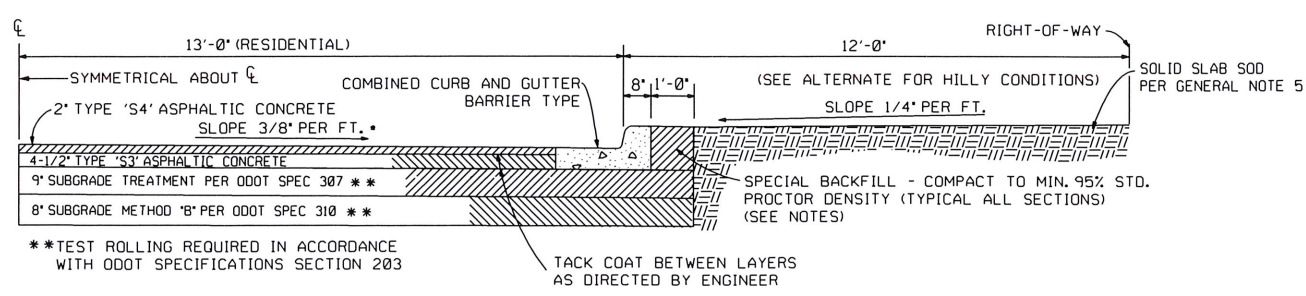
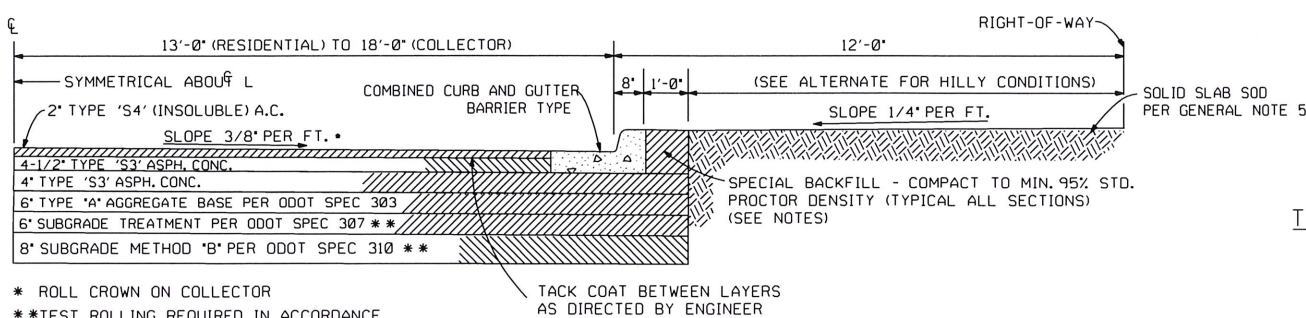


