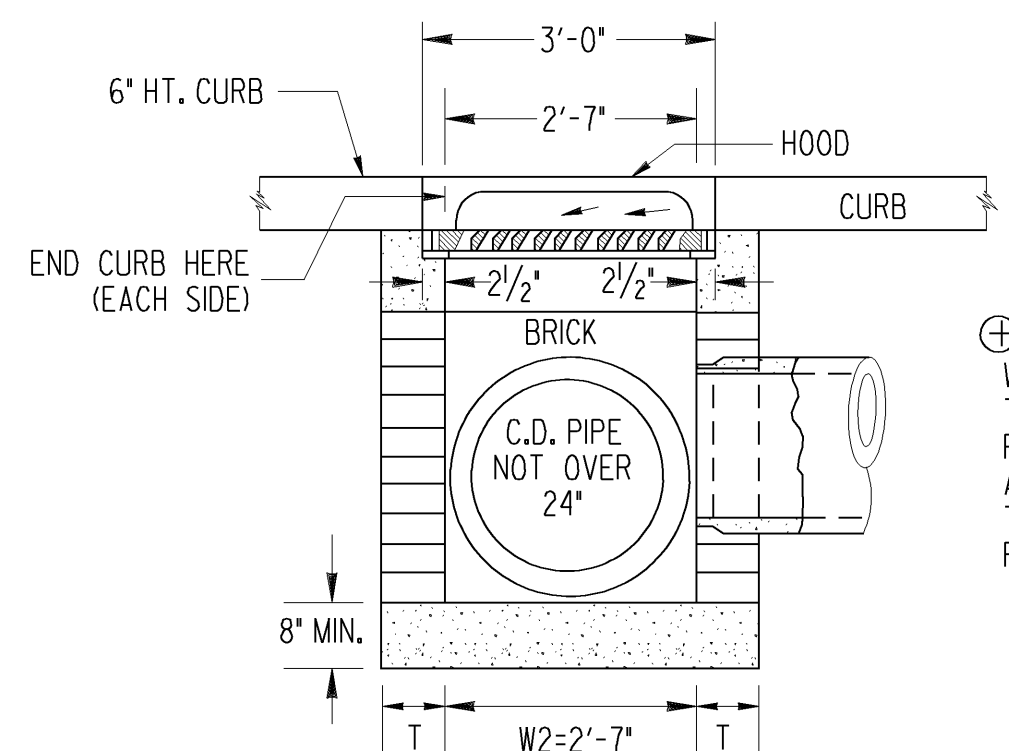
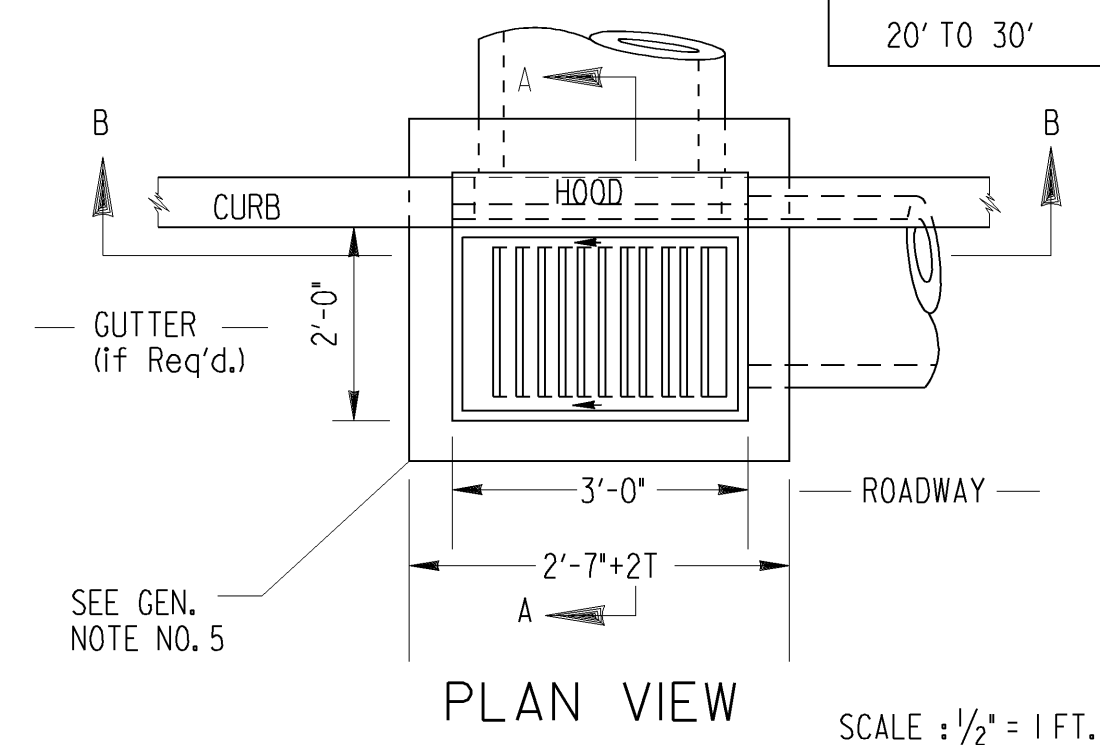


