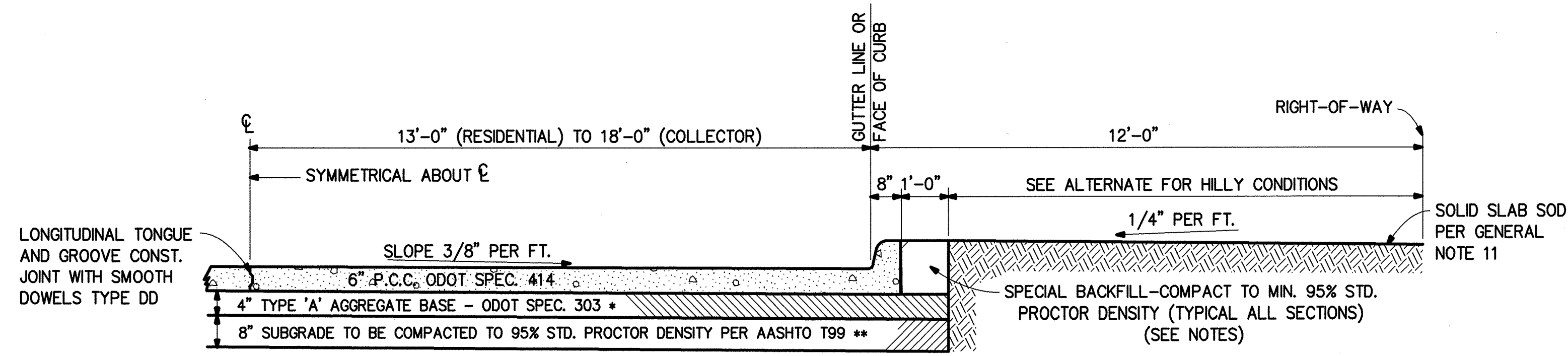


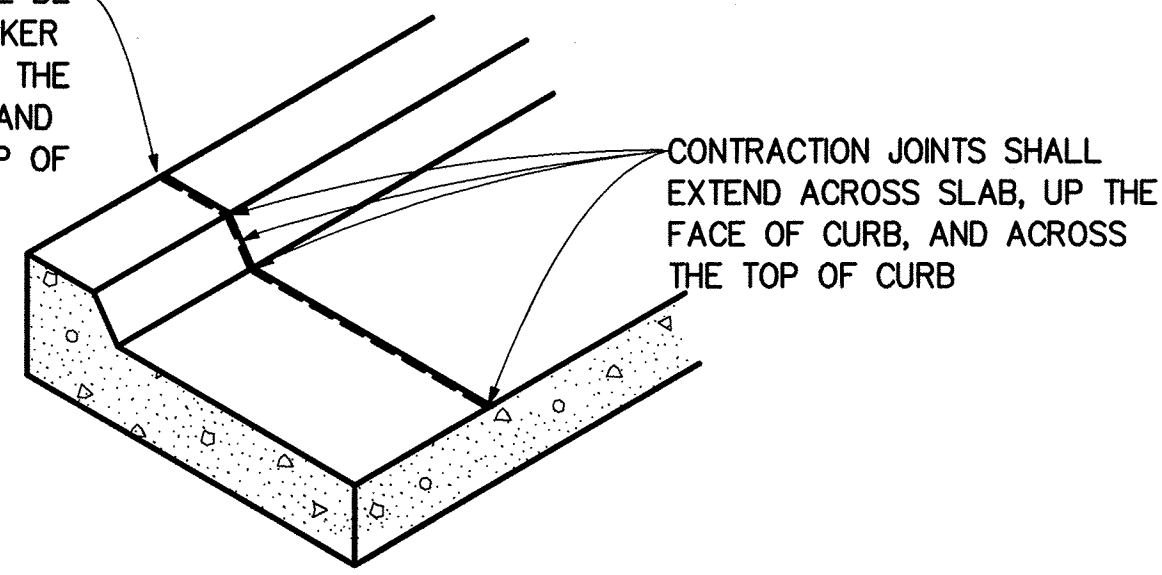
PATH NAME: /E1/PARTS/STD/DGN/STDS/727-CONC-PVMT-STD-DTLS-RES-COLL-ST.DGN SBW 07/19/2012



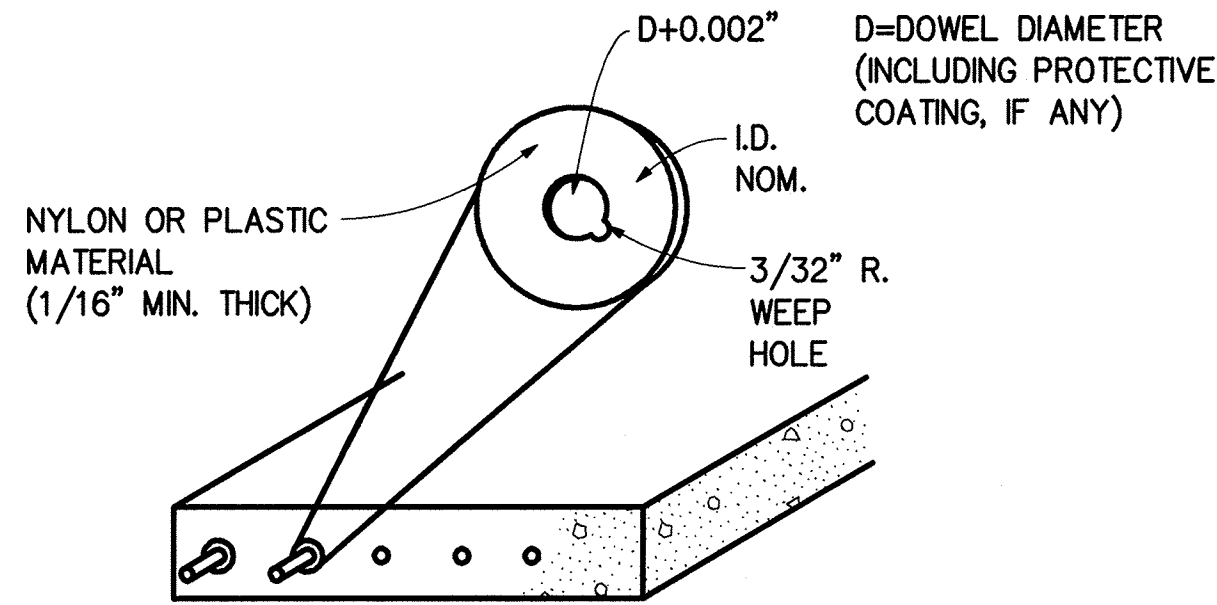
* DENSITY REQUIRED IS 95% PER AASHTO T99
 ** TEST ROLLING REQUIRED IN ACCORDANCE WITH ODOT SPECIFICATIONS SECTION 203

TYPICAL HALF SECTION
 6" CONCRETE ON AGGREGATE BASE

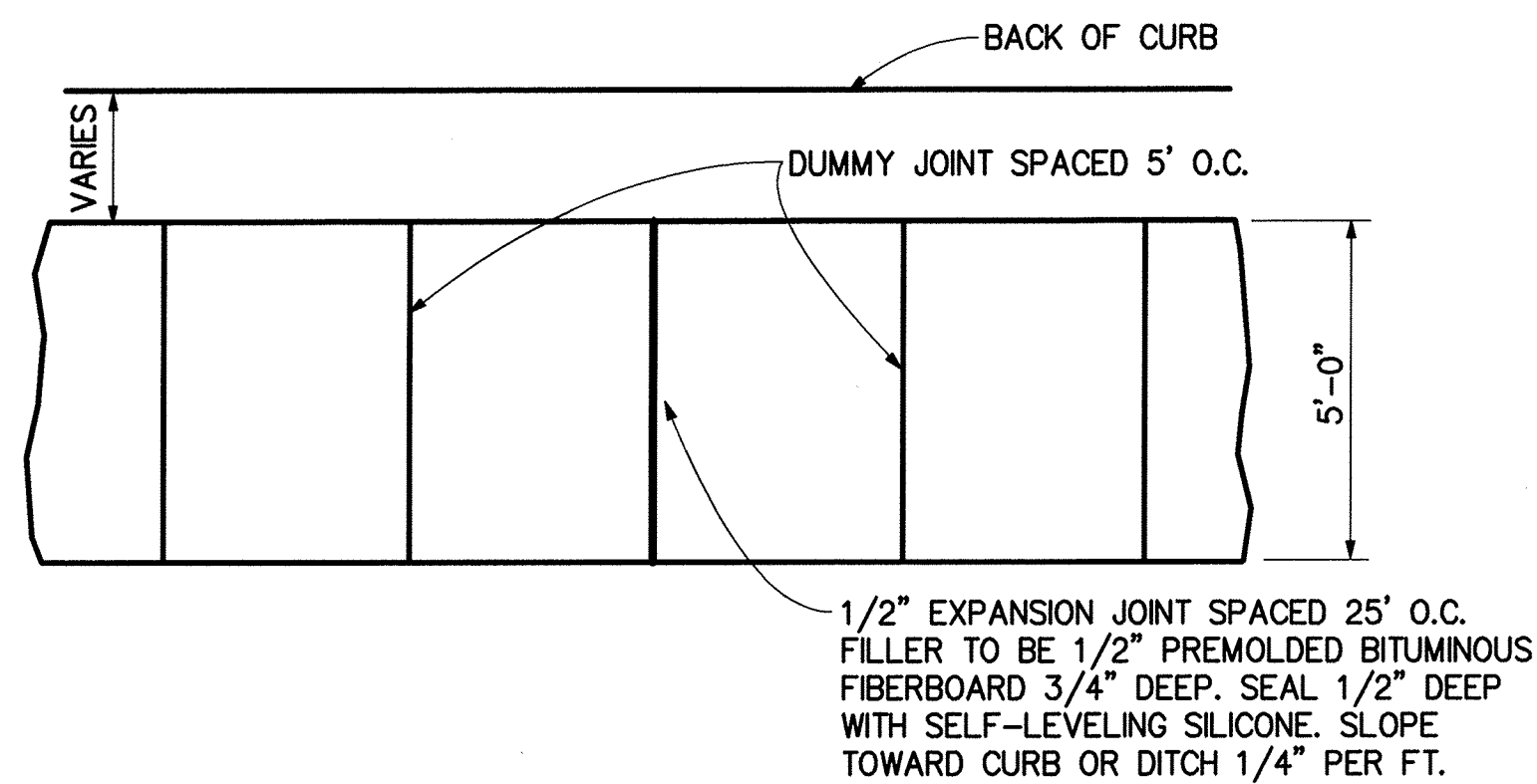
ALL CURB SHALL BE SAWED AND BACKER ROD PLACED UP THE FACE OF CURB AND ACROSS THE TOP OF CURB



