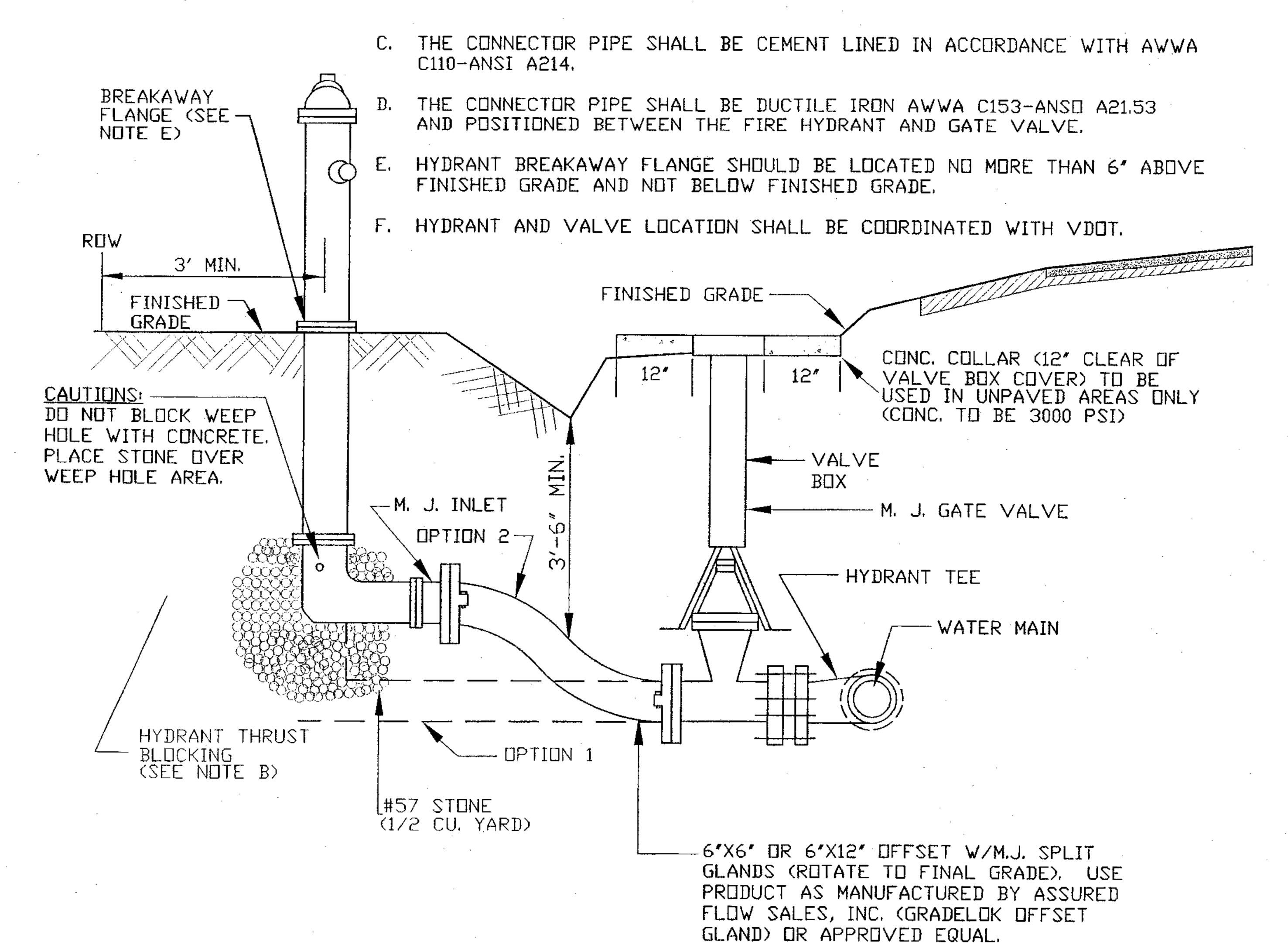


OPTION 2: IF GRADE ADJUSTMENT IS REQUIRED:

A. THE CONNECTOR PIPE SHALL BE OF THE OFFSET DESIGN SO THAT THE FIRE HYDRANT CAN BE ADJUSTED TO ENSURE PLACEMENT AT THE PROPER GRADE. WHEN THE CONNECTOR PIPE IS THE OFFSET DESIGN IT SHALL HAVE AN ANCHORING FEATURE AT BOTH ENDS SO THAT WHEN USED WITH M.J. SPLIT GLANDS A RESTRAINED JOINT IS PROVIDED.

