

CITY OF GALLUP
STANDARD DRAWINGS - SERIES 2400
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NOTES TO CONTRACTORS:

1. INSPECTION OF WORK AT DEFINED INTERVALS ARE REQUIRED HEREIN. PLEASE REFER TO DRAWING NO. 2400.0 AND THE APPLICABLE TITLE FOR DEFINITIONS.
2. INSPECTION OF WORK AT DEFINED INTERVALS DOES NOT RELIEVE CONTRACTOR OF RESPONSIBILITY FOR FINISHED PRODUCT TO COMPLY WITH DETAILS HEREIN.
3. THIS SERIES IS SUBJECT TO CHANGE, ADDITIONS, AND/OR DELETIONS. FOR ANY GIVEN PROJECT, THE SERIES IN EFFECT IS THE CURRENT SET ON THE DATE OF THE PERMIT ISSUANCE.



SERIES ISSUED: JULY 2016

Stacy Heine

 CITY ENGINEER

A. REFERENCES

1. References specifications covering City of Gallup Infrastructure Improvements consist of:
 - a. "New Mexico Standard Specifications for Public Works Construction", latest published edition (NMSSSPWC).
 - b. New Mexico State Highway and Transportation Department's "Standard Specifications for Highway and Bridge Construction" 2014 edition (SSHBC).
 - c. New Mexico Department of Transportation Standard Drawings – Section 608 (2015).
 - d. City of Gallup Standard Drawings (CSD).
 - e. American Association of State Highway Officials' (AASHTO) Test and Standards.
 - f. American Society of Testing and Materials (ASTM) Standards.
 - g. Uniform Building Code (UBC) and Standards.
2. Where requirements of reference standards conflict, the City Engineer shall determine governing specification.

B. CONSTRUCTION MATERIALS

1. Generally, materials shall conform to the requirements of SSHBC.
2. Portland Cement concrete (P.c.c.) shall consist of SSHBC's Class AA, modified to provide for seven (7.0) sacks of cementitious material per cubic yard. The concrete shall be 4000 psi strength and have a maximum slump of 4in. The concrete shall have entrained air that falls between the range 4.5 percent to 7.5 percent.
3. P.c.c. mix designs shall be submitted for approval, said approval valid for a period of not more than one (1) year unless extended by the City Engineer. The time period shall be consistent with that defined by the SSHBC.
4. Subgrade material beneath P.c.c. improvements shall be exhibit a Plasticity Index of 25 or less. See City Engineer for mitigating requirements where subgrade material has a PI greater than 25.
5. Asphalt Concrete (AC) shall conform to SSHBC, Section 401, Type II, Aggregate Classification to be defined by the City Engineer if not provided herein. Street pavement used for transition between new P.c.c. work and existing AC street pavement shall use an aggregate classification "B".
6. Aggregate Base Course (ABC) shall conform to SSHBC, Section 301, Type I-B. Aggregate classification to be defined by the City Engineer if not provided herein.

C. CONSTRUCTION METHODOLOGY

1. A Municipal Right-of-way Infrastructure Application/Work Permit or a Municipal Right-of-way/Public Easement Application/Work Permit shall be submitted to the City Engineering Department, said application approved, and permit issued prior to any work within any public right-of-way within the City Limits.
2. The permit holder for work within public right-of-way shall be solely responsible for job site safety.
3. Generally, methodology (construction practice, workmanship, and similar issues) shall conform to the requirements of SSHBC.
4. Subgrade preparation for P.c.c. improvements shall extend six (6) inches beyond the horizontal limits of the improvements. The depth of subgrade preparation shall extend for a maximum of six (6) inches below the bottom of improvements.
5. Subgrade material shall be compacted to a minimum of 95 percent relative compaction as determined by AASHTO Standard T180 or equal.
6. Subgrade preparation within public right-of-way shall be observed and/or tested by City of Gallup prior to casting P.c.c., placing aggregate base material, or asphalt concrete, call 863-1290 a minimum of eight (8) working hours prior to casting for such inspections.
7. Casting operations of P.c.c. materials within public right-of-way shall be observed and/or tested by City of Gallup prior to casting P.c.c., call 863-1290 a minimum of eight (8) working hours prior to casting to arrange for such inspections.
8. Requested soils and materials testing costs shall be borne by Contractor working within public right-of-way.
9. Work within and/or work requiring construction equipment to obstruct public right-of-way shall provide for traffic control. A traffic control plan shall be provided to the City Engineer for review and approval, said approval to be required prior to setting up the traffic control. All traffic control shall be in place prior to beginning work within public right-of-way. Traffic control shall provide for both vehicle and pedestrian traffic. Where traffic control devices (TCD) remain in place during non-day/night hours, flashing lights shall be utilized on each TCD.



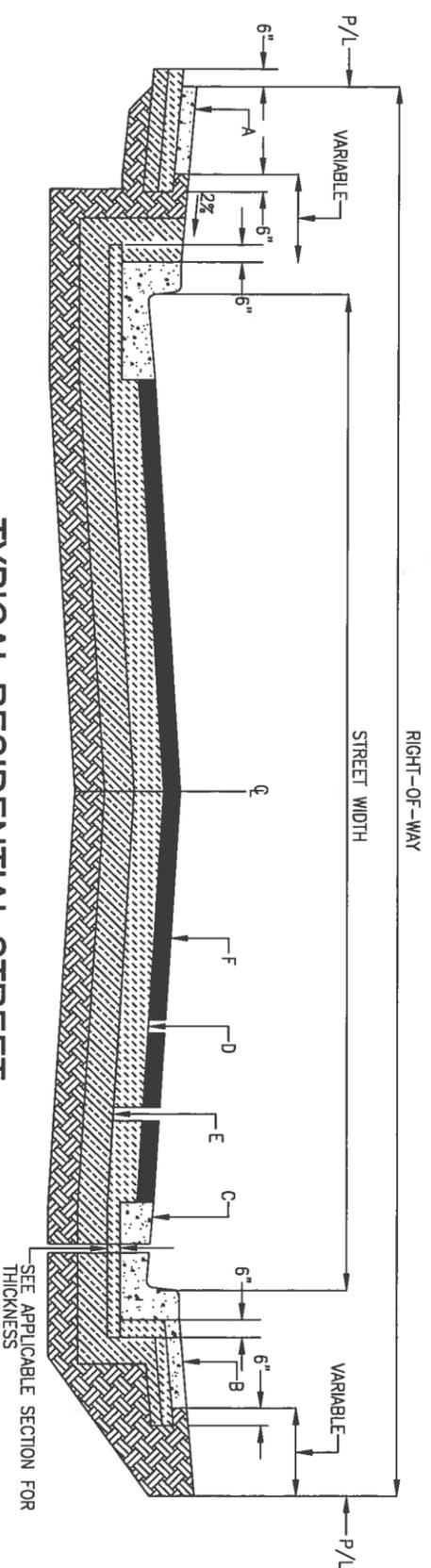
CITY OF GALLUP

REVISIONS:
08-04-00
03-18-02
12-08-15

CONSTRUCTION REFERENCES,
MATERIALS, AND
METHODOLOGY NOTES

STD. DWG. NO. 2400.0

AUGUST, 1999



TYPICAL RESIDENTIAL STREET

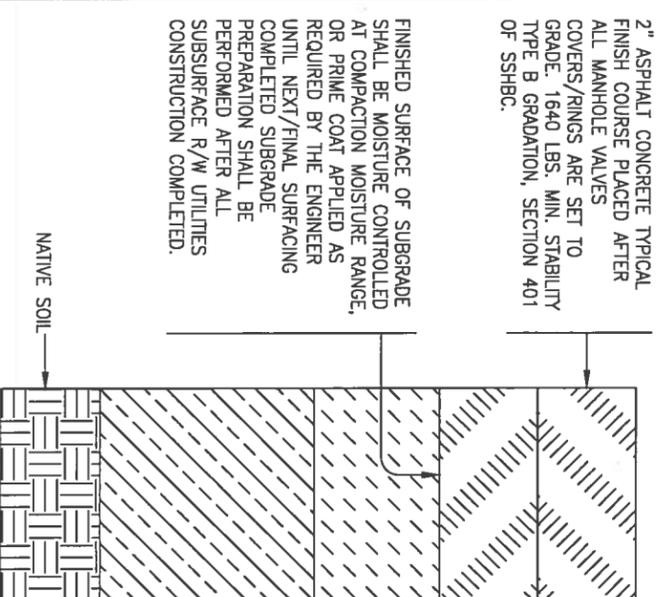
GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. CROWN ON STREET SHALL BE AS FOLLOWS:
 - a. 32' STREET = 4"
 - b. 40' STREET = 5"
 - c. LESS THAN 32' STREET, PAVEMENT SLOPE - 2%
3. ALL SUBGRADE COMPACTION FOR C & G WILL EXTEND 12" MIN. ON EITHER SIDE OF C & G OR CURB SECTION.
4. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVEPADS SHALL BE INCLUDED WITH THE PARTICULAR ITEM.
5. FINISHED GRADE AT PROPERTY LINE SHALL BY 0.33' MIN. ABOVE TOP OF CURB.
6. PAVEMENT STRUCTURAL SECTION FOR STREETS CLASSIFIED AS AFTERIAL BY RESOLUTION NO. 93-45 SHALL CONFORM TO DETAILS HEREON OR MAY BE DESIGNED BY DEVELOPER IN LIEU OF THIS STANDARD AND SUBMITTED FOR APPROVAL TO THE CITY ENGINEER.
7. PLACE FLEXIBLE PAVEMENT AGAINST CUT OFF WALLS OR GUTTER.

CONSTRUCTION NOTES:

- A. SIDEWALK AT STANDARD SETBACK.
- B. SIDEWALK ADJACENT TO CURB. (NON-STANDARD, CITY ENGINEER APPROVAL REQUIRED).
- C. STANDARD CURB AND GUTTER.
- D. AGGREGATE BASECOURSE
- E. COMPACTED SUBGRADE, 95% COMPACTION.
- F. ASPHALT CONCRETE OR PORTLAND CEMENT CONCRETE PAVEMENT.

**FLEXIBLE PAVEMENT SECTION
(ASPHALT CONCRETE)**

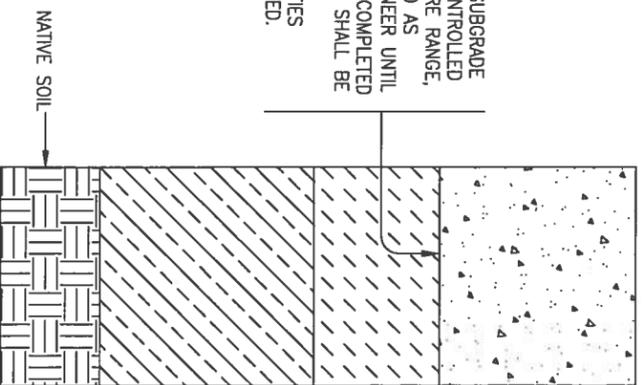


2" ASPHALT CONCRETE TYPICAL FINISH COURSE PLACED AFTER ALL MANHOLE VALVES COVERS/RINGS ARE SET TO GRADE. 1640 LBS. MIN. STABILITY TYPE B GRADATION, SECTION 401 OF SSHBC.

FINISHED SURFACE OF SUBGRADE SHALL BE MOISTURE CONTROLLED AT COMPACTION MOISTURE RANGE, OR PRIME COAT APPLIED AS REQUIRED BY THE ENGINEER UNTIL NEXT/FINAL SURFACING COMPLETED SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE R/W UTILITIES CONSTRUCTION COMPLETED.

- TACK COAT AS REQUIRED BY THE ENGINEER BETWEEN ALL ASPHALT/AGGREGATE MATERIAL LIFTS.
- 1' SUBGRADE SOIL. R-VALUE > 20. PLACED IN 2-6" COMPACTED LIFTS. 95% MIN. COMPACTION, AT OPT. MOISTURE +/- 2.0%, ASTM D1557, OR OPT. MOISTURE, TO +4%, ASTM D698 FOR SOIL W/ 35% MAXIMUM MATERIAL PASSING THE NO. 200 SIEVE.
 - 6" AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC
 - 2" ASPHALT CONCRETE, 1640 LBS. MIN. STABILITY, TYPE A GRADATION, SECTION 401 OF SSHBC. (IF NOT AVAILABLE, USE TYPE B GRADATION)

FINISHED SURFACE OF SUBGRADE SHALL BE MOISTURE CONTROLLED AT COMPACTION MOISTURE RANGE, OR PRIME COAT APPLIED AS REQUIRED BY THE ENGINEER UNTIL NEXT/FINAL SURFACING COMPLETED SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE R/W UTILITIES CONSTRUCTION COMPLETED.



- 6" PLAIN, PORTLAND CEMENT CONCRETE PAVEMENT, CLASS AA
- 6" AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC
- 1' SUBGRADE SOIL. R-VALUE > 20. PLACED IN 2-6" COMPACTED LIFTS. 95% MIN. COMPACTION, AT OPT. MOISTURE +/- 2.0%, ASTM D1557, OR OPT. MOISTURE, TO +4%, ASTM D698 FOR SOIL W/ 35% MAXIMUM MATERIAL PASSING THE NO. 200 SIEVE.

**RIGID PAVEMENT SECTION
(PORTLAND CEMENT CONCRETE)**

(PORTLAND CEMENT CONCRETE)

CITY OF GALLUP

PAVING

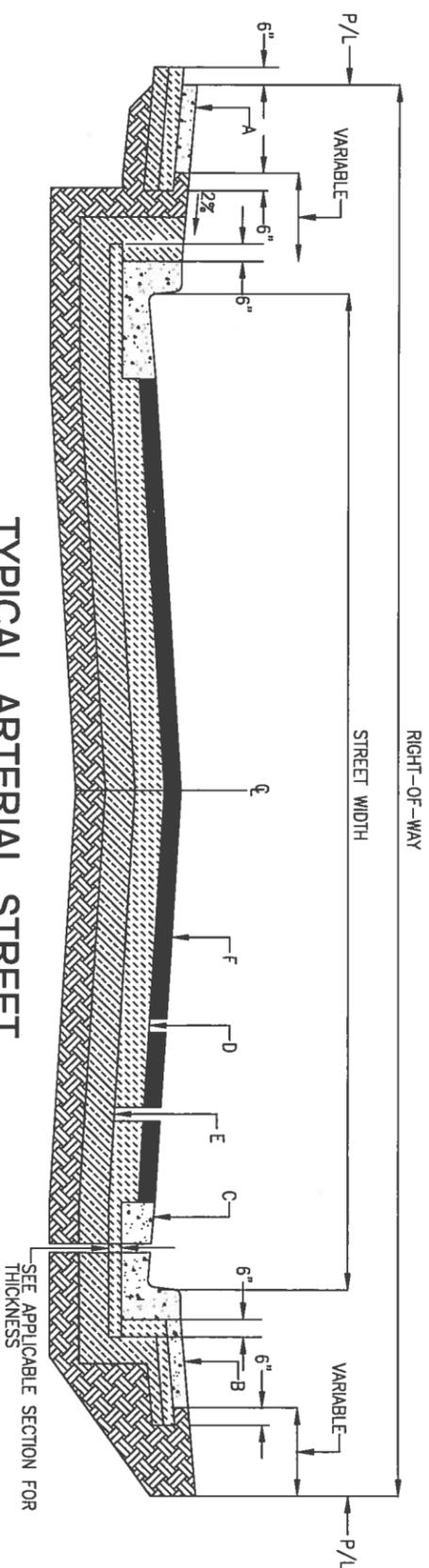
RESIDENTIAL STREET SECTION

REVISIONS:
08-04-00



STD. DWG. NO. 2405.0

AUGUST, 2000



TYPICAL ARTERIAL STREET

RIGHT-OF-WAY

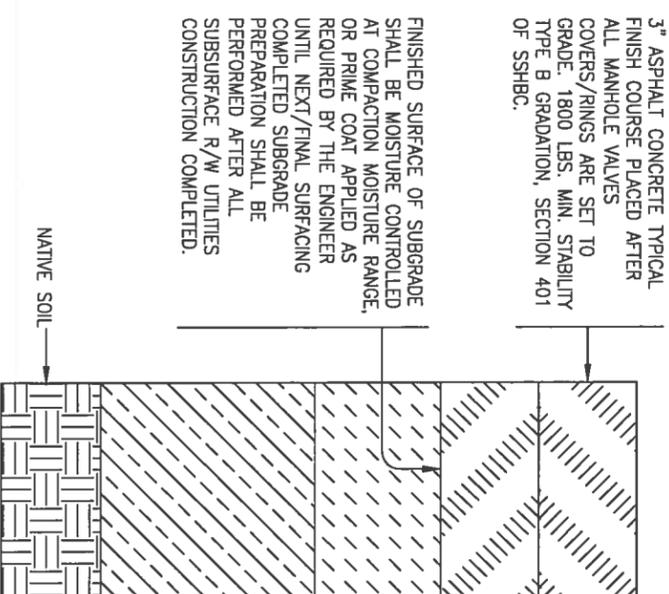
GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. CROWN ON STREET SHALL BE AS FOLLOWS:
 - a. 32' STREET = 4"
 - b. 40' STREET = 5"
 - c. LESS THAN 32' STREET, PAVEMENT SLOPE - 2%
3. ALL SUBGRADE COMPACTION FOR C & G WILL EXTEND 12" MIN. ON EITHER SIDE OF C & G OR CURB SECTION.
4. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVEPADS SHALL BE INCLUDED WITH THE PARTICULAR ITEM.
5. FINISHED GRADE AT PROPERTY LINE SHALL BE 0.33' MIN. ABOVE TOP OF CURB.
6. PAVEMENT STRUCTURAL SECTION FOR STREETS CLASSIFIED AS ARTERIAL BY RESOLUTION NO. 93-45 SHALL CONFORM TO DETAILS HERON OR MAY BE DESIGNED BY DEVELOPER IN LIEU OF THIS STANDARD AND SUBMITTED FOR APPROVAL TO THE CITY ENGINEER.
7. PLACE FLEXIBLE PAVEMENT AGAINST CUT OFF WALLS OR GUTTER.

CONSTRUCTION NOTES:

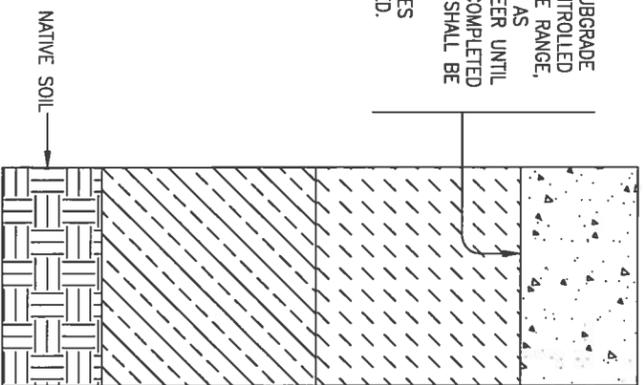
- A. SIDEWALK AT STANDARD SETBACK.
- B. SIDEWALK ADJACENT TO CURB. (NON-STANDARD, CITY ENGINEER APPROVAL REQUIRED).
- C. STANDARD CURB AND GUTTER.
- D. AGGREGATE BASECOURSE
- E. COMPACTED SUBGRADE, 95% COMPACTION.
- F. ASPHALT CONCRETE OR PORTLAND CEMENT CONCRETE PAVEMENT.

**FLEXIBLE PAVEMENT SECTION
(ASPHALT CONCRETE)**



- 1' SUBGRADE SOIL. R-VALUE > 20. PLACED IN 2-6" COMPACTED LIFTS. 95% MIN. COMPACTION, AT OPT. MOISTURE +/- 2.0%, ASTM D1557, OR OPT. MOISTURE, TO +4%, ASTM D698 FOR SOIL W/ 35% MAXIMUM MATERIAL PASSING THE NO. 200 SIEVE.
- 8" AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC
- 3" ASPHALT CONCRETE, 1800 LBS. MIN. STABILITY, TYPE A GRADATION, SECTION 401 OF SSHBC. (IF NOT AVAILABLE, USE TYPE B GRADATION)
- TACK COAT AS REQUIRED BY THE ENGINEER BETWEEN ALL ASPHALT/AGGREGATE MATERIAL LIFTS.

FINISHED SURFACE OF SUBGRADE SHALL BE MOISTURE CONTROLLED AT COMPACTION MOISTURE RANGE, OR PRIME COAT APPLIED AS REQUIRED BY THE ENGINEER UNTIL NEXT/FINAL SURFACING COMPLETED SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE R/W UTILITIES CONSTRUCTION COMPLETED.



- 10" PLAIN, PORTLAND CEMENT CONCRETE PAVEMENT, CLASS AA WITH LONGITUDINAL REINFORCEMENT
- 12" AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC
- 1' SUBGRADE SOIL. R-VALUE > 20. PLACED IN 2-6" COMPACTED LIFTS. 95% MIN. COMPACTION, AT OPT. MOISTURE +/- 2.0%, ASTM D1557, OR OPT. MOISTURE, TO +4%, ASTM D698 FOR SOIL W/ 35% MAXIMUM MATERIAL PASSING THE NO. 200 SIEVE.

**RIGID PAVEMENT SECTION
(PORTLAND CEMENT CONCRETE)**

(PORTLAND CEMENT CONCRETE)

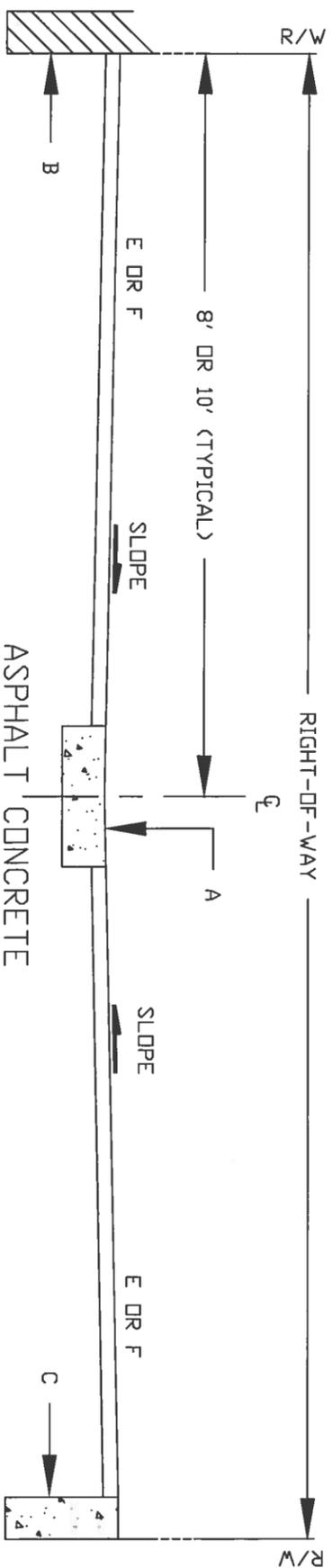
CITY OF GALLUP

PAVING

ARTERIAL STREET SECTION

REVISIONS:
08-04-00
12-03-15

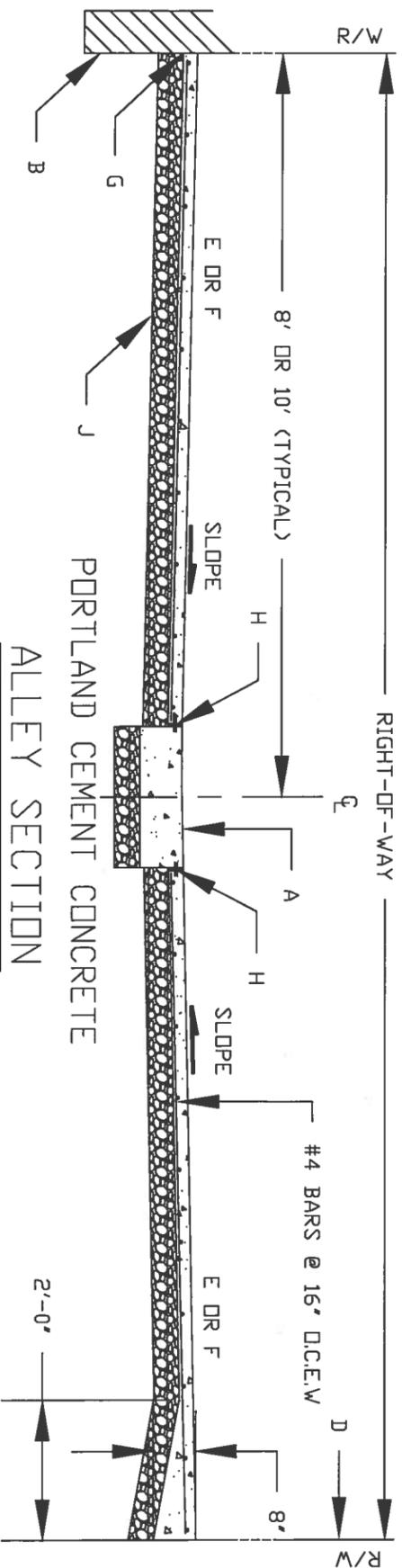




- GENERAL NOTES:**
1. REQUIREMENT FOR COMMERCIAL OR RESIDENTIAL PAVEMENT SECTION SHALL BE DETERMINED BY THE CITY ENGINEER.
 2. TRANSVERSE SLOPE OF ALLEY PAVEMENT SURFACE SHALL BE 2% MIN.
 3. TYPE AND LOCATION OF JOINTS SHALL BE DEFINED ON THE PROJECT CONSTRUCTING PLANS.
 4. REBAR SHALL BE LIFTED 3IN ABOVE THE SUBGRADE WHEN CONCRETE IS PLACED.

