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1. THESE DETAILS HAVE BEEN PREPARED IN AN EFFORT TO STANDARDIZE THE CONSTRUCTION DETAILS USED BY VARIOUS CONTRACTING AGENCIES IN MARICOPA COUNTY. THEY ARE TO BE USED IN CONJUNCTION WITH THE CURRENT EDITION OF THE "UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" SPONSORED AND DISTRIBUTED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS.

2. MANY NOTES WITHIN THESE DETAILS REFER TO VARIOUS SECTIONS OF THE "UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION." WHERE THIS REFERENCE IS MADE, ONLY THE ABBREVIATION "SECT." IS USED. AN EXAMPLE OF THIS REFERENCE WOULD BE: "CLASS 'A' CONCRETE PER SECT. 725."

3. MANY NOTES WITHIN THESE DETAILS REFER TO OTHER DETAILS WITHIN THIS BOOK. WHERE THIS REFERENCE IS MADE, THE ABBREVIATION "DETAIL" IS USED. AN EXAMPLE OF THIS WOULD BE: "SEE DETAIL 391 FOR VALVE BOX INSTALLATION."


5. AN EFFORT HAS BEEN MADE TO INCLUDE THE MOST COMMONLY USED CONSTRUCTION DETAILS IN THIS BOOK. ITEMS WHICH REQUIRE DESIGN CONSIDERATION BY THE DESIGNING ENGINEER HAVE NOT BEEN INCLUDED.

6. SOME OF THE DETAILS PRINTED HEREIN MAY BE USED BY SOME OF THE AGENCIES BUT NOT OTHERS. THE DESIGNING ENGINEER SHOULD THEREFORE CONTACT THE AGENCY WITHIN WHOSE JURISDICTION HE IS WORKING FOR DIRECTION AS TO WHICH DETAIL OR PORTIONS OF DETAILS SHOULD BE USED.

7. DETAIL DRAWINGS ARE NOT TO SCALE.
NOTES:
1. PLAN SYMBOLS FOR EXISTING FEATURES ARE TO BE DASHED, GRAY SCALLED, OR DRAWN USING THIN LINEWORK.
2. ADD LABELS TO PLAN SYMBOLS AS NEEDED FOR CLARITY.
DIMENSION SHOULD BE GIVEN ONCE ON EACH SHEET AND SHOULD BE PLACED NEAR THE CENTER OF THE SHEET. IF ANY OF THE GIVEN CONDITIONS CHANGE, THEY SHOULD BE REDIMENSIONED AT THE POINT OF CHANGE.

GIVEN DIMENSIONS IN ORDER STARTING WITH THE LONGEST AND ENDING WITH THE SHORTEST, AS SHOWN IN THE SKETCH.

GIVE COMPLETE DIMENSIONS.

IF THE CENTERLINE OF PAVEMENT DOES NOT FALL ON THE SECTION LINE OR MONUMENT LINE OF THE STREET, DIMENSION AS ABOVE AND SHOW THE DIFFERENCE BETWEEN THE SECTION OR MONUMENT LINE AND THE CENTERLINE.
NOTES:

1. TYPE 'A' TO BE USED AT INTERSECTIONS OF MAJOR STREETS & COLLECTOR STREETS, SECTION CORNERS, SECTION 1/4 CORNERS, CENTER OF SECTIONS, AND AT OTHER POINTS AS SHOWN ON PLANS.

2. TYPE 'B' TO BE USED (EXCEPT WHERE TYPE 'A' IS SPECIFIED) AT INTERSECTION OF STREET CENTERLINES, P.C.'S, P.T.'S AND P.I.'S OF CURVES, SECTION 1/16 CORNERS, SUBDIVISION CORNERS, CHANGE IN ALIGNMENT OF SUBDIVISION BOUNDARIES, AND AT OTHER POINTS AS SHOWN ON PLANS.

3. FOR UNPAVED STREETS AND ALLEYS SET TOP OF MARKER SIX INCHES BELOW FINISHED GRADE.

4. CAP TO BE CONSTRUCTED OF RED BRASS OR BRONZE.

5. LETTERS TO BE APPROX. 1/32" WIDE & 1/32" DEEP.

6. FLATTENING THE BOTTOM 2" OF THE GALVANIZED PIPE IS OPTIONAL.

7. TOP OF CONCRETE POST IS CHAMFERED 3/4" EXCEPT WHEN SET FLUSH WITH PAVEMENT.

8. THE CAP SHALL SHOW THE POINT Surveyed BY A PUNCH MARK OR SCRIBED CROSS AND THE CAP SHALL BE STAMPED WITH THE YEAR AND THE REGISTERED LAND SURVEYOR'S (RLS) REGISTRATION NUMBER.

9. WHEN APPLICABLE, THE CAP SHALL BE STAMPED WITH THE APPROPRIATE PUBLIC LAND MARKING PER CURRENT MANUAL OF INSTRUCTIONS FOR THE SURVEY OF PUBLIC LANDS OF THE UNITED STATES, PREPARED BY THE BUREAU OF LAND MANAGEMENT.

10. SUBMIT TO THE ENGINEER A COPY OF THE RECORDED CORNER RECORD OR RESULTS OF SURVEY TO DOCUMENT COMPLIANCE WITH THE ARIZONA BOARD OF TECHNICAL REGISTRATION REQUIREMENTS.
NOTES:

1. LOCATE PAVEMENT MARKER IN CENTER OF TRAVEL LANE AND ALIGN WITH HYDRANT.

2. FOR MULTIPLE LANE ROADS LOCATE PAVEMENT MARKER IN LEFT MOST THROUGH TRAFFIC LANE.

3. ADJUST MARKER LOCATION TO BE LOCATED OUTSIDE OF ANY DELINEATED CROSSWALK AREA.

4. FOR HYDRANT LOCATED ON FAR SIDE OF RAISED Median, LOCATE PAVEMENT MARKER ON TOP OF MEDIAN CURB ALIGNED WITH HYDRANT.

5. OMIT FOR CUL-DE-SAC GREATER THAN 250' IN LENGTH.

6. FIRE HYDRANT PAVEMENT MARKERS SHALL BE 2-WAY RETROREFLECTIVE BLUE: ADOT TYPE B8, 911A-BLUE BY FIRE LITE AMERACE CORPORATION, OR APPROVED EQUAL.
NOTES:

1. FASTEN WITH 1/2" x 5" LAG SCREWS WITH 2 FLAT WASHERS OR (2) 5/8" BOLTS, WITH 4 FLAT WASHERS.

2. 2" x 8" DOUGLAS FIR PLANK (LENGTH TO BE DETERMINED ON PLANS.)

3. WHEN BARRICADE (TYPE "A") IS CONSTRUCTED ON BASES INSTEAD OF POSTS SET INTO THE GROUND, IT MAY BE DESIRABLE TO BALLAST THE BASES WITH SAND BAGS OR BY STAKING TO PROVIDE RESISTANCE TO OVERTURNING DURING PERIODS OF HIGH WINDS.

4. TWO COATS OF WHITE PAINT PER SECTION 790 SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE BARRICADE. AN ADDITIONAL TWO COATS OF ORANGE PAINT PER SECTION 790 SHALL BE APPLIED TO CREATE THE ALTERNATE ORANGE AND WHITE STRIPES FOR TEMPORARY BARRICADES AND TWO COATS OF RED PAINT PER SECTION 790 SHALL BE APPLIED TO CREATE ALTERNATE RED AND WHITE STRIPES FOR PERMANENT BARRICADES. HIGHWAY SAFETY SPHERES (BEADS) PER ADOT 708-2.02 SHALL BE APPLIED BY HAND TO ALL CROSS MEMBERS, FRONT AND BACK AND ON BOTH COLORS, IMMEDIATELY AFTER PAINTING. THE STRIPES SHALL SLOPE DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS.
FLANGED STEEL 'U' CHANNEL (2 LBS. OR 3 LBS. PER SQUARE FOOT AS SPECIFIED)

2-1/2" DIA. STANDARD PIPE GALVANIZED OR 2-3/8" O.D. STANDARD PIPE GALVANIZED (AS SPECIFIED)

2" DIA. STANDARD PIPE GALVANIZED

NOTES

TYPE 'A'
USE DRIVING HEAD FOR DRIVING ALL FLANGED STEEL 'U' CHANNEL POSTS.

IN LIEU OF DRIVING FLANGED STEEL 'U' CHANNEL POSTS MAY BE SET IN CONCRETE BASE FOUNDATION AS PER TYPE 'B' BASE.

TYPE 'B' & TYPE 'C'
CONCRETE BASE FOUNDATIONS SHALL BE CLASS 'C' CONCRETE AS PER SECT. 505 AND 725.
TYPE 1 PERMANENT

FILL WITH GROUT AND CROWN TOP

6" RETROREFLECTIVE ENGINEER'S TAPE (3M HIGH DENSITY YELLOW PRESSURE SENSITIVE TAPE OR APPROVED EQUIVALENT), TYP.

4" OR 6" DIA. STEEL GUARD POST, SCH. 40, GALVANIZED

1/4" x 5 3/8" DIAMETER CAP PLATE
SEAL WELD ALL AROUND

5" DIA. STEEL GUARD POST SCH. 40

1/2" A-36 STEEL COLLAR
5 3/8" ID x 7 1/4" OD, FILLET WELD TO GUARD POST BOTH SIDES, ALL AROUND

1" SLEEVE PROJECTION

CLASS B CONCRETE PER SECT. 725

6" DIA. x 34" SCH. 40
GROUND SLEEVE WITH 1/4" x 6 3/8" CAP PLATE, SEAL WELD ALL AROUND

TYPE 2 REMOVABLE

NOTES

1. BOLLARDS SHALL HAVE A HEIGHT OF 3 FEET OR BE EQUAL TO THE HEIGHT OF THE BACK SCREEN WALL OF BIN ENCLOSURES. POSTS SHALL BE PLACED A MINIMUM OF 4" FROM THE WALL.
2. REMOVABLE POSTS SHALL HAVE 1" DIA. HOLES DRILLED THROUGH AT A DISTANCE 3/8" THE OVERALL POST LENGTH FROM TOP.
3. REMOVABLE POST – GRIND SMOOTH ALL SHARP EDGES PRIOR TO GALVANIZATION. GALVANIZE PER ASTM A54 AFTER FABRICATION.
**TYPE 1 SURFACE MOUNT**

**TYPE 2 GROUND MOUNT**

**NOTES**

1. CONTRACTOR SHALL CLEAN ROADWAY SURFACE PRIOR TO PLACEMENT OF FLEXIBLE TUBULAR MARKER.
2. FLEXIBLE TUBULAR MARKERS SHALL BE CEMENTED TO THE PAVEMENT SURFACE WITH AN EPOXY ADHESIVE IN ACCORDANCE WITH THE TUBULAR MARKER MANUFACTURER’S SPECIFICATIONS.
3. YELLOW TUBULAR MARKERS SHALL HAVE A YELLOW POST AND YELLOW "HIGH INTENSITY GRADE" RETROREFLECTIVE SHEETING. ORANGE TUBULAR MARKERS SHALL HAVE AN ORANGE POST AND WHITE HIGH INTENSITY RETROREFLECTIVE SHEETING.
4. POST SHALL BE FLEXIBLE, HIGH IMPACT RESISTANT PLASTIC MATERIAL.
NOTES:

1. POSTS AND RAILS SHALL BE 1.90 INCH OUTSIDE DIAMETER HIGH STRENGTH HEAVY INDUSTRIAL STEEL PIPE CONFORMING TO ASTM F1083 MATERIAL GROUP IA-2 (2.72 LB/FT, MINIMUM YIELD STRENGTH = 50 KSI) OR MATERIAL GROUP 1C GALVANIZED AFTER FORMING (2.28 LB/FT, MINIMUM YIELD STRENGTH = 50 KSI).

2. PAINT RAIL PER MAG SPECIFICATIONS SECTION 530 WHEN REQUIRED BY PLANS. SHIP 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.

7. SAFETY RAIL IS NOT TO BE USED AS A PEDESTRIAN BRIDGE RAIL.

NOTE: SEE PLANS FOR ANCHORAGE DETAILS FOR ATTACHMENT TO SINGULARLY REINFORCED AND NON-REINFORCED WALLS.
5/8" HOLE FOR 1/2" DIA. PIN, 24" LONG, HOT ROLLED STEEL

NOTES:
1. DIMENSIONAL AND REINFORCEMENT CHANGES WILL BE PERMITTED UPON PRIOR WRITTEN APPROVAL OF THE ENGINEER.
2. UNLESS OTHERWISE NOTED, CONCRETE SHALL BE CLASS 'A' PER SECTION 725.

1/2" DIA. PINS - 24" LONG, HOT ROLLED STEEL

RADIUS 3/4" MIN. - 1” MAX.

NO. 3 REINFORCING BAR AS PER SECTION 727
69" FOR TYPES 'A' AND 'B-3'
45" FOR TYPE 'B-2'

6" DIA. CONCRETE CYLINDER
CONCRETE CLASS B PER SECTION 725

SAFETY CURB
INSTALLATION ON DIRT
NOTES

1. ALL CONCRETE SHALL BE CLASS ‘C’ PER SECT. 725.

2. FITTINGS NOT SPECIFICALLY DETAILED SHALL BE HEAVY DUTY DESIGN.

3. STRAIN POSTS SHALL BE SPACED AT 500’ MAXIMUM SPACING.

4. BOTH CORNER AND STRAIN POSTS SHALL HAVE STRAIN PANELS.

5. ALL POSTS SHALL BE CAPPED.

6. MEMBER SIZES SHALL BE THE FOLLOWING:

<table>
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<tr>
<th>MEMBER</th>
<th>AISC SIZE</th>
<th>OUTSIDE DIA.</th>
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<tbody>
<tr>
<td>CORNER POST</td>
<td>2-1/2&quot;</td>
<td>2.875&quot;</td>
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<tr>
<td>LINE POST</td>
<td>1-1/2&quot;</td>
<td>1.900&quot;</td>
</tr>
<tr>
<td>STRAIN POST</td>
<td>1-1/2&quot;</td>
<td>1.900&quot;</td>
</tr>
<tr>
<td>BRACE</td>
<td>1-1/4&quot;</td>
<td>1.666&quot;</td>
</tr>
<tr>
<td>STRETCH BAR 3/16&quot; x 3/4&quot; FLAT</td>
<td>3/16&quot; x 3/4&quot; FLAT</td>
<td>3/16&quot; x 3/4&quot; FLAT</td>
</tr>
<tr>
<td>GATE POST</td>
<td>3-1/2&quot;</td>
<td>4.000&quot;</td>
</tr>
<tr>
<td>TOP RAIL</td>
<td>1-1/4&quot;</td>
<td>1.666&quot;</td>
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</tbody>
</table>

7. CONSTRUCTION AND MATERIALS SHALL CONFORM TO SECT. 420 AND 772, RESPECTIVELY. SEE TABLE 772-1 FOR WEIGHTS OF MEMBERS.
NOTES:
1. PAVEMENT MATCHING AND SURFACE REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 336.
2. MATERIAL FOR FINAL BACKFILL AND BASE (IF APPLICABLE) SHALL BE AS NOTED HEREIN UNLESS OTHERWISE SPECIFIED IN CONTRACT DOCUMENTS. CLSM SHALL BE 1/2-SACK OR 1-SACK PER SECTIONS 604 AND 728.
3. FINAL BACKFILL SHALL BE 1/2-SACK OR 1-SACK CLSM PER SECTIONS 604 AND 728 FOR TRENCH DEPTHS GREATER THAN 4 FEET UNLESS A SAFE (OSHA COMPLIANT) WORKING SPACE AT LEAST 30" WIDE IS PROVIDED TO CONDUCT COMPACTING TESTING.
4. BASE, FINAL BACKFILL, AND PIPE ENGAGEMENT ZONE COMPACTING SHALL BE IN ACCORDANCE WITH SECTION 601.
5. ASPHALT CONCRETE SURFACE AND BASE COURSES SHALL COMPLY WITH SECTION 336.2.4.1 UNLESS OTHERWISE SPECIFIED IN CONTRACT DOCUMENTS.
6. USE TYPE "A" FOR LONGITUDINAL TRENCH REPAIR AND USE "T-TOP" FOR TRANSVERSE TRENCH REPAIR (SEE DETAIL 200-2) UNLESS OTHERWISE SPECIFIED IN CONTRACT DOCUMENTS. TYPE "B" TRENCH REPAIR MAY BE USED FOR TRANSVERSE TRENCH REPAIR IF SPECIFIED BY THE AGENCY.
7. PROVIDE MINIMUM 12" WIDE SHELF AS SHOWN IN "T-TOP" TRENCH REPAIR AT ENDS OF TYPE "A" TRENCH REPAIR EXCEPT WHERE EDGE ABUTS EXISTING CONCRETE.
8. USE "T-TOP" PAVEMENT REPLACEMENT WHERE A TRENCH IS NOT PARALLEL TO A STREET OR GOES THROUGH AN INTERSECTION.
9. THE JOINT LOCATION OR JOINT CONFIGURATION MAY VARY FROM THAT SHOWN TO ELIMINATE REMNANTS, TO ELIMINATE FULL DEPTH SAWCUT JONTS FROM BEING LOCATED WITHIN A WHEEL PATH AS REQUIRED BY SECTION 336, OR WHEN AN OFFSET JOINT IS CONSTRUCTED.
10. SEE DETAIL 200-2 FOR REMNANT PAVEMENT REMOVAL REQUIREMENTS.
11. EXPOSED COPPER OR POLYETHYLENE WATER PIPE UP TO 2" IN DIAMETER IN TRENCHES TO BE BACKFILLED WITH CLSM SHALL BE WRAPPED WITH MINIMUM 3/4" THICK P REFORCED PIPE-COVERING FOAM INSULATION BEFORE PLACING CLSM.

DETAIL NO. 200-1
STANDARD DETAIL ENGLISH
TRENCH BACKFILL AND SURFACE REPLACEMENT
PROPOSED 01-01-2016 DETAIL NO. 200-1
LONGITUDINAL TRENCH
(TRENCH IN PAVEMENT PARALLEL TO TRAFFIC)

TRANSVERSE TRENCH
(TRENCH IN PAVEMENT NOT PARALLEL TO TRAFFIC)

EXISTING S/W TYP.

EXISTING PAVEMENT

TRENCH

q OF STREET

EXISTING C/G TYP.

EXISTING S/W TYP.

TRENCH

q OF STREET

EXISTING PAVEMENT

EXISTING C/G TYP.

TRENCH WIDTH

FINAL BACKFILL

TOP OF PIPE, CONDUIT OR CONCRETE-ENCASED DUCT BANK

SPRINGLINE

HAUNCHING

BEDDING

MINIMUM WIDTH AT SPRINGLINE ON EACH SIDE OF PIPE

CURB, GUTTER, CONCRETE PAVEMENT OR OTHER CONCRETE STRUCTURE

EDGE OF CONCRETE

EXIST. AC

REMOVE IF REMNANT IS 48" WIDE OR LESS AND RESTORE PER DETAIL 200-1

TYPE "A", TYPE "B" OR "T-TOP" TRENCH REPAIR

TRENCH CROSS-SECTION DETAIL

REMNANT PAVEMENT REMOVAL

NOTES:
1. SEE SECTION 601 FOR TRENCH EXCAVATION, BACKFILLING AND COMPACTION REQUIREMENTS.
2. SEE DETAIL 200-1 FOR DETAILED TRENCH REPAIR REQUIREMENTS FOR TRENCH TYPES NOTED HERIN.
3. SEE DETAIL 211 FOR REQUIREMENTS REGARDING THE USE OF PLATING TRANSVERSE TRENCHES. USE OF STEEL PLATES SHALL NOT EXCEED 72 HOURS AFTER COMPLETION OF BACKFILL AND PRIOR TO FINAL PATCHING.
A.C. PAVEMENT

AGGREGATE BASE PER STANDARD SECT. 310

GRADING PER STANDARD SECT. 301

TYPE 'A'

A.C. PAVEMENT

AGGREGATE BASE PER STANDARD SECT. 310

GRADING PER STANDARD SECT. 301

TYPE 'B'

OVERLAY OR FINISHING COURSE
TACK COAT
EXISTING PAVEMENT OR NEW PAVEMENT
AGGREGATE BASE PER STANDARD SECT. 310
GRADING PER STANDARD SECT. 301
TACK COAT

SAFETY EDGE

EDGE ROADWAY PAVEMENT

30° ± 5°

UNPAVED SHOULDER RECOMPACT TO 95%

5' MIN.

