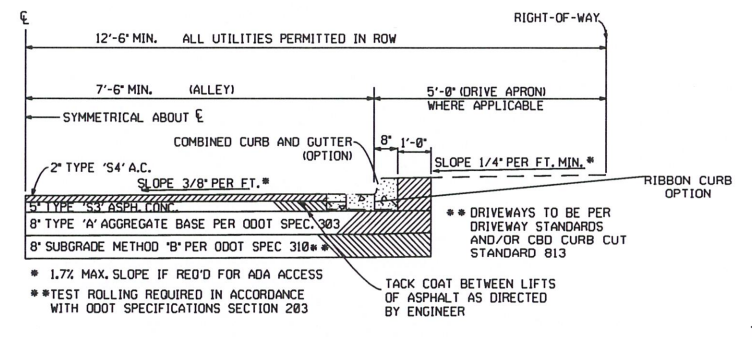
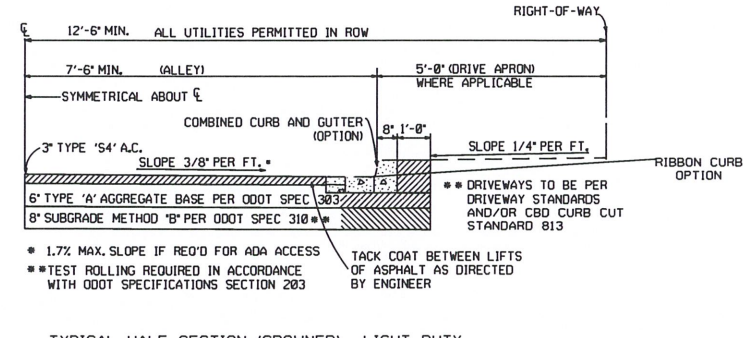


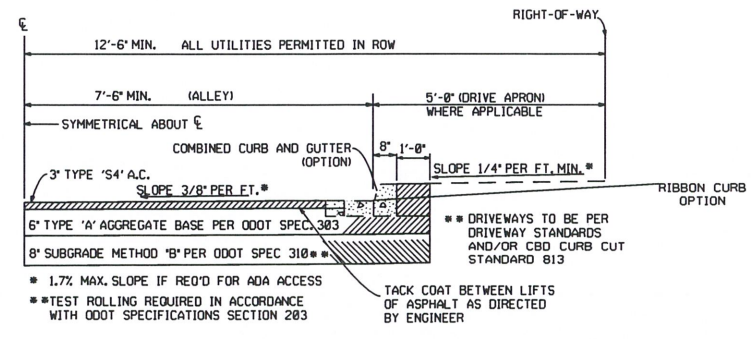
TYPICAL HALF SECTION (CROWNED)



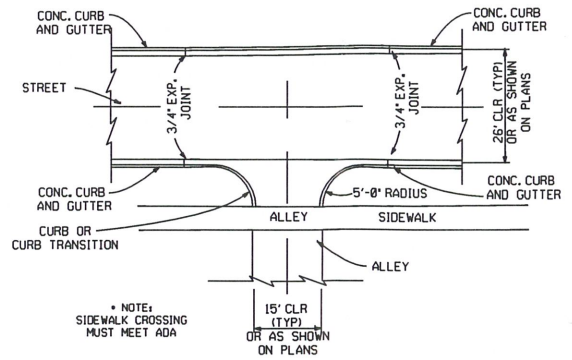
TYPICAL HALF SECTION (VALLEY GUTTER)



