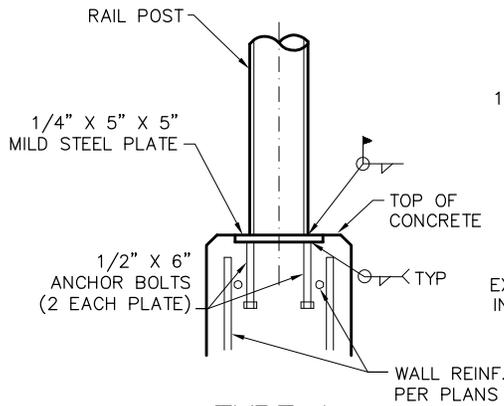


NOTES:

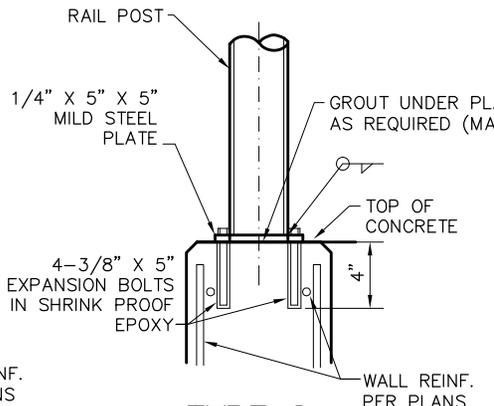
1. POSTS AND RAILS SHALL BE 1.5" SCHEDULE 40 HOT-DIPPED GALVANIZED STEEL PIPE ASTM A 53, GRADE A (2.72 #/LF, 1.9" O.D.). GALVANIZING SHALL BE IN ACCORDANCE WITH SECTION 771.
2. PAINT RAIL PER MAG SPECIFICATIONS SECTION 530 WHEN REQUIRED BY PLANS. SHOP PRIME WITH RUST INHIBITING PRIMER (FIELD REPAIR PRIMER AS NEEDED). COLOR PER PLANS.
3. VERTICAL POSTS TO BE EVENLY SPACED.
4. REMOVE ALL SHARP EDGES.
5. INSTALL SAFETY RAIL AS REQUIRED BY PLANS OR SPECIFICATIONS.
6. THE EMBEDMENT FOR ANCHOR TYPES 1, 2 AND 3 SHALL BE LOCATED INSIDE THE WALL REINFORCEMENT CAGE.

