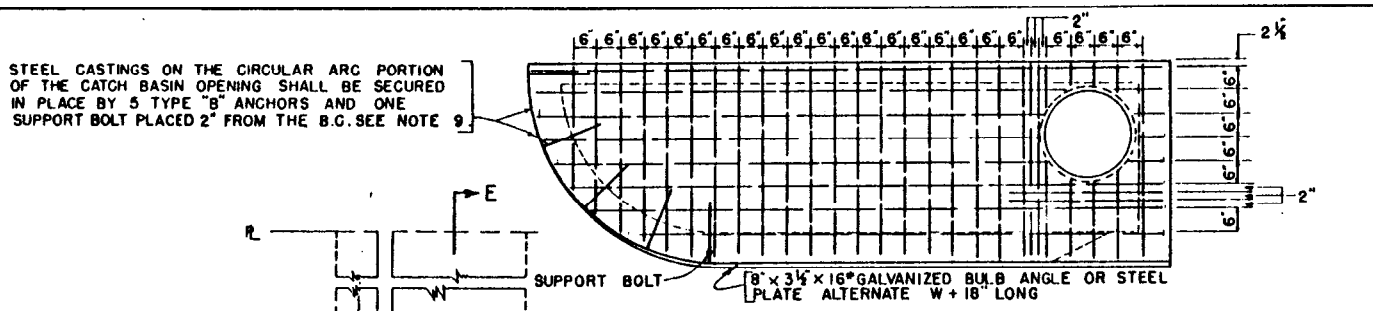
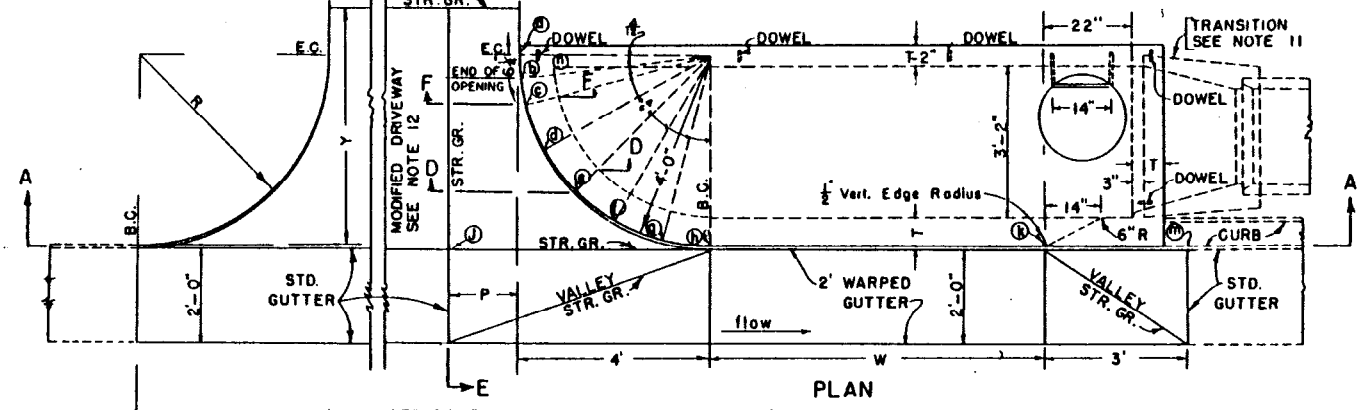
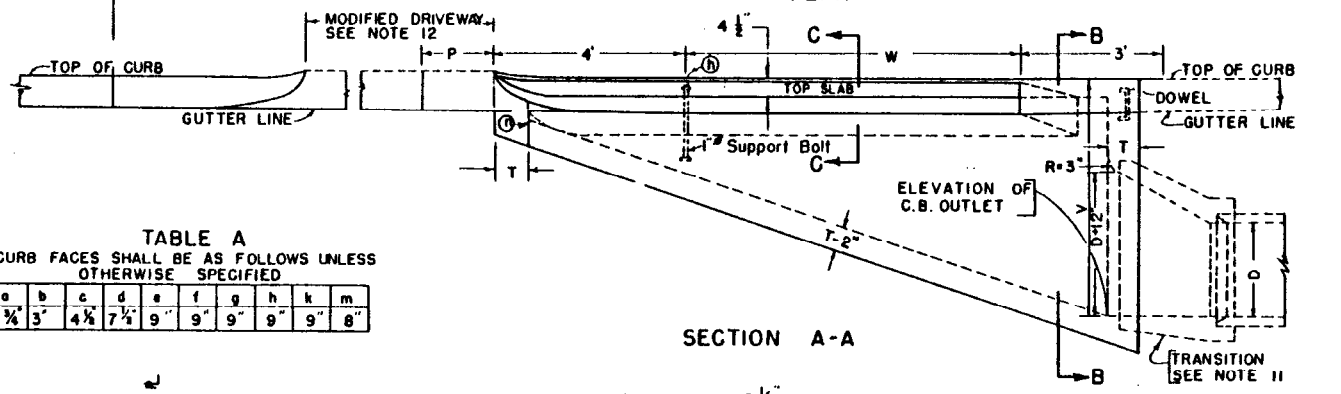


