

NOTES:

1. See Standard Drawing E 610-DRIV-13 for General Notes and additional Legend.
2. See Standard Drawings E 604-SDWK-01 or E 604-SDWK-02 for sidewalk elevation transition details.
3. See Standard Drawings E 610-DRIV-03 for concrete curb and gutter connection detail.
4. See Standard Drawings E 610-DRIV-07 for PCCP joint placement detail.
5. Pavement shall be PCCP for Approaches, 6 in., on subgrade treatment Type II.
6. See Standard Drawing E 610-DRIV-08 for sections A-A and B-B.
7. See Standard Drawing E 503-CCPJ-02 for longitudinal joint details.

LEGEND

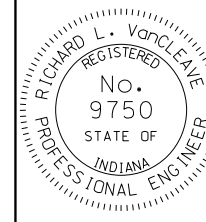
- W = Width of sidewalk
- X = Distance between back face of curb to sidewalk.
- Y = Distance from front face of curb to R or R/W.
- = Sidewalk elevation transition.

INDIANA DEPARTMENT OF TRANSPORTATION

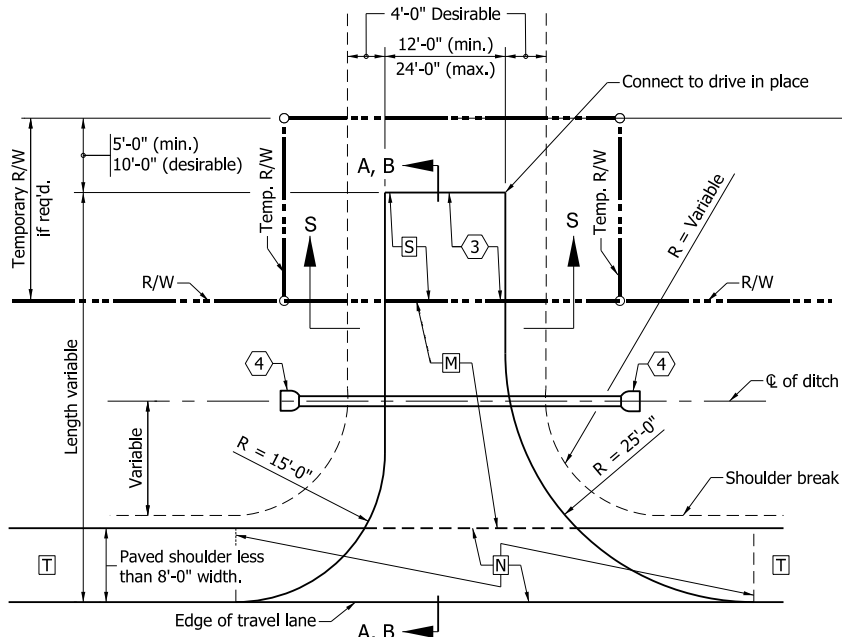
CLASS I DRIVE

SEPTEMBER 2012

STANDARD DRAWING NO. E 610-DRIV-01

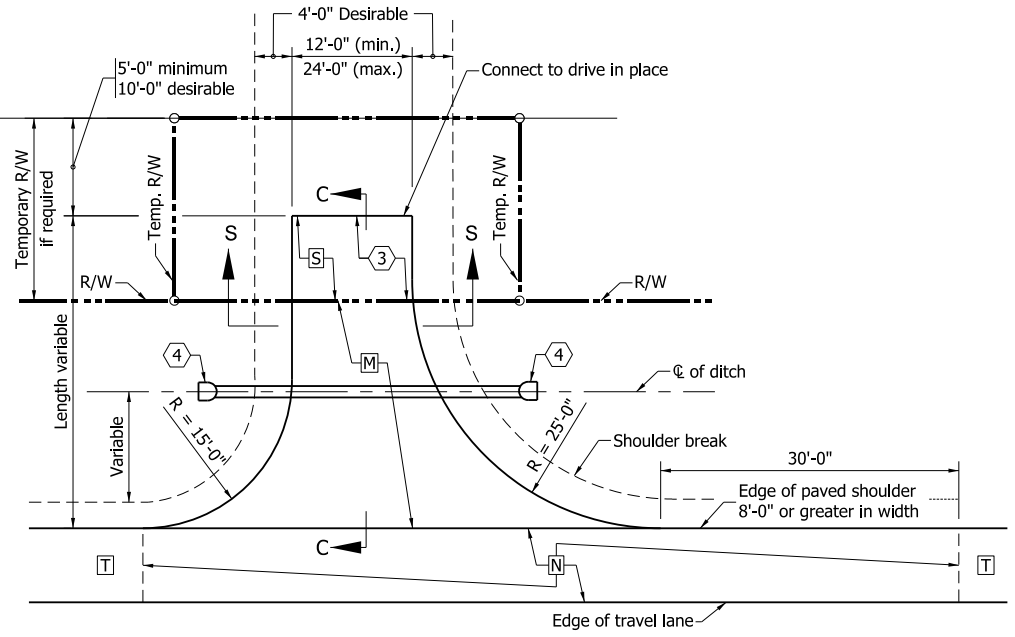


/s/ Richard L. VanCleave	09/04/12
SUPERVISOR, ROADWAY STANDARDS	DATE
/s/ Mark A. Miller	09/04/12
CHIEF ENGINEER	DATE



PLAN VIEW

(PAVED SHOULDER LESS THAN 8'-0" IN WIDTH OR UNPAVED SHOULDER)



PLAN VIEW

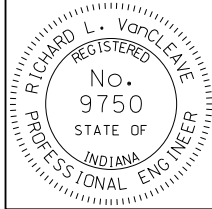
(PAVED SHOULDER 8'-0" OR GREATER IN WIDTH)

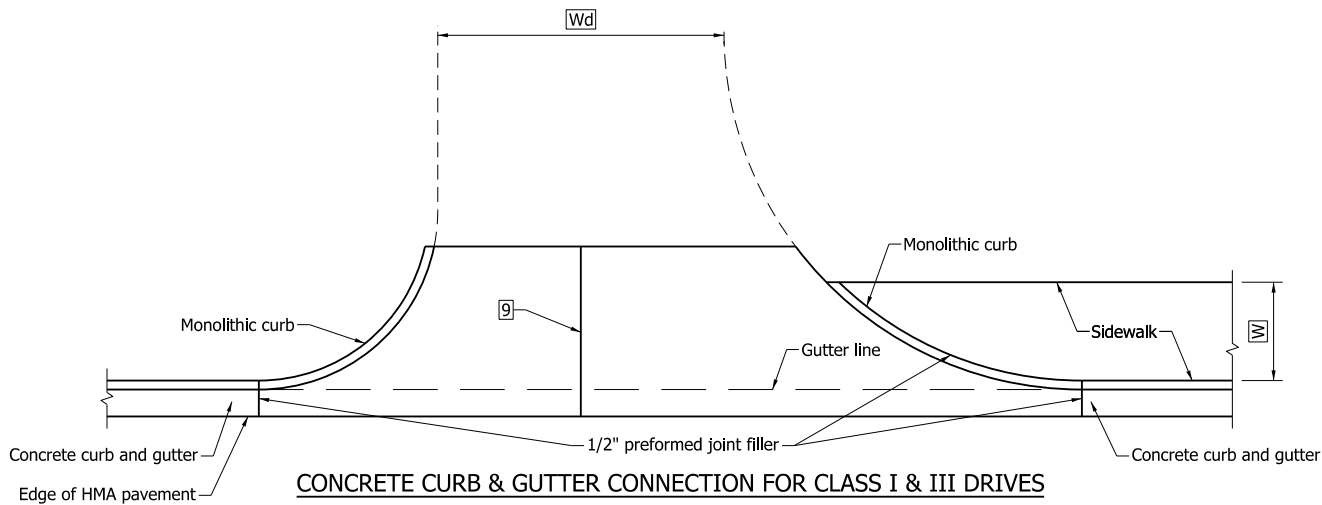
NOTES:

1. See Standard Drawing E 610-DRIV-13 for General Notes and additional Legend.
2. See Standard Drawings E 610-DRIV-10 for Sections A-A, B-B and C-C.
3. See Standard Drawings E 610-DRIV-10 for approach grades.
4. See Standard Drawings E 610-DRIV-09 for Section S-S.

LEGEND

- [M] HMA for Approaches:
165#/syd HMA Surface Type B on
385#/syd HMA Intermediate Type B on
subgrade treatment Type II
or
PCCP for Approaches, 6",
subgrade treatment Type II
- [N] The greater thickness of either the drive [M]
or the paved shoulder [T] section.
- [T] Plan shoulder section.
- [S] For type and thickness equivalent
to surface in place, see plans.

INDIANA DEPARTMENT OF TRANSPORTATION	
CLASS II DRIVE	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-02
	<i>/s/ Richard L. VanCleave</i> 09/01/10 <small>DESIGN STANDARDS ENGINEER DATE</small>
DESIGN STANDARDS ENGINEER	<i>/s/ Mark A. Miller</i> 09/01/10 <small>CHIEF HIGHWAY ENGINEER DATE</small>



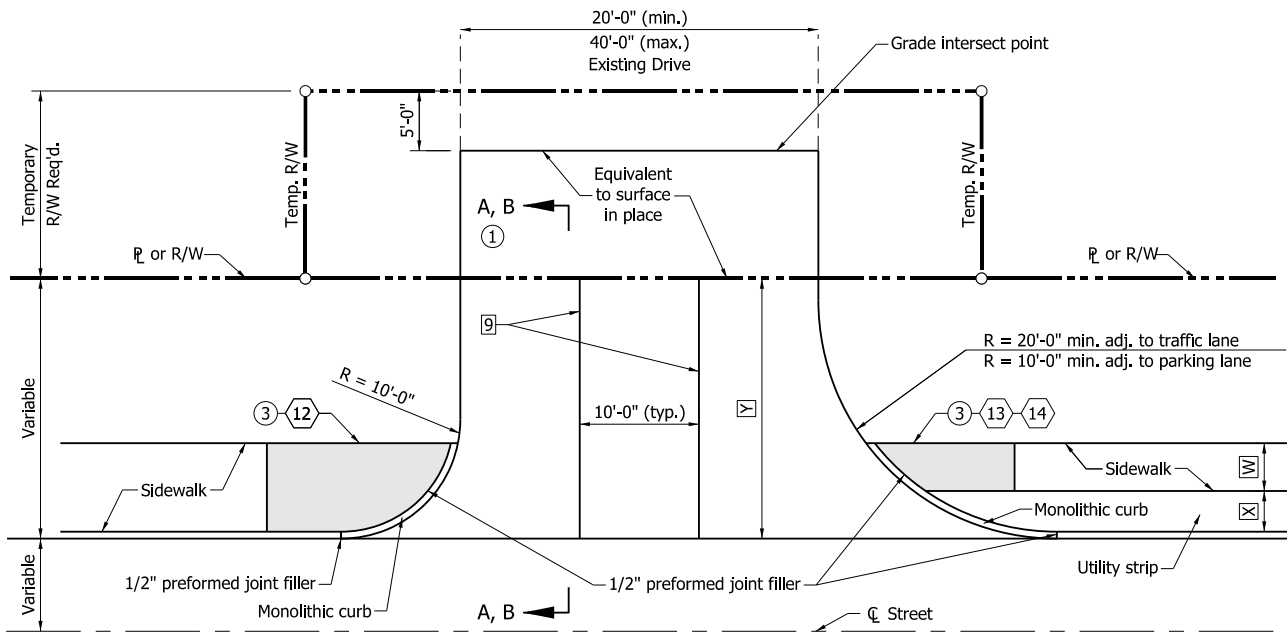
CONCRETE CURB & GUTTER CONNECTION FOR CLASS I & III DRIVES

NOTES:

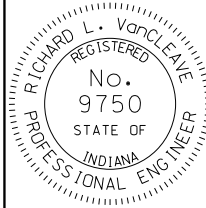
- ① See Standard Drawing E 610-DRIV-08 for Section A-A, and Section B-B.
2. Pavement shall be PCCP for Approaches, 9 in., on subgrade treatment Type II.
- ③ See Standard Drawings E 604-SDWK-01 or E 604-SDWK-02 for sidewalk elevation transition details, or Standard Drawing E 604-SWCR-09 for sidewalk curb ramp details if the drive is signalized.
4. See Standard Drawing E 610-DRIV-07 for joint placement details.
5. See Standard Drawing E 610-DRIV-13 for General Notes and additional Legend.
6. See Standard Drawing 503-CCPJ-02 for longitudinal joint details.

