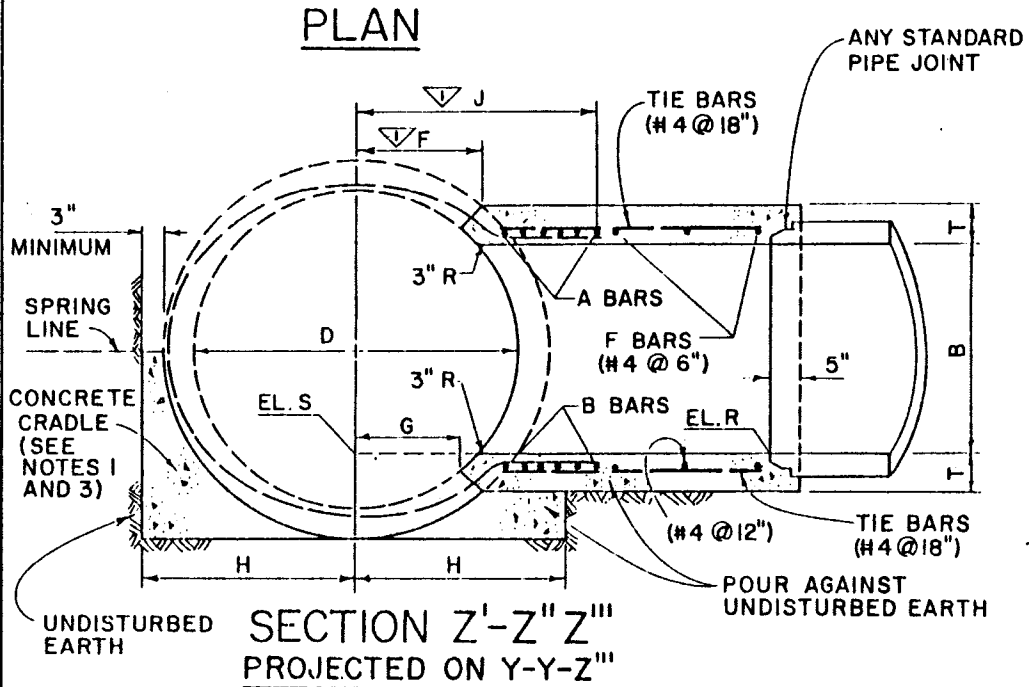


STRUCTURAL DATA		
B	T	A AND B BARS
12"	4"	—
15"	4 1/4"	—
18"	4 1/2"	#4 @ 6"
21"	5"	#4 @ 6"
24"	5 1/4"	#5 @ 5 1/2"
27"	5 1/2"	↑
30"	6"	↑
33"	6 1/4"	↑
36"	6 1/2"	↑
39"	7"	#5 @ 5 1/2"
WHEN B > 39" SEE PROJECT PLANS		



DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING CITY OF LOS ANGELES

**JUNCTION STRUCTURE "B"** **STANDARD PLAN S-302-1**

SUBMITTED <i>May 21, 1973</i>	REVISIONS				SUPERSEDES	REFERENCES
	NO	DATE	DESCRIPTION	ENGR OF DESIGN		
<i>Clayton M. Albright</i> ENGINEER OF DESIGN	1	9/17/79	CORRECTED DIMENSIONS, CHANGED NOTE B	<i>Clayton M. Albright</i>	B-1529 B-3967	
<i>Robert A. Green</i> DEPUTY ENGINEER						
<i>Donald J. ...</i> CITY ENGINEER						
DESIGNED BY <i>LIE</i>	DRAWN BY <i>RGM</i>	CHECKED BY <i>LJM</i>			VAULT INDEX NUMBER B-3985	
						SHEET 1 OF 2 SHEETS

NOTES FOR JUNCTION STRUCTURE "B"

1. CONCRETE SHALL BE CLASS 560-C-3250 AS SPECIFIED AT SECTION 201 OF THE STANDARD SPECIFICATIONS. IF THE CONCRETE CRADLE IS POURED SEPARATELY FROM THE JUNCTION STRUCTURE, THE CONCRETE FOR THE CRADLE MAY BE CLASS 420-C-2000 CONCRETE.

