


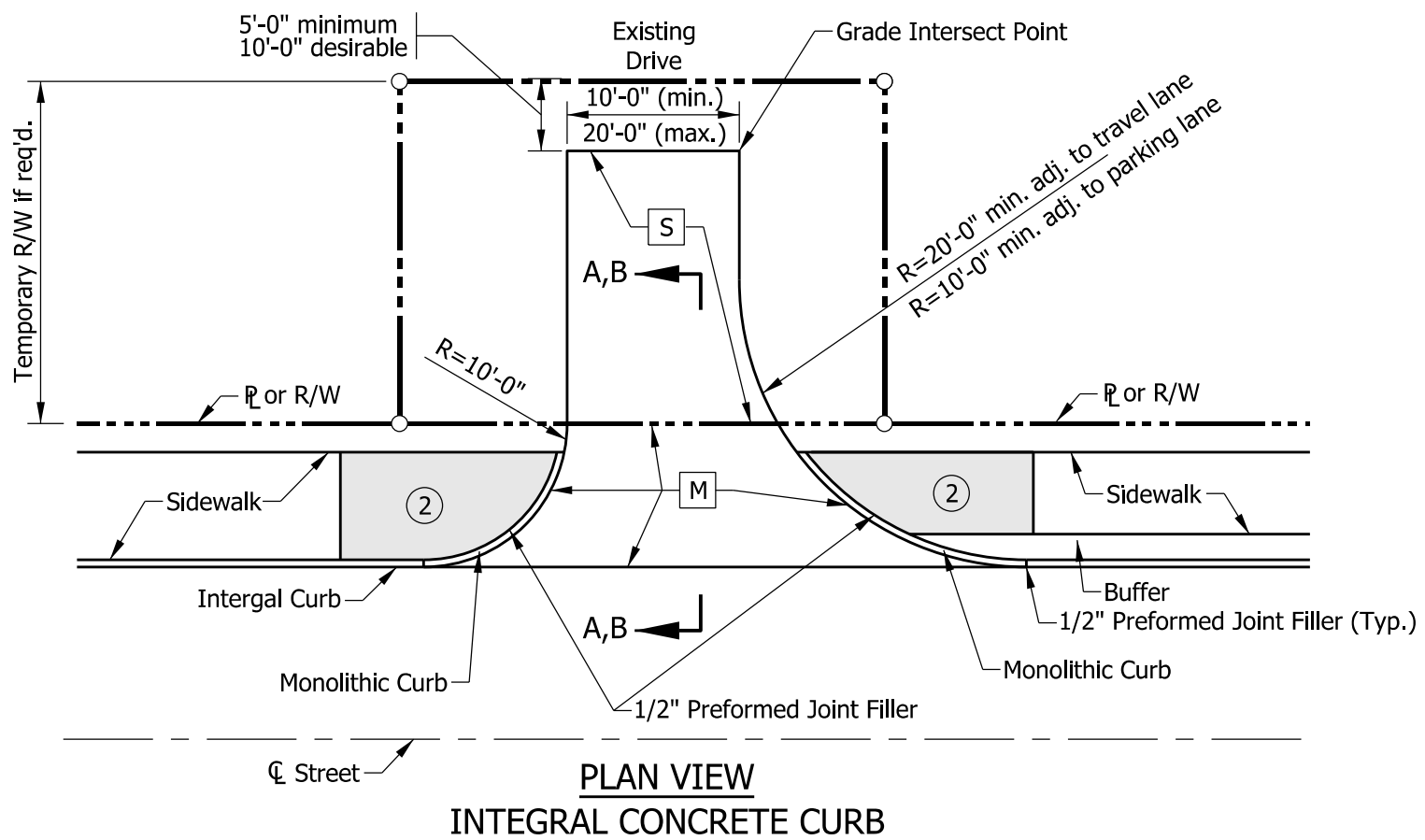
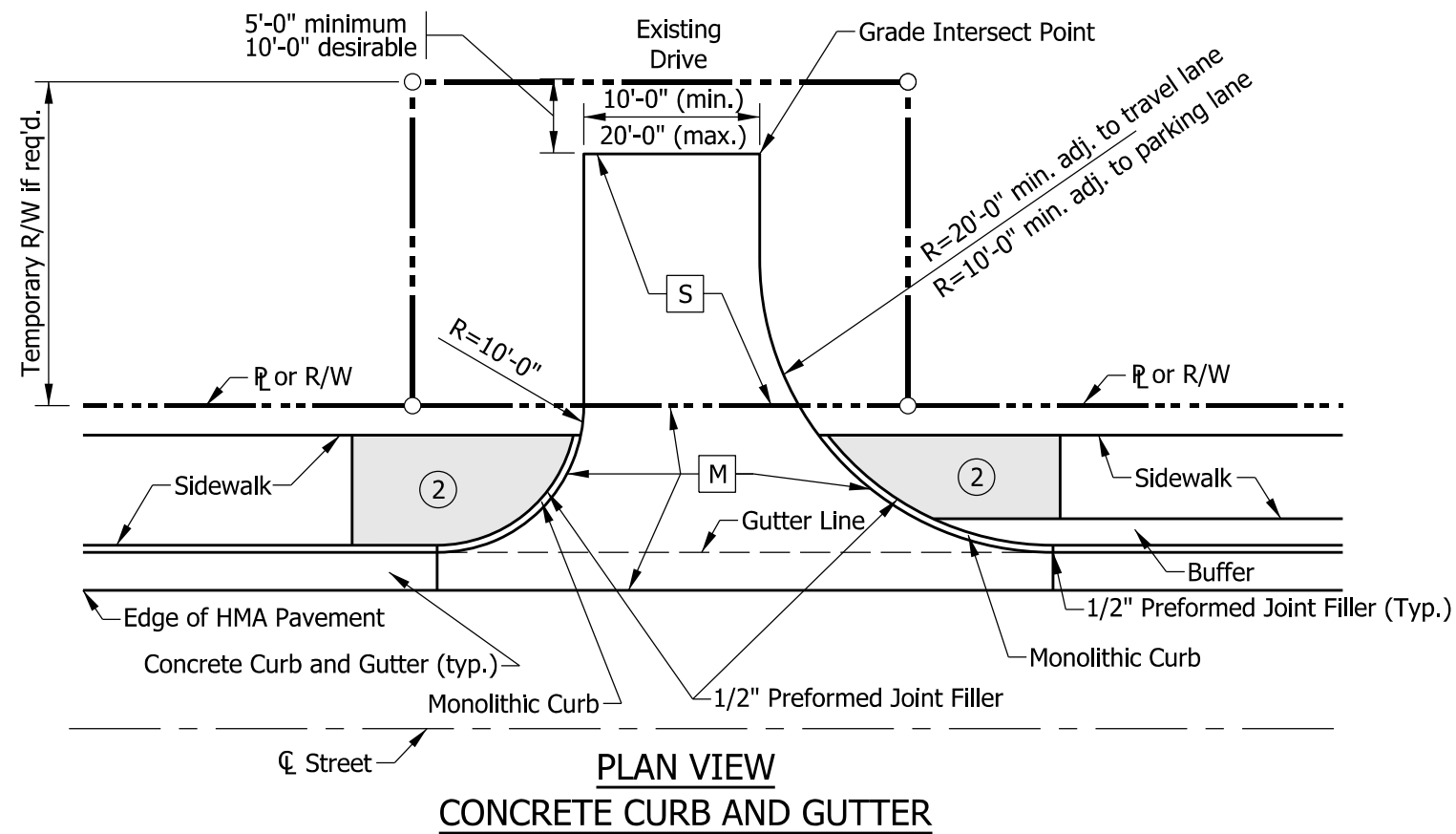


| INDEX | |
|-----------|--|
| SHEET NO. | SUBJECT |
| 1 | Drawing Index and General Notes |
| 2 | Class I Drive (Residential) Plan |
| 3 | Class II Drive (Residential) Plan |
| 4 | Class III Drive (Commercial) Plan |
| 5 | Class IV Drive (Commercial) Plan |
| 6 | Class V Drive (Field Entrance) Plan and Section |
| 7 | Class VI Drive (Industrial) Plan and Section |
| 8 | Class VII Drive (Industrial) Plan |
| 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 | Commerical Drive Crossover Plans |
| 18 | Pavement Wedge and Pay Limits for Class II, IV and VII Drives |

GENERAL NOTES

1. 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.
2. The appropriate pipe end treatment should be provided for pipes located either inside the clear zone or outside the clear zone.
3. 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.
4. 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 max.
5. 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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| INDIANA DEPARTMENT OF TRANSPORTATION | |
| INDEX GENERAL NOTES AND LEGEND SEPTEMBER 2019 | |
| STANDARD DRAWING NO. E 610-DRIV-01 | |
|  |  DESIGN STANDARDS ENGINEER 5/1/2019 DATE |
| |  CHIEF ENGINEER 6/5/2019 DATE |



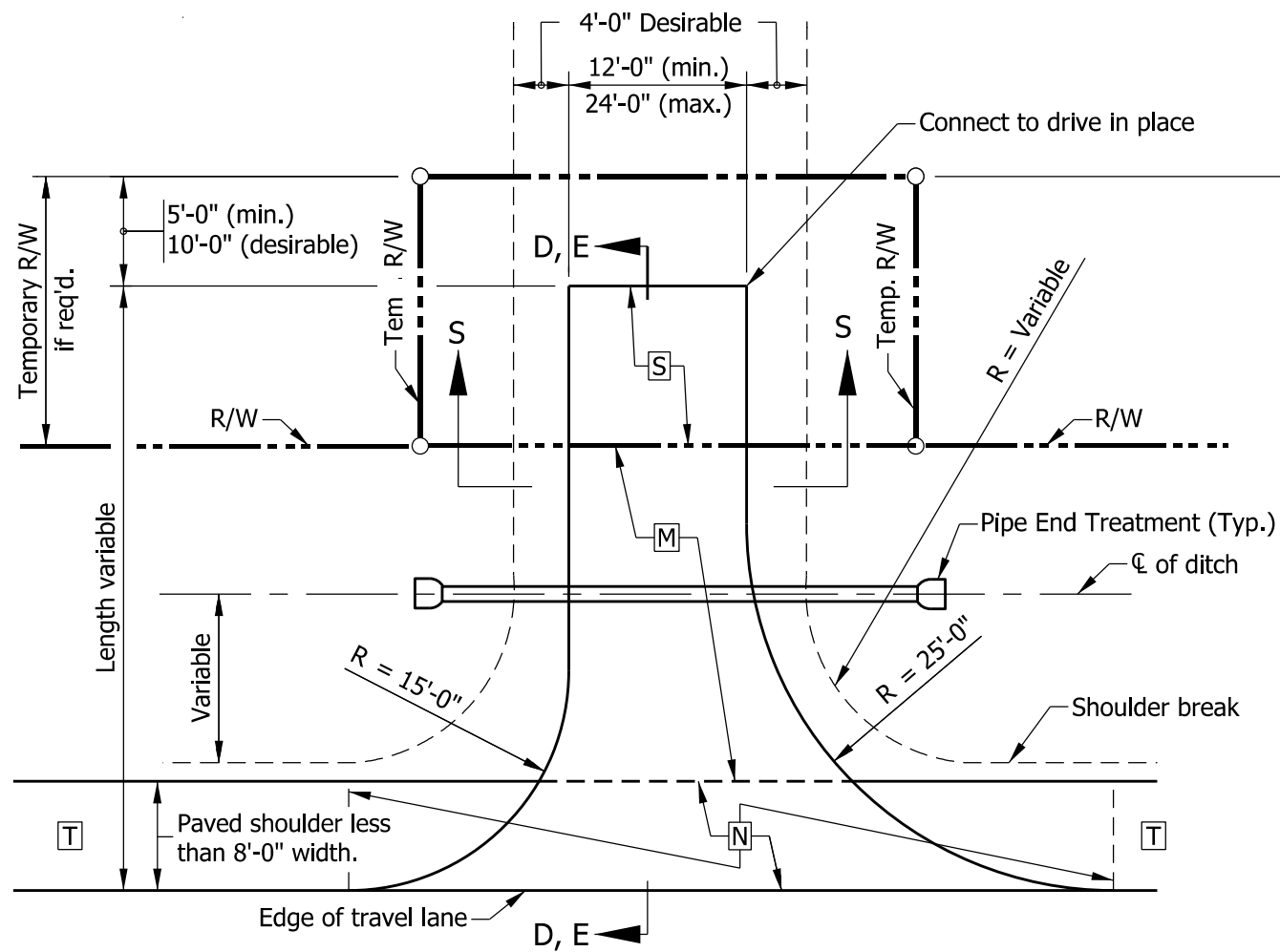
NOTES:

1. See Standard Drawing series E 610-DRIV-14 for joint placement, corner reinforcing, monolithic curb, and concrete curb and gutter details.
- ② See Standard Drawing E 604-SDWK-03 sidewalk driveway crossing details.
3. See Standard Drawing E 610-DRIV-09 for Sections A-A and B-B.

