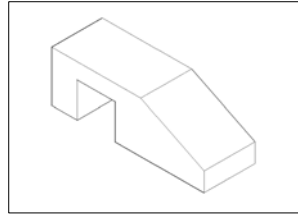
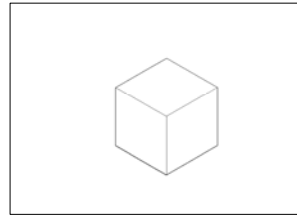


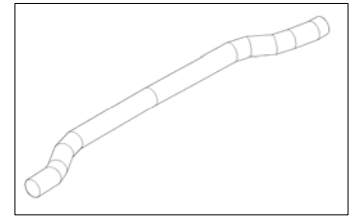
RUBBEROSION INLET PROTECTOR SYSTEM - SUMP CONDITION



AKB24TN
 ANTI-KRUSH BLOCK W/
 TAPER & NOTCH
 (PERMEABLE OR NON-PERMEABLE)



AKB08
 ANTI-KRUSH BLOCK
 (PERMEABLE OR NON-PERMEABLE)

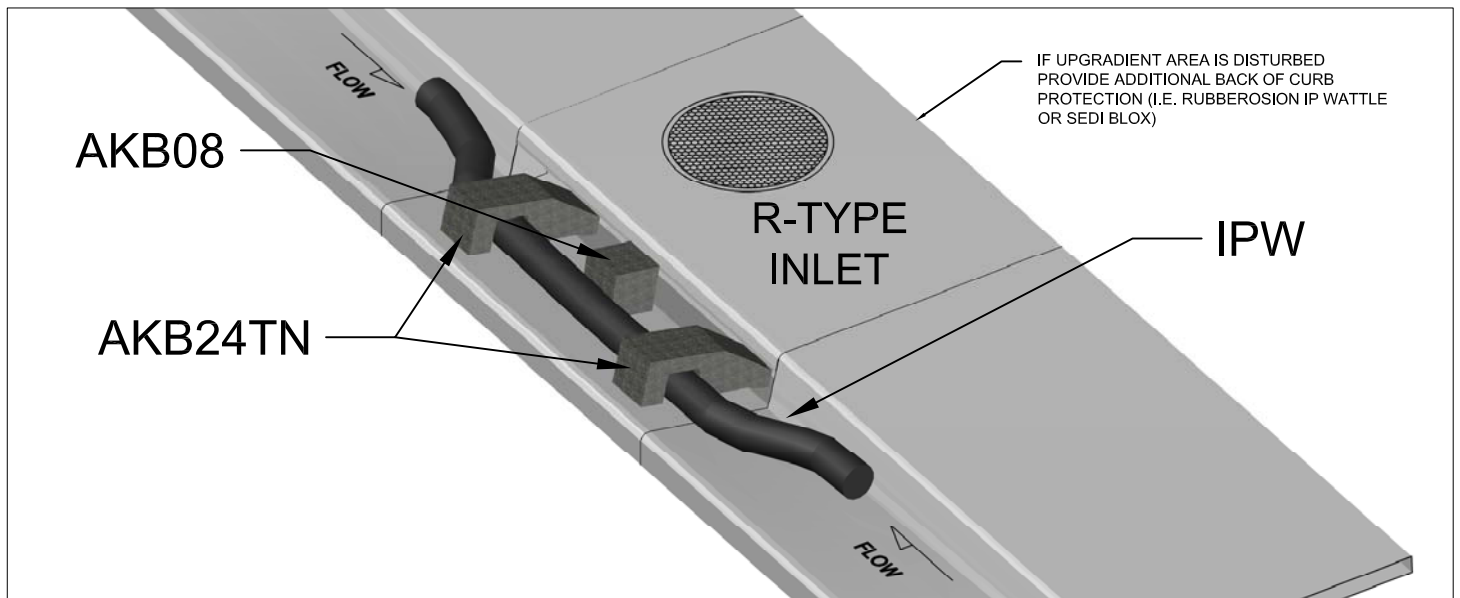


IPW
 INLET PROTECTOR WATTLE

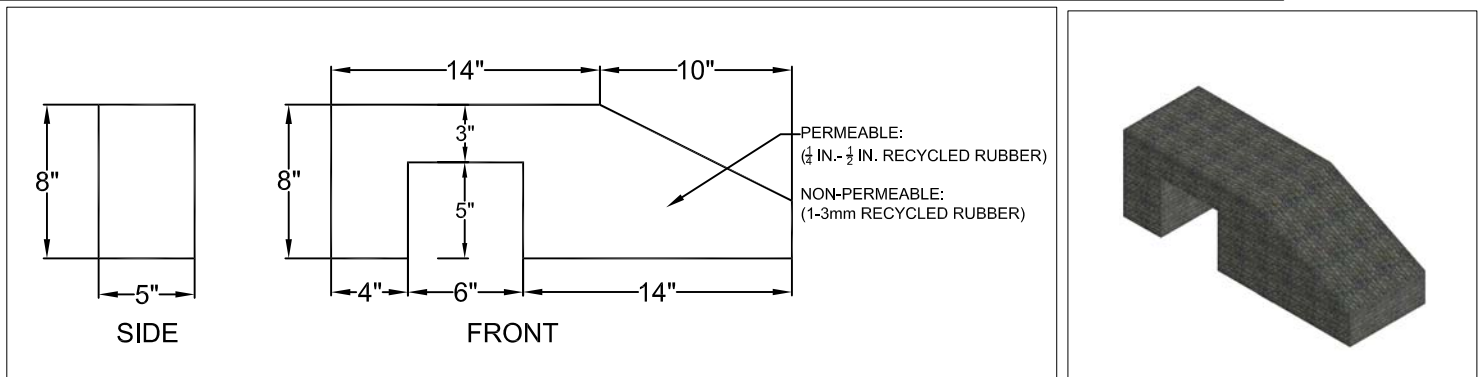
DESCRIPTION AND PURPOSE:

THE RUBBEROSION INLET PROTECTOR SYSTEM CAN BE USED FOR R-TYPE INLET PROTECTION. THE INLET PROTECTOR WATTLE FITS DIRECTLY INTO THE