COMPACTED SUBGRADE
PAVED ALLEY DETAIL

CONC. GUTTER REQUIRED WHERE LONGITUDINAL GRADE LESS THAN 0.20%

LENGTH BETWEEN CONTRACTION JOINTS = 15'
EXPANSION JOINTS = 100' MAX.

UNPAVED ALLEY DETAIL

GRADE ALLEY FULL WIDTH AND INSTALL 6" A.B.C. OR CRUSHED GRANITE AS INDICATED

RESIDENTIAL ALLEY DETAIL

2" ASPHALTIC CONC. SECT. 710

3" CROWN EXCEPT WHERE DIRECTED OTHERWISE IN WRITING BY THE ENGINEER

LESS THAN 20'
NOTE:
1. ANGLE EQUALS 45° UNLESS SPECIFIED ON PLAN.
2. DIMENSION 'B' EQUALS 'A' + 2'
3. ( ) INDICATES DIRECTION OF FLOW.
4. PAINT STEEL ACCORDING TO SECTION 790.
   PAINT NUMBER 1-A OR 1-B.
5. R EQUALS 1" UNLESS OTHERWISE DIRECTED.
6. H EQUALS CURB FACE HEIGHT.
7. FOR ROLL CURB AND GUTTER, USE 2'
   TRANSITIONS TO VERTICAL CURB.
8. CONCRETE SHALL BE CLASS B PER SECT. 725
   AND INSTALLED PER SECT. 505.

DETAIL C

SECTION 'A—A'

SECTION 'B—B'

DETAIL NO. 203
SCUPPERS

REvised 01-01-1998

ENGLISH
**Plan of Concrete Equipment Crossing**

**Notes:**

1. **WHEN EQUIPMENT CROSSING LIES ADJACENT TO BRIDGE OR BOX CULVERT, CONSTRUCT THE EQUIPMENT CROSSING TO WIDTH OF BRIDGE ROADWAY.**

2. **ALL DOWELS IN CENTER JOINTS SHALL BE DEFORMED BARS AND SHALL HAVE UNBROKEN BOND. THEY SHALL BE HELD SECURELY IN PLACE, PARALLEL TO THE SUBGRADE AND PERPENDICULAR TO THE CENTER LINE OF THE ROAD.**

3. **THE EDGING TOOL USED FOR ALL LONGITUDINAL JOINTS SHALL BE SO CONSTRUCTED AS TO PROVIDE A SMOOTH TROWELED SURFACE 3" WIDE ON EACH SIDE OF THE JOINT.**

4. **IF APPROVED BY THE ENGINEER, OTHER DEFORMATIONS MAY BE USED IN LONGITUDINAL JOINT - DETAIL 'C'.**

5. **DETAIL 'C' TO BE USED ONLY WHEN FULL WIDTH CAN NOT BE POURED IN ONE POUR. USE DETAIL 'D' IF FULL WIDTH IS POURED IN ONE POUR.**

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**Section A-A**

**Section B-B**

**Joint at New Bridge**

**Joint at Existing Bridge**

---

**Longitudinal Joint Detail 'C'**

**Longitudinal Joint Detail 'D'**

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**Bridge Structure**

**Aggregate Base Material Per Sect. 702**

**3/16" Expansion Joint**

**1" Dia. x 2'-0" Dowels at 1'-6" Centers**

**1/2" Expansion Joint Material**

**2'-0"**

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**Detail 'F'**

**Detail 'E'**

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**Detail No. 204 Standard Detail English Equipment Crossing Revised 01-01-1998 Detail No. 204**
NOTES:

1. W - INDICATES WIDTH OF PAVED SURFACE OF TURNOUT.
   L - INDICATES LENGTH OF PAVED SURFACE OF TURNOUT.
   R - RADIUS.

2. SIZE AND TYPE OF TURNOUT SHALL BE NOTED ON PLANS AS FOLLOWS:
   90° - NO RADIUS: WxL=SURFACE=TYPE: (12’ x 30’-A.C.-TYPE "B" TURNOUT).
   90° - WITH A RADIUS: WxLxR=SURFACE=TYPE; (12’ x 20’ x 15’-A.C.-TYPE "C" TURNOUT).
   OTHER THAN 90° WITH 2 RADIUS-TYPE "S": WxLxR₁xR₂=SURFACE=TYPE; 
   (12’ x 20’ x 15’-A.C.-TYPE "S" TURNOUT).
   OR IT MAY BE NOTED ON PLANS IN CONVENTIONAL TERMS.

3. TURNOUTS TO BE STRAIGHT TYPE UNLESS OTHERWISE NOTED ON PLANS.

4. A.C. AND BASE MATERIAL THICKNESS FOR TURNOUTS SHALL BE THE SAME AS SHOWN ON THE ROADWAY SECTION, UNLESS OTHERWISE NOTED.

5. ANY EXCAVATION OR EMBANKMENT FOR TURNOUTS IS INCLUDED IN THE ROADWAY QUANTITIES.

6. TURNOUTS ARE TO BE PLACED WHERE SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.
SECTION A–A

SECTION B–B

SECTION C–C SPILLWAY

NOTES:
1. TRANSITION TO SPILLWAY/CHANNEL AS PER APPROVED PLANS.
2. A CENTER WALL SHALL BE INSTALLED IN SCUPPERS WIDER THAN 4' OR IF MORE THAN 1 SCUPPER IS BUILT IN SERIES.
3. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, ASTM D-1751.
4. CONCRETE FOR THE SCUPPER SHALL BE CLASS 'A' PER SECTION 725.
CONCRETE FOR THE SPILLWAY SHALL BE CLASS 'A' OR CLASS 'B'.
5. 12" OFFSET DISTANCE SHALL BE INCREASED TO 2'-6" FOR DESIGNATED BICYCLE PATHS.
NOTES:

1. TRANSITION TO SPILLWAY/CHANNEL AS PER APPROVED PLANS.
2. A CENTER WALL SHALL BE INSTALLED IN SCUPPERS WIDER THAN 4’ OR IF MORE THAN 1 SCUPPER IS BUILT IN SERIES.
3. EXPANSION JOINT FILLER SHALL BE 1/2” BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, ASTM D-1751.
4. CONCRETE FOR THE SCUPPER SHALL BE CLASS ‘A’ PER SECTION 725.
   CONCRETE FOR THE SPILLWAY SHALL BE CLASS ‘A’ OR CLASS ‘B’.
5. SAFETY RAIL SHALL BE CONTINUOUS BETWEEN THE SPILLWAY EXTERIOR WALLS.
6. USE WELD PLATES FOR SAFETY RAIL ANCHORS LOCATED IN THE 5” THICK CONCRETE.
SAFETY RAIL EXTENSIONS BEYOND SCUPPER PER DETAIL 145.

EXPANSION JOINT
WELD PLATE
SCORE MARK
WELD PLATE
EXPANSION JOINT

© OF ©
NOTES:

1. HUMPS MUST BE THE FULL 3" FOR MAXIMUM EFFECT BUT SHALL NOT EXCEED 3.25".

2. HUMPS CONSTRUCTED OVER 3.25" OR LESS THAN 3.00" SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR’S EXPENSE.

3. CROSS-SECTION ELEVATIONS SHALL HAVE A MAXIMUM TOLERANCE OF +0.25".

4. SPEED HUMPS SHALL NOT BE PLACED OVER MANHOLEs, WATER VALVES, SURVEY MONUMENTS, JUNCTION CHAMBERS, ETC. OR IN CONFLICT WITH DRIVEWAYS.

5. SPEED HUMPS MUST BE PLACED AT LOCATIONS APPROVED BY THE AGENCY.

6. HUMP TO BE CONSTRUCTED WITH ASPHALT MIX APPROVED BY THE AGENCY. ASPHALT COMPACTION SHALL BE PER SECTION 321. A TACK COAT PER SECTION 713 SHALL BE APPLIED PRIOR TO APPLICATION OF PAVEMENT.

7. INSTALLATION JOINTS:
   A. STANDARD INSTALLATION:
      THE EXISTING ROADWAY SHALL BE MILLED TO A MINIMUM DEPTH OF 3/4" AROUND THE PERIMETER. CROSS SECTION DIMENSIONS DO NOT INCLUDE THE 3/4" MILLING. CONTRACTOR MUST PROVIDE VERIFICATION OF CROSS-SECTION DIMENSIONS.
   B. ALTERNATIVE INSTALLATION:
      FOR TRANSVERSE JOINTS (CROSS ROADWAY), THE EXISTING ASPHALT SHALL BE SAW CUT AND REMOVED FOR A WIDTH OF 24". THE ASPHALT SHALL BE REPLACED WITH THE SAME ASPHALT AND AT THE SAME TIME AS THE HUMP ASPHALT. FOR LONGITUDINAL JOINTS, THE EXISTING ASPHALT SHALL BE OVERLAID AND TAPERED IN 12". CROSS-SECTION DIMENSIONS REFLECT DISTANCES FROM THE SURFACE OF EXISTING ASPHALT.

8. CONTACT THE AGENCY (OR INSPECTOR) ONE WEEK PRIOR TO INSTALLATION TO COORDINATE PAVEMENT MARKINGS AND SIGNING.
### Plate Size

<table>
<thead>
<tr>
<th>Longitudinal</th>
<th>Transverse</th>
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<tr>
<td>(A)</td>
<td>(B)</td>
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<tr>
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<td>18&quot;</td>
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<td>60&quot;</td>
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#### Notes:
1. Use Type 1 plate installation where posted speed limit is less than 30 MPH. Use Type 2 plate installation where posted speed limit is 30 MPH or greater.
2. For Type 2 plate installation, the steel plate shall be recessed by milling into the existing asphalt to set flush with the surface of the existing asphalt. Full depth cutting of pavement section outside of trench is not permitted. Milling depth shall match thickness of plate. The gap between the edge of the plate and the adjacent existing asphalt pavement must be filled with temporary asphalt.
3. Trench widths are based on an analysis per the 14th edition of standard specifications for highway bridges by AASHTO. An assumed axle loading of 12 tons with a 30% impact factor was used. The axle length is 6 feet; therefore the number of wheels carried by a plate depends on the roadway width.
4. Steel plate must be able to withstand H-20 traffic loadings without any movement.
5. Plates shall be fabricated from ASTM A36 steel (min).
6. Plates shall be secured from lateral movement and vertical vibration (associated noise) while in use by temporary asphalt (cold mix).
TYPE A AVENUE REPAIR

NOTES:
1. DIMENSIONS ARE NOMINAL.
2. EDGES SHALL BE CUT TO A NEAT VERTICAL FACE.
3. PLACE CLSM BACKFILL IN ACCORDANCE WITH SECTION 604.
4. PLACE AGENCY-APPROVED ASPHALT CONCRETE IN MAXIMUM 2" LIFTS.

PLAN VIEW

SECTION A-A

6" MIN. THICKNESS OR MATCH EXISTING, WHICHEVER IS GREATER.

TYPE B PAVEMENT REPAIR

NOTES:
1. CUT, REMOVE AND REPLACE PAVEMENT PLUG IN ACCORDANCE WITH SECTION 355.
2. PLACE BACKFILL IN ACCORDANCE WITH SECTION 355.
3. BONDING MATERIAL SHALL BE AS SPECIFIED IN SECTION 708.

PLAN VIEW

SECTION A-A

1-1/2" TO 2" COMPACTED CRUSHED GRAVEL (ASTM C33 #8)
**NOTES: (TYPE A)**

1. ALL EXPOSED SURFACES TO BE TROWEL FINISHED EXCEPT AS SHOWN. SEE SECT. 340.
2. H=6” OR AS SPECIFIED ON PLANS.
3. CONTRACTION JOINT SPACING 10’ MAXIMUM.
4. EXPANSION JOINTS AS PER SECT. 340.
5. CLASS ‘B’ CONCRETE PER 725.
6. WHEN THE ADJACENT PAVEMENT SECTION SLOPES AWAY FROM THE GUTTER, THE SLOPE OF THE GUTTER PAN SHALL MATCH PAVEMENT CROSS SLOPE.

**NOTES: (TYPE B)**

2. BROOM FINISH ALL SURFACES.
3. RIBBON CURB MAY SLOPE TOWARDS PAVEMENT OR PARKWAY AS INDICATED ON PLANS.
4. CONTRACTION JOINT SPACING 10’ MAXIMUM.
5. CONCRETE SHALL BE CLASS ‘B’ PER SECT. 725 AND INSTALLED PER SECT. 505.

**NOTES: (C & D)**

1. ALL WORK AND MATERIALS SHALL CONFORM TO SECT. 304, 505 AND 725. BROOM FINISH TO EXPOSED SURFACE.
2. CONTRACTION JOINT SPACING 10’ MAXIMUM.
3. EXPANSION JOINTS AS PER SECT. 340.
4. CLASS ‘B’ CONCRETE PER 725.
**NOTES: (E & F)**

1. ALL EXPOSED SURFACES TO BE TROWEL FINISHED EXCEPT AS SHOWN. SEE SECT. 340.
2. CONTRACTION JOINT SPACING 10' MAXIMUM.
3. EXPANSION JOINTS PER SECT. 340.
4. CLASS 'B' CONCRETE PER SECT. 725.
5. WHEN THE ADJACENT PAVEMENT SECTION SLOPES AWAY FROM THE GUTTER, THE SLOPE OF THE GUTTER PAN SHALL MATCH THE PAVEMENT CROSS SLOPE.
CURB TRANSITION TYPE 'A' TO TYPE 'C'

NOTES: (CURB AND GUTTER TRANSITIONS)
1. TRANSITIONS WILL BE PAID FOR AS THE PREDOMINANT TYPE OF CURB AND GUTTER BEING TRANSITIONED. WHEN TYPE 'A' CURB AND GUTTER ARE USED AT CURB RETURNS AND TYPE 'C' CURB AND GUTTER IS PREDOMINANTLY USED ELSEWHERE, THE TYPE 'A' TO TYPE 'C' TRANSITIONS SHALL BE MEASURED AND PAID FOR AS TYPE 'C' CURB AND GUTTER.
2. WHERE PROPOSED CONSTRUCTION IS TO BE CONNECTED TO EXISTING CURB AND GUTTER, THE TRANSITION SHALL BE INDICATED ON PLANS.
3. CLASS 'B' CONCRETE PER SECTION 725.
4. TRANSITION BETWEEN TYPICAL SECTIONS SHALL BE ACCOMPLISHED BY THE USE OF DIRECT STRAIGHT LINE TRANSITIONS OF THE FLOW LINE AND OTHER SURFACE FEATURES.

CURB AND GUTTER TRANSITION

1/2" EXPANSION JOINT FILLER SHALL BE BITUMINOUS TYPE PREFORMED, ASTM D1751

INTEGRAL ROLL CURB, GUTTER AND SIDEWALK

NOTES: (INTEGRAL ROLL CURB, GUTTER AND SIDEWALK)
1. CONCRETE TO BE MONOLITHIC POUR, EXPOSED SURFACE FINISH AS PER SIDEWALK AND GUTTER DETAIL.
2. CONTRACTION JOINT SPACING 5' MAXIMUM.
3. EXPANSION JOINTS PER SECTION 340.
4. CLASS 'B' CONCRETE PER SECTION 725.
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.

TYPICAL CURB TERMINATION

TYPE 'A'

TYPE 'B'

R = 3/4"
NOTE:
LENGTH OF TRANSITION SHALL BE EQUAL TO RADIUS OF MEDIAN NOSE, (5' MINIMUM). FOR LOCATION SEE PLANS.

4" THICK, CLASS 'B' CONCRETE PLACED IN MEDIAN NOSE TO 1 FOOT BACK FROM TRANSITION. USE A LIGHT BROOM FINISH.

MEDIAN LANDSCAPING OR SURFACE AS REQUIRED
NOTES:
1. EXPANSION JOINTS PER SECT 342, EVERY 50'.
2. CONTRACTION JOINTS PER SECT 342, EVERY 10'.
3. MATERIALS AND CONSTRUCTION PER SECT 342.
4. HEADERS SHALL BE 12" AT CROSSWALKS.
5. 60mm PAVERS MAY BE ACCEPTED WITH AGENCY APPROVAL IN NON TRAFFIC AREAS ONLY.
NOTES:
1. SIDEWALK CONSTRUCTION SHALL CONFORM TO SECTION 340.
2. EXPANSION JOINTS SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, PER SECTION 729.
3. LARGE AGGREGATE, IN CONTRACTION JOINT SHALL BE SEPARATED TO A DEPTH OF 1", FINISH DEPTH SHALL BE A MINIMUM OF 3/4".
4. EXPANSION JOINTS SHALL CONFORM TO SECTION 340, BE INSTALLED PRIOR TO CONCRETE PLACEMENT, AND AT A MAXIMUM SPACING OF 50'.
5. CONCRETE SHALL BE CLASS 'B' PER SECTION 725.
6. WHEN SIDEWALK AND ADJACENT CURB ARE CONSTRUCTED MONOLITHICALLY, ALL EXPANSION AND CONTRACTION JOINTS SHALL EXTEND ACROSS THE CURB.
CURB RAMP

CURB RAMP CONTROL POINT @ FACE OF CURB

CURB WIDTH VARIES

DEPRESSED CURB WIDTH

BACK OF CURB

VERTICAL CURB & GUTTER

DEPRESSED CURB

STRAIGHT ALIGNMENT AT BACK OF DEPRESSED CURB TO MATCH EDGE OF DETECTABLE WARNING STRIP

PLAN VIEW
NOTES:
1. CLASS 'B' CONCRETE PER SECTION 725.
2. EXPANSION JOINTS SHALL CONFORM TO SECTION 340.
3. SIDEWALK SURFACE TO MATCH
   1½% SLOPE FROM TOP OF CURB
4. DETECTABLE WARNING IS TO COMPLY WITH THE
   JURISDICTIONAL AGENCY’S REQUIREMENTS.
5. DETAIL IS ADA COMPLIANT FOR \( S_G \leq 2\% \).

\( S_G = \text{MAXIMUM GUTTER SLOPE WITHIN RAMP LIMITS} \)

<table>
<thead>
<tr>
<th>CURB HEIGHT</th>
<th>CURB RAMP</th>
<th>( S_G \leq 1% )</th>
<th>( S_G \leq 2% )</th>
</tr>
</thead>
<tbody>
<tr>
<td>4”</td>
<td>5”</td>
<td>4.0”</td>
<td>4.5”</td>
</tr>
<tr>
<td>6”</td>
<td>7½”</td>
<td>6.0”</td>
<td>6.5”</td>
</tr>
<tr>
<td>7”</td>
<td>9”</td>
<td>6.5”</td>
<td>7.5”</td>
</tr>
</tbody>
</table>

TYPE 'A' (DETACHED SIDEWALK)
**NOTES:**

1. CLASS 'B' CONCRETE PER SECTION 725.
2. EXPANSION JOINTS SHALL CONFORM TO SECTION 340.
3. DETECTABLE WARNING IS TO COMPLY WITH THE JURISDICTIONAL AGENCY'S REQUIREMENTS.
4. INCREASE 'L' OR 'D' AS NEEDED TO HAVE THE TOP OF RAMP FORM A RADIAL LINE.
5. WHEN TOP OF RAMP IS LESS THAN 4" FROM CURB RETURN, EXTEND RAMP TO THE CURB RETURN.
6. DETAIL IS ADA COMPLIANT FOR $S_o \leq 2\%$.