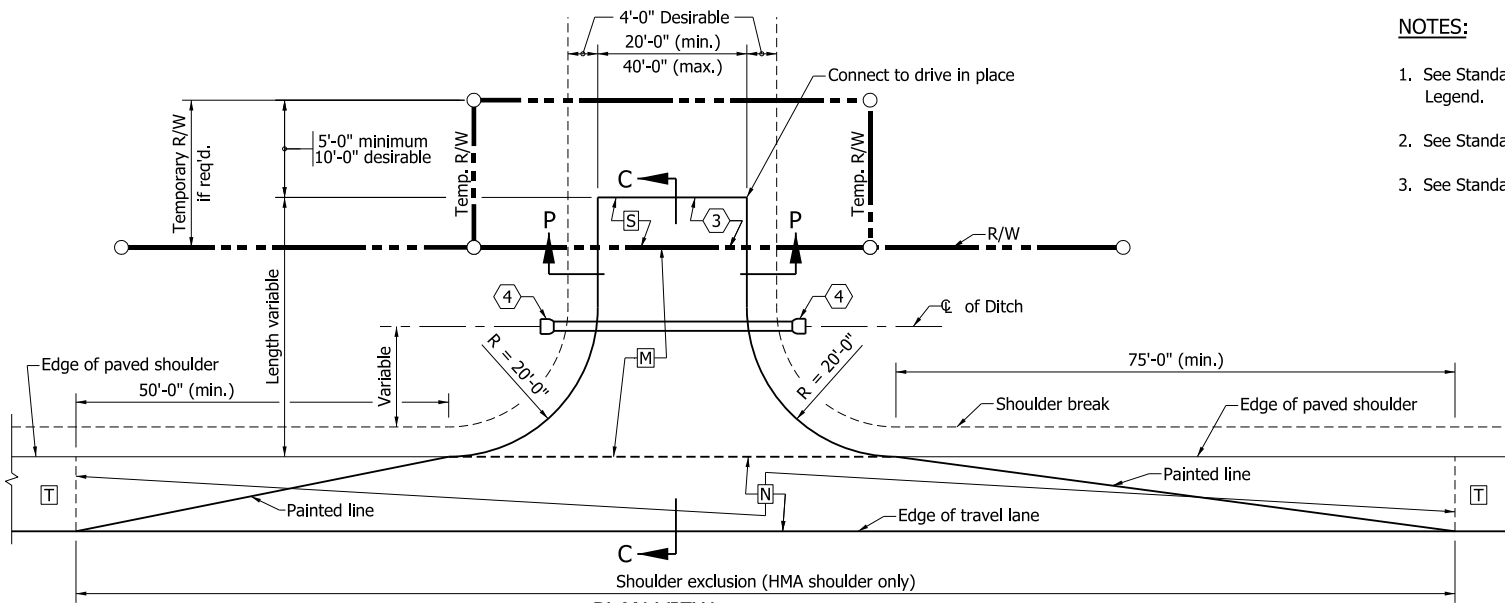
LEGEND

- \overline{W} = Width of sidewalk
- \overline{Wd} = Driveway width
- \overline{X} = Distance between back face of curb and sidewalk
- \overline{Y} = Distance from front face of curb to \overline{r} or R/W
- \square = Sidewalk elevation transition

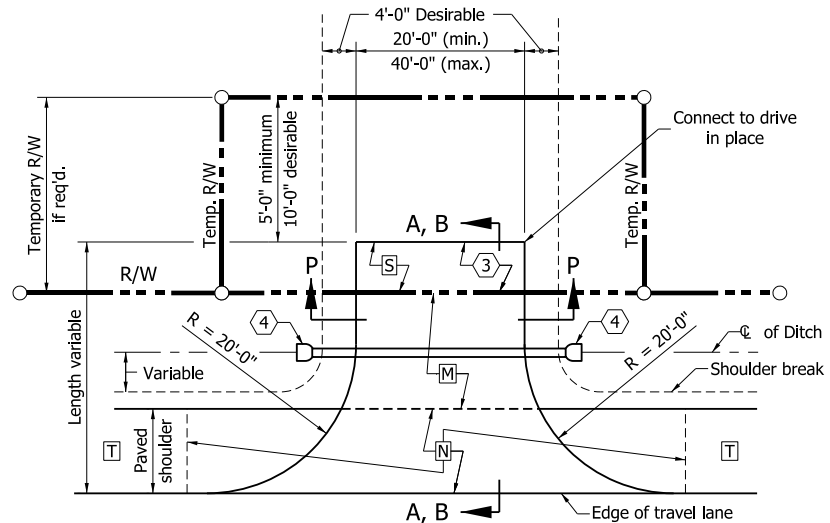


PLAN VIEW - CLASS III DRIVE

INDIANA DEPARTMENT OF TRANSPORTATION											
CLASS III DRIVE											
SEPTEMBER 2012											
STANDARD DRAWING NO.	E 610-DRIV-03										
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><i>/s/ Richard L. VanCleave</i></td> <td style="text-align: right;">09/04/12</td> </tr> <tr> <td style="text-align: center;">SUPERVISOR, ROADWAY STANDARDS</td> <td style="text-align: right;">DATE</td> </tr> <tr> <td colspan="2" style="text-align: center;"> </td> </tr> <tr> <td style="text-align: center;"><i>/s/ Mark A. Miller</i></td> <td style="text-align: right;">09/04/12</td> </tr> <tr> <td style="text-align: center;">CHIEF ENGINEER</td> <td style="text-align: right;">DATE</td> </tr> </table>	<i>/s/ Richard L. VanCleave</i>	09/04/12	SUPERVISOR, ROADWAY STANDARDS	DATE			<i>/s/ Mark A. Miller</i>	09/04/12	CHIEF ENGINEER	DATE
<i>/s/ Richard L. VanCleave</i>	09/04/12										
SUPERVISOR, ROADWAY STANDARDS	DATE										
<i>/s/ Mark A. Miller</i>	09/04/12										
CHIEF ENGINEER	DATE										



PLAN VIEW
(PAVED SHOULDER 8'-0" FEET OR GREATER IN WIDTH)



PLAN VIEW
(PAVED SHOULDER LESS THAN 8'-0" IN WIDTH OR UNPAVED SHOULDER)

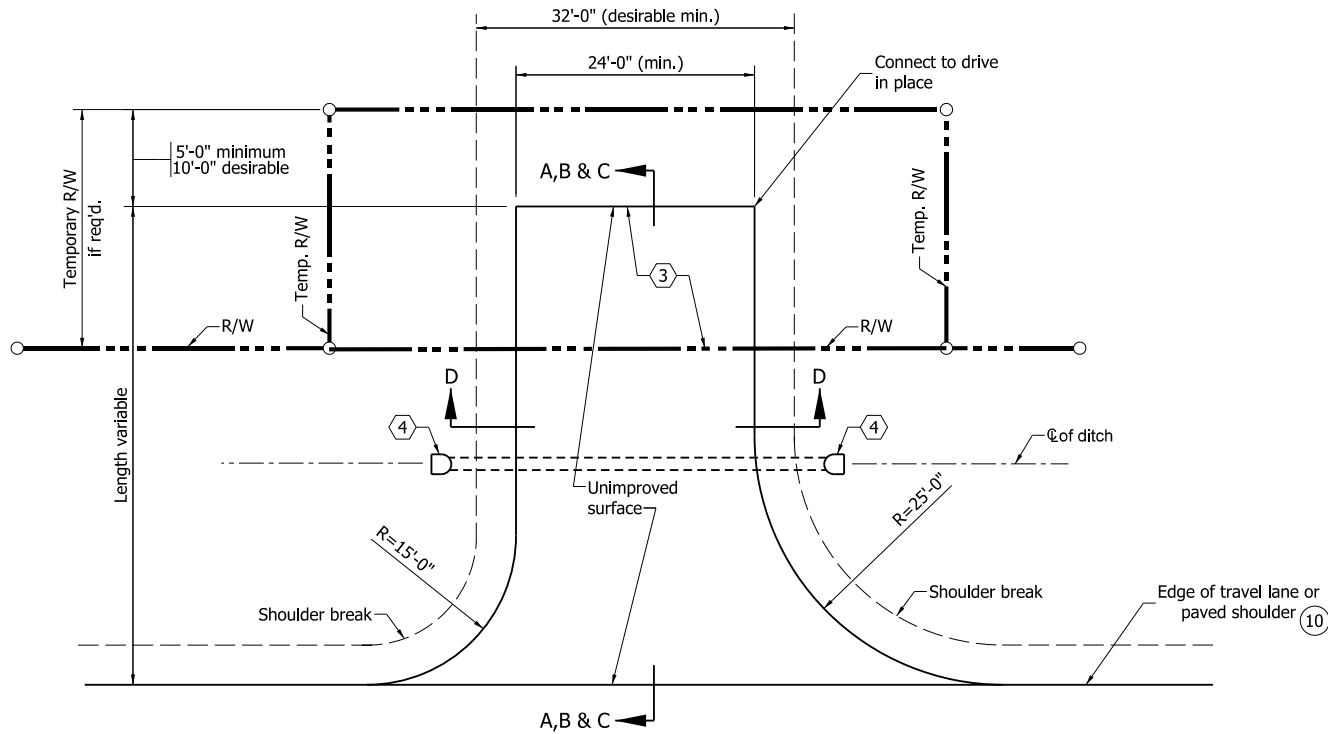
NOTES:

1. See Standard Drawing E 610-DRIV-13 for General Notes and additional Legend.
2. See Standard Drawings E 610-DRIV-10 for Sections A-A, B-B and C-C.
3. See Standard Drawings E 610-DRIV-09 for Section P-P.

