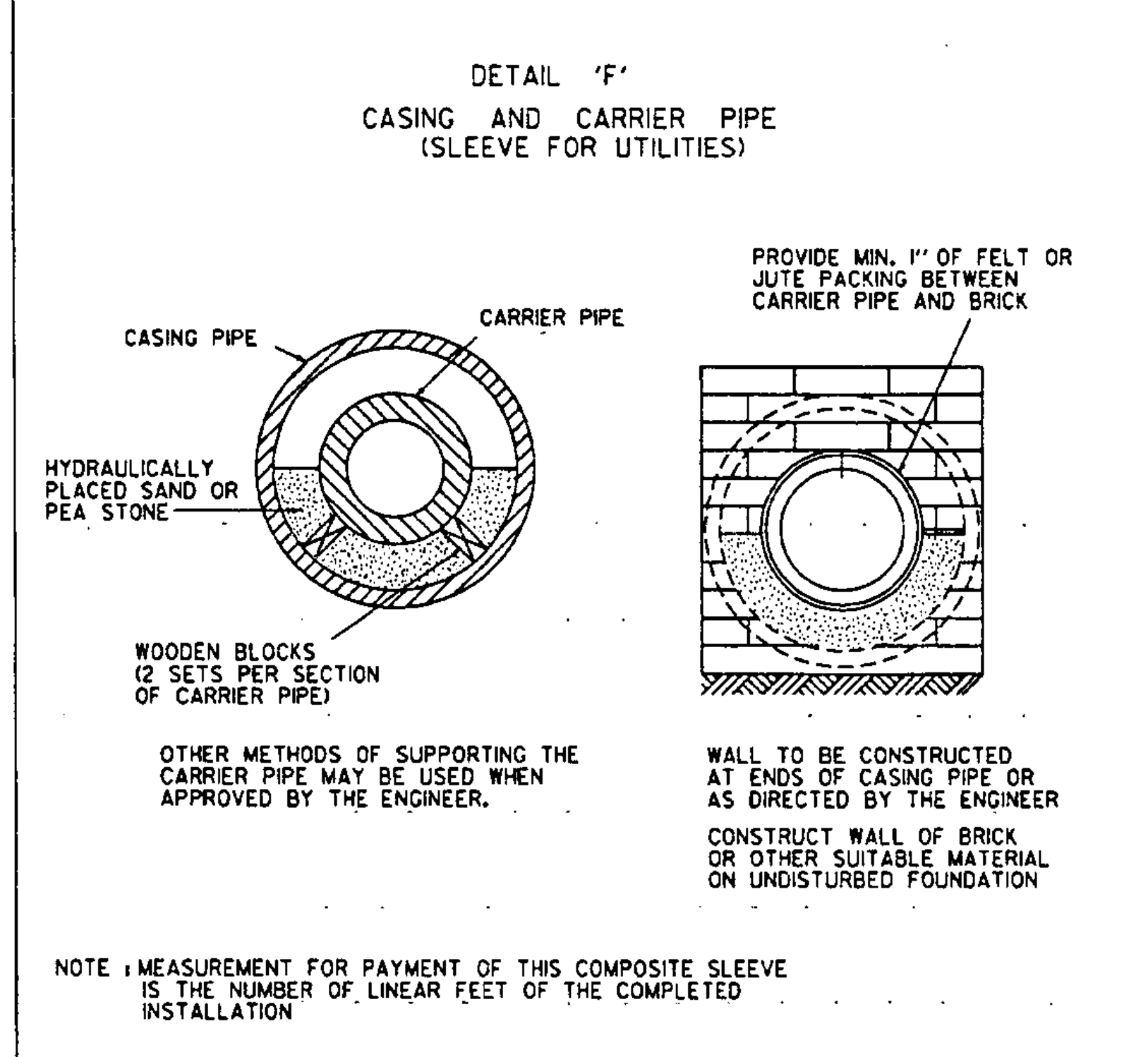
