

**GENERAL NOTES**

1. ENGINEER - THE TERM "ENGINEER" AS USED HEREIN SHALL MEAN THE CITY ENGINEER OF THE CITY OF VANDALIA, OHIO OR HIS DULY AUTHORIZED REPRESENTATIVE.
2. ALL ITEMS REFERRING TO MEASUREMENT AND PAYMENT REFER TO CITY AWARDED CONTRACTS AND DO NOT PERTAIN TO SUBDIVISION WORK.
3. ALL TRENCHES ARE TO HAVE ALL GRAVEL BACKFILL UNDER AND WITHIN 1.0 FOOT OF ALL PAVING, DRIVEWAYS, ALLEYS AND SIDEWALKS.
4. GRANULAR MATERIAL FOR PIPE BEDDING & BACKFILL (STORM, SANITARY AND WATER) SHALL CONSIST OF THE FOLLOWING:  
  
 BEDDING — 1. ODOT 310 WITH 100% PASSING 1" SIEVE.  
 2. CLEAN, WELL-GRADED SAND.  
 3. PEA GRAVEL WITH APPROVAL OF THE ENGINEER.  
  
 TRENCH BACKFILL — 1. ODOT 310 GRADING A OR B.  
 2. 304 AGGREGATE BASE.  
 3. CRUSHER RUN GRAVEL.
5. ANY WORK NOT COVERED BY THESE STANDARDS & SPECIFICATIONS SHALL BE PERFORMED IN ACCORDANCE WITH THE CONSTRUCTION AND MATERIAL SPECIFICATIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION (LATEST REVISION).
6. ANY DISCREPANCY BETWEEN THESE STANDARD DRAWINGS AND THE CORRESPONDING SPECIFICATIONS AND/OR DESIGN STANDARDS SHALL BE REFERRED TO THE ENGINEER FOR RESOLUTION. THE ENGINEER SHALL THEN BE RESPONSIBLE TO SEE THAT THE NECESSARY CORRECTIONS ARE MADE TO THE APPROPRIATE DOCUMENTS.
7. THE CITY SHALL BE NOTIFIED BY THE DEVELOPER AND/OR CONTRACTOR AT LEAST 24 HOURS PRIOR TO THE NEED FOR ANY REQUIRED INSPECTIONS.
8. CONTRACTORS AND/OR DEVELOPERS SHALL BE RESPONSIBLE FOR RESTORING EXISTING ROADWAYS, USED AS ACCESS TO CONSTRUCTION SITES, TO A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO THEIR COMMENCING CONSTRUCTION.
9. ANY WORK PERFORMED AFTER REGULAR WORKING HOURS (5 P.M.) AND/OR ON WEEKENDS OR HOLIDAYS WHICH REQUIRES INSPECTION SHALL BE LEFT EXPOSED FOR INSPECTION ON THE NEXT REGULAR WORKING DAY. NON-COMPLIANCE WITH THIS REQUIREMENT SHALL NECESSITATE THE REMOVAL OF ANY AND ALL UNINSPECTED WORK.
10. CONTRACTORS AND/OR DEVELOPERS SHALL BE RESPONSIBLE FOR CLEANING ANY MUD, DIRT, OR DEBRIS CAUSED BY THEIR OPERATIONS FROM ALL SIDEWALKS AND/OR ROADWAYS PRIOR TO CONCLUSION OF WORK EACH DAY.
11. CONTRACTORS AND/OR DEVELOPERS SHALL BE RESPONSIBLE FOR ERECTING SUFFICIENT SUBSTANTIAL BARRICADES AROUND ANY AND ALL OPEN EXCAVATIONS. LIGHTED BARRICADES MAY BE REQUIRED IN HEAVILY TRAVELLED LOCATIONS.

**STREET CLASSIFICATION GUIDELINES**

- THOROUGHFARE - THE PRINCIPAL ARTERIAL SYSTEM SHOULD SERVE THE MAJOR CENTERS OF ACTIVITY OF A METROPOLITAN AREA, THE HIGHEST TRAFFIC VOLUME CORRIDORS, AND THE LONGEST TRIPS. THE PRINCIPAL ARTERIAL SYSTEM SHOULD CARRY A HIGH PROPORTION OF THE TOTAL URBAN AREA TRAVEL ON A MINIMUM OF MILEAGE.
- ARTERIAL - THE MINOR ARTERIAL STREET SYSTEM CONTAINS FACILITIES THAT PLACE MORE EMPHASIS ON LAND ACCESS THAN THE PRINCIPAL ARTERIAL SYSTEM AND OFFER A LOWER LEVEL OF TRAFFIC MOBILITY. SUCH FACILITIES MAY CARRY LOCAL BUS ROUTES AND PROVIDE INTRA-COMMUNITY CONTINUITY, BUT IDEALLY SHOULD NOT PENETRATE IDENTIFIABLE NEIGHBORHOODS.
- COLLECTOR - THE COLLECTOR STREET SYSTEM PENETRATES NEIGHBORHOODS DISTRIBUTING TRIPS FROM THE ARTERIALS THROUGH THE AREA TO THE ULTIMATE DESTINATION WHICH MAY BE ON A LOCAL OR COLLECTOR STREET. CONVERSELY, THE COLLECTOR STREET ALSO COLLECTS TRAFFIC FROM LOCAL STREETS IN THE NEIGHBORHOOD AND CHANNELS IT INTO THE ARTERIAL SYSTEM.
- RESIDENTIAL - THE LOCAL STREET SYSTEM COMPRISES ALL FACILITIES NOT ON ONE OF THE HIGHER SYSTEMS. IT SERVES PRIMARILY TO PROVIDE DIRECT ACCESS TO ABUTTING LAND AND ACCESS TO THE HIGHER ORDER SYSTEMS. SERVICE TO THROUGH TRAFFIC MOVEMENT USUALLY IS DELIBERATELY DISCOURAGED.
- CUL-DE-SACS - MAXIMUM LENGTH - 600'  
 MINIMUM RADIUS - 56' RIGHT-OF-WAY, 46.5' BACK OF CURB

**AVERAGE DAILY TRAFFIC GUIDELINES**

		VEHICLES PER DAY *					
		PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR STREET	LOCAL STREET		
VOLUME LEVELS	3 LANES	25,000	15,000-25,000	LOW	5,000-10,000	LOW	<2,000
	5 LANES	30,000		MED.	5,000-10,000	HIGH	<5,000
			HIGH	10,000-20,000			
			COMM./IND.	10,000-20,000			

\* ALL VOLUMES INCLUDE TRAFFIC FROM BOTH DIRECTIONS.