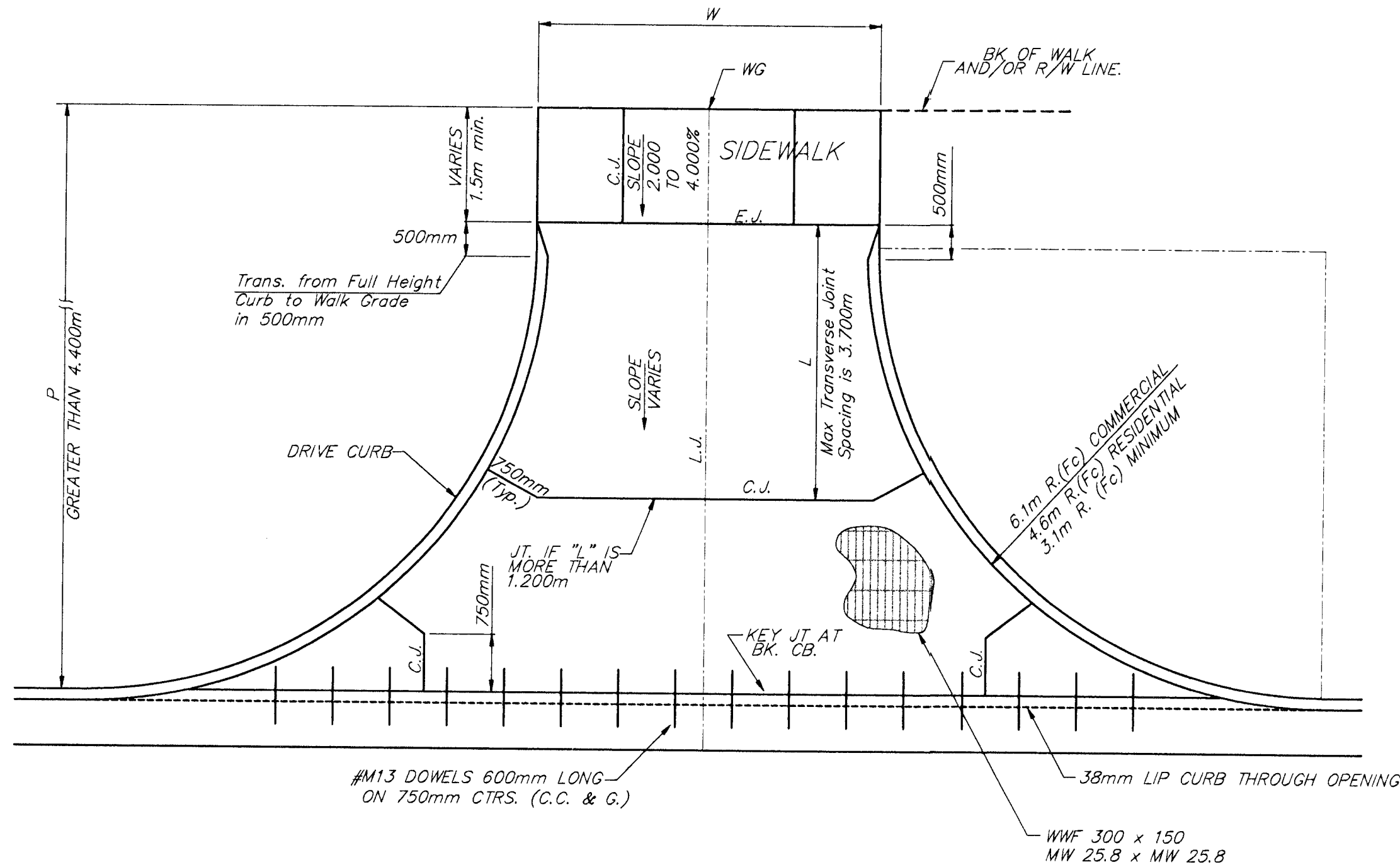