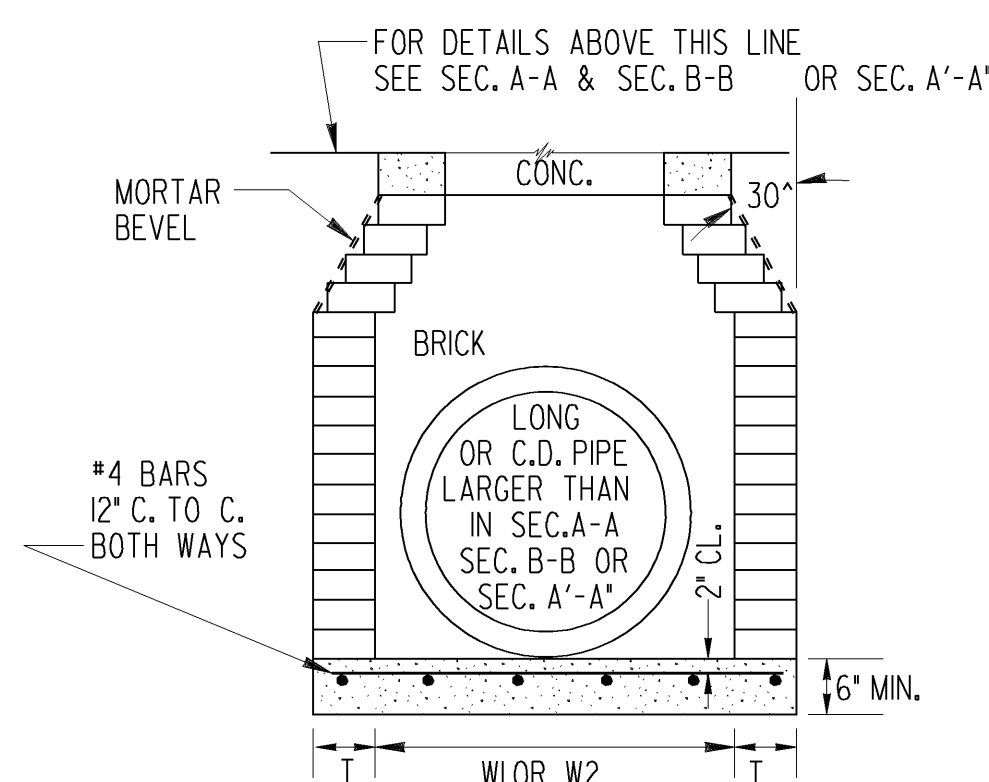
SECTION A-A  
(SEE GEN. NOTE NO. 7)



