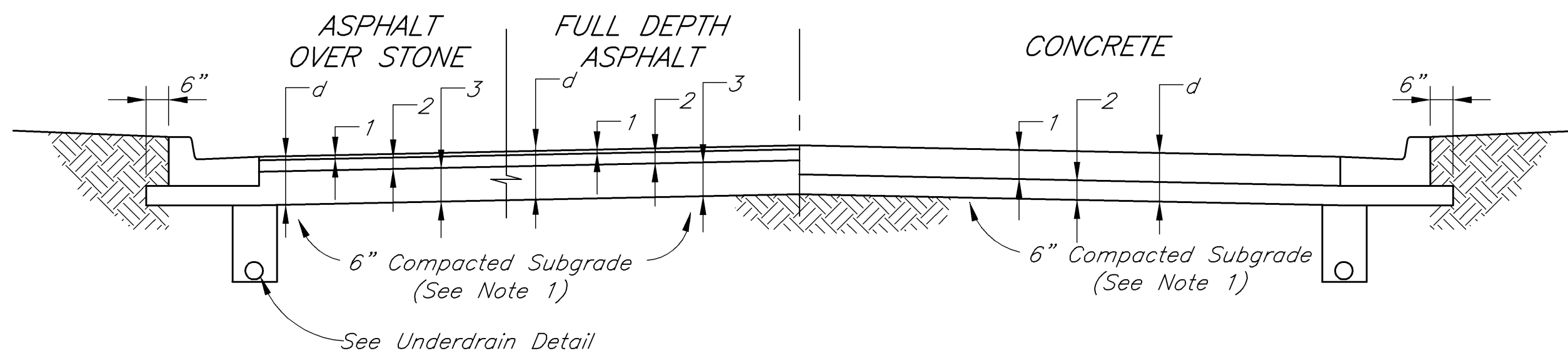


PAVEMENT CONSTRUCTION

- Subbase And Subgrade Shall Be 100 Percent Of The Maximum Dry Density In Accordance With A.A.S.H.T.O. T99. Compaction Test Shall Be At The Contractor's Expense And Shall Be Performed By An Independent Laboratory. Tests Results Shall Be Submitted To The Street Commissioner Prior To Placing Any Material On The Subbase Subgrade. One-In Place Density Test Shall Be Completed For Each Lift For Every 400 Linear Feet Of Traffic Lanes.
- For Local Residential Streets With Concrete Pavement Four Inch Compacted Aggregate Base #53 Is Optional If Adequate Subgrade Is Present. Adequacy Of Subgrade Shall Be Determined Solely By The City Based On A Contractor Performed Proofroll With A Fully Loaded Single Axle Dump Truck.
- Place Tack Coat In Accordance With The Most Recent INDOT Standard Specifications For Asphalt Pavement Sections.
- Wherever Rigid Pavement Is To Be Used, The Contractor Shall Submit A Detailed Paving Plan To The Street Commissioner. The Paving Plan Shall Show The Location And Type Of Jointing To Be Used In The Construction. The Location And Type Of Jointing Shall Meet The Requirements Of The Most Recent INDOT Standard Details.
- Upon Approval Of The Mix Design By The City Engineer, Chemical Modification Of Soils Per INDOT Standard Specifications Section 215, Shall Be Performed To A Minimum Depth Of 16 Inches. Following Soil Modification, Compaction Shall Be Performed Until The Modified Layer Has A Density Not Less Than 100% Of The Maximum Dry Density Or The Zone Below The Modified Layer Has A Density Not Less Than 95% Of The Maximum Dry Density. Maximum Dry Densities Shall Be Determined In Accordance With AASHTO T99. The Mix Design Shall Be Determined In Accordance With INDOT Design Procedures For Soil Modification Or Stabilization. The Proposed Design And Construction Procedure Shall Be Submitted To The City Engineer. Unsatisfactory Soil Modifications As Determined By The City Engineer May Require An Increase In Depth Of The Aggregate Base Or Binder. Tensor BX1200 Geogrid May Be Used In Lieu Of Or In Conjunction With The Chemical Modification Of Soils, As Directed By The City Engineer. In Conjunction With The Usage Of Tensor BX 1200 Geogrid, A Modified Pavement Section May Be Provided By The City Engineer.

