

4' Min. width on the sidewalk, with replacement being at least the size of adjacent sidewalk.

Sidewalks shall be constructed with P.C. concrete which shall contain 6% min. entrained air and shall contain six bags of cement per CU. YD., have a 3" max. slump, and 4000 LB. test @ 28 days.

Where driveways cross the sidewalk the concrete shall be 6" thick.

All concrete shall be placed in one course and finished with a wood float, steel trowel edging and joints.

Expansion joints shall be placed wherever new concrete touches existing construction and at intervals of 30' or less.

Water and gas valve boxes in sidewalk area shall be adjusted to grade.

Roof drains shall be extended under the sidewalk and through the curb, when roof drains are approved.

Forms shall be made of lumber, 2" nominal thickness or equally rigid metal. Immediately after finishing, concrete shall be cured in an approved manner.

No concrete shall be placed until temperature is 35° and rising, or in a manner approved by the City Engineer.

Concrete shall be protected from freezing.



City of Marysville
Division of Engineering

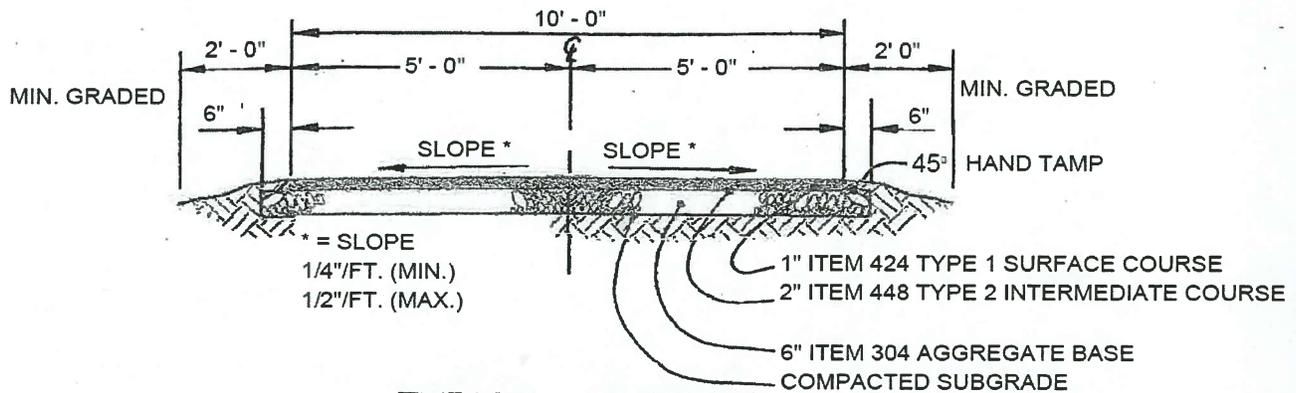
STANDARD CONSTRUCTION DRAWING

Approved:

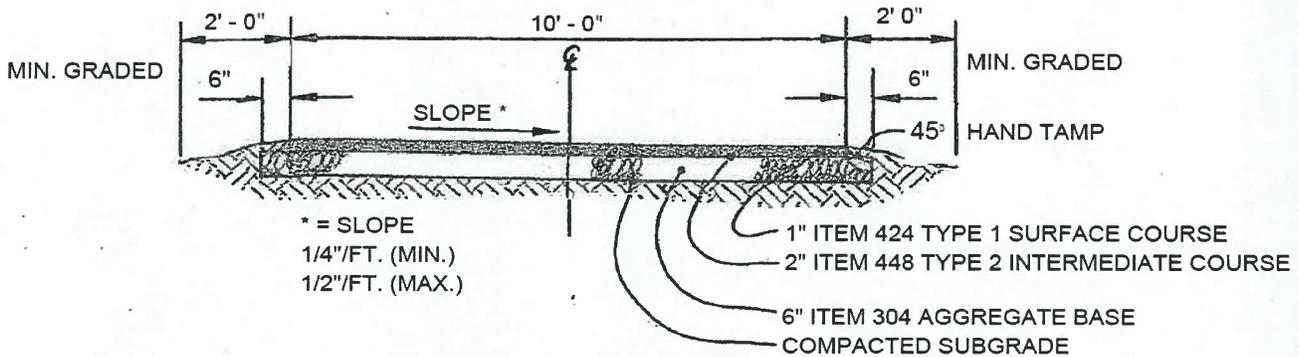
[Signature] 2/5/2016
City Engineer Date

**STANDARD
SIDEWALK**

Drawing
No.
STR-01



TYPICAL SECTION
(CROWNED SECTION)



TYPICAL SECTION
(SUPERELEVATED SECTION)

NOTES

1. WEED KILLER SHALL BE APPLIED PRIOR TO THE PLACEMENT OF THE BASE MATERIAL.
2. ALL TOPSOIL SHALL BE REMOVED FROM BIKE PATH SUBGRADE. SUBGRADE SHALL BE COMPACTED PER ODOT ITEM 204. EXCESS MATERIAL SHALL BE REMOVED FROM SITE.
3. COMPACTED AGGREGATE BASE SHALL MEET THE REQUIREMENTS OF ODOT 304.
4. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED PER **ODNR RAINWATER AND LAND DEVELOPMENT**, LATEST EDITION, CHAPTER 7.8 THROUGH 7.10. SEED MIXTURE MUST BE APPROVED BY THE CITY ENGINEER.
5. THE 2' - 0" GRADED AREA ON EACH SIDE OF THE PATH SHALL BE CLEAR OF OBSTRUCTIONS .
6. THERE SHALL BE A MINIMUM OF 8.5' TO ANY VERTICAL OBSTRUCTIONS.
7. PAVEMENT MARKINGS AND SIGNAGE SHALL CONFORM TO THE **MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES . (MUTCD)**
8. DESIGN SPEEDS AND RADII SHALL BE AS SHOWN ON THE TABLE BELOW.

DESIGN SPEED (MPH)	MINIMUM RADIUS (FEET)
20 (MIN.)	70
25	90
30*	125*
* SHALL BE USED WHEN DOWN GRADES EXCEED 4%. GRADES GREATER THAN 5% ARE UNDESIRABLE.	



City of Marysville
Division of Engineering

Approved:

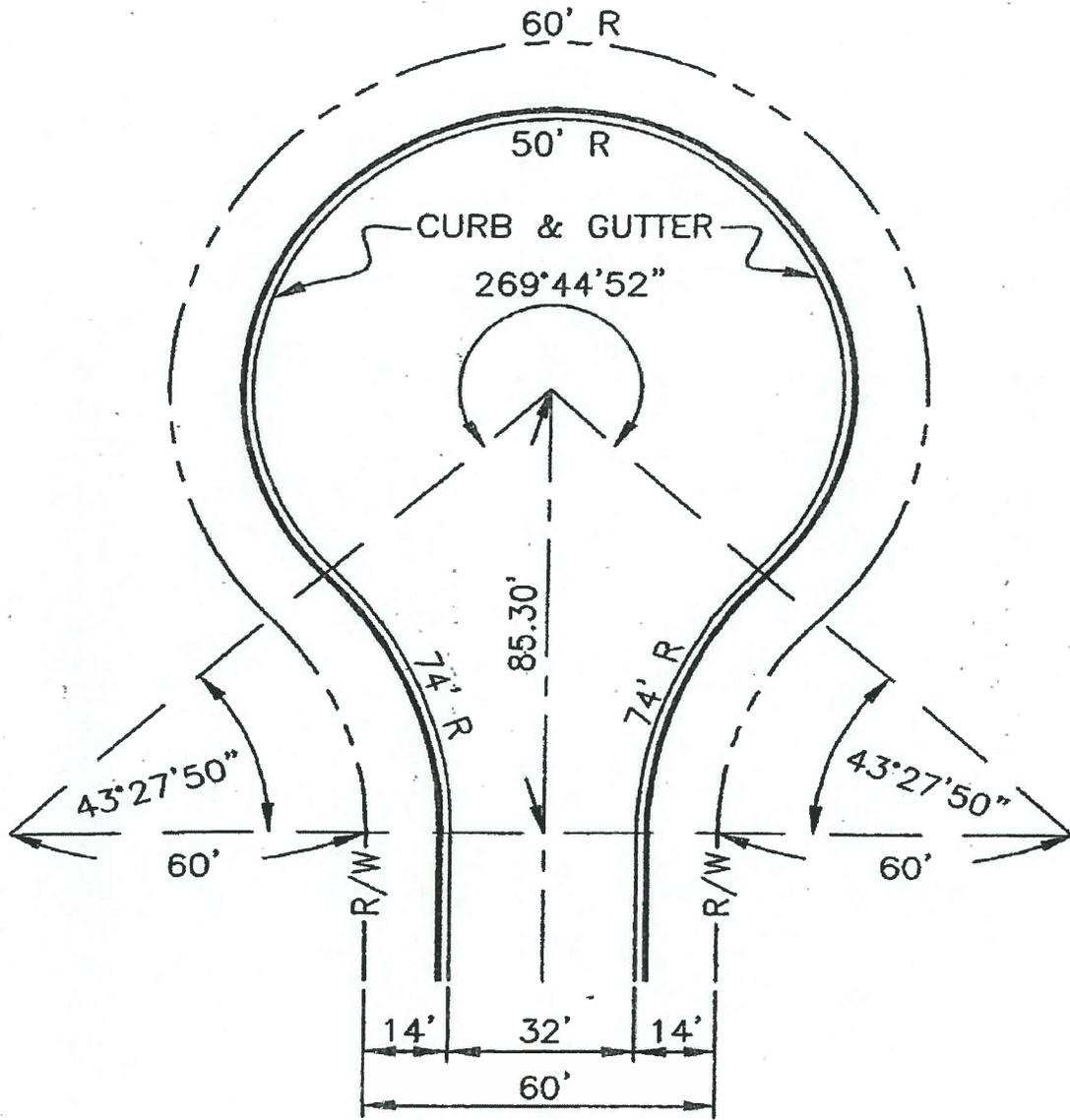
[Signature]
City Engineer

12/31/2013
Date

STANDARD CONSTRUCTION DRAWING

**BIKE PATH
PAVEMENT DETAIL**

Drawing No.
STR-02



32' STREET



City of Marysville
 Division of Engineering

STANDARD CONSTRUCTION DRAWING

Approved:

Jeremy V. [Signature]
 City Engineer

12/31/2013
 Date

**STANDARD
 CUL-DE-SAC**

Drawing
 No.
STR-03

**City of Marysville
Public Service Department
Streets and Storm Water**

Pavement and Utility Cut Repair Standards

GENERAL NOTES

No person, firm, corporation or political subdivision shall do or permit to be done by its agents or employees any of the following activities without first obtaining a permit therefor from the City Engineer or his or her duly authorized representatives:

- (a) Make any excavation in any paved or concrete surface;
- (b) Remove, break or make holes in the pavement of the streets or other public ways or places, or cut any curb;
- (c) Construct, build, erect or place any permanent article or structure, or hinder visibility of oncoming traffic, under or upon any street, alley, lane or public way or place; or
- (d) Make any improvement or change in the surface of any street, alley, lane or other public way or place by grading, graveling, paving or curbing.

