## Standard Detail Index

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Notes:

1. RESIDENTIAL DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A NOMINAL THICKNESS OF 6".

2. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A NOMINAL THICKNESS OF 6" WITH #4 REBAR 12" O.C. BOTH WAYS. (2" CLEAR)

3. MINIMUM DRIVEWAY WIDTH 12 FEET.

4. IF DRIVEWAY IS LESS THAN 15' WIDE DO NOT PLACE ISOLATION JOINT AT CENTER.

5. IF APRON AND DRIVEWAY ARE POURED AT THE SAME TIME, PLACE ISOLATION JOINT WHERE THEY MEET.

6. WHERE SIDEWALK IS ADJACENT TO CURB, CONSTRUCT A CONTRACTION JOINT WITH CURB JOINT (10') AND IN BETWEEN (5').

7. ALL MIX SHALL BE VIBRATED OR TAMPERED, AS DIRECTED, FOR COMPACTION.

8. GRANULAR MATERIAL UNDER DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL BE SAND, GRANITE, OR CRUSHED ROCK, MINIMUM 3", FIRMLY TAMPE

9. ALL CONCRETE SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO

10. ALL WORK, MATERIALS & CURING SHALL CONFORM TO 2002 OREGON APWA STANDARD SPEC'S, AS AMENDED BY THE CITY OF TALENT.

NO. DATE INITIAL REVISIONS

DATE: 02/08 DRAWN: JAB APPROVED: JLS

CITY OF TALENT

STANDARD DETAIL

DRIVEWAY APRON

ADJACENT TO CURB

SCALE: NONE DWG. NO. 96-01
Driveway/Alley Apron With Parking Strip

Notes:

1. RESIDENTIAL DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A NOMINAL THICKNESS OF 6".

2. CONCRETE FOR COMMERCIAL USE AND ALLEY APPROACHES SHALL HAVE A NOMINAL THICKNESS OF 6" WITH #4 REBAR 12" O.C. BOTH WAYS. (2" CLEAR)

3. MINIMUM DRIVEWAY WIDTH 12 FEET.

4. IF DRIVEWAY IS LESS THAN 15' WIDE DO NOT PLACE ISOLATION JOINT AT CENTER.

5. IF APRON AND DRIVEWAY ARE POURED AT THE SAME TIME, PLACE ISOLATION JOINT WHERE THEY MEET.

6. WHERE SIDEWALK IS ADJACENT TO CURB, CONSTRUCT A CONTRACTION JOINT WITH CURB JOINT (10') AND IN BETWEEN (5').

7. ALL MIX SHALL BE VIBRATED OR TAMPED, AS DIRECTED, FOR COMPACTION.

8. GRANULAR MATERIAL UNDER DRIVEWAYS AND SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL BE CRUSHED ROCK, MINIMUM 3", COMPACTED TO 95% IN DRIVEWAYS AND 90% IN SIDEWALKS (ODOT TM-106)

9. ALL CONCRETE SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO

10. ALL WORK, MATERIALS & CURING SHALL CONFORM TO 1990 OREGON APWA STANDARD SPEC'S, AS AMENDED BY THE CITY.
**NOTES**

1) THE "AMERICANS WITH DISABILITIES ACT" REQUIRES THAT ACCESS RAMPS TO SIDEWALKS HAVE NO SLOPES GREATER THAN 12 HORIZONTAL TO 1 VERTICAL.

2) MIN. OF 2" GRANULAR CUSHION.

3) P.C.C. SHALL BE CLASS 3.300 – 3/4" 0.54 W/C RATIO

4) IN CERTAIN AREAS THE RAMP MAY BE LOCATED TO MATCH CROSSWALKS OR TWO RAMPS MAY BE REQUIRED.

5) IN AREAS OF EXISTING CURB AND GUTTER, REMOVE AND REPLACE BOTH CURB AND GUTTER.
NOTES:

1) COMPACT ALL BACKFILL BEHIND CURBS TO 90% MINIMUM.
Notes:

1. SIDEWALKS SHALL HAVE A NOMINAL THICKNESS OF 4".
2. SIDEWALK SECTIONS THROUGH DRIVEWAYS SHALL HAVE A NOMINAL THICKNESS OF 6".
3. WHERE SIDEWALK IS ADJACENT TO CURB, PLACE CONSTRUCTION JOINT IN LINE WITH CURB JOINT (10') AND IN BETWEEN (5').
4. ALL MIX SHALL BE VIBRATED OR TAMMED, AS DIREC TED, FOR COMPACTION.
5. GRANULAR MATERIAL UNDER SIDEWALKS & DRIVEWAYS SHALL BE CRUSHED ROCK, COMPACTED TO 95% IN DRIVEWAY AREAS AND 90% IN SIDEWALKS (ODOT TM-106).
   a. 2" MIN. THICKNESS UNDER SIDEWALKS.
   b. 3" MIN. THICKNESS UNDER DRIVEWAYS.
6. ALL CONCRETE SHALL BE CLASS 3300 – 3/4" 0.54 W/C RATIO
7. ALL WORK & MATERIALS SHALL CONFORM TO 1990 OREGON APWA STANDARD SPECS. AS AMENDED BY THE CITY.
Notes:

1. ALL CONCRETE SHALL BE CLASS 3300 – 3/4” 0.54 W/C RATIO
2. ALL WORK & MATERIALS SHALL CONFORM TO 1990 OREGON APWA STANDARD SPEC’S. AS AMENDED BY THE CITY.
3. INSTALL CONTRACTION JOINTS EVERY 10’, AND 3/8” ISOLATION JOINTS EVERY 100’, AND AT END OF CURB RETURNS
Notes:

1. CONCRETE SHALL BE CLASS 3300 - 3/4" 0.54 w/c RATIO.
2. FRAME AND RISER RINGS SHALL BE SEALED WITH PREFORMED PLASTIC OR RUBBER TO FORM A WATERTIGHT SEAL. GROUT MAY BE USED.
3. FORM STRAIGHT "U" CHANNEL WITH 1:12 SLOPE MORTAR SIDE. FULL CHANNEL PIPE WITH TOP HALF REMOVED IS ACCEPTABLE.
4. MAKE ALIGNMENT CHANGES WITH UNIFORM "U" CHANNEL, WITH SMOOTH CURVED PATH.
5. MAKE CHANGES IN CHANNEL SIZE WITH A SMOOTH, TAPERING TRANSITION.
6. FINISH PIPE ENDS FLUSH WITH INSIDE WALLS, GROUTED.
7. PIPE CONNECTION SHALL CONFORM WITH APWA OREGON CHAPTER, 1990 STANDARD SPEC'S FOR PUBLIC WORKS CONSTRUCTION SECTION 306.3.01B.
8. STANDARD MANHOLE COVER MARKED "D" FOR DRAINAGE.
9. ALL 48" DIA. MANHOLES WITH A DEPTH OF 42" OR GREATER, FROM THE RIM TO THE TOP OF PIPE, SHALL USE A CONCENTRIC CONE (ASTM 478).
10. RING AND COVER TO PROJECT 6" ABOVE ADJACENT GROUND FOR MANHOLES OUTSIDE OF THE TRAVELLED WAY. SEE STD. DWG. 95-11 FOR MANHOLES IN THE TRAVELLED WAY.
11. ALL LIDS TO HAVE A PBY-NOTCH AND AT LEAST ONE BUT NOT MORE THAN TWO LIFT HOLES.
12. MAX. DROP ACROSS MANHOLE: 2". DROPS EXCEEDING 2" SHALL BE A DROP MANHOLE, SEE DWG. NO. 95-12.
13. MANHOLE SHALL CONFORM WITH APWA OREGON CHAPTER 1990 STANDARD SPEC'S FOR PUBLIC WORKS CONSTRUCTION, AS AMENDED BY THE CITY.

**Outside Of Travelled Way Manhole Adjustment**

**48" & 72" Reinforced Manhole Flat-Top**

(See Note # 9)

<table>
<thead>
<tr>
<th>PIPE SIZE ø</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>24&quot; OR LESS</td>
<td>48&quot;</td>
<td>6&quot;</td>
<td>24&quot;</td>
<td>6&quot;</td>
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<tr>
<td>27&quot; TO 42&quot;</td>
<td>72&quot;</td>
<td>6&quot;</td>
<td>24&quot;</td>
<td>9&quot;</td>
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<tr>
<td>48&quot; &amp; LARGER</td>
<td>SPECIAL MANHOLE STRUCTURE</td>
<td></td>
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</tbody>
</table>
NOTES:

1) CONCRETE TO BE CLASS 3300–3/4" 0.54 W/C RATIO.

2) AC TO BE CLASS "C" IN 3" MAX. LIFTS. ALL BUT TOP LIFT SHALL BE COMPACTED WITH PNEUMATIC TAMPER WITH 6" MAX. HEAD HAMMER.
Notes

1) SURFACE CROSS-SLOPE FOR NEW CONSTRUCTION SHALL BE 1/4" RISE PER FOOT FROM TOP OF CURB TO BACK OF SIDEWALK.

