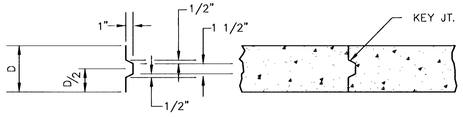
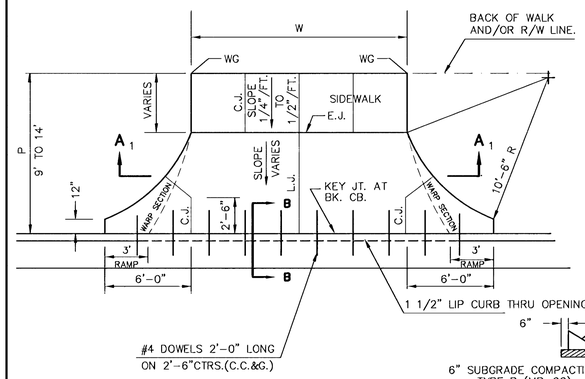
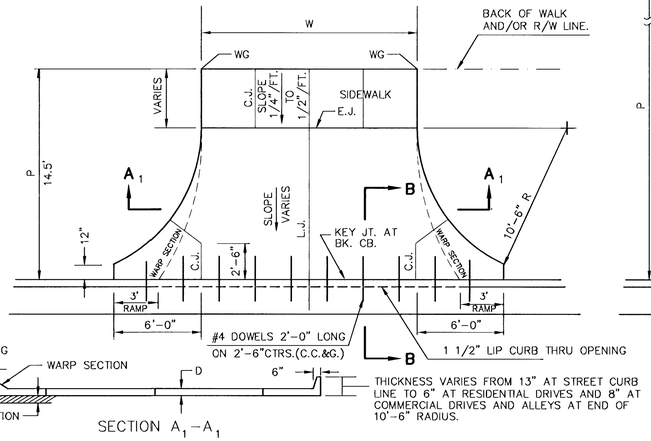
FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	472-83084	2000	14	58

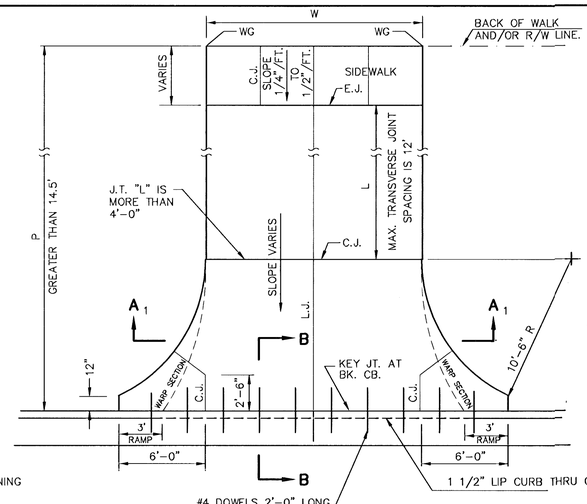


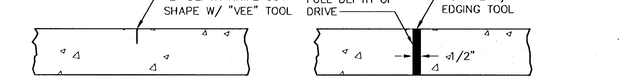
ALT. LONGITUDINAL CONSTRUCTION JOINT





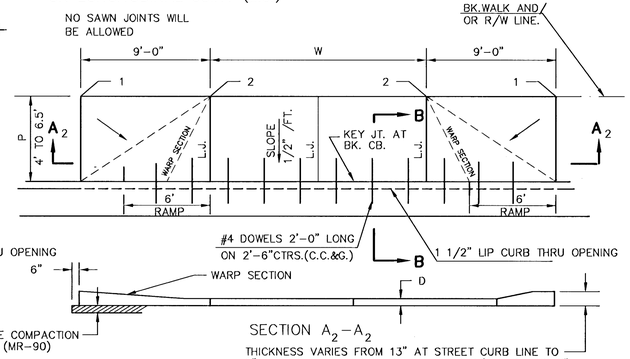
SECTION A_1-A_1





CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

EXPANSION JOINT (E.J.)



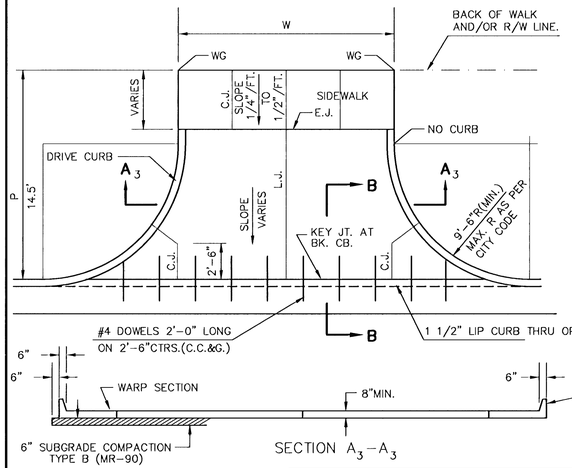
SECTION A_2-A_2

PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT."WG"ABOVE OR BELOW TOP OF FULL CB.	0.35'	0.35'	0.40'	0.45'	0.60	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUN MAX. DIST. OF PT."WG"ABOVE OR BELOW TOP OF FULL CB.	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUN MIN. DIST. OF PT."WG"ABOVE OR BELOW TOP OF FULL CB.	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT."WG"ABOVE OR BELOW TOP OF FULL CB.	-.19'	-.16'	-.13'	-.10'	-.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

