

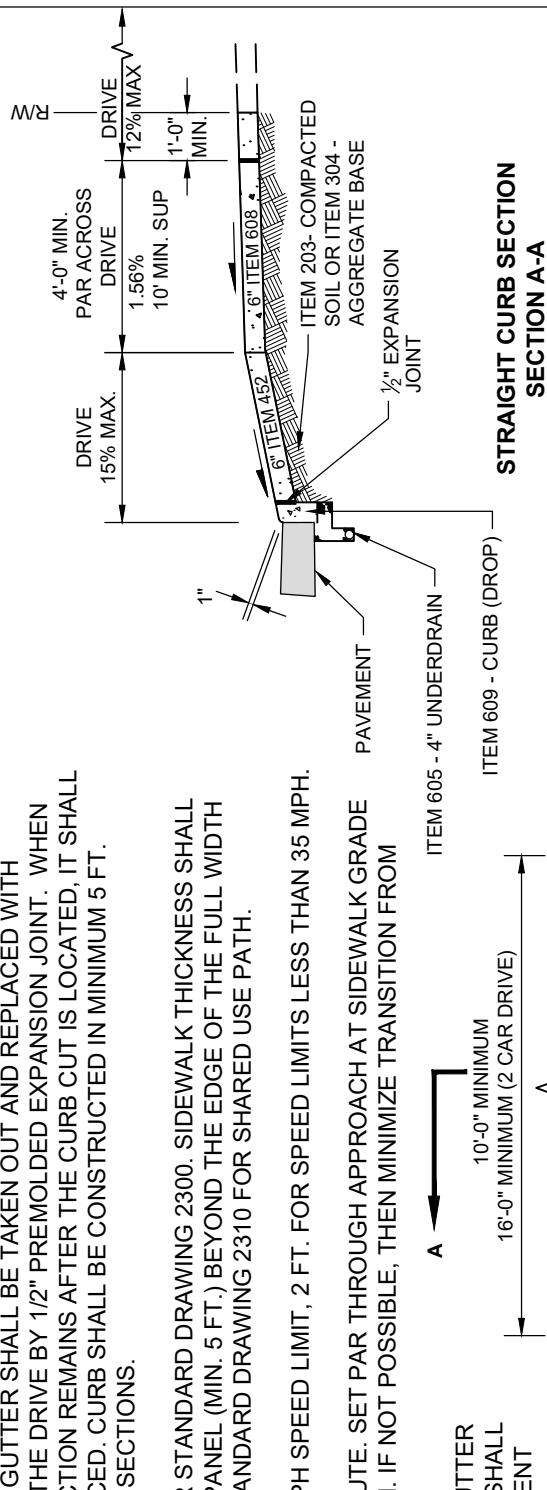
* CURB OR COMBINED CURB AND GUTTER SHALL BE TAKEN OUT AND REPLACED WITH CONCRETE, SEPARATED FROM THE DRIVE BY 1/2" PREMOLED EXPANSION JOINT. WHEN LESS THAN 5 FT. OF A CURB SECTION REMAINS AFTER THE CURB CUT IS LOCATED, IT SHALL ALSO BE REMOVED AND REPLACED. CURB SHALL BE CONSTRUCTED IN MINIMUM 5 FT. 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. SEE STANDARD DRAWING 2310 FOR SHARED USE PATH.**

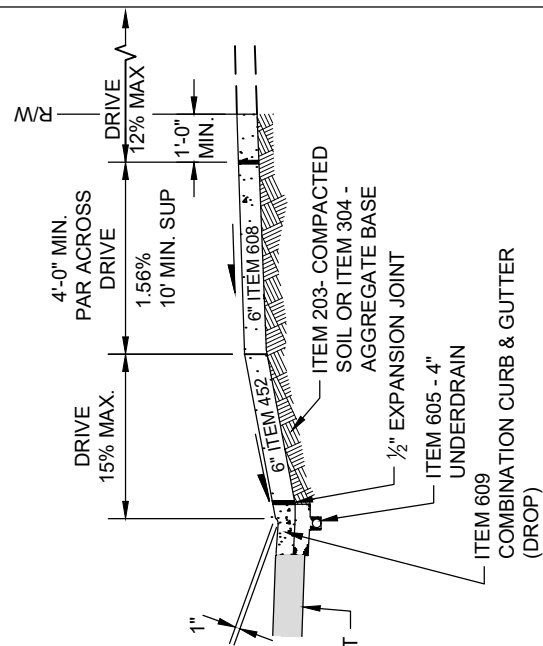
***** 5 FT. ON ROADWAYS WITH 35 MPH SPEED LIMIT, 2 FT. FOR SPEED LIMITS LESS THAN 35 MPH.**

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.

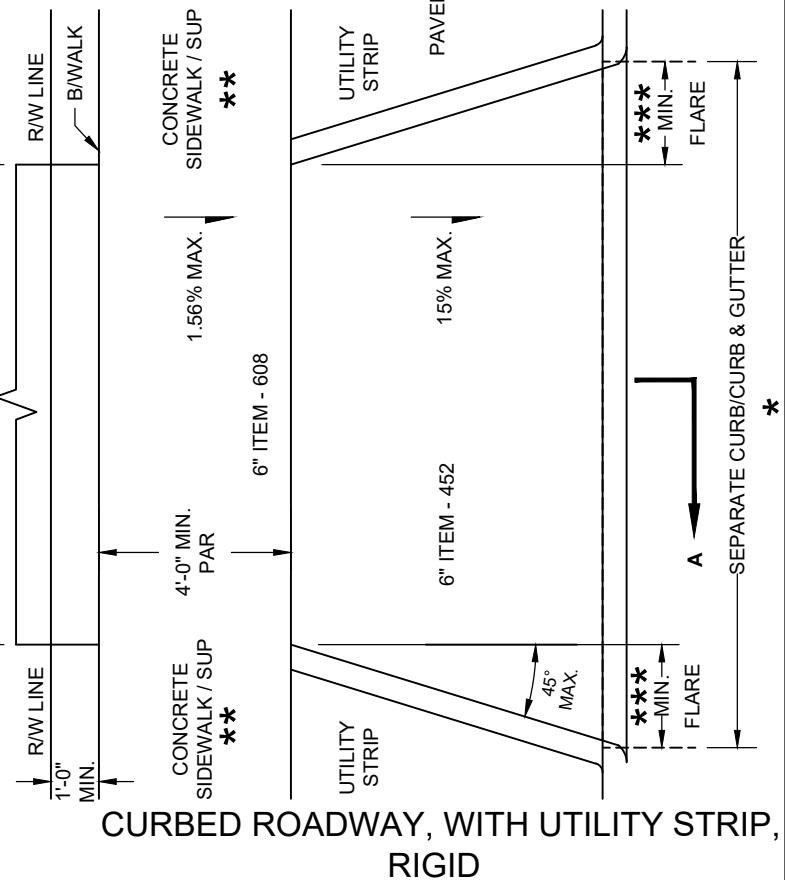
WHEN A CURB OR CURB AND GUTTER ARE PRESENT ALL DRIVEWAYS SHALL BE ITEM 452 CONCRETE PAVEMENT



**STRAIGHT CURB SECTION
SECTION A-A**



COMBINATION CURB AND GUTTER SECTION SECTION A-A



CURBED ROADWAY, WITH UTILITY STRIP,
RIGID

DRIVEWAY, RESIDENTIAL

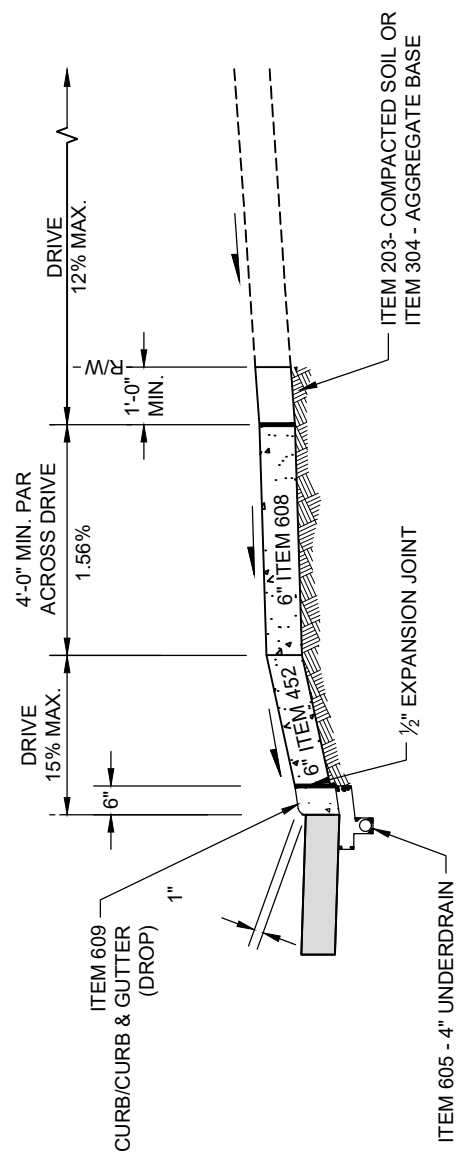
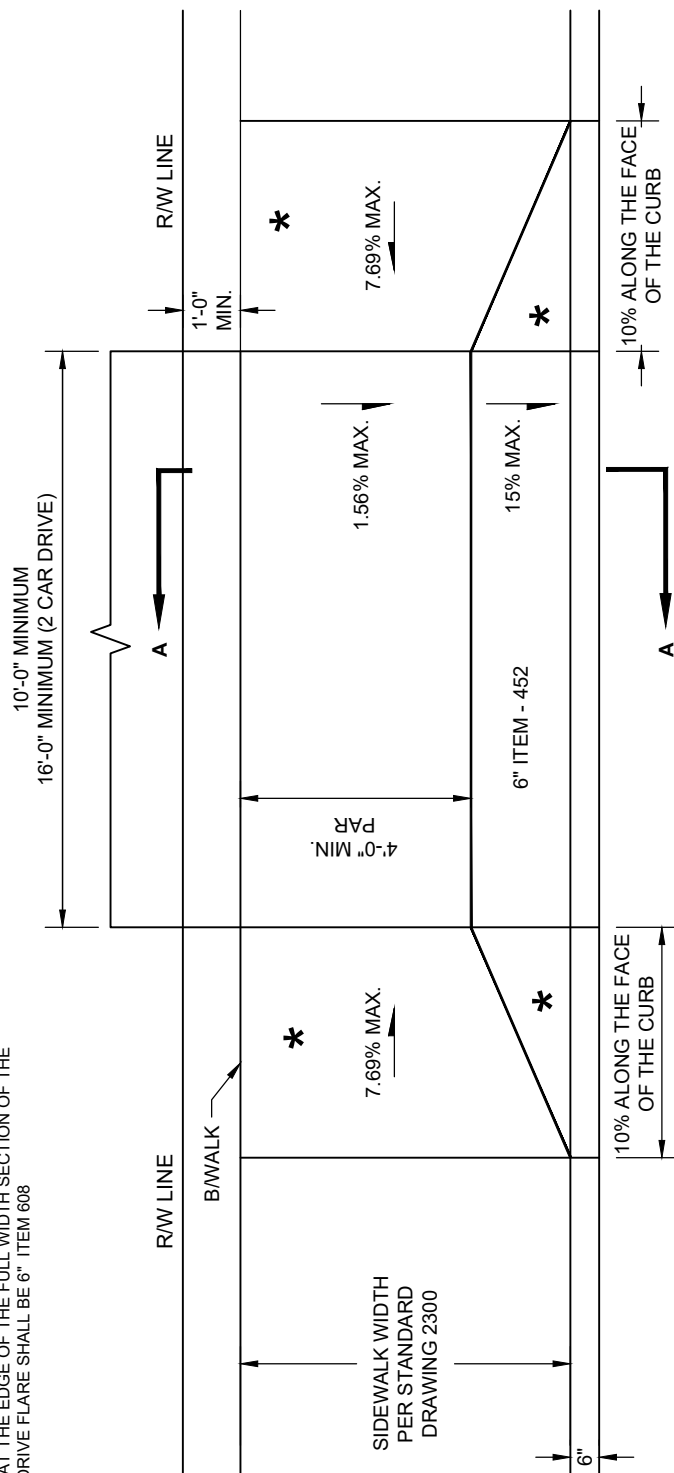
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DIVISION OF DESIGN AND CONSTRUCTION

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SHT 1 OF 6



SECTION A-A
SEE SHEET 1 OF 6 FOR NOTES

CURBED ROADWAY, TYPE A, RIGID

DRIVEWAY, RESIDENTIAL

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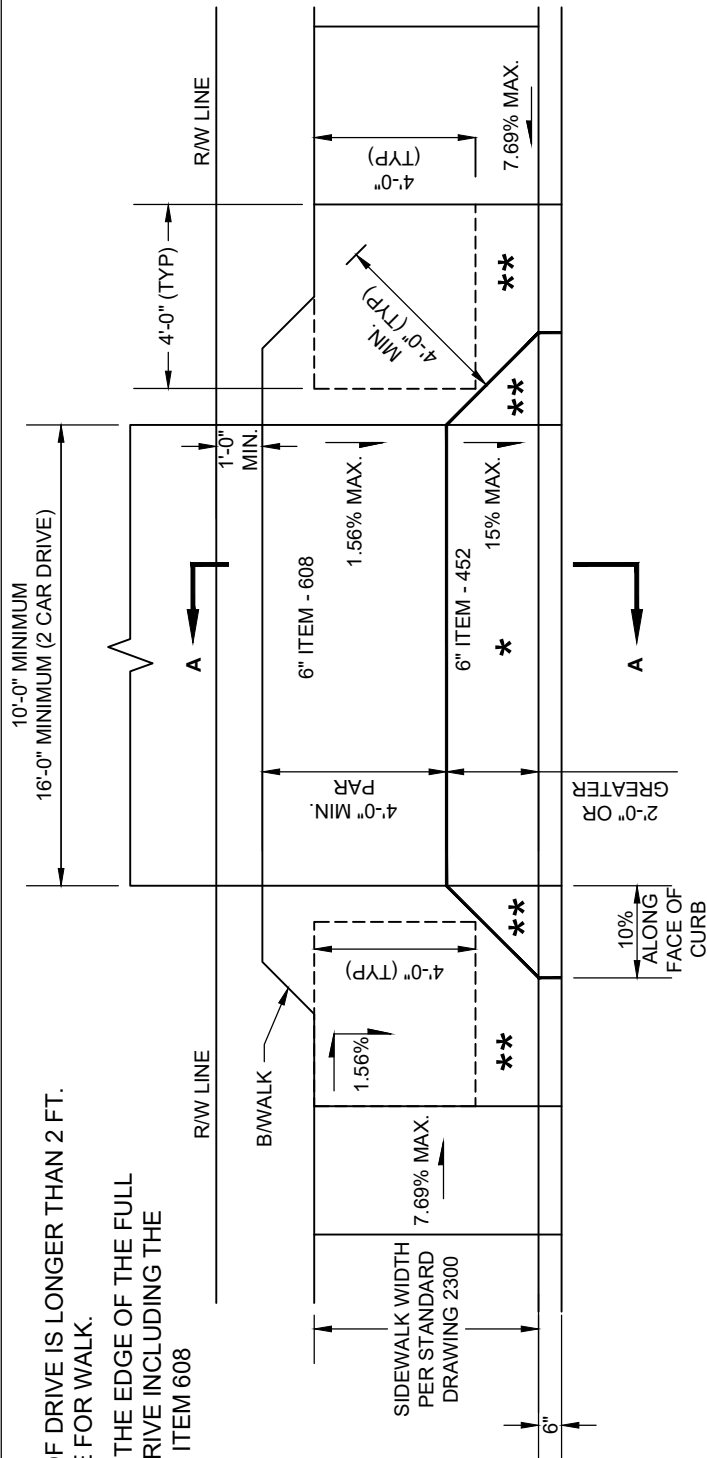
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SHT 2 OF 6

* 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



CURBED ROADWAY, TYPE B, RIGID

DRIVEWAY, RESIDENTIAL

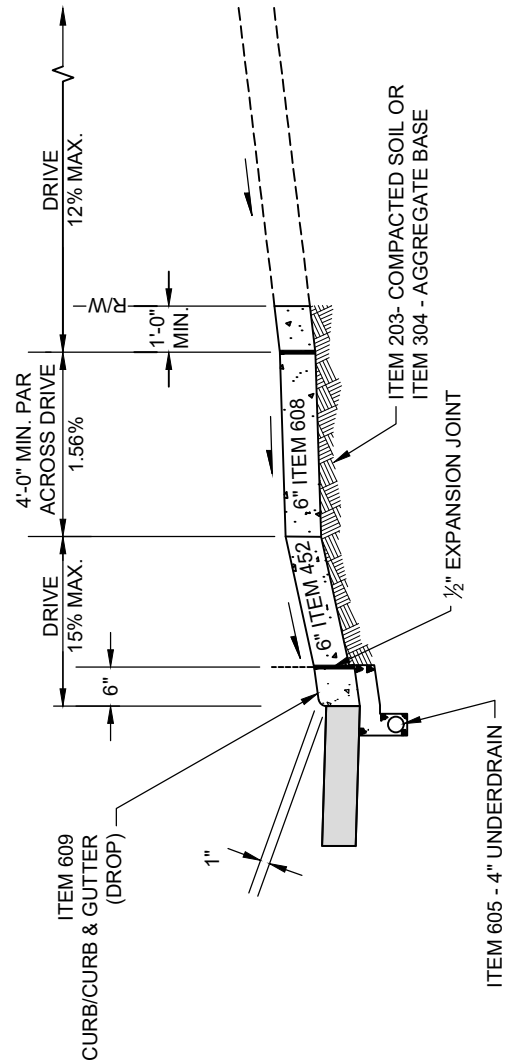
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SHT 3 OF 6

SECTION A-A
SEE SHEET 1 OF 6 FOR NOTES





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. SEE STANDARD DRAWING 2310 FOR SHARED USE PATH.

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

DRIVEWAY, RESIDENTIAL

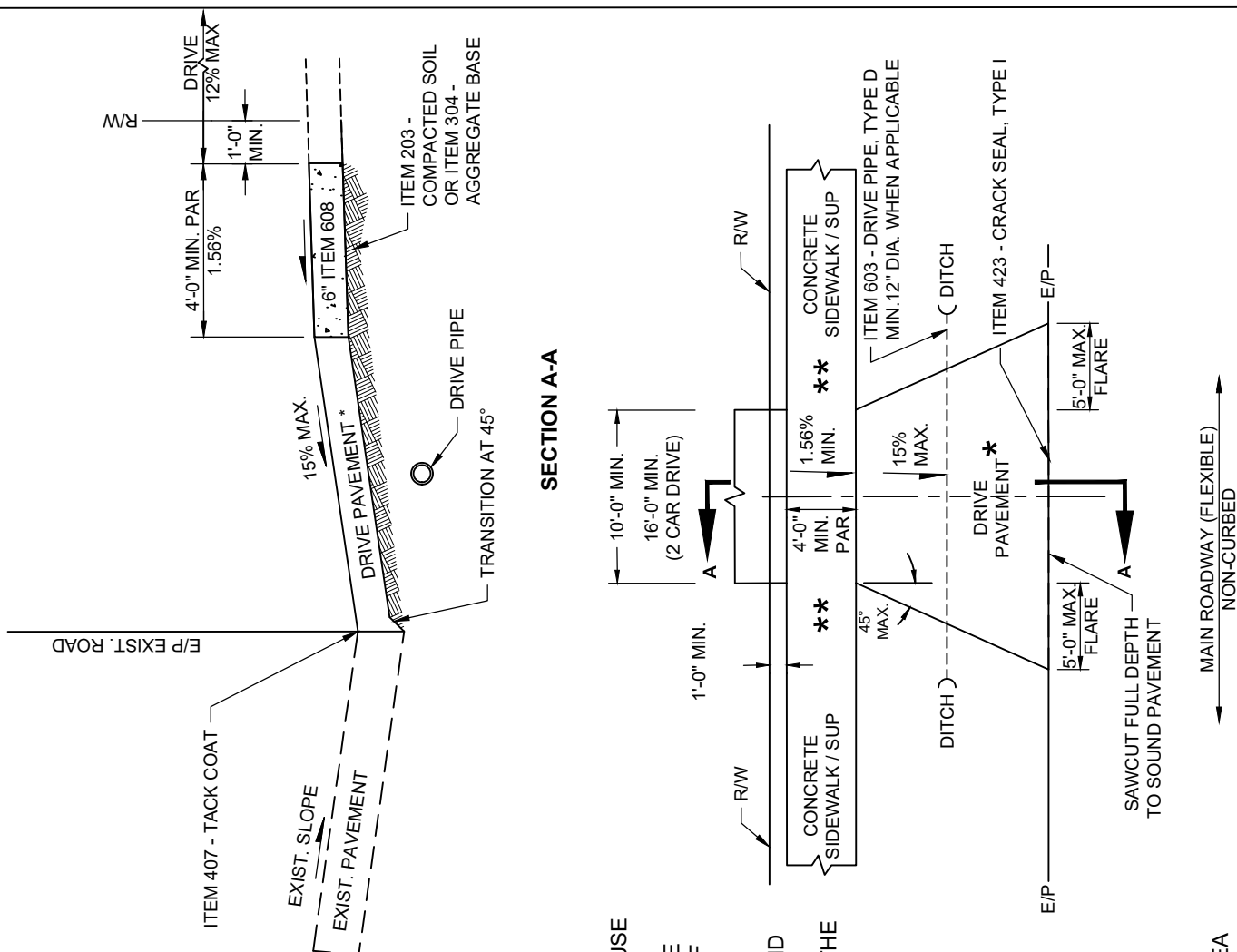
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SHT 5 OF 6



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. SEE
STANDARD DRAWING 2310 FOR SUP.

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:

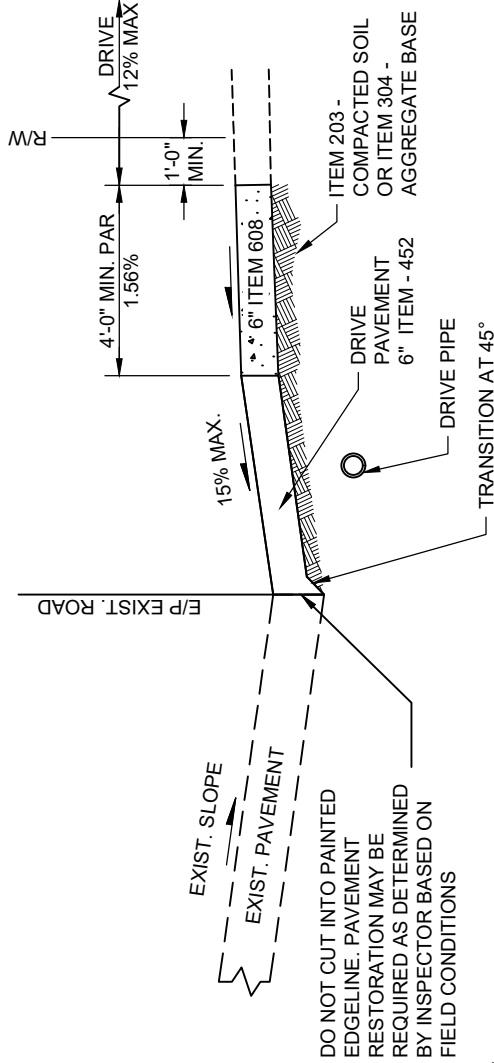
<5' ----- HOLD THE FLARE TO 45° AND ADJUST THE WIDTH ACCORDINGLY, MAINTAIN THE

MINIMUM 2' WIDE PERPENDICULAR AREA OF THE APPROACH

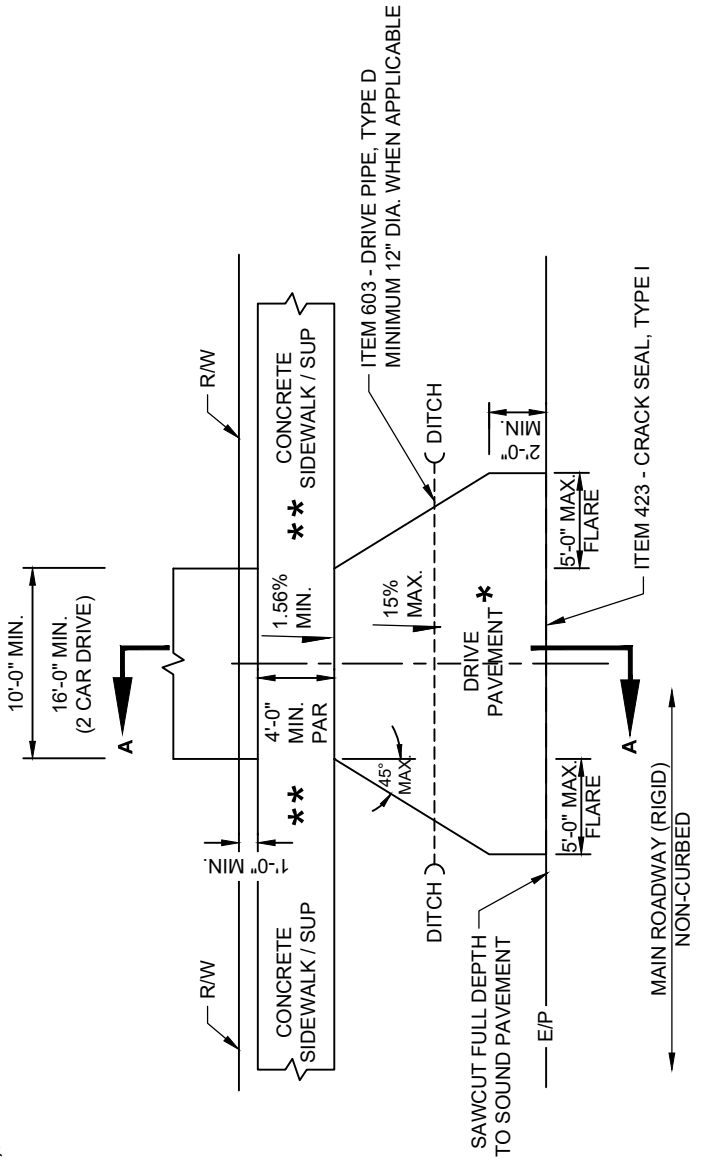
5'-7' ----- MAINTAIN THE 5' MAXIMUM FLARE WIDTH, VARY THE ANGLE, AND MAINTAIN THE

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

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