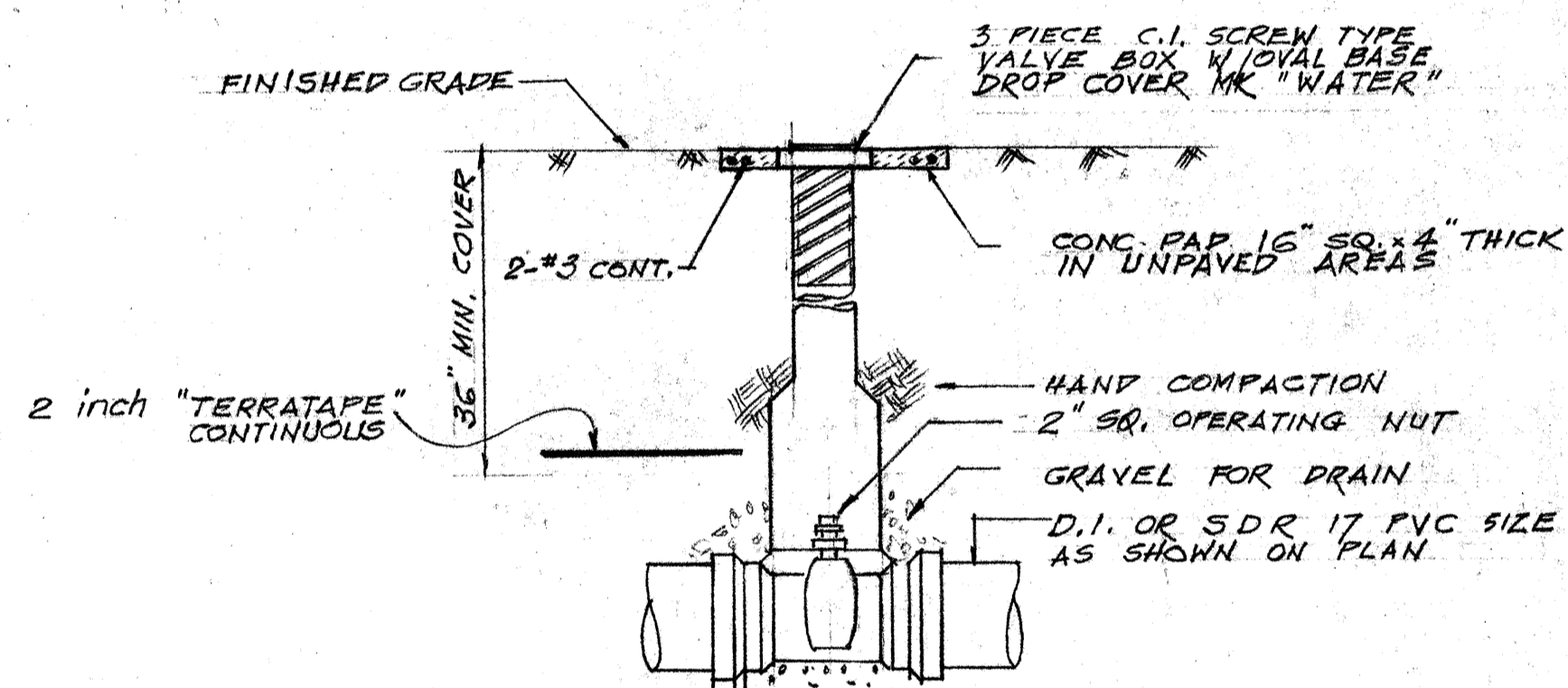


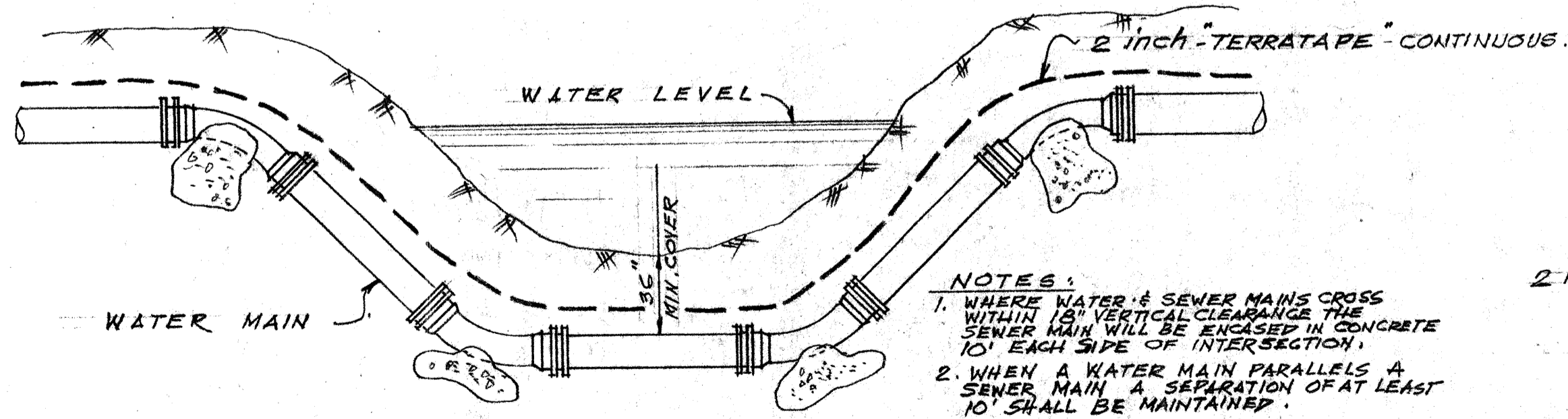
TYPICAL FIRE HYDRANT ASSEMBLY DETAIL

N. T. S.



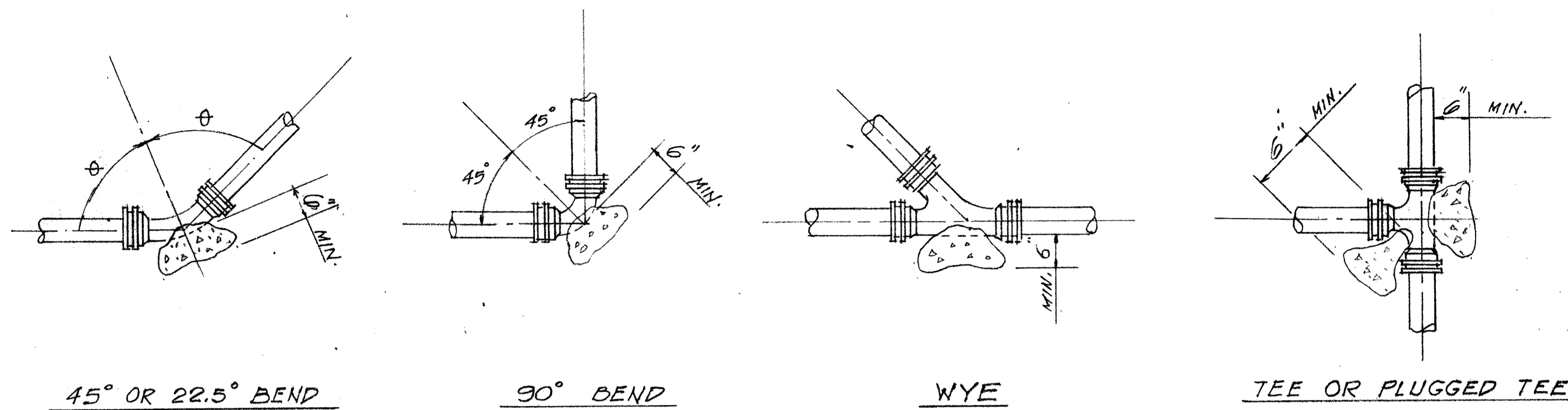
TYPICAL GATE VALVE & VALVE BOX DETAIL