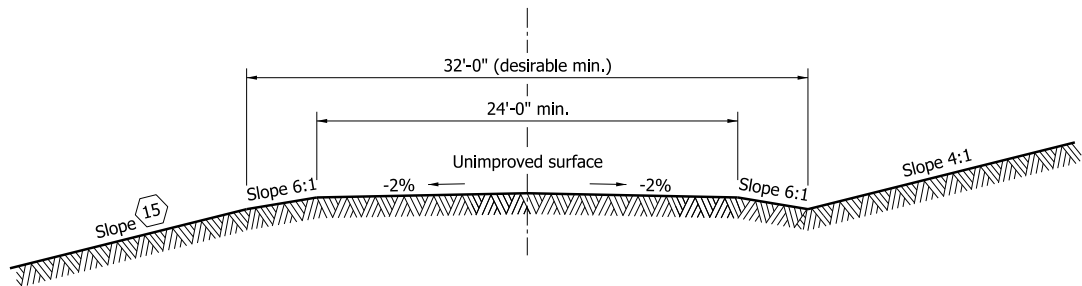
LEGEND

- [M] HMA for Approaches:
165#/syd HMA Surface Type B on
275#/syd HMA Intermediate Type B on
880#/syd HMA base, Type B on
subgrade treatment Type II
or
PCCP for Approaches, 9", on
subgrade treatment Type II
- [N] The greater thickness of either the drive [M]
or the paved shoulder [T] section.
- [T] Plan shoulder section.
- [S] For type and thickness equivalent to
surface in place, see plans.

INDIANA DEPARTMENT OF TRANSPORTATION	
CLASS IV DRIVE	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-04
	/s/ <i>Richard L. VanCleave</i> 09/01/10
	DESIGN STANDARDS ENGINEER DATE
	/s/ <i>Mark A. Miller</i> 09/01/10
DESIGN STANDARDS ENGINEER	CHIEF HIGHWAY ENGINEER DATE



PLAN VIEW

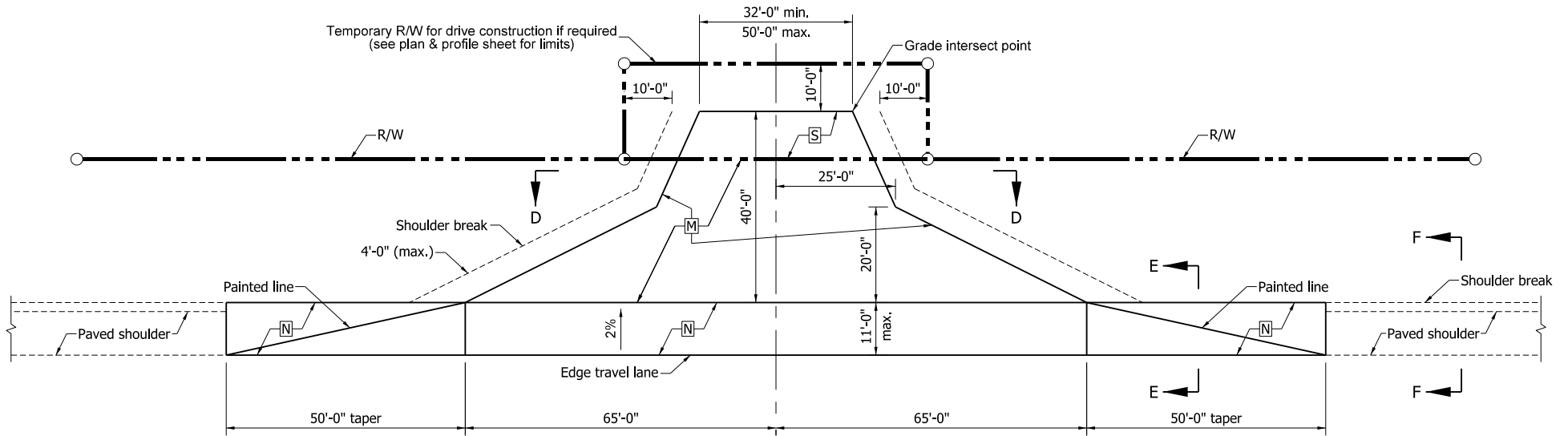


SECTION D-D

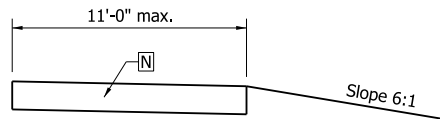
Notes:

1. See Standard Drawing E 610-DRIV-13 for General Notes.
2. See Standard Drawing E 610-DRIV-10 for Section A-A, B-B and C-C.
- 10 Where the shoulder is earth or aggregate or the paved width is less than 8'-0", the drive radii shall be tangent to the edge of the travel lane. Where the paved shoulder width is 8'-0" or more, the drive radii shall be tangent to the edge of the paved shoulder.

INDIANA DEPARTMENT OF TRANSPORTATION	
CLASS V DRIVE FIELD ENTRANCE	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-05
	/s/ Richard L. VanCleave 09/01/10 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 09/01/10 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	



PLAN VIEW



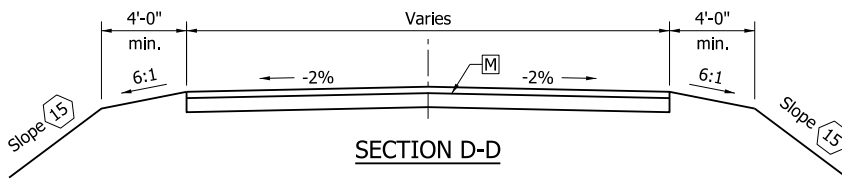
SECTION E-E

NOTES:

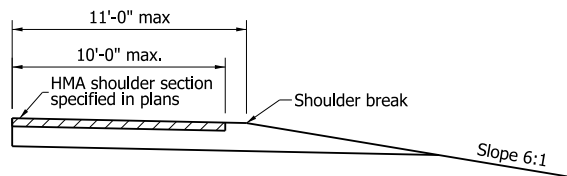
1. See Standard Drawing E 610-DRIV-13 for General Notes and additional Legend.
2. See Standard Drawings E 610-DRIV-11 for drive profile grades.
3. Class VI Drive accommodates a WB-65 (IDV) design vehicle with a 45'-0" turning radius.

LEGEND

- [M] HMA for Approaches:
165#/syd HMA Surface Type B on
275#/syd HMA Intermediate Type B on
880#/syd HMA base, Type B on
subgrade treatment Type II
or
PCCP for Approaches, 9", on
subgrade treatment Type II
- [N] The greater thickness of either the drive [M]
or the paved shoulder section.
- [S] For type and thickness equivalent to
surface in place, see plans.



SECTION D-D



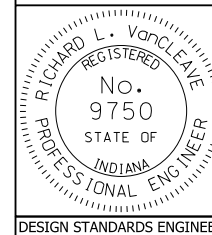
SECTION F-F

INDIANA DEPARTMENT OF TRANSPORTATION

CLASS VI DRIVE
PLAN AND SECTIONS

SEPTEMBER 2010

STANDARD DRAWING NO. E 610-DRIV-06



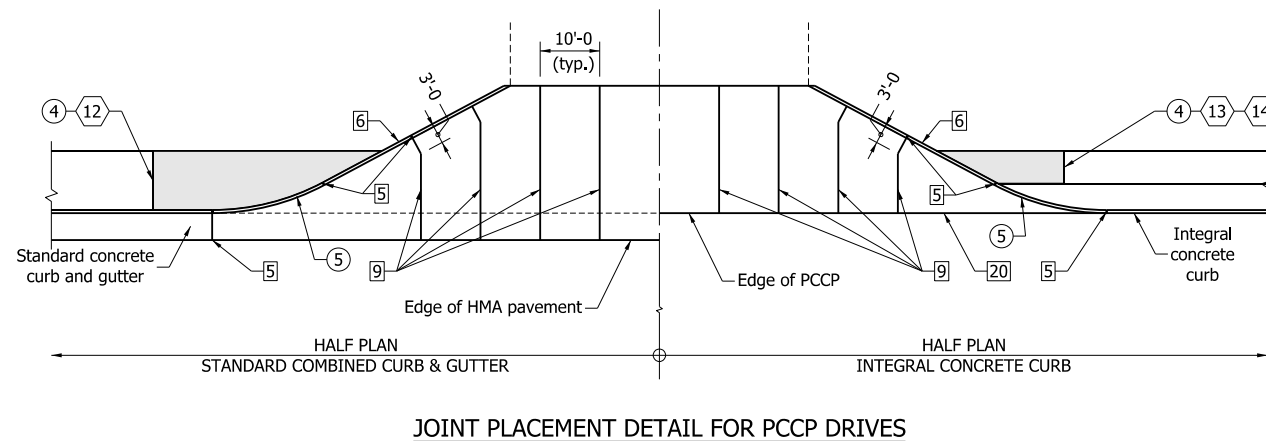
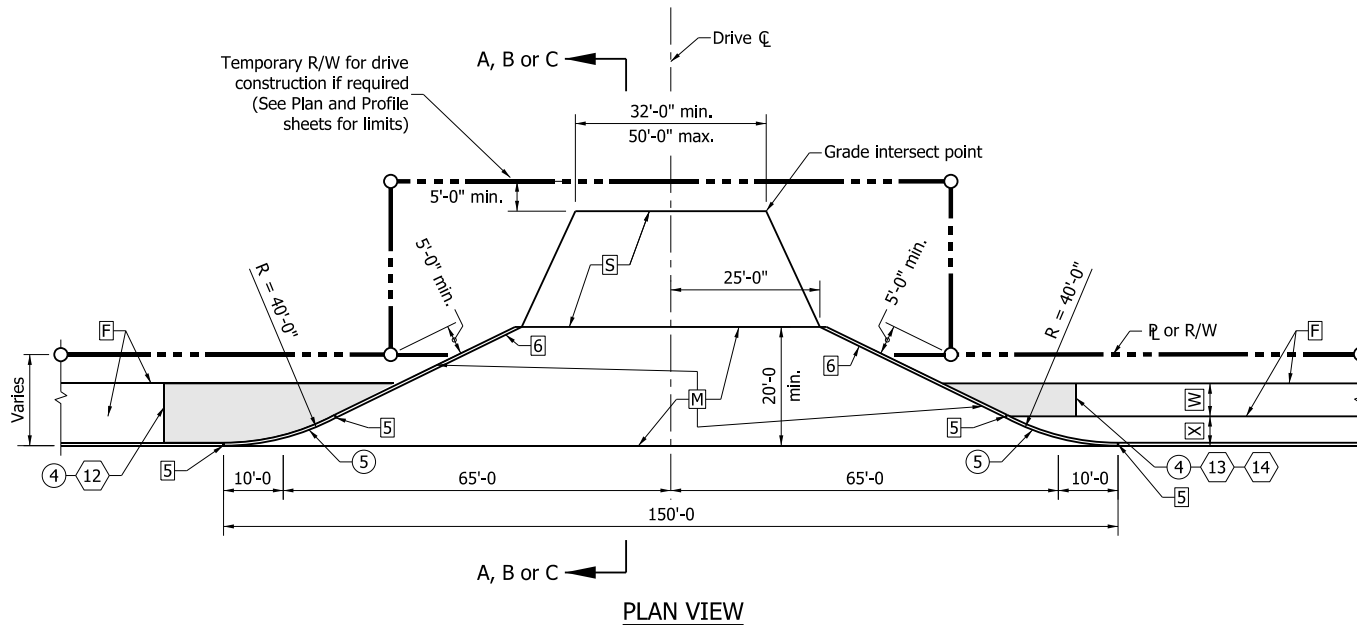
/s/ Richard L. VanCleave 09/01/10

DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 09/01/10

CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER



NOTES:

1. See Standard Drawings E 610-DRIV-13 for General Notes and additional Legend.
2. See Standard Drawing E 610-DRIV-12 for sections A-A, B-B and C-C.
3. Joint Placement Detail should be used with Class I, III and VII drives.
- ④ See Standard Drawing E 604-SDWK-01 or E 604-SDWK-02 for sidewalk elevation transition details.
- ⑤ See Standard Drawing E 610-DRIV-16 for details and corners.
6. See Standard Drawing 503-CCPJ-02 for longitudinal joint details.

