Residential Roadway (C-GC-61 and C-GC79)

Residential roadways may be public or private and are classified as low volume, light duty traffic, with 20 year ADT projections less than 3,500 vehicles per day. Standard typical sections will be per the City's Thoroughfare Map and as further defined in Standard Drawings C-GC-61 and C-GC-79.

Residential/Local Streets (C-GC-61) is a 32' pavement section with curb and gutter and a 60' right-of-way width. This section shall be used where residential streets connect to other residential streets, collector streets, secondary streets, or primary arterials.

Residential/Local Streets (C-GC-79) is a 28' pavement section with curb and gutter and a 60' right-of-way width. This section shall be used for short one to two block streets, loop drives, or dead end streets with a cul-de-sac where not future extensions are expected.

Residential Pavement Options:
The following pavement options are available for roadways meeting the residential street specifications as stated above. The pavement option shall not vary between parts, phases or sections of a subdivision or development area. All Specifications refer to ODOT CMSC latest edition.

Option 1: Flexible Pavement Section composed of the following:
204 Geotextile Fabric, Type D- Non Woven (Amoco 4512 or equal)
304 Aggregate Base-5"
301 Bituminous Base-5"
407 Tack Coat
448 Type II Intermediate Course-1.75"
407 Tack Coat
448 Type I Surface Course- 1.25"

Option 2: Composite Pavement Section composed of the following:
*305 Portland Cement Concrete Base-7" (dowels not required at transverse joints)
407 Tack Coat (702.13 Rubberized Asphalt Emulsion)
448 Type II Intermediate Course-1.75"
407 Tack Coat
448 Type I Surface Course-1.25"
**409 Sawing & Sealing AC Pavement Joints-along centerline and all transverse joints
448 Type II Pressure Relief Joints at Intersections, PC's, PT's and 400' intervals, 4' wide

*Item 305 may be installed as Roller-Compacted Concrete using the ODOT Class C mix design (option1, 2, or 3). Installation will be in accordance with the Portland Cement Association Guide Specification for Construction of Roller-Compacted Concrete Pavements (June 2004) and American Concrete Institute approved methods and equipment for Roller-Compacted Concrete (ACI 309.5R-00). A submittal will be required and a test strip constructed prior to construction of this alternate.

** Concrete expansion joints shall be placed as approved on plans or directed by the City Engineer.

Note: This does not imply that RCC pavements are accepted as meeting ODOT Specification 305 for any other City of Grove City Street where ODOT Item 305 is specified.

Sub-grade specifications:
The Developer shall be required to submit to the City Engineer for review a traffic study showing a 20 year projection for Average Daily Traffic (ADT) for each of the proposed streets and a soils report showing a saturated California Bearing Ratio (CBR) result for each of the proposed streets with the plan submission. The sub-grade CBR must be 4 or above as established by a Geotechnical Engineer's report. CBR values less than 4 (or which fail a proof roll) will require undercut with granular replacement or soil stabilization in addition to the pavement sections shown below. Sub grade preparation shall be in accordance with ODOT 201, 203 and 204.



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Collector(C-GC-62)/Secondary (C-GC-63)/Primary Arterial (C-GC-64)

Collector, Secondary and Primary Arterial streets are identified on the City's Thoroughfare Map adopted April 19, 2003. Standard typical sections will be based off the respective standard drawings.

Collector Streets (C-GC-62) is a 36' pavement section with curb and gutter and a 70' right-of-way width. This section shall be used on streets identified as collector street on the Thoroughfare Map or as determined by the City.

Secondary Streets (C-GC-63) is a 44' pavement section with curb and gutter and an 80' right-of-way width. This section shall be used on streets identified as a secondary street on the Thoroughfare Map or as determined by the City.

Primary Arterial Streets (C-GC-64) is a 68' pavement section with curb and gutter and a 100' right-of-way width. This section shall be used on streets identified as a primary arterial street on the Thoroughfare Map or as determined by the City.

Collector, Secondary and Primary Roadway Pavement Options:
The Developer is required to submit a traffic study showing a 20 year projection for ADT's for each proposed street along with a soils report showing a saturated CBR result with the draft plan submission. The City Engineer will then determine the pavement section requirements based off of the current ODOT pavement design methods and specifications and provide this to the Developer.

General Pavement Requirements for all roadways

Testing and Acceptance:
Prior to acceptance of pavement, the City Engineer will perform core samples every 200' to verify thickness and material compliance. Pavement thickness as stated above or provided by the City Engineer shall be considered a minimum requirement. Maximum acceptable tolerance is ½" for under performance of the entire pavement section thickness and/or any component thereof.
No credit will be given for cores which exceed the minimum requirements.

The City will not accept pavement sections that fail to meet the minimum requirements of thickness and/or are not in conformance with the applicable ODOT specifications. Unacceptable pavement sections must be removed and replaced from the lip of curb to lip of curb. All saw cuts must be a neat and straight line cut perpendicular to the direction of travel at each end.

Applicability:
This policy will be applied to all proposed residential developments submitting for plan review.



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