## GENERAL NOTES: ① See Standard Drawing 720-INST-08 for inlet type N-12 details. 2. Contours and top of weir elevation shown in 4.5 m (12% median slope) 4.8 m (12% median slope) Section A-A are relative to the ditch grade. 6.1 m (16% median slope) 6.4 m (16% median slope) 10% slope line 3. The type N-12 inlet may be placed at the cross 80 below 10% slope line pipe structure to eliminate the longitudinal Top of wier 600 300 pipe which connects the inlet to the cross pipe. 10% Grade of & ditch -Grade of & ditch Inlet N-12 SECTION A-A A -20 | 30 | 30 | 30 | 30 | 200 200 300 100 100 16% 3800 (typ.) 3800 (typ.) Top of weir El. 640 300, 375, or 300, 375, or Top of weir El. 480 400 dia. pipe 400 dia. pipe 20% of paved shoulder All dimensions are in mm unless otherwise specified. INDIANA DEPARTMENT OF TRANSPORTATION 16% | 100 300 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 100 100 | 16% + 000 + 000 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | CENTER DITCH INLET 300 300 300 200 PARALLEL TO & ROADWAY MAY 1998 STANDARD DRAWING NO. 617-CDIN-01 A 🖚 /s/Anthony L. Uremovich 5-01-98 PLAN PLAN 18095 STATE OF 12% MEDIAN SLOPE 16% MEDIAN SLOPE ONAL EN /s/ Donald W. Lucas Source Sheet: MS1 DESIGN STANDARDS ENGINEER