LEGEND

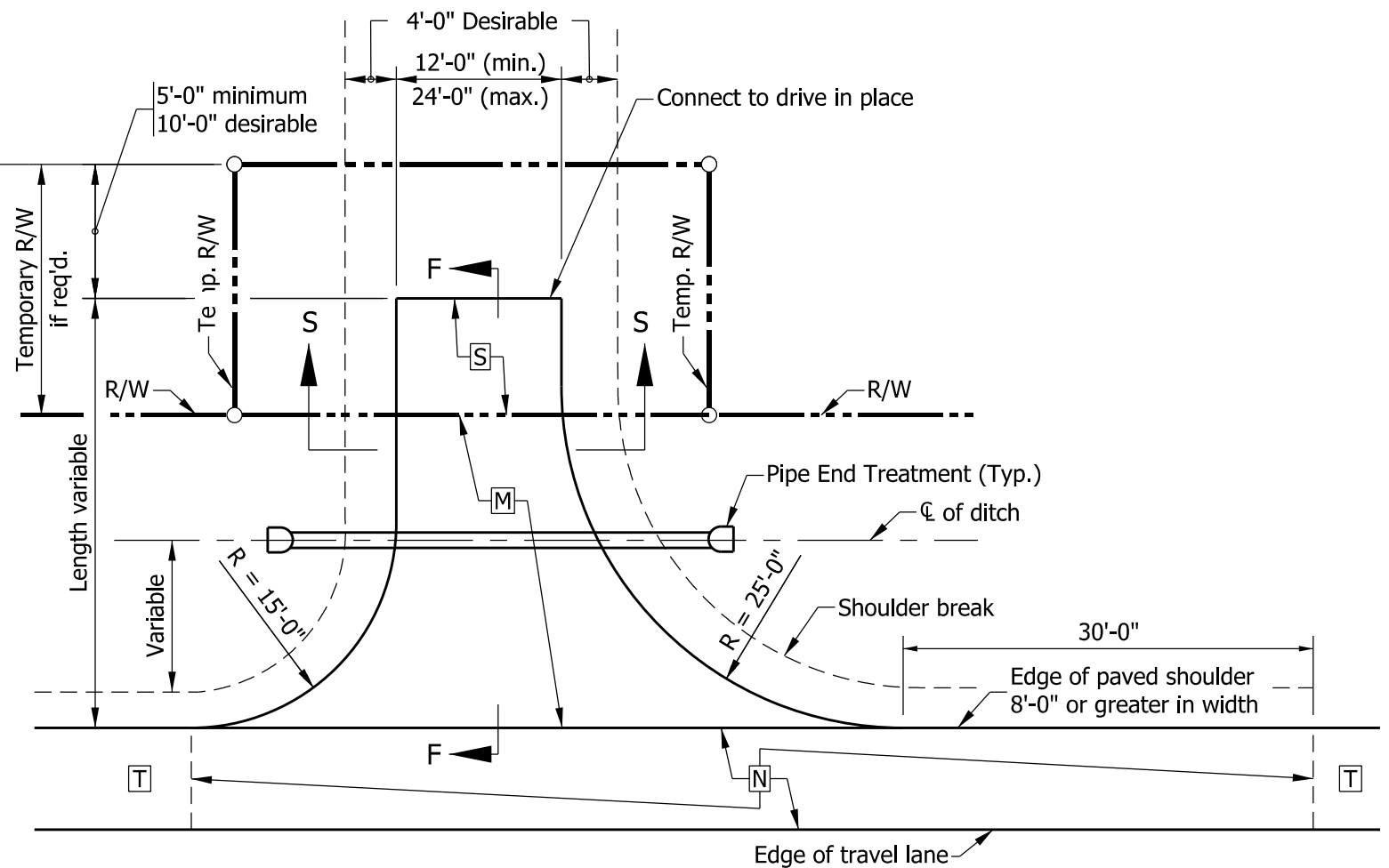
- M PCCP for Approaches, 6 in., on Dense Graded Subbase, 6 in., on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- S For type and thickness equivalent to surface in place, see plans.
- Sidewalk Elevation Transition

| | |
|---|--|
| INDIANA DEPARTMENT OF TRANSPORTATION | |
| CLASS I DRIVE (RESIDENTIAL) | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. E 610-DRIV-02 | |
| | <p style="text-align: right;"><i>Elizabeth W. Phillips</i> DESIGN STANDARDS ENGINEER 5/1/2019 DATE</p> <p style="text-align: right;"><i>[Signature]</i> CHIEF ENGINEER 6/5/2019 DATE</p> |



PLAN VIEW

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



PLAN VIEW

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

LEGEND

- [M] HMA for Approaches, Type B
165#/syd HMA Surface Type B on
275#/syd 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)
- [N] The greater thickness of either the drive [M]
or the paved shoulder [T] section.
- [S] For type and thickness equivalent
to surface in place, see plans.
- [T] Plan shoulder section.

NOTES:

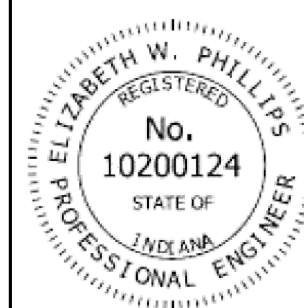
1. See Standard Drawing E 610-DRIV-10 for Section S-S.
2. See Standard Drawing E 610-DRIV-11 for Sections D-D, E-E and F-F for approach grades.
3. The radii for PCCP Class II drives shall be constructed using corner reinforcement as detailed in Standard Drawing E 610-DRIV-14.
4. For PCCP Drives see Standard Drawing E 610-DRIV-14 for joint placement details.

INDIANA DEPARTMENT OF TRANSPORTATION

CLASS II DRIVE
(RESIDENTIAL)

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-03



Elizabeth W. Phillips
DESIGN STANDARDS ENGINEER

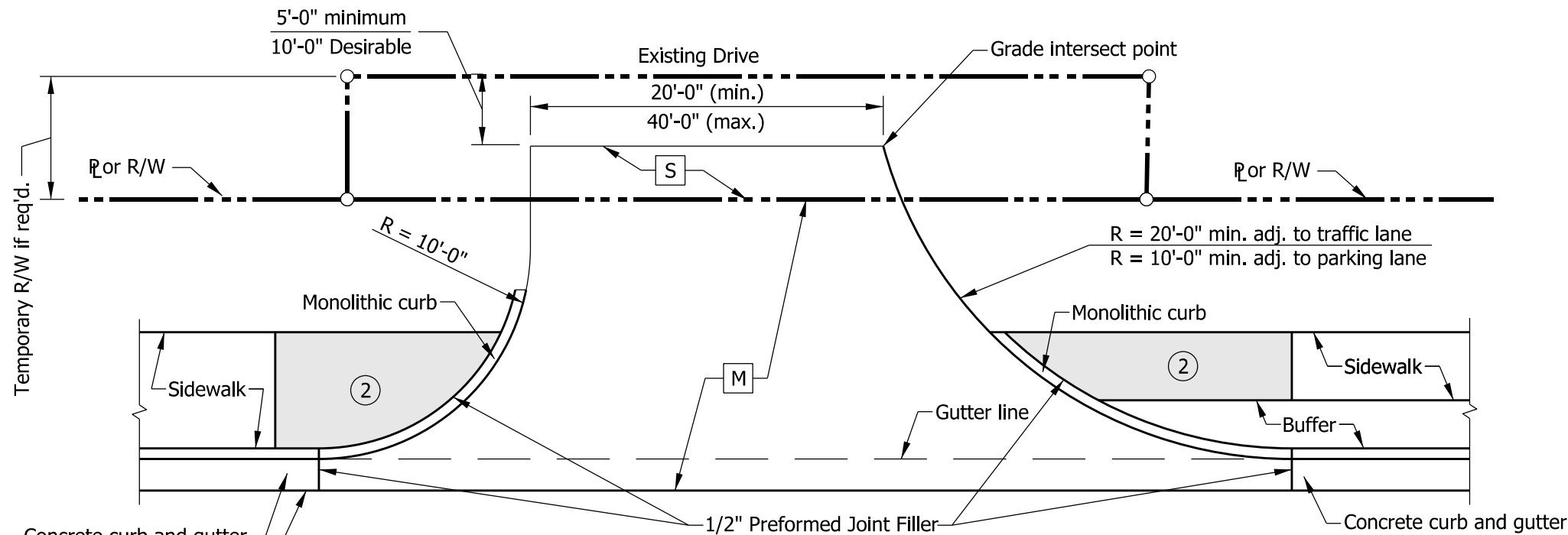
5/1/2019

DATE

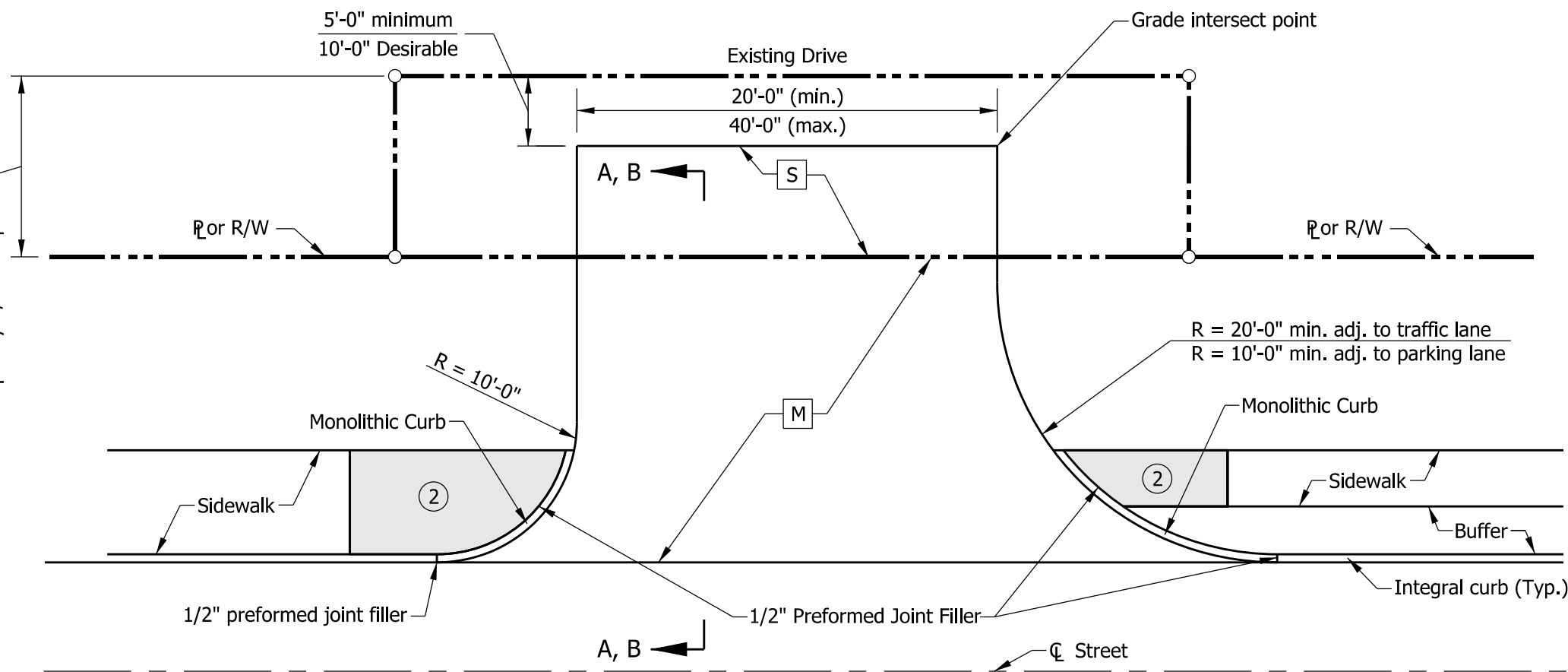
[Signature]
CHIEF ENGINEER

6/5/2019

DATE



**PLAN VIEW
CONCRETE CURB AND GUTTER**



**PLAN VIEW
INTEGRAL CONCRETE CURB**

NOTES:

1. See Standard Drawing E 610-DRIV-09 for Section A-A, and Section B-B.
- ② See Standard Drawing E 604-SDWK-03 for sidewalk driveway crossing details.
3. See Standard Drawing E 610-DRIV-14 for joint placement, monolithic curb, and concrete curb and gutter details.

LEGEND

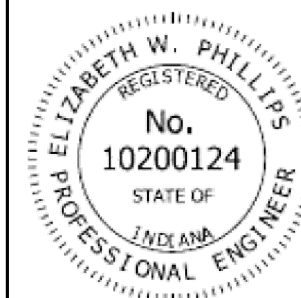
- M** PCCP for Approaches, 9 in., on Dense Graded Subbase, 6 in., on Geogrid Type 1B, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- S** For type and thickness equivalent to surface in place, see plans.
- ② Sidewalk elevation transitions.

INDIANA DEPARTMENT OF TRANSPORTATION

CLASS III DRIVE
(COMMERCIAL)

