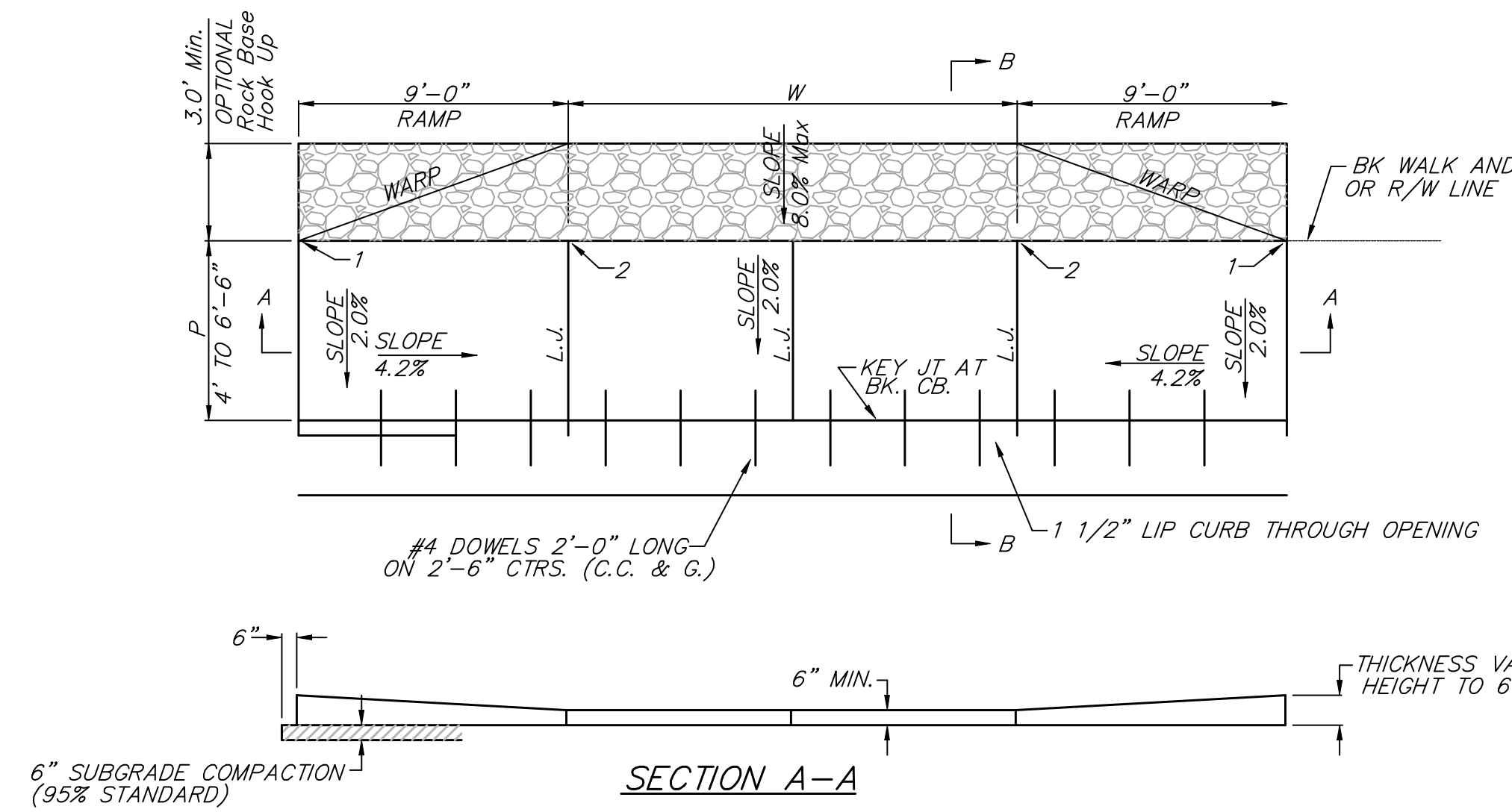
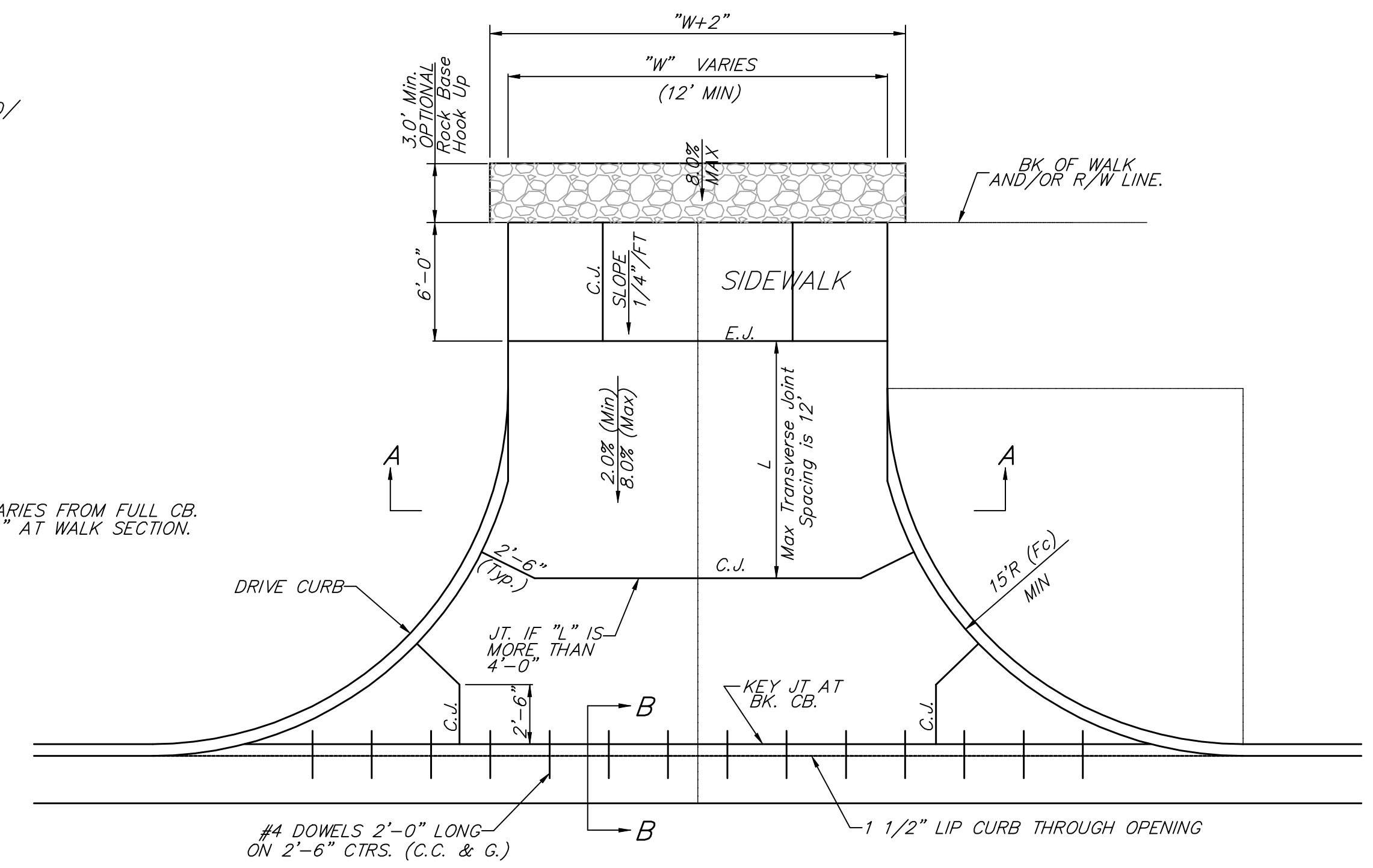


