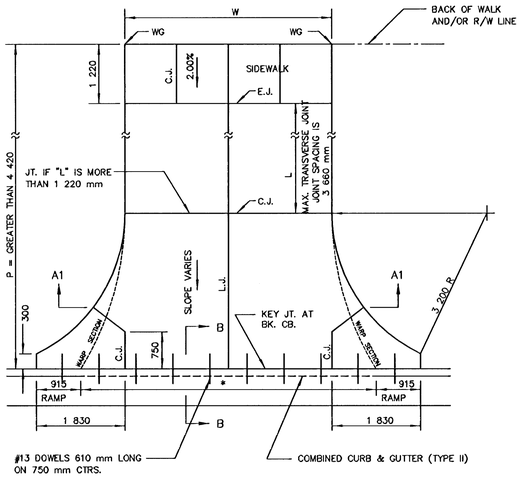
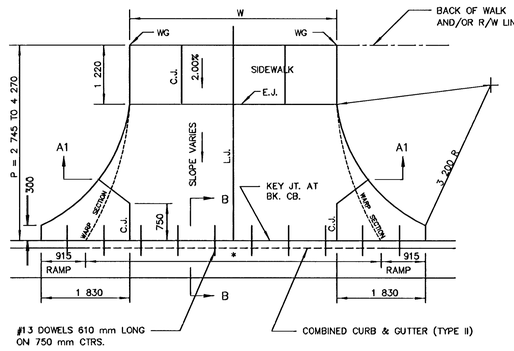
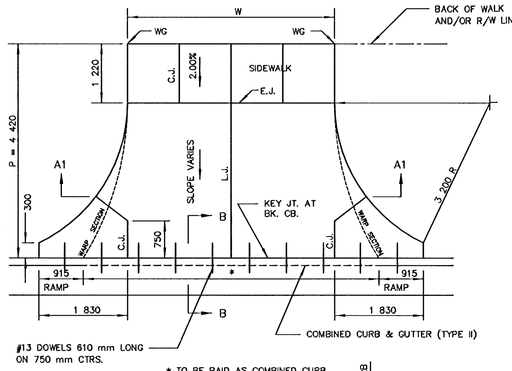
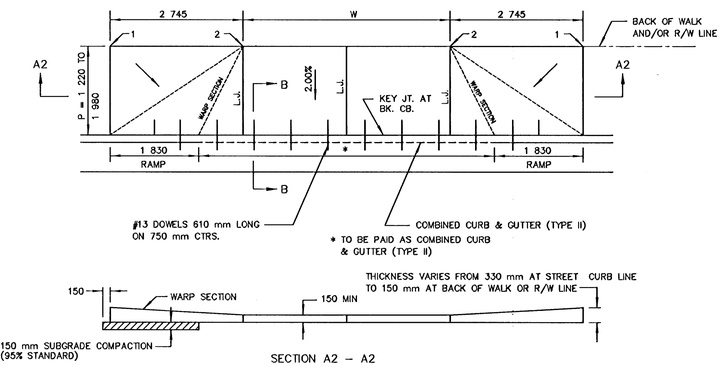
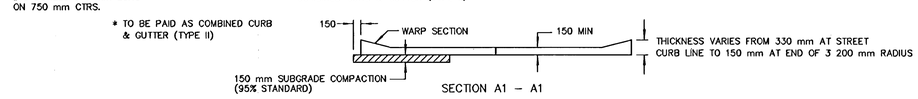


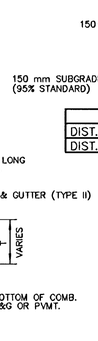








SECTION A1 – A1



SECTION A2 – A2

PARKING WIDTH "P"	1 220	1 370	1 525	1 675	1 830	1 980
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	–25	5	55	55	55	65
DIST. OF PT. "2" BELOW TOP OF FULL CURB	–25	5	55	65	55	65

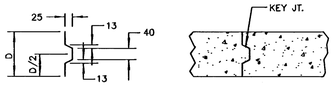
FULL RAMP DRIVE (P = 1 220 TO 1 980)

PARKING WIDTH "P"	2 745	3 050	3 350	3 660	3 960	4 420	6 095	7 620	9 145	10 670	12 192	13 715	15 240
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	80	80	100	115	160	245	410	565	715	870	1 020	1 175	1 325
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	80	80	100	115	160	190	295	370	450	530	610	690	770
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	60	65	70	75	90	90	130	160	190	220	250	280	310
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–60	–50	–40	–30	–20	000	000	45	75	105	135	170	200

