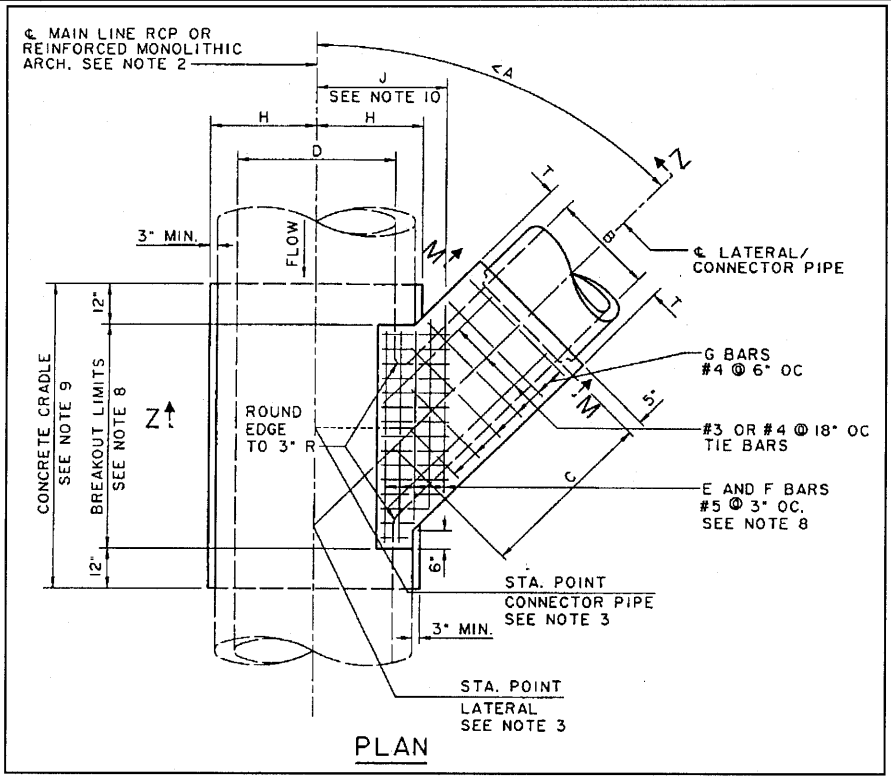
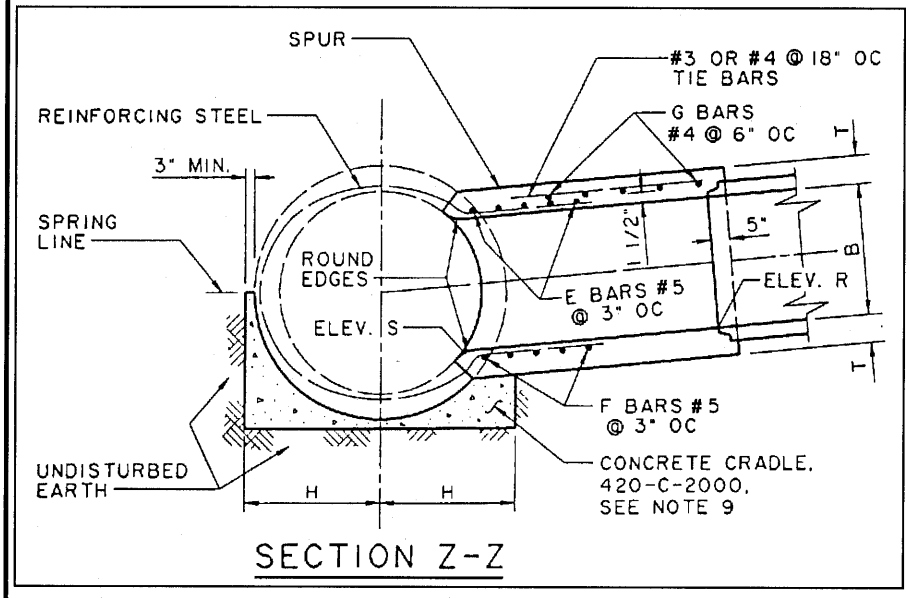
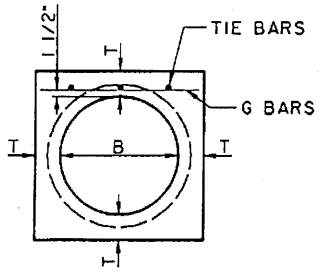



PLAN




SECTION Z-Z

| TABLE OF VALUES FOR T | |
|---|---|
| B (INCHES) | T (INCHES) |
| 12 | 5 |
| 15 | 5 |
| 18 | 5 |
| 21 | 5 |
| 24 | 5 1/2 |
| 27 | 5 1/2 |
| 30 | 6 |
| 33 | 6 1/2 |
| 36 | 6 1/2 |
| 39 | 7 |




SECTION M-M

A.P.W.A. STD. No. 331-0

**REVISIONS:**

APPROVED
08/21/01

CHRIS A. VOGT
CITY ENGINEER
RCE 44250

City of La Quinta

STANDARD

350

# JUNCTION STRUCTURE-PIPE TO PIPE (INLET ID>26"OR>1/2 MAIN LINE ID)

NOTES

1. THIS JUNCTION STRUCTURE SHALL BE USED WHEN THE OUTSIDE DIAMETER OF THE LATERAL IS GREATER THAN 1/2 THE INSIDE DIAMETER D OF THE MAIN LINE: OR WHEN THE INSIDE DIAMETER B OF THE LATERAL IS GREATER THAN 24". B SHALL NOT EXCEED 3/4 D OR 39".

