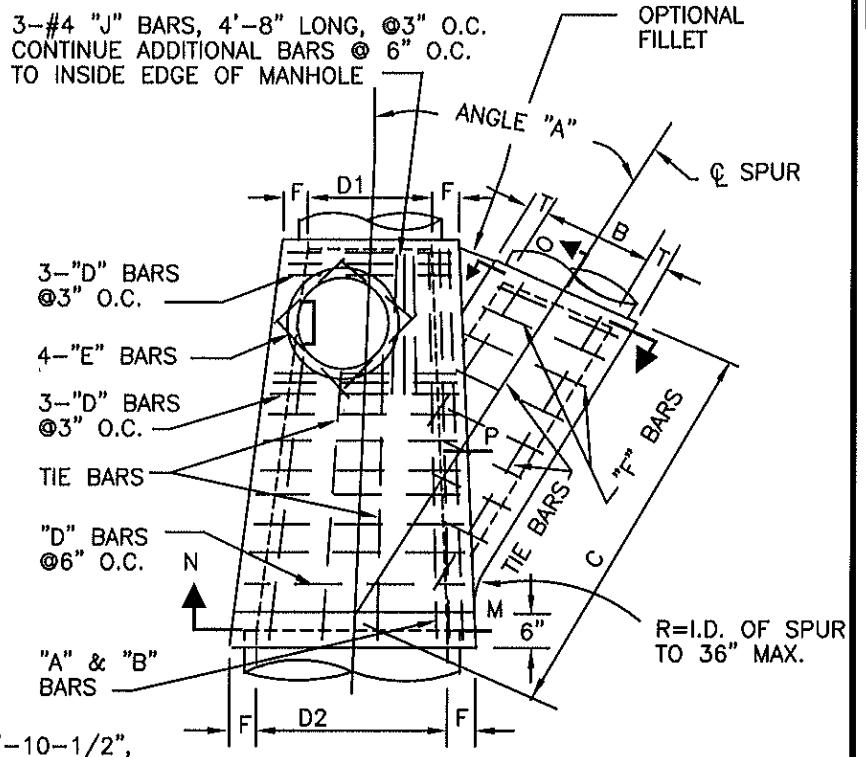
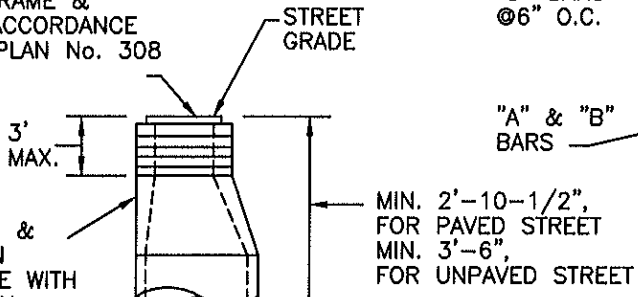


