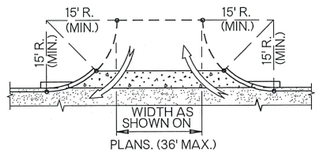
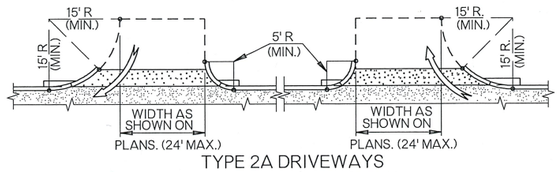
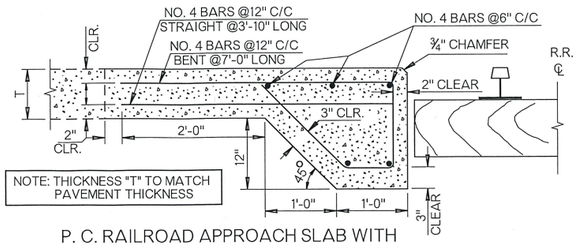
OKLAHOMA DEPARTMENT OF TRANSPORTATION	
STANDARD REVISIONS	
DESCRIPTION	DATE



TYPE 2 DRIVEWAY
(TWO -WAY OPERATION)

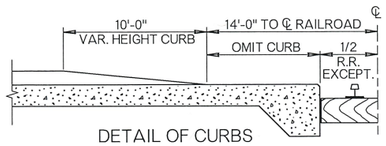


TYPE 2A DRIVEWAYS
(ONE -WAY OPERATION)

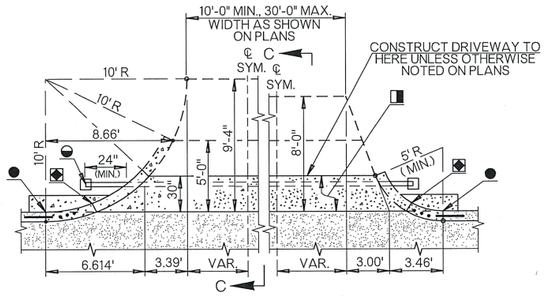


NOTE: THICKNESS "T" TO MATCH PAVEMENT THICKNESS

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

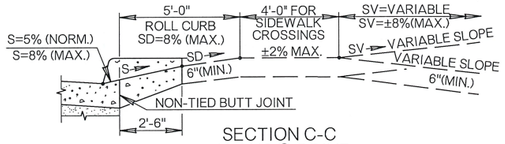


DETAIL OF CURBS
ADJACENT TO RAILROAD CROSSINGS



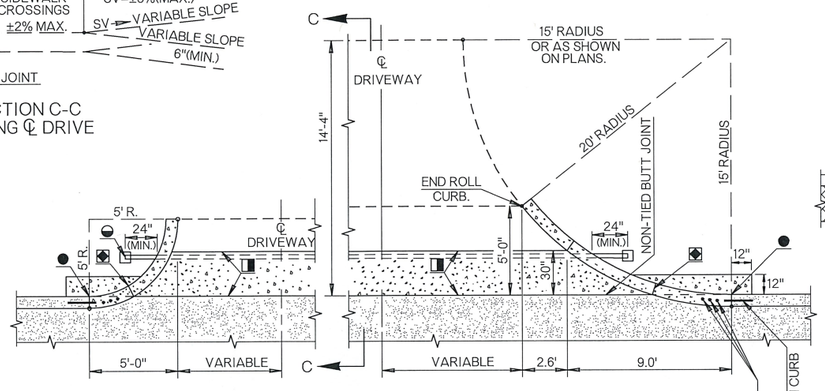
TYPE I DRIVEWAYS
(PRIVATE OR RESIDENTIAL)

◆ ¾" EXPANSION JOINT NO LOAD TRANSFER DEVICES
◧ PAID FOR AS CONCRETE DRIVEWAY (INCLUDES CURB)
● BEGIN ROLL CURB & TERMINATE INTEGRAL CURB. POUR APRON & CURB INTEGRAL WITH DRIVEWAY
◒ IF SPECIFIED IN THE PLANS, CONSTRUCT CONDUIT CROSSING OF THE SAME SIZE & TYPE SPECIFIED AT APPROXIMATELY 30" BELOW FINISHED GRADE OF RAMP. SEE GENERAL NOTES FOR DETAILS.



