

INDEX	
SHEET NO.	SUBJECT
1	Drives Index and General Notes
2	Class I Drive (Residential)
3	Class II Drive (Residential)
4	Class III Drive (Commercial)
5	Class IV Drive (Commercial)
6	Class V Drive (Field Entrance)
7	Class VI Drive (Industrial)
8	Class VII Drive (Industrial)
9	Class I and Class III Drives Approach Grades
10	Class II and Class IV Drives Sections
11	Class II, IV & V Drives Approach Grades
12	Class VI Drive Approach Grades
13	Class VII Drive Approach Grades
14	Joint Placement, Corner Reinforcing, Monolithic Curb, and Concrete Curb and Gutter Details
15	Private Drive Crossover Plans
16	Private and Commercial Drive Crossover Sections
17	Commercial Drive Crossover Plans
18	Pavement Wedge and Pay Limits for Class II, IV and VII Drives

GENERAL NOTES:

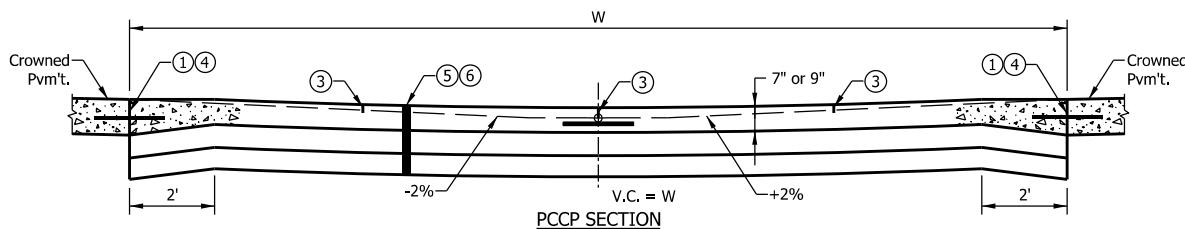
1. This sheet replaces Standard Drawing E 610-DRIV-01.
2. Where Standard Drawing series E 610-PRAP is referenced, it shall be interpreted to mean E 610-R-805d RPD for the same sheet number.
3. When the maximum approach grade of $\pm 10\%$ does not meet the grade of the existing drive before the R/W line, the approach grade of $\pm 10\%$ 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.
5. The minimum driveway pavement sections for Class III, IV, VI and VII Drives have been designed for an average annual daily truck traffic (AADTT) of 400, Truck Class 4 and above. If the AADTT is greater than 400 per day, the required pavement section shall be as shown elsewhere on the plans.
6. For Class III, IV, VI and VII Drives, if length of the driveway is more than 15 feet, then D-1 contraction joints are required in transverse direction. Spacing shall be 1/2 the length of the driveway or 15 feet maximum.
7. 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-01. Outside the clear zone or the obstruction-free zone, the embankment slopes should desirably be 4:1 but not steeper than 3:1.

INDIANA DEPARTMENT OF TRANSPORTATION
DRIVES INDEX AND GENERAL NOTES

This sheet replaces Standard Drawing E 610-DRIV-16.

NOTES:

- ① Thickened edge to be same thickness as mainline pavement.
2. See Standard Drawing E 610-DRIV-15 for location of sections A-A and B-B.
- ③ Contraction Joint Type D-1. See Standard Drawing E 503-CCPJ-03 for details, and Standard Drawing E 610-DRIV-14 for spacing.
- ④ Longitudinal Joint, see Standard Drawing series E 503-CCPJ for joint details.
- ⑤ Private Drive Crossover shall be constructed of HMA or PCCP as shown on the plans, unless otherwise directed.
For AADTT \leq 50
HMA for Approaches, Type B, consisting of:
165 lbs/yd² HMA Surface Type B on
275 lbs/yd² HMA Intermediate, Type B on
6" Compacted Aggregate, No. 53 on
Subgrade Treatment, Type II (6 in. Coarse Aggregate, No. 53)
or
PCCP for Approaches, 6 in., on
Dense Graded Subbase, 6 in., on
Subgrade Treatment Type II (6 in. Coarse Aggregate, No. 53)
- ⑥ Commercial Drive Crossover shall be constructed of HMA or PCCP as shown on the plans, unless otherwise directed.
For AADTT \leq 400
HMA for Approaches, Type B, consisting of:
165 lbs/yd² HMA Surface Type B on
275 lbs/yd² HMA Intermediate, Type B on
660 lbs/yd² HMA Base, Type B on
Subgrade Treatment, Type II (6 in. Coarse Aggregate, No. 53) on
Geogrid Type IB
or
PCCP for Approaches, 9 in. on
Dense Graded Subbase, 6 in., on
Geogrid Type IB on
Subgrade Treatment Type II (6 in. Coarse Aggregate, No. 53)

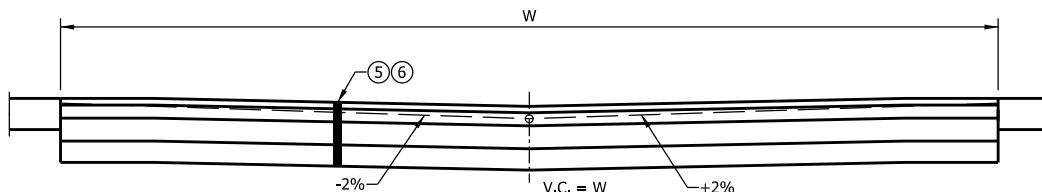


W

V.C. = W

+2%

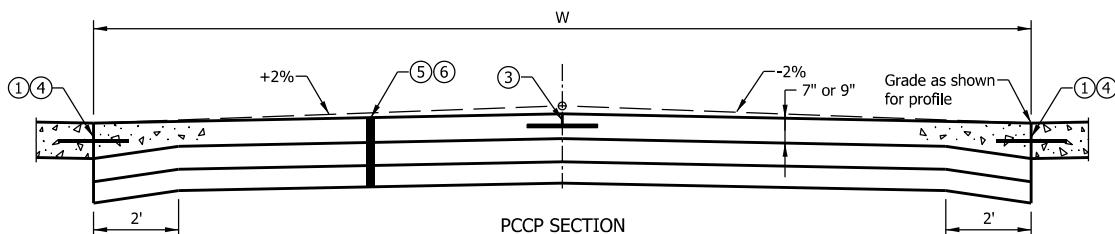
PCCP SECTION



W

HMA SECTION
SECTION A-A

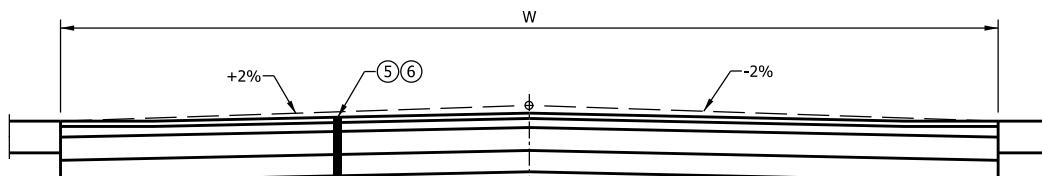
SECTION TO BE USED WITH CROWN PAVEMENT



W

-2%

PCCP SECTION



W

+2%

HMA SECTION
SECTION B-B

SECTION TO BE USED WITH 3-IN. TILTED PAVEMENT

INDIANA DEPARTMENT OF TRANSPORTATION

PRIVATE AND COMMERCIAL DRIVE
CROSSOVER SECTIONS