SECTION 3-G
CHANNEL SECTIONS

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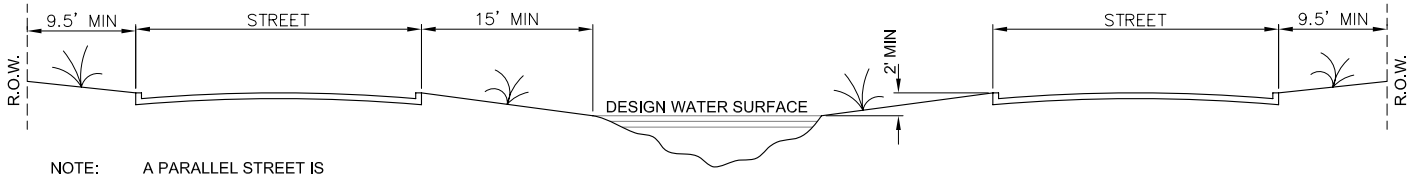
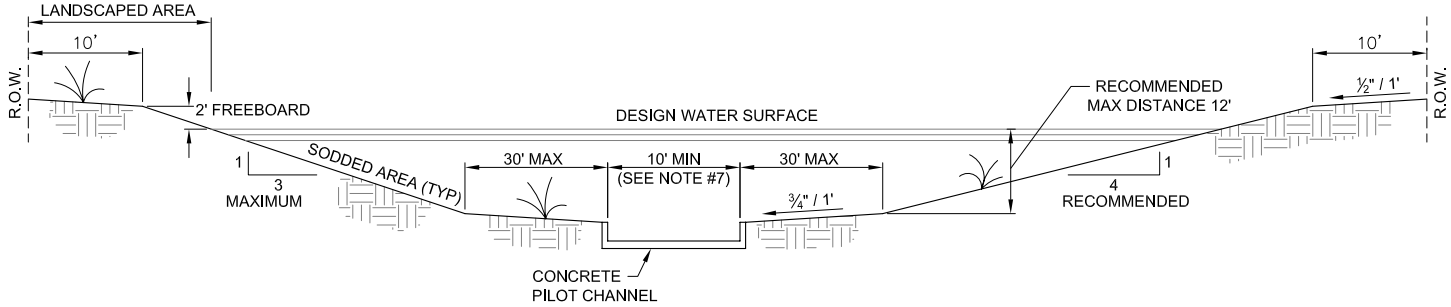


NOTE: A PARALLEL STREET IS RECOMMENDED EACH SIDE OF TYPE I CHANNELS. THE AREA BETWEEN THE STREETS SHOULD BE DEDICATED TO PUBLIC USE.

UNIMPROVED CHANNEL

TYPE I - NATURAL



TYPE II - UNLINED WITH LINED PILOT CHANNEL

GENERAL NOTES FOR OPEN CHANNELS

1. CONSTRUCTION JOINT SHOWN FOR CONVENIENCE ONLY, MONOLITHIC CONSTRUCTION MAY BE USED.
2. ALL VISIBLE SURFACES SHALL BE A TROWEL FINISH.
3. ALL REINFORCING STEEL SHALL BE 3/8" DIAMETER AND SPACED 12" ON CENTER BOTH WAYS UNLESS OTHERWISE SPECIFIED.
4. TYPE I CHANNEL, A NATURAL CHANNEL, IS SHOWN FOR LOCATION OF ADJACENT STREETS.
5. IF WOOD FORMS ARE USED WITH CONSTRUCTION JOINT THEY SHALL BE TWO, 2"x4", AND SHALL NOT BE REMOVED UNTIL CONCRETE ON SLOPES IS READY TO BE PLACED.
6. ALL CONCRETE IN LINED CHANNEL SHALL BE 3000 P.S.I.
7. FLAT BOTTOM TO BE CONSTRUCTED WHEN CHANNEL WIDTH IS LESS THAN 12'.
8. PROVIDE CONCRETE OVERFLOW FLUME AT ALL SAG POINTS TO ACCOMMODATE 100 YR. FLOOD FREQUENCY.

