



CITY OF LAWRENCE ROADWAY STANDARD DRAWINGS

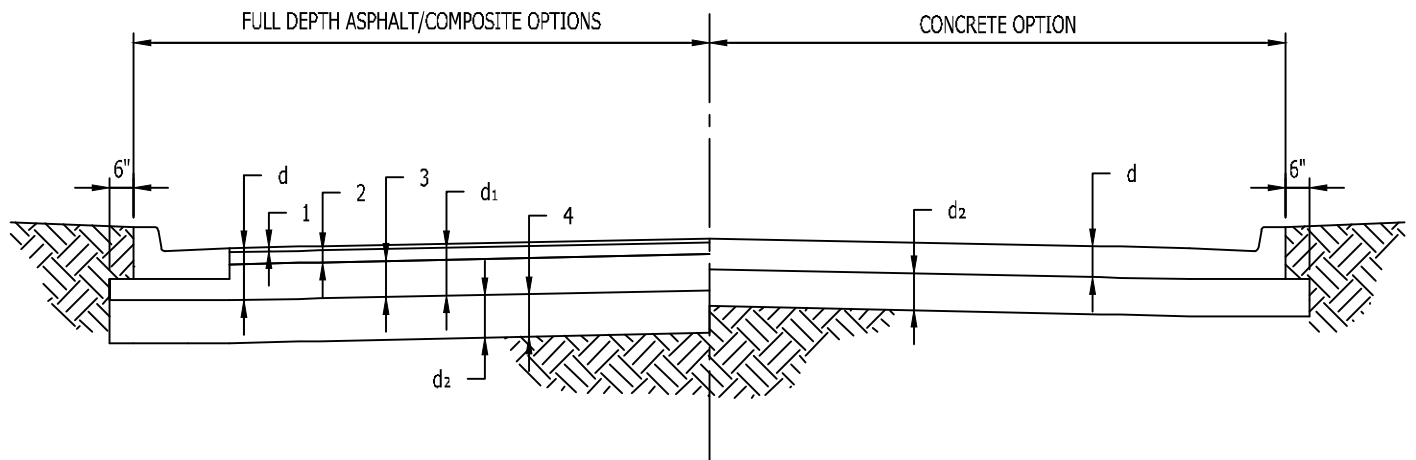
OCTOBER 14, 2020

DRAWING NUMBER	STANDARD DRAWING
	TITLE SHEET
1	INDEX SHEET
2a	PAVEMENT TYPE AND THICKNESS - LOCAL STREET
2b	PAVEMENT TYPE AND THICKNESS - COLLECTOR STREET
3	TYPICAL SECTION - LOCAL STREET
4	TYPICAL SECTION RESIDENTIAL - COLLECTOR STREET
5	HALF TYPICAL SECTION DIVIDED STREET
6a	DRIVEWAYS
6b	DRIVEWAYS
7	CURB AND GUTTER DETAILS
8	CURB AND GUTTER DETAILS & GENERAL NOTES
9	SIDEWALK DETAILS
10	MULTIUSE ASPHALT TRAIL SECTION
11a	TYPICAL PRIVATE DRIVE ACCESS TO CUL-DE-SAC FOR APARTMENT COMPLEX
11b	SUBDIVISION CUL-DE-SAC
11c	TEMPORARY SUBDIVISION CUL-DE-SAC
12a	CONCRETE PAVEMENT JOINT DETAILS
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14	UNDERDRAIN DETAILS
15	ROADWAY PATCHING DETAILS FOR UTILITY WORK
16	CORNER PARCEL ACCESS DRIVES

PLEASE FOLLOW LATEST EDITIONS OF THE INDOT STANDARDS & SPECIFICATIONS FOR ALL ITEMS NOT SHOWN IN THESE STANDARD DRAWINGS.

ALL STORMWATER INFRASTRUCTURE DESIGN SHALL FOLLOW THE CITY OF INDIANAPOLIS "STORMWATER DESIGN & CONSTRUCTION MANUAL".

ALL MATERIAL TESTING REQUIREMENTS SHOULD FOLLOW INDIANAPOLIS REQUIREMENTS.

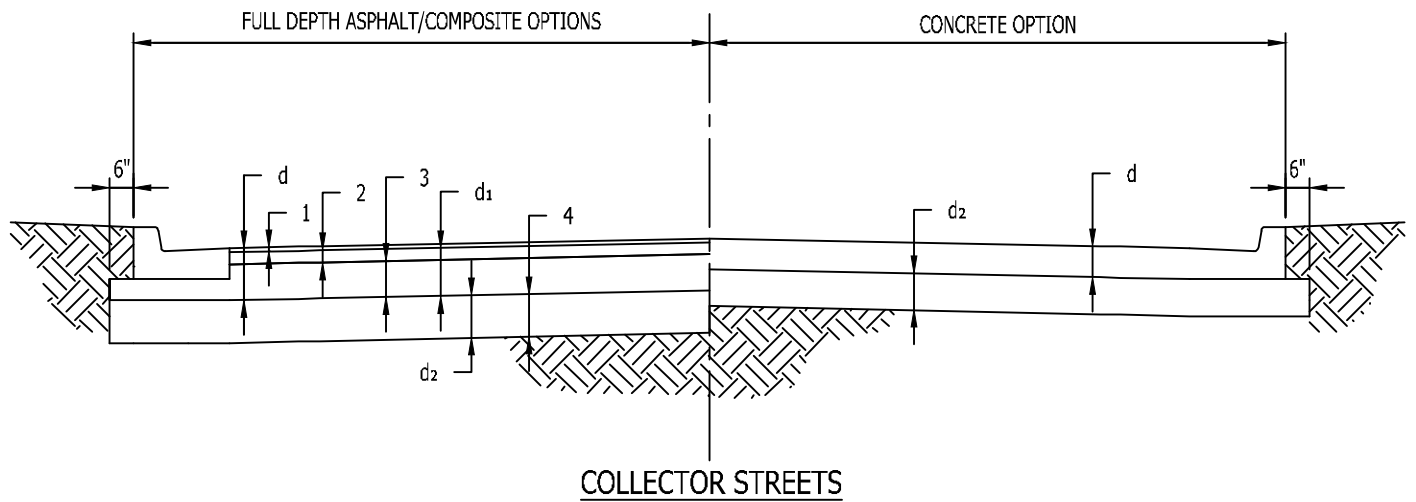


LOCAL STREET

	ASPHALT ($d_1+d_2 = 7''+6''=13''$)	COMPOSITE ($d_1+d_2 = 7\frac{1}{2}''+6''=12\frac{1}{2}''$)		CONCRETE
①	165 lb/yd ² HMA SURFACE 9.5 mm	165 lb/yd ² HMA SURFACE 9.5 mm		d = 6" CONCRETE
②	275 lb/yd ² HMA INTERMEDIATE 19.0 mm	d ₁ = 5" RCC		
③	330 lb/yd ² HMA BASE 25.0 mm	N/A		
④	d ₂ = 6" SUBGRADE EXCAVATED AND REPLACED WITH COARSE AGGREGATE NO. 53	d ₂ = 6" SUBGRADE EXCAVATED AND REPLACED WITH COARSE AGGREGATE NO. 53		d ₂ = 6" SUBGRADE EXCAVATED AND REPLACED WITH COARSE AGGREGATE NO. 53

RCC = ROLLER COMPACTED CONCRETE

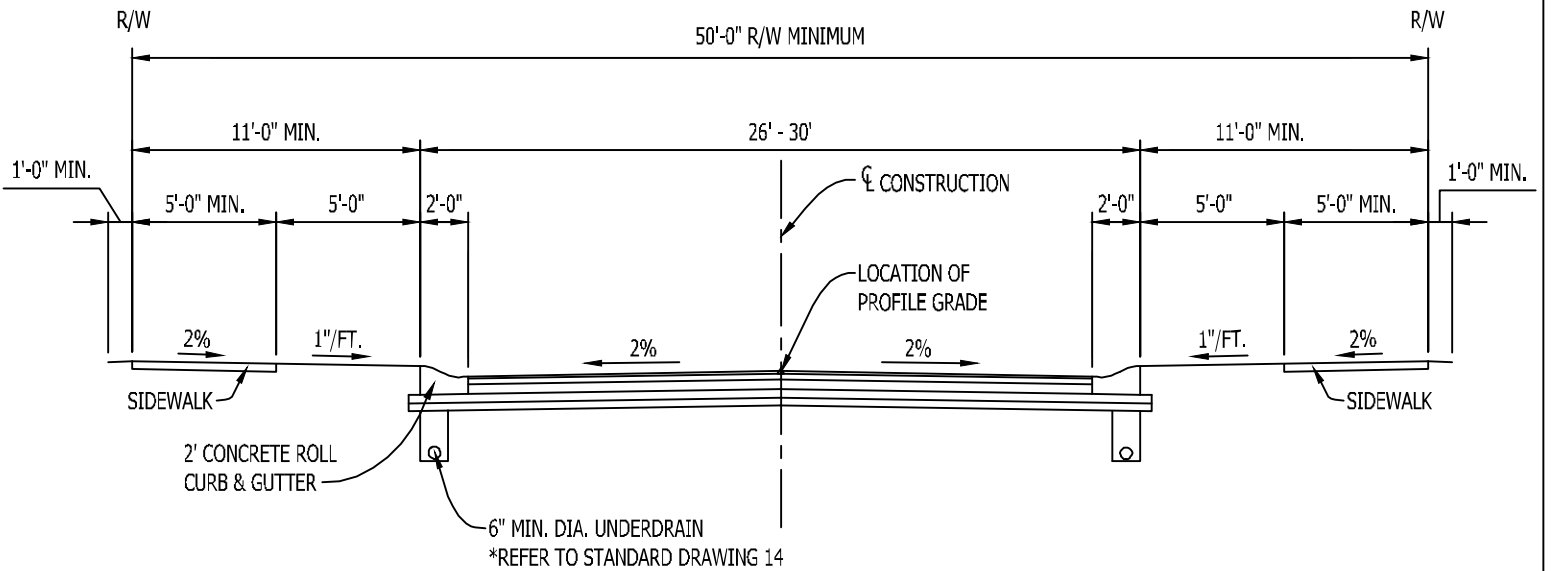
SCALE: NONE



	ASPHALT ($d_1+d_2 = 8''+8''=16''$)	COMPOSITE ($d_1+d_2 = 7''+8''=15''$)	CONCRETE
①	165 lb/yd ² HMA SURFACE 9.5 mm	165 lb/yd ² HMA SURFACE 9.5 mm	$d = 7''$ CONCRETE
②	275 lb/yd ² HMA INTERMEDIATE 19.0 mm	$d_1 = 5.5''$ RCC	
③	440 lb/yd ² HMA BASE 25.0 mm	N/A	
④	$d_2 = 8''$ OF CHEMICAL SOIL MODIFICATION	$d_2 = 8''$ OF CHEMICAL SOIL MODIFICATION	$d_2 = 8''$ OF CHEMICAL SOIL MODIFICATION

