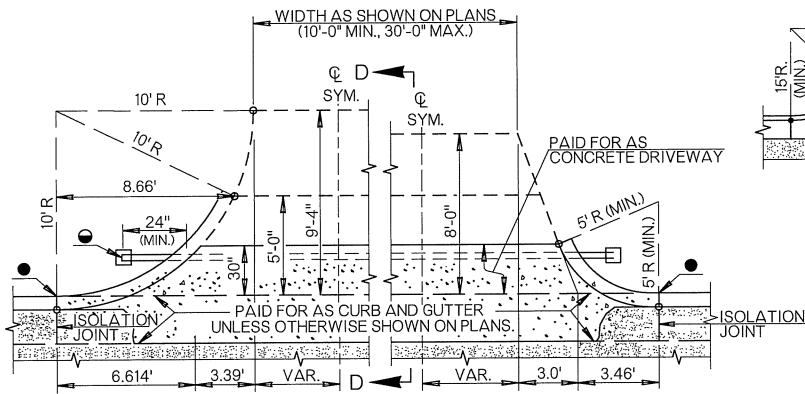
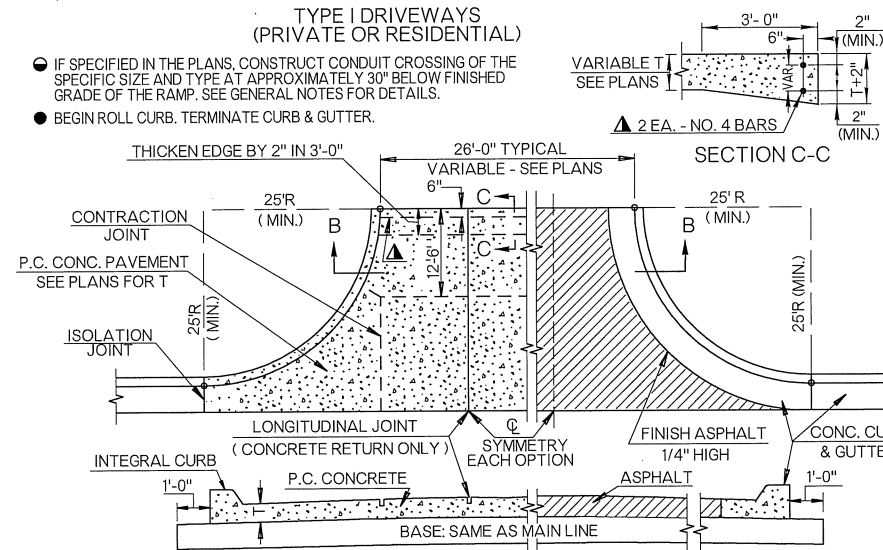


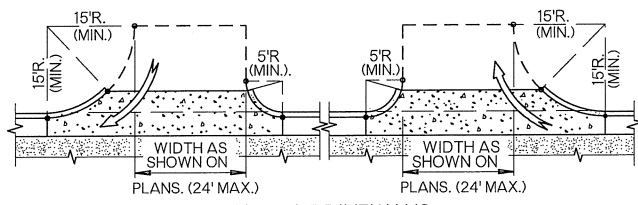
OKLAHOMA DEPARTMENT OF TRANSPORTATION		
STANDARD REVISIONS		
DESCRIPTION	DATE	



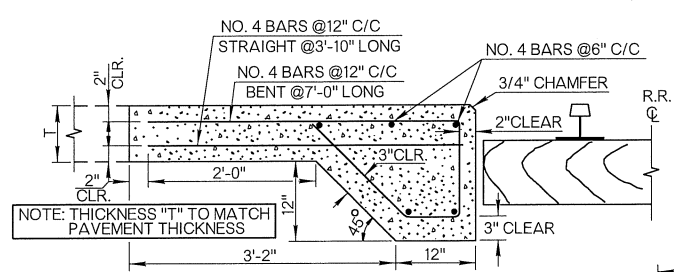
- IF SPECIFIED IN THE PLANS, CONSTRUCT CONDUIT CROSSING OF THE SPECIFIC SIZE AND TYPE AT APPROXIMATELY 30" BELOW FINISHED GRADE OF THE RAMP. SEE GENERAL NOTES FOR DETAILS.
- BEGIN ROLL CURB. TERMINATE CURB & GUTTER.



