



CASING PIPE SHALL BE SMOOTH STEEL PIPE CONFORMING TO AWWA C 201 WITH A MIN. WALL THICKNESS OF 5/16"

NOTE:

1. RAIL CROSSINGS AND SIMILAR APPLICATIONS MAY REQUIRE A CASING WALL THICKNESS GREATER THAN THE MINIMUM SHOWN. THESE REQUIREMENTS VARY BY APPLICATION AND WILL BE DETERMINED BY THE CITY OF ALBANY ENGINEERING DEPARTMENT.
2. THE LENGTH, CONFIGURATION, AND LOCATION OF THE PIPE INSULATORS ARE DEPENDENT UPON THE SIZE AND TYPE OF THE CARRIER PIPE. AT A MINIMUM, DUCTILE IRON CARRIER PIPES SHALL HAVE TWO INSULATORS PER STICK OF PIPE, SPACED TO PROVIDE AN EVEN SEPARATION OVER THE LENGTH OF CASING. PVC CARRIER PIPES SHALL HAVE THREE INSULATORS PER STICK OF PIPE, SPACED EVENLY.
3. THE METHOD OF SEALING THE CASING ENDS WILL REQUIRE APPROVAL OF THE ENGINEER. CAST-IN-PLACE CONCRETE SEALS SHALL BE CONTAINED WITHIN FORMWORK TO THE EXTENT THAT THE SEAL PENETRATES THE CASING TO A UNIFORM DEPTH OF 6 INCHES. THE SEAL SHALL BE INSTALLED AROUND THE FULL CIRCUMFERENCE OF THE CARRIER PIPE. THE CARRIER PIPE SHALL BE WRAPPED WITH ROOFING FELT OR SIMILAR MATERIAL TO PREVENT THE CONCRETE FROM BONDING TO THE PIPE WALL.
4. JOINTS ON DUCTILE IRON CARRIER PIPE USED IN PRESSURIZED SYSTEMS SHALL BE RESTRAINED BY USE OF MECHANICAL RESTRAINTS PER 501.01.01A; TR FLEX OR THRUST LOCK.

CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT		
TYPICAL PIPE CASING DETAIL		
NO SCALE	MAY 2009	NO. 203