Carmel Standard Drawings

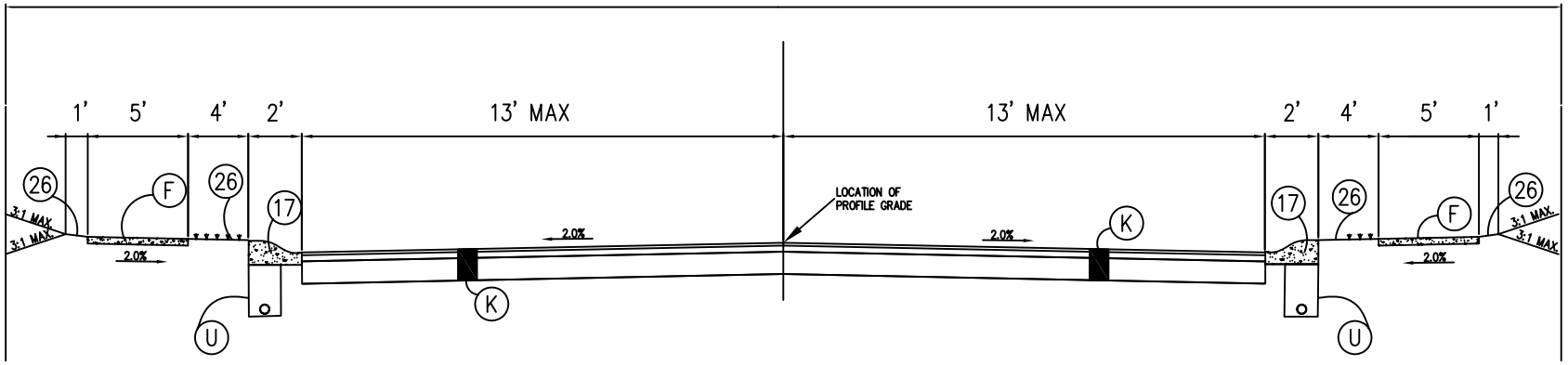
CITY OF CARMEL STANDARDS

INDEX

CITY OF CARMEL STANDARDS

TYPICAL SECTION – LOCAL STREET

STANDARD DRAWING 10–1



TYPICAL SECTION LOCAL STREET

NO SCALE

LEGEND

BITUMINOUS PAVEMENT

(K) 1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2" – 220#/SYD. HMA BITUMINOUS INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'B' BASE 25.0 mm ON
7" COMPACTED AGGREGATE #53 BASE ON
COMPACTED SUBGRADE OR TREATED SUBGRADE

OR AT THE DISCRETION OF THE CITY ENGINEER

1.5' – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
✳7" – 770#/SYD. HMA BITUMINOUS TYPE 'B' BASE 25.0 mm ON
COMPACTED SUBGRADE OR TREATED SUBGRADE

✳SUBSTITUTE ALTERNATE DRAINAGE LAYER IF NECASSARY:
2" – 220#/SYD. HMA BITUMINOUS INTERMEDIATE 19.0 mm ON
2" – 220#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'B' BASE 25.0 mm ON

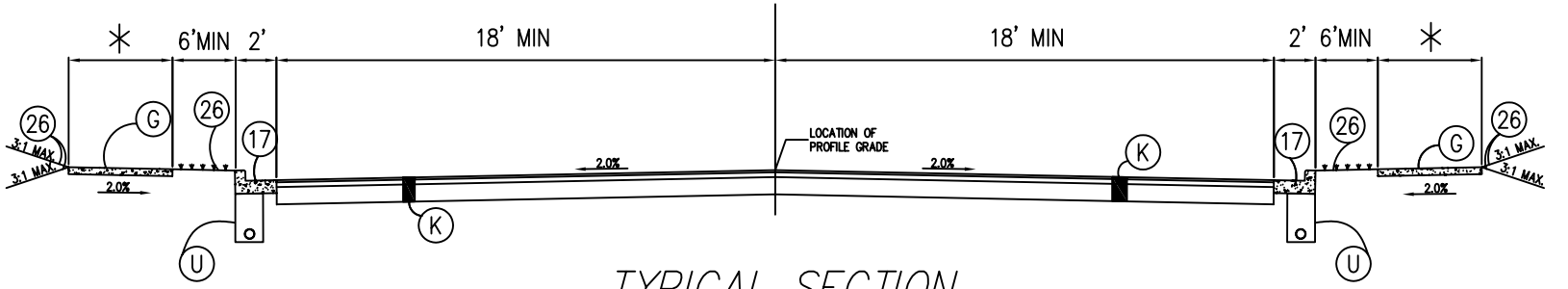
(U) UNDERDRAIN – SEE STANDARD DRAWING 10–9
(F) SIDEWALK – SEE STANDARD DRAWING 10–14
(17) CONCRETE ROLL CURB AND GUTTER – SEE STANDARD DRAWING 10–10
(26) SODDING

CITY OF CARMEL STANDARDS

TYPICAL SECTION – COLLECTOR STREET

STANDARD DRAWING 10-2

RIGHT-OF-WAY
80'-0" COLLECTOR STREET



TYPICAL SECTION COLLECTOR STREET

NO SCALE

LEGEND

BITUMINOUS PAVEMENT

(K)

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE, TYPE 'C', 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
COMPACTED SUBGRADE

OR

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2 – 4" LIFTS COMPACTED AGGREGATE BASE #53 ON
6" COMPACTED AGGREGATE #2 BASE ON
COMPACTED SUBGRADE

OR

10" CLASS "A" CONCRETE ON
6" COMPACTED #53 STONE ON
COMPACTED SUBGRADE

NOTES:
ADD 2" HAC BINDER OR BASE OR CONCRETE FOR TRUCK TRAFFIC > 10% OF ADT

(U) UNDERDRAIN – SEE STANDARD DRAWING 10-9

(17) CURB TYPE II – SEE STANDARD DRAWING 10-11

(26) SODDING

(G) RECREATIONAL PATH
1" – 110#/SYD. HMA BITUMINOUS SURFACE TYPE 'B' ON
3" – 330#/SYD. HMA INTERMEDIATE TYPE 'B' ON
5" COMPACTED AGGREGATE, NO. 53 STONE ON
COMPACTED SUBGRADE

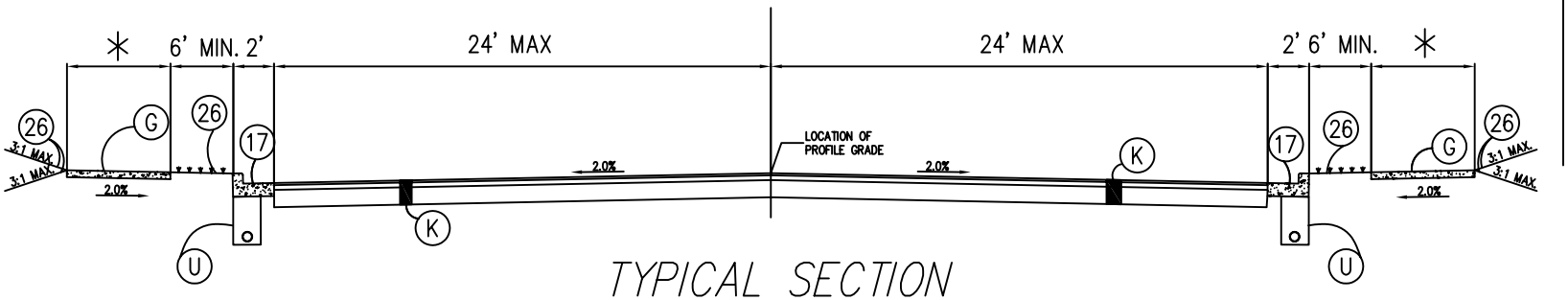
✳ WIDTH OF RECREATIONAL ASPHALT PATH DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN

CITY OF CARMEL STANDARDS

TYPICAL SECTION – SECONDARY ARTERIAL

STANDARD DRAWING 10–3

RIGHT–OF–WAY
90'–0" SECONDARY ARTERIAL



TYPICAL SECTION SECONDARY ARTERIAL

NO SCALE

LEGEND

BITUMINOUS PAVEMENT

(K) 1.5" – 165#/SYD. HMA BITUMINOUS SURFACE, TYPE 'C', 9.5 mm ON
2.5 – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5 ' – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
COMPACTED SUBGRADE

OR

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2 – 4" LIFTS COMPACTED AGGREGATE BASE #53 ON
6" COMPACTED AGGREGATE #2 BASE ON
COMPACTED SUBGRADE

OR

10" CLASS "A" CONCRETE ON
6" COMPACTED #8 STONE ON
COMPACTED SUBGRADE

(U) UNDERDRAIN – SEE STANDARD DRAWING 10–9

(17) CURB TYPE II – SEE STANDARD DRAWING 10–11

(26) SODDING

(G) RECREATIONAL PATH
1" – 110#/SYD. HMA BITUMINOUS SURFACE TYPE 'B' ON
3" – 330#/SYD. HMA INTERMEDIATE TYPE 'B' ON
5" COMPACTED AGGREGATE, NO. 53 STONE ON
COMPACTED SUBGRADE

✳ WIDTH OF RECREATIONAL ASPHALT PATH DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN

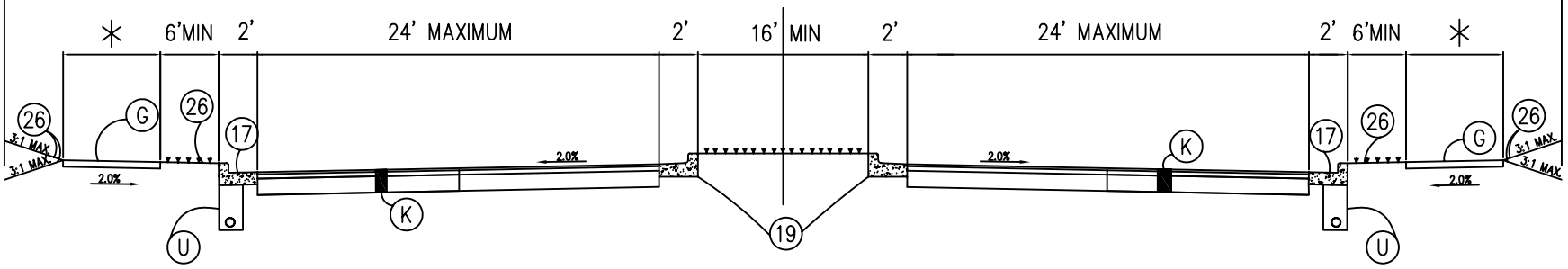
NOTES:
ADD 2" HAC BINDER OR BASE OR CONCRETE FOR TRUCK TRAFFIC > 10% OF ADT

CITY OF CARMEL STANDARDS

TYPICAL SECTION – PRIMARY ARTERIAL

STANDARD DRAWING 10–4

RIGHT–OF–WAY
150'–0" PRIMARY ARTERIAL



TYPICAL SECTION PRIMARY ARTERIAL

LEGEND

BITUMINOUS PAVEMENT

(K) 1.5" – 165#/SYD. HMA BITUMINOUS SURFACE, TYPE 'C', 9.5 mm ON NO SCALE
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
COMPACTED SUBGRADE

OR

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2 – 4" LIFTS COMPACTED AGGREGATE BASE #53 ON
6" COMPACTED AGGREGATE #2 BASE ON
COMPACTED SUBGRADE

OR

10" CLASS "A" CONCRETE ON
6" COMPACTED #8 STONE ON
COMPACTED SUBGRADE

(U) UNDERDRAIN – SEE STANDARD DRAWING 10–9

(17) CURB TYPE II – SEE STANDARD DRAWING 10–11

(19) CURB TYPE III – SEE STANDARD DRAWING 10–12

(26) SODDING

(G) RECREATIONAL PATH
1" – 110#/SYD. HMA BITUMINOUS SURFACE TYPE 'B' ON
3" – 330#/SYD. HMA INTERMEDIATE TYPE 'B' ON
5" COMPACTED AGGREGATE, NO. 53 STONE ON
COMPACTED SUBGRADE

✳ WIDTH OF RECREATIONAL ASPHALT PATH DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN

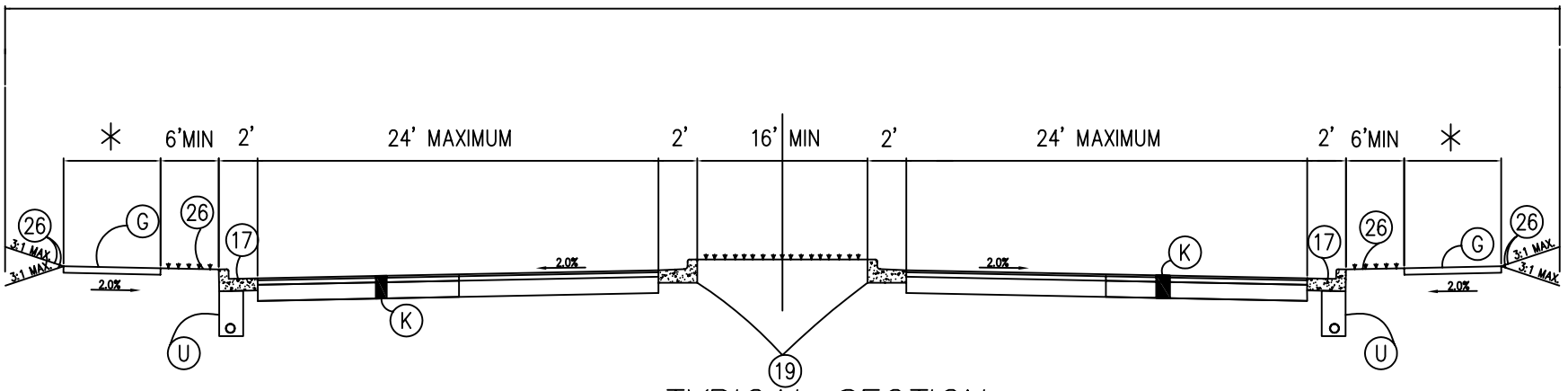
NOTES:
ADD 2" HAC BINDER OR BASE OR CONCRETE FOR TRUCK TRAFFIC > 10% OF ADT

CITY OF CARMEL STANDARDS

TYPICAL SECTION – SECONDARY PARKWAY

STANDARD DRAWING 10–5

RIGHT–OF–WAY
120'–0" SECONDARY PARKWAY



TYPICAL SECTION
SECONDARY PARKWAY

NO SCALE

LEGEND

BITUMINOUS PAVEMENT

(K) 1.5" – 165#/SYD. HMA BITUMINOUS SURFACE, TYPE 'C', 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
COMPACTED SUBGRADE

OR

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2 – 4" LIFTS COMPACTED AGGREGATE BASE #53 ON
6" COMPACTED AGGREGATE #2 BASE ON
COMPACTED SUBGRADE

OR

10" CLASS "A" CONCRETE ON
6" COMPACTED #8 STONE ON
COMPACTED SUBGRADE

NOTES:
ADD 2" HAC BINDER OR BASE OR CONCRETE FOR TRUCK TRAFFIC > 10% OF ADT

(U) UNDERDRAIN – SEE STANDARD DRAWING 10–9

(17) CURB TYPE II – SEE STANDARD DRAWING 10–11

(19) CURB TYPE III – SEE STANDARD DRAWING 10–12

(26) SODDING

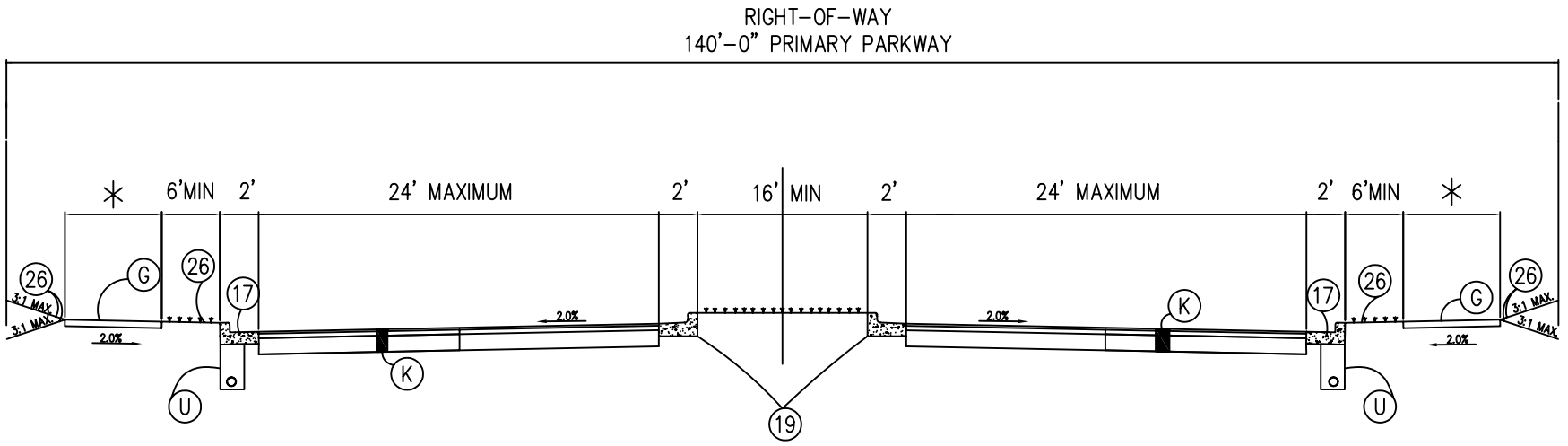
(G) RECREATIONAL PATH
1" – 110#/SYD. HMA BITUMINOUS SURFACE TYPE 'B' ON
3" – 330#/SYD. HMA INTERMEDIATE TYPE 'B' ON
5" COMPACTED AGGREGATE, NO. 53 STONE ON
COMPACTED SUBGRADE

✳ WIDTH OF RECREATIONAL ASPHALT PATH DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN

CITY OF CARMEL STANDARDS

TYPICAL SECTION – PRIMARY PARKWAY

STANDARD DRAWING 10-6



TYPICAL SECTION PRIMARY PARKWAY

NO SCALE

LEGEND

BITUMINOUS PAVEMENT

(K) 1.5" – 165#/SYD. HMA BITUMINOUS SURFACE, TYPE 'C', 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
COMPACTED SUBGRADE

OR

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2 – 4" LIFTS COMPACTED AGGREGATE BASE #53 ON
6" COMPACTED AGGREGATE #2 BASE ON
COMPACTED SUBGRADE

OR

10" CLASS "A" CONCRETE ON
6" COMPACTED #8 STONE ON
COMPACTED SUBGRADE

(U) UNDERDRAIN – SEE STANDARD DRAWING 10-9

(17) CURB TYPE II – SEE STANDARD DRAWING 10-11

(19) CURB TYPE III – SEE STANDARD DRAWING 10-12

(26) SODDING

(G) RECREATIONAL PATH
1" – 110#/SYD. HMA BITUMINOUS SURFACE TYPE 'B' ON
3" – 330#/SYD. HMA INTERMEDIATE TYPE 'B' ON
5" COMPACTED AGGREGATE, NO. 53 STONE ON
COMPACTED SUBGRADE

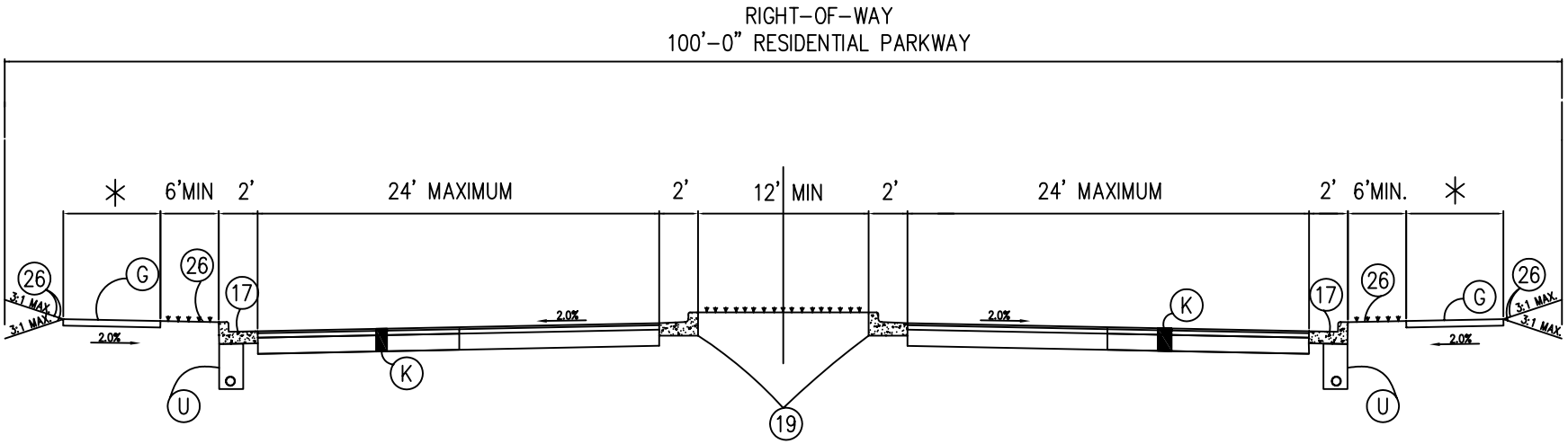
✳ WIDTH OF RECREATIONAL ASPHALT PATH DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN

NOTES:
ADD 2" HAC BINDER OR BASE OR CONCRETE FOR TRUCK TRAFFIC > 10% OF ADT

CITY OF CARMEL STANDARDS

TYPICAL SECTION – 4 LANE RESIDENTIAL PARKWAY

STANDARD DRAWING 10-7A



TYPICAL SECTION
4 – LANE RESIDENTIAL PARKWAY

NO SCALE

LEGEND

BITUMINOUS PAVEMENT

(K) 1.5" – 165#/SYD. HMA BITUMINOUS SURFACE, TYPE 'C', 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
COMPACTED SUBGRADE

OR

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2 – 4" LIFTS COMPACTED AGGREGATE BASE #53 ON
6" COMPACTED AGGREGATE #2 BASE ON
COMPACTED SUBGRADE

OR

10" PLAIN CONCRETE ON
6" COMPACTED #8 STONE ON
COMPACTED SUBGRADE

NOTES:
ADD 2" HAC BINDER OR BASE OR CONCRETE FOR TRUCK TRAFFIC > 10% OF ADT

(U) UNDERDRAIN – SEE STANDARD DRAWING 10-9

(17) CURB TYPE II – SEE STANDARD DRAWING 10-11

(19) CURB TYPE III – SEE STANDARD DRAWING 10-12

(26) SODDING

(G) RECREATIONAL PATH
1" – 110#/SYD. HMA BITUMINOUS SURFACE TYPE 'B' ON
3" – 330#/SYD. HMA INTERMEDIATE TYPE 'B' ON
5" COMPACTED AGGREGATE, NO. 53 STONE ON
COMPACTED SUBGRADE

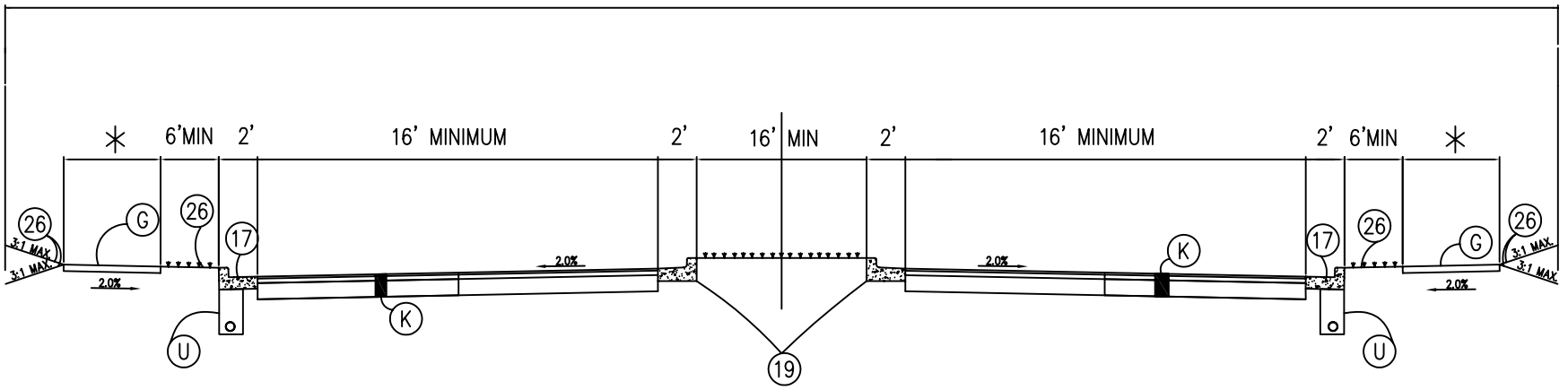
* WIDTH OF RECREATIONAL ASPHALT PATH DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN

CITY OF CARMEL STANDARDS

TYPICAL SECTION – RESIDENTIAL PARKWAY

STANDARD DRAWING 10–7B

RIGHT–OF–WAY
100'–0" RESIDENTIAL PARKWAY



TYPICAL SECTION
RESIDENTIAL PARKWAY

NO SCALE

LEGEND

BITUMINOUS PAVEMENT

(K) 1.5" – 65#/SYD. HMA BITUMINOUS SURFACE, TYPE 'C', 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS TYPE 'C' INTERMEDIATE 19.0 mm ON
3" – 330#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
COMPACTED SUBGRADE

OR

1.5" – 165#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON
2.5" – 275#/SYD. HMA BITUMINOUS INTERMEDIATE, TYPE 'C' 19.0 mm ON
3.5" – 385#/SYD. HMA BITUMINOUS TYPE 'C' BASE 25.0 mm ON
2 – 4" LIFTS COMPACTED AGGREGATE BASE #53 ON
6" COMPACTED AGGREGATE #2 BASE ON
COMPACTED SUBGRADE

OR

10" PLAIN CONCRETE ON
6" COMPACTED #8 STONE ON
COMPACTED SUBGRADE

NOTES:
ADD 2" HAC BINDER OR BASE OR CONCRETE FOR TRUCK TRAFFIC > 10% OF ADT

(U) UNDERDRAIN – SEE STANDARD DRAWING 10–9

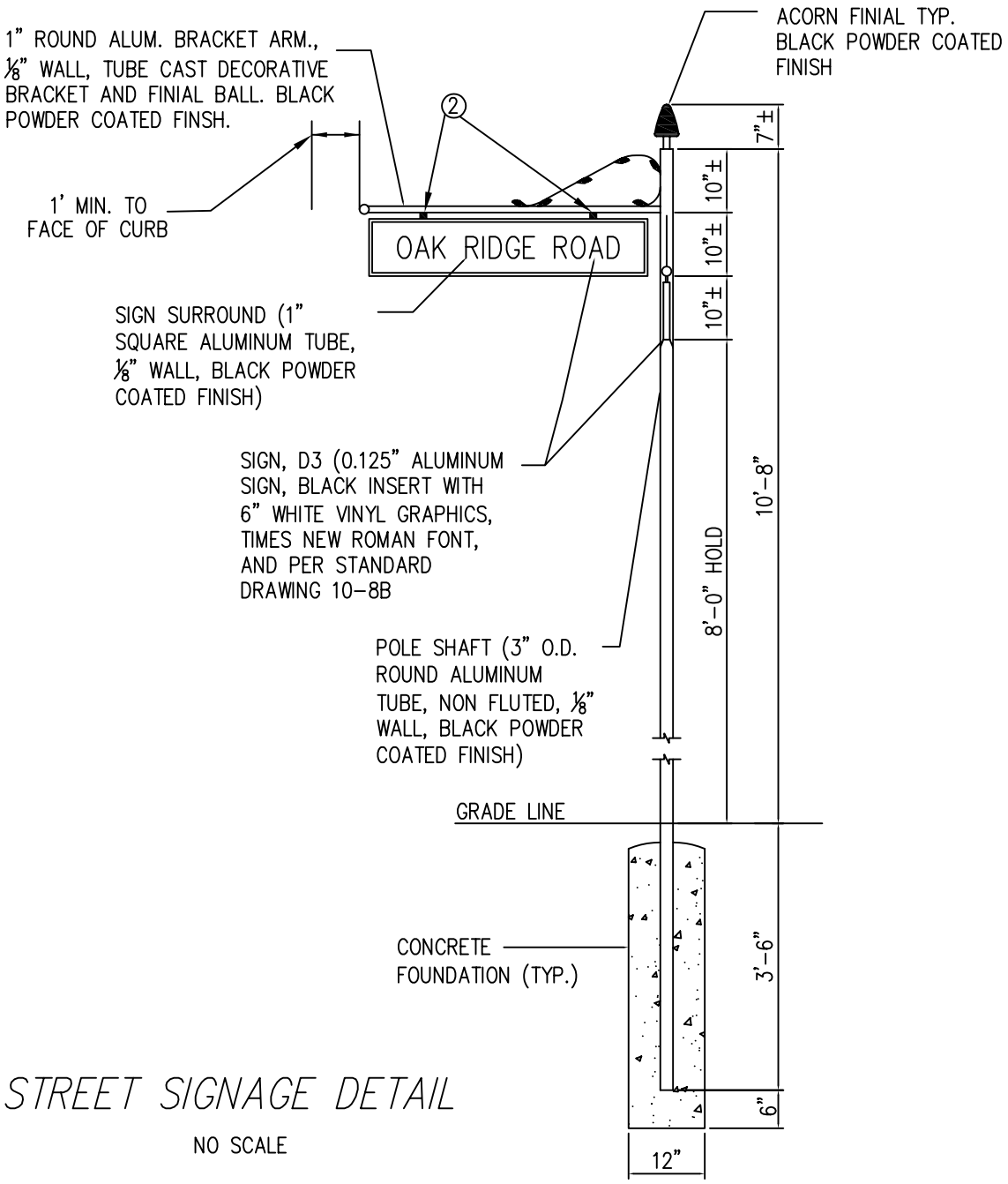
(17) CURB TYPE II – SEE STANDARD DRAWING 10–11

(19) CURB TYPE III – SEE STANDARD DRAWING 10–12

(26) SODDING

(G) RECREATIONAL PATH
1" – 110#/SYD. HMA BITUMINOUS SURFACE TYPE 'B' ON
3" – 330#/SYD. HMA INTERMEDIATE TYPE 'B' ON
5" COMPACTED AGGREGATE, NO. 53 STONE ON
COMPACTED SUBGRADE

✳ WIDTH OF RECREATIONAL ASPHALT PATH DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN



STREET SIGNAGE DETAIL

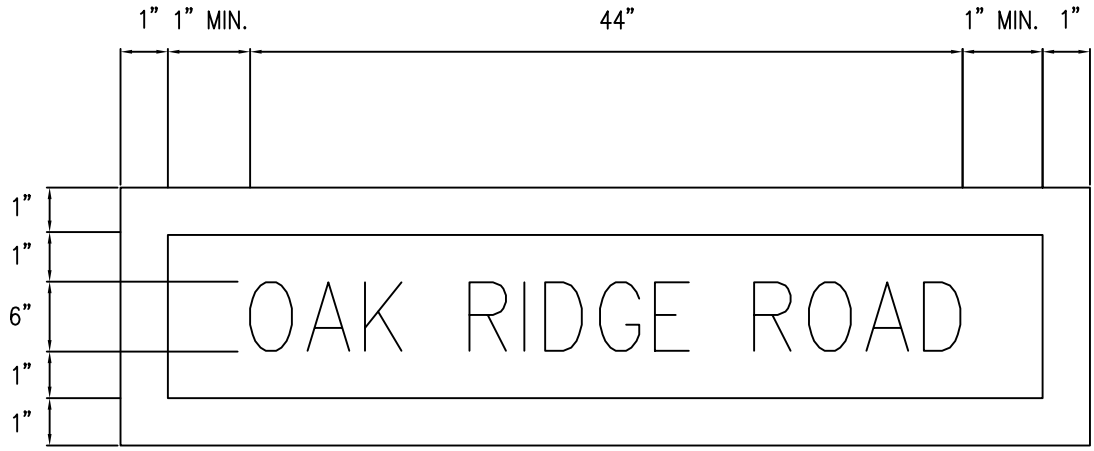
NO SCALE

NOTES:

1. INTENT OF DETAIL IS TO DUPLICATE THE EXISTING STREET NAME SIGN POSTS (STYLE, SIZE, FONT, AND COLOR) USED ON MAIN STREET AND NORTH RANGELINE ROAD IN CARMEL. FINISH TO BE BLACK POWDER COATED. ALL STREET NAME SIGNS TO BE PER GENERAL NOTES 2 & 3 ON STANDARD DRAWING 10-8B.

