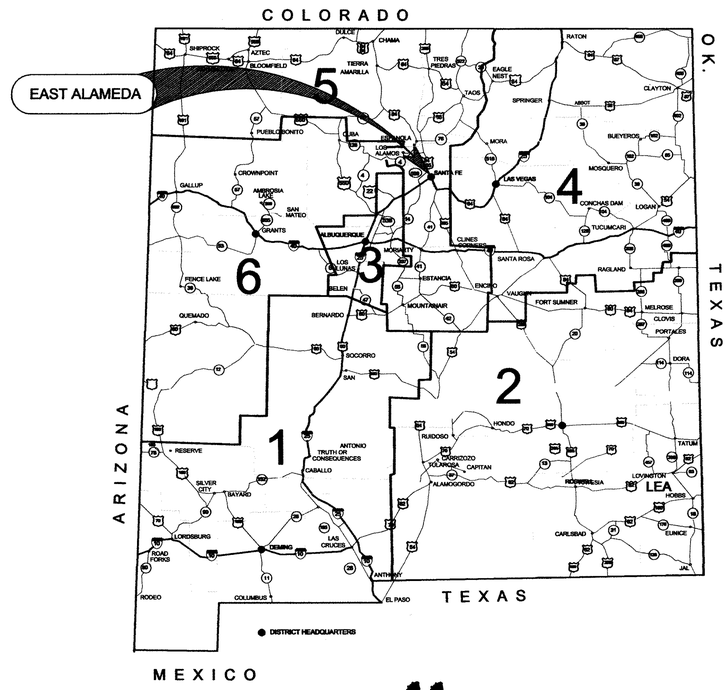
CONSTRUCTION PLANS FOR

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

SANTA FE COUNTY, NM

C.I.P. NO. 460D, CONTROL NO. S100281



REVIEWED BY CITY OF SANTA FE
HISTORIC PRESERVATION DIVISION

Lisa Roach 6/30/2015

HISTORIC PRESERVATION DIVISION DATE

REVIEWED BY CITY OF SANTA FE
MAYOR'S COMMITTEE ON DISABILITY

6/30/15

CITY ADA COORDINATOR DATE

APPROVED BY CITY OF SANTA FE

Isaac J. Rio 6-30-15

CITY PUBLIC WORKS DIRECTOR DATE

APPROVED BY CITY OF SANTA FE

6/30/15

CITY ROADWAY AND TRAIL ENGINEERING DIVISION DIRECTOR DATE

NMDOT

CONVENTIONAL
ON PLAN

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	1-2

PLAN VIEW
SCALE: 1" = 100'

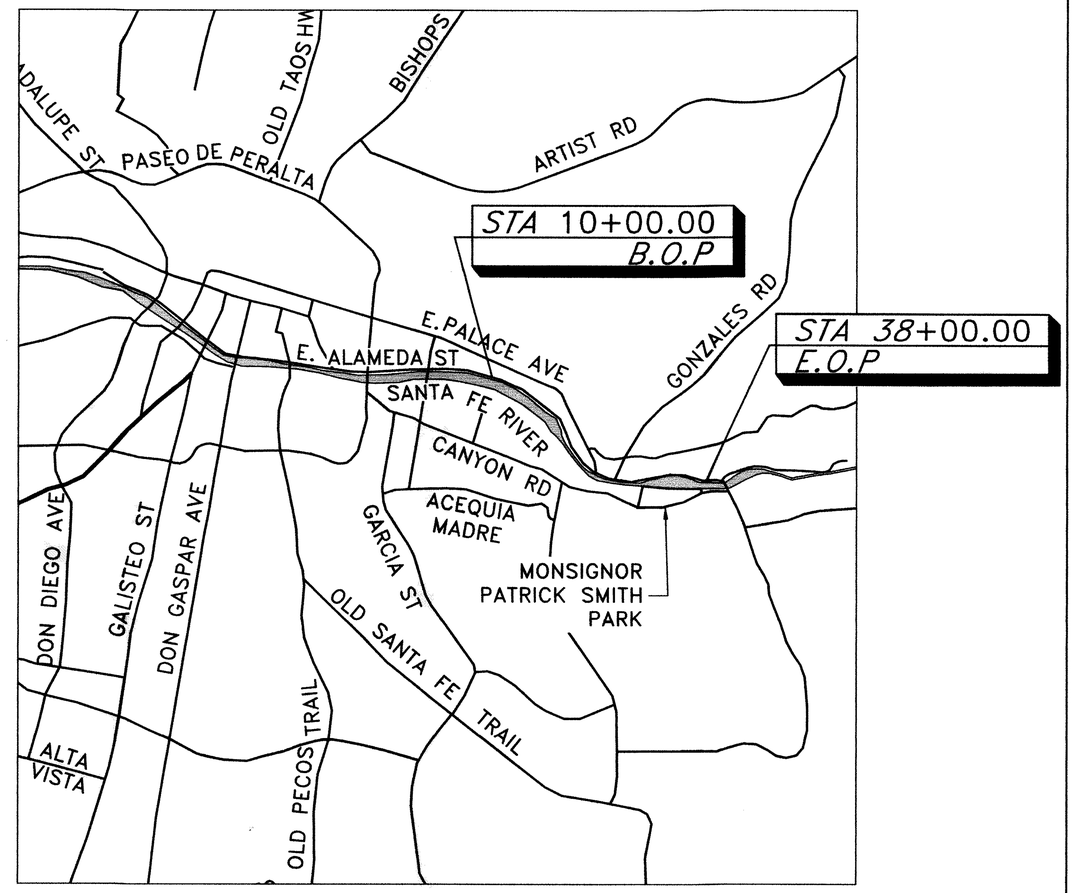
NORTH ARROW, TITLE, SCALE

- DENOTES CALCULATED POINT
- DENOTES EXISTING SURVEY MONUMENT AS SHOWN
- DENOTES SEWER MANHOLE LID
- DENOTES UTILITY METER/VALVE/PEDESTAL/BOX/ETC.
- DENOTES SEWER MANHOLE LID
- DENOTES WATER METER
- DENOTES WATER VALVE
- DENOTES FIRE HYDRANT
- DENOTES ELECTRIC LINE LOCATES
- DENOTES BASE FLOOD ELEVATION FROM FIRM MAP
- DENOTES FLOOD PLAIN LIMITS, VIA GIS DATA
- I.P. DENOTES IRON PIPE
- WD DENOTES WARRANTY DEED
- SWD DENOTES SPECIAL WARRANTY DEED
- QD DENOTES QUITCLAIM DEED
- I.I. DENOTES INVERT IN
- I.O. DENOTES INVERT OUT
- SAS DENOTES SANITARY SEWER MANHOLE
- SSMH DENOTES STORM SEWER MANHOLE
- EXISTING SIDEWALK
- EXISTING BUILDING
- 5600 INDEX CONTOUR
- INTERMEDIATE CONTOUR
- 6310 INDEX CONTOUR DEPRESSION
- INTERMEDIATE CONTOUR DEPRESSION

NORTH ARROW

- 65+00 STATION
- PROPOSED SIGN
- PVIS POINT OF VERTICAL INTERSECTION STATION
- PVIE POINT OF VERTICAL INTERSECTION ELEVATION
- BVCS BEGIN VERTICAL CURVE STATION
- BVCE BEGIN VERTICAL CURVE ELEVATION
- EVCS END VERTICAL CURVE STATION
- EVCE END VERTICAL CURVE ELEVATION
- PT POINT OF TANGENCY
- PC POINT OF CURVATURE
- PROPOSED ASPHALT
- PROPOSED BRICK SIDEWALK
- EXISTING WATER LINE
- CENTER LINE
- PROPOSED EASEMENT
- PROPOSED SIDEWALK
- CONSTRUCTION BASE LINE

LENGTH OF PROJECT: 2,800 FEET



VICINITY MAP
SCALE= 1"= 1000'

N

SCALES:

LAYOUT PLAN	100 50 0 100 200 — SCALE: 1" = 100'
DEMOLITION PLAN/ENLARGED PLANS	20 10 0 20 40 — SCALE: 1" = 20'
UTILITY PLAN	50 25 0 50 100 — SCALE: 1" = 50'
SEQUENCE OF CONSTRUCTION	100 50 0 100 200 — SCALE: 1" = 100'
PROFILE HORIZONTAL	50 25 0 50 100 — SCALE: 1" = 50'
PROFILE VERTICAL	10 5 0 10 20 — SCALE: 1" = 10'
SECTION	10 5 0 10 20 — SCALE: 1" = 10'

SHIPPING POINTS

THE **2014** EDITION OF NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SHALL BE USED FOR THIS PROJECT.

THESE SPECIFICATIONS SHALL GOVERN CONSTRUCTION OF THIS PROJECT.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

VICINITY MAP

SHEET NO. 1-2

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	1-3

INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION	REVISION DATE	SERIAL
1-1	COVER SHEET		
1-2	VICINITY MAP		
1-3	INDEX OF SHEETS		
1-4 TO 1-6	PROJECT LAYOUT		
1-7 TO 1-8	GENERAL NOTES		
1-9 TO 1-10	SUMMARY OF QUANTITIES		
1-11	ENVIRONMENTAL NOTES		
	SUB-TOTAL = 11 SHEETS		
2-1	EXISTING TYPICAL SECTIONS		
2-2 TO 2-5	PROPOSED TYPICAL SECTIONS		
2-6 TO 2-9	MISCELLANEOUS QUANTITIES		
2-10	SCHEDULE OF BEST MANAGEMENT PRACTICES		
2-11 TO 2-12	TESCM PLANS		
2-13 TO 2-18	CERTIFIED TOPOGRAPHIC MAPS		
2-19 TO 2-24	DEMOLITION PLANS		
	SUB-TOTAL = 24 SHEETS		
3-1 TO 3-5	GEOMETRICS PLANS		
3-6 TO 3-13	DETAILED GRADING PLANS		
3-14 TO 3-16	SIDEWALK PLAN AND PROFILE		
3-17	BRICK SIDEWALK REALIGNMENT DETAILS		
	SUB-TOTAL = 17 SHEETS		
4-1 TO 4-4	DETAILED DRIVEWAY GRADING		
	SUB-TOTAL = 4 SHEETS		
5-1	NOT USED		

INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION	REVISION DATE	SERIAL
6-1	TEMPORARY SIGN FACE DETAILS		
6-2	SUGGESTED SEQUENCE OF CONSTRUCTION		
6-3 TO 6-4	TEMPORARY SIGNAGE PLAN		
6-5	CONSTRUCTION SIGNING SCHEDULE		
6-6	M.U.T.C.D. TYPICAL APPLICATIONS		
	SUB-TOTAL = 6 SHEETS		
7-1	PERMANENT SIGN FACE DETAILS		
7-2 TO 7-3	SIGNING AND STRIPING PLAN		
7-4	PERMANENT SIGNING AND STRIPING QUANTITIES		
	SUB-TOTAL = 4 SHEETS		
8-1	NOT USED		
9-1	NOT USED		
10-1 TO 10-2	STRUCTURE SECTIONS		
	SUB-TOTAL = 2 SHEET		
11-1 TO 11-5	UTILITY PLANS		
	SUB-TOTAL = 5 SHEETS		
12-1 TO 12-2	CANTILEVER RETAINING WALL	4/10/2012	511-80-1/3 TO 2/3
12-3 TO 12-9	T.E.S.C.M. DETAILS	11/2004	603-01-1/7 TO 7/7
12-10 TO 12-11	PEDESTRIAN RAILING WITHOUT HANDRAIL/ PEDESTRIAN RAILING FOUNDATION DETAILS	1/13/2013	607-20-1/4 AND 3/4
12-12 TO 12-23	PEDESTRIAN ACCESS DETAILS	1/13/2015	608-001-1/12 TO 12/12
	SUB-TOTAL = 23 SHEETS		
13-1 TO 13-3	TRAIL CROSS SECTIONS		
	SUB-TOTAL = 3 SHEETS		
	TOTAL = 99 SHEETS		

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

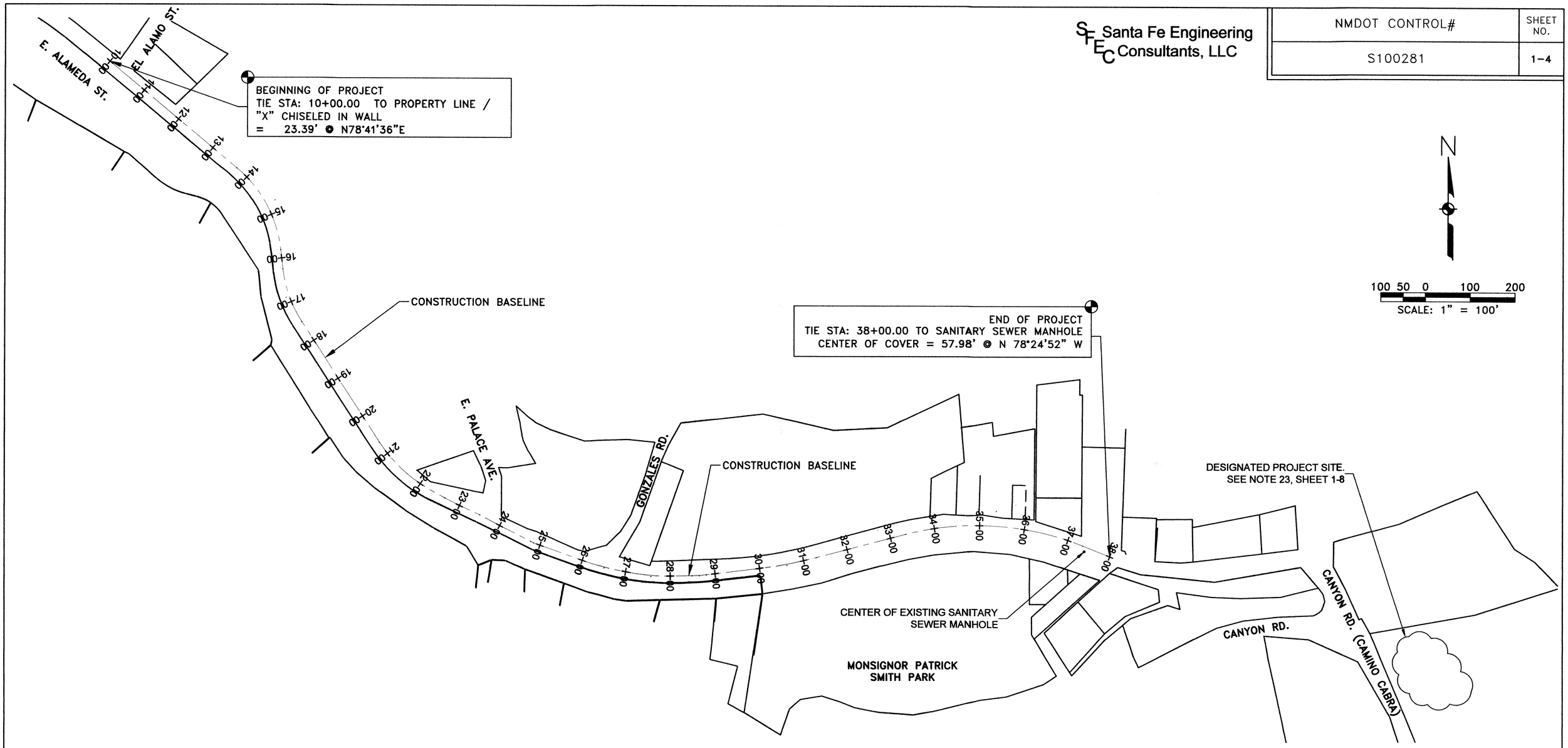
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

INDEX OF SHEETS

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	1-4



PROJECT DESCRIPTION:

THE INTENT OF THIS PROJECT IS TO CONSTRUCT AN ADA ACCESSIBLE ROUTE ALONG EAST ALAMEDA STREET FROM THE END OF THE SIDEWALK NEAR EL ALAMO STREET TO MONSIGNOR PATRICK SMITH PARK.

STA:10+00 TO 24+00

SIDEWALK CONSTRUCTION ALONG THE SOUTH SIDE OF EAST ALAMEDA STREET FROM THE END OF THE EXISTING SIDEWALK NEAR EL ALAMO STREET TO THE INTERSECTION OF PALACE AVE.

STA 24+00 TO 38+00

REMOVE AND RESET THE EXISTING BRICK SIDEWALK AND REBUILD THE EXISTING DRIVEWAYS TO MEET ADA STANDARDS ALONG THE NORTH SIDE OF EAST ALAMEDA STREET FROM THE INTERSECTION OF PALACE AVE TO THE ENTRANCE TO MONSIGNOR PATRICK SMITH PARK.

PROJECT LAYOUT

SCALE: 1" = 100'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

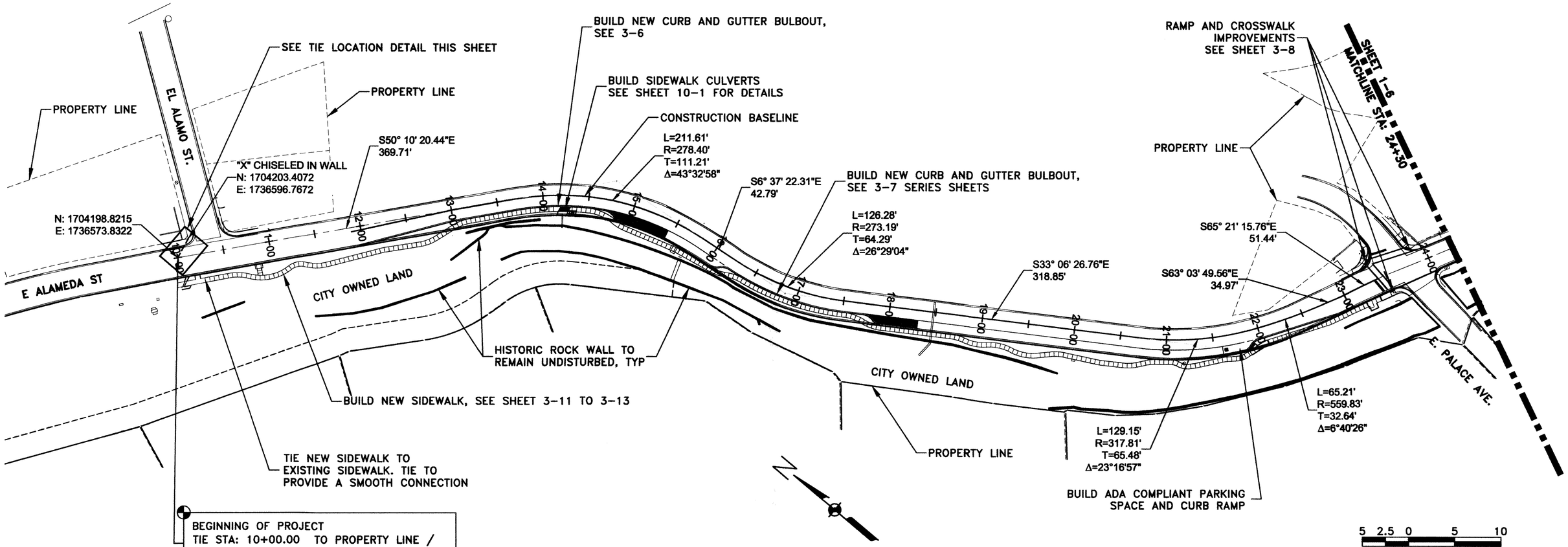
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

PROJECT LAYOUT – OVERALL

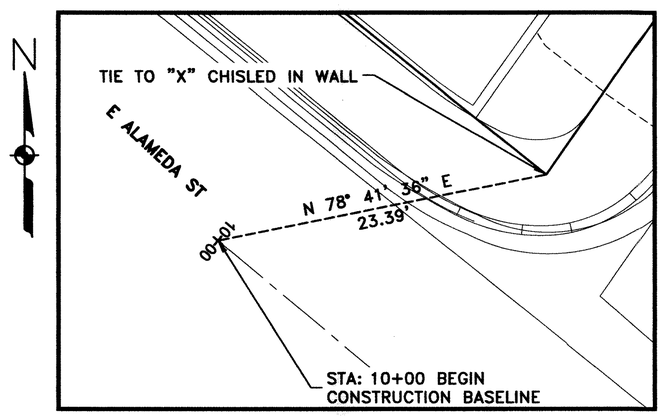
SHEET NO. 1-4

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	1-5



PROJECT LAYOUT
SCALE: 1" = 50'



TIE LOCATION DETAIL
SCALE: 1" = 5'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

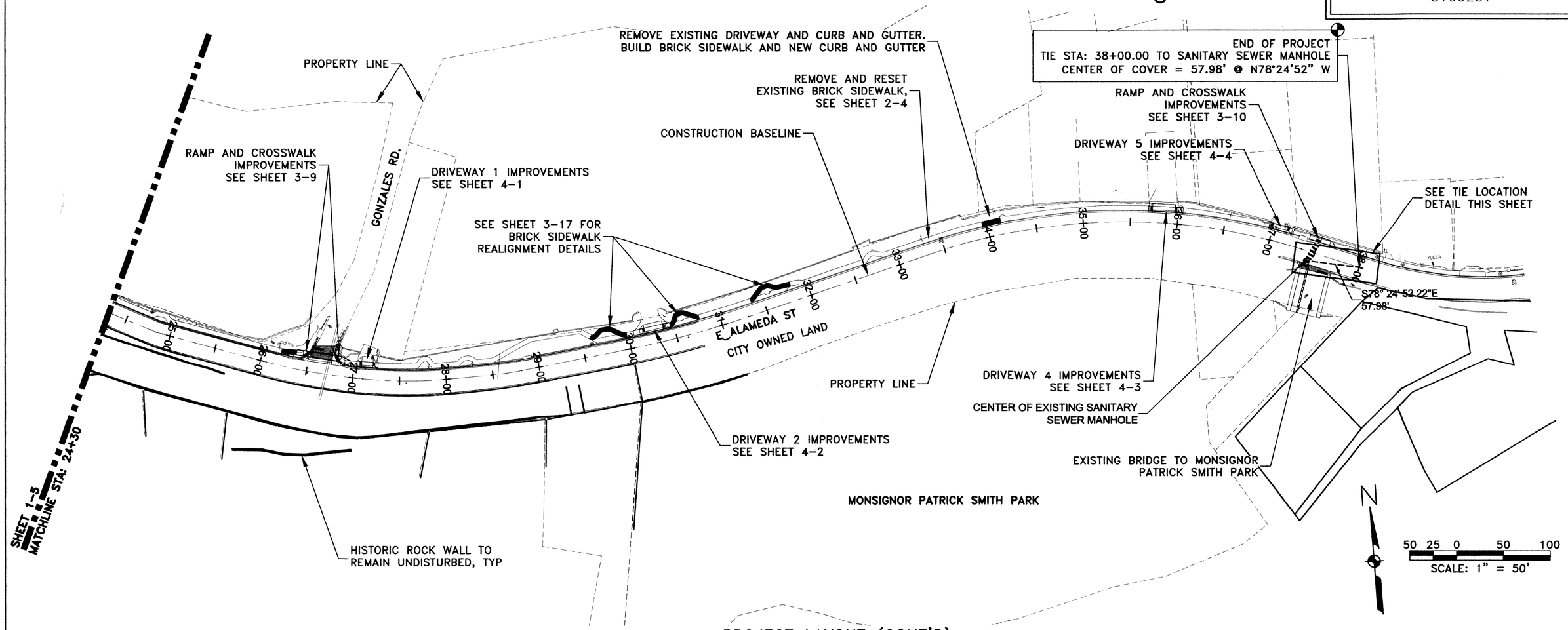
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

PROJECT LAYOUT

SHEET NO. 1-5

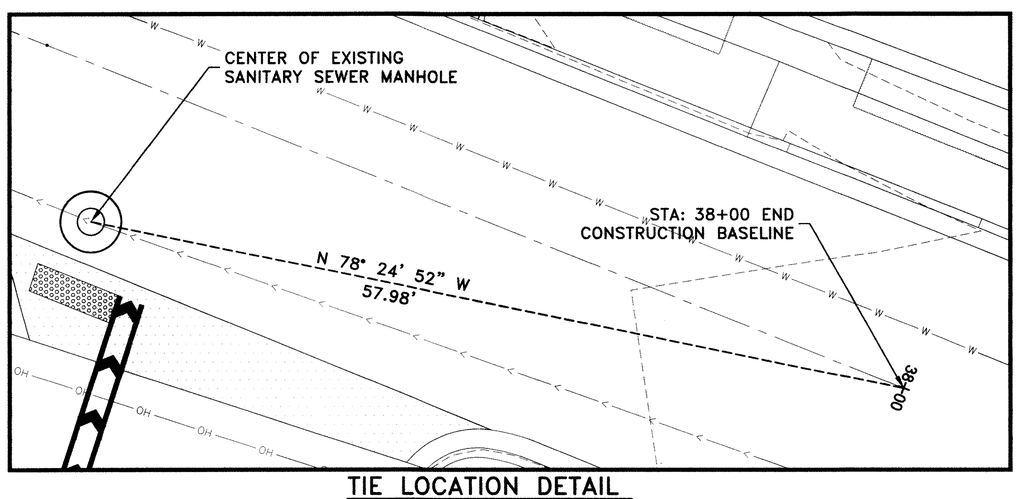
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	1-6



PROJECT LAYOUT (CONT'D)

SCALE: 1" = 50'



TIE LOCATION DETAIL

SCALE: 1" = 5'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

PROJECT LAYOUT (CONT'D)

SHEET NO. 1-6

GENERAL NOTES:

1. SHRINKAGE FACTOR. THE EARTHWORK QUANTITIES SHOWN DO NOT INCLUDE A SHRINKAGE FACTOR

2. EARTHWORK HAUL AND EMBANKMENT FILL. THE EARTHWORK HAUL AND EMBANKMENT FILL ON THIS PROJECT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT PRICE FOR ITEMS 203000 – "UNCLASSIFIED EXCAVATION", AS APPLICABLE, AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.

3. WARPING OF SLOPES. THE CONTRACTOR SHALL WARP SLOPES WHERE NECESSARY TO STAY WITHIN THE CITY OF SANTA FE RIGHT OF WAY, CONSTRUCTION EASEMENT LIMITS AND AS SHOWN ON THESE PLANS.

4. MATERIAL PITS. NO MATERIAL PITS HAVE BEEN DESIGNATED FOR THIS PROJECT. THE CONTRACTOR MAY OBTAIN SPECIFICATION BORROW OR SURFACING MATERIAL FROM ANY ACCEPTABLE SOURCE. ALL MATERIAL PIT ACTION SHALL BE GOVERNED BY SECTION 106 OF THE STANDARD SPECIFICATIONS.

5. THE CONSTRUCTION CLEAR ZONE FOR THIS PROJECT IS 2.5' FROM BACK OF CURB. THE CLEAR ZONE IS MEASURED FROM THE EDGE OF THE BACK OF CURB. THE CONTRACTOR SHALL NOT STORE EQUIPMENT OR MATERIAL WITHIN THE CLEAR ZONE UNLESS THE EQUIPMENT OR MATERIAL IS PROPERLY SHIELDED UTILIZING CURRENT SAFETY DESIGN AND INSTALLATION METHODS. THE DESIGN FOR SHIELDING SHALL BE PROVIDED BY THE CONTRACTOR AND MUST BE APPROVED BY THE PROJECT MANAGER BEFORE IMPLEMENTING. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

6. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT HORIZONTAL AND VERTICAL CONTROL SURVEY MONUMENTS (MARK) FROM DAMAGE PRIOR TO INITIATING CONSTRUCTION. IF DURING THE COURSE OF CONSTRUCTION OPERATIONS, THE CONTRACTOR DISTURBS OR DESTROYS A MARK, THE CONTRACTOR SHALL ESTABLISH A NEW MARK IN COMPLIANCE WITH THE STANDARDS AND PROCEDURES SET FORTH IN THE GEODETIC MARK PRESERVATION GUIDEBOOK, NATIONAL GEODETIC SURVEY, MARCH 1990. CONSTRUCTION STAKING DOCUMENTATION WILL BECOME THE PROPERTY OF THE DEPARTMENT WHEN THE WORK IS COMPLETE. PROVIDE CONSTRUCTION STAKING DOCUMENTATION TO THE PROJECT MANAGER. SUBMIT EARTHWORK QUANTITIES, SLOPE