RCC = ROLLER COMPACTED CONCRETE

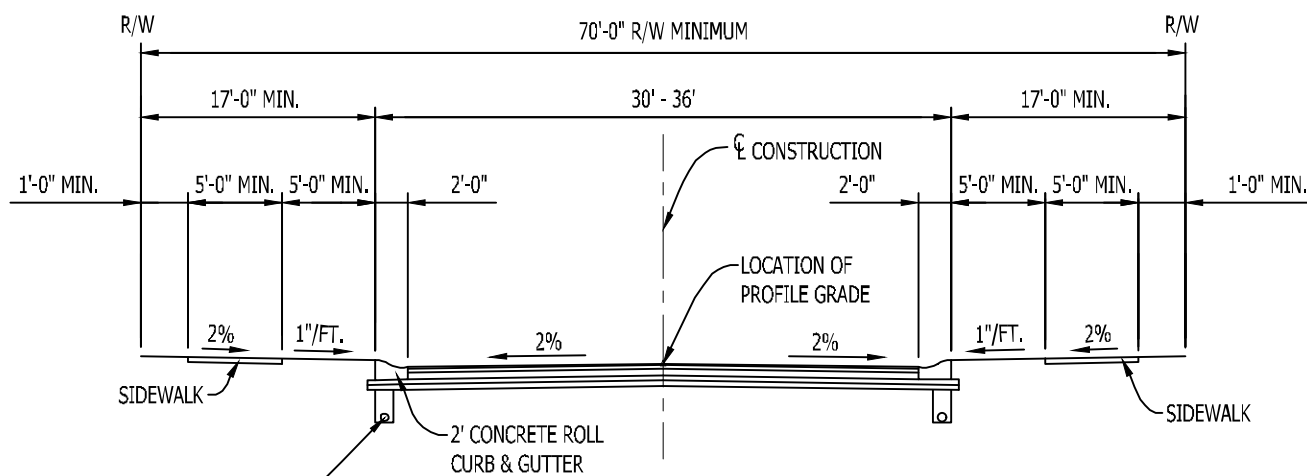
SCALE: NONE



TYPICAL SECTION - LOCAL STREET

1. COMBINED CONCRETE CURB AND GUTTER SHALL BE USED ADJACENT TO NON-RESIDENTIAL OR MULTI-FAMILY RESIDENTIAL AREAS.
2. THE LOCATION OF THE PROFILE GRADE SHALL BE INDICATED ON THE TYPICAL SECTION FOR THE STREET SECTION USED IN A SET OF CONSTRUCTION PLANS.
3. 11 LFT LANE WIDTH (MAX.) FOR LOCAL STREETS WITH NO PARKING.
4. PARKING LANES WILL REQUIRE AN ADDITIONAL 8 LFT OF PAVEMENT WIDTH.
5. SEE STANDARD DRAWING 15 FOR ROADWAY PATCHING DETAILS FOR UTILITY WORK.

SCALE: NONE

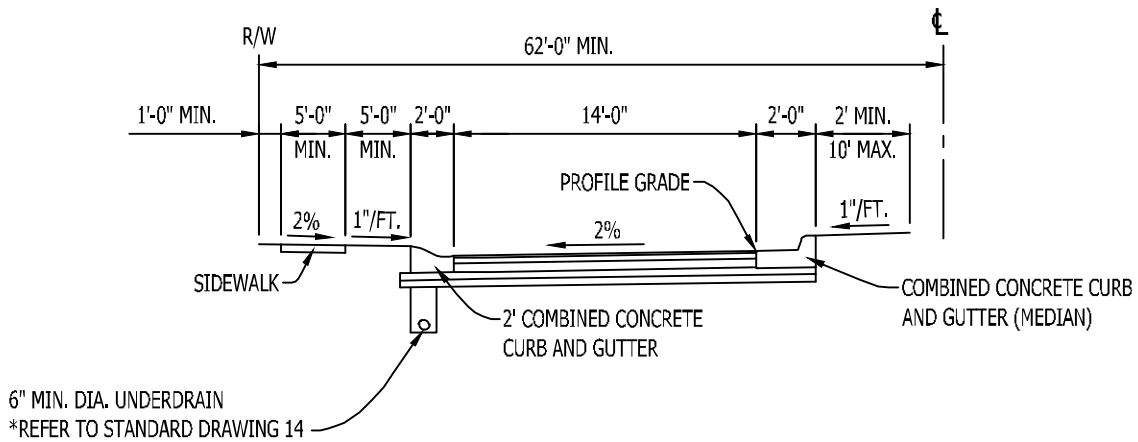


6" MIN. DIA. UNDERDRAIN
 *REFER TO STANDARD DRAWING 14

TYPICAL SECTION - COLLECTOR STREET

1. COMBINED CONCRETE CURB AND GUTTER SHALL BE USED ADJACENT TO NON-RESIDENTIAL OR MULTI-FAMILY RESIDENTIAL AREAS.
2. THE LOCATION OF THE PROFILE GRADE SHALL BE INDICATED ON THE TYPICAL SECTION FOR THE STREET SECTION USED IN A SET OF CONSTRUCTION PLANS.
3. 11 LFT LANE WIDTH (MAX.)
4. NO PARKING WILL BE ALLOWED ON RESIDENTIAL - COLLECTOR STREETS.

SCALE: NONE



HALF TYPICAL SECTION - DIVIDED STREET

1. THE LOCATION OF THE PROFILE GRADE SHALL BE INDICATED ON THE TYPICAL SECTION FOR THE STREET SECTION USED IN A SET OF CONSTRUCTION PLANS.
2. THE FOLLOWING TREATMENT SHALL BE GIVEN THE MEDIAN AREA BASED ON WIDTH FROM BACK TO BACK OF CURBS.
 - A. <4'-0" PAVED FULL WIDTH USING THE PAVEMENT REQUIRED FOR DRIVEWAYS AS SHOWN ON THE 'DRIVEWAY STANDARD SHEETS'.
 - B. 6'-0" TO 10'-0" THE AREA MAY BE SODDED, SEEDED, OR PAVED THE FULL WIDTH BETWEEN CURBS.
 - C. >10'-0" SODDING OR SEEDING WILL BE USED AND AN AGREEMENT FOR MAINTENANCE RESPONSIBILITY WILL BE REQUIRED FOR COLLECTOR OR LOCAL TYPE STREETS.
3. THE PAVEMENT THICKNESS SHALL BE APPROPRIATE FOR THE CLASSIFICATION OF THE STREET. SEE STANDARD DRAWINGS 2a & 2b.

SCALE: NONE

HALF TYPICAL SECTION DIVIDED STREET

STANDARD DRAWING

CITY OF LAWRENCE, INDIANA

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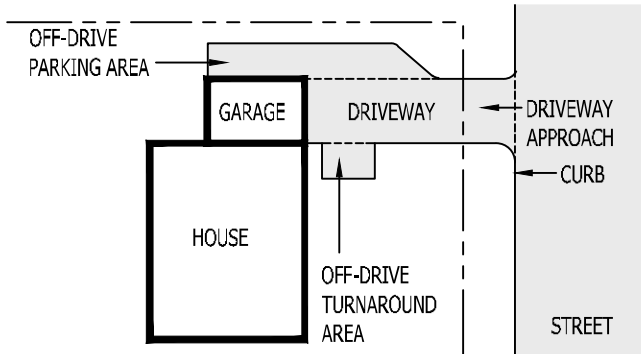
DEFINITIONS

CLASS I RESIDENTIAL ENTRANCE – A DRIVEWAY BY WHICH A STREET WITH A RAISED CURB IS CONNECTED TO A ONE OR TWO-FAMILY RESIDENTIAL FACILITY AND WHICH IS ORDINARILY USED ONLY BY THE OWNER OR OCCUPANT OF THE PREMISES, SUCH AS A RESIDENCE, GARAGE, BARN OR OTHER IMPROVED PROPERTY.

CLASS II RESIDENTIAL ENTRANCE – A DRIVEWAY BY WHICH A STREET WITHOUT A RAISED CURB BUT ONLY SHOULDER IS CONNECTED TO A ONE OR TWO-FAMILY RESIDENTIAL FACILITY AND WHICH IS ORDINARILY USED ONLY BY THE OWNER OR OCCUPANT OF THE PREMISES, SUCH AS A RESIDENCE, GARAGE, BARN OR OTHER IMPROVED PROPERTY.

DRIVEWAY - A PRIVATE DRIVE TO AN OFF-STREET DESTINATION SUCH AS A GARAGE OR PARKING LOT PROVIDING ACCESS FOR VEHICLES FROM A PUBLIC WAY OR DRIVEWAY APPROACH.

DRIVEWAY APPROACH - AN AREA, BETWEEN THE CURB OR PAVEMENT EDGE OF A PUBLIC STREET AND THE PRIVATE PROPERTY LINE INTENDED TO PROVIDE ACCESS FOR VEHICLES FROM A ROADWAY OR A PUBLIC STREET TO A DRIVEWAY ON PRIVATE PROPERTY.



PERMITS AND INSPECTIONS

A DRIVEWAY PERMIT IS REQUIRED FOR OVERLAY, CONSTRUCTION, REPLACEMENT OR ALTERATION OF A RESIDENTIAL DRIVEWAY OR OFF-DRIVE PARKING OR TURNAROUND AREA, WITH LIMITED EXCEPTIONS FOR REPAIRS. A DETAILED DRAWING OF THE PROPOSED WORK MUST ACCOMPANY THE APPLICATION AND INCLUDE THE FOLLOWING:

- A PLOT OR SITE PLAN, TO SCALE, OF THE ENTIRE TRACT OF LAND AS RECORDED IN THE OFFICE OF THE COUNTY RECORDER WITH PROPERTY DIMENSIONS INDICATING THE PROPOSED IMPROVEMENTS, LOCATION AND INTENDED USE, INTERIOR DRIVES AND EXISTING AND PROPOSED TOPOGRAPHICAL OR DRAINAGE ARROWS;
- THE PLOT PLAN OR ADDITIONAL ATTACHED DETAILED PLANS, TO SCALE, SHALL DEPICT THE FOLLOWING:
 - PROPERTY LINES
 - RIGHT OF WAY LINES O INTERSECTION ROADS, STREETS, RAILROADS OR CROSSOVERS WITHIN 500 FEET IN EACH DIRECTION ON BOTH SIDES, WITH DISTANCE INDICATED;
 - DISTANCE TO AND DESIGN OF ALL EXISTING DRIVEWAY ENTRANCES, APPROACHES AND, IN THE CASE OF A MEDIAN, CROSSOVERS ON BOTH SIDES OF ALL ROADWAYS AFFECTED IN BOTH DIRECTIONS FOR A DISTANCE OF 500 FEET;
 - WIDTH OF RIGHT OF WAY AND WIDTH AND TYPE OF ROAD SURFACE;
 - NECESSARY AND EXISTING PIPE, TILE OR OTHER DRAINS, STATING THE SIZE AND KIND O EXISTING UTILITIES;
 - PROPOSED AND EXISTING DRIVEWAYS AND APPROACHES;
 - DISTANCE FROM RIGHT OF WAYS LINE TO PROPOSED AND EXISTING STRUCTURES, INCLUDING LANDSCAPING O PROPOSED TYPE OF SURFACE, WIDTH AND CONSTRUCTION (BASE AND SURFACE) OF DRIVEWAYS AND DEPTH IN COMPLIANCE WITH STANDARDS;
 - PROPOSED TYPE OF SURFACE, WIDTH AND CONSTRUCTION (BASE AND SURFACE) OF APPROACHES AND DEPTH IN COMPLIANCE WITH STANDARDS;
 - PROPOSED RADII;
 - PROPOSED RATE OF SLOPE OR GRADE OF APPROACHES, DRIVEWAYS AND ROADWAY CENTERLINE ELEVATION
 - THE PLOT PLAN MUST INCLUDE ALL PERTINENT TOPOGRAPHY TO SCALE AND PROPERLY DIMENSIONED FOR AT LEAST 150 FEET IN EACH DIRECTION OF THE SUBJECT PROPERTY.