HANDICAP RAMP CONSTRUCTION

- All Handicap Ramps Shall Meet The Requirements Of The American Disabilities Act, The Most Recent INDOT Standard Specifications, And The City Of Lebanon's Most Recent Standards. Curb Swipes Required For Handicap Ramps Shall Be Most Recent Standards. Provided At Time Of Initial Construction.
- Minimum Width Of Curb Ramp Shall Be 4 Feet Not Including Flares. Maximum Slope Of Ramps Shall Be 12:1.
- Handicap Ramps Are To Be Located As Shown On The Plans Or As Directed By The Street Commissioner.
- Type D Ramps Shall Be Provided Adjacent To Each Point Of Tangency At All Corners Of Every Street Intersection Where There Is An Existing Or Proposed Sidewalk And Curb. In Case Of "T"-Intersection, A Type C Ramp Shall Be Provided Adjacent To Each Corner Ramp. Type C Ramps Also Shall Be Provided At Walk Locations At Mid-Block In Vicinity Of Hospitals, Medical Centers Or Athletic Stadiums. The Use Of Details Contrary To Those Shown Hereon Shall Require The Prior Written Approval Of The City.
- Surface Texture Of The Ramp Shall Be That Obtained By A Coarse Brooming Transverse To The Slope Of The Ramp.
- Ramps Shall Be Provided Where The Driveway Curb Extends Across The Sidewalk.
- Care Shall Be Taken To Assure A Uniform Grade On All Ramps With No Breaks In Grade.
- Drainage Structures Shall Not Be Placed In Line With The Ramps Except Where Existing Drainage Structures Are Being Utilized In The New Construction. Location Of The Ramps Shall Take Precedence Over Location Of Drainage Structures.
- The Normal Gutter Line Profile Shall Be Maintained Through The Area Of The Ramp.
- Expansion Joint For The Ramp Shall Be A Maximum 1/2" Wide. The Top Of The Joint Filler For All Ramp Types Shall Be Flush With Adjacent Concrete.
- Crosswalk And Stop Line Marking, If Used, Shall Be So Located As To Stop Traffic Short Of Ramp Crossing.
- Slope Of Ramp May Be Warped When Field Conditions Warrant And When Approved By The Street Commissioner.



LOCAL RESIDENTIAL STREETS

- | | | |
|--|--|-----------------------------------|
| d=13" | d=8" | d=10" |
| ① 1 1/2" Surface (165#/SYD HMA, Type A) | ① 1 1/2" Surface (165#/SYD HMA, Type A) | ① 6" Concrete (PCCP) |
| ② 2 1/2" Intermediate (275#/SYD HMA, Type A) | ② 2 1/2" Intermediate (275#/SYD HMA, Type A) | ② 4" Compacted Aggregate Base #53 |
| ③ 9" Compacted Aggregate, No. 53, Base | ③ 4" Base (440/SYD HMA, Type A) | (See Note 2) |

LOCAL RESIDENTIAL COLLECTOR AND LOCAL COMMERCIAL STREETS

- | | | |
|--|--|-----------------------------------|
| d=14" | d=10" | d=11" |
| ① 1 1/2" Surface (165#/SYD HMA, Type A) | ① 1 1/2" Surface (165#/SYD HMA, Type A) | ① 7" Concrete (PCCP) |
| ② 2 1/2" Intermediate (275#/SYD HMA, Type A) | ② 2 1/2" Intermediate (275#/SYD HMA, Type A) | ② 4" Compacted Aggregate Base #53 |
| ③ 4" Base (440/SYD HMA, Type A) | ③ 6" Base (660/SYD HMA, Type A) | |
| ④ 6" Compacted Aggregate, No. 53, Base | | |

RESIDENTIAL/COMMERCIAL COLLECTOR AND SECONDARY ARTERIAL STREETS

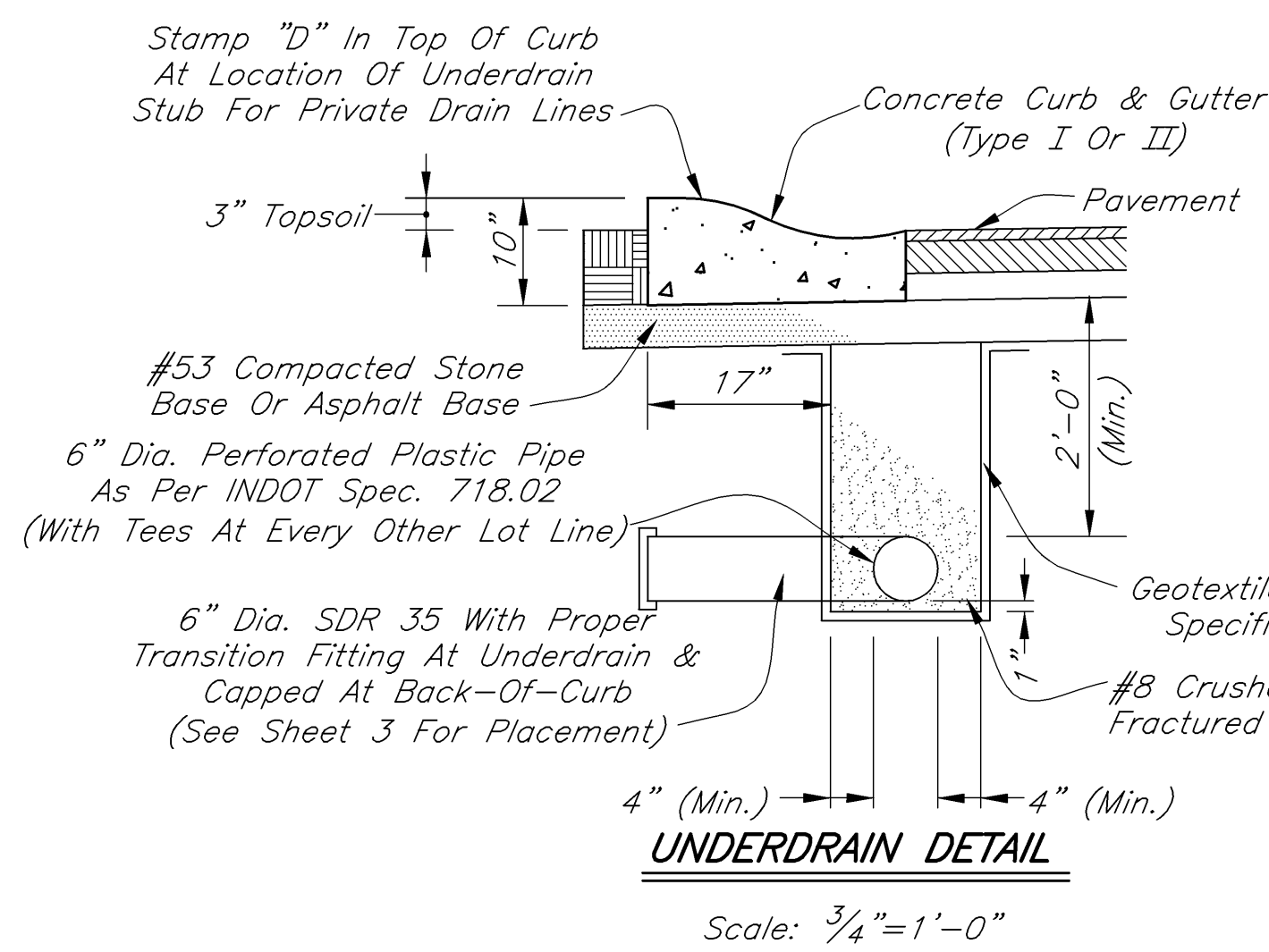
- | | | |
|--|--|-----------------------------------|
| d=15" | d=12" | d=11 1/2" |
| ① 1 1/2" Surface (165#/SYD HMA, Type A) | ① 1 1/2" Surface (165#/SYD HMA, Type A) | ① 7 1/2" Concrete (PCCP) |
| ② 2 1/2" Intermediate (275#/SYD HMA, Type A) | ② 2 1/2" Intermediate (275#/SYD HMA, Type A) | ② 4" Compacted Aggregate Base #53 |
| ③ 4" Base (440/SYD HMA, Type A) | ③ 8" Base (880/SYD HMA, Type A) | |
| ④ 7" Compacted Aggregate, No. 53, Base | | |

INDUSTRIAL STREETS AND ARTERIALS

The Asphalt Over Stone And Full Depth Asphalt Pavement Sections Shall Be Designed Based Upon California Bearing Ratio (CBR) Tests Performed On The Subgrade Soils. Pavement Thickness Designs Shall Be Submitted To The Street Commissioner For Approval.

