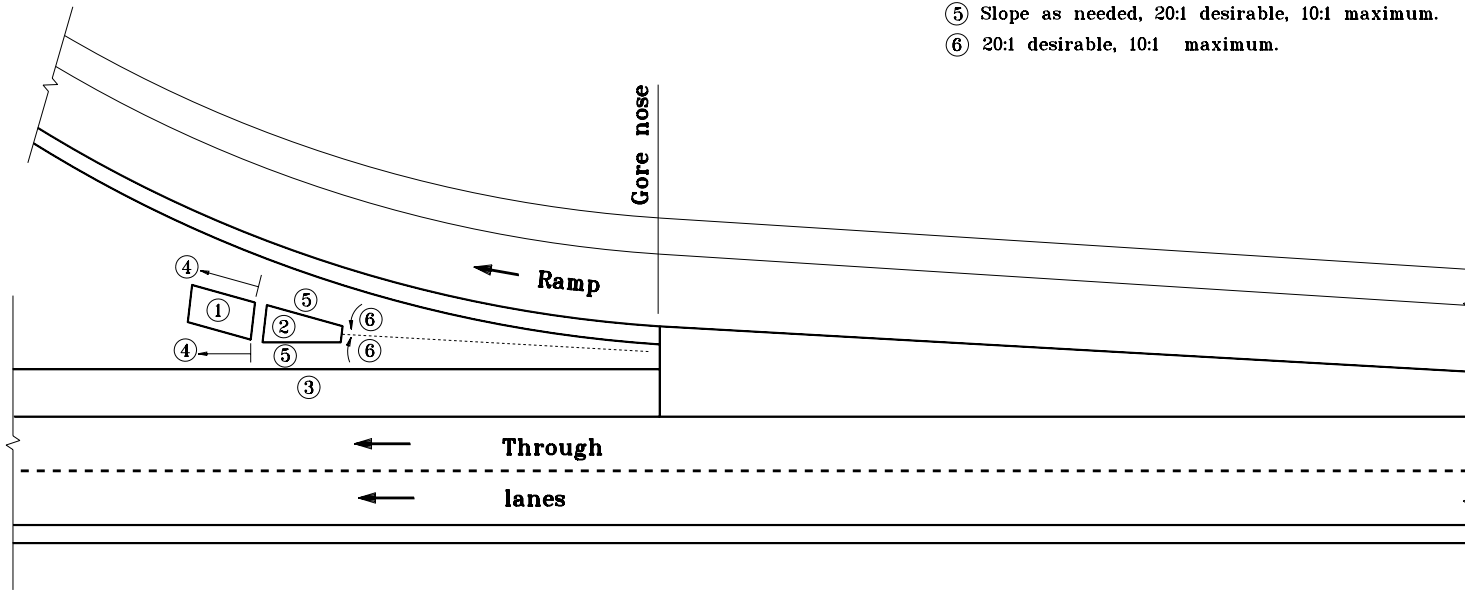


**LEGEND**

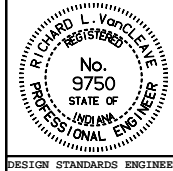
- ① Obstruction
- ② Impact attenuator pad, transversely as level as conditions permit, maximum slope 20:1. Longitudinally sloping 20:1 maximum, with respect to roadway grade.
- ③ Shoulder slope 4% toward obstruction/impact attenuator pad/swale.
- ④ Transition slope 10:1 maximum transversely.
- ⑤ Slope as needed, 20:1 desirable, 10:1 maximum.
- ⑥ 20:1 desirable, 10:1 maximum.



INDIANA DEPARTMENT OF TRANSPORTATION

**GRADING AT IMPACT  
ATTENUATOR IN GORE AREA**  
MARCH 2002

STANDARD DRAWING NO. **E 601-GAIA-03**



*/s/ Richard L. VanCleave* 3-01-02  
DESIGN STANDARDS ENGINEER DATE

*/s/ Richard K. Smutzer* 3-01-02  
CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER