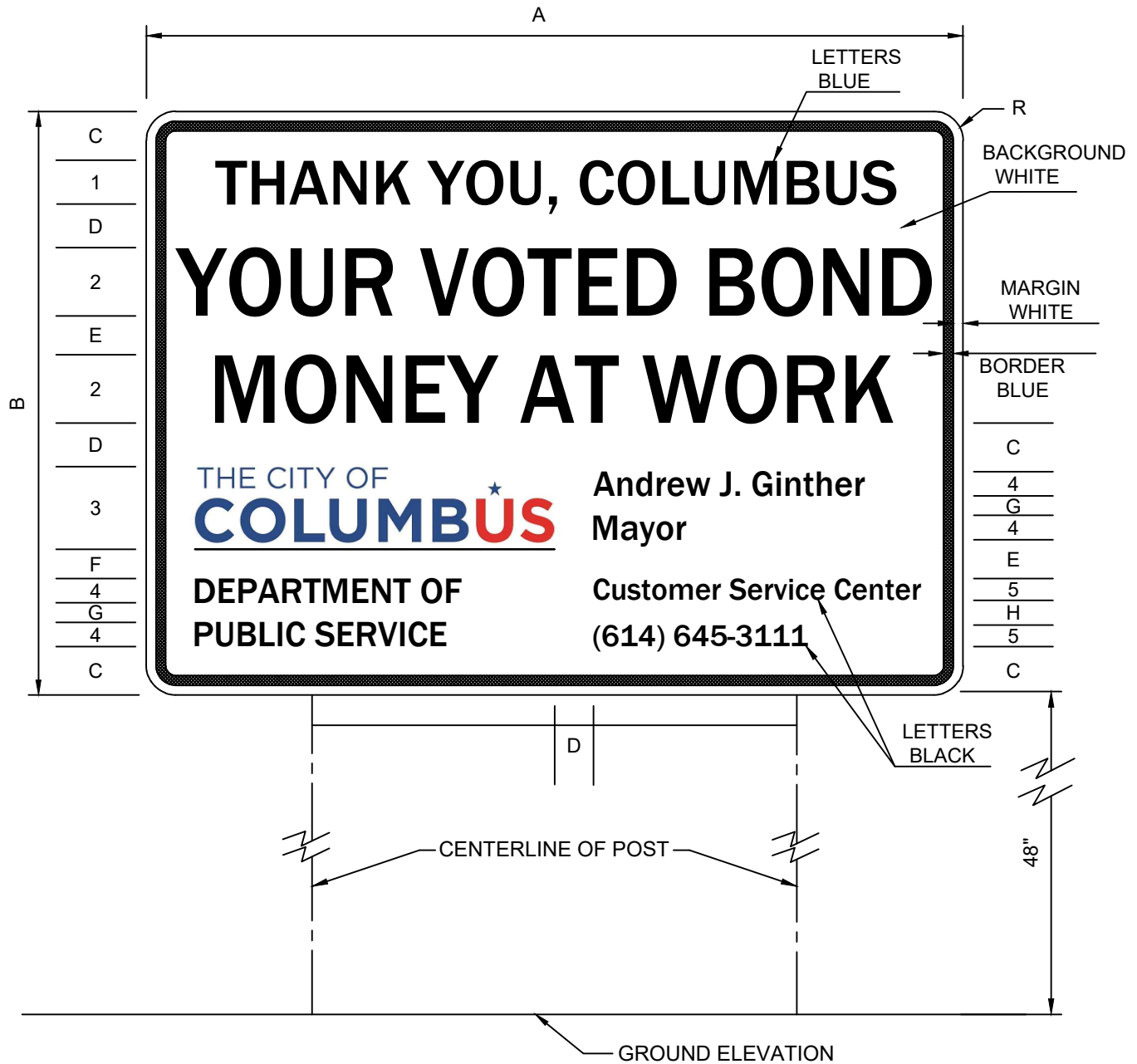


A	B	LETTERS					C	D	E	F	G	H	R	BORDER	MARGIN	NUMBER OF POSTS	POSTS LENGTH
		1	2	3	4	5											
42"	30"	2-¼" D	3-½" C	4-¼" C	1-¼" C	1-⅛" C	2-½"	2-¼"	2"	1-½"	1"	1-¼"	1-½"	½"	½"	2	13'



METAL SIGNS ARE TO BE MOUNTED ON 2 LB. POSTS.
WOOD SIGNS ARE TO BE MOUNTED ON TWO 4"x4" POSTS.
WOOD SIGNS MAY HAVE SQUARE CORNERS.

YOUR BOND MONEY AT WORK SIGN

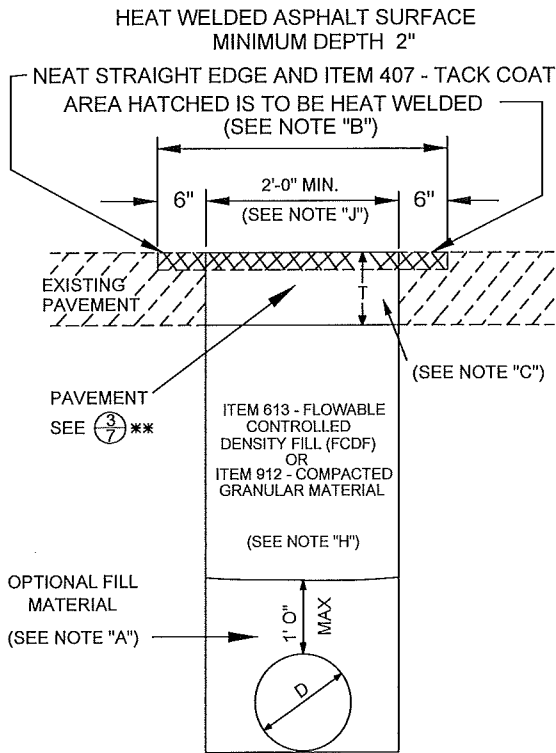
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

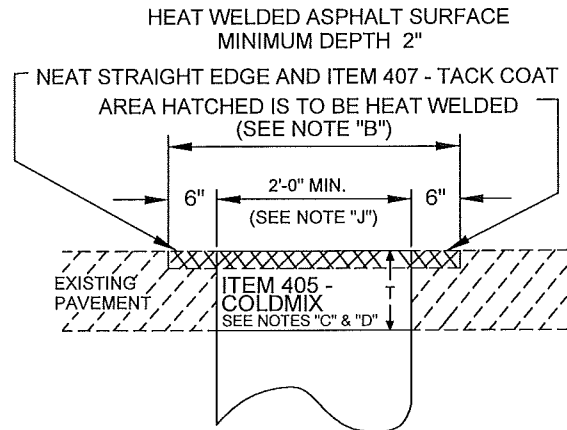
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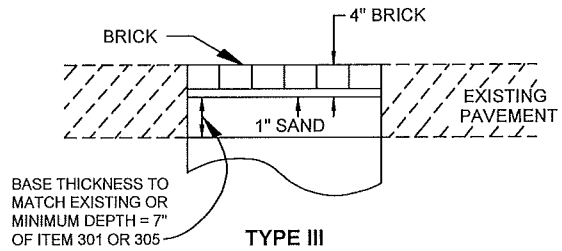
SHT 1 OF 1



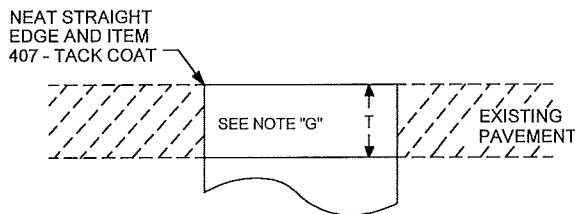
TYPE I
STANDARD FLEXIBLE ASPHALT REPAIR
WITH HEATWELD SURFACE
(SEE NOTE "B")



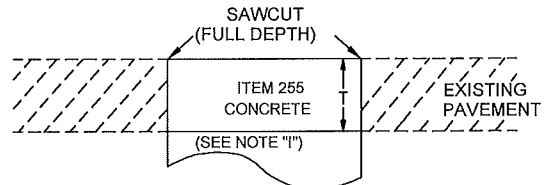
TYPE II
WINTER OPERATIONS FLEXIBLE ASPHALT
REPAIR WITH HEATWELD SURFACE
(SEE NOTE "E")



TYPE III
BRICK STREET REPAIR
(SEE NOTE "F")



TYPE IV
ALLEY REPAIR



TYPE V
CONCRETE STREET REPAIR
OR
CONCRETE BUS PAD

BACKFILL FOR ALL TYPES SHALL MEET THE REQUIREMENTS SHOWN IN TYPE I ABOVE.

T: MATCH EXISTING PAVEMENT THICKNESS, HOWEVER, MINIMUM OF 10" ON ALL STREET CUTS AND 6" ON ALL ALLEYS.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF COLUMBUS, OHIO
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 DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

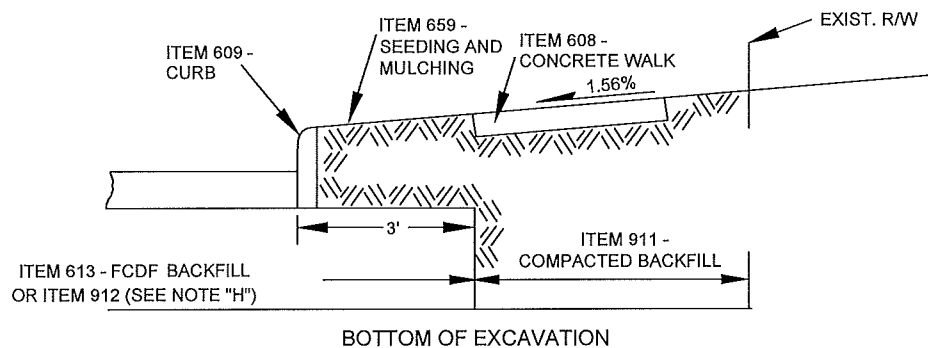
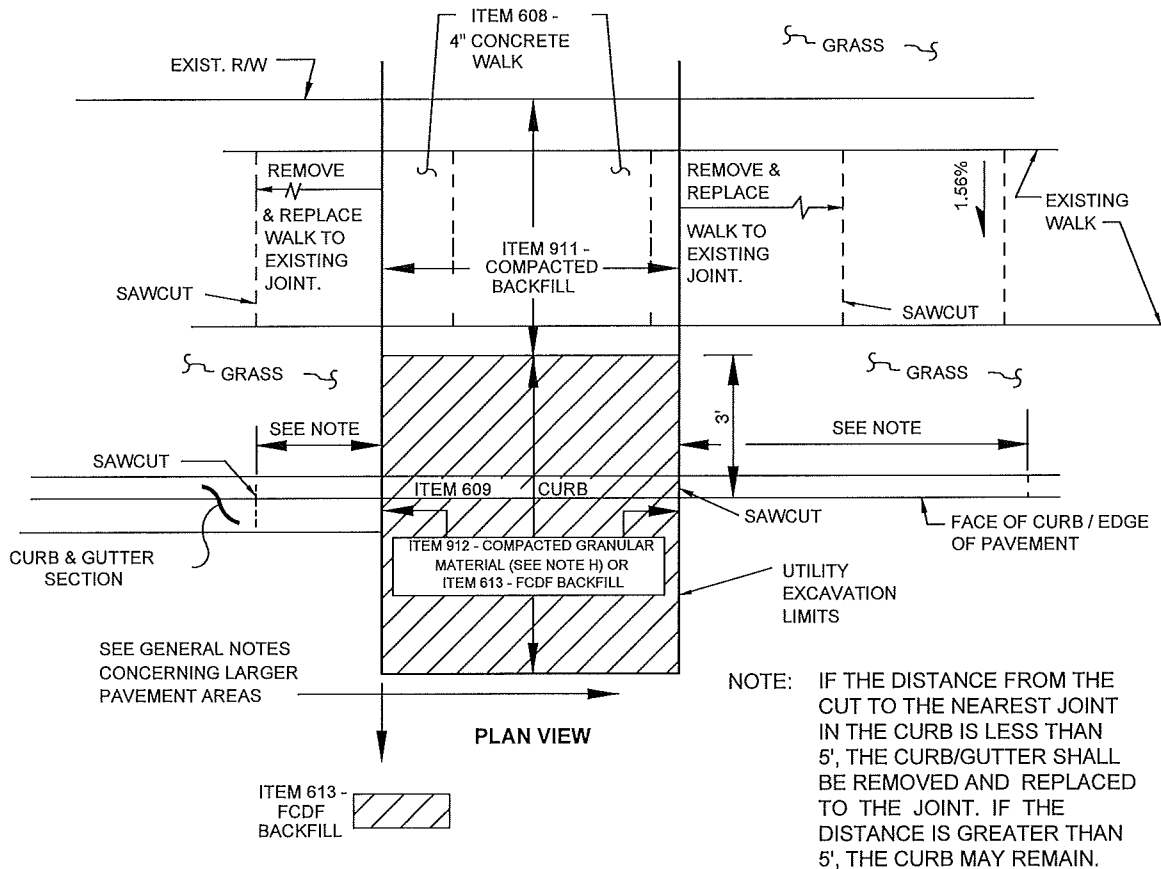
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SIDEWALK AND CURB REPAIR DETAILS



ALL GRASS AREAS SHALL BE SEEDDED IN ACCORDANCE WITH ITEM 659 - SEEDING AND MULCHING.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF COLUMBUS, OHIO
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GENERAL NOTES

EXCAVATION PERMIT REQUIRED: A CITY OF COLUMBUS STREET EXCAVATION PERMIT IS REQUIRED FOR ALL EXCAVATIONS WITHIN THE PUBLIC RIGHT-OF-WAY, AS SET FORTH BY COLUMBUS CITY CODE, CHAPTER 903 AND ISSUED IN ACCORDANCE WITH PROVISIONS IN THE GENERAL RULES AND REGULATIONS OF THE DEPARTMENT OF PUBLIC SERVICE.

SCOPE OF WORK

THIS WORK SHALL CONSIST OF PAVEMENT REMOVAL, NECESSARY EXCAVATION, AND PAVEMENT REPLACEMENT IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT CITY OF COLUMBUS CONSTRUCTION AND MATERIALS SPECIFICATION (CMSC).

PROCEDURES USED FOR THE PAVEMENT REMOVAL AND REPLACEMENT SHALL NOT CAUSE SPALLING OR CRACKING OF ADJACENT PAVEMENT.

WHEN THE PAVEMENT IS REMOVED AND THE CONTRACTOR IS UNABLE TO COMPLETE THE REQUIRED REPLACEMENT IN TIME FOR IT TO BE OPENED TO TRAFFIC AS INDICATED ON THE PERMIT, THE EXCAVATION SHALL BE FILLED WITH A BITUMINOUS PATCH MATERIAL WITH A DURABLE SURFACE OR PROPERLY PLATED. (AS PER CITY CODE CHAPTER 903 &/OR SHEET 7 OF THIS STANDARD DRAWING) THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THESE PATCHES WHILE THEY ARE IN SERVICE. THE COST OF PLACING, MAINTAINING, AND REMOVING AND DISPOSING OF THE TEMPORARY PATCHES OR PLATES WILL BE AT THE CONTRACTOR'S EXPENSE.

WHEN ITEM 613 FCDF IS USED AS A BACKFILL, NO PAVEMENT SHALL BE PLACED UNTIL BLEED WATER HAS BEEN EVAPORATED FROM THE FCDF SURFACE OR HAS BEEN DRAINED OR REMOVED FROM THE SURFACE. ITEM 613 FCDF IS NOT PERMITTED AS A TEMPORARY DRIVING SURFACE.

THE BACKFILLING PAVEMENT REPAIR AND/OR HEAT WELDING SHALL BE DONE BY THE CONTRACTOR OR PERMITEE IN ACCORDANCE WITH CITY SPECIFICATIONS. IF DESIRED, ANY OR ALL OF THIS WORK CAN BE PERFORMED BY THE CITY OF COLUMBUS. THE CITY SHALL COLLECT APPROPRIATE FEES AT THE TIME THE PERMIT IS ISSUED FOR SAID WORK.

RESTORATION OF ANY SIDEWALK, CURB, STREET PAVEMENT, ETC., SHALL OCCUR NO LATER THAN 30 DAYS AFTER CONCLUSION OF ANY UTILITY REPAIR OR INSTALLATION ACTIVITY. CONSTRUCTION ACTIVITY COMPLETED DECEMBER THROUGH APRIL SHALL BE RESOLVED NO LATER THAN MAY 31ST. ADDITIONAL PERMITS SHALL NOT BE ISSUED UNTIL THE VIOLATIONS ARE CORRECTED TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC SERVICE. IN ADDITION, EACH VIOLATION MAY BE DEALT WITH IN ACCORDANCE WITH SECTION 903.99 OF THE COLUMBUS CITY CODE.

**** PAVING STANDARDS FOR LARGE TRENCHES OR PAVING AREAS**

THE PAVEMENT REPAIR SECTION SHALL CONFORM TO 3 INCHES OF ITEM 448 ASPHALT CONCRETE ON EITHER 7 INCHES OF ITEM 301 ASPHALT CONCRETE BASE OR ITEM 305 PORTLAND CEMENT CONCRETE BASE.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

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WHEN A TRENCH EXCEEDS 100 FT IN LENGTH, THE REPAIR SHALL INCLUDE PLANING A FULL LANE WIDTH (OR ANY OTHER LANE WIDTH AS DIRECTED BY THE DEPARTMENT OF PUBLIC SERVICE) TO A DEPTH OF 1 ½ INCHES FOR THE ENTIRE LENGTH OF THE TRENCH. THE PLANED AREA SHALL THEN BE REPAVED WITH A PAVER IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS. ITEM 423 - CRACK SEALING, TYPE 1 SHALL BE APPLIED TO EXPOSED JOINTS ONCE THE PAVING OPERATION HAS BEEN COMPLETED.

WHEN TRENCHING WORK CROSSES LANES, ALL AFFECTED LANES SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE AFFECTED PAVEMENT AREA.

SPECIAL NOTES

NOTE 'A' : WHEN USING FLOWABLE CONTROLLED DENSITY FILL (FCDF), THE OPTIONAL FILL AREA OVER THE CONDUIT MAY BE BACKFILLED WITH SAND, GRANULAR MATERIAL, OR OTHER SUITABLE 912 MATERIAL, FOR A DISTANCE NOT TO EXCEED 1 FT. A PROTECTIVE BARRIER OF VISQUEEN OR SIMILAR MATERIAL IS PERMITTED.

NOTE 'B' : FOR TYPE I AND TYPE II CUT REPAIRS, THE AREA TO BE HEAT WELDED IS TO INCLUDE THE CUT AND EXTEND FOR 6 INCHES BEYOND EACH SIDE OF THE CUT FOR A NOMINAL DEPTH OF 2 INCHES.

NOTE 'C' : FOR TYPE I AND TYPE II PAVEMENT REPAIR, THE ITEM 448 HOT ASPHALT CONCRETE OR ITEM 405 COLD MIX SHALL BE PLACED IN LIFTS NOT EXCEEDING 3 INCHES AND COMPACTED WITH A COMBINATION VIBRATORY PLATE COMPACTOR, OR A VIBRATORY STEEL WHEELED ROLLER WITH A MINIMUM CERTIFIED FORCE OF 2000 POUNDS. IN ALL CASES THE SURFACE LIFT SHALL BE COMPACTED WITH THE VIBRATORY STEEL WHEELED ROLLER. WHEN PLACING ITEM 405 COLD MIX FULL DEPTH, MATERIAL TEMPERATURE SHALL BE 70 DEGREES OR ABOVE.

NOTE 'D' : COLD MIX SHALL BE ITEM 405 COLD MIX OR OTHER COLD MIX APPROVED BY THE CITY OF COLUMBUS. IN LIEU OF COLD MIX, THE CONTRACTOR MAY STOCKPILE ITEM 448 ASPHALT CONCRETE AND REHEAT IT TO PLACE IN CUT AS PAVEMENT REPAIR. TYPE II PAVEMENT REPLACEMENT SHALL CONSIST OF FULL DEPTH ITEM 405 COLD MIX FOR SMALL EXCAVATIONS. LARGE EXCAVATIONS SHALL REQUIRE A MINIMUM OF 7 INCHES OF FAST SETTING PORTLAND CEMENT AND 2 INCHES OF ITEM 405 COLD MIX.

NOTE 'E' : THE COLD MIX IS TO BE REPLACED WITH ITEM 448 ASPHALT CONCRETE WHICH IS TO BE HEAT WELDED AS SET FORTH IN NOTE 'B'. THIS WORK SHALL BE PERFORMED AS SOON AS ASPHALT IS AVAILABLE.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF COLUMBUS, OHIO
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NOTE 'F' : REPAIR OF BRICK STREETS

1. BRICKS REMOVED FROM A REPAIR AREA SHALL BE STORED IN A SAFE PLACE BY THE CONTRACTOR FOR REUSE. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING ANY BRICKS THAT ARE STOLEN OR DAMAGED, AT NO ADDITIONAL COST TO THE CITY.
2. IF BRICKS ARE SUPPLIED BY THE CONTRACTOR, THEY MUST FIRST BE APPROVED BY THE CITY BEFORE THEY ARE USED.
3. SAW CUTTING: ALL PARTIAL BRICKS SHALL BE SAWCUT. FURTHER, NO BRICK WILL BE PERMITTED TO BE CUT, FOR REPLACEMENT, TO A LENGTH LESS THAN $\frac{1}{2}$ ITS ORIGINAL LENGTH. THIS MAY REQUIRE SAW CUTTING OF ADJACENT UNDISTURBED BRICK(S).
4. THE EXISTING BASE MATERIAL SHALL BE CUT BACK TO AS NEARLY VERTICAL AS POSSIBLE. IF SHEARING OF THE ADJACENT BASE RESULTS, THE CONTRACTOR SHALL REMOVE ADDITIONAL BASE MATERIAL UNTIL A VERTICAL FACE IS ACHIEVED.
5. THE MAXIMUM WIDTH OF A BRICK MORTAR JOINT SHALL BE $\frac{1}{2}$ INCH. THIS RESTRICTION SHALL ALSO APPLY TO THE JOINT FORMED ADJACENT TO THE PERIMETER OF A REPAIR AREA, WHERE THE ROWS MAY NOT BE PARALLEL TO ONE ANOTHER.
6. MORTARING OF JOINTS: ALL JOINTS SHALL BE MORTARED WITH A 50/50 MIXTURE BY VOLUME OF SAND AND CEMENT SO AS TO PROVIDE A FLUSH FINISH. THIS MAY REQUIRE MORE THAN ONE APPLICATION. FURTHER, MECHANICAL VIBRATION WILL BE REQUIRED FOR CONSOLIDATION OF DRY MORTAR MIX.

NOTE 'G' : FOR ALLEY REPAIRS, THE PAVEMENT REPLACEMENT SHALL CONFORM TO THE TYPE AND THICKNESS OF THE EXISTING PAVEMENT. CHIP AND SEAL TYPE ALLEYS SHALL REQUIRE MATCHING THE EXISTING THICKNESS OF PAVEMENT WITH THE APPROPRIATE COMBINATION OF MATERIALS BASED ON THE SIZE OF THE EXCAVATION. THE MINIMUM SHALL CONSIST OF 6" OF ITEM 448 ASPHALT CONCRETE. FINISHED CONCRETE PAVEMENT IS NOT PERMITTED. MATERIALS USED SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT CMSC.

IF MORE THAN $\frac{1}{3}$ OF THE WIDTH OF AN ALLEY IS REMOVED, THE PAVEMENT SHALL BE REPLACED AS PER TYPE 1 AND THEN OVERLAYED OVER THE TOTAL WIDTH OF PAVEMENT AND LENGTH OF TRENCH.

NOTE 'H' : ITEM 912 - COMPACTED GRANULAR MATERIAL:

THIS METHOD OF BACKFILL CAN ONLY BE USED WITH FULL TIME CITY INSPECTION. AN INSPECTION FEE MUST BE POSTED WHEN THE PERMIT IS ISSUED.

NOTE 'I' : CONCRETE BASE OR PAVEMENT

IF PAVING REQUIREMENTS ALLOW FOR SUFFICIENT CURING TIME SO THAT FAST SETTING CONCRETE IS NOT NEEDED, STANDARD CONCRETE BASE OR PAVEMENT MAY BE PLACED AS PER THE CMSC. THIS OPTION MUST BE NOTED ON THE PERMIT APPLICATION AND APPROVED BY THE CITY OF COLUMBUS.

NOTE 'J' : THE TRENCH WIDTH FOR SMALL PIPES AND CONDUITS SHALL BE OF SUFFICIENT WIDTH TO ALLOW FOR THE PROPER PLACEMENT OF THE BACKFILL MATERIAL. THE PAVEMENT PORTION OF THE TRENCH SHALL BE A MINIMUM OF 2 FT IN WIDTH. THIS IS TO ALLOW FOR THE PROPER COMPACTION OF THE ASPHALT PAVEMENT. IF THE TRENCH FOR PLACING CONDUIT IS NARROWER THAN 2 FT THEN THE PAVEMENT PORTION SHALL BE CUT BACK TO PROVIDE THE 2 FT MINIMUM FOR PAVING OPERATIONS.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

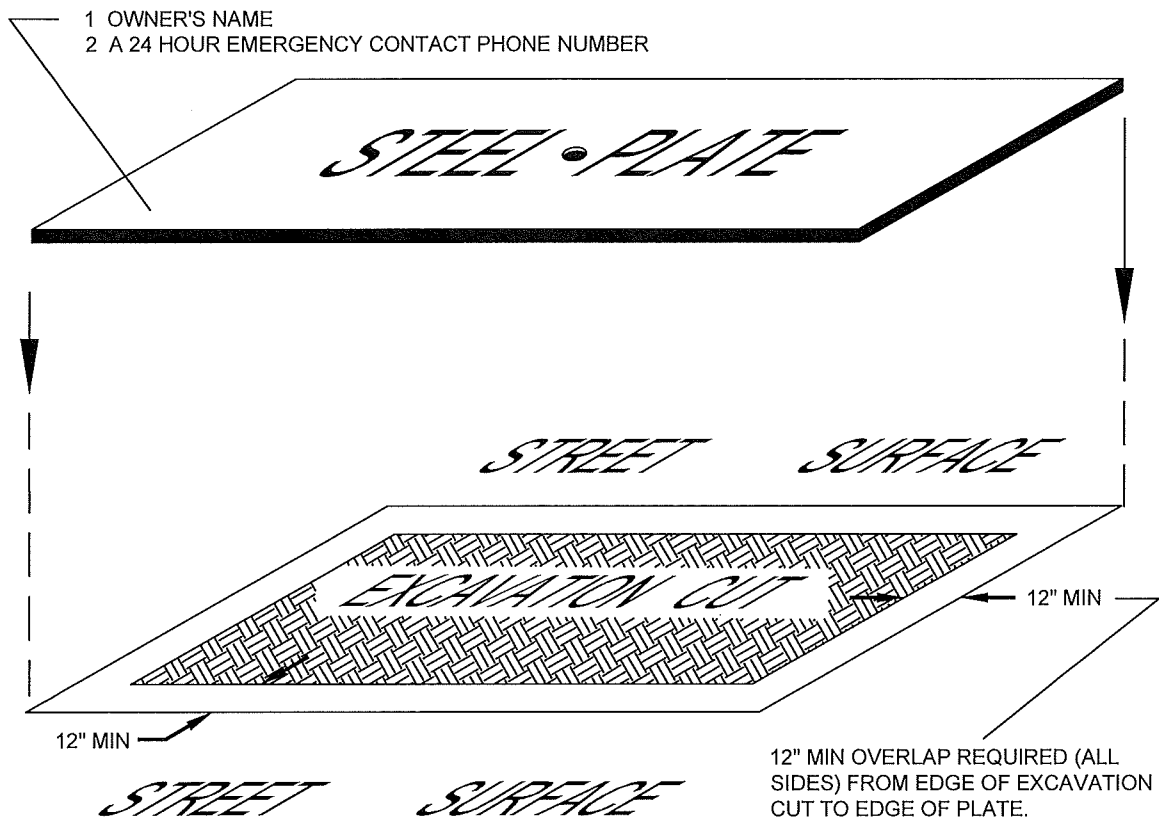
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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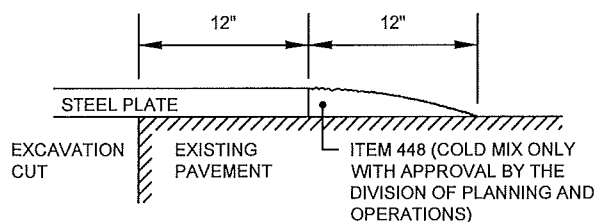


ALL STEEL PLATES MUST HAVE THE FOLLOWING INFORMATION CLEARLY AND LEGIBLY 'ETCHED' INTO THEIR TOP SURFACE:

- 1 OWNER'S NAME
- 2 A 24 HR. EMERGENCY CONTACT PHONE NUMBER.

NO STEEL PINS ARE PERMITTED.

SEE SHEET 7 FOR SIGNING REQUIREMENTS.



STEEL PLATE REQUIREMENTS

PAVEMENT & UTILITY CUT REPAIR STANDARDS

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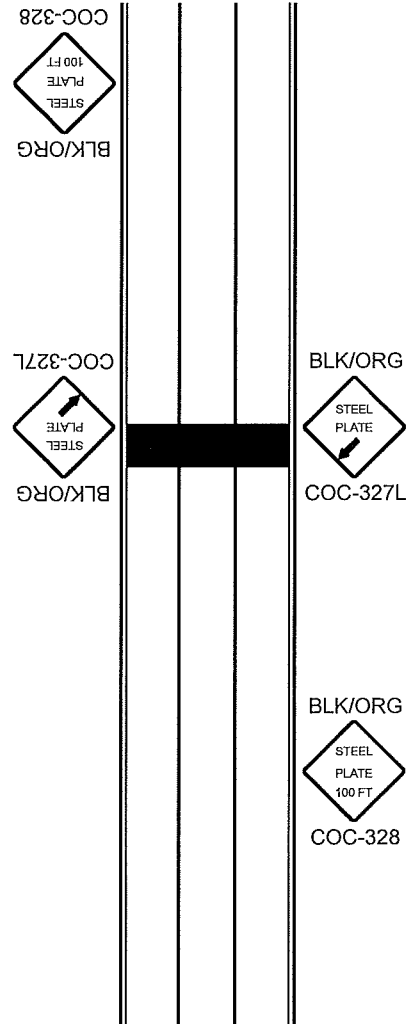
SIGNS ARE TO BE 36" x 36" FOR RESIDENTIAL AND DOWNTOWN AREAS AND 48" x 48" ON MULTI-LANE, HIGH SPEED (45 MPH OR GREATER) ROADWAYS.

SIGN COC - 327 (R/L) IS REQUIRED AT ALL PLATE LOCATIONS. SIGN COC - 328 IS REQUIRED WHEN POSTED SPEED IS 35 MPH OR GREATER.

SIGNS SHOULD BE PLACED IN ALL DIRECTIONS THAT ARE AFFECTED.

SIGNS SHOULD BE DUAL MOUNTED ON MULTI-LANE, ONE-WAY ROADWAYS.

ALL SIGNS SHALL BE MOUNTED IN ACCORANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).



STEEL PLATE REQUIREMENTS

PAVEMENT & UTILITY CUT REPAIR STANDARDS

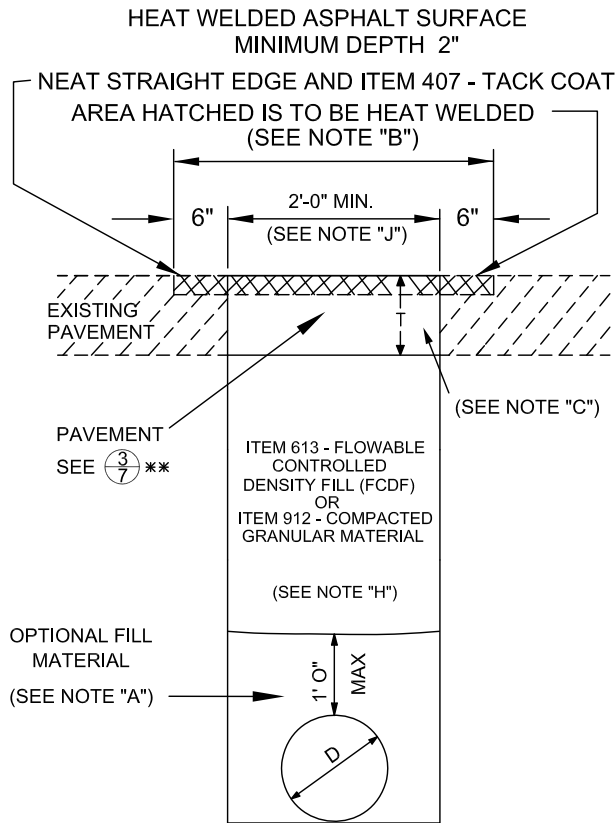
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DEPARTMENT OF PUBLIC SERVICE
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STD DWG

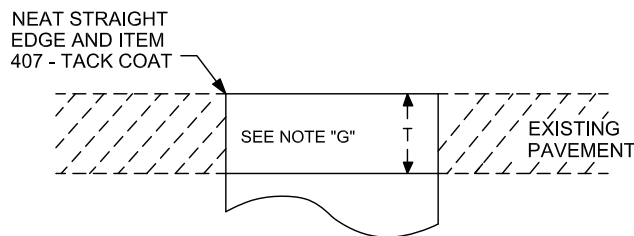
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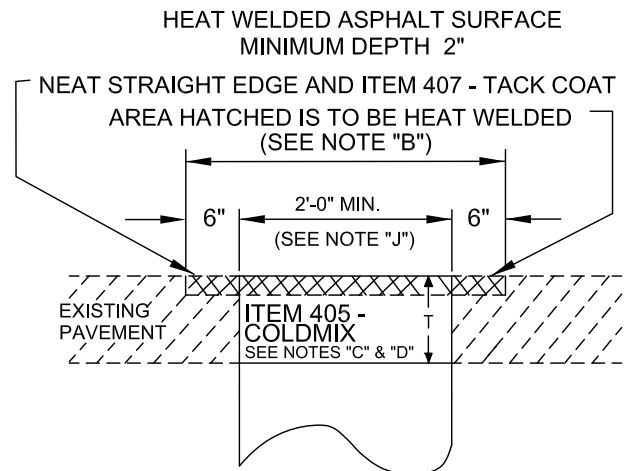
SHT 7 OF 7



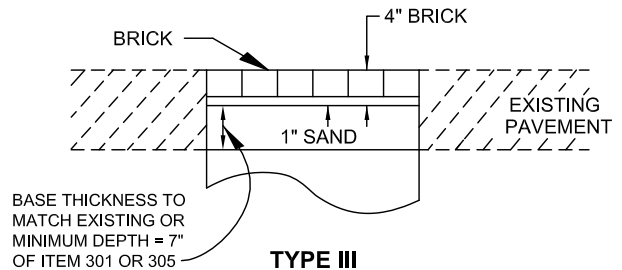
TYPE I
STANDARD FLEXIBLE ASPHALT REPAIR
WITH HEATWELD SURFACE
(SEE NOTE "B")



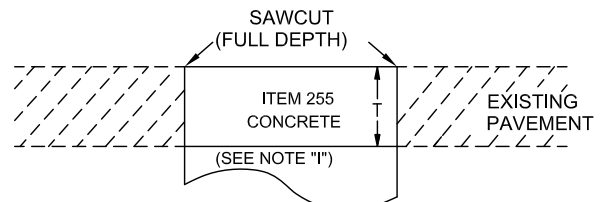
TYPE IV
ALLEY REPAIR



TYPE II
WINTER OPERATIONS FLEXIBLE ASPHALT
REPAIR WITH HEATWELD SURFACE
(SEE NOTE "E")



TYPE III
BRICK STREET REPAIR
(SEE NOTE "F")



TYPE V
CONCRETE STREET REPAIR
OR
CONCRETE BUS PAD

BACKFILL FOR ALL TYPES SHALL MEET THE
REQUIREMENTS SHOWN IN TYPE I ABOVE.

T: MATCH EXISTING PAVEMENT THICKNESS,
HOWEVER, MINIMUM OF 10" ON ALL STREET CUTS
AND 6" ON ALL ALLEYS.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
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CITY ENGINEER

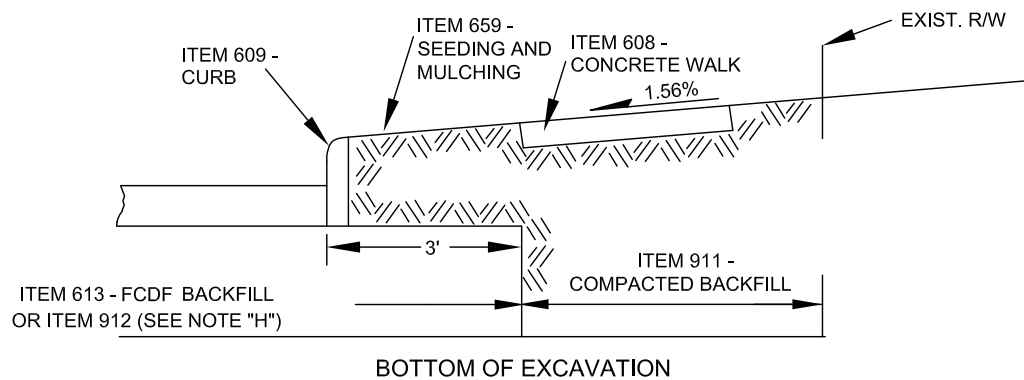
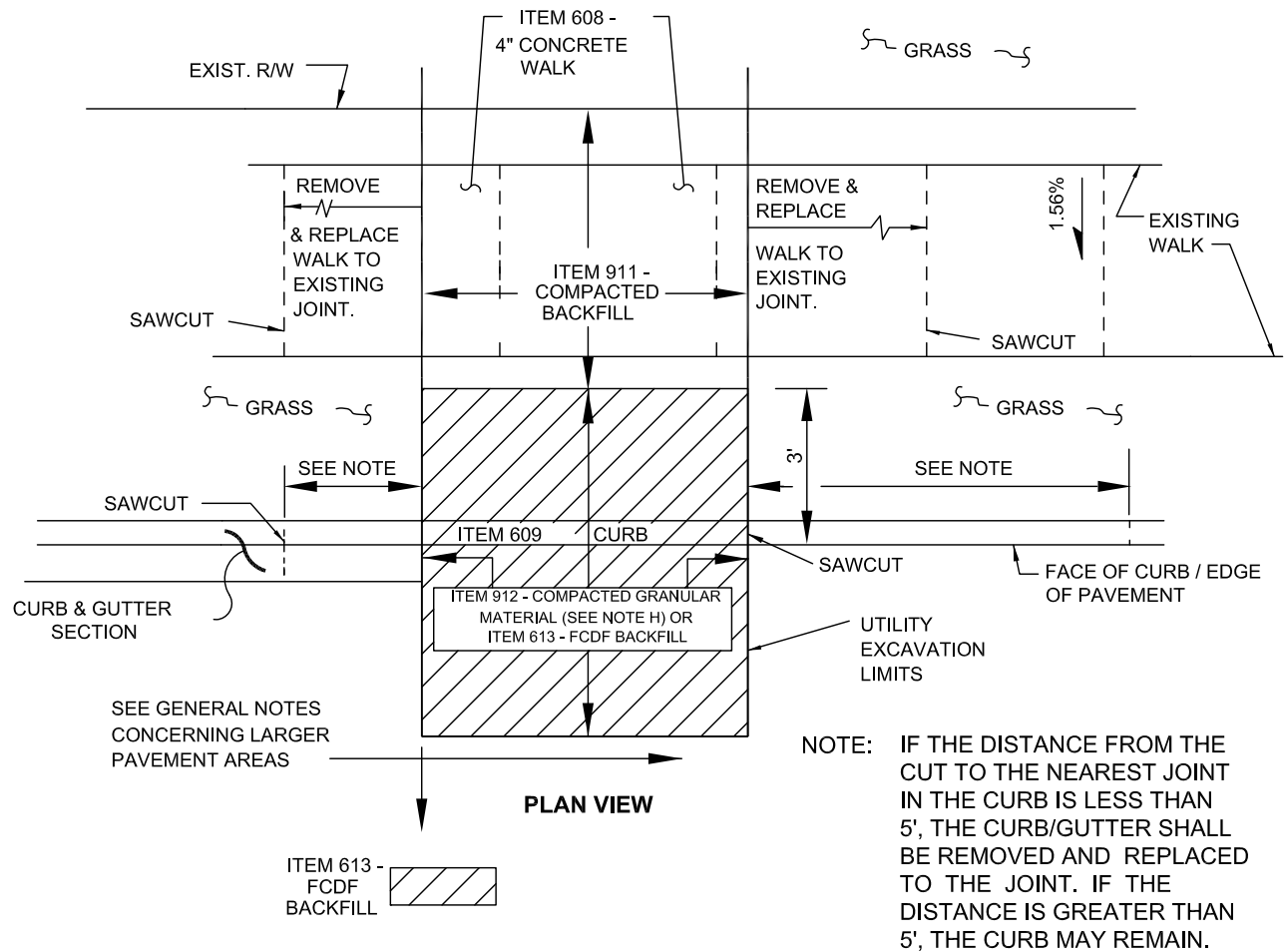
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SIDEWALK AND CURB REPAIR DETAILS



ALL GRASS AREAS SHALL BE SEEDED IN ACCORDANCE WITH ITEM 659 - SEEDING AND MULCHING.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF COLUMBUS, OHIO
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GENERAL NOTES

EXCAVATION PERMIT REQUIRED: A CITY OF COLUMBUS STREET EXCAVATION PERMIT IS REQUIRED FOR ALL EXCAVATIONS WITHIN THE PUBLIC RIGHT-OF-WAY, AS SET FORTH BY COLUMBUS CITY CODE, CHAPTER 903 AND ISSUED IN ACCORDANCE WITH PROVISIONS IN THE GENERAL RULES AND REGULATIONS OF THE DEPARTMENT OF PUBLIC SERVICE.

SCOPE OF WORK

THIS WORK SHALL CONSIST OF PAVEMENT REMOVAL, NECESSARY EXCAVATION, AND PAVEMENT REPLACEMENT IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT CITY OF COLUMBUS CONSTRUCTION AND MATERIALS SPECIFICATION (CMSC).

PROCEDURES USED FOR THE PAVEMENT REMOVAL AND REPLACEMENT SHALL NOT CAUSE SPALLING OR CRACKING OF ADJACENT PAVEMENT.

WHEN THE PAVEMENT IS REMOVED AND THE CONTRACTOR IS UNABLE TO COMPLETE THE REQUIRED REPLACEMENT IN TIME FOR IT TO BE OPENED TO TRAFFIC AS INDICATED ON THE PERMIT, THE EXCAVATION SHALL BE FILLED WITH A BITUMINOUS PATCH MATERIAL WITH A DURABLE SURFACE OR PROPERLY PLATED. (AS PER CITY CODE CHAPTER 903 &/OR SHEET 7 OF THIS STANDARD DRAWING) THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THESE PATCHES WHILE THEY ARE IN SERVICE. THE COST OF PLACING, MAINTAINING, AND REMOVING AND DISPOSING OF THE TEMPORARY PATCHES OR PLATES WILL BE AT THE CONTRACTOR'S EXPENSE.

WHEN ITEM 613 FCDF IS USED AS A BACKFILL, NO PAVEMENT SHALL BE PLACED UNTIL BLEED WATER HAS BEEN EVAPORATED FROM THE FCDF SURFACE OR HAS BEEN DRAINED OR REMOVED FROM THE SURFACE. ITEM 613 FCDF IS NOT PERMITTED AS A TEMPORARY DRIVING SURFACE.

THE BACKFILLING PAVEMENT REPAIR AND/OR HEAT WELDING SHALL BE DONE BY THE CONTRACTOR OR PERMITEE IN ACCORDANCE WITH CITY SPECIFICATIONS. IF DESIRED, ANY OR ALL OF THIS WORK CAN BE PERFORMED BY THE CITY OF COLUMBUS. THE CITY SHALL COLLECT APPROPRIATE FEES AT THE TIME THE PERMIT IS ISSUED FOR SAID WORK.

RESTORATION OF ANY SIDEWALK, CURB, STREET PAVEMENT, ETC., SHALL OCCUR NO LATER THAN 30 DAYS AFTER CONCLUSION OF ANY UTILITY REPAIR OR INSTALLATION ACTIVITY. CONSTRUCTION ACTIVITY COMPLETED DECEMBER THROUGH APRIL SHALL BE RESOLVED NO LATER THAN MAY 31ST. ADDITIONAL PERMITS SHALL NOT BE ISSUED UNTIL THE VIOLATIONS ARE CORRECTED TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC SERVICE. IN ADDITION, EACH VIOLATION MAY BE DEALT WITH IN ACCORDANCE WITH SECTION 903.99 OF THE COLUMBUS CITY CODE.

**** PAVING STANDARDS FOR LARGE TRENCHES OR PAVING AREAS**

THE PAVEMENT REPAIR SECTION SHALL CONFORM TO 3" OF ITEM 448 - ASPHALT CONCRETE ON EITHER 7" OF ITEM 301 - ASPHALT CONCRETE BASE OR ITEM 305 - PORTLAND CEMENT CONCRETE BASE.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

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WHEN A TRENCH EXCEEDS 100 FT. IN LENGTH, THE REPAIR SHALL INCLUDE PLANING A FULL LANE WIDTH (OR ANY OTHER LANE WIDTH AS DIRECTED BY THE DEPARTMENT OF PUBLIC SERVICE) TO A DEPTH OF 1½" FOR THE ENTIRE LENGTH OF THE TRENCH. THE PLANED AREA SHALL THEN BE REPAVED WITH A PAVER IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS. ITEM 423 - CRACK SEALING, TYPE 1 SHALL BE APPLIED TO EXPOSED JOINTS ONCE THE PAVING OPERATION HAS BEEN COMPLETED.

WHEN TRENCHING WORK CROSSES LANES, ALL AFFECTED LANES SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE AFFECTED PAVEMENT AREA.

SPECIAL NOTES

NOTE 'A' : WHEN USING FLOWABLE CONTROLLED DENSITY FILL (FCDF), THE OPTIONAL FILL AREA OVER THE CONDUIT MAY BE BACKFILLED WITH SAND, GRANULAR MATERIAL, OR OTHER SUITABLE 912 MATERIAL, FOR A DISTANCE NOT TO EXCEED 1 FT. A PROTECTIVE BARRIER OF VISQUEEN OR SIMILAR MATERIAL IS PERMITTED.

NOTE 'B' : FOR TYPE I AND TYPE II CUT REPAIRS, THE AREA TO BE HEAT WELDED IS TO INCLUDE THE CUT AND EXTEND FOR 6" BEYOND EACH SIDE OF THE CUT FOR A NOMINAL DEPTH OF 2".

NOTE 'C' : FOR TYPE I AND TYPE II PAVEMENT REPAIR, THE ITEM 448 - HOT ASPHALT CONCRETE OR ITEM 405 - COLD MIX SHALL BE PLACED IN LIFTS NOT EXCEEDING 3" AND COMPACTED WITH A COMBINATION VIBRATORY PLATE COMPACTOR, OR A VIBRATORY STEEL WHEELED ROLLER WITH A MINIMUM CERTIFIED FORCE OF 2000 POUNDS. IN ALL CASES THE SURFACE LIFT SHALL BE COMPACTED WITH THE VIBRATORY STEEL WHEELED ROLLER. WHEN PLACING ITEM 405 - COLD MIX FULL DEPTH, MATERIAL TEMPERATURE SHALL BE 70 DEGREES OR ABOVE.

NOTE 'D' : COLD MIX SHALL BE ITEM 405 - COLD MIX OR OTHER COLD MIX APPROVED BY THE CITY OF COLUMBUS. IN LIEU OF COLD MIX, THE CONTRACTOR MAY STOCKPILE ITEM 448 - ASPHALT CONCRETE AND REHEAT IT TO PLACE IN CUT AS PAVEMENT REPAIR. TYPE II PAVEMENT REPLACEMENT SHALL CONSIST OF FULL DEPTH ITEM 405 - COLD MIX FOR SMALL EXCAVATIONS. LARGE EXCAVATIONS SHALL REQUIRE A MINIMUM OF 7" OF FAST SETTING PORTLAND CEMENT AND 2" OF ITEM 405 - COLD MIX.

NOTE 'E' : THE COLD MIX IS TO BE REPLACED WITH ITEM 448 - ASPHALT CONCRETE WHICH IS TO BE HEAT WELDED AS SET FORTH IN NOTE 'B'. THIS WORK SHALL BE PERFORMED AS SOON AS ASPHALT IS AVAILABLE.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

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NOTE 'F': REPAIR OF BRICK STREETS

1. BRICKS REMOVED FROM A REPAIR AREA SHALL BE STORED IN A SAFE PLACE BY THE CONTRACTOR FOR REUSE. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING ANY BRICKS THAT ARE STOLEN OR DAMAGED, AT NO ADDITIONAL COST TO THE CITY.
2. IF BRICKS ARE SUPPLIED BY THE CONTRACTOR, THEY MUST FIRST BE APPROVED BY THE CITY BEFORE THEY ARE USED.
3. SAW CUTTING: ALL PARTIAL BRICKS SHALL BE SAWCUT. FURTHER, NO BRICK WILL BE PERMITTED TO BE CUT, FOR REPLACEMENT, TO A LENGTH LESS THAN 1/2 ITS ORIGINAL LENGTH. THIS MAY REQUIRE SAW CUTTING OF ADJACENT UNDISTURBED BRICK(S).
4. THE EXISTING BASE MATERIAL SHALL BE CUT BACK TO AS NEARLY VERTICAL AS POSSIBLE. IF SHEARING OF THE ADJACENT BASE RESULTS, THE CONTRACTOR SHALL REMOVE ADDITIONAL BASE MATERIAL UNTIL A VERTICAL FACE IS ACHIEVED.
5. THE MAXIMUM WIDTH OF A BRICK MORTAR JOINT SHALL BE 1/2". THIS RESTRICTION SHALL ALSO APPLY TO THE JOINT FORMED ADJACENT TO THE PERIMETER OF A REPAIR AREA, WHERE THE ROWS MAY NOT BE PARALLEL TO ONE ANOTHER.
6. MORTARING OF JOINTS: ALL JOINTS SHALL BE MORTARED WITH A 50/50 MIXTURE BY VOLUME OF SAND AND CEMENT SO AS TO PROVIDE A FLUSH FINISH. THIS MAY REQUIRE MORE THAN ONE APPLICATION. FURTHER, MECHANICAL VIBRATION WILL BE REQUIRED FOR CONSOLIDATION OF DRY MORTAR MIX.

NOTE 'G': FOR ALLEY REPAIRS, THE PAVEMENT REPLACEMENT SHALL CONFORM TO THE TYPE AND THICKNESS OF THE EXISTING PAVEMENT. CHIP AND SEAL TYPE ALLEYS SHALL REQUIRE MATCHING THE EXISTING THICKNESS OF PAVEMENT WITH THE APPROPRIATE COMBINATION OF MATERIALS BASED ON THE SIZE OF THE EXCAVATION. THE MINIMUM SHALL CONSIST OF 6" OF ITEM 448 - ASPHALT CONCRETE. FINISHED CONCRETE PAVEMENT IS NOT PERMITTED. MATERIALS USED SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT CMSC.

IF MORE THAN 1/3 OF THE WIDTH OF AN ALLEY IS REMOVED, THE PAVEMENT SHALL BE REPLACED AS PER TYPE 1 AND THEN OVERLAYED OVER THE TOTAL WIDTH OF PAVEMENT AND LENGTH OF TRENCH.

NOTE 'H': ITEM 912 - COMPACTED GRANULAR MATERIAL:

THIS METHOD OF BACKFILL CAN ONLY BE USED WITH FULL TIME CITY INSPECTION. AN INSPECTION FEE MUST BE POSTED WHEN THE PERMIT IS ISSUED.

NOTE 'I': CONCRETE BASE OR PAVEMENT

IF PAVING REQUIREMENTS ALLOW FOR SUFFICIENT CURING TIME SO THAT FAST SETTING CONCRETE IS NOT NEEDED, STANDARD CONCRETE BASE OR PAVEMENT MAY BE PLACED AS PER THE CMSC. THIS OPTION MUST BE NOTED ON THE PERMIT APPLICATION AND APPROVED BY THE CITY OF COLUMBUS.

NOTE 'J': THE TRENCH WIDTH FOR SMALL PIPES AND CONDUITS SHALL BE OF SUFFICIENT WIDTH TO ALLOW FOR THE PROPER PLACEMENT OF THE BACKFILL MATERIAL. THE PAVEMENT PORTION OF THE TRENCH SHALL BE A MINIMUM OF 2 FT. IN WIDTH. THIS IS TO ALLOW FOR THE PROPER COMPACTION OF THE ASPHALT PAVEMENT. IF THE TRENCH FOR PLACING CONDUIT IS NARROWER THAN 2 FT. THEN THE PAVEMENT PORTION SHALL BE CUT BACK TO PROVIDE THE 2 FT. MINIMUM FOR PAVING OPERATIONS.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

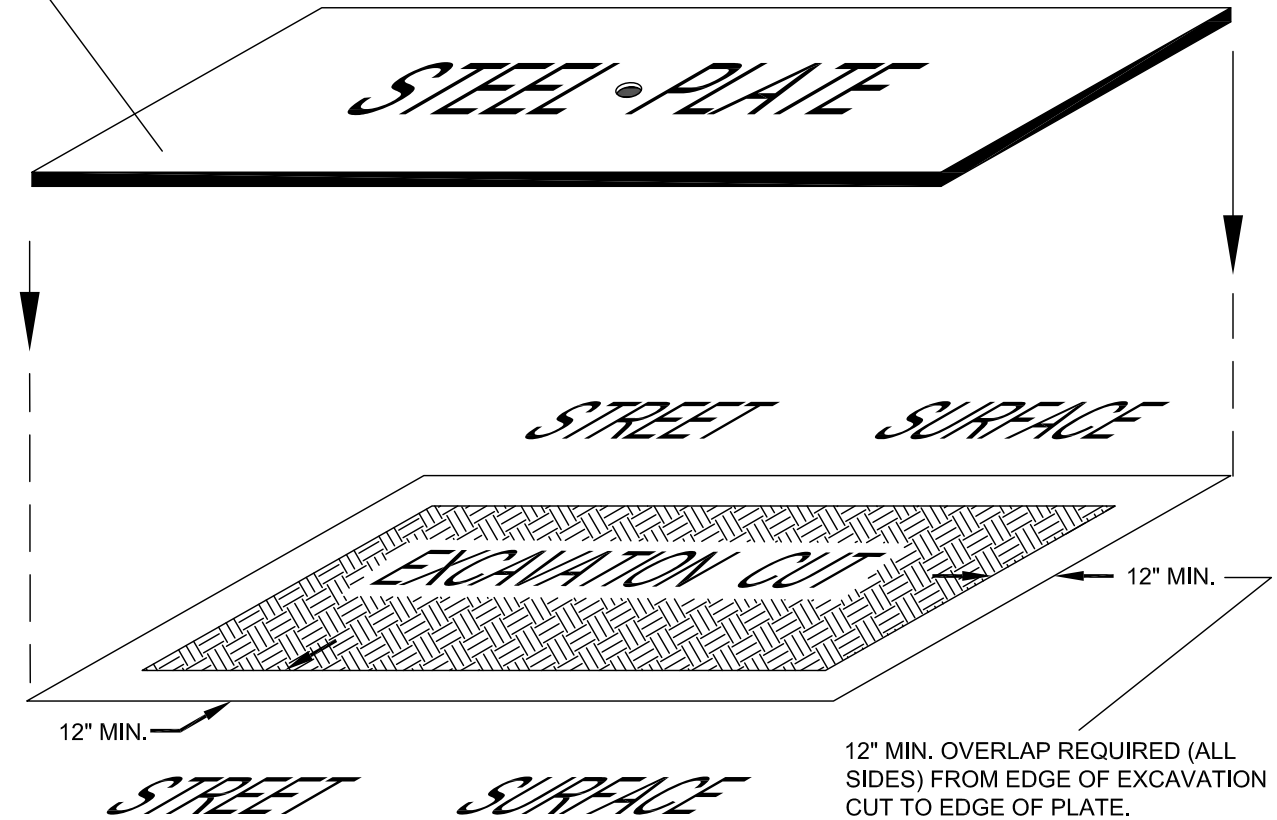
STD DWG

1441

12/1/14

SHT 5 OF 7

1. OWNER'S NAME.
2. A 24 HOUR EMERGENCY CONTACT PHONE NUMBER.



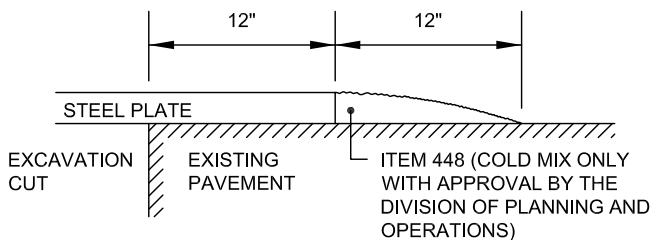
ALL STEEL PLATES MUST HAVE THE FOLLOWING INFORMATION CLEARLY AND LEGIBLY 'ETCHED' INTO THEIR TOP SURFACE:

1. OWNER'S NAME.
2. A 24 HOUR EMERGENCY CONTACT PHONE NUMBER.

MINIMUM THICKNESS OF STEEL PLATES	
SIZE OF PLATE	THICKNESS
4' x 4'	1/2"
4' x 6'	3/4"
LARGER	1"

NO STEEL PINS ARE PERMITTED.

SEE SHEET 7 FOR SIGNING REQUIREMENTS.



STEEL PLATE REQUIREMENTS

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

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12/1/14

SHT 6 OF 7

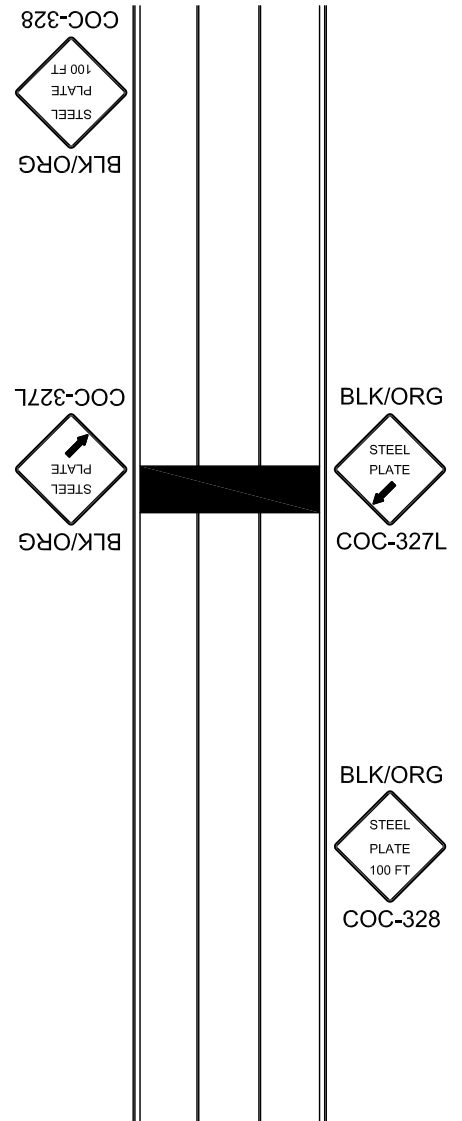
SIGNS ARE TO BE 36"x36" FOR RESIDENTIAL AND DOWNTOWN AREAS AND 48"x48" ON MULTI-LANE, HIGH SPEED (45 MPH OR GREATER) ROADWAYS.

SIGN COC-327 (R/L) IS REQUIRED AT ALL PLATE LOCATIONS. SIGN COC-328 IS REQUIRED WHEN POSTED SPEED IS 35 MPH OR GREATER.

SIGNS SHOULD BE PLACED IN ALL DIRECTIONS THAT ARE AFFECTED.

SIGNS SHOULD BE DUAL MOUNTED ON MULTI-LANE, ONE-WAY ROADWAYS.

ALL SIGNS SHALL BE MOUNTED IN ACCORANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).



STEEL PLATE REQUIREMENTS

PAVEMENT & UTILITY CUT REPAIR STANDARDS

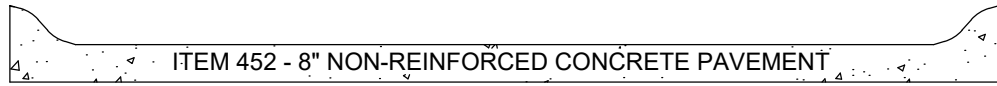
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

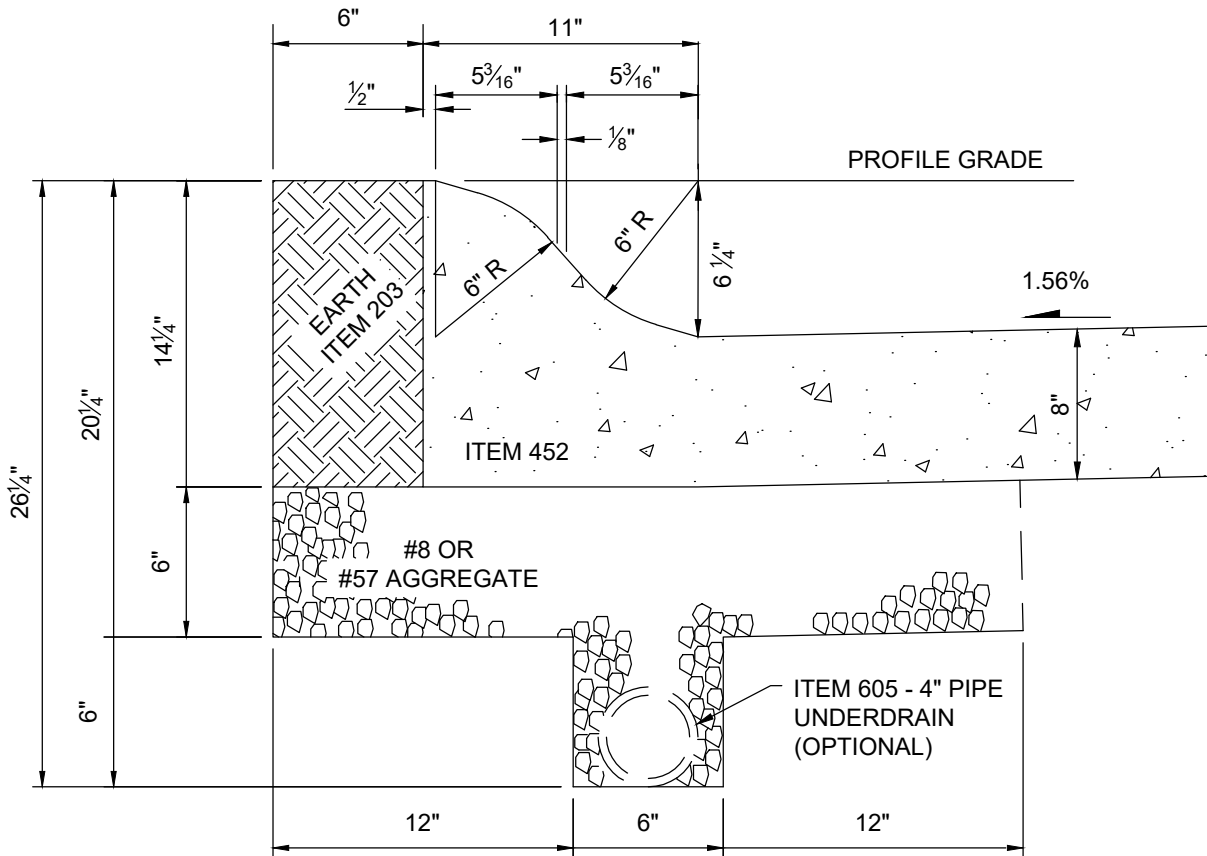
1441

12/1/14

SHT 7 OF 7



SECTION VIEW OF DRIVE



ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT WITH INTEGRAL CURB

INTEGRAL CURB, GUTTER, AND PAVEMENT FOR COMMERCIAL DRIVES

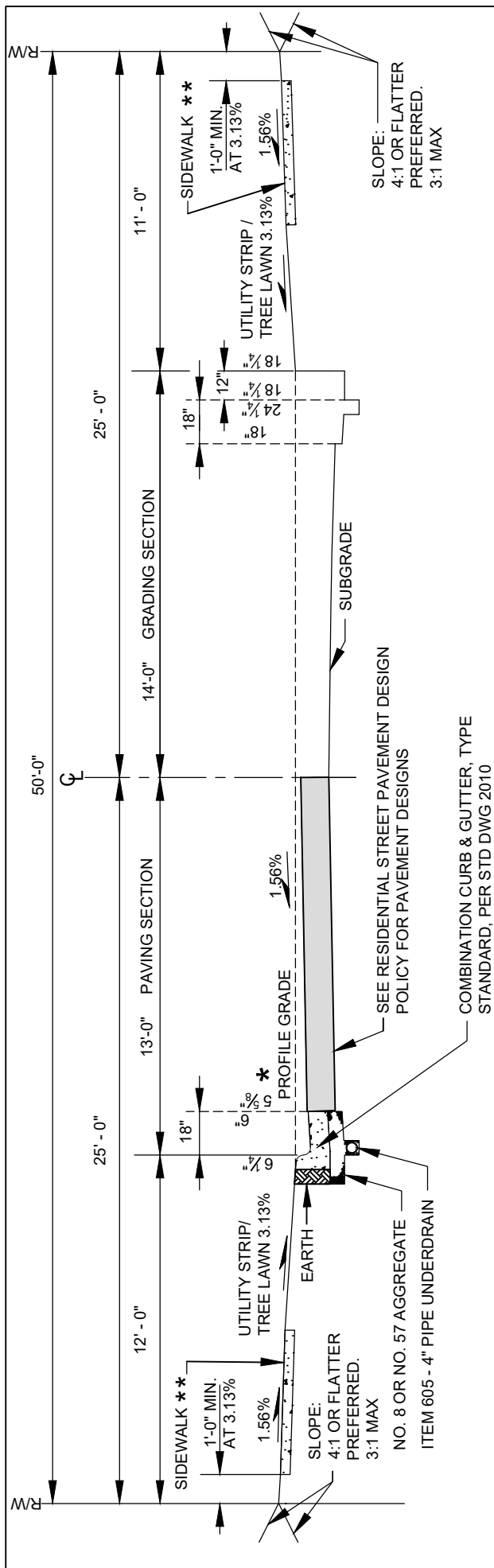
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2225

4/30/18

SHT 1 OF 1



* FOR COMBINATION CURB AND GUTTER, TYPE STANDARD, THE PROFILE GRADE AND STRING LINE ELEVATIONS ARE THE SAME.

*** SIDEWALK WIDTH PER STANDARD DRAWING 2300.

A MINIMUM 7FT WIDE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED BETWEEN OPPOSING RAMPS AND SHALL HAVE A CROSS-SLOPE (THE LONGITUDINAL STREET SLOPE) NO GREATER THAN 1.56%.

26' SECTION (RESIDENTIAL)
COMBINATION CURB & GUTTER,
TYPE STANDARD

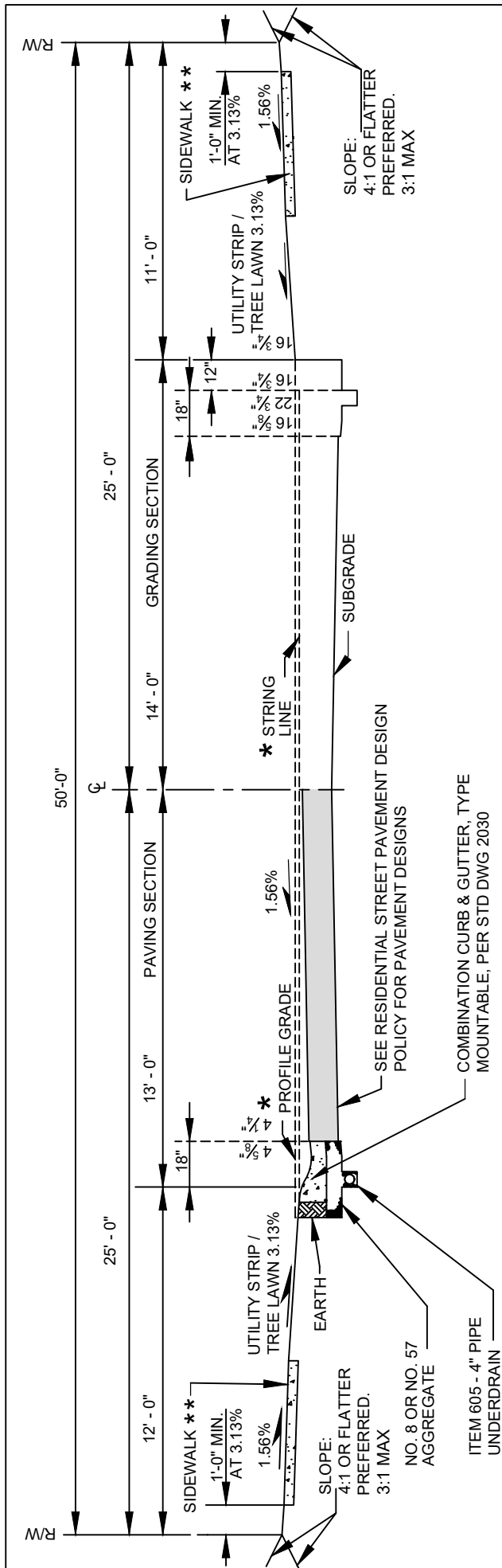
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2100

3/30/2018

SHT 1 OF 1



* FOR COMBINATION CURB AND GUTTER, TYPE MOUNTABLE, THE PROFILE GRADE ELEVATION IS 1 1/2" ABOVE THE STRING LINE. ALL MEASUREMENTS ARE TAKEN FROM THE STRING LINE.

** SIDEWALK WIDTH PER STANDARD DRAWING 2300.

A MINIMUM 7FT WIDE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED BETWEEN OPPOSING RAMPS AND SHALL HAVE A CROSS-SLOPE (THE LONGITUDINAL STREET SLOPE) NO GREATER THAN 1.56%.

26' SECTION (RESIDENTIAL) COMBINATION CURB & GUTTER, TYPE MOUNTABLE

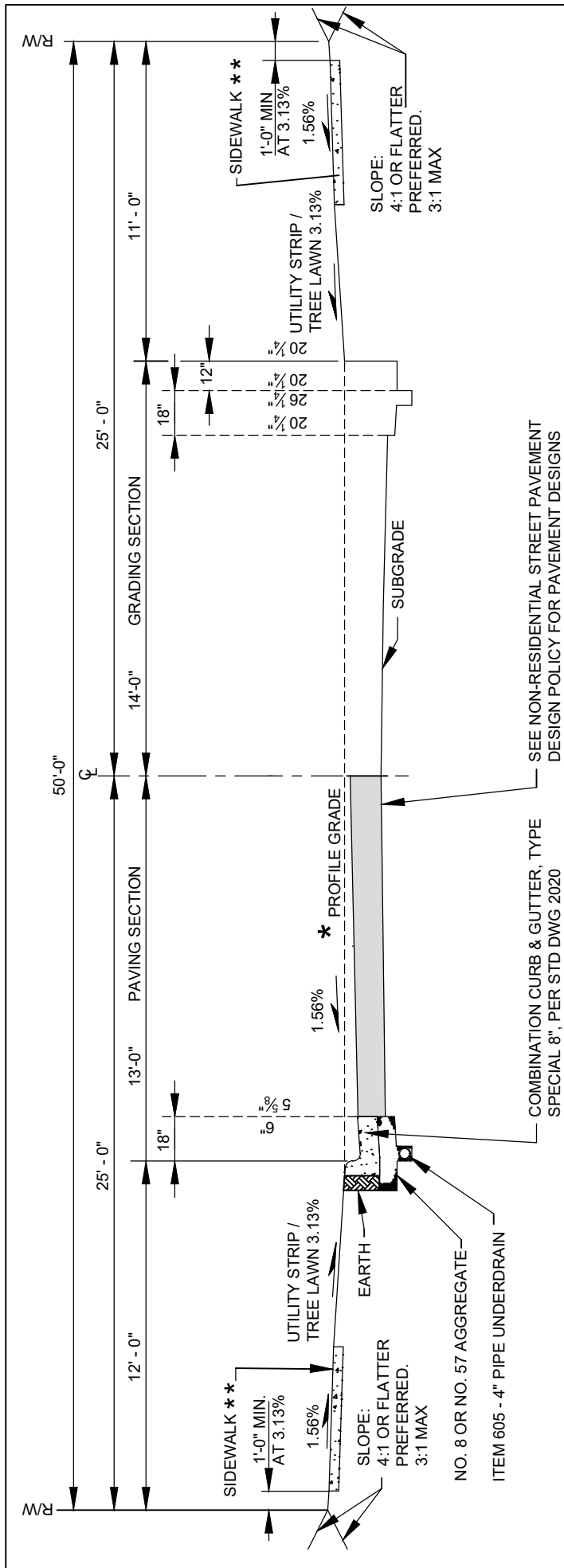
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2101

CITY ENGINEER

3/30/2018

SHT 1 OF 1



* FOR COMBINATION CURB AND GUTTER, TYPE SPECIAL 8", THE PROFILE GRADE AND STRING LINE ELEVATIONS ARE THE SAME.

** SIDEWALK WIDTH PER STANDARD DRAWING 2300.

A MINIMUM 7FT WIDE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED BETWEEN OPPOSING RAMPS AND SHALL HAVE A CROSS-SLOPE (THE LONGITUDINAL STREET SLOPE) NO GREATER THAN 1.56%.

26' SECTION (NON-RESIDENTIAL) COMBINATION CURB & GUTTER, TYPE SPECIAL 8"

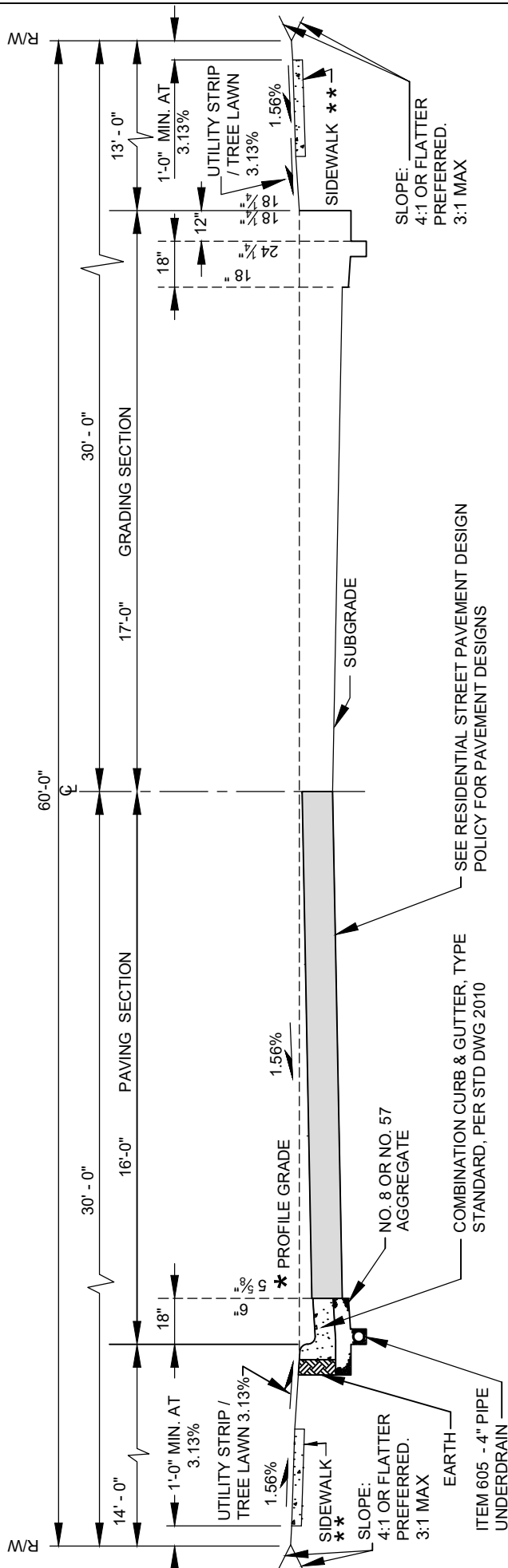
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2105

3/30/2018

SHT 1 OF 1



32' SECTION (RESIDENTIAL) COMBINATION CURB & GUTTER, TYPE STANDARD

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2110

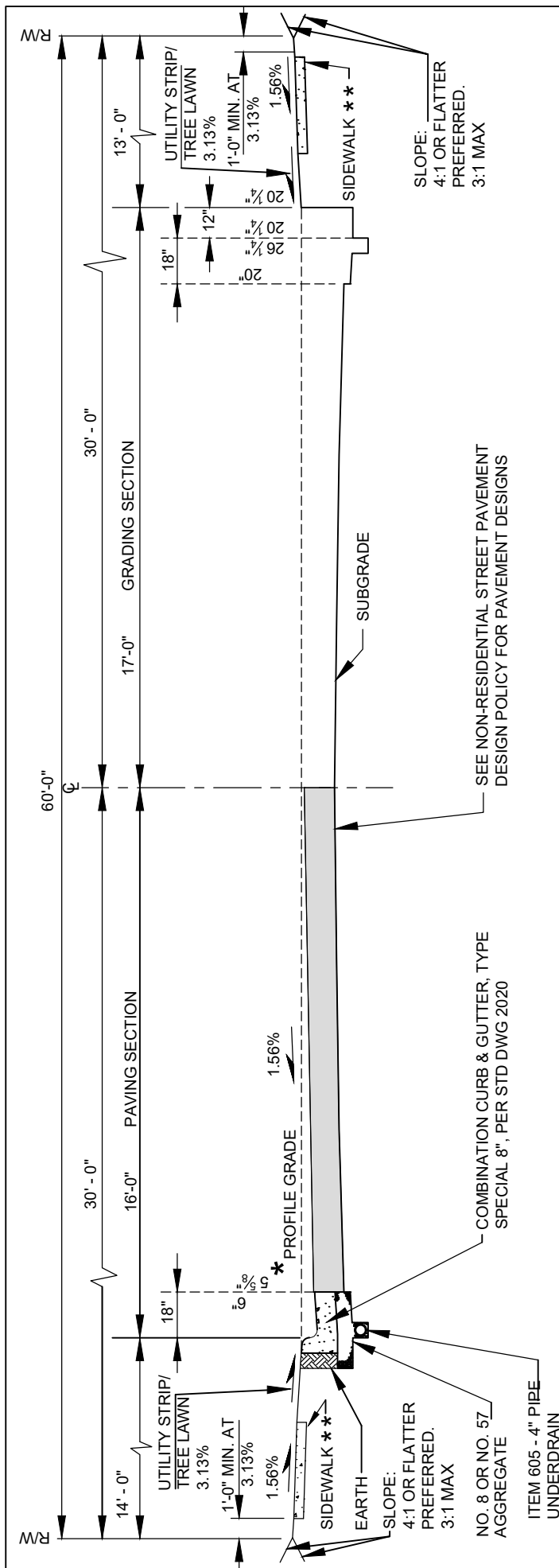
3/30/2018

SHT 1 OF 1

* FOR COMBINATION CURB AND GUTTER, TYPE STANDARD, THE PROFILE GRADE AND STRING LINE ELEVATIONS ARE THE SAME.

** SIDEWALK WIDTH PER STANDARD DRAWING 2300.

A MINIMUM 7FT WIDE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED BETWEEN OPPOSING RAMPS AND SHALL HAVE A CROSS-SLOPE (THE LONGITUDINAL STREET SLOPE) NO GREATER THAN 1.56%.



* FOR COMBINATION CURB AND GUTTER, TYPE SPECIAL 8", THE PROFILE GRADE AND STRING LINE ELEVATIONS ARE THE SAME.

** SIDEWALK WIDTH PER STANDARD DRAWING 2300.

A MINIMUM 7 FT WIDE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED BETWEEN OPPOSING RAMPS AND SHALL HAVE A CROSS-SLOPE (THE LONGITUDINAL STREET SLOPE) NO GREATER THAN 1.56%.

32' SECTION (NON-RESIDENTIAL) COMBINATION CURB & GUTTER, TYPE SPECIAL 8"

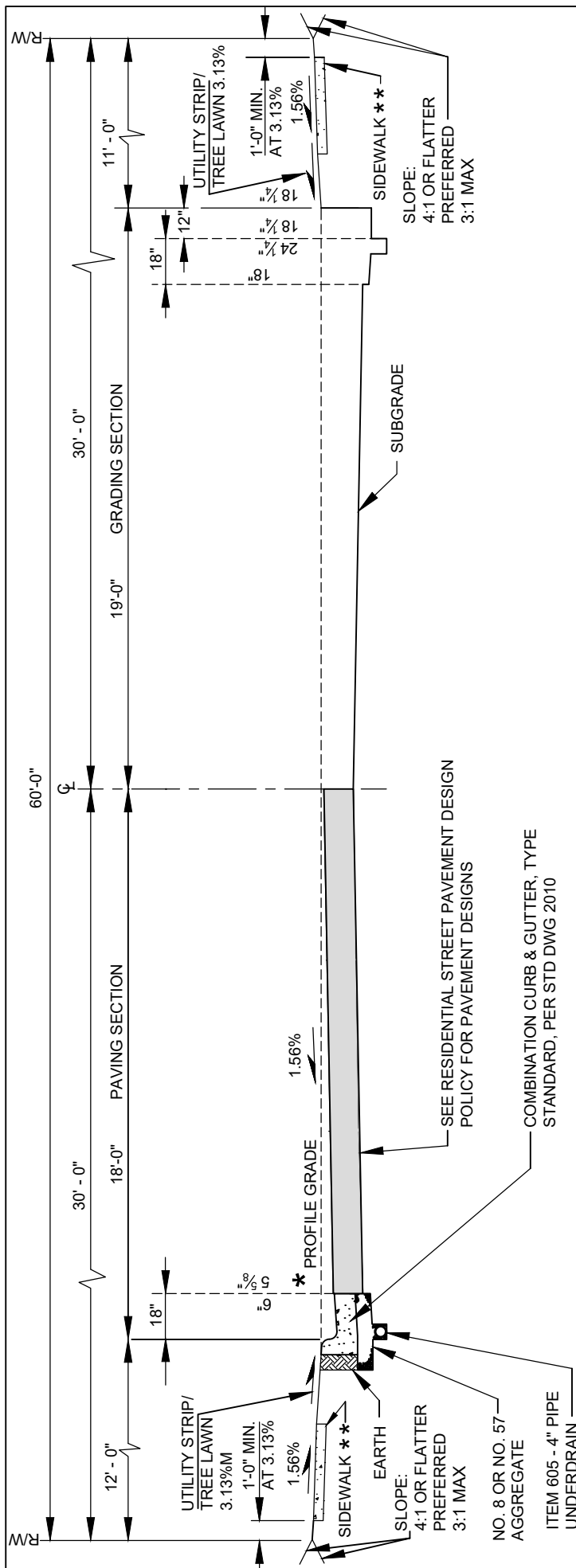
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2111

CITY ENGINEER

3/30/2018

SHT 1 OF 1



* FOR COMBINATION CURB AND GUTTER, TYPE STANDARD, THE PROFILE GRADE AND STRING LINE ELEVATIONS ARE THE SAME.

*** SIDEWALK WIDTH PER STANDARD DRAWING 2300.

A MINIMUM 7FT WIDE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED BETWEEN OPPOSING RAMPS AND SHALL HAVE A CROSS-SLOPE (THE LONGITUDINAL STREET SLOPE) NO GREATER THAN 1.56%.

36' SECTION (RESIDENTIAL)
COMBINATION CURB & GUTTER,
TYPE STANDARD

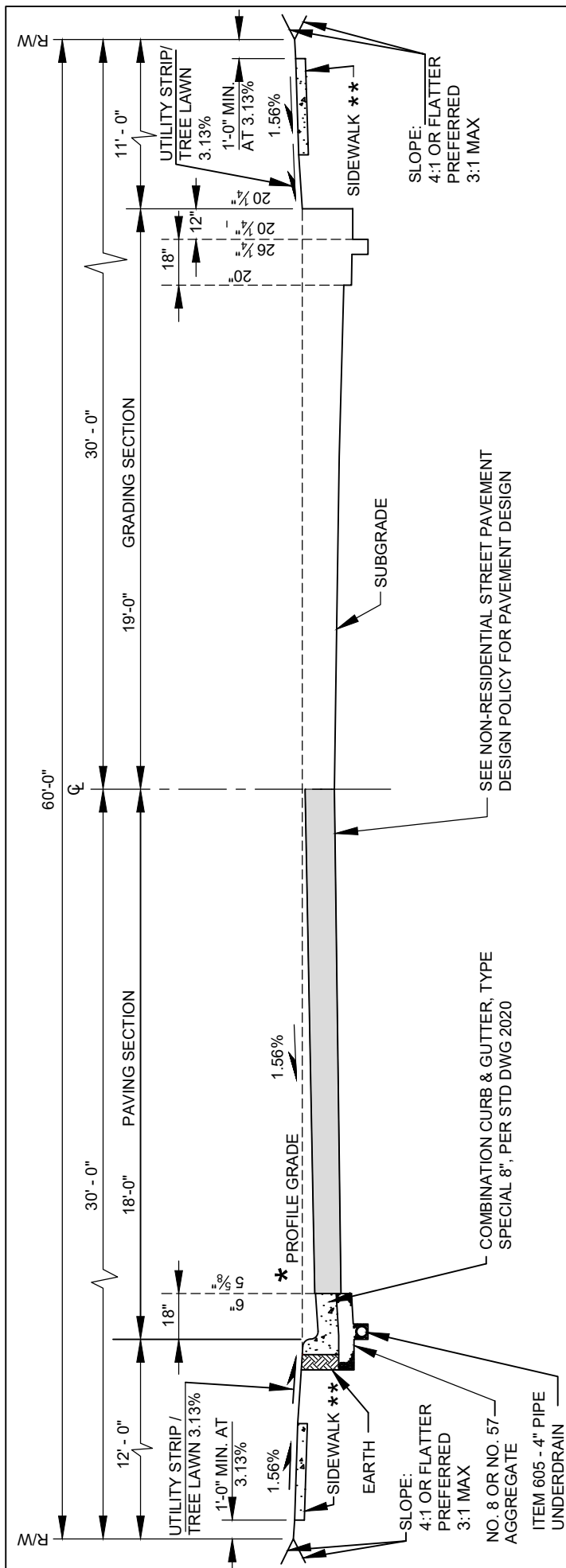
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2115

3/30/2018

SHT 1 OF 1

CITY ENGINEER



* FOR COMBINATION CURB AND GUTTER, TYPE SPECIAL 8", THE PROFILE GRADE AND STRING LINE ELEVATIONS ARE THE SAME.

** SIDEWALK WIDTH PER STANDARD DRAWING 2300.

A MINIMUM 7FT WIDE PEDESTRIAN ACCESS ROUTE (PAR) SHALL BE PROVIDED BETWEEN OPPOSING RAMPS AND SHALL HAVE A CROSS-SLOPE (THE LONGITUDINAL STREET SLOPE) NO GREATER THAN 1.56%.

36' SECTION (NON-RESIDENTIAL) COMBINATION CURB & GUTTER, TYPE SPECIAL 8"

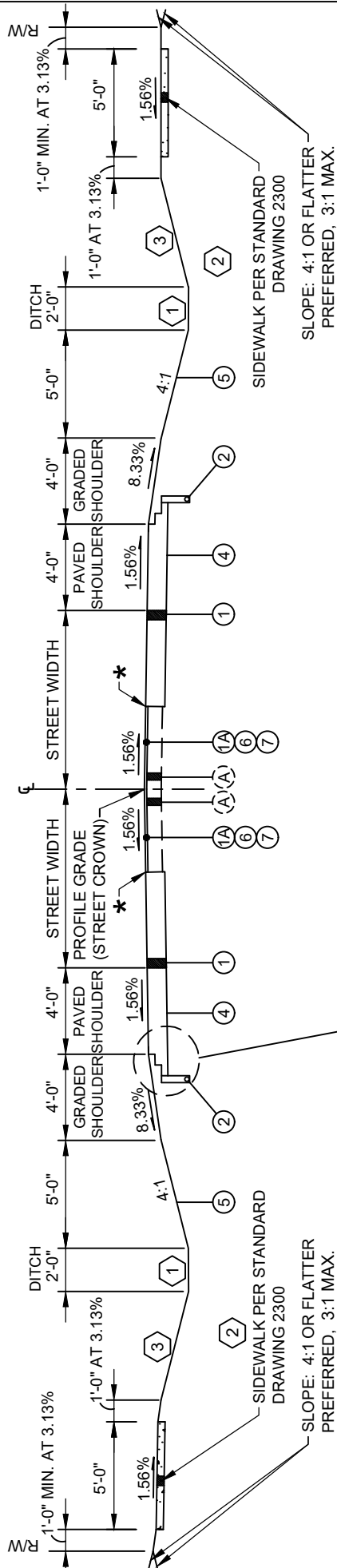
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2116

3/30/2018

SHT 1 OF 1



* PLACE LONGITUDINAL WIDENING JOINT AT A LOCATION WITH SOUND PAVEMENT, MEASURING NO LESS THAN 2.5'-3' FROM THE LANE CENTERLINE WHEN LANES ARE 10'-12' RESPECTIVELY. THE STRAIGHT SECTION OF THE CUT SHALL NOT BE PLACED IN THE TRAVELED LANE ON BOTH SIDES.

(A) EXISTING PAVEMENT

(1) PAVEMENT DESIGN FOR WIDENING SHALL BE PER CITY OF COLUMBUS NON-RESIDENTIAL STREET PAVEMENT DESIGN POLICY. PAVEMENT SHALL BE EQUAL TO OR GREATER THAN EXISTING PAVEMENT TO PROVIDE POSITIVE DRAINAGE OF SUBGRADE.

(1A) ITEM 441 - ASPHALT CONCRETE, SURFACE COURSE

(2) ITEM 605 - 4" PIPE UNDERDRAIN

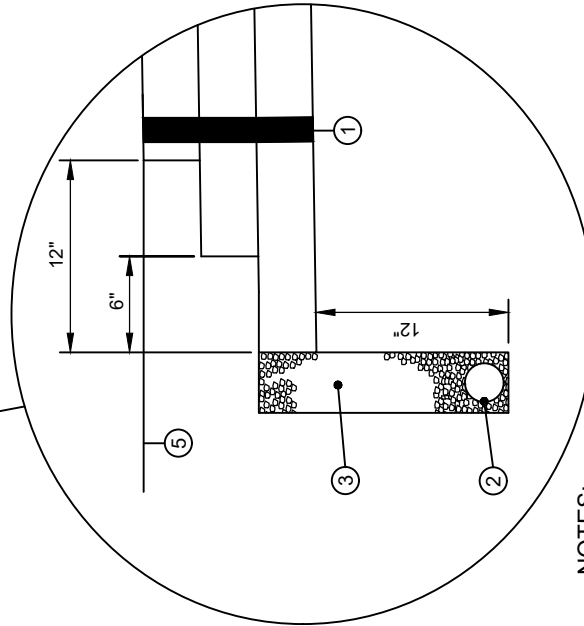
(3) NO. 8 OR NO. 57 AGGREGATE

(4) ITEM 204 - SUBGRADE COMPACTION

(5) ITEM 659 - SEEDING AND MULCHING

(6) ITEM 254 - 1½" PAVEMENT PLANING

(7) ITEM 407 - TACK COAT



NOTES:

(1) DITCH DESIGN PER CITY STORMWATER DRAINAGE MANUAL.

(2) PUBLIC ACCESS EASEMENT REQUIRED FOR ANY WALK OUTSIDE OF R.W.

(3) SLOPE: 4:1 PREFERRED
3:1 MAX

WIDENING UNCURBED SECTION SIDE DITCH

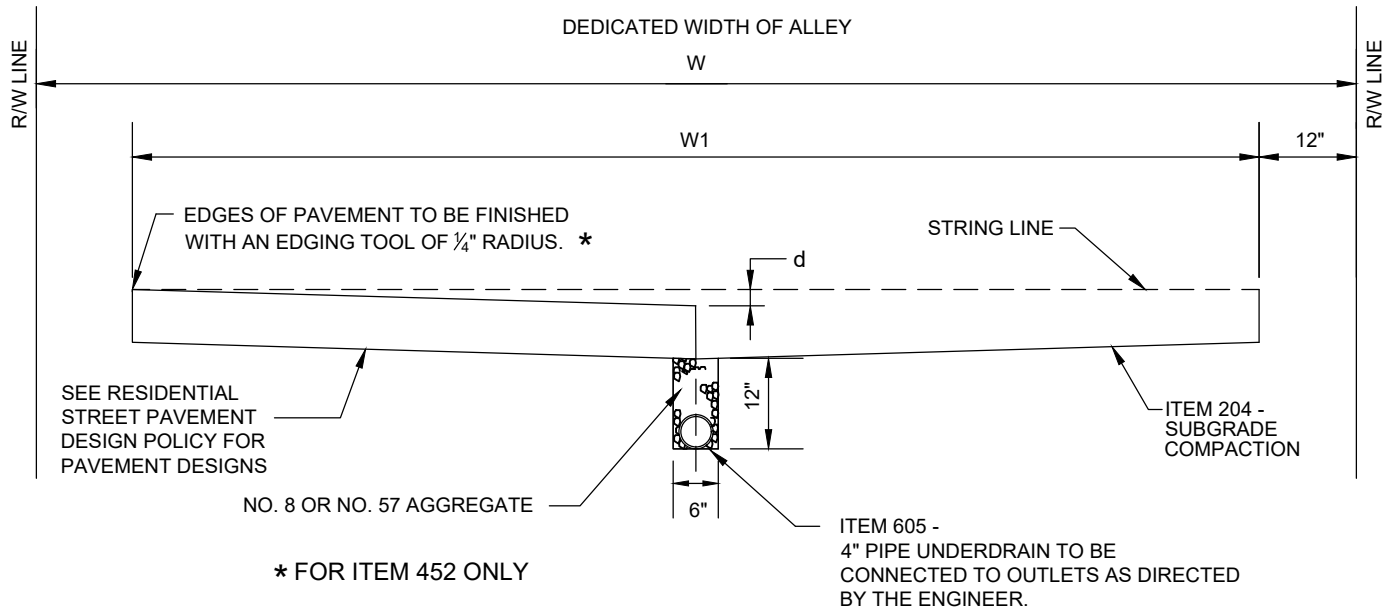
CITY OF COLUMBUS, OHIO
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CITY ENGINEER

STD DWG
2130

4/30/2018

SHT 1 OF 1



W (R/W WIDTH)	W1	d
15'	13'	2 $\frac{3}{4}$ "
16'	14'	3"
18'	16'	3 $\frac{1}{4}$ "
20'	18'	3 $\frac{1}{2}$ "
OVER 20'	20'	3 $\frac{3}{4}$ "
OVER 24'	24'	4 $\frac{1}{2}$ "

TYPICAL SECTION

ALLEY

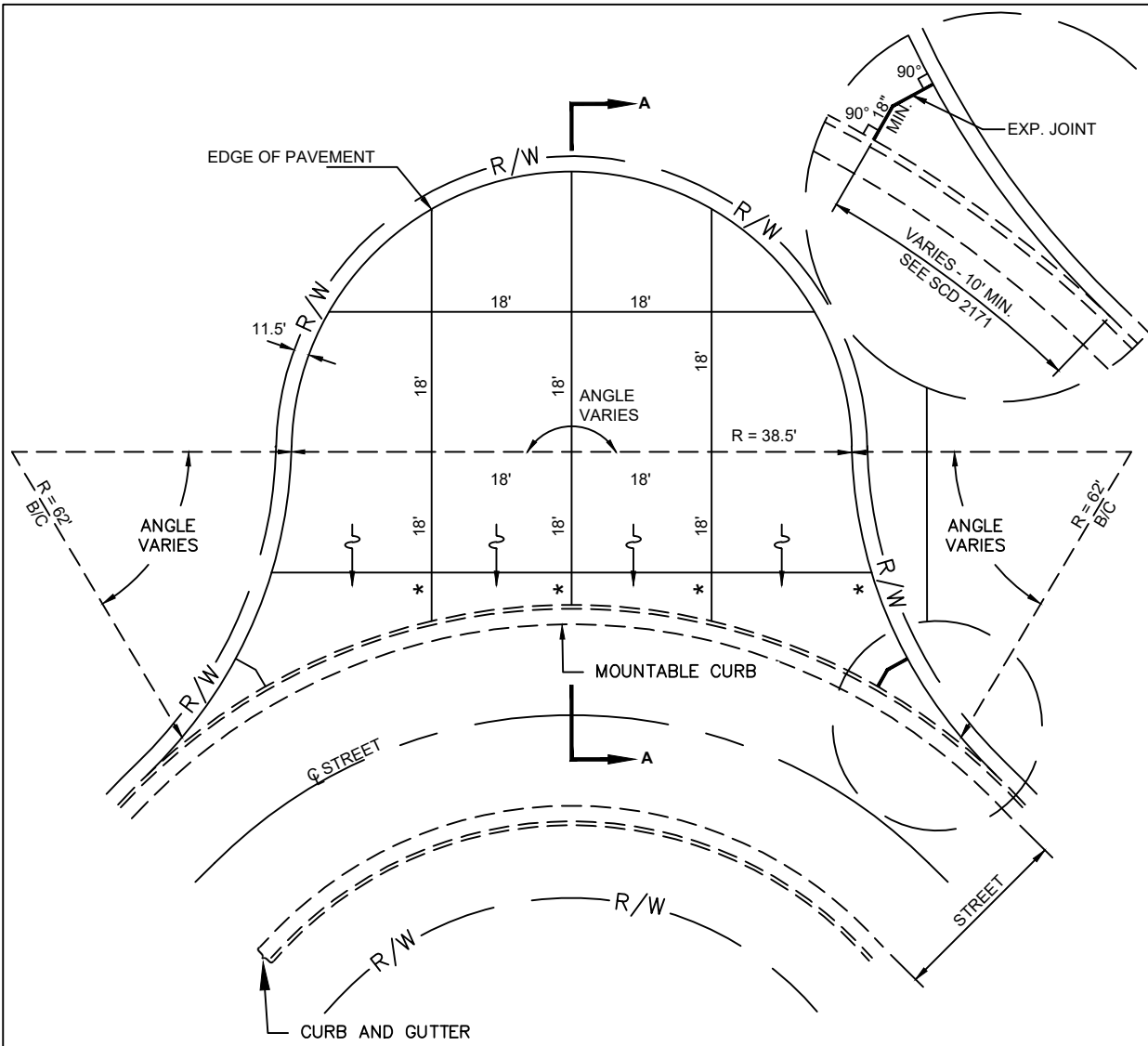
CITY OF COLUMBUS, OHIO
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CITY ENGINEER

STD DWG
2151

4/30/2018

SHT 1 OF 1



* VARIABLE - 2' MIN, 18' MAX

EYEBROW SHALL HAVE CONTINUOUS POSITIVE DRAINAGE TO STREET

JOINT SPACING DETAIL

EYEBROW

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

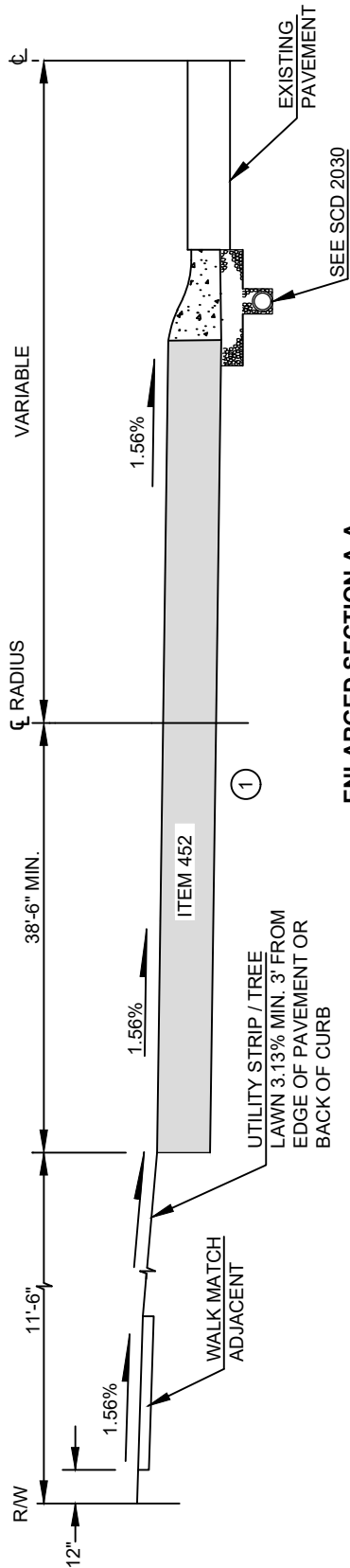
CITY ENGINEER

STD DWG

2154

12/31/2018

SHT 1 OF 2



ENLARGED SECTION A-A

① ITEM 452 - 7" NON-REINFORCED CONCRETE PAVEMENT.

TYPICAL SECTION
COMBINATION CURB &
GUTTER, TYPE MOUNTABLE

EYEBROW

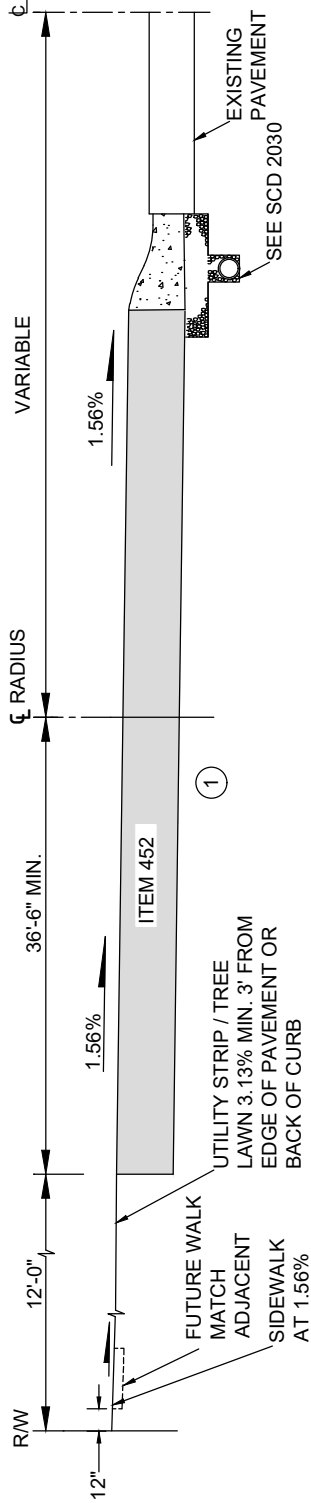
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

2154

12/31/2018

SHT 2 OF 2



ENLARGED SECTION A-A

① ITEM 452 - 7" NON-REINFORCED CONCRETE PAVEMENT.

TYPICAL SECTION
COMBINATION CURB &
GUTTER, TYPE MOUNTABLE

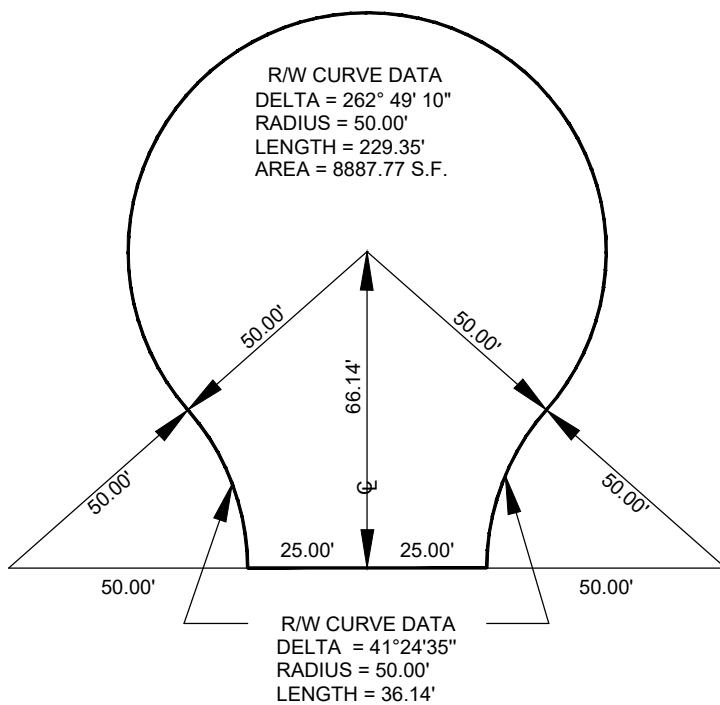
EYEBROW

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

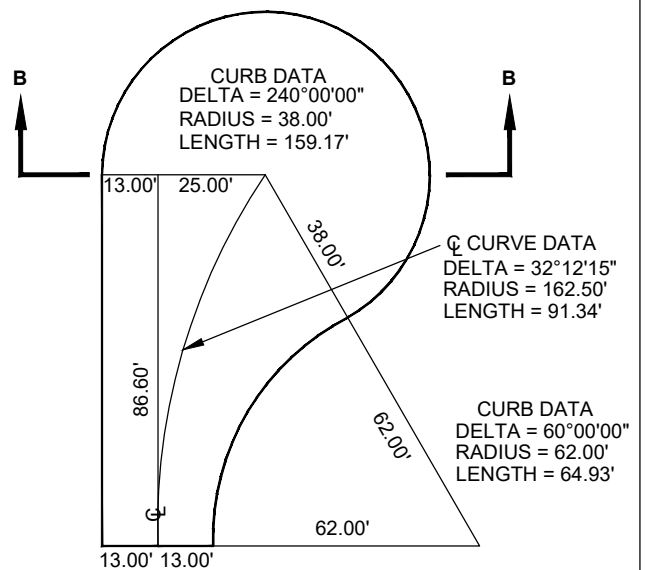
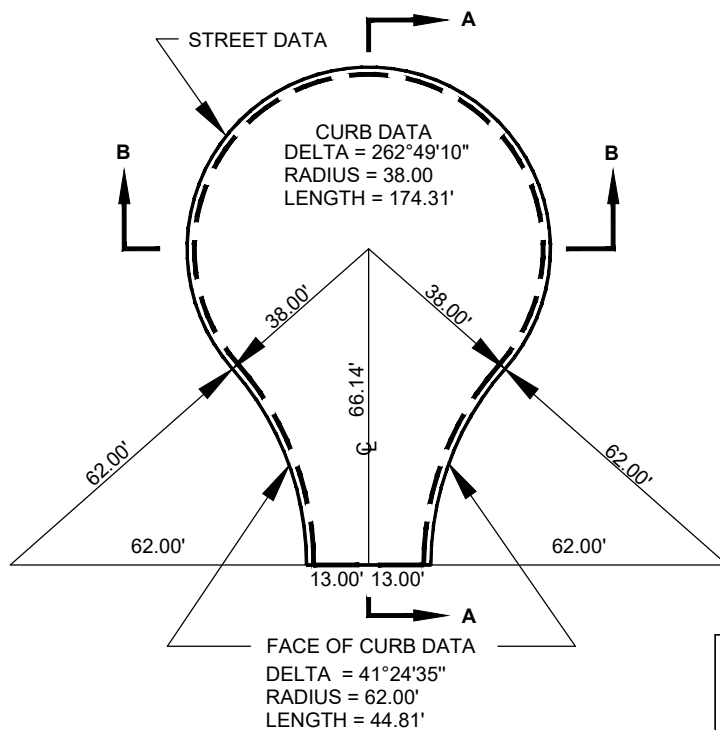
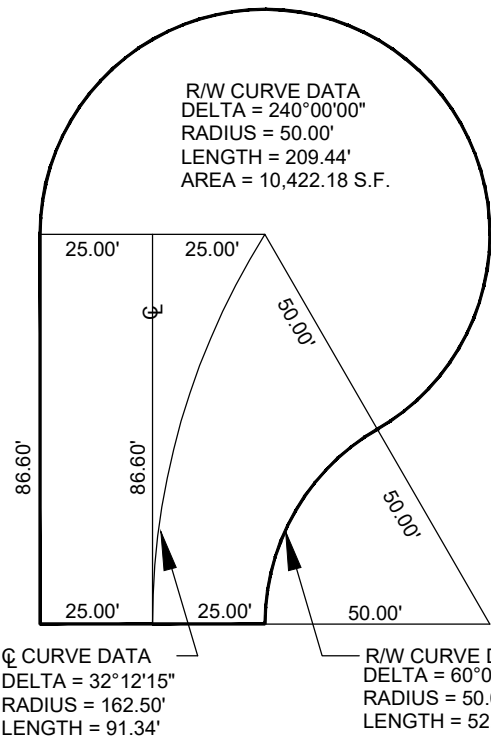
STD DWG
2154

06/01/18

SHT 2 OF 2



NOTE: ALL DIMENSIONS SHOWN ARE
 FOR RIGHT-OF-WAY ONLY.



PAVEMENT AREA
 — — — PAVEMENT AREA ONLY
 AREA = 5102.09 Sq. Ft.

NOTE: ALL DIMENSIONS SHOWN ARE
 TO FACE OF CURB ONLY.

CUL-DE-SAC FOR 26' WIDE STREET ON A 50' RIGHT-OF-WAY

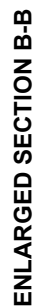
CITY OF COLUMBUS, OHIO
 DEPARTMENT OF PUBLIC SERVICE
 DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

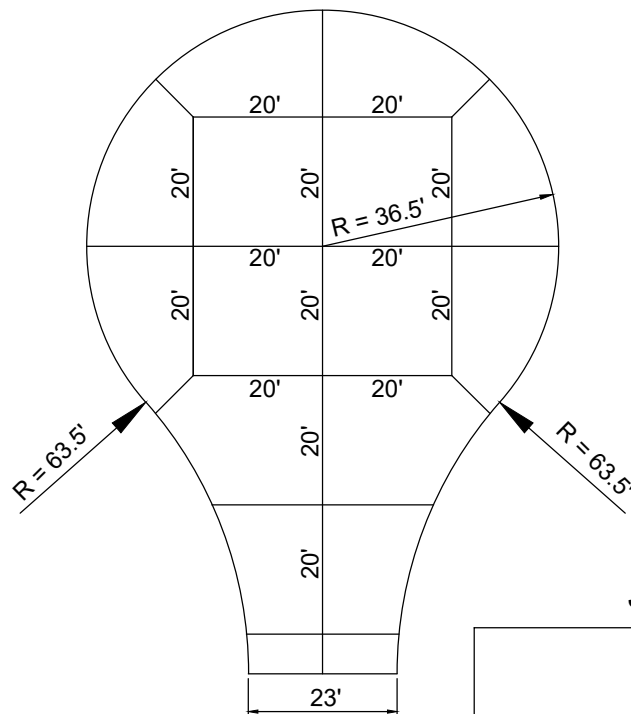
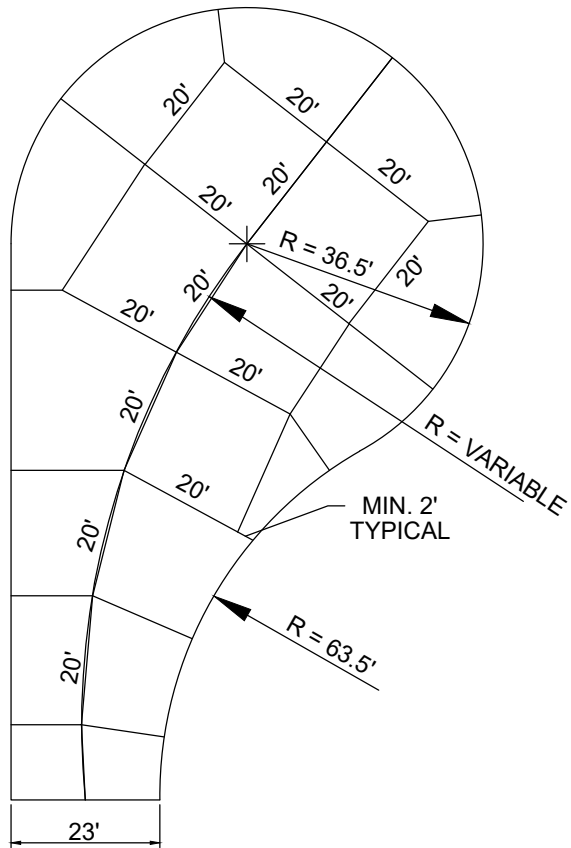
STD DWG
 2156

04/30/18

SHT 1 OF 3



① ITEM 452 - 7" NON-REINFORCED CONCRETE PAVEMENT.



JOINT SPACING DETAIL

CUL-DE-SAC

NOTE: DETAIL APPLIES TO CONCRETE PAVEMENT
OR CONCRETE BASE ONLY.

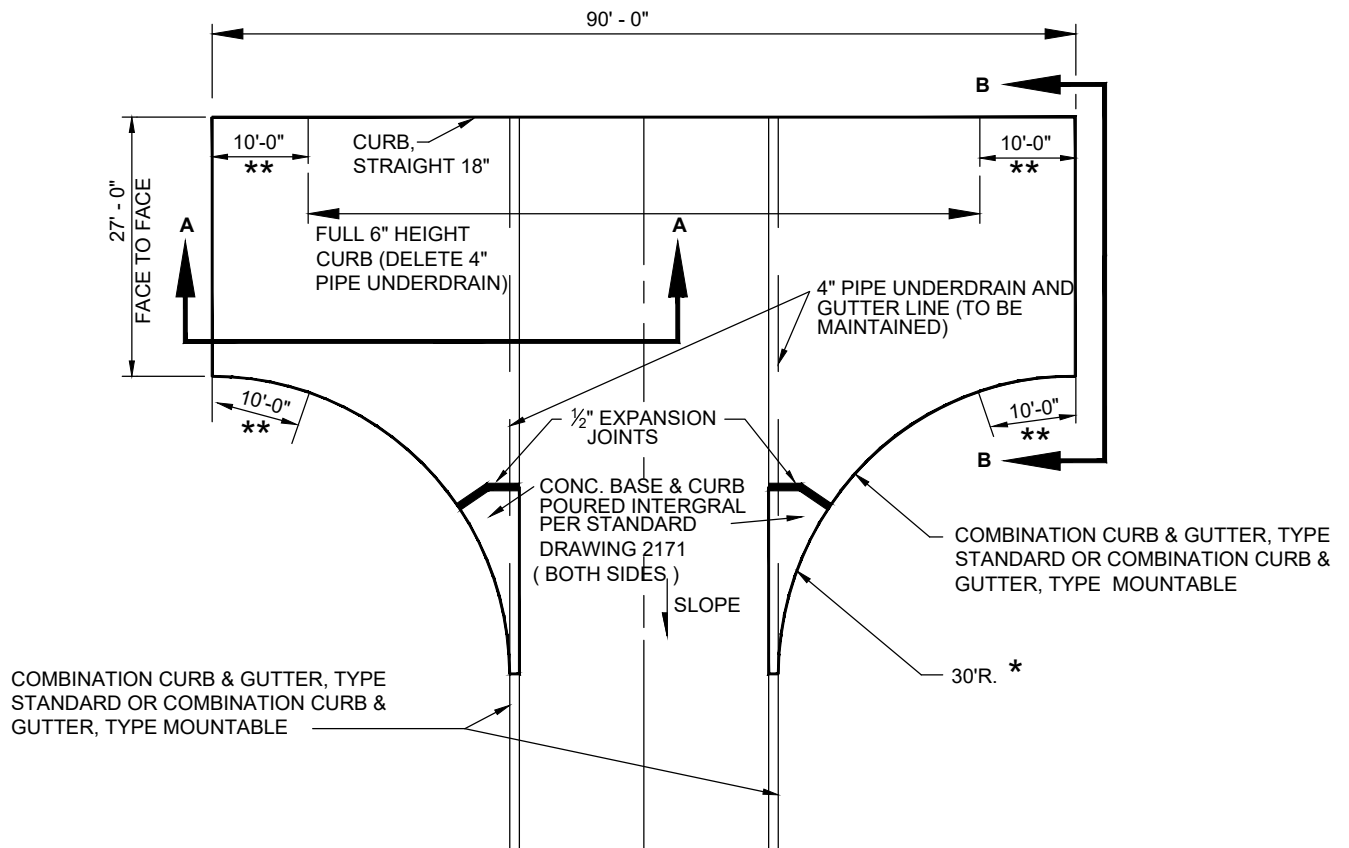
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

2156

04/30/18

SHT 3 OF 3



* 20' RADIUS IF 200' OR LESS FROM CENTERLINE OF STREET TO CENTERLINE OF TURNAROUND.

** TAPER CURB 6" TO 1".

UNDERDRAIN SHALL BE SLOPED FOR POSITIVE DRAINAGE TO CURB INLET.

R/W AND EASEMENTS FOR T-TURNAROUND TO BE DETERMINED DURING SITE DEVELOPMENT PHASE AND PLATTING PROCESS.

T - TURNAROUND

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2157

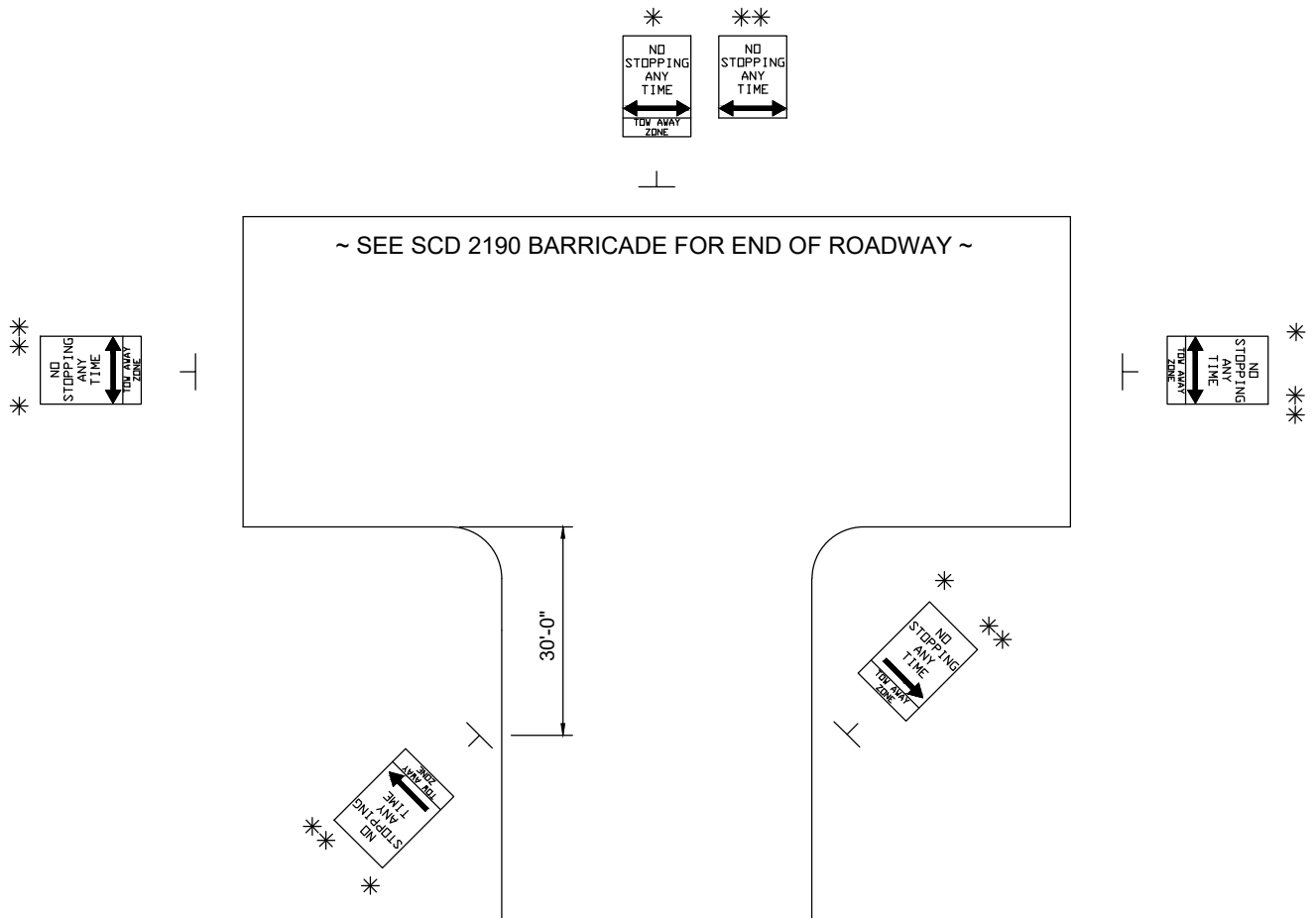
CITY ENGINEER

04/30/18

SHT 1 OF 3



SHT 2 OF 3



SIGNING SHALL BE INSTALLED TO KEEP
TURNAROUND CLEAR FOR EMERGENCY VEHICLES.
SIGNS ARE TO BE REMOVED IF AND WHEN THE
STREET IS CUT THROUGH.

REFERENCE SUPPLEMENTAL SPECIFICATIONS 1630.

* FOR USE ON
PRIVATE STREETS
ONLY



CP-116.16 (L)(R)(D)
12"x 24"

** FOR USE ON PUBLIC R/W



CP-114.01 (L)(R)(D)
12"x 18"

└─ U-CHANNEL DRIVE POST

SIGNING

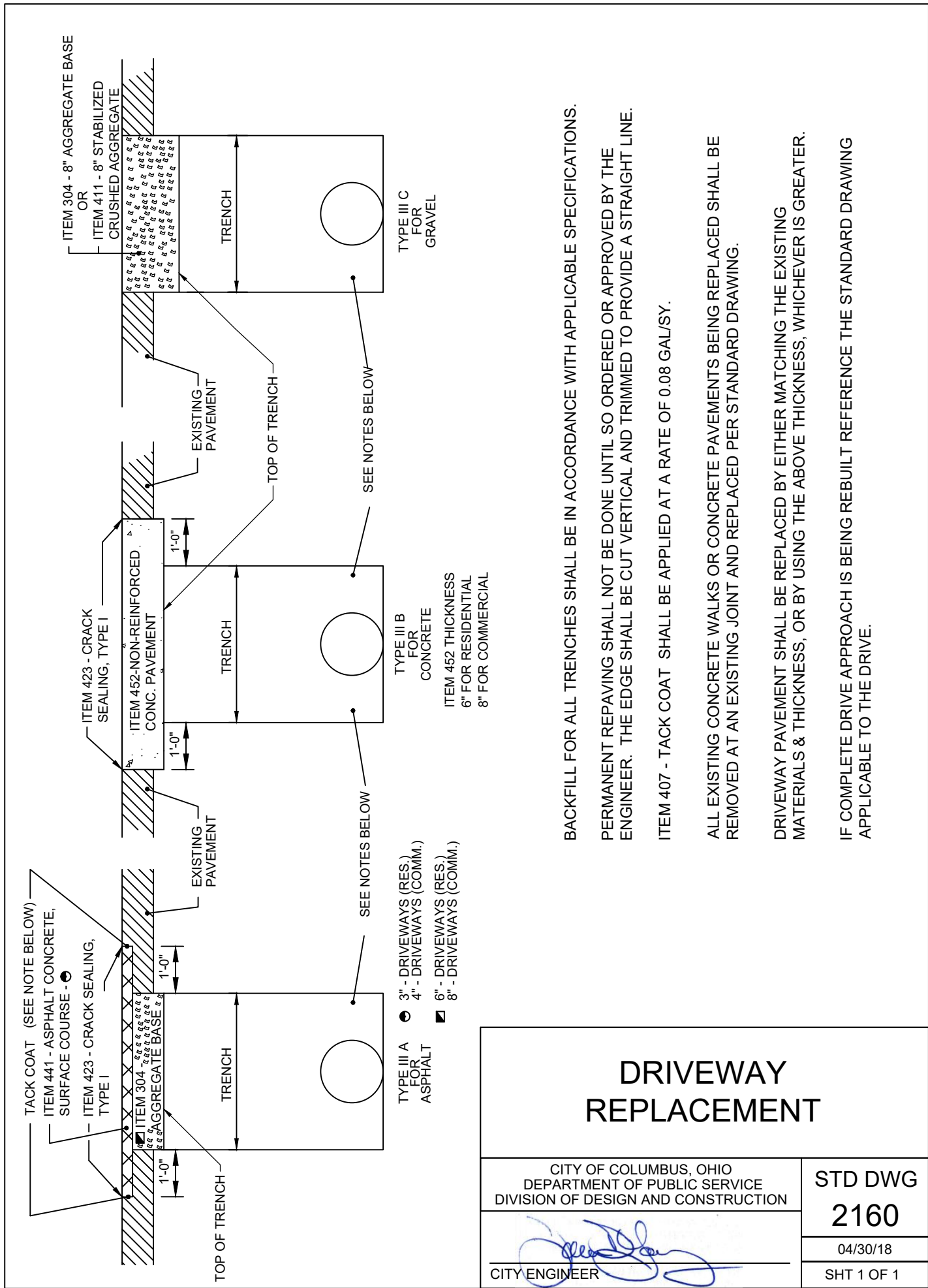
T - TURNAROUND

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2157

04/30/18

SHT 3 OF 3



DRIVEWAY REPLACEMENT

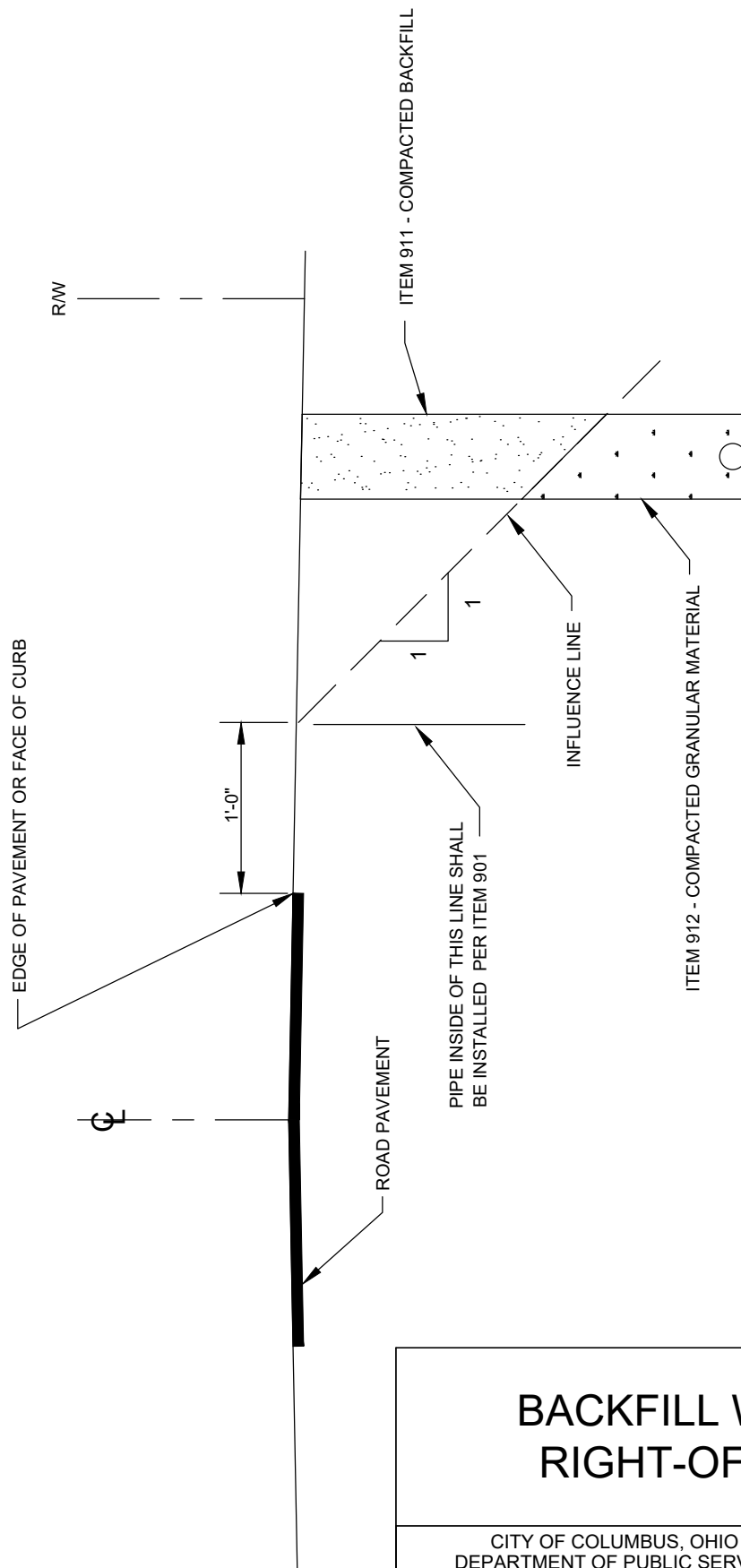
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2160

04/30/18

SHT 1 OF 1



BACKFILL WITHIN RIGHT-OF-WAY

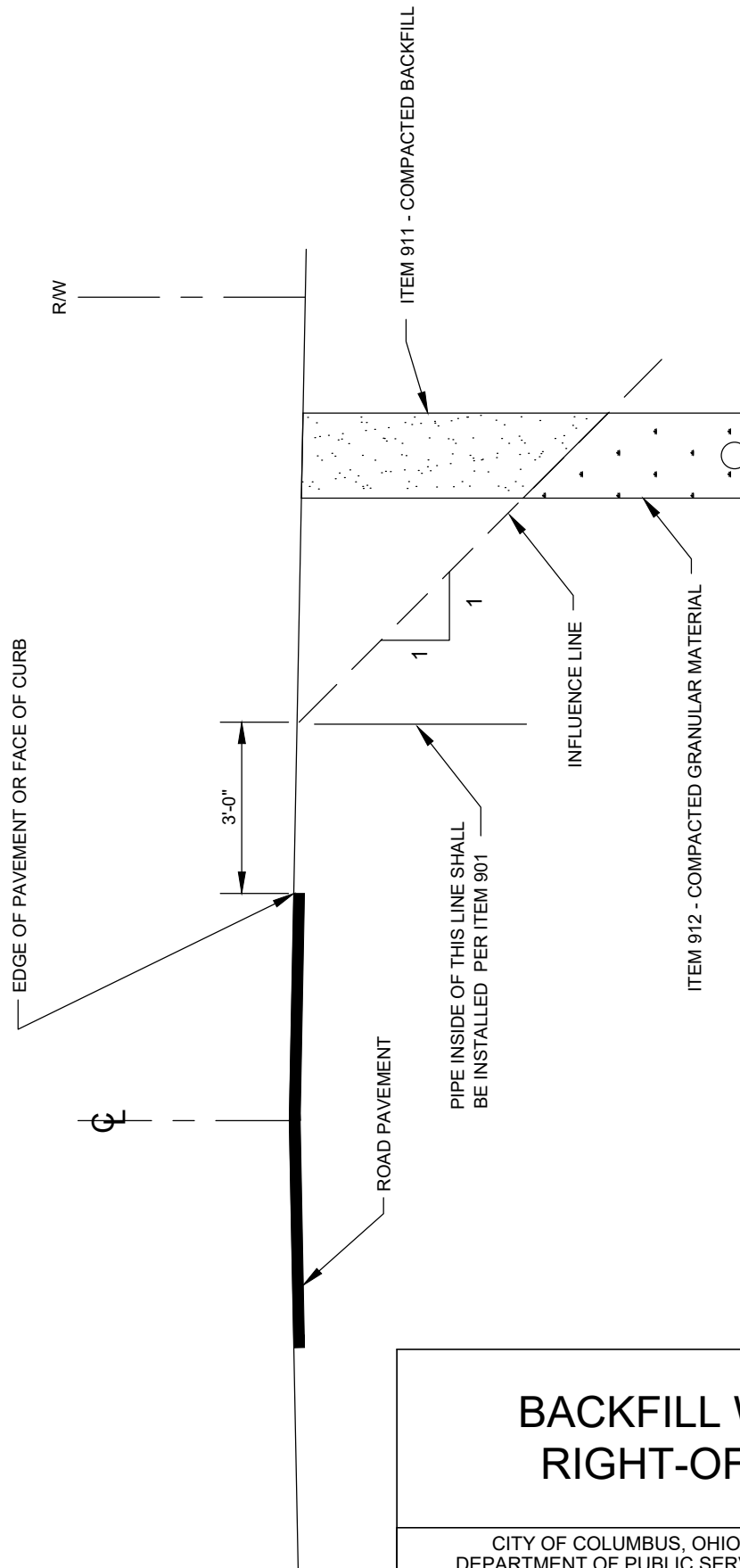
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2179

12/31/18

SHT 1 OF 1



BACKFILL WITHIN RIGHT-OF-WAY

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2179

04/30/18

SHT 1 OF 1

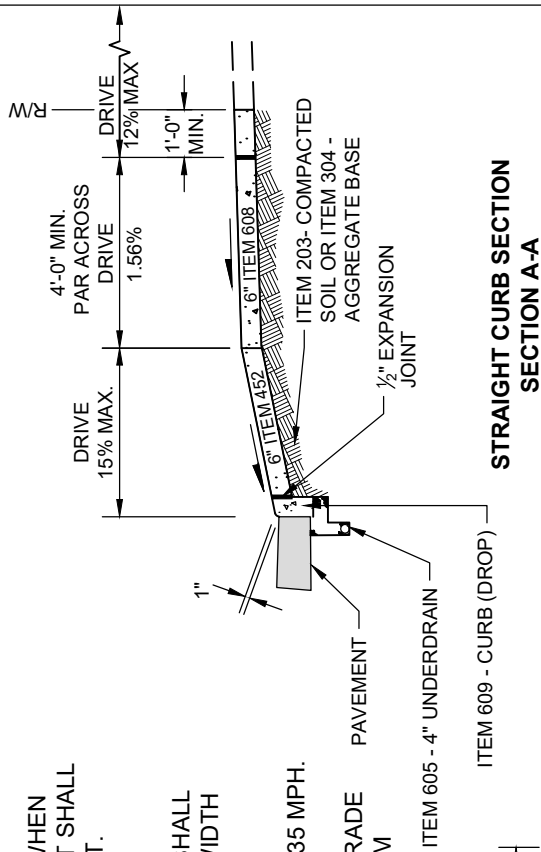
* CURB OR COMBINED CURB AND GUTTER SHALL BE TAKEN OUT AND REPLACED WITH CONCRETE, SEPARATED FROM THE DRIVE BY 1/2" PREMOLED EXPANSION JOINT. WHEN LESS THAN 5 FT. OF A CURB SECTION REMAINS AFTER THE CURB CUT IS LOCATED, IT SHALL ALSO BE REMOVED AND REPLACED. CURB SHALL BE CONSTRUCTED IN MINIMUM 5 FT. SECTIONS AND MAXIMUM 10 FT. SECTIONS.

**** SIDEWALK WIDTH SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.**

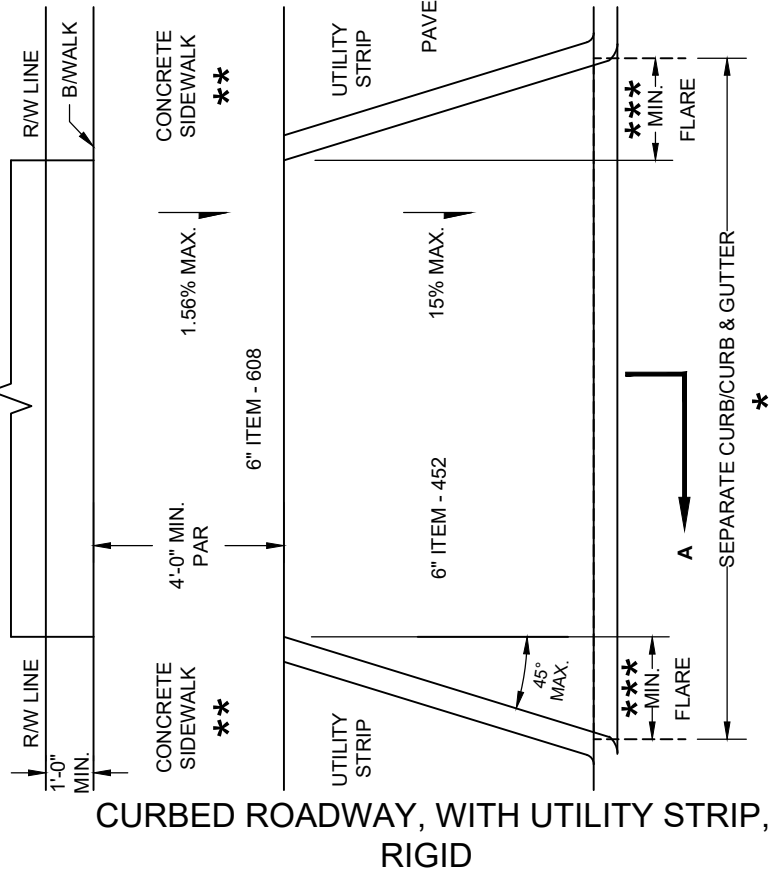
***** 5 FT. ON ROADWAYS WITH 35 MPH SPEED LIMIT, 2 FT. FOR SPEED LIMITS LESS THAN 35 MPH.**

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

WHEN A CURB OR CURB AND GUTTER ARE PRESENT ALL DRIVEWAYS SHALL BE ITEM 452 CONCRETE PAVEMENT



STRAIGHT CURB SECTION
SECTION A-A



CURBED ROADWAY, WITH UTILITY STRIP,
RIGID

DRIVEWAY, RESIDENTIAL

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2201

12/31/18

SHT 1 OF 6

16'-0" MINIMUM (2 CAR DRIVE)

R/W LINE

1'-0" MIN.

7.69% MAX.

1.56% MAX.

4'-0" MIN. PAR

6" ITEM - 452

15% MAX.

10% ALONG THE FACE OF THE CURB

6"

SIDEWALK WIDTH PER STANDARD PER STANDARD DRAWING 2300

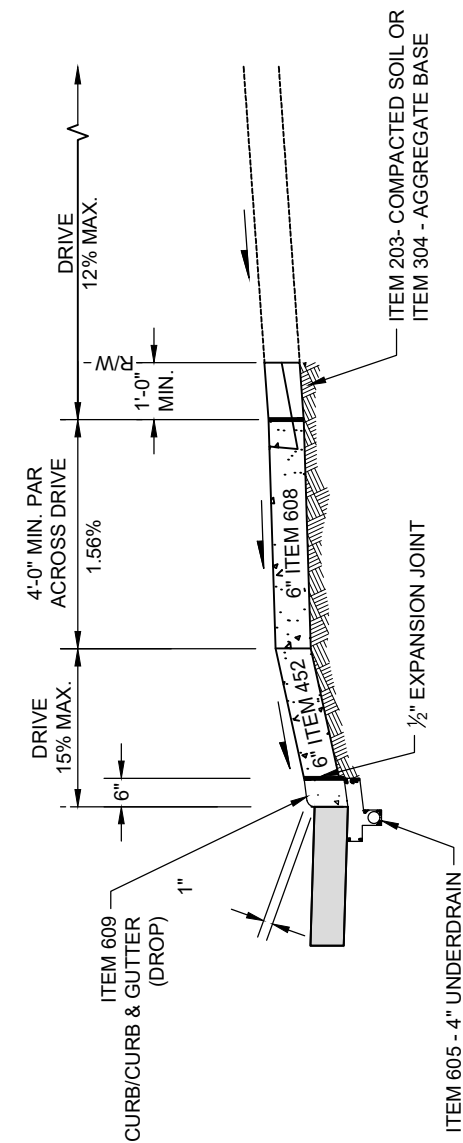
B/WALK

7.69% MAX.

10% ALONG THE FACE OF THE CURB

A

A



DRIVEWAY, RESIDENTIAL

SECTION A-A
SEE SHEET 1 OF 6 FOR NOTES

STD DWG
2201
12/03/18
SHT 2 OF 6



SHT 4 OF 6

*** REPLACEMENT OF EXISTING DRIVES SHALL MATCH PAVEMENT (TYPE, DESIGN) IN KIND TO EXISTING DRIVE. NEW DRIVES SHALL BE PAVEMENT (TYPE, DESIGN) SIMILAR TO MAIN ROADWAY (TYPE, DESIGN).**

ITEM 441 - 1.5" ASPHALT CONCRETE, SURFACE COURSE, (TYPE 1),
PG 64-22

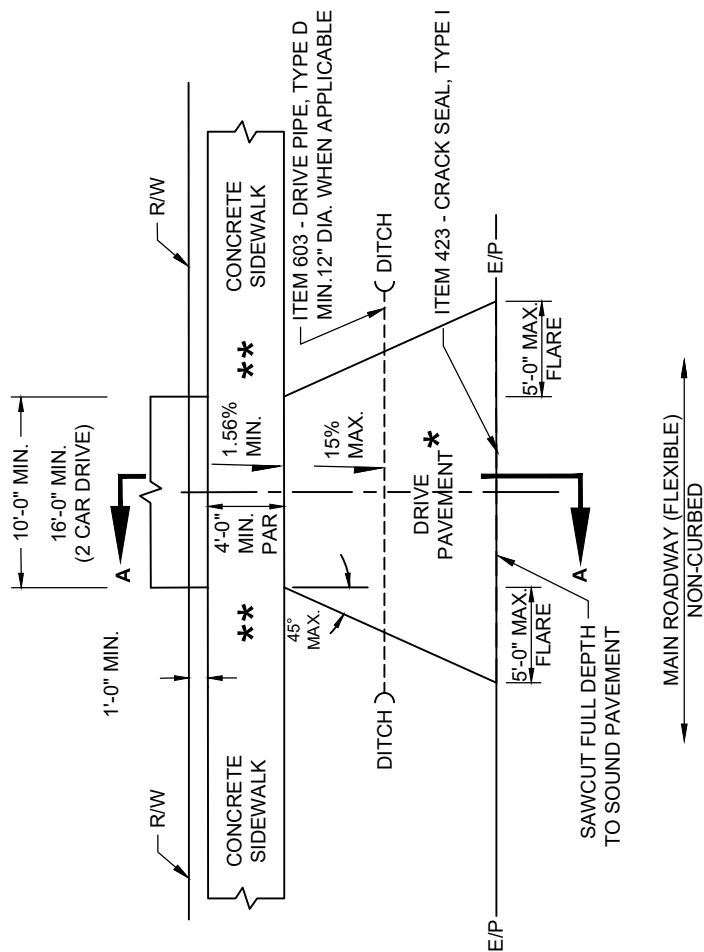
ITEM 441 - 2.5" ASPHALT CONCRETE, INTERMEDIATE COURSE,
(TYPE 2), 448

******* SIDEWALK SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

Diagram illustrating the cross-section of a road transition from existing pavement to a new drive pavement. The diagram shows the following components and dimensions:

- EXIST. SLOPE** and **EXIST. PAVEMENT** (dashed line).
- ITEM 407 - TACK COAT** (dashed line).
- E/P EXIST. ROAD** (solid line).
- DRIVE PAVEMENT *** (solid line).
- ITEM 608** (hatched area).
- ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE** (hatched area).
- DRIVE PIPE** (circular symbol).
- TRANSITION AT 45°** (indicated by a dashed line).
- 15% MAX.** (slope percentage).
- 4'-0" MIN. PAR.** (parallel distance).
- 1.56%** (slope percentage).
- 1'-0" MIN.** (minimum distance).
- 8% MAX.** (slope percentage).
- DRIVE** (indicated by an arrow).
- R/W** (Right of Way line).



WHEN CONDITIONS EXIST USE THE FOLLOWING;
IF THE DISTANCE FROM THE SIDEWALK TO THE EDGE OF PAVEMENT IS:

>5' ----- HOLD THE FLARE TO 45* AND
ADJUST THE WIDTH
ACCORDINGLY. MAINTAIN THE
MINIMUM 2' WIDE
PERPENDICULAR AREA OF
THE APPROACH

5'-7' --- MAINTAIN THE 5' MAXIMUM
FLARE WIDTH, VARY THE
ANGLE, AND MAINTAIN THE
MINIMUM 2' WIDE
PERPENDICULAR AREA OF
THE APPROACH

>7' ----- DECREASE THE 45° ANGLE
(ADJUST ACCORDINGLY),
MAINTAIN THE MINIMUM 2'
WIDE PERPENDICULAR AREA
OF THE APPROACH

NON-CURBED ROADWAY,
DRIVE PAVEMENT FLEXIBLE

DRIVEWAY, RESIDENTIAL

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

2201

12/31/18

SHT 5 OF 6

FOR USE ON A PARCEL WITH A SINGLE DWELLING

*** DRIVE PAVEMENT (TYPE, RIGID)**
ITEM 452 - 6" NON-REINFORCED PORTLAND CEMENT CONCRETE

**** SIDEWALK SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.**

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

WHEN CONDITIONS EXIST USE THE FOLLOWING:

IF THE DISTANCE FROM THE SIDEWALK TO THE EDGE OF PAVEMENT IS:

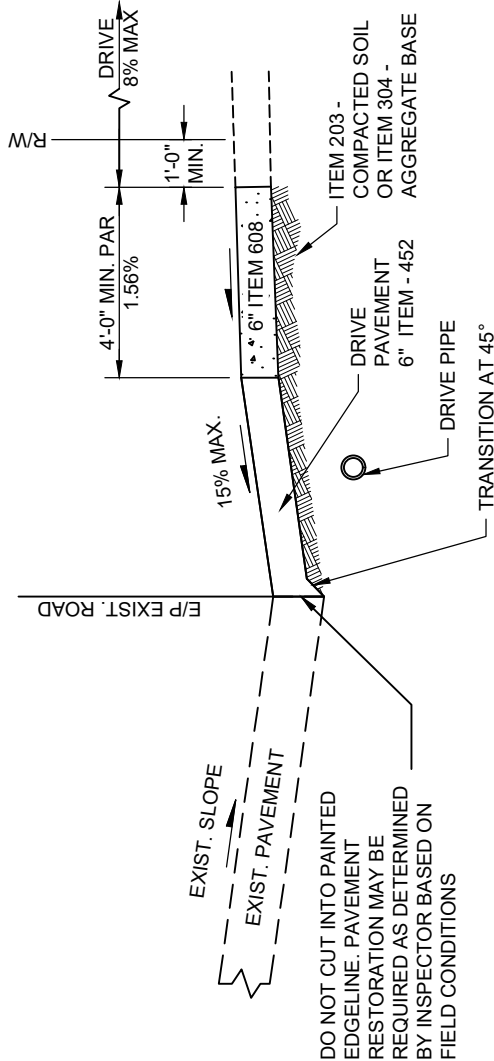
>5' ----- HOLD THE FLARE TO 45° AND ADJUST THE WIDTH ACCORDINGLY, MAINTAIN THE

MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH

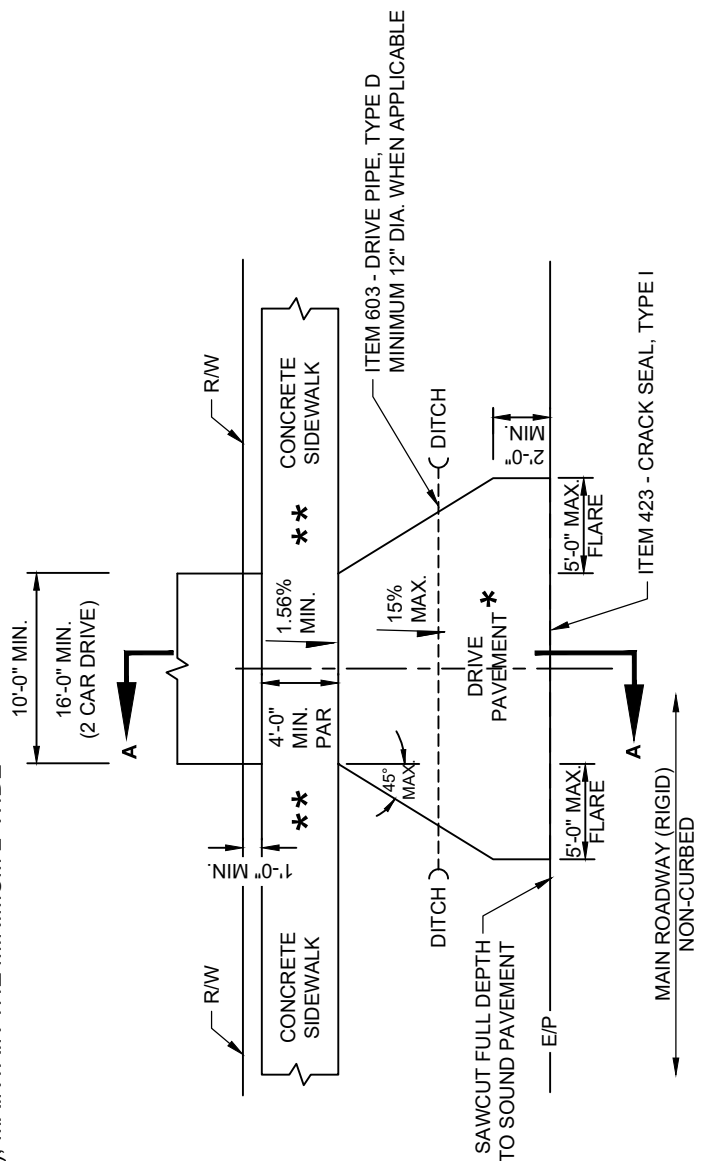
5'-7' ----- MAINTAIN THE 5' MAXIMUM FLARE WIDTH, VARY THE ANGLE, AND MAINTAIN THE

MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH

>7' ----- DECREASE THE 45° ANGLE (ADJUST ACCORDINGLY), MAINTAIN THE MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH



SECTION A-A



NON-CURBED ROADWAY
DRIVE PAVEMENT, RIGID

DRIVEWAY, RESIDENTIAL

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

2201

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SHT 6 OF 6

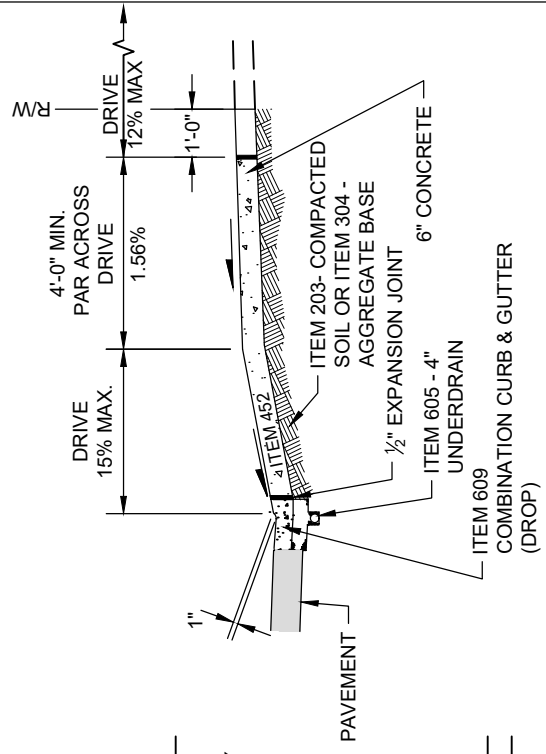
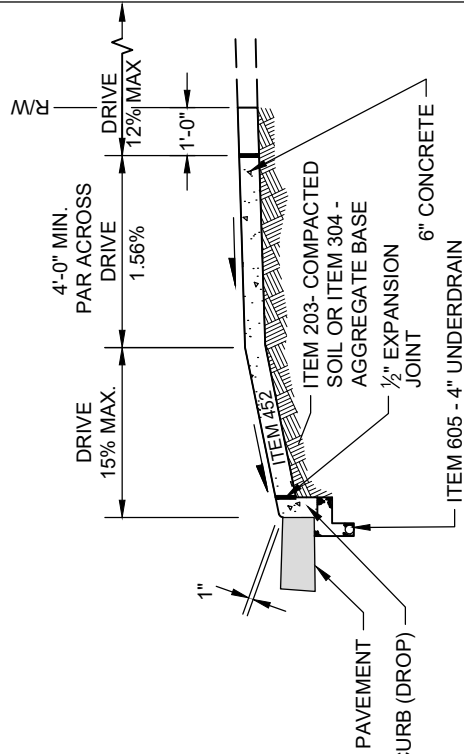
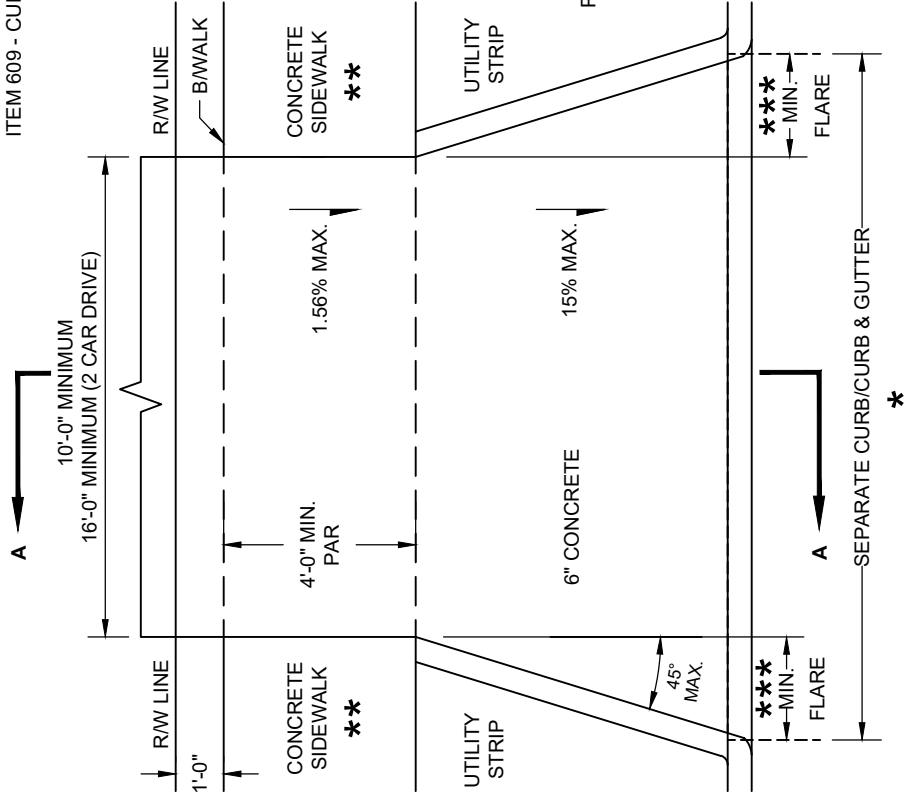
FOR USE ON A PARCEL WITH A SINGLE DWELLING

***** CURB OR COMBINED CURB AND GUTTER SHALL BE TAKEN OUT AND REPLACED WITH CONCRETE, SEPARATED FROM THE DRIVE BY 1/2" PREMOLDED EXPANSION JOINT. WHEN LESS THAN 5 FT. OF A CURB SECTION REMAINS AFTER THE CURB CUT IS LOCATED, IT SHALL ALSO BE REMOVED AND REPLACED. CURB SHALL BE CONSTRUCTED IN MINIMUM 5 FT. SECTIONS AND MAXIMUM 10 FT. SECTIONS.

****** SIDEWALK WIDTH SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND EDGE OF DRIVE.

******* 5 FT. ON ROADWAYS WITH 35 MPH SPEED LIMIT, 2 FT. FOR SPEED LIMITS LESS THAN 35 MPH.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.



DRIVEWAY, RESIDENTIAL CURBED ROADWAY

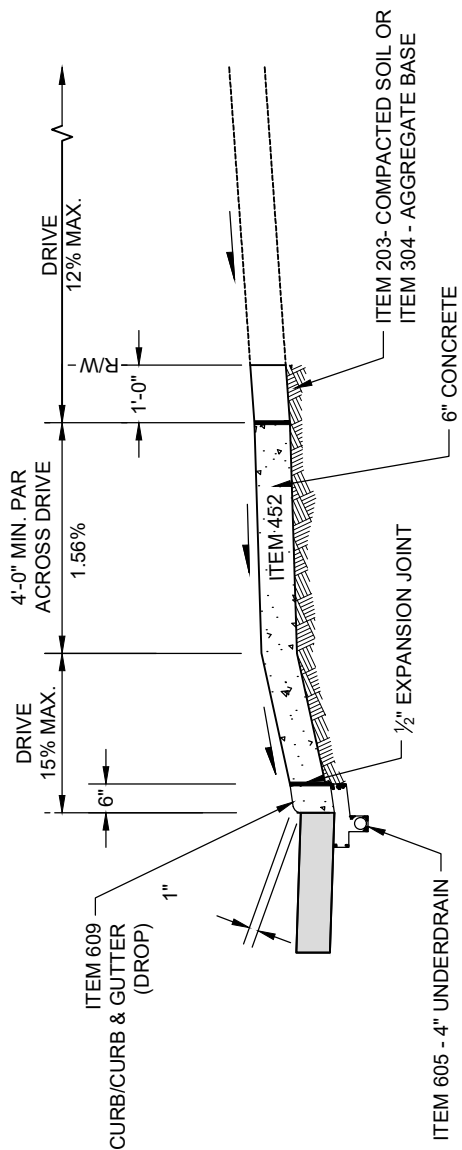
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2201

CITY ENGINEER

04/30/18

SHT 1 OF 4



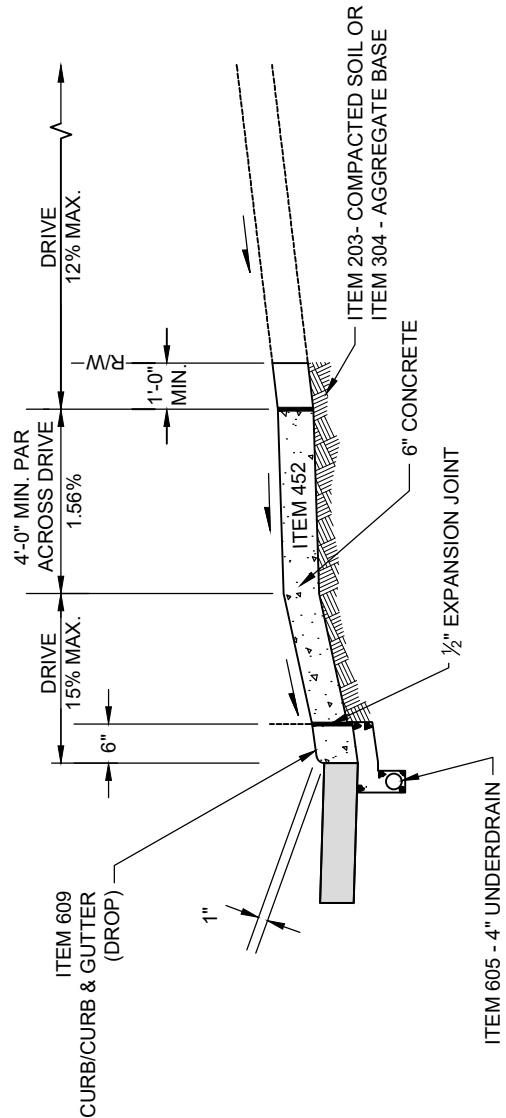
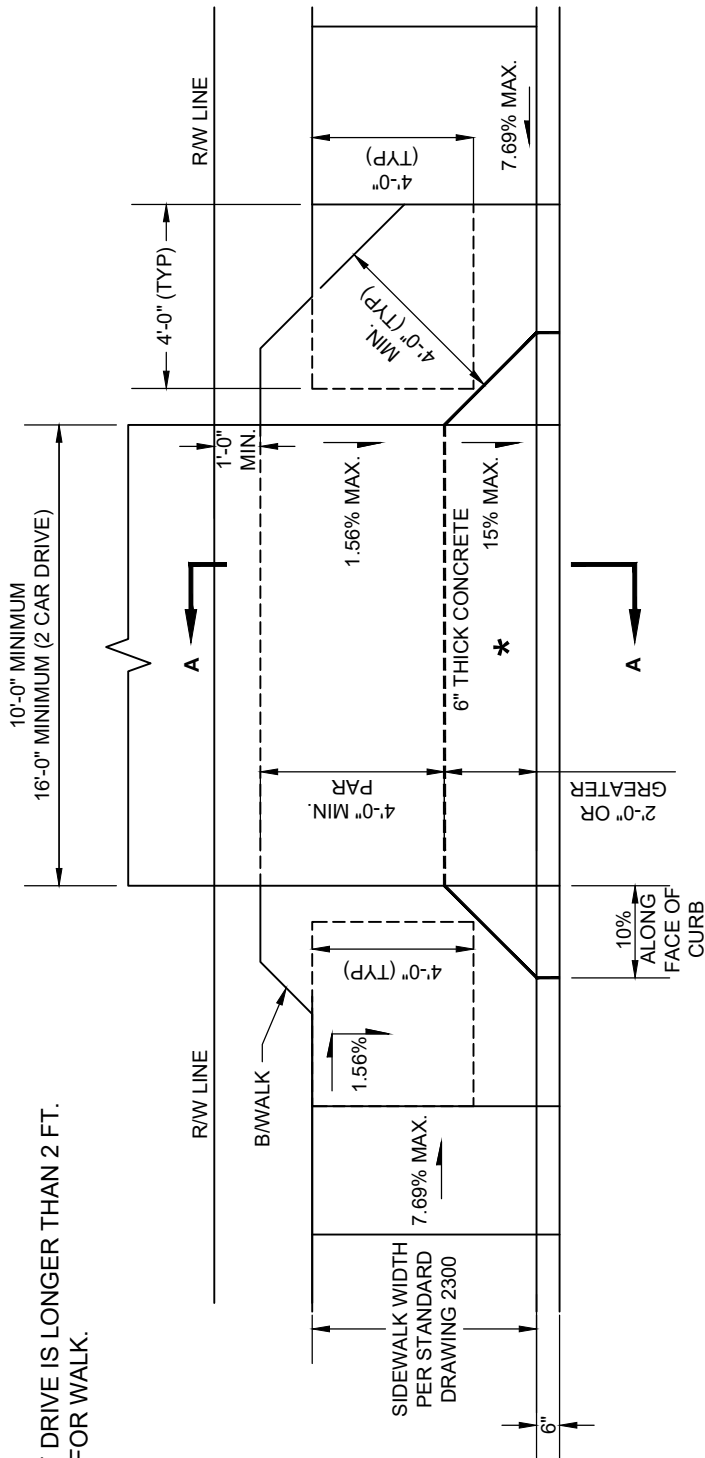
SECTION A-A
SEE SHEET 1 OF 4 FOR NOTES

DRIVEWAY, RESIDENTIAL
CURBED ROADWAY

STD DWG
2201

SHT 2 OF 4

* USE WHEN FRONT RAMP OF DRIVE IS LONGER THAN 2 FT.
 MAINTAIN RW CLEARANCE FOR WALK.



SIDEWALK ADJACENT TO CURB WITH RUN-AROUND

DRIVEWAY, RESIDENTIAL CURBED ROADWAY

CITY OF COLUMBUS, OHIO
 DEPARTMENT OF PUBLIC SERVICE
 DIVISION OF DESIGN AND CONSTRUCTION

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2201
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 SHT 3 OF 4

SECTION A-A
 SEE SHEET 1 OF 4 FOR NOTES

Diagram illustrating a standard 26'-0" wide parking space with a concrete curb and gutter. The diagram shows the following components and dimensions:

- Overall Width:** 26'-0" WITH PARKING SPACES OF 60 OR MORE.
- Concrete Sidewalk:** 4'-0" MIN. wide, with a maximum slope of 1.56%.
- Concrete Curb:** 8" ITEM - 608, with a maximum height of 8" MAX.
- Gutter:** 8" ITEM - 452, with a maximum height of 8" MAX.
- Flare:** 5'-0" MIN. FLARE on both sides of the curb.
- Separate Curb/Curb & Gutter:** Indicated by a separate line and label.
- Concrete Sidewalk:** 4'-0" MIN. wide, with a maximum slope of 1.56%.
- Concrete Curb:** 8" ITEM - 608, with a maximum height of 8" MAX.
- Gutter:** 8" ITEM - 452, with a maximum height of 8" MAX.
- Flare:** 5'-0" MIN. FLARE on both sides of the curb.
- Separate Curb/Curb & Gutter:** Indicated by a separate line and label.

SHT 1 OF 14



CURB AND GUTTER
 DRIVEWAYS
 CONCRETE

20'-0" MINIMUM
 26'-0" WITH PARKING SPACES OF 60 OR MORE

R/W LINE
 B/WALK
 R/W LINE

1'-0" MIN.
 4'-0" MIN. PAR.
 8" ITEM - 452
 4'-0" MIN. PAR.

1.56% MAX.
 7.69% MAX.
 1.56% MAX.
 7.69% MAX.
 8% MAX.

SIDEWALK WIDTH
 PER STANDARD
 DRAWING 2300

6"

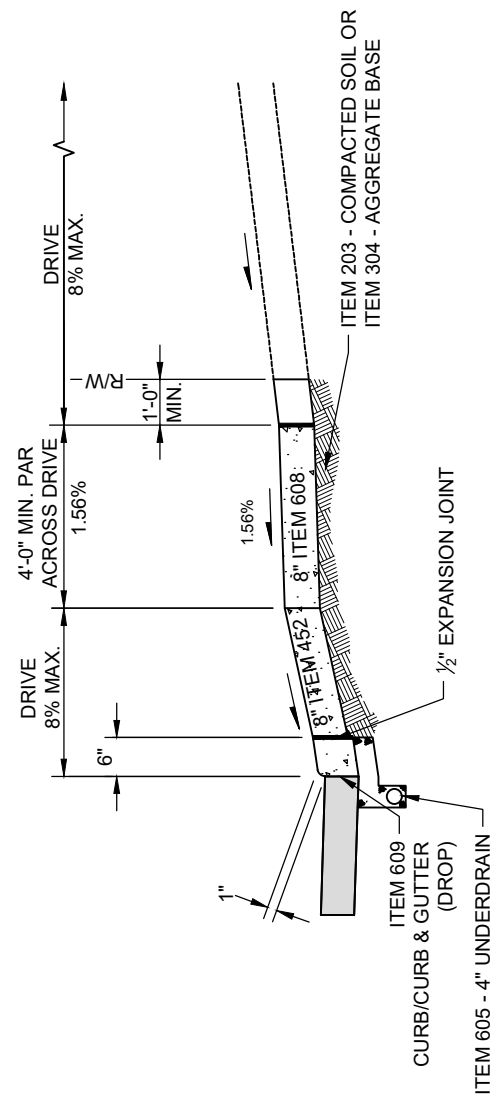
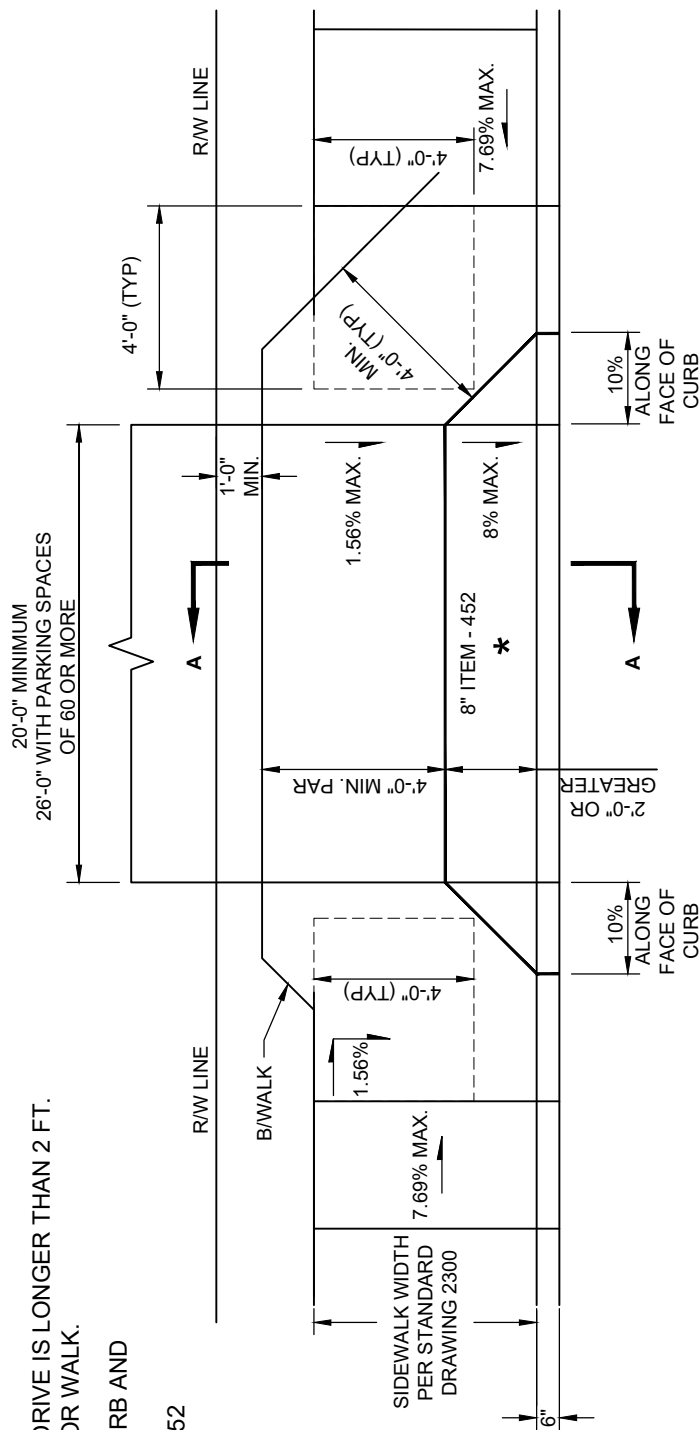
4'-0" FLARE



CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

SHT 2 OF 14

WHEN CURB OR CURB OR CURB AND
GUTTER ARE PRESENT ALL
DRIVEWAYS SHALL BE ITEM 452
CONCRETE PAVEMENT



CURBED ROADWAY WITH FLARES, TYPE C

DRIVEWAY, NON-RESIDENTIAL

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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2202

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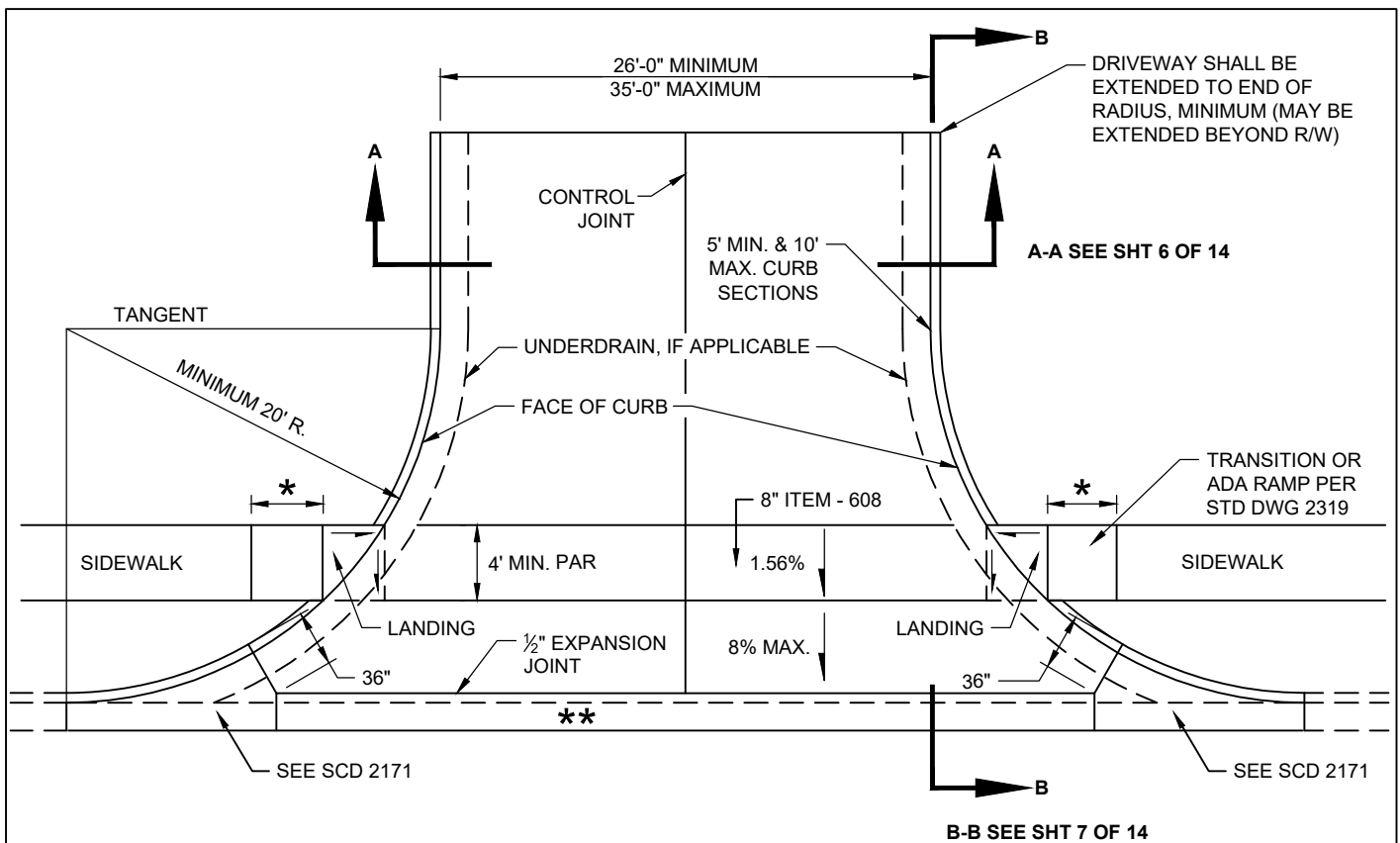
SHT 3 OF 14

SECTION A-A
SEE SHEET 1 OF 14 FOR NOTES

[illegible]

SHT 4 OF 14

SECTION A-A
SEE SHEET 1 OF 14 FOR NOTES



* 8" CONCRETE SIDEWALK FOR 1 FULL PANEL (MIN. 5 FT.) BEYOND EDGE OF DRIVE.

** MAINTAIN 4" PIPE UNDERDRAIN. CURB OR COMBINED CURB AND GUTTER SHALL BE TAKEN OUT AND REPLACED WITH CONCRETE, SEPARATED FROM THE DRIVE BY 1/2" PREMOLDED EXPANSION JOINT. WHEN LESS THAN 5 FT. OF A CURB SECTION REMAINS AFTER THE CURB CUT IS LOCATED, IT SHALL ALSO BE REMOVED AND REPLACED. CURB/GUTTER SHALL BE CONSTRUCTED IN MINIMUM 5 FT. SECTIONS AND MAXIMUM 10 FT. SECTIONS.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

NO DOWELS REQUIRED ON DRIVES.

WHEN A CURB OR CURB AND GUTTER ARE PRESENT ALL DRIVEWAYS SHALL BE ITEM 452 CONCRETE PAVEMENT

CURBED ROADWAY WITH RADIUS

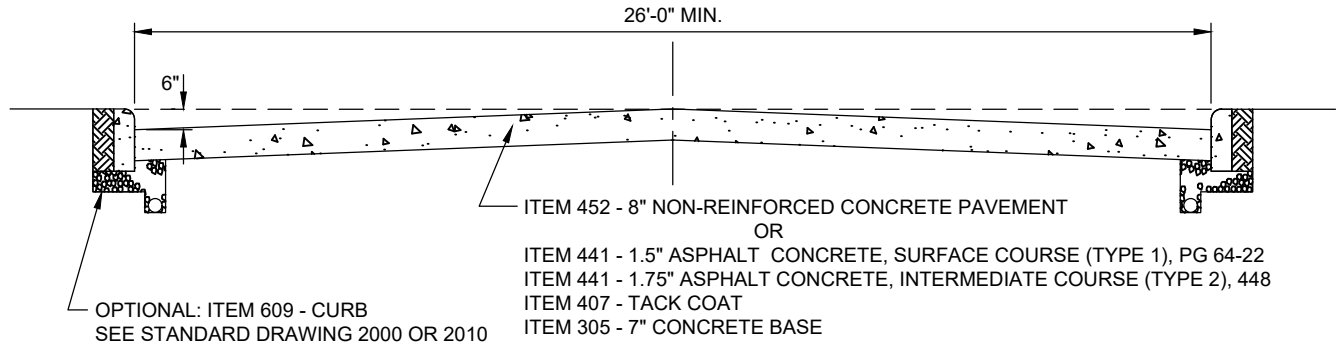
DRIVEWAY, NON-RESIDENTIAL

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

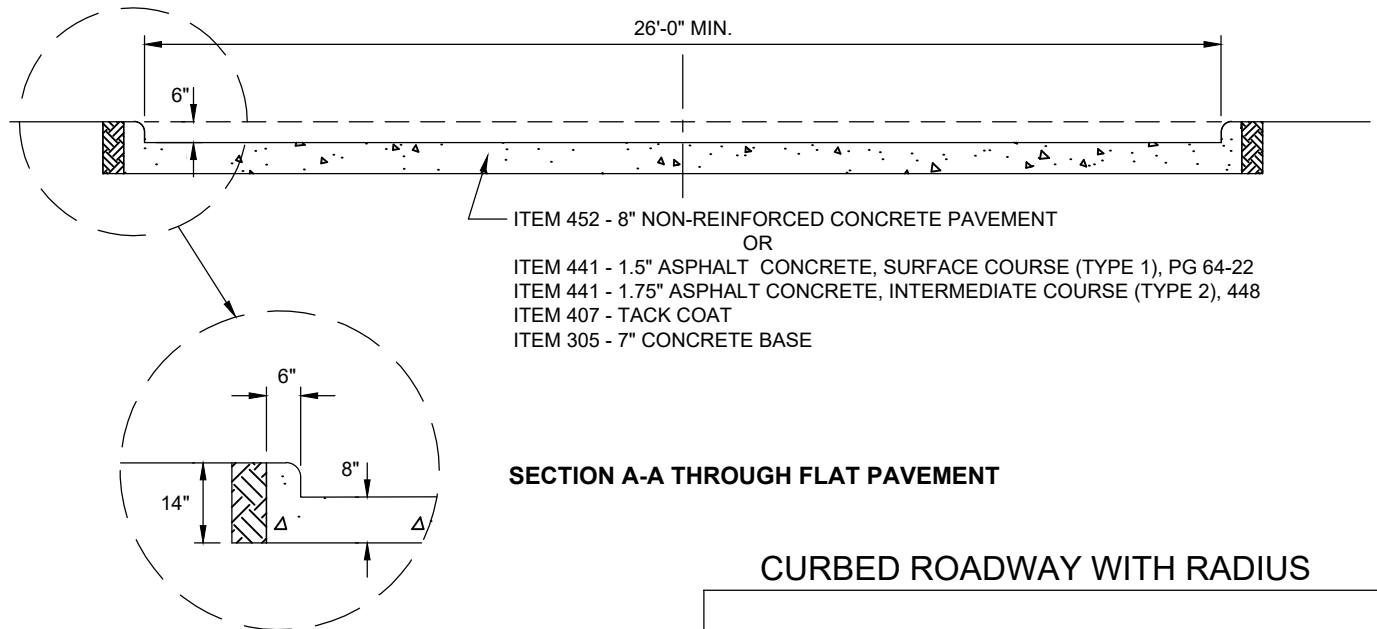
STD DWG
2202

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SECTION A-A THROUGH CROWNED PAVEMENT



SECTION A-A THROUGH FLAT PAVEMENT

CURBED ROADWAY WITH RADIUS

DRIVEWAY, NON-RESIDENTIAL

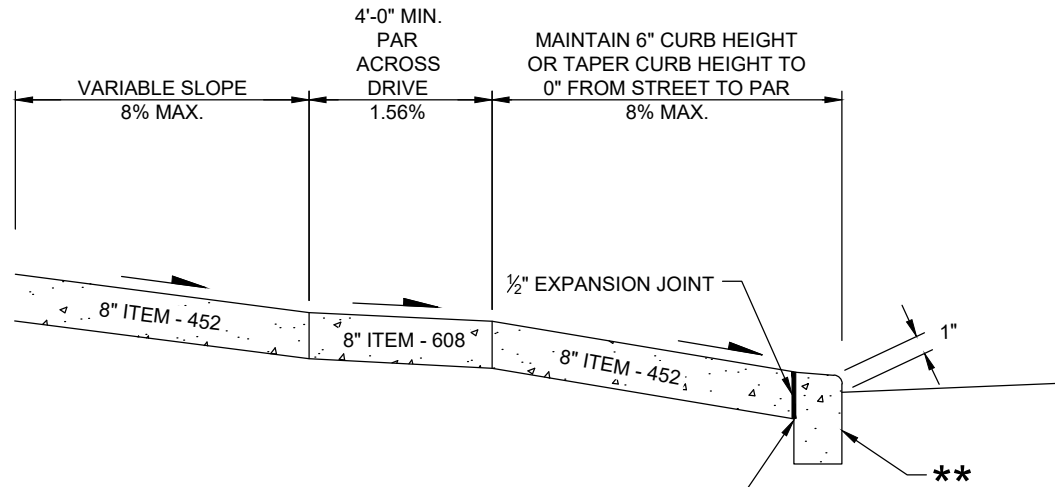
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

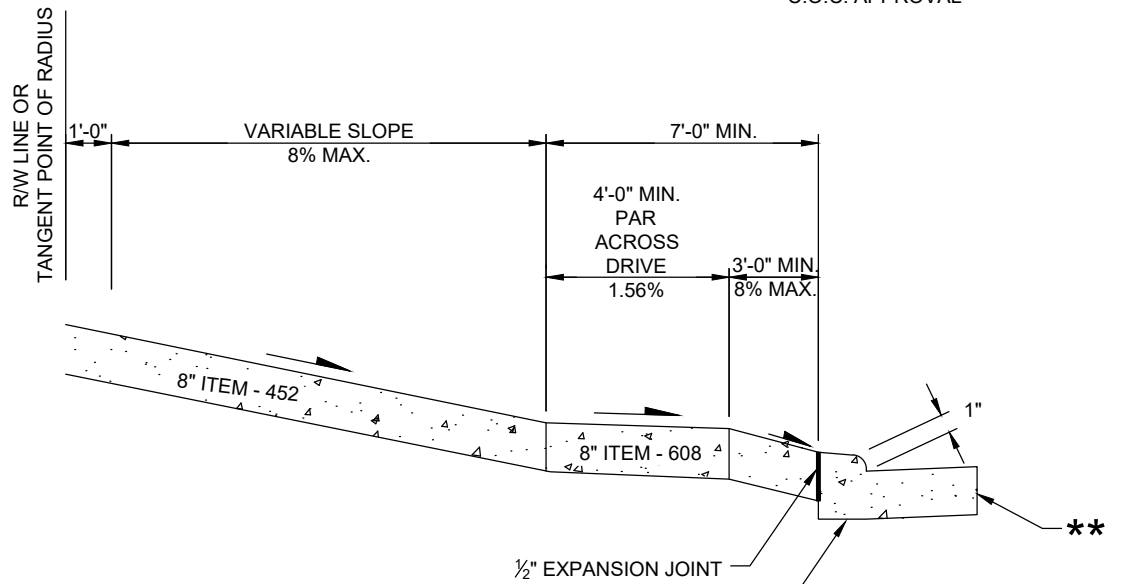
2202

12/31/18

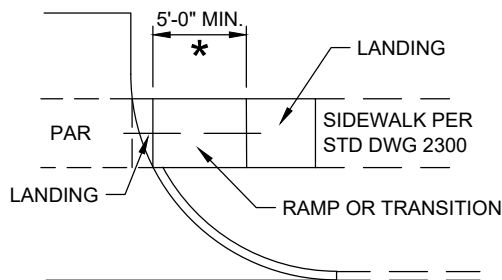
SHT 6 OF 14



SECTION B-B WITH STRAIGHT CURB



SECTION B-B WITH CURB AND GUTTER



PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

* 8" ITEM - 608

** STRAIGHT CURB OR CONCRETE CURB & GUTTER.

CURBED ROADWAY WITH RADIUS

DRIVEWAY, NON-RESIDENTIAL

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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FOR USE ON A NON-RESIDENTIAL PARCEL

DRIVE PAVEMENT (TYPE, RIGID)
ITEM 452 - 8" NON-REINFORCED PORTLAND
CEMENT CONCRETE

SIDEWALK SHALL BE PER STANDARD DRAWING 2300.
SIDEWALK THICKNESS SHALL BE 8" CONCRETE TO ONE FULL
PANEL (MIN. 5 FT.) BEYOND THE EDGE OF THE FULL WIDTH
SECTION OF THE DRIVE.

* PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH
APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR
TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION
FROM SIDEWALK TO APPROACH.

WHEN CONDITIONS EXIST USE
THE FOLLOWING;
IF THE DISTANCE FROM THE
SIDEWALK TO THE EDGE OF
PAVEMENT IS:

- >5' ----- HOLD THE FLARE TO 45° AND
ADJUST THE WIDTH
ACCORDINGLY, MAINTAIN THE
MINIMUM 2' WIDE
PERPENDICULAR AREA OF
THE APPROACH
- 5'-7' --- MAINTAIN THE 5' MAXIMUM
FLARE WIDTH, VARY THE
ANGLE, AND MAINTAIN THE
MINIMUM 2' WIDE
PERPENDICULAR AREA OF
THE APPROACH
- >7' ----- DECREASE THE 45° ANGLE
(ADJUST ACCORDINGLY).
MAINTAIN THE MINIMUM 2'
WIDE PERPENDICULAR AREA
OF THE APPROACH

NON-CURBED ROADWAY WITH FLARES DRIVE PAVEMENT, RIGID

DRIVEWAY, NON- RESIDENTIAL

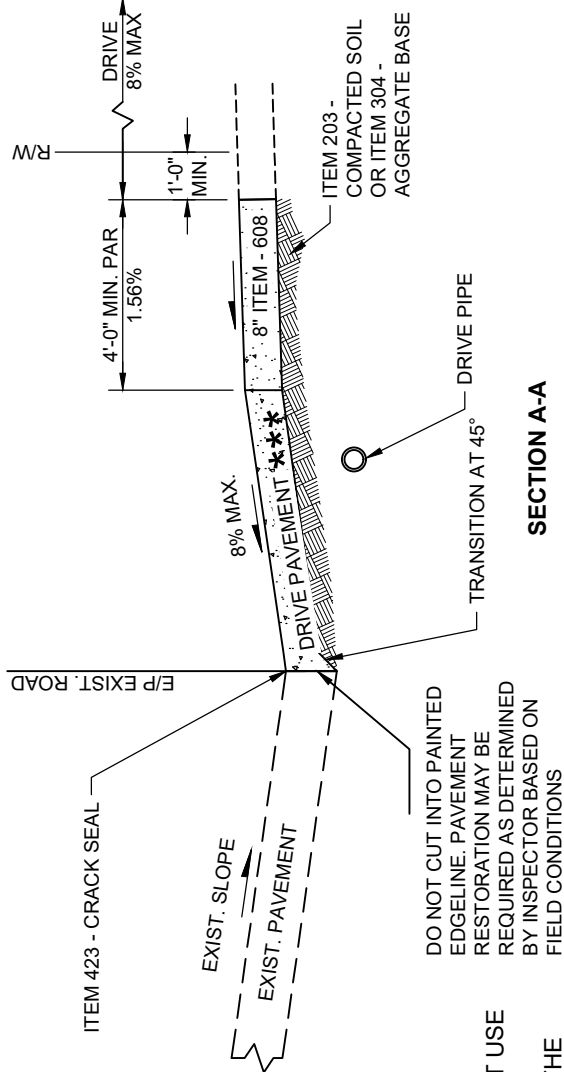
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

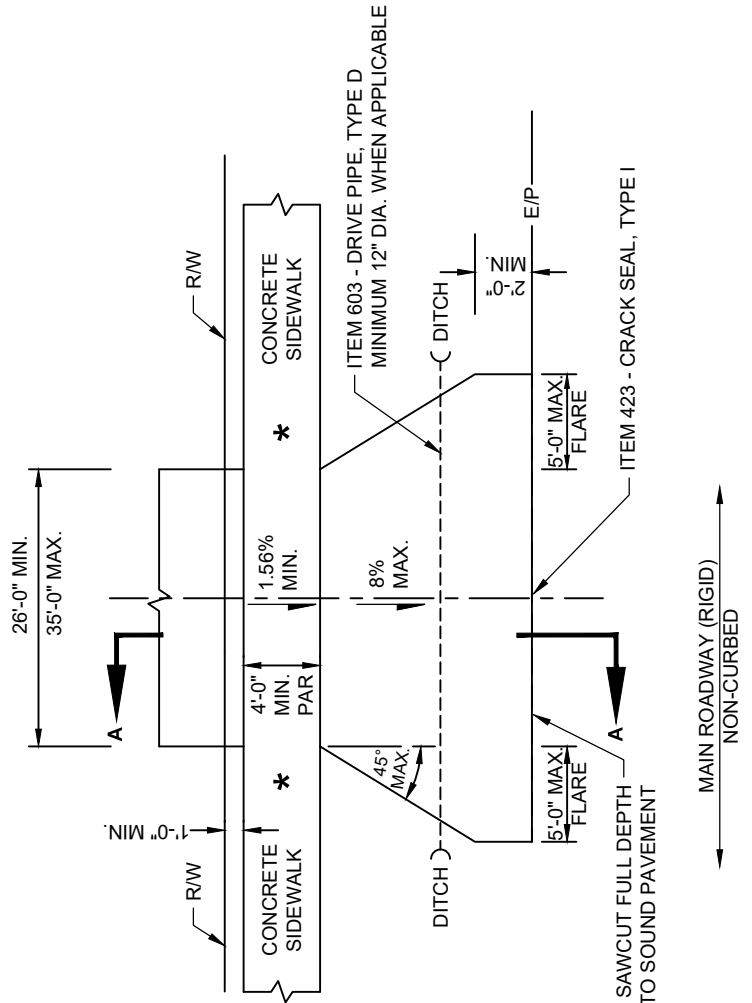
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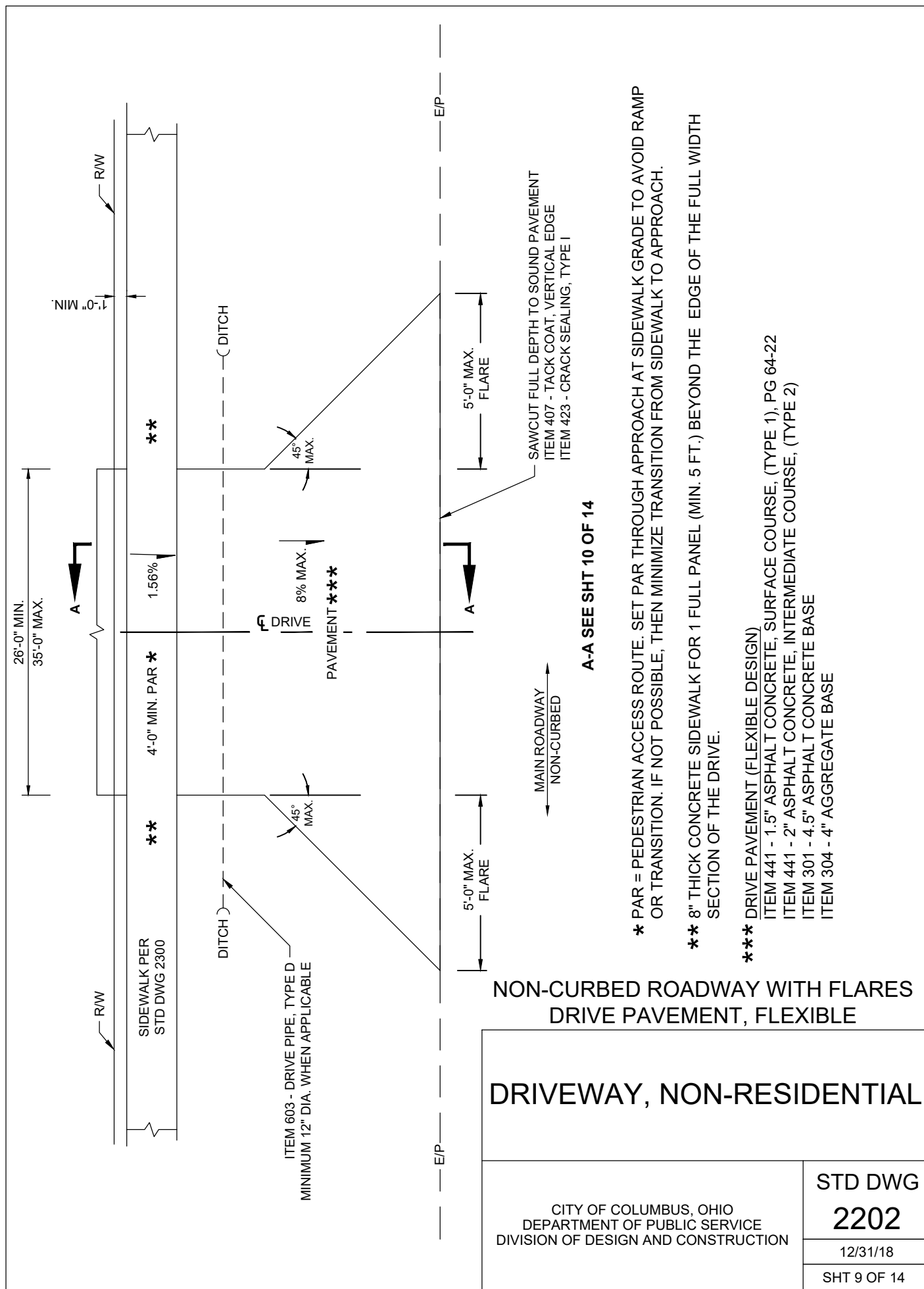
12/31/18

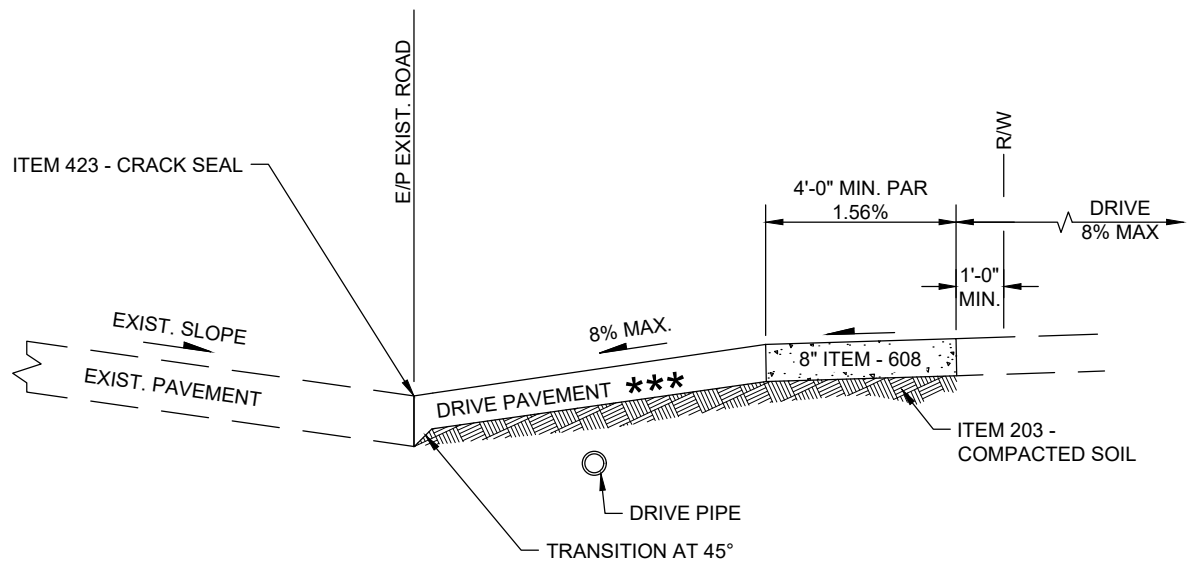
SHT 8 OF 14



SECTION A-A







SECTION A-A

**NON-CURBED ROADWAY WITH FLARES
DRIVE PAVEMENT, FLEXIBLE**

DRIVEWAY, NON-RESIDENTIAL

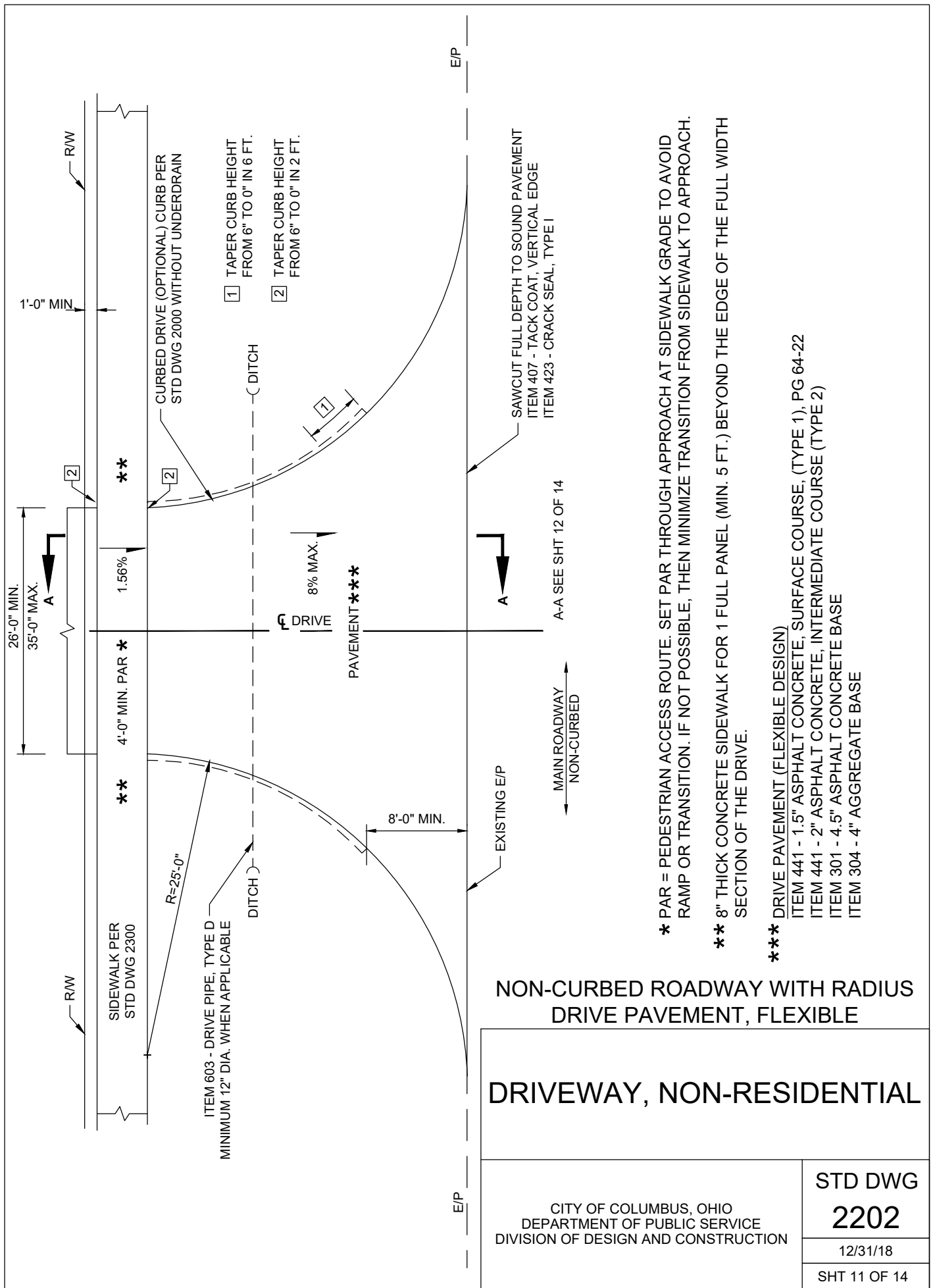
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

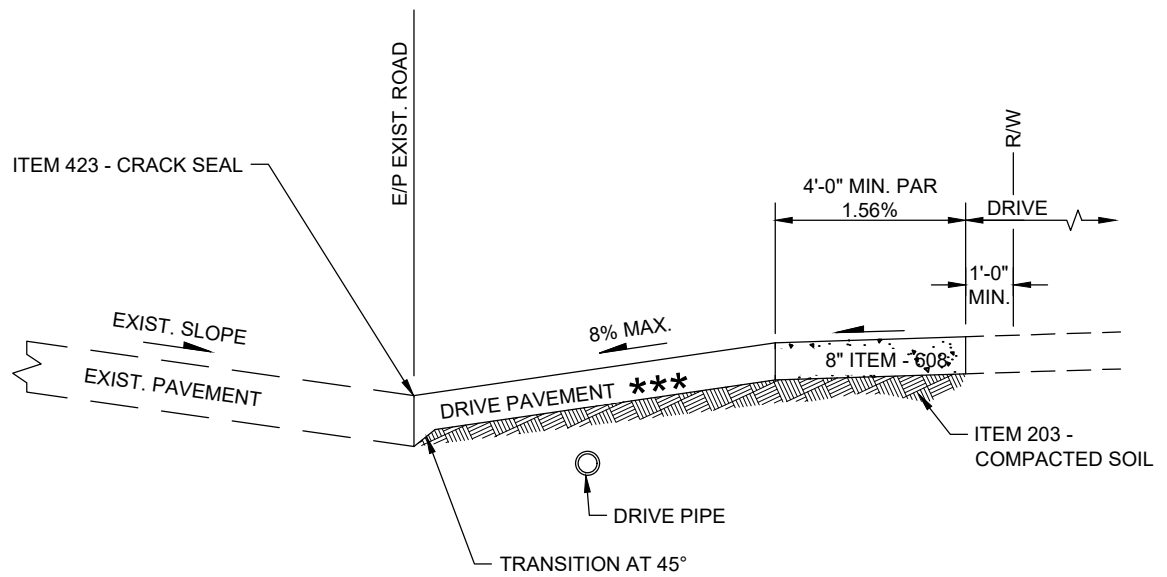
STD DWG

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SECTION A-A

NON-CURBED ROADWAY WITH RADIUS,
DRIVE PAVEMENT, FLEXIBLE

DRIVEWAY, NON-RESIDENTIAL

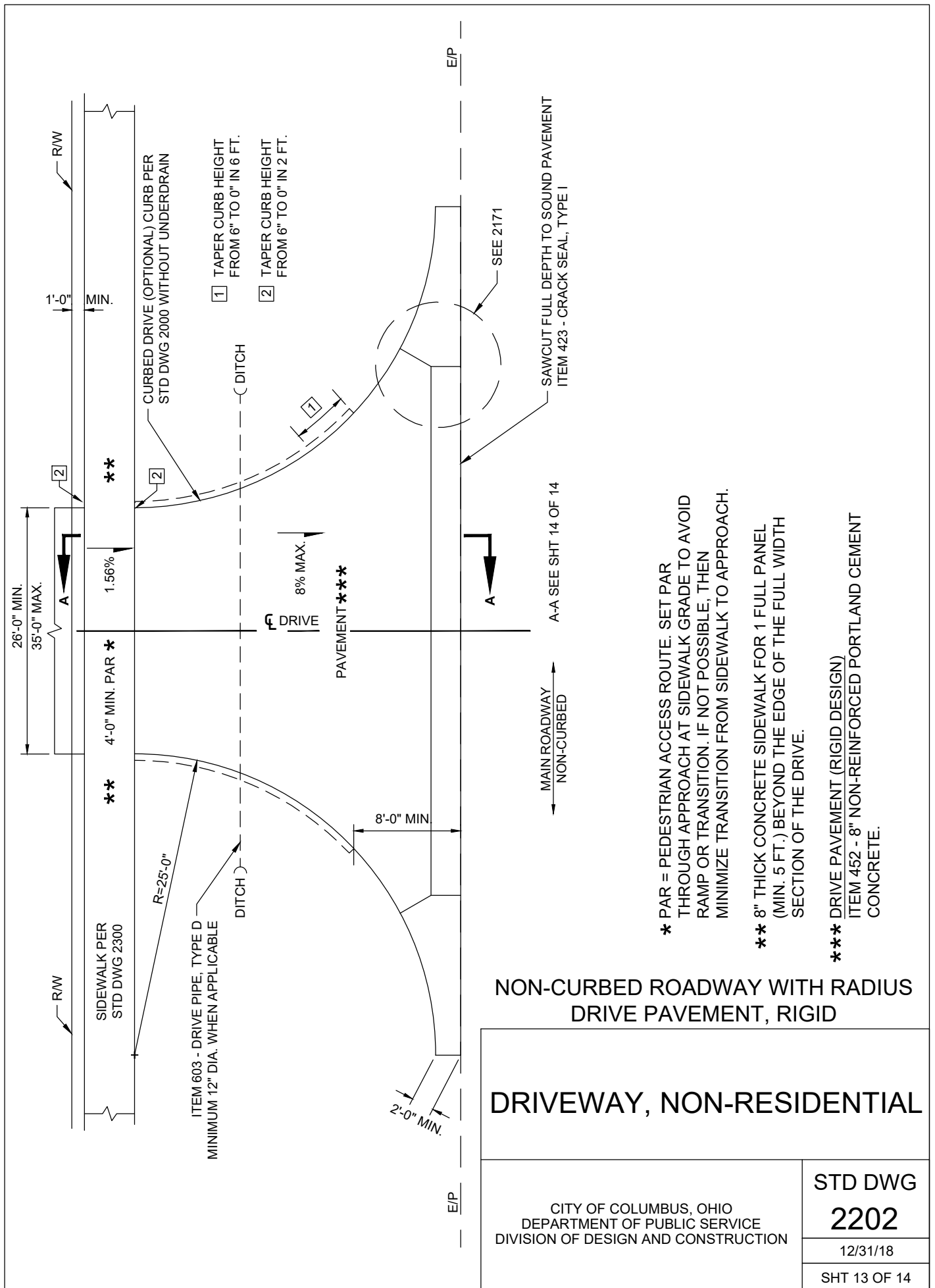
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

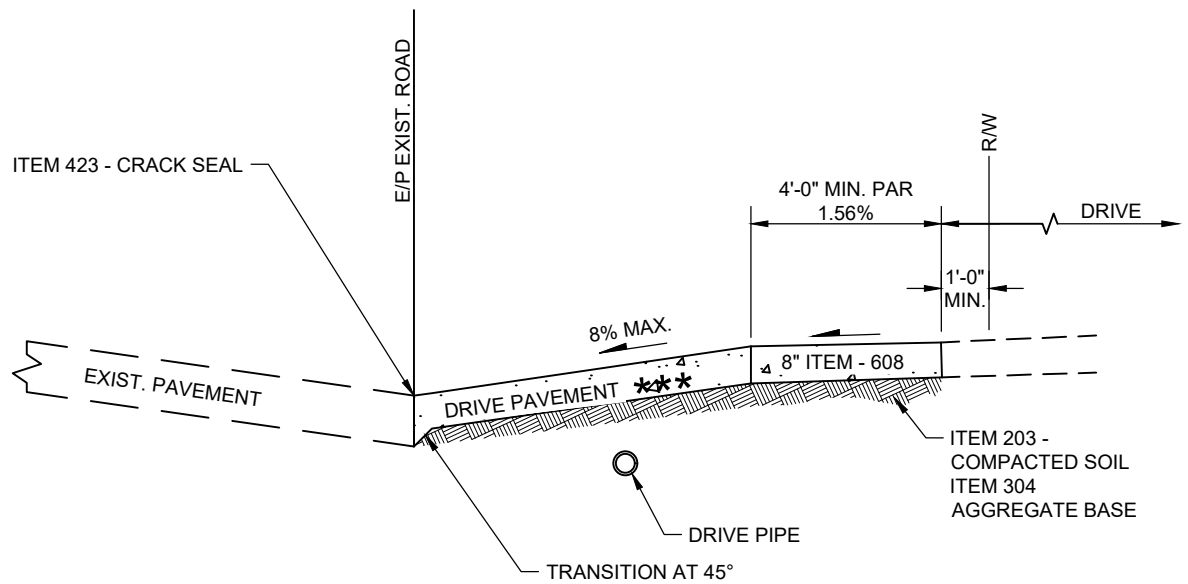
STD DWG

2202

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SECTION A-A

**NON-CURBED ROADWAY WITH RADIUS
DRIVE PAVEMENT, RIGID**

DRIVEWAY, NON-RESIDENTIAL

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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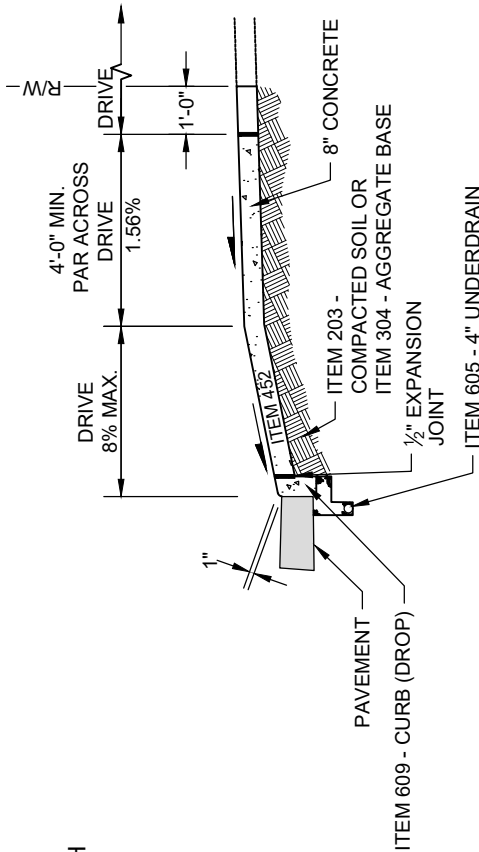
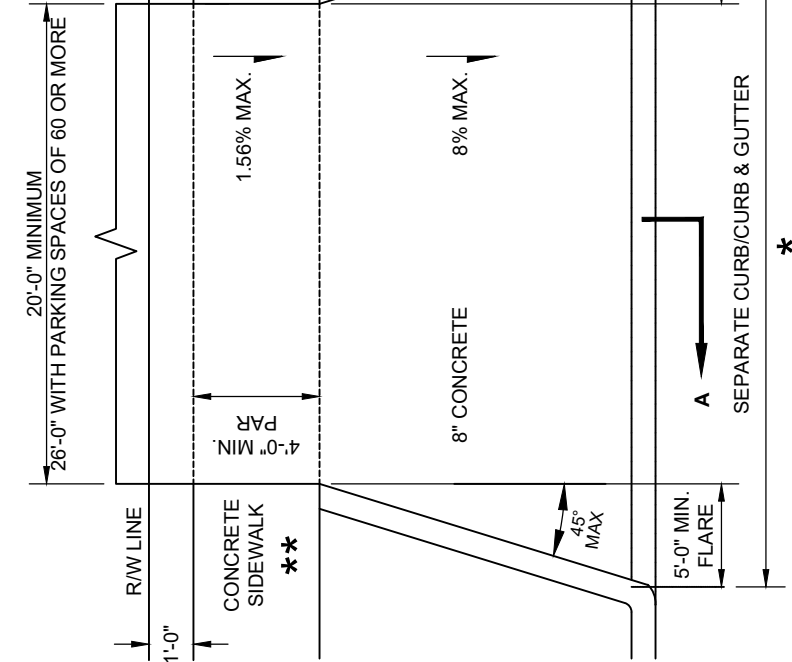
SHT 14 OF 14

THIS STANDARD DRAWING IS FOR DRIVES ON LOCAL OR COLLECTOR STREETS WITH SPEEDS ≤ 35 MPH, UNLESS APPROVED OTHERWISE BY DEPARTMENT OF PUBLIC SERVICE.

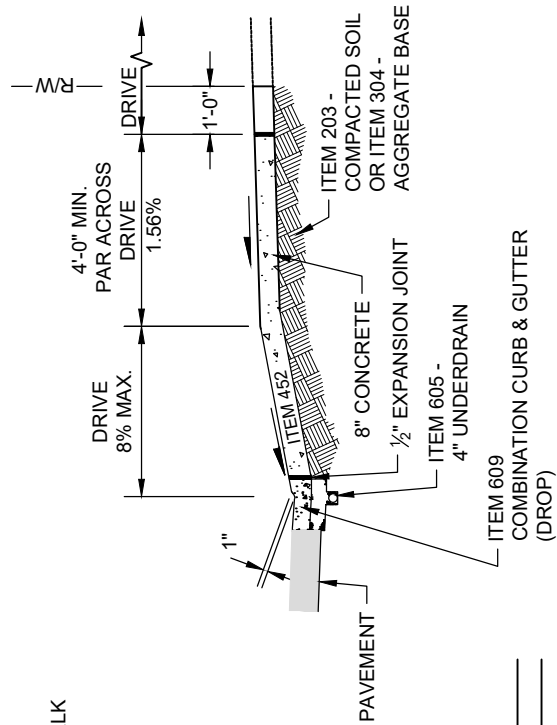
* CURB OR COMBINED CURB AND GUTTER SHALL BE TAKEN OUT AND REPLACED WITH CONCRETE, SEPARATED FROM THE DRIVE BY 1/2" PREMOLDED EXPANSION JOINT. WHEN LESS THAN 5 FT. OF A CURB SECTION REMAINS AFTER THE CURB CUT IS LOCATED, IT SHALL ALSO BE REMOVED AND REPLACED. CURB SHALL BE CONSTRUCTED IN MINIMUM 5 FT. SECTIONS AND MAXIMUM 10 FT. SECTIONS.

** SIDEWALK WIDTH SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 8" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND EDGE OF DRIVE.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.



STRAIGHT CURB SECTION
SECTION A-A



COMBINATION CURB AND GUTTER SECTION
SECTION A-A

DRIVEWAY, NON-RESIDENTIAL WITH FLARES CURBED ROADWAY

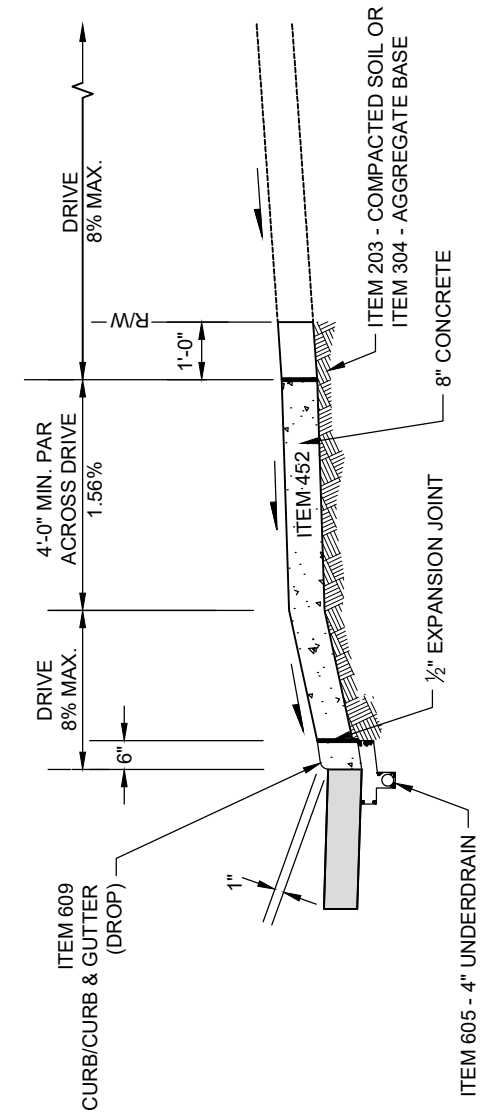
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2202

CITY ENGINEER

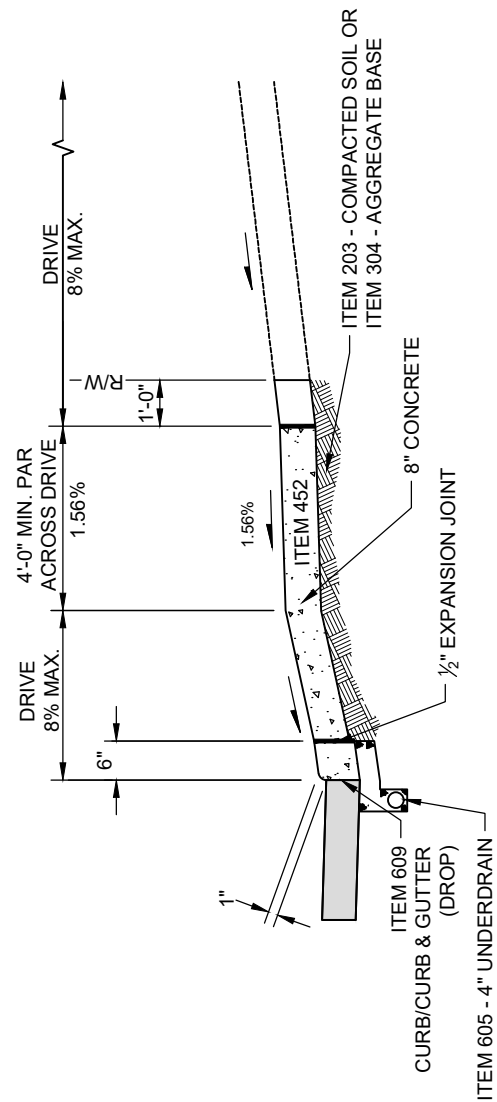
04/30/18

SHT 1 OF 4



SECTION A-A
SEE SHEET 1 OF 4 FOR NOTES

20'-0" MINIMUM
26'-0" WITH PARKING SPACES
OF 60 OR MORE



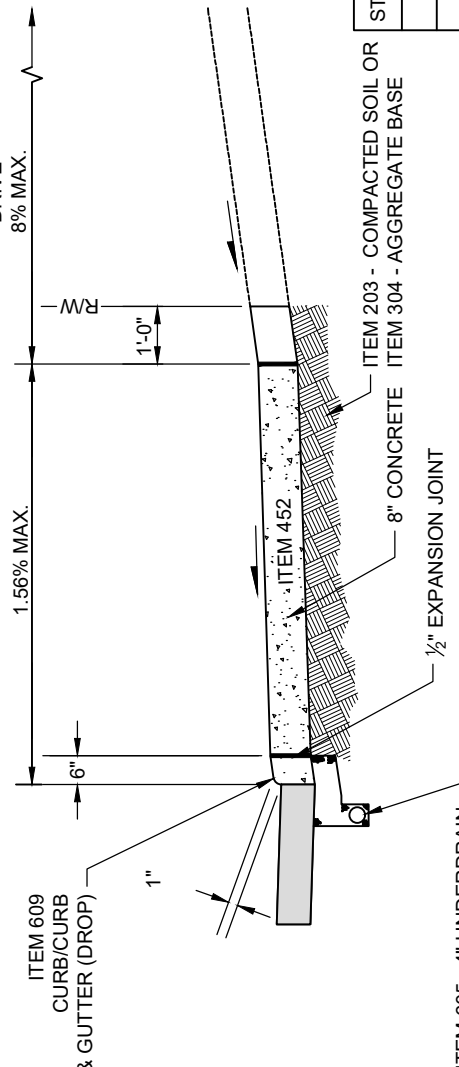
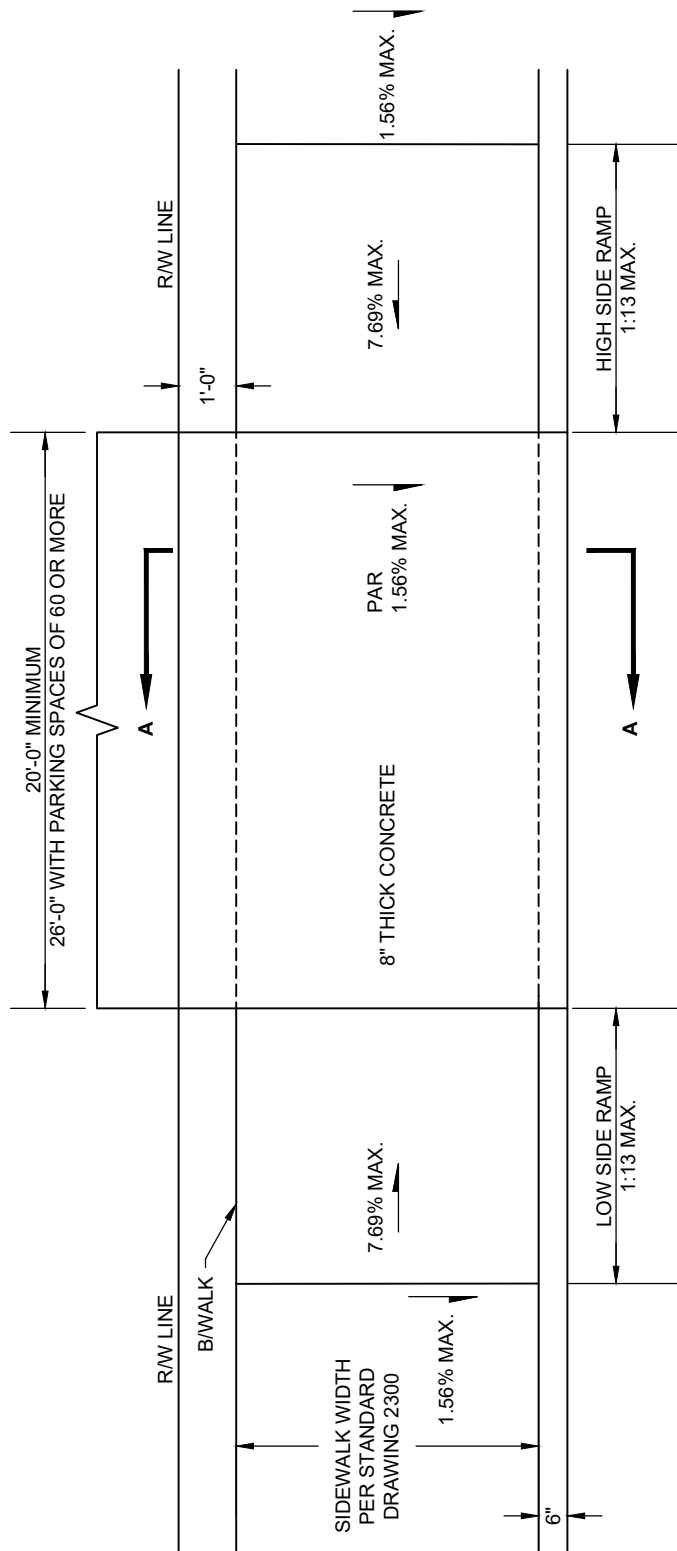
SECTION A-A
SEE SHEET 1 OF 4 FOR NOTES

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2202

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SHT 3 OF 4



SIDEWALK ADJACENT TO CURB

DRIVEWAY, NON-RESIDENTIAL WITH FLARES CURBED ROADWAY

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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2202

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SHT 4 OF 4

STREET GRADE	RAMP LENGTH (1:13)	
	LOW SIDE *	HIGH SIDE *
1%	5'-6"	7'-2"
2%	5'-0"	8'-4"
3%	4'-6"	10'-0"
4%	4'-2"	12'-6"
5%	3'-10"	16'-8"

* MEASURED ALONG THE BACK OF CURB

SECTION A-A
SEE SHEET 1 OF 4 FOR NOTES

FOR USE ON A PARCEL WITH A SINGLE DWELLING

* REPLACEMENT OF EXISTING DRIVES SHALL MATCH PAVEMENT (TYPE, DESIGN) IN KIND TO EXISTING DRIVE. NEW DRIVES SHALL BE PAVEMENT (TYPE, DESIGN) SIMILAR TO MAIN ROADWAY (TYPE, DESIGN).

DRIVE PAVEMENT (TYPE, FLEXIBLE)

ITEM 441 - 1.5" ASPHALT CONCRETE, SURFACE COURSE, (TYPE 1), PG 64-22

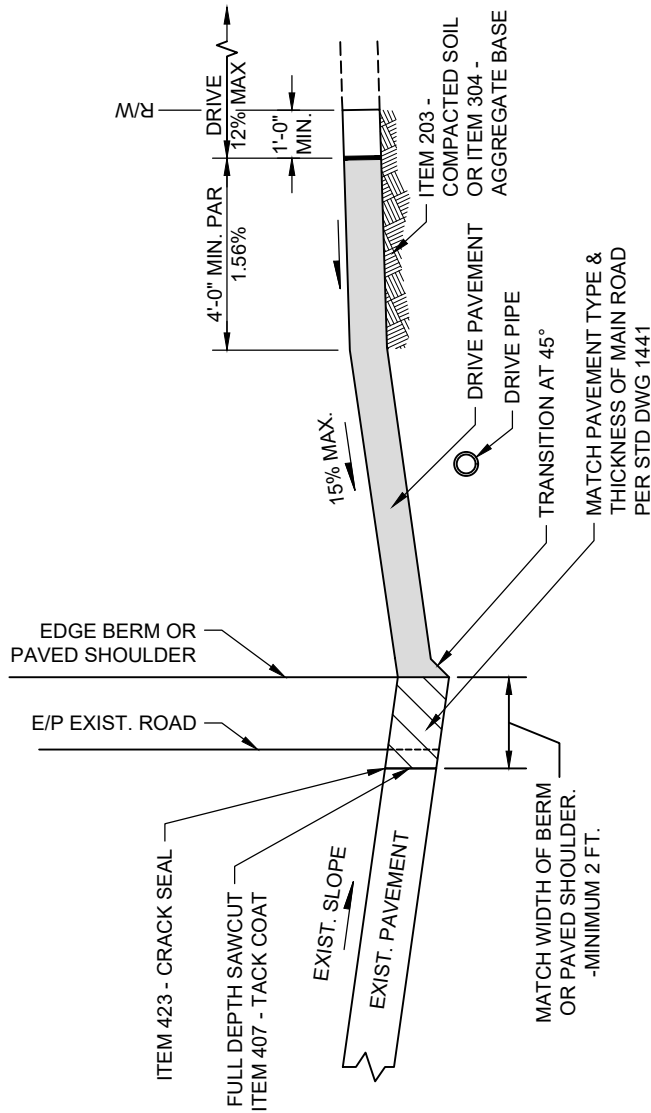
ITEM 441 - 2.5" ASPHALT CONCRETE, INTERMEDIATE COURSE, (TYPE 2), PG 64-22

ITEM 304 - 4" AGGREGATE BASE

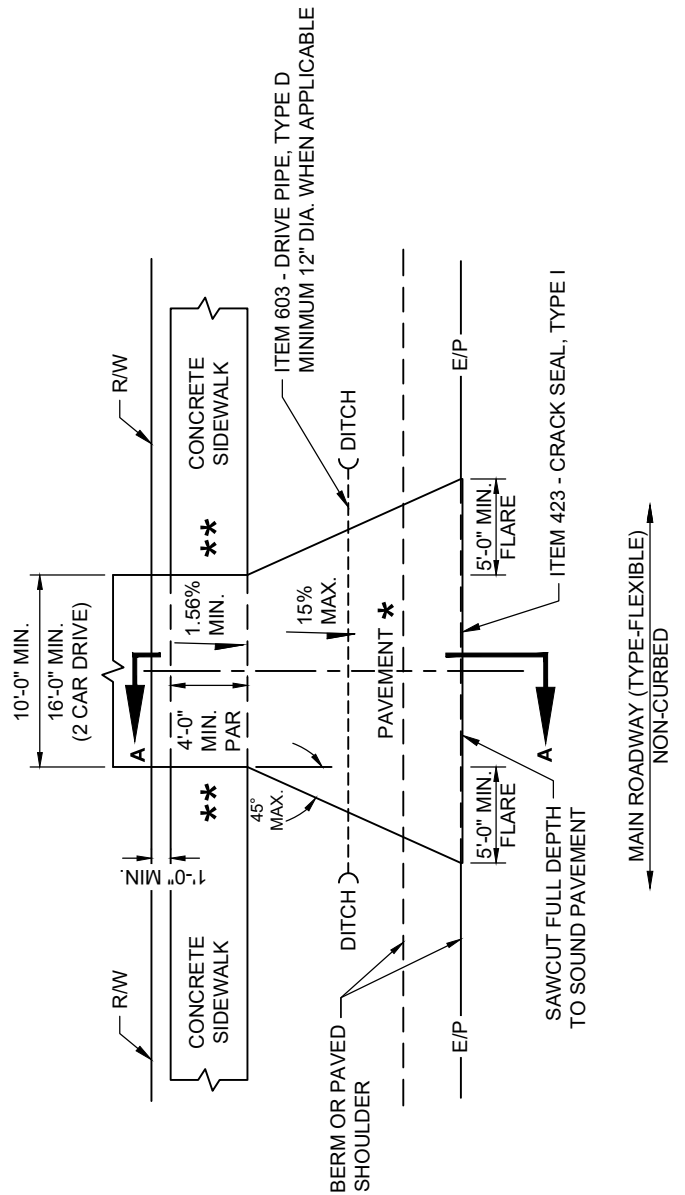
** SIDEWALK SHALL BE PER STANDARD DRAWING 2300.

SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND EDGE OF DRIVE.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.



SECTION A-A



DRIVE PAVEMENT (TYPE, FLEXIBLE)

DRIVEWAY, RESIDENTIAL NON-CURBED ROADWAY

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2206

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SHT 1 OF 3

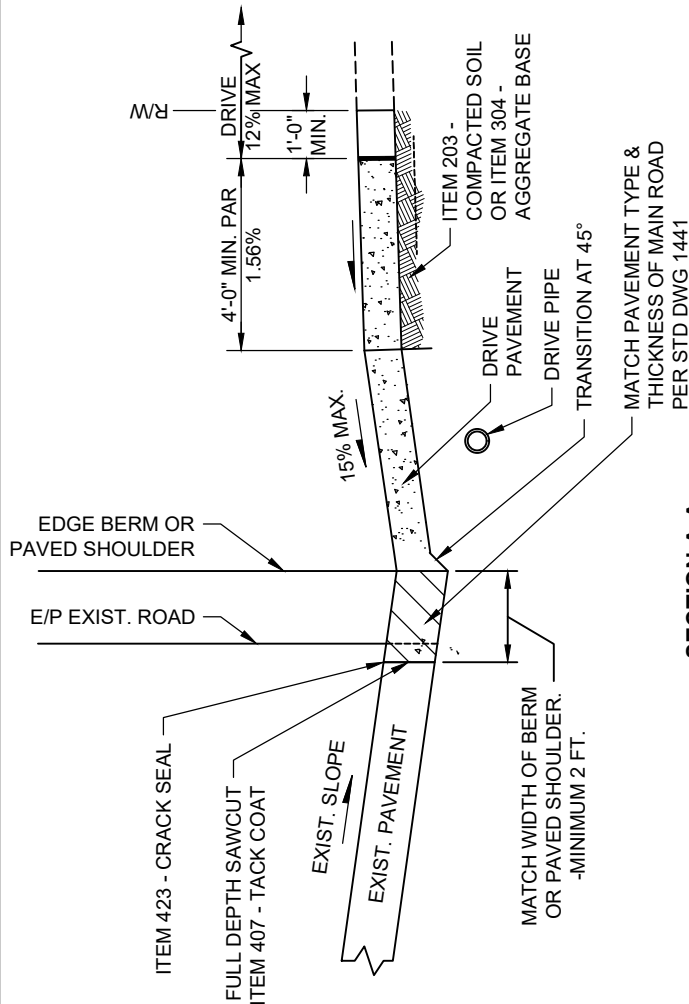
FOR USE ON A PARCEL WITH A SINGLE DWELLING

* REPLACEMENT OF EXISTING DRIVES SHALL MATCH PAVEMENT (TYPE, DESIGN) IN KIND TO EXISTING DRIVE. NEW DRIVES SHALL BE PAVEMENT (TYPE, DESIGN) SIMILAR TO MAIN ROADWAY (TYPE, DESIGN).

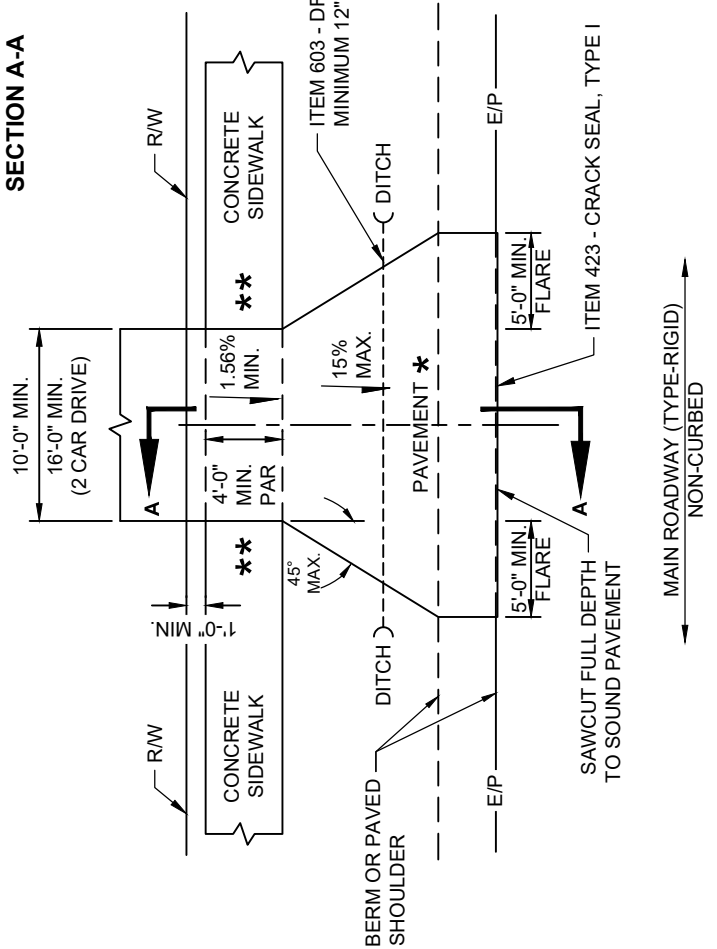
DRIVE PAVEMENT (TYPE, RIGID)
ITEM 452 - 6" NON-REINFORCED PORTLAND CEMENT CONCRETE

** SIDEWALK SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 6" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND EDGE OF DRIVE.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.



SECTION A-A



DRIVE PAVEMENT (TYPE, RIGID)

DRIVEWAY, RESIDENTIAL NON-CURBED ROADWAY

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
2206

04/30/18

SHT 2 OF 3

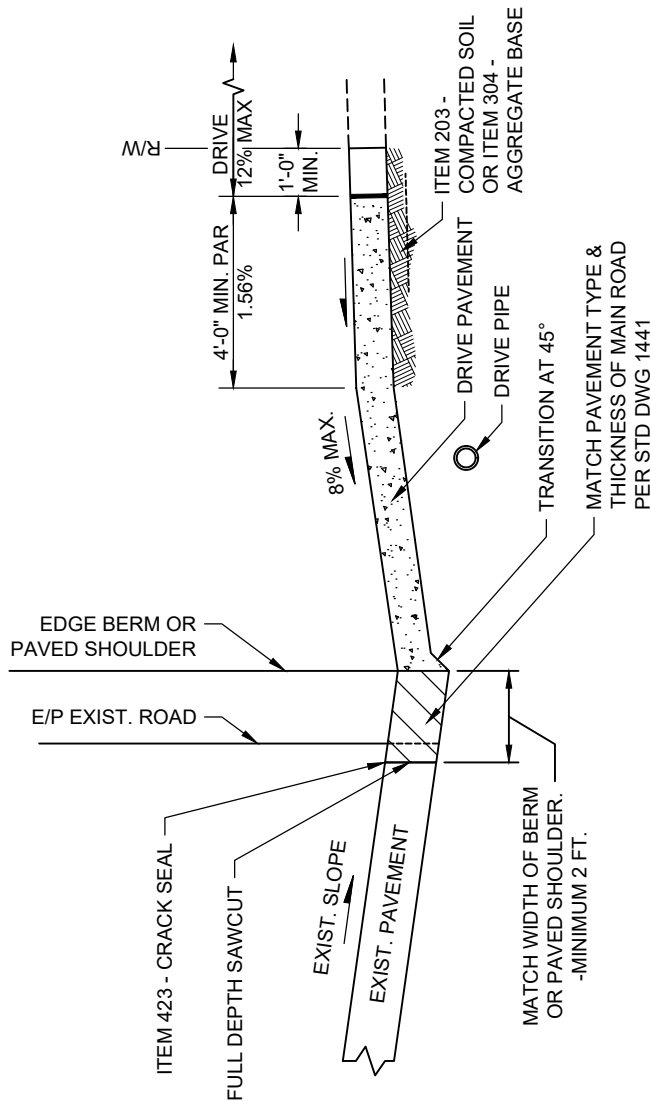
FOR USE ON A NON-RESIDENTIAL PARCEL

* REPLACEMENT OF EXISTING DRIVES SHALL MATCH PAVEMENT (TYPE, DESIGN) IN KIND TO EXISTING DRIVE. NEW DRIVES SHALL BE PAVEMENT (TYPE, DESIGN) SIMILAR TO MAIN ROADWAY (TYPE, DESIGN).

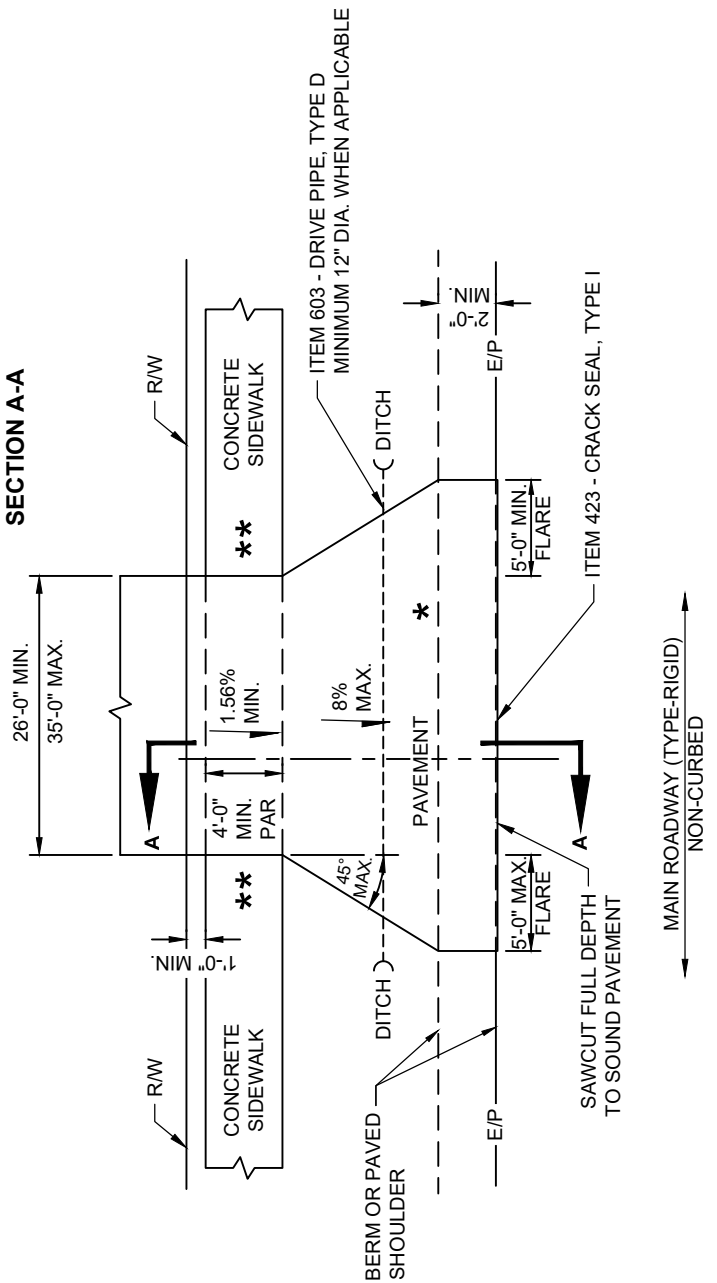
DRIVE PAVEMENT (TYPE, RIGID)
ITEM 452 - 8" NON-REINFORCED PORTLAND CEMENT CONCRETE

** SIDEWALK SHALL BE PER STANDARD DRAWING 2300. SIDEWALK THICKNESS SHALL BE 8" CONCRETE TO ONE FULL PANEL (MIN. 5 FT.) BEYOND EDGE OF DRIVE.

PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.



SECTION A-A



DRIVE PAVEMENT (TYPE, RIGID)

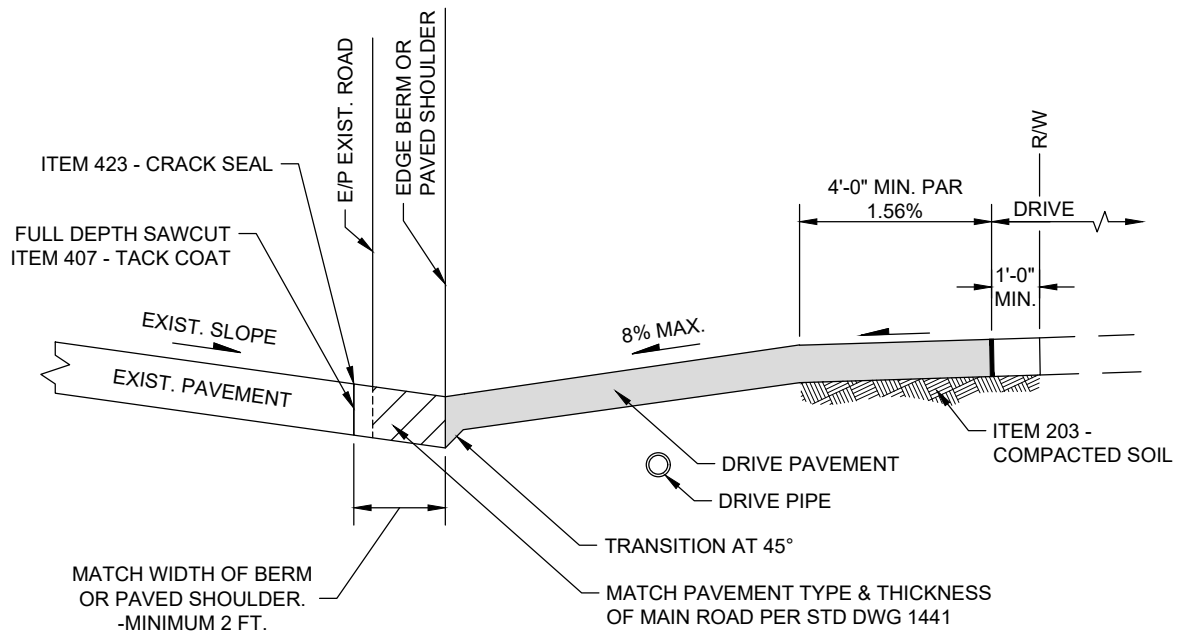
DRIVEWAY, NON-RESIDENTIAL NON-CURBED ROADWAY

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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2206

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SECTION A-A

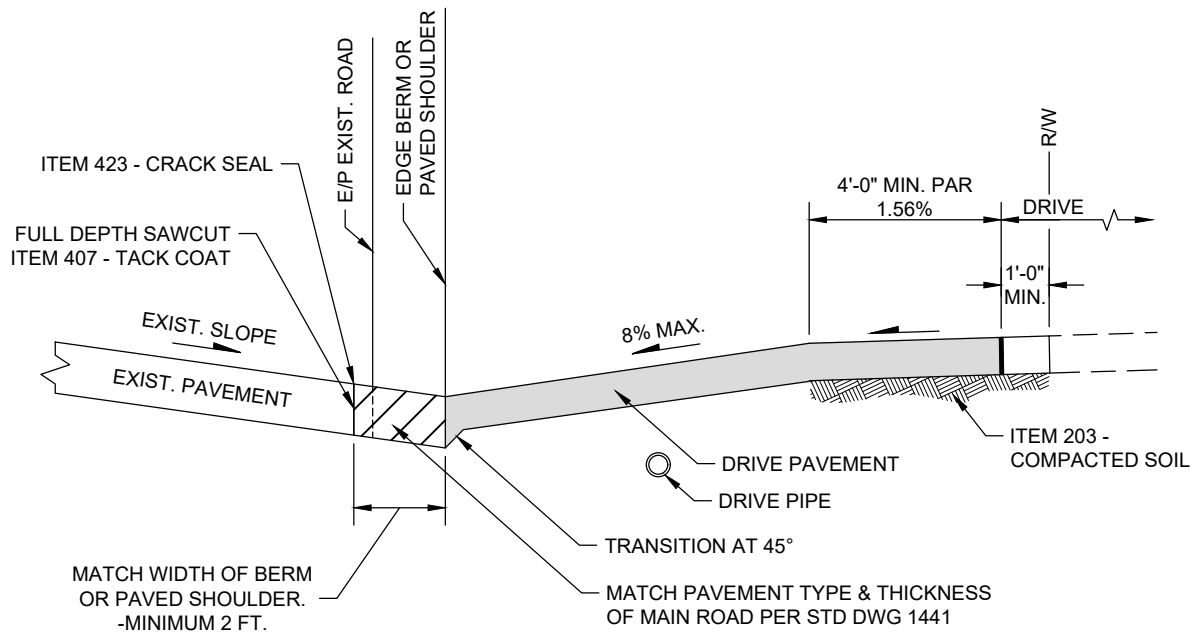
DRIVEWAY, NON-RESIDENTIAL WITH FLARES NON-CURBED ROADWAY

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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2207**

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SHT 2 OF 2



SECTION A-A

DRIVE PAVEMENT (TYPE, FLEXIBLE)

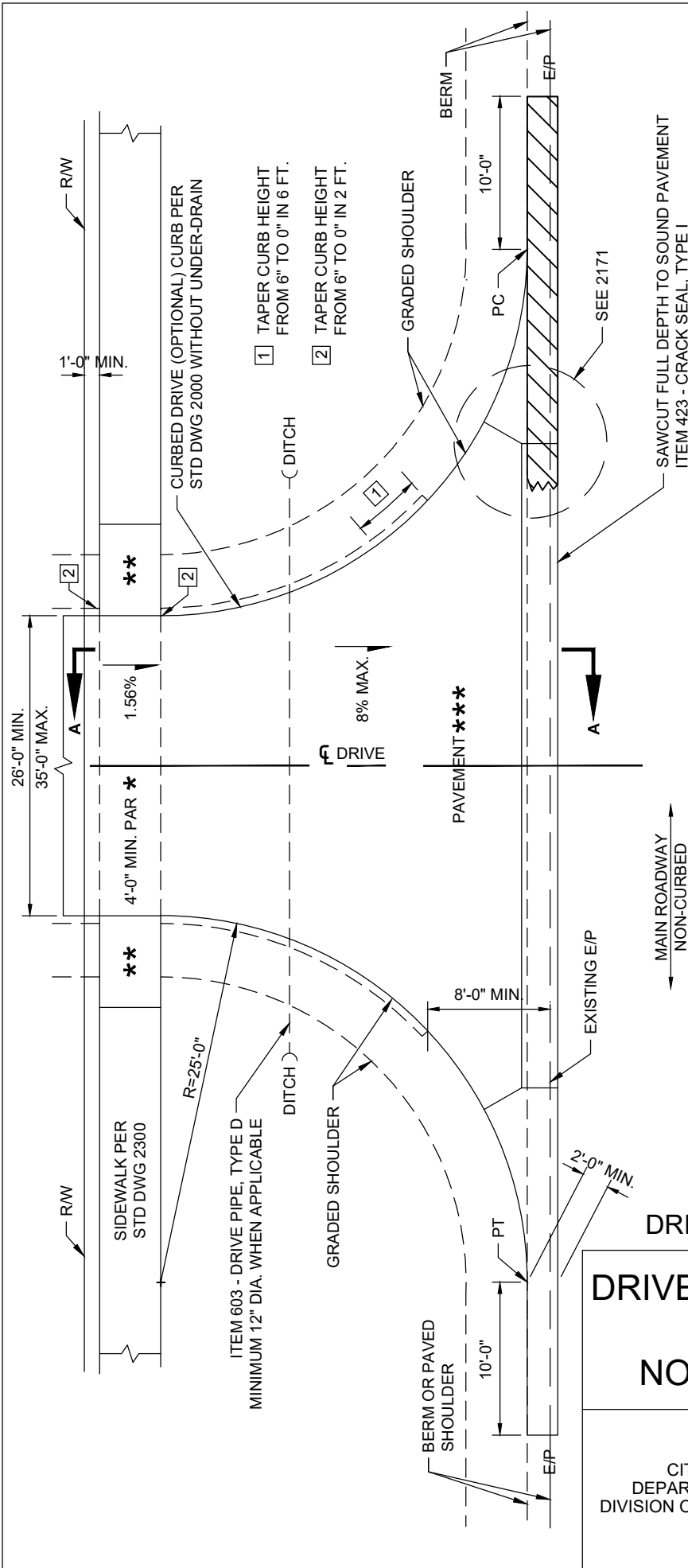
**DRIVEWAY, NON-RESIDENTIAL
WITH RADIUS
NON-CURBED ROADWAY**

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

**STD DWG
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DO NOT REPLACE PAVED SHOULDER IF SHOULDER HAS EQUAL OR GREATER PAVEMENT BUILD-UP.

* PAR = PEDESTRIAN ACCESS ROUTE. SET PAR THROUGH APPROACH AT SIDEWALK GRADE TO AVOID RAMP OR TRANSITION. IF NOT POSSIBLE, THEN MINIMIZE TRANSITION FROM SIDEWALK TO APPROACH.

** 8" THICK CONCRETE SIDEWALK FOR 1 FULL PANEL (MIN. 5 FT.) BEYOND EDGE OF DRIVE.

*** DRIVE PAVEMENT (RIGID DESIGN) ITEM 452 - 8" NON-REINFORCED PORTLAND CEMENT CONCRETE.

DRIVE PAVEMENT (TYPE, RIGID)

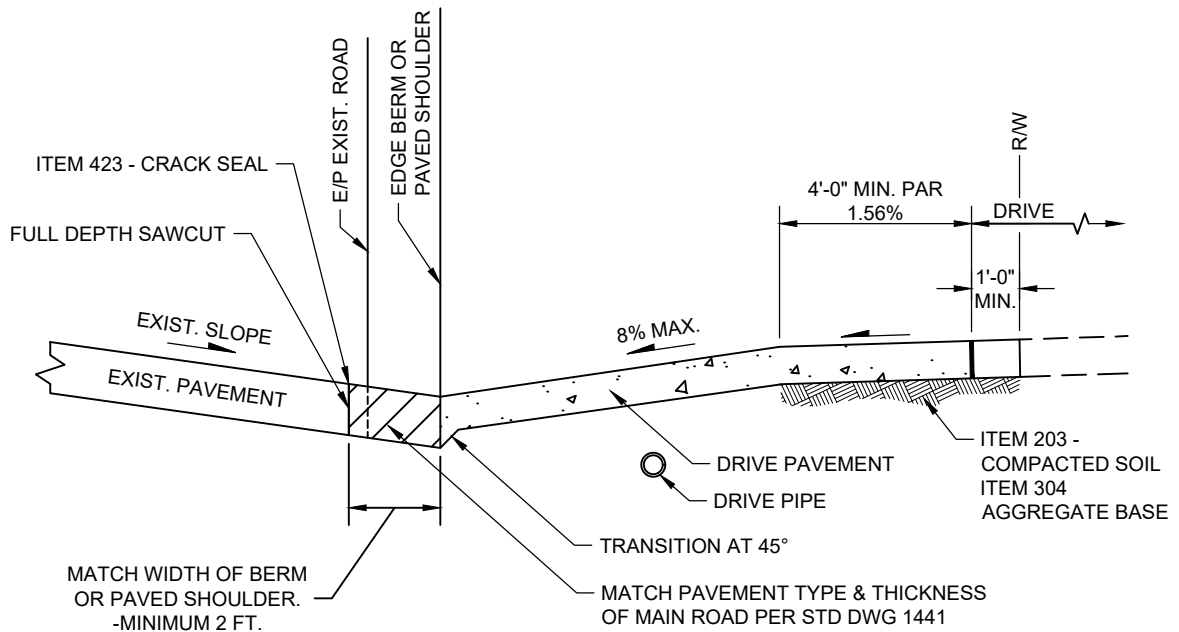
DRIVEWAY, NON-RESIDENTIAL WITH RADIUS NON-CURBED ROADWAY

CITY OF COLUMBUS, OHIO
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DIVISION OF DESIGN AND CONSTRUCTION

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SECTION A-A

DRIVE PAVEMENT (TYPE, RIGID)

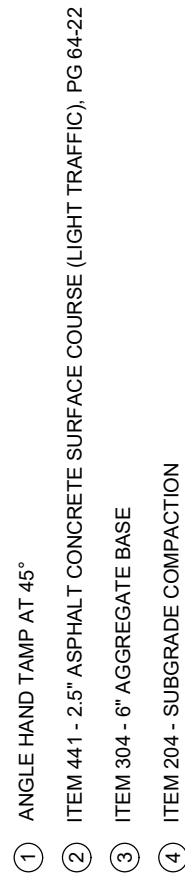
**DRIVEWAY, NON-RESIDENTIAL
WITH RADIUS
NON-CURBED ROADWAY**

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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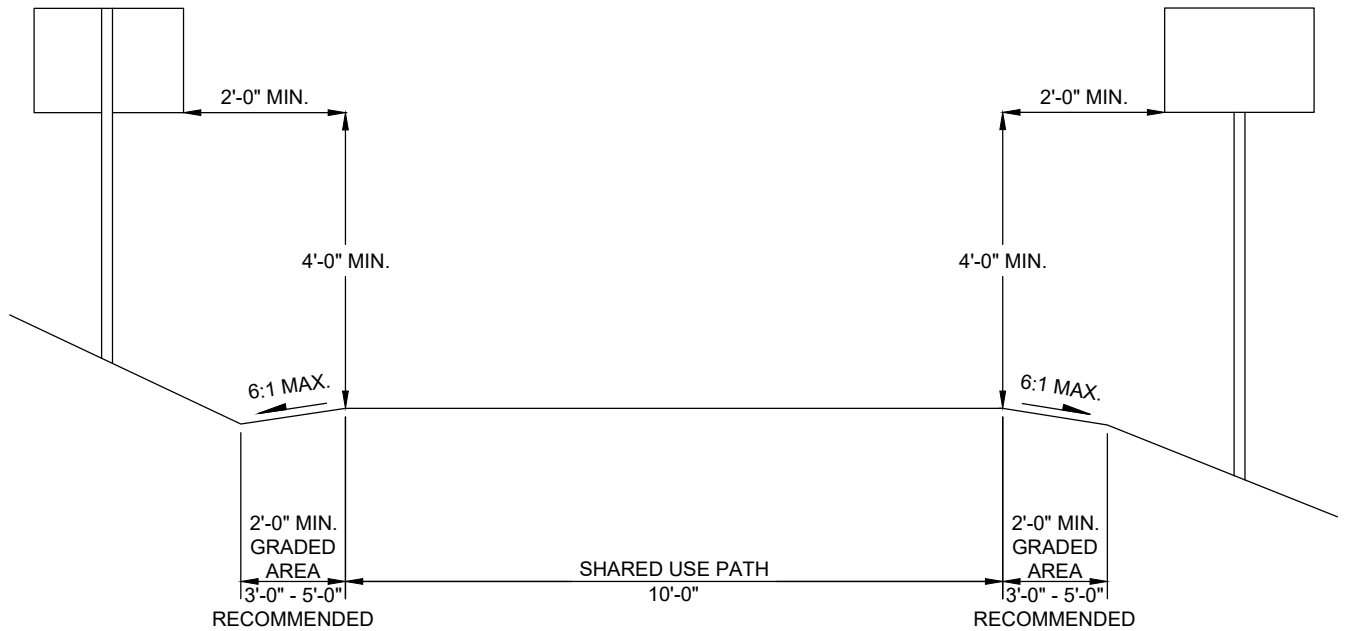


SHARED USE PATH

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REFERENCE GUIDE TO BICYCLE FACILITIES,
CURRENT EDITION FOR SAFETY RAIL REQUIREMENTS.

SIGN DETAIL

SHARED USE PATH

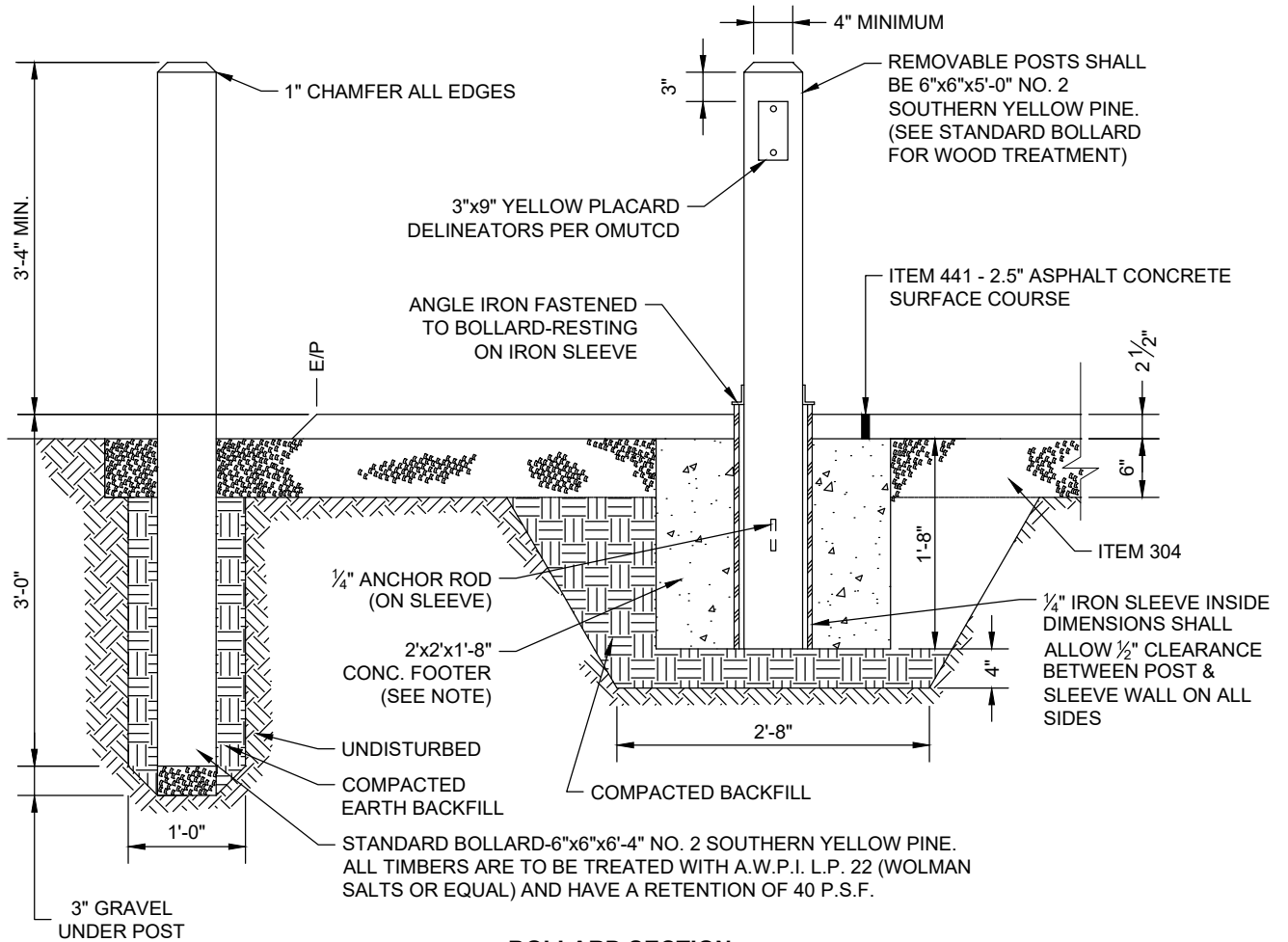
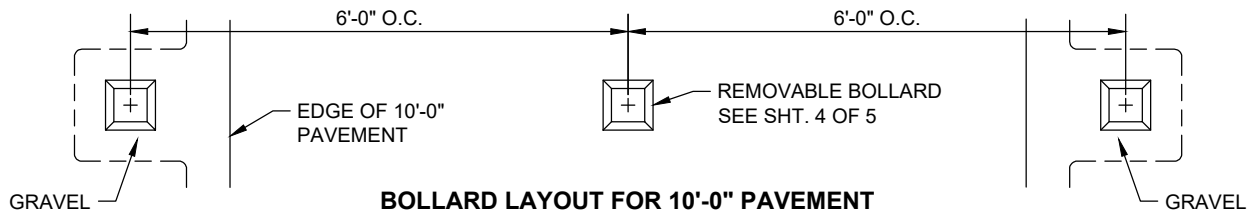
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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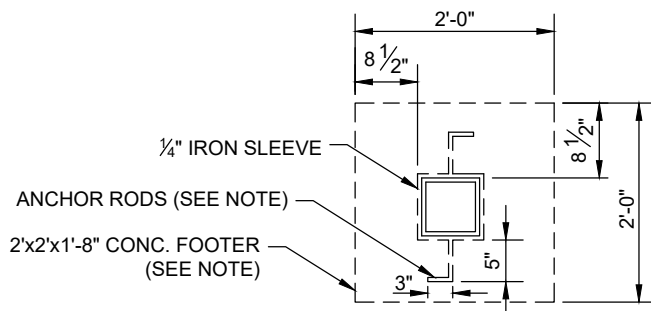


THE CONTRACTOR SHALL INSTALL THE EARTH BACKFILL IN 6" LIFTS AND TAKE CARE TO PLUMB EACH POST.

THE IRON SLEEVES, ANGLE IRON, AND ANCHOR RODS SHALL BE PAINTED WITH TWO COATS OF RUST-OLEUM NO769 DAMP-PROOF RED PRIMER OR EQUAL PRIOR TO INSTALLATION.

THE CONTRACTOR MAY SUBSTITUTE A 24" CIRCULAR FOOTER IN PLACE OF THE ONE SHOWN BELOW.

WOOD BOLLARD DETAIL



REMOVABLE BOLLARD

SHARED USE PATH

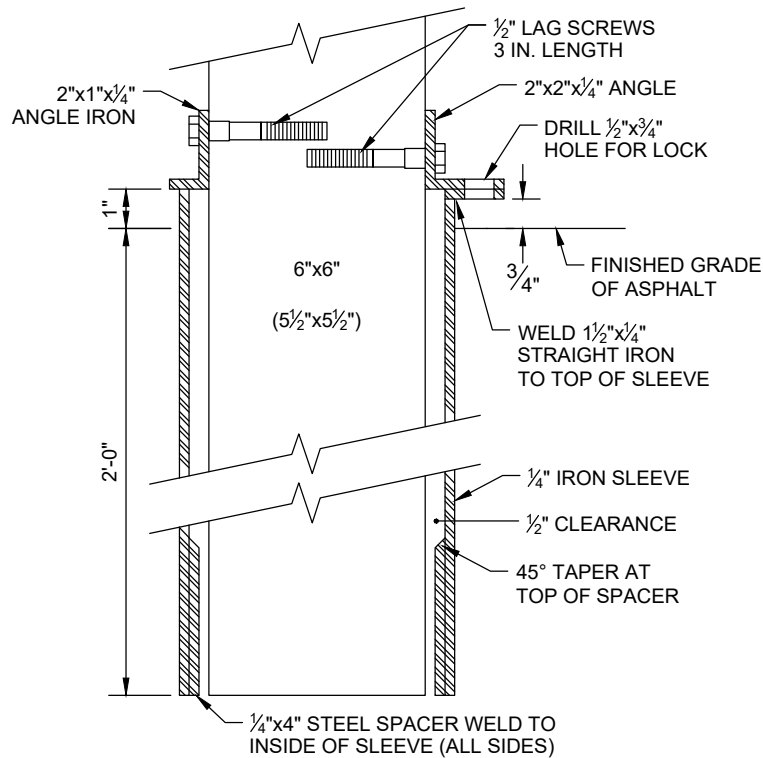
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

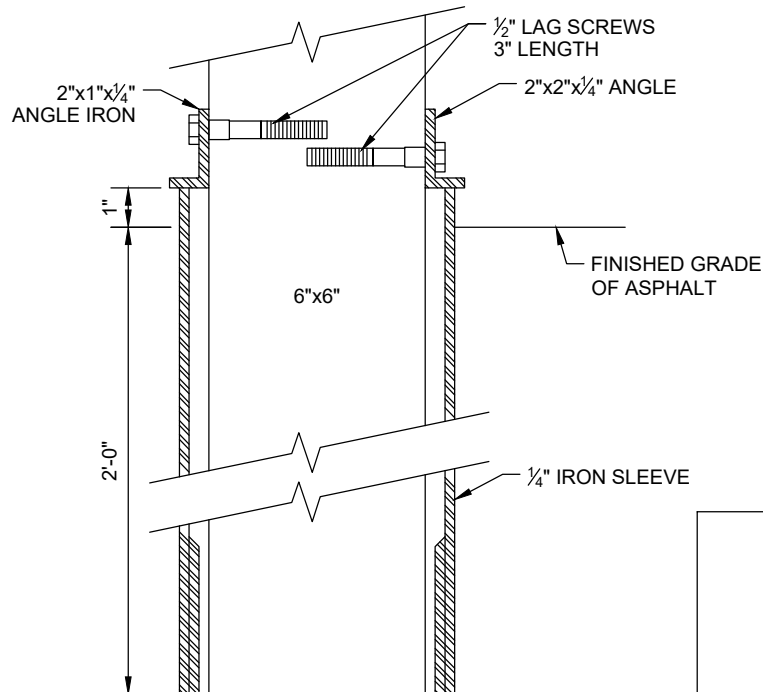
2310

04/30/18

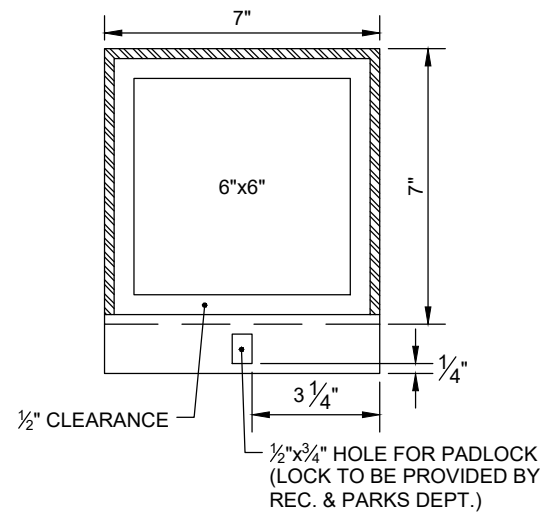
SHT 3 OF 5



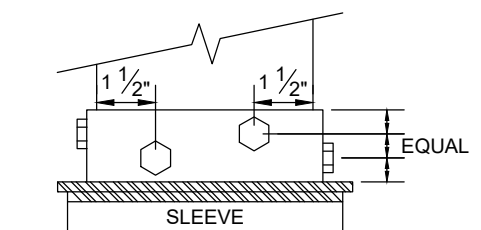
SECTION A-A



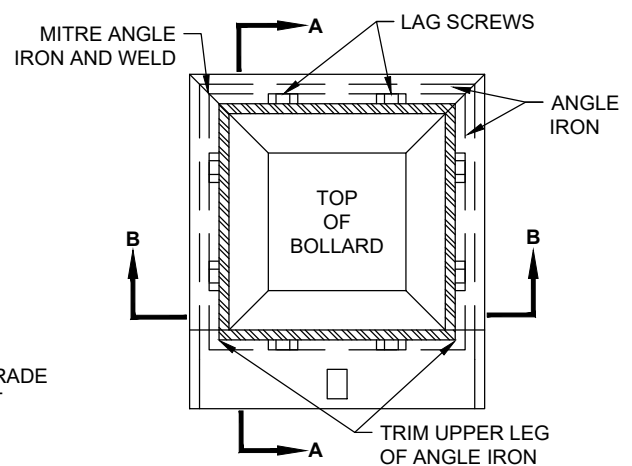
SECTION B-B



PLAN



ELEVATION



PLAN

REMOVABLE BOLLARD DETAIL

SHARED USE PATH

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

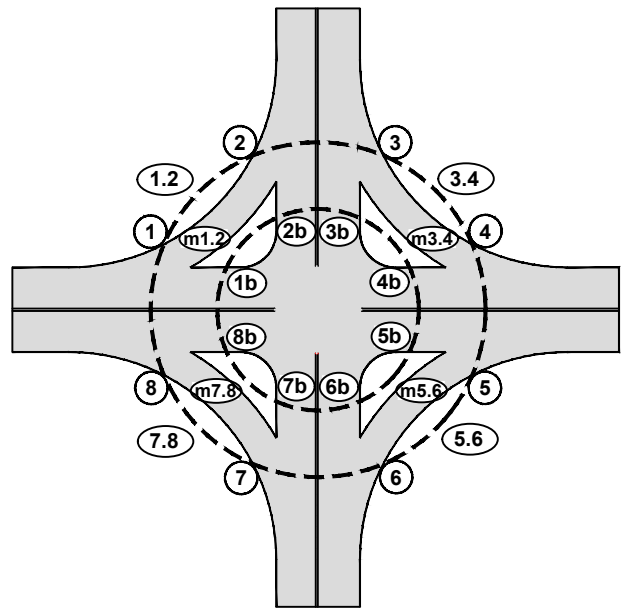
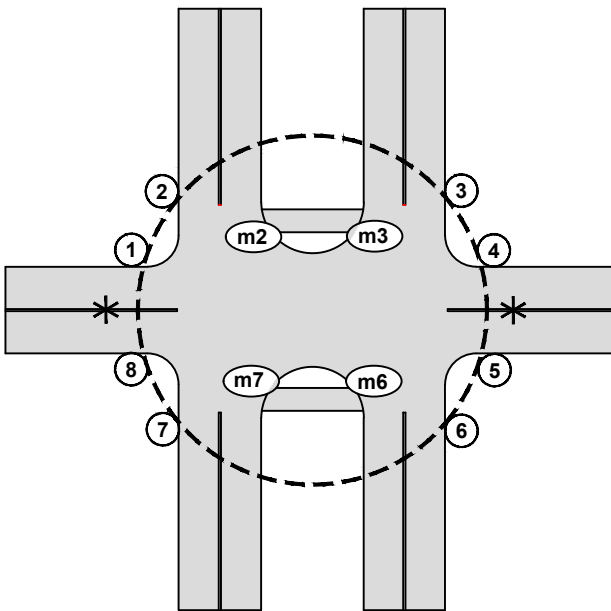
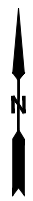
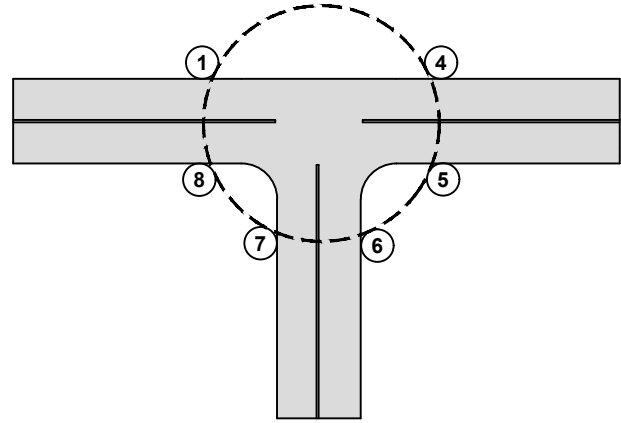
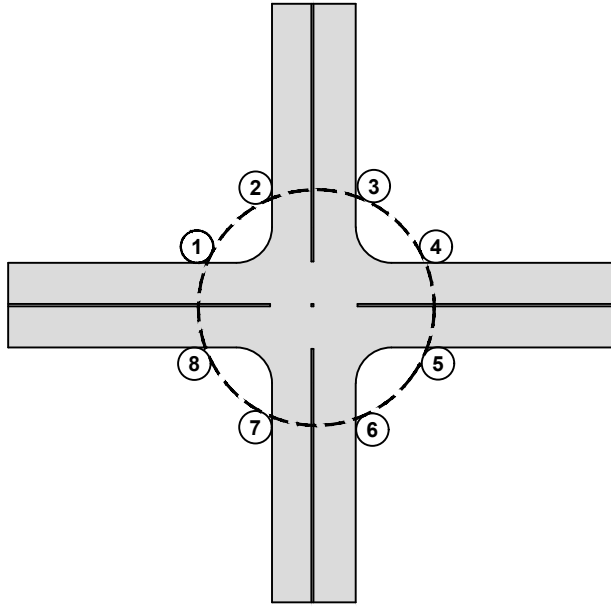
STD DWG

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ALL NUMBERING BEGINS FROM THE NORTHWEST CORNER AND GOES CLOCKWISE. EACH CORNER HAS ITS SPECIFIC NUMBER THAT SHALL BE USED IF CURB RAMPS ARE IN THESE LOCATIONS.

* MEDIAN RAMPS ON THE WEST AND/OR EAST LEGS WOULD BE M1, M8, AND M4, M5 RESPECTIVELY.

INTERSECTION CURB RAMP NUMBERING SYSTEM

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CITY ENGINEER

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GENERAL NOTES, CURB RAMPS

1. CURB RAMPS SHALL BE INSTALLED PER STD DWGS 2300, 2319, CMSC 608, AND DPS ADA RULES AND REGULATIONS.
2. MATERIAL: THE RAMP PANEL AND FLARED SIDES SHALL BE CONCRETE.
3. RAMP TYPES ARE CATEGORIZED BELOW IN TIERS BY REQUIRED ORDER OF USE. LOCATING THE RAMP AS CLOSE AS POSSIBLE TO THE INTERSECTION FOLLOWING THE CURB RAMP DESIGN BOUNDARY CONTAINED IN THE ADA RULES AND REGULATIONS IS THE FIRST PRIORITY. THE DESIGNER SHALL NOT USE A LOWER TIERED RAMP WITHOUT FIRST DETERMINING AND HAVING JUSTIFICATION THAT THE UPPER TIER RAMPS ARE NOT CONSTRUCTIBLE.

CITY OF COLUMBUS RAMP TYPE HIERARCHY

TIER 1 (THESE PERPENDICULAR RAMPS SHOULD BE UTILIZED WHENEVER POSSIBLE.)

- TYPE D
- TYPE C
- TYPE A

TIER 2 (PARALLEL RAMPS SHOULD ONLY BE USED DUE TO RIGHT OF WAY (ROW) OR OTHER SPACE CONSTRAINTS WHERE A TIER 1 RAMP CANNOT BE USED.)

- TYPE P-6 (6' OF ROW AVAILABLE)
- TYPE P-7 (7' OF ROW AVAILABLE)
- TYPE P-5 (5' OF ROW AVAILABLE)
- TYPE P-4 (4' OF ROW AVAILABLE)

TIER 3 (TIER 3 RAMPS CAN ONLY BE USED WITH WRITTEN APPROVAL BY THE CITY ENGINEER OR DESIGNEE. TIER 3 RAMPS SHALL BE IDENTIFIED IN THE DESIGN SCOPE OR APPROVAL REQUESTED BY THE DESIGNER JUSTIFYING THAT THIS RAMP TYPE IS NECESSARY.)

- TYPE J (MODIFIED ALLEY RAMP), USE SHOULD BE LIMITED DUE TO DRAINAGE CONCERNS
- RADIAL RAMPS
- SINGLE SHARED RAMPS

SPECIALTY RAMPS (SHALL ONLY BE USED FOR THE LISTED SITUATION, OR WRITTEN APPROVAL BY THE CITY ENGINEER OR DESIGNEE.)

- TYPE G - ONLY TO BE USED ON ALLEY CROSSINGS
 - TYPE H - ONLY TO BE USED ON ALLEY CROSSINGS
 - TYPE L-1 - ONLY FOR MEDIAN CROSSINGS
 - TYPE L-2 - ONLY FOR MEDIAN CROSSINGS
 - PEDESTRIAN PADS - USED FOR ACCESS TO PUSHBUTTONS WHERE THERE IS NO EXISTING SIDEWALK. THE INTENT IS TO PROVIDE ACCESS TO CROSS THE INTERSECTION IN BOTH DIRECTIONS WITHOUT ENTERING THE STREET TO ACCESS TO OTHER CROSSING. THE FOLLOWING IS THE ORDER OF PREFERENCE ON PEDESTRIAN PADS:
 1. PP-1 TWO CONNECTED RAMPS WITH UTILITY STRIP
 2. PP-2 TWO CONNECTED RAMPS WITH SIDEWALK AGAINST CURB
 3. PP-3 USED AS SINGLE SHARED RAMP THAT CAN ACCESS BOTH CROSSWALK LEGS AND THE PUSHBUTTON
 4. PP-3 USED TO ONLY ACCESS THE LEG OF THE INTERSECTION CONTROLLED BY THE PUSHBUTTON
4. RAMP RUNNING SLOPE: THE RUNNING SLOPE SHALL BE NO GREATER THAN 7.69%.
 5. ALL JOINTS BETWEEN NEW AND EXISTING MATERIALS SHALL BE FLUSH.
 6. LANDINGS:
 - LANDINGS SHALL HAVE A MAXIMUM 1.56% SLOPE IN ALL DIRECTIONS FOR ALL CURB RAMP TYPES.
 - A PARALLEL RAMP, CONSTRAINED ON TWO (2) SIDES, E.G., TYPE P-7, SHALL HAVE A LANDING 5-FT WIDE BY 5-FT DEEP A PARALLEL RAMP, CONSTRAINED ON ONE (1) SIDE, E.G., TYPES P-4, 5, & 6, SHALL HAVE A LANDING NO LESS THAN 4-FT MINIMUM BY 5-FT. THE 5-FT DIMENSION SHALL BE PROVIDED AS SHOWN IN THESE STANDARD DRAWINGS.

CURB RAMP GENERAL NOTES

CITY OF COLUMBUS, OHIO
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- ALL PERPENDICULAR RAMPS SHALL HAVE A LANDING NO LESS THAN 4-FT MINIMUM BY 4-FT. A PERPENDICULAR RAMP THAT IS CONSTRAINED AT THE BACK OF SIDEWALK SHALL HAVE A LANDING 4-FT BY 5-FT. THE 5-FT DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF RAMP RUN, AS SHOWN IN THESE STANDARD DRAWINGS.
 - LANDING AT INTERSECTING SIDEWALKS - WHEREVER SIDEWALKS INTERSECT, THERE SHALL BE A LANDING.
7. STREET COUNTER SLOPE: THE COUNTER SLOPE AT THE BASE OF THE RAMP SHALL BE A MAXIMUM OF 5% FOR A MINIMUM OF 2-FT.
 8. CLEAR SPACE: AT MARKED CROSSINGS THE RAMP AND STREET CLEAR SPACE MUST BE FULLY CONTAINED WITHIN THE MARKED CROSSWALK. AT UNMARKED CROSSINGS THE RAMP AND CLEAR MUST BE WITHIN THE CURB RAMP DESIGN BOUNDARY.
 9. SURFACES: RAMP, FLARE, AND LANDING SURFACES MUST BE STABLE AND SLIP RESISTANT. RAMPS SHALL BE BROOM FINISHED, TRANSVERSE TO THE DIRECTION OF TRAVEL. GRATINGS, VALVE BOXES, AND UTILITY BOXES SHALL NOT BE LOCATED IN THE RAMP OR LANDING.
 10. DETECTABLE WARNINGS: DETECTABLE WARNINGS SHALL BE INSTALLED ACCORDING TO THESE STANDARD DRAWINGS, CMSC 608, AND DPS ADA RULES AND REGULATIONS.
 11. CURB WALLS MAY BE NECESSARY FOR CURB RAMP CONSTRUCTION WHERE SPACE RESTRICTION DO NOT ALLOW FOR GRADING WITHIN ROW AT A 3:1 SLOPE OR FLATTER. THE MAXIMUM HEIGHT OF 6" THICK, NON-REINFORCED CURB WALL IS 12" ABOVE THE SIDEWALK SURFACE. THE BURIED PORTION OF THE NON-REINFORCED CURB WALL SHALL BE EQUAL TO THE EXPOSED REVEAL. RETAINING EMBANKMENT TO A HEIGHT OF MORE THAN 12" ABOVE THE SIDEWALK WILL REQUIRE A DESIGNED RETAINING WALL OR CELLULAR WALL.
 12. RAMPS MUST BE CONSTRUCTED TO ALLOW FOR POSITIVE DRAINAGE. THE RAMP ITSELF SHALL NOT HOLD EXCESS WATER AND THE ADJACENT PAVEMENT SHALL NOT BE ALTERED TO INHIBIT FLOW OF WATER. IF AN EXISTING CONSTRAINT PREVENTS BUILDING THE RAMP AND ADJACENT AREA WITH POSITIVE DRAINAGE IT MUST BE BROUGHT TO THE CITY'S ATTENTION PRIOR TO CONSTRUCTION AND FINAL DESIGN APPROVED BY THE CITY.

CURB RAMP GENERAL NOTES

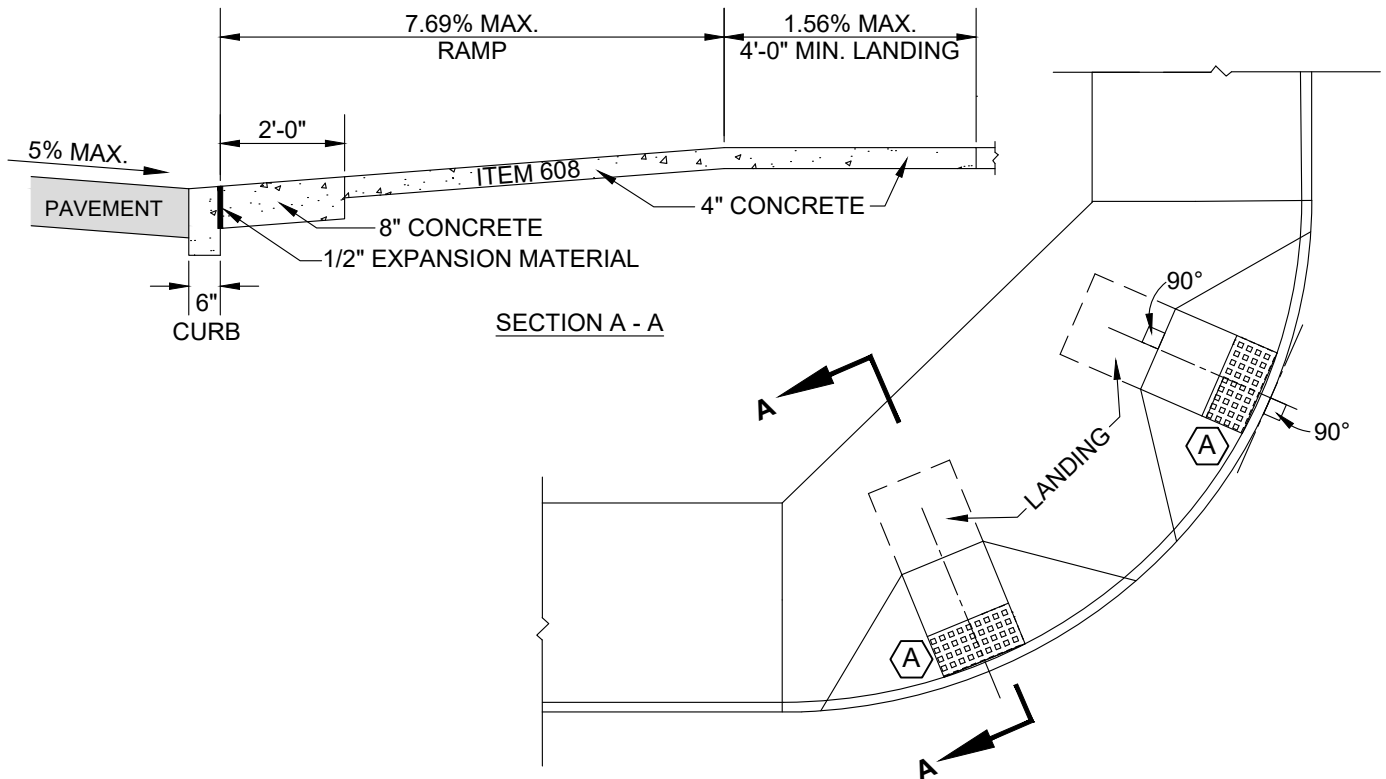
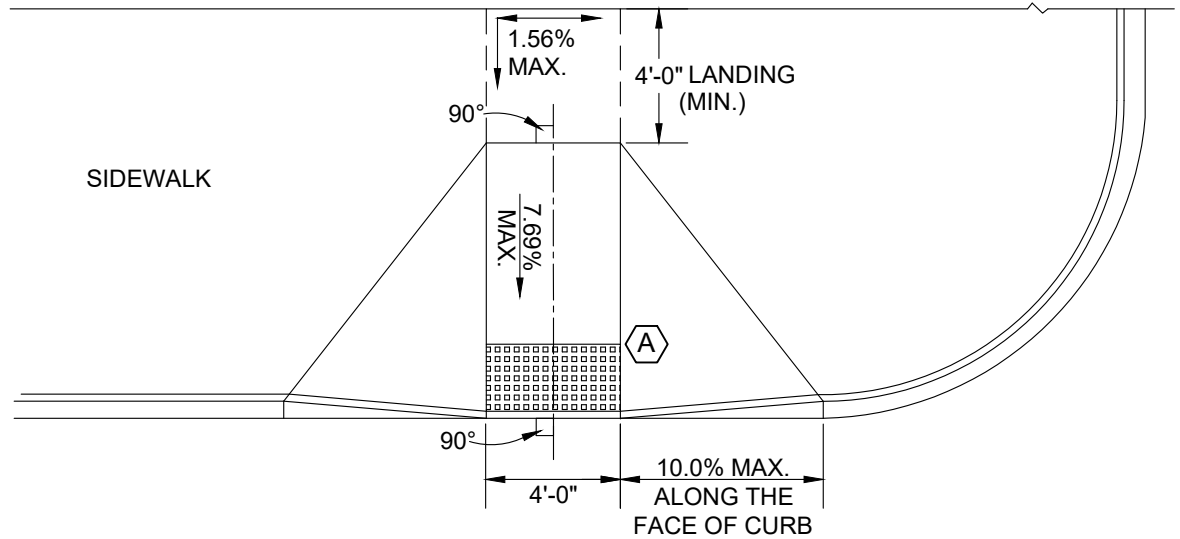
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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CODING NOTES:

(A) SEE SHEET 21 FOR DETECTABLE WARNING DETAILS

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

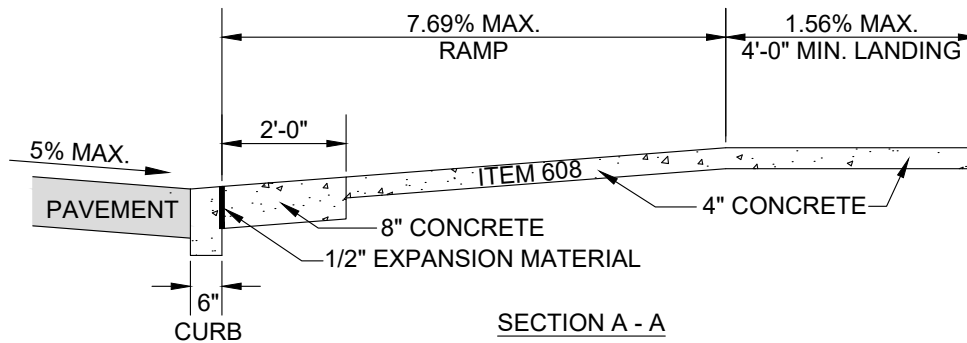
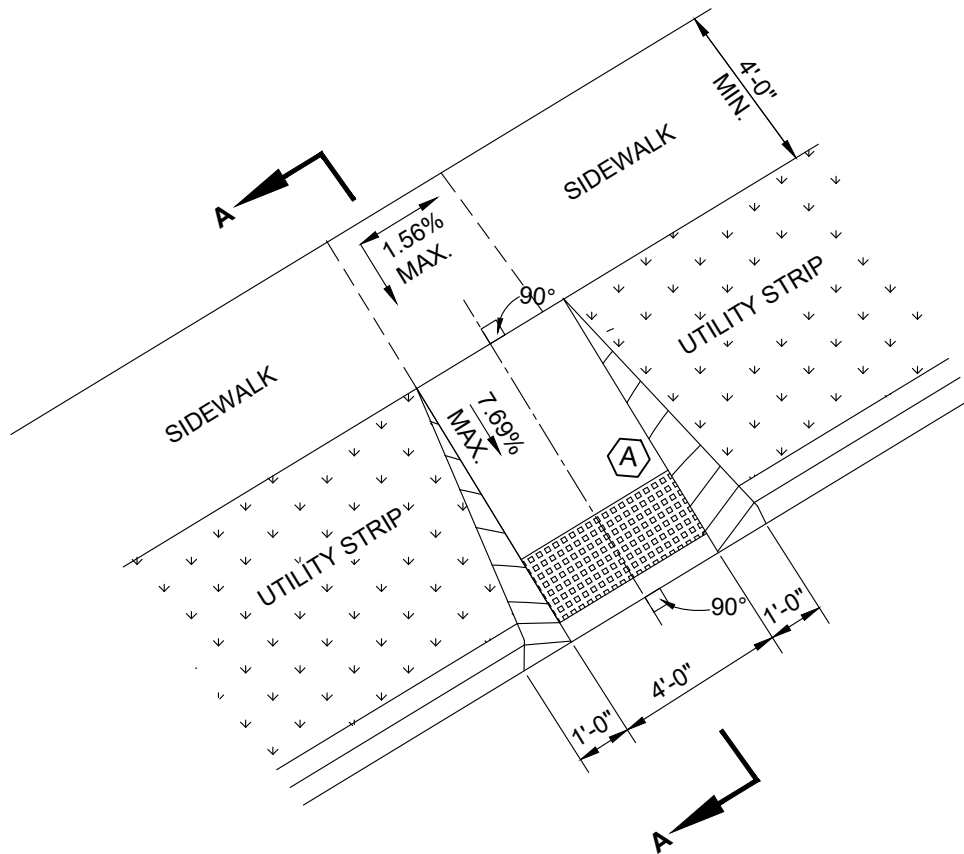
CURB RAMP TYPE A

CITY OF COLUMBUS, OHIO
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DIVISION OF DESIGN AND CONSTRUCTION

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2319

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CODING NOTES:

(A) SEE SHEET 21 FOR DETECTABLE WARNING DETAILS

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

CURB RAMP TYPE C

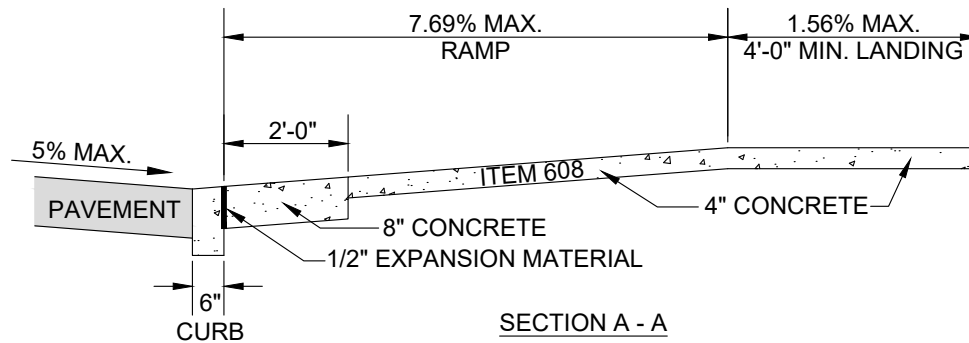
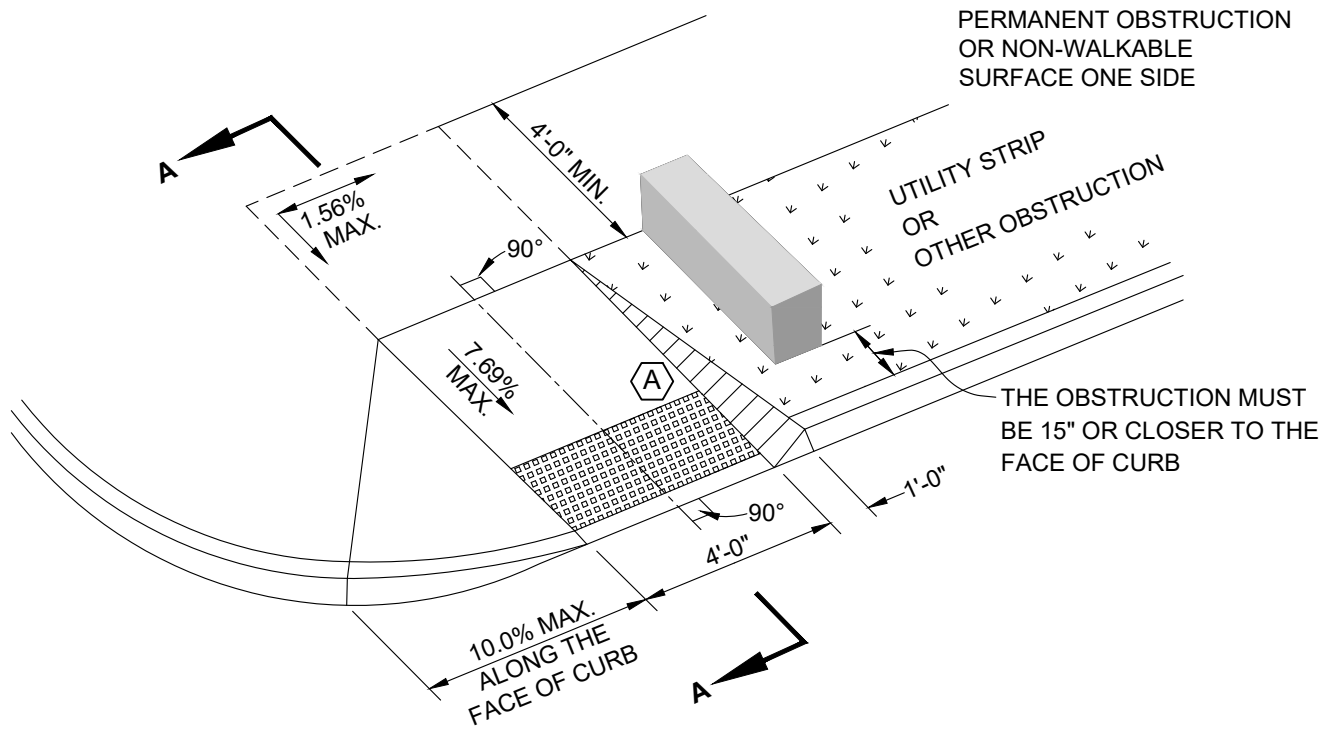
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

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CODED NOTES:

(A) SEE SHEET 21 FOR DETECTABLE WARNING DETAILS

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

CURB RAMP TYPE D

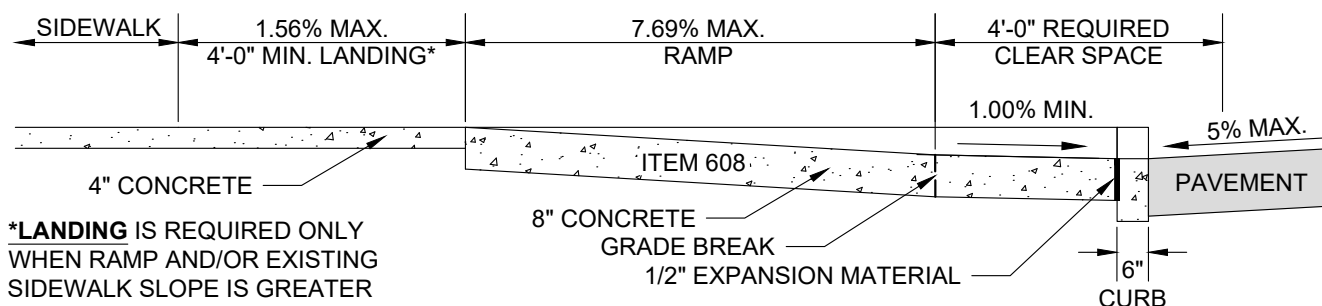
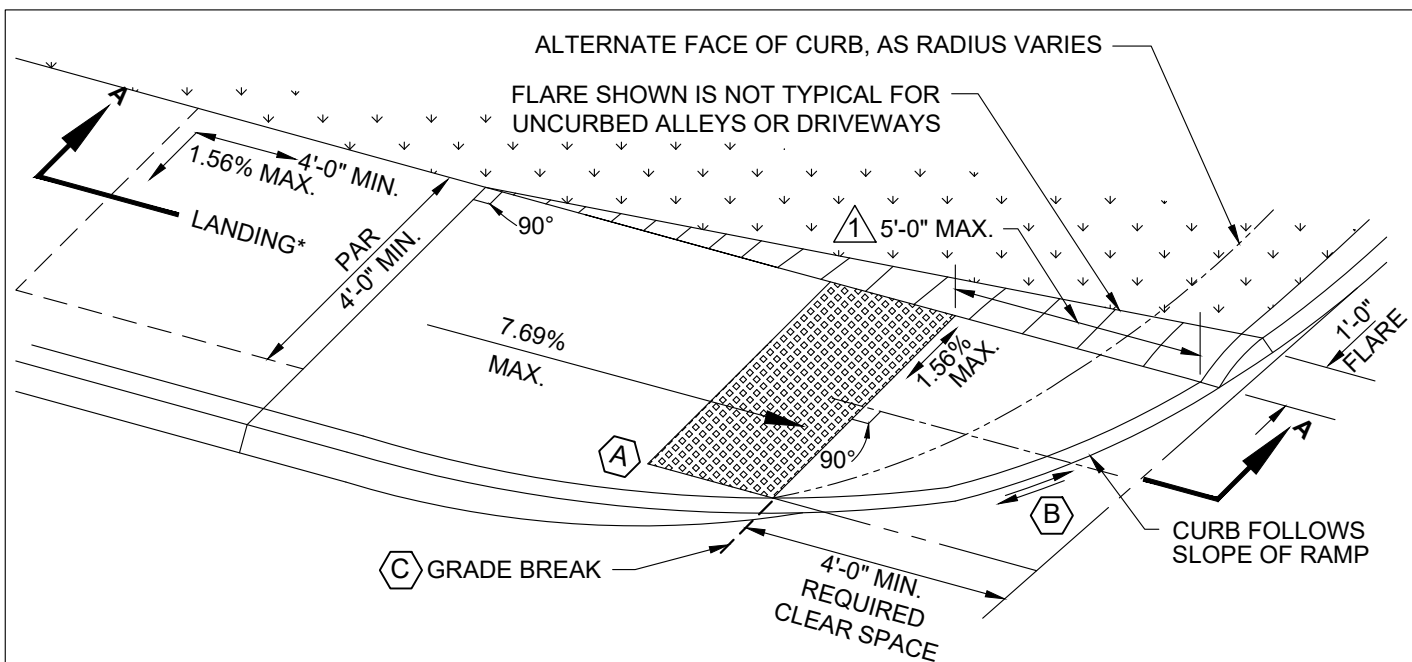
CITY OF COLUMBUS, OHIO
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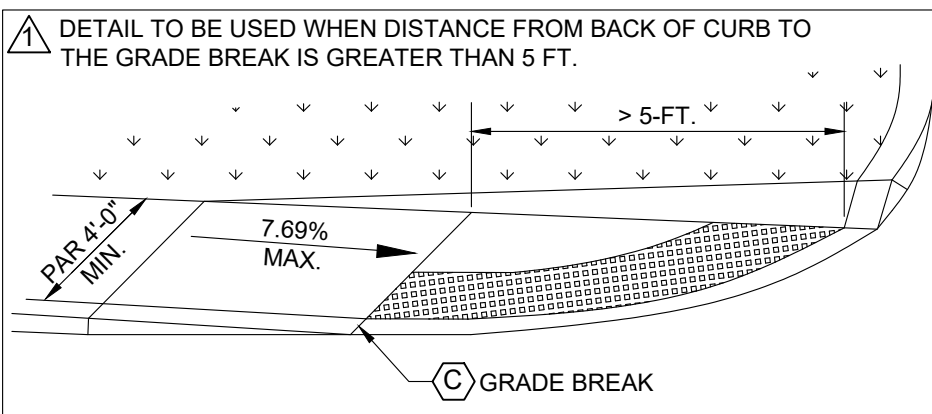
3/30/2018

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*LANDING IS REQUIRED ONLY WHEN RAMP AND/OR EXISTING SIDEWALK SLOPE IS GREATER OR EQUAL TO 5%

SECTION A-A



CODED NOTES:

- (A) SEE SHEET 21 FOR DETECTABLE WARNING DETAILS
- (B) PROVIDE POSITIVE DRAINAGE ALONG CURBLINE, SHOULD BE 1.00% MINIMUM SLOPE
- (C) WHERE THE DISTANCE FROM EITHER END OF THE BOTTOM OF THE GRADE BREAK TO THE BACK OF CURB IS GREATER THAN 5-FT, THE DETECTABLE WARNING SHALL BE PLACED AT THE BACK OF CURB

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
2. THE EDGE OF THE CURB WITHIN THE CLEAR SPACE SHALL BE FLUSH WITH THE EDGE OF THE ADJACENT PAVEMENT AND GUTTER.

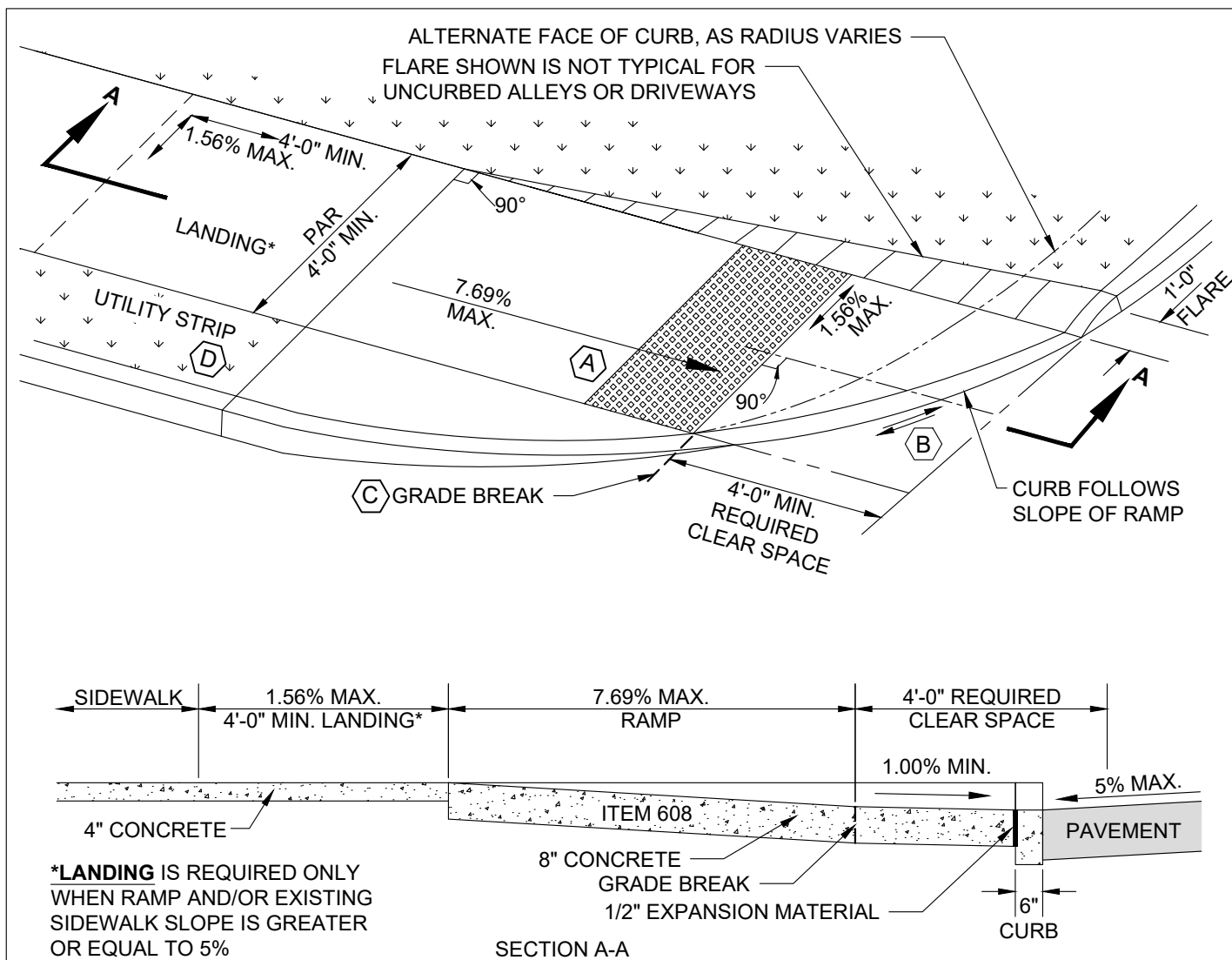
CURB RAMP TYPE G

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2319

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CODING NOTES:

- (A) SEE SHEET 21 FOR DETECTABLE WARNING DETAILS
- (B) PROVIDE POSITIVE DRAINAGE ALONG CURBLINE, SHOULD BE 1.00% MINIMUM SLOPE
- (C) WHERE THE DISTANCE FROM EITHER END OF THE BOTTOM OF THE GRADE BREAK TO THE BACK OF CURB IS GREATER THAN 5-FT, THE DETECTABLE WARNING SHALL BE PLACED AT THE BACK OF CURB
- (D) FOR THE LENGTH OF THE RAMP, THE UTILITY STRIP MAY BE REMOVED AND REPLACED WITH 8" CONCRETE (ITEM 608), PROVIDED THE UTILITY STRIP IS NO WIDER THAN 2-FT

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
2. THE EDGE OF THE CURB WITHIN THE CLEAR SPACE SHALL BE FLUSH WITH THE EDGE OF THE ADJACENT PAVEMENT AND GUTTER.

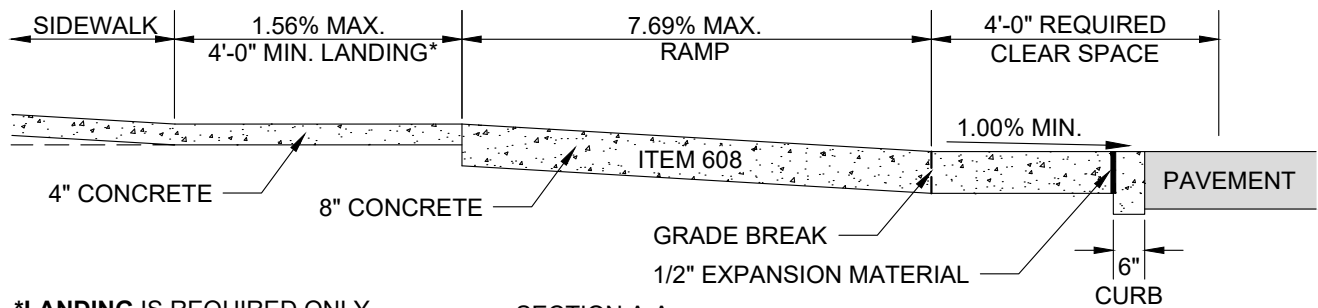
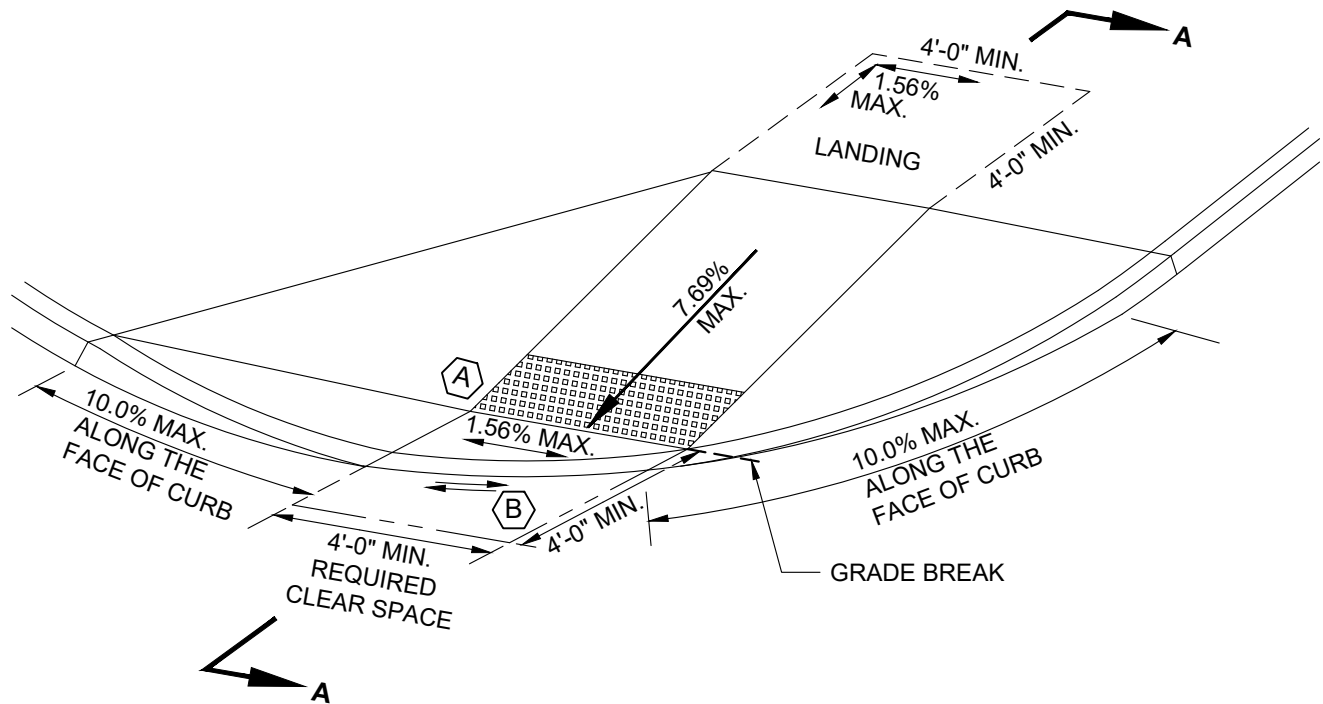
CURB RAMP TYPE H

CITY OF COLUMBUS, OHIO
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***LANDING** IS REQUIRED ONLY WHEN RAMP AND/OR EXISTING SIDEWALK SLOPE IS GREATER OR EQUAL TO 5%

SECTION A-A

CODED NOTES:

- (A) SEE SHEET 21 FOR DETECTABLE WARNING DETAILS
- (B) PROVIDE POSITIVE DRAINAGE ALONG CURBLINE, SHOULD BE 1.00% MINIMUM SLOPE

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
2. THE EDGE OF THE CURB WITHIN THE CLEAR SPACE SHALL BE FLUSH WITH THE EDGE OF THE ADJACENT PAVEMENT AND GUTTER.

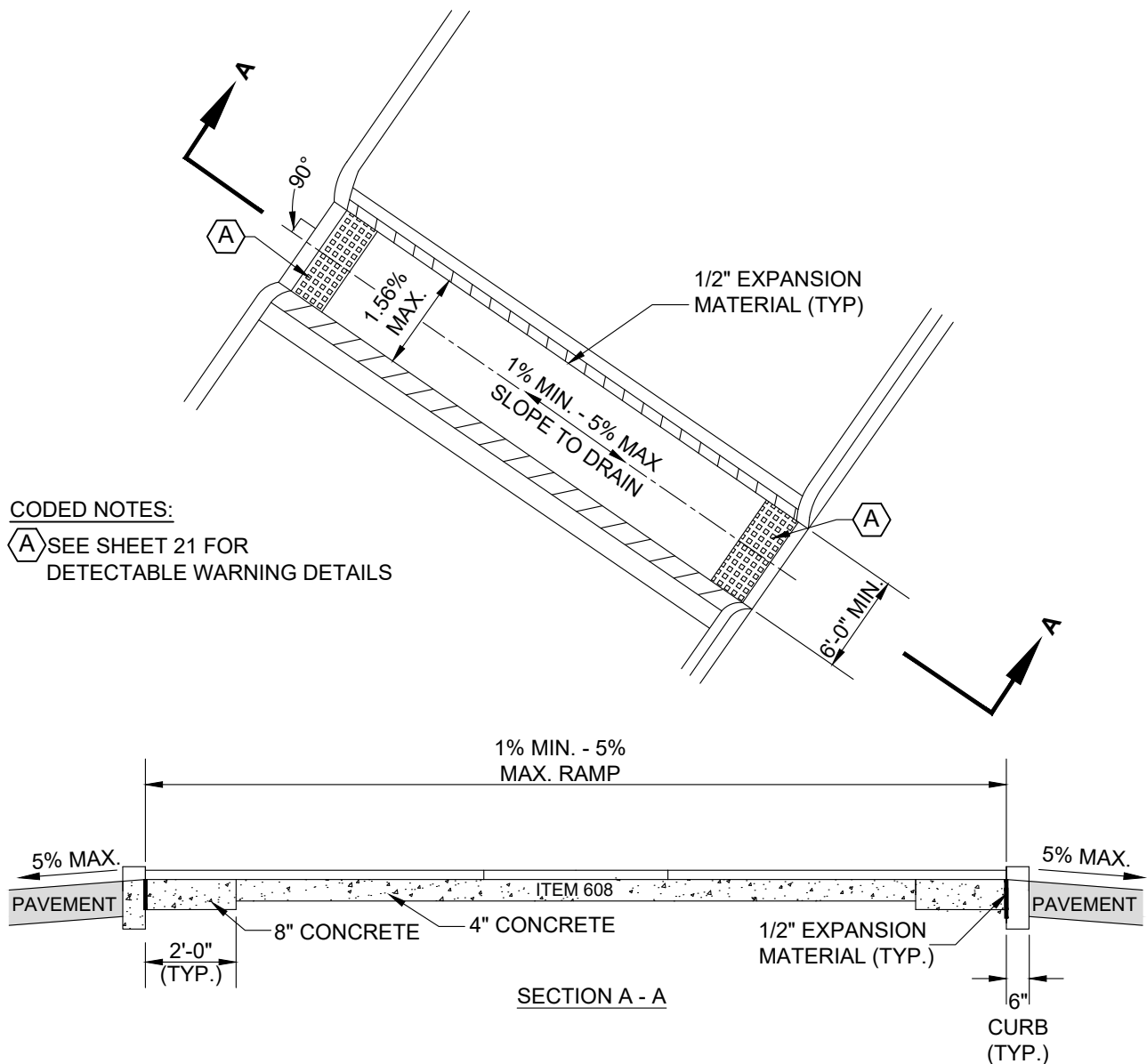
CURB RAMP TYPE J

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GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
2. RAMP L-1 SHALL BE USED IN ALL CIRCUMSTANCES WHERE NOT PROHIBITED BY DRAINAGE ISSUES. AN L-1 RAMP SHOULD NOT BE PLACED IN A WAY THAT WOULD CONVEY THE CURB FLOW OF WATER THROUGH THE MEDIAN PASSTHROUGH. WHERE THE ROADWAY CROSS-SLOPE DIRECTS WATER TOWARDS THE MEDIAN AND FLOWS THROUGH THE GUTTER LINE ADJACENT TO THE PASSTHROUGH, USE AN L-2 RAMP.
3. MEDIANS / ISLANDS WITHIN COMMERCIAL DRIVES REQUIRE DETECTABLE WARNINGS ONLY WHEN OPPOSING CURB RAMPS REQUIRE DETECTABLE WARNINGS. (SEE SHEET 21 OF 21, NOTE 1)

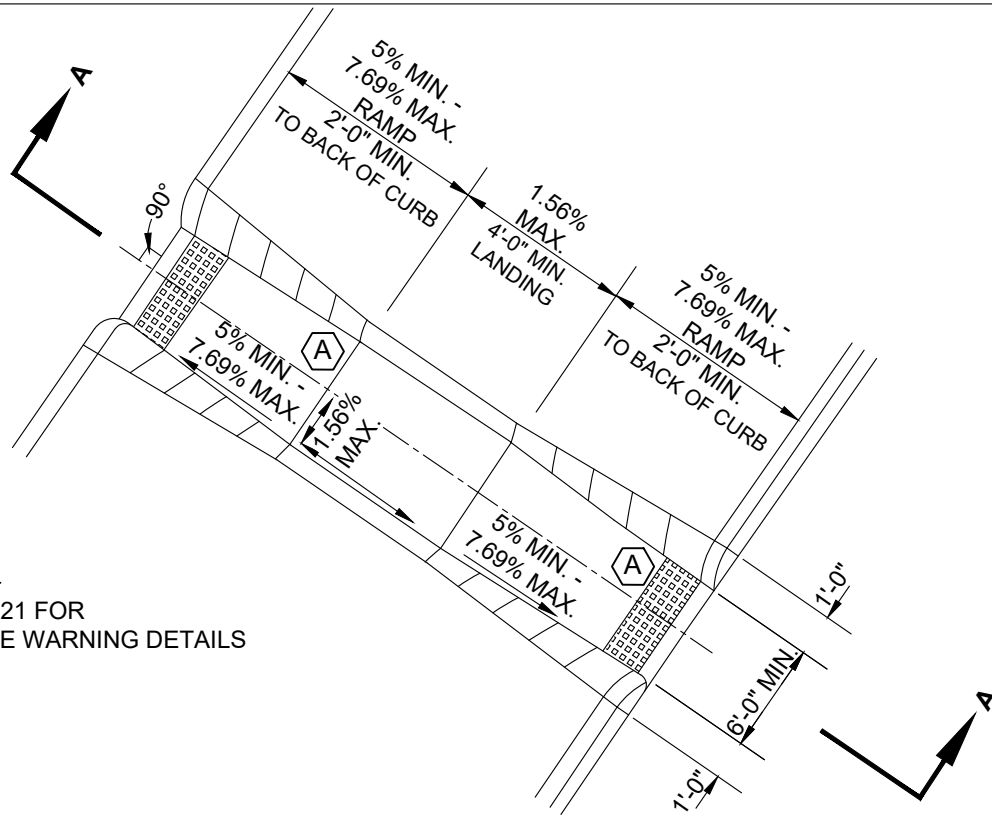
CURB RAMP TYPE L-1

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
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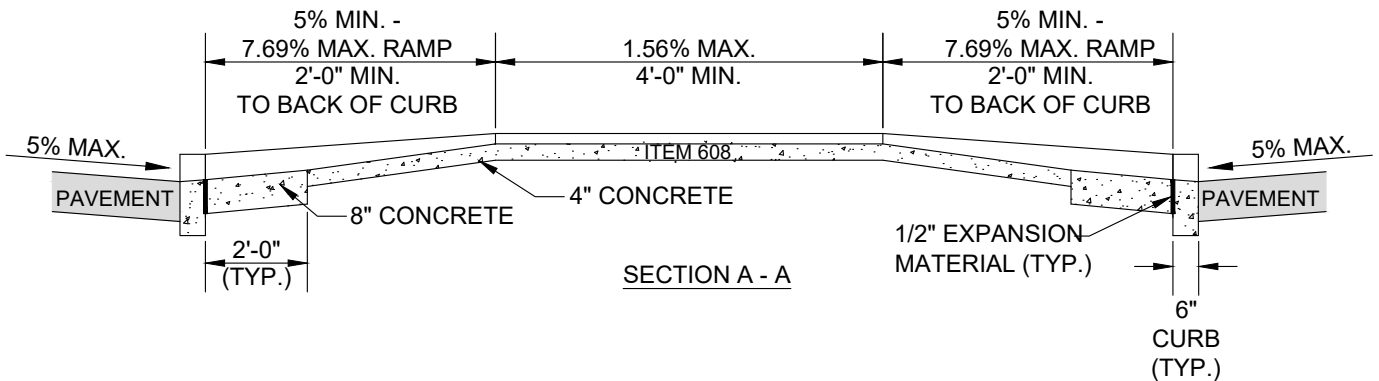
3/30/2018

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CODING NOTES:

A SEE SHEET 21 FOR
DETECTABLE WARNING DETAILS



GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
2. MEDIANS / ISLANDS WITHIN COMMERCIAL DRIVES REQUIRE DETECTABLE WARNINGS ONLY WHEN OPPOSING CURB RAMPS REQUIRE DETECTABLE WARNINGS. (SEE SHEET 21 OF 21, NOTE 1).
3. TYPE L-2 RAMPS ARE ONLY TO BE INSTALLED WHEN IT IS NOT POSSIBLE TO INSTALL A TYPE L-1 RAMP DUE TO DRAINAGE ISSUES.
4. TYPE L-2 RAMPS CAN ONLY BE USED ON MEDIANS 8 FEET WIDE OR MORE.

CURB RAMP TYPE L-2

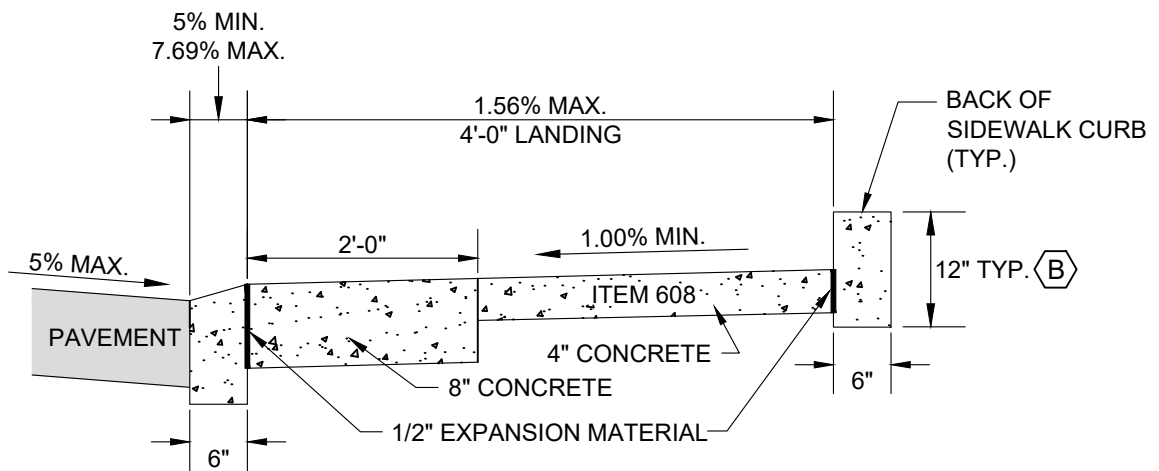
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DIVISION OF DESIGN AND CONSTRUCTION

STD DWG

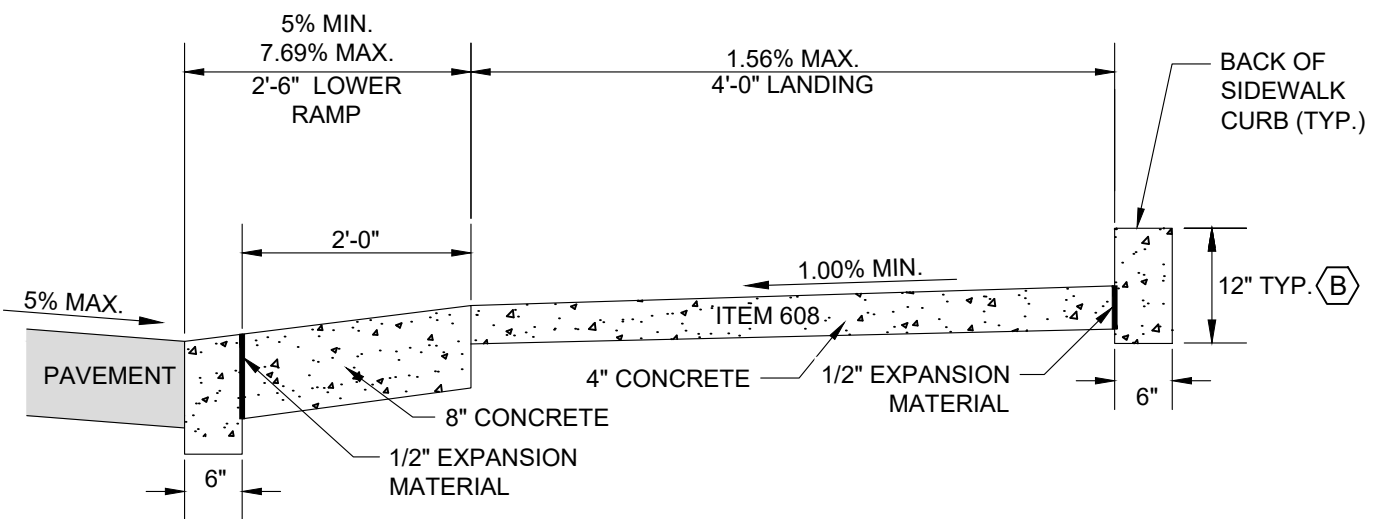
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SECTION A-A

CODED NOTES:

- (A)** SEE SHEET 21 FOR DETECTABLE WARNING DETAILS
- (B)** EXPOSED REVEAL MUST EQUAL BURIED DEPTH;
12" MAXIMUM REVEAL; FOR ADDITIONAL DETAILS
SEE CURB WALL SPECIFICATION

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

CURB RAMP TYPE P-6

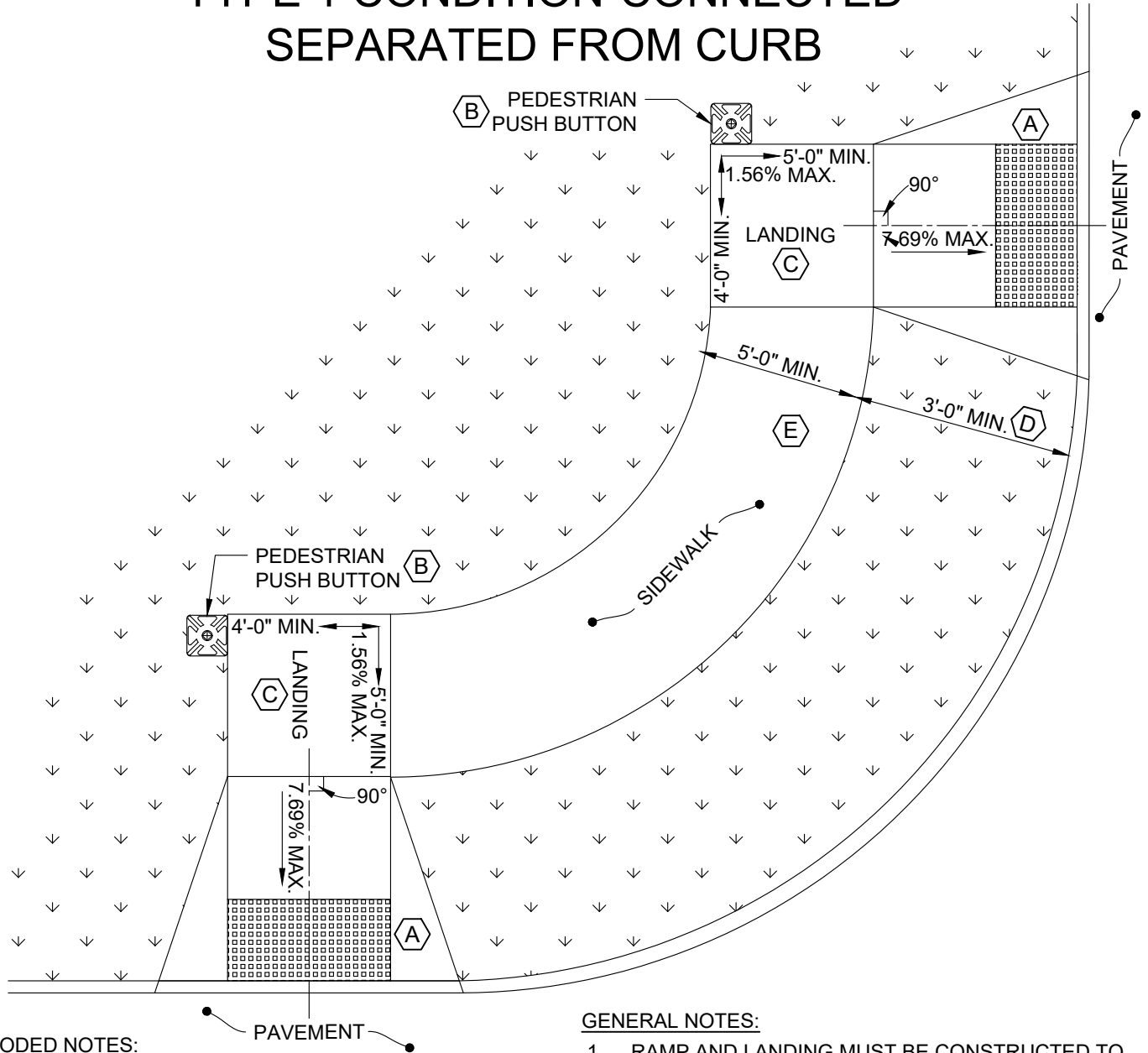
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PEDESTRIAN PAD (PP) TYPE 1 CONDITION-CONNECTED SEPARATED FROM CURB



CODED NOTES:

- (A)** USE 1-FT FLARES ON CURBED ROADWAY. ON UNCURBED ROADWAY RAMP SHALL BE CONSTRUCTED WITHOUT FLARES, SEE STANDARD DRAWING FOR DETECTABLE WARNING PLACEMENT DETAILS. THE FRONT TWO FEET OF THE RAMP AND FLARES SHALL BE CONSTRUCTED USING CONCRETE 8" THICK AND TRANSITIONING TO 4" CONCRETE FURTHER THAN 2 FEET FROM THE BACK OF THE CURB
- (B)** ORIENTATION/LOCATION OF PUSH BUTTON/PEDESTAL TO BE PER POLICY
- (C)** LANDING SHALL BE 5-FT BY 5-FT WHEN SURROUNDED BY CURB WALL, AND THE PEDESTRIAN PUSH BUTTON SHALL BE INTEGRAL WITH THE CURB WALL
- (D)** IF UTILITY STRIP IS LESS THAN 3-FT, SIDEWALK SHALL BE CONSTRUCTED ADJACENT TO CURB, SEE PP-2
- (E)** SIDEWALK WIDTH AND LANDING DEPTH MAY BE REDUCED TO 4' DUE TO CONSTRAINTS.

GENERAL NOTES:

1. RAMP AND LANDING MUST BE CONSTRUCTED TO DRAIN, TYPICALLY TOWARDS THE ROADWAY, BUT MAY VARY BASED ON EXISTING TOPOGRAPHY. WEEP HOLES ARE NOT PERMITTED FOR DRAINAGE.
2. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

CURB RAMP TYPE PP-1

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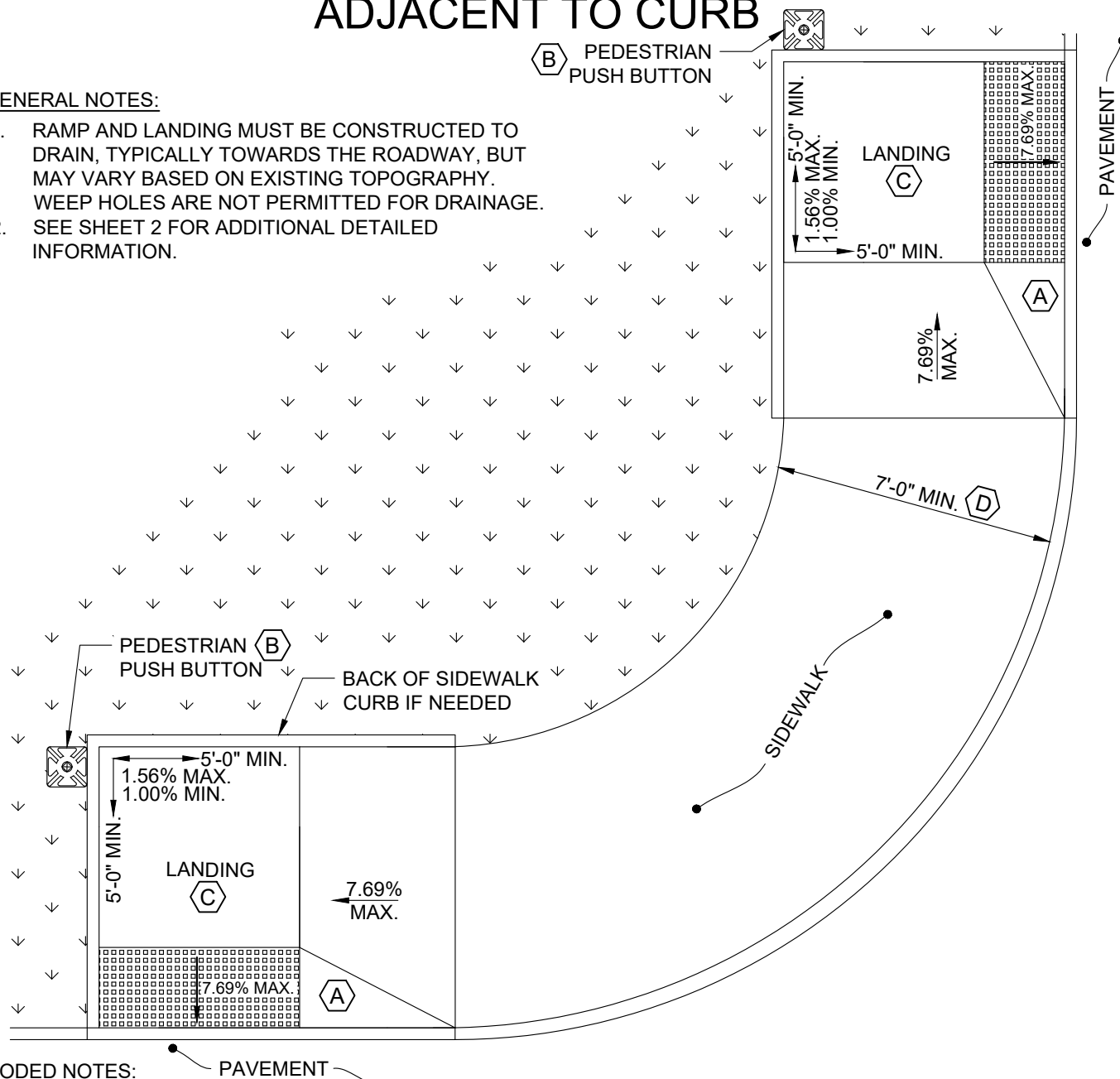
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PEDESTRIAN PAD (PP) 2 CONDITION-CONNECTED ADJACENT TO CURB

GENERAL NOTES:

1. RAMP AND LANDING MUST BE CONSTRUCTED TO DRAIN, TYPICALLY TOWARDS THE ROADWAY, BUT MAY VARY BASED ON EXISTING TOPOGRAPHY. WEEP HOLES ARE NOT PERMITTED FOR DRAINAGE.
2. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.



CODED NOTES:

- A** SEE SHEET 21 FOR DETECTABLE WARNING DETAILS.
THE FRONT TWO FEET OF THE RAMP AND FLARES
SHALL BE CONSTRUCTED USING CONCRETE 8" THICK
AND TRANSITIONING TO 4" CONCRETE FURTHER
THAN 2 FEET FROM THE BACK OF THE CURB
- B** ORIENTATION/LOCATION OF PUSH BUTTON/PEDESTAL
TO BE PER POLICY
- C** WIDTH OF THE RAMP AND LANDING MAY BE REDUCED
TO 4-FT WHERE NO CURB WALL IS PRESENT
- D** SIDEWALK WIDTH MAY BE REDUCED TO 5-FT MIN.
WHEN CONSTRAINED. SEE RAMP TYPE P-4, SECTION
A-A FOR RAMP AND LANDING

CURB RAMP
TYPE PP-2

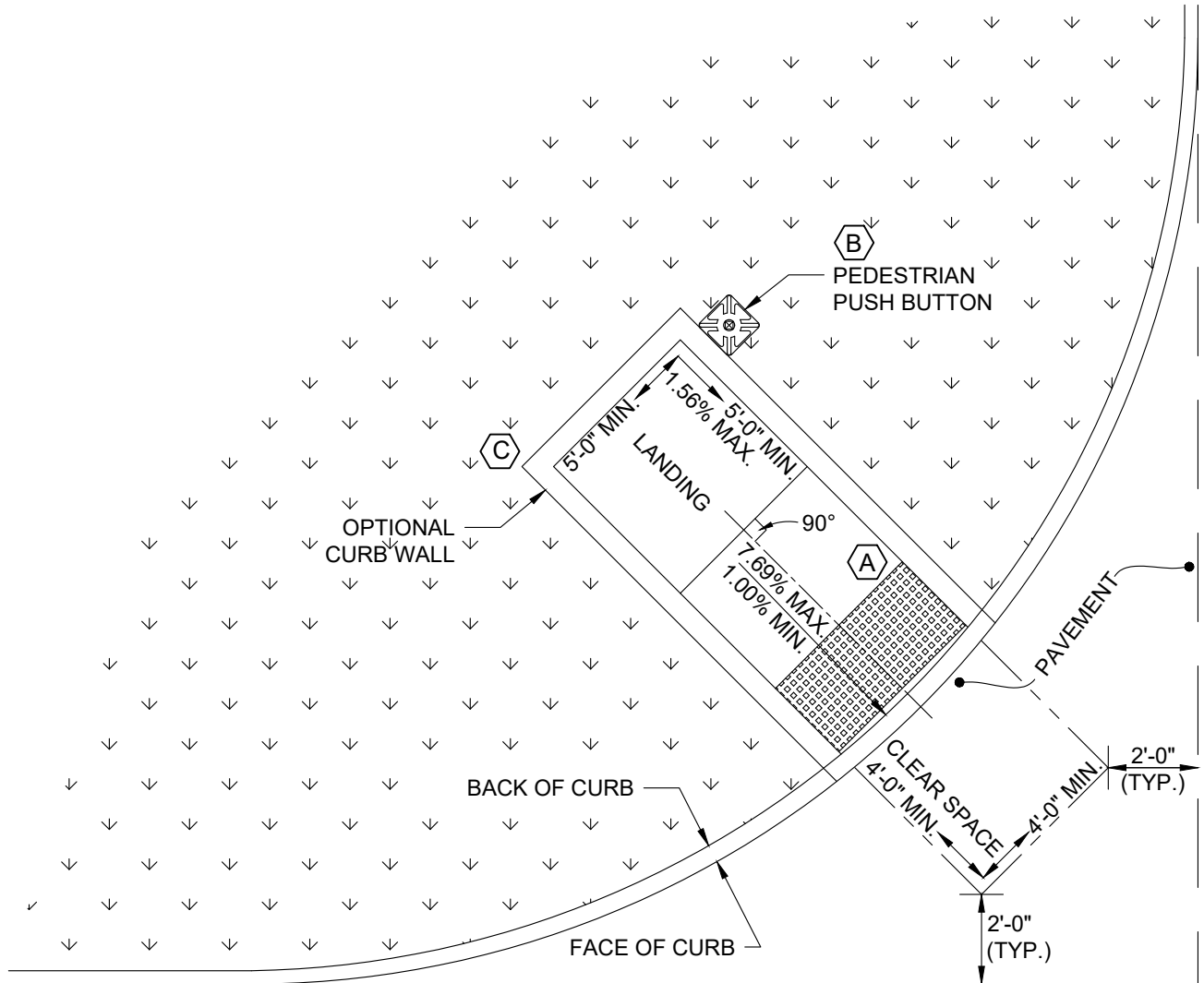
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PEDESTRIAN PAD (PP) TYPE 3 CONDITION-SHARED CURB IS PRESENT



CODED NOTES:

- (A)** SEE SHEET 21 FOR DETECTABLE WARNING DETAILS. THE FRONT TWO FEET OF THE RAMP AND FLARES SHALL BE CONSTRUCTED USING CONCRETE 8" THICK AND TRANSITIONING TO 4" CONCRETE FURTHER THAN 2 FEET FROM THE BACK OF THE CURB
- (B)** ORIENTATION/LOCATION OF PUSH BUTTON/PEDESTAL TO BE PER POLICY
- (C)** CURB WALL MAY BE NECESSARY BASED ON EXISTING TOPOGRAPHY. IF CURB WALL IS NOT CONSTRUCTED, THE LANDING WIDTH CAN BE REDUCED TO 4'x4'.

GENERAL NOTES:

1. RAMP AND LANDING MUST BE CONSTRUCTED TO DRAIN, TYPICALLY TOWARDS THE ROADWAY, BUT MAY VARY BASED ON EXISTING TOPOGRAPHY. WEEP HOLES ARE NOT PERMITTED FOR DRAINAGE.
2. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

CURB RAMP TYPE PP-3

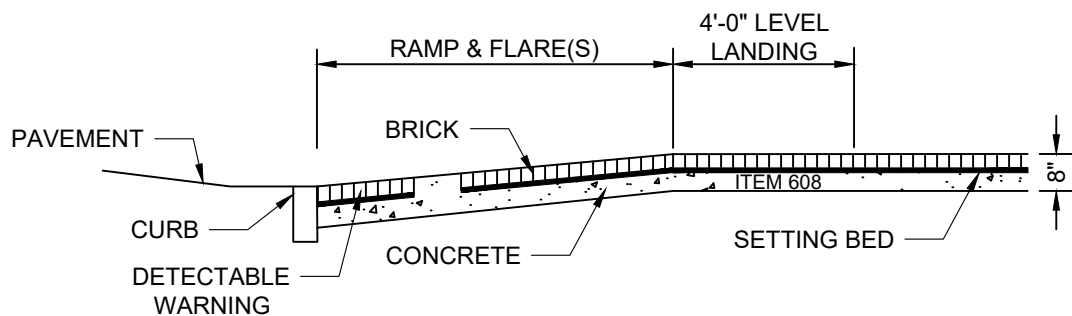
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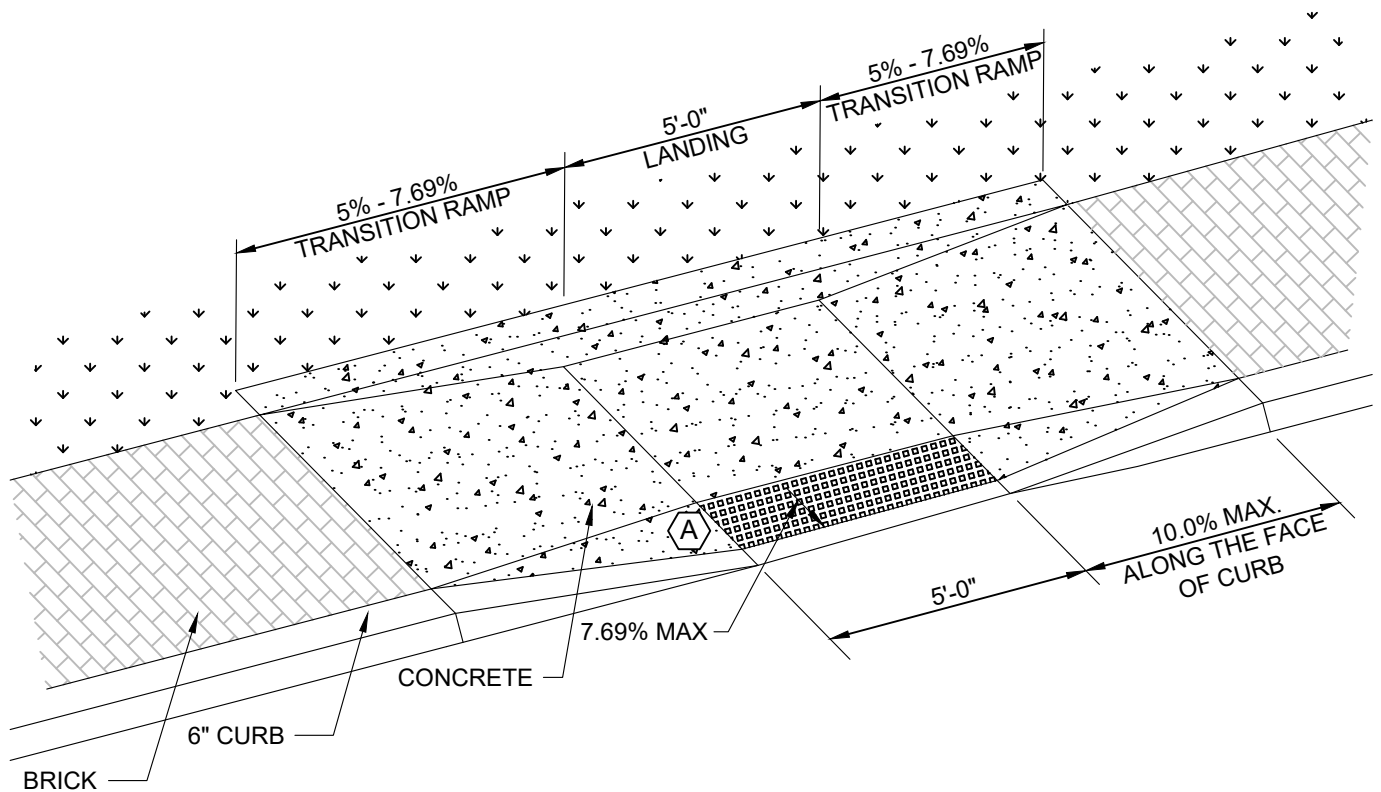
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1. WRITTEN APPROVAL FROM THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE SHALL BE OBTAINED PRIOR TO THE DESIGN OR CONSTRUCTION OF GRANITE OR AN ALTERNATE MATERIAL CURB RAMP.
2. ALONG WITH THE REQUIREMENT OF THIS SHEET FOR BRICK OR GRANITE CURB RAMPS, ALL OTHER APPLICABLE REQUIREMENTS OF 2319 SHALL BE FOLLOWED.
3. BRICK OR GRANITE CURB RAMPS SHALL BE TYPED PER 2319. TYPICALLY TYPE A OR TYPE D WILL BE USED. ALL APPLICABLE DIMENSIONS AND REQUIREMENTS FOR THE SELECTED TYPE OF RAMP SHALL BE FOLLOWED.
4. LONG FLARES WILL BE USED WHEREVER POSSIBLE. A MODIFIED FLARE SHALL BE USED WHEN AN OBSTRUCTION EXISTS.
5. THE INSTALLATION OF THE BRICK OR GRANITE PAVERS SHALL BE DONE PER STD DWG 2301, BRICK SIDEWALK.

CODED NOTES:

A SEE SHEET 21 FOR DETECTABLE WARNING DETAILS

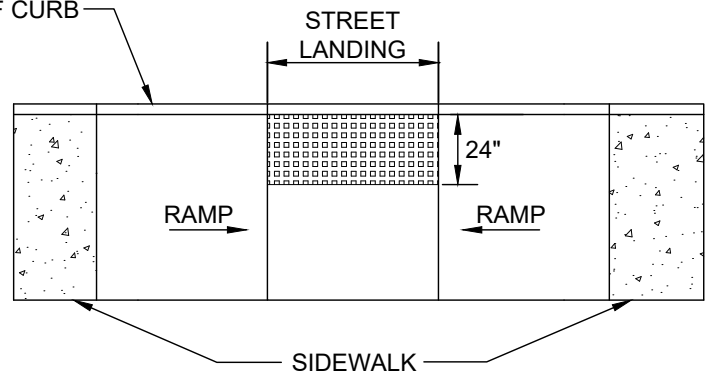
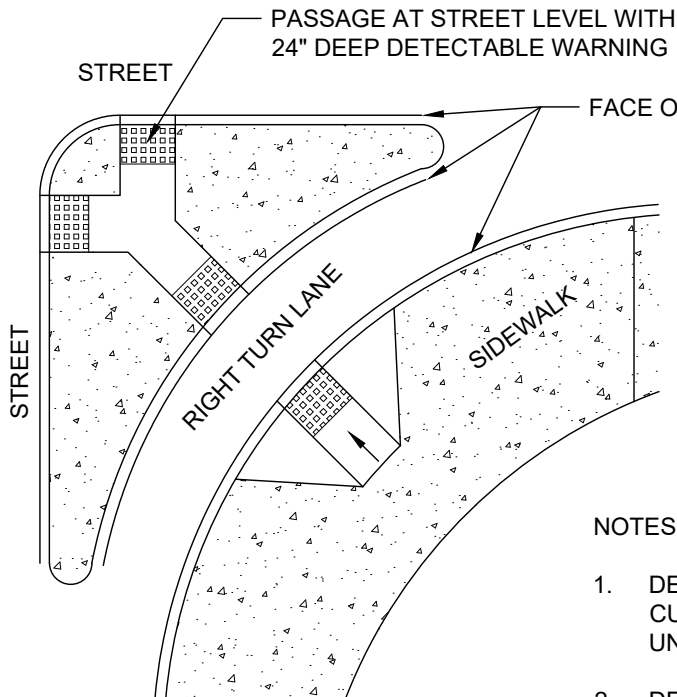
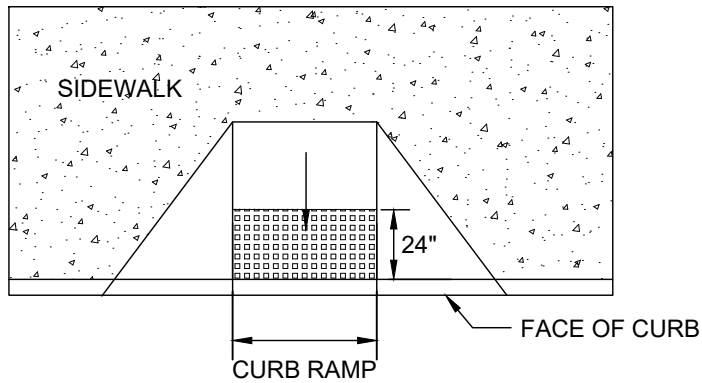
PARALLEL CURB RAMP BRICK SIDEWALK

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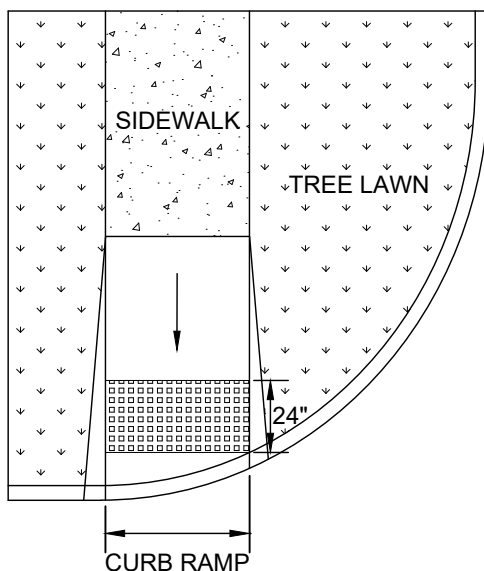
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NOTES:

1. DETECTABLE WARNINGS SHALL BE PROVIDED WHEREVER A CURB RAMP CROSSES A VEHICULAR WAY. EXCLUDING UNSIGNALIZED DRIVEWAY CROSSINGS.
2. DETECTABLE WARNINGS SHALL BE PROVIDED 24" IN THE DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE CURB RAMP OR FLUSH SURFACE. THE DETECTABLE WARNING SHALL BE LOCATED ADJACENT TO THE CURB LINE.
3. MATERIALS SHALL COMPLY WITH CMSC 608 AND DPS ADA RULES AND REGULATIONS.
4. DETECTABLE WARNINGS SHALL BE PLACED 6" TO 8" BEHIND THE FACE OF CURB AND BEHIND THE CURB JOINT.
5. CAST IN PLACE OR ANY NON-SURFACE APPLIED DETECTABLE WARNING SHALL HAVE A MINIMUM OF 3" OF CONCRETE ON EACH SIDE OF THE WARNING.



CURB RAMP DETECTABLE WARNINGS

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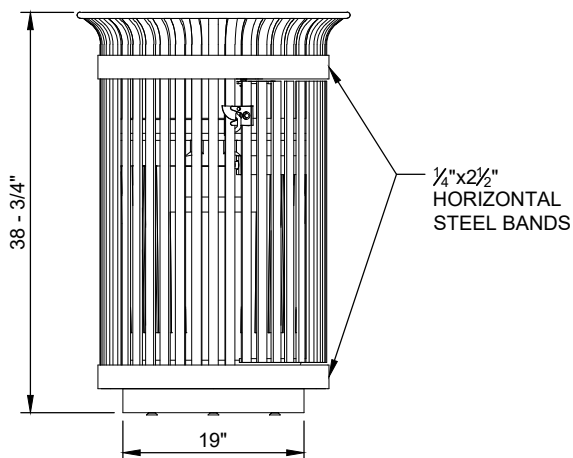
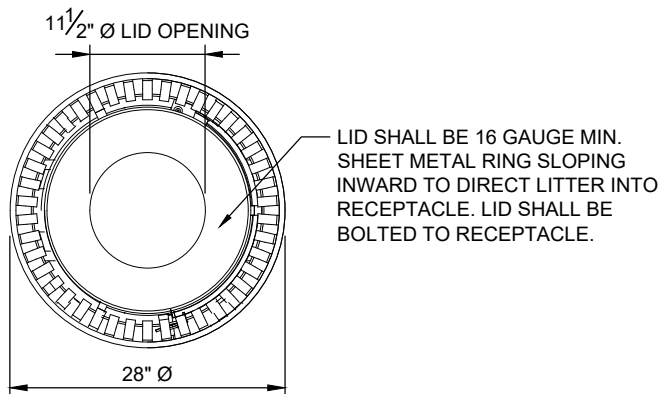
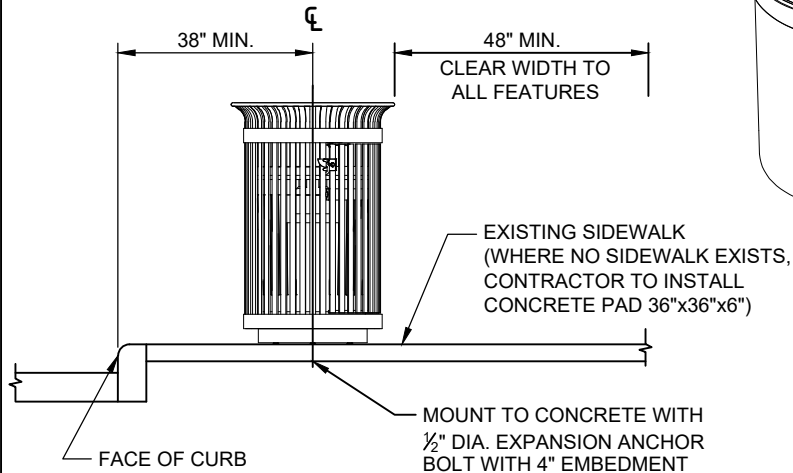
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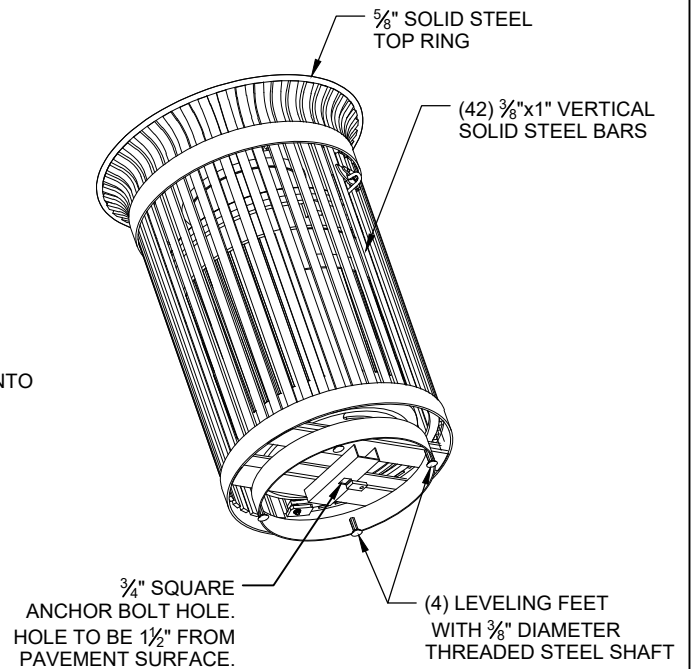
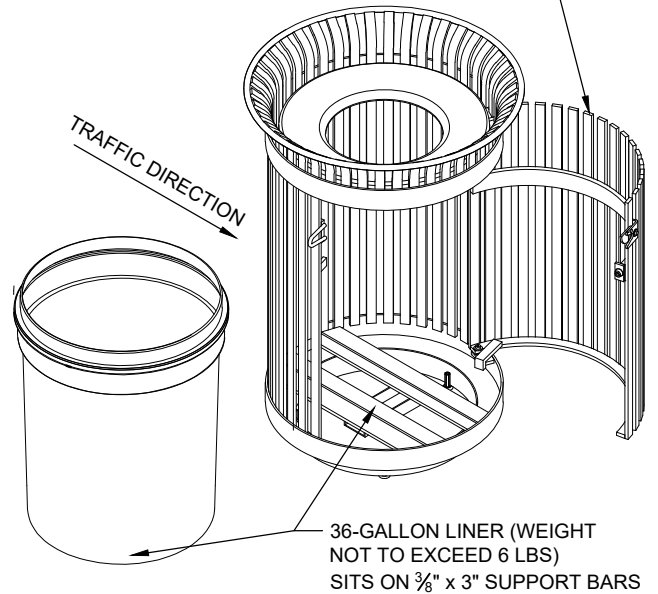
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NOTES:

1. SHIPPING WEIGHT OF RECEPTACLE SHALL BE 280 LBS, MIN.
2. RECEPTACLE SHALL HAVE SIDE DOOR ACCESS. USE OIL IMPREGNATED BRONZE BUSHINGS AND STAINLESS STEEL PIVOT PINS FOR DOOR MOVEMENT, WITH 3/16" SOLID STEEL LATCH ASSEMBLY (NO LOCK).
3. ALL FABRICATED METAL COMPONENTS SHALL BE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS, 8-10 MILS THICK. ALL PARTS SHALL BE BLACK POWDER COATED.
4. RECEPTACLES SHALL NOT BE INSTALLED NEXT TO ON-STREET PARKING.
5. LINER SHALL BE BLACK HIGH-DENSITY POLYETHYLENE PLASTIC. PLASTIC LINER REINFORCED, RIBBED AND MOLDED FOR LONGER LIFE, MINIMUM HEIGHT 26-3/4" - MAXIMUM 27-1/4", DIAMETER MINIMUM 21-1/2" - MAXIMUM 21-3/4".



DOOR TO BE PLACED ON OPPOSITE SIDE OF TRAFFIC FLOW SUCH THAT REFUSE WORKER IS FACING ONCOMING TRAFFIC DURING LINER REMOVAL



LITTER RECEPTACLE 36 GALLON CAPACITY

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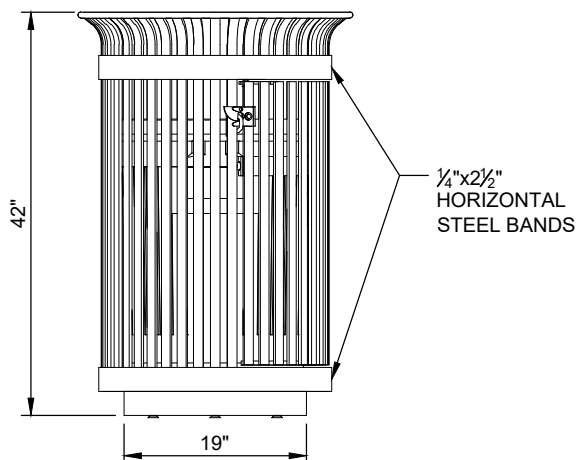
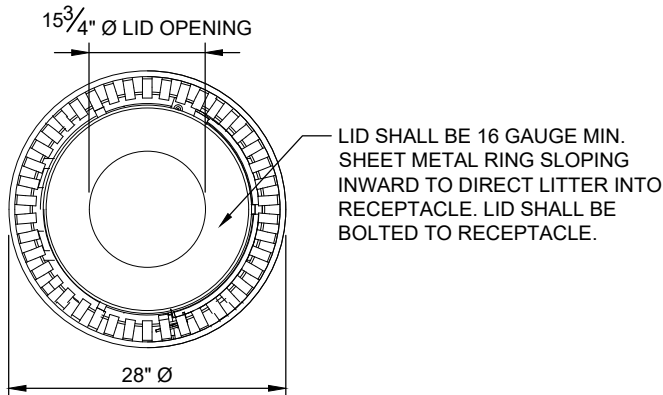
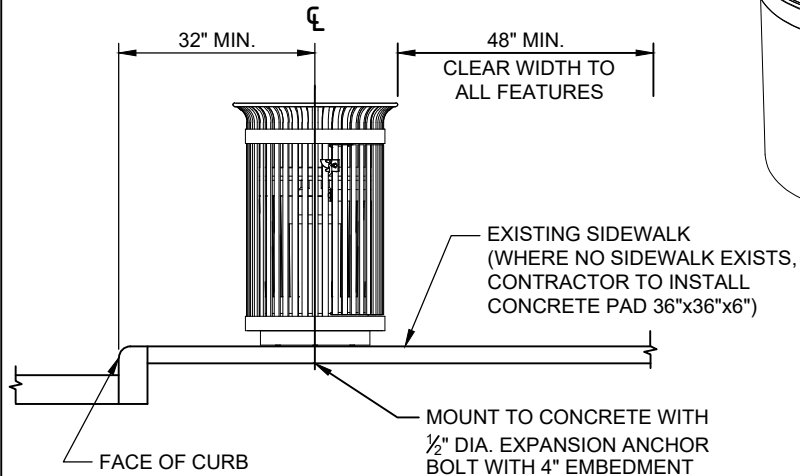
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CITY ENGINEER

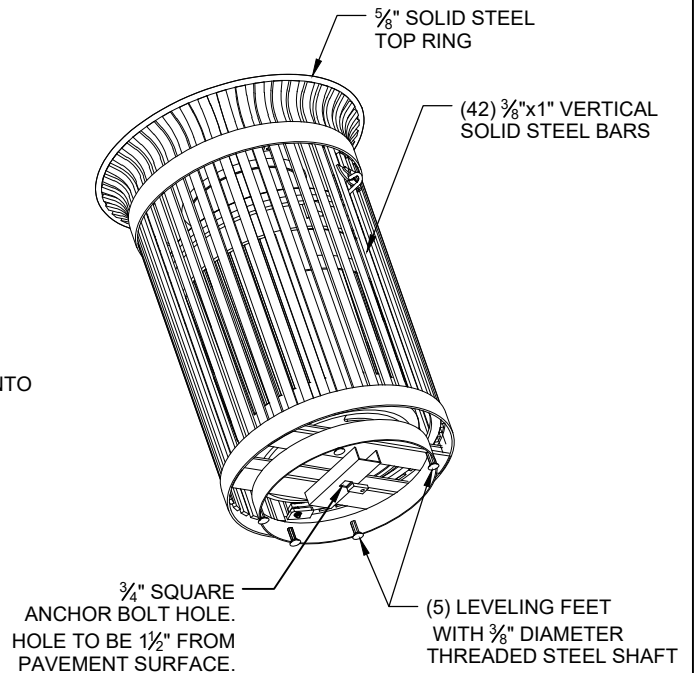
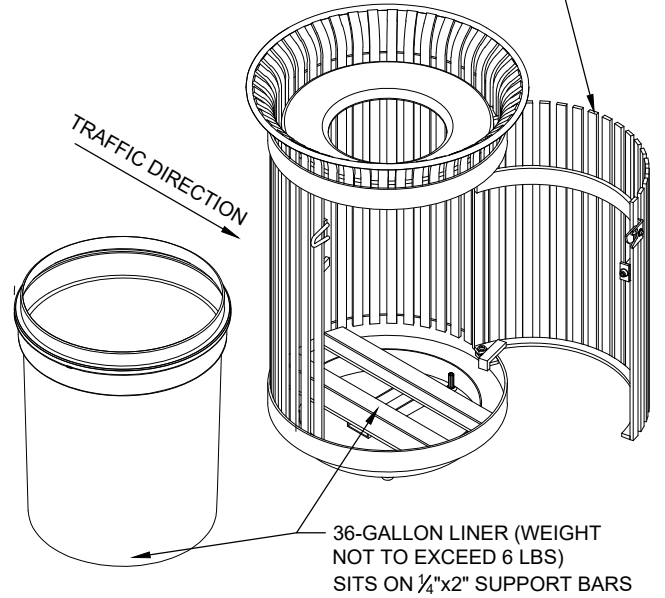
SHT 1 OF 1

NOTES:

1. SHIPPING WEIGHT OF RECEPTACLE SHALL BE 280 LBS, MIN.
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DOOR TO BE PLACED ON OPPOSITE SIDE OF TRAFFIC FLOW SUCH THAT REFUSE WORKER IS FACING ONCOMING TRAFFIC DURING LINER REMOVAL



LITTER RECEPTACLE 36 GALLON CAPACITY

CITY OF COLUMBUS, OHIO
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STD DWG
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4/30/2018

CITY ENGINEER

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