N. T. S.



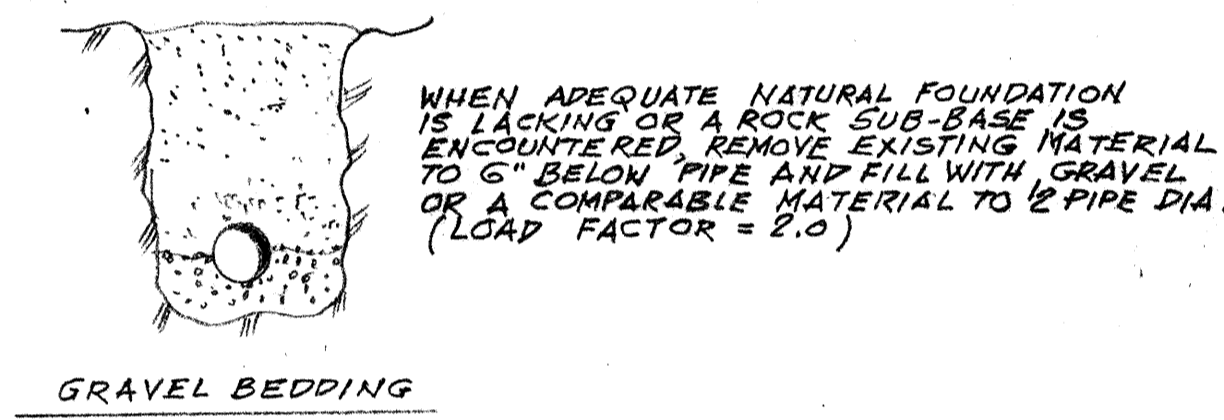
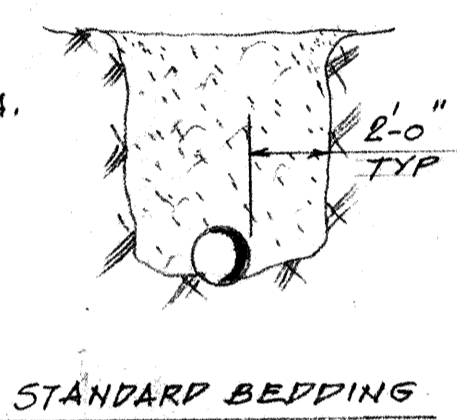
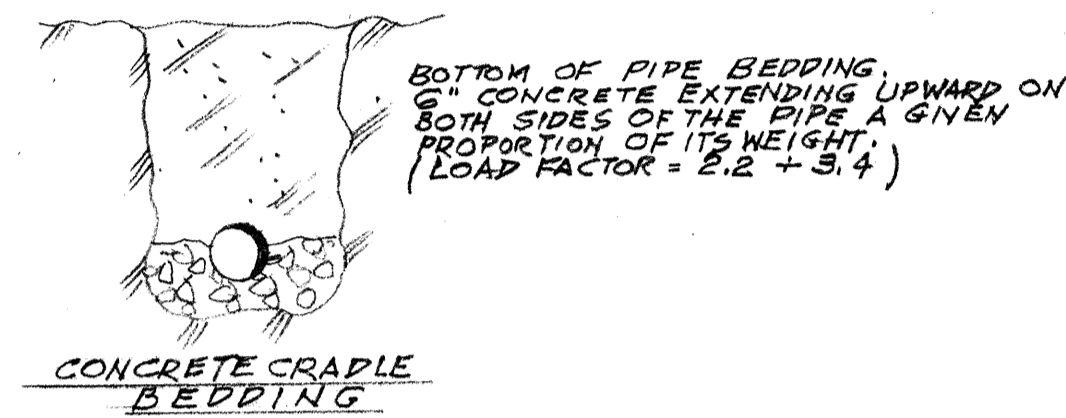
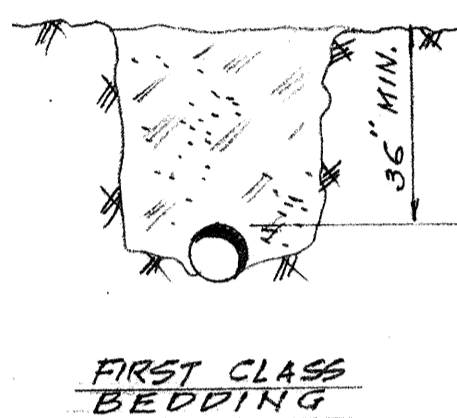
TYPICAL CANAL CROSSING

- NOTES:
- WHERE WATER & SEWER MAINS CROSS WITHIN 18" VERTICAL CLEARANCE THE SEWER MAIN WILL BE ENCASED IN CONCRETE ON EACH SIDE OF INTERSECTION.
  - WHEN A WATER MAIN PARALLELS A SEWER MAIN A SEPARATION OF AT LEAST 10' SHALL BE MAINTAINED.



