CITY OF ALBUQUERQUE

Planning Department Alan Varela, Director



Mayor Timothy M. Keller

April 17, 2025

Minxuan(Jacky) Lin NV5 6501 Americas Pkwy NE Suite 400 Albuquerque, NM 87110

jacky.lin@nv5.com

Re: ABQ sunport overflow parking lot

2200 sunport SE

Traffic Circulation Layout

for log in and evaluation by Transportation.

Engineer's Stamp 4-4-25 (K10D023L) TRANS-2025-00078

Dear Jacky,

The TCL submittal received 4-9-2025 is approved for Building Permit by Transportation. A copy of the stamped and signed plan will be needed for each of the building permit plans. Please keep the original to be used for certification of the site for final C.O. for Transportation.

PO Box 1293

Albuquerque

When the site construction is completed and an inspection for Certificate of Occupancy (C.O.) is requested, use the original City stamped approved TCL for certification. Redline any minor changes and adjustments that were made in the field. A NM registered architect or engineer must stamp, sign, and date the certification TCL along with indicating that the development was built in "substantial compliance" with the TCL. Submit this certification, and the TCL to the ABQ-PLAN

NM 87103

Once verification of certification is completed and approved, notification will be made to Building Safety to issue Final C.O. To confirm that a final C.O. has been issued, call Building Safety at 924-3690.