CONSTRUCTION NOTES:

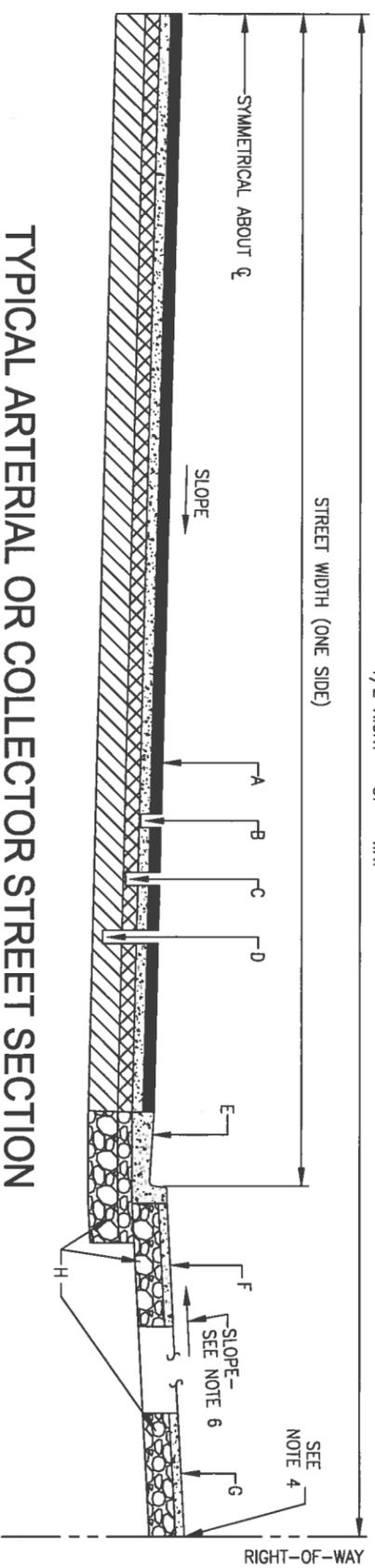
- A. ALLEY GUTTER, SEE DWG. 2415.0
- B. PROPERTY LINE OR BUILDING WALL.
- C. USE 6' X 18' P.C.C. CUT-OFF-WALL OR 2' X 8' REDWOOD PLANK.
- D. RIGHT-OF-WAY ADJACENT TO OPEN AREA.
- E. USE RESIDENTIAL SECTION FOR RESIDENTIAL ALLEY USE, SEE DWG. 2405.0
- F. USE ARTERIAL SECTION FOR COMMERCIAL ALLEY USE, SEE DWG. 2405.2
- G. USE 1/2" EXPANSION JOINT WHERE P.C.C. PAVEMENT ABUTS WALLS, RIGID PAVEMENT, POLES, TRANSFORMERS, ETC.
- H. TYPE4, TIED JOINT
- J. AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC. SEE RESPECTIVE DWG. FOR THICKNESS



REVISIONS:
 07-26-2012
 (RE-NUMBERED)
 01-26-2016

CITY OF GALLUP
PAVING COMMERCIAL &
RESIDENTIAL ALLEY SECTION
 STD. DWG. NO. 2406.0 (F/K/A 2411.0) JUNE, 1999

1/2 RIGHT - OF - WAY



TYPICAL ARTERIAL OR COLLECTOR STREET SECTION WITHOUT MEDIAN

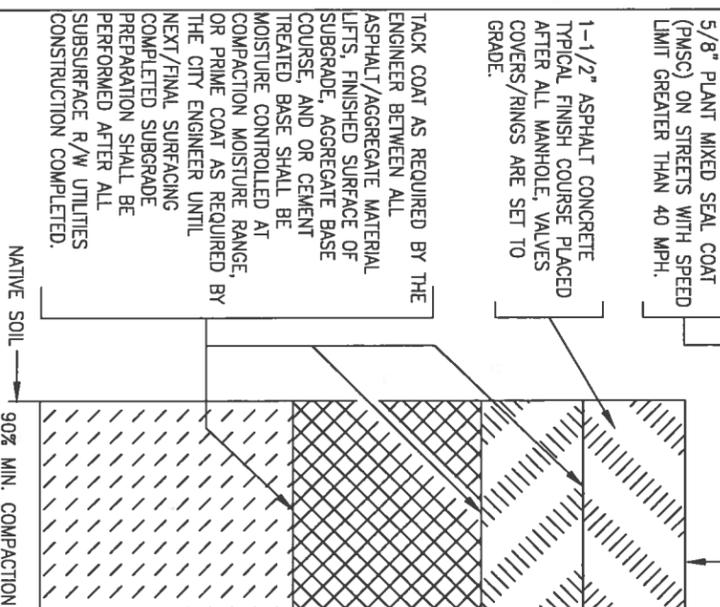
GENERAL NOTES:

1. STRUCTURAL THICKNESS OF PAVEMENT COMPONENTS WILL BE AS PER PAVEMENT DESIGN. THE DESIGN METHOD UTILIZED SHALL BE AS CURRENTLY IN USE BY MMSHD.
2. ALL SUBGRADE COMPACTION FOR C & G WILL EXTEND 12" MIN. ON EITHER SIDE OF C & G OR CURB SECTION.
3. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVEPADS SHALL BE INCLUDED WITH THE PARTICULAR ITEM.
4. FINISHED GRADE AT PROPERTY LINE SHALL BE 0.33' MIN. ABOVE 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 PLACED ABOVE THE TOE OF THE GUTTER.
9. ALL ASPHALT CONCRETE PAVEMENT SHALL COMPLY WITH SECTION 116.
10. ALL PORTLAND CEMENT CONCRETE PAVEMENT SHALL COMPLY WITH SECTION 101.

CONSTRUCTION NOTES:

- A. ASPHALT CONCRETE FINISH COURSE.
- B. ASPHALT CONCRETE PAVEMENT.
- C. COMPACTED BASE.
- D. COMPACTED SUBGRADE.
- E. CURB AND GUTTER STANDARD.
- F. SIDEWALK ADJACENT TO CURB (NON-STANDARD, VARIANCE REQUIRED).
- G. SIDEWALK AT STANDARD SETBACK.
- H. AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC. SEE 2405.2 FOR APPROPRIATE THICKNESS

FLEXIBLE PAVEMENT SECTION (ASPHALT CONCRETE)



- A. ASPHALT CONCRETE FINISH COURSE.
- B. ASPHALT CONCRETE PAVEMENT.
- C. COMPACTED BASE.
- D. COMPACTED SUBGRADE.
- E. CURB AND GUTTER STANDARD.
- F. SIDEWALK ADJACENT TO CURB (NON-STANDARD, VARIANCE REQUIRED).
- G. SIDEWALK AT STANDARD SETBACK.
- H. AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC. SEE 2405.2 FOR APPROPRIATE THICKNESS

PAVEMENT SECTION DESIGNED IN ACCORDANCE WITH COA DPM, VOL. 2, SECTION 23, STREET DESIGN.

6" ASPHALT TREATED OR 8" CEMENT TREATED BASE COURSE IN ADDITION TO ABOVE SECTION AT STREETS WITH TRUCK TRAFFIC GREATER THAN 5% OF TOTAL DESIGN TRAFFIC.

6" SCARIFIED AND COMPACTED SUBGRADE 95% MIN. COMPACTION, AT AT OPT. MOISTURE +/- 2.0%, ASTM D1557, OR OPT. MOIST. TO +4%, ASTM D698 FOR SOIL W/35% OR MORE MATERIAL PASSING THE NO.200 SIEVE.

FINISHED SURFACE OF SUBGRADE, AGGREGATE BASE COURSE, AND OR CEMENT TREATED BASE SHALL BE MOISTURE CONTROLLED AT COMPACTION MOISTURE RANGE, OR PRIME COAT AS REQUIRED BY THE CITY ENGINEER UNTIL NEXT/FINAL SURFACING COMPLETED.

SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE R/W UTILITIES CONSTRUCTION COMPLETED.

NATIVE SOIL

90% MIN. COMPACTION

PLAIN/DOWELLED TRANSVERSE JOINTED PORTLAND CEMENT CONCRETE PAVEMENT SECTION DESIGNED IN ACCORDANCE WITH COA DPM, VOL. 2, SECTION 23, STREET DESIGN.

4" ASPHALT TREATED OR 6" CEMENT TREATED BASE COURSE IN ADDITION TO ABOVE SECTION AT STREETS WITH TRUCK TRAFFIC GREATER THAN 5% OF TOTAL DESIGN TRAFFIC.

6" SCARIFIED AND COMPACTED SUBGRADE 95% MIN. COMPACTION, AT OPT. MOISTURE +/-2.2%, ASTM D1557, OR OPT. MOIST. TO +4%, ASTM D698 FOR SOIL W/35% OR MORE MATERIAL PASSING THE NO. 200 SIEVE.

NATIVE SOIL

90% MIN. COMPACTION

5/8" PLANT MIXED SEAL COAT (PMSC) ON STREETS WITH SPEED LIMIT GREATER THAN 40 MPH.

1-1/2" ASPHALT CONCRETE TYPICAL FINISH COURSE PLACED AFTER ALL MANHOLE, VALVES COVERS/RINGS ARE SET TO GRADE.

TACK COAT AS REQUIRED BY THE ENGINEER BETWEEN ALL ASPHALT/AGGREGATE MATERIAL LIFTS. FINISHED SURFACE OF SUBGRADE, AGGREGATE BASE COURSE, AND OR CEMENT TREATED BASE SHALL BE MOISTURE CONTROLLED AT COMPACTION MOISTURE RANGE, OR PRIME COAT AS REQUIRED BY THE CITY ENGINEER UNTIL NEXT/FINAL SURFACING COMPLETED SUBGRADE PREPARATION SHALL BE PERFORMED AFTER ALL SUBSURFACE R/W UTILITIES CONSTRUCTION COMPLETED.

RIGID PAVEMENT SECTION (PORTLAND CEMENT CONCRETE)

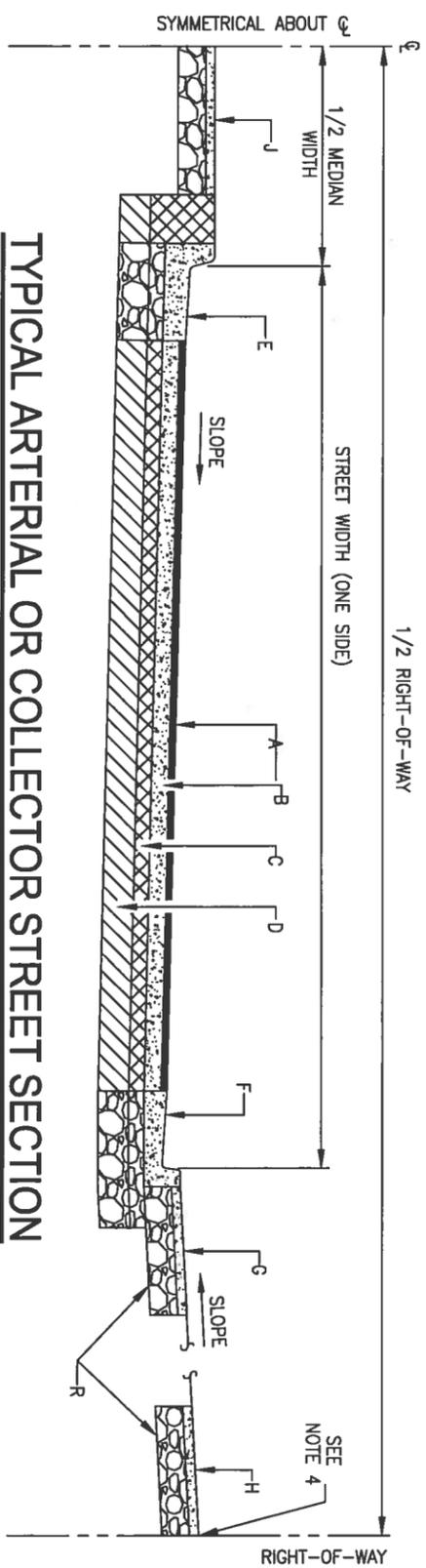


REVISIONS:
08-03-2012
(RE-TITLED)

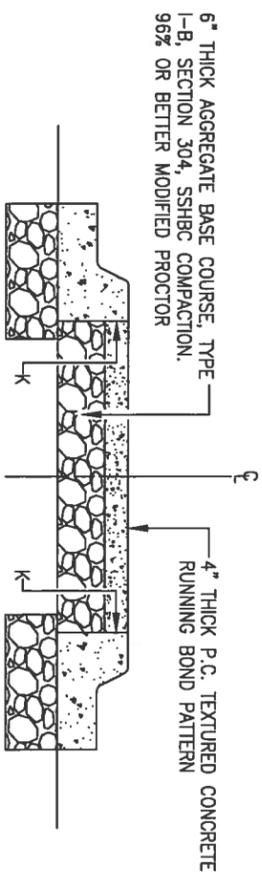
CITY OF GALLUP

PAVING

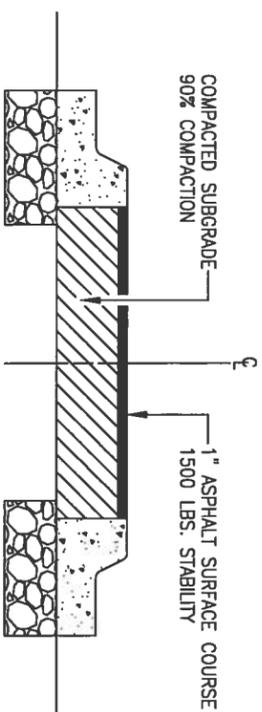
STREET SECTION WITHOUT MEDIAN



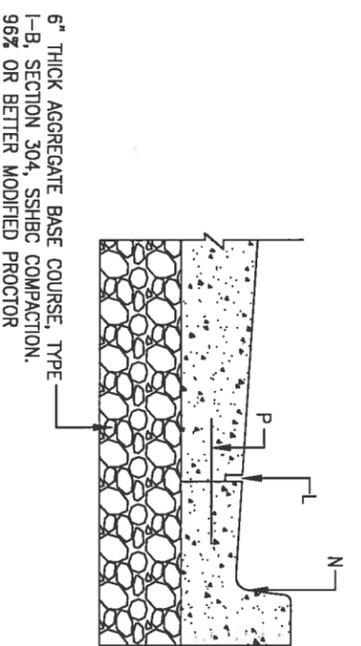
TYPICAL ARTERIAL OR COLLECTOR STREET SECTION WITH MEDIAN



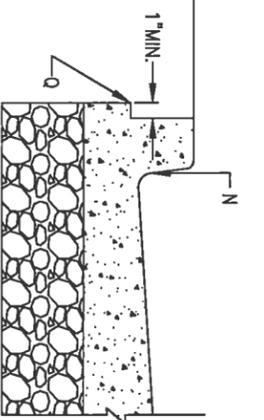
CONCRETE MEDIAN PAVING SECTION



BITUMINOUS MEDIAN PAVING SECTION



CAST CURB & GUTTER



INTEGRAL CAST OR EXTRUDED PINNED CURB

- GENERAL NOTES:**
1. STRUCTURAL THICKNESS OF PAVEMENT COMPONENTS WILL BE AS PER PAVEMENT DESIGN. THE DESIGN METHOD UTILIZED SHALL BE AS CURRENTLY IN USE BY NMSHD.
 2. ALL SUBGRADE COMPACTION FOR C & G WILL EXTEND 12" MIN. ON EITHER SIDE OF C & G OR CURB SECTION.
 3. SUBGRADE PREPARATION UNDER SIDEWALK AND DRIVEPADS SHALL BE INCLUDED WITH THE PARTICULAR ITEM.
 4. FINISHED GRADE AT PROPERTY LINE SHALL BE 0.33' MIN. ABOVE 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 PLACED ABOVE THE TOE OF THE GUTTER.
 9. P.C.C. MEDIAN PAVEMENT SHALL BE TEXTURED CONCRETE RUNNING BOND PATTERN TRANSVERSE TO CENTERLINE COLOR AS SPECIFIED.
 10. SEE STANDARD DWG. 2407.0 FOR ARTERIAL/COLLECTOR, FLEXIBLE OR RIGID PAVEMENT SECTION.

- CONSTRUCTION NOTES:**
- A. ASPHALT CONCRETE FINISH COURSE.
 - B. ASPHALT CONCRETE PAVEMENT.
 - C. COMPACTED BASE.
 - D. COMPACTED SUBGRADE.
 - E. CURB AND GUTTER MEDIAN.
 - F. CURB & GUTTER STANDARD.
 - G. SIDEWALK ADJACENT TO CURB (NON-STANDARD, VARIANCE REQUIRED).
 - H. SIDEWALK AT STANDARD SETBACK.
 - I. MEDIAN
 - J. 1/2" EXPANSION JOINT MATERIAL.
 - K. SAW & SEAL JOINT PER STD. DETAIL.
 - L. TYPICAL MEDIAN PAVING (SEE ABOVE).
 - M. SEAL JOINT TO TOP OF CURB.
 - P. #4 x 30" TIE BAR @ 2'-0" O.C. CAST CURB.
 - Q. EXTENSION NOT REQUIRED AT INTEGRAL CAST CURB.
 - R. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC COMPACTION. 96% OR BETTER MODIFIED PROCTOR

CITY OF GALLUP

PAVING

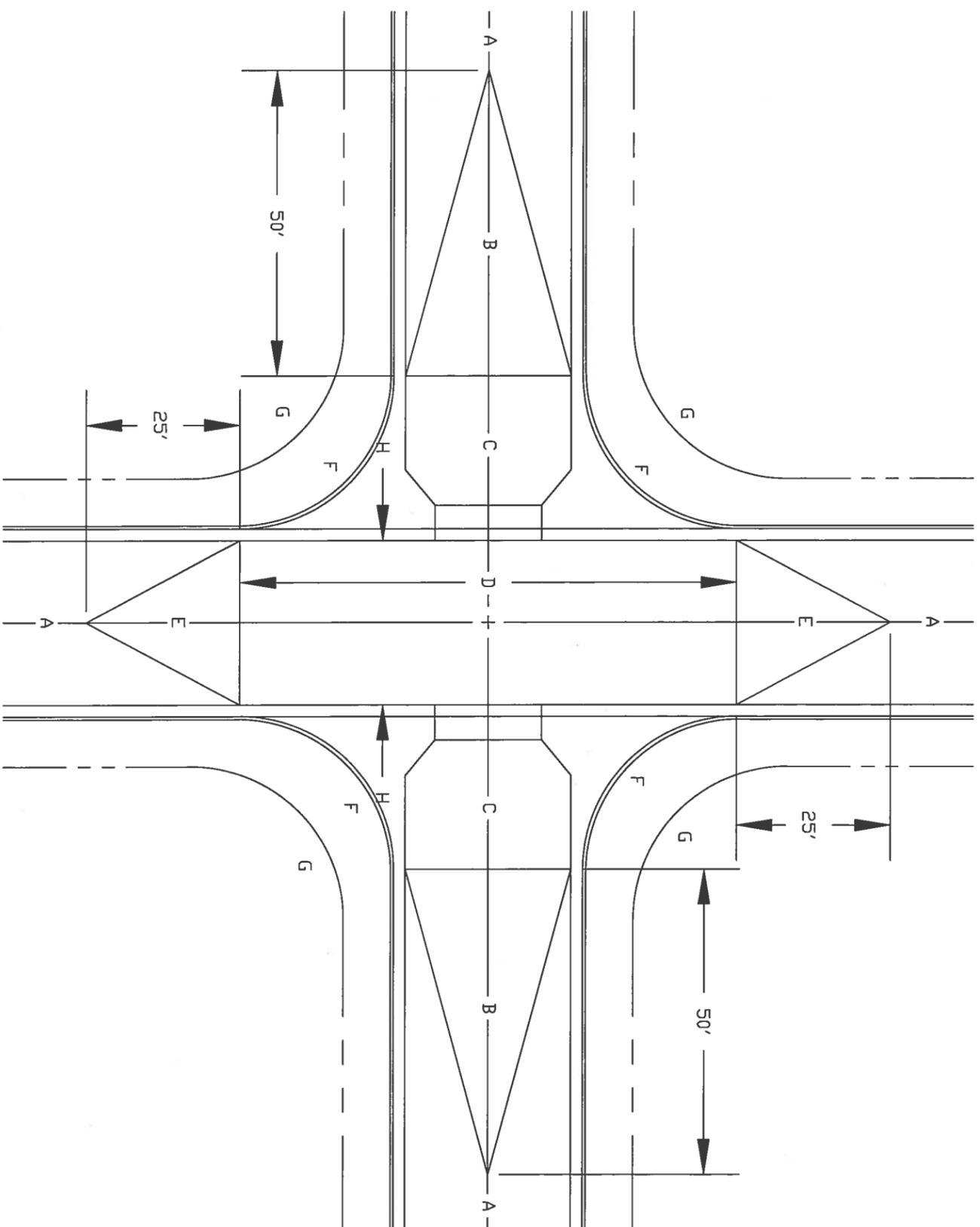
STREET SECTION WITH MEDIAN

REVISIONS:
08-07-2012
(RE-TITLED)



STD. DWG. NO. 2408.0

SEPTEMBER, 1999



**TYPICAL 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. CONSTRUCTION PLANS WILL DETAIL 'T' INTERSECTION WHEN DRAINAGE FLOWS ACROSS THROUGH STREET OF INTERSECTION.
5. CONSTRUCTION PLANS WILL SPECIFY RADII 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. FLOWLINE OF VALLEY GUTTER.

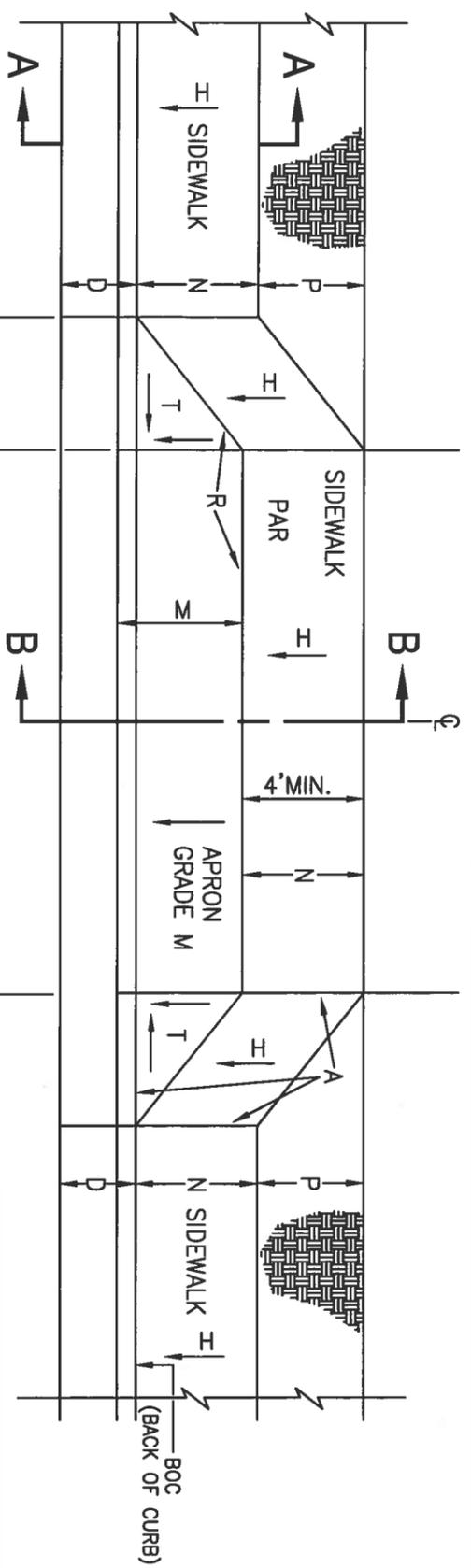
CITY OF GALLUP

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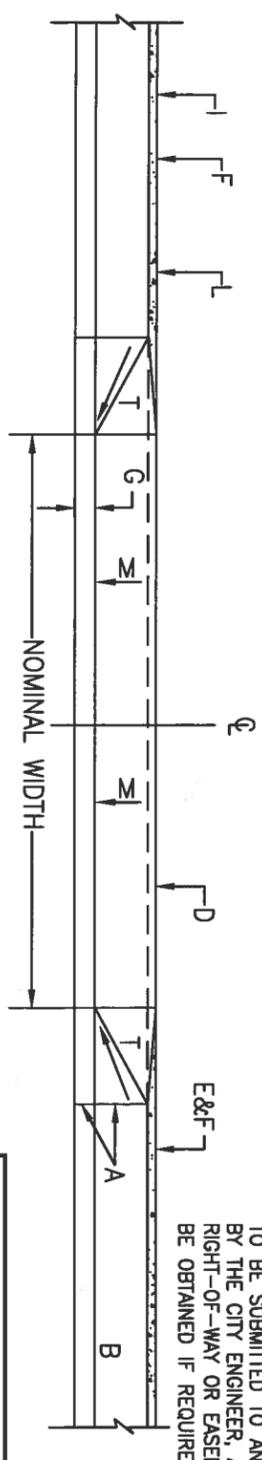
TYPICAL STREET INTERSECTION

REVISIONS:
08-07-2012
(RE-NUMBERED)

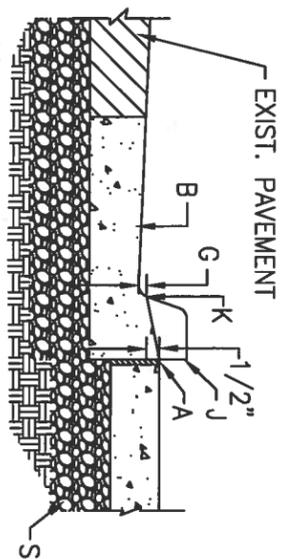




PLAN



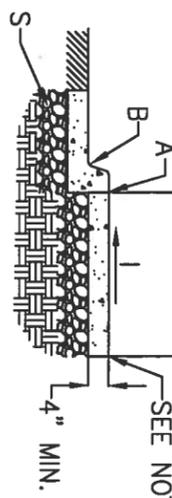
ELEVATION



NOTE: SUBGRADE AND BASE COURSE SHOWN SHALL BE SIMILAR FOR ALL SECTIONS

ALTERNATE DETAIL
MACHINE CUT EXISTING CURBS

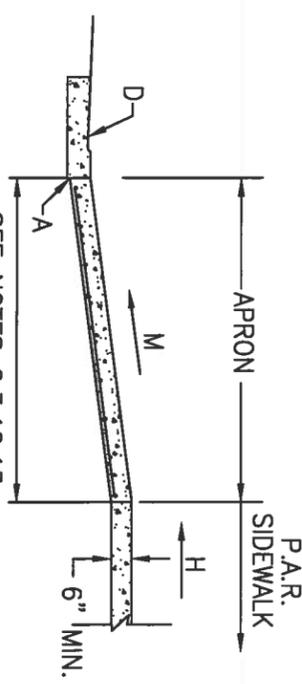
EXCEPTION NOTE:
NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.



SECTION A-A

NOTES 1,2,6,8,13

SEE NOTE 3



SECTION B-B

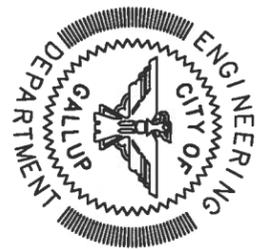
SEE NOTES 2,3,12,13

GENERAL NOTES:

1. CONSTRUCTION REFERENCES, MATERIALS, AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. SURFACE SHALL HAVE A LIGHT BROOM FINISH.
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
5. DRIVEPADS WIDER THAN 10' (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 WHERE SPECIFICALLY APPROVED BY CITY ENGINEER.
7. FOR SIDEWALK WIDTH, SEE CHAPTER 23 OF THE DEVELOPMENT PROCESS MANUAL.
8. SUBGRADE UNDER SIDEWALK & DRIVEPAD SHALL BE COMPACTED TO A MINIMUM OF 95% OR BETTER RELATIVE COMPACTION AS DETERMINED BY ASHTO STANDARD T180.
9. SUBGRADE PREPARATION SHALL EXTEND 6" BEYOND EDGES OF IMPROVEMENTS AND 12" BELOW IMPROVEMENTS.
10. UPPER 12" OF SUBGRADE SHALL EXHIBIT A PLASTICITY INDEX OF 25 OR LESS AS DETERMINED.
11. ADA - AMERICANS WITH DISABILITIES ACT.
12. COMMERCIAL PROPERTIES: REQUIRE NO. 4 REBAR 16" O.C.E.W. AT DRIVEPADS
13. BASE COURSE SHALL BE COMPACTED TO 96% OR BETTER MODIFIED PROCTOR
14. THIS DRAWING REPRESENTS ONE EXAMPLE OF DRIVEWAY CURB RAMPS. REFER TO NMDOT STANDARD DRAWING 608-001-9 FOR OTHER AVAILABLE OPTIONS ON DRIVEWAY APRONS.

