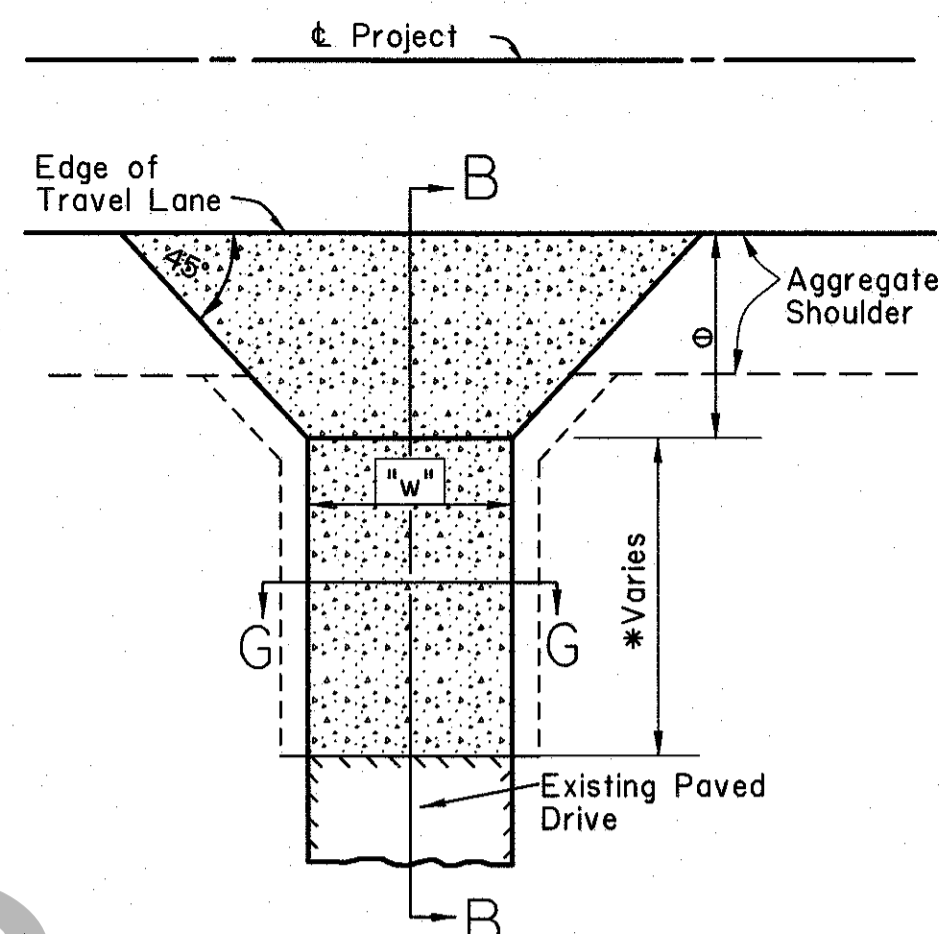


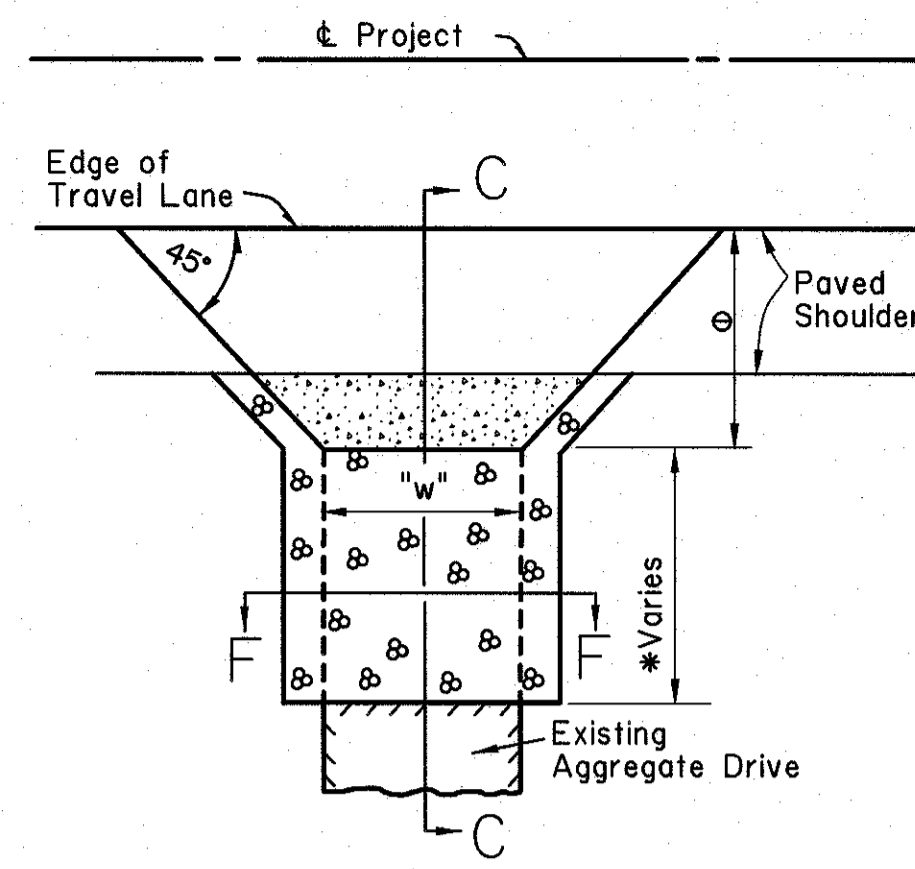
TYPE "A"

