SET CURBING ON RECOMPACTED SUBGRADE – 95% STANDARD PROCTOR.

- BROOM FINISH EXPOSED SURFACES.
- PRE-CUT EXP. JOINT MATERIAL TO BE USED IN ALL EXPANSION JOINTS.
- DUMMY JOINTS 10' O.C.
- EXP. JOINTS 40' O.C. MAX., AT ENDS OF RADIUS AND AT 5' FROM INLET STRUCTURES.
- 4,000 psi CONCRETE (LIMESTONE MIX), 5% AIR ENTRAINMENT

6-18 CURB AND GUTTER

N.T.S.
SET CURBING ON RECOMPACTED SUBGRADE – 95% STANDARD PROCTOR.

- BROOM FINISH EXPOSED SURFACES.
- PRE-CUT EXP. JOINT MATERIAL TO BE USED In ALL EXPANSION JOINTS.
- DUMMY JOINTS 10’ O.C.
- EXP. JOINTS 40’ O.C. MAX., AT ENDS OF RADIUS AND AT 5’ FROM INLET STRUCTURES.
- 4,000 psi CONCRETE (LIMESTONE MIX), 5% AIR ENTRAINMENT

INVERTED 6–18 CURB AND GUTTER

N.T.S.

TOWN OF ARLINGTON
Public Works Standard Details

DRAWN
ENGR.
REV. DATE APPROVED

INVERTED 6–18 CURB & GUTTER
STANDARD DETAIL

DATE
APPR.
DWG. NO.
SET CURBING ON RECOMPACTED SUBGRADE – 95% STANDARD PROCTOR.

- BROOM FINISH EXPOSED SURFACES.
- PRE-CUT EXP. JOINT MATERIAL TO BE USED IN ALL EXPANSION JOINTS.
- DUMMY JOINTS 10' O.C.
- EXP. JOINTS 40' O.C. MAX., AT ENDS OF RADIUS AND AT 5’ FROM INLET STRUCTURES.
- 4,000 psi CONCRETE (LIMESTONE MIX), 5% AIR ENTRAINMENT

6-30 CURB AND GUTTER
N.T.S.
1. Conc. to be 4,000 psi limestone mix, 5% air entrained, 6" thick.
2. Optional 2" depression for steep, downhill driveways, with Town Engineer’s approval.
3. Sidewalk path across drive apron shall be ADA compliant.
4. If saw cut limits of driveway are 2' or closer to an existing concrete joint, curb removal shall be taken to the joint.
100 YEAR REGULATORY FLOOD ELEVATION

MINIMUM TOP OF CURB ELEVATION

1.0'

TYPICAL CURB & GUTTER

TOWN OF ARLINGTON
Public Works Standard Details

CURB ELEVATION
ARLINGTON
YELLOW TRUNCATED DOMES SHALL BE USED.

1. TRUNCATED DOMES SHOWN ON PLANS AS BROWN ON THE PLANS.
2. ORANGE OR YELLOW TRUNCATED DOMES CONFORMING TO THE 5/8" PAVEMENT CONSTRUCTION SPECIFICATIONS.
4. DRAINAGE STRUCTURES SHALL NOT BE PLACED IN LINES WITH RAMPS NOR IN AREAS OF PEDESTRIAN TRAFFIC AT INTERSECTIONS.
5. THE CURB RAMPS SHALL CONFORM TO THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS.
6. ANY MODIFICATIONS TO THIS STANDARD SHALL BE IN WRITING FROM THE ENGINEER OR HIS DESIGNEE. THIS STANDARD CONFORMS TO ADA REGULATIONS.
7. THE LANDING AREA AT THE POOL OF THE RAMP MUST BE WHOLLY CONTAINED WITHIN THE PROJECTED CURB LINE.
8. THE LANDING AREA BARRIER SHOWN IN VEHICULAR TRAFFIC LANE.
9. THROUGH THE AREA OF THE RAMP, THE CURB SHOWN IN VEHICULAR TRAFFIC LANE.
10. CONCRETE SHALL BE 4800 PSI.