ELEVATION



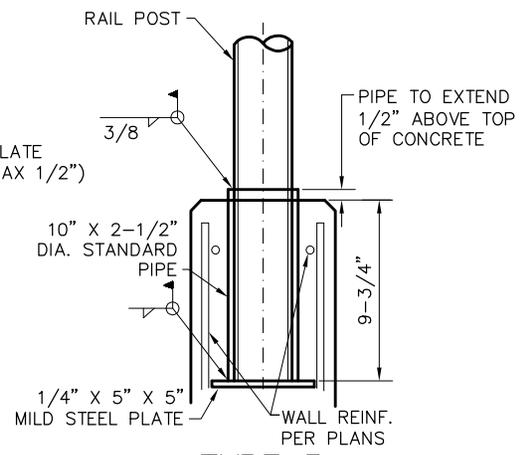
TYPE 1

ANCHOR PLATE DETAIL



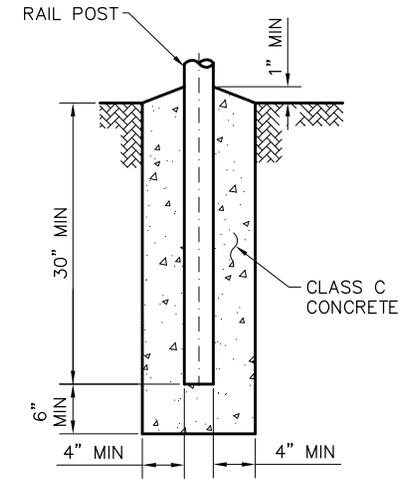
TYPE 2

EXPANSION BOLT DETAIL



TYPE 3

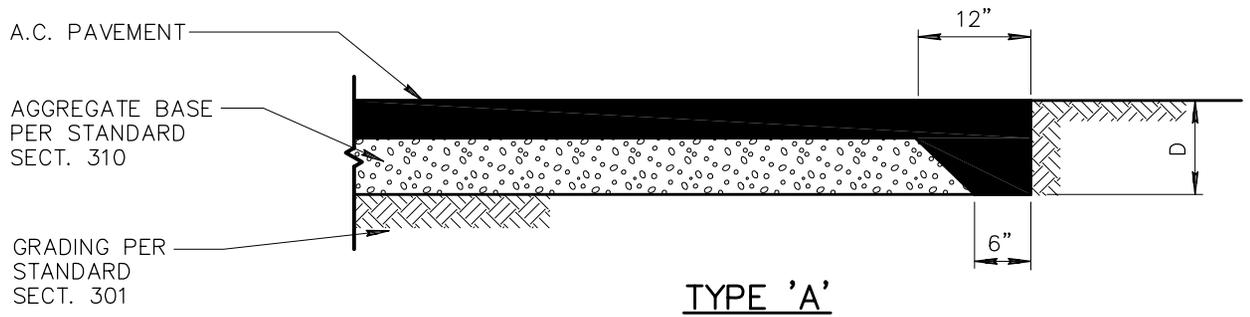
PIPE SLEEVE DETAIL



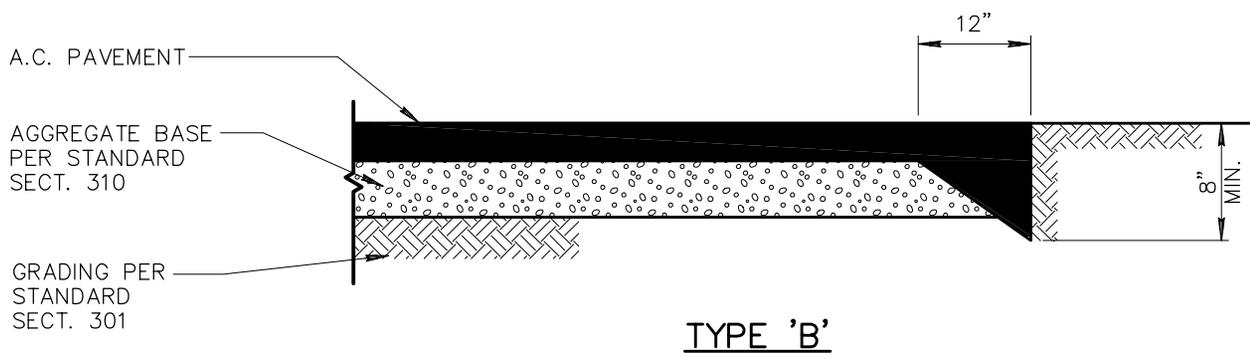
TYPE 4

GROUND INSTALLATION DETAIL

NOTE: SEE PLANS FOR ANCHORAGE DETAILS FOR ATTACHMENT TO SINGULARLY REINFORCED AND NON-REINFORCED WALLS.



D = DESIGN THICKNESS OF A.C. PAVEMENT PLUS AGGREGATE BASE.



