GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIALS REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE THE STANDARD SPECIFICATIONS.

2. UNLESS OTHERWISE REQUIRED THE FOLLOWING TESTING SCHEDULE FOR EARTHWORK AND SUBGRADE TESTING SHALL BE FOLLOWED:

   A. SOIL CLASSIFICATION — 1200 SQ. YDS. OF MATERIAL OR AS NECESSARY TO DETERMINED UNIFORMITY OF MATERIAL.

   B. STANDARD PROCTOR— AS NECESSARY TO PROVIDE INFORMATION FOR REQUIRED DENSITIES.

   C. SUBGRADE DENSITY— A MAXIMUM OF EVERY 1200 SQ. YDS. OF SURFACE AREA OR AS NECESSARY TO DETERMINE UNIFORMITY OF COMPACTION.

   D. EMBANKMENT DENSITY— EACH 8" LAYER AT A MAXIMUN OF EVERY 1200 SQ. YDS. OF SURFACE AREA, OR AS NECESSARY TO DETERMINE UNIFORMITY OF COMPACTION.

   E. TRENCH UNDER PAVING— EVERY 200 L.F. OF TRENCH OR ANY DISTINCT TRANSVERSE CROSSING.

   F. CALIFORNIA BEARING RATIO— AS DEEMED NECESSARY BY THE CITY ENGINEER TO ENSURE SUBGRADE MEETS SPECIFICATIONS.

3. ADVANCE NOTIFICATION (2 HOURS MINIMUM) SHALL BE REQUIRED PRIOR TO THE TAKING OF ANY DENSITY TEST. NOTIFICATION SHALL BE MADE TO THE OFFICE OF THE ENGINEER.

4. UNLESS OTHERWISE SHOWN A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY @ ±2% OF OPTIMUN MOISTURE IS REQUIRED FOR EACH DENSITY TAKEN. 2 ADDITIONAL TEST SHALL BE PERFORMED FOR EACH FAILED TEST ON TRANSVERSE CROSSINGS UNDER PAVING.

5. THE CENTERLINE SHALL FOLLOW THE EXISTING CENTERLINE UNLESS OTHERWISE NOTED ON THE PLANS.

6. ONLY APPROVED SEALANT MEETING REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS SHALL BE ACCEPTABLE FOR USE.

7. ALL JOINTS SHALL BE BLAST CLEANED WITH WATER. THE LOOSE PARTICLES SHALL BE BLOWN OUT WITH OIL-FREE COMPRESSED AIR. SURFACES MUST BE CLEAN, DRY, FROST-FREE AND DUST-FREE DURING INSTALLATION OF SEALER.

8. THE SHAPE FACTOR COMBINED WITH JOINT CLEANNESS IS THE CRITICAL COMBINATION NECESSARY TO GUARANTEE DESIRED BONDING AND FUNCTION OF SEALED JOINTS. NO TOLERANCE EXCEPT THOSE SHOWN ON DETAILS SHEETS WILL BE ALLOWED.

9. ANY DEVICE USED FOR SUPPORTING DOWELS SHALL HAVE SUFFICIENT RIGIDITY AND BE SO HELD IN PLACE DURING CONCRETE PLACEMENT THAT DOWELS WILL BE IN TRUE POSITION IN THE FINISHED PAVEMENT. ANY DEVICE NOT PRODUCING THE DESIRED RESULTS SHALL BE REJECTED.

10. PRODUCER AND CONTRACTOR SHALL AVOID PATENT INFRINGEMENT OF THE BASKET AND SHALL SAVE THE CITY HARMLESS IN THE USE OF ANY BASKET.

11. THE CONTRACTOR MAY SELECT THE TYPE OF BASKET TO BE USED. AFTER THE SELECTION IS MADE, THE SAME TYPE BASKET SHALL BE USED THROUGH THE PROJECT.

12. COLD-DRAWN STEEL WIRE FOR CONCRETE REINFORCEMENT MEETING THE REQUIREMENTS OF AASHTO M 32 SHALL BE USED FOR ALL BASKETS, SPACERS, AND STAKES.

13. DOWEL BARS SHALL CONFORM TO MATERIAL REQUIREMENTS OF ASSHTO SECTION M31, M42 OR M53; GRADE 60. DOWEL BARS SHALL BE CENTERED ON THE BASKET REGARDLESS OF THE WIDTH OF THE BASKET OR THE LENGTH OF THE DOWEL BAR. SEE TABLE THIS SECTION.

14. THE HEIGHT OF THE LOAD TRANSFER UNIT (MEASURED TO THE CENTER OF THE DOWEL BAR) SHALL BE 1/2 THE THICKNESS OF THE PAVEMENT.

15. DOWEL BARS SHALL HAVE A SHOP OR FIELD COAT OF LEAD OR ZINC CHROMATE PRIMER FOR FULL LENGTH OF BARS, AND ALTERNATE ENDS SHALL HAVE A FIELD COAT OF MC-70 (OR OTHER HEAVY LUBRICANT ADEQUATE FOR BREAKING THE BOND BETWEEN THE STEEL AND CONCRETE) FOR A MINIMUM OF 1/2 THE LENGTH OF THE BARS.

16. THE LUBRICATED ENDS OF THE DOWEL BARS SHALL HAVE EXPANSION CAPS WITH A MINIMUM 1" AND A MAXIMUM 2" AIR SPACE IN THE END OF THE EXPANSION CAPS (EXPANSION JOINT ASSEMBLIES).

17. THE CONTRACTOR SHALL FURNISH A SUFFICIENT NUMBER OF SAND PLATES TO SUPPORT THE LOAD TRANSFER UNIT WHEN NEEDED TO PREVENT SETTLEMENT OF THE LOAD TRANSFER UNIT.

18. IN ADDITION TO THE SUPPORTS INDICATED, THE CONTRACTOR SHALL PROVIDE SUITABLE INSTALLING DEVICES AND SUCH ADDITIONAL STAKES AS MAY BE REQUIRED TO HOLD THE JOINT FILLER VERTICAL AND SECURELY IN LINE AND POSITION. THE CONTRACTOR WILL ALSO BE REQUIRED TO SATISFACTORILY FORM THE UPPER PORTION OF THE JOINT FOR RECEIVING THE SEAL.

19. COST OF JOINT FILLERS, SEALING, AND REINFORCING STEEL SHALL BE INCLUDED IN THE PRICE FOR OTHER ITEMS OF WORK.

20. ALTERNATE DOWEL BARS SHALL BE OF THE SAME SIZE COATED IN ACCORDANCE WITH AASHTO M 254. THICKNESS OF COATING SHALL BE 10 MIL+ 2 MIL. NO COATING ON WELDED END. PAINT (ALTERNATE COATING) SHALL BE IN ACCORDANCE WITH FEDERAL SPECIFICATION TTP-664.

21. CITY MAY REQUIRE PROOF ROLLING WITH A LOADED TRUCK MIN. 50,000 LBS TO ENSURE STABILITY OF BASE.

REVISIONS	NO.	DATE	ITEM CHANGED
	0		

CITY OF EDMOND

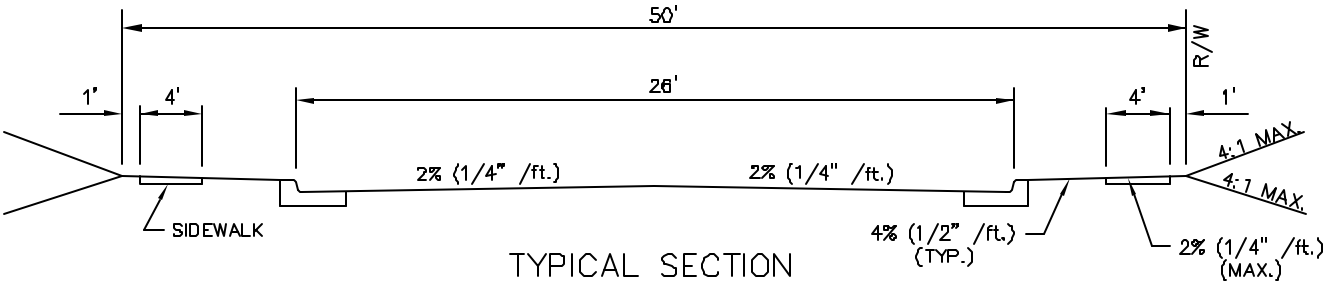
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

GENERAL NOTES

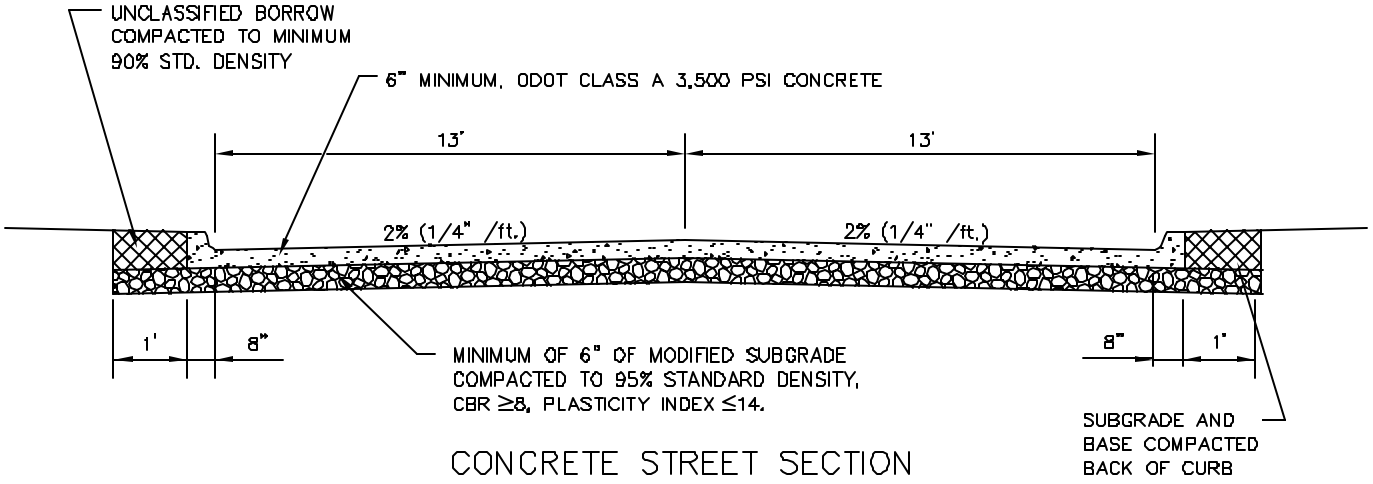
STREETS

SPECIFICATION NO. 411 & 414

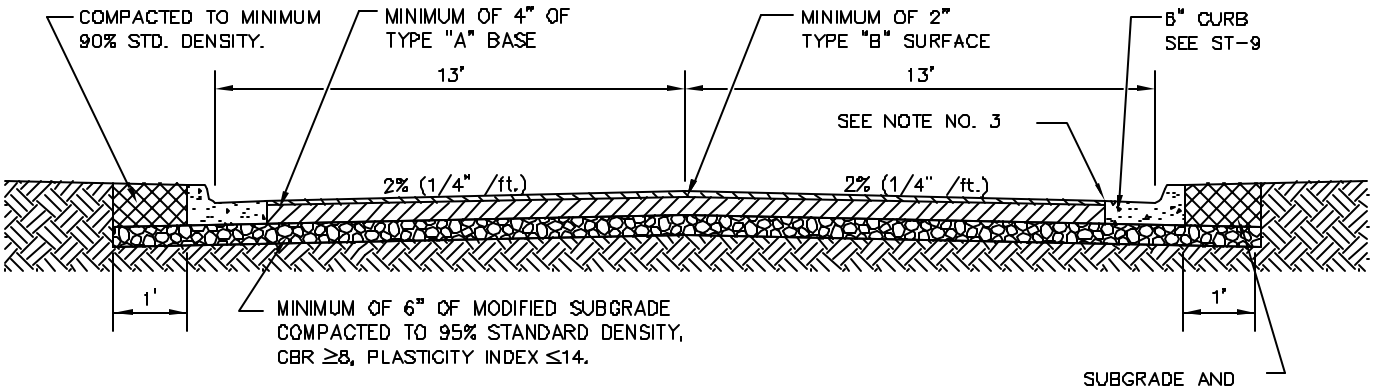
ST-01 | PAGE 34



TYPICAL SECTION



CONCRETE STREET SECTION



ASPHALT STREET SECTION

NOTES:

1. PAVING SECTION SHOWN IS MINIMUM ALLOWED. STREET PAVING SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO METHOD
2. DOWELS REQUIRED FOR PCC PAVING 8" THICK, OR GREATER.
3. ASPHALT SURFACE SHALL BE 1/4 " ABOVE EDGE OF CONCRETE GUTTER.

REVISIONS	NO.	DATE	ITEM CHANGED

CITY OF EDMOND

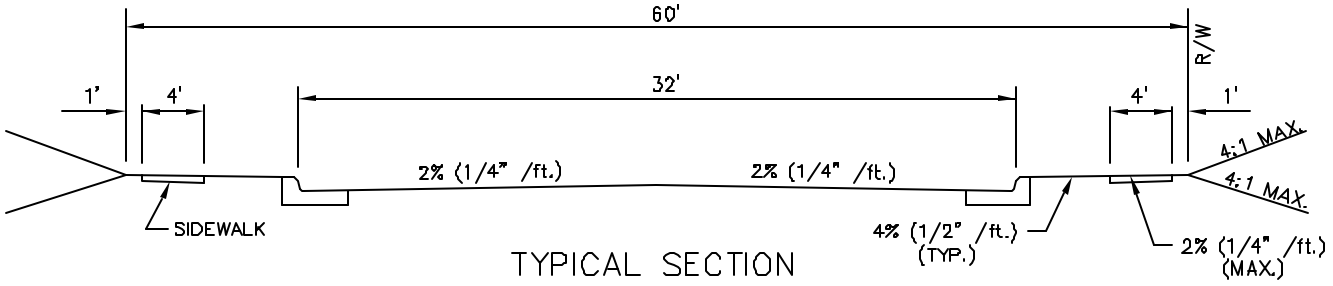
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

LOCAL STREET WITH CURB

STREETS

SPECIFICATION NO. 411 & 414

ST-02 | PAGE 35



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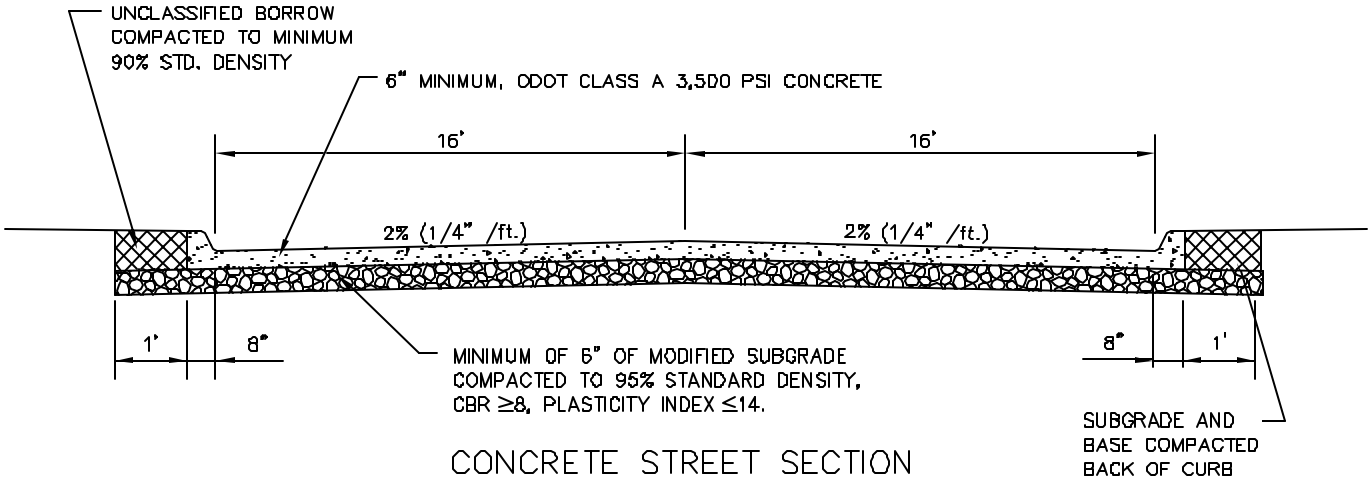
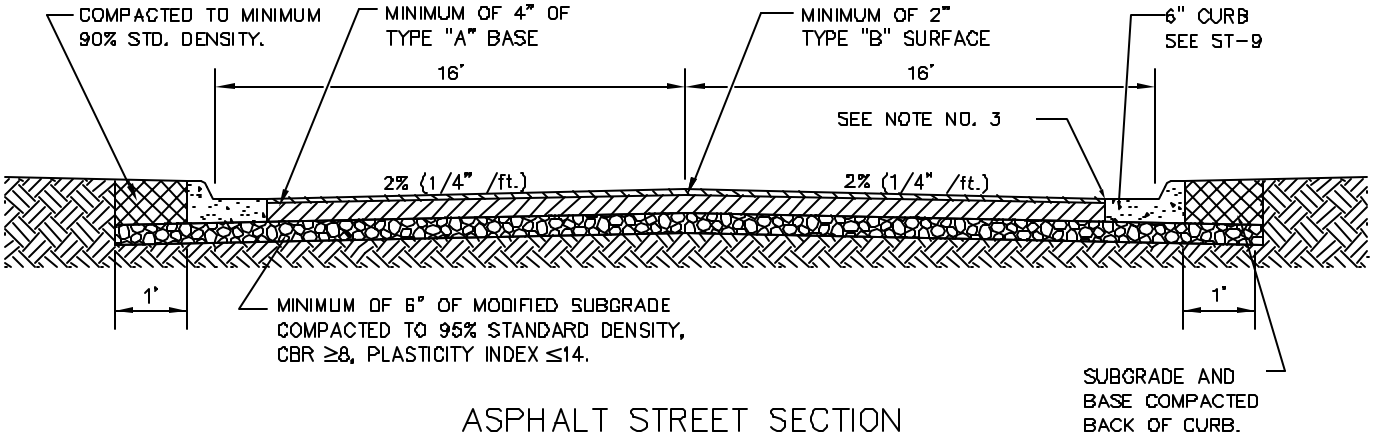


CONCRETE STREET SECTION



ASPHALT STREET SECTION

NOTES:

1. PAVING SECTION SHOWN IS MINIMUM ALLOWED. STREET PAVING SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO METHOD
2. DOWELS REQUIRED FOR PCC PAVING 8" THICK, OR GREATER.
3. ASPHALT SURFACE SHALL BE 1/4 " ABOVE EDGE OF CONCRETE GUTTER.

REVISIONS	NO.	DATE	ITEM CHANGED

CITY OF EDMOND

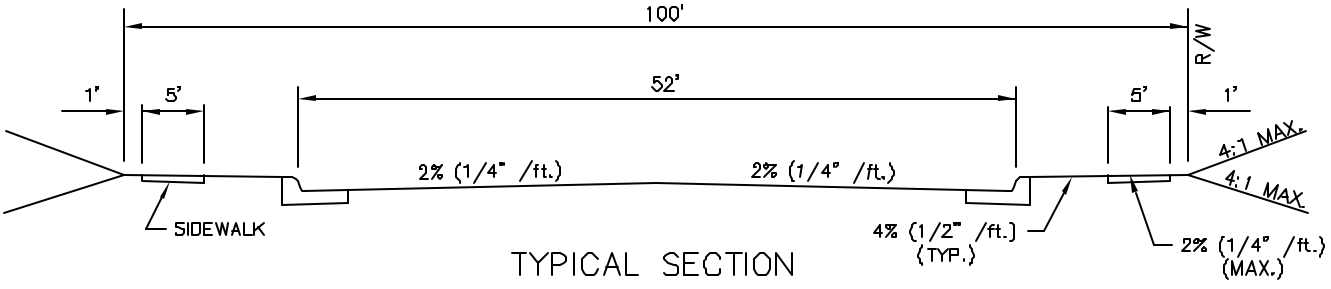
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

COLLECTOR STREET WITH CURB

STREETS

SPECIFICATION NO. 411 & 414

ST-03 | PAGE 36



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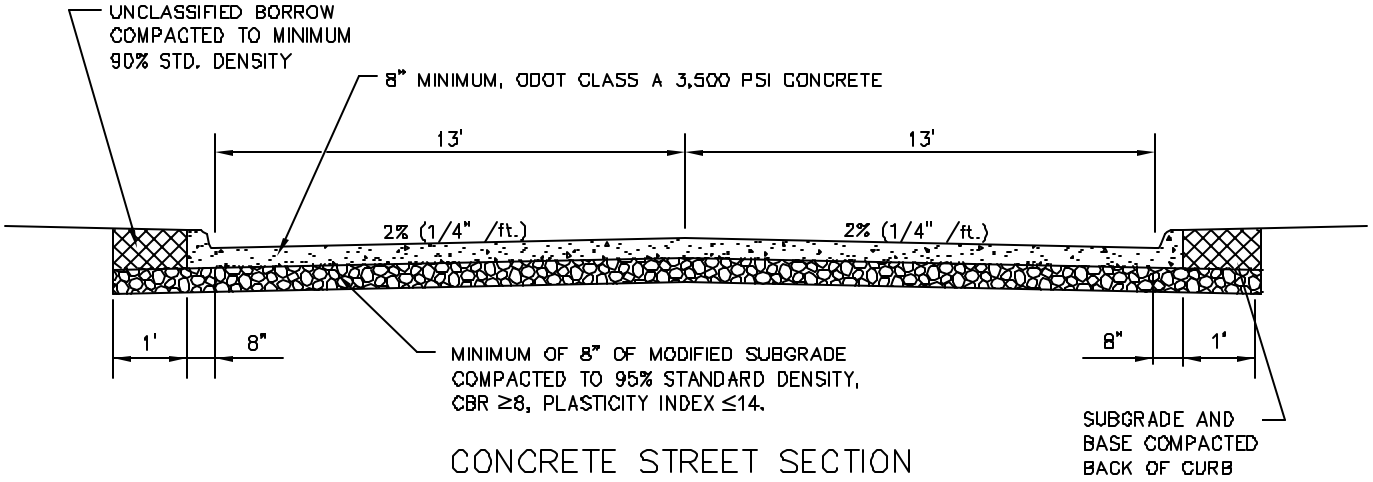

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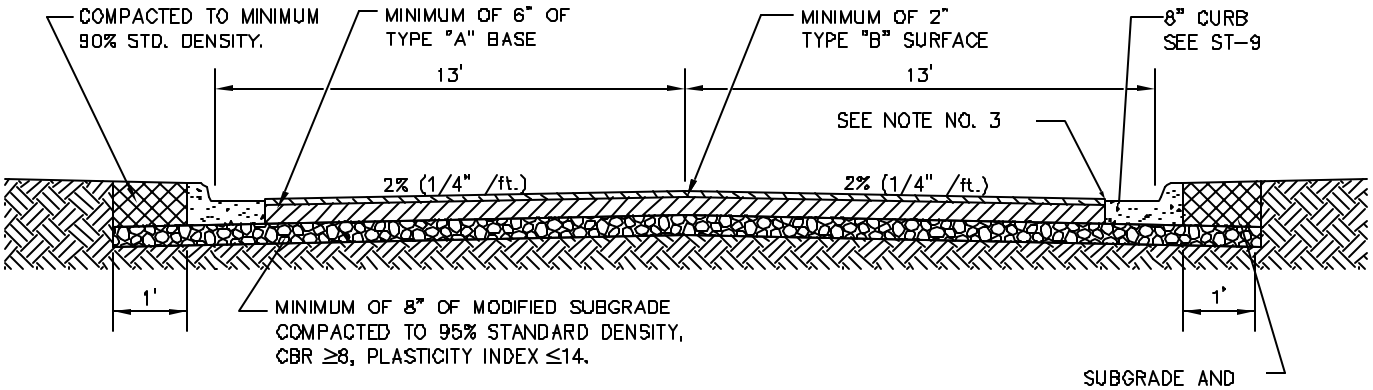


ASPHALT STREET SECTION

NOTES:

1. PAVING SECTION SHOWN IS MINIMUM ALLOWED. STREET PAVING SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO METHOD
2. DOWELS REQUIRED FOR PCC PAVING 8" THICK, OR GREATER.
3. ASPHALT SURFACE SHALL BE 1/4 " ABOVE EDGE OF CONCRETE GUTTER.
4. A 2" THICK OVERLAY SHALL BE ADDED TO THE CENTERLINE OF THE EXISTING STREET WHEN ADDING AN OUTSIDE LANE.

REVISIONS	NO.	DATE	ITEM CHANGED
	1	7/26/2004	OVERLAY TO CL

CITY OF EDMOND

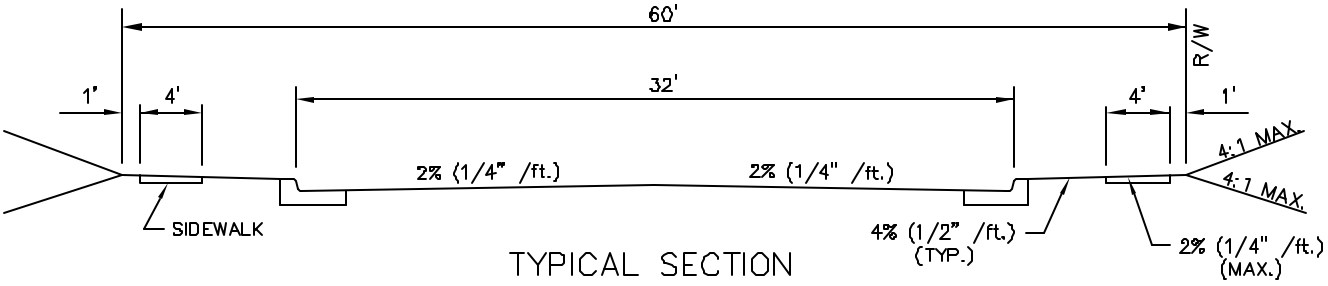
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

ARTERIAL STREET WITH CURB

STREETS

SPECIFICATION NO. 411 & 414

ST-04 | PAGE 37



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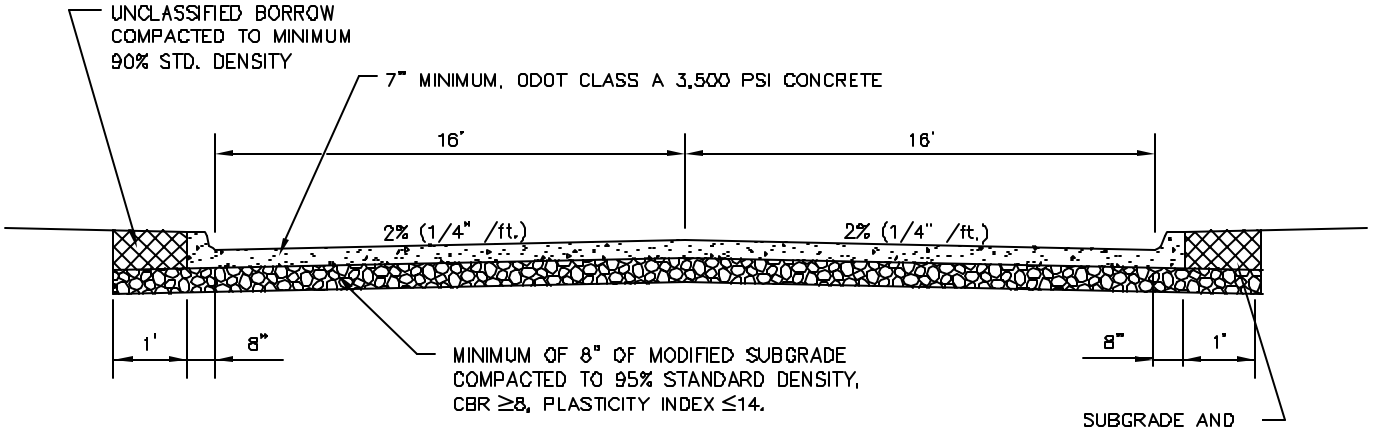

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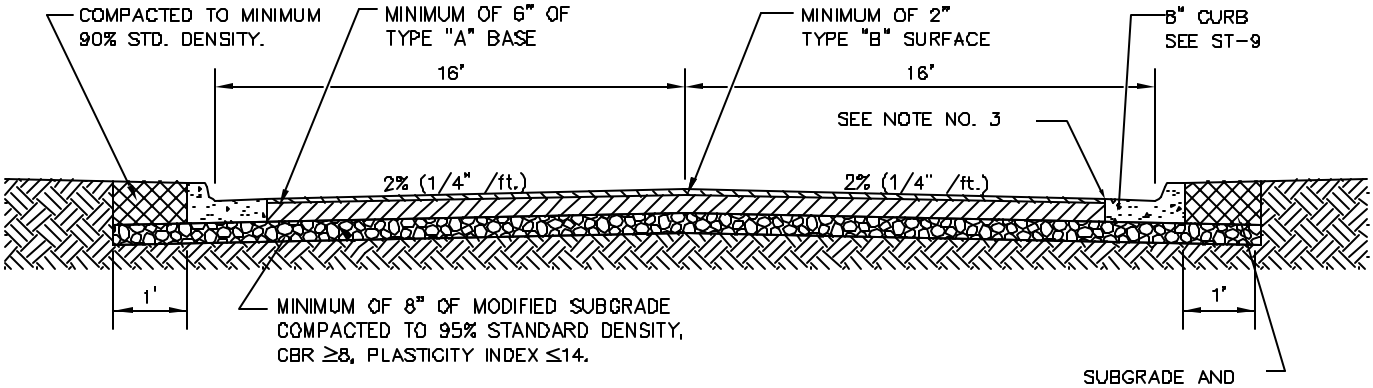


ASPHALT STREET SECTION

NOTES:

1. PAVING SECTION SHOWN IS MINIMUM ALLOWED. STREET PAVING SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO METHOD
2. DOWELS REQUIRED FOR PCC PAVING 8" THICK, OR GREATER.
3. ASPHALT SURFACE SHALL BE 1/4 " ABOVE EDGE OF CONCRETE GUTTER.

REVISIONS	NO.	DATE	ITEM CHANGED
	0		

CITY OF EDMOND

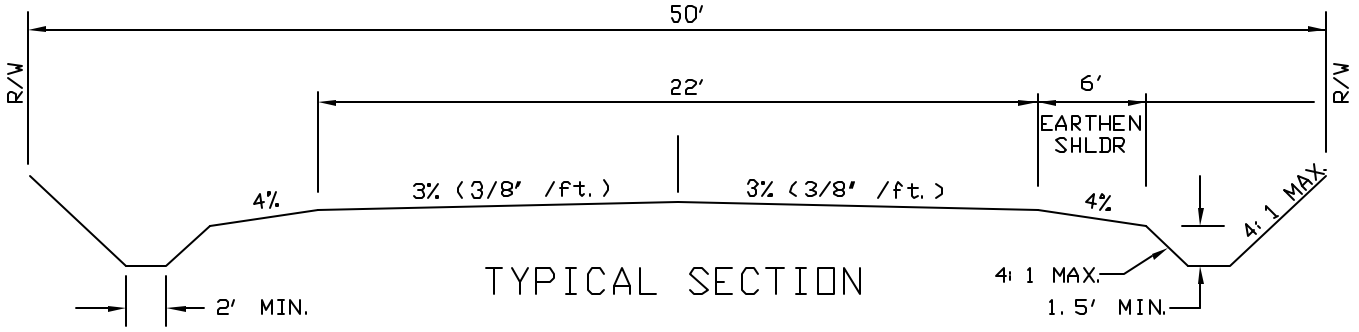
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

INDUSTRIAL STREET WITH CURB

STREETS

SPECIFICATION NO. 411 & 414

ST-05 | PAGE 38



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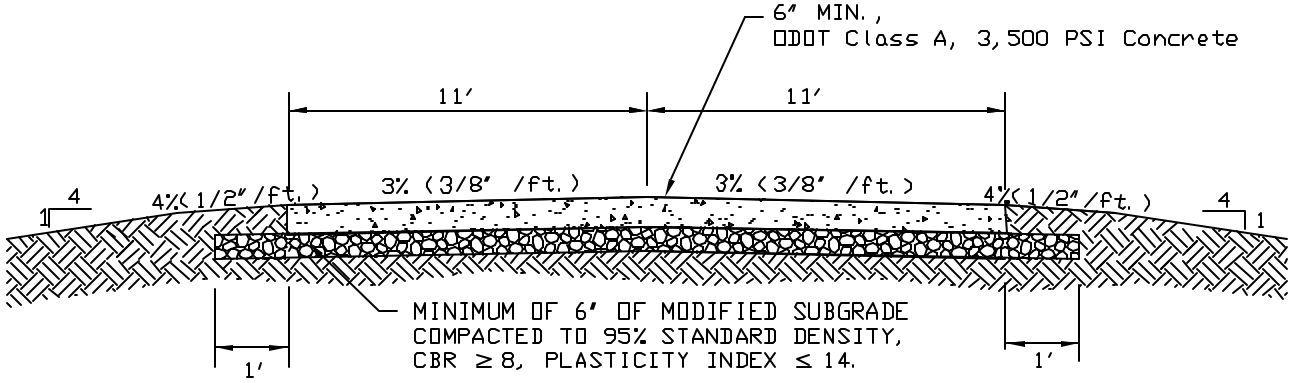

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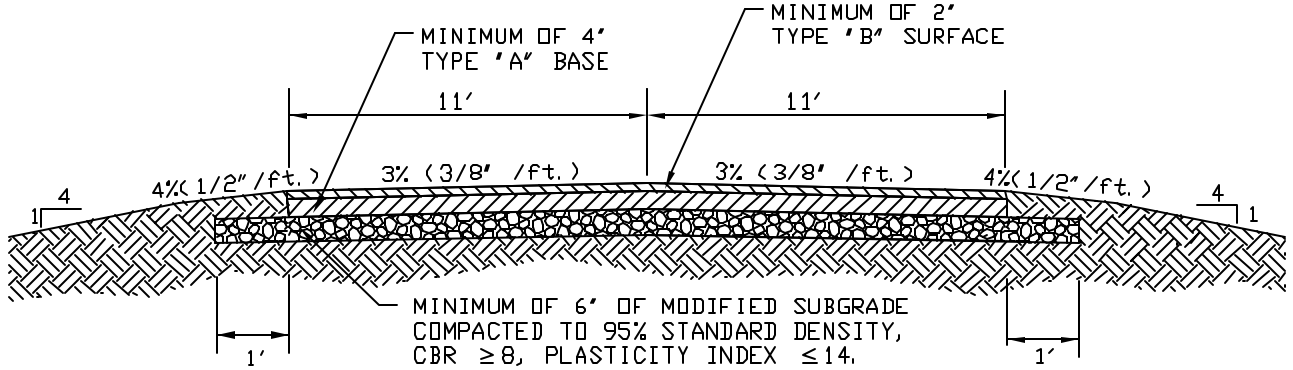


ASPHALT STREET SECTION

NOTE:
PAVING SECTION SHOWN IS MINIMUM ALLOWED. STREET PAVING SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO METHOD.

REVISIONS	NO.	DATE	ITEM CHANGED
	1	7/26/2004	SLOPE INCH. CORRECTED

CITY OF EDMOND

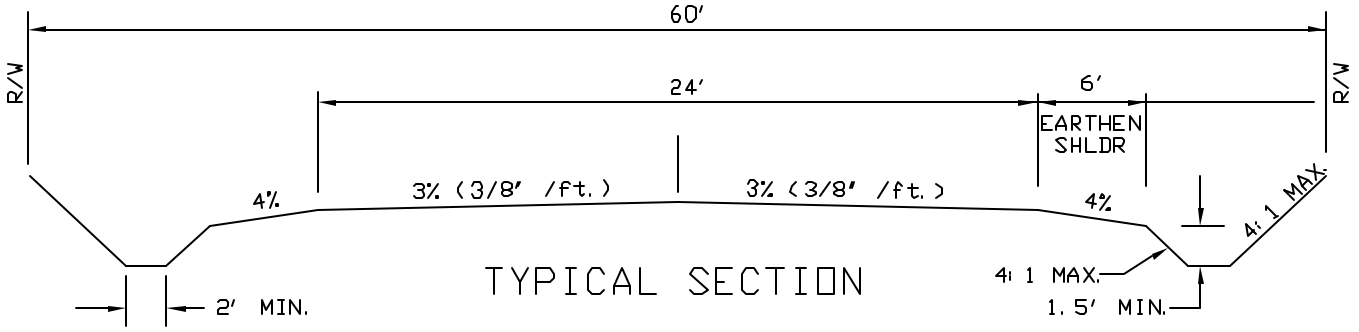
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

LOCAL STREET WITHOUT CURB

STREETS

SPECIFICATION NO. 411 & 414

ST-06 | PAGE 39



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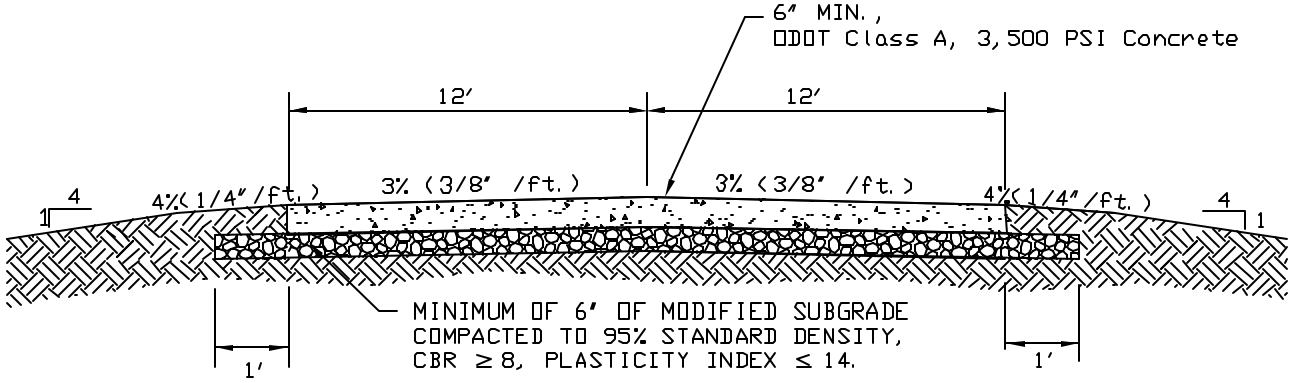

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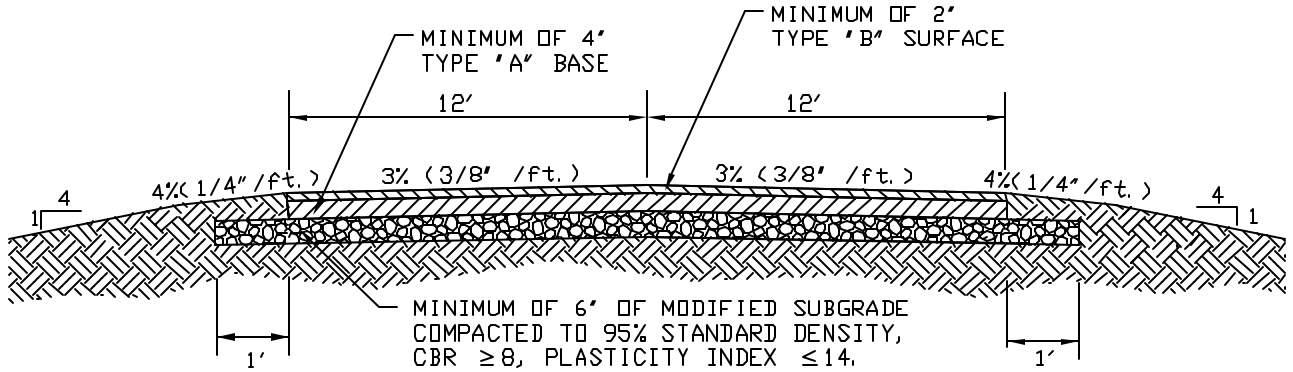


ASPHALT STREET SECTION

NOTE:
PAVING SECTION SHOWN IS MINIMUM ALLOWED. STREET PAVING SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO METHOD.

REVISIONS	NO.	DATE	ITEM CHANGED
	1		

CITY OF EDMOND

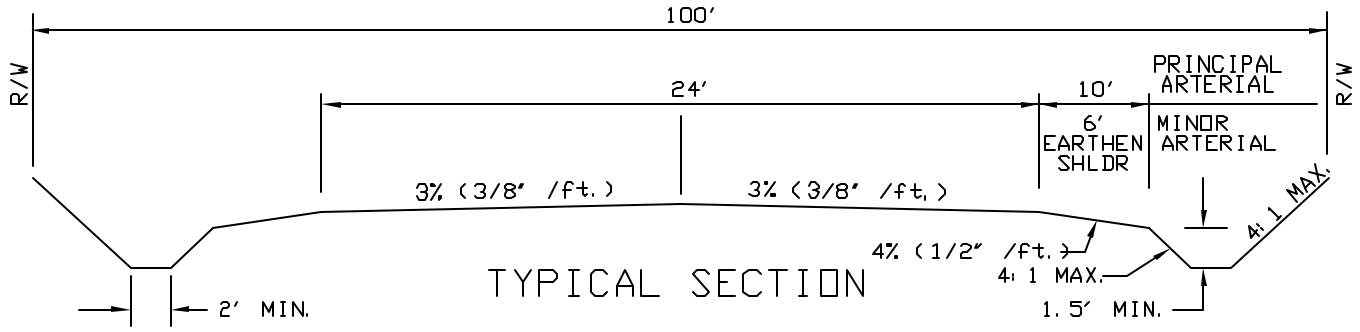
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

COLLECTOR STREET WITHOUT CURB

STREETS

SPECIFICATION NO. 411 & 414

ST-07 | PAGE 40



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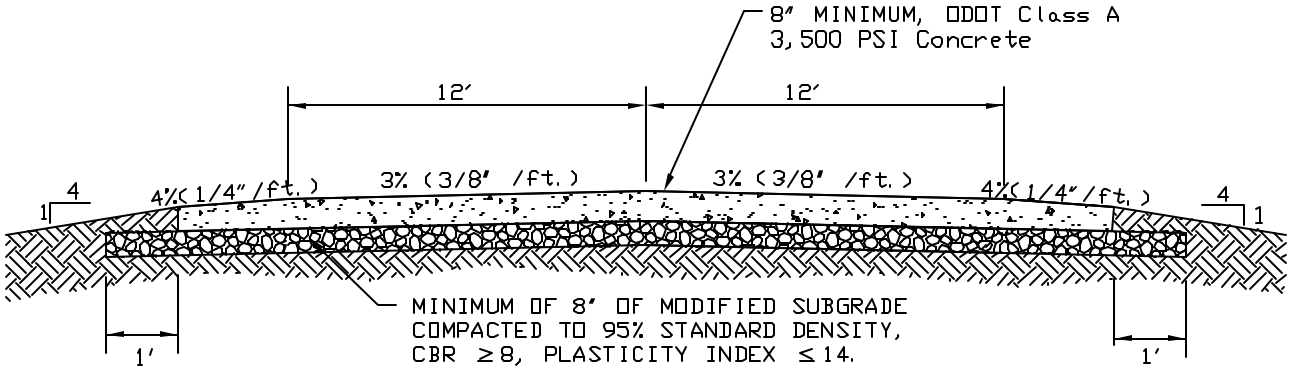

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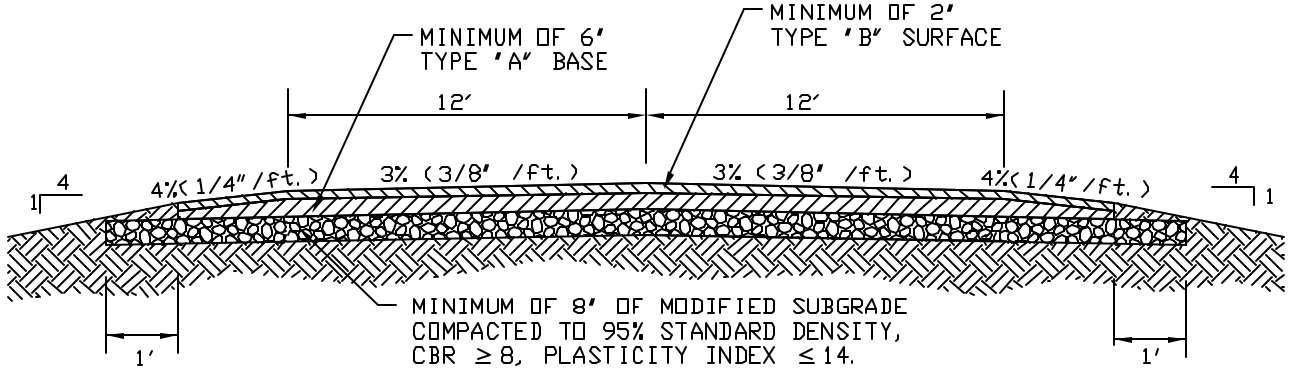


ASPHALT STREET SECTION

NOTES:
1. PAVING SECTION SHOWN IS MINIMUM ALLOWED. STREET PAVING SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO METHOD.
2. DOWELS REQUIRED FOR PCC PAVING 8" THICK, OR GREATER,.
3. A 2" THICK OVERLAY SHALL BE ADDED TO THE CENTERLINE OF THE EXISTING STREET WHEN ADDING AN OUTSIDE LANE.

REVISIONS	NO.	DATE	ITEM CHANGED
	1	7/26/2004	OVERLAY TO CL

CITY OF EDMOND

ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

ARTERIAL STREET WITHOUT CURB

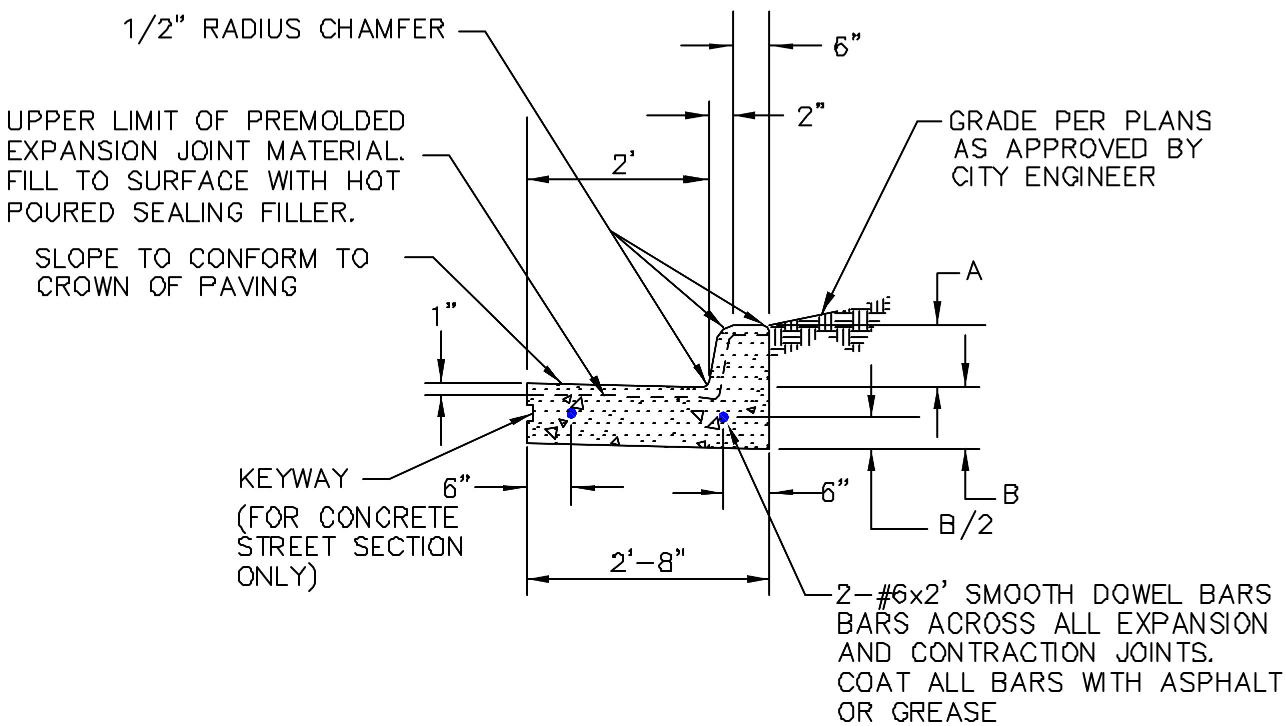
STREETS

SPECIFICATION NO. 411 & 414

ST-08 | PAGE 41

	UP TO 32' (RESIDENTIAL STREETS)	33' AND OVER (THOROUGHFARE STREETS)
A	6"	8"
B	6"	8"

NOTE: MAXIMUM SPACING OF 1" EXPANSION JOINTS TO BE 100' C/C WITH 4 CONTRACTION JOINTS 18' TO 22' APART TO MATCH DRIVEWAY RETURNS.



REVISIONS	NO.	DATE	ITEM CHANGED

CITY OF EDMOND

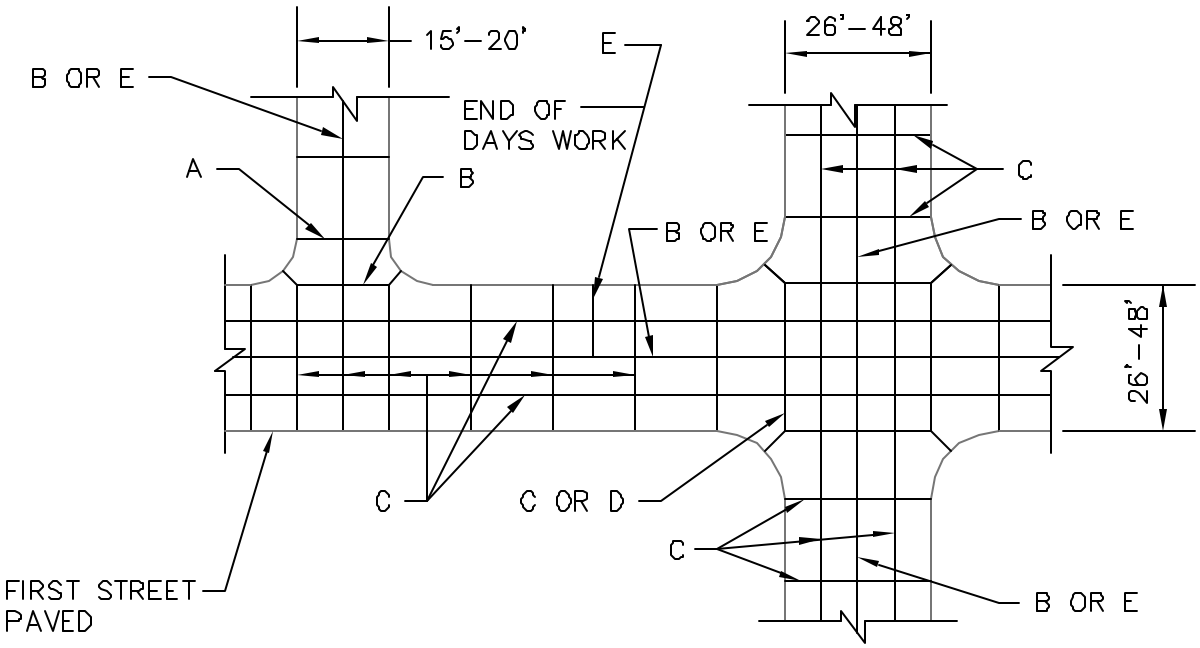
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

CONCRETE CURB & GUTTER

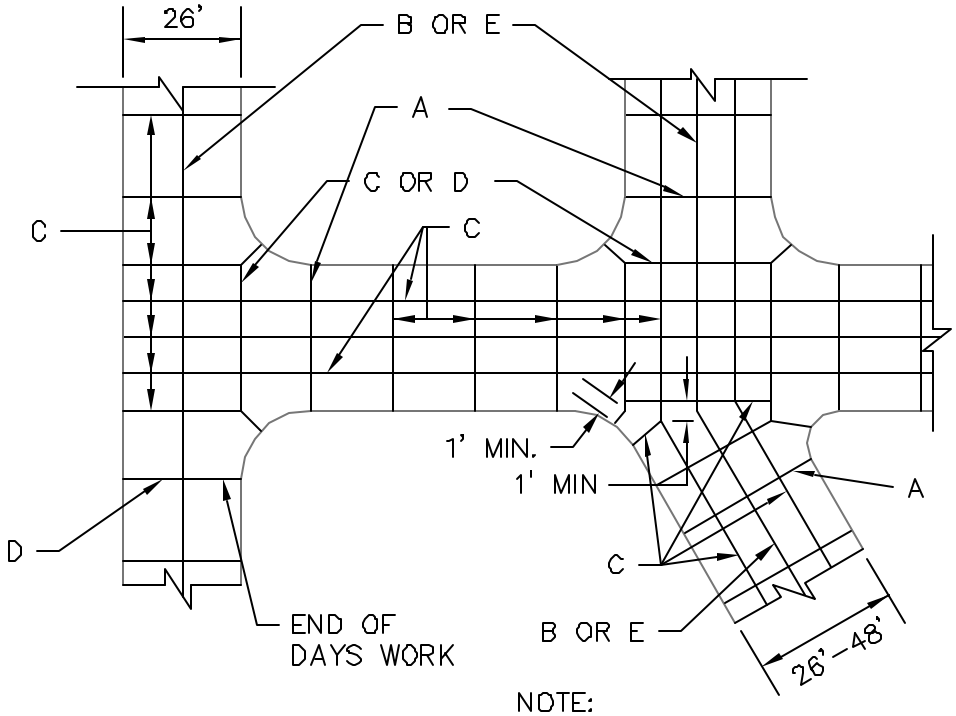
STREETS

SPECIFICATION NO. 609

ST-09 | PAGE 42



A–TRANSVERSE EXPANSION JOINT
B–LONGITUDINAL JOINT
C–TRANSVERSE CONTRACTION JOINT
OR LONGITUDINAL JOINT
D–TONGUE & GROOVE CONSTRUCTION JOINT
E–TIED TRANSVERSE CONSTRUCTION JOINT



NOTE:
MAXIMUM SPACING OF 1" EXPANSION JOINTS TO BE 100' C/C WITH 4 CONTRACTION JOINTS 18'–22' APART TO MATCH DRIVEWAY RETURNS.

REVISIONS	NO.	DATE	ITEM CHANGED

CITY OF EDMOND
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

JOINT LAYOUT

STREETS

SPECIFICATION NO. 414

ST–10 | PAGE 43

J:\STANDARDS\DRAWINGS\ST\PC-07.DWG
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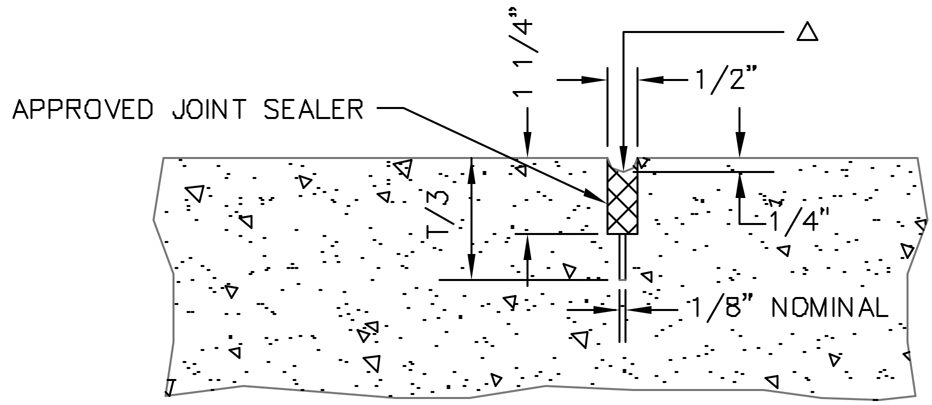
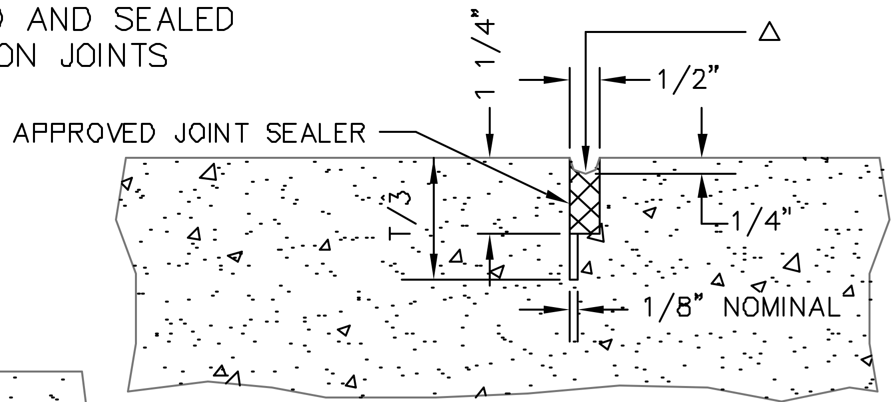
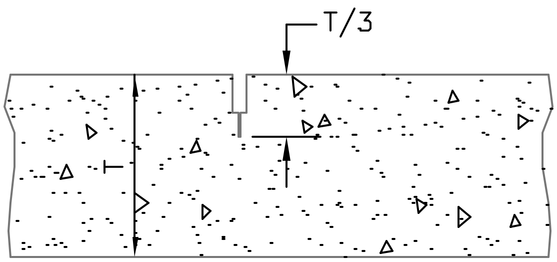


ALTERNATE DETAILS

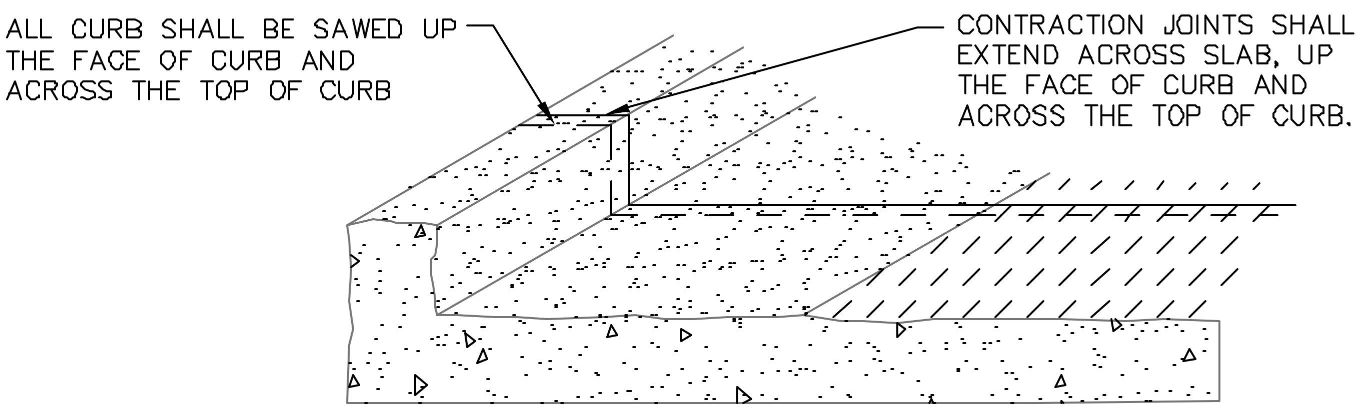
FOR SAWED AND SEALED
CONTRACTION JOINTS





ALTERNATE DETAILS

FOR SAWED AND SEALED
CONTRACTION JOINTS



△ THE JOINT SHAPE FACTOR IS DEFINED AS THE FINAL PRESSING SHAPE OF THE SEALANT MATERIAL. THE TOOLING OPERATION WILL FIRMLY PRESS THE FRESHLY APPLIED MATERIAL INTIMATELY AGAINST THE CUT SIDES OF THE RECESS. THE ROUNDED SHAPE ON TOP OF THE MATERIAL ALLOWS THE SEALANT TO PROPERLY FLEX BUT MAINTAIN ADHERENCE TO THE PAVING.

REVISIONS	◊ NO.	DATE	ITEM CHANGED

CITY OF EDMOND

ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

CONTRACTION JOINT

STREETS

SPECIFICATION NO. 414

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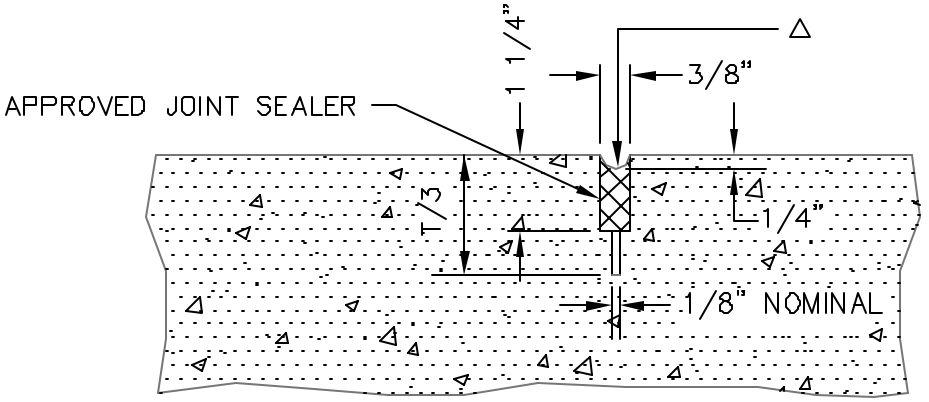
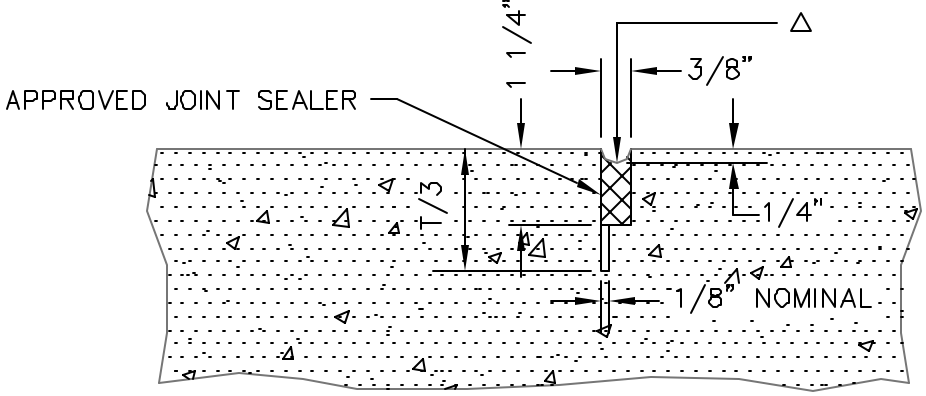
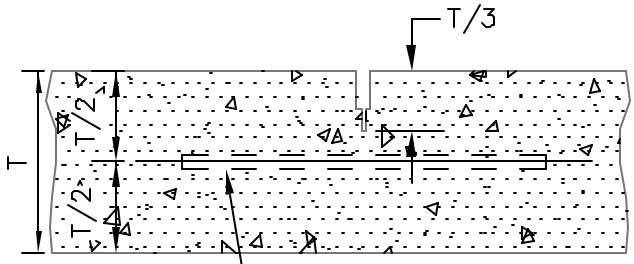




ALTERNATE DETAILS
FOR LONGITUDINAL JOINTS



NO. 4 DEF. TIE BARS: 2'–6" LG. AT 2'–6" C/C. TO BE SUPPORTED AT EACH END BY AN APPROVED BAR SUPPORT OR PLACED BY AN APPROVED MECHANICAL DEVICE INTO THE FRESH CONCRETE.

Δ THE JOINT SHAPE FACTOR IS DEFINED AS THE FINAL PRESSING SHAPE OF THE SEALANT MATERIAL. THE TOOLING OPERATION WILL FIRMLY PRESS THE FRESHLY APPLIED MATERIAL INTIMATELY AGAINST THE CUT SIDES OF THE RECESS. THE ROUNDED SHAPE ON TOP OF THE MATERIAL ALLOWS THE SEALANT TO PROPERLY FLEX BUT MAINTAIN ADHERENCE TO THE PAVING.

REVISIONS	NO.	DATE	ITEM CHANGED
	◊		

CITY OF EDMOND

ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

LONGITUDINAL JOINT

STREETS

SPECIFICATION NO. 414

ST–12 | PAGE 45

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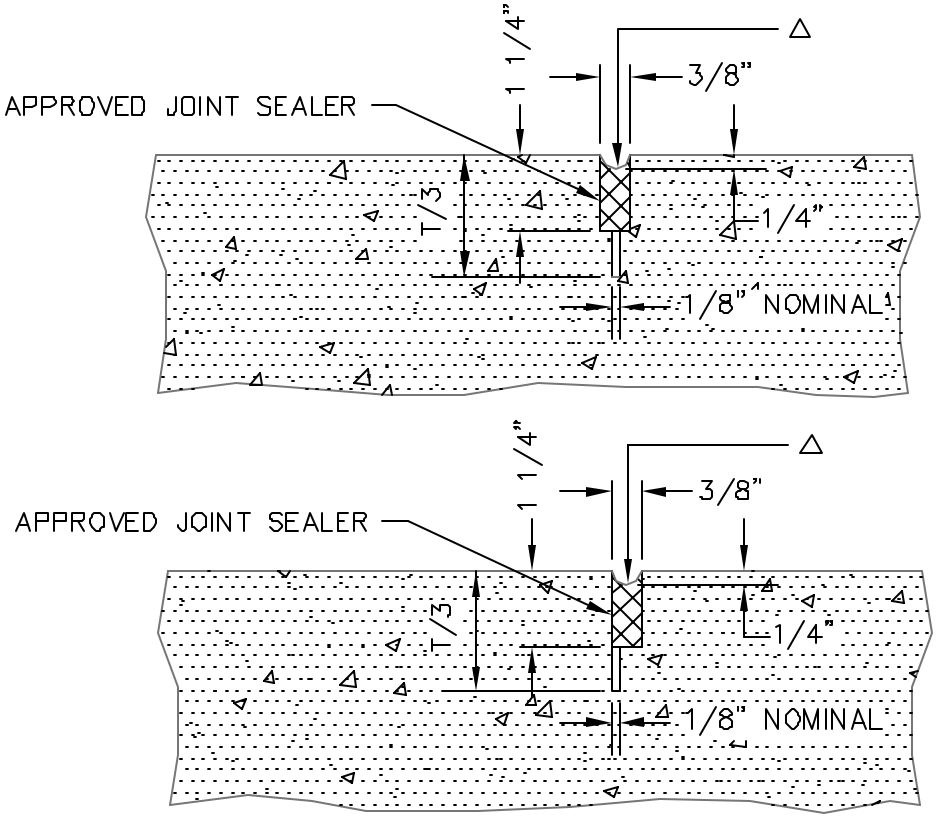
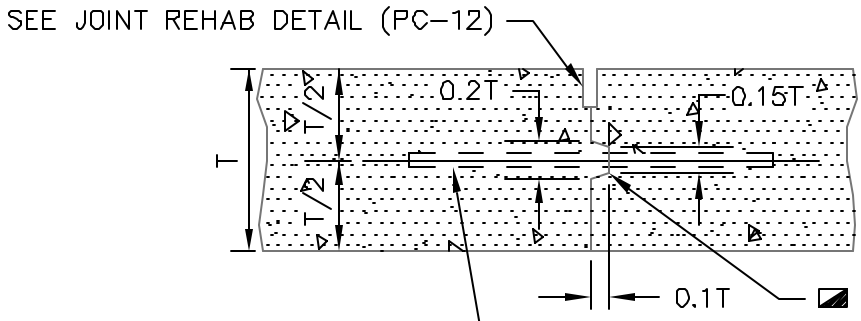


ALTERNATE DETAILS
FOR TONGUE AND GROOVE JOINTS



NO. 4 DEF. TIE BARS: 2'–6" LG. AT 2'–6" C/C. TO BE OMITTED WHEN NON–TIED JOINT IS SPECIFIED.

△ THE JOINT SHAPE FACTOR IS DEFINED AS THE FINAL PRESSING SHAPE OF THE SEALANT MATERIAL. THE TOOLING OPERATION WILL FIRMLY PRESS THE FRESHLY APPLIED MATERIAL INTIMATELY AGAINST THE CUT SIDES OF THE RECESS. THE ROUNDED SHAPE ON TOP OF THE MATERIAL ALLOWS THE SEALANT TO PROPERLY FLEX BUT MAINTAIN ADHERENCE TO THE PAVING.

◪ FEMALE KEY (NOTCHED PORTION) SHALL BE CONSTRUCTED ON THE FIRST POUR EDGE AT ALL TIMES. ON SLIP FORM OPERATIONS, FEMALE KEYS WILL BE CONSTRUCTED ON BOTH EDGES.

REVISIONS	NO.	DATE	ITEM CHANGED

CITY OF EDMOND
ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

TONGUE & GROOVE &/ OR KEYED LONGITUDINAL JOINT

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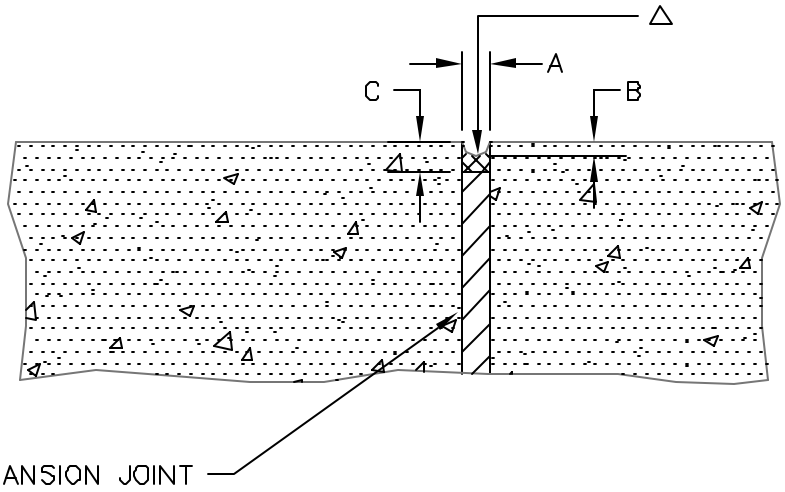
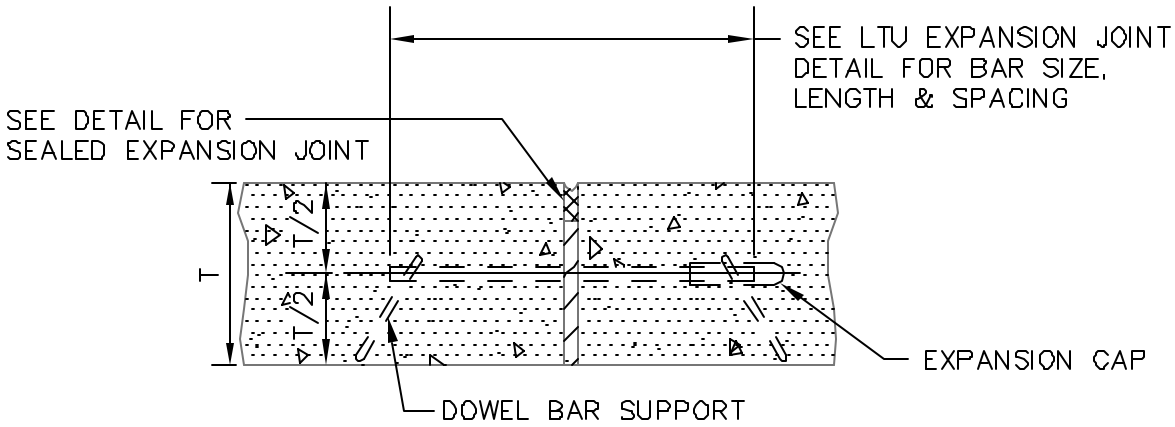


SEALED EXPANSION JOINT DETAIL

EXPANSION JOINT TREATMENT TABLE		
JOINT WIDTH A	SEALANT RECESS DEPTH B	SEALANT THICKNESS C
INCHES	INCHES	INCHES
1/2	1/4	1/4
3/4	1/4	3/8
1-1/2	1/2	1/2



EXPANSION JOINT

△ THE JOINT SHAPE FACTOR IS DEFINED AS THE FINAL PRESSING SHAPE OF THE SEALANT MATERIAL. THE TOOLING OPERATION WILL FIRMLY PRESS THE FRESHLY APPLIED MATERIAL INTIMATELY AGAINST THE CUT SIDES OF THE RECESS. THE ROUNDED SHAPE ON TOP OF THE MATERIAL ALLOWS THE SEALANT TO PROPERLY FLEX BUT MAINTAIN ADHERENCE TO THE PAVING.

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CITY OF EDMOND

ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

EXPANSION JOINT

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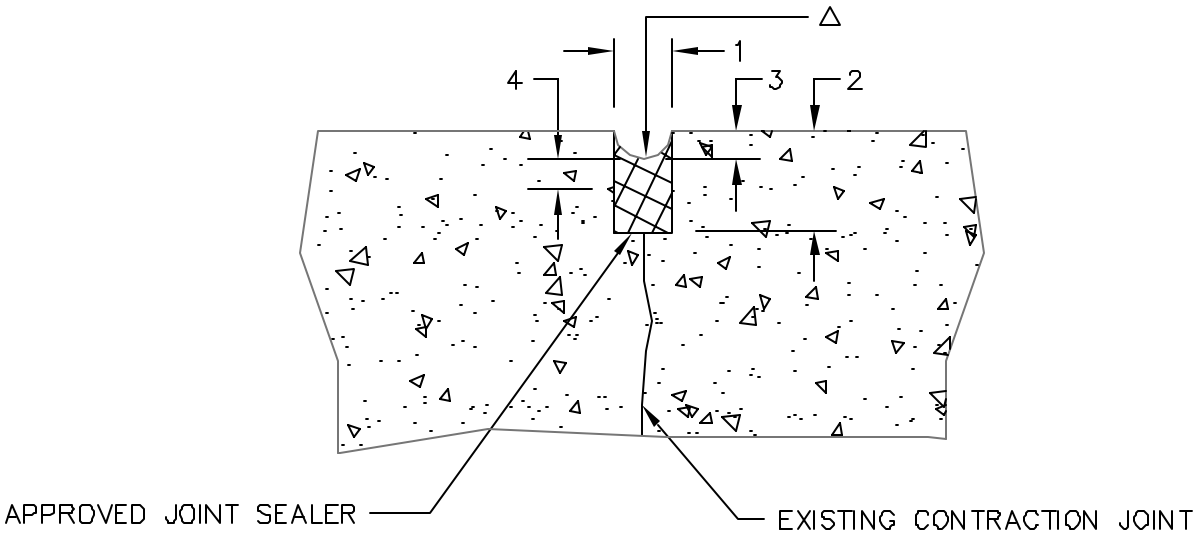
JOINT REHABILITATION TREATMENT TABLE		
JOINT WIDTH 1	SEALANT RECESS DEPTH 3	SEALANT THICKNESS 4
INCHES	INCHES	INCHES
1/4	1/8	1/4
3/8	1/8	3/8
1/2	1/8	1/2
3/4	1/8	3/4
7/8	1/8	7/8
1		
OVER 1		

SEE SEC. 701.08(d) OF THE STANDARD SPECIFICATIONS.



JOINT REHABILITATION TREATMENT TABLE			
JOINT WIDTH 1	DEPTH OF CUT 2	SEALANT RECESS DEPTH 3	SEALANT THICKNESS 4
INCHES	INCHES	INCHES	INCHES
1/2	1-3/4	1/4	1/4
3/4	1-3/4	1/4	3/8
7/8	1-3/4	1/2	7/16
1	2	1/2	1/2
OVER 1	2 +	1/2	1/2

SEE SEC. 701.08(e) OF THE STANDARD SPECIFICATIONS.

REVISIONS	NO.	DATE	ITEM CHANGED
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ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

JOINT REHABILITATION

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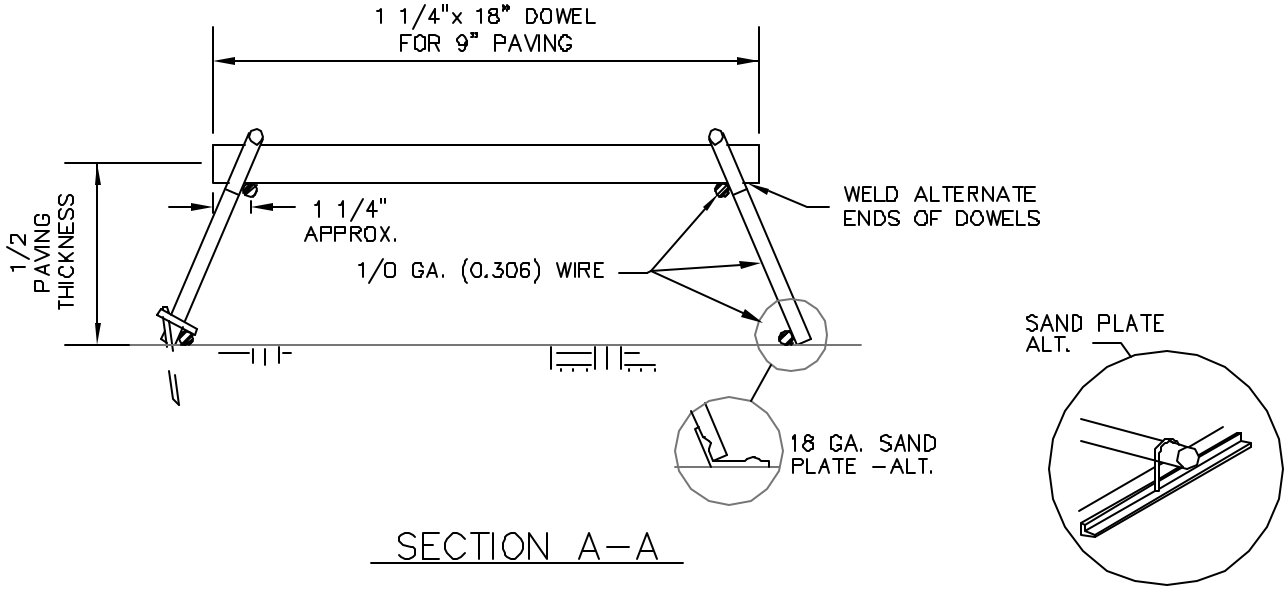

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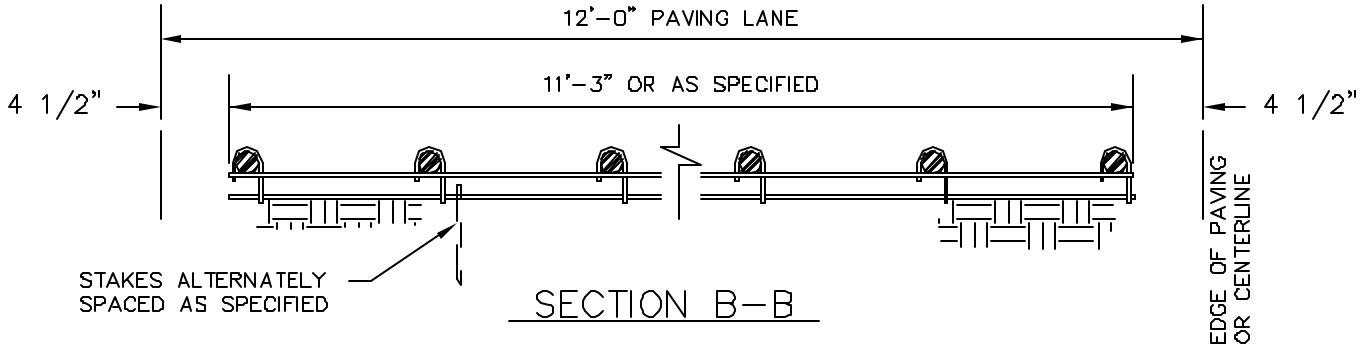

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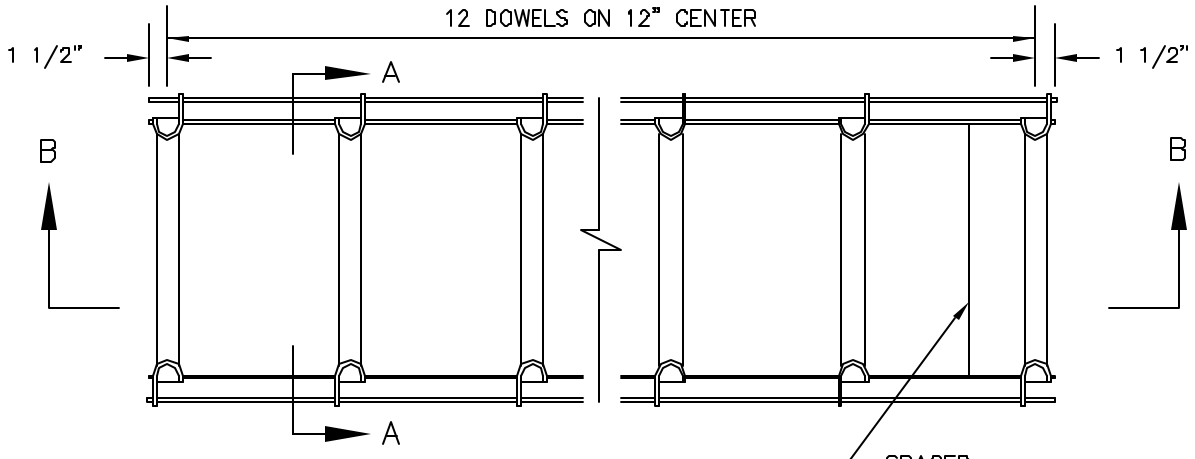

PLAN

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CITY OF EDMOND

ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

LTU–WELDED CONTRACTION JOINT ASSEMBLY

STREETS

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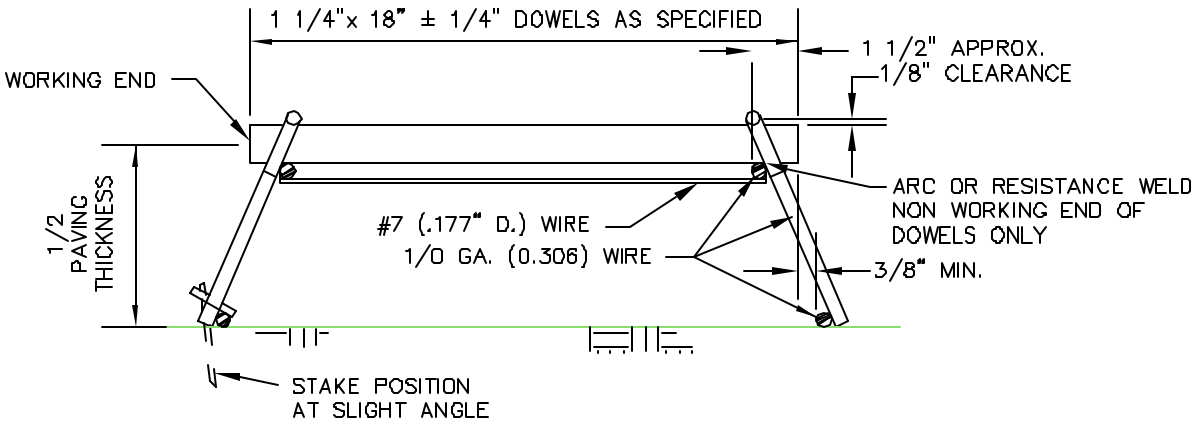

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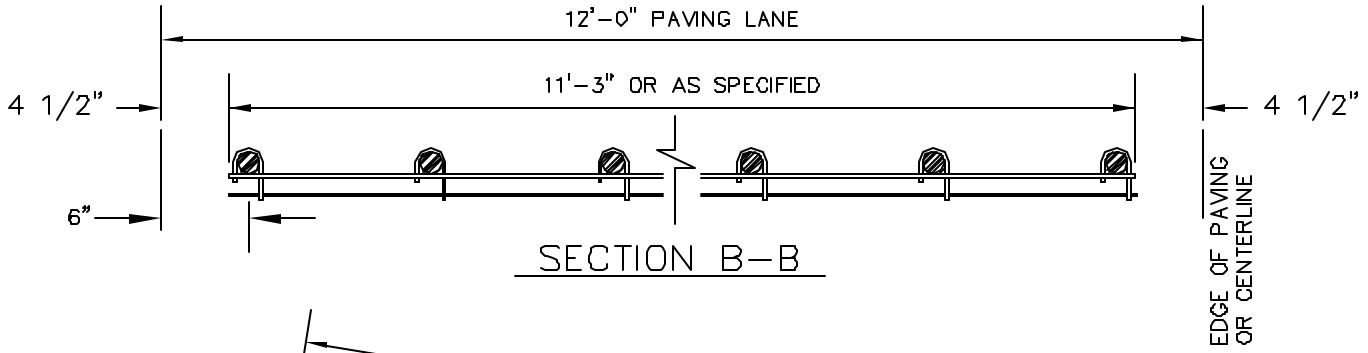

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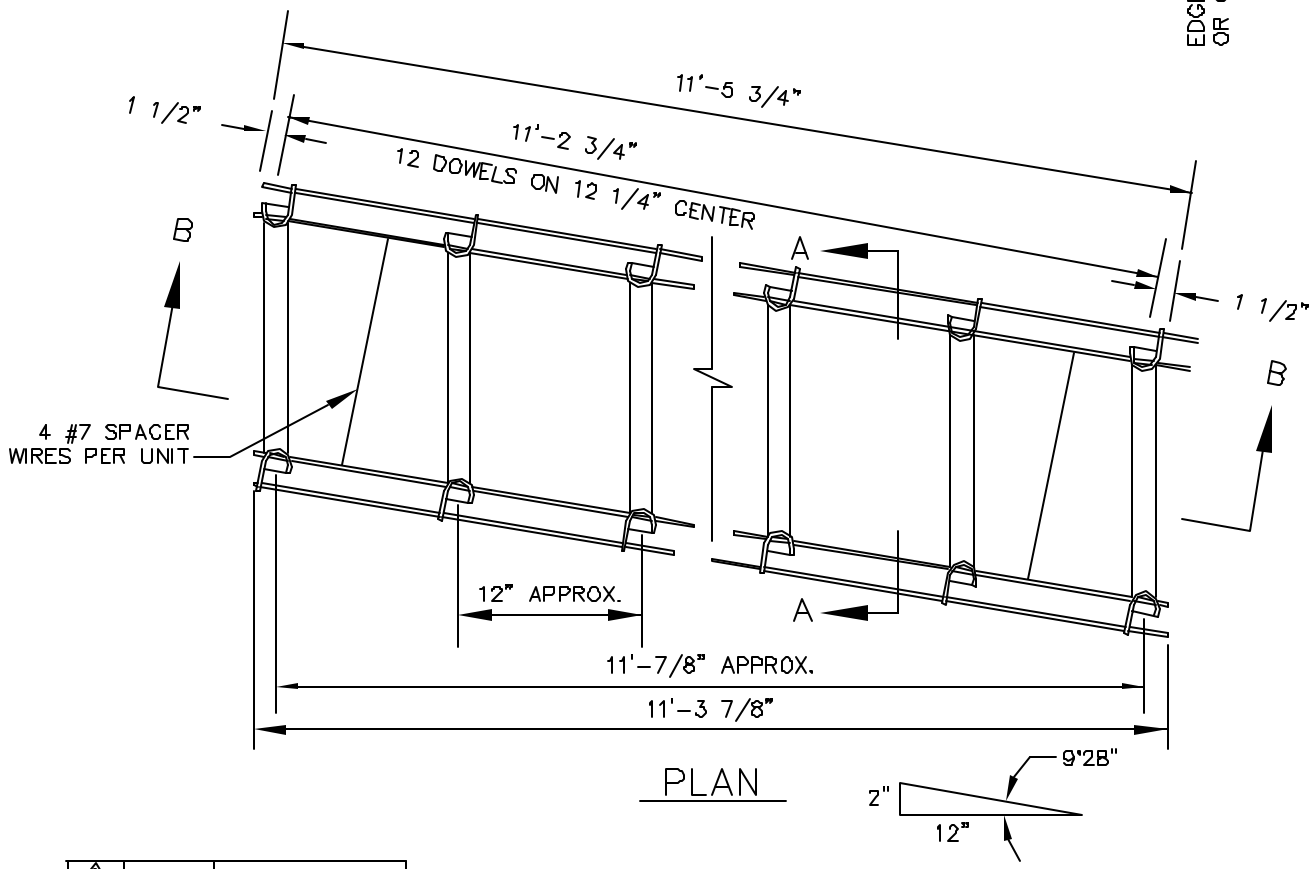

PLAN

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CITY OF EDMOND

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CONSTRUCTION STANDARDS

LTU–DOWEL ASSEMBLY SKEWED CONTRACTION JNT.

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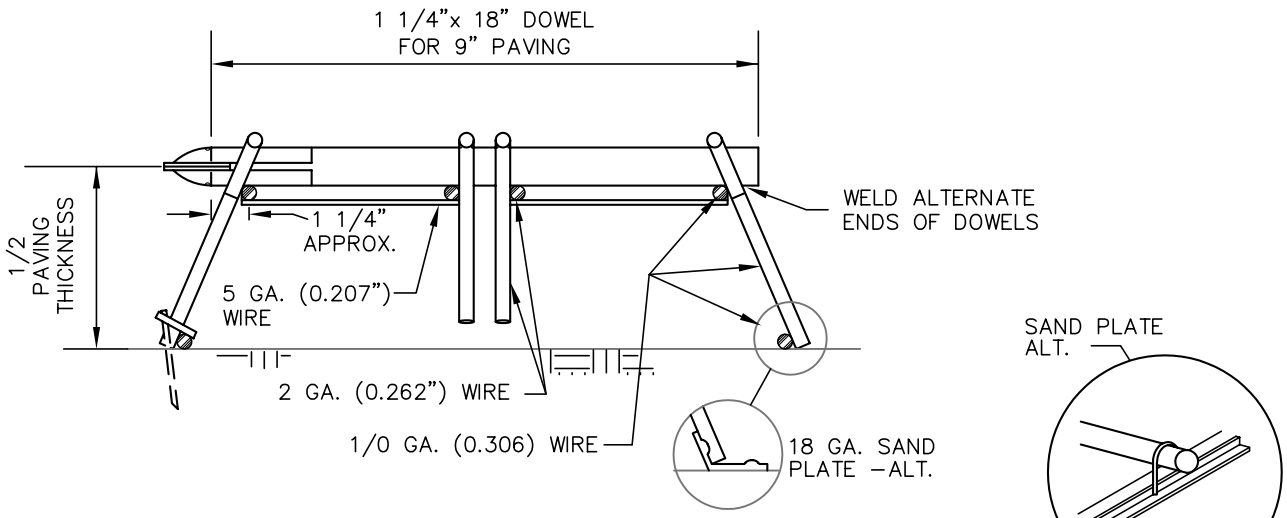

