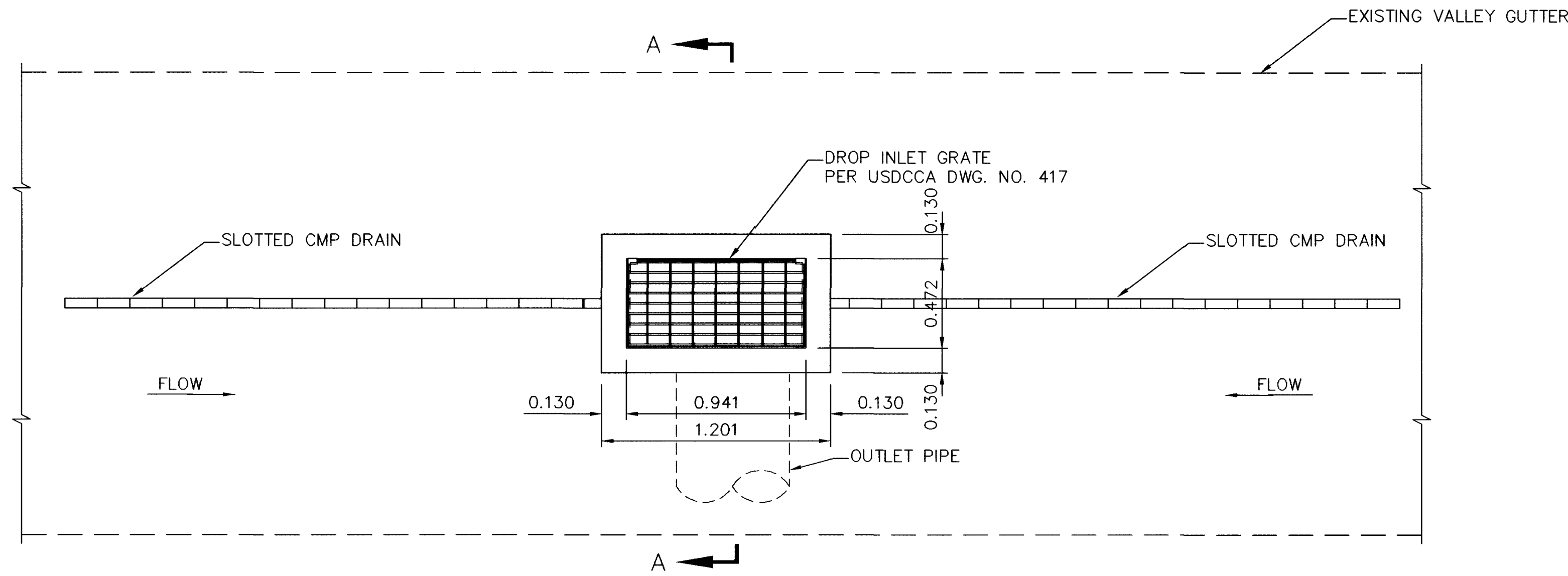