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-04

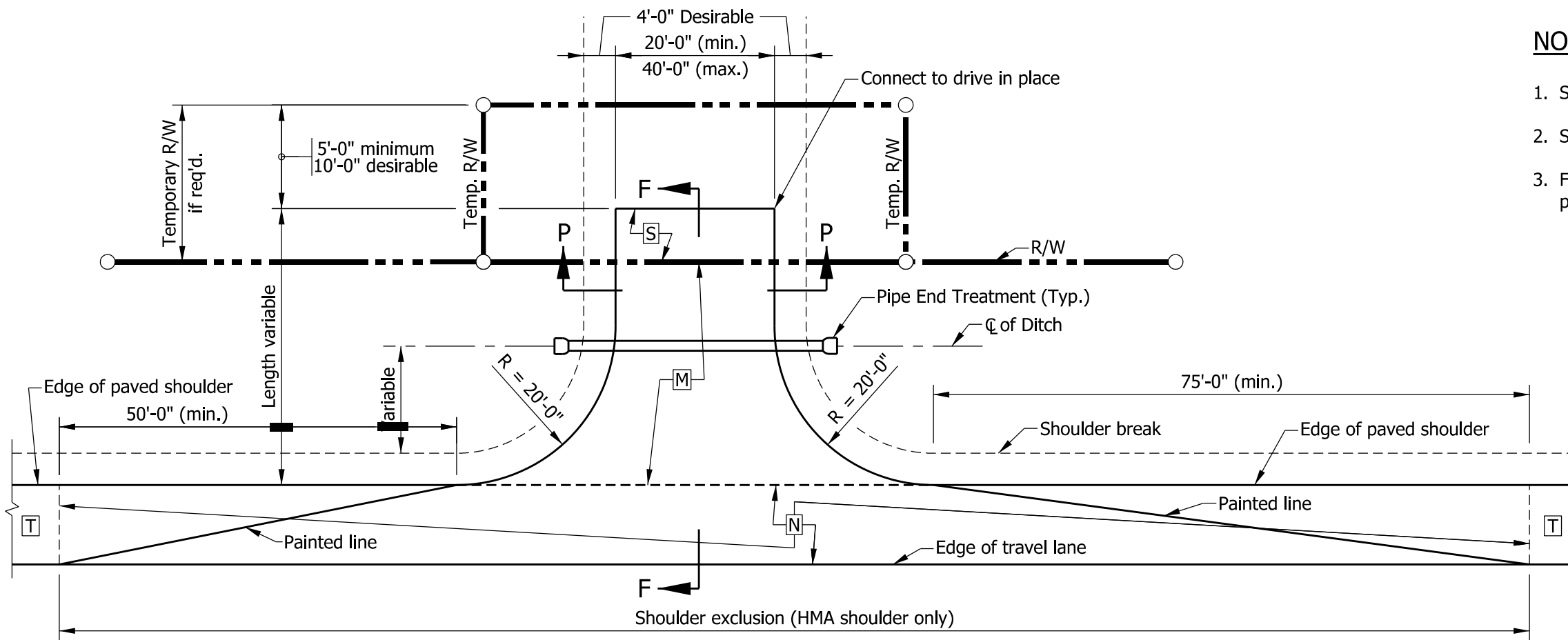


Elizabeth W. Phillips
DESIGN STANDARDS ENGINEER

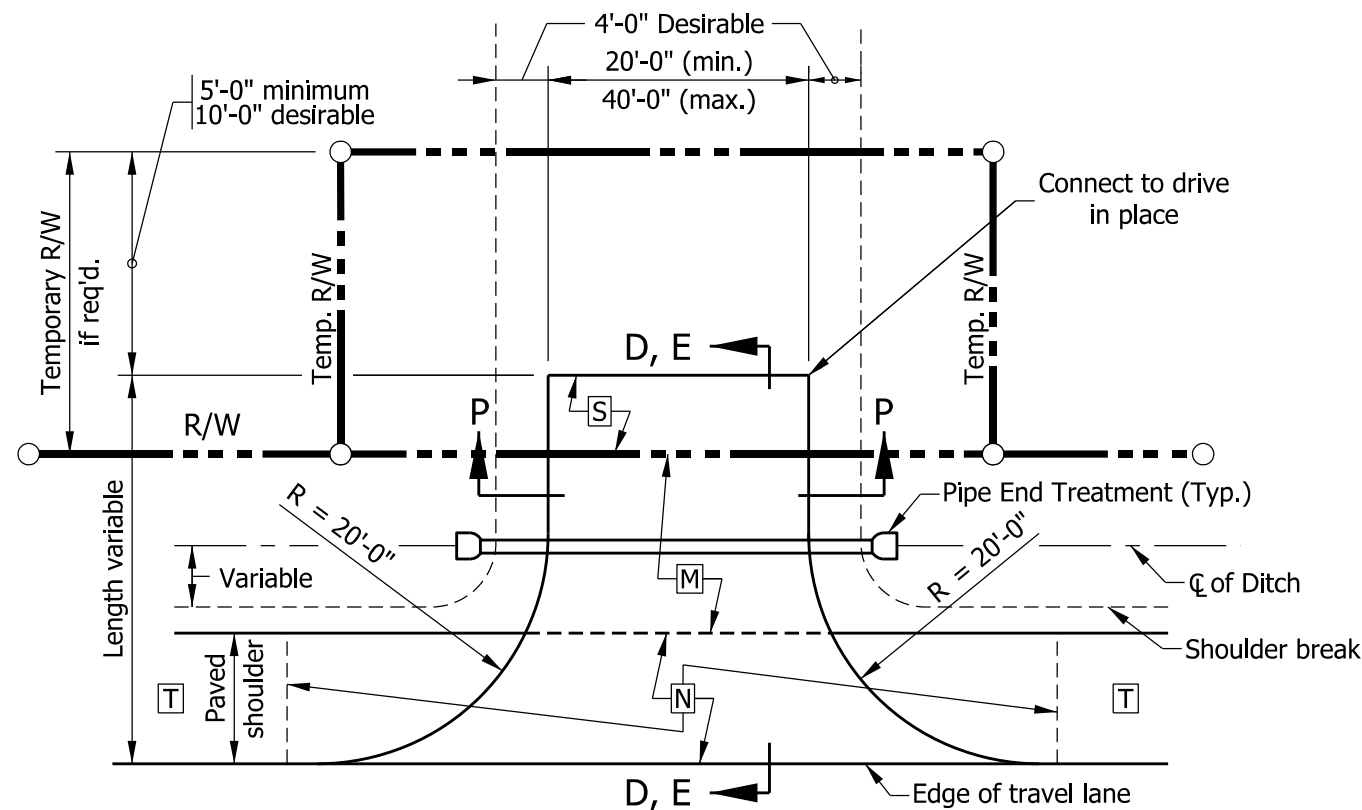
5/1/2019
DATE

[Signature]
CHIEF ENGINEER

6/5/2019
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)

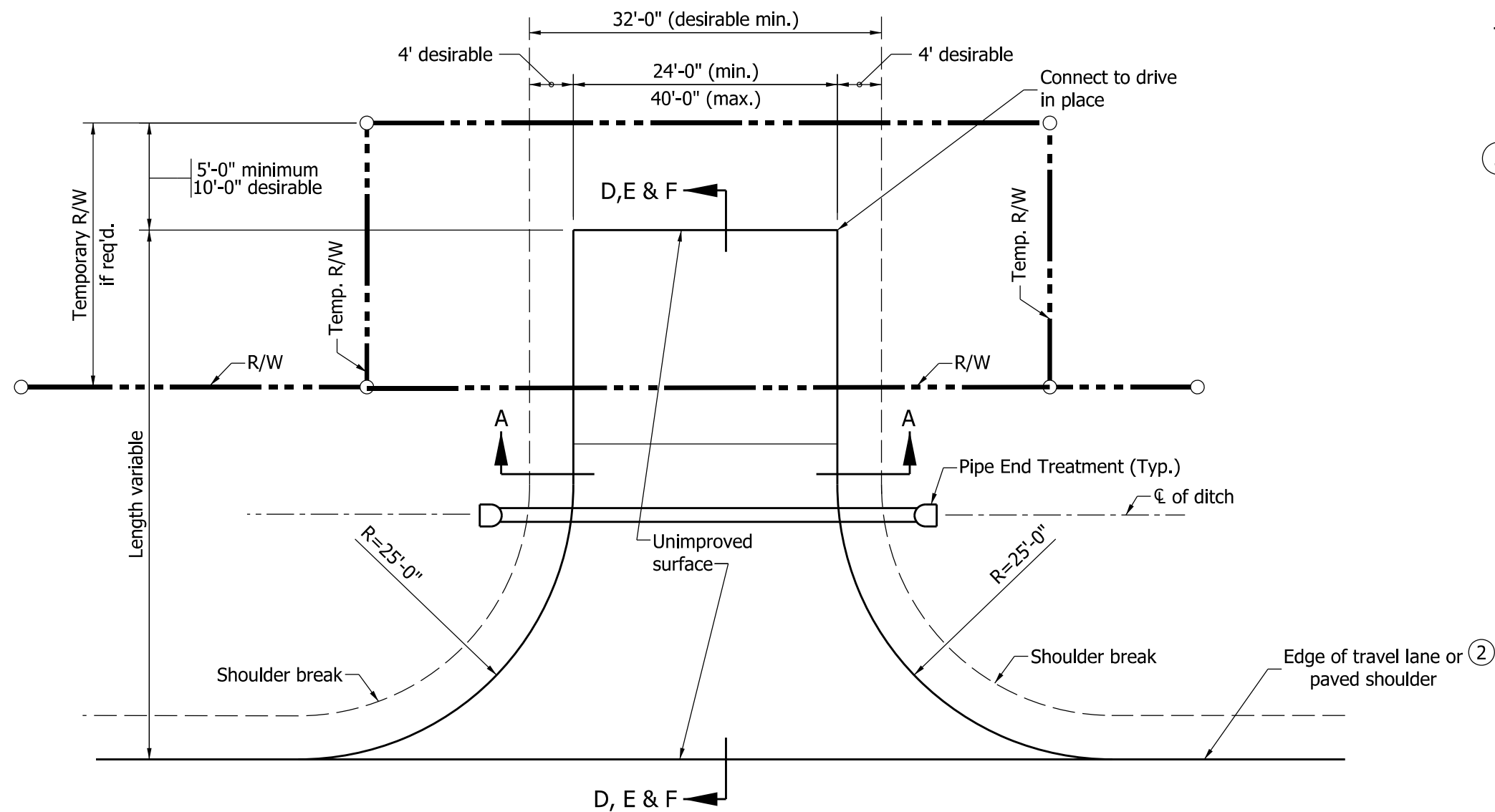
NOTES:

1. See Standard Drawing E 610-DRIV-11 for Sections D-D, E-E and F-F.
2. See Standard Drawing E 610-DRIV-10 for Section P-P.
3. For PCCP Drives, see Standard Drawing E 610-DRIV-14 for joint placement details.

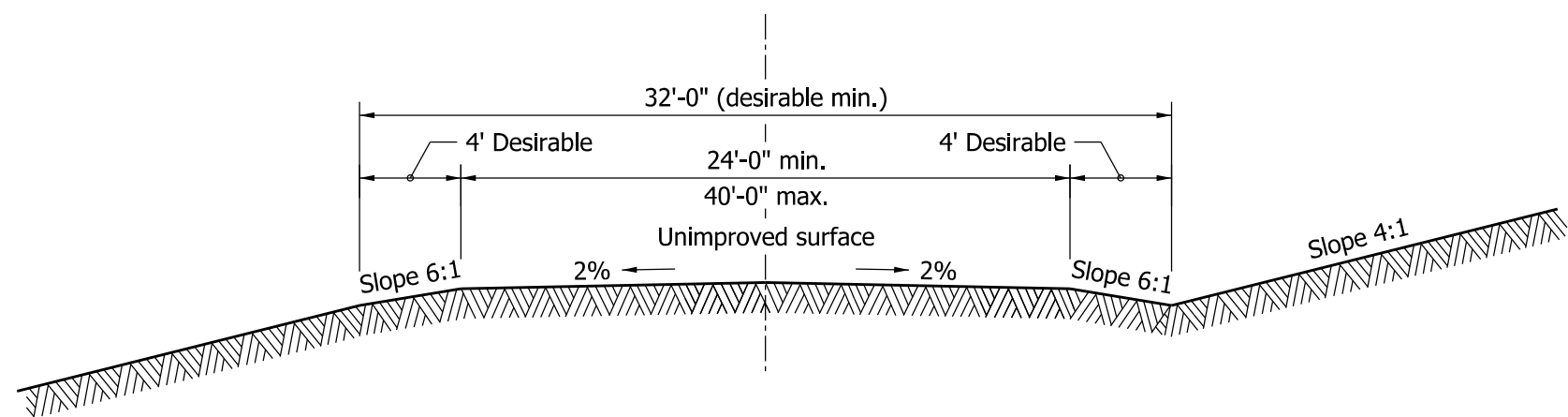
LEGEND

- M** HMA for Approaches, Type B, 165 lbs/syd HMA Surface, Type B, on 275 lbs/syd HMA Intermediate, Type B, on 660 lbs/syd HMA Base, Type B, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53), on Geogrid, Type 1B
or
PCCP for Approaches, 9 in., on Dense Graded Subbase, 6 in., on Geogrid Type 1B on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- N** The greater thickness of either the drive **M** or the paved shoulder **T** section.
- S** For type and thickness equivalent to surface in place, see plans.
- T** Plan shoulder section.

| | |
|---|---|
| INDIANA DEPARTMENT OF TRANSPORTATION | |
| CLASS IV DRIVE (COMMERCIAL) | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. E 610-DRIV-05 | |
|  |  DESIGN STANDARDS ENGINEER 5/29/2019 DATE |
| |  CHIEF ENGINEER 6/5/2019 DATE |



PLAN VIEW

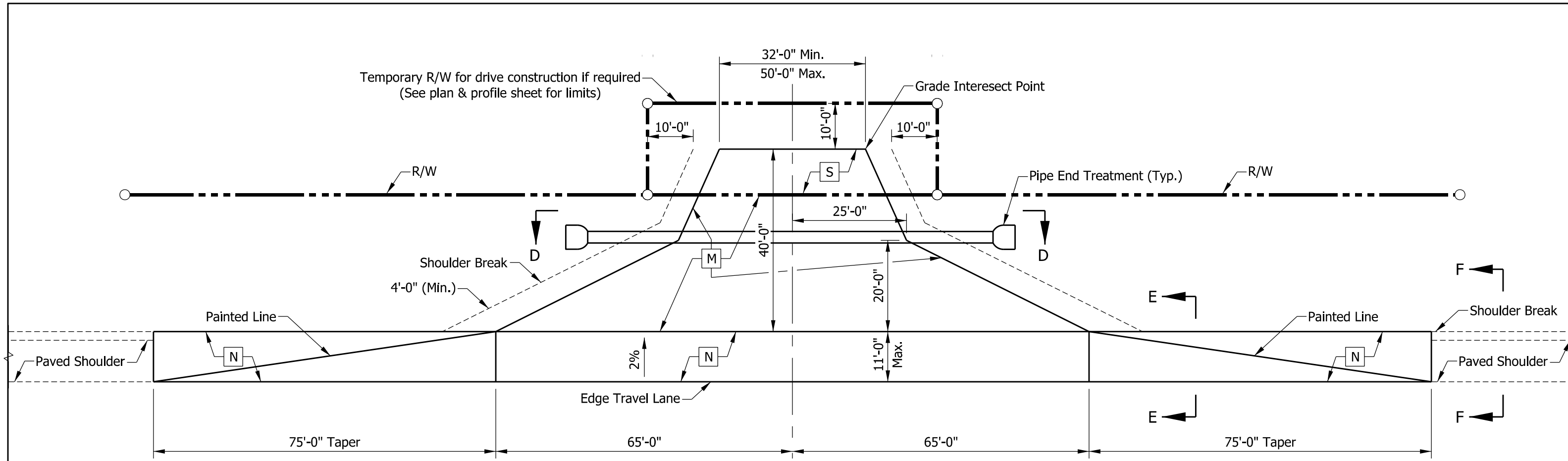


SECTION A-A

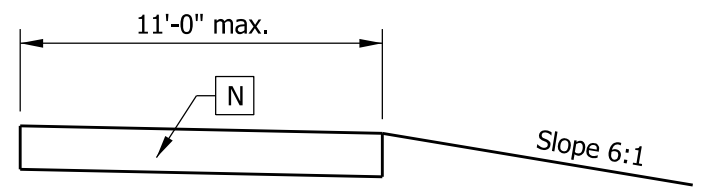
NOTES:

1. See Standard Drawing E 610-DRIV-11 for sections D-D, E-E, and F-F.
2. 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.

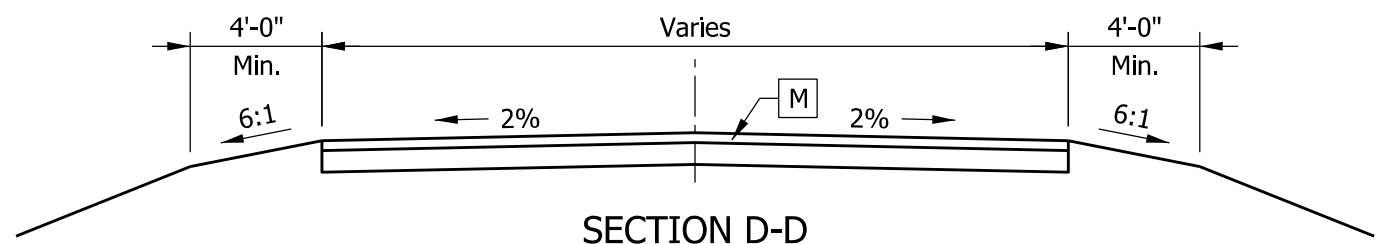
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|--------------------------------------|---|
| INDIANA DEPARTMENT OF TRANSPORTATION | |
| CLASS V DRIVE (FIELD ENTRANCE) | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. | E 610-DRIV-06 |
| | DESIGN STANDARDS ENGINEER 5/1/2019 DATE |
| | CHIEF ENGINEER 6/5/2019 DATE |



