

inter-office communication

Ohio Department of Transportation - District 9

TO: Monti Perry, Permits Coordinator

FROM: Doug Buskirk, Contract Manager

DATE: March 29, 2002

SUBJECT: PIK-23-Second Street Connector Plan Review Comments

After a review of the plan submission, we offer the following comments:

The 40' vertical curve at the intersection with U.S. 23 has a Stopping Sight Distance of 56', which is good for a Design Speed of less than 20 mph. We recommend reducing the grades to increase the Design Speed. A grade break is permitted at the edge of U.S. 23. See L&D manual Vol. 1 Table 401-2. If the possibility exists for a future signal at this location, Table 401-4 should be used. This limits the permissible grade break to 0.95% based on a 35 mph Design Speed.

The retention basin on the south side of the proposed Second Street needs to be moved off U.S. 23 right of way.

The Right In/Right Out at U.S. 23 needs to be revised according to the attached detail "Rural (Uncurbed) - Right In/Right Out Without Right Turn Lane". A raised island is required as shown on the detail.

In addition, we have the following comments for areas outside ODOT's Right of Way for your consideration:

The miscellaneous fill at this location is not suitable for base. Consideration should be given to its removal prior to embankment placement.

ODOT standards require pipes under the roadway be a minimum of 15". Pipes smaller than this are subject to clogging, and are difficult to clean. You may want to consider increasing the size of the 8" pipe at station 3+30. If 8" is required for the retention basin outlet, the size could be increased before crossing under the pavement.

On the typical section sheet, normal practice is to place Item 408 Prime Coat on the Aggregate Base, and Item 407 Tack Coat on both the Item 301 Bituminous Aggregate Base and Item 448 Asphalt Concrete Intermediate Course.

Item 448 Asphalt Concrete Surface Course is usually placed as 1 1/4", not 1 1/2".

ODOT standards require subsurface drainage on all projects, with a minimum being Item 605 Aggregate

Drains placed staggered every 50' each side of the pavement.

Although the Signing and Pavement Marking plan shows a 4' paved shoulder, it is not indicated anywhere else in the plan. No traffic counts are listed, so the required section can't be determined. Table 301-3 in the L&D manual Volume 1 lists the Rural Shoulder Criteria. A 4' shoulder is the absolute minimum listed for a local road.

JFH:DAN:DAB

Encl.

c:Norris, Baird, Johansen



Figure 1c. Designs for Channelizing Islands - WB-50 Truck Designs

