NOTES:

1. The pad and grading details shown on these drawings shall be used as applicable to the attenuator system required for either or both ends of the obstruction.

2. Contractor shall follow manufacturer's recommendations for actual pad size for a particular impact attenuator system.

3. Align the centerline of attenuator system parallel to centerline of the roadway. A maximum angle of 5°, as measured between the longitudinal centerline of the roadway and an impact attenuator system type ED is allowed for the gravel barrel array. See Standard Drawing E 601-IAED-01 for gravel barrel layout and pad size.

4. Variation in transverse slope over the length of the pad shall not exceed 2%.

5. Attenuator system including pad shall not encroach on usable shoulder of the roadway.

6. Longitudinal downward slope shall be 20:1 maximum.

7. Longitudinal transition slope shall be a maximum of 10:1 downward.

8. For a concrete pad adjacent to the outside shoulder area, a distance of 3'-3 beyond the far edge of concrete pad from the travel lane shall be sloped 20:1 before gradual transition to existing slope.

9. Transition from full height barrier curb to mountable curb shall be provided where barrier curb exists or is planned.

INDIANA DEPARTMENT OF TRANSPORTATION

GRADING AT MEDIAN IMPACT ATTENUATOR

MARCH 2002

STANDARD DRAWING NO. **E 601-GAIA-01A**

RICHARD L. VanCLEAVE REGISTERED No. 9750 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER

/s/ Richard L. VanCleave — DESIGN STANDARDS ENGINEER — 3-01-02 DATE

/s/ Richard K. Smutzer — CHIEF HIGHWAY ENGINEER — 3-01-02 DATE