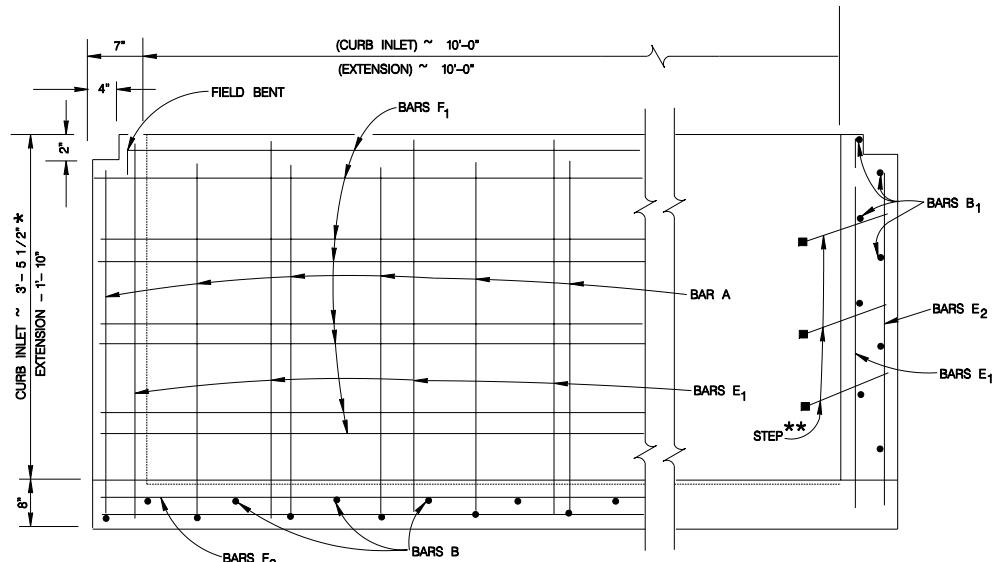


SECTION A-A



SECTION B-B

REINFORCING STEEL

LOWER UNIT 10' X 3'-8" (TYPE I)				
BAR	NO.	SIZE	SPAC.	LENGTH
A	12	#4	12"	VARIES
B	11	#4	12"	4'-6"
B <sub>1</sub>	VARIES	#4	12"	4'-6"
E <sub>1</sub>	20	#4	18"±	VARIES
E <sub>2</sub>	6	#4	18"±	VARIES
F <sub>1</sub>	VARIES	#4	12"±	10'-10"
F <sub>2</sub>	9	#4	—	10'-10"

LOWER UNIT 10' X 5'-0" (TYPE II)				
BAR	NO.	SIZE	SPAC.	LENGTH
A	12	#4	12"	VARIES
B	11	#4	12"	5'-10"
B <sub>1</sub>	VARIES	#4	12"	5'-10"
E <sub>1</sub>	22	#4	18"±	VARIES
E <sub>2</sub>	8	#4	18"±	VARIES
F <sub>1</sub>	VARIES	#4	12"±	10'-10"
F <sub>2</sub>	11	#4	—	10'-10"

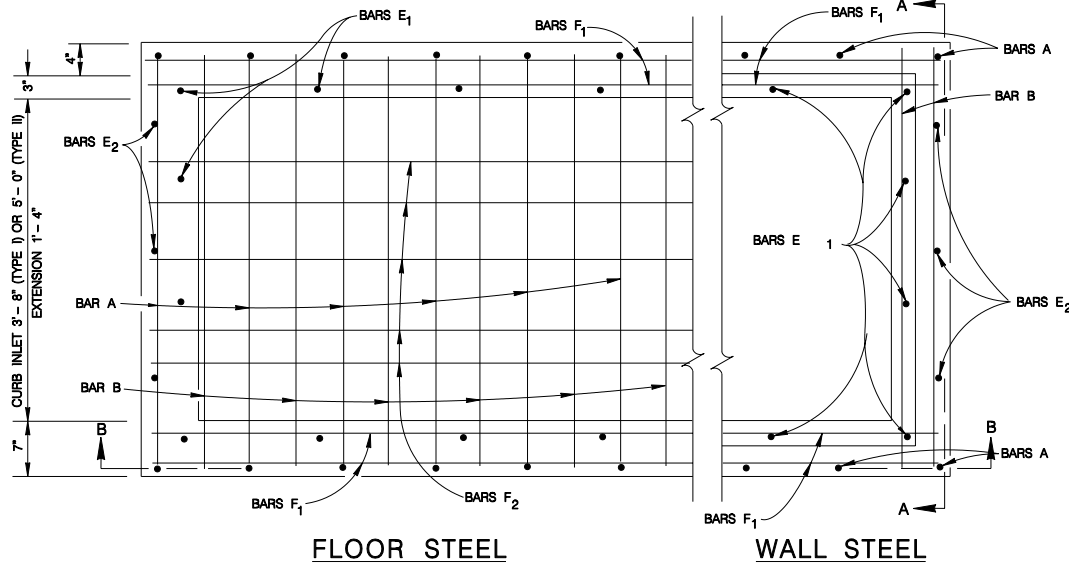
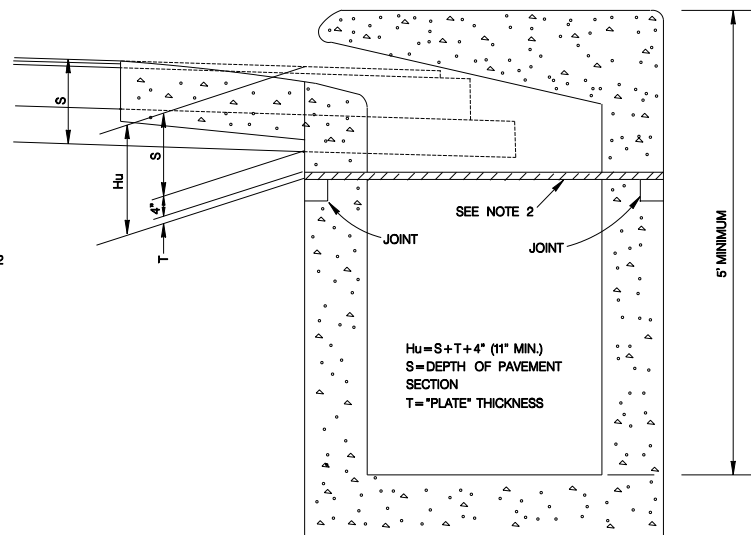
GENERAL NOTES

