56-4.04(03) Cross Slopes

1. Travel Lanes. Pavement cross slopes on a tangent section should be reviewed for each type of partial 3R treatment. Improving pavement cross slope, where required, may be completed through staged construction, e.g., combining surface milling with pavement core investigation with a variable depth cross-section of HMA Intermediate course in accordance with the INDOT *Standard Specifications* prior to placing a uniform-depth HMA Surface course.

   A preventative-maintenance treatment is exempt from crown correction only if an existing rural-pavement cross slope is 2%, or if an existing urban-pavement cross slope is 1.5 to 3%. If the slope is outside this range, a combination of surface milling and a uniform-depth HMA Surface course should be used.

2. Shoulders. For a paved shoulder of 1.2 m or narrower, the cross slope should match the mainline cross slope. For a paved shoulder of wider than 1.2 m, the cross slope should match the existing shoulder slope, or should desirably be 4%. An aggregate- or earth-shoulder slope should be 4% to 8%. In a horizontal curve, shoulder slope should be determined in accordance with Section 43-3.0.

56-4.04(04) Curbs

Where the curb height is not adequate for drainage, the pavement adjacent to the curb should be milled to the depth required for adequate drainage. If the curb is not structurally adequate, curb replacement should be considered. The pavement in these areas should be evaluated for possible future replacement.

56-4.04(05) Monuments

All existing Department monuments should be perpetuated. The designer is responsible for contacting the county surveyor for a list of monuments to be reset, witnessed, and monumented. All affected monuments are to be shown on the plans, or the required information is to be provided prior to construction.

56-4.04(06) Sight Distance Improvements

Existing geometrics should be maintained if no adverse accident history exists. See Chapter Fifty-five for desirable geometric criteria.

Pavement Treatment →	Prvnt. Maint.	Func-tional	Struc-tural
Approaches,			
Drives, Relocate or Redesign	C	C	B
Drives, wedge 1 m adjacent to mainl. pvmt.	A	A	A
Mailbox, Improve to Standard or Incorporate	B	B	A
Mailbox, Overlay Existing	A	A	A
Public Road, Treat to Mainline R/W Line	A	A	A
Auxiliary Lanes,			
Improve to Current Standards or Incorporate			
Channelization Lanes	C	C	B
Climbing Lanes	C	C	C
Parking Lanes	C	C	B
Passing Blisters	C	C	B
Turn Lanes	C	C	B
Castings, Adjust to Grade	C	B	A
Cross-Slope Correction,			
Convert Tilt Section to Crown Section	C	B	A
Correct to 2%	B	A	A
Curbs,			
Repair	B	B	B
Replace	C	B	B
Drainage Structures, Repair, Clean, or Adjust	B	B	B
Intersections, Improve Sight Distance and Radii	C	C	B
Lanes, Widen to Minimum or Desirable Standards [1]	C	C	B
Median, Convert to Two-Way Left-Turn Lane	C	C	B
Monuments, Perpetuate	A	A	A

Key to letters A, B, and C is shown at the end of the table.

PARTIAL 3R WORK
Mainline Pavement and Approaches Considerations

Figure 56-4E