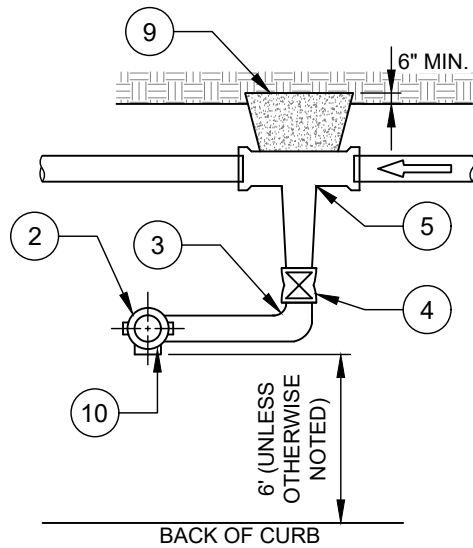
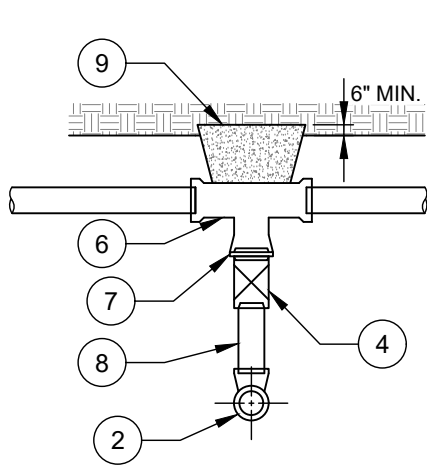


