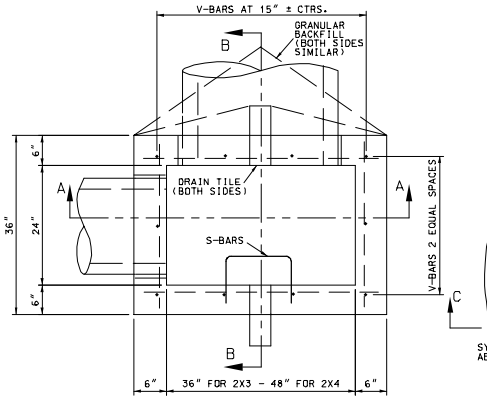
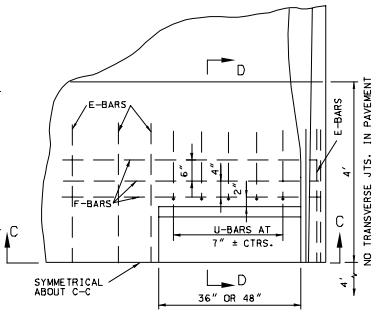
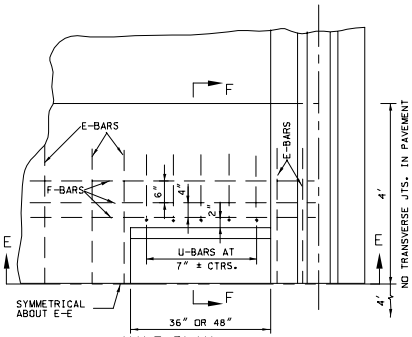


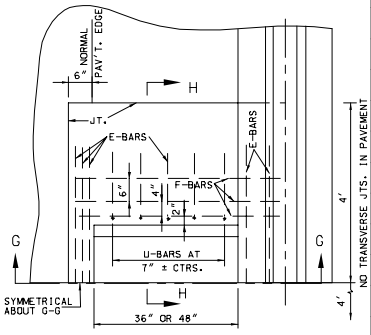
INLET PLAN



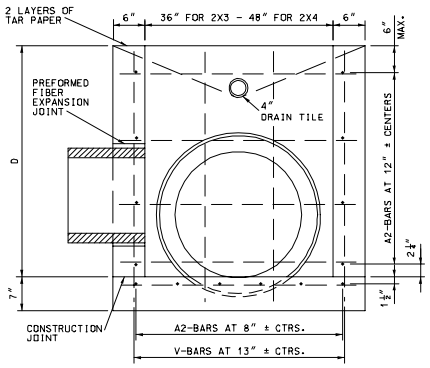
HALF-PLAN



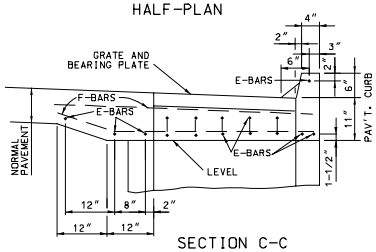
HALF-PLAN



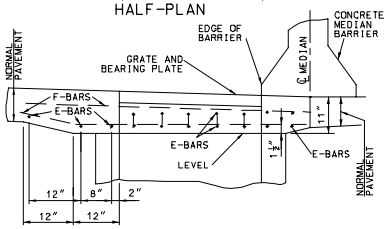
HALF-PLAN



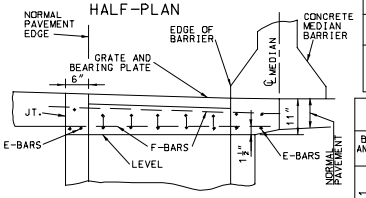
SECTION A-A



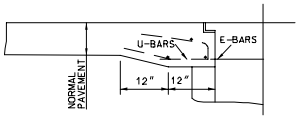
SECTION C-C



SECTION E-E



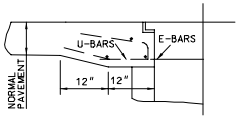
SECTION G-G



HALF-SECTION D-D

CASE 1

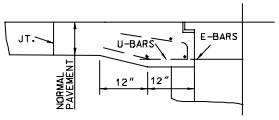
INLET ADJACENT TO CURB



HALF-SECTION F-F

CASE 2

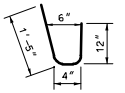
DISTANCE BETWEEN BARRIER & PAVEMENT EDGE GREATER THAN INLET WIDTH



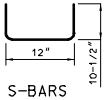
HALF-SECTION H-H

CASE 3

DISTANCE BETWEEN BARRIER & PAVEMENT EDGE EQUAL TO INLET WIDTH

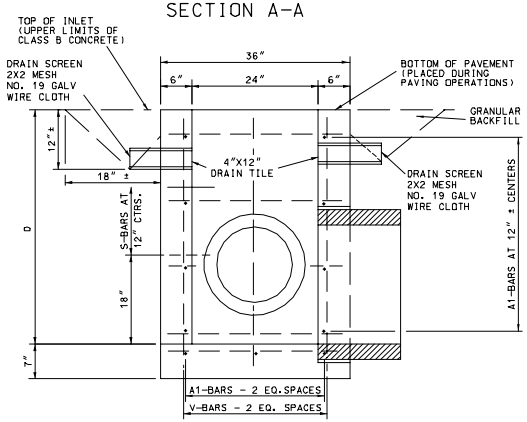


U-BARS

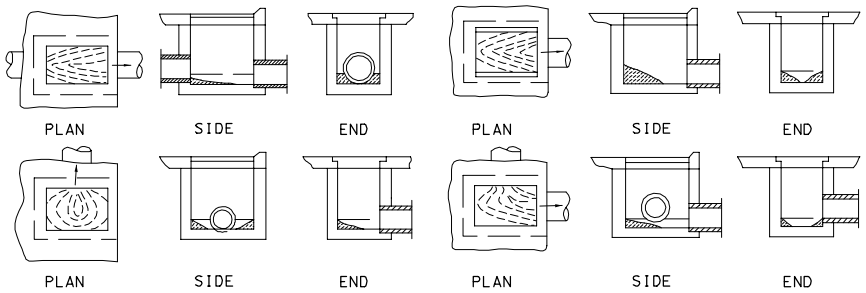


S-BARS

BENDING DIAGRAMS



SECTION B-B



TYPICAL INVERTS

(TO BE PLACED AFTER INLET IS CONSTRUCTED)

