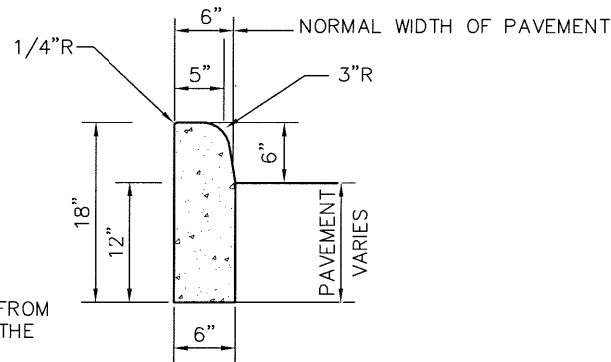
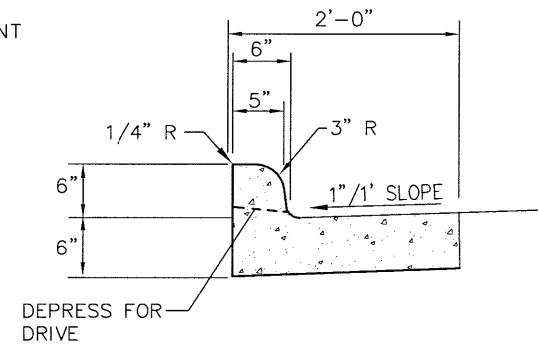


**CITY OF PIQUA
TYPE 1 CURB**

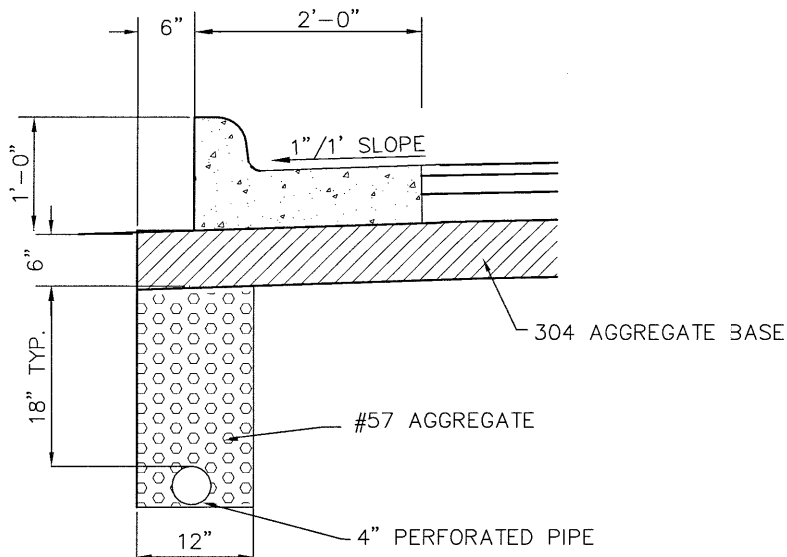
NOTE:
FOR THE TYPE 1 CURB,
THERE SHALL BE 3.5" FROM
THE TOP OF CURB TO THE
FACE OF GUTTER.



**TYPE 6
BARRIER CURB**



**TYPE 2 COMBINATION
CURB AND GUTTER**



**4" SHALLOW PIPE UNDERDRAIN DETAIL
(AS REQUIRED BY CITY)**

NOTES

- A. CONCRETE AND WORK SHALL MEET THE REQUIREMENT SET FORTH IN ODOT ITEM 609 CURBING.
- B. CURBING SHALL HAVE CONTRACTION JOINTS EVERY 10'.
- C. MINIMUM OF 6" OF ODOT 304 SHALL BE PLACED UNDER CURBING.
- D. CURBING SHALL BE BACKFILLED IMMEDIATELY AFTER FORMS ARE REMOVED OR AS SOON AS PRACTICAL WHEN SLIP FORMING PRIOR TO OTHER CONSTRUCTION OPERATIONS.
- E. PROVIDE BROOM FINISH AND EDGING TO ALL EXPOSED SURFACES.
- F. WITH PRIOR CITY DIRECTION, APPLY WHITE PIGMENTED CURING COMPOUND 80°F AIR TEMPERATURE OR CLEAR ON ALL SURFACES INCLUDING BACK IMMEDIATELY AFTER FINISHING SURFACES.
- G. CONCRETE SHALL BE ODOT CLASS C (4000 PSI, 600 LB/CY CEMENT). PROPORTIONING OPTIONS 1, 2, AND 3 NOT ALLOWED.
- H. CONCRETE SHALL CONTAIN 6% ± 1% OF TOTAL AIR.
- I. TYPE 6 CURBS ARE FOR USE AROUND MEDIAN SECTION.
- J. MINIMUM FLOW LINE SLOPE OF PERFORATED PIPE IS 0.003 FT/FT TO OUTLET.