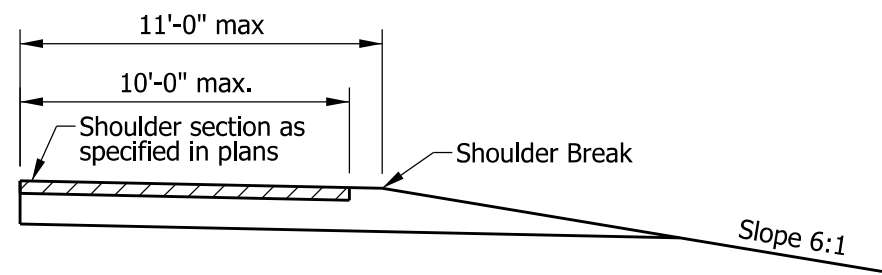
PLAN VIEW



SECTION E-E



SECTION D-D






SECTION F-F

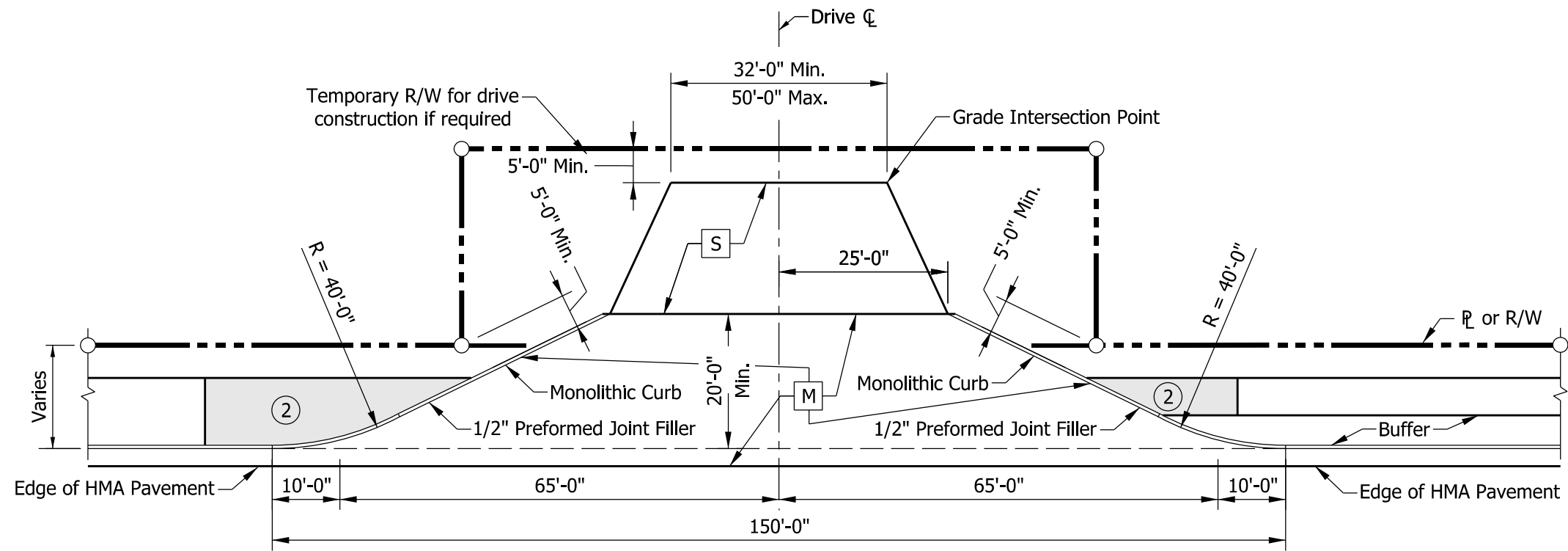
LEGEND

- M** For ≤ 400 Trucks per day
HMA for Approaches, Type B,
165 lbs/syd HMA Surface, Type B, on
275 lbs/syd HMA Intermediate, Type B on
660 lb/syd HMA Base, Type B on
Subgrade Treatment Type II (6 in. Coarse Aggregate No.53), on
Geogrid, Type 1B
or
PCCP for Approaches, 9 in., on
Dense Graded Subbase, 6 in., on
Geogrid, Type 1B, on
Subgrade Treatment Type II (6 in. Coarse Aggregate No.53)
- 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.

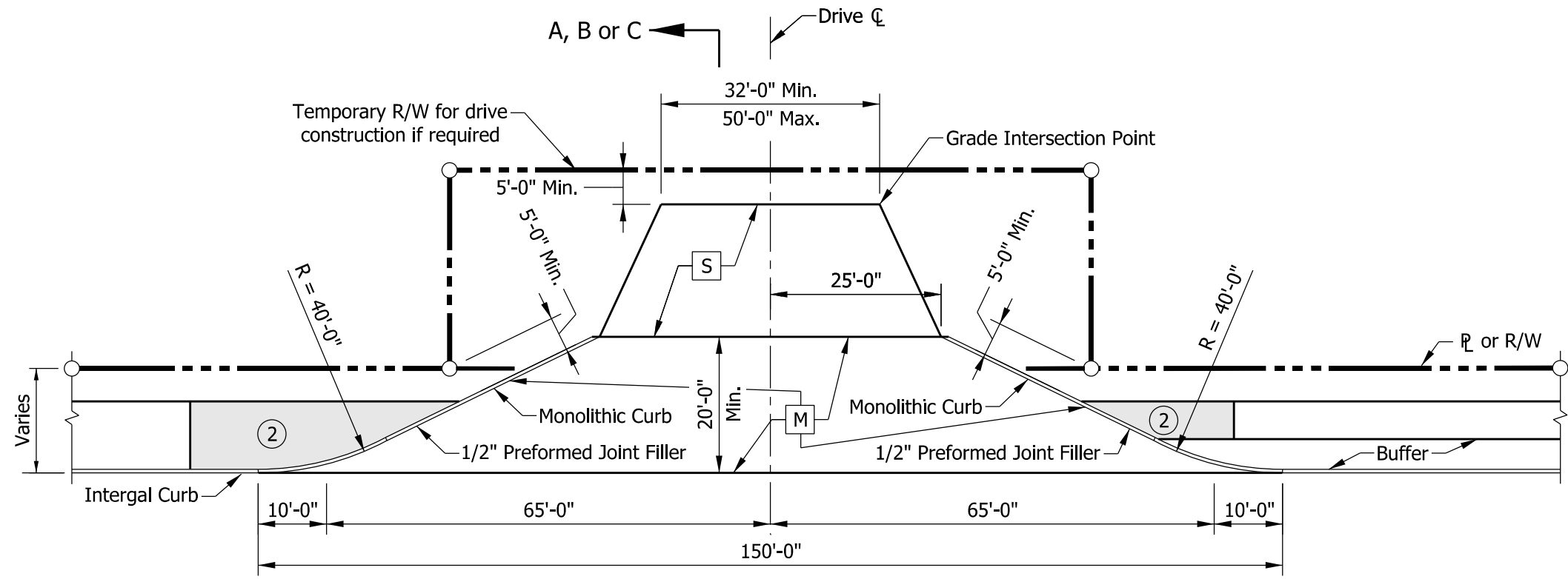
NOTES:

1. See Standard Drawing E 610-DRIV-12 for drive approach grades.
2. Class VI Drive accommodates a WB-67 (IDV) design vehicle with a 45'-0" turning radius.
3. For PCCP Drives see Standard Drawing E 610-DRIV-14 for joint placement details.

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| INDIANA DEPARTMENT OF TRANSPORTATION | |
| CLASS VI DRIVE (INDUSTRIAL) | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. E 610-DRIV-07 | |
|  |  DESIGN STANDARDS ENGINEER 5/1/2019 DATE |
| |  CHIEF ENGINEER 6/5/2019 DATE |



PLAN VIEW
CONCRETE CURB & GUTTER






PLAN VIEW
INTEGRAL CONCRETE CURB

NOTES:

1. See Standard Drawing E 610-DRIV-12 for Sections A-A, B-B and C-C.
2. See Standard Drawing E 604-SDWK-03 sidewalk driveway crossing details.
3. See Standard Drawing E 610-DRIV-14 for joint placement, monolithic curb, and concrete curb and gutter details.

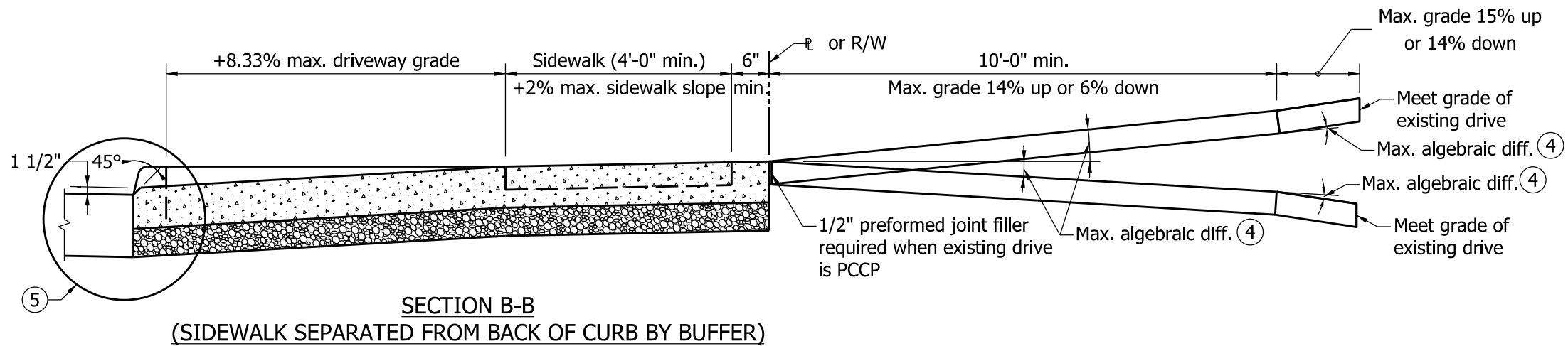
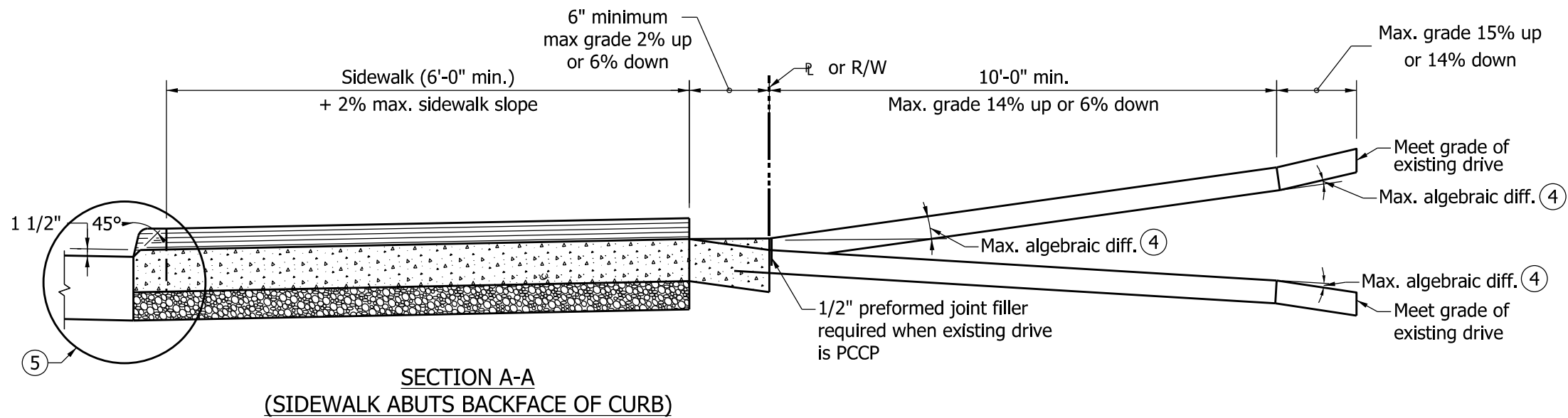
LEGEND

- [M] For ≤ 400 Trucks per day
HMA for Approaches, Type B,
165 lbs/syd HMA Surface, Type B, on
275 lbs/syd HMA Intermediate, Type B, on
660 lbs/syd HMA Base, Type B, on
Subgrade Treatment Type II (6 in. Coarse Aggregate No.53) on
Geogrid, Type 1B
or
PCCP for Approaches, 9 in., on
Dense Graded Subbase, 6 in., 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.

| | |
|---|---|
| INDIANA DEPARTMENT OF TRANSPORTATION | |
| CLASS VII DRIVE (INDUSTRIAL) | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. | E 610-DRIV-08 |
|  | <div style="text-align: right; margin-bottom: 10px;">  DESIGN STANDARDS ENGINEER 5/1/2019 DATE </div> <div style="text-align: right;">  CHIEF ENGINEER 6/5/2019 DATE </div> |

NOTES:

1. See Standard Drawing E 610-DRIV-02 Class I Drive pavement section.
2. See Standard Drawing E 610-DRIV-04 Class III Drive pavement section.
3. See Standard Drawing E 604-SDWK-03 for sidewalk driveway crossing details.
- ④ The maximum algebraic difference in grades shall not exceed 8% for crested grade nor 12% for sagged grade
- ⑤ See Standard Drawing E 610-DRIV-14 joint placement, monolithic curb, and concrete curb and gutter details.



LEGEND

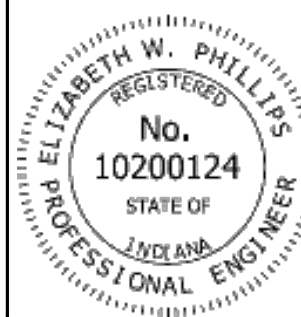
- = Curb ramp or sidewalk elevation transition.
- = PCCP

INDIANA DEPARTMENT OF TRANSPORTATION

CLASS I AND CLASS III DRIVE
APPROACH GRADES

SEPTEMBER 2019

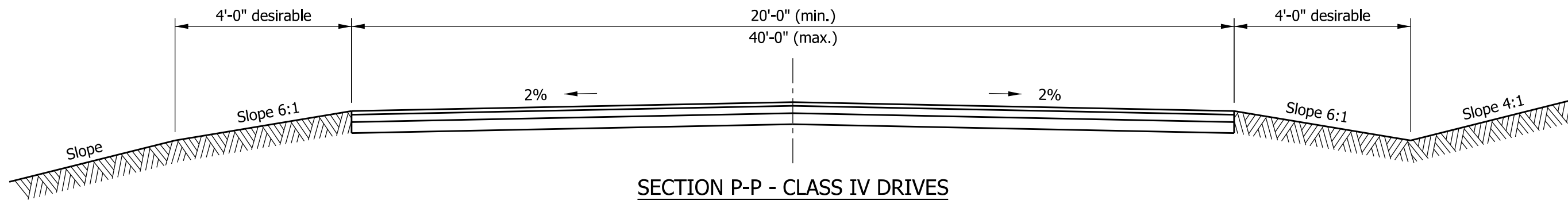
STANDARD DRAWING NO. E 610-DRIV-09



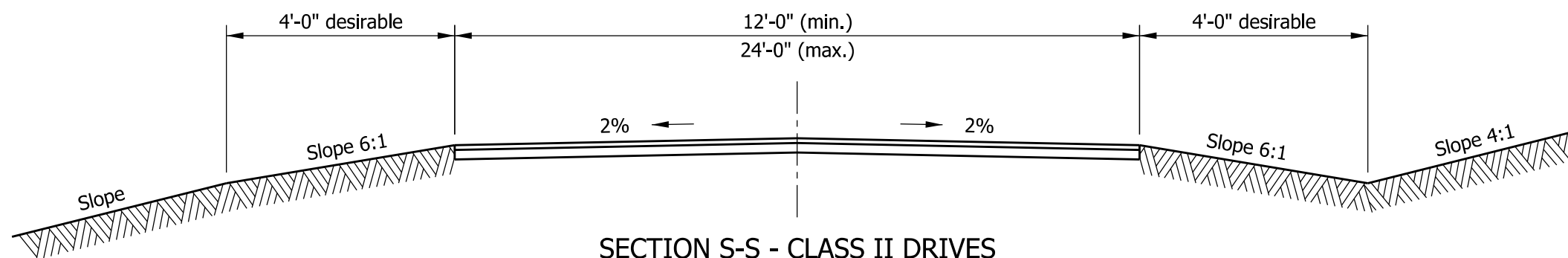
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|---------------------------|-----------|
| | 5/29/2019 |
| DESIGN STANDARDS ENGINEER | DATE |
| | 6/5/2019 |
| CHIEF ENGINEER | DATE |

NOTES:

1. See Standard Drawing E 610-DRIV-03 for Class II Drive details.
2. See Standard Drawing E 610-DRIV-05 for Class IV Drive details.



