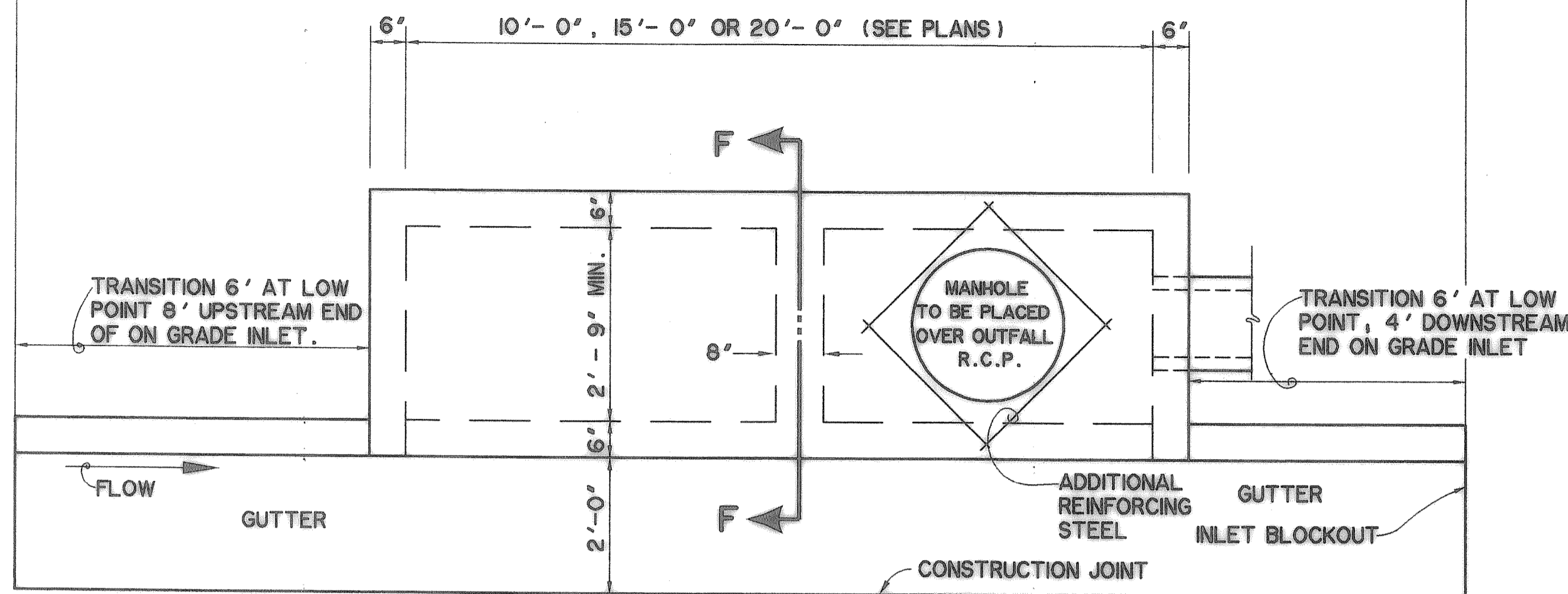
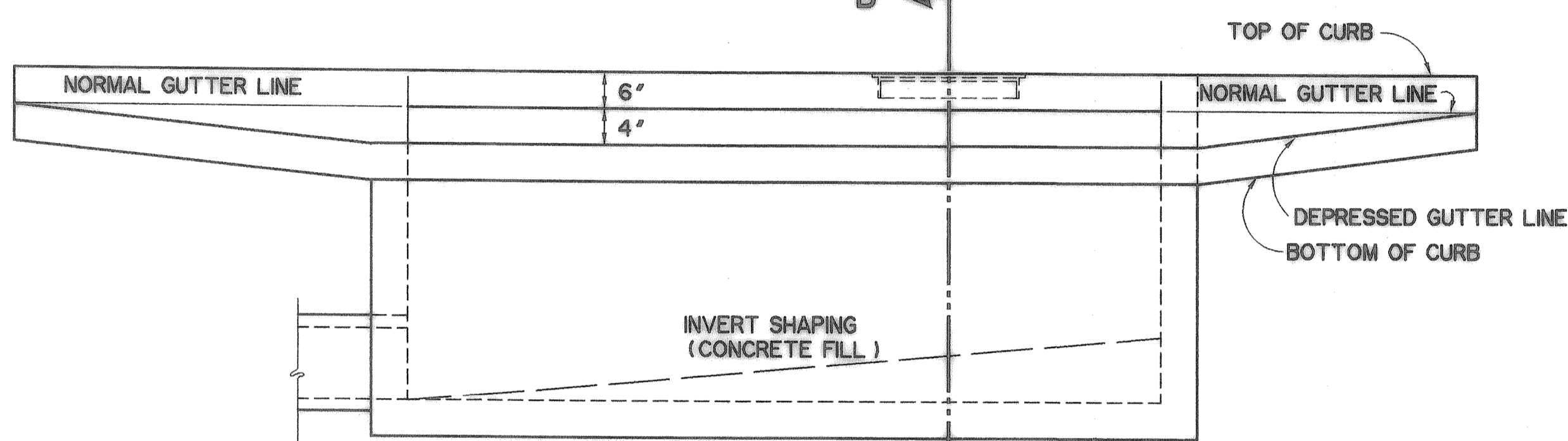