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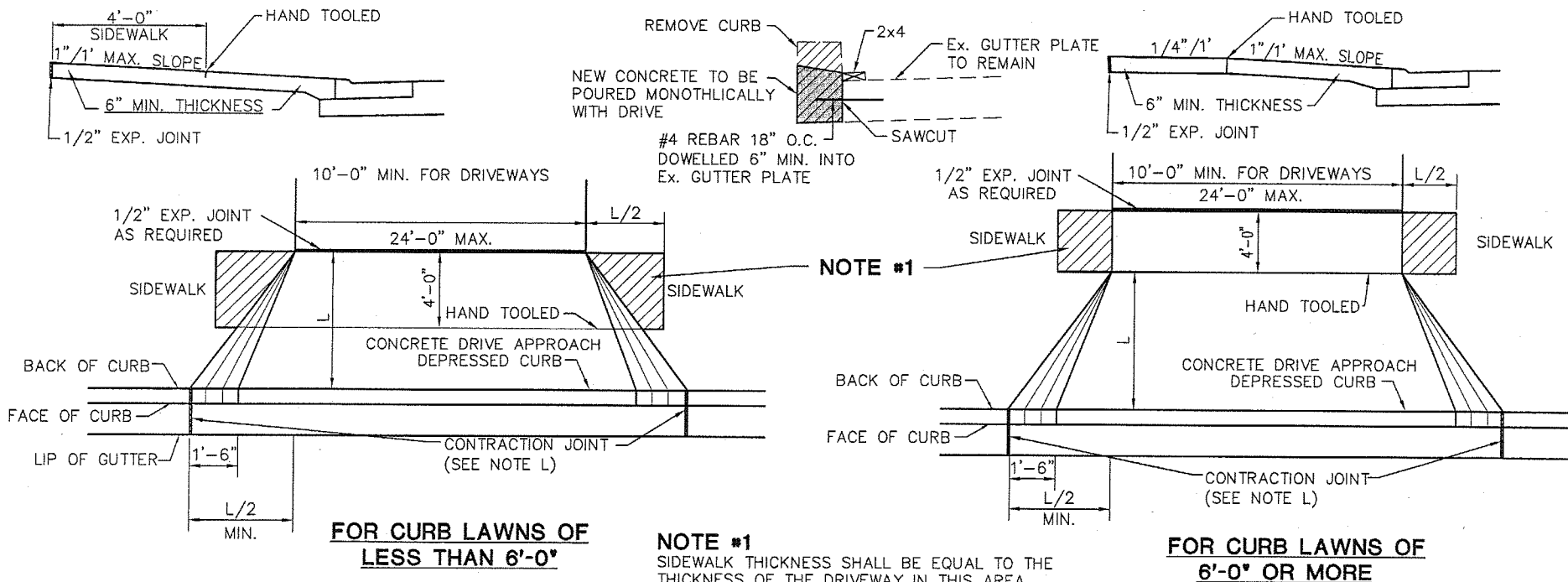
CONCRETE CURB DETAILS

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NOTES

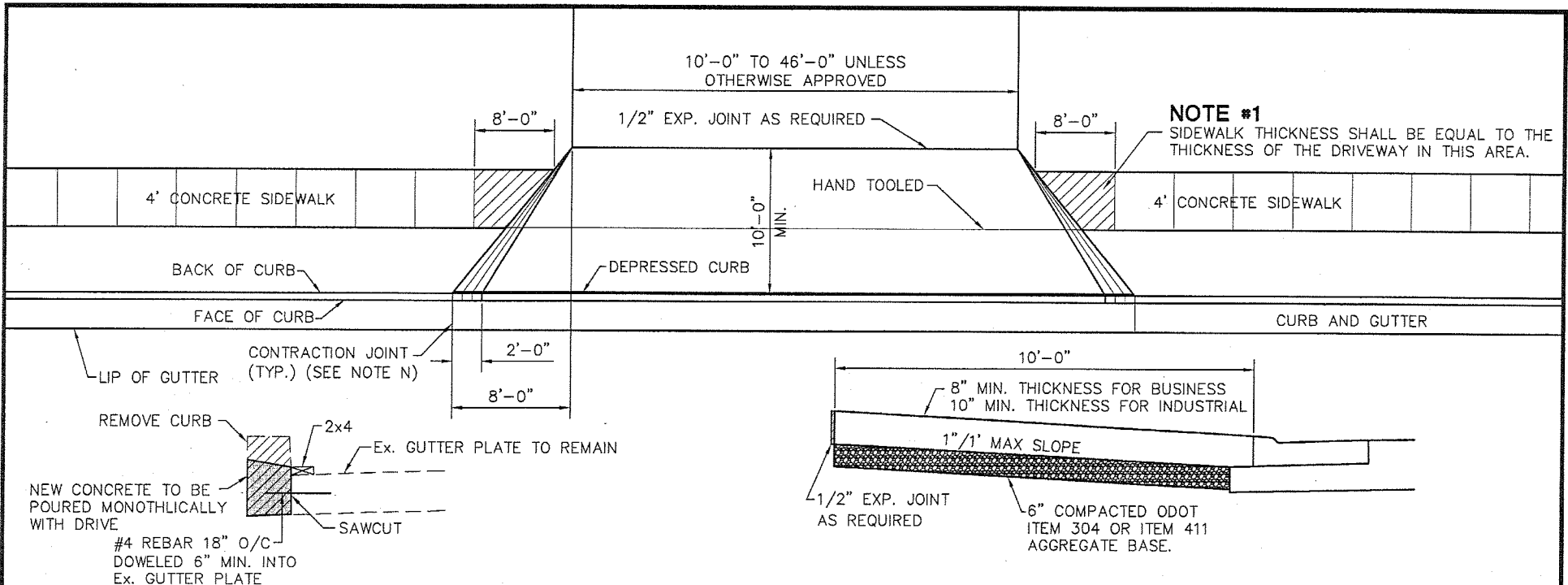
- A. DRIVE APPROACHES SHALL MEET THE REQUIREMENTS OF ODOT ITEM 452, 499, 608, AND 609 CAST IN-PLACE CONCRETE.
- B. DRIVE APPROACHES MAY BE PLACED MONOLITHICALLY WITH CURB
- C. MAXIMUM JOINT SPACING SHALL BE 10' LONGITUDINALLY, TRANSVERSELY AND AT TAPERS.
- D. EXPANSION MATERIAL SHALL BE 1/2" PREMOLDED, ODOT APPROVED.
- E. 6" OF COMPACTED ODOT ITEM 304, ITEM 411 OR 57'S AGGREGATE BASE SHALL BE PLACED UNDER DRIVE APPROACHES.
- F. PROVIDE BROOM FINISH AND EDGING TO ALL EXPOSED SURFACES.
- G. WHERE CURB AND GUTTER HAS NOT BEEN DROPPED AT DRIVE APPROACHES, THE CONTRACTOR WILL CUT AND REMOVE CURB. (SEE DETAIL)
- H. WHERE ASPHALTIC CONCRETE PAVEMENT IS DISTURBED, THE ASPHALT SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE CITY.
- I. JOINTS SHALL BE CLEANED AND EDGED BY A 1/4" RADIUS EDGER. LONGITUDINAL JOINTS SHALL BE AS DIRECTED BY THE CITY. EXPANSION JOINTS SHALL BE OF SUCH DIMENSIONS AS SHOWN ON STANDARD DRAWINGS FOR CONSTRUCTION JOINTS.
- J. CONCRETE SHALL CONTAIN 6% ± 1% OF TOTAL AIR.
- K. CONCRETE SHALL BE ODOT CLASS C (4000 PSI, 600 LB/CY) CEMENT. PROPORTIONING OPTIONS 1, 2, & 3 NOT ALLOWED.
- L. THIS STANDARD DRAWING IS FOR GUIDELINE PURPOSES. EACH INDIVIDUAL DRIVE WILL NEED TO BE DESIGNED AND SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.
- M. "W"=10' MINIMUM TO 24' MAXIMUM UNLESS OTHERWISE APPROVED BY THE CITY.
- N. IF CURB IS REMOVED AND REPLACED DURING DRIVEWAY CONSTRUCTION, JOINTS BETWEEN EXISTING AND NEW CURB ARE TO BE DOWELLED WITH #4 REBAR 3" INTO CURB AND GUTTER 4' O.C.
- O. ALL NEW CONSTRUCTION OR MODIFICATIONS OF DRIVE APPROACHES REQUIRE A CONCRETE APPROACH, REGARDLESS OF WHETHER THERE IS A SIDEWALK OR NOT. THE NEW APPROACH IS TO GO FROM EDGE OF EXISTING STREET TO RIGHT OF WAY OR A MINIMUM OF 6'-0".
- P. DRAINAGE ISSUES WILL HAVE TO BE ADDRESSED, WHEN A DRIVEWAY IS INSTALLED OR MODIFIED.
- Q. PRECAUTIONS SHALL BE TAKEN TO PROTECT EXISTING CONCRETE, BRICK, ETC. FROM TIRE MARKS AND DAMAGE DURING CONSTRUCTION.

