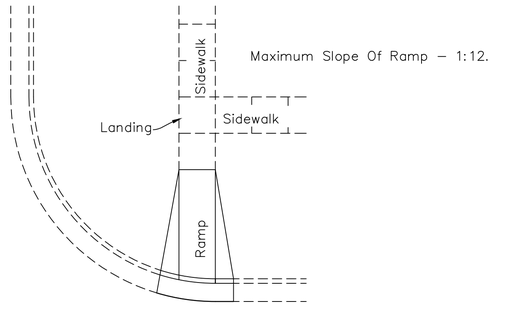


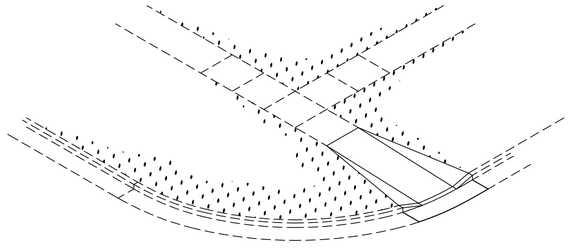




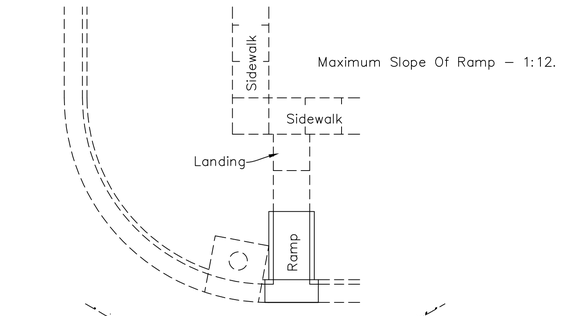


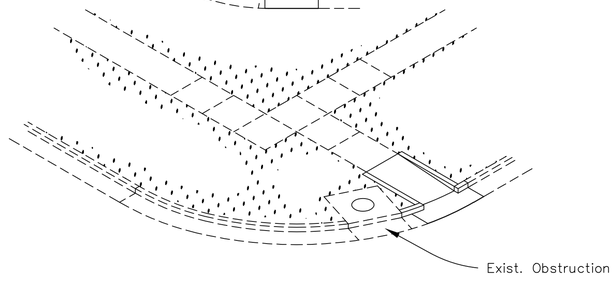
POSSIBLE SIDEWALK COMBINATIONS





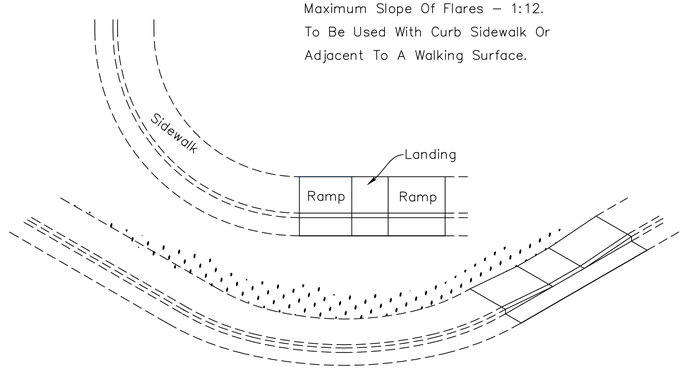
TYPE I RAMP





TYPE II RAMP

Maximum Slope Of Flares – 1:12.
To Be Used With Curb Sidewalk Or
Adjacent To A Walking Surface.



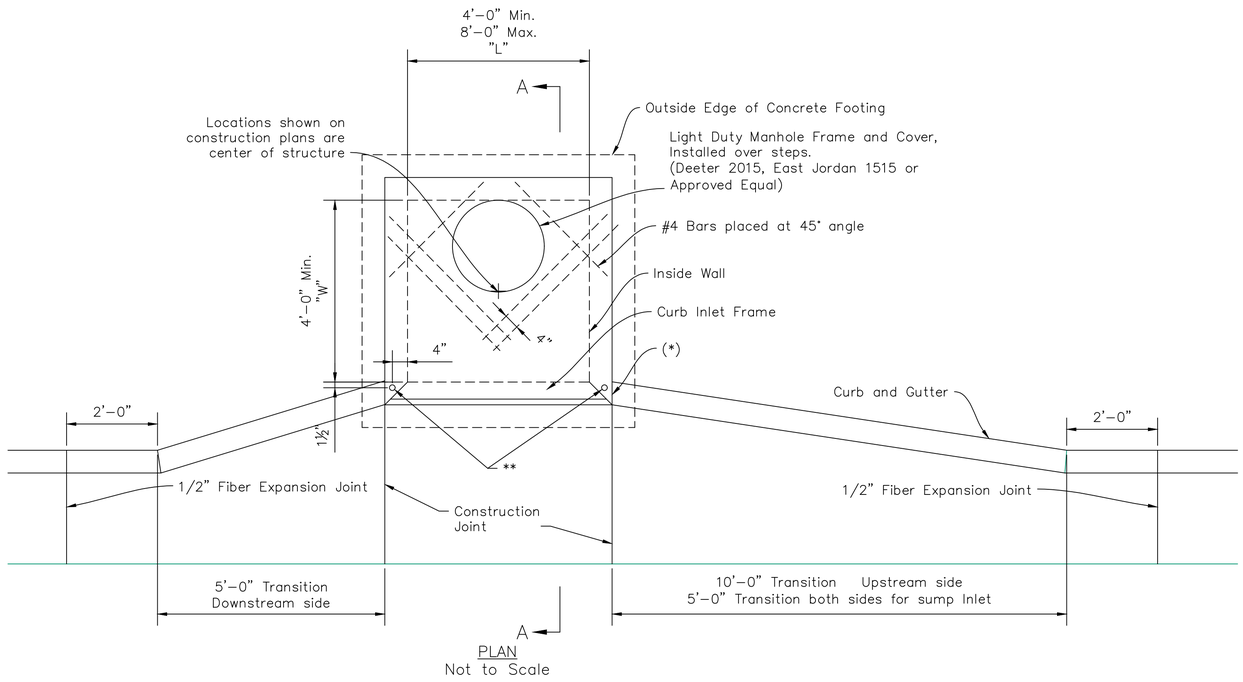
TYPE III RAMP

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

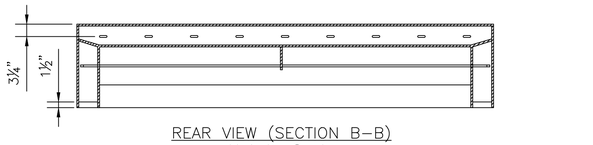
STANDARD DETAILS
TYPICAL SIDEWALK LAYOUTS

PROJ NO:	DATE:	SHEET:
FILENAME: e_Typical Sidewalk Ramp Layouts.1803.dwg	BY: JPB	6

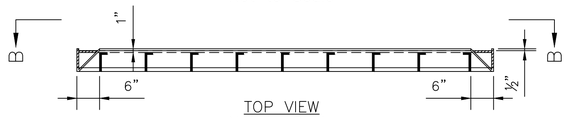
DATE	REVISIONS
4/15	2015 Standards
3/16	2016 Standards
12/21	Removed 4" Drain Pipes



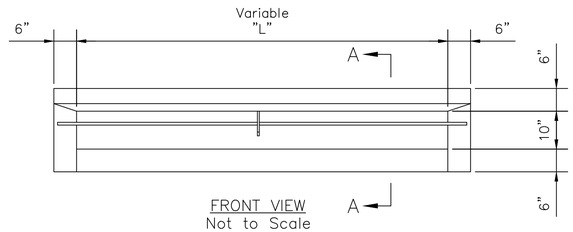
PLAN
Not to Scale



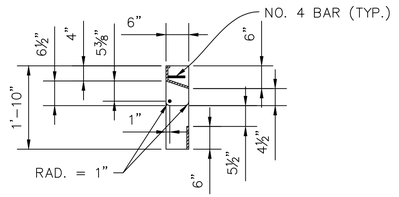
REAR VIEW (SECTION B–B)
Not to Scale



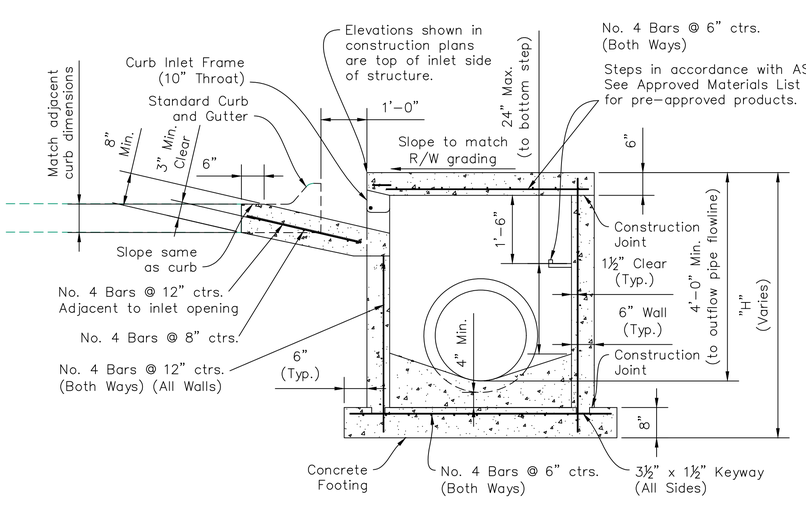
TOP VIEW
Not to Scale



FRONT VIEW
Not to Scale



SIDE VIEW (SECTION A–A)
Not to Scale



SECTION A–A
Not to Scale

(*) – Curb and Gutter Transition Section shall be Isolated from Curb Inlet at all points of Contact. Isolation Material shall be 30 lb. Roofing Felt or approved equal.
(**) – No. 4 Vertical Bars shall be placed in Wall 1½" clear from finished top of slab.

(*) – Curb and Gutter Transition Section shall be Isolated from Curb Inlet at all points of contact. Isolated materials shall be 30 lb. Roofing Felt or approved equal.

Curb Inlet Frame Notes

1. All welds shall be performed in accordance with appropriate AWS Specifications and Procedures.
2. All welds on exposed surfaces shall be dressed so as to provide a pleasing finish appearance.
3. All flat steel shall be 7 Gage or 3/16" thick.
4. The entire frame shall be hot dip zinc coated in accordance with ASTM A–123.

INLET DATA

INLET NO.																	
STATION																	
SIDE																	
℄ ELEV.																	
T.C. ELEV.																	
TYPE																	
RADIUS																	
"H"																	
"W"																	
"D"																	

General Notes:

1. All storm sewer structures may be pre–cast or poured in place. If pre–cast is used, the tops shall be left exposed to a height 2" below the finish top elevation, or as directed by the Engineer.
2. Pre–cast shop drawings are to be approved by the Engineer for publicly financed or administered projects. Pre–cast shop drawings for privately financed projects are to be submitted to the Engineering Division of the Public Works Department.
3. Do not scale these drawings for dimensions or clearances. Any questions regarding dimensions shall be brought to the attention of the Engineer prior to construction.
4. On–grade inlets shall conform to the street grade and sump inlets shall be level.
5. The first dimension listed in the construction notes is the "L" dimension. The second dimension is the "W" dimension. The concrete thickness and reinforcement shown is for boxes with ("L"+"W") and ("W"+"H") less than or equal to 20. For boxes with either of these calculations greater than 20, a special design is required.

Concrete

6. Concrete used in this work shall comply to all composition, quality, product control, and handling (stockpile) requirements from the latest version of Section 401 of the Kansas Department of Transportation Standards Specifications, and shall meet the requirements of the City of Salina Specifications.
7. Concrete construction shall meet the applicable requirements of the Standard Specifications for State Road and Bridge Construction, Kansas Department of Transportation, latest edition, except as modified in the City of Salina code.
8. Inlet floors shall be shaped with non–reinforced concrete inverts to provide smooth flow.
9. Bevel all exposed edges with ¾" triangular molding.

Reinforcing Steel

10. Reinforcing Steel shall be new billet, minimum Grade 60 as per ASTM A615M, and shall be bent cold.
11. All dimensions relative to reinforcing steel are to centerline of bars. 2" clearance shall be provided throughout unless noted otherwise. Tolerance of +/– ⅛" shall be permitted.
12. All lap splices not shown shall be a minimum of 40 bar diameters in length.
13. All reinforcing steel shall be supported on fabricated steel bar supports @ 3'–0" maximum spacing.
14. All dowels shall be accurately placed and securely tied in place prior to placement of bottom slab concrete. Sticking of dowels into fresh or partially hardened concrete will not be acceptable.

Construction

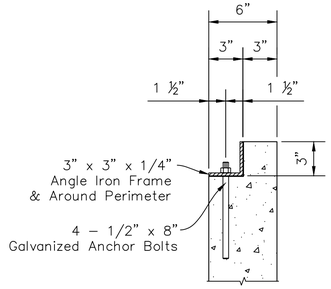
15. The bottom slab shall be at least 24 hours old before placing sidewall concrete. All sidewall forms shall remain in place a minimum of 24 hours after sidewalls are poured before removal, and after removal shall be immediately treated with membrane curing compound.
16. All curb inlet tops are to be constructed after final curb string line has been approved by the Engineer and prior to curb construction, or as directed by the Engineer.
17. Pipe connections to pre–cast structures shall have a minimum of 6" concrete around the entire pipe within 2" of the structure.
18. Material selection and compaction requirements for backfill around structures shall be as specified in the project specifications.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

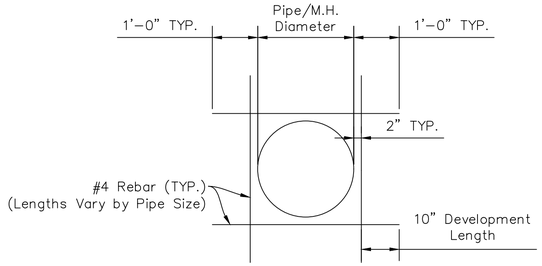
STANDARD DETAILS
CURB INLET

PROJ NO:	DATE:	SHEET:
		7
FILENAME: 7_Curb Inlet Details.1603.dwg	BY:	

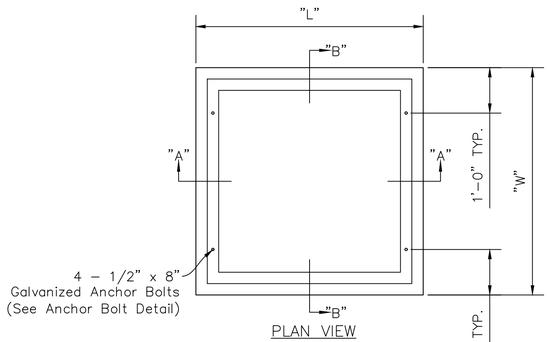
DATE	REVISIONS
3/16	2016 Standards



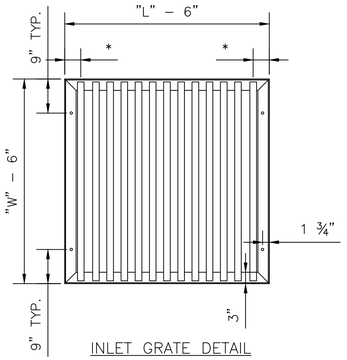
ANCHOR BOLT DETAIL



BLOCKOUT REINFORCING DETAIL
Typical

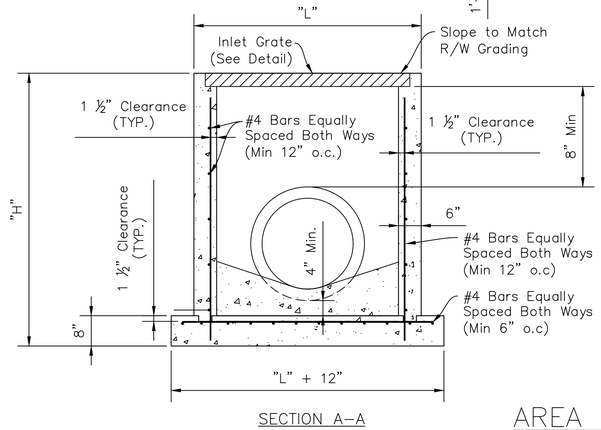


PLAN VIEW

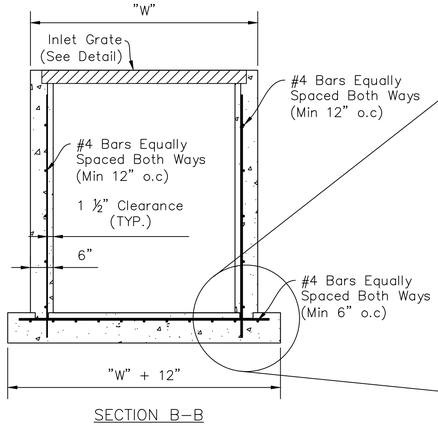


INLET GRATE DETAIL

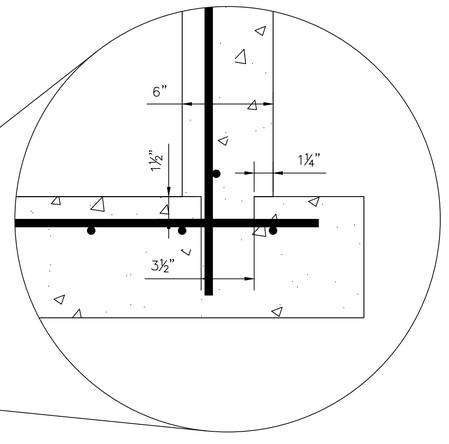
INLET GRATE PIPE DIMENSIONS AND SPACING			
L x W	NO. OF BARS	DIA. x LENGTH x SPACING	*
7'–6"x4'–6"	13	2½ø x 3'–10¼" PIPES @ 6"CTRS.	6"
5'–6"x4'–6"	10	2½ø x 3'–10¼" PIPES @ 5½"CTRS.	5¼"
4'–6"x4'–6"	8	2½ø x 3'–10¼" PIPES @ 5½"CTRS.	4¾"
4'–0"x4'–0"	7	2½ø x 3'–4¼" PIPES @ 5½"CTRS.	4½"



SECTION A–A



SECTION B–B



KEYWAY DETAIL

AREA INLET DETAILS

INLET DATA

INLET NO.																	
STATION																	
SIDE																	
℄ ELEV.																	
T.C. ELEV.																	
TYPE																	
RADIUS																	
"H"																	
"W"																	
"D"																	

General Notes:

1. All storm sewer structures may be pre–cast or poured in place. If pre–cast is used, the tops shall be left exposed to a height 2" below the finish top elevation, or as directed by the Engineer.

2. Pre–cast shop drawings are to be approved by the Engineer for publicly financed or administered projects. Pre–cast shop drawings for privately financed projects are to be submitted to the Engineering Division of the Public Works Department.

3. Do not scale these drawings for dimensions or clearances. Any questions regarding dimensions shall be brought to the attention of the Engineer prior to construction.

4. On–grade inlets shall conform to the street grade and sump inlets shall be level.

5. The first dimension listed in the construction notes is the "L" dimension. The second dimension is the "W" dimension. The concrete thickness and reinforcement shown is for boxes with ("L"+"W") and ("W"+"H") less than or equal to 20. For boxes with either of these calculations greater than 20, a special design is required.

Concrete

6. Concrete used in this work shall comply to all composition, quality, product control, and handling (stockpile) requirements from the latest version of Section 401 of the Kansas Department of Transportation Standards Specifications, and shall meet the requirements of the City of Salina Specifications.

7. Concrete construction shall meet the applicable requirements of the Standard Specifications for State Road and Bridge Construction, Kansas Department of Transportation, latest edition, except as modified in the City of Salina code.

8. Inlet floors shall be shaped with non–reinforced concrete inverts to provide smooth flow.

9. Bevel all exposed edges with ¾" triangular molding.

Reinforcing Steel

10. Reinforcing Steel shall be new billet, minimum Grade 60 as per ASTM A615M, and shall be bent cold.

11. All dimensions relative to reinforcing steel are to centerline of bars. 2" clearance shall be provided throughout unless noted otherwise. Tolerance of +/– ⅛" shall be permitted.

12. All lap splices not shown shall be a minimum of 40 bar diameters in length.

13. All reinforcing steel shall be supported on fabricated steel bar supports @ 3'–0" maximum spacing.

14. All dowels shall be accurately placed and securely tied in place prior to placement of bottom slab concrete. Sticking of dowels into fresh or partially hardened concrete will not be acceptable.

Construction

15. The bottom slab shall be at least 24 hours old before placing sidewall concrete. All sidewall forms shall remain in place a minimum of 24 hours after sidewalls are poured before removal, and after removal shall be immediately treated with membrane curing compound.

16. All curb inlet tops are to be constructed after final curb string line has been approved by the Engineer and prior to curb construction, or as directed by the Engineer.

