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UTILITIES

**ELECTRIC:**
VECTREN ENERGY DELIVERY
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EVANSVILLE, IN 47711
812.491.4765
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MT. VERNON, IN 47620
812.838.2136

**COMMUNICATION**
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CONTACT: MARC CLARK
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EVANSVILLE, IN 47708
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mc3429@att.com

**GAS:**
VECTREN ENERGY DELIVERY
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Driving Directions:
Take IN 37 South, becoming I-69 South. Follow I-69 South to Evansville and take exit 7B for Lloyd Expressway/IN 66. Continue along Lloyd Expressway/IN 66 West to Mt. Vernon. Lloyd Expressway becomes IN -62/Ohio River Scenic Byway. Turn left onto IN 69 South, continue 0.9 miles to Hovey Lake Office, on the right.
Existing Underground Utility Locations are based on Information Provided by the Owner.
Remove All Existing Gravel (256 Sq. Yds.) within R/W for preparation of Type II, INDOT Drive as per Approved Driveway Permit.


2,667 Sq. Yds.

Demolition Notes:
1. Existing Concrete Pads and Aprons to Remain.
2. Gravel Surface to be Potholed for Total Rock Depth, Scraped a Nominal 1/2" Depth, and Patched Where Necessary Prior to Any HMA Surface Placement. Coordinate with Site Manager for Waste Disposal Area.
Fine Grade Lawn at 0.5% Slope to Drain Pavement towards Tree Line as per Sheet 12

Transition Paving Section to Drain to Lawn as per Sheet 12

Grading Notes:
1. Existing Drainage Pattern, Overland Flow Direction.
2. Proposed Finish Grading Surface Direction.
Type II Drive, 240 Sq. Yds
165 lbs/syd HMA Surface, Type B on
275 lbs/syd HMA Intermediate, Type B on
6" Compacted Aggregate #53 on
Subgrade Treatment Type II
as per Approved INDOT
Driveway Permit

General Notes:
1. Existing Concrete Aprons and Pads to Remain.
2. Match Existing Grades and Drainage Patterns.
3. Provide Perimeter Grading where Necessary to Prevent
Water Ponding on Pavement
General Notes:
1. See Sheet 11 for ADA Stall Striping and Signage Requirements.
2. Nominal Parking is 9' Wide by 18' Deep at 90°.
General Notes:
1. Silt Fence (SF) to be Installed Clear of Perimeter Grading.
2. Seed Mix shall be Applied prior to Erosion Control Blanket (ECB) Placement.
MATCH EXISTING GRAVEL DEPTH

TYPE II SUBGRADE TREATMENT
(6" OF THE SUBGRADE EXCAVATED AND REPLACED WITH COARSE AGGREGATE NO. 53)

GRAVEL PATCH & REPAIR
NTS
HMA SURFACING OF EXISTING AGGREGATE

nts

As noted

20-4319

Detail Sheet

Indiana Dept. of Natural Resources
Hovey Lake FWA
Office & Visitor Center Improvement Project

VS Engineering, Inc.

203 Main Street
Evansville, Indiana 47708
Phone: (812) 401-3030
Fax: (812) 401-3039
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DATE: 2020.05.12
DRAWN BY: JKS
PROJECT#: 20-4319
DRAWING: 11
PARKING PAD GRAVEL REMOVAL AND PAVING

Maximum 4" gravel removal for paving preparation of existing gravel

1/2" gravel removal as per Sheet 10 for paving preparation of existing gravel

Existing concrete pad at building

Patch existing gravel areas that fail proof roll as per Sheet 9

Gravel depth removal varies from 4" to 1/2"

275 lb/sy HMA Intermediate, Type B

Minimum 165 lb/sy HMA Surface, Type B

Maintain excavation and paving section 10 feet south of concrete pad and building.

* Width may vary to achieve slopes at ADA parking stall areas.

** Maximum slope of 2% is to be used at ADA parking stalls, and 5' beyond.
TRANSITION PAVING SECTION TO LAWN AREA

PROVIDE A MINIMUM OF 0.5" CLEARANCE FROM TOP OF PAVEMENT TO EXISTING GRADE WHERE POSSIBLE.
NOTE:
1. REFLECTIVE BLUE BACKGROUND WHITE LETTERING AND SYMBOL LETTERING MINIMUM 1" HEIGHT.
2. SIGN TO BE MOUNTED ON 2" METAL POST.
3. ONE SIGN PER ACCESSIBLE SPACE.
4. VAN ACCESSIBLE SIGN TO BE MOUNTED BELOW STANDARD ACCESSIBLE SIGN WHERE SPECIFIED ON PLANS. COLORING TO MATCH.
5. SEE DETAIL SHEET 12 FOR ADA SIGN MOUNTING

ADA PARKING STALL (VAN)

GENERAL NOTES:
1. PAVEMENT MARKINGS ARE TYPICAL 4" WIDTH FOR STRIPING AND ADA SYMBOL.
2. TRAFFIC MARKING APPLICATIONS SHALL BE THERMOPLASTIC.
3. ADA STRIPING SHALL BE BLUE AS PER IAC 5-16-9. ALL OTHER ON-SITE STRIPING SHALL BE WHITE.
4. PASSENGER VEHICLES MAY SHARE THE VAN LOADING ACCESS AISLE WHEN ADJACENT TO EACH OTHER.
5. SLOPES WITHIN THE PARKING STALL, ACCESS AISLE, AND PATH OF TRAVEL SHALL NOT EXCEED 2.0% SLOPES. RAMPS SHALL NOT EXCEED 12:1 SLOPES WITH A MAXIMUM DISTANCE OF 6'-0".