Scope of Work

This work shall consist of pavement removal, necessary excavation, and pavement replacement, in accordance with the City of Marysville Construction and Material Specifications. (MCMS)

Procedures used for pavement removal and replacement shall not cause spalling or cracking to the adjacent pavement.

In the event that the contractor is unable to complete the pavement replacement in time for the street to be opened to traffic as indicated on the permit, the excavation shall be filled and a bituminous patch with a durable surface placed. A steel plate may be used to cover the excavation if approved by the City Engineer. The contractor will be responsible for maintaining these patches while they are in service. Placing, maintaining, removal and disposal of the patches shall be at the contractors expense.

When ODOT 613 (LSM) is used as a backfill, no pavement shall be placed until the bleed water has evaporated, drained, or removed from the surface.

The backfilling pavement repair and/or heatwelding shall be done by the contractor or permittee in accordance with MCMS.

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 permanently resolved no later than May 31. Additional permits shall not be issued until the violations are corrected to the satisfaction of the City Engineer.

**City of Marysville
Public Service Department
Streets and Storm Water**

Pavement and Utility Cut Repair Standards

GENERAL NOTES (Cont.)

A small lateral trench or small pavement area shall be defined as 5 feet or less in width and/or no greater than 100 feet in length. When repair areas exceed one or both of these dimensions, the pavement repair section shall conform to a minimum 2 inches of 448 Type 1 asphaltic concrete placed on either 7 inches of either 301 asphalt or 305 concrete base. New pavement thickness shall match the existing pavement if values exceed the minimums shown above. Area is to be heat welded to include the cut and extend for 6 inches beyond each side of the cut to a depth of 2 inches. Heat weld shall conform to City of Marysville Supplemental Specification 1541.

When a trench exceeds 100 feet in length, the repair shall include planing the full lane width to a depth of 1 ¼ inches over the entire length of the trench. The planed area shall be paved with a paver in accordance with ODOT CMS. If trench crosses lanes, all affected lanes shall be planed and resurfaced as described above. Planed area shall have ODOT 407 tack coat applied before placing pavement. Joint sealing shall be done to exposed joints in conformance with ODOT 409.

Any cold mix that was placed as a temporary repair shall be removed and replaced with ODOT 448 Type 1 asphalt and is to be heat welded as soon as asphalt is available.

Special Notes

Note A: When using Low Strength Mortar (LSM), the optional fill area over the conduit may be backfilled with ODOT Type 1, 2, or 3 material, for a distance not to exceed 1 foot. A protective barrier of visqueen or similar material is permitted.

Note B: For Type 1 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 1 and Type II pavement repair, the Item 448 Type 1 or cold mix shall be placed in lifts not to exceed 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 cold mix full depth, material shall be 70 degrees or above.

Note D: Cold mix shall be HCM cold mix or other cold mix approved by the City of Marysville. In lieu of cold mix, the contractor may stockpile 448 Type 1 asphalt and reheat it to place in cut as pavement repair. Type II pavement replacement shall consist of full depth HPM cold mix for small excavations. Large excavations shall require a minimum of 7 inches of fast setting Portland cement and 2 inches of HPM cold mix.

Note E: The cold mix is to be replaced with Item 448 Type 1 asphalt 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. Bricks supplied by the contractor 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 half its original length. This may require that adjacent bricks be saw cut.
4. The perimeter faces of the existing base material shall be cut back to as nearly vertical orientation as possible. If shearing of the adjacent base results, the contractor may be paid for the additional areas of removal as described on the attached detail sheet.
5. The maximum width of a brick mortar joint shall be ½". This restriction shall also apply to the joint formed adjacent to the perimeter of the 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.
7. Allowable base material shall be determined by the trench size as applicable for small or large excavations, as specified on page 3 of 7.

NOTE G: For alley repairs, the proposed pavement replacement shall conform to the existing type and thickness of 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 3 inches of Item 448 Type 1 asphaltic concrete. Finish concrete pavement is not permitted. Materials used shall conform to the City of Marysville CMS.

If more than 1/3 of the alley is removed, the pavement shall be replaced as per typical, and then the total width of pavement shall be overlaid for the entire length of the trench.

NOTE H: Item 304 – Compacted granular Backfill:

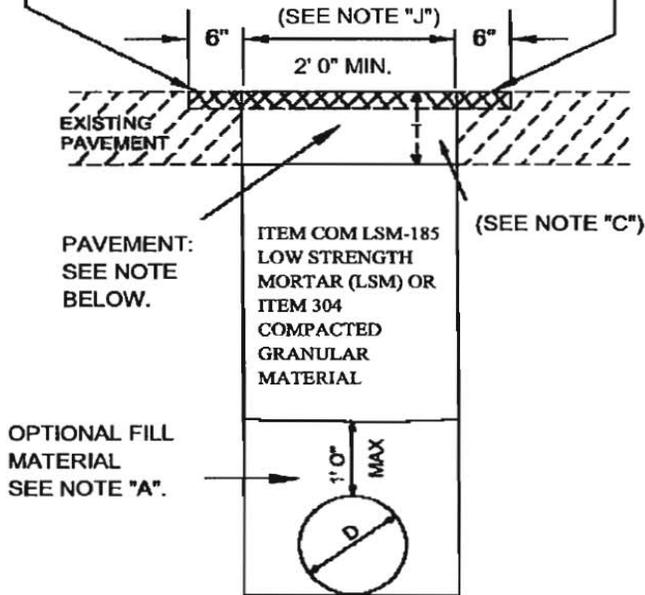
This method of backfill requires full time City inspection. A fee for the inspection must be posted when the permit is issued.

NOTE J: The trench width for small pipes and conduits shall be of sufficient width to allow for the proper placement and compaction of the backfill material. The pavement portion of the trench shall be a minimum of two (2) feet wide. This is to allow for the proper compaction of the asphalt pavement. If the trench is less than two (2) feet in width, the pavement shall be cut back to provide the 2 feet minimum width for paving.

NOTE K: Item numbers on the following standards represent ODOT Construction and Material Specifications.

HEAT WELDED ASPHALT SURFACE
MINIMUM DEPTH 2"

NEAT STRAIGHT EDGE AND ITEM 407 TACK COAT.
AREA HATCHED IS TO BE HEAT WELDED.
SEE SUPPLEMENTAL SPECIFICATION 1541



PAVEMENT:
SEE NOTE
BELOW.

ITEM COM LSM-185
LOW STRENGTH
MORTAR (LSM) OR
ITEM 304
COMPACTED
GRANULAR
MATERIAL

(SEE NOTE "C")

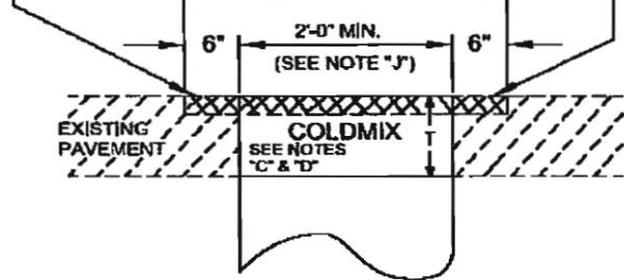
OPTIONAL FILL
MATERIAL
SEE NOTE "A".

TYPE I

STANDARD FLEXIBLE ASPHALT REPAIR WITH
HEATWELDED SURFACE. (SEE NOTE "B")

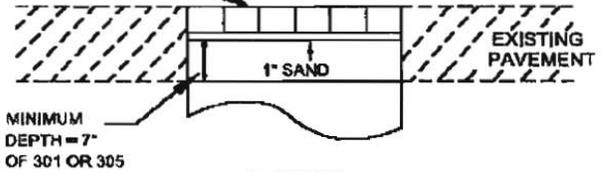
HEAT WELDED ASPHALT SURFACE
MINIMUM DEPTH 2"

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



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

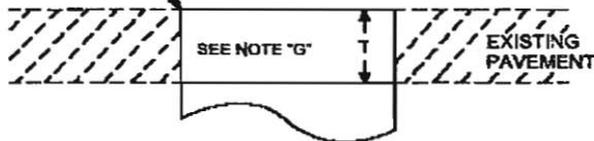
BRICK



TYPE III

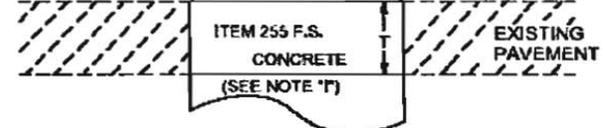
BRICK STREET REPAIR
(SEE NOTE "F")

NEAT STRAIGHT
EDGE AND ITEM
407 TACK COAT



TYPE IV
ALLEY REPAIR

SAWCUT
(FULL DEPTH)



TYPE V
CONCRETE STREET REPAIR
OR
CONCRETE BUS PAD

NOTE: BACKFILL FOR ALL TYPES SHALL MEET THE REQUIREMENTS SHOWN IN TYPE I ABOVE.
T: MATCH EXISTING PAVEMENT THICKNESS, HOWEVER, MINIMUM OF 9" ON ALL STREET CUTS.



