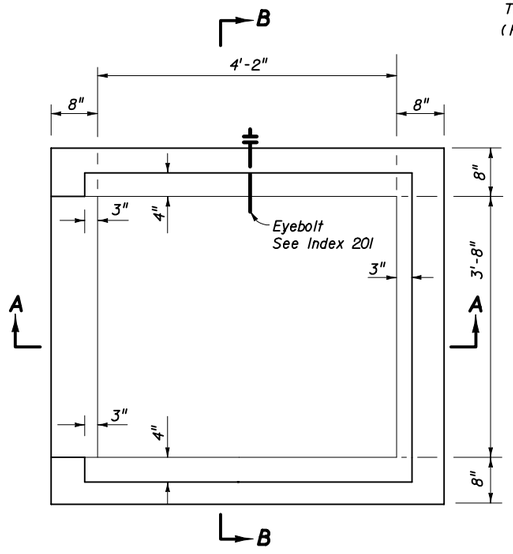
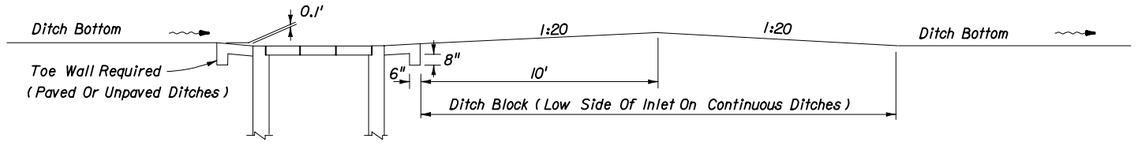


PLAN

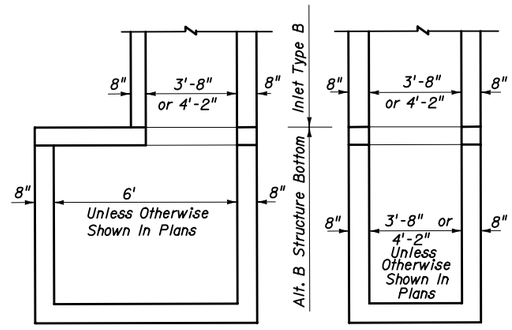


SECTION EE

DITCH BLOCK

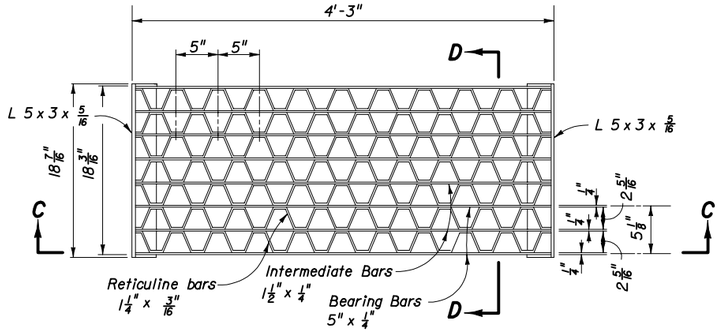
RECOMMENDED MAXIMUM PIPE SIZES	
INLET INSIDE WIDTH	PIPE SIZE
3'-8"	30"
4'-2"	36"

Note: Recommended sizes are for concrete pipe. Sizes for other types of pipe must be verified for fit in accordance with Index No. 201. For larger pipe see bottom detail above and Index No. 200.



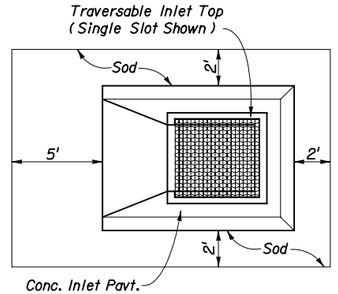
NOTE: Alt. B Structure Bottom Only. See Index No. 200 for structure bottom details and hole reinforcement.