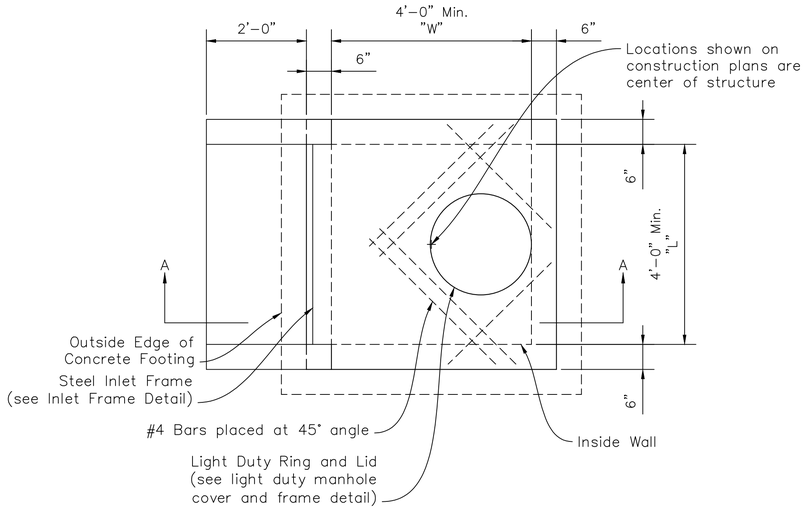
17. Pipe connections to pre–cast structures shall have a minimum of 6" concrete around the entire pipe within 2" of the structure.

18. Material selection and compaction requirements for backfill around structures shall be as specified in the project specifications.

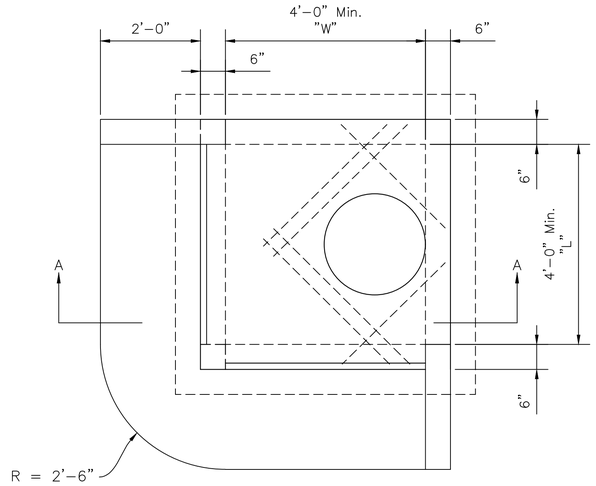
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
FIELD AREA INLET

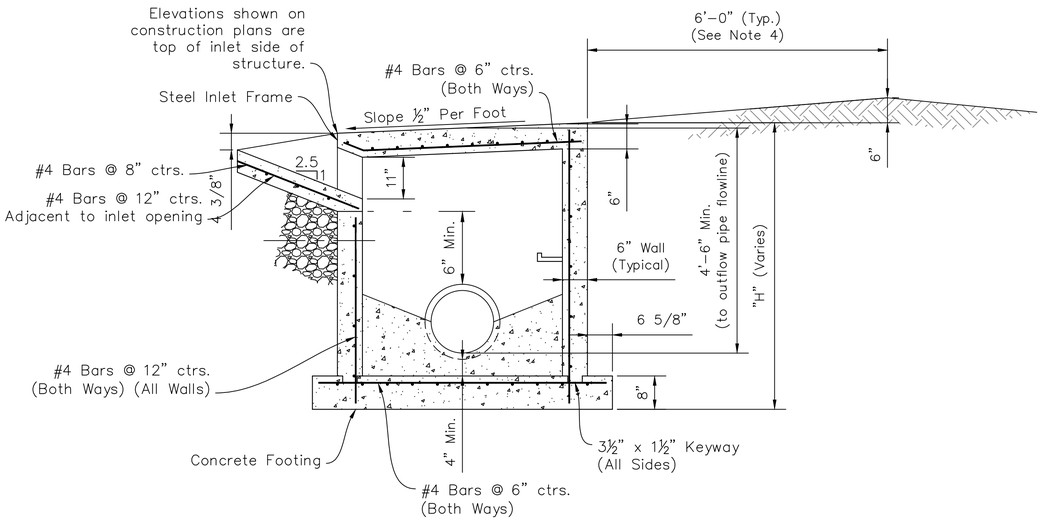
PROJ NO:	DATE:	SHEET:
FILENAME: 8_Area Inlet 1 Details.1603.dwg	BY:	8



PLAN



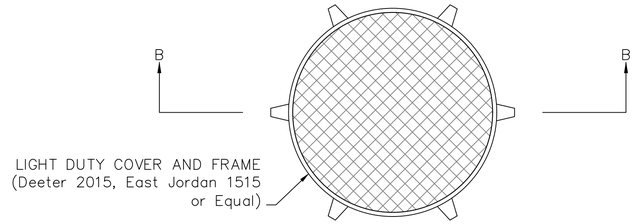
PLAN
(w/ 2 ADJACENT OPENINGS)

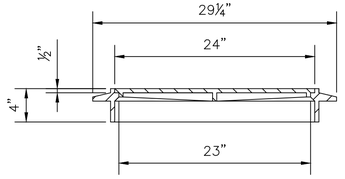


SECTION A–A

AREA INLET DETAILS

Not to Scale





SECTION B–B

LIGHT DUTY MANHOLE COVER AND FRAME DETAILS

Not to Scale

INLET DATA

INLET NO.																	
STATION																	
SIDE																	
℄ ELEV.																	
T.C. ELEV.																	
TYPE																	
RADIUS																	
"H"																	
"W"																	
"D"																	

DATE	REVISIONS
4/15	2015 Standards
3/16	2016 Standards

General Notes:

1. All storm sewer structures shall be pre–cast or poured in place. If pre–cast is used, the tops shall be left exposed to a height 2" below the finish top elevation, or as directed by the Engineer.
2. Pre–cast shop drawings are to be approved by the Engineer for publicly financed or administered projects. Pre–cast shop drawings for privately financed projects are to be submitted to the Engineering Division of the Public Works Department.
3. Do not scale these drawings for dimensions or clearances. Any questions regarding dimensions shall be brought to the attention of the Engineer prior to construction.
4. Berm location and elevation may vary. See grading plan for exact location.
5. On–grade inlets shall conform to the street grade and sump inlets shall be level.
6. The first dimension listed in the construction notes is the "L" dimension. The second dimension is the "W" dimension. The concrete thickness and reinforcement shown is for boxes with ("L"+"W") and ("W"+"H") less than or equal to 20. For boxes with either of these calculations greater than 20, a special design is required.

Concrete

7. Concrete used in this work shall comply to all composition, quality, product control, and handling (stockpile) requirements from the latest version of Section 401 of the Kansas Department of Transportation Standards Specifications, and shall meet the requirements of the City of Salina Specifications.
8. Concrete construction shall meet the applicable requirements of the Standard Specifications for State Road and Bridge Construction, Kansas Department of Transportation, latest edition, except as modified in the City of Salina code.
9. Inlet floors shall be shaped with non–reinforced concrete inverts to provide smooth flow.
10. Bevel all exposed edges with ¾" triangular molding.

Reinforcing Steel

11. Reinforcing Steel shall be new billet, minimum Grade 60 as per ASTM A615M, and shall be bent cold.
12. All dimensions relative to reinforcing steel are to centerline of bars. 2" clearance shall be provided throughout unless noted otherwise. Tolerance of +/– ½" shall be permitted.
13. All lap splices not shown shall be a minimum of 40 bar diameters in length.
14. All reinforcing steel shall be supported on fabricated steel bar supports @ 3'–0" maximum spacing.
15. All dowels shall be accurately placed and securely tied in place prior to placement of bottom slab concrete. Sticking of dowels into fresh or partially hardened concrete will not be acceptable.

Construction

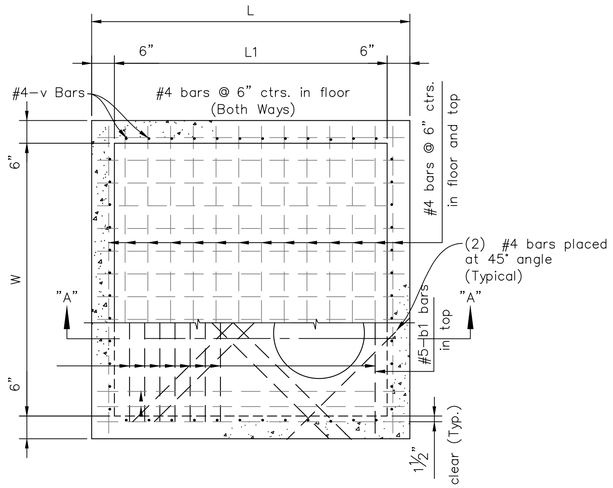
16. The bottom slab shall be at least 24 hours old before placing sidewall concrete. All sidewall forms shall remain in place a minimum of 24 hours after sidewalls are poured before removal, and after removal shall be immediately treated with membrane curing compound.
17. All curb inlet tops are to be constructed after final curb string line has been approved by the Engineer and prior to curb construction, or as directed by the Engineer.
18. Pipe connections to pre–cast structures shall have a minimum of 6" concrete around the entire pipe within 2" of the structure.
19. Material selection and compaction requirements for backfill around structures shall be as specified in the project specifications.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

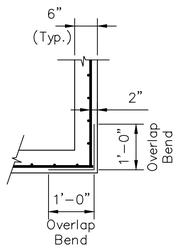
STANDARD DETAILS
AREA INLET DETAILS

PROJ NO:	DATE:	SHEET:
FILENAME: 9_Area Inlet Details.dwg	BY:	9

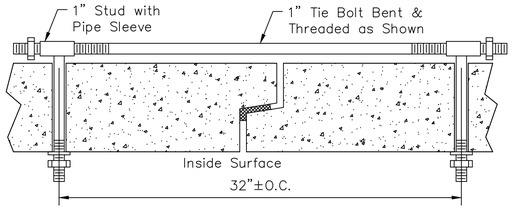
DATE	REVISIONS
4/15	2015 Standards
2/16	2016 Standards
3/25	Revised Pot Hole Detail



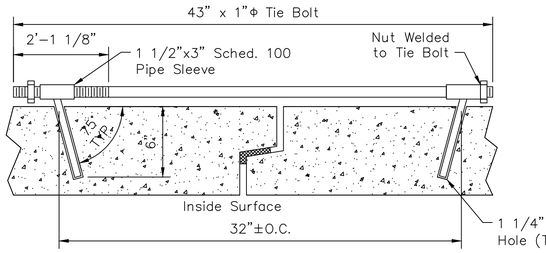
PLAN (Showing top and floor reinforcing)
Not to Scale



CORNER DETAIL
Not to Scale



THROUGH HOLE TIE BOLT DETAIL
Not to Scale



ADJUSTABLE HIDDEN TIE BOLT DETAIL
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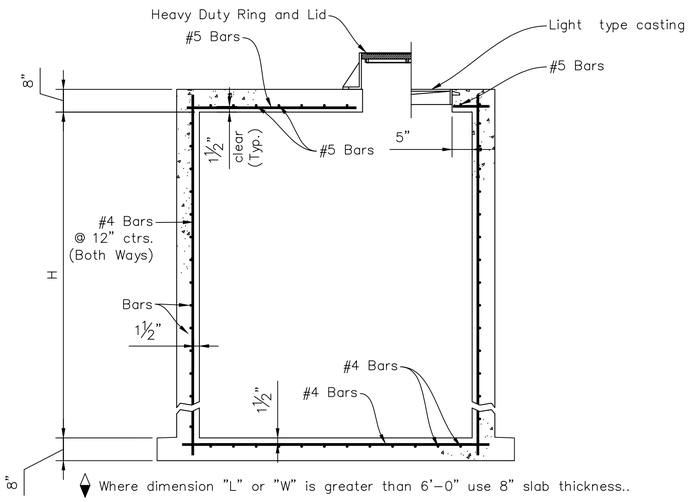
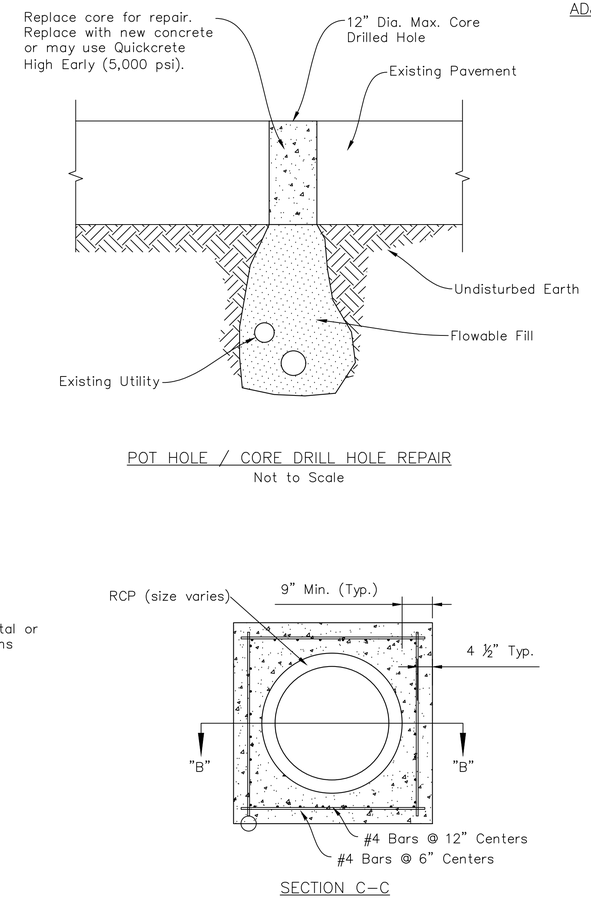
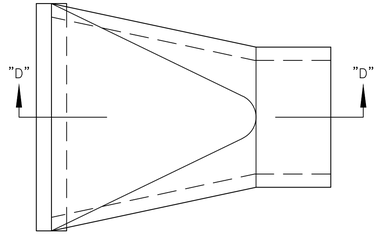


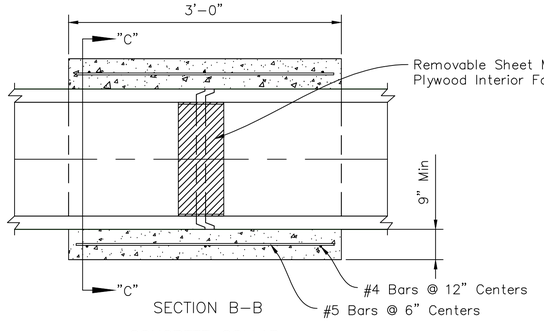
SECTION A–A (Exclusive of floor shaping)
JUNCTION BOX
Not to Scale



POT HOLE / CORE DRILL HOLE REPAIR
Not to Scale

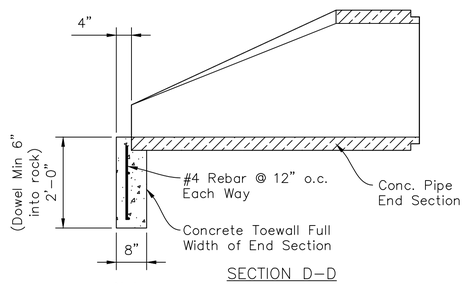


PLAN VIEW



SECTION B–B
CONCRETE COLLAR
Not to Scale

SECTION C–C



SECTION D–D

Note:

The last three joints of RCP, including the end section, shall be mechanically restrained where discharging into unimproved systems

END SECTION TOEWALL
Not to Scale

General Notes:

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3. Do not scale these drawings for dimensions or clearances. Any questions regarding dimensions shall be brought to the attention of the Engineer prior to construction.

4. On–grade inlets shall conform to the street grade and sump inlets shall be level.

5. The first dimension listed in the construction notes is the "L" dimension. The second dimension is the "W" dimension. The concrete thickness and reinforcement shown is for boxes with ("L"+"W") and ("W"+"H") less than or equal to 20. For boxes with either of these calculations greater than 20, a special design is required.

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6. Concrete used in this work shall comply to all composition, quality, product control, and handling (stockpile) requirements from the latest version of Section 401 of the Kansas Department of Transportation Standards Specifications, and shall meet the requirements of the City of Salina Specifications.

7. Concrete construction shall meet the applicable requirements of the Standard Specifications for State Road and Bridge Construction, Kansas Department of Transportation, latest edition, except as modified in the City of Salina code.

8. Inlet floors shall be shaped with non–reinforced concrete inverts to provide smooth flow.

9. Bevel all exposed edges with ¾" triangular molding.

Reinforcing Steel

10. Reinforcing Steel shall be new billet, minimum Grade 60 as per ASTM A615M, and shall be bent cold.

11. All dimensions relative to reinforcing steel are to centerline of bars. 2" clearance shall be provided throughout unless noted otherwise. Tolerance of +/– ⅛" shall be permitted.

12. All lap splices not shown shall be a minimum of 40 bar diameters in length.

13. All reinforcing steel shall be supported on fabricated steel bar supports @ 3'–0" maximum spacing.

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Construction

15. The bottom slab shall be at least 24 hours old before placing sidewall concrete. All sidewall forms shall remain in place a minimum of 24 hours after sidewalls are poured before removal, and after removal shall be immediately treated with membrane curing compound.

16. All curb inlet tops are to be constructed after final curb string line has been approved by the Engineer and prior to curb construction, or as directed by the Engineer.

17. Pipe connections to pre–cast structures shall have a minimum of 6" concrete around the entire pipe within 2" of the structure.

18. Material selection and compaction requirements for backfill around structures shall be as specified in the project specifications.

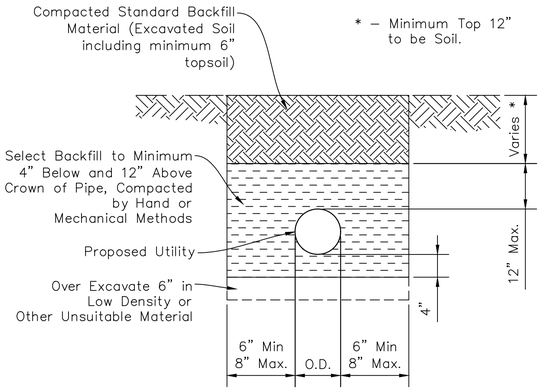
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
TOEWALL/JUNCTION BOX/CONCRETE COLLAR

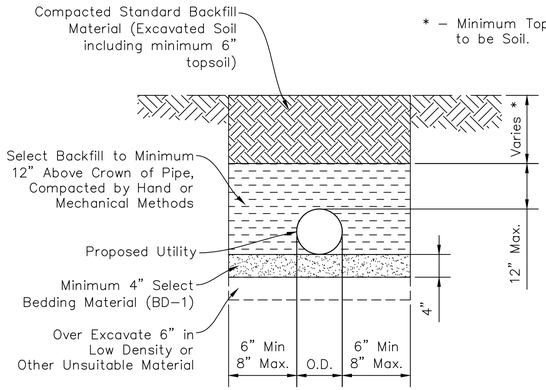
PROJ NO:	DATE:	SHEET:
		10

FILENAME: 10_Storm Toewall.JunctionBox.Collar Details.0602.dwg

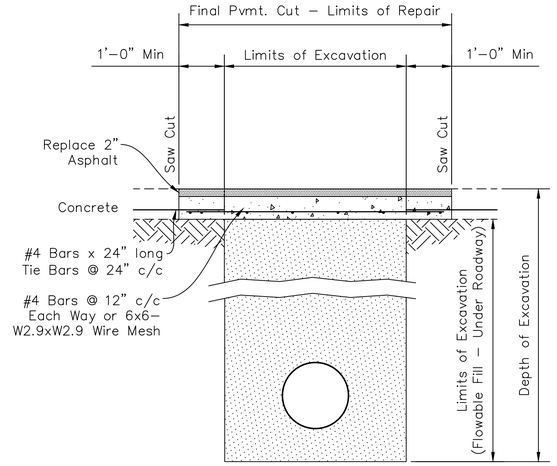
DATE	REVISIONS
4/15	2015 Standards
3/16	2016 Standards
6/18	Update Pavement Thickness