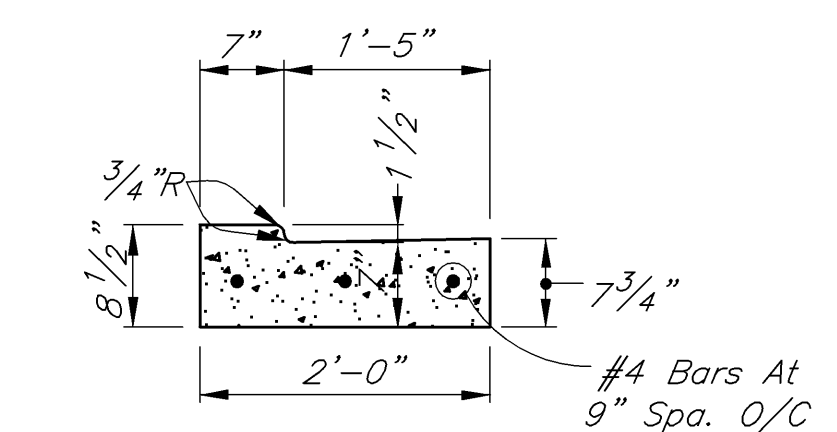
PAVEMENT CONSTRUCTION

Scale: None



UNDERDRAIN DETAIL
Scale: 3/4"=1'-0"

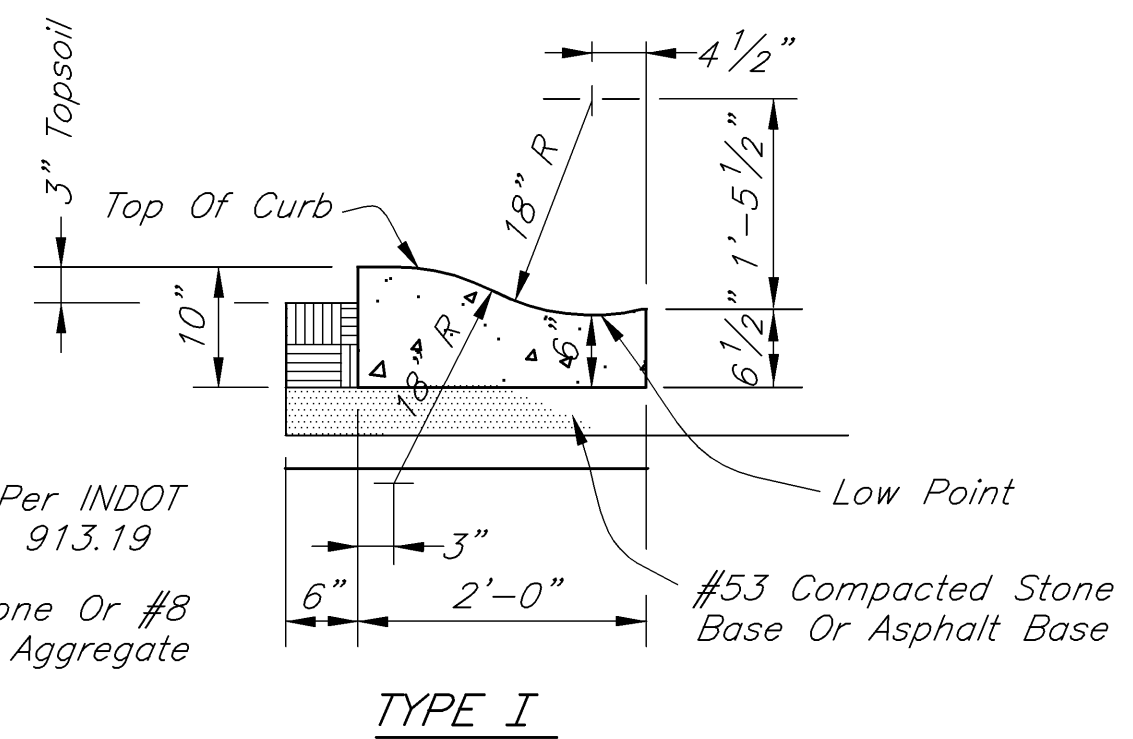
- | |
|-----------------------------------|
| d=13" |
| ① 9" Concrete (PCCP) |
| ② 4" Compacted Aggregate Base #53 |



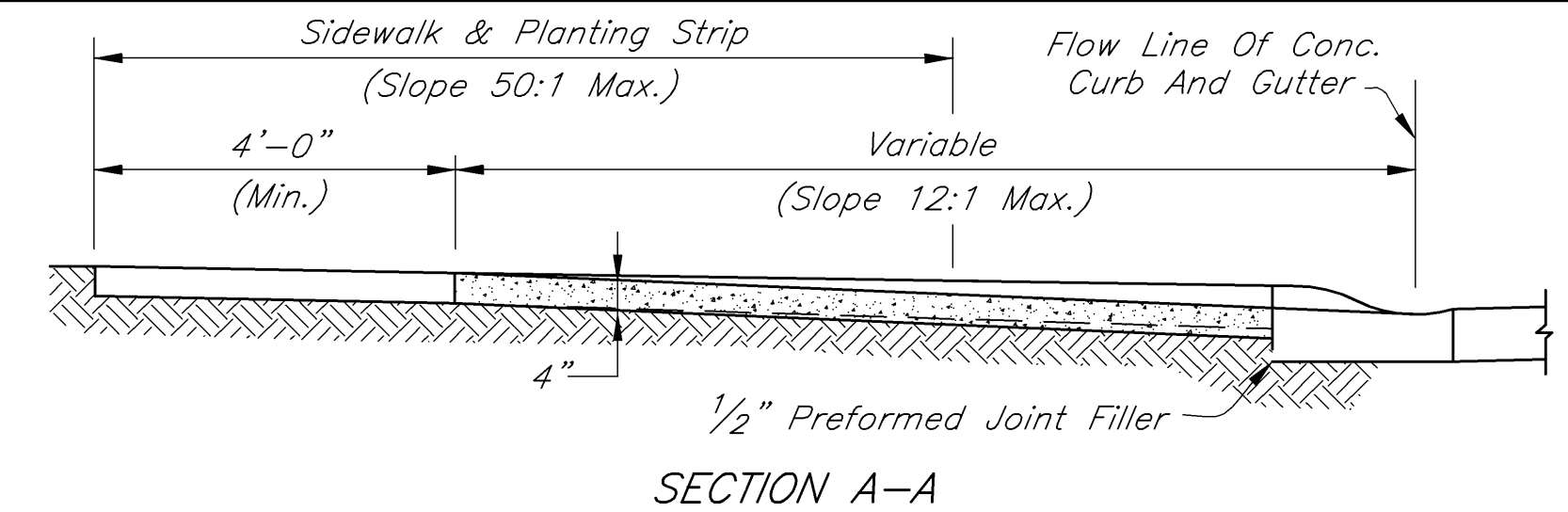
NOTE:
Reinforced Concrete Gutter Is Required At All Private Drives That Intersect A Public Road With Type II 2' Combined Concrete Curb And Gutter Or Similar.

REINFORCED CONCRETE GUTTER

Scale: 3/4"=1'-0"