LONGITUDINAL SECTION

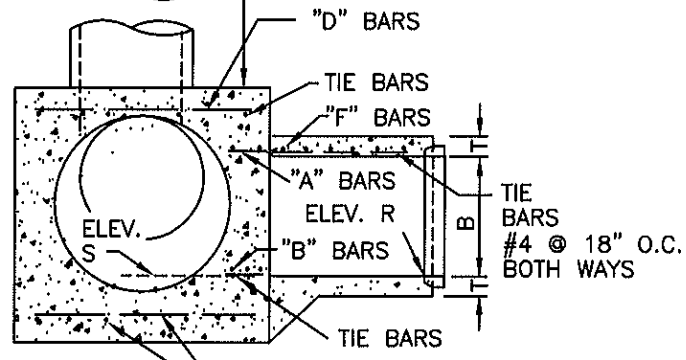


PLAN
SHAFT NOT SHOWN

MANHOLE FRAME & COVER IN ACCORDANCE WITH STD. PLAN No. 308



CONC. RING & REDUCER IN ACCORDANCE WITH STD. PLAN No. 309-1, 309-2 & 309-3



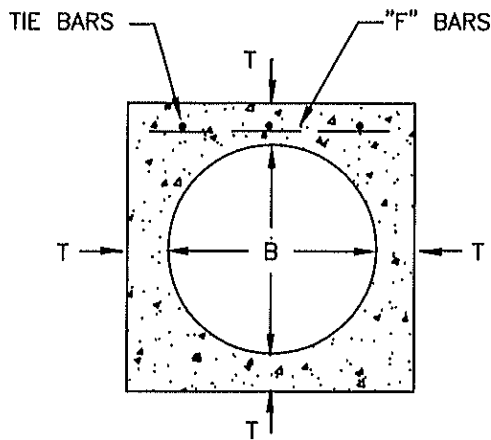
SECTION N-M-P-O
#4 BAR @ 18" BOTH WAYS WHEN D2 IS 60" OR OVER

| TABLE OF VALUE FOR F AND T | | | |
|----------------------------|---------|-----|---------|
| D2 | F | B | T |
| 36" | 8" | 24" | 5-1/4" |
| 39" | 8" | 27" | 5-1/2" |
| 42" | 8" | 30" | 6" |
| 45" | 8" | 33" | 6-1/4" |
| 48" | 8" | 36" | 6-1/2" |
| 51" | 8-1/2" | 39" | 7" |
| 54" | 9" | 42" | 7-1/2" |
| 57" | 9-1/4" | 45" | 7-3/4" |
| 60" | 9-1/2" | 48" | 8" |
| 63" | 10" | 51" | 8-1/2" |
| 66" | 10-1/4" | 54" | 9" |
| 69" | 10-3/4" | 57" | 9-1/4" |
| 72" | 11" | 60" | 9-1/2" |
| 78" | 11-3/4" | 63" | 10" |
| 84" | 12-1/2" | 66" | 10-1/2" |
| 90" | 13-1/4" | 69" | 10-3/4" |
| 96" | 14" | 72" | 11" |

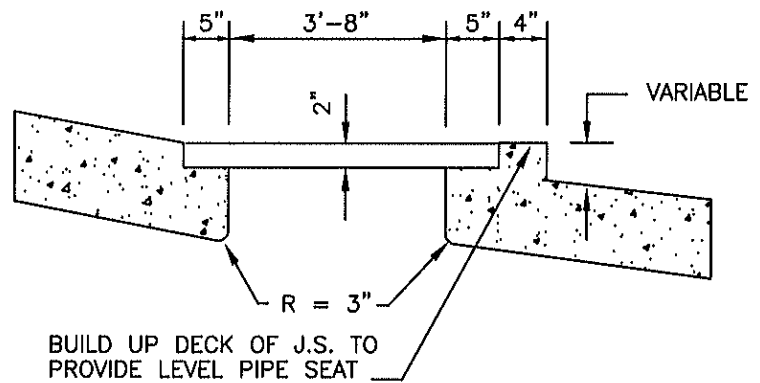
| TABLE OF BAR SIZES PROJECTED ON N-M-P-O | | |
|---|------------|------------|
| D2 OR B | A & B BARS | D & F BARS |
| 24"-39" | #5 @ 3" | #4 @ 6" |
| 42"-84" | #6 @ 3" | #5 @ 6" |
| 90"-96" | #7 @ 3" | #6 @ 6" |

- NOTES:
- USE JUNCTION STRUCTURE No. III FOR INLET PIPES LARGER THAN 24 INCHES.
 - SEE SHEET 2 OF 2 FOR NOTES AND OTHER DETAILS.

| | | | |
|-----------|---|--|---------------------------------------|
| REVISIONS | CITY OF FOUNTAIN VALLEY | | STANDARD PLAN NO. 306-3 |
| | JUNCTION STRUCTURE NO. 3 | | |
| | APPROVED BY: MARK LEWIS R.C.E. 49336 CITY ENGINEER | | DATE: 08/03/03 |
| | | | SHEET: 3 OF 6 |



