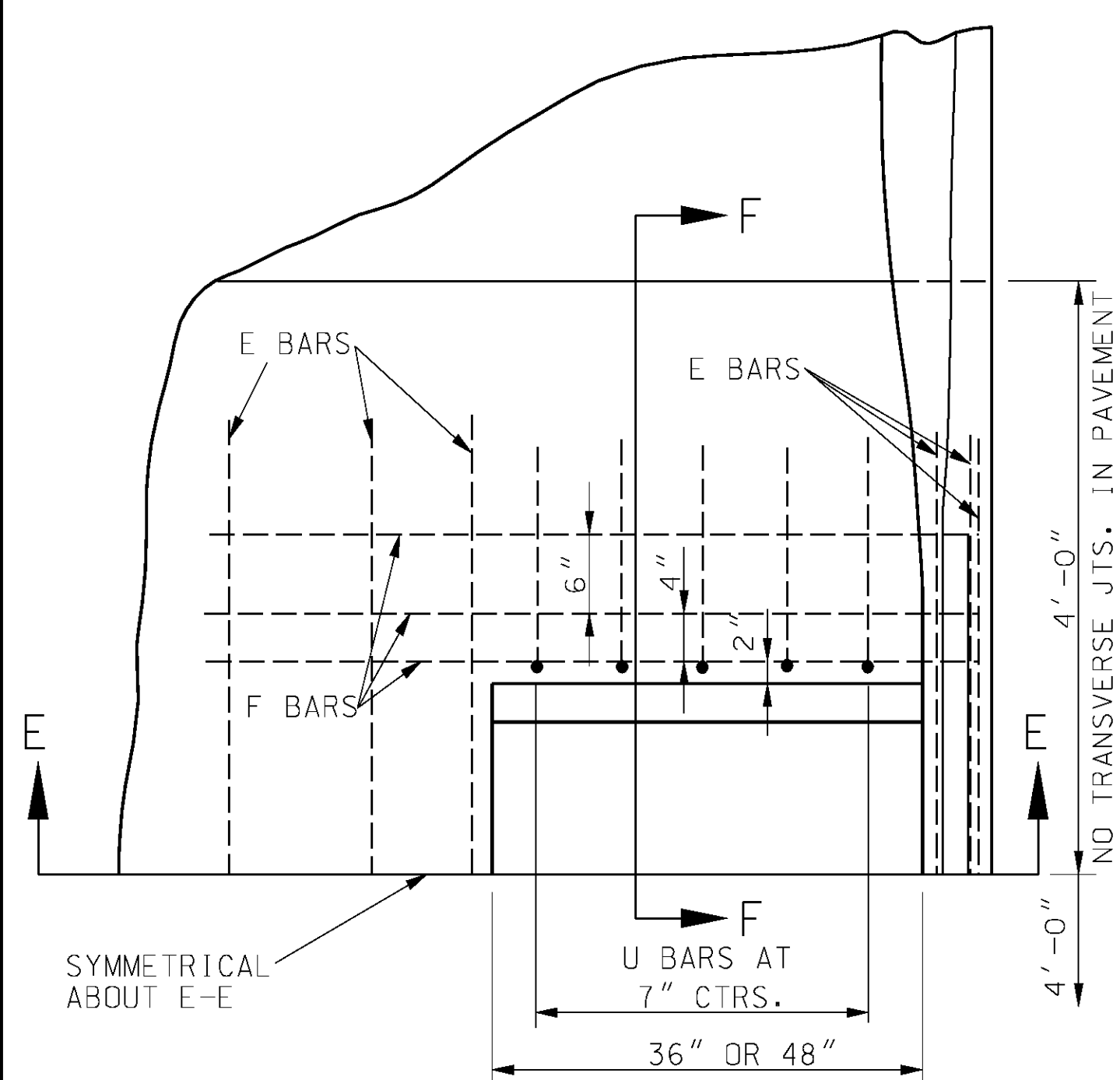
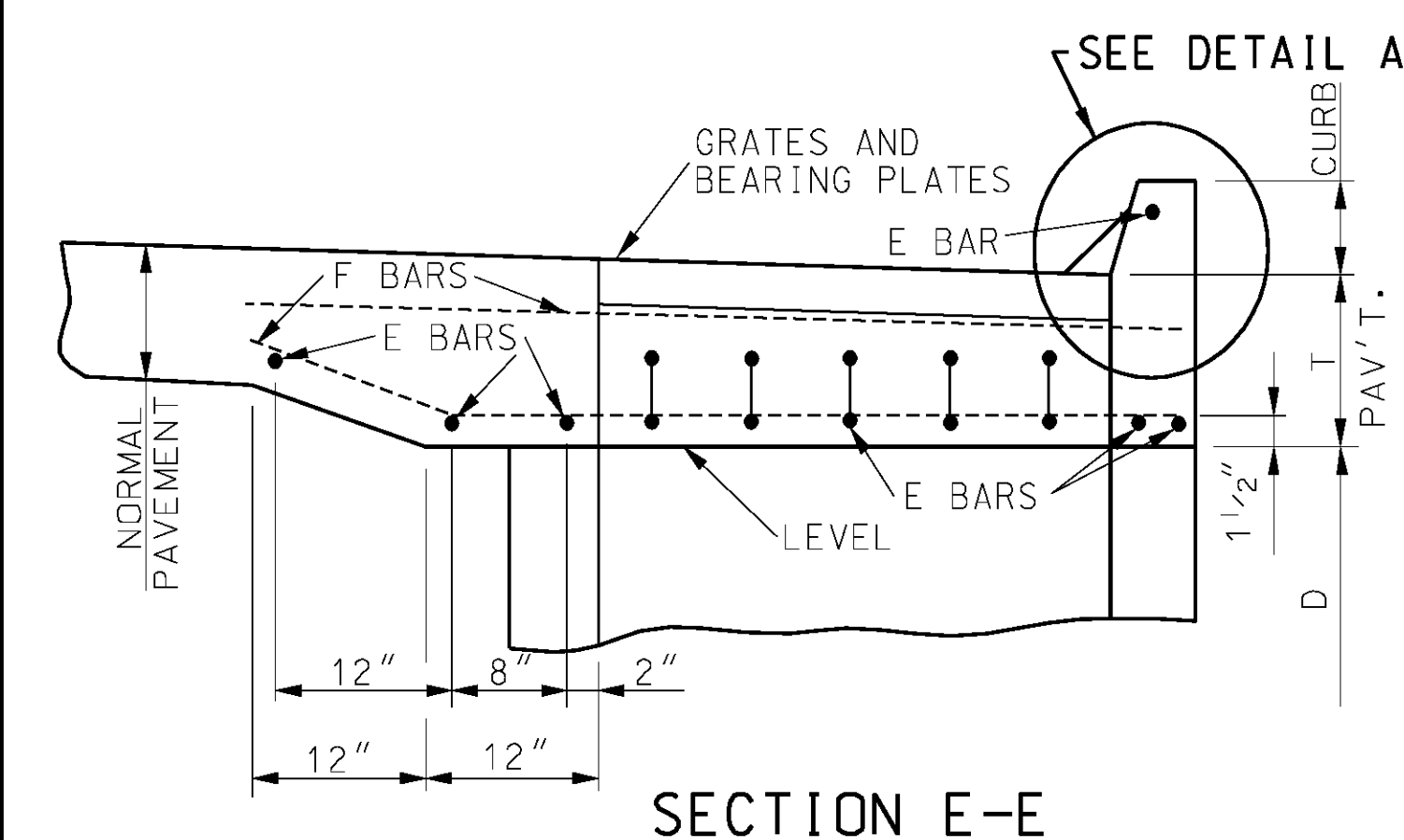
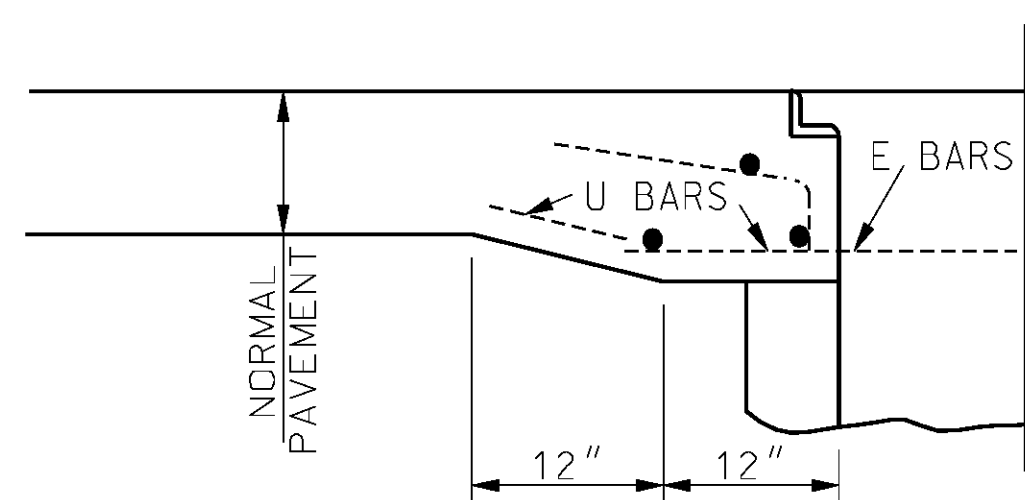




HALF-PLAN

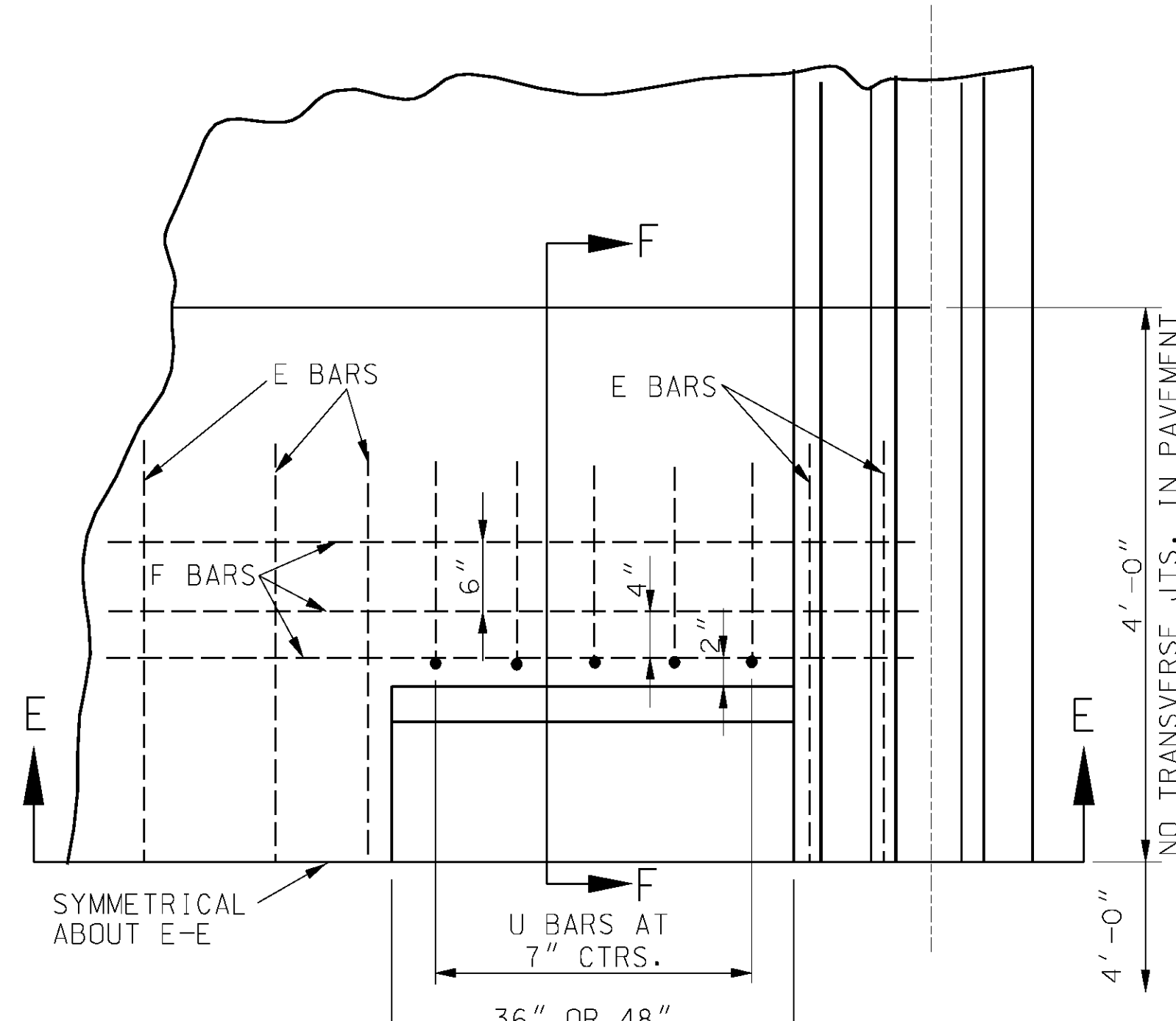


SECTION E-E

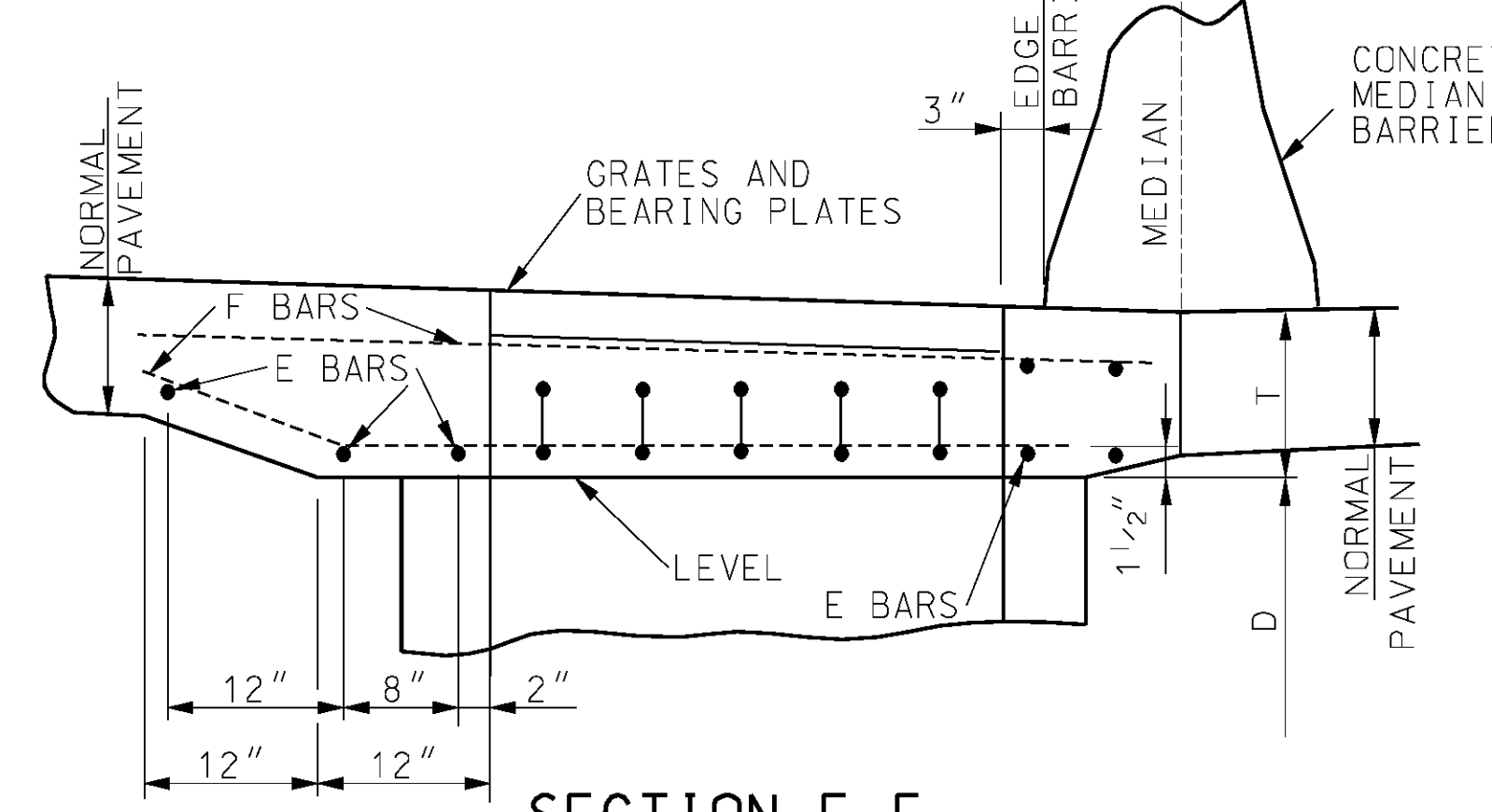


HALF SECTION F-F

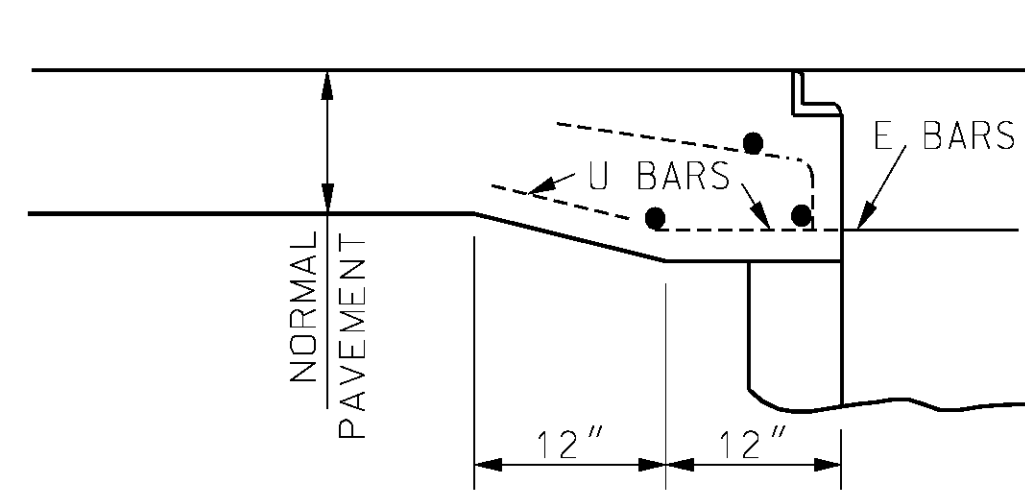
TYPE A
INLET ADJACENT TO CURB



HALF-PLAN