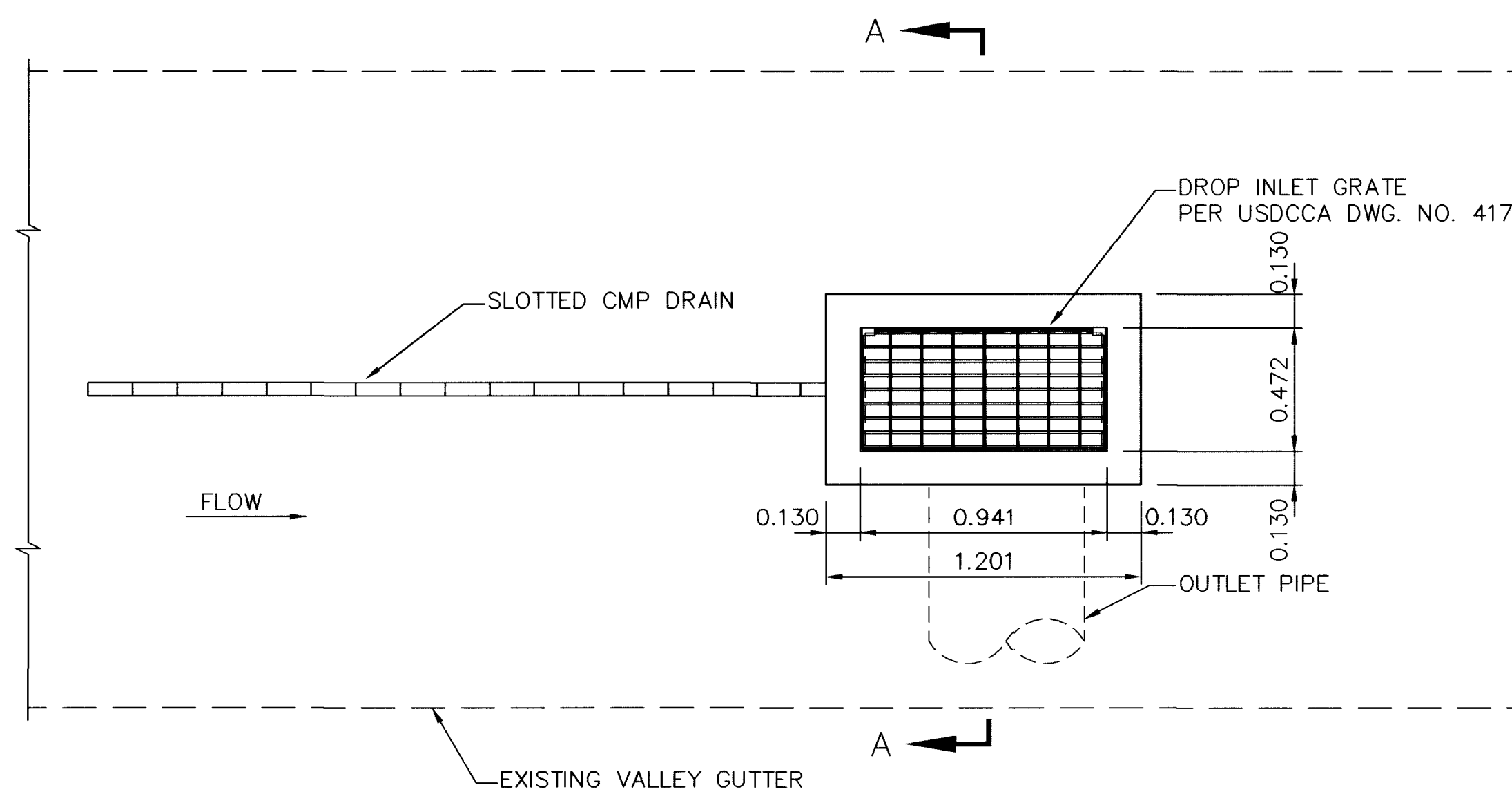


