

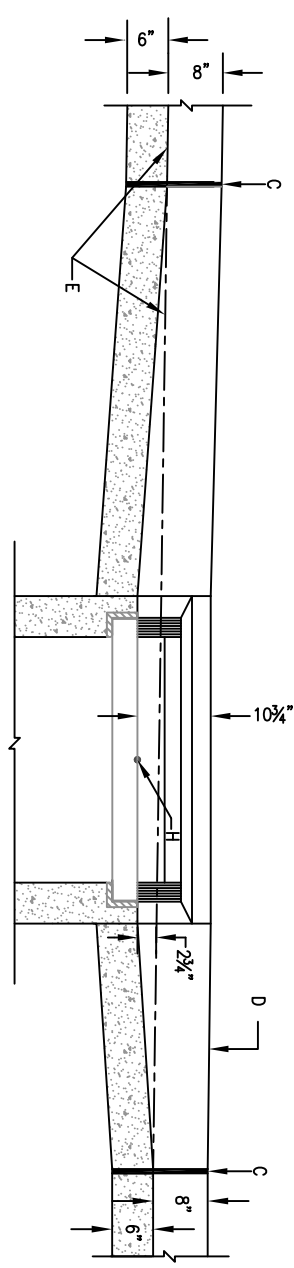
- GENERAL NOTES**
1. LOCATION DETAILS FOR PLACING INLETS AND STANDARD CURB AND GUTTER ARE TO BE SHOWN ON DESIGN PLANS.
  2. CURB HEIGHT WILL BE 8" AT OUTER LIMITS OF DETAIL. ANY TRANSITION TO DIFFERENT HEIGHT CURB WILL OCCUR OUTSIDE THE LIMITS OF THIS DETAIL AND MUST BE SPECIFIED SEPARATELY ON THE PLANS.

**CONSTRUCTION NOTES**

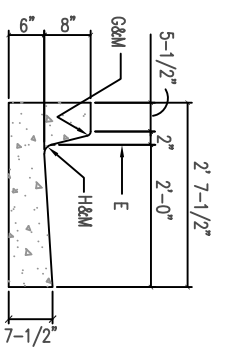
- A. STANDARD CURB AND GUTTER.
- B. STRAIGHT GRADE.
- C. EXPANSION JOINT.
- D. TOP OF CURB.
- E. FLOWLINE PER PLAN.
- F. FOR FRAME & GRATE SEE DWG. 2216, 2220 & 2221.
- G. DIRECTION OF FLOW.
- H. CONTROL POINT FOR TOP OF GRATE ELEVATION AND HORIZONTAL CONTROL.
- J. BACK OF CURB.
- K. WHEN INSTALLING AT SAG POINT AND SLUMP CONDITIONS NOT ADJACENT TO A CURB RETURN, PROVIDE THE 10:1 TAPER ON EACH SIDE.
- L. THE TAPER SHALL GOVERN THE LENGTH OF THE TRANSITION SLAB.
- M. FOR INLETS PROTRUDING 2'-6" FROM FLOWLINE, TRANSITION SLAB LENGTHS ARE AS FOLLOWS:

GUTTER WIDTH	TRANSITION SLAB LENGTH (MIN.)	UPSTREAM SLAB	DOWNSTREAM SLAB
10"	17'	10'	10'
16"	12'	7'	7'
24"	5'	3'	3'

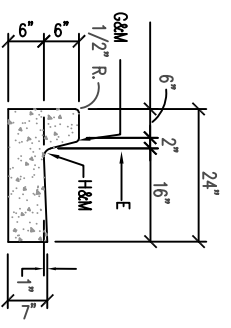
**LONGITUDINAL SECTION  
ALONG FLOWLINE**



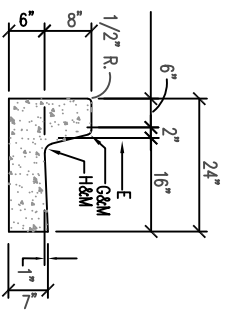
REVISIONS	CITY OF ALBUQUERQUE DRAINAGE
	STORM INLET GUTTER TRANSITION
	DWG. 2207
	FEBRUARY 2021



