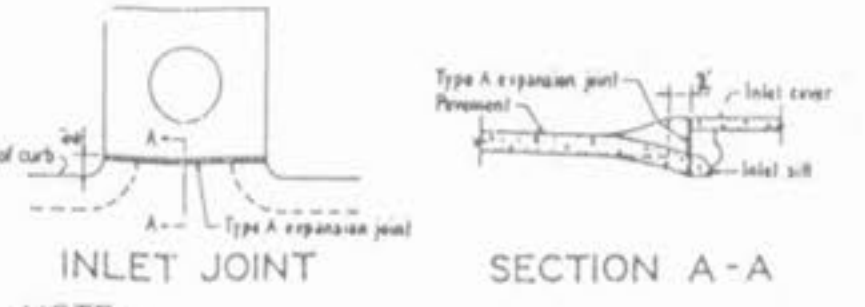
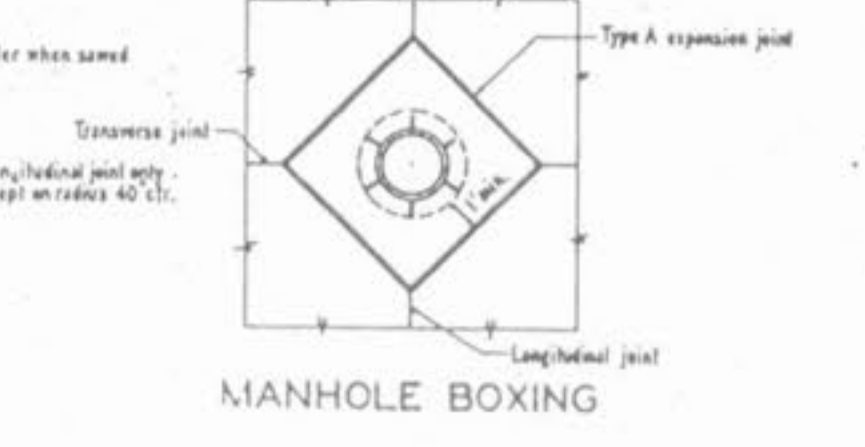
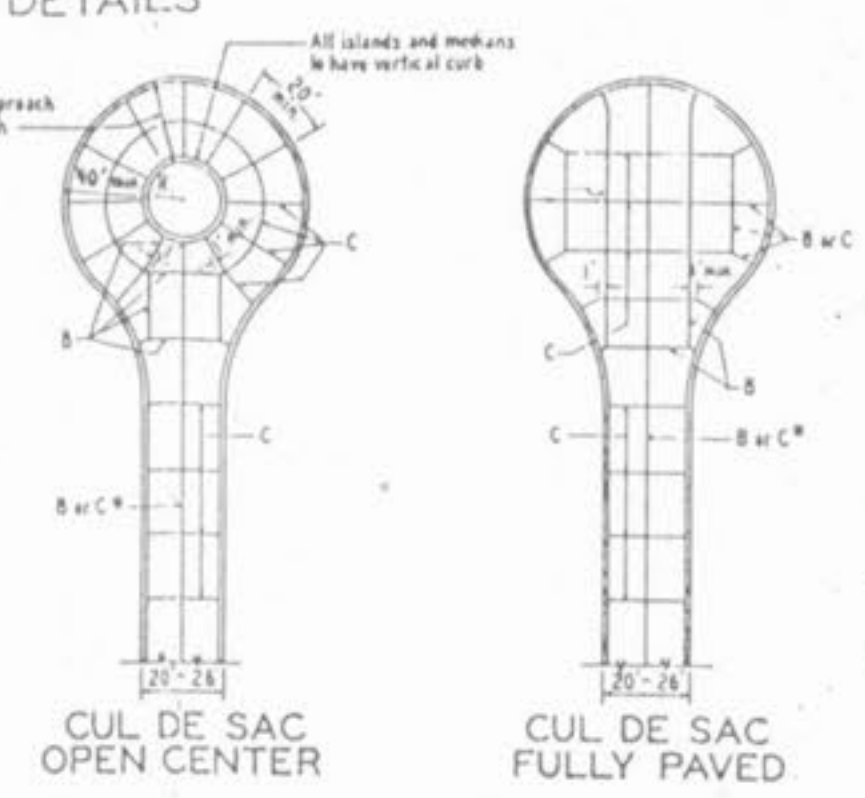
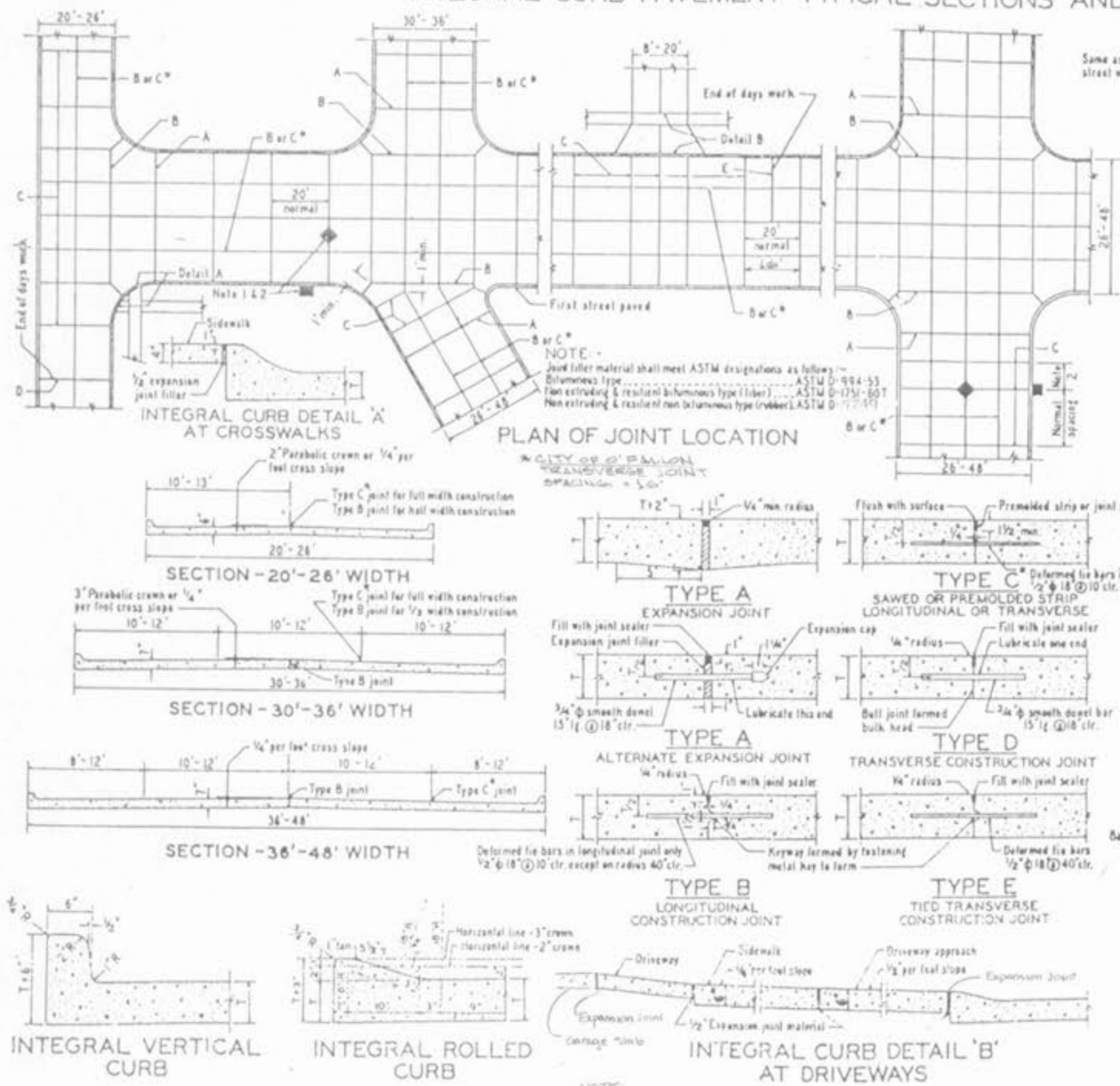
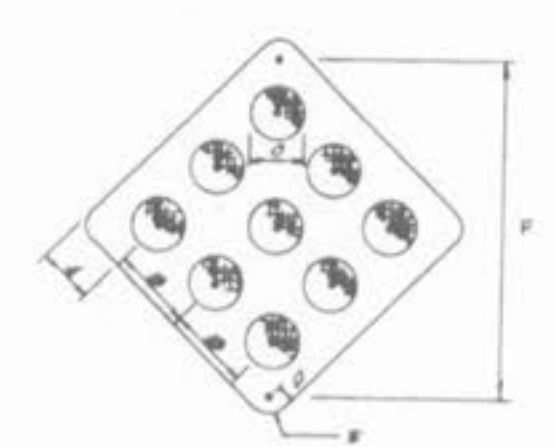
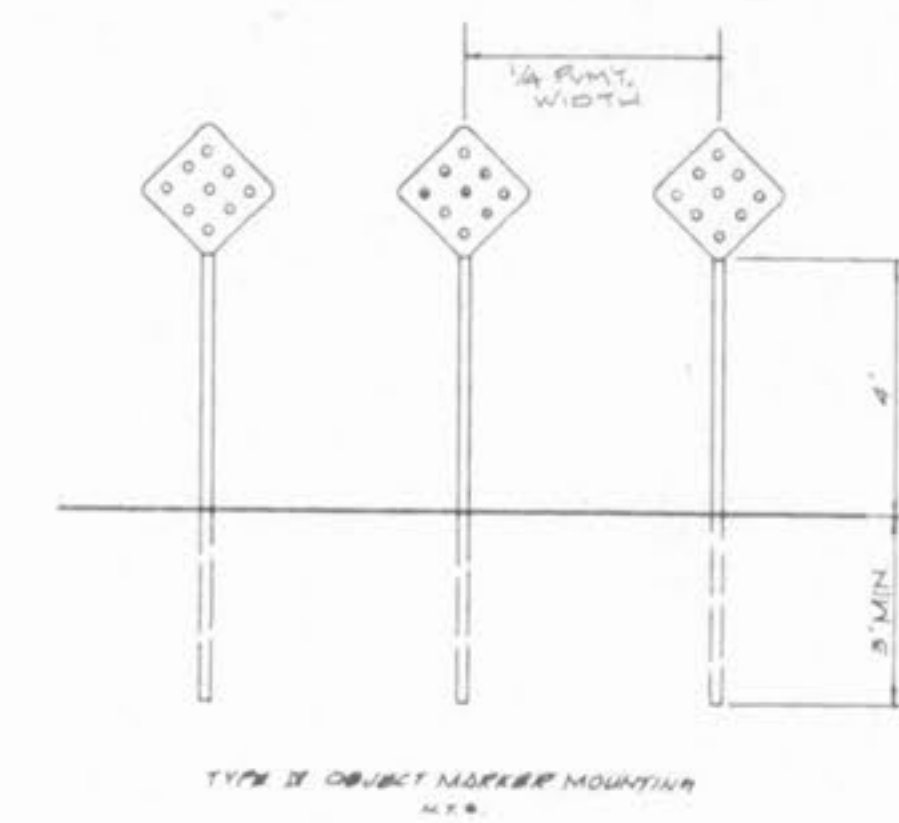