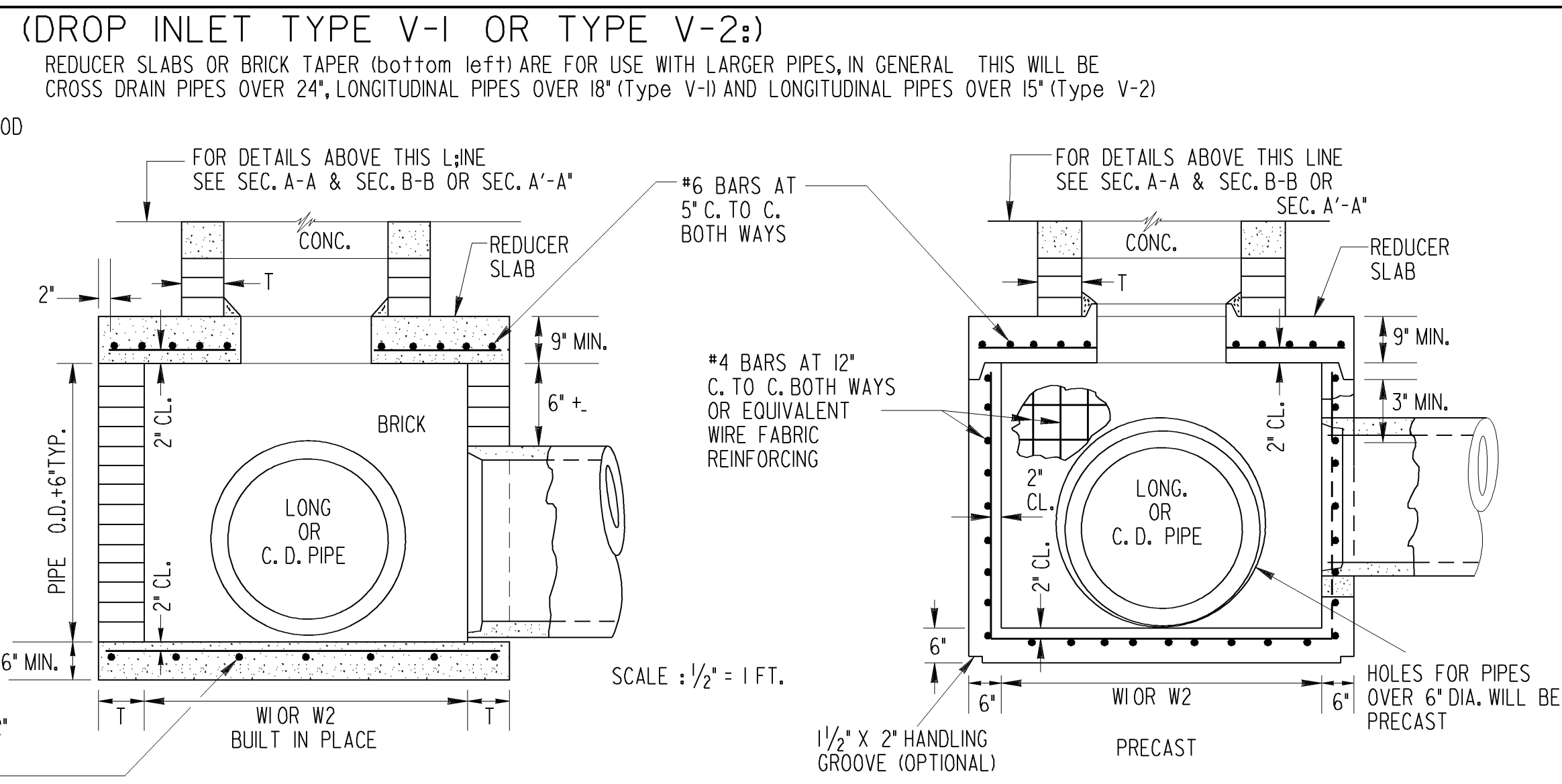
SECTION B-B  
SCALE: 1/2" = 1 FT.



PLAN VIEW



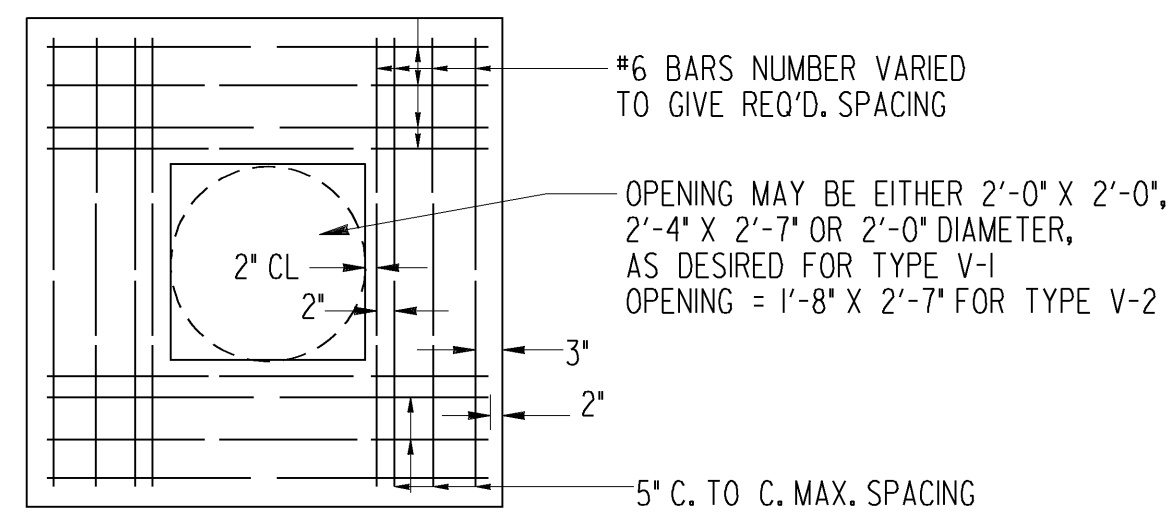
ALTERNATE-REDUCTION OF W1 OR W2  
DIMENSIONS WITH BRICK MASONRY  
SCALE : 1/2" = 1 FT.