LEGEND

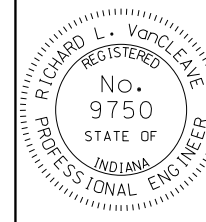
- Ⓜ HMA for Approaches:
165#/syd HMA Surface Type B on
275#/syd HMA Intermediate Type B on
880#/syd HMA base, Type B on
subgrade treatment Type II
or
PCCP for Approaches, 9 in., on
subgrade treatment Type II
- ▭ Sidewalk elevation transition
- Ⓢ For type and thickness equivalent to surface in place, see plans.

INDIANA DEPARTMENT OF TRANSPORTATION

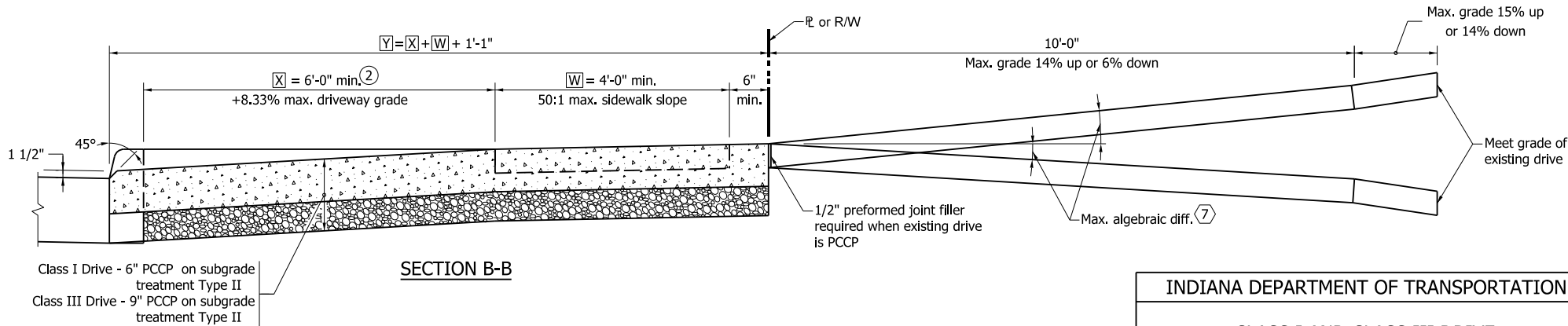
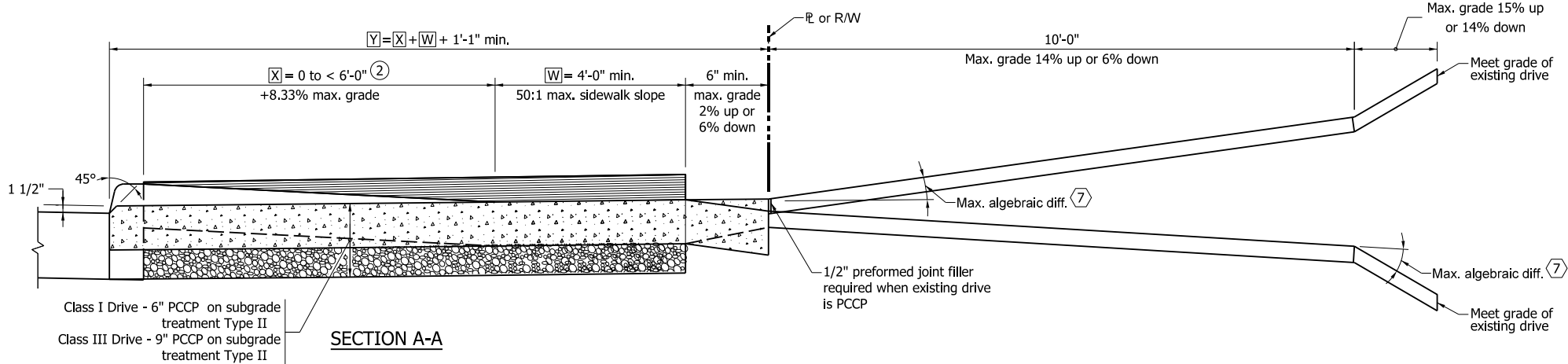
CLASS VII DRIVE AND
JOINT PLACEMENT DETAIL

SEPTEMBER 2012

STANDARD DRAWING NO. E 610-DRIV-07



/s/ Richard L. VanCleave	09/04/12
SUPERVISOR, ROADWAY STANDARDS	DATE
/s/ Mark A. Miller	09/04/12
CHIEF ENGINEER	DATE



NOTES:

- ② The limits for X are based on a 6" curb height. For other curb heights, the limits for X shall be adjusted.
- 3. See Standard Drawing E 604-SDWK-01 or E 604-SDWK-02 for sidewalk elevation transition details.
- 4. See Standard Drawing E 610-DRIV-13 for General Notes.

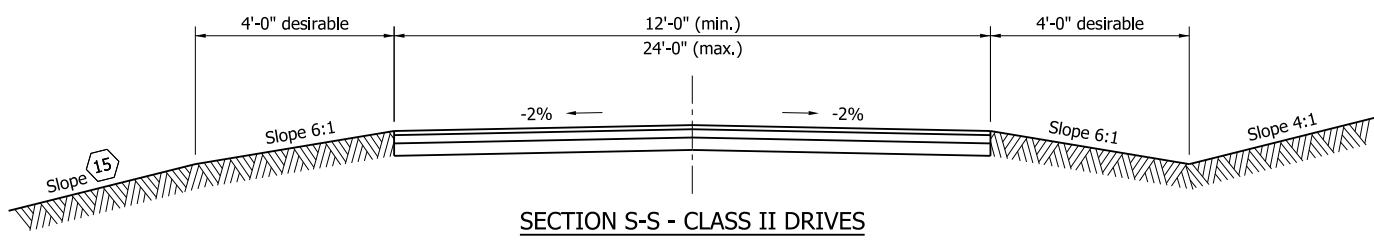
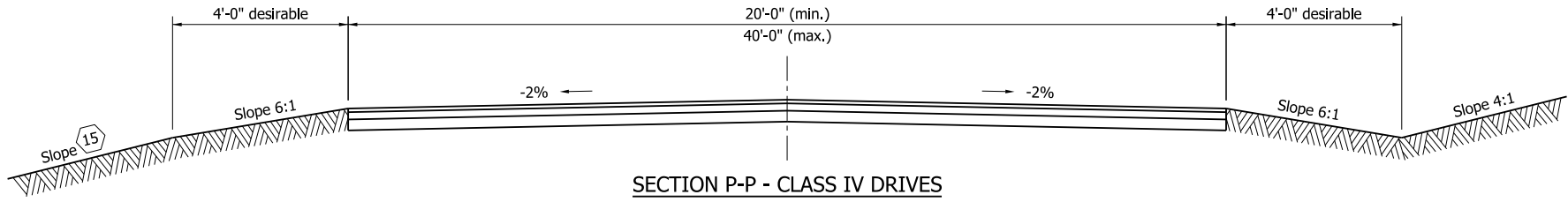
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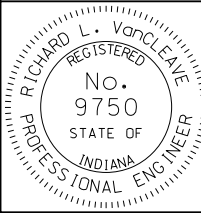
- W = Width of sidewalk
- X = Distance between back face of curb to sidewalk.
- Y = Distance from front face of curb to ℞ or R/W.
- = Sidewalk elevation transition section view.
- = PCCP

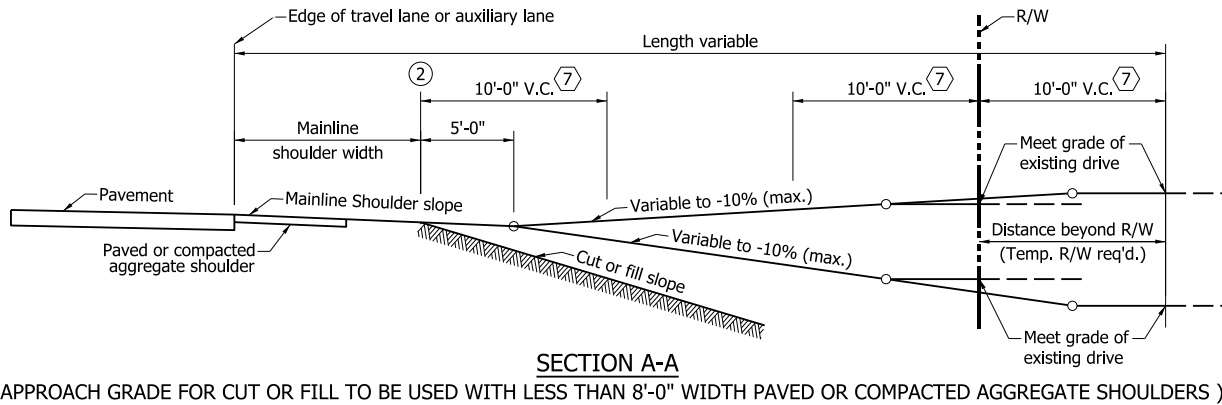
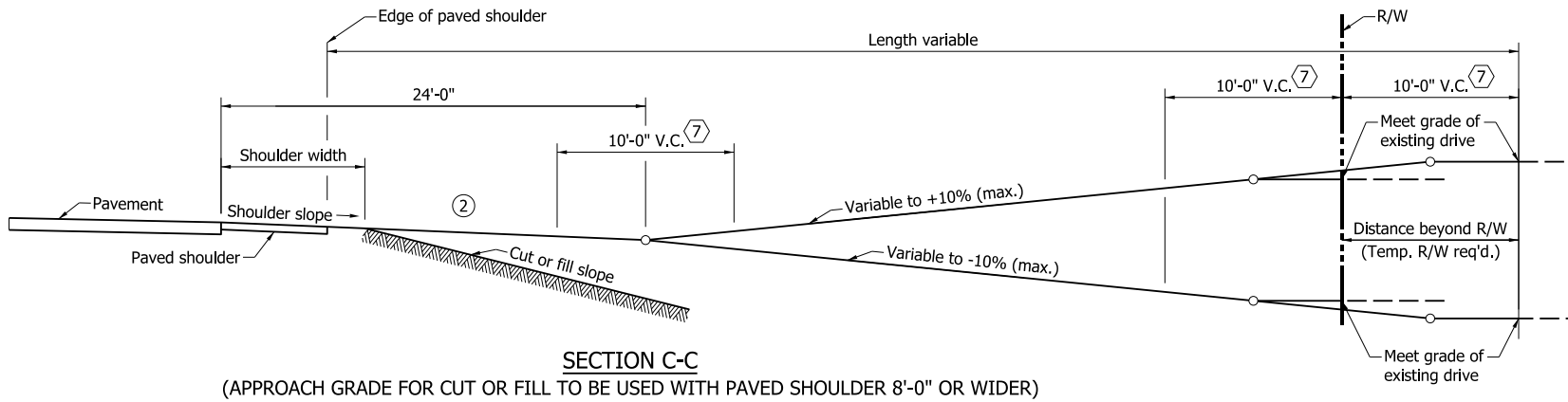
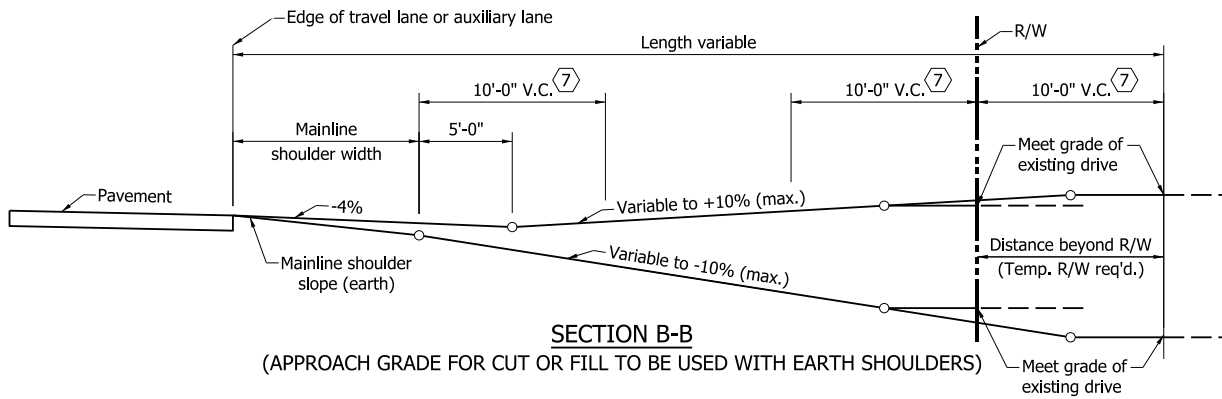
INDIANA DEPARTMENT OF TRANSPORTATION	
CLASS I AND CLASS III DRIVE GRADE PROFILES	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-08
	/s/ <i>Richard L. VanCleave</i> 09/01/10 DESIGN STANDARDS ENGINEER DATE
	/s/ <i>Mark A. Miller</i> 09/01/10 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	