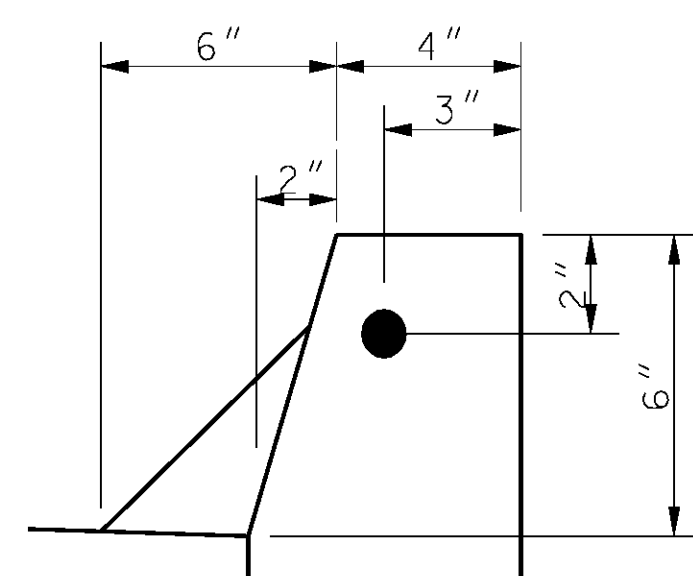


SECTION E-E



HALF SECTION F-F

TYPE B
DISTANCE BETWEEN BARRIER
& PAVEMENT EDGE GREATER
THAN INLET WIDTH

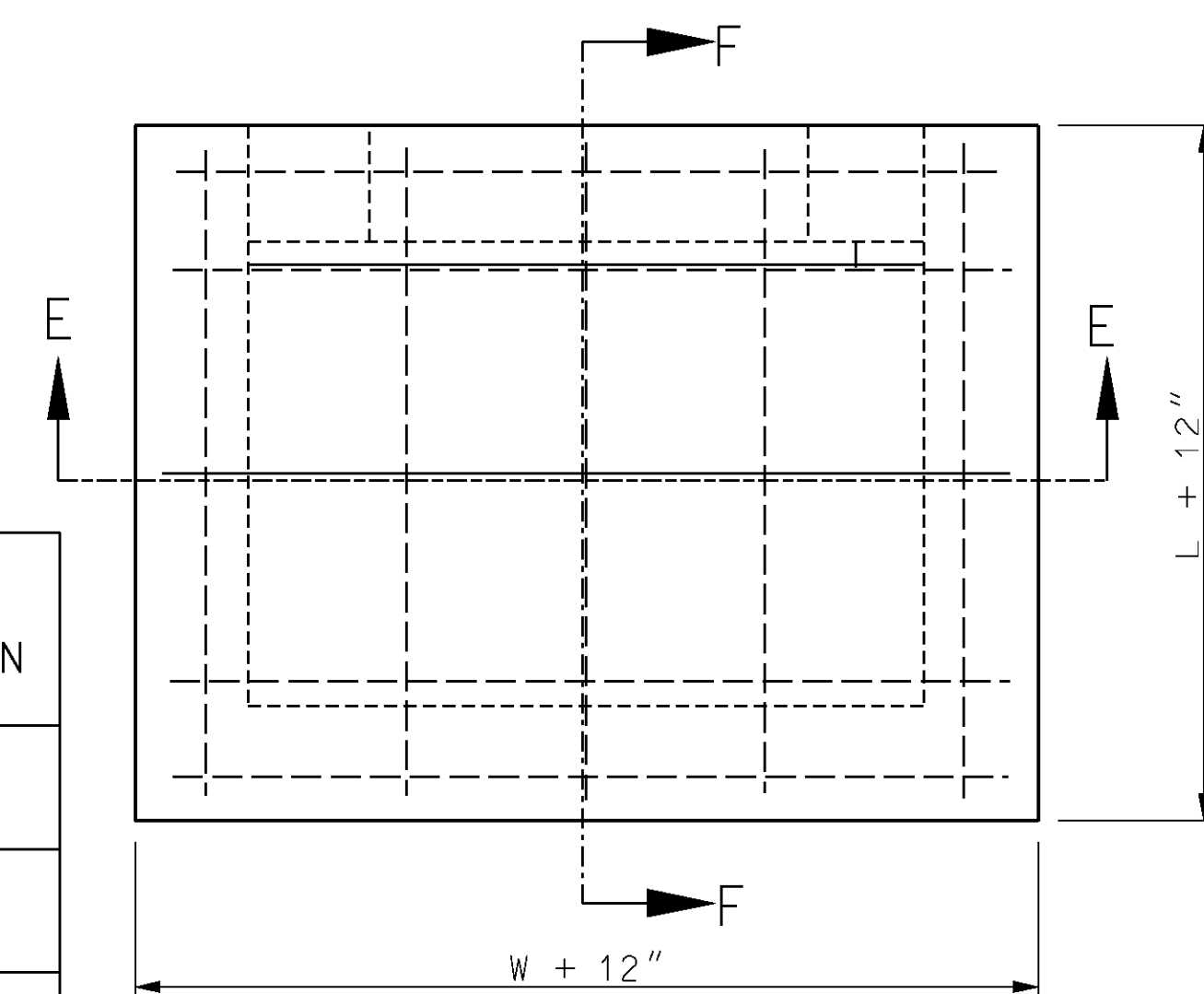


DETAIL A