<table>
<thead>
<tr>
<th>CURB HEIGHT</th>
<th>$L_{\text{min}}$</th>
<th>$S_o \leq 1%$</th>
<th>$S_o \leq 2%$</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot;</td>
<td>4.0'</td>
<td>4.0'</td>
<td>4.5'</td>
</tr>
<tr>
<td>6&quot;</td>
<td>6.0'</td>
<td>6.0'</td>
<td>6.5'</td>
</tr>
<tr>
<td>7&quot;</td>
<td>7.0'</td>
<td>6.5'</td>
<td>7.5'</td>
</tr>
</tbody>
</table>

$S_o$ = MAXIMUM GUTTER SLOPE WITHIN RAMP LIMITS

**SECTION B-B**

**TYPE 'B'**

**SECTION A-A**
NOTES:
1. CLASS 'B' CONCRETE CONSTRUCTION PER SECTION 725.
2. DETECTABLE WARNING IS TO COMPLY WITH THE JURISDICTIONAL AGENCY'S REQUIREMENT.
3. RAMP LONGITUDINAL SLOPE SHALL BE 12:1 OR FLATTER.
4. RAMP CROSS SLOPE SHALL BE 1\%.
5. DETAIL IS ADA COMPLIANT FOR CURB RADIUS \( \leq 20' \) AND GUTTER SLOPE \( \leq 2.0\% \).

### TABLE

<table>
<thead>
<tr>
<th>CURB HEIGHT</th>
<th>( s_0 \leq 1% )</th>
<th>( s_0 \leq 2% )</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot;</td>
<td>5.0&quot;</td>
<td>6.0&quot;</td>
</tr>
<tr>
<td>6&quot;</td>
<td>7.0&quot;</td>
<td>8.5&quot;</td>
</tr>
</tbody>
</table>

\( s_0 \) = MAXIMUM GUTTER SLOPE WITHIN RAMP LIMITS

**SECTION B-B**

- TOP OF S/W
- S/W RAMP \( L \) (min)
- TOP OF LANDING
- BOTTOM OF RAMP CURB WHEN FORMED & Poured SEPARATELY

**SECTION A-A**

- TOP OF LANDING
- \( 1\frac{1}{2} \)" LANDING
- \( 5'-0" \) MIN
- R/W LINE
- CONTRACTION JOINT 1" DEEP OR FORMED SEPARATELY
- SUBGRADE PREPARATION PER MAG SEC 301
- DETECTABLE WARNING

**TYPE 'C'**

- MATCH GUTTER FLOW LINE
- \( 1\frac{3}{4} \)" SLOPE
- \( \frac{1}{2} \)" MATING
- VARIES 6" 2'

**DETAIL**

- TOP OF S/W
- S/W RAMP \( L \) (min)
- TOP OF LANDING

**DETAIL NO.** 235-3

**STANDARD DETAIL** ENGLISH

**Curb Ramps**

**REVISIRED** 01-01-2012

**DETAIL NO.** 235-3
NOTES:
1. CLASS 'B' CONCRETE PER SECTION 725.
2. EXPANSION JOINTS SHALL CONFORM TO SECTION 340.
3. SIDEWALK SURFACE TO MATCH 1 1/2 % SLOPE FROM TOP OF CURB.
4. DETECTABLE WARNING IS TO COMPLY WITH THE JURISDICTIONAL AGENCY'S REQUIREMENTS.
5. DETAIL IS ADA COMPLIANT FOR S > 2%.

SECTION A-A

TYPE 'D' DETACHED SIDEWALK
**SECTION B-B**

- S/W RAMP
- TOP OF S/W
- EXPANSION JOINT
- BOTTOM OF RAMP CURB WHEN FORMED & POURED SEPARATELY
- RAMP CURB HEIGHT TO MATCH S/W ELEVATION @ EACH END
- ROUGH BROOM FINISH, USE A RIPPLE SURFACE PATTERN
- EXPANSION JOINT
- CURB AND GUTTER DETAIL 220, TYPE A

**NOTES:**

1. CLASS B' CONCRETE PER SECTION 725.
2. EXPANSION JOINTS SHALL CONFORM TO SECTION 340.
3. DETECTABLE WARNING IS TO COMPLY WITH THE JURISDICTIONAL AGENCY'S REQUIREMENTS.
4. DETAIL IS ADA COMPLIANT FOR $S_G \leq 2\%$.

**SECTION A-A**

**TYPE 'E'**

<table>
<thead>
<tr>
<th>CURB HEIGHT</th>
<th>$S_G \leq 1%$</th>
<th>$S_G \leq 2%$</th>
</tr>
</thead>
<tbody>
<tr>
<td>4'</td>
<td>4.0'</td>
<td>4.5'</td>
</tr>
<tr>
<td>6'</td>
<td>6.0'</td>
<td>6.5'</td>
</tr>
<tr>
<td>7'</td>
<td>6.5'</td>
<td>7.5'</td>
</tr>
</tbody>
</table>

$S_G =$MAXIMUM GUTTER SLOPE WITHIN RAMP LIMITS

**DETAIL NO.** 235-5

**STANDARD DETAIL** ENGLISH

**CURB RAMPS**

**REvised** 01-01-2011

**DETAIL NO.** 235-5
NOTES:

1. ALL CONCRETE TO BE CLASS 'A' UNLESS OTHERWISE APPROVED (SECTION 725).

2. EITHER A CONSTRUCTION JOINT OR CONTRACTION JOINT IS REQUIRED AT THE STREET CENTERLINE.

3. A SEPARATE CONCRETE PAD IS REQUIRED AT ALL EXPANSION JOINTS AND ALL CONSTRUCTION JOINTS.

4. EXPANSION JOINTS SHALL CONFORM TO SECTION 340.

5. CONTRACTION JOINTS SHALL SEPARATE LARGE AGGREGATE BY MOVING THE AGGREGATE TO EITHER SIDE OF THE JOINT FOR A MINIMUM DEPTH OF 2½ INCHES. THE FINISHED JOINT SHALL HAVE 1/4 INCH MAXIMUM RADII AT THE TOP SURFACE AND BE A MINIMUM OF 3/4 INCHES OF DEPTH.

CONTRACTION JOINT AT APPROXIMATELY 1/3 DISTANCE FROM EXPANSION JOINT.
(MATCH TO CURB RAMP JOINT OR SIDEWALK JOINT)

SECTION A-A
VALLEY GUTTER
NOTES:
1. DEPRESSED CURB SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE TYPE OF CURB USED AT THAT LOCATION.
2. CONTRACTION JOINT ON D/W CENTERLINE.
3. CONTRACTION JOINT.
4. 1/2-INCH EXPANSION JOINTS SHALL COMPLY WITH SECTION 340.
5. BACK OF CURB – CONSTRUCTION JOINT.
6. CONCRETE CLASS AS NOTED IN TABLE. CONCRETE PER SECTION 725.
7. SUBGRADE PREPARATION, SEC. 301.
8. FLOW LINE OF GUTTER.
9. DEPRESSED CURB.
10. SECT. A–A AND ELEVATION: D/W SHOWN WITH VERTICAL CURB AND GUTTER, ROLL TYPE CURB AND GUTTER TREATED SIMILARLY.
11. ROUGH BROOM FINISH FULL WIDTH OF RAMP AND WINGS.
12. TROWEL AND USE LIGHT HAIR BROOM FINISH FOR WALKWAY AREA.
13. ‘DRIVEWAY ENTRANCE WIDTH’ IS THE DRIVEWAY WIDTH PLUS ADDITIONAL WIDENING REQUIRED BY THE LOCAL JURISDICTION.
14. ELEVATION AT TOP OF DRIVEWAY RAMP SHALL BE EQUAL TO OR HIGHER THAN NORMAL CURB ELEVATION.

### COMMERCIAL AND INDUSTRIAL

<table>
<thead>
<tr>
<th>DRIVeway ENTRANCE WIDTH</th>
<th>MIN.</th>
<th>MAX.</th>
<th>CLASS</th>
<th>DEPTH 'X'</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMMERCIAL</td>
<td>16'</td>
<td>40'</td>
<td>A</td>
<td>9&quot;</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>16'</td>
<td>40'</td>
<td>A</td>
<td>9&quot;</td>
</tr>
<tr>
<td>*24' MIN. FOR TWO WAY TRAFFIC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### RESIDENTIAL

<table>
<thead>
<tr>
<th>DRIVeway ENTRANCE WIDTH</th>
<th>MIN.</th>
<th>MAX.</th>
<th>CLASS</th>
<th>DEPTH 'X'</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAJOR STREET</td>
<td>16'</td>
<td>30'</td>
<td>B</td>
<td>5&quot;</td>
</tr>
<tr>
<td>COLLECTOR STREET</td>
<td>*12'</td>
<td>30'</td>
<td>B</td>
<td>5&quot;</td>
</tr>
<tr>
<td>LOCAL STREET</td>
<td>12'</td>
<td>30'</td>
<td>B</td>
<td>5&quot;</td>
</tr>
<tr>
<td>*16' DESIRABLE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Details and measurements provided for commercial and industrial settings, with residential settings having specific requirements for depth and width.

**SECTION A–A**

**DRIVEWAY ENTRANCE WIDTH SEE TABLE**

**5'**

**DRIVEWAY WITH DETACHED SIDEWALK**

**Curb and Gutter**

**1/2" R**

**MATCH**

**3/4"±1/4"**

**Slope**

**1.5% DESIRABLE**

**2.0% MAXIMUM**

**Depth 'X'**

**6" OR DEPTH WHICHEVER IS GREATER**

**MATCH S/W WIDTH**

**RAMP 5' MIN**
### Notes:
1. Depressed curb shall be paid for at the contract unit price for the type of curb used at that location.
2. Contraction joint(s) for driveway entrance: Width less than 22" none required; Width greater than 22" and less than 30" locate single joint on D/W centerline. Width of 30" or greater locate two joints to equally divide the driveway entrance width.
3. Detail geometrics are based on a curb height of six inches (6”), an attached sidewalk width of five feet (5’), and a driveway ramp length not exceeding six feet (6’). Geometric modifications may be required when conditions are modified.
4. 1/2-inch expansion joints shall comply with Section 340.
6. Concrete class as noted in Table, concrete per Section 725.
7. Subgrade preparation, sect. 301.
11. Rough broom finish full width of ramp and wings.
12. Trowel and use light hair broom finish for walkway area.
13. ’Driveway entrance width’ is the driveway width plus additional widening required by the local jurisdiction.
14. Elevation at top of driveway ramp shall be equal to or higher than normal curb elevation.

### Commercial and Industrial

<table>
<thead>
<tr>
<th>Driveway Entrance Width</th>
<th>Min.</th>
<th>Max.</th>
<th>Class</th>
<th>Depth 'x'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Industrial</td>
<td>+ 16'</td>
<td>40'</td>
<td>A</td>
<td>9”</td>
</tr>
<tr>
<td># 24” min. for two way traffic</td>
<td>+ 16'</td>
<td>40'</td>
<td>A</td>
<td>9”</td>
</tr>
</tbody>
</table>

### Residential

<table>
<thead>
<tr>
<th>Driveway Entrance Width</th>
<th>Min.</th>
<th>Max.</th>
<th>Class</th>
<th>Depth 'x'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Street</td>
<td>16”</td>
<td>30”</td>
<td>B</td>
<td>5”</td>
</tr>
<tr>
<td>Collector Street</td>
<td>* 12’</td>
<td>30’</td>
<td>B</td>
<td>5”</td>
</tr>
<tr>
<td>Local Street</td>
<td>12’</td>
<td>30’</td>
<td>B</td>
<td>5”</td>
</tr>
<tr>
<td>* 16’ Desirable</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Detail No.:** 250-2

**English:** Standard Detail

**Driveway Entrances with Sidewalk Attached to Curb**

**Revised:** 01-01-2013

**Detail No.:** 250-2
TABLE A

<table>
<thead>
<tr>
<th>ZONING</th>
<th>DRIVeway WIDTH</th>
<th>MIN.</th>
<th>MAX.</th>
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</thead>
<tbody>
<tr>
<td>COMMERCIAL AND INDUSTRIAL</td>
<td></td>
<td>16'</td>
<td>40'</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td></td>
<td>16'</td>
<td>40'</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td></td>
<td>16'</td>
<td>40'</td>
</tr>
<tr>
<td>*24' WHERE 2-WAY TRAFFIC IS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ANTICIPATED</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TABLE B

<table>
<thead>
<tr>
<th>ZONING</th>
<th>DRIVeway WIDTH</th>
<th>MIN.</th>
<th>MAX.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td></td>
<td>16'</td>
<td>30'</td>
</tr>
<tr>
<td>MAJOR STREET</td>
<td></td>
<td>12'</td>
<td>30'</td>
</tr>
<tr>
<td>COLLECTOR STREET</td>
<td></td>
<td>12'</td>
<td>30'</td>
</tr>
<tr>
<td>LOCAL STREET</td>
<td></td>
<td>12'</td>
<td>30'</td>
</tr>
<tr>
<td>*16' WIDTH IS DESIRABLE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTES:

1. EXPANSION JOINTS SHALL COMPLY TO SECTION 340.
2. THIS TYPE D/W TO BE USED ONLY UPON APPROVAL OF ENGINEER.
3. CLASS 'B' CONCRETE CONSTRUCTION AS PER SECT. 725

SECTION A–A

SUBGRADE PREPARATION AS PER SECT. 301

5" THICK = RESIDENTIAL
6" THICK = COMMERCIAL AND INDUSTRIAL

DETAIL NO. 251
STANDARD DETAIL
ENGLISH
RETURN TYPE DRIVeways
REVISED 01-01-2003
DETAIL NO. 251
**NOTES:**

1. **SUFFICIENT RIGHT-OF-WAY MUST BE AVAILABLE TO CONSTRUCT THE BUS BAY.**

2. **1/2" BITUMINOUS PREFORMED EXPANSION JOINT FILLER ASTM D-1751 PER SPECIFICATION SECTION 729.**

3. **SUBGRADE PREPARATION PER SPECIFICATION SECTION 301 COMPACTED TO 95% MINIMUM DENSITY.**

4. **CONCRETE SHALL BE CLASS 'A' PER SPECIFICATION SECTION 725.**

5. **CONCRETE BUS BAY PAVEMENT SHALL BE BROOM FINISHED, EXCEPT WHERE OTHERWISE NOTED.**

6. **CONTRACTION JOINTS IN THE BUS BAY PAVEMENT SHALL MATCH THOSE IN THE CURB, 15 FT. MAXIMUM SPACING.**

7. **CONCRETE BEARING PAD (SECTION A-A) TO BE Poured SEPARATELY FROM CONCRETE BUS BAY PAVEMENT.**

**SECTION A-A**

- Bond breaker between bearing pad and pavement shall be 15 lb. felt or equal.

**SECTION B-B**

- Flow line
- 2% slope or as noted on plans
- STD. DET. 230 sidewalk width per plans
- STD. DET. 222 Type 'A' modified single curb

**SECTION C-C**

- STD. DET. 222 Type 'A' modified single curb

**FLOW LINE**

- 10'
- 0.5'
- 3/4''
- 7''
- 9''

**NEW A.C. Pavement**

- 9''
- 3'-6''

**BOND BREAKER BETWEEN BEARING PAD AND PAVEMENT SHALL BE 15 LB. FELT OR EQUAL.**

**SEE DETAIL ABOVE**

- BUS ROUTE
- NEAR SIDE 10' MIN. AT NEAR SIDE STOP
- FAR SIDE
- SEE DETAIL ABOVE
- PULL-IN
- PULL-OUT
- 70' PLUS 65' PER ADDITIONAL BUS
- 65' MIN. 40'
TYPE A - WITHOUT RETAINING CURB
* SEE PLANS FOR ALLEY SURFACING REQUIREMENTS

TYPE B - WITH RETAINING CURB
* SEE PLANS FOR RETAINING CURB LENGTHS, TOP OF CURB ELEVATIONS, AND ALLEY SURFACING REQUIREMENTS

NOTES:
1. CLASS "A" CONCRETE PER SECTION 725.
2. LIMITS OF HEAVY ROUGH BROOM FINISH.
3. EXPANSION JOINTS PER SECTION 340.
4. SUBGRADE PREPARATION PER SECTION 301.
5. SINGLE CURB PER DETAIL 222, TYPE "B".
6. ALLEY SURFACING PER PLANS.
7. DEPRESSED CURB SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE TYPE OF CURB USED AT THAT LOCATION.
8. CONTROL JOINT.
THICKEN CONCRETE FROM 6" TO 8" IN 18" AT BACK OF ALLEY ENTRANCE

PROPERTY LINE

ALLEY RIGHT-OF-WAY

BACK OF ALLEY ENTRANCE

FLOW LINE GUTTER

LIP OF GUTTER

DEPRESSED CURB

DEPRESSED CURB

WARP

WARP

CONSTRUCTION JOINT OR SCORE MARK

NOTES:

1. IF ALLEY ENTRANCE IS USED FOR DRAINAGE, THE CENTER BACK OF ALLEY ENTRANCE MAY BE DEPRESSED 2" FOR 4" CURB OR 3" FOR 6" CURB.

2. ROUGH BROOM FINISH FULL WIDTH OF 5' WARP SECTION, EACH SIDE OF ALLEY ENTRANCE.

3. CLASS 'B' CONCRETE CONSTRUCTION PER SECT. 725.

4. SUBGRADE PREPARATION, PER SECT. 301.

5. EXPANSION JOINTS SHALL CONFORM TO SECTION 340.
NOTES:

1. CLASS 'B' CONCRETE CONSTRUCTION PER SECT. 725.
2. EXPANSION JOINTS SHALL CONFORM TO SECT. 340.
3. SUBGRADE PREPARATION PER SECTION 301.
GRADE ADJUSTMENT
FOR FRAME AND COVER

COVER SECTION A-A

MINIMUM WEIGHT
16# 12# 8#

NOTES:
1. CASTING TO CONFORM TO SECT. 787.
2. LETTERS ON COVER TO BE AS FOLLOWS:
"SEWER", "WATER", OR "SURVEY" AS DIRECTED TOTAL WIDTH OF WORD "SEWER" OR "WATER"
3-3/4". TOTAL WIDTH OF WORD "SURVEY" 4-1/2". LETTER SIZE 5/8" x 3/4", RAISED 1/16"
ABOVE LEVEL OF COVER, TYPE OF LETTERS TO BE SUBMITTED FOR APPROVAL.
3. INDICATES MACHINE FINISHED SURFACE.
NOTE:
THIS DETAIL COVERS WATER GATE VALVES, 4" TO 12" INCLUSIVE REGARDLESS OF TYPE OF PIPE USED. LARGER LINES TO BE DETAILED ON PLANS.

WATER GATE VALVE

CONCRETE FOOTING EQUAL TO TRENCH WIDTH

CONCRETE FOOTING
CLASS 'B' CONCRETE PER SECT. 725

WATER MAIN

TRENCH WALL

WATER MAIN

SIDE OPERATOR

BRICK PIER AS REQUIRED

X

4" MIN.