2. DIMENSIONS:

SEE PROJECT PLANS FOR VALUES OF: A, B, C, D, E, F, G, L, ELEVATION R, AND ELEVATION S. THE LENGTH OF DIMENSIONS C, E, AND L MAY BE INCREASED BY THE CONTRACTOR TO MEET PIPE ENDS, PROVIDED PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER. ELEVATION S OCCURS AT THE INTERSECTION OF THE CENTERLINES OF THE MAIN LINE AND LATERAL ON THE PROLONGATION OF THE INVERT GRADE OF THE LATERAL. WHEN ELEVATION S IS NOT INDICATED ON THE PROJECT PLANS, THE LATERAL ENTERS THE MAIN LINE RADIALLY. WHEN ELEVATION R IS NOT INDICATED ON THE PROJECT PLANS, THE CONSTRUCTION GRADIENT BETWEEN THE STATION POINT (ELEVATION S) AND THE FIRST ELEVATION SHOWN ON THE PROJECT PLANS UPSTREAM OF THE STATION POINT (ELEVATION S) IS CONSTANT.

H = 1/2 PIPE O.D. + 3 INCHES, MINIMUM.

J =  $\frac{7D}{12}$  + 6 INCHES

3. THE MAIN LINE PIPE SHALL BE SUPPORTED LONGITUDINALLY FOR ITS ENTIRE WIDTH BY A CONCRETE CRADLE TO ONE FOOT BEYOND THE LIMITS OF L ON BOTH ENDS. WHERE CONSTRUCTION OF THIS STRUCTURE OCCURS IN CONNECTION WITH AN EXISTING MAIN LINE PIPE, THAT PORTION OF THE CRADLE MAY BE OMITTED THAT WOULD BE PLACED ON THE SIDE OPPOSITE THE LATERAL AND BETWEEN THE OUTSIDE EDGE OF AND TO THE CENTERLINE OF THE EXISTING PIPE.

4. THE RECTANGULAR OPENING IN THE MAIN LINE PIPE SHALL BE CUT WITHIN THE LIMITS SHOWN HEREON NORMAL TO THE PIPE SURFACE WITHOUT DAMAGING THE PIPE REINFORCEMENT.

5. REINFORCEMENT SHALL CONFORM TO SECTION 201-2 OF THE STANDARD SPECIFICATIONS, AND TO DETAILS SHOWN HEREON. A AND B BARS SHALL BE CARRIED TO A POINT NOT LESS THAN A DISTANCE EQUAL TO J FROM THE CENTERLINE. TRANSVERSE REINFORCEMENT IN PIPE SHALL BE CUT IN CENTER OF OPENING AND BENT TO UNIFORM DISTANCE FROM TOP AND BOTTOM OF JUNCTION STRUCTURE.

6. WHEN THE MAIN LINE IS AN ARCH SECTION:

- A. DIMENSION D SHALL BE THE CLEAR SPAN OF THE ARCH.
- B. REINFORCEMENT SHALL BE CUT AND BENT INTO THE JUNCTION STRUCTURE IN THE SAME MANNER AS IF THE MAIN LINE WERE PIPE.
- C. THE CONCRETE CRADLE MAY BE DELETED UNDER THE ARCH SECTION.

7. A STEEL TROWEL SURFACE SHALL BE PROVIDED FOR THE CONCRETE FLOOR OF THE STRUCTURE AND TO THE CONCRETE SIDES FROM THE INVERT TO THE SPRING LINE.

▽ 8. THE CONTRACTOR MAY AT HIS OPTION CONSTRUCT A JUNCTION STRUCTURE "C" CONFORMING TO STANDARD PLAN S-303 IN LIEU OF A JUNCTION STRUCTURE "B."