TOP SLAB REINFORCING PLAN



PLAN

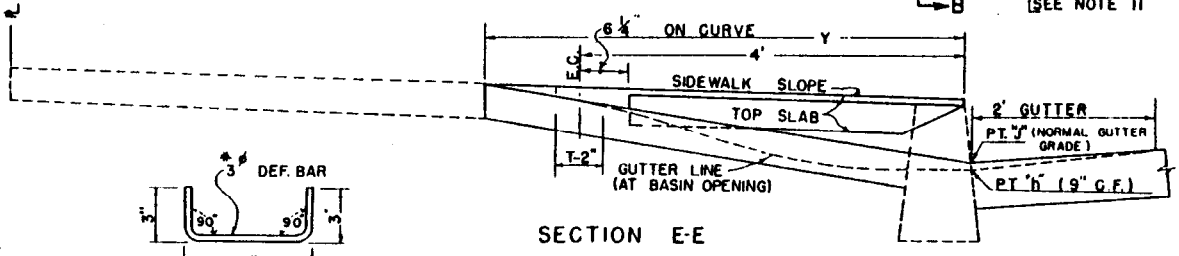


SECTION A-A

TABLE A

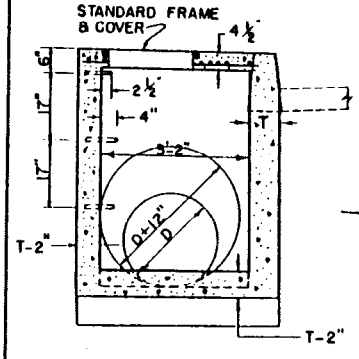
CURB FACES SHALL BE AS FOLLOWS UNLESS OTHERWISE SPECIFIED

P.T.	a	b	c	d	e	f	g	h	k	m
C.F.	1¾"	3"	4½"	7½"	9"	9"	9"	9"	9"	8"

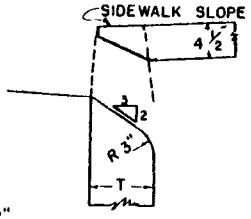


SECTION E-E

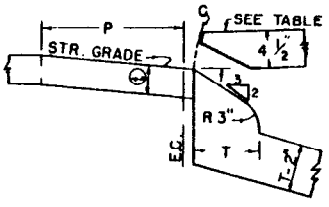
DETAIL OF DOWEL



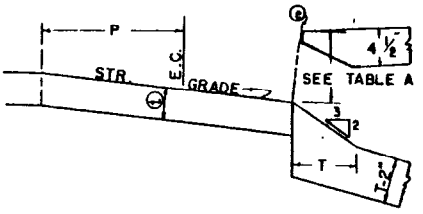
SECTION B-B



SECTION C-C



SECTION F-F



SECTION D-D

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING — CITY OF LOS ANGELES

CATCH BASIN NO. 47 & DRIVEWAY

STANDARD PLAN

B-3747

DESIGNED BY F. J. DORAN
DRAWN BY L. THOMASIAN
CHECKED BY A. WESTON H. BAPST

SUBMITTED October 25 1956
BY _____ ENGINEER OF STORM DRAIN DESIGN
PREPARED BY _____ ENGINEER OF STREET OPENING & WIDENING

APPROVED October 26 1956
_____ DEPUTY ENGINEER IN CHARGE OF DESIGN
_____ CITY ENGINEER

NOTES FOR CATCH BASIN NO. 47

1. CONCRETE EXCEPTION: WHEN THE BASIN IS TO BE CONSTRUCTED WITHIN THE LIMITS OF A PROPOSED SIDEWALK OR IS CONTIGUOUS TO SUCH SIDEWALK, THE TOP OF THE BASIN SHALL BE POURED MONOLITHIC WITH THE SIDEWALK, USING THE SAME CLASS OF CONCRETE AS IN THE SIDEWALK. IN THIS CASE THE DOWELS BETWEEN THE WALLS AND TOP SLAB SHALL BE OMITTED AND THE TOP OF THE CATCH BASIN WALLS FINISHED SMOOTH. AT THE CONTRACTORS OPTION, CLASS "F" CONCRETE MAY BE USED THROUGHOUT.

