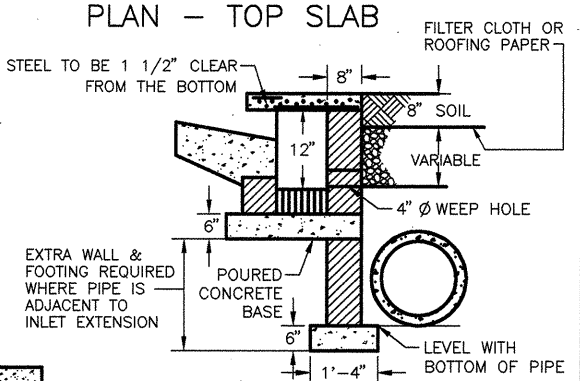
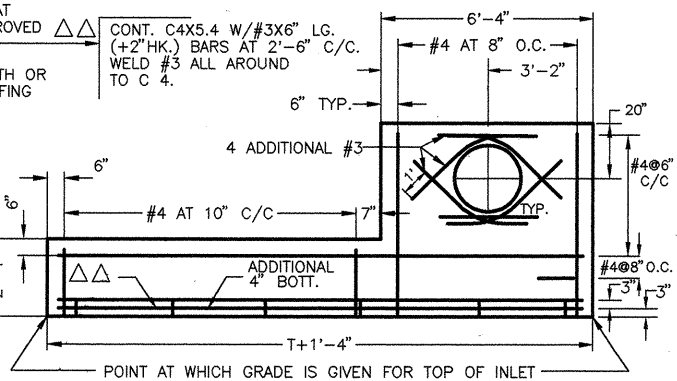
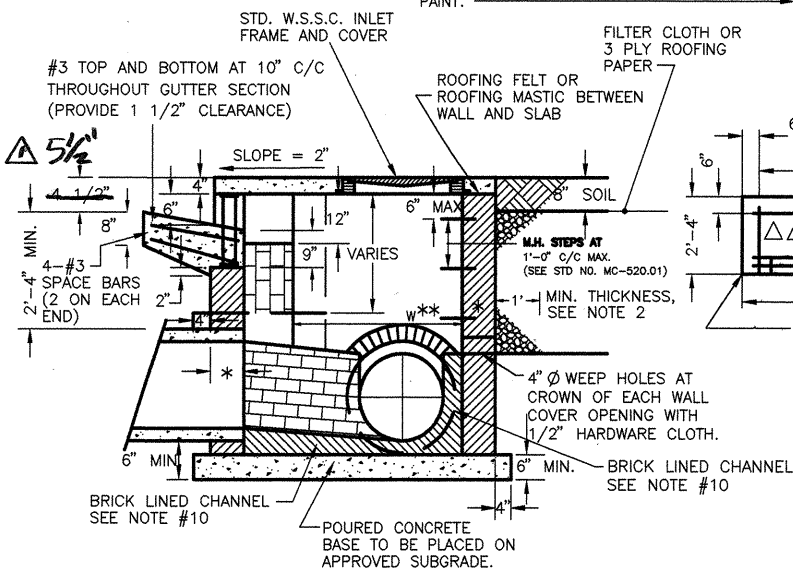


CHANNEL TO HAVE ONE SHOP COAT AND ONE FIELD COAT OF AN APPROVED PAINT.

CONT. C4X5.4 W/#3X6" LG. (+2" HK.) BARS AT 2'-6" C/C. WELD #3 ALL AROUND TO C 4.