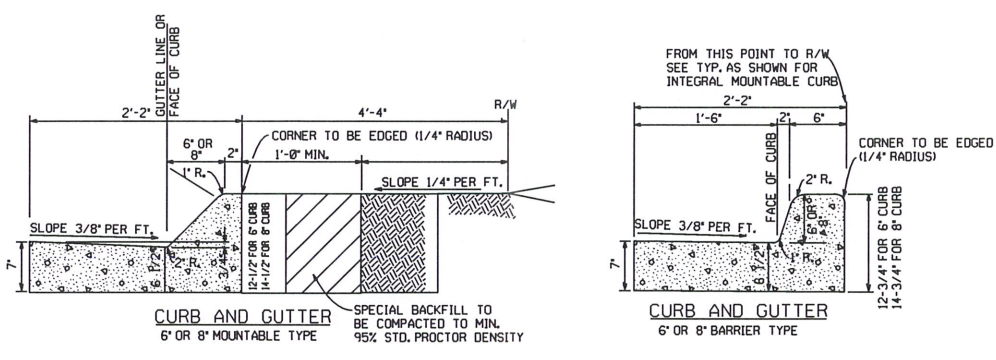
TYPICAL HALF SECTION (CROWNED) - LIGHT DUTY



TYPICAL HALF SECTION (VALLEY GUTTER) - LIGHT DUTY

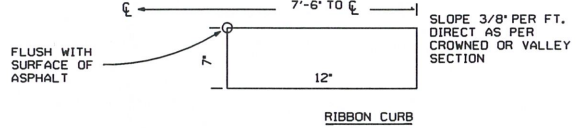


TYPICAL ALLEY CONNECTION LAYOUT

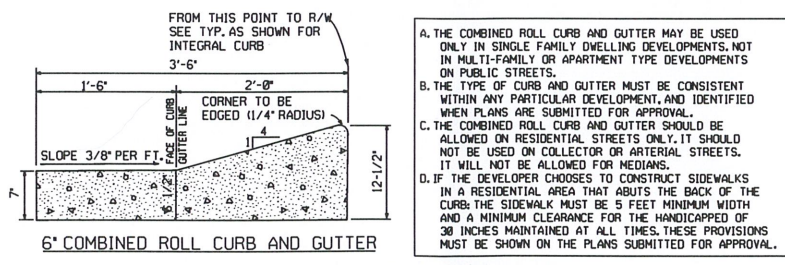


CURB AND GUTTER

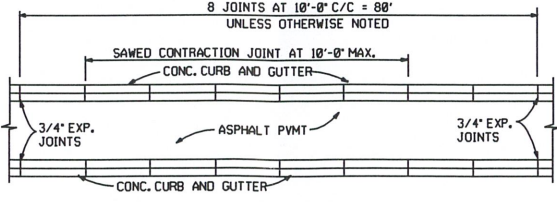
CURB AND GUTTER



RIBBON CURB



6\"/>



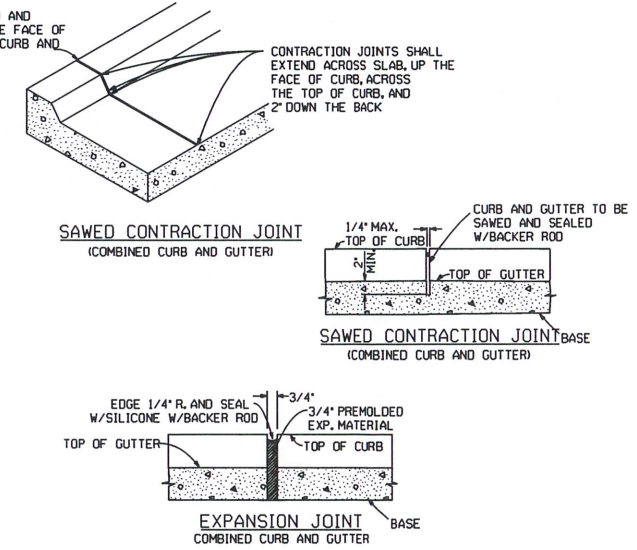
TYPICAL COMBINED CURB AND GUTTER JOINT LAYOUT

- GENERAL NOTES**
- SPECIAL BACKFILL SHALL BE ANY MATERIAL MEETING THE SPECIFICATIONS OF ODOT SECTION 705.
 - ALL MATERIALS AND CONSTRUCTION, SHALL BE IN 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.
 - ENGINEER SHALL SUBMIT SOILS REPORT VERIFYING THAT THE SUBGRADE IS COMPACTIBLE AS SPECIFIED.
 - ANY DEVIATION FROM THIS STANDARD SHALL BE SUBMITTED FOR APPROVAL.
 - STORM SEWER INLETS SHALL NOT BE CONSTRUCTED WITHIN INTERSECTIONS.
 - SOLID SLAB SOD MEETING THE REQUIREMENTS OF ODOT SPECIFICATIONS SECTION 230 SHALL BE INSTALLED IN ALL UNPAVED AREAS WITHIN 4' OF CURB FOR NEW CONSTRUCTION. ALL OTHER DISTURBED AREAS MUST BE STABILIZED PER ODEO REQUIREMENTS. FOR REPAIR OF EXISTING STREETS ALL DISTURBED AREAS MUST BE SODDED.
 - SIDEWALKS AND RAMPS SHALL MEET THE ADA ACCESSIBILITY TECHNICAL REQUIREMENTS AS SHOWN AT WWW.ACCESS-BOARD.GOV/PROWAG/
 - ALL UTILITIES WILL MEET APPLICABLE CITY & ODEO STANDARDS.
 - ANY DEVIATION FROM THIS STANDARD SHALL BE SUBMITTED FOR APPROVAL.
 - USE OF LIGHT DUTY ALLEY SECTION(S) MUST MEET THE FOLLOWING:
 - RESIDENTIAL AREAS
 - NON-COMMERCIAL AREAS
 - SUBJECT TO LIGHT DUTY VEHICLES, I.E. PASSENGER AND/OR LIGHT DUTY VEHICLES
 - THE FOLLOWING VEHICLE, TRUCK AND APPURTENANCE TYPES ARE NOT ALLOWED: DELIVERY, DUMP, TRACTOR-TRAILER, BUS, AND MORE THAN TWO AXLES.