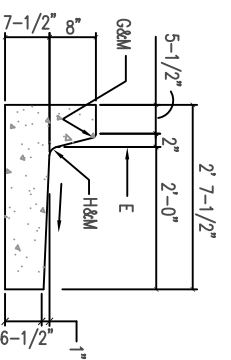
STANDARD CURB AND GUTTER



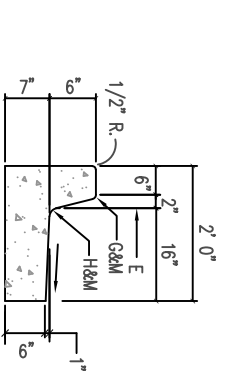
6" CURB AND GUTTER



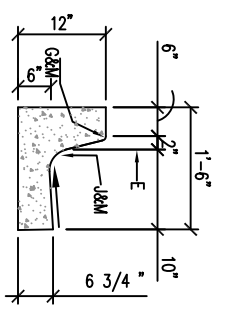
8" CURB AND GUTTER



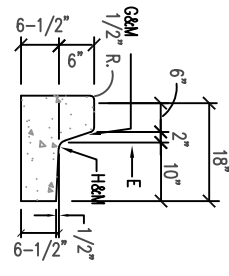
8" DEPRESSED CURB AND GUTTER



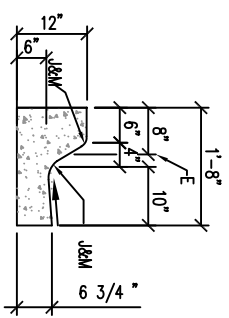
6" DEPRESSED CURB AND GUTTER



MEDIAN CURB AND GUTTER



DEPRESSED MEDIAN CURB AND GUTTER



MOUNTABLE MEDIAN CURB AND GUTTER

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.

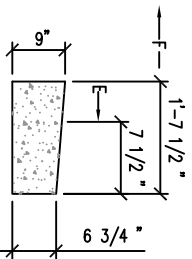
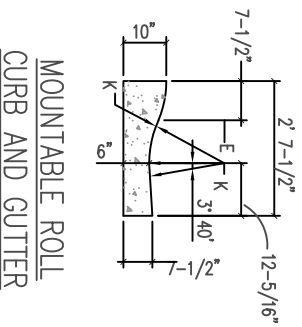
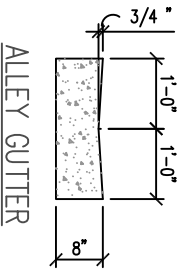
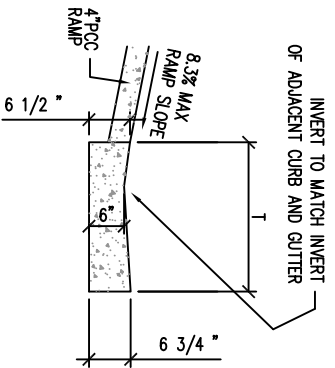
CONSTRUCTION NOTES  
SEE COA DRAWING 2415B

