

SECTION 2400
STANDARD DETAILS FOR PAVING

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PAVEMENT DESIGN STANDARD

1. TRANSVERSE LIMITS OF PAVING SUBGRADE PREP SHALL EXTEND TO A MIN OF 1 FOOT BEYOND THE BACK OF CURB.
2. FOR TRANSVERSE PAVEMENT STRUCTURE EXTENDING BELOW BOTTOM OF CURB:
 - A. AGGREGATE BASE PAVEMENT (ABC), TREATED ABC, TREATED SUBGRADE SOILS, AND ASPHALT CONCRETE (AC) STRUCTURE EXTENDING MORE THAN 1/2 INCH BELOW THE BOTTOM OF A CURB & GUTTER SHALL EXTEND TRANSVERSELY UNDER AND BEHIND THE CURB OR CURB & GUTTER TO A MIN OF 1 FOOT BEYOND THE BACK OF CURB.
 - B. SEE TABLE FOR LIFT MATERIAL REQUIREMENTS.
3. CITY STANDARD PAVEMENT DESIGNS BASED ON A R-VALUE ≥ 50 AND MAXIMUM TRAFFIC VOLUMES DEFINED BELOW:
 - a. LOCAL RESIDENTIAL STREETS (SEE STD. DWG 2405A)

ROADWAY PROVIDES ACCESS TO A MAXIMUM OF 50 RESIDENTIAL LOTS OR HAS A MAXIMUM AWDT OF 500.

	LIFT	THICKNESS
	AC SURFACE COURSE	1 ½"
	AC BASE COURSE	1 ½"
 - b. MAJOR LOCAL STREETS (SEE STD DWG 2405 B)

ROADWAY TO HAVE A MAXIMUM AWDT OF 3000.

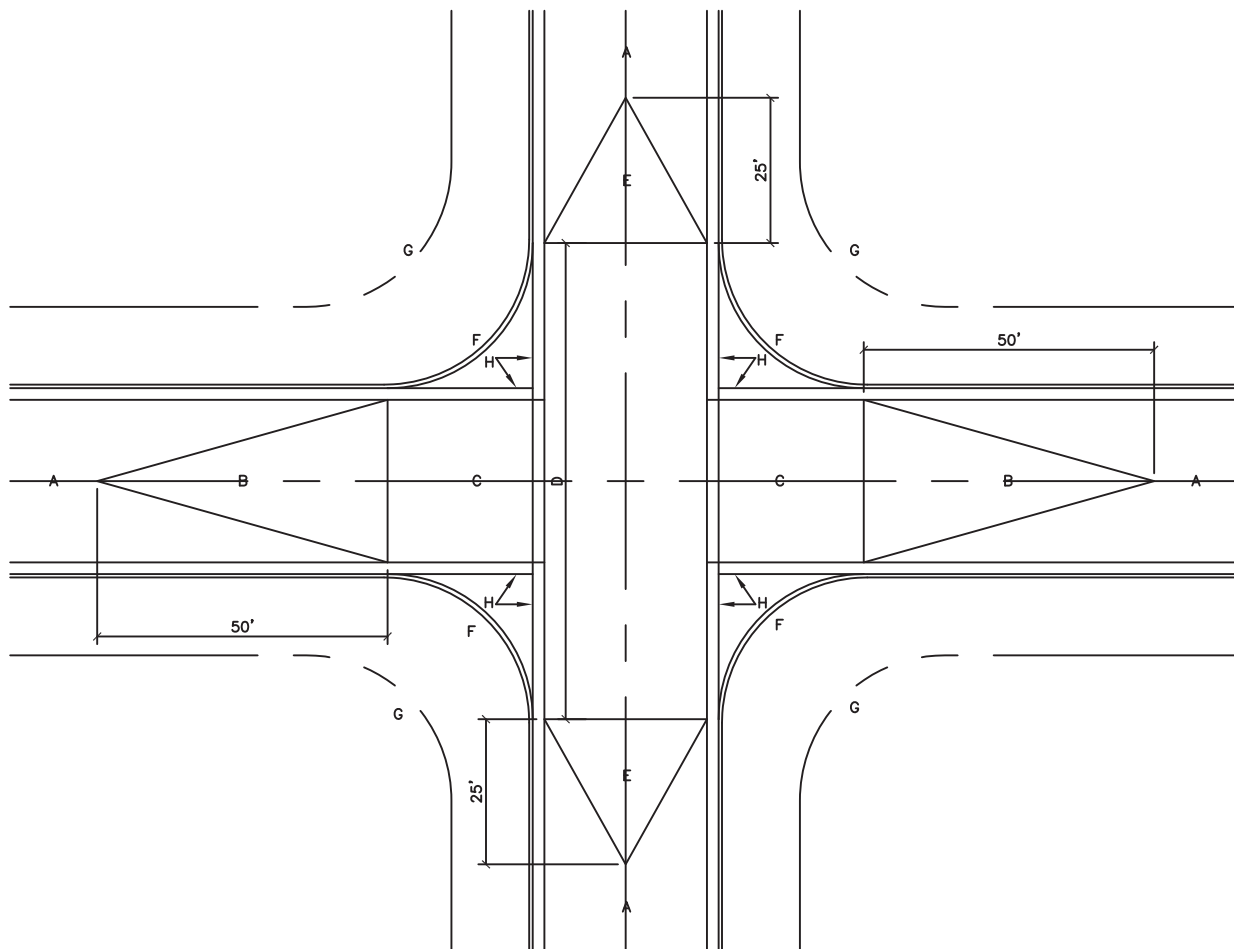
	LIFT	THICKNESS
	AC SURFACE COURSE	1 ½"
	AC BASE COURSE	1 ½"
 - c. ROADS CLASSIFIED ON THE LONG RANGE MAJOR STREET PLAN REQUIRE A PAVEMENT DESIGN IN ACCORDANCE WITH SECTION 7 OF THE DEVELOPMENT PROCESS MANUAL.
 4. THE PAVEMENT STRUCTURE SECTION SHALL BE SELECTED SUCH THAT THE LIFTS OF MATERIAL MODULE TO 1/2 INCH OF THE BOTTOM OF CURB AND COMPLY WITH MATERIAL LIMITS SPECIFIED BELOW.(SEE STD. DWGS 2407 & 2408)
 5. ALL PAVEMENT MATERIAL THAT EXTENDS MORE THAN 1/2 INCH BELOW OF THE BOTTOM OF THE CURB SHALL BE EXTENDED TO 1 FOOT BEYOND THE BACK OF THE CURB.

PAVEMENT CONSTRUCTION MATERIALS				
MATERIAL	COMPACTED MINIMUM	LIFTS[1] MAXIMUM	NOTES	CONSTRUCTION TOLERANCES[2]
FILL	4	8	SEE SECTION 204	$\pm 1 \frac{1}{4}"$ (0.10 FT)
SUBGRADE	4	8	SEE SECTION 301	$\pm 1 \frac{1}{4}"$ (0.10 FT)
AGGREGATE BASE COURSE(ABC)	4	6	SEE SECTION 302	$\pm 1 \frac{1}{2}"$ (0.10 FT)
BITUMINOUS TREATED BASE(BTB)	4	6	SEE SECTION 305	$\pm 1/2"$ (0.04 FT)
CONCRETE TREATED BASE (CTB)			SEE SECTION 307	
ASPHALT CONCRETE(AC)			SEE SECTION 116	$\pm \frac{1}{4}"$ (0.02 FT)
TYPE A, SP II	3	4		$\pm \frac{1}{4}"$ (0.02 FT)
TYPE B, SP III	2	3		$\pm \frac{1}{4}"$ (0.02 FT)
TYPE C, SP IV		2 1/2		$\pm \frac{1}{4}"$ (0.02 FT)
TYPE D, SP V	1	2		$\pm \frac{1}{4}"$ (0.02 FT)
TREATED SOILS	4	8	SEE SECTION 304	

[1] THE LIFT THICKNESS/DEPTH(S) FOR A PAVEMENT SECTION SHALL BE IDENTIFIED IN TYPICAL PAVEMENT SECTIONS ON A PROJECTS PLANS AND IN A PROJECT'S SPECIFICATIONS.

[2] MEASURED WITH 10 -FOOT STRAIGHT EDGE IN ANY DIRECTION.

CITY OF ALBUQUERQUE	
PAVING	
PAVEMENT DESIGN STANDARD	
DWG. 2400	JUNE 2019



**TYPICAL RESIDENTIAL STREET INTERSECTION
GRADING CONCEPT**

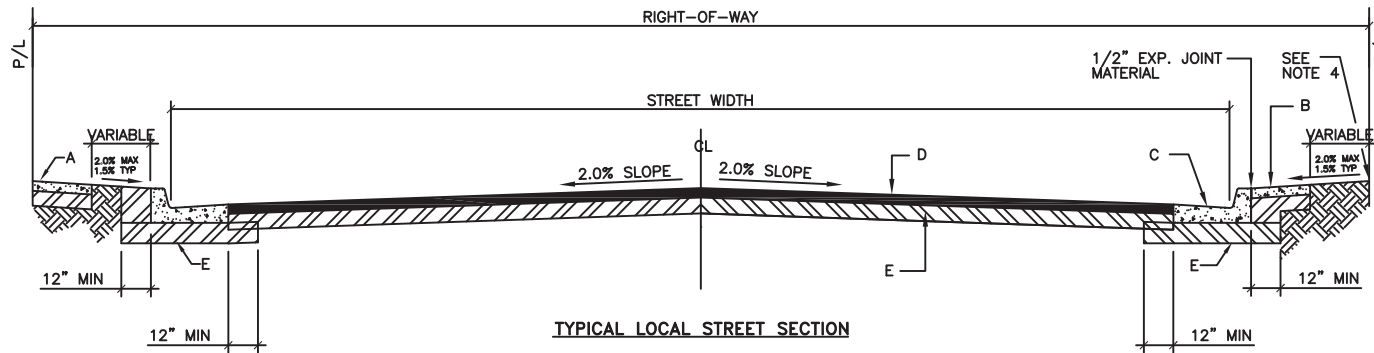
GENERAL NOTES:

1. REDUCE NORMAL CROWN TO NO CROWN SECTION WHEN APPROACHING PERPENDICULAR TO VALLEY GUTTER.
2. REDUCE NORMAL CROWN TO HALF CROWN SECTION WHEN STREET IS PARALLEL TO VALLEY GUTTER.
3. FOR "T" INTERSECTIONS THE THROUGH STREET WILL RETAIN NORMAL CROWN & THE LEG OF THE "T" WILL REDUCE NORMAL CROWN TO NO CROWN SECTION WHEN APPROACHING PERPENDICULAR TO VALLEY GUTTER.
4. CONSTR. PLANS WILL DETAIL "T" INTERSECTION WHEN DRAINAGE FLOWS ACROSS THROUGH STREET OF INTERSECTION.
5. CONSTR. PLANS WILL SPECIFY RADIUS OF CURB RETURNS.

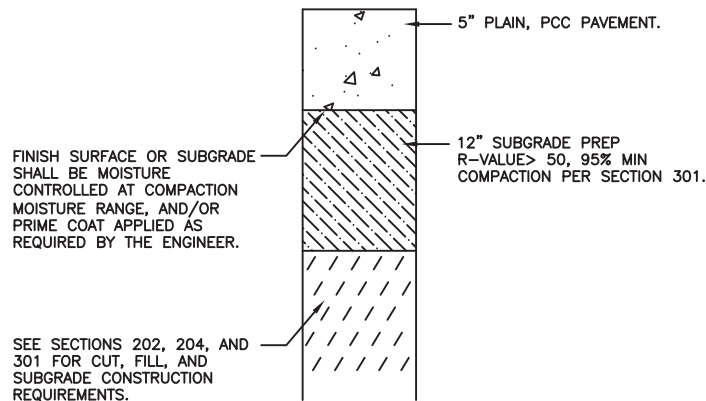
CONSTRUCTION NOTES:

- A. NORMAL 2% CROWN FOR RESIDENTIAL STREET.
- B. TRANSITION SECTION FROM FULL CROWN TO NO CROWN SECTION.
- C. NO CROWN SECTION.
- D. HALF CROWN SECTION.
- E. TRANSITION SECTION FROM FULL CROWN TO HALF CROWN SECTION.
- F. CURB RETURN.
- G. PROPERTY RETURN.
- H. FLOW LINE OF VALLEY GUTTER.

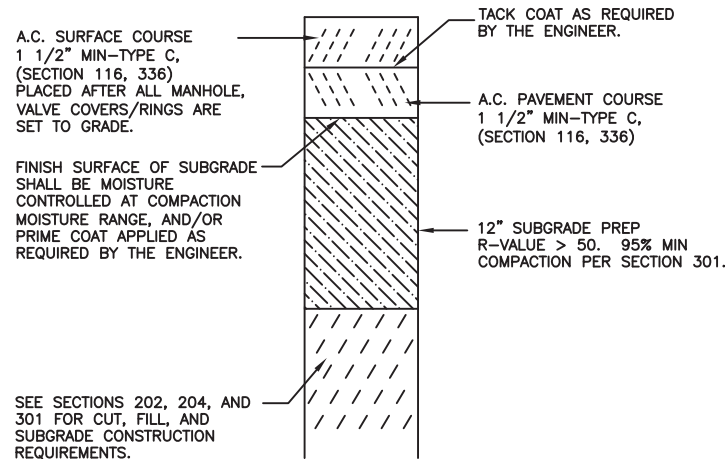
REVISIONS	CITY OF ALBUQUERQUE
	PAVING TYPICAL RESIDENTIAL STREET INTERSECTION
	DWG.2401 JUNE 2019



TYPICAL LOCAL STREET SECTION



RIGID PAVEMENT SECTION



FLEXIBLE PAVEMENT SECTION

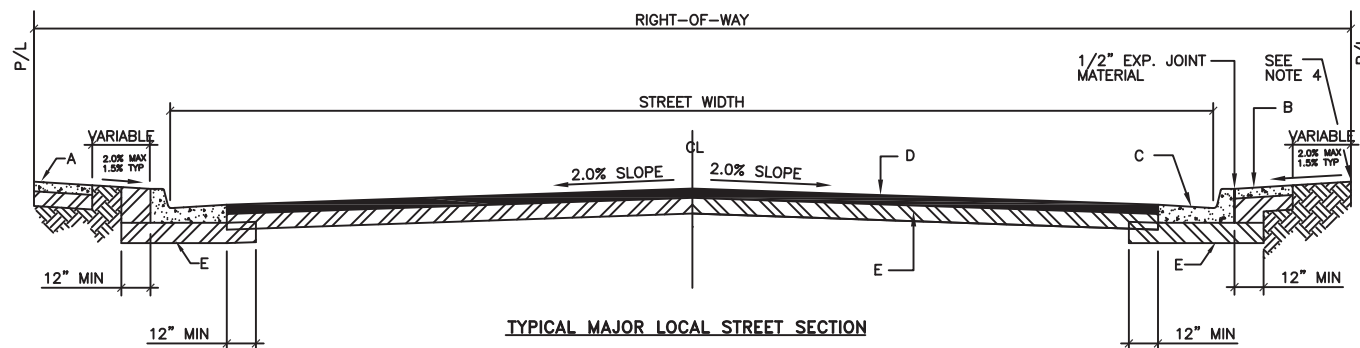
GENERAL NOTES:

1. CROWN ON STREET SHALL BE AS FOLLOWS:
 - a. 32' STREET = 4"
 - b. 40' STREET = 5"
 - c. LESS THAN 32' STREET, PAVEMENT SLOPE = 2%
2. ALL SUBGRADE COMPACTION FOR C & G SHALL EXTEND 12" MIN ON EITHER SIDE OF C & G OR CURB SECTION.
3. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVE PADS SHALL BE INCIDENTAL TO ITEM.
4. FINISH GRADE AT PROPERTY LINE SHALL BE BASED ON A MIN 2% SLOPE FROM TOP OF CURB.
5. ALL ASPHALT CONCRETE (AC) PAVEMENT SHALL COMPLY WITH SECTION 116.
6. ALL PORTLAND CEMENT CONCRETE (PCC) PAVEMENT SHALL COMPLY WITH SECTION 101.
7. IN ACCORDANCE WITH COA DPM THE FOLLOWING APPLIES UNLESS AUTHORIZED OTHERWISE BY THE CITY ENGINEER:
 - * RESIDENTIAL STREETS SERVING 50 LOTS OR LESS SHALL BE DESIGNED AS LOCAL RESIDENTIAL STREETS.
 - * RESIDENTIAL STREETS SERVING MORE THAN 50 LOTS WITH AN ANTICIPATED AWDT < 3000 SHALL BE DESIGNED AS MAJOR LOCAL STREETS.
8. FOR SUBGRADE R-VALUE < 50, PAVEMENT SECTION SHALL BE DESIGNED IN ACCORDANCE WITH DPM CH. 07
9. SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE UTILITIES ARE CONSTRUCTED.

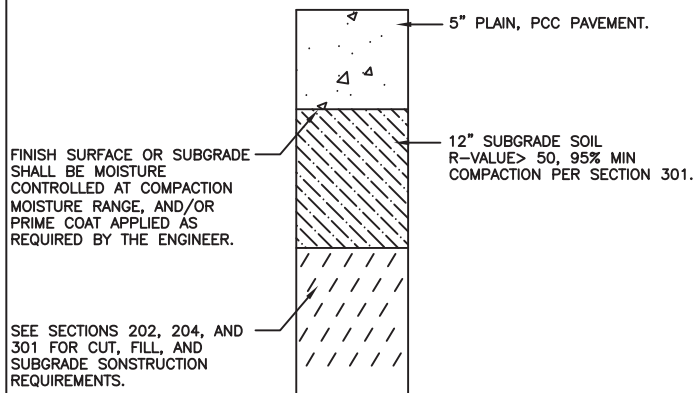
CONSTRUCTION NOTES:

- A. SIDEWALK AT STANDARD SETBACK.
- B. SIDEWALK ADJACENT TO CURB. (NON-STANDARD, VARIANCE REQUIRED).
- C. CURB AND GUTTER HEIGHT TO BE SPECIFIED ON PLANS.
- D. ASPHALT CONCRETE (AC) OR PORTLAND CEMENT (PCC) PAVEMENT.
- E. 12" COMPACTED SUBGRADE PREP, 95% COMPACTION.

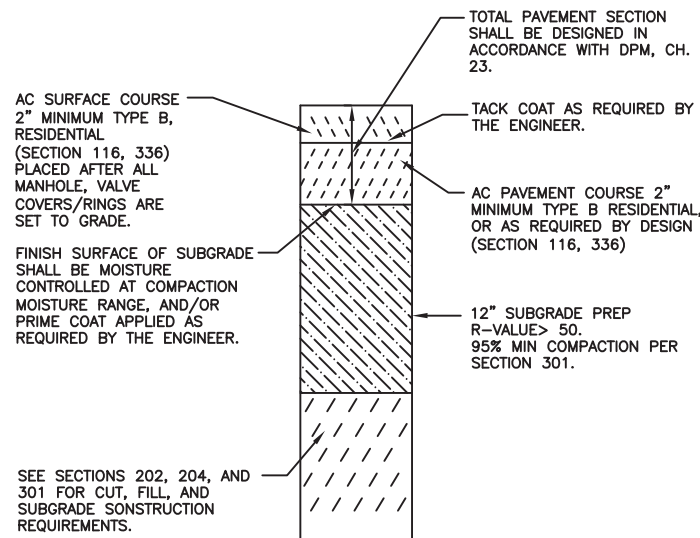
REVISIONS	CITY OF ALBUQUERQUE
06/2019	PAVING
	LOCAL - RESIDENTIAL STREET SECTION
	DWG. 2405A JUNE 2019



TYPICAL MAJOR LOCAL STREET SECTION



RIGID PAVEMENT SECTION



FLEXIBLE PAVEMENT SECTION

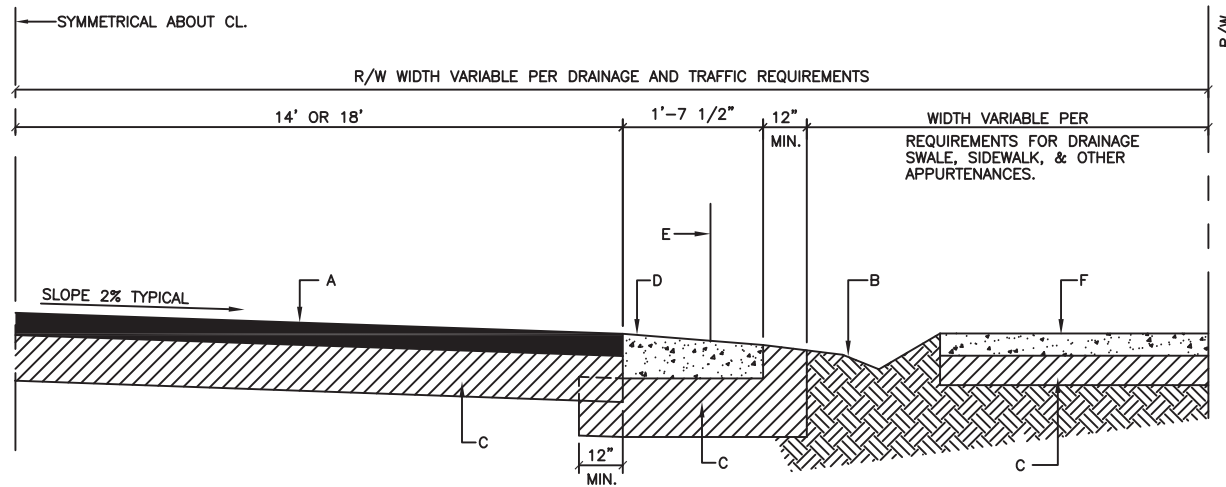
GENERAL NOTES:

1. CROWN ON STREET SHALL BE AS FOLLOWS:
 - a. 32' STREET = 4"
 - b. 40' STREET = 5"
 - c. LESS THAN 32' STREET, PAVEMENT SLOPE = 2%
2. ALL SUBGRADE COMPACTION FOR C & G SHALL EXTEND 12" MIN ON EITHER SIDE OF C & G OR CURB SECTION.
3. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVE PADS SHALL BE INCLUDED WITH THE PARTICULAR ITEM.
4. FINISH GRADE AT PROPERTY LINE SHALL BE BASED ON A MIN 2% SLOPE FROM TOP OF CURB.
5. ALL ASPHALT CONCRETE (AC) PAVEMENT SHALL COMPLY WITH SECTION 116.
6. ALL PORTLAND CEMENT CONCRETE (PCC) PAVEMENT SHALL COMPLY WITH SECTION 101.
7. IN ACCORDANCE WITH COA DPM THE FOLLOWING APPLIES UNLESS AUTHORIZED OTHERWISE BY THE CITY ENGINEER:
 - * RESIDENTIAL STREETS SERVING 50 LOTS OR LESS SHALL BE DESIGNED AS LOCAL RESIDENTIAL STREETS.
 - * RESIDENTIAL STREETS SERVING MORE THAN 50 LOTS WITH AN ANTICIPATED AWDT < 3000 SHALL BE DESIGNED AS MAJOR LOCAL STREETS.
8. FOR SUBGRADE R-VALUE < 50, PAVEMENT SECTION SHALL BE DESIGNED IN ACCORDANCE WITH DPM CH. 7.
9. SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE UTILITIES ARE CONSTRUCTED.

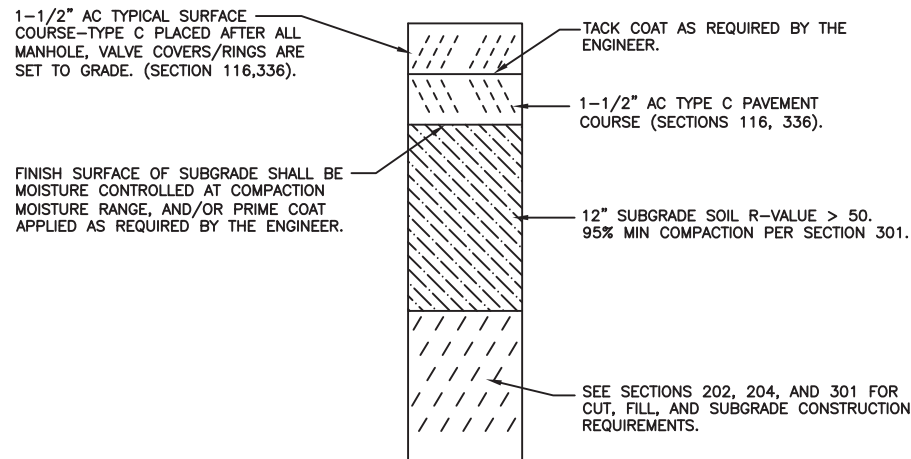
CONSTRUCTION NOTES:

- A. SIDEWALK AT STANDARD SETBACK.
- B. SIDEWALK ADJACENT TO CURB. (NON-STANDARD, VARIANCE REQUIRED).
- C. CURB AND GUTTER HEIGHT TO BE SPECIFIED ON PLANS
- D. ASPHALT CONCRETE (AC) OR PORTLAND CEMENT (PCC) PAVEMENT.
- E. 12" COMPACTED SUBGRADE PREP, 95% COMPACTION.

