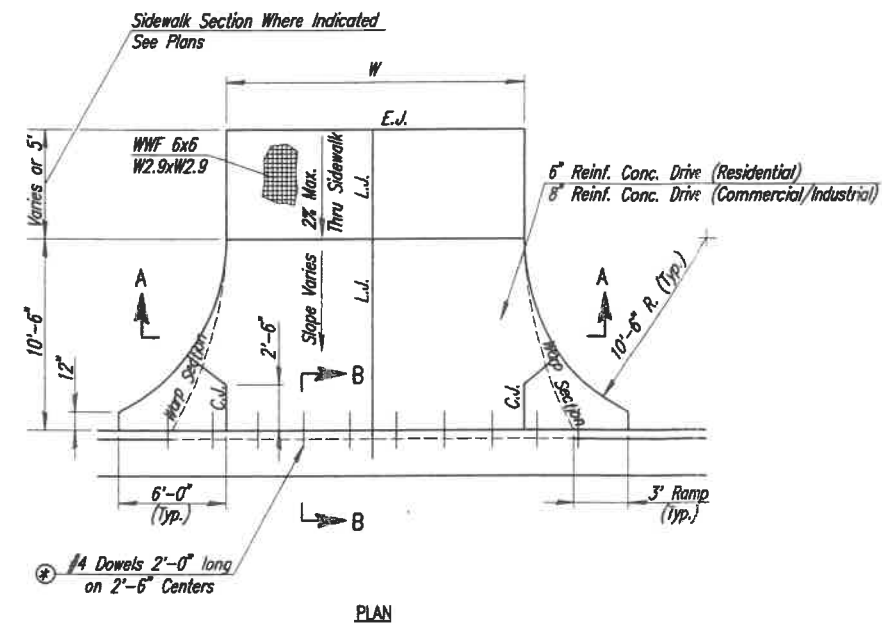
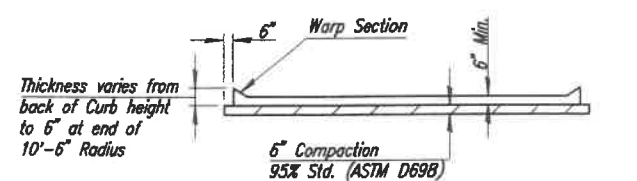


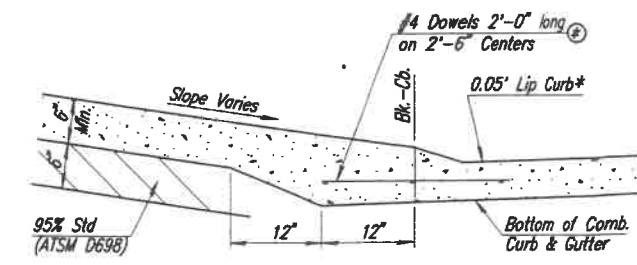
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 Plot Scale: 1" = 0'-0" (1:0) 04-13-2018 1:40:54 PM by BUS  
 D:\STANDARD\Standards\Hayville\VP REINFORCED CONCRETE DRIVE DETAILS



PLAN

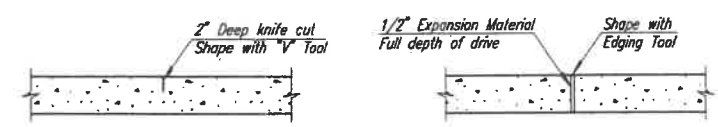


SECTION A-A



SECTION B-B

\* Paid for as Combined Curb & Gutter



CONTRACTION JOINT (CJ)  
OR LONGITUDINAL JOINT (LJ)

EXPANSION JOINT (EJ)

JOINT DETAILS  
FOR CONCRETE DRIVES

CONCRETE DRIVE DETAILS

NOTE:

CONTRACTOR SHALL BE RESPONSIBLE FOR ADA COMPLIANCE FOR SIDEWALK SECTIONS THROUGH DRIVES. ANY SECTION FOUND TO BE NON-COMPLIANT AFTER CONSTRUCTION SHALL BE REMOVED AND REPLACED WITHIN ADA ALLOWANCES BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

GENERAL NOTES

- CONCRETE DRIVE ENTRANCE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF HAYSVILLE STANDARD SPECIFICATIONS, SECTION 32 13 13 "CONCRETE PAVING."
- THE CONTRACTOR SHALL PROVIDE A FULL DEPTH SAW CUT AT THE LIMITS OF CONSTRUCTION. SAW CUTS AT THE FLOWLINE OF EXISTING CURB AND GUTTER WILL NOT BE ALLOWED.
- ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 20' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS OF 10' OR LESS FOR DRIVES WITH A "W" DIMENSION GREATER THAN 20'.
- JOINT SPACING SHALL BE ADJUSTED TO ALIGN WITH OUTER EDGE OF SIDEWALK WHERE SIDEWALK ABUTS DRIVE CONSTRUCTION.
- ADDITIONAL THICKNESS OF DRIVE PAVEMENT AS INDICATED IN SECTION B-B SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR DRIVEWAY PAVEMENT.
- EXPANSION JOINTS ONE-HALF-INCH WIDE SHALL BE INSTALLED WHEN CONCRETE DRIVE ABUTS AN EXISTING CONCRETE DRIVE.
- FOR BIDDING PURPOSES, ALL RESIDENTIAL DRIVEWAYS SHALL BE 6" IN THICKNESS AND SHALL BE REINFORCED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL BE 8" IN THICKNESS AND SHALL BE REINFORCED. REINFORCEMENT SHALL BE 6" x 6" W2.9-W2.9 WELDED WIRE FABRIC. ALL REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.
- DRIVE APPROACHES SHALL BE CONSTRUCTED TO THE STREET RIGHT-OF-WAY LINE OR AT THE LIMITS SHOWN ON THE PLANS AT A GRADE WHICH WILL ALLOW SMOOTH HOOKUP TO THE EXISTING DRIVEWAY. AT THE WRITTEN REQUEST OF THE PROPERTY OWNER, FURTHER GRADING, PAVEMENT REMOVAL, PAVING, ETC. ON PRIVATE PROPERTY MAY BE PERFORMED TO CONNECT TO EXISTING PAVEMENT, TO PROVIDE A FLATTER DRIVEWAY GRADE, OR TO OTHERWISE IMPROVE THE DRIVE. ALL ADDITIONAL COSTS FOR SUCH WORK SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND SHALL NOT BE A PART OF THIS PROJECT.
- DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 12' (FEET) AND A MAXIMUM OF 50% OF PLATTED LOT WIDTH, UNLESS THE LOTS IS ZONED AS MULTI-FAMILY.

⊕ SUBSTITUTE DOWELS WITH EXPANSION JOINT WHERE CONCRETE CURB AND GUTTER IS TIED TO MAIN LINE PAVING.

No.	Revision	By	Date
CITY OF HAYSVILLE SEDGWICK COUNTY, KANSAS <b>REINFORCED CONCRETE DRIVE DETAILS</b>			
IPEC PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2661 www.pec1.com			
Designed by	Job No.	Sht. of XX	
Drawn by	Date	April 2018	