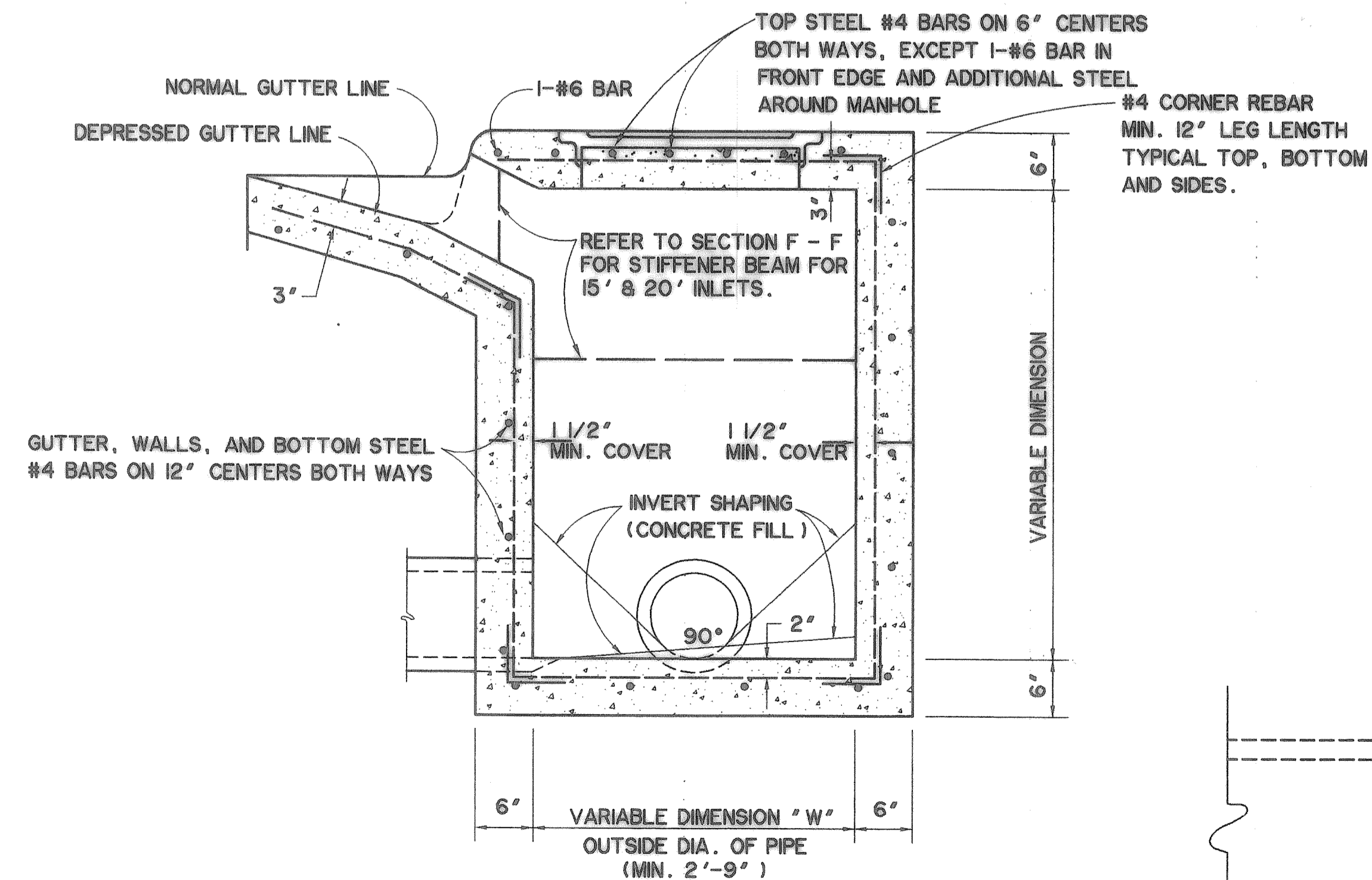
LIMITS OF PAY FOR CURB INLET PAVEMENT QUANTITY TO BE COMPUTED AS IF NO BLOCKOUT OCCURS TO COMPENSATE FOR BLOCKOUT FORMING AND JOINT.