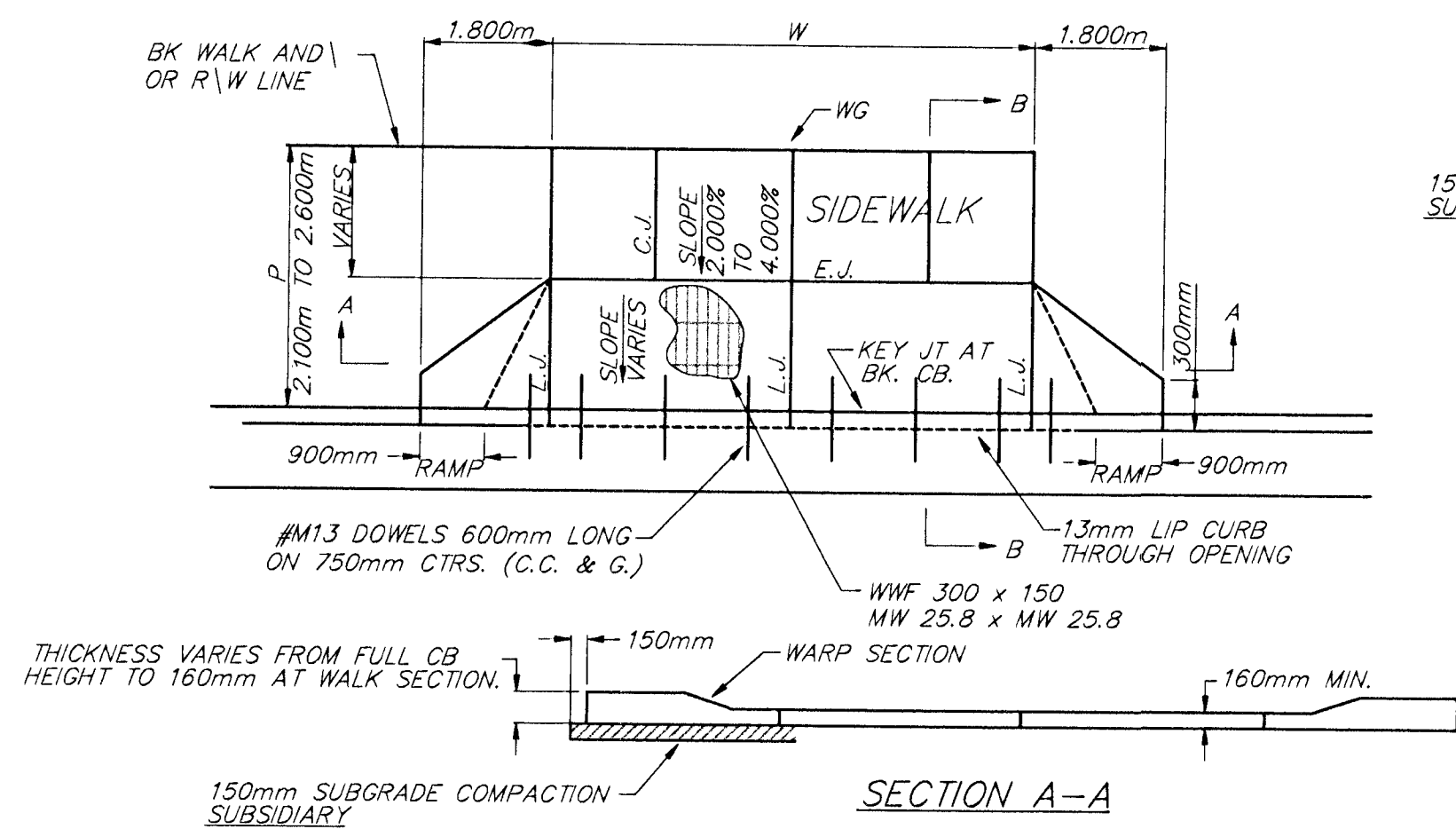