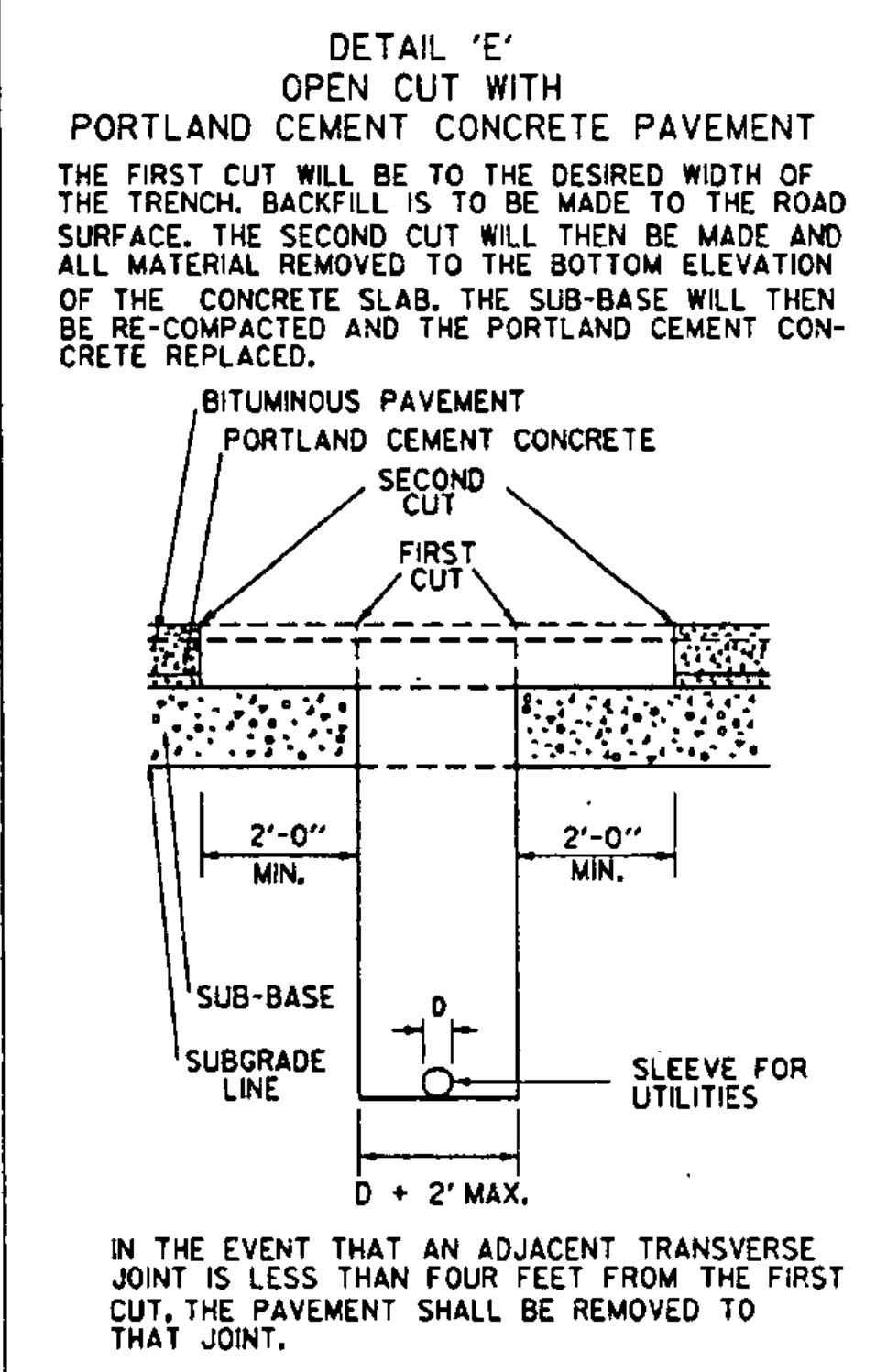
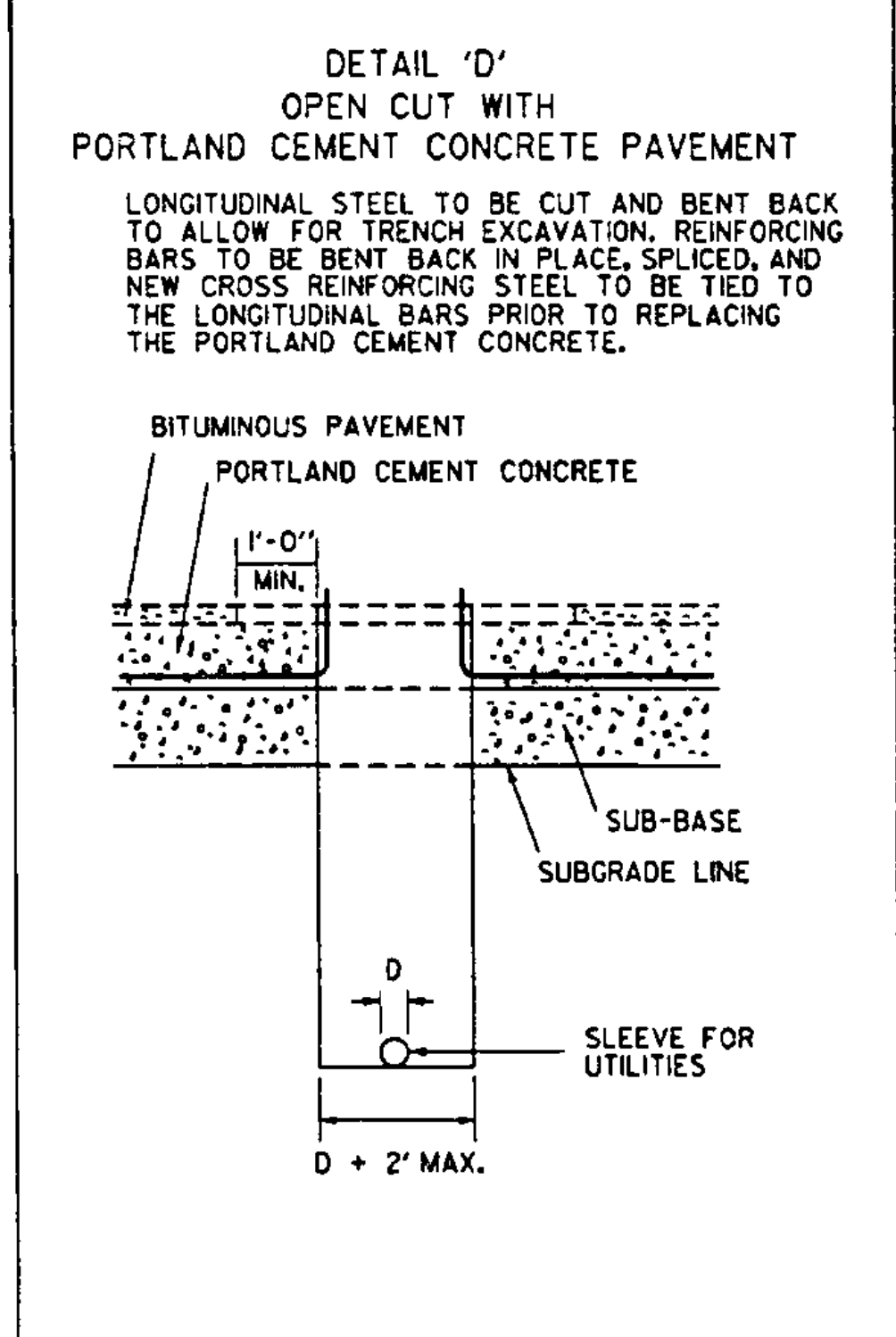