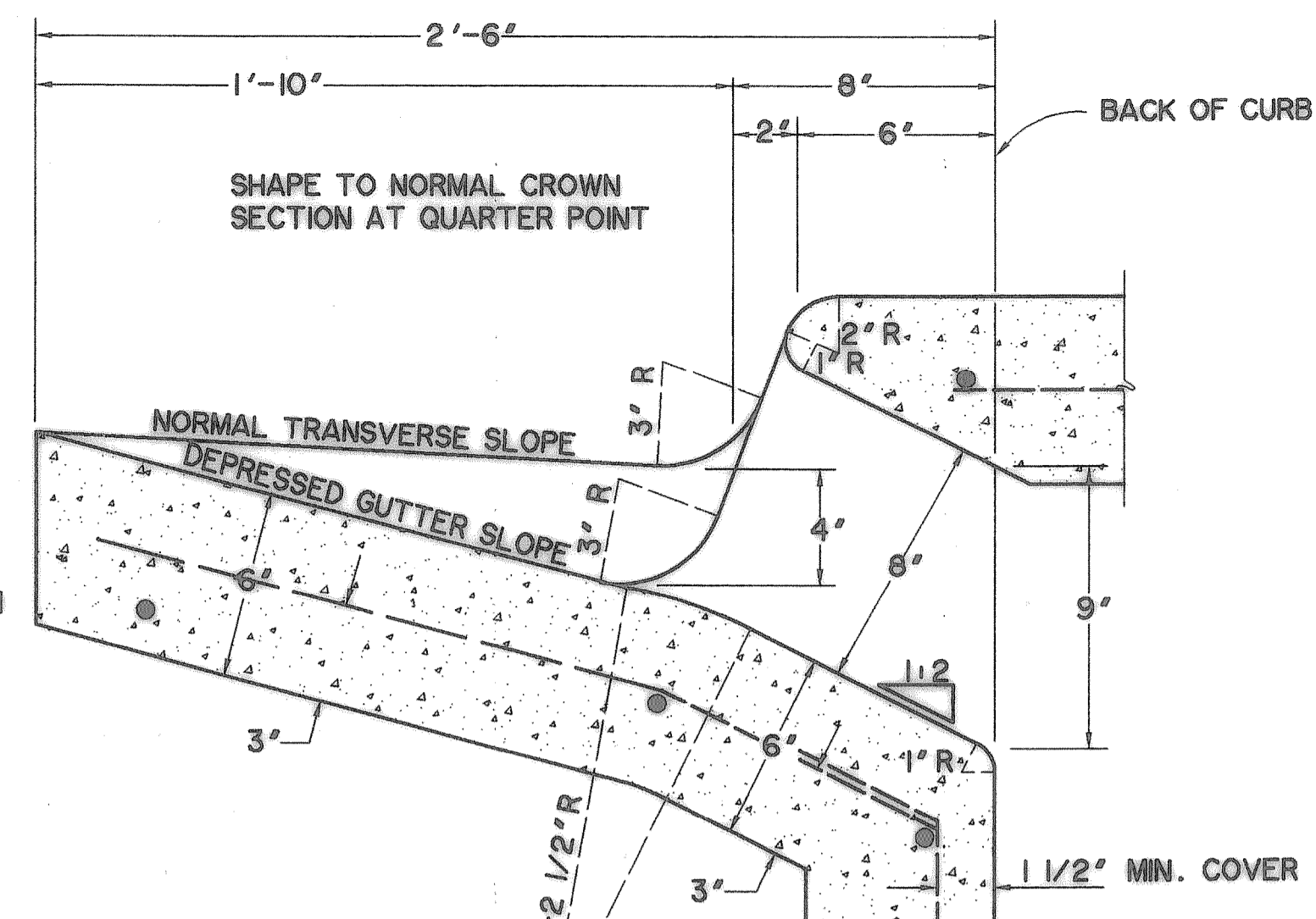
INLET PLAN



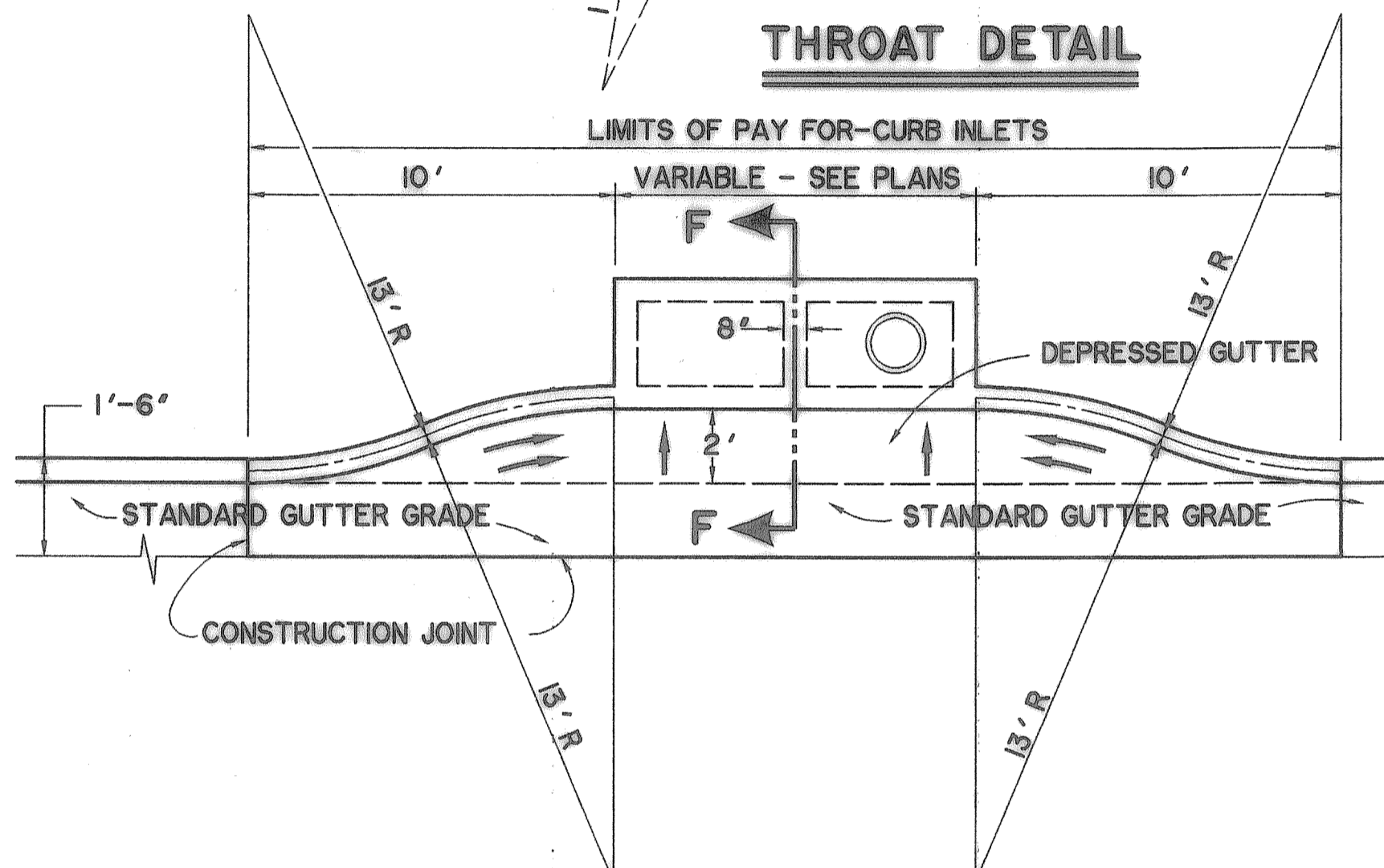
INLET ELEVATION



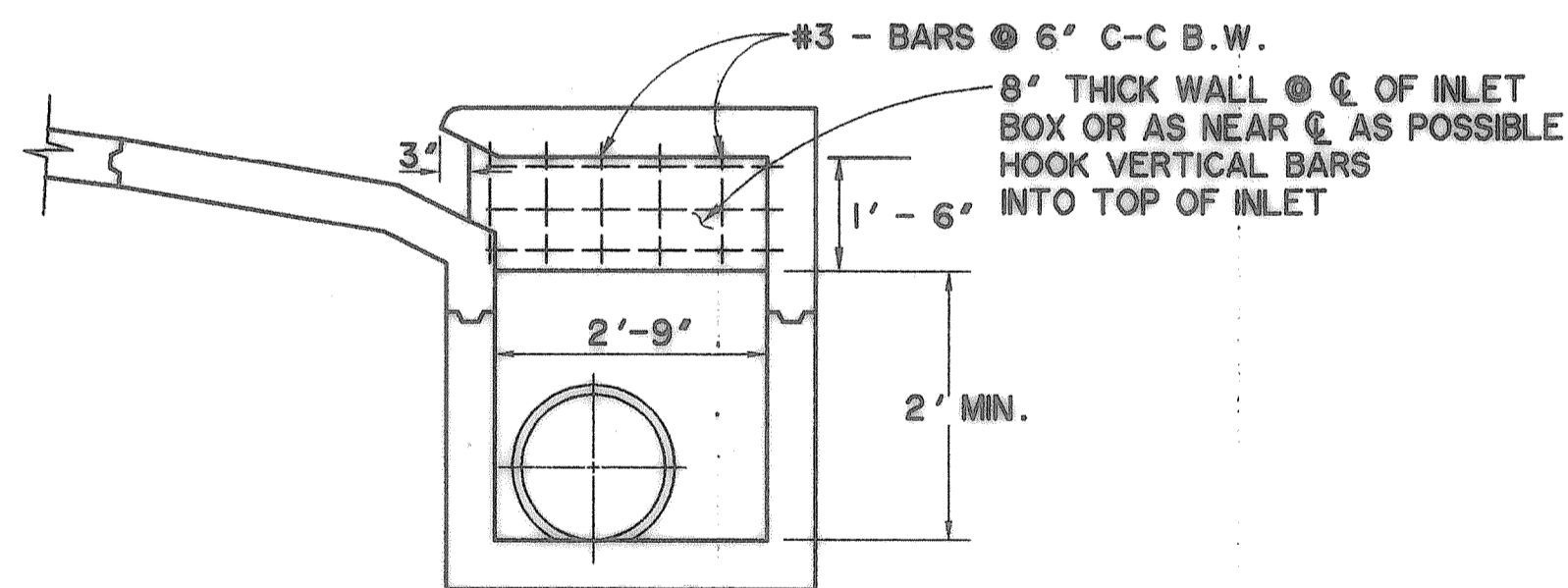
STANDARD CURB INLET DETAIL



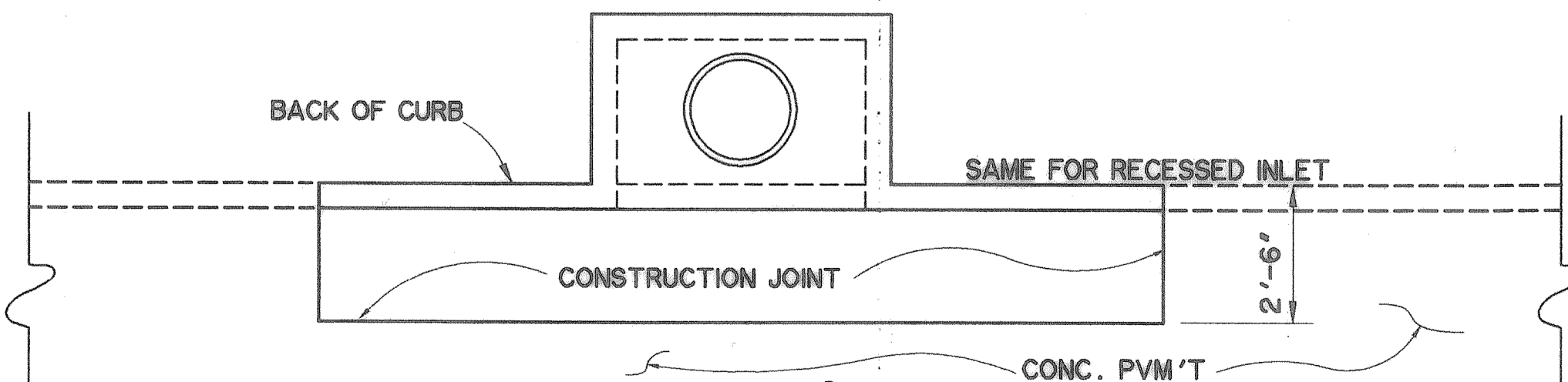
THROAT DETAIL



RECESSED CURB INLET PLAN

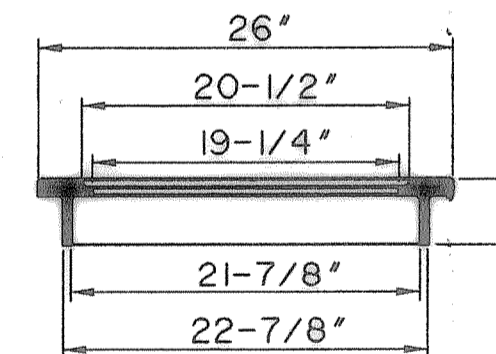
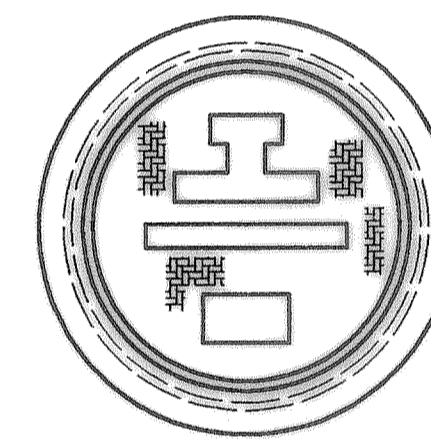


**SECTION F-F
INLET MIDBOX STIFFENER BEAM
FOR 15' & 20' INLETS ONLY**



INLET BLOCKOUT

N.T.S.



