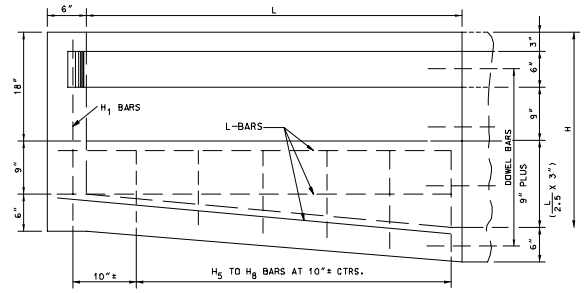
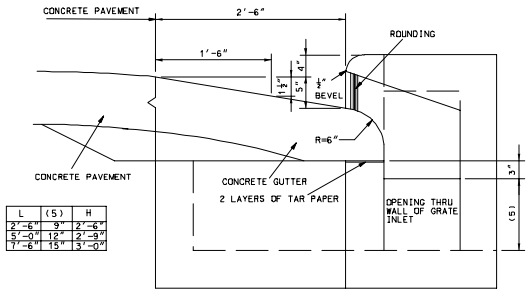


(EXTENSION)
LONGITUDINAL SECTION



L	(5)	H
2'-6"	9"	2'-6"
5'-0"	12"	2'-9"
7'-6"	15"	3'-0"

SECTION SHOWING DETAILS OF OPENING AND DEPRESSION IN PAVEMENT OR GUTTER

BAR BILL - INTAKE BOX

D	CONC. CU. YDS.	STEEL LBS.	A-BARS TRANSVERSE IN BOTTOM WALLS & TOP		B_1-BARS VERTICAL IN WALLS		B_2-BARS VERTICAL IN WALLS		C_1-BARS LONGITUDINAL IN BOTTOM AND SIDE		C_2-BARS LONGITUDINAL IN SIDE AND TOP		E_1-BARS LONGITUDINAL IN GUTTER		E_2-BARS LONGITUDINAL IN CURB		F-BARS TRANSVERSE IN GUTTER		U-BARS IN GUTTER	
			NO.	LGTH.	NO.	LGTH.	NO.	LGTH.	NO.	LGTH.	NO.	LGTH.	NO.	LGTH.	NO.	LGTH.	NO.	LGTH.	NO.	LGTH.
2'-6"	0.82	131	15	2'-9"	8	2'-9"	10	1'-3"	8	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
2'-9"	0.88	134	15	2'-9"	8	3'-0"	10	1'-6"	8	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
3'-0"	0.94	137	15	2'-9"	8	3'-3"	10	1'-9"	8	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
3'-3"	1.00	140	15	2'-9"	8	3'-6"	10	2'-0"	8	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
3'-6"	1.06	152	17	2'-9"	8	3'-9"	10	2'-3"	10	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
3'-9"	1.12	155	17	2'-9"	8	4'-0"	10	2'-6"	10	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
4'-0"	1.18	158	17	2'-9"	8	4'-3"	10	2'-9"	10	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
4'-3"	1.24	170	19	2'-9"	8	4'-6"	10	3'-0"	12	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
4'-6"	1.30	173	19	2'-9"	8	4'-9"	10	3'-3"	12	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
4'-9"	1.36	176	19	2'-9"	8	5'-0"	10	3'-6"	12	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"
5'-0"	1.42	189	21	2'-9"	8	5'-3"	10	3'-9"	14	4'-3"	6	1'-3"	5	7'-0"	1	4'-9"	6	2'-9"	8	2'-9"

CONCRETE QUANTITIES INCLUDE 0.15 CU.YDS. FOR INVERT | ALL BARS #4

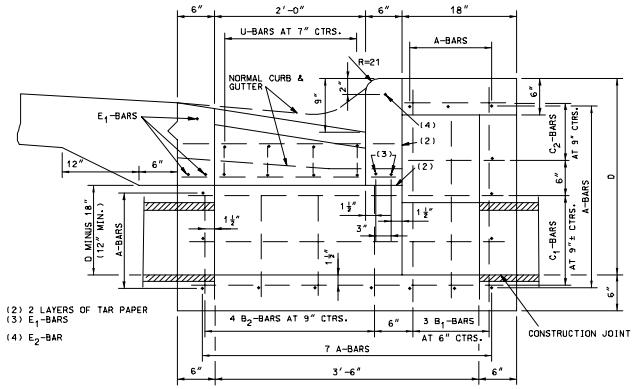
CONCRETE AND STEEL DEDUCTIONS TO BE MADE FOR EACH EXTENSION OPENING		
9" X 12"	12" X 12"	15" X 12"
0.01 C.Y.	0.02 C.Y.	0.02 C.Y.
2.5 LBS.	3.7 LBS.	4.0 LBS.

CU. YDS. DEDUCTION TO BE MADE FOR PIPE OPENING			
12"	15"	18"	24"
0.03	0.04	0.05	0.09

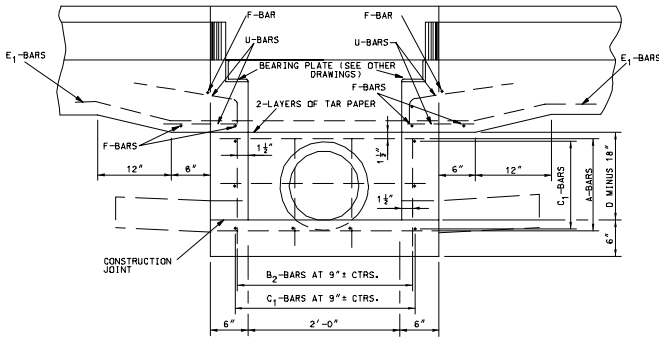
CU. YDS. & LBS. ADDITIONS TO BE MADE FOR EACH EXTENSION		
LGTH.	CU.YDS.	LBS.
2'-6"	0.39	60.0
5'-0"	0.70	101.4
7'-6"	1.04	143.8