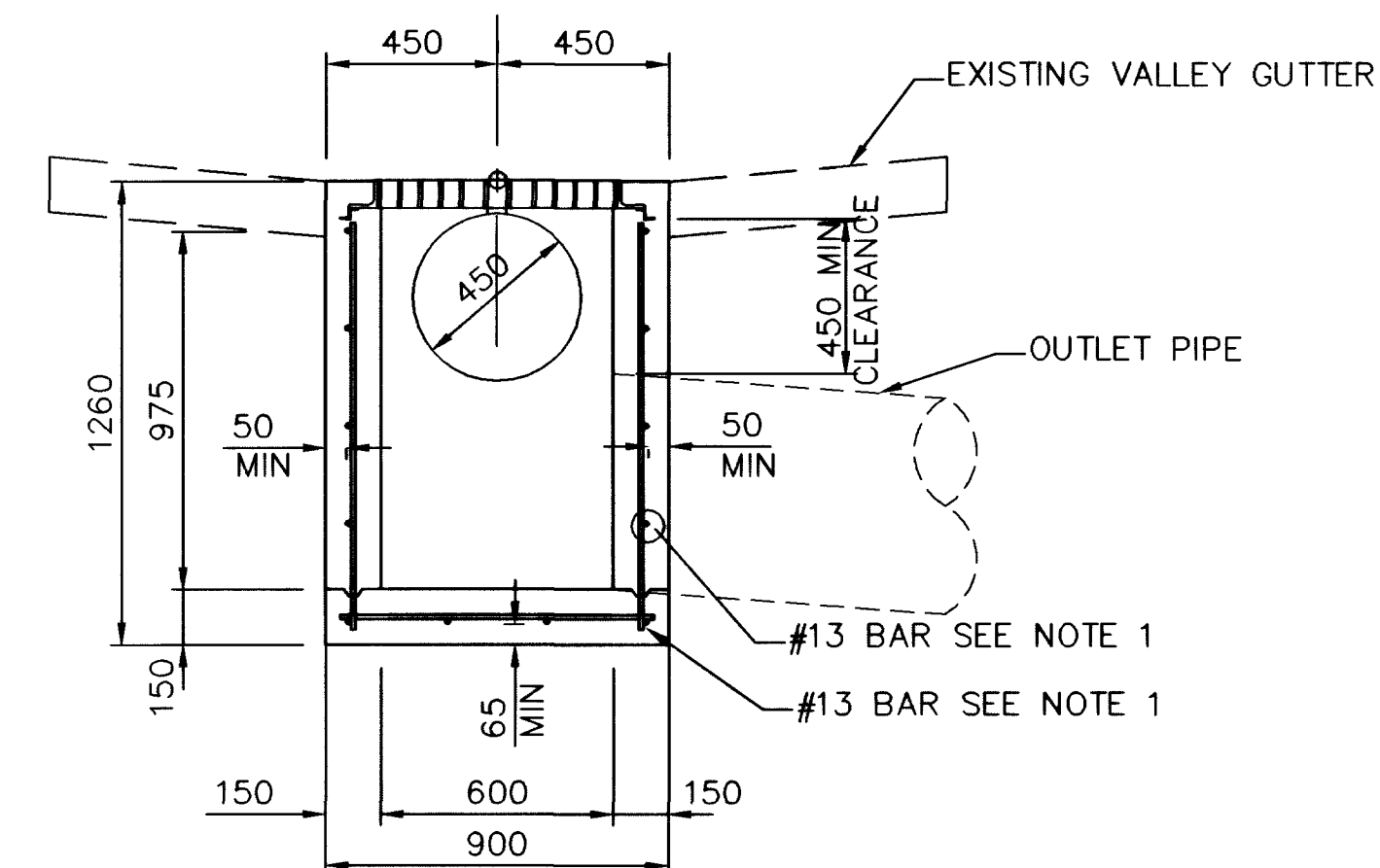
ALL DIMENSIONS ARE IN M
UNLESS OTHERWISE NOTED



PLAN
SUMP CONDITION



PLAN
CONTINUOUS GRADE
CONDITION



SECTION "A-A"

NOTES:

1. REINFORCING STEEL SHALL BE #13 BARS EXCEPT AS NOTED, WITH MAX. SPACING AT 300mm CENTERS, WIRED TIGHTLY AT ALL INTERSECTIONS. PROVIDE AT LEAST 65mm CLEAR FOR INVERT AND 50mm ELSEWHERE.
2. ALL EXPOSED METALS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION.
3. WHEN REQUIRED BY LENGTH OF OPENING, PLATE ANGLE MAYBE DELIVERED IN SECTIONS AND BUTT WELDED IN PLACE.
4. ALL GALVANIZING DAMAGED BY WELDING SHALL RECEIVE TWO COATS OF GALVALLOY OR EQUAL.
5. ANGLE ANCHORS SHALL BE IMBEDDED MIDPOINT IN EACH ENDWALL AND EVENLY SPACED. (MAX. 600mm)
6. FOR GRATE AND SUPPORT BOLT DETAILS SEE USD DWG'S 417, 418 AND 419.
7. CONCRETE SHALL BE CLASS D CONCRETE (MINOR).
8. OUTLET PIPE SIZE AS SHOWN ON PLANS.

DROP INLET W/SLOTTED CMP DRAIN
(CONTINUOUS GRADE CONDITION)

	DEPARTMENT OF PUBLIC WORKS					DESIGN BY BPP	
	I-15 FREEWAY CHANNEL MODIFIED DROP INLET DETAILS			DATE DEC 17, 1999		PROJECT # 31604	
DRAWING No. S-7B		241	SCALE (H) N/A		FLD. BK. # N/A		SCALE (V) N/A
			RECORD DRAWING		REVISIONS		DATE 4/30/03