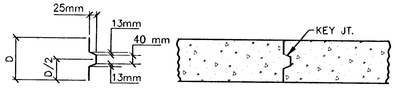
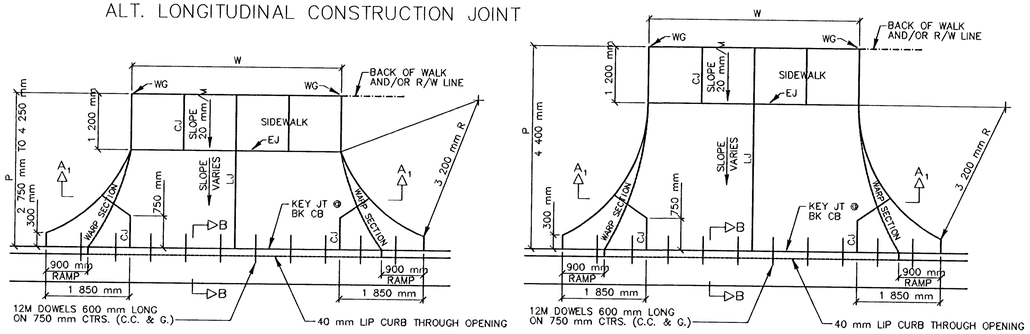
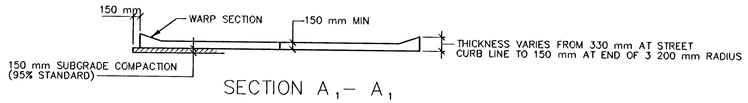
FHWA REGION NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NUMBER	TOTAL SHEETS
7	KANSAS	87N-0080-01	1997	57	162



ALT. LONGITUDINAL CONSTRUCTION JOINT

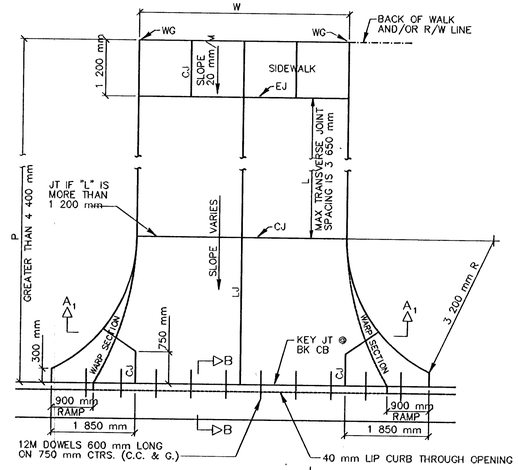


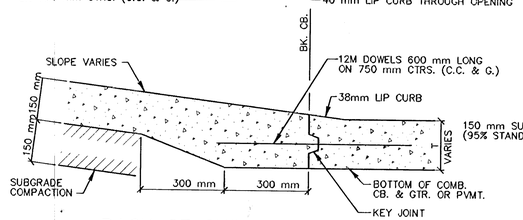


SECTION $A_1 - A_1$

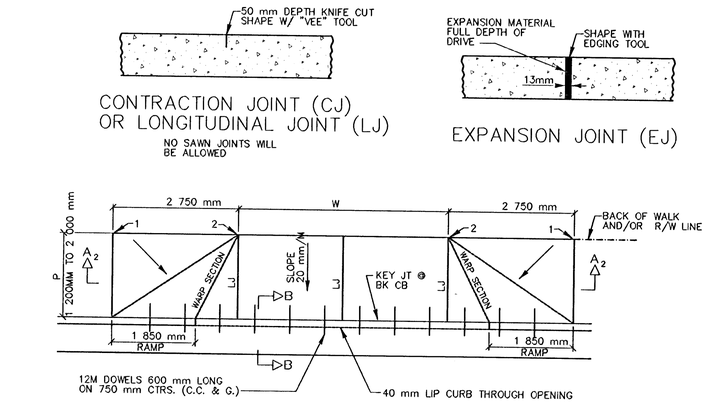
PARKING WIDTH "P"	2 750	3 050	3 350	3 650	3 950	4 400	6 100	7 600	9 150	10 650	12 200	13 700	15 250
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	83	83	98	113	158	244	411	564	716	869	1021	1173	1326
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	83	83	98	113	158	189	292	372	451	530	610	689	768
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	58	64	70	76	82	91	128	158	189	219	250	280	311
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-58	-49	-40	-31	-18	0	0	46	76	107	137	168	198

RADIUS RAMP DRIVES (P=2.75m & GREATER)