| FHWA<br>REGION<br>NO. | STATE  | PROJECT<br>NO. | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|--------|----------------|----------------|--------------|-----------------|
| 7                     | KANSAS | 87N-0094-01    | 1998           | 39           | 202             |



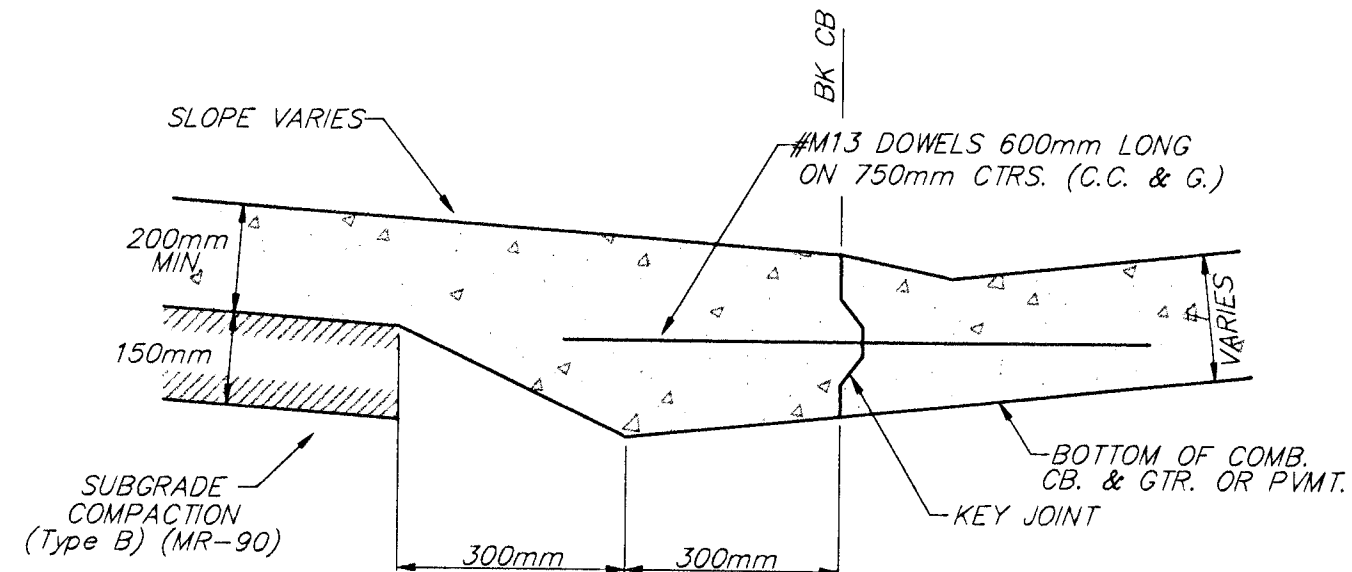
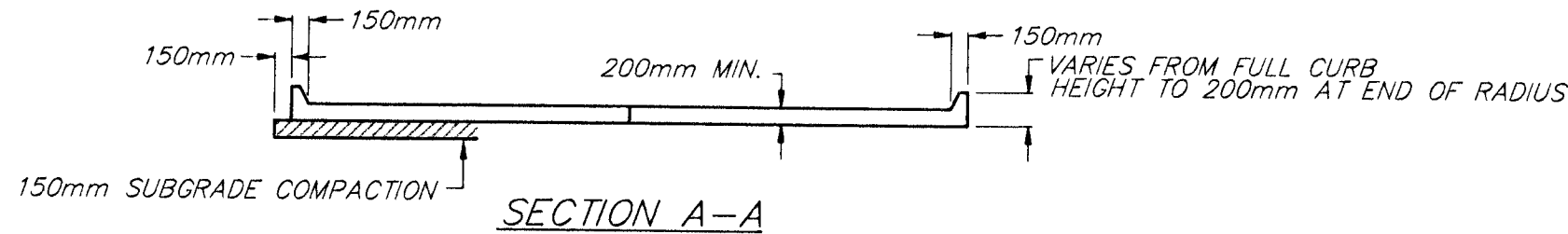
| PARKING WIDTH "P"                                      | 4.400m | 6.100m | 7.600m | 9.100m | 10.700m | 12.200m | 13.700m | 15.200m |
|--------------------------------------------------------|--------|--------|--------|--------|---------|---------|---------|---------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB | 0.24m  | 0.41m  | 0.56m  | 0.72m  | 0.87m   | 1.02m   | 1.17m   | 1.33m   |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB  | 0.21m  | 0.32m  | 0.40m  | 0.48m  | 0.55m   | 0.63m   | 0.71m   | 0.79m   |
| OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB  | 0.09m  | 0.13m  | 0.16m  | 0.19m  | 0.22m   | 0.25m   | 0.28m   | 0.31m   |
| ABSOLUTE MIN. DIST. OF PT. "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)

