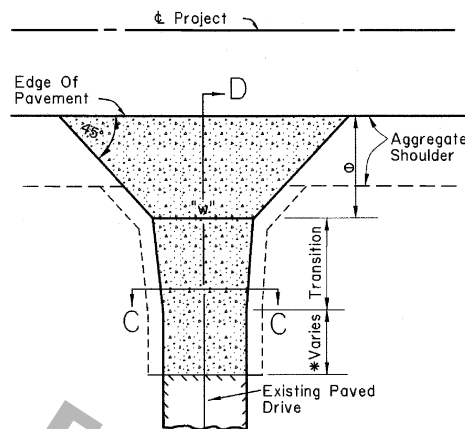


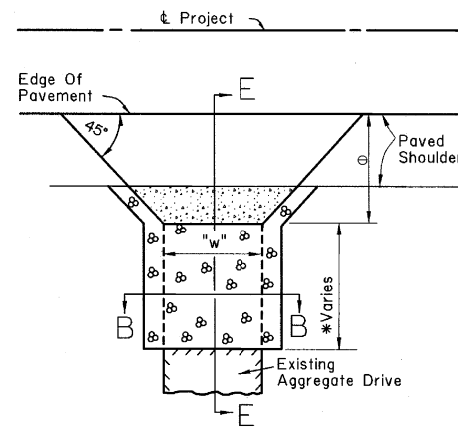
TYPE "A"

Paved Drive Along Aggregate Shoulder



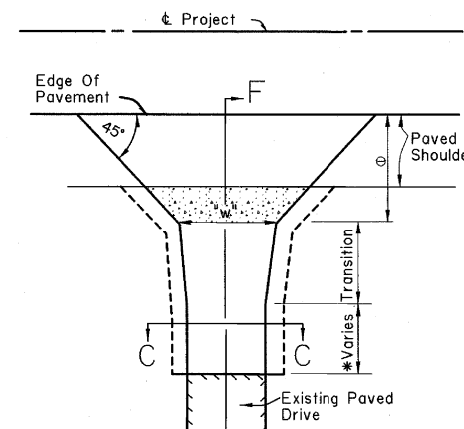
TYPE "B"

Paved Drive Along Aggregate Shoulder Connection Existing Paved Drive



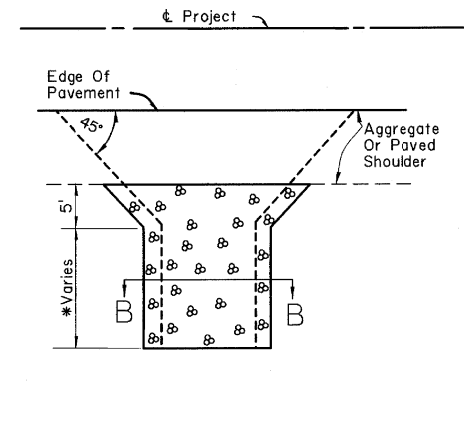
TYPE "C"

Paved Drive Along Paved Shoulder



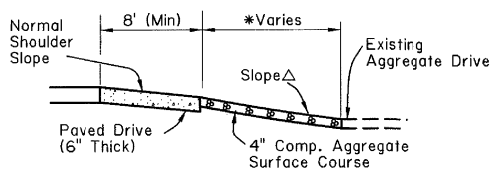
TYPE "D"

Paved Drive Along Paved Shoulder Connecting Existing Paved Drive

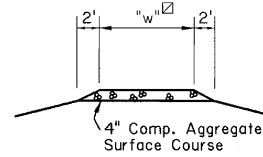


TYPE "E"

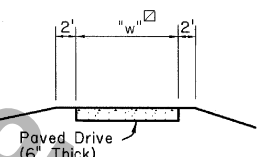
Aggregate Surface Course Drive To Be Used At Locations Where Drive Does Not Connect To Residence Or Commercial Establishments



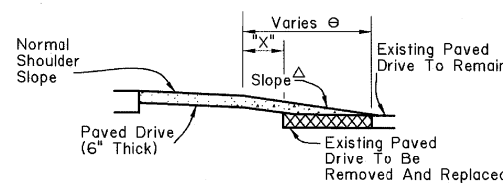
SECTION A-A



SECTION B-B

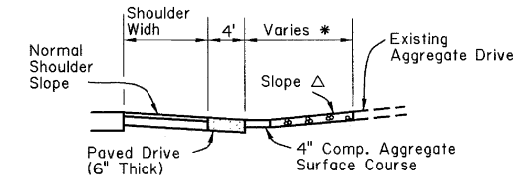


SECTION C-C

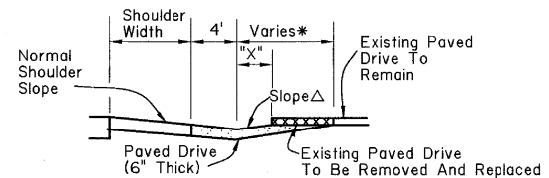


SECTION D-D

NOTE: If "X" Is Greater Than 8, Aggregate Surface Course To Be Used Within Limits Of "X" Dimension



SECTION E-E



SECTION F-F

NOTE: If "X" Is Greater Than 4, Aggregate Surface Course To Be Used Within Limits Of "X" Dimension.

