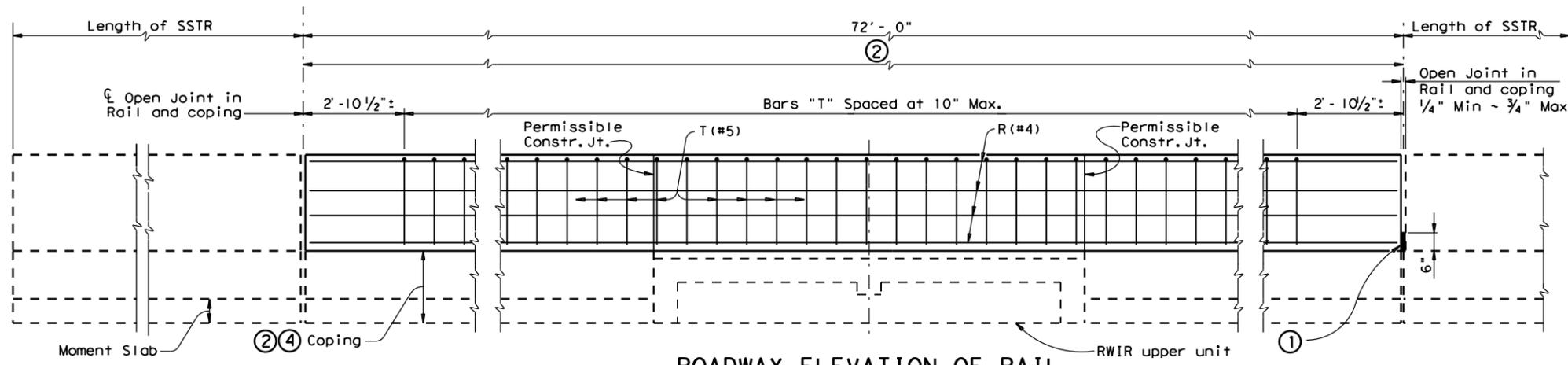
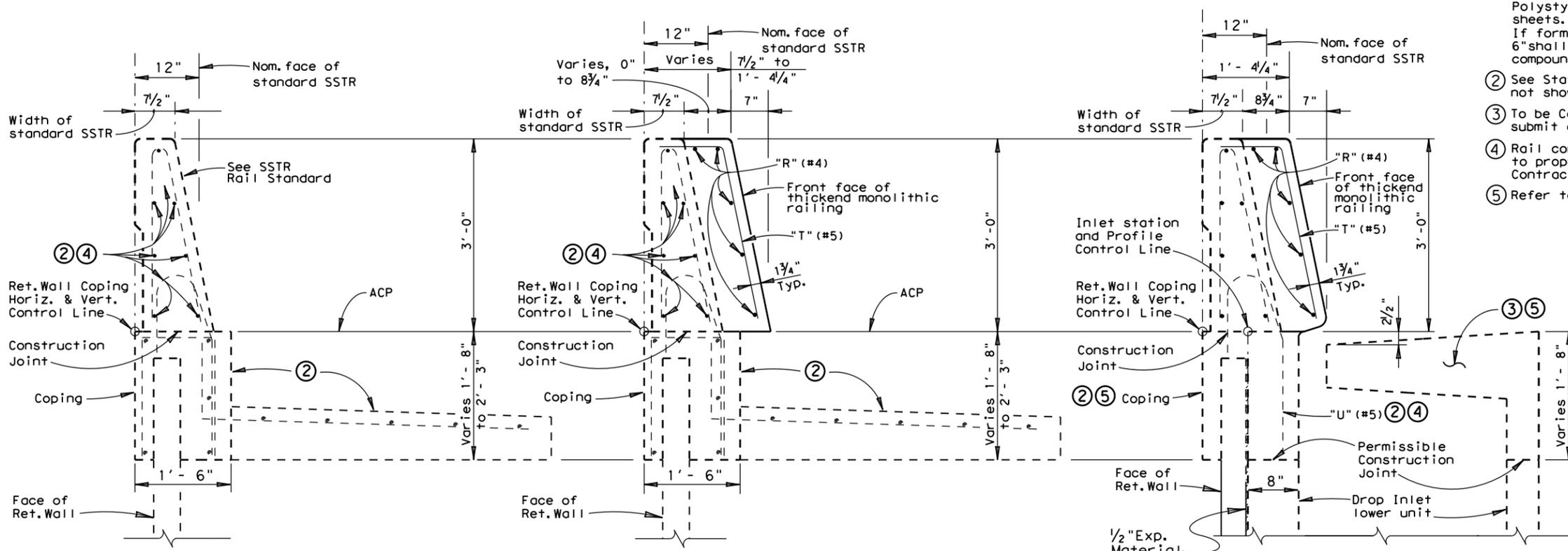