REVISIONS	CITY OF ALBUQUERQUE
06/2019	PAVING MAJOR LOCAL STREET SECTION DWG. 2405B JUNE 2019



**TYPICAL SECTION FOR
32 FT. OR 40 FT. ESTATE TYPE STREET**



FLEXIBLE PAVEMENT SECTION

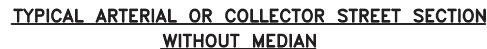
GENERAL NOTES:

1. ESTATE TYPE STREET SECTION TO BE USED ONLY WHEN PERMITTED IN THE APPROVED DRAINAGE PLANS.
2. RIGHT-OF-WAY REQUIREMENTS TO BE ESTABLISHED BY THE DRB. DESIGN OF SIDEWALK CONFIGURATION, DRAINAGE REQUIREMENTS & OTHER APPURTENANCE LOCATIONS SHALL BE APPROVED ON AN INDIVIDUAL SITE BASIS AND SHALL BE SHOWN ON THE PROJECT CONSTRUCTION PLANS.
3. ALL ASPHALT CONCRETE (AC) PAVEMENT SHALL COMPLY WITH SECTION 116.
4. IN ACCORDANCE WITH COA DPM THE FOLLOWING APPLIES UNLESS AUTHORIZED OTHERWISE BY THE CITY ENGINEER:
* RESIDENTIAL STREETS SERVING 50 LOTS OR LESS SHALL BE DESIGNED AS LOCAL RESIDENTIAL STREETS.
* RESIDENTIAL STREETS SERVING MORE THAN 50 LOTS AND WITH AWDT GREATER THAN 1000 SHALL BE DESIGNED AS MAJOR LOCAL STREETS.
5. FOR SUBGRADE R-VALUE <50, PAVEMENT SECTION SHALL BE DESIGNED IN ACCORDANCE WITH DPM, CH 23.
6. SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE UTILITIES ARE CONSTRUCTED.

CONSTRUCTION NOTES:

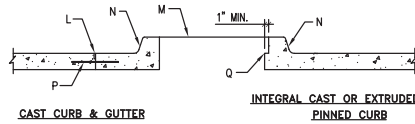
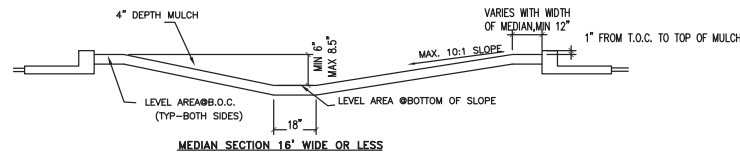
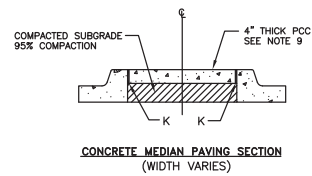
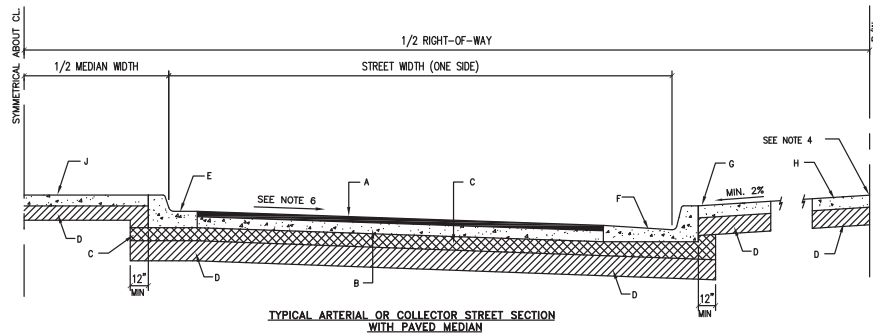
- A. ASPHALT CONCRETE (AC) PAVEMENT.
- B. PROJECT-DESIGNED SWALE.
- C. COMPACTED SUBGRADE, 95% COMPACTION.
- D. ESTATE CURB.
- E. THEORETICAL FACE OF CURB OR FLOWLINE.
- F. SIDEWALK

REVISIONS	CITY OF ALBUQUERQUE
06/2019	LOCAL RESIDENTIAL PAVING ESTATE TYPE STREETS
	DWG. 2406 JUNE 2019

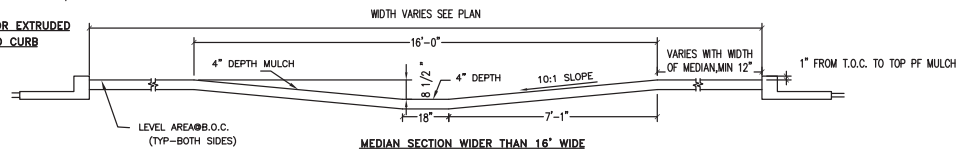


- A. ASPHALT CONCRETE SURFACE COURSE.
- B. ASPHALT CONCRETE (AC) PAVEMENT.
- C. 6" AGGREGATE BASE COURSE (ABC), IF REQUIRED.
- D. 12" SUBGRADE PREP, 95% COMPACTION.
- E. 8" STANDARD CURB AND GUTTER.
- F. SIDEWALK ADJACENT TO CURB (NON-STANDARD, VARIANCE REQUIRED).
- G. SIDEWALK AT STANDARD SETBACK.

REVISIONS	CITY OF ALBUQUERQUE
06/2019	PAVING ART./COLL. ST. SECTIONS WITHOUT MEDIAN DWG. 2407 JUNE 2019



**INTEGRAL CAST OR EXTRUDED
PINNED CURB**



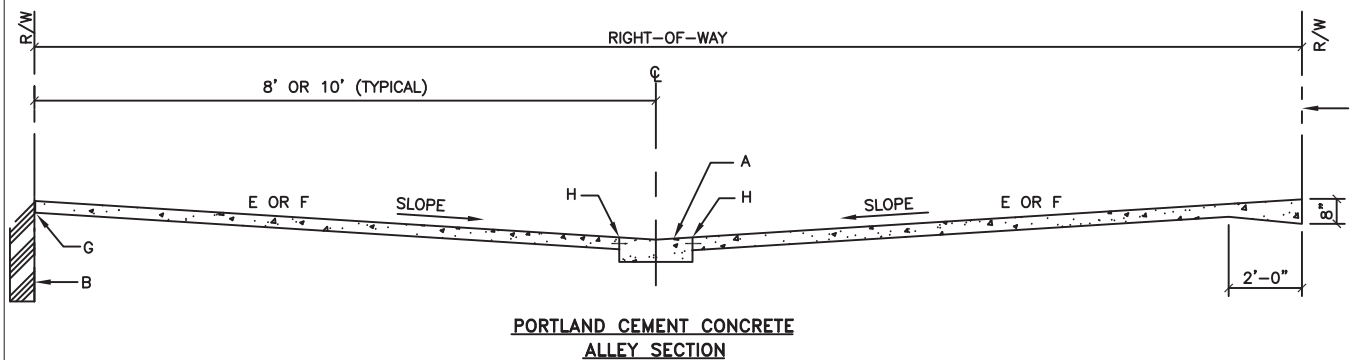
GENERAL NOTES

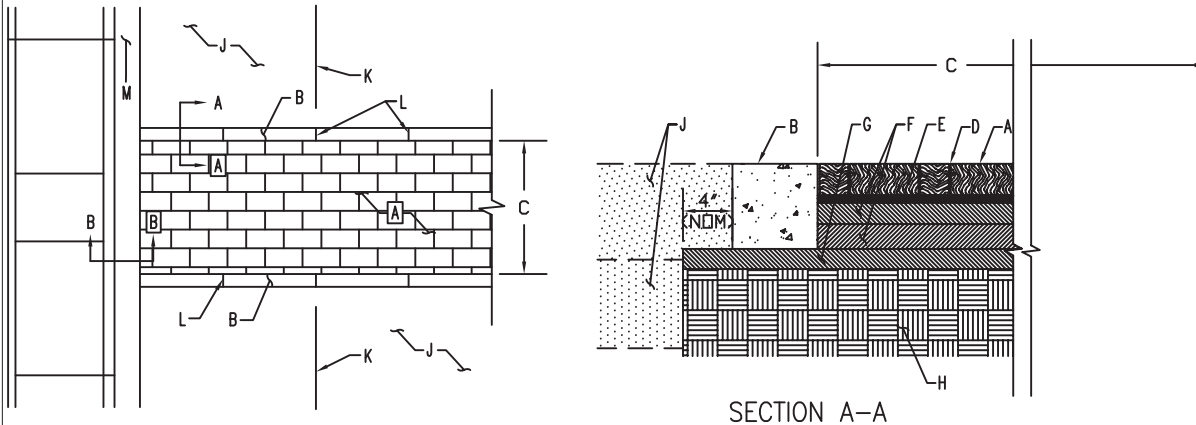
1. STRUCTURAL THICKNESS OR PAVEMENT COMPONENTS WILL BE PER PAVEMENT DESIGN.
2. ALL SUBGRADE COMPACTION FOR C & G SHALL EXTEND 12" MIN ON EITHER SIDE OF C & G OR CURB SECTION.
3. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVE PADS SHALL BE INCLUDED WITH THE PARTICULAR ITEM.
4. FINISH GRADE AT PROPERTY LINE SHALL BE BASED ON A MIN 2% SLOPE FROM TOP OF CURB.
5. SLOPE EASEMENT REQUIREMENTS WILL BE SHOWN ON PROJECT CONSTRUCTION PLANS.
6. TRANSVERSE SLOPE FOR PAVEMENT SHALL BE 2% TYPICAL.
7. PAVEMENT FINISH GRADES AND ELEVATIONS SHALL BE MET BY ASPHALT CONCRETE (AC) SURFACE COURSE.
8. PLANT MIX SEAL SHALL BE PLACES ABOVE THE TOE OF THE GUTTER.
9. PORTLAND CEMENT CONCRETE (PCC) MEDIAN PAVEMENT SHALL BE TEXTURED CONCRETE RUNNING BOND PATTERN TRANSVERSE TO CENTERLINE COLOR AS SPECIFIED.
10. SEE STANDARD DWG. 2407 FOR ARTERIAL/COLLECTOR, FLEXIBLE OR RIGID PAVEMENT SECTION.
11. SEE SECTION 2500 FOR MEDIAN PAVEMENT DIMENSIONS.

CONSTRUCTION NOTES

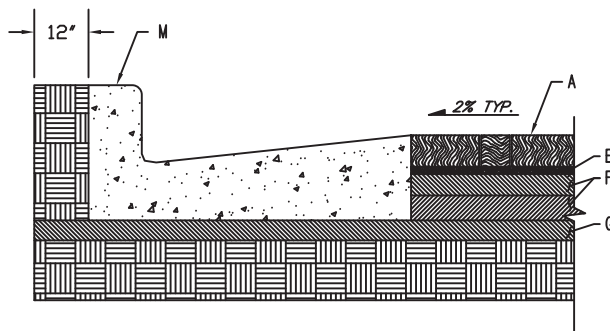
- A. ASPHALT CONCRETE (AC) SURFACE COURSE.
- B. ASPHALT CONCRETE (AC) PAVEMENT.
- C. COMPACTED BASE.
- D. COMPACTED SUBGRADE, 95% MIN.
- E. CURB & GUTTER MEDIAN.
- F. CURB & GUTTER STANDARD.
- G. SIDEWALK ADJACENT TO CURB (NON-STANDARD, VARIANCE REQUIRED).
- H. SIDEWALK AT STANDARD SETBACK.
- J. MEDIAN.
- K. 1/2" EXPANSION JOINT MATERIAL.
- L. SAW & SEAL JOINT PER STD. DETAIL.
- M. TYPICAL MEDIAN PAVING (SEE DETAIL).
- N. SEAL JOINT TO TOP OF CURB.
- P. #4 X 30" TIE BAR @ 2'-0" O.C.
- Q. EXTENSION NOT REQUIRED AT INTEGRAL.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	ART./COLL.ST. SECTIONS
	WITH MEDIAN
	DWG. 2408 JUNE 2019





SECTION A-A



SECTION B-B

CONSTRUCTION NOTES:

- A. 4x8" (NOM) x 3 1/8" concrete brick pavers, fm=8000 psi, complying with requirements of ASTM C 936, standard specifications for solid concrete interlocking paver units, color as directed by the Engineer.
- B. Portland cement concrete edge restraint curb, h=8" x b=14" x l=6" (NOM) between control joints
- C. Width of crosswalk between restraint curbs shall be adjusted so that the trimming of concrete brick pavers will not be required adjacent to restraint curbs.
- D. Joints between bricks to be approximately 1/16" to 1/8" to allow for sand filler.
- E. Bedding sand 1" (NOM) min.
- F. 2-2 inch (NOM) lifts, Type C or S-IV Asphalt concrete (Sections 116, 336)
- G. 1-2 inch (NOM) lifts, Type B or S-III Asphalt concrete (Sections 116, 336)
- H. 12 inch compacted subgrade, 95% compaction
- J. Street pavement section
- K. Traffic lane line (TYP)
- L. Control Joint
- M. Curb and Gutter
- N. Gaps occurring at the interface between the concrete brick pavers and adjacent curb and gutter and other materials shall be filled with saw cut pavers with a minimum dimension of the paver not less than 2 inches. Gaps less than 3/8 inch shall be filled with sand.

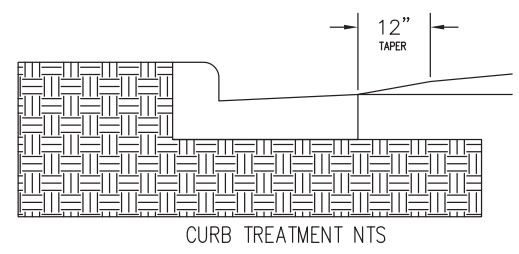
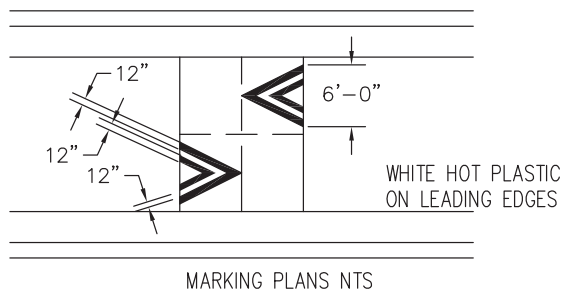
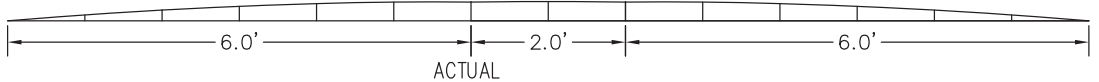
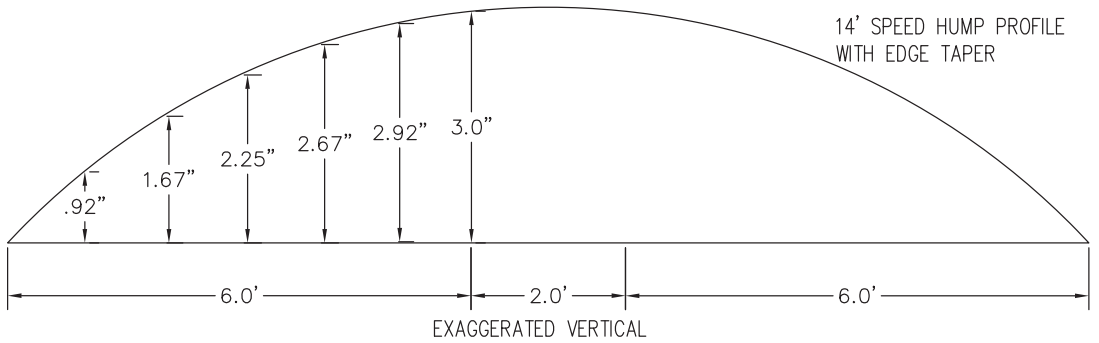
GENERAL NOTES

1. Concrete pavers to be installed in a modular 90° Herringbone pattern
2. Edge restraint curb shall have control joints installed at lane lines and the center of each traffic lane crossed. If traffic lanes are not defined of a non standard width, control joints shall be evenly spaced the length of the restraining curb at 6' (NOM) intervals.
3. Bedding and joint filler sand shall be dry, washed concrete sand complying with requirements of ASTM C 33, Standard Specifications for Concrete Aggregate.
4. Width of crosswalk shall be adjusted so that no trimming of concrete pavers is required between restraint curbs. Concrete pavers installed adjacent to curb & gutter may be trimmed to fit, provided pavers do not have a minimum dimension less than 2 inches.
5. Other types of acceptable containment walls may be used when detailed on the construction plans and approved by the Engineer.

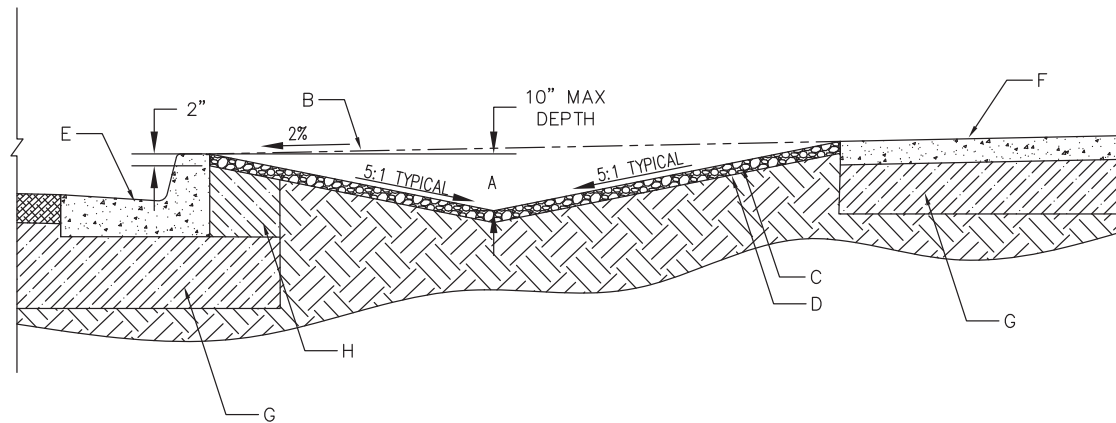
6. Installation Process

1. Place dry concrete sand on compacted asphalt concrete and screed to a uniform depth not less than 1"
2. Place brick pavers on the concrete sand in pattern and joint width(s) specified.
3. Vibrate pavers into the sand bedding with a plate vibrator. A minimum of two passes of the vibrator shall be made across the brick surface. Vibrator shall be capable of 3,000 to 5,000 lbs. centrifugal compaction force, operated at a frequency of 80 to 90 hertz.
4. Sweep fill dry concrete sand into the joints and vibrate across the brick paver surface. Repeat sand sweep fill and compaction sequence until all joints will no longer take sand under the vibrator action.
5. Vibration shall not occur within 3 feet of an unrestrained edge or laying faces of the brick surfaces. All brick pavers placed 3 feet or greater from the laying face shall be compacted with sand filled joints at the completion of the days work. Cover the remaining uncompacted area exposed sand bedding with water proof covering.
6. Sweep off excess sand when compaction completed.
7. Finish surface construction shall not deviate from the specified elevation by more than 3/8 inch under a 10 foot straightedge. The finished elevation of pavers shall be 1/8 to 1/4 inch above adjacent drainage inlets, edge restraints, pavement, and toe of gutter pans, except where adjacent to an access ramp where the paver shall be flush to 1/8 inch above the toe of curb.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING STREET SECTION USING CONCRETE PAVERS
	DWG.2412 June 2019



REVISIONS	CITY OF ALBUQUERQUE
	SPEED HUMP DIMENSION
DWG. 2413	JUNE 2019



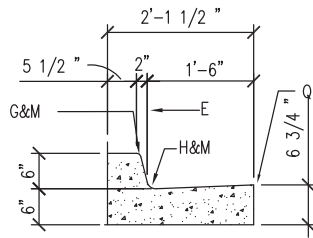
GENERAL NOTES

1. THE LANDSCAPE AREA BETWEEN THE SIDEWALK AND BACK OF CURB SHALL BE DEPRESSED AND COVERED IN ROCK TO PREVENT EROSION.
2. LANDSCAPE BUFFERS 2 FEET AND LESS IN WIDTH ARE NOT REQUIRED TO BE DEPRESSED AND COVERED IN ROCK.
3. CHECK DAMS ARE REQUIRED FOR SWALES ON LONGITUDINAL SLOPES 2.5% AND GREATER. THE ENGINEER WILL DETERMINE THE LOCATION.

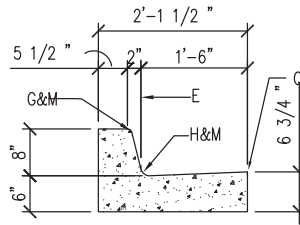
CONSTRUCTION NOTES

- A. FOR LANDSCAPE BUFFERS GREATER THAN 10 FEET WIDE THE MAXIMUM DEPTH SHALL BE 10 INCHES.
- B. 2% PROJECTED SLOPE FROM BACK OF CURB TO EDGE OF SIDEWALK.
- C. SURFACE BETWEEN BACK OF CURB AND SIDEWALK SHALL BE COVERED WITH ANGULAR GRAVEL MULCH (MINIMUM SIZE $\frac{3}{4}$ "), COBBLES, OR RIPRAP.
- D. FILTER FABRIC IS RECOMMENDED, BUT NOT REQUIRED. IF USED, FILTER FABRIC SHALL FOLLOW SECTION 603 OF THE SPECS.
- E. CURB AND GUTTER PER PLAN.
- F. SIDEWALK. PER PLAN.
- G. MIN 12" COMPACTED SUBGRADE.
- H. COMPACT SUBGRADE 12" BEHIND CURB.

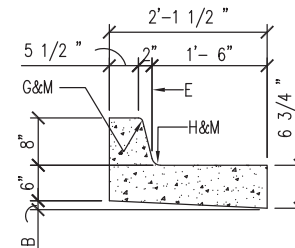
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	LANDSCAPE BUFFER SWALE
DWG. 2414	JUNE 2019



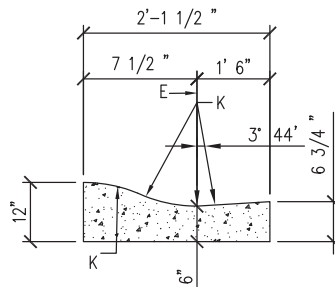
6" STANDARD C & G



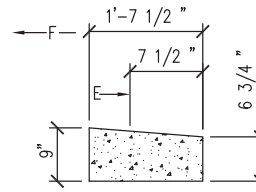
8" STANDARD C & G



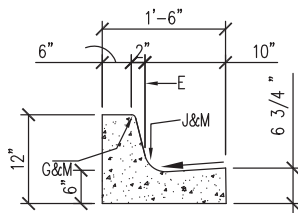
8" DEPRESSED
GUTTER



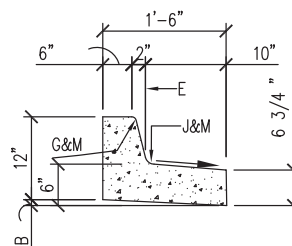
ROLL CURB



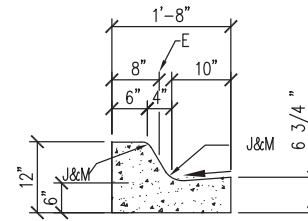
ESTATE CURB



6" MEDIAN C & G



6" DEPRESSED
MEDIAN C & G



MOUNTABLE
MEDIAN CURB

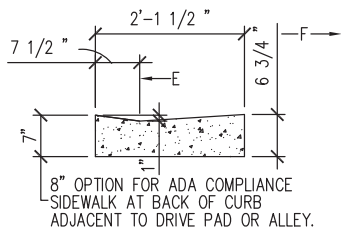
GENERAL NOTES

1. CURB, GUTTER AND CUT-OFF WALL WILL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE (PCC).
2. FOR STANDARD AND MEDIAN C & G ADJACENT TO ASPHALT CONCRETE (AC) PAVEMENT, PROVIDE CONTRACTION JOINTS AT 12' MAX. SPACING, CONTRACTION JOINTS SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1" DEEP AT FINISHED FACES. 1/2" EXPANSION JOINTS TO BE INSTALLED AT CURB RETURNS AND AT A MAXIMUM SPACING OF 200' BETWEEN CURB RETURNS AND SEPARATELY CONSTRUCTED DRIVEWAYS.
3. FOR ALL OTHER C & G AND CUT-OFF WALL PROVIDE CONTRACTION JOINTS AT 10' MAX SPACING, 1/2" EXPANSION JOINTS AT CURB RETURNS & AT A MAXIMUM SPACING OF 100' BETWEEN CURB RETURNS & EACH SIDE OF SEPARATELY CONSTRUCTED DRIVEWAYS. CONTRACTION JOINTS SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1" DEEP AT ALL FINISHED FACES. REINFORCEMENT SHALL NOT BE USED IN CUT-OFF WALLS.
4. FOR C & G CONSTRUCTED WITH PCC PAVEMENT, CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE THE SAME AS THE PAVEMENT JOINTS.
5. ALL EDGES SHALL BE EDGED WITH A 3/8" RADIUS EDGING TOOL.
6. REMOVE & REPLACE PAVEMENT 1' WIDE ADJACENT TO LIP OF GUTTER WHEN CONSTRUCTING C & G ADJACENT TO EXISTING AC PAVEMENT.
7. 1/4" ISOLATION JOINT SHALL BE PLACED BETWEEN SIDEWALK AND C & G WHEN CAST ADJACENT TO EACH OTHER.
8. ADA = AMERICANS WITH DISABILITY ACT.

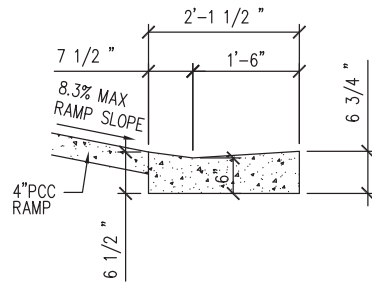
CONSTRUCTION NOTES

SEE COA DRAWING 2415B

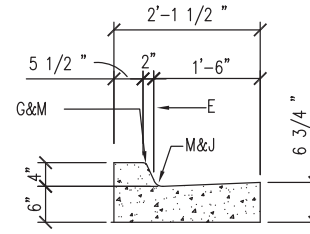
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	CURB AND GUTTER DETAILS
	DWG. 2415A JUNE 2019



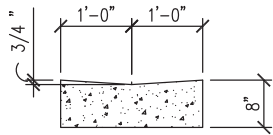
GUTTER AT DRIVE PAD



GUTTER AT CURB ACCESS
RAMP



4" TRANSITION CURB &
GUTTER DETAIL



ALLEY GUTTER

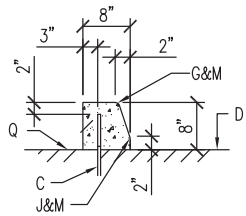
GENERAL NOTES

SEE COA DRAWING 2415A

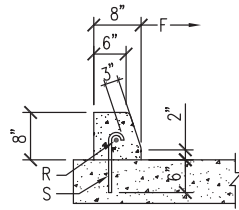
CONSTRUCTION NOTES

- REQ. CONC. CHANNEL LINING, OR CUT-OFF WALL, PROVIDE 1/4" EXP JOINT BETWEEN BACK OF CURB & CHANNEL LINING AND/OR WALL.
- VARIABLE, DEPRESS AS NEEDED.
- DRIVE NO. 4 PINS 18" DEEP IN HOLES DRILLED @ 2" O.C. IN EXISTING PAVEMENT, SEAL WITH EPOXY.
- EXISTING ASPHALT CONCRETE (AC) OR PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.
- FACE OF CURB/FLOW LINE.
- TRAFFIC SIDE.
- 3/4" RADIUS.
- 1-1/2" RADIUS.
- 2" RADIUS.
- 24" RADIUS.
- TACK COAT.
- DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
- NOT USED
- 8" SCARIFIED AND COMPACTED SUBGRADE. 95% MINIMUM COMPACTION PER SECTION 301.
- AC PAVEMENT.
- #4 CONT. BETWEEN JOINTS 3" COVER AT JOINTS.
- #3 PINS @ 3'-0" O.C. W/STD. HOOK.

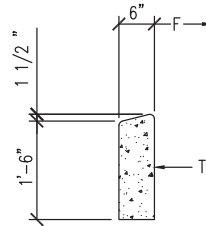
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	CURB AND GUTTER DETAILS
	DWG. 2415B JANUARY 2019



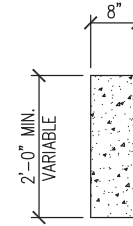
PINNED CURB



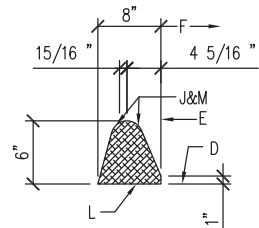
PINNED CURB DETAIL "A"
OUTSIDE PAVEMENT



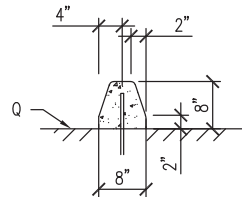
HEADER CURB



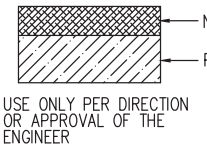
CUT-OFF WALL



TEMPORARY ASPHALT CURB,
TYPE C RESIDENTIAL



PINNED CURB DETAIL "B"



TEMPORARY OR MULTI-USE TRAIL
SECTION

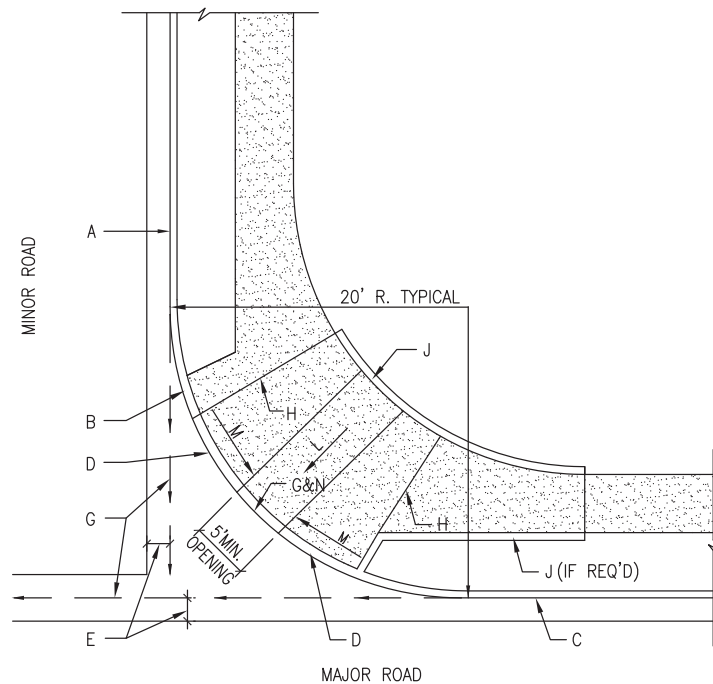
GENERAL NOTES

SEE COA DRAWING 2415A

CONSTRUCTION NOTES

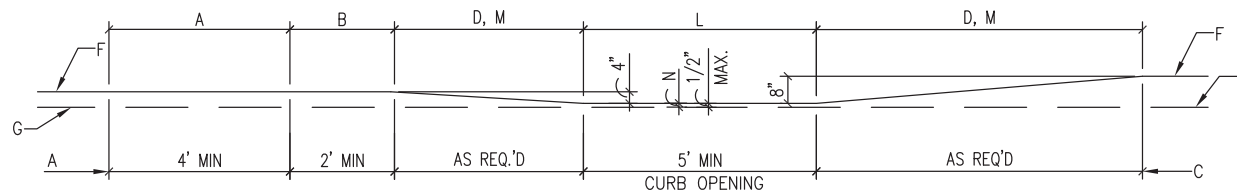
- REQ. CONC. CHANNEL LINING, OR CUT-OFF WALL, PROVIDE 1/4" EXP JOINT BETWEEN BACK OF CURB & CHANNEL LINING AND/OR WALL.
- VARIABLE, DEPRESS AS NEEDED.
- DRIVE NO. 4 PINS 18" DEEP IN HOLES DRILLED @ 2" O.C. IN EXISTING PAVEMENT, SEAL WITH EPOXY.
- EXISTING ASPHALT CONCRETE (AC) OR PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.
- FACE OF CURB.
- TRAFFIC SIDE.
- 3/4" RADIUS.
- 1-1/2" RADIUS.
- 2" RADIUS.
- 24" RADIUS.
- TACK COAT.
- DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
- 4" AC: MAJOR LOCAL OR LARGER (SP-III)
3" AC: LOCAL RESIDENTIAL STREET (TYPE C)
2" AC: BICYCLE PATH (TYPE C, RESIDENTIAL OR SP-IV)
- 8" SCARIFIED AND COMPACTED SUBGRADE. 95% MINIMUM COMPACTION PER SECTION 301.
- AC PAVEMENT.
- #4 CONT. BETWEEN JOINTS 3" COVER AT JOINTS.
- #3 PINS @ 3'-0" O.C. W/STD. HOOK.
- MAY BE POURED MONOLITHICALLY WITH THE CURB.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING CURB AND GUTTER AND TEMPORARY PAVING SECTIONS DWG. 2415C JUNE 2019



RESIDENTIAL SUBDIVISIONS TRANSITION FROM
STANDARD CURB TO MOUNTABLE CURB

(SEE NOTE 5 - DWG. 2440)



PROFILE AT BACK OF CURB

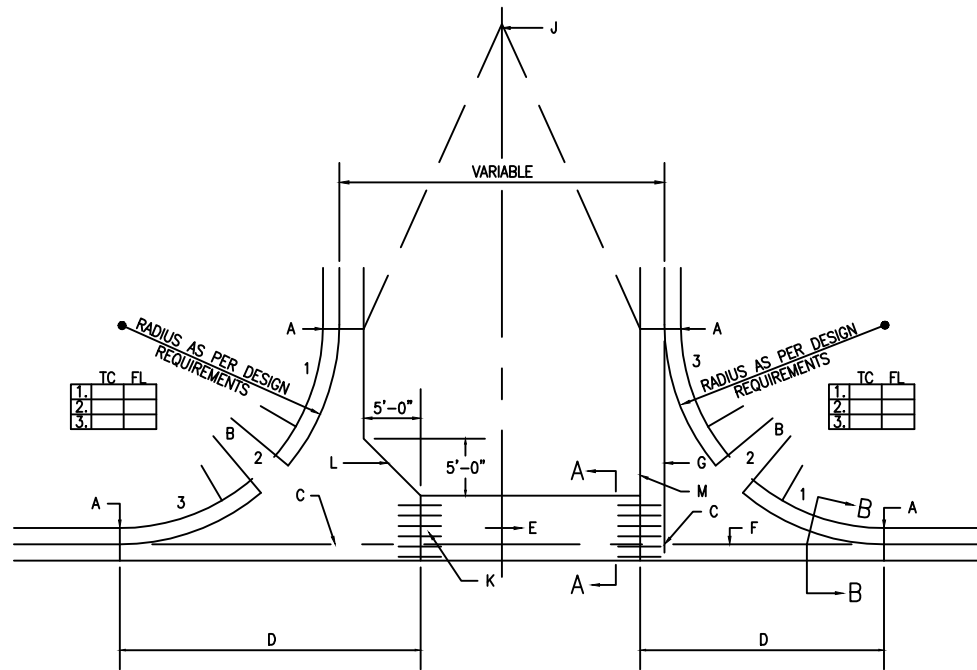
GENERAL NOTES

1. SEE SHEET 2415B FOR 4" CURB AND GUTTER DETAIL.
2. ENGINEER SHALL PROVIDE ADDITIONAL DETAIL AND DESIGN FOR SITE SPECIFIC CONDITIONS AS NEEDED.

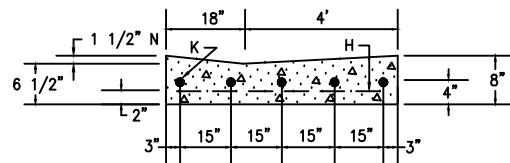
CONSTRUCTION NOTES

- A. ROLL CURB & GUTTER
- B. END OF SLOPED CURB BEFORE TRANSITION.
- C. STANDARD CURB & GUTTER.
- D. SLOPED CURB FLUSH WITH RAMP (12:1 MAX. SLOPE)
- E. PER PLAN OR DETAIL
- F. TOP OF CURB PROFILE (AT BACK OF CURB).
- G. FLOWLINE.
- H. 1/2" EXPANSION JOINT.
- J. HEADER CURB, SEE STD. DWG. 2441 & 2415, MAY BE INTEGRAL CURB WITH RAMP.
- K. (SEE ALTERNATE SECTION A-A ON STD. DWG. 2441.)
- L. 50:1 MAX SLOPE ALL DIRECTIONS.
- M. 12:1 MAX SLOPE.
- N. ACCESS RAMP FLUSH WITH FILLET PER ADA STANDARDS. (1/4" VERTICAL MAX. OR 1/2" WITH 1/4" SLOPED AT 45°)
- P. 3/4" RADIUS
- Q. 2" RADIUS
- R. DIMENSION AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.

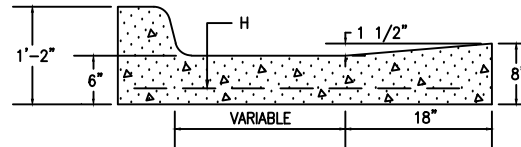
REVISIONS	CITY OF ALBUQUERQUE
	PAVING MOUNTABLE TO STANDARD CURB TRANSITION
DWG. 2418	JUNE 2019



PLAN



SECTION A-A



SECTION B-B

GENERAL NOTES

- DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURBELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
- ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
- THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
- INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
- CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
- DENOTES 1/2" EXPANSION JOINT.
- FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
- PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON PLANS.
- ENSURE MINIMUM 4' WIDE ADA PATHWAY ACROSS INTERSECTION.

CONSTRUCTION NOTES

- END OF CURB RETURN, SEE NOTE 1.
- FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441
- INTERSECTION OF FLOWLINES, SEE NOTE 1.
- SURFACE AND CURB TO BE MONOLITHIC.
- DIRECTION OF FLOW.
- FLOWLINE.
- PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
- BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
- NO. 4 BARS 3'-0" LONG AT 16" O.C.
- ALTERNATE A, WITH FILLET AS PER PLANS.
- ALTERNATE B, NO FILLET AS PER PLANS.
- THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

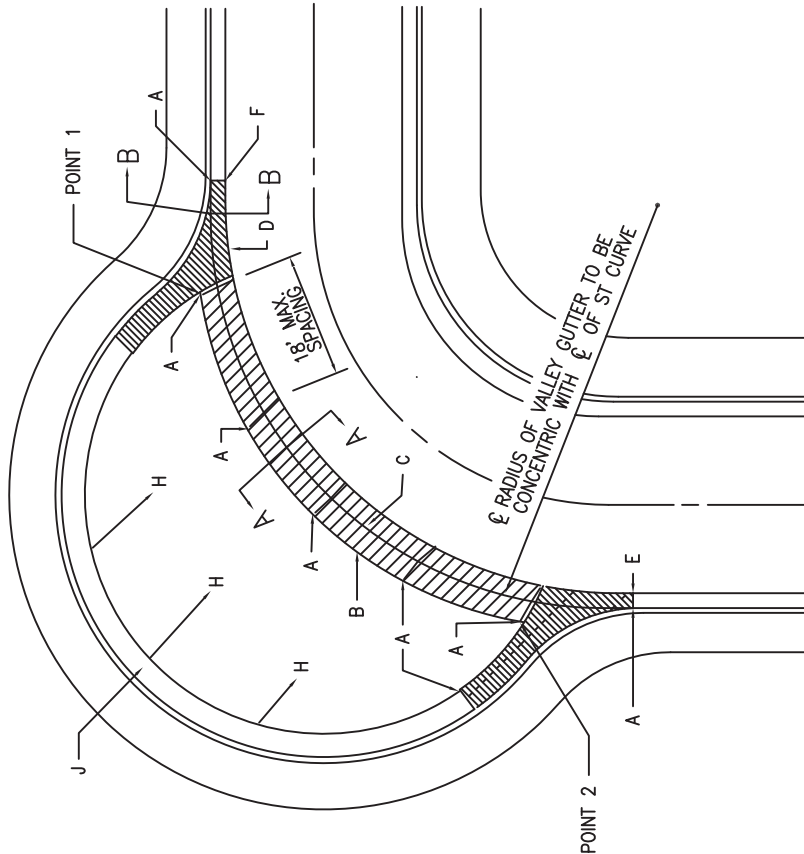
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	CONCRETE VALLEY GUTTER
	DWG. 2420 JUNE 2019

GENERAL NOTES:

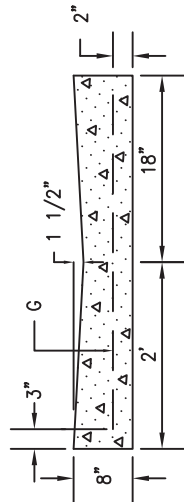
1. FLOWLINE AND T.C. ELEV. TO BE GIVEN AT QUARTERPOINTS FROM CURB RETURN "A" TO CURB RETURN "B" IN THE CLOCKWISE DIRECTION.
2. INV. OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
3. ENTIRE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" NO. 6 GA. WIRE MESH.
4. — — — DENOTES 1/2" PREMOULDED BIT. EXPANSION JT.

CONSTRUCTION NOTES:

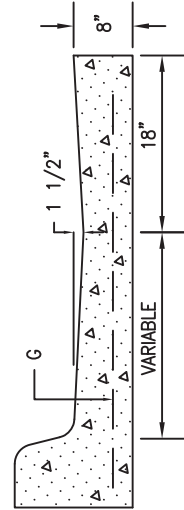
- A. EXPANSION JOINT (MAX. 18 FT. O.C.).
- B. VALLEY GUTTER.
- C. FLOWLINE.
- D. MONOLITHIC CONSTRUCTION (INCLUDING CURB).
- E. CURB RETURN "B".
- F. CURB RETURN "A".
- G. 6"x6"x NO. 6 GA. WIRE MESH.
- H. SLOPE PAVING TO VALLEY GUTTER.
- J. GUTTER WILL BE DEPRESSED FROM POINT 1 TO POINT 2.



PLAN
CUL-DE-SAC



SECTION A-A



SECTION B-B

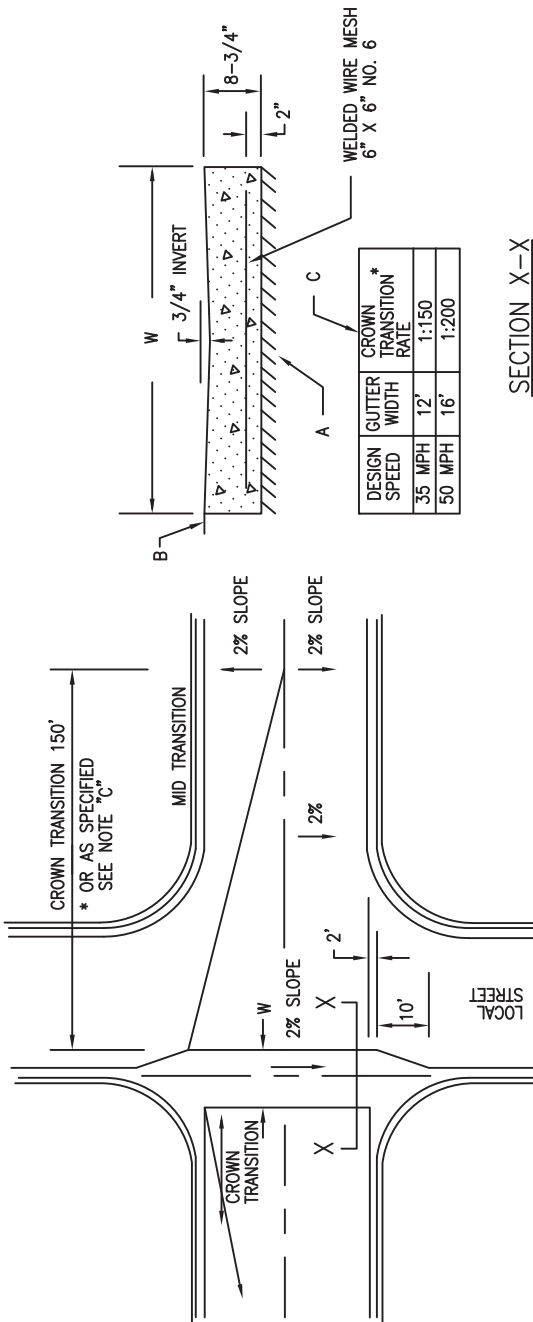
REVISIONS	CITY OF ALBUQUERQUE
	PAVING CONCRETE VALLEY GUTTER
	DWG. 2421 JUNE 2019

GENERAL NOTES:

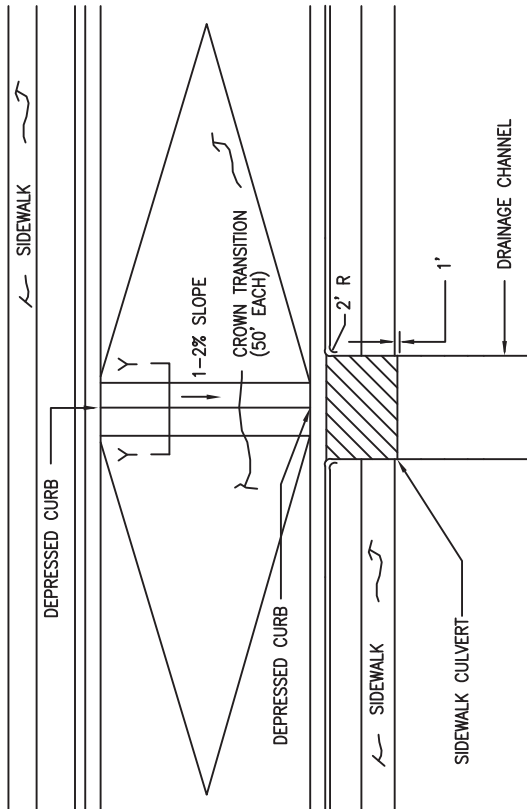
1. VALLEY GUTTERS SHOWN IN THIS DRAWING ARE TO BE USED WHERE THERE IS A NON STOPPING CONDITION FOR VEHICLES CROSSING THE VALLEY GUTTER.
2. VALLEY GUTTERS ARE NOT TO BE USED AS STANDARD DESIGN FOR CROSSING WATER ACROSS COLLECTOR OR ARTERIAL ROADWAYS EXCEPT WITH WRITTEN AUTHORIZATION FROM THE CITY TRAFFIC ENGINEER.
3. REFER TO OTHER CITY OF ALBUQUERQUE STANDARD DRAWINGS FOR CURB & GUTTER AND PAVING CONSTRUCTION DETAILS.
4. SPECIAL VALLEY GUTTERS SHALL BE P.C.C. (SEE SECTION 101).

CONSTRUCTION NOTES:

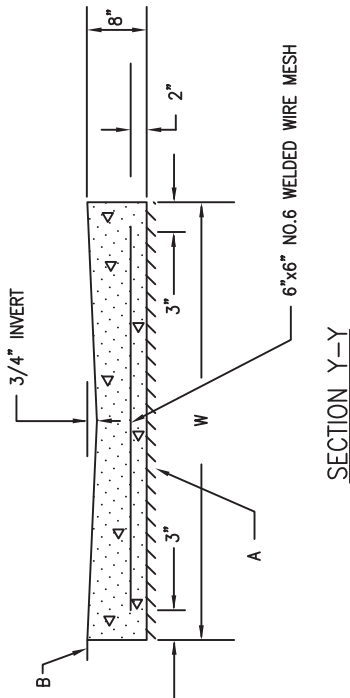
- A. FOUNDATION FOR SPECIAL VALLEY GUTTERS SHALL BE EQUAL TO BASE, SUBBASE AND SUBGRADE REQUIREMENTS FOR ADJACENT PAVEMENT SECTION BELOW BOTTOM OF GUTTER, EXCEPT IN NO CASE SHALL IT BE LESS THAN 12" OF COMPACTED SUBGRADE (SEE SECTION 301).
- B. SPECIAL VALLEY GUTTERS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ADJACENT ASPHALT SURFACE COURSE.
- C. TRANSITION LENGTHS TO BE CALCULATED PER TABLE.



HIGHER SPEED ROADWAY



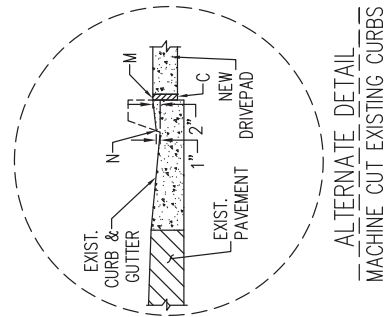
LOCAL STREET (25 MPH DESIGN SPEED)



REVISIONS	CITY OF ALBUQUERQUE
	PAVING SPECIAL VALLEY GUTTERS
	DWG.2422 JULY 2019

GENERAL NOTES

1. DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER AND/OR TRAFFIC ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
2. REQUEST FOR SIDEWALK VARIANCES SHALL BE SUBMITTED TO THE DEVELOPMENT REVIEW BOARD.
3. USE 1/2" EXP. JT. WHERE SIDEWALK OR DRIVEPAD ABUTS BLDGS., FENCES, WALLS OR OTHER IMMOVABLE OBJECTS.
4. ALL DRIVEPADS SHALL BE A MIN. THICKNESS OF 6" AND SHALL BE CONSTRUCTED FROM BACK OF CURB TO P/L. FOR DRIVEWAY WIDTHS, CONSULT CHAPTER 7 OF THE DEVELOPMENT PROCESS MANUAL.
5. DRIVEPADS WIDER THAN 18' (NOMINAL) SHALL HAVE A 1/2" EXP. JT. AT MIDPOINT. DRIVEPADS WIDER THAN 36' SHALL HAVE 2 OR MORE 1/2" EXP. JTS. EQUALLY SPACED, MAX. SPACING IS 18' APART.
6. SIDEWALK AT THE BACK OF CURB SHALL BE USED ONLY WHEN VARIANCE IS APPROVED.
7. FOR SIDEWALK WIDTH, CONSULT CHAPTER 7 OF THE DEVELOPMENT PROCESS MANUAL (4' MIN. WIDTH ON ACCESSIBLE ROUTE).
8. SUBGRADE UNDER SIDEWALK & DRIVEPAD SHALL BE COMPACTED AS PER SECTION 301.
9. ADA — AMERICANS WITH DISABILITIES ACT.

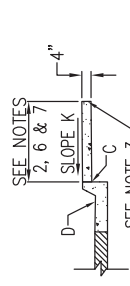


ALTERNATE DETAIL
MACHINE CUT EXISTING CURBS

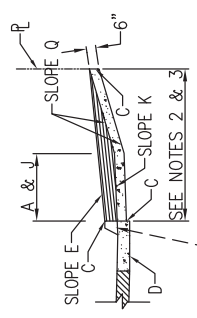
* USE ONLY WHEN BACK OF CURB TO PROPERTY LINE IS 10' OR MORE. DRIVEPADS WITH LESS THAN 10'-0" IN DEPTH REQUIRE A SPECIAL DESIGN TO BE SUBMITTED TO AND APPROVED BY THE CITY ENGINEER. ADDITIONAL RIGHT-OF-WAY OR EASEMENTS SHALL BE OBTAINED IF REQUIRED.

CONSTRUCTION NOTES

- A. SIDEWALK ADJACENT TO CURB.
- B. OFFSET SIDEWALK.
- C. 1/2" EXPANSION JOINT ADJACENT TO EXISTING CONCRETE OR STRUCTURES ON REPLACEMENT WORK.
- D. CURB AND GUTTER.
- E. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN SIDEWALK AND DRIVEPAD (NOT TO EXCEED 8.3% 7% PREFERRED SLOPE).
- F. TOP OF DRIVEPAD.
- G. TOP OF CURB.
- H. PROPERTY LINE/RIGHT-OF-WAY LINE.
- J. 4' MIN SIDEWALK WIDTH.
- K. SLOPE 2% MAX. 1.5% PREFERRED SLOPE.
- L. THE FINISH GRADE ELEVATION DIFFERENCE BETWEEN TOP OF DRIVEPAD AT PROPERTY LINE AND TOP OF CURB IS DETERMINED BY A 2% MAXIMUM SLOPE, AND ANY DEVIATION FROM THIS SLOPE MUST BE APPROVED BY THE CITY ENGINEER.
- M. SAW CUT EXISTING CONCRETE FROM BACKSIDE OF CURB WITH SLOPE TOWARD FLOWLINE.
- N. EXPOSED CUT EDGES SHALL BE GROUND SMOOTH/ROUNDED TO REMOVE SHARP EDGE.
- P. OUTSIDE EDGE OF SIDEWALK.
- Q. SLOPE REQUIRED TO MEET GIVEN OR SET BOUNDARY ELEVATIONS (PROPERTY LINE OR BOC, ETC.).
- R. FLARED SIDES ARE TO HAVE 10% MAXIMUM SLOPE.
- S. HEADER CURB AS REQUIRED TO MATCH GRADE BEHIND SIDEWALK.

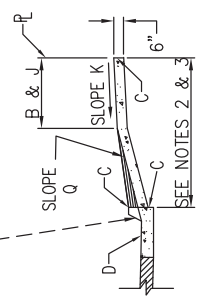


SECTION A-A
(SIDEWALK AT BACK OF CURB)

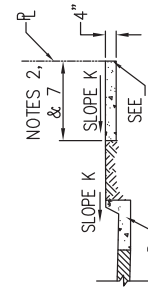


*SECTION B-B
(SIDEWALK AT BACK OF CURB)

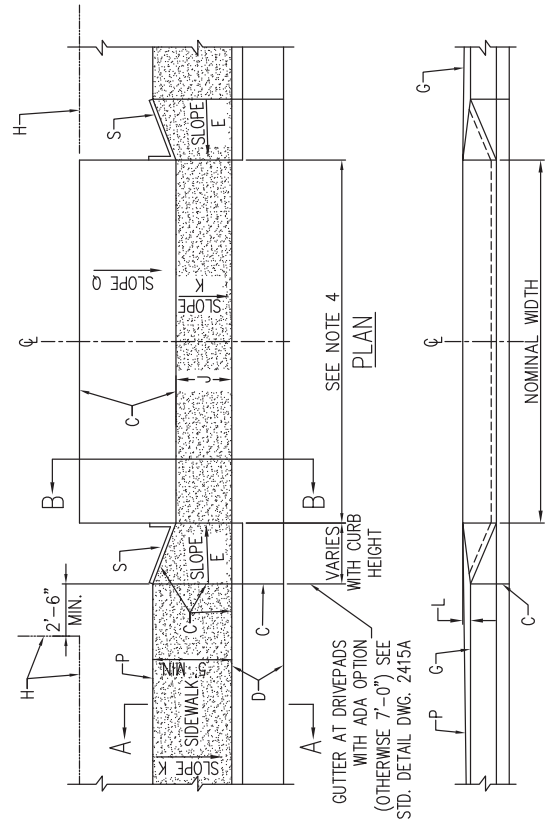
ALTERNATE DETAIL



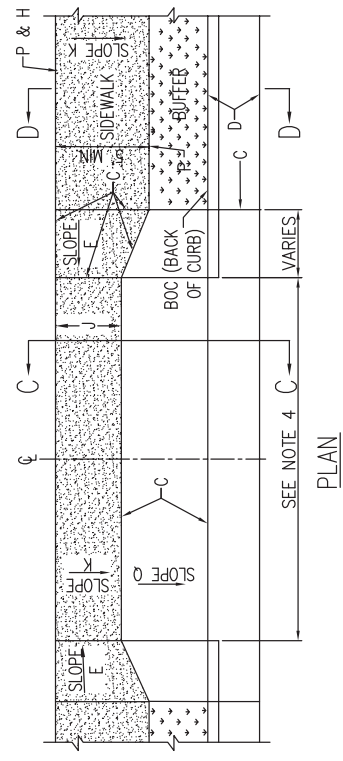
*SECTION C-C
(ALTERNATE FOR ADA COMPLIANCE)
(SIDEWALK AT PROPERTY LINE)



SECTION D-D
(SIDEWALK AT PROPERTY LINE)



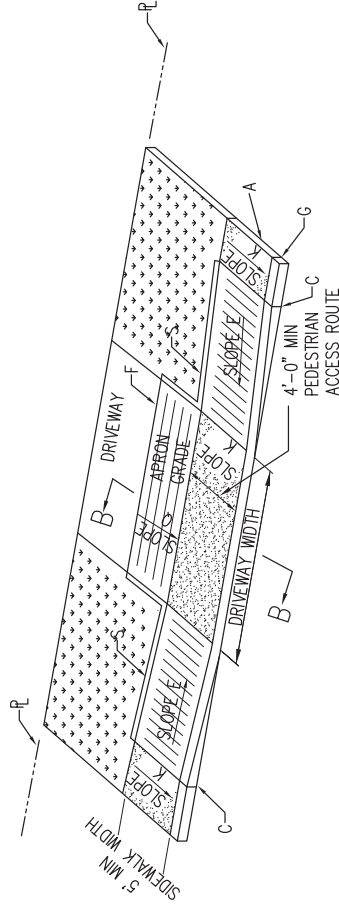
DRIVEPAD WITH SIDEWALK SET BACK FROM CURB



DRIVEPAD WITH SIDEWALK SET BACK FROM CURB

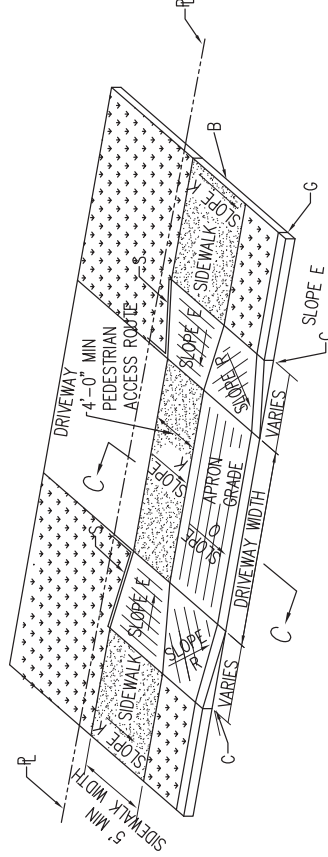
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	DRIVEPADS
	DWG. 2425A
	JUNE 2019

DRIVEPAD WITH SIDEWALK AT BACK OF CURB



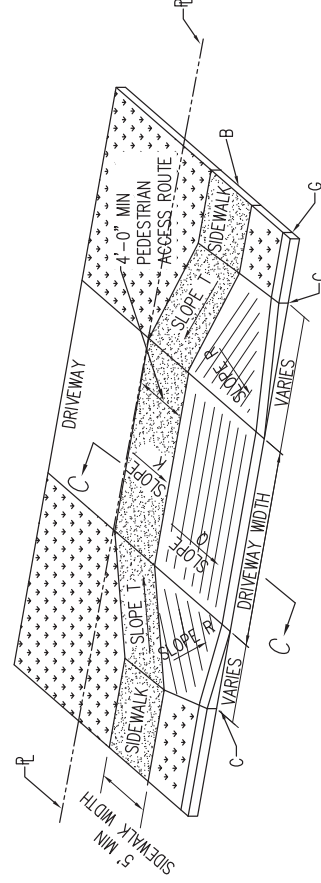
DRIVEPAD WITH SIDEWALK NEAR PROPERTY LINE

GUIDANCE: USE IN SITUATIONS WITH LIMITED RIGHT-OF-WAY AND/OR WHEN LOWER WATERBLOCK IS REQUIRED. COORDINATE APPROVAL WITH COA HYDROLOGY WHEN WATER BLOCK OF LESS THAN 0.87 IS USED.



DRIVEPAD WITH SIDEWALK AT PROPERTY LINE

GUIDANCE: USE IN SITUATIONS WITH MORE RIGHT-OF-WAY, WHEN SIDEWALK EASEMENT IS REQUIRED AND/OR A HIGHER WATERBLOCK IS REQUIRED.



GENERAL NOTES

1. SEE COA STANDARD DRAWING 2425A FOR DRIVEWAY SECTIONS.
2. ENGINEER SHALL PROVIDE ADDITIONAL DETAIL AND DESIGN FOR SITE SPECIFIC CONDITIONS AS NEEDED.
3. SEE DRAWING 2446 FOR DETECTABLE WARNING SURFACE STANDARDS.

CONSTRUCTION NOTES

- A. SIDEWALK ADJACENT TO CURB.
- B. OFFSET SIDEWALK.
- C. 1/2" EXPANSION JOINT ADJACENT TO EXISTING CONCRETE OR STRUCTURES ON REPLACEMENT WORK.
- D. NOT USED
- E. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN SIDEWALK AND DRIVEPAD (NOT TO EXCEED 8.3% 7% PREFERRED SLOPE).
- F. TOP OF DRIVEPAD.
- G. TOP OF CURB.
- H. PROPERTY LINE/RIGHT-OF-WAY LINE.
- J. 5' MIN SIDEWALK WIDTH.
- K. SLOPE 2% MAX. 1.5% PREFERRED SLOPE.
- L. NOT USED
- M. NOT USED
- N. EXPOSED CUT EDGES SHALL BE GROUND SMOOTH/ROUNDED TO REMOVE SHARP EDGE.
- P. OUTSIDE EDGE OF SIDEWALK.
- Q. SLOPE REQUIRED TO MEET GIVEN OR SET BOUNDARY ELEVATIONS (PROPERTY LINE OR BOC. ETC.).
- R. FLARED SIDES ARE TO HAVE 10% MAXIMUM SLOPE.
- S. HEADER CURB AS REQUIRED TO MEET GRADE AT BACK OF SIDEWALK.
- T. LONGITUDINAL SLOPE TO MATCH ROADWAY WITH 8.3% MAX.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	ISOMETRIC DRIVEPAD VIEWS
	DWG. 2425B
	JUNE 2019

1. THESE DETAILS ARE PROVIDED FOR HIGH TRAFFIC VOLUME PRIVATE ENTRANCES SUCH AS ENTRANCES TO COMMERCIAL SITES, IN LIEU OF STANDARD DRIVE PAD PER CHAPTER 7 OF THE DEVELOPMENT PROCESS MANUAL.

2. SEE STD. DWGS. 2441 TO 2445 FOR ALTERNATE CURB ACCESS RAMP DETAILS. SEE DETAIL 2446 FOR DETECTABLE WARNING DEVICE DETAILS.

A. INCLUDE QUARTER POINT ELEVATIONS. SEE STD. DETAIL DWG. 2420. SEE LOCATION FOR QUARTER POINTS ON PLAN VIEW BELOW.

- B. WHERE INTERIOR SIDEWALK CONNECTION IS TO BE PROVIDED - CONSTRUCT CURB ACCESS RAMPS PER STD. DETAIL DWGS. 2440 - 2445.

- C. INITIAL GRADE TO BE 4% OR LESS WHEN CONNECTING TO COLLECTOR OR ARTERIAL STREETS. 6% OR LESS WHEN CONNECTING TO LOCAL STREETS. INCLUDE A 4-FOOT WIDE ADA ACCESSIBLE PATHWAY ACROSS ENTIRE WIDTH OF PRIVATE ENTRANCE.

- D. INCLUDE ELEVATIONS AT EACH END OF CURB RETURN AND INTERSECTIONS OF PROJECTED FLOWLINES. SEE STD. DWG. 2420.

- E. AT PROPERTY LINE, CONSTRUCT HEADER CURB. SEE STD. DWG. 2415B AND SECTION A-A. THIS SHEET.

- F. IF SIDEWALK IS AGAINST CURB, THE SIDEWALK SHOULD BE TRANSITIONED TO KEEP THE CURB ACCESS RAMP IN THE LOCATION SHOWN.

- #### H. THEORETICAL FACE OF CURB OR FLOWLINE.

- J. DETECTABLE WARNING DEVICES FOR DRIVE ENTRANCES
≥30 FEET BETWEEN FACES OF CURB (SEE STD. DWG.
2446 FOR PLACEMENT DETAILS).

- L: 8.3% MAXIMUM SLOPE, 7% PREFERRED SLOPE.

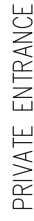
- M. SLOPE OF GUTTER NOT TO EXCEED 2% ADJACENT TO RAMP.

- P. CURB AND GUTTER (SEE STD. DWG. 2415 - GUTTER AT CURB ACCESS RAMP).

- Q. 2% MAXIMUM CROSS-SLOPE. 1.5% PREFERRED CROSS-SLOPE.

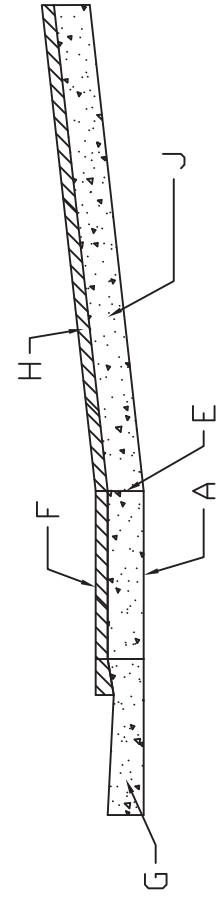
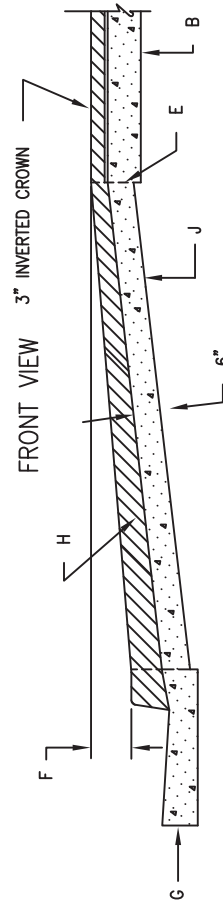
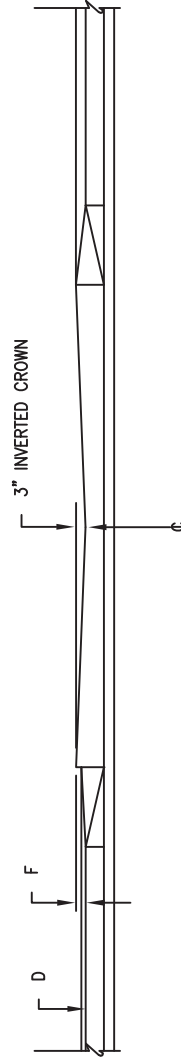
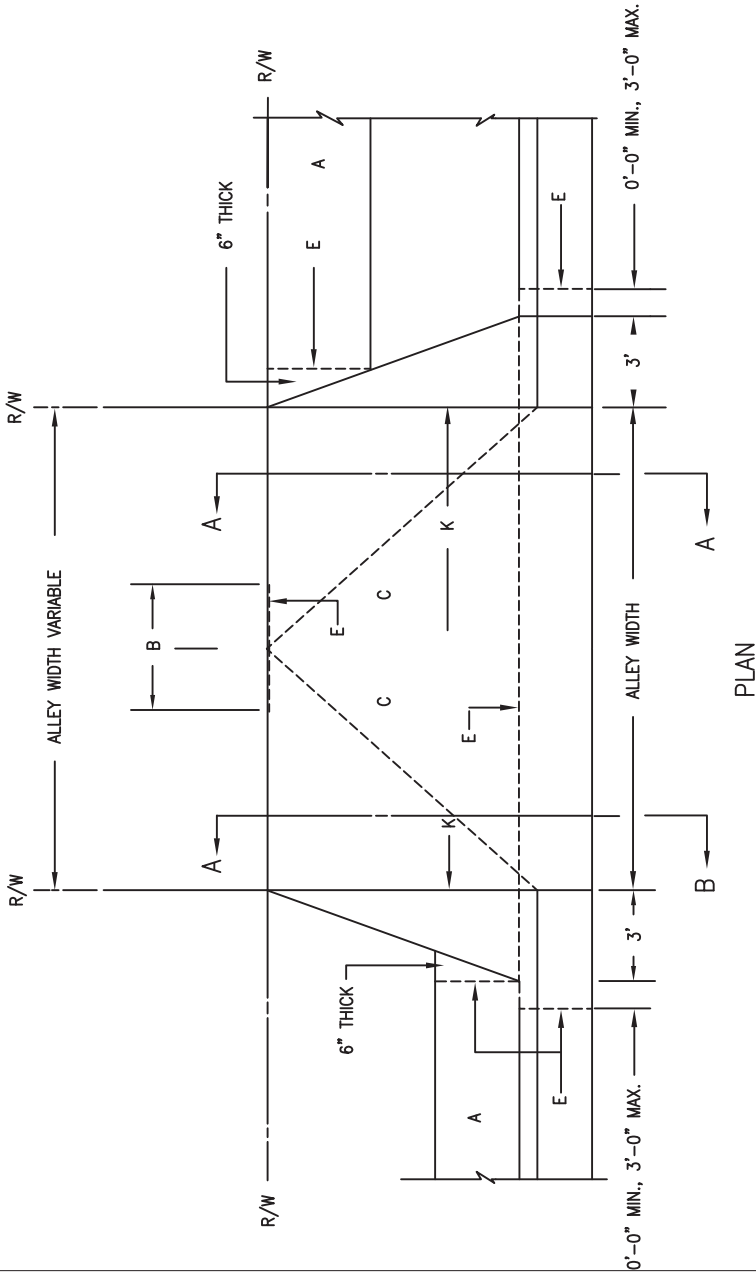
- S. VARIES WITH AVAILABLE RIGHT-OF-WAY.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING PRIVATE ENTRANCE DETAILS-- ILLUSTRATING TWO R/W CONDITIONS DWG. 2426 JUNE 2019



CONSTRUCTION NOTES:

- A. SIDEWALK.
- B. ALLEY GUTTER, SEE DWG.'S 2411, 2415.
- C. TRANSITION FROM 3" INVERTED ALLEY CROWN TO NO CROWN AT BACK OF CURB.
- D. TOP OF CURB.
- E. 1/2" EXPANSION JOINT.
- F. TOP OF SIDEWALK AT PROPERTY LINE SHALL BE 0.33' ABOVE TOP OF CURB.
- G. CURB AND GUTTER.
- H. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN DRIVEPAD AND SIDEWALK.
- J. DRIVEPAD, PORTLAND CEMENT CONCRETE.
- K. WEAKENED PLANE, (SAW CUT OR SCORE TO 1/4 DEPTH OF SLAB).



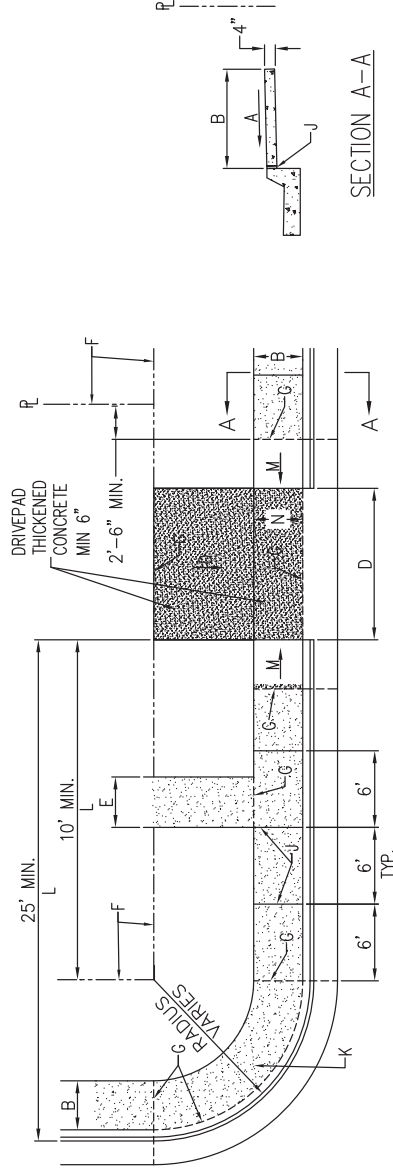
SECTION A - A

SECTION B - B

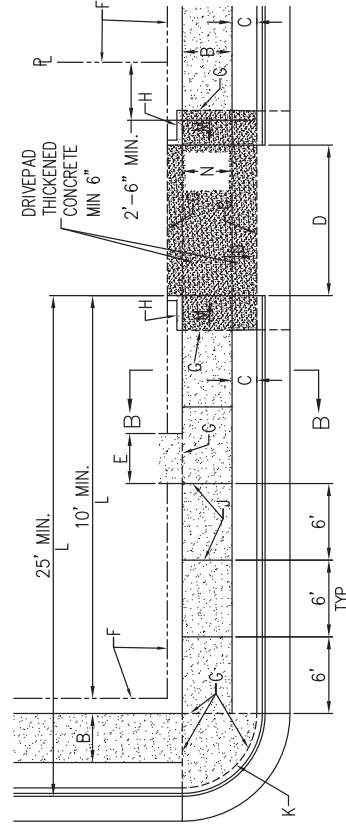
REVISIONS	CITY OF ALBUQUERQUE
	PAVING ALLEY INTERSECTION
	DWG. 2428 JUNE 2019

GENERAL NOTES

1. DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER AND/OR CITY TRAFFIC ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
2. SUBGRADE UNDER SIDEWALKS AND DRIVEPADS SHALL BE COMPACTED IN ACCORDANCE WITH SECTION 301.
3. FOR SIDEWALKS LESS THAN 60" WIDE ON ACCESSIBLE ROUTE, PASSING SPACE AT LEAST 60" X 60" SHALL BE PROVIDED AT LEAST EVERY 200 FT.
4. GRATINGS LOCATED IN WALKING SURFACE SHALL HAVE SPACES NO GREATER THAN $\frac{1}{2}$ " WIDE IN DIRECTION OF TRAVEL. IF OPENINGS ARE ELONGATED, LONG DIMENSION SHALL BE PLACED PERPENDICULAR TO DIRECTION OF TRAVEL.
5. ALONG THE ACCESSIBLE ROUTE, CHANGES IN LEVEL BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ " SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 2H:1V. CHANGES IN LEVEL GREATER THAN $\frac{1}{2}$ " REQUIRE A RAMP.
6. PROVIDE A MINIMUM SIDEWALK WIDTH OF 4' AROUND OBSTACLES FOR ADA ACCESS.
7. SEE COA STD DWG 2425A AND 2425B FOR DRIVEPAD DETAILS.



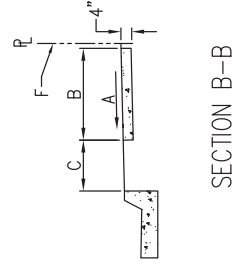
PLAN
CURB TYPE SIDEWALK



PLAN
OFFSET TYPE SIDEWALK

CONSTRUCTION NOTES

- A. SLOPE 2% MAX. 1.5% PREFERRED SLOPE.
- B. 5' MIN. SIDEWALK WIDTH. SIDEWALK WIDTH SHALL BE IN ACCORDANCE WITH CHAPTER 23 OF DEVELOPMENT PROCESS MANUAL.
- C. SETBACK TO BE DETERMINED BY AVAILABLE RIGHT-OF-WAY. SEE CHAPTER 7 OF DEVELOPMENT PROCESS MANUAL. ALSO SEE COA STD. DWG. 2414 FOR LANDSCAPE BUFFER.
- D. SEE DRIVEPAD DETAILS, DWG. 2425A AND 2425B.
- E. WALKWAY VARIABLE (4' MINIMUM).
- F. PROPERTY LINE.
- G. 1/2" EXPANSION JOINTS WHERE SIDEWALK OR DRIVEPAD ABUTS BUILDINGS, FENCES, WALLS OR OTHER IMMOVABLE OBJECTS.
- H. HEADER CURB OR INTEGRAL CURB AS REQUIRED TO MEET GRADE AT BACK OF SIDEWALK. SEE STD. DWG. 2415.
- J. CONTRACTION JOINTS.
- K. FOR CURB ACCESS RAMPS, SEE DWGS. 2440 THROUGH 2445.
- L. CHECK DIMENSION FROM BOTH PROPERTY LINE AND FLOW LINE. USE IN AREAS WHERE DRIVEPAD IS FARTHEST FROM INTERSECTION.
- M. RAMP AS REQUIRED TO MEET DRIVEPAD GRADE. 8.3% MAX. SLOPE, 7% PREFERRED SLOPE.
- N. ADA ACCESSIBLE PATHWAY. 2% MAX. CROSS-SLOPE. 1.5% PREFERABLE CROSS-SLOPE.



SECTION B-B

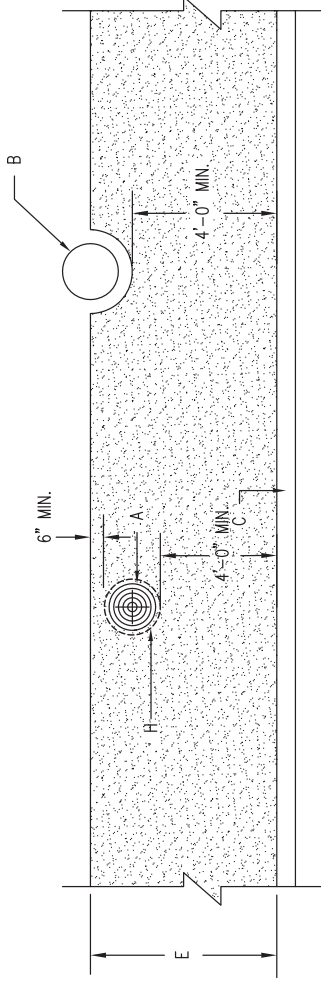
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	SIDEWALK DETAILS
	DWG. 2430
	JUNE 2019

GENERAL NOTES

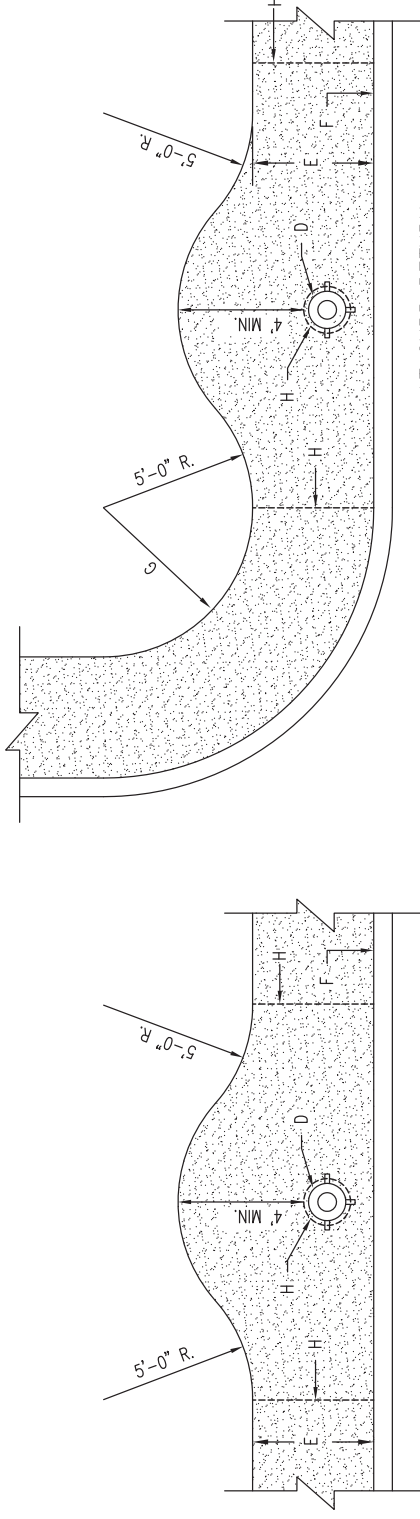
1. FOR SIDEWALK CONSTRUCTION DETAILS, SEE CONSTRUCTION NOTE B, DWG. 2430.
2. USE WHERE AVAILABLE R/W EXISTED, TO BE DETERMINED BY THE ENGINEER.
3. PROVIDE 1/2" PREFORMED EXPANSION JOINT MATERIAL AROUND ALL POWER POLES AND HYDRANTS WITHIN THE SIDEWALK AREA.
4. PUBLIC SIDEWALK EASEMENT MAY BE REQUIRED IN RESTRICTED ROW SITUATIONS.

CONSTRUCTION NOTES

- A. UTILITY POLE OR OTHER OBSTRUCTION.
- B. LEAVE 6" CLEARANCE ALL AROUND TREE TRUNK.
- C. TOP OF CURB.
- D. FIRE HYDRANT.
- E. 5' MIN. SIDEWALK WIDTH.
- F. BACK OF CURB.
- G. EXTERIOR EDGE OF SIDEWALK TO BE TANGENT TO ARCS.
- H. 1/2" EXPANSION JOINT MATERIAL.



UTILITY POLE OR TREE OBSTRUCTION



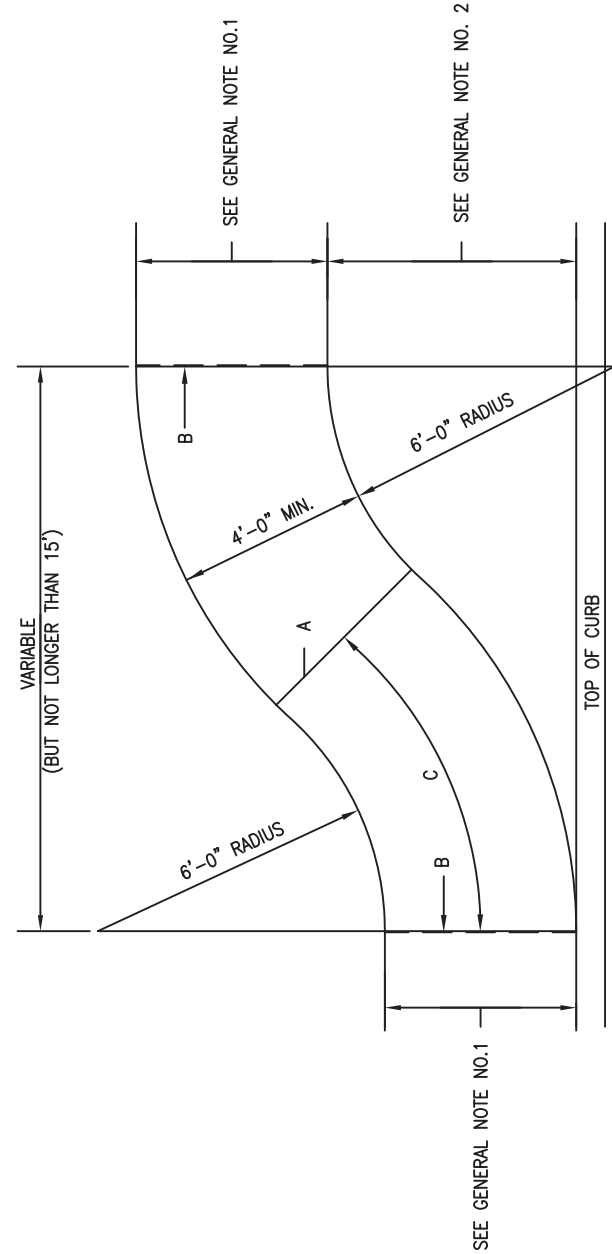
ON STRAIGHT STRETCH

AT CLUB RETIRE

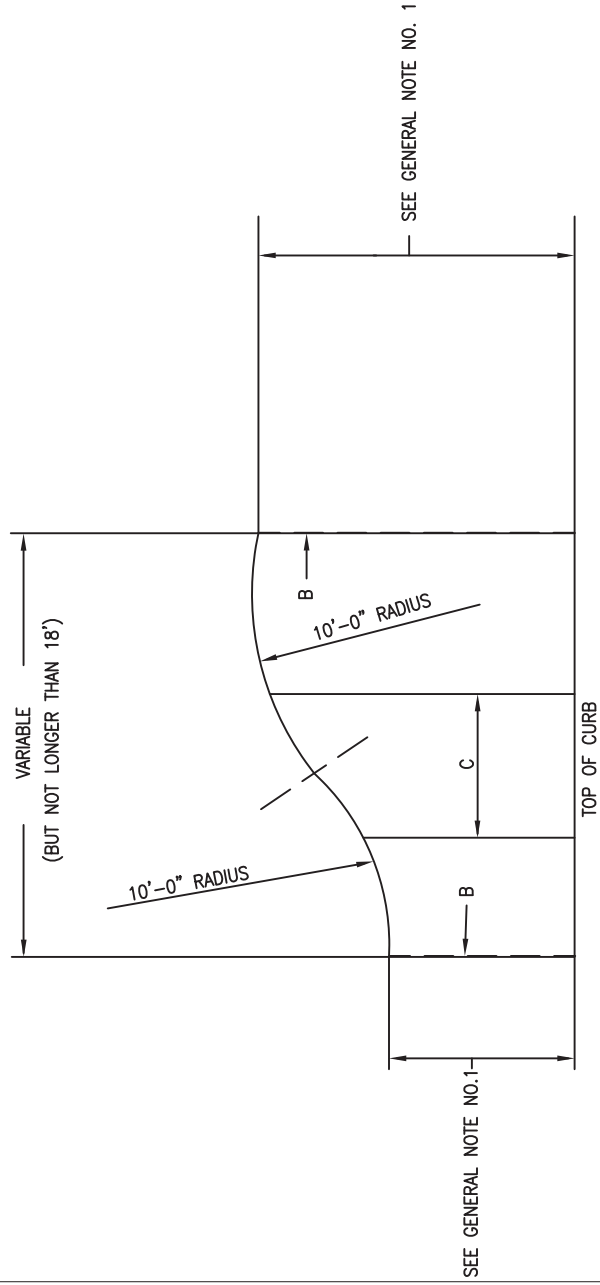
4'-0" SIDEWALK ENCLOSING A PIPE HYDRANT

REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	SIDEWALK OBSTRUCTIONS

DWG. 2431 JUNE 2019



CURB TYPE TO OFFSET TYPE



CURB TYPE WITH VARYING WIDTHS

GENERAL NOTES:

1. FOR SIDEWALK CONSTRUCTION DETAILS AND WIDTHS SEE DWG. 2430.
2. SETBACK TO BE DETERMINED BY AVAILABLE R/W (IF LESS THAN 2 FT. USE CURB TYPE SIDEWALK).

CONSTRUCTION NOTES:

- A. WEAKENED PLANE JOINT ALIGNMENT TO BE RADIAL.
- B. 1/2" EXPANSION JOINT.
- C. WEAKENED PLANE JOINTS SHALL NOT BE GREATER THAN 6 FT. O.C. BETWEEN EXPANSION JOINTS, MEASURED ALONG C OF SIDEWALK.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING SIDEWALK TRANSITIONS
	DWG. 2432 JUNE 2019

GENERAL NOTES:

1. CURB ACCESS RAMPS COMPLYING WITH ADA REGULATIONS AND DRAWINGS 2415, 2418, 2425, AND 2440 THROUGH 2448) SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB. THE CITY TRAFFIC ENGINEER WILL SPECIFY LOCATION OF RAMPS.
2. MIN. CURB RADIUS IS 25 FT. UNLESS OTHERWISE SPECIFIED.
3. SLOPE SIDEWALK FROM TOP OF CURB TO LEVEL LANDING AREA AT BOTTOM OF RAMP ON A MAXIMUM SLOPE OF 8.3% AND A PREFERABLE SLOPE OF 7%.
4. UNIDIRECTIONAL CURB ACCESS RAMPS: SLOPE SIDEWALK FROM P.C. OR P.T. OF CURB RETURN DOWN TO QUARTER POINT OF CURB RETURN USING A SLOPE NO STEEPER THAN THAT DEFINED IN NOTE 4 ABOVE. FOR POSSIBLE EXCEPTIONS, SEE TABLE OF ADA ACCESSIBLE ROUTE SLOPES ON THIS DRAWING.
5. SLOPES OF CURB ACCESS RAMPS SHALL COMPLY WITH ALL ADA (PROWAG) REGULATIONS AND THE TABLE OF ACCESSIBLE ROUTE SLOPES OF THIS DRAWING. MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACES OR SIDEWALKS ADJACENT TO CURB ACCESS RAMPS SHALL NOT EXCEED 5%.
6. THE MINIMUM WIDTH OF ANY ACCESSIBLE RAMP SHALL BE 60 IN. (5 FT.). NARROWER SIDEWALKS AND RAMPS SHALL BE APPROVED BY THE CITY ENGINEER.
7. A CURB ACCESS RAMP LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP OR WHERE IT IS NOT PROTECTED BY HAND OR GUARDRAIL SHALL HAVE FLARED SIDES WITH SLOPES NOT EXCEEDING 8.3% WITH A PREFERABLE SLOPE OF 7%.
8. CURB ACCESS RAMPS WITH RETURNS OR HEADER TYPE CURBING MAY BE CONSTRUCTED WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP. BUILT-UP CURB ACCESS RAMPS SHALL BE LOCATED SO THAT THEY DO NOT PROJECT INTO VEHICLE TRAFFIC LANES AND MAY ONLY BE USED WITH APPROVAL FROM THE CITY ENGINEER EXCEPT FOR PARKING LOT APPLICATIONS.
9. CURB ACCESS RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED VEHICLES.
10. CURB ACCESS RAMPS AT MARKED CROSSING SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS EXCLUDING ANY FLARED SIDES. DIAGONAL CURB RAMPS WITH FLARED SIDES SHALL HAVE AT LEAST 24 INCHES STRAIGHT CURB ON EACH SIDE OF THE CURB RAMP WITHIN THE MARKED CROSSING.

11. ADA – AMERICANS WITH DISABILITIES ACT.

12. PROWAG – PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES.

13. CURB ACCESS RAMPS AND THEIR APPROACHES SHALL BE CONSTRUCTED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

14. ANY CONFLICT BETWEEN COA STANDARD DRAWINGS AND ADA (PROWAG) REGULATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE CITY ENGINEER FOR RESOLUTION.

15. ALL ACCESSIBLE RAMPS SHALL HAVE LANDINGS AT BOTTOM AND TOP OF EACH RAMP AND EACH RAMP RUN LEADING TO IT AND SHALL HAVE A LENGTH OF 60 INCHES (5 FT.) MINIMUM. IF THE RAMP CHANGES DIRECTION AT THE LANDING, THE MINIMUM LANDING SIZE SHALL BE 5 FEET BY 5 FEET. RAMPS AND LANDINGS WITH DROP-OFFS SHALL HAVE CURBS, WALLS, RAILINGS, OR PROJECTIONS THAT PREVENTS SLIPPING OR FALLING OFF OF THE RAMP.

16. DETECTABLE WARNINGS SHALL BE INCLUDED ON ALL CURB RAMPS.

17. IF DIAGONAL CURB RAMPS HAVE RETURNED CURBS OR CURBS WITH WELL-DEFINED EDGES, THE EDGES SHALL BE PARALLEL TO THE DIRECTION OF PEDESTRIAN TRAVEL.

18. WHEN MODIFYING ONE QUADRANT OF AN INTERSECTION TO IMPROVE ACCESSIBILITY, MODIFY THE REMAINING QUADRANTS SO THAT ALL QUADRANTS OF THE INTERSECTION COMPLY WITH ADA REGULATION AS SHOWN ON CONSTRUCTION PLAN SET.

19. CURBS ADJACENT TO ADA SURFACES SHALL BE PAINTED IN A CONTRASTING COLOR (REFLECTIVE YELLOW).

20. SEEK APPROVAL FROM CITY ENGINEER FOR ANY DEVIATION FROM SLOPE STANDARDS DUE TO SPACE LIMITATIONS.

ADA ACCESSIBLE ROUTE SLOPES (SEE FIGURE BELOW)

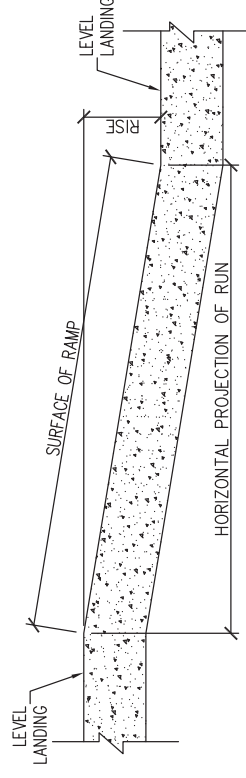
SLOPE *	% SLOPE	MAX. RISE INCHES	MAX. HORIZ. PROJ. FEET	COMMENTS
50H:1V OR FLATTER	2% OR LESS	UNLIMITED	UNLIMITED	TO BE USED FOR CROSS SLOPES ON ANY INTENDED ADA ACCESSIBLE ROUTE AND ANY LEVEL LANDING.
20H:1V OR FLATTER	5% OR LESS	UNLIMITED	UNLIMITED	TO BE USED FOR DIRECTION OF TRAVEL ON ANY INTENDED ADA ACCESSIBLE ROUTE.
12H:1V TO 15H:1V	8.3% TO 7%	30	$\frac{250}{(\% \text{ SLOPE})}$	TO BE USED FOR DIRECTION OF TRAVEL ON ANY RAMP SURFACE.

* SLOPE IS INDICATED IN A RATIO OF HORIZONTAL UNITS TO VERTICAL UNITS OF IDENTICAL MEASURE.

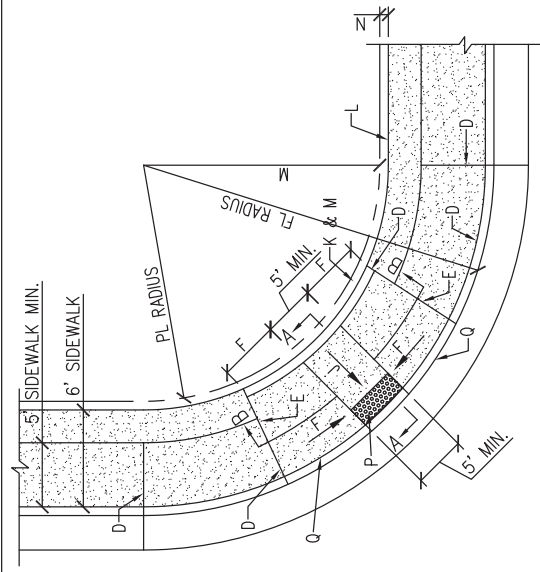
** AFTER THE MAXIMUM RISE HAS BEEN ATTAINED, A LEVEL LANDING AREA MUST BE PROVIDED.

*** SEE GENERAL NOTE NO. 8.

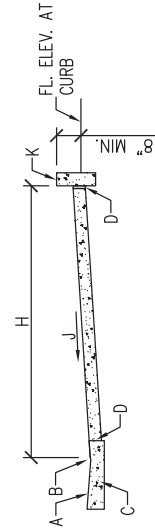
NOTE: ADA DEFINES "RAMP" AS ANY SURFACE THAT EQUALS OR EXCEEDS A 5% SLOPE ALONG ITS PATH OF TRAVEL. A LEVEL LANDING AREA IS A SURFACE OF SUFFICIENT SIZE THAT DOES NOT EXCEED A 2% SLOPE IN ANY DIRECTION.



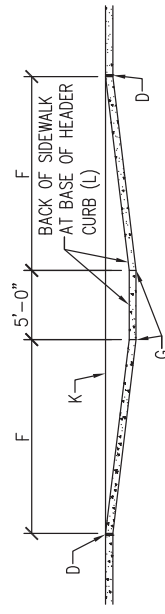
REVISIONS	CITY OF ALBUQUERQUE PAVING
	CURB ACCESS RAMP GENERAL NOTES DWG. 2440 JUNE 2019



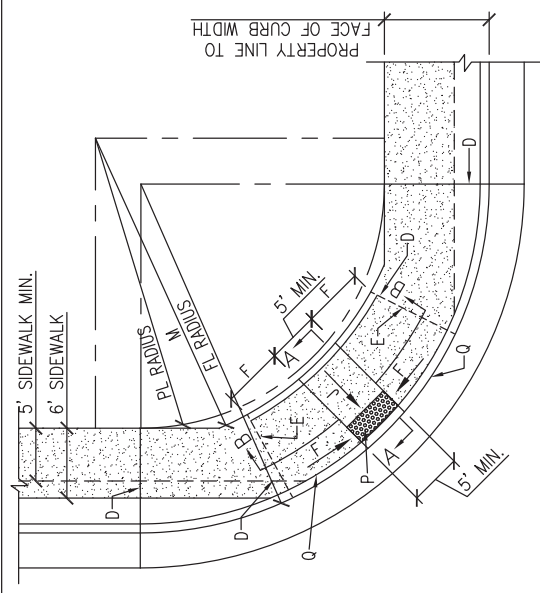
DETAIL A MINIMAL R.O.W. FOR SIDEWALK AT
BACK OF CURB PERPENDICULAR RAMP



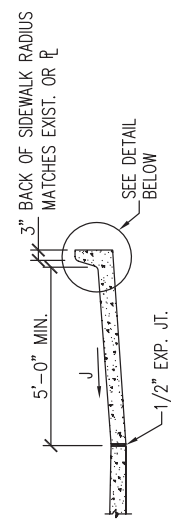
SECTION A-A



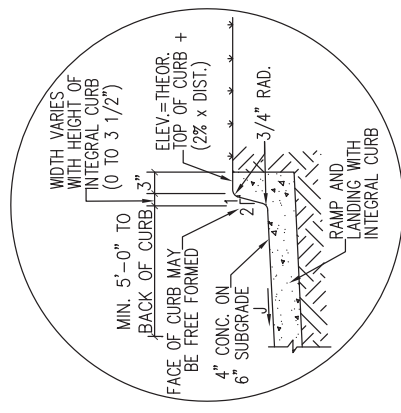
SECTION B-B



DETAIL B ADEQUATE R.O.W. FOR SETBACK SIDEWALK
ADJACENT TO R PERPENDICULAR RAMP



ALTERNATE SECTION A-A



- GENERAL NOTES**
- CURB ACCESS RAMPS ARE NORMALLY TO BE LOCATED AT THE CENTER OF THE RETURN OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER.
 - WHEN MODIFYING ONE QUADRANT OF AN INTERSECTION TO IMPROVE ACCESSIBILITY, MODIFY THE REMAINING QUADRANTS SO THAT ALL QUADRANTS OF THE INTERSECTION COMPLY WITH ADA (PROWAG) REGULATIONS AS SHOWN ON PLANS.
 - SURFACE TEXTURE OF CURB ACCESS RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .0625"), TRANSVERSE TO THE SLOPE OF THE RAMP.
 - GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP. DRAINAGE CATCH BASIN STRUCTURES SHALL NOT BE PLACED IN LINE WITH RAMPS.
 - WIDTH OF SIDEWALK AND RAMP MUST BE MAINTAINED AT A MINIMUM OF 5'-0" THROUGH ENTIRE RAMP LENGTH.
- CONSTRUCTION NOTES**
- SLOPE OF GUTTER NOT TO EXCEED 2% ADJACENT TO RAMP. 1.5 % PREFERRED.
 - FLUSH WITH RAMP AND GUTTER.
 - CURB AND GUTTER (SEE STD. DWG. 2415 - GUTTER AT CURB ACCESS RAMP).
 - 1/2" EXPANSION JOINT.
 - RADIAL LINES - TOP AND BOTTOM OF RAMP.
 - 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE OF RAMP.
 - CONTRACTION JOINT.
 - H. VARIES WITH AVAILABLE R.O.W.
 - J. 2% MAXIMUM CROSS-SLOPE. 1.5% PREFERRED CROSS-SLOPE.
 - K. HEADER CURB, SEE DWG. 2415C.
 - L. BACK OF SIDEWALK.
 - M. BACK OF SIDEWALK RADIUS TO BE ESTABLISHED SO AS TO MAINTAIN A 5'-0" RAMP WIDTH (MINIMUM) THROUGHOUT. SEE STD. DWG. 2440 (NOTE 6) IF LESS THAN 5'-0" IS AVAILABLE DUE TO UNRESOLVABLE CONSTRAINTS.
 - N. 4-1/2" MAX.
 - P. DETECTABLE WARNING (SEE STD. DWG. 2446).
 - Q. CURB TO MATCH SLOPE OF SIDEWALK.

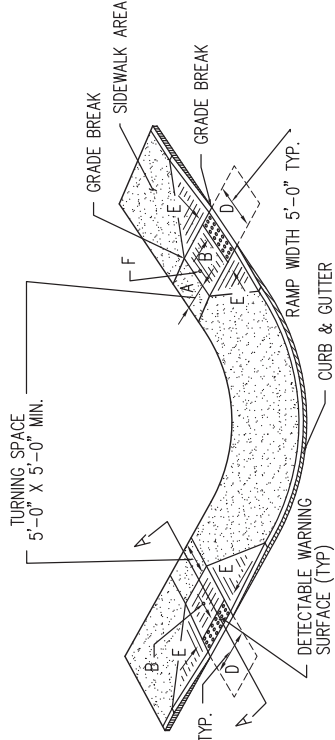
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	CORNER ACCESS RAMP
	DWG. 2441
	JUNE 2019

GENERAL NOTES

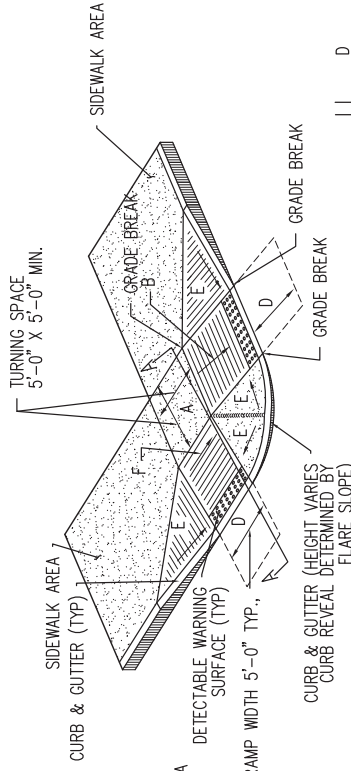
1. RUNNING SLOPE OF A CURB RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. SEE CHAPTER 7 OF THE DEVELOPMENT PROCESS MANUAL.
2. SEE COA STD. DWG. 2446 FOR DETECTABLE WARNING DEVICE DETAILS.
3. DIMENSIONS SHOWN ARE CONCEPTUAL. ACTUAL DIMENSIONS SHALL BE CLEARLY SHOWN ON CONSTRUCTION PLAN DRAWINGS.

CONSTRUCTION NOTES

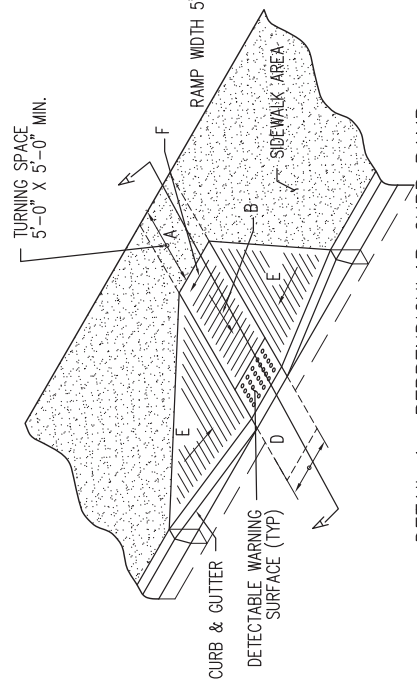
- A. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (PREFERRED SLOPE OF 1.5%). TURNING SPACE SHALL BE 5.0 FT BY 5.0 FT AT THE TOP OF THE CURB RAMP.
- B. 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE OF RAMP.
- C. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- D. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
- E. FLARED SIDES SHALL HAVE A SLOPE OF 10% MAX, MEASURED PARALLEL TO THE BACK OF THE CURB.
- F. 2% MAXIMUM CROSS-SLOPE. 1.5% PREFERRED CROSS-SLOPE.
- G. FILLET SHARP CURVES EXPOSED TO TRAFFIC TO 6" MINIMUM RADIUS.



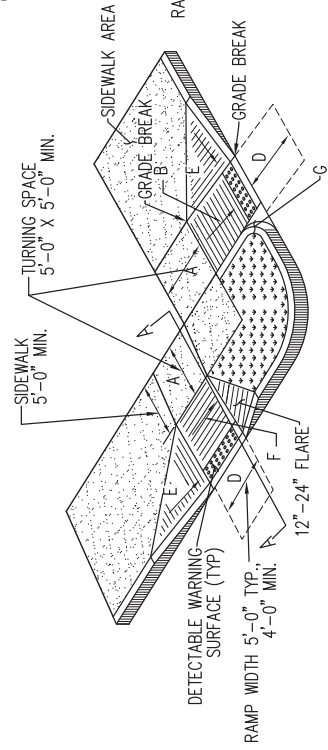
DETAIL B— DUAL PERPENDICULAR CURB RAMP



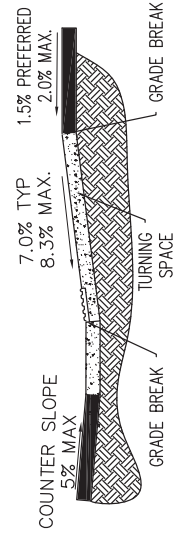
DETAIL D — PERPENDICULAR CURB RAMP
WITH SHARED TURNING SPACE



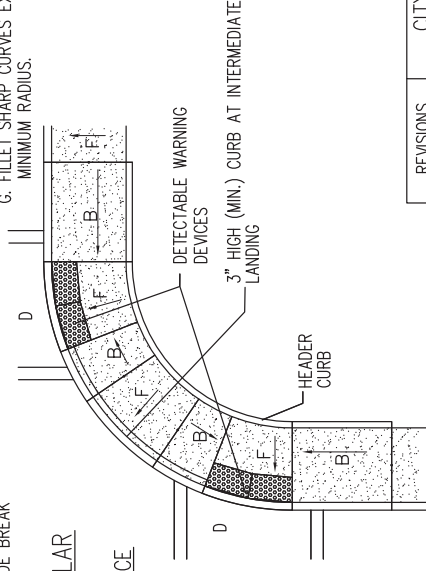
DETAIL A— PERPENDICULAR CURB RAMP



DETAIL C— DUAL PERPENDICULAR CURB RAMP



SECTION A-A



DETAIL E— DUAL PERPENDICULAR CURB RAMP

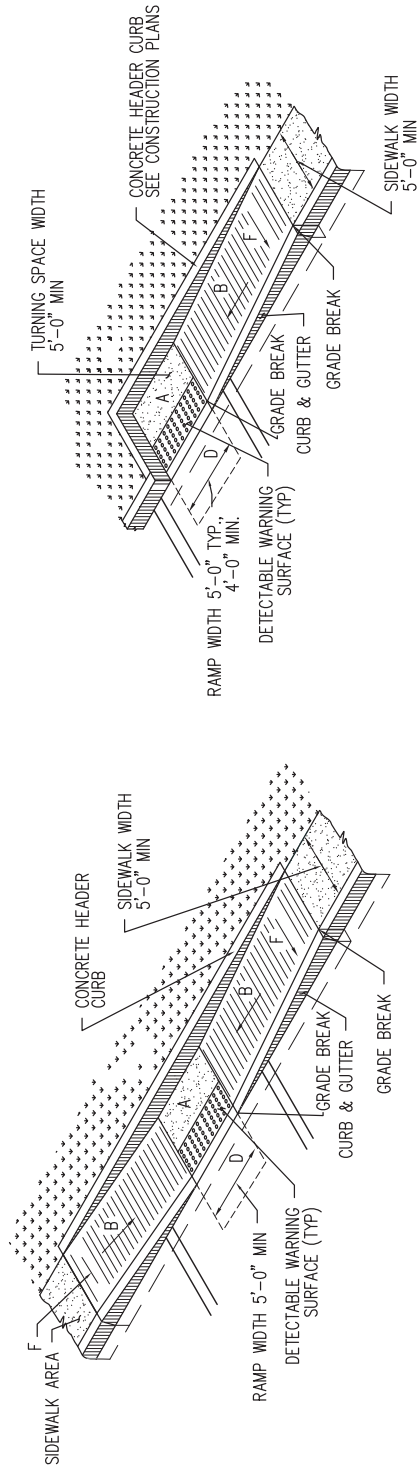
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	PAIRED PERPENDICULAR CURB RAMPS
	DWG. 2442
	JUNE 2019

GENERAL NOTES

1. RUNNING SLOPE OF A CURB RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15-FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS THE MAXIMUM EXTENT AS FEASIBLE.
2. SEE COA STD. DWG. 2446 FOR DETECTABLE WARNING DEVICE DETAILS.

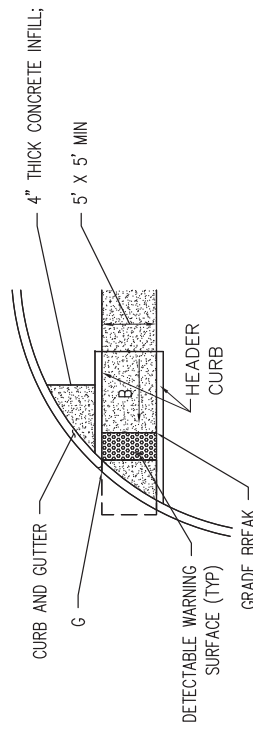
CONSTRUCTION NOTES

- A. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (PREFERRED SLOPE OF 1.5%). TURNING SPACE SHALL BE 5.0 FT BY 5.0 FT AT THE TOP OF THE CURB RAMP.
- B. 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE OF RAMP.
- C. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- D. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
- E. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX, MEASURED PARALLEL TO THE BACK OF THE CURB.
- F. 2% MAXIMUM CROSS-SLOPE. 1.5% PREFERRED CROSS-SLOPE.
- G. FILLET SHARP CURVES EXPOSED TO TRAFFIC TO 6" MINIMUM RADIUS.



DETAIL A-PARALLEL CURB RAMP

DETAIL B-PARALLEL CURB RAMP

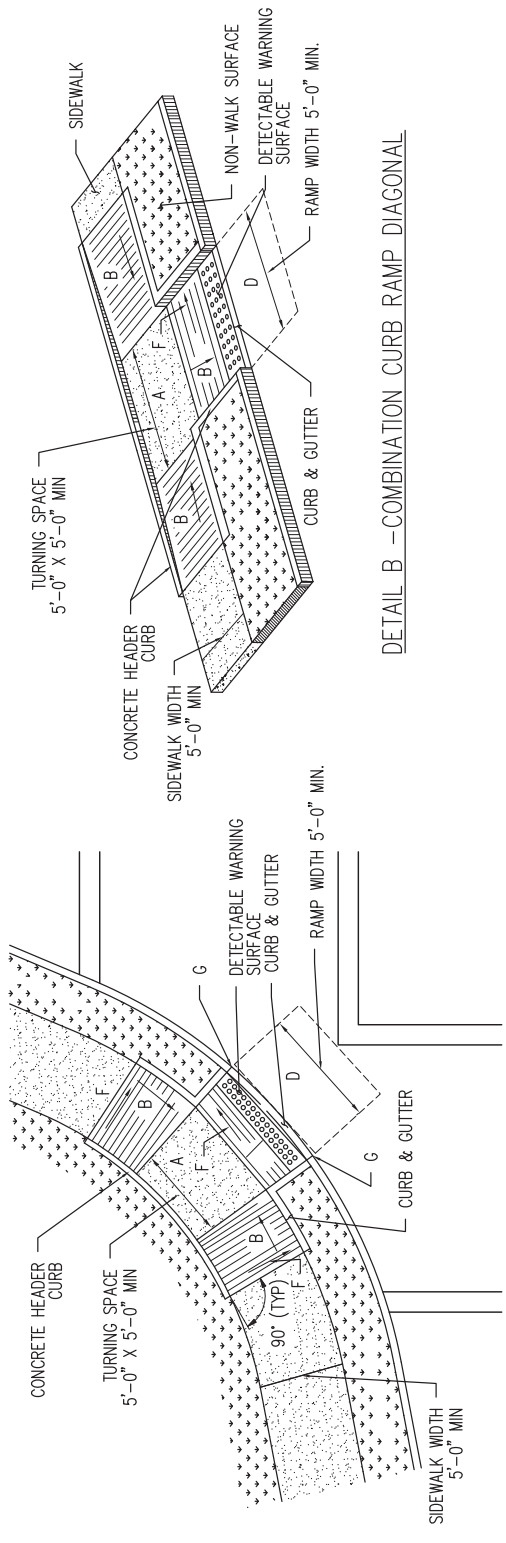


DETAIL C-PARALLEL CURB RAMP

REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	PARALLEL AND DIAGONAL CURB RAMPS
	DWG. 2443
	JUNE 2019

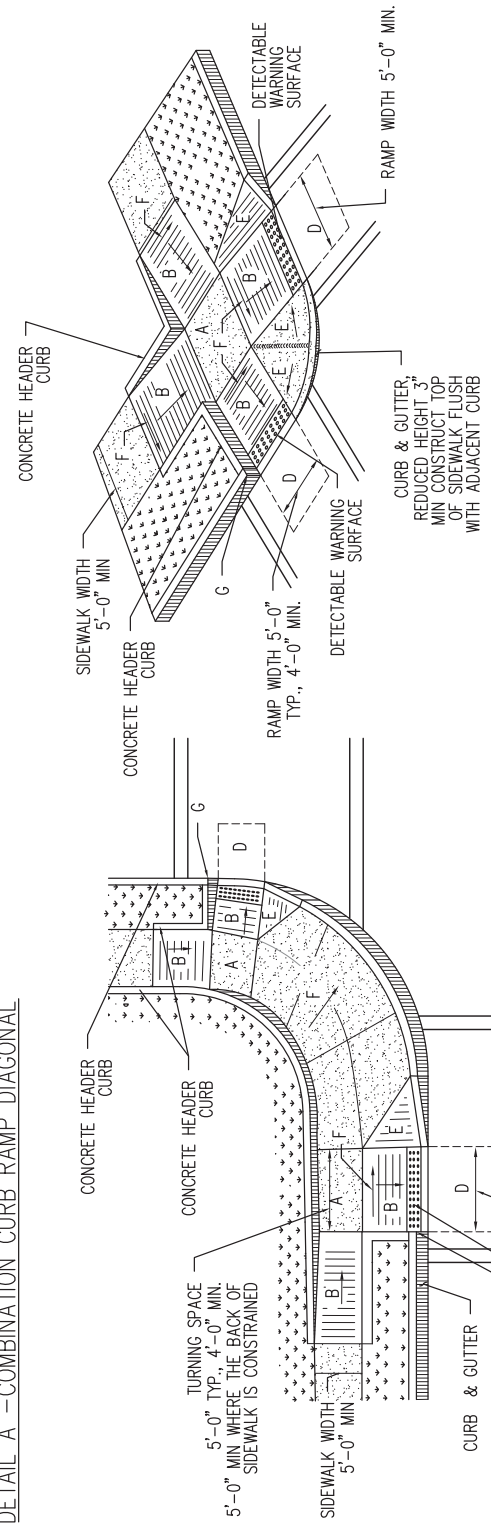
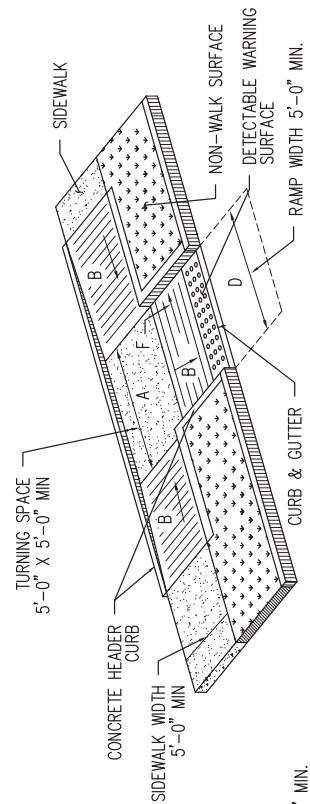
GENERAL NOTES

1. RUNNING SLOPE OF A CURB RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15-FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS THE MAXIMUM EXTENT AS FEASIBLE.
2. SEE COA STD. DWG. 2446 FOR DETECTABLE WARNING DEVICE DETAILS.



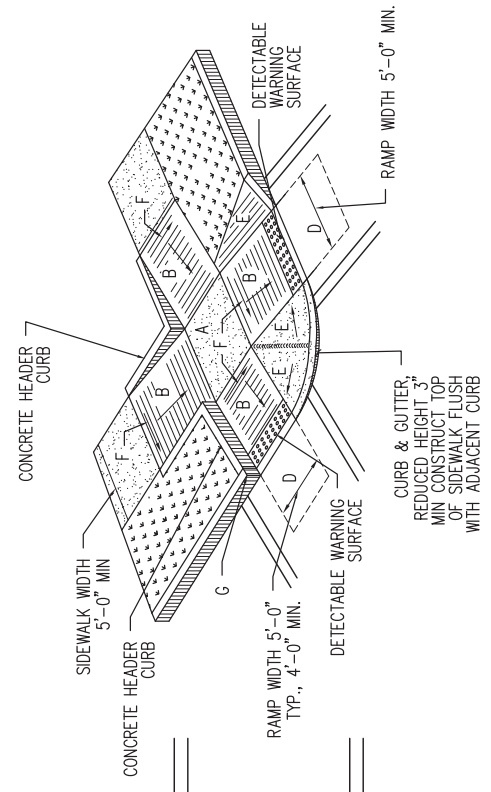
DETAIL A –COMBINATION CURB RAMP DIAGONAL

DETAIL B –COMBINATION CURB RAMP DIAGONAL



DETAIL C –COMBINATION CURB RAMP DIAGONAL

DETAIL D –COMBINATION CURB RAMP WITH SHARED TURNING



CONSTRUCTION NOTES

- A. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (PREFERRED SLOPE OF 1.5%). TURNING SPACE SHALL BE 5.0 FT BY 5.0 FT AT THE TOP OF THE CURB RAMP.
- B. 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE OF RAMP.
- C. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- D. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
- E. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX, MEASURED PARALLEL TO THE BACK OF THE CURB.
- F. 2% MAXIMUM CROSS-SLOPE. 1.5% PREFERRED CROSS-SLOPE.
- G. FILLET SHARP CURVES EXPOSED TO TRAFFIC TO 6" MINIMUM RADIUS.

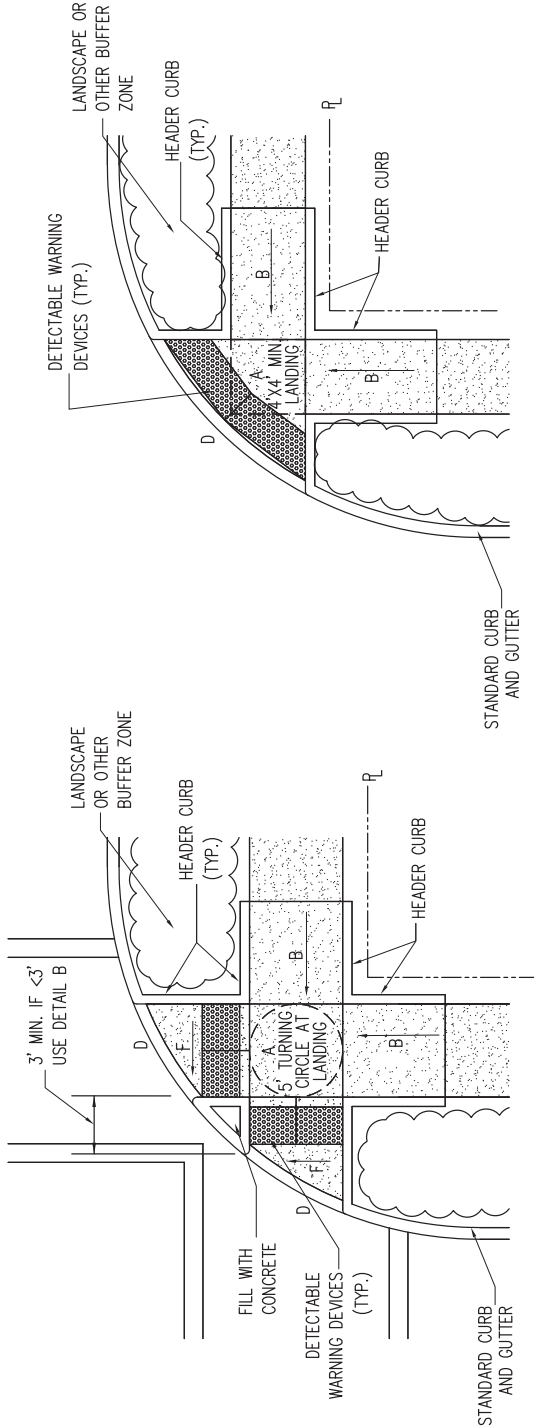
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	COMBINATION CURB RAMPS
	DWG. 2444
	JUNE 2019

GENERAL NOTES

1. RUNNING SLOPE OF A CURB RAMP SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15-FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS THE MAXIMUM EXTENT AS FEASIBLE.
2. SEE COA STD. DWG. 2446 FOR DETECTABLE WARNING DEVICE DETAILS.
3. FILLET SHARP CURVES TO 6" MINIMUM RADIUS

CONSTRUCTION NOTES

- A. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (PREFERRED SLOPE OF 1.5%).
- B. 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE OF RAMP.
- C. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- D. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
- E. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX, MEASURED PARALLEL TO THE BACK OF THE CURB.
- F. 2% MAXIMUM CROSS-SLOPE. 1.5% PREFERRED CROSS-SLOPE.



DETAIL A-PAIRED PARALLEL CURB RAMP WITH COMMON LANDING

NOTE: WHERE AVAILABLE RIGHT OF WAY LIMITS RAMP SEPARATION, USE DETAIL B CURB RAMP.

DETAIL B-PAIRED PARALLEL CURB RAMP WITH COMMON LANDING

NOTE: RECOMMENDED ONLY AT UNMARKED CROSSINGS ON LOCAL STREETS AND WITH LIMITED RIGHT-OF-WAY.

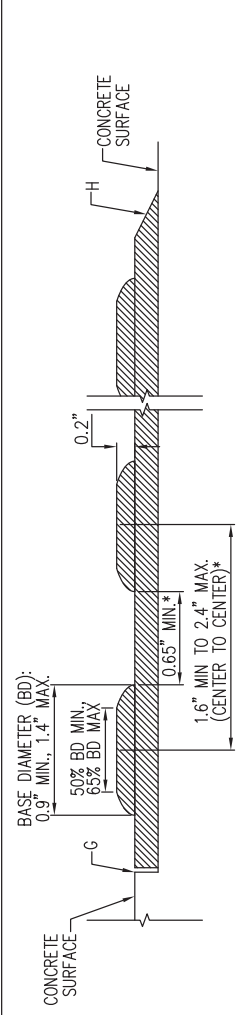
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	PAIRED PARALLEL CURB RAMP WITH A COMMON LANDING
	DWG. 2445
	JUNE 2019

GENERAL NOTES

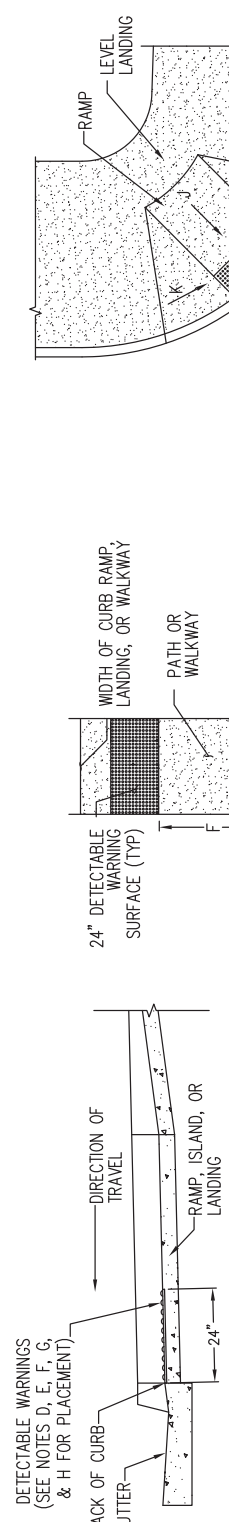
1. PROVIDE DETECTABLE WARNINGS ON ANY CURB RAMP OR LANDING WHERE THE ACCESSIBLE ROUTE CROSSES A PUBLIC STREET. DETECTABLE WARNINGS ARE NOT REQUIRED AT DRIVEWAYS UNLESS THE DRIVEWAY IS PROVIDED WITH TRAFFIC CONTROL DEVICES OR IS PERMITTED TO OPERATE LIKE A PUBLIC STREET AS DETERMINED BY THE CITY ENGINEER.
2. SELECT A DETECTABLE WARNING SURFACE THAT CONTRASTS VISUALLY (LIGHT-ON-DARK OR DARK-ON-LIGHT) WITH ADJACENT SURFACES.
3. IN NEW CONSTRUCTION, INSTALL CAST-IN-PLACE REPLACEABLE DETECTABLE WARNING PLATES, PANELS, TILES, OR PAVERS. IN RETROFITS, INSTALL SURFACE-APPLIED DETECTABLE WARNING PANELS WITH BEVELED EDGES. SURFACE APPLIED PANELS SHALL BE MECHANICALLY ANCHORED.

CONSTRUCTION NOTES

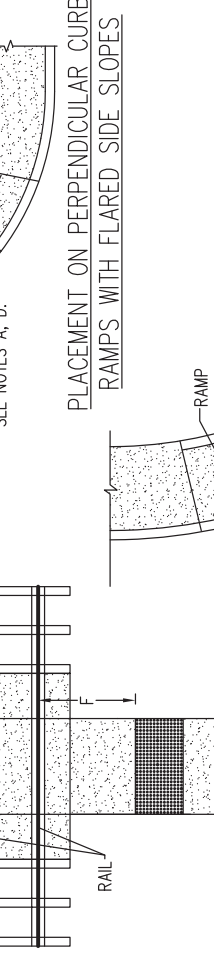
- A. INSTALL DETECTABLE WARNING SURFACE SO THAT IT EXTENDS 24" IN THE DIRECTION OF TRAVEL FOR THE FULL WIDTH (NOT INCLUDING SIDE FLARES) OF THE RAMP OR LANDING.
- B. PLACE DETECTABLE WARNINGS SO THAT THE ROWS OF TRUNCATED DOMES ARE ALIGNED PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP OR LANDING AND THE ROADWAY.
- C. ON PARALLEL CURB RAMPS, PLACE DETECTABLE WARNINGS ON THE RAMP SURFACE AT THE GRADE BREAK IF THE GRADE BREAK IS WITHIN 5' FROM BACK OF CURB. IF THE GRADE BREAK IS GREATER THAN 5' FROM BACK OF CURB, PLACE DETECTABLE WARNINGS AT A DIAGONAL USING A MAXIMUM DISTANCE OF 5' FROM FACE OF CURB.
- D. ON PERPENDICULAR CURB RAMPS, PLACE DETECTABLE WARNINGS AT THE BACK OF CURB.
- E. ON CUT-THROUGH ISLANDS, PLACE DETECTABLE WARNINGS IN LINE WITH THE BACK OF CURB IF DETECTABLE WARNING SURFACES ON THE ENTRANCE AND EXIT SIDES OF THE ISLAND CAN BE SEPARATED BY 2' MIN. OF WALKWAY. IF NECESSARY TO ACHIEVE 2' MIN. SEPARATION, PLACE DETECTABLE WARNINGS IN LINE WITH THE FACE OF CURB. IF THE ISLAND HAS NO CURB, PLACE DETECTABLE WARNINGS AT THE EDGE OF ROADWAY. SEE COA STD. DWG. 2448.
- F. PLACE DETECTABLE WARNINGS AT RAIL CROSSINGS SO THAT THE EDGE NEAREST THE RAIL IS 6' TO 15' FROM THE CENTERLINE OF THE NEAREST RAIL. ALIGN ROWS OF TRUNCATED DOMES PARALLEL TO THE DIRECTION OF TRAVEL.
- G. RECESS OR CAST-IN DETECTABLE WARNINGS SO THAT THE SURFACE TO WHICH THE TRUNCATED DOMES ARE ATTACHED IS FLUSH WITH THE ADJACENT CONCRETE.
- H. IN RETROFITS, DETECTABLE WARNING MAT MAY BE MECHANICALLY ANCHORED TO THE SURFACE OF THE CONCRETE IF THE MAT EDGE IS BEVELED WITH A MAXIMUM SLOPE OF 2H:1V.
- J. 8.3% MAX. SLOPE, 7% PREFERRED SLOPE.
- K. SIDE FLARED SLOPES.



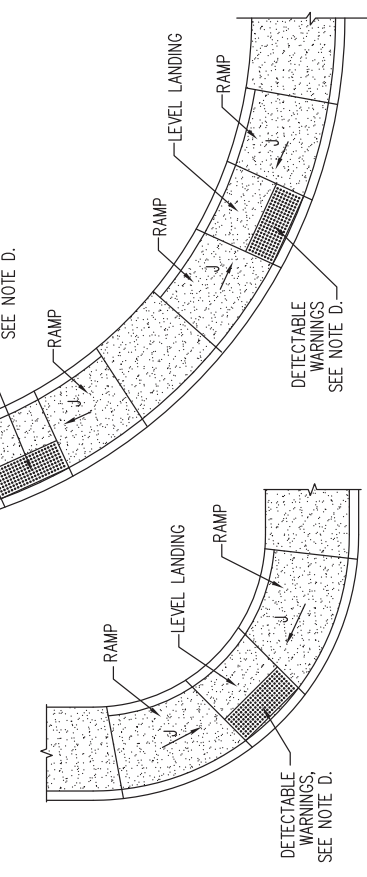
PLACEMENT- PROFILE



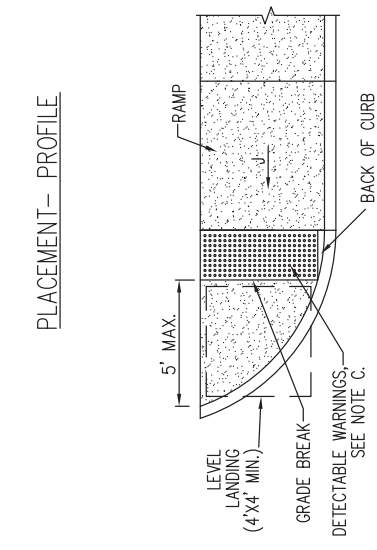
PEDESTRIAN AT-GRADE RAIL CROSSINGS



PLACEMENT ON PERPENDICULAR CURB RAMPS WITH FLARED SIDE SLOPES



PLACEMENT ON PERPENDICULAR CURB RAMPS

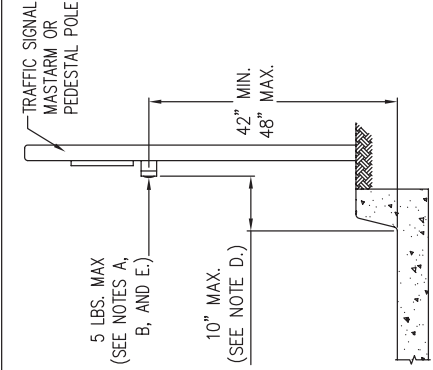


PLACEMENT ON PARALLEL CURB RAMPS

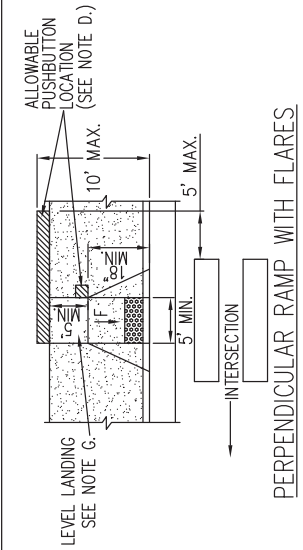
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	DETECTABLE WARNINGS
	DWG. 2446
	JUNE 2019

GENERAL NOTES

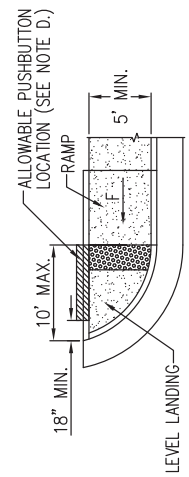
1. PROVIDE PEDESTRIAN SIGNALS AT ALL SIGNALIZED INTERSECTIONS AND ELSEWHERE AS DIRECTED BY THE CITY TRAFFIC ENGINEER.
2. OBTAIN RIGHT-OF-WAY OR EASEMENT AS REQUIRED TO CONSTRUCT PEDESTRIAN SIGNAL EQUIPMENT IN LOCATIONS REQUIRED BY ADA REGULATIONS AND AS SHOWN ON THIS SHEET. IF SUCH PLACEMENT IS INFEASIBLE, PROVE AND MAKE RECORD OF SUCH INFEASIBILITY BY REASONABLE OBJECTIVE ANALYSIS TO THE SATISFACTION OF THE USER DEPARTMENT.



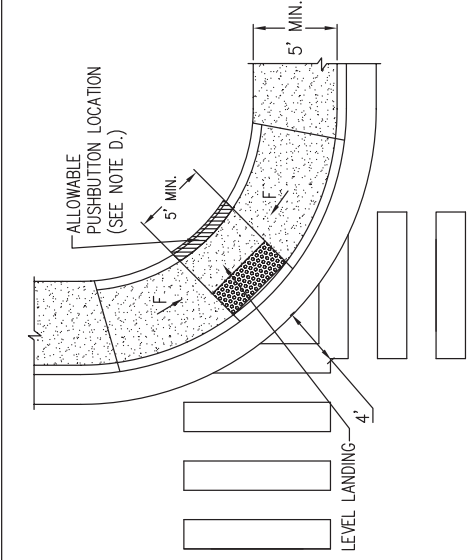
PEDESTRIAN PUSHBUTTON DETAIL



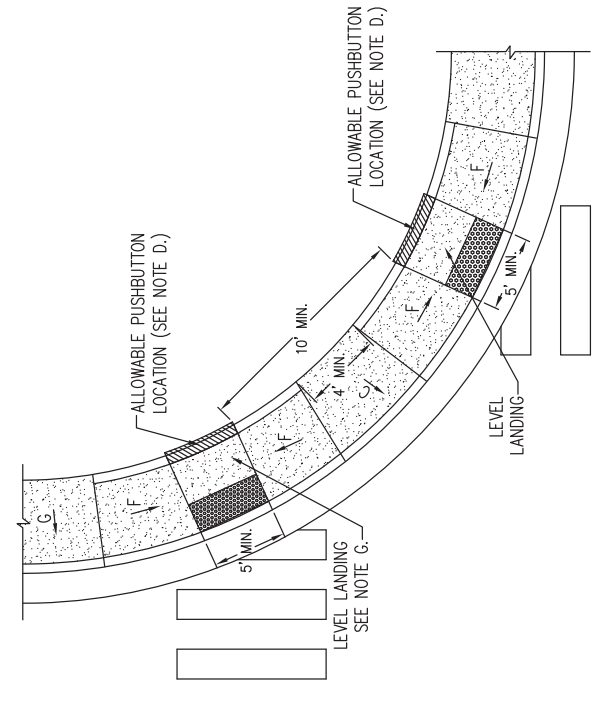
PERPENDICULAR RAMP WITH FLARES



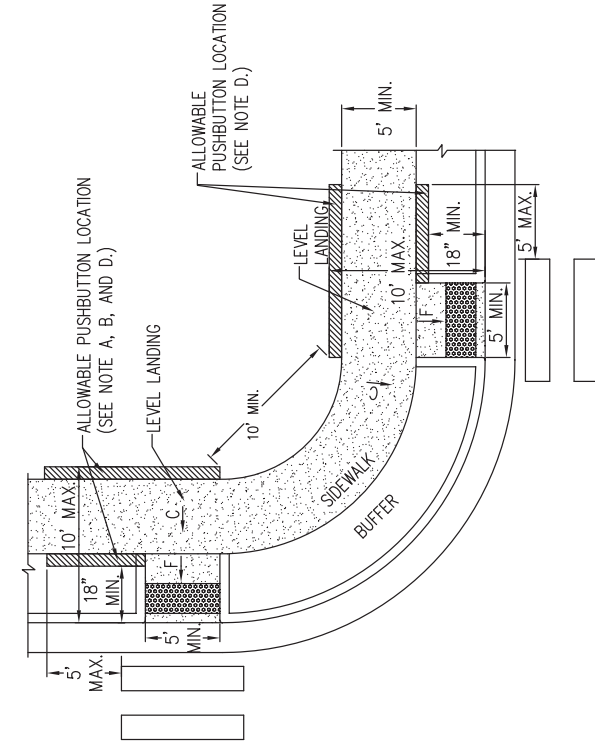
PARALLEL RAMP



CORNER-TYPE PERPENDICULAR RAMP



PERPENDICULAR RAMP WITH BUFFER



PERPENDICULAR RAMP WITH BUFFER

CONSTRUCTION NOTES

- A. MOUNT THE FACE OF THE PUSHBUTTON PARALLEL TO THE CROSSWALK BEING SERVED AND FACING THE INTERSECTION. IF THE PUSHBUTTON IS MOUNTED BEHIND THE SIDEWALK, MOUNT THE FACE OF THE BUTTON PERPENDICULAR TO THE CROSSWALK.
- B. MOUNT THE PEDESTRIAN PUSHBUTTON SUCH THAT IT IS ACCESSIBLE FROM A LEVEL LANDING, CENTERED ON THE LANDING, AND MOUNTED ON THE LANDING SIDE OF THE SIGNAL POLE.
- C. 2% MAX. SLOPE. 1.5% PREFERRED SLOPE
- D. SETBACK FROM THE LEVEL LANDING TO THE PUSHBUTTON OF UP TO 10" IS ALLOWED IF THE PEDESTRIAN CAN ACCESS THE PUSHBUTTON BY REACHING TO THE SIDE. IF FORWARD REACH IS REQUIRED, THE PUSHBUTTON MUST BE MOUNTED FLUSH WITH THE EDGE OF THE LEVEL LANDING. THE PUSHBUTTON MAY BE INSTALLED ON AN EXTENSION ARM (12" MAX. LENGTH) IF THE SIGNAL POLE CANNOT BE SET CLOSE ENOUGH TO THE LANDING TO FULFILL THE SETBACK REQUIREMENT.
- E. MEASURE THE FORCE REQUIRED TO ACTIVATE THE PUSHBUTTON USING A DOOR PRESSURE GAUGE WITH A RANGE OF AT LEAST 0-7 LBS.
- F. 8.3% MAX. SLOPE, 7% PREFERRED SLOPE.

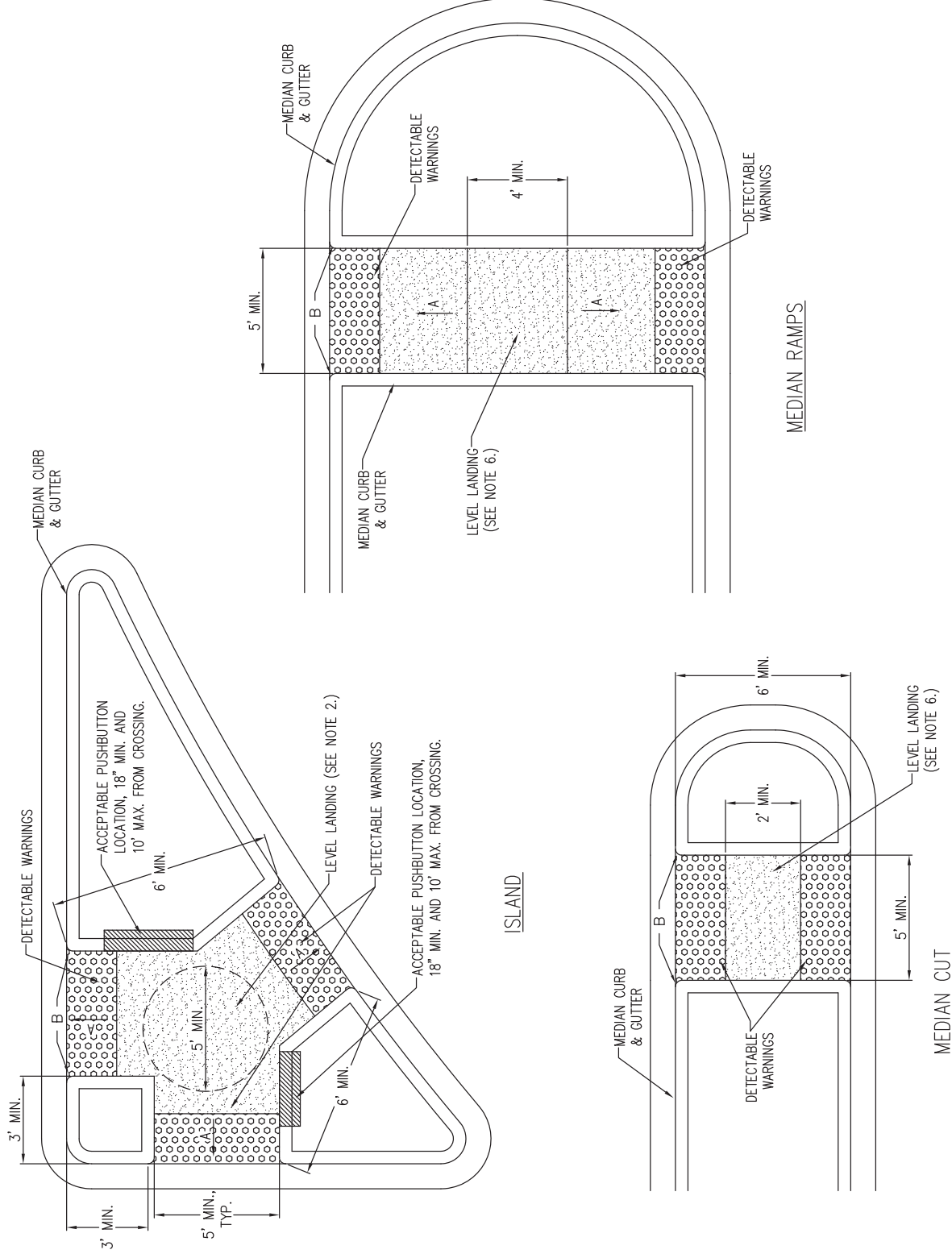
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	PEDESTRIAN PUSH BUTTON PLACEMENT LOCATION NEAR CURB RAMPS
	DWG. 2447
	JUNE 2019

GENERAL NOTES

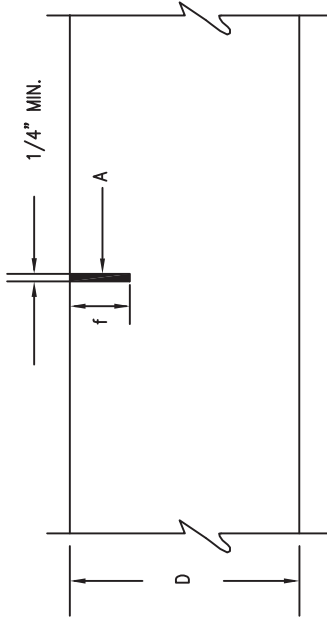
- WHERE THE ACCESSIBLE ROUTE CROSSES AN ISLAND OR MEDIAN, PROVIDE CUT-THROUGHS OR RAMPS AS DETAILED ON THIS SHEET. SUBMIT DEVIATIONS FROM THESE STANDARDS TO THE CITY ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
- IF THE LEVEL LANDING SERVES MORE THAN ONE RAMP, CONSTRUCT THE LANDING SUCH THAT IT IS ACCESSIBLE FROM ALL RAMPS WITHOUT REQUIRING A TURN ON THE RAMP SLOPE TO ACCESS THE LANDING.
- FOR EASE OF PEDESTRIAN USE, MEDIAN AND ISLAND CUT-THROUGHS ARE PREFERRED OVER MEDIAN AND ISLAND RAMPS. IF A CUT-THROUGH IS NOT POSSIBLE DUE TO SLOPE, DRAINAGE, OR SPACE CONSTRAINTS, ENSURE THAT MEDIAN RAMPS MEET ALL ADA REQUIREMENTS. REFER TO COA STD. DWG. 2440.
- ENSURE PEDESTRIAN PUSHBUTTONS ARE ACCESSIBLE FROM A LEVEL LANDING. FOR FURTHER GUIDANCE ON PEDESTRIAN PUSHBUTTONS, SEE COA STD. DWG. 2447.
- SEE DWG. 2446 FOR CONSTRUCTION OF DETECTABLE WARNING DEVICES.
- THE LEVEL LANDING SHALL NOT EXCEED A 2% MAXIMUM SLOPE IN ANY DIRECTION. IT IS PREFERABLE TO USE A 1.5% SLOPE.
- WALKWAYS THROUGH MEDIANS SHALL BE FLUSH WITH MEDIAN LIP OF CURB.

CONSTRUCTION NOTES

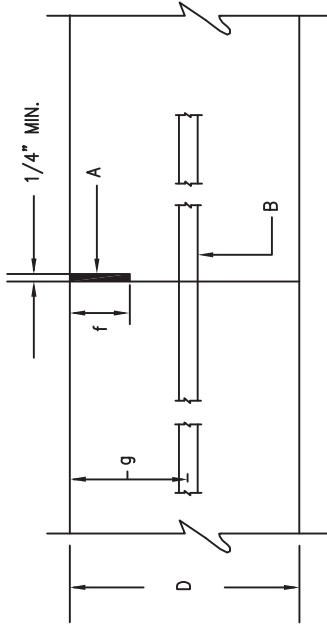
- 8.3% MAXIMUM SLOPE, 7% PREFERRED SLOPE.
- FILLET SHARP CURVES EXPOSED TO TRAFFIC TO 6" MINIMUM RADIUS.



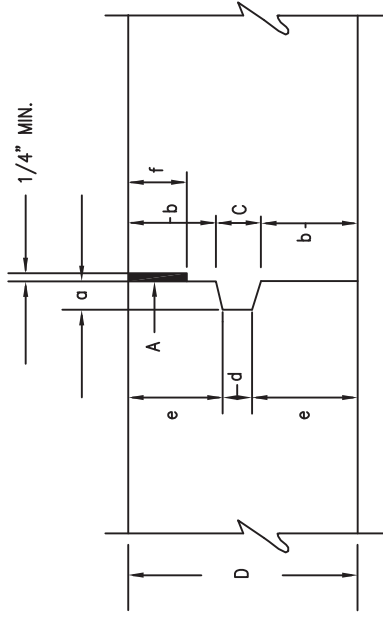
REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	MEDIAN CUT AND ISLAND ACCESS RAMPS
	DWG. 2448
	JUNE 2019



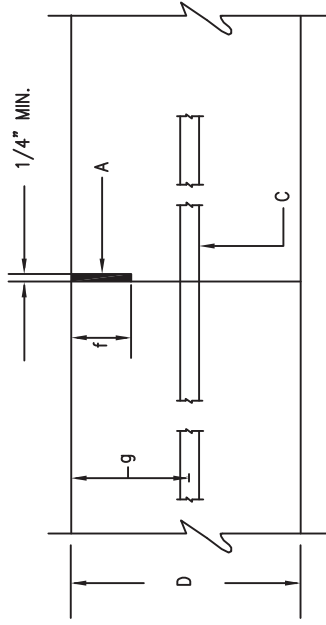
TYPE 1
SAWED JOINT
(LONGITUDINAL OR TRANSVERSE)



TYPE 2
CONSTRUCTION JOINT
(TRANSVERSE)



TYPE 3
CONSTRUCTION JOINT
(LONGITUDINAL)



TYPE 3 ALTERNATE
CONSTRUCTION JOINT
(LONGITUDINAL)

GENERAL NOTES:

1. THICKNESS OF SLAB SHALL BE AS INDICATED ON DRAWINGS.

JOINT DIMENSIONS

D	a	b	c	d	e	f min.	g
5"	1"	1 3/4"	1 1/2"	1"	2"	1/4D	1/2D
6"	1"	2 1/4"	1 1/2"	1"	2 1/2"	1/4D	1/4D
8"	1"	3"	2"	1 1/2"	3 1/4"	1/4D	1/2D

CONSTRUCTION NOTES:

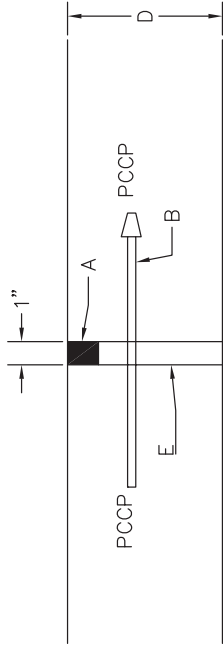
- A. JOINT FILLER, INSTALL PER MANF. INSTR.
- B. NO.4 DEFORMED BARS, 3'-0" LONG AT 2'-0" O.C.
- C. NO.4 DEFORMED BARS, 3'-0" LONG AT 5'-0" O.C.
- D. THICKNESS OF SLAB.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING CONCRETE JOINTS
	DWG 2450 JUNE 2019

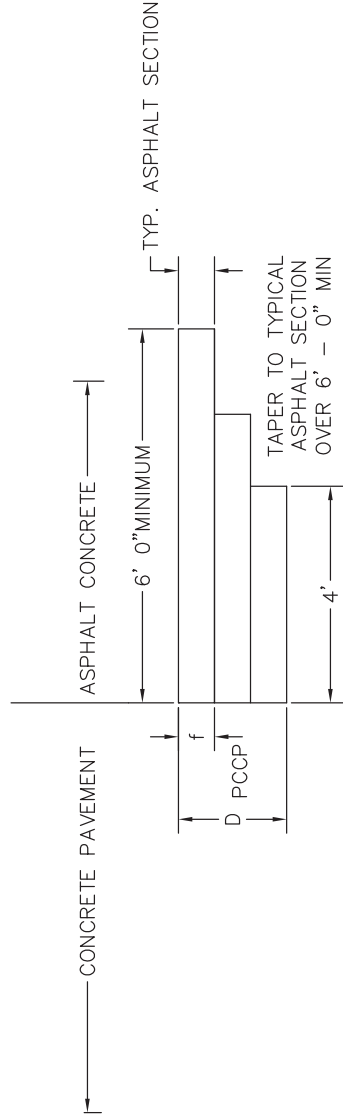
GENERAL NOTES

1. THICKNESS OF SLAB SHALL BE AS INDICATED ON DRAWINGS. SEE TABLE ABOVE.
2. DAILY CONCRETE PLACEMENT SHALL TERMINATE AT A JOINT.

JOINT DIMENSION									
							TRANS. JOINT TS	LONG. JOINT S	
D	a	b	c	d	e		f- min		g
5 "	1 "	1 - 3/4 "	1 - 1/2 "	1 "	2 "		1/4 D	1/3 D	1/2 D
6 "	1 "	2 - 1/4 "	1 - 1/2 "	1 "	2 - 1/2 "		1/4 D	1/3 D	1/2 D
8 "	1 "	3 "	2 "	1 - 1/2 "	3 - 1/4 "		1/4 D	1/3 D	1/2 D



TYPE 5 EXPANSION JOINTS

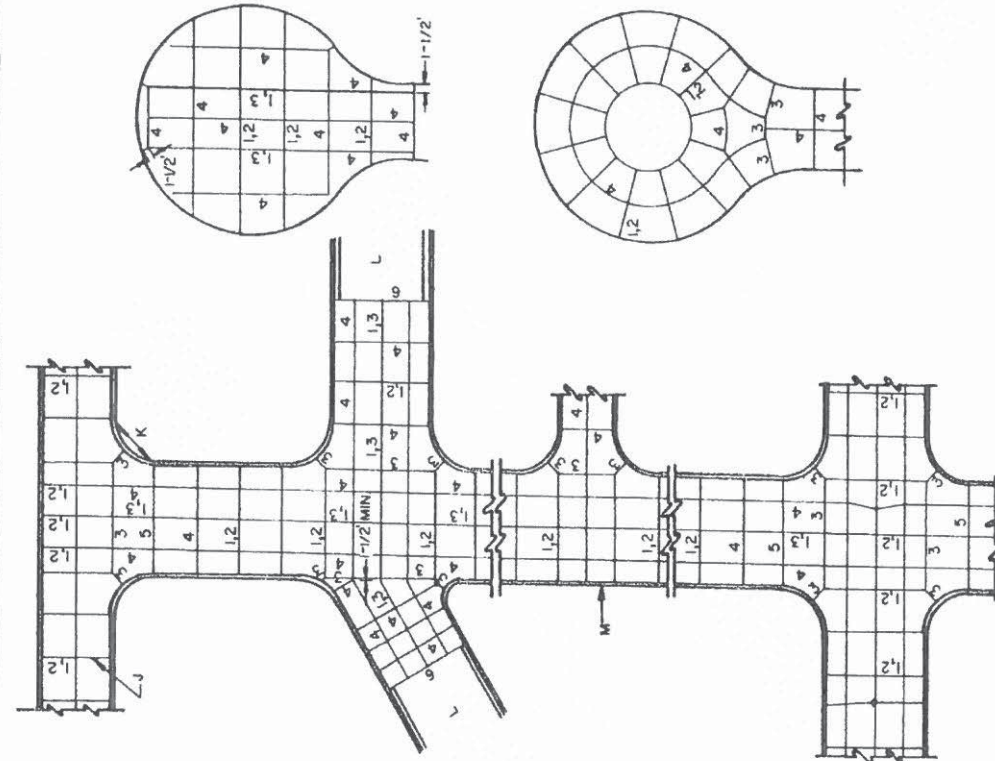


TYPE 6 TRANSITION JOINT
CONCRETE TO ASPHALT

CONSTRUCTION NOTES

- A. JOINT FILLER, INSTALL PER MANF. INSTR. OVER BACKER ROD OR JOINT TAPE.
- B. 3/4 " DIA 16 " SMOOTH DOWEL BAR @ 12" O.C., 1/2 GREASED 1/2 PAINTED.
- C. NO.4 DEFORMED BARS, 3' - 0" LONG AT 2' - 0" O.C.
- D. THICKNESS OF SLABS.
- E. COMPRESSIBLE FILLER FULL HEIGHT.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	CONCRETE JOINTS TYPES 5& 6
	DWG. 2451
	JUNE 2019



TYPICAL CONCRETE PAVEMENT JOINT PATTERN

- GENERAL NOTES:**
1. MAXIMUM DISTANCE BETWEEN JOINTS L, SHALL NOT EXCEED THE FOLLOWING CRITERIA:
 - a. 2.5' PER INCH OF SLAB DEPTH TIMES THE SLAB DEPTH IN INCHES. (2.5' /" X D) WHEN THE SLAB DEPTH IS LESS THAN 10".
 - b. 2' PER INCH OF SLAB DEPTH TIMES THE SLAB DEPTH IN INCHES. (2.0' /" X D) WHEN THE SLAB DEPTH IS 10" OR MORE.
 - c. 15'.
 2. THE RATIO OF THE LONG SIDE, L, TO THE SHORT SIDE, S, L:S, OF A PAVEMENT PANEL SHALL RANGE FROM 1:1 TO 1.5:1.
 3. JOINT LENGTH SHALL NOT BE SHORTER THAN 1.5'.
 4. TYPE 2 JOINTS ARE REQUIRED ON COLLECTOR/ARTERIAL STREETS ONLY.
- CONSTRUCTION NOTES:**
- A. THE CONTRACTOR SHALL SUBMIT A PAVEMENT JOINT PLAN TO THE ENGINEER FOR HIS REVIEW AND APPROVAL PRIOR TO THE PLACEMENT OF ANY CONCRETE PAVEMENT. IF THE PLAN DIFFERS FROM THE JOINT PATTERN SHOWN ON THE CONSTRUCTION PLANS, THE CHANGES SHALL BE CALLED OUT. THE JOINT PLAN SHALL INCLUDE THE LOCATIONS OF MANHOLES, VALVE BOXES AND DROP INLETS, AND THE TYPE OF JOINT TO BE CONSTRUCTED. (SEE DWG. 2453).
 - B. JOINT 1 MAY BE ALTERNATED WITH JOINT 3 IF THE CONTRACTOR CAN PLACE THREE (3) OR MORE LAYERS IN A SINGLE PASS.
 - C. CONCRETE PLACEMENT SHALL TERMINATE AT A PAVEMENT JOINT.
 - D. ALL LONGITUDINAL JOINTS SHALL BE SAWED TO A MINIMUM DEPTH OF D/3.
 - E. ALL TRANSVERSE JOINTS SHALL BE SAWED TO A MINIMUM DEPTH OF D/4.
 - F. JOINTS SHALL BE SAWED AS SOON AS THE CONCRETE WILL CUT WITHOUT LEAVING A RAVELED EDGE. SAW CUTS SHALL BE CURED SAME AS THE ADJACENT CONCRETE.
 - G. ARTERIAL/COLLECTOR PCC PAVEMENT IN INTERSECTIONS SHALL BE FINISHED WITH A TRANSVERSE "RAKE TINED" TEXTURE. THE TINDING SHALL EXTEND A MINIMUM OF 100' AWAY FROM THE INTERSECTION ON THE APPROACHES AND DEPARTURES OF ALL LEGS OF THE INTERSECTION OR THE LENGTH OF THE APPROACH AND DEPARTURE OF THE SIDE STREETS IF LESS THAN 100'.
 - H. PCC PAVEMENT BETWEEN INTERSECTIONS SHALL BE FINISHED WITH A FULL WIDTH LONGITUDINAL COARSE TEXTURE BURLAP DRAG.
 - J. END OF DAYS WORK.
 - K. PLACE 1/2" EXPANSION JOINT FILLER IN CURB AT ALL RADIUS POINTS.
 - L. ASPHALT PAVEMENT.
 - M. FIRST STREET PAVED.

REVISIONS	

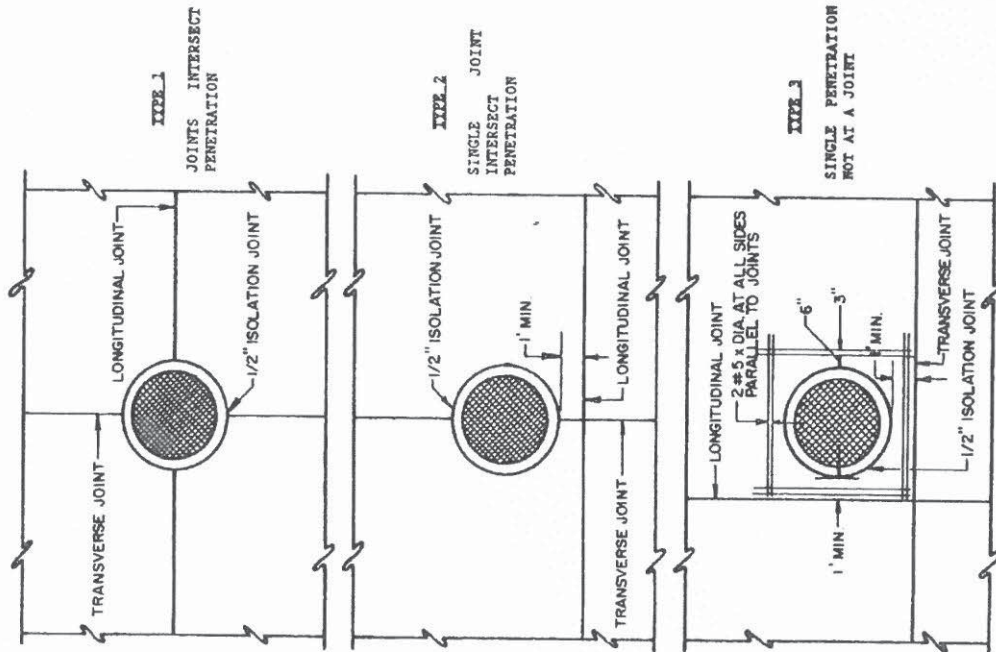
CITY OF ALBUQUERQUE

PAVING

TYPICAL CONCRETE PAVEMENT JOINT PATTERN

DWG. 2452

DEC 1982



TYPE 4
PANELS WITH 2 (TWO) OR MORE
PENETRATIONS IN A SINGLE PANEL,
THE PANEL SHALL BE REINFORCED
BETWEEN BOTH TRANSVERSE AND
LONGITUDINAL JOINTS WITH #5
EACHWAY AT 6" O.C. CONTINUOUS
BETWEEN JOINTS

CITY OF ALBUQUERQUE

REVISIONS

PAVING
STANDARD PENETRATIONS
PCC PAVEMENT

DWG. 2453

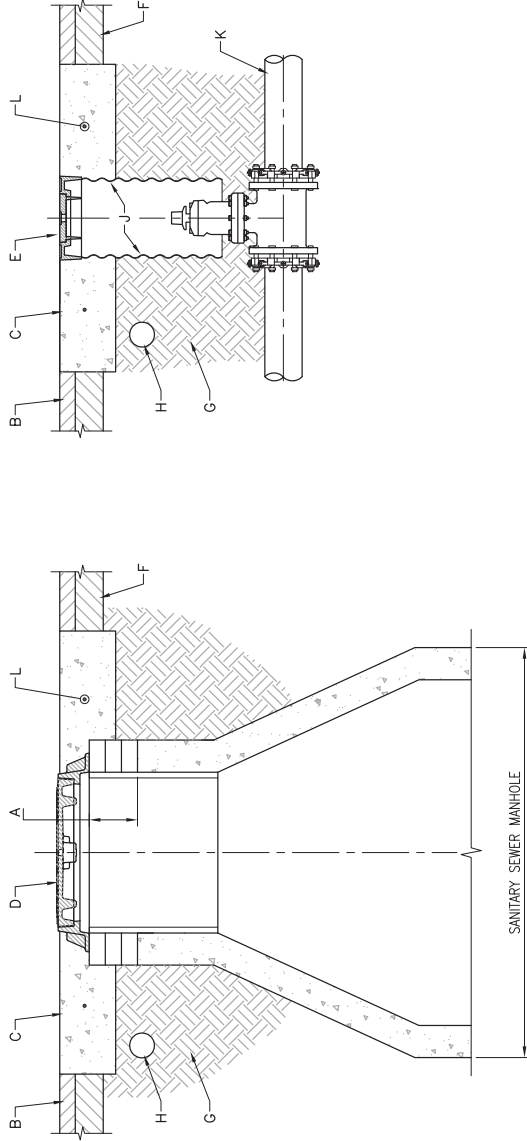
DEC. 1992

GENERAL NOTES

1. GRADE ADJUSTMENTS OF MANHOLE FRAME AND COVER SHALL BE MADE BY ADJUSTING BRICKS OR STEEL CONCRETE ADJUSTMENT RINGS DIRECTLY UNDER THE FRAME. THE ADJUSTMENT MAY BE MADE IN THIS FASHION TO A MAXIMUM HEIGHT OF 24" FOR THE ADJUSTMENT BRICKS/RINGS. IF ADJUSTMENTS REQUIRE GREATER THAN A 24" ADJUSTMENT, THE CONE SHALL BE REMOVED, THE BARREL HEIGHT ADJUSTED AND CONE REPLACED. IF LESS THAN ONE COURSE OF BRICKS (6") IS REQUIRED, GROUT MAY BE USED. THE USE OF CONCRETE AND STEEL ADJUSTMENT RINGS IS PREFERRED.
2. ALL MATERIALS MUST COMPLY WITH THE CURRENT WATER AUTHORITY OR CITY APPROVED PRODUCTS LISTS.
3. NEW RINGS AND COVERS, REMOVAL AND REPLACEMENT OF CONCRETE COLLARS, INSTALLATION OF EMD'S AND THE INSTALLATION OF NEW POLYMER COATED CORRUGATED METAL PIPE FOR VALVE CANS SHALL BE CONSIDERED INCIDENTAL TO THE ADJUSTMENT PAY ITEM.
4. NEW RINGS AND COVERS WILL BE REQUIRED IF CURRENT RINGS AND COVERS DO NOT MEET CURRENT STANDARD SPECIFICATIONS.
5. INSTALLATION MUST COMPLY WITH THE FOLLOWING STANDARD DRAWINGS:
5.1. 2109 - SANITARY SEWER MANHOLE COVERS
5.2. 2110 - STORM DRAIN MANHOLE COVERS
5.3. 2120 - VACUUM SEWER VALVE RINGS AND COVERS
5.4. 2310 - WATER MANHOLE COVERS
5.5. 2328 - WATER VALVE AND HYDRANT RINGS AND COVERS
5.6. 2329 - FIRE LINE RINGS AND COVERS
6. TO ENSURE THE SPECIFIED QUALITY OF CASTINGS WILL BE GUARANTEED, ONLY CASTINGS MANUFACTURED IN THE UNITED STATES OF AMERICA WILL BE ACCEPTABLE.
7. EMD PLACEMENT MUST COMPLY WITH THE FOLLOWING:
7.1. SANITARY SEWER MANHOLES - EMD SHALL BE PLACED 1 FOOT UPSTREAM OF THE MANHOLE OVER THE MAIN.
7.2. WATER VALVE AND SANITARY SEWER VALVE CANS - EMD SHALL BE PLACED 1 FOOT NORTH OR WEST (DEPENDING ON LINE DIRECTION) OF THE VALVE OVER THE WATER MAIN OR VACUUM SEWER MAIN.
7.3. STORM DRAIN MANHOLES - EMD'S ARE NOT REQUIRED AND SHALL NOT BE PLACED AT STORM DRAIN MANHOLES.

CONSTRUCTION NOTES

- A. BRICKS OR ADJUSTMENT RINGS, 24" MAXIMUM
- B. OVERLAY
- C. NEW PORTLAND CEMENT CONCRETE COLLAR (1"= 4000 PSI) PER STANDARD DRAWING 2461. ALL ADJUSTMENTS SHALL BE INSTALLED WITH A NEW CONCRETE COLLAR. THE OLD COLLAR(S) SHALL BE REMOVED AND DISPOSED OF PROPERLY. REFER TO STANDARD DRAWINGS 2101, 2102, 2181, 2326, AND 2461 FOR PROPER LINE IDENTIFICATION ON THE COLLAR.
- D. MANHOLE FRAME AND COVER PER STANDARD DRAWINGS 2109, 2210 AND 2310
- E. RING AND COVER FOR VALVE BOX. REFER TO STANDARD DRAWINGS 2128, 2328 AND 2329.
- F. EXISTING PAVING SECTION
- G. SUBGRADE SHALL BE COMPACTED TO 95% (ASTM)
- H. ELECTRONIC MARKER DEVICE (EMD). SEE STANDARD SPECIFICATION SECTION 170. EMD'S ARE REQUIRED ON ALL WATER AND SANITARY SEWER ADJUSTMENT, THEY ARE NOT TO BE INSTALLED ON STORM DRAIN MANHOLES.
- J. POLYMER COATED STEEL PIPE CMP
- K. WATER OR SEWER LINE
- L. #4 REBAR PER STANDARD DWG. 2461



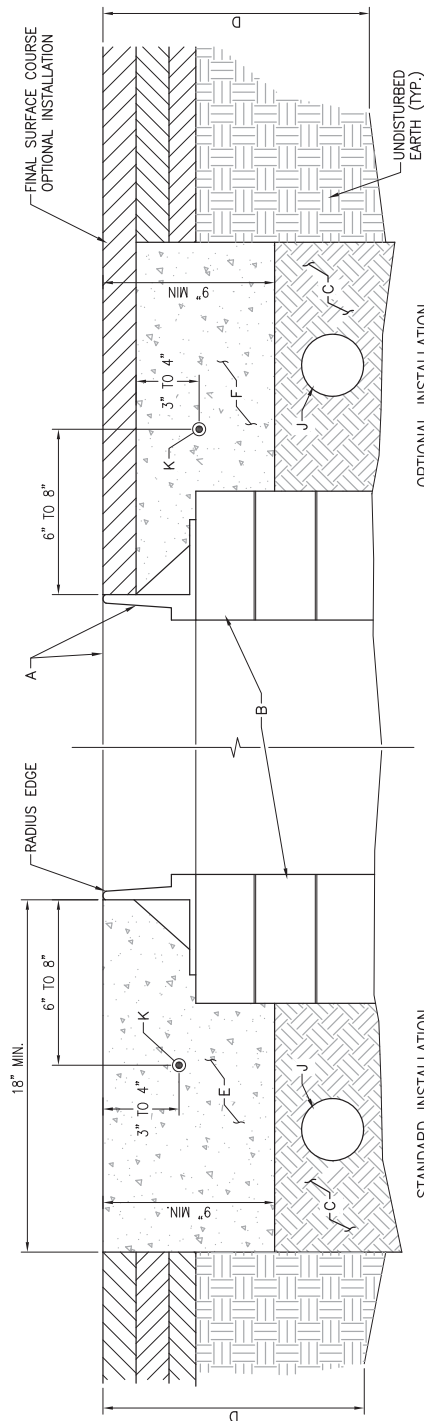
REVISIONS	CITY OF ALBUQUERQUE
	PAVING MANHOLE AND VALVE BOX REGRADING
	DWG. 2460 JAN. 2013

GENERAL NOTES

1. ALL MATERIALS MUST COMPLY WITH THE CURRENT WATER AUTHORITY OR CITY APPROVED PRODUCTS LISTS.
2. CONCRETE COLLAR SHALL BE PORTLAND CEMENT CONCRETE ($f_c = 4000$ PSI)

CONSTRUCTION NOTES

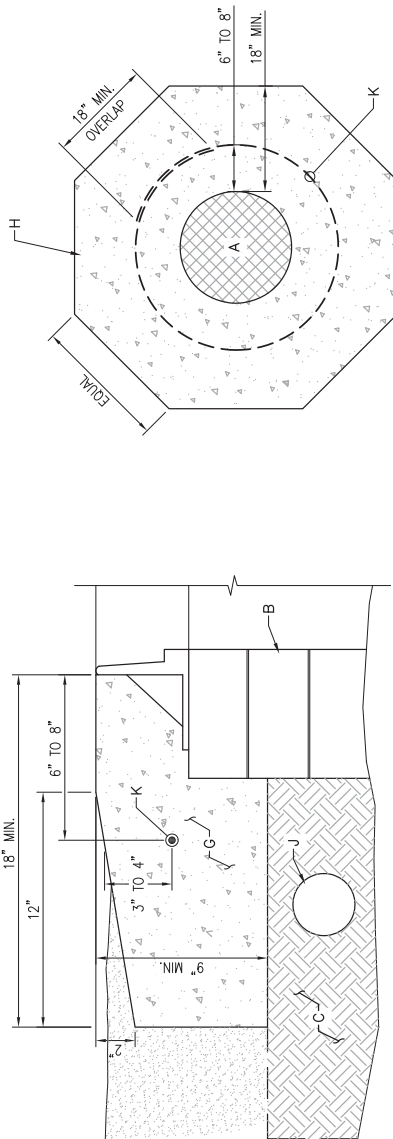
- A. MANHOLE, OR RING AND COVER FOR VALVE BOX PER WATER AUTHORITY STANDARDS.
- B. MANHOLE CONE/EXTENSION OR CMP.
- C. 12" SUBGRADE, 95% COMPACTION (ASTM).
- D. PAVING SECTION PER APPROVED DRAWINGS.
- E. CONCRETE COLLAR IN PAVED AREAS. TYPICAL INSTALLATION.
- F. CONCRETE COLLAR IN PAVED AREAS WITH ASPHALT CAP. TO BE USED WHEN CALLED FOR ON PLANS OR AS DIRECTED BY THE ENGINEER. WATER AUTHORITY APPROVAL MUST BE OBTAINED PRIOR TO INSTALLATION ON SANITARY SEWER AND/OR WATER APPLICATIONS.
- G. CONCRETE COLLAR IN UNPAVED AREAS. SET RING 1" ABOVE GRADE AND SLOPE CONCRETE DOWN AS SHOWN TO 1" BELOW GRADE.
- H. SANITARY SEWER MANHOLE INSTALLATIONS SHALL HAVE CONCRETE COLLAR STAMPED WITH LINE SIZE AND FLOW DIRECTION ARROWS PER STANDARD DRAWINGS 2101 AND 2102. SEE STANDARD DRAWING 2181 FOR FOREMAN SEWER VALVE INSTALLATIONS, AND STANDARD DRAWING 2326 FOR WATER VALVE INSTALLATIONS.
- J. ELECTRONIC MARKER DEVICE (EMD) REQUIRED FOR ALL SANITARY SEWER VALVES AND MANHOLES, AND WATER VALVES. SEE STANDARD SPECIFICATION SECTION 170.
- K. #4 REBAR FORMED INTO RING. EMBED 3" TO 4" IN CONCRETE, AND INSTALL 6" TO 8" FROM EDGE OF MANHOLE FRAME OR VALVE BOX RING. PROVIDE 18" MIN. OVERLAP AS SHOWN.



OPTIONAL INSTALLATION

PAVED AREAS SECTION

STANDARD INSTALLATION



STANDARD INSTALLATION UNPAVED AREAS SECTION

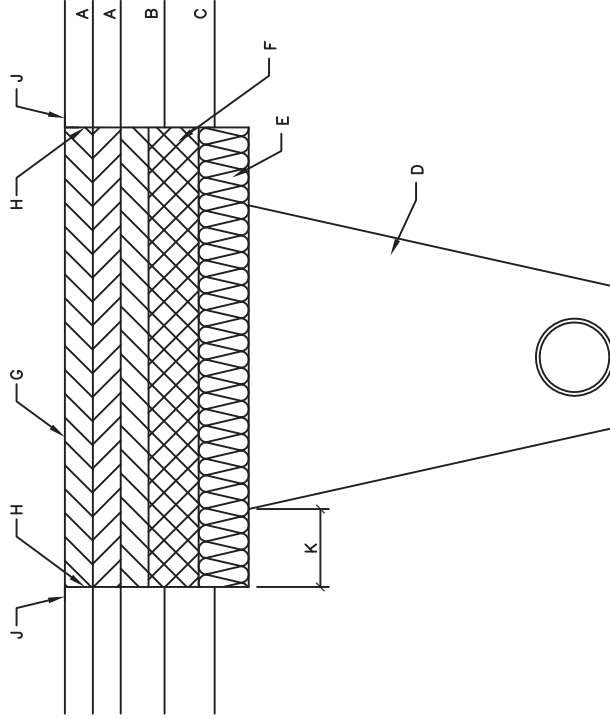
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REVISIONS	CITY OF ALBUQUERQUE
	MANHOLE/VALVE CONCRETE COLLAR DETAIL
	DWG. 2461 JAN. 2013

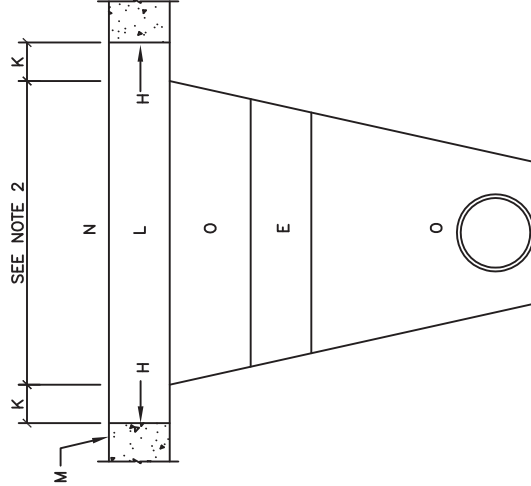
- GENERAL NOTES:**
1. COMPACTION AS DETERMINED BY ASTM D1557 MAX DENSITY.
 2. TRENCH CUT WIDTHS SHALL BE MIN. WIDTH REQ'D FOR UTILITY INSTALLATION, ECONOMICAL BACKFILL COMPACTION AND COMPLIANCE WITH CURRENT AND APPLICABLE SAFETY REGULATIONS.
 3. ALL PAVEMENTS CUT EDGES WILL BE TRIMMED TO PRESENT AN EVEN LINE PRIOR TO REPLACEMENT OF PAVING MATERIAL.
 4. "STITCH" CUTTING OF PAVEMENT WILL NOT BE PERMITTED. ADDITIONAL 2" THICKNESS OF ASPHALT CONC. REQ'D ON PAVEMENT CUTS LESS THAN 8' WIDE FOR ASPHALT CONC. PAVEMENT CUTS 8' OR MORE IN WIDTH AND LONGER THAN 100' SHALL BE PLACED WITH LAYDOWN MACHINE TO A DEPTH EQUAL TO THAT OF ASPHALT CONC. REMOVED.

CONSTRUCTION NOTES:

- A. EXISTING ASPHALT PAVEMENT.
- B. EXISTING BASE MATERIAL (ABC, BTB, CTB)
- C. EXISTING SUBGRADE
- D. COMPACTED FILL, 95% COMPACTION
- E. SUBGRADE TO MEET OR EXCEED APPARENT R-VALUE OF ADJACENT SOIL, BY SOIL CLASSIFICATION (2 FEET MIN.).
- F. MATCH EXISTING BASE MATERIAL PLUS AN ADDITIONS 2" OF THICKNESS - 95% COMPACTION
- G. MATCH EXISTING ASPHALT CONCRETE SECTION PLUS AN ADDITIONAL 2" OF THICKNESS
 - a) FOR RESIDENTIAL STREETS, SURFACE COURSE SHALL BE 1 1/2" THICK, TYPE C
 - b) FOR MAJOR LOCAL STREETS, SURFACE COURSE SHALL BE 2" THICK, TYPE B
 - c) FOR ALL OTHER STREETS, SURFACE COURSE SHALL BE 2" THICK, S-III
- H. SAW CUT OR BLADE-CUT ASPHALT PAVEMENT. SAW CUT ONLY ONE THIRD CONC. DEPTH
- J. TACK COAT
- K. 12" CUT-BACK
- L. MATCH EXISTING CONCRETE PAVEMENT THICKNESS, 6" MINIMUM, 4000 PSI
- M. EXISTING CONCRETE PAVEMENT
- N. JOINTS TO BE TOOLED & SEALED IN ACCORDANCE WITH ENGINEERS REQUIREMENTS
- O. 6" CONC. TREATED BASE (C.T.B).



ASPHALT CONCRETE PAVEMENT



CONCRETE PAVEMENT

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	PAVING CITYWIDE PAVEMENT CUTS FOR ALL UTILITIES
	DWG 2465 JANUARY 2019