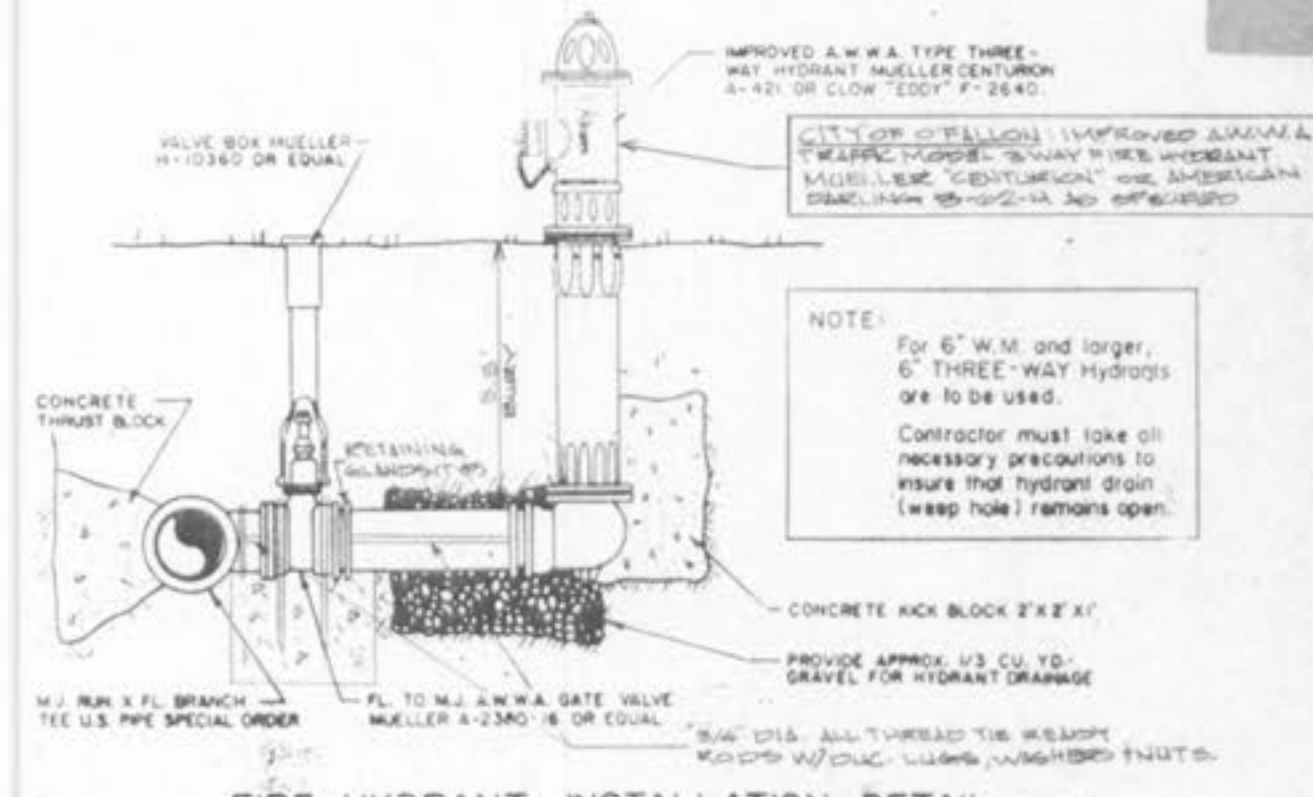
PORTLAND CEMENT CONCRETE
INTEGRAL CURB PAVEMENT TYPICAL SECTIONS AND DETAILS



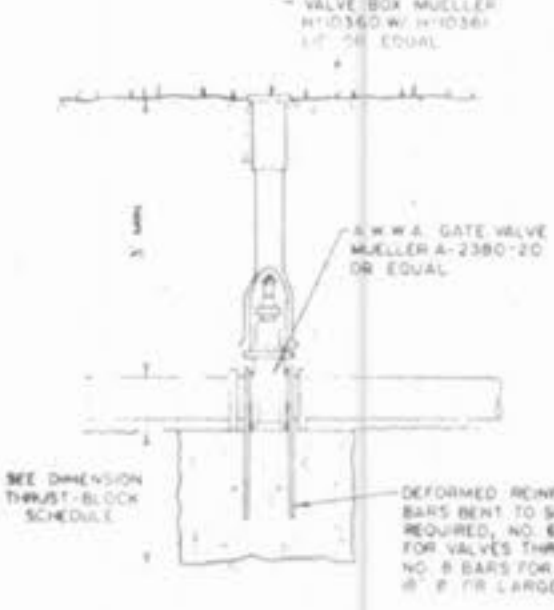
NOTE:
1. All catch basins shall be separated from the pavement and curb by expansion joint material extending completely through curb and sidewalk. Sealant coatings within the pavement shall be forced to them.
2. When a joint falls within 5 ft. of or contacts basins, manholes or other structures, shorten one or more panels across side of opening to permit joint to fall in round structures and of all sidewalk corners of rectangular structures.
3. 7'-0" on edge of curb.
4. 7'-0" on edge of curb street, OR INDUSTRIAL TRAFFIC APPROX. 4' MINIMUM.



