GENERAL NOTES

1. Throat Inlets are restricted for light traffic and are not to be used in stone, concrete, and other areas subject to infrequent traffic. Sizing and throat inlets are not to be placed in areas subject to any heavy wheel loads. This throat may be placed in areas subject to occasional pedestrian traffic such as landscaped areas and pedestrian areas where pedestrian works can walk around the throat.

2. Inlets subject to minor traffic should be constructed without grates. Where inlets are in areas subject to moderate traffic, grates shall be provided adjacent to pedestrian pathways and minor traffic areas.

3. Throat grates are to be used on all inlets where drainage traffic is anticipated. Steel grates are to be used on all inlets with non-drainage traffic. Trench boxes are to be used on all inlets with non-drainage traffic. Failure to provide these grates is considered a violation of construction ordinances. Failure to provide these grates is considered a violation of construction ordinances.

4. Throat grates are to be used on all inlets where drainage traffic is anticipated. Steel grates are to be used on all inlets with non-drainage traffic. Trench boxes are to be used on all inlets with non-drainage traffic. Failure to provide these grates is considered a violation of construction ordinances. Failure to provide these grates is considered a violation of construction ordinances.

5. All exposed concrete and edge of concrete are to be cut flush.

6. Concrete throat grates are to be placed on all inlets subject to light traffic. Concrete throat grates are to be placed on all inlets subject to light traffic.

7. Throat grates are to be placed on all inlets subject to light traffic. Concrete throat grates are to be placed on all inlets subject to light traffic.

8. Throat grates are to be placed on all inlets subject to light traffic. Concrete throat grates are to be placed on all inlets subject to light traffic.

9. All equipment grates are required on inlets with drainage traffic and on inlets where drainage traffic is anticipated.

10. Throat grates are to be placed on all inlets subject to light traffic. Concrete throat grates are to be placed on all inlets subject to light traffic.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
DITCH BOTTOM INLETS TYPES C, D, E & H

TRAVESSIBLE SLOTS

SECTION AA

SECTION BB

SECTION CC

PAVEMENT AND SODDING QUANTITIES FOR TRAVESSIBLE SLOTS

<table>
<thead>
<tr>
<th>Layer</th>
<th>Single Sod</th>
<th>Double Sod</th>
<th>Single Slot</th>
<th>Double Slot</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>6.67</td>
<td>0.77</td>
<td>5.86</td>
<td>0.83</td>
</tr>
<tr>
<td>D</td>
<td>5.99</td>
<td>0.94</td>
<td>5.72</td>
<td>0.83</td>
</tr>
<tr>
<td>E</td>
<td>5.88</td>
<td>0.83</td>
<td>5.75</td>
<td>0.80</td>
</tr>
</tbody>
</table>

DEPARTMENT OF TRANSPORTATION

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

TRAVERSIBLE SLOTS

HALF PLAN WITH SLOT
HALF PLAN WITHOUT SLOT

PLAN VIEW
N O T E S : See General Notes Para. 6 and 7

\section{SECTION AA}

\section{SECTION BB}

\section{D I T C H B L O C K F O R I N L E T S W I T H O R W I T H O U T S L O T S}

\section{P A V E M E N T A N D S O D D I N G Q U A N T I T I E S}

\begin{tabular}{|c|c|c|c|c|}
\hline
\textbf{Inlet} & \textbf{Single Slot} & \textbf{Double Slot} & \textbf{Shape Slot} & \textbf{Double Slot} \\
\hline
\textbf{C} & 1\% & 0.93 & 1.05 & 12 \\
\hline
\textbf{D} & 5.99 & 1.02 & 1.70 & 14 \\
\hline
\textbf{E} & 5.89 & 0.99 & 1.34 & 14 \\
\hline
\end{tabular}

\section{S I N G L E S L O T S H O W N (D O U B L E S L O T S S Y M M E T R I C A L A B O U T C E N T E R L I N E)}

\section{S E C T I O N C C (C A S E I I)}

\textbf{NOTE:} For plan view and additional details see sheet 2 of 4.

\textbf{NOTE:} For pavement see General Notes Para. 6 and 7.

\textbf{TRAVERSABLE SLOTS FOR EXISTING INLETS}
DESIGN NOTES FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

1. The general purpose of the design is to remove the hazard of the protruding inlet top, while not creating a hazard by changing the top too drastically.

2. The corrective procedures depend 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 the vertical clearance between the top of the uppermost pavement and the grade. The purpose of the design concept is to avoid the traversable slot where top removal, changes in grade elevation and ditch gradients are not required. Case 2 will normally be applicable to situations with flatter gradients adjacent the inlet. Case 3 will normally be applicable to situations with steeper gradients adjusting the inlet where building the existing ditches is acceptable.

3. The designer shall evaluate the plane of the ditch which can be constructed at each individual inlet location.

   Where the existing inlet top is above the existing ditch (Case 2) but not high enough to require adjustment of the ditch (Case 3), and vertical clearance or other conditions do not prevent removal of the inlet top, the designer should use Case 2. The designer shall determine whether ditch reconstruction is required more than 35 feet beyond the traversable slot, and shall then determine a point in the plane to cover the port of required ditch reconstruction exceeding the 35 feet limit. The designer shall also determine whether ditch pavement is required for ditch protection within the 35 foot limit and includes that pavement under the pay rates and rates from the Initial partial.

   When the determination ditch concept is to be used with Case 3, the designer shall evaluate (Case 3 (deflection)) in the plane.

   The designer shall determine whether light asphalt or other conditions of each individual inlet indicate the need for undermining in Case 2 and shall evaluate Case 2.

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

1. Existing Inlets converted to traversable with top under Case 2, 3 and 5 shall be paid for under partial, each. Case shall not be included in the pay when described.

2. All ditch reconstruction work within 30 feet of each traversable slot conversion, whether required by these details or a direct result of the conversion, shall be included as a part of the partial cost. Reconstruction work shall include excavation and removal of unstable materials or borrow materials, grading, compacting, shaping and sealing and sealing. Sinking, ditch pavement and undermining are not included as part of the partial cost and are to be paid for separately.

3. Concrete inlet pavement and sealing shall be in accordance with the specifications on this sheet and with the Plans on Sheet 5 and Sections A, B and CC for Case 1 and tabular quantities on Sheet 3.

4. Unit prices and amount shall constitute full compensation for inlet conversion (including concrete pavement and replacement grates), ditch reconstruction, planting and seeding, and shall be valid for under the contract price for Inlets (OT bolt 1 Types A, B, C, D, E & H) in the Plane.

Sinking shall be paid for under the contract unit price for Sinking, SR. Ditch pavement shall be paid for separately from the contract by payment type A and unit as specified in the plan.