2) EXISTING CURB AND GUTTER SHALL BE REMOVED TO THE NEAREST CONTRACTION JOINT OR COLD JOINT WHEN JOINT IS WITHIN 4 FEET OF THE TRANSITION POINT.

3) ALL CONCRETE SHALL BE SAWCUT AND A SMOOTH, UNIFORM JOINT PROVIDED.

4) CURING COMPOUND SHALL BE APPLIED IMMEDIATELY AFTER SURFACE IS FINISHED: WHITE PIGMENT RECOMMENDED, CLEAR PIGMENT ACCEPTABLE.

5) FLOOR SHALL BE POURED ON: UNDISTURBED, STABLE SOIL; COMPACTED BASE (95% R.D. 3/4"-0 CRUSHED ROCK, 6" MIN. THICK).

6) SET SECTION JOINTS IN 1:2 MORTAR AND MORTAR JOINT SEALANT ST-B, 1" WIDE. SEALANT SHALL MEET FED. SPECS. SS-5-00201 (CSA-FSS).

7) ALL CONCRETE SHALL BE FORMED AND VIBRATED TO REMOVE VOIDS.

8) PIPE(S) SHALL BE FLUSH WITH INSIDE WALL.

9) ALL CONCRETE SHALL BE CLASS 3300 - 3/4" 0.54 W/C RATIO.

10) SURFACE HAVE A FINISHED TEXTURE THAT WILL NOT BE SLICK WHEN WET (MEDIUM BROOM FINISH), OR MATCH ADJACENT SIDEWALK.

11) ALL METAL PARTS SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION.

12) COVER SHALL BE INLAND FOUNDRY CO. INC. 706 MANHOLE RING AND COVER (OR EQUAL), SUITABLE FOR HEAVY TRAFFIC LOADING.
AREA CATCH BASIN DETAIL

BIKE PROOF, HEAVY DUTY
TRAFFIC GRATE SUPPORTS
AASHTO 25 LOADING

PAVED AREA

SLOPE TO GRATE

MIN. 24" SQ. OR ROUND

PETROLEUM TRAP W/
HINGED LID

WELDED SLEEVE
OR WATERTIGHT CONNECTION

MIN. 3" OUTLET

1/4" ASPHALT COATED CAST IRON
OR
10 GA. ASPHALT COATED STEEL
OR
4" THICK REINF. CONCRETE
OR
24" RCP

3" MIN. 1"-0 CRUSHED ROCK
COMPACTED TO 95% OPTIMUM
NOTES:

1) CONCRETE SHALL BE CLASS 3300 - 3/4" 0.54 W/C RATIO
2) MIX WILL BE VIBRATED OR TAMMED AS DIRECTED BY THE ENGINEER.
3) EXPANSION JOINTS SHALL BE CONSTRUCTED OF 3/8" ASPHALT IMPREGNATED FELT.
4) VALLEY GUTTER SHALL PASS A WATER TEST TO ASSURE FLOW.
NOTES:

1. COLD MIX AC MAY BE USED AS TEMPORARY PATCH ONLY.

2. ALL STEEL TRAFFIC PLATES IN TRAVELLED AREAS MUST BE "RAMPED" WITH COLD MIX AC TO ALLOW SMOOTHER TRANSITION.
   a) MINIMUM 12" LAP OF STEEL PLATES ONTO EXISTING PAVEMENT.
   b) MINIMUM 3/4" STEEL PLATE THICKNESS.

3. ALL GASKETED JOINTS SHALL BE PRESSURE TESTABLE.
   (CONCRETE PIPE = ASTM C443; PVC & HDPE PIPE = ASTM D3212)

DATE: 02/08  DRAWN: JAB  APPROVED: JLS

CITY OF TALENT
STANDARD DETAIL

TRENCH DETAILS

SCALE: NONE   DWG. NO. 96–30
NOTES:

1. DEPTH OF COVER SHALL BE 3 FEET AT MAIN AND 2 FEET AT METER PAD.

2. WATER METER STAKE INFORMATION SHALL INCLUDE 1) OFFSET DISTANCE, 2) NUMBER OF SERVICE METERS, AND 3) CUT OR FILL TO FINISHED GRADE.