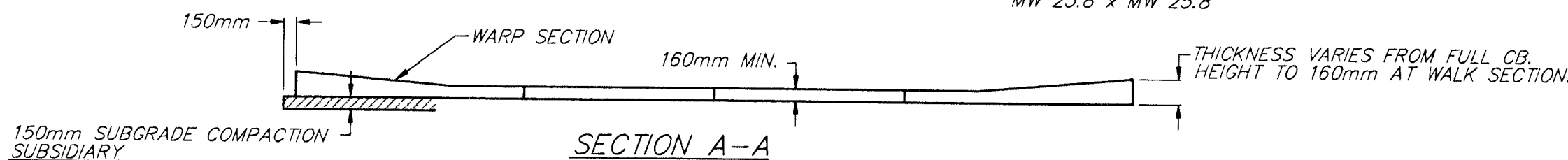
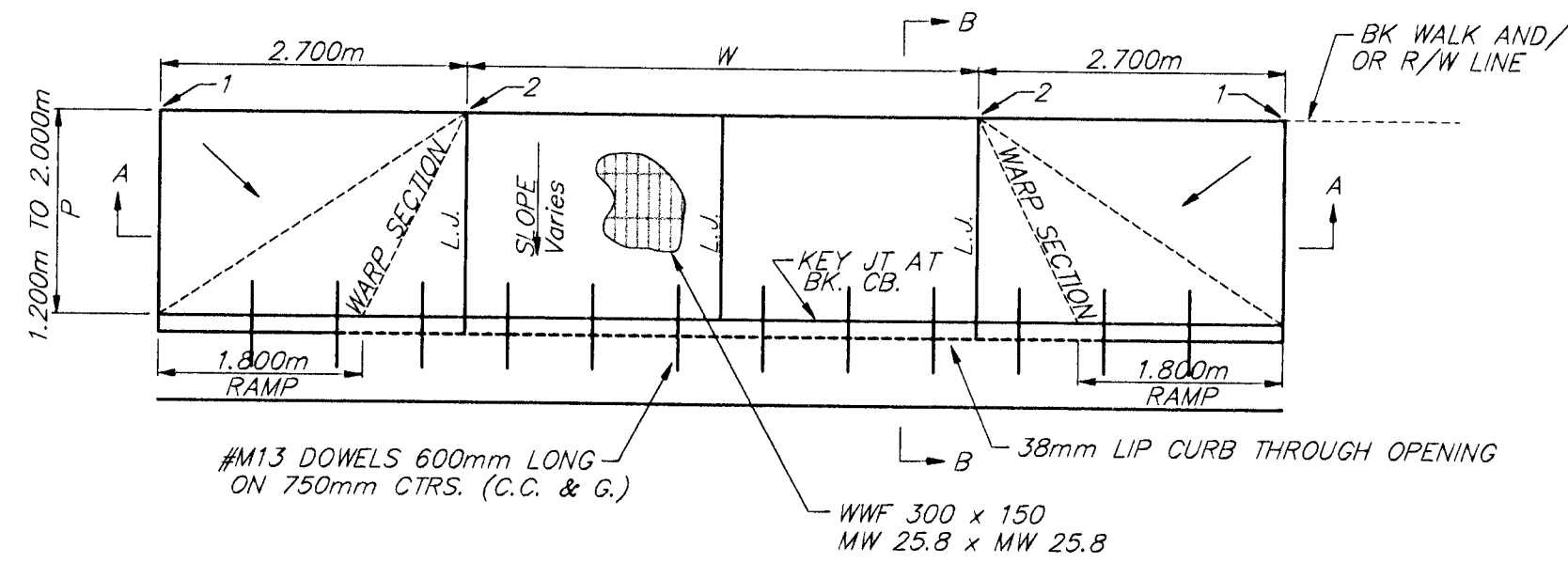


| PARKING WIDTH "P"                                      | 2.100m | 2.300m | 2.400m | 2.600m |
|--------------------------------------------------------|--------|--------|--------|--------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB | 0.00m  | 0.03m  | 0.06m  | 0.09m  |
| OPTIMUM MAX. DIST.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