CONSTRUCTION NOTES

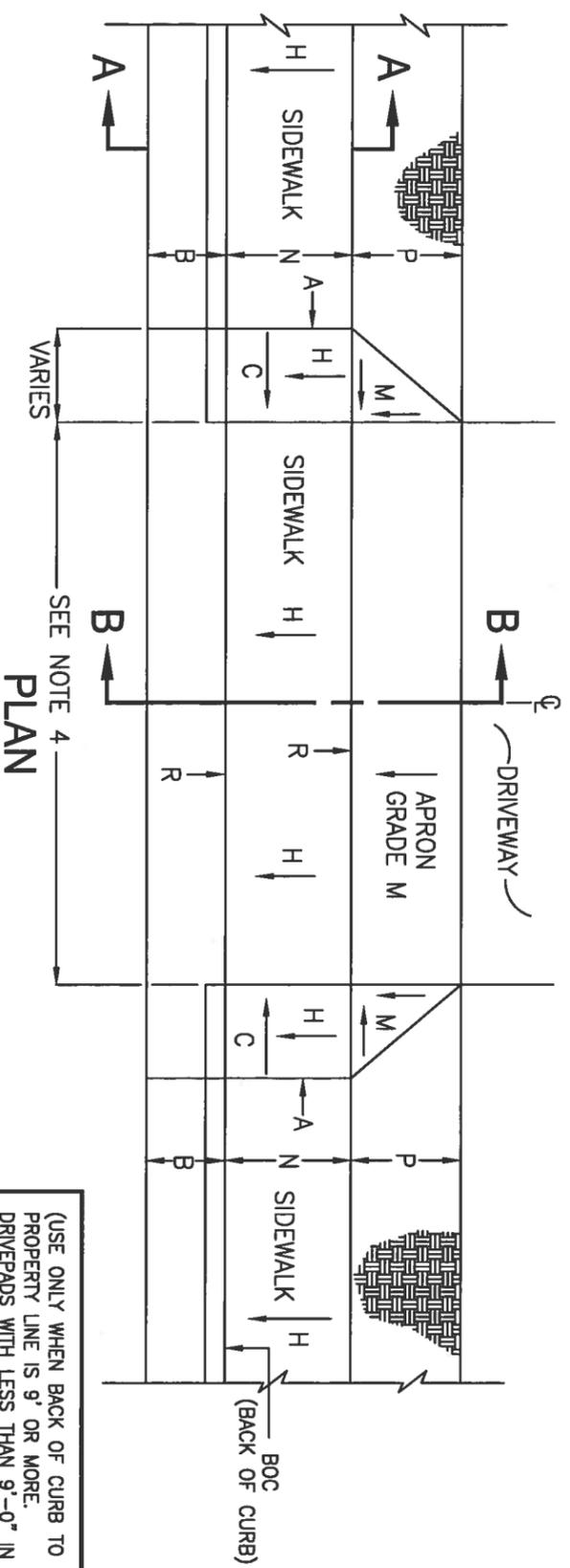
- A. 1/2" EXPANSION JOINT (ASPHALT IMPREGATED FIBRE).
- B. CURB AND GUTTER.
- C. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN SIDEWALK AND DRIVEPAD.(NOT TO EXCEED 1(VERTICAL) TO 12 (HORIZONTAL) OR 8.3% (MAXIMUM)).
- D. TOP OF DRIVEPAD.
- E. TOP OF CURB.
- F. PROPERTY LINE
- G. 0" UP FROM FLOWLINE TO TOP OF CURB
- H. SLOPE 1(VERTICAL) TO 50(HORIZONTAL) OR 2% (MAXIMUM).
- I. THE FINISH GRADE ELEVATION DIFFERENCE BETWEEN TOP OF DRIVEPAD AT PROPERTY LINE AND TOP OF CURB AS DETERMINED BY NOTE H FROM THE TOP OF CURB TO TOP OF DRIVEPAD, AND ANY DEVIATION FROM THIS SLOPE MUST BE APPROVED BY THE CITY ENGINEER.
- J. SAW CUT EXISTING CONCRETE FROM BACKSIDE OF CURB WITH SLOPE TOWARD FLOWLINE.
- K. EXPOSED CUT EDGES SHALL BE GROUND SMOOTH/ ROUNDED TO REMOVE SHARP EDGE.
- L. OUTSIDE EDGE OF SIDEWALK.
- M. SLOPE REQUIRED TO MEET GIVEN OR SET BOUNDARY ELEVATIONS (PROPERTY LINE OR BOC, ETC.)
- N. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- P. VARIABLE WIDTH
- Q. ELEVATION IS MINIMUM OF 4" ABOVE TOP OF CURB.
- R. USE NO EXPANSION MATERIAL.
- S. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SSHBC
- T. FLARE SECTION SHALL HAVE A 10% SLOPE



REVISIONS:

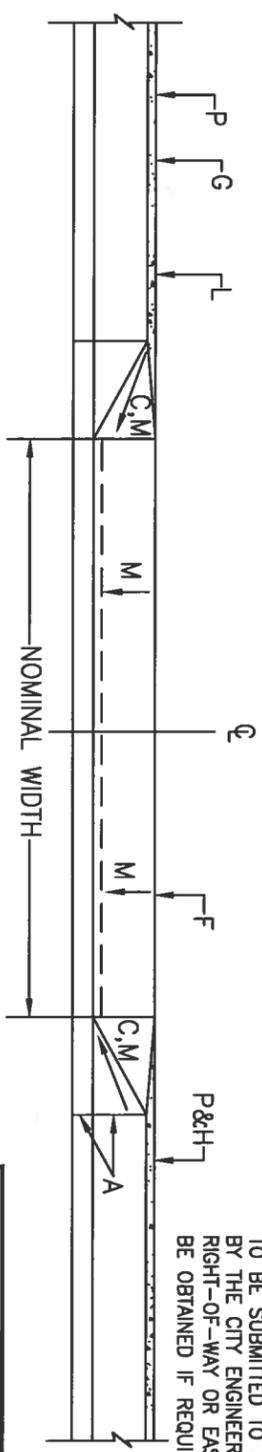
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10-12-99
03-18-02
06-03-05
10-06-06
03-24-08
12-08-15

CITY OF GALLUP
PAVEMENT DRIVEPADS
CURB-TYPE SIDEWALK
DWG. NO. 2410.0 (F/K/A 2425.0) JUNE, 2005

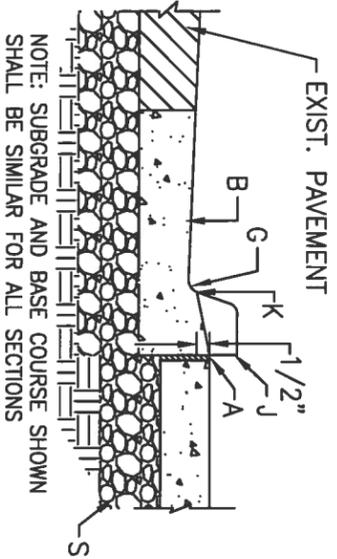


PLAN

(USE ONLY WHEN BACK OF CURB TO PROPERTY LINE IS 9' OR MORE. DRIVEPADS WITH LESS THAN 9'-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).



ELEVATION

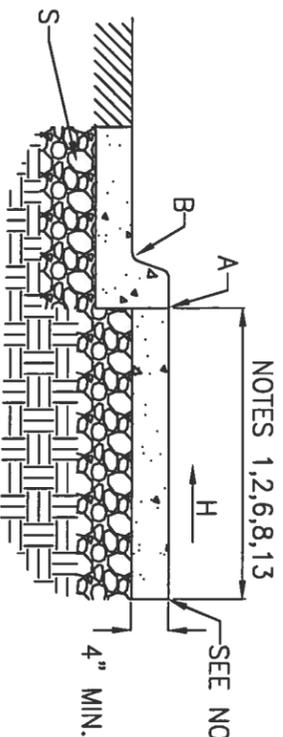


NOTE: SUBGRADE AND BASE COURSE SHOWN SHALL BE SIMILAR FOR ALL SECTIONS

ALTERNATE DETAIL
MACHINE CUT EXISTING CURBS

EXCEPTION NOTE:

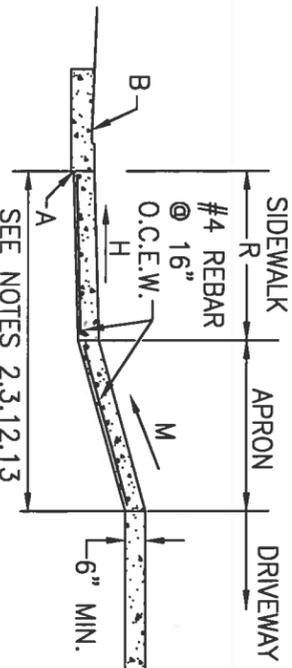
NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.



SECTION A-A

NOTES 1,2,6,8,13

SEE NOTE 3



SECTION B-B

SEE NOTES 2,3,12,13

GENERAL NOTES:

1. CONSTRUCTION REFERENCES, MATERIALS, AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. SURFACE SHALL HAVE A LIGHT BROOM FINISH.
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
5. DRIVEPADS WIDER THAN 10' (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 WHERE SPECIFICALLY APPROVED BY CITY ENGINEER.
7. FOR SIDEWALK WIDTH, SEE CHAPTER 23 OF THE DEVELOPMENT PROCESS MANUAL.
8. SUBGRADE UNDER SIDEWALK & DRIVEPAD SHALL BE COMPACTED TO A MINIMUM OF 95% OR BETTER RELATIVE COMPACTION AS DETERMINED BY AASHTO STANDARD T180.
9. SUBGRADE PREPARATION SHALL EXTEND 6" BEYOND EDGES OF IMPROVEMENTS AND 12" BELOW IMPROVEMENTS.
10. UPPER 12" OF SUBGRADE SHALL EXHIBIT A PLASTICITY INDEX OF 25 OR LESS AS DETERMINED.
11. ADA - AMERICANS WITH DISABILITIES ACT.
12. COMMERCIAL PROPERTIES: REQUIRE NO. 4 REBAR 16" O.C.E.W. AT DRIVEPADS
13. BASE COURSE SHALL BE COMPACTED TO 96% OR BETTER MODIFIED PROCTOR
14. THIS DRAWING REPRESENTS ONE EXAMPLE OF DRIVEWAY CURB RAMPS. REFER TO NMDOT STANDARD DRAWING 608-001-9 FOR OTHER AVAILABLE OPTIONS ON DRIVEWAY APRONS.

CONSTRUCTION NOTES

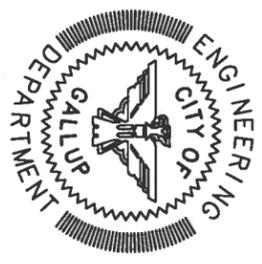
- A. 1/2" EXPANSION JOINT (ASPHALT IMPREGATED FIBRE).
- B. CURB AND GUTTER.
- C. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN SIDEWALK AND DRIVEPAD.(NOT TO EXCEED 1(VERTICAL) TO 12 (HORIZONTAL) OR 8.3% (MAXIMUM)).
- D. TOP OF DRIVEPAD.
- E. TOP OF CURB.
- F. PROPERTY LINE
- G. 0" LIP FROM FLOWLINE TO TOP OF CURB
- H. SLOPE 1(VERTICAL) TO 50(HORIZONTAL) OR 2% (MAXIMUM).
- I. THE FINISH GRADE ELEVATION DIFFERENCE BETWEEN TOP OF DRIVEPAD AT PROPERTY LINE AND TOP OF CURB AS DETERMINED BY NOTE H FROM THE TOP OF CURB TO TOP OF DRIVEPAD, AND ANY DEVIATION FROM THIS SLOPE MUST BE APPROVED BY THE CITY ENGINEER.
- J. SAW CUT EXISTING CONCRETE FROM BACKSIDE OF CURB WITH SLOPE TOWARD FLOWLINE.
- K. EXPOSED CUT EDGES SHALL BE GROUND SMOOTH/ ROUNDED TO REMOVE SHARP EDGE.
- L. OUTSIDE EDGE OF SIDEWALK.
- M. SLOPE REQUIRED TO MEET GIVEN OR SET BOUNDARY ELEVATIONS (PROPERTY LINE OR BOC, ETC.)
- N. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- P. VARIABLE WIDTH
- Q. ELEVATION IS MINIMUM OF 4" ABOVE TOP OF CURB.
- R. USE NO EXPANSION MATERIAL.
- S. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SSHBC

CITY OF GALLUP

**PAVEMENT DRIVEPADS
CURB-TYPE SIDEWALK**

REVISIONS:

09-08-99	
10-12-99	
03-18-02	
06-03-05	
10-06-06	
03-24-08	
12-08-15	

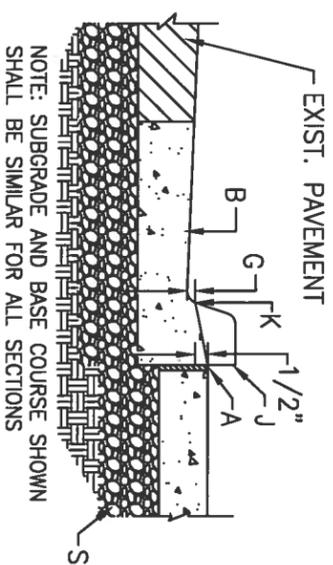
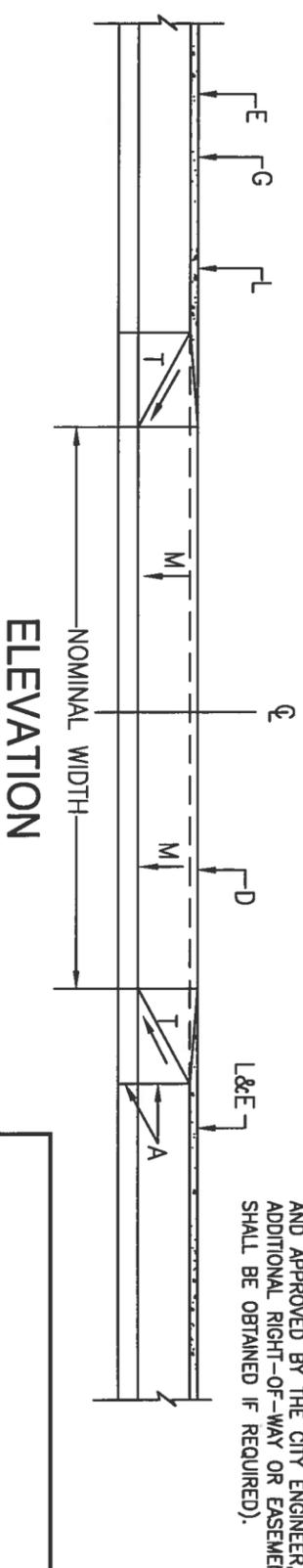
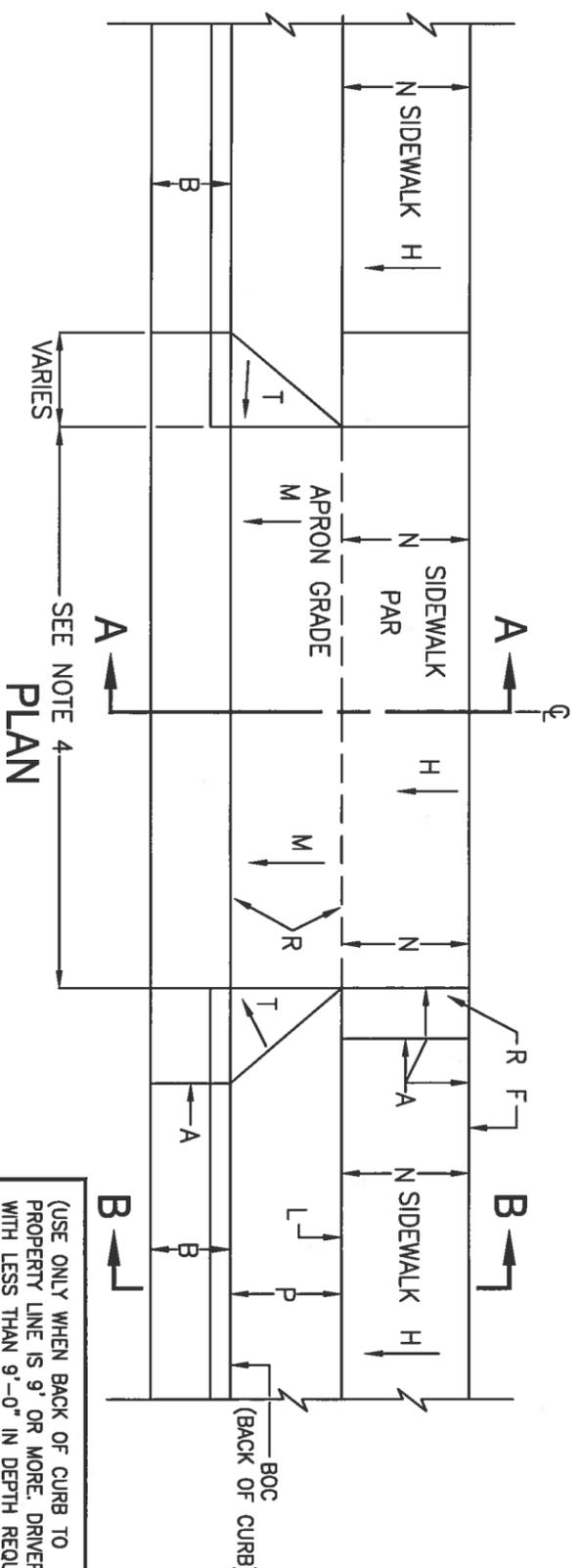


GENERAL NOTES:

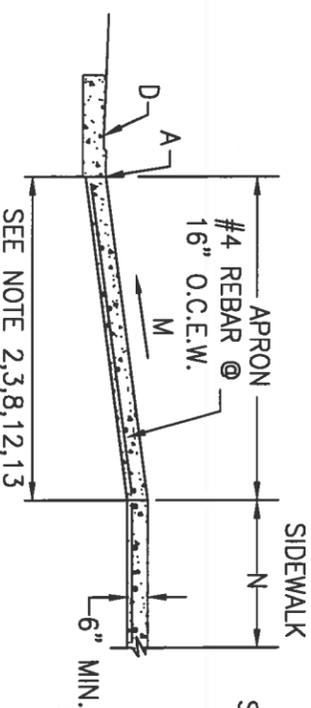
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2. SURFACE SHALL HAVE A LIGHT BROOM FINISH.
3. USE 1/2" EXP. JT. WHERE SIDEWALK OR DRIVEPAD ABUTS BLUDDO,, FENCES, WALLS OR OTHER IMMOVABLE OBJECTS.
4. ALL DRIVEPADS SHALL BE A MIN. THICKNESS OF 6" AND SHALL BE CONSTRUCTED FROM BACK OF CURB TO P/L.
5. DRIVEPADS WIDER THAN 10' (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
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7. FOR SIDEWALK WIDTH, SEE CHAPTER 23 OF THE DEVELOPMENT PROCESS MANUAL.
8. SUBGRADE UNDER SIDEWALK & DRIVEPAD SHALL BE COMPACTED TO A MINIMUM OF 95% OR BETTER RELATIVE COMPACTION AS DETERMINED BY AASHTO STANDARD T180.
9. SUBGRADE PREPARATION SHALL EXTEND 6" BEYOND EDGES OF IMPROVEMENTS AND 12" BELOW IMPROVEMENTS.
10. UPPER 12" OF SUBGRADE SHALL EXHIBIT A PLASTICITY INDEX OF 25 OR LESS AS DETERMINED.
11. ADA - AMERICANS WITH DISABILITIES ACT.
12. COMMERCIAL PROPERTIES: REQUIRE NO. 4 REBAR 16" O.C.E.W. AT DRIVEPADS
13. BASE COURSE SHALL BE COMPACTED TO 96% OR BETTER MODIFIED PROCTOR

CONSTRUCTION NOTES

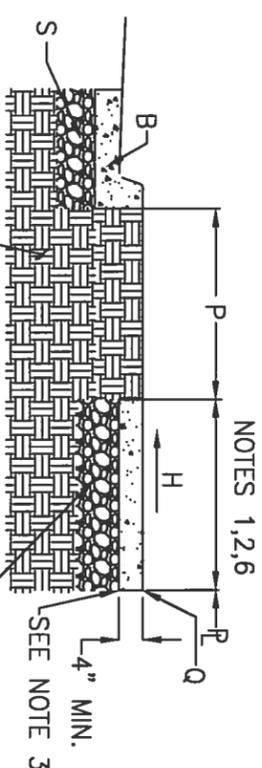
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- B. CURB AND GUTTER.
- C. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN SIDEWALK AND DRIVEPAD.(NOT TO EXCEED 1(VERTICAL) TO 12 (HORIZONTAL) OR 8.3% (MAXIMUM)).
- D. TOP OF DRIVEPAD.
- E. TOP OF CURB.
- F. PROPERTY LINE
- G. 0" LIP FROM FLOWLINE TO TOP OF CURB
- H. SLOPE 1(VERTICAL) TO 50(HORIZONTAL) OR 2% (MAXIMUM).
- I. THE FINISH GRADE ELEVATION DIFFERENCE BETWEEN TOP OF DRIVEPAD AT PROPERTY LINE AND TOP OF CURB AS DETERMINED BY NOTE H FROM THE TOP OF CURB TO TOP OF DRIVEPAD, AND ANY DEVIATION FROM THIS SLOPE MUST BE APPROVED BY THE CITY ENGINEER.
- J. SAW CUT EXISTING CONCRETE FROM BACKSIDE OF CURB WITH SLOPE TOWARD FLOWLINE.
- K. EXPOSED CUT EDGES SHALL BE GROUND SMOOTH/ ROUNDED TO REMOVE SHARP EDGE.
- L. OUTSIDE EDGE OF SIDEWALK.
- M. SLOPE REQUIRED TO MEET GIVEN OR SET BOUNDARY ELEVATIONS (PROPERTY LINE OR BOC, ETC.)
- N. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- P. VARIABLE WIDTH
- Q. ELEVATION IS MINIMUM OF 4" ABOVE TOP OF CURB.
- R. USE NO EXPANSION MATERIAL
- S. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SSHBC
- T. FLARE SECTION SHALL HAVE A 10% SLOPE (MAXIMUM)



ALTERNATE DETAIL
MACHINE CUT EXISTING CURBS



EXCEPTION NOTE:
NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.



SECTION B-B



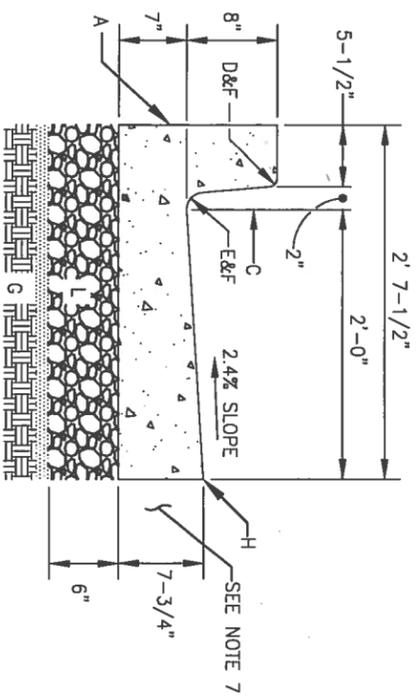
REVISIONS:

09-08-99
10-12-99
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06-03-05
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03-24-08
12-08-15

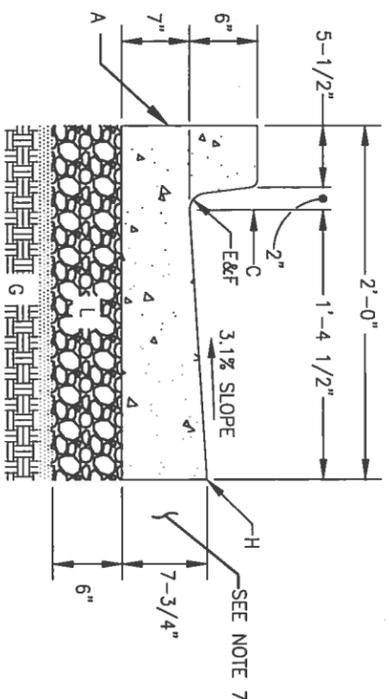
CITY OF GALLUP
PAVEMENT DRIVEPADS
OFFSET SIDEWALK TYPE

DWG. NO. 2410.2

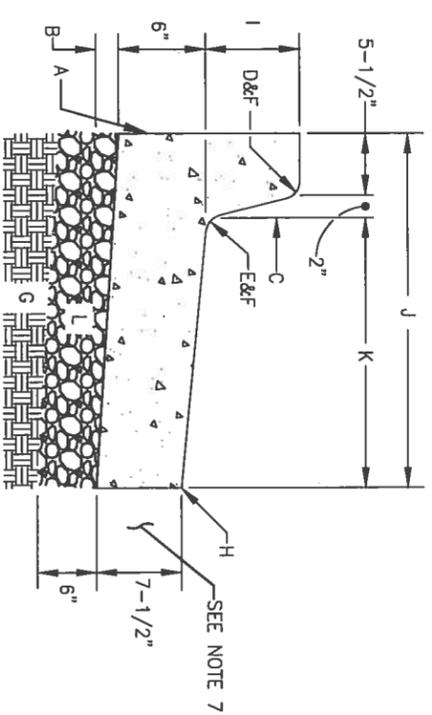
JUNE, 2005



STANDARD 8" CURB AND GUTTER



STANDARD 6" CURB AND GUTTER



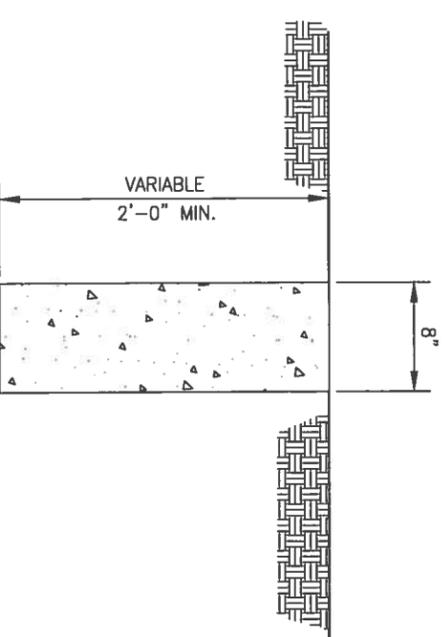
DEPRESSED GUTTER

GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0.
2. FOR STANDARD AND MEDIAN C & G ADJACENT TO ASPHALT CONCRETE PAVEMENT, PROVIDING CONTRACTION JOINTS AT 5' INTERVALS, SPACING, 1/2" EXPANSION JOINTS AT CURB RETURNS & AT A MAXIMUM SPACING OF 30' BETWEEN CURB RETURNS AND EACH SIDE OF SEPARATELY CONSTRUCTED DRIVEWAYS OR SIMILAR UNCONFORMITIES. CONTRACTION JOINTS SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1-1/2" DEEP AT FINISHED FACES. HAVING A MAXIMUM WIDTH OF 1/8".
3. REINFORCEMENT SHALL NOT BE USED IN CUT-OFF WALLS. TOP OF WALL SHALL CONFORM TO TOP OF ASPHALT CONCRETE SURFACE. WALL SHALL BE PLACED PRIOR TO ASPHALT PAVING.
4. CURB AND GUTTER CONTRACTION JOINTS AND EXPANSION JOINTS SHALL HAVE THE SAME ALIGNMENT AS THE SIDEWALK JOINTS.
5. ALL EDGES NOT DEFINED HEREIN SHALL BE EDGED WITH A 3/8" RADIUS EDGING TOOL.
6. STANDARD 6" C & G SHALL BE USED FOR DESIGNATED STREET CLASSIFICATION UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.
7. REMOVE & REPLACE EXISTING PAVEMENT 1' WIDE ADJACENT TO LIP OF GUTTER WHEN CONSTRUCTION CURB AND GUTTER ADJACENT TO EXISTING ASPHALT CONCRETE PAVEMENT.
8. CERTAIN AREAS WITHIN THE CITY MAY HAVE CURB AND GUTTER SECTIONS DIFFERING FROM ABOVE, IN WHICH CASE CONTACT CITY ENGINEER FOR DIRECTION.
9. SUBGRADE SHALL BE SCARIFIED AND COMPACTED EXTENDING 6" MAX BEYOND EDGES OF C & G SECTION. 95% MINIMUM COMPACTION AT OPTIMUM MOISTURE +/- 2%, ASTM D1557, OR OPTIMUM MOISTURE TO +4% ASTM D698, FOR SOILS WITH 35% MAXIMUM MATERIAL PASSING THE NO. 200 SIEVE. STABILITY ON BICYCLE PATHS.

