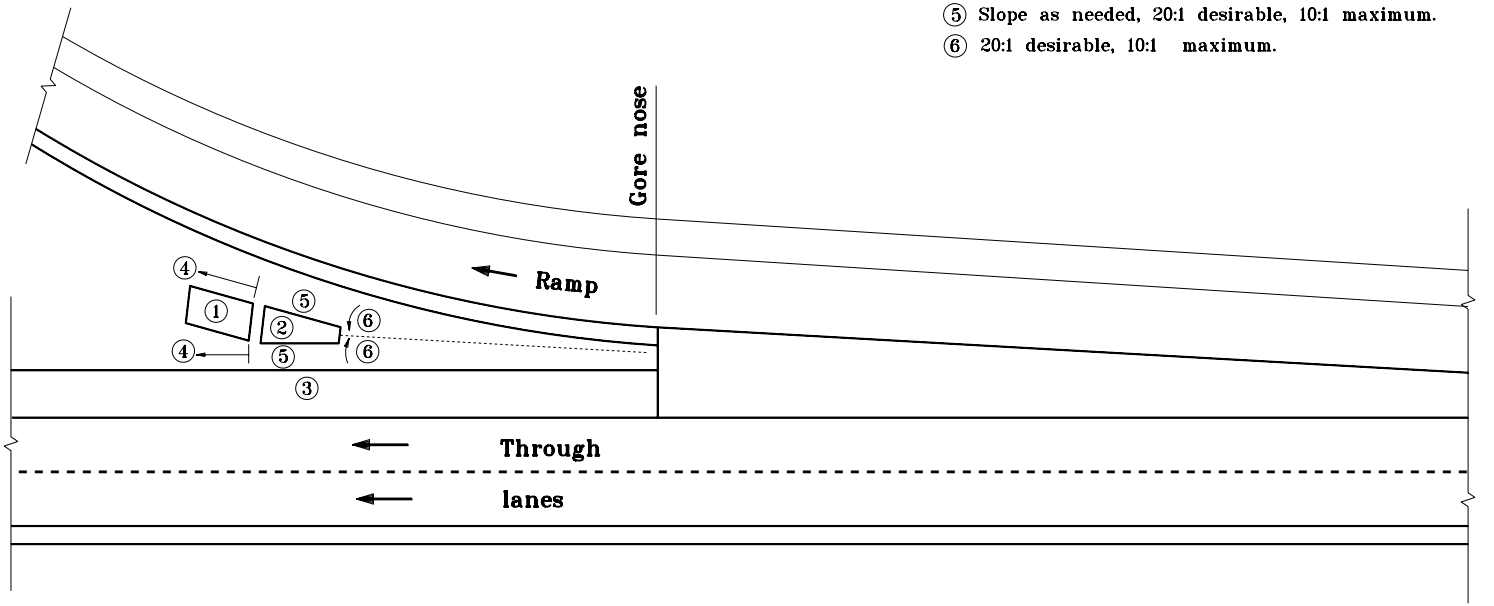
LEGEND

1. Obstruction
2. Impact attenuator pad, transversely as level as conditions permit, maximum slope 20:1. Longitudinally sloping 20:1 maximum, with respect to roadway grade.
3. Shoulder slope 4% toward obstruction/impact attenuator pad/swale.
4. Transition slope 10:1 maximum transversely.
5. Slope as needed, 20:1 desirable, 10:1 maximum.
6. 20:1 desirable, 10:1 maximum.



INDIANA DEPARTMENT OF TRANSPORTATION

GRADING AT IMPACT ATTENUATOR IN GORE AREA

MARCH 2002

STANDARD DRAWING NO. **E 601-GAIA-03**

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