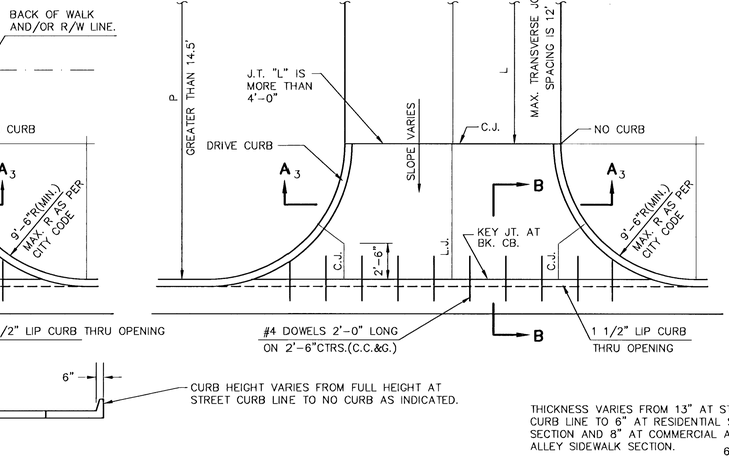
RADIUS RAMP (P=9.0' & GREATER)

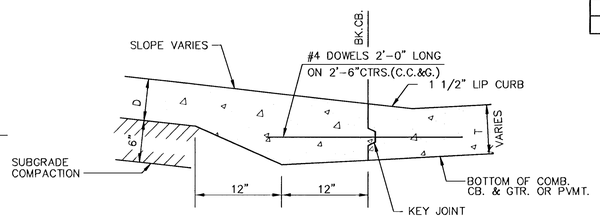
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT."1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT."2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

RADIUS RAMP (P=4.0' TO 6.5')

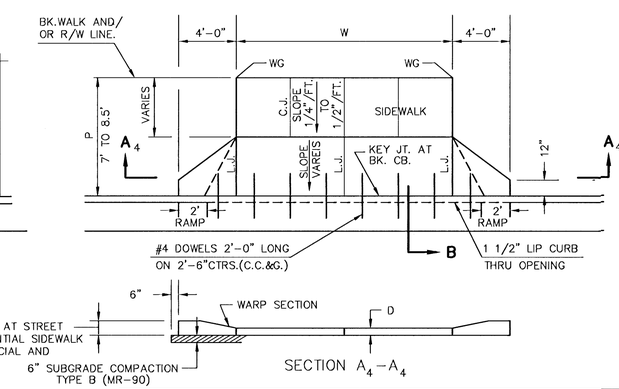


SECTION A_3-A_3





BACK OF CURB DETAIL
SECTION B – B
NO SCALE



SECTION A_4-A_4

PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUN MAX. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUN MIN. DIST. OF PT."WG"BELOW TOP OF FULL CB.	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT."WG"BELOW TOP OF FULL CB.	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS (P=14.5' & GREATER)

PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUN MAX. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUN MIN. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE MIN. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

FULL RAMP (P=7.0' TO 8.5')

GENERAL NOTES

1. DRIVEWAY AND ALLEY 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 AND ALLEY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES OR ALLEYS HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACING NOT TO EXCEED 10' FOR DRIVES OR ALLEYS WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY AND ALLEY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY OR ALLEY 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 OR ALLEY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS OR ALLEYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE OR ALLEY 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 OR ALLEY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE OR ALLEY CONSTRUCTION ABUTS SIDEWALK. 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.
8. COMMERCIAL DRIVEWAYS AND ALLEYS SHALL BE 8" UNIFORM (AE) WITH WELDED WIRE MESH. APPROXIMATE WEIGHT OF WELDED WIRE MESH – 44LBS. PER 100 SQ.FT. RESIDENTIAL DRIVEWAYS SHALL BE 6" UNIFORM (AE)(PLAIN).
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 0.55' 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: FEB., 1995 – MKEC (SENECA & McCORMICK)

KANSAS DEPARTMENT OF TRANSPORTATION

DRIVE AND ALLEY ENTRANCES FULL HEIGHT CURB

SCALE: 1"=5'

PROJECT NO. 472-83084 SEDGWICK CO.

MID-KANSAS ENGINEERING CONSULTANTS, INC.

WICHITA, KANSAS

DESIGNED BY:		CHECKED BY:	
DRAWN BY:		DATE: MAY 1, 2000	SHEET 14 OF 58

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