- 5' INLETS AND 5' EXTENSIONS MUST BE IN ACCORDANCE WITH THE LATEST TxDOT CURB INLET TYPE "C" AND EXTENSION TYPE E (L-C).
- TYPE C-II INLET TO BE USED ONLY WHEN STORM DRAIN PIPE IS IN-LINE WITH CURB INLET AND APPROVED BY THE ENGINEER.
- QUANTITIES SHOWN ARE FOR CONTRACTORS INFORMATION ONLY.
- CONCRETE FOR STRUCTURES SHALL BE CLASS "A", 3000 PSI IN 28 DAYS.
- ALL DIMENSIONS RELATING TO REINFORCING STEEL ARE TO CENTER OF BARS.
- ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 1 1/2".
- ALL REINFORCING STEEL SHALL CONFORM TO A.S.T.M. A-615, GRADE 80 REQUIREMENTS.
- ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4".
- DEPRESSION SLAB SHALL RECEIVE A WOOD FLOAT FINISH.
- FACE OF INLET TO CONFORM TO FACE OF CURB LINE.
- ALL BARS INTERCEPTING MANHOLE RING & COVER SHALL BE CUT OR BENT.
- PAYMENT FOR ALL EXCAVATION, BACK-FILLING, CONCRETE, REINFORCING STEEL, RING AND COVER, CURB ARMOR AND STEPS SHALL BE INCLUDED IN THE UNIT COST OF ITEM 403 "STORM SEWER JUNCTION BOXES AND INLETS".
- CAST IRON MANHOLE RING AND COVER TO BE PLACED NEXT TO OUTLET PIPE, EXCEPT FOR VERTICAL OUTLET PIPE IN WHICH CASE MANHOLE RING AND COVER WILL BE OFFSET.
- GALVANIZED BOLTS, NUTS, WASHERS, PLATES AND GASKETS ARE SUBSIDIARY TO INLETS.
- THE CONTRACTOR SHALL PROVIDE AN ADEQUATE MEANS TO LIFT AND PLACE THE INLETS, WHEN USING PRECAST UNITS.
- ALL BARS AT PIPE BLOCKOUT LOCATIONS SHALL BE CUT OR BEND.
- ALL LOWER UNITS SHALL RECEIVE INVERT MORTAR SHAPING.
- PIPE BLOCKOUTS IN INLET WALLS SHOULD NOT EXCEED 3" BEYOND THE OUTER SHELL OF THE PIPE, TAKING INTO ACCOUNT THE SKEW OF THE PIPE AS NECESSARY. CONSTRUCTION JOINT MAY BE RAISED A MAXIMUM OF 6".

