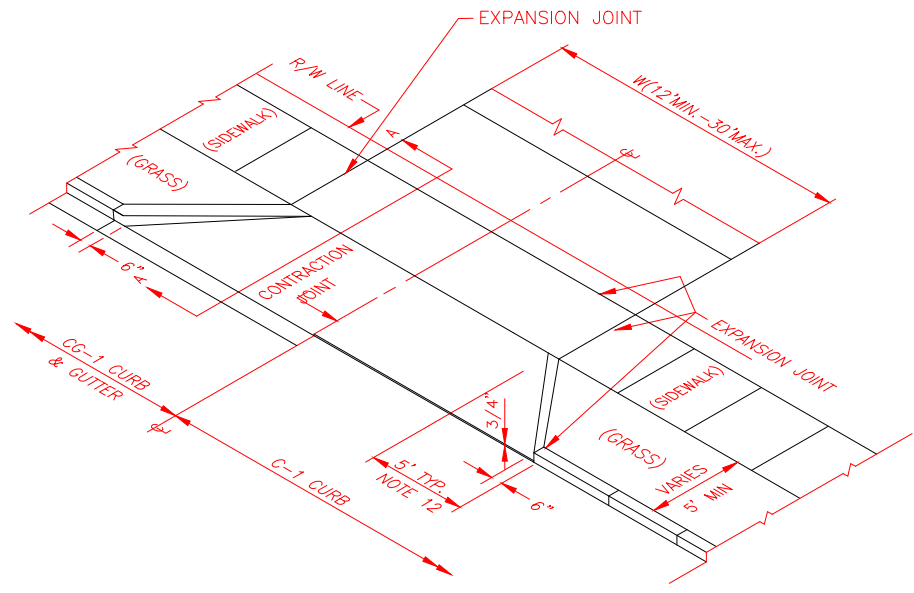
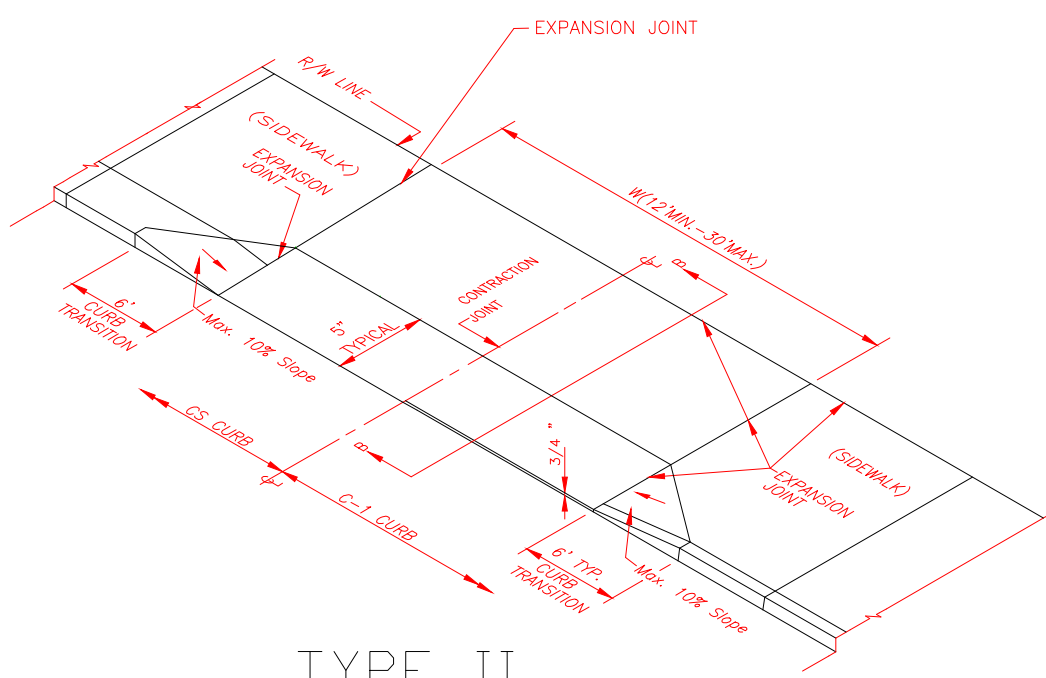