SECTION P-P - CLASS IV DRIVES



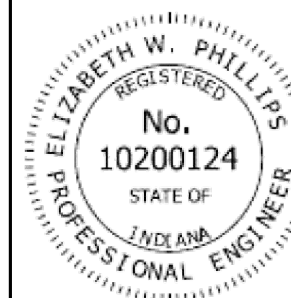
SECTION S-S - CLASS II DRIVES



INDIANA DEPARTMENT OF TRANSPORTATION

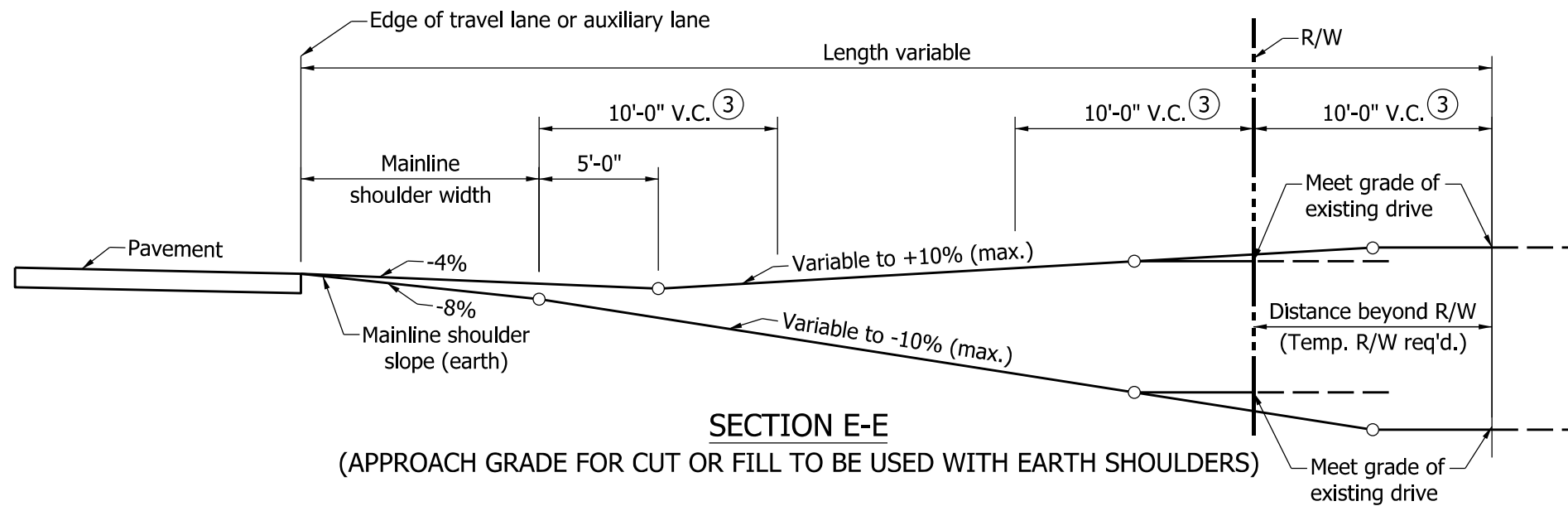
CLASS II AND CLASS IV DRIVE SECTIONS

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-10

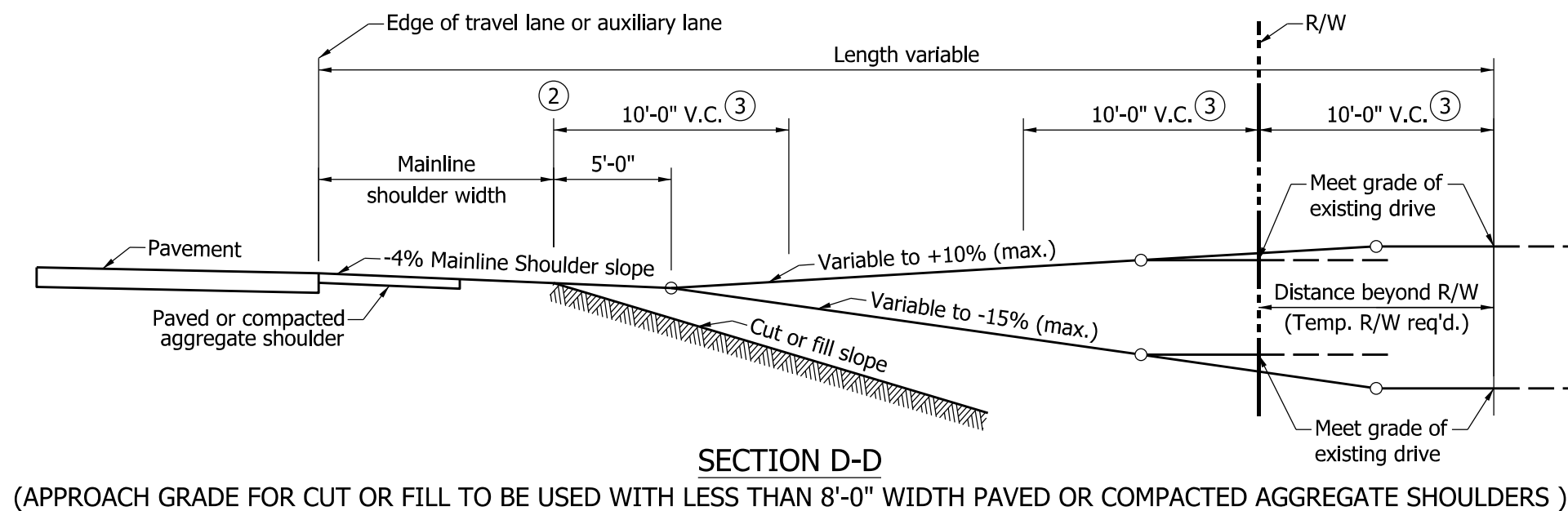
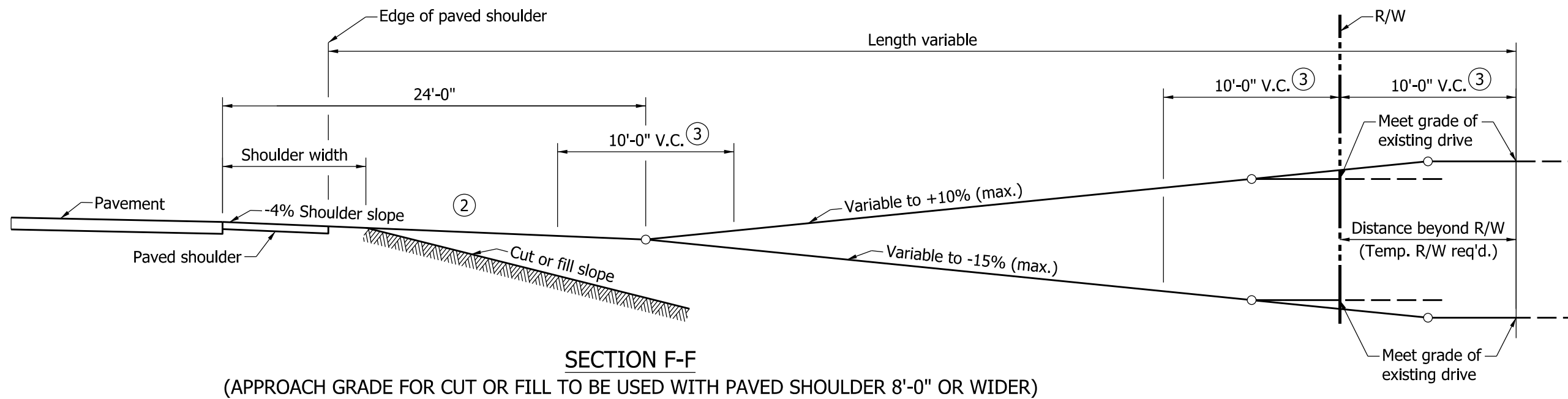





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|  | 5/1/2019 |
| DESIGN STANDARDS ENGINEER | DATE |
|  | 6/5/2019 |
| CHIEF ENGINEER | DATE |



NOTES:

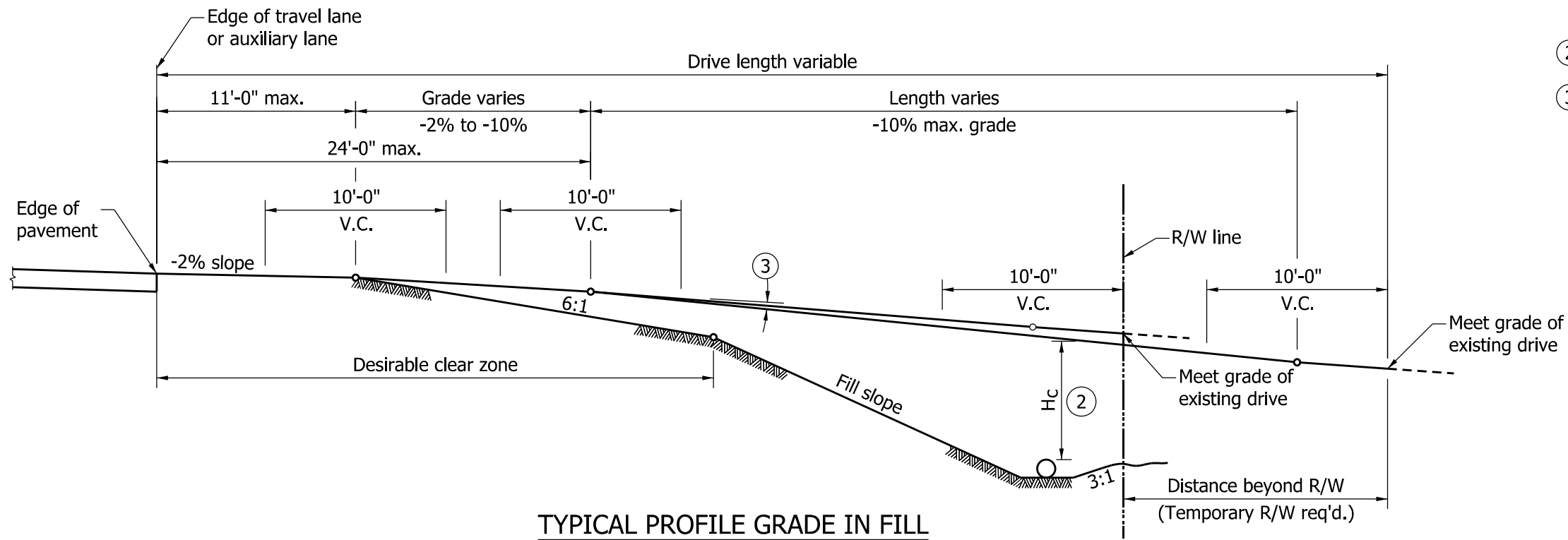
1. See Standard Drawing E 610-DRIV-03, -05 and -06 for location of Sections D-D, E-E and F-F.
- ② Where physical restrictions limits the space available for the construction of a drive from a roadway in an embankment section, the downgrade breakpoint of the drive may begin at the edge of the shoulder without a crest vertical curve. The algebraic difference in grades shall not exceed 11%.
- ③ The maximum algebraic difference shall not exceed 11% for crested grade and 14% for sagged grades.



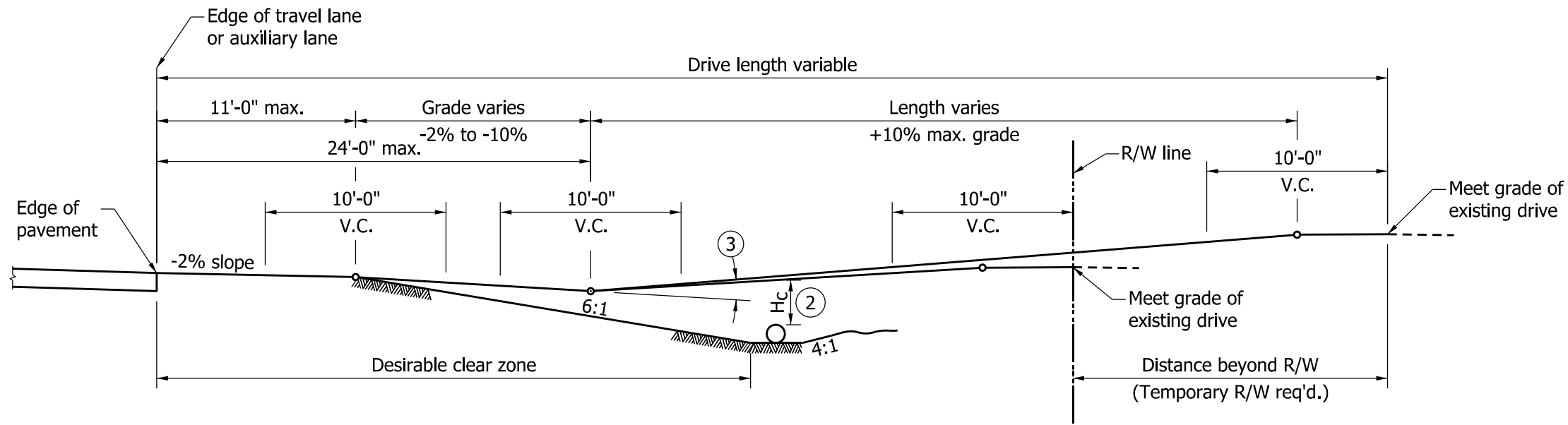
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| INDIANA DEPARTMENT OF TRANSPORTATION | |
| CLASS II, IV & V DRIVES APPROACH GRADES | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. E 610-DRIV-11 | |
|  |  DESIGN STANDARDS ENGINEER DATE |
| | 5/1/2019 DATE |
| |  CHIEF ENGINEER DATE |
| | 6/5/2019 DATE |

NOTES:








1. See Standard Drawing E 610-DRIV-07 for plan and sections of Class VI Drive.
- ② The earth cover shall be 1 ft or greater.
- ③ The maximum algebraic difference in grades shall not exceed 11% for crested grade and 14% for sagged grades.