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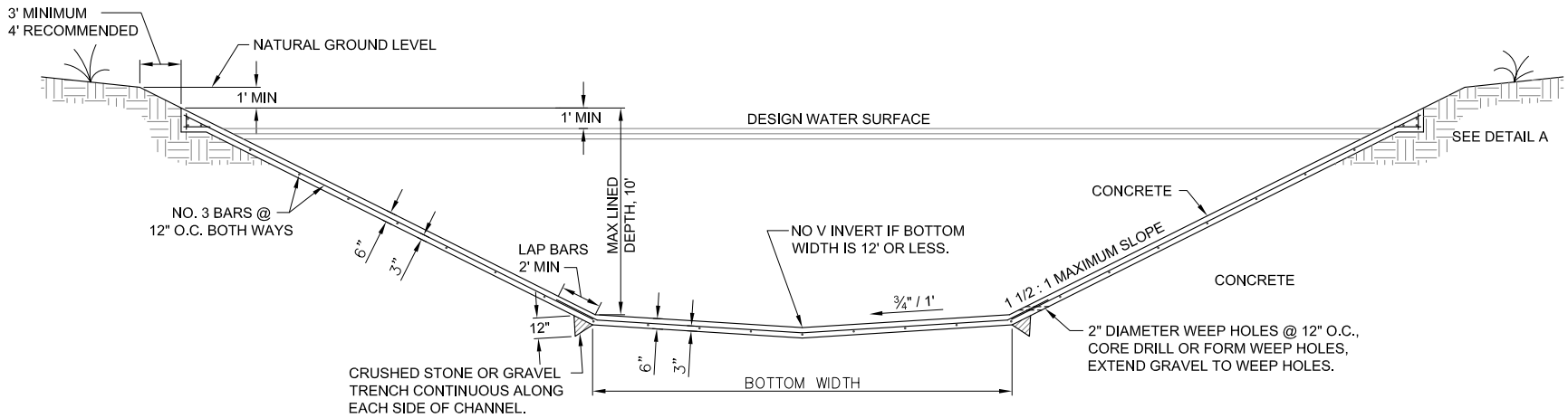
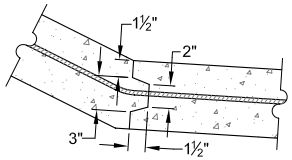
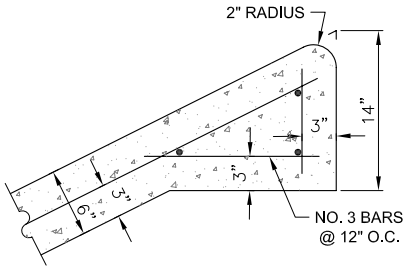


TYPE III - NORMAL CHANNEL SECTION

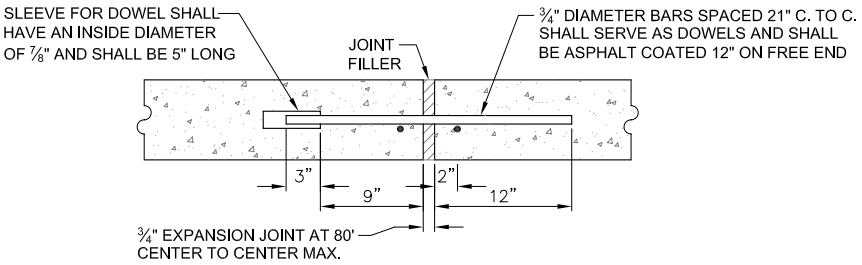


CONSTRUCTION JOINT

OPTIONAL



SLAB EDGE - DETAIL A



TRANSVERSE EXPANSION JOINT

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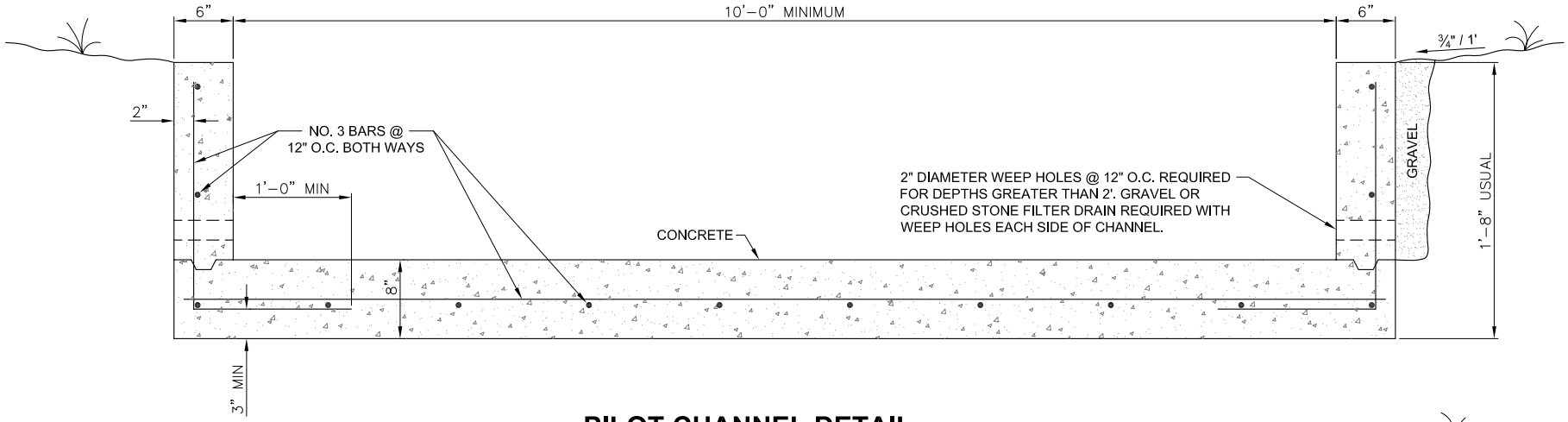
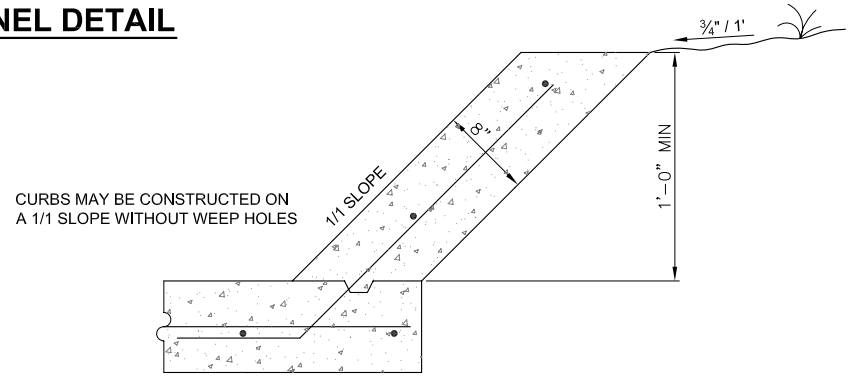


PILOT CHANNEL DETAIL



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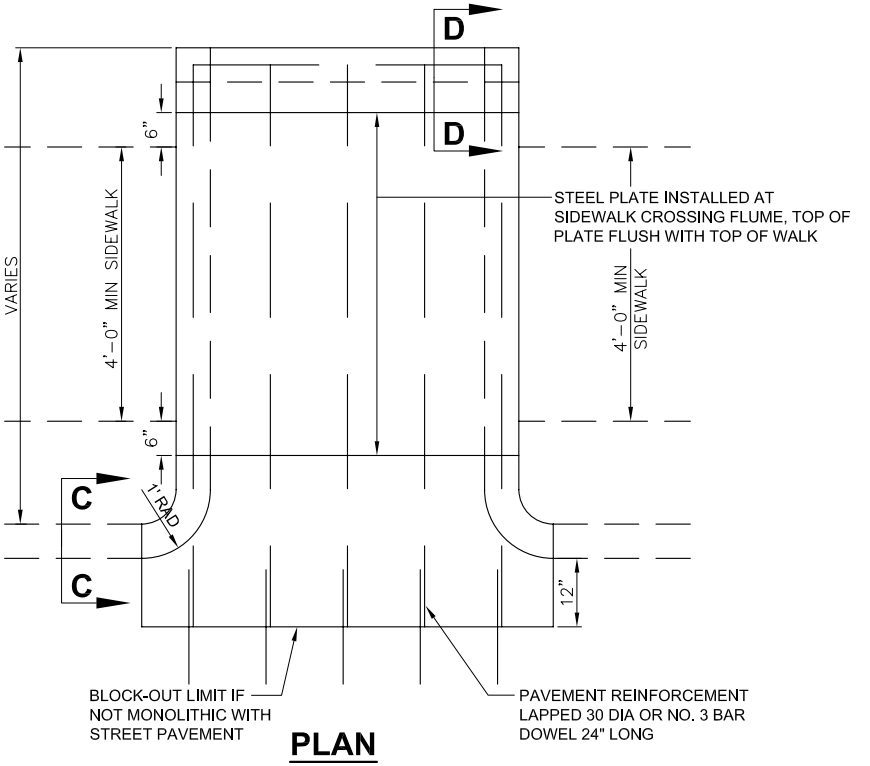
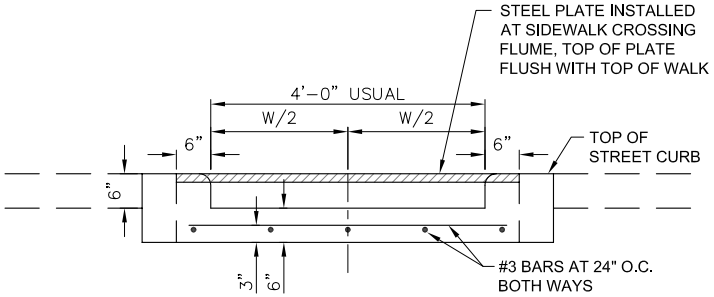
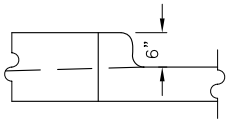


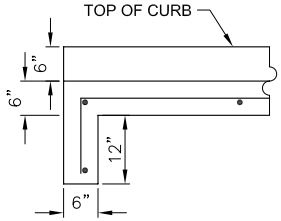
PLAN



SECTION AT CURB FACE



SECTION C-C



SECTION D-D

STEEL PLATE FLUME COVER

SPAN FEET	PLATE THICKNESS INCHES
4	1/2
6	5/8
8	3/4
10	7/8

BASED ON 100 P.S.I. LIVE LOAD AND MAX DEAD & LIVE LOAD DEFLECTION OF L/240. BOLT PLATE DOWN WITH BRASS BOLTS, SURFACE SHALL BE A NON-SKID MATERIAL.

CONCRETE FLUME UNDER SIDEWALK TROUGH CURB

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