INLET WITH STRUCTURE BOTTOM

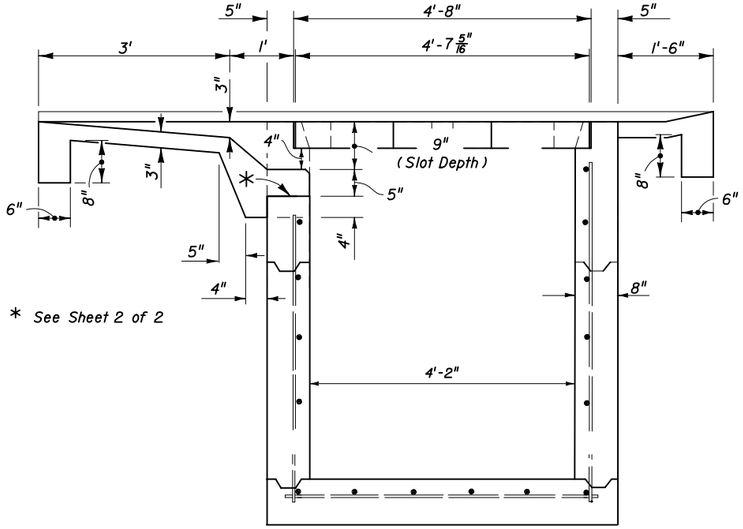


PLAN

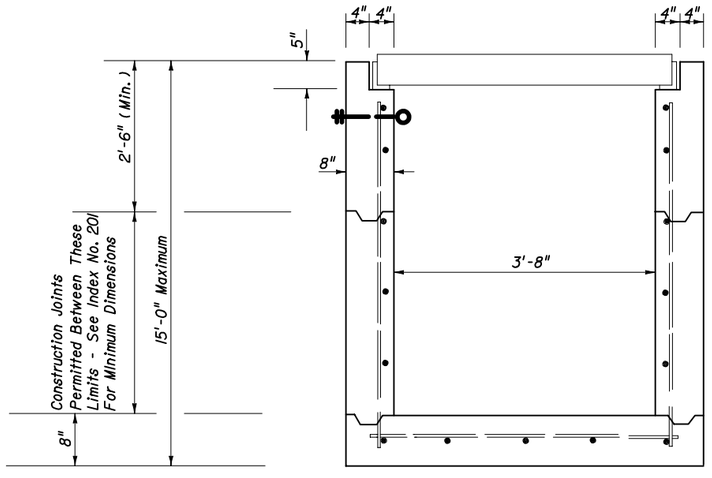
ESTIMATED QUANTITIES For Informational Purposes Only			
SLOT TYPE	PAVEMENT		SOD
	SY	CY	SY
Single Slot	6.2	0.9	14
Double Slot	8.1	1.1	19