PHASE CONSTRUCTION

NOTES FOR PHASE CONSTRUCTION (WHEN DIRECTED BY THE ENGINEER):

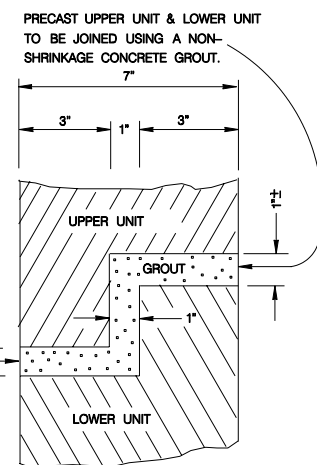
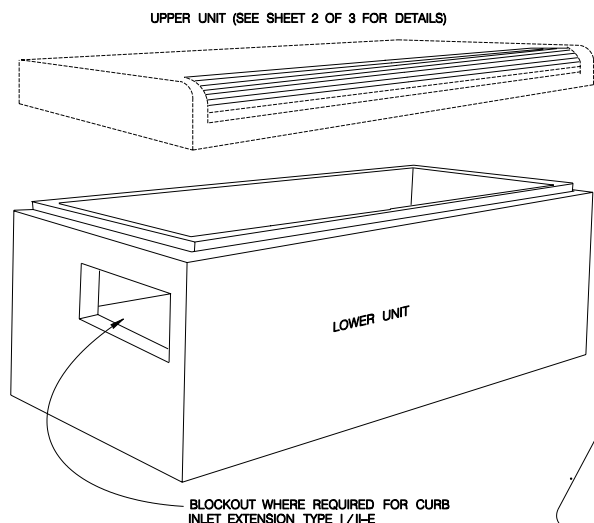
- THE CURB INLET AND EXTENSION SHALL BE CONSTRUCTED TO A DEPTH "Hu" BELOW THE INLET AND EXTENSION GUTTER LINE ELEVATION.
- CAP THE CURB INLET AND EXTENSION WITH A STEEL PLATE APPROVED BY THE ENGINEER AND CONSTRUCT THE ROADWAY OVER THE PLATE.
- AFTER THE ROADWAY IS COMPLETED, BUT PRIOR TO THE FINAL HMA OVERLAY, SAW CUT THE PAVEMENT, REMOVE THE PLATE AND COMPLETE THE UPPER PORTION OF THE CURB INLET AND /OR EXTENSION.



FLOOR STEEL

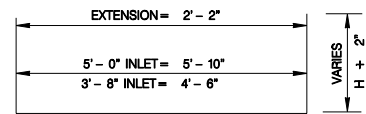
WALL STEEL

PLAN

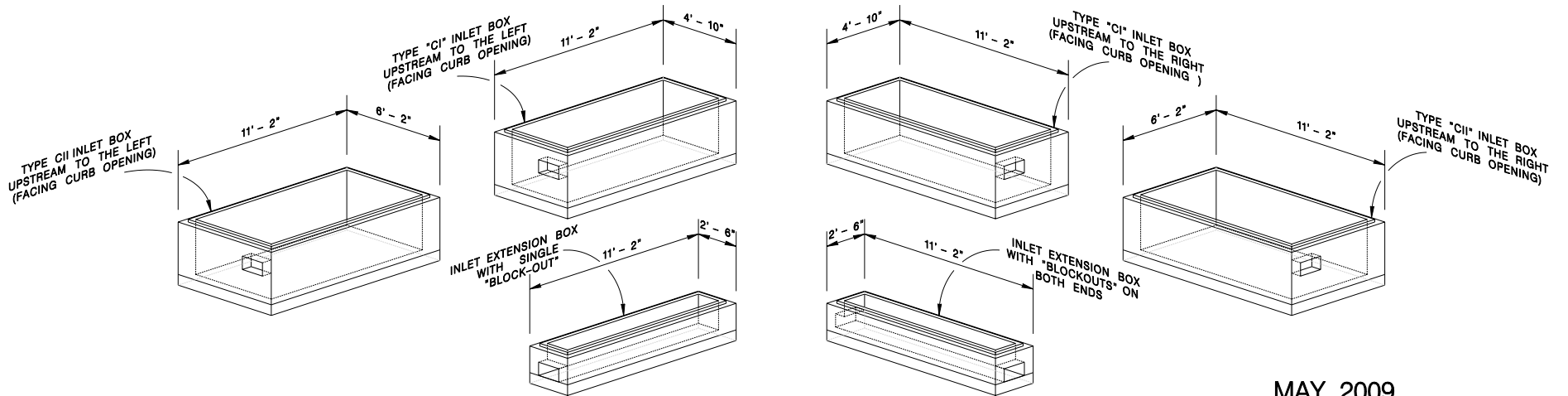


JOINT DETAIL

WHEN USING PRECAST UPPER UNIT, THIS SPACE IS FOR MAKING MINOR HORIZONTAL AND VERTICAL ADJUSTMENTS TO ACCOMMODATE A FIT BETWEEN THE UPPER AND LOWER UNIT THAT ALLOWS FOR A MATCH LINE AND GRADE BETWEEN THE ROADWAY CURB AND THE UPPER UNIT OF THE INLET.



BARS A  
(LOWER UNIT)



CONCRETE INLET BOX CONFIGURATIONS (LOWER UNITS)

MAY 2009

CITY OF SAN ANTONIO  
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT  
TYPE "C" INLET (TYPE I & II)  
& INLET EXTENSION STANDARDS  
SHEET 1 OF 3