2. CURVATURE OF THE LIP AND SIDEWALLS AT THE GUTTER OPENING AND OF THE ROUNDED EDGE OF THE OUTLET SHALL BE FORMED BY CURVED FORMS AND SHALL NOT BE MADE BY PLASTERING.

3. DIMENSIONS:

   T = 8 INCHES, IF V IS LESS THAN 8 FEET.
   T = 10 INCHES, IF V IS 8 FEET OR MORE.
   V = 5.0 FEET UNLESS OTHERWISE SPECIFIED.
   W = 7.0 FEET UNLESS OTHERWISE SPECIFIED.
   D = 21 INCHES UNLESS OTHERWISE SPECIFIED.
   P = 18 INCHES UNLESS OTHERWISE SPECIFIED.
   R = 4 FEET UNLESS OTHERWISE SPECIFIED.
   Y = 5 FEET UNLESS OTHERWISE SPECIFIED.
   I = 4 INCHES UNLESS OTHERWISE SPECIFIED.
   WIDTH OF DRIVEWAY W SHALL BE 10 FEET UNLESS OTHERWISE SPECIFIED.
   ELEVATION OF POINT "n" SHALL BE 13 INCHES BELOW POINT "h" UNLESS OTHERWISE SPECIFIED.

4. THE FLOOR OF THE BASIN SHALL BE GIVEN A STEEL-TROWELED FINISH, BE LEVEL TRANSVERSELY, AND HAVE A UNIFORM LONGITUDINAL SLOPE FROM THE UPPER END OF THE BASIN TO THE OUTLET.

5. THE MANHOLE SHALL BE PLACED ALONG THE BACK WALL NEAR THE OUTLET.

6. THE OUTLET PIPE SHALL BE TRIMMED TO FINAL SHAPE AND LENGTH BEFORE THE CONCRETE IS POURED.

7. THE REINFORCING STEEL SHALL BE NUMBER 3 BARS UNLESS OTHERWISE SPECIFIED. CLEARANCE SHALL BE 1½ INCHES FROM THE BOTTOM OF THE SLAB.

8. STEPS: 3/4 INCH PLAIN ROUND GALVANIZED STEEL STEPS SHALL BE INSTALLED 17 INCHES APART WHEN V EXCEEDS 4 FEET 6 INCHES. THE TOP STEP SHALL BE 6 INCHES BELOW THE SURFACE AND SHALL BE 2½ INCHES CLEAR FROM THE WALL. ONLY ONE STEP 12 INCHES FROM BOTTOM SHALL BE INSTALLED IF V IS 4 FEET 6 INCHES OR LESS. THE STEPS SHALL BE ANCHORED NOT LESS THAN 4 INCHES IN THE WALL OF THE BASIN.

9. FOR DETAILS OF THE CATCH BASIN INLET, TOP SLAB, SUPPORT BOLT, PROTECTION BAR, ALTERNATE ANCHORS, AND STEEL PLATE ALTERNATE, SEE STANDARD PLANS NOS. B-3625 AND B-3651 OR THE STANDARD PLAN SUPERSEDING STANDARD PLANS NOS. B-3625 AND B-3651. STEEL CASTINGS, MILD-TO-MEDIUM STRENGTH, OF 4-FOOT RADIUS AND LIKE SECTION SHALL BE USED ON THE CIRCULAR ARC PORTION OF THE CATCH BASIN OPENING IN PLACE OF THE BULB ANGLE OR STEEL PLATE ALTERNATE. THESE CASTINGS SHALL BE BEVELED AND BUTT WELDED TO THE PROPER LENGTH AND TO A TRUE ARC AND SECURED TO THE TOP SLAB BY FIVE TYPE "B" ANCHORS, ONE LOCATED 2 INCHES FROM EACH END OF THE COMPLETE CIRCULAR ARC CASTINGS AND THE OTHER THREE EVENLY SPACED BETWEEN THE END ANCHORS.

10. THE SURFACE OF ALL EXPOSED CONCRETE SHALL CONFORM TO SLOPE, GRADE, COLOR, FINISH, AND SCORING IN THE EXISTING OR PROPOSED CURB AND WALK ADJACENT TO THE BASIN.

11. TRANSITION: FOR DETAILS SEE STANDARD PLAN NO. B-3649 OR STANDARD PLAN SUPERSEDING B-3649.

12. THE MODIFIED DRIVEWAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAILS SHOWN HEREON AND CASE 3 OR CASE 4 OF STANDARD PLAN NO. D-6879 OR STANDARD PLAN SUPERSEDING D-6879, UNLESS OTHERWISE SPECIFIED ON THE IMPROVEMENT PLAN.

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING — CITY OF LOS ANGELES

CATCH BASIN NO. 47 & DRIVEWAY

STANDARD PLAN

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