BAR BILL - EXTENSION

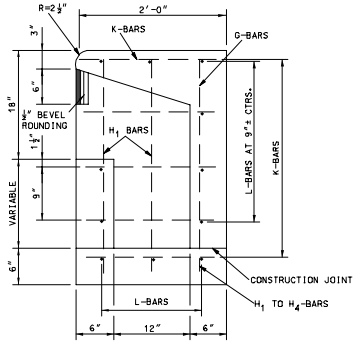
LGTH. OF EXT. L		2'-6"		5'-0"		7'-6"	
MARK	SIZE	NO.	LGTH.	NO.	LGTH.	NO.	LGTH.
G	#5	4	3'-3"	7	3'-3"	10	3'-3"
H_1	#4	4	2'-6"	4	2'-6"	4	2'-6"
H_2	#4	2	2'-9"	3	2'-9"	3	2'-9"
H_3	#4			2	3'-0"	3	3'-0"
H_4	#4					2	3'-3"
H_5	#4	1	1'-0"	1	1'-0"	1	1'-0"
H_6	#4	2	1'-3"	3	1'-3"	3	1'-3"
H_7	#4			2	1'-6"	3	1'-6"
H_8	#4					2	1'-9"
K	#4	7	1'-9"	10	1'-9"	13	1'-9"
L	#4	11	2'-9"	11	5'-3"	11	7'-9"
DOWEL BAR	#4	8	1'-0"	9	1'-0"	10	1'-0"



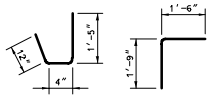
(INTAKE BOX)
SECTION A-A



SECTION B-B

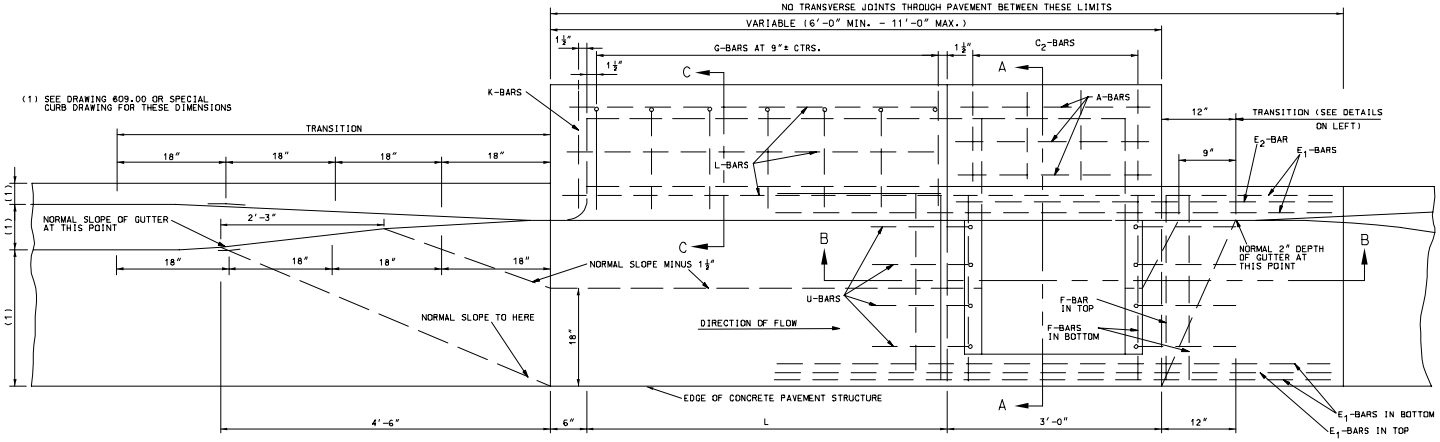


(EXTENSION)
SECTION C-C



U-BARS G-BARS

BENDING DIAGRAMS



PLAN

GENERAL NOTES:

TOP OF DROP INLET WALLS SHALL BE LEVEL AND TO THE ELEVATION OF BOTTOM OF SLAB AT EDGE OF TRAVELED WAY OR BOTTOM OF CURB AND GUTTER AT DROP INLET.

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 LIEAR FEET OF CURB AND GUTTER.

ALL CONCRETE BELOW THE TAR-PAPER SEPARATION JOINTS SHALL BE CLASS "B" CONCRETE. CONCRETE IN INVERTS SHALL BE PLACED AFTER DROP INLET HAS BEEN CONSTRUCTED.

REINFORCING BARS SHALL BE CUT AND/OR BENT AT PIPE OPENINGS. ALL U AND F-BARS SHALL BE SECURELY TIED TOGETHER AND FASTENED TO SECURE AGAINST ANY POSSIBLE DISPLACEMENT DURING THE PLACING OF CONCRETE. THE REINFORCING STEEL SHOWN ON THIS DRAWING IS IN ADDITION TO ANY REINFORCING SHOWN ON DRAWINGS FOR CONCRETE PAVEMENT OR CURB AND GUTTER.

NO DIRECT PAYMENT WILL BE MADE FOR CUTTING PIPE NOR FOR CUTTING AND BENDING REINFORCING BARS.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

DROP INLET

TYPE X

DATE:_____ EFFECTIVE: 04-01-1983 604.29C 1/1