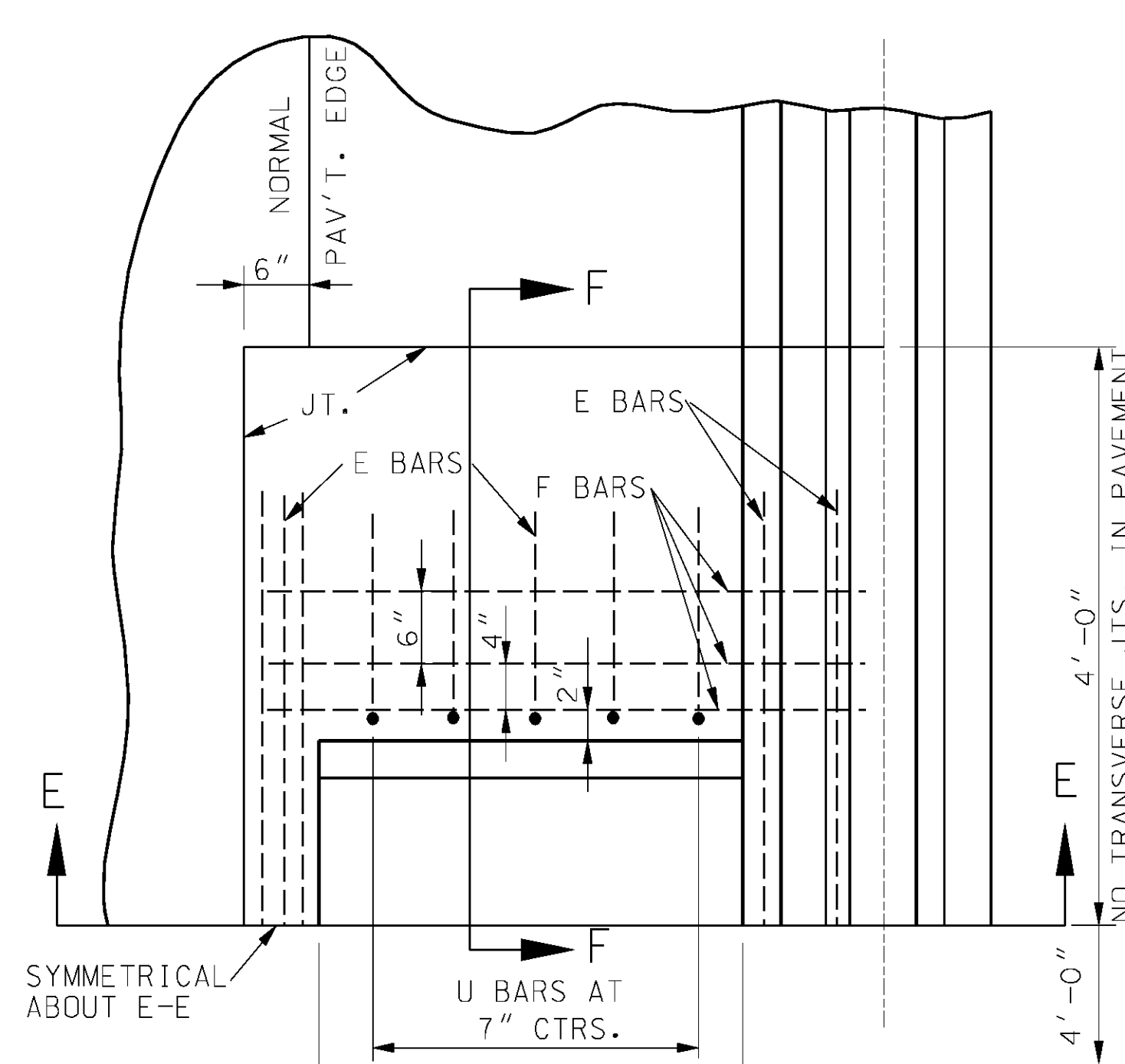
TYPE E COVER BAR BILL				
WIDTH	LENGTH	BAR SIZE	NO.	LENGTH
3'	2'	E	7	6'-0"
		F	6	6'-0"
		U	10	2'-9"
		U	14	2'-9"
4'	2'	E	7	6'-0"
		F	6	6'-0"
		U	10	2'-9"
		U	14	2'-9"

