NOTES
1. USE NO MORE THAN ONE 4" ADJUSTING RING FOR NEW CONSTRUCTION OR UNPAVED ROADS, USE NO MORE THAN THREE 4" RINGS FOR RECONSTRUCTION OF PAVED OR CHIPSEAL ROADS. TOP ADJUSTING RINGS SHALL BE AN "INFRA-RISER" RUBBER ADJUSTING RING OR APPROVED EQUAL. MATCH FINAL GRADE PER TABLE CSU STANDARD 205.
2. USE "PL POLYURETHANE SELF-LEVELING CONCRETE CRACK SEALANT" OR APPROVED EQUAL FOR "INFRA-RISER" INSTALLATION.
3. RUNG TO BE PLACED 12" O.C. ON UNOBSTRUCTED SIDE OF MANHOLE. LAST RUNG SHALL BE 18" MAX FROM BOTTOM OF MANHOLE, AND TOP RUNG SHALL BE 6" MAXIMUM FROM TOP OF CONE. IF UNOBSTRUCTED SIDE NOT AVAILABLE, LAST RUNG SHALL BE PLACED 6" OVER SMALLEST PIPE. RUNGS SHALL BE 14" LADDER STEPS OR AN APPROVED EQUAL.
4. MAXIMUM PIPE DIAMETER SHALL BE 20" FOR A TYPE I MANHOLE, FOR LARGER PIPES, USE A TYPE II MANHOLE. MANHOLES INTERSECTING BY MORE THAN 2 PIPES, 15" DIAMETER OR LARGER, USE A TYPE II MANHOLE. MINIMUM MAINLINE DIAMETER SHALL BE 6".
5. REFER TO A.S.T.M. C-478 FOR DESIGN REQUIREMENTS AND C-478-69 FOR MINIMUM STEEL FOR BARREL AND BASE. BLOCKOUTS SHALL BE FORGED.
6. IF MANHOLE IS WITHIN A ROADWAY, COMPTATION TESTS MUST BE TAKEN ON BACKFILL EVERY 3'. DENSITY SHALL BE 95% OF MAXIMUM PROCTOR DENSITY.
7. MANHOLE FRAMES MAY BE RAISED TO ACCOMMODATE PAVEMENT OVERLAYS PROVIDED THE DISTANCE FROM THE TOP OF THE FRAME TO THE FIRST RUNG IS LESS THAN 60".