SECTION G-G



SHAFT SEAT DETAIL

NOTES:

1. VALUE FOR "A", "B", "C", "D1", "D2", ELEVATION "R" AND ELEVATION "S" ARE SHOWN ON PLANS.
2. IF LATERALS ENTER BOTH SIDES OF JUNCTION STRUCTURE, THE ACCESS SHAFT SHALL BE LOCATED ON THE SIDE RECEIVING THE SMALLER LATERAL.
3. CENTER OF MANHOLE SHAFT SHALL BE LOCATED OVER THE CENTERLINE OF THE STORM DRAIN WHEN D1 IS 48 INCHES OR LESS, IN THIS CASE PLACE 4-"E" BARS (#4) SYMMETRICALLY AROUND THE SHAFT AT 45° WITH THE CENTERLINE.
4. LENGTH OF JUNCTION STRUCTURE CAN BE INCREASED AT CONTRACTOR'S OPTION TO MEET PIPE ENDS, BUT ANY CHANGE IN LOCATION OF THE SPUR MUST BE APPROVED BY THE CITY ENGINEER.
5. THE STATION POINT, AS SHOWN ON THE PLANS, IS DEFINED AS THE INTERSECTION OF THE CENTERLINE OF THE MAIN LINE AND THE CENTERLINE OF THE SPUR.
6. USE DETAIL "M" OF STANDARD No. 306-2 WHEN DEPTH OF THE SHAFT FROM STREET GRADE TO THE TOP OF THE JUNCTION STRUCTURE IS LESS THAN 2'-10-1/2" FOR PAVED STREETS OR 3'-6" FOR UNPAVED STREETS. CONSTRUCT MONOLITHIC SHAFT AS SHOWN ON DETAIL "M". CONSTRUCTION OF MANHOLE SHAFT PER DETAIL "M" FOR ANY DEPTH OF MANHOLE IS OPTIONAL. WHEN D1 IS 48 INCHES OR LESS SEE NOTE 3.
7. REINFORCING STEEL SHALL BE 1-1/2 INCHES CLEAR FROM FACE OF CONCRETE. TIE BARS SHALL BE #4 @ 18 INCHES MAX.
8. EMBEDMENT "P" SHALL BE 5 INCHES FOR D2 TO 96 INCHES OR LESS AND 8 INCHES FOR D2 OVER 96 INCHES.
9. STEP SHALL BE 3/4 INCH OF GALVANIZED STEEL, AND ANCHORED NOT LESS THAN 6 INCHES IN THE WALLS OF THE STRUCTURE. STEP SPACING SHALL BE 1'-4" WITH THE LOWEST STEP NOT MORE THAN 2 FEET ABOVE THE INVERT.
10. RING, REDUCER AND PIPE FOR ACCESS SHAFT SHALL BE SEATED IN 1:2 MIX MORTAR AND NEATLY POINTED OR WIPE INSIDE THE SHAFT.
11. FLOOR OF JUNCTION STRUCTURE SHALL BE STEEL TROWELED TO THE SPRING LINE.
12. BODY OF JUNCTION STRUCTURE, INCLUDING SPUR, SHALL BE CONSTRUCTED IN ONE, CONTINUOUS OPERATION, EXCEPT THAT A CONSTRUCTION JOINT AT THE SPRING LINE, WITH A LONGITUDINAL KEYWAY, IS OPTIONAL.
13. ELEVATION "S" APPLIES AT THE CENTERLINE OF THE MAIN LINE ON THE PROLONGATION OF THE INVERT OF THE SPUR.
14. CONCRETE: $f'_c = 3250$ PSI AT 28 DAYS.

| | | |
|---|---------------------------------|--|
| REVISIONS | CITY OF FOUNTAIN VALLEY | STANDARD PLAN NO. 306-4 |
| | JUNCTION STRUCTURE NO. 3 | |
| | | |
| APPROVED BY: MARK LEWIS R.C.E. 49335 CITY ENGINEER | DATE: 06/03/03 | |