<table>
<thead>
<tr>
<th>DWG. NO.</th>
<th>TITLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2400</td>
<td>PAVEMENT DESIGN STANDARDS</td>
</tr>
<tr>
<td>2401</td>
<td>TYPICAL RESIDENTIAL STREET INTERSECTION</td>
</tr>
<tr>
<td>2405A</td>
<td>LOCAL RESIDENTIAL STREET SECTION</td>
</tr>
<tr>
<td>2405B</td>
<td>MAJOR LOCAL STREET SECTION</td>
</tr>
<tr>
<td>2406</td>
<td>ESTATE TYPE STREETS</td>
</tr>
<tr>
<td>2407</td>
<td>ART./COLL. ST. SECTIONS WITHOUT MEDIAN</td>
</tr>
<tr>
<td>2408</td>
<td>ART./COLL. ST. SECTIONS WITH MEDIAN</td>
</tr>
<tr>
<td>2411</td>
<td>COMMERCIAL &amp; RESIDENTIAL ALLEY SECTION</td>
</tr>
<tr>
<td>2412</td>
<td>STREET SECTION USING CONCRETE PAVERS</td>
</tr>
<tr>
<td>2413</td>
<td>SPEED HUMP</td>
</tr>
<tr>
<td>2414</td>
<td>LANDSCAPE BUFFER SWALE</td>
</tr>
<tr>
<td>2415A</td>
<td>CURB AND GUTTER DETAILS</td>
</tr>
<tr>
<td>2415B</td>
<td>CURB AND GUTTER DETAILS</td>
</tr>
<tr>
<td>2415C</td>
<td>CURB AND GUTTER AND TEMPORARY PAVING SECTION</td>
</tr>
<tr>
<td>2418</td>
<td>MOUNTABLE TO STANDARD CURB TRANSITION</td>
</tr>
<tr>
<td>2420</td>
<td>CONCRETE VALLEY GUTTER</td>
</tr>
<tr>
<td>2421</td>
<td>CONCRETE VALLEY GUTTER (KNUCKLE)</td>
</tr>
<tr>
<td>2422</td>
<td>SPECIAL CONCRETE VALLEY GUTTERS</td>
</tr>
<tr>
<td>2425A</td>
<td>DRIVEPADS</td>
</tr>
<tr>
<td>2425B</td>
<td>ISOMETRIC DRIVEPAD VIEWS</td>
</tr>
<tr>
<td>2426</td>
<td>PRIVATE ENTRANCE DETAILS - ILLUSTRATING TWO R/W CONDITIONS</td>
</tr>
<tr>
<td>2428</td>
<td>ALLEY INTERSECTIONS</td>
</tr>
<tr>
<td>2430</td>
<td>SIDEWALK DETAILS</td>
</tr>
<tr>
<td>2431</td>
<td>SIDEWALK OBSTRUCTIONS</td>
</tr>
<tr>
<td>2432</td>
<td>SIDEWALK TRANSITIONS</td>
</tr>
<tr>
<td>2440</td>
<td>CURB ACCESS RAMP GENERAL NOTES</td>
</tr>
<tr>
<td>2441</td>
<td>CORNER ACCESS RAMP</td>
</tr>
<tr>
<td>2442</td>
<td>PAIRED PERPENDICULAR CURB RAMPS</td>
</tr>
<tr>
<td>2443</td>
<td>PARALLEL AND DIAGONAL CURB RAMPS</td>
</tr>
<tr>
<td>2444</td>
<td>COMBINATION CURB RAMPS</td>
</tr>
<tr>
<td>2445</td>
<td>PAIRED PARALLEL CURB RAMPS WITH A COMMON LANDING</td>
</tr>
<tr>
<td>2446</td>
<td>DETECTABLE WARNINGS</td>
</tr>
<tr>
<td>2447</td>
<td>PEDESTRIAN PUSH BUTTON PLACEMENT LOCATION NEAR CURB RAMPS</td>
</tr>
<tr>
<td>2448</td>
<td>MEDIAN CUT AND ISLAND ACCESS RAMPS</td>
</tr>
<tr>
<td>2450</td>
<td>CONCRETE JOINTS STANDARD</td>
</tr>
<tr>
<td>2451</td>
<td>CONCRETE JOINTS STANDARD TYPES 5 &amp; 6</td>
</tr>
<tr>
<td>2452</td>
<td>TYPICAL CONCRETE PAVEMENT JOINT PATTERN</td>
</tr>
<tr>
<td>2453</td>
<td>STANDARD PENETRATIONS PCC PAVEMENT</td>
</tr>
<tr>
<td>2460</td>
<td>MANHOLE &amp; VALVE BOX REGRADING</td>
</tr>
<tr>
<td>2461</td>
<td>CONCRETE COLLAR DETAIL</td>
</tr>
<tr>
<td>2465</td>
<td>PAVEMENT CUTS FOR UTILITIES</td>
</tr>
<tr>
<td>2466</td>
<td>BUS BAY</td>
</tr>
</tbody>
</table>

(Revised March 2020, Update No. 10) 2400-1
Pavement Design Standards

1. Transverse limits of paving subgrade strip 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 (ABC), treated ABC, treated subgrade soil, 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 K-value of 50 and maximum traffic volumes defined below:
   a. Local residential streets (see std. dwg 2400-A)
      Roadway provides access to a maximum of 50 residential lots or has a maximum j-bay of 50.
      Lift 1
      Thickness
      AC Surface Course 1 3/8' AC Base Course 1 3/4'
   b. Major local streets (see std. dwg 2400-B)
      Maximum width of 3000.
      Lift 1
      Thickness
      AC Surface Course 1 3/8' AC Base Course 1 3/4'
   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 the bottom of the curb shall be extended to 1 foot beyond the back of the curb.

Pavement Construction Materials

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>COMPACTED MINIMUM</th>
<th>LIFTS(1) MAXIMUM</th>
<th>NOTES</th>
<th>CONSTRUCTION TOLERANCE[2]</th>
</tr>
</thead>
<tbody>
<tr>
<td>FILL</td>
<td>4</td>
<td>8</td>
<td>SEE SECTION 204</td>
<td>±1 1/4' (0.10 FT)</td>
</tr>
<tr>
<td>SUBGRADE</td>
<td>4</td>
<td>8</td>
<td>SEE SECTION 301</td>
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<tr>
<td>AGGREGATE BASE (ABC)</td>
<td>4</td>
<td>8</td>
<td>SEE SECTION 302</td>
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</tr>
<tr>
<td>B-1M MISTREATED BASE (BFT)</td>
<td>4</td>
<td>8</td>
<td>SEE SECTION 305</td>
<td>±1 1/2' (0.04 FT)</td>
</tr>
<tr>
<td>CONCRETE TREATED BASE (CTB)</td>
<td>SEE SECTION 307</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASPHALT CONCRETE (AC)</td>
<td>SEE SECTION 116</td>
<td></td>
<td></td>
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</tr>
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<td>TYPE A, SP I</td>
<td>3</td>
<td>4</td>
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</tr>
<tr>
<td>TYPE B, SP II</td>
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<td>3</td>
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</tr>
<tr>
<td>TYPE C, SP IV</td>
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<td>2</td>
<td></td>
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</tr>
<tr>
<td>TYPE D, SP V</td>
<td>1</td>
<td>2</td>
<td></td>
<td>±1 1/4' (0.02 FT)</td>
</tr>
<tr>
<td>TREATED SOILS</td>
<td>4</td>
<td>8</td>
<td></td>
<td>SEE SECTION 304</td>
</tr>
</tbody>
</table>

[1] The lift thickness/depths for a pavement section shall be identified in typical pavement sections on a projects plans and in a project's specifications.

City of Albuquerque
Paving
Pavement Design Standard
Dwg. 2400
June 2019
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.