ADA PARKING STALL (CAR)
SITE SIGNAGE
(As required)
Note: - Sign faces rotated 90° for clarity-face to be installed perpendicular to parking space in field

6"Ø Sch 40 steel pipe filled w/concrete (Optional)
Paint pipe base yellow

2" galvanized steel post

2'-6" 6'-0" Min.

3'-6"

12"

6"Ø Sch 40 steel pipe in concrete 3000 PSI

Encase steel pipe

Pavement

24"

SIGN POST MOUNTING (TYP.)

nts

VS ENGINEERING, INC.
Indiana Dept. of Natural Resources
Hovey Lake FWA
Office & Visitor Center Improvement Project

SCALE: As Noted
DATE: 2020.05.12
DRAWN BY: JKS
PROJECT#: 20-4319
DRAWING: 15
GENERAL NOTES

1. When the maximum approach grade of ±10% does not meet the grade of the existing drive before the R/W line, the approach grade of ±10% shall extend beyond the R/W to the point of intersection with the existing driveway grade. Construction beyond the R/W line shall be done in temporary R/W.

2. The appropriate pipe end treatment should be provided for pipes located either inside the clear zone or outside the clear zone.

3. The minimum driveway pavement sections for Class III, IV, VI and VII Drives have been designed for 400 trucks per day. If the truck traffic count is greater than 400 per day, the required pavement section shall be as shown elsewhere on the plans.

4. For Class III, IV, VI and VII Drives, if length of the driveway is more than 15 feet, then D-1 contraction joints are required in transverse direction. Spacing shall be 1/2 the length of the driveway or 15 feet max.

5. Embankment slopes within the mainline clear zone for new construction/reconstruction projects or within the obstruction-free zone for BR projects should be as shown in the table on Standard Drawing E 610-PRAP-01. Outside the clear zone or the obstruction-free zone, the embankment slopes should desirably be 4:1 but not steeper than 3:1.
NOTES:

1. See Standard Drawing E 610-DRIV-10 for Section S-S.
3. The radii for PCCP Class II drives shall be constructed using corner reinforcement as detailed in Standard Drawing E 610-DRIV-14.
4. For PCCP Drives see Standard Drawing E 610-DRIV-14 for joint placement details.

LEGEND

- HMA for Approaches, Type B
  165°F/syd HMA Surface Type B or
  275°F/syd HMA Intermediate Type B on
  6” Compacted Aggregate No. 53, on
  Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  or
  PCCP for Approaches, 6 in., on
  Dense Graded Subbase, 6 in., on
  Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)

- The greater thickness of either the drive or the paved shoulder section.

- For type and thickness equivalent to surface in place, see plans.

- Plan shoulder section.
SECTION P-P - CLASS IV DRIVES

SECTION S-S - CLASS II DRIVES

NOTES:

1. See Standard Drawing E 610-DRIV-03 for Class II Drive details.
2. See Standard Drawing E 610-DRIV-05 for Class IV Drive details.
SECTION E-E
(APPROACH GRADE FOR CUT OR FILL TO BE USED WITH EARTH SHOULDERS)

SECTION F-F
(APPROACH GRADE FOR CUT OR FILL TO BE USED WITH PAVED SHOULDER 8'-0" OR WIDER)

SECTION D-D
(APPROACH GRADE FOR CUT OR FILL TO BE USED WITH LESS THAN 8'-0" WIDTH PAVED OR COMPACTED AGGREGATE SHOULDERS)

NOTES:
1. See Standard Drawing E 610-DRIV-03, -05 and -06 for location of Sections D-D, E-E and F-F.
2. Where physical restrictions limit the space available for the construction of a drive from a roadway in an embankment section, the downgrade breakpoint of the drive may begin at the edge of the shoulder without a crest vertical curve. The algebraic difference in grades shall not exceed 11%.
3. The maximum algebraic difference shall not exceed 11% for crested grade and 14% for segged grades.
NOTES:

1. 3 ft or wider as necessary to feather to existing grade.
2. Pavement wedge to be centered on centerline of drive.
3. The pay limits shown herein generally apply to Class II, IV, and VI Drives.
4. Approach Area - HMA for Approaches or PCP for Approaches. This area typically extends from the edge of an 8 foot or wider paved travelway shoulder to the right of way or property line or within a few feet of the right of way or property line where the new drive meets the grade of the existing drive, depending on the site-specific conditions. Where the travelway paved shoulder width is less than 8 feet, this area will be measured from the edge of travelway.
5. Transition Area - an equivalent pavement section to the existing drive. This area typically extends from the right of way or property line to a point on the property owner’s drive where the new drive grade can match the existing drive grade.

LEGEND

Drive area to be treated with HMA for Approaches

INDDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT WEDGE AND PAY LIMITS FOR CLASS II, IV, AND VI DRIVES

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-18

5/29/2019

DESIGN STANDARDS ENGINEER

6/5/2019

CHIEF ENGINEER

No. 10200124

STATE OF INDIANA

5/29/2019

CHIEF ENGINEER

6/5/2019