MANHOLE COVER DETAIL

- COVER NOTES:**
1. COVER IS A STANDARD CAST IRON LID AND RING WITH AN ATTACHED CHAIN EMBEDDED IN CONCRETE.
 2. MANHOLE COVER AND FRAME SHALL BE DALLAS FOUNDRY NO. 855-54 OR APPROVED EQUIVALENT, AS APPROVED BY THE CITY ENGINEER, CASTINGS OF FOREIGN MANUFACTURE ARE NOT ACCEPTABLE.

GENERAL NOTES:

1. ALL CONSTRUCTION MATERIALS, METHODS AND PLACEMENTS NOT DETAILED ABOVE SHALL MEET OR EXCEED THE STANDARD SPECIFICATIONS OF THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS UNLESS SUPERCEDED BY CITY OF ROCKWALL STANDARD SPECIFICATIONS.
2. ALL CONCRETE SHALL BE CLASS "F" CONTAINING A MINIMUM OF 6.5 SACKS OF TYPE I CEMENT PER YARD. AGGREGATE SHALL CONSIST OF A MINIMUM OF 50% CRUSHED STONE. ALL CONCRETE PLACED SHALL CONTAIN SUFFICIENT AIR ENTRAINING AGENT TO YIELD 5% ± 1% AIR CONTENT. ALL OTHER ADMIXTURES SHALL REQUIRE THE PERMISSION OF THE ENGINEERING DEPARTMENT.
3. ON CONCRETE STREETS ALL INLETS SHALL BE SEPARATED FROM THE PAVEMENT AND CURB BY BLOCKING OUT AROUND INLET AS SHOWN.
4. ALL REINFORCING STEEL SHALL BE DEFORMED BARS. REINFORCING STEEL SHALL BE PLACED WITH A MINIMUM OF 1-1/2" COVER.
5. WHERE REINFORCING BARS ARE SPLICED, A MINIMUM 30" DIAMETER LAP SHALL BE USED. MANUFACTURED BENDS OR FACTORY MADE "L" BARS SHALL BE USED IN ALL CORNERS, AND SHALL BE LONG ENOUGH TO PERMIT A MINIMUM OF A 30" DIAMETER SPLICE.

RECORD PLANS

1-15-02