* SEE PLANS

□ "W" = Width as per plans

NOTES:

1. PORTLAND CEMENT CONCRETE DRIVES WILL BE CONSTRUCTED ONLY TO REPLACE OR CONNECT TO EXISTING CONCRETE DRIVES. ALL OTHER DRIVES ARE TO BE ASPHALTIC CONCRETE, EXCEPT AGGREGATE SURFACE COURSE IS TO BE USED ON INFREQUENTLY USED DRIVES WHICH DO NOT CONNECT TO RESIDENCES OR COMMERCIAL ESTABLISHMENTS.
2. APPLIES WHERE EXISTING PAVED DRIVE IS TO BE REMOVED FOR ROADWAY CONSTRUCTION AND/OR TO ACHIEVE VERTICAL GEOMETRY REQUIREMENTS. PAVEMENT SHALL EXTEND 10' FROM EDGE OF PAVED ROADWAY SURFACE (SHOULDER OR TRAVEL LANE) FOR SINGLE-FAMILY RESIDENTIAL/NON-COMMERICAL AGRICULTURE TYPE CONNECTIONS, AND 25' FOR TRAFFIC GENERATOR (COMMERCIAL) TYPE CONNECTIONS, OR AS PER THE PLANS.
3. ASPHALTIC CONCRETE FOR PAVED DRIVES SHALL BE ASPHALTIC CONCRETE WEARING COURSE - OR AT THE OPTION OF THE CONTRACTOR, SHOULDER MIX MAY BE USED. ALSO, WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, BINDER COURSE MAY BE USED IN THE FIRST LIFT.
4. COMPACTION OF SUBGRADE AND GRADING WORK FOR CONSTRUCTION OF THE PAVED DRIVES SHALL BE SATISFACTORY TO THE ENGINEER AND PAYMENT SHALL BE INCLUDED IN THE DRIVEWAY ITEMS.
5. MAXIMUM DRIVEWAY GRADE SHALL BE 20% (25% FOR SPECIAL CASES). MAXIMUM BREAK IN GRADE SHALL BE 10%, AT NOT LESS THAN 10' INTERVALS.

ADDITIONAL NOTES (FOR OVERLAY PROJECTS):

1. ASPHALTIC CONCRETE FOR PAVED DRIVES SHALL BE ASPHALTIC CONCRETE WEARING COURSE OR, AT THE OPTION OF THE CONTRACTOR, SHOULDER MIX MAY BE USED. ALSO, WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, BINDER COURSE MAY BE USED IN THE FIRST LIFT.
2. DRIVE WIDTHS AND FLARES MAY BE REDUCED TO LESS THAN MINIMUMS SHOWN, AS NECESSARY TO MEET EXISTING CONDITIONS, REDUCE DIMENSIONS AS REQUIRED TO AVOID EARTHWORK WHEN THE CONTRACT DOES NOT PROVIDE EARTHWORK ITEMS. TO BE APPROVED/DIRECTED BY THE PROJECT ENGINEER.
3. LENGTH TO BE SET BY PROJECT ENGINEER TO ACHIEVE A SUITABLE CONNECTION FOR EXISTING DRIVE.
4. ASPHALTIC CONCRETE TRANSITION TO BE CONSTRUCTED AS DIRECTED BY THE PROJECT ENGINEER. (TO APPLY FOR EXISTING SURFACED DRIVE, OR PARKING AREA). THE TRANSITION MAY BE CONSTRUCTED USING THE SAME ASPHALTIC CONCRETE MATERIAL BEING PLACED AT THE TIME.

FOR INFORMATIONAL PURPOSES ONLY

SHEET NUMBER	PARISH	CONTROL SECTION	STATE PROJECT
DESIGNED ROAD DESIGN	CHECKED CW	DETAILED ROAD DESIGN	CHECKED CW
DATE	06-08-2011	SHEET	1 OF 1
REVISION DESCRIPTION	BY DATE		
	4-16-12		
APPROVED BY CHIEF ENGINEER	DATE		
	4-16-12		
RURAL DRIVEWAY DETAILS			
STANDARD PLAN DW-02			
ROAD DESIGN			