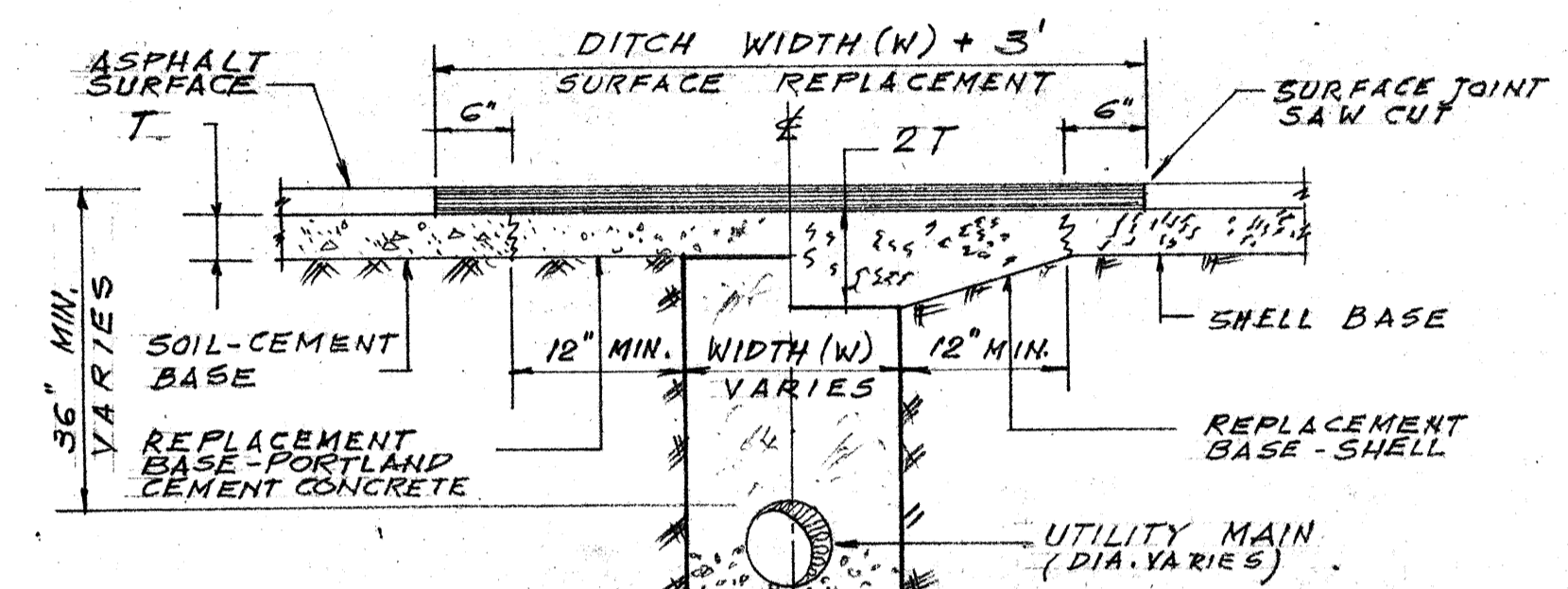
PLAN VIEWS THRUST BLOCKS

PIPE IS PLACED ON FINE GRANULAR MATERIALS CAREFULLY SHARED TO LIFT THE BOTTOM OF PIPE FOR A WIDTH OF AT LEAST 60% OF THE PIPE DIA. BACKFILL BY HAND IN 6" LAYERS TO A DEPTH OF AT LEAST 1 FT OVER THE TOP OF THE PIPE THOROUGHLY TAMP EACH LAYER TO ASSURE GOOD COMPACTION OVER AND AROUND THE PIPE (LOAD FACTOR = 1.3)