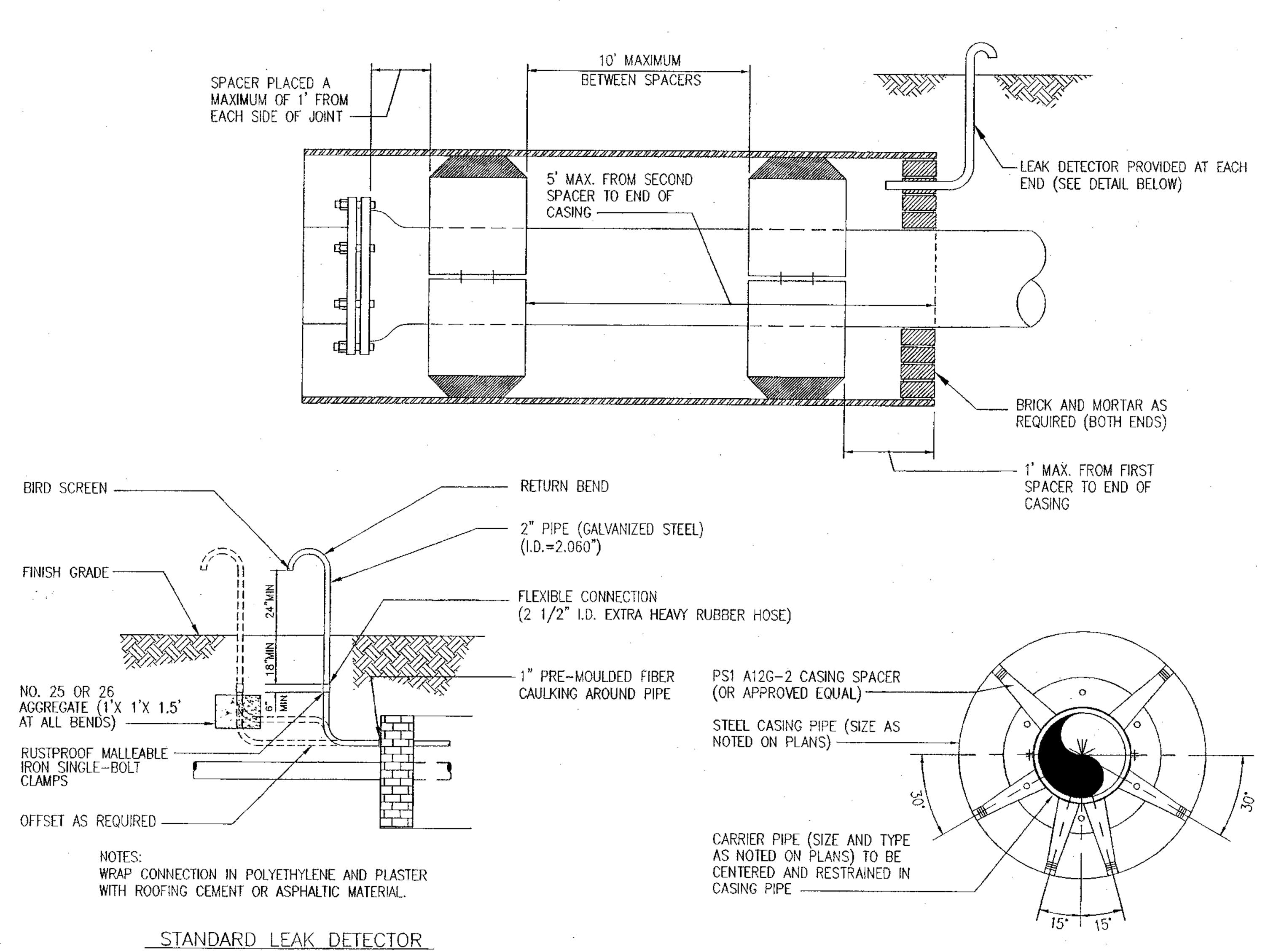
B. ALL JOINTS FROM HYDRANT TEE TO HYDRANT SHALL BE RESTRAINED.