RED REFLECTORS ON ROAD BASED WITH
TYPE II OBJECT BARRIER
N.T.S.



FIRE HYDRANT INSTALLATION DETAIL WITH AUXILIARY VALVE
NO SCALE

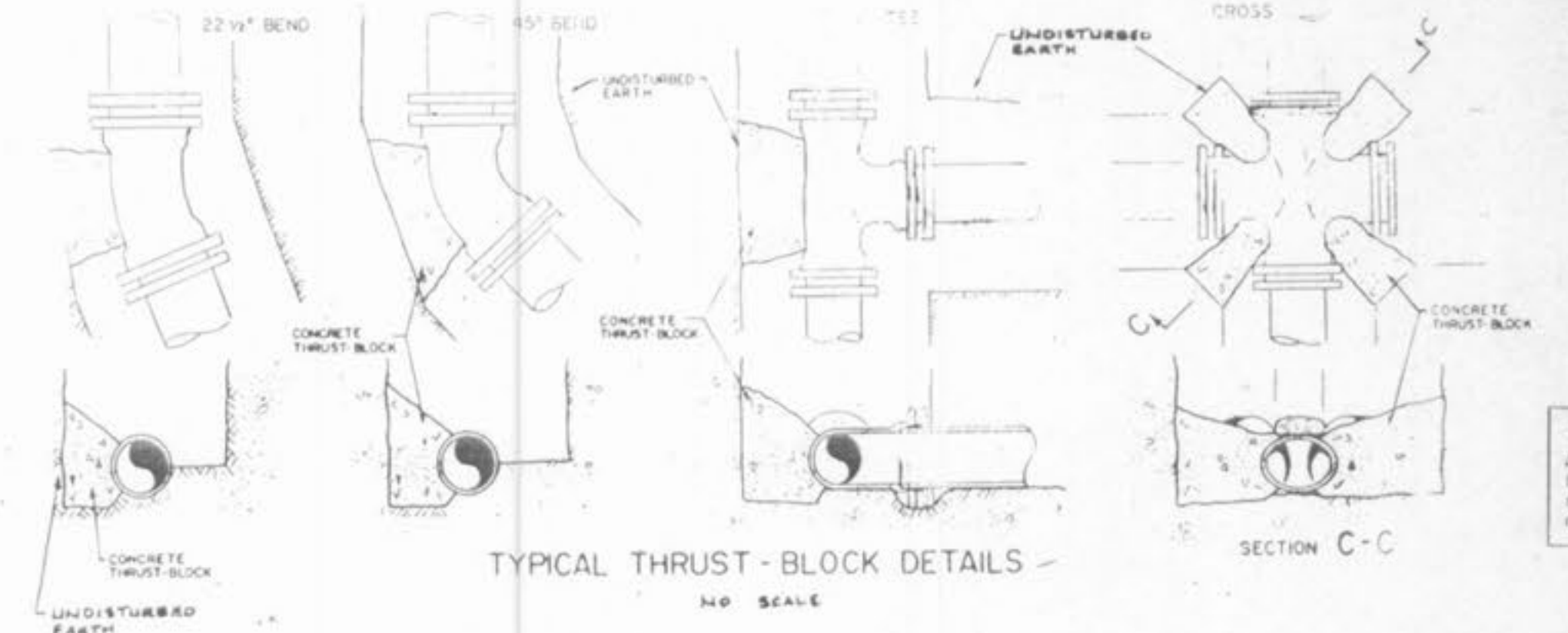


GATE VALVE W/ THRUST-BLOCK
NO SCALE

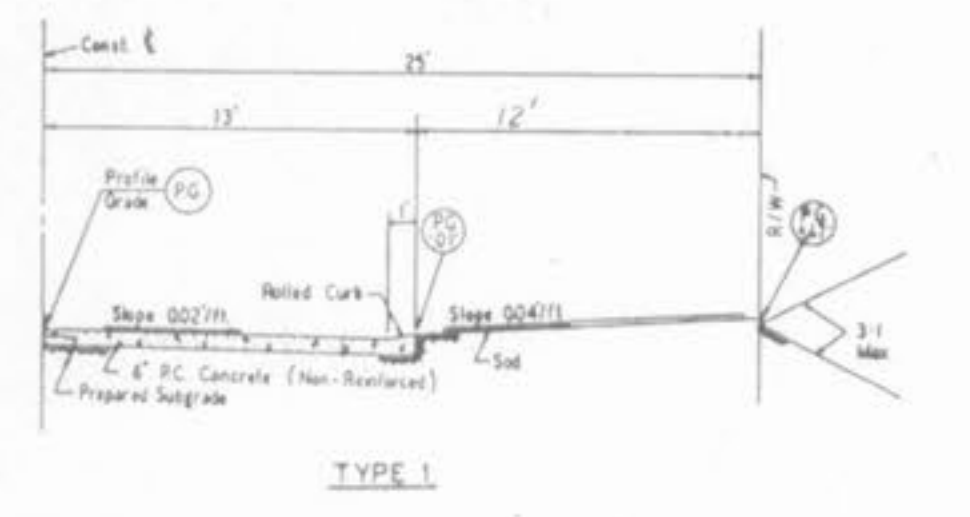
THRUST-BLOCK SCHEDULE

Minimum thrust-block bearing dimensions to bear against undisturbed earth.