DETAIL NO.
201

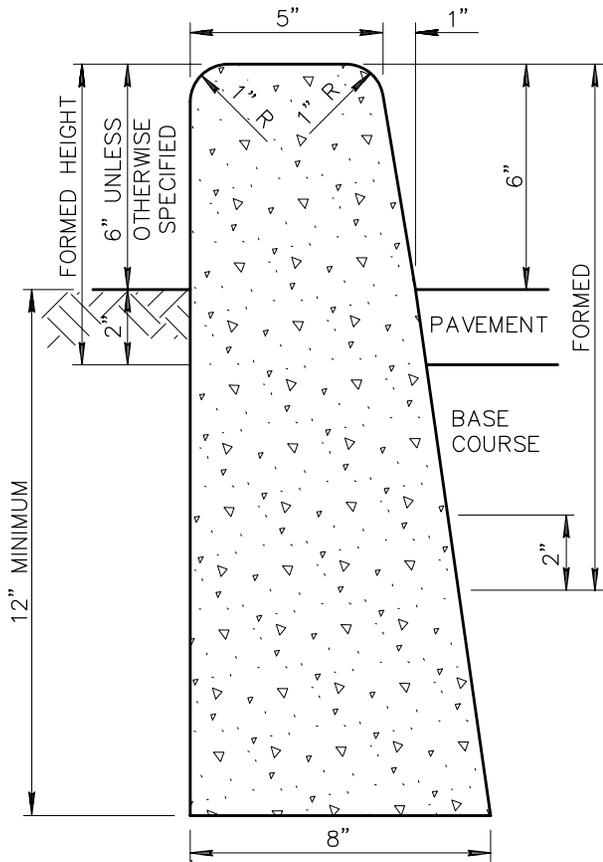


STANDARD DETAIL
ENGLISH

PAVEMENT SECTION AT TERMINATION

REVISED
01-01-2008

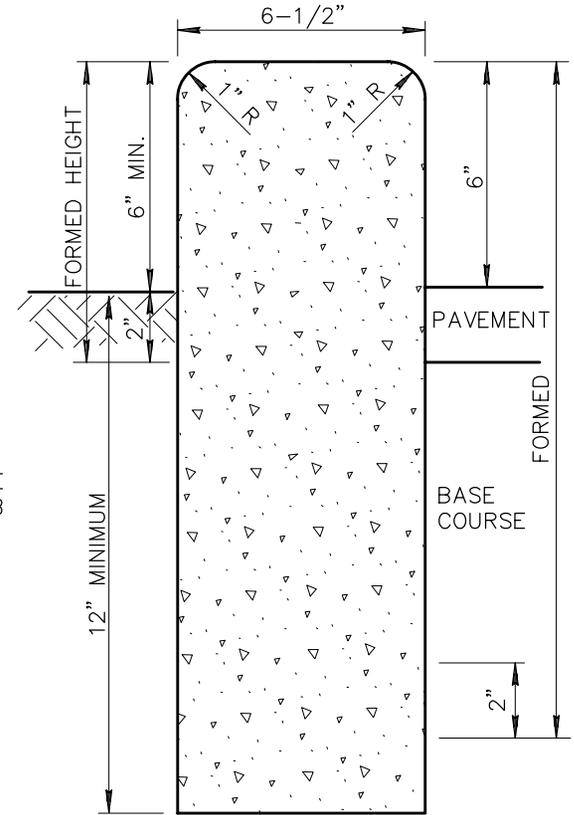
DETAIL NO.
201



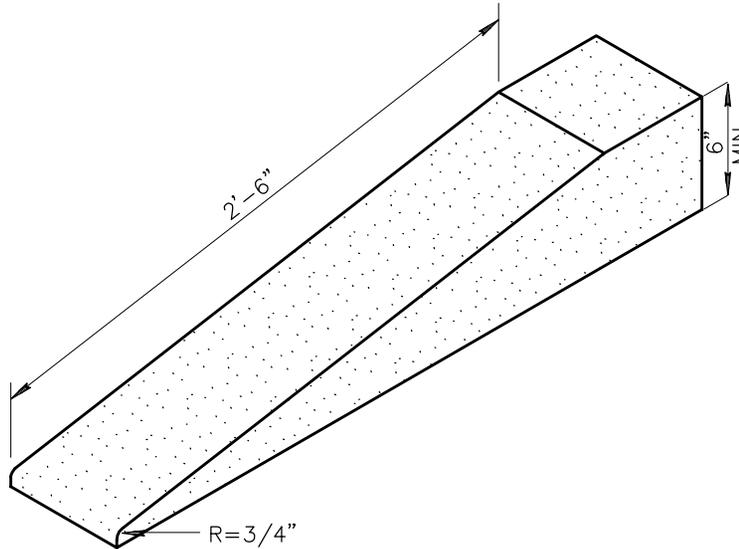
TYPE 'A'

NOTES:

1. ALL VERTICAL SURFACES TO BE FORMED.
2. VERTICAL SURFACES DOWN FROM 2" BELOW UNDISTURBED SOIL MAY BE PLACED AGAINST NEAT CUT IF APPROVED BY THE ENGINEER AND CONCRETE WILL NOT EXTEND MORE THAN 1" BEYOND THEORETICAL FACE.
3. ALL EXPOSED SURFACES TO BE STRIPPED GREEN AND TROWEL FINISHED.
4. CONCRETE CURBS CONFORM TO SECT. 340.
5. MAXIMUM SPACING OF CONTRACTION JOINTS IS 10'
6. CONCRETE TO BE CLASS 'B' PER SECT. 725.
7. WHEN PAVEMENT AND BASE COURSE EQUALS OR EXCEEDS 10" IN DEPTH, THE ENTIRE ROADWAY SIDE OF THE CURB SHALL BE FORMED. THE TOTAL CURB HEIGHT REMAINS 18" UNLESS NOTED OTHERWISE.



TYPE 'B'



TYPICAL CURB TERMINATION

DETAIL NO.

222



STANDARD DETAIL
ENGLISH

**SINGLE CURB –
TYPES A, B AND TERMINATION**

REVISED

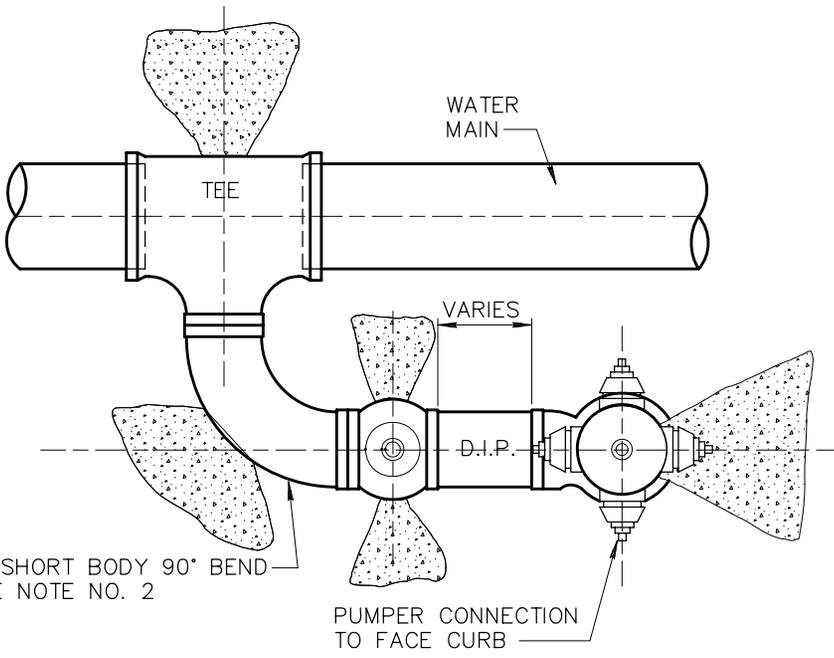
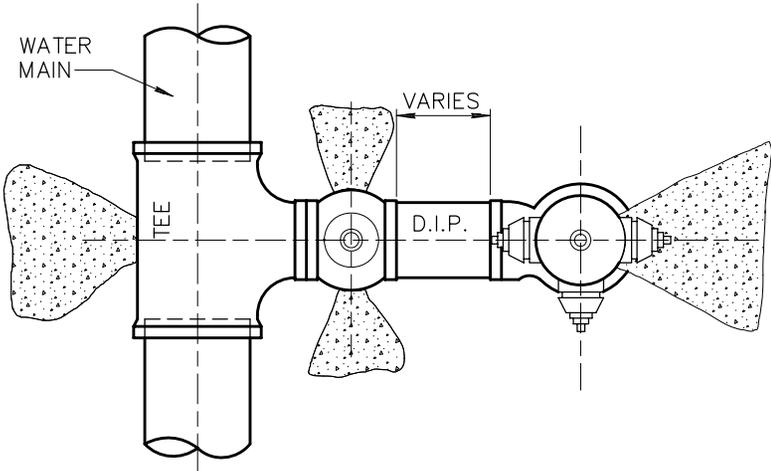
01-01-2008

DETAIL NO.