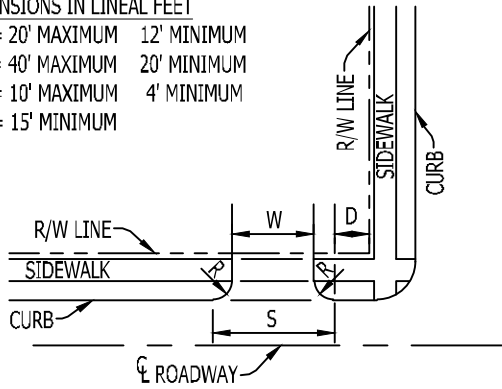
IF YOUR PROJECT INCLUDES THE EXPANSION OF AN EXISTING APPROACH, INSTALLATION OF CONCRETE OR DECORATIVE MATERIALS WITHIN THE APPROACH, A RIGHT-OF-WAY PERMIT WILL BE REQUIRED IN ADDITION TO THE DRIVEWAY PERMIT.

ANY APPLICATIONS REQUESTING ENCROACHMENT NEAR OR OVER PUBLIC UTILITIES MUST BE REVIEWED BY THE DEPARTMENT OF PUBLIC WORKS AND RECEIVE APPROVAL FROM THE UTILITY BEING AFFECTED.

SPECIFICATIONS:

DIMENSIONS IN LINEAL FEET

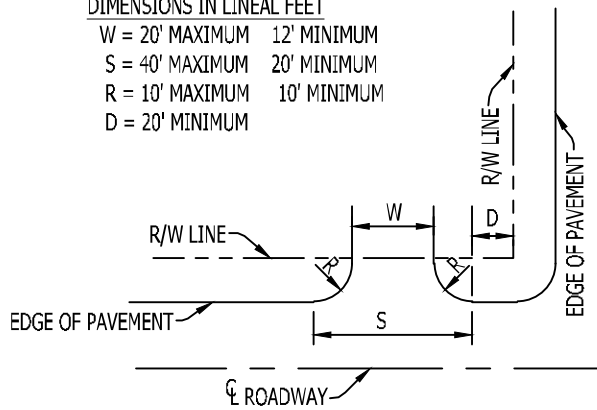
W = 20' MAXIMUM 12' MINIMUM
 S = 40' MAXIMUM 20' MINIMUM
 R = 10' MAXIMUM 4' MINIMUM
 D = 15' MINIMUM



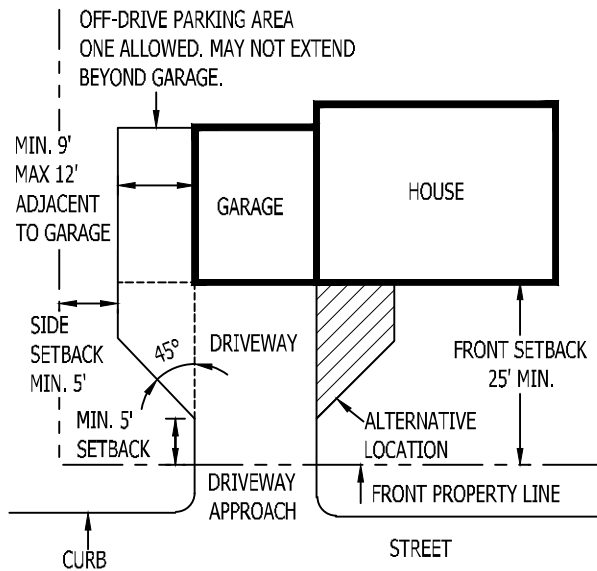
TYPICAL CLASS-I RESIDENTIAL

DIMENSIONS IN LINEAL FEET

W = 20' MAXIMUM 12' MINIMUM
 S = 40' MAXIMUM 20' MINIMUM
 R = 10' MAXIMUM 10' MINIMUM
 D = 20' MINIMUM



TYPICAL CLASS-II RESIDENTIAL



• TWO ENTRANCES MAY BE PERMITTED WITH A MINIMUM OF 300 FEET FRONTAGE, BASED ON ANTICIPATED TRAFFIC GENERATION PROVIDED THE DISTANCE FROM ANY DRIVEWAY APPROACH TO AN ADJACENT PROPERTY LINE OR ALLEY WAY IS A MINIMUM OF TEN (10) FEET. MINIMUM DISTANCE BETWEEN DRIVEWAYS SHALL BE 40 FEET.

• FOR CORNER LOTS, WHEN TWO CURB CUTS ARE PRESENT, EACH CURB CUT MUST BE TO A SEPARATE STREET UNLESS THE SITE HAS AT LEAST 300 FEET FRONTAGE ALONG A SINGLE PUBLIC STREET.

SURFACE MATERIALS:

ACCEPTABLE MATERIALS TO PAVE DRIVEWAYS, OFF-DRIVE PARKING, TURNAROUND AREAS AND APPROACH AREAS INCLUDE:

- PORTLAND CEMENT CONCRETE;
- PLANT BITUMINOUS SURFACE (I.E. ASPHALT);
- STONE, BRICK OR CONCRETE PAVERS THAT ARE PLACED WITH GAPS NOT EXCEEDING ONE QUARTER INCH;
- GRAVEL IS NOT PERMITTED WITHIN THE DRIVEWAY APPROACH CONCRETE MUST BE 3900 PSI STRENGTH, 4 TO 6 PERCENT AIR ENTRAINMENT, 3-INCH MAXIMUM

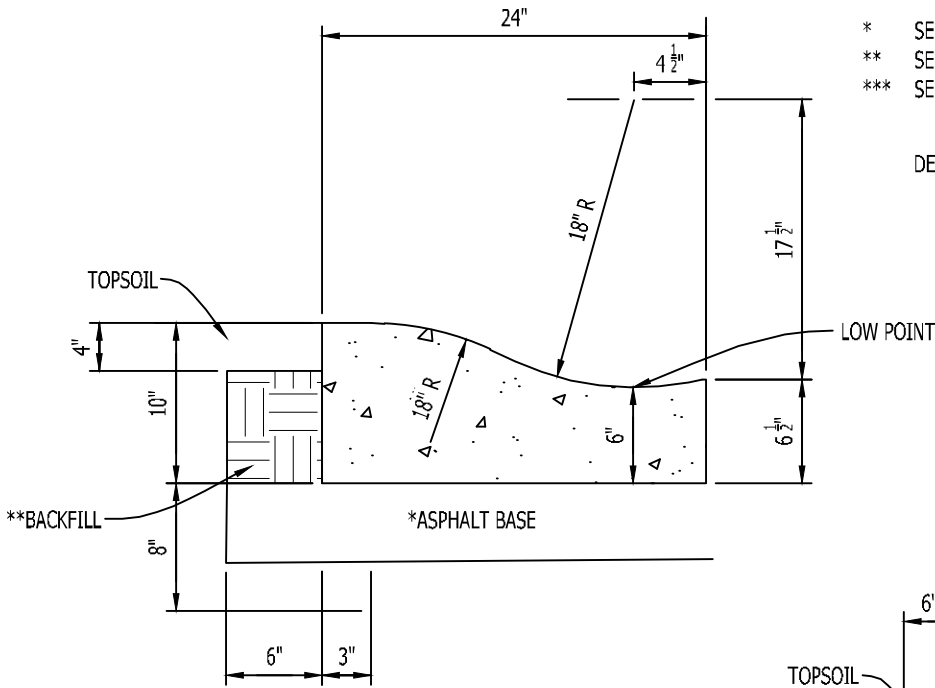
SLUMP. CONCRETE MUST NOT BE PLACED WHEN THE AIR TEMPERATURE IS BELOW 40°F AND FALLING OR ON ANY FOUNDATION WHOSE TEMP IS 32°F OR LESS OR UPON FROZEN SUB-GRADE. CONCRETE DEPTH MUST BE 6 INCHES FOR APPROACH, APRON AND SIDEWALK WITHIN DRIVEWAY OR DRIVEWAY APPROACH. REINFORCEMENT BARS OR WELDED WIRE FABRIC ARE NOT ALLOWED IN THE RIGHT-OF-WAY.

COMMERCIAL DRIVES:

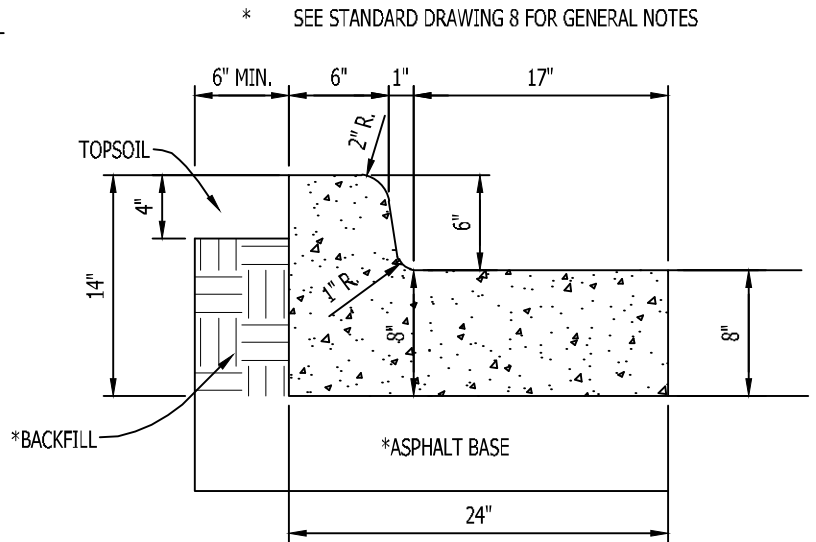
REFER TO INDOT STANDARDS FOR COMMERCIAL DRIVE REQUIREMENTS

- * SEE STANDARD DRAWING 8 FOR GENERAL NOTES
- ** SEE STANDARD DRAWING 8 FOR GENERAL NOTES
- *** SEE STANDARD DRAWING 8 FOR GENERAL NOTES

