HORIZONTAL WALL REINFORCING
SCHEDULES (TABLE 1)

<table>
<thead>
<tr>
<th>WALL</th>
<th>SCHEDULE</th>
<th>AREA</th>
<th>MAX. SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>0'-0&quot;</td>
<td>8&quot;</td>
<td>0.00</td>
<td>10&quot;</td>
</tr>
<tr>
<td>4'-4&quot;</td>
<td>8&quot;</td>
<td>0.37</td>
<td>12&quot;</td>
</tr>
</tbody>
</table>

TYPE C
Recommended Maximum Pipe Size:
3'-0" Wall - 24" Pipe
4'-6" Wall - 36" Pipe

HORIZONTAL WALL REINFORCING
SCHEDULES (TABLE 2)

<table>
<thead>
<tr>
<th>WALL</th>
<th>SCHEDULE</th>
<th>AREA</th>
<th>MAX. SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>0'-0&quot;</td>
<td>8&quot;</td>
<td>0.20</td>
<td>12&quot;</td>
</tr>
<tr>
<td>5'-6&quot;</td>
<td>6&quot;</td>
<td>0.24</td>
<td>12&quot;</td>
</tr>
</tbody>
</table>

TYPE D
Recommended Maximum Pipe Size:
3'-0" Wall - 24" Pipe
4'-6" Wall - 36" Pipe

SECTION

HORIZONTAL WALL REINFORCING
SCHEDULES (TABLE 3)

<table>
<thead>
<tr>
<th>WALL</th>
<th>SCHEDULE</th>
<th>AREA</th>
<th>MAX. SPACING</th>
</tr>
</thead>
<tbody>
<tr>
<td>0'-0&quot;</td>
<td>8&quot;</td>
<td>0.20</td>
<td>6&quot;</td>
</tr>
<tr>
<td>7'-7&quot;</td>
<td>6&quot;</td>
<td>0.37</td>
<td>6&quot;</td>
</tr>
</tbody>
</table>

TYPE E
Recommended Maximum Pipe Size:
6'-7" Wall - 1-60" Pipe

HORIZONTAL WALL REINFORCING
SCHEDULES (TABLE 4)

<table>
<thead>
<tr>
<th>WALL</th>
<th>SCHEDULE</th>
<th>AREA</th>
<th>MAX. SPACING</th>
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</thead>
<tbody>
<tr>
<td>6'-7&quot;</td>
<td>6&quot;</td>
<td>0.35</td>
<td>6&quot;</td>
</tr>
<tr>
<td>7'-11&quot;</td>
<td>6&quot;</td>
<td>0.37</td>
<td>6&quot;</td>
</tr>
</tbody>
</table>

TYPE H (2 & 3-GRADE INLET)
Recommended Maximum Pipe Size:
6'-6" Wall - 1-60" Pipe
8'-9" Wall - 1-78" Pipe

GENERAL NOTES
See Sheet 2 of 6.
CAST IRON GRATES

TYPE C
Approx. Weight 235 Lbs.

Half Section Cast Iron Grates

TYPE D
Approx. Weight 154 Lbs.

CAST IRON GRATES

TYPE E
Approx. Weight 205 Lbs.

TYPE H (3-GRATE INLET)
Approx. Weight 1725 Lbs.

TYPE H (4-GRATE INLET)
Approx. Weight 2725 Lbs.

STEEL GRATES

NOTE: Steel Grates Are Required On Inlets With Traversable Slots And On Inlets Where Bicycle Traffic Is Anticipated.

GENERAL NOTES

1. These inlets are suitable for bicycle traffic and are to be used in locations and areas subject to heavy wheel loads. These inlets may be placed in areas subject to occasional pedestrian traffic such as landscaped areas and pedestrian areas where pedestrians can walk around the inlet.

2. Inlets subject to minimal loads should be constructed without slots, where slots are a problem. Inlets should be constructed with slots. Sloped inlets are located within roadways, street areas and areas subject to bicycle and pedestrian traffic shall have traversable slots. The traversable slot modification is not adaptive to Inlet Type H. Slots may be constructed at either or both ends as shown on plans.

3. Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets with traversable slots. Either cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the specification described above, when alternate G grates are specified in the plans, either the steel grate, not galvanized after fabrication, or the cast iron grate may be used, unless the plans specify the particular type.

4. Recommended maximum pipe sizes shown are for concrete pipe. Sizes for other types of pipe must be checked for fit.

5. All casted edges and corners shall be 0.025" inch or rounded to 0.025" radius.

6. Concrete inlets pavement to be used on inlets without slots and inlets with nontraversable slots only when called for in the plans, but required on all traversable slot inlets. Cost to be included in contract unit price for inlets. Quantities shown are for information only.

7. Traversable slots constructed in existing inlets shall be paid for as items separate. For construction work and needed in pavement see "TRaversable Slot Inlets (Partial) For Existing Inlets".

8. Sodding to be used on all inlets not located in paved areas and paid for under contract unit price for Performance Turf, SY.