ANTI-KRUSH BLOCKS. INLET PROTECTOR WATTLE IS AVAILABLE IN MANY SIZES AND CAN FIT INTO ANY R-TYPE INLET. RUBBEROSION INLET PROTECTION IS A SUPERIOR ALTERNATIVE TO TRADITIONAL ROCK SOCK AND CINDER BLOCK TYPE INLET PROTECTION. THE INLET PROTECTOR SYSTEM IS MADE FROM 100% RECYCLED RUBBER WHICH MAKES IT ENVIRONMENTALLY FRIENDLY, BUT MOST IMPORTANTLY DURABLE. THE INLET PROTECTOR SYSTEM WILL NOT CRUMBLE OR FALL APART LIKE TRADITIONAL BMP'S AND CAN BE EFFECTIVELY RE-USED.

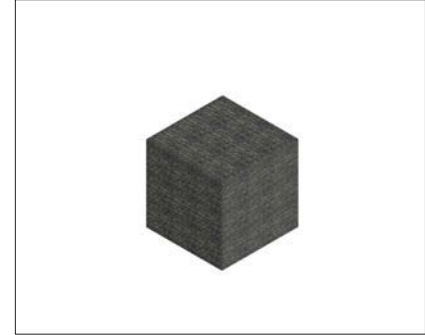
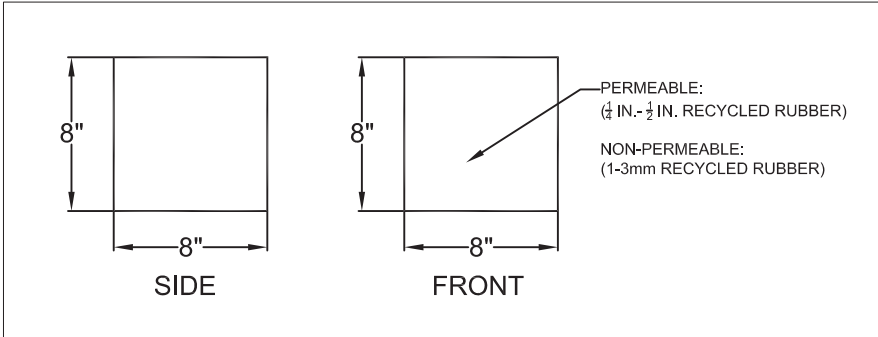
R-TYPE INLET INSTALLATION (TYPICAL):