NOTE:
1. THIS DETAIL COVERS BUTTERFLY VALVE INSTALLATION, 3" TO 12" INCLUSIVE, REGARDLESS OF TYPE OF PIPE OR JOINT USED. LARGER LINES TO BE DETAILED ON PLANS.

2. VALVE BOX AND COVER REQUIRED PER DETAILS 270 AND 391.
<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot;</td>
<td>12-1/2&quot;</td>
<td>10-1/8&quot;</td>
<td>2-1/2&quot;</td>
<td>1-3/4&quot;</td>
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<tr>
<td>6&quot;</td>
<td>14-1/2&quot;</td>
<td>12-1/8&quot;</td>
<td>3-9/16&quot;</td>
<td>2-13/16&quot;</td>
</tr>
<tr>
<td>8&quot;</td>
<td>16-3/4&quot;</td>
<td>14-3/8&quot;</td>
<td>4-21/32&quot;</td>
<td>3-29/32&quot;</td>
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<tr>
<td>10&quot;</td>
<td>19-1/16&quot;</td>
<td>16-11/16&quot;</td>
<td>5-3/4&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>12&quot;</td>
<td>22-5/16&quot;</td>
<td>19-3/16&quot;</td>
<td>6-3/4&quot;</td>
<td>5-7/8&quot;</td>
</tr>
</tbody>
</table>

RODS ARE ATTACHED TO LUGS CAST ON BELL OF HYDRANT. IF HYDRANT IS NOT FITTED WITH LUGS, RODS ARE ATTACHED AS SHOWN BY THE DOTTED LINES.
THIS DETAIL IS FOR USE ONLY ON UNDERGROUND INSTALLATIONS WHERE THE USE OF CONCRETE THRUST BLOCKING PER DETAIL 380 CANNOT BE USED BECAUSE OF OBSTRUCTIONS, OR REQUIREMENTS OF THE SPECIFICATIONS...

* CLAMPS SHALL BE 1/2 BY 2 INCHES FOR PIPE 4 AND 6 INCHES IN DIAMETER; 5/8 BY 2-1/2 INCHES FOR PIPE 8 AND 10 INCHES; 5/8 BY 3 INCHES FOR PIPE 12 INCHES. BOLT HOLES SHALL BE 1/16 INCH IN DIAMETER LARGER THAN BOLTS.

* RODS SHALL BE 3/4 INCHES IN DIAMETER FOR PIPES 4,6 AND 8 INCHES IN DIAMETER; 7/8 INCHES FOR PIPE 10 INCHES AND 1 INCH IN DIAMETER FOR PIPE 12 INCHES.

* BOLTS SHALL BE 5/8 INCHES IN DIAMETER FOR PIPE 4, 6 AND 8 INCHES IN DIAMETER; 3/4 INCHES FOR PIPE 10 INCHES AND 7/8 INCHES IN DIAMETER FOR PIPE 12 INCHES

* WASHERS MAY BE CAST IRON OR STEEL, ROUND OR SQUARE. DIMENSIONS FOR CAST IRON WASHERS ARE 5/8 BY 3 INCHES FOR PIPE 4, 6, 8 AND 10 INCHES IN DIAMETER AND 3/4 BY 3-1/2 INCHES FOR PIPE 12 INCHES. DIMENSIONS FOR STEEL WASHERS ARE 1/2 BY 3 INCHES FOR PIPE 4, 6, 8 AND 10 INCHES IN DIAMETER AND 1/2 BY 3-1/2 INCHES FOR PIPE 12 INCHES IN DIAMETER. HOLES SHALL BE 1/8 INCH LARGER THAN THE RODS.

FOR PIPE LARGER THAN 12 INCHES IN DIAMETER, RESTRAINT DETAILS SHALL BE SUBMITTED FOR APPROVAL PRIOR TO INSTALLATION.


2. HIGH STRENGTH, HEAT TREATED CAST IRON TEE-HEAD BOLTS WITH HEXAGON NUTS, ALL IN ACCORDANCE WITH THE STRENGTH REQUIREMENTS OF A.W.W.A. C-111, MAY BE USED IN LIEU OF THE CADMIUM PLATED BOLTS AND NUTS.

3. THE SKETCHES IN THIS SERIES OF FIGURES SHOW ACCEPTABLE METHODS OF PROVIDING ANCHORAGE. THERE IS NO PARTICULAR SIGNIFICANCE TO BE ATTACHED TO WHETHER THE SKETCH SHOWS A BELL AND SPIGOT JOINT OR A STANDARD MECHANICAL JOINT. THE ANCHORING PROCEDURE ILLUSTRATED APPLIES IN MOST CASES TO EITHER TYPE OF JOINT. IN SOME CASES, DIMENSIONS OF THE PARTICULAR PIPE OR HUB AND SPACE AVAILABLE FOR WORKING AROUND THE PARTICULAR JOINT WILL INFLUENCE THE CHOICE OF METHODS USED.


5. COATING TYPE: A.H.D. ASPHALTIC PRIMER 719(A). — ALL EXPOSED METAL.
DEAD ENDS

LRN = SHORTEST LENGTH OF PIPE RESTRAINED TO THE RUN OF THE TEE FITTING (BOTH SIDES OF TEE).

HORIZONTAL BENDS

VERTICAL UP BEND

VERTICAL DOWN BENDS

UNDISTURBED SOIL
### Restained Lengths, LR, for Ductile Iron Pipe

<table>
<thead>
<tr>
<th>Nominal Pipe Size</th>
<th>Horizontal Bends</th>
<th>Tees</th>
<th>Vertical Offsets</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>90°</td>
<td>45°</td>
<td>22-1/2°</td>
</tr>
<tr>
<td>Inches</td>
<td>Down</td>
<td>Up</td>
<td>Down</td>
</tr>
<tr>
<td>4</td>
<td>31</td>
<td>31</td>
<td>13</td>
</tr>
<tr>
<td>5</td>
<td>44</td>
<td>25</td>
<td>18</td>
</tr>
<tr>
<td>6</td>
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<td>51</td>
<td>38</td>
</tr>
<tr>
<td>12</td>
<td>104</td>
<td>51</td>
<td>38</td>
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<tr>
<td>14</td>
<td>115</td>
<td>62</td>
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<tr>
<td>16</td>
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<td>68</td>
<td>52</td>
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<tr>
<td>18</td>
<td>147</td>
<td>79</td>
<td>61</td>
</tr>
</tbody>
</table>

### Restained Lengths, LR, for Ductile Iron Pipe with Polyethylene Wrap

<table>
<thead>
<tr>
<th>Nominal Pipe Size</th>
<th>Horizontal Bends</th>
<th>Tees</th>
<th>Vertical Offsets</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>90°</td>
<td>45°</td>
<td>22-1/2°</td>
</tr>
<tr>
<td>Inches</td>
<td>Down</td>
<td>Up</td>
<td>Down</td>
</tr>
<tr>
<td>4</td>
<td>72</td>
<td>26</td>
<td>30</td>
</tr>
<tr>
<td>5</td>
<td>102</td>
<td>36</td>
<td>42</td>
</tr>
<tr>
<td>6</td>
<td>133</td>
<td>47</td>
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<tr>
<td>8</td>
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<td>56</td>
<td>66</td>
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<td>10</td>
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<td>90</td>
<td>110</td>
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<td>18</td>
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<td>98</td>
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</tr>
<tr>
<td>20</td>
<td>340</td>
<td>113</td>
<td>141</td>
</tr>
</tbody>
</table>

### Notes:
1. All joints within the specified length LR must be restrained. All lengths are given in feet.
2. The maximum test pressure shall not exceed 200 PSI.
3. The minimum depth of bury shall be 3' to top of pipe.
4. Restained lengths may be reduced when supported by engineering calculations.
NUMBER "2", 1-1/4" HIGH, RAISED 1/8"

SEE SLOT DETAIL BELOW

NOTE:
FOR CASTING SPECIFICATIONS SEE SECT. 787.
NOTES:
1. INSPECTION PLATE IS SAME AS USED WITH METER BOX COVER NO. 4.
2. FOR CASTING SPECIFICATIONS, SEE SECTION 787.
3. THE BEARING EDGES OF THESE CASTINGS SHALL BE MACHINED TO INSURE A FULL BEARING ON A FLAT SURFACE.
NOTES:
1. FOR CASTING SPECIFICATIONS, SEE SECT. 787. THE BEARING
2. THE BEARING EDGES OF THESE CASTINGS SHALL BE MACHINED TO INSURE A FULL BEARING ON A FLAT SURFACE.
NOTES:

1. THE METER BOXES SHALL CONFORM TO THE DIMENSIONS AS SHOWN AND SHALL BE MADE OF PORTLAND CEMENT CONCRETE Poured AND TAMPERED (OR VIBRATED) IN TRUE FORMS.

2. USE CLASS 'AA' CONCRETE PER SECT. 725.

<table>
<thead>
<tr>
<th>DIMS</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
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<tbody>
<tr>
<td>A</td>
<td>19&quot;</td>
<td>24-1/2&quot;</td>
<td>29-1/2&quot;</td>
<td>33-1/2&quot;</td>
</tr>
<tr>
<td>B</td>
<td>12&quot;</td>
<td>16-3/4&quot;</td>
<td>18-1/2&quot;</td>
<td>22-3/4&quot;</td>
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<td>C</td>
<td>11&quot;</td>
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<td>G</td>
<td>7&quot;</td>
<td>11-1/4&quot;</td>
<td>12-3/4&quot;</td>
<td>17&quot;</td>
</tr>
<tr>
<td>H</td>
<td>9&quot;</td>
<td>14-1/4&quot;</td>
<td>15-1/2&quot;</td>
<td>19-3/4&quot;</td>
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<td>1-1/2&quot;</td>
<td>1-3/4&quot;</td>
<td>1-3/4&quot;</td>
<td>1-1/2&quot;</td>
</tr>
<tr>
<td>K</td>
<td>3/4&quot;</td>
<td>1-1/8&quot;</td>
<td>1&quot;</td>
<td>1&quot;</td>
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<td>L</td>
<td>1/4&quot;</td>
<td>3/8&quot;</td>
<td>3/8&quot;</td>
<td>3/8&quot;</td>
</tr>
<tr>
<td>M</td>
<td>16&quot;</td>
<td>21&quot;</td>
<td>25-1/2&quot;</td>
<td>30-1/2&quot;</td>
</tr>
<tr>
<td>N</td>
<td>2-1/2&quot;</td>
<td>3-1/2&quot;</td>
<td>4&quot;</td>
<td>4&quot;</td>
</tr>
<tr>
<td></td>
<td>5/8&quot; OR 3/4&quot; METER</td>
<td>1&quot; METER</td>
<td>1-1/2&quot; METER</td>
<td>2&quot; METER</td>
</tr>
</tbody>
</table>
**ALTERNATE: 3/8" STEEL PLATE (ASPHALT COATED) WITH 2" x 2" HINGED ACCESS DOOR**

**PRE-CAST VAULT TOP OPENING**

**FINISH GRADE**

**GROUNDED IN BOLT**

**HINGES**

**TOP SECTION**

**CENTER SECTION**

NOTE: TO FACILITATE INSTALLATION OF PRE-CAST VAULT USING CAST-IN-PLACE FOOTINGS, SET CENTER SECTION ON BLOCKS TO GRADE THEN POUR FOOTING. DO NOT BACKFILL CENTER SECTION UNTIL VAULT TOP IS IN PLACE AND FOOTING IS Poured.

**PRE-CAST VAULT SECTION**

NOTE: PRECAST REINFORCED VAULT SECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MANUFACTURER’S SPECIFICATIONS AND DETAILS AS APPROVED BY ENGINEER.

**CAST-IN-PLACE OR PRECAST TOP SECTION**

**CLASS "A" CONCRETE AS PER SECT. 725**

**FINISH GRADE**

**REMOVABLE SUPPORT**

**NO. 5 REBAR 6" O.C. EACH WAY**

**CONCRETE MASONRY UNITS (BLOCK) WITH SOLID GROUNTED WALLS (GROUT CONFORM TO SECT. 776, CMU CONFORM TO SECT. 775)**

BLOCK MASONRY MAY BE USED IN LIEU OF CAST-IN-PLACE VAULT WALLS, NO. 4 REBAR IN EVERY OTHER CORE.

**CAST-IN-PLACE VAULT SECTION**
NOTES:

1. Tapping sleeve to be placed a minimum of 18" from any bell coupling, valve, fitting or other obstruction.

2. Contractor shall excavate as shown and shall set tapping sleeve and valve and tighten all bolts prior to the pressure test.

3. All tapping sleeves and valves must be pressure tested prior to blocking or tapping. The test must be witnessed and approved by the inspector.

4. Blocks are to extend to undisturbed ground and be installed before the tap is made. All flange bolts shall be free and clear of concrete.

5. Concrete thrust blocks shall be class 'B' per Sect. 725. Normally, cure time for concrete is 24 hours before backfilling.

6. Taps shall be made by city crews at prevailing rates or by approved contractors when allowed by agency.

7. This detail covers tapping sleeves 4" through 16" in size on ductile iron, cast iron and asbestos cement pipe. Any other size or type of pipe will require a separate submittal and approval by the Engineer.

<table>
<thead>
<tr>
<th>Size of Pipe Being Connected</th>
<th>Minimum Thrust Area Required Equals ((A \times B)) (Square Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot; and less</td>
<td>3</td>
</tr>
<tr>
<td>6&quot;</td>
<td>4</td>
</tr>
<tr>
<td>8&quot;</td>
<td>6</td>
</tr>
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<td>12&quot;</td>
<td>13</td>
</tr>
<tr>
<td>16&quot;</td>
<td>23</td>
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</table>

DETAIL NO. 340
STANDARD DETAIL ENGLISH
INSTALLING TAPPING SLEEVES AND VALVES
REvised 01-03-2002
DETAIL NO. 340
FOR VAULT CONSTRUCTION SEE DETAIL 321

TYPICAL BOTH SIDES

FINISH GRADE

WRAP EXPOSED END OF GALV. PIPE IN CONCRETE WITH TAR PAPER OR BUILDING PAPER.

HOLE DIAMETER IS 1" LARGER THAN FLANGE O.D.

SOLDER 2" COPPER TO MALE THREAD ADAPTERS

6" MIN. TYP.

FLOW

2" TYPE 'K' COPPER BY-PASS

INSULATE WATER MAIN FROM CONCRETE BOX WITH EXPANSIVE MATERIAL

(A) - VARIES, SEE TABLE OF VAULT SIZES

SECTION A-A

CONCRETE SUPPORT UNDER NO. 4 5 11 12

CRUSHED ROCK

2" GALV. PIPE SUPPORT

4"

WOOD SHIMS

18" MIN. 24" 6" MIN.

BY-PASS

24"

6"x6"x6" CONCRETE BASE

6" MIN.

VAULT DIMENSION DETAILS

<table>
<thead>
<tr>
<th>A.C.P. SIZE</th>
<th>3&quot;</th>
<th>4&quot;</th>
<th>6&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A)</td>
<td>8'-4&quot;</td>
<td>10'-6&quot;</td>
<td>12'-0&quot;</td>
</tr>
<tr>
<td>(B)</td>
<td>4'-4&quot;</td>
<td>5'-0&quot;</td>
<td>5'-0&quot;</td>
</tr>
</tbody>
</table>

NOTE: METER VAULTS MAY BE EITHER CONCRETE MASONRY UNITS OR CAST-IN-PLACE OR PRE-CAST CONCRETE, SEE DETAIL 321 FOR VAULT CONSTRUCTION.
FOR VAULT CONSTRUCTION
SEE DETAIL 321

LEGEND

1. DOUBLE STRAP ALL BRONZE SERVICE SADDLES.
2. CORP. STOP, 2" (BALL TYPE).
3. ADAPTER, FLANGED, TO MECH. JOINT FOR A.C.P.
4. GATE VALVE, FLANGED, WITH HAND WHEEL, OPEN LEFT.
5. TURBOMETER: ROCKWELL SERIES 'W' OR HERSEY SERIES 'M.H.R.' OR NEPTUNE TRIDENT TURBINE.
6. FLANGED SWING CHECK VALVE WITH EXTERNAL LEVER AND WEIGHT.
7. 2" BRONZE CHECK VALVE.
8. 2" TURBOMETER: ROCKWELL 'W-160' OR HERSEY 'M.H.R.' OR NEPTUNE TRIDENT TURBINE.
9. STRAINER (3", 4", 6") AVAILABLE FROM METER MANUFACTURER, INSTALL ONLY WHEN 'TURBO' IS USED.
10. FLANGED SPOOL (3 PIPE DIAMETERS IN LENGTH).
11. O.S.&Y. GATE VALVE, FLANGED WITH HAND WHEEL OPEN LEFT, AND RISING STEM.
13. 6" OR 10" STRAINER, U.L. APPROVED.
14. 2" THREADED OUTLET AND GATE VALVE.

NOTES

1. FOR LARGER METERS, SPECIAL VAULT DESIGN IS REQUIRED.
2. USE OF REMOTE READING DEVICE AT OPTION OF UTILITY.
3. CERTAIN AGENCIES AND/OR UTILITIES PREFER TO CONSTRUCT VAULT, CONTACT AGENCY INVOLVED PRIOR TO VAULT CONSTRUCTION.
NOTES:

1. FIRELINE FROM CITY MAIN TO PROPERTY LINE SHALL BE CONSTRUCTED OF CAST IRON PIPE.
2. REINFORCING TO BE 1/2" DIAMETER REBAR ON 6" CENTERS EACH WAY ON TOP AND 12" CENTERS EACH WAY ON THE SIDES.
3. COVERS TO CONSIST OF TWO METER BOX COVERS DET. 314.
4. BY-PASS METER TO BE ACCORDING TO GOVERNING AGENCY.
5. CHECK VALVE TO BE GLOBE MODEL "A" GRINNEL, HERSEY MODEL D.C., VIKING MODEL "A" OR APPROVED EQUAL.
6. VAULT SHALL BE CONSTRUCTED IN OWNERS PROPERTY AGAINST THE FRONT PROPERTY LINE OR ANOTHER APPROVED LOCATION. WALLS AND FENCES SHALL NOT OBSTRUCT ACCESS.
7. CITY CONTROL VALVE TO BE REQUIRED AT MAIN.
8. PARTS OF PIPE TO BE EMBEDDED IN CONC. SHALL BE WRAPPED WITH 30 LB ASPHALT ROOFING FELT.
9. REMOTE READING DEVICE SHALL BE OF SELF GENERATING ELECTRICAL TYPE.
10. CONCRETE TO BE CLASS 'B' PER SECT. 725.

<table>
<thead>
<tr>
<th>DIA. OF PIPE</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>BY-PASS METER SIZE</th>
<th>A</th>
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</thead>
<tbody>
<tr>
<td>4&quot;</td>
<td>60&quot;</td>
<td>66&quot;</td>
<td>49&quot;</td>
<td>5/8&quot; X 3/4&quot;</td>
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<td>66&quot;</td>
<td>72&quot;</td>
<td>49&quot;</td>
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<td>58&quot;</td>
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<td>72&quot;</td>
<td>69&quot;</td>
<td>1-1/2&quot;</td>
<td>36&quot;</td>
</tr>
</tbody>
</table>

SEE NOTE 2

FIRE LINE DETECTOR CHECK VAULT
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. RESTRAINTS SHALL BE MECHANICAL RESTRAINT OR THRUST BLOCK PER DETAIL 380.