NOTES:

1. IF PARKWAY SITUATION, THEN LOCATE 2’ FROM FRONT EDGE OF SIDEWALK.

2. IF RIGHT-OF-WAY/STREET WIDTHS PRECLUDE FIRE HYDRANTS, WATER METERS, AND AIR RELEASE VALVES FROM BEING WITHIN RIGHT-OF-WAY, THEN DESIGN ENGINEER/SURVEYOR/DEVELOPER SHALL CONFIRM LOCATIONS WITH MWC.
WATER SERVICE CONNECTION TO EXISTING WATER MAIN

5/8"X3/4" YOKE EXPANSION CONNECTION
FORD EC-23

3/4"X1" ANGLED CURB STOP
FORD BA94-324WG

1" (K) SOFT COPPER TUBING

D.I. PIPE CLASS 50 (EXISTING)

1" CORPORATION STOP
FORD F1100-40 1 CORP STOP FOR COPPER TUBING DIRECT TAP OR IN CONJUNCTION WITH FORD 101 IP SINGLE STRAP SADDLE

METER BOX LID
LID - CHRISTY B-12 LID WITH PROBE HOLE

1" METER BOX
CHRISTY B-12

3/4" METER VALVE
FORD GA91-323 ANGLED YOKE VALVE

5/8"X3/4" YOKE
FORD Y-502.

CITY OF TALENT

1. PERFORM SERVICE LINE TAPPING.
2. FURNISH AND INSTALL TYPE "K" SOFT COPPER SERVICE
3. FURNISH AND INSTALL CORPORATION AND ANGLE STOPS.
4. FURNISH AND INSTALL YOKE BAR, CUSTOMER VALVE, METER BOX, BOX LID.
5. INSPECT.
6. FURNISH AND INSTALL METER AND YOKE EXPANDER.

* SERVICES GREATER THAN 2" TO BE INSTALLED BY CITY APPROVED INSTALLER*

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DATE: 2/08 DRAWN: JAB APPROVED: JLS

CITY OF TALENT
STANDARD DETAIL

1" SERVICE WITH 5/8"X3/4"
METER SETTING - EXISTING MAIN

SCALE: NONE DWG. NO. 101
WATER SERVICE CONNECTION TO NEW WATER MAIN

5/8"X3/4" YOKE EXPANSION CONNECTION FORD EC-23

METER BOX LID
LID - CHRISTY B-12 LID
WITH PROBE HOLE

1" METER BOX
CHRISTY B-12

3/4" METER VALVE
FORD GA91-323 ANGLED YOKE VALVE

5/8"X3/4" YOKE
FORD Y-502.

1" (K) SOFT COPPER TUBING

1" CORPORATION STOP
FORD F1100-4Q 1 CORP STOP FOR COPPER TUBING DIRECT TAP OR IN CONJUNCTION WITH FORD 101 IP SINGLE STRAP SADDLE

D.I. PIPE CLASS 50
(EXISTING)

CITY OF TALENT

1. INSPECT.
2. FURNISH AND INSTALL METER.

CONTRACTOR

1. EXCAVATE AND BACKFILL.

* SERVICES GREATER THAN 2" TO BE INSTALLED BY CITY APPROVED INSTALLER*

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DATE: 02/08  DRAWN: JAB  APPROVED: JLS

CITY OF TALENT
STANDARD DETAIL

* 1"-2" SERVICE WITH 5/8"X3/4"
METER SETTING - NEW MAIN

SCALE: NONE  DWG. NO. 101A
NOTE: UPON COMPLETION OF REQUIRED TESTS AND AFTER CONFIRMATION OF RESULTS, CITY TO REMOVE DISINFECTION TREE ASSEMBLY AND PLUG 2" TAP WITH BRASS PLUG. REQUIRES CONTRACTOR ASSISTANCE WITH EXPOSING AND KEEPING END OF MAIN CLEAR AND ACCESSIBLE (ON SADDLES OK).

D.I.P., M.J. CLASS 50 – 18’ LENGTHS
W/ JOINT RESTRAINT GLDS. (SEE TABLE FOR NUMBER OF FULL LENGTHS)

SIZE TABLE

<table>
<thead>
<tr>
<th>SIZE</th>
<th>CODE</th>
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<tbody>
<tr>
<td>4&quot;</td>
<td>3</td>
</tr>
<tr>
<td>6&quot;</td>
<td>3</td>
</tr>
<tr>
<td>8&quot;</td>
<td>3</td>
</tr>
<tr>
<td>12&quot;</td>
<td>5</td>
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</tbody>
</table>
4"-12" PIPE – FLUSH POINT IS SAME SIZE AS PIPE BEING INSTALLED.
LARGER THAN 12" PIPE – TO BE DETERMINED BY CITY.
1. An offset similar to Std Detail 105 will be required to allow the use of a standard 3'-6" Bury Hydrant when main is larger than 8" or main has more than 3'-0" of cover.