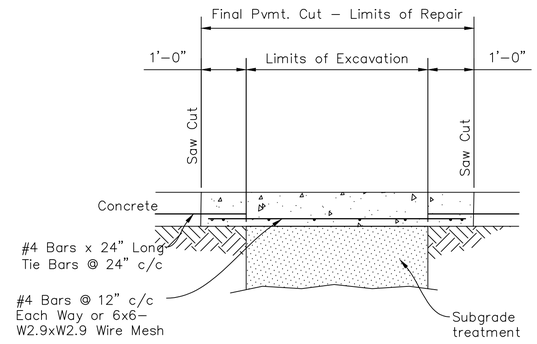
TRENCHING FOR PVC PRESSURE SEWER FORCE MAIN & WATER PIPE



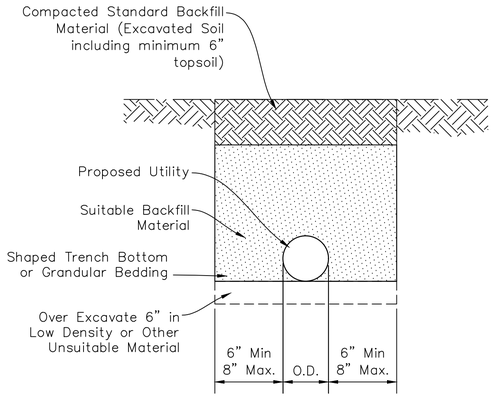
TRENCHING FOR PVC GRAVITY SEWER PIPE



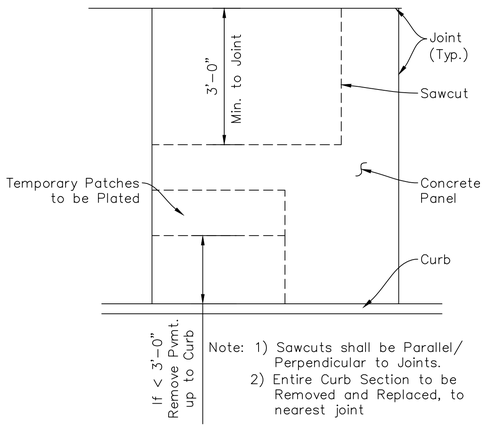
ASPHALT PAVEMENT DETAILS



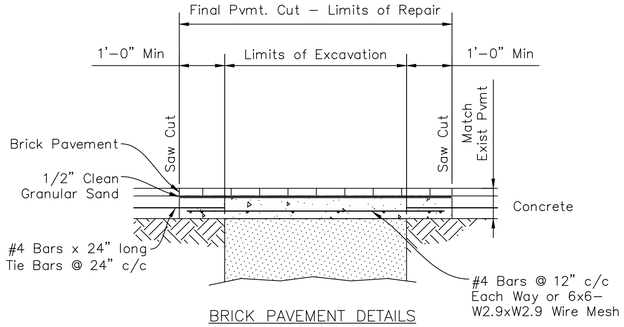
CONCRETE PAVEMENT DETAILS



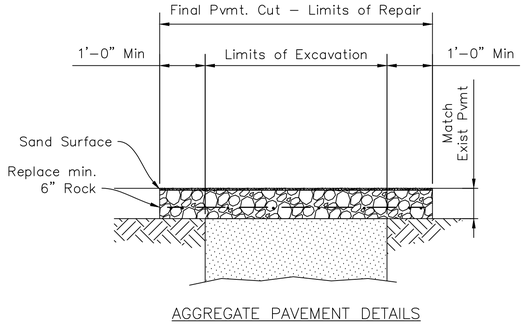
TRENCHING FOR CLAY GRAVITY SEWER, DUCTILE IRON WATER OR SEWER, AND STORM SEWER PIPE



CONCRETE SAW–CUTTING DETAIL



BRICK PAVEMENT DETAILS



AGGREGATE PAVEMENT DETAILS

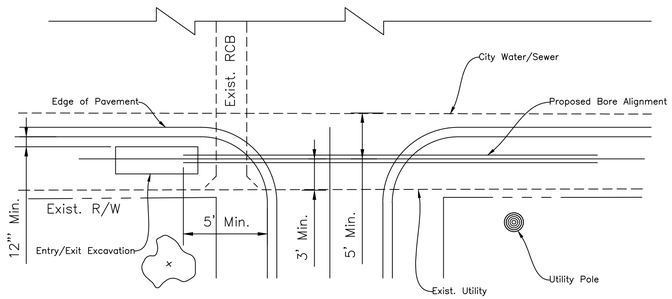
UTILITY PATCH DETAILS

General Notes:

1. Any excavation left open overnight in any roadway shall be securely plated.
2. Permanent pavement markings shall be replaced with like materials within fourteen days after pavement surface has been replaced, unless authorized by the City Engineer.
3. All Utillity Patches within roadway shall be backfilled with excavatable flowable fill mix or suitable material compacted to a density equal to or greater than 95% of the maximum density of the soil obtained by the testing method of ASTM D–698 the latest revision.
4. Reinforcing steel to be incidental to patching and shall not be considered and extra pay item.

TYPICAL TRENCHING DETAILS

NOT UNDER PAVEMENT

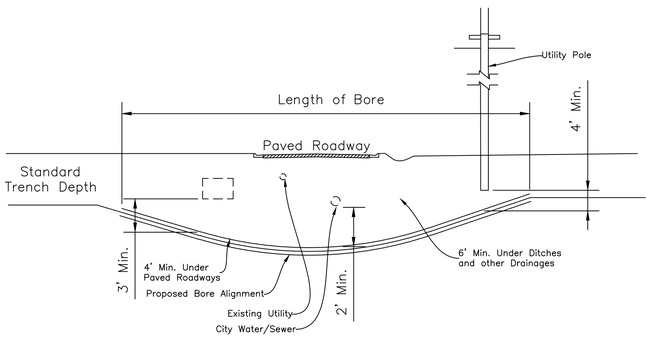


HORIZONTAL MINIMUM CLEARANCE

Not to Scale

HDD Installation Notes:

1. City of Salina Code, Engineering Standards and Specifcations are incorporated except as otherwise directed.
2. The permittee shall be responsible for notification of one–call services and coordination of all utilities prior to construction.
3. Drilling fluids shall be contained and removed immediately upon bore completion.
4. All construction materials shall be removd from the site prior to restoration of disturbed areas.
5. All restoration shall be maintained for 24 months following its completion.
6. Excavations under paved surfaces shall be restored in compliance with City of Salina standard details for utility patches.



VERTICAL MINIMUM CLEARANCES

Not to Scale

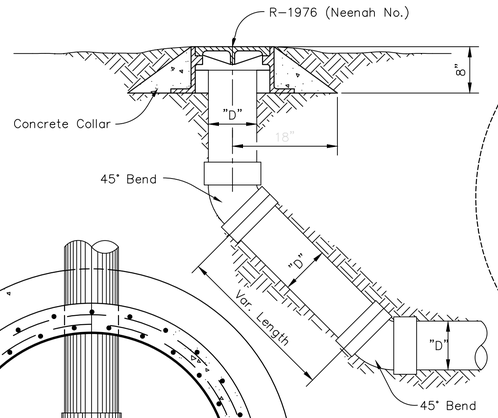
HORIZONTAL DIRECTIONAL DRILLING DETAILS

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

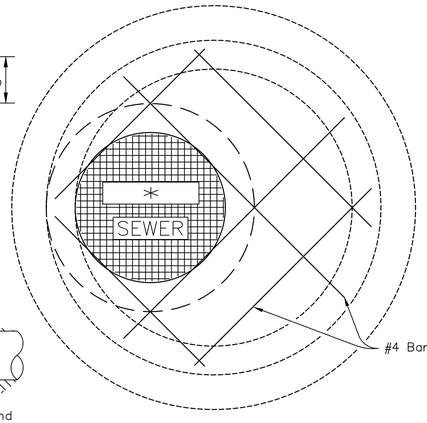
STANDARD DETAILS
TRENCHING AND STREET REPAIR

PROJ NO:	DATE:	SHEET:
		11
FILENAME: 11_Trenching Street Repair Details.1806.dwg	BY:	

DATE	REVISIONS
4/15	2015 Standards
3/16	2016 Standards
6/18	Pavement Cutting Details



TEMPORARY SANITARY SEWER CLEANOUT

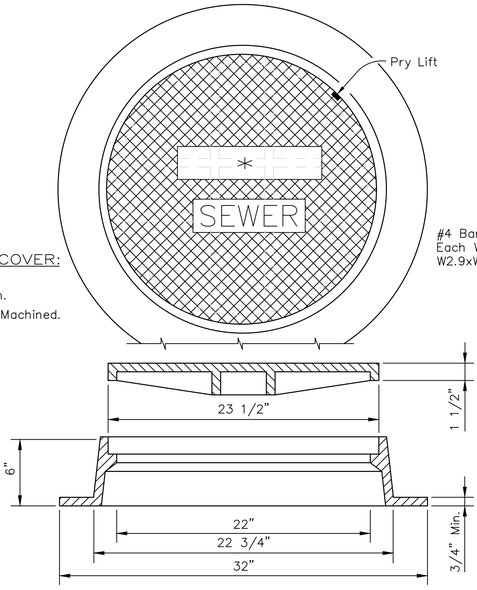


PLAN

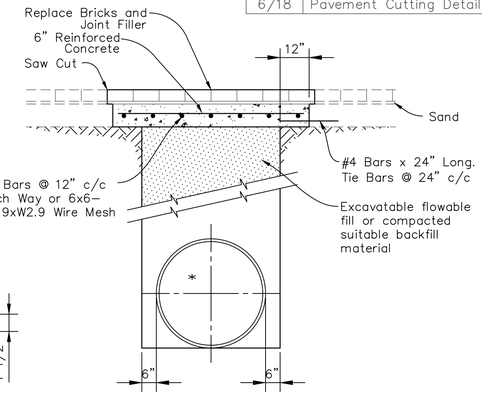
STREET MANHOLE RING & COVER:
DEETER 1266 OR APPROVED EQUAL
Street MH Ring & Cover 290 Lb. Min.
Street Manhole Ring & Cover to be Machined.

GENERAL NOTE:
Precast Manholes Shall Conform to ASTM Specification C 478, with Revisions.

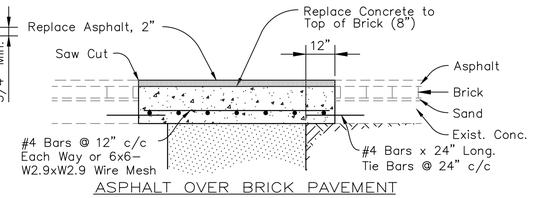
* SANITARY OR STORM SEWER



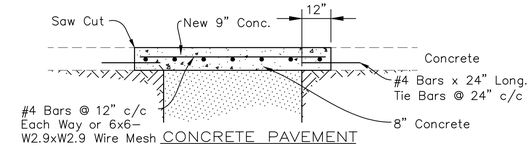
STANDARD MANHOLE RING & COVER



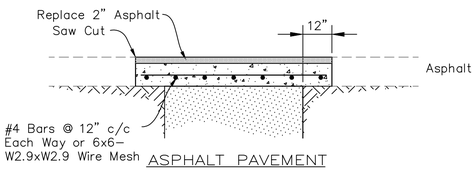
BRICK PAVEMENT



ASPHALT OVER BRICK PAVEMENT

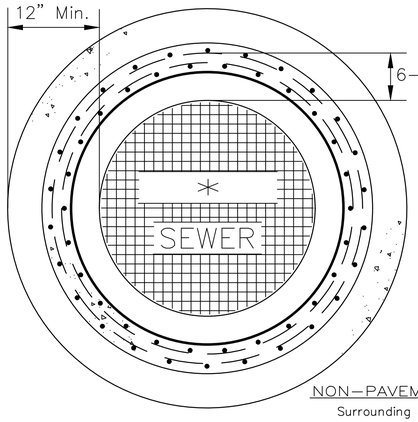


CONCRETE PAVEMENT

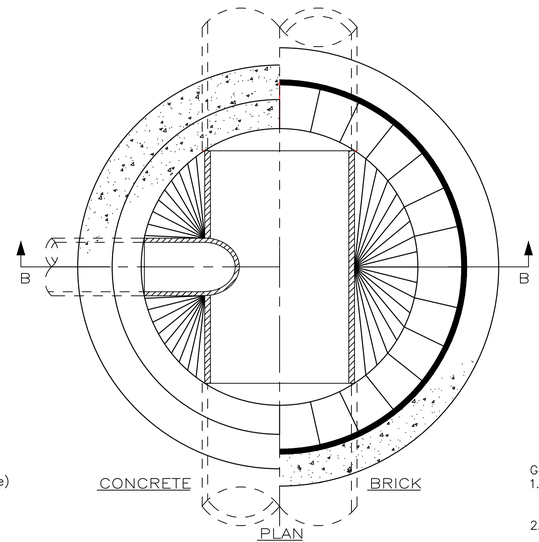


ASPHALT PAVEMENT

PAVEMENT CUTTING DETAILS

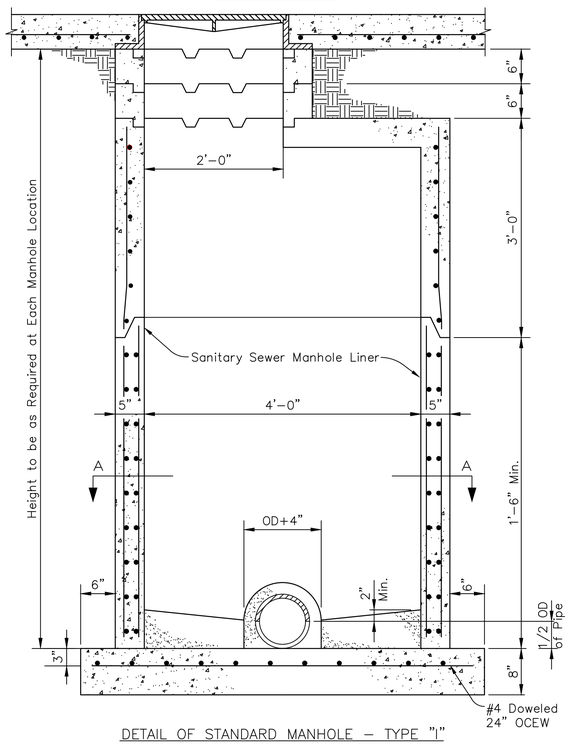


NON-PAVEMENT RING AND COVER
Surrounding Concrete Must Extend a Min. of 1-FT Around the Manhole.
A Minimum of One #8 Rebar is to be Bent & Centered within the Concrete a Min. of 6-IN From the Manhole.

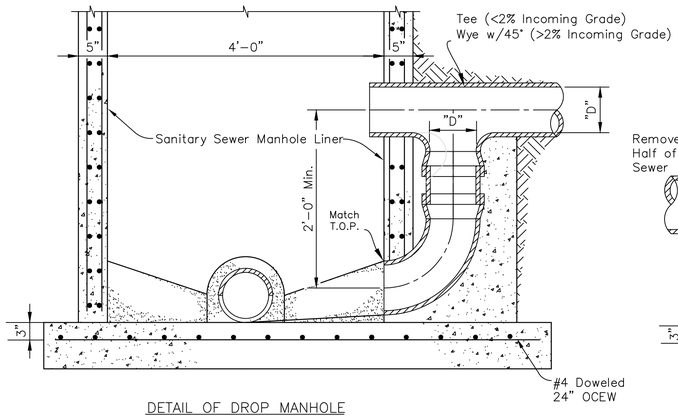


PLAN

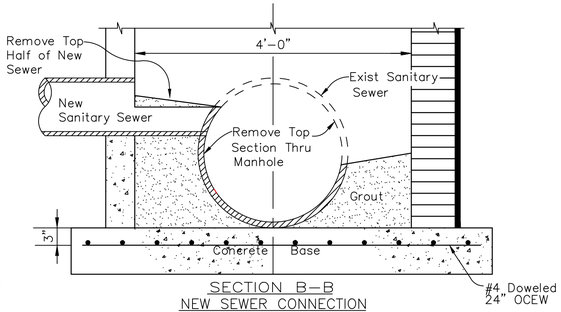
SECTION A-A



DETAIL OF STANDARD MANHOLE - TYPE "I"



DETAIL OF DROP MANHOLE



SECTION B-B
NEW SEWER CONNECTION
(Manhole Connected over Exist SS Main)

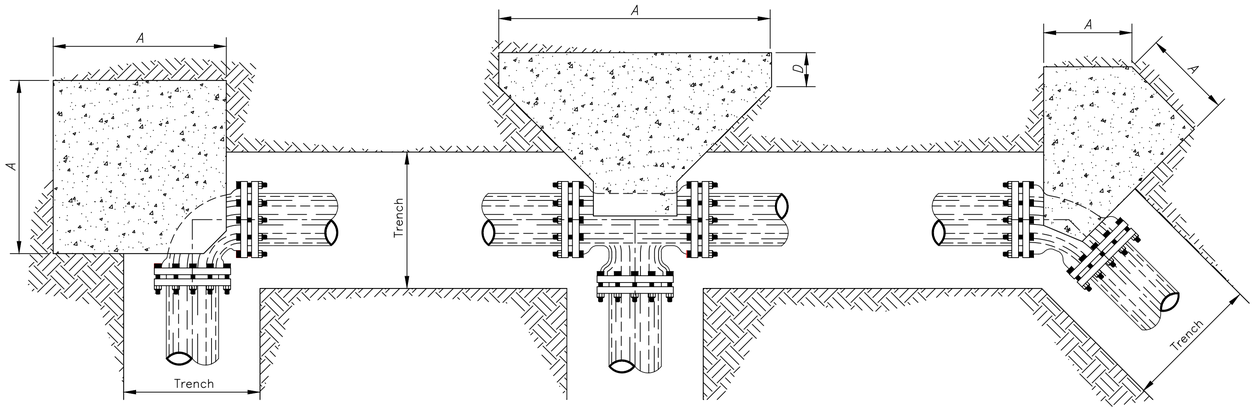
General Notes:
1. Any excavation left open overnight in any roadway shall be securely plated.
2. Permanent pavement markings shall be replaced with like materials within fourteen days after pavement surface has been replaced, unless authorized by the City Engineer.
3. All Utility Patches within roadway shall be backfilled with excavatable flowable fill mix or suitable material compacted to a density equal to or greater than 95% of the maximum density of the soil obtained by the testing method of ASTM D-698 the latest revision.
4. Reinforcing steel to be incidental to patching and shall not be considered an extra pay item.

CITY OF SALINA, KANSAS
PUBLIC WORKS - ENGINEERING - UTILITIES

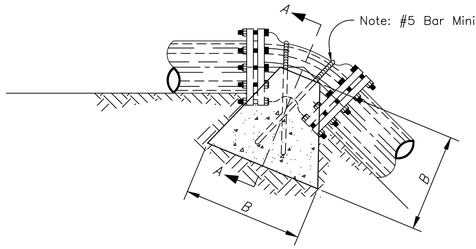
STANDARD DETAILS
SANITARY AND STORM SEWER

PROJ NO:	DATE:	SHEET:
FILENAME: 12_San.Sewer Details.1806.dwg	BY: KDA	12

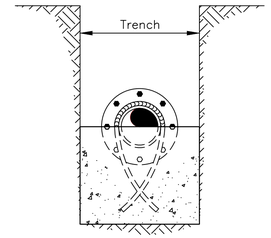
DATE	REVISIONS
11/14	Issued for Construction
08/15	FH Note & FH Thrust Block
03/16	FH Finish Grade Clearance Dim.
06/18	Pavement Cutting Details
07/23	Pipe Material , Wrap



PLAN

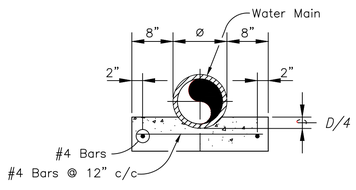


ELEVATION



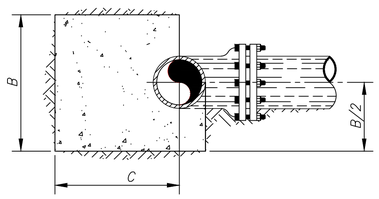
SECTION A–A

VERTICAL BLOCKING DETAILS



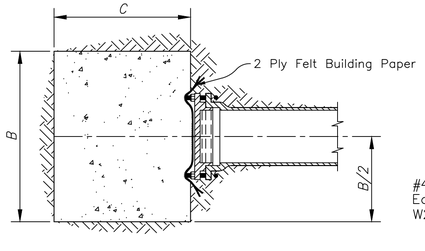
Note: All Dimensions Are Minimum.