Notes:

1. See Standard Drawing E 610-DRIV-02 for Class II Drive details.
2. See Standard Drawing E 610-DRIV-04 for Class IV Drive details.
3. See Standard Drawing E 610-DRIV-13 for General Notes.



INDIANA DEPARTMENT OF TRANSPORTATION									
CLASS II AND CLASS IV SECTIONS									
SEPTEMBER 2010									
STANDARD DRAWING NO.	E 610-DRIV-09								
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><i>/s/ Richard L. VanCleave</i></td> <td style="text-align: center;">09/01/10</td> </tr> <tr> <td style="text-align: center;">DESIGN STANDARDS ENGINEER</td> <td style="text-align: center;">DATE</td> </tr> <tr> <td style="text-align: center;"><i>/s/ Mark A. Miller</i></td> <td style="text-align: center;">09/01/10</td> </tr> <tr> <td style="text-align: center;">CHIEF HIGHWAY ENGINEER</td> <td style="text-align: center;">DATE</td> </tr> </table>	<i>/s/ Richard L. VanCleave</i>	09/01/10	DESIGN STANDARDS ENGINEER	DATE	<i>/s/ Mark A. Miller</i>	09/01/10	CHIEF HIGHWAY ENGINEER	DATE
<i>/s/ Richard L. VanCleave</i>	09/01/10								
DESIGN STANDARDS ENGINEER	DATE								
<i>/s/ Mark A. Miller</i>	09/01/10								
CHIEF HIGHWAY ENGINEER	DATE								
DESIGN STANDARDS ENGINEER									



Notes:

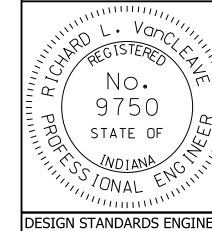
1. See Standard Drawing E 610-DRIV-02, -04 and -05 for location of Sections A-A, B-B and C-C.
- ② Where physical restrictions limit the space available for the construction of a drive from a roadway in an embankment section the downgrade breakpoint of the drive may begin at the edge of the shoulder without a crest vertical curve if the algebraic difference in grades meets the criteria in Note 7 on Standard Drawing E 610-DRIV-13.

INDIANA DEPARTMENT OF TRANSPORTATION

CLASS II, IV & V DRIVES
APPROACH GRADES

SEPTEMBER 2010

STANDARD DRAWING NO. E 610-DRIV-10



/s/ Richard L. VanCleave 09/01/10

DESIGN STANDARDS ENGINEER DATE

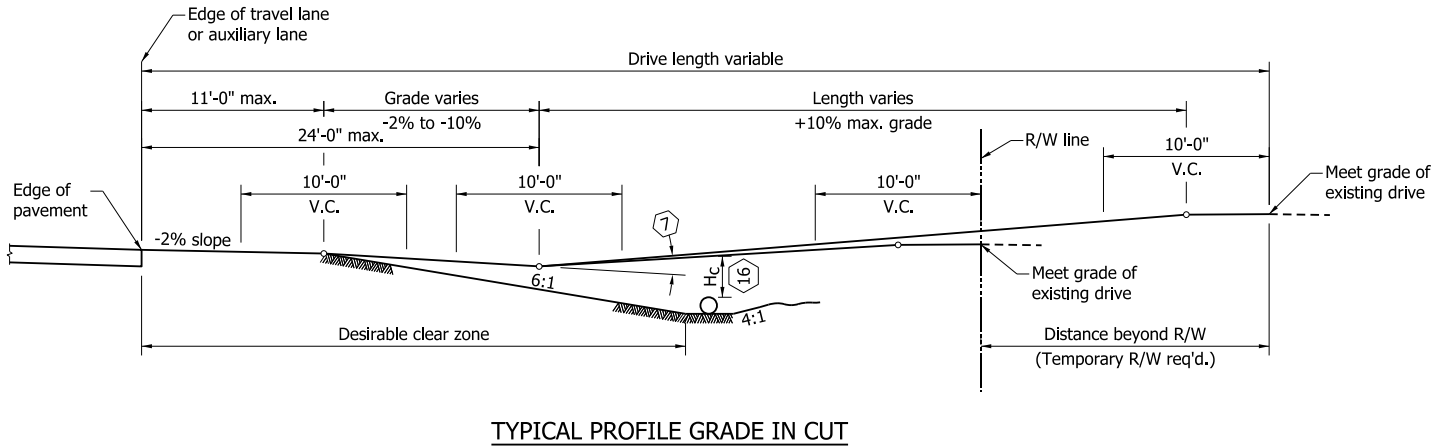
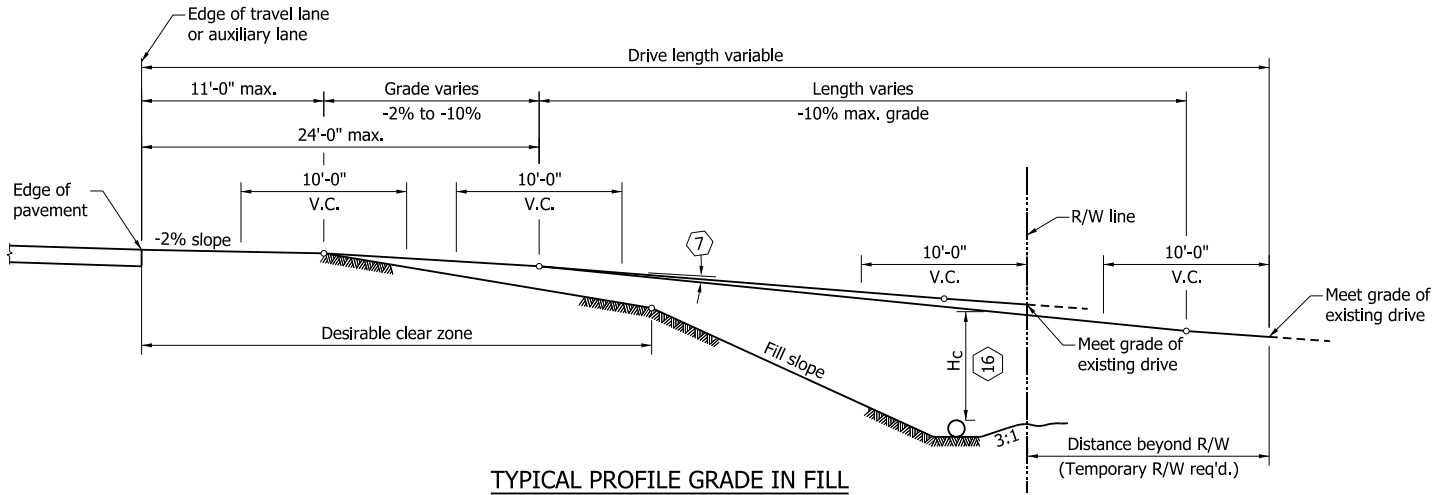
/s/ Mark A. Miller 09/01/10

CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

NOTES

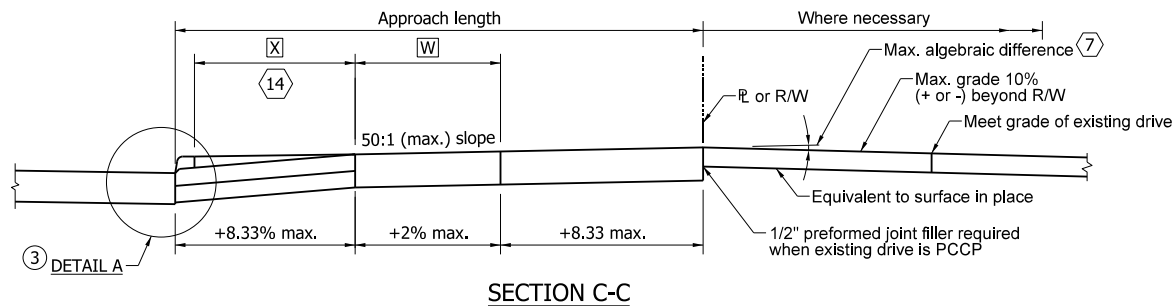
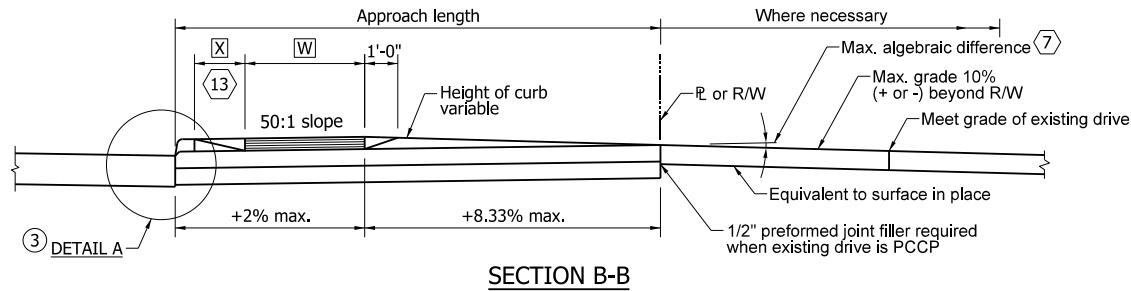
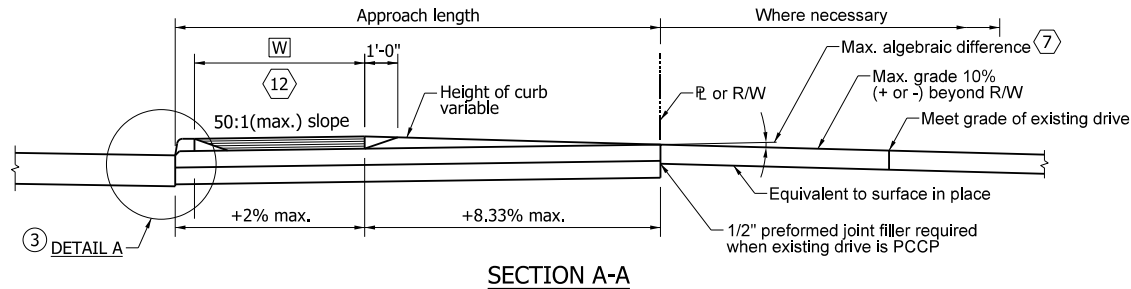
1. See Standard Drawing E 610-DRIV-06 for plan and sections of Class VI Drive.
2. See Standard Drawings E 610-DRIV-13 for General Notes.