TYPICAL RESIDENTIAL STREET INTERSECTION
GRADING CONCEPT
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 AWD < 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.
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 APPLY 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 AVMT < 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, Variances 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.
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 DBR DESIGN OF SIDEWALK CONFIGURATION, DRAINAGE REQUIREMENTS & OTHER APPURTENANCES 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 APPLES 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 AWD GT 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

FLEXIBLE PAVEMENT SECTION
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, A MINIMUM OF 12" BELOW BOTTOM OF CURB.

3. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVEPADS 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. GRADES AND ELEVATIONS SHALL BE MET BY SURFACE COURSE WITH PLANT MIX SEAL PLACED AS AN OVERLAY.

8. PLANT MIX SEAL SHALL BE PLACES ABOVE THE TOE OF THE GUTTER.

9. ALL ASPHALT CONCRETE (AC) PAVEMENT SHALL COMPLY WITH SECTION 116.

10. ALL PORTLAND CEMENT CONCRETE (PCC) PAVEMENT SHALL COMPLY WITH SECTION 101.

CONSTRUCTION NOTES:

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, VARANCE REQUIRED).

G. SIDEWALK AT STANDARD SETBACK.
**GENERAL NOTES**

1. Structural thickness of pavement components will be per pavement design.
2. All subgrade compaction for C & G shall extend 12" min on either side of C & G off curve section.
3. Subgrade preparation under sidewalk and drain pipe shall be included with the pavement.
4. Finish grade at property line shall be based on a min 2% slope from top of curb.
5. Subgrade preparation requirements will be shown on project construction plans.
6. TRANSVERSE CURVE FOR PAVEMENT SHALL BE 2% TYPICAL.
7. PAVEMENT PLOW HOE AND EXCAVATION SHALL BE CEMO BY ASPHALT CONCRETE (AC) SURFACE COURSE.
8. PLANT AN SEAL SHALL BE PLACED ABOVE THE TOP OF THE CURB.
9. PORTLAND CEMENT CONCRETE (CC) MEDIAN PAVEMENT SHALL BE TREATED CONCRETE RUNNING BOND PATTERN TRANSVERSE TO CURBLINE COLOR AS SPECIFIED.
10. SEE STANDARD DYES SHOWN FOR INTERSECTION, FLEXIBLE OR RIGID PAVEMENT (W) SECTION.
11. SEE SECTION 2500 FOR MEDIAN PAVEMENT CONCRETE.

**CONSTRUCTION NOTES**

A. ASPHALT CONCRETE (AC) SURFACE COURSE.
B. ASPHALT CONCRETE (AC) PAVEMENT.
C. COMPACTED BASE.
D. COMPACTED SUBGRADE, 85% MIN.
E. CURB & GUTTER MECHANICAL.
F. CURB & GUTTER STANDARD.
G. SEWER ADJACENT TO CURB (NON-STANDARD, VERMONT REQUIRED).
H. SEWER AT STANDARD DETAIL.
I. MECHANICAL.
J. 1/2" EXPANSION JOINT MATERIAL.
K. PLUMB & SEAL JOINT FOR DETAIL.
L. TRANSITION MECHANICAL CURVE DETAIL.
M. SEAL JOINT TO TOP OF CURB.
N. #4 X 30" TE BAR & 2" X 2" O.C.
O. EXTENSION NOT REQUIRED AT INTERSECTION.
GENERAL NOTES:
1. REQUIREMENT FOR COMMERCIAL OR RESIDENTIAL PAVEMENT SECTION SHALL BE DETERMINED BY THE ENGINEER.
2. TRANSVERSE SLOPE OF ALLEY PAVEMENT SURFACE SHALL BE 2% MIN.
3. TYPE AND LOCATION OF JOINTS SHALL BE DEFINED ON THE PROJECT CONSTRUCTION PLANS, SEE SECTION 337.