TYPICAL CONCRETE PIPE CRADLE

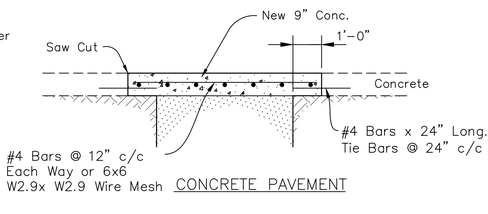


SECTION

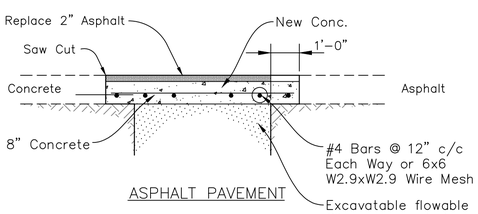
TYPICAL BLOCKING DETAILS



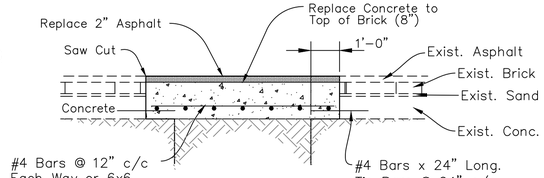
TYPICAL BLOCKING FOR DUCTILE IRON PLUG



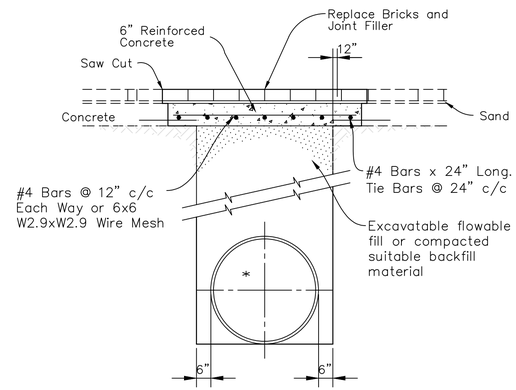
CONCRETE PAVEMENT



ASPHALT PAVEMENT

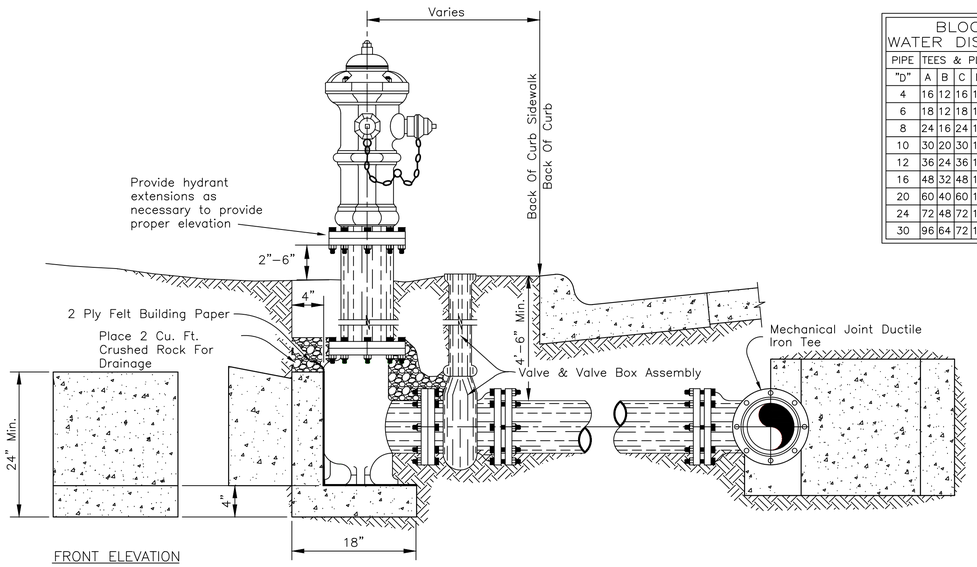


ASPHALT OVER BRICK PAVEMENT



BRICK PAVEMENT

PAVEMENT CUTTING DETAILS



FRONT ELEVATION

FIRE HYDRANT SETTING DETAILS

BLOCKING SCHEDULE
WATER DISTRIBUTION FITTINGS

PIPE	TEES & PLUGS				90°			45°			22.5°		
"D"	A	B	C	D	A	B	C	A	B	C	A	B	C
4	16	12	16	12	16	12	16	16	12	16	16	12	16
6	18	12	18	16	18	12	18	18	12	18	18	12	18
8	24	16	24	16	24	16	24	24	16	24	24	16	24
10	30	20	30	16	30	20	30	30	20	30	30	20	30
12	36	24	36	18	36	24	36	36	24	36	36	24	36
16	48	32	48	18	48	32	48	48	32	48	48	32	48
20	60	40	60	18	60	40	60	60	40	60	60	40	60
24	72	48	72	18	72	48	72	72	48	72	72	48	72
30	96	64	72	18	96	64	72	96	64	72	96	64	72

General Notes:

1. Any excavation left open overnight in any roadway shall be securely plated.
2. Permanent pavement markings shall be replaced with like materials within fourteen days after pavement surface has been replaced, unless authorized by the City Engineer.
3. All Utility Patches within roadway shall be backfilled with excavatable flowable fill mix or suitable material compacted to a density equal to or greater than 95% of the maximum density of the soil obtained by the testing method of ASTM D–698 the latest revision.
4. Water lines shall have a minumum cover of 54", or more as shown on profiles.
5. All valves on mains and fire hydrant leads shall be installed with valve box assemblies.
6. The size of the valve box assembly to be installed shall be determined by the type and size of valve.
7. Valve box caps shall have the word "water" cast in the top.
8. Reinforcing steel to be incidental to patching and shall not be considered an extra pay item.
9. Provide polyethylene wrap for all ductile iron fittings, valves pipe, and appurtenances.

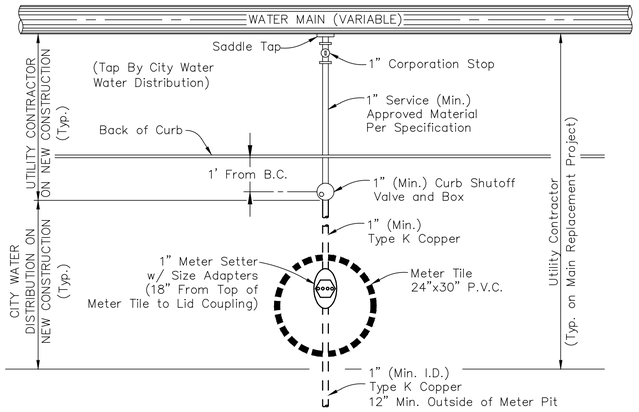
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
WATER DISTRIBUTION

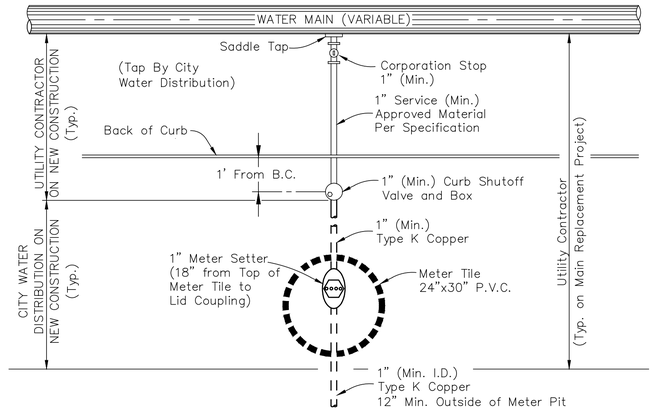
PROJ NO: | DATE: | SHEET: 13

FILENAME: 13_Water Distribution Details.1806.dwg | BY:

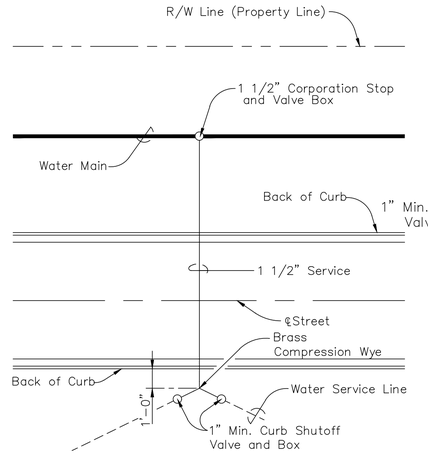
DATE	REVISIONS
11/14	Issued for Standards
02/15	Service Line Material
03/16	1.5" & 2" Service Line Material
07/23	Line Material
10/24	Service Line Material



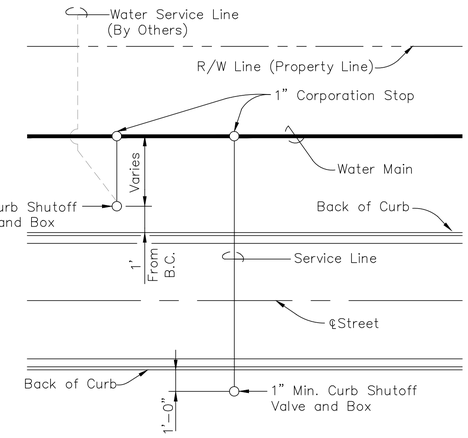
STANDARD FOR 5/8" & 3/4" METER SETTINGS
Not to Scale



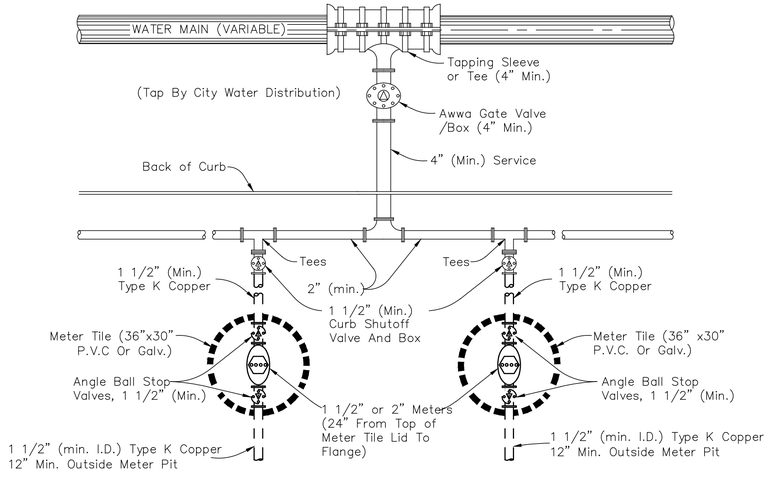
STANDARD FOR 1" METER SETTINGS
Not to Scale



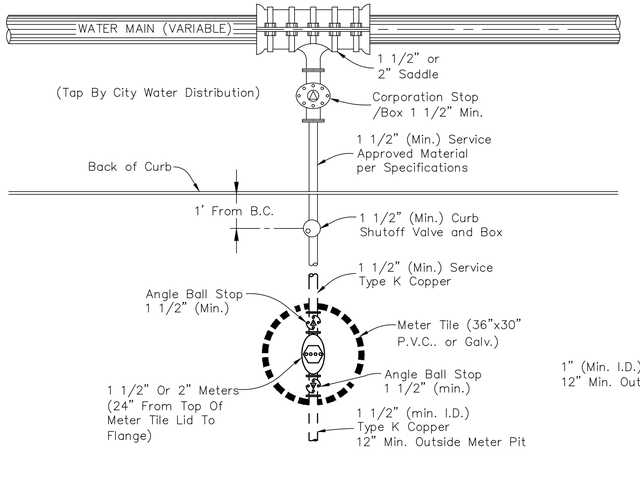
TYPICAL 1 1/2" WATER SERVICE
Not to Scale



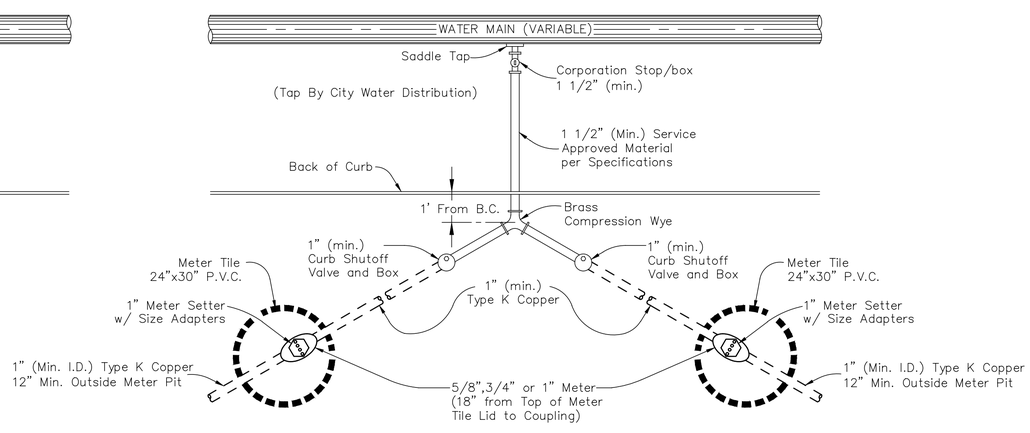
TYPICAL TAP AND CURB SHUTOFF INSTALLATION
Not to Scale



STANDARD FOR 1 1/2" AND 2" MULTIPLE METER SETTINGS
Not to Scale



STANDARD FOR 1 1/2" AND 2" METER SETTINGS
Not to Scale



STANDARD FOR "Y" BRANCH 5/8", 3/4", & 1" MULTIPLE METER SETTINGS
Not to Scale

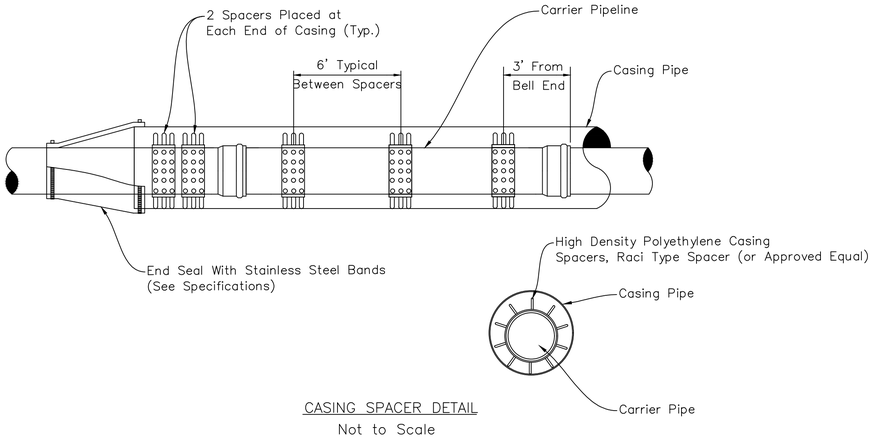
NOTES:
1. Deviations may be made to Typical Layout with Prior Approval from the Utility Engineer when Field Conflicts are Identified.
2. 24" Meter Pits: There shall be no Connection, Valves, Drains, Backflow Valves, Fittings (Other than the Meter Setter) or other Attachments Located Inside the Meter Pit.
3. 36" Meter Pits: There Shall be no Connection, Valves (Other than the Angle Ball Stops), Drains, Backflow Valves, or other Attachments Located Inside the Meter Pit.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
WATER SERVICE

PROJ NO:	DATE:	SHEET:
		14
FILENAME: 14_Water Service Details.1603.dwg	BY:	

DATE	REVISIONS
11/2014	Issued For Standards
3/2016	2016 Standards



CASING SPACER DETAIL

Not to Scale

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

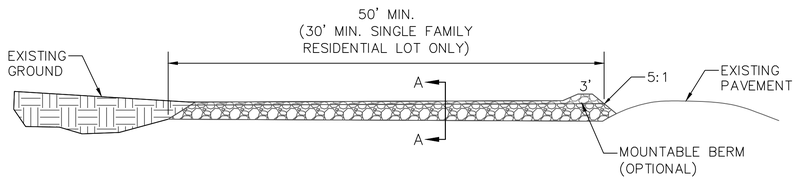
STANDARD DETAILS

FORCE MAIN DETAIL

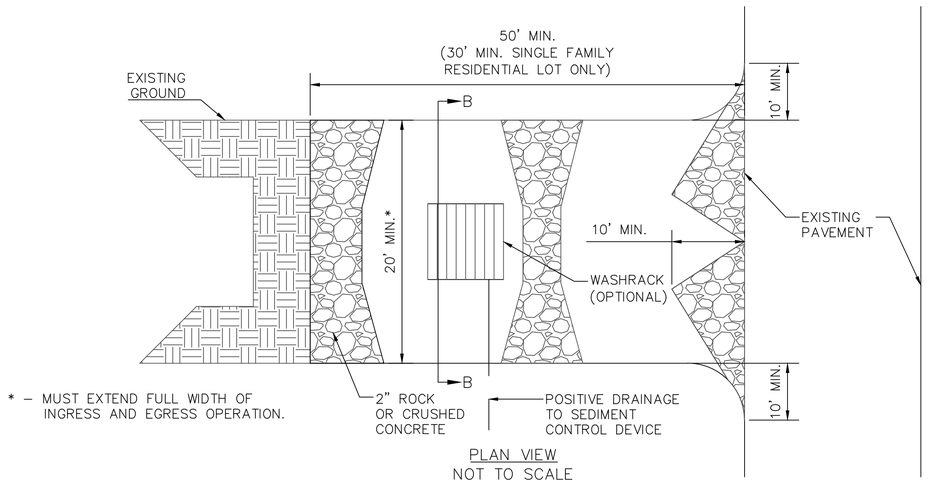
PROJ NO:	DATE:	SHEET:
FILENAME: 15_Force Main Details1806.dwg	BY:	15

DATE	REVISIONS
4/15	2015 Standards

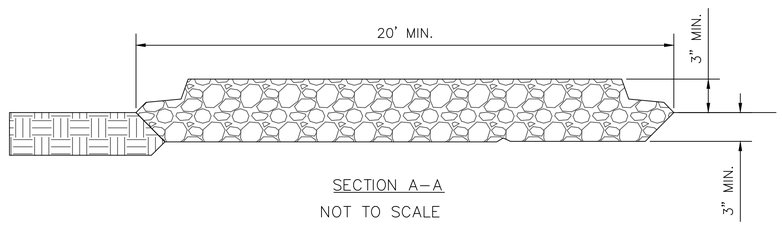
TEMPORARY CONSTRUCTION ENTRANCE



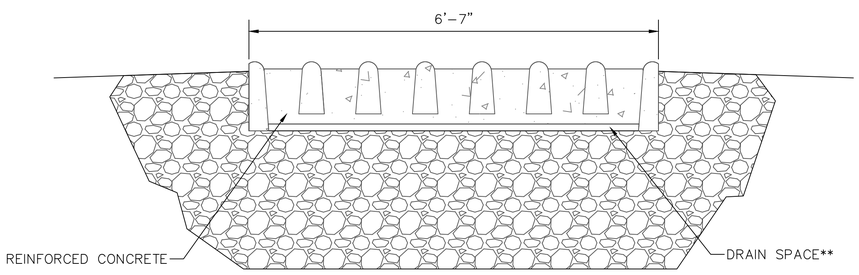
SIDE ELEVATION
NOT TO SCALE



PLAN VIEW
NOT TO SCALE



SECTION A–A
NOT TO SCALE



SECTION B–B
NOT TO SCALE

TEMPORARY CONSTRUCTION ENTRANCE PAD NOTES:

A) INSTALLATION:

1. AVOID LOCATION ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS, IF POSSIBLE, LOCATE WHERE PERMANENT ROADS WILL EVENTUALLY BE CONSTRUCTED.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
3. IF SLOPE TOWARDS THE PUBLIC ROAD EXCEEDS 2%, CONSTRUCT A 6 TO 8–INCH HIGH RIDGE WITH 3H:1V SIDE SLOPES ACROSS THE FOUNDATION APPROXIMATELY 15 FEET FROM THE EDGE OF THE PUBLIC ROAD TO DIVERT RUNOFF.
4. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES ALONG PUBLIC ROADS.
5. PLACE ROCK OR CRUSHED CONCRETE TO DIMENSIONS AND GRADE AS SHOWN ON PLANS. LEAVE SURFACE SMOOTH AND SLOPED FOR DRAINAGE.
6. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE.
7. CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH THE RECEIVING SEDIMENT CONTROL DEVICE.
8. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.13 (STABILIZED PAD)

B) TROUBLESHOOTING:

1. CONSULT WITH A QUALIFIED DESIGN PROFESSIONAL IF ANY OF THE FOLLOWING OCCUR:
   a. INADEQUATE RUNOFF CONTROL TO THE EXTENT THAT SEDIMENT WASHES ONTO PUBLIC ROAD – INSTALL DIVERSIONS OR OTHER RUNOFF CONTROL MEASURES.

   b. SMALL ROCK OR CRUSHED CONCRETE, THIN PAD, OR ABSENCE OF GEOTEXTILE FABRIC RESULTS IN RUTS AND MUDDY CONDITIONS AS ROCK OR CRUSHED CONCRETE IS PRESSED INTO SOIL – INCREASE ROCK OR CRUSHED CONCRETE SIZE OR PAD THICKNESS OR ADD GEOTEXTILE FABRIC.

   c. PAD TOO SHORT FOR HEAVY CONSTRUCTION TRAFFIC – EXTEND PAD BEYOND THE MINIMUM 50–FOOT LENGTH AS NECESSARY.

C) INSPECTION AND MAINTENANCE:

1. INSPECT ROCK PAD AND SEDIMENT DISPOSAL AREA WEEKLY AND AFTER 1/2–INCH OR GREATER STORM EVENTS.
2. RESHAPE PAD AS NEEDED FOR PROPER DRAINAGE AND RUNOFF CONTROL.
3. TOPDRESS WITH CLEAN 2–INCH ROCK OR CRUSHED CONCRETE AS NEEDED.
4. IMMEDIATELY REMOVE MUD OR SEDIMENT TRACKED OR WASHED ONTO PUBLIC ROAD. REPAIR ANY BROKEN ROAD PAVEMENT IMMEDIATELY.
5. REMOVE ALL TEMPORARY ROAD MATERIALS FROM AREAS WHERE PERMANENT VEGETATION WILL BE ESTABLISHED.