TYPICAL PROFILE GRADE IN FILL

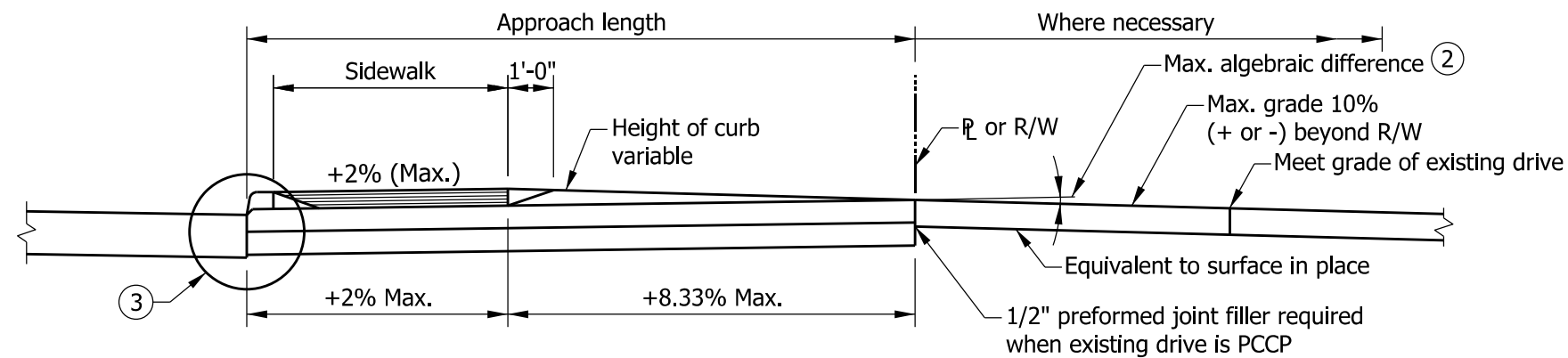


TYPICAL PROFILE GRADE IN CUT

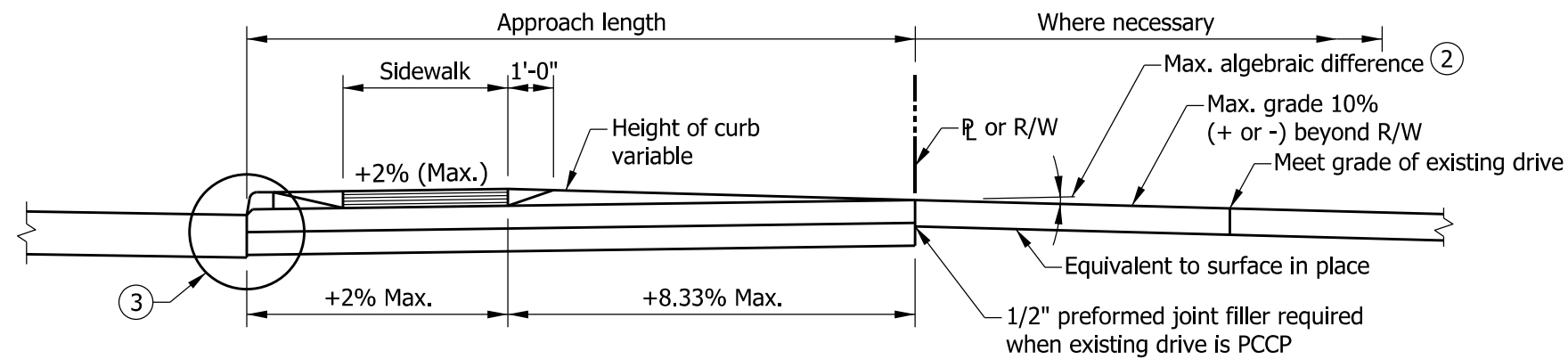
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| INDIANA DEPARTMENT OF TRANSPORTATION | | | | | | | | | |
| CLASS VI DRIVE APPROACH GRADES | | | | | | | | | |
| SEPTEMBER 2019 | | | | | | | | | |
| STANDARD DRAWING NO. E 610-DRIV-12 | | | | | | | | | |
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|  | 5/1/2019 | | | | | | | | |
| DESIGN STANDARDS ENGINEER | DATE | | | | | | | | |
|  | 6/5/2019 | | | | | | | | |
| CHIEF ENGINEER | DATE | | | | | | | | |

NOTES:

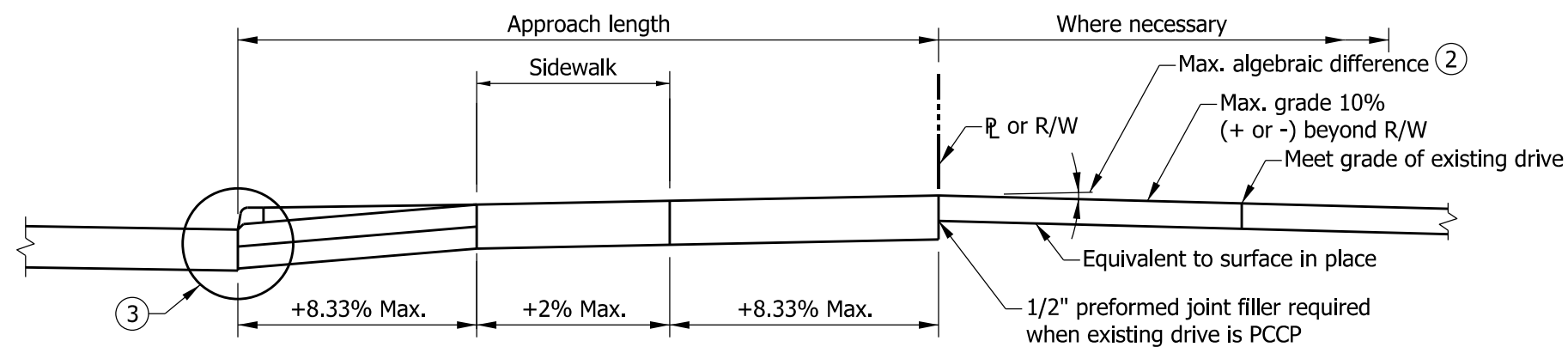
1. See Standard Drawing E 610-DRIV-08 for plan of Class VII Drive.
- ② The maximum algebraic difference in grades shall not exceed 8% for crested grades and 12% for sagged grade.
- ③ See Standard Drawing E 610-DRIV-14 for joint placement, monolithic curb, and concrete curb and gutter details.



SECTION A-A



SECTION B-B



SECTION C-C

LEGEND

▬▬▬ = Curb Ramp or Sidewalk Elevation Transition



INDIANA DEPARTMENT OF TRANSPORTATION

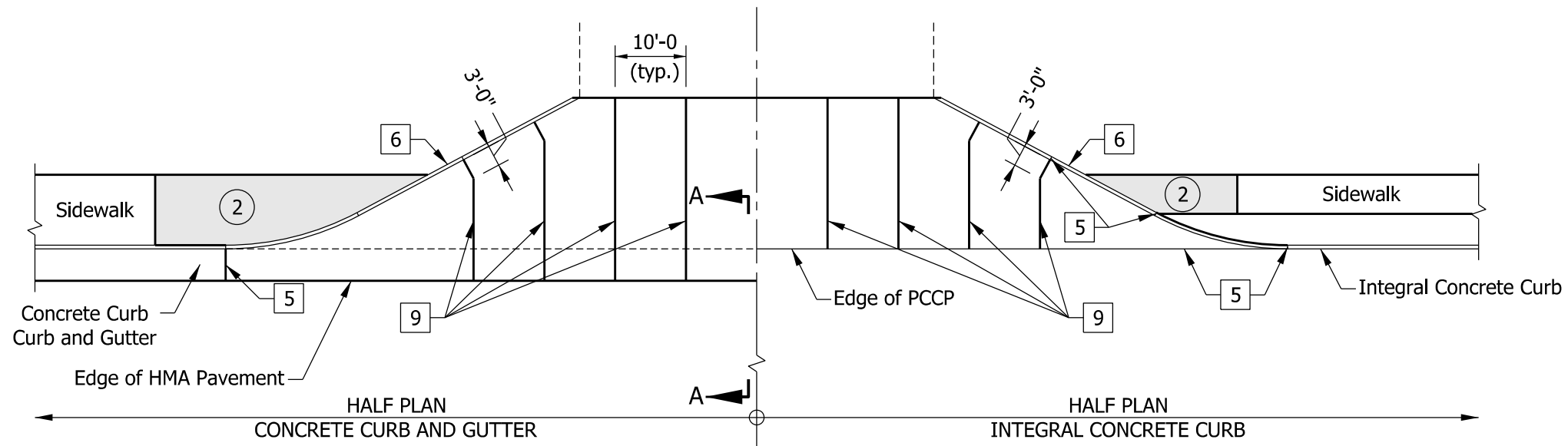
CLASS VII DRIVE
APPROACH GRADES

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-13



| | |
|---|----------|
|  | 5/1/2019 |
| DESIGN STANDARDS ENGINEER | DATE |
|  | 6/5/2019 |
| CHIEF ENGINEER | DATE |



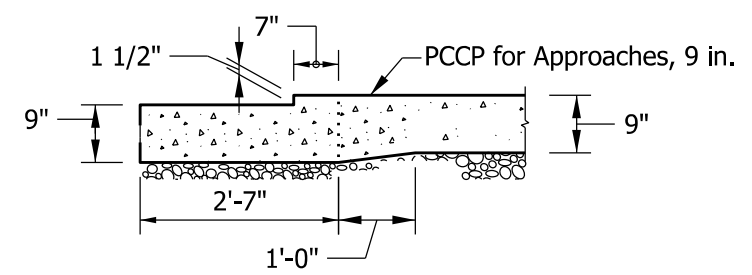
JOINT PLACEMENT DETAIL FOR PCCP DRIVES

NOTES:

1. See Standard Drawing series E 503-CCPJ for joint details.
2. See Standard Drawing E 604-SDWK-03 sidewalk driveway crossing details.

