

- ① 39 inches when attaching the SW-542 extension unit.
- ② 37 inches when attaching the SW-542 extension unit.
- ③ Additional keyed construction joint when attaching the SW-542 extension unit.

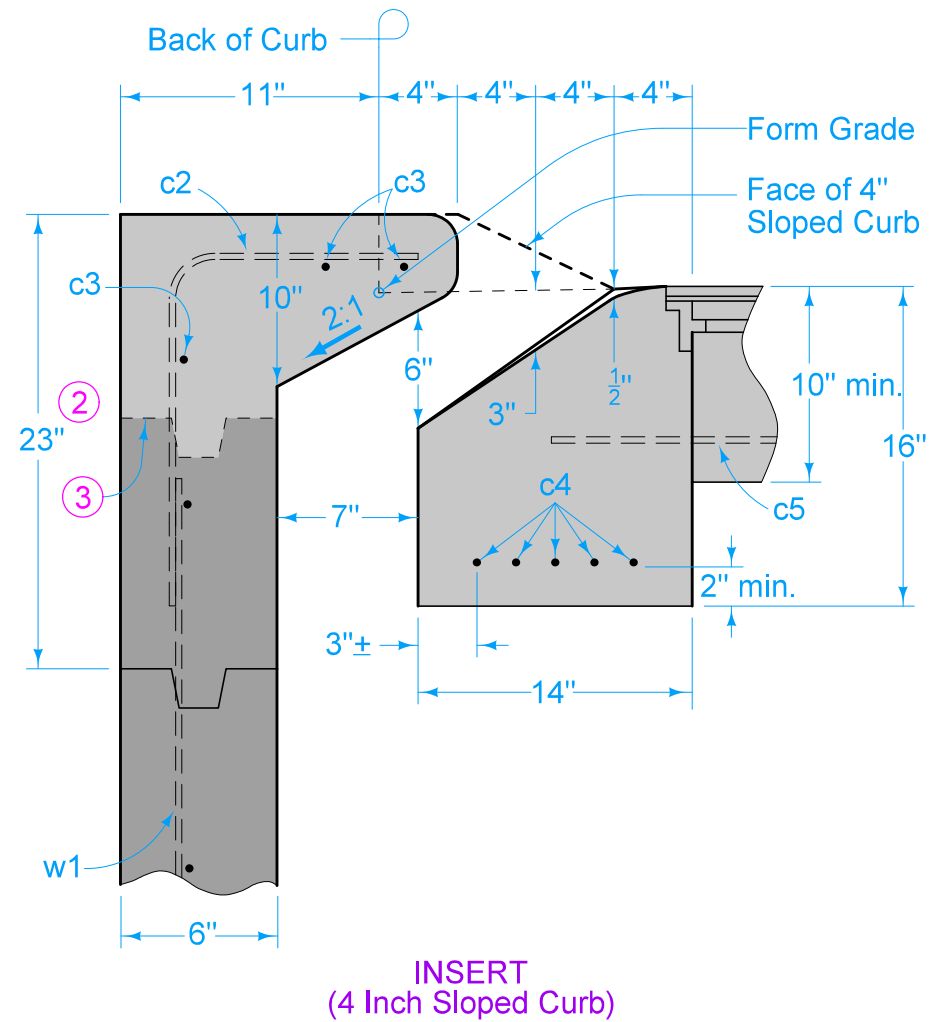
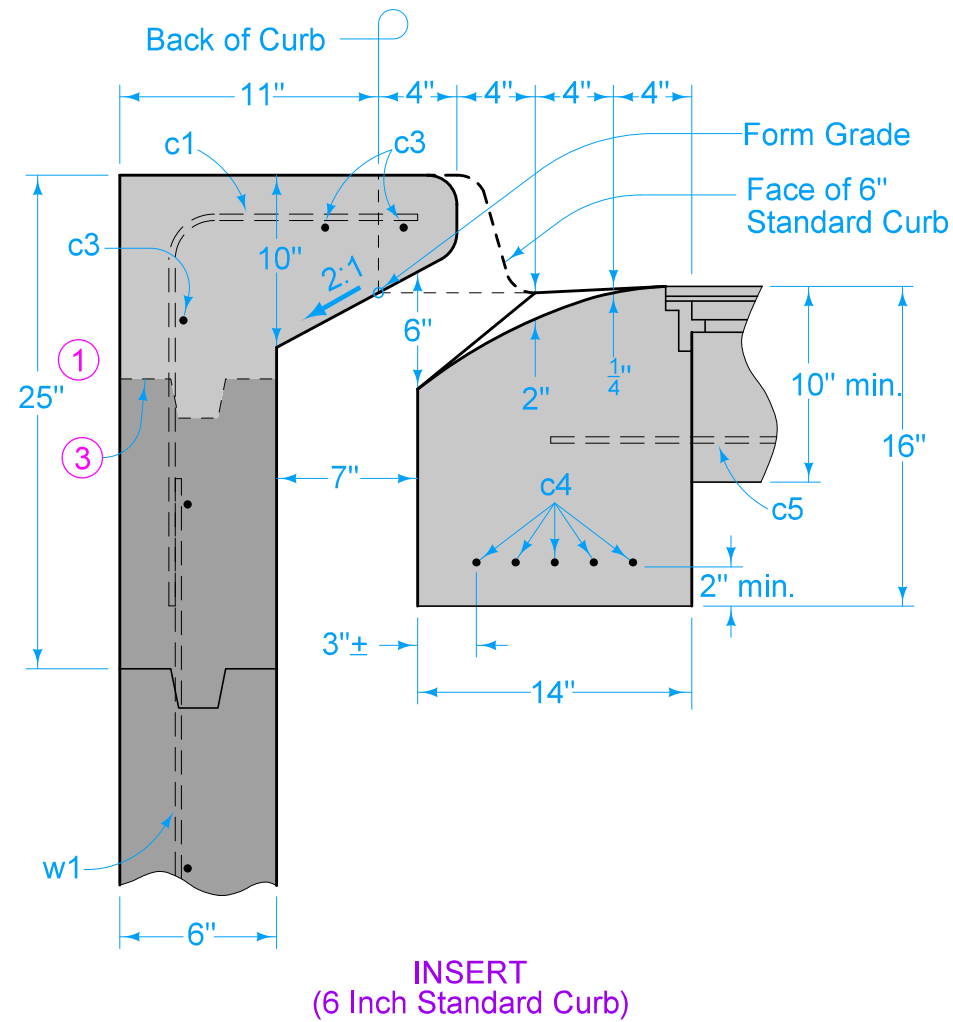


