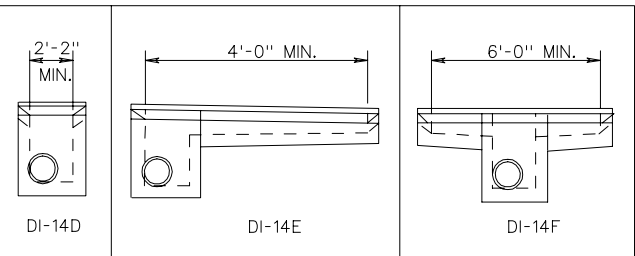
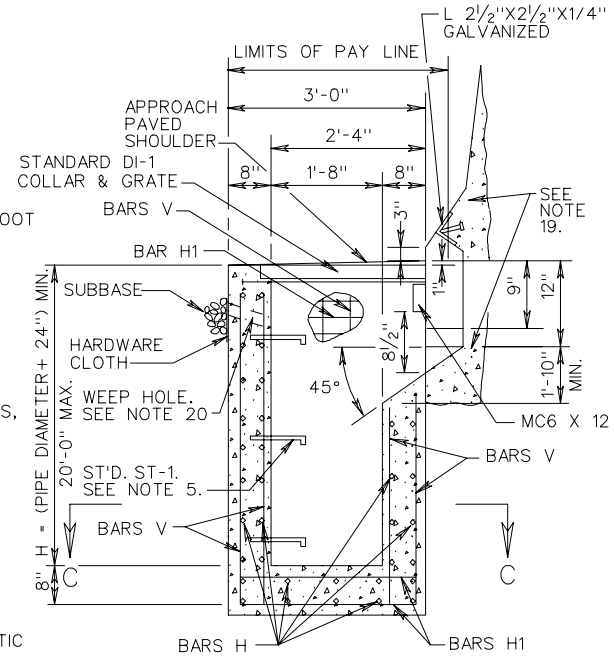