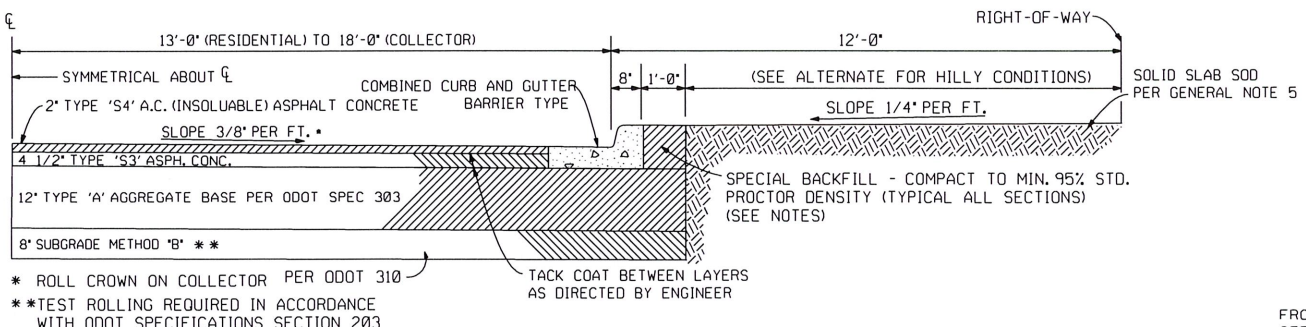
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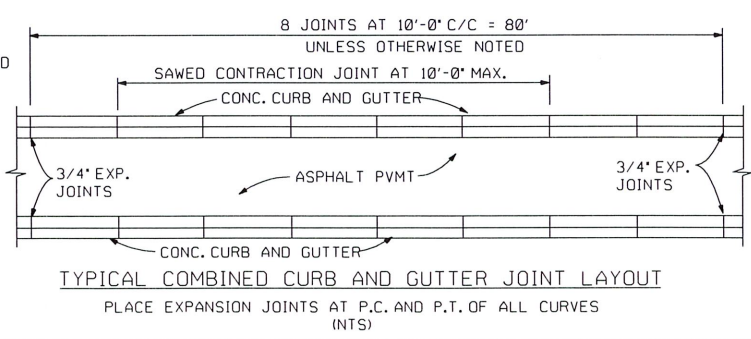
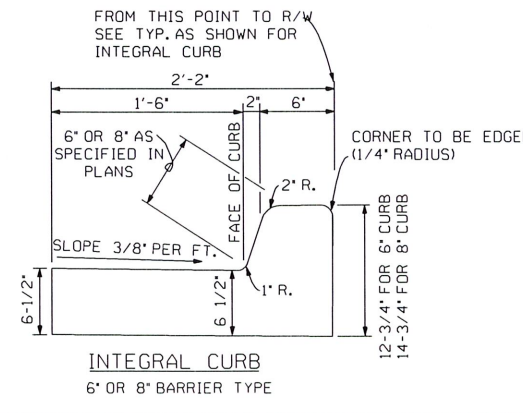
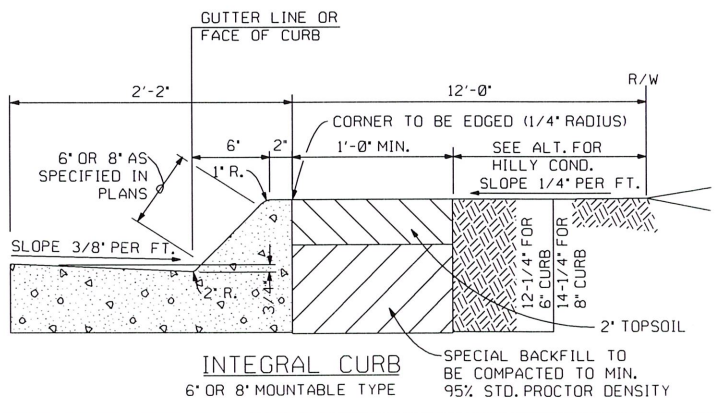
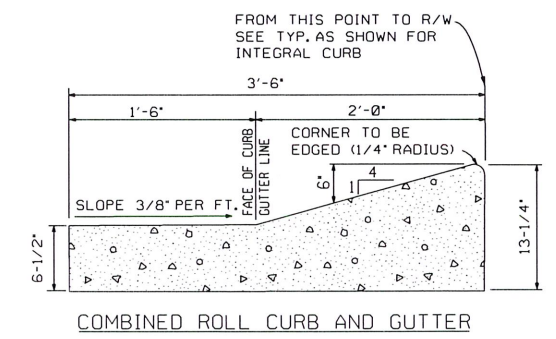
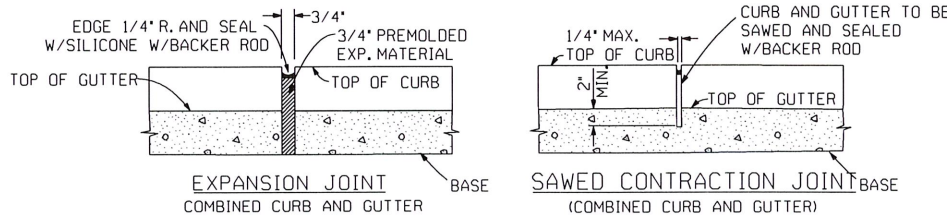
TYPICAL HALF SECTION - SECTION 1 SN > 3.50
 INTERIOR, NON-COLLECTOR