CONSTRUCTION NOTES

- A. PROVIDE 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT BETWEEN END/BACK OF CURB AND CUT-OFF WALL.
- B. VARIABLE, DEPRESS AS NEEDED.
- C. FLOWLINE.
- D. 3/4" RADIUS.
- E. 1-1/2" RADIUS.
- F. DIMENSIONS AT ROUNDED CORNERS MEASURE TO INTERSECTION OF STRAIGHT LINES.
- G. SUBGRADE SHALL BE COMPACTED TO 95% STANDARD PROCTOR OR BETTER.
- H. ASPHALT CONCRETE PAVEMENT ABUTS GUTTER.
- I. 6" OR 8" AS PER STREET CLASSIFICATION REQUIREMENTS.
- J. 2'-7 1/2" OR 2'-0" AS PER STREET CLASSIFICATION REQUIREMENTS.
- K. 2'-0" OR 1'-5 1/2" AS PER STREET CLASSIFICATION REQUIREMENTS.
- L. AGGREGATE BASE COURSE TYPE I-B, SECTION 304, SSHBC SPECIFICATIONS AND SHALL BE COMPACTED TO 96% MODIFIED PROCTOR OR BETTER.



CUT-OFF WALL

(TO BE USED AT THE END OF
ASPHALT CONCRETE PAVEMENT)

CITY OF GALLUP

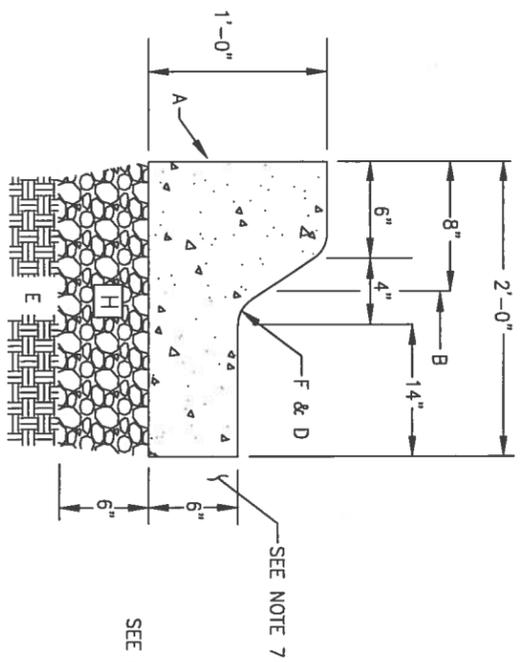
PORTLAND CEMENT CONCRETE
CURB AND GUTTER



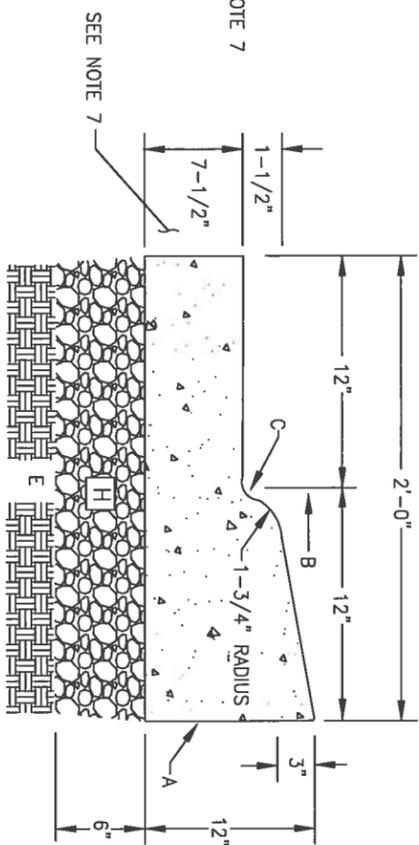
REVISIONS:
04-07-00
08-04-00
03-18-02
10-02-2012
(NOTE LETTERINGS)
12-04-15

STD. DWG. NO. 2415.0

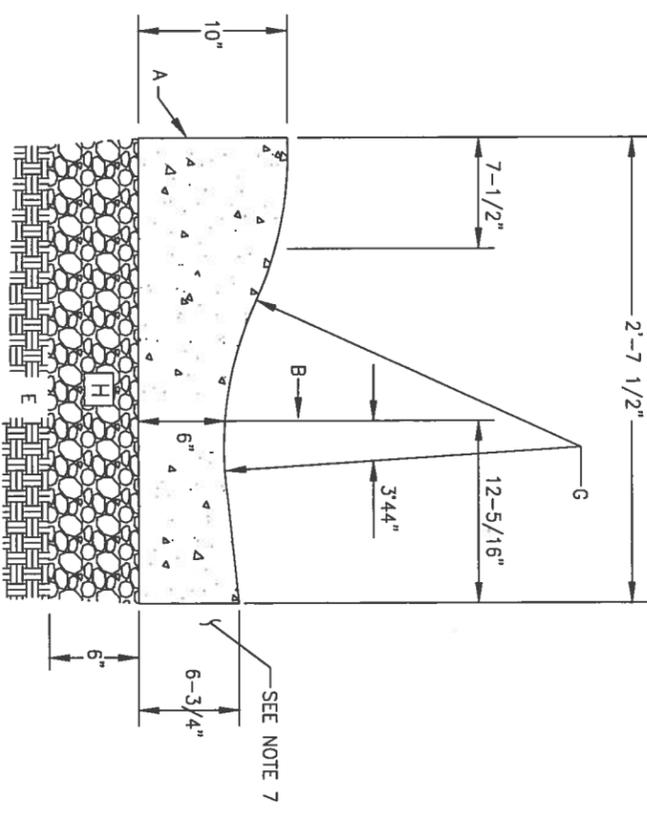
AUGUST, 1999



MOUNTABLE MEDIAN CURB



ROLLOVER CURB, ESTATE TYPE



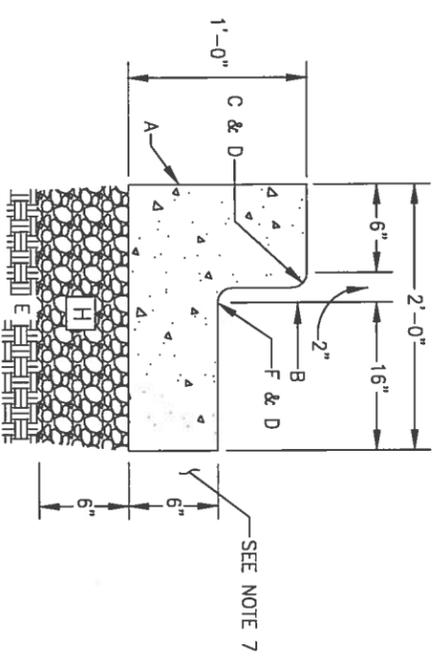
MOUNTABLE CURB ROLL TYPE

GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0.
2. FOR STANDARD AND MEDIAN C & G ADJACENT TO ASPHALT CONCRETE PAVEMENT, PROVIDING CONTRACTION JOINTS AT 5.0' INTERVALS, PLACING 1/2" EXPANSION JOINTS AT CURB RETURNS & AT A MAXIMUM SPACING OF 30' BETWEEN CURB RETURNS AND EACH SIDE OF SEPARATELY CONSTRUCTED DRIVEWAYS OR SIMILAR CONFORMITIES. CONTRACTION JOINTS SHALL BE EITHER SAWED OR TOOLED A MINIMUM OF 1" DEEP AT FINISHED FACES HAVING A MAXIMUM WIDTH OF 1/8"
3. REINFORCEMENT SHALL NOT BE USED IN CUT-OFF WALLS. TOP OF WALL SHALL CONFORM TO TOP OF ASPHALT CONCRETE SURFACE. WALL SHALL BE PLACED PRIOR TO ASPHALT PAVING.
4. CURB AND GUTTER CONTRACTION JOINTS AND EXPANSION JOINTS SHALL HAVE THE SAME ALIGNMENT AS THE SIDEWALK JOINTS.
5. ALL EDGES NOT DEFINED HEREIN SHALL BE EDGED WITH A 3/8" RADIUS EDGING TOOL.
6. STANDARD 6" C & G SHALL BE USED FOR STREETS CLASSIFIED AS "LOCAL", OTHER STREET CLASSIFICATIONS SHALL HAVE THE 8" C & G SECTION UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.
7. REMOVE & REPLACE EXISTING PAVEMENT 1' WIDE ADJACENT TO LIP OF GUTTER WHEN CONSTRUCTING CURB AND GUTTER ADJACENT TO EXISTING ASPHALT CONCRETE PAVEMENT.
8. CERTAIN AREAS WITHIN THE CITY MAY HAVE CURB AND GUTTER SECTIONS DIFFERING FROM ABOVE, IN WHICH CASE CONTACT CITY ENGINEER FOR DIRECTION.

CONSTRUCTION NOTES

- A. PROVIDE 1/2" ASPHALT IMPREGATED FIBER EXPANSION JOINT BETWEEN END/BACK OF CURB AND CUT OFF WALL.
- B. FLOWLINE.
- C. 3/4" RADIUS.
- D. DIMENSIONS AT ROUNDED CORNERS MEASURE TO INTERSECTION OF STRAIGHT LINES.
- E. SUBGRADE SHALL BE SCARIFIED AND COMPACTED EXTENDING 6" MAX BEYOND EDGES OF C & G SECTION. 95% MINIMUM COMPACTION AT OPTIMUM MOISTURE +/- 2%, ASTM D1557, OR OPTIMUM MOISTURE TO +4% ASTM D698, FOR SOILS WITH 35% MAXIMUM MATERIAL PASSING THE NO. 200 SIEVE. STABILITY ON BICYCLE PATHS.
- F. 2" RADIUS.
- G. 24" RADIUS.
- H. AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC SPECIFICATIONS AND SHALL BE COMPACTED TO 96% OR BETTER, MODIFIED PROCTOR



MEDIAN CURB & GUTTER

CITY OF GALLUP

PORTLAND CEMENT CONCRETE MOUNTABLE CURB AND GUTTER

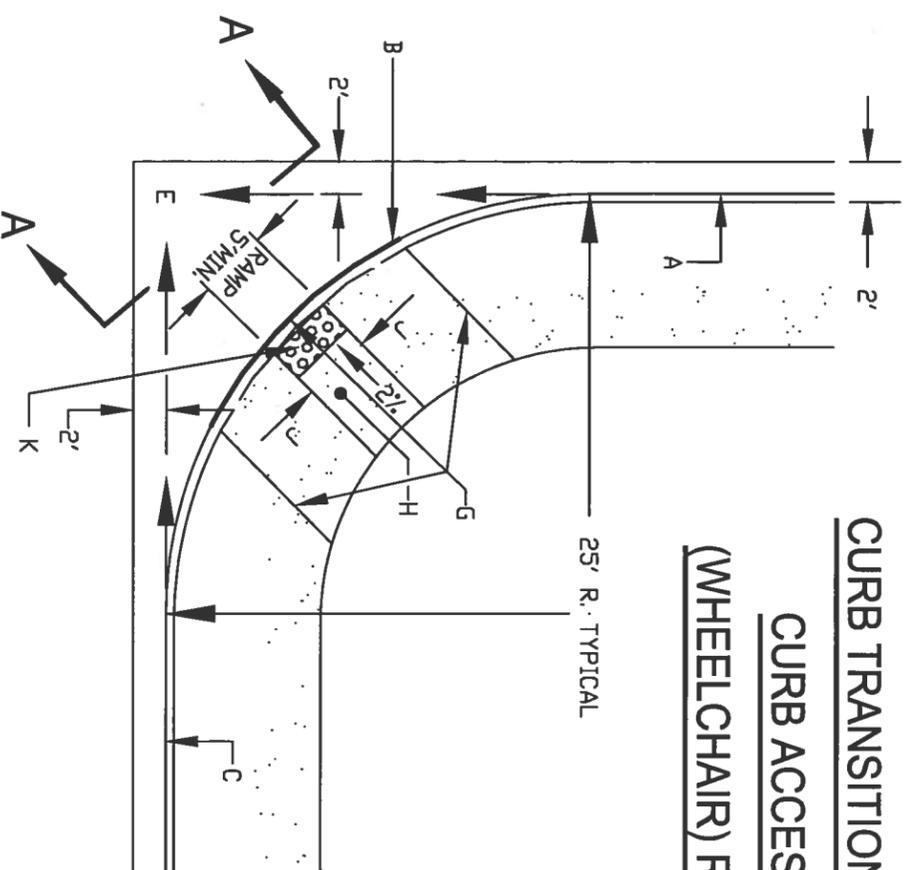


REVISIONS:
10-02-2012
(NOTE LETTERINGS)
(RE-TITLED)

STD. DWG. NO. 2415.1

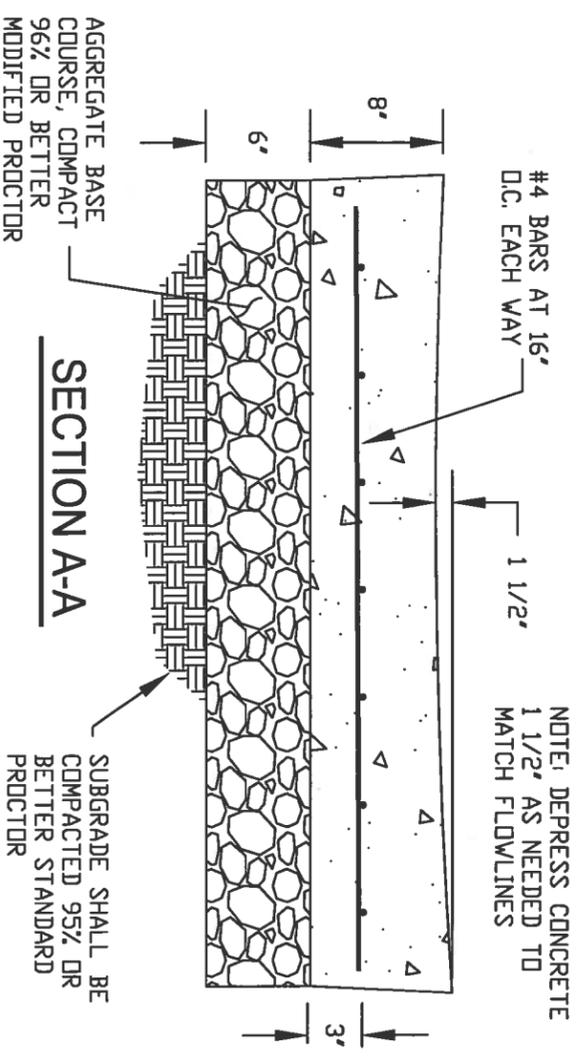
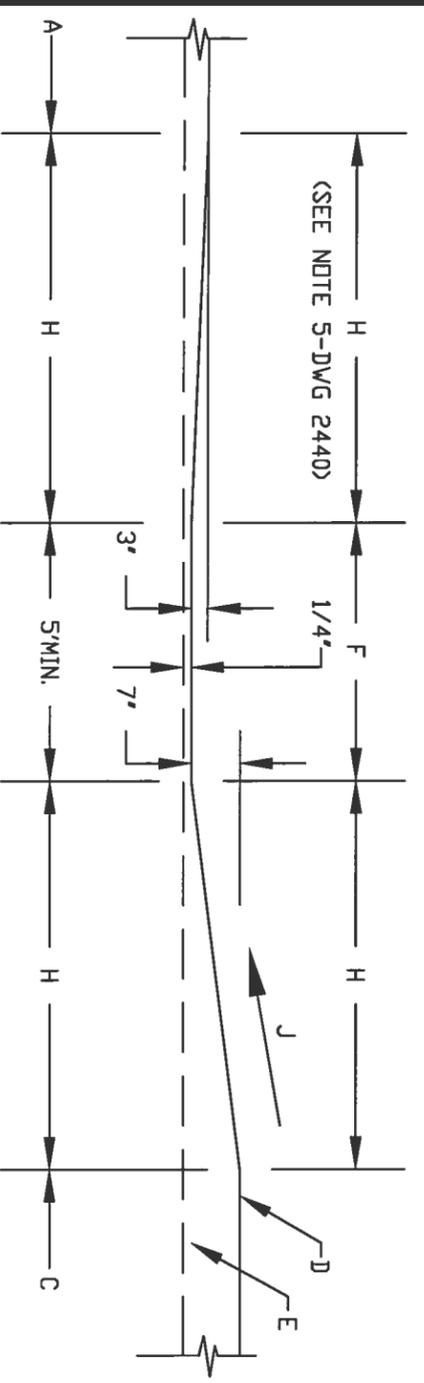
APRIL, 2000

**CURB TRANSITION WITH
CURB ACCESS
(WHEELCHAIR) RAMP**



CONSTRUCTION NOTES:

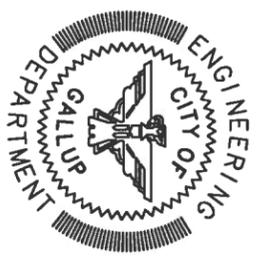
- A. MOUNTABLE CURB, ROLL TYPE
- B. SEE APPLICABLE STD. DWG. FOR DETAILS OF CURB ACCESS RAMPS.
- C. STANDARD CURB & GUTTER
- D. TOP OF CURB.
- E. FLOWLINE.
- F. WHEELCHAIR RAMP.
- G. 1/2" EXPANSION JOINT
- H. SEE APPLICABLE STD. DWG. FOR DETAILS OF CURB ACCESS RAMPS.
- J. SLOPE SHALL BE 7.0% TYPICAL, 8.3% MAXIMUM
- K. 5' X 24" WIDE DETECTABLE WARNING SURFACE. SEE SHEET 2427.0 FOR DETAILS.



PROFILE AT BACK OF CURB

CURB TRANSITION WITH

CURB ACCESS RAMP PER DETAIL



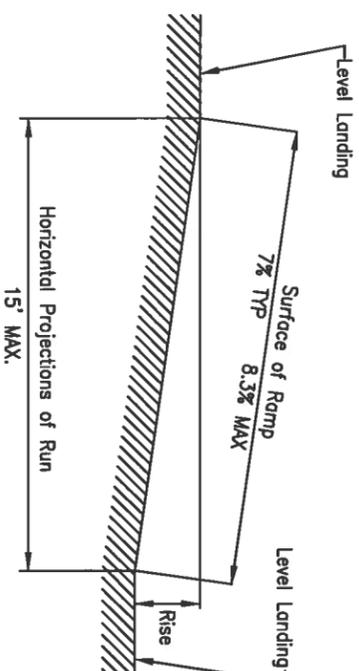
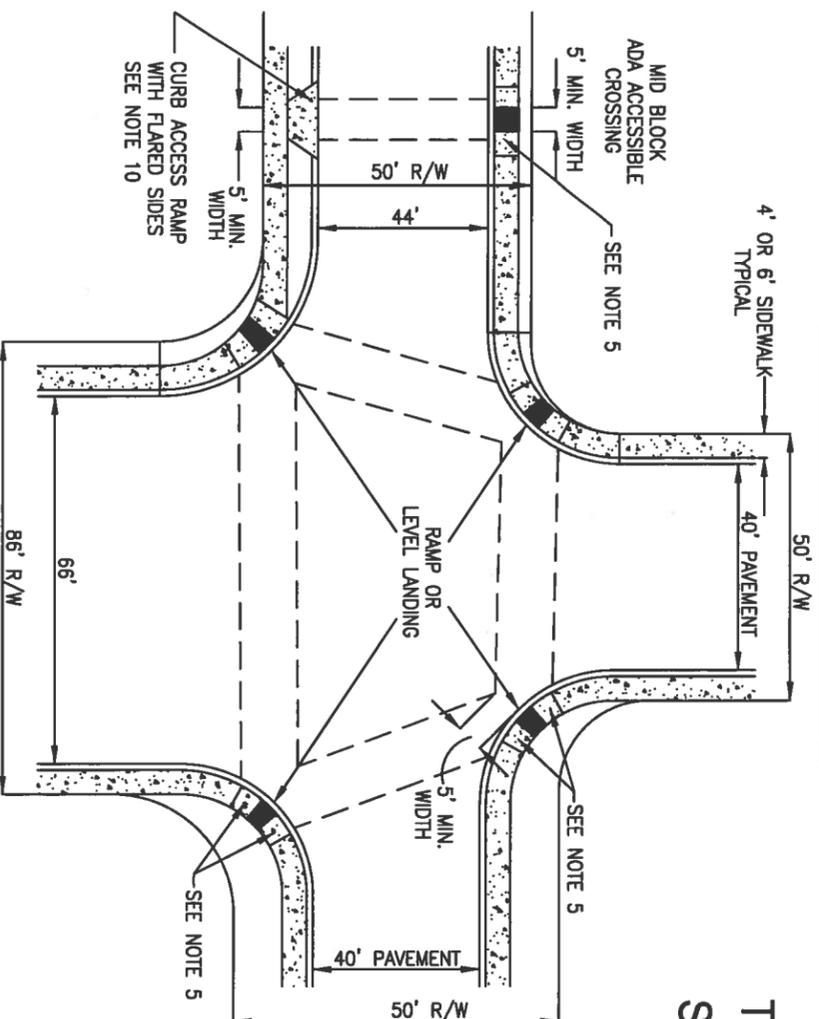
REVISIONS:
09-08-99
1-7-16

CITY OF GALLUP
PAVING MOUNTABLE TO STANDARD
CURB TRANSITION

TYPICAL LOCATIONS OF SIDEWALKS AND RAMPS

ABBREVIATIONS

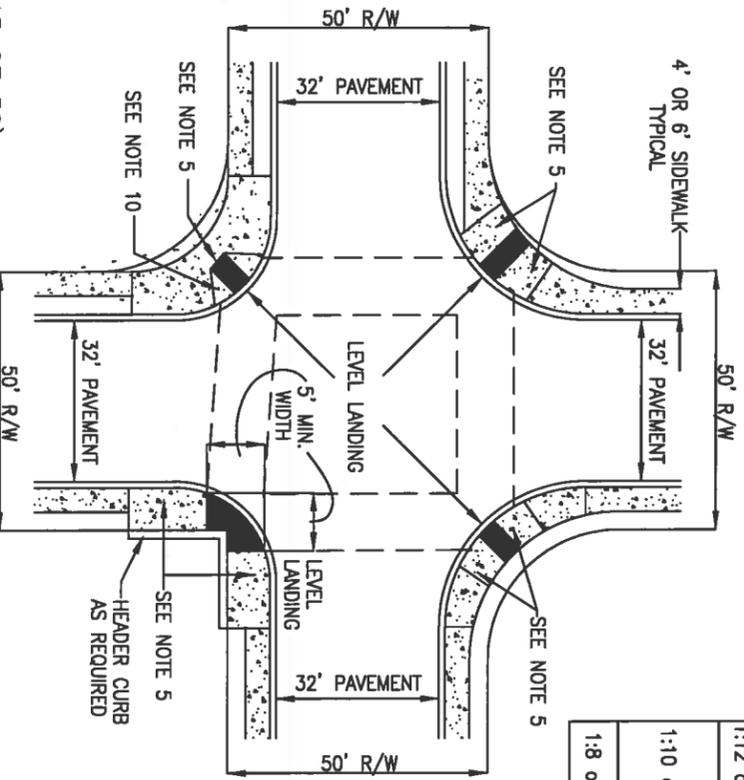
ADA - AMERICAN WITH DISABILITIES ACT



NOTE: FOR ALL CURBS THAT CONNECT WITH INTERSECTIONS, REFER TO NOTE 5 ON RAMP SLOPES

SLOPE	% SLOPE	MAX. RISE * Inches	mm	MAX. HORIZ. PROJ. feet	meters	COMMENTS
1:50 or flatter	2% or less	unlimited		unlimited		To be used for cross slopes on any ADA accessible route.
1:15 or flatter	~7%	30	760	15	4.5	To be used for direction of travel on any ramp surface.
1:12 or flatter	8.3%	30	760	15	4.5	
1:10 or flatter	10% or less	6	150	5	1.5	May be used at existing sites with approval of the City Engineer if space limitations prohibits use of a 1:12 slope or flatter.
1:8 or flatter	12.5% or less	3	75	2	0.6	

* Slope is indicated in a ratio of vertical units to horizontal units of identical measure.
 ** After the maximum rise has been obtained, a level landing area must be provided.
 - See General Note No. 9
 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



GENERAL NOTES:

- CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
- WHERE AN ADEQUATE AREA FOR CURB ACCESS (WHEELCHAIRS) RAMPS EXISTS, THE CITY ENGINEER WILL SPECIFY LOCATION OF RAMP(S).
- MIN. CURB RADIUS IS 25FT. UNLESS OTHERWISE SPECIFIED.
- CURB ACCESS (WHEELCHAIR) RAMPS SHALL BE PROVIDED AT ALL CORNERS OF STREET INTERSECTIONS.
- SLOPE SIDEWALK FROM TOP OF CURB TO LEVEL 5' X 5' LANDING AREA AT BOTTOM OF RAMP ON SLOPE OF 1 (VERTICAL) UNIT TO 12 (HORIZONTAL) UNITS OF IDENTICAL MEASURE (MAXIMUM SLOPE).
- UNI-DIRECTIONAL 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 5 ABOVE. FOR POSSIBLE EXCEPTIONS, SEE TABLE OF ADA ACCESSIBLE ROUTE SLOPES ON THIS DRAWING.
- CURB ACCESS RAMPS COMPLYING WITH ADA REGULATIONS SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB.
- SLOPES OF CURB ACCESS RAMPS SHALL COMPLY WITH ALL ADA REGULATIONS AND THE TABLE OF ACCESSIBLE ROUTE SLOPES ON THIS DRAWING. MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE, OR SIDEWALK ADJACENT TO CURB ACCESS RAMPS SHALL NOT EXCEED 1:20.
- THE MINIMUM WIDTH OF ANY ADA ACCESSIBLE RAMP SHALL BE 60 INCHES (5 FEET).
- A CURB ACCESS RAMP LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP OR WHERE IT IS NOT PROTECTED BY HAND OR GUARDRAILS, SHALL HAVE FLARED SIDES WITH SLOPES NOT EXCEEDING 1:10 IF A LEVEL LANDING AREA OF AT LEAST 48 INCHES LONG IS PROVIDED AT THE TOP END OF THE RAMP. OTHERWISE THE FLARED SIDE SLOPES SHALL NOT EXCEED 1:12.
- CURB ACCESS RAMPS WITH RETURNED OR HEADER TYPE OF 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 VEHICULAR TRAFFIC LANES AND MAY ONLY BE DONE WITH APPROVAL FROM THE CITY ENGINEER EXCEPT FOR PARKING LOT APPLICATIONS.
- CURB ACCESS RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTIONS BY PARKED VEHICLES.
- CURB ACCESS RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE PARKING EXCLUDING ANY FLARED SIDES.
- CURB ACCESS RAMPS AND THEIR APPROACHES SHALL BE CONSTRUCTED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.
- ANY CONFLICT BETWEEN THIS STANDARD DRAWING AND ADA REGULATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE CITY ENGINEER FOR RESOLUTION.
- ALL ADA ACCESSIBLE RAMPS SHALL HAVE LANDINGS AT BOTTOM AND TOP OF EACH RAMP AND EACH RAMP RUN LANDINGS SHALL BE AT LEAST AS WIDE AS THE RAMP RUN LEADING TO IT AND SHALL HAVE A LENGTH OF 60 INCHES (5 FEET) MINIMUM. IF THE RAMP CHANGES DIRECTION AT THE LANDINGS, 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 PREVENT SLIPPING OR FALLING OFF OF THE RAMP. SLOPE OF EACH LANDING SHALL BE 2%.