TOWN OF ARLINGTON
Public Works Standard Details

CURB RAMPS WITH DETECTABLE WARNING SURFACE
NOTES:
1. CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. SURFACE TEXTURE OF THE RAMP SHALL BE TRUNCATED DOMES CONFORMING TO 28 CFR PART 36, APP. A 4.29.2 AND ANSI A 117.1, 705 DETECTABLE WARNING.
3. SURFACE COLOR OF THE RAMP SHALL CONTRAST WITH THE ADJACENT WALKWAY AND SLOPED AREAS AS DARK RAMP COLORS. TRUNCATED DOMES SHALL BE YELLOW.

SUPPLEMENTAL NOTES - NEW CONSTRUCTION
A. THE BOTTOM EDGES OF THE RAMP SHALL CHANGE PLANES PERPENDICULAR TO THE LANDING.
B. THE EDGE OF THE CURB SHALL BE FLUSH WITH THE EDGE OF THE ADJACENT PAVEMENT AND GUTTER.
C. THE LANDING AT THE BOTTOM OF THE RAMP SHALL BE A MINIMUM OF 4' X 4' WITH A MAXIMUM CROSS-SLOPE OF 1:48 OR 2%.
D. THE PEDESTRIAN WALK WAY BETWEEN THE TWO RAMPS SHALL HAVE A MAXIMUM OF 1:48 OR 2% CROSS-SLOPE WITH A 1:12 MAXIMUM RUNNING SLOPE.

TOWN OF ARLINGTON
Public Works Standard Details

PERPENDICULAR CURB RAMP
NOTES:
1. SHALL CONFORM WITH THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS.
2. SOIL CEMENT OR AGGREGATE CEMENT TREATED BASE (ACTB) MIX DESIGN PRODUCED BY A
   GEOTECHNICAL ENGINEERING FIRM SHALL BE PROVIDED TO THE TOWN ENGINEER FOR REVIEW
   AND APPROVAL PRIOR TO PLACEMENT.
3. AGGREGATE BASE SHALL BE CR-610, CRUSHED LIMESTONE.
4. FOR ALL ARTERIAL STREETS, AGGREGATE BASE SHALL EXTEND UNDER AND 1' BEYOND THE
   BACK OF CURB. AGGREGATE BASE UNDER AND BEYOND CURB SHALL BE PLACED
   UNIFORMLY WITH ROADWAY BASE.

TOWN OF ARLINGTON
Public Works Standard Details

ASPHALT PAVEMENT SECTION
NOTES:

1. DIMENSIONS MAY VARY. CONSULT PLANS TO VERIFY WIDTH OF R.O.W.

2. USE 4,000 PSI CONCRETE, LIMESTONE MIX, 5% AIR-ENTRAINED

3. ALL MATERIALS AND WORKMANSHIP ARE TO COMPLY WITH THE SPECIFICATIONS AS SET FORTH IN THE SIDEWALK ORDINANCE AND THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS.
NOTES:
1. Depth of deep joint shall be a minimum of 1/4 slab thickness. Finish width at the top shall be a maximum of 1/2 inch.
2. Typical spacing for score marks shall be 5 feet.
3. Depth of curb & gutter deep joint shall be a minimum of 1/4 sidewalk slab thickness or 1 inch, whichever is greater. Finish width at the top shall be a maximum of 1/2 inch.
4. A construction joint shall be placed every 30 feet for both sidewalk and curb & gutter.
Plan

Cross Section

Longitudinal Section

No. 10 INLET

NOTE: CONCRETE TO BE 4,000 PSI, LIMESTONE MIX, WITH 5% AIR ENTRAINMENT

SIDE OPENINGS TO BE OPTIONAL AS DIRECTED

HEADER COURSE EVERY FIFTH COURSE.

NO. 4 BARS
PIPE TO LEAD IN DIRECTION AS NOTED ON THE PLAN.

SET ON COMPACTED SUBGRADE (95% STD. PROCTOR)

6" CONC. SLAB, 4,000 PSI LIMESTONE MIX

1/2" OF NON-SHRINK CEMENT MORTAR ALL WALLS INSIDE AND OUT.
SOLID BRICK CONSTRUCTION

16" CONC. SLAB, 4,000 PSI LIMESTONE MIX

#10 RIM AND GRATING AS MANUFACTURED BY MEMPHIS MACHINE WORKS/OR EQUAL.
No. 3070 INLET

N.T.S.