3. A FLANGE JOINT BY MECHANICAL JOINT VALVE SHALL BE USED AS THE TRANSITION BETWEEN THE JOINT TYPES.

4. PIPING BETWEEN WATER VALVE AND HYDRANT SHALL BE DUCTILE IRON.

5. SEE DETAIL 362 FOR LOCATION OF HYDRANT.

6. PUMPER CONNECTION SHALL FACE THE STREET.

7. NO VALVES ARE TO BE LOCATED IN CURB.

8. NATIONAL STANDARD THREADS REQUIRED ON ALL CONNECTIONS UNLESS OTHERWISE DIRECTED.

9. SEE DETAIL 360-3 FOR CONCRETE PAD.

10. FIRE HYDRANT SHALL BE FRESHLY PAINTED PRIOR TO FINAL ACCEPTANCE.

11. SEE SECTION 756 FOR HYDRANT MATERIAL.

SEE DETAIL 391 FOR VALVE BOX INSTALLATION

6" VALVE

WATER VALVE BLOCKING, SEE DETAIL 301

1" TO 3" CRUSHED ROCK MINIMUM OF 8 CU. FT. COVERING 2" ABOVE UPPER SHOE FLANGE CONNECTION AND BELOW DRAIN HOLE

1' - 0" MIN. FROM HYDRANT NOZZLE TO BACK OF S/W

LOWEST PORT
18" MIN TO 24" MAX

SEE DETAIL 360-3 FOR CONCRETE PAD

1" MIN
3" MAX
SEE NOTE 5

FINISH GRADE

ALTERNATE LOCATION FOR CONCRETE PAD DEPENDING ON MUNICIPALITY
1. JOINTS BETWEEN THE VALVE AND THE MAIN SHALL BE FLANGED TYPE.
   JOINTS BETWEEN THE VALVE AND HYDRANT SHALL BE MECHANICAL
   RESTRAINT MECHANICAL TYPE.
2. RESTRAINTS SHALL BE MECHANICAL 
   RESTRAINT OR THRUST BLOCK PER 
   DETAIL 380.
3. A FLANGE JOINT BY MECHANICAL
   JOINT VALVE SHALL BE USED AS 
   THE TRANSITION BETWEEN THE 
   JOINT TYPES.
4. PIPING BETWEEN WATER VALVE AND
   HYDRANT SHALL BE DUCTILE IRON.
5. SEE DETAIL 362 FOR LOCATION OF 
   HYDRANT.
6. PUMPER CONNECTION SHALL FACE 
   THE STREET.
7. NO VALVES ARE TO BE LOCATED IN 
   CURB.
8. NATIONAL STANDARD THREADS 
   REQUIRED ON ALL CONNECTIONS 
   UNLESS OTHERWISE DIRECTED.
9. SEE DETAIL 360-3 FOR CONCRETE 
   PAD.
10. FIRE HYDRANT SHALL BE FRESHLY 
    PAINTED PRIOR TO FINAL 
    ACCEPTANCE.
11. THE HYDRANT SHALL HAVE 2– 2½”
    PORT AND 1– 4½” PORT 
    (INDUSTRIAL OR COMMERCIAL).
12. THE HYDRANT SHALL HAVE 1– 2½”
    PORT AND 1– 4½” PORT 
    (RESIDENTIAL).
NOTES:

1. CONCRETE FOR PAD SHALL BE CLASS "A".
2. SCORE LINE SHALL BISECT CONCRETE PAD AT MID POINT OF ALL SIDES.
3. CONCRETE COLOR SHALL MATCH ADJACENT CONCRETE. THE FINISHED CONCRETE SURFACE SHALL HAVE A ROUGH BROOM FINISH (SURFACE ONLY).
4. MULTIPLE OFFSET FITTINGS SHALL NOT BE ALLOWED.
5. MINIMUM 36" CLEARANCE PER NFPA-24 AROUND FIRE HYDRANT.
6. 1/2" BITUMINOUS EXPANSION SHALL BE PLACED AROUND THE BARREL OF THE FIRE HYDRANT AT THE CONCRETE PAD.
NOTES:

1. OBSTRUCTIONS SUCH AS UTILITY POLES, STREET SIGNS, IRRIGATION BOXES, FENCES, ETC., MUST NOT BE PLACED BETWEEN CURB AND HYDRANT AND WITHIN THE RADIUS FOR FIRE DEPT. ACCESS.

2. DIMENSIONS SHOWN ON CONSTRUCTION DRAWINGS SUPERSEDE LOCATIONS SHOWN HERE.

3. ON LOCATIONS IN MIDBLOCK, THE FIRE HYDRANT WILL BE ALIGNED WITH A PROPERTY LINE.

PARKWAY AREA OR NO SIDEWALK

AREA WITH SIDEWALK
CAST IRON

REM AINDER OF TRENCH TO BE BACKFILLED PER SECT. 601

EXIST. C.I. PIPE
NEW PIPE
SOLID SLEEVE
EXIST. C.I. PIPE
C.I. B. & S. OFFSET
C.I. B. & S. OFFSET
6" MIN. CLEARANCE BACKFILLED WITH SELECTED FINE MATERIAL OR SAND

CAST IRON MECHANICAL JOINT

NOTE:
DROP SECTION IS TO BE PREFABRICATED AND INSTALLED AS A SINGLE UNIT.

6" MIN. CLEARANCE BACKFILLED WITH SELECTED FINE MATERIAL OR SAND

BELL & BELL
BELL & BELL
BELL & SPIGOT

NOTES:
1. THIS DETAIL COVERS MOVING OF WATER MAINS 2" TO 12" ONLY.
2. THRUST BLOCKING AS PER DET. 380 & 381.
3. IF OFFSET IS TO GO OVER OBSTRUCTION, JOINT RESTRAINTS MUST BE USED.
4. PIPE IS TO BE CAST IRON OR DUCTILE IRON.

ASBESTOS CEMENT

REM AINDER OF TRENCH TO BE BACKFILLED PER SECT. 601

NEW PIPE
SOLID SLEEVE
C.I. B. & S. OFFSET
C.I. B. & S. OFFSET
6" MIN. CLEARANCE BACKFILLED WITH SELECTED FINE MATERIAL OR SAND

6'-6" MAX. 1'-6" MIN.
6'-6" MAX. 1'-6" MIN.
TYPICAL LOCATIONS OF THRUST BLOCKS

NOTE:
1. TABLE IS BASED ON 200 P.S.I. TEST PRESSURE AND 3,000 LBS/50 FT. SOIL. IF CONDITIONS ARE FOUND TO INDICATE SOIL Bearing IS LESS, THE AREAS SHALL BE INCREASED ACCORDINGLY.

2. AREAS FOR PIPES LARGER THAN 16" SHALL BE CALCULATED FOR EACH PROJECT.

3. FORM ALL NON-BEARING VERTICAL SURFACES.

4. THRUST BLOCKS ARE TO EXTEND TO UNDISTURBED GROUND. CONCRETE TO BE CLASS ‘C’, Sect. 725.

MINIMUM THRUST BLOCK AREA REQUIRED (YxW) (SQ. FT.)

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>WATER PIPE</th>
<th>45° &amp; 22 1/2° BENDS</th>
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<tbody>
<tr>
<td></td>
<td>TEE, DEAD END, 90° BEND</td>
<td></td>
</tr>
<tr>
<td>4&quot; OR LESS</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>6&quot;</td>
<td>4</td>
<td>3</td>
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<td>14</td>
<td>7</td>
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<tr>
<td>16&quot;</td>
<td>24</td>
<td>12</td>
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</tbody>
</table>

SECTION A-A
NOTES:

1. EITHER THIS DETAIL OR RESTRAINT RODS CAN BE USED WHEN IT IS ALLOWED TO RELOCATE A WATER LINE UPWARD OR DOWNWARD TO CROSS A CONFLICT.

2. DUCTILE IRON PIPE MAY BE USED.

3. BARS To CONCRETE THRUST BLOCK To BE COATED WITH 2 COATS COAL TAR, EPOXY OR BY OTHER APPROVED METHOD. BARS TO HAVE 90° HOOK ON LOWER END, AS PER TABLE.
### TYPE 'A'

**NOTES:**
1. CURB STOP TO BE MUELLER ORISEAL (H-10283), FORD BALL VALVE B11-777, HAYES BULLETIN 400, J. JONES (J-1900) OR APPROVED EQUAL.
2. REDUCER MAY BE USED WHEN CONNECTING TO SMALLER GALVANIZED PIPE.
3. THIS DETAIL IS TO BE USED WHEN CONNECTING EXISTING GALVANIZED PIPE TO ASBESTOS CEMENT PIPE OR CAST IRON PIPE.

### TYPE 'B'

**NOTE:**
1. VALVE BOX TO BE SUPPORTED ON BRICKS TO PREVENT VERTICAL LOADS FROM BEING TRANSMITTED TO THE SMALL PIPE.
TYPE 'A'

CAST IRON WATER METER BOX COVER PER DETAIL 311

GROUND LEVEL

CONCRETE WATER METER BOX NO. 2 PER DETAIL 320

2" P.E. OR COPPER PIPE

2" CORP STOP

2" BRASS COUPLING

2" TAPPED CAP (CAST IRON)

WATER MAIN

2" BRASS ELL

VALVE BOX LOCATION MAY VARY IF APPROVED BY THE CITY ENGINEER.

TYPE 'B'

CAST IRON WATER METER BOX COVER PER DETAIL 311

CONCRETE WATER METER BOX NO. 2 PER DETAIL 320

CAP

6" GRAVEL BED

CAST IRON VALVE BOX (LOCKING) PER DETAIL 391-1 BASE TO REST ON THRUST BLOCK

2" BRONZE CURB STOP

TAPPED PLUG OR CAP

CONCRETE THRUST BLOCK PER DETAIL 380

WATER LINE

2" COPPER PIPE

2" ADAPTER BRASS OR COPPER

BRIANNE OR BRASS FITTING

CURB STOP WITH FLUSHING PIPE

DETAIL NO. 390

STANDARD DETAIL ENGLISH

REvised 01-01-1998

DETAIL NO. 390
NOTES:

1. VALVE BOX SHALL BE ADJUSTED TO THE FINISHED GRADE PRIOR TO PLACING OF THE PORTLAND CEMENT CONCRETE SURFACE.

2. USE PARKSON TYLER, APCO OR EQUAL DEEP SKIRTED LID (4" OR MORE) TYPE, SLIDING ADJUSTABLE CAST IRON VALVE BOX C.I. MIN. T.S. 30,000 P.S.I.

3. GROUND BELOW CONCRETE PAD TO BE COMPACTED 95% MAXIMUM DENSITY.

4. CUT RISER PIPE TO LENGTH IN FIELD. CAUTION: IF EXISTING RISER IS ASBESTOS-CEMENT PIPE (ACP) FOLLOW OSHA GUIDELINES FOR WORKING WITH ACP.
NOTES:

1. EXTENSION STEM: WITH SQUARE SOCKET ON BOTTOM TO FIT 2" SQUARE VALVE NUT. EXTENSION TO VALVE STEMS REQUIRED ON ALL VALVES INSTALLED WHERE OPERATING NUT IS OVER 5' BELOW SURFACE. LENGTH TO FIT EACH INSTALLATION. OPERATING NUT TO BE HELD ON TOP OF EXTENSION WITH STOP NUT.

2. IF TWO OR MORE SECTIONS OF PIPE ARE USED TO MAKE THE VALVE BOX RISER, THEY SHALL BE COUPLED OR BONDED TO FORM DEBRIS–TIGHT JOINTS.

3. STEM PAINTING: ALL STEEL TO HAVE PRIME COAT OF PAINT NO. 1–D AND ONE HEAVY APPLICATION (FINISH COAT) OF PAINT NO. 9 AS PER SECT. 790.
NOTES:

1. THE DEBRIS CAP SHALL BE DESIGNED AND INSTALLED TO PREVENT DEBRIS SUCH AS DIRT, DUST, SAND, ETC., FROM PASSING AROUND THE CAP AND DOWN INTO THE VALVE HOUSING. THE CAP SHALL BE HELD IN PLACE BY A MECHANISM WHICH WILL NOT DAMAGE THE VALVE HOUSING.

2. THE CAP SHALL BE MANUFACTURED OF CORROSIVE RESISTANT MATERIALS.

3. DEBRIS CAP SHALL BE INSTALLED AS CLOSE UNDER THE CAST IRON COVER WITHOUT INTERFERING WITH COVER OPERATION.

4. THE CAP SHALL BE CAPABLE OF SECURELY HOLDING A STANDARD LOCATING COIL, "SCOTCH MARK" 4 DISK MARKER BY 3M OR EQUAL.

5. THE CAP SHALL BE CONSTRUCTED TO ALLOW THE DEVICE TO BE SECURED BY A LOCK. THE LOCK (PAD, BARREL, ETC.) SHALL BE SUPPLIED BY THE AGENCY.

6. THE CAP SHALL BE INSTALLED IN ALL VALVE HOUSINGS AS REQUIRED BY THE CONTRACT DOCUMENTS OR BY THE AGENCY’S POLICIES.
NOTES:

1. TYPE 'A' PIPE SUPPORT MAY BE USED FOR ANY TYPE CROSSING CONDITION.

2. TYPE 'C' PIPE SUPPORT MAY BE USED FOR CROSSING PIPES WITH A BELL DIAMETER OF 18" OR LESS IF SUFFICIENT CLEARANCE OVER STORM SEWER IS AVAILABLE AND TOTAL SPAN IS LESS THAN 34'.

3. INTERMEDIATE PIPE SUPPORT SHALL BE USED IN CONJUNCTION WITH TYPE 'C' PIPE SUPPORT IF TOTAL SPAN EXCEEDS 0.5 'W' IN TABLE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL SUPPORTS BOTH PERMANENT AND TEMPORARY. TEMPORARY SUPPORTS SHALL NOT BE A SEPARATE PAY ITEM.

5. PERMANENT PIPE SUPPORTS MAY BE DECREASED FROM PLAN QUANTITIES OR EXTENDED TO INCLUDE SOME LISTED BELOW AS TEMPORARY SUPPORTS IF CONDITIONS WARRANT THESE CHANGES AT THE TIME OF CONSTRUCTION. DECISION SHALL BE MADE BY THE ENGINEER.


7. USE TYPE 'B' PIPE SUPPORT INSTEAD OF TYPE 'C' WHEN CLEARANCE IS LESS THAN 'Y' IN TABLE, BETWEEN PIPES.

8. CLASS 'A' CONCRETE AS PER SECT. 725 UNLESS OTHERWISE NOTED.

SCHEDULE OF REQUIRED SUPPORTS

<table>
<thead>
<tr>
<th>PERMANENT</th>
<th>TEMPORARY</th>
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<tbody>
<tr>
<td>SEWER LINES</td>
<td>CAST IRON PIPE</td>
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<tr>
<td>OTHER UTILITIES AS</td>
<td>CONC. IRRIG. PIPE</td>
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<tr>
<td>NOTED ON THE PLANS</td>
<td>BURIED TELCO.</td>
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<tr>
<td>OR AS REQUIRED</td>
<td>GAS PIPES</td>
</tr>
<tr>
<td>BY THE ENGINEER AT TIME</td>
<td>CONC. STORM DRAIN</td>
</tr>
<tr>
<td>OF CONSTRUCTION.</td>
<td>CONC. BOX CULVERT</td>
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<td></td>
<td>TRAFFIC CONTROL CONDUIT</td>
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<td>WATER &amp; SEWER LINES</td>
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### TABLE

<table>
<thead>
<tr>
<th>'W'</th>
<th>0' TO 8'</th>
<th>8' TO 16'</th>
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<tbody>
<tr>
<td>BAR NO.</td>
<td>Y</td>
<td>BAR NO.</td>
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<td>19&quot;</td>
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**PLAN FOR TYPE 'B' SUPPORT**

**SECTION D-D**

- Provide 1:2 mortar bed with precast beam.
- Class 'C' concrete bedding with precast beam only (concrete as per Sect. 725).
- Min. bearing shall be 1/2 o.d. of pipe.
- No. 2 ties 12" O.C.
- (4) No. 5 rebars
- 3/4 O.D. (varies)
- 2" CLR
- 12"

**INTERMEDIATE SUPPORT FOR TYPE 'B' CROSSINGS**

- 12" or 'y' whichever is greater, see table
- (4) rebars (equal to beam reinforcement)
- 3/4 O.D.
EXISTING CROSSING PIPE

NEW PIPE

NEW DUCTILE IRON PIPE CLASS S2 SIZE TO MATCH EXISTING PIPE

5'-0" MIN

5'-0" MIN

VARY

VARY

NOT TO EXCEED ONE PIPE LENGTH

BACKFILL AND COMPACT PER SECTION 601

JOINT METHOD WILL VARY DEPENDING ON EXISTING PIPE MATERIAL
WATER LINE EXCLUSION AND EXTRA PROTECTION ZONES*

NOTES:
ZONE A: NO WATER LINES ALLOWED/MINIMUM SEPARATION.
ZONE B: EXTRA PROTECTION REQUIRED FOR WATER LINES.
* REFER TO STANDARD 610, WATER LINE CONSTRUCTION.
WATER LINE EXTRA PROTECTION

DUCTILE IRON PIPE WITH RESTRAINED OR MECHANICAL JOINTS*

MECHANICAL OR RESTRAINED JOINTS
(OR NO JOINTS)

EXTRA PROTECTION DUCTILE IRON PIPE
(GRAVITY OR PRESSURIZED) SEWER LINE

NOTES:

* REFER TO MAG STANDARD SPECIFICATION SECTION 610.
ENCASEMENT FOR PIPE CROSSING

1. CLASS "C" CONCRETE AS PER SECTION 725.
*REVIEW TO MAG STANDARD SPECIFICATION SECTION 610.
REPLACE ALL PAVING ACCORDING TO SECTION 338

PLAN VIEW OF REPLACEMENT

EXISTING SEWER CONNECTION OR MAIN BROKEN DURING EXCAVATION FOR NEW CONSTRUCTION

NEW CONSTRUCTION

COMPACTION SHALL BE DONE IN ACCORDANCE WITH SECT. 601

6" MIN. WHEN USING CAULDER CONNECTION

SAW SOUND PIPE SQUARE

12" MIN. SOLID BEARING ON EACH SIDE

6" MIN. WHEN USING BELL CONNECTION

EXCAVATE 6" BEYOND UNBROKEN BELL TO ALLOW ROOM FOR INSPECTION

18" MIN. WHEN USING BELL CONNECTION

SAW SOUND PIPE SQUARE

12" MIN. SOLID BEARING ON EACH SIDE

REPLACEMENT WHEN NEW TRENCH

2' WIDE OR LESS

DIA. AT BELL

CONC. PER SECT.
725, CLASS 'C'

REBAR TO BE NO. 4 WITH MAX. OF 6" BETWEEN & MIN. OF 3 BARS

SECTION 'A-A'

NOTES:

1. BROKEN PIPE SHALL BE REPLACED WITH A MINIMUM OF ONE FULL JOINT AND TWO SHORT LENGTHS WITH UNBROKEN BELLS. CONSTRUCTION AND JOINTS TO BE MADE AS PER SECTION 615.
**TYPE 'A' TOP**

(PRECAST ECCENTRIC CONICAL TOP MANHOLE)

- 24" OR 30" FRAME & COVER PER DET.
- 423, 424, 425 (TYP)

- 24" TO 26–3/4" ON 48" MANHOLE
- 30" ON 60" MANHOLE (TYP)

OVERALL ADJUSTMENT RING
- HEIGHT SHALL BE 12" MIN TO 18" MAX (TYP)

USE BUTYL RUBBER
- MASTIC JOINT SEALANT ON ALL JOINTS; EXCEPT TOP
- ADJUSTMENT RINGS

PRECAST RISER SECTIONS
- AS REQUIRED

CONCRETE SHELF SHALL BE
- PER DETAIL 420–3 SECTION A–A

DIAMETER
- PER PLAN

CEMENT MORTAR

KEYWAY Pressed INTO BASE
- TO MATCH PRECAST RISER

FLOW

CLASS "A" CONCRETE
- BASE PER SECTION 725, 505

8" IF MANHOLE IS 13' OR LESS
- 12" IF MANHOLE IS OVER 13'

( PRECAST FLAT TOP M.H.)