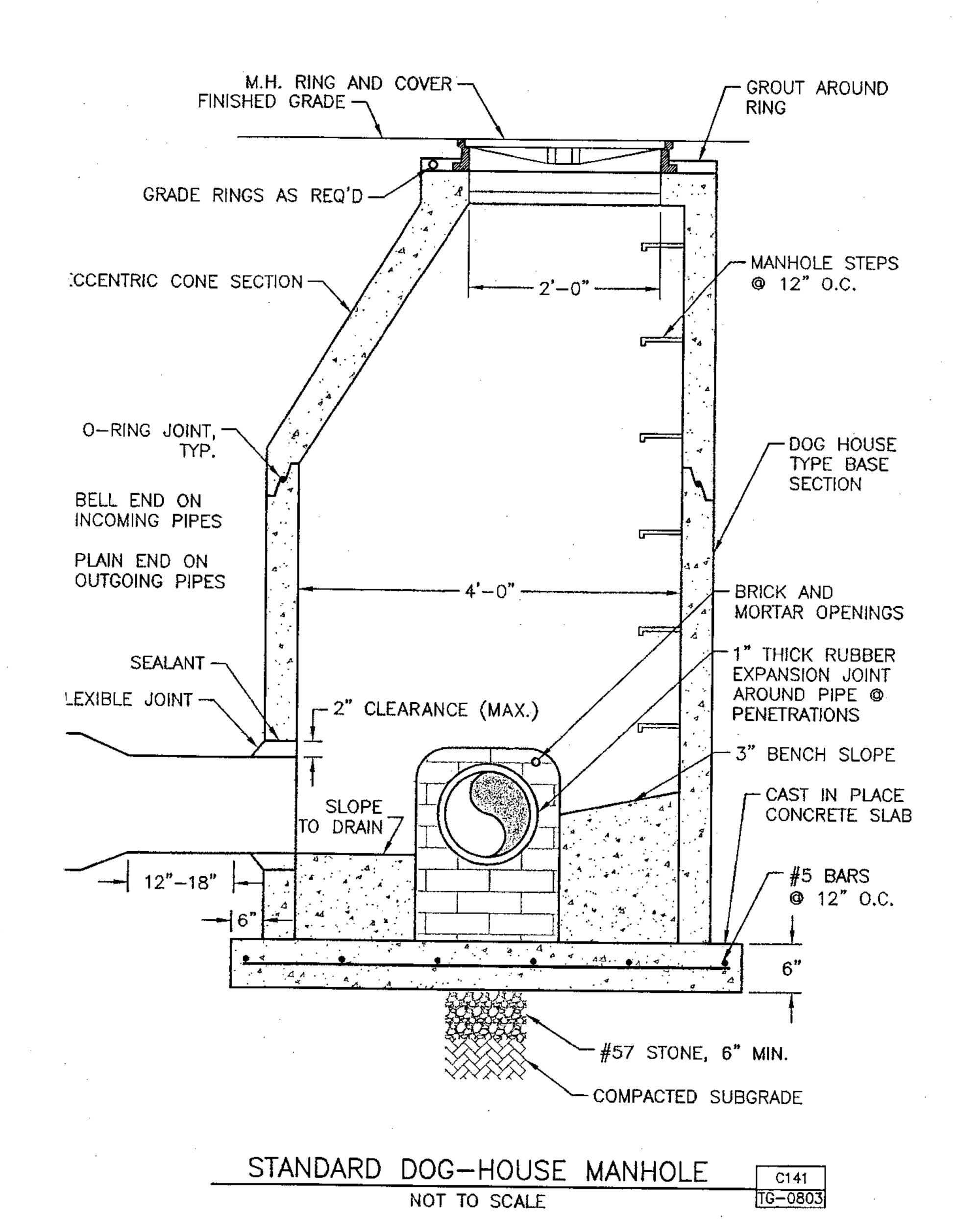
NOTE:

- (A). ON ROADWAYS WITHOUT CURB AND GUTTER, VALVE SHOULD BE IN SHOULDER OF ROAD OR BETWEEN PAVEMENT AND DITCH. MINIMUM COVER AT DITCH MUST BE 3'6" OR GREATER.
- (B). WHEN A HYDRANT TEE IS USED, RESTRAIN JOINT NOT NEEDED TO RESTRAIN VALVE TO TEE.

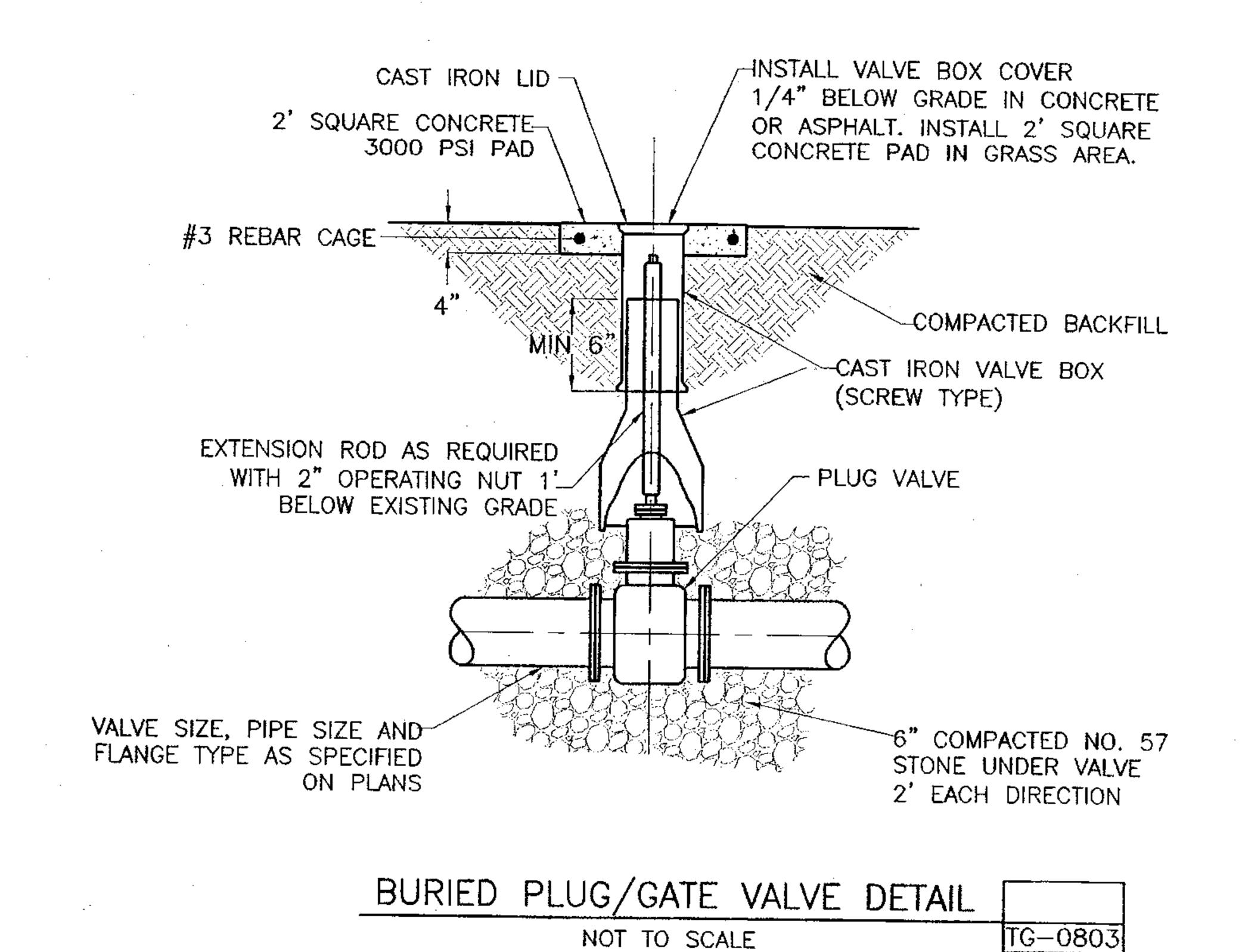
FIRE HYDRANT DETAIL