BARS E, F, & U.....#4

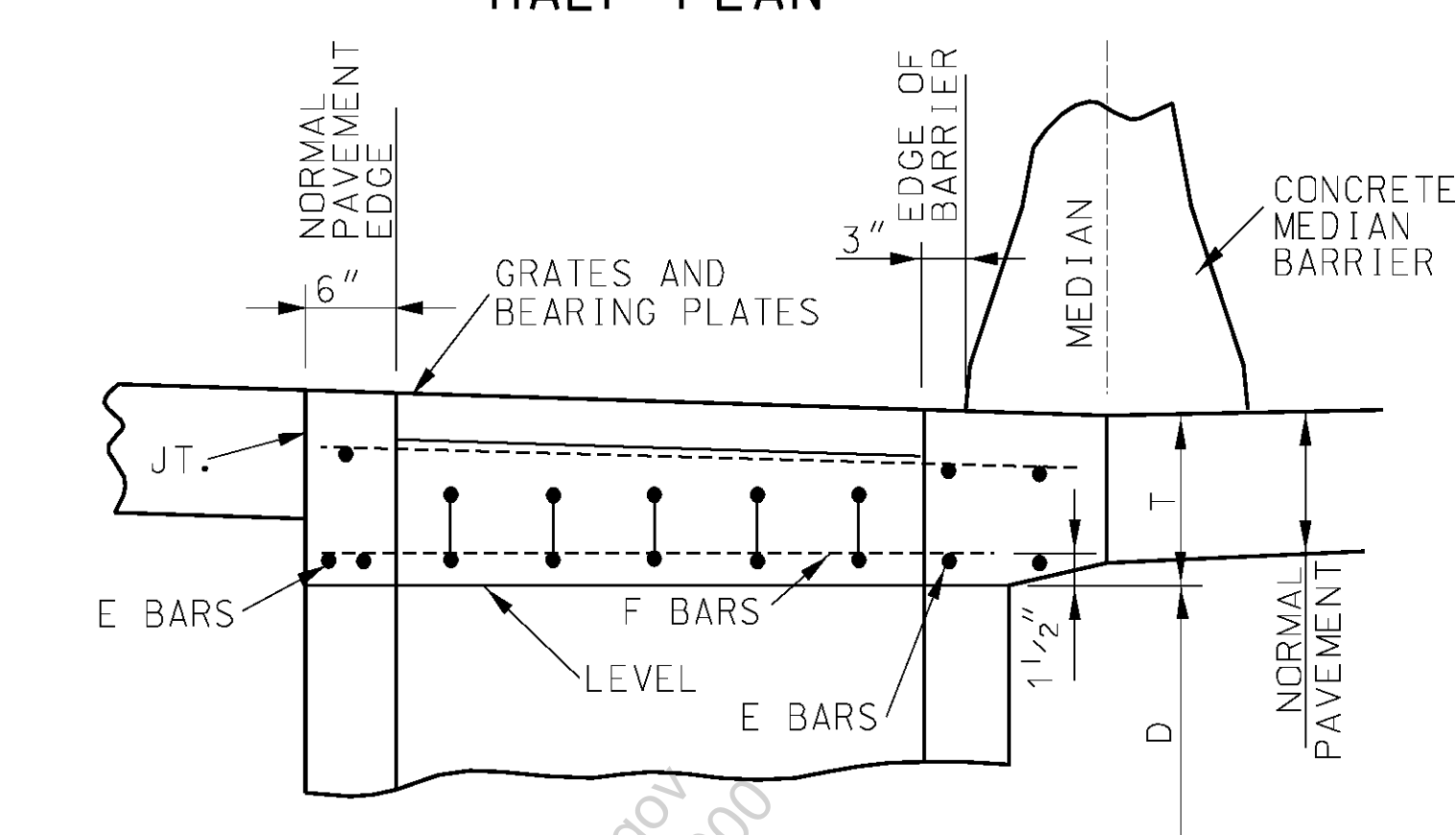
PAV'T THICKNESS	"T" DIMENSION
LESS THAN OR EQUAL TO 11"	11"
12"	12"
13"	13"
GREATER THAN OR EQUAL TO 14"	14"