2. FASTENING SYSTEM SHALL BE STAINLESS STEEL QUICKLINK TO BE SIZED SUCH THAT THERE IS A MAXIMUM SEPARATION OF 2" BETWEEN THE TOP OF THE 1" TUBE SIGN SURROUND AND THE BOTTOM OF THE BRACKET ARM. THE CONNECTIONS ON THE SIGN SURROUND & BRACKET ARM SHALL BE AN INTEGRAL LOOP OR EYE-BOLT WITH SHOULDER AND HEX NUT ASSEMBLY SUCH THAT LOOPS CAN WITHSTAND HEAVY WINDS WITHOUT DAMAGE. ANY FASTENING OR MOUNTING HARDWARE PROVIDED SHALL BE CERTIFIED GRADE 8 STAINLESS STEEL AND HEX NUTS SHALL HAVE NYLON LOCKING INSERTS. ALL HARDWARE SHALL BE FINE THREAD AND FASTENED USING RED LOC-TITE 2760.

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-8A
STREET SIGNAGE DETAIL	



STANDARD BLADE DIMENSION

NO SCALE

ALL STANDARD CUSTOM BLADES HAVE A SPACE OF 44" FOR STREET NAMES. THEREFORE, LETTERING WIDTH SHALL BE ADJUSTED SO THAT STREET NAME FILLS THIS 44" SPACE AND SHOP DRAWINGS SHALL BE APPROVED BY THE CITY OF CARMEL. ALL LETTERS SHALL BE CAPITALIZED, INCLUDING SUBSCRIPT. FOR NUMERICAL STREETS, THE SUBSCRIPT SHALL BE 3" IN HEIGHT AND PLACED ON THE UPPER HALF OF THE 6" SPACE FOR LETTER PLACEMENT. THE WORD INDICATING STREET, ROAD, PARKWAY, ETC. MAY BE ABBREVIATED OR SPELLED OUT DEPENDING ON THE STREET NAME, FOR EXAMPLE:

96TH STREET

MAIN STREET

FOR LESS LENGTHY STREET NAMES OR

WESTFIELD BLVD.

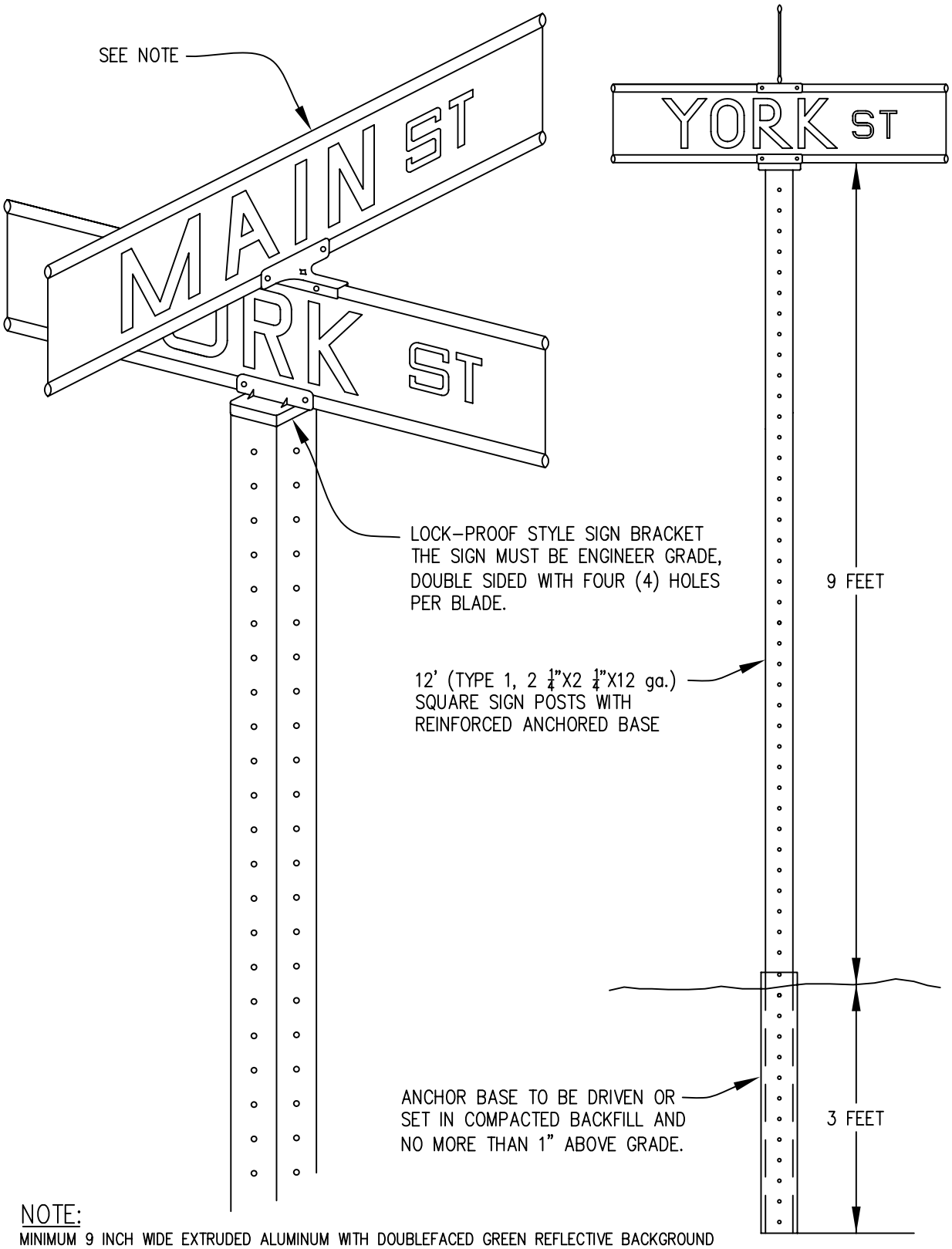
PENNSYLVANIA ST.

FOR LENGTHY STREET NAMES

GENERAL NOTES:

1. IF CUSTOM SIGNAGE IS NECESSARY AND THE STANDARD BLADES CANNOT ACCOMMODATE THE INFORMATION, LARGER BLADES CAN BE SUBMITTED FOR APPROVAL. ANY CUSTOM BLADES OVER 48" IN LENGTH SHALL BE PLACED ON TWO CUSTOM POSTS.
2. ALL STREET ID SIGNS AT STANDARD INTERSECTIONS SHALL BE TWO SIDED UNLESS DIRECTED OTHERWISE.
3. ALL STREET ID SIGNS AT ROUNDABOUT INTERSECTIONS OR THAT ARE FOR ONE DIRECTION OF TRAVEL SHALL BE ONE SIDED UNLESS DIRECTED OTHERWISE. PLEASE REFER TO STANDARD DRAWING 10-22 FOR TYP. ROUNDABOUT SIGN PLACEMENT: NOTE 5.

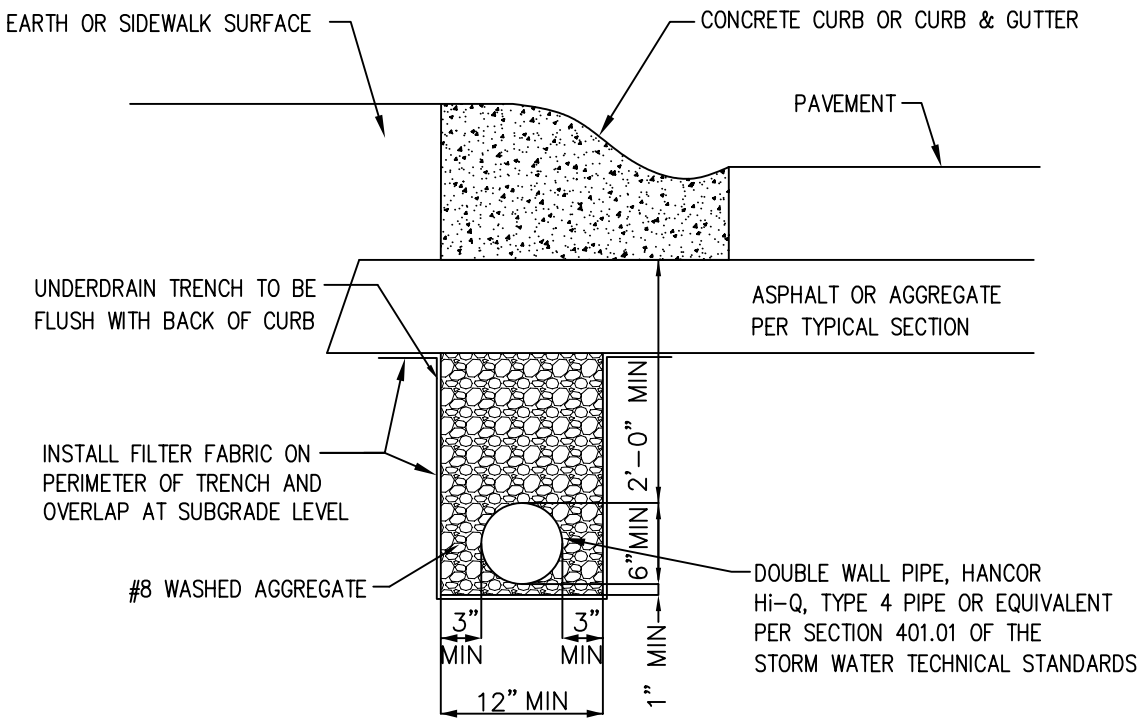
CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-8B
STANDARD BLADE DIMENSION DETAIL	



NOTE:

MINIMUM 9 INCH WIDE EXTRUDED ALUMINUM WITH DOUBLEFACED GREEN REFLECTIVE BACKGROUND WITH A WHITE 1/2 INCH REFLECTIVE BORDER WITH 6 INCH HIGH WHITE LETTERS IN CAPITALS FOR THE PRIMARY NAME OF THE STREET AND MINIMUM 3 INCH HIGH WHITE LETTERS IN CAPITALS FOR THE ROAD TYPE DESIGNATIONS. REFLECTIVITY PROPERTIES SHALL BE PER MOST UP TO DATE REFLECTIVITY REQUIREMENTS AND INDUSTRY STANDARDS.

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10–8C
STREET NAME SIGNS	



SUBSURFACE DRAIN

NO SCALE

NOTES:

PIPE SHALL CONFORM TO SPEC REQUIREMENTS
OF SECTION 718 OF STANDARD SPECIFICATION

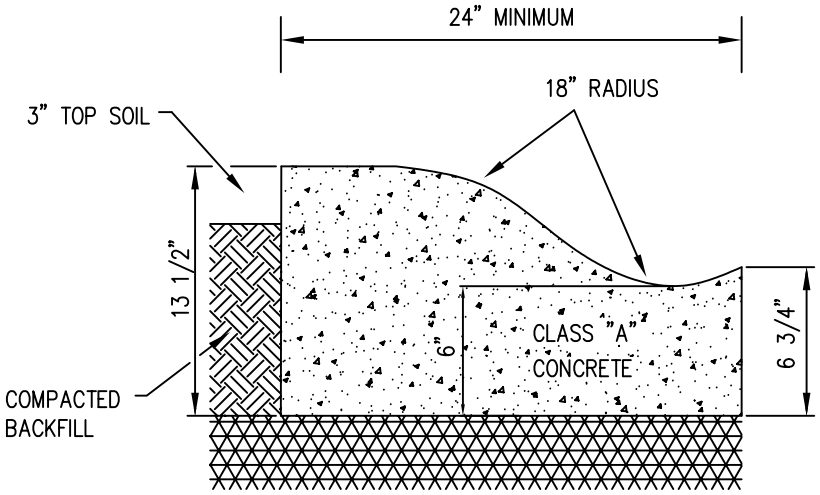
INSTALLATION REQUIRED: BOTH SIDES OF PAVEMENT
AND WHERE REQUESTED BY THE CITY ENGINEER

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-9
SUBSURFACE DRAIN	

CITY OF CARMEL STANDARDS

CONCRETE ROLL CURB & GUTTER

STANDARD DRAWING 10-10



CONCRETE ROLL CURB & GUTTER

NO SCALE

NOTES: INTEGRAL CURB WITH CONCRETE PAVEMENT SHALL BE SIMILAR SHAPE

CURE ALL EXPOSED SURFACES

CONTRACTION JOINTS SHALL BE TOOLED OR SAWED IN CONTINUOUSLY POURED CURBS TO A MINIMUM DEPTH OF 1/2"

DAMPEN SUBGRADE BEFORE PLACING CONCRETE

CONTROL JOINTS EVERY 5' MAXIMUM ON RADII OTHERWISE EVERY 10' MAXIMUM. PREFORMED EXPANSION JOINT EVERY 50' MAXIMUM.

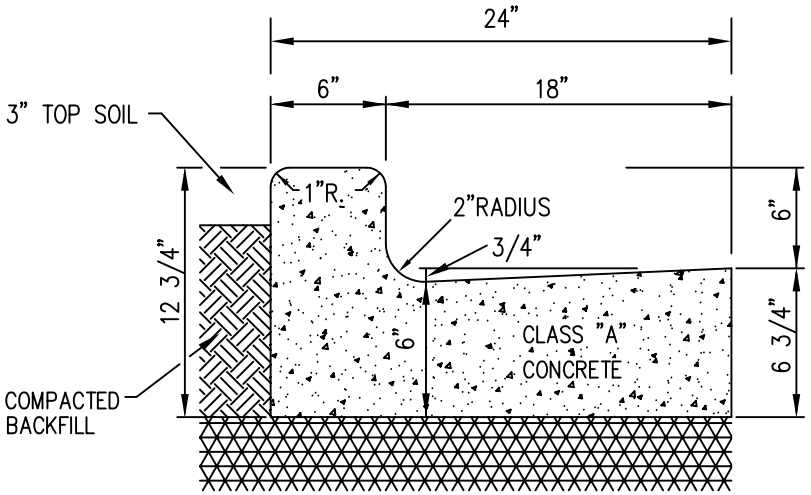
NO BACKFILLING OR COMPACTION MAY OCCUR 12' FROM CURB UNTIL 5 FULL DAYS HAVE PASSED AFTER PLACING CONCRETE

SHALL CONFORM TO CITY'S CONCRETE CURB POLICY IN ALL RESPECTS.

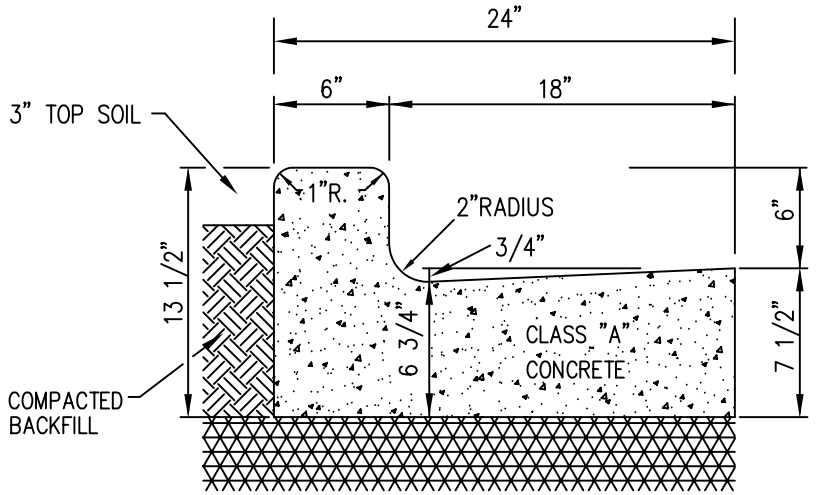
CITY OF CARMEL STANDARDS

COMBINED CURB AND GUTTER TYPE II

STANDARD DRAWING 10-11



USE DIMENSIONS FOR LOCAL ROADS ONLY



USE DIMENSIONS FOR ALL ROADS EXCEPT LOCAL ROADS

COMBINED CURB AND GUTTER TYPE II

NO SCALE

NOTES: INTEGRAL CURB WITH CONCRETE PAVEMENT SHALL BE SIMILAR SHAPE

CURE ALL EXPOSED SURFACES

CONTRACTION JOINTS SHALL BE TOOLED OR SAWED IN CONTINUOUSLY POURED CURBS TO A MINIMUM DEPTH OF 1/2"

DAMPEN SUBGRADE BEFORE PLACING CONCRETE

CONTROL JOINTS EVERY 5' MAXIMUM ON RADII OTHERWISE EVERY 10' MAXIMUM. PREFORMED EXPANSION JOINT EVERY 50' MAXIMUM.

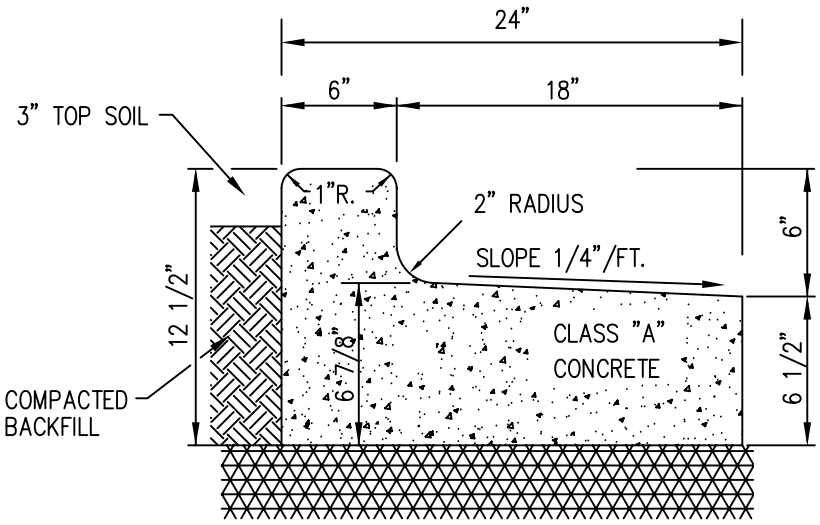
NO BACKFILLING OR COMPACTION MAY OCCUR 12' FROM CURB UNTIL 5 FULL DAYS HAVE PASSED AFTER PLACING CONCRETE

SHALL CONFORM TO CITY'S CONCRETE CURB POLICY IN ALL RESPECTS.

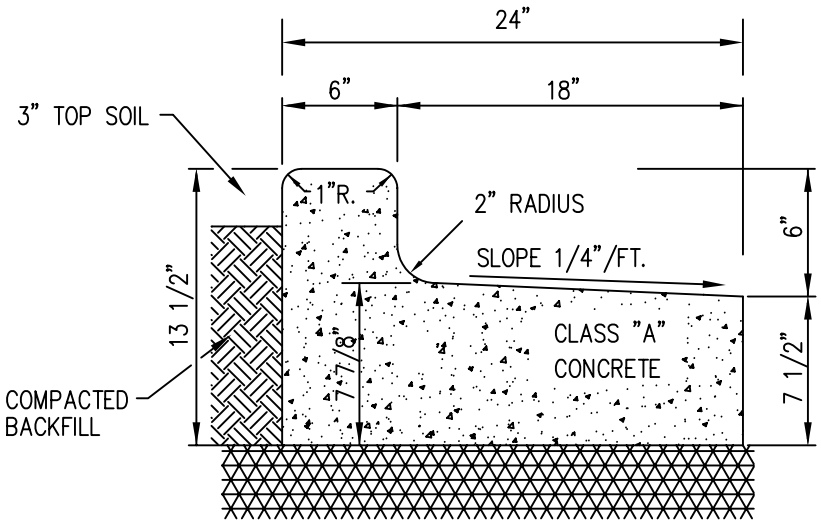
CITY OF CARMEL STANDARDS

COMBINED CURB AND GUTTER TYPE III

STANDARD DRAWING 10-12



USE DIMENSIONS FOR LOCAL ROADS ONLY



USE DIMENSIONS FOR ALL ROADS EXCEPT LOCAL ROADS

COMBINED CURB AND GUTTER TYPE III

NO SCALE

NOTES: INTEGRAL CURB WITH CONCRETE PAVEMENT SHALL BE SIMILAR SHAPE

CURE ALL EXPOSED SURFACES

CONTRACTION JOINTS SHALL BE TOOLED OR SAWED IN CONTINUOUSLY POURED CURBS TO A MINIMUM DEPTH OF 1/2"

DAMPEN SUBGRADE BEFORE PLACING CONCRETE

CONTROL JOINTS EVERY 5' MAXIMUM ON RADII OTHERWISE EVERY 10' MAXIMUM. PREFORMED EXPANSION JOINT EVERY 50' MAXIMUM.

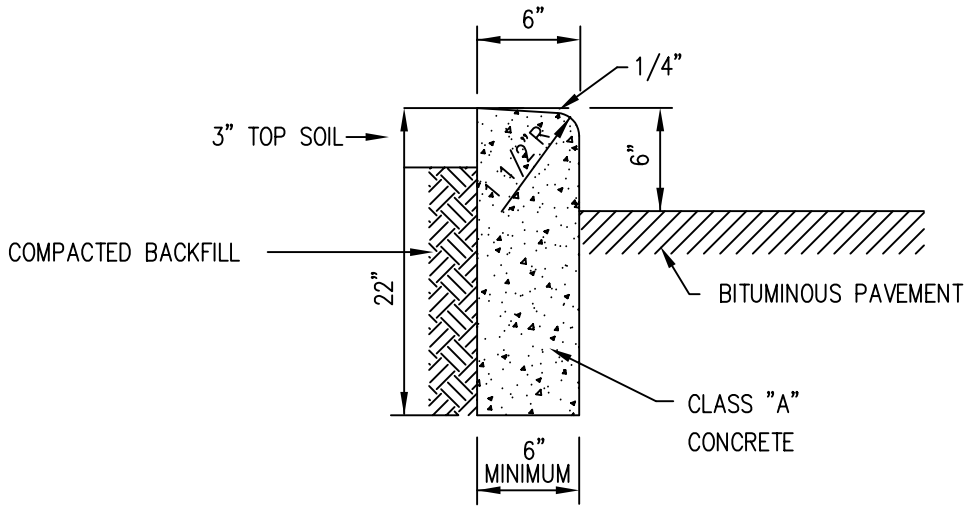
NO BACKFILLING OR COMPACTION MAY OCCUR 12' FROM CURB UNTIL 5 FULL DAYS HAVE PASSED AFTER PLACING CONCRETE

SHALL CONFORM TO CITY'S CONCRETE CURB POLICY IN ALL RESPECTS.