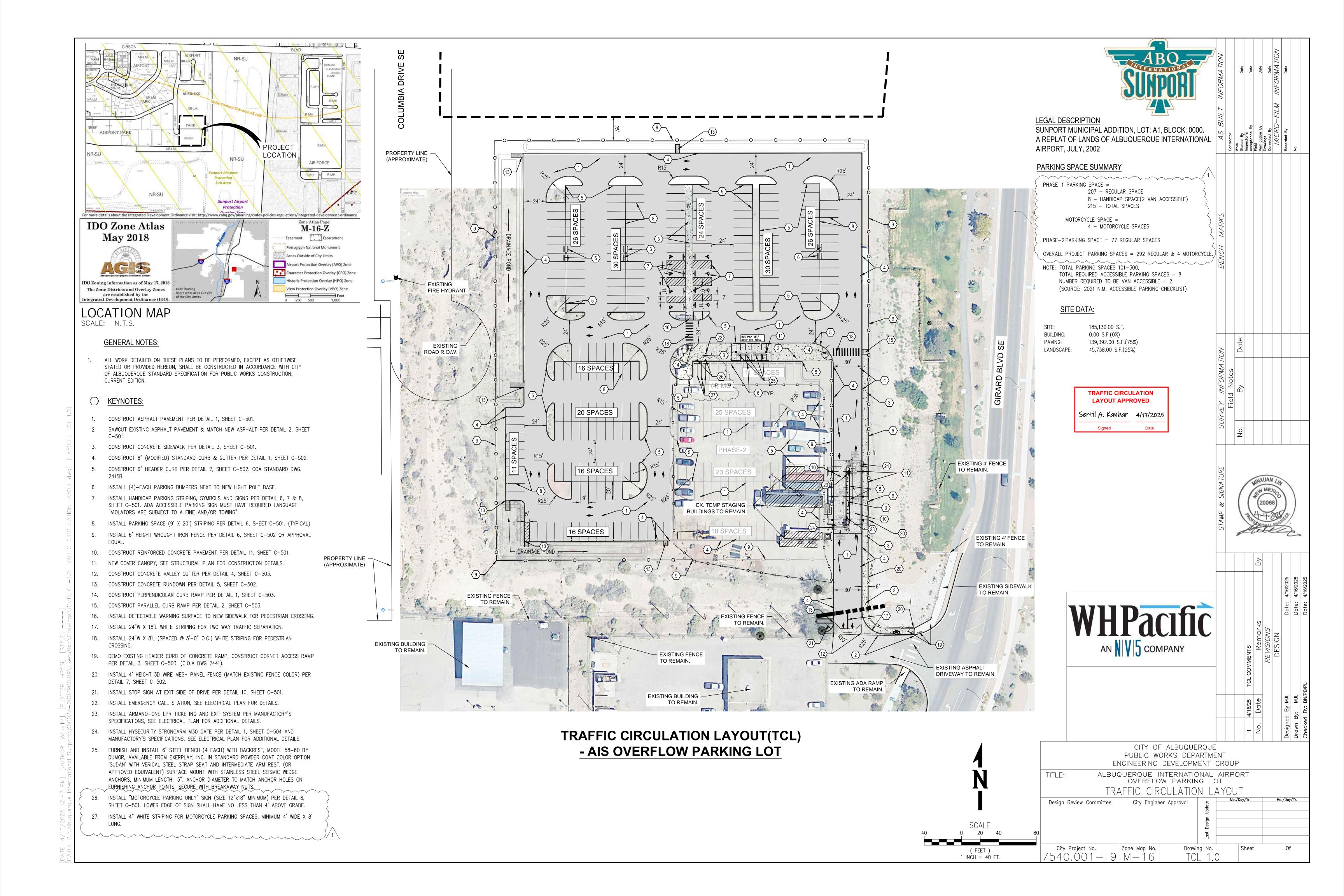
www.cabq.gov

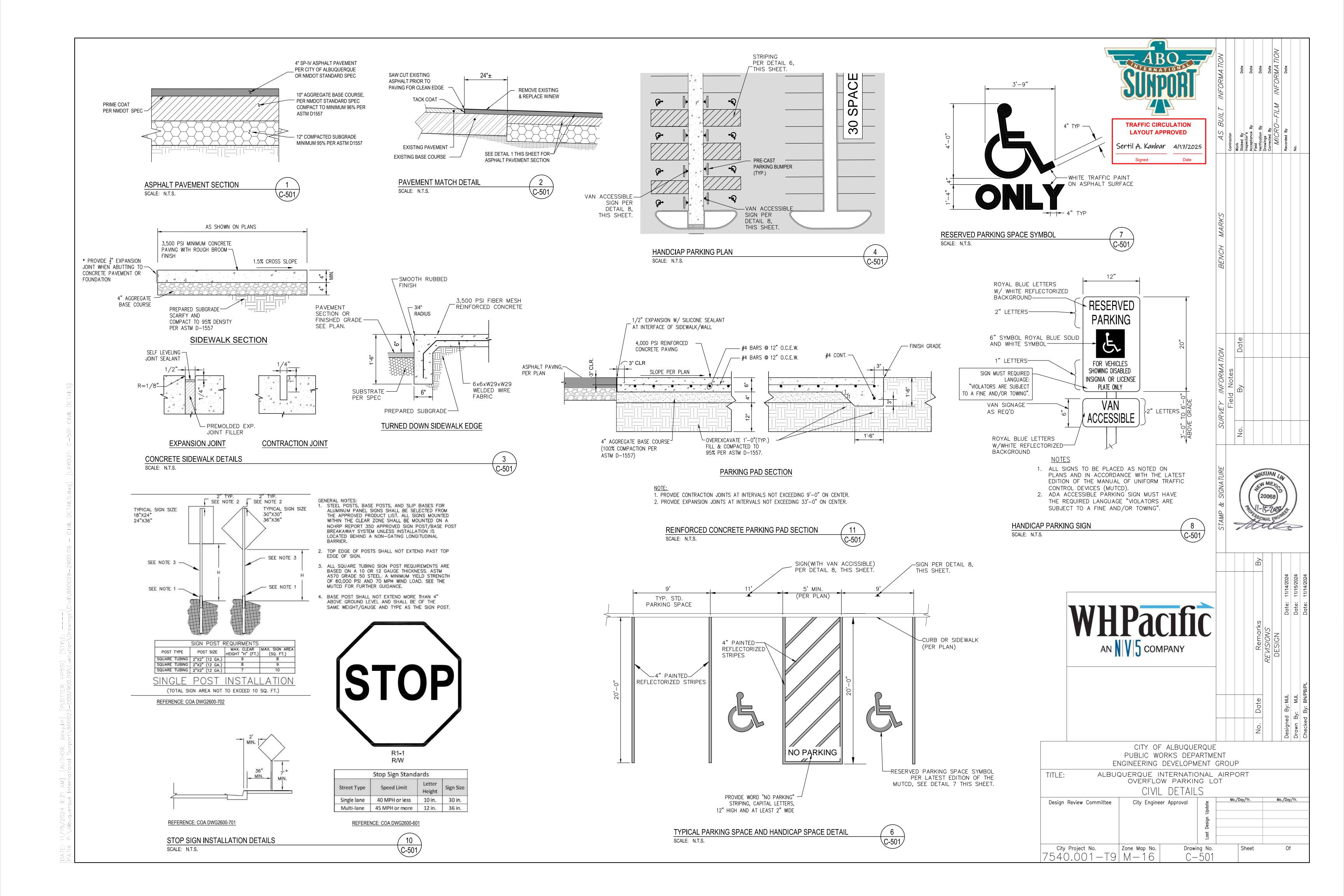
Sincerely,

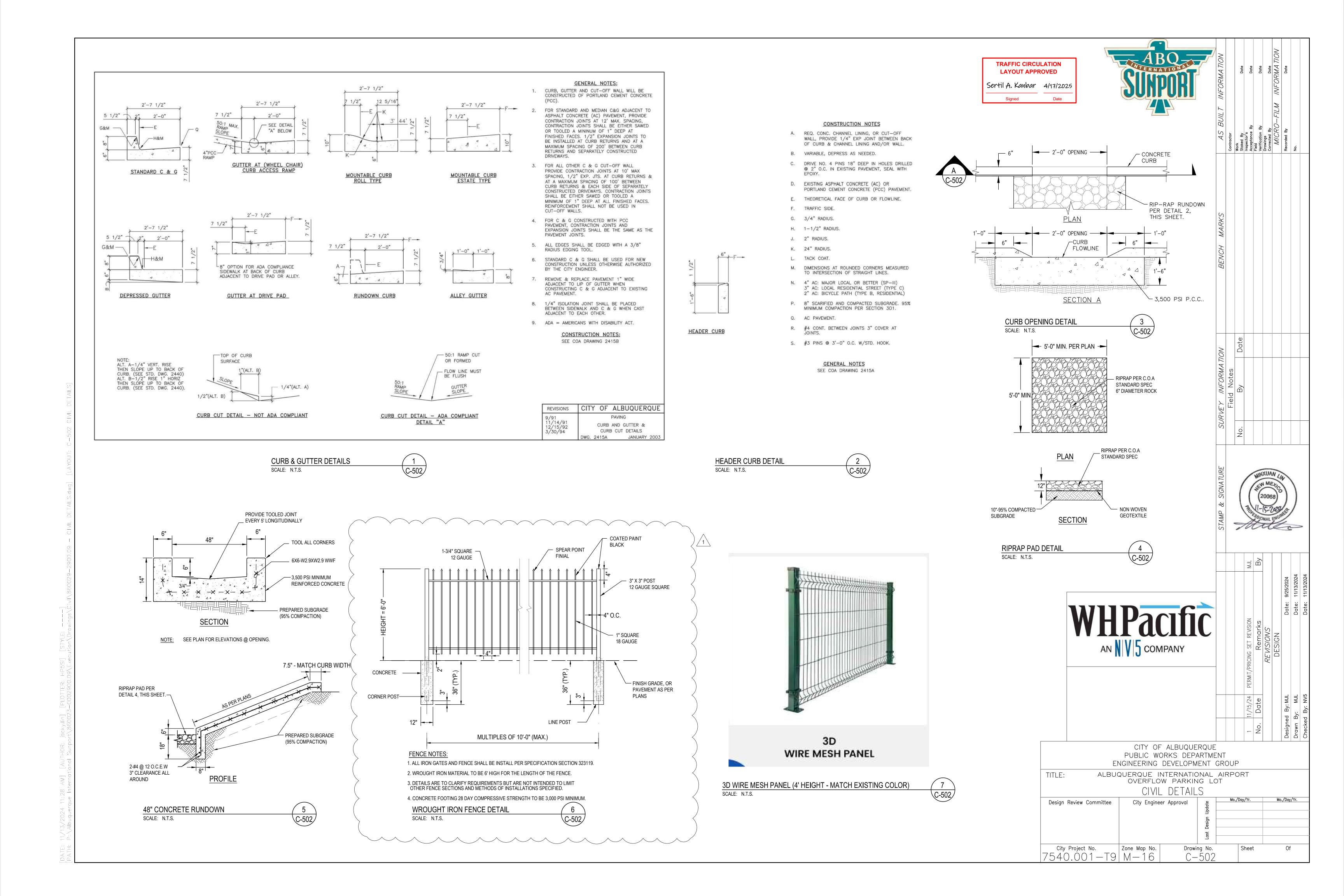
Sertil A. Kanbar

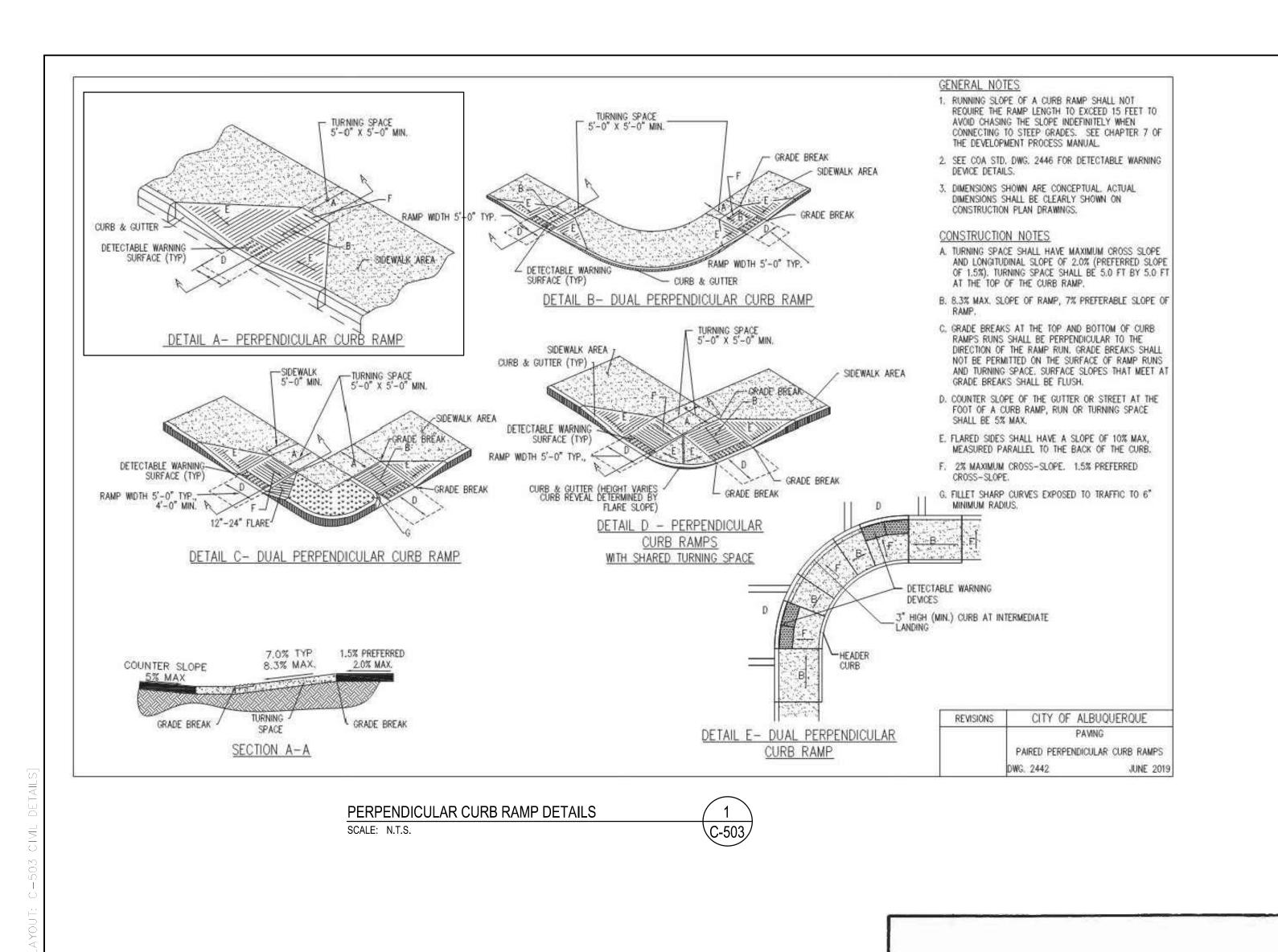
Sertil Kanbar, PhD,PE,CFM Sr. Engineer, Planning Dept. Development Review Services

C: CO Clerk, File









GENERAL NOTES

EXTENT AS FEASIBLE.

CONSTRUCTION NOTES

AT THE TOP OF THE CURB RAMP.

GRADE BREAKS SHALL BE FLUSH.

SHALL BE 5% MAX.

CROSS-SLOPE.

MINIMUM RADIUS.

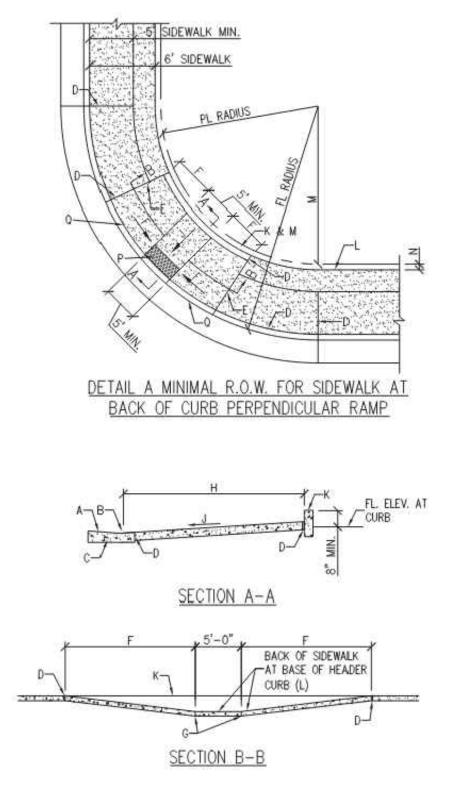
1. RUNNING SLOPE OF A CURB RAMP SHALL NOT REQUIRE

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



GENERAL NOTES

1. CURB ACCESS RAMPS ARE NORMALLY TO BE LOCATED AT THE CENTER OF THE RETURN OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER.

2. 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.

3. SURFACE TEXTURE OF CURB ACCESS RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .0625"), TRANSVERSE TO THE SLOPE OF THE RAMP.

4. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED

THROUGH THE AREA OF THE RAMP, DRAINAGE CATCH

BASIN STRUCTURES SHALL NOT BE PLACED IN LINE WITH 5. WIDTH OF SIDEWALK AND RAMP MUST BE MAINTAINED AT A MINIMUM OF 5'-0" THROUGH ENTIRE RAMP LENGTH,

CONSTRUCTION NOTES A. SLOPE OF GUTTER NOT TO EXCEED 2% ADJACENT TO

RAMP. 1.5 % PREFERRED. B. FLUSH WITH RAMP AND GUTTER.