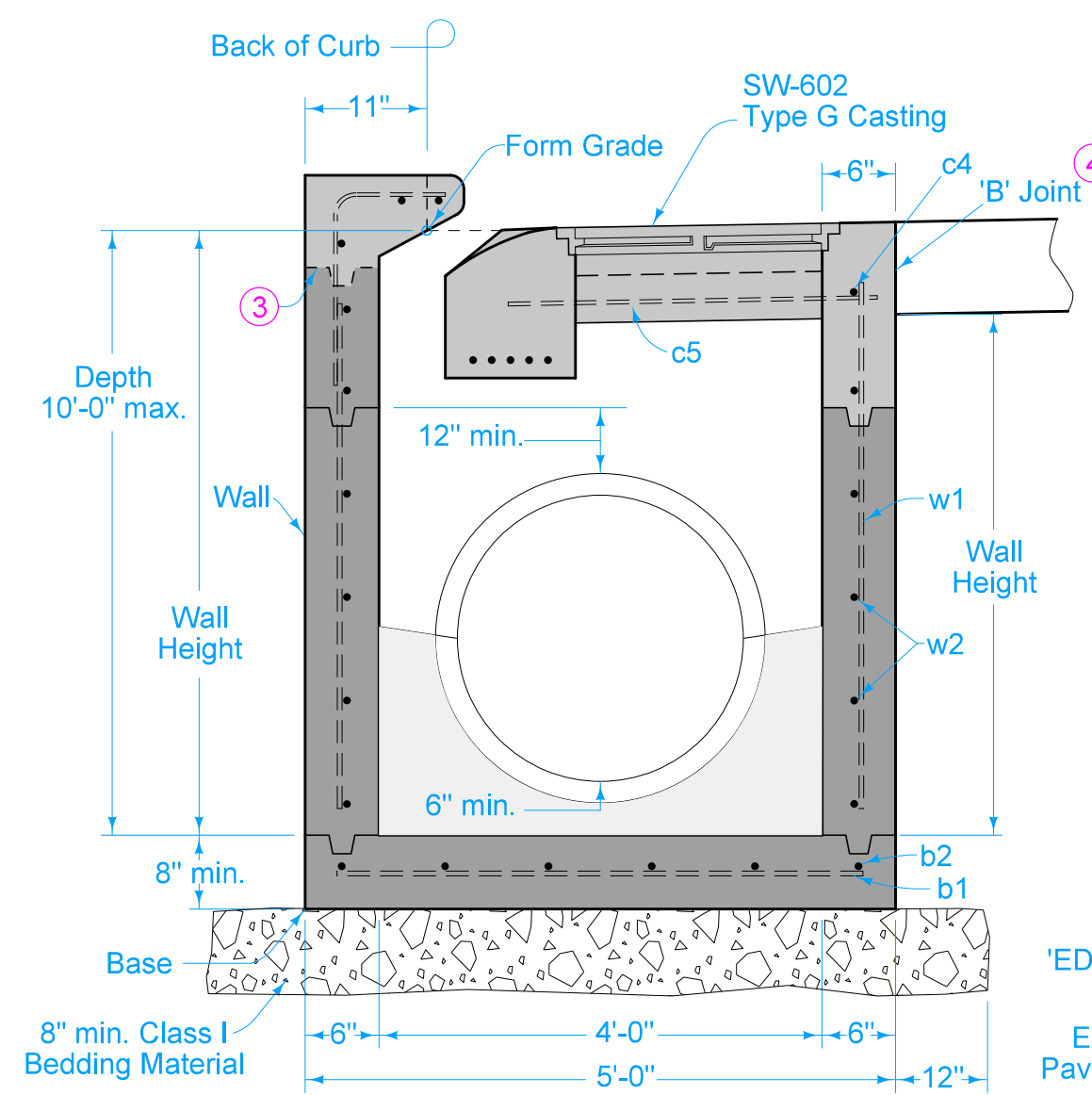
FIGURE 6010.541 SHEET 1 OF 2

SUDAS	IOWA DOT	REVISION	
		5	04-21-20
FIGURE 6010.541	STANDARD ROAD PLAN	SW-541	
		SHEET 1 of 2	
REVISIONS: Changed well walls to 6 inch reinforced. Modified TYPICAL SECTION and c1 and c2 bar lengths. Added note 4. Added Class I bedding material.			
 SUDAS DIRECTOR		 DESIGN METHODS ENGINEER	
OPEN-THROAT CURB INTAKE UNDER PAVEMENT			