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

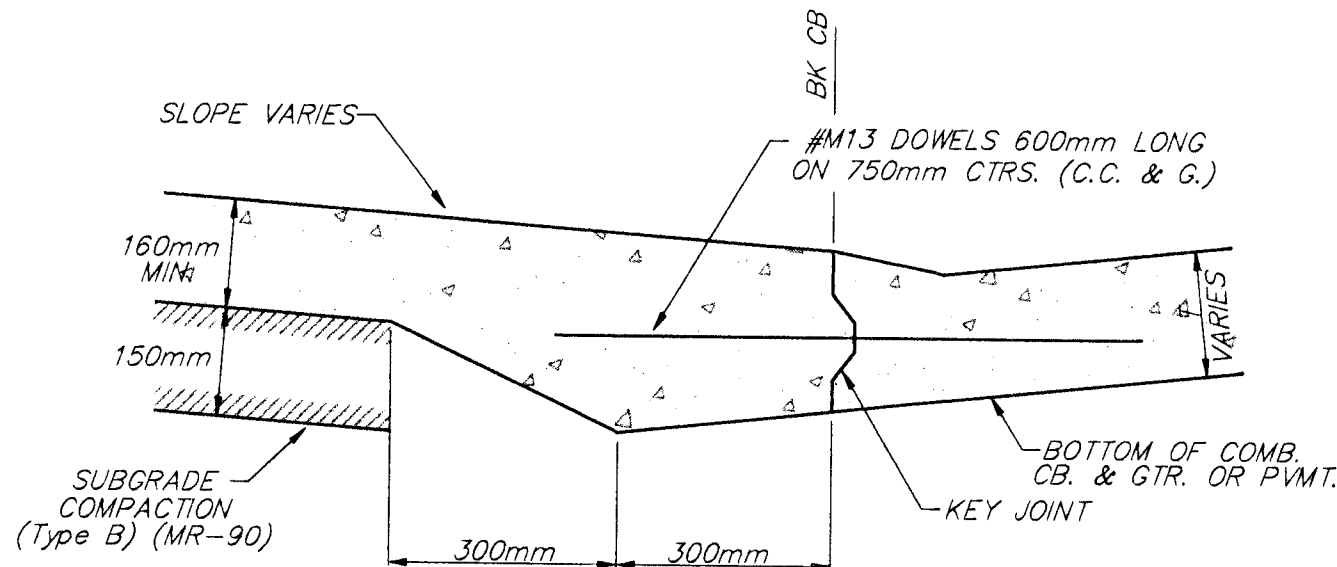


BACK OF CURB DETAIL  
SECTION B-B (NO SCALE)