PIPE BEDDING DETAILS

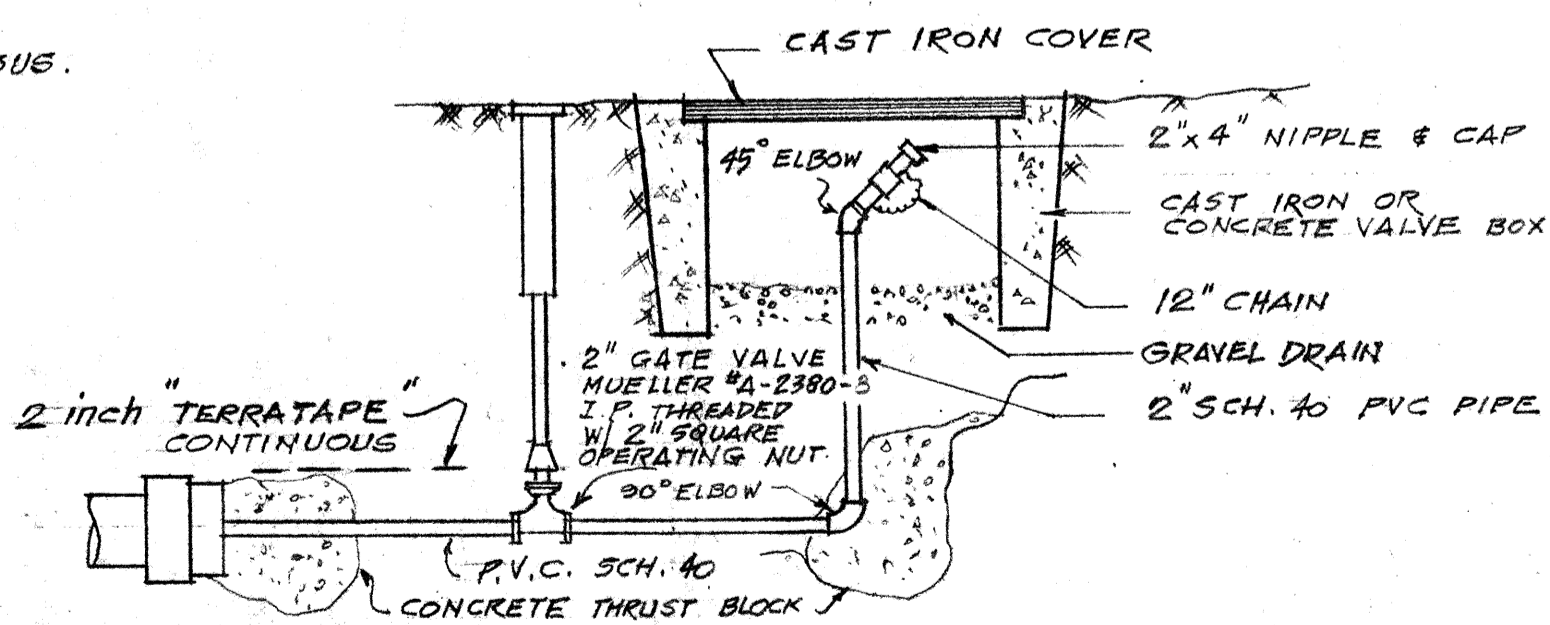
THRUST BLOCK AREAS (SQ. FT)				
SIZE	TEE	90° BEND	45° BEND	22 1/2° BEND
4"	1.5	2.0	1.0	1.0
6"	4.0	5.5	3.0	1.5
8"	7.0	10.0	5.0	3.0
10"	10.0	14.0	7.0	5.0



