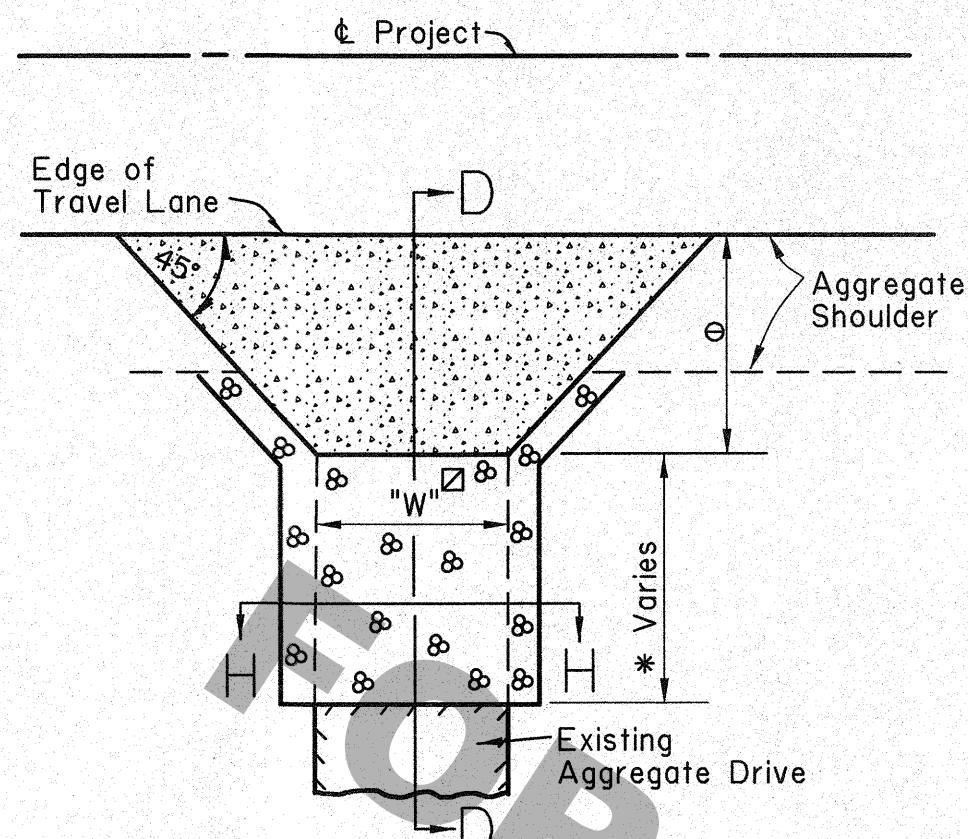
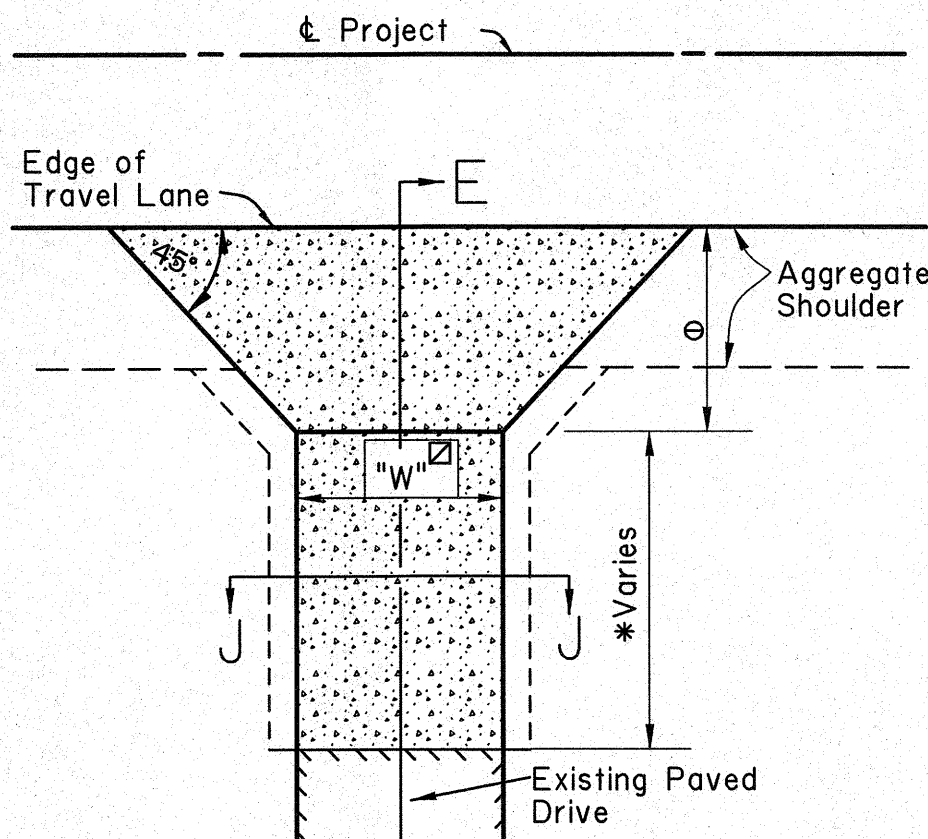




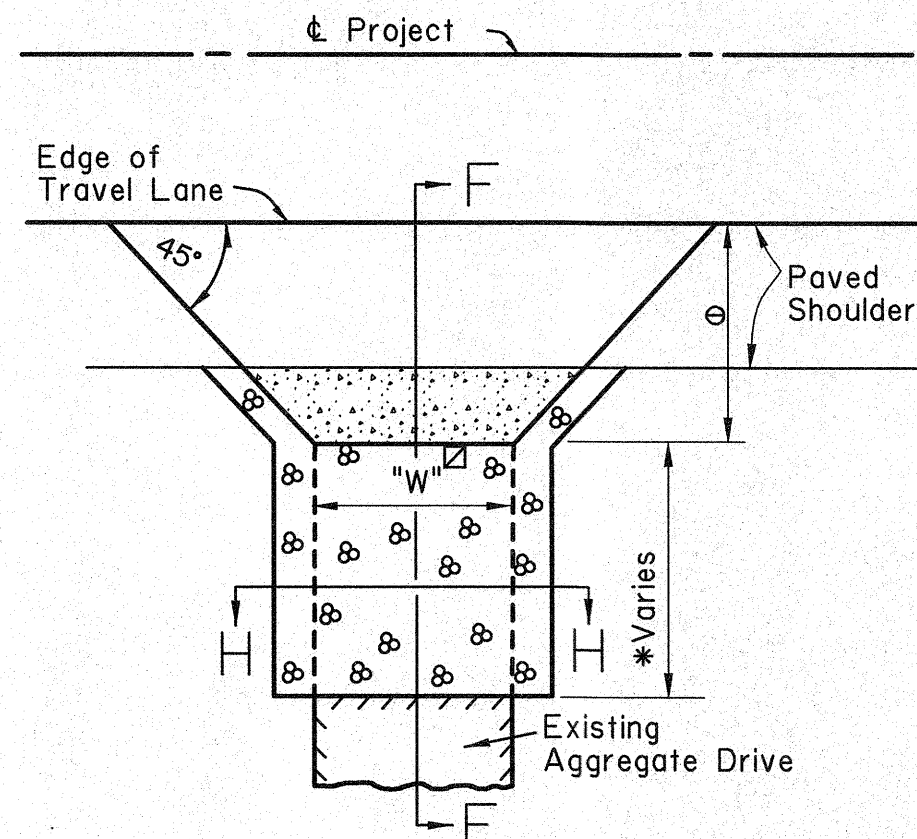
TYPE "A"

Paved Driveway Flare
Along Aggregate Shoulder



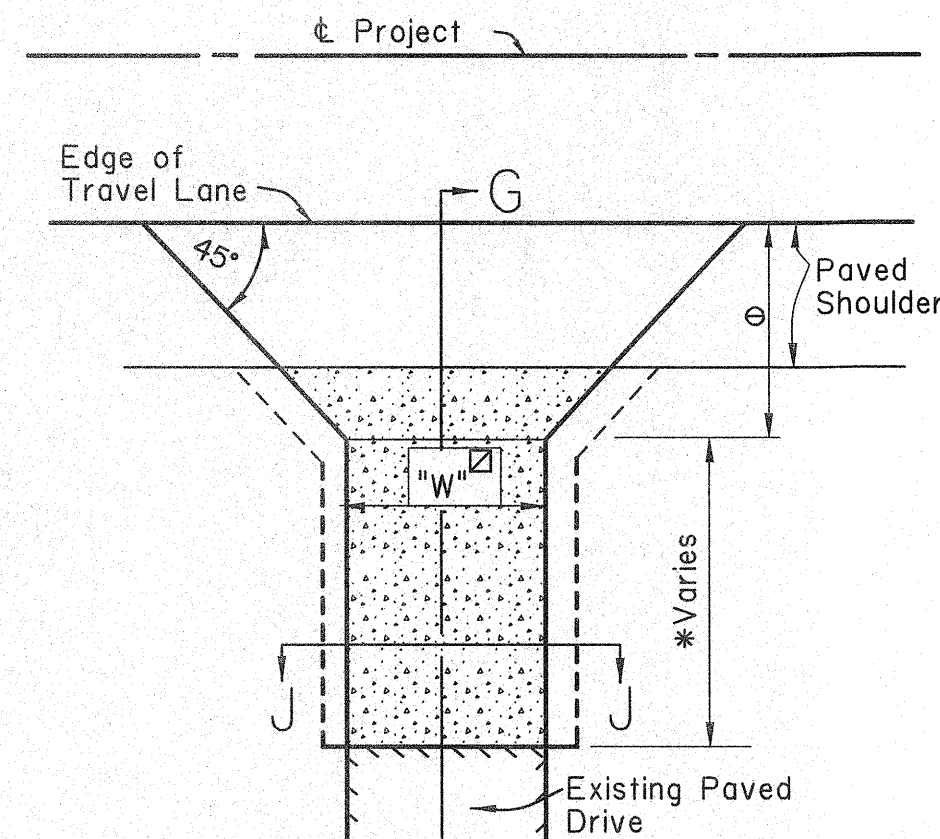
TYPE "B"

Paved Driveway Flare
Along Aggregate Shoulder
Connecting Existing Paved Drive



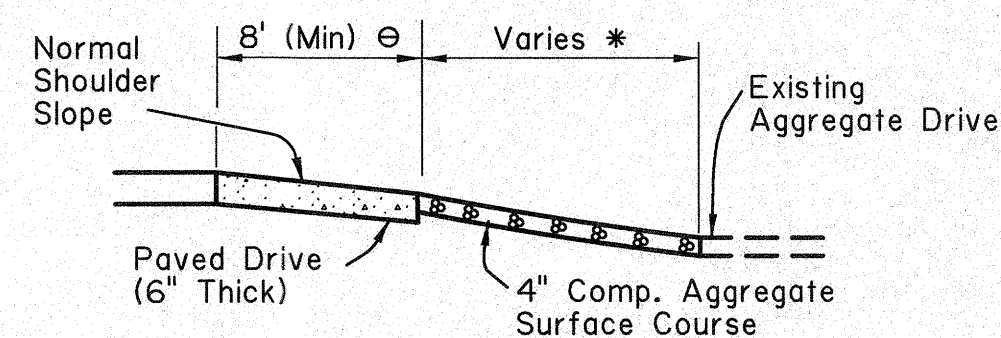
TYPE "C"

Paved Driveway Flare
Along Paved Shoulder

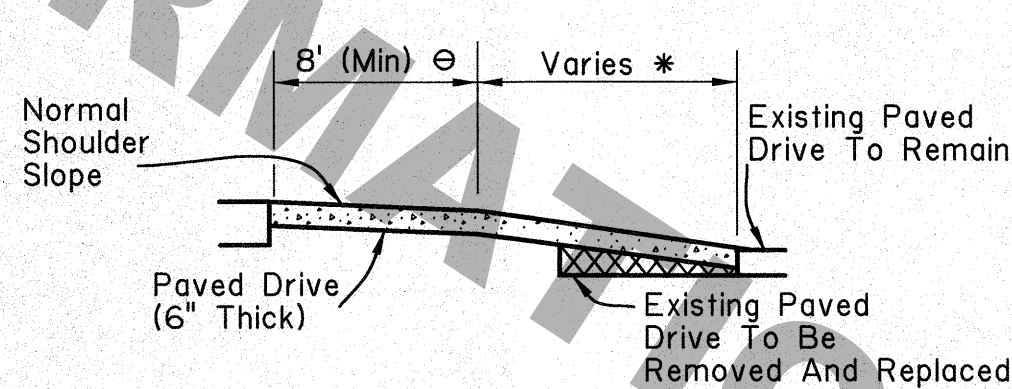


TYPE "D"

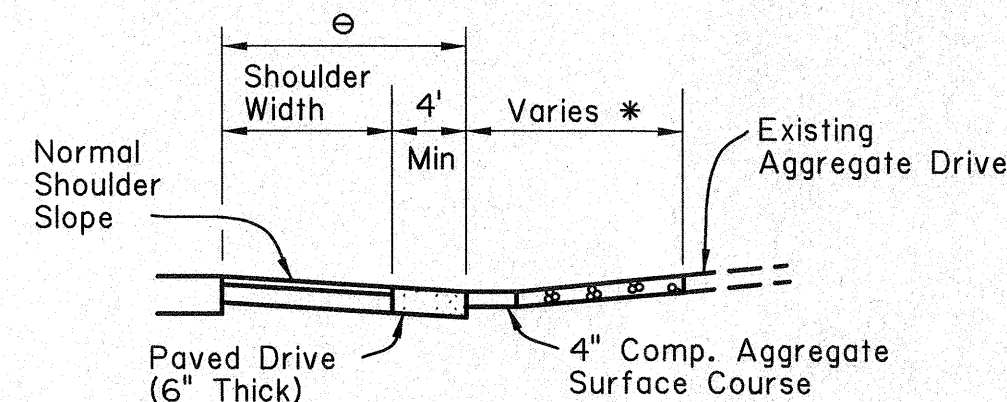
Paved Driveway Flare
Along Paved Shoulder
Connecting Existing Paved Drive



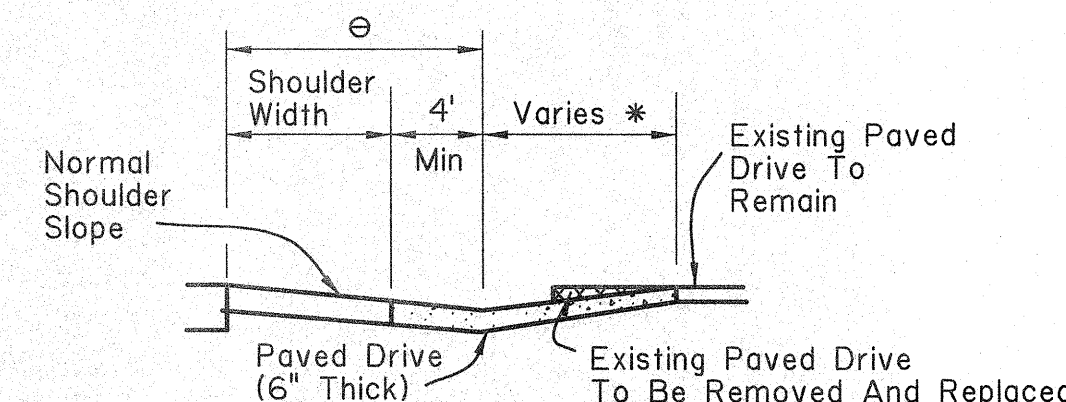
SECTION D-D



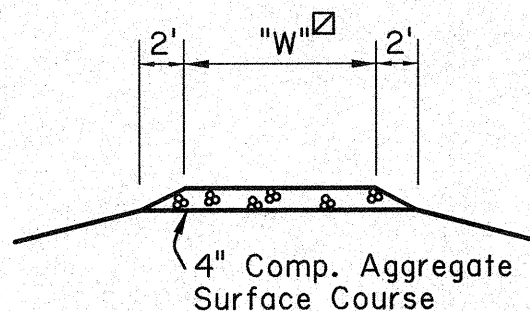
SECTION E-E



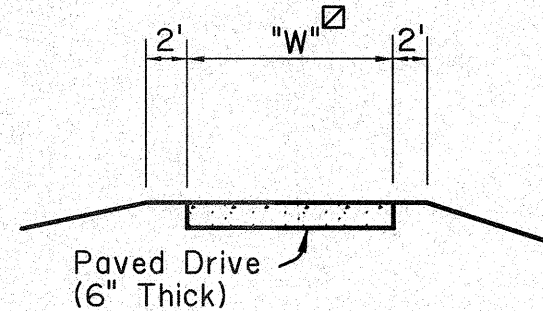
SECTION F-F



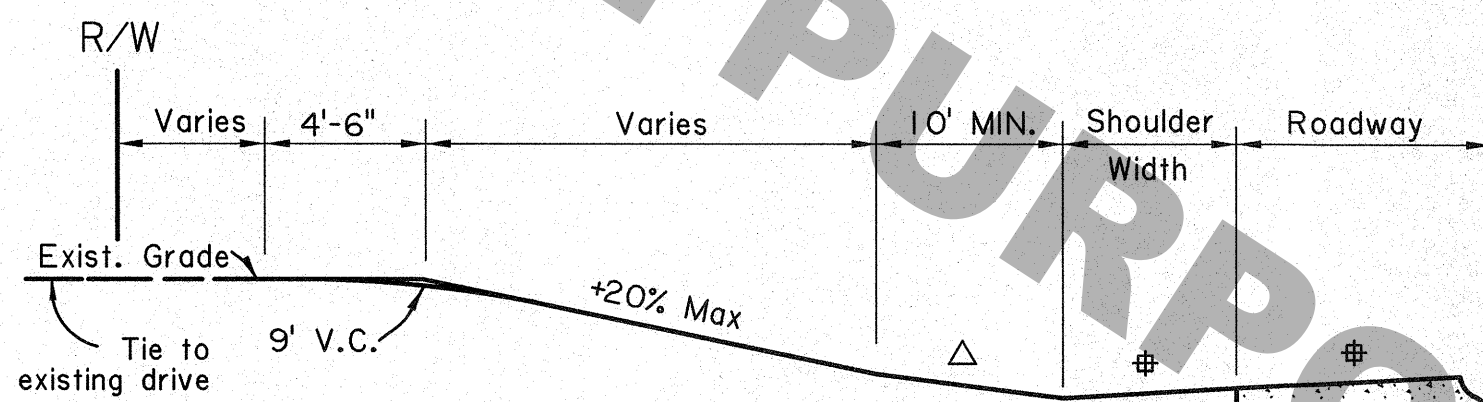
SECTION G-G



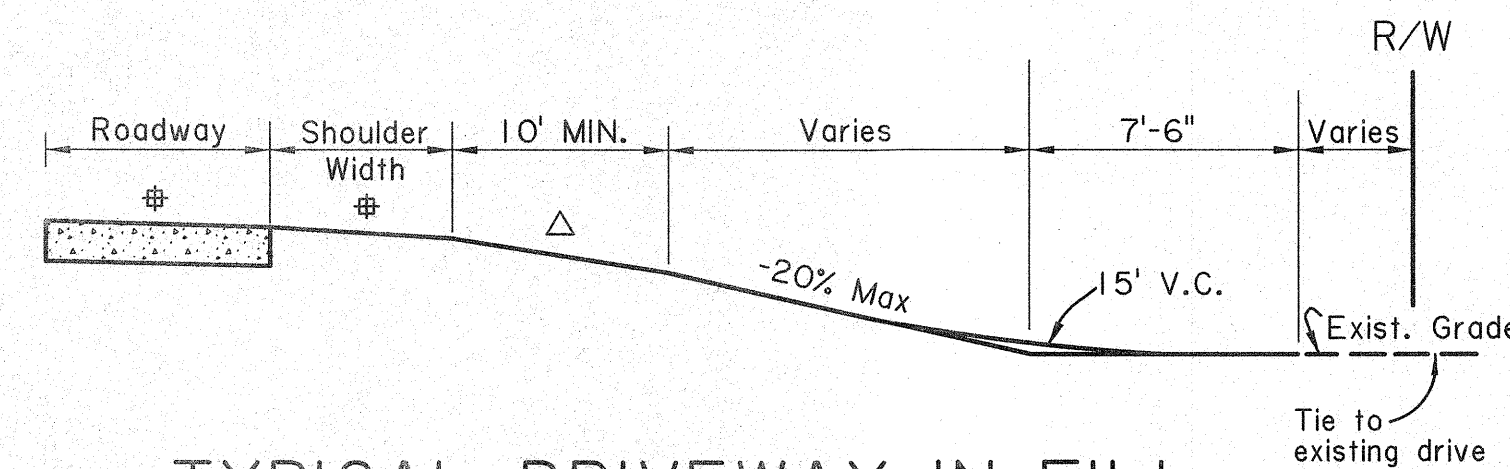
SECTION H-H



SECTION J-J



TYPICAL DRIVEWAY IN CUT



TYPICAL DRIVEWAY IN FILL

W = Width as per plans

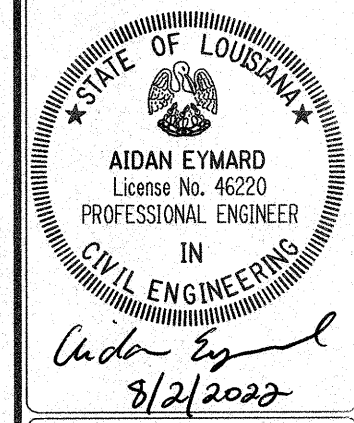
NOTES:

1. PORTLAND CEMENT CONCRETE DRIVES WILL BE CONSTRUCTED TO REPLACE OR CONNECT TO EXISTING CONCRETE DRIVES.
- * 2. SEE PLANS: APPLIES WHERE EXISTING DRIVE IS TO BE REMOVED FOR ROADWAY CONSTRUCTION AND/OR TO ACHIEVE VERTICAL GEOMETRY REQUIREMENTS.
- Ø 3. PAVEMENT SHALL EXTEND 8' MINIMUM FROM EDGE OF PAVED ROADWAY SURFACE (TRAVEL LANE) FOR SINGLE-FAMILY RESIDENTIAL/NON-COMMERCIAL 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. RADI TRANSITION SHAPE MAY BE USED IN LIEU OF FLARE.
4. COMPACTION OF SUBGRADE AND GRADING WORK FOR CONSTRUCTION OF DRIVES SHALL BE SATISFACTORY TO THE ENGINEER AND PAYMENT SHALL BE INCLUDED IN THE DRIVEWAY ITEMS.
- Δ 5. 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.
- # 6. ROADWAY AND SHOULDER SLOPES VARY AS PER PLANS

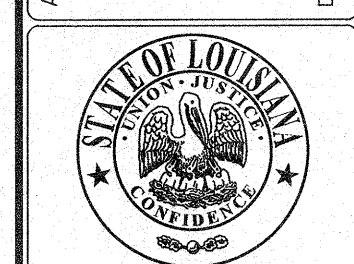
LEGEND

- ASPHALT
- AGGREGATE
- REMOVAL

SHEET NUMBER	PARISH	CONTROL SECTION	STATE PROJECT
	P. TONEY	R. MC MILLAN	D. SMITH
	CHECK	DETAIL	REVIEW
	SERIES #	2 OF 3	



APPROVED BY CHIEF ENGINEER:
DATE: 8/4/2022



DRIVEWAYS ON
NON-CURBED ROADWAYS

STANDARD PLAN DW-01