REVISIONS	CITY OF ALBUQUERQUE
	PAVING CURB AND GUTTER AND CURB CUT DETAILS
	DWG. 2415A FEBRUARY 2021

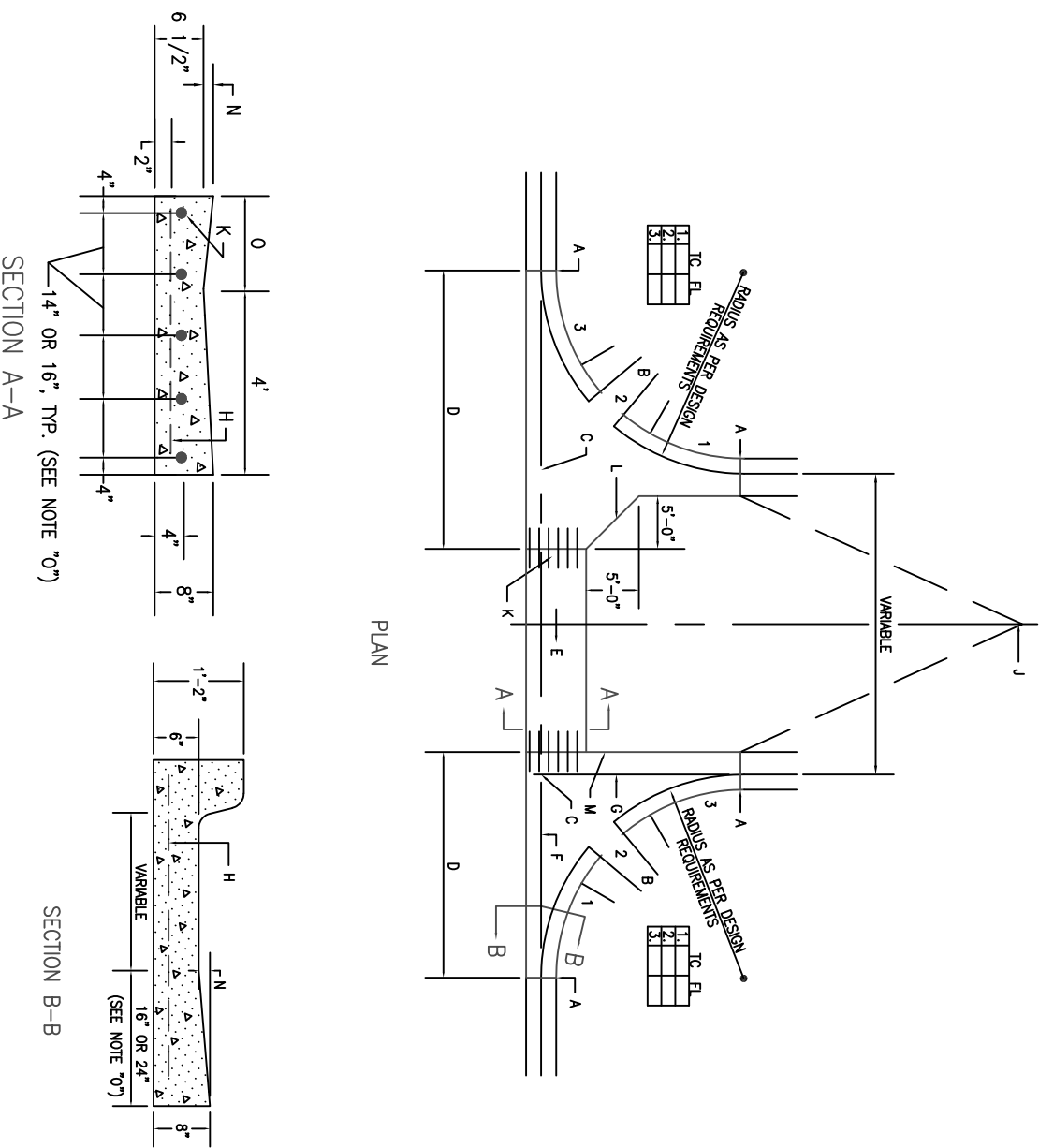
GENERAL NOTES  
 SEE COA DRAWING 2415A

CONSTRUCTION NOTES

- A. REQ. CONC. CHANNEL LINING, OR CUT-OFF WALL, PROVIDE 1/4" EXP JOINT BETWEEN BACK OF CURB & CHANNEL LINING AND/OR WALL.
- B. VARIABLE. DEPRESS AS NEEDED.
- C. DRIVE NO. 4 PINS 18" DEEP IN HOLES DRILLED @ 2" O.C. IN EXISTING PAVEMENT, SEAL WITH EPOXY.
- D. EXISTING ASPHALT CONCRETE (AC) OR PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.
- E. FACE OF CURB/FLOW LINE.
- F. TRAFFIC SIDE.
- G. 3/4" RADIUS.
- H. 1-1/2" RADIUS.
- J. 2" RADIUS.
- K. 24" RADIUS.
- L. TACK COAT.
- M. DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
- N. NOT USED
- P. 8" SCARIFIED AND COMPACTED SUBGRADE: 95% MINIMUM COMPACTION PER SECTION 301.
- Q. NOT USED.
- R. #4 CONT. BETWEEN JOINTS 3" COVER AT JOINTS.
- S. #3 PINS @ 3'-0" O.C. W/STD. HOOK.
- T. MATCH ADJACENT GUTTER PAN WIDTH AND FLOWLINE.