222

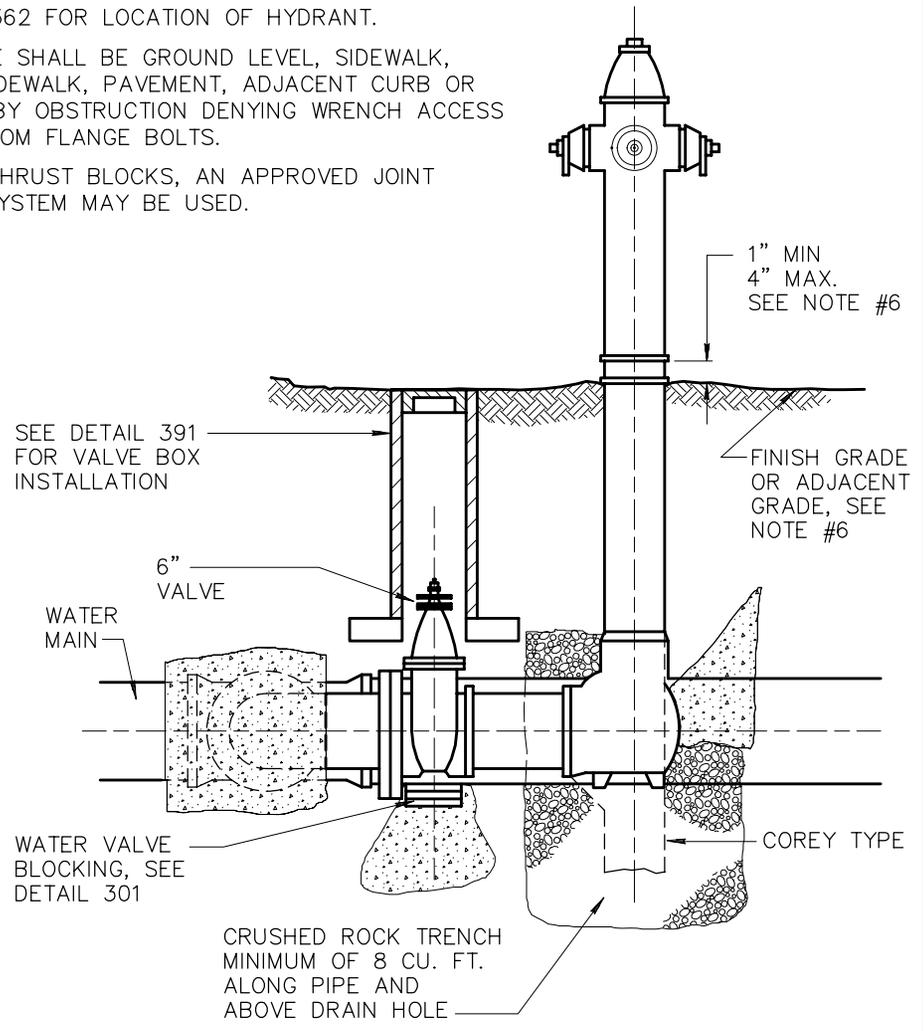
NOTES:

1. JOINTS BETWEEN THE VALVE AND THE MAIN SHALL BE FLANGED TYPE. JOINTS BETWEEN THE VALVE AND HYDRANT SHALL BE RESTRAINT OR MECHANICAL TYPE.
2. 90° BEND NOT REQUIRED IF SUFFICIENT ROOM FOR PERPENDICULAR INSTALLATION.
3. FOR CONCRETE THRUST BLOCKS, SEE DETAIL 380.
4. A FLANGE JOINT BY MECHANICAL JOINT VALVE MAY BE USED AS THE TRANSITION BETWEEN THE JOINT TYPES.
5. SEE DETAIL 362 FOR LOCATION OF HYDRANT.
6. FINISH GRADE SHALL BE GROUND LEVEL, SIDEWALK, ADJACENT SIDEWALK, PAVEMENT, ADJACENT CURB OR OTHER NEARBY OBSTRUCTION DENYING WRENCH ACCESS TO THE BOTTOM FLANGE BOLTS.
7. IN LIEU OF THRUST BLOCKS, AN APPROVED JOINT RESTRAINT SYSTEM MAY BE USED.



6" SHORT BODY 90° BEND
SEE NOTE NO. 2

PUMPER CONNECTION
TO FACE CURB



DETAIL NO.
360

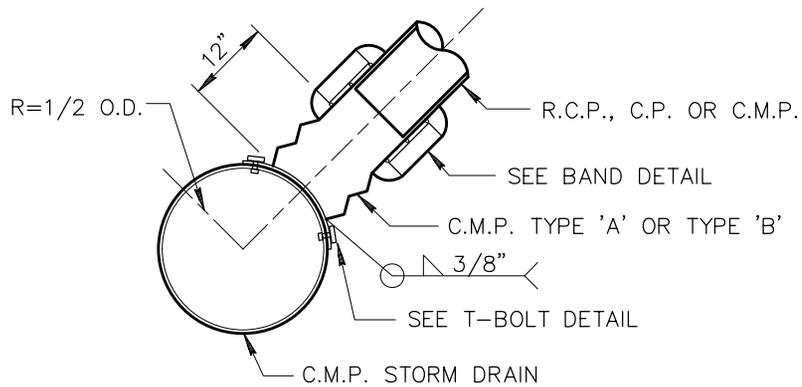


STANDARD DETAIL
ENGLISH

FIRE HYDRANT INSTALLATION

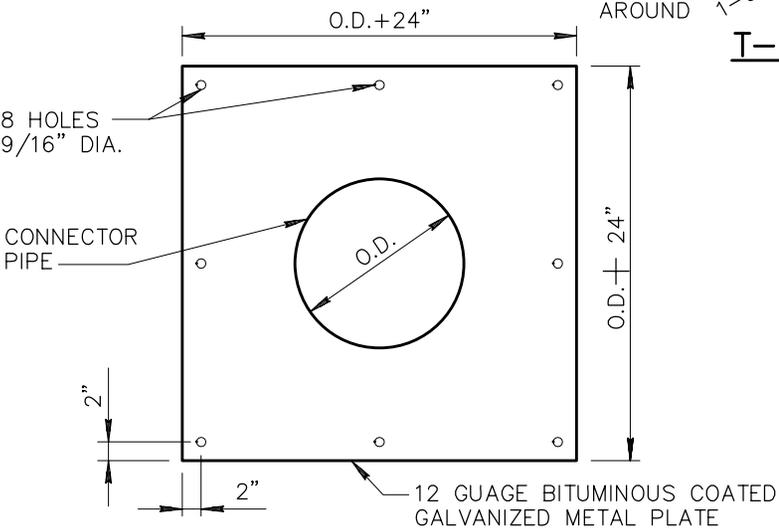
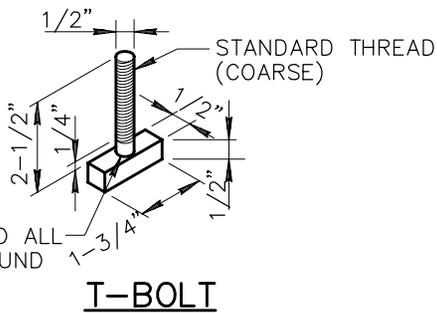
REVISED
01-01-2008