CITY OF GALLUP

CURB ACCESS RAMP LOCATIONS

REVISIONS:
12-03-15

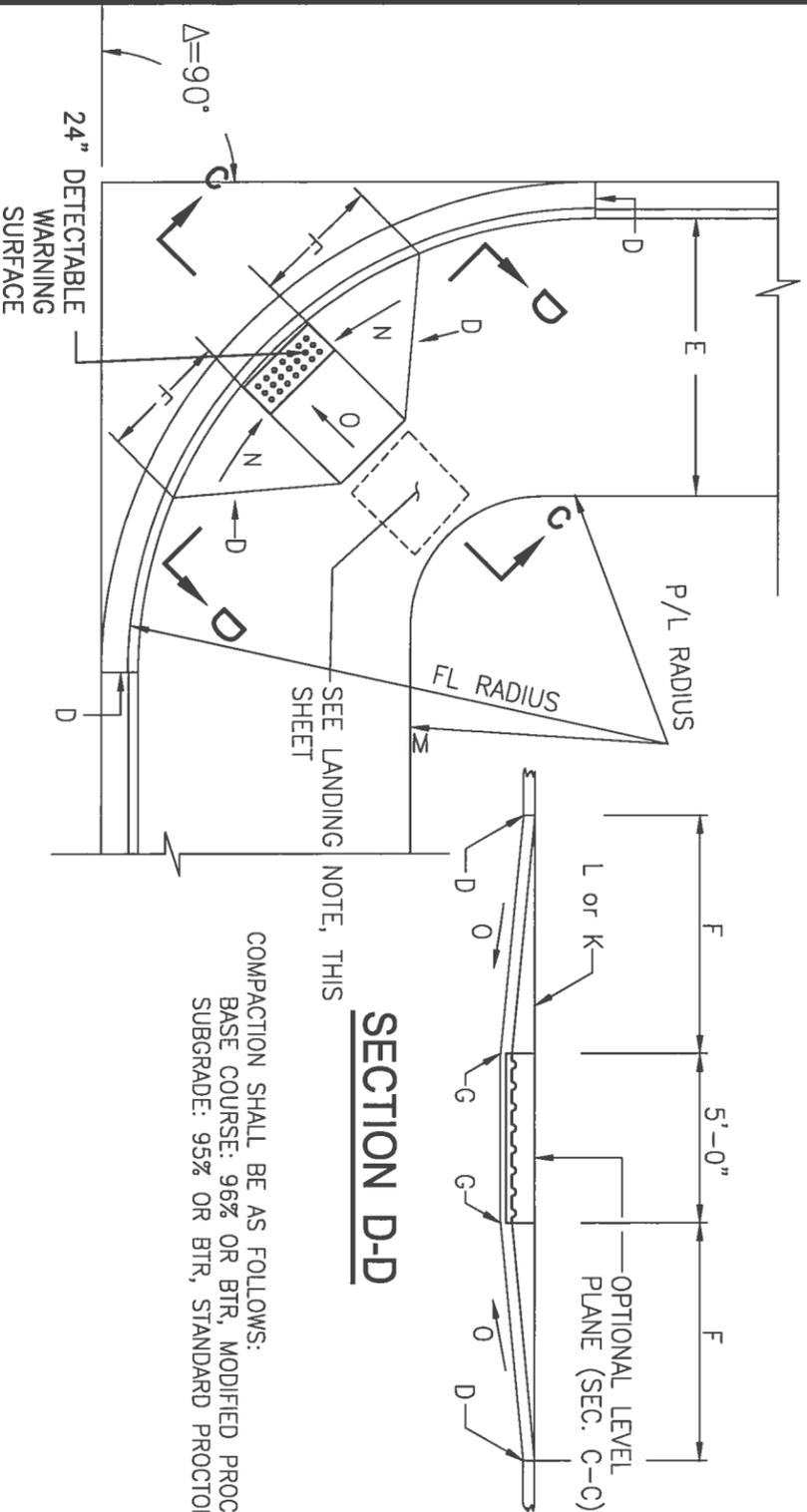


GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0.
2. CURB ACCESS RAMPS ARE NORMALLY TO BE LOCATED AT THE CENTER OF THE RETURN OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER.
3. SURFACE TEXTURE OF CURB ACCESS RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .035"), TRANSVERSE TO THE SLOPE OF THE RAMP.
4. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP. DRAINAGE CATCH BASIN.
5. WIDTH OF SIDEWALK AND RAMP MUST BE MAINTAINED AT A MINIMUM OF 5'-0" THROUGH ENTIRE RAMP LENGTH.

CONSTRUCTION NOTES:

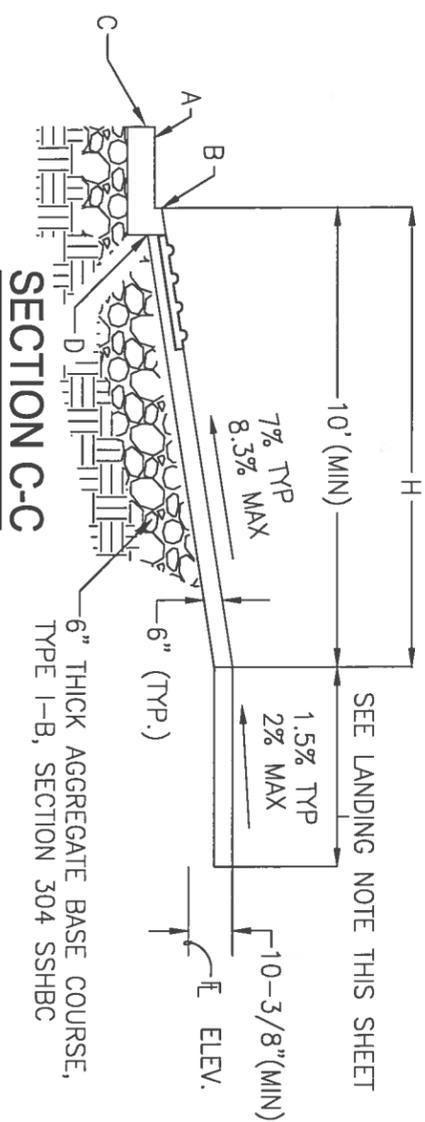
- A. SLOPE OF GUTTER DEPENDENT ON REQUIREMENTS FOR VALLEY GUTTER.
- B. 1/4" LIP ABOVE FLOW LINE (VERTICAL)
- C. CURB AND GUTTER
- D. 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT
- E. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- F. 15' MAX. AT FACE OF CURB
- G. CONTRACTION (DUMMY) JOINT
- H. VARIES WITH AVAILABLE RIGHT-OF-WAY. CONTRACTOR SHALL MAINTAIN A MAXIMUM DISTANCE OF 15'
- K. HEADER CURB
- L. BACK OF SIDEWALK
- M. BACK OF SIDEWALK RADIUS TO BE ESTABLISHED SO AS TO MAINTAIN A 5'-0" RAMP WIDTH (MINIMUM) OR MORE THROUGHOUT. SEE STD DWG. 2416.0 (NOTE 6) IF LESS THAN 5'-0" IS AVAILABLE DUE TO UNTIMELY OR UNRESOLVABLE CONSTRAINTS. SEE CITY ENGINEER FOR A TYPICAL SITE CONDITIONS.
- N. FLARED SECTIONS ON RAMP SHALL HAVE A 10% SLOPE MAXIMUM.
- O. 7.0% TYP, 8.3% MAXIMUM SLOPE ON RAMP
- P. ANY PRIVATE LANDSCAPING AND OR IRRIGATION SHALL BE RESTORED TO ORIGINAL CONDITION. SHOULD ANY PRIVATE IMPROVEMENT NEED TO BE REMOVED, OWNER MUST BE NOTIFIED.



SECTION D-D

COMPACTION SHALL BE AS FOLLOWS:
 BASE COURSE: 96% OR BTR, MODIFIED PROCTOR
 SUBGRADE: 95% OR BTR, STANDARD PROCTOR

CASE II SETBACK LANDING SIDEWALK



SECTION C-C

EXCEPTION NOTE:

NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.

LANDING NOTE:

TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0%. TURNING SPACE SHALL BE 5' X 5' MINIMUM AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4' X 5' MINIMUM. THE 5' SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

(17 OF 32)



REVISIONS:
 05-11-06
 01-07-16

CITY OF GALLUP

PORTLAND CEMENT CONCRETE
 CURB ACCESS RAMP, CASE 2

STD. DWG. NO. 2416.2 (F/K/A 2441.2) AUGUST, 1999

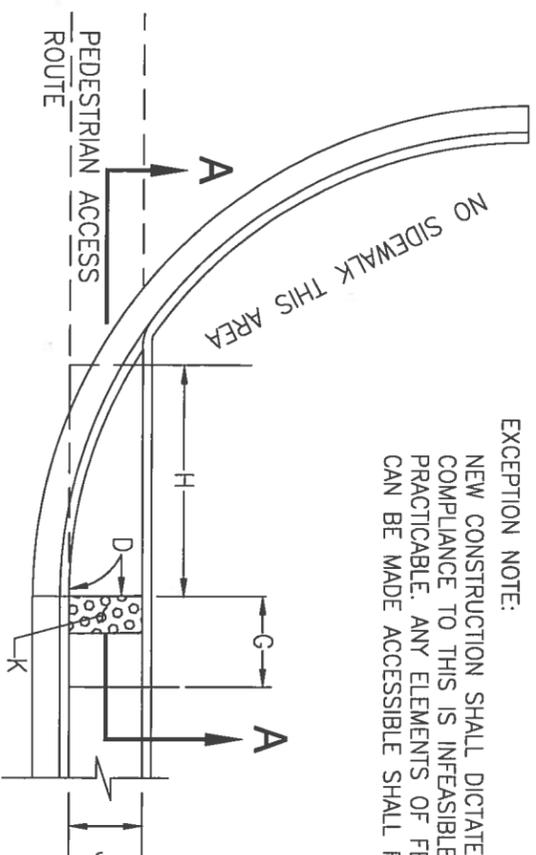
EXCEPTION NOTE:
 NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.

ADA RAMP NOTE:

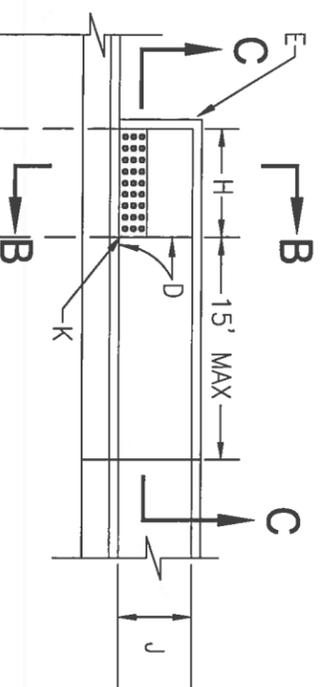
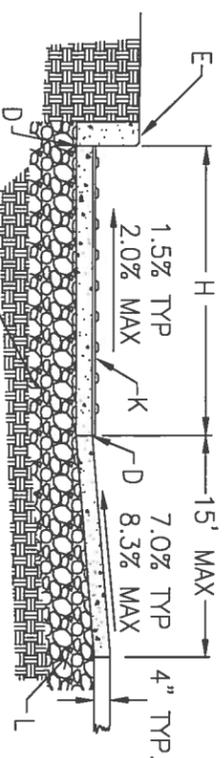
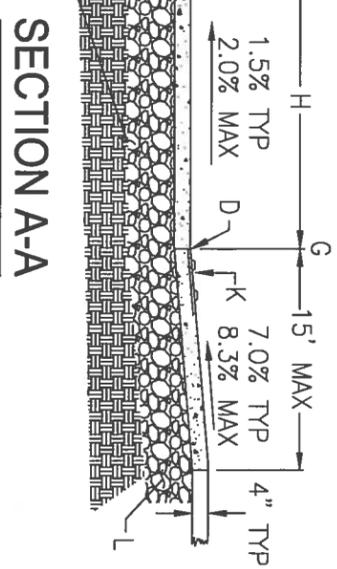
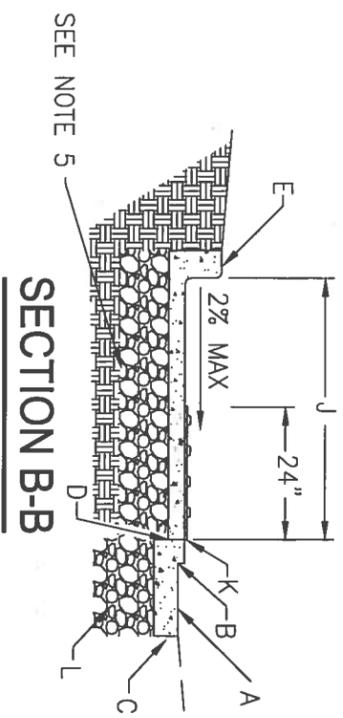
THE CONTRACTOR SHALL HAVE THE OPTION OF OTHER APPROVED NMDOT ADA CURB RAMP OPTIONS FROM THE NMDOT STANDARD DRAWINGS 608. THE CONTRACTOR SHALL SUBMIT THE OPTION FOR APPROVAL BY THE ENGINEER

LANDING NOTE:

TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0%. TURNING SPACE SHALL BE 5' X 5' MINIMUM AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4' X 5' MINIMUM. THE 5' SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.



**CASE III FOR SIDEWALK
 AT BACK OF CURB**



* UPDATED ADA REQUIREMENTS

GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. SURFACE TEXTURE OF CURB ACCESS RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .035"). TRANSVERSE TO THE SLOPE OF THE RAMP.
3. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
4. RAMP LENGTH MUST BE MAINTAINED FOR A MINIMUM OF 5'-0" THROUGH PORTION OF SIDEWALK HAVING FULL WIDTH.
5. COMPACTION EFFORTS SHALL BE AS FOLLOWS:
 BASE COURSE: 96% OR BTR. MODIFIED PROCTOR
 SUBGRADE: 95% OR BTR. STANDARD PROCTOR

CONSTRUCTION NOTES:

- A. SLOPE OF GUTTER DEPENDENT ON REQUIREMENTS FOR VALLEY GUTTER.
- B. 1/4" LIP ABOVE FLOW LINE (VERTICAL), SEE STD. DWG. 2415
- C. CURB AND GUTTER
- D. 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT
- E. HEADER CURB, MINIMUM WIDTH OF 6"
- F. ANY PRIVATE LANDSCAPING AND/OR IRRIGATION SHALL BE RESTORED TO ORIGINAL CONDITION. SHOULD ANY PRIVATE IMPROVEMENT NEED TO BE REMOVED, OWNER MUST BE NOTIFIED.
- G. REPRESENTS A PROJECTED LINE 5' DISTANCE FROM THE RADIUS PERPENDICULAR TO CURB LINE.
- H. 5' TYP. SEE LANDING NOTE AND EXCEPTION NOTE THIS SHEET.
- J. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- K. 5' X 2' WIDE DETECTABLE WARNING SURFACE. SEE SHEET 2417.0 FOR DETAILS.
- L. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC.

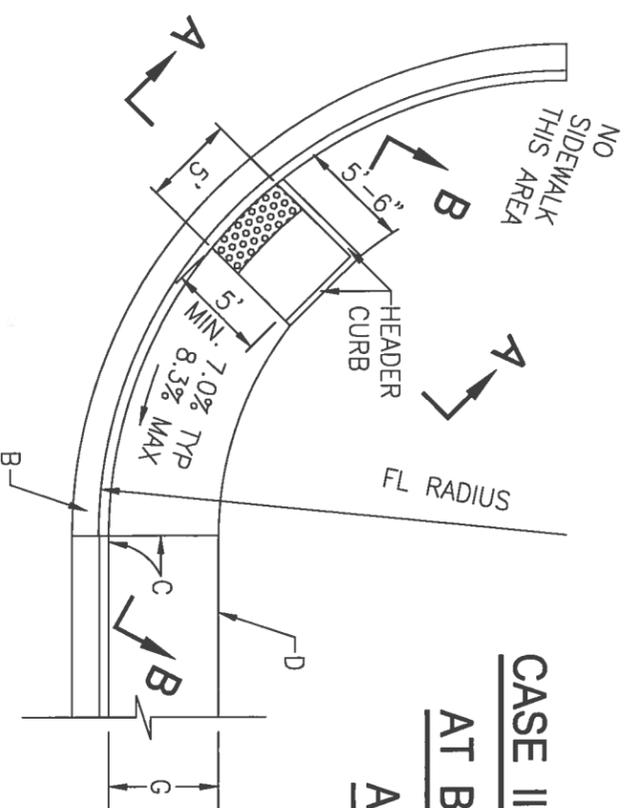
CITY OF GALLUP

**PORTLAND CEMENT CONCRETE
 CURB ACCESS RAMP UNI-DIRECTIONAL**



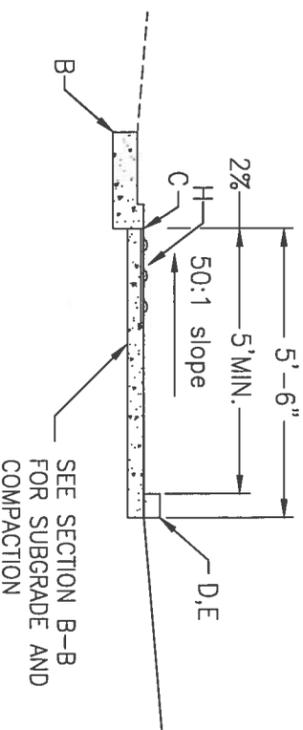
REVISIONS:
 05-10-06
 12-03-15*

STD. DWG. NO. 2416.3 (F/K/A 2441.3) AUGUST, 1999



**CASE III FOR SIDEWALK
AT BACK OF CURB
ALTERNATE**

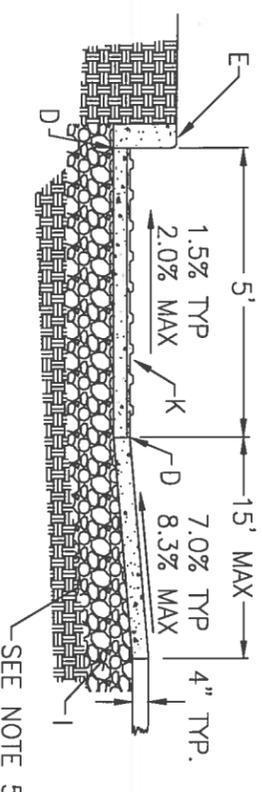
LANDING NOTE:
TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0%. TURNING SPACE SHALL BE 5' X 5' MINIMUM AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4' X 5' MINIMUM. THE 5' SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.



SEE SECTION B-B FOR SUBGRADE AND COMPACTION

SECTION A-A

EXCEPTION NOTE:
NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.



SEE NOTE 5

SECTION B-B

GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. SURFACE TEXTURE OF CURB ACCESS RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .035"), TRANSVERSE TO THE SLOPE OF THE RAMP.
3. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
4. RAMP LENGTH MUST BE MAINTAINED FOR A MINIMUM OF 5'-0" THROUGH PORTION OF SIDEWALK HAVING FULL WIDTH.
5. COMPACTION EFFORTS SHALL BE AS FOLLOWS:
BASE COURSE: 96% OR BTR. MODIFIED PROCTOR
SUBGRADE: 95% OR BTR. STANDARD PROCTOR
6. ANY PRIVATE LANDSCAPING AND OR IRRIGATION SHALL BE RESTORED TO ORIGINAL CONDITION. SHOULD ANY PRIVATE IMPROVEMENT NEED TO BE REMOVED, OWNER MUST BE NOTIFIED.

CONSTRUCTION NOTES:

- A. SLOPE OF GUTTER DEPENDENT ON REQUIREMENTS FOR VALLEY GUTTER.
- B. CURB AND GUTTER
- C. 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT
- D. BACK OF SIDEWALK
- E. HEADER CURB SHALL HAVE A MINIMUM 6" WIDTH
- F. DISTANCE VARIES WITH CURB RADIUS.
- G. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- H. 5' X 2' DETECTABLE WARNING SURFACE. SEE SHEET 2417.0 FOR DETAILS.
- I. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC. SEE NOTE 5 ON COMPACTION

CITY OF GALLUP

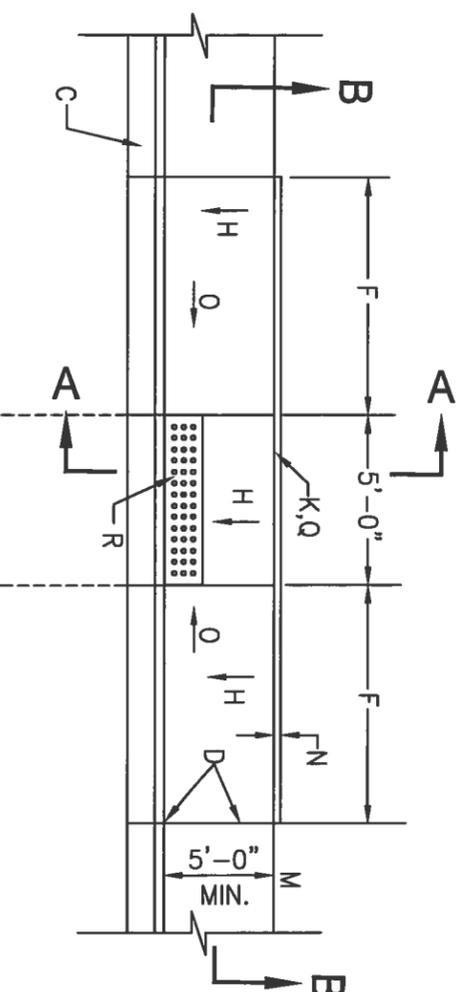
**PORTLAND CEMENT CONCRETE
CURB ACCESS RAMP UNI-DIRECTIONAL
ALTERNATE**

NOVEMBER, 2009

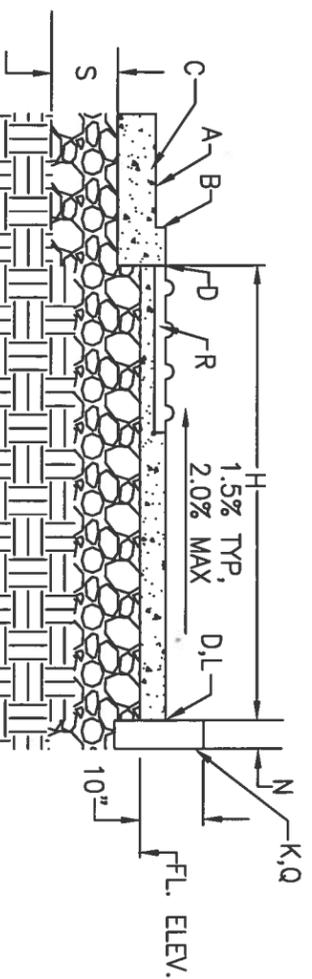
STD. DWG. NO. 2416.3 (ALT) (F/K/A 2441.3 (ALT))



CREATED
ALT. DWG.
09/28/2009
01-28-2016



CASE IV, PARALLEL CURB RAMP

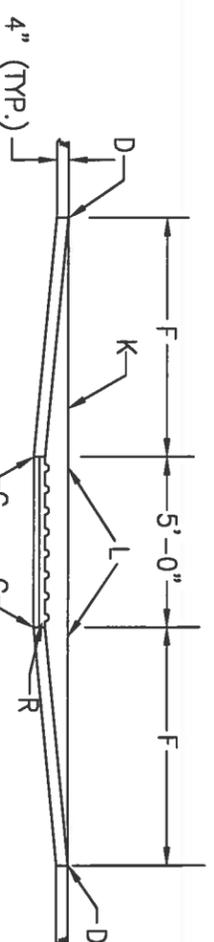


COMPACTION EFFORTS SHALL BE:
95% OR BETTER STANDARD PROCTOR ON SUBGRADE SOIL
96% OR BETTER MODIFIED PROCTOR ON BASE COURSE

SECTION A-A

LANDING NOTE:
TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0%. TURNING SPACE SHALL BE 5' X 5' MINIMUM. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4' X 5' MINIMUM. THE 5' SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

EXCEPTION NOTE:
NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.



SECTION B-B

GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. CURB ACCESS RAMPS ARE NORMALLY TO BE LOCATED AT THE CENTER OF THE RETURN OR AS DIRECTED BY THE CITY ENGINEER.
3. SURFACE TEXTURE OF CURB ACCESS RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .035"), TRANSVERSE TO THE SLOPE OF THE RAMP.
4. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
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 DEPENDENT ON REQUIREMENTS FOR VALLEY GUTTER.
- B. 1/4" LP ABOVE FLOW LINE (VERTICAL)
- C. CURB AND GUTTER
- D. 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT
- E. PARALLEL LINES-TOP AND BOTTOM OF RAMP.
- F. 15" MIN. AT FACE OF CURB (SEE STD. DWG. 2415)
- G. CONTRACTION (DUMMY) JOINT
- H. 5' TYP, SEE LANDING AND EXCEPTION NOTES, THIS SHEET. CONTRACTOR SHALL MAINTAIN A SLOPE OF 1.5% TYP, 2.0% MAX.
- J. VARIABLE
- K. HEADER CURB, SEE DWG. 2415
- L. BACK OF SIDEWALK
- M. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- N. 6" MIN.
- O. SLOPE SHALL BE 7.0% TYP, 8.3% MAXIMUM ON RAMP SLOPE
- P. ANY PRIVATE LANDSCAPING AND/OR IRRIGATION SHALL BE RESTORED TO ORIGINAL CONDITION. SHOULD ANY PRIVATE IMPROVEMENT NEED TO BE REMOVED, OWNER MUST BE NOTIFIED.
- Q. MAY BE CAST MONOLITHICALLY WITH RAMP IN WHICH CASE OMIT "D".
- R. 5' X 24" DETECTABLE WARNING SURFACE. SEE SHEET 2417.0 FOR DETAILS
- S. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC.