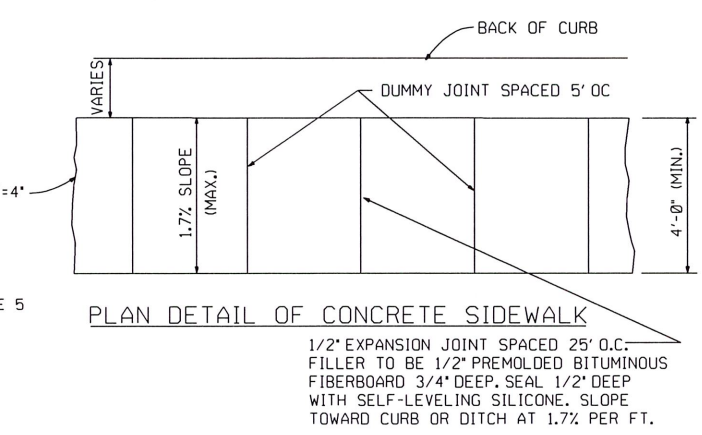
TYPICAL HALF SECTION - SECTION 2 SN > 3.85
 INTERIOR COLLECTOR (LOW VOLUME)



TYPICAL HALF SECTION - SECTION 3 SN > 3.95
 INTERIOR COLLECTOR (HIGH VOLUME)



TYPICAL ASPHALT CONCRETE INTERSECTION LAYOUT



GENERAL NOTES

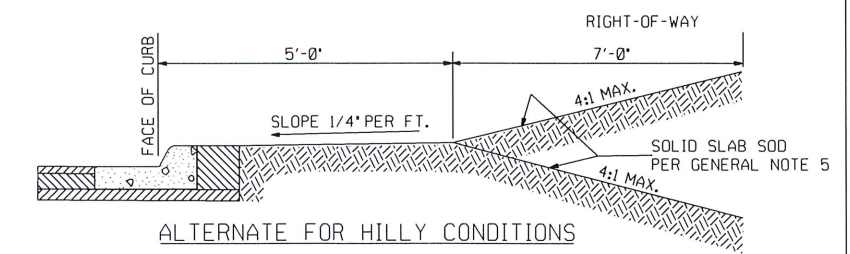
- ENGINEER SHALL SUBMIT SOILS REPORT VERIFYING THAT THE SUBGRADE IS COMPATIBLE AS SPECIFIED.
- ALL MATERIALS AND CONSTRUCTION, EXCEPT AS TESTED, SHALL BE IN STRICT ACCORDANCE WITH STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2019, AND LATEST SUPPLEMENTS AS PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AS AMENDED AND ADOPTED BY THE CITY OF TULSA.
- SPECIAL BACKFILL SHALL BE ANY MATERIAL MEETING THE SPECIFICATIONS OF ODOT SECTION 703.01.
- 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:
 - A. S4 LAYER COEFFICIENT = 0.42
DRAINAGE COEFFICIENT = 1.0
 - B. S3 LAYER COEFFICIENT = 0.40
DRAINAGE COEFFICIENT = 1.0
 - C. TYPE 'A' AGGREGATE BASE LAYER COEFFICIENT = 0.14
DRAINAGE COEFFICIENT = 0.80
 - D. SUBGRADE TREATMENT LAYER COEFFICIENT = 0.12
DRAINAGE COEFFICIENT = 0.80
 (TO BE VERIFIED BY GEOTECHNICAL TESTING ATTAINED STRENGTH OF SITE SOILS MIX DESIGNS) 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.
- SOLID SLAB SOD MEETING THE REQUIREMENTS OF ODOT SECTION 230 SHALL BE CONSTRUCTED IN ALL UNPAVED AREAS WITHIN 4' OF CURB FOR NEW CONSTRUCTION. ALL OTHER DISTURBED AREAS MUST BE STABILIZED PER ODOT REQUIREMENTS. FOR REPAIR OF EXISTING STREETS ALL DISTURBED AREAS MUST BE SODDED.
- MOUNTABLE CURBS TO BE CONSTRUCTED IN ALL MEDIANS.
- CONCRETE SIDEWALKS TO BE CONSTRUCTED ON ALL COLLECTOR STREETS IN ACCORDANCE WITH SIDEWALK DETAIL AND THE SUBDIVISION REGULATIONS.
- ALLEY PAVEMENT SECTION MAY VARY IN WIDTH, CROSS SLOPE AND CURBING AS DETERMINED BY THE CITY.