FINISH GRIDE (TYP)

FLAT REINFORCED
- CONC. TOP

30"DIA MIN.

8" TYP

8" MIN.

24" MAX.

NOTES:

1. PRECAST STEEL REINFORCED MANHOLE SECTIONS SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C 476 EXCEPT AS MODIFIED HERIN.

2. CAST-IN-PLACE MANHOLE BASE TO BE CONSTRUCTED IN ONE PLACEMENT.

3. CAST-IN-PLACE MANHOLE BASE SHELF AND CHANNEL TO RECEIVE SMOOTH TROWEL FINISH.

4. MANHOLE COATINGS PER AGENCY.

5. SEE MAG DETAIL 422 FOR FINAL ADJUSTMENT TO GRADE.

6. ANY MANHOLE OVER 20' SHALL REQUIRE ENGINEER
- (STRUCTURAL) CALC.

7. THE MANHOLE ACCESS POINT SHALL BE ORIENTED
- IN SUCH A WAY THAT THE OPENING IS DIRECTLY
- ABOVE THE LOWEST INVERT, OR AS OTHERWISE
- DIRECTED BY THE PLANS OR ENG.

8. FOR PRECAST BASE SEE DETAIL 420–2.

9. FLAT TOPS SHALL ONLY BE USED WITH APPROVAL
- FROM THE ENGINEER.
NOTES:

1. PRECAST, MANUFACTURER SHALL BE AN NATIONAL PRECAST CONCRETE ASSOCIATION (NPCA) CERTIFIED PLANT. ENTIRE PRECAST BASE SHALL BE MANUFACTURED AT THE PLANT PER ASTM C478.

2. MAG "AA" 4000 PSI CONCRETE SHALL BE USED FOR PRECAST MANHOLE BASES.

3. SPRING LINE OF CAST-IN-PLACE BELL SHALL STOP AT INSIDE FACE OF MANHOLE.

4. JOINTS FOR BARREL SECTION SHALL BE TONGUE AND GROOVE TYPE. ALL LIFTING HOLES SHALL BE SEALED WITH GROUT.

5. ALL PRECAST MANHOLE BASES SHALL BE PLACED ON 8" MINIMUM OF ABC PER SECTION 702 COMPACTED TO 100% MAXIMUM DENSITY.

6. ALL MODIFICATIONS SHALL BE APPROVED BY THE ENGINEER.

7. MINIMUM WALL THICKNESS SHALL BE PER ASTM C478 (MIN 5").

8. REINFORCEMENT SHALL BE DESIGNED BY AN ARIZONA REGISTERED PROFESSIONAL ENGINEER.

9. CHANNEL TRANSITION SHALL BE CONSTANT FROM INLET TO OUTLET OF MANHOLE TO FACILITATE SMOOTH TRANSITIONS AND ACCOMMODATE CORRESPONDING MANDREL.

10. THERE SHALL BE NO HARD CONNECTIONS (GROUTED) INTO THE MANHOLE BASE UNLESS APPROVED BY THE ENGINEER.

11. ALL SEWER SERVICE CONNECTIONS SHALL HAVE THE SAME CONNECTION TYPES IN THE PRECAST MANHOLE BASE.

12. ALL CORE HOLES INTO THIS STRUCTURAL PRECAST BASE SHALL BE COATED WITH AN APPROVED COATING MATERIAL.

13. THE MANHOLE BOTTOM SHALL EXTEND OUTSIDE THE MANHOLE WALL A MINIMUM 6" WIDE ON 48" BASES, 7" WIDE ON 60" BASES, AND 8" WIDE ON 72" BASES. EXTENDED BOTTOM SHALL BE A MINIMUM OF 5" THICK.

14. ALL PIPE CONNECTIONS SHALL BE IN COMPLIANCE WITH ASTM F477 OR ASTM C425. AN EXTRA STRENGTH VCP BELL WITH A POLYURETHANE JOINT THAT MEETS ASTM C425 MAY BE USED WITH VCP.
OUTLET PIPE PER APPROVED PLANS

CHANNEL, FORMED WITH PRECAST AND CAST IN PLACE BASE, (TYP).

90° MIN ANGLE

IF NO SIDE SEWERS, FORM ONE CONTINUOUS CHANNEL

OUTLET PIPE PER APPROVED PLANS

90° MIN ANGLE

PROVIDE A ±12 INCH TANGENT AT ALL PIPE CONNECTIONS (TYP)

SECTION A–A

TOP OF SHELF TO TOP OF PIPE (MIN 2% SLOPE) NOT TO EXCEED 3"

CHANNEL TRANSITION SHALL BE CONSISTENT FROM INLET TO OUTLET OF MANHOLE TO FACILITATE SMOOTH TRANSITIONS AND ACCOMMODATE CORRESPONDING TRANSITIONS MANDREL.

TYPICAL CHANNEL

SEE DETAIL 420–2 FOR NOTES

DETAII NO. 420–3
STANDARD DETAIL ENGLISH
CONCRETE MANHOLE BASE
REVISED 01–01–2015
DETAII NO. 420–3
OFFSET MANHOLE 8" TO 30" PIPE

PIPE SIZE & ELEVATION
AS SHOWN ON PLANS

48" I.D. FOR 8" - 14" PIPE
60" I.D. FOR 15" - 30" PIPE

MANHOLE ADJUSTMENT
PER DETAIL 422

COMBINED CURB
AND GUTTER

SEE DETAIL
420-1 FOR
ADJUSTMENT
REQUIREMENTS

MANHOLE TO BE
PRECAST PER
SECT. 625

PRECAST RISER PER
ASTM C-478

Cement Mortar
(TYP)

CLASS A CONCRETE
PER SECT. 725, 505

TROWEL
FINISH
SMOOTH

2% MIN. NOT TO
EXCEED 3"

8" IF MANHOLE
IS 13' OR LESS
12" IF MANHOLE
IS OVER 13'
NOTES:
1. CONTRACTORS SHALL ADJUST ALL MANHOLE RINGS AND COVERS, INCLUDING MANHOLES OUTSIDE OF THE PAVEMENT.
2. ADJUSTMENT SHALL BE CONSTRUCTED PER MAG SECTION 345.
3. MANHOLE COATINGS PER AGENCY
4. GROUT SHALL BE USED BETWEEN FRAME AND ADJUSTING RING TO ACHIEVE WATER TIGHTNESS.

<table>
<thead>
<tr>
<th>SPACER TYPE</th>
<th>REQUIRED THICKNESS</th>
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<tbody>
<tr>
<td>BRICK</td>
<td>GREATER THAN 2&quot;</td>
</tr>
<tr>
<td>4&quot;X2&quot; STEEL SPACER</td>
<td>1/2&quot; TO 2&quot;</td>
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<tr>
<td>GROUT</td>
<td>LESS THAN 1/2&quot;</td>
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</table>

ADJUSTING RING DETAIL

CONCRETE COLLAR,
CLASS 'AA' CONCRETE PER SECT. 725 & 505

SUBGRADE PREPARATION TO CONFORM TO SECT. 301 OR 601

OUT OF PAVEMENT—FINISH GRADE

12" MIN. BOTH SIDES

EXISTING OR RECENTLY INSTALLED PAVEMENT

#4 REINFORCING STEEL HOOP EQUALLY CENTERED HORIZONTALLY & VERTICALLY (IF REQUIRED BY AGENCY)

GROUT INTERIOR SURFACE OF ADJUSTMENT RINGS CONTINUOUS

ADJUSTING RINGS
NOTE:
LETTERING ON MANHOLE COVER TO CONTAIN NAME OF AGENCY AND UTILITY FOR WHICH MANHOLE IS NEEDED, (I.E. "PHOENIX SANITARY SEWER"), OR AS DIRECTED. THE TOTAL WIDTH OF INDIVIDUAL LETTERS TO BE SUCH THAT LETTERS AND WORDS ARE EQUALLY SPACED AND BALANCED TO FORM A COMPLETE CIRCLE WITH SPACERS BEFORE AND AFTER THE WORD IDENTIFYING THE AGENCY INVOLVED. LETTERS TO BE 2" IN HEIGHT AND RAISED FLUSH W/ TOP OF RINGS. TYPE OF LETTERS TO BE SUBMITTED FOR APPROVAL. WEIGHT OF CASTINGS SHALL BE NO MORE THAN 2% MORE OR LESS THAN THE APPROXIMATE WEIGHT SPECIFIED. CASTINGS SHALL CONFORM TO ASTM A-48, CLASS 35 AND AASHTO M306. THE BEARING SURFACES OF THE FRAMES AND COVERS SHALL BE MACHINED AND THE COVERS SHALL SEAT FIRMLY WITHOUT ROCKING. ALL DIMENSIONS SHALL HAVE A 1/16" TOLERANCE.
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FRAME WT. (CL. 35) – 180 LBS

COVER WT. (CL. 35) – 188 LBS

NOTE:
LETTERING ON MANHOLE COVER TO CONTAIN NAME OF AGENCY AND UTILITY FOR WHICH MANHOLE IS NEEDED, (I.E. "PHOENIX SANITARY SEWER"), OR AS DIRECTED. THE TOTAL WIDTH OF INDIVIDUAL LETTERS TO BE SUCH THAT LETTERS AND WORDS ARE EQUALLY SPACED AND BALANCED TO FORM A COMPLETE CIRCLE WITH SPACERS BEFORE AND AFTER THE WORD IDENTIFYING THE AGENCY INVOLVED. LETTERS TO BE 2" IN HEIGHT AND RAISED FLUSH W/ TOP OF COVER. TYPE OF LETTERS TO BE SUBMITTED FOR APPROVAL. WEIGHT OF CASTINGS SHALL BE NO MORE THAN 2% MORE OR LESS THAN THE APPROXIMATE WEIGHT SPECIFIED. CASTINGS SHALL CONFORM TO ASTM A-48, CLASS 35 AND AASHTO M306. THE BEARING SURFACES OF THE FRAMES AND COVERS SHALL BE MACHINED AND THE COVERS SHALL SEAT FIRMLY WITHOUT ROCKING. ALL DIMENSIONS SHALL HAVE A 1/16" TOLERANCE.
NOTE:
LETTERING ON MANHOLE COVER TO CONTAIN NAME OF AGENCY AND UTILITY FOR WHICH MANHOLE IS NEEDED, (I.E. "PHOENIX SANITARY SEWER"), OR AS DIRECTED. THE TOTAL WIDTH OF INDIVIDUAL LETTERS TO BE SUCH THAT LETTERS AND WORDS ARE EQUALLY SPACED AND BALANCED TO FORM A COMPLETE CIRCLE WITH SPACERS BEFORE AND AFTER THE WORD IDENTIFYING THE AGENCY INVOLVED. LETTERS TO BE 2" IN HEIGHT AND RAISED FLUSH W/ TOP OF COVER. TYPE OF LETTERS TO BE SUBMITTED FOR APPROVAL. WEIGHT OF CASTINGS SHALL BE NO MORE THAN 2% MORE OR LESS THAN THE APPROXIMATE WEIGHT SPECIFIED. CASTINGS SHALL CONFORM TO ASTM A-48, CLASS 35 AND AASHTO M306. THE BEARING SURFACES OF THE FRAMES AND COVERS SHALL BE MACHINED AND THE COVERS SHALL SEAT FIRMLY WITHOUT ROCKING. ALL DIMENSIONS SHALL HAVE A 1/16" TOLERANCE.
SECTION VIEW OF FRAME AND COVER WITH CAM LOCKING DEVICE

NOTES:

1. MATERIAL SHALL CONFORM TO A.S.T.M. STANDARDS
   B.179-65 ALLOY SN112A
   B.179-65 ALLOY CN42A
   B.108-65 ALLOY SC103A
   (ALL 3 ACCEPTABLE)

2. LETTERING ON MANHOLE COVER TO CONTAIN NAME OF AGENCY AND UTILITY FOR WHICH MANHOLE IS NEEDED. (I.E. "PHOENIX SANITARY SEWER"), OR AS DIRECTED. THE TOTAL WIDTH OF INDIVIDUAL LETTERS TO BE SUCH THAT LETTERS AND WORDS ARE EQUALLY SPACED AND BALANCED TO FORM A COMPLETE CIRCLE WITH SPACERS BEFORE AND AFTER THE WORD IDENTIFYING THE AGENCY INVOLVED. LETTERS TO BE 2" RAISED 1/8" ABOVE LEVEL OF COVER. TYPE OF LETTERS TO BE SUBMITTED FOR APPROVAL.

3. WEIGHT OF CASTINGS SHALL BE NO MORE THAN 2% LESS THAN THE APPROXIMATE WEIGHT SPECIFIED.

4. CASTINGS SHALL CONFORM TO SECT. 787.

5. SHALL CONFORM TO SECT. 625.3.1 – (FRAME AND COVER).
PIPE MATERIAL OF DROP CONNECTION TO MATCH NEW CONSTRUCTION

MASONRY ANCHORS MIN. ONE TIE PER 2 SQ FT OF CONTACT AREA FOR DROP CONNECTIONS TO EXISTING BRICK MANHOLES ONLY (TYP)

CONCRETE TO SPRING LINE OF PIPE

CONNECTION AS REQUIRED

SAME DIA.

45° MITERED BEND

'Y' BRANCH

MANHOLE WALL

OF SEWER

4" UPTO DRAIN

FOR DRAIN OF 5" OR MORE

POURED INVERT

TOP OF SEWER CL

CONCRETE FOUNDATIONS ON NEW MANHOLES TO EXTEND UNDER DROP CONNECTION

MANHOLE FOUNDATION

CLASS 'C' CONCRETE WIDTH OF TRENCH SECT. 505 & 725

OF SEWER

TOP OF SEWER

2.5' MIN. TO 5' MAX.

2.5' MIN. TO 5' MAX.

OF SEWER

OF SEWER

426

MARICOPA ASSOCIATION OF GOVERNMENTS

STANDARD DETAIL ENGLISH

DROP SEWER CONNECTIONS

REVISED 01-01-2007

DETAIL NO. 426

DETAIL NO. 426

TYPE A

2.5' TO 5' DROP

TYPE B

5' OR MORE
NOTES:

1. NOTE: COMPACT SOIL AT END OF PIPE TO 95% OF MAXIMUM DENSITY.

2. IF DEPTH OF COVER IS LESS THAN 5' OR GREATER THAN 10' INCREASE PLUG THICKNESS A MIN. OF 4".
MANHOLE FRAME AND COVER PER DETAIL NO. 423

MANHOLE & COVER SLAB

PALMER BOWLUS FLUME OR EQUAL

PLAN VIEW
NOTE: WITH COVER REMOVED.

ADDITIONAL BRACE AT MEASURING POINT

FINISHED GRADE

PER SEWER DEPTH
VARIES

4’-0” MIN.
6’-0” MIN.

4’-0” MIN.

MANHOLE VAULT AND COVER

GASKETS

LEVEL

LEVEL

PALMER BOWLUS FLUME OR EQUAL

CAST IN PLACE BASE
CLASS 'B' CONCRETE

SECTION A-A
NOTE: LADDER NOT SHOWN IN SECTION VIEW, SECTION SHOWN WITH COVER IN PLACE.

NOTES:

1. THIS CONTROL VAULT WITH MANHOLE AND COVER SHALL BE USED ON 6” AND 8” DIAMETER SEWER WITH FLOWS IN THE RANGE OF 40 TO 340 GPM.

2. VAULT TO BE CONSTRUCTED ON STRAIGHT RUN OF BUILDING SEWER, ACCESSIBLE AND SAFELY LOCATED ON THE OWNERS PROPERTY ADJACENT TO A PUBLIC RIGHT-OF-WAY.

3. THE PALMER BOWLUS FLUME SHALL BE INSTALLED PER THE MANUFACTURERS RECOMMENDATIONS.

4. THE PRE-CAST CONCRETE VAULT SHALL BE RECTANGULAR WITH MINIMUM INSIDE DIMENSIONS OF 4’ WIDE AND 6’ LONG AND AT A DEPTH OF THE DESIGN OF THE BUILDING SEWER.

5. A SHOP DRAWING SHALL BE SUBMITTED TO THE CONTRACTING AGENCY FOR APPROVAL BEFORE INSTALLATION OF THE VAULT AND THE PALMER BOWLUS FLUME WILL BE ALLOWED.
NOTES:

1. ELECTRONIC MARKER SHALL BE A 3M MODEL 1424–XR/ID [4" DIAMETER SELF LEVELING MARKER BALL GREEN IN COLOR] OR APPROVED EQUAL OR AS REQUIRED BY THE LOCAL AGENCY.

2. MARKER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER’S DIRECTIONS, 2’ BACK FROM THE END OF THE SEWER SERVICE STUB AND CINCH TIED TO PIPE OR ABOVE PIPE AS REQUIRED BY LOCAL AGENCY. AN ADDITIONAL MARKER SHALL BE INSTALLED AT EACH SERVICE STUB BEND.

3. ELECTRONIC MARKER SHALL BE RESTORED BY CONTRACTOR IF DISTURBED WHEN PRIVATE SERVICE LINE CONNECTION IS INSTALLED.

4. MARKER SHALL BE USED IN ADDITION TO A 2”x4” METAL STUD.

5. CONSTRUCTION DETAIL APPLIES WHERE CONTRACTOR BUILDS HOUSE CONNECTION. TAP EXTENDS TO PROPERTY LINE IN ALLEYS OR STREETS OR TO EASEMENT LINE.

6. SIZE OF TAP SHALL BE DESIGNATED ON PLANS.

7. CONSTRUCT TAP AT MINIMUM SLOPE IF COVER WILL BE LESS THAN 5’ AT PROPERTY LINE.

8. ALL FITTINGS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D–2321. THE CONTRACTOR MAY VARY FROM THE DRAWING TO USE THE APPROPRIATE WYES, TEE–WYES AND BENDS TO ENSURE NO MISALIGNMENT OF THE PIPE AND FITTINGS. BLOCK OR BRACE FITTINGS JOINTS TO ENSURE ZERO DEGREES ANGULAR JOINT DEFORMATION.

9. END OF TAP TO BE SEALED AND MARKED AS NOTED.
NOTES:

1. CONSTRUCTION DETAIL APPLIES WHERE CONTRACTOR BUILDS HOUSE CONNECTION. TAP EXTENDS TO PROPERTY LINE IN ALLEYS OR STREETS OR TO EASEMENT LINE.

2. SIZE OF TAP SHALL BE DESIGNATED ON PLANS.

3. CONSTRUCT TAP AT MINIMUM SLOPE IF COVER WILL BE LESS THAN 5' AT PROPERTY LINE.

4. IF DEPTH REQUIRES, MINIMUM SLOPE CAN BE REDUCED TO 1/8" PER FOOT PROVIDED STUD IS STAKED TO GRADE.

5. ALL FITTINGS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D-2321. THE CONTRACTOR MAY VARY FROM THE DRAWING TO USE THE APPROPRIATE WYES, TEE-WYES AND BENDS TO ENSURE NO MISALIGNMENT OF THE PIPE AND FITTINGS. BLOCK OR BRACE FITTING JOINTS TO ENSURE ZERO DEGREES ANGULAR JOINT DEFLECTION.

