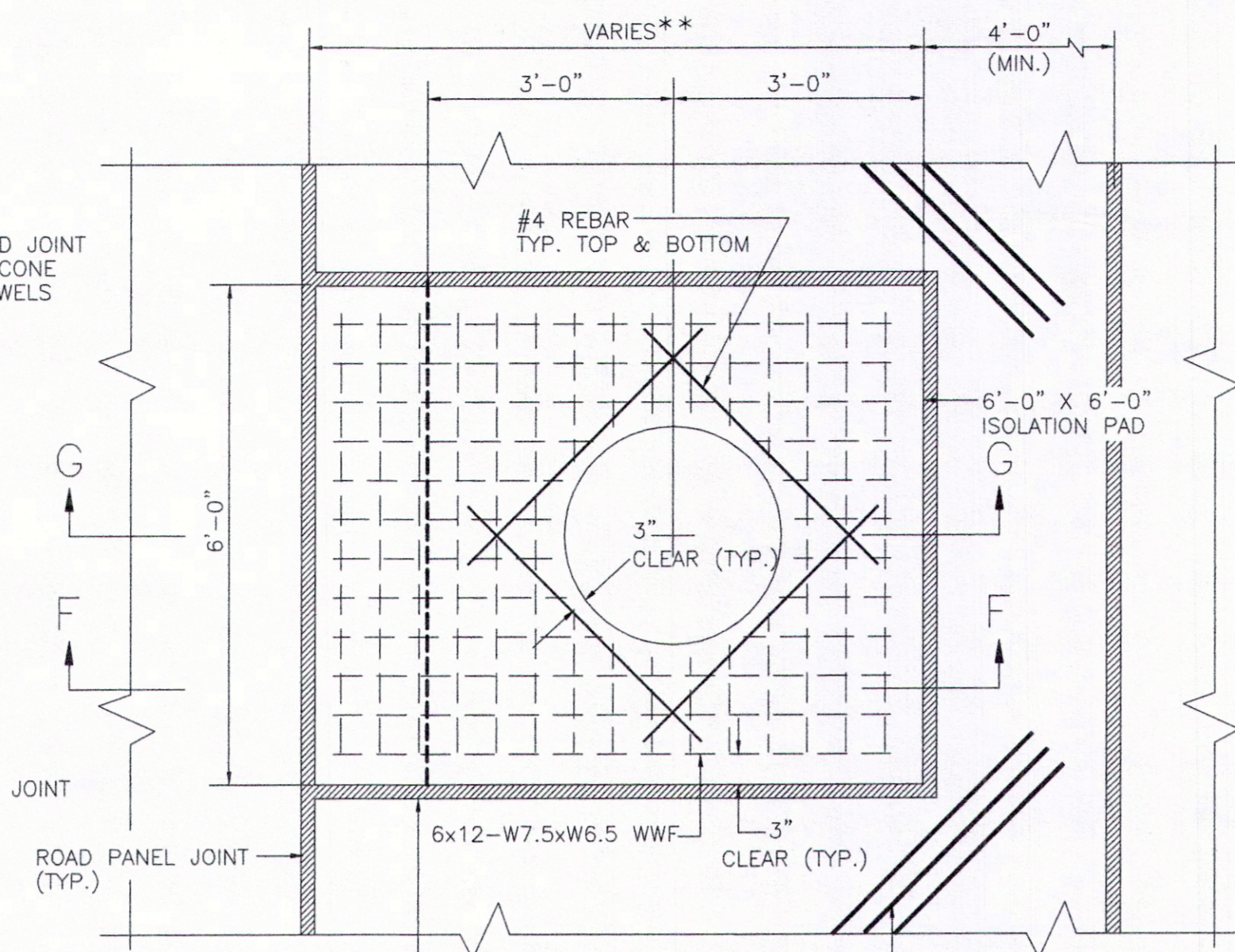
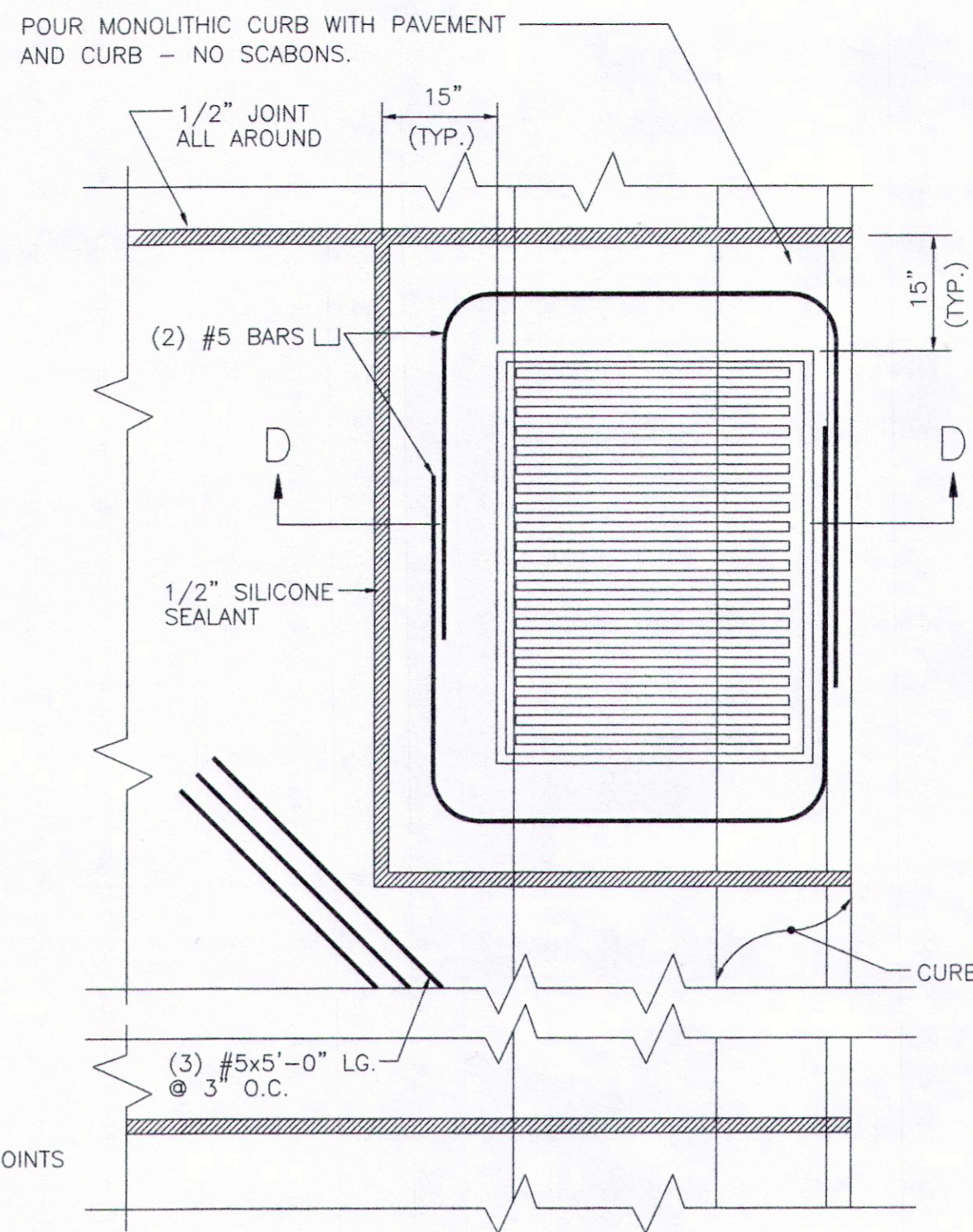


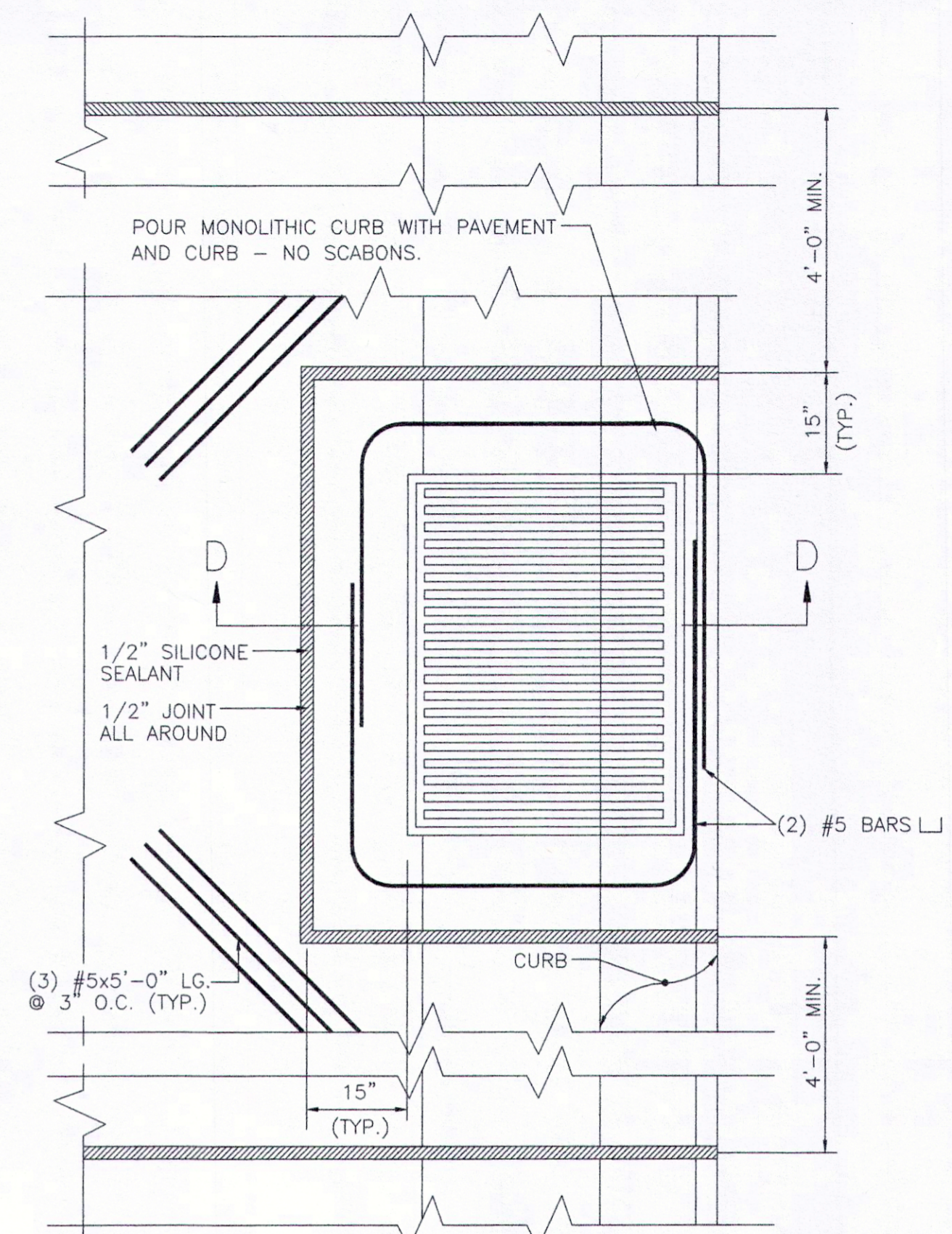
**MAN-HOLE CASE 1**  
N.T.S.



**MAN-HOLE CASE 2**  
N.T.S.



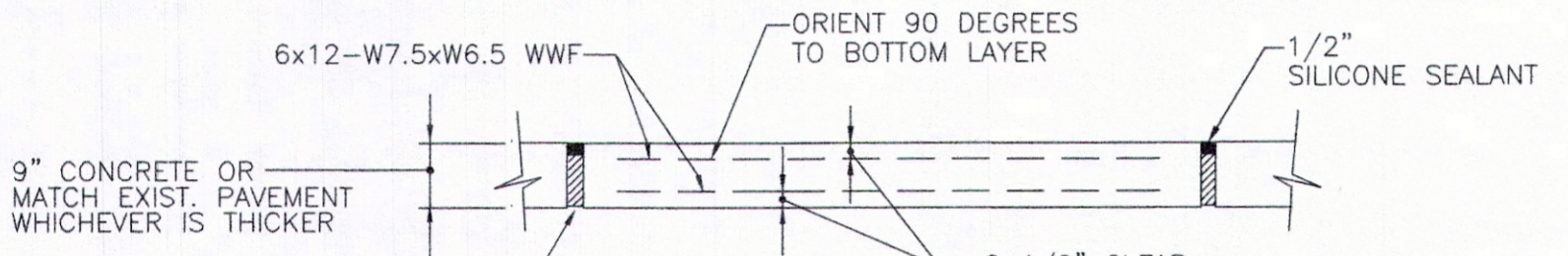
**ROLL-OVER CATCH BASIN PLACEMENT CASE 1**  
N.T.S.



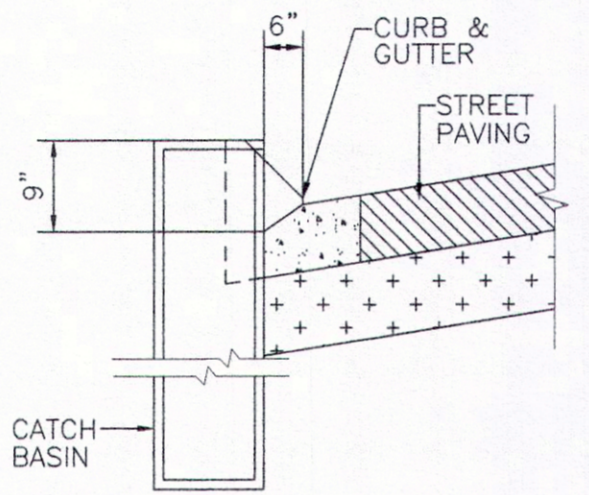
**ROLL-OVER CATCH BASIN PLACEMENT CASE 2**  
N.T.S.

\* ISOLATION PAD MUST HAVE A MINIMUM OF 4'-0" FROM ISOLATION PAD TO ROAD PANEL JOINT.

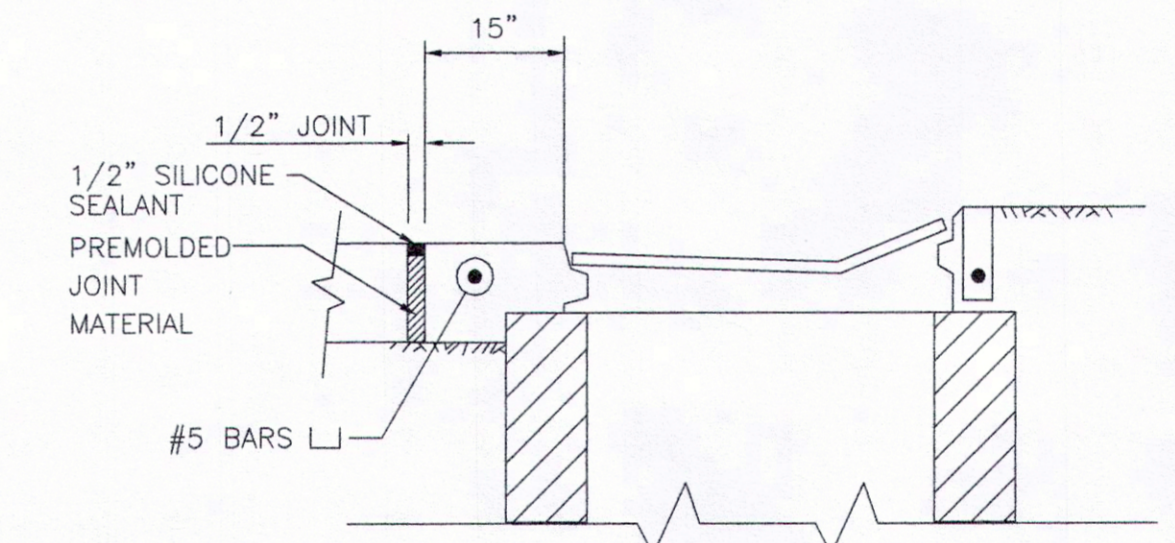
\*\* IF ISOLATION PAD FALLS LESS THAN 4'-0" FROM ROAD PANEL JOINT INCREASE ISOLATION PAD LENGTH AS REQUIRED TO COMBINE THE JOINTS



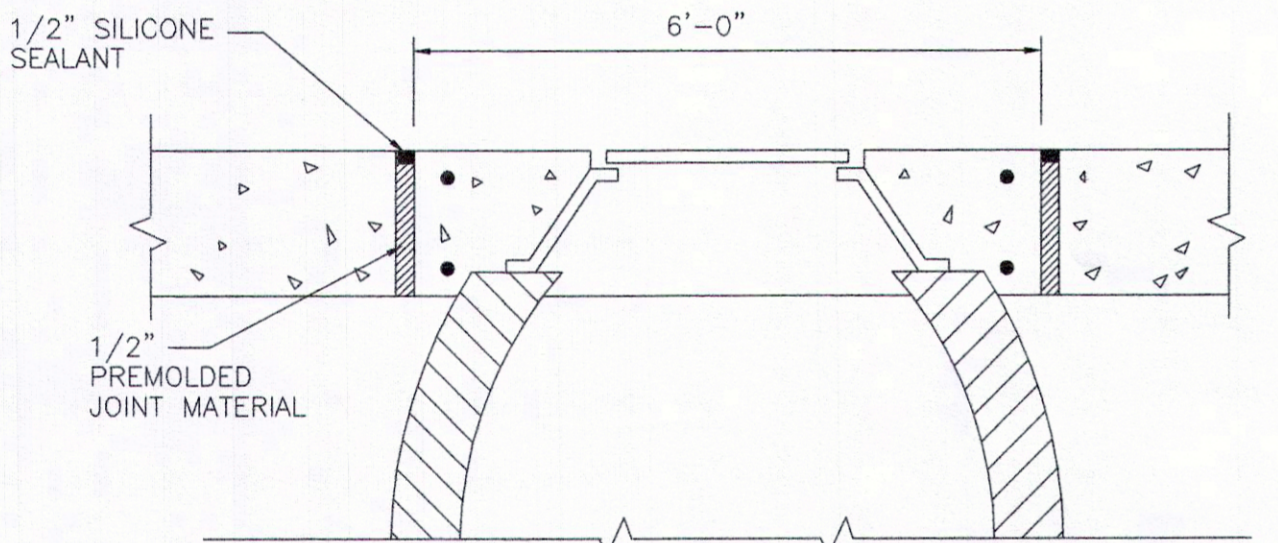
**SECTION F-F**  
N.T.S.



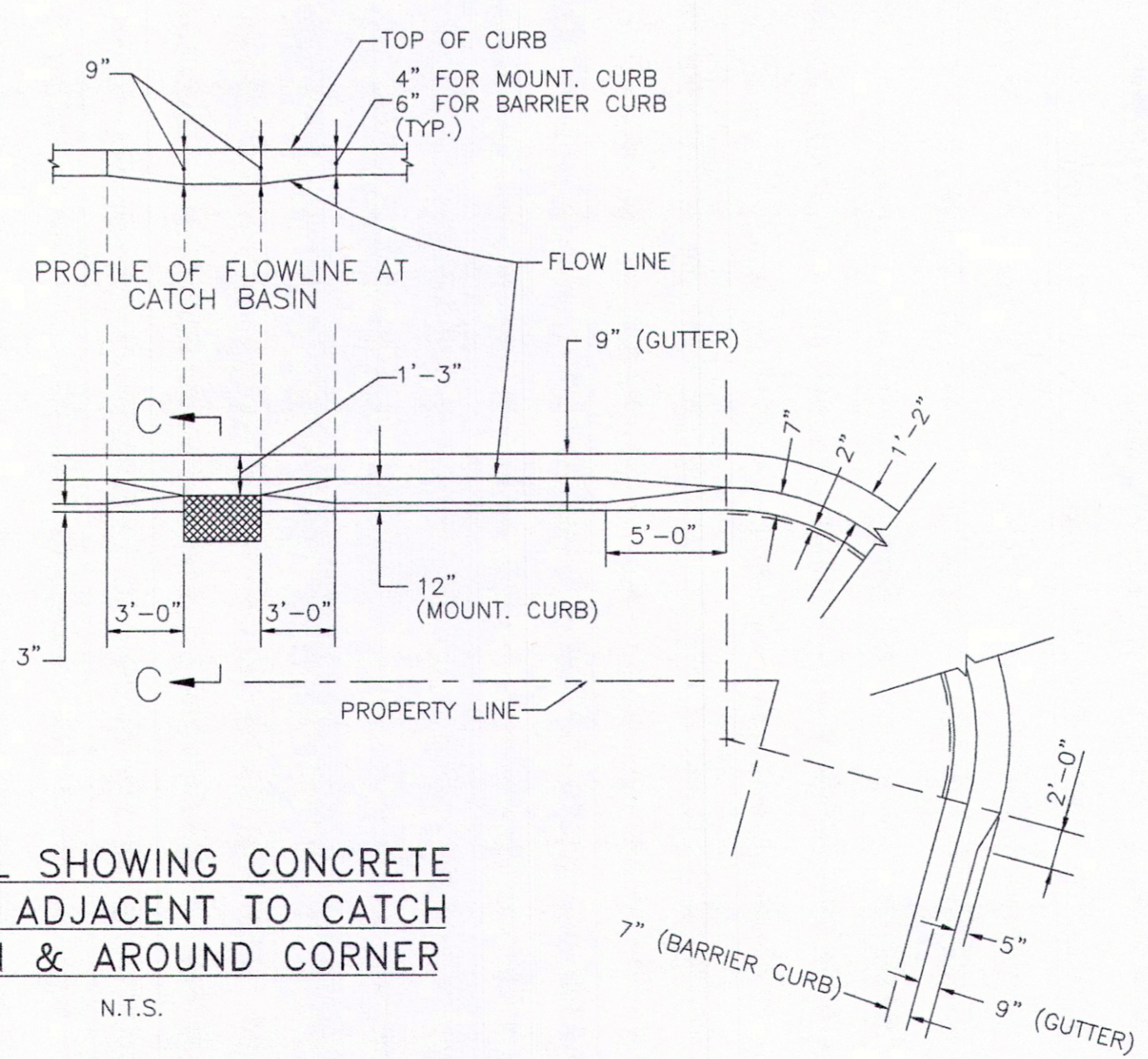
**SECTION C-C**  
N.T.S.



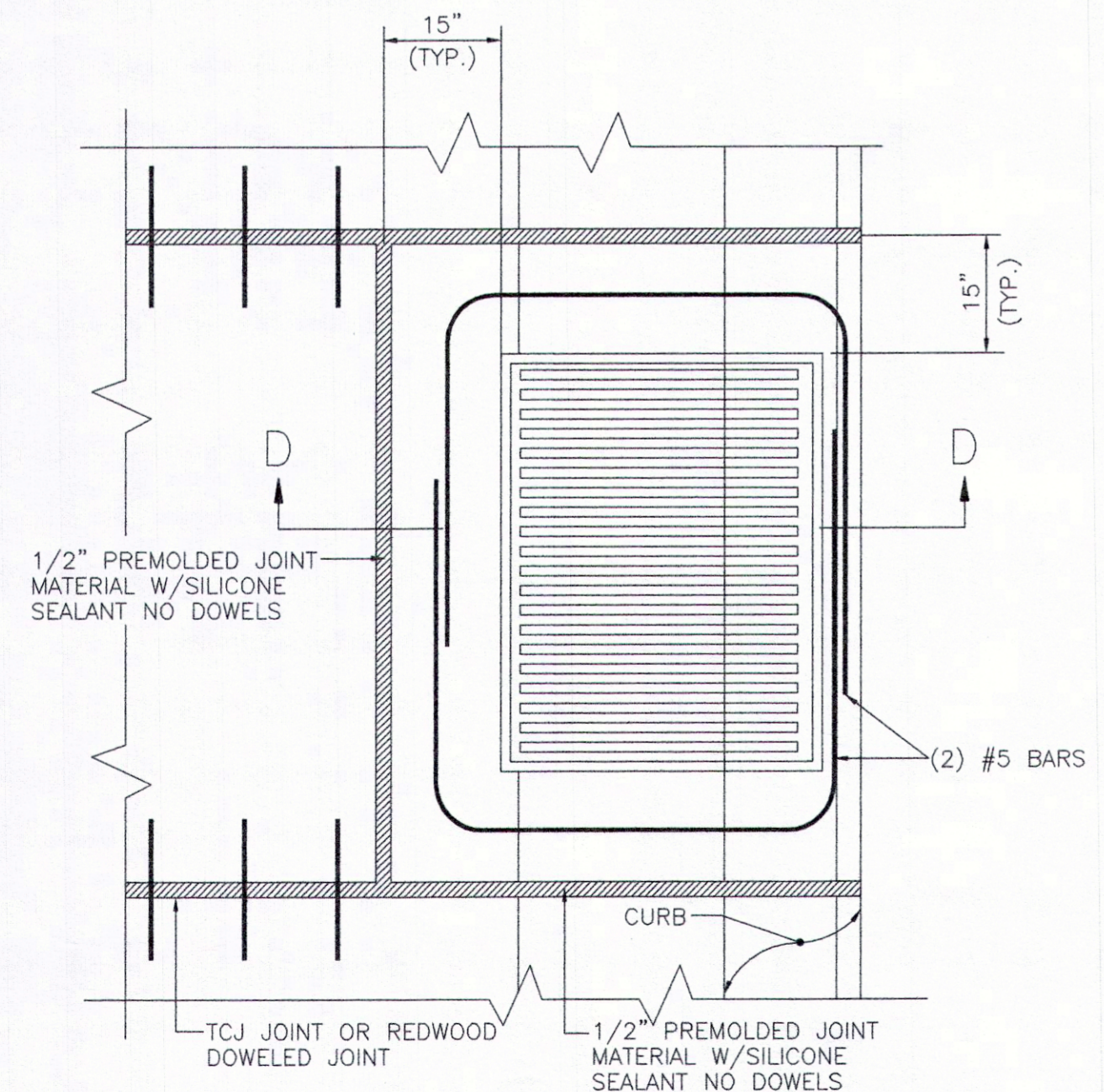
**SECTION D-D**  
**JOINT DETAIL AT ROLL-OVER BASIN**  
N.T.S.



**SECTION G-G**  
**MANHOLE ISOLATION PAD**  
N.T.S.



**DETAIL SHOWING CONCRETE CURB ADJACENT TO CATCH BASIN & AROUND CORNER**  
N.T.S.



**ROLL-OVER CATCH BASIN PLACEMENT CASE 3**  
N.T.S.

NOTES:  
1.) EACH UTILITY STRUCTURE WITHIN THE ROADWAY SHALL HAVE IT'S ISOLATION PAD.

	CITY OF NEW ORLEANS DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION		
	MISCELLANEOUS DETAILS FOR CATCH BASIN, MANHOLE & UTILITIES INSTALLATION		
THE SELECTION AND USE OF THESE DETAILS, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT CONSULTING A LOUISIANA REGISTERED PROFESSIONAL ENGINEER.	DRAWN BY: N. SCHNEIDER	REVIEWED BY: M.T. B.V. R.S. B.J. A.Y.	RECOMMENDED BY: NGUYEN D. PHAN, CHIEF ENGINEER
DATE: 2/3/2015	SCALE: AS NOTED	APPROVED: MARK D. JERKIN, DIRECTOR	DRAWING No.  <b>MC2</b>