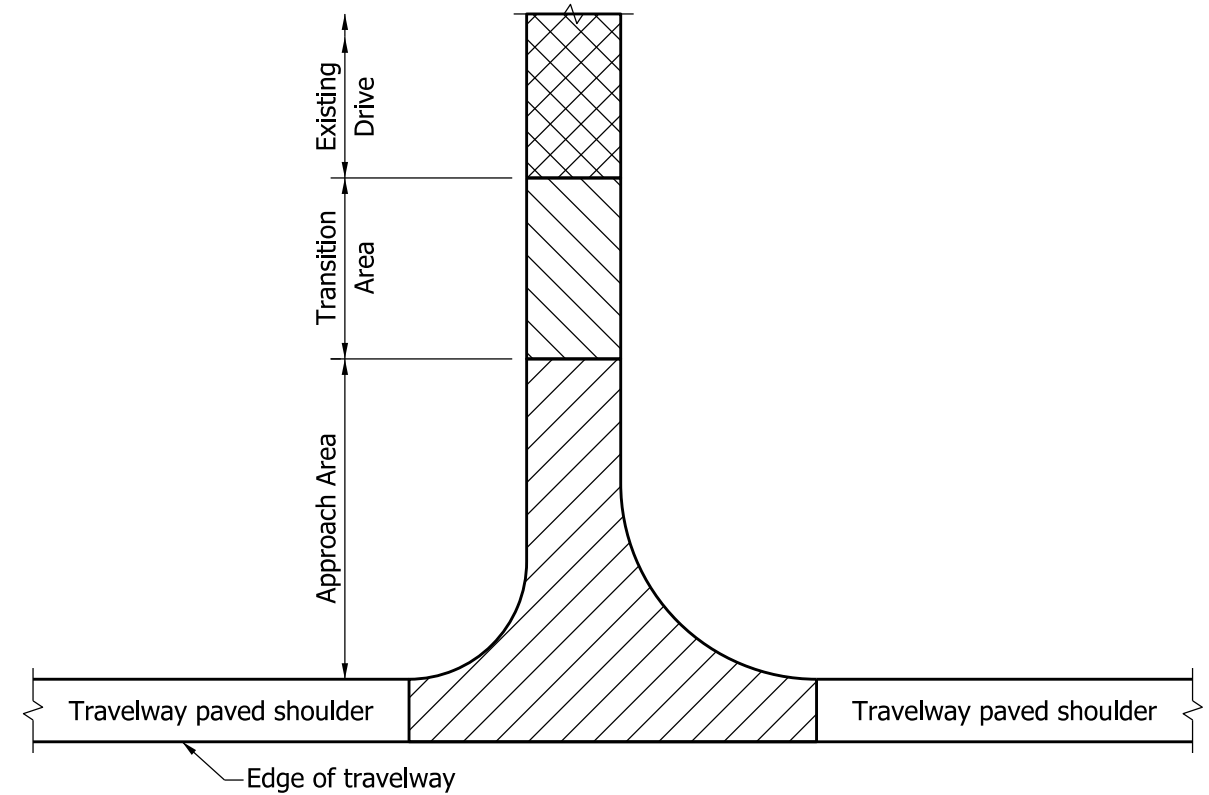


GENERAL NOTES

1. These notes apply to Standard Drawings 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 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 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 610-DRIV-14 for shoulder treatment at driveways.
- ⑫ Curb Ramp Type H, as shown on Standard Drawing 604-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing 604-SDWK-02 shall be used when sidewalk is adjacent to curb.
- ⑬ When X is equal to or greater than 600 but less than 1800, either a Curb Ramp Type G as shown on Standard Drawing 604-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing 604-SDWK-01 shall be used.
- ⑭ When X is equal to or greater than 1800, no curb ramp or sidewalk elevation transition is required unless the curb height is in excess of 150.
- 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 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 H_C - earth cover over culvert shall be 300 or greater.

LEGEND

- | | |
|---|--|
| ⑤ 13 preformed joint filler | ⊗ = Distance between back face of curb and sidewalk. |
| ⑥ Monolithic curb for PCCP Approaches or concrete curb and gutter for HMA for Approaches. | ⊞ = Width of sidewalk |
| ⑨ Longitudinal joint | ▨ PCCP |
| Ⓣ Concrete sidewalk | ▬ Curb ramp, if signalized, or typically, sidewalk elevation transition. |
| Ⓢ For type and thickness equivalent to surface in place, see plans. | ▨ Curb ramp or sidewalk elevation transition section view. |
| ⑳ Keyway construction joint | |



TYPE I, II, III, IV, VI AND VII DRIVES

NOTES

1. The pay limits shown hereon generally apply to Type I, II, III, IV, VI and VII Drives as shown on Standard Drawings 610-DRIV-01, -02, -03, 04, -06 and -07 respectively.
2. Approach Area - HMA for Approaches or PCCP for Approaches. This area typically extends from the edge of an 2400 or wider paved travelway shoulder to the right of way or property line or within a few meters 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 2400, this area will be measured from the edge of travelway.
3. 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.

All Dimensions are in mm unless otherwise specified.

INDIANA DEPARTMENT OF TRANSPORTATION	
DRIVES	
GENERAL NOTES AND LEGEND	
SEPTEMBER 2010	
STANDARD DRAWING NO.	610-DRIV-13
	/s/ <i>Richard L. VanCleave</i> 09/01/10 DESIGN STANDARDS ENGINEER DATE
	/s/ <i>Mark A. Miller</i> 09/01/10 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	