* CHANGED THE STD. DWG. NO.
** ADA REQUIREMENT UPDATES

REVISIONS:
12-03-15*

CITY OF GALLUP

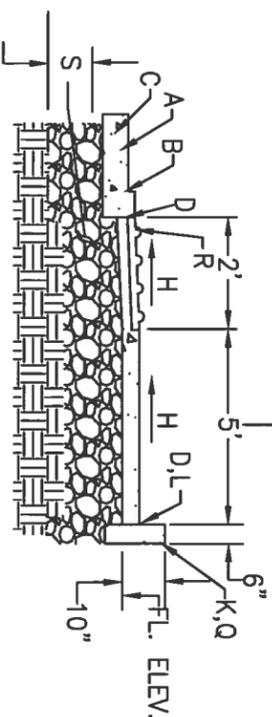
**PORTLAND CEMENT CONCRETE
PARALLEL CURB ACCESS RAMP, CASE 4**



STD.DWG. NO. 2416.4

DECEMBER, 2015

SEE LANDING DETAIL, THIS SHEET



SECTION A-A

ADA CURB RAMP NOTE:

THE CONTRACTOR SHALL HAVE THE OPTION OF OTHER APPROVED NMDOT ADA CURB RAMP OPTIONS FROM THE NMDOT STANDARD DRAWINGS 608. THE CONTRACTOR SHALL SUBMIT THE OPTION FOR APPROVAL BY THE ENGINEER

LANDING NOTE:

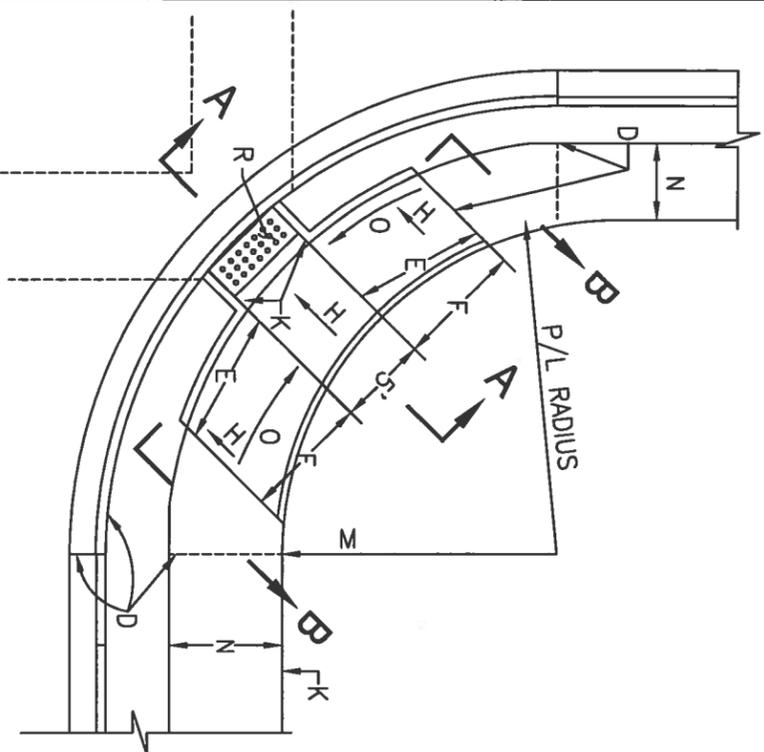
TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0%. TURNING SPACE SHALL BE 5' X 5' MINIMUM AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4' X 5' MINIMUM. THE 5' SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.

GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. CURB ACCESS RAMPS ARE NORMALLY TO BE LOCATED AT THE CENTER OF THE RETURN OR AS DIRECTED BY THE CITY ENGINEER.
3. SURFACE TEXTURE OF CURB ACCESS RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .035"), TRANSVERSE TO THE SLOPE OF THE RAMP.
4. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP. DRAINAGE CATCH BASIN
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 DEPENDENT ON REQUIREMENTS FOR VALLEY GUTTER.
- B. 1/4" LIP ABOVE FLOW LINE (VERTICAL)
- C. CURB AND GUTTER
- D. 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT
- E. PARALLEL LINES--TOP AND BOTTOM OF RAMP.
- F. 15' MAX. AT FACE OF CURB (SEE STD. DWG. 2415)
- G. CONTRACTION (DUMMY) JOINT
- H. SLOPE OF 1.5% TYP, 2.0% MAX.
- J. VARIABLE
- K. HEADER CURB. SHALL HAVE A MINIMUM WIDTH DIMENSION OF 6".
- L. BACK OF SIDEWALK
- M. BACK OF SIDEWALK RADIUS TO BE ESTABLISHED SO AS TO MAINTAIN A 5'-0" RAMP WIDTH (MINIMUM) OR MORE THROUGHOUT. SEE STD DWG. 2416.0 (NOTE 6) IF LESS THAN 5'-0" IS AVAILABLE DUE TO UNTIMELY OR UNRESOLVABLE CONSTRAINTS. SEE CITY ENGINEER FOR ATYPICAL SITE CONDITIONS.
- N. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- O. SLOPE SHALL BE 7.0% TYP, 8.3% MAXIMUM ON RAMP SLOPE
- P. ANY PRIVATE LANDSCAPING AND/OR IRRIGATION SHALL BE RESTORED TO ORIGINAL CONDITION. SHOULD ANY PRIVATE IMPROVEMENT NEED TO BE REMOVED, OWNER MUST BE NOTIFIED.
- Q. MAY BE CAST MONOLITHICALLY WITH RAMP IN WHICH CASE OMIT "D".
- R. 5' X 24" DETECTABLE WARNING SURFACE. SEE SHEET 2417.0 FOR DETAILS
- S. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC.



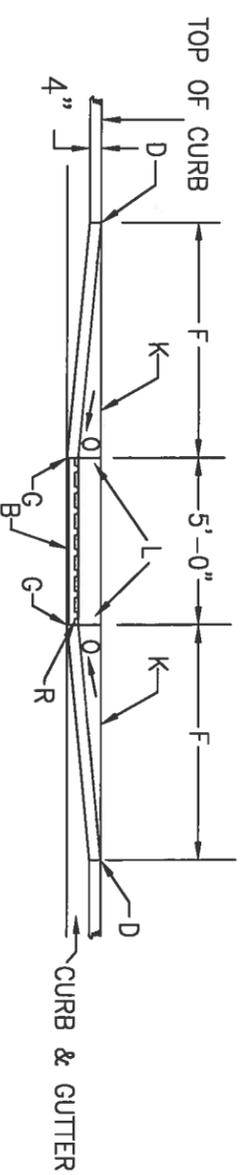
NOTE: WIDTH OF TURNING SPACE AT CURB TO MATCH WIDTH OF DETECTABLE WARNING SURFACE

COMINATION CURB RAMP, CASE 5

SIDEWALK AT OFFSET OF CURB

COMPACTION SHALL BE AS FOLLOWS:

BASE COURSE SHALL BE COMPACTED TO 96% OR BTR MODIFIED PROCTOR. SUBGRADE SHALL BE COMPACTED TO 95% OR BTR STANDARD PROCTOR



SECTION B-B

EXCEPTION NOTE:

NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.

** ADA REQUIREMENT UPDATES

REVISIONS:
01-28-16

CITY OF GALLUP

**PORTLAND CEMENT CONCRETE
CURB ACCESS RAMP**



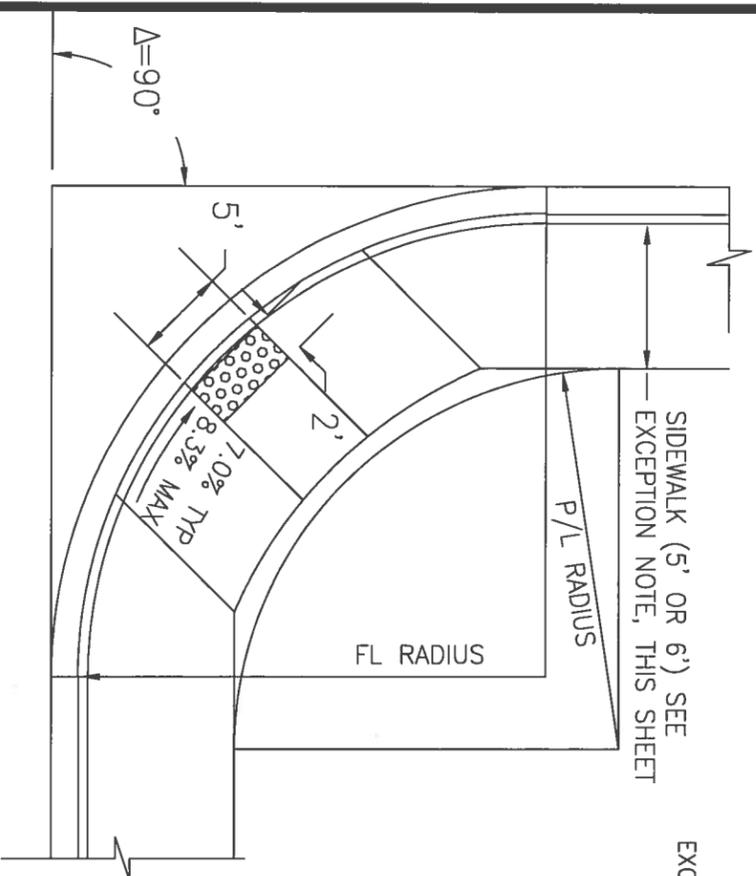
GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. LOCATION OF RAMP AS DIRECTED BY THE CITY ENGINEERING DEPT.
3. ENTRANCES (LANDING OR RAMP) TO ROADWAYS MUST HAVE A YELLOW DETECTABLE WARNING SURFACE, SEE DETAIL.
4. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
5. WIDTH OF SIDEWALK AND RAMP MUST BE MAINTAINED AT A MINIMUM OF 5'-0" THROUGH ENTIRE RAMP LENGTH.

CONSTRUCTION NOTES:

- A. SEE DRAWINGS FOR APPLICABLE RAMP DETAILS:
2416.X
- B. CONTRACTOR SHALL PROVIDE A SUBMITTAL ON DETECTABLE WARNING SURFACE. IT SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER.
- C. CONTRACTOR SHALL USE A DETECTABLE WARNING SURFACE THAT IS ON THE NMDOT APPROVED PRODUCT LIST.
- D. SEE NMDOT STANDARD DRAWING NO 608-008 FOR OPTIONAL DWS APPLICATIONS

EXCEPTION NOTE:
NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.



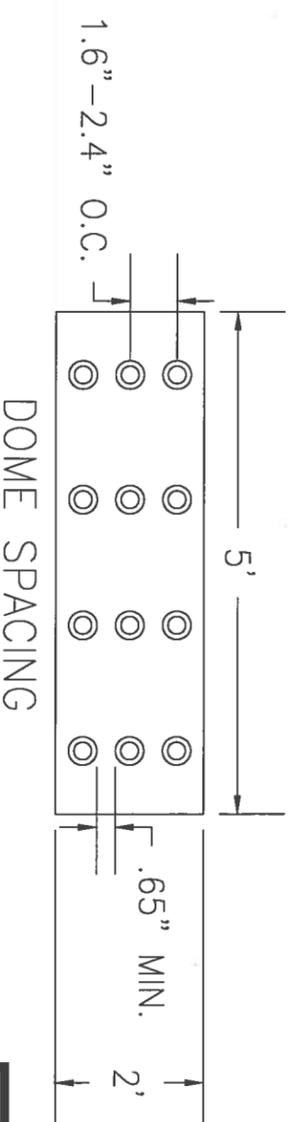
SURFACE APPLIED DETECTABLE WARNING SURFACE

DETECTABLE WARNINGS:

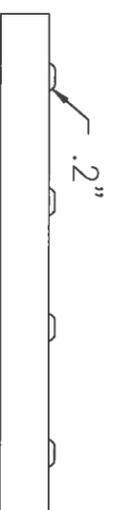
A SURFACE FEATURE BUILT IN OR APPLIED TO WALKING SURFACES OR OTHER ELEMENTS TO WARN OF HAZARDS ON A CIRCULATION PATH TO AID PERSONS WITH VISUAL IMPAIRMENTS.

DOMES ALIGNMENT:

SHALL EXTEND 24" IN THE DIRECTION OF TRAVEL AND FULL WIDTH OF THE CURB, RAMP, LANDING, OR TRANSITION. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF THE CROSSWALK TO PERMIT WHEELS TO ROLL BETWEEN DOMES.



DOMES SPACING



SECTION



REVISIONS:
05-11-06
12-14-15

CITY OF GALLUP

PORTLAND CEMENT CONCRETE
CURB ACCESS RAMP
DETECTABLE WARNING SURFACE

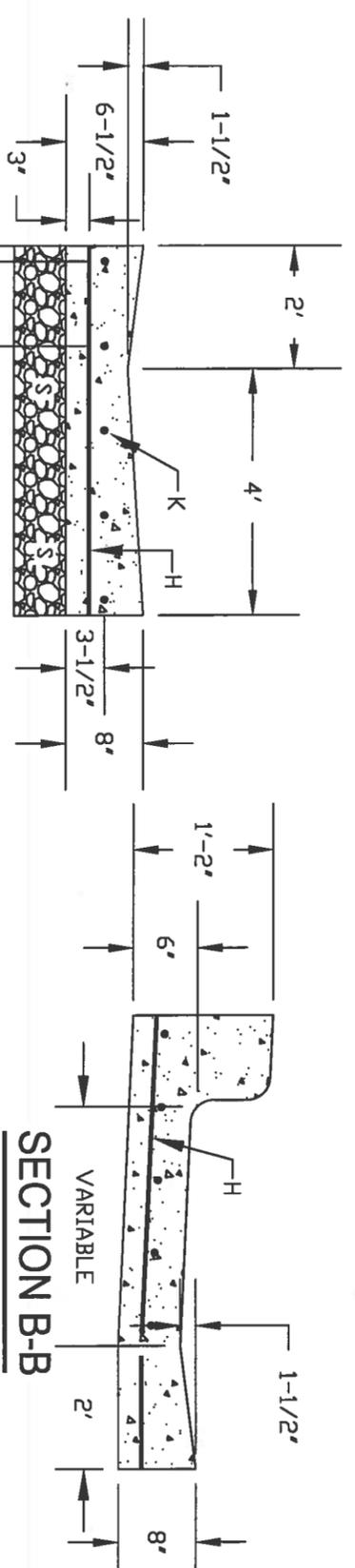
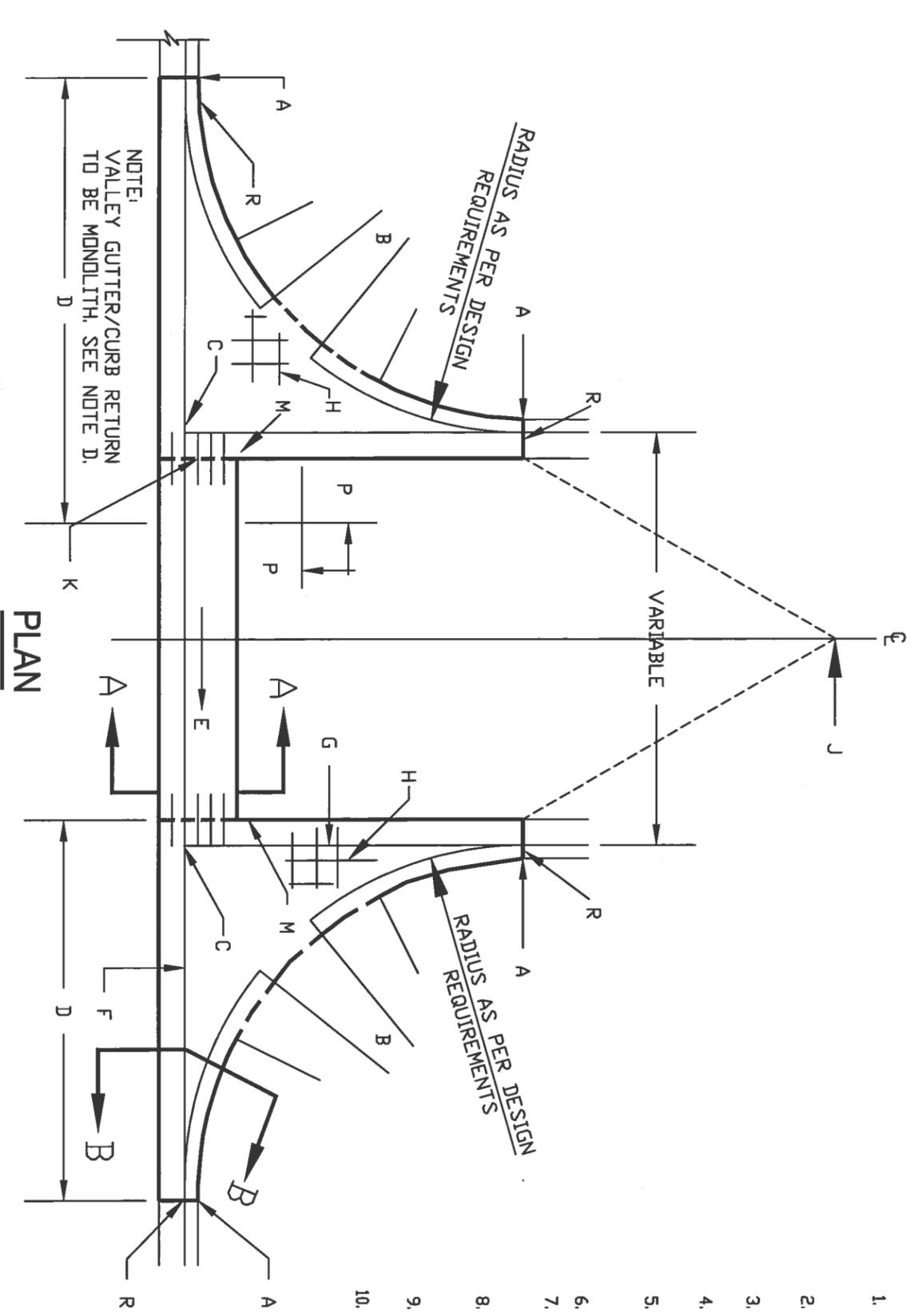
STD. DWG. NO. 2417.0 (F/K/A 2427.0) JULY, 2005

GENERAL NOTES:

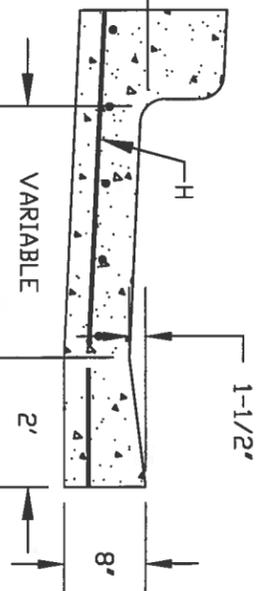
1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
3. THE VALLEY GUTTER TO BE REINFORCED WITH NO.4 REBAR @ 16' D.C.E.W.
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 A.C. PAVEMENT. ASPHALT CONCRETE 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. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
10. COMPACTION EFFORTS SHALL BE AS FOLLOWS:
 BASE COURSE: 96% DR BETTER, MODIFIED PROCTOR
 SUBGRADE: 95% DR BETTER, STANDARD PROCTOR

CONSTRUCTION NOTES:

- A. END OF CURB RETURN, SEE NOTE 1.
- B. FOR RAMP DETAILS, SEE DWGS. 2416.X
- 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. #4 REBAR @ 16' D.C.E.W.
- J. 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' D.C.
- L. FILLET ON UPSTREAM SIDE WITH INVERT ANGLED (AS SHOWN) TO MEET VALLEY GUTTER SWALE.
- M. NO FILLET ON DOWNSTREAM SIDE.
- N. THE 1-1/2' INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDGEABILITY WITH APPROVAL OF CITY ENGINEER.
- P. USE A 5' DIMENSION UNLESS FACE OF CURB TO FACE OF CURB DIMENSION IS LESS THAN 28' IN WHICH CASE USE A 3' DIMENSION
- R. 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT
- S. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC ON SUBGRADE



SECTION B-B



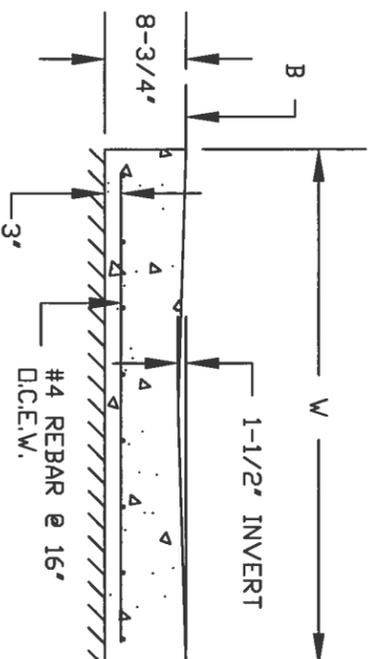
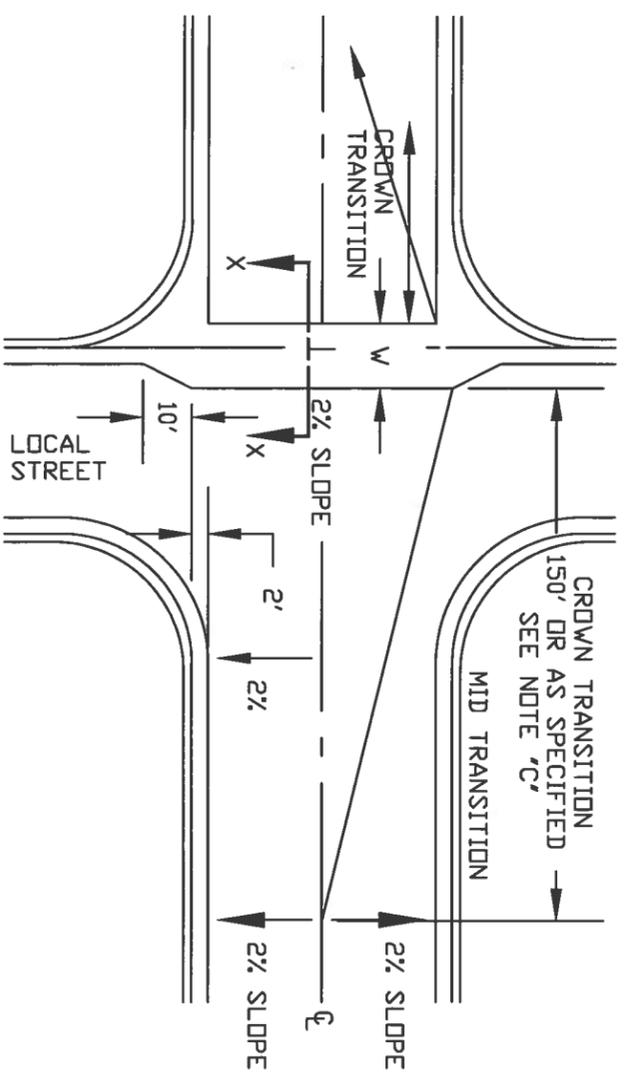
SECTION A-A



REVISIONS:

08-04-00
03-18-02
01-29-16

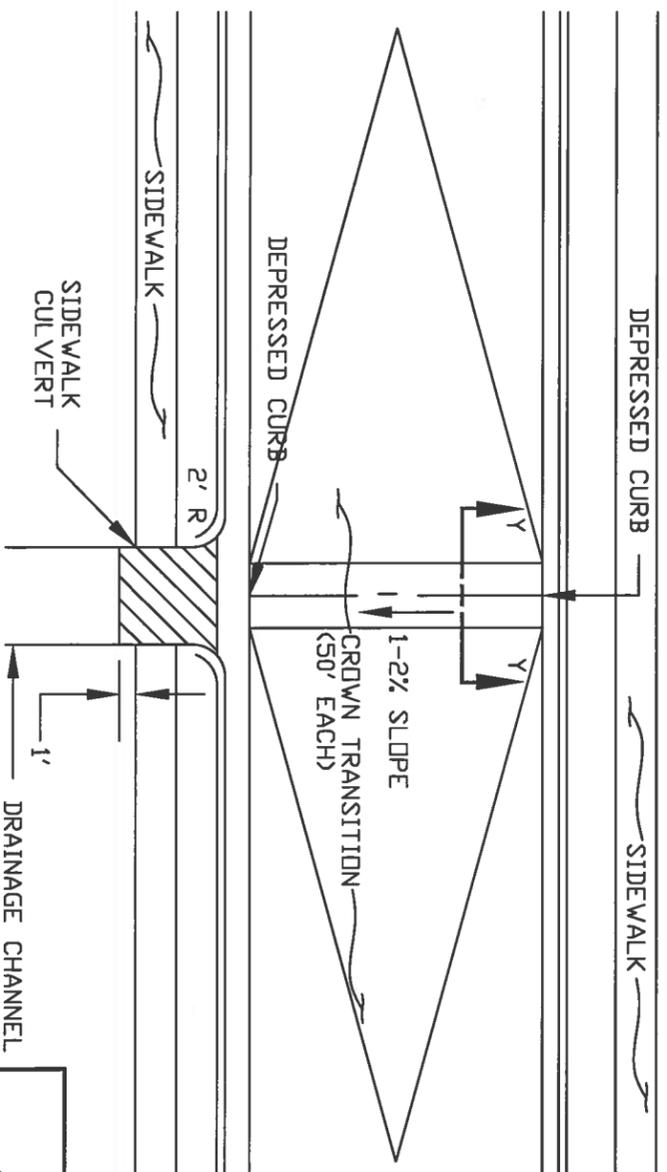
CITY OF GALLUP
PORTLAND CEMENT CONCRETE
CONCRETE VALLEY GUTTER



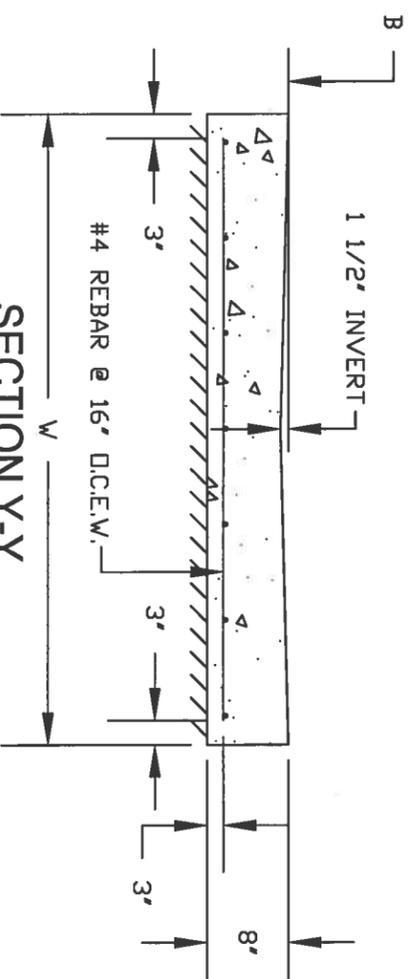
SECTION X-X

DESIGN SPEED	GUTTER WIDTH	CROWN TRANSITION RATE
25MPH	8'	1:100
35MPH	12'	1:150
50MPH	16'	1:200

HIGHER SPEED ROADWAY



LOCAL STREET (25 MPH DESIGN SPEED)



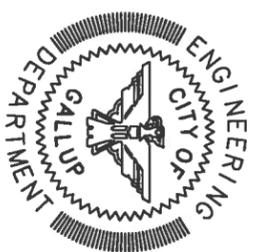
SECTION Y-Y

GENERAL NOTES:

1. SPECIAL VALLEY GUTTERS AS SHOWN SHALL BE USED WHEN VEHICLES DO NOT STOP AS THEY CROSS 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 ENGINEER.
3. REFER TO OTHER CITY OF GALLUP STANDARD DRAWINGS FOR CURB & GUTTER AND PAVING CONSTRUCTION DETAILS.
4. SPECIAL VALLEY GUTTERS SHALL BE P.C.C. (SEE SECTION 101 OF NMSS PWC).
5. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
6. COMPACTION EFFORTS SHALL BE AS FOLLOWS:
 BASE COURSE: 96% DR BTR MODIFIED PROCTOR
 SUBGRADE: 95% DR BTR STANDARD PROCTOR

CONSTRUCTION NOTES:

- A. FOUNDATION FOR SPECIAL VALLEY GUTTERS SHALL BE 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304 SSHBC ON SUBGRADE, EXCEPT IN ND CASE SHALL IT BE LESS THAN 12" OF COMPACTED SUBGRADE (SEE SECTION 301 OF NMSS PWC).
- B. SPECIAL VALLEY GUTTERS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ADJACENT ASPHALT SURFACE COURSE.
- C. TRANSITION LENGTHS TO BE CALCULATED PER TABLE.



