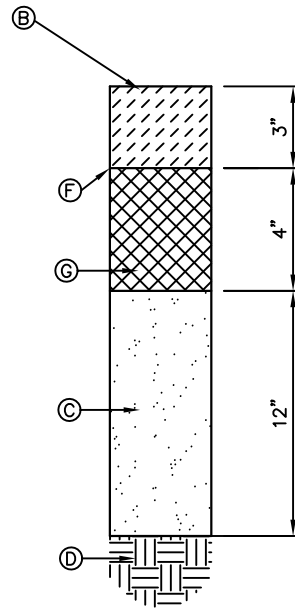
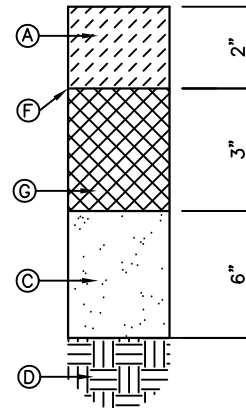


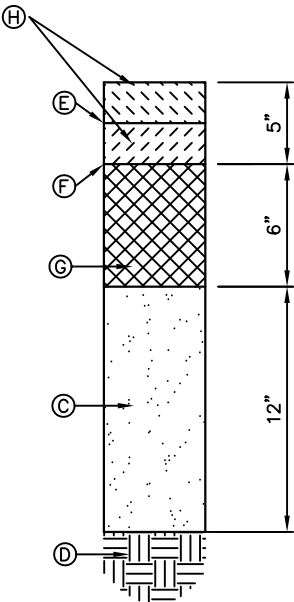
OPTION 1
RESIDENTIAL STREET
NTS



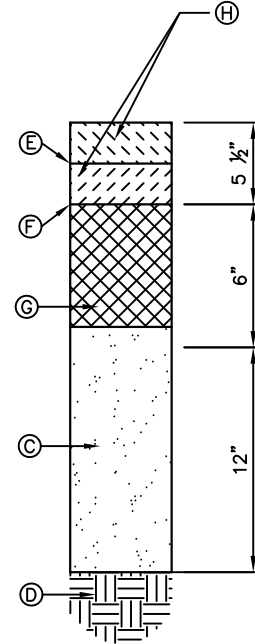
OPTION 2
RESIDENTIAL STREET
NTS



**PEDESTRIAN TRAIL
OR PARKING LOT**
NTS



COLLECTOR STREET
NTS



ARTERIAL STREET
NTS

KEYED NOTES:

- (A) ASPHALT CONCRETE TYPE SP-IV, PLACED IN LIFTS AS SHOWN
- (B) ASPHALT CONCRETE TYPE SP-III, PLACED IN LIFTS AS SHOWN.
- (C) SUBGRADE PREPARATION, 95% MIN. COMPACTION PER ASTM D 1557.
- (D) COMPACTED FILL OR UNDISTURBED EARTH, 90% MIN. COMPACTION PER ASTM D 1557.
- (E) TACK COAT, AS REQUIRED BY THE ENGINEER.
- (F) PRIME COAT, AS REQUIRED BY THE ENGINEER, OR BASE COURSE SHALL BE MOISTURE CONTROLLED AT COMPACTION MOISTURE RANGE.
- (G) AGGREGATE BASE COURSE.
- (H) ASPHALT MATERIAL AND PG BINDER TO BE IN ACCORDANCE WITH TABLE 1A OR 1B. CONSTRUCTION PLANS WILL SPECIFY. ASPHALT LIFT THICKNESS SHALL COMPLY WITH THE STANDARDS SET HERETO.

GENERAL NOTES:

1. ANY DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY FOR PRIOR APPROVAL.
2. ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY THE CITY.
3. IN LIEU OF USING THE MINIMUM PAVEMENT DESIGN PROVIDED ON PS-01, A PROJECT/SITE SPECIFIC PAVEMENT DESIGN, INCLUDING BASE COURSE, MAY BE SUBMITTED FOR APPROVAL BY THE CITY. DESIGN MUST CONFORM TO THE AASHTO GUIDE FOR DESIGN OF PAVEMENT STRUCTURES PROCEDURE, 1993 (OR CURRENT EDITION IF APPLICABLE), USING A MINIMUM OF 10 ESALS. NOMOGRAPHS SHALL NOT BE USED.
4. AN ASPHALT CERT. LETTER SHALL BE PROVIDED TO THE CITY BEFORE ANY PAVING BEGINS. THIS CERT. MUST REFERENCE AN APPROVED/CURRENT MIX DESIGN FROM THE NMDOT. PLEASE STATE CLEARLY THE SML MIX DESIGN NUMBER & NMDOT LAB NUMBER.
5. THE ASPHALT BINDER SHALL BE PG 64-22 IN COMPLIANCE WITH APPENDIX A OF THE 2008 NMDOT PAVEMENT DESIGN DIRECTIVE. IT MAY BE ADJUSTED BASED ON TABLE 1A OR 1B AND THE 20-YEAR DESIGN ESALS IN ACCORDANCE WITH TABLE A-7 BELOW.

Table 1A: New Construction or Complete Reconstruction

HMA Layer	Material	20-Year Traffic ESALS			
		< 10 Million		≥ 10 Million	
		< 5.5" New HMA	≥ 5.5" New HMA	< 8" New HMA	≥ 8" New HMA
Surface Layer	HMA	SP-III or SP-IV	SP-IV at 3" thick	SP-II or SP-III	SP-III at 5" thick
	PG Binder	PG 64-22 Adjusted for ESALS and Traffic Speed			
Bottom Layer	HMA	Same SP Material as Surface	SP-III for remainder of thickness	Same SP Material as Surface	SP-II for remainder of thickness
	PG Binder	Same as Surface	64-22; No Adjustment	Same as Surface	64-22; No Adjustment

Table 1B: Rehabilitation or Overlay Construction

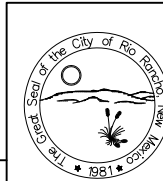
HMA Layer	Material	20-Year Traffic ESALS			
		< 10 Million		≥ 10 Million	
		< 5.5" New HMA	≥ 5.5" New HMA	< 8" New HMA	≥ 8" New HMA
Surface Layer	HMA	SP-III or SP-IV	SP-IV at 3" thick	SP-II or SP-III	SP-III at 5" thick
	PG Binder	PG 64-22 Adjusted for ESALS and Traffic Speed			
Bottom Layer	HMA	Same SP Material as Surface	SP-III for remainder of thickness	Same SP Material as Surface	SP-II for remainder of thickness
	PG Binder	Same PG Binder as Surface			

HMA Type	Lift Thickness (Inches)	
	Minimum	Maximum
SP-II	3	3.5
SP-III	2.5	3.5
SP-IV	1.5	3

Table A-7: PG Base Grade Modification

20-Year Design ESALS (Millions)	Adjustments to PG Base Grade Binder ¹		
	Traffic Loading Rate		
	Standing ²	Slow ³	Standard ⁴
< 0.3	1	-	-
0.3 to < 3	2	1	-
3 to < 10	2	1	-
> 10	2	1	1

1. Increase the high end temperature grade by the number of grade(s) indicated (one grade is equivalent to 6°C)
2. Average traffic speed is less than 15 mph.
3. The average traffic speed ranges from 15 mph to less than 45 mph.
4. The average traffic speed is 45 mph or greater.



City of Rio Rancho
Department of Public Works

PAVEMENT SECTIONS

DATE MODIFIED: NOV 06, 2017