Paved Drive Along Aggregate Shoulder



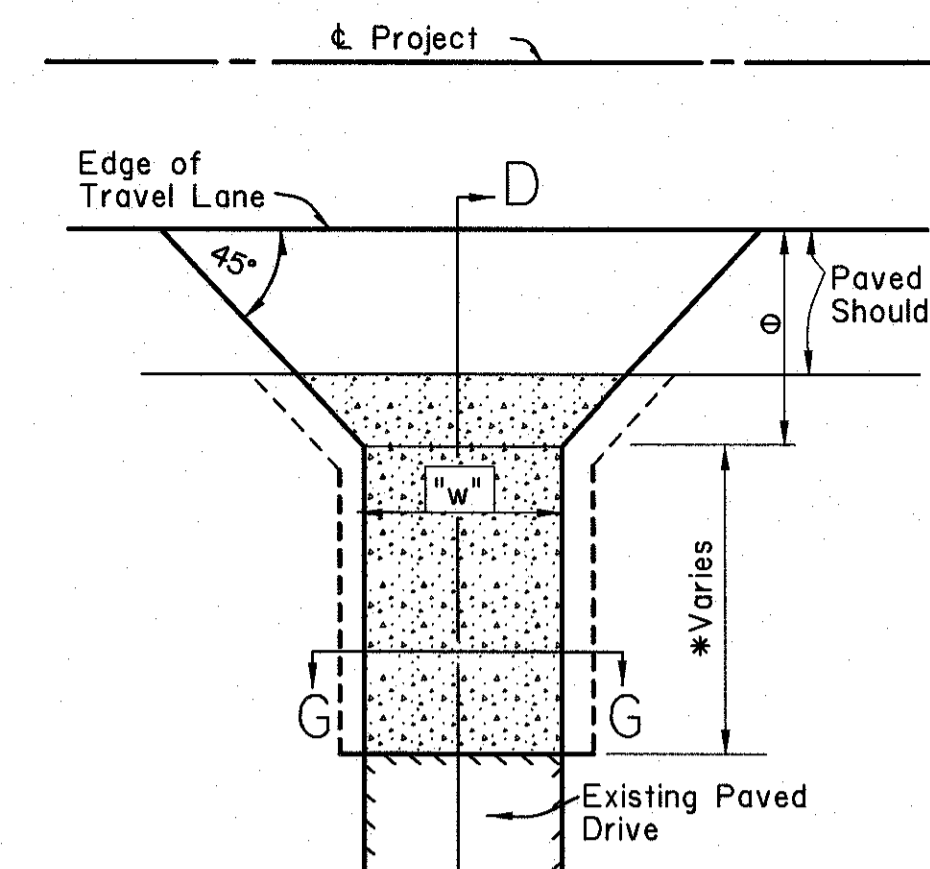
TYPE "B"

Paved Drive Along Aggregate Shoulder Connecting Existing Paved Drive



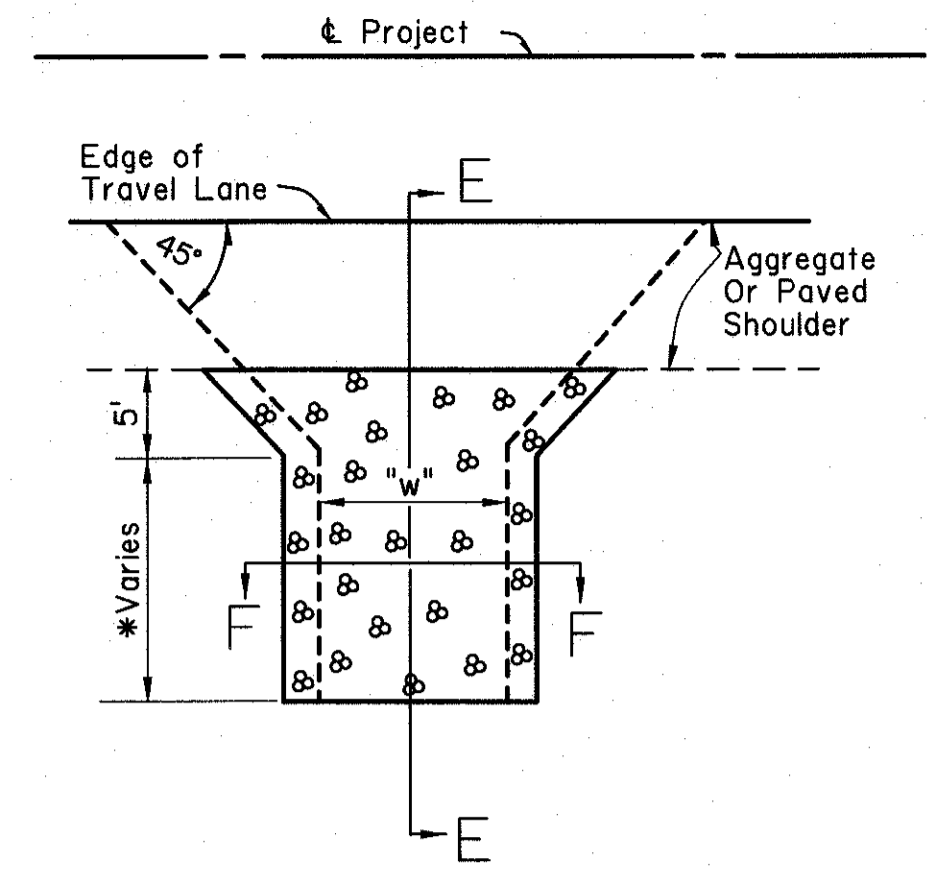
TYPE "C"