TYPE 2 DRIVEWAY
(TWO-WAY OPERATION)

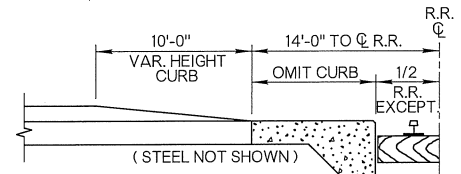


TYPE 2A DRIVEWAYS
(ONE-WAY OPERATIONS)

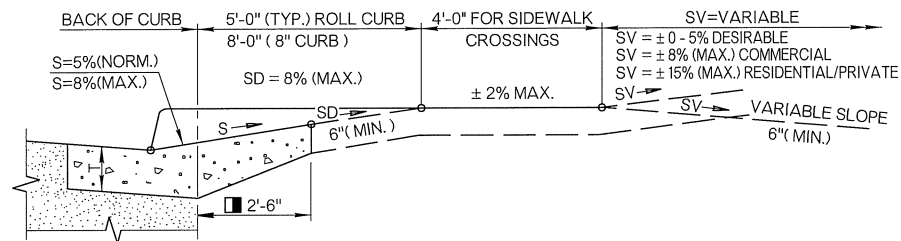


P. C. RAILROAD APPROACH SLAB WITH
THICKENED EDGE AT RAILROAD CROSSING

THICKENED EDGE OF CONCRETE RAILROAD APPROACH SLAB SHALL EXTEND FROM OUTSIDE TO OUTSIDE OF SHOULDERS. COST OF CLASS A CONCRETE & REINFORCING STEEL TO BE INCLUDED IN THE PRICE BID FOR RAILROAD APPROACH SLAB.



DETAIL OF CURBS ADJACENT
TO RAILROAD CROSSINGS



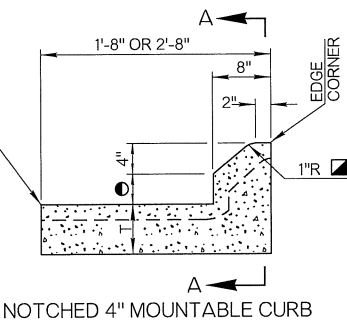
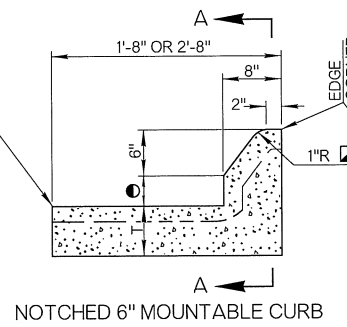
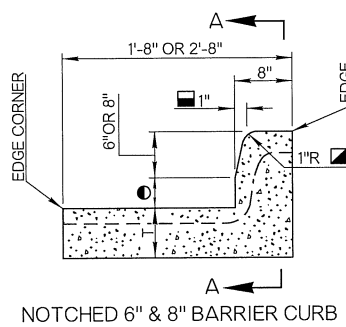
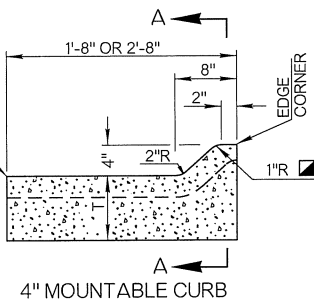
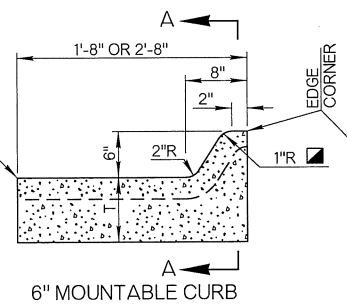
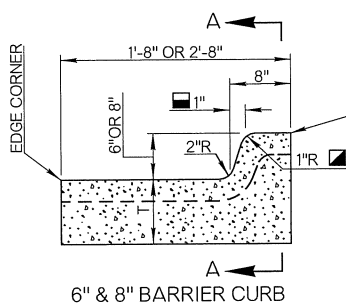
SECTION D-D ALONG \bar{C} DRIVE

WHEN SIDEWALK IS BUILT DIRECTLY BEHIND CURB, THE CONCRETE DRIVEWAY SHOULD BE CONSTRUCTED & EXTENDED TO THE BACK EDGE OF SIDEWALK.

GENERAL NOTES

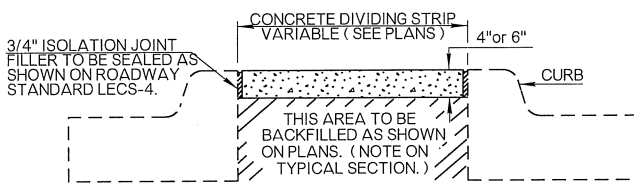
- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 ODOT STANDARD SPECIFICATIONS.
- COST OF JOINT FILLERS, SEALING AND REINFORCING STEEL SHALL BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.
- TRANSVERSE ISOLATION JOINTS FOR CONCRETE DIVIDING STRIP AND CONCRETE MOUNTABLE CURB TYPE (TO BE 1/2" ISOLATION JOINT FILLER AT 50' C/C, 1/4" ISOLATION JOINT FILLER AT 1/3 POINTS BETWEEN 1/2" ISOLATION JOINTS. FILLER MATERIAL TO BE PREMOLED AND JOINTS TO BE SEALED AS SHOWN ON ROADWAY STANDARD LECS-4.
- COMBINED CURB & GUTTER SHALL HAVE 3/4" ISOLATION JOINTS AT DRAINAGE STRUCTURES, STREET CURB RETURNS AND AT THOSE LOCATIONS SHOWN ON THE PLANS. BUTT OR SAWED JOINTS SHALL BE SPACED AT 20'-0" CENTERS MAX. JOINT FILLER IN THE CURBS SHALL EXTEND TO WITHIN 2" OF THE FACE & TOP OF CURB. ALL JOINTS SHALL BE SEALED AS SHOWN ON ROADWAY STANDARD LECS-4.
- ALL CONDUIT CROSSINGS ARE TO BE TRENCHED, PLACED, BACKFILLED AND COMPACTED PRIOR TO SURFACING. BORING OR PUSHING PROCEDURES MAY BE USED WHERE SURFACING IS ALREADY IN PLACE AND IF APPROVED BY THE ENGINEER.
- IF CONDUIT IS NOT CONTINUOUS BETWEEN DRIVEWAYS OR RAMPS, CAP BOTH ENDS OF EACH CONDUIT CROSSING AND PLACE MARKER TO PREVENT DAMAGE DURING CONSTRUCTION.
- CONDUIT SHALL NOT TERMINATE BELOW A SURFACED AREA, BUT SHALL EXTEND A MINIMUM OF 2'-0" PAST EDGE OF PAVING.
- FOR PULL BOX INSTALLATION DETAILS, SEE TRAFFIC STANDARD PBD1-1 (PULL BOX DETAILS).