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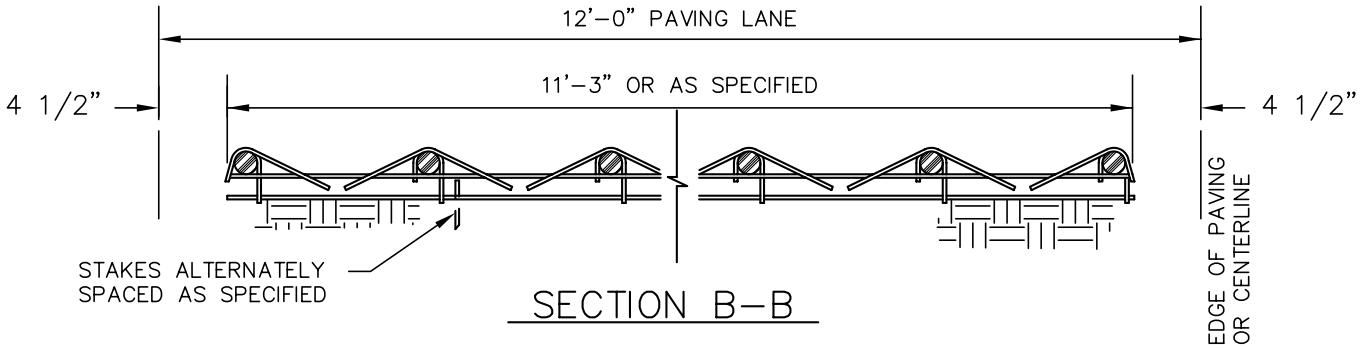

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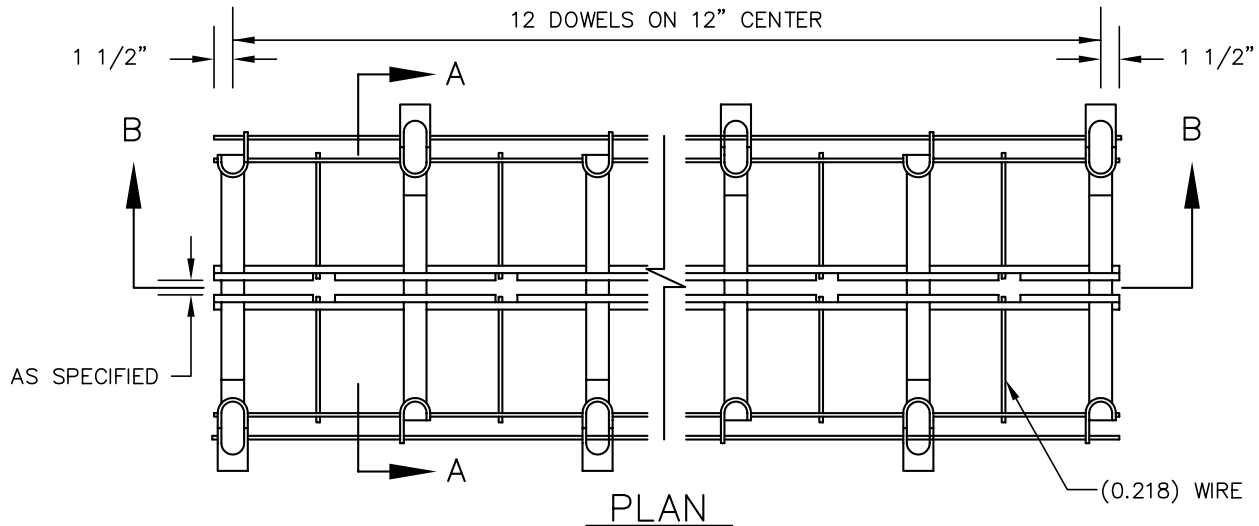

PLAN

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CONSTRUCTION STANDARDS

LTU–WELDED EXPANSION JOINT ASSEMBLY

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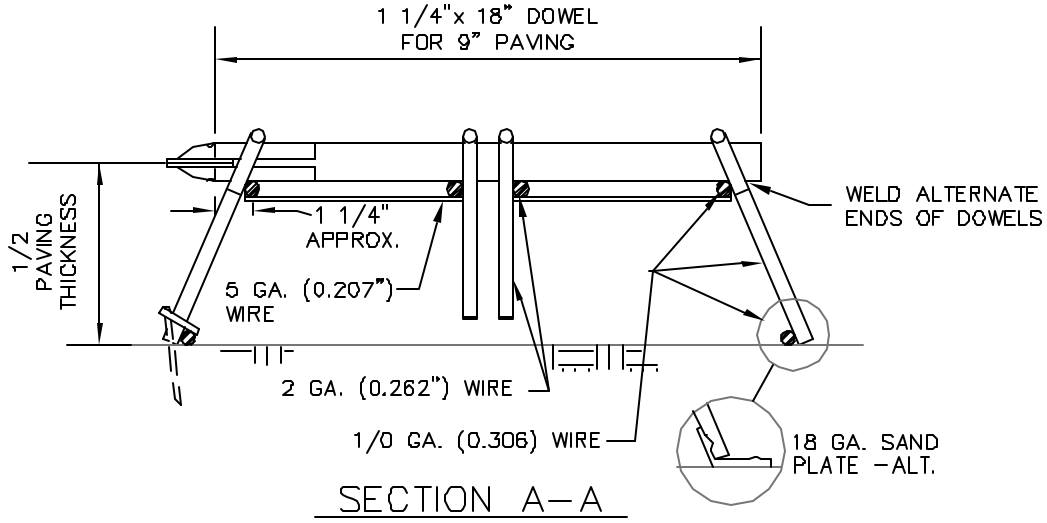
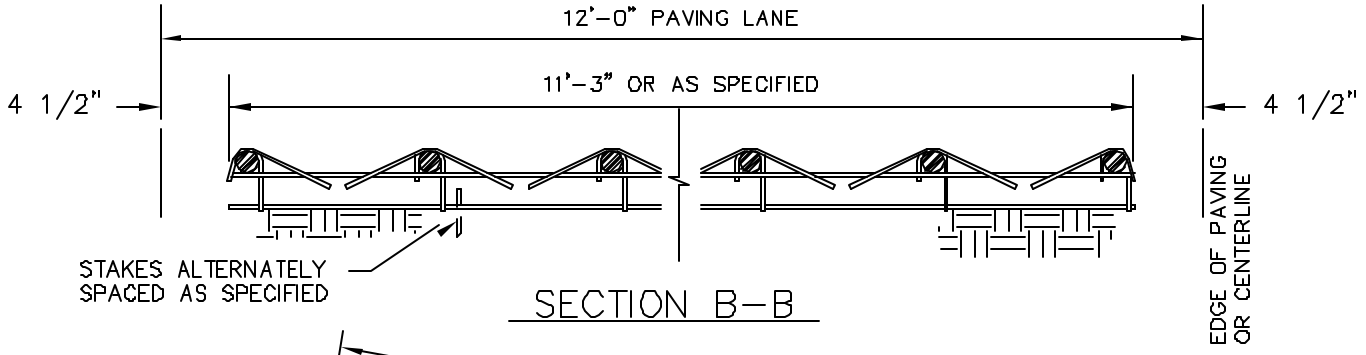


SECTION A–A



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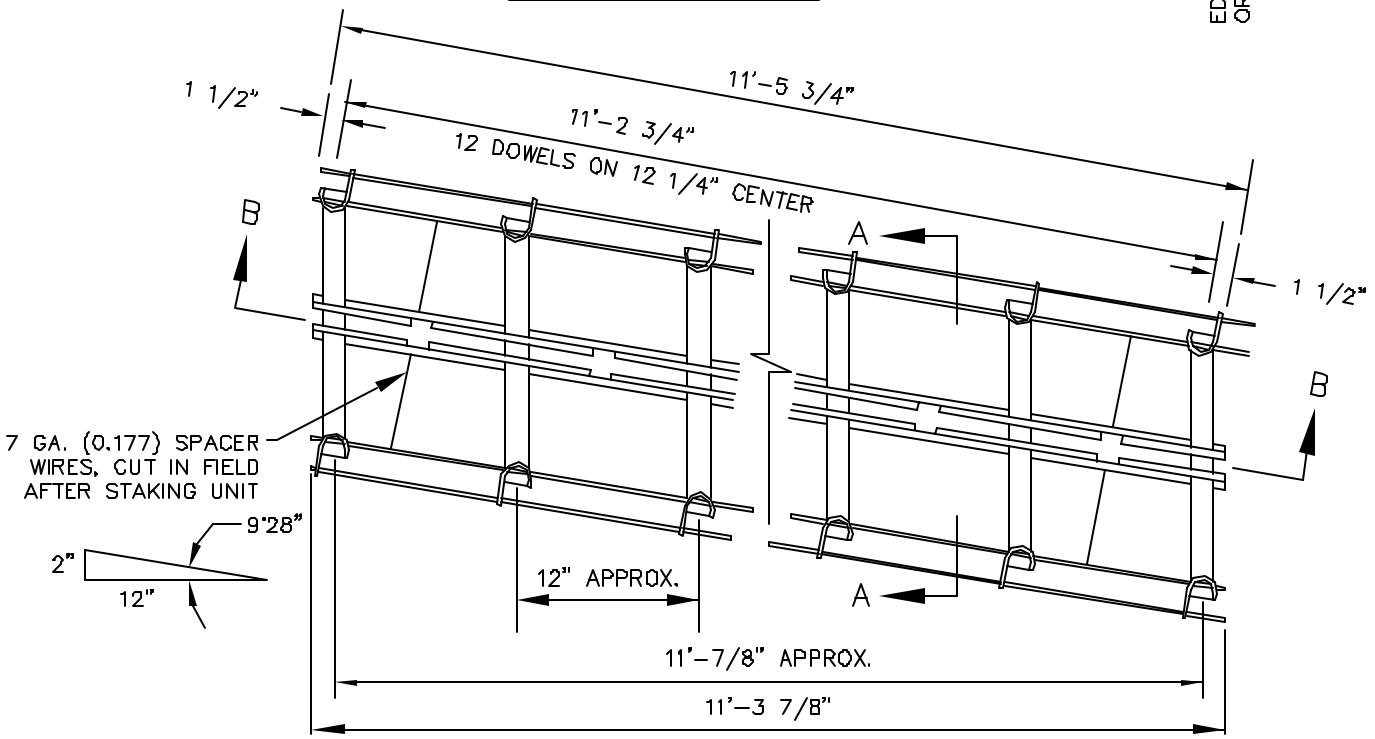

PLAN

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CITY OF EDMOND

ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

LTU–DOWEL ASSEMBLY SKEWED EXPANSION JOINT

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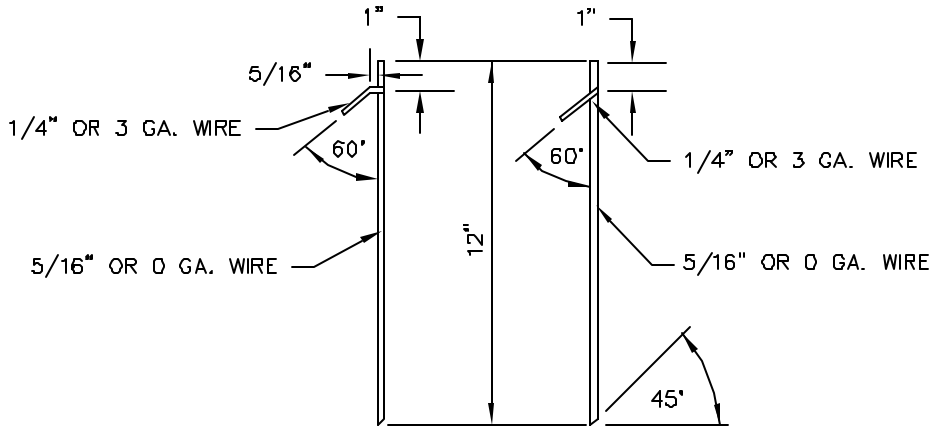
DOWEL BARS SPACING & SIZE DATA			
(T) SLAB DEPTH (IN.)	DOWEL DIAM. (IN.)	TOTAL DOWEL LENGTH (IN.)	C/C DOWEL SPACING (IN.)
5–6	3/4	18	12
7–8	1	18	12
9–11	1 1/4	18	12
12–16	1 1/2	18	15

TABLE OF WIRE SIZES (UNCOATED DIAMETERS)				
GAGE	DECIMAL (IN.)	FRACTION (IN.)	METRIC (MM)	AASHTO M32 REFERENCE SIZE
	.3125	5/16	7.93	W 8.
1/0	.306		7.77	W 7.
1	.283	9/32	7.19	W 6.
	.250	1/4	6.35	W 5.
3	.244		6.20	W 4.5
4	.225		5.72	W 4.
	.218		5.55	
6	.192		4.88	W 3.
7	.177		4.50	W 2.5
9	.142		3.76	W 1.5
12	.106		2.69	W 1.
16	.062		1.58	W 0.5



MIMIMUM 6 PER WELDED 12' ASSEMBLY

TYPICAL STAKES

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CITY OF EDMOND

ENGINEERING DEPARTMENT
CONSTRUCTION STANDARDS

LTU–TYPICAL STAKES, WIRE & DOWEL TABLES

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