

UTILITY COVER ADJUSTMENT SPECIFICATIONS

1. REMOVAL OF EXISTING PAVEMENT:

EXISTING PAVEMENT SHALL BE COMPLETELY REMOVED TO THE PAVEMENT SAW CUT LIMIT SHOWN ON PLATE NO 8-21. ALL WORK TO BE PERFORMED SHALL BE IN ACCORDANCE WITH CITY OF THOUSAND OAKS ROAD STANDARDS, PLATE NO 8-21. BEFORE ANY EXISTING PAVEMENT IS REMOVED, REVIEW DETAILS OF RAISING UTILITY STRUCTURES..

2. UTILITY ADJUSTMENTS GENERAL NOTES:

- A. CONCRETE SHALL BE GREENBOOK SPECS 560-C-3250 CONCRETE AND ALLOWED TO CURE 48 HOURS PRIOR TO A.C. OVERLAY.
- B. ALL UTILITY COVERS TO BE RAISED SHALL BE REUSED, UNLESS REPLACEMENT IS REQUESTED BY THE CITY AT THE CITY'S EXPENSE. THE NEW RING AND COVER WILL BE PROVIDED PRIOR TO CONSTRUCTION FOR REPLACEMENT.
- C. GRADE RINGS SHALL BE 3' OR 6". GRADE RINGS AND MANHOLE FRAMES SHALL BE SEALED AT EVERY JOINT WITH BUTYL RUBBER (CONSEAL CS-102 OR APPROVED EQUAL).
- D. WHEN PROPER GRADE CANNOT BE ACHIEVED WITH STANDARD GRADE RINGS, THE MANHOLE FRAME SHALL BE SUSPENDED IN POSITION OVER THE LAST GRADE RING, THE INSIDE OF THE FRAME AND SHAFT SHALL BE FORMED WITH TUBE OR MONOFORM SYSTEM, AND THE CONCRETE COLLAR SHALL BE POURED TO JOINT THE MANHOLE FRAME AND THE GRADE RING STACK. INSIDE OF RINGS SHALL BE GROUTED WITH NON-SHRINK GROUT TO OBTAIN A SMOOTH SURFACE FREE FROM GAPS, HOLES AND SHARP EDGES. 2" MINIMUM CLEARANCE TO BE PROVIDED ON THE LOW SIDE OF THE FRAME. CLEARANCE MAY BE GREATER ON THE HIGH SIDE AS REQUIRED BY THE STREET GRADES AND AS DIRECTED BY THE CITY ENGINEER.
- E. ASPHALT SURFACE COURSE SHALL BE 1/2" HMA TYPE B OR C2 (DENSE MEDIUM).

				APPROVED: 	
CHANGE	DESCRIPTION	DATE	INITIAL	CITY ENGINEER	DATE