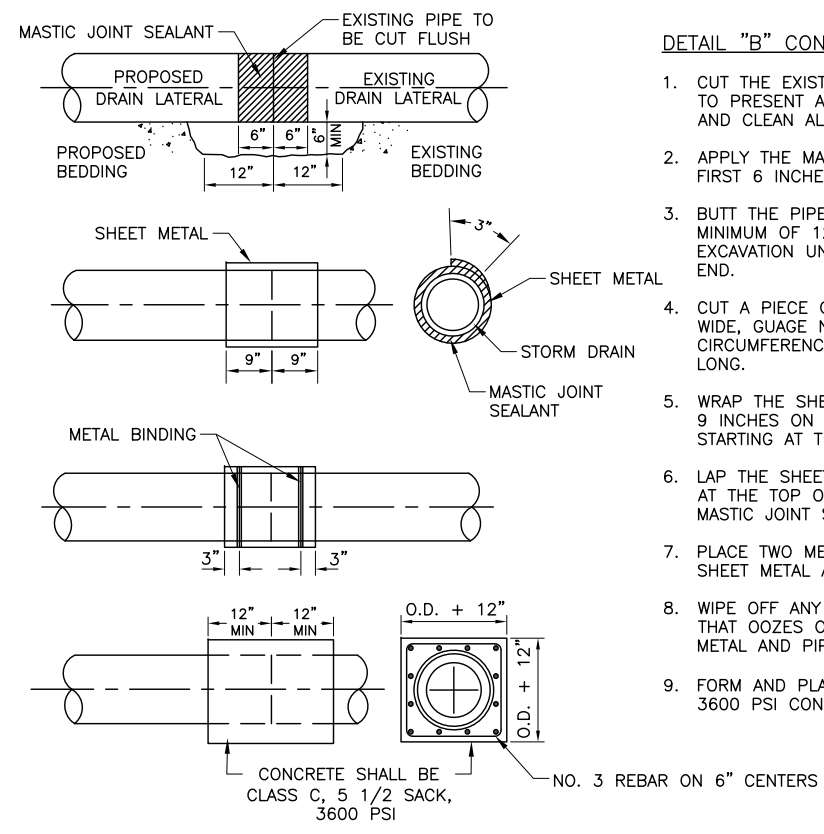


DETAIL "A"



DETAIL "B"

**DETAIL "B" CONSTRUCTION SEQUENCE:**

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6 INCHES OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12 INCHES X 6 INCHES DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL, 18 INCHES WIDE, GAUGE NO. 19, BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3 INCHES LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9 INCHES ON EACH SIDE OF THE JOINT STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3 INCHES AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND PIPES.
9. FORM AND PLACE CLASS C, 5 1/2 SACK, 3600 PSI CONCRETE AROUND THE JOINT.

**PIPE COLLARS**

NTS REV: 7/18/17

**NOTES**

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE STORM DRAIN. ALL DEBRIS WHICH ENTERS THE STORM DRAIN MUST BE REMOVED. THE STORM DRAIN MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. THIS PROCEDURE/DETAIL WILL ONLY BE USED WHEN A PREFAB REDUCTION IS NOT POSSIBLE.
3. USE MANUFACTURES COLLAR AND SPECIFICATIONS WHEN CONNECTING TO HDPE & RCP PIPE.
4. CONCRETE SHALL BE CLASS C, 5 1/2 SACK, 3600 PSI.
5. IF THE EXISTING STORM DRAIN PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING STORM DRAIN, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

<b>CITY OF ARLINGTON, TEXAS</b>		
<b>PIPE COLLARS</b>		
<b>DATE:</b>	<b>SCALE: NTS</b>	<b>SHEET ____ OF ____</b>
<b>DESIGNED BY:</b>	<b>DRAWN BY:</b>	<b>CHECKED BY:</b>