ISOMETRIC



ROADWAY ELEVATION OF RAIL



SECTION A-A showing standard SSTR and coping

SECTION B-B showing widened SSTR and coping

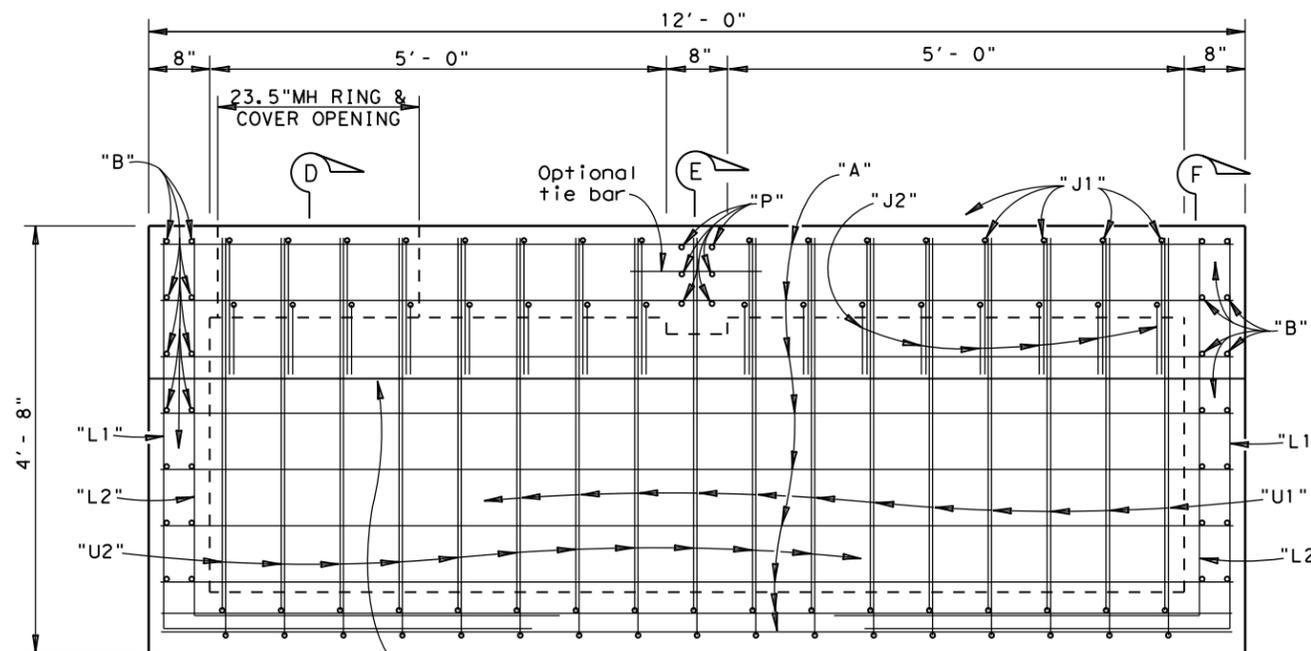
SECTION C-C showing SSTR inlet

- Special Notes:**
- Material used in forming joint may be left in place if it is compressible and light in color such as: Polystyrene, sponge, molded cork granules or rubber sheets. Joint forming material. If forming material is not left in place, the bottom 6" shall be plugged with concrete or slab joint sealing compound.
  - See State Standard RW (TRF) and SSTR for details not shown.
  - To be Cast-In-Place with Coping or the Contractor may submit an alternative method to the Engineer for approval.
  - Rail connection to coping and inlet shall be according to proprietary retaining wall system used by the Contractor.
  - Refer to sheets 2 of 3 and 3 of 3 for additional details.