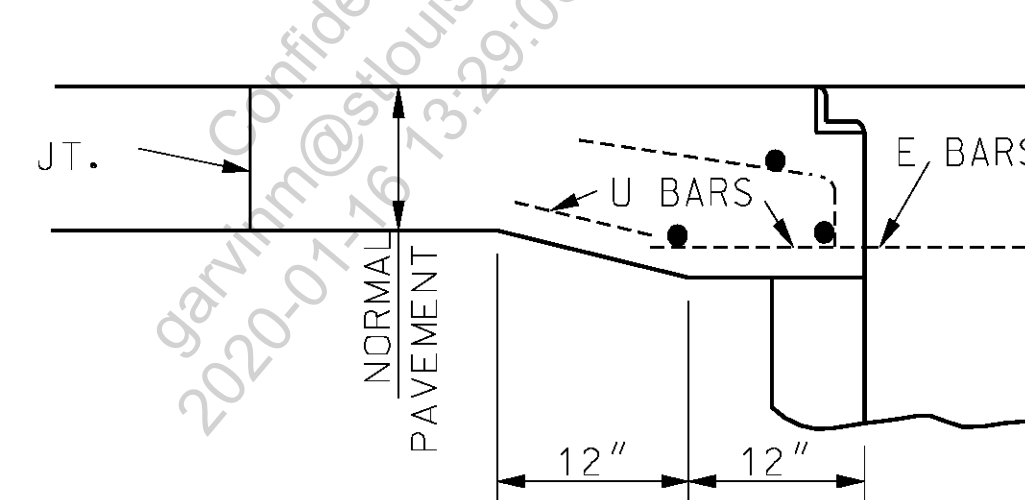
PLAN



HALF-PLAN

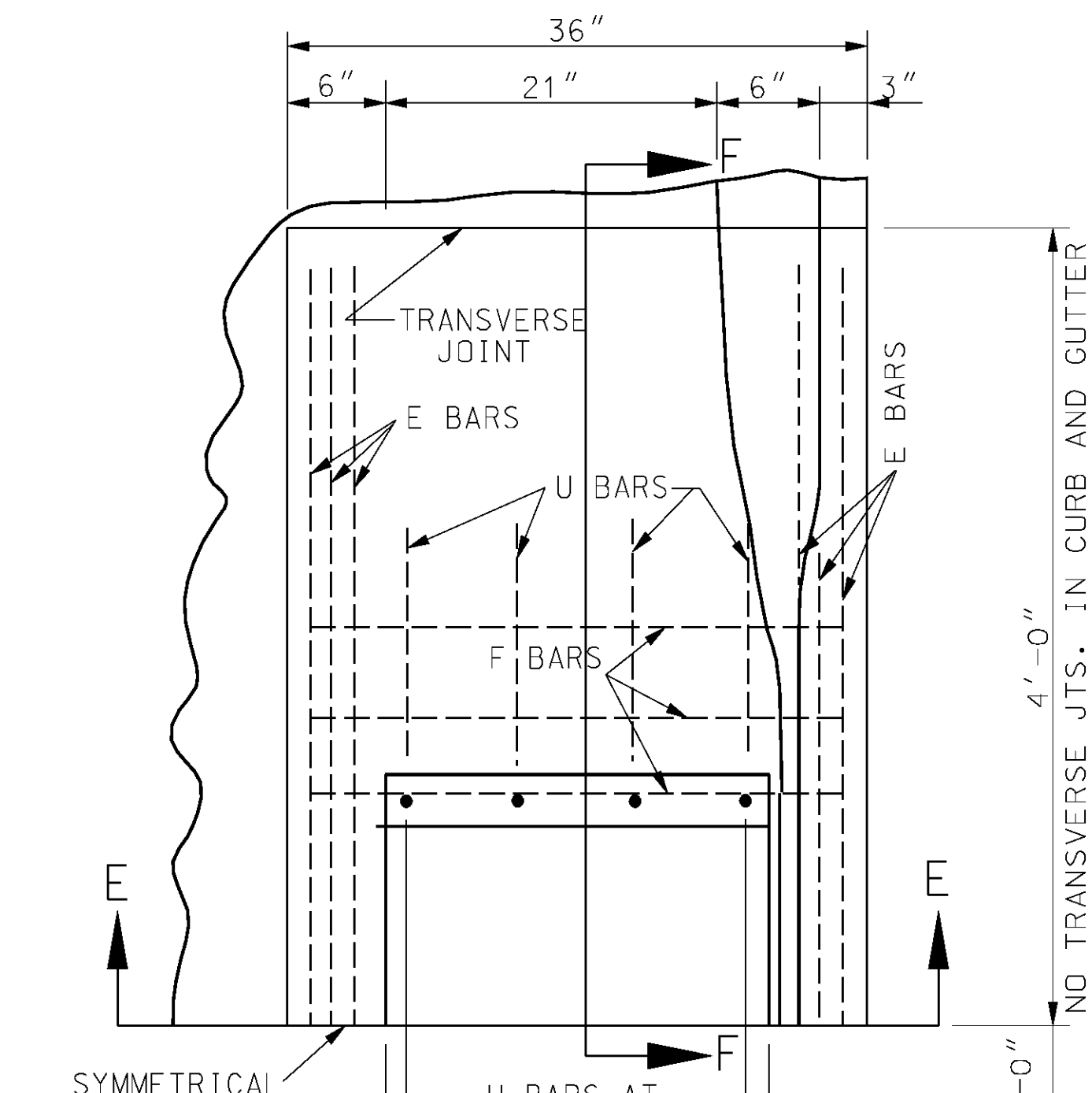


SECTION E-E

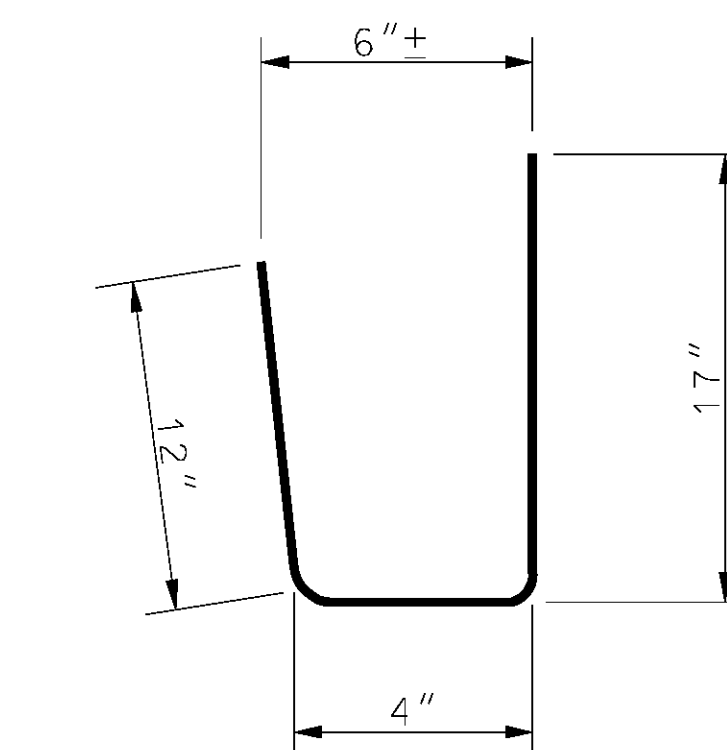
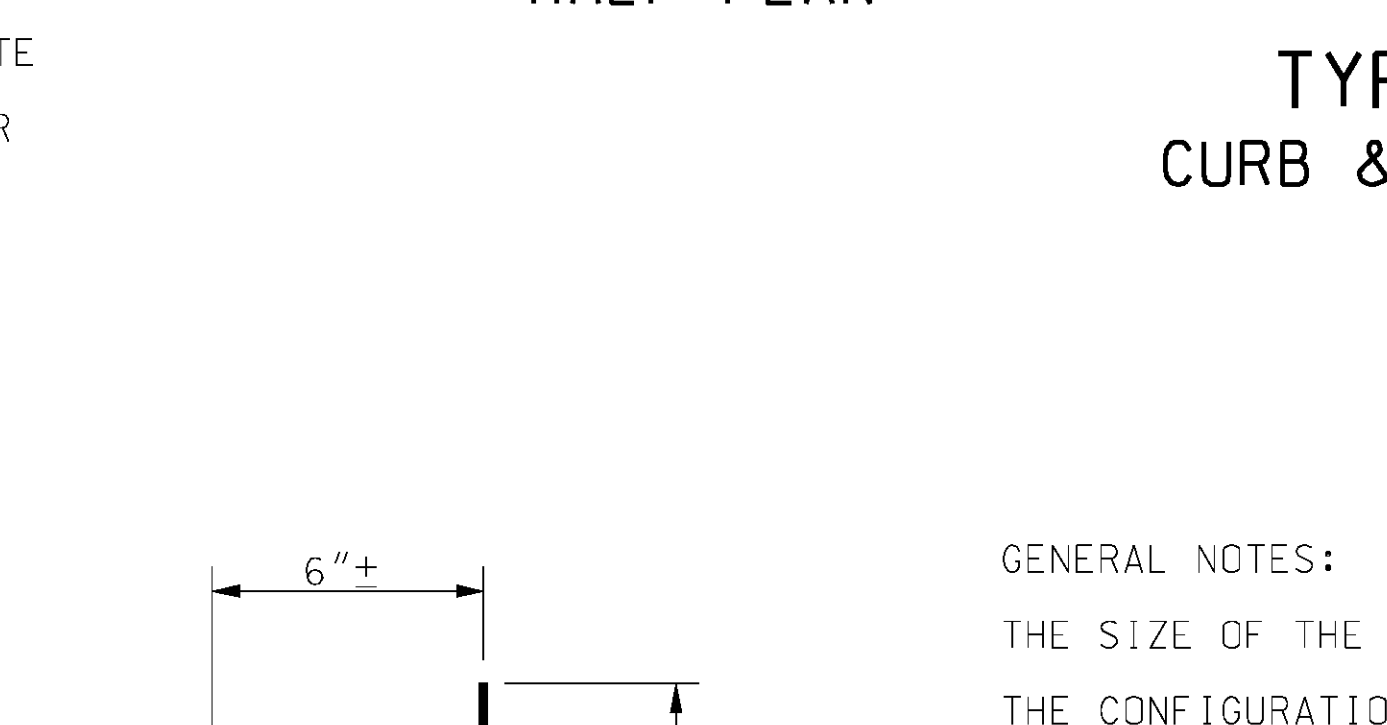


