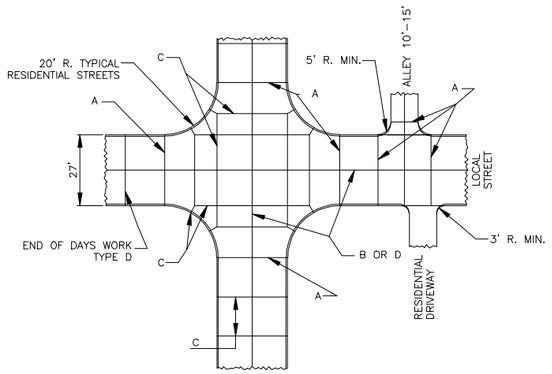
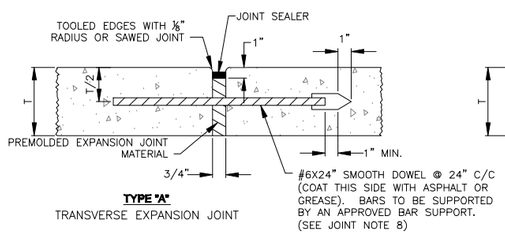


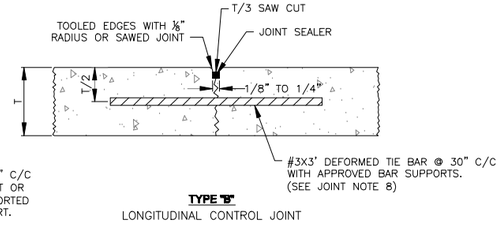
TYPICAL STREET INTERSECTION
FOR INTEGRAL OR SEPARATELY POURED CURB & GUTTER

MAX. JOINT SPACING		
TRANSVERSE	LONGITUDINAL	
15'-0"	UNDER 30'	30' & OVER
	½ WIDTH	⅓ WIDTH

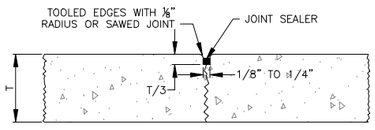
DETAIL NO. 1
JOINT LAYOUT



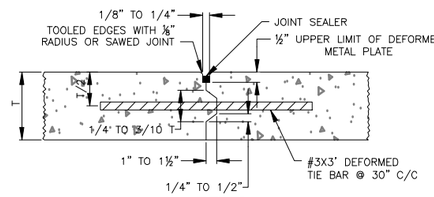
TYPE "A"
TRANSVERSE EXPANSION JOINT



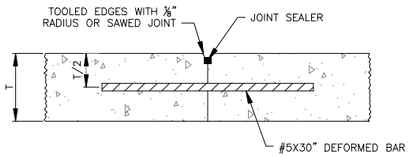
TYPE "B"
LONGITUDINAL CONTROL JOINT



TYPE "C"
TRANSVERSE CONTRACTION JOINT

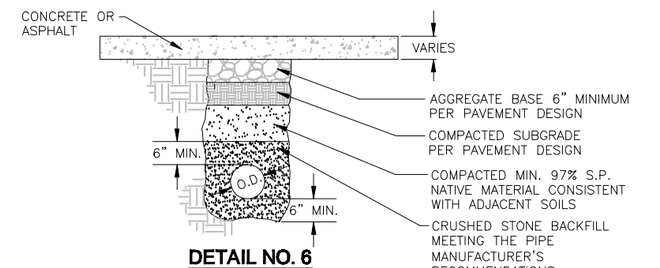


TYPE "D"
TONGUE & GROOVE
CONSTRUCTION JOINT
LOAD TRANSFER ALL COLD JOINTS

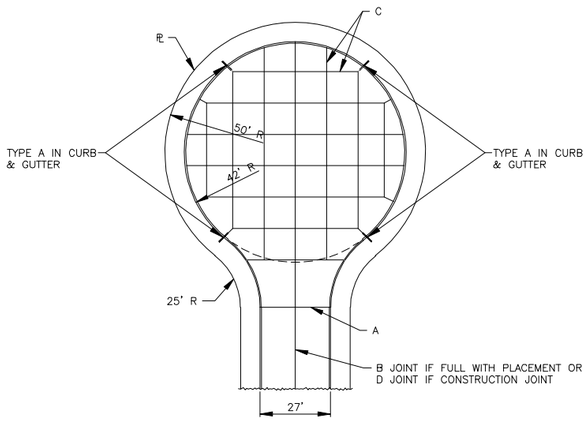


TYPE "D1"
LOAD TRANSFER CONSTRUCTION JOINT
(NO KEY WAY) OR (CONNECT TO EXISTING PAVEMENT SEE NOTE 9)

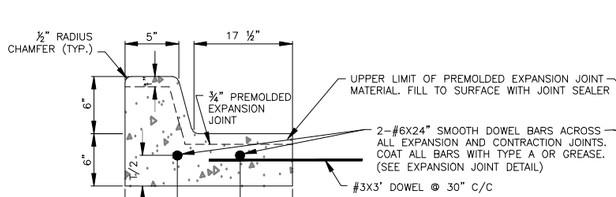
DETAIL NO. 3
LONGITUDINAL & TRANSVERSE JOINTS



DETAIL NO. 6
UTILITY CROSSING IF SOIL PI>25
CLAY PLUG AT EDGE OF PAVEMENT FOR 2' TO STOP WATER MIGRATION



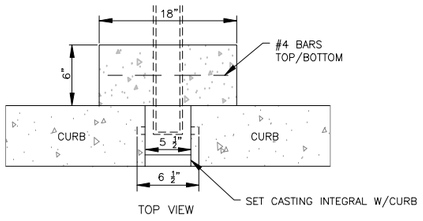
DETAIL NO. 2
CUL-DE-SAC



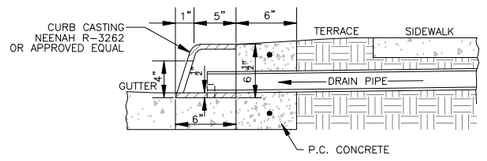
"SLIP-FORM" OR "POURED-IN-PLACE" TYPE CONSTRUCTION (CONCRETE PAVEMENT)