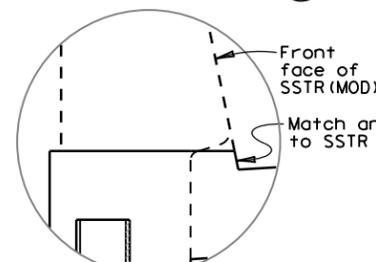
RETAINING WALL  
INLET & RAIL DETAILS

RWIR

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ORIG DATE: APRIL 2004	DIST	FED REG	PROJECT NO.	SHEET
SAT				
COUNTY	CONTROL	SECT	JOB	HIGHWAY



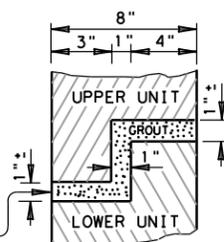
ELEVATION



DETAIL "A"

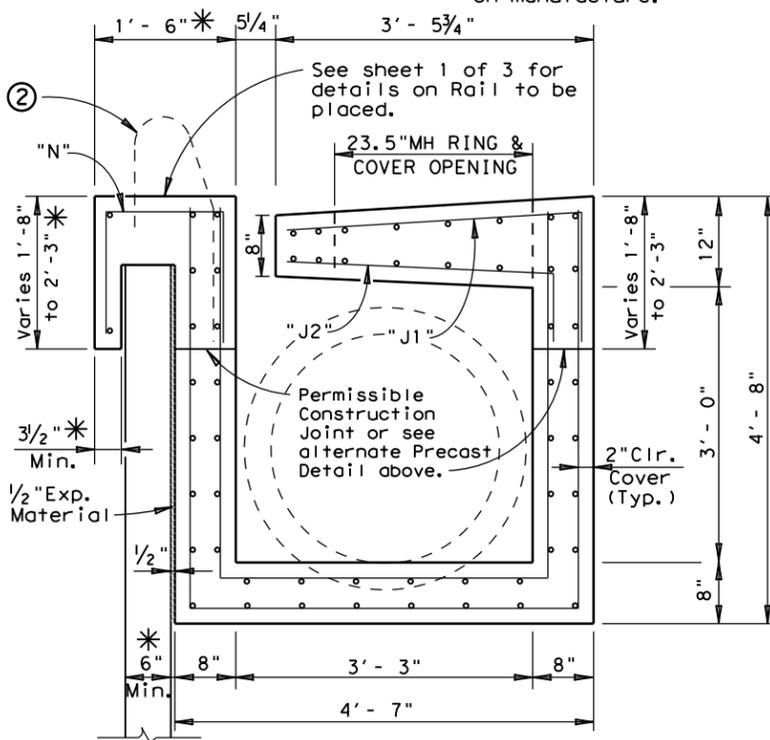
Permissible Construction Joint or see alternate Precast Detail.

WHEN USING PRECAST UPPER UNIT, THIS SPACE IS FOR MAKING MINOR HORIZONTAL AND VERTICAL ADJUSTMENTS TO ACCOMMODATE A FIT BETWEEN THE UPPER AND LOWER UNIT THAT ALLOWS FOR A MATCH LINE AND GRADE BETWEEN THE ROADWAY CURB AND THE UPPER UNIT OF THE INLET. PRECAST UPPER UNIT & LOWER UNIT TO BE JOINED USING A NON-SHRINKAGE CONCRETE GROUT.

