NOTES:
1. ALL JOINTS SHALL BE REINFORCED.
2. HYDRANTS TO BE PAINTED SAFETY YELLOW (PUBLIC) OR RED (PRIVATE).
3. HYDRANT BONNET AND CAP TO BE PAINTED ACCORDING TO THE FOLLOWING SCHEME:
   CLASS A - ≤ 1500 GPM AND GREATER - LIGHT BLUE
   CLASS B - 1000 GPM TO 1499 GPM - GREEN
   CLASS C - LESS THAN 500 GPM - RED
4. HYDRANTS SHALL BE PRIME WITH A CATALYZED TWO PART PRIMER (KURAPLATE #235).
   ELECTRICAL CIRCUIT AND A CATALYZED URETHANE TOP COAT (ACROLON 218), TWO
   COMPONENT POLYURETHANE PAINT.
5. HOSE CONNECTIONS TO BE AMERICAN STANDARD THREADS.
6. THE HYDRANT SHOULDN'T BE BURIED WITH FUSION BONDED EPOXY, 6 MIL MINIMUM.
7. ADJUSTMENTS OR REPAIRS TO THE HYDRANT AFTER INSTALLATION SHALL BE DONE BY AN
   UNDERGROUND UTILITY CONTRACTOR TO THE CITY AND ALL COSTS SHALL BE CHARGED TO THE
  モノスール．
8. REINFORCED JOINTS REQUIRED. THICKNESS NOT PERMITTED.
9. BOLTS SHALL BE 316 STAINLESS STEEL.
10. INSTALL FIRE REFLECTIVE MARKER IN SUCH A MANNER THAT THE REFLECTIVE FACE OF THE
    MARKER IS PERPENDICULAR TO THE TRAVEL LANE DIRECTLY ACROSS FROM AND ADJACENT TO EACH FIRE HYDRANT.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR FLOW TEST OF HYDRANT BY A FIRE
    SUPPRESSION CONTRACTOR / DESIGN FIRM IN ACCORDANCE WITH AWWA M-17.

STANDARD CONSTRUCTION DETAIL
FIRE HYDRANT ASSEMBLY
NTS