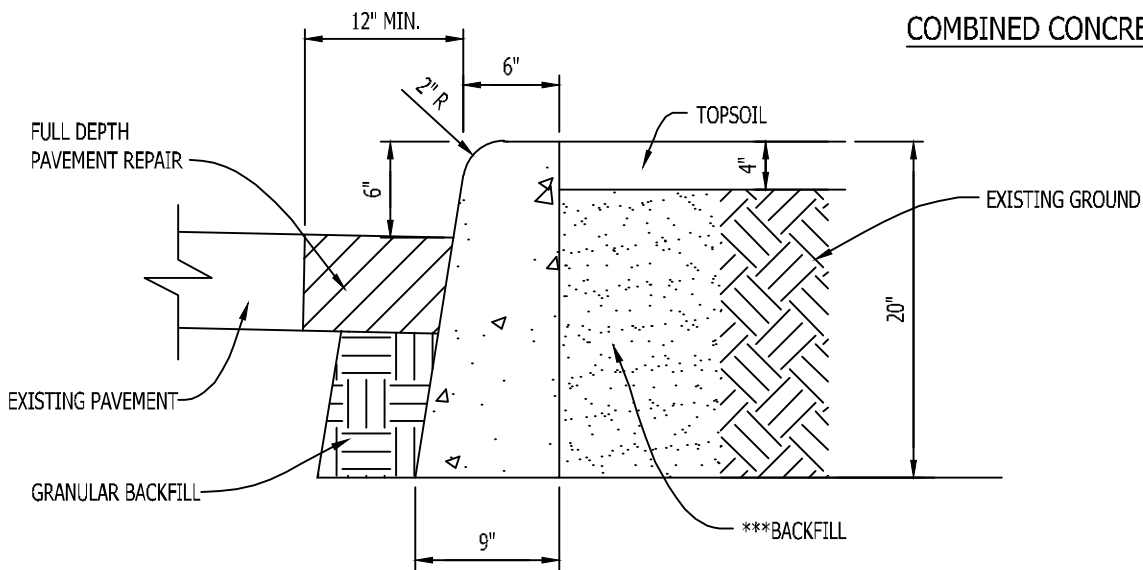
DEPRESS AT DRIVEWAY - SEE STANDARD DRAWING 8



ROLL CURB AND GUTTER



COMBINED CONCRETE CURB AND GUTTER

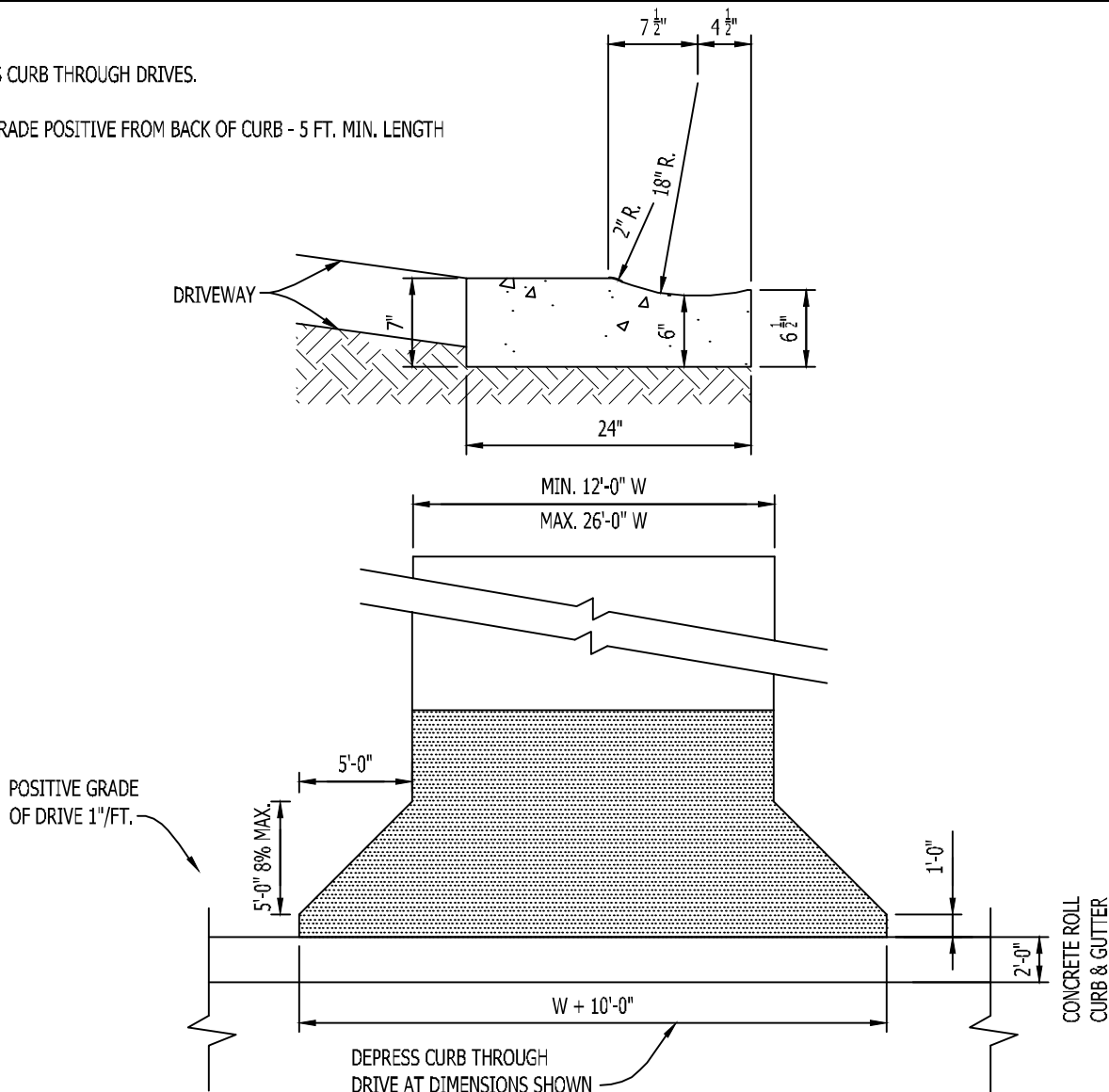


MONOLITHIC CONCRETE CURB AND SIDEWALK

SCALE: NONE

NOTES:

1. DEPRESS CURB THROUGH DRIVES.
2. DRIVE GRADE POSITIVE FROM BACK OF CURB - 5 FT. MIN. LENGTH



DEPRESSED CURB THROUGH DRIVES

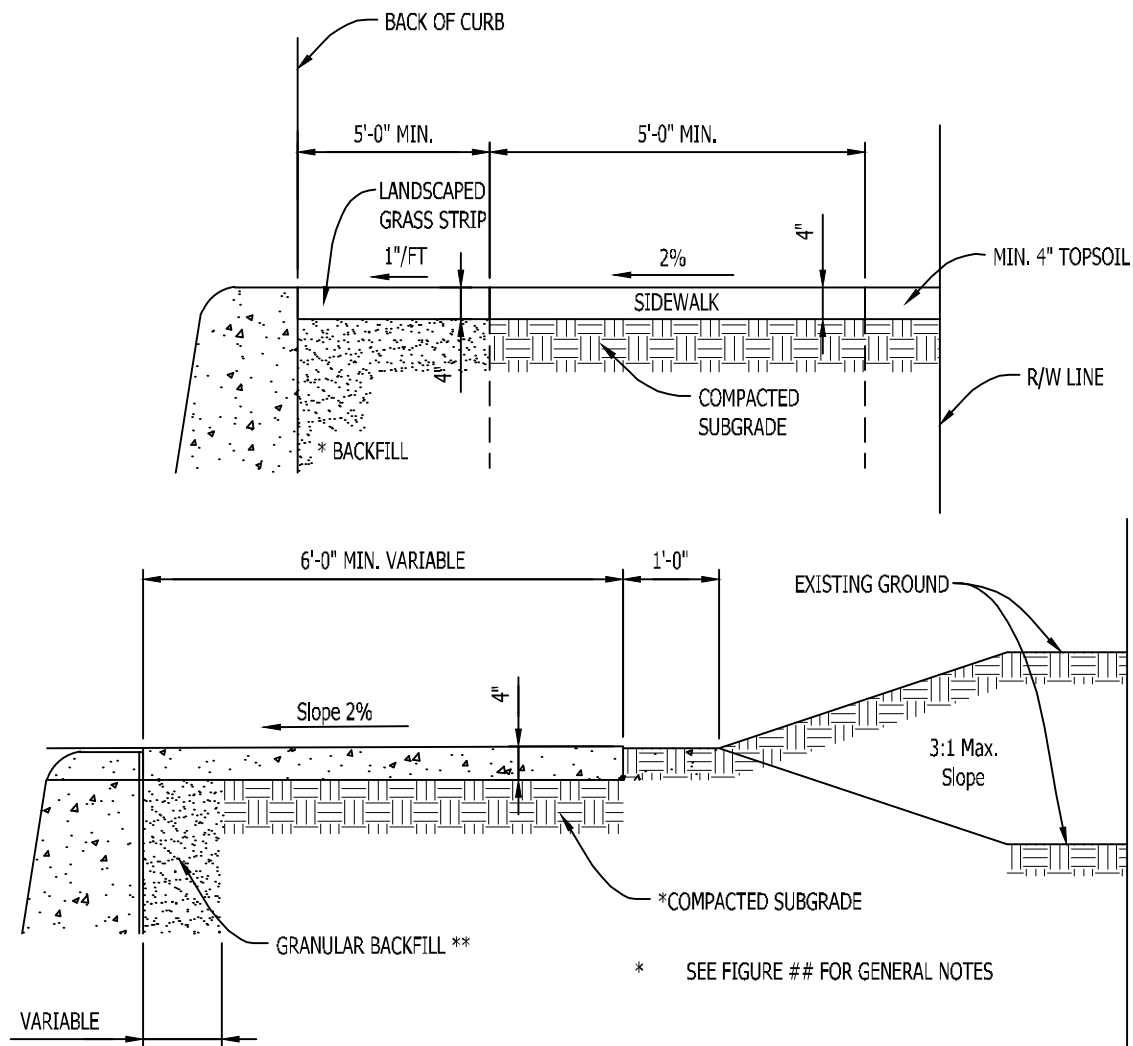
GENERAL NOTES

WHERE SIDEWALK IS CONSTRUCTED IMMEDIATELY ADJACENT TO CURB, THE SURFACE OF THE SIDEWALK SHALL BE CONSTRUCTED 1/2" HIGHER THAN THE TOP OF THE CURB.

TRANSVERSE JOINTS SHALL BE CUT WITH A JOINTER HAVING A RADIUS OF 1/4" OF SPACING AS INDICATED OR DIRECTED.

- * COMPACTED SUBGRADE - ALL SOFT, YIELDING OR OTHER UNSUITABLE MATERIAL, WHICH CANNOT BE COMPACTED SATISFACTORILY, SHALL BE REMOVED. ALL ROCK ENCOUNTERED SHALL BE REMOVED OR BROKEN OFF AT LEAST SIX (6) INCHES BELOW THE SUBGRADE SURFACE. ANY HOLES OR DEPRESSIONS RESULTING FROM THE REMOVAL OF UNSUITABLE MATERIAL, SHALL BE FILLED WITH SUITABLE MATIERLA WHICH SHALL BE THOROUGHLY COMPACTED.
- ** WHERE SIDEWALK IS CONSTRUCTED ADJACENT TO CURB, THE SPACE BEHIND THE NEW CURB SHALL BE FILLED WITH GRANULAR MATERIAL TO THE REQUIRED ELEVATION AND COMPACTED IN LAYERS NOT TO EXCEED 4".
- *** WHERE SIDEWALK IS NOT CONSTRUCTED ADJACENT TO THE CURB, THE SPACE BEHIND THE CURB SHALL BE FILLED WITH SUUITABLE MATERIAL TO THE REQUIRED ELEVATION AND COMPACTED IN LAYERS NOT TO EXCEED 4".
- **** WHEN BUILT IN CONJUNCTION WITH CONCRETE PAVEMENT, EXPANSION AND CONTRACTION JOINTS SHOULD BE PLACED AT THE SAME LOCATIONS AS IN THE PAVEMENT SLAB. THE CURB AND GUTTER SHOULD BE TIED TO THE PAVEMENT BY #5 REBARS AT ABOUT 2 FOOT INTERVALS. IF NO CONCRETE PAVEMENT IS BEING BUILT AT THE TIME THE CURB IS CONSTRUCTED. EXPANSION JOINTS SHOULD BE PLACED AT THE ENDS OF ALL RETURNS AND AT INTERVALS NOT TO EXCEED 100 FEET. CONTRACTION JOINTS SHOULD BE INSTALLED AT 20 FOOT SPACING.

