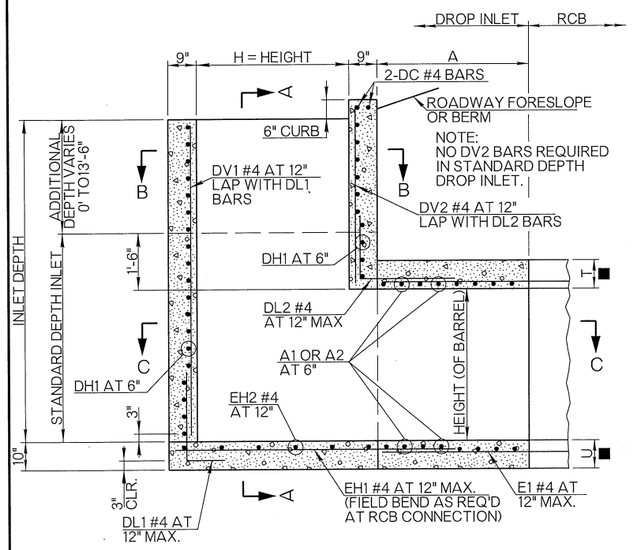
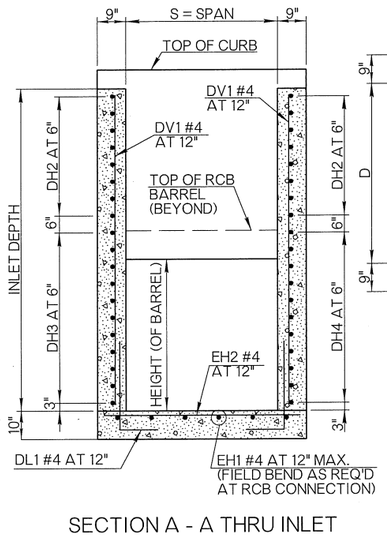
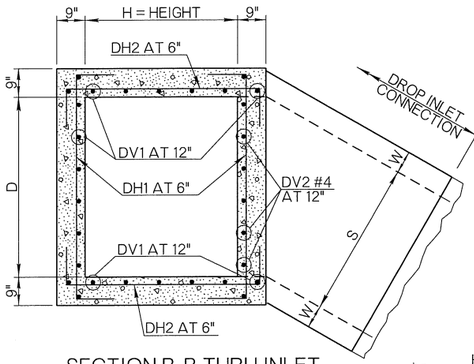


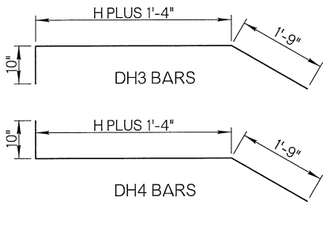
SECTION THRU CENTERLINE RCB CULVERT AND INLET

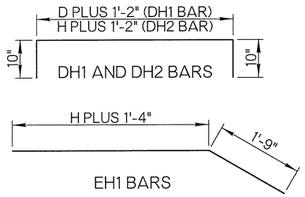


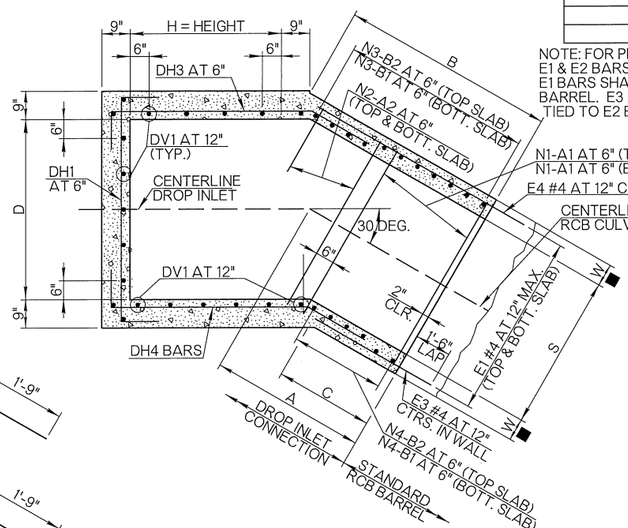
SECTION A - A THRU INLET



SECTION B-B THRU INLET







SECTION C-C THRU INLET AND CULVERT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

STANDARD REVISIONS	
DESCRIPTION	DATE

NOTE: FOR PLACEMENT OF A1, B1, B2, E1 & E2 BARS, SEE BRIDGE STANDARDS. E1 BARS SHALL BE TIED TO E1 BARS IN BARREL. E3 AND E4 BARS SHALL BE TIED TO E2 BARS IN BARREL.