STATION	DIRECTION	WIDTH	COMMENT	DIMINSION	AREA
15+42.29	Lt.	24'	Match	3'x26'	78 SF
17+39.87	Lt.	14'	Match	3'x16'	48 SF
24+25.90	Lt.	13'	8' Grade	8'x15'	120 SF
24+71.90	Lt.	13'	6' Grade	6'x15'	90 SF
25+46.58	Rt.	13'	4' Grade	4'x15'	60 SF
25+50.28	Lt.	12'	Match	3'x14'	42 SF
25+65.92	Rt.	14'	2' Grade	3'x16'	48 SF
26+40.14	Rt.	14'	Match	3'x16'	48 SF
26+80.68	Rt.	13'	Match	3'x15'	45 SF
26+87.79	Lt.	15'	Match	3'x17'	51 SF
27+86.70	Rt.	12'	Match	3'x14'	42 SF
28+49.87	Lt.	12'	5' Grade	5'x14'	70 SF
28+77.59	Lt.	12'	6' Grade	6'x14'	84 SF
31+01.11	Rt.	12'	8' Grade	8'x14'	112 SF
31+38.94	Rt.	12'	8' Grade	8'x14'	112 SF
32+63.31	Lt.	13'	Match	3'x15'	45 SF
33+89.94	Lt.	12'	Match	3'x14'	42 SF
34+02.59	Rt.	12'	Match	3'x14'	42 SF
35+25.07	Lt.	12'	7' Grade	7'x14'	98 SF
37+62.48	Rt.	12'	Match	3'x14'	42 SF
39+73.25	Rt.	13'	Match	3'x15'	45 SF
40+01.18	Rt.	12'	Match	3'x14'	42 SF
42+79.18	Rt.	14'	Match	3'x16'	48 SF
42+82.55	Lt.	24'	Match	3'x26'	78 SF
43+56.08	Lt.	20'	Match	3'x22'	66 SF
45+50.44	Rt.	12'	46' Grade	46'x14'	644 SF
47+75.00	Lt.	16'	55' Grade	55'x18'	990 SF



