


**GENERAL NOTES**

These notes are for Standard Drawings 610-PRAP-02, -03, and -05.

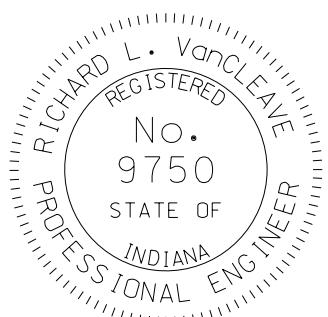
- 1 Embankment slopes on either side of an approach or drive within the mainline clear zone for new construction/reconstruction projects or the obstruction free zone on 3R projects should conform to the following table:

DESIGN YEAR		High, $\geq$ 80 km/h		Low, $\leq$ 70 km/h
		$\geq$ 6000	< 6000	All
Multi-Lane Divided, All Functional Class.	Incoming Slope	10:1	10:1	10:1
	Outgoing Slope	4:1	4:1	4:1
Multi-Lane Undivided, All Functional Class.	Incoming Slope	10:1	6:1	6:1
	Outgoing Slope	4:1	4:1	4:1
2-Lane Arterial or collector		6:1	6:1	4:1
2-Lane Local Road		4:1	4:1	4:1

Outside the clear zone or the obstruction free zone, the embankment slopes should desirably be 4:1 but not steeper than 3:1.

2. Cross culverts under the public road approach which cannot be located outside the mainline clear zone will require appropriate end treatments.
- 4 The cross hatched  shoulder area indicates the limits where the shoulder is the same as the approach pavement.
5. If the approach is to be constructed of PCCP, the details shall be as shown elsewhere in the plans for thickness, joint type, and location.
- 6 Earth shoulder shall be used with the Type A public road approach. The Type B public road approach shall have 6 in. compacted aggregate and full approach pavement section shoulders as shown on the Type A approach detail.
- 7 If the ADT for the public road is greater than 1000, the required pavement section shall be as shown elsewhere in the plans.

All Dimensions are in mm unless otherwise specified.

<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>	
<b>PUBLIC ROAD APPROACH TYPE A &amp; B - GENERAL NOTES</b>	
<b>SEPTEMBER 2007</b>	
<b>STANDARD DRAWING NO. 610-PRAP-04</b>	
	<p><i>/s/ Richard L. VanCleave</i>      09/04/07 DESIGN STANDARDS ENGINEER      DATE</p> <p><i>/s/ Mark A. Miller</i>      09/04/07 CHIEF HIGHWAY ENGINEER      DATE</p>
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