**TYPE I
2' CONCRETE ROLL CURB & GUTTER**
Scale: 3/4"=1'-0"

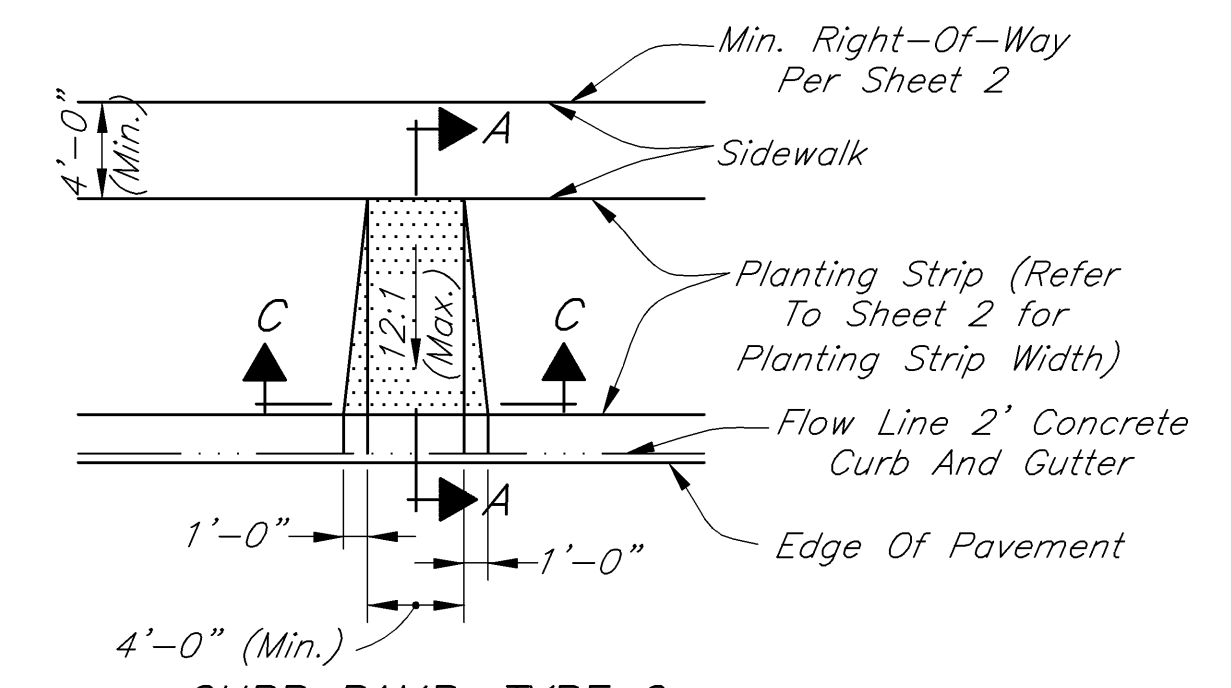


SECTION A-A

Scale: 1/2" = 1'-0"
Adjacent To Planting Strip (Varies 0'-0" To 1'-0")
Adjacent To Sidewalk (Varies 0'-0" To 6'-6")

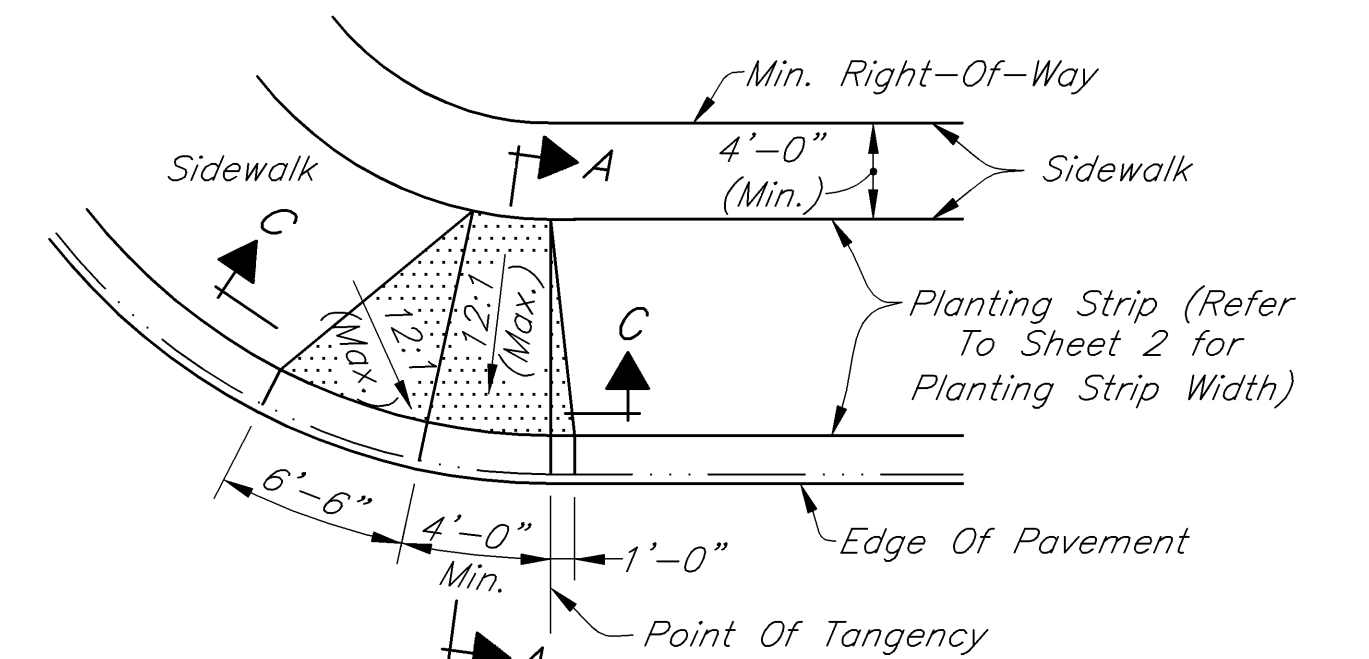
SECTION C-C

Scale: 1/2" = 1'-0"



CURB RAMP, TYPE C

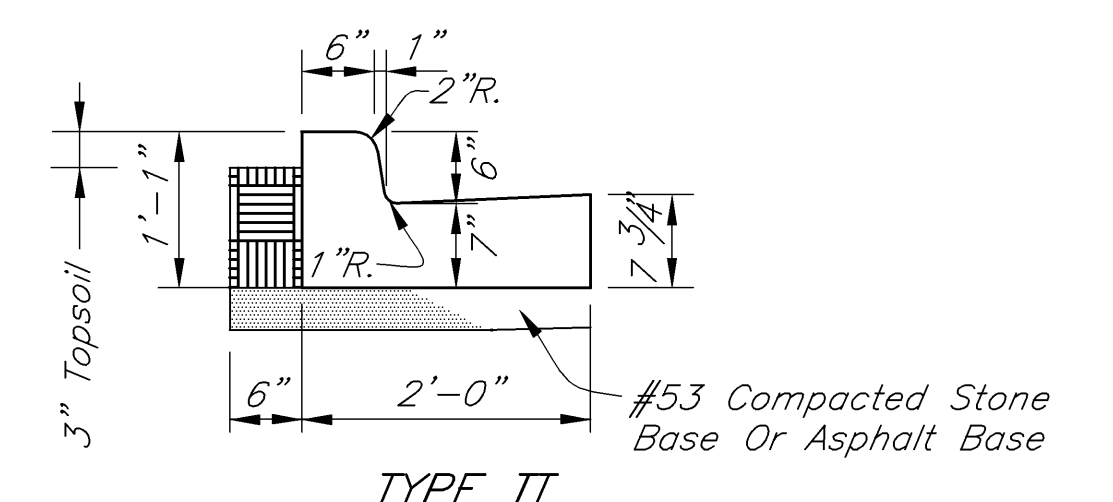
Scale: 1/8" = 1'-0"



CURB RAMP, TYPE D

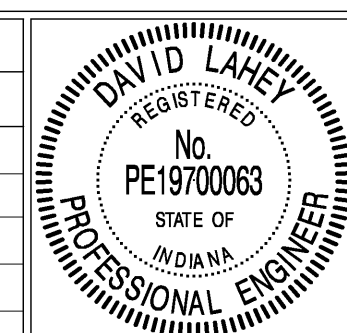
Scale: 1/8" = 1'-0"

HANDICAP RAMP CONSTRUCTION



**TYPE II
2' COMBINED CONCRETE CURB & GUTTER**
Scale: 3/4"=1'-0"

REVISIONS		
Rev. No.	Description	Date



RECOMMENDED FOR APPROVAL: *David Lane* 5-4-2006
DESIGN ENGINEER DATE
APPROVED: *Jan Williams* 6-20-06
CITY ENGINEER DATE
APPROVED: *[Signature]* 6-20-06
STREET COMMISSIONER DATE

CITY OF LEBANON
**PAVEMENT,
CURB & SIDEWALK DETAILS &
NOTES**

SHEET
4
OF
18

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