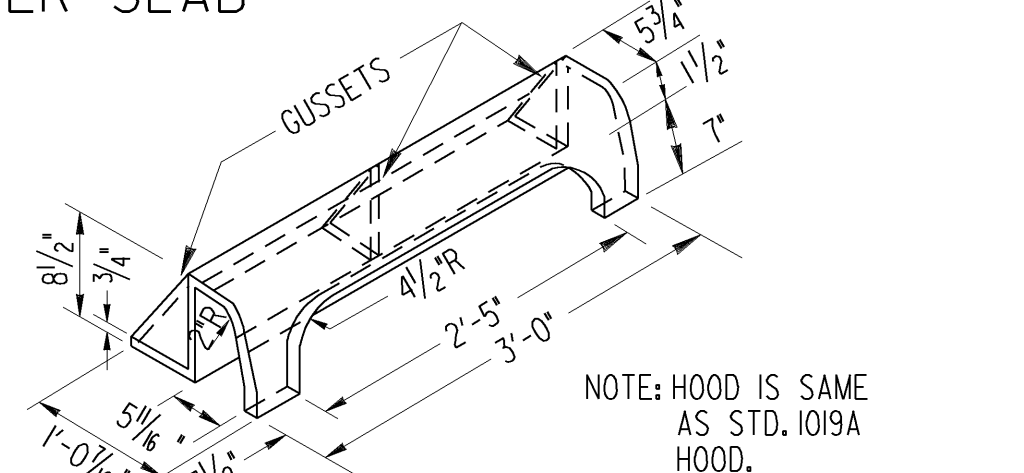
### DETAIL OF REDUCING W1 OR W2 DIMENSIONS WITH REDUCER SLAB.

MINIMUM W1, W2 AND H DIMENSIONS			
PIPE SIZE	W1(MIN.)OR W2(MIN.)		H (MIN.)
	BRICK	REINF. CONC.	
15"	⊕ 1'-8"	⊕ 1'-8"	3'-10"
18"	⊕ 2'-0"	⊕ 2'-0"	4'-2"
24"	2'-7"	2'-7"	4'-9"
30"	3'-4"	3'-6"	5'-10"
36"	3'-10"	4'-0"	6'-5"
42"	4'-5"	4'-6"	7'-0"
48"	5'-0"	5'-0"	7'-10"
54"	5'-7"	5'-6"	8'-5"
60"	6'-2"	6'-0"	9'-0"

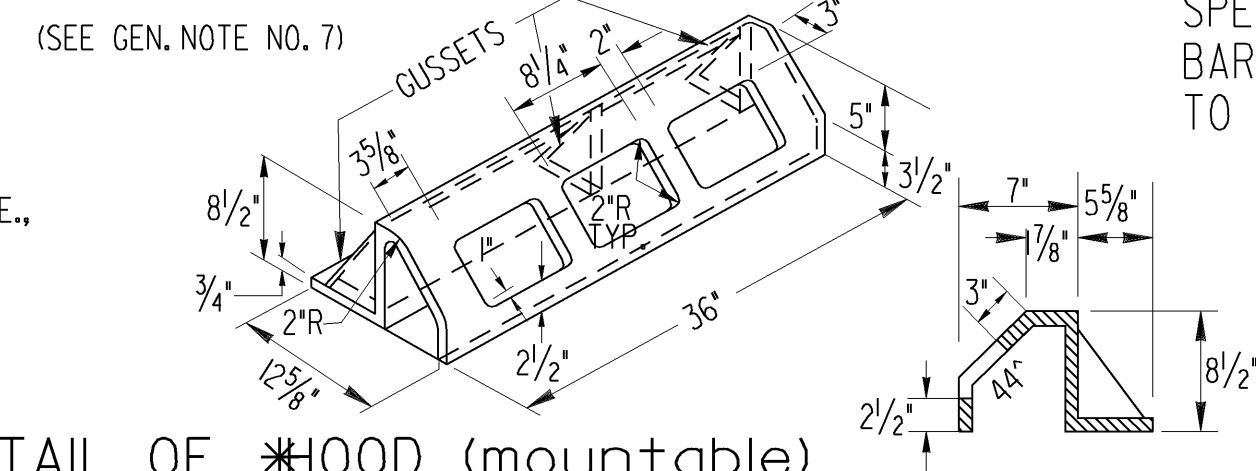
NOTE:  
THE MINIMUM H DIMENSIONS SHOWN ARE BASED ON  
TYPICAL OUTSIDE DIAMETERS OF PIPES AND MAY BE  
MODIFIED WHERE THE ENGINEER OR DESIGNER DETERMINES  
THAT CONDITIONS PERMIT.  
IT IS NOT NECESSARY THAT THE BOX TYPE BASE BE  
SQUARE. W1 AND W2 DIMENSIONS WILL VARY ACCORDING  
TO PIPE SIZE.



### PLAN OF REINFORCING IN REDUCER SLAB

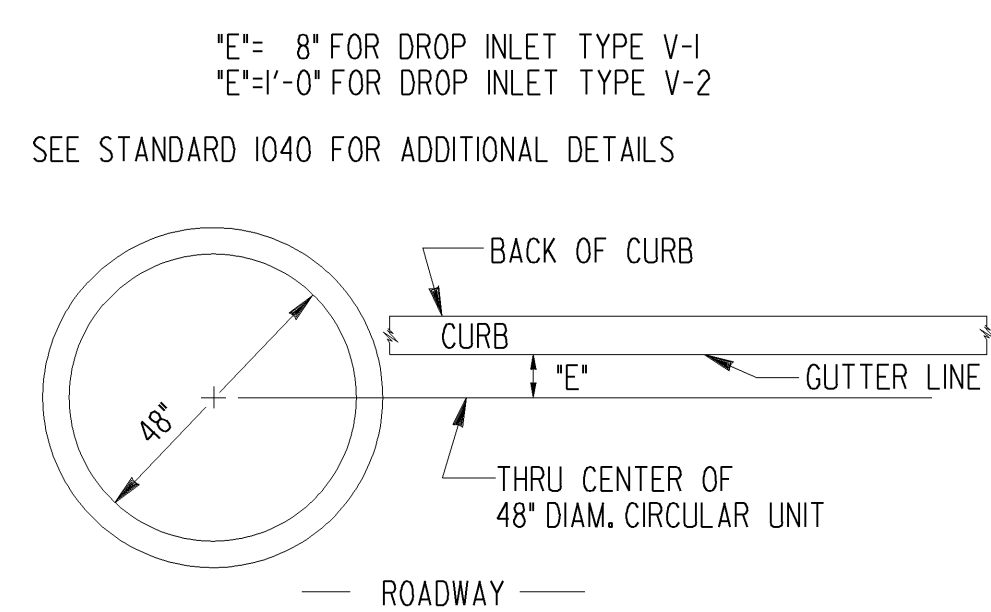


DETAIL OF \*HOOD (non-mountable)  
(use with Tp2 Curb)

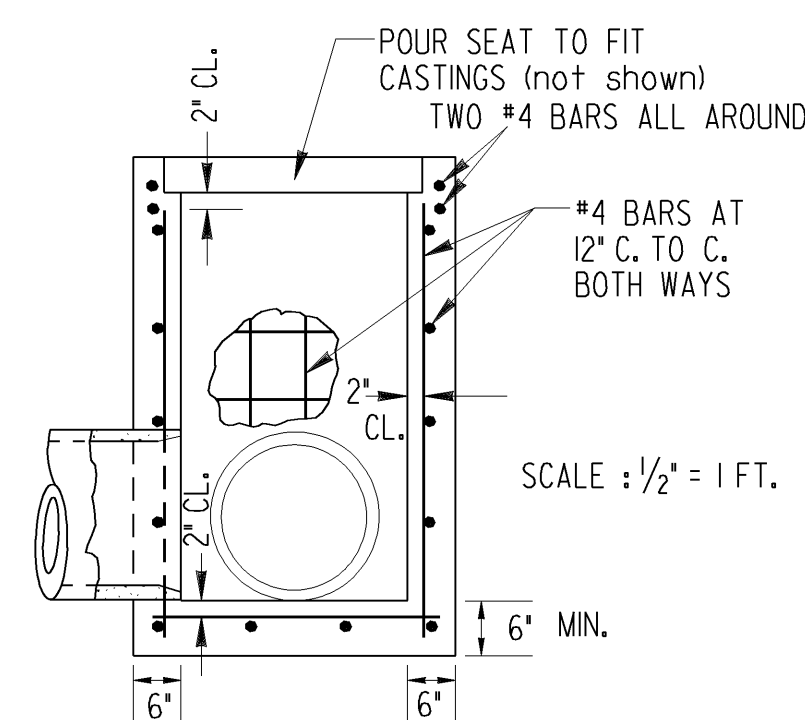


DETAIL OF \*H00D (mountable)  
(use with Tp7 Curb)