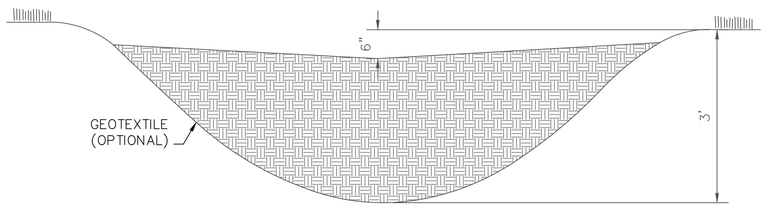
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
TEMPORARY CONSTRUCTION ENTRANCE

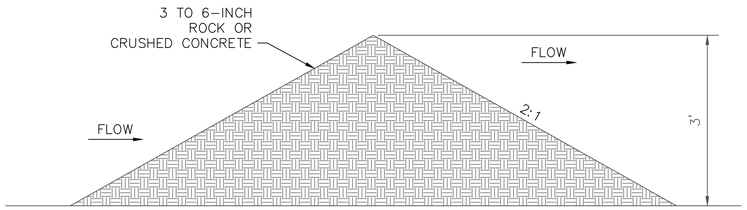
PROJ NO:	DATE:	SHEET:
FILENAME: 16_Temporary Construction Entrance.1504.dwg	BY:	16

DATE	REVISIONS
4/15	2015 Standards

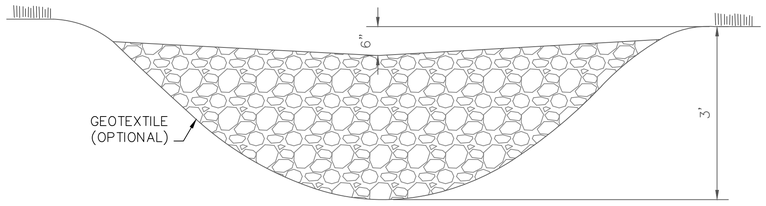
TEMPORARY CHECK DAM



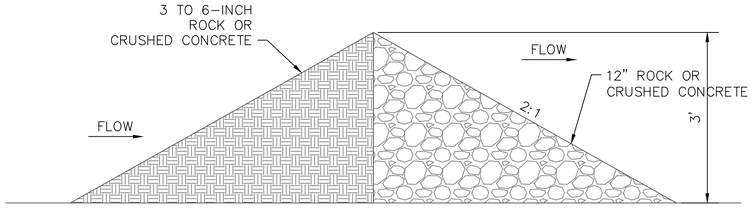
2 ACRES OR LESS OF DRAINAGE AREA
NOT TO SCALE



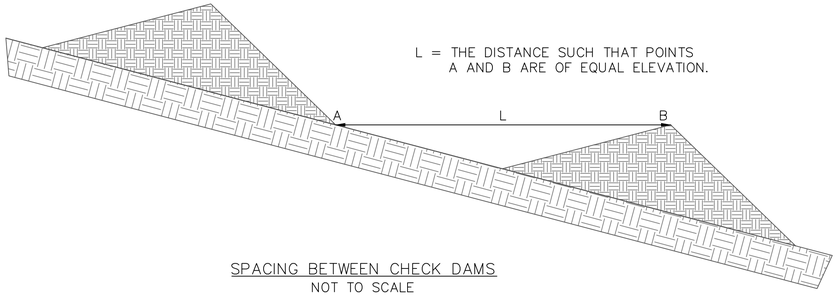
(SIDE VIEW)
NOT TO SCALE



2–10 ACRES OR LESS OF DRAINAGE AREA
NOT TO SCALE



(SIDE VIEW)
NOT TO SCALE



SPACING BETWEEN CHECK DAMS
NOT TO SCALE

TEMPORARY CHECK DAM NOTES:

A) CONSTRUCTION:

1. THE DRAINAGE AREA OF THE DITCH OR SWALE BEING PROTECTED SHALL NOT EXCEED 2 ACRES WHEN 3 TO 6 INCHES OF MATERIAL IS USED ALONE AND SHALL NOT EXCEED 10 ACRES WHEN A COMBINATION OF 12" MATERIAL AND 3 TO 6 INCH MATERIAL IS USED. AN EFFORT SHOULD BE MADE TO EXTEND THE MATERIAL TO THE TOP OF CHANNEL BANKS.
2. THE MAXIMUM HEIGHT OF THE DAM SHALL BE 3 FEET. THE CENTER OF THE CHECK DAM IS AT THE SAME ELEVATION AS THE TOP OF THE OUTER EDGES.
3. FOR ADDED STABILITY, THE BASE OF THE CHECK DAM CAN BE KEYED INTO THE SOIL APPROXIMATELY 6 INCHES.
4. THE MAXIMUM SPACING BETWEEN THE DAMS SHOULD BE SUCH THAT THE TOE OF THE UPSTREAM DAM IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSTREAM DAM.
5. MATERIAL SHOULD BE PLACED ACCORDING TO THE CONFIGURATION TO THE LEFT. HAND OR MECHANICAL PLACEMENT WILL BE NECESSARY TO ACHIEVE COMPLETE COVERAGE OF THE DITCH OR SWALE AND TO ENSURE THAT THE CENTER OF THE DAM IS LOWER THAT THE EDGES.
6. GEOTEXTILE MAY BE USED UNDER THE ROCK OR CRUSHED CONCRETE TO PROVIDED A STABLE FOUNDATION AND TO FACILITATE REMOVAL OF THE MATERIAL.

B) INSPECTION AND MAINTENANCE:

1. CHECK DAMS SHOULD BE CHECKED FOR SEDIMENT ACCUMULATION AFTER EACH STORM EVENT OF THE 1/2–INCH OR GREATER. SEDIMENT SHOULD BE REMOVED WHEN IT REACHES ONE HALF OF THE ORIGINAL HEIGHT OF THE DAM.
2. REGULAR INSPECTIONS SHOULD BE MADE TO ENSURE THAT THE CENTER OF THE DAM IS LOWER THAN THE EDGES. EROSION CAUSED BY HIGH FLOWS AROUND THE EDGES OF THE DAM SHOULD BE CORRECTED.
3. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.3 FOR THE SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

C) REMOVAL OF PRACTICE:

1. ALTERNATE CHECK DAM MATERIAL INCLUDES SEDIMENT FENCE (REINFORCED).
2. SEDIMENT FENCE OR STRAW BALE BARRIER MAY BE USED WHEN CONTRIBUTING DRAINAGE AREA IS 1 ACRE OR LESS, OR AS APPROVED BY THE CITY.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

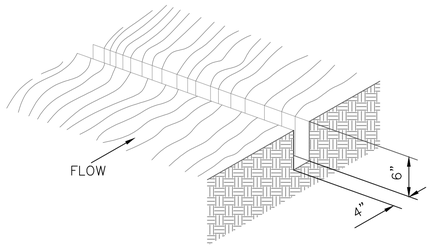
STANDARD DETAILS
TEMPORARY CHECK DAM

PROJ NO:	DATE:	SHEET:
FILENAME: 17_Temporary Check Dam.1504.dwg	BY:	17

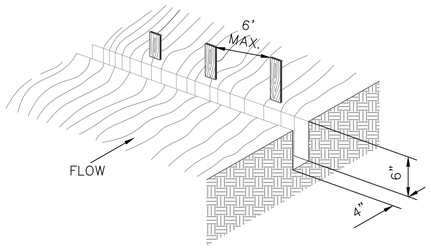
DATE	REVISIONS
4/15	2015 Standards

SEDIMENT FENCE

1. EXCAVATE A 6"x4" TRENCH.

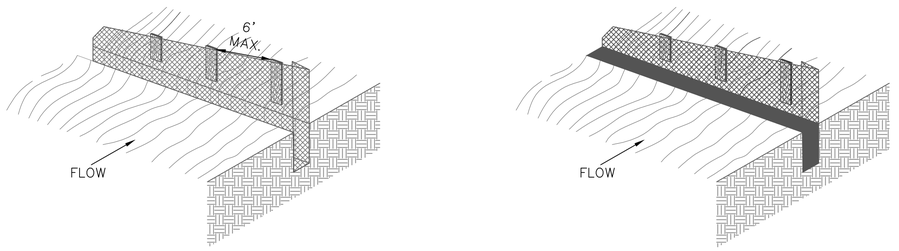


2. SET THE STAKES ALONG THE DOWN SLOPE SIDE OF THE TRENCH.

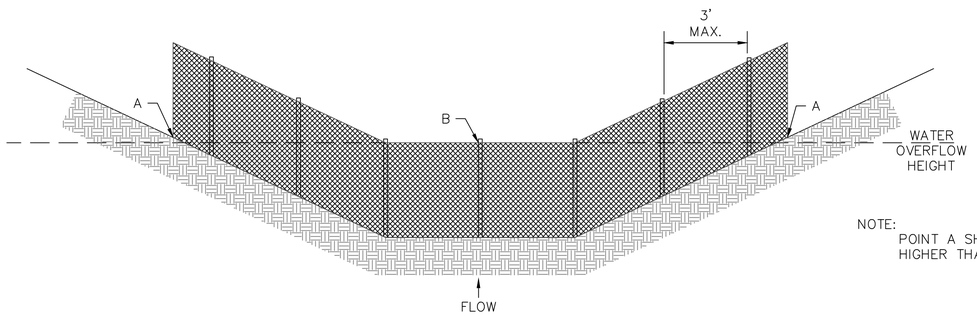


3. STAPLE GEOTEXTILE MATERIAL TO STAKES AND EXTEND IT INTO AND AROUND THE BOTTOM OF THE TRENCH.

4. BACKFILL AND COMPACT THE EXCAVATION SOIL OVER THE GEOTEXTILE IN THE TRENCH.



SHEET FLOW INSTALLATION
(PERSPECTIVE VIEW)
NOT TO SCALE



NOTE:
POINT A SHOULD BE HIGHER THAN POINT B.

DRAINAGEWAY INSTALLATION
(FRONT VIEW)
NOT TO SCALE

SEDIMENT FENCE NOTES:

A) INSTALLATION:

1. THE HEIGHT OF SEDIMENT FENCE SHALL BE A MINIMUM OF 16 INCHES ABOVE THE ORIGINAL GROUND SURFACE AND SHALL EXCEED 34 INCHES ABOVE THE GROUND SURFACE.
2. THE FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL OUT OF THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE UNAVOIDABLE, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT SUPPORT POSTS, WITH A MIN. 6–INCH OVERLAP.
3. DIG A TRENCH AT LEAST 6 INCHES DEEP AND 4 INCHES WIDE ALONG TRENCH ALIGNMENT.
4. DRIVE POSTS AT LEAST 24 INCHES INTO THE GROUND ON THE DOWNSLOPE SIDE OF THE TRENCH. SPACE POSTS A MAXIMUM OF 6 FEET APART.
5. EXTRA–STRENGTH SEDIMENT FENCE FABRIC SHALL BE USED. POSTS FOR THIS TYPE OF FABRIC SHALL BE PLACED A MAXIMUM OF 6 FEET APART. THE SEDIMENT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING A MAXIMUM OF ONE INCH LONG, HEAVY–DUTY WIRE STAPLES OR TIE WRAPS, AND EIGHT INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
6. PLACE THE BOTTOM 1 FOOT OF FABRIC IN THE MINIMUM–OF–6–INCH DEEP TRENCH, LAPPING TOWARD THE UPSLOPE SIDE. BACKFILL WITH COMPACTED EARTH OR GRAVEL.
7. IF A SEDIMENT FENCE IS TO BE CONSTRUCTED ACROSS A DITCH LINE OR SWALE, IT MUST BE OF SUFFICIENT LENGTH TO ELIMINATE ENDFLOW, AND THE PLAN CONFIGURATION SHALL RESEMBLE AN ARC OR HORSESHOE WITH THE ENDS ORIENTED UPSLOPE. EXTRA–STRENGTH FILTER FABRIC SHALL BE USED FOR THIS APPLICATION WITH A MAXIMUM OF 3–FOOT SPACING OF POSTS.
8. TO REDUCE MAINTENANCE, EXCAVATE A SHALLOW SEDIMENT STORAGE AREA IN THE UPSLOPE SIDE OF THE FENCE. PROVIDE GOOD ACCESS IN AREAS OF HEAVY SEDIMENTATION FOR CLEAN OUT AND MAINTENANCE.
9. SEDIMENT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS ESTABLISHED PERMANENT VEGETATION.
10. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.4 (SEDIMENT FENCE).

B) TROUBLESHOOTING:

1. DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES, BEFORE FENCE INSTALLATION SO UTILITIES ARE NOT DISTURBED.
2. GRADE ALIGNMENT OF FENCE AS NEEDED TO PROVIDE A BROAD, NEARLY LEVEL AREA UPSTREAM OF FENCE TO ALLOW SEDIMENT COLLECTION AREA.

C) INSPECTION AND MAINTENANCE:

1. INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
2. SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE, OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY.
3. REMOVE SEDIMENT DEPOSITS AS DIRECTED BY ENGINEER TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. AVOID DAMAGING OR UNDERMINING THE FENCE DURING CLEANOUT. SEDIMENT ACCUMULATION SHOULD NOT EXCEED 1/2 THE HEIGHT OF THE FENCE.
4. REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS, AND BEING THE AREA TO GRADE AND STABILIZE IT AFTER THE THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY AND COMPLETELY STABILIZED.
5. MATERIAL REMOVED FROM BMP'S SHALL BE WASTED ON SITES APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. DISPOSAL SITES SHALL ALSO BE ACCEPTABLE TO KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT, KANSAS DIVISION OF WATER RESOURCES, AND US ARMY CORP OF ENGINEERS.
6. SEE ESC 3–STANDARD SPECIFICATION, SUBSECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

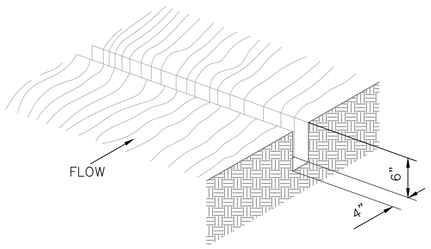
STANDARD DETAILS
SEDIMENT FENCE

PROJ NO:	DATE:	SHEET:
FILENAME: 18_Sediment Fence Details.1504.dwg	BY:	18

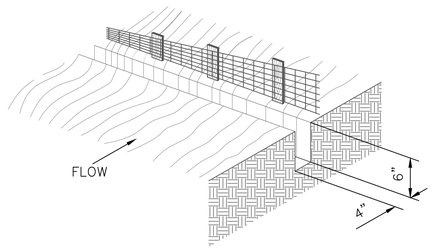
DATE	REVISIONS
4/15	2015 Standards

SEDIMENT FENCE (REINFORCED)

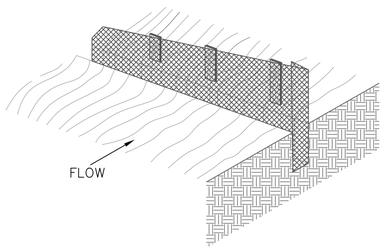
1. EXCAVATE A 6"x4" TRENCH.



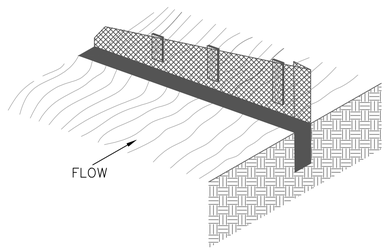
2. SET THE METAL T-POSTS OR FENCE POSTS ALONG THE DOWNSLOPE SIDE OF THE TRENCH. SECURE WIRE FENCING ON THE POSTS.



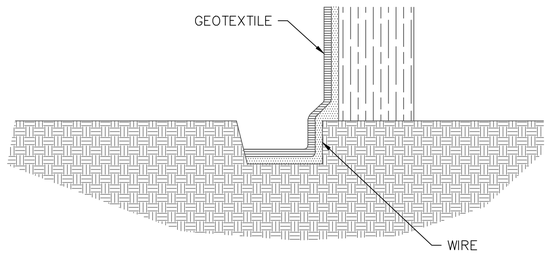
3. ATTACH THE GEOTEXTILE FABRIC TO THE WIRE FENCE AND EXTEND IT INTO AND AROUND THE BOTTOM OF THE TRENCH.



4. BACKFILL AND COMPACT THE EXCAVATION SOIL.



EXTENSION OF FABRIC AND WIRE INTO THE TRENCH
NOT TO SCALE



SECTIONAL FENCE ANCHOR DETAIL
NOT TO SCALE

SEDIMENT FENCE (REINFORCED) NOTES:

A) INSTALLATION:

1. FENCING SHALL BE 42-INCHES IN HEIGHT.
2. WIRE FENCE SHALL BE FASTENED SECURELY TO THE FENCE POSTS WITH WIRE TIES AND STAPLES. THE LOWER TENSION EIRE, BRACE, AND TRUSS RODS. DRIVE ANCHORS, AND POST CAPS ARE NOT REQUIRED EXCEPT ON THE ENDS OF THE FENCE.
3. SEDIMENT FENCE SHALL BE FASTENED SECURELY TO THE WIRE FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID-SECTION.
4. SEDIMENT FENCE AND WIRE SHALL BE EMBEDDED A MINIMUM OF 8-INCHES INTO THE GROUND.
5. WHEN TWO SECTIONS OF THE GEOTEXTILE FABRIC ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6-INCHES AND FOLDED.
6. WIRE FENCE WILL BE BETWEEN 9 AND 14 GAUGE AND SHALL HAVE A MAXIMUM MESH SPACING OF 6-INCHES.
7. SEDIMENT FENCE SHALL MEET THE FOLLOWING REQUIREMENTS FOR GEOTEXTILE CLASS F:. ADDITIONAL SPECIFICATIONS ARE FOUND IN ASTM 6461.

SEDIMENT FENCE REQUIREMENTS

TENSION STRENGTH	50 LB/IN OR MORE	ASTM 4632
TENSION MODULES	20 LB/IN OR MORE	ASTM 4632
FLOW RATE	0.3 GAL/FT²/MINUTE OR LESS	ASTM 5141
FILTERING EFFICIENCY	75% OR MORE	ASTM 5141

B) INSTALLATION:

1. THE HEIGHT OF SEDIMENT FENCE SHALL BE A MINIMUM OF 16 INCHES ABOVE THE ORIGINAL GROUND SURFACE AND SHALL EXCEED 34 INCHES ABOVE THE GROUND SURFACE.
2. THE FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL OUT OF THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE UNAVOIDABLE, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT SUPPORT POSTS, WITH A MIN. 6-INCH OVERLAP, AND SECURELY SEALED.
3. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES WIDE AND 6 INCHES DEEP ON THE UPSLOPE SIDE OF THE PROPOSED LOCATION OF THE FENCE.
4. WHEN WIRE SUPPORT IS USED, STANDARD-STRENGTH FILTER CLOTH MAY BE USED. POSTS FOR THIS TYPE OF INSTALLATION SHALL BE PLACED A MAXIMUM OF 10 FEET APART. THE WIRE MESH FENCE MUST BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MAXIMUM OF 2 INCHES AND SHALL NOT EXTEND MORE THAN 34 INCHES ABOVE THE ORIGINAL GROUND SURFACE. THE STANDARD-STRENGTH FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
5. IF A SEDIMENT FENCE IS TO BE CONSTRUCTED ACROSS A DITCH LINE OR SWALE, IT MUST BE OF SUFFICIENT LENGTH TO ELIMINATE ENDFLOW, AND THE PLAN CONFIGURATION SHALL RESEMBLE AN ARC OR HORSESHOE WITH THE ENDS ORIENTED UPSLOPE. EXTRA-STRENGTH FILTER FABRIC SHALL BE USED FOR THIS APPLICATION WITH A MAXIMUM OF 3-FOOT SPACING OF POSTS.
6. THE 4 INCH BY 6 INCH TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.
7. SEE ESC 3-STANDARD SPECIFICATION, SUBSECTION 4.4 (SEDIMENT FENCE).

C) INSPECTION AND MAINTENANCE:

1. INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
2. SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE, OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY.
3. MAINTENANCE SHALL BE PREFORMED AS DIRECTED BY ENGINEER AND SEDIMENT BUILD-UPS REMOVED WHEN BULGES DEVELOP IN THE SEDIMENT FENCE OR WHEN SEDIMENT REACHES 50% OF THE FENCE HEIGHT. AVOID DAMAGING OR UNDERMINING THE FENCE DURING CLEAN OUT.
4. REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS, AND BEING THE AREA TO GRADE AND STABILIZE IT AFTER THE THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY AND COMPLETELY STABILIZED.
5. MATERIAL REMOVED FROM BMP'S SHALL BE WASTED ON SITES APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. DISPOSAL SITES SHALL ALSO BE ACCEPTABLE TO KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT, KANSAS DIVISION OF WATER RESOURCES, AND US ARMY CORP OF ENGINEERS.
6. SEE ESC 3-STANDARD SPECIFICATION, SUBSECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

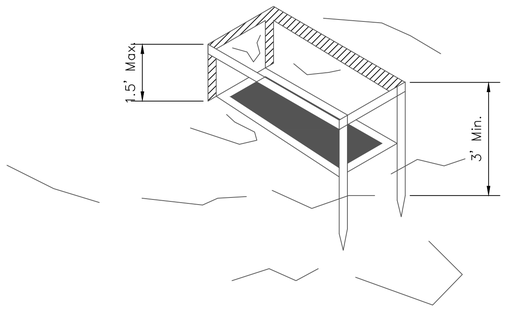
STANDARD DETAILS
SEDIMENT FENCE (REINFORCED)

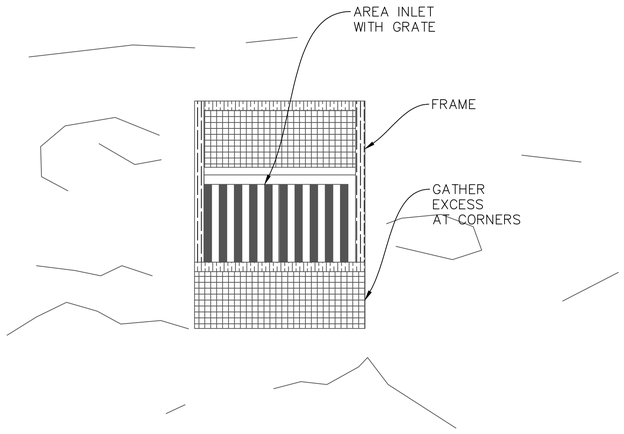
PROJ NO:	DATE:	SHEET:
FILENAME: 19_Sediment Fence (Reinforced) Details.1504.dwg	BY:	19

DATE	REVISIONS

SEDIMENT FENCE AREA INLET PROTECTION

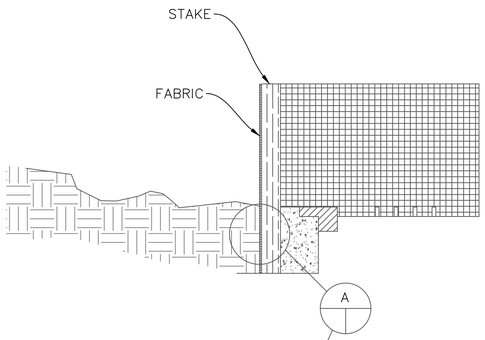
2'x4' WOOD FRAME

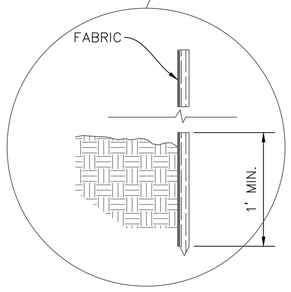




PERSPECTIVE VIEWS
NOT TO SCALE

ELEVATION OF STAKE AND FABRIC ORIENTATION





DETAIL A
NOT TO SCALE

SEDIMENT FENCE AREA INLET PROTECTION NOTES:

A) CONSTRUCTION SPECIFICATIONS:

1. SEDIMENT FENCE SHALL CONFORM TO THE CONSTRUCTION SPECIFICATIONS FOR EXTRA STRENGTH FOUND IN THE TABLE BELOW AND SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID JOINTS.