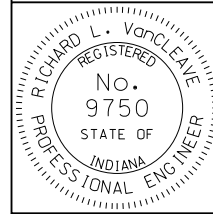


INDIANA DEPARTMENT OF TRANSPORTATION	
CLASS VI DRIVE TYPICAL PROFILE GRADES	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-11
	/s/ <i>Richard L. VanCleave</i> 09/01/10 DESIGN STANDARDS ENGINEER DATE
	/s/ <i>Mark A. Miller</i> 09/01/10 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	

NOTES

1. See Standard Drawing E 610-DRIV-07 for plan of Class VII Drive.
2. See Standard Drawings E 610-DRIV-13 for General Notes.
- ③ See Standard Drawing E 610-DRIV-16 for keyway joint shown in Detail A and for joint placement and corner reinforcement.



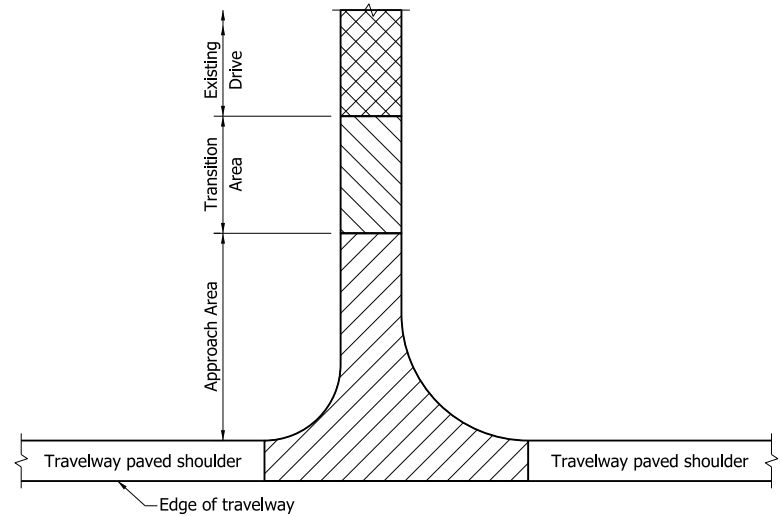
INDIANA DEPARTMENT OF TRANSPORTATION									
CLASS VII DRIVE PROFILE GRADE									
SEPTEMBER 2010									
STANDARD DRAWING NO.	E 610-DRIV-12								
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<i>/s/ Richard L. VanCleave</i>	09/01/10								
DESIGN STANDARDS ENGINEER	DATE								
<i>/s/ Mark A. Miller</i>	09/01/10								
CHIEF HIGHWAY ENGINEER	DATE								
DESIGN STANDARDS ENGINEER									

GENERAL NOTES

1. These notes apply to Standard Drawings E 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 E 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 E 610-DRIV-14 for shoulder treatment at driveways.
- ⑫ Curb Ramp Type H, as shown on Standard Drawing E 604-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing E 604-SDWK-02 shall be used when sidewalk is adjacent to curb.
- ⑬ When X is equal to or greater than 2 ft but less than 6 ft, either a Curb Ramp Type G as shown on Standard Drawing E 604-SWCR-09, when the approach is signalized, or a sidewalk elevation transition as shown on Standard Drawing E 604-SDWK-01 shall be used.
- ⑭ When X is equal to or greater than 6 ft, no curb ramp or sidewalk elevation transition is required unless the curb height is in excess of 6 inches.
- 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 E 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 1 foot or greater.

LEGEND

- | | |
|---|--|
| ⑤ 1/2 in. 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 |
| ④ Concrete sidewalk | ▩ Curb ramp, if signalized, or typically, sidewalk elevation transition. |
| ⑤ 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

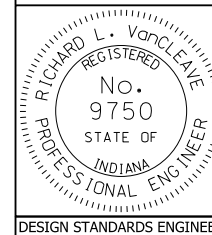
1. The pay limits shown hereon generally apply to Type I, II, III, IV, VI and VII Drives as shown on Standard Drawings E 610-DRIV-01, -02, -03, 04, -06 and -07 respectively.
2. Approach Area - HMA for Approaches or PCCP for Approaches. This area typically extends from the edge of an 8 foot or wider paved travelway shoulder to the right of way or property line or within a few feet 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 8 feet, 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.

INDIANA DEPARTMENT OF TRANSPORTATION

**DRIVES
GENERAL NOTES AND LEGEND**

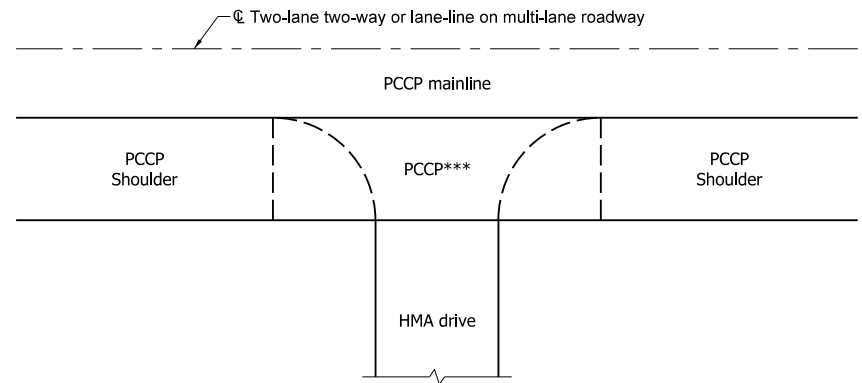
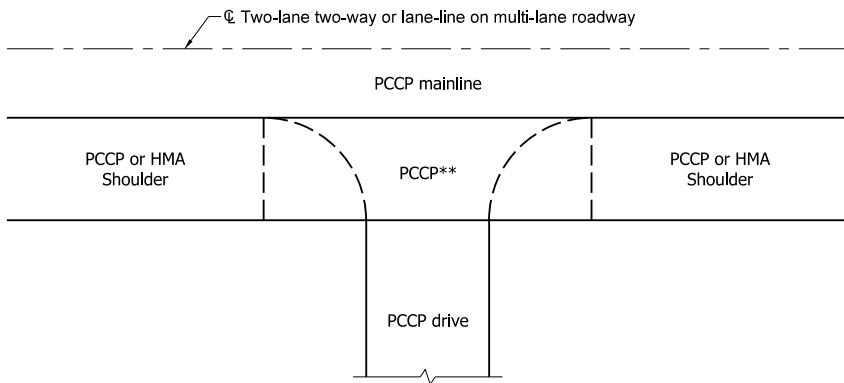
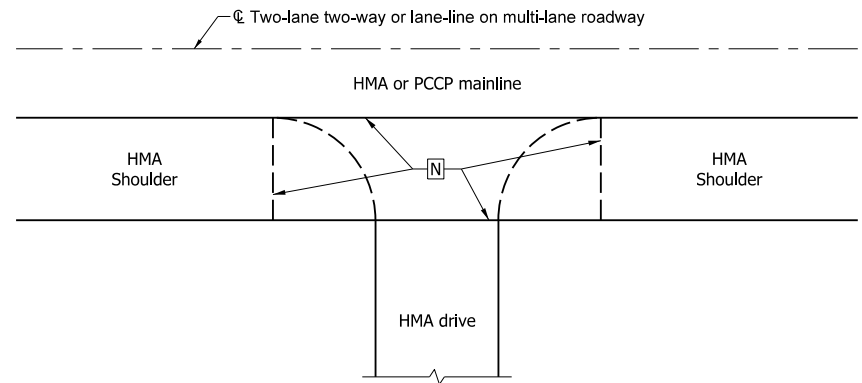
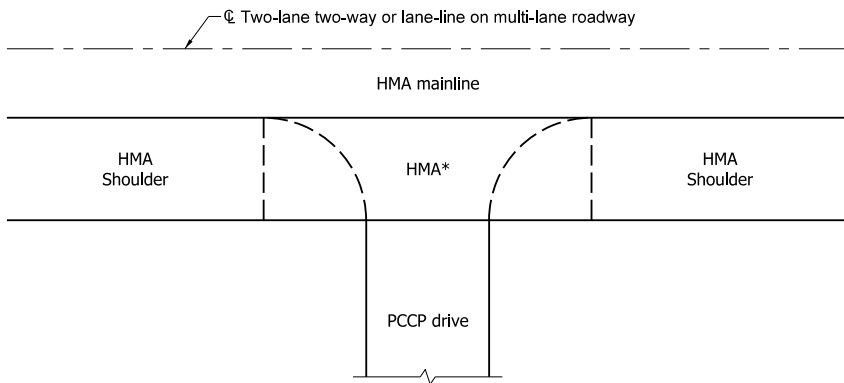
SEPTEMBER 2010

STANDARD DRAWING NO. E 610-DRIV-13



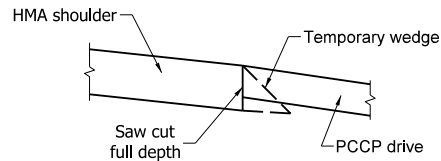
/s/ Richard L. VanCleave	09/01/10
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	09/01/10
CHIEF HIGHWAY ENGINEER	DATE

DESIGN STANDARDS ENGINEER



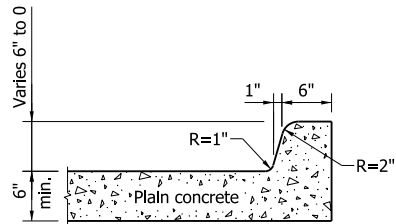
LEGEND

- [N] Greater thickness of drive or shoulder section
- * Mainline pavement section
- ** Greater thickness of PCCP drive or PCCP shoulder
- *** Same section as mainline shoulder