"SLIP-FORM" OR "POURED-IN-PLACE" TYPE CONSTRUCTION (ASPHALT PAVEMENT)

DETAIL NO. 4
CONCRETE CURB & GUTTER



TOP VIEW



DETAIL NO. 5
STORM WATER CURB OPENING

CONSTRUCTION NOTES

JOINT AND CONCRETE CURB & GUTTER NOTES

1. CONTRACTION JOINTS SHALL BE SAWED AS SOON AS CONCRETE WILL CUT WITHOUT RAVELING. THE SAWING SHOULD BEGIN ON THE POUR MADE YESTERDAY BEFORE THE POUR BEGINS TODAY, IF CONCRETE WILL CUT WITHOUT RAVELING.
2. GROOVES IN JOINTS MAY BE FORMED BY: (A) TEMPORARY EMBEDMENT OF A SUITABLE MANDREL; (B) INSTALLATION OF A THIN STRIP OF PRE-MOLDED JOINT FILLER MATERIAL; (C) SAWING THE PAVEMENT AFTER THE CONCRETE HAS HARDENED.
3. GROOVES IN JOINTS WILL BE THOROUGHLY CLEANED OUT BEFORE ANY SEALING FILLER IS POURED.
4. JOINT SEALER SHALL MEET REQUIREMENTS NOTED IN SECTION 701.08 OF THE LATEST EDITION OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS ACCEPTABLE HOT POURED JOINT SEALER PRODUCTS INCLUDE W.R. MEADOWS #164, W.R. MEADOWS HI-SPEC OR APPROVED EQUAL. ACCEPTABLE COLD POURED JOINT SEALER PRODUCTS INCLUDE W.R. MEADOWS GARDOX, DOW CORNING 890SL, DOW CORNING 888 OR APPROVED EQUAL.
5. TYPE "D" JOINTS SHALL BE USED AT THE END OF A DAY'S WORK. (SIDE AND END)
6. WHEN PAVEMENT IS ASPHALT, SLIP-FORM OR FORMED-IN-PLACE CURB AND GUTTER SHALL HAVE 3/4" TYPE A EXPANSION JOINTS SPACED AT 100' C/C MAX. AND AT RADIUS POINTS OF ALL INTERSECTIONS AND HORIZONTAL CURVES WITH A MINIMUM OF 2 LOAD TRANSFER DOWELS WITH CUPS AT EACH EXPANSION JOINT. TONGUE AND GROOVE OR SAWED JOINTS SHALL BE SPACED AT 15' C/C MAXIMUM BETWEEN EXPANSION JOINTS. EXPANSION JOINT FILLER IN THE CURBS SHALL EXTEND TO WITHIN 1" OF THE FACE AND TOP OF CURB AND SHALL THEN BE FILLED TO SURFACE WITH JOINT SEALER.
7. WHEN PAVEMENT IS CONCRETE, 3/4" EXPANSION JOINTS SHALL BE INSTALLED AT ALL STRUCTURES. TYPE A JOINTS SHALL BE INSTALLED AT ALL RADIUS POINTS OF INTERSECTIONS AND ALL HORIZONTAL CURVES.
8. USE CHAIRS FOR 3/8" TIE BAR (TYPE "B"), AND APPROVED BAR SUPPORT FOR #6 SMOOTH DOWEL BARS.
9. CONNECTION TO EXISTING CONCRETE PAVEMENT SHALL BE MADE BY DOWELING WITH #5X30" REBAR @ 24" C/C. DRILL AND EPOXY 9" INTO EXISTING PAVEMENT.
10. CURB AND GUTTER FOR ASPHALT STREET SHALL BE PER DETAIL #4.
11. CURB FOR CONCRETE STREET SHALL BE INTEGRAL WITH THE PAVEMENT OR SHALL BE POURED AS CURB AND GUTTER AS PER DETAIL #4.
12. P.C. CONCRETE VALLEY GUTTERS (36" WIDE/6" DEPTH) ARE TO BE CONSTRUCTED TO CARRY DRAINAGE FLOW AT INTERSECTIONS ON ASPHALT PAVEMENT STREETS PER DETAIL NO. 6.
13. ANY EXCAVATION WITHIN THE STREET RIGHT OF WAY SHALL BE COMPACTED TO 90% STANDARD PROCTOR DENSITY TO TOP OF CURB ELEVATION.

STANDARD DETAILS SUBDIVISION STREETS - 1

CITY OF LAWTON
ENGINEERING DIVISION

PROJECT NO.: | **DATE:**

REVISION	DATE
CITY ENGINEER UPDATE	JULY 2006
CITY ENGINEER UPDATE	OCTOBER 2007
CITY ENGINEER UPDATE	JANUARY 2008
CITY ENGINEER UPDATE	JUNE 2010
CITY ENGINEER UPDATE	AUGUST 2011
CITY ENGINEER UPDATE	MARCH 2012

ENGINEER

DESIGNED BY: G. HENNESSEE | DRAWN BY: S. MALICOAT | AS BUILT DATED: — | SHEET 0 OF 0