PHYSICAL PROPERTIES OF FABRIC IN SEDIMENT FENCE:

PHYSICAL PROPERTY	TEST	REQUIREMENTS
FILTERING EFFICIENCY	ASTM 5141	75%
TENSILE STRENGTH AT 20% (MAX.) ELONGATION	ASTM 4632 AASHTO M288-96	EXTRA STRENGTH-50LBS./LINEAR INCH
FLOW RATE	ASTM 5141	.3GAL./SQ.FT/ MINUTE**
ULTRAVIOLET RADIATION STABILITY %	ASTM D 4355	90%

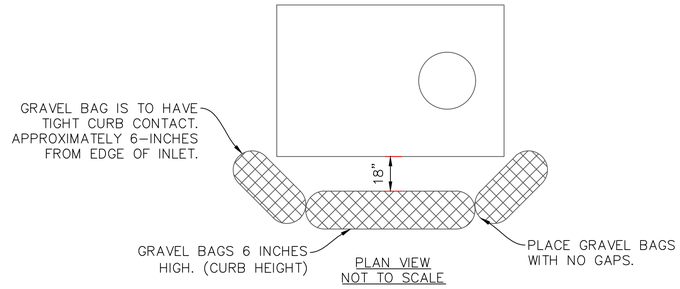
*REQUIREMENTS REDUCED BY 50% AFTER SIX MONTHS OF ISTALLATION.
** HIGH POROSITY FABRIC MAY BE ADDED, IF NECESSARY.

2. FOR STAKES, USE 2x4 WOOD OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 3 FEET.
3.SPACE STAKES EVENLY AROUND THE PERIMETER OF THE INLET A MAXIMUM OF 3 FEET APART, AND SECURELY DRIVE THEM INTO THE GROUND, APPROXIMATELY 18 INCHES DEEP.
4. TO PROVIDE NEEDED STABILITY TO THE INSTALLATION, FRAME WITH 2X4 WOOD STRIPS AROUND THE CREST OF THE OVERFLOW AREA AT A MAXIMUM OF 1.5 FEET ABOVE THE AREA INLET CREST.
5. PLACE THE BOTTOM 12 INCHES OF THE FABRIC IN A TRENCH AND BACKFILL THE TRENCH WITH 12 INCHES OF COMPACTED SOIL.
6. FASTEN FABRIC SECURELY BY STAPLES, OR WIRE IT TO THE STAKES AND FRAME. JOINTS MUST BE OVERLAPPED TO THE NEXT STAKE.
7. IT MAY BE NECESSARY TO BUILD A TEMPORARY DIKE ON THE DOWNSLOPE SIDE OF THE STRUCTURE TO PREVENT BYPASS FLOW.
8. SEE STANDARD SPECIFICATION, SECTION 4.4, USE REQUIREMENTS ON THIS DRAWING IF CONFLICTING REQUIREMENTS EXIST.

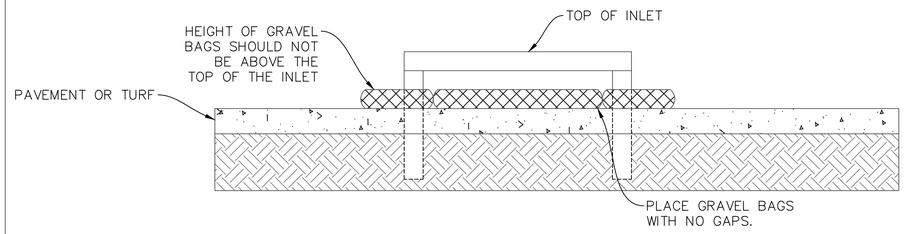
B) INSPECTION AND MAINTENANCE:

1. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN EVENT OF ½ INCH OR GREATER AND REPAIRS MADE AS NEEDED.
2. SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE HALF THE DESIGN DEPTH OF THE TRAP.
3. STRUCTURES SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE REMAINING DRAINAG AREA HAS BEEN PROPERLY STABILIZED.
4. SEE STANDARD SPECIFICATION, SECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS. USE REQUIREMENTS ON THIS DRAWING IF CONFLICTING REQUIREMENTS EXIST.

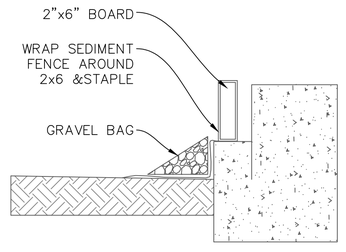
CURB INLET PROTECTION USE WITH SUMP INLETS ONLY



PLAN VIEW
NOT TO SCALE



FRONT VIEW
NOT TO SCALE



FOR PROTECTION PRIOR TO POURING THROAT

DETAIL A
NOT TO SCALE

GENERAL NOTES:
1. CONTRACTORS TO ENSURE THAT GRAVEL IS WELL GRADED GRAVEL WITH AT LEAST 20% PASSING A NO. 4 SIEVE.

CURB INLET PROTECTION NOTES:

A) INSTALLATION:

1. SEE STANDARD SPECIFICATION, SECTION 4.12 (INLET PROTECTION AND SECTION 4.9 (GRAVEL BAGS).
2. IMMEDIATELY FOLLOWING INLET CONSTRUCTION AND PRIOR TO CONSTRUCTION OF CURB AND INLET THROAT, PROTECT INLET OPENING BY INSTALLING 2"x 6" BOARD AND SEDIMENT FENCING ACROSS INLET OPENING IN ACCORDANCE WITH DETAIL A.

B) INSPECTION AND MAINTENANCE:

1. CONTRACTOR TO CLEAN OUT SEDIMENT AFTER EACH SIGNIFICANT RAINFALL. ANY SEDIMENT DEPOSITED INTO INLET SHALL BE PROMPTLY REMOVED.
2. DURING CONSTRUCTION OF RESIDENTIAL SUBDIVISIONS, THE FILTER BAG SHALL BE REPLACED BEFORE BAG MATERIAL BECOMES DEGRADED. ANY GRAVEL DEPOSITED INTO THE INLET SHALL BE PROMPTLY REMOVED.
3. SEE STANDARD SPECIFICATION, SECTION 4.3 FOR SEDIMENT REMOVAL AND DISPOSAL REQUIREMENTS.

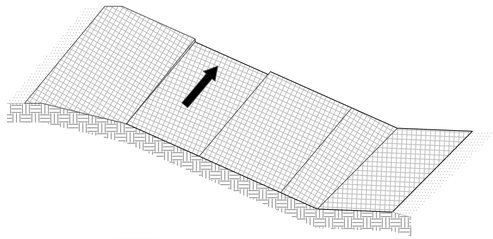
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
STANDARD EROSION CONTROL

PROJ NO:	DATE:	SHEET:
FILENAME: 20_Erosion Control Detail.1504.dwg	BY:	20

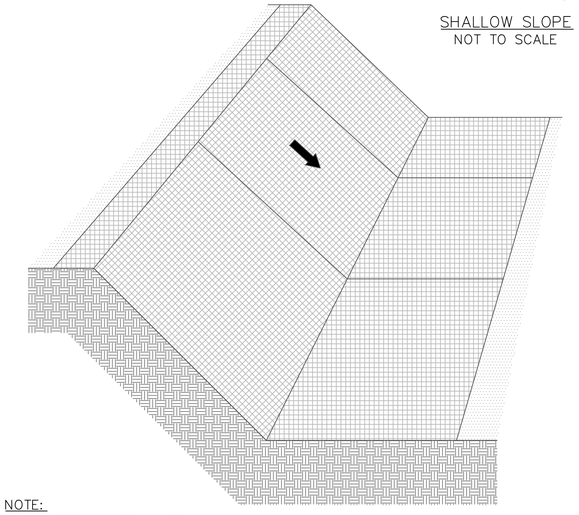
DATE	REVISIONS

EROSION CONTROL BLANKET (1)



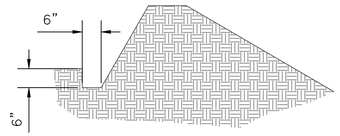
NOTE:
ON SHALLOW SLOPES, PROTECTIVE EROSION CONTROL BLANKETS MAY BE APPLIED ACROSS THE SLOPE.

SHALLOW SLOPE
NOT TO SCALE



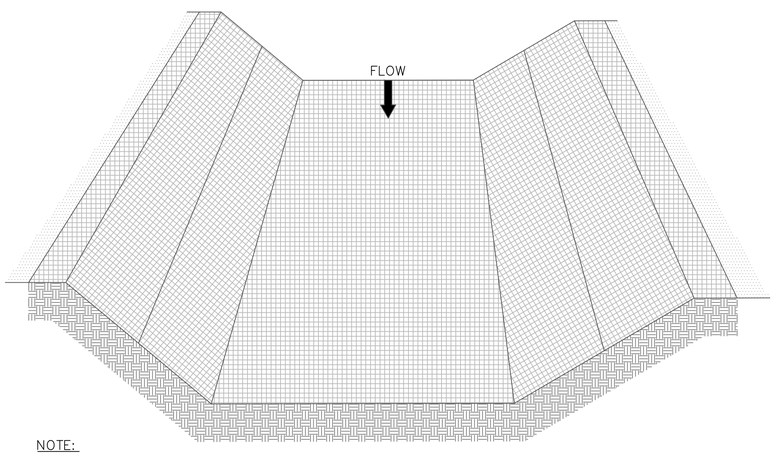
NOTE:
ON STEEP SLOPES, APPLY PROTECTIVE BLANKET PERPENDICULAR TO THE DIRECTION OF FLOW AND ANCHOR SECURELY.

STEEP SLOPE
NOT TO SCALE



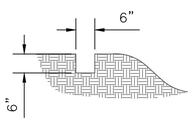
NOTE:
WHEN THERE IS A BERM AT THE TOP OF THE SLOPE, BRING THE MATERIAL OVER THE BERM AND ANCHOR IT BEHIND THE BERM.

SLOPE BERM
NOT TO SCALE



NOTE:
IN DITCHES, APPLY PROTECTIVE COVERING PARALLEL, TO THE DIRECTION OF FLOW. USE CHECK SLOTS AS REQUIRED. AVOID JOINING MATERIALS IN THE CENTER OF THE DITCH IF AT ALL POSSIBLE. FOLLOW BLANKET MANUFACTURER'S RECOMMENDATIONS FOR ALLOWABLE VELOCITY AND SHEAR STRESS.

DITCH
NOT TO SCALE



NOTE:
BRING MATERIAL DOWN TO A LEVEL AREA BEFORE TERMINATING THE INSTALLATION.

TOP OF SLOPE BLANKET ANCHOR SLOT
NOT TO SCALE

EROSION CONTROL BLANKET NOTES (1):

A) SITE PREPARATION:

AFTER SITE HAS BEEN SHAPED AND GRADED, PREPARE A FRIABLE SEEDBED RELATIVELY FREE FROM CLODS AND ROCKS MORE THAN 1 1/2 INCHES IN DIAMETER AND ANY FOREIGN MATERIAL THAT WILL PREVENT UNIFORM CONTACT OF THE PROTECTIVE COVERING WITH THE SOIL SURFACE.

B) PLANTING:

LIME, FERTILIZE, AND SEED IN ACCORDANCE WITH SEEDING OR PLANTING PLAN. WHEN USING JUTE MESH ON A SEEDED AREA, APPLY APPROXIMATELY ONE HALF THE SEED AFTER LAYING THE MAT. THE PROTECTIVE COVERING CAN BE LAID OVER SPRIGGED AREAS WHERE SMALL GRASS PLANTS HAVE BEEN INSERTED INTO THE SOIL. WHERE GROUND COVERS ARE TO BE PLANTED, LAY THE PROTECTIVE COVERING FIRST AND THEN PLANT THROUGH THE MATERIAL AS PER PLANTING PLAN.

C) LAYING AND STAPLING:

IF INSTRUCTIONS HAVE BEEN FOLLOWED, ALL NEEDED CHECK SLOTS WILL HAVE BEEN INSTALLED, AND THE PROTECTIVE COVERING WILL BE LAID ON A FRIABLE SEEDBED FREE FROM CLODS, ROCKS, ROOTS, ETC. THAT MIGHT IMPEDE GOOD CONTACT.

1. START LAYING THE PROTECTIVE COVERING FROM THE TOP OF THE CHANNEL OR SLOPE AND UNROLL DOWN–GRADE. ALLOW TO LAY LOOSELY ON SOIL, DO NOT STRETCH.
2. UPSLOPE ENDS OF THE BLANKET SHOULD BE BURIED IN THE ANCHOR SLOT NO LESS THAN 6–INCHES DEEP. TAMP EARTH.
3. FIRMLY OVER THE MATERIAL, WHEN TOP IS RELATIVELY FLAT, EXTEND BLANKET ABOUT 40 INCHES AWAY FROM THE SLOPE, STAPLE THE MATERIAL AT A MINIMUM OF EVERY 12 INCHES ACROSS THE TOP END.
4. EDGES OVER THE MATERIAL SHALL BE STAPLED EVERY 3 FEET. WHERE MULTIPLE WIDTHS ARE LAID SIDE BY SIDE, THE ADJACENT EDGES SHALL BE OVERLAPPED A MINIMUM OF 6 INCHES AND STAPLED TOGETHER.
5. STAPLES SHALL BE PLACED DOWN THE CENTER, STAGGERED WITH THE EDGES AT 3 FOOT INTERVALS.
6. SEE ESC STANDARD SPECIFICATION, SUBSECTION 3.8 (EROSION CONTROL BLANKETS).

D) TROUBLESHOOTING:

CONSULT WITH A QUALIFIED DESIGN PROFESSIONAL, IF ANY OF THE FOLLOWING OCCUR:

1. MOVEMENT OF THE BLANKET OR EROSION UNDER THE BLANKET IS OBSERVED.
2. VARIATIONS IN TOPOGRAPHY ON THE SITE INDICATE EROSION CONTROL MAT WILL NOT FUNCTION AS INTENDED, CHANGES IN PLAN MAY BE NEEDED, OR A BLANKET WITH A SHORTER OR LONGER LIFE MAY BE NEEDED.
3. DESIGN SPECIFICATIONS FOR SEED VARIETY, SEEDING DATES, OR EROSION CONTROL MATERIALS CANNOT BE MET, SUBSTITUTION MAY BE REQUIRED, UNAPPROVED SUBSTITUTIONS COULD RESULT IN FAILURE TO ESTABLISH VEGETATION.

E) MAINTENANCE AND INSPECTION:

INSPECTION CONTROLS AFTER EACH RAIN EVENT OF 1/2 INCH OR GREATER, AND EVERY 7 DAYS UNTIL VEGETATION IS ESTABLISHED, FOR EROSION OR UNDERMINING BENEATH THE NETTING, BLANKETS, OR MATS. IF ANY AREA SHOWS EROSION, PULL BACK THAT PORTION OF THE MATERIAL, ADD SOIL, TAMP DOWN, AND RESEED; RESECURE THE MATERIAL IN PLACE, IF NETTING, BLANKETS OR MATS BECOME DISLOCATED OR DAMAGED, REPAIR OR REPLACE AND RESECURE IMMEDIATELY.

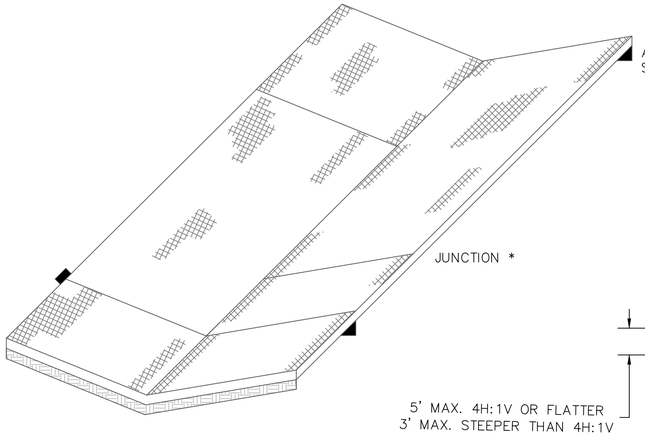
NOTE:
REFER TO ESC–16.1, EROSION CONTROL BLANKETS (2), FOR MORE EROSION CONTROL APPLICATIONS AND NOTES.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
EROSION CONTROL BLANKET 1 OF 3

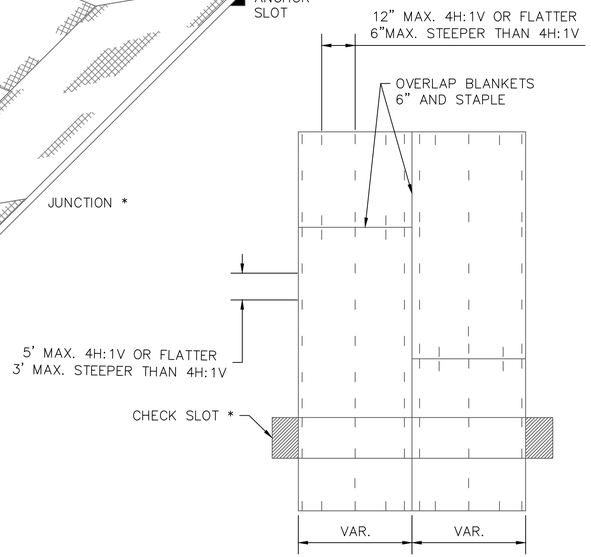
PROJ NO:	DATE:	SHEET:
FILENAME: 21_Erosion Control Blanket1.1504.dwg	BY:	21

DATE	REVISIONS



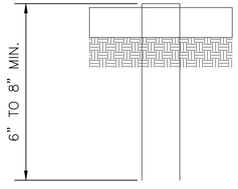
NOTE:
* JUNCTION OVERLAP TOP BLANKET 6 INCHES MINIMUM AND STAPLE EVERY 6 INCHES ACROSS.

ISOMETRIC VIEW
NOT TO SCALE



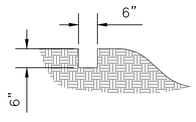
PLAN VIEW
STAPLING DIAGRAM
NOT TO SCALE

NOTE:
* CHECK SLOTS AT 50' INTERVALS: NOT REQUIRED WITH ALL COMBINATION BLANKETS.



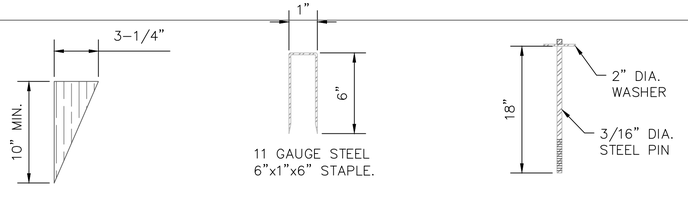
NOTE:
STAPLE FORMED FROM NO. 11 STEEL WIRE.
MIN. 8" STAPLE LENGTH FOR SANDY SOIL.
MIN. 6" STAPLE LENGTH FOR OTHER SOIL.

STAPLE
NOT TO SCALE



ANCHOR SLOT
NOT TO SCALE

EROSION CONTROL BLANKET
INSTALLATION FOR CHANNELS



1. STAKE
SEE NOTE 1

2. STAPLE
SEE NOTE 2

3. PIN
SEE NOTE 3

STAKES, STAPLES, AND PINS FOR
INSTALLATION OF ROLLED EROSION
CONTROL PRODUCTS
NOT TO SCALE

EROSION CONTROL BLANKET NOTES (2):

F) STAPLES:

STAPLES FOR ANCHORING BLANKET SHALL BE NO. 11-GAUGE WIRE OR HEAVIER. THEIR LENGTH SHALL BE A MINIMUM OF 6 INCHES. A LARGER STAPLE WITH A LENGTH OF UP TO 12 INCHES SHALL BE USED ON LOOSE, SANDY, OR UNSTABLE SOILS.