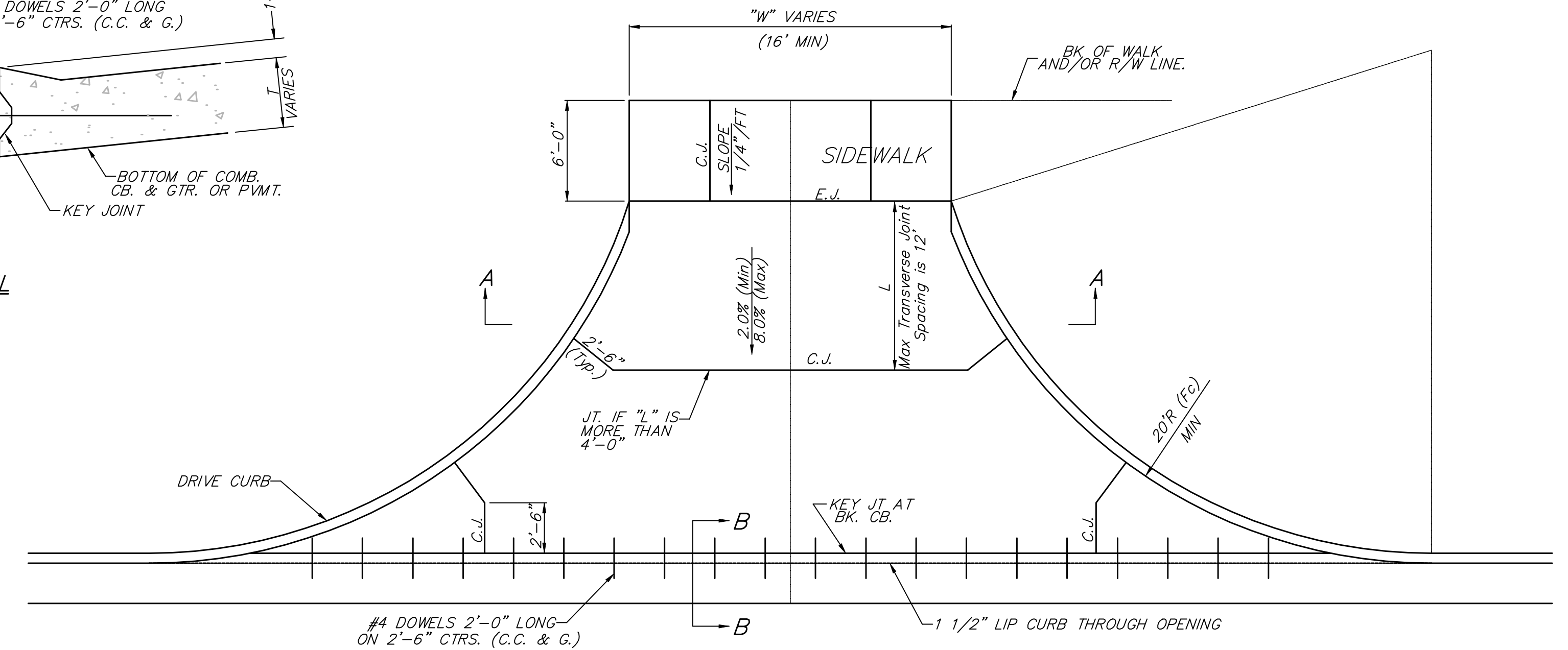
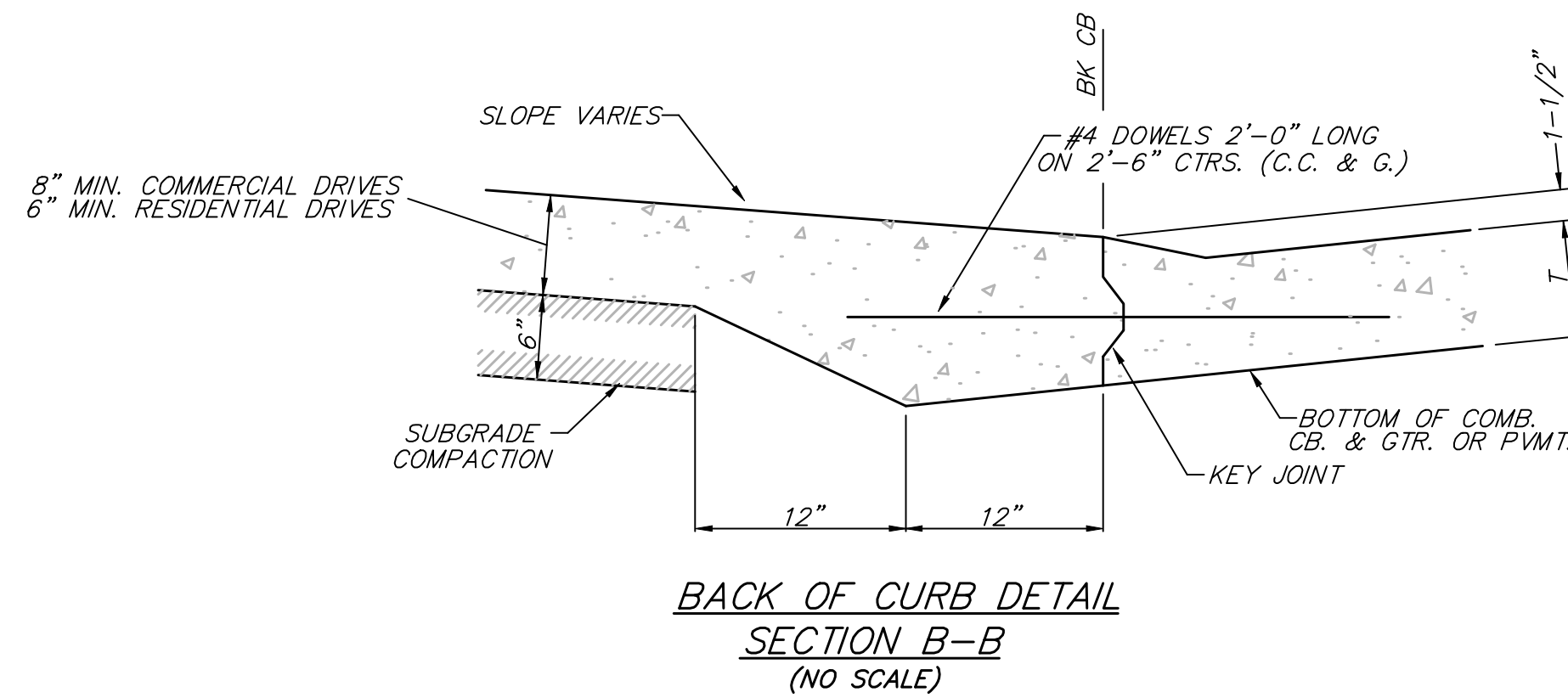