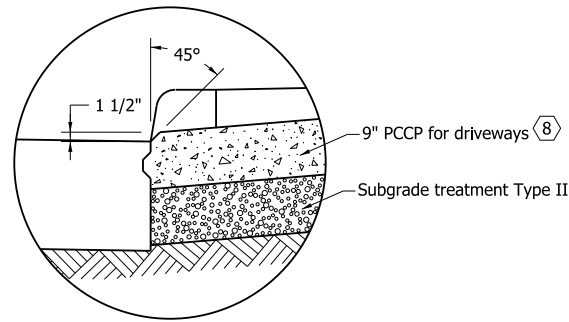


**TEMPORARY EDGE OF HMA SHOULDER
(TREATMENT WHERE PCCP DRIVE IS TO BE CONSTRUCTED)**

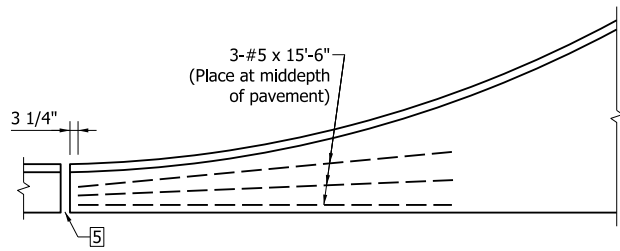
INDIANA DEPARTMENT OF TRANSPORTATION	
SHOULDER TREATMENT AT DRIVEWAYS	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-14
	<i>/s/ Richard L. VanCleave</i> 09/01/10 <small>DESIGN STANDARDS ENGINEER DATE</small>
	<i>/s/ Mark A. Miller</i> 09/01/10 <small>CHIEF HIGHWAY ENGINEER DATE</small>
<small>DESIGN STANDARDS ENGINEER</small>	



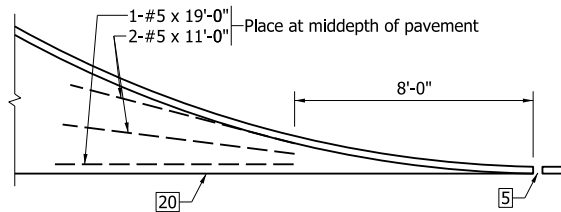
MONOLITHIC CURB



DETAIL A



COMBINED CURB & GUTTER



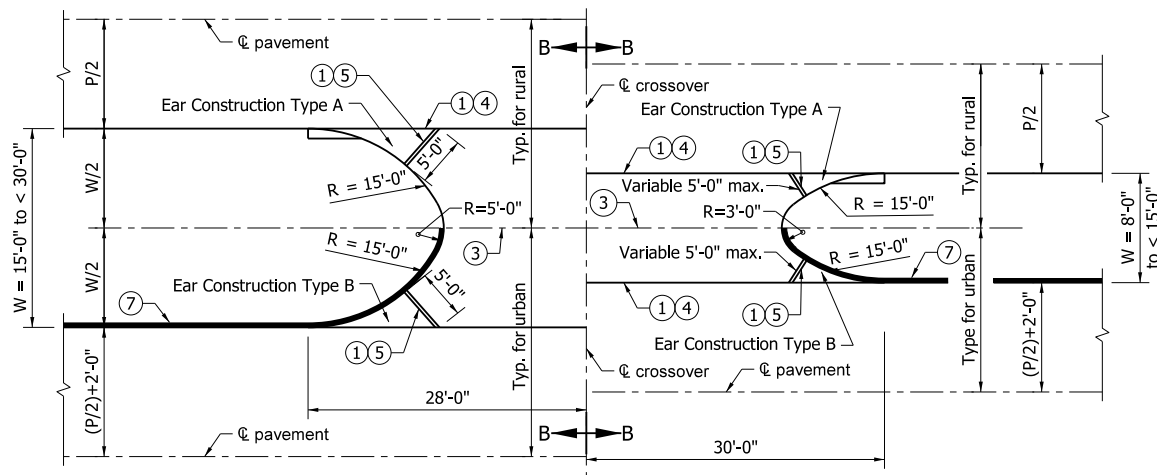
INTEGRAL CONCRETE CURB

TYPICAL CORNER REINFORCING

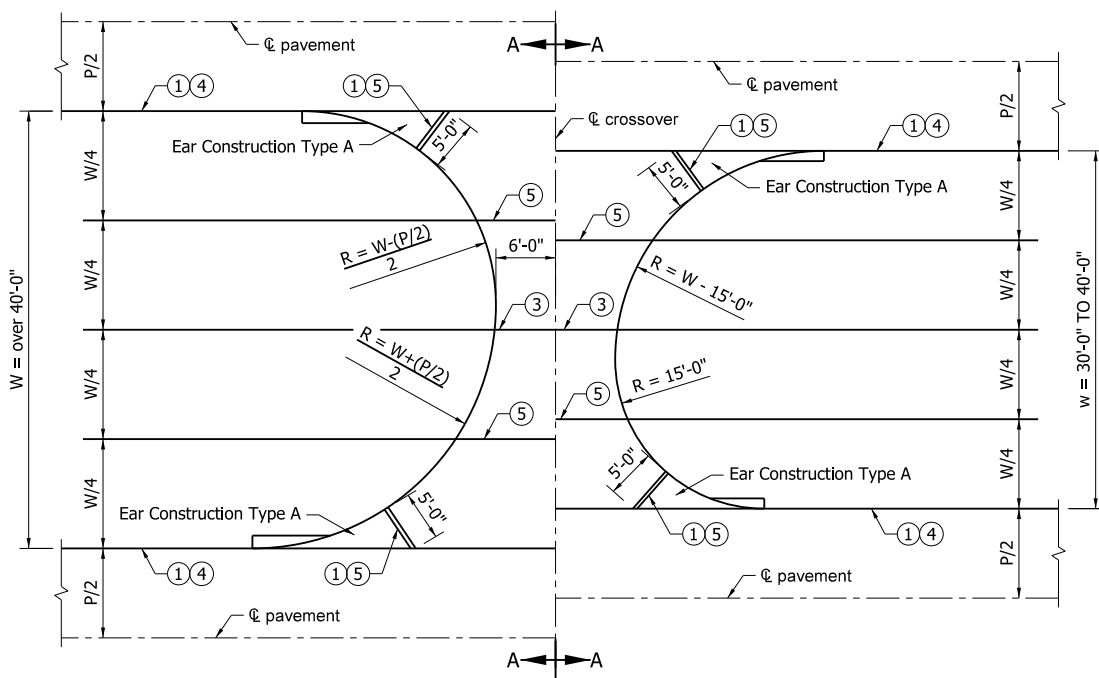
NOTES

1. See Standard Drawing E 610-DRIV-07 for plan and Standard Drawing E 610-DRIV-12 for profile of Class VII drive.
2. See Standard Drawings E 610-DRIV-13 for General Notes and additional Legend.
3. See Standard Drawing E 610-DRIV-07 for keyway joint shown in Detail A and for joint placement and corner reinforcement.
4. See Standard Drawing E 605-ERCN-01 for ear construction Type A. See Standard Drawing E 605-ERCN-02 for ear construction Type B.

INDIANA DEPARTMENT OF TRANSPORTATION	
CLASS VII DRIVE JOINT PLACEMENT AND CORNERS	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-16
	<i>/s/ Richard L. VanCleave</i> 09/01/10
	DESIGN STANDARDS ENGINEER DATE
	<i>/s/ Mark A. Miller</i> 09/01/10
	CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	



PRIVATE DRIVE CROSSOVER PLAN FOR W = 8'-0" to less than 30'-0"

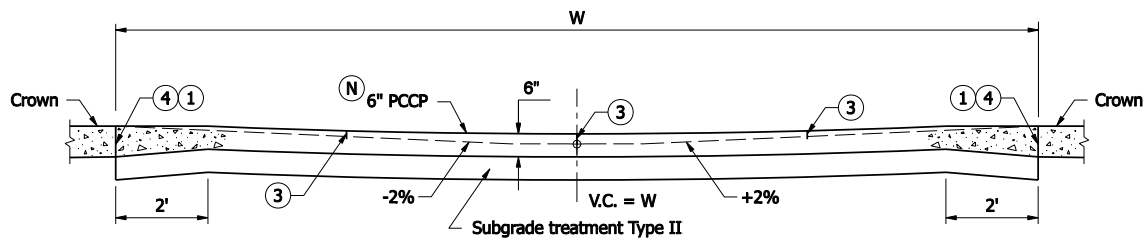


PRIVATE DRIVE CROSSOVER PLAN FOR W = 30'-0" to over 40'-0"

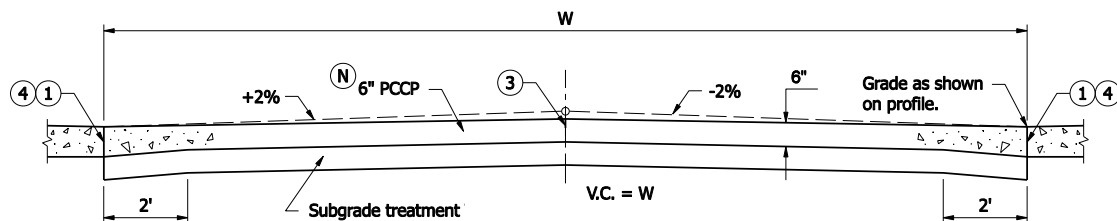
Notes:

- ① Thickened edge
2. See Standard Drawings:
E 605-ERCN-01 for TYPE "A" Ear Construction
E 605-ERCN-02 for TYPE "B" Ear Construction
E 610-DRIV-18 for sections A-A and B-B
- ③ Contraction Joint Type D-1, see Standard Drawing E 503-CCPJ-01 for details.
- ④ Keyway Construction Joint, see Standard Drawing E 610-DRIV-16 for details.
- ⑤ 1" Preformed Joint Filler.
6. Private drive crossovers shall be constructed of HMA or PCCP as shown on the plans section unless otherwise directed.
- ⑦ Integral Concrete Curb, see Standard Drawing E 605-CCIN-01 for details.

INDIANA DEPARTMENT OF TRANSPORTATION	
PRIVATE DRIVE CROSSOVER PLANS	
SEPTEMBER 2010	
STANDARD DRAWING NO.	E 610-DRIV-17
	/s/ Richard L. VanCleave 09/01/10
	DESIGN STANDARDS ENGINEER DATE
DESIGN STANDARDS ENGINEER	/s/ Mark A. Miller 09/01/10
	CHIEF HIGHWAY ENGINEER DATE



**SECTION A-A
TO BE USED WITH CROWN PAVEMENTS.**



**SECTION B-B
TO BE USED WITH 3 in. TILTED PAVEMENTS**

NOTES :

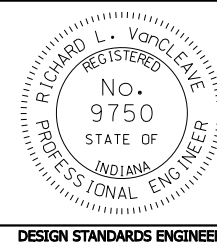
- (N) Private drive crossover shall be constructed of HMA or PCCP as shown on the plans, unless otherwise directed.
- (1) Thickened edge to be same thickness as mainline pavement.
- 2. For location of cross sections see Standard Drawing E 610-DRIV-17.
- (3) Contraction joint type D-1, see Standard Drawing E 501-CCPJ-06 for details, and Standard Drawing E DRIV-17 for spacing.
- (4) Keyway construction joint, see Standard Drawing E 610-DRIV-16 for details.

