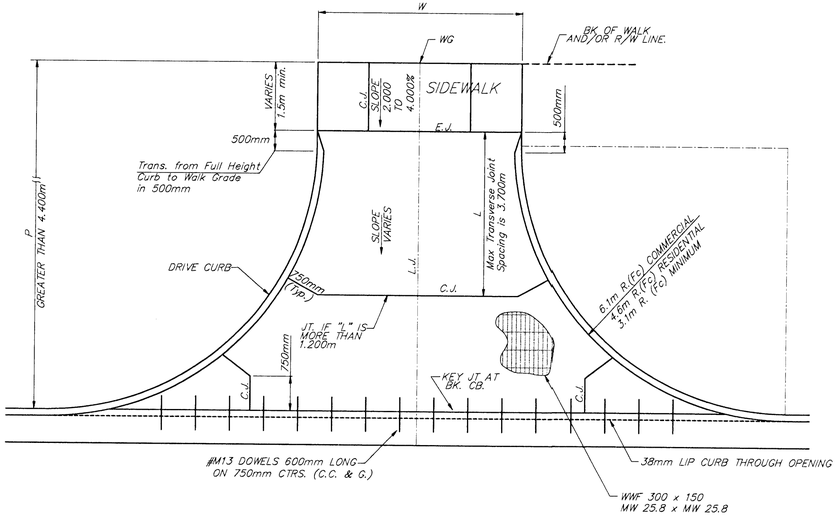
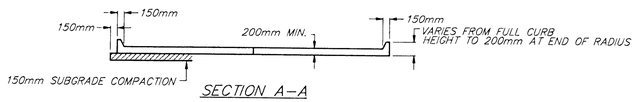
FHWA REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87N-0094-01	1998	39	202

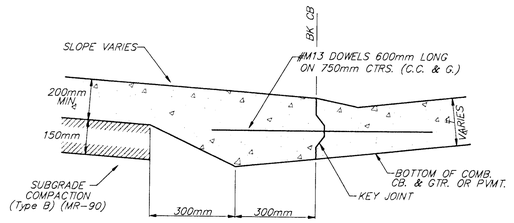


PARKING WIDTH "P"	4.400m	6.100m	7.600m	9.100m	10.700m	12.200m	13.700m	15.200m
ABSOLUTE MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.24m	0.41m	0.56m	0.72m	0.87m	1.02m	1.17m	1.33m
OPTIMUM MAX. DIST. OF P.T. "WG" ABOVE TOP OF FULL CURB	0.21m	0.32m	0.40m	0.48m	0.55m	0.63m	0.71m	0.79m
OPTIMUM MIN. DIST. OF P.T. "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 P.T. "WG" ABOVE TOP OF FULL CURB	0.00m	0.00m	0.05m	0.08m	0.11m	0.14m	0.17m	0.20m

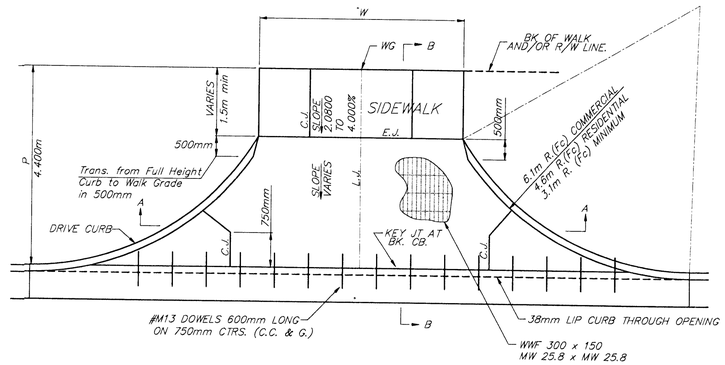
FULL RADIUS DRIVES (P = 4.400m & GREATER)



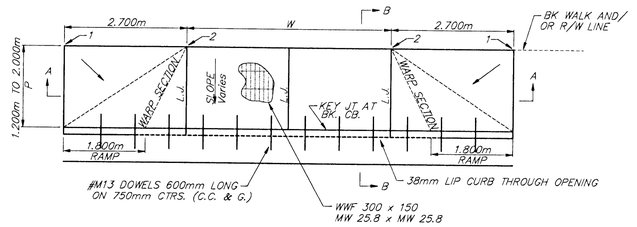
SECTION A-A

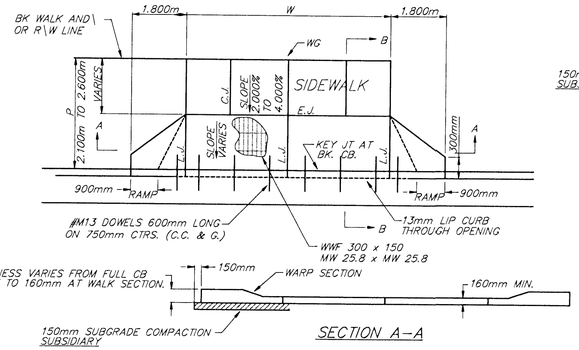


BACK OF CURB DETAIL
SECTION B-B (NO SCALE)



RADIUS RAMP DRIVES (P = 2.700m & GREATER)

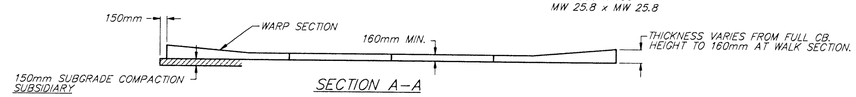




SECTION A-A

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

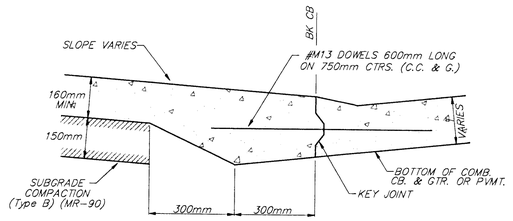
FULL RAMP DRIVE (P = 2.100m TO 2.600m)



SECTION A-A

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)

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 7.300m 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
3. 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.
4. 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.
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. 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.
8. 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.)".
9. APPROXIMATE MASS FOR WELDED WIRE MESH = 2.15 kg/sq. m
10. 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 472-82906				
DESIGN STAFF	DRAWN STAFF	APPROVED JFB	DATE NOV 98	SCALE NONE

PROJ. NUMBER 98-05-E026
DIRECTORY CENTZOO
SHEET NAME MSTDDR2

CENTRAL AVENUE PROJECT
STD DRIVE DETAILS
City of Wichita, Kansas

BAUGHMAN COMPANY P.A.
ENGINEERING, SURVEYING, & PLANNING
316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

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