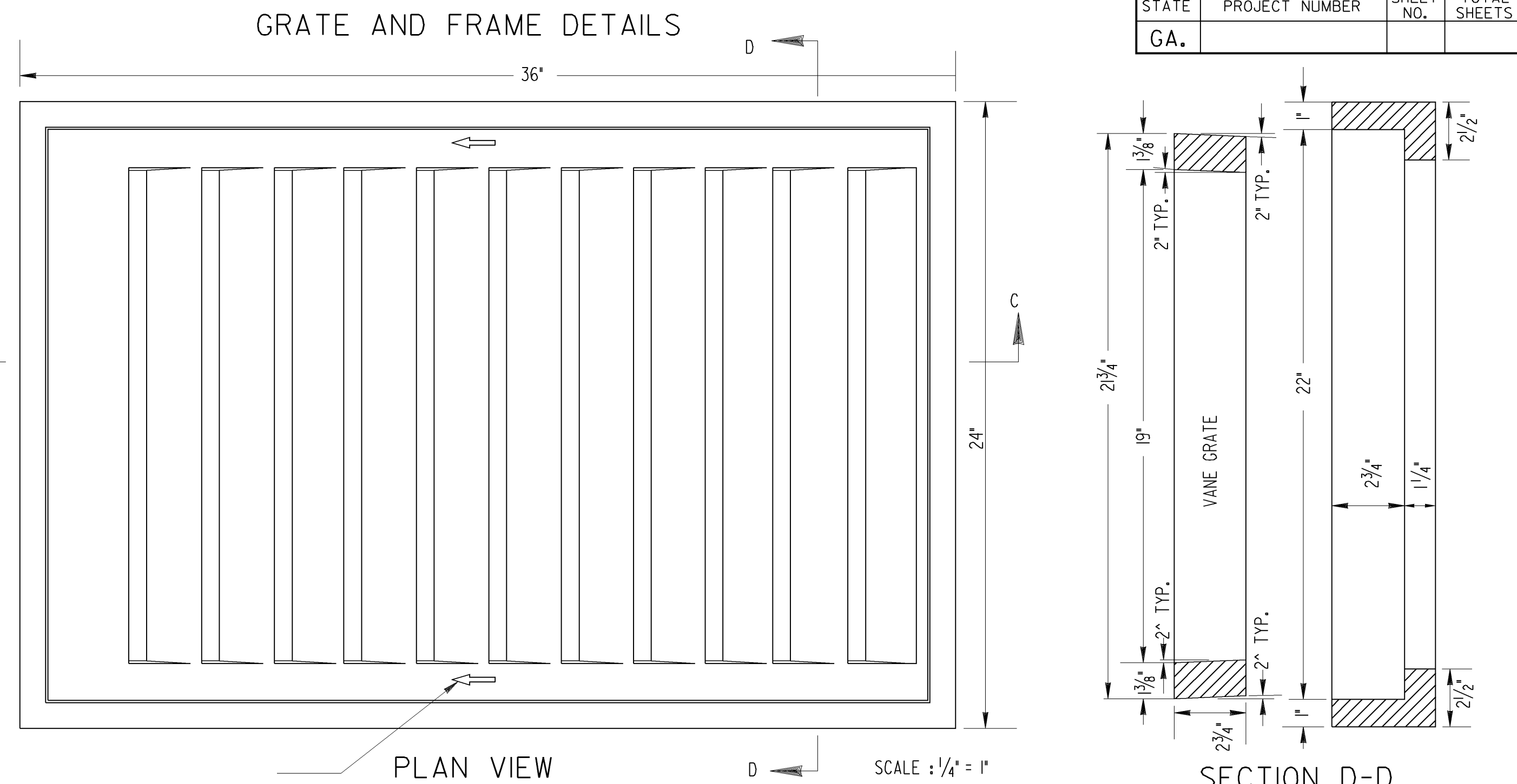
\* CONTRACTOR SHALL SPECIFY EITHER MOUNTABLE OR NON-MOUNTABLE TO FOUNDRY IF HOOD IS REQUIRED.



