

OPTION 1: IF GRADE ADJUSTMENT IS NOT REQUIRED:

- A. THE CONNECTOR PIPE SHALL BE DUCTILE IRON PIPE.
- B. IF ALL JOINTS FROM HYDRANT TEE TO HYDRANT ARE RESTRAINED WITH APPROVED JOINT RESTRAINT DEVICE THRUST BLOCKING BEHIND HYDRANT NOT REQUIRED.

OPTION 2: IF GRADE ADJUSTMENT IS REQUIRED:

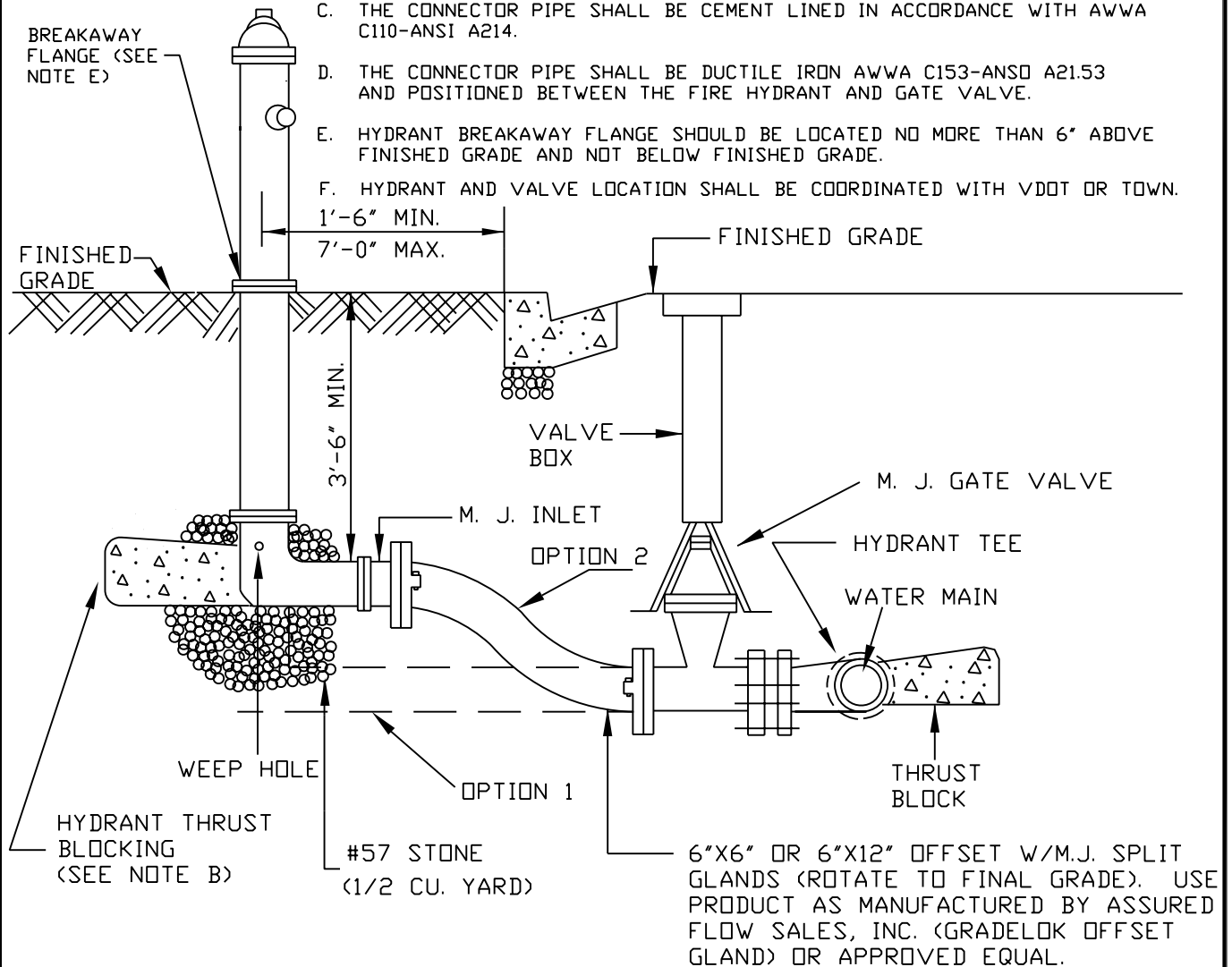
- A. THE CONNECTOR PIPE SHALL BE OF THE OFFSET DESIGN SO THAT THE FIRE HYDRANT CAN BE ADJUSTED TO ENSURE PLACEMENT AT THE PROPER GRADE. WHEN THE CONNECTOR PIPE IS THE OFFSET DESIGN IT SHALL HAVE AN ANCHORING FEATURE AT BOTH ENDS SO THAT WHEN USED WITH M.J. SPLIT GLANDS A RESTRAINED JOINT IS PROVIDED.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

C. THE CONNECTOR PIPE SHALL BE CEMENT LINED IN ACCORDANCE WITH AWWA C110-ANSI A214.

D. THE CONNECTOR PIPE SHALL BE DUCTILE IRON AWWA C153-ANSI A21.53 AND POSITIONED BETWEEN THE FIRE HYDRANT AND GATE VALVE.

E. HYDRANT BREAKAWAY FLANGE SHOULD BE LOCATED NO MORE THAN 6" ABOVE FINISHED GRADE AND NOT BELOW FINISHED GRADE.

F. HYDRANT AND VALVE LOCATION SHALL BE COORDINATED WITH VDOT OR TOWN.



CAUTION: DO NOT BLOCK WEEP HOLE WITH CONCRETE, PLACE STONE OVER WEEP HOLE AREA.

***NOTE:** WHEN A HYDRANT TEE IS USED, RESTRAINED JOINT NOT NEEDED TO RESTRAIN VALVE TO TEE.

DATE
MAY 2004
HANOVER
DPU

TYPICAL FIRE HYDRANT DETAIL

DRWG. NO.
FIR-1