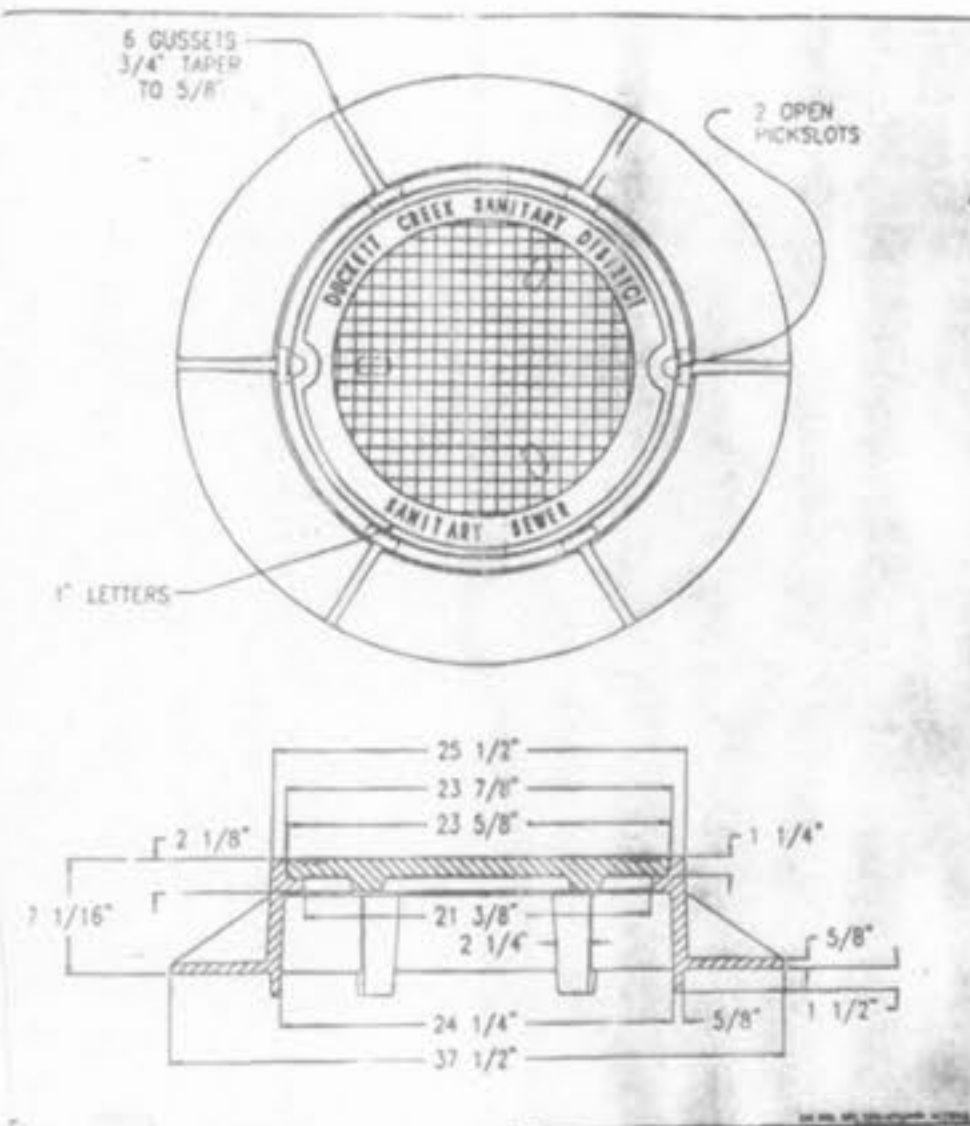
| WATER MAIN SIZE | BEND 45° | BEND 22 1/2° | TEE | VALVE | CROSS |
|-----------------|-----------|--------------|-----------|-----------|-----------|
| 2" | 0.5' x 1' | 0.5' x 1' | 0.5' x 1' | 0.5' x 1' | 0.5' x 1' |
| 4" | 1' x 1' | 1' x 1' | 2' x 1' | 2' x 1' | 1' x 1' |
| 6" | 1.5' x 1' | 1' x 1' | 2' x 1' | 2' x 1' | 1' x 1' |
| 8" | 2' x 1' | 1' x 1' | 2' x 2.5' | 2' x 2' | 1' x 1.5' |
| 10" | 2' x 2.5' | 1.5' x 2' | 2' x 3.5' | 2' x 3' | 2' x 2' |
| 12" | 2' x 3.5' | 1.5' x 2.5' | 3' x 3.5' | 3' x 3' | 2' x 3' |
| 16" | 3' x 4' | 2' x 3' | 4' x 4.5' | 3' x 4.5' | 3' x 3.5' |
| 18" | 3' x 4.5' | 2' x 3.5' | 5' x 5' | 4' x 5' | 4' x 4' |