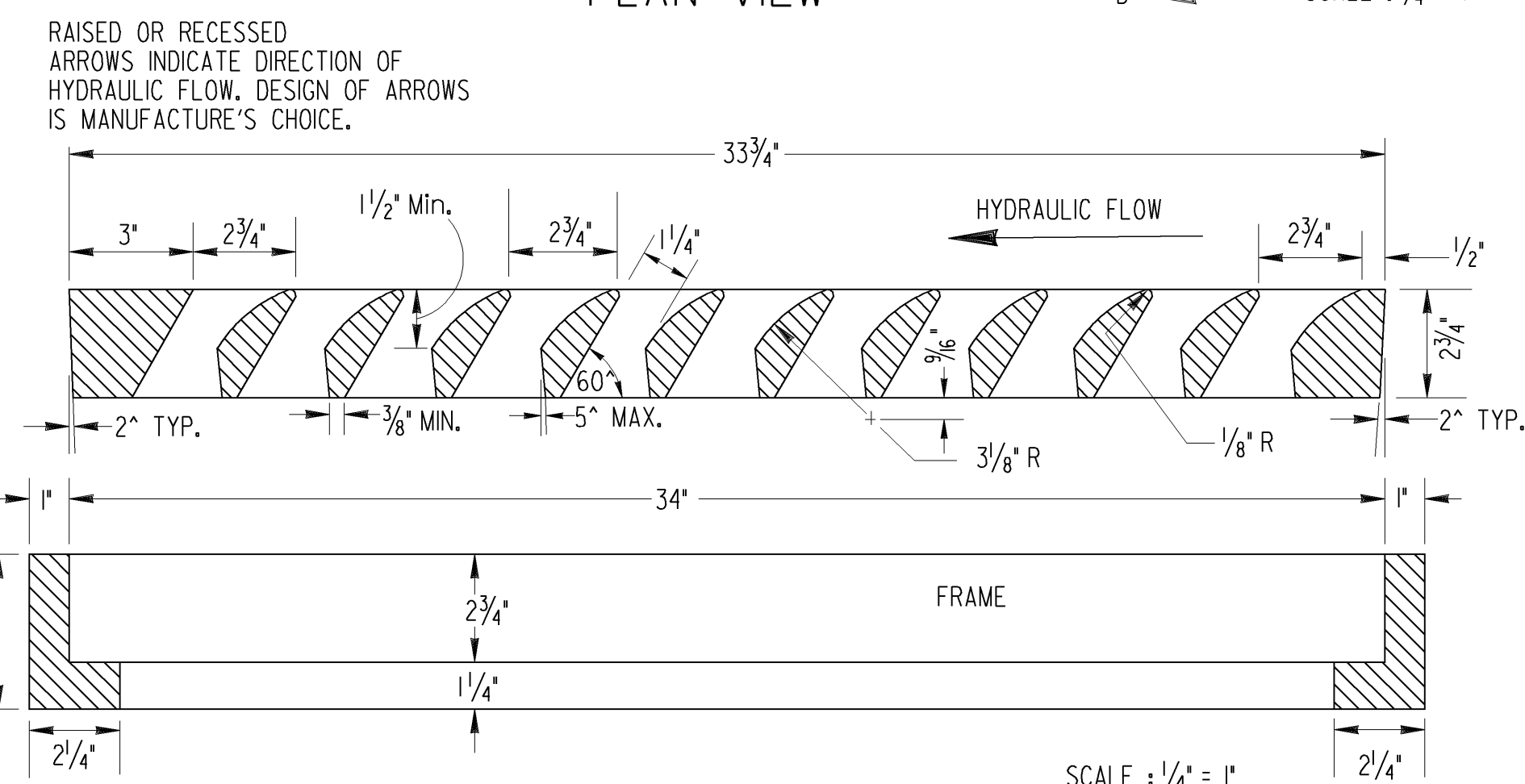
NOTE: STD. 1040 ALTERNATE PERMITTED WITH ANY PIPE SIZE OR SKEW.  
ALTERNATE - STANDARD 1040 CIRCULAR  
SECTIONS - PLAN VIEW LOCATION.  
NO SCALE