SECTION C-C
ALONG ℄ DRIVE

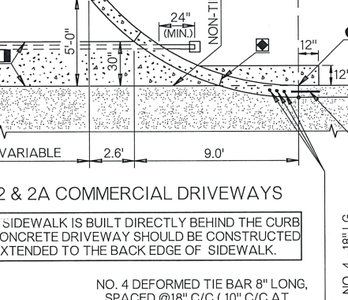
FOR STREET RETURN DETAILS SEE THE CURRENT VERSION OF ROADWAY STD. ASCD-5.



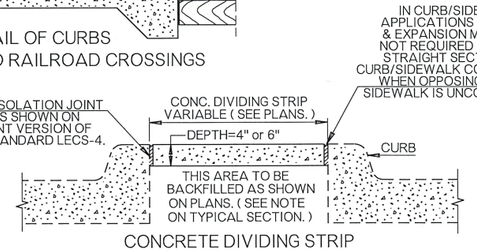
TYPE 2 & 2A COMMERCIAL DRIVEWAYS

◆ ¾" EXPANSION JOINT NO LOAD TRANSFER DEVICES
◧ PAID FOR AS CONCRETE DRIVEWAY (INCLUDES CURB)
● BEGIN ROLL CURB & TERMINATE INTEGRAL CURB. POUR APRON & CURB INTEGRAL WITH DRIVEWAY
◒ IF SPECIFIED IN THE PLANS, CONSTRUCT CONDUIT CROSSING OF THE SAME SIZE & TYPE SPECIFIED AT APPROXIMATELY 30" BELOW FINISHED GRADE OF RAMP. SEE GENERAL NOTES FOR DETAILS.

NOTE: WHEN SIDEWALK IS BUILT DIRECTLY BEHIND THE CURB THE CONCRETE DRIVEWAY SHOULD BE CONSTRUCTED AND EXTENDED TO THE BACK EDGE OF SIDEWALK.

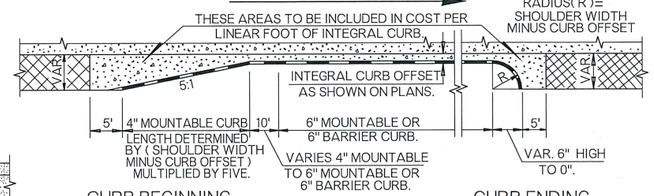


OPTIONAL CURB CONSTRUCTION
FOR SLIP FORM PAVING



CONCRETE DIVIDING STRIP

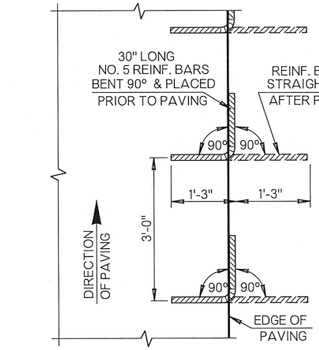
TRANSVERSE EXPANSION JOINTS TO BE 1/2" EXPAN. JOINT FILLER AT 50'-0" C/C, 1/4" EXPANSION JOINT MATERIAL AT 1/3 POINTS BETWEEN 1/2" EXPANSION JOINTS. FILLER MATERIAL TO BE PREMOLDED & JOINTS TO BE SEALED AS SHOWN ON THE CURRENT VERSION OF ROADWAY STANDARD LECS-4. JOINTS IN DIVIDING STRIP SHOULD ALIGN WITH CURB EXPANSION JOINTS.



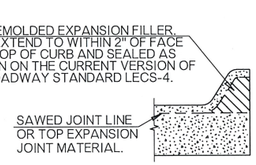
CURB BEGINNING CURB ENDING

GENERAL NOTES

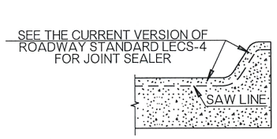
1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 ODOT STANDARD SPECIFICATIONS.
2. ALL COST OF CLASS A CONCRETE & REINFORCING STEEL IN THICKENED EDGE AT RAILROAD CROSSINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR APPROACH SLAB-RAILROAD.
3. COST OF JOINT FILLERS, SEALING AND REINFORCING STEEL SHALL BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.
4. CONTRACTION JOINTS IN JOINTED P.C. PAVEMENT SHALL BE AT APPROXIMATELY 15'-0" CENTERS, UNLESS OTHERWISE SHOWN ON THE PLANS.
5. CURB & GUTTER SHALL BE PLACED INTEGRAL WITH THE PAVING SLAB UNLESS OTHERWISE SHOWN IN THE PLANS. TRANSVERSE JOINTS SHALL MATCH PAVEMENT JOINTS AND PLACED AT DRAINAGE STRUCTURES. LONGITUDINAL JOINTS SHALL BE TIED WITH #5 DEFORMED TIE BARS 2'-6" LONG AT 3'-0" CTRS. SEE TIED BUTT AND LONGITUDINAL CONSTRUCTION JOINT DETAIL ON THE CURRENT VERSION OF ROADWAY STANDARD LECS-4.
6. 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.
7. IF CONDUIT IS NOT CONTINUOUS BETWEEN DRIVEWAYS/RAMPS, CAP BOTH ENDS OF EACH CONDUIT CROSSING AND PLACE MARKER TO PREVENT DAMAGE DURING CONSTRUCTION.
8. CONDUIT SHALL NOT TERMINATE BELOW A SURFACED AREA, BUT SHALL EXTEND MINIMUM OF 24" PAST EDGE OF PAVING.
9. FOR PULL BOX INSTALLATION DETAILS, SEE THE CURRENT VERSION OF TRAFFIC STANDARD PBD1-1.



