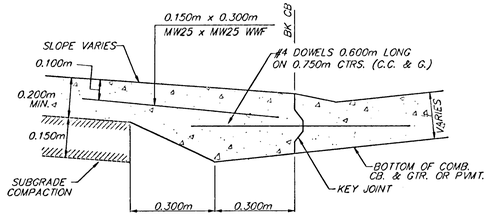
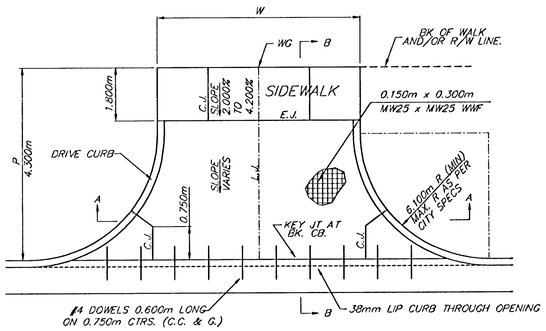
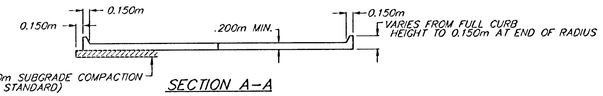
FHWA REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-N-0223-01	2002	9	56

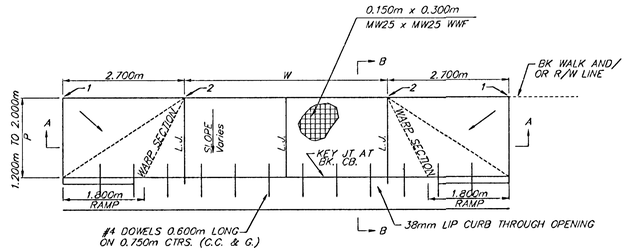


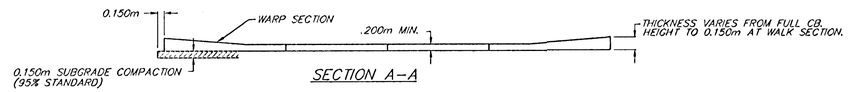
BACK OF CURB DETAIL
SECTION B–B (NO SCALE)





SECTION A–A

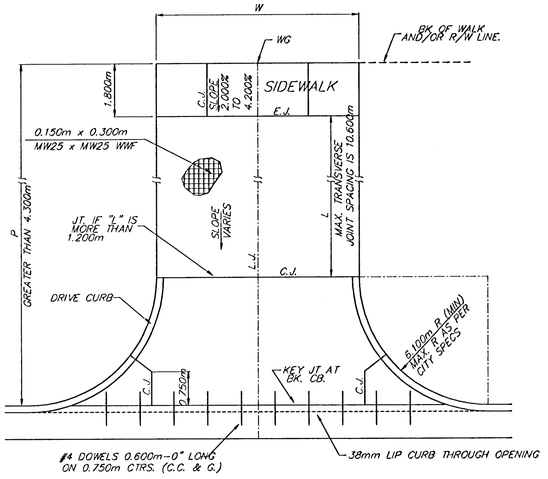




SECTION A–A

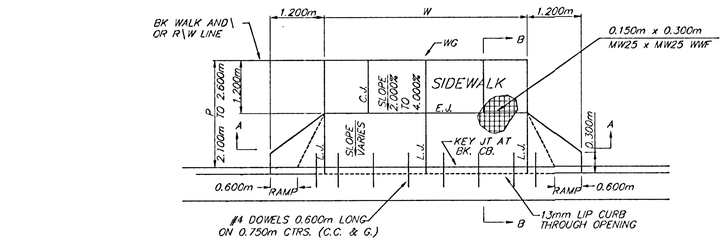
PARKING WIDTH "P"	1.200m	1.400m	1.500m	1.700m	1.800m	2.000m
DIST. OF PT "1" ABOVE TOP OF FULL CURB	0.02m	0.03m	0.03m	0.04m	0.04m	0.04m
DIST. OF PT "2" BELOW TOP OF FULL CURB	−0.08m	−0.07m	−0.07m	−0.06m	−0.06m	−0.05m

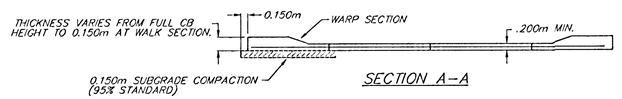
FULL RAMP DRIVE (P = 1.200m TO 2.000)



PARKING WIDTH "P"	4.400m	6.100m	7.600m	9.100m	10.700m	12.200m	13.700m	15.200m
ABSOLUTE MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.24m	0.41m	0.56m	0.72m	0.56m	1.02m	1.17m	1.33m
OPTIMUM MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.21m	0.32m	0.40m	0.48m	0.22m	0.63m	0.71m	0.79m
OPTIMUM MIN. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.09m	0.13m	0.16m	0.19m	0.11m	0.22m	0.28m	0.31m
ABSOLUTE MIN. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.00m	0.00m	0.05m	0.08m	0.11m	0.14m	0.17m	0.20m

FULL RADIUS DRIVES (P = 4.400m & GREATER)





SECTION A–A

PARKING WIDTH "P"	2.100m	2.300m	2.400m	2.600m
ABSOLUTE MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.00m	0.03m	0.06m	0.09m
OPTIMUM MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.00m	0.03m	0.06m	0.09m
OPTIMUM MIN. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.05m	0.05m	0.05m	0.05m
ABSOLUTE MAX. DIST. OF P.T. "WG" BELOW TOP OF FULL CURB	−0.08m	−0.06m	−0.06m	−0.06m

FULL RAMP DRIVE (P = 2.100m TO 2.600m)

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 7.300m OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 3.000m FOR DRIVES WITH A "W" DIMENSION GREATER THAN 7.300m
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 3.000m AND A MAXIMUM OF 9.100m. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 13.900m AT THE STREET CURB LINE.
4. CONSTRUCTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 0.900m AND A MAXIMUM OF 1.800m AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. 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.
6. 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.
7. EXPANSION JOINTS THIRTEEN MILLIMETERS WIDE SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. THIRTEEN MILLIMETER WIDE 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.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 0.200m IN THICKNESS AND SHALL BE REINFORCED. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 0.200m AND SHALL BE REINFORCED WITH 0.150m x 0.300m MW25–MW25 WELDED WIRE FABRIC.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.150m ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

KDOT METRIC

PROJECT NUMBER	SHEET NAME	ENGINEERING DIRECTORY
472-83781	Mstddrv	F:\\HarryMcLean\Details

DESIGN	DRAWN	APPROVED	DATE	SCALE	BAUGHMAN NO
Staff	Staff	Staff	Oct 03	None	01-03-E943

CAPITAL IMPROVEMENT PROJECT
STANDARD DRIVE ENTANCE
FULL HEIGHT CURB
HARRY & MCLEAN INTERSECTION IMPROVEMENTS

BAUGHMAN COMPANY, P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7211 • 315 ELLIS • WICHITA, KANSAS 67211

SHEET 9 OF 56