9. For supplementary details, see Index No. 201.

10. All reinforcing is Grade 60 bars with 2" min. cover unless otherwise noted. Bars to be cut or bent for "o" channels around pipe opening. Provide one additional bar above and at each side of pipe opening.
### PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS

<table>
<thead>
<tr>
<th>Slot Width</th>
<th>Single Slot</th>
<th>Double Slot</th>
</tr>
</thead>
<tbody>
<tr>
<td>3'</td>
<td>4.87</td>
<td>5.99</td>
</tr>
<tr>
<td>4'</td>
<td>5.88</td>
<td>7.70</td>
</tr>
<tr>
<td>5'</td>
<td>6.16</td>
<td>8.10</td>
</tr>
</tbody>
</table>

### TRAVERSABLE SLOTS

**SECTION AA**

**SECTION BB**

**SECTION CC**

**PLAN VIEW**

**HALF PLAN WITH SLOT**

**HALF PLAN WITHOUT SLOT**

**DITCH BOTTOM INLET TYPES C, D, E & H**
DITCH BLOCK FOR INLETS WITH OR WITHOUT SLOTS

SODDING AND PAVEMENT FOR INLETS WITHOUT SLOTS AND INLETS WITH NONTRAVERSABLE SLOTS

SECTION AA
SECTION BB
NONTRAVERSABLE SLOTS

PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS

<table>
<thead>
<tr>
<th>Inlet</th>
<th>Single Slot</th>
<th>Double Slot</th>
<th>Single Slot</th>
<th>Double Slot</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SF</td>
<td>CY</td>
<td>SF</td>
<td>CY</td>
</tr>
<tr>
<td>C</td>
<td>0.99</td>
<td>1.05</td>
<td>7.70</td>
<td>1.30</td>
</tr>
<tr>
<td>D</td>
<td>0.98</td>
<td>0.99</td>
<td>7.10</td>
<td>1.24</td>
</tr>
</tbody>
</table>

TRAVERSABLE SLOTS FOR EXISTING INLETS

NOTE: For plan view and additional details see sheet 2 of 5.
For payment see General Notes Nos. 6 and 7.
The designer shall stipulate in the plans which case is to be constructed at each individual inlet location.

Where the existing inlet top is below the existing ditch (Case 2), and vertical clearance or other conditions do not prevent removal of the inlet top, the designer should call for Case 2. The designer shall determine whether ditch pavement is required for ditch restoration within the 35 foot limit and 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 reconstruction within the 35 foot limit and include that pavement under a pay item separate from the inlet partial.

1. Existing inlets converted to traversable slot tops under Cases 1, 2, and 3 shall be paid for as inlet partials, each. Case shall not be included in the pay item description.

2. All ditch reconstruction work within 35 feet of any traversable slot conversion, whether required by these details or as a direct result of the conversion, shall be included as part of the partial cost. Reconstruction work shall include excavation and removal of asphalt emulsions or other materials in place, paving, grading, shaping, and restoration of disturbed turf. Sodding, ditch pavement and underdrain are not to be included in the pay item partial cost and are to be paid for separately.

3. Concrete invert paving and sodding shall be in accordance with the sections on this detail sheet and the Plan on Sheet 3 and Sections AA, BB and CC in Case 1 and Nature Notes in Sheet 4.

4. Unit price and payment shall be adequate full compensation for ditch reconstruction including excavating, invert paving and replacement grates, slot excavation, restoration of disturbed turf, and shall be paid for under the contract unit price for inlets (DT Bot Inlet) (Case I), each. Sodding shall be paid for under the contract unit price for Performance Turf, each. Slot pavement shall be paid for separately from the inlets (DT Bot Inlet) and unit 2 as called for in the plans.

TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

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

SINGLE SLOT SHOWN (DOUBLE SLOTS SYMMETRICAL ABOUT CENTERLINE)  
SECTION CC (CASE 3)
ALT. A STRUCTURE BOTTOM FOR INLETS TYPE C, D AND E

SECTION AA

ALT. B STRUCTURE BOTTOM FOR INLETS TYPE C, D & E

TOP SLAB OPENINGS

<table>
<thead>
<tr>
<th>DIAMETER</th>
<th>OPENING SIZE</th>
<th>WIDTH</th>
<th>LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>2'-0&quot;</td>
<td>3'-1&quot;</td>
<td></td>
<td>1'-0&quot;</td>
</tr>
<tr>
<td>3'-0&quot;</td>
<td>4'-0&quot;</td>
<td></td>
<td>1'-0&quot;</td>
</tr>
<tr>
<td>4'-0&quot;</td>
<td>5'-0&quot;</td>
<td></td>
<td>2'-0&quot;</td>
</tr>
</tbody>
</table>

TOP SLAB OPENING SIZE Table For Dimensions

4 Bar Each Corner (2'-0" Min. Length)

2 Way Reinforcement See Tables

ALT. B Structure Bottom

See Index No. 200 For Structure Bottom Details and Hole Reinforcement.

For 4'-0"/5'-0"/6'-0" Structure Bottoms

For 8'-0" Structure Bottoms

TYPE C 3'-1"

TYPE D 4'-1"

TYPE E 4'-6"

.Min. Diameter Unless Otherwise Shown On Plans

TOP SLAB REINFORCING DIAGRAM

SECTION AA

ALT. A STRUCTURE BOTTOM FOR INLETS TYPE C, D AND E

TOP SLAB WITH CENTERED OPENING

<table>
<thead>
<tr>
<th>SLAB DEPTH</th>
<th>SLAB THICKNESS</th>
<th>REINFORCING SCHEDULE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5'-40'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8'-0&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37'-40'</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2 Way Reinforcement See Tables

 SECTION BB

TOP SLAB REINFORCING SCHEDULE

GRADE 60 (BAR) OR 65 KSI & 70 KSI (WIRE FABRIC) T/W/H

#4 Bar Each Corner

#8 Bars @ 5" Spacing

2 Way Reinforcement See Tables

ALT. B STRUCTURE BOTTOM

See Index No. 200 For Structure Bottom Details and Hole Reinforcement.