

## GENERAL NOTES

1. INLETS MAY BE PLACED ADJACENT TO OR SET BACK FROM MIAMI CURB WITH THE PROPER TRANSITIONS INDICATED IN THE DETAILS.
2. THE FINISHED GRADE AND SLOPE OF THE INLET TOPS ARE TO CONFORM WITH THE FINISHED CROSS SLOPE AND GRADE OF THE PROPOSED SIDEWALK AND/OR BORDER.
3. WHEN THE INLETS ARE TO BE CONSTRUCTED ON A CURVE, REFER TO THE PLANS TO DETERMINE THE RADIUS AND, WHERE NECESSARY, MODIFY THE INLET DETAILS ACCORDINGLY. BEND STEEL WHEN NECESSARY. INLET SHOULD NOT BE PLACED IN CURB RETURN.
4. ALL STEEL IN INLET TOP SHALL HAVE 1 1/2" MINIMUM COVER UNLESS OTHERWISE SHOWN. INLET TOPS SHALL BE EITHER CAST-IN-PLACE OR PRECAST CONCRETE.
5. FOR STRUCTURE BOTTOMS AND SUPPLEMENTAL DETAILS SEE FDOT STANDARD INDEX NO'S. 200 AND 201.
6. ONLY ROUND CONCRETE SUPPORT POSTS WILL BE ACCEPTABLE.
7. INLETS ADJACENT TO MIAMI CURB ARE DESIGNED FOR USE WITH STANDARD CURB AND GUTTER TYPES E AND F, PER FDOT STANDARD INDEX 300. LOCATE INLET OUTSIDE OF PEDESTRIAN CROSSWALKS.
8. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI. HOWEVER, WHEN THE INLET THROAT IS POURED SIMULTANEOUSLY WITH THE CURB, A CONCRETE MIX WITH A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS MAY BE USED FOR THE THROAT.
9. REINFORCING STEEL SHALL BE GRADE 60 DEFORMED BARS, PER ASTM A615.
10. WHEN USING INLETS SET BACK FROM THE MIAMI CURB, THE SIDEWALK SHALL BE LOCATED BEHIND THE BACK OF BOX.

DRAWING NO. **TD-18**

SHEET NO. 1 OF 14

### TYPE I, II AND III INLETS GENERAL NOTES

**Hillsborough  
County Florida**



**TRANSPORTATION  
TECHNICAL  
MANUAL**

REVISION DATE:

10/21