CONSTRUCTION NOTES:
A. ALLEY GUTTER, SEE DWG. 2415.
B. WALL OR BUILDING FOUNDATION AT PROPERTY LINE.
C. USE 6" x 18" PORTLAND CEMENT CONCRETE (PCC) CUT-OFF WALL.
D. RIGHT-OF-WAY ADJACENT TO OPEN AREA.
E. USE RESIDENTIAL SECTION FOR RESIDENTIAL ALLEY USE, SEE DWG. 2405.
F. USE ARTERIAL SECTION FOR COMMERCIAL ALLEY USE, SEE DWG. 2407.
G. USE 1/2" EXPANSION JOINT WHERE PCC PAVEMENT BUTS WALLS, RIGID PAVEMENT, POLES, TRANSFORMERS, ETC.
H. TYPE 4 TIED JOINT, SEE DWG. 2450.
I. SAWCUT AND SEAL JOINT, SEE DWG. 2450.
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 by a nonstandard 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 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 spread 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 shell be flush to 1/8 inch
      above the toe of curb.

CONSTRUCTION NOTES:
A. 4x8" (NOM) x 3 1/8" concrete brick pavers, fcm=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, $h=8" \times
   b=14" \times l=6"$ (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 (YP)
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.

REVISIONS
CITY OF ALBUQUERQUE
PAVING
STREET SECTION USING
CONCRETE PAVERS
DWG.2412 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 ¾”), COBBLES, OR RIPRAP.
D. FILTER FABRIC IS RECOMMENDED, BUT NOT REQUIRED. IF USED, FILTER FABRIC SHALL FOLLOW SECTION 603 OF THE SPEC.
E. CURB AND GUTTER PER PLAN.
F. SIDEWALK PER PLAN.
G. MIN 12” COMPACTED SUBGRADE.
H. COMPACT SUBGRADE 12” BEHIND CURB.
CONSTRUCTION NOTES

1. FOR ALL OTHER C & G AND OUT-OF-WALL LOCATION, CONTRACTOR JOINTS SHALL BE EITHER SAND OR COMBINATION OF SAND AND C & G, AND WHEN USED, JOINTS SHALL BE IN THE SAME AS THE BASE JOINTS. CONTRACTOR JOINTS SHALL BE MORTAR JOINTS AT A MINIMUM SPACING OF 100 FEET BETWEEN C & G JOINTS. EACH JOINT SHALL BE MORTAR JOINT AT A MAXIMUM SPACING OF 100 FEET BETWEEN C & G JOINTS. OLD JOINTS SHALL NOT BE USED IN FASTER MORTAR JOINTS, MINIMUM SPACING OF 200 FEET BETWEEN OLD AND NEW JOINTS.

2. STANDARD C & G CURB SHALL BE ASPHALT PAINTED.

3. FOR C & G CURB CONSTRUCTED ON PCI PAINTED.

4. FOR C & G CURB CONSTRUCTED ON PCI PAINTED.

5. FOR C & G CURB CONSTRUCTED ON PCI PAINTED.

6. FOR C & G CURB CONSTRUCTED ON PCI PAINTED.

7. ALL CURB JOINTS SHALL BE PLACED BETWEEN 1/4" AND 1/2" FROM THE CURB EDGES.續

8. ASA = AMERICANS WITH DISABILITY ACT.
SUPERSEDED

GENERAL NOTES
SEE COA DRAWING 2415A.

CONSTRUCTION NOTES
A. RED CONCRETE CHANNEL LINING OR CUT-OFF WALL. PROVIDE 1/4" EXPANSION 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.
I. 2" RADIUS.
J. 24" RADIUS.
K. TACK COAT.
L. DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
M. NOT USED.
N. 9" SCARIFIED AND COMPACTED SUBGRADE. 95% MINIMUM COMPACTION PER SECTION 320.
O. AC PAVEMENT.
P. #4 CONT. BETWEEN JOINTS 3" COVER AT JOINTS.
Q. 3 PINS @ 3'-0" O.C. W/STD. HOOK.
GENERAL NOTES
SEE COA DRAWING 2415A.

CONSTRUCTION NOTES
A. RED,CNC. 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.
F. TRAFFIC SIDE.
G. 3/4" RADIUS.
H. 1-1/2" RADIUS.
I. 2" RADIUS.
J. 24" RADIUS.
L. TACK COAT.
M. DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
N. 4" AC: MAJOR LOCAL OR LARGER (SP-III)
   3" AC: LOCAL RESIDENTIAL STREET (TYPE C)
   2" AC: BeyCLE PATH (TYPE C, RESIDENTIAL OR SP-IV)
P. 8" SCARIFIED AND COMPACTED SUBGRADE; 95% MINIMUM COMPACTION PER SECTION 301.
Q. AC PAVEMENT.
R. #4 CONT. BETWEEN JOINTS 3" COVER AT JOINTS.
S. #3 PINS @ 3'-0" O.C. W/STD. HOOK.
T. MAY BE POURLED MONOLITHICALLY WITH THE CURB.

REVISIONS
CITY OF ALBUQUERQUE
PAVING
CURB AND CUTTER AND TEMPORARY PAVING SECTIONS
DWG. 2415C JUNE 2019
GENERAL NOTES
1. SEE SHEET 24159 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. 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.

RESIDENTIAL SUBDIVISIONS TRANSITION FROM STANDARD CURB TO MOUNTABLE CURB

(PROF.ME AT BACK OF CURB)

REVISIONS
CITY OF ALBUQUERQUE
PAYING MOUNTABLE TO STANDARD CURB TRANSITION

DWG. 2418 JUNE 2019
1. Design elevations to be given at each 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 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.

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" PREMOLDED 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.
GENERAL NOTES:

1. VALLEY CUTTERS SHOWN IN THIS DRAWING ARE TO BE USED WHERE THERE IS A NON STOPPING CONDITION FOR VEHICLES CROSSING THE VALLEY GUTTER.

2. VALLEY CUTTERS ARE NOT TO BE USED AS STANDARD DESIGN FOR CROSSING WATER ACROSS COLLECTOR OR ARTERIAL ROADSAYS EXCEPT WITH WRITTEN AUTHORIZATION FROM THE CITY TRAFFIC ENGINEER.

3. REFER TO OTHER CITY OF ALBUQUERQUE STANDARD DRAWINGS FOR CURBS & GUTTER AND PAVING CONSTRUCTION DETAILS.

4. SPECIAL VALLEY CUTTERS 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.

LOCAL STREET (25 MPH DESIGN SPEED)
DRIVEPAD WITH SIDEWALK AT BACK OF CURB

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 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.

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 OF 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.
I. 5' MIN SIDEWALK WIDTH.
J. SLOPE 2% MAX. 1.5% PREFERRED SLOPE.
K. NOT USED
L. NOT USED
M. NOT USED
N. EXPOSED CUT EDGES SHALL BE SMOOTH/ROUNDED TO REMOVE SHARP EDGE.
O. OUTSIDE EDGE OF SIDEWALK.
P. SLOPE REQUIRED TO MEET CURB OR SET BOUNDARY ELEVATIONS (PROPERTY LINE OR SOC, ETC.).
Q. FLARED SIDES ARE TO HAVE 10% MAXIMUM SLOPE.
R. HEADER CURB AS REQUIRED TO MEET GRADE AT BACK OF SIDEWALK.
S. LONGITUDINAL SLOPE TO MATCH ROADWAY WITH 8.3% MAX.

REVISIONS
CITY OF ALBUQUERQUE
PAVING
ISOMETRIC DRIVEPAD VIEWS
DWG. 2425B JUNE 2019
GENERAL NOTES:
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. DWG. 2446 FOR DETECTABLE CURB ACCESS RAMP DETAILS. SEE DETAIL 2446 FOR DETECTABLE WARNING DEVICE DETAILS.

CONSTRUCTION NOTES:
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 3% 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. 2413B 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.

G. 1/2" EXPANSION JOINT.

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).

K. LEVEL LANDING (2% MAXIMUM SLOPE).

L. 8.3% MAXIMUM SLOPE. 7% PREFERRED SLOPE.

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

N. FLUSH WITH RAMP AND GUTTER.

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

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

R. NOT USED.

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

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<th>REVISIONS</th>
<th>CITY OF ALBUQUERQUE</th>
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<tr>
<td></td>
<td>PAVING</td>
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<td>ALLEY INTERSECTION</td>
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<td>DWG. 2428</td>
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<td>JUNE 2019</td>
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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 driveways 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 1/2" wide in direction of travel. If openings are eliminated, longitudinal dimension shall be placed perpendicular to direction of travel.