DES. NO.	NUMBER OF BARS			
	N1	N2	N3	N4
1	7	3	11	7
2	7	3	11	7
3	7	3	12	7
4	7	3	12	7
5	7	3	12	7
6	6	5	12	6
7	6	5	12	6
8	6	5	12	6
9	6	5	12	6
10	8	5	15	8
11	8	5	15	8
12	8	5	15	8
13	8	5	15	8

BAR LIST

DESIGN NO.	DH1 BARS (BENT)			DH2 BARS (BENT)			DH3 BARS (BENT)			DH4 BARS (BENT)			DL1 #4 BARS (BENT)		DL2 #4 BARS (BENT)		DV1 #4 BARS		DV2 #4 BARS		DC #4 BARS		EH1 #4 BARS (BENT)		EH2 #4 BARS		A1 BARS			A2 BARS			B1 BARS (BENT)			B2 BARS (BENT)			E1 #4 BARS			E3 #4 BARS		E4 #4 BARS	
	SIZE	NO. ▲	LENGTH	SIZE	NO. ▲	LENGTH	SIZE	NO.	LENGTH	SIZE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH ▲	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	SIZE	NO.	LENGTH	SIZE	NO.	LENGTH	SIZE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
1	#4	12	6'-6"	#4	4	4'-10"	#4	6	5'-11"	#4	6	5'-11"	16	3'-4"	6	4'-0"	16	3'-4"	6	FOR INLETS WITH ADDITIONAL DEPTH ONLY, SEE REINFORCING FOR ADDITIONAL DEPTH NOTE.	2	4'-2"	5	5'-1"	4	4'-2"	#5	14	3'-8"	#5	6	2'-6" AVG. (1'-7" TO 3'-5")	#4	18	2'-5"	#4	18	3'-1"	18	4'-7 1/2" AVG. (3'-8" TO 5'-7")	2	4'-5"	2	6'-10"
2	#4	14	6'-6"	#4	4	5'-10"	#4	8	6'-11"	#4	8	6'-11"	18	3'-4"	6	4'-0"	18	4'-4"	6		2	4'-2"	5	5'-1"	5	4'-2"	#5	14	3'-10"	#5	6	2'-8" AVG. (1'-9" TO 3'-7")	#4	18	2'-5"	#4	18	4'-1"	18	4'-7 1/2" AVG. (3'-8" TO 5'-7")	3	4'-6"	3	6'-10"
3	#5	12	7'-5"	#5	4	4'-10"	#5	6	5'-11"	#5	6	5'-11"	17	3'-4"	7	4'-0"	17	3'-4"	7		2	5'-2"	6	5'-1"	4	5'-2"	#5	14	4'-10"	#5	6	3'-8" AVG. (2'-9" TO 4'-7")	#4	19	2'-7"	#4	19	3'-3"	20	4'-8" AVG. (3'-5" TO 5'-11")	2	4'-2"	2	7'-2"
4	#5	14	7'-5"	#5	4	5'-10"	#5	8	6'-11"	#5	8	6'-11"	19	3'-4"	7	4'-0"	19	4'-4"	7		2	5'-2"	6	6'-1"	5	5'-2"	#5	14	4'-10"	#5	6	3'-8" AVG. (2'-9" TO 4'-7")	#4	19	2'-7"	#4	19	4'-3"	20	4'-8" AVG. (3'-5" TO 5'-11")	3	4'-2"	3	7'-2"
5	#5	16	7'-5"	#5	4	6'-10"	#5	10	7'-11"	#5	10	7'-11"	21	3'-4"	7	4'-0"	21	5'-4"	7		2	5'-2"	6	7'-1"	6	5'-2"	#5	14	5'-0"	#5	6	3'-9" AVG. (2'-11" TO 4'-9")	#5	19	3'-1"	#5	19	5'-5"	20	4'-8" AVG. (3'-5" TO 5'-11")	4	4'-3"	4	7'-2"
6	#5	12	8'-7"	#5	4	4'-10"	#5	6	5'-11"	#5	6	5'-11"	18	3'-4"	8	4'-0"	18	3'-4"	8		2	6'-2"	7	5'-1"	4	6'-2"	#6	12	5'-8"	#6	10	3'-8" AVG. (1'-11" TO 5'-5")	#4	18	2'-7"	#4	18	3'-3"	22	4'-7 1/2" AVG. (3'-1" TO 6'-2")	2	3'-10"	2	7'-5"
7	#5	14	8'-7"	#5	4	5'-10"	#5	8	6'-11"	#5	8	6'-11"	20	3'-4"	8	4'-0"	20	4'-4"	8		2	6'-2"	7	6'-1"	5	6'-2"	#6	12	5'-8"	#6	10	3'-8" AVG. (1'-11" TO 5'-5")	#5	18	3'-1"	#5	18	4'-5"	22	4'-7 1/2" AVG. (3'-1" TO 6'-2")	3	3'-10"	3	7'-5"
8	#5	16	8'-7"	#5	4	6'-10"	#5	10	7'-11"	#5	10	7'-11"	22	3'-4"	8	4'-0"	22	5'-4"	8		2	6'-2"	7	7'-1"	6	6'-2"	#6	12	5'-10"	#6	10	3'-10" AVG. (2'-1" TO 5'-7")	#5	18	3'-1"	#5	18	5'-5"	22	4'-7 1/2" AVG. (3'-1" TO 6'-2")	4	3'-11"	4	7'-5"
9	#5	18	8'-7"	#5	4	7'-10"	#5	12	8'-11"	#5	12	8'-11"	24	3'-4"	8	4'-0"	24	6'-4"	8		2	6'-2"	7	8'-1"	7	6'-2"	#6	12	6'-0"	#6	10	4'-0" AVG. (2'-3" TO 5'-9")	#5	18	3'-1"	#5	18	6'-5"	22	4'-7 1/2" AVG. (3'-1" TO 6'-2")	5	3'-11"	5	7'-5"
10	#5	14	9'-9"	#5	4	5'-10"	#5	8	6'-11"	#5	8	6'-11"	22	3'-4"	10	4'-0"	22	4'-4"	10		2	7'-2"	8	6'-1"	5	7'-2"	#6	16	7'-0"	#6	10	5'-0" AVG. (3'-3" TO 6'-9")	#4	23	2'-7"	#4	23	4'-3"	24	5'-8" AVG. (3'-10" TO 7'-6")	3	4'-8"	3	8'-8"
11	#5	16	9'-9"	#5	4	6'-10"	#5	10	7'-11"	#5	10	7'-11"	24	3'-4"	10	4'-0"	24	5'-4"	10		2	7'-2"	8	7'-1"	6	7'-2"	#6	16	7'-0"	#6	10	5'-0" AVG. (3'-3" TO 6'-9")	#4	23	2'-7"	#4	23	5'-3"	24	5'-8" AVG. (3'-10" TO 7'-6")	4	4'-8"	4	8'-8"
12	#5	18	9'-9"	#5	4	7'-10"	#5	12	8'-11"	#5	12	8'-11"	26	3'-4"	10	4'-0"	26	6'-4"	10		2	7'-2"	8	8'-1"	7	7'-2"	#6	16	7'-2"	#6	10	5'-2" AVG. (3'-5" TO 6'-11")	#4	23	2'-7"	#4	23	6'-3"	24	5'-8" AVG. (3'-10" TO 7'-6")	5	4'-9"	5	8'-8"
13	#5	20	9'-9"	#5	4	8'-10"	#5	14	9'-11"	#5	14	9'-11"	28	3'-4"	10	4'-0"	28	7'-4"	10		2	7'-2"	8	9'-1"	8	7'-2"	#6	16	7'-2"	#6	10	5'-2" AVG. (3'-5" TO 6'-11")	#4	23	2'-8"	#4	23	7'-4"	24	5'-9" AVG. (3'-11" TO 7'-7")	6	4'-9"	6	8'-8"