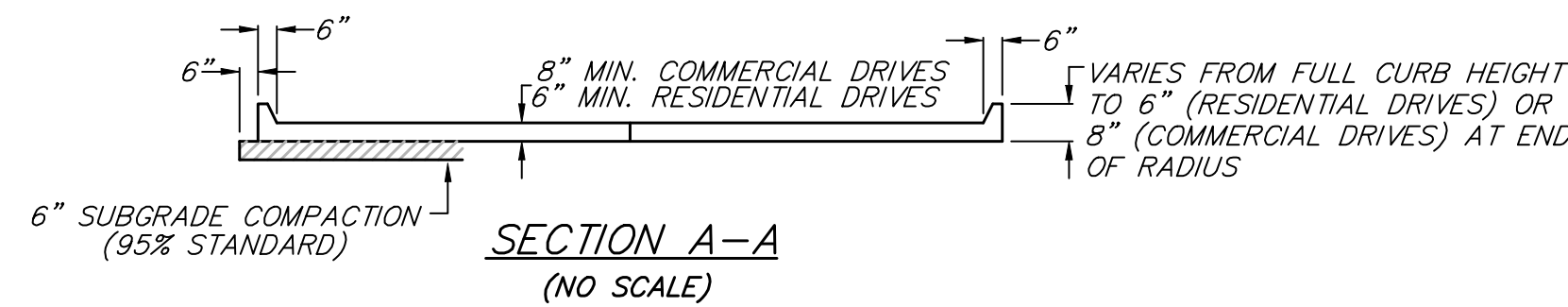
FULL RAMP DRIVE (P = 4.0' TO 6.5')