5. Along the accessible route, changes in level between 1/8" and 1/2" shall be beveled with a slope no greater than 24:1; changes in level greater than 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 driveway details.

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 driveway details, DWG. 2425A and 2425B.

E. Walkway variable (4' minimum).

F. Property line.

G. 1/2" expansion joints where sidewalk or driveway 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 DWG. 2445.

L. Check dimension from both property line and line of use in areas where driveway is farthest from intersection.

M. Ramp as required to meet driveway grade, 8.5% max. slope, 7% preferred slope.

N. ADA accessible pathway, 2% max. slope.

O. Cross-slope: 1.5% preferred slope.

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 EXISTS, TO BE DETERMINED BY THE ENGINEER.
3. PROVIDE 1/2" PREFORMED EXPANSION JOINT MATERIAL AROUND ALL POWER POLES AND FIRE 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.
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.
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.O. 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 3%.

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 RAMPS WITHIN THE MARKED CROSSING.

11. ADA = AMERICANS WITH DISABILITIES ACT.

12. PRAWAG = 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 CSA STANDARD DRAWINGS AND ADA (PRAWAG) 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 RAMPS AND EACH RAMPS RUN. LANDING SHALL BE AT LEAST AS WIDE AS THE RAMP RUN LEADING TO IT AND SHALL HAVE A LENGTH OF 60 INCHES (5 FT.) MINIMUM. IF THE RAMP CHANGES DIRECTION AT THE LANDINGS, THE MINIMUM LANDINGS SIZE SHALL BE 5 FEET BY 5 FEET. RAMPS AND LANDINGS WITH DROP-OFFS SHALL HAVE CURBS, WALLS, RAILINGS, OR PROJECTIONS THAT PREVENTS SUITING 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)**

<table>
<thead>
<tr>
<th>SLOPE *</th>
<th>% SLOPE</th>
<th>MAX. RISE **</th>
<th>MAX. HORIZ. PROJ. FEET</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0% - 1%</td>
<td>2% OR LESS</td>
<td>LIMITED</td>
<td>LIMITED</td>
<td>TO BE USED FOR CROSS SLOPES ON ANY INTERSECTIONS, ADA ACCESSIBLE ROUTE AND ANY LEVEL LANDINGS.</td>
</tr>
<tr>
<td>0% - 1%</td>
<td>5% OR LESS</td>
<td>LIMITED</td>
<td>LIMITED</td>
<td>TO BE USED FOR DIRECTION OF TRAVEL ON ANY INTERSECTIONS, ADA ACCESSIBLE ROUTE.</td>
</tr>
<tr>
<td>0% - 1%</td>
<td>8.3% TO 7%</td>
<td>30</td>
<td>220</td>
<td>180</td>
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</table>

* 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 2% 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.

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**DRAWING**

CITY OF ALBUQUERQUE

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

5'-0" MIN.
SIDEWALK MIN.
6' SIDEWALK

PL. ELEV. AT CURB

5'-0" MIN.
BACK OF SIDEWALK
AT BASE OF HEADER CURB (L)

SECTION B-B

GENERAL NOTES
1. CURB ACCESS RAMPS ARE NORMAL 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 (PROWAC) 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
   RAMPS.
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
   RAMPS. 1.5% PREFERRED.
B. FLUSH WITH RAMPS AND GUTTER.
C. CURB AND GUTTER (SEE STD. DWG. 2415 – GUTTER
   AT CURB ACCESS RAMPS).
D. 1/2" EXPANSION JOINT.
E. RADIAL LINES – TOP AND BOTTOM OF RAMPS.
F. 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE
   OF RAMPS.
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'-0" RAMPS (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.