CONTRACTOR'S ATTENTION IS DIRECTED TO THE FOLLOWING:

- CONTRACTOR SHALL CLEAN ASPHALT PAVEMENT SURFACE AND REMOVE LOOSE MATERIAL PRIOR TO APPLYING TACK COAT.
- ONE QUART TACK COAT SAMPLE FROM CONTRACTOR'S TACK TRUCK SHALL BE DELIVERED BY CONTRACTOR TO THE INSPECTOR 24 HOURS PRIOR TO APPLICATION. OIL CONTENT MUST BE 23% OR GREATER.
- MINIMUM TACK APPLICATION RATE IS 0.1 GAL./S.Y. EQUIPMENT HEATER, AGITATOR, AND SPRAY BAR SHALL BE OPERABLE. CONTRACTOR SHALL BROOM OFF EXCESS TACK. TACK SHALL BE COMPLETELY CURED BEFORE LAYING ASPHALT.
- ASPHALT TEMPERATURE SHALL NOT EXCEED 350° F. OR MAX. DESIGN TEMPERATURE AT PLANT DISCHARGE.
- AMBIENT SURFACE TEMPERATURE AT LAYDOWN SHALL BE PER SPEC. ODOT 411.04.1. SURFACE MUST BE DRY.
- ASPHALT TEMPERATURE AT LAYDOWN SHALL BE A MAXIMUM OF 325° F. AND A MINIMUM OF 285° F.
- PAVING OPERATION SHALL BE CONTINUOUS WITH STEADY FLOW OF TRUCKS.
- CONTRACTOR SHALL ESTABLISH ROLLING PATTERN BY TRACKING DENSITIES WITH A NUCLEAR GAUGE. CONTRACTOR SHALL VERIFY PATTERN WITH TESTING LAB. EXTRACTION/GRADATION SAMPLES SHALL BE TAKEN DAILY.
- 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.
- CONTRACTOR SHALL ROLL OUT AND COMPACT ASPHALT MATERIAL ABOVE 180° F. ASPHALT TEMPERATURE.
- CONTRACTOR SHALL TAKE 3 CORINGS FOR EACH DAY'S PRODUCTION OR EVERY 500 TONS. LOCATION TO BE DESIGNATED BY THE ENGINEER.
- CONTRACTOR SHALL APPLY TACK COAT TO FACE OF THE GUTTER PRIOR TO PLACEMENT OF PAVING.
- ALL SUBGRADE PREPARATIONS AND SUBGRADE TREATMENTS SHALL BE COMPLETED AND COVERED WITH ASPHALT IN A TIMELY MANNER AS DICTATED BY THE APPLICABLE ODOT SPECIFICATIONS. PER ODOT 307 TREATED SUBGRADE MUST BE SPRINKLED TO MAINTAIN MOISTURE CONTENT UNTIL ASPHALT IS PLACED. UNTREATED SUBGRADE SHALL BE COVERED WITH ASPHALT WITHIN A WEEK. RETESTING IS REQUIRED AFTER RAIN EVENTS.
- CONTRACTOR IS RESPONSIBLE FOR THE ESTABLISHMENT AND MAINTENANCE OF ADEQUATE DRAINAGE OF THE SUBGRADE AND ROADWAY AT ALL TIMES. CORRECTION OF DAMAGE TO THE PAVEMENT SECTION DUE TO INADEQUATE DRAINAGE IS THE RESPONSIBILITY OF THE CONTRACTOR.



SAWED CONTRACTION JOINT
 (COMBINED CURB AND GUTTER)



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 ON PUBLIC STREETS.
- 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 48 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
 ASPHALT PAVEMENT STANDARD
 DETAILS FOR ALLEYS, RESIDENTIAL,
 AND COLLECTOR STREETS
 DATE: MARCH 2022 STD. 726