CONCRETE FULL RADIUS DRIVES (RESIDENTIAL DRIVES)

GENERAL NOTES

- CONCRETE DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS.
- ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF CONCRETE DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR CONCRETE DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
- JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
- DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
- ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
- ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
- ALL CONCRETE RESIDENTIAL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITH REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEERS CONCURRENCE. NO EXTRA PAYMENT WILL BE MADE FOR DRIVEWAYS THICKER THAN 6".
- ALL CONCRETE COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 8" IN THICKNESS AND SHALL BE WITH REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 8" WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEERS CONCURRENCE. NO EXTRA PAYMENT WILL BE MADE FOR DRIVEWAYS THICKER THAN 8".
- COMPACTION OF SUBGRADE BENEATH PROPOSED DRIVES SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE BID ITEM REIN. CONC. DRIVE PVMT.
- AT LOCATIONS WHERE THE NEW DRIVEWAY ABUTS AN EXISTING SAND, GRAVEL, OR DIRT DRIVEWAY ON PRIVATE PROPERTY, THE CONTRACTOR SHALL INSTALL A GRAVEL DRIVE HOOKUP 6" DEEP, W+2' (W+18") IN WIDTH FOR THE LENGTH OF THE DRIVEWAY DISTURBANCE, WITH A MINIMUM LENGTH OF 3'. TO BE PAID FOR AS THE BID ITEM "GRAVEL DRIVEWAY HOOKUPS - S.F."



CONCRETE FULL RADIUS DRIVES (COMMERCIAL DRIVES)

AT LOCATIONS WHERE CURB FLOWS ARE HIGHER THAN EXISTING ROW, POSITIVE DRAINAGE TO CURB SHALL BE MAINTAINED AS SHOWN.

Drawing File: F:\eng\Hydraulic Pha3\Details\StdDrive.dwg

Project No. 9909E452 CAPITAL IMPROVEMENT PROJECT
 Design: ENGINEER
 Drawn: STAFF
 Approved: ENGINEER
 Scale: None
 STANDARD DRIVE DETAILS
 HYDRAULIC AVENUE PAVING - 63RD STREET SOUTH TO THE RIVERSIDE DRAINAGE CANAL

Baughman Company, P.A.
 315 Ellis St. Wichita, KS 67211 P 316-262-7271 F 316-262-0149
 ENGINEERING | SURVEYING | PLANNING | LANDSCAPE ARCHITECTURE

SEPT. 2005
 SHEET
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