SECTION A-A

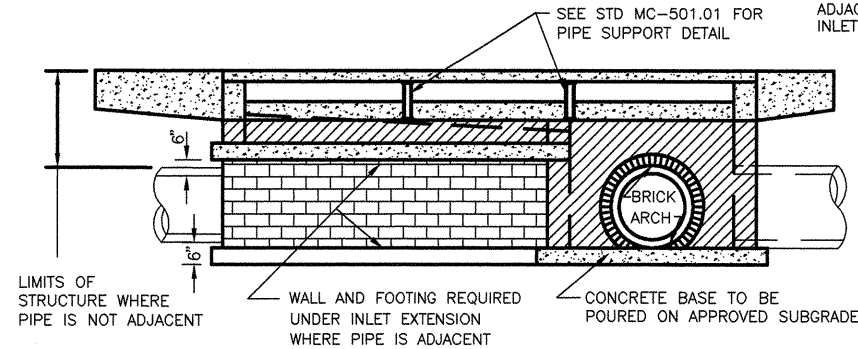
SECTION D-D

GENERAL NOTES

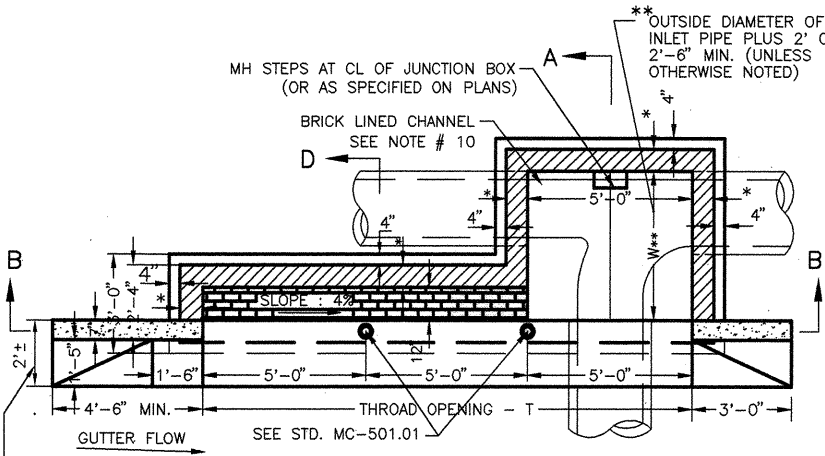
1. USED SOLID MASONRY (BRICK OR CONCRETE BLOCK) OR POURED CONCRETE FOR WALLS.
2. INSTALL FOUNDATION DRAINAGE MATERIAL AROUND STRUCTURE FROM BOTTOM OF WEEP HOLES TO WITHIN 8" OF SURFACE.
3. MORTAR SHALL CONFORM TO ASTM SPECIFICATION C270 TYPE M.
4. REFER TO MARYLAND STATE HIGHWAY ADMINISTRATION FOR MATERIALS AND METHODS OF CONSTRUCTION.
5. WALL THICKNESS WILL BE THE FOLLOWING: 8" THICK WALLS FOR THE FIRST 8'-0" OF DEPTH, 12" THICK WALL BETWEEN 8'-0" AND 12'-0" OF DEPTH, 16" THICK WALLS FOR DEPTH GREATER THAN 12'-0" DEPTH TO BE MEASURED FROM TOP OF CURB TO CROWN OF OUTGOING PIPE.
6. $f'_c = 3500$ PSI AT 28 DAYS.
7. ALL REINFORCING STEEL TO BE ASTM A615. GR.60.
8. FOR PIPES 30" AND LARGER, PROVIDE STEPS IN CHANNELS OF STRUCTURE. SEE STANDARD MC-520.02
9. ON TERMINAL INLETS, THE INLET BOTTOM SHALL BE SLOPED TO OUTLET PIPE WITH 9" MIN. FALL, SEWER BRICK OR CONCRETE.
10. FOR ACTUAL PIPE LOCATIONS, REFER TO STORM DRAIN PLANS AND CONSTRUCT BRICK CHANNEL TO PIPE CONFIGURATIONS. BRICK CHANNEL SHALL BE SEWER BRICK ON EDGE AND BUILT TO THE CROWN OF THE PIPES.

DESIGNATION	T THROAT OPENING	NUMBER OF PIPE SUPPORTS
B-10	10'-0"	1
B-15	15'-0"	2
B-20	20'-0"	3

PIPE SUPPORTS TO BE SPACED AT 5'-0" C/C



SECTION B-B



PLAN - TOP SLAB REMOVED

TO MEET APPLICABLE STANDARD CURB AND GUTTER SECTION OR EXISTING CONSTRUCTION AS DIRECTED.

PANDOTSTD/MC50201 10-24-95 12:35:40 pm EST

APPROVED JAN 5/96 DATE

[Signature]
DIRECTOR, DEPT. OF TRANS.

[Signature]
CHIEF, DIV. OF ENG. SERVICES

REVISED

RESTORED
1" DEPRESSION
AT GUTTER EDGE
6/25/12

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

" B " INLET

STANDARD NO. MC-502.01