**Avoid Walking or Driving**

**Compact Earth**

**Full Depth**

**Conduit Centered**

**Rock**

**Coupling**

**PULL BOX T6**

**Plan View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T9**

**Plan View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T16**

**End View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T9**

**End View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T16**

**Plan View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T9**

**End View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T16**

**Plan View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T9**

**End View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T16**

**Plan View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Pull Box T9**

**End View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**PULL BOX ON SLOPE**

**Side View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**Typical Pull Box Stubs**

**For Direct Buried Cable**

**End View**

**Pull Box Centered**

**Compact Earth**

**Avoid Walking or Driving**

**EFFECTIVE DATE JANUARY 2, 2018**

**FIBER MARKER AND PULL BOXES**
GENERAL NOTES

FULL DEPTH DIAMOND SAW CUT TO BE USED. FULL DEPTH 4" WHEEL CUTTER SAW CUT WILL BE PERMITTED IF REPAIR WILL BE OVERLaid.

DOWEL BARS SHALL BE INSTALLED WHEN EXISTING CONCRETE PAVEMENT THICKNESS IS GREATER THAN 4" EXCLUDING EXISTING OVERLAY AND MILLING THICKNESS.

DOWEL BARS SHALL BE INSTALLED AT NEW TRANSVERSE JOINT NEAREST TO EXISTING TRANSVERSE JOINT OF ADJOINING LANE UNLESS DIRECTED BY THE CITY PROJECT MANAGER. EXISTING TRANSVERSE JOINT SHALL NOT BE RE-ESTABLISHED IN THE PAVEMENT REPAIR.

DOWEL BARS MUST BE DRILLED ALONG THE SAME HORIZONTAL PLANE.

TIE BARS SHALL BE INSTALLED IN ALL REPAIRS EVERY 4' (MAXIMUM) OR AS SHOWN UNLESS OTHERWISE DIRECTED BY THE CITY PROJECT MANAGER.

INSTALL TIE BARS AT NEW TRANSVERSE JOINT OPPOSITE OF DOWEL BARS.

ALL DOWEL AND TIE BARS SHALL BE EPOXY COATED PER ASTM A775/A775M-17. SEE CHAPTER 4 OF THE LINCOLN STANDARD SPECIFICATIONS FOR MUNICIPAL CONSTRUCTION FOR ADDITIONAL MATERIAL REQUIREMENTS.

PAVEMENT REPAIR AT EXISTING TRANSVERSE JOINT SHALL EXTEND 2' FROM JOINT. A DOWEL WHEN FULL DEPTH PAINTMENT UNLESS OTHERWISE REQUIRED BY REPAIR AND APPROVED BY THE CITY PROJECT MANAGER.

WHEN REPAIR EXTENDS THROUGH EXISTING JOINT, INSTALL BOND BREAKER ALONG TRANSVERSE JOINT BETWEEN DOWEL BAR JOINT AND EXISTING TRANSVERSE JOINT OF ADJOINING LANE.

IN THE CASE OF 2 OR MORE ADJOINING PANEL REPLACEMENTS IN THE SAME LANE, CONSTRUCT TRANSVERSE JOINT TO MATCH JOINT IN ADJOINING LANE. DOWEL BARS SHALL BE INSTALLED AT 12" CENTERS. BASKETS SHALL BE USED ACCORDING TO LSP 660 AND LINCOLN STANDARDS SPECIFICATIONS FOR MUNICIPAL CONSTRUCTION, CHAPTER 4, SECTION 4.3.

MINIMUM DEPTH ("D") FOR PARTIAL DEPTH REPAIRS SHALL BE 3" FOR HOT MIX FOR ASPHALT AND 1.5" FOR FPMC. THE MAXIMUM DEPTH SHALL BE 6".

IF PAVEMENT REPAIR SHOULD EXTEND THROUGH EXISTING CURB, THE NEW CURB SHALL BE CONSTRUCTED TO THE SAME DIMENSIONS AS EXISTING CURB.

NOTE: SEE GENERAL NOTES FOR PROPER BAR USE FOR DETAIL INFORMATION AND ALTERNATIVE OPTIONS. SEE SHEET 2 OF P.C. CONCRETE PAVEMENT REPAIR