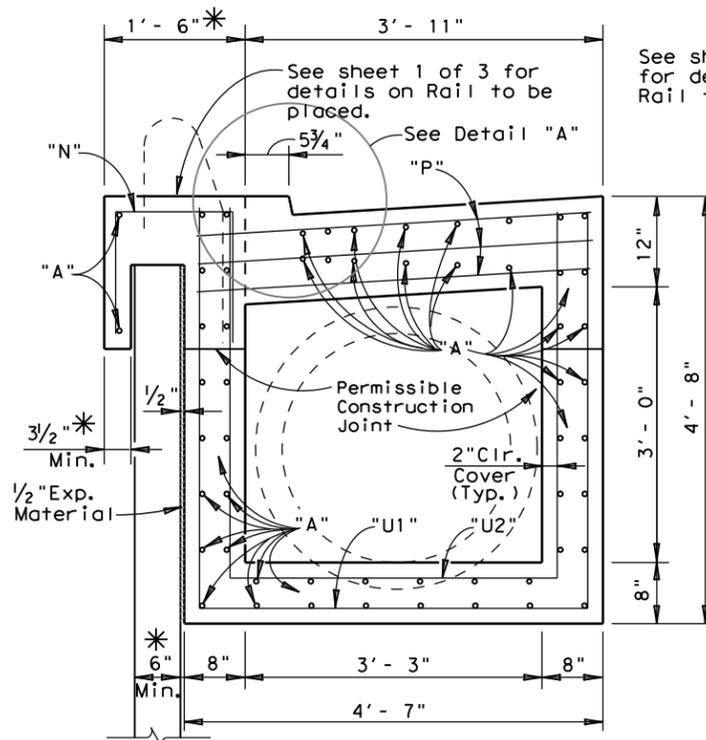


ALTERNATE PRECAST DETAIL

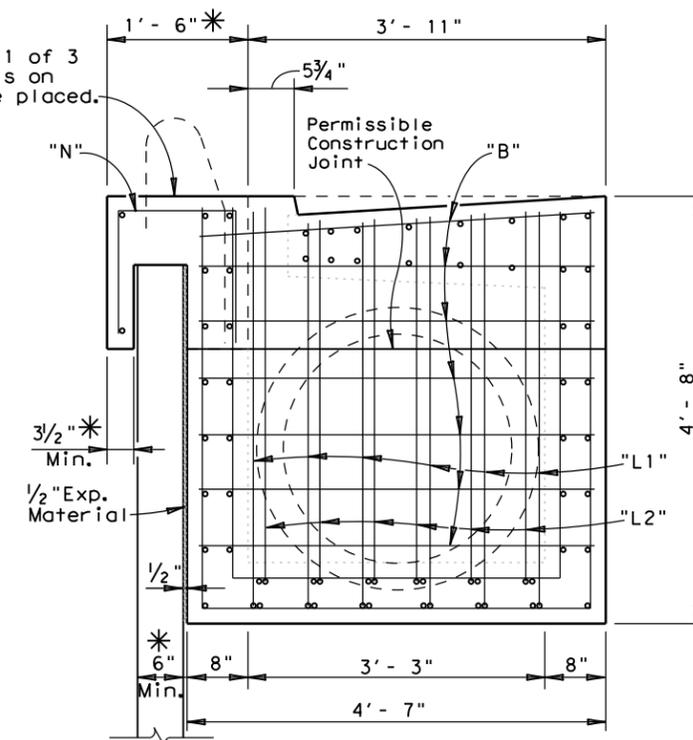
\*Dimension varies depending on manufacture.



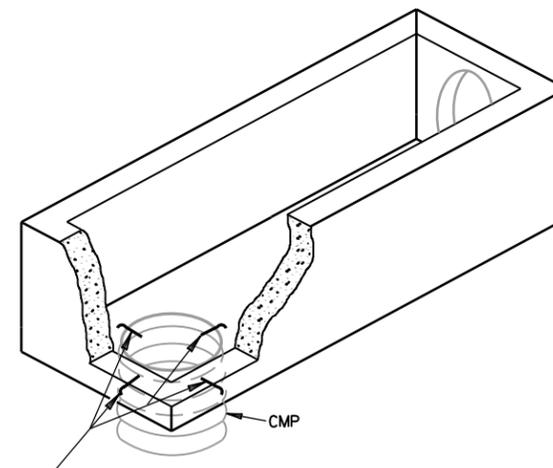
SECTION D-D



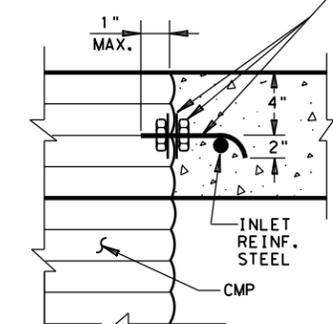
SECTION E-E



SECTION F-F

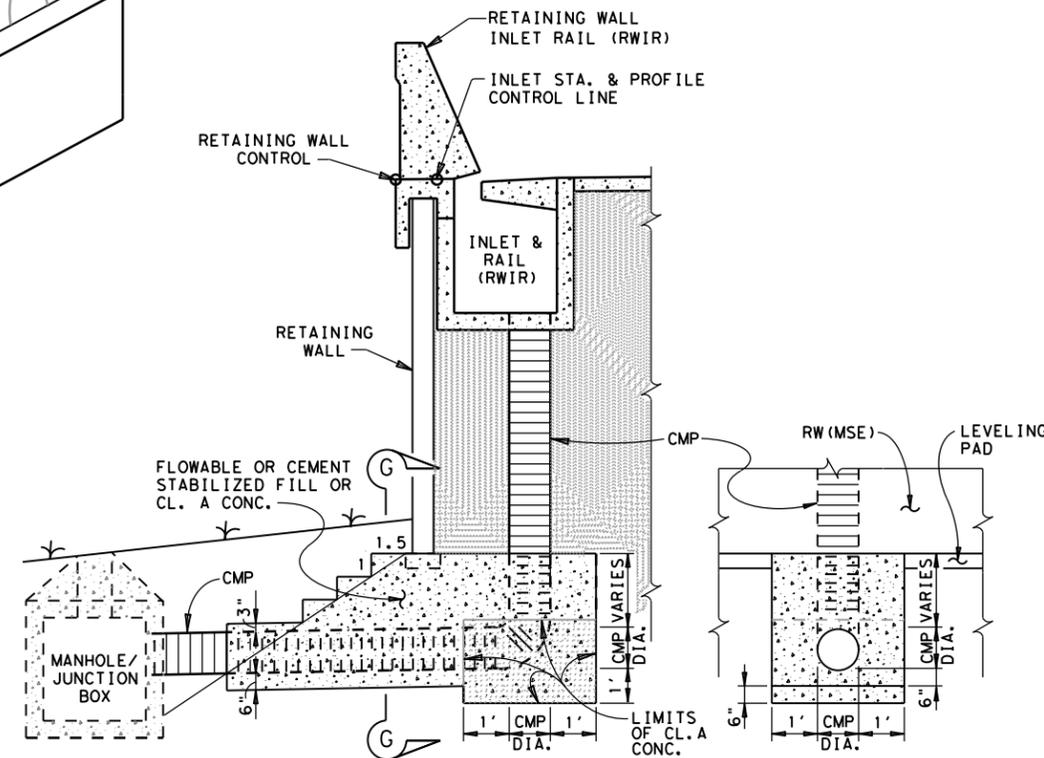


4 - 5/8" Ø X 8" GALVANIZED HOOK BOLTS SHALL BE FACED TO CMP WITH 2 HEX NUTS AND 2 WASHERS EACH, AND TIED TO INLET SLAB REINFORCING STEEL AS SHOWN.



CMP ANCHOR DETAILS

NOTE: N.T.S. INFLOW AND OUTFLOW BLOCKOUT LOCATION VARIES. REFER TO DRAINAGE DETAILS FOR LOCATIONS. MANHOLE RING AND COVER SHALL NOT BE PLACED OVER ANY VERTICAL CMP DRAIN AND SHALL BE PLACED AT OPPOSITE END OF INLET. IF UNIT IS PRECAST, CONTRACTOR SHALL SUBMIT ALTERNATE CONNECTION DETAILS.