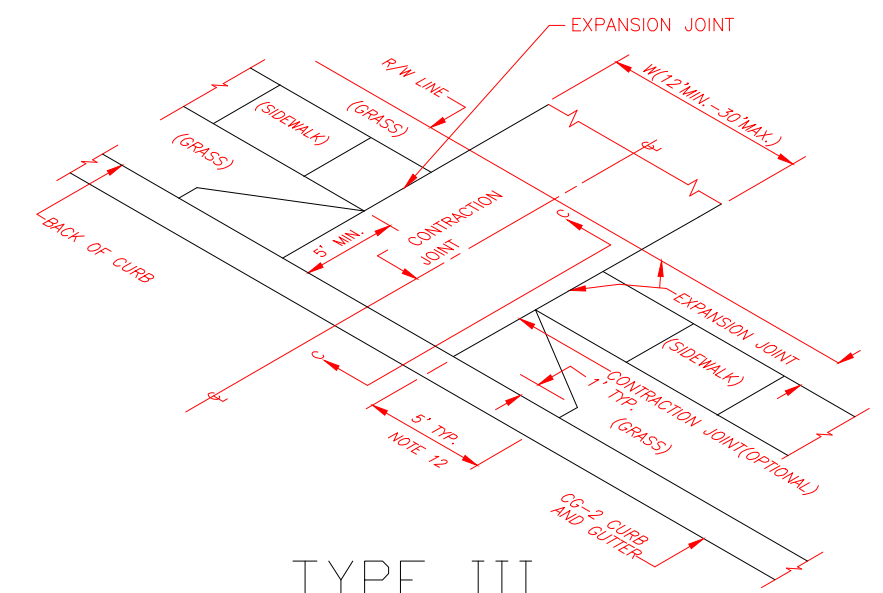
# DRIVEWAY ENTRANCES



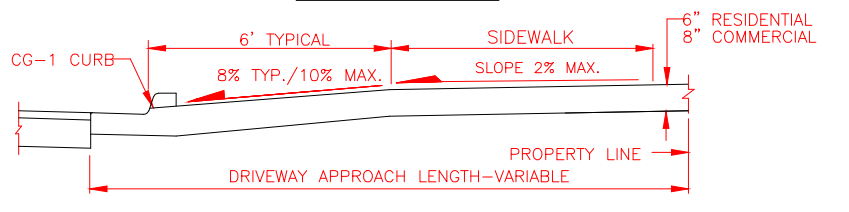
TYPE I



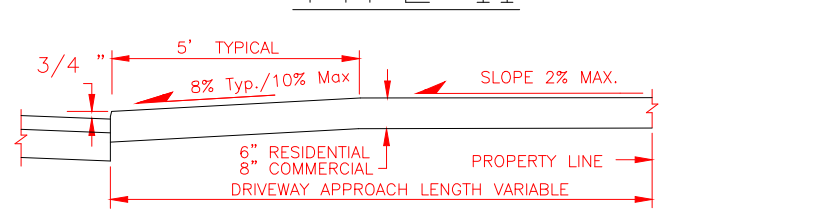
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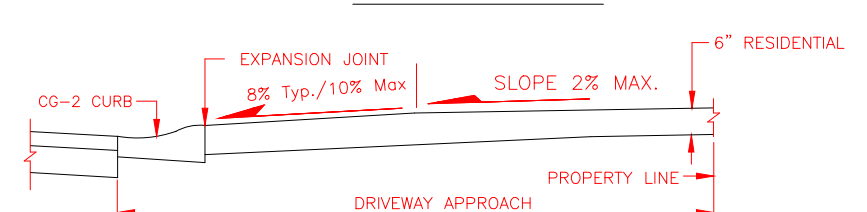
TYPE III



SECTION A-A (CG-1 CURB SHOWN)



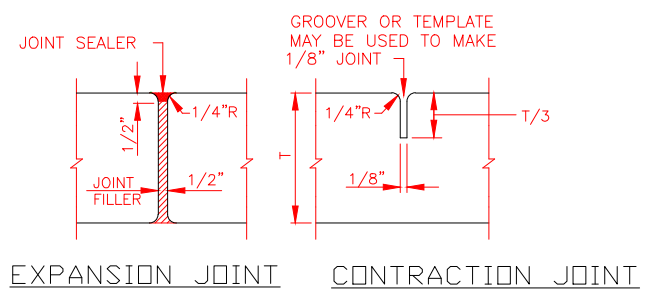
SECTION B-B (CS OR C-1 CURB)



SECTION C-C (CG-2 CURB)

## NOTES:

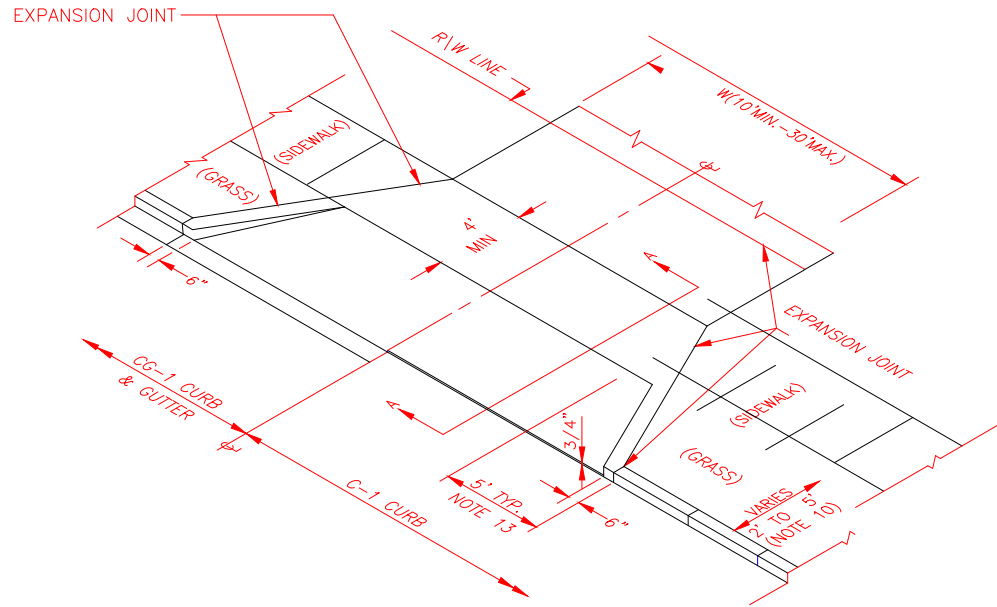
1. SIDEWALK CROSS SLOPES THROUGH DRIVEWAY MUST BE less than 2% MAX TO COMPLY WITH THE AMERICAN DISABILITY ACT.
2. THE TOP 6" OF DRIVEWAY SUBGRADE SHALL BE COMPACTED TO 95% OF STANDARD MAXIMUM DENSITY.
3. THAT PORTION OF THE DRIVE WITHIN STREET R.O.W. SHALL BE P.C.C. CONCRETE. CONCRETE SHALL CONFORM TO Section 2300.
4. EXPANSION JOINT FILLER AND JOINT SEALING COMPOUND SHALL CONFORM TO STANDARD SPECIFICATIONS SECTION 2209.2.
5. CURING MEMBRANES SHALL CONFORM TO STANDARD SPECIFICATIONS SECTION 2301.5
6. CURB TRANSITIONS ON DRIVEWAY FLARES ARE CONSIDERED PART OF DRIVEWAY.
7. IN CBD, 6 x 6-W2.9 x W2.9 REINFORCING SHALL BE PLACED IN CENTER OF SLAB THICKNESS.
8. ON PARK DEPT. PROPERTY USE TYPE VI ENTRANCE AND PLACE 6 x 6-W1.4 x W1.4 REINFORCING IN CENTER OF SLAB THICKNESS.
9. CONTRACTION JOINTS SHALL BE SPACED AT 12' MAX. BOTH DIRECTIONS.
10. FORM 3/4 " LIP AT PAVEMENT LINE ON DRIVES IN C-1 & CS CURBS.
11. MINIMUM SIDEWALK WIDTHS: 4' RESIDENTIAL, 5' HIGHER CLASS STREET
12. WHERE DRIVE WIDTH IS 14 FEET OR LESS FLARES SHALL BE 7.5 FEET WIDE AT CURB AND SHALL EXTEND AT A 45 ANGLE THROUGH THE SIDEWALK.
13. SIDEWALK SLOPE 2% MAX AT TIE IN.



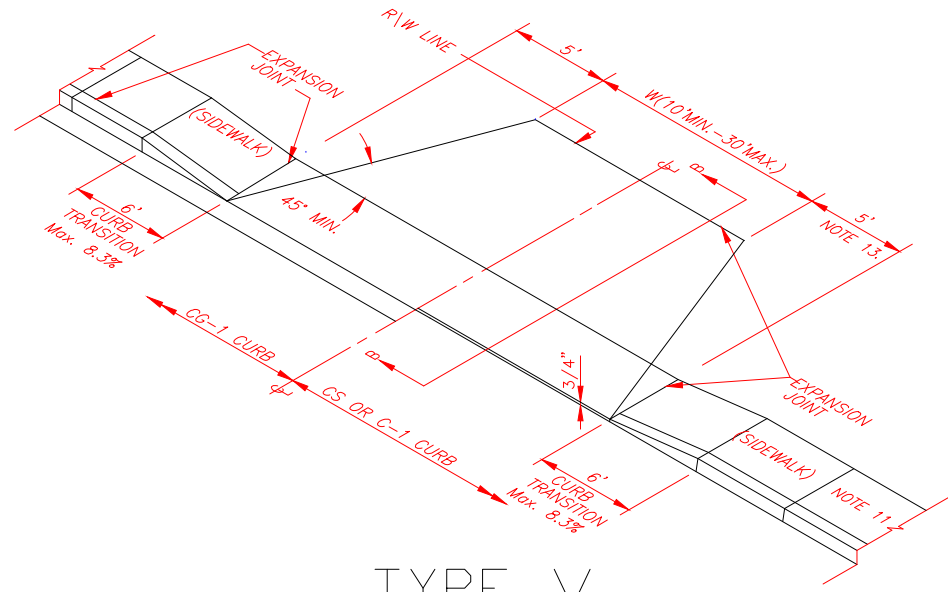
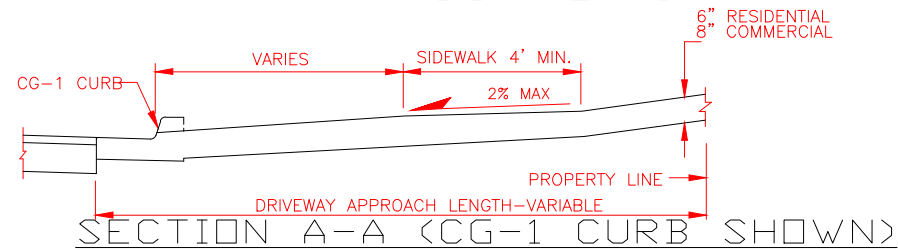
JOINT DETAILS