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

D. 1/2" EXPANSION JOINT. E. RADIAL LINES - TOP AND BOTTOM OF RAMP.

F. 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE

OF RAMP. G. CONTRACTION JOINT.

H. VARIES WITH AVAILABLE R.O.W.

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

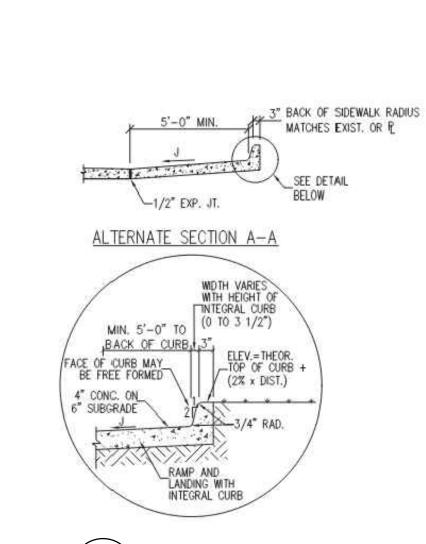
K. HEADER CURB, SEE DWG. 2415C. L. BACK OF SIDEWALK.

M. BACK OF SIDEWALK RADIUS TO BE ESTABLISHED SO AS TO MAINTAIN A 5'-O" 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 WARNINGS (SEE STD. DWG, 2446). Q. CURB TO MATCH SLOPE OF SIDEWALK.

CORNER ACCESS RAMP (COA DWG 2441) SCALE: N.T.S.

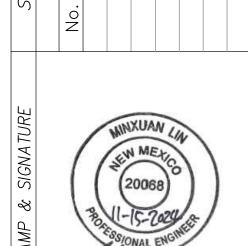


C-503

TRAFFIC CIRCULATION

LAYOUT APPROVED

Sertil A. Kanbar 4/17/2025



GENERAL MOTES

1. DESIGN ELEVATIONS TO BE GIVEN AT BACE END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.). 2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF

3. THE VALLEY GUTTER TO BE REINFORCED WITH

6" X 6" X NO. 6 GA. WIRE MESH. 4. INVERT OF VALLEY GUITER TO EXTEND FROM

PLOWLINE OF UPSTREAM CURB RETURN TO FLOWLING OF DOWNSTREAM CURB RETURN. 5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO

QUARTERPOINTS INDICATED ON THE CURB

RETURN IN THE CLOCKWISE DIRECTION. 6. --- DENOTES 1/2" EXPANSION JOINT. 7. FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT, ASPHALT CONCRETE SHALL BE INSTALLED MONOLITHICALLY TO MEET MEW

VALLEY GUTTER. B. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON

COMSTRUCTION NOTES

A. END OF CURB RETURN, SEE NOTE 1. B. FOR RAMP DETAILS, SEE DAGS. 2418, 2440,

C. INTERSECTION OF FLOWLINES, SEE NOTE 1. VALLEY GUTTER (CURB RETURN FILLET)

DIRECTION OF FLOW. F. FLOWLINE.

G. PROJECTED FLOWLINE OF 1-1/2" INVEST, SEE NOTE 2.

H. 6" X 6" X NO. 6 GA. WIRE MESH. BEGIN CROWN WARP TO NO CROWN SECTION AS PER DWGS. 2401 OR AS SPECIFIED ON PLANS, OR INDICATED BY THE ENGINEER.

K. 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.

CITY OF ALBUQUERQUE PAVING

CONCRETE VALLEY GUTTER

REVISIONS 1/91 11/i4/91 3/30/94 DWG. 2420 AUG. 1986

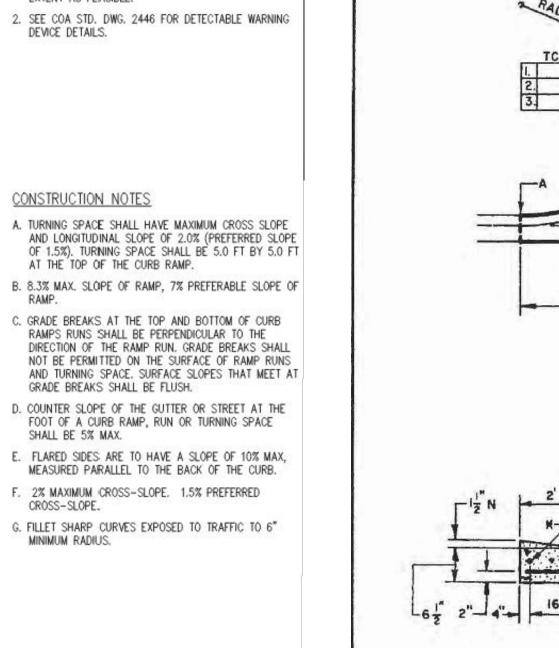


CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT

ENGINEERING DEVELOPMENT GROUP TITLE: ALBUQUERQUE INTERNATIONAL AIRPORT OVERFLOW PARKING LOT

CIVIL DETAILS Mo./Day/Yr. Design Review Committee City Engineer Approval

Mo./Day/Yr. City Project No. Zone Map No. Sheet Drawing No. |7540.001 - T9| M - 16C - 503



CROWN WARP LINE VARIABLE VALLEY GUTTER / CURB RETURN TO BE MONOLITH. SEE NOTE D. PLAN VARIABLE SECTION A-A SECTION B-B

PARALLEL CURB RAMP DETAILS (COA DWG. 2443)

CONCRETE HEADER CURB SEE CONSTRUCTION PLANS

RAMP WIDTH 5'-0" TYP.

DETECTABLE WARNING -

SURFACE (TYP)

GRADE BREAK

DETECTABLE WARNING -SURFACE (TYP)

GRADE BREAK

CURB & GUTTER -

DETAIL B-PARALLEL

CURB RAMP

HEADER

DETAIL C- PARALLEL

CURB RAMP

SCALE: N.T.S.

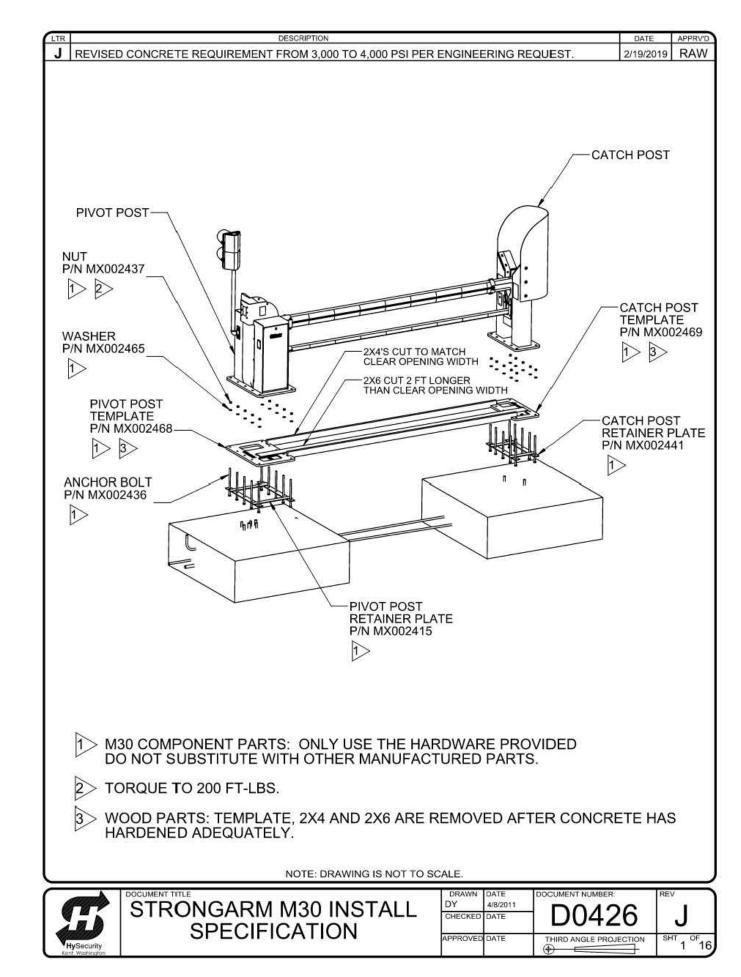
GRADE BREAK

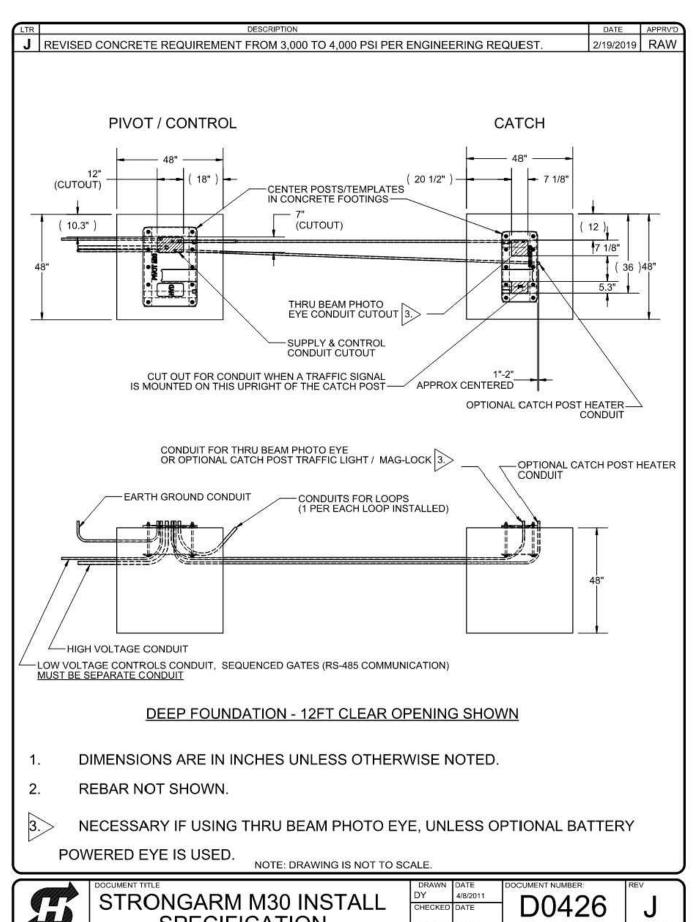
THICK CONCRETE INFILL;