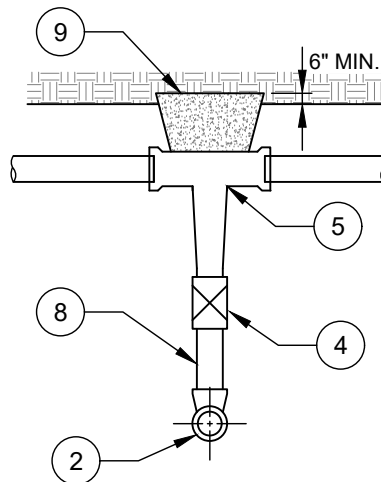
**STANDARD FIRE HYDRANT WITH
8" PIPE**



(1) PLAN VIEW

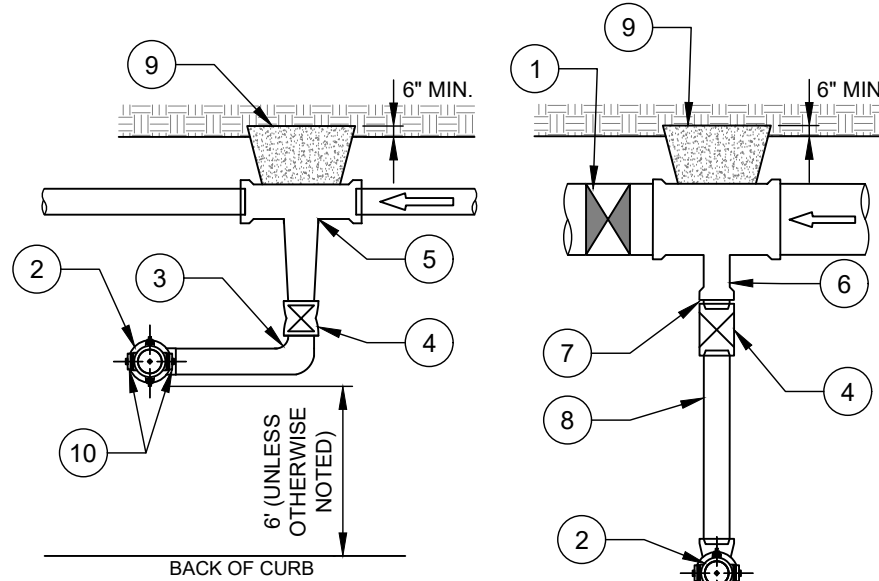


(2) PLAN VIEW

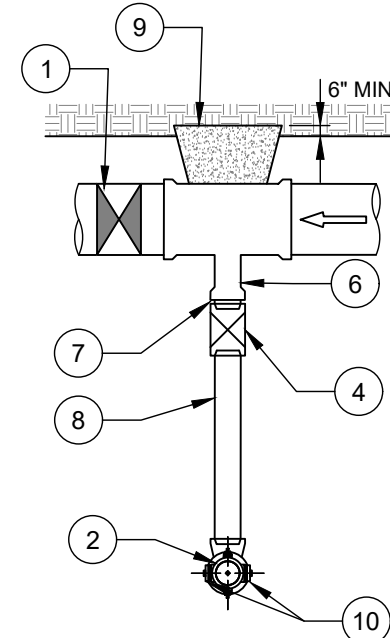


(3) PLAN VIEW

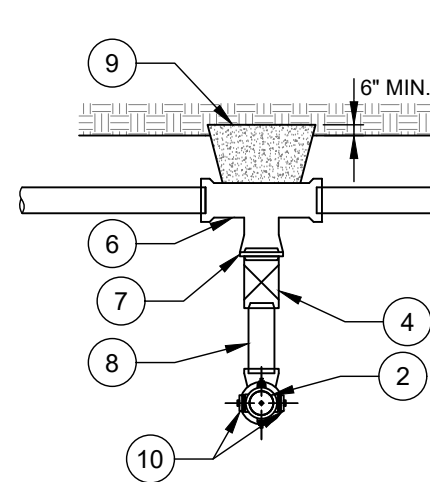
**HIGH VELOCITY FIRE HYDRANT
WITH 8" PIPE**



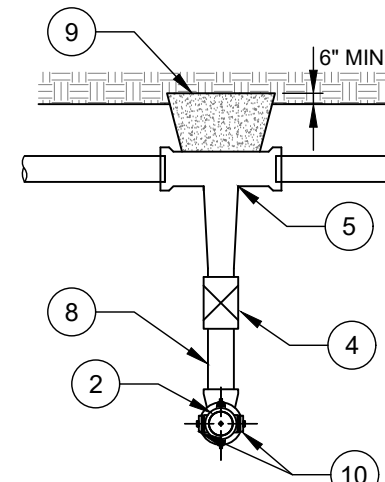
(1) PLAN VIEW



(2) PLAN VIEW



(3) PLAN VIEW



(4) PLAN VIEW

NO. DESCRIPTION:

1. MAIN LINE VALVE.
2. STANDARD FIRE HYDRANT ON 8" MAINS AND HIGH VELOCITY FIRE HYDRANT ON 12" AND LARGER MAINS.
3. 8" SWIVEL 90° BEND.
4. 8" RMJ GATE VALVE.
5. 8" OUTLET SWIVEL HYDRANT TEE.
6. 8" OUTLET RMJ TEE.
7. 8" FOSTER ADAPTER WHICH BOLTS VALVE DIRECTLY TO TEE OR FH.
8. DIP WITH MJ RESTRAINED JOINTS.
9. 3,600 PSI CONCRETE THRUST BLOCKING.
10. PUMPER NOZZLE.

NOTES:

- A. HYDRANT LOCATION: ON ROADS WITH CURB AND GUTTER, USE DETAIL (1) (THIS SHEET) IN ALL CASES UNLESS OTHERWISE APPROVED BY ENGINEER.
- B. HYDRANT BURIAL TO BE MINIMUM 3'-6" UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- C. FOR HYDRANTS ON DEAD END LINES, MAIN LINE VALVES ARE LOCATED DOWNSTREAM OF HYDRANT.
- D. EXTENSIONS REQUIRED AS APPROVED BY THE ENGINEER. NO MORE THAN ONE HYDRANT EXTENSION IS ALLOWED. IF EXTENSION IS USED, DO NOT CAST HYDRANT COLLAR ON EXTENSION JOINT.
- E. PUMPER NOZZLE TO FACE THE ROADWAY ON STANDARD FIRE HYDRANTS. PUMPER NOZZLES SHALL BE PARALLEL WITH ROAD ON HIGH VELOCITY FIRE HYDRANTS.
- F. CONCRETE BLOCKING TO EXTEND TO UNDISTURBED EARTH, AMOUNT APPROVED BY THE ENGINEER.
- G. SEE CLTW STANDARD DETAIL FOR PLACEMENT OF FIRE HYDRANT IN NCDOT R/W.
- H. ALL HYDRANT PIPING SHALL BE RESTRAINED JOINT DIP.
- I. FLOW DIRECTION ARROW IS THE PRIMARY WATER FLOW DIRECTION BASED ON HYDRAULICS OR DEAD END PIPE AND CONTROLS THE VALVE LOCATION.
- J. HIGH VELOCITY MAINS ARE CLASSIFIED AS 12" MAINS OR LARGER.
- K. MAIN LINE VALVES ARE FOR MAINS 30" AND LARGER.