STORM DRAIN DETAIL FOR INLET (RWIR) ADJACENT TO RETAINING WALL

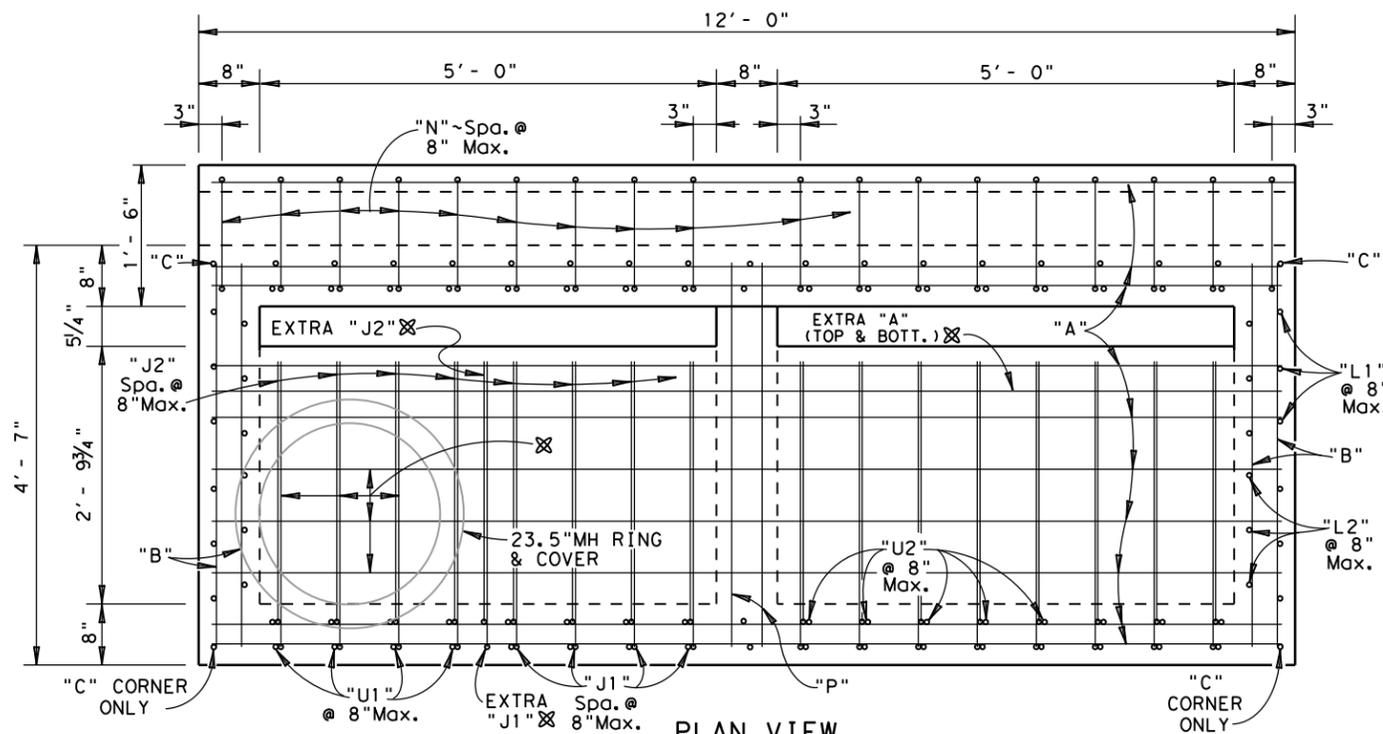
N.T.S.