REVISIONS:
 08-04-00
 01-29-16

CITY OF GALLUP
PORTLAND CEMENT CONCRETE
SPECIAL VALLEY GUTTERS

STD. DWG. NO. 2418.1 (F/K/A 2422.0) AUGUST, 2000

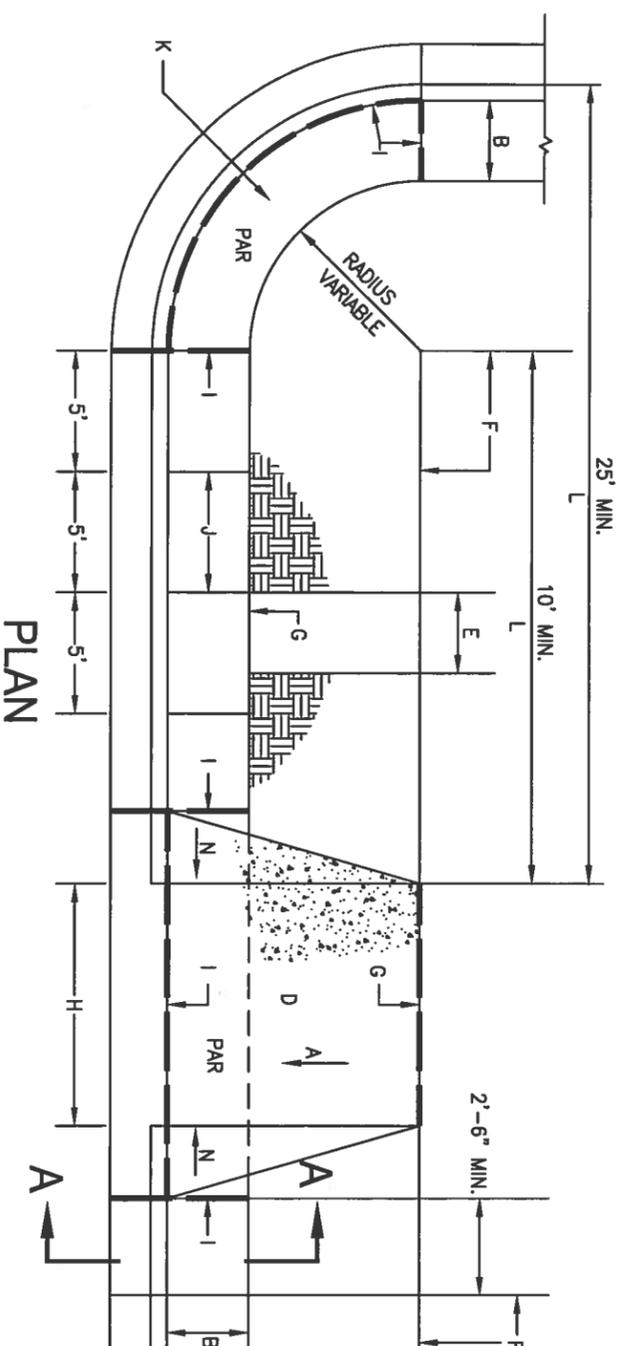
ABBREV.
 PAR—PEDESTRIAN ACCESS ROUTE
 R.O.W.—RIGHT-OF-WAY

GENERAL NOTES:

1. DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
2. CONSTRUCTION, MATERIALS, AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0.
3. COMPACTION EFFORTS SHALL BE AS FOLLOWS:
 BASE COURSE: 96% OR BTR. MODIFIED PROCTOR
 SUBGRADE: 95% OR BTR. STANDARD PROCTOR

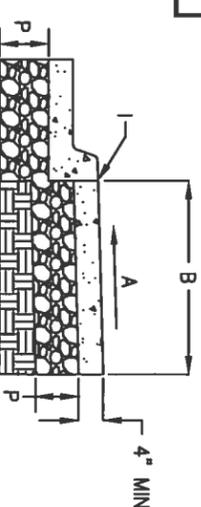
CONSTRUCTION NOTES:

- A. SLOPE SHALL BE 1.5% TYP, 2.0% MAX.
- B. SIDEWALK WIDTHS SHALL BE 5FT FOR LOCAL OR COLLECTOR STREETS AND 6FT FOR ARTERIAL STREETS. SEE EXCEPTION NOTE, THIS SHEET FOR ALTERATIONS.
- C. SETBACK TO BE DETERMINED BY AVAILABLE R.O.W. SEE CITY ENGINEER.
- D. SEE DRIVEPAD DETAIL, DWG. 2410.X FOR APPROPRIATE CASE
- E. WALKWAY VARIABLE
- F. PROPERTY LINE.
- G. 1/4" EXPANSION JOINTS WHERE SIDEWALK OR DRIVEPAD ABUTS BUILDINGS, FENCES, WALLS OR OTHER IMMOVABLE OBJECTS.
- H. AS ALLOWED BY LAND DEVELOPMENT STANDARDS.
- I. 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT MATERIAL. SEE GENERAL NOTE 2 OF SHEET 2415.0 FOR DETAILS
- J. CONSTRUCTION JOINTS AT 5' SECTIONS.
- K. FOR CURB ACCESS RAMP, SEE DWGS. 2418.X FOR APPROPRIATE LAYOUTS
- L. CHECK DIMENSION FROM BOTH PROPERTY LINE AND FLOW LINE. USE IN AREAS WHERE DRIVEPAD IS FARTHEST FROM INTERSECTION.
- M. ELEVATION SHALL BE 4" ABOVE TOP OF CURB OR PROJECTED TOP OF CURB.
- N. SLOPES AT PAR SHALL BE 7.0% TYP, 8.3% MAX.
- P. 6" THICK AGGREGATE BASE COURSE, TYPE I-B, SECTION 304, SSHBC



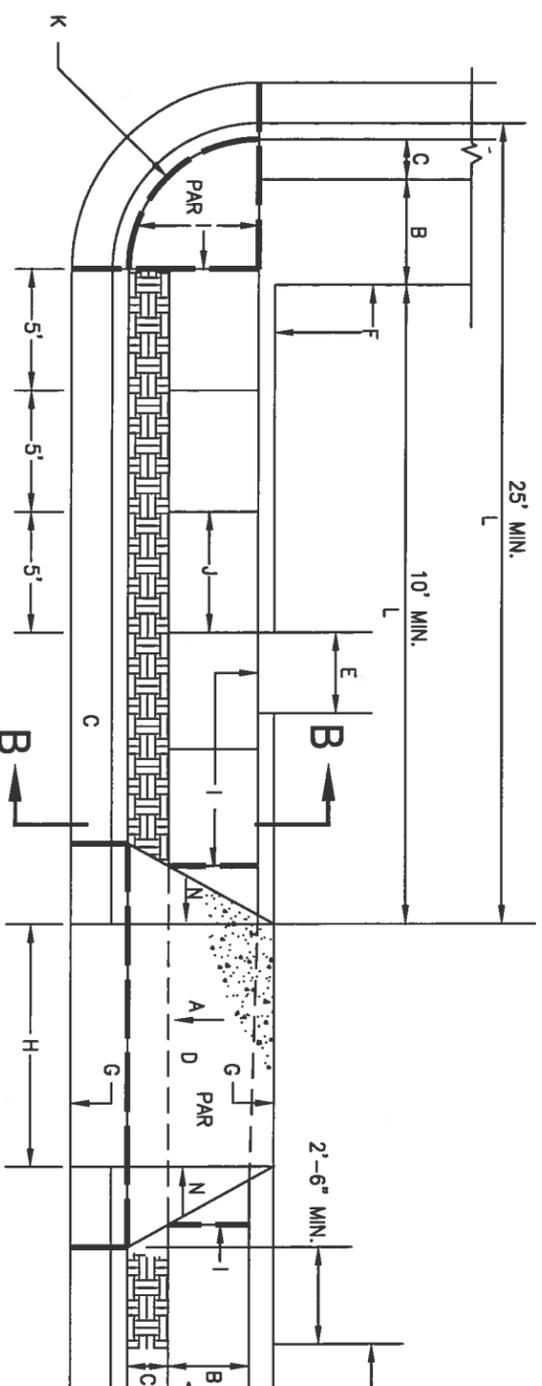
CURB TYPE SIDEWALK

PLAN



SEE NOTE 3 ON COMPACTION

SECTION A-A



PLAN

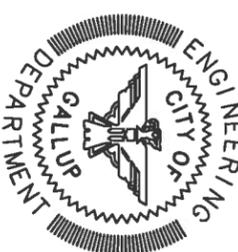
OFFSET TYPE SIDEWALK

EXCEPTION NOTE:
 NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.

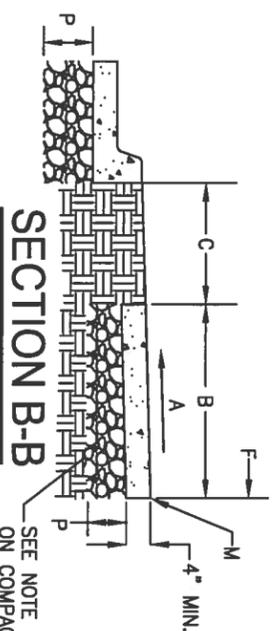
REVISIONS:
 03-18-02
 12-07-15

CITY OF GALLUP
PORTLAND CEMENT CONCRETE
SIDEWALK DETAILS

STD. DWG. NO. 2420.0 (F/K/A 2430.0) AUGUST, 1999



SECTION B-B



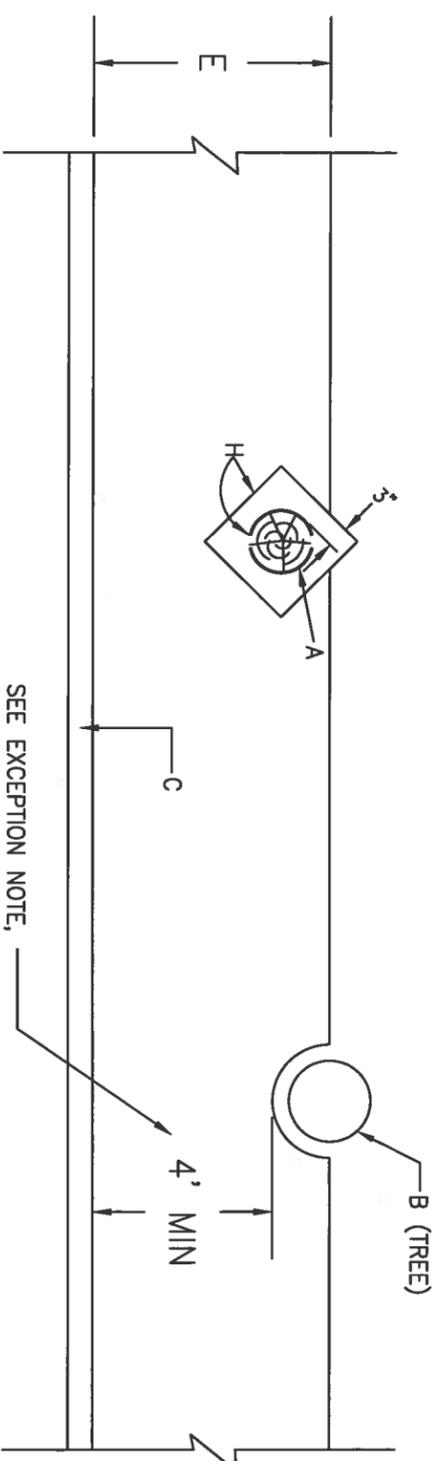
SEE NOTE 3 ON COMPACTION

GENERAL NOTES:

1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. FOR SIDEWALK CONSTRUCTION DETAILS, SEE DWG. 2420.0
3. USE WHERE AVAILABLE R/W EXIST., TO BE DETERMINED BY THE ENGINEER.
4. PROVIDE 1/2" PREFORMED EXPANSION JOINT MATERIAL AROUND ALL POWER POLES AND FIRE HYDRANTS WITHIN THE SIDEWALK AREA.

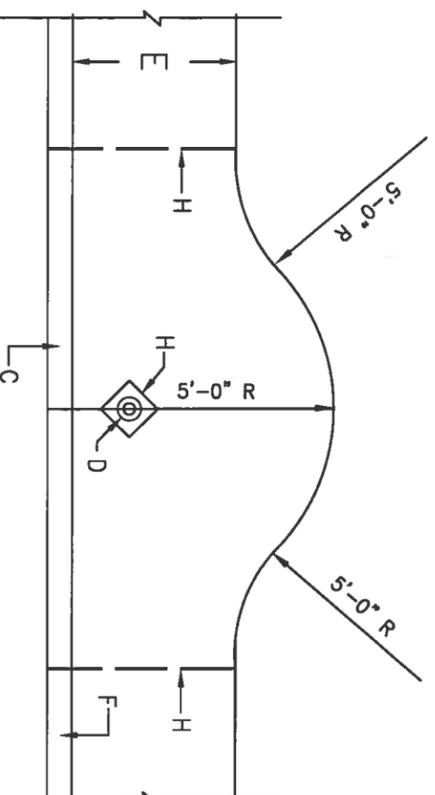
CONSTRUCTION NOTES:

- A. POWER POLE.
- B. LEAVE 6" CLEARANCE ALL AROUND TREE TRUNK.
- C. TOP OF CURB.
- D. FIRE HYDRANT
- E. SIDEWALK SHALL BE 5' TYP, 4' MIN. SEE EXCEPTION NOTE, THIS SHEET.
- F. BACK OF CURB
- G. EXTERIOR EDGE OF SIDEWALK TO BE TANGENT TO ARCS.
- H. 1/2" EXPANSION JOINT MATERIAL.

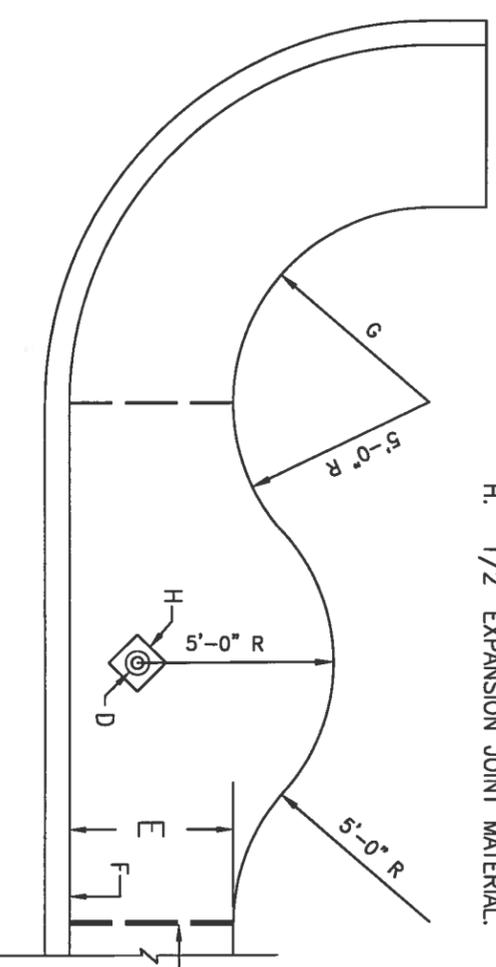


EXCEPTION NOTE:
 NEW CONSTRUCTION SHALL DICTATE THE WIDTH OF THE SIDEWALK. ALTERATIONS SHALL BE MADE WHERE COMPLIANCE TO THIS IS INFEASIBLE AND SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OF FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL FALL WITHIN THE SCOPE OF THE ALTERATION.

ON STRAIGHT STRETCH



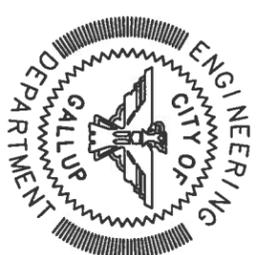
AT CURB RETURN



5'-0" SIDEWALK ENCLOSEING A FIRE HYDRANT

REVISIONS:

CITY OF GALLUP
SIDEWALK OBSTRUCTIONS AND
EMBEDMENTS

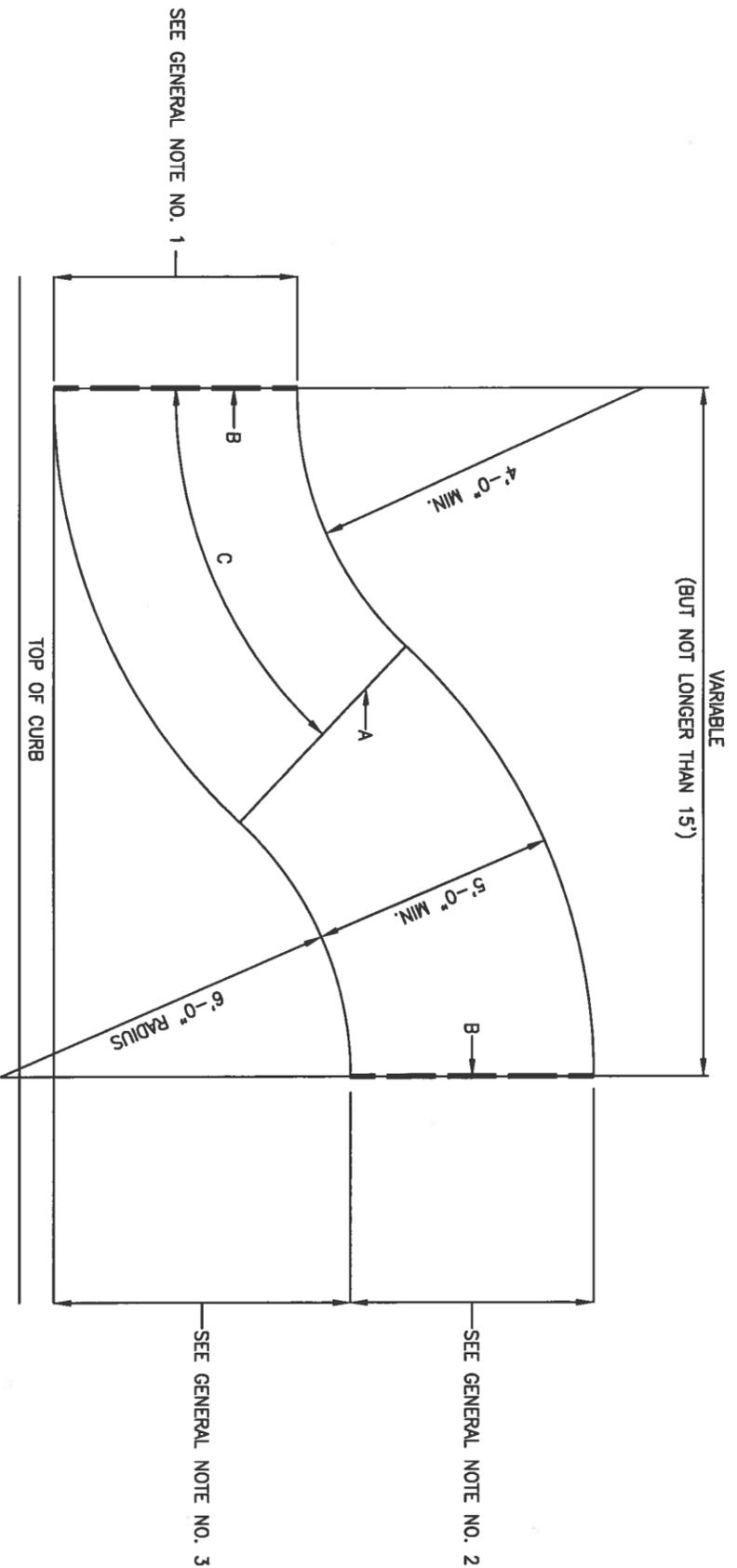


GENERAL NOTES:

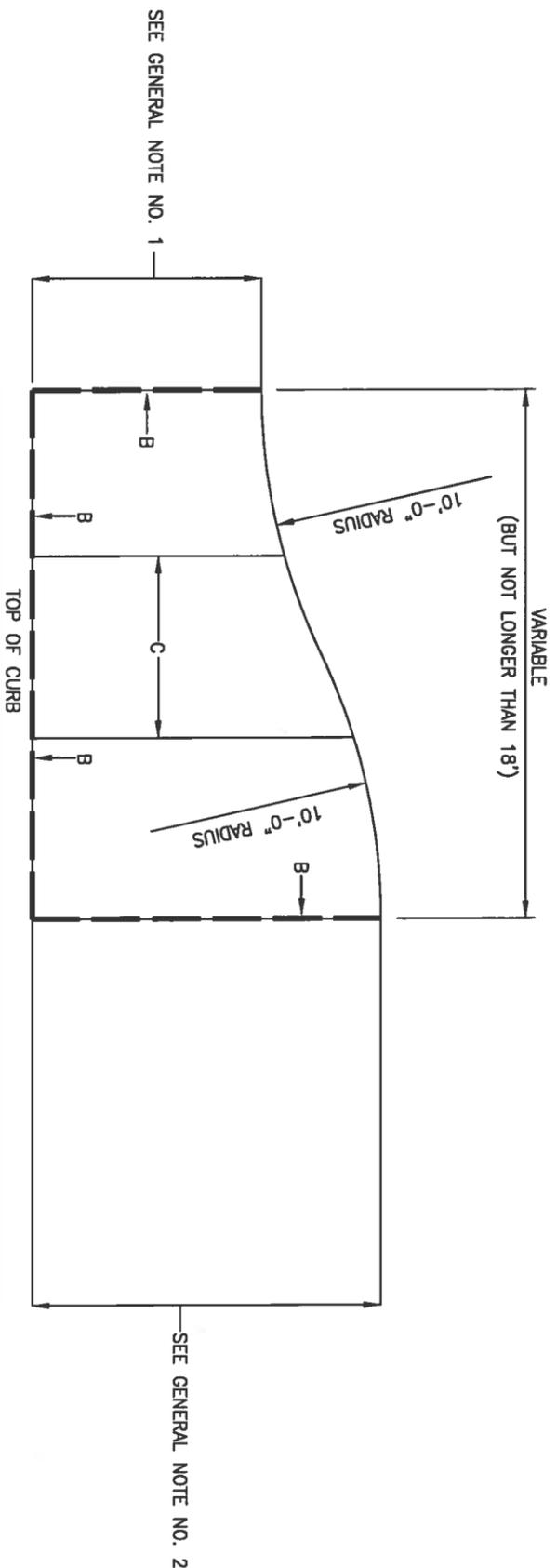
1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. FOR SIDEWALK CONSTRUCTION DETAILS SEE DWG. 2420.0
3. SETBACK TO BE DETERMINED BY AVAILABLE R/W.

CONSTRUCTION NOTES:

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



CURB TYPE TO OFFSET TYPE



CURB TYPE WITH VARYING WIDTHS



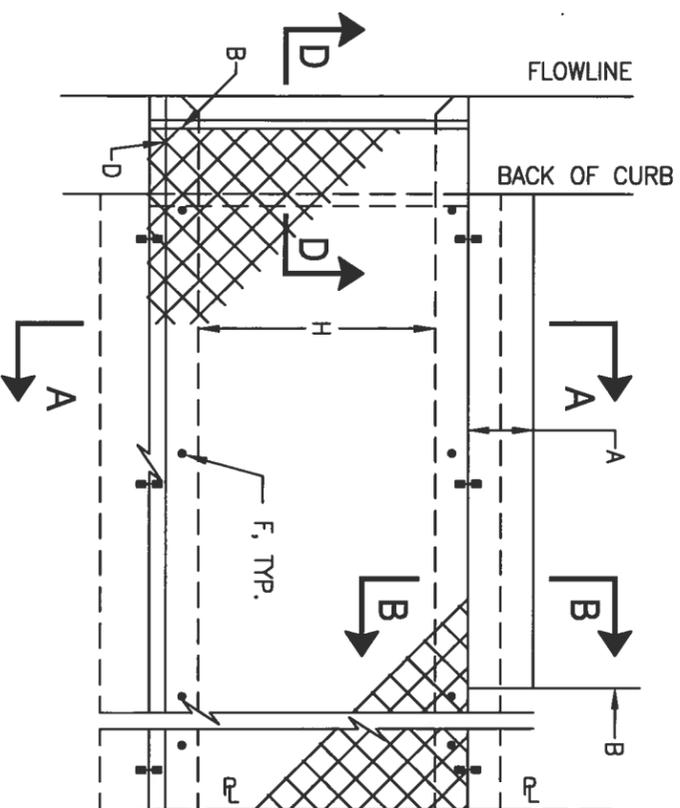
REVISIONS:
03-07-16

CITY OF GALLUP

SIDEWALK TRANSITIONS

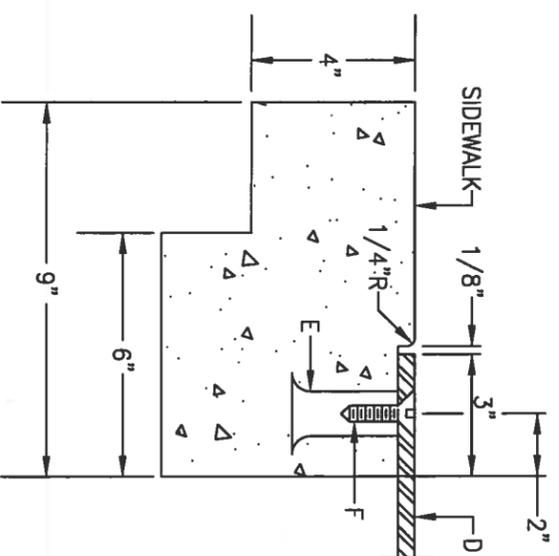
DWG. NO. 2422.0 (F/K/A 2432.0)

APRIL, 2000

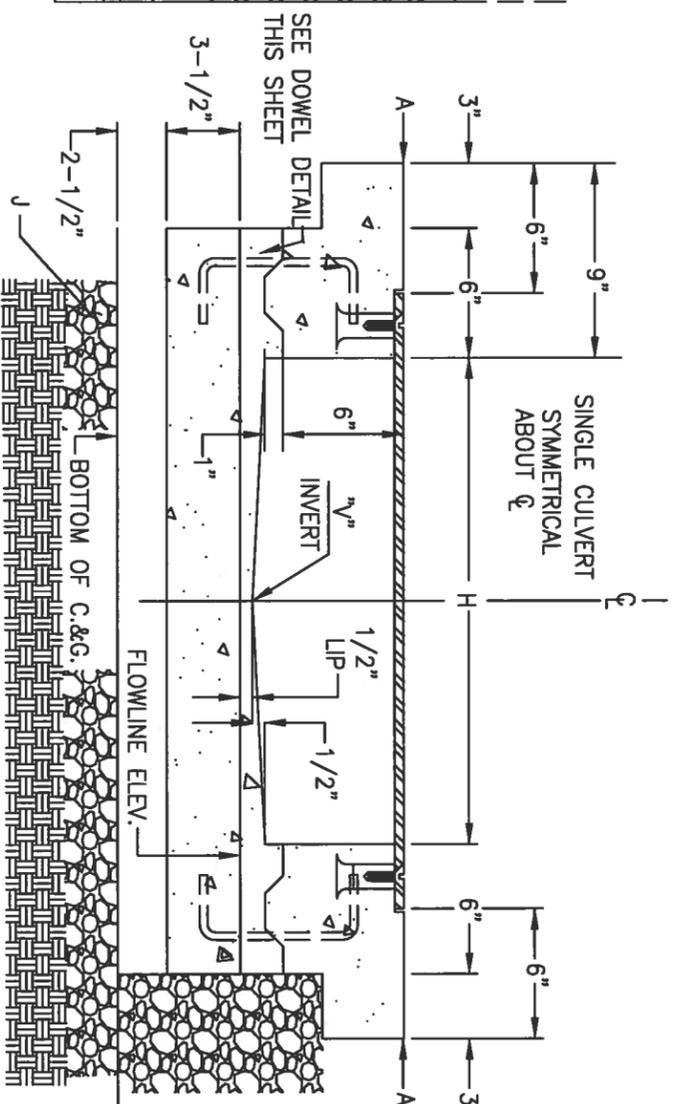


PLAN

SINGLE CULVERT

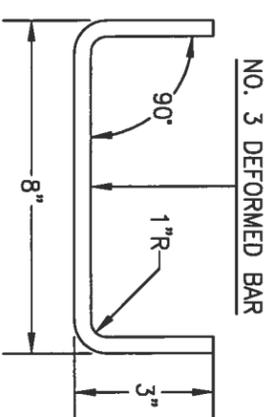


SECTION B - B

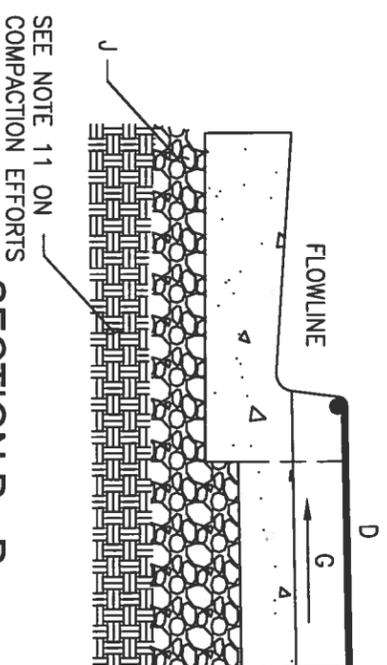


SECTION A - A

WELD 3/4" STEEL ROD TO PLATE FULL LENGTH OF OPENING WITH 3/8" FILLERWELD BOTH SIDES OF ROD.



