



NOTES

1. RIMS SHALL BE ADJUSTED TO FINAL GRADE AND CROSS-SLOPE AFTER PLACEMENT OF FINAL PAVING. SAW CUT A CIRCULAR HOLE AROUND THE APPURTENANCE USING A METHOD THAT PROVIDES A SMOOTH EDGE, AS APPROVED BY THE ENGINEER AND REMOVE PAVEMENT AS SHOWN.
2. PROTECT FROM TRAFFIC LOADING (BY STEEL PLATE OR OTHER METHOD APPROVED BY THE ENGINEER) AT ALL TIMES.
3. ALL ENCASEMENTS SHALL BE SET FLUSH WITH STREET SURFACE.
4. CONTRACTOR SHALL ARRANGE FOR CITY INSPECTION BEFORE PCC IS PLACED. MANHOLE SHALL BE EXCAVATED AND BACKFILL COMPACTED, PRIOR TO CITY INSPECTION.
5. CONCRETE SHALL BE TACK COATED PRIOR TO AC PLACEMENT.
6. LIGHT BROOM FINISH ON PCC.
7. CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN A STEEL PLATE OVER EACH CONCRETE COLLAR PLACED AROUND EACH FRAME OR BOX UNTIL THE ASPHALT CONCRETE PLACED TO FINISH GRADE.
8. CONCRETE COLLAR SHALL BE SEVEN (7) SACK, 5000 PSI.
9. USE OF GRADE RING IS LIMITED BY 18" MAXIMUM MANHOLE THROAT LENGTH.
10. INSTALL MANHOLE BARREL RISERS, AS NECESSARY, TO RAISE THE CONE AS HIGH AS POSSIBLE BELOW THE MANHOLE RING AND COVER TO KEEP THE MANHOLE THROAT AS SHORT AS POSSIBLE (18" MAX).

CITY OF NAPA

PUBLIC WORKS DEPARTMENT

STANDARD MANHOLE ADJUSTMENT

DRAWN BY:	LFM	CHECKED BY:	IHH
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