HALF SECTION F-F

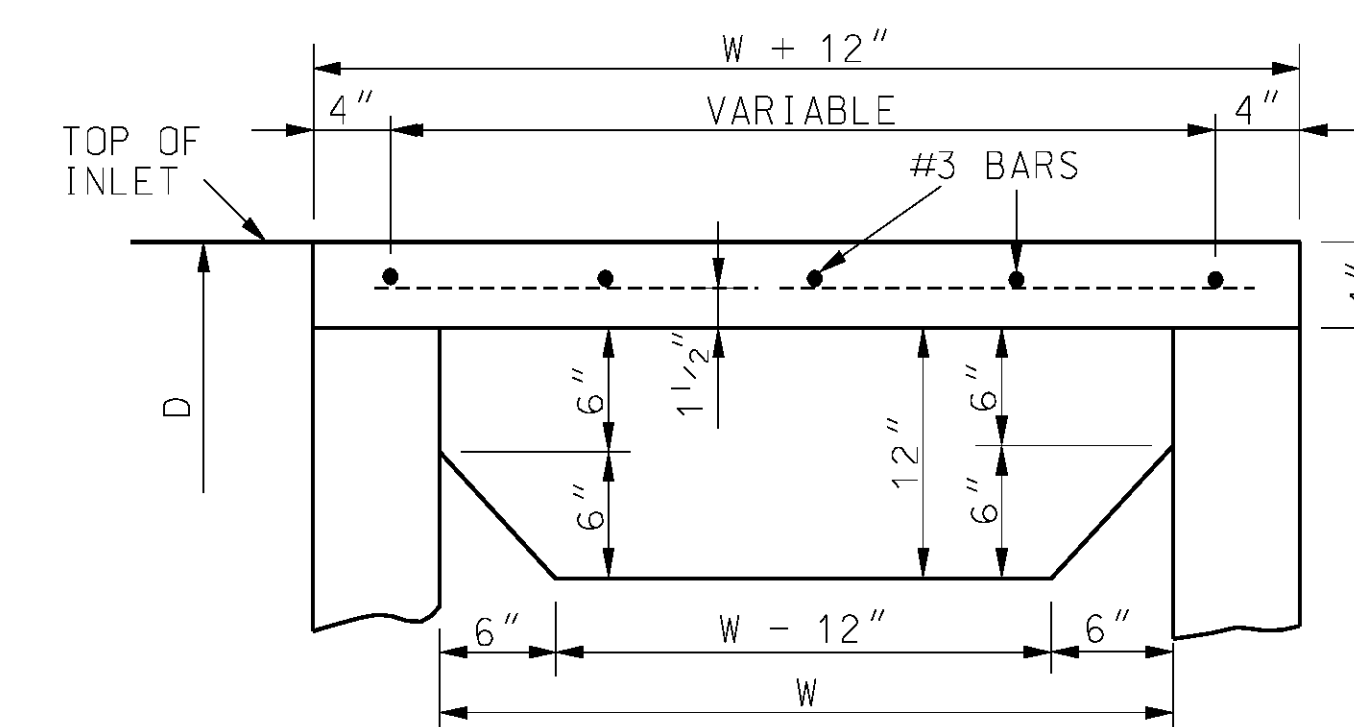
TYPE C
DISTANCE BETWEEN BARRIER
& PAVEMENT EDGE EQUAL
TO INLET WIDTH



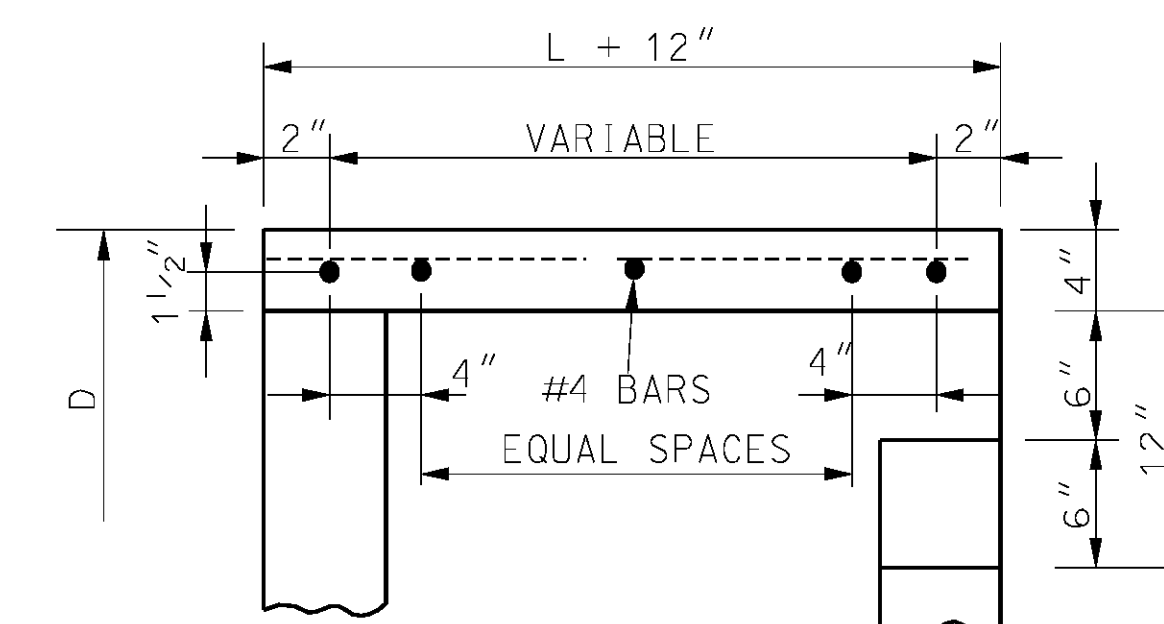
HALF-PLAN



U-BARS
BENDING DIAGRAM

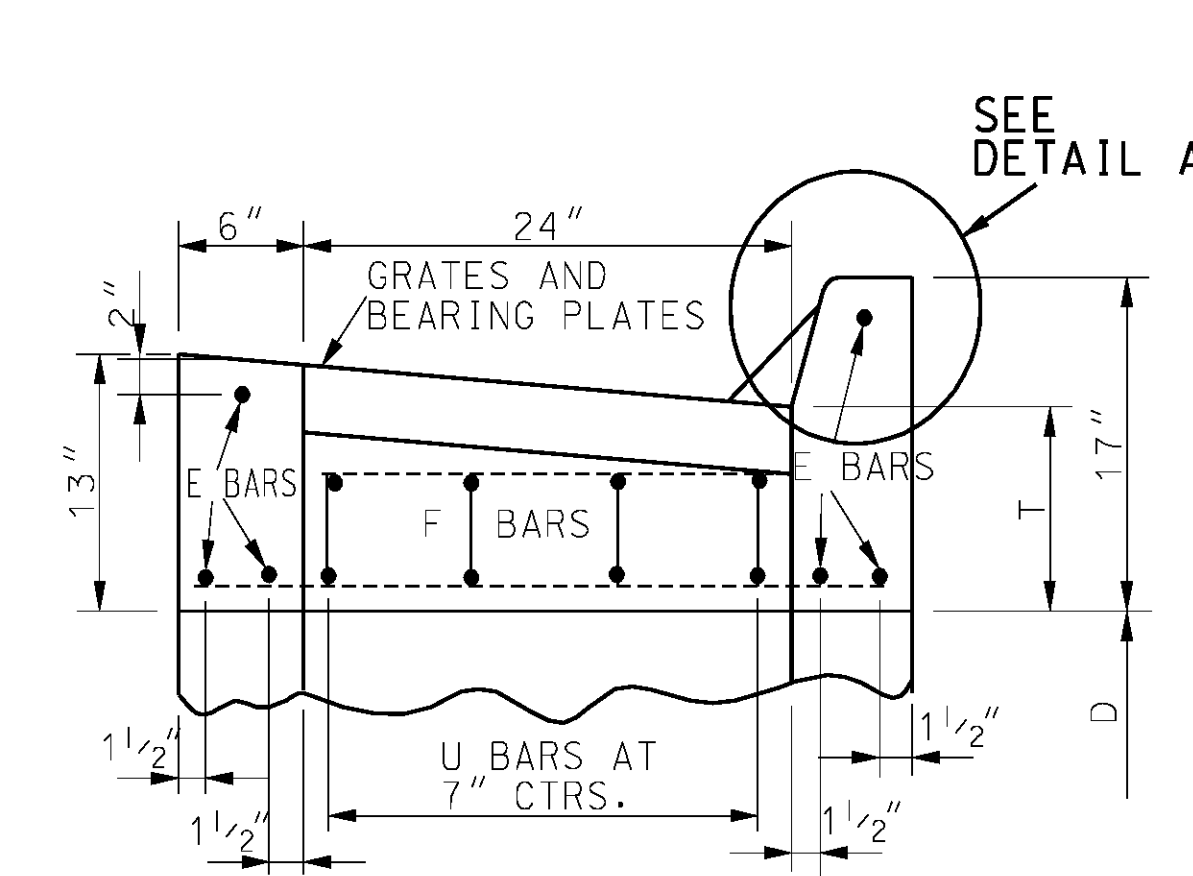


SECTION E-E

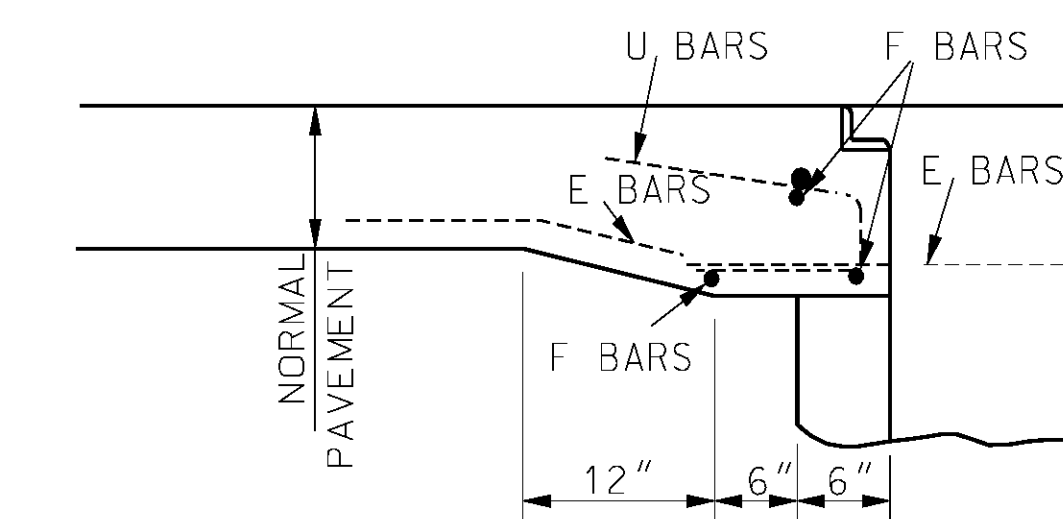


SECTION F-F

TYPE E
PRECAST SLAB



SECTION E-E



HALF SECTION F-F

TYPE D
CURB & GUTTER

GENERAL NOTES:

- THE SIZE OF THE DROP INLET AND TYPE OF COVER WILL BE SHOWN ON THE PLANS.
- THE CONFIGURATION DETAILS SHOWN ARE DESCRIPTIVE ONLY AND MAY BE VARIED TO CONFORM WITH ESTABLISHED MANUFACTURING PROCEDURES.
- TOP OF DROP INLET WALLS SHALL BE CONSTRUCTED TO THE ELEVATION OF BOTTOM OF SLAB AT THE EDGE OF PAVEMENT OR BOTTOM OF CURB AND GUTTER AT DROP INLET.
- WHERE THE DROP INLET IS LOCATED IN AN UNPAVED AREA, THE TOP OF THE DROP INLET WALLS SHALL BE SET TO THE ELEVATION SHOWN ON THE PLANS.
- ALL CONCRETE ABOVE THE TAR PAPER SEPARATION JOINT IS TO BE CONSTRUCTED DURING PAVING OPERATIONS OR CURB AND GUTTER CONSTRUCTION, AND WILL BE PAID FOR AS SQUARE YARDS OF CONCRETE PAVEMENT OR LINEAR FEET OF CURB AND GUTTER.
- FORMED OR CUT-OUT OPENINGS SHALL BE PROVIDED WHERE PIPE INLETS AND OUTLETS ARE SHOWN ON THE PLANS.
- REINFORCING BARS IN PAVEMENT SHALL BE EPOXY COATED AND SECURELY TIED TOGETHER AND FASTENED TO AVOID ANY POSSIBLE DISPLACEMENT DURING THE PLACING OF CONCRETE. REINFORCEMENT SHOWN IS IN ADDITION TO ANY REINFORCEMENT SHOWN FOR CONCRETE PAVEMENT OR CURB AND GUTTER.