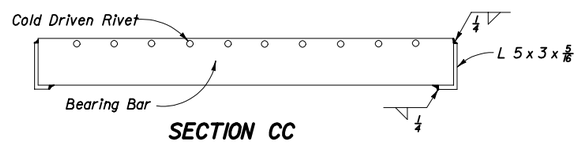
CONCRETE INLET PAVEMENT AND SODDING



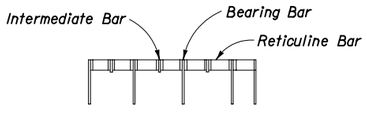
SECTION AA



SECTION BB



SECTION CC



SECTION DD

STEEL GRATE

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DITCH BOTTOM INLET TYPE B

	Names	Dates
Designed By	HAB	04/67
Drawn By	RWR	05/82
Checked By	JVG	05/82

Approved By
State Drainage Engineer

Revision	Sheet No.	Index No.
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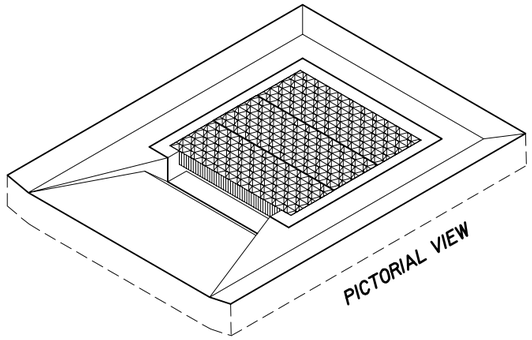
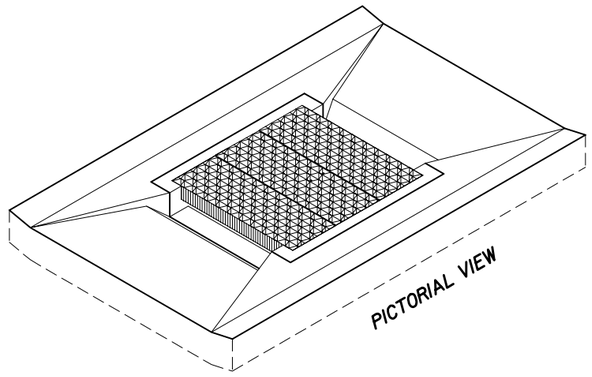
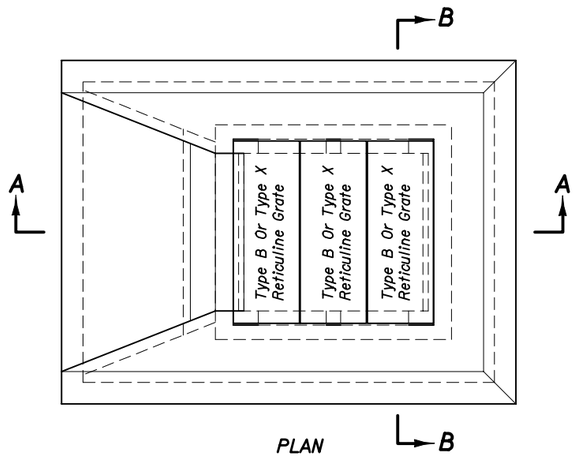
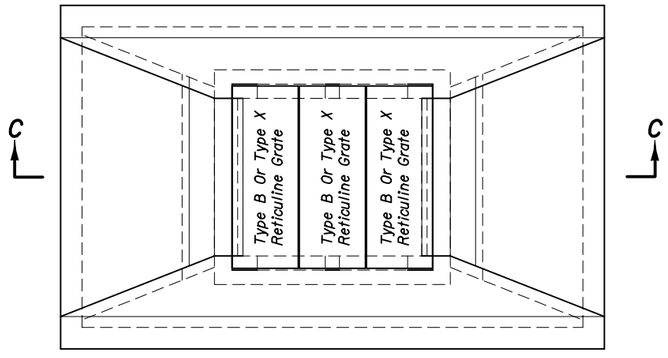


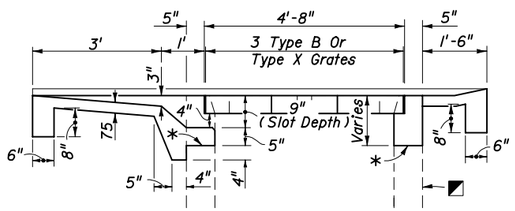




PLAN

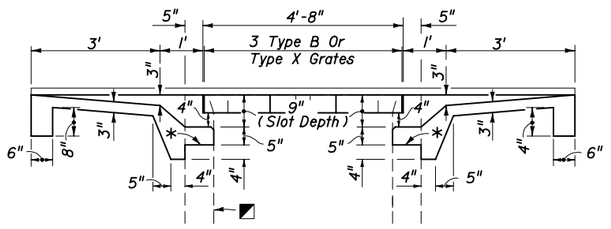


PLAN



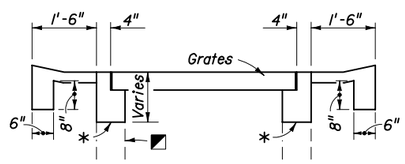
SECTION AA

SINGLE SLOT



SECTION CC

DOUBLE SLOT



SECTION BB

■ *Inlet Box (Line Type Indicates Existing Box To Facilitate Depiction Of Partial Construction On Existing Inlets)*