Paved Drive Along Paved Shoulder



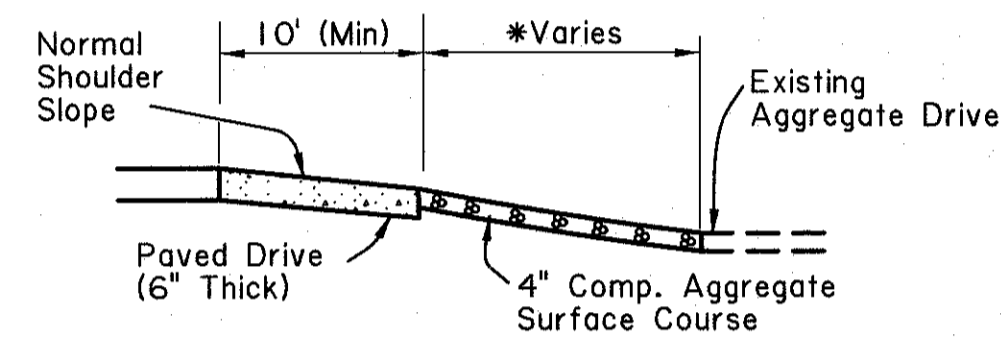
TYPE "D"

Paved Drive Along Paved Shoulder Connecting Existing Paved Drive

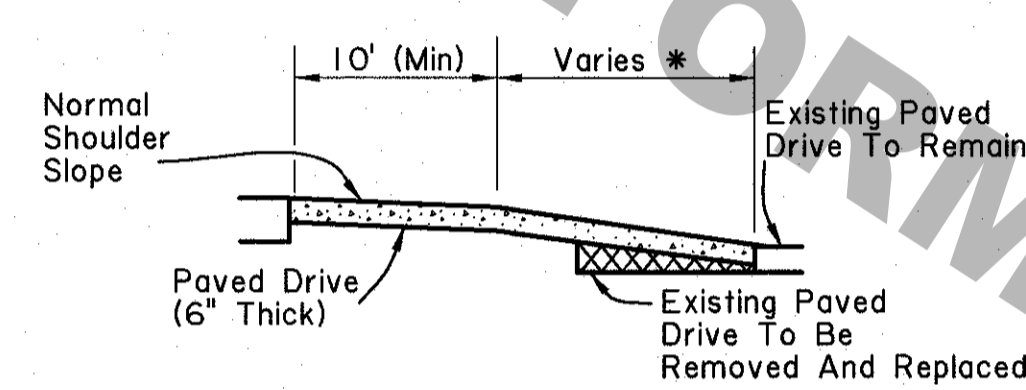


TYPE "E"

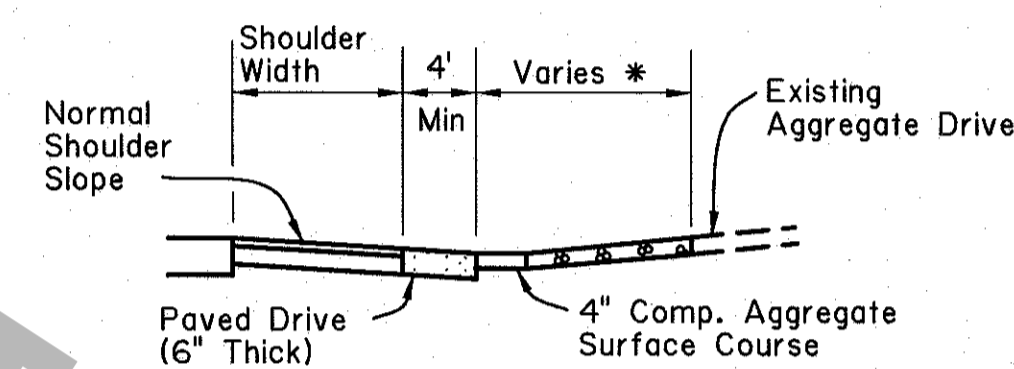
Aggregate Surface Course Drive To Be Used At Locations Where Drive Does Not Connect To Residence Or Commercial Establishments



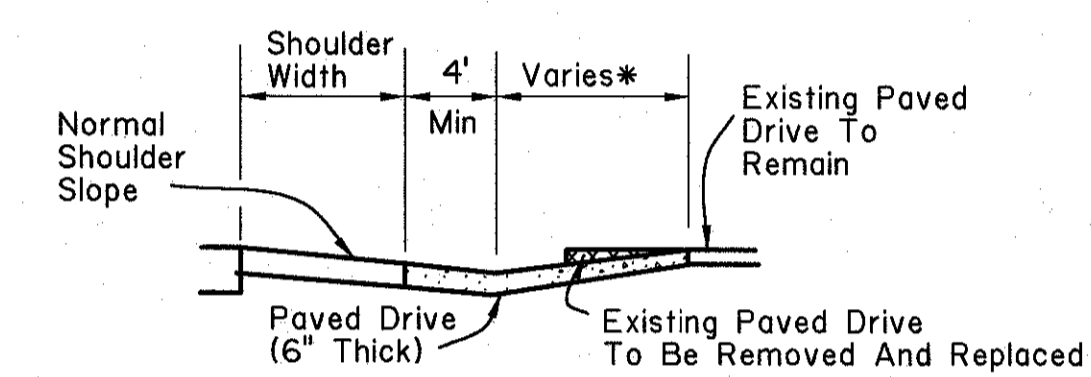
SECTION A-A



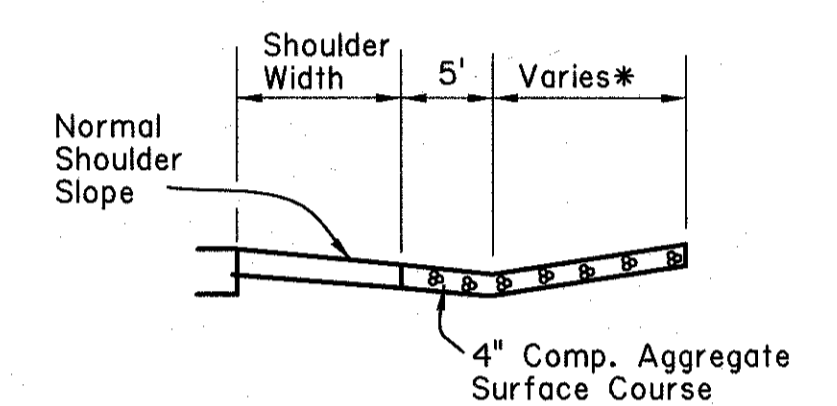
SECTION B-B



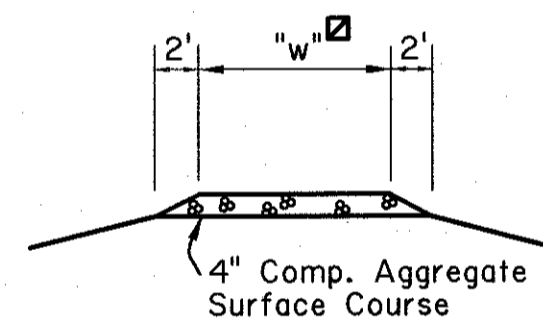
SECTION C-C



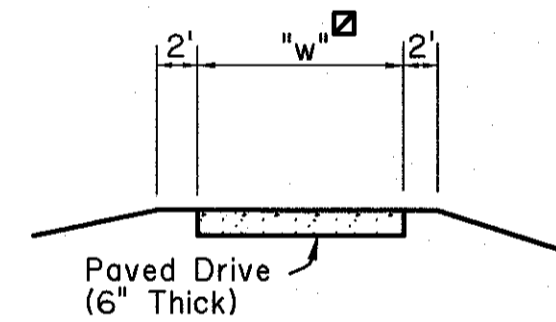
SECTION D-D



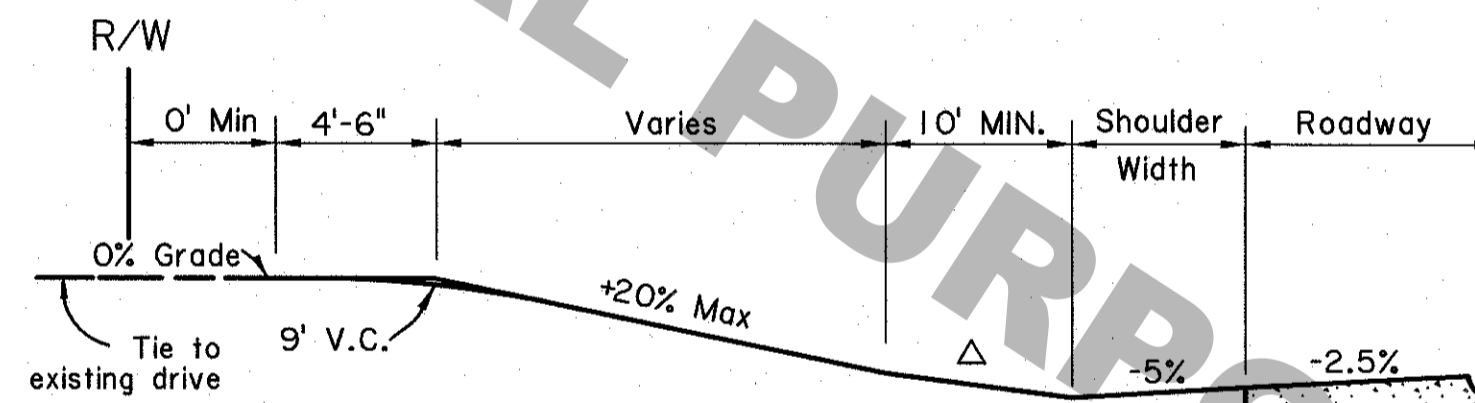
SECTION E-E



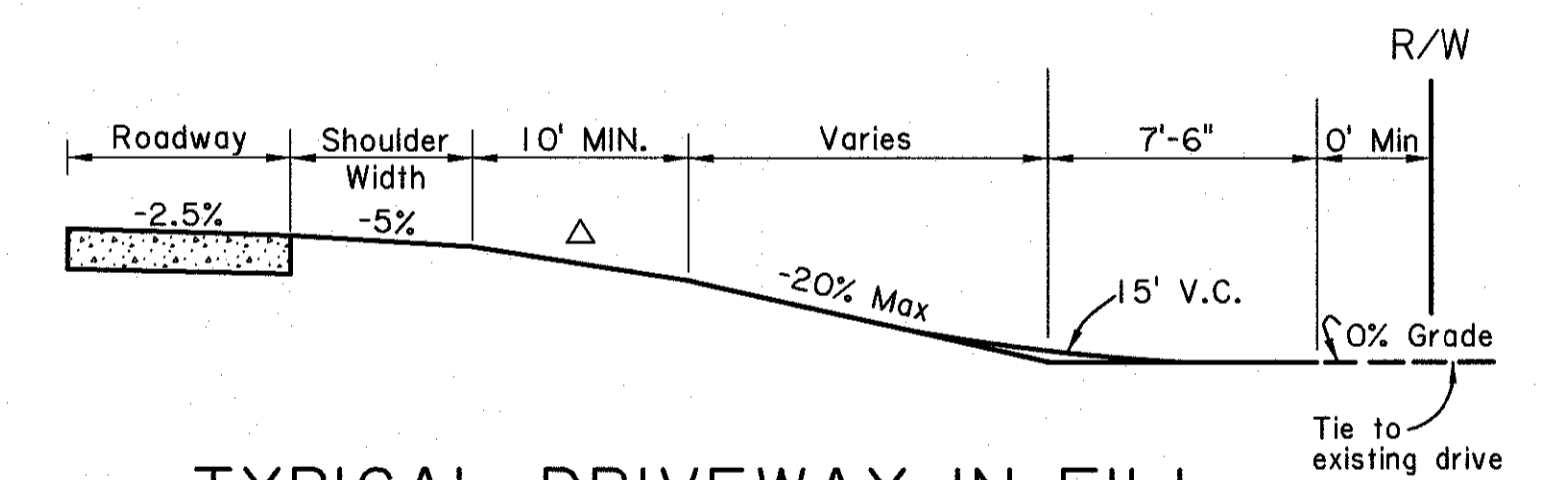
SECTION F-F



SECTION G-G



TYPICAL DRIVEWAY IN CUT



TYPICAL DRIVEWAY IN FILL

□ "W" = Width as per plans

NOTES:

1. PORTLAND CEMENT CONCRETE DRIVES WILL BE CONSTRUCTED TO REPLACE OR CONNECT TO EXISTING CONCRETE DRIVES. ALL OTHER DRIVES ARE TO BE ASPHALT CONCRETE, EXCEPT AGGREGATE SURFACE COURSE IS TO BE USED ON INFREQUENTLY USED DRIVES WHICH DO NOT CONNECT TO RESIDENCES OR COMMERCIAL ESTABLISHMENTS.
- \* 2. SEE PLANS: APPLIES WHERE EXISTING DRIVE IS TO BE REMOVED FOR ROADWAY CONSTRUCTION AND/OR TO ACHIEVE VERTICAL GEOMETRY REQUIREMENTS.
- ⊕ 3. PAVEMENT SHALL EXTEND 10' MIN FROM EDGE OF PAVED ROADWAY SURFACE (TRAVEL LANE) FOR SINGLE-FAMILY RESIDENTIAL/NON-COMMERICAL AGRICULTURE TYPE CONNECTIONS, AND 25' FOR TRAFFIC GENERATOR (COMMERCIAL) TYPE CONNECTIONS, OR AS PER THE PLANS. PAVED DRIVEWAY FLARE SHALL EXTEND 4' MINIMUM FROM EDGE OF PAVED SHOULDER. RADII TRANSITION SHAPE MAY BE USED IN LIEU OF FLARE.
4. WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, BINDER COURSE MAY BE USED IN THE FIRST LIFT.
5. 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.
- △ 6. MAXIMUM DRIVEWAY GRADE SHALL BE 20% (25% FOR SPECIAL CASES). MAXIMUM BREAK IN GRADE WITHOUT A VERTICAL CURVE SHALL BE 10% FOR CRESTS AND 9% FOR SAGS, AT NOT LESS THAN 10' INTERVALS.

NOTES FOR OVERLAY PROJECTS:

1. WHEN PAVED DRIVES ARE PLACED IN TWO LIFTS, BINDER COURSE MAY BE USED IN THE FIRST LIFT.
2. DRIVE WIDTHS AND FLARE DIMENSIONS TO BE ADJUSTED TO MATCH EXISTING CONDITIONS AS DIRECTED BY THE PROJECT ENGINEER.
3. LENGTH OF OVERLAY TRANSITION TO BE SET BY PROJECT ENGINEER TO ACHIEVE A SUITABLE CONNECTION FOR EXISTING DRIVE.

LEGEND

- PAVED
- AGGREGATE
- REMOVAL



SHEET NUMBER	PARISH	CONTROL SECTION	STATE PROJECT
DESIGNED BY: P. TONEY	CHECKED BY: D. SMITH	DESIGNED BY: P. TONEY	CHECKED BY: D. SMITH
NO.	NO.	NO.	NO.
DATE	DATE	DATE	DATE
APPROVED BY: T. Williams	REVISION DESCRIPTION	BY	DATE: 11-17-17
STATE OF LOUISIANA			
DRIVEWAYS ON NON-CURBED ROADWAYS			
STANDARD PLAN DW-02			
DOTD ROAD DESIGN			