NOTES

- VARIES GREATER THAN:
0' TO 18" MAX. TYPE I CHAMBER
4" TO 3' MAX. TYPE I CHAMBER.
- FOR DETAILS AND DIMENSIONS NOT SHOWN FOR
MEDIAN BARRIER, SEE STANDARD MB-13.
- GALVANIZED MC-6 X 12 IS TO BE WELDED UNDER
THE COLLAR AND EXTENDED INTO SIDEWALLS TO
WITHIN 2" OF OUTSIDE FACE.
- ALL REINFORCING BARS ARE TO BE GRADE 60
STEEL WITH MIN. OF 1 1/2" CONCRETE COVER.
ANY BARS IN CONFLICT WITH PIPE SHELL AND/
OR TOP SLAB OPENING ARE TO BE FIELD CUT
TO PROVIDE THE REQUIRED COVER.
- DO NOT LOCATE STANDARD ST-1 STEPS ON
CHAMBER WALLS THAT HAVE PIPES WHEN
POSSIBLE.
- 8 DOWELS REQUIRED FOR DI-14F, MIN.
L = 7'-0". ADD 2 DOWELS FOR EACH
ADDITIONAL FOOT.
4 DOWELS REQUIRED FOR DI-14E, MIN.
L = 4'-0". ADD 2 DOWELS FOR EACH
ADDITIONAL FOOT.
- 12 BARS A REQUIRED FOR DI-14F.
- LENGTH OF BARS A, DI-14F = $\frac{L - (2'-6")}{2}$
- DO NOT USE WITH DI-14D.
- USE 6 BARS F FOR DI-14F TYPE I
- DO NOT USE WITH TYPE III
- ADD 4 ADDITIONAL BARS FOR EACH EXTRA FOOT
OF DEPTH.
- USE 12 BARS F FOR DI-14F TYPE II
- 24 BARS A ARE REQUIRED FOR DI-14F.
- A MINIMUM 22" FOOTING DEPTH IS REQUIRED
FOR FORMING THE INLET SLOT.
SEE PLANS FOR LENGTH "L".
- REFER TO PLANS FOR STRUCTURE LOCATIONS,
DATA AND DIMENSIONS.
- REFER TO PLANS FOR LOCATIONS OF PIPES
AND INVERTS.
- FOR TYPE III, COST OF ACCOMMODATION OF
INLET THROAT IS TO BE INCLUDED IN COST
OF WALL BARRIER.
- FOR TYPE III, SEE WALL PLANS FOR WALL
FOOTING DETAILS.
- 3" DIAMETER WEEP HOLE WITH 12"X12" PLASTIC
HARDWARE CLOTH, 1/4" MESH OR GALV. STEEL
WIRE, MIN. WIRE DIA. 0.03", NO. 4 MESH HARDWARE
CLOTH ANCHORED FIRMLY TO THE OUTSIDE OF
THE STRUCTURE.
- TYPE I DENOTES INLET WITH SINGLE THROAT
AND CHAMBER
TYPE II DENOTES INLET WITH DOUBLE THROAT
AND CHAMBER.
TYPE III DENOTES INLET WITH SINGLE THROAT
AND CHAMBER ADJACENT TO WALL OR BARRIER.
- MAXIMUM PIPE SIZE IS 24" DIAMETER.
- CONCRETE MEDIAN BARRIER (TALL WALL) SHALL
HAVE DELINEATORS INSTALLED ON BARRIER WALL
ORIENTED TOWARDS ONCOMING TRAFFIC AT
APPROXIMATELY 25" ABOVE THE ROADWAY.
- PROVIDE SAFETY SLABS WHEN SPECIFIED ON
THE PLANS.
- WHEN SPECIFIED ON THE PLANS, THE INVERT IS
TO BE SHAPED IN ACCORDANCE WITH STANDARD
IS-1. THE COST OF FURNISHING AND PLACING ALL
MATERIALS INCIDENTAL TO THE SHAPING IS TO BE
INCLUDED IN THE BID PRICE FOR THE STRUCTURE.

TYPE I & III INLET				
REINFORCING STEEL				
MARK	SIZE	NO.	LENGTH	SPACE
SEE NOTE 9	# 4	6 SEE NOTE 7	L - 2'-6" SEE NOTE 8	AS SHOWN
A-1 SEE NOTE 11	# 4	(2XL)+2	5'-6"	12"
B SEE NOTE 9	# 3	2X(L-4)	1'-1"	12"
B-1 SEE NOTE 11	# 4	11	L+ (2'-4")	8"
DOWELS	# 4	SEE NOTE 6	1'-0"	6"
F SEE NOTE 9	# 5	3 SEE NOTE 10	1'-6"	6"
H	# 5	(4XH)+10	3'-2"	12"
H1	# 5	(4XH)+8	2'-8"	10"

TYPE - II INLET				
A-1	# 4	(2XL)+2	5'-6"	12"
B-1	# 4	11	L+ (2'-4")	8"
H-2	# 3	16 SEE NOTE 12	7'-8"	10"
V-1	# 5	12	H - (1'-2")	8"
V-2	# 4	30	LENGTH = H	8"
A SEE NOTE 15	# 4	12 SEE NOTE 14	L - (2'-6") SEE NOTE 8	AS SHOWN
B SEE NOTE 15	# 4	4(L-4)	1'-1"	12"
DOWELS	# 3	DOUBLE NO. SHOWN FOR TYPE I	1'-0"	6"
F SEE NOTE 15	# 5	6 SEE NOTE 13	1-6"	6"
H	# 5	(4+ H)+8	3'-2"	12"
H-1	# 5	(4+ H)+16	2'-8"	10"
V	# 4	30	LENGTH = H	8"
M-1	# 5	5	3'-2"	5"
M	# 4	4	1'-8"	12"



CONCRETE BARRIER DROP INLET
12"-24" PIPE: DEPTH (H) = 20' MAX.
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE
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