REMANHOLE COLLARS

VARIES 9' TO 15' (TYP.)

ROADWAY

1'-6"

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.


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 THE BARS. HOWEVER, THE BARS MAY BE CUT IN PLACE IF A MAXIMUM 2" OF CLEARANCE IS PROVIDED TO OUTER LOOP TO JOINT.

6. SHIMS SHALL BE USED TO ADJUST ALL FRAMES AFTER DRILLING AND GROUTING HAS OCCURRED. THE SHIMS SHALL BE REMOVED AND THE VOTES UNDER THE FRAMES FILLED WITH NON-SHRINK GROUT (SEE STD. DWG. 605-13 FOR ALTERNATE FRAME PLACEMENT).

7. METAL REINFORCEMENT FOR MoOP BARS SHALL BE ONE-PIECE CONSTRUCTION HAVING A MINIMUM LAY 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.

REVISIONS

NO. DATE

SCALE DRAWN

DRAINGER

BOISE, IDAHO

URBAN CONCRETE PAVEMENT

MOOP COLLARS

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

STANDARD DRAWING

411-2

ENGLISH

PROFESSIONAL ENGINEER

5890

MICHAEL J. STANTON

STATE OF IDAHO

R.M. DEPARTMENT OF TRANSPORTATION

ORAL SIGNED BY: LOREN THOMAS

DATE: OCT 1, 2011

SHEET 1 OF 2

STANDARD SIGNED

ID. ORAL SIGNED BY: TOM COLE

DATE: AUG 18, 2011
MANHOLE FRAME FOR VISUAL REFERENCE ONLY

METAL REINFORCEMENT TIEING DETAIL OPTION

APPLICATION FOR SQUARE FRAME W/GRADE & MANHOLE

CAST IN PLACE DETAIL

urnal form 4' diameter

metal reinforcement tieing detail option

MANHOLE FRAME FOR VISUAL REFERENCE ONLY

(see standard drawing 605-13 for reinforcement details)