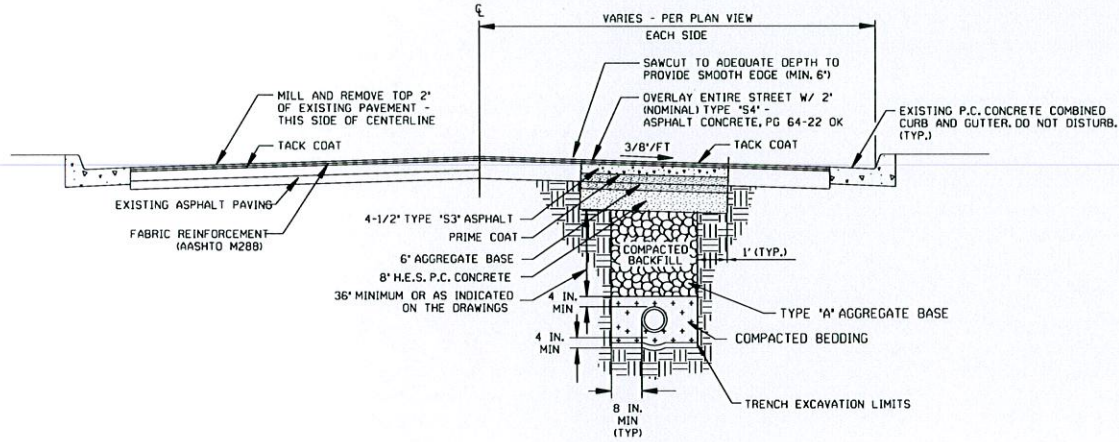
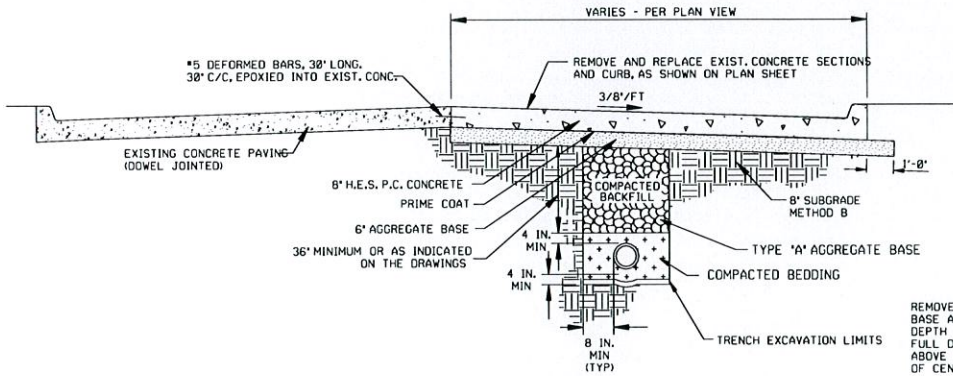


PATH NAME: \\EL\PARTS\STD\JDN.STDS\733-SS-STR-PAT-CH-3.DGN RNO 04/08/2019



TYPICAL SECTION
ASPHALT PAVEMENT REMOVAL
AND REPLACEMENT W/ OVERLAY



TYPICAL SECTION
CONCRETE PAVEMENT REMOVAL
AND REPLACEMENT W/ CURBED AREAS

PAVING NOTES

1. ALL MATERIALS AND CONSTRUCTION, EXCEPT AS NOTED, SHALL BE IN STRICT ACCORDANCE WITH THE 1999 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND SUPPLEMENTS THERETO. SUPPLEMENTS TO THE STANDARD SPECIFICATIONS GOVERN OVER THE STANDARD SPECIFICATIONS.
2. CONTRACTOR SHALL CLEAN ASPHALT PAVEMENT SURFACE AND REMOVE LOOSE MATERIAL PRIOR TO APPLYING THE TACK COAT. TACK COAT SHALL BE IN ACCORDANCE WITH SECTION 407 OF THE STANDARD SPECIFICATIONS.
3. UPON REQUEST, A ONE QUART TACK COAT SAMPLE FROM THE CONTRACTOR'S TACK COAT TRUCK SHALL BE DELIVERED BY THE CONTRACTOR TO THE INSPECTOR 24 HOURS PRIOR TO APPLICATION. OIL CONTENT MUST BE 23% OR GREATER.
4. MINIMUM TACK APPLICATION RATE IS 0.1 GAL./SQ. YD. EQUIPMENT HEATER, AGITATOR AND SPRAY BAR SHALL BE OPERABLE. CONTRACTOR SHALL BROOM OFF EXCESS TACK. TACK SHALL BE COMPLETELY CURED BEFORE LAYING ASPHALT.
5. ASPHALT TEMPERATURE SHALL NOT EXCEED 350°F OR MAXIMUM DESIGN TEMPERATURE AT PLANT DISCHARGE.
6. AMBIENT TEMPERATURE AT LAYDOWN SHALL BE IN ACCORDANCE WITH SPECIFICATION NO. 411.04(F). SURFACE MUST BE DRY.
7. ASPHALT TEMPERATURE AT LAYDOWN SHALL BE A MAXIMUM OF 325°F AND A MINIMUM OF 285°F.
8. PAVING OPERATION SHALL BE CONTINUOUS WITH A STEADY FLOW OF TRUCKS.
9. CONTRACTOR SHALL ESTABLISH ROLLING PATTERN BY TRACKING DENSITIES WITH A NUCLEAR GAUGE. CONTRACTOR SHALL VERIFY PATTERN WITH TESTING LABORATORY. EXTRACTION/ GRADATION SAMPLES SHALL BE TAKEN DAILY.
10. CONTRACTOR SHALL FURNISH, WITH QUALIFIED OPERATORS, A BREAKDOWN ROLLER (STEEL), A PNEUMATIC ROLLER (RUBBER TIRE) AND A FINISH ROLLER (STEEL). ROLLER SPRAY SYSTEMS SHALL BE OPERABLE AT ALL TIMES DURING THE PERFORMANCE OF THE WORK.
11. CONTRACTOR SHALL ROLL OUT AND COMPACT ASPHALT MATERIAL ABOVE 100°F ASPHALT TEMPERATURE.
12. CONTRACTOR SHALL TAKE THREE (3) CORINGS FOR EACH DAYS PRODUCTION OR EVERY 500 TONS. LOCATIONS TO BE DESIGNATED BY THE ENGINEER.
13. CONTRACTOR SHALL APPLY A TACK COAT TO THE FACE OF THE GUTTER PRIOR TO PLACEMENT OF PAVING.
14. WHERE NEW PAVEMENTS ARE TO BE CONSTRUCTED, THE EXISTING ASPHALT CONCRETE, CONCRETE, ANY UNDERLYING GRANULAR BASE, ANY SURFACE VEGETATION AND TOPSOIL SHALL BE REMOVED FULL-DEPTH. AFTER REMOVING THE SURFACE MATERIALS AND COMPLETING ANY REQUIRED CUTS, THE EXPOSED SUBGRADE SHALL BE PRODFROLLED, UNDER THE OBSERVATION OF THE ENGINEER, ACCORDING TO THE REQUIREMENTS OF SECTION 203 OF THE ODOT SPECIFICATIONS.
15. ANY SOFT OR UNSTABLE SOILS IDENTIFIED DURING THE PRODFROLLING PROCEDURE SHALL BE OVEREXCAVATED FULL-DEPTH AND REPLACED WITH APPROVED ENGINEERED FILL, IF THEY CANNOT BE STABILIZED IN PLACE.
16. EXPOSED SUBGRADE MUST BE COMPACTED TO NO LESS THAN 95% OF THE MATERIAL'S MAXIMUM LABORATORY DRY DENSITY DETERMINED IN ACCORDANCE WITH ASTM D-698 (AASHTO T-99). THE RECOMMENDED MOISTURE CONTENT SHALL BE MAINTAINED IN THE COMPACTED SUBGRADE AND FILLS UNTIL FILLS ARE COMPLETE AND PAVEMENTS CONSTRUCTED.
17. FOR FLOWABLE FILL BEDDING AND BACKFILL ALTERNATIVES REFER TO STD 730 AND 731.
18. SAW CUTS SHALL BE FULL DEPTH OF THE PAVEMENT.

BEDDING AND BACKFILL NOTES **

1. BACKFILL SHALL BE ODOT TYPE 'A' AGGREGATE BASE.
2. BEDDING MATERIAL WITHIN 4 IN. OF FLEXIBLE GRAVITY PIPE SHALL BE COMPACTED 3/4\"/>

REMOVE EXISTING CONCRETE PAVEMENT, BASE AND SUBGRADE TO SUFFICIENT DEPTH TO ALLOW CONSTRUCTION OF FULL DEPTH REPLACEMENT SECTION ABOVE UTILITY TRENCH - THIS SIDE OF CENTERLINE

[Signature]
CITY ENGINEER
[Signature]
DESIGN MANAGER

CITY OF TULSA, OKLAHOMA
ENGINEERING SERVICES DEPARTMENT

STANDARD PAVEMENT REHABILITATION
FOR UTILITY CONSTRUCTION

REVISION	BY	DATE

DATE: APRIL 2019 STD. 733