REVISIONS	CITY OF ALBUQUERQUE
	PAMNG
	CURB AND GUTTER DETAILS
	DWG. 2415B      FEBRUARY 2021



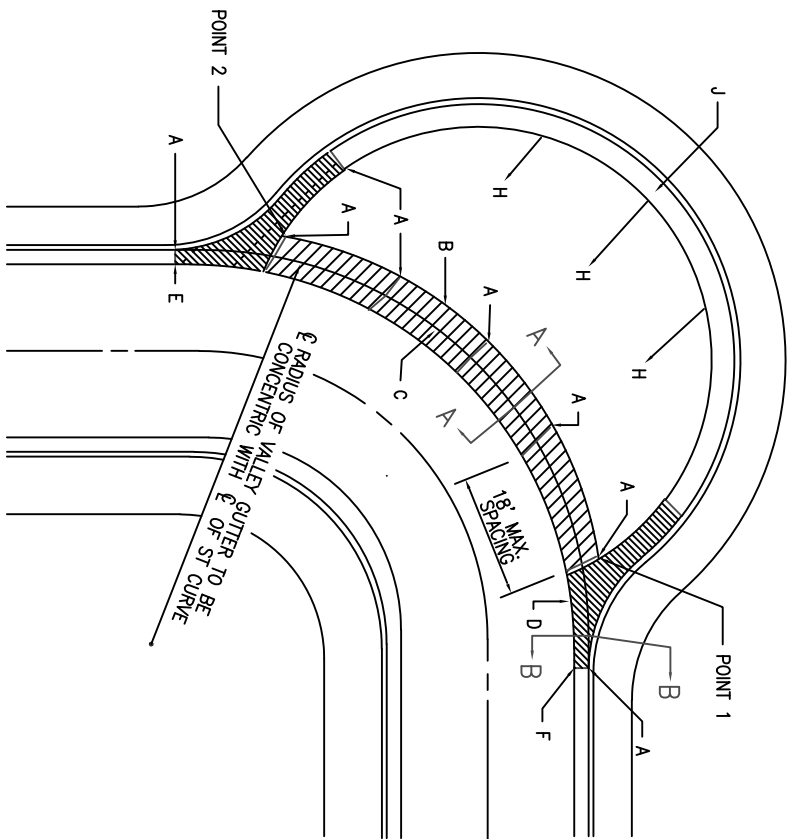
**GENERAL NOTES**

1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURBELEV.) 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 RETURNS.
3. THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
4. INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE 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 CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
8. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON PLANS.
9. ENSURE MINIMUM 4' WIDE ADA PATHWAY ACROSS INTERSECTION.

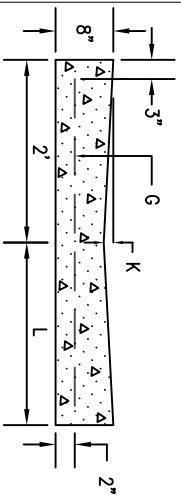
**CONSTRUCTION NOTES**

- A. END OF CURB RETURN, SEE NOTE 1.
- B. FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441
- C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
- D. SURFACE AND CURB TO BE MONOLITHIC.
- E. DIRECTION OF FLOW.
- F. FLOWLINE.
- G. PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
- H. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE J. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
- K. NO. 4 BARS 3'-0" LONG AT 16" O.C.
- L. ALTERNATE A, WITH FILLET AS PER PLANS.
- M. ALTERNATE B, NO FILLET AS PER PLANS.
- N. INVERT TO MATCH INVERT OF EXISTING CURB AND GUTTER. INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDABILITY WITH APPROVAL FROM ENGINEER.
- O. 16" OR 24" MATCH ADJACENT GUTTER PAN WIDTH. IF 24" GUTTER, REBAR SPACING IS 16" APART WITH REBAR 4" FROM THE EDGE. IF 16" GUTTER, REBAR SPACING IS 14" WITH REBAR 4" FROM EDGE.

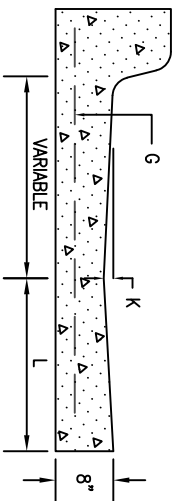
REVISIONS	CITY OF ALBUQUERQUE
	PAVING MEDIAN CUT AND ISLAND ACCESS RAMPS
DWG. 2420	FEBRUARY 2021



PLAN  
CUL-DE-SAC



SECTION A-A



SECTION B-B

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.
- I. GUTTER WILL BE DEPRESSED FROM POINT 1 TO POINT 2.
- K. INVERT TO MATCH INVERT OF ADJACENT CURB AND GUTTER.
- L. 16" OR 24" MATCH ADJACENT GUTTER PAN WIDTH.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING CONCRETE VALLEY GUTTER
DWG. 2421	FEBRUARY 2021