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RESIDENTIAL DRIVE APPROACH

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NOTE #1
SIDEWALK THICKNESS SHALL BE EQUAL TO THE THICKNESS OF THE DRIVEWAY IN THIS AREA.

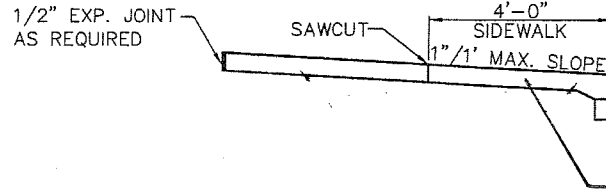
NOTES

- A. DRIVE APPROACHES SHALL MEET THE REQUIREMENTS OF ODOT ITEM 452 AND 499 CAST IN PLACE CONCRETE.
- B. DRIVE APPROACHES MAY BE PLACED MONOLITHICLY WITH CURB.
- C. MAXIMUM JOINT SPACING SHALL BE 10' LONGITUDINALLY AND TRANSVERSELY WITH JOINTS AT TAPERS.
- D. EXPANSION MATERIAL SHALL BE 1/2" PREMOLDED.
- E. 6" OF COMPACTED ODOT ITEM 304 OR ITEM 411 AGGREGATE BASE SHALL BE PLACED UNDER DRIVE APPROACHES.
- F. PROVIDE BROOM FINISH AND EDGING TO ALL EXPOSED SURFACES.
- G. WHERE CURB AND GUTTER HAS NOT BEEN DROPPED AT DRIVE APPROACHES, THE CONTRACTOR WILL CUT AND REMOVE CURB (SEE DETAIL).
- H. WHERE ASPHALTIC CONCRETE PAVEMENT IS DISTURBED, THE ASPHALT SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE CITY.
- I. JOINTS SHALL BE CLEANED AND EDGED BY A 1/4" RADIUS EDGER. LONGITUDINAL JOINTS SHALL BE AS DIRECTED BY THE CITY. EXPANSION JOINTS SHALL BE OF SUCH DIMENSIONS AS SHOWN ON STANDARD DRAWINGS FOR CONSTRUCTION JOINTS.
- J. MINIMUM WIDTH FOR ONE-WAY TRAFFIC IS 16'-0". MINIMUM WIDTH FOR TWO-WAY TRAFFIC IS 25'-0". MAXIMUM WIDTH IS 36'-0" FOR BUSINESS, AND 46'-0" FOR INDUSTRIAL UNLESS OTHERWISE APPROVED BY THE CITY.
- K. THIS STANDARD DRAWING IS FOR GUIDELINE PURPOSES. EACH INDIVIDUAL DRIVE WILL NEED TO BE DESIGNED AND SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.
- L. CONCRETE SHALL BE ODOT CLASS C. (4000 PSI, 600 LB/CY CEMENT. PROPORTIONING OPTIONS 1, 2, & 3 NOT ALLOWED.
- M. CONCRETE SHALL CONTAIN 6% ± 1% OF THE TOTAL AIR.
- N. IF CURB IS REMOVED AND REPLACED DURING DRIVEWAY CONSTRUCTION, JOINTS BETWEEN CURB AND DRIVEWAY ARE TO BE DOWELLED WITH #4 REBAR 3" INTO CURB AND GUTTER OR 3" INTO CURB, 4" O.C.
- O. ALL NEW CONSTRUCTION OR MODIFICATIONS OF DRIVE APPROACHES REQUIRE A CONCRETE APPROACH, REGARDLESS OF WHETHER THERE IS A SIDEWALK OR NOT. THE NEW APPROACH IS TO GO FROM EDGE OF EXISTING STREET TO RIGHT OF WAY OR A MINIMUM OF 10'-0".
- P. DRAINAGE ISSUES WILL HAVE TO BE ADDRESSED, WHEN A DRIVEWAY IS INSTALLED OR MODIFIED.
- Q. PRECAUTIONS SHALL BE TAKEN TO PROTECT EXISTING CONCRETE, BRICK, ETC. FROM TIRE MARKS AND DAMAGE DURING CONSTRUCTION.