SECTION G-G

RETAINING WALL  
INLET & RAIL DETAILS

RWIR

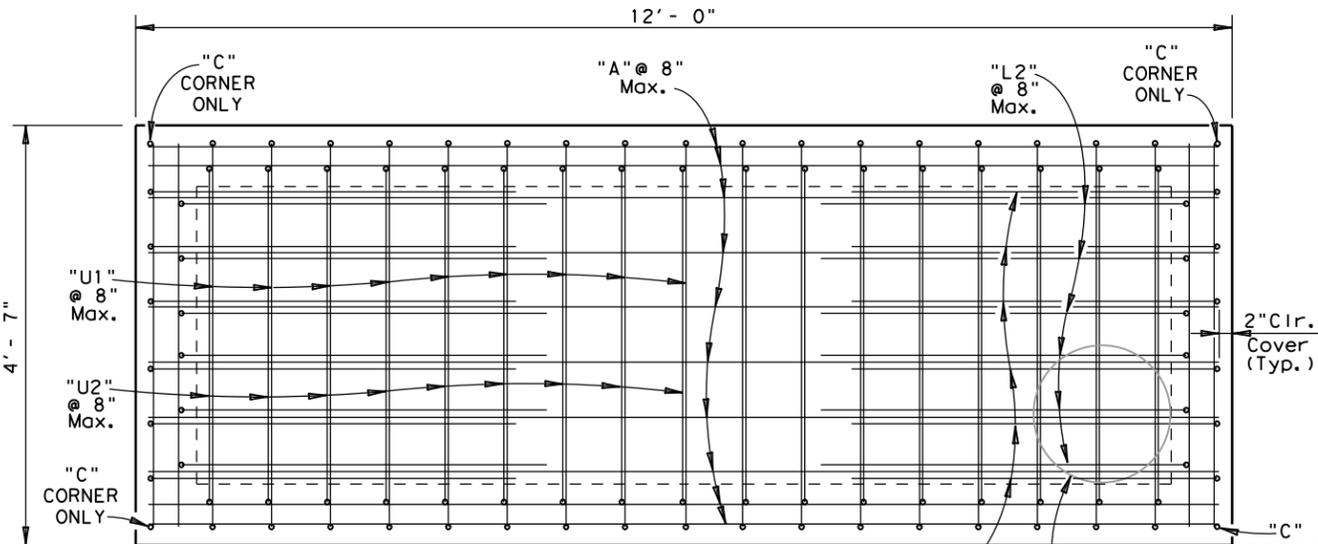
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ORIG DATE: APRIL 2004	DIST	FED REG	PROJECT NO.	SHEET
SAT				
COUNTY	CONTROL	SECT	JOB	HIGHWAY



**PLAN VIEW**

(SHOWING TOP SLAB REINF. STEEL)

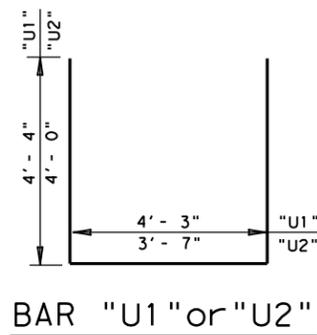
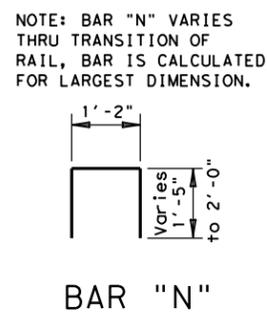
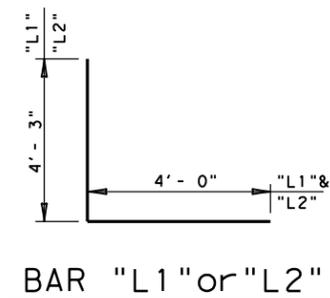
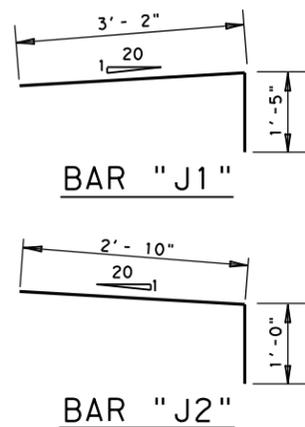
⊗ BLOCKOUT - REINFORCING STEEL SHALL BE CUT & BENT TO CLEAR 23.5" MH RING AND COVER. EXTRA BARS "J" & "A" REQUIRED ONLY WHEN MANHOLE IS USED.



**PLAN VIEW**

(SHOWING BOTTOM SLAB REINF. STEEL)

CMP BLOCKOUT, SEE "CMP ANCHOR DETAILS", SHEET 2 OF 3 FOR DETAILS AND NOTES.



NOTE: BAR "N" VARIES THRU TRANSITION OF RAIL, BAR IS CALCULATED FOR LARGEST DIMENSION.

**ESTIMATED QUANTITIES**  
FOR 72'-0" CAST-IN-PLACE THICKENED RAILING

REINFORCING STEEL *	LBS.	538
CLASS "C" CONC. *	C.Y.	3.4

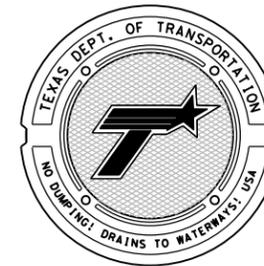
\*Quantities are for thickened portion of rail only, additional concrete and reinforcing steel shown are considered subsidiary to the inlet.