City of Marysville
Division of Engineering

STANDARD CONSTRUCTION DRAWING

Drawing

Approved: _____

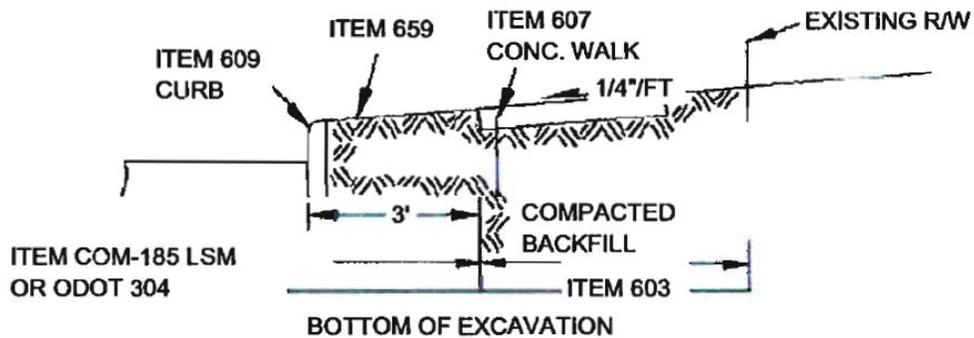
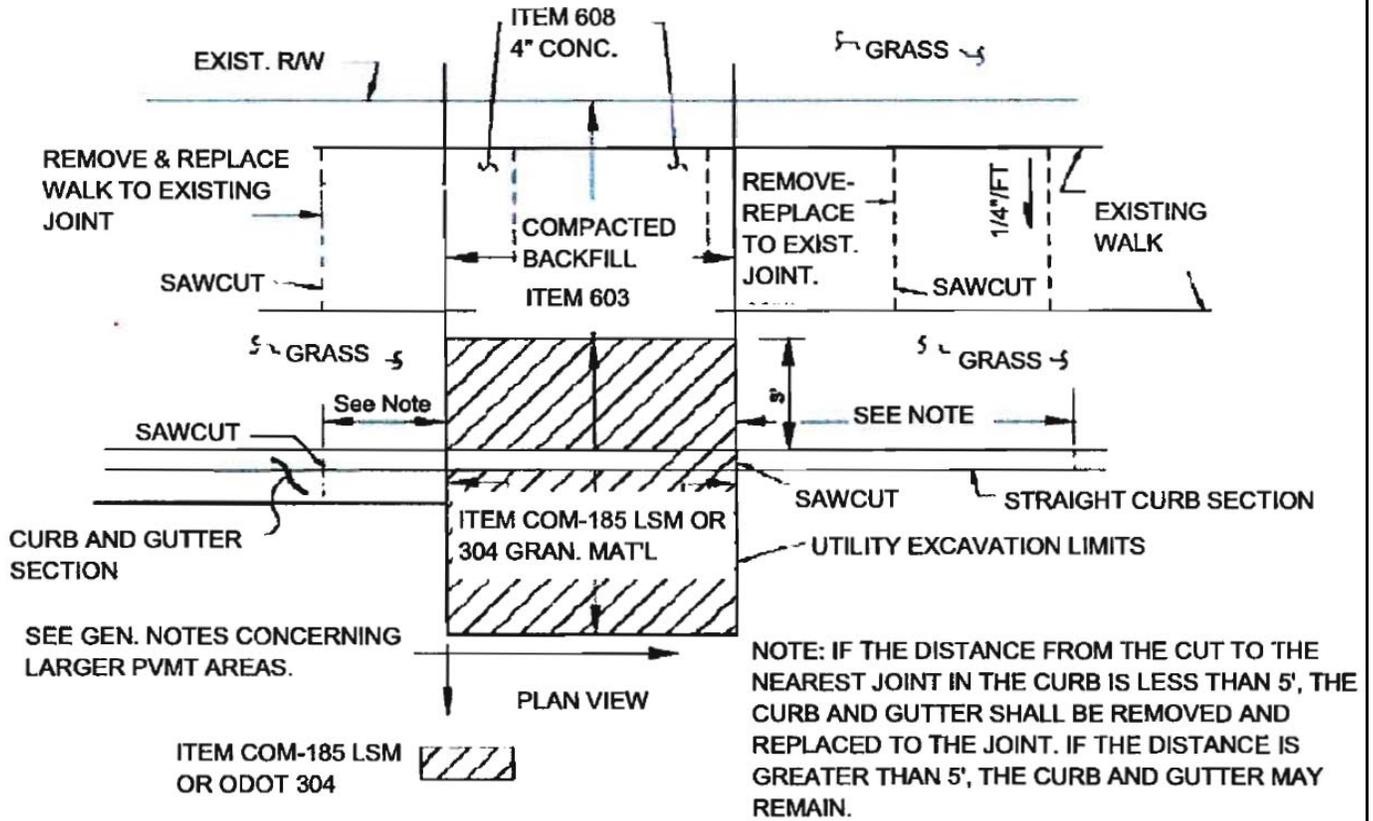
City Engineer