G) JOINING PROTECTIVE COVERINGS:

OVERLAP THE END PREVIOUS ROLL A MINIMUM OF 6 INCHES AND STAPLE ACROSS THE END OF THE ROLL JUST BELOW THE ANCHOR SLOT AND ACROSS THE MATERIAL EVERY 6 INCHES.

H) TERMINAL END:

AT THE POINT AT WHICH THE MATERIAL IS DISCONNECTED, OR WHERE THE PROTECTIVE COVERING MEETS A STRUCTURE OR SOME TYPE, STAPLE A MINIMUM OF EVERY 12 INCHES.

I) FINAL CHECK:

THIS INSTALLATION CRITERIA MUST BE ADHERED TO:
1. ALL DISTURBED ARE ARE SEEDED.
2. PROTECTIVE BLANKET IS IN UNIFORM CONTACT WITH THE SOIL.
3. ALL LAP JOINTS ARE SECURE.
4. ALL STAPLES ARE DRIVEN FLUSH WITH THE GROUND.

NOTE:

NOTE:

APPROXIMATELY 200 STAPLES ARE REQUIRED PER 100 SQ. YDS. OF MATERIAL ROLL. ANCHOR SLOTS, JUNCTION SLOTS, AND CHECK SLOTS TO BE BURIED 6" TO 12" DEEP.

STAKES, STAPLES, AND PINS NOTES:
GENERAL NOTES:

1. STAKES SHALL BE 1x4 TRIANGULAR SURVEY STAKES A MINIMUM OF 10" LONG.
2. STAPLES SHALL BE 11-GAUGE STEEL A MINIMUM OF 1" WIDE BY 6" LONG. A 2"x8" STAKE MAY BE REQUIRED IN CERTAIN SOIL CONDITIONS.
3. STEEL PINS SHALL BE 3/16 DIAMETER BY 18" LONG WITH A 2" DIAMETER WASHER ON TOP (SEE ILLUSTRATIONS).
4. ANCHORING METHODS AND RECOMMENDATIONS VARY BY MANUFACTURERS. THE EXPECTATION OF HIGH VELOCITIES SHOULD DICTATE THE USE OF MORE SUBSTANTIAL ANCHORING.

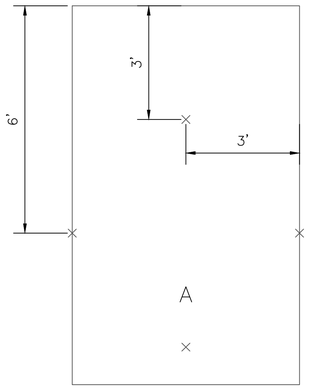
CITY OF SALINA, KANSAS
PUBLIC WORKS - ENGINEERING - UTILITIES

STANDARD DETAILS
EROSION CONTROL BLANKET 2 OF 3

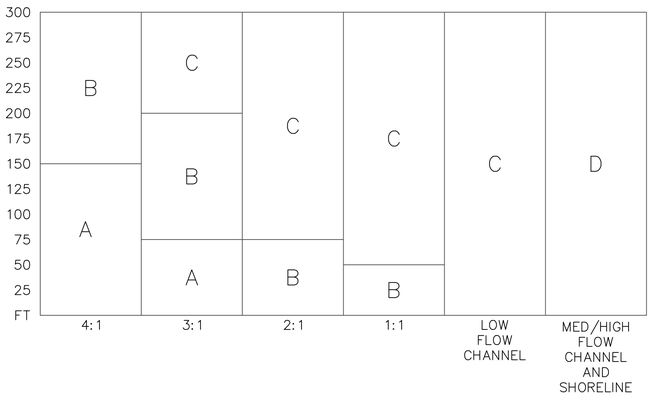
PROJ NO:	DATE:	SHEET:
FILENAME: 22_Erosion Control Blanket2.1504.dwg	BY:	22

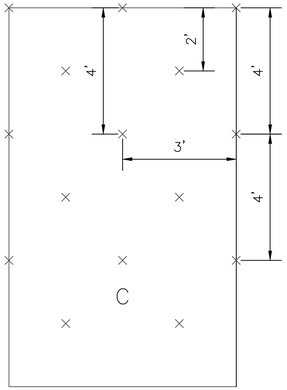
DATE	REVISIONS

STAPLE PATTERNS FOR ROLLED EROSION CONTROL PRODUCTS

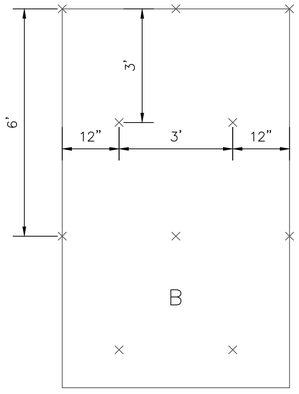


1 STAPLE PER SQ. YD.



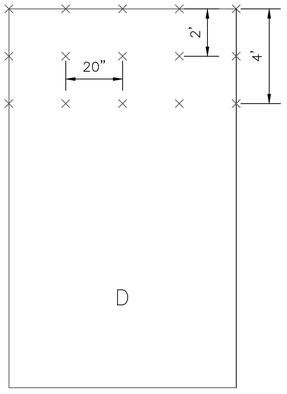


2 STAPLE PER SQ. YD.



1 1/2 STAPLE PER SQ. YD.

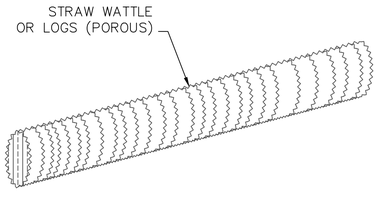
GENERAL STAPLE PATTERN
GUIDE AND RECOMMENDATIONS
FOR ROLLED EROSION CONTROL PRODUCTS
NOT TO SCALE



3 1/2 STAPLE PER SQ. YD.

A) NOTES:

1. FOR OPTIMUM RESULTS, THESE RECOMMENDED STAPLE PATTERN GUIDES MUST BE FOLLOWED UNLESS OTHERWISE DICTATED BY THE MANUFACTURER. SUGGESTED ANCHORING METHODS VARY BY MANUFACTURER. THIS CHART SHOWS HOW SLOPE LENGTHS AND GRADIENTS AFFECT STAPLING PATTERNS.



STRAW WATTLES OR LOGS
NOT TO SCALE

A) NOTES:

1. STRAW WATTLES OR LOGS MUST BE USED FOR LOW SURFACE FLOWS ONLY.
2. PRODUCTS MUST BE INSTALLED AS PER MANUFACTURE'S RECOMMENDATIONS WITH CARE TAKEN TO TIGHTLY BUTT ENDS OF ADJOINING WATTLES TOGETHER. DO NOT OVERLAP.
3. ENDS OF WATTLES SHALL BE TURN UPHILL TO POND RUNOFF.
4. SEDIMENT SHALL BE REMOVED WHEN IT REACHES 1/2 THE HEIGHT OF THE WATTLE.
5. WATTLES MUST BE REPLACED WHEN TORN, COLLAPSED, OR DAMAGED.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
EROSION CONTROL BLANKET 3 OF 3

PROJ NO:	DATE:	SHEET:
FILENAME: 23_Erosion Control Blanket3.1504.dwg	BY:	23

DATE	REVISIONS
4/15	2015 Standards

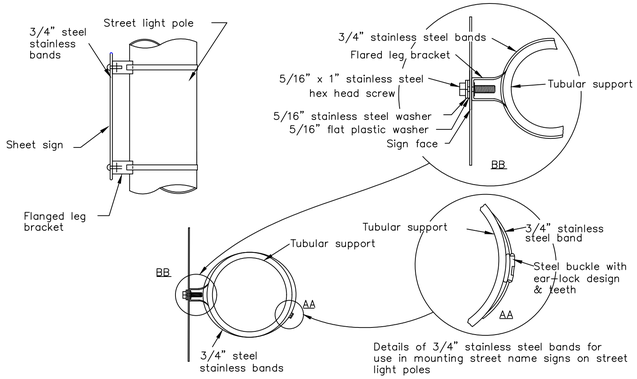
Permenant Signing General Notes

1. All permanent signing shall be provided and installed by the contractor as indicated in the plans and specifications, and according to the City of Salina standard details.
2. All letter, number and symbol sizes, spacing and sign colors shall conform to the current Manual on Uniform Traffic Ccontrol Devices (MUTCD).
3. All school signing shall have a fluorescent yellow–green background with a black legend and border. All other warning signs shall have a standard yellow background.
4. The contractor is responsible for avoiding any and all utilities when setting sign posts and will be required to coordinate his activities with all utility companies, including the City of Salina, for street light, traffic signage, water and wastewater, fiber optic facilities whether their facilities is indicated on the plans or not.
5. All new signs shall be located within public right–of–way.
6. All sign sheeting shall be a minimum of High Intensity Prismatic Type III or per ASTM D4956 (unless otherwise indicated in the plans or specifications).
7. All sign blank material shall be made of 0.08" aluminum except all overhead street name signs shall be made of 0.125" aluminum.
8. Existing street name signs in the way of construction:
   The street name signs shall be relocated out of the way of construction but in a conspicuous location for the driving public and emergency providers. The street name signs shall be reinstalled in their proper location as soon as possible unless otherwise indicated. The removal and re–installation of existing signs will be considered subsidiary to other bid items.
9. Signs shown to be installed on the side of poles shall be mounted by stainless steel mounting bands as detailed in the plans. All R10 series signs installed on a traffic signal mast arm shall be mounted with astro brackets as specified.
10. All post mounted signs shall be mounted on breakaway sign posts according to the standard details.
11. All signs and posts shown in the plans shall be new unless otherwise indicated in the plans or by the City Engineer.
12. All existing regulatory signs and warning signs street name signs will be used in place during construction and protected from damage unless otherwise indicated in the plans. If the contractor damages any existing sign or posts during construction, he shall be required to reinstall new signs and posts of the same type to replace the damaged equipment.
13. Any existing permanent signs removed by the contractor for construction purposes other than stop signs, yield signs or street name signs shall be stockpiled in one location and delivered to the Public Works/Traffic Control Facility. Contact Dennis DeWitt at 309–5750 to arrange for the delivery of the stockpiled signs. At least 24–hour advance notice shall be provided. The contractor shall be responsible for removing and stockpiling equipment in good condition and is fully responsible for the equipment until they are delivered to the maintenance facility.
14. All stop, yield, warning signs, and street name signs shall be maintained in a conspicuous location for the driving public. All stop and yield signs removed for construction purposes can be temporarily erected in reflectorized drums (no less than 7 feet vertical from grade) until they can be re–installed. any temporary stop or yield sign installation to be left in place overnight will require prior approval from the City Engineer.
15. All existing signs, other than stop, yield, warning signs, or street name signs, shown to be used in place shall be protected from damage by the contractor. The contractor may temporarily remove the sign and post to prevent damage at the approval of the City Engineer. Storage of the signs & posts is the responsibility of the contractor.

Instructions for Disassembly and Return of Traffic Sign Equipment

The following is a list of traffic sign equipment which shall be salvaged and returned to the City of Salina, unless otherwise instructed by the City Engineer. The city maintains first right of refusal of any of the equipment listed. The project inspector will make an on–site assessment to determine if the equipment should be salvaged or disposed. Any equipment that will not be salvaged shall become property of the contractor.

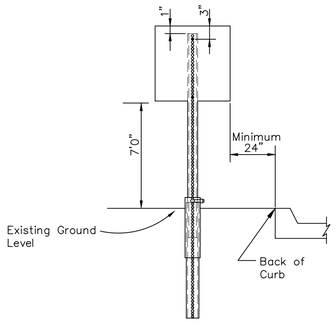
1. All traffic signs shall be removed from sign posts, signal poles or street light poles and be returned.
2. All astro brackets shall be removed from the tubular support and returned. Do not cut the astro bracket cable.
3. All traffic sign posts shall be removed and returned unless it is bent. If the sign post or pole was mounted in concrete, the post or pole shall be discarded upon removal.
4. Any hardware (i.e. bolts, bandit material, ect.) involved in mounting the sign must be discarded.
5. All flashing beacon assemblies shall be returned, including solar panels, poles, cabinet and internal components. Solar panels and signs shall be removed prior to returning. Screw–in foundations shall be cleaned of dirt and debris and returned with bolt and anchor studs.
6. All traffic sign equipment to be returned shall be returned in the same condition as it was prior to removal. Disassembly of equipment shall be done prior to returing the equipment to the Public Works/Traffic Control Facility 412 E. Ash.



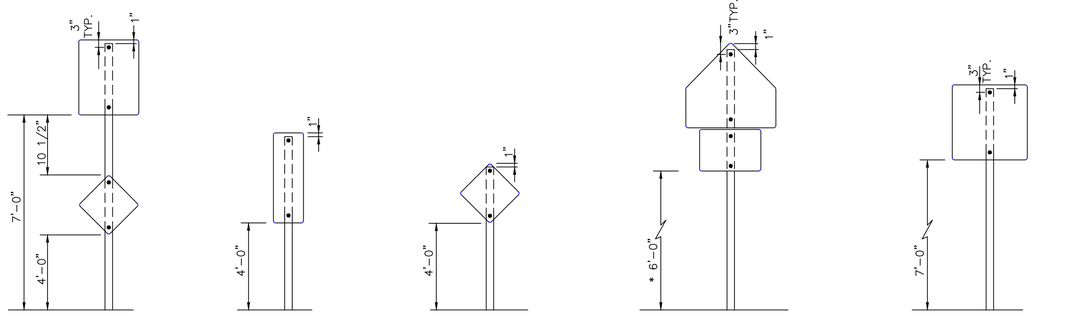
Sign Mounting Detail (Vertical Pole)

Notes:

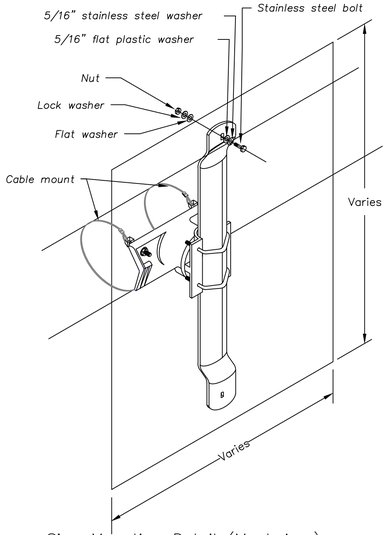
1. Signs on tubular supports shall be attached with two (2) brackets and stainless steel bands.
2. Holes in sign for attachment to the mounting brackets shall be offset a minimum of 2" from the edge of sign.
3. Holes in sign shall be located such that the sign is level.
4. Signs installed on mast arms shall be mounted with astro brackets as specified.



Traffic Sign Installation Detail



Sign Mounting Details



Sign Mounting Detail (Mast Arm)
(Does not apply to overhead street name signs)

Pavement Installation Sequence

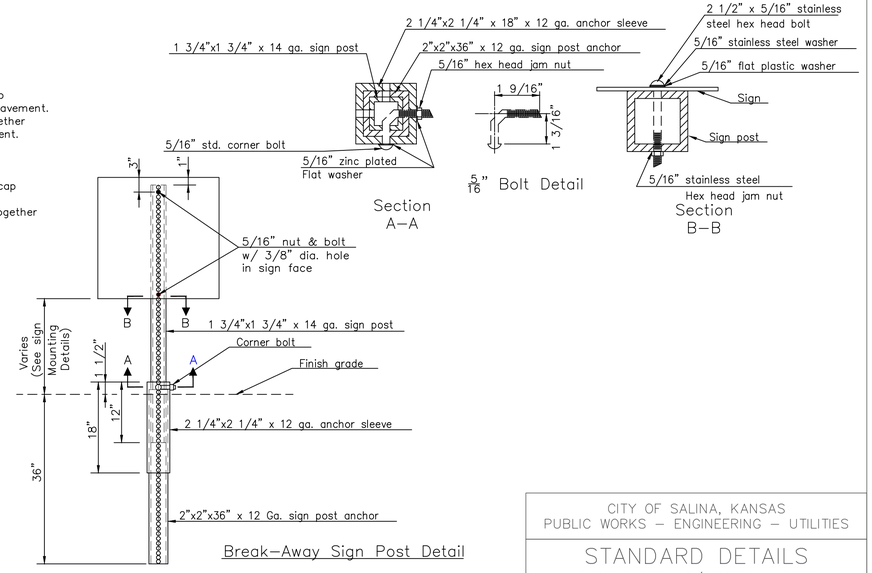
1. Sign post anchor driven partially into subgrade using a drive cap with sledge or power equipment prior to the placement of the pavement.
2. Anchor sleeve slipped over anchor and driven into subgrade together with the sign post anchor prior to the placement of the pavement.
3. Insert sign post into the post anchor and bolt in place.

Ground Installation Sequence

1. Sign post anchor driven partially into the ground using a drive cap with sledge or power equipment.
2. Anchor sleeve slipped over anchor and driven into the ground together with the sign post anchor.
3. Insert sign post into the post anchor and bolt in place.

NOTE: In all installations the first hole above the finished grade level in all three units must be in line for insertion of the corner bolt.

All corner bolts and nuts for fastening the signs and sign post assembly and all washers shall comply with appropriate sections of the standard specifications (latest edition) and shall be a subsidary item.



Break–Away Sign Post Detail

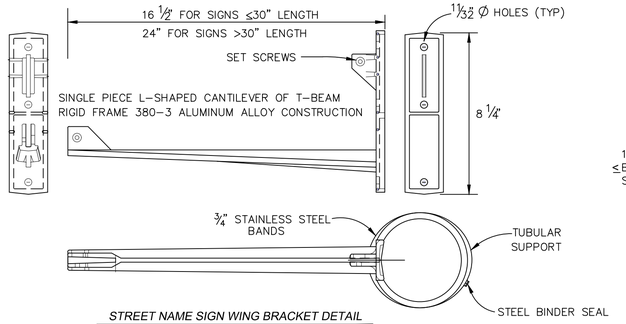
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
SIGNING DETAILS/GENERAL NOTES

PROJ NO:	DATE:	SHEET:
FILENAME: 24_Sign Mounting.1504.dwg	BY:	24

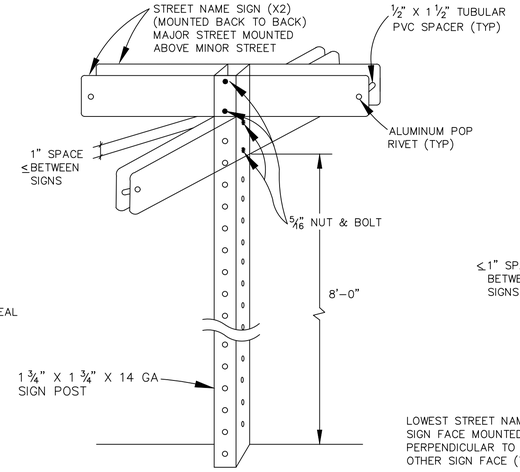
TABLE 1 (ALPHA STREETS)	
STANDARD ABBREVIATION LIST	
Street	St
Terrace	Ter
Avenue	Ave
Road	Rd
Boulevard	Blvd
Drive	Dr
Lane	Ln
Parkway	Pkwy
Highway	Hwy
Circle	Cir
Court	Ct
Place	Pl
Trail	Tr
Plaza	Plz
Way	Way

TABLE 2 (NUMBERED STREETS)	
First	St

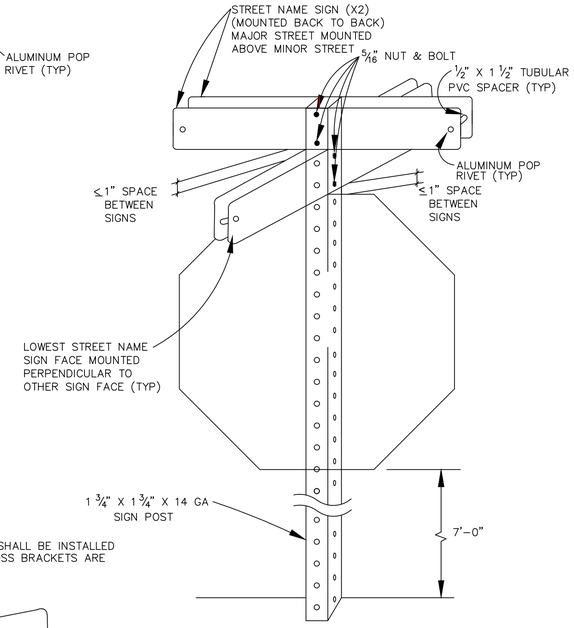


STREET NAME SIGN WING BRACKET DETAIL
ROUND TUBULAR SUPPORTS

MOUNT TO ROUND STREET LIGHT POLE USING TWO 3/4" WIDE STAINLESS STEEL BANDS

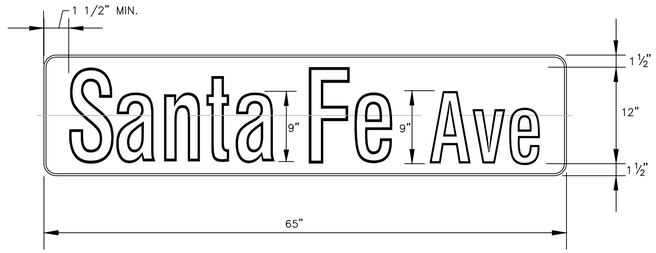


STREET NAME SIGN ASSEMBLY
(MOUNTED SEPARATELY)