QUANTITIES			
"D"		2X3	2X4
1'-9"	C	0.65	0.78
	S	49	57
2'-0"	C	0.70	0.84
	S	60	70
2'-6"	C	0.81	0.97
	S	63	75
3'-0"	C	0.93	1.10
	S	75	89
3'-6"	C	1.04	1.23
	S	78	93
4'-0"	C	1.15	1.36
	S	90	107
4'-6"	C	1.26	1.49
	S	106	123
5'-0"	C	1.37	1.62
	S	123	142
5'-6"	C	1.48	1.75
	S	130	150
6'-0"	C	1.59	1.88
	S	142	164
6'-6"	C	1.70	2.01
	S	149	172
7'-0"	C	1.81	2.14
	S	161	186
ADD 0.15 C.Y. CONCRETE FOR INVERT			

BAR BILL FOR INLET					
"D"	MARK	2X3		2X4	
		NO.	LENGTH	NO.	LENGTH
1'-9"	A1	7	3'-9"	7	4'-9"
	A2	10	2'-9"	10	2'-9"
	V	10	2'-0"	12	2'-0"
2'-0"	A1	9	3'-9"	9	4'-9"
	A2	12	2'-9"	13	2'-9"
	V	10	2'-3"	12	2'-3"
2'-6"	A1	9	3'-9"	9	4'-9"
	A2	12	2'-9"	13	2'-9"
	V	10	2'-9"	12	2'-9"
3'-0"	A1	11	3'-9"	11	4'-9"
	A2	14	2'-9"	15	2'-9"
	V	10	3'-3"	12	3'-3"
3'-6"	A1	11	3'-9"	11	4'-9"
	A2	14	2'-9"	15	2'-9"
	V	10	3'-9"	12	3'-9"
4'-0"	A1	13	3'-9"	13	4'-9"
	A2	16	2'-9"	17	2'-9"
	V	10	4'-3"	12	4'-3"
4'-6"	A1	13	3'-9"	13	4'-9"
	A2	16	2'-9"	17	2'-9"
	V	10	4'-9"	12	4'-9"
	S	3	2'-9"	3	2'-9"
5'-0"	A1	15	3'-9"	15	4'-9"
	A2	18	2'-9"	19	2'-9"
	V	10	5'-3"	12	5'-3"
	S	4	2'-9"	4	2'-9"
5'-6"	A1	15	3'-9"	15	4'-9"
	A2	18	2'-9"	19	2'-9"
	V	10	5'-9"	12	5'-9"
	S	5	2'-9"	5	2'-9"
6'-0"	A1	17	3'-9"	17	4'-9"
	A2	20	2'-9"	21	2'-9"
	V	10	6'-3"	12	6'-3"
	S	5	2'-9"	5	2'-9"
6'-6"	A1	17	3'-9"	17	4'-9"
	A2	20	2'-9"	21	2'-9"
	V	10	6'-9"	12	6'-9"
	S	6	2'-9"	6	2'-9"
7'-0"	A1	19	3'-9"	19	4'-9"
	A2	22	2'-9"	23	2'-9"
	V	10	7'-3"	12	7'-3"
	S	6	2'-9"	6	2'-9"

PAVEMENT BAR BILL AND STEEL ADDITIONS					
BOX SIZE AND ADD'L. STEEL		MARK	NO.	LENG.	ADD STEEL LBS.
CASE 1	2X3 ADD	E	6	6'-0"	64
		F	6	5'-6"	
		U	10	2'-9"	
	2X4 ADD	E	6	6'-0"	76
		F	6	6'-6"	
		U	14	2'-9"	
CASE 2	2X3 ADD	E	7	6'-0"	70
		F	6	6'-0"	
		U	10	2'-9"	
	2X4 ADD	E	7	6'-0"	82
		F	6	7'-0"	
		U	14	2'-9"	
CASE 3	2X3 ADD	E	7	6'-0"	63
		F	6	4'-3"	
		U	10	2'-9"	
	2X4 ADD	E	7	6'-0"	75
		F	6	5'-3"	
		U	14	2'-9"	

CONCRETE DEDUCTION FOR PIPE OPENING(C.Y.)					
12"	15"	18"	24"	30"	36"
0.02	0.04	0.05	0.09	0.14	0.20

A1, A2, V, E, F & U-BARS.....#4
S-BARS.....#6

GENERAL NOTES:

REINFORCING BARS SHALL BE CUT AND/OR BENT AT PIPE OPENINGS. REINFORCING BARS IN PAVEMENT SHALL BE SECURELY TIED TOGETHER AND FASTENED TO AVOID DISPLACEMENT DURING PAVING OPERATIONS. REINFORCING SHOWN IS IN ADDITION TO ANY REINFORCING IN THE CONCRETE PAVEMENT.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

DROP INLET

TYPE B

DATE:_____ EFFECTIVE: 604.20B

1/1