REVISES  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 INCORRECTLY WHEN CONNECTING TO STEEP GRADES. SEE CHAPTER 7 OF THE DEVELOPMENT PROCESS MANUAL.

2. SEE COA STD. DWG. 2449 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 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 SHALL HAVE A SLOPE OF 10% MAX, MEASURED PARALLEL TO THE BACK OF THE CURB.

F. 2% MAXIMUM CROSS SLOPE 1.5% PREFERABLE CROSS SLOPE.

G. FILLET SHARP CURVES EXPOSED TO TRAFFIC TO 6" MINIMUM RADIUS.

SECTION A-A

DETAIL A - PERPENDICULAR CURB RAMP

DETAIL C - DUAL PERPENDICULAR CURB RAMP

DETAIL B - DUAL PERPENDICULAR CURB RAMP

DETAIL D - PERPENDICULAR CURB RAMPS WITH SHARED TURNING SPACE

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. 8.33% 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.
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 REASONABLE.

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% PREFERRABLE 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 CUTTER 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 - COMBINATION CURB RAMP DIAGONAL

DETAIL B - COMBINATION CURB RAMP DIAGONAL

DETAIL C - COMBINATION CURB RAMP DIAGONAL

DETAIL D - COMBINATION CURB RAMP WITH SHARED TURNING
**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 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.

**DETAIL A—PAIRED PARALLEL CURB RAMPS WITH COMMON LANDING**

**Note:** Where available right of way limits ramp separation, use Detail B curb ramp.

**DETAIL B—PAIRED PARALLEL CURB RAMPS WITH COMMON LANDING**

**Note:** Recommended only at unmarked crossings on local streets and with limited right-of-way.
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.

CONSTRUCTION NOTES


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.
GENERAL NOTES

1. 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.

2. 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.

3. 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.

4. ENSURE PEDESTRIAN PUSHBUTTONS ARE ACCESSIBLE FROM A LEVEL LANDING. FOR FURTHER GUIDANCE ON PEDESTRIAN PUSHBUTTONS, SEE COA STD. DWG. 2447.

5. SEE DWG. 2446 FOR CONSTRUCTION OF DETECTABLE WARNING DEVICES.

6. THE LEVEL LANDING SHALL NOT EXCEED A 2% MAXIMUM SLOPE IN ANY DIRECTION. IT IS PREFERRED TO USE A 1.5% SLOPE.

7. WALKWAYS THROUGH MEDIANs SHALL BE FLUSH WITH MEDIAN LIP OF CURB.

CONSTRUCTION NOTES

A. 8.3% MAXIMUM SLOPE, 7% PREFERRED SLOPE.

B. 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
1. Thickness of slab shall be as indicated on drawings.

**Joint Dimensions**

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**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.

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**Revision**

City of Albuquerque
Paving Concrete Joints

**Designation:**

DWG 2450
June 2019
### Joint Dimension

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**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 slab.

