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

YOUR BOND MONEY
AT WORK SIGN

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.

Andrew J. Ginther
Mayor

Customer Service Center
(614) 645-3111
HEAT WELDED ASPHALT SURFACE
MINIMUM DEPTH 2"

NEAT STRAIGHT EDGE AND ITEM 407 - TACK COAT
AREA HATCHED IS TO BE HEAT WELDED
(SEE NOTE "B")

6"
2-5" MIN.
(SEE NOTE "J")

 existing pavement

PAVEMENT
SEE X X

ITEM 613 - FLOWABLE
CONTROLLED DENSITY FILL (CDF)
OR
ITEM 612 - COMPACTED
GRANULAR MATERIAL
(SEE NOTE "H")

OPTIONAL FILL
MATERIAL
(SEE NOTE "A")

HEAT WELDED ASPHALT SURFACE
MINIMUM DEPTH 2"

NEAT STRAIGHT EDGE AND ITEM 407 - TACK COAT
AREA HATCHED IS TO BE HEAT WELDED
(SEE NOTE "B")

6"
2-5" MIN.
(SEE NOTE "J")

 existing pavement

ITEM 405 - COLDMIX
SEE NOTES "C" & "D"

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

BRICK
4" BRICK

BASE THICKNESS TO MATCH EXISTING OR
MINIMUM DEPTH = 7" OF ITEM 301 OR 305

1" SAND

existing pavement

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

SAWCUT
(FULL DEPTH)

ITEM 255
CONCRETE
(SEE NOTE "T")

existing pavement

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
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG
1441

12/1/13
SHT 1 OF 7
SIDEWALK AND CURB REPAIR DETAILS

EXIST. RW

GRASS

SAWCUT

REMOVE & REPLACE WALK TO EXISTING JOINT.

ITEM 609 - 4" CONCRETE WALK

ITEM 911 - COMPACTED BACKFILL

REMOVE & REPLACE WALK TO EXISTING JOINT.

1.56% EXISTING WALK

SAWCUT

SAWCUT

GRASS

GRASS

SAWCUT

SEE NOTE

ITEM 609 - CURB

ITEM 913 - COMPACTED GRANULAR MATERIAL (SEE NOTE H) OR ITEM 613 - FCDF BACKFILL

UTILITY EXCAVATION LIMITS

FACE OF CURB / EDGE OF PAVEMENT

NOTE: IF THE DISTANCE FROM THE CUT TO THE NEAREST JOINT IN THE CURB IS LESS THAN 6', THE CURB/GUTTER SHALL BE REMOVED AND REPLACED TO THE JOINT. IF THE DISTANCE IS GREATER THAN 6', THE CURB MAY REMAIN.

PLAN VIEW

ITEM 613 - FCDF BACKFILL

CURB & GUTTER SECTION

SEE GENERAL NOTES CONCERNING LARGER PAVEMENT AREAS

BOTTOM OF EXCAVATION

ITEM 609 - CURB

ITEM 659 - SEEDING AND MULCHING

ITEM 608 - CONCRETE WALK

3'

ITEM 613 - FCDF BACKFILL
OR ITEM 912 (SEE NOTE "H")

ITEM 911 - COMPACTED BACKFILL

PAVEMENT & UTILITY CUT REPAIR STANDARDS

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

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

STD DWG 1441

12/1/13

SHT 3 OF 7
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 1/2 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 VISOQUEEN 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
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG 1441
12/1/13
SHT 4 OF 7
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 ½ 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 ½ 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 ½ 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

STD DWG 1441
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION
12/1/13
SHT 5 OF 7
STEEL PLATE

12" MIN OVERLAP REQUIRED (ALL SIDES) FROM EDGE OF EXCAVATION CUT TO EDGE OF PLATE.

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

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

STD DWG 1441
12/1/13
SHT 6 OF 7
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 ACCORDANCE 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

12/1/13
SHT 7 OF 7
HEAT WELDED ASPHALT SURFACE
MINIMUM DEPTH 2"

NEAT STRAIGHT EDGE AND ITEM 407 - TACK COAT
AREA HATCHED IS TO BE HEAT WELDED
(SEE NOTE "B")

6"
(SEE NOTE "J")

2'-0" MIN.
(SEE NOTE "C")

ITEM 613 - FLOWABLE
CONTROLLED
DENSITY FILL (CDF)
OR
ITEM 912 - COMPACTED
GRANULAR MATERIAL
(SEE NOTE "H")

OPTIONAL FILL
MATERIAL
(SEE NOTE "A")

EXISTING
PAVEMENT

HEAT WELDED ASPHALT SURFACE
MINIMUM DEPTH 2"

NEAT STRAIGHT EDGE AND ITEM 407 - TACK COAT
AREA HATCHED IS TO BE HEAT WELDED
(SEE NOTE "B")

6"
(SEE NOTE "J")

2'-0" MIN.
(SEE NOTE "C")

ITEM 405 - COLDMIX
SEE NOTES "C" & "D"

EXISTING
PAVEMENT

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

BRICK
4" BRICK

EXISTING
PAVEMENT

BASE THICKNESS TO
MATCH EXISTING OR
MINIMUM DEPTH + 7" OF ITEM 301 OR 305

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

SAWCUT
(FULL DEPTH)

ITEM 255
CONCRETE
(SEE NOTE "I")

EXISTING
PAVEMENT

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
DIVISION OF DESIGN AND CONSTRUCTION

STD DWG 1441

12/1/14

CITY ENGINEER
SHT 1 OF 7
SIDEWALK AND CURB REPAIR DETAILS

NOTE: IF THE DISTANCE FROM THE CUT TO THE NEAREST JOINT IN THE CURB IS LESS THAN 5', THE CURB/GUTTER SHALL BE REMOVED AND REPLACED TO THE JOINT. IF THE DISTANCE IS GREATER THAN 5', THE CURB MAY REMAIN.

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 2 OF 7
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

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

STD DWG 1441

12/1/14
SHT 3 OF 7
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 1/2" FOR THE ENTIRE LENGTH OF THE TRENCH. THE PLANED AREA SHALL THEN BE REP AVED 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.
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 SAUCUT. FURTHER, NO BRICK WILL BE PERMITTED TO BE CUT, FOR REPLACEMENT, TO A LENGTH LESS THAN 1/2 ITS ORIGINAL LENGTH. THIS MAY REQUIRE SAUCUTTING 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.
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.
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 ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).
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

STD DWG
2225

CITY ENGINEER

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%.
FOR COMBINATION CURB AND GUTTER, TYPE MOUNTABLE, THE PROFILE GRADE ELEVATION IS $1\frac{1}{2}''$ 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 (NON-RESIDENTIAL) COMBINATION CURB & GUTTER, TYPE SPECIAL 8"

* 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%.
* 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 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 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 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%.
WIDENING

SIDE DITCH

UNCURBED SECTION

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

* 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

PUBLIC ACCESS EASEMENT REQUIRED FOR ANY WALK OUTSIDE OF R/W.
ITEM 605 - 4" PIPE UNDERDRAIN TO BE CONNECTED TO OUTLETS AS DIRECTED BY THE ENGINEER.

* FOR ITEM 452 ONLY

<table>
<thead>
<tr>
<th>W (R/W WIDTH)</th>
<th>W1</th>
<th>d</th>
</tr>
</thead>
<tbody>
<tr>
<td>15'</td>
<td>13'</td>
<td>2 ¾&quot;</td>
</tr>
<tr>
<td>16'</td>
<td>14'</td>
<td>3</td>
</tr>
<tr>
<td>18'</td>
<td>16'</td>
<td>3 ¼&quot;</td>
</tr>
<tr>
<td>20'</td>
<td>18'</td>
<td>3 ½&quot;</td>
</tr>
<tr>
<td>OVER 20'</td>
<td>20'</td>
<td>3 ¼&quot;</td>
</tr>
<tr>
<td>OVER 24'</td>
<td>24'</td>
<td>4 ½&quot;</td>
</tr>
</tbody>
</table>

SEE RESIDENTIAL STREET PAVEMENT DESIGN POLICY FOR PAVEMENT DESIGNS

NO. 8 OR NO. 57 AGGREGATE

EDGES OF PAVEMENT TO BE FINISHED WITH AN EDGING TOOL OF ¼" RADIUS.

W1

ALLEY

W (R/W WIDTH)

TYPICAL SECTION

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

STD DWG 2151

4/30/2018

SHT 1 OF 1
EDGE OF PAVEMENT

R = 38.5'

- 18'
- 18'
- 18'
- 18'

EYEBROW

STD DWG 2154

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

12/31/2018

JOINT SPACING DETAIL

EYEBROW

- VARIABLE - 2' MIN, 18' MAX

EYEBROW SHALL HAVE CONTINUOUS POSITIVE DRAINAGE TO STREET
ITEM 452 - 7" NON-REINFORCED CONCRETE PAVEMENT.
* VARIABLE - 2' MIN, 18' MAX

EYEBROW SHALL HAVE CONTINUOUS POSITIVE DRAINAGE TO STREET

JOINT SPACING DETAIL

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

UTILITY STRIP / TREE LAWN 3.13% MIN. 3' FROM EDGE OF PAVEMENT OR BACK OF CURB AT 1.56%.

FUTURE WALK MATCH ADJACENT SIDEWALK AT 1.56%.

TYPICAL SECTION COMBINATION CURB & GUTTER, TYPE MOUNTABLE.
CUL-DE-SAC
FOR 26' WIDE STREET
ON A 50' RIGHT-OF-WAY
Gutter may be designed to drain into or out of cul-de-sac.

Utility strip / tree lawn 3.13%
Sidewalk 1.56%
Future walk (both sides)
Earth

* OPTION: 1.56% min. to 3.13% max. from radius to centerline or 1.56% min. to 3.13% max. from centerline to radius

Enlarged Section A-A

Enlarged Section B-B

Typical Section Combination Curb & Gutter, Type Standard

Cul-de-sac for 26'-0" wide street on a 50'-0" right-of-way

No.8 or No.57 aggregate

Item 605 - 4" pipe underdrain

Item 609 - Combination Curb & Gutter, Type Standard 2010

Utility strip / tree lawn 3.13%
Sidewalk 1.56%
Future walk (both sides)
Earth

Saw contraction joints per standard drawing 2156, sheet 3 of 3.

The type of curb around the cul-de-sac shall be the same as the type used on the adjacent street.

Item 452 - 7" non-reinforced concrete pavement.
NOTE: DETAIL APPLIES TO CONCRETE PAVEMENT OR CONCRETE BASE ONLY.
T - TURNAROUND

90' - 0"

10'-0"

10'-0"

A

A

B

B

27'-0"

FACE TO FACE

FACETOFACE

10'-0"

10'-0"

10'-0"

10'-0"

4" PIPE UNDERDRAIN AND GUTTER LINE (TO BE MAINTAINED)

CONC. BASE & CURB POURED INTEGRAL (BOTH SIDES)

COMBINATION CURB & GUTTER, TYPE STANDARD OR COMBINATION CURB & GUTTER, TYPE MOUNTABLE

30'R. *

SLOPE

* 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 - TTURNAROUND
NOTE:
UNDERDRAINS SHALL BE SLOPED FOR POSITIVE DRAINAGE TO CURB INLET.
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

~ SEE SCD 2190 BARRICADE FOR END OF ROADWAY ~
BACKFILL FOR ALL TRENCHES SHALL BE IN ACCORDANCE WITH APPLICABLE SPECIFICATIONS.

PERMANENT REPAVING SHALL NOT BE DONE UNTIL SO ORDERED OR APPROVED BY THE ENGINEER. THE EDGE SHALL BE CUT VERTICAL AND TRIMMED TO PROVIDE A STRAIGHT LINE.

ITEM 407 - TACK COAT SHALL BE APPLIED AT A RATE OF 0.08 GAL/SY.

ALL EXISTING CONCRETE WALKS OR CONCRETE PAVEMENTS BEING REPLACED SHALL BE REMOVED AT AN EXISTING JOINT AND REPLACED PER STANDARD DRAWING.

DRIVEWAY PAVEMENT SHALL BE REPLACED BY EITHER MATCHING THE EXISTING MATERIALS & THICKNESS, OR BY USING THE ABOVE THICKNESS, WHICHERER IS GREATER.

IF COMPLETE DRIVE APPROACH IS BEING REBUILT REFERENCE THE STANDARD DRAWING APPLICABLE TO THE DRIVE.
ITEM 911 - COMPACTED BACKFILL

ITEM 912 - COMPACTED GRANULAR MATERIAL

R/W EDGE OF PAVEMENT OR FACE OF CURB

ROAD PAVEMENT

INFLUENCE LINE

1'-0" PIPE INSIDE OF THIS LINE SHALL BE INSTALLED PER ITEM 901

BACKFILL WITHIN RIGHT-OF-WAY

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

STD DWG 2179

12/31/18
ITEM 911 - COMPACTED BACKFILL

ITEM 912 - COMPACTED GRANULAR MATERIAL

EDGE OF PAVEMENT OR FACE OF CURB

ROAD PAVEMENT

PIPE INSIDE OF THIS LINE SHALL BE INSTALLED PER ITEM 901

INFLUENCE LINE

ITEM 912 - COMPACTED GRANULAR MATERIAL

ITEM 911 - COMPACTED BACKFILL

3'-0"
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 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
10' MINIMUM (2 CAR DRIVE)

1' MIN.

15% MAX.

1.56% MAX.

7.69% MAX.

10% ALONG THE FACE OF THE CURB

ITEM 608

SIDEWALK WIDTH PER STANDARD DRAWING 2300

6" ITEM - 452

4'-0" MIN. PAR

6" ITEM - 452

15% MAX.

1' MIN.

4'-0" MIN. PAR ACROSS DRIVE

12% MAX.

1'-0"

1'-0"

1/2" EXPANSION JOINT

ITEM 605 - 4" UNDERDRAIN

ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

SECTION A-A

SEE SHEET 1 OF 6 FOR NOTES
CURBED ROADWAY, TYPE B, RIGID

DRIVEWAY, RESIDENTIAL

USE WHEN FRONT RAMP OF DRIVE IS LONGER THAN 2 FT.
MAINTAIN R/W CLEARANCE FOR WALK.

THE FIRST FULL PANEL AT THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE INCLUDING THE DRIVE FLARE SHALL BE 6" ITEM 608

SIDEWALK WIDTH PER STANDARD DRAWING 2300

6" ITEM-452
4'-0" (TYP)

1'-0" MIN.

2'-0" OR GREATER

4'-0" (TYP)

10'-0" MINIMUM

16'-0" MINIMUM (2 CAR DRIVE)

SIDEBWALK WIDTH ACROSS DRIVE

1.56% MAX.

6" ITEM - 608

10% ALONG FACE OF CURB

1.56% MAX.

7.69% MAX.

15% MAX.

* THE FIRST FULL PANEL AT THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE INCLUDING THE DRIVE FLARE SHALL BE 6" ITEM 608

* **

USE WHEN FRONT RAMP OF DRIVE IS LONGER THAN 2 FT.
MAINTAIN R/W CLEARANCE FOR WALK.

THE FIRST FULL PANEL AT THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE INCLUDING THE DRIVE FLARE SHALL BE 6" ITEM 608

SIDEWALK WIDTH PER STANDARD DRAWING 2300

6" ITEM-452
4'-0" (TYP)

1'-0" MIN.

2'-0" OR GREATER

4'-0" (TYP)

10'-0" MINIMUM

16'-0" MINIMUM (2 CAR DRIVE)

SIDEWALK WIDTH ACROSS DRIVE

1.56% MAX.

6" ITEM - 608

10% ALONG FACE OF CURB

1.56% MAX.

7.69% MAX.

15% MAX.

* THE FIRST FULL PANEL AT THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE INCLUDING THE DRIVE FLARE SHALL BE 6" ITEM 608

* **
CURBED ROADWAY, TYPE C, RIGID

DRIVEWAY, RESIDENTIAL

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

STD DWG 2201
12/31/18
SHT 4 OF 6
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),448
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 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, DRIVE PAVEMENT FLEXIBLE

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

12/31/18

STD DWG
SH 5 OF 6

2201

DRIVEWAY, RESIDENTIAL

DRIVE, RESIDENTIAL

NON-CURBED ROADWAY,
DRIVE PAVEMENT FLEXIBLE
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

ITEM 608
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.
SIDEWALK ADJACENT TO CURB WITH RUN-AROUND

DRIVEWAY, RESIDENTIAL CURBED ROADWAY

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

SIDEBWALK WIDTH PER STANDARD DRAWING 2300

6" THICK CONCRETE

1.56% MAX.

15% MAX.

6" CONCRETE

ITEM 605 - 4" UNDERDRAIN

ITEM 609 - CURB & GUTTER (DROP)

ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

1" EXPANSION JOINT

1/2" EXPANSION JOINT

10'-0" MINIMUM (2 CAR DRIVE)

16'-0" MINIMUM

10'-0" MINIMUM

4'-0" MIN. PAR ACROSS DRIVE

4'-0" MIN. PAR

2'-0" OR GREATER

2'-0" OR GREATER

1'-0" MIN.

15% MAX.

1.56% MAX.

7.69% MAX.

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB

4'-0" (TYP)

6" THICK CONCRETE

10% ALONG FACE OF CURB
SIDEWALK, RESIDENTIAL CURBED ROADWAY

DRIVEWAY, RESIDENTIAL CURBED ROADWAY

SECTION A-A
SEE SHEET 1 OF 4 FOR NOTES

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

* MEASURED ALONG THE BACK OF CURB

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION
04/30/18

STD DWG 2201
SH-1 OF 4

MEASURED ALONG THE BACK OF CURB
THIS STANDARD DRAWING IS FOR DRIVES ON LOCAL OR COLLECTOR STREETS WITH SPEEDS \( \leq 35 \) 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 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 CURB OR CURB OR CURB AND GUTTER ARE PRESENT ALL DRIVEWAYS SHALL BE ITEM 452 CONCRETE PAVEMENT.
WHEN CURB OR CURB AND GUTTER ARE PRESENT ALL DRIVEWAYS SHALL BE ITEM 452 CONCRETE PAVEMENT

R/W LINE

B/WALK

SIDEWALK WIDTH
PER STANDARD
DRAWING 2300

1.56% MAX.

6" ITEM-452

7.69% MAX.

8% MAX.

20'-0" MINIMUM

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

1'-0" MIN.

4'-0" FLARE

1'-0" MIN.

PAR

ACROSS DRIVE

ITEM 605 - 4" UNDERDRAIN

ITEM 608

ITEM 609 CURB/CURB & GUTTER (DROP)

DRIVE

8% MAX.

1.56%

4'-0" MIN. PAR

ACROSS DRIVE

1'-0" MIN.

1.56% MAX.

ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

SECTION A-A

SEE SHEET 1 OF 14 FOR NOTES
* USE WHEN FRONT RAMP OF DRIVE IS LONGER THAN 2 FT. MAINTAIN R/W CLEARANCE FOR WALK.

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

SIDEWALK WIDTH PER STANDARD DRAWING 2300

4'-0" MIN. PAR

2'-0" OR GREATER

4'-0" (TYP)

SIDEWALK WIDTH

R/W LINE

B/WALK

R/W LINE

8" ITEM - 452

1.56% MAX.

10% ALONG FACE OF CURB

1'-0" MIN.

8% MAX

20'-0" MINIMUM

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

1.56% MAX.

7.69% MAX.

7.69% MAX.

10% ALONG FACE OF CURB

ITEM 203 - COMPACTED SOIL OR
ITEM 304 - AGGREGATE BASE

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

DRIVEWAY, NON-RESIDENTIAL TYPE C

CURBED ROADWAY WITH FLARES,

SECTION A-A

SEE SHEET 1 OF 14 FOR NOTES

2202

STD DWG

12/31/18

SHT 3 OF 14
WHEN CURB OR CURB AND GUTTER ARE PRESENT ALL DRIVEWAYS SHALL BE ITEM 452 CONCRETE PAVEMENT.

SIDWALK WIDTH PER STANDARD DRAWING 2300

1.56% MAX.

7.69% MAX.

20'-0" MINIMUM

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

8" ITEM - 452

1.56% MAX.

7.69% MAX.

1'-0" MIN.

DRIVEWAY, NON-RESIDENTIAL

CURVED ROADWAY WITH FLARES, TYPE D

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
12/31/18
SHT 5 OF 14
OPTIONAL: ITEM 609 - CURB
SEE STANDARD DRAWING 2000 OR 2010

SECTION A-A THROUGH CROWNED PAVEMENT

ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT
OR
ITEM 441 - 1.5" ASPHALT CONCRETE, SURFACE COURSE (TYPE 1), PG 64-22
ITEM 441 - 1.75" ASPHALT CONCRETE, INTERMEDIATE COURSE (TYPE 2), 448
ITEM 407 - TACK COAT
ITEM 305 - 7" CONCRETE BASE

CURBED ROADWAY WITH RADIUS

SECTION A-A THROUGH FLAT PAVEMENT

ITEM 452 - 8" NON-REINFORCED CONCRETE PAVEMENT
OR
ITEM 441 - 1.5" ASPHALT CONCRETE, SURFACE COURSE (TYPE 1), PG 64-22
ITEM 441 - 1.75" ASPHALT CONCRETE, INTERMEDIATE COURSE (TYPE 2), 448
ITEM 407 - TACK COAT
ITEM 305 - 7" CONCRETE BASE

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
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.
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

ITEM 423 - CRACK SEAL
SAWCUT FULL DEPTH TO SOUND PAVEMENT

ITEM 603 - DRIVE PIPE, TYPE D
MINIMUM 12" DIA. WHEN APPLICABLE

ITEM 423 - CRACK SEAL, TYPE I
**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 THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.**

***DRIVE PAVEMENT (FLEXIBLE DESIGN)***
- ITEM 441 - 1.5" ASPHALT CONCRETE, SURFACE COURSE, (TYPE 1), PG 64-22
- ITEM 441 - 2" ASPHALT CONCRETE, INTERMEDIATE COURSE, (TYPE 2)
- ITEM 301 - 4.5" ASPHALT CONCRETE BASE
- ITEM 304 - 4" AGGREGATE BASE

SAWCUT FULL DEPTH TO SOUND PAVEMENT
- ITEM 407 - TACK COAT, VERTICAL EDGE
- ITEM 423 - CRACK SEALING, TYPE I

A-A SEE SHT 10 OF 14
ITEM 423 - CRACK SEAL

EXIST. SLOPE

EXIST. PAVEMENT

E/P EXIST. ROAD

ITEM 203 - COMPACTED SOIL

8' ITEM - 608

8% MAX.

NON-CURBED ROADWAY WITH FLARES

DRIVE PAVEMENT, FLEXIBLE

SECTION A-A

DRIVEWAY, NON-RESIDENTIAL
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 THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.

** DRIVE PAVEMENT (FLEXIBLE DESIGN)
- ITEM 441 - 1.5" ASPHALT CONCRETE, SURFACE COURSE, (TYPE 1), PG 64-22
- ITEM 441 - 2" ASPHALT CONCRETE, INTERMEDIATE COURSE (TYPE 2)
- ITEM 301 - 4.5" ASPHALT CONCRETE BASE
- ITEM 304 - 4" AGGREGATE BASE
ITEM 423 - CRACK SEAL

EXIST. PAVEMENT
EXIST. SLOPE

ITEM 203 - COMPACTED SOIL

DRIVE PIPE

TRANSITION AT 45°

8% MAX.

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
12/31/18
SHT 12 OF 14
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 THE EDGE OF THE FULL WIDTH SECTION OF THE DRIVE.

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

NON-CURBED ROADWAY WITH RADIUS DRIVE PAVEMENT, RIGID

DRIVEWAY, NON-RESIDENTIAL

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

STD DWG 2202
12/31/18
SHT 13 OF 14
ITEM 423 - CRACK SEAL

EXIST. PAVEMENT

ITEM 423 - CRACK SEAL

EXIST. PAVEMENT

DRIVE PIPE

TRANSITION AT 45°

DRIVE PAVEMENT

8" ITEM - 608

ITEM 203 - COMPACTED SOIL
ITEM 304
AGGREGATE BASE

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

STD DWG
2202
12/31/18
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**

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

**ITEM 203** - COMPACTED SOIL OR **ITEM 304** - AGGREGATE BASE

**ITEM 605** - 4" UNDERDRAIN

**ITEM 609** - CURB (DROP)

**1/2" EXPANSION JOINT**

**PAVEMENT**
SIDEWALK ADJACENT TO CURB

SIDEWALK WIDTH PER STANDARD DRAWING 2300

6" THICK CONCRETE

8% MAX.

1.56% MAX.

1'-0" MIN.

4'-0" MIN. PAR

ITEM 452

SECTION A-A

SEE SHEET 1 OF 4 FOR NOTES

ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

ITEM 605 - 4" UNDERDRAIN

1/2" EXPANSION JOINT

8" CONCRETE

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION
04/30/18

DRIVEWAY, NON-RESIDENTIAL CURBED ROADWAY WITH FLARES

20'-0" MINIMUM

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

R/W LINE

R/W LINE

B/WALK

A

A

1'-0"

4'-0" FLARE

1.56% MAX.

7.69% MAX.

4'-0" MIN. PAR

6"

ITEM 609
CURB/CURB & GUTTER (DROP)

DRIVE 8% MAX.

4'-0" MIN. PAR ACROSS DRIVE

1.56%

R/W 8% MAX.

1'-0"

1'-0"

6"
* USE WHEN FRONT RAMP OF DRIVE IS LONGER THAN 2 FT. MAINTAIN R/W CLEARANCE FOR WALK.

SIDEWALK WIDTH PER STANDARD DRAWING 2300

1.56% MAX.

8" THICK CONCRETE

8% MAX.

ITEM 452

4'-0" (TYP)

ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

DRIVE 8% MAX.

4'-0" MIN. PAR ACROSS DRIVE 1.56%

1'-0" MIN.

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

ITEM 605 - 4" UNDERDRAIN

1.56% EXPANSION JOINT

ITEM 609 CURB/CURB & GUTTER (DROP) 8" CONCRETE

SECTION A-A
SEE SHEET 1 OF 4 FOR NOTES
EXPANSION JOINT
8" CONCRETE

ITEM 203 - COMPACTED SOIL OR
ITEM 304 - AGGREGATE BASE

MEASURED ALONG THE BACK OF CURB
2% 3% 4% 5%

STREET GRADE
LOW SIDE *
3% 4% 5% 6%

RAMP LENGTH (1:13)
7'-2" 8'-4" 10'-0" 12'-6" 16'-8"

HIGH SIDE *
1% 2% 3% 4% 5%

SIDEWALK ADJACENT TO CURB
SIDEWALK WIDTH
20'-0" WITH PARKING SPACES OF 60 OR MORE
26'-0" MINIMUM

8" THICK CONCRETE
PAR 1.56% MAX.

LOW SIDE RAMP 1:13 MAX.

LOW SIDE 1.56% MAX.

SIDEWALK WIDTH
8% MAX.

SIDEWALK ADJACENT TO CURB
PER STANDARD DRAWING 2300

SECTION A-A
SEE SHEET 1 OF 4 FOR NOTES

SIDEBORAD, NON-RESIDENTIAL
WITH FLARES
CURBLED ROADWAY

STD DWG 2202
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

04/30/18
SHT 4 OF 4
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.

ITEM 603 - DRIVE PIPE, TYPE D
MINIMUM 12" DIA. WHEN APPLICABLE

ITEM 203 - COMPACTED SOIL OR ITEM 304 - AGGREGATE BASE

SECTION A-A

ITEM 423 - CRACK SEAL
MATCH WIDTH OF BERM OR PAVED SHOULDER. -MINIMUM 2 FT.
MATCH PAVEMENT TYPE & THICKNESS OF MAIN ROADWAY PER STD DWG 1441

ITEM 407 - TACK COAT
ITEM 423 - CRACK SEAL
MATCH WIDTH OF BERM OR PAVED SHOULDER.
MINIMUM 2 FT.

ITEM 304 - AGGREGATE BASE

ITEM 441 - ASPHALT CONCRETE, SURFACE COURSE
ITEM 441 - ASPHALT CONCRETE, INTERMEDIATE COURSE
ITEM 304 - AGGREGATE BASE
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.
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.
**1.56%**

8% MAX.

4'-0" MIN. PAR

**SIDEWALK PER STD DWG 2900**

**4'-0" MIN. PAR**

1.56%

**SIDEWALK PER STD DWG 2900**

DRIVE

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

ITEM 441 - 6.5" ASPHALT CONCRETE, INTERMEDIATE COURSE, (TYPE 2), PG 64-22 (MULTIPLE LIFTS)

ITEM 304 - 4" AGGREGATE BASE

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

**DRIVE PAVEMENT (FLEXIBLE DESIGN)**

**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.**

**BERM OR PAVED SHOULDER**

**GRADED SHOULDER**

**SAWCUT FULL DEPTH TO SOUND PAVEMENT**

ITEM 407 - TACK COAT, VERTICAL EDGE

ITEM 423 - CRACK SEALING, TYPE I

**EXISTING E/P**

**SAWCUT FULL DEPTH TO SOUND PAVEMENT**

**ITEM 603 - DRIVE PIPE, TYPE D**

MINIMUM 12" DIA. WHEN APPLICABLE

**R/W**

**DITCH**

**E/P**

**MAIN ROADWAY**

**NON-CURBED ROADWAY**

**NON-CURBED ROADWAY**

**DRIVEWAY, NON-RESIDENTIAL WITH FLARES**

**STD DWG 2207**
EXIST. PAVEMENT
EXIST. SLOPE
FULL DEPTH SAWCUT
ITEM 423 - CRACK SEAL
ITEM 407 - TACK COAT
MATCH WIDTH OF BERM OR PAVED SHOULDER
-MINIMUM 2 FT.
MATCH PAVEMENT TYPE & THICKNESS
OF MAIN ROAD PER STD DWG 1441
ITEM 203 - COMPACTED SOIL

SECTION A-A

DRIVE PAVEMENT
DRIVE PIPE

DRIVE
RW

4'-0" MIN. PAR
1.56%

1'-0" MIN.

4'-0" MIN. PAR

DRIVEWAY, NON-RESIDENTIAL WITH FLARES
NON-CURBED ROADWAY

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

STD DWG
2207
04/30/18
SHT 2 OF 2
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 (FLEXIBLE DESIGN)
  - DRIVeway, Non-Residential
  - WITH RADIUS NON-CURBED ROADWAY

**ITEM 441 - 1.5" ASPHALT CONCRETE, SURFACE COURSE (TYPE 1), PG 64-22**
**ITEM 441 - 6.5" ASPHALT CONCRETE, INTERMEDIATE COURSE, (TYPE 2), PG 64-22 (MULTIPLE LIFTS)**
**ITEM 304 - 4" AGGREGATE BASE**

* 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.

**ITEM 407 - TACK COAT, VERTICAL EDGE**
**ITEM 423 - CRACK SEAL, TYPE I**
**ITEM 503 - DRIVE PIPE, TYPE D**
**MINIMUM 12" DIAM. WHEN APPLICABLE**

**ITEM 603 - DRIVE PIPE, TYPE D**
**MINIMUM 12" DIAM. WHEN APPLICABLE**

**ITEM 304 - 4" AGGREGATE BASE**

**DRIVE PAVEMENT (TYPE, FLEXIBLE)**

**DRIVeway, Non-Residential**
**NON-CURBED ROADWAY**
EXIST. PAVEMENT
EXIST. SLOPE
MATCH PAVEMENT TYPE & THICKNESS OF MAIN ROAD PER STD DWG 1441
MATCH WIDTH OF BERM OR PAVED SHOULDER. -MINIMUM 2 FT.
MATCH PAVEMENT TYPE & THICKNESS OF MAIN ROAD PER STD DWG 1441

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 2208
04/30/18
SHT 2 OF 4
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 (TYPE, RIGID)

DRIVEWAY, NON-RESIDENTIAL WITH RADIUS
NON-CURBED ROADWAY
ITEM 203 - COMPACTED SOIL
ITEM 304 AGGREGATE BASE

MATCH PAVEMENT TYPE & THICKNESS
OF MAIN ROAD PER STD DWG 1441

MATCH WIDTH OF BERM OR PAVED SHOULDER.
-MINIMUM 2 FT.

TRANSITION AT 45°

EDGE BERM OR PAVED SHOULDER

EXIST. SLOPE

EXIST. PAVEMENT

FULL DEPTH SAWCUT

ITEM 423 - CRACK SEAL

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

STD DWG 2208
04/30/18
SHT 4 OF 4
1. ANGLE HAND TAMP AT 45°
2. ITEM 441 - 2.5" ASPHALT CONCRETE SURFACE COURSE (LIGHT TRAFFIC), PG 64-22
3. ITEM 304 - 6" AGGREGATE BASE
4. ITEM 204 - SUBGRADE COMPACTION
REFERENCE GUIDE TO BICYCLE FACILITIES, CURRENT EDITION FOR SAFETY RAIL REQUIREMENTS.

SIGN DETAIL

SHARED USE PATH
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.
**REMOVABLE BOLLARD DETAIL**

**SECTION A-A**
- 2"x1"x\(\frac{3}{4}\)" ANGLE IRON
- 6"x6" (5\(\frac{1}{2}\) x 5\(\frac{1}{2}\))
- \(\frac{1}{4}" LAG SCREWS 3 IN. LENGTH
- 2"x2"x\(\frac{3}{4}\)" ANGLE
- DRILL \(\frac{1}{2}"x\(\frac{3}{4}\)" HOLE FOR LOCK
- FINISHED GRADE OF ASPHALT
- WELD \(\frac{1}{2}"x\(\frac{7}{8}\)" STRAIGHT IRON TO TOP OF SLEEVE
- \(\frac{1}{2}" IRON SLEEVE
- \(\frac{1}{2}" CLEARANCE
- 45° TAPER AT TOP OF SPACER
- \(\frac{1}{4}"x\(\frac{3}{4}\)" STEEL SPACER WELD TO INSIDE OF SLEEVE (ALL SIDES)

**SECTION B-B**
- 2"x1"x\(\frac{3}{4}\)" ANGLE IRON
- 6"x6"
- \(\frac{1}{2}" LAG SCREWS 3" LENGTH
- 2"x2"x\(\frac{3}{4}\)" ANGLE
- FINISHED GRADE OF ASPHALT
- \(\frac{1}{2}" IRON SLEEVE

**ELEVATION**
- MITRE ANGLE IRON AND WELD
- LAG SCREWS
- ANGLE IRON
- TRIM UPPER LEG OF ANGLE IRON
- TOP OF BOLLARD

**PLAN**
- 6"x6"
- 2'-0" 1"
- 6"x6" (5\(\frac{1}{2}\) x 5\(\frac{1}{2}\))
- 2'-0" 1"
- 6"x6"
- 1\(\frac{1}{2}" LAG SCREWS 3 IN. LENGTH
- 2"x2"x\(\frac{3}{4}\)" ANGLE
- DRILL \(\frac{1}{2}"x\(\frac{3}{4}\)" HOLE FOR LOCK
- FINISHED GRADE OF ASPHALT
- 45° TAPER AT TOP OF SPACER
- \(\frac{1}{4}"x\(\frac{3}{4}\)" STEEL SPACER WELD TO INSIDE OF SLEEVE (ALL SIDES)

**SHARED USE PATH**

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

STD DWG
2310
04/30/18
SHT 4 OF 5
Ramps shall be ADA compliant: see standard drawings 2319/2300.

Existing curb or combination curb and gutter shall be removed and replaced as required for installation of ramp. Install expansion joint at back of curb. Reference standard drawings 2000/2010/2020/2030.

For replacement work, the curb or curb/gutter shall be removed to an existing joint or no closer than 5 ft. from an existing joint. When less than 5 ft. of a curb section remains after the curb cut is located, it also shall be removed and replaced. Curb shall be constructed in min. 5 ft. sections & max. 10 ft. sections.

Fills, if required, shall be per item 203 or item 304.

Ramp shall be constructed per item 608.

Expansion joints shall be placed to form utility strips where required and wherever new concrete touches existing construction.

Shared use path or walk

Ramp
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.
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.
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.
CODED NOTES:
A SEE SHEET 21 FOR DETECTABLE WARNING DETAILS

GENERAL NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

CODED NOTES:

ASEE SHEET 21 FOR DETECTABLE WARNING DETAILS

CURB RAMP

TYPE C

GENERAL NOTES:

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

STD DWG
2319
3/30/2018
SHT 5 OF 21
UTILITY STRIP OR OTHER OBSTRUCTION

THE OBSTRUCTION MUST BE 15" OR CLOSER TO THE FACE OF CURB

10.0% MAX.
ALONG THE FACE OF CURB

4'-0" MIN.

1.56% MAX.

7.69% MAX.

RAMP

4'-0" MIN. LANDING

5% MAX.

2'-0"

8" CONCRETE

1/2" EXPANSION MATERIAL

16" CURB

SECTION A - A

CODED NOTES:
A SEE SHEET 21 FOR DETECTABLE WARNING DETAILS

CURB RAMP
TYPE D

GENERAL NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.
**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.

**Curb Ramp Type G**

**City of Columbus, Ohio**

**Department of Public Service**

**Division of Design and Construction**

**STD DWG 2319**

3/30/2018

SHT 7 OF 21
CURB RAMP
TYPE H

GENERAL NOTES:
1. SEE SHEET 2 FOR ADDITIONAL DETAILED INFORMATION.

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
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

SECTION A-A

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

STD DWG 2319
3/30/2018
SHT 8 OF 21
**LANDING** IS REQUIRED ONLY WHEN RAMP AND/OR EXISTING SIDEWALK SLOPE IS GREATER OR EQUAL TO 5%

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.
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)

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

CURB RAMP
TYPE L-1

STD DWG 2319
3/30/2018
SHT 10 OF 21
CODED 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

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

STD DWG 2319
3/30/2018
SHT 11 OF 21
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.

SECTION A-A

CURB RAMP
TYPE P-4

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

STD DWG 2319
3/30/2018
SHT 12 OF 21
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-5

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

STD DWG 2319
3/30/2018
SHT 13 OF 21
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.
CITY OF COLUMBUS, OHIO
TRANSPORTATION DIVISION
DEPARTMENT OF PUBLIC SERVICE

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-7

SECTION A-A

PAVEMENT
8" CONCRETE
1/2" EXPANSION MATERIAL
4" CONCRETE

6" BACK OF SIDEWALK CURB (TYP.)
12" TYP (B)
ITEM 608
1.56% MAX.
5'-0" LANDING
1.00% MIN.
90° 90°
10.0% MAX.
5% MAX.
7.69% MAX.
7.69% MAX.
7.69% MAX.
5% MIN.
2'-6" LOWER RAMP
2'-0"
5% MIN.
7.69% MAX.
2'-6" LOWER RAMP
2'-0"
1.56% MAX.
5'-0" LANDING
1.00% MIN.
90° 90°
10.0% MAX.
5% MAX.
7.69% MAX.
7.69% MAX.
5% MIN.
7.69% MAX.
2'-6" LOWER RAMP
2'-0"
1.56% MAX.
5'-0" LANDING
1.00% MIN.
90° 90°
10.0% MAX.
5% MAX.
7.69% MAX.
7.69% MAX.
5% MIN.
7.69% MAX.
2'-6" LOWER RAMP
2'-0"
1.56% MAX.
5'-0" LANDING
1.00% MIN.
90° 90°
10.0% MAX.
5% MAX.
7.69% MAX.
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

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

3/30/2018
PEDESTRIAN PAD (PP)
TYPE 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

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION
STD DWG 2319
3/30/2018
SHT 17 OF 21
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
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
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
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.
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.

36-GALLON LINER (WEIGHT NOT TO EXCEED 6 LBS) SITS ON 3/8" x 3" SUPPORT BARS

MOUNT TO CONCRETE WITH 3/8" DIA. EXPANSION ANCHOR BOLT WITH 4" EMBEDMENT

LID SHALL BE 16 GAUGE MIN. SHEET METAL RING SLOPING INWARD TO DIRECT LITTER INTO RECEPTACLE. LID SHALL BE BOLTED TO RECEPTACLE.

LEVELING FEET WITH 3/8" DIAMETER THREADED STEEL SHAFT

EXISTING SIDEWALK (WHERE NO SIDEWALK EXISTS, CONTRACTOR TO INSTALL CONCRETE PAD 36"x36"x6")

FACE OF CURB

LID OPENING

HOLE TO BE 1/2" FROM PAVEMENT SURFACE.

3/4" SQUARE ANCHOR BOLT HOLE.

3/8" SOLID STEEL TOP RING

(42) 3/8"x1" VERTICAL SOLID STEEL BARS

(4) LEVELING FEET

LITTER RECEPTACLE
36 GALLON CAPACITY

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

CITY ENGINEER

STD DWG
2400

12/31/2018

SHT 1 OF 1
NOTES:
1. SHIPPING WEIGHT OF RECEIPTACLE SHALL BE 280 LBS, MIN.
2. RECEIPTACLE 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. RECEIPTACLES 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”.

LITTER RECEIPTACLE
36 GALLON CAPACITY