	Director of Public Works _____	Date _____
	Entry No. _____	
<b>Kansas City, Missouri</b> Public Works Department Engineering Division		
<b>DRIVEWAY ENTRANCES</b>	STANDARD DRAWING NUMBER <b>D-1</b>	

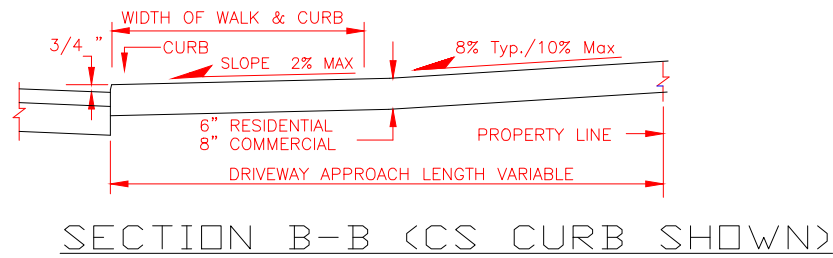
# RECONSTRUCTED DRIVEWAYS



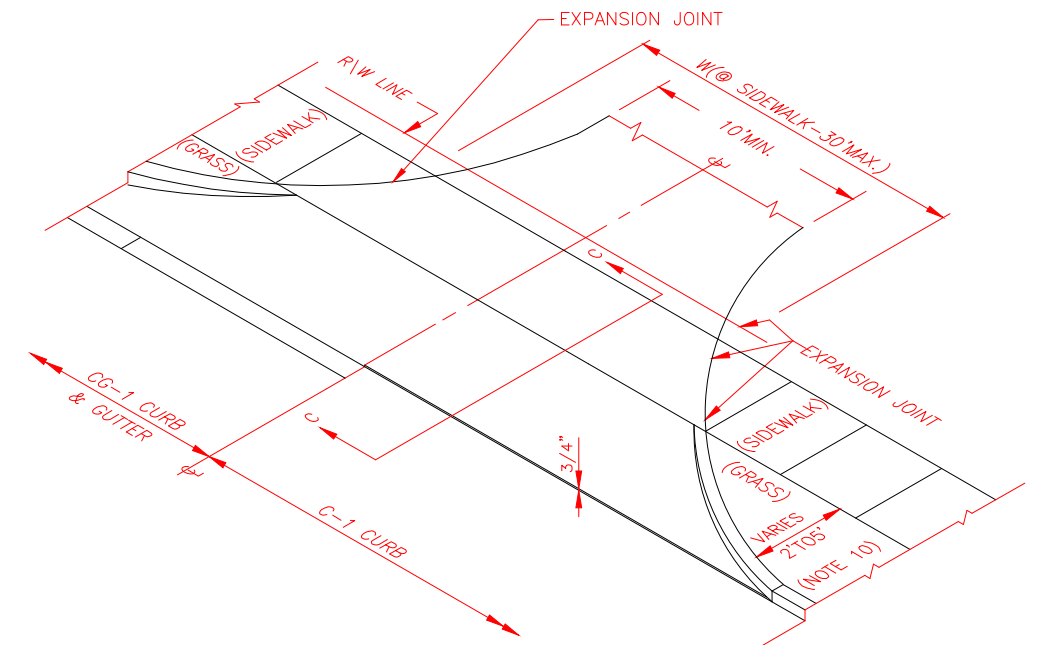
**TYPE IV**  
(PARKWAY 1.5' TO <5')