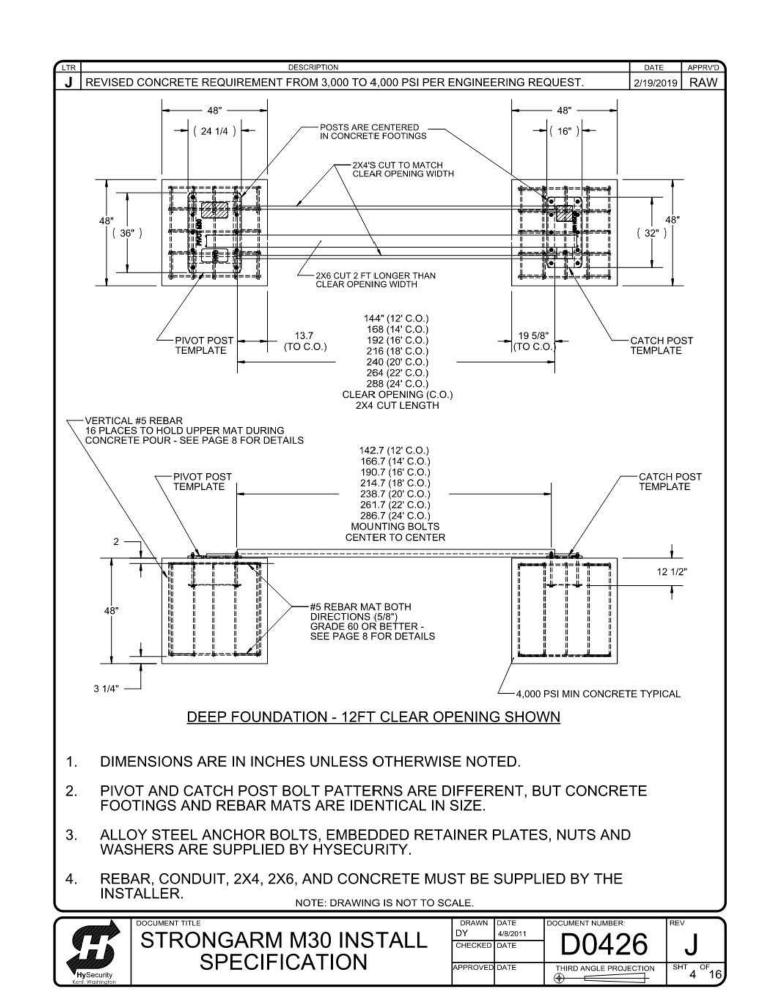
CONCRETE VALLEY GUTTER DETAIL SCALE: N.T.S.

