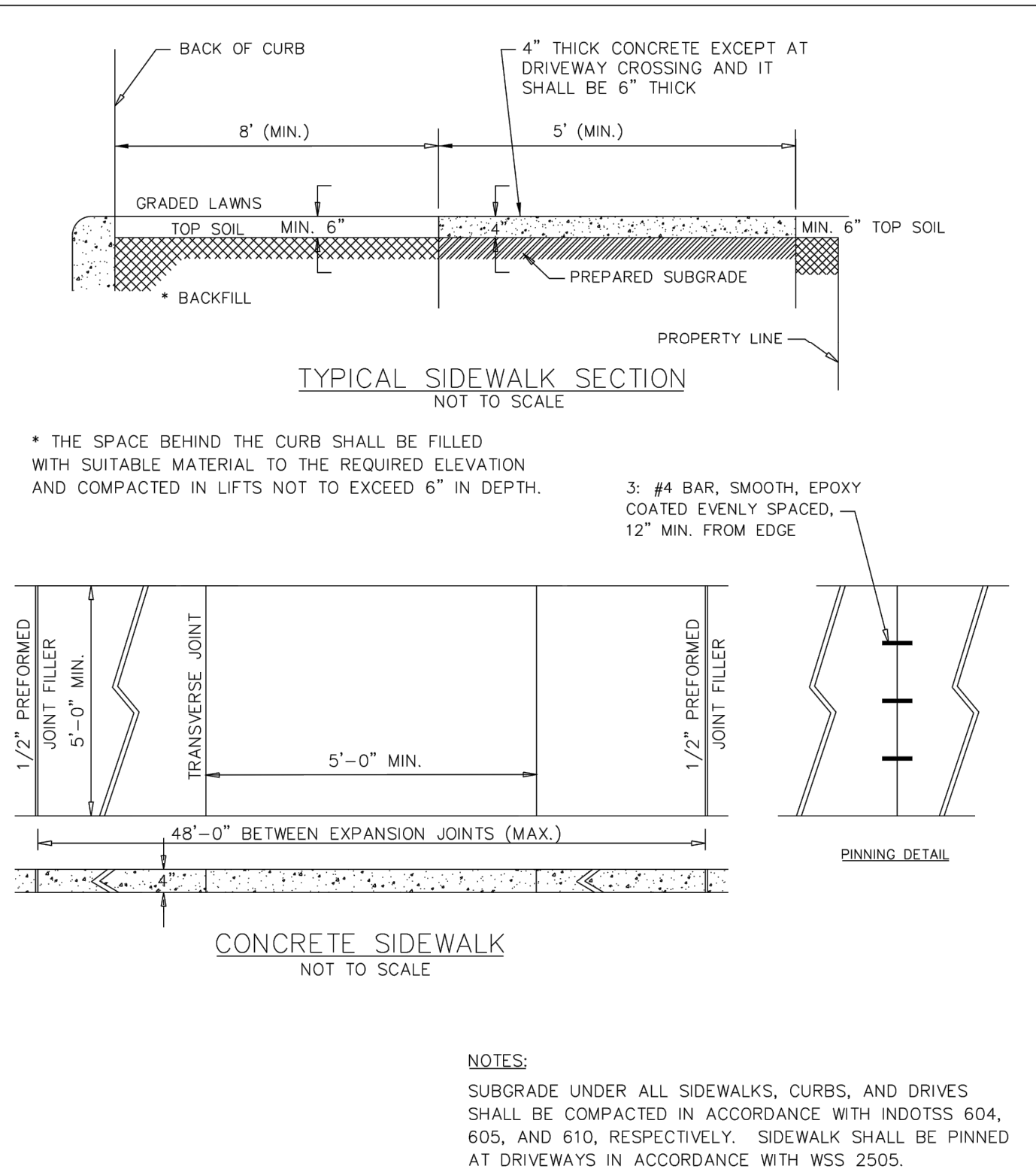


- NOTES:
- See Standard Drawing E 610-DRIV-02 Class I Drive pavement section.
 - See Standard Drawing E 610-DRIV-04 Class III Drive pavement section.
 - See Standard Drawing E 604-SDWK-03 for sidewalk driveway crossing details.
 - The maximum algebraic difference in grades shall not exceed 8% for crested grade nor 12% for sagged grade
 - See Standard Drawing E 610-DRIV-14 joint placement, monolithic curb, and concrete curb and gutter details.

