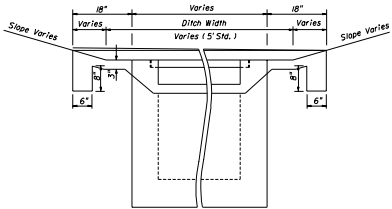
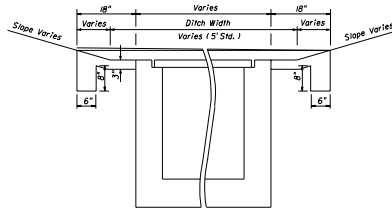


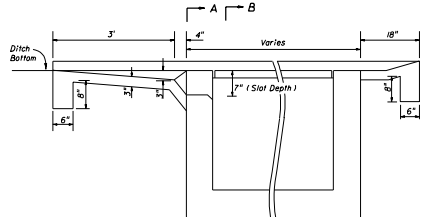
PLAN VIEW



SECTION AA



SECTION BB



SECTION CC

PAVEMENT AND SODDING QUANTITIES
FOR TRAVERSABLE SLOTS

Inlet	Pavement				Sod	
	Single Slot		Double Slot		Single Slot	Double Slot
	SY	CY	SY	CY	SY	SY
C	4.87	0.77	6.16	0.93	12	16
D	5.99	0.9	7.70	1.0	14	19
E	5.88	0.9	7.37	1.08	14	18

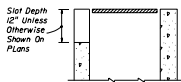
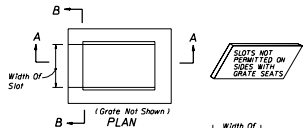
TRAVERSABLE SLOTS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

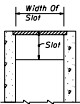
**DITCH BOTTOM INLETS
TYPES C, D, E, & H**

Drawn By	DATE	Checked By	DATE	Approved By	DATE
JM	02/90	JM	02/90	<i>J. A. Williams</i>	02/90
Checked By	DATE	Checked By	DATE	SHEET NO. OF TOTAL SHEETS	
JM	02/90	DD	02/90	2 of 5	

232



SECTION AA



SECTION BB

NOTE: See Index No. 229 For Application Guidelines
NON-TRAVERSABLE SLOTS

Inlet	Sod
Cy	Sy
C	6
D	6
E	7
H	8

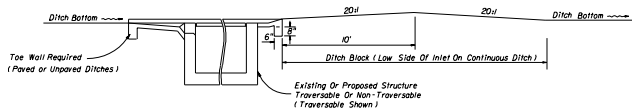
SOD ONLY

Inlet	Pavt	Sod
Cy	Cy	Sy
C	0.30	8
D	0.36	9
E	0.37	9
H	0.45	11

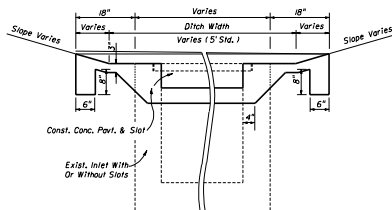
3" Concrete Pavement

PAVT. AND SOD

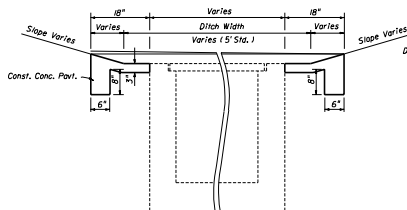
NOTE: See General Notes Nos. 6 and 7
SODDING AND PAVEMENT
FOR INLETS WITHOUT
SLOTS AND INLETS WITH
NON-TRAVERSABLE SLOTS



DITCH BLOCK FOR INLETS WITH OR WITHOUT SLOTS



SECTION AA

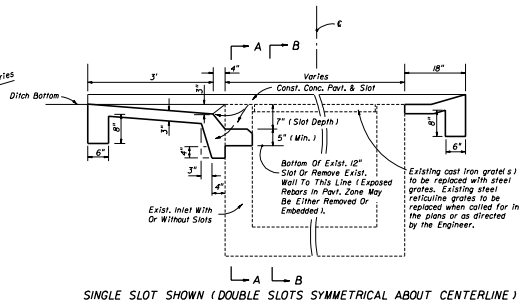


SECTION BB

Inlet	PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS					
	Pavement		Sod			
	Single Slot	Double Slot	Single Slot	Double Slot		
	Sy	Cy	Sy	Cy	Sy	Sy
C	4.87	0.83	6.16	1.05	12	16
D	5.99	1.01	7.70	1.30	14	19
E	5.88	0.99	7.37	1.24	14	18

NOTE: For plan view and additional details see sheet 2 of 4.
For payment see General Notes Nos. 6 and 7.