TYPICAL STREET RETURN

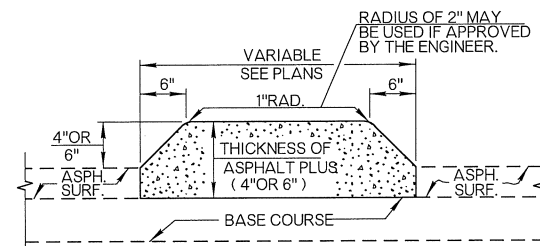


COMBINED CURB & GUTTER TYPICAL SECTIONS

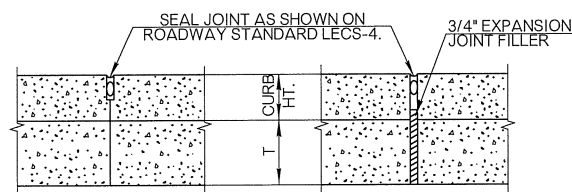
- NOTE: T DIMENSION EQUALS THE THICKNESS SHOWN ON TYPICAL SECTION. (MIN.=6")
- DIMENSION EQUALS THE THICKNESS ASPHALT CONC. SHOWN ON TYPICAL SECTION. (MIN.=2"; MAX.=4")
 - RADIUS OF 2" MAY BE USED IF APPROVED BY THE ENGINEER.
 - BATTER OF 2" MAY BE USED IF APPROVED BY THE ENGINEER.



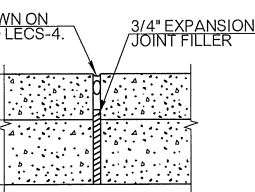
CONCRETE DIVIDING STRIP



CONCRETE MEDIAN
MOUNTABLE CURB TYPE
(TO BE PAID FOR AS CLASS A CONCRETE.)

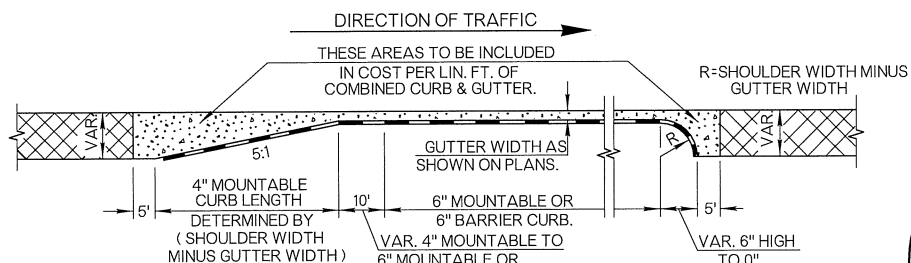


SECTION A-A
BUTT JOINTS



SECTION A-A
ISOLATION JOINTS

CURB & GUTTER JOINTS
BUTT & ISOLATION JOINTS TO EXTEND THROUGH
CURB & GUTTER TO BACK OF CURB



BEGINNING CURB & GUTTER

ENDING CURB & GUTTER

BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
414 (H)	P. C. RAILROAD APPROACH SLABS	SY
509 (B)	CLASS A CONCRETE	CY
609 (B)	COMBINED CURB & GUTTER (▲)	LF
610 (B)	CONCRETE DRIVEWAY	SY
610 (C)	CONCRETE DIVIDING STRIP	SY
610 (H)	ASPHALT DIVIDING STRIP	SY

- WIDTH OF CURB & GUTTER WILL BE SPECIFIED.
- HEIGHT & TYPE OF CURB SHALL BE SPECIFIED.
- THICKNESS WILL BE SPECIFIED.



APPROVED BY
ROADWAY ENGINEER *Calderon* DATE *04/14/15*
ROADWAY DESIGN DIVISION STANDARD

ASPHALT SURFACING CONSTRUCTION DETAILS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2009 SPECIFICATIONS