- JOINTS SHALL BE SEALED IN ACCORDANCE WITH SECTION 726.3.1 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR WILL BE PERMITTED TO CAST IN PLACE THE DROP INLETS CALLED FOR IN THE PLANS, TO THE DIMENSIONS REQUIRED FOR PRECAST DROP INLETS.
- IF THE CONTRACTOR ELECTS TO CAST IN PLACE THE DROP INLETS, PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE FOR PRECAST DROP INLETS.
- WELDED WIRE FABRIC MAY BE USED IN LIEU OF REINFORCING BARS, THE REINFORCEMENT SHALL NOT BE LESS THAN .23 SQUARE INCHES PER LINEAR FOOT BOTH HORIZONTALLY AND VERTICALLY.
- NO DIRECT PAYMENT WILL BE MADE FOR REINFORCING STEEL.
- NO DIRECT PAYMENT WILL BE MADE FOR CUTTING PIPE NOR FOR CUTTING OR BENDING REINFORCING STEEL.
- THE TOP OF INLET PIPES SHALL NOT BE SET BELOW THE TOP OF THE OUTLET PIPE.
- USE CURB INLETS AT LOW POINTS.
- NO DIRECT PAYMENT WILL BE MADE FOR FORMING FOR GRATES AND BEARING PLATES.
- THE REINFORCEMENT SHOWN IS THE MINIMUM REQUIRED. AT THE CONTRACTOR'S OPTION, ADDITIONAL REINFORCEMENT MAY BE USED.
- REINFORCING STEEL EDGE DISTANCE WILL BE 1-1/2" UNLESS OTHERWISE SPECIFIED.
- NOT MORE THAN TWO LIFT HOLES OR LIFTING INSERTS MAY BE PROVIDED.
- CLASS 3 EXCAVATION WILL BE PAID WITHIN VERTICAL PLANES 18" OUTSIDE OF THE OUTER WALLS OF THE BASE SECTION OF THE DROP INLETS. CLASS 3 EXCAVATION WILL NOT BE PAID FOR OUTSIDE THE FOOTING LIMITS.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION		
PRECAST DROP INLET COVERS		
DATE: _____	EFFECTIVE: 01-01-2008	731.10P