LEGEND

▬ = Curb ramp or sidewalk elevation transition.

▬ = PCCP



- NOTES:
- SIDEWALK RAMP ARE TO BE LOCATED AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
 - SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY "COARSE BROOM", TRANSVERSE TO THE RUNNING SLOPE.
 - CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP. WHERE CONDITIONS PERMIT, IT IS DESIRABLE THAT THE SLOPE OF THE RAMP BE IN ONLY ONE DIRECTION, PARALLEL TO THE DIRECTION OF TRAVEL.
 - WHEN 5' MINIMUM WIDTHS ARE NOT PRACTICABLE, RAMP WIDTH MAY BE REDUCED TO NOT LESS THAN 4' AND LANDINGS TO NOT LESS THAN 4' X 4'.
 - RAMP AT BARRIER FREE PARKING SPACES SHALL BE AT LEAST AS WIDE AS THE STRIPED AISLE BETWEEN THE PARKING SPACES (TYPICALLY 5' WIDE OR 8' WIDE, REFER TO PLANS FOR AISLE WIDTH)
 - DETECTABLE WARNING SURFACE COVERAGE IS 24" MINIMUM IN THE DIRECTION OF RAMP/PATH TRAVEL AND THE FULL WIDTH OF THE RAMP/PATH OPENING, EXCLUDING CURBED OR FLARED CURB TRANSITION AREAS. A BORDER OFFSET NOT GREATER THAN 2" MEASURED ALONG THE EDGES OF THE DETECTABLE WARNING IS ALLOWABLE. FOR RADIAL CURB THE OFFSET IS MEASURED FROM THE ENDS OF THE RADIUS.
 - THE TOP OF THE JOINT FILLER FOR ALL RAMP TYPES SHALL BE FLUSH WITH THE ADJACENT CONCRETE.
 - CROSSWALK AND STOP LINE MARKINGS, IF USED, SHALL BE SO LOCATED AS TO STOP TRAFFIC SHORT OF RAMP CROSSINGS. SPECIFIC DETAILS FOR MARKING APPLICATIONS ARE GIVEN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
 - DETECTABLE WARNING PLATES MUST BE INSTALLED USING FABRICATED OR FIELD CUT UNITS CAST AND/OR ANCHORED IN THE PLACEMENT TO RESIST SHIFTING OR HEAVING. REFER TO PLAN VIEWS FOR RAMP LOCATIONS THAT REQUIRE DETECTABLE WARNING.

