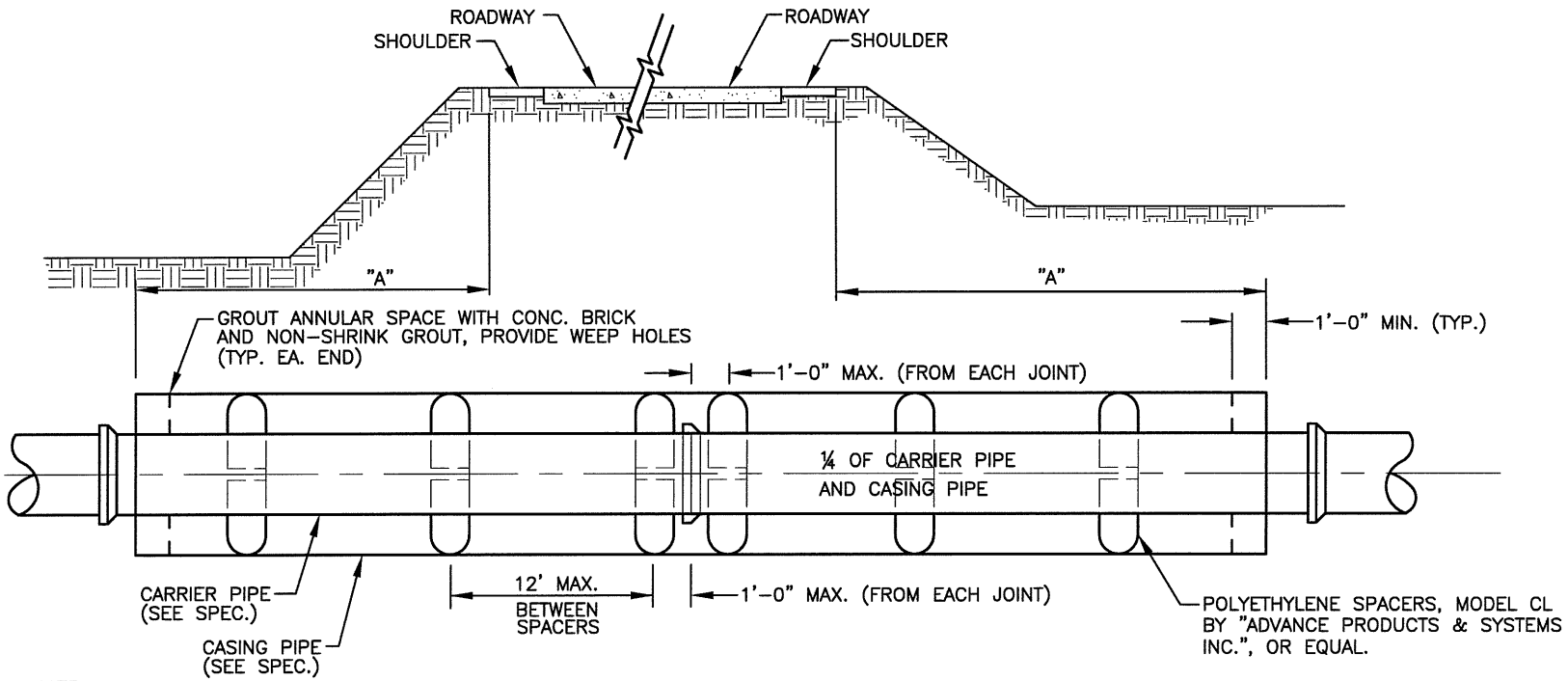

NOTE:

1. WHERE MULTIPLE LANES ARE ENCOUNTERED THE METAL CASING PIPE SHALL BE CONTINUOUS.
2. CASING PIPE SHALL BE INSTALLED BY JACKING OR BORING.
3. IN LIEU OF POLYETHYLENE SPACES, A SYSTEM OF BONDED PRESSURE TREATED WOOD SKIDS OR SIMILAR SYSTEM MAY BE USED WITH A SHOP DRAWING APPROVAL.
4. ALL UTILITIES INSTALLED UNDER A RAILROAD RIGHT-OF-WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS AND REQUIREMENTS OF THE RAILROAD HAVING JURISDICTION.
5. ALL RAILROAD RIGHT-OF-WAY PERMITS SHALL BE APPROVED BY THE CITY PRIOR TO SUBMITTAL TO THE RAILROAD.
6. ANY OTHER ENTITIES HAVING JURISDICTION OF THE RIGHT-OF-WAY OTHER THAN THE CITY, SHALL HAVE APPROVAL OF UTILITY CROSSINGS.

DISTANCE "A"

MINIMUM DISTANCE BEYOND OUTER RAIL OR EDGE OF PAVEMENT SHALL BE AS SHOWN ON PLANS OR AS SPECIFIED BY THE RAILROAD, ROADWAY, OR HIGHWAY CONCERNED.

PIPE DIA. (IN.)	STEEL CASING WALL THICKNESS (IN.)
10 AND UNDER	0.188
12 AND 14	0.250
16	0.281
18	0.312
20 AND 22	0.344
24	0.375
26	0.406
28	0.438
30	0.469
32	0.500
34 AND 36	0.532

TYPICAL DETAIL-PIPE IN CASING

PREPARED BY: DLZ INDIANA, LLC

ANDREW C. LEMBERGER REGISTERED No. PE10100882 STATE OF INDIANA PROFESSIONAL ENGINEER

4/24/07

APPROVED/REVISED BY THE BOARD OF PUBLIC WORKS & SAFETY
EFFECTIVE DATE: APRIL 2007

ITEM	REVISION	APPROVED DATE

CITY OF MISHAWAKA, INDIANA

ENGINEERING STANDARDS

PIPE IN CASING DETAIL

SHT. NO. VII-1