6. END OF TAP TO BE SEALED AND MARKED AS NOTED.

7. ELECTRONIC MARKER SHALL BE A 3M MODEL 1424-XR/ID [4" DIAMETER SELF LEVELING MARKER BALL GREEN IN COLOR] OR APPROVED EQUAL OR AS REQUIRED BY THE LOCAL AGENCY.

8. # 14 BARE COPPER LOCATOR WIRE ACCESSIBLE AT R/W AND AT PROPERTY OWNER CLEANOUT BOX NO GREATER THAN 4' DEEP.

9. STAMP OR WELD THE LETTER "S" ON LID OF METER BOX.

DETAIL NO. 440-2
STANDARD DETAIL ENGLISH
TYPE 'B' - SEWER BUILDING CONNECTION TWO-WAY CLEANOUT AND METER BOX AT R/W
(THE SPECIFIED BY LOCAL AGENCY)
NOTES:

1. Construction detail applies where contractor builds house connection. Tap extends to property line in alleys or streets or to easement line.

2. Size of tap shall be designated on plans.

3. Construct tap at min. slope if cover will be less than 5" at property line.

4. If depth requires, minimum slope can be reduced to 1/8" per foot provided stub is staked to grade.

5. All fittings shall be installed in accordance with ASTM D-2321. The contractor may vary from the drawing to use the appropriate wyes, tee—wyes and bends to ensure no misalignment of the pipe and fittings. Block or brace fitting joints to ensure zero degrees angular joint deflection.

6. End of tap to be sealed and marked.

7. Electronic marker shall be a 3M model 1424—XR/ID (4" diameter self leveling marker ball green in color) or approved equal or as required by the local agency.

8. Install raised 4" threaded plug in cleanout incorporating 3M model 1414 electronic disc marker, green in color. Locator plug to be QPK products model #228—0004 DM or approved equal.

9. Stamp or weld the letter "S" on lid of meter box.
SECTION A–A

CURB STAMP ROLLED CURB

CENTERLINE SEWER SERVICE

SECTION A–A

CURB STAMP VERTICAL CURB

CENTERLINE SEWER SERVICE

NOTES:

1. STAMP TOP OF CURB WITH 4” TALL BY 1/4” DEEP "S" TO DESIGNATE SEWER SERVICE LINE CROSSING.
DOUBLE PIPE HEADWALL

WALL BLOCKS TO BE 8"x8"x16".
FILL ALL CORES WITH GROUT MIX 1:3.

ELEVATION
CONCRETE MASONRY UNITS (BLOCK)
HEADWALLS JOINED WITH CEMENT
MORTAR PLASTERED BOTH SIDES
OF WALL FULL HEIGHT AND SHALL
BE CURED PER SECT. 726.

HEADWALL DIMENSIONS

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* NOMINAL PIPE SIZE GIVEN FOR REINFORCED CONC. PIPE.

NOTES:
1. ALL CONCRETE SHALL BE CLASS 'A' PER SECT. 505 & 725.
2. CONCRETE MASONRY UNITS (BLOCK) PER SECT. 510, 775 & 776.
3. CONCRETE REINF. SHALL BE NO.4 BAR 12" O.C. BOTH WAYS.
NOTES:

1. ALL CONCRETE SHALL BE CLASS 'A' PER SECT. 725.

2. ALL REINFORCING BARS SHALL BE NO. 4 EXCEPT NO. 6 BARS OVER PIPE. BAR SPACING APPROXIMATELY 12" C TO C UNLESS OTHERWISE NOTED.

3. 30' WING WALL FLARE SHOWN; 45' NORMALLY DESIRABLE.
NOTES:

1. HIGH POINT OF HEADWALL SHALL NOT PROJECT MORE THAN 3" ABOVE SLOPE.

2. ALL CONCRETE SHALL BE CLASS 'A' PER SECT. 725.

3. ALL REINFORCING BARS SHALL BE NO. 4, 12" C TO C AND 3" CLEAR TO INSIDE OF FLOOR AND WALLS.
NOTES:

1. REMOVE ALL SCALE FROM RACK BARS. METAL SPRAY OR PAINT WITH ONE COAT ZINC CHROMATE OR RED LEAD PRIMER (INDUSTRIAL QUALITY). OVERCOAT WITH GREY INDUSTRIAL ENAMEL SECT. 790.

2. SHAPE, COMPACT AND PLASTER NEW DITCH FROM HEADWALL TO UNDISTURBED EXISTING DITCH. PLASTER TO EXTEND TO MINIMUM ELEVATION NOTED 3 FEET BEYOND CONNECTION TO UNDISTURBED EXISTING DITCH.


4. 14" PLATE SHALL NOT EXTEND BELOW TOP OF PIPE.
NOTES:

1. BRACE TO BE INSTALLED EVERY 2’ FROM TOP OF HEADGATE FRAME. BOTTOM BRACE TO BE HIGH ENOUGH TO ENABLE FULL OPENING OF HEADGATE.

2. INSTALL 1/2” BOLTS INTO LEAD PLUG DRILLED TO WITHIN 1” OF OUTSIDE OF STANPIPE. SPACERS TO BE INSTALLED AT EACH BOLT BETWEEN HEADGATE FRAME AND INSIDE OF STAND PIPE.

3. LOCATION OF 2” HOLE FOR GATE STEM TO BE DETERMINED AFTER INSTALLATION OF GATE.

4. CONCRETE SHALL BE CLASS A PER SECT. 725.

PAINT ARROW ON OUTSIDE OF STANPIPE INDICATING DIRECTION "TO OPEN" HEADGATE.

FORM CONC. AROUND END OF PIPE BEHIND HEADGATE FRAME.
**PLAN OF COVER**

To secure cover to structure, use 1/4"x3" galvanized eyebolt and 1/4"x6" galvanized eyebolt bent to form anchor, and 3/16" galvanized chain 2" long.

**NOTES:**

1. Size of junction box to be determined by the engineer.
2. Gate type, size and number required as shown on plans or as specified.
3. Concrete masonry units (block) per Sect. 510, 775 & 776.

**SECTION A-A**

Class 'B' concrete per Section 725.

**SECTION B-B**

Elev. of bottom of pavement subgrade.
NOTES:

1. A CONCRETE COLLAR IS REQUIRED WHERE PIPES OF DIFFERENT DIAMETERS OR MATERIALS ARE JOINED, OR WHERE THE CHANGE IN ALIGNMENT OR GRADE EXCEEDS THAT ALLOWED FOR ON ORDINARY JOINTS.

2. WHERE PIPES OF DIFFERENT DIAMETERS ARE JOINED WITH A CONCRETE COLLAR, L AND T SHOULD BE THOSE OF THE LARGER PIPE, D=D-1, OR D-2 WHICHEVER IS GREATER.

3. FOR PIPE SIZES NOT LISTED AND LESS THAN 66" USE NEXT SIZE LARGER.

4. OMIT REINFORCING ON PIPE 24" OR LESS IN DIAMETER.

5. WHERE REINFORCING IS REQUIRED, THE DIAMETER OF THE CIRCULAR TIES SHALL BE... OUTSIDE DIAMETER OF PIPE+T.

6. FIELD CLOSURES OF PIPE OF THE SAME DIAMETER AND WITHOUT CHANGE IN GRADE OR ALIGNMENT SHALL BE MADE WITH A CONCRETE COLLAR.

7. CONCRETE SHALL BE CLASS B PER SECT. 725.

A* = ANGLE OF DEFLECTION

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NOTE:
CONTRACTOR MAY USE PRECUT FITTINGS IF DESIRED. BID ITEM INCLUDES LATERAL PIPE, RISER, PAD, VALVE, LABOR AND INCIDENTAL MATERIAL REQUIRED FOR INSTALLATION.

CONSTRUCT OPTIONAL CONCRETE SCOURING BASIN AROUND VALVE ASSEMBLY WHERE SPECIFIED

CLASS 'C' CONCRETE PER SECTION 725 WITH TROWEL FINISH

BREAK PIPE AND MAKE WATERTIGHT JOINTS PER DETAIL 524

VARIABLE

12"

1/2"

MAIN

CONCRETE PIPE SECT. 735 & 736

PIPE DIAMETER TO BE SAME AS VALVE SIZE

PLUG END PER DETAIL 427

GROUT AS PER DETAIL 524

CONCRETE TEE OR ELBOW

SNOW, IDEAL, WATERMAN ALFALFA VALVE OR EQUAL

PIPE DIAMETER TO BE SAME AS VALVE SIZE
NOTES:

1. THIS DETAIL SHALL BE REQUIRED WHEN NEW OR EXISTING PIPE INSTALLATIONS WILL BE SUBJECT TO DAMAGE ANYTIME IN THE FUTURE DUE TO LACK OF PROPER COVER, AS DETERMINED BY THE ENGINEER.

2. FOR PIPE OVER 18" I.D. WOOD, METAL OR GYPSUM BOARD FORMS MUST BE USED TO FORM THE SIDES OF THE ENCASEMENT. GYPSUM BOARD FORMS MAY BE LEFT IN THE GROUND BELOW THE TOP OF THE ENCASEMENT. THIS SHALL BE OPTIONAL WITH POURING AGAINST TRENCH WALLS FOR ENCASEMENT OF 18" AND SMALLER PIPE.

3. FOR ALL SITUATIONS WHERE SIDE FORMS ARE USED, TRENCH WALLS SHALL BE OVER—EXCAVATED TO ALLOW SUFFICIENT ROOM TO OPERATE PROPER MECHANICAL COMPACTION EQUIPMENT.

4. CONCRETE WHICH SPLITS BEYOND 12" FROM THE SIDES OF THE PIPE FOR ANY REASON SHALL BE REMOVED BACK TO THE PROPER LINE PRIOR TO BACKFILLING.

5. SEE SECTION 601 FOR TRENCH PREPARATION.

6. CONCRETE TO BE CLASS ’A’ PER SECT. 725.

7. COVER TO BE APPROVED BY ENGINEER.
C.M.P. STORM DRAIN

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

1:2 MORTAR

2"x2"x12" GAUGE WELDED
WIRE FABRIC WITH 12"
CIRCUMFERENTIAL OVERLAP

BAND DETAIL

C.M.P. MAIN STORM DRAIN

C.M.P. PER A.A.S.H.T.O. SPEC. M-36
EXTERIOR COATING AND INTERIOR
COATING PER A.A.S.H.T.O. SPEC.
M-190, MAY BE TYPE 'A' OR 'D'

SELECT MATERIAL

TYP. BOTH SIDES AND BOTTOM

1/2"

STANDARD THREAD
(COARSE)

1/2"

WELD ALL AROUND

1-3/4"

1/2"

2-1/2"

6"

MIN.

1/2"

6"

MIN.

12 GAUGE BITUMINOUS COATED
GALVANIZED METAL PLATE

CONNECTOR PIPE

8 HOLES
9/16" DIA.

O.D. + 24"

O.D. + 24"

R=1/2 O.D.

R.C.P., C.P. OR C.M.P.

SEE BAND DETAIL

C.M.P. TYPE 'A' OR TYPE 'B'

SEE T-BOLT DETAIL

T-BOLT
NOTES

1. ALL CONCRETE TO BE CLASS 'A' PER SECT. 725, 505.

2. MATCH SPRING LINES OF PIPE ENTERING MANHOLE UNLESS OTHERWISE NOTED.

3. CUT PIPES TO ALLOW SETTING OF 4' DIA. CYLINDRICAL FORM FROM 6" ABOVE MAIN LINE PIPE TO SPRING LINE. CUT PIPE 2" LARGER THAN FORM TO ALLOW 2" CONCRETE OVER ENDS OF ALL CUT PIPE.

4. INVERT AND BASE OF MANHOLE TO BE POURED AND INVERT TO BE SHAPED BY HAND TO MAKE SMOOTH TRANSITION. FINISH WITH RUBBER FLOAT.

5. CENTER MANHOLE ON PIPE JOINT WHERE PIPE CHANGES SIZES, LEAVING A GAP OF 12" MINIMUM, 24" MAXIMUM.
NOTES:

1. LINE PIPE AND STUB MAY BE CAST MONOLITHICALLY OR STUB MAY BE CAST ON TO LINE PIPE SECTION PRIOR TO COMPLETE CURING.

2. ALL LINE PIPE REINFORCEMENT SHALL BE TURNED UP INTO STUB.

3. THE VERTICAL STUB TO BE A.S.T.M. C-76 CLASS II WALL 'A' AND THE HORIZONTAL PIPE TO BE EQUAL TO STRENGTH OF PIPE ENTERING MANHOLE.

4. ALL REINFORCING STEEL SHALL CLEAR FACE OF CONCRETE BY 1-1/2" UNLESS SHOWN OTHERWISE.

5. CONCRETE ENCASEMENT SHALL BE CLASS 'A' PER SECT. 725 AND 505.

TABLE OF VALUES FOR 'F' & 'D'

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MAN HOLE SHAFT PER DETAIL 522

PRECAST PIPE WITH VERTICAL STUB

ENCASEMENT
NOTES:
1. PRECAST CONCRETE CONES AND SECTIONS TO BE A.S.T.M. C-478.
2. BRICK MAY BE USED IN LIEU OF OR IN COMBINATION WITH CONCRETE ADJUSTING RINGS.
3. PRECAST CONCRETE SECTIONS 48" DIA PIPE MAY BE FURNISHED IN STANDARD LENGTHS.
4. UNLESS OTHERWISE SHOWN ON PLANS, USE (2) 2-1/2" PRECAST CONCRETE ADJUSTING RINGS ON IMPROVED STREETS AND (4) 2-1/2" RINGS ON UNIMPROVED STREETS.
5. CONCRETE SHALL BE CLASS A PER SECTION 725 AND 505.

VERTICAL SECTION OF ECCENTRIC MANHOLE SHAFT
FOR A 30" M.H. OPENING, USE THE STD. WATER TIGHT 30" M.H. FRAME & COVER, AND ANCHOR THE FRAME AS OUTLINED IN THE INSTRUCTIONS NOTED ON THIS SHEET.

FOR A 24" M.H. OPENING, MODIFY THE STD. 24" M.H. FRAME & COVER, FOLLOWING THE NOTED PROCEDURES, ONE THRU FIVE.

NOTES:

1. DRILL (8) HOLES 17/32" IN COVER FOR 1/2" CAPSCREWS, COUNTERBORE 1/2" DEEP BY 1-1/8" DIA. TO ACCOMODATE CAPSCREW AND SOCKET WRENCH. SPACE EQUALLY.

2. DRILL (8) HOLES AND TAP FOR 1/2" - 13 THREAD NATIONAL COARSE BOLT.

3. DRILL, TAP AND COUNTERBORE (2) HOLES FOR 1/2" CAPSCREWS TO BE USED FOR LIFTING COVER. PLUG WITH CAPSCREWS.

4. COVER AND FRAME MUST BE MATCHED, DRILLED AND TAPPED IN SETS.

5. CASTING DIMENSIONS GIVEN ABOVE ARE FROM DET. 424, 24" MANHOLE FRAME AND COVER. BOTH 24" AND 30" FRAMES TO BE ANCHORED AS FOLLOWS:

6. DRILL 1/2" HOLE IN FILLET. DO NOT USE ADJACENT FILLETS.

7. 1/4" STAINLESS STEEL CABLE. SECURED WITH CABLE CLAMPS.

8. 1/2"x9" HOOK AND EYE TURNBUCKLE.

9. 1/2" EYE BOLT WITH 1" DIA. EYE.

10. INSTALL THREE CABLES PER 24" COVER (FOUR CABLES FOR 30" COVERS). EYEBOLTS TO BE SET DIRECTLY BELOW FILLETS USED.

11. TRIPLE WRAP TURNBUCKLES AND CABLE CLAMPS WITH 1" WIDE TAPE. SAFE-T-CLAD, F.O.S. 655, OR APPROVED EQUAL.
NOTES:

1. DRILL (6) HOLES IN 30" COVER (4 HOLES IN 24" COVER) 17/32" CORED RECESS FOR 1/2" CAPSCREWS. SPACE EQUALLY (304 S.S.)

2. DRILL (6) HOLES IN 30" FRAME (4 HOLES IN 24" FRAME) AND TAP FOR 1/2" – NATIONAL COARSE BOLT (HEX HEAD).

3. COVER AND FRAME MUST BE MATCH MARKED, DRILLED AND TAPPED IN SETS.

4. DIMENSIONS, LETTERING, WEIGHTS AND MATERIALS SHALL CONFORM TO DET. 424.

5. REFER TO DETAIL 523–1 FOR INSTALLATION PROCEDURES.
NOTES:

1. D SHALL BE 24" OR LESS. FOR LARGER VALUE OF D USE MANHOLE OR JUNCTION STRUCTURE.
2. IN NO CASE SHALL THE OUTSIDE DIAMETER OF THE INLET EXCEED ONE HALF THE INSIDE DIAMETER OF THE MAIN STORM DRAIN.
3. CENTERLINE OF INLET SHALL BE ON RADIUS OF MAIN STORM DRAIN EXCEPT WHEN ELEVATION S IS SHOWN ON PLANS.
4. THE MINIMUM OPENING INTO THE STORM DRAIN SHALL BE THE OUTSIDE DIAMETER OF THE CONNECTING PIPE PLUS 1".
5. IF ANGLE X FROM HORIZONTAL IS 45° OR LESS USE TYPE 1.
   IF ANGLE X IS 45° OR OVER USE TYPE 2.
SECTION A-A

SECTION B-B

NOTES:

1. THE ENTIRE CATCH BASIN COVER MAY BE POURED IN PLACE OR PRECAST.

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. FLOOR OF BASIN SHALL BE TROWELLED TO A HARD SMOOTH SURFACE AND SHALL SLOPE FROM ALL DIRECTIONS TO OUTLET.

5. ALL STRUCTURAL STEEL TO BE PAINTED ONE SHOP COAT OF NO. 1 D PAINT AND TWO FIELD COATS OF NO. 10 PAINT AS PER SECT. 790.

6. CONCRETE SHALL BE CLASS A PER SECTION 725.

DIMENSIONS

<table>
<thead>
<tr>
<th>CURB</th>
<th>A</th>
</tr>
</thead>
<tbody>
<tr>
<td>T=6’ IF V=4’ OR LESS</td>
<td>4’</td>
</tr>
<tr>
<td>T=8’ IF V IS BETWEEN 4’ AND 8’</td>
<td>3’-3’</td>
</tr>
<tr>
<td>T=10’ IF V IS 8’ OR MORE (IF V EXCEEDS 10’ SPECIAL DESIGN IS REQUIRED)</td>
<td>6’</td>
</tr>
<tr>
<td>V=3’-6” UNLESS OTHERWISE SPECIFIED</td>
<td>1’-0”</td>
</tr>
</tbody>
</table>

* SEE DETAILS 536-1 AND 536-2 FOR DETAILS AND SECTIONS COMMON TO ALL CURB OPENING CATCH BASINS.

** 4’ LOCATIONS WHERE 4’ S/W IS REQUIRED.
NOTES:

1. THE ENTIRE CATCH BASIN COVER MAY BE POURED IN PLACE OR PRECAST.

2. CONNECTION PIPES MAY BE PLACED IN ANY POSITION AROUND THE WALLS PROVIDED THE POSITION IS CONSISTENT WITH THE PLAN.

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DIMENSIONS

<table>
<thead>
<tr>
<th>CURB A</th>
<th>T</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot;</td>
<td>3'-3&quot;</td>
</tr>
<tr>
<td>6&quot;</td>
<td>1'-9&quot;</td>
</tr>
<tr>
<td>7&quot;</td>
<td>1'-0&quot;</td>
</tr>
</tbody>
</table>

T=6'' IF V=4' OR LESS
T=8'' IF V IS BETWEEN 4' AND 8'
T=10'' IF V IS 8' OR MORE (IF V EXCEEDS 10' SPECIAL DESIGN IS REQUIRED)
V=3'-6" UNLESS OTHERWISE SPECIFIED.