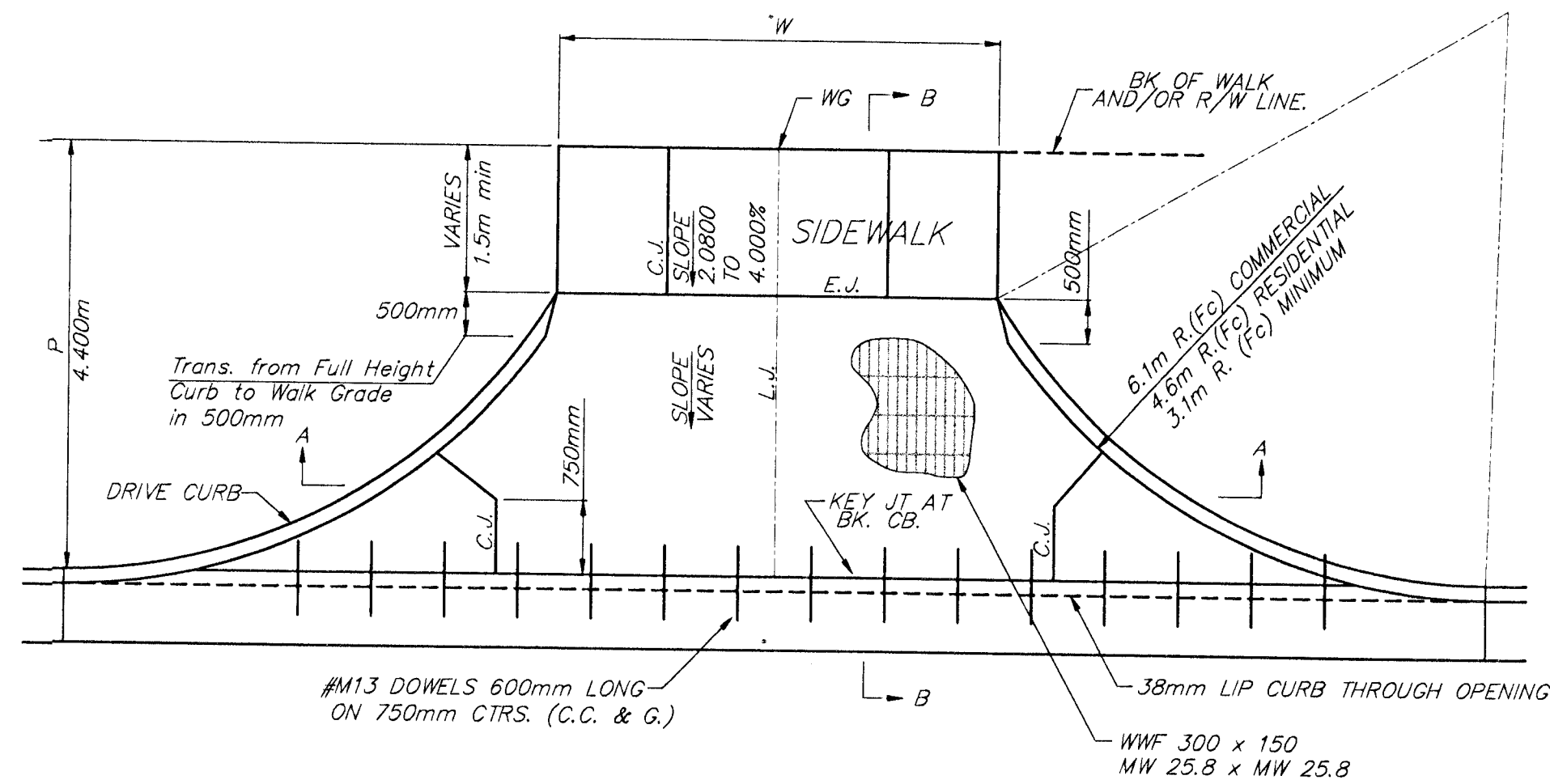


| PARKING WIDTH "P"                       | 1.200m | 1.400m | 1.500m | 1.700m | 1.800m | 2.000m |
|-----------------------------------------|--------|--------|--------|--------|--------|--------|
| DIST. OF PT. "1" ABOVE TOP OF FULL CURB | 0.02m  | 0.03m  | 0.03m  | 0.04m  | 0.04m  | 0.04m  |
| DIST. 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  $2.000$ )



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



RADIUS RAMP DRIVES ( $P = 2.700m$  & GREATER)

#### GENERAL NOTES

- 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.
- 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.
- 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 15.800m AT THE STREET CURB LINE.
- 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.
- 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.
- EXPANSION JOINTS THIRTEEN (13) mm WIDE SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. THIRTEEN (13) mm 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.
- DRIVEWAYS SERVING COMMERCIAL PROPERTIES SHALL BE A MINIMUM OF 200mm IN THICKNESS AND REINFORCED WITH 300 X 150 - MW25.8 X MW25.8 REINFORCEMENT. COMMERCIAL DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 200mm WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER AND WITH THE ENGINEER'S CONCURRENCE. DRIVEWAYS SERVING RESIDENTIAL PROPERTIES SHALL BE A MINIMUM OF 160mm IN THICKNESS AND REINFORCED WITH 300 X 150 - MW25.8 X MW25.8 REINFORCEMENT. RESIDENTIAL DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 160mm WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER AND WITH THE ENGINEER'S CONCURRENCE. DRIVEWAY REINFORCEMENT SHALL BE CONSIDERED SUBSIDIARY TO "CONCRETE PAVEMENT (160mm UNIF) (A.E.) AND CONCRETE PAVEMENT (200mm UNIF) (A.E.)".
- APPROXIMATE MASS FOR WELDED WIRE MESH = 2.15 kg/sq. m
- 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 150mm 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.

| PROJECT NUMBER<br>472-82906 |                |                 |                | PROJ. NUMBER<br>95-05-E028 |
|-----------------------------|----------------|-----------------|----------------|----------------------------|
| DESIGN<br>STAFF             | DRAWN<br>STAFF | APPROVED<br>JFB | DATE<br>NOV 98 | SCALE<br>NONE              |

| CENTRAL AVENUE PROJECT<br>STD DRIVE DETAILS |  |
|---------------------------------------------|--|
| City of Wichita, Kansas                     |  |

| BAUGHMAN COMPANY P.A.<br>ENGINEERING, SURVEYING, & PLANNING |  |
|-------------------------------------------------------------|--|
| 318-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211            |  |

| SHEET<br>39<br>OF<br>202 |
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|--------------------------|