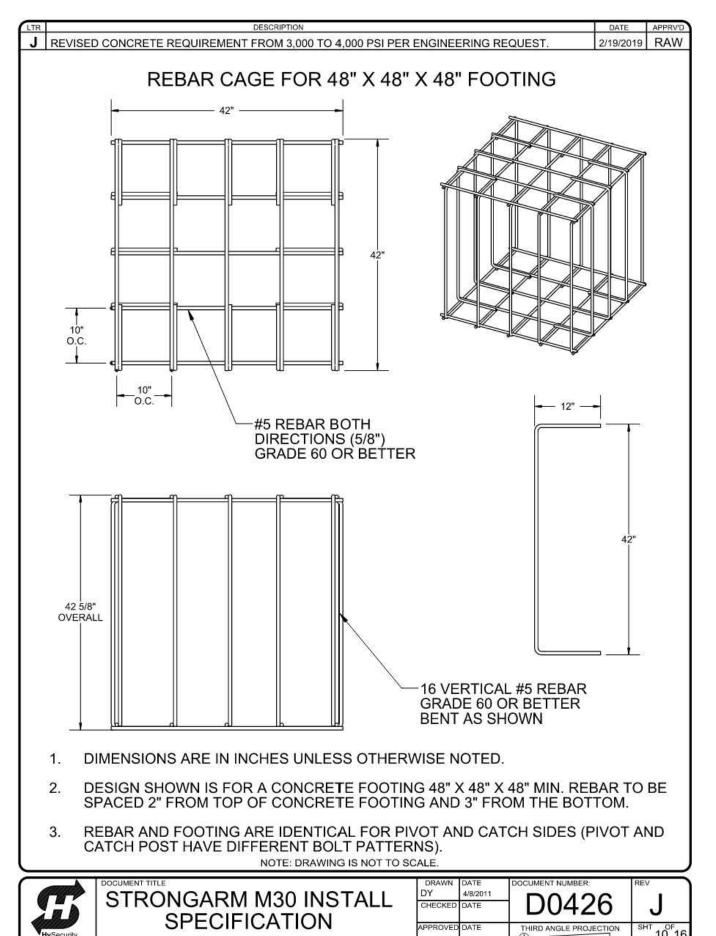
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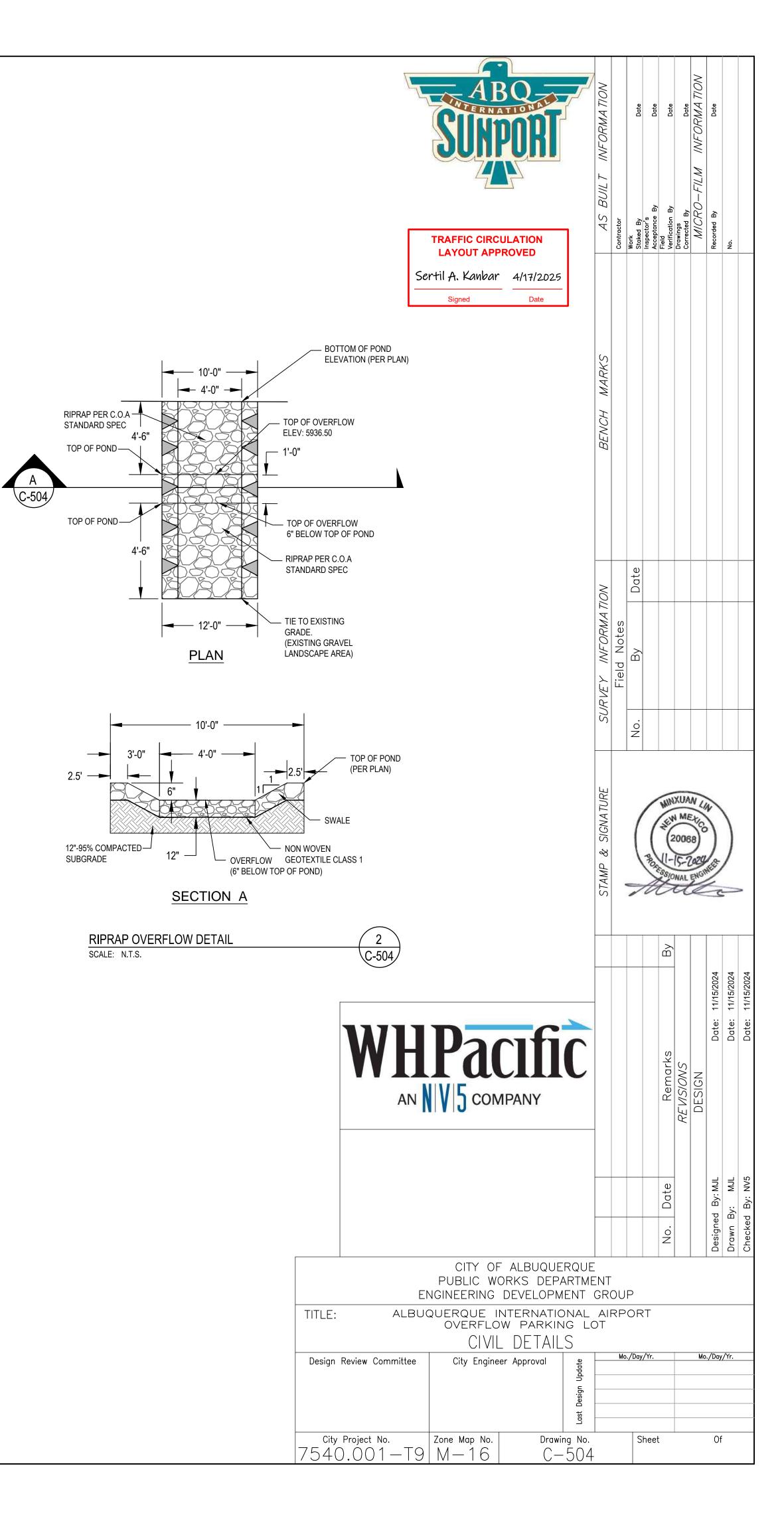








C-504



STRONGARM M30 INSTALL DETAILS

SPECIFICATION

SCALE: N.T.S.