* SEE DETAILS 536-1 AND 536-2 FOR DETAILS AND SECTIONS COMMON TO ALL CURB OPENING CATCH BASINS.

** 4' LOCATIONS WHERE 4' S/W IS REQUIRED.
NOTES:

1. THE ENTIRE CATCH BASIN COVER MAY BE POURED IN PLACE OR PRECAST.

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6. CONCRETE SHALL BE CLASS A PER SECTION 725.

**DIMENSIONS**

<table>
<thead>
<tr>
<th>CURB</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>T=6”</td>
<td>4”</td>
<td>3”-3”</td>
<td>2”</td>
</tr>
<tr>
<td>V=4”</td>
<td>6”</td>
<td>1”-9”</td>
<td>2”</td>
</tr>
<tr>
<td>V=4”</td>
<td>7”</td>
<td>1”-0”</td>
<td>2”</td>
</tr>
</tbody>
</table>

* SEE DETAILS 536–1 AND 536–2 FOR DETAILS AND SECTIONS COMMON TO ALL Curb OPENING CATCH BASINS.

** 4” LOCATIONS WHERE 4” S/W IS REQUIRED.
NOTES:

1. SINGLE C.B. (ILLUSTRATED), SUMP WITH WING BASIN UPSTREAM.
2. DOUBLE C.B. SUMP WITH SYMMETRICAL WING BASINS EACH SIDE.
3. PIPES CAN BE PLACED IN ANY WALL EXCEPT WALL ADJACENT TO A WING BASIN. PIPE SHALL BE TRIMMED TO FINAL SHAPE AND LENGTH BEFORE CONCRETE IS PLACED.
4. SUMP FLOOR SHALL HAVE A WOOD TROWEL FINISH AND A MIN. SLOPE OF 4:1 IN ALL DIRECTIONS TOWARD OUTLET PIPE.
5. ALL REINFORCING BARS SHALL BE NO. 3 18" C TO C BOTH WAYS AND 1-1/2" CLEAR TO INSIDE OF WALLS AND OUTSIDE WING BASIN FLOOR EXCEPT AS SHOWN. SEE SECT. 727.
6. ALL CONCRETE SHALL BE CLASS 'A', PER SECT. 725.
7. CONSTRUCTION JOINTS SHALL BE PLACED TO MEET FIELD CONDITIONS.
8. ALL EXPOSED STEEL SHALL BE GALVANIZED OR PAINTED WITH ONE SHOP COAT OF "A" PAINT AND TWO FIELD COATS OF "B" PAINT.

NOTE: REINFORCING BARS SHOWN ARE FOR ROOF SLAB ONLY. SEE NOTE NO. 5 AND SECTIONS FOR OTHER REINFORCING.

DIMENSIONS

V = 3'-3" MIN. WHEN L = 3'
V = 3'-5" MIN. WHEN L = 6'
V = 3'-7" MIN. WHEN L = 10'
V = 4'-0" MIN. WHEN L = 17'
T = 6" WHEN V IS LESS THAN 8'
T = 8" WHEN V IS EQUAL TO OR GREATER THAN 8'
H = CURB HEIGHT PRIOR TO THE TRANSITION

SECTION A-A

SECTION B-B

REINFORCEMENT DETAIL
APRON NOTES:

9. APRON IS CONSTRUCTED ONLY WHEN SPECIFIED ON PLANS.

10. CONCRETE IN APRON SHALL BE NOT LESS THAN 8" THICK.

11. CURB FACES AT CATCH BASIN OPENING AND POINT G SHALL BE THAT OF THE EXISTING CURB FACE PLUS 2" OR AS OTHERWISE SHOWN.

12. ELEVATION AT THE OUTTER CORNERS OF THE LOCAL DEPRESSION SHOWN ON THE PLANS ARE FOR THE FINISHED SURFACE.

13. SEE DETAIL 533-1 FOR ADDITIONAL DIMENSIONS, REBAR PLACEMENT AND OTHER INFORMATION TO CONSTRUCT CATCH BASIN.
FRAME AND GRATE NOTES

14. FRAME AND GRATING SHALL BE TESTED FOR ACCURACY OF FIT AND SHALL BE MARKED IN SETS BEFORE DELIVERY.

15. ALL WELDING SHALL BE IN ACCORDANCE WITH STANDARD WELDING SPECIFICATIONS.

16. CROSS BARS AND END BARS MAY BE FILLET WELDED, RESISTANCE WELDED OR ELECTRIC FORGED TO BEARING BARS.

17. ANCHORS SHALL BE 3/8" DIA. STEEL ROD, NO. 3 REBAR, 3/8" DIA. X 8" BOLTS OR 8" NELSON STUDS.

18. ALL PARTS SHALL BE OF STRUCTURAL GRADE STEEL.

19. ALL EXPOSED STEEL SHALL BE GALVANIZED OR PAINTED WITH ONE COAT #1 PAINT AND TWO FIELD COATS OF #10 PAINT.

SECTION F-F

BEARING BARS:
3-1/2" x 1/2" x 40"
2" C. TO C., 14 EACH

END BARS:
2-1/2" x 1/4" x 26-1/2"
2 EACH

CROSS BARS:
1/2" DIA. x 26-1/2" ROD
4" C. TO C., 9 EACH
CROSS BARS: 1/2 DIA. x 24-7/8" ROD, 4" C. TO C., 9 EACH

BEARING BARS: 3-1/2"x1/2"x39-1/2" 1-7/8" C. TO C., 14 EACH

END BARS: 2-1/2"x1/4"x24-7/8" 2 EACH.

GRATE DETAIL
GRATE OPENING: 4.344 SQ. FT.
DIMENSION
V=3'-0" UNLESS OTHERWISE SPECIFIED.
* DIMENSIONAL CHANGE WITH DETAIL 534-3 AND DETAIL 534-4.

NOTES:
1. ADJUSTABLE CURB, FRAME AND GRATING UNITS SHALL BE STRUCTURAL STEEL OR CAST IRON.
2. 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.
3. CONNECTION PIPES MAY BE PLACED IN ANY POSITION AROUND THE WALLS PROVIDED THE POSITION IS CONSISTENT WITH THE PLAN.
4. OUTLET PIPE SHALL BE TRIMMED TO FINAL SHAPE AND LENGTH BEFORE CONCRETE IS Poured.
5. 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.
6. ALL CONCRETE, CLASS 'A' AS PER SECTION 725.
BOLT CURB BOX TO FRAME WITH 1/2" x 13" x 2-1/2" STEEL HEX BOLTS, NUTS AND WASHERS

CROSS-SECTIONAL AREA: 1.53 SQ. IN.

SECTION B-B

NOTE:
DIMENSIONAL CHANGE REQUIRED FROM 3'-5" WIDTH TO 3'-0" AND 1'-9" DEPTH TO 2'-0"
MATERIAL CAST GRAY IRON ASTM A-48-83 CLASS 35B
FRAME WEIGHT 209 LBS; GRATE 140 LBS; CURB BOX 92 LBS.

SECTION A-A
CAST IRON FRAME - GRATE - CURB BOX

DATE

FLOW

36-1/2"
35-1/2"
12 EQUAL SPACES AT 2-13/16"
33"
36"
43"
1/2"
5/8"
BOLT CURB BOX TO FRAME WITH 1/2" x 13" x 2-1/2" STEEL HEX HEAD BOLTS, NUTS AND WASHERS

SECTION A-A

DOUBLE UNIT CAST IRON FRAME — GRATE — CURB BOX

SECTION B-B

CROSS-SECTIONAL AREA: 1.53 SQ. IN.

NOTE:

DIMENSIONAL CHANGE REQUIRED FROM 3'-5" WIDTH TO 6'-2", AND 1'-9" DEPTH TO 2'-0"
REQUIRES ONE CENTER STEEL I-BEAM 4" x 7.7 LBS.
MATERIAL CAST GRAY IRON ASTM A-48-83 CLASS 35B
FRAME WEIGHT 197 LBS.; GRATE 140 LBS.; CURB BOX 92 LBS.
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 FRAME AND GRATE IS 1/2".

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

FOR DETAILS 531, 532 AND 533

**SECTION D-D**

NOTES:

1) HORIZONTAL PLAIN ROUND GALVANIZED STEEL PROTECTION BAR SHALL BE USED WHEN CURB FACE IS 9" OR MORE.

2) THE BAR SHALL BE EMBEDDED 5" AT EACH END.
**PLAN VIEW**

- 9/16" R DRILL
- 7/8" R DRILL DEEP
- 5/16" 2 HOLES
- 1/4" 5" 1/4"

**SECTION A–A**

- COVER 1/4"
- 24" DIA
- 28" DIA

**SECTION B–B**

- 2" 2-1/2" 1/4" 7/8"
- 5/8"

- CONCRETE FILLER (CLASS B) 1/8" 1/2" 1/2" 3/8" 6" 1/2" 1/2" 2-1/4" 1/2" 1/2" 2-3/4" 6" 1/2" 1/2" 24" DIA 1-1/8"

**SECTION C–C**

- 1/2"

**NOTES:**

1. FRAME SHALL BE NON-LOCKING.

2. FRAME AND COVER SHALL BE CAST IRON OR ASTM A-36 STRL. HORIZONTAL SURFACE OF COVER IN CONTACT WITH FRAME SHALL BE MACHINED. ASA B-46 ROUGHNESS SHALL NOT EXCEED 1/32".

3. COVER SHALL BE FILLED WITH CONCRETE AND BROOM FINISHED.

4. SMALL VARIATIONS IN DIMENSIONS OF FEATURES OF A MINOR NATURE THAT ARE PART OF THE FOUNDRY'S CASTING ARE PERMISSIBLE.
ALL CONCRETE SHALL BE CLASS 'A' PER SECT. 725. EXPOSED EDGES SHALL BE FINISHED WITH A 1/2" RADIUS.

DETAIL OF ANGLE FRAME

GRATE SUPPORT

WELD INTO SECOND SPACE

1/2" DIA X 1" EYE BOLT
2-3/8" X 3-1/8" X 1/4" BEVELED SIDES FOR WELDS

3-5/8" 1/4" X 1-3/4" X 24" CHAIN

BAR GRATE
SEE DETAIL 539

1/4" X 1-3/4" X 24" CHAIN TO 1" X 6" EYE BOLT IN WALL. BEND BOLT 1" ON END.

SLOPE FLOOR TO OUTLET

PIPE SIZE AS REQUIRED BY PLANS
WHEN DOUBLE GRATE IS USED INCREASE THE LENGTH OF THE STRUCTURE ACCORDINGLY.

CUT HOLE IN PIPE 24" LONG FOR SINGLE GRATE STRUCTURES AND 48" LONG FOR DOUBLE GRATE. WIDTH DEPENDS ON DIA. OF PIPE, NOT TO EXCEED 22" MIN. WIDTH TO BE SET BY PROJECT ENGINEER.

SEE DETAIL 539 FOR GRATE

29" X 29" I.D. SINGLE FRAME
29" X 53" I.D. DOUBLE FRAME

3" X 2-1/2" X 1/2" ANGLE IRON FRAME
1/2" DIA X 6" LUGS WELDED TO FRAME, 4 EACH - 1 ON EACH CORNER OF FRAME

FOR PIPE LARGER THAN 24" DIA. (NOMINAL)

SECTION A-A

D=(VARIIES)

SECTION A-A

24" PIPE (NOMINAL)
(6) 1/2” DIA. x 28-1/2” SINGLE, 52-1/2” DOUBLE TRANSVERSE RODS, 4” ON CENTER FLUSH WITH GRATE SURFACE.

(2) 2” x 1/4” x 28-1/2” SINGLE, 52-1/2” DOUBLE END BARS

(15 SINGLE, 26 DOUBLE) 2-1/2” x 1/2” x 28” BEARING BAR APPROXIMATELY 2” ON CENTER

3/16” EACH BAR & ROD

NOTES:


2. WELDING SHALL BE IN ACCORDANCE WITH A.W.S. SPECIFICATIONS.

3. FRAME AND GRATE SHALL BE TESTED FOR ACCURACY OF FIT AND SHALL BE MARKED IN SETS BEFORE DELIVERY.

4. THE COMPLETED ASSEMBLY SHALL BE GIVEN ONE SHOP COAT OF NO. 1 PAINT AND TWO FIELD COATS OF NO. 10 PAINT AS PER SECTION 790.

5. THE GRATE SHALL BE FABRICATED TO WITHIN 1/8” SPECIFIED DIMENSIONS.
NOTES:
1. GRATING UNITS AND FRAMES SHALL BE FABRICATED FROM STRUCTURAL STEEL EXCEPT AS NOTED.
2. WELDING SHALL BE IN ACCORDANCE WITH STD. WELDING SPECS.
3. THE COMPLETED ASSEMBLY SHALL BE GIVEN TWO SHOP COATS OF NO. 1 PAINT AS PER SECT. 790.
4. FRAME AND GRATE SHALL FIT TO A MAX. ROCK OF 0.093" AT ANY POINT.
5. RESTRICT USE TO GRADES OF 3% OR LESS.

<table>
<thead>
<tr>
<th>BAR TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE</td>
</tr>
<tr>
<td>TW OR TB-1 0</td>
</tr>
<tr>
<td>TW OR TB-1.1</td>
</tr>
<tr>
<td>TW OR TB-1.2</td>
</tr>
<tr>
<td>TW OR TB-2.0</td>
</tr>
<tr>
<td>TW OR TB-2.1</td>
</tr>
<tr>
<td>TW OR TB-2.2</td>
</tr>
</tbody>
</table>
NOTES:

1. INSTALL WHEN REQUIRED BY PLANS, SPECIFICATIONS, OR APPROVED BY THE ENGINEER.

2. SEE PROJECT PLANS FOR CATCH BASIN DETAILS AND PAVEMENT STRUCTURAL SECTION.

CURB OPENING INLET

PAVEMENT

A.B.C. AND/OR SELECT BASE

6” C.M.P.
18 GA.

WOVEN WIRE 1/2” SQ.
MESH #18 WIRE.

PLUG WITH CLASS "B" CONCRETE
AFTER INSTALLATION OF ASPHALT/CONCRETE PAVEMENT

GRATE OPENING INLET

PAVEMENT

A.B.C. AND/OR SELECT BASE

6” C.M.P.
18 GA.

WOVEN WIRE 1/2” SQ.
MESH #18 WIRE.

PLUG WITH CLASS "B" CONCRETE
AFTER INSTALLATION OF ASPHALT/CONCRETE PAVEMENT
<table>
<thead>
<tr>
<th>PIPE DIA.</th>
<th>APPROX. WEIGHT (LBS.)</th>
<th>DIMENSIONS – INCHES</th>
<th>APPROX. SLOPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>24”</td>
<td>1520</td>
<td>T 3 A 9-1/2 B 43-1/2 C 30 E 73-1/2 F 48</td>
<td>3</td>
</tr>
<tr>
<td>27”</td>
<td>1930</td>
<td>3-1/4 A 10-1/2 B 49-1/2 C 24 E 73-1/2 F 54</td>
<td>3</td>
</tr>
<tr>
<td>30”</td>
<td>2190</td>
<td>3-1/2 A 12 C 54 E 19-3/4 F 73-3/4</td>
<td>3</td>
</tr>
<tr>
<td>36”</td>
<td>4100</td>
<td>4 A 15 B 63 C 34-3/4 E 97-3/4 F 72</td>
<td>3</td>
</tr>
<tr>
<td>42”</td>
<td>5380</td>
<td>4-1/2 A 21 B 63 C 35 E 98 F 78</td>
<td>3</td>
</tr>
<tr>
<td>48”</td>
<td>6550</td>
<td>5 A 24 B 72 C 26 E 98 F 84</td>
<td>3</td>
</tr>
<tr>
<td>54”</td>
<td>8240</td>
<td>5-1/2 A 27 B 65 C 33-1/4 E 98-1/4 F 90</td>
<td>2 1/2</td>
</tr>
</tbody>
</table>

**NOTES**

1. DESIGN OF END SECTION SHALL CONFORM TO STANDARD FOR REINFORCED CONCRETE PIPE.
2. END SECTION JOINT CONFORMATION SHALL MATCH THE PIPE JOINTS.
3. EMBANKMENT SLOPE SHALL BE WARPED TO MATCH SLOPE OF END SECTION.
4. CULVERT LENGTH IS AS SHOWN ON PLANS.
NOTES:

1. WHERE ROCK IS ENCOUNTERED THE OUTLET MAY BE OMITTED.

2. ALL PORTIONS OF SPILLWAY TO BE TROWEL FINISHED.

3. CONCRETE FOR THE SPILLWAY INLET, SPILLWAY AND OUTLET SHALL BE CLASS 'B' PER SECT. 725.

4. WHEN THE OUTLET IS USED, THE WIRE MESH SHALL EXTEND THROUGH THE JOINT INTO THE OUTLET IN LIEU OF BENDING INTO THE KEY.
CONCRETE SURFACE FORD CONCRETE WALLS

8" CLASS 'A' CONCRETE PER SECTIONS 505 AND 725
(SECTION 324 DOES NOT APPLY)

BITUMINOUS SURFACE FORD CONCRETE WALLS

NOTES:
1. FORD WALLS SHALL BE CLASS 'A' CONCRETE PER SECT. 725.
2. DEPTH GAUGE SHALL BE PAINTED 2 COATS WHITE ENAMEL. NUMERALS AND MARKERS SHALL BE 1 COAT BLACK ENAMEL.
3. NUMBERS ON DEPTH GAUGE TO BE 2" HIGH.
4. HEIGHT OF DEPTH GAUGE PER PLANS.
5. REINFORCING BARS SHALL BE SET 3" CLEAR FROM SIDES OF CUT-OFF WALLS.
6. COURSE AGGREGATE AT WEEP HOLES SHALL BE ASTM C33 SIZE 57, ENCLOSED IN FILTER FABRIC (SECTION 796, CLASS B), AND EXTENDED LATERALLY A MINIMUM OF SIX-INCHES (6") ON EACH SIDE OF THE WEEP HOLE.

ELEVATION LOOKING UPSTREAM
TYPICAL GABIONS

1. HEAVY GAUGE FRAME WIRE.
2. HEAVY GAUGE TRIPLE-TWIST HEXAGONAL MESH (OR EQUAL) FASTENED TO FRAME WIRE.
3. CONTINUOUS HEAVY GAUGE WRAPPED AROUND FRAMES TO FASTEN GABIONS TO EACH OTHER.
4. PARTITIONS TO PREVENT SHIFTING, NORMALLY ONE PER 3' LENGTH, INSTALLED AT FACTORY.

CUT BANK TO DEPTH "C" BEFORE PLACING GABIONS

EXIST GROUND LINE OR STREAM BED

GABIONS FILLED WITH STONE

ELEVATION

PLAN

NOMINAL SIZE COMBINATIONS

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>WIDTH</th>
<th>DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>6'</td>
<td>3'</td>
<td>1'</td>
</tr>
<tr>
<td>9'</td>
<td>3'</td>
<td>1'</td>
</tr>
<tr>
<td>12'</td>
<td>3'</td>
<td>1'</td>
</tr>
</tbody>
</table>

NOTE:
OTHER SIZES AVAILABLE FROM MANUFACTURER.