INDIANA DEPARTMENT OF TRANSPORTATION

CLASS I AND CLASS III DRIVE
APPROACH GRADES

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-09

DESIGN STANDARDS ENGINEER DATE 5/29/2019

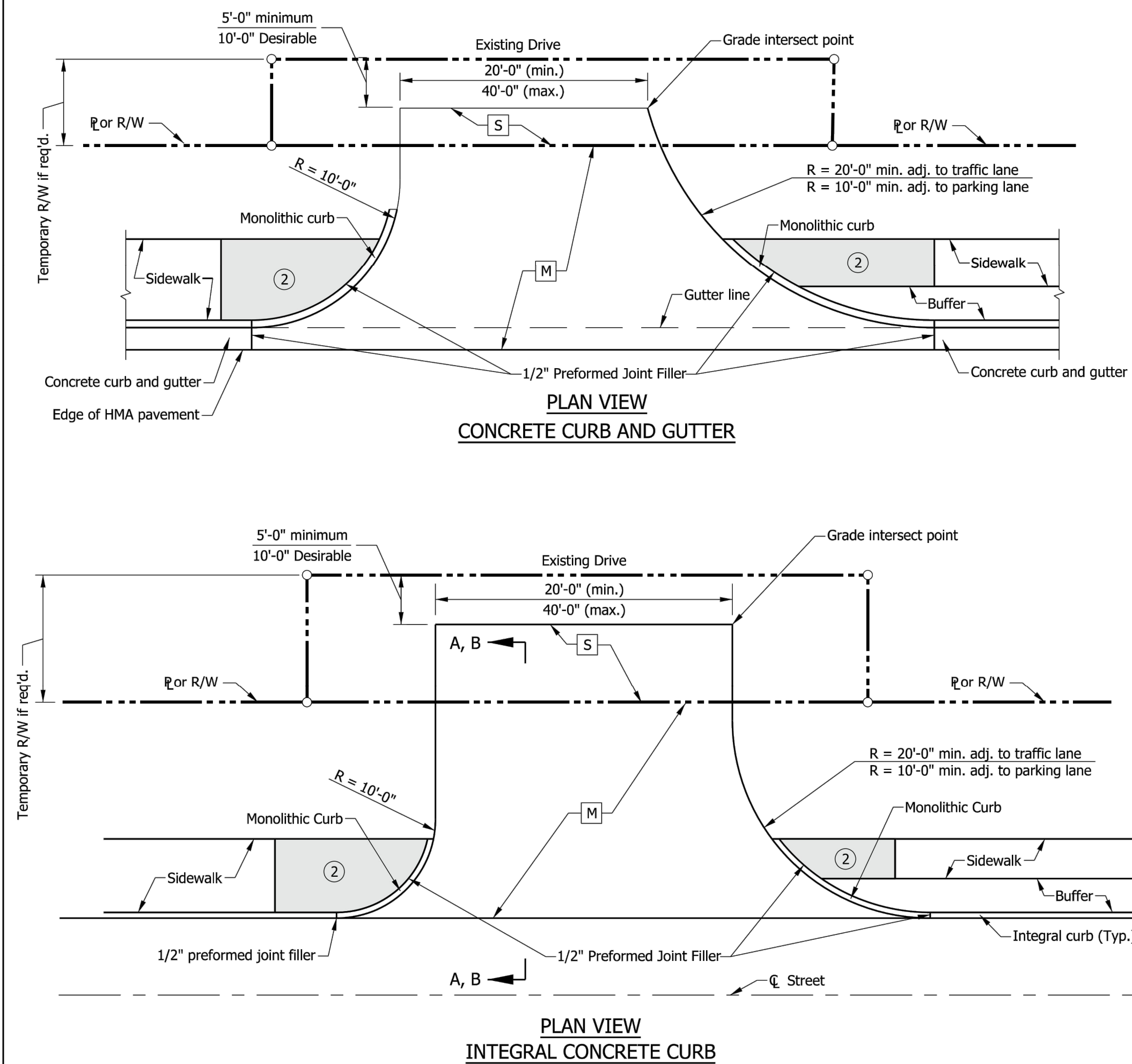
CHIEF ENGINEER DATE 6/5/2019

SIDEWALK DETAILS

CITY OF WESTFIELD, INDIANA

Johnathon Nail 3/20/19 DATE

FIGURE 2500-010



- NOTES:
- See Standard Drawing E 610-DRIV-09 for Section A-A, and Section B-B.
 - See Standard Drawing E 604-SDWK-03 for sidewalk driveway crossing details.
 - See Standard Drawing E 610-DRIV-14 for joint placement, monolithic curb, and concrete curb and gutter details.

LEGEND

M PCCP for Approaches 9 in., on Dense Graded Subbase, on Geogrid Type 1B, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)

S For type and thickness equivalent to surface in place, see plans.

▬ Sidewalk elevation transitions.