DETAIL NO.
360

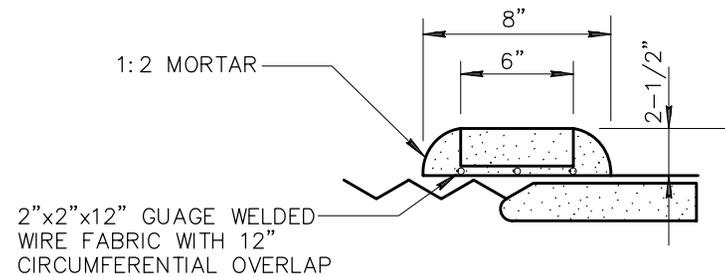
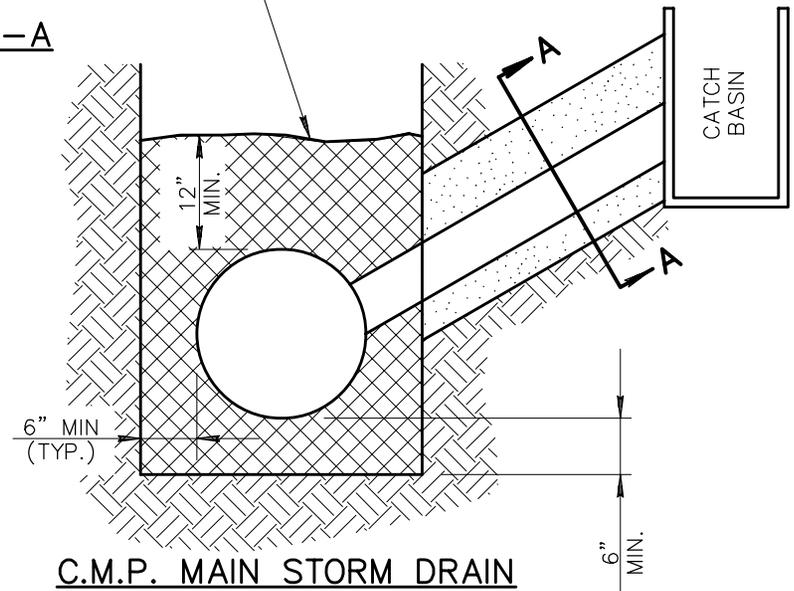
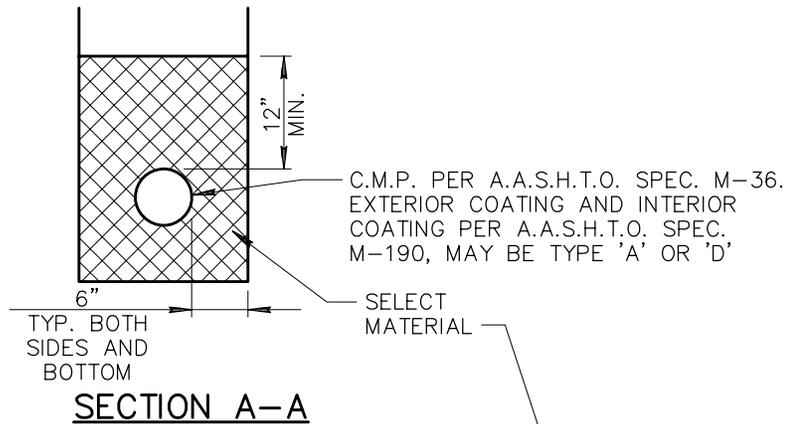


CONNECTOR CROSS SECTION

NOTE:
USE 5/8" WASHER AND NUT, ALL PIECES
(NUTS, WASHERS, AND FABRICATED BOLTS)
TO BE GALVANIZED AS PER A.S.T.M. A-123
LATEST REVISION.