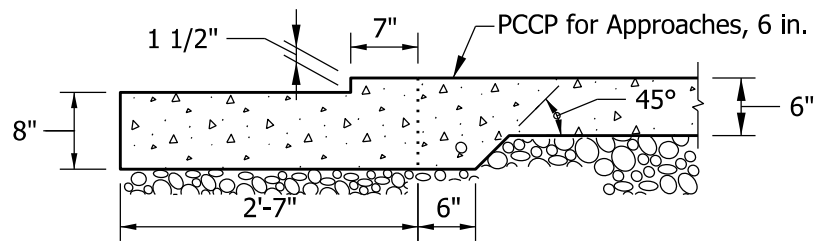
LEGEND

- 5 1/2" Preformed Joint Filler
- 6 Monolithic Curb
- 9 Longitudinal Joint



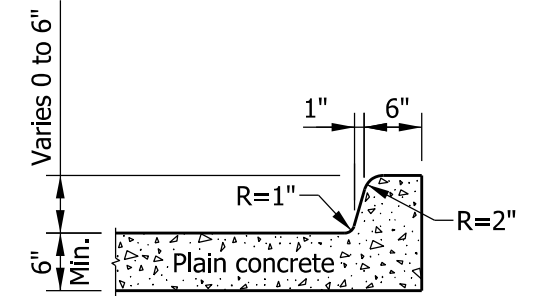
CLASS III AND CLASS VII DRIVE CONCRETE CURB AND GUTTER DETAIL

SECTION A-A



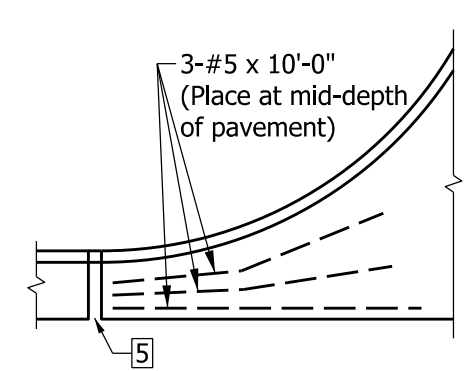
CLASS I DRIVE CONCRETE CURB AND GUTTER DETAIL

SECTION A-A

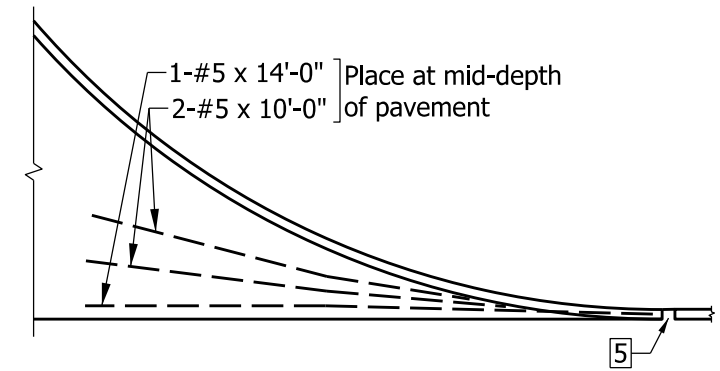


MONOLITHIC CURB

6

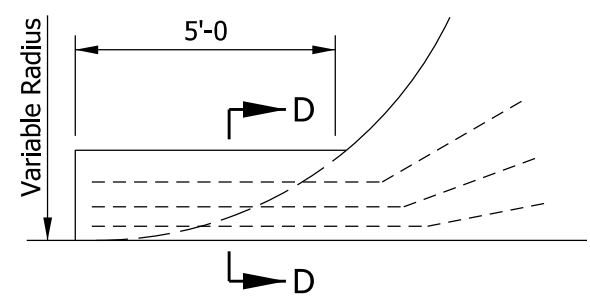


CONCRETE CURB AND GUTTER

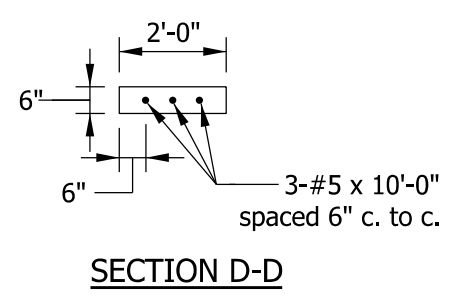


INTEGRAL CONCRETE CURB

TYPICAL CORNER REINFORCING FOR CLASS I DRIVE

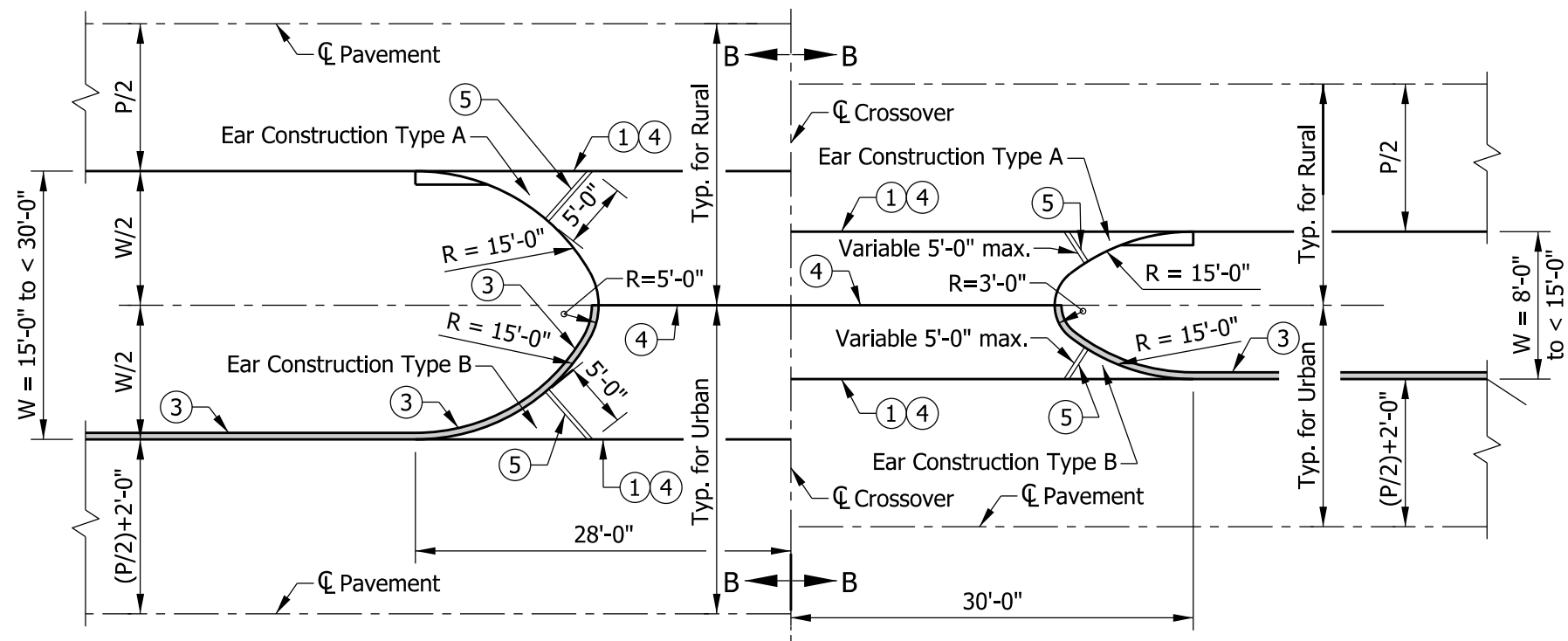


TYPICAL CORNER REINFORCING FOR CLASS II DRIVE

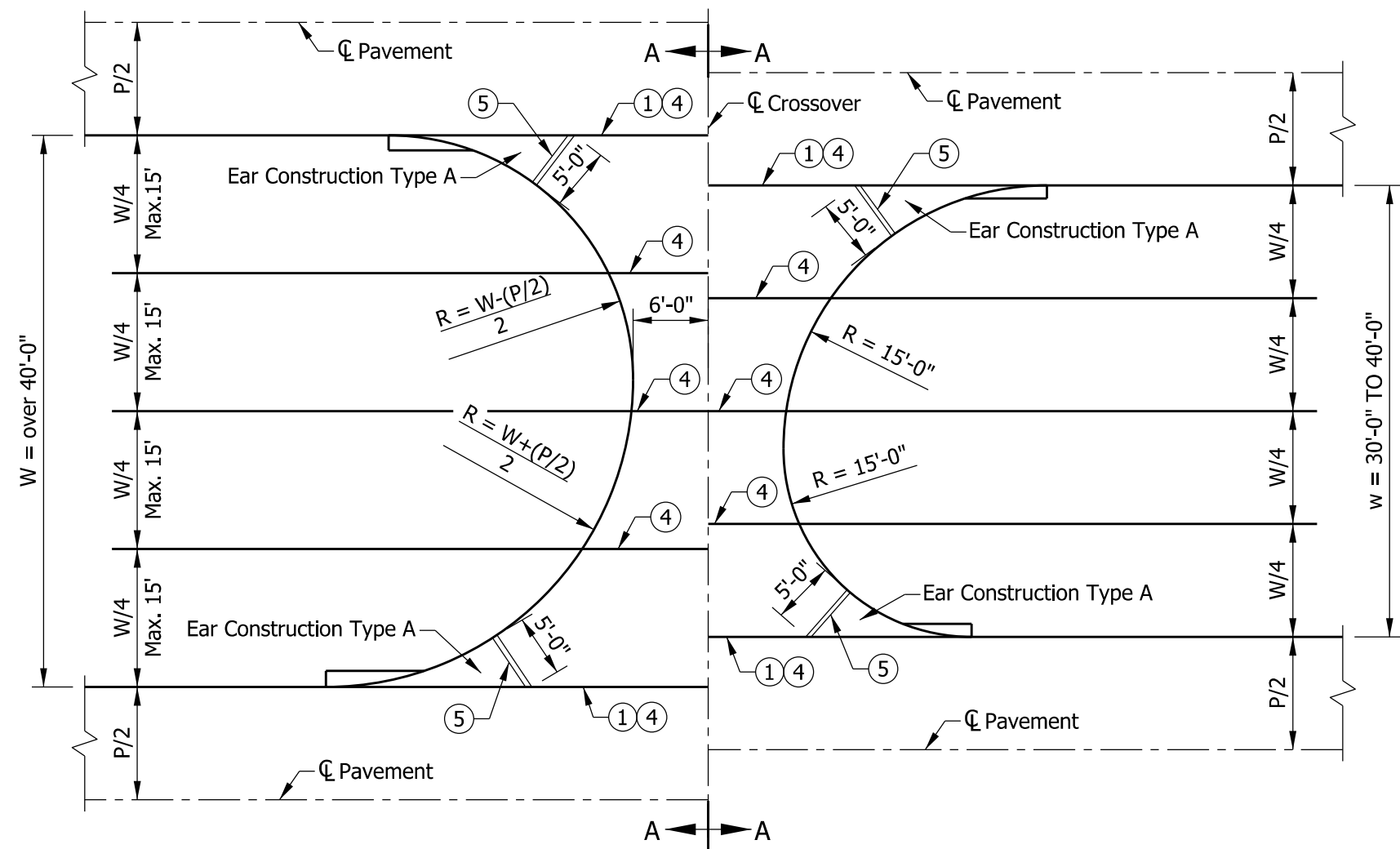


SECTION D-D

| | |
|--|---|
| INDIANA DEPARTMENT OF TRANSPORTATION | |
| JOINT PLACEMENT, CORNER REINFORCING, MONOLITHIC CURB, AND CONCRETE CURB AND GUTTER DETAILS | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. | E 610-DRIV-14 |
| | DESIGN STANDARDS ENGINEER DATE 5/29/2019 |
| | CHIEF ENGINEER DATE 6/5/2019 |



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 Ear Construction Type "A" and Type "B" details.
E 610-DRIV-16 for sections A-A and B-B
- ③ See Standard Drawing E 605-CCIN-01 for Integral Concrete Curb details.
- ④ Longitudinal Joint, see Standard Drawing series E 503-CCPJ for joint details.
- ⑤ 1" Preformed Joint Filler.
6. See Standard Drawing E 610-DRIV-16 for sections A-A and B-B for PCCP and HMA pavement.



INDIANA DEPARTMENT OF TRANSPORTATION

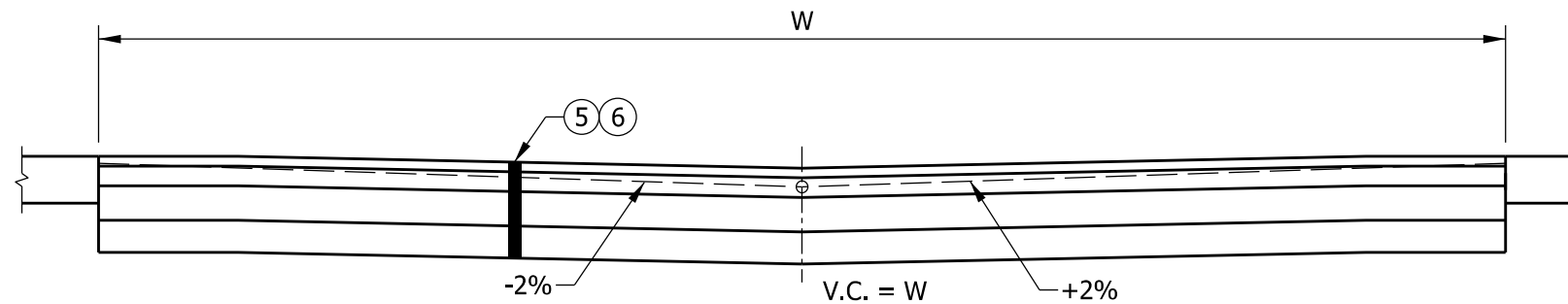
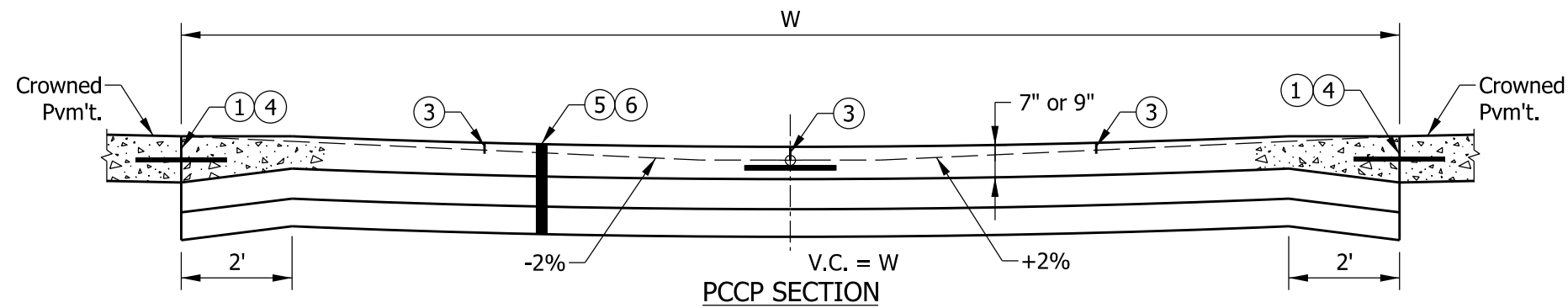
PRIVATE DRIVE CROSSOVER
PLANS

SEPTEMBER 2019

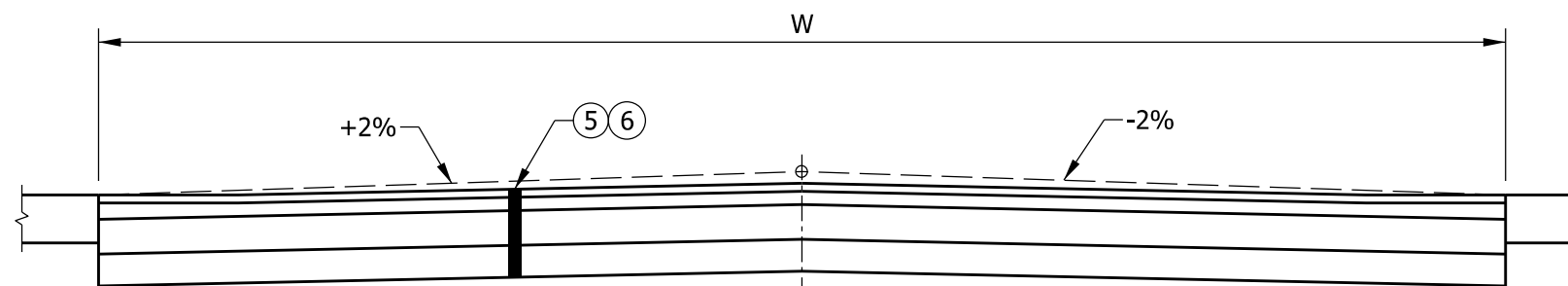
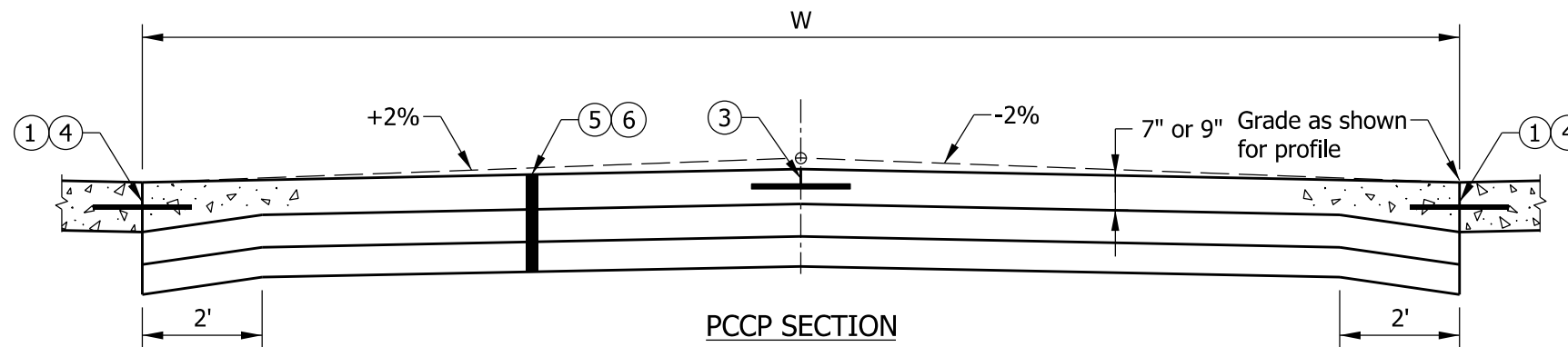
STANDARD DRAWING NO. E 610-DRIV-15



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|---|----------|
|  | 5/1/2019 |
| DESIGN STANDARDS ENGINEER | DATE |
|  | 6/5/2019 |
| CHIEF ENGINEER | DATE |



HMA SECTION
SECTION A-A
SECTION TO BE USED WITH CROWN PAVEMENT



HMA SECTION
SECTION B-B
SECTION TO BE USED WITH 3-IN. TILTED PAVEMENT

NOTES:

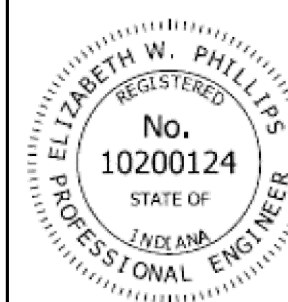
- ① Thickened edge to be same thickness as mainline pavement.
2. See Standard Drawings E 610-DRIV-15 and E 610-DRIV-17 for location of Sections A-A and B-B.
- ③ Contraction Joint Type D-1. See Standard Drawing series E 503-CCPJ for details, and Standard Drawing E 610-DRIV-14 for spacing.
- ④ Longitudinal 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 ≤ 50
HMA for Approaches, Type B:
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, 7 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 ≤ 50
HMA for Approaches, Type B:
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, 9 in. on
Dense Graded Subbase, 6 in., on
Subgrade Treatment Type II (6 in. Coarse Aggregate, No. 53)