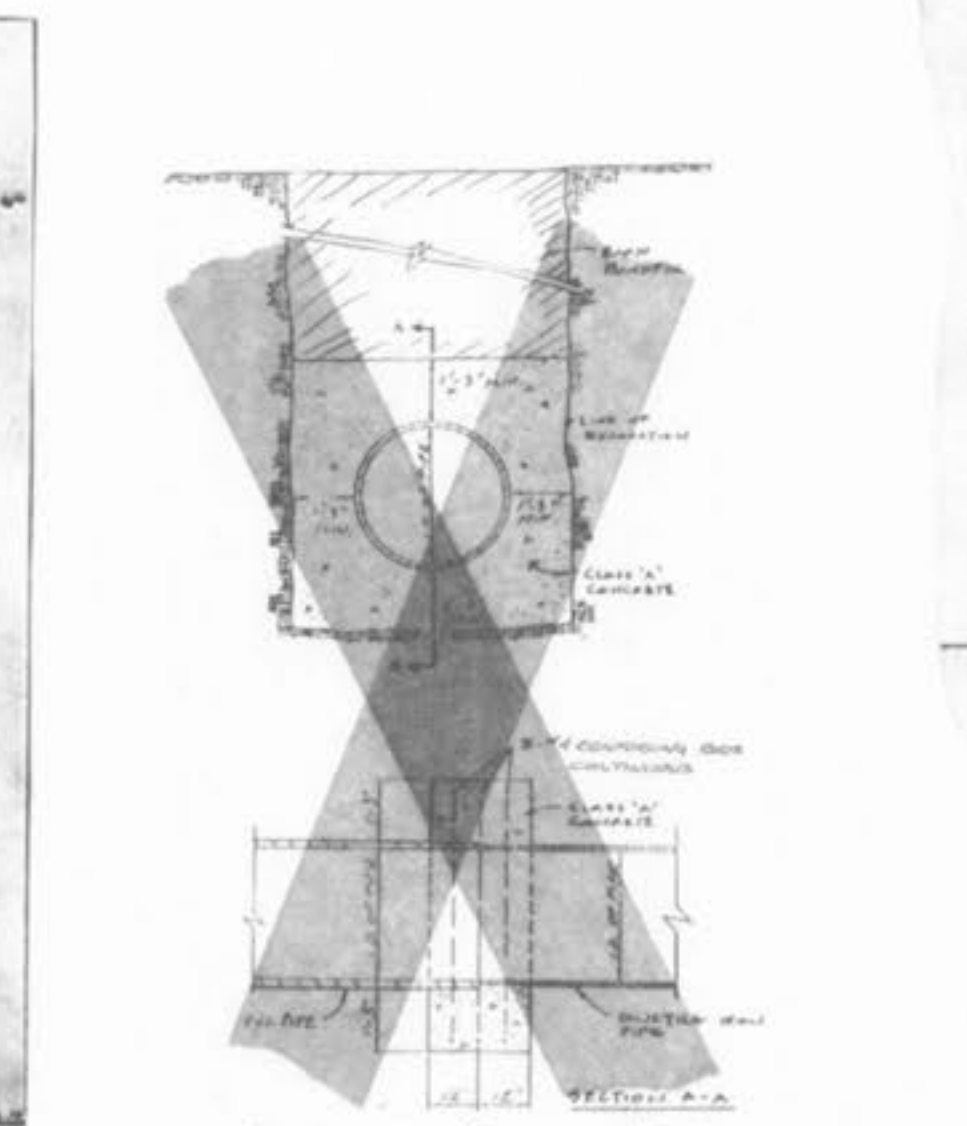
TYPICAL THRUST-BLOCK DETAILS
NO SCALE



NOTE:
1. A 1" joint is required at the curb & garage for all driveways located on the outer edge of curved pavement.
2. A 1/2" joint is required at the curb & garage for all driveways located on tangent sections of pavement or on the inner edge of curved pavement.
3. Expansion joint material must extend through the full depth of the pavement.
NOTE:
JOINT SEALANT MATERIAL SHALL MEET ASTM AND AASHTO SPECIFICATIONS AS FOLLOWS:
ASTM D-3405... AASHTO M 301 OR
ASTM D-1907... AASHTO M 177-06
OR THE LATEST REVISION THEREOF.