DOWEL DETAIL



SECTION D - D

GENERAL NOTES:

1. CONSTRUCTION REFERENCE, MATERIALS, AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. PLACING OF DRAIN THRU EXIST. SIDEWALK AND CURB AND GUTTER REQUIRES THAT ENTIRE SIDEWALK AND CURB AND GUTTER STONES BE REMOVED AND REPLACED AS DETAILED HEREIN.
3. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
4. THE INVERT SHALL BE TROWELED TO PRODUCE A HARD POLISHED SURFACE OF MAX DENSITY AND SMOOTHNESS. INVERT SHALL BE V-SHAPED TO WITHIN 3" OF OUTLET, THEN WARPED TO PARALLEL FLOWLINE AT OUTLET, UNLESS OTHERWISE SHOWN.
5. ALL EXPOSED CONCRETE SURFACES SHALL MATCH GRADE, COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
6. SIDEWALK REPLACED DURING CONSTRUCTION SHALL BE POURED MONOLITHICALLY WITH CULVERT WALLS.
7. IF ROD ANCHORS ARE USED, DRILL & TAP FOR FLAT HEAD (F.H.) MACHINE SCREW. ATTACH ANCHORS TO PLATE AND SECURE PLATE PRIOR TO POURING OF WALLS.
8. LENGTH OF EACH PLATE SHALL BE SUCH THAT THE WEIGHT WILL NOT EXCEED 300 LBS. AND SHALL BE STRESS RELIEVED AFTER FABRICATION. CLEAN SURFACE OF PLATE AND FRAMING MEMBERS AND PAINT W/ ONE SHOP COAT RED OXIDE AND TWO FINISH COATS ALUMINUM PAINT (ASHTO M 69).
9. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS
10. NOTE PRE-FABRICATED PROPOSED FOR INSTALLATION. SUBMIT TO THE CITY ENGINEER FOR APPROVAL.
11. COMPACTION EFFORTS UNDER CULVERT SHALL BE: SUBGRADE: 95% OR BTR, STANDARD PROCTOR BASE COURSE: 96% OR BTR, MODIFIED PROCTOR

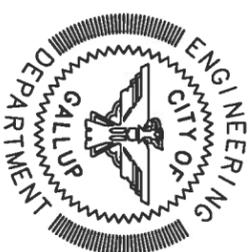
CONSTRUCTION NOTES:

- A. MATCH NEAREST CONTROL JOINT, INSTALL WITH A 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT.
- B. EDGE OF SIDEWALK OR SETBACK (VARIABLE).
- C. 3" RADIUS (TYPICAL).
- D. 3/8" CHECKERED STEEL PLATE (PAINT PER NOTE 8, ABOVE).
- E. FOR SECURING PLATE USE 1" x 5" S.S. ROD ANCHOR, RED HED MULTI-SET II SRM-38 ANVANCHOR OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S INSTRUCTIONS AT MAX. 24" O.C., A MINIMUM OF 2 PER SIDE AND ONE WITHIN 6" OF EACH END.
- F. 3/8" - 16 x 1 1/4" COUNTERSUNK, F.H., STAINLESS STEEL, MACHINE SCREW.
- G. SLOPE 1/4" PER FT. MIN.
- H. DRAIN WIDTH PER PLAN (12" MIN., 24" MAX.).
- J. 6" THICK AGGREGATE BASE COURSE. SEE NOTE 11 ON COMPACTION EFFORTS.

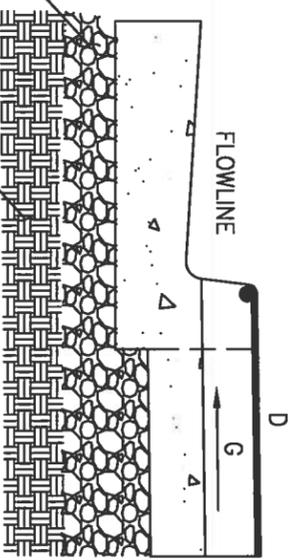
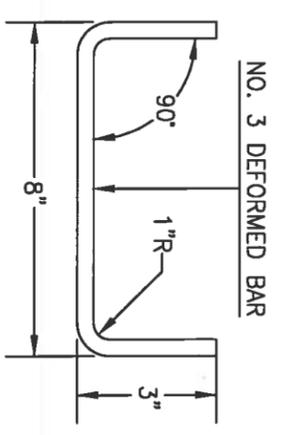
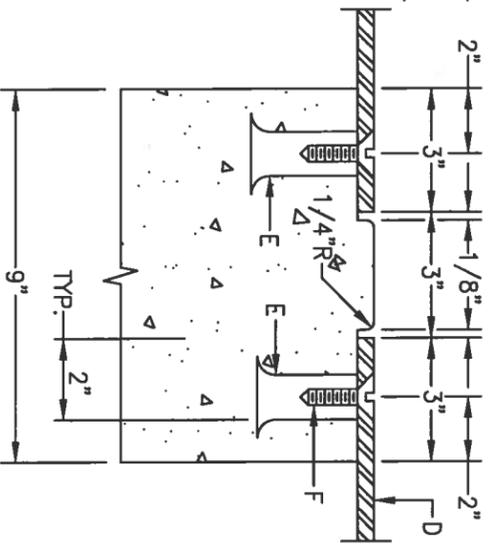
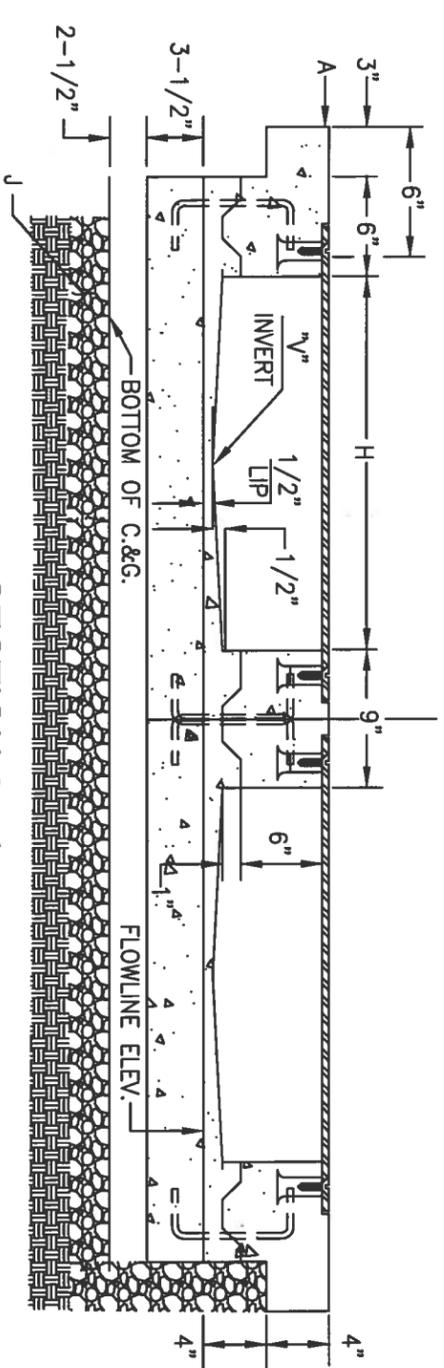
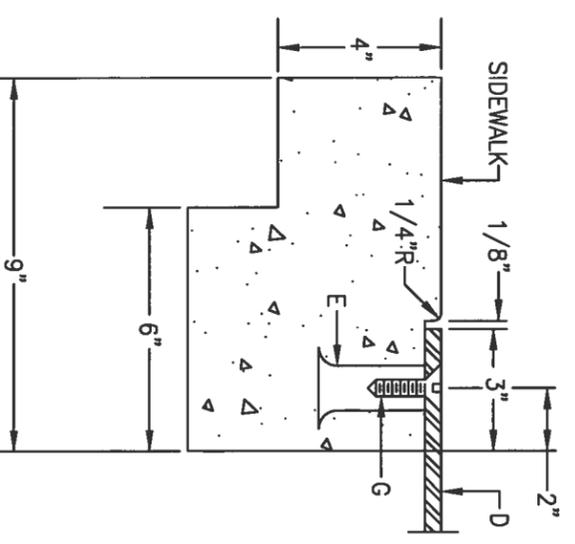
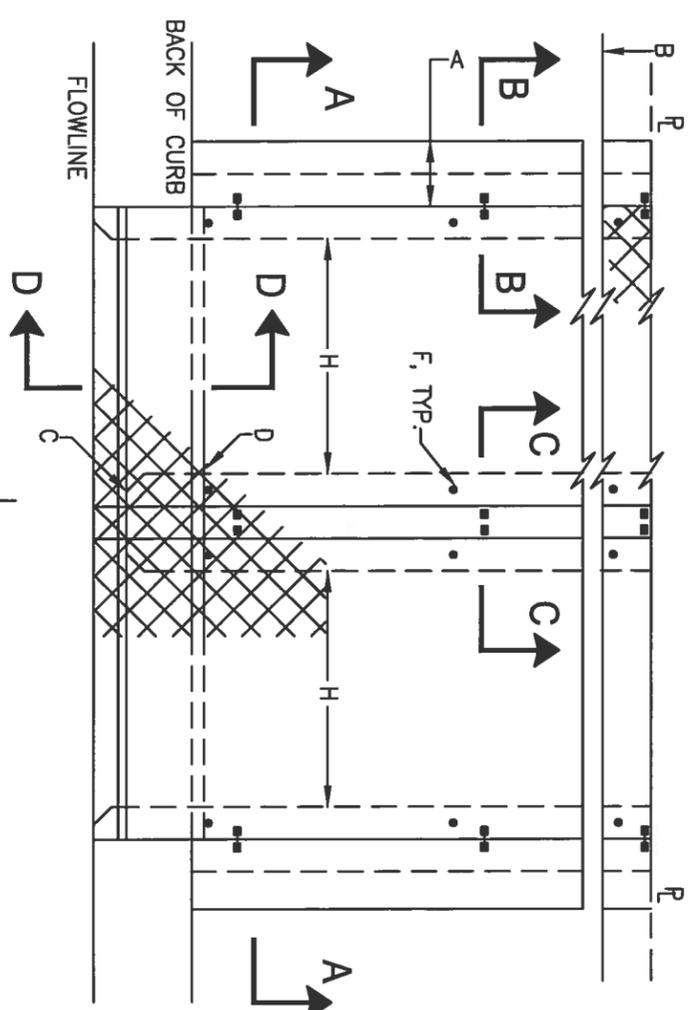
CITY OF GALLUP

SIDEWALK CULVERT WITH STEEL TOP PLATE (SINGLE)

REVISIONS:
12-07-15



STD. DWG. NO. 2423.0 (F/K/A 2435.0) OCTOBER, 1999



GENERAL NOTES:

1. CONSTRUCTION REFERENCE, MATERIALS, AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. PLACING OF DRAIN THRU EXIST. SIDEWALK AND CURB AND GUTTER REQUIRES THAT ENTIRE SIDEWALK AND GUTTER STONES BE REMOVED AND REPLACED AS DETAILED HEREIN.
3. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
4. THE INVERT SHALL BE TROWELED TO PRODUCE A HARD POLISHED SURFACE OF MAX DENSITY AND SMOOTHNESS. INVERT SHALL BE V-SHAPED TO WITHIN 3" OF OUTLET, THEN WARPED TO PARALLEL FLOWLINE AT OUTLET, UNLESS OTHERWISE SHOWN.
5. ALL EXPOSED CONCRETE SURFACES SHALL MATCH GRADE, COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
6. SIDEWALK REPLACED DURING CONSTRUCTION SHALL BE POURED MONOLITHICALLY WITH CULVERT WALLS.
7. IF ROD ANCHORS ARE USED, DRILL & TAP FOR FLAT HEAD (F.H.) MACHINE SCREW. ATTACH ANCHORS TO PLATE AND SECURE PLATE PRIOR TO POURING OF WALLS.
8. LENGTH OF EACH PLATE SHALL BE SUCH THAT THE WEIGHT WILL NOT EXCEED 300 LBS. AND SHALL BE STRESS RELIEVED AFTER FABRICATION. CLEAN SURFACE OF PLATE AND FRAMING MEMBERS AND PAINT W/ ONE SHOP COAT RED OXIDE AND TWO FINISH COATS ALUMINUM PAINT (AASHTO M 69).
9. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.
10. NOTE PRE-FABRICATED PROPOSED FOR INSTALLATION. SUBMIT TO THE CITY ENGINEER FOR APPROVAL.
11. COMPACTION EFFORTS UNDER CULVERT SHALL BE: SUBGRADE: 95% OR BTR, STANDARD PROCTOR BASE COURSE: 96% OR BTR, MODIFIED PROCTOR

CONSTRUCTION NOTES:

- A. MATCH NEAREST CONTROL JOINT, INSTALL 1/2" ASPHALT IMPREGNATED FIBER EXPANSION JOINT.
- B. EDGE OF SIDEWALK OR SETBACK (VARIABLE).
- C. 3" RADIUS (TYPICAL).
- D. 3/8" CHECKERED STEEL PLATE (PAINT PER NOTE 8, ABOVE).
- E. FOR SECURING PLATE USE 1" x 5" S.S. ROD ANCHOR, "RED HED MULTI-SET II SRM-38 ANANCHOR OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S INSTRUCTIONS AT MAX. 24" O.C., A MINIMUM OF 2 PER SIDE AND ONE WITHIN 6" OF EACH END.
- F. 3/8" - 16 x 1 1/4" COUNTERSUNK, F.H., STAINLESS STEEL, MACHINE SCREW.
- G. SLOPE 1/4" PER FT. MIN.
- H. DRAIN WIDTH PER PLAN (12" MIN., 24" MAX.).
- J. 6" THICK AGGREGATE BASE COURSE. SEE NOTE 11 ON COMPACTION EFFORTS.

DOWEL DETAIL

DOWEL USAGE IS OPTIONAL BASED ON CONCRETE PLACEMENT. WHEN USED, THEY SHALL BE PLACED 12" O.C.

(29 OF 32)



REVISIONS:
01-11-16

CITY OF GALLUP

**SIDEWALK CULVERT WITH
STEEL TOP PLATE (DOUBLE)**

STD. DWG. NO. 2423.1

OCTOBER, 1999



USE ONLY PER DIRECTION
OR APPROVAL OF THE
CITY ENGINEER

TEMPORARY SECTION

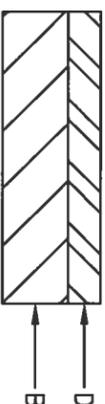
(COLLECTOR)

CONSTRUCTION NOTES

- A. FOR ARTERIAL OR COLLECTOR STREETS, REPLACEMENT ASPHALT CONCRETE SHALL CONSIST OF FIVE (5) INCHES OF ASPHALT CONCRETE (AC), PLACED IN TWO (2) 2.5 INCH LIFTS. AC MATERIAL FOR THE LOWER AND UPPER LIFTS SHALL CONFORM TO SSHBC=s SECTION 401, GRADATIONS A AND B, RESPECTIVELY.
- B. 12" SCARIFIED AND COMPACTED SUBGRADE. 95% MINIMUM COMPACTION AT OPTIMUM MOISTURE +/- 2%, ASTM D1557, OR OPTIMUM MOISTURE TO + 4% ASTM D698, FOR SOILS WITH 35% OR GREATER MATERIAL PASSING THE NO. 200 SIEVE.
- C. FOR ARTERIAL OR COLLECTOR STREETS, REPLACEMENT ASPHALT CONCRETE SHALL CONSIST OF FIVE (5) INCHES OF ASPHALT CONCRETE (AC), PLACED IN TWO (2) 2.5 INCH LIFTS. AC MATERIAL FOR THE LOWER AND UPPER LIFTS SHALL CONFORM TO SSHBC=s SECTION 401, GRADATIONS A AND B, RESPECTIVELY.
- D. FOR RESIDENTIAL STREETS, REPLACEMENT ASPHALT CONCRETE SHALL CONSIST OF FOUR (4) INCHES OF ASPHALT CONCRETE (AC), PLACED IN TWO (2) 2.0 INCH LIFTS. AC MATERIAL FOR THE LOWER AND UPPER LIFTS SHALL CONFORM TO SSHBC=s SECTION 401, GRADATIONS A AND B, RESPECTIVELY.

GENERAL NOTES:

- 1. CONSTRUCTION MATERIALS AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0



USE ONLY PER DIRECTION
OR APPROVAL OF THE
CITY ENGINEER

TEMPORARY SECTION

(LOCAL)



USE ONLY PER DIRECTION
OR APPROVAL OF THE
CITY ENGINEER

TEMPORARY SECTION

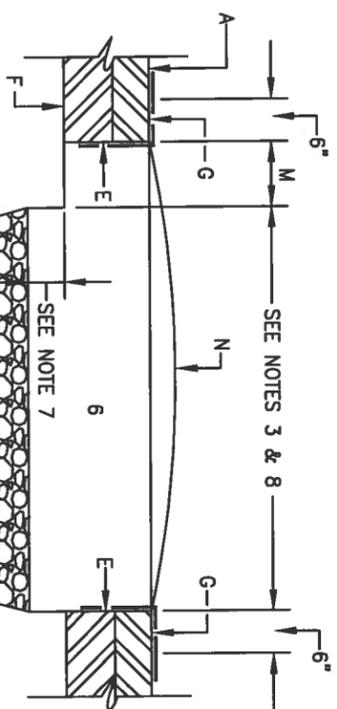
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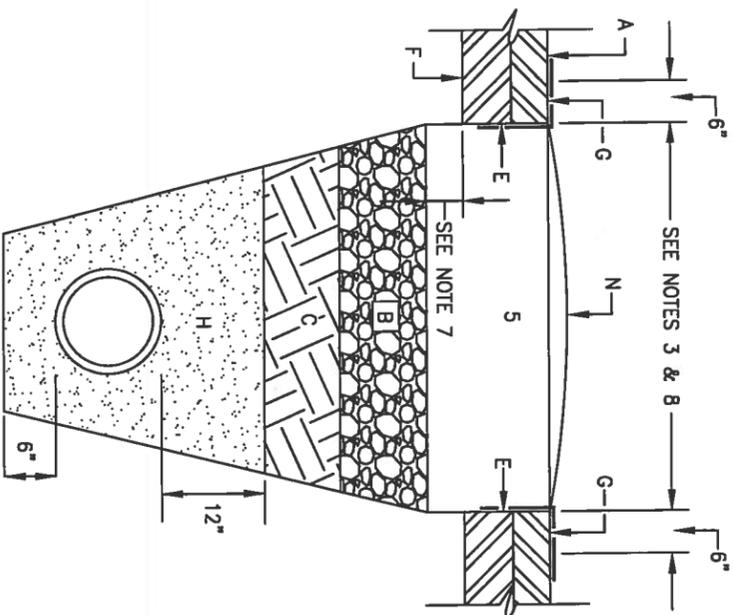
REVISIONS:

CITY OF GALLUP

TEMPORARY PAVING SECTION



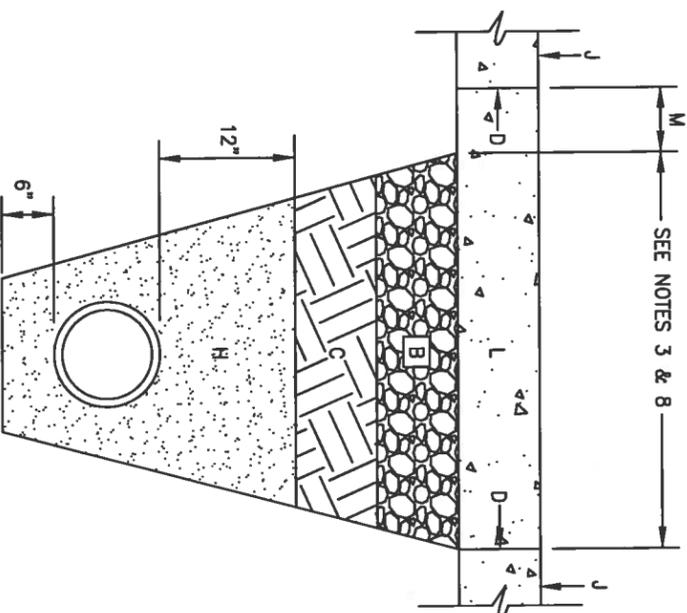
**ARTERIAL OR COLLECTOR
STREETS**



RESIDENTIAL STREETS

ABBREVIATIONS

- AC ASPHALTIC CONCRETE
- PCC PORTLAND CEMENT CONCRETE
- NMSHTD NEW MEXICO STATE HIGHWAY AND TRANSPORTATION DIVISION



PCC PAVEMENT

GENERAL NOTES:

1. ALL CONSTRUCTION, MATERIALS, AND METHODOLOGY SHALL COMPLY WITH THE REQUIREMENTS OF STD. DWG. NO. 2400.0
2. COMPACTION AS DETERMINED BY ASTM D 1557 MAX. DENSITY.
3. TRENCH CUT WIDTHS SHALL BE MIN. WIDTH REQ'D. FOR UTILITY INSTALLATION, ECONOMICAL BACKFILL COMPACTION, AND COMPLIANCE WITH CURRENT AND APPLICABLE SAFETY REGULATIONS.
4. ALL PAVEMENT CUT EDGES WILL BE SAWCUT TO PRESENT ON EVEN LINE PRIOR TO REPLACEMENT OF PAVING MATERIALS. "STITCH" CUTTING OF PAVEMENT WILL NOT BE PERMITTED.
5. FOR RESIDENTIAL STREETS, REPLACEMENT AC SHALL CONSIST OF FOUR (4) INCHES, PLACED IN TWO (2) 2.0 INCH LIFTS. AC MATERIAL FOR THE LOWER AND UPPER LIFTS SHALL CONFORM TO SSHBC SECTION 401, GRADATIONS A AND B, RESPECTIVELY.
6. FOR ARTERIAL OR COLLECTOR STREETS, REPLACEMENT AC PAVEMENT SHALL CONSIST OF FIVE (5) INCHES, PLACED IN TWO (2) 2.5 INCH LIFTS. AC MATERIAL FOR THE LOWER AND UPPER LIFTS SHALL CONFORM TO SSHBC'S SECTION 401, GRADATIONS A AND B, RESPECTIVELY.
7. ADDITIONAL 2" THICKNESS OF AC REQUIRED ON PAVEMENT CUTS LESS THAN 8' WIDE.
8. FOR AC PAVEMENT CUTS 8' OR MORE IN WIDTH AND LONGER THAN 100' SHALL BE PLACED WITH LAYDOWN MACHINE TO A DEPTH EQUAL TO THAT OF AC PAVEMENT REMOVED.

CONSTRUCTION NOTES

- A. 2"-4" EXIST. ASPHALT SURFACE COURSE.
- B. 6" COMPACTED AGGREGATE BASE COURSE MATERIAL, (SSHBC'S SECTION 304, TYPE I-B) PLACED IN 2-3" LIFTS, 96% COMPACTION. MODIFIED PROCTOR
- C. SUBGRADE MATERIAL, 95% COMPACTION. STANDARD PROCTOR. THICKNESS SHALL BE IN 8" LIFTS MAXIMUM TO ACHIEVE DESIRED HEIGHTS
- D. SAWCUT ASPHALT PAVEMENT. SAWCUT ONLY 1/3 CONC. PAVEMENT DEPTH.
- E. EXIST. ASPHALT PAVEMENT.
- F. TACK COAT.
- G. 4"-5" AC TO BE 2" THICKER THAN EXIST. PAVEMENT. SEE NOTES 5 & 6. PIPE BEDDING SHALL BE A GRANULAR MATERIAL, 90% COMPACTION. STANDARD PROCTOR
- H. EXIST. P.C.C. CONC. PAVEMENT.
- J. EXIST. P.C.C. CONC. PAVEMENT.
- K. JOINTS TO BE TOOLED & SEALED IN ACCORDANCE WITH ENGINEER'S REQUIREMENTS.
- L. TO MATCH EXIST. THICKNESS, 6" MIN. CLASS AA P.C.C. PER SSHBC'S SECTION 510.
- M. 12" CUT-BACK, ONLY APPLICABLE TO FED. HWY. AND NMSHTD FUNDED PROJECTS.
- N. 1/2" CROWN ON ASPHALT THAT MEETS 100% THEORETICAL DENSITY

REVISIONS:
01-11-16

CITY OF GALLUP

PAVING

**CITYWIDE PAVEMENT CUTS
FOR ALL UTILITIES**

STD. DWG. NO. 2426.0 (F/K/A 2465.0) APRIL, 2000