INDIANA DEPARTMENT OF TRANSPORTATION

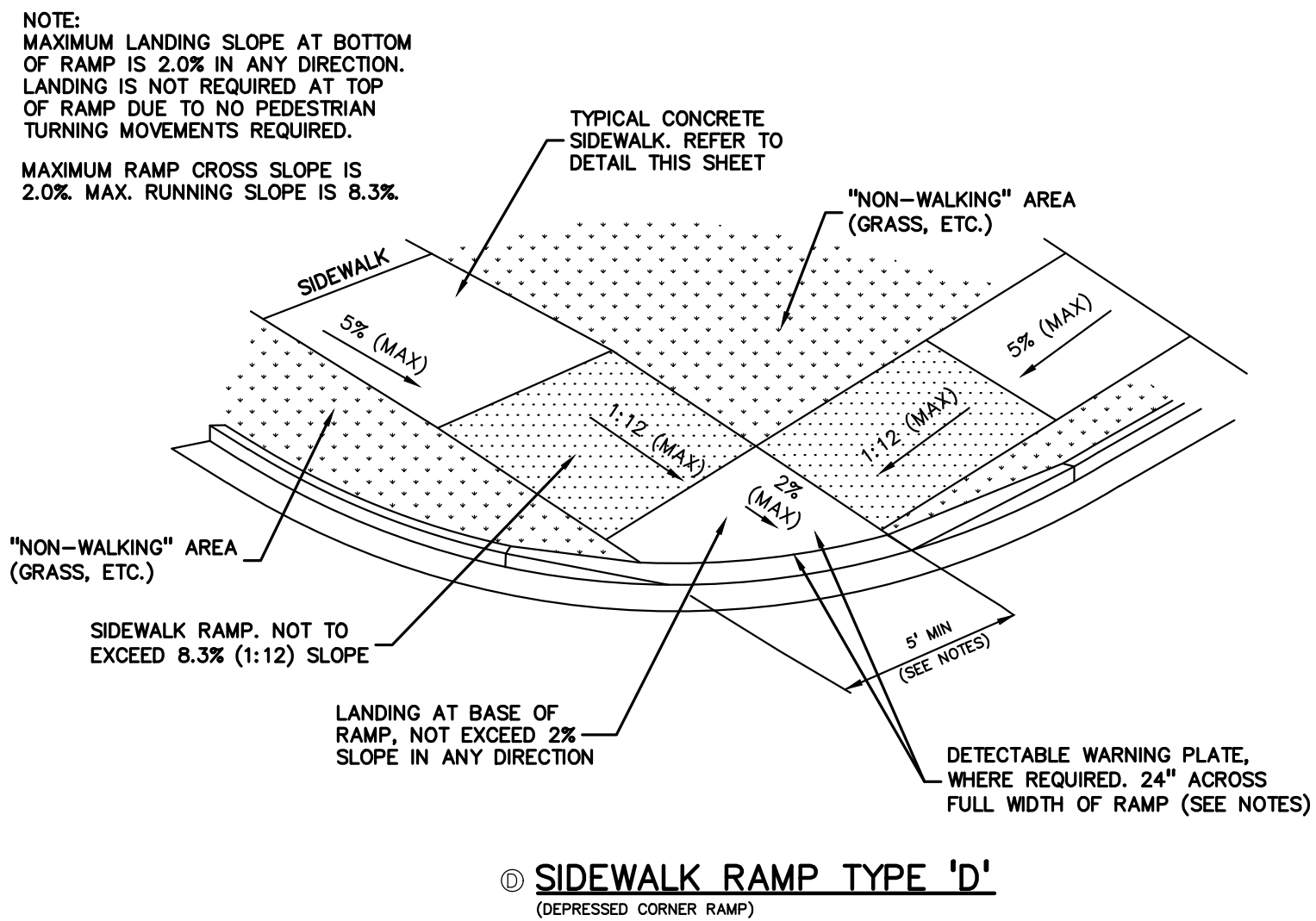
CLASS III DRIVE
(COMMERCIAL)

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-04

DESIGN STANDARDS ENGINEER DATE 5/1/2019

CHIEF ENGINEER DATE 6/5/2019



PANDA EXPRESS, INC.
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Rosemead, California 91770
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Facsimile: 626.372.8288

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REVISIONS:

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ISSUE DATE:

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| DEVELOPMENT PLAN | 02-24-2021 |
| DDP RESUBMITTAL | 03-31-2021 |
| DDP RESUBMITTAL | 05-26-2021 |
| STATE PERMIT | 06-07-2021 |
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DRAWN BY: LGD

PANDA PROJECT #: D8060
CIVIL PROJECT #: 2020-0251



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PANDA EXPRESS

TRUE WARM & WELCOME
SR 32 & SPRING MILL ROAD (MEIJER #319)
WESTFIELD, IN, 46074

HARDSCAPE
DETAILS III

C03.4

SCALE: N.A.



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