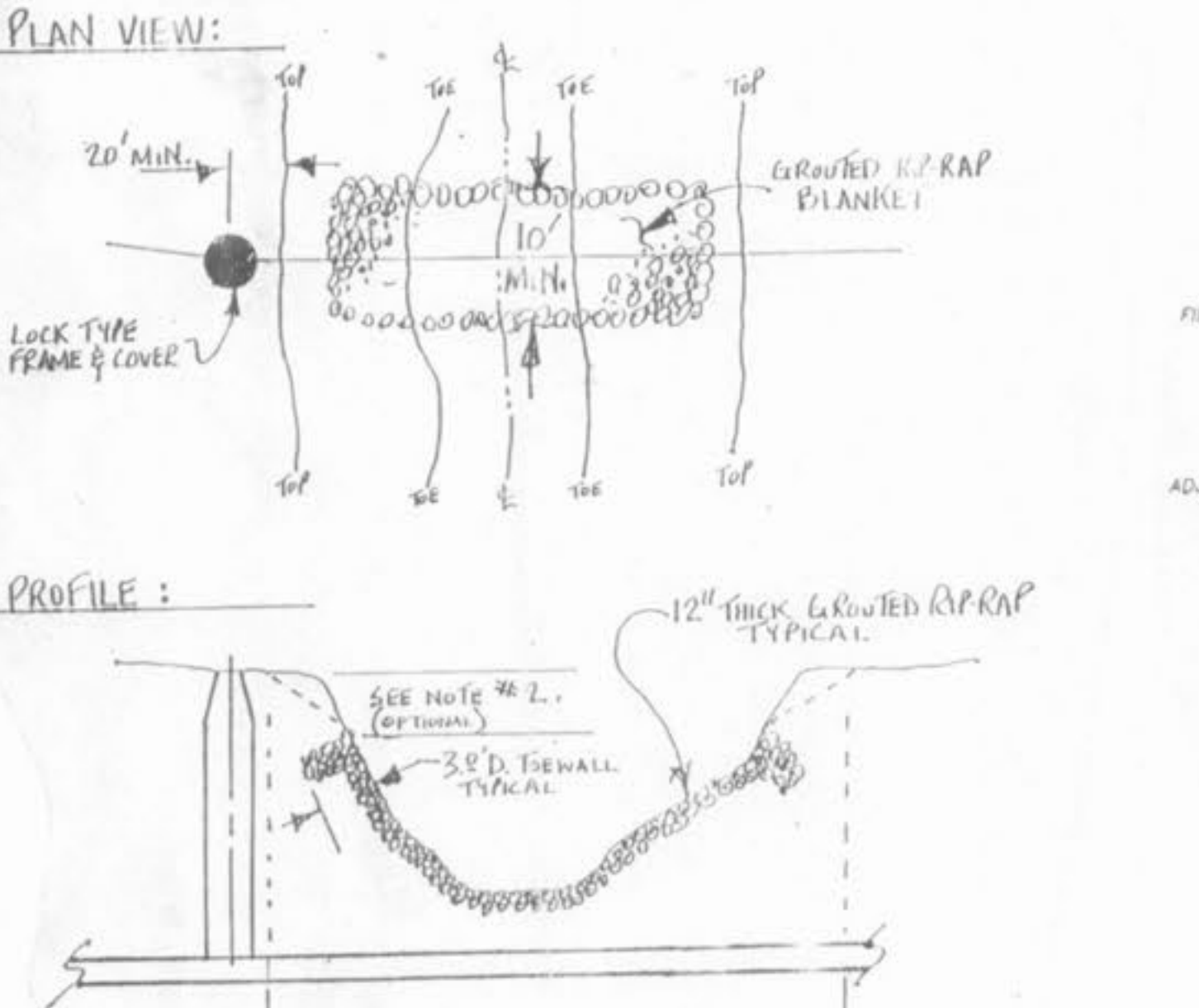
DEETER FOUNDRY, INC.
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 350
FINISH: NO PAINT
WEIGHT: 395 LBS.



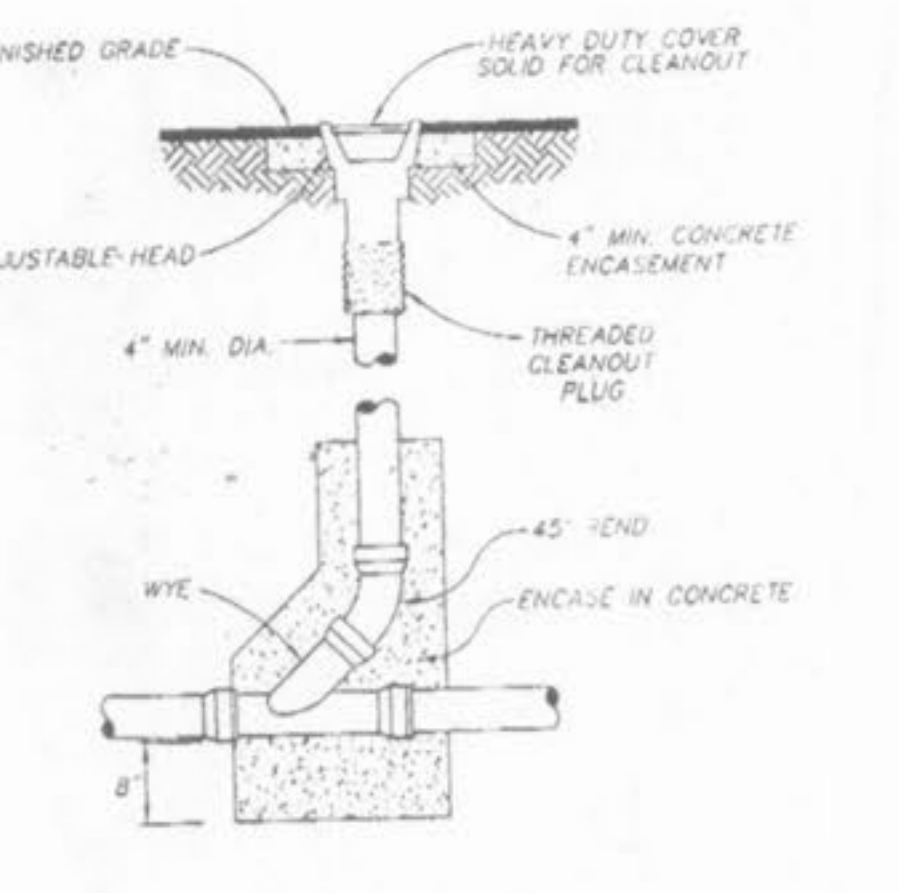
DEETER FOUNDRY, INC.
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 350
FINISH: NO PAINT
WEIGHT: 395 LBS.