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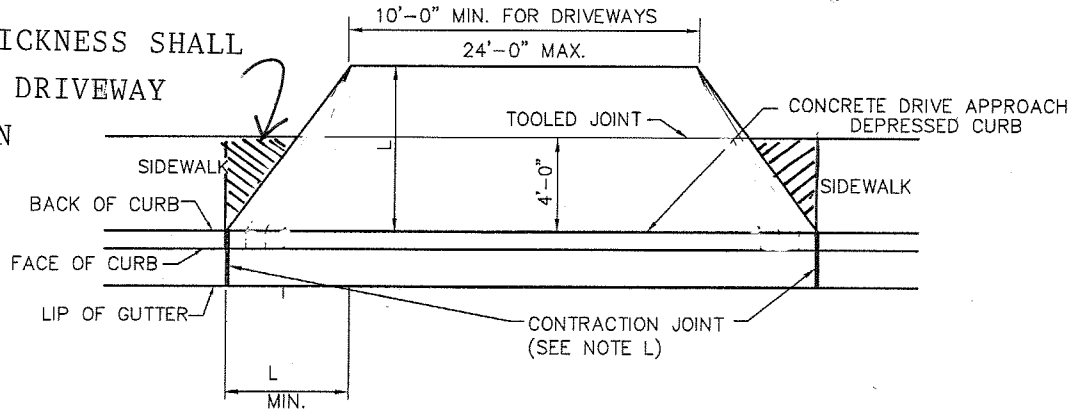
COMMERCIAL AND INDUSTRIAL DRIVE APPROACH

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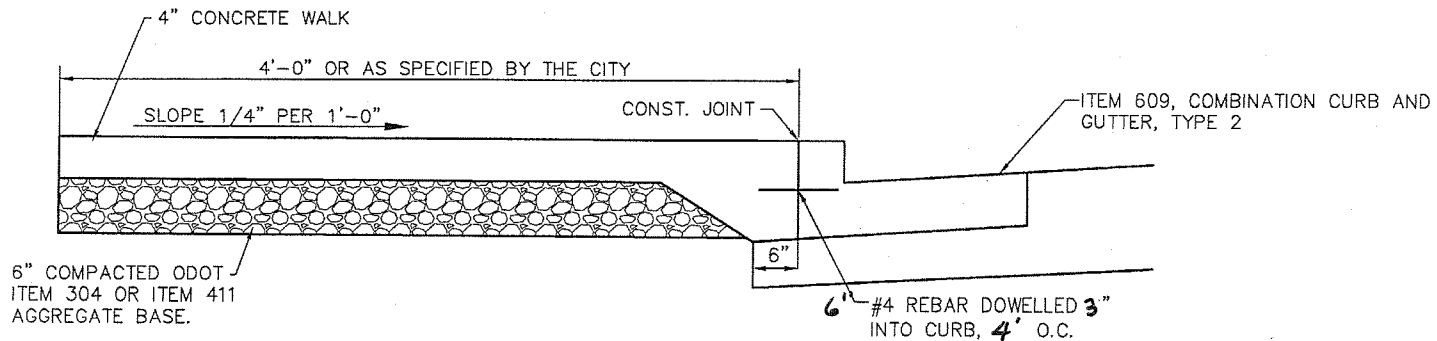
NOTE 1
 6" MIN THICKNESS - RESIDENTIAL
 8" MIN THICKNESS - BUSINESS
 10" MIN THICKNESS - COMMERCIAL