**C.M.P. CONNECTION TO MAIN STORM DRAIN
24" PIPE AND SMALLER**



BAND DETAIL

DETAIL NO.
510

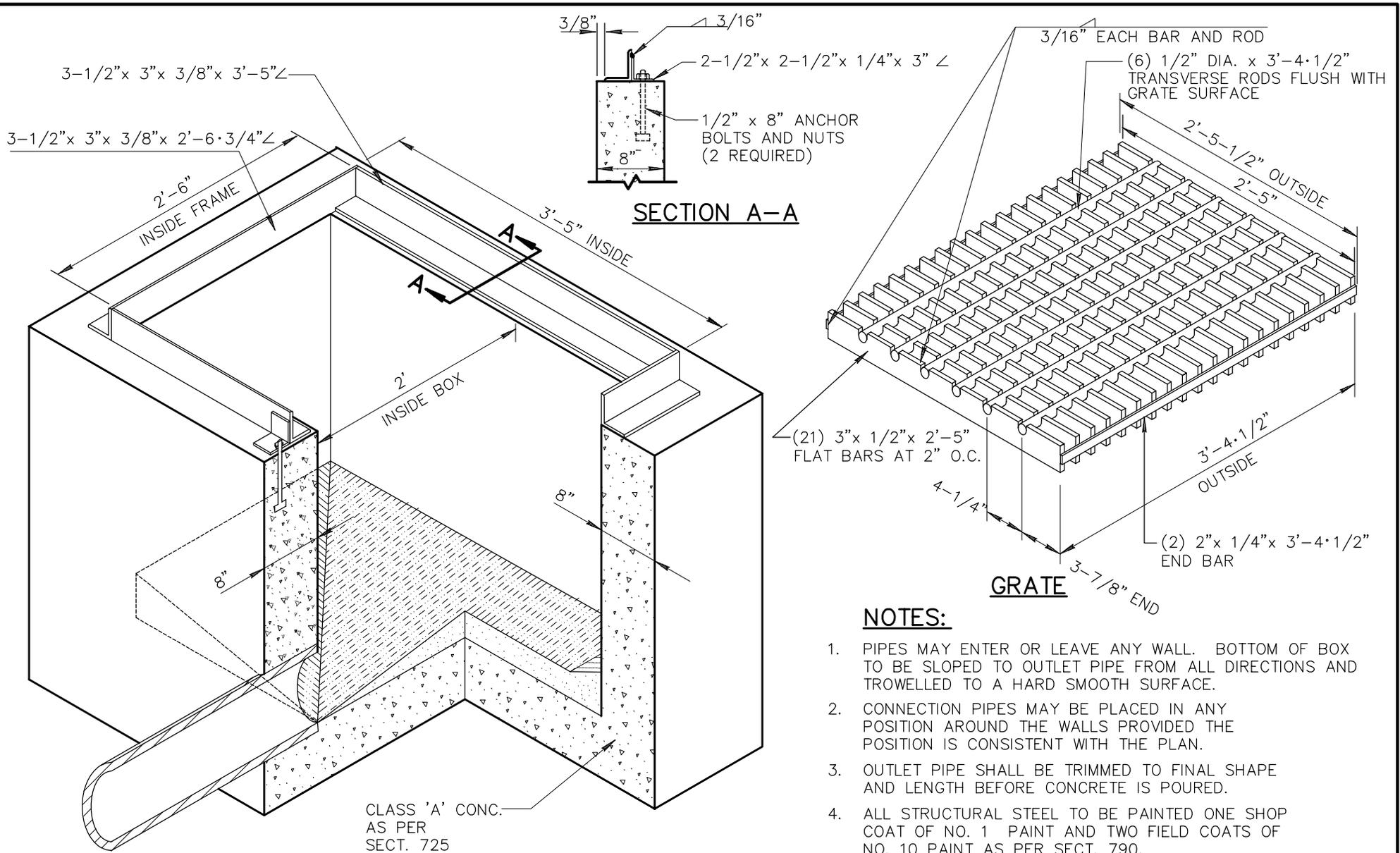


STANDARD DETAIL
ENGLISH

**CORRUGATED METAL PIPE
AND INSTALLATION**

REVISED

DETAIL NO.
510



NOTE:
SEE DETAIL 534-1 FOR THICKNESS AND SLOPE DIMENSIONS OF BOTTOM.

NOTES:

1. PIPES MAY ENTER OR LEAVE ANY WALL. BOTTOM OF BOX TO BE SLOPED TO OUTLET PIPE FROM ALL DIRECTIONS AND TROWELLED TO A HARD SMOOTH SURFACE.
2. CONNECTION PIPES MAY BE PLACED IN ANY POSITION AROUND THE WALLS PROVIDED THE POSITION IS CONSISTENT WITH THE PLAN.
3. OUTLET PIPE SHALL BE TRIMMED TO FINAL SHAPE AND LENGTH BEFORE CONCRETE IS POURED.
4. ALL STRUCTURAL STEEL TO BE PAINTED ONE SHOP COAT OF NO. 1 PAINT AND TWO FIELD COATS OF NO. 10 PAINT AS PER SECT. 790.
5. ALL WELDS ON FRAME AND SIDE BARS ON GRATE SHALL BE FULL LENGTH OF JOINT.
6. TOTAL COMBINED CLEARANCE BETWEEN FRAM AND GRATE IS 1/2".

DETAIL NO.
535



STANDARD DETAIL
ENGLISH

**CATCH BASIN TYPE 'F'
(FOR USE WITHOUT CURB)**

REVISED
01-01-2008

DETAIL NO.
535