

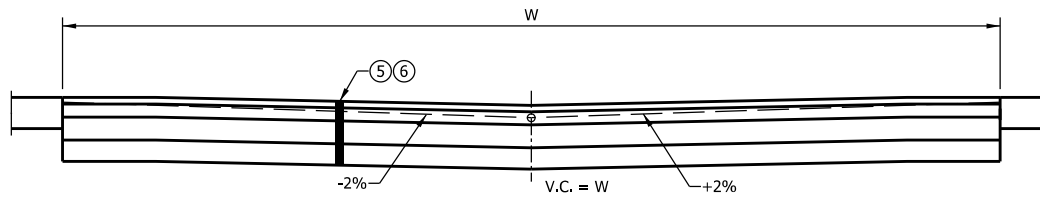
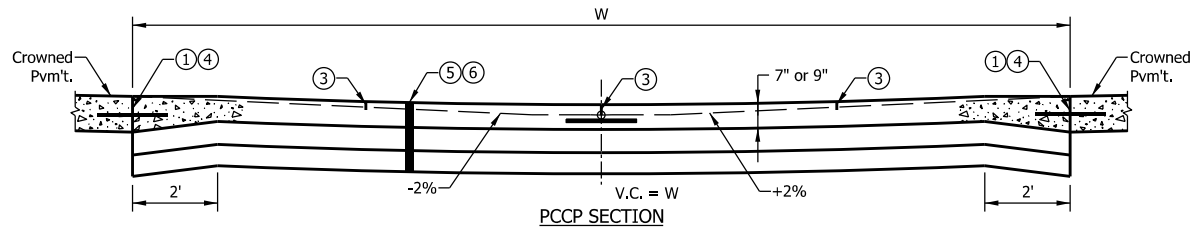
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**GENERAL NOTES:**

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.

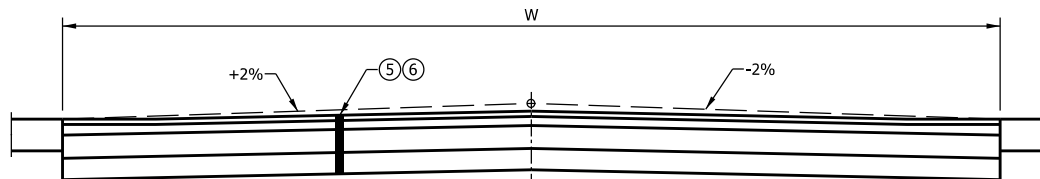
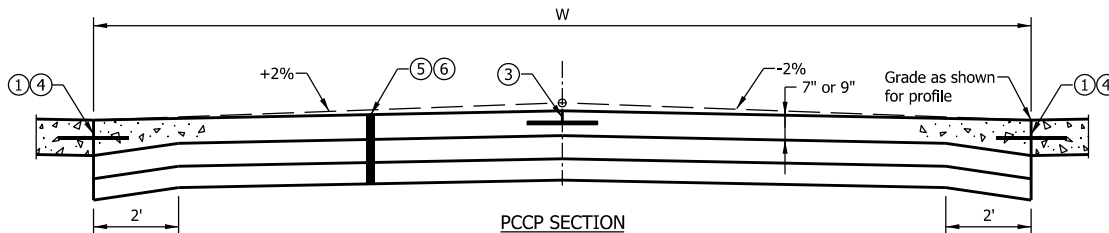
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DRIVES  
INDEX AND GENERAL NOTES



SECTION A-A

SECTION TO BE USED WITH CROWN PAVEMENT



SECTION B-B

SECTION TO BE USED WITH 3-IN. TILTED PAVEMENT

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/yd<sup>2</sup> HMA Surface Type B on  
275 lbs/yd<sup>2</sup> 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/yd<sup>2</sup> HMA Surface Type B on  
275 lbs/yd<sup>2</sup> HMA Intermediate, Type B on  
660 lbs/yd<sup>2</sup> 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)

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PRIVATE AND COMMERCIAL DRIVE  
CROSSOVER SECTIONS