2. IF THE MAIN LINE IS A REINFORCED MONOLITHIC ARCH STORM DRAIN, D SHALL REFER TO THE CLEAR SPAN OF THE ARCH. REINFORCING STEEL SHALL BE CUT AND BENT INTO THE JUNCTION STRUCTURE IN THE SAME MANNER AS FOR A PIPE. A CONCRETE CRADLE IS NOT REQUIRED FOR A REINFORCED MONOLITHIC ARCH.

3. STATIONS SHOWN ON THE PROJECT DRAWINGS FOR LATERALS APPLY AT THE INTERSECTION OF CENTER LINES OF MAIN LINE AND LATERAL. STATIONS SHOWN ON THE PROJECT DRAWINGS FOR CATCH BASIN CONNECTOR PIPES APPLY AT THE INTERSECTION OF THE INSIDE WALL OF THE MAIN LINE WITH THE CONNECTOR PIPE CENTER LINE.

4. VALUES FOR A, B, C AND D SHALL BE SHOWN ON THE PROJECT DRAWINGS. ELEVATION R AND ELEVATION S SHALL BE SHOWN ONLY WHEN REQUIRED PER NOTE 5.

5. a. ELEVATIONS R AND S NEED NOT BE SHOWN ON THE PROJECT DRAWINGS IF THE INLET PIPE IS TO ENTER THE MAIN LINE RADIALLY.
   b. ELEVATION R SHALL BE SHOWN ON THE PROJECT DRAWINGS ONLY IF A STUB IS TO BE PROVIDED IN THE MAIN LINE FOR FUTURE CONNECTION OF AN INLET PIPE.
   c. ELEVATION S SHALL BE SHOWN ON THE PROJECT DRAWINGS IF AN INLET PIPE IS TO ENTER THE MAIN LINE OTHER THAN RADIALLY. INLET PIPE SHALL BE LAID ON A STRAIGHT GRADE FROM ELEVATION S TO THE CATCH BASIN OR GRADE BREAK IN LINE.

6. THE INLET PIPE SHALL ENTER THE MAIN LINE RADIALLY UNLESS OTHERWISE INDICATED. THE INLET PIPE MAY ENTER THE MAIN LINE OTHER THAN RADIALLY IF ANGLE A IS GREATER THAN 45°, B IS LESS THAN OR EQUAL TO 24" AND THE OUTSIDE DIAMETER OF THE INLET PIPE IS LESS THAN 1/2 D: OTHERWISE, **C.L.Q. STD. No. 354.**

7. NO MORE THAN ONE OPENING SHALL BE MADE IN ANY ONE SECTION OF PIPE.

8. THE OPENING FOR THE BREAKOUT SHALL BE RECTANGULAR AND CUT NORMAL TO THE PIPE SURFACE WITHOUT DAMAGING THE REINFORCING STEEL. THE TRANSVERSE REINFORCEMENT OF THE MAIN LINE SHALL BE CUT AT THE CENTER OF THE OPENING AND BENT INTO THE TOP AND BOTTOM SLABS OF THE SPUR.

9. THE MAIN LINE SHALL BE REINFORCED WITH A CONCRETE CRADLE AND ENCASEMENT (AS APPLICABLE). A CONCRETE ENCASEMENT IS REQUIRED IF A JOINT IN THE MAIN LINE FALLS WITHIN THE LIMITS OF THE CRADLE. THE CONCRETE ENCASEMENT SHALL EXTEND 12" ABOVE THE TOP OF THE MAIN LINE AND TO THE LIMITS OF THE CRADLE.
   IF CONNECTING TO AN EXISTING STORM DRAIN, PORTION OF CRADLE OPPOSITE INLET MAY BE OMITTED.

10. REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 40, AND BE PLACED 1 1/2" CLEAR FROM CONCRETE SURFACES, UNLESS OTHERWISE SHOWN F BARS SHALL BE CARRIED TO A POINT NOT LESS THAN J DISTANCE FROM CENTER LINE WITH J=7D/12 + 6".

11. FLOOR OF THE SPUR SHALL BE STEEL-TROWELED TO THE SPRING LINE OF THE SPUR.

A.P.W.A. STD. No. 331-0

**REVISIONS:**

APPROVED
08/21/01

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STANDARD

350

# JUNCTION STRUCTURE-PIPE TO PIPE (INLET ID>24"OR>1/2MAIN LINE ID)

SHEET 2 OF 2