TRAVERSABLE SLOTS FOR EXISTING INLETS

SINGLE SLOT SHOWN (DOUBLE SLOTS SYMMETRICAL ABOUT CENTERLINE)
SECTION CC (CASE I)STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGNDITCH BOTTOM INLETS
TYPES C,D,E & H

Revised By	Date	Approved By	Date
EDP	07/04	S. A. McNamee	
Drawn By	AKC	REGISTERED ENGINEER	
Checked By	08/10/05	00	3 of 5

232

DESIGN NOTES FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

- The general purpose of these conversions is to remove the hazard of the protruding inlet top, while not creating a hazard by depressing the top too deeply.
- The corrective procedure depends on the approach ditch grade and hydraulic requirements of the site. The selection of the appropriate case depends on the relationship between inlet top and ditch elevation, and, on the vertical clearance between the top of the uppermost pipe(s) and the grate. The purpose for the Case 1 conversion is to cut the traversable slot to an existing inlet where top removal, change in grate elevation and ditch transitions are not required. Case 2 will normally be applicable to ditches with flatter grades adjoining the inlet. Case 3 will normally be applicable to ditches with steeper grades adjoining the inlet where buildup of the existing ditch is acceptable.
- The designer shall stipulate in the plans which case is to be constructed at each individual inlet location.

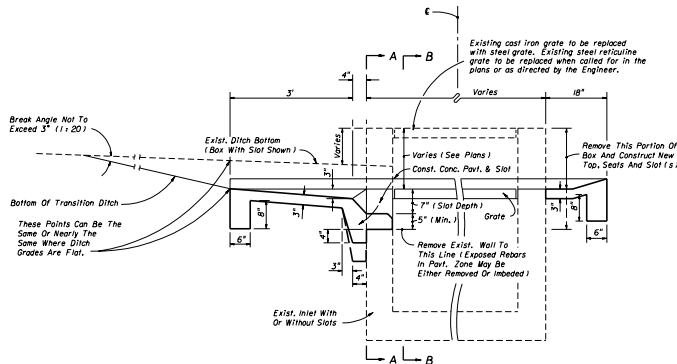
Where the existing inlet top is above the existing ditch (Case 2) but borrow material will be required to adjust the ditch (Case 3), and vertical clearance or other conditions do not prevent removal of the inlet top, the designer shall call for Case 2. The designer shall determine if ditch reconstruction is required more than 35 feet beyond any traversable slot side and shall include separate pay items in the plans to cover the cost for that portion of required ditch reconstruction exceeding the 35 foot limit. The designer shall also determine whether ditch pavement is required for ditch restoration within the 35 foot limit and include that pavement under a pay item separate from the inlets partial.

When the detention ditch concept is to be used with Case 3, the designer shall stipulate "Case 3 (Detention)" in the plans.

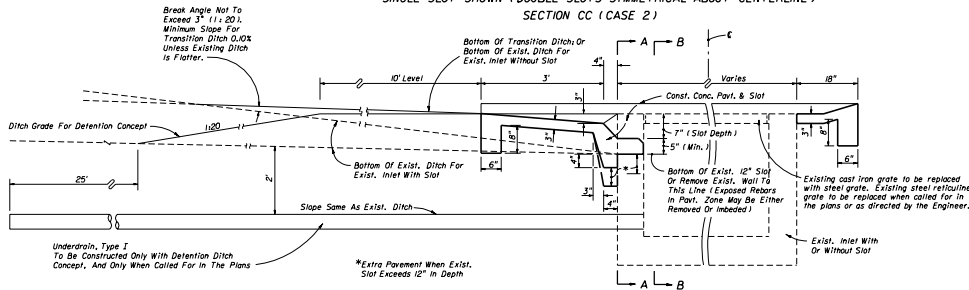
The designer shall determine whether tight soil or other conditions of each individual inlet indicates the need for underdrain in Case 3 conversions and shall call for underdrain, Type I in the plans.

METHOD OF PAYMENT FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

- Existing inlets converted to traversable slot tops under Cases 1, 2 and 3 shall be paid for as inlets partial, each. Case shall not be included in the pay item description.
- All ditch reconstruction work within 35 feet of each traversable slot conversion, whether required by these details or as a direct result of the conversion, shall be included as a part of the partial cost. Reconstruction work shall include excavation and removal of surplus materials or borrow materials in place, grading, compaction, shaping and seeding and mulching. Sodding, ditch pavement and underdrain are not included as part of the inlet partial cost and are to be paid for separately.
- Inlet pavement and sodding shall be in accordance with the sections on this detail and with the Plan on Sheet 2 and Sections AA, BB and CC (as Case 1) and tabular quantities on Sheet 3.
- Unit price and payment shall constitute full compensation for inlet conversion, replacement grate(s) ditch reconstruction, seeding and mulching, and shall be paid for under the contract unit price for inlets (DT Bat) (Type —) (Partial), each.
- Sodding shall be paid for under the contract unit price for Sodding, St.
- Ditch pavement shall be paid for separate from the inlet by pavement type(s) and unit(s) as called for in the plans.



SINGLE SLOT SHOWN (DOUBLE SLOTS SYMMETRICAL ABOUT CENTERLINE) SECTION CC (CASE 2)



SINGLE SLOT SHOWN (DOUBLE SLOTS SYMMETRICAL ABOUT CENTERLINE) SECTION CC (CASE 3)

TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

**DITCH BOTTOM INLETS
TYPES C, D, E & H**

Name	Date	Approved By
Designed By: JAC/STP	3/16/06	J. A. McNamee
Drawn By: MSL/STP	5/20/06	STATE ENGINEER
Checked By: JAC/STP	5/22/06	00

4 of 5 232