BUCKETT CREEK SEWER DISTRICT
TYPICAL CREEK CROSSING

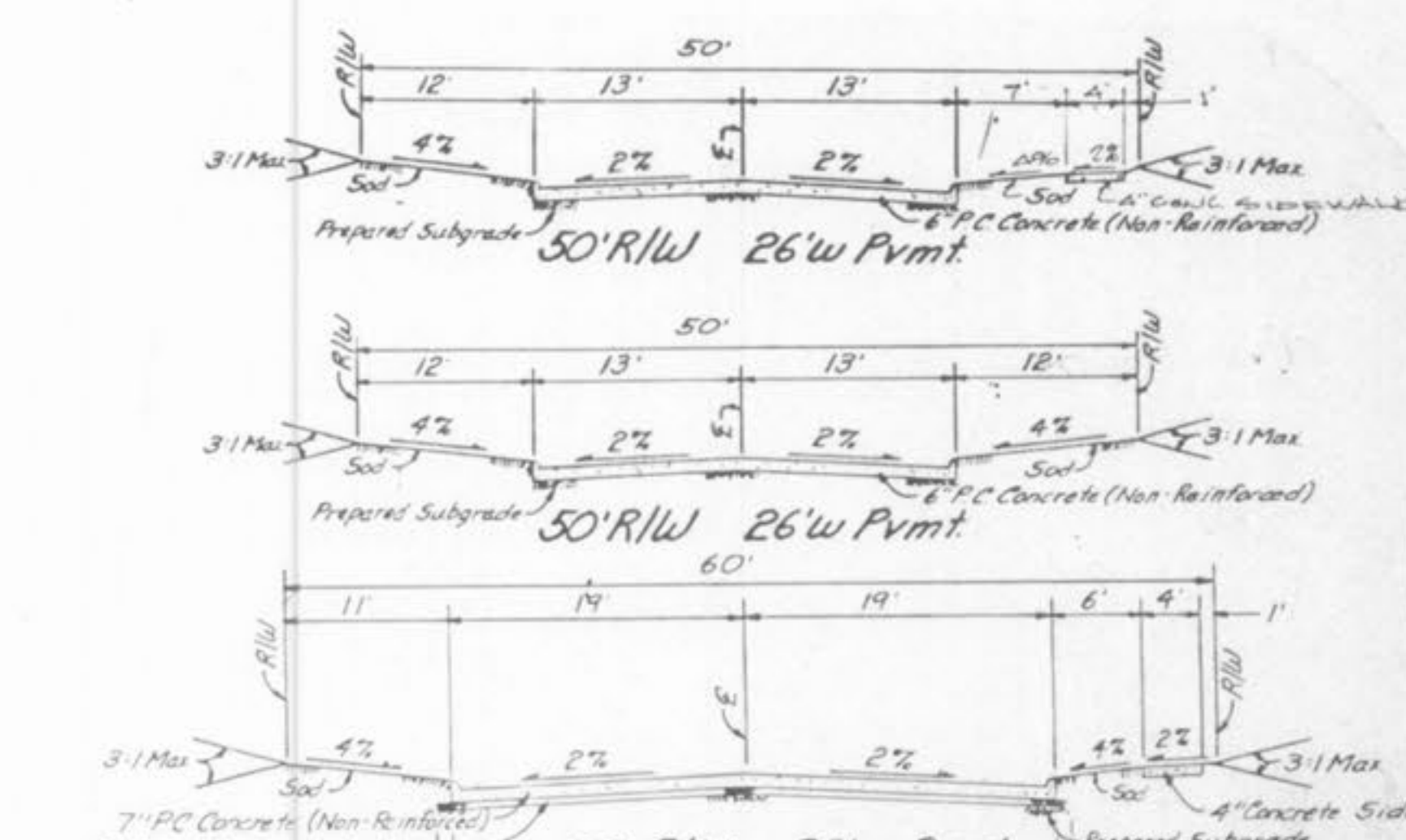
Grouted Rip-Rap is required at all creek crossings where the embankments crossed are steeper than 1 vertical to 2 horizontal ratio slope; and also where there is 3.0 feet or less cover over top of pipe.
Place Rip-Rap on lower 3/4 of slope. Grade upper 1/4 of slope on 1 vertical to 2 horizontal slope for sod or 1 vertical to 2.5 horizontal slope for sand and straw.
Rip-Rap to be "MSD-5" Gradation, minimum 12" thick, grouted with 8 sack mix, sand cement slurry, broom finish.
Incorporate a 3 feet deep toe wall on embankment's upper edge of Rip-Rap.
Top surface of Rip-Rap should not be higher than adjacent ground surface.
If pipe has less than 12" cover, a paved channel may be required.
Ductile iron pipe required within creek limits.



DUCTILE IRON PIPE WITHIN CREEK LIMITS (top to top).
N.T.S.



CLEANOUT DETAIL
N.T.S.



TYPICAL THRUST-BLOCK DETAILS
NO SCALE

NOTE:
All connections, bolts, gaskets, flanges, etc., must be protected from concrete w/ 10 mil polyethylene film.