E. Compressible filler full height.

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**General Notes**

1. Thickness of slab shall be as indicated on drawings. See table above.

2. Daily concrete placement shall terminate at a joint.
TYPE 1
JOINTS INTERSECT PENETRATION

TYPE 2
SINGLE JOINT PENETRATION

TYPE 3
SINGLE PENETRATION NOT AT A JOINT

PANELS WITH 1 (TWO) OR MORE PENETRATIONS IN A SINGLE PANEL, THE PANEL SHALL BE REINFORCED BETWEEN BOTH TRANSVERSE AND LONGITUDINAL JOINTS WITH #5 EACHMAAT AT 6" O.C. CONTINUOUS BETWEEN JOINTS.
GENERAL NOTES
1. GRADE ADJUSTMENTS OF MANHOLE FRAME AND COVER SHALL BE MADE BY ADDING BRICK COURSES 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 COVER SHALL BE REMOVED, THE MANHOLE REPAIRED AND COVER REPLACED. IF LESS THAN ONE COURSE OF BRICKS (2") IS REQUIRED, GROUT MAY BE USED. THE USE OF CONCRETE AND STEEL ADJUSTMENT RINGS IS PREREFERRED.
2. ALL MATERIALS MUST COMPLY WITH THE CURRENT WATER AUTHORITY OR CITY APPROVED PRODUCTS LIST.
3. NEW RINGS AND COVERS, REMOVAL AND REPLACEMENT OF CONCRETE COLLARS, INSTALLATION OF EMDS AND THE INSTALLATION OF NON-POLYMER COATED CONCRETE, PRECASTED METAL PIPE FOR VALVE BOXES 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. 2120 - STORM MANHOLE COVERS
   5.3. 2125 - VACUUM SEWER VALVE RINGS AND COVERS
   5.4. 2313 - WATER MANHOLE COVERS
   5.5. 2325 - 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. END PLACEMENT MUST COMPLY WITH THE FOLLOWING:
   7.1. SANITARY SEWER MANHOLE - END SHALL BE PLACED 1 FOOT INREDIATE OF THE MANHOLE OVER THE MAIN.
   7.2. WATER VALVE AND SANITARY SEWER VALVE COVERS - END SHALL BE PLACED 1 FOOT NORTH OR WEST (DEPENDENT ON LINE DIRECTION) OF THE MAIN OVER THE WATER MAIN OR VACUUM SEWER WAX.
   7.3. STORM DRAIN MANHOLE - ED'S ARE NOT REQUIRED AND SHALL NOT BE PLACED AT STORM DRAIN MANHOLES.

CONSTRUCTION NOTES
A. BRICK OR ADJUSTMENT RINGS, 24" MAXIMUM
B. OVL/PL
C. NEW PORTLAND CEMENT CONCRETE COLLAR (MAX 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, 2101, 2325, AND 2461 FOR PROPER LINE IDENTIFICATION ON THE COLLAR.
D. MANHOLE FRAME AND COVER PER STANDARD DRAWING 2109, 2110 AND 2310
E. RING AND COVER FOR VALVE BOX, REFER TO STANDARD DRAWINGS 2125, 2325 AND 2329.
F. EXISTING PAVING SECTION
G. SUBGRADE SHALL BE COMPACTED TO 95% (AADT)
H. ELECTRONIC MARKER DEVICE (EMD), SEE STANDARD SPECIFICATION SECTION 170, EMDS ARE REQUIRED ON ALL WATER AND SANITARY SEWER ADJUSTMENT, THEY ARE NOT TO BE INSTALLED ON STORM DRAIN MANHOLES.
I. POLYMER COATED STEEL PIPE CMP
J. WATER OR SEWER LINE
K. #1 REBAR PER STANDARD DWG 2461

REVIEWS
CITY OF ALBUQUERQUE
PAYING MANHOLE AND VALVE BOX REGRADING
DWG. 2450 JAN 2013
GENERAL NOTES
1. All materials must comply with the current water authority or city approved product lists.
2. Concrete collar shall be Portland cement concrete (F'cu = 4000 psi)

CONSTRUCTION NOTES
A. Manhole or ring and cover for valve box per water authority standards.
B. Manhole cover/extension or CMP.
C. 12" subgrade, subcompaction (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 cap with concrete shown as shown to 1" below grade.
H. Sanitary sewer manhole installations shall have concrete collar approved with line size and flow direction arrows per standard drawings 2103 and 2105. See standard drawing 2101 for fosseman valve valve installations, and standard drawing 2305 for water valve installations.
I. Electronic manhole device (EDO) required for all sanitary sewer valves and manholes, and water valves. See standard specification section 170.
J. H4 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 10" min. overlap as shown.
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. "STITCH" CUTTING OF PAVEMENT WILL NOT BE PERMITTED.
4. 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. COMPACTED SUBGRADE, 95% COMPACTION.
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 TOOLLED & SEALED IN ACCORDANCE WITH ENGINEERS REQUIREMENTS
O. 6" CONC. TREATED BASE (C.T.B.)

REVISIONS
CITY OF ALBUQUERQUE
PAVING
CITYWIDE PAVEMENT CUTS
FOR ALL UTILITIES
DWG 2465 JANUARY 2019