Date

STANDARD
PAVEMENT REPAIR

No.
STR-04
Sht. 4 of 6

SIDEWALK AND CURB REPAIR DETAILS



City of Marysville
Division of Engineering

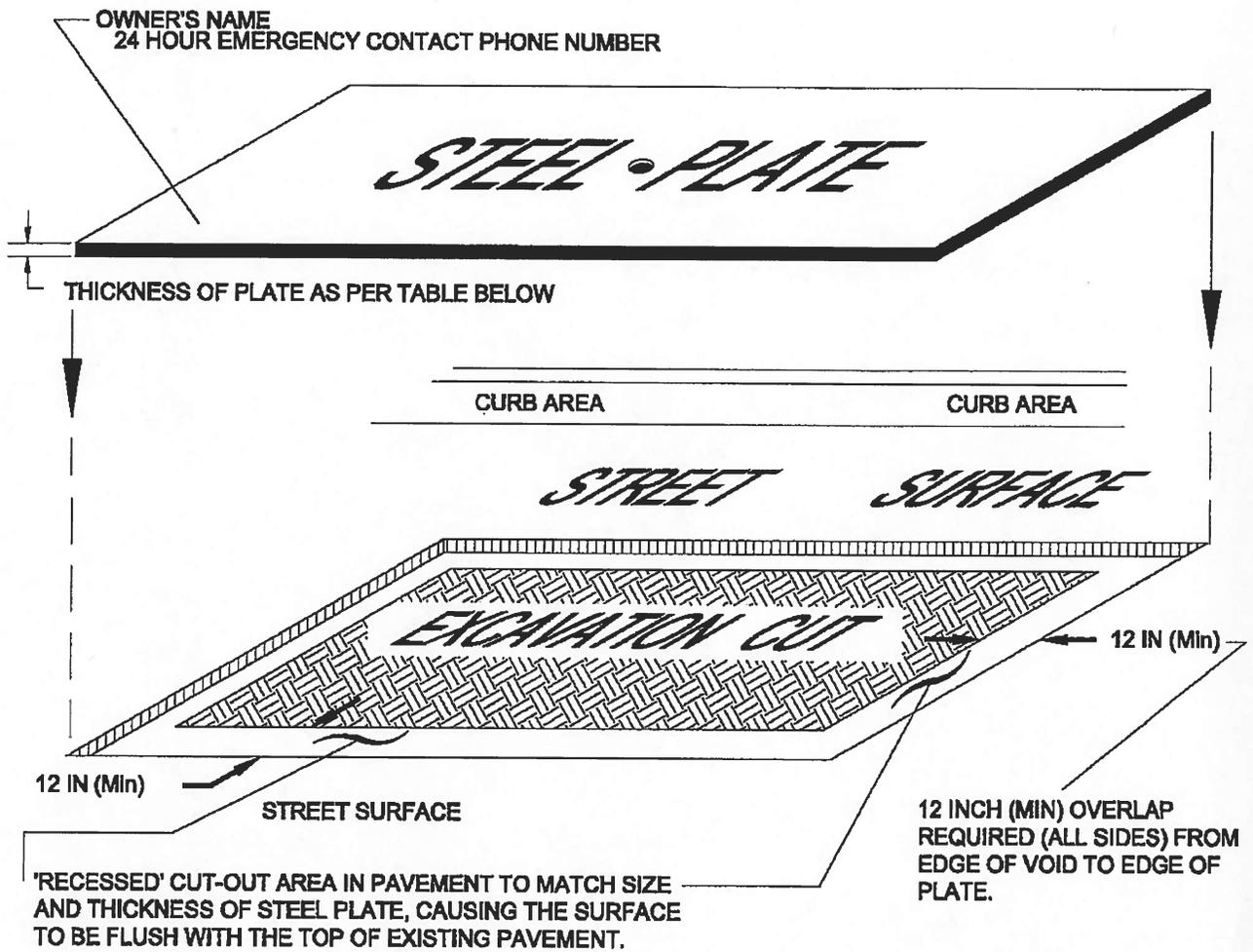
STANDARD CONSTRUCTION DRAWING

Drawing

Approved: _____
City Engineer Date

**STANDARD
PAVEMENT REPAIR**

No.
STR-04
Sht. 5 of 6

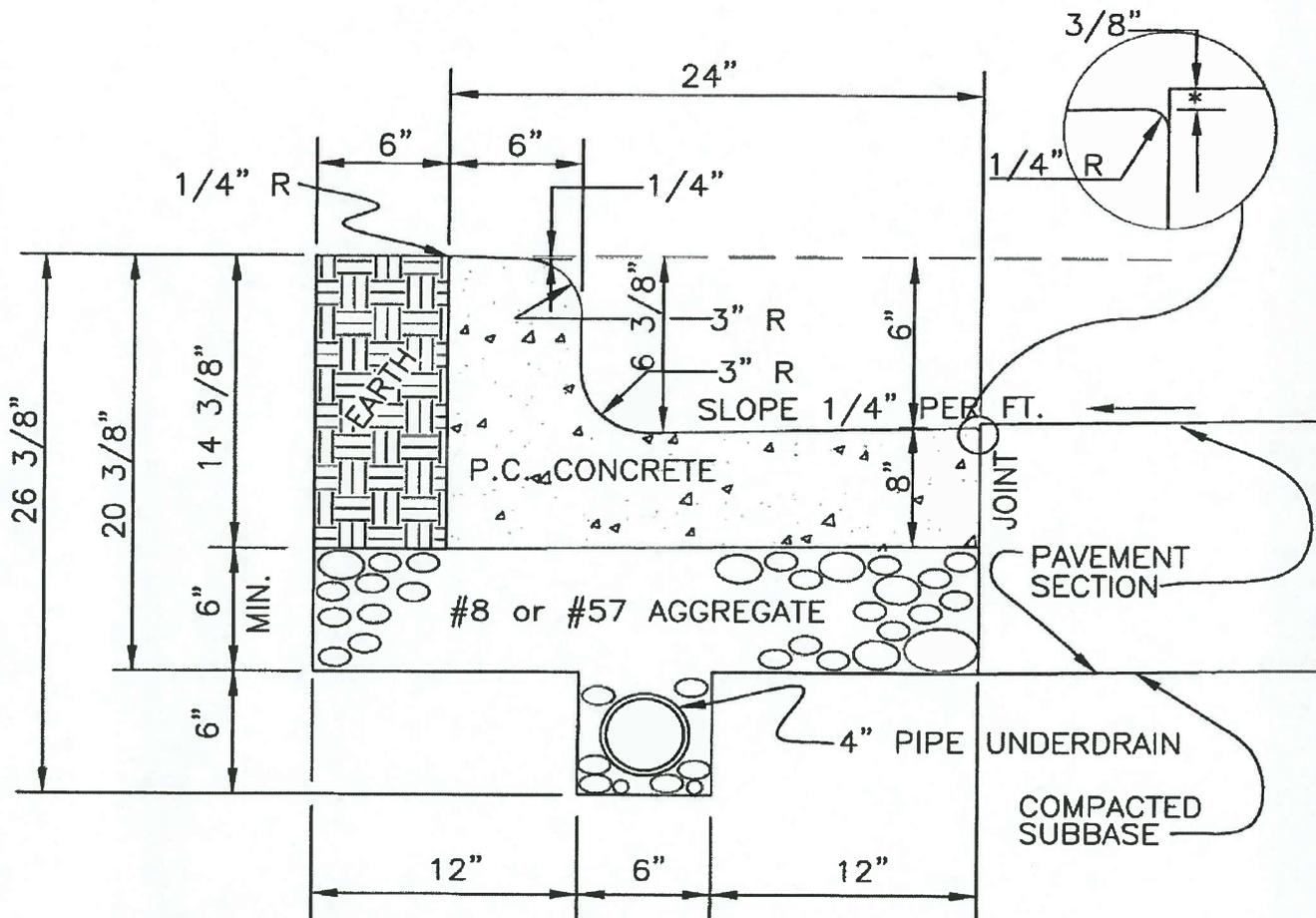


THIS DRAWING ONLY APPLIES TO BITUMINOUS ASPHALT SURFACED STREETS

- NOTE:** ALL STEEL PLATES MUST HAVE THE FOLLOWING INFORMATION CLEARLY AND LEGIBLY 'ETCHED' INTO THEIR TOP SURFACE:
- 1 OWNERS NAME
 - 2 A 24 HR. EMERGENCY CONTACT PHONE NUMBER.

MINIMUM THICKNESS OF STEEL PLATES	
SIZE OF PLATE	THICKNESS
4 FT x 4 FT	1/2 INCH
4 FT x 6 FT	3/4 INCH
LARGER	1 INCH

STEEL PLATE REQUIREMENTS



* THE ASPHALT SHALL BE FLUSH AT THE GUTTER IN FRONT OF THE CURB RAMPS AND RAKED OUT A MIN. 4'-0" WIDTH, SLOPED 20:1 FROM THE GUTTER TOWARDS THE CENTERLINE OF THE ROADWAY A DISTANCE OF 2'-0" FROM THE CURB LINE.

1.59 C.F. PER L.F. OF COMBINED CURB AND GUTTER

ALL EXPOSED SURFACES OF CONCRETE CURB AND GUTTER SHALL HAVE A BRUSH FINISH.

COMBINED CURB AND GUTTER SHALL BE CONSTRUCTED USING ODOT CLASS C CONCRETE. THE DESIGN MIX SHALL CONFORM TO ODOT 499, AND SHALL NOT CONTAIN FLY ASH OR SLAG.

CONSTRUCT CONTRACTION JOINTS AT 10 FOOT INTERVALS TO A MINIMUM DEPTH OF 2 INCHES. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT A MAXIMUM OF 200 FEET INTERVALS, AND AT PC'S AND PT'S. EXPANSION JOINTS SHALL BE FILLED WITH 1 INCH PREFORMED FILLER, PER ODOT 705.03.



City of Marysville
Division of Engineering

STANDARD CONSTRUCTION DRAWING

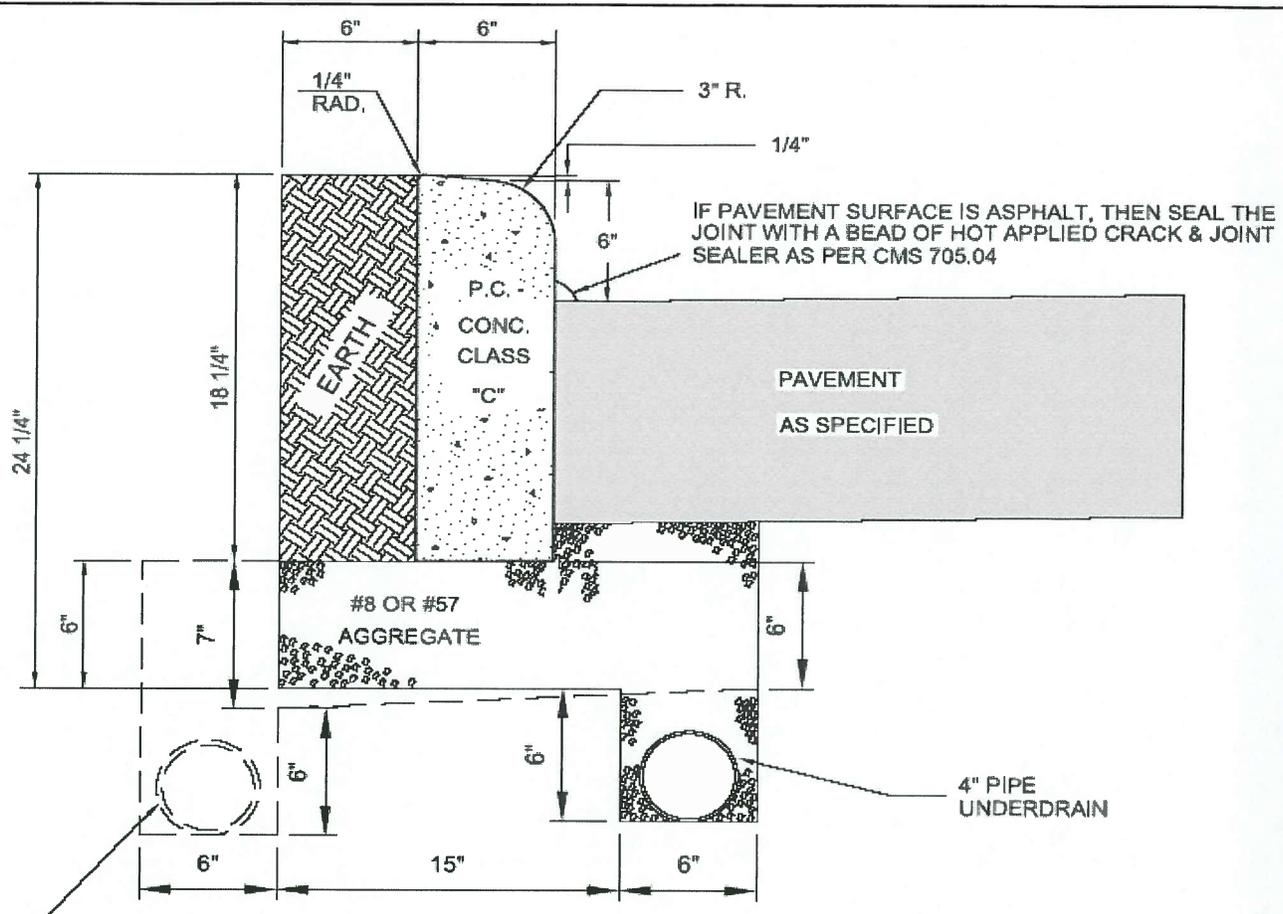
Approved:

[Signature]
City Engineer

12/31/2013
Date

**COMBINED CURB
AND GUTTER**

Drawing
No.
STR-05



ALTERNATE 4" PIPE UNDERDRAIN LOCATION TO BE PLACED AS PER TYPICAL SECTION AND / OR AS DIRECTED BY THE ENGINEER.

0.74 C.F. PER L.F. OF COMBINED CURB AND GUTTER

ALL EXPOSED SURFACES OF CONCRETE CURB AND GUTTER SHALL HAVE A BRUSH FINISH.

COMBINED CURB AND GUTTER SHALL BE CONSTRUCTED USING ODOT CLASS C CONCRETE. THE DESIGN MIX SHALL CONFORM TO ODOT 499, AND SHALL NOT CONTAIN FLY ASH OR SLAG.

CONSTRUCT CONTRACTION JOINTS AT 10 FOOT INTERVALS TO A MINIMUM DEPTH OF 2 INCHES. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT A MAXIMUM OF 200 FEET INTERVALS, AND AT PC'S AND PT'S. EXPANSION JOINTS SHALL BE FILLED WITH 1 INCH PREFORMED FILLER, PER ODOT 705.03.



City of Marysville
Division of Engineering

STANDARD CONSTRUCTION DRAWING

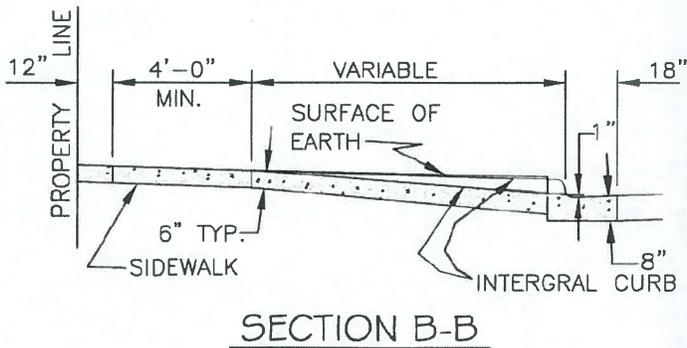
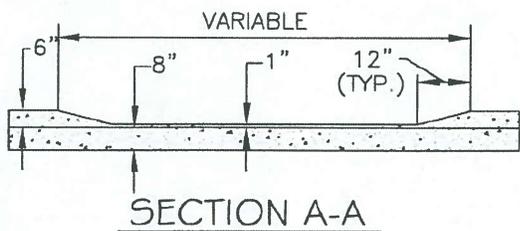
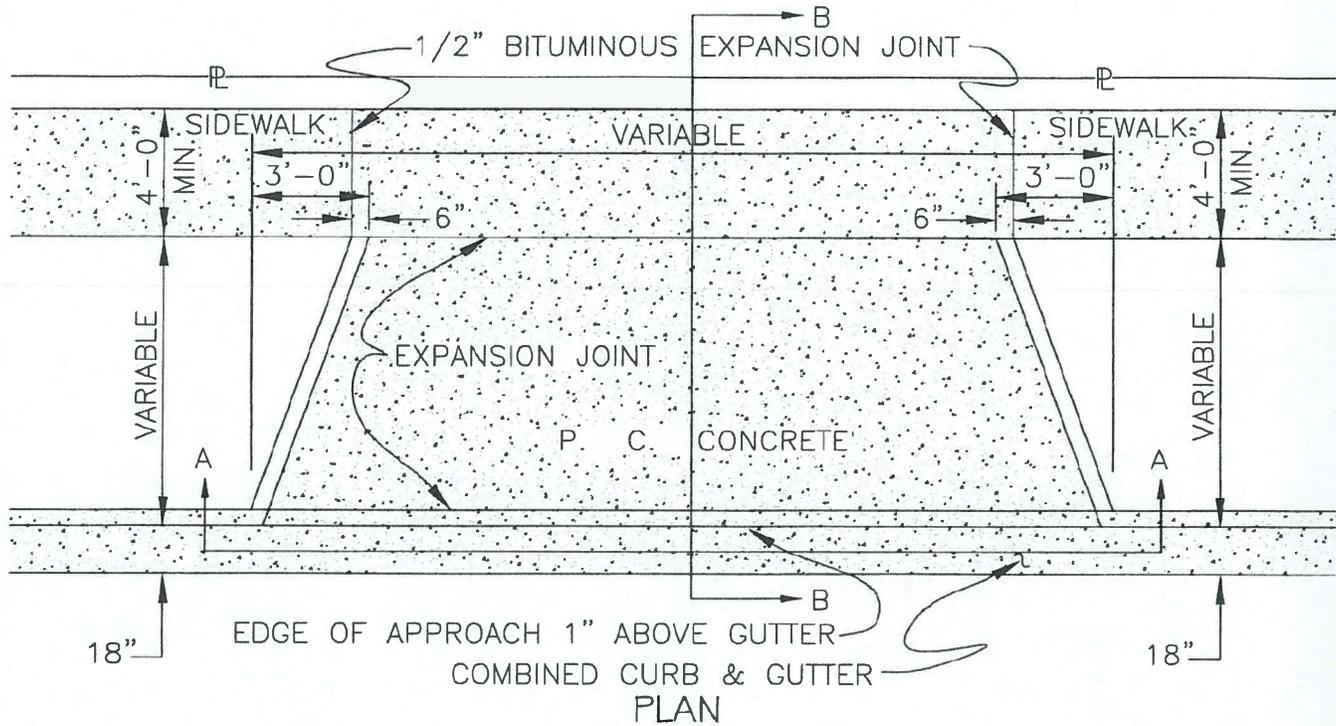
Approved:

Jeremy J. King
City Engineer

12/31/2013
Date

TYPE 6
STRAIGHT 18" CURB

Drawing No.
STR-06



NOTES

Locate expansion joint at edge of walk when curb, gutter and approach are poured at the same time without sidewalk.

Locate expansion joint at back of curb when approach is poured separate from curb and gutter.

No expansion joint to be used when gutter, approach and sidewalk are poured at the same time.



City of Marysville
Division of Engineering

STANDARD CONSTRUCTION DRAWING

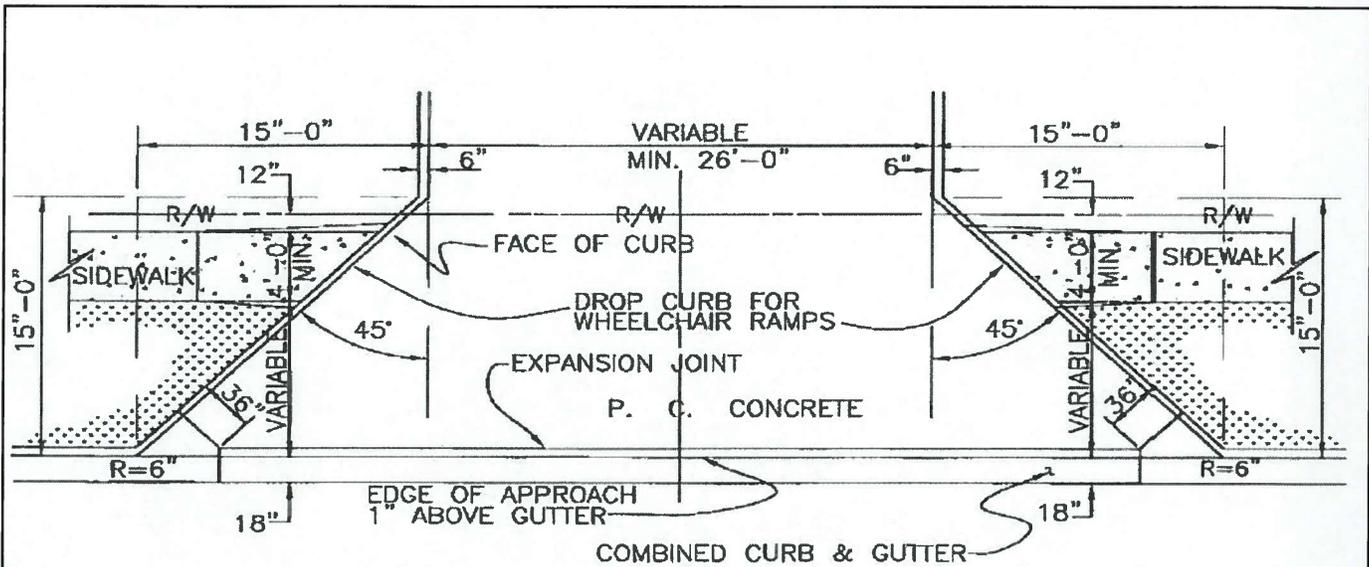
Approved:

Jeremy U. Hayes
City Engineer

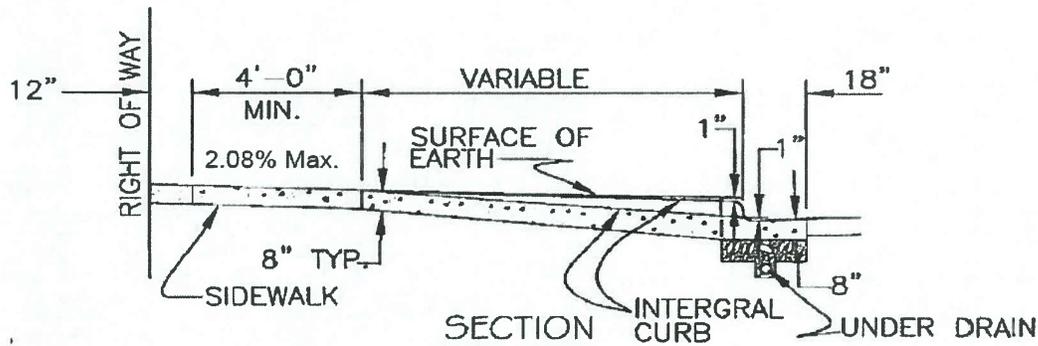
12/31/2013
Date

RESIDENTIAL DRIVEWAY

Drawing No. **STR-07**



PLAN



SECTION

NOTES:

1. CURB RETURN FOR THE APRON MUST MEET THE EXISTING ROAD CURB WITHIN A PROJECTION OF THE PROPERTY LINE TO THE CURB.
2. ALL CURBS WITHIN THE RIGHT OF WAY SHALL BE MARYSVILLE STANDARD CURB.
3. LOCATE EXPANSION JOINT AT EDGE OF WALK WHEN CURB, GUTTER, AND APPROACH ARE PLACED AT THE SAME TIME, PRIOR TO SIDEWALK PLACEMENT.
4. LOCATE EXPANSION JOINT AT BACK OF CURB WHEN APPROACH IS PLACED SEPARATE FROM CURB AND GUTTER.
5. NO EXPANSION JOINT TO BE USED WHEN GUTTER, APPROACH, AND SIDEWALK ARE PLACED AT THE SAME TIME.
6. UNDERDRAIN UNDER CURB AND GUTTER SHALL BE MAINTAINED OR REPLACED IF DAMAGED.



City of Marysville
Division of Engineering

STANDARD CONSTRUCTION DRAWING

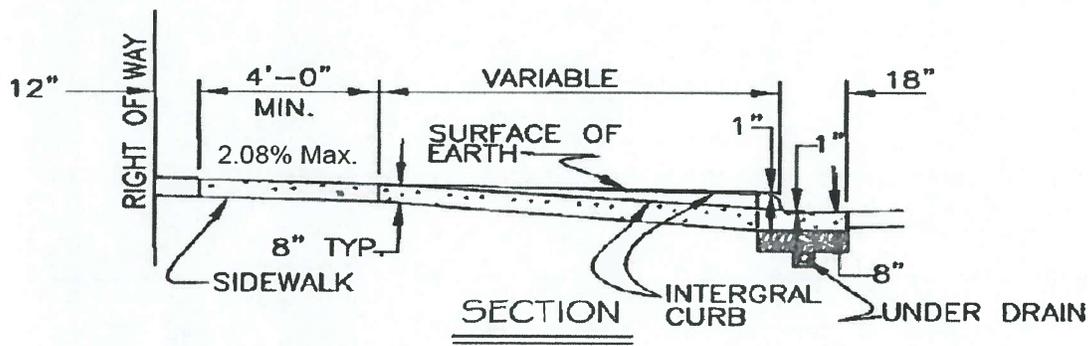
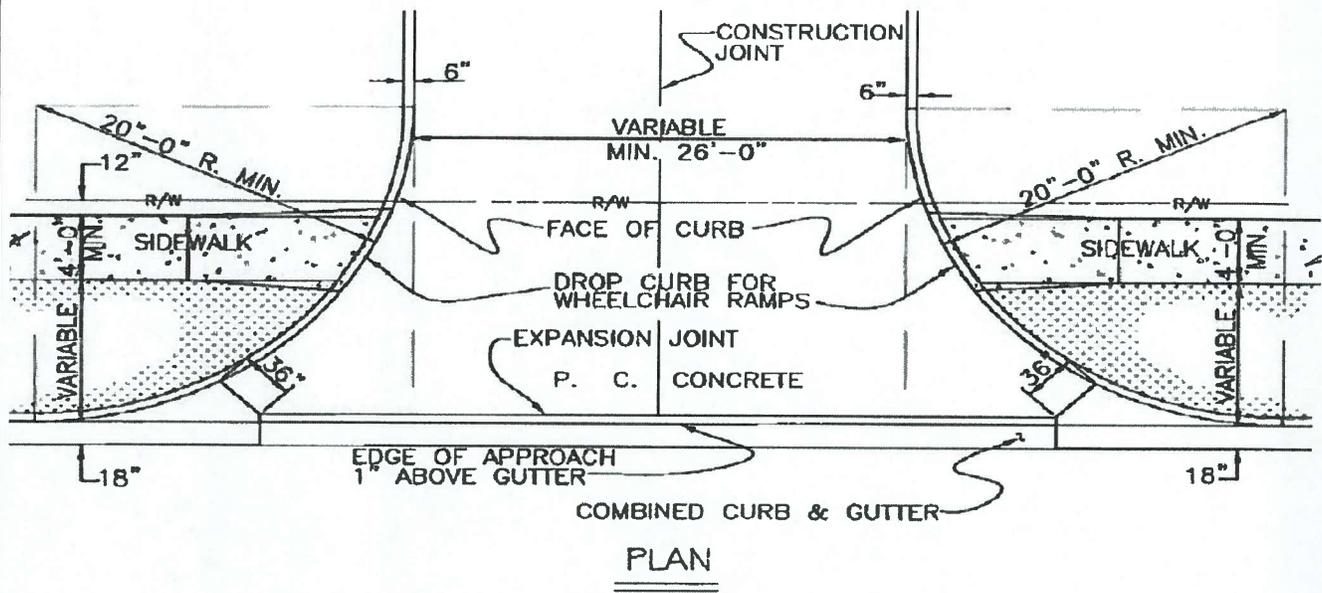
Approved:

Jeremy V. [Signature]
City Engineer

12/31/2013
Date

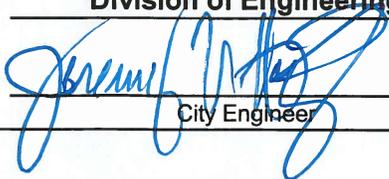
**COMMERCIAL
DRIVEWAY - FLARE**

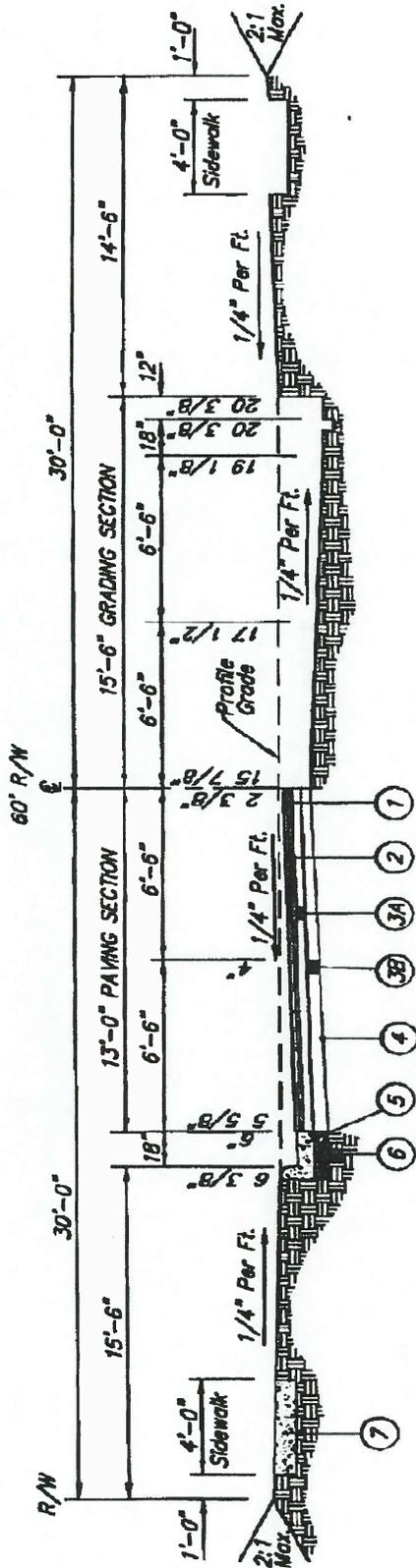
Drawing
No.
STR-08



NOTES:

1. CURB RETURN FOR THE APRON MUST MEET THE EXISTING ROAD CURB WITHIN A PROJECTION OF THE PROPERTY LINE TO THE CURB.
2. ALL CURBS WITHIN THE RIGHT OF WAY SHALL BE MARYSVILLE STANDARD CURB.
3. LOCATE EXPANSION JOINT AT EDGE OF WALK WHEN CURB , GUTTER, AND APPROACH ARE PLACED AT THE SAME TIME, PRIOR TO SIDEWALK PLACEMENT.
- 4 LOCATE EXPANSION JOINT AT BACK OF CURB WHEN APPROACH IS PLACED SEPARATE FROM CURB AND GUTTER.
5. NO EXPANSION JOINT TO BE USED WHEN GUTTER, APPROACH, AND SIDEWALK ARE PLACED AT THE SAME TIME.
6. UNDERDRAIN UNDER CURB AND GUTTER SHALL BE MAINTAINED OR REPLACED IF DAMAGED.

	<p>City of Marysville Division of Engineering</p>	STANDARD CONSTRUCTION DRAWING	
	<p>Approved:  12/31/2013</p> <p style="text-align: center;">City Engineer Date</p>	<p>COMMERCIAL DRIVEWAY - RADIUS</p>	<p>Drawing No. STR-09</p>



TYPICAL 26' STREET
SCALE: NONE

PAVEMENT LEGENDS

- (1) 1 1/2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 1 (PG 70-22)
- (2) 2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 2 (PG 64-22)
- (3A) 6" ASPHALT CONCRETE BASE, ODOT ITEM 301
- (3B) 4" AGGREGATE BASE, ODOT ITEM 304
- (4) COMPACTED SUBBASE
- (5) MARYSVILLE COMBINED CURB AND GUTTER
- (6) 4" PIPE UNDERDRAIN
- (7) 4" CONCRETE SIDEWALK

NOTE: RECLAIMITE SHALL BE APPLIED AFTER PLACING SURFACE COURSE, AND PRIOR TO INSTALLING THERMOPLASTIC PAVEMENT MARKING. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER ODOT ITEM 644.

NOTE:
ONLY PERMITTED, AS APPROVED BY THE
CITY ENGINEER AND PLANNING COMMISSION



City of Marysville
Division of Engineering

Approved:

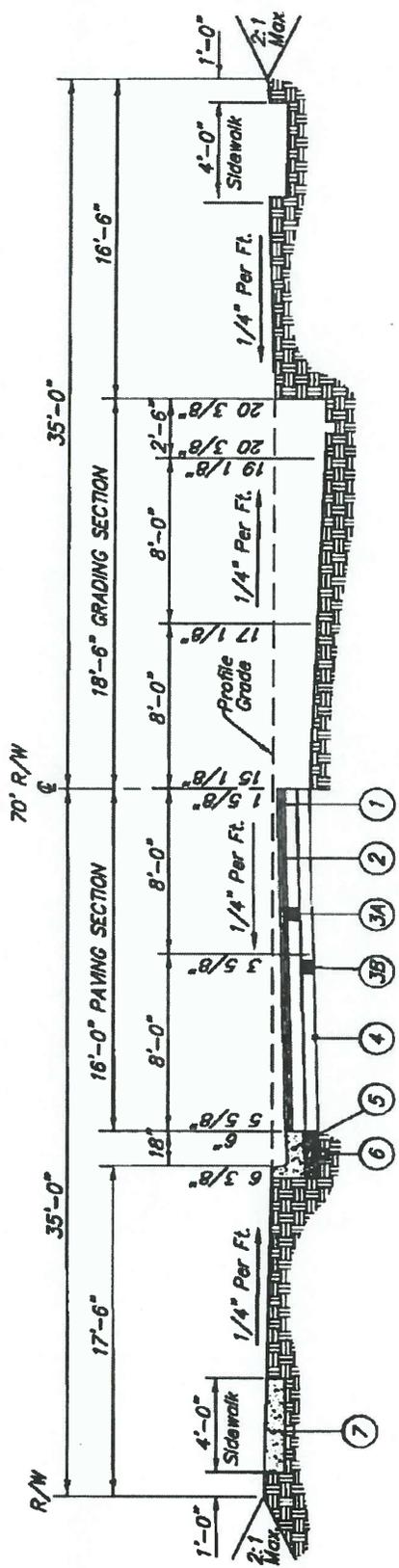
Jeremy J. [Signature]
City Engineer

12/31/2013
Date

STANDARD CONSTRUCTION DRAWING

**TYPICAL
26'-0" STREET**

Drawing
No.
STR-10



TYPICAL 32' STREET
SCALE: NONE

PAVEMENT LEGENDS

- (1) 1 1/2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 1 (PG 70-22)
- (2) 2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 2 (PG 64-22)
- (3A) 6" ASPHALT CONCRETE BASE, ODOT ITEM 301
- (3B) 4" AGGREGATE BASE, ODOT ITEM 304
- (4) COMPACTED SUBBASE
- (5) MARYSVILLE COMBINED CURB AND GUTTER
- (6) 4" PIPE UNDERDRAIN
- (7) 4" CONCRETE SIDEWALK

NOTE: RECLAIMITE SHALL BE APPLIED AFTER PLACING SURFACE COURSE, AND PRIOR TO INSTALLING THERMOPLASTIC PAVEMENT MARKING. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER ODOT ITEM 644.



City of Marysville
Division of Engineering

STANDARD CONSTRUCTION DRAWING

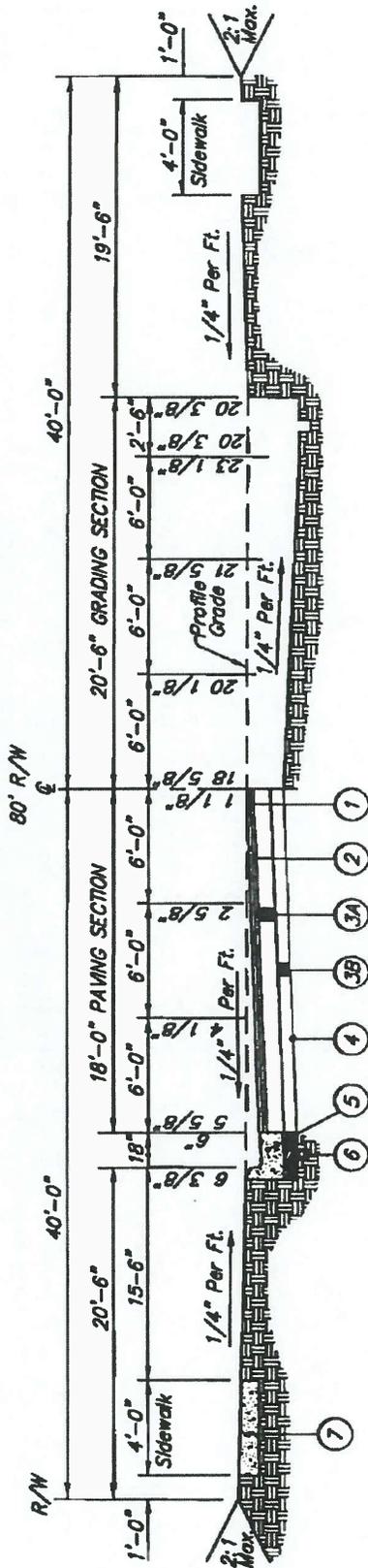
Approved:

Jeremy W. [Signature]
City Engineer

12/31/2013
Date

TYPICAL
32'-0" STREET

Drawing No.
STR-11



TYPICAL 36' STREET
SCALE NONE

PAVEMENT LEGENDS

- (1) 1 1/2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 1 (PG 70-22)
- (2) 2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 2 (PG 64-22)
- (3A) 6" ASPHALT CONCRETE BASE, ODOT ITEM 301
- (3B) 4" AGGREGATE BASE, ODOT ITEM 304
- (4) COMPACTED SUBBASE
- (5) MARYSVILLE COMBINED CURB AND GUTTER
- (6) 4" PIPE UNDERDRAIN
- (7) 4" CONCRETE SIDEWALK

NOTE: RECLAIMITE SHALL BE APPLIED AFTER PLACING SURFACE COURSE, AND PRIOR TO INSTALLING THERMOPLASTIC PAVEMENT MARKING. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER ODOT ITEM 644.



City of Marysville
Division of Engineering

Approved:

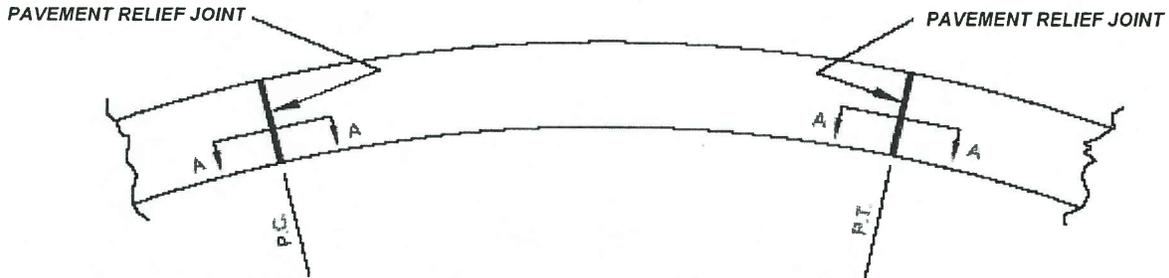
Jeremy J. [Signature]
City Engineer

12/31/2013
Date

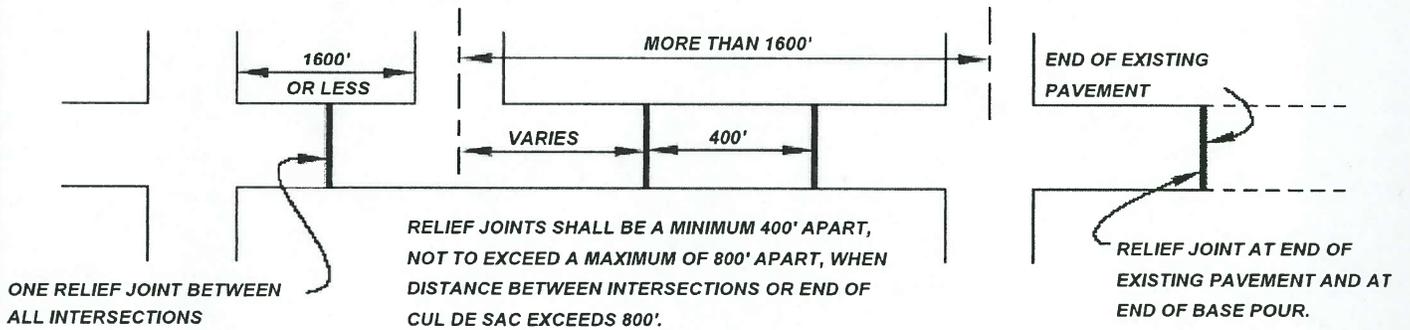
STANDARD CONSTRUCTION DRAWING

TYPICAL
36'-0" STREET

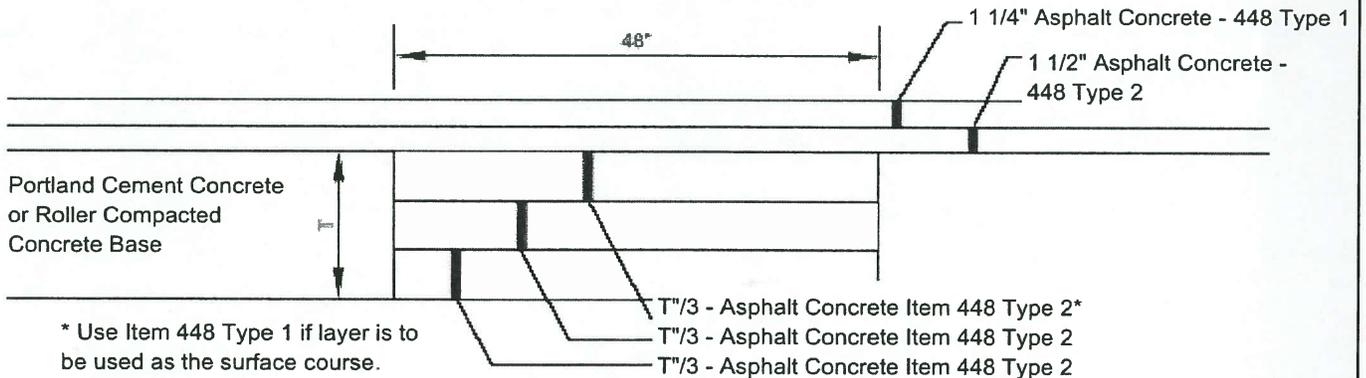
Drawing No.
STR-12



RELIEF JOINT DETAIL IS FOR PAVEMENT SECTIONS WITH A CENTERLINE RADIUS OF UP TO 500' AND A DELTA GREATER THAN 50°



TYPICAL LOCATION PLAN



SECTION A-A FOR CONCRETE BASE PAVEMENT



City of Marysville
Division of Engineering

STANDARD CONSTRUCTION DRAWING

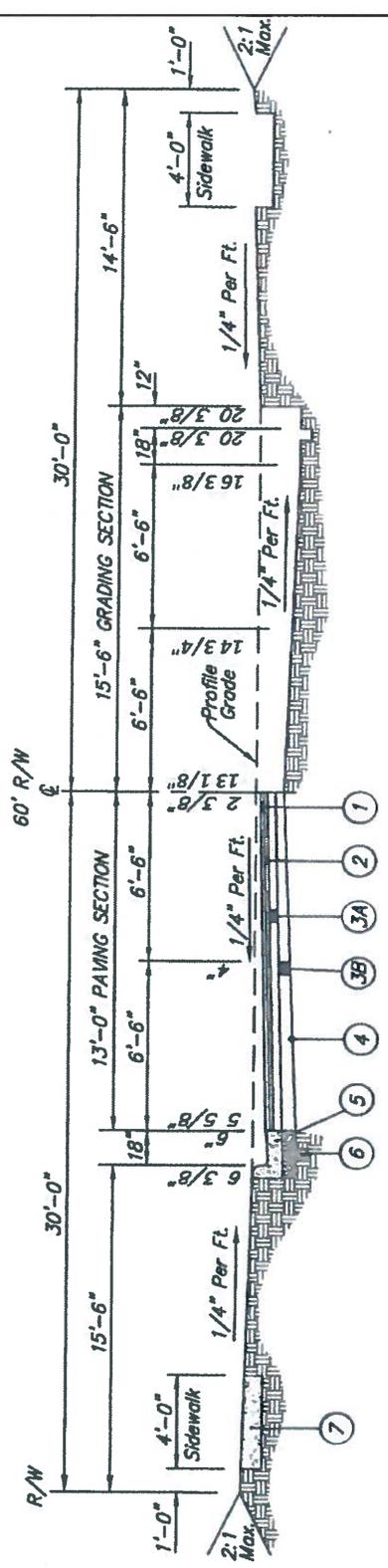
Approved:

Jeremy N. Taylor
City Engineer

12/21/2013
Date

**PRESSURE RELIEF JOINT
IN CONCRETE BASE PAVEMENT**

Drawing
No.
STR-13



TYPICAL 26' STREET
SCALE: NONE

PAVEMENT LEGEND

- 1 1 1/2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 1 (PG 70-22)
- 2 2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 2 (PG 64-22)
- 3A STRESS ABSORBING MEMBER INTERLAYER (SAMI) COM SS-1510
- 3B 7" ROLLER COMPACTED CONCRETE (RCC) COM SS-1523
- 4 COMPACTED SUBBASE, PER ODOT ITEM 204
- 5 MARYSVILLE COMBINED CURB AND GUTTER
- 6 4" PIPE UNDERDRAIN
- 7 4" CONCRETE SIDEWALK

NOTE: RECLAIMITE SHALL BE APPLIED AFTER PLACING SURFACE COURSE, AND PRIOR TO INSTALLING THERMOPLASTIC PAVEMENT MARKING. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER ODOT ITEM 644.



City of Marysville
Division of Engineering

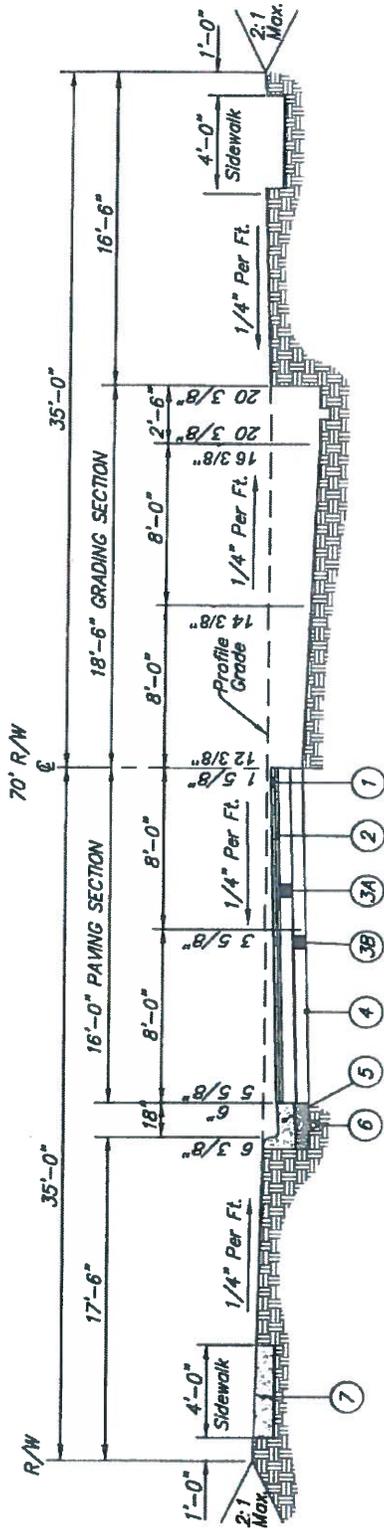
STANDARD CONSTRUCTION DRAWING

Approved:

[Signature] 3/18/2015
City Engineer Date

TYPICAL RCC
26'-0" STREET

Drawing No.
STR-14



TYPICAL 32' STREET
SCALE: NONE

PAVEMENT LEGEND

- ① 1 1/2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 1 (PG 70-22)
- ② 2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 2 (PG 64-22)
- ③A STRESS ABSORBING MEMBER INTERLAYER (SAMI) COM SS-1510
- ③B 7" ROLLER COMPACTED CONCRETE (RCC) COM SS-1523
- ④ COMPACTED SUBBASE, PER ODOT ITEM 204
- ⑤ MARYSVILLE COMBINED CURB AND GUTTER
- ⑥ 4" PIPE UNDERDRAIN
- ⑦ 4" CONCRETE SIDEWALK

NOTE: RECLAIMITE SHALL BE APPLIED AFTER PLACING SURFACE COURSE, AND PRIOR TO INSTALLING THERMOPLASTIC PAVEMENT MARKING. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER ODOT ITEM 644.



City of Marysville
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Approved:

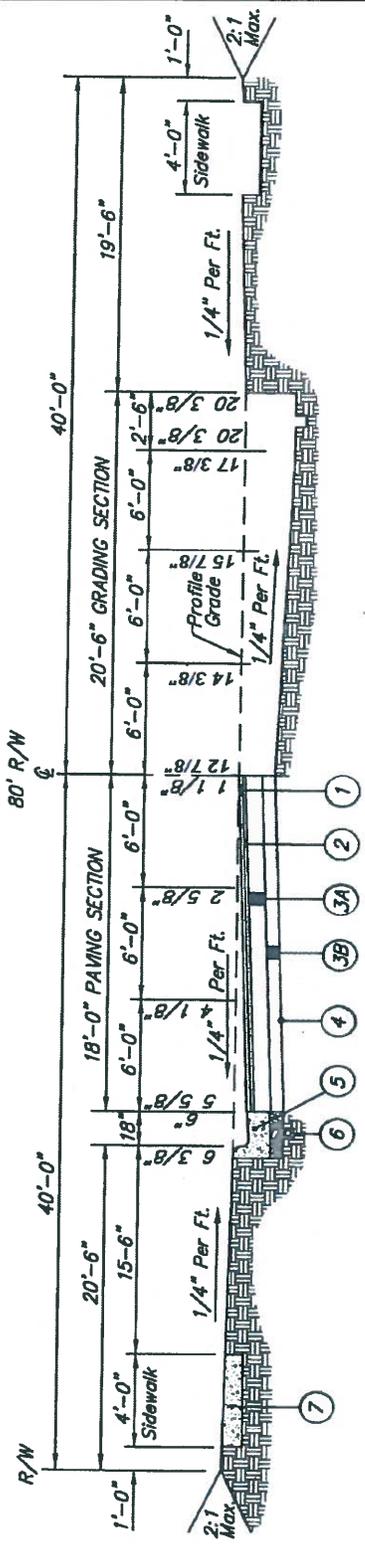
[Signature]
City Engineer

3/18/2016
Date

STANDARD CONSTRUCTION DRAWING

TYPICAL RCC
32'-0" STREET

Drawing
No.
STR-15



TYPICAL 36' STREET
SCALE: NONE

PAVEMENT LEGEND

- 1 1 1/2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 1 (PG 70-22)
- 2 2" HOT MIXED, HOT LAID ASPHALT CONCRETE, ODOT ITEM 448 TYPE 2 (PG 64-22)
- 3A STRESS ABSORBING MEMBER INTERLAYER (SAMI) COM SS-1510
- 3B 8" ROLLER COMPACTED CONCRETE (RCC) COM SS-1523
- 4 COMPACTED SUBBASE, PER ODOT ITEM 204
- 5 MARYSVILLE COMBINED CURB AND GUTTER
- 6 4" PIPE UNDERDRAIN
- 7 4" CONCRETE SIDEWALK

NOTE: RECLAIMITE SHALL BE APPLIED AFTER PLACING SURFACE COURSE, AND PRIOR TO INSTALLING THERMOPLASTIC PAVEMENT MARKING. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PER ODOT ITEM 644.



City of Marysville
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STANDARD CONSTRUCTION DRAWING

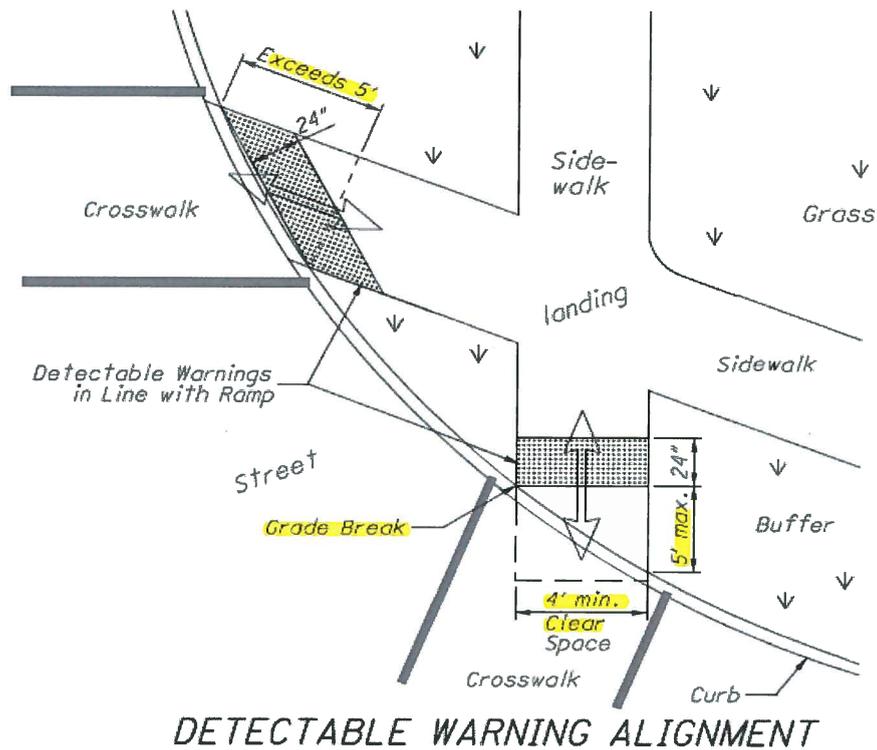
Approved:

[Signature]
City Engineer

3/18/2015
Date

TYPICAL RCC
36'-0" STREET

Drawing No.
STR-16



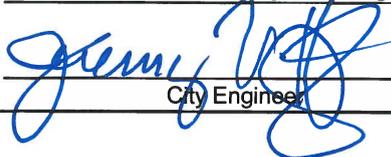
DETECTABLE WARNING NOTES

GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to street and hazardous drop-offs.

PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally. Normally the detectable warnings should be flush with the back of curb, but for skewed conditions see DETECTABLE WARNING ALIGNMENT Detail.

PRODUCTS AND COLORS: City of Marysville requires dark grey color for detectable warnings for typical curb ramps. Install product per manufacturer instructions.

	<p>City of Marysville Division of Engineering</p>	<p>STANDARD CONSTRUCTION DRAWING</p>	
	<p>Approved:  City Engineer</p>	<p>11/24/2016 Date</p>	<p>DETECTABLE WARNINGS</p>