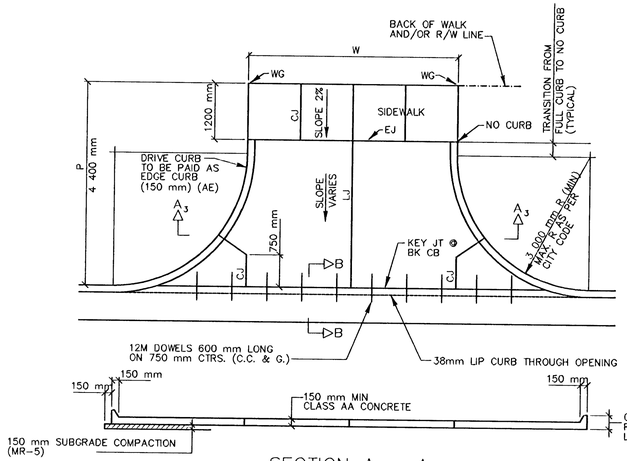
BACK OF CURB DETAIL - SECTION B – B



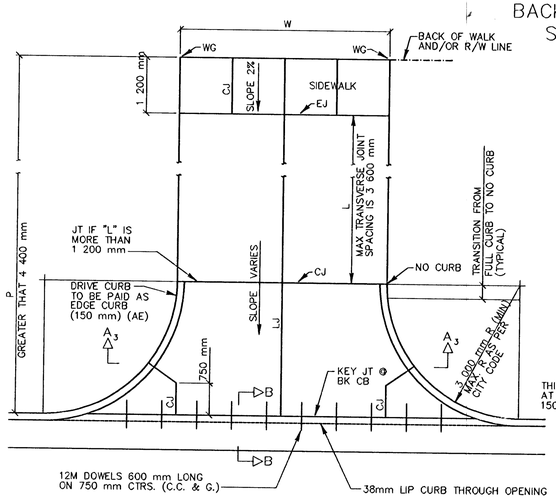
SECTION $A_2 - A_2$

PARKING WIDTH "P"	1 200	1 350	1 500	1 700	1 850	2 000
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	24	27	30	37	40	43
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-104	-98	-91	-85	-79	-67

FULL RAMP DRIVE (P=1.2m TO 2.0m)

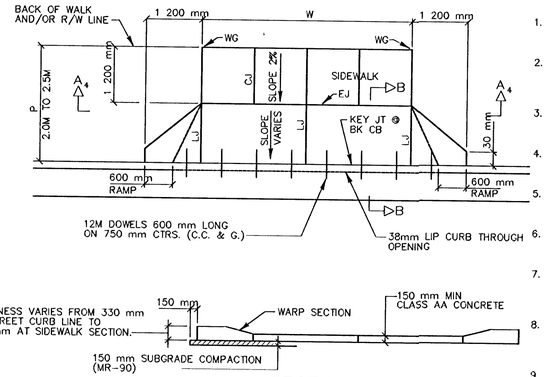


SECTION $A_3 - A_3$



PARKING WIDTH "P"	4 400	6 100	7 600	9 150	10 650	12 200	13 700	15 250
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	220	390	540	690	845	995	1 150	1 300
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	215	315	395	475	555	635	715	790
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	90	130	160	190	220	250	280	310
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0	0	45	75	105	140	170	200

FULL RADIUS DRIVES (P=4.4m & GREATER)



SECTION $A_4 - A_4$

PARKING WIDTH "P"	2 150	2 300	2 450	2 600
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	-24	6	55	67
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	-24	6	55	67
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	-46	-49	-52	-52
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	-76	-61	-61	-61

FULL RAMP DRIVE (P=2m TO 2.5m)

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 7 300 mm OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 3 000 mm FOR DRIVES WITH A "W" DIMENSION GREATER THAN 7 300MM.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 3 000 mm AND A MAXIMUM OF 9150 mm. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 15 800 mm AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 900 mm AND A MAXIMUM OF 1 800 mm 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. THIRTEEN MILLIMETER EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. THIRTEEN MILLIMETER 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 150 mm IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAT 150 mm AND THEY MAY BE REINFORCED WITH 150MM×300MM W4–W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
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 167MM 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.

REVISED APRIL 1994 (JKB)
NO SCALE

THE CITY OF WICHITA
CITY ENGINEER'S OFFICE
CITY HALL – SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4581
(316) 268-4519 FAX

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

M. E. LINDEBAK P.E. – CITY ENGINEER

PROJECT NUMBER	INDEX CODE

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