


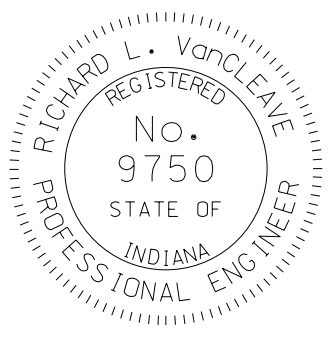


**GENERAL NOTES**

- ① These notes apply to Standard Drawings E 610-DRIV-01 through 12.
2. If a PCCP approach is class III or class IV, the radii shall be constructed using ear construction type C as detailed on Standard Drawing E 605-ERCN-02.
- ③ When the maximum approach grade of  $\pm 10\%$  does not meet the grade of the existing drive before the R/W line, the approach grade of  $\pm 10\%$  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.
- ④ The appropriate pipe end treatment should be provided for pipes located either inside the clear zone or outside the clear zone.
- ⑦ The maximum algebraic difference in grades shall not exceed 8% for crested grade nor 12% for sagged grades for Types I and III drives, nor 11% for crested grade and 14% for sagged grades for Types II, IV, and V drives.
- ⑧ 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.
- ⑪ See Standard Drawing E 610-DRIV-14 for shoulder treatment at driveways.
- ⑫ Curb ramp type H, as shown on Standard Drawing E 604-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing E 604-SDWK-02 shall be used when sidewalk is adjacent to curb.
- ⑬ When X is equal to or greater than 2 ft but less than 6 ft, either a curb ramp type G as shown on Standard Drawing E 604-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing E 604-SDWK-01 shall be used.
- ⑭ When X is equal to or greater than 6 ft, no curb ramp or sidewalk elevation transition is required unless the curb height is in excess of 6 inches.
- ⑮ Embankment slopes within the mainline clear zone for new construction/reconstruction projects or within the obstruction-free zone for 3R projects should be as shown in the table on Standard Drawing E 610-PRAP-04. Outside the clear zone or the obstruction-free zone, the embankment slopes should desirably be 4:1 but not steeper than 3:1.
16. See Standard Drawing E 610-DRIV-14 for shoulder treatment at driveways.

**LEGEND**

- |   |   |
|---|---|
| ⑤ 1/2 in. preformed joint filler                                    | X = Distance between face of curb and sidewalk.   |
| ⑥ Monolithic curb   | W = Width of sidewalk   |
| ⑨ Longitudinal joint  |  PCCP   |
| F Concrete sidewalk   |  Curb ramp, if signalized, or typically, sidewalk elevation transition. |
| S For type and thickness equivalent to surface in place, see plans. |  Curb ramp or sidewalk elevation transition section view.               |

<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>											
<b>DRIVES</b>											
<b>GENERAL NOTES AND LEGEND</b>											
<b>SEPTEMBER 2007</b>											
<b>STANDARD DRAWING NO. E 610-DRIV-13</b>											
	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><i>/s/ Richard L. VanCleave</i></td> <td style="text-align: center;"><i>09/04/07</i></td> </tr> <tr> <td style="text-align: center;">DESIGN STANDARDS ENGINEER</td> <td style="text-align: center;">DATE</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td style="text-align: center;"><i>/s/ Mark A. Miller</i></td> <td style="text-align: center;"><i>09/04/07</i></td> </tr> <tr> <td style="text-align: center;">CHIEF HIGHWAY ENGINEER</td> <td style="text-align: center;">DATE</td> </tr> </table>	<i>/s/ Richard L. VanCleave</i>	<i>09/04/07</i>	DESIGN STANDARDS ENGINEER	DATE			<i>/s/ Mark A. Miller</i>	<i>09/04/07</i>	CHIEF HIGHWAY ENGINEER	DATE
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