NOTE 2
 SIDEWALK THICKNESS SHALL
 BE EQUAL TO DRIVEWAY
 THICKNESS IN
 THIS AREA



**DRIVE APRON WITH
 NO CURB LAWN**

FOR DRIVEWAY NOTES SEE PAGE 300-6

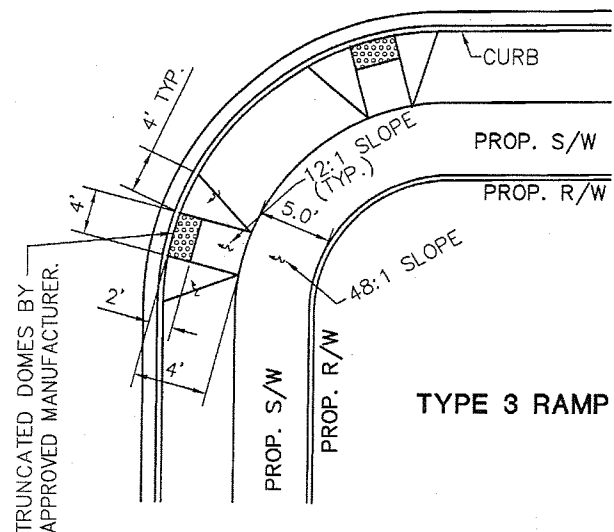
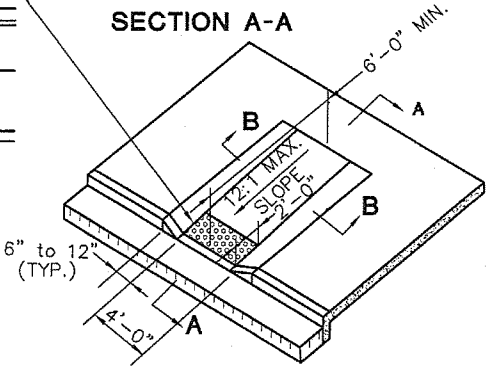
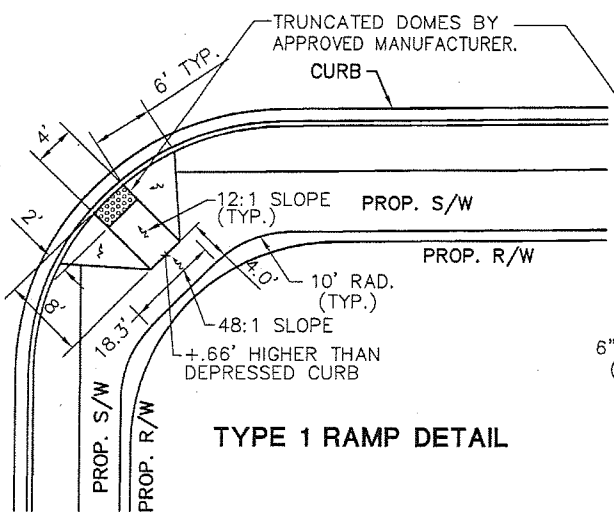
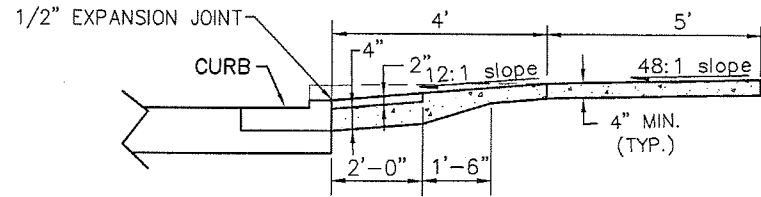
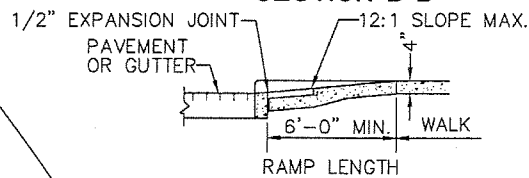
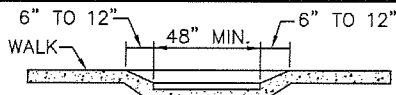
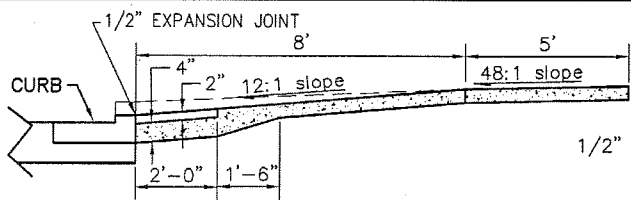


CONCRETE SIDEWALK ABUTTING TYPE 2 CURB DETAIL

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**DRIVE APPROACH AND CONCRETE
 SIDEWALK DETAIL WITH NO CURB LAWN**

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TYPE 1 RAMP DETAIL

TYPE 2 RAMP DETAIL

TYPE 3 RAMP DETAIL

NOTES

- A. CITY TO SPECIFY TYPE 1, 2, OR 3 CURB RAMP.
- B. ANY COMBINATION OF SIDE SLOPES ON OPPOSITE SIDES OF A RAMP MAY BE USED TO BEST FIT THE SITE CONDITIONS.
- C. THE MINIMUM RAMP LENGTH IS 6' FROM BACK OF A 6" CURB AND MAY BE INCREASED WHERE FEASIBLE TO OBTAIN A FLATTER RAMP SLOPE OR TO BETTER BLEND WITH THE WALK CONFIGURATION.
- D. WALK THICKNESS IN THE RAMP SLOPES SHALL BE 3" MINIMUM OR THICKER AS NECESSARY TO MATCH ADJACENT WALK THICKNESS.
- E. CURB RAMPS SHALL MEET AND BE FINISHED TO AMERICANS WITH DISABILITIES ACT (A.D.A.) STANDARDS.
- F. TEXTURE OF CONCRETE SURFACE SHALL BE OBTAINED BY COURSE BROOMING TRAVERSE TO THE RAMP SLOPES AND SHALL BE ROUGHER THAN ADJACENT WALK.

- G. CURB RAMPS SHALL MEET THE REQUIREMENTS OF ODOT ITEM 608 UNLESS OTHERWISE SPECIFIED WITHIN. REFER TO ODOT STANDARD DRAWINGS FOR ADDITIONAL CURB RAMP CONFIGURATIONS.
- H. CONCRETE SHALL BE ODOT CLASS C (4000 PSI, 600 LB/CY CEMENT). PROPORTIONING OPTIONS 1, 2, AND 3 NOT ALLOWED.
- I. CONCRETE SHALL CONTAIN 6% ± 1% OF TOTAL AIR.
- J. FOR RECONSTRUCTION JOBS, THE CURB RAMPS WILL HAVE TO BE ADDRESSED BASED ON THE EXISTING CONDITIONS.
- K. TRUNCATED DOME SPECIFICATIONS: INSTALL DETECTABLE WARNINGS (TRUNCATED DOMES) FOR A DISTANCE OF 24" FROM THE BACK OF CURB FOR THE ENTIRE WIDTH OF THE RAMP OPENING WHERE IT IS FLUSH WITH THE PAVEMENT. THE TRUNCATED DOMES SHALL BE ODOT APPROVED, THE COLOR OF THE PANEL SHALL BE RED.

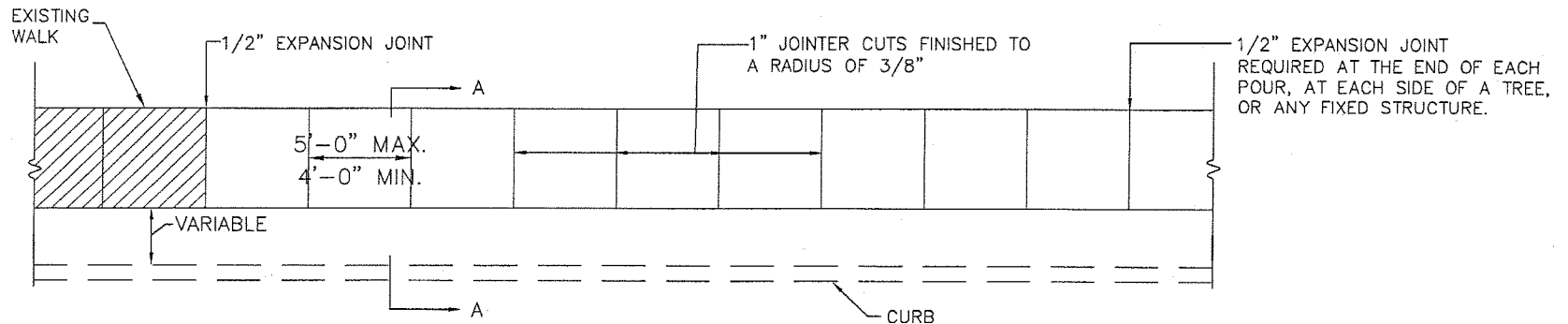
- L. CURB RAMPS TO BE POURED ON COMPACTED UNDISTURBED EARTH OR IF OVER EXCAVATED BY THE CONTRACTOR THE CURB RAMP SHALL BE POURED ON COMPACTED GRANULAR BEDDING. CITY INSPECTION OF FORM WORK IS REQUIRED PRIOR TO PLACING CONCRETE.
- M. PROVIDE BROOM FINISH AND EDGING TO ALL EXPOSED SURFACES. TEXTURE SHALL BE A MEDIUM BROOM WITH TOOL FINISH, CITY TO REVIEW AND APPROVE FIRST POUR.

CITY OF PIQUA

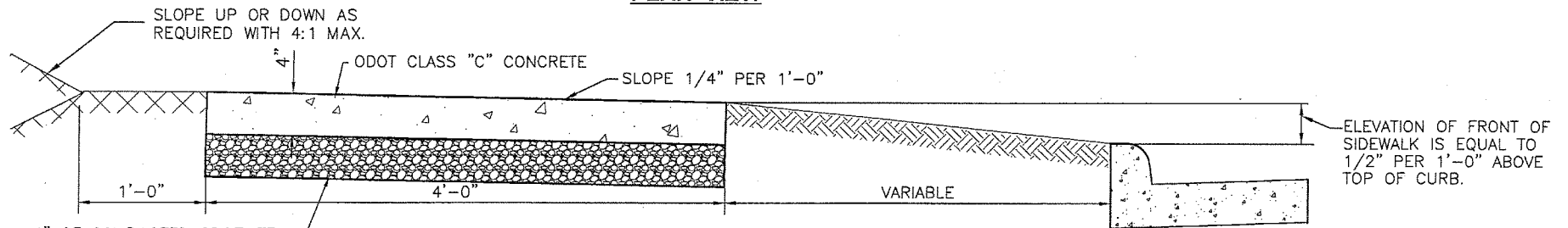
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CURB RAMPS

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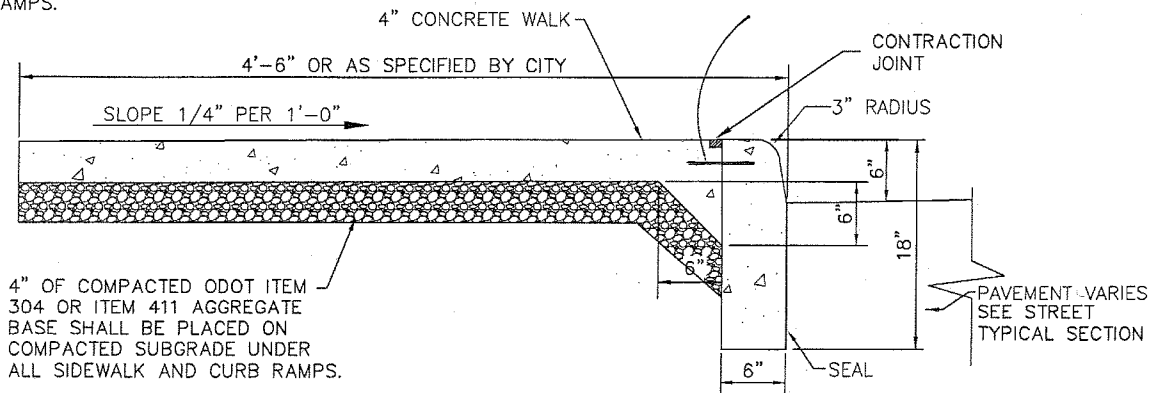
PLAN VIEW



SECTION A-A

4" OF COMPACTED ODOT ITEM 304 OR ITEM 411 AGGREGATE BASE SHALL BE PLACED ON COMPACTED SUBGRADE UNDER ALL SIDEWALK AND CURB RAMPS.

#4 Rebar dowelled 3" into curb 3' OC



CURBING SHALL BE DOWELLED AT ALL CONSTRUCTION JOINTS

4" OF COMPACTED ODOT ITEM 304 OR ITEM 411 AGGREGATE BASE SHALL BE PLACED ON COMPACTED SUBGRADE UNDER ALL SIDEWALK AND CURB RAMPS.

COMBINED CURB AND SIDEWALK DETAIL

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CONCRETE SIDEWALK DETAIL

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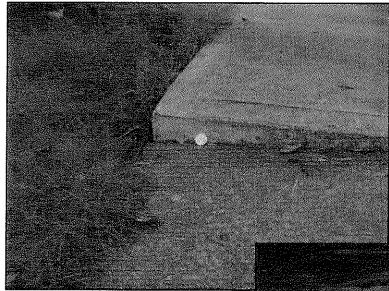
NOTES

- A. WALK TO BE POURED ON UNDISTURBED EARTH OR COMPACTED GRANULAR BEDDING.
- B. PROVIDE BROOM FINISH TO ALL EXPOSED SURFACES.
- C. CONCRETE SHALL CONFORM TO ODOT ITEM 499 CONCRETE. CONCRETE WORK SHALL CONFORM TO ODOT ITEM 608, UNLESS OTHERWISE SPECIFIED WITHIN.
- D. PROVIDE EDGING AROUND ALL EXPOSED SURFACES.
- E. APPLY 1 COAT OF SUPER DIAMOND CLEAR CURING OR WHITE PIGMENTED SEALER WHEN AIR TEMPERATURE EXCEEDS 85° OR APPROVED EQUIVALENT PER MANUFACTURER'S RECOMMENDATION ON ALL SURFACES INCLUDING BACK IMMEDIATELY AFTER FINISHING SURFACES.
- F. WHEN RENOVATING EXISTING STREETS, THE SIDEWALKS SHALL BE REPLACED TO CONFORM WITH CITY CONSTRUCTION STANDARDS AND DRAWINGS.
- G. CONCRETE SHALL BE ODOT CLASS C (4000 PSI, 600 LB/CY CEMENT) PROPORTIONING OPTIONS 1, 2, & 3 NOT ALLOWED.
- H. CONCRETE SHALL CONTAIN 6% ± 1% OF TOTAL AIR.
- I. PROPERTY PINS SHALL BE REESTABLISHED AFTER FINISHING OF SIDEWALK.

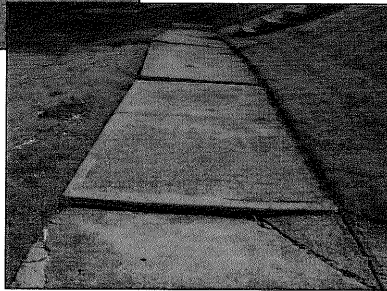
SIDEWALK JOINTS

- 1. GENERAL: CONSTRUCT ISOLATION, CONSTRUCTION, AND CONTRACTION JOINTS, AND TOOL EDGINGS TRUE TO LINE WITH FACES PERPENDICULAR TO SURFACE PLANE OF CONCRETE. CONSTRUCT TRANSVERSE JOINTS AT RIGHT ANGLES TO CENTERLINE, UNLESS OTHERWISE INDICATED.
 - A. WHEN JOINING EXISTING PAVEMENT, PLACE TRANSVERSE JOINTS TO ALIGN WITH PREVIOUSLY PLACED JOINTS, UNLESS OTHERWISE INDICATED.
- 2. CONSTRUCTION JOINTS: SET CONSTRUCTION JOINTS AT SIDE AND END TERMINATION OF PAVEMENT AND AT LOCATIONS WHERE PAVEMENT OPERATIONS ARE STOPPED FOR MORE THAN ONE-HALF HOUR, UNLESS PAVEMENT TERMINATES AT ISOLATION JOINTS.
- 3. EXPANSION JOINTS: FORM ISOLATION JOINTS OF PREFORMED JOINT-FILLER STRIPS ABUTTING MANHOLES, STRUCTURES, WALKS, OTHER FIXED OBJECTS, AND WHERE INDICATED. EXPANSION JOINTS SHALL NOT BE PLACED AT THE BUILDING FACE UNLESS DIRECTED BY THE CITY OF PIQUA.
 - A. LOCATION OF EXPANSION JOINTS AT INTERVALS OF 60', UNLESS OTHERWISE INDICATED.
 - B. LOCATE EXPANSION JOINTS ALONG BUILDING.
 - C. THE EXPANSION JOINT MATERIAL SHALL BE 1/2" THICK PER ODOT 705.33.
- 4. CONTRACTION JOINTS: FORM WEAKENED-PLANE CONTRACTION JOINTS, SECTIONING CONCRETE INTO AREAS AS INDICATED IN THE PLANS. CONSTRUCT CONTRACTION JOINTS FOR A DEPTH EQUAL TO AT LEAST ONE-FOURTH OF THE CONCRETE THICKNESS, WHERE INDICATED, AS FOLLOWS:
 - A. GROOVED JOINTS: FORM CONTRACTION JOINTS AFTER INITIAL FLOATING BY GROOVING AND FINISHING EACH EDGE OF JOINT WITH GROOVER TOOL TO THE FOLLOWING RADIUS. REPEAT GROOVING OF CONTRACTION JOINTS AFTER APPLYING SURFACE FINISHES. ELIMINATE GROOVER OVERFLOW SLURRY MARKS ON CONCRETE SURFACES. QUALITY WORK SHALL BE PERFORMED OR THE NEW SIDEWALK WILL BE REMOVED AND REDONE AT THE CONTRACTOR'S EXPENSE. RADIUS TO BE 1/4 INCH (6 MM).
 - B. SAWED JOINTS WILL NOT BE PERMITTED.
- 5. EDGING: TOOL EDGES OF JOINTS IN CONCRETE AFTER INITIAL FLOATING WITH AN EDGING TOOL TO A RADIUS OF 1/4 INCH (6 MM). REPEAT TOOLING OF EDGES AFTER APPLYING SURFACE FINISHES. ELIMINATE TOOL MARKS (OVERFLOW SLURRY) ON CONCRETE SURFACES.

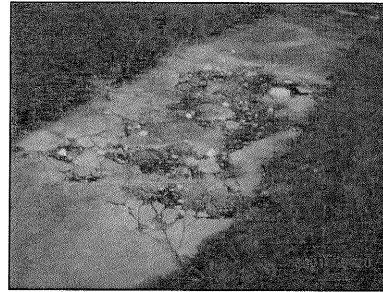
EXAMPLE: 1/2 INCH TRIP HAZARD



ADJOINING BLOCKS OR PORTIONS THEREOF WHOSE EDGES DIFFER VERTICALLY BY MORE THAN 1/2 INCH.

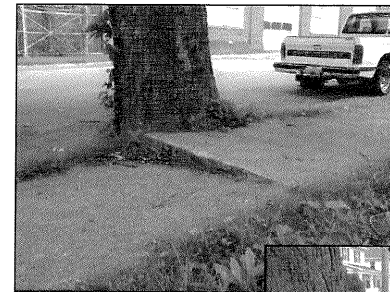


EXAMPLE: DETERIORATION

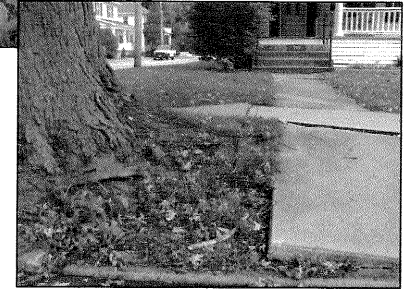


ANY SIDEWALK THAT IS DETERIORATED OR SHOWS SURFACE SPALLING, LEAVING IT VERY ROUGH, UNSAFE, OR WITH AGGREGATE PROTRUDING.

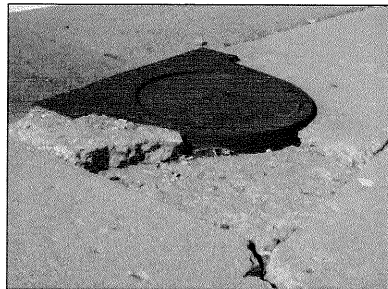
EXAMPLE: ABRUPT SLOPE



BLOCKS, OR PORTION OF BLOCKS, THAT CAUSE AN ABRUPT CHANGE OF 1 INCH PER FOOT (OR MORE) IN ANY DIRECTION OF THE SIDEWALK.



EXAMPLE: PLATES, COVERS, ETC.

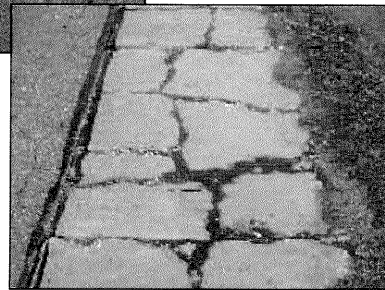


METAL OR OTHER PLATES, COVERS, OR GRATINGS THAT ARE NOT FLUSH (3/4 INCH OR MORE VERTICAL DIFFERENCE) WITH THE ADJOINING SIDEWALK SURFACE, ARE STRUCTURALLY UNSAFE, OR CAUSE A NUISANCE DUE TO SLIPPERY SURFACES ETC.

EXAMPLE: CRACKS



ANY SIDEWALK BLOCK (BASED ON 20 SQ. FT.) HAVING A CRACK OR CRACKS IN IT OF AT LEAST 3/4 INCH WIDE WITH A MINIMUM OF 4 LINEAL FEET IN ONE BLOCK. (VARIOUS SIZE BLOCKS WILL BE EVALUATED PROPORTIONALLY.)



PERMITS, INSPECTION, AND WORK RULES

- A.** NO PERSON SHALL TEAR UP OR DIG INTO ANY PUBLIC RIGHT-OF-WAY OR STREET FOR THE PURPOSE OF CONSTRUCTING OR REPAIRING THE SIDEWALK, CURBING, OR GUTTERS THEREON OR FOR ANY OTHER PURPOSE, WITHOUT HAVING FIRST OBTAINED A PERMIT FROM THE ENGINEERING DEPARTMENT TO DO SO.
- B.** THE CONTRACTOR MUST CALL THE CITY FOR AN INSPECTION AT LEAST FOUR WORKING HOURS BEFORE HE PLANS TO POUR THE CONCRETE. THE CONTRACTOR OR HIS FOREMAN MUST BE ON THE JOB WHEN THE INSPECTOR ARRIVES. IF, BECAUSE OF WEATHER CONDITIONS OR FOR SOME OTHER REASON, IT WILL NOT BE POSSIBLE TO HAVE A PERSON ON THE JOB, THE CONTRACTOR IS REQUIRED TO CALL AND CANCEL THE INSPECTION.
- C.** THE CONTRACTOR IS CAUTIONED AGAINST ORDERING CONCRETE BEFORE THE INSPECTION IS MADE DUE TO POSSIBLE CORRECTION OF FORMS OR GRADE.
- D.** THE CONTRACTOR SHALL PROVIDE PROTECTION AND TRAFFIC CONTROL BARRICADES, LIGHTS, SIGNS, AND OTHER DEVICES AS HEREIN SPECIFIED TO PROVIDE WARNING AND PROTECTION FOR VEHICULAR TRAFFIC, PEDESTRIANS, AND THE WORK DURING THE REMOVAL, CONSTRUCTION AND CURING OF SIDEWALK, CURB AND GUTTER, AND DRIVEWAY APRONS.
- E.** THE CONTRACTOR WILL BE RESPONSIBLE FOR AN IMMEDIATE REMOVAL AND CLEANUP OF ALL EXCAVATED MATERIAL. NO EXCAVATED MATERIAL SHALL BE STORED ON THE PAVEMENT.
- F.** ALL CONTRACTORS INSTALLING NEW CURB ARE CAUTIONED THAT IT IS THEIR RESPONSIBILITY TO REPAIR THE STREET PER CITY SPECIFICATIONS BEFORE REMOVING YOUR BARRICADES.

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GUIDELINES FOR REPLACEMENT OF SIDEWALKS

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