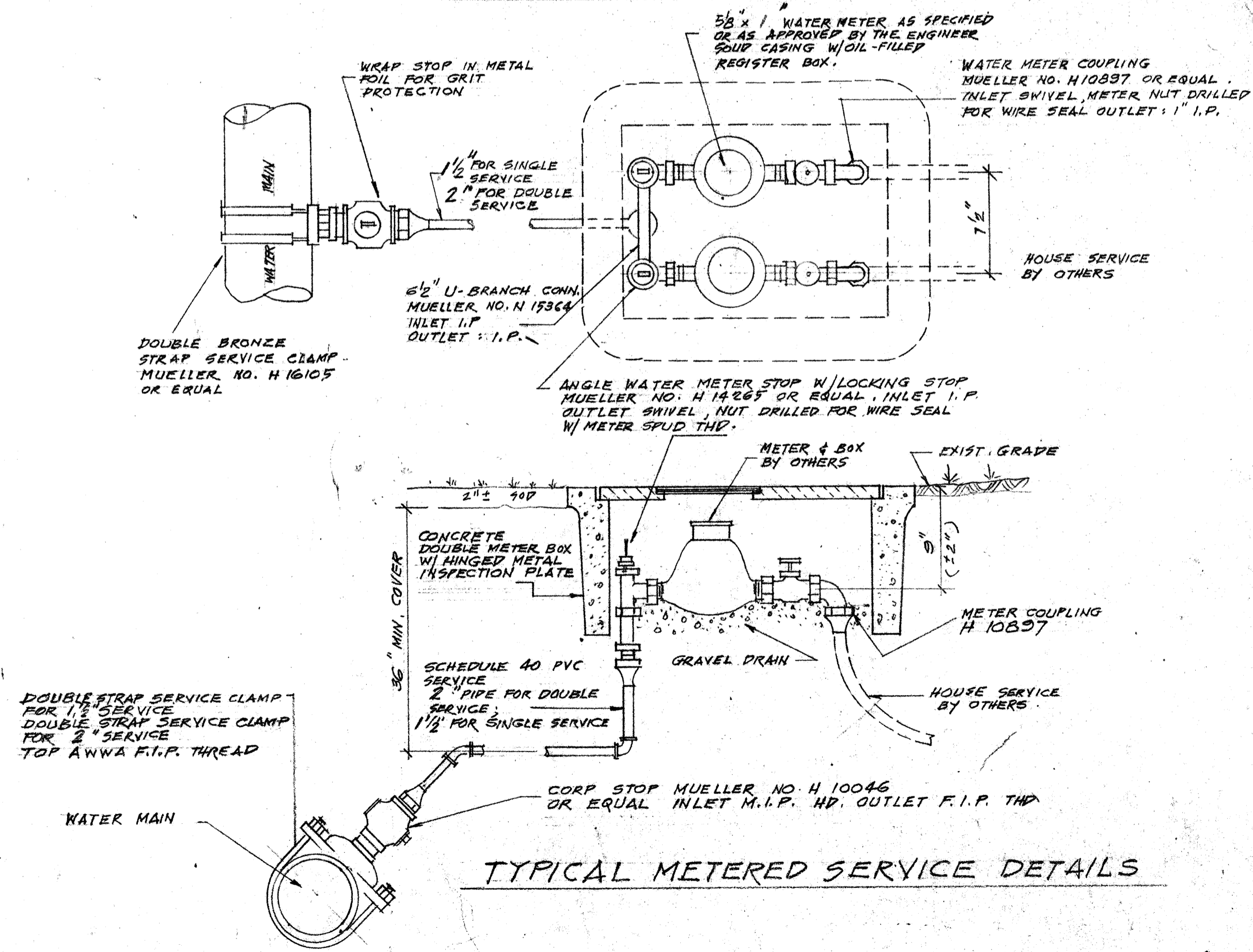
REPLACEMENT OF FLEXIBLE PAVEMENT

- SHELL-BASE MATERIAL SHALL BE COMPACTED TO 98% DENSITY, A.A.S.H.T.O. T-180
- APPROVED SUB-BASE SHALL BE COMPACTED IN 6" LAYERS TO A MAXIMUM DENSITY OF 98% A.A.S.H.T.O. T-180
- ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAW CUT.
- SURFACE MATERIAL WILL BE CONSISTENT WITH THE EXISTING SURFACE.
- SURFACE TREATED PAVEMENT JOINTS SHALL BE LAPPED AND FEATHERED.
- SUB-BASE MATERIAL SHALL BE APPROVED BY THE TOWN ENGINEER.
- SHELL SURFACED ROADS SHALL BE COMPACTED AS SPECIFIED WITH SHELL-BASE AND SURFACED TO MATCH THE EXISTING.
- PERMISSION MUST BE GRANTED BY THE TOWN TO CUT PAVEMENT.
- TOWN R.O.W. UTILIZATION PERMIT HAS TO BE SECURED PRIOR TO WORK BEING DONE IN THE TOWN R.O.W.

OPEN-CUT ROAD RESTORATION DETAIL



TYPICAL BLOW-OFF DETAIL



TYPICAL METERED SERVICE DETAILS

CEDARS EAST