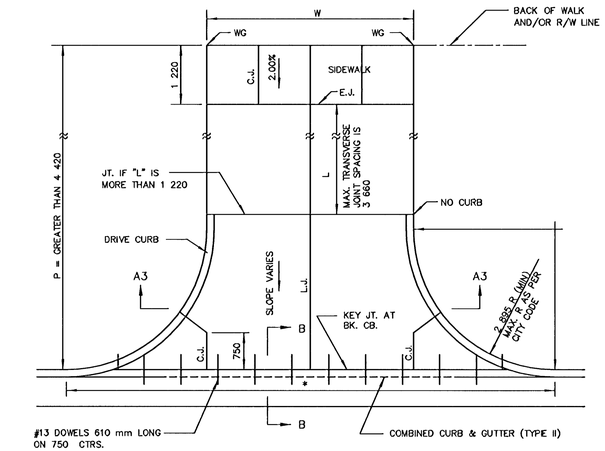
RADIUS RAMP DRIVES (P = 2 745 & GREATER)

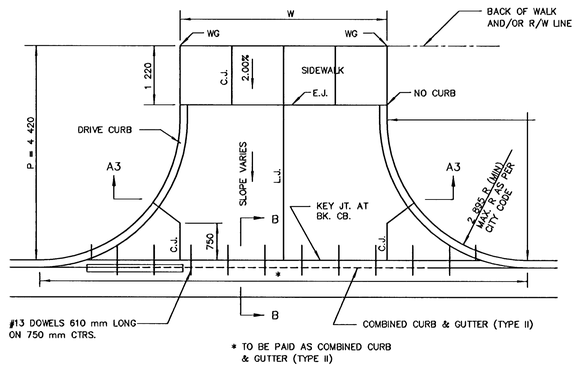
SECTION B – B

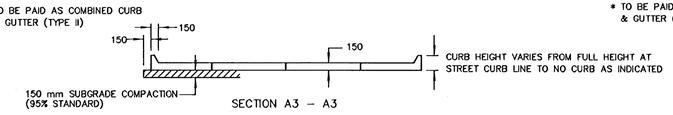
BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT



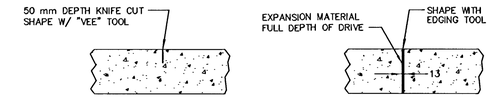


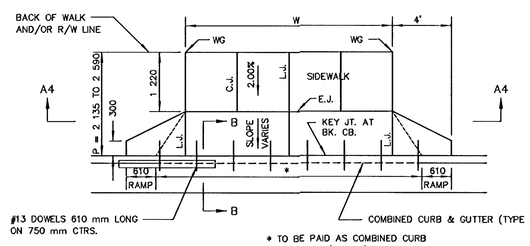


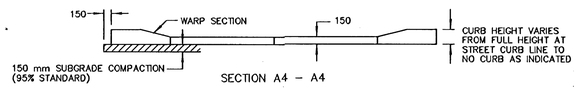
SECTION A3 – A3

PARKING WIDTH "P"	4 420	6 010	7 620	9 145	10 670	12 190	13 715	15 240
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	220	385	540	690	845	995	1 150	1 300
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	215	315	395	475	555	635	715	790
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	90	130	160	190	220	250	280	310
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	000	000	45	75	105	135	170	200

FULL RADIUS DRIVES (P = 4 420 & GREATER)







SECTION A4 – A4

PARKING WIDTH "P"	2 135	2 285	2 440	2 590
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–25	5	55	65
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–25	5	55	65
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–45	–50	–50	–50
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–75	–60	–60	–60

FULL RAMP DRIVE (P = 2 135 TO 2 590)

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 7 315 mm OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 3 050 mm FOR DRIVES WITH A "W" DIMENSION GREATER THAN 7 315 mm.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 3 050 mm AND A MAXIMUM OF 9 145 mm. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 15 850 mm AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 915 mm AND A MAXIMUM OF 1 830 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. 13 mm EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. 13 mm 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 THAN 150 mm AND THEY MAY BE REINFORCED WITH 150x300 MW25–MW25 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 170 mm 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.
10. ALL DIMENSIONS ARE IN MILLIMETERS.

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THE CITY OF WICHITA

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STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

NEIL D. CABLE – CITY ENGINEER

PROJECT NUMBER	INDEX CODE
472-83537	706842
DATE: MAR 96	SHEET 16 OF 73