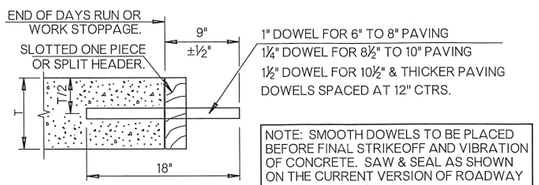
SECTION B-B



CURB JOINT WITH EXPANSION MATERIAL

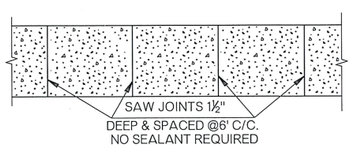


ALTERNATE CURB JOINT



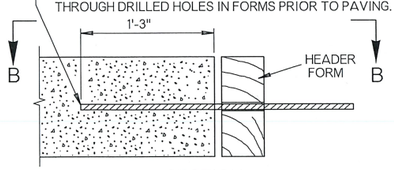
NOTE: SMOOTH DOWELS TO BE PLACED BEFORE FINAL STRIKEOFF AND VIBRATION OF CONCRETE. SAW & SEAL AS SHOWN ON THE CURRENT VERSION OF ROADWAY STANDARD LECS-4.

TRANSVERSE CONSTRUCTION JOINT
(TO BE USED AT END OF DAYS PLACEMENT OF CONCRETE OR ANY STOPPAGE OF 30 MINUTES OR MORE.)



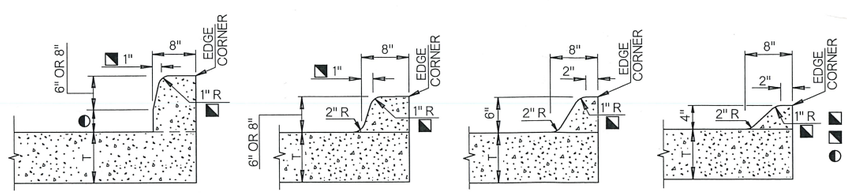
PLAN DETAIL OF CONCRETE SIDEWALK

NO. 5 DEF. TIE BAR SPACED @ 3'-0" C/C MAY BE PRE-BENT 90° AND PLACED INTO EDGE OF SLAB AND POSITIONED BEFORE OR DURING SLIP FORM OPERATIONS AND THEN STRAIGHTENED BEFORE PAVING THE ADJACENT PARALLEL LANE. STRAIGHT BARS MAY ALSO BE PLACED THROUGH DRILLED HOLES IN FORMS PRIOR TO PAVING.



SECTION
TIED LONGITUDINAL BUTT JOINT
(TO BE USED BETWEEN ADJACENT PAVING LANES)

NOTE: LONGITUDINAL BUTT JOINT TIE BAR STEEL AND PLACEMENT METHOD NOT COVERED ON THIS STANDARD SHALL BE APPROVED BY THE ENGINEER.



INTEGRAL CURB TYPICAL SECTIONS

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

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
414 (H)	P. C. RAILROAD APPROACH SLABS	SY
609 (A)	■ CONCRETE CURB (INTEGRAL)	LF
610 (A)	▼ CONCRETE SIDEWALK	SY
610 (B)	▼ CONCRETE DRIVEWAY	SY
610 (C)	▼ CONCRETE DIVIDING STRIP	SY

■ HEIGHT & TYPE OF CURB SHALL BE SPECIFIED.
▼ THICKNESS SHALL BE SPECIFIED IN INCHES.

APPROVED BY ROADWAY ENGINEER: _____ DATE: 01/28/19

ROADWAY DESIGN DIVISION STANDARD

CONCRETE SURFACING CONSTRUCTION DETAILS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2009 SPECIFICATIONS

CSCD-5	4
	R-12