TOWN OF ARLINGTON
Public Works Standard Details

No. 3070 INLET
STANDARD DETAIL
FILL ALL VOIDS WITH NON-SHRINK GROUT

EX. WALL STEEL TO REMAIN EXCEPT WHERE NECESSARY FOR PIPE INSTALLATION.

#4 BARS

EMBED ALL EXISTING STEEL 12" INTO COLLAR

FILL ALL VOIDS WITH NON-SHRINK GROUT

SEE GRADING PLAN FOR PIPE SIZE

18" MINIMUM CONCRETE COLLAR

PIPE FLUSH WITH WALL

PENETRATION DETAIL

N.T.S.
CONCRETE COLLAR DETAIL
IF CONCRETE IS USED
CONICAL SECTION MAY
BE CONSTRUCTED OF
BRICK AT THE OPTION
OF THE ENGINEER

3" PLASTER COATING

JOINTS TO BE
POINTED WITH
TROWEL

2:1 SLOPES

4,000 psf CONCRETE

SECTION

NOTE: MANHOLE STEPS TO BEGIN 18" ABOVE THE BENCH
AND 1 ADDITIONAL STEP TO BE PLACED ON THE
SIDE OPPOSITE THE LADDER NEAR THE TOP

NOTES:
1. PRECAST CONCRETE MANHOLES MAY BE SUBSTITUTED
   FOR BRICK.

2. IF THE MANHOLE IS WITHIN A ROADWAY THAT IS A
   FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS
   ELIGIBLE FOR TDOT FUNDING, THE MANHOLE SHALL BE
   PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING
   TO THE MOST CURRENT TDOT STANDARD DETAIL.
   BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.

TOWN OF ARLINGTON
Public Works Standard Details

DRAIN MANHOLE
STANDARD DETAIL

DRAWN
ENG.:
REV.
DATE
APPROVED

DATE
APPR.
DWG. NO.
3:1 MAX

2'

3'

2'

3:1 MAX

6" THICK 4,000 PSI
CONCRETE, LIMESTONE
MIX, WITH 5% AIR
ENTRAINMENT, #4
REBAR AT 12" O-C,
OR 10X10X6 WWF

EROSION CONTROL MAT

TOWN OF ARLINGTON
Public Works Standard Details

4,000 PSI CONCRETE SWALE
STANDARD DETAIL
TOWN OF ARLINGTON
Public Works Standard Details

TYPE "D" HEADWALL
STANDARD DETAIL
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NOTE: FOR 72" HEADWALL ONLY VERTICAL BARS VI SHOWN IN SECTION A-A AS #6 BARS AT 12" O/C SHALL BE #5 BARS AT 12" O/C

TOWN OF ARLINGTON
Public Works Standard Details

TYPE E HEADWALL
STANDARD DETAIL
SPECIAL 3’ X 3’ INLET
NOTES:
1. INSIDE AND OUTSIDE WALLS SHALL BE WIPE WAT WITH A MINIMUM 3/8" THICK NON-SHRINK GROUT.
2. WALLS SHALL BE PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE 3/8" GROUT, BUT SHALL NOT BE LESS THAN 5/8" NOR MORE THAN 3/4" IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BEEN ALLOWED.
7. THE TRANSITION SLAB MAY BE OMITTED WHEN WALLS CAN BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE. SEE DETAIL NO. 12 INLET WITHOUT TRANSITION SLAB FOR ALLOWABLE PIPE SIZES FOR THIS SCENARIO.
8. THE TRANSITION SLAB SHALL BE REQUIRED WHEN WALLS CANNOT BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
9. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
10. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
11. ALL STEEL SHALL BE #4 REBAR, GRADE 60.
12. PRECAST NO. 12 INLETS MAY BE SUBSTITUTED FOR BRICK.
13. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:
1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.
NOTES:
1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM 2" THICK NON-SHRINK GROUT.
2. WALLS SHALL BE BUILT PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE 2" GROUT, BUT SHALL NOT BE LESS THAN 1/2" NOR MORE THAN 3/8" IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. THE TRANSITION SLAB MAY BE OMITTED WHEN WALLS CAN BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
8. THIS DETAIL OUTLINES THE MAXIMUM ALLOWABLE PIPE SIZE FOR RESPECTIVE INLET WALLS WHEN A TRANSITION SLAB MAY BE OMITTED.
9. THE TRANSITION SLAB SHALL BE REQUIRED WHEN WALLS CANNOT BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
10. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
11. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
12. PRECAST NO. 12 INLETS MAY BE SUBSTITUTED FOR BRICK.
13. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:
1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.
NOTES:
1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM 4.5" THICK NON-SHRINK GROUT.
2. WALLS SHALL BE PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE 3/8" GROUT, BUT SHALL NOT BE LESS THAN 3/16" NOR MORE THAN 3/8" IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
8. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
9. ALL STEEL SHALL BE #4 REBAR, GRADE 60.
10. PRECAST NO. 14 INLETS MAY BE SUBSTITUTED FOR BRICK.
11. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:
1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDDF FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDDF STANDARD DETAIL BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.
NOT TO SCALE