A minimum of 5'-0" clear space shall be maintained around:

2. The circumference of the Fire Hydrant barrel. When hydrant is within planter area, adequate side and rear clearances from curb lines must be met by this minimum. Concrete slab will be poured curb to curb and a minimum of 2' around fire hydrant when in planter areas. Bollards (see Detail No. 112) may be required.
1. A MINIMUM OF 5'-0" CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF THE FIRE HYDRANT BARREL. WHEN HYDRANT IS WITHIN PLANTER AREA, ADEQUATE SIDE AND REAR CLEARANCES FROM CURB LINES MUST BE MET BY THIS MINIMUM. CONCRETE SLAB WILL BE Poured CURB TO CURB AND A MINIMUM OF 2' AROUND FIRE HYDRANT WHEN IN PLANTER AREAS. BOLLARDS (SEE DETAIL NO. 112) MAY BE REQUIRED.
NOTES:

1. PE 3408 MUST ALWAYS BE INSTALLED WITH GRADE RISING FROM CORP STOP TO ANGLE STOP (NO HIGH POINTS).

2. EXISTING PIPE TO BE TAPPED BY CITY, NEW PIPE TO BE TAPPED BY CONTRACTOR.
### Thrust Block Sizing Table

<table>
<thead>
<tr>
<th>PIPE SIZE (INCHES)</th>
<th>90 BEND</th>
<th>45, 22.5, 11.25 BEND</th>
<th>VALVES, TEES, DEAD ENDS</th>
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<tbody>
<tr>
<td></td>
<td># THRUST</td>
<td># BEARING AREA</td>
<td># THRUST</td>
</tr>
<tr>
<td>4</td>
<td>2700</td>
<td>2.0</td>
<td>1650</td>
</tr>
<tr>
<td>6</td>
<td>6000</td>
<td>4.0</td>
<td>3450</td>
</tr>
<tr>
<td>8</td>
<td>10800</td>
<td>7.5</td>
<td>6150</td>
</tr>
<tr>
<td>12</td>
<td>24000</td>
<td>16.0</td>
<td>13650</td>
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**NOTE:**
Thrust calculations are based upon 150 PSI working pressure and a soil bearing capacity of 1500 PSF. Caution must be used by the designer to be sure bearing load capacity of the soil is at least 1500 PSF.

**NOTES:**

1. The bearing surface shall be at least the minimum shown above and shall be against undisturbed material.
2. The minimum thickness of the block shall be 12” or twice the pipe diameter which ever is greater.
3. 8 mil plastic must be installed between all concrete and pipe or fittings.
4. Caution should be exercised to insure bolts are not covered with concrete.
5. 3,300 PSI concrete

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Date: 02/08
Drawn: JAB
Approved: JLS

City of Talent
Standard Detail

**Thrust Blocks**

Scale: None
Dwg. No. 109
NEW MAIN

D.I. PIPE

FL X MJ

DUAL PURPOSE
CUT IN SLEEVE

FL X MJ

DUAL PURPOSE
CUT IN SLEEVE

D.I. PIPE

EXISTING MAIN

USE RESTRAINED
JOINT HERE

WATER VALVE

USE RESTRAINED
JOINT HERE

CUT-IN SLEEVE
1. Furnish and Install Joint Restraint Glands
CITY SPECIFIED CLASS OF TRENCH BACKFILL, 1 SACK SAND SLURRY.

3/4" MINUS CRUSHED ROCK PIPE ZONE

WATER PIPE

PROVIDE BELL HOLES FOR UNIFORM PIPE SUPPORT

MIN 18" + I.D. FOR 24" PIPE AND LARGER

MIN 12" + I.D. FOR PIPE SMALLER THAN 24"

FINISHED SURFACE

36"

30" MIN. 42" MAX. — TO BE USED ONLY WITH PRIOR CITY APPROVAL

3/4" MINUS CRUSHED ROCK BEDDING, 90% R.D.
* IF HYDRANT IS LOCATED IN LANDSCAPED, CURBED PLANTER, WITH 5' FROM FIRE HYDRANT TO FACE OF CURB IN EACH DIRECTION, BOLLARDS WILL NOT BE REQUIRED.

3 BOLLARDS SPACED IN A 5-FOOT EQUILATERAL TRIANGLE AROUND HYDRANT

ROUND OFF TOP OF CONCRETE FILLER

6" Ø STEEL PIPE FILLED WITH CONCRETE, PAINT CHROME-YELLOW COLOR

SET IN CONCRETE

18"