INDIANA DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE CROSSOVERS
CROSS SECTIONS

SEPTEMBER 2007

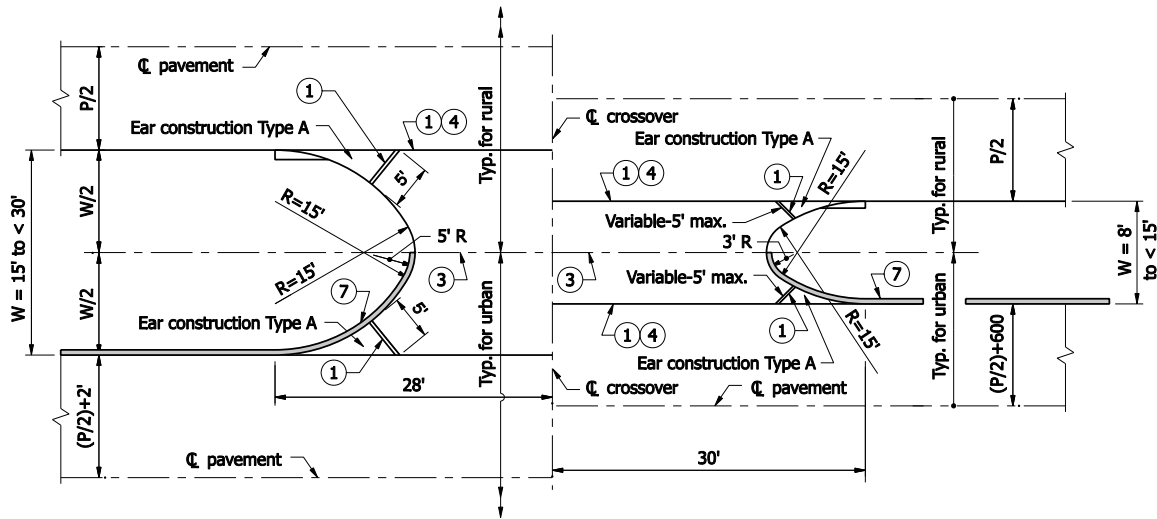
STANDARD DRAWING NO. E 610-DRIV-18



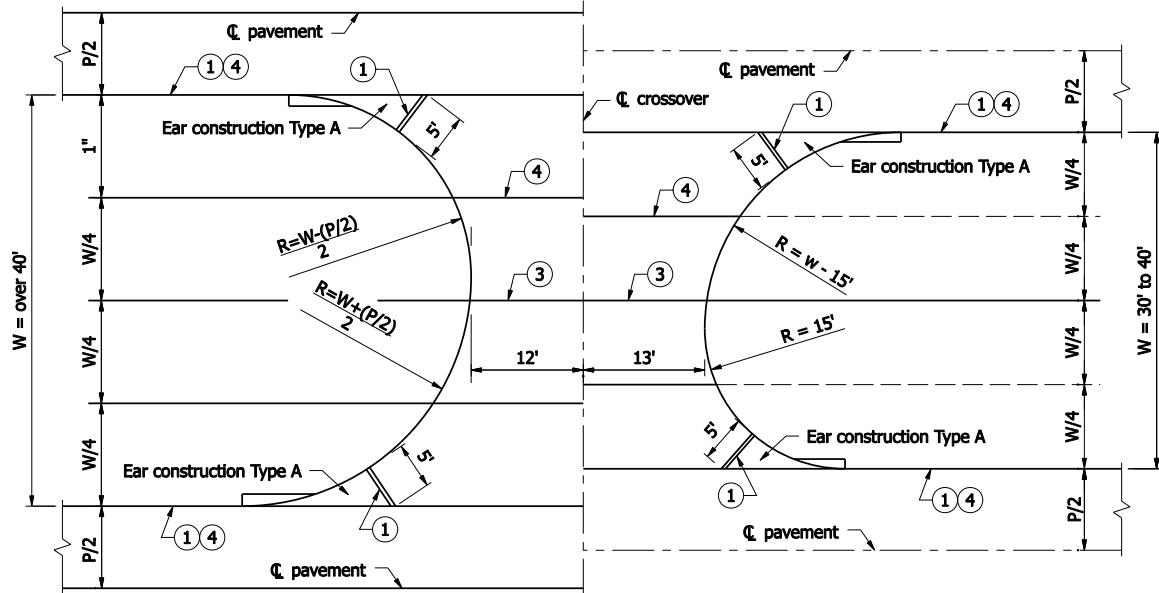
/s/ Richard L. VanCleave 09/04/07
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 09/04/07
CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER



COMMERCIAL DRIVE CROSSOVER PLAN FOR W = 8' to less than 30'



COMMERCIAL DRIVE CROSSOVER PLAN FOR W = 30' to over 40'

NOTES :

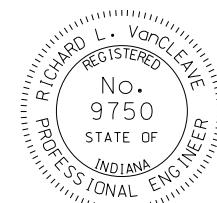
- ① Thickened edge
2. See Standard Drawings :
E 605-ERCN-01 for TYPE "A" ear construction
E 605-ERCN-02 for TYPE "B" ear construction
- ③ Contraction joint type D-1, see Standard Drawing
E 503-CCPJ-01 for details.
- ④ Keyway construction joint - see Drawing
E 610-DRIV-16 for details.
6. Grade for commercial drive crossover shall be
the same as for private drive crossover. For cross
sections see Standard Drawing E 610-DRIV-18, except
the PCCP thickness shall be 9 in.
- ⑦ Integral concrete curb, see Standard Drawing
E 605-CCIN-01 for details.
8. Commercial drive crossover shall be constructed
of HMA or PCCP as shown on the plans, unless
otherwise directed by the Engineer.

INDIANA DEPARTMENT OF TRANSPORTATION

COMMERCIAL DRIVE CROSSOVERS
PLANS

SEPTEMBER 2007

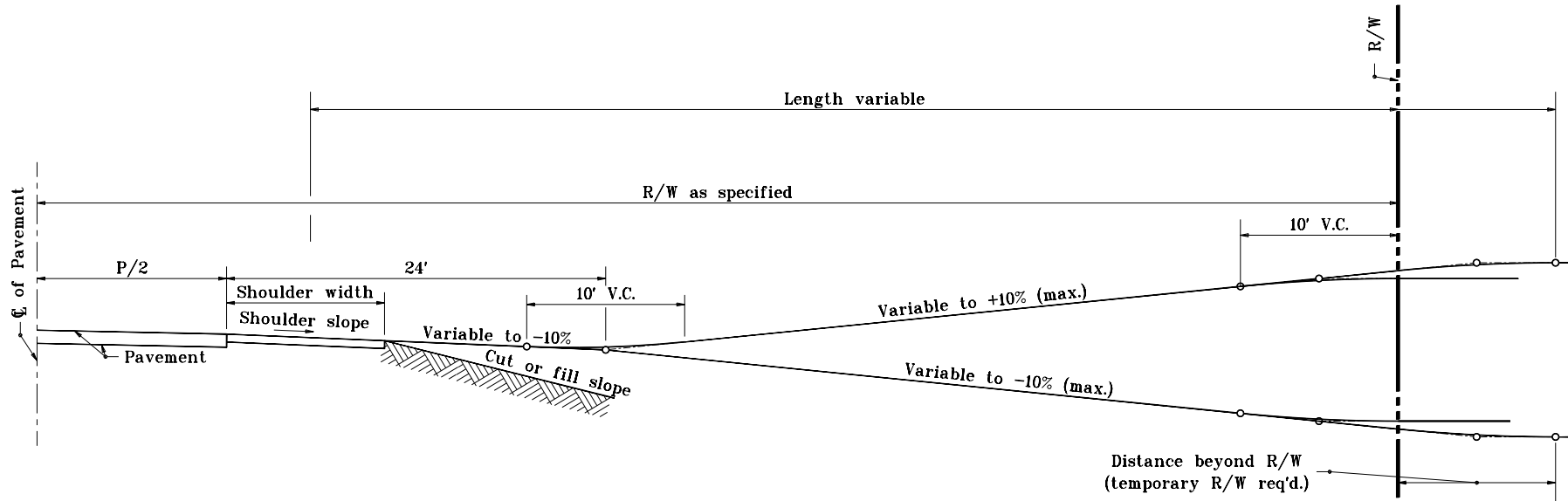
STANDARD DRAWING NO. E 610-DRIV-19



/s/ Richard L. VanCleave 09/04/07
DESIGN STANDARDS ENGINEER DATE

/s/ Mark A. Miller 09/04/07
CHIEF HIGHWAY ENGINEER DATE

DESIGN STANDARDS ENGINEER

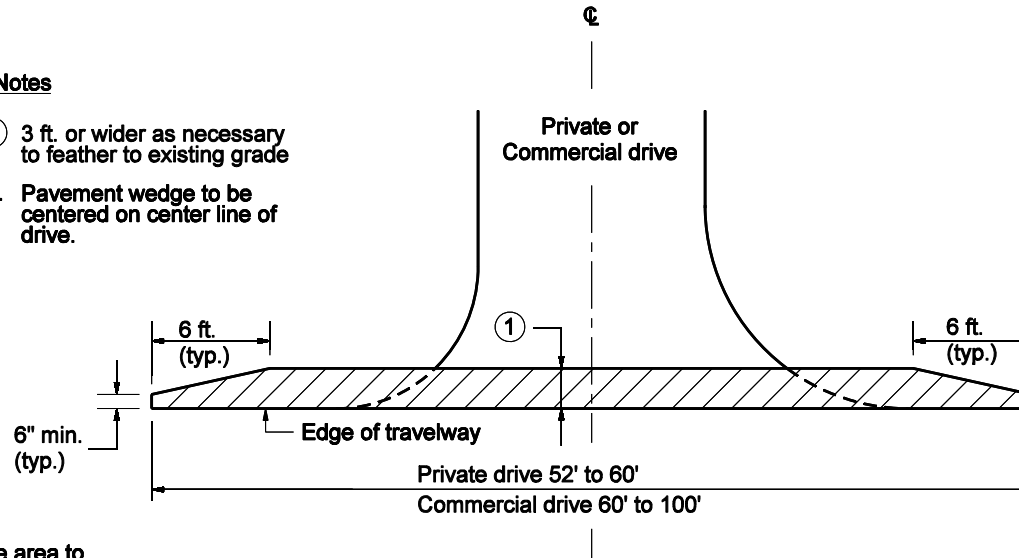


**APPROACH GRADE FOR CUT OR FILL
TO BE USED WITH PAVED SHOULDER**

INDIANA DEPARTMENT OF TRANSPORTATION	
APPROACH GRADE CUT OR FILL	
JANUARY 2000	
STANDARD DRAWING NO. E 610-DRIV-20	
	/s/ <i>Anthony L. Uremovich</i> 1-03-00 DESIGN STANDARDS ENGINEER DATE
	/s/ <i>Firooz Zandi</i> 1-03-00 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	


Notes

- ① 3 ft. or wider as necessary to feather to existing grade
- 2. Pavement wedge to be centered on center line of drive.



 Drive area to be treated with HMA for Approaches

PRIVATE OR COMMERCIAL DRIVE

INDIANA DEPARTMENT OF TRANSPORTATION	
PAVEMENT WEDGE LIMITS	
MARCH 2004	
STANDARD DRAWING NO. E 610-DRIV-21	
	/s/ Richard L. VarCleave 3-01-04 DESIGN STANDARDS ENGINEER DATE
	/s/ Richard K. Smutzer 3-01-04 CHIEF HIGHWAY ENGINEER DATE
DESIGN STANDARDS ENGINEER	