CITY OF CARMEL STANDARDS

STRAIGHT CONCRETE CURB

STANDARD DRAWING 10-13



STRAIGHT CONCRETE CURB

NO SCALE

NOTES: INTEGRAL CURB WITH CONCRETE PAVEMENT SHALL BE SIMILAR SHAPE

CURE ALL EXPOSED SURFACES

CONTRACTION JOINTS SHALL BE TOOLED OR SAWED IN CONTINUOUSLY POURED CURBS TO A MINIMUM DEPTH OF 1/2"

DAMPEN SUBGRADE BEFORE PLACING CONCRETE

CONTROL JOINTS EVERY 5' MINIMUM ON RADII OTHERWISE EVERY 10' MINIMUM

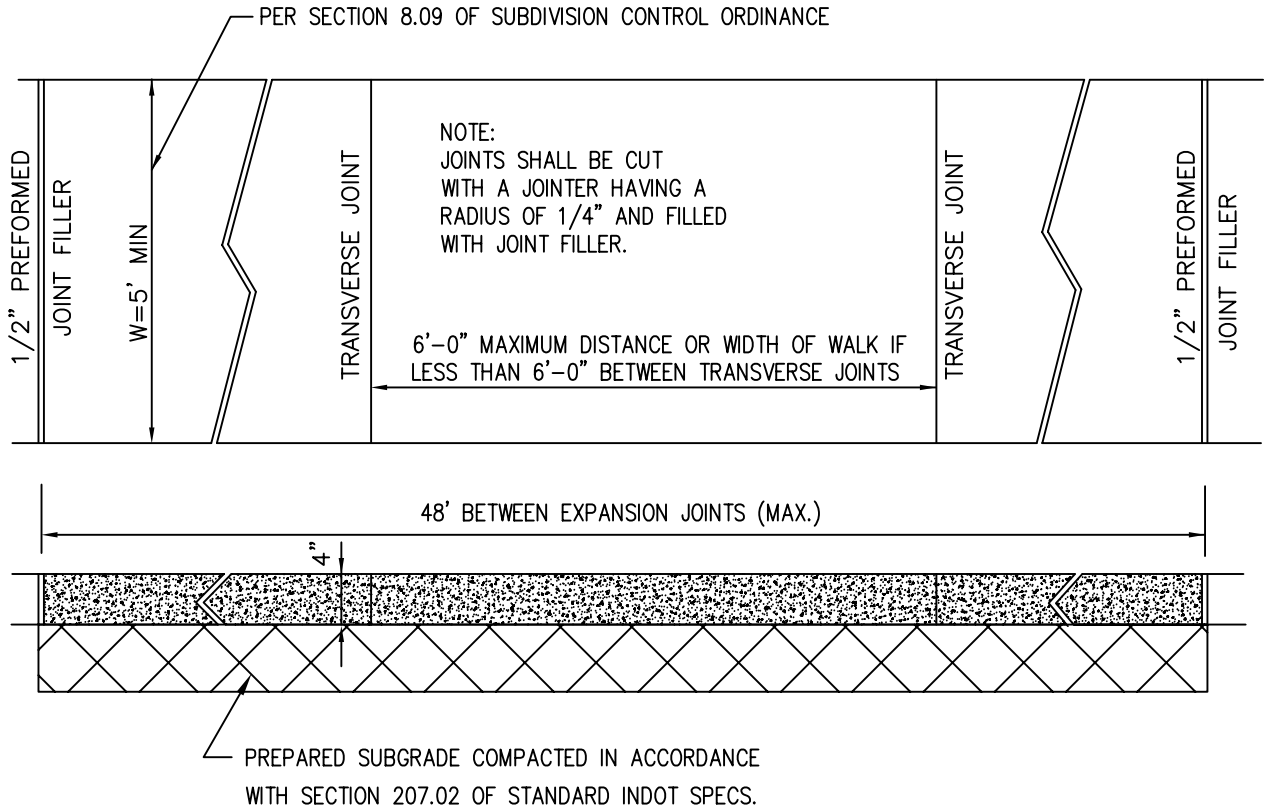
NO BACKFILLING OR COMPACTION MAY OCCUR 12' FROM CURB UNTIL 5 FULL DAYS HAVE PASSED AFTER PLACING CONCRETE

SHALL CONFORM TO CITY'S CONCRETE CURB POLICY IN ALL RESPECTS

CITY OF CARMEL STANDARDS

TYPICAL – SIDEWALK DETAIL

STANDARD DRAWING 10–14



CONCRETE SIDEWALK

NO SCALE

NOTES:

BROOM FINISH AND EDGED

CLASS 'A' CONCRETE

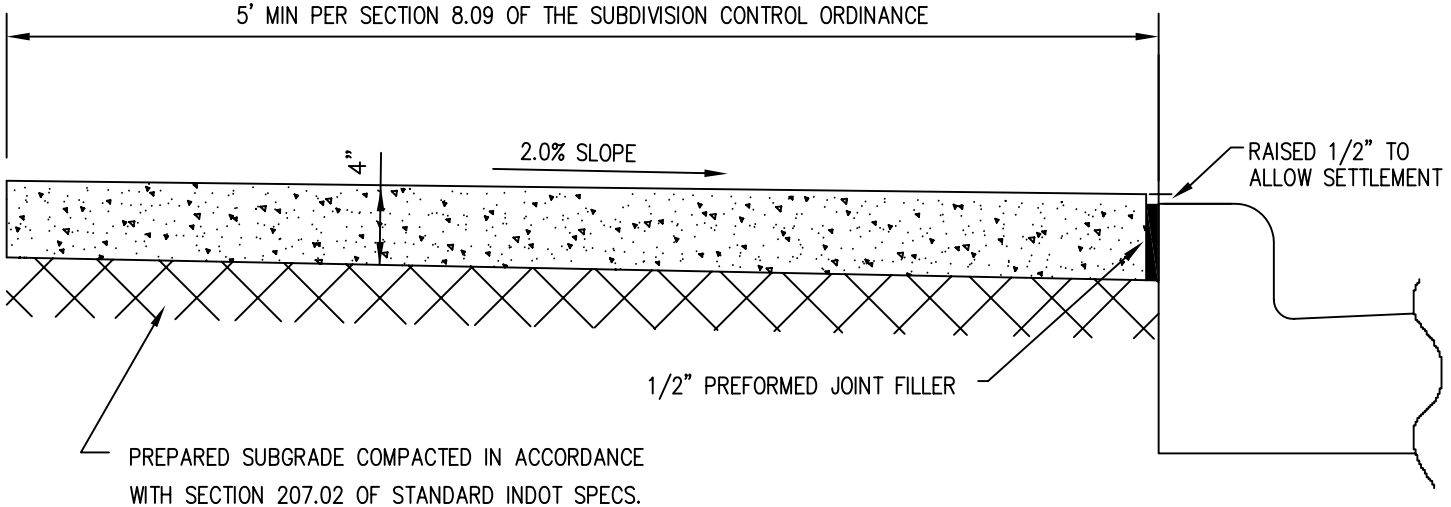
6" DEPTH OF CONCRETE TO BE USED ACROSS DRIVES

IF AGGREGATE IS REQUIRED #53 STONE WILL BE USED AT A MINIMUM OF 4"

CITY OF CARMEL STANDARDS

SIDEWALK ADJACENT TO CURB

STANDARD DRAWING 10-15



SIDEWALK ADJACENT TO CURB

NO SCALE

NOTES: BROOM FINISH AND EDGED

CLASS 'A' CONCRETE

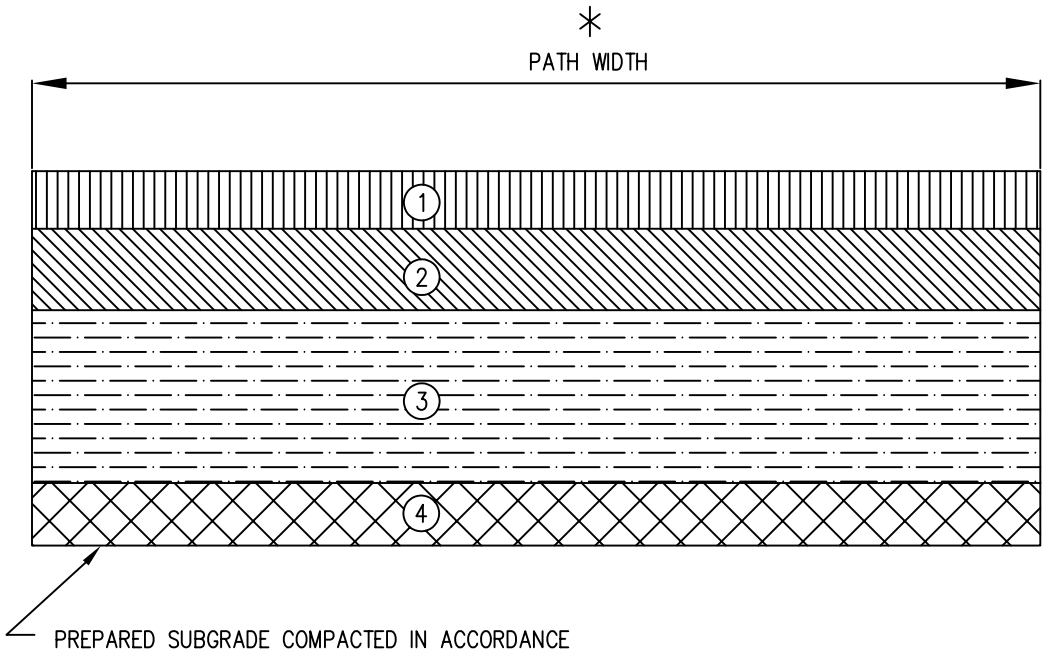
6" DEPTH OF CONCRETE TO BE USED ACROSS DRIVES

IF AGGREGATE IS REQUIRED #53 STONE WILL BE USED AT A MINIMUM OF 4"

CITY OF CARMEL STANDARDS

BITUMINOUS RECREATIONAL PATH

STANDARD DRAWING 10-16



BITUMINOUS RECREATIONAL PATH

NO SCALE

(1) 1" – 110#/SYD. HMA BITUMINOUS SURFACE 9.5 mm ON

(2) 3" – 330#/SYD. HMA BITUMINOUS INTERMEDIATE 19.0 mm ON

(3) 5" COMPACTED AGGREGATE #53 STONE ON

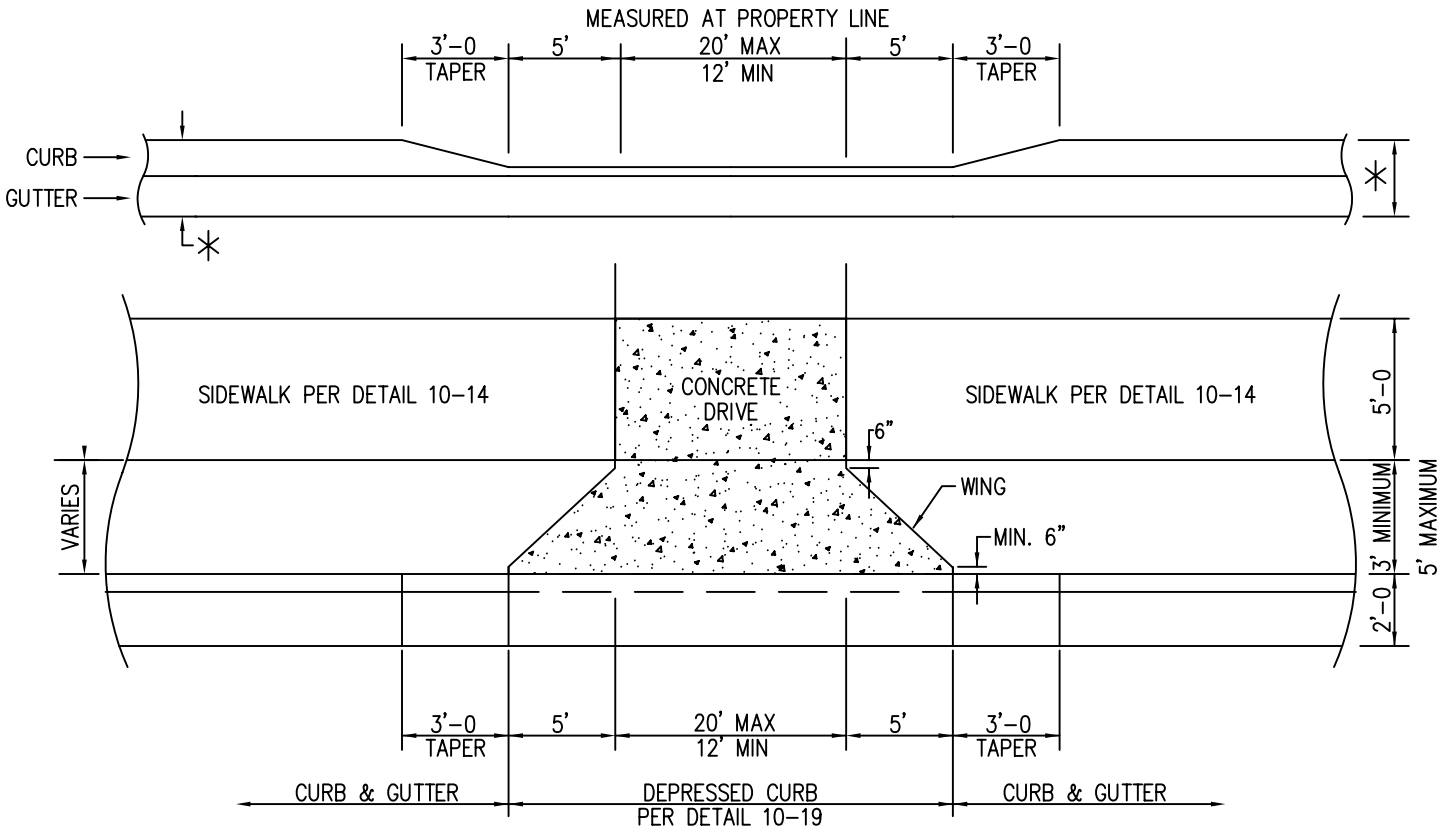
(4) COMPACTED SUBGRADE

✳ WIDTH OF RECREATIONAL ASPHALT PATH AS DESIGNATED BY CARMEL ALTERNATIVE TRANSPORTION PLAN

CITY OF CARMEL STANDARDS

RESIDENTIAL DRIVEWAY DEPRESSED CURB

STANDARD DRAWING 10-17



FOR ALL APPLICATIONS EXCEPT ROLL CURB

RESIDENTIAL DRIVEWAYS

NO SCALE

NOTES:

* FOR LOCAL ROADS FACE OF CURB IS TO BE 6 3/4", BACK OF CURB 12 3/4"
  ALL OTHER ROADS FACE OF CURB IS TO BE 7 1/2", BACK OF CURB 13 1/2"

ANY EXISTING CURB, SHALL BE SAWCUT AT THE NEAREST JOINT TO THE REMOVAL LIMITS AND THE EXISTING CURB REMOVED.

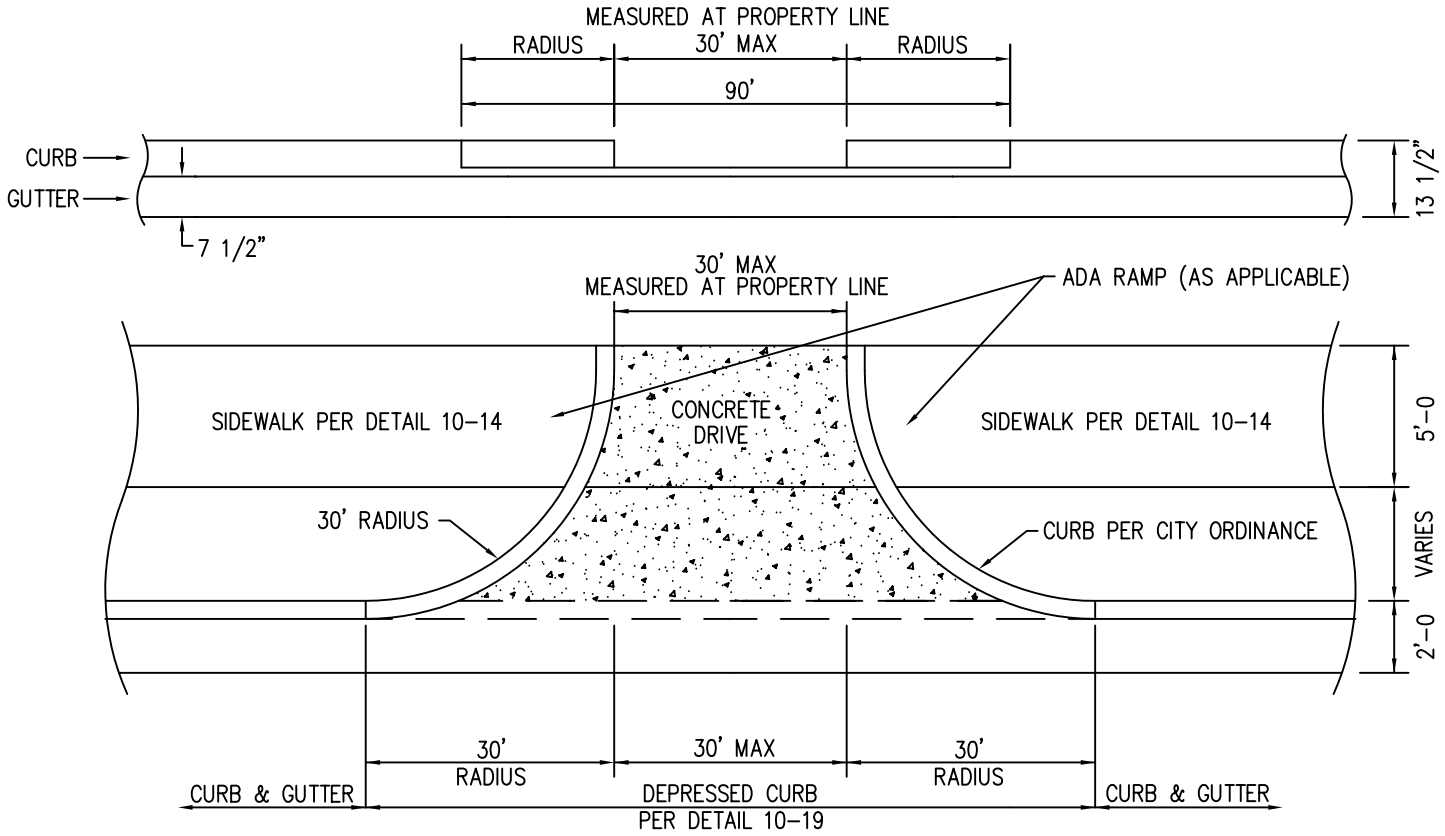
CONCRETE DRIVE AND/OR SIDEWALK ACROSS DRIVE SHALL BE A MINIMUM OF 6" PLAIN CONCRETE.

WINGS SHALL BE SIZED AS NOTED REGARDLESS OF EXISTENCE OR LOCATION OF SIDEWALK

CITY OF CARMEL STANDARDS

COMMERCIAL DRIVEWAY DEPRESSED CURB

STANDARD DRAWING 10-18



COMMERCIAL DRIVEWAYS

NO SCALE

NOTES:

USE FOR DRIVES WITH ALL CURB TYPES EXCEPT ROLL CURB

CONCRETE DRIVE AND/OR SIDEWALK ACROSS DRIVE SHALL BE MINIMUM OF 8" AND REINFORCED AS NEEDED BASED ON TRAFFIC EXPECTED TO ACCESS SITE.

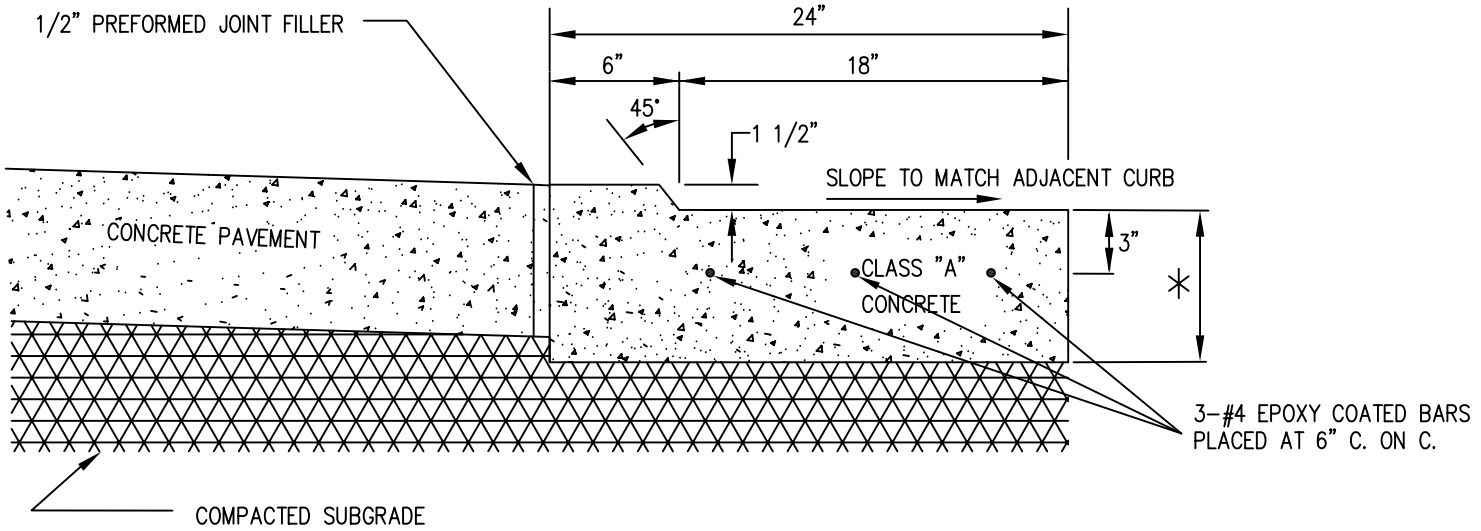
ANY EXISTING CURB, SHALL BE SAWCUT AT THE NEAREST JOINT TO THE REMOVAL LIMITS AND THE EXISTING CURB REMOVED.

PROVIDE 30' RADIUS REGARDLESS OF SIDEWALK/PATH LOCATION.

CONCRETE DRIVE WITH DEPRESSED CURB AND GUTTER

CITY OF CARMEL STANDARDS

STANDARD DRAWING 10-19



CONCRETE DRIVE WITH COMBINED DEPRESSED CURB AND GUTTER

NO SCALE

NOTES:

CURING COMPOUND SHALL BE PLACED ON ALL EXPOSED SURFACES, INCLUDING SIDES, WHEN FORMS ARE REMOVED.

FACES MAY BE BATTERED TO FACILITATE SLIP FORMING.

DAMPEN SUBGRADE PRIOR TO PLACING CONCRETE.

CONTROL JOINTS EVERY 5' MAXIMUM ON RADII OTHERWISE EVERY 10' MAXIMUM WITH PREFORMED EXPANSION JOINT EVERY 50'

USE 6" MINIMUM THICKNESS CONCRETE FOR RESIDENTUAL DRIVES

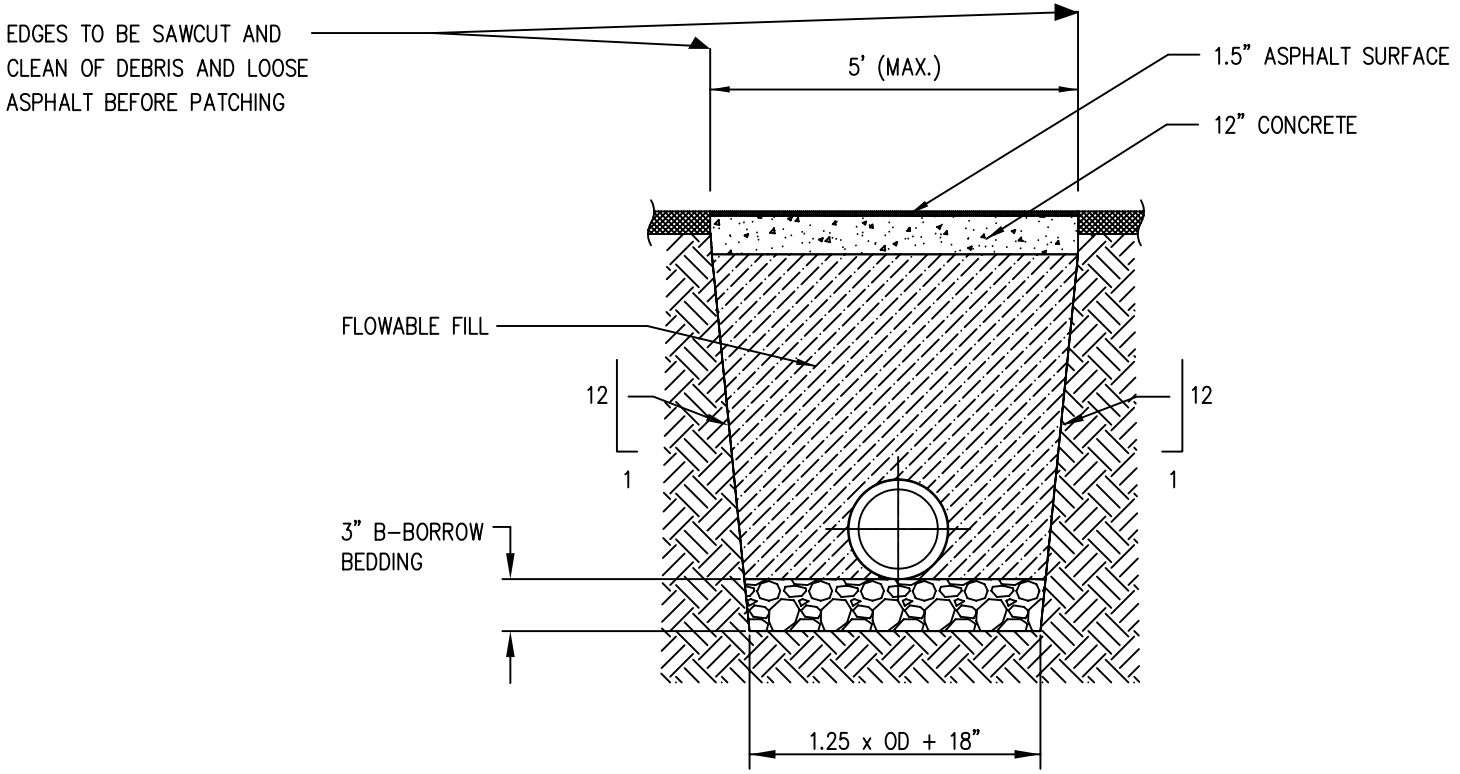
USE 8" MINIMUM THICK CONCRETE FOR COMMERCIAL DRIVES

* FOR LOCAL ROADS FACE OF CURB IS TO BE 6 3/4", BACK OF CURB 12 3/4"
ALL OTHER ROADS FACE OF CURB IS TO BE 7 1/2", BACK OF CURB 13 1/2"

CITY OF CARMEL STANDARDS

STREET CUT REPAIR DETAIL

STANDARD DRAWING 10-20



STREET CUT REPAIR DETAIL

NO SCALE

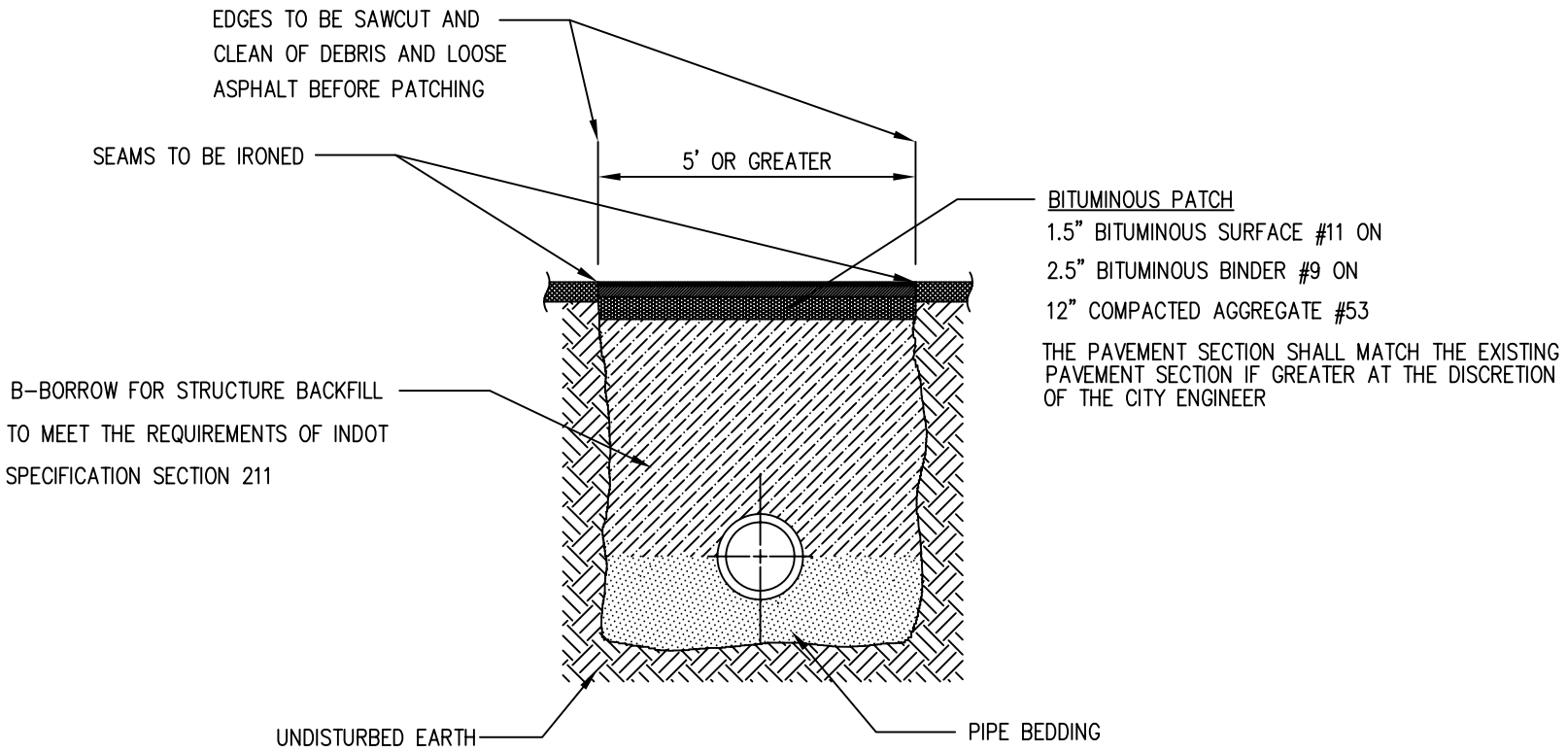
NOTES:

1. TRENCH SPOIL IS TO BE REMOVED FROM WORK SITE AND DISPOSED OF OUT OF THE RIGHT-OF-WAY
2. FLOWABLE FILL IS TO SERVE AS BACKFILL TO THE DIMENSION LISTED IN THIS DETAIL
3. THE EXISTING PAVEMENT IS TO BE TACK COATED PRIOR TO THE LAYING OF NEW ASPHALT. TACK COAT IS TO BE APPLIED AS SPECIFIED IN THE LATEST STANDARD OF INDOT SPECIFICATIONS, SECTION 902
4. THE NEW SURFACE IS TO BE SLOPED AT THE SAME RATE AS THE EXISTING SURFACE
5. FLOWABLE FILL SHALL CONFORM TO INDOT SPECIFICATION SECTION 213
6. IF PIPE IS PLASTIC OR HDPE: HAUNCHING AND INITIAL BACKFILL SHALL BE PER MANUFACTURER'S RECOMMENDATIONS (TYP. #8 STONE TO 12" ABOVE TOP OF PIPE). FINAL BACKFILL SHALL BE FLOWABLE FILL UP TO 12" CONCRETE CAP.

