JUNCTION STRUCTURE No. 3

NOTES:
1. VALUES FOR A, B, C, D, E, L, ELEVATION R, AND ELEVATION S ARE SHOWN ON PLAN, TABLE OF VALUES F & T HEREDIN.
2. LATERALS: IF LATERALS ENTER ON BOTH SIDES OF MANHOLE, ACCESS SHAFT SHALL BE LOCATED ON SIDE RECEIVING THE SMALLEST LATERAL.
3. CENTER OF MANHOLE SHAFT SHALL BE LOCATED OVER CENTERLINE OF STORM DRAIN WHEN D1 IS 45° OR LESS, IN WHICH CASE PLACE 4 E BARS SYMMETRICALLY AROUND SHAFT 45° WITH CENTERLINE.
4. LENGTH OF MANHOLE MAY BE INCREASED AT OPTION TO MEET PIPE ENDS, BUT ANY CHANGE IN LOCATION OF SPUR MUST BE APPROVED BY THE ENGINEER.
5. DETAIL M: WHEN DEPTH OF MANHOLE FROM STREET TO TOP OF BOX IS LESS THAN 2'-10 1/2" FOR PAVED STREETS OR 3'-6" FOR UNPAVED STREETS, CONSTRUCT MONOLITHIC SHAFT AS PER DETAIL M.
6. REINFORCING STEEL: TIE BARS SHALL BE #4 AND SPACED 18" ON CENTERS OR CLOSER.
7. STEPS SPACING SHALL BE 12" C-C. THE LOWEST STEP SHALL BE NOT MORE THAN 2'-6" ABOVE THE INVERT. SEE STD 317.
8. RINGS, REDUCER, AND PIPE FOR ACCESS SHAFT SHALL BE SEATED IN 1/2 MIX CLASS C MORTAR AND NEATLY POINTED OR WIPE INSIDE SHAFT.
9. FLUID OF MANHOLE SHALL BE STEEL TROVELED TO SPRING LINE.
10. BODY OF MANHOLE, INCLUDING SPUR, SHALL BE Poured IN ONE CONTINUOUS OPERATION, EXCEPT THAT A CONSTRUCTION JOINT AT THE SPRING LINE WITH A LONGITUDINAL KEYWAY IS PERMITTED.
11. ELEVATION S APPLIES AT CENTER OF MAINLINE ON PROLONGATION F INVERT OF SPUR.

CITY OF NEWPORT BEACH DEPARTMENT OF PUBLIC WORKS

APP.
CITY ENGINEER

DATE
11/3/2020

DRAWD:
M. ELIAS

DATE
11/3/2020

STANDARD DRAWING NO.
313

SHEET 1 OF 1