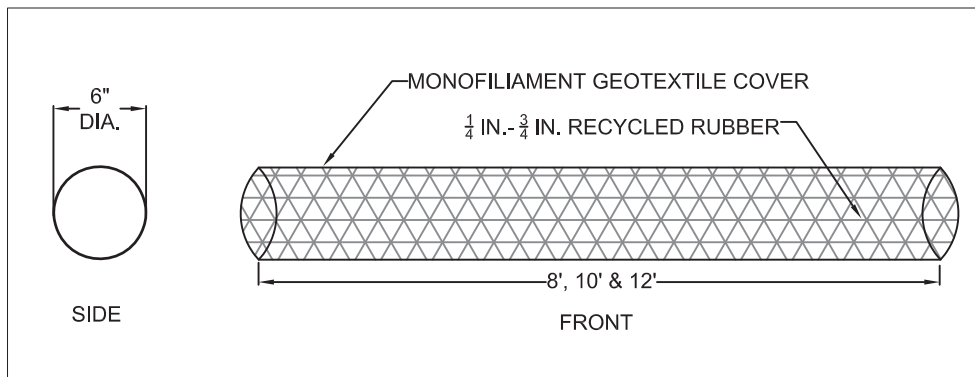
AKB24TN - ANTI-KRUSH BLOCK W/ TAPER & NOTCH (PERMEABLE OR NON-PERMEABLE):



AKB08 - ANTI-KRUSH BLOCK (PERMEABLE OR NON-PERMEABLE):



IPW - INLET PROTECTOR WATTLE (PERMEABLE):



SPECIFICATIONS:

WEIGHT LOAD = 3,000 PSI
LENGTH = 8', 10' OR 12'
DIAMETER - 6-IN.
SEDIMENT CAPTURE RATE = >90%
FILL MATERIAL = $\frac{1}{4}$ " TO $\frac{3}{4}$ " RECYCLED RUBBER
WATTLE MATERIAL = MONOFILIAMENT GEOTEXTILE
WEIGHT = 6-7 LBS./LF
FLOW RATE = 100 GPM/SQ. FT., ASTM-D4491
UV RESISTANCE = 80% AND 500 HRS., ASTM-D4355

INLET PROTECTION INSTALLATION NOTES:

1. THE CURB INLET PROTECTION SHOWN ON BMP PLAN SHALL BE INSTALLED ON EXISTING INLETS PRIOR TO ANY LAND DISTURBING ACTIVITIES OR IMMEDIATELY AFTER THE INSTALLATION OF THE FIRST LIFT OF ASPHALT ON ROADWAYS DRAINING TO THE CURB INLET. ANTI-KRUSH BLOCKS OR THE RUBBER WATTLES SHALL BE USED AS INTERIM PROTECTION UNTIL THE FIRST LIFT OF ASPHALT IS INSTALLED.
2. ANTI-KRUSH TAPERED AND NOTCHED BLOCKS SHALL BE PLACED AT EACH END OF THE INLET, AND THEN SQUARE OR TAPERED AND NOTCHED ANTI-KRUSH BLOCKS SPACED EVERY 3'-4' ACROSS THE INLET AS REQUIRED.
3. IF MULTIPLE WATTLES ARE USED PLACE AN ANTI-KRUSH BLOCK BEHIND THE ADJOINING WATTLES REINFORCING THE WATTLE OVER-LAP.

INLET PROTECTION INSPECTION AND MAINTENANCE NOTES:

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE CURB INLET PROTECTION IN ACCORDANCE WITH LOCAL JURISDICTION REQUIREMENTS AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION.
2. ACCUMULATED SEDIMENT SHALL BE REMOVED AS SOON AS POSSIBLE, IMMEDIATELY IN MOST CASES.
3. THE CURB INLET PROTECTION SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL EROSION AND SEDIMENTATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE INSPECTOR.

Inlet PROtector Wattle Inlet Installation Guide

Step 1 – Layout Inlet PROtector Wattle and Anti-Krush Blocks in front of installation site.

Step 2 – Center Inlet PROtector(s) in front of inlet

Step 3 – Fit Anti-Krush Block over Inlet PROtector Wattle at either end of inlet (start at the wattle connection if large inlet)

Step 4 – Place Anti-Krush Block flush against the curb line and wedge into the throat of inlet to create seal

Be sure there is a tight wedge between Anti-Krush Taper end and inlet

Step 5 – Move wattle excess in line with curb to create curb line containment

Step 6 – Your inlet is now in compliance