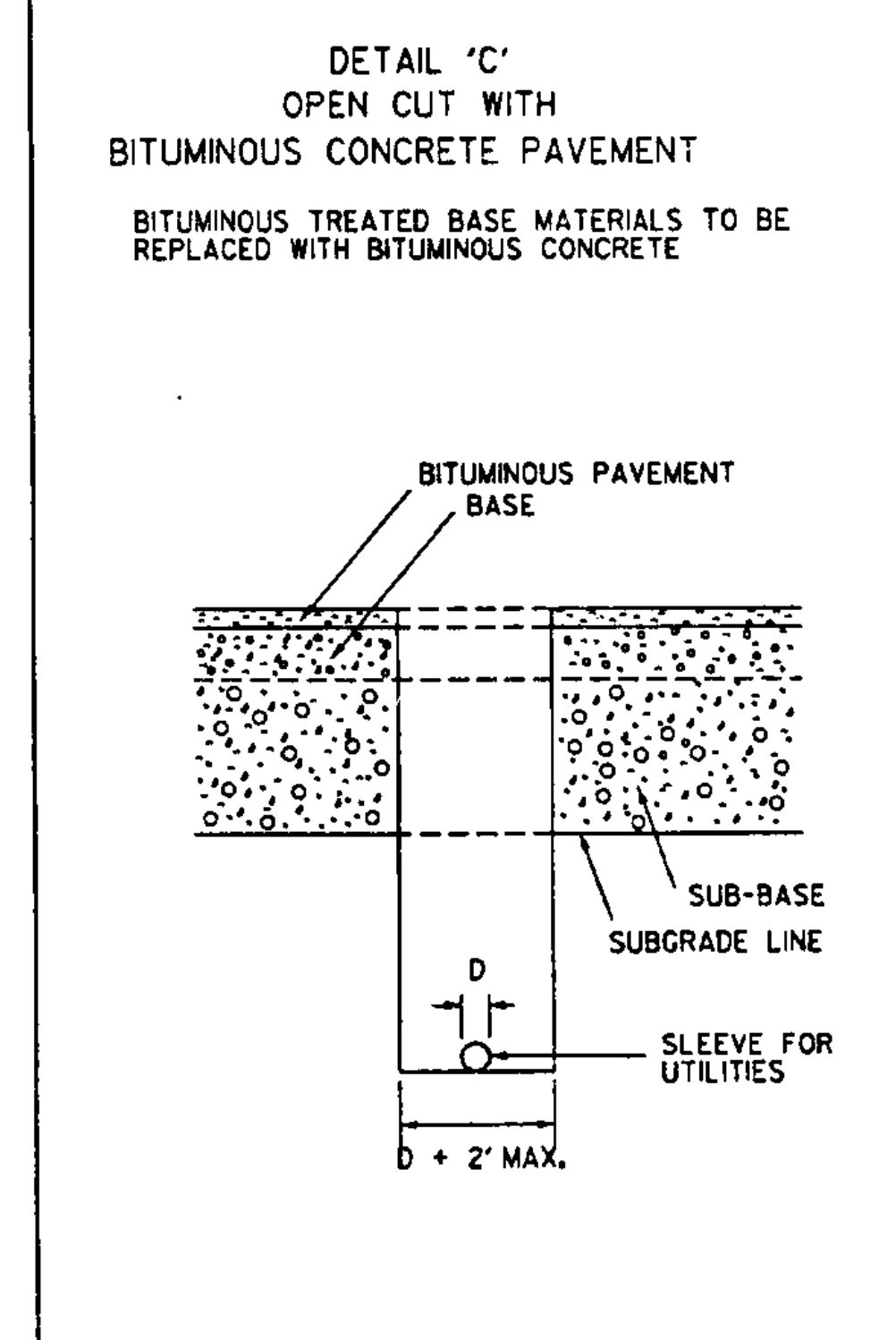


OPEN CUT AND PAVEMENT REPLACEMENT
APPLICABLE ONLY WHEN SPECIFICALLY AUTHORIZED BY HIGHWAY PERMIT



- GENERAL NOTES**
1. SHEET PILING MAY BE DRIVEN VERTICALLY FIVE (5) FEET OUTSIDE THE SHOULDER POINT, OR ONE (1) FOOT BACK OF THE SIDEWALK, TO ALLOW FOR A SHORTER SLEEVE.
 2. EARTH BACKFILL, TO BE MADE IN SIX (6) INCH LIFTS AND COMPACTED TO NOT LESS THAN 95% MAX. DRY DENSITY.
 3. SEE DETAIL 'A' OR 'B' FOR DETERMINING SLEEVE LENGTH.
 4. IN THE EVENT THAT PERMISSION IS GRANTED TO CUT AN EXISTING PORTLAND CEMENT CONCRETE OR BITUMINOUS PAVEMENT, ALL CUTS, IF POSSIBLE, SHALL BE MADE WITH A SAW TO A MINIMUM OF 1/2".
 5. BITUMINOUS PAVEMENTS TO BE REPLACED WITH BITUMINOUS CONCRETE. PORTLAND CEMENT CONCRETE AND SUB-BASE TO BE REPLACED WITH EXCAVATED MATERIAL OR AS DIRECTED BY THE HIGHWAY ENGINEER.
 6. SUB-BASE TO BE REPLACED IN SIX (6) INCH COMPACTED LAYERS.
 7. PORTLAND CEMENT CONCRETE PATCHES SHALL BE PROPERLY CURED FOR SEVEN (7) DAYS BEFORE BEING SUBJECTED TO TRAFFIC LOADS. WHEN HIGH EARLY STRENGTH CEMENT IS USED, PROPER CURING FOR THREE (3) DAYS SHALL BE REQUIRED BEFORE BEING SUBJECTED TO TRAFFIC LOADS. WHEN A HIGH STRENGTH, QUICK SETTING CONCRETE PATCHING COMPOUND IS APPROVED, IT SHALL BE PROPERLY CURED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS BEFORE BEING SUBJECTED TO TRAFFIC LOADS.

REVISIONS AND CORRECTIONS

DEC. 23, 1974 - ORIGINAL APPROVAL
SEPT. 9, 1975 - CARRIER PIPE AND PORTLAND CEMENT NOTES REVISED
OCT. 30, 1985 - REVISED TO CONFORM WITH 1986 SPECIFICATIONS
JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

APPROVED

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

Stephen D. McArthur
DIRECTOR OF ENGINEERING

Thomas Page
UTILITIES ENGINEER

HIGHWAY CROSSING SLEEVES FOR UNDERGROUND UTILITIES