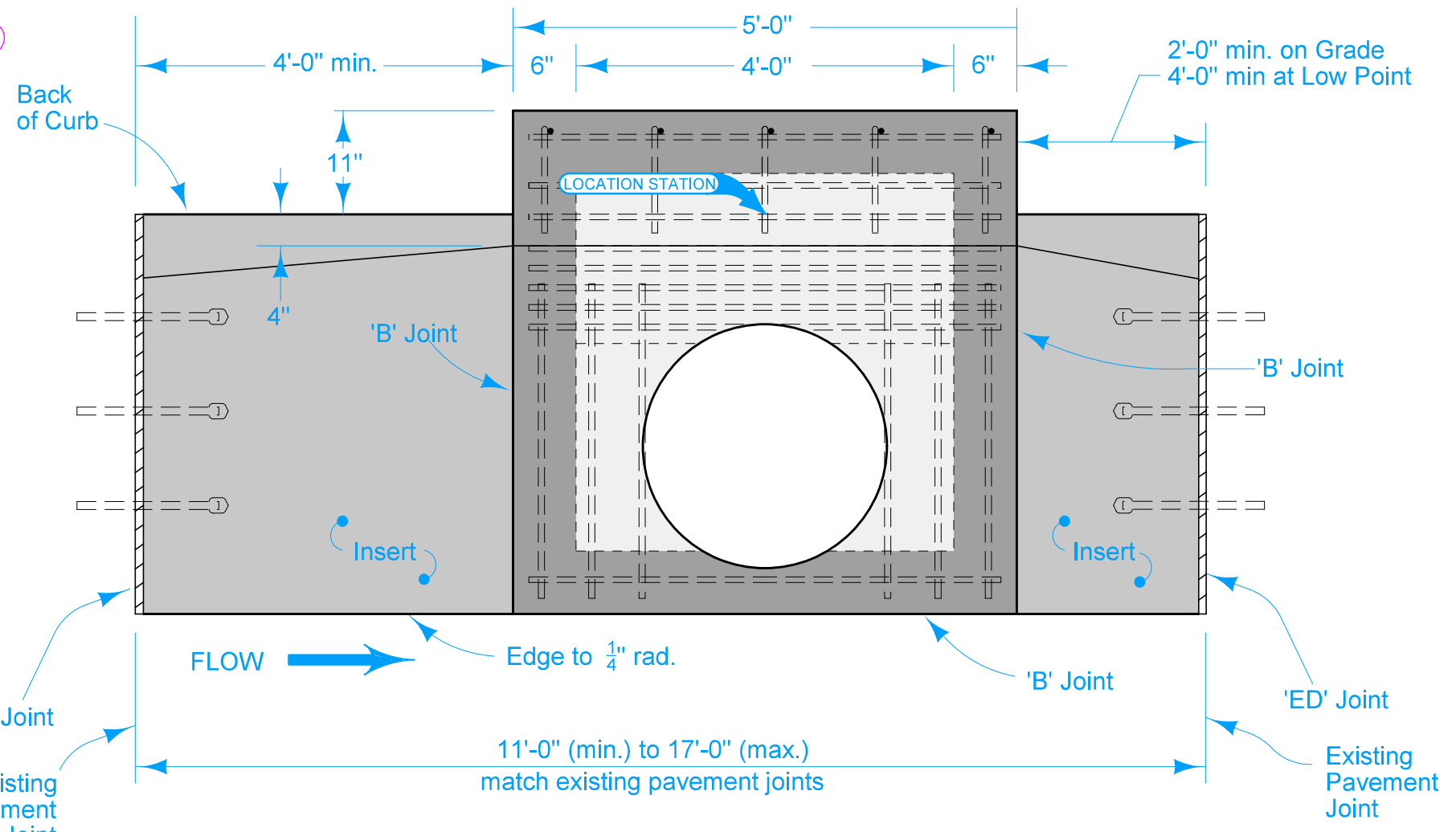
For joint details, refer to PV-101.

③ Additional keyed construction joint when attaching the SW-542 extension unit.

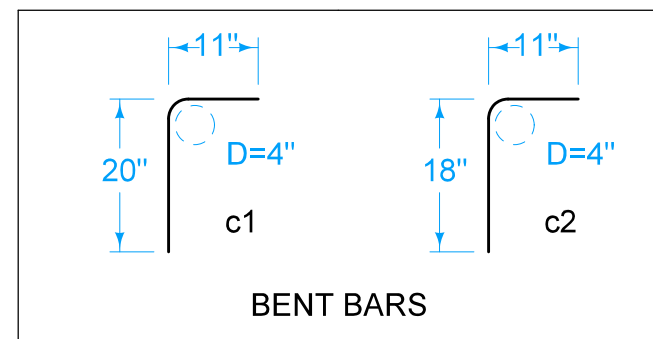
④ Top of well flush with pavement.



TYPICAL SECTION



PLAN



BENT BARS

REINFORCING BAR LIST					
Mark	Size	Location	Shape	Length	Spacing
b1	4	Base	—	4'-6"	11"
b2	4	Base	—	4'-6"	11"
w1	4	Wall	—	Wall Height minus 4"	14"
w2	4	Wall	—	4'-8"	12"
c1	4	Top	⌒	2'-7"	14"
c2	4	Top	⌒	2'-5"	14"
c3	4	Top	—	4'-8"	See Detail
c4	4	Top	—	4'-8"	See Detail
c5	4	Top	—	3'-2"	See Detail

MAXIMUM PIPE DIAMETER	
Precast	30"
Cast-in-Place	36"

SUDAS IOWA DOT <b>FIGURE 6010.541</b> STANDARD ROAD PLAN	REVISION 5   04-21-20 <b>SW-541</b> SHEET 2 of 2
	REVISIONS: Changed well walls to 6 inch reinforced. Modified TYPICAL SECTION and c1 and c2 bar lengths. Added note 4. Added Class I bedding material. <i>Paul D. Wrigand</i> SUDAS DIRECTOR <i>Stuart Miller</i> DESIGN METHODS ENGINEER

**OPEN-THROAT CURB  
INTAKE UNDER PAVEMENT**

FIGURE 6010.541 SHEET 2 OF 2