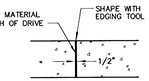
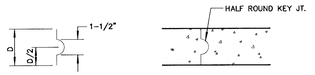


CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)

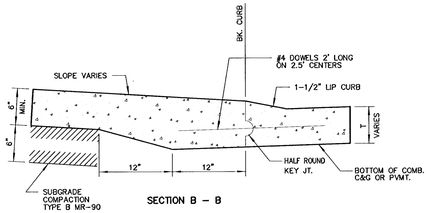
NO SAWN JOINTS
WILL BE ALLOWED



EXPANSION JOINT (E.J.)



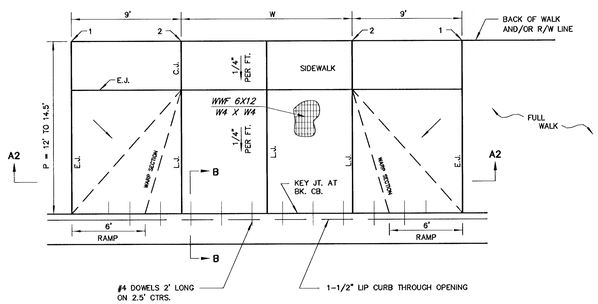
ALT. LONGITUDINAL CONSTRUCTION JOINT

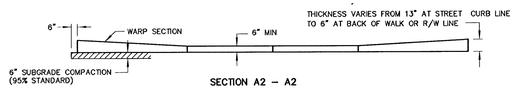


SECTION B – B

BACK OF CURB DETAIL

6" x 12" W4XW4 WIRE FABRIC REINFORCING SHALL BE PLACED SUCH THAT THE WIRES WITH THE 6" SPACING WILL RUN PARALLEL WITH THE LONGITUDINAL JOINT.





SECTION A2 – A2

PARKING WIDTH "P"	12'	12.5'	13'	13.5'	14'	14.5'
ABSOLUTE MAX. DIST. OF PT. "1" ABOVE TOP OF FULL CURB	–.08'	0.02'	0.18'	0.22'	0.18'	0.22'
OPTIMUM MAX. DIST. OF PT. "1" ABOVE TOP OF FULL CURB	–.08'	0.02'	0.18'	0.22'	0.18'	0.22'
OPTIMUM MIN. DIST. OF PT. "2" ABOVE TOP OF FULL CURB	–.15'	–.16'	–.17'	–.17'	–.17'	–.17'
ABSOLUTE MIN. DIST. OF PT. "2" ABOVE OR BELOW TOP OF FULL CURB	–.25'	–.20'	–.20'	–.20'	–.20'	–.20'
ABSOLUTE MIN. DIST. OF PT. "2" BELOW TOP OF FULL CURB	–.25'	–.20'	–.20'	–.20'	–.20'	–.20'

FULL RAMP DRIVE (P = 12.0' TO 14.5')

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITH FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITHOUT FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY 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.
5. DOWEL BARS SHALL BE OMITTED FROM THE HALF ROUND 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. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE 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. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE REINFORCED WITH 6"X12" W4–W4 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 0.55' ABOVE THE GUTTER FLOW LINE AND MST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

THE CITY OF WICHITA

CITY ENGINEER'S OFFICE
CITY HALL – SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4601
(316) 268-4174 FAX

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB AND FULL WALK

M. E. LINDEBAK P.E. – CITY ENGINEER

PROJECT NUMBER	INDEX CODE
472-83424	765705
DATE: MAR 96	SHEET 103 OF 112

No.	Date	By	Approved	Revision
1				
2				
3				
4				

EQUESTRIAN ESTATES – PHASE 1
STREET IMPROVEMENTS
DRIVEWAY DETAILS

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E. – CITY ENGINEER
C.O.W. Project # 472-83424 O.C.K. # 765705

POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS
5940 E. Central, Suite 200 ■ Wichita, KS 67208-4242
Phone 316/685-4114 ■ FAX 316/685-4444

FINAL

Designed By: J. Ubert / J. Dickmon
Drawn By: J. Dickmon
Poe Job No.: 1694A
Date: March 2002

Sheet
103 of 112

G:\APPS\UCA\P\1694\BASE-ST.dwg Thu Mar 21 14:27:27 2002 Bernard Kulla - POE & ASSOCIATES OF KANSAS INC.