DIMENSION TABLE

DESIGN NO.	S = BARREL SPAN	H = BARREL HEIGHT	STANDARD DEPTH	INLET DIMENSIONS			
				A	B	C	D
1	3'	2'	3'-6"	4'-0"	5'-3 9/16"	2'-8 7/16"	3'-5 9/16"
2	3'	3'	4'-6"	4'-0"	5'-3 9/16"	2'-8 7/16"	3'-5 9/16"
3	4'	2'	3'-6"	4'-0"	5'-7 1/16"	2'-4 15/16"	4'-7 7/16"
4	4'	3'	4'-6"	4'-0"	5'-7 1/16"	2'-4 15/16"	4'-7 7/16"
5	4'	4'	5'-6"	4'-0"	5'-7 1/16"	2'-4 15/16"	4'-7 7/16"
6	5'	2'	3'-6"	4'-0"	5'-10 1/2"	2'-1 1/2"	5'-9 5/16"
7	5'	3'	4'-6"	4'-0"	5'-10 1/2"	2'-1 1/2"	5'-9 5/16"
8	5'	4'	5'-6"	4'-0"	5'-10 1/2"	2'-1 1/2"	5'-9 5/16"
9	5'	5'	6'-6"	4'-0"	5'-10 1/2"	2'-1 1/2"	5'-9 5/16"
10	6'	3'	4'-6"	5'-0"	7'-2"	2'-10"	6'-11 1/8"
11	6'	4'	5'-6"	5'-0"	7'-2"	2'-10"	6'-11 1/8"
12	6'	5'	6'-6"	5'-0"	7'-2"	2'-10"	6'-11 1/8"
13	6'	6'	7'-6"	5'-0"	7'-2"	2'-10"	6'-11 1/8"