STREET NAME SIGN ASSEMBLY
(MOUNTED WITH OTHER SIGN)

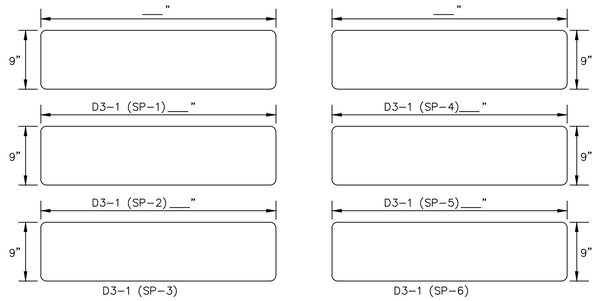
STREET NAME SIGN QUANTITY TABLE				
SIGN DESIGNATION	SIZE	AREA(S.F.)	NUMBER	QUANTITY(S.F.)
D3-1 (SP-1)	9" X			
D3-1 (SP-2)	9" X			
D3-1 (SP-3)	9" X			
D3-1 (SP-4)	9" X			
D3-1 (SP-5)	9" X			
D3-1 (SP-6)	9" X			
TOTAL				



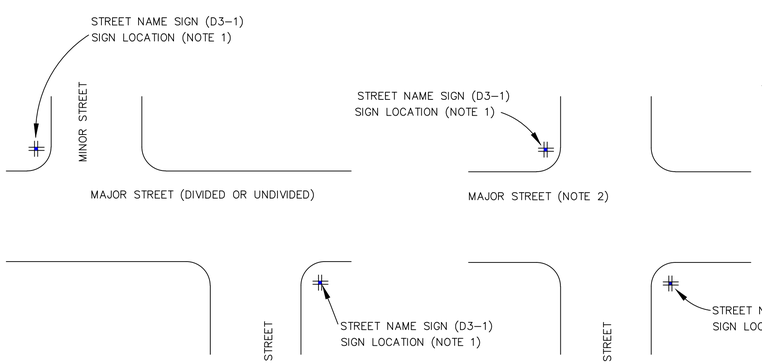
NAMED STREET OVERHEAD SIGN DETAIL

D3-1

NAMED STREET POST-MOUNTED SIGN DETAIL

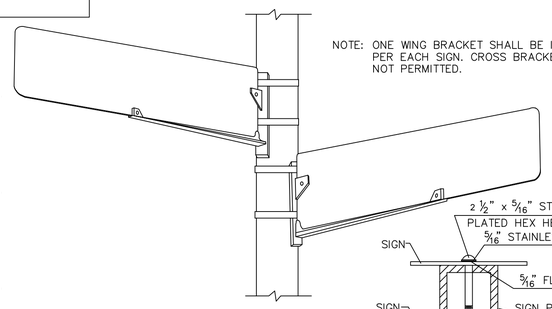


PROJECT SIGN DETAILS

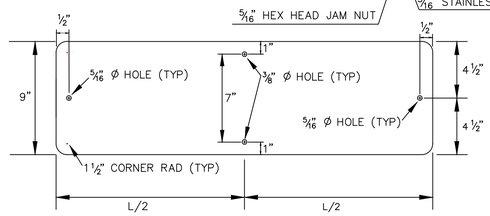


STREET NAME SIGN LOCATION DETAIL
("T" INTERSECTION)

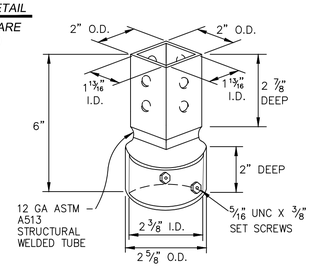
STREET NAME SIGN LOCATION DETAIL
(4-LEG INTERSECTION)



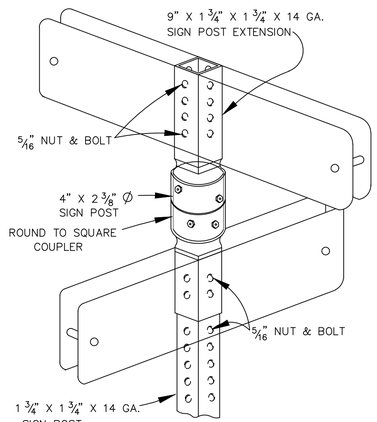
TUBULAR SUPPORT MOUNTING DETAIL



SIGN MOUNTING HOLE DETAIL
(FOR MOUNTING ON SQUARE TUBULAR SUPPORTS)



ROUND TO SQUARE COUPLER DETAIL
(ZINC PLATE W/ SILVER SHIELD POWDER COAT)



STREET NAME SIGN BRACKET
SQUARE TUBULAR SUPPORTS
(SKEWED INTERSECTIONS ONLY)

SIGN MATERIAL

SIGN BLANK: 0.080 GAUGE, ALODIZED 6061-T6 OR 5052-H38
LEGEND: WHITE
BACKGROUND: GREEN (FEDERAL COLOR STDS 595A, COLOR NO.14109
BORDER: NONE
SHEETING: MICRO-ENCAPSULATED, RETRO-REFLECTIVE PRISMATIC SHEETING (TYPE XI)
PROCESS: ELECTRO-CUTABLE FILM OR REVERSE SILK SCREENING

NOTES:

1. CITY SIGNING INSPECTOR SHALL APPROVE FINAL LOCATION OF STREET NAME SIGN.
2. IF MAJOR STREET IS LESS THAN 36' BACK TO BACK, ONLY ONE STREET NAME SIGN ASSEMBLY WILL BE INSTALLED IN LOCATION APPROVED BY THE CITY SIGNING INSPECTOR.

DATE	REVISIONS
12/21	Signing Standard Details

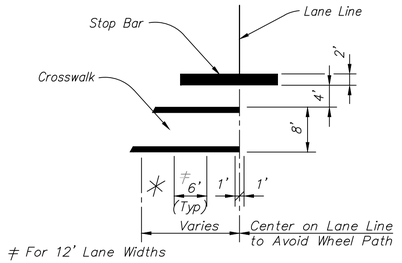
PERMANENT SIGNING INSTALLATION

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

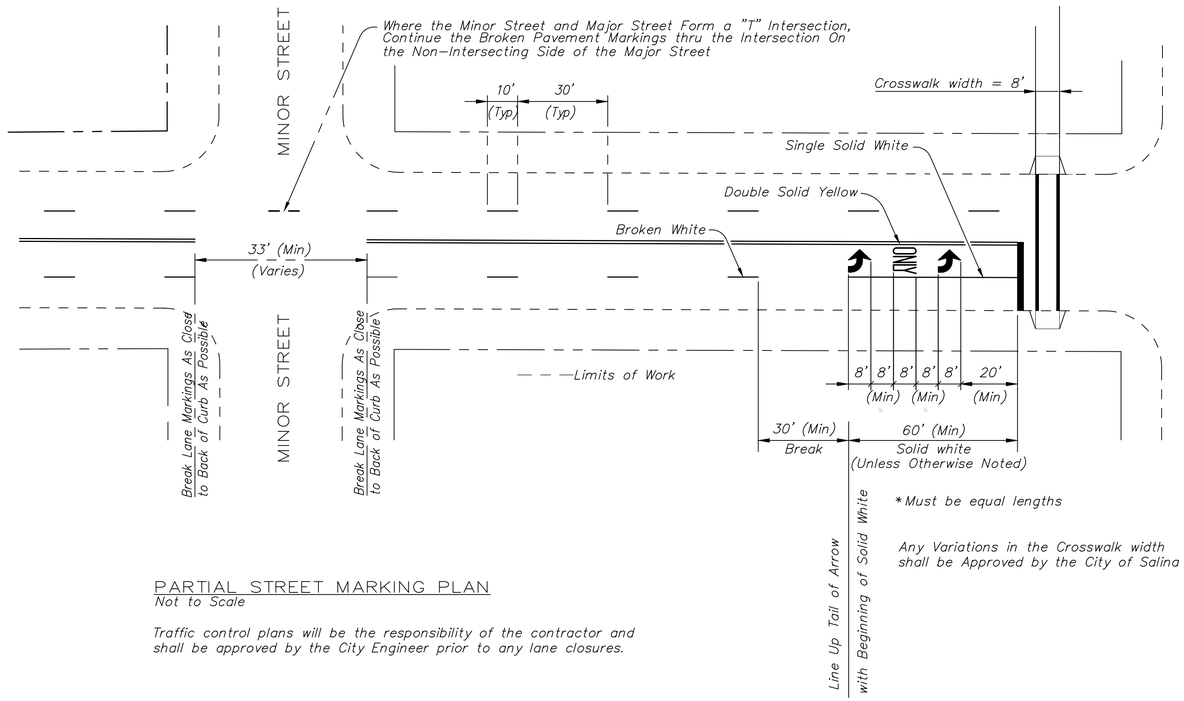
STANDARD DETAILS
SIGNING DETAILS

PROJ NO:	DATE:	SHEET:
		24A
FILENAME: 24A_Sign Details.dwg	BY:	

DATE	REVISIONS
3/16	2016 Standards
5/17	Standard Crosswalk Revision



TYPICAL CROSSWALK



PARTIAL STREET MARKING PLAN
Not to Scale

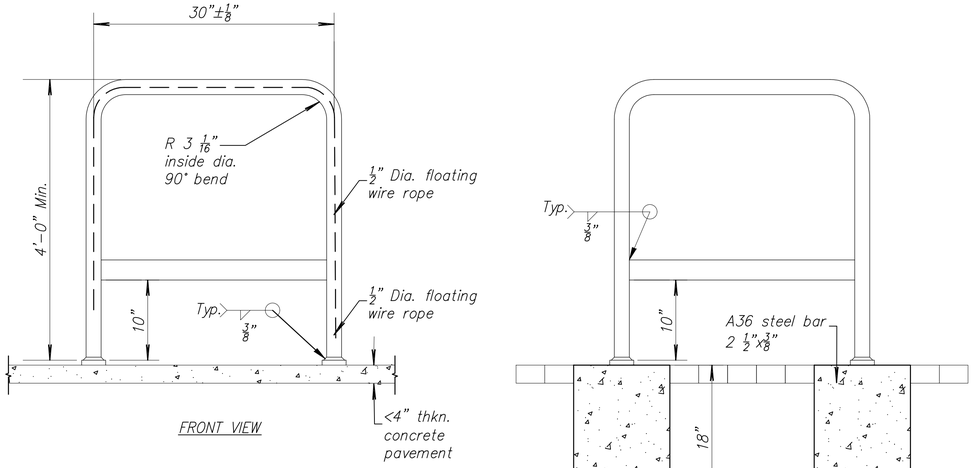
Traffic control plans will be the responsibility of the contractor and shall be approved by the City Engineer prior to any lane closures.

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

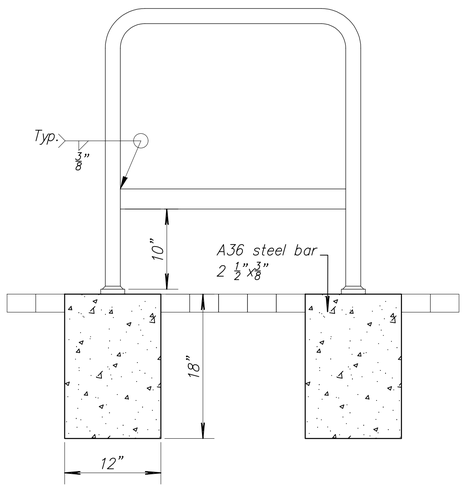
STANDARD DETAILS
TYPICAL STREET MARKINGS

PROJ NO:	DATE:	SHEET:
FILENAME: 25_Street Markings 1705.dwg	BY:	25

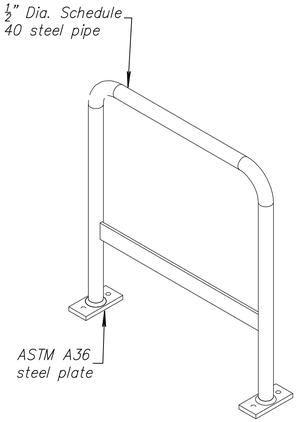
DATE	REVISIONS
5/17	Standard Details



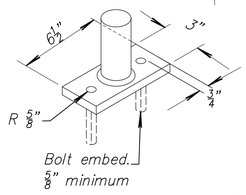
FRONT VIEW



FRONT VIEW FOOTING DETAIL WHEN INSTALLED IN PAVERS



ISOMETRIC VIEW

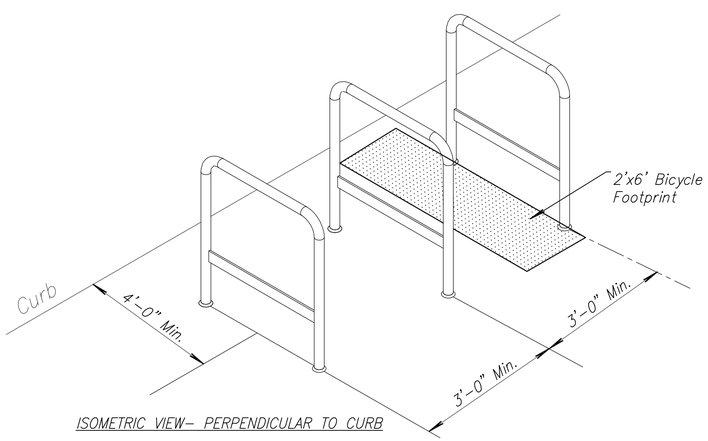


FLANGE DETAIL

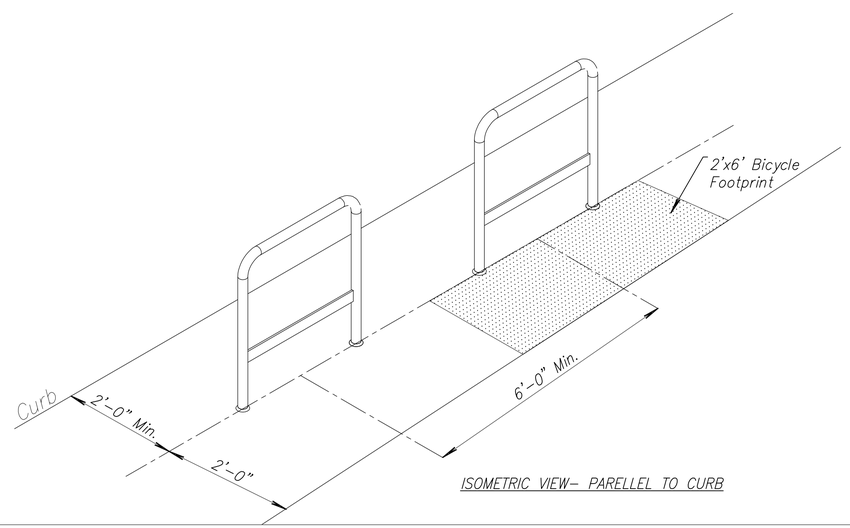
First Article Inspection Required

Product accountability–raw material, specifications and special processes & functional testing shall be enforced to determine adherence to design requirement.

Packaging–minimum packaging requirements should be safe and practically reasonable, but must ensure the product is packaged in a manner that secures the integrity of form, drawing specifications and protect finish cosmetics from damage during handling, movement and storage.



ISOMETRIC VIEW– PERPENDICULAR TO CURB



ISOMETRIC VIEW– PARELLEL TO CURB

Materials

1. Pipe ASTM A53 Grade B Standard Weight Steel Pipe; 1 1/2" Diameter Constructed of 90° bends with an inside radius bend of 3 1/16" (±1/8" Shop Tolerance.)
2. Plate ASTM A36 5/8" thick plate with two 5/8" diameter holes.
3. Bolt: 1/2" diameter x 1 1/4" long pin hex button socket security bolt, stainless steel, or approved equal.
4. Anchor: 5/8" diameter 2" long threaded for 1/2" bolts

Material Finish

1. Sand Blast
2. Zinc–Rich Epoxy Primer
3. Polyester Tri–Glycidylisocyanurate (TGIC) Finish, 4 mil thick in RAL color #5010, Gentian Blue.

Mounting Procedures

1. All Bicycle Racks to be located in city Right–of–Way shall be installed per City of Salina.
2. All bolt holes in the concrete pavement or the concrete foundation shall be predrilled holes, 1/2" diameter x 2" deep. No protruding or non–flush anchor bolts shall be used. Bolts to be installed using Lock Tight.
3. For installation in pavers or for concrete pavement that is less than 3" thick, construct concrete foundation in accordance with details shown.
4. For concrete pavement that is not level,use hot dipped galvanized steel or stainless steel washers to level the rack and support plates before driving anchor bolts.

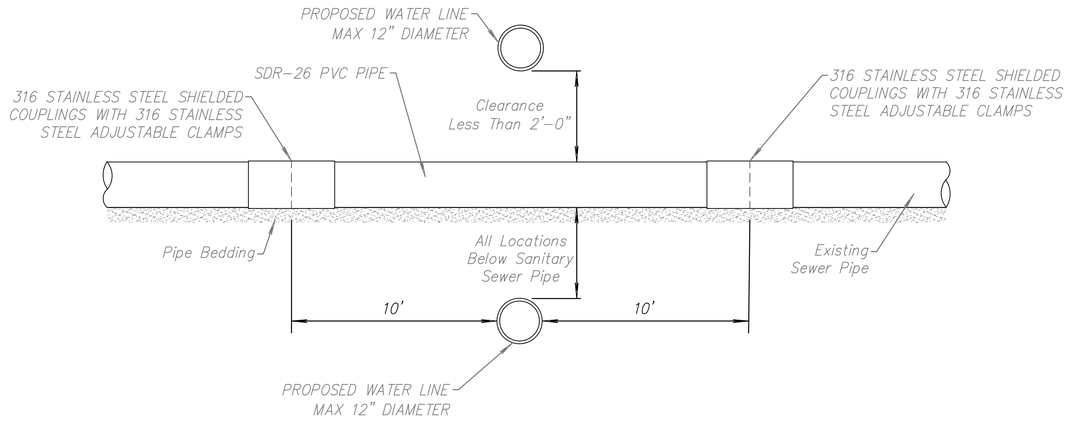
CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS
BIKE RACK

PROJ NO:	DATE:	SHEET:
FILENAME: 26_Bike Rack 1705.dwg	BY:	26

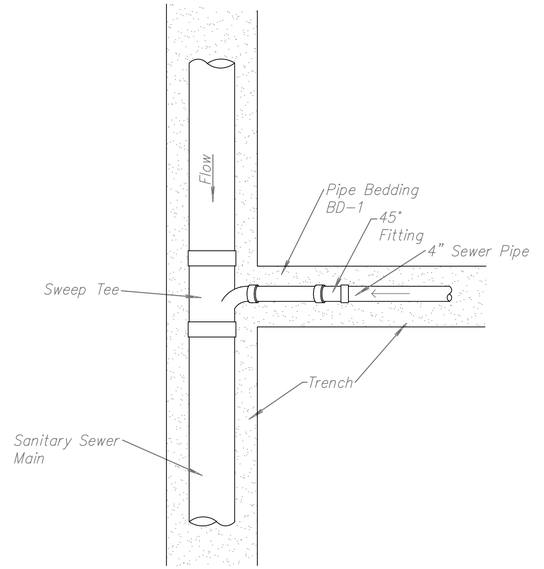
DATE	REVISIONS
5/17	2017 Standard Details
4/20	Sanitary–Water Crossing Detail

8/26/2020 – Added Sweep Tee Detail
5/6/2022 – Added Water Main Below
10/27/2023 – Revised Profile

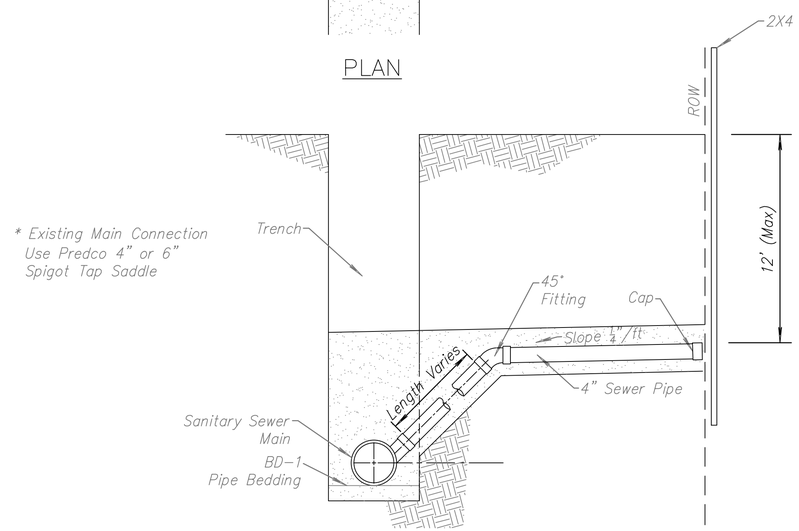


Profile

Water Line Crossing Sanitary Sewer Detail



PLAN



CROSS SECTION

SEWER CONNECTION NEW CONSTRUCTION

CITY OF SALINA, KANSAS
PUBLIC WORKS – ENGINEERING – UTILITIES

STANDARD DETAILS

SANITARY SEWER

PROJ NO:	DATE: 3–16–2017	SHEET: 27
FILENAME: 27_Sanitary Sewer Wye1705_KPU.dwg	BY:	