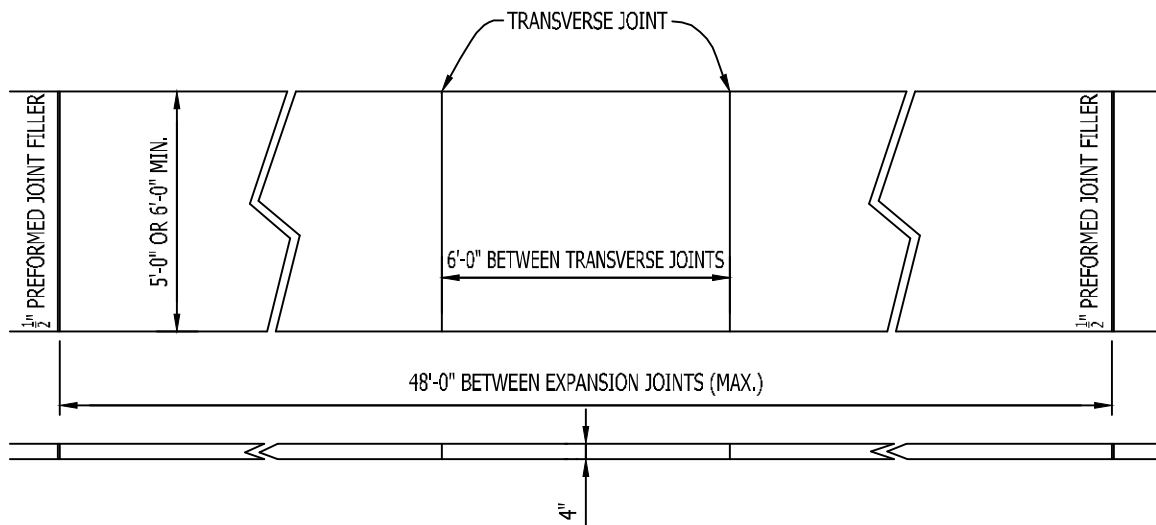
SCALE: NONE



CONCRETE SIDEWALK SECTION VIEW

* THE SPACE BEHIND THE CURB SHALL BE FILLED WITH SUITABLE MATERIAL TO THE REQUIRED ELEVATION AND COMPACTED IN LAYERS NOT TO EXCEED 4" IN DEPTH.

SUBGRADE UNDER ALL CURB, SIDEWALK, AND DRIVES SHALL BE COMPACTED IN ACCORDANCE WITH MOST RECENT INDOT STANDARD SPECIFICATIONS.



CONCRETE SIDEWALK PLAN VIEW

SCALE: NONE

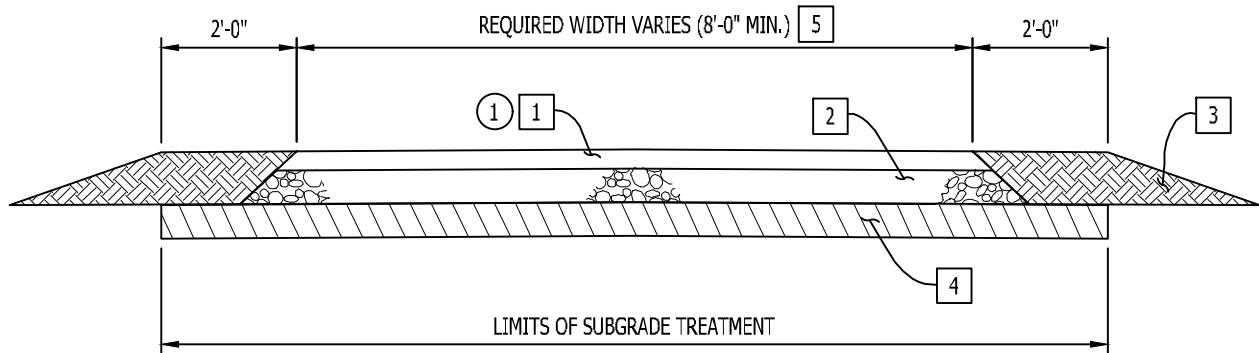
SIDEWALK DETAILS

STANDARD DRAWING

CITY OF LAWRENCE, INDIANA

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① CONSTRUCT SAFETY EDGE AS REQUIRED FOR SURFACE AND INTERMEDIATE LAYERS AT EDGE OF PAVEMENT.



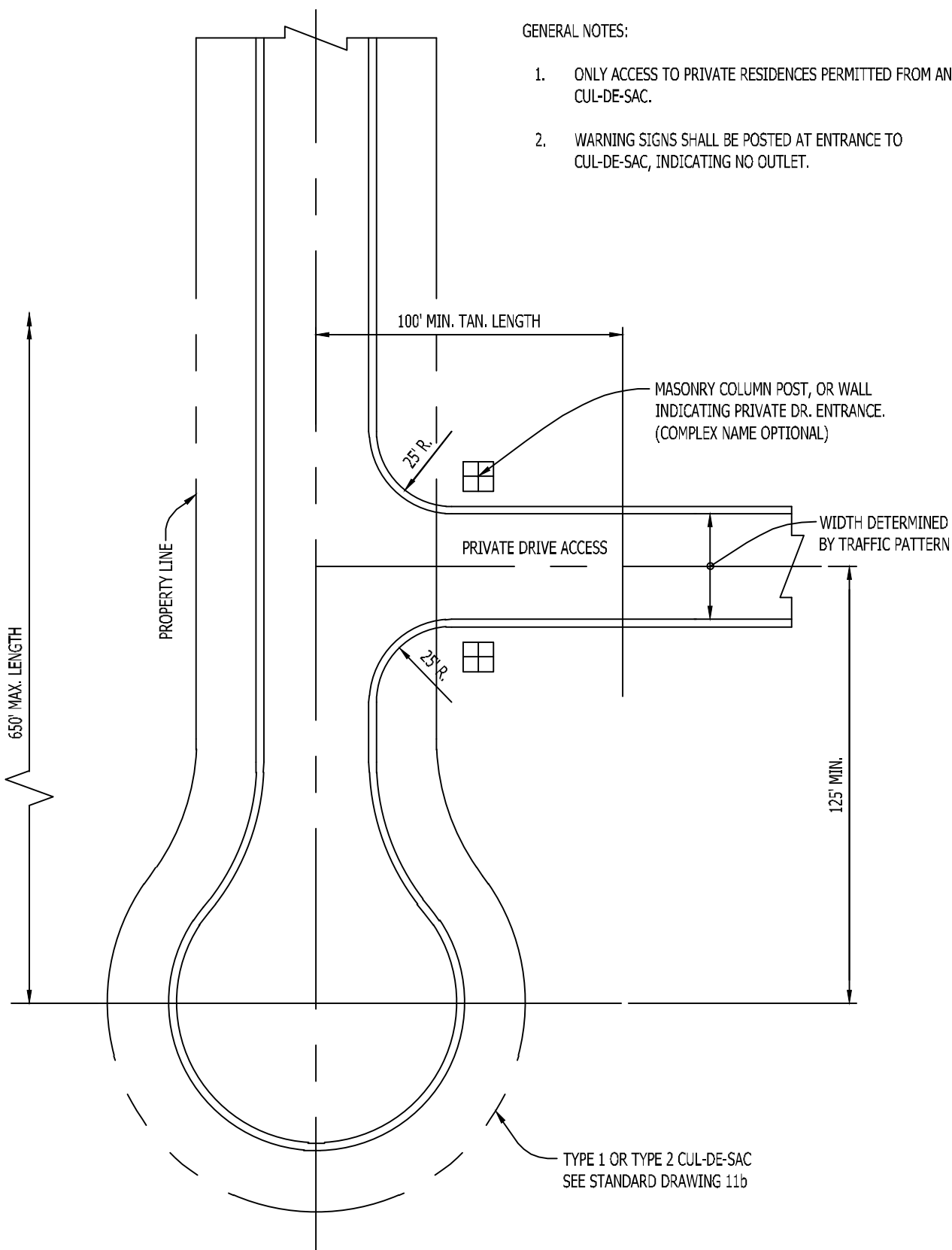
LEGEND:

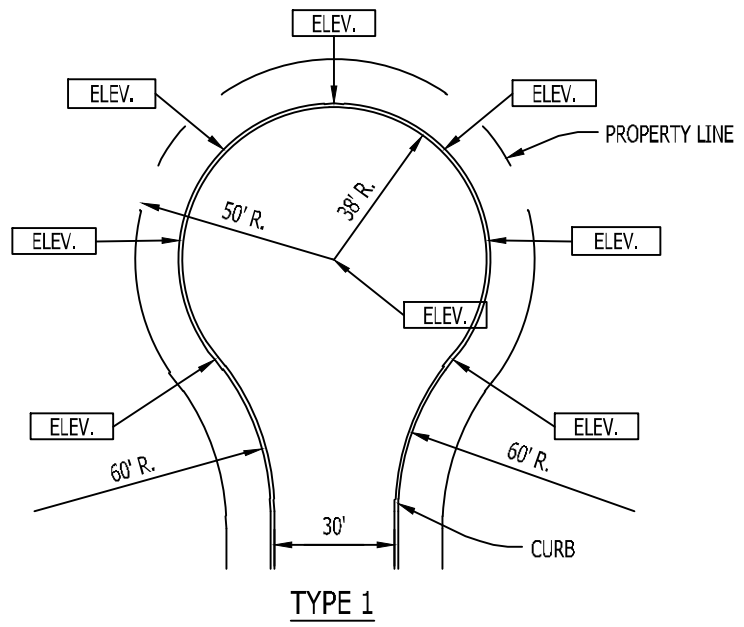
- ① HMA FOR SIDEWALK CONSISTING OF
140 lb./yd² HMA SURFACE, TYPE B, ON
220 lb./yd² HMA INTERMEDIATE, TYPE B
- ② 6" COMPACTED AGGREGATE NO. 53 BASE
- ③ EARTH SHOULDER
- ④ SUBGRADE TREATMENT TYPE III, 6" OF SOIL COMPACTED
TO THE DENSITY AND MOISTURE REQUIREMENT
- ⑤ WIDTH AND CROSS SLOPE AS REQUIRED

SCALE: NONE

GENERAL NOTES:

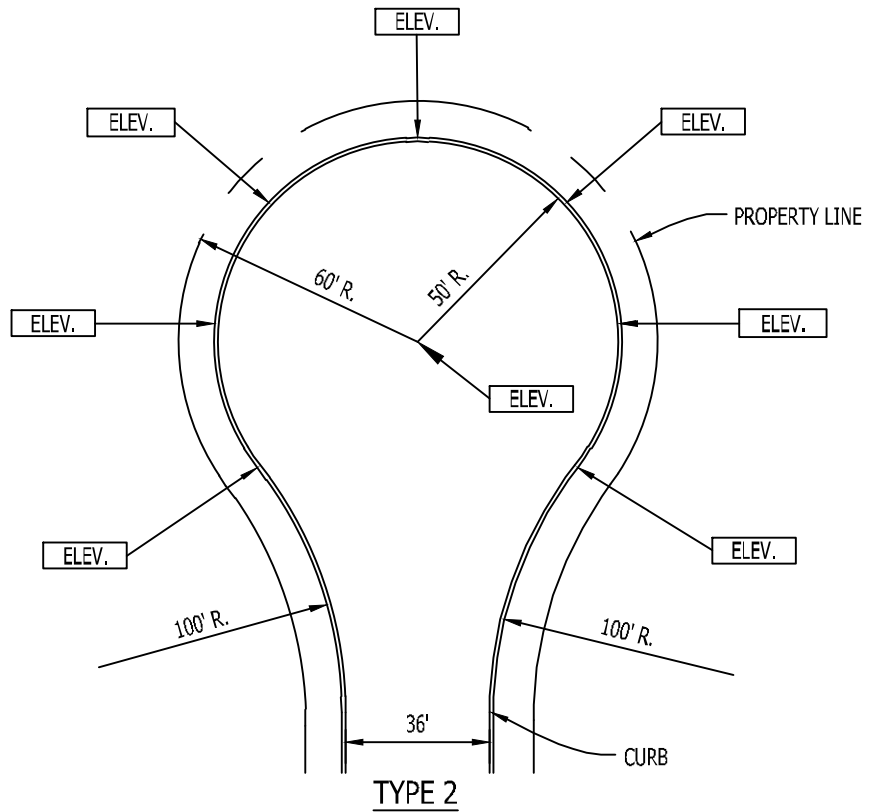
1. ONLY ACCESS TO PRIVATE RESIDENCES PERMITTED FROM ANY CUL-DE-SAC.
2. WARNING SIGNS SHALL BE POSTED AT ENTRANCE TO CUL-DE-SAC, INDICATING NO OUTLET.



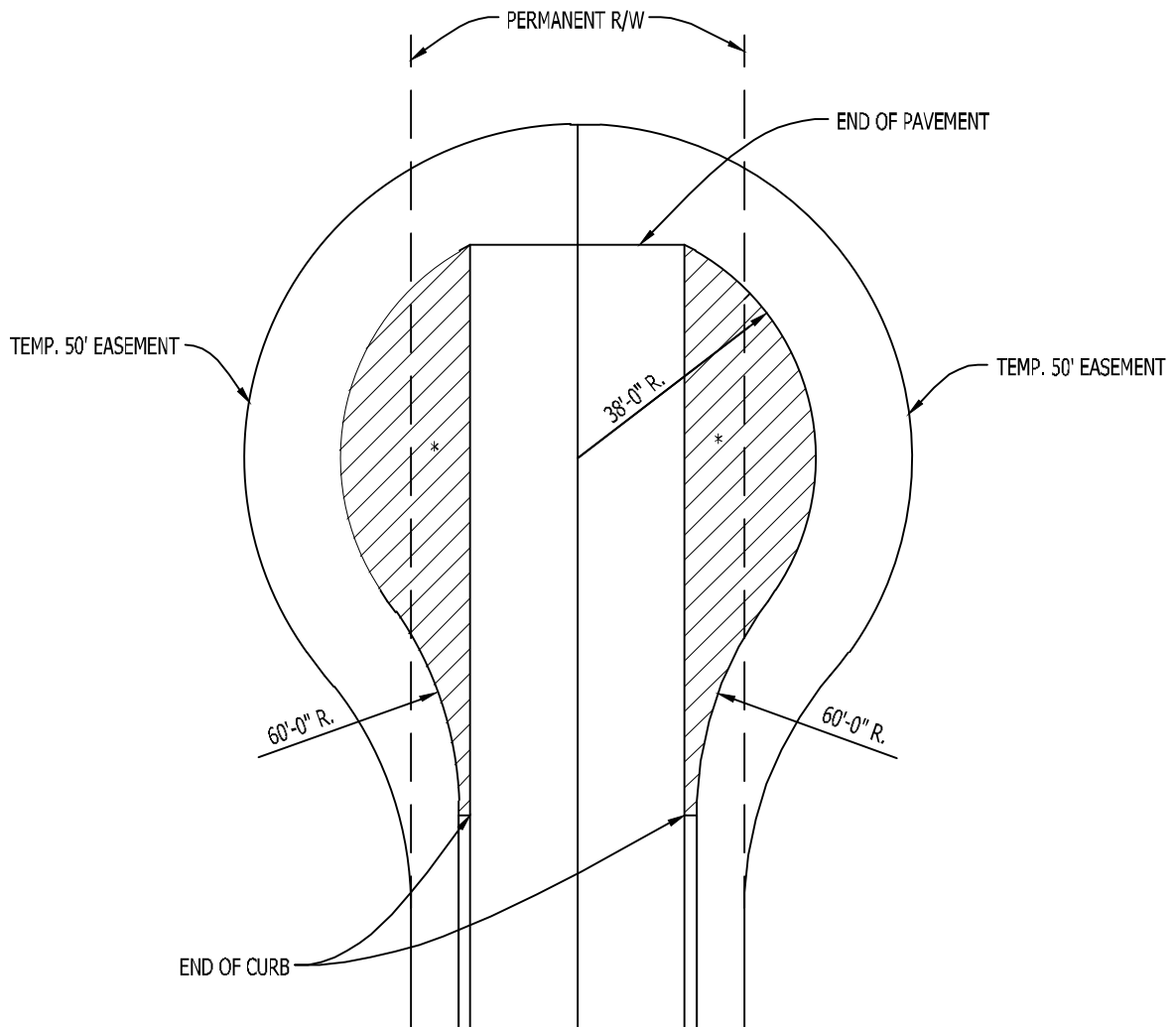


GENERAL NOTES:

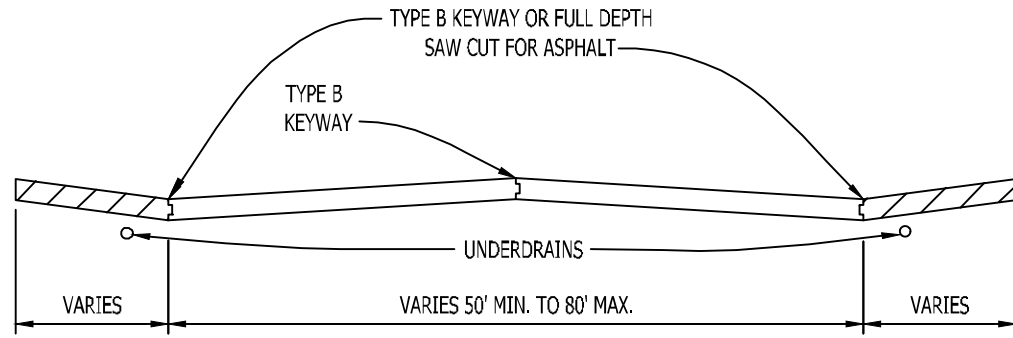
1. TYPE-1 SHALL BE USED ONLY IN RESIDENTIAL SUBDIVISIONS; ALL CUL-DE-SACS SHALL BE TYPE-2.
2. WARNING SIGNS SHALL BE POSTED AT ENTRANCE TO STREET, INDICATING NO OUTLET.
3. DETAIL SHALL BE IDENTIFIED BY STREET NAME.
4. ELEVATIONS PROVIDED SHALL BE PROPOSED FLOW LINE OF GUTTER.
5. ONE DETAIL SHALL BE PROVIDED FOR EACH CUL-DE-SAC.
6. SCALE SHALL BE 1"=40' OR LARGER.



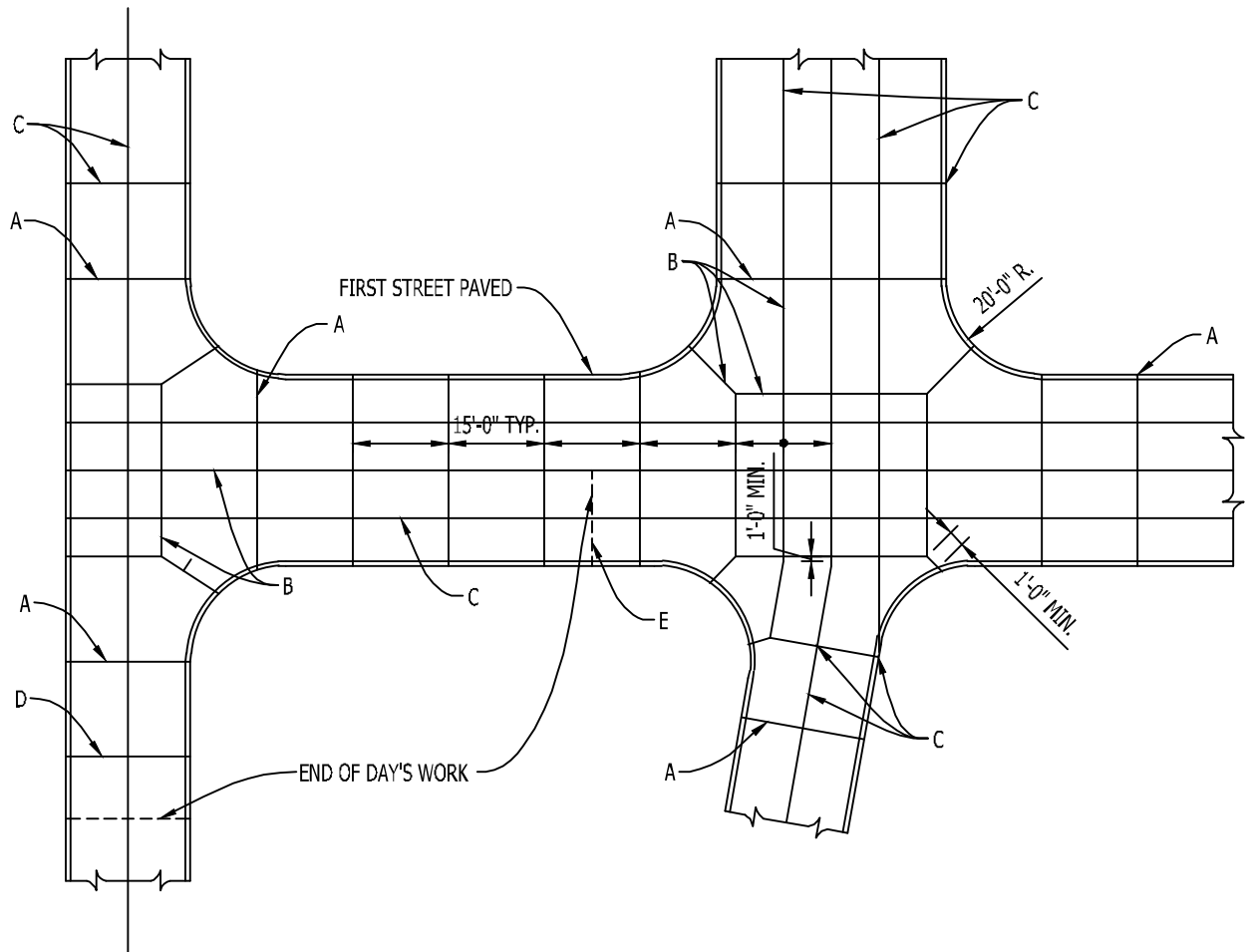
SCALE: NONE



*TO BE REMOVED WHEN THE STREET IS CONTINUED.
THICKNESS AND TYPE TO MATCH PERMANENT PAVEMENT.