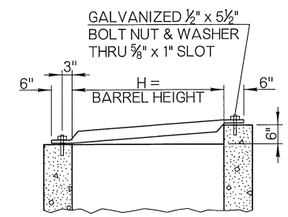
QUANTITIES (FOR INFORMATION PURPOSES ONLY)

DESIGN NO.	CLASS AA CONCRETE		REINFORCING STEEL		PIPE GRATES	
	STANDARD DEPTH INLET	PER ADDITIONAL FT OF DEPTH	STANDARD DEPTH INLET	ADDITIONAL FOR EXTRA DEPTH INLETS	LENGTH OF PIPE	NUMBER OF GRATES
1	2.8 CY	0.39 CY	440 LBS	7 LBS+46 LBS/FT	3'-0 3/4"	3
2	3.7 CY	0.45 CY	530 LBS	7 LBS+50 LBS/FT	4'-0 1/2"	3
3	3.5 CY	0.46 CY	570 LBS	8 LBS+68 LBS/FT	3'-0 3/4"	4
4	4.4 CY	0.51 CY	680 LBS	8 LBS+73 LBS/FT	4'-0 1/2"	4
5	5.6 CY	0.57 CY	880 LBS	8 LBS+79 LBS/FT	5'-0 3/8"	4
6	4.0 CY	0.52 CY	670 LBS	9 LBS+74 LBS/FT	3'-0 3/4"	5
7	4.9 CY	0.58 CY	840 LBS	9 LBS+79 LBS/FT	4'-0 1/2"	5
8	6.1 CY	0.63 CY	980 LBS	9 LBS+85 LBS/FT	5'-0 3/8"	5
9	7.4 CY	0.69 CY	1130 LBS	9 LBS+90 LBS/FT	6'-0 1/2"	5
10	6.5 CY	0.64 CY	960 LBS	12 LBS+87 LBS/FT	4'-0 1/2"	6
11	7.7 CY	0.7 CY	1090 LBS	12 LBS+92 LBS/FT	5'-0 3/8"	6
12	9.2 CY	0.75 CY	1250 LBS	12 LBS+98 LBS/FT	6'-0 1/2"	6
13	10.7 CY	0.81 CY	1410 LBS	12 LBS+103 LBS/FT	7'-0 1/4"	6

GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 ODOT STANDARD SPECIFICATIONS.
2. MAXIMUM DEPTH OF DROP INLETS SHALL BE THE HEIGHT OF THE RCB CULVERT PLUS 15'-0".
3. ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM CLEAR COVER UNLESS OTHERWISE SHOWN.
4. INLET TOP OPENING SHALL HAVE 3" x 7.58 LBS/FT STD. WEIGHT STEEL, GALVANIZED, SCHEDULE 40, PIPE SAFETY GRATES INSTALLED PERPENDICULAR TO THE DIRECTION OF TRAFFIC AT 12" MAX. CENTERS. COST OF PIPE SAFETY GRATES AND ALL HARDWARE NEEDED FOR INSTALLATION SHALL BE INCLUDED IN THE PRICE BID FOR THE INLET.
5. PIPE GRATE ENDS SHALL BE HELD DOWN WITH ½" x 5½" GALVANIZED BOLT, WASHER & NUT MEETING THE REQUIREMENTS OF ASTM A325. BOLT THREADS, 1¾", SHALL REMAIN EXPOSED FOR INSTALLING GRATE.

■ 6. FOR 'T', 'U' AND 'W' DIMENSIONS, SEE BRIDGE STANDARD DRAWINGS.



TYPICAL GRATE DETAIL

▲REINFORCING FOR ADDITIONAL DEPTH

FOR INLET DEPTHS GREATER THAN STANDARD DEPTH:
- 2 ADDITIONAL DH1 BARS WILL BE REQUIRED FOR EVERY 6" ADDITIONAL DEPTH.
- 2 ADDITIONAL DH2 BARS WILL BE REQUIRED FOR EVERY 6" ADDITIONAL DEPTH.
- DV1 BARS WILL HAVE TO BE EXTENDED BY LENGTH EQUAL TO ADDITIONAL DEPTH OF INLET.
- DV2 BARS WILL HAVE TO BE ADDED, WITH A LENGTH EQUAL TO ADD'L. DEPTH PLUS 1'-8".

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
611(G)	INLET CDI 30SK RCB DES.●	EA
611(H)	ADD'L. DEPTH IN INLET CDI 30SK RCB DES. ●	VF

● DESIGN NUMBER SHALL BE SPECIFIED.

APPROVED BY ROADWAY ENGINEER: Caleb F. A DATE: 04/16/15

ROADWAY DESIGN DIVISION STANDARD

CONCRETE DROP INLETS FOR 30 DEG. SKEW R.C. BOXES (3' x 2' TO 6' x 6')

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2009 SPECIFICATIONS

CDIB30-1 | 0

R-33