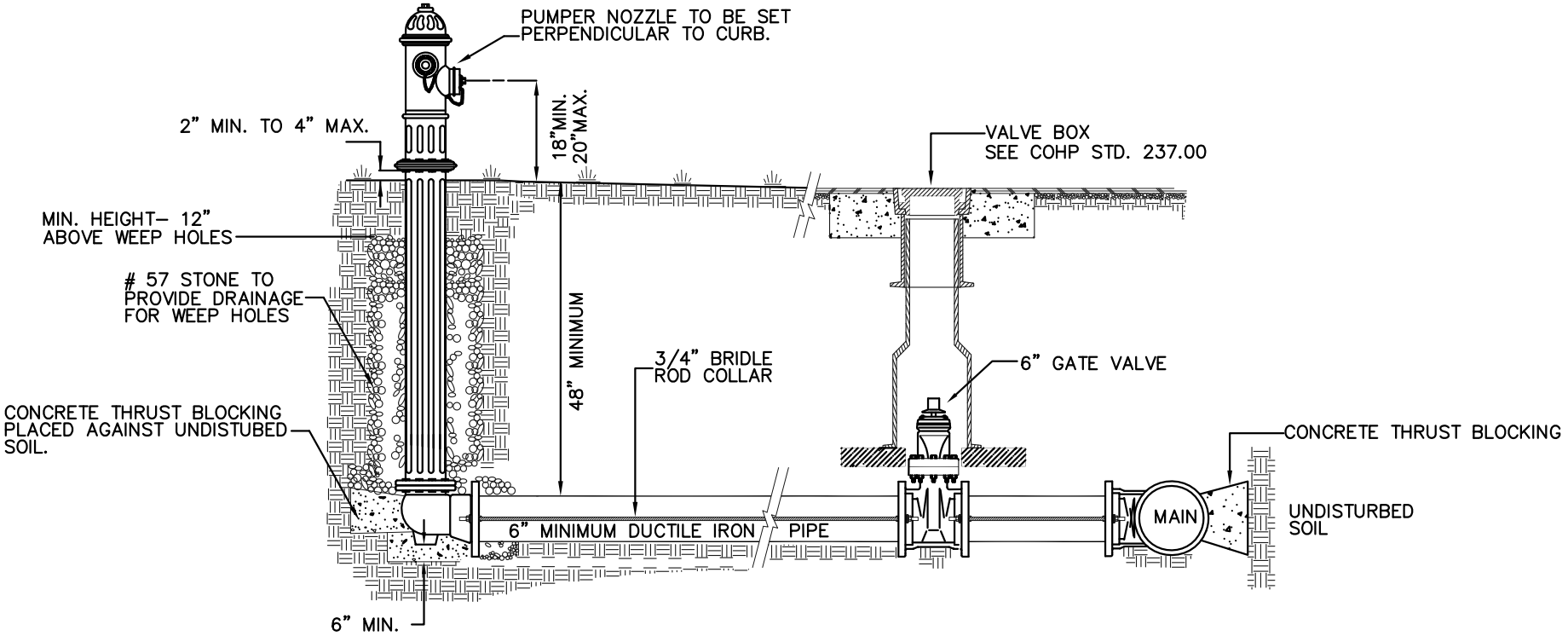

NOTES:

A. RESTRAINT SYSTEM

OPTION 1– HYDRANT LEAD PIPE SHALL BE SECURED BY (TWO) 3/4" RODS. (SEE SHEET 1 OF 2)

OPTION 2– HYDRANT LEAD PIPE JOINTS SHALL BE RESTRAINED BY USING A RESTRAINED HYDRANT TEE AND USING RESTRAINED JOINT RETAINER GLANDS. (SEE SHEET 2 OF 2)

ALL OPTIONS– CONCRETE THRUST BLOCKING REQUIRED BEHIND THE HYDRANT AND BEHIND THE TEE. BOLTS, NUTS, AND WEEP HOLES TO BE FREE OF CONCRETE.

B. HYDRANT PLACEMENT

1) C&G ROAD– FACE OF HYDRANT SET 12" TO 30" FROM BACK OF CURB.
2) RIBBON PAVEMENT ROAD– CENTER OF HYDRANT PLACED 1' INSIDE RIGHT OF WAY LINE.
3) VARIABLES– HYDRANT SHALL NOT FALL IN THE FLOW–LINE OF THE DITCH. HYDRANT SHALL BE SET BEYOND THE HINGE POINT OF THE CUT OR FILL LINE OR AS DIRECTED BY THE ENGINEER.

C. THE HYDRANT SHALL BE GIVEN 2 COATS OF PAINT AS FOLLOWS:

	FIRST COAT	FINAL FIELD COAT
BARREL ABOVE GROUND	BRIGHT RED ENAMEL	BRIGHT RED ENAMEL
BONNET AND CAPS	CHROME ALUMINUM ENAMEL	WHITE ENAMEL
BARREL BELOW GROUND	TWO COATS OF PITCH TAR VARNISH OR BLACK ASPHALTUM PAINT	———

CITY OF HIGH POINT
NORTH CAROLINA
ENGINEERING SERVICES DEPARTMENT

APPROVED FEBRUARY 1, 2007

BKR

DIRECTOR

ISSUED 02–01–07	
REVISIONS	
9–15–10	

STANDARD DRAWING FOR
FIRE HYDRANT INSTALLATION
FOR 6" 3–WAY FIRE HYDRANTS

FHINSTALL1.DWG

235.00

SHEET 1 OF 2