* *On new boxes the traversable top may be cast as a monolithic unit or cast in segments, and the location of this line may be lower to facilitate handling and placement; however, the slot depth is to remain at 9 inches. See Index No. 201 for top to wall connection. For converting to traversable tops on existing inlets remove concrete to this line and expose the existing reinforcement. Reshape or splice in reinforcement to penetrate the rim and returns of the grate seat, and bend the reinforcement into the slot shelf to extend into the abutting throat pavement.*

GENERAL NOTES

1. *The general purpose of the inlet top designs are:*
   a. *For ditches, medians or other areas subject to heavy wheel loads. This inlet may be placed in areas subject to occasional pedestrian traffic such as landscaped areas and pavement areas where pedestrians can walk around the inlet.*
   b. *Provide full grate and horizontal slot designs for new construction.*
   c. *Provide full grate and horizontal slot designs for replacing the verticle slot tops on existing Inlets Type B and Type X that are in locations subject to occasional pedestrian traffic.*
2. *Box, walls and bottoms reinforcing steel all #4 bars at 12" centers both ways with 2" clearance to inside of walls and bottom. Bars to be cut or bent for 1½" minimum clearance around pipe.*
3. *When Alternate G grates are specified in the plans, the grates are to be hot-dipped galvanized after fabrication.*
4. *Cost for constructing traversable tops on new inlet boxes shall be included in the contract unit price for Inlets (DT BOT) (Type B), EA., and shall include the cost for surrounding concrete inlet pavement.*
   Existing Inlets Type B and Inlets Type X that are converted to traversable inlet tops shall be paid for under the contract unit price for Inlets (DT BOT) (Type B) (Partial), EA. Unit price and payment shall be full compensation for inlet conversion and shall include the removal and disposal of any existing concrete inlet pavement; the removal and stockpiling or disposal of sufficient material from the existing inlet box to facilitate construction of the required inlet top; construction of the required inlet conversion; backfill construction; construction of concrete inlet pavement; reusing, supplementing, transferring or replacing grates as required by plans or as directed by the Engineer; any required earthwork for ditch restoration within 30' of the inlet; and, seeding and mulching disturbed grasses.
5. *Ditch pavement shall be paid for, separate from the inlet and concrete inlet pavement, by pavement types and units as called for in the plans.*
6. *Sod will be paid for under the contract unit price for Sodding, SY.*
7. *For supplementary details see Index No. 201.*

DESIGN NOTES

1. *The type of top (single or double slots) depends on the approach ditch configuration and the hydraulic requirements of the site. The designer will stipulate in the plans the type of top to be constructed at each individual inlet location.*

   On existing inlets conversion grates shall be constructed at the original grate elevations unless other elevations are called for in the plans. When plans call for the inlet top to be constructed to support storm water detention, details for ditch modifications and underdrains shall be shown in the plans.

MAINTENANCE NOTES

1. *Traversable inlet tops that are constructed by maintenance contract or by maintenance forces may reuse the existing grates that are determined by the Maintenance Engineer to be functionally sound, and their reuse is so directed by the Maintenance Engineer. Existing grates approved for reuse and new grates may be mixed, matched or replaced as directed by the Maintenance Engineer.*

TRAVERSABLE TOPS FOR INLETS TYPE B AND FOR CONVERSIONS OF EXISTING INLETS TYPE B AND TYPE X

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

DITCH BOTTOM INLETS TYPE B

	Names	Dates
Designed By	WPH	02/98
Drawn By	JDT	02/98
Checked By		

Approved By
State Drainage Engineer

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