INDIANA DEPARTMENT OF TRANSPORTATION

PRIVATE AND COMMERCIAL DRIVE
CROSSOVER SECTIONS

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-16



Elizabeth W. Phillips
DESIGN STANDARDS ENGINEER

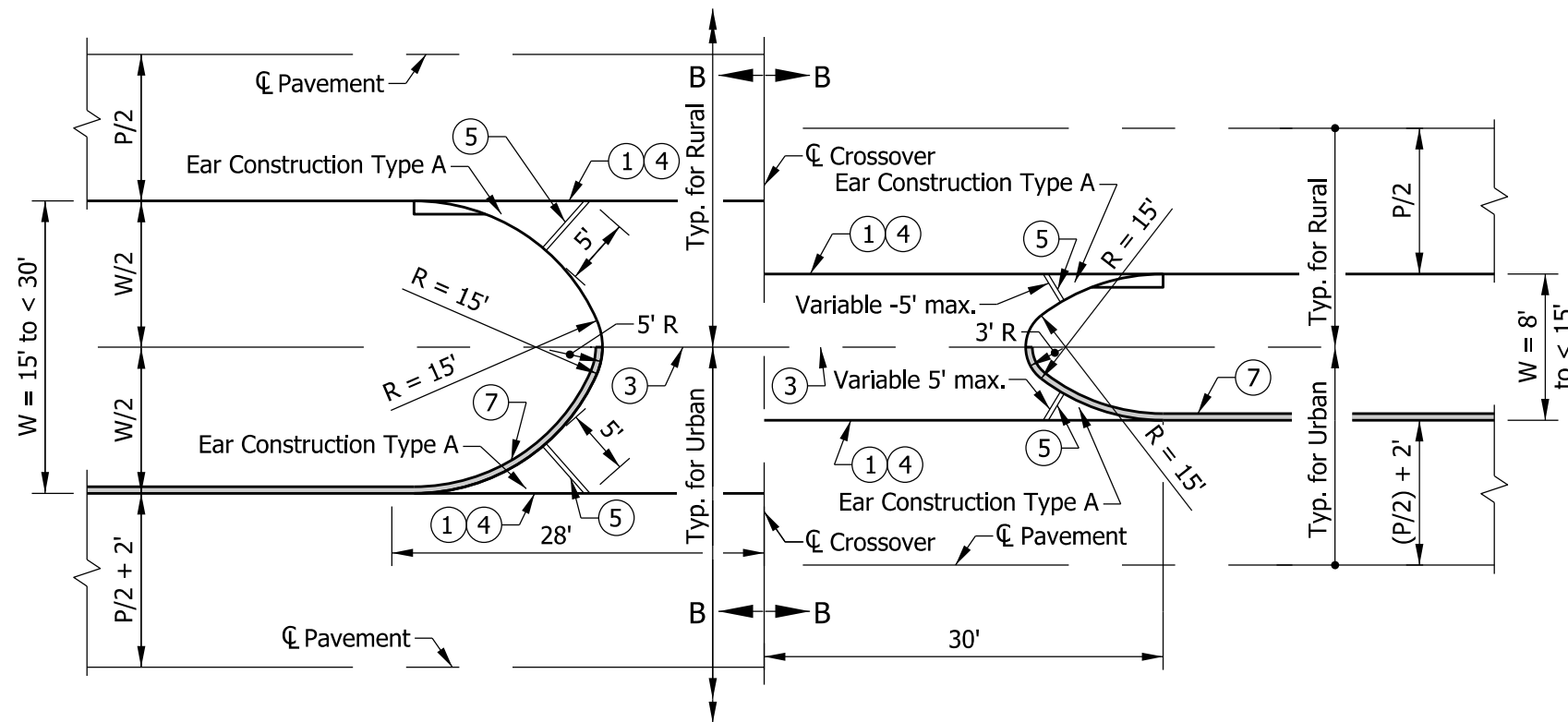
5/1/2019

DATE

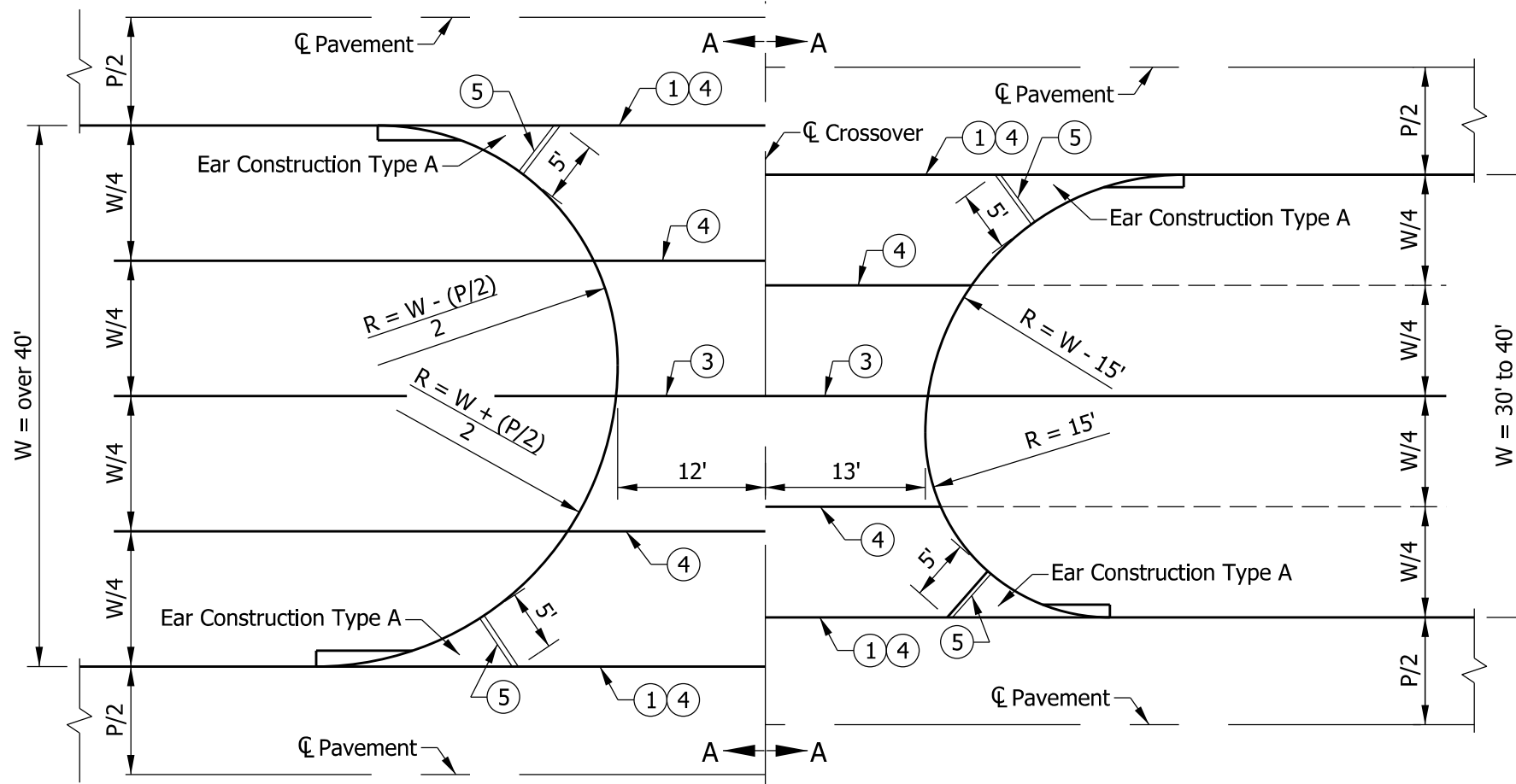
[Signature]
CHIEF ENGINEER

6/5/2019

DATE






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

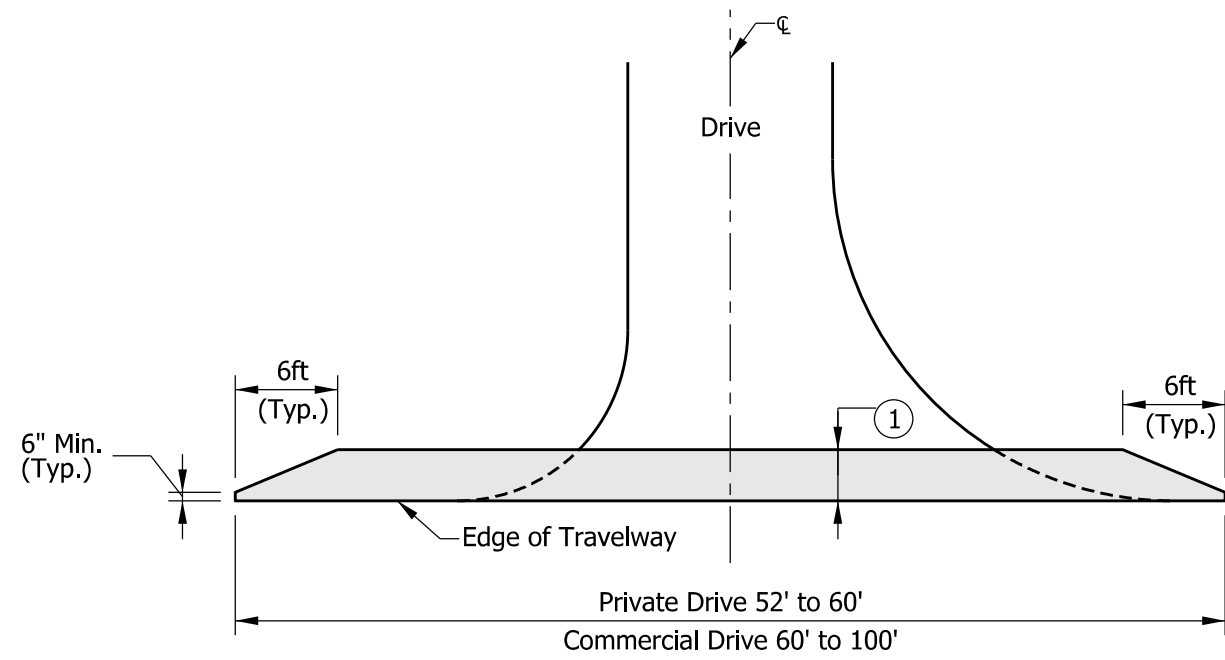


COMMERCIAL DRIVE CROSSOVER PLAN FOR W = 30' to over 40'

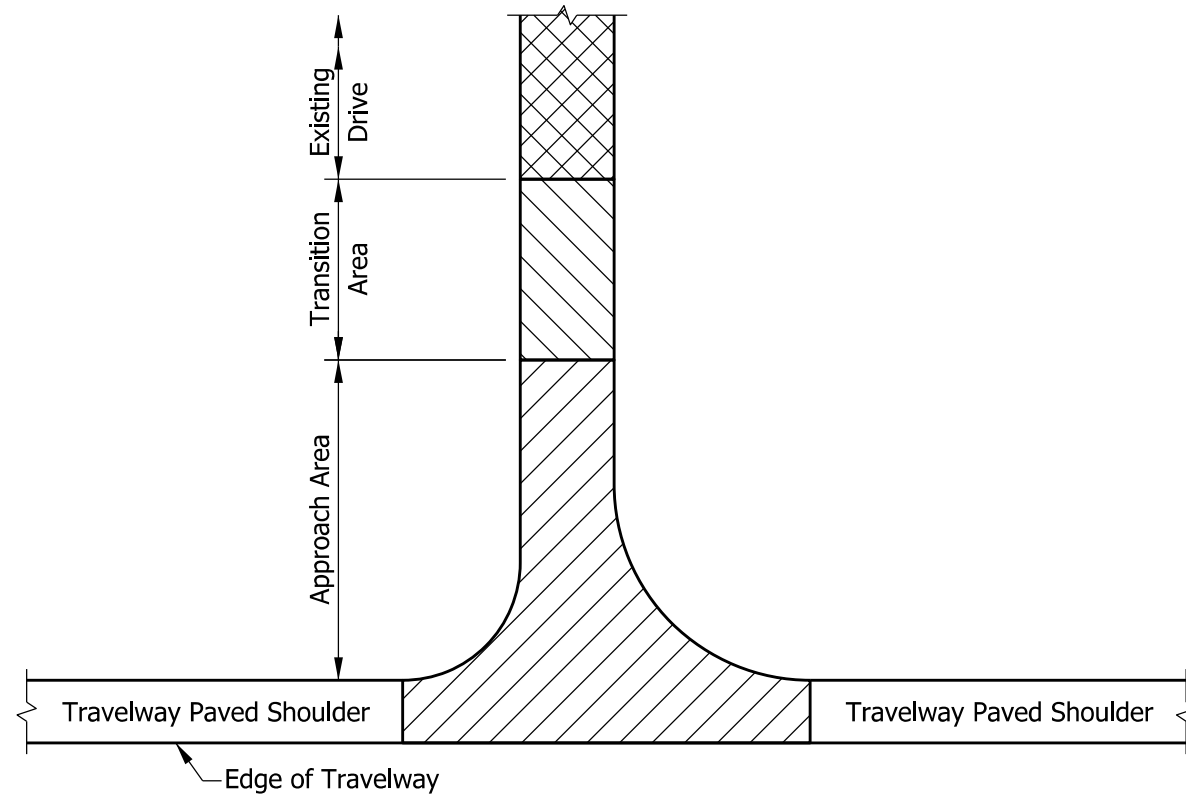
NOTES:

- ① Thickened edge
2. See Standard Drawings E 605-ERCN-01 for Ear Construction for Type "A" and Type "B" details.
- ③ Contraction Joint, Type D-1, see Standard Drawing series E 503-CCPJ for joint details.
- ④ Longitudinal joint, see Standard Drawing series E 503-CCPJ for joint details.
- ⑤ 1" Preformed Joint Filler.
6. Grades for the commercial drive crossover shall be the same as for private drive crossover. See Standard Drawing E 610-DRIV-16 for sections A-A and B-B for PCCP and HMA pavement.
- ⑦ See Standard Drawing E 605-CCIN-01 for Integral Concrete Curb details.

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| INDIANA DEPARTMENT OF TRANSPORTATION | |
| COMMERCIAL DRIVE CROSSOVER PLANS | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. | E 610-DRIV-17 |
|  | <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  DESIGN STANDARDS ENGINEER </div> <div style="text-align: right;"> 5/1/2019 DATE </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;">  CHIEF ENGINEER </div> <div style="text-align: right;"> 6/5/2019 DATE </div> </div> |



PAVEMENT WEDGE PLAN VIEW






PAY LIMITS FOR CLASS II, IV, AND VI DRIVES

NOTES:

- ① 3 ft or wider as necessary to feather to existing grade.
2. Pavement wedge to be centered on centerline of drive.
3. The pay limits shown herein generally apply to Class II, IV, and VI Drives.
4. 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.
5. 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.

LEGEND

Drive area to be treated with HMA for Approaches

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|---|---|
| INDIANA DEPARTMENT OF TRANSPORTATION | |
| PAVEMENT WEDGE AND PAY LIMITS FOR CLASS II, IV, AND VI DRIVES | |
| SEPTEMBER 2019 | |
| STANDARD DRAWING NO. E 610-DRIV-18 | |
|  |  5/29/2019 DESIGN STANDARDS ENGINEER DATE |
| |  6/5/2019 CHIEF ENGINEER DATE |