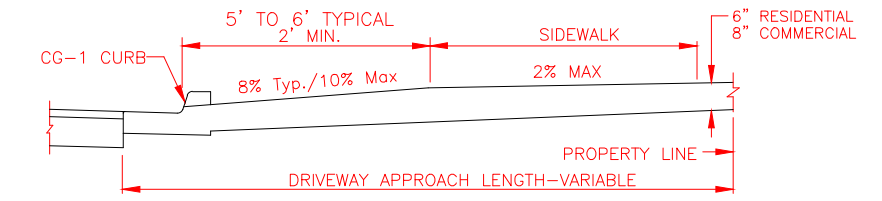
**TYPE V**



**SECTION B-B (CS CURB SHOWN)**



**TYPE VI**  
(PARKWAY 1.5' TO <5')

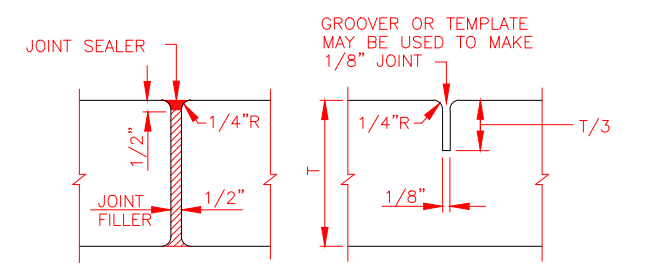


**SECTION C-C (CG-1 CURB SHOWN)**

**NOTES:**

1. SIDEWALK CROSS SLOPES THROUGH DRIVEWAY MUST BE less than 2% MAX TO COMPLY WITH THE AMERICAN DISABILITY ACT.
2. THE TOP 6" OF DRIVEWAY SUBGRADE SHALL BE COMPACTED TO 95% OF STANDARD MAXIMUM DENSITY.
3. THAT PORTION OF THE DRIVE WITHIN STREET R.O.W. SHALL BE P.C.C. CONCRETE. CONCRETE SHALL CONFORM TO Section 2300.
4. EXPANSION JOINT FILLER AND JOINT SEALING COMPOUND SHALL CONFORM TO STANDARD SPECIFICATIONS SECTION 2209.2.
5. CURING MEMBRANES SHALL CONFORM TO STANDARD SPECIFICATIONS SECTION 2301.5
6. CURB TRANSITIONS ON DRIVEWAY FLARES ARE CONSIDERED PART OF DRIVEWAY.
7. IN CBD, 6 x 6-W2.9 x W2.9 REINFORCING SHALL BE PLACED IN CENTER OF SLAB THICKNESS.
8. ON PARK DEPT. PROPERTY USE TYPE VI ENTRANCE AND PLACE 6 x 6-W1.4 x W1.4 REINFORCING IN CENTER OF SLAB THICKNESS.
9. CONTRACTION JOINTS SHALL BE SPACED AT 12' MAX. BOTH DIRECTIONS.
10. FORM 3/4" LIP AT PAVEMENT LINE ON DRIVES IN C-1 & CS CURBS.
11. IF PARKWAY IS 2' OR LESS, PAVE WITH CONCRETE AS PART OF THE SIDEWALK.
12. TYPE V ENTRANCE IS NOT RECOMMENDED FOR USE IN KANSAS CITY. CURB SIDE WALK MAY BE USED ON LOW TRAFFIC STREETS IN SITUATIONS WHERE NORMAL SIDEWALK SET BACKS WOULD REQUIRE THE CONSTRUCTION OF RETAINING WALLS
13. WHERE DRIVE WIDTH IS 14 FEET OR LESS FLARES SHALL BE 7.5 FEET WIDE AT CURB AND SHALL EXTEND AT A 45° ANGLE THROUGH THE SIDEWALK.
14. SIDEWALK SLOPE 2% MAX. AT TIE IN.

12' MINIMUM RADIUS ON A 10' WIDE DRIVE.  
10' MINIMUM RADIUS ON 12' WIDE & GREATER.  
SEE DRAWING D-3 FOR COMMERCIAL RADIUS.



**EXPANSION JOINT CONTRACTION JOINT**  
**JOINT DETAILS**

	Director of Public Works _____ Date _____ Entry No. _____
	Kansas City, Missouri Public Works Department Engineering Division
<b>RECONSTRUCTED DRIVEWAYS</b>	STANDARD DRAWING NUMBER <b>D-2</b>