SIDEWALK DRAIN DETAIL

TOWN OF ARLINGTON
Public Works Standard Details

NOTES:
1. CURB IS TO BE REMOVED AND REPLACED A MINIMUM OF 12" EACH SIDE OF DRAIN OPENING.
2. CONCRETE SHALL BE 4,000 PSI LIMESTONE
3. REPLACE FULL SIDEWALK PANEL.
NOTES:
1. CURB IS TO BE REMOVED AND REPLACED A MINIMUM OF 12" EACH SIDE OF DRAIN OPENING.
2. WHEN AN OPENING GREATER THAN A SINGLE 4" DIAMETER PIPE IS REQUIRED, A SIDEWALK DRAIN SHALL BE USED.
3. CONCRETE SHALL BE 4,000 PSI LIMESTONE
4. DRAIN PIPE SHALL BE SCHEDULE 80 PVC WITHIN R.O.W.
5. REPLACE FULL SIDEWALK PANEL.

TOWN OF ARLINGTON
Public Works Standard Details

TYPICAL CURB CUT
FOR DRAIN PIPE
NOTE: ALL PIPE SHALL HAVE GASKET JOINTS.

PIPE BEDDING DETAIL FOR CONC. DRAINAGE PIPES—NOT UNDER ROADWAY

TOWN OF ARLINGTON
Public Works Standard Details

CONCRETE PIPE BEDDING
STANDARD DETAIL
PATCH FOR ASPHALTIC CONCRETE OR SURFACE TREATED STREETS ON ALL TYPES OF BASE

N.T.S.
SAWCUT PAVEMENT AND RECONSTRUCT TO MATCH EXIST. DRAINAGE PATTERNS

FLOAT FINISH

CONCRETE TO BE CLASS 'A'

ORIG-INAL UNDISTURBED STREET GRADE

O.D.-PIPE

CR-610 CRUSHED LIMESTONE BACKFILL TO 95% STANDARD PROCTOR

DEPTH Varies

WIDTH Varies

6" MIN.

4"

EDGES TO BE TRIMMED TO STRAIGHT VERTICAL LINE. ANY LOOSE OR DISTURBED PAVEMENT MUST BE REMOVED OR REPLACED

CONCRETE PAVEMENT PATCH

N.T.S
PIECE BEDDING DETAIL FLEXIBLE PIPE
(PVC S.D.R. 26 SANITARY SEWER PIPES)

N.T.S

(1) WHEN GROUND WATER IS PRESENT, 57 STONE WITH A GEOFABRIC FILTER CLOTH ENVELOPE
SHALL BE USED IN LIEU OF SAND.
NOTE: ENGRAVE CURB FACE WITH "S" FOR SEWER SERVICE. USE BLACK ACRYLIC ENAMEL LETTER ON WHITE BACKGROUND.