**ESTIMATED QUANTITIES**

FOR ONE COMPLETE RETAINING WALL INLET

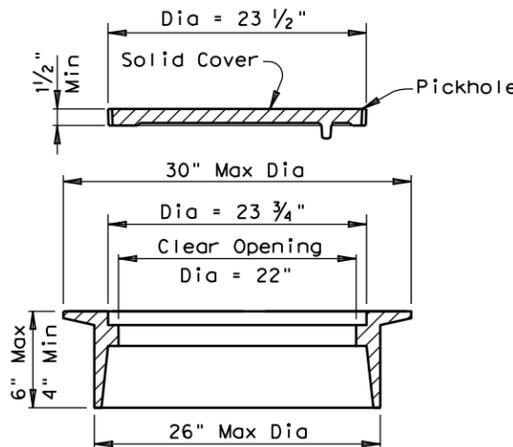
BAR	NO.	SIZE	SPAC	LENGTH	WEIGHT
‡ A	56	#5	8"Max.	11'-9"	686
B	28	#5	8"Max.	4'-4"	127
C	4	#5	—	4'-5"	18
‡ J1	17	#5	8"Max.	4'-7"	81
‡ J2	17	#5	8"Max.	3'-10"	68
L1	12	#5	8"Max.	8'-3"	103
L2	12	#5	8"Max.	8'-1"	101
N	18	#5	8"Max.	5'-2"	97
P	6	#5	—	4'-4"	27
U1	17	#5	8"Max.	12'-11"	229
U2	17	#5	8"Max.	11'-7"	205
REINFORCING STEEL *				LBS.	1743
CLASS "C" CONC. *				C.Y.	5.9

\*For contractors info only. No deductions made for pipe blockout. Payment for the inlet will be by the each. ‡Remove one Bar J1 & J2, and two Bars A only when manhole is used.



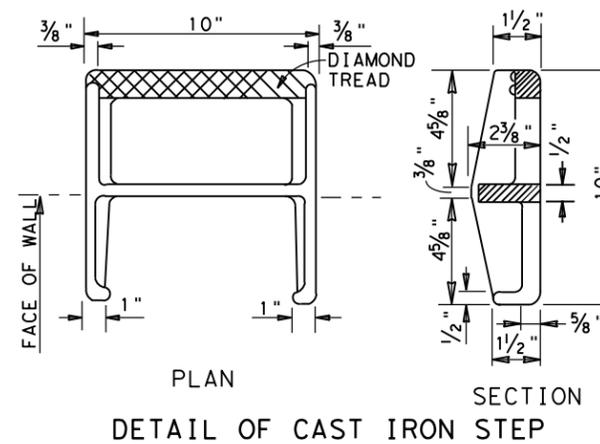
**GENERAL NOTES:**

- All concrete for RWIR and thickened portion of railing shall be Class "C".
- All reinforcing steel shall be grade 60.
- Dimensions relating to reinforcing steel are to center of bars.
- Shop drawings will not be required for the rail.
- Coping, wall panel, moment slab, and inlet details shall conform to the retaining wall and inlet shop drawings.
- If inlet is placed farther from retaining wall panel than shown, maintain railing face transition rate and modify all dimensions accordingly. Payment shall not be adjusted due to these modifications.
- Longitudinal steel shall be continuous within 4'-6" of the inlet - no laps or splices allowed.
- Inflow and outflow pipe in this inlet shall be no larger than a 36" dia. pipe.
- Shop drawings for MSE retaining walls will include design and details for reinforcing straps interrupted by the inlet, stability of the wall system in the area of the inlet will be designed by a professional engineer.



**RING AND COVER DETAILS**

Approximate Weight = 255 lb



**DETAIL OF CAST IRON STEP**

**RETAINING WALL INLET & RAIL DETAILS**

**RWIR**

FILE: U:\Working\RWIRdetail.dgn	DN: ERI	CK: JHK	DW: MRM	CK: JHK
ORIG DATE: APRIL 2004	DIST	FED REG	PROJECT NO.	SHEET
SAT				
COUNTY	CONTROL	SECT	JOB	HIGHWAY