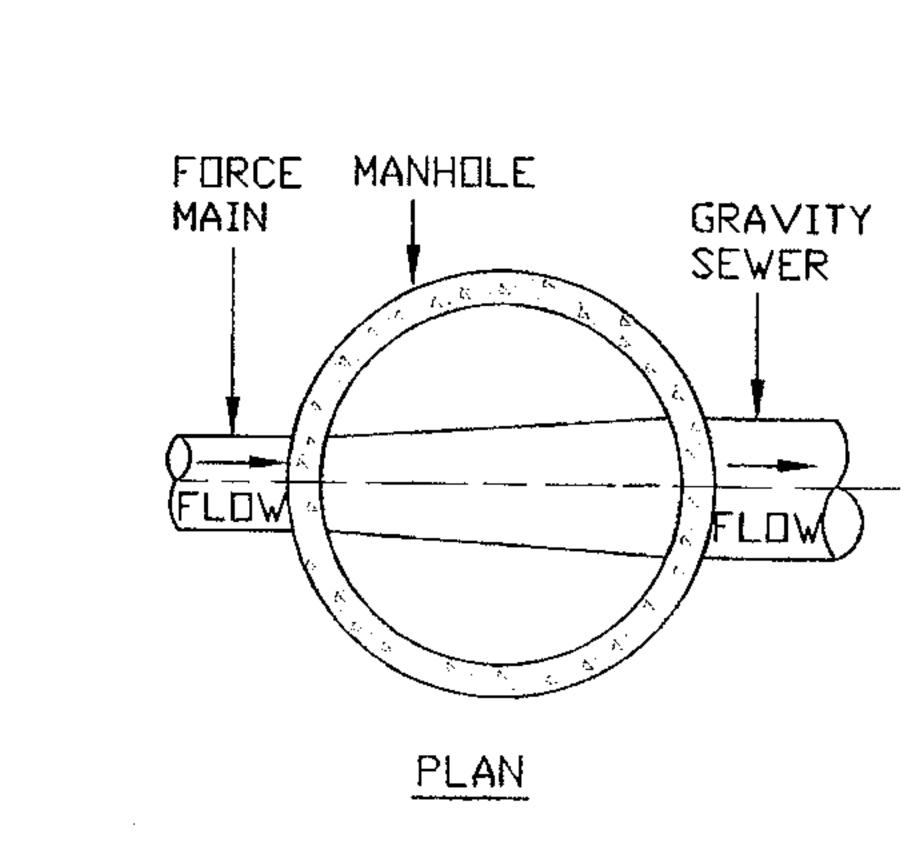


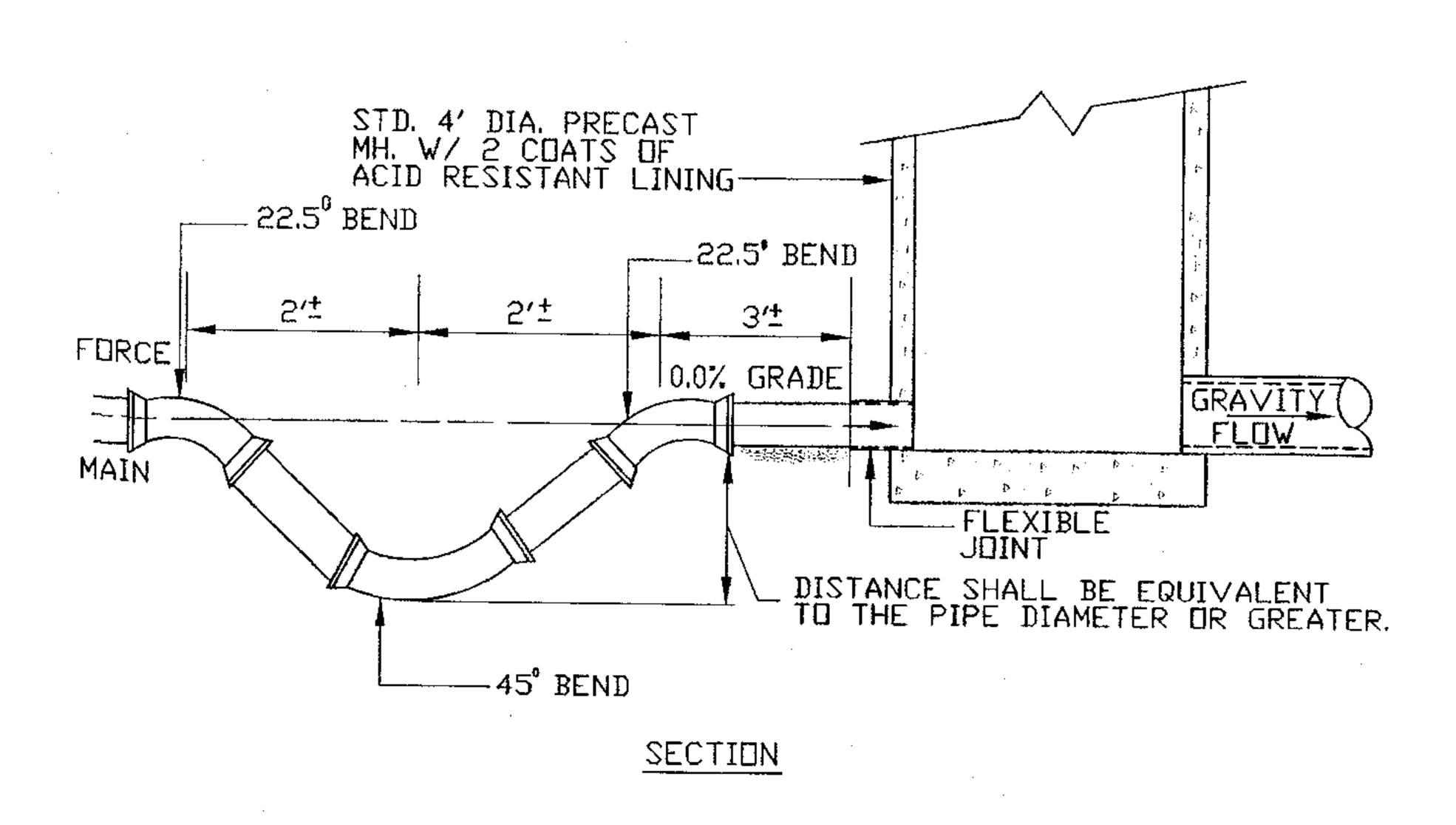
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PIPE	ENCASEMENT DETAIL
	NOT TO SCALE



CARRIER PIPE	CASING PIPE			
	MINIMUM CASING	MINIMUM CASING THICKNESS		
	PIPE O.D.	COVER TO 15'	COVER 15' & OVER	
4	14	1/4"	5/16"	
6	16	1/4"	5/16"	
88	18	1/4"	5/16"	
10	18	1/4"	5/16"	
12	24	1/4"	5/16"	
14	24	1/4"	5/16"	
16	30	3/8"	3/8"	
18	30	3/8"	3/8"	
20	30	3/8*	3/8"	
24	36	3/8"	3/8"	
30	42	7/16"	7/16"	
36	48	7/16"	7/16"	
42	54	7/16"	7/16*	
48	60	7/16"	7/16"	







FORCEMAIN TIE IN NOT TO SCALE

FINAL REVIEW

B. WALKER B. WALKER CHECKED BY