GLUE OR SOLVENT WELD CAP

5'

R.O.W. LINE OR SIDEWALK

SIDEWALK (LOCATION VARIES)

6-30 CURB & GUTTER

ASPHALT

GRAVEL BASE

6"-SDR 26

(2)-6" 45' ELBOWS, SOLVENT WELD JOINTS

WYE SEWER FITTING

6" SDR 26 PVC 3034 THICK WALL @ 1%

GASKET JOINT

TYPICAL HOUSE SERVICE

NTS
TOWN OF ARLINGTON
Public Works Standard Details

PRECAST SANITARY SEWER MANHOLE DETAIL

NOTES:
1. VACUUM TESTING FOR SEWER MANHOLES IS REQUIRED IN ACCORDANCE WITH ASTM C1244-93 ON ALL NEW MANHOLES, AND ANY MANHOLES WITH NEW CONNECTION.
2. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE CORE DRILLED.
3. RIM AND COVER SEATS MACHINED TO PREVENT ROCKING.
4. COVER CAN BE SEATED WITH STAINLESS STEEL BOLTS AND NEOPRENE GASKETS.
5. MANHOLES LOCATED IN A YARD SHALL BE SET SUCH THAT THE RIM ELEVATION IS 0.5' ABOVE THE HIGHEST ADJACENT GRADE.
6. MANHOLES LOCATED IN A COMMON OPEN SPACE SHALL BE SET SUCH THAT THE RIM ELEVATION IS AT LEAST 1' ABOVE THE HIGHEST ADJACENT GRADE.
7. MANHOLES LOCATED WITHIN A FEMA SPECIAL FLOOD HAZARD AREA SHALL SET SUCH THAT THE RIM ELEVATION IS AT LEAST 1.5' ABOVE THE NEAREST BASE FLOOD ELEVATION INDICATED ON THE MOST CURRENT FEMA FIRM.
NOTES:
1. TO BE USED ON ALL MANHOLES REQUIRING A DROP CONNECTION.
2. A DROP CONNECTION IS REQUIRED ON ANY INFLUENT PIPE THAT THE INVERT IS 2' OR MORE HIGHER THAN THE EFFLUENT PIPE INVERT.
3. 3' MAXIMUM SPACING BETWEEN STRAPS.
4. A MINIMUM OF 2 STRAPS ARE REQUIRED.
5. INSURE THAT MANHOLE STEPS AND DROP CONSTRUCTION LOCATIONS DO NOT INTERFERE.
6. A FOUR FOOT DIAMETER MANHOLE SHALL BE USED WHEN INSIDE PIPE IS 8" OR LESS. IF PIPE IS LARGER THAN 8", MANHOLE DIAMETER SHALL BE INCREASED ACCORDINGLY.
7. SDR 26 PVC PIPE SHALL BE USED ON ALL DROP CONNECTIONS.
8. OPENING IN MANHOLE TO BE GROUTED WITH HIGH STRENGTH, QUICK SETTING, NON-SHRINK CEMENT GROUT.

SANITARY SEWER MANHOLE—INSIDE DROP CONSTRUCTION
FORCE MAIN TO MANHOLE CONNECTION
N.T.S.

NOTES:

1. THE RECEIVING MANHOLE AND ALL DOWNSTREAM MANHOLES WITHIN 1000 FEET SHALL BE COATED WITH A 10 MIL THICKNESS OF AN ACID RESISTANT COATING.
2. ALL PIPING AND FITTINGS INSIDE THE MANHOLE SHALL BE SCHEDULE 80 PVC WITH SOLVENT WELD JOINTS WHICH CONFORMS TO ASTM D–1784 AND D–1785.
Note:
All Pipe Fittings Shall Be 304 Stainless Steel

Air & Vacuum Valve may be deleted at the
Direction of the Engineer.

TOWN OF ARLINGTON
Public Works Standard Details

COMBINATION AIR RELEASE VALVE
VERTICAL THRUST BLOCK DETAIL
N.T.S.

END VIEW

PLAN VIEW

THRUST BLOCK & BRACE DETAIL
N.T.S.

NOTE: ALL FITTINGS SHALL BE WRAPPED WITH VISQUEEN PRIOR TO PLACING CONCRETE.

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A. Maximum depth of liquid, typically a minimum of 42".
B. Inlet invert to be a maximum depth.
C. Baffle wall flow-through slot to be approximately 6" and in lower third of baffle wall (approximately 12" above the interior floor).
D. Access ports to be traffic rated sewer manhole lid and rim assemblies per Arlington Standard Detail TOA-XXX.
E. Lower end of outlet tee to be greater than 2/3 dimension "A".
F. Lower end of inlet tee to be a minimum of 12" below maximum depth of liquid.
G. Top of sanitary tee and baffle wall not to exceed 6" below the interior roof.
H. Specifications to be submitted to the Town of Arlington Wastewater Department prior to construction.