

NOTES

1. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT. THE EDGE OF CIRCULAR JOINT SHALL BE A MINIMUM OF 2'-0" FROM TRANSVERSE JOINT. A RELOCATED JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
2. A TRANSVERSE JOINT SHALL BE ALIGNED WITH THE CENTERLINE OF THE ROUNDOUT (SEE NEAR TRANSVERSE JOINT DETAIL.)
3. ALL METAL REINFORCEMENT BARS SHALL BE EPOXY COATED.
4. THE CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILLING AND GROUTING OF TIE BARS.
5. DRILLING AND GROUTING IS THE PREFERRED METHOD OF PLACING TIE BARS, HOWEVER TIE BARS MAY BE POURED IN PLACE IF A MAXIMUM 2" OF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME.
6. SHIMS SHALL BE USED TO ADJUST ALL FRAMES, AFTER ADJUSTING MORTAR HAS CURED, THE SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON-SHRINK GROUT (SEE STD. DWG. 605-13 FOR ALTERNATE FRAME PLACEMENT).
7. METAL REINFORCEMENT FOR HOOP BARS SHALL BE ONE-PIECE CONSTRUCTION HAVING A MINIMUM LAP LENGTH OF 2'-0".
8. ALL SITUATIONS NOT SHOWN AND MAY REQUIRE COMBINATION OF DETAILS.
9. WHEN THE CAST-IN-PLACE ROUNDOUT IS USED THE FRAME SHALL BE ANCHORED TO THE STRUCTURE TO PREVENT MOVEMENT DURING THE PAVING OPERATION.
10. STANDARD DRAWING 605-13 SHALL ACCOMPANY THIS DRAWING.
11. DOWEL BAR AND TIE BAR SIZE AND LOCATION SHALL BE AS SHOWN ON STANDARD DRAWING 409-1.
12. NOT TO SCALE.

ROUNDOUT PLACEMENT DETAILS

REVISIONS							
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
 CADD FILE NAME: 411-2_1011.dgn
 DRAWING DATE: AUGUST, 2011

IDAHO TRANSPORTATION DEPARTMENT



BOISE IDAHO

ORIGINAL SIGNED BY: LOREN THOMAS
 HIGHWAYS PROGRAM OVERSIGHT ENGINEER

ORIGINAL SIGNED BY: TOM COLE
 CHIEF ENGINEER

STANDARD DRAWING

URBAN CONCRETE PAVEMENT MANHOLE COLLARS

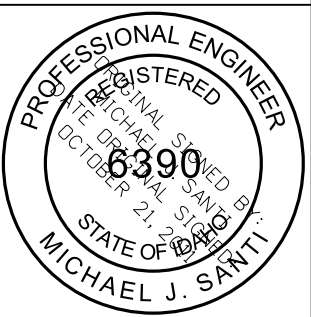
REQUIRES SHT. 2 OF 2 & STD. DWG. 605-13

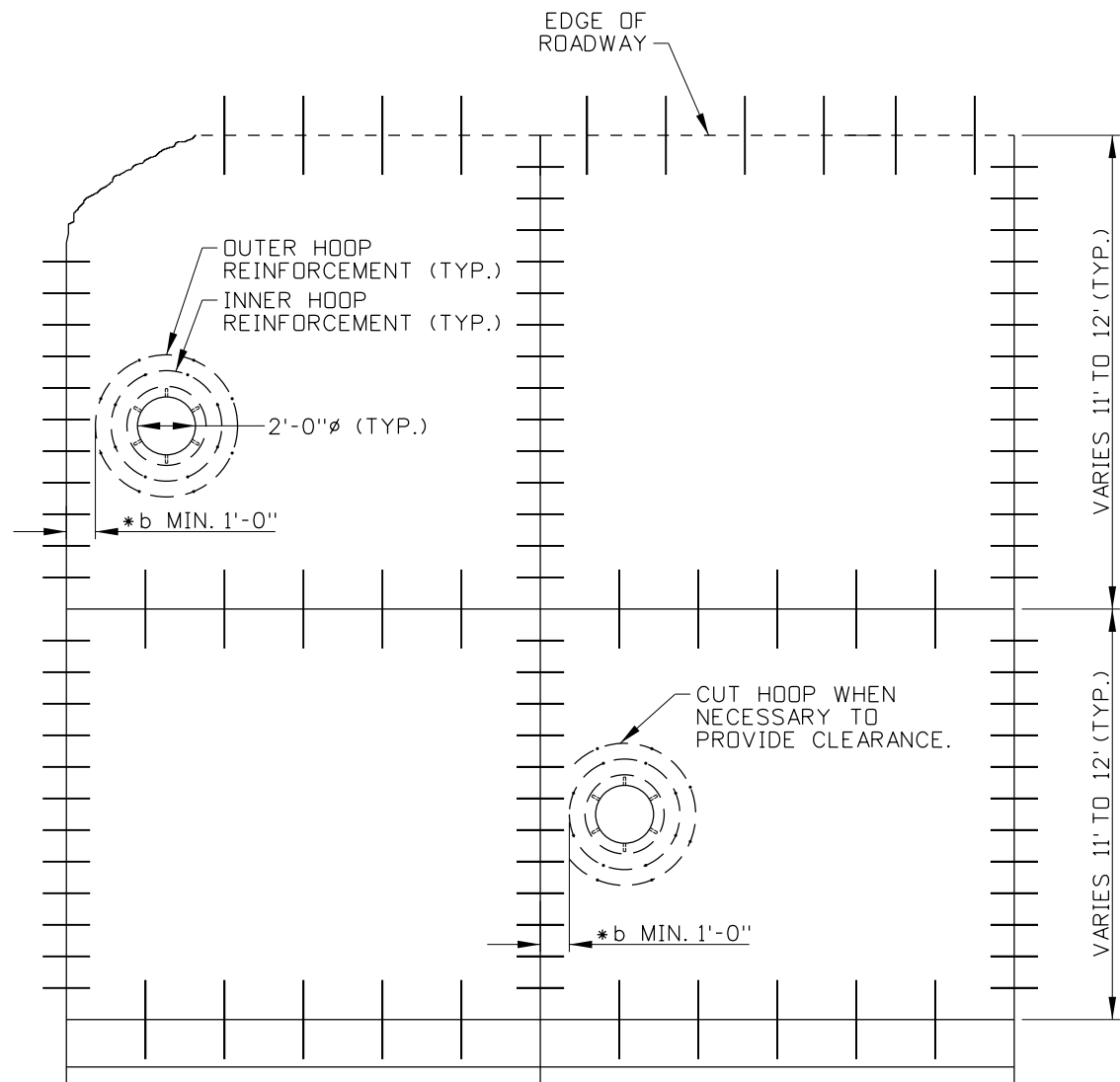
English

STANDARD DRAWING NO. **411-2**

SHEET 1 OF 2

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho





*b WHEN LESS THAN 1'-0" A FORMED ROUNDOUT SHALL BE USED.

CAST IN PLACE DETAIL

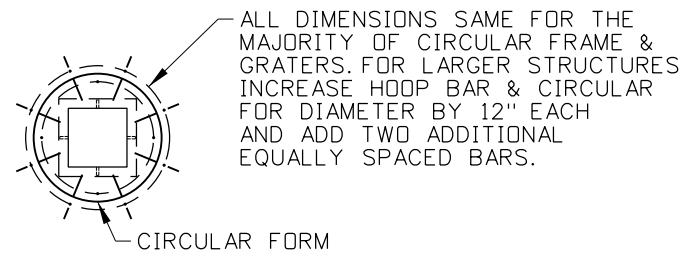
*16 BARS, 6" LONG TO BE POUNDED INTO SUBGRADE AS CHAIRS & TIED. (MIN. OF (4) FOR INNER LOOP & (8) OUTER LOOP). INNER LOOP MAY REST DOWEL BAR (TIE BAR TO LONGITUDINAL JOINT) OR TIE BARS WHICH SHALL NOT INTERFERE IN THE ALIGNMENT.

OUTER LOOP

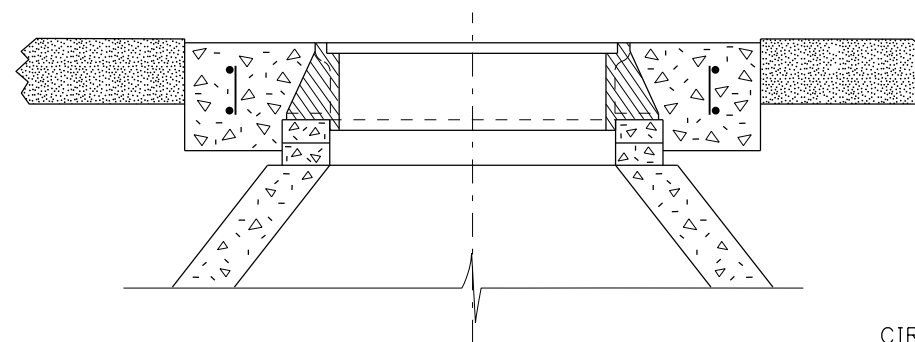
NEAR JOINT

*6 LOOP BAR PLACED AT PAVEMENT MIDPOINT

METAL REINFORCEMENT TIEING DETAIL OPTION

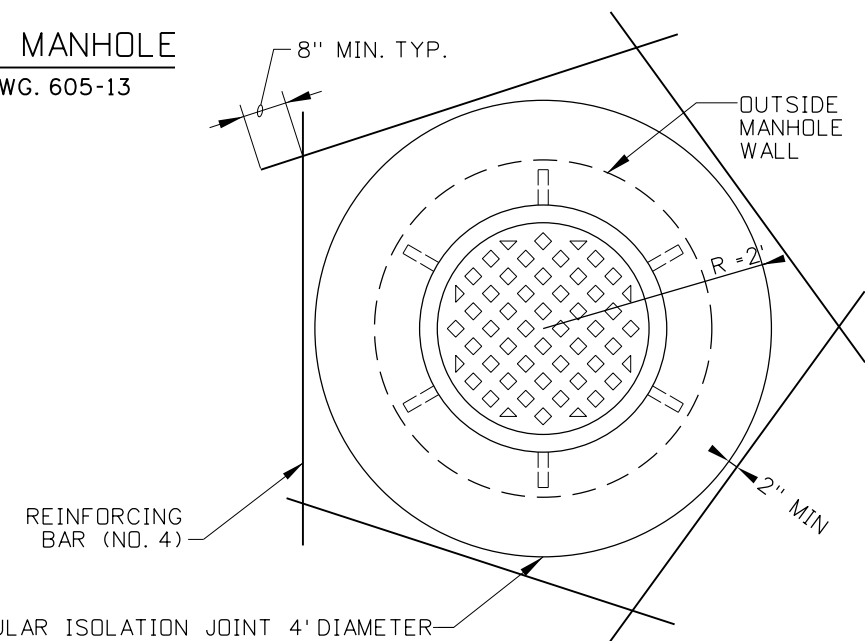


APPLICATION FOR SQUARE FRAME W/GRATE & MANHOLE
FOR DETAILS INSIDE OF CIRCULAR ISOLATION JOINT SEE STD. DWG. 605-13



MANHOLE FRAME FOR VISUAL REFERENCE ONLY

(SEE STANDARD DRAWING 605-13 FOR REINFORCEMENT DETAILS)



METAL REINFORCEMENT TIEING DETAIL OPTION

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STANDARD DRAWING
URBAN CONCRETE PAVEMENT MANHOLE COLLARS
REQUIRES SHT. 1 OF 2 & STD. DWG. 605-13

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STANDARD DRAWING NO. **411-2**
SHEET 2 OF 2