CITY OF CARMEL STANDARDS

BITUMINOUS PATCH DETAIL

STANDARD DRAWING 10-21



BITUMINOUS PATCH DETAIL

NO SCALE

TO ONLY BE USED AS DIRECTED BY THE CITY ENGINEER

NOTES:

TRUCK APRON JOINTS SHALL BE RADIAL TO THE CENTER POINT OF THE ROUNDABOUT IN A 24" GRID PATTERN

TRUCK APRON TO BE 7" OF CLASS 'A' CONCRETE ON MINIMUM OF 5" #53 STONE

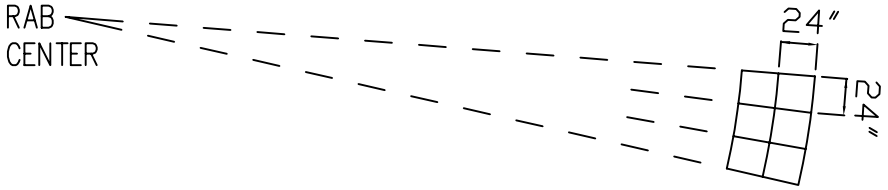
RAMP JOINTS TO BE 1' X 1' SQUARES TOOLED PARALLEL TO ROAD

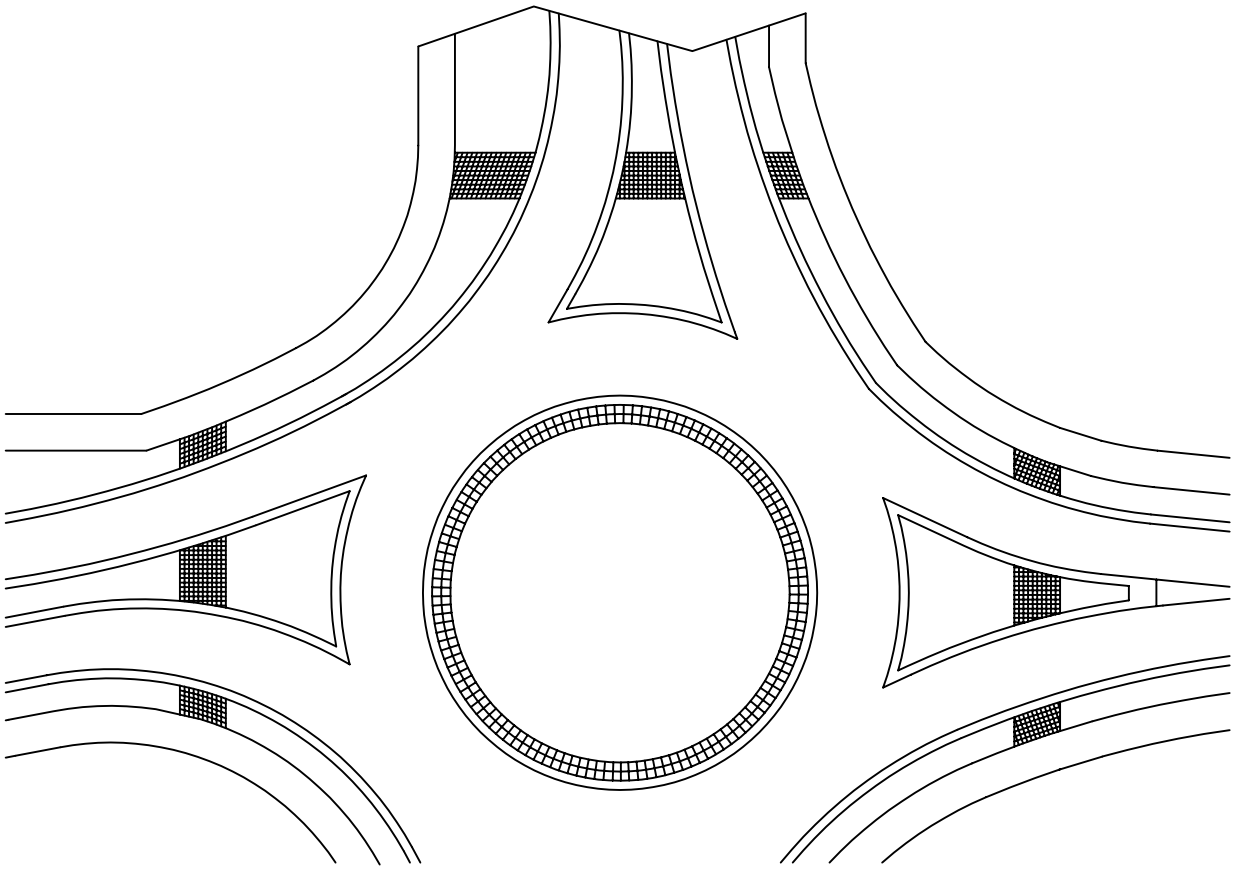
RAMPS TO BE 6" OF CLASS 'A' CONCRETE ON MINIMUM OF 5" #53 STONE

CONCRETE TO BE BROOM FINISHED PERPENDICULAR TO ROAD

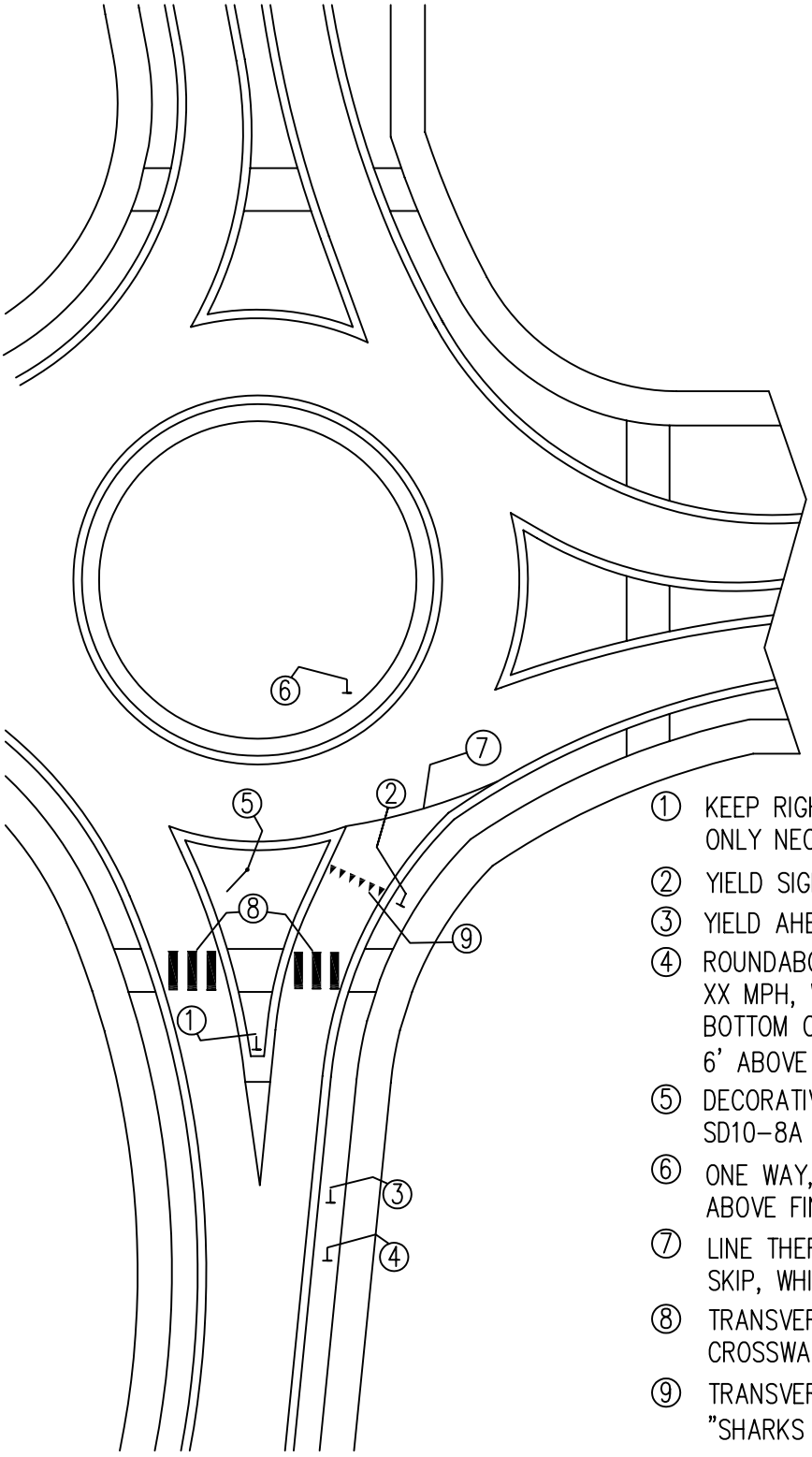
TO BE IMPLEMENTED AS DIRECTED BY CITY ENGINEER.

TRUCK APRON RADIAL JOINT DETAIL





CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-22A
COLORED CONCRETE PATTERN DETAIL	



① KEEP RIGHT, R4-7
ONLY NECESSARY AT SPLITTER ISLANDS

② YIELD SIGN, R1-2

③ YIELD AHEAD SIGN, W3-2A

④ ROUNDABOUT SYMBOL, W2-6
XX MPH, W13-1
BOTTOM OF LOWEST SIGN TO BE MIN. 6' ABOVE FINISH GRADE.

⑤ DECORATIVE STREET NAME SIGN PER SD10-8A & B.

⑥ ONE WAY, R6-1R BOTTOM OF SIGN 4' ABOVE FINISH GRADE

⑦ LINE THERMOPLASTIC, 2' DASH, 2' SKIP, WHITE, 8 INCH

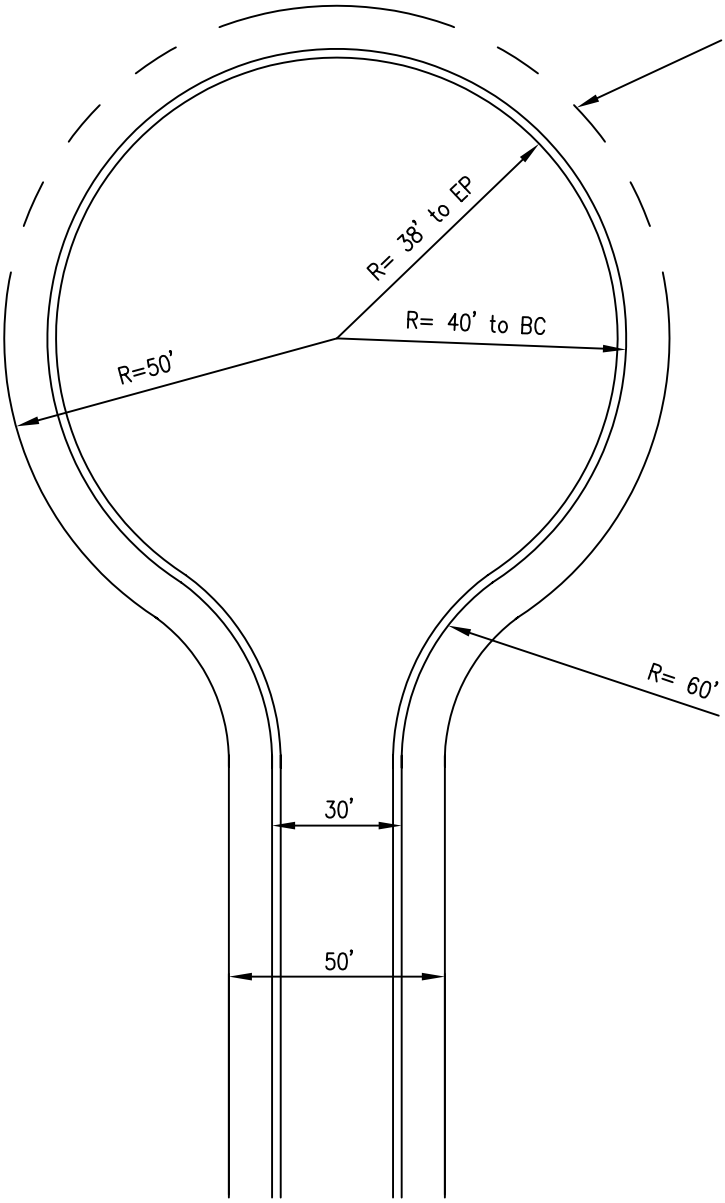
⑧ TRANSVERSE MARKING, THERMOPLASTIC, CROSSWALK, WHITE, 24 INCH

⑨ TRANSVERSE MARKING, THERMOPLASTIC, "SHARKS TEETH", YIELD LINE, WHITE

CITY OF CARMEL STANDARDS

STANDARD DRAWING 10-22B

ROUNDABOUT SIGNAGE DETAIL



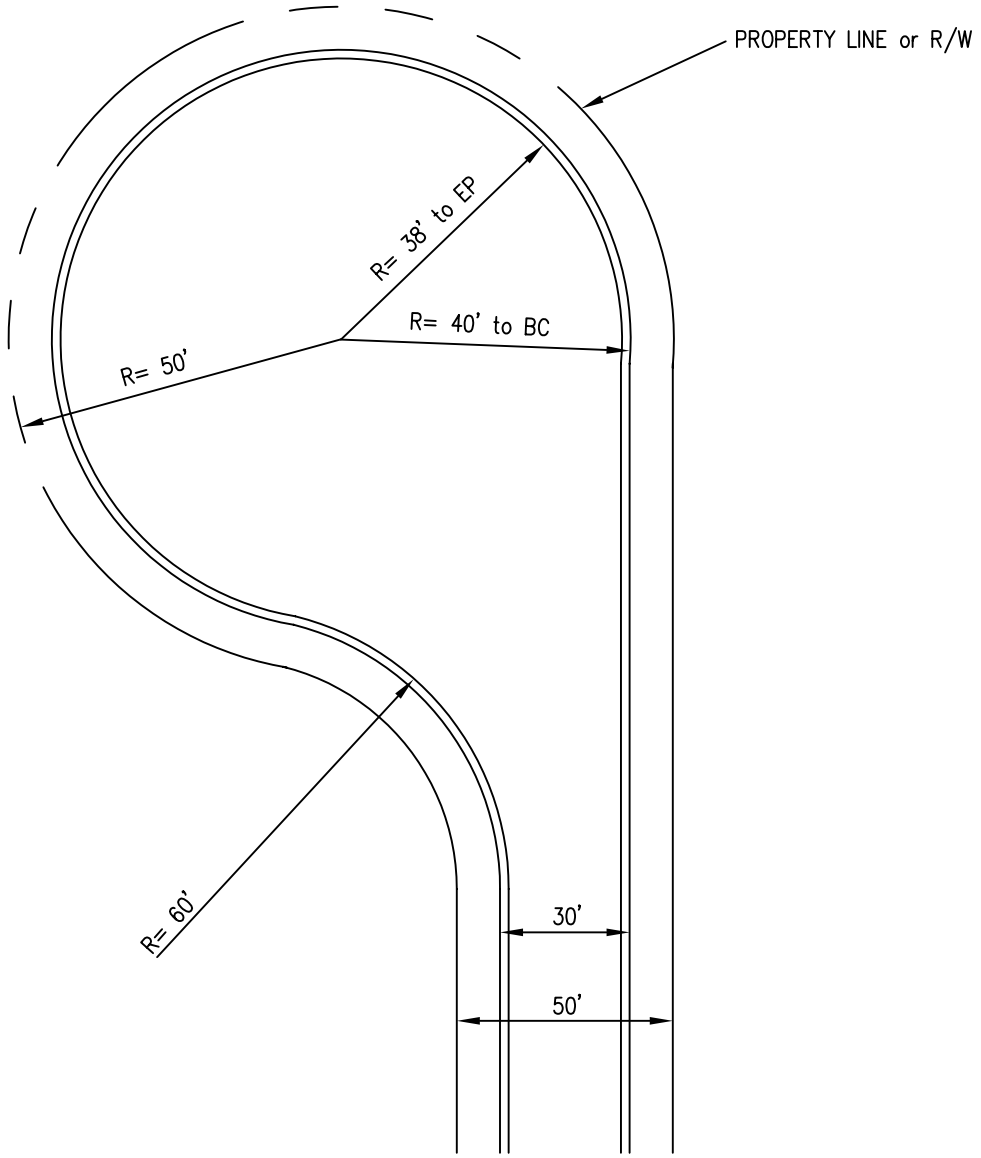
SUBDIVISION CUL-DE-SAC

NO SCALE

NOTES:

1. ELEVATIONS PROVIDED SHALL BE PROPOSED FLOW LINE OF GUTTER
2. ONE DETAIL SHALL BE PROVIDED FOR EACH CUL-DE-SAC AND INCLUDED IN THE CONSTRUCTION DRAWINGS
3. SCALE SHALL BE 1"= 40' OR LARGER
4. CENTER OF CUL-DE-SAC TO CENTERLINE OF INTERSECTING STREET SHALL NOT EXCEED 600'

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-23
SUBDIVISION CUL-DE-SAC 'A'	



SUBDIVISION CUL-DE-SAC

NO SCALE

NOTES:

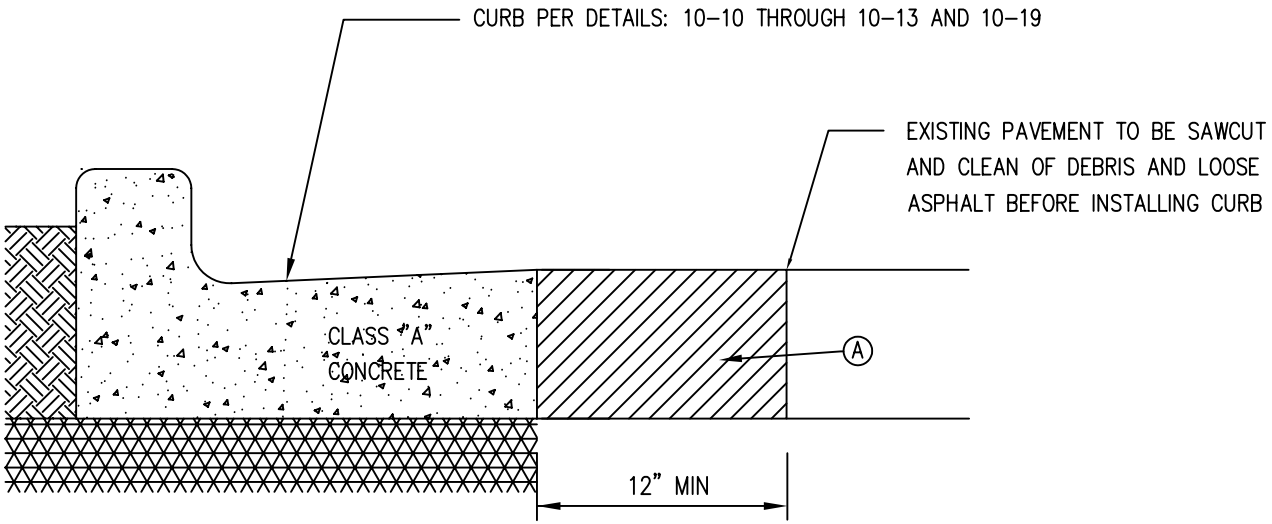
1. ELEVATIONS PROVIDED SHALL BE PROPOSED FLOW LINE OF GUTTER
2. ONE DETAIL SHALL BE PROVIDED FOR EACH CUL-DE-SAC AND INCLUDED IN THE CONSTRUCTION DRAWINGS
3. SCALE SHALL BE 1"= 40' OR LARGER
4. CENTER OF CUL-DE-SAC TO CENTERLINE OF INTERSECTING STREET SHALL NOT EXCEED 600'

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-24
SUBDIVISION CUL-DE-SAC 'B'	

CITY OF CARMEL STANDARDS

INSTALL CURB ADJACENT TO EXISTING PAVEMENT

STANDARD DRAWING 10-25



INSTALLING CURB ADJACENT TO EXISTING PAVEMENT

NO SCALE

NOTES:

INTEGRAL CURB WITH CONCRETE PAVEMENT SHALL BE SIMILAR SHAPE

CURE ALL EXPOSED SURFACES

CONTRACTION JOINTS SHALL BE TOOLED OR SAWN IN CONTINUOUSLY POURED CURBS TO A MINIMUM DEPTH OF 1/2"

DAMPEN SUBGRADE BEFORE PLACING CONCRETE

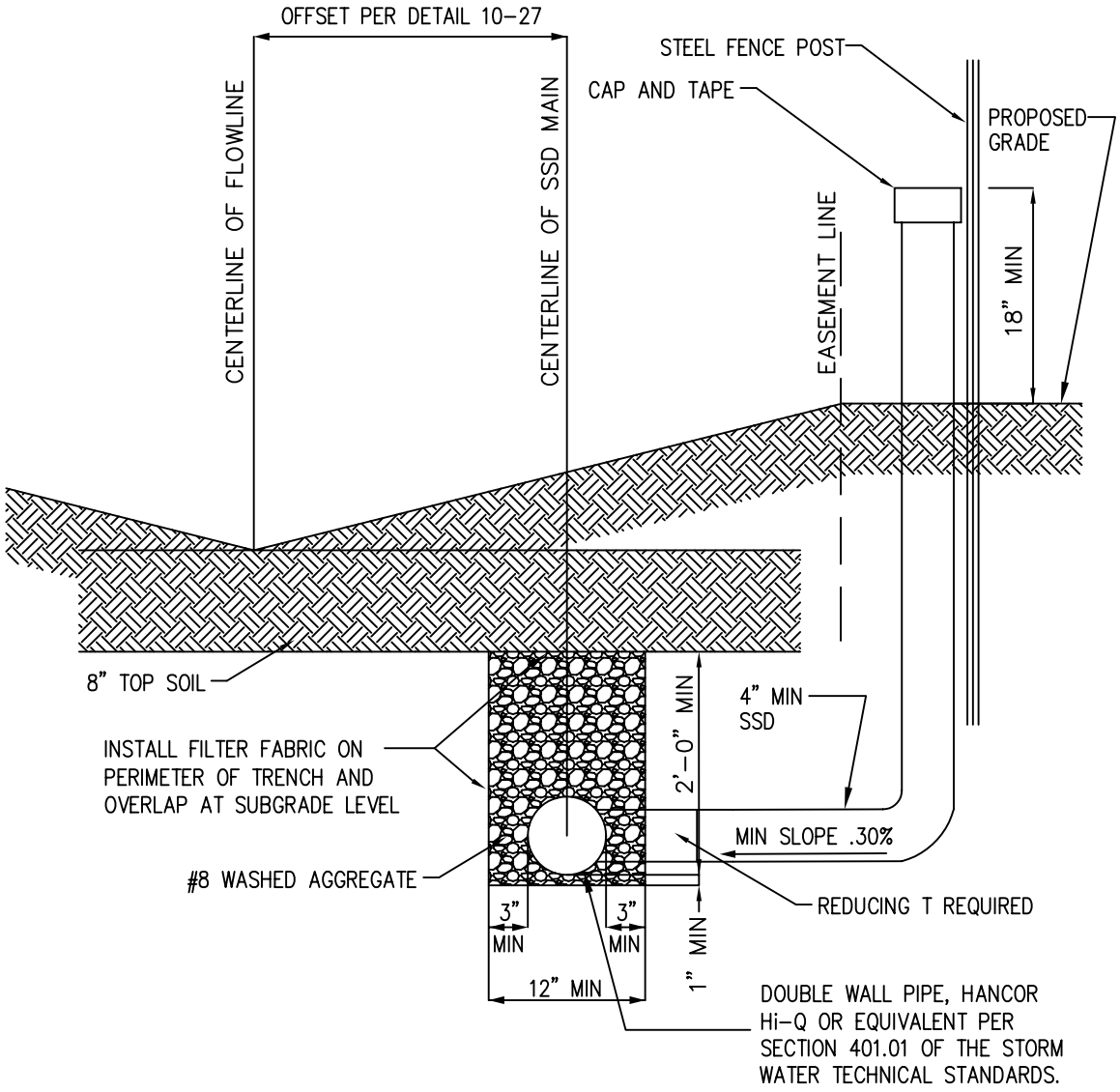
CONTROL JOINTS EVERY 5' MAXIMUM ON RADII OTHERWISE EVERY 10' MAXIMUM. PREFORMED EXPANSION JOINTS EVERY 50' MAXIMUM

NO BACKFILLING OR COMPACTION MAY OCCUR 12' FROM CURB UNTIL 5 FULL DAYS HAVE PASSED AFTER PLACING CONCRETE

EXISTING UNDERDRAIN AND FILTER FABRIC AND STONE DRAINAGE ENVELOPE SHALL BE PRESERVED

(A) USE FLOWFILL AND CONCRETE CAP TO INSTALL ASPHALT PER STREET CUT DETAIL 10-20

SHALL CONFORM TO CITY'S CONCRETE CURB POLICY IN ALL RESPECTS.



SSD LATERAL TO INDIVIDUAL LOTS IN REAR YARD

NO SCALE

NOTES:

PIPE SHALL CONFORM TO SPEC REQUIREMENTS OF SECTION 907 OF STANDARD SPECIFICATION

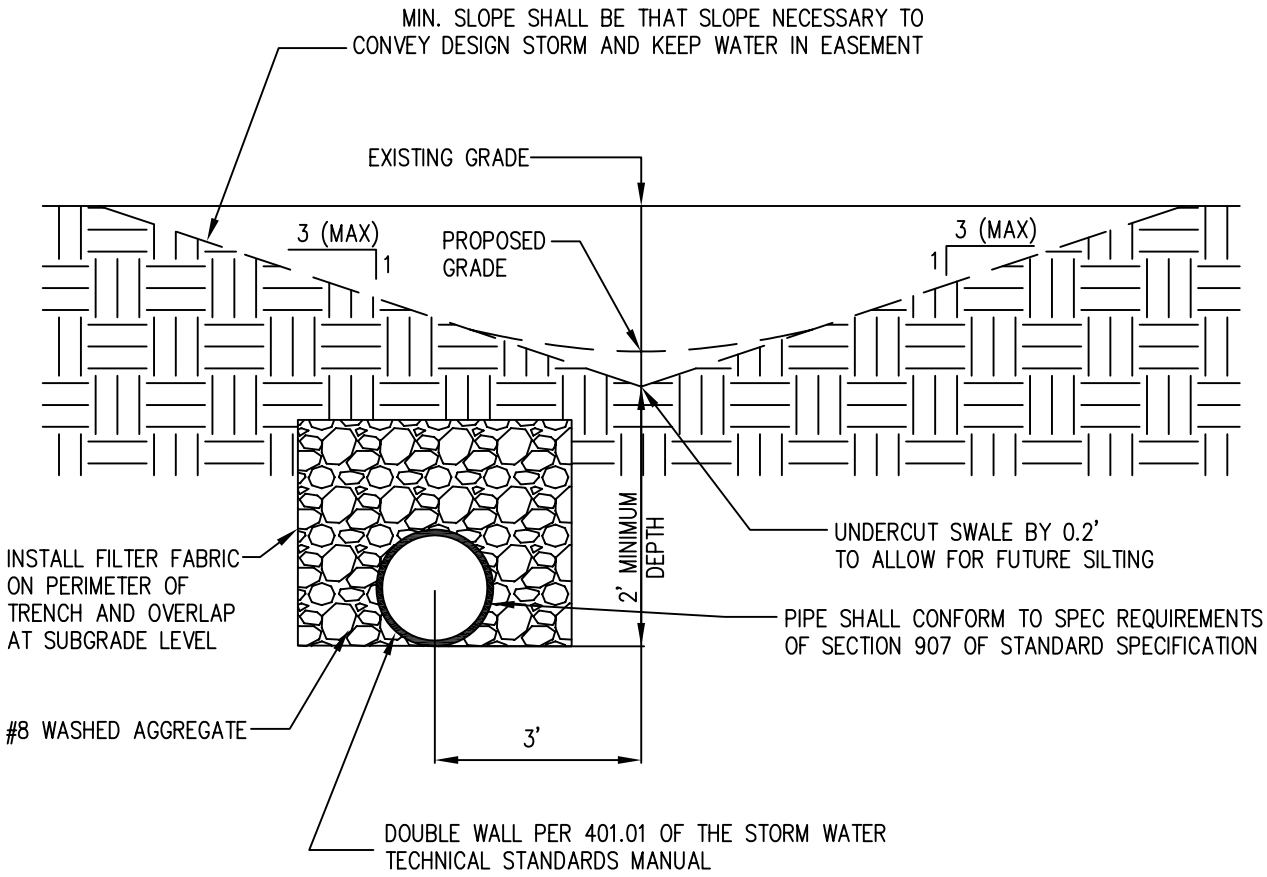
TEMPORARY EXTENSION ABOVE GROUND TO BE REMOVED UPON CONNECTION TO HOUSE

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-26
TYPICAL SSD LATERAL TO INDIVIDUAL LOTS IN REAR YARD	

CITY OF CARMEL STANDARDS

TYPICAL SWALE DETAILS

STANDARD DRAWING 10-27

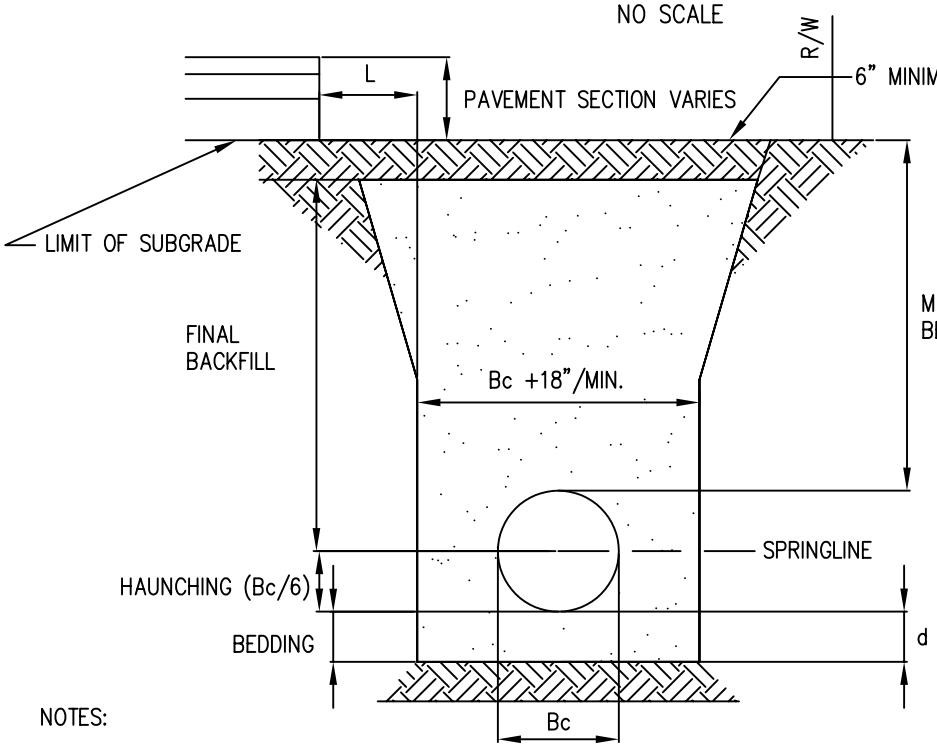


TYPICAL SWALE DETAIL (LESS THAN 1% MINIMUN SLOPE)

NO SCALE

TRENCH DETAIL FOR CITY STORM SEWERS

NO SCALE



LEGEND

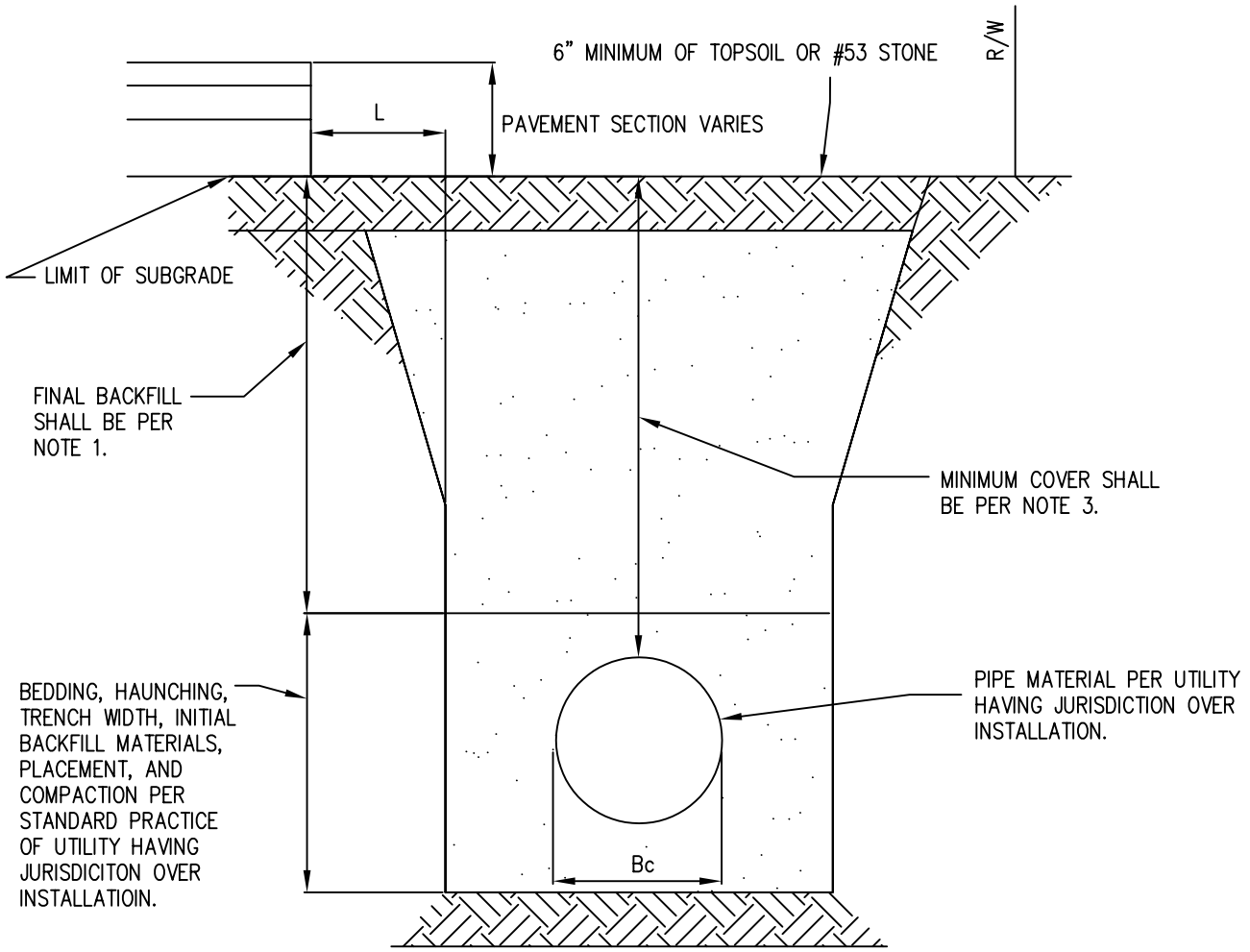
Bc = OUTSIDE DIAMETER
D = INSIDE DIAMETER
d = DEPTH OF BEDDING MATERIAL BELOW PIPE

DEPTH OF BEDDING MATERIAL BELOW PIPE	
D	d MIN
60" & SMALLER	4"
66" & LARGER	6"

NOTES:

1. BEDDING AND HAUNCHING FOR ALL RCP INSTALLATIONS SHALL BE #8 STONE MEETING THE MATERIAL REQUIREMENTS OF THE INDOT. BEDDING SHALL BE PLACED IN THE TRENCH BOTTOM SUCH THAT AFTER THE PIPE IS INSTALLED TO GRADE AND LINE, THERE REMAINS A 4" MINIMUM DEPTH OF MATERIAL BELOW THE PIPE BARREL AND A MINIMUM OF 3" BELOW THE BELL. FOR PIPE SIZES 66" AND LARGER, THE MINIMUM DEPTH OF MATERIAL BELOW THE PIPE BAREL SHALL BE 6". BEDDING SHALL BE PLACED TO BE UNIFORM AS POSSIBLE, BUT SHALL BE LOOSELY PLACED UNCOMPACTED MATERIAL UNDER THE MIDDLE THIRD OF THE PIPE PRIOR TO PLACEMENT OF THE PIPE. IF THE UNDERLYING SOILS OF THE TRENCH BOTTOM ARE SOFT OR YIELDING, THE SOIL SHALL BE UNDERCUT TO SUCH A DEPTH THAT WHEN REPAIRED WITH #2 STONE IT WILL PRODUCE A UNIFORM AND STABLE FOUNDATION ALONG THE ENTIRE LENGTH OF THE PIPE. HAUNCHING AND INITAIL BACKFILL SHALL BE COMPACTED IN 8" MAXIMUM LIFTS TO NOT LESS THAN 90% STANDARD PROCTOR DENSITY FOR THE ENTIRE DEPTH OF THE MATERIAL PLACED. THE BACKFILL SHALL BE BROUGHT UP EVENLY ON BOTH SIDES OF THE PIPE FOR THE FULL LENGTH OF THE PIPE. HAUNCHING SHALL EXTEND TO THE SPRINGLINE OF THE PIPE. MINIMUM TRENCH WIDTH SHALL BE THE OUTSIDE DIAMETER OF THE PIPE PLUS 18".
2. FINAL BACKFILL FOR ALL RCP INSTALLATIONS WHERE "L" IS 5' OR LESS SHALL BE B-BORROW FOR STRUCTURE BACKFILL MEETING THE MATERIAL REQUIREMENTS OF THE INDOT AND SHALL BE COMPACTED IN 6" MAXIMUM LIFTS TO NOT LESS THAN 95% STANDARD PROCTOR DENSITY FOR THE ENTIRE DEPTH OF THE MATERIAL PLACED. THE BACKFILL FOR THE TOP 6" OF THE EXCAVATION BELOW THE LIMIT OF SUBGRADE SHALL BE #53 STONE MEETING THE MATERIAL REQUIREMENTS OF THE INDOT AND SHALL BE COMPACTED TO NOT LESS THAN 95% STANDARD PROCTOR DENSITY. FINAL BACKFILL FOR ALL RCP INSTALLATIONS WHERE "L" IS GREATER THAN 5' SHALL BE CLEAN FILL MATERIAL FREE OF ROCKS LARGER THAN 6" IN DIAMATER, FROZEN LUMPS OF SOIL, WOOD OR OTHER EXTRANEOUS MATERIAL, COMPACTED IN 12" MAXIMUM LIFTS TO NOT LESS THAN 90% STANDARD PROCTOR DENSITY FOR THE ENTIRE DEPTH OF THE EXCAVATION.
3. FOR INSTALLATION OF STORM MAINS, WATERMAINS, SANITARY MAINS, WATER SERVICE LATERALS, AND SANITARY SERVICE LATERALS UNDER CITY STREETS, REGARDLESS OF THE JURISDICITON OF THE UTILITY, THE MINIMUM COVER FROM THE TOP OF THE INSTALLED PAVEMENT TO THE TOP OF THE INSTALLED PIPE SHALL BE THE PAVEMENT SECTION THICKNESS (ALL BITUMINOUS AND AGGREGATE MATERIAL ABOVE THE LIMIT OF SUBGRADE) PLUS 1'-0". IF THE STANDARD PRACTICE OF THE UTILITY THAT HAS JURISDICTION OVER THE INSTALLATION HAS A MORE STRINGENT COVER REQUIREMENT, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
4. IF EXISTING SUBGRADE HAS BEEN LIME STABILIZED, BACKFILL WITH B-BORROW TO BOTTOM OF EXISTING SUBGRADE AND FILL TO THE LIMIT OF EXISTING SUBGRADE WITH LIME STABALIZED SOIL
5. THESE STANDARDS SHALL APPLY FOR STORM SEWERS INSTALLED WITHIN EXISTING AND PROPOSED CITY R/W AND FOR STORM SEWERS THAT SHALL BE MAINTAINED BY THE CITY, REGARDLESS OF STORM SEWER JURISDICTION.
6. ALL STORM PIPE WITHIN EXISTING OR PROPOSED CITY R/W SHALL BE REINFORCED CONCRETE PIPE REGARDLESS OF JURISDICTION OVER STORM PIPES.

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-28
TRENCH DETAIL FOR CITY STORM SEWERS	



WATER & SEWER MAIN AND LATERAL TRENCH DETAIL FOR UTILITY INSTALLATIONS WITHIN CITY R/W

NO SCALE

NOTES:

1. FINAL BACKFILL FOR UTILITY INSTALLATIONS WHERE "L" IS 5' OR LESS SHALL BE B-BORROW FOR STRUCTURE BACKFILL MEETING THE MATERIAL REQUIREMENTS OF THE INDOT AND SHALL BE COMPACTED IN 6" MAXIMUM LIFTS TO NOT LESS THAN 95% STANDARD PROCTOR DENSITY FOR THE ENTIRE DEPTH OF THE MATERIAL PLACED. THE BACKFILL FOR THE TOP 6" OF THE EXCAVATION BELOW THE LIMIT OF SUBGRADE SHALL BE #53 STONE MEETING THE MATERIAL REQUIREMENTS OF THE INDOT AND SHALL BE COMPACTED TO NOT LESS THAN 95% STANDARD PROCTOR DENSITY FOR THE ENTIRE DEPTH OF THE MATERIAL PLACED. IF THE STANDARD PRACTICE OF THE UTILITY THAT HAS JURISDICTION OVER THE INSTALLATION HAS A MORE STRINGENT FINAL BACKFILL REQUIREMENT, THE MORE STRINGENT REQUIREMENT WILL GOVERN.
2. THIS REQUIREMENT SHALL APPLY FOR ALL UTILITY INSTALLATIONS (INCLUDING BUT NOT LIMITED TO WATER MAINS, WATER SERVICE LATERALS, SANITARY MAINS, SANITARY SERVICE LATERALS, GAS PIPING, POWER, TELECOMM AND CATV CONDUITS OR DUCT BANK) WITHIN EXISTING AND PROPOSED CITY OF CARMEL R/W LIMITS.
3. FOR UTILITY INSTALLATIONS UNDER CITY STREETS, REGARDLESS OF THE JURISDICITON OF THE UTILITY, THE MINIMUM COVER FROM THE TOP OF THE INSTALLED PAVEMENT TO THE TOP OF THE INSTALLED PIPE CONDUIT OR DUCT BANK SHALL BE THE PAVEMENT SECTION THICKNESS (ALL BITUMINOUS AND AGGREGATE MATERIAL ABOVE THE SUBGRADE) PLUS 1'-0", BUT UNDER NO CIRCUMSTANCES SHALL THE COVER ALONG ANY PART OF THE PIPE CONDUIT OR DUCT BANK FROM THE FINAL PAVEMENT ELEVATION TO THE TOP OF THE PIPE BE LESS THAN 2.5 FEET. IF THE STANDARD PRACTICE OF THE UTILITY THAT HAS JURISDICTION OVER THE INSTALLATION HAS A MORESTRINGENT COVER REQUIREMENT, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
4. IF EXISTING SUBGRADE HAS BEEN LIME STABILIZED, BACKFILL WITH B-BORROW TO BOTTOM OF EXISTING SUBGRADE AND FILL TO THE LIMIT OF TREATED SUBGRADE WITH LIME STABALIZED SOIL

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-29
WATER & SEWER MAIN AND LATERAL TRENCH DETAIL FOR UTILITY INSTALLATIONS WITHIN CITY R/W	

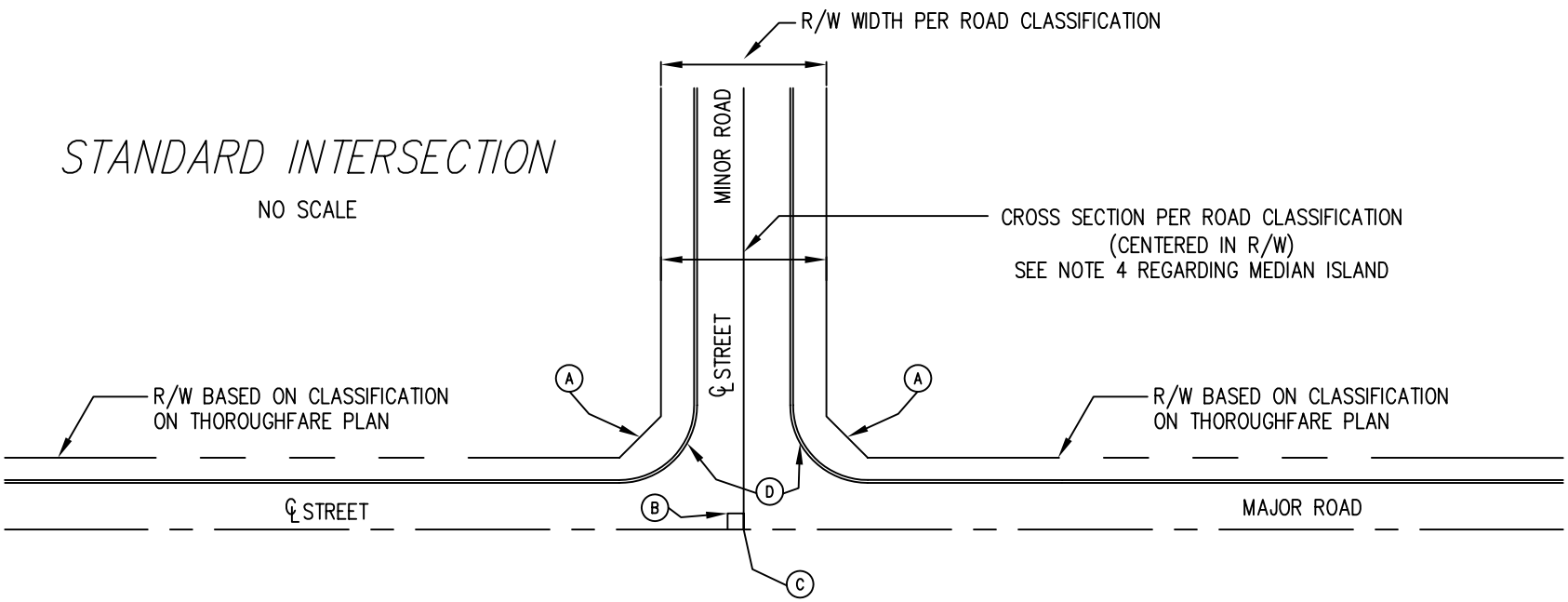
CITY OF CARMEL STANDARDS

STANDARD INTERSECTION

STANDARD DRAWING 10-30

STANDARD INTERSECTION

NO SCALE



NOTES:

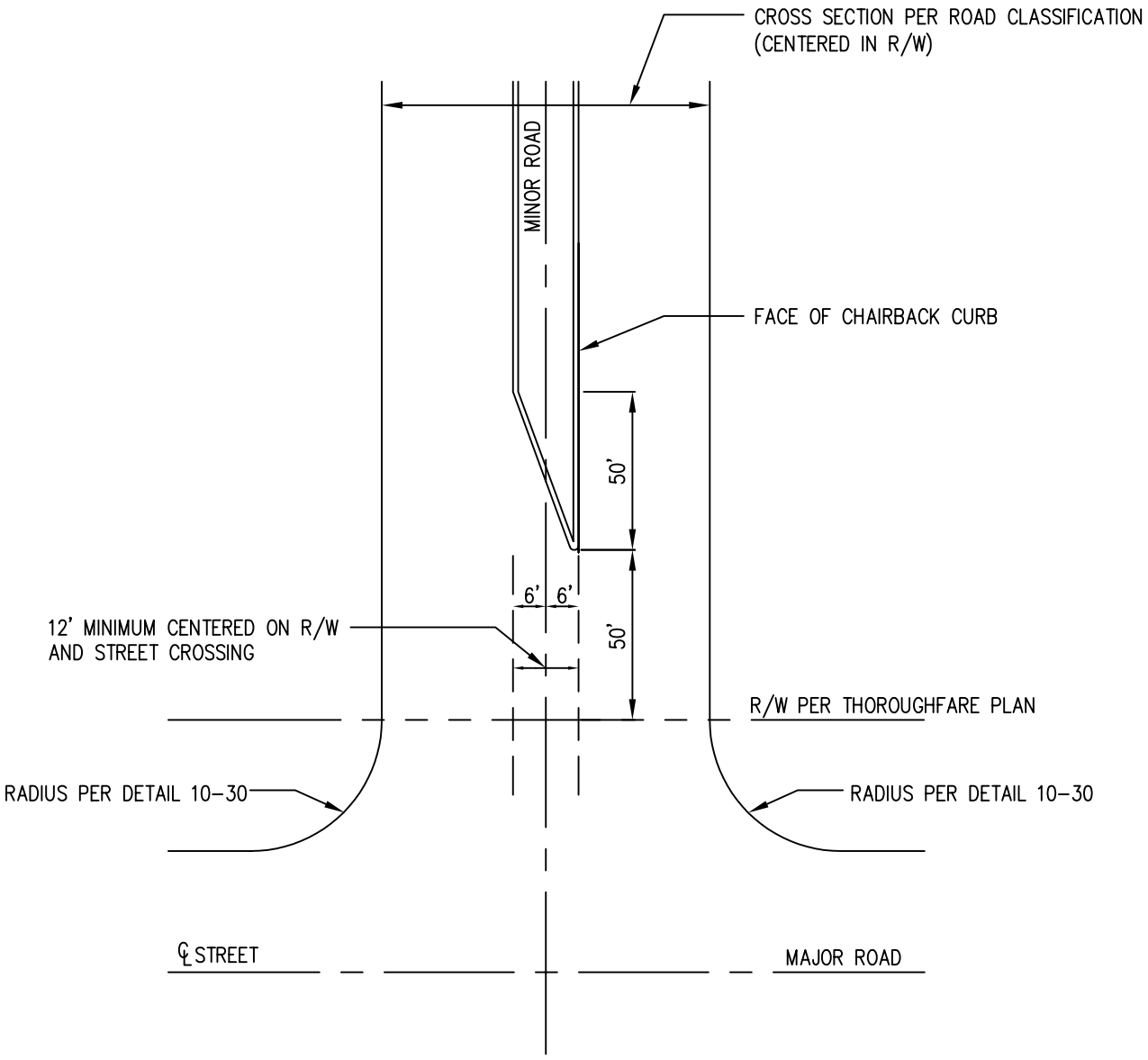
1. IF A ROUNDABOUT IS PLANNED AT INTERSECTION, ADEQUATE R/W SHALL BE PROVIDED AS REQUIRED BY THE DEPARTMENT OF ENGINEERING
2. AUXILIARY LANES SHALL BE PROVIDED AT INTERSECTION PER SECTION 6.03.22 OF THE SUBDIVISION CONTROL ORDINANCE. REFER TO DETAIL 10-32 FOR DIMENSIONS.
3. INTERSECTION OFFSET POINT SHALL BE LOCATED SUCH THAT THE OPPOSING LEFT TURN LANES ARE ALIGNED.
4. MEDIAN ISLAND WILL ONLY BE APPROVED IF STANDARD CROSS SECTION BASED ON CLASSIFICATION OF MINOR ROADWAY ALLOWS FOR A MEDIAN ISLAND. IF MEDIAN ISLAND IS ALLOWED AND WILL BE INSTALLED, REFER TO MEDIAN ISLAND AT SUBDIVISION OR COMMERCIAL AREA ENTRANCE DETAIL FOR ADDITIONAL REQUIREMENTS.

(A) 20' RADIUS INSCRIBED BY R/W LINES FOR LOCAL-LOCAL,
TRIANGULAR AREA WITH TWO 30' SIDES FOR LOCAL-COLLECTOR OR
TRIANGULAR AREA WITH TWO 50' SIDES FOR ARTERIAL/PARKWAY

(B) ANGLE OF INTERSECTION OF MINOR ROAD SHALL BE BETWEEN 75 AND 90 DEGREES PER SECTION 6.03.09 OF THE SUBDIVISION CONTROL ORDINANCE. JUSTIFICATION SHALL BE PROVIDED IF ANGLE IS NOT 90 DEGREES.

(C) INTERSECTION OFFSET POINT. FOR ACCESS FROM A MAJOR ROAD WHICH IS A COLLECTOR, PARKWAY OR ARTERIAL THIS POINT SHALL BE AT LEAST 500' FROM THE NEAREST MAJOR ROAD INTERSECTION WITH ANOTHER MAJOR OR MINOR ROAD. THIS POINT SHALL BE ALIGNED WITH AN EXISTING MINOR ROAD OR EXISTING ENTRANCE, COMMERCIAL ACCESS POINT WITHIN THE LIMITS OF THE FRONTAGE. IF ALIGNMENT IS NOT POSSIBLE, THE OFFSET DISTANCE BETWEEN THIS POINT AND SIMILAR POINT ON EXISTING ACCESS SHALL BE MAXIMIZED; BUT SHALL BE A MINIMUM OF 200' PROVIDED THAT THE 500' MINIMUM DISTANCE IS STILL SATISFIED. IF INTERSECTION IS WITHIN A LOCAL ROAD NETWORK AND ALIGNMENT WITH AN EXISTING COMMERCIAL ACCESS POINT OR MINOR ROAD IS NOT POSSIBLE, A MINIMUM 150' SEPERATION SHALL BE PROVIDED PER SECTION 6.03.01 OF THE SUBDIVISION CONTROL ORDINANCE.

(D) 20' LOCAL-LOCAL, 40' LOCAL-ALL OTHER



MEDIAN ISLAND AT LOCAL ROAD
INTERSECTION WITH MAJOR ROAD

NO SCALE

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-31
MEDIAN ISLAND AT SUBDIVISION OR COMMERCIAL ENTRANCE	

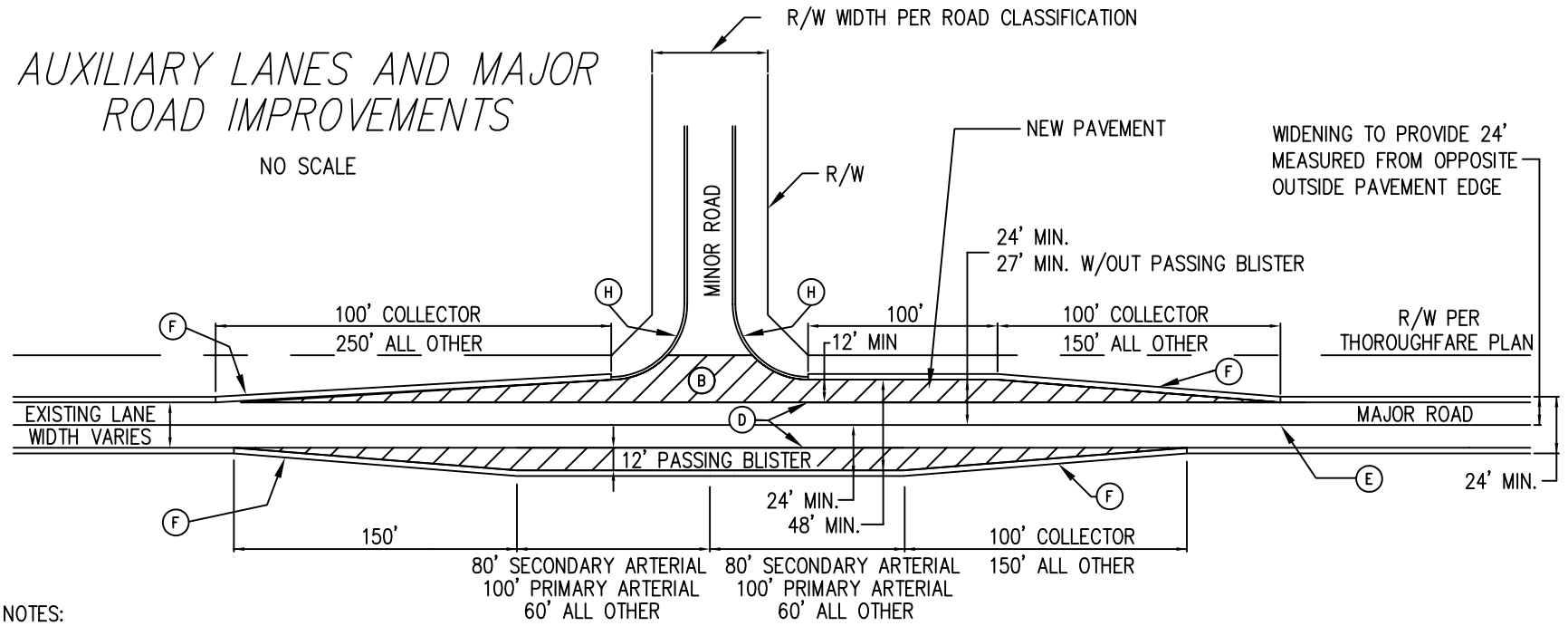
AUXILIARY LANES AND MAJOR ROAD IMPROVEMENTS

CITY OF CARMEL STANDARDS

STANDARD DRAWING 10-32

AUXILIARY LANES AND MAJOR ROAD IMPROVEMENTS

NO SCALE



NOTES:

1. CONSTRUCTION PLANS SHALL INCLUDE CENTERLINE PROFILE OF EXISTING ROAD BEING INTERSECTED BY THE ENTRANCE. THE PROFILE SHALL EXTEND A MINIMUM OF 500' EACH DIRECTION FROM ENTRANCE CENTERLINE. LOCATION OF MINOR ROAD SHALL BE SUCH THAT SSD ON MAJOR ROAD IS PROVIDED PER SECTION 6.03.20(5) OF THE SUBDIVISION CONTROL ORDINANCE.
2. THE CITY ENGINEER, AT ITS DISCRETION, MAY REQUIRE THE CONNECTION OF AUXILIARY LANES BETWEEN DEVELOPMENTS, EVEN IF WORK EXCEEDS THAT REQUIRED ON THIS DETAIL
3. AUXILARY LANES (ACCELERATION TAPER, DECELARATION TAPER, DECELARATION LANE AND PASSING BLISTER) ARE REQUIRED AT ALL SUBDIVISION ENTRANCES WHERE R/W EXISTS PURSUANT TO SECTION 6.03.22 OF THE SUBDIVISION CONTROL ORDINANCE.
4. MILL THE FULL WIDTH OF THE EXISING PAVEMENT 1" AND RESURFACE WITH 1.5" H.A.C. #11. WORK SHALL EXTEND ACROSS ENTIRE FRONTAGE OF PROPERTY OR TO LIMITS OF AUXILIARY LANES, WHICHEVER IS GREATER.
5. IF THESE DIMENSIONS CONFLICT WITH THE DIMENSIONS PRESENTED IN SECTION 6.03.22 OF THE SUBDIVISION CONTROL ORDINANCE, THE REQUIREMENTS RESULTING IN LARGER DIMENSIONS SHALL APPLY.

(B) PAVEMENT SECTION PER DETAIL

(D) 4" THERMOPLASTIC SOLID WHITE

(E) 4" THERMOPLASTIC DOUBLE YELLOW FOR ENTIRE RESURFACING AREA

(F) 3', #73 GRAVEL SHOULDER, 6" DEPTH. SSD MEETING CITY OF CARMEL DETAIL 10-9 SHALL BE INSTALLED UNDER SHOULDER AND CONNECTED TO ON-SITE STORM SEWER SYSTEM.

(H) 40' MINIMUM RADIUS SHALL BE PROVIDED IRREGARDLESS OF MAJOR/MINOR ROAD CLASSIFICATION.

* WIDENING SHALL BE PROVIDED EVEN IF AUXILARY LANES ARE NOT REQUIRED.

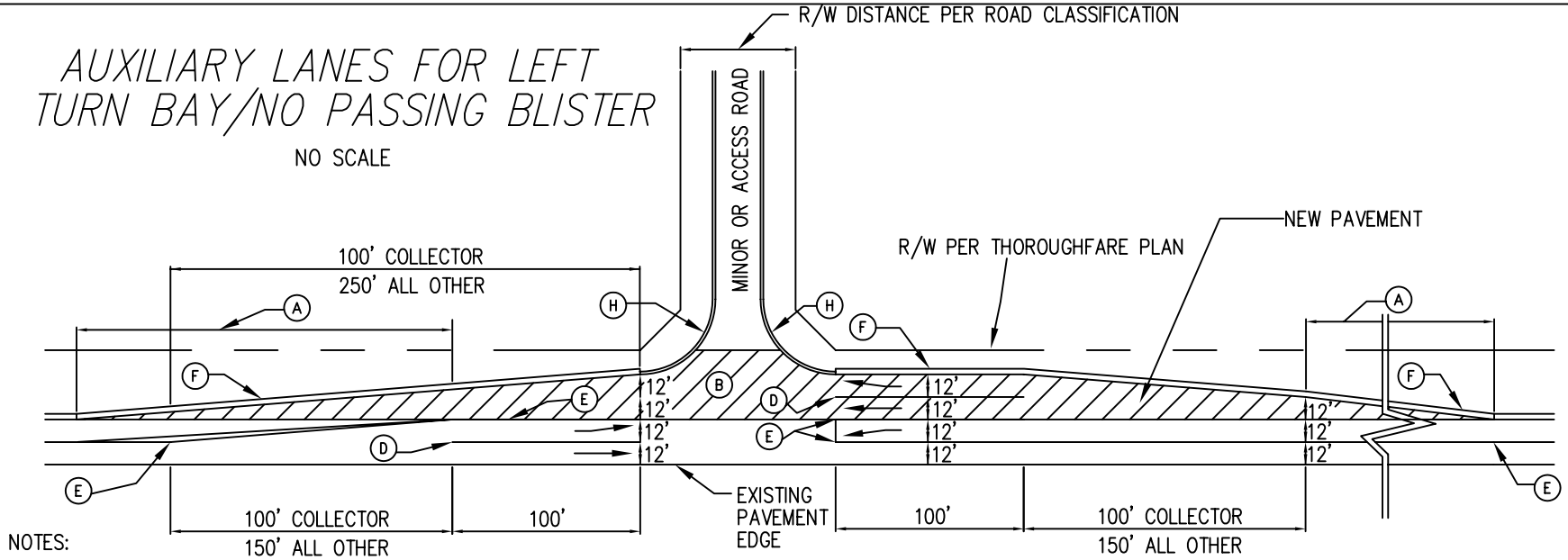
CITY OF CARMEL STANDARDS

AUXILIARY LANES FOR LEFT TURN BAY

STANDARD DRAWING 10-33

AUXILIARY LANES FOR LEFT TURN BAY/NO PASSING BLISTER

NO SCALE



NOTES:

1. CONSTRUCTION PLANS SHALL INCLUDE CENTERLINE PROFILE OF EXISTING ROAD BEING INTERSECTED BY THE ENTRANCE. THE PROFILE SHALL EXTEND A MINIMUM OF 500' EACH DIRECTION FROM ENTRANCE CENTERLINE. LOCATION OF MINOR ROAD SHALL BE SUCH THAT SSD ON MAJOR ROAD IS PROVIDED PER SECTION 6.03.20 (5) OF THE SUBDIVISION CONTROL ORDINANCE.
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3. AUXILARY LANES (ACCELERATION TAPER, DECELARATION TAPER, DECELARATION LANE AND PASSING BLISTER) ARE REQUIRED AT ALL SUBDIVISION ENTRANCES WHERE R/W EXISTS PURSUANT TO SECTION 6.03.22 OF THE SUBDIVISION CONTROL ORDINANCE.
4. MILL THE FULL WIDTH OF THE EXISING PAVEMENT 1" AND RESURFACE WITH 1.5" H.A.C. #11. WORK SHALL EXTEND ACROSS ENTIRE FRONTAGE OF PROPERTY OR TO LIMITS OF AUXILIARY LANES, WHICHEVER IS GREATER.
5. IF THESE DIMENSIONS CONFLICT WITH THE DIMENSIONS PRESENTED IN SECTION 6.03.22 OF THE SUBDIVISION CONTROL ORDINANCE, THE REQUIREMENTS RESULTING IN LARGER DIMENSIONS SHALL APPLY.
6. MILL EXISING PAVEMENT 1" AND RESURFACE WITH 1.5" H.A.C. #11. WORK SHALL EXTEND ACROSS ENTIRE FRONTAGE OF PROPERTY OR TO LIMITS OF AUXILIARY LANES, WHICHEVER IS GREATER.

(A) L=WS, 45 MPH AND GREATER
L=WSS/60, 40 MPH AND LESS, BUT 200' MINIMUM RURAL, 100' URBAN

(B) FULL DEPTH PAVEMENT MEETING DEPARTMENT OF ENGINEERING REQUESTED SECTION OR MATCH EXISTING PAVEMENT

(D) 4" THERMOPLASTIC SOLID WHITE

(E) 4" THERMOPLASTIC DOUBLE YELLOW FOR ENTIRE RESURFACING AREA

(F) 3', #73 GRAVEL SHOULDER, 6" DEPTH. SSD MEETING CITY OF CARMEL DETAIL 10-9 SHALL BE INSTALLED UNDER SOULDER AND CONNECTED TO ON-SITE STORM SEWER SYSTEM.

(H) 40' MINIMUM RADIUS SHALL BE PROVIDED IRREGARDLESS OF MAJOR/MINOR ROAD CLASSIFICATION.

STANDARD DRAWING 10-34	TYPICAL CURB INLET - TYPE J
	CITY OF CARMEL STANDARDS

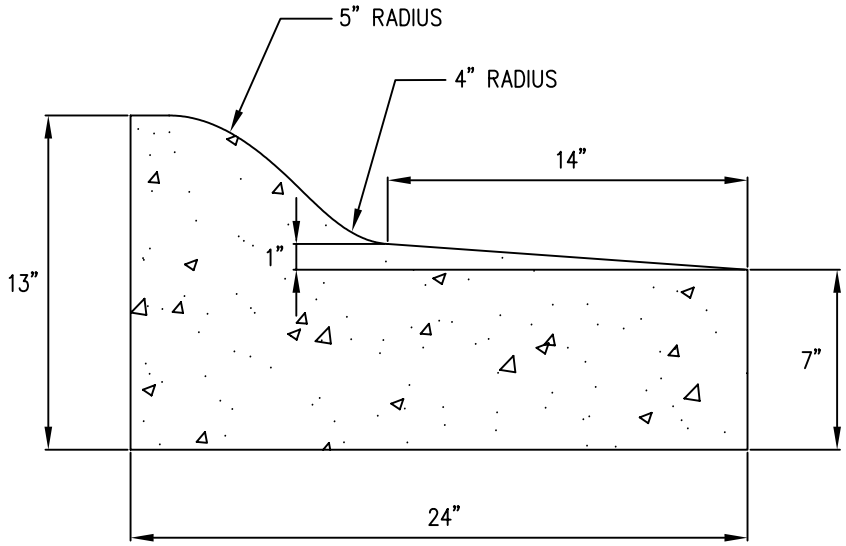
INLET - TYPE 'J'

NO SCALE

CITY OF CARMEL STANDARDS

MODIFIED ROLL CURB

STANDARD DRAWING 10-35



MODIFIED ROLL CURB

NO SCALE

NOTES:

INTEGRAL CURB WITH CONCRETE PAVEMENT SHALL BE SIMILAR SHAPE

CURE ALL EXPOSED SURFACES

CONTRACTION JOINTS SHALL BE TOOLED OR SAWN IN CONTINUOUSLY POURED CURBS TO A MINIMUM DEPTH OF 1/2"

DAMPEN SUBGRADE BEFORE PLACING CONCRETE

CONTROL JOINTS EVERY 5' MAXIMUM ON RADII OTHERWISE EVERY 10', MAXIMUM. EXPANSION JOINTS MAXIMUM EVERY 50'.

NO BACKFILLING OR COMPACTION MAY OCCUR 12' FROM CURB UNTIL 5 FULL DAYS HAVE PASSED AFTER PLACING CONCRETE

SHALL CONFORM TO CITY'S CONCRETE CURB POLICY IN ALL RESPECTS.

CITY OF CARMEL STANDARDS

HANDRAIL

STANDARD DRAWING 10-37

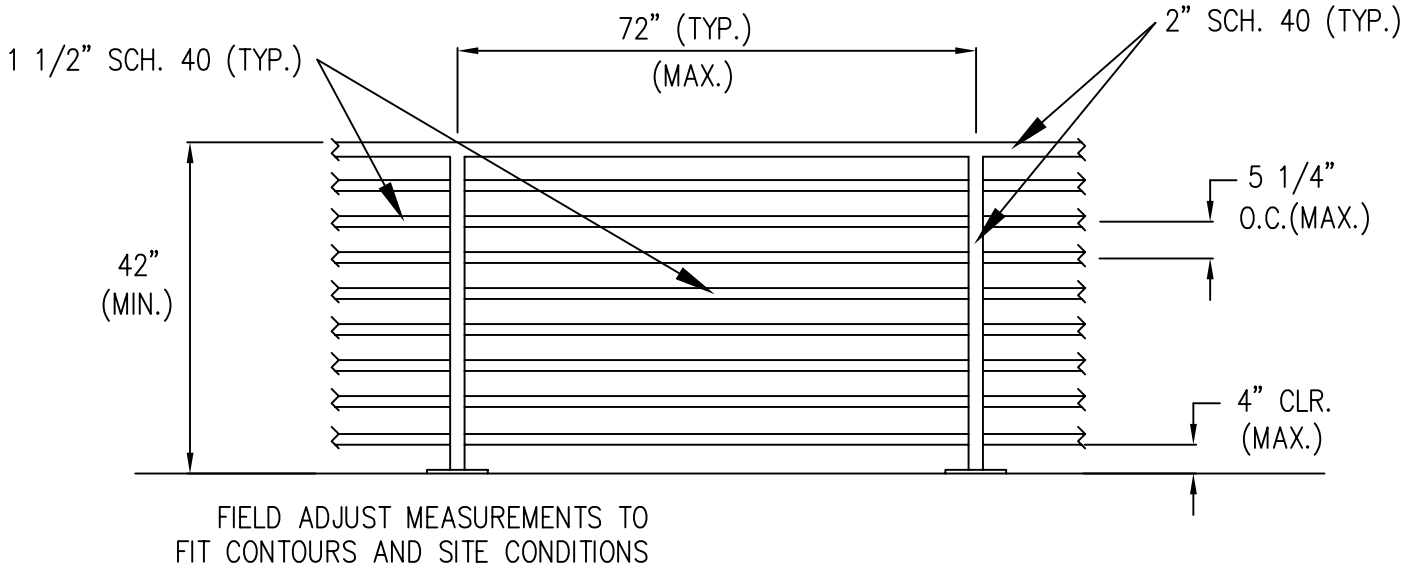
RAILING NOTES

1) HANDRAIL MATERIALS AND WORK SPECIFICATIONS SHALL BE IN ACCORDANCE WITH INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS, 2006.

2) ALL TUBE MATERIAL SHALL BE SCHEDULE 40, ASTM A500, GR. B.

3) THREADED ANCHOR RODS SHALL BE ASTM A572, GR. 50.

4) HANDRAILS SHALL BE UNGALVANIZED STEEL WITH PRIMER AND POWDER COATING MATERIALS PER TECHNICAL SPECIFICATIONS.



NO SCALE

CITY OF CARMEL STANDARDS

HANDRAIL

STANDARD DRAWING 10-37

RAILING NOTES

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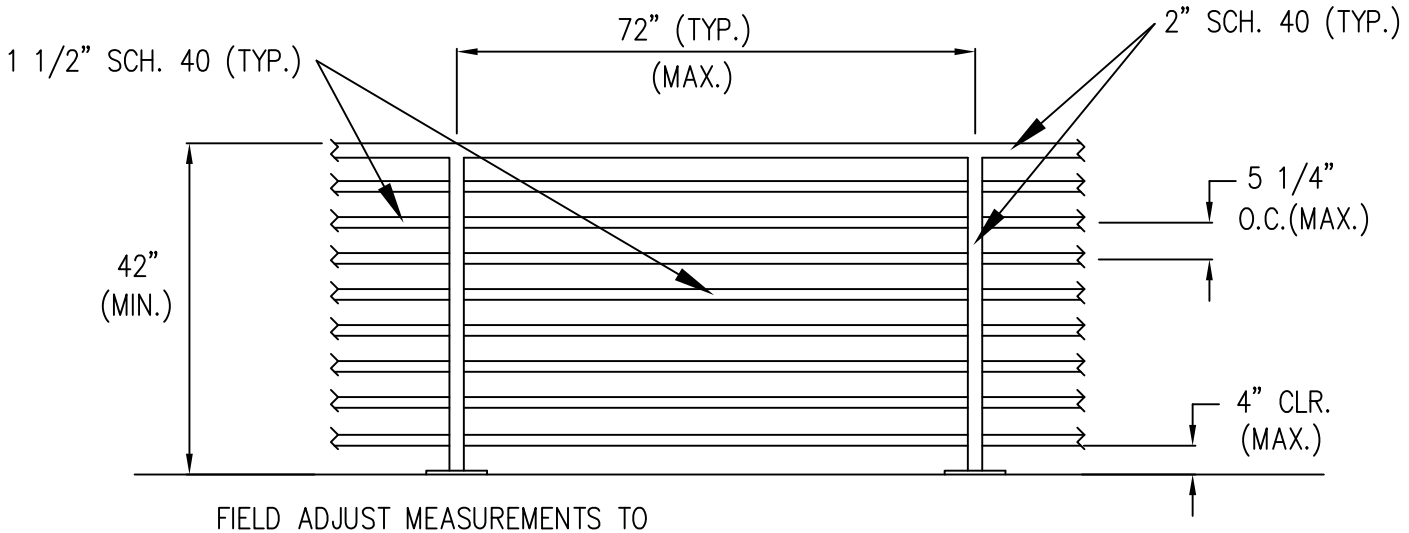

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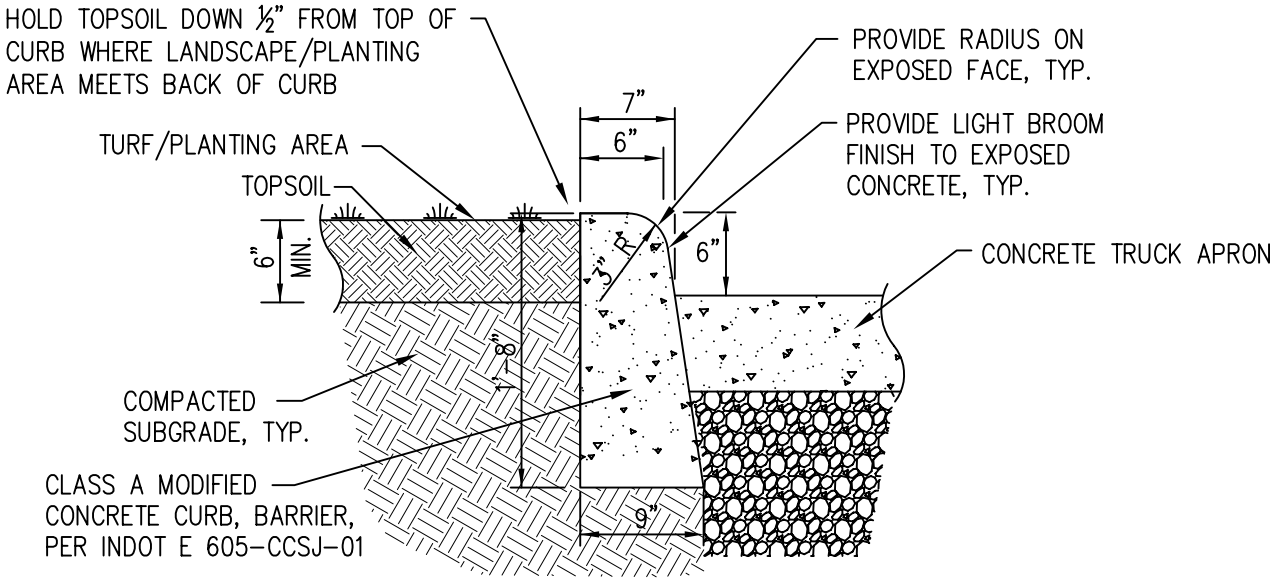
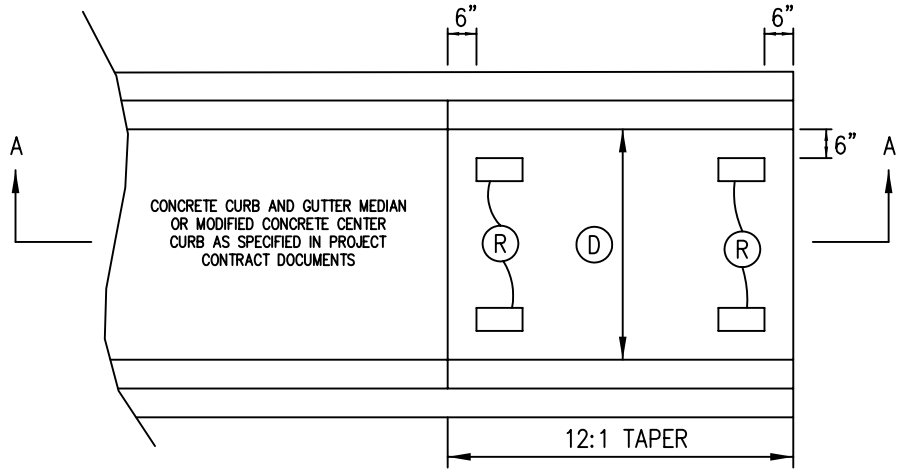


BARRIER CURB AT TRUCK APRON

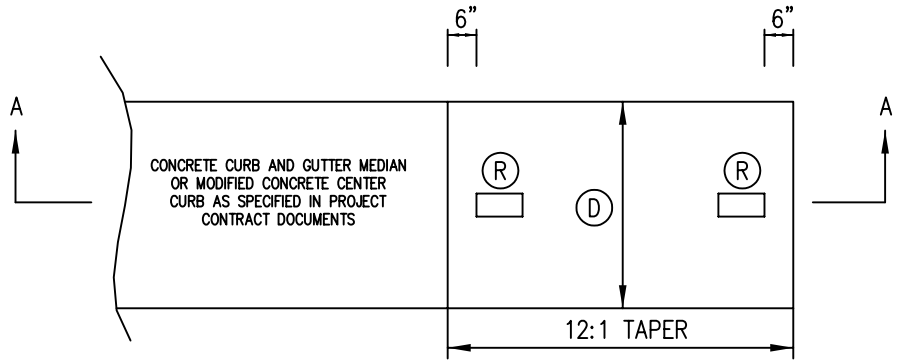
NO SCALE

NOTE:
PROVIDE TOOLED CONTROL JOINT FOR EVERY 6' – ALIGN CONTROL JOINTS W/EVERY THIRD (3RD) JOINT ON TRUCK APRON

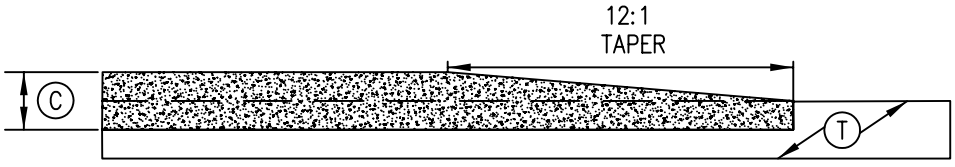
CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-38
BARRIER CURB AT RAB TRUCK APRON DETAIL	



DETAIL 1



DETAIL 2



SECTION A–A

NOTES:

(D) WIDTH GREATER THAN 3' REQUIRES 4 RPMS PER DETAIL 1 OR
3' WIDTH OR LESS REQUIRES 2 RPMS PER DETAIL 2 CENTERED ON WIDTH OF MEDIAN

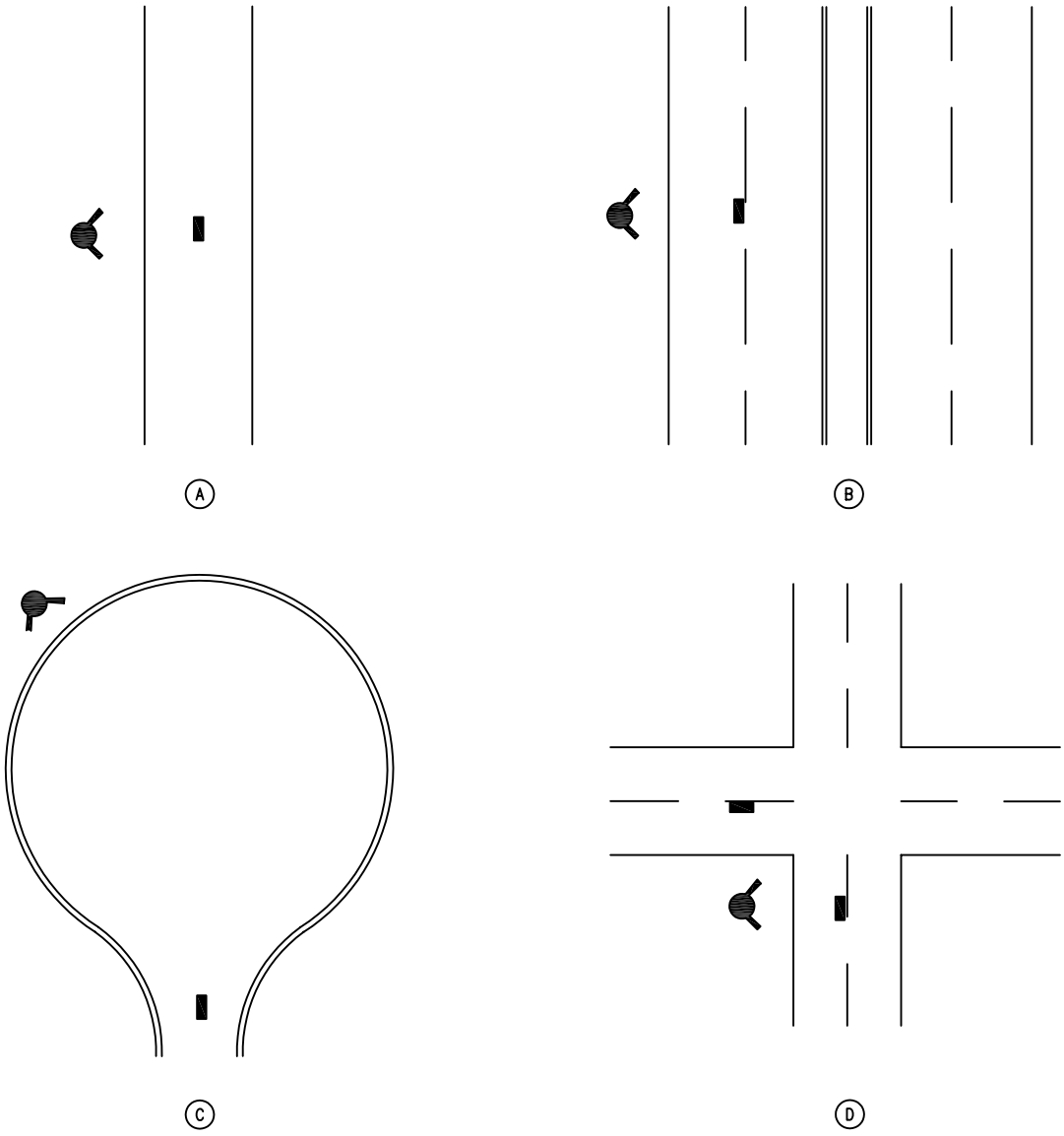
(R) RPM TYPE 2 (YELLOW) PER INDOT STANDARD DWG E 808–MKRM–11

LEGEND

(C) CURB DEPTH AS SPECIFIED

(T) TYPICAL PAVEMENT SECTION

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10–39A
CONCRETE CURB END TREATMENT DELINEATION	



LEGEND

RPM TYPE 2 (BLUE) PER INDOT STANDARD DWG E 808-MKRM-11

FIRE HYDRANT

NOTES:

(A) FOR PAVED UNDIVIDED ROAD SURFACES PLACEMENT SHALL BE IN THE CENTER OF THE STREET.

(B) FOR DIVIDED MULTI-LANE ROAD SURFACES PLACEMENT SHALL BE IN CENTER DIVIDER LANE CLOSEST TO HYDRANT LOCATION.

(C) FOR CUL-DE-SAC APPLICATIONS PLACEMENT SHALL BE AT THE BEGINNING OF THE CUL-DE-SAC CIRCLE IN THE CENTER OF THE STREET.

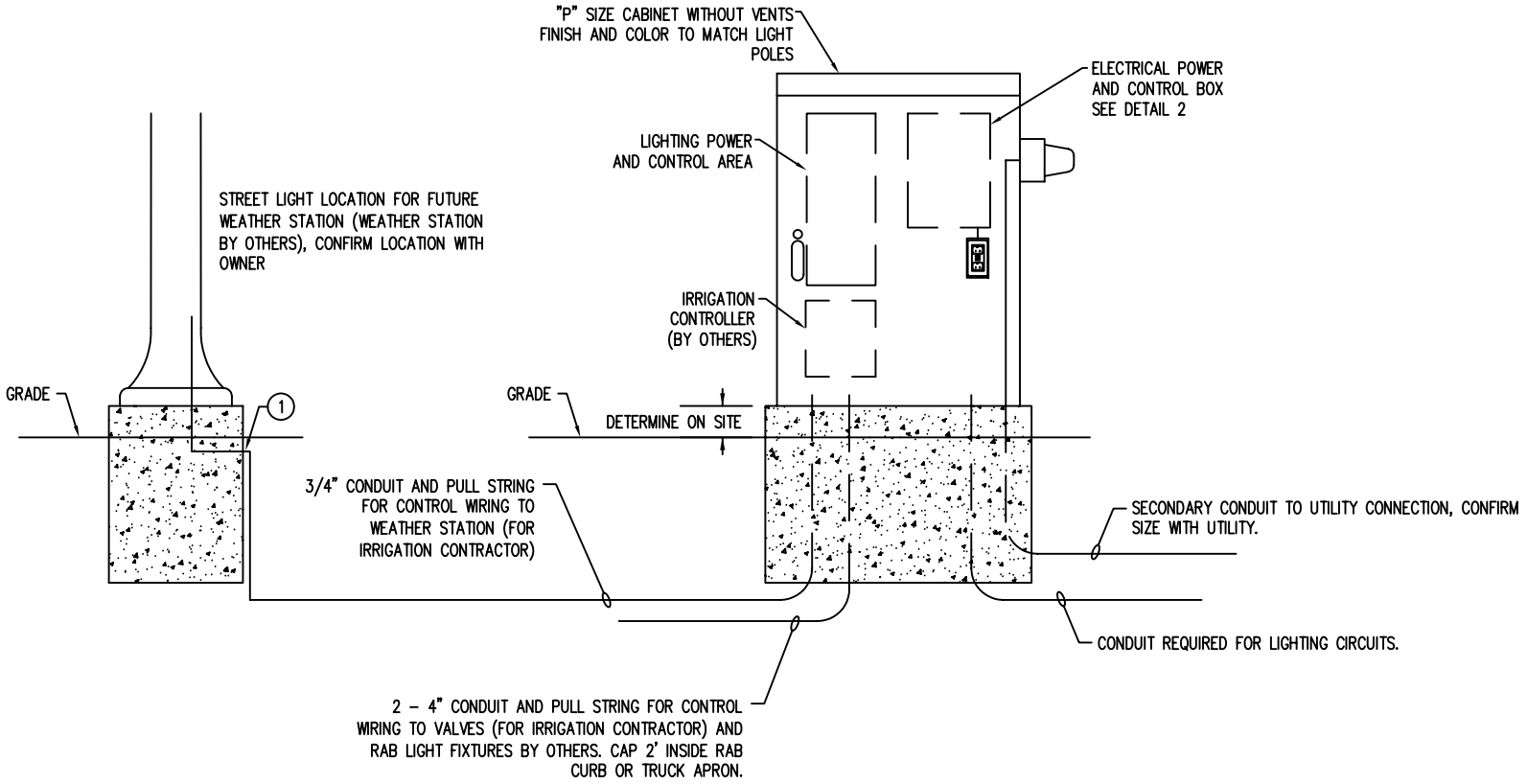
(D) FOR INTERSECTION APPLICATIONS PLACEMENT SHALL BE CENTER SURFACE DIVIDER CLOSEST TO HYDRANT LOCATION IN EITHER TRAVEL DIRECTION.

CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-39B
FIRE HYDRANT MARKER PLACEMENT	

CITY OF CARMEL STANDARDS

SERVICE AND CONTROL CABINET DETAIL

STANDARD DRAWING 10-40



(1) SERVICE AND CONTROL CABINET DETAIL

NOT TO SCALE

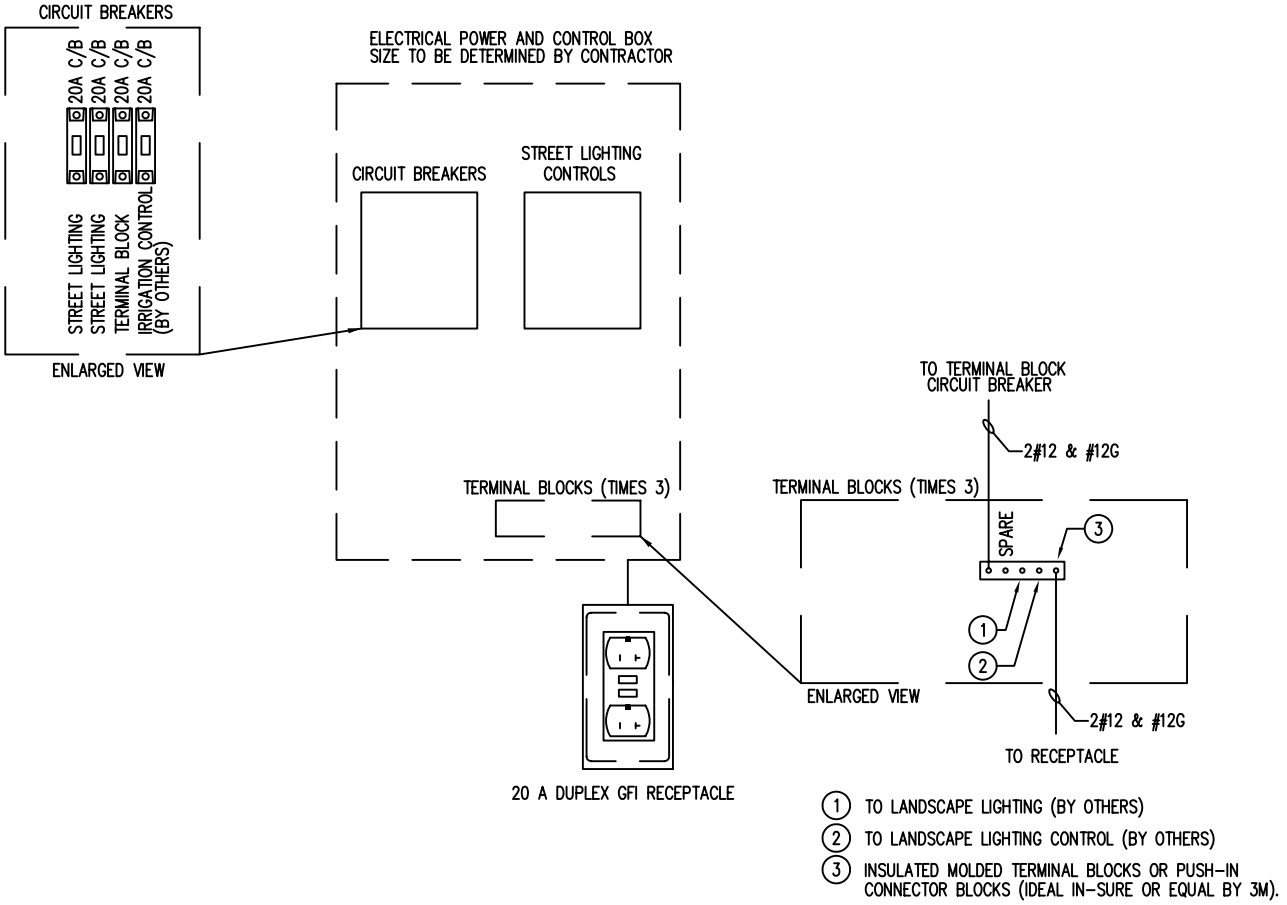
NOTES:

(1) NOTCH EXISTING CONCRETE BASE AND INSTALL CONDUIT, PATCH WITH GROUT (ONLY REQUIRED WHERE POLE FOUNDATION ALREADY EXISTS). OTHERWISE, INSTALL CONDUIT BEFORE POURING BASE.

CITY OF CARMEL STANDARDS

ELECTRICAL CONTROL BOX DETAIL

STANDARD DRAWING 10-41

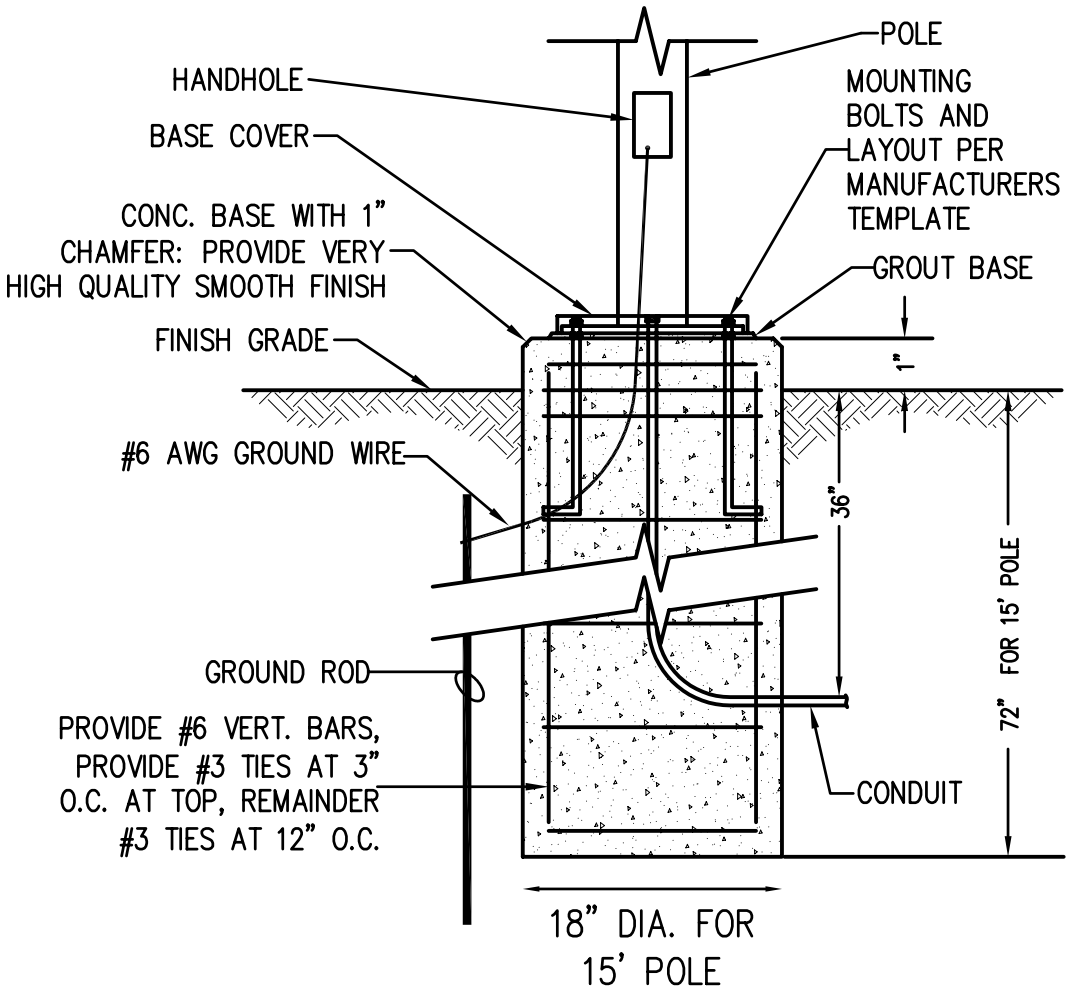


2 ENLARGED DETAIL OF ELECTRICAL POWER AND CONTROL BOX

NOT TO SCALE

NOTES:

REFER TO TECHNICAL SPECIFICATION REGARDING ADDITIONAL DETAILS FOR THE CONTROL BOX. THIS DETAIL IS A MINIMUM AND THE ADDITIONAL REQUIREMENTS OF THE TECHNICAL SPECIFICATION RULE.



TYPE	MANUFACTURER	NO. OF LAMPS	LAMP TYPE	VOLTS	MOUNTING
15' POLE	FIXTURE & POLE – LUMEC #Z25–175MH–TYPE 2–120–RS–53–15' BLK. (STERNER, BEACON APPROVED EQUAL) ROUND FLUTED (12 FLAT FLUTED) STEEL POLE, 15' TALL WITH SINGLE POST–TO LIGHT. PROVIDE A FLUSH MOUNTED WEATHERPROOF, GFI SINGLE RECEPTACLE 6" FROM TOP OF POLE AND OPPOSITE STREET SIDE OF POLE. LIGHT FIXTURES TO BE ACRYLIC ACORN WITH TOP FINIAL AND INTERIOR UPPER REFLECTOR. PROVIDE DECORATIVE BASE AND ACCENT PIECES TO MATCH EXISTING ERA STYLE LIGHT POLES ON MAIN STREET. ALL METAL SURFACES FINISH URETHANE POLYESTER POWDER. SATIN BLACK.	1	175 WATT METAL HALIDE	120	15' POLE

OPTIONS:

1. POLES SHALL BE PROVIDED WITH (2) 1" STAINLESS 304, EYEBOLTS WITH ⅜x18 THREAD, RIVNUT AND LOCKNUT. MOUNT AT 13'–6" AND PARALLEL WITH ADJACENT ROAD(S).
2. POLES SHALL BE PROVIDED WITH ONE MANUFACTURER PROVIDED ALUMINUM CROSSARM (1" O.D.). CROSSARM TO BE MOUNTED 1'–0" BELOW TOP POLE. CROSSARM SHALL BE PLACED PERPENDICULAR OR PARALLEL TO DIRECTION OF ADJACENT ROADWAY AS DIRECTED.

CITY OF CARMEL STANDARDS

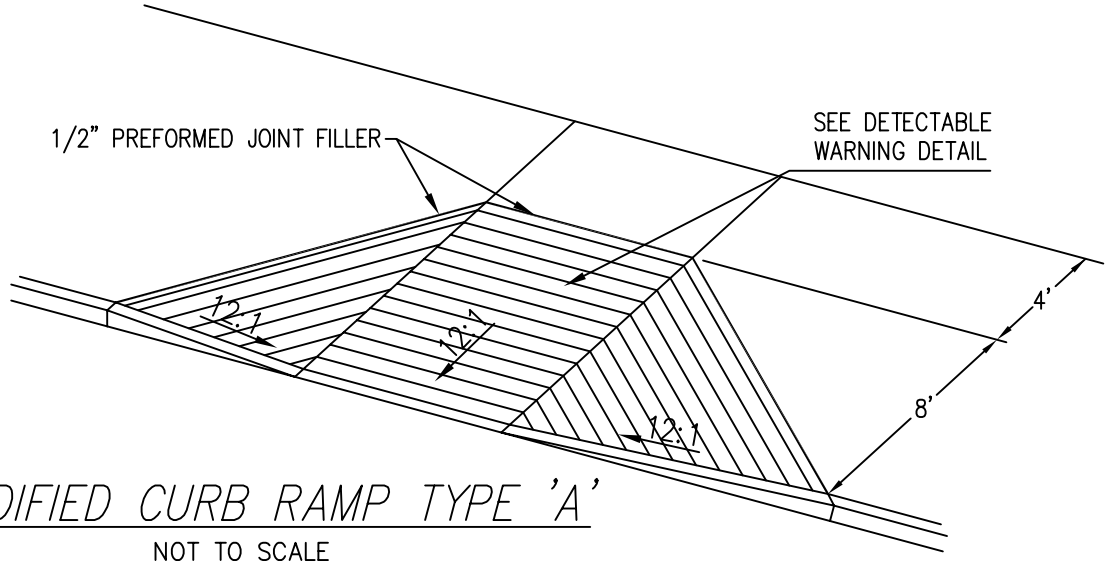
15' LIGHT POLE FOUNDATION DETAIL

STANDARD DRAWING 10–42

CITY OF CARMEL STANDARDS

MODIFIED CURB RAMP TYPE 'A'

STANDARD DRAWING 10-43



MODIFIED CURB RAMP TYPE 'A'

NOT TO SCALE

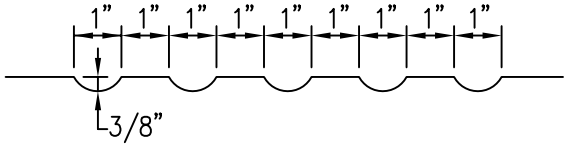
NOTES

CURING COMPOUND SHALL BE PLACED ON ALL EXPOSED SURFACES, INCLUDING SIDES, WHEN FORMS ARE REMOVED.

FACES MAY BE BATTERED TO FACILITATE SLIP FORMING.

DAMPEN SUBGRADE PRIOR TO PLACING CONCRETE.

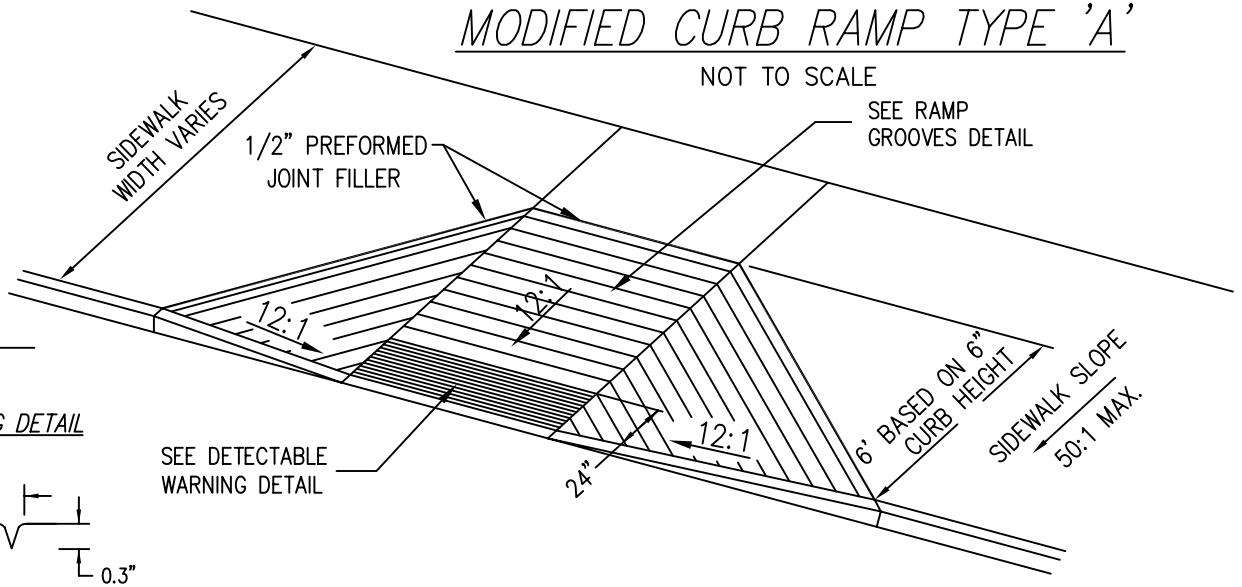
6" OF COMPACTED AGGREGATE SHALL BE PLACED AS A BASE FOR CURB RAMPS AND INCLUDED IN THE COST OF CURB RAMPS.

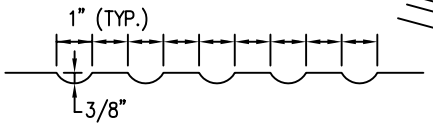


CURB RAMP DETECTABLE WARNING DETAIL

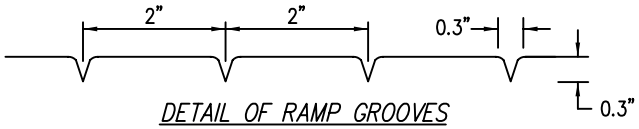
MODIFIED CURB RAMP TYPE 'A'

NOT TO SCALE





TOOLED RIBBING DETECTABLE WARNING DETAIL



DETAIL OF RAMP GROOVES

NOTES:

CURING COMPOUND SHALL BE PLACED ON ALL EXPOSED SURFACES, INCLUDING SIDES, WHEN FORMS ARE REMOVED

DAMPEN SUBGRADE PRIOR TO PLACING CONCRETE

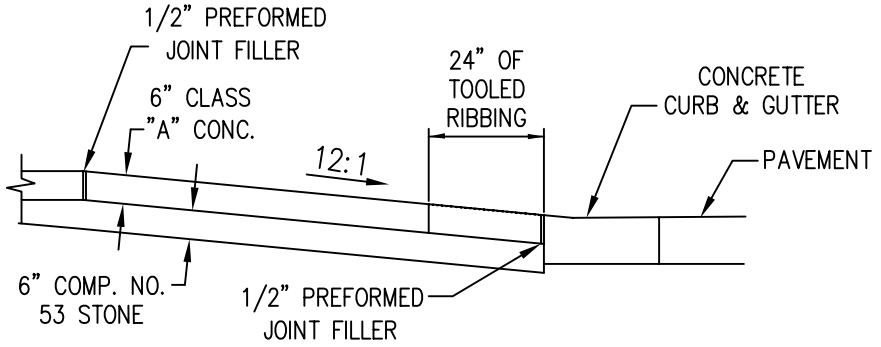
RAMPS TO BE 6" OF CLASS "A" CONCRETE, ON 6" OF COMPACTED AGGREGATE, NO. 53 STONE (STONE SHALL BE PLACED FOR ALL CURB RAMPS AND SHALL BE INCLUDED IN THE COST OF RAMPS)

THE BOTTOM EDGE OF THE CURB RAMP SHALL BE FLUSH WITH THE EDGE OF ADJACENT PAVEMENT AND GUTTER LINE

MINIMUM RECOMMENDED WIDTH OF RAMP IS 4' 0"

TOOLED RIBBING SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL TO CROSS ROADWAY (PARALLEL TO THE ROADWAY CENTERLINE)

DRAINAGE INLETS SHALL BE LOCATED UPHILL FROM CURB RAMPS TO PREVENT PUDDLES AT THE PATH OF TRAVEL



RAMP CONSTRUCTION DETAIL (TYPICAL)

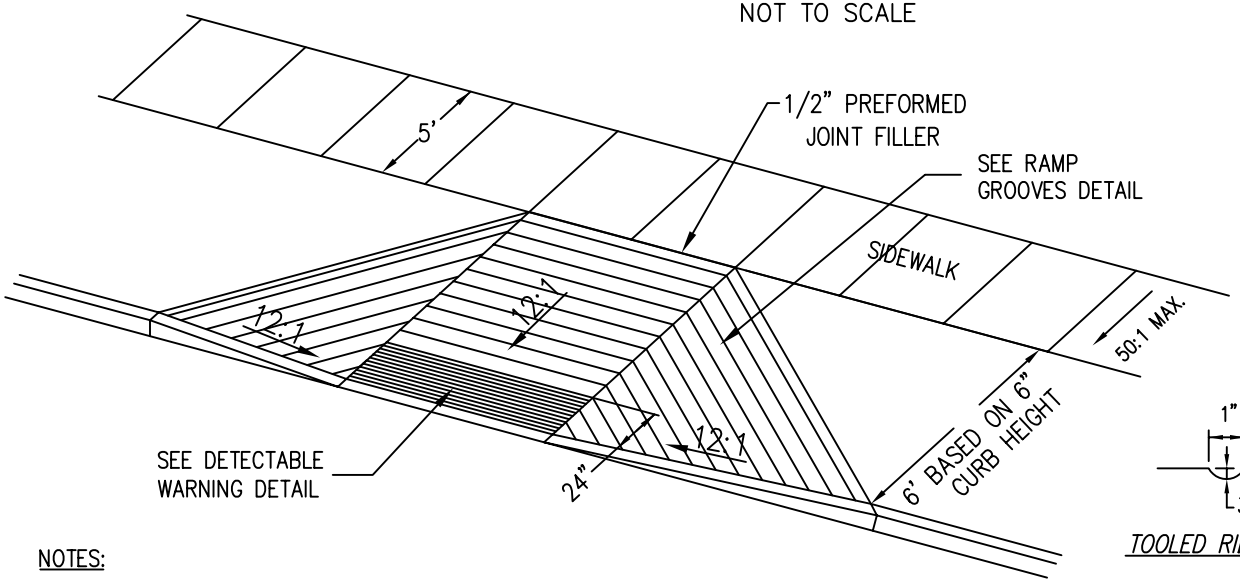
CITY OF CARMEL STANDARDS

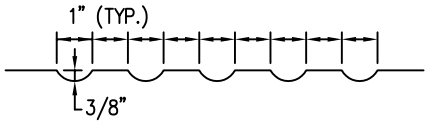
MODIFIED CURB RAMP TYPE 'A'

STANDARD DRAWING 10-43A

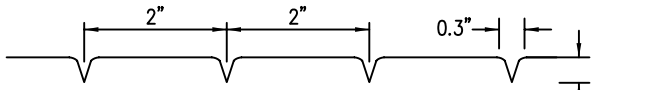
MODIFIED CURB RAMP TYPE 'C'

NOT TO SCALE





TOOLED RIBBING DETECTABLE WARNING DETAIL



DETAIL OF RAMP GROOVES

NOTES:

CURING COMPOUND SHALL BE PLACED ON ALL EXPOSED SURFACES, INCLUDING SIDES, WHEN FORMS ARE REMOVED

DAMPEN SUBGRADE PRIOR TO PLACING CONCRETE

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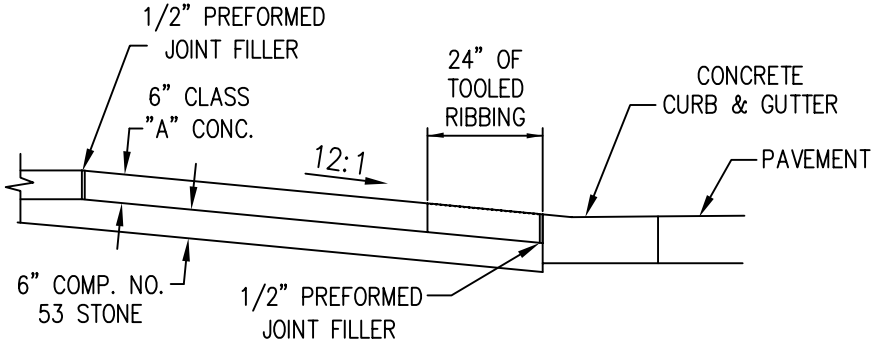
THE BOTTOM EDGE OF THE CURB RAMP SHALL BE FLUSH WITH THE EDGE OF ADJACENT PAVEMENT AND GUTTER LINE

MINIMUM RECOMMENDED WIDTH OF RAMP IS 4' 0"

TOOLED RIBBING SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL TO CROSS ROADWAY (PARALLEL TO THE ROADWAY CENTERLINE)

DRAINAGE INLETS SHALL BE LOCATED UPHILL FROM CURB RAMPS TO PREVENT PUDDLES AT THE PATH OF TRAVEL



RAMP CONSTRUCTION DETAIL (TYPICAL)

CITY OF CARMEL STANDARDS

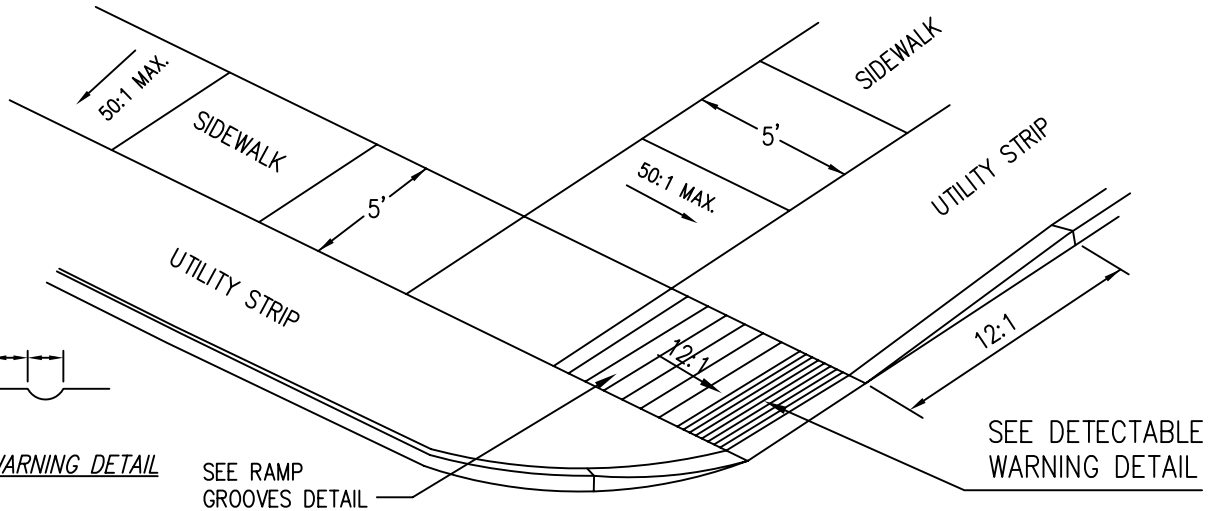
MODIFIED CURB RAMP TYPE 'C'

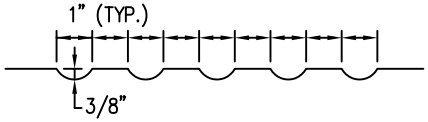
STANDARD DRAWING 10-43B

CITY OF CARMEL STANDARDS

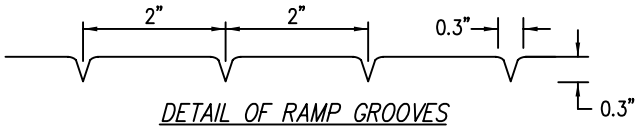
MODIFIED CURB RAMP TYPE 'D'

STANDARD DRAWING 10-43C





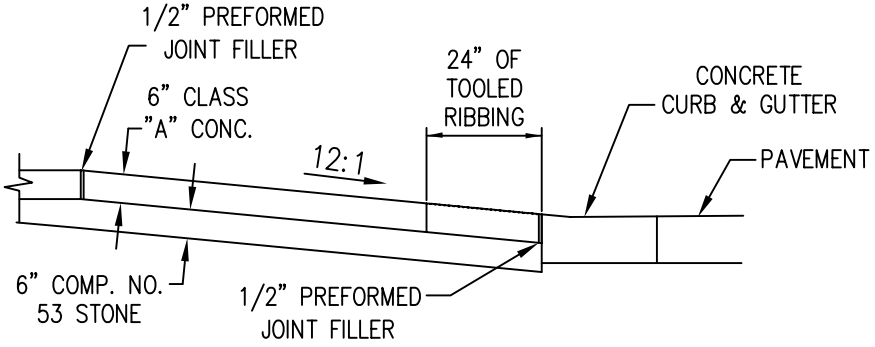
TOOLED RIBBING DETECTABLE WARNING DETAIL



DETAIL OF RAMP GROOVES

MODIFIED CURB RAMP TYPE 'D'

NO SCALE



RAMP CONSTRUCTION DETAIL

NOTES:

CURING COMPOUND SHALL BE PLACED ON ALL EXPOSED SURFACES, INCLUDING SIDES, WHEN FORMS ARE REMOVED

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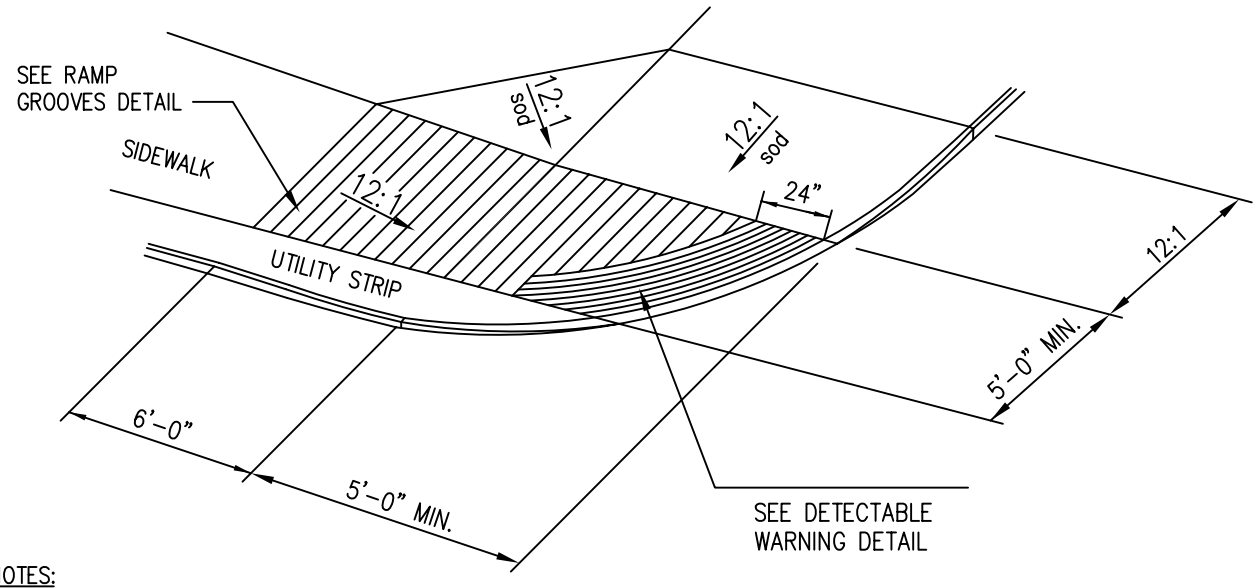
MINIMUM RECOMMENDED WIDTH OF RAMP IS 4' 0"

TOOLED RIBBING SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL TO CROSS ROADWAY (PARALLEL TO THE ROADWAY CENTERLINE)

DRAINAGE INLETS SHALL BE LOCATED UPHILL FROM CURB RAMPS TO PREVENT PUDDLES AT THE PATH OF TRAVEL



NOTES:

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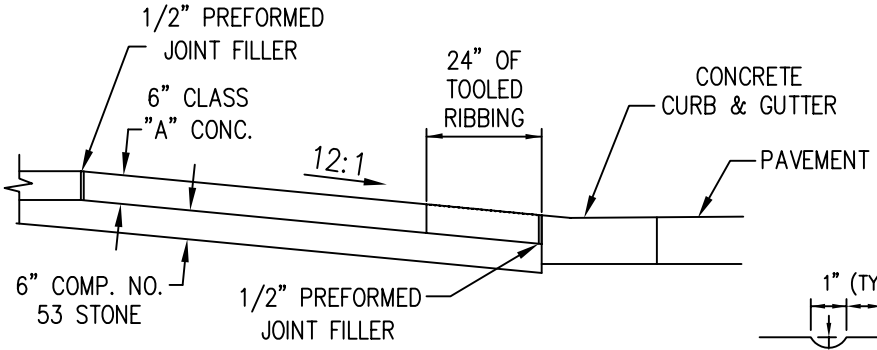
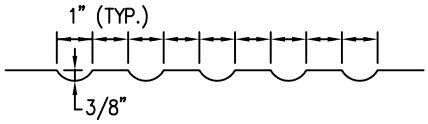
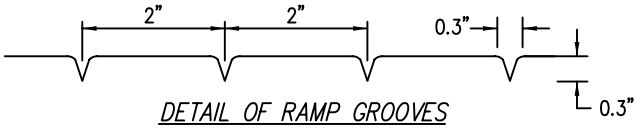


RAMP CONSTRUCTION DETAIL



TOOLED RIBBING DETECTABLE WARNING DETAIL



DETAIL OF RAMP GROOVES

CITY OF CARMEL STANDARDS

MODIFIED CURB RAMP TYPE 'G'

STANDARD DRAWING 10-43D

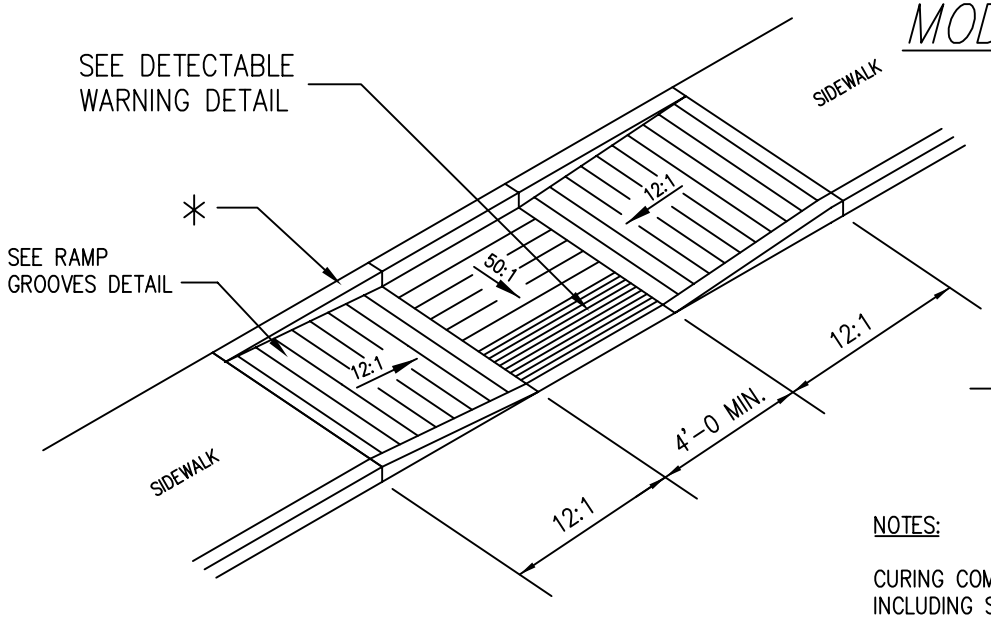
CITY OF CARMEL STANDARDS

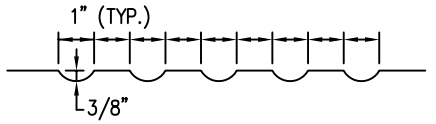
MODIFIED CURB RAMP TYPE 'K'

STANDARD DRAWING 10-43E

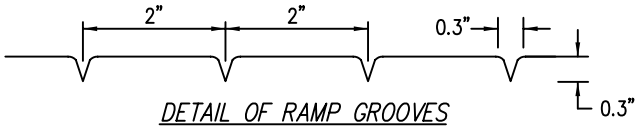
MODIFIED CURB RAMP TYPE 'K'

NO SCALE

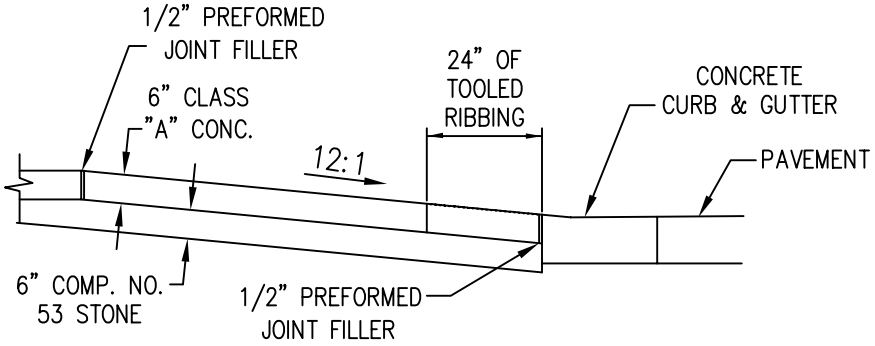




TOOLED RIBBING DETECTABLE WARNING DETAIL



DETAIL OF RAMP GROOVES



RAMP CONSTRUCTION DETAIL

NOTES:

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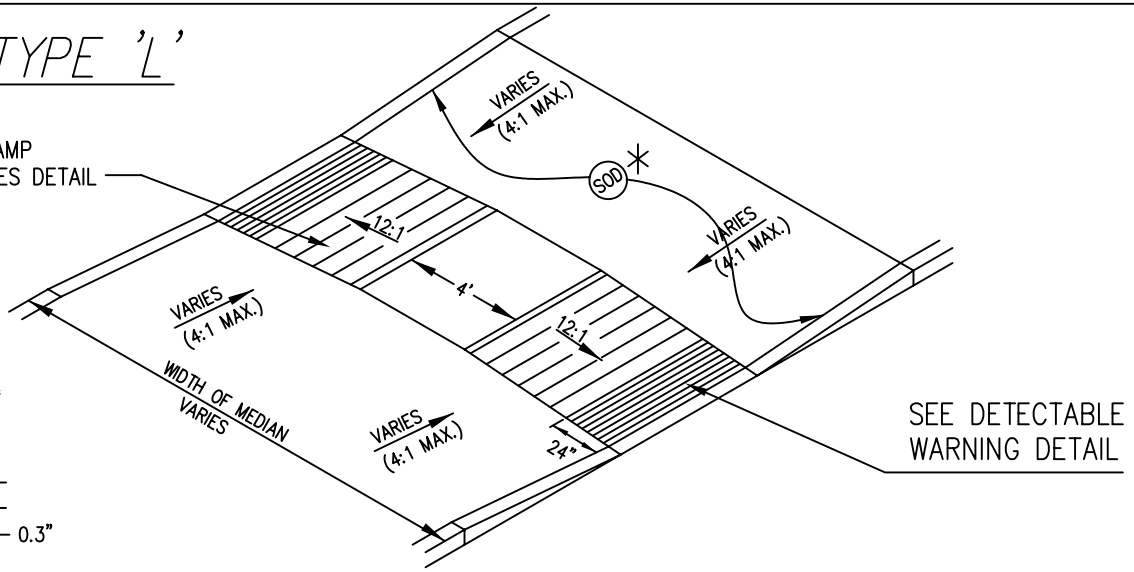
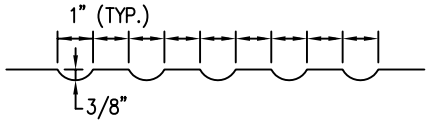
DRAINAGE INLETS SHALL BE LOCATED UPHILL FROM CURB RAMPS TO PREVENT PUDDLES AT THE PATH OF TRAVEL

* CURB OPTIONAL. SHALL BE USED WHEN NECESSARY BASED ON FIELD CONDITIONS.

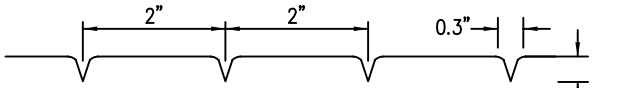
MODIFIED CURB RAMP TYPE 'L'

NO SCALE





TOOLED RIBBING DETECTABLE WARNING DETAIL



DETAIL OF RAMP GROOVES

NOTES:

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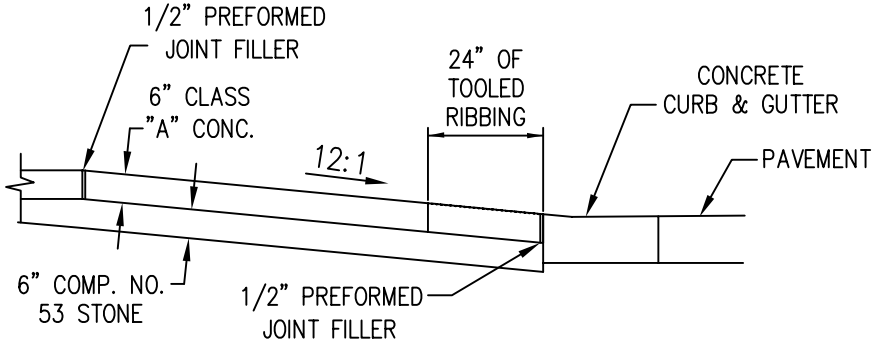
✳ GRADE & SOD UNLESS OTHERWISE DIRECTED BY CITY ENGINEER



RAMP CONSTRUCTION DETAIL

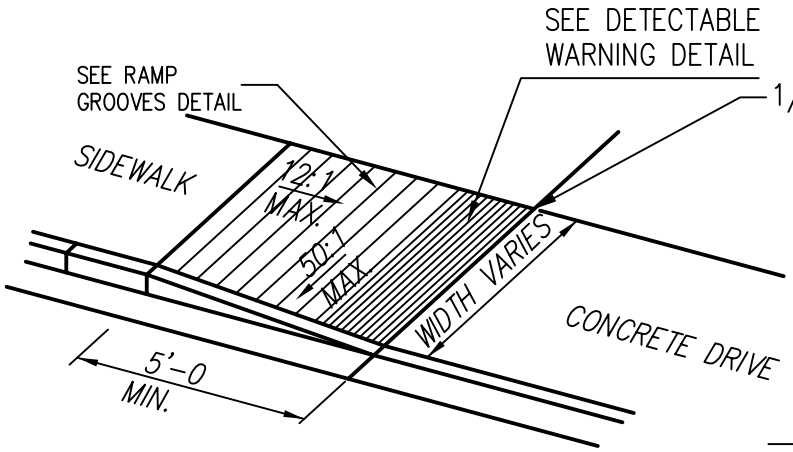
CITY OF CARMEL STANDARDS

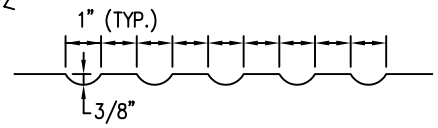
MODIFIED CURB RAMP TYPE 'L'

STANDARD DRAWING 10-43F

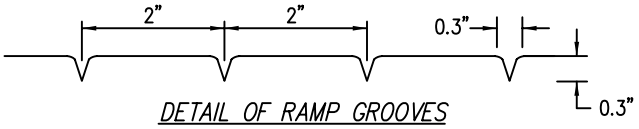
MODIFIED CURB RAMP TYPE 'N'

NO SCALE

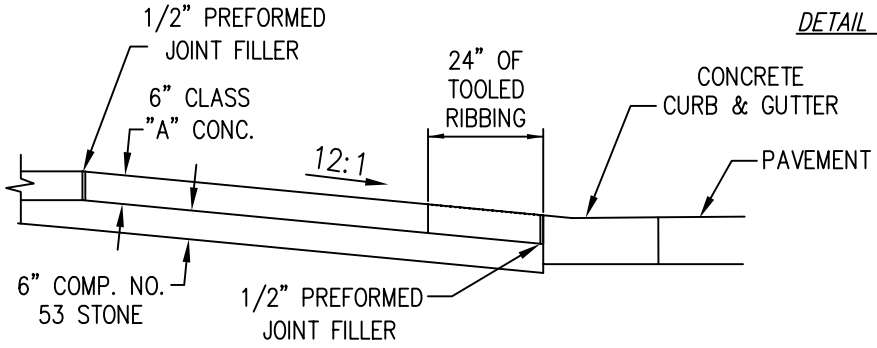




TOOLED RIBBING DETECTABLE WARNING DETAIL



DETAIL OF RAMP GROOVES



RAMP CONSTRUCTION DETAIL

NOTES:

CURING COMPOUND SHALL BE PLACED ON ALL EXPOSED SURFACES, INCLUDING SIDES, WHEN FORMS ARE REMOVED

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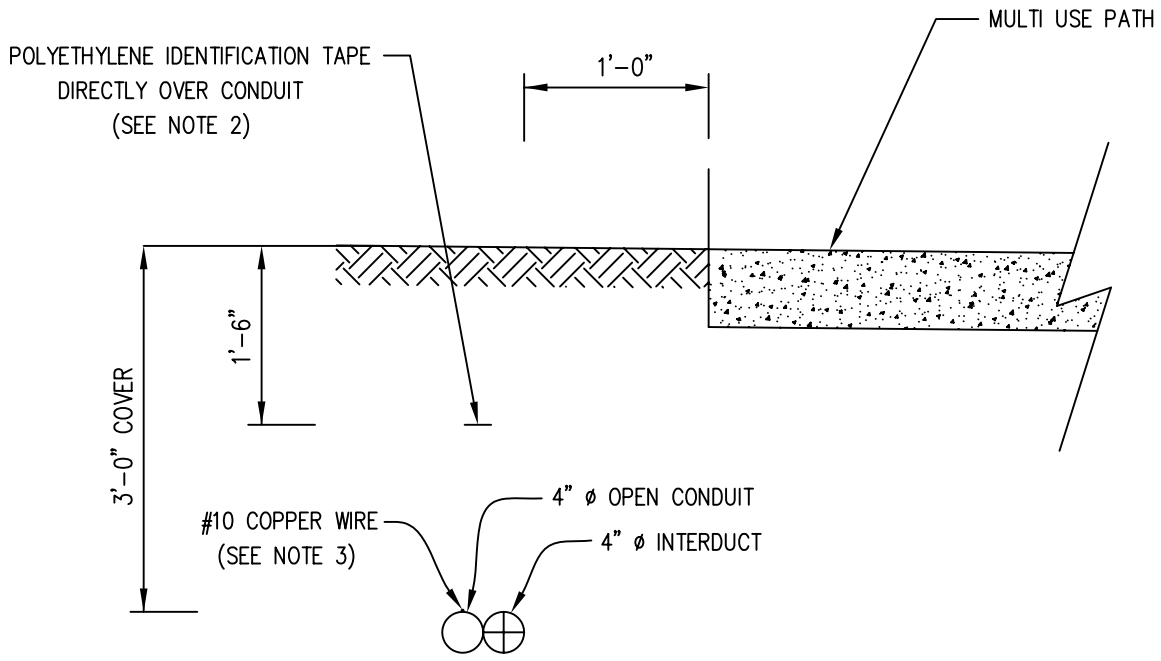
CITY OF CARMEL STANDARDS	STANDARD DRAWING 10-43G
MODIFIED CURB RAMP TYPE 'N'	



CONDUIT/INTERDUCT DETAIL

NO SCALE

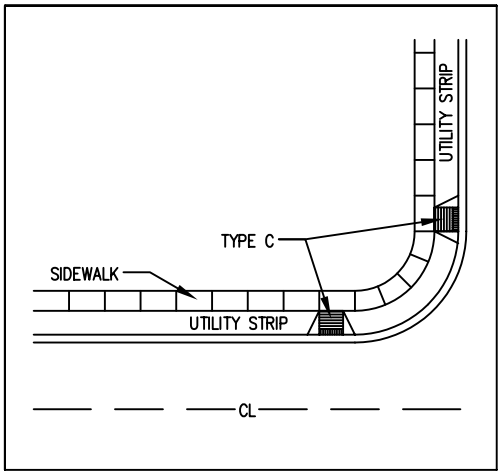
NOTES:

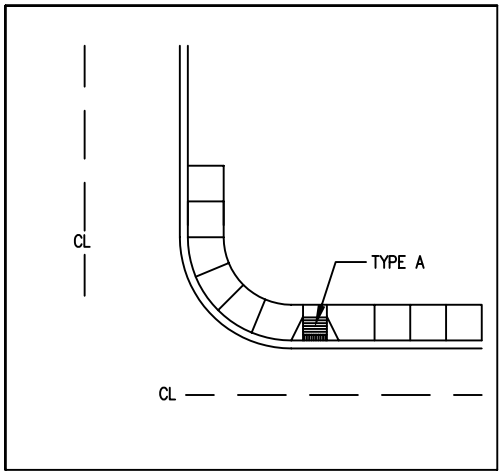
1) 4" ø INTERDUCT CONDUIT SHALL BE PVC SCHEDULE 40. THE INTERIOR OF EACH INTERDUCT SHALL BE SPECIFICALLY DELINEATED WITH 4 CONTRASTING COLORS.
2) THE POLYETHYLENE IDENTIFICATION TAPE SHALL BE METALLIC AND HAVE A MINIMUM THICKNESS OF 4 MILS. THE TAPE SHALL READ "CAUTION BURIED FIBER OPTIC". TAPE SHALL BE PLACED DIRECTLY OVER PIPE AND 18" BELOW FINAL GRADE.
3) 10 GAUGE INSULATED SOLID COPPER LOCATING WIRE SHALL RUN THE LENGTH OF THE CONDUIT AND SHALL BE ATTACHED DIRECTLY TO THE OUTSIDE OF THE OPEN CONDUIT EVERY 10 FEET. THE LOCATING WIRE SHALL EXTEND INTO THE HANDHOLES WITH A MINIMUM OF 5' OF COILED WIRE IN THE HANDHOLE FOR EACH DIRECTION AND SPLICED WITHIN THE HANDHOLE FOR LOCATING PURPOSES.
4) HANDHOLES SHALL BE PLACED AT LOCATIONS DESIGNATED BY THE CITY ENGINEER, BUT NO GREATER THAN 400 FEET APART.
5) DEVELOPER SHALL SUBMIT SHOP DRAWINGS OF INDERDUCT AND HANDHOLES FOR REVIEW AND APPROVAL.
6) #8 STONE SHALL BE UTILIZED AS BACKFILL FOR ANY CONDUIT PLACED UNDER PAVEMENT CROSSINGS.

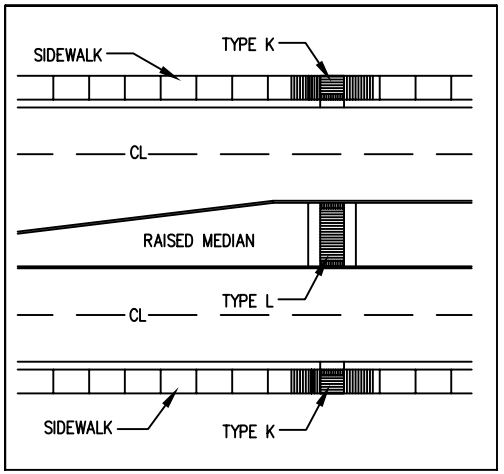
CITY OF CARMEL STANDARDS

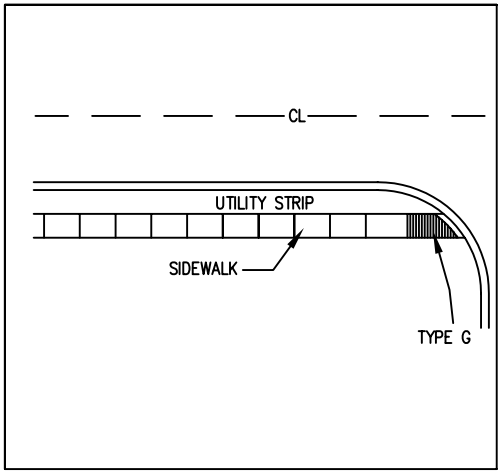
LOCATION PLAN FOR SIDEWALK CURB RAMPS

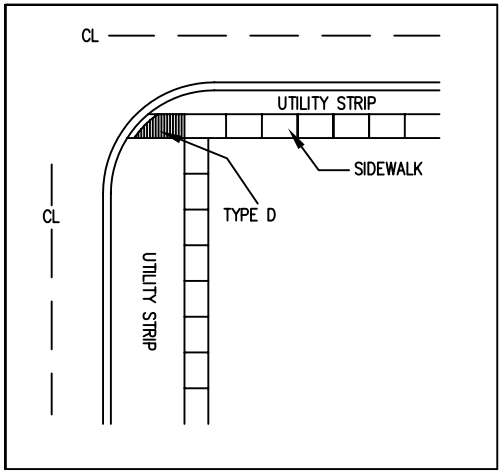
STANDARD DRAWING 10-45

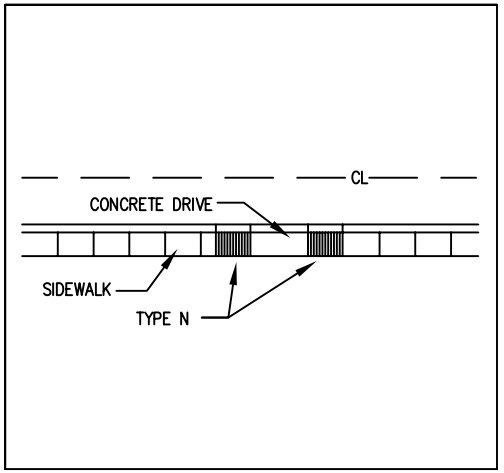












NOTES:

THE CURB RAMP TYPE INCLUDES THE RAMP AND FLARE SIDES AS INDICATED ON THE DETAILS. A LEVEL LANDING SHALL BE PROVIDED AT THE HIGH END OF EVERY CURB RAMP.

THE CURB RAMPS SHALL BE PLACED WITHIN THE MARKED CROSSWALK AREA.

FLARED SIDE OF SIDEWALK CURB RAMPS NEXT TO UTILITY STRIP SHALL BE SODDED.

LEGEND:

GROOVED RAMP

DETECTABLE WARNING

CL CENTERLINE OF ROAD