ALTERNATE- CAST-IN-PLACE  
REINFORCED CONCRETE



SECTION D-D



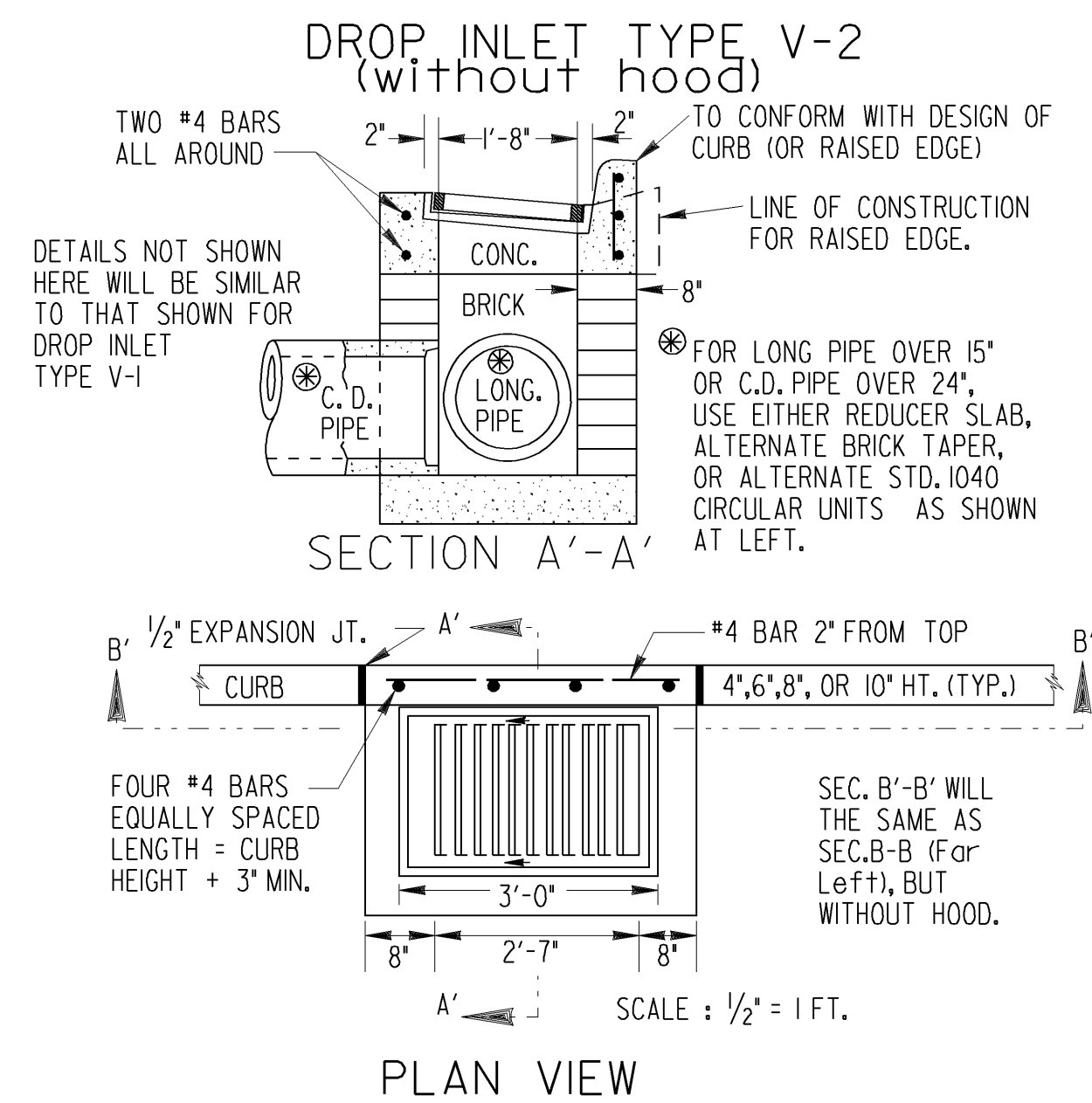
SECTION C-C

MATERIAL FOR GRATE: GRAY IRON, A.S.T.M.  
A-48 CLASS 30.

NOTE:  
FRAME IS SAME AS GA. STD. 1010 OR CITY OF  
ATLANTA FRAME. TYPE B

GENERAL NOTES:

1. SPECIFICATIONS: GEORGIA STANDARD AND/OR SPECIAL PROVISIONS, EXCEPT THAT VANE GRADE WILL BE GRAY IRON A.S.T.M. A-48 CLASS 30.
2. ALIGNMENT, NUMBER AND SIZES OF PIPES SHOWN ARE ONLY TYPICAL. SEE PLANS FOR ACTUAL PIPE CULVERT REQUIREMENTS.
3. SLOPE OF GRATE WILL MATCH GUTTER SLOPE WHEN USED WITH CURB AND GUTTER. SLOPE OF GRATE WILL MATCH ROADWAY SLOPE, WHERE THERE IS NO GUTTER (I.E., HEADER CURB, INTEGRAL CURB, ETC.). TOP OF HOOD WILL BE FLUSH WITH TOP OF CURB FOR TYPE V-1.
4. CONCRETE WILL BE CLASS "A" CONCRETE.
5. 1/2" EXPANSION JOINTS WILL BE REQUIRED IF RIGID PAVEMENT, SIDEWALK OR CONCRETE GUTTER MEETS DROP INLETS.
6. ALL STRUCTURES OVER 4 FT. DEEP SHALL REQUIRED STEPS OF A TYPE APPROVED BY THE MATERIALS LABORATORY OR 3/4" DIA. BARS STEPS AS SHOWN FOR OTHER INLET TYPES. NUMBER AND LOCATION OF STEPS SHALL BE AS DIRECTED BY THE ENGINEER.
7. METAL HOODS DO NOT IMPROVE HYDRAULICS OF INLETS. TYPE V-1 DROP INLETS ARE NORMALLY USED TO PROVIDE CONTINUITY OF CURB OR TO ALLOW LARGER BOX WITHOUT TAPER OR REDUCER SLAB.



PLAN VIEW

		DATE	DEPARTMENT OF TRANSPORTATION		
			STATE OF GEORGIA		
		REVISION	STANDARD		
			DROP INLET TYPES		
			V-I AND V-2		
			SCALE AS SHOWN		AUGUST, 1999
	BY	DES. _____ DRW. _____ TRA. _____ CHK. _____	(SUBMITTED) <i>James A. Kaul</i> STATE ROAD & AIRPORT DESIGN ENGR. (APPROVED) <i>Paul L. Smith</i> CHIEF ENGINEER	NUMBER 1019B	