 - EXCEPTIONS TO THE ABOVE: TWO AXLES REFUSE/RECYCLING VEHICLES, PUBLIC AND QUASI-PUBLIC UTILITY VEHICLES REQUIRED TO CONSTRUCT, MAINTAIN, AND/OR OPERATE PUBLIC UTILITIES LOCATED WITHIN THE ALLEY, RIGHT-OF-WAY, AND/OR EASEMENT ARE ALLOWED.
 - MUST BE PRIVATELY OWNED AND PRIVATELY MAINTAINED.
 - SIDEWALK CROSS-SLOPE, WIDTH, AND RAMPS SHALL BE ADA COMPLIANT PER STANDARD 702 AND 703 AND ALL OTHER APPLICABLE STANDARDS.
 - 15' IS THE MINIMUM PAVING WIDTH.

CONTRACTOR'S ATTENTION IS DIRECTED TO THE FOLLOWING:

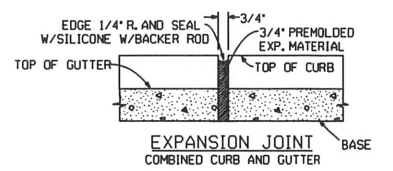
- CONTRACTOR SHALL CLEAN ASPHALT PAVEMENT SURFACE AND REMOVE LOOSE MATERIAL PRIOR TO APPLYING TACK COAT.
- ONE QUART TACK COAT SAMPLE FROM CONTRACTOR'S TACK TRUCK SHALL BE DELIVERED BY CONTRACTOR TO THE INSPECTOR 24 HOURS PRIOR TO APPLICATION. OIL CONTENT MUST BE 23% OR GREATER.
- MINIMUM TACK APPLICATION 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 380° F. OR MAX. DESIGN TEMPERATURE AT PLANT DISCHARGE.
- AMBIENT SURFACE TEMPERATURE AT LAYDOWN SHALL BE PER SPEC. ODOT 411B.4.L 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.
- 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.

ALL CURB SHALL BE SAWS AND BACKER ROD PLACED UP THE FACE OF CURB, ACROSS THE TOP OF CURB AND 2\"/>



SAWED CONTRACTION JOINT (COMBINED CURB AND GUTTER)

SAWED CONTRACTION JOINT BASE (COMBINED CURB AND GUTTER)



EXPANSION JOINT COMBINED CURB AND GUTTER

[Signature]
CITY ENGINEER
[Signature]
DEPUTY DIRECTOR
[Signature]
DESIGN MANAGER

CITY OF TULSA, OKLAHOMA
PUBLIC WORKS DEPARTMENT

ASPHALT PAVEMENT STANDARD
DETAILS FOR ALLEYS

REVISION	BY	DATE

DATE: MARCH 2024

STD. 726A

PATH NAME: E:\PARTS\STD\CON\STD\726A-ROBINSON ALLEY AND STREET STANDARDS.DWG DRB 3/27/2024