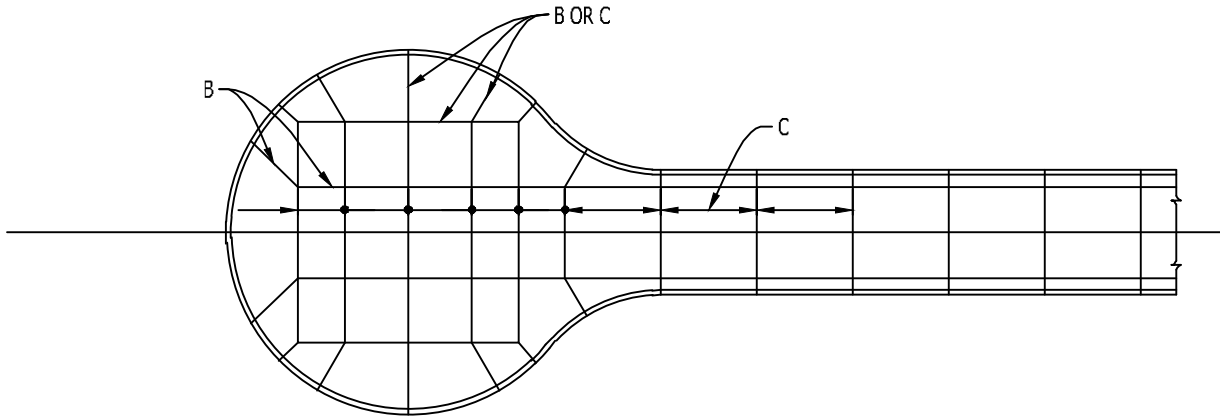
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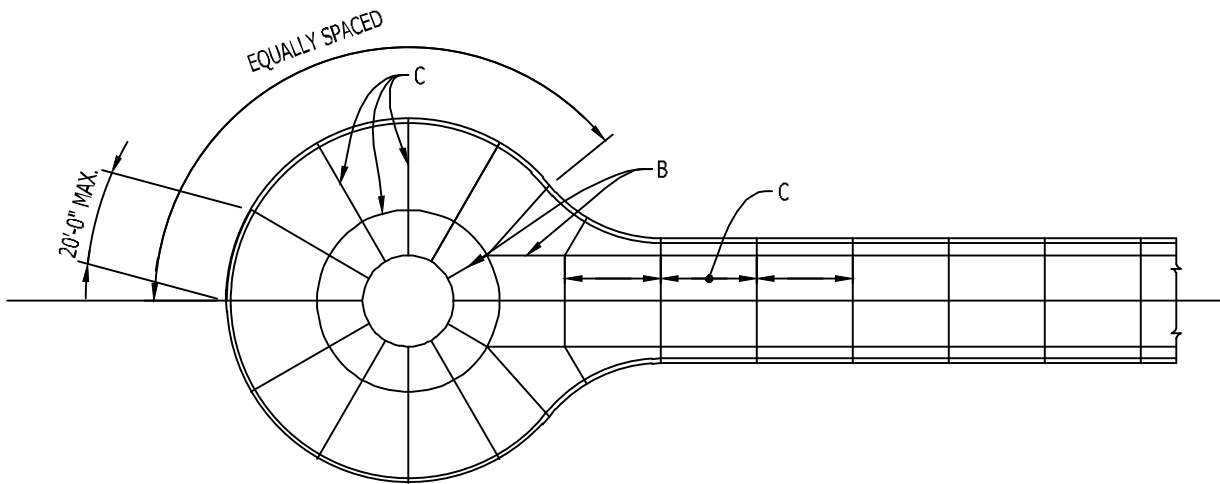
NOTES:

1. SEE STANDARD DRAWING 13 FOR LETTER REFERENCE OF JOINT DETAILS.
2. TRANSVERSE JOINTS TO EXTEND THROUGH CURB.
3. SEE STANDARD DRAWING 12b FOR CUL-DE-SAC JOINT LOCATIONS.
4. FOR CONCRETE PAVEMENT THICKNESS SEE STANDARD DRAWINGS 2a AND 2b

SCALE: NONE



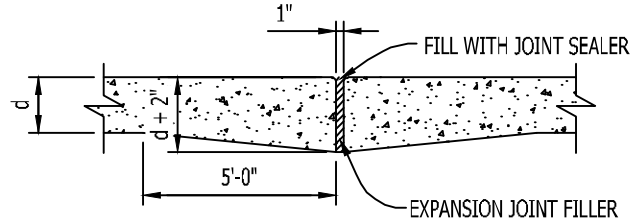
CUL-DE-SAC
FULLY PAVED



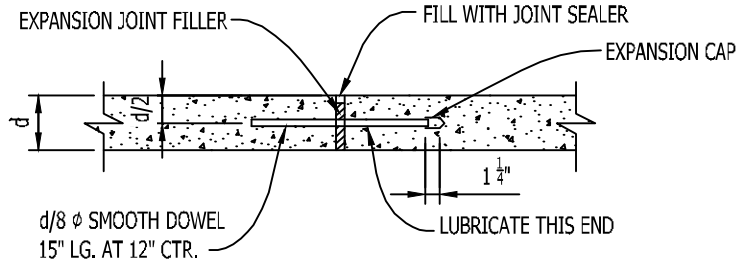
CUL-DE-SAC
OPEN CENTER

SCALE: NONE

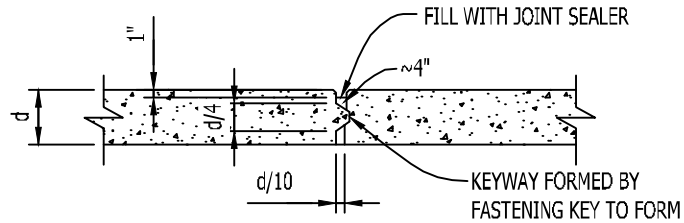
TYPE A
EXPANSION JOINT



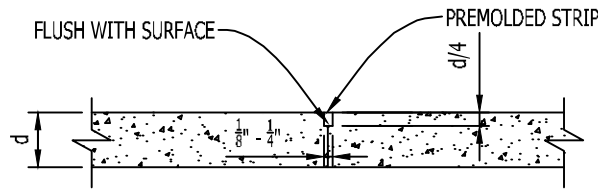
TYPE A - ALTERNATIVE
EXPANSION JOINT



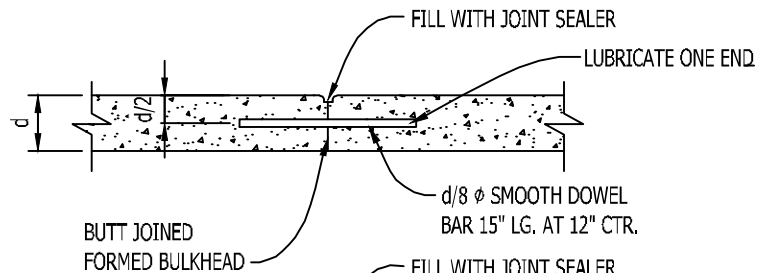
TYPE B
LONGITUDINAL
CONSTRUCTION JOINT



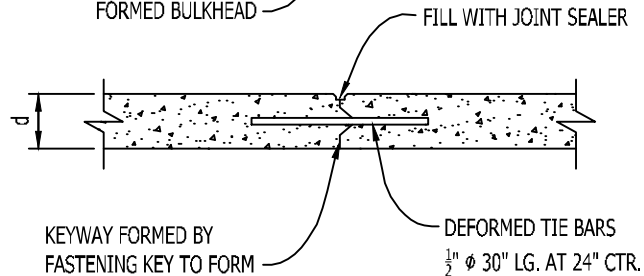
TYPE C
SAWED OR PREMOLDED STRIP
LONGITUDINAL OR TRANSVERSE



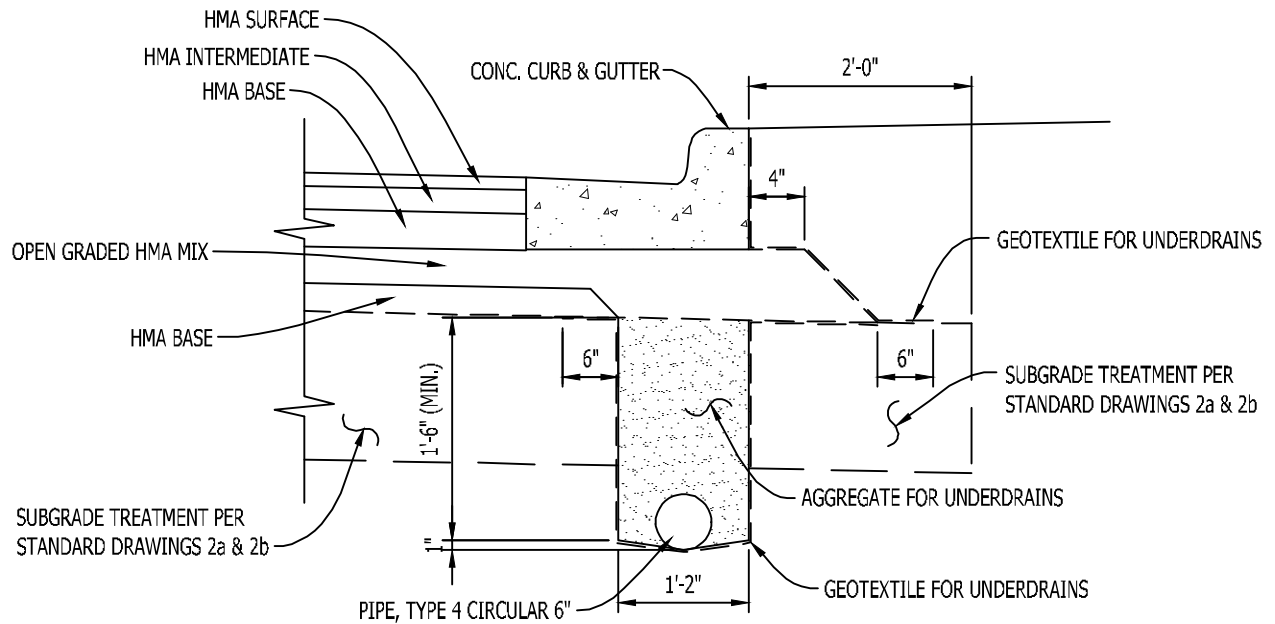
TYPE D
TRANSVERSE
CONSTRUCTION JOINT



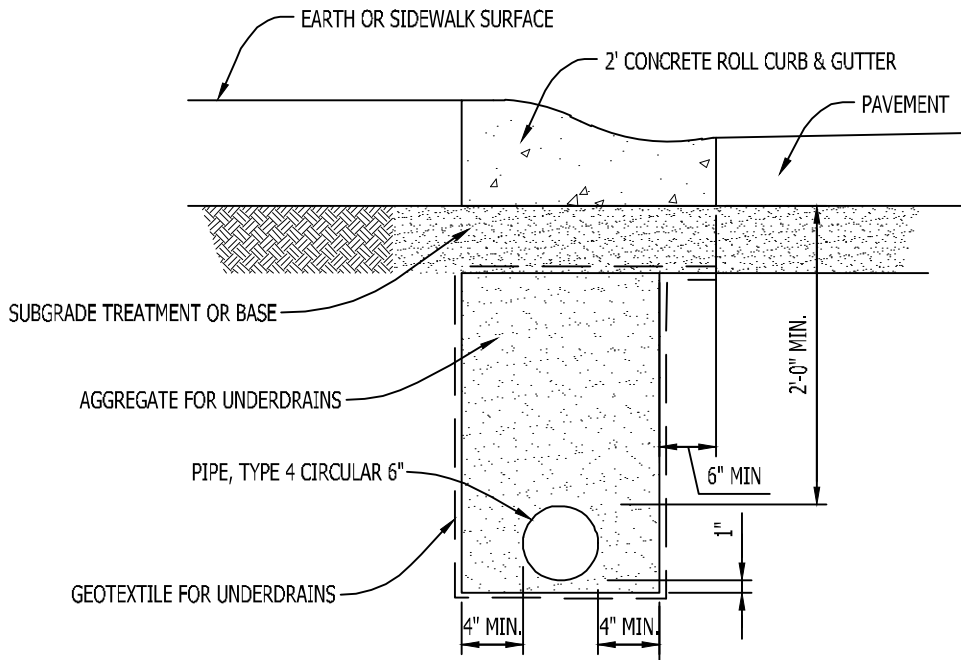
TYPE E
TIED TRANSVERSE
CONSTRUCTION JOINT



SCALE: NONE



UNDERDRAIN DETAIL
(SHOWING COMBINED CURB AND GUTTER SECTION)



UNDERDRAIN DETAIL
(SHOWING ROLLED CURB AND GUTTER SECTION)

PIPE MATERIAL:
SHALL MEET CITY OF LAWRENCE STORMWATER SPECIFICATIONS
MANUAL

INSTALLATION REQUIRED:
BOTH SIDES OF ALL PAVEMENT UNLESS WAIVED IN WRITING BY
THE DEPARTMENT OF PUBLIC WORKS.

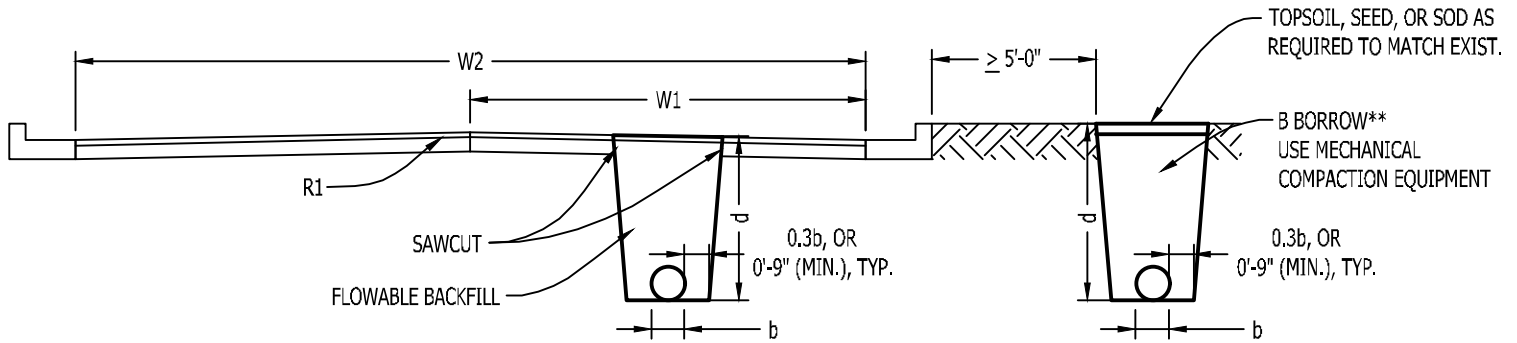
SCALE: NONE

UNDERDRAIN DETAILS

STANDARD DRAWING

CITY OF LAWRENCE, INDIANA

14



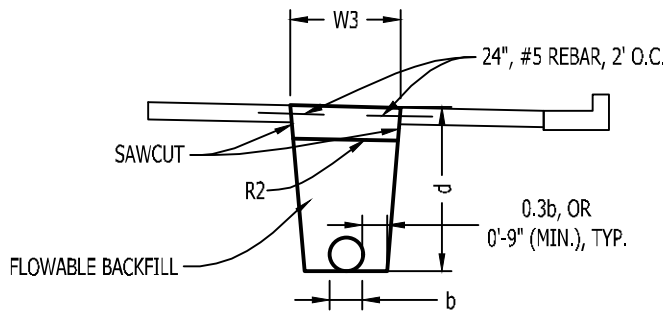
b = OVERALL PIPE DIAMETER
d = DEPTH TO TOP OF PIPE

R1 = 2" OF HMA SURFACE, ON
2" OF MILLED ASPHALT*

W1 = MILL AND OVERLAY SHALL EXTEND THE FULL WIDTH OF ANY AFFECTED LANE
W2 = MILL AND OVERLAY SHALL EXTEND THE FULL WIDTH OF ANY AFFECTED LANES

SCALE: NONE

HMA PATCHING



b = OVERALL PIPE DIAMETER
d = DEPTH TO TOP OF PIPE

R2 = PCCP REPLACEMENT; DEPTH
TO MATCH EXISTING ROADWAY

W3 = WIDTH OF CONCRETE PATCH

CONCRETE PATCHING

NOTES

1. ALL EXCAVATED AREAS UNDER PAVED ROADWAYS, OR WITHIN 5'-0" OF THE PAVEMENT EDGE, OR BACK EDGE OF CURB SHALL BE BACKFILLED WITH FLOWABLE BACKFILL MATERIAL (IN ACCORDANCE WITH INDOT SPECIFICATION 213) TO WITHIN FINAL GRADE UNDER PAVEMENT.
2. THE PATCH SHALL EXTEND A MINIMUM LENGTH OF 25'-0" MEASURED ALONG THE CENTERLINE.
3. *IN LOCATIONS WHERE THE STREET IS SEVERELY DAMAGED, THE CITY OF LAWRENCE WILL REVIEW THE STREETS CONDITIONS AND RECOMMEND A PERMANENT REPAIR.
4. IF ANY PORTION OF TRENCH AREA IS NEARER THAN 5'-0" FROM THE EDGE OF THE ROADWAY SURFACE, THE ENTIRE TRENCH MUST BE BACKFILLED WITH STRUCTURE BACKFILL.
5. **THIS COMPACTION PROCEDURE IS NOT REQUIRED FOR UNIMPROVED AREA OR WHERE PROBLEMS RELATED TO TRENCH SETTLEMENT IS NEGLIGIBLE.
6. ALL SEEDING AND SODDING SHALL CONFORM TO THE LATEST EDITION OF THE INDOT STANDARD SPECIFICATIONS.

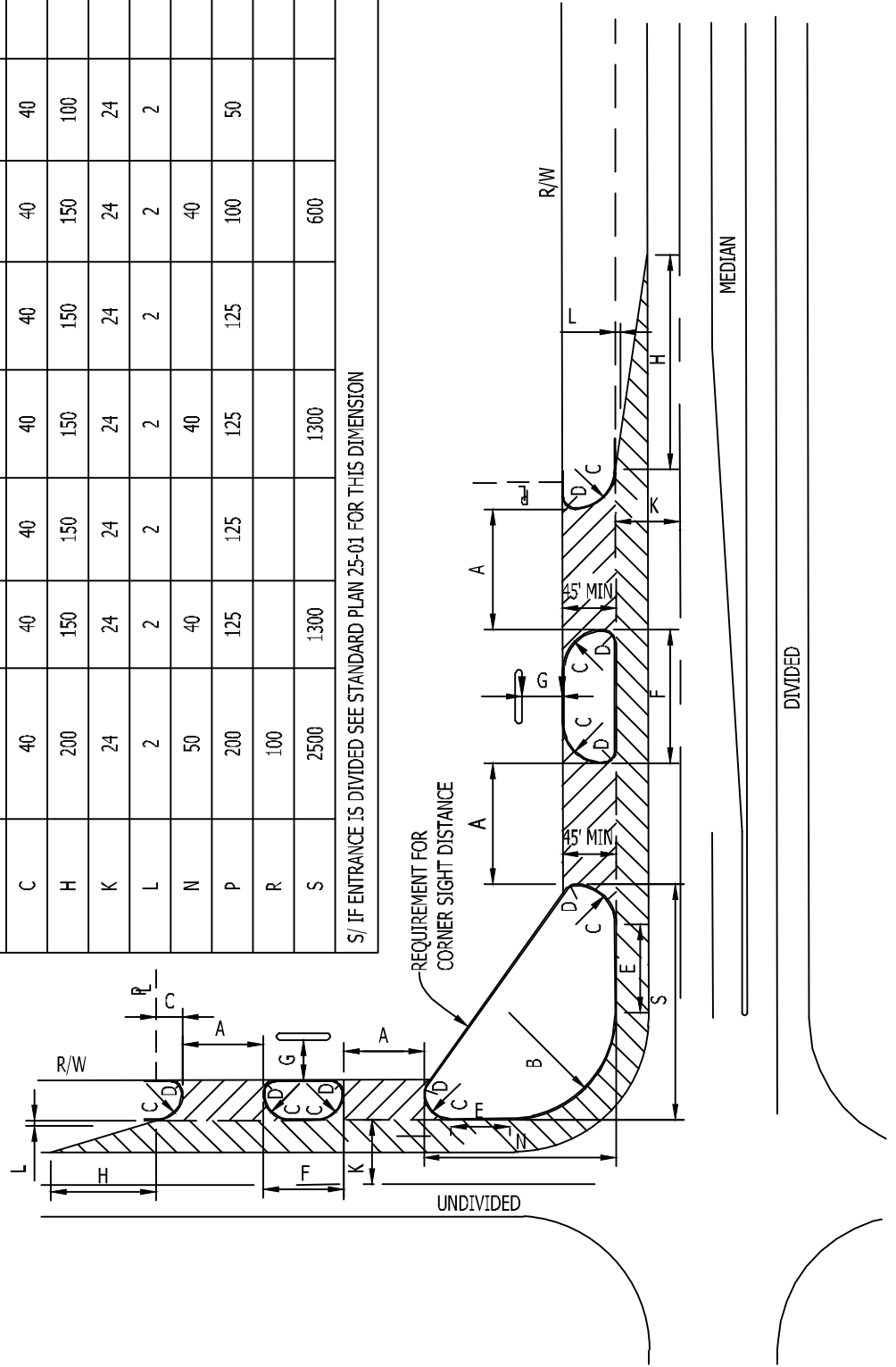
SCALE: NONE

NOTES:

1. AUXILIARY LANES, DIMENSIONS H & K WILL NOT BE REQUIRED IN URBAN AREAS WHERE ADEQUATE LANES ARE AVAILABLE FOR THE MOVEMENT OF TRAFFIC OR SPEEDS ARE SUCH THAT THE INGRESS OR EGRESS TO THE PROPERTY CAN BE MADE SAFELY WITHOUT SUCH LANES.
2. PAVEMENT DESIGN AND MATERIALS USED IN ALL CONSTRUCTION WITHIN THE SHADED AREA MUST MEET SPECIFICATIONS OF THE DEPARTMENT OF PUBLIC WORKS.
3. MEDIAN CROSSOVER WILL BE PERMITTED ONLY WHEN WARRANTED BY TRAFFIC.
4. CORNER RADIUS, DIMENSION B, WILL BE ADJUSTED IN URBAN AREAS WITH HIGH PEDESTRIAN VOLUMES. SUCH CHANGE SHALL BE SUBJECT TO THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS.

MINIMUM DIMENSIONS BY FUNCTIONAL TYPE FOR MEDIAN CROSSOVER & AUXILIARY LANES										
ITEM	EXPRESSWAY		PRIMARY ARTERIAL		SECONDARY ARTERIAL		COLLECTOR		LOCAL	
	S/A(MAX.)	DIV.	DIV.	UNDIV.	DIV.	UNDIV.	DIV.	UNDIV.	DIV.	UNDIV.
C		40	40	40	40	40	40	40	40	20
H		200	150	150	150	150	150	100	150	75
K		24	24	24	24	24	24	24	24	24
L		2	2	2	2	2	2	2	2	2
N		50	40	40	40	40	40	40	40	
P		200	125	125	125	125	125	100	125	50
R		100								
S		2500	1300	1300	1300	1300	1300	600	600	

S/ IF ENTRANCE IS DIVIDED SEE STANDARD PLAN 25-01 FOR THIS DIMENSION



SCALE: NONE