SAWED CONTRACTION JOINT



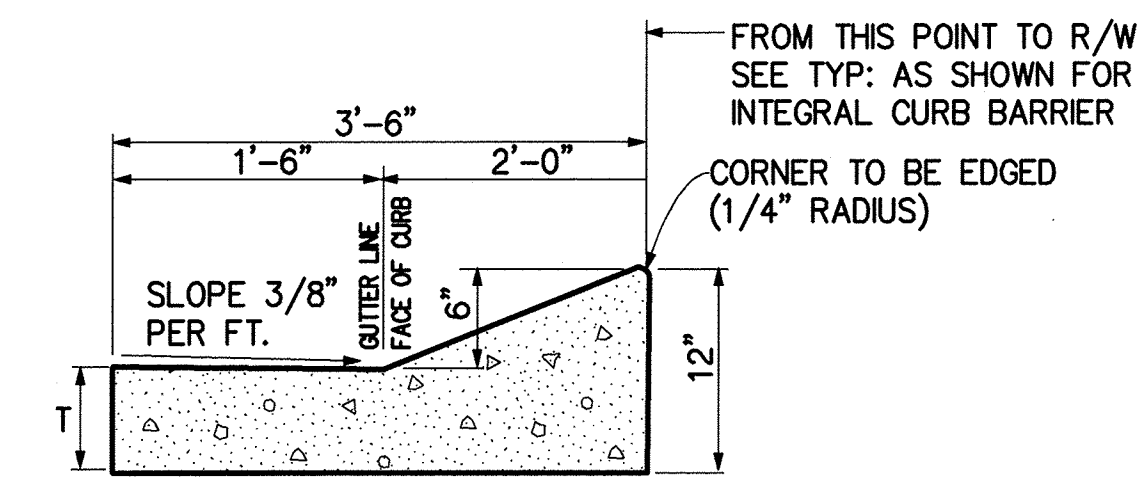
GROUT RETENTION DISK



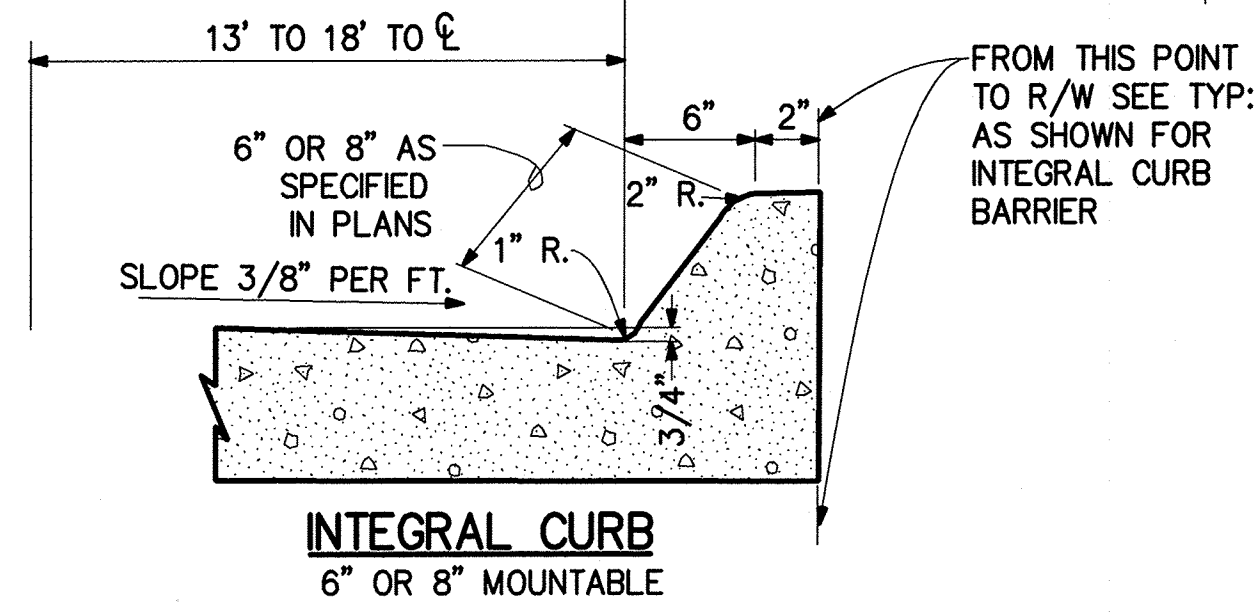
PLAN DETAIL OF CONCRETE SIDEWALK

GENERAL NOTES

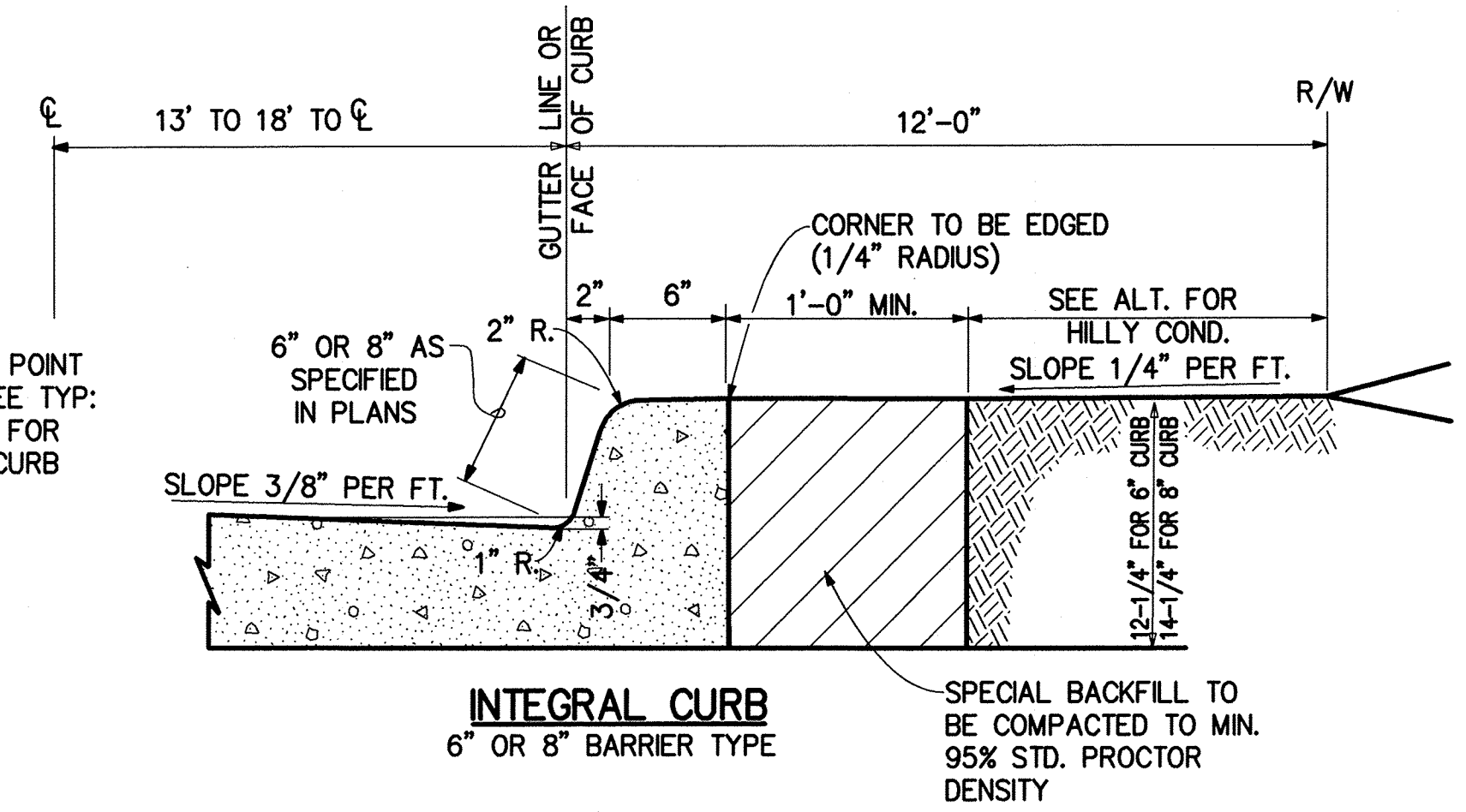
- SPECIAL BACKFILL SHALL BE ANY MATERIAL MEETING THE SPECIFICATIONS OF ODOT SPEC. 704.01
- ALL MATERIALS AND CONSTRUCTION, EXCEPT AS NOTED, SHALL BE IN STRICT ACCORDANCE WITH STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 1988, AND LATEST SUPPLEMENTS AS PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.
- THESE ARE TYPICAL SECTIONS THAT MEET THE PERFORMANCE STANDARDS. OTHER DESIGNS MAY BE SUBMITTED FOR APPROVAL IF SUPPORTED BY ADEQUATE ENGINEERING AND GEOTECHNICAL DATA AND MEET THE FOLLOWING PERFORMANCE STANDARDS:
 - DESIGN LIFE 25 YEARS
 - AVERAGE ANNUAL DAILY TRAFFIC 10,000
 - TRUCKS 10%
 - ANNUAL GROWTH RATE 4%
 - DESIGN EQUIVALENT SINGLE 18 KIP AXLE LOADS (ESALS) 400,000
 APPROVAL OF ALTERNATE DESIGNS WILL BE BASED ON THE LEAST LIFE-CYCLE COST OVER THE DESIGN LIFE. MAINTENANCE FREQUENCIES AND COSTS ARE TO BE ESTABLISHED BY THE CITY OF TULSA PAVEMENT MANAGEMENT SYSTEM.
- ENGINEER SHALL SUBMIT SOILS REPORT VERIFYING THAT THE SUBGRADE IS COMPACTIBLE AS SPECIFIED.
- DESIGN ENGINEER SHALL FURNISH JOINT LAYOUT FOR CURB AND GUTTER, STREETS, AND INTERSECTIONS.
- CONTRACTION SPACING TO BE 12' CENTERS OR 2 TIMES THE PAVEMENT THICKNESS IN INCHES. CONTRACTOR SHALL USE THAT NUMBER AS FEET FOR ALTERNATE DESIGN CONTRACTION JOINT SPACING.
- REFER TO SHEET 3 OF 3 STANDARD JOINT DETAILS FOR ADDITIONAL INFORMATION.
- ANY DEVIATION FROM THIS STANDARD SHALL BE SUBMITTED FOR APPROVAL.
- STORM SEWER INLETS SHALL NOT BE CONSTRUCTED BETWEEN THE EXPANSION JOINTS AT 3-WAY AND 4-WAY INTERSECTIONS.
- WHERE INLETS ARE USED IN ELBOWS OR CUL-DE-SACS, ENGINEER SHALL DETAIL JOINT LAYOUT AROUND INLET STRUCTURES IN THE PLANS.
- SOLID SLAB SOD MEETING THE REQUIREMENTS OF ODOT SPECIFICATIONS SECTION 230 SHALL BE CONSTRUCTED IN ALL UNPAVED AREAS WITHIN THE LIMITS OF THE STREET'S RIGHT-OF-WAY.
- MOUNTABLE CURB SECTION TO BE CONSTRUCTED ON ALL MEDIANS.
- CONCRETE SIDEWALK TO BE CONSTRUCTED ON ALL COLLECTOR STREETS IN ACCORDANCE WITH SIDEWALK DETAIL.



COMBINED ROLL CURB AND GUTTER

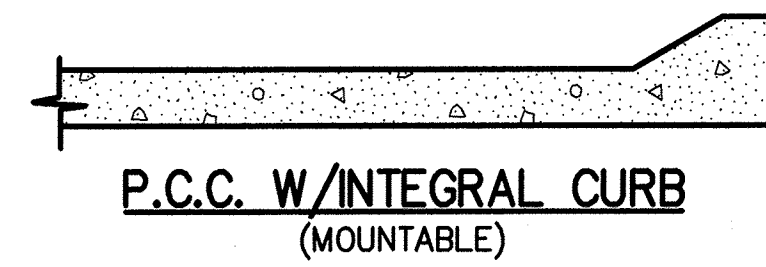


INTEGRAL CURB
 6" OR 8" MOUNTABLE

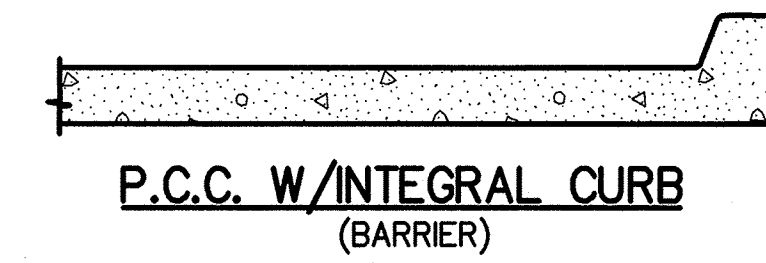


INTEGRAL CURB
 6" OR 8" BARRIER TYPE

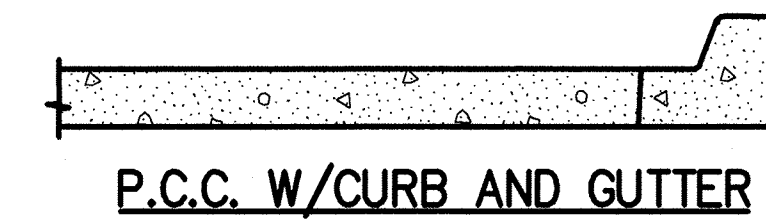
OPTIONAL PAVING SECTIONS



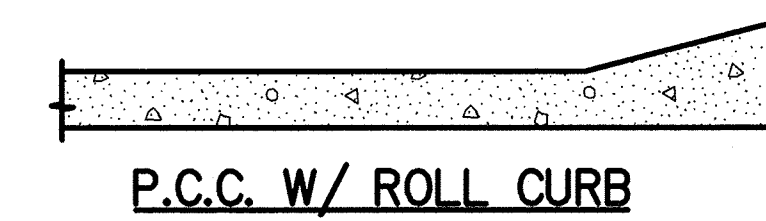
P.C.C. W/INTEGRAL CURB
 (MOUNTABLE)



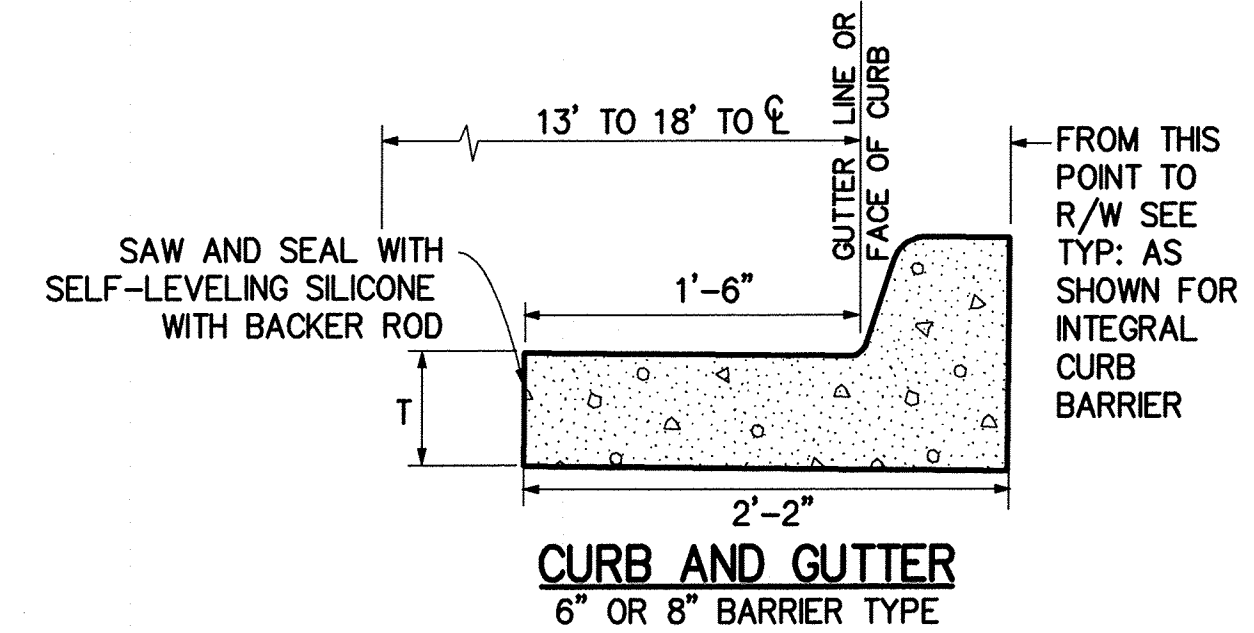
P.C.C. W/INTEGRAL CURB
 (BARRIER)



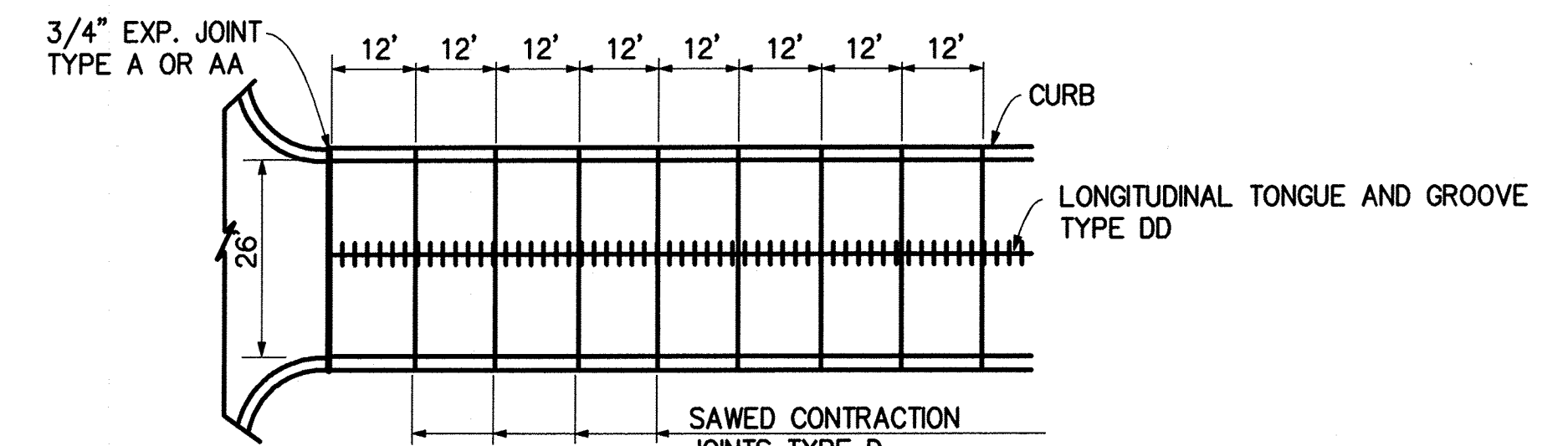
P.C.C. W/CURB AND GUTTER



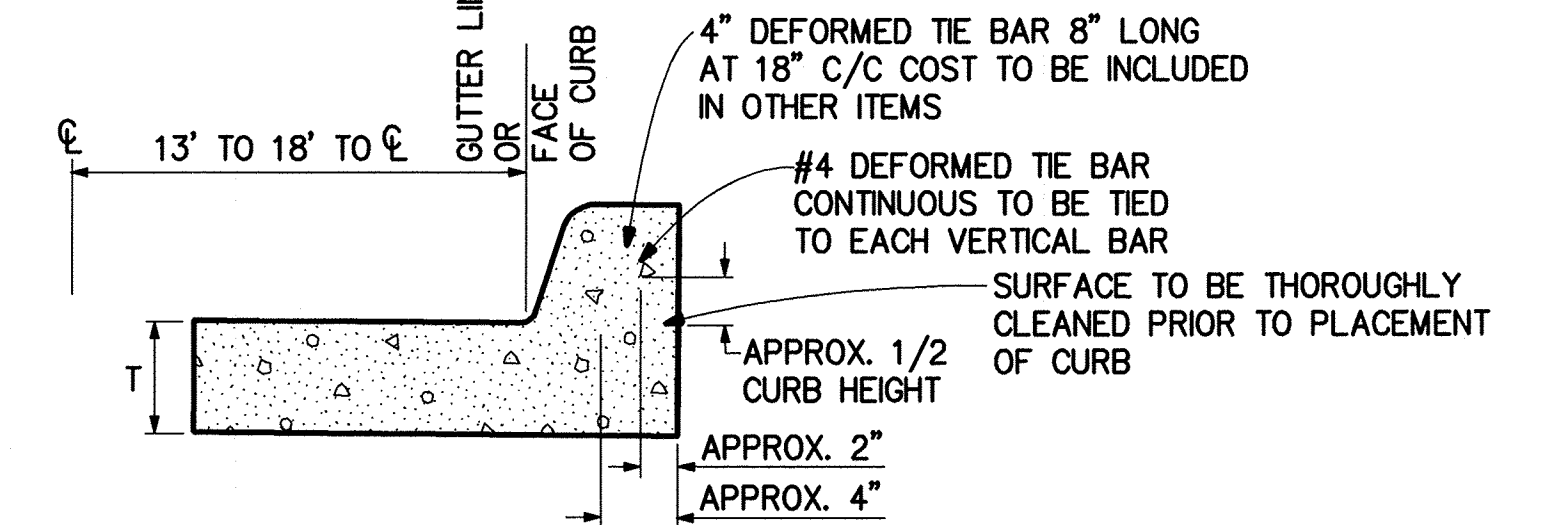
P.C.C. W/ROLL CURB



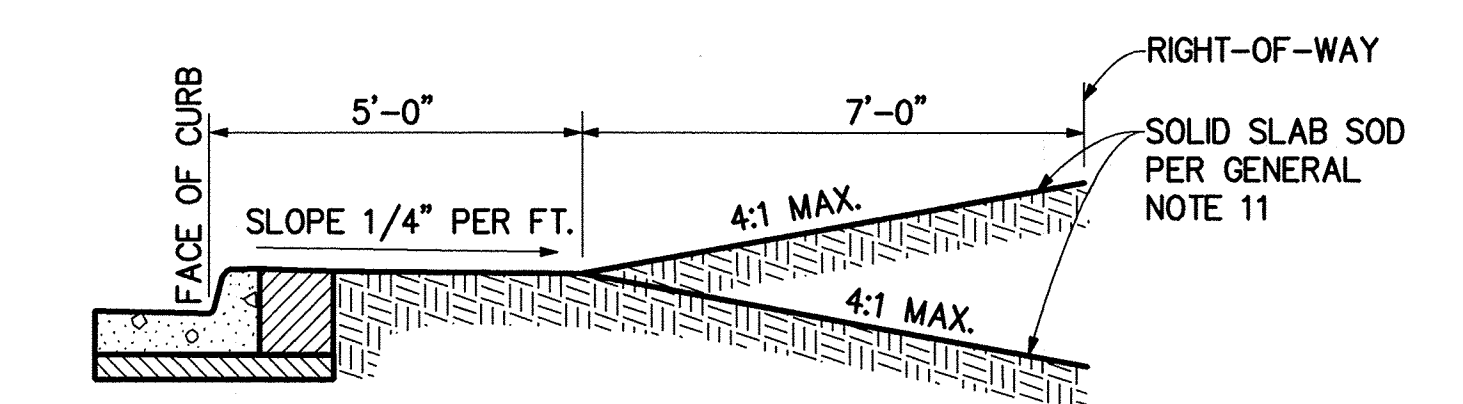
CURB AND GUTTER
 6" OR 8" BARRIER TYPE



PAVEMENT JOINT LAYOUT



OPTIONAL CURB FOR SLIP FORM PAVING
 6" OR 8" BARRIER TYPE



ALTERNATE FOR HILLY CONDITIONS

- THE COMBINED ROLL CURB AND GUTTER MAY BE USED ONLY IN SINGLE FAMILY DWELLING DEVELOPMENTS, NOT IN MULTI-FAMILY OR APARTMENT TYPE DEVELOPMENTS.
- THE TYPE OF CURB AND GUTTER MUST BE CONSISTENT WITHIN ANY PARTICULAR DEVELOPMENT AND IDENTIFIED WHEN PLANS ARE SUBMITTED FOR APPROVAL.
- THE COMBINED ROLL CURB AND GUTTER SHOULD BE ALLOWED ON RESIDENTIAL STREETS ONLY. IT SHOULD NOT BE USED ON COLLECTOR OR ARTERIAL STREETS. IT WILL NOT BE ALLOWED FOR MEDIANS.
- IF THE DEVELOPER CHOOSES TO CONSTRUCT SIDEWALKS IN A RESIDENTIAL AREA THAT ABUTS THE BACK OF THE CURB: THE SIDEWALK MUST BE 5 FEET MINIMUM WIDTH AND A MINIMUM CLEARANCE FOR THE HANDICAPPED OF 30 INCHES MAINTAINED AT ALL TIMES. THESE PROVISIONS MUST BE SHOWN ON THE PLANS SUBMITTED FOR APPROVAL.

REVISION	BY	DATE

[Signature]
 CITY ENGINEER

[Signature]
 DESIGN MANAGER

CITY OF TULSA, OKLAHOMA
 ENGINEERING SERVICES DEPARTMENT
 CONCRETE PAVEMENT STANDARD
 DETAILS FOR RESIDENTIAL
 AND COLLECTOR STREETS
 SHEET 1 OF 2

DATE: OCTOBER 2013

STD. 727