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 radl shall be constructed using ear construction Type C as detailed on Standard Drawing E 605-ERCN-02.
3. 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 drive/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.
5. 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.
6. 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.
7. See Standard Drawing E 610-DRIV-14 for shoulder treatment at driveways.
8. 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-SWCR-02 shall be used when sidewalk is adjacent to curb.
9. 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-SWCR-02 shall be used when sidewalk is adjacent to curb.
10. When X is equal to or greater than 6 ft but less than 10 ft, a Curb Ramp Type F 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-SWCR-01 shall be used.
11. 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 be as follows:
- 4:1 but not steeper than 3:1

INDIANA DEPARTMENT OF TRANSPORTATION

DRIVES
GENERAL NOTES AND LEGEND
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STANDARD DRAWING NO. E 610-DRIV-13

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