

NOTES

1. VALUES FOR A, B, C, D_1 , D_2 , ELEVATION R AND ELEVATION S ARE SHOWN ON THE PLANS. ELEVATION S APPLIES AT INSIDE WALL OF STRUCTURE.
2. WHEN DEPTH M FROM STREET GRADE TO THE TOP OF THE BOX IS LESS THAN 2'-10 1/2" (867 mm) FOR PAVED STREETS OR 3'-6" (1060 mm) FOR UNPAVED STREETS, CONSTRUCT MONOLITHIC SHAFT PER SECTION C-C AND DETAIL "N". SHAFT FOR ANY DEPTH OF MANHOLE MAY BE CONSTRUCTED PER SECTION C-C. WHEN DIAMETER D_1 IS 48" (1200 mm) OR LESS, CENTER OF SHAFT MAY BE LOCATED PER NOTE 3.
3. CENTER OF MANHOLE SHAFT SHALL BE LOCATED OVER CENTERLINE OF STORM DRAIN WHEN DIAMETER D_1 IS 48" (1200 mm) OR LESS, IN WHICH CASE PLACE E BARS SYMMETRICALLY AROUND SHAFT AT 45° WITH CENTERLINE.
4. LENGTH OF MANHOLE MAY BE INCREASED AT OPTION TO MEET PIPE ENDS, BUT ANY CHANGE IN LOCATION OF SPUR MUST BE APPROVED BY THE ENGINEER.
5. P SHALL BE 5" (125 mm) FOR $D_2=96"$ (2400 mm) OR LESS AND 8" (200 mm) FOR D_2 OVER 96" (2400 mm).
6. REINFORCEMENT SHALL CONFORM TO ASTM A 615, GRADE 40 (ASTM A 615M, GRADE 300), AND SHALL TERMINATE 1 1/2" (40 mm) CLEAR OF CONCRETE SURFACES UNLESS OTHERWISE SHOWN.
7. FLOOR OF MANHOLE SHALL BE STEEL TROWELED TO SPRING LINE.
8. BODY OF MANHOLE SHALL BE POURED IN ONE CONTINUOUS OPERATION EXCEPT THAT A CONSTRUCTION JOINT WITH A LONGITUDINAL KEYWAY MAY BE PLACED AT SPRING LINE.
9. THICKNESS OF THE DECK SHALL VARY WHEN NECESSARY TO PROVIDE A LEVEL SEAT BUT SHALL NOT BE LESS THAN THE TABULAR VALUES OF F SHOWN ON TABLE, SHEET 1.
10. IF LATERALS ENTER ON BOTH SIDES OF MANHOLE, SHAFT SHALL BE LOCATED ON SIDE RECEIVING THE SMALLER LATERAL.
11. STEPS SHALL CONFORM TO SPPWC 635 OR 636. UNLESS OTHERWISE SHOWN, STEPS SHALL BE UNIFORMLY SPACED 14" (350 mm) TO 15" (375 mm) OC. THE LOWEST STEP SHALL NOT BE MORE THAN 24" (600 mm) ABOVE THE INVERT.
12. THE FOLLOWING CRITERIA SHALL BE USED FOR THIS MANHOLE:
 - A. THIS STANDARD PLAN IS USED WHEN SPPWC 320 IS INADEQUATE.
MAIN LINE = 36" (900 mm) INSIDE DIAMETER OR LARGER.
 - B. LATERAL = 12" (300 mm) TO 144" (3600 mm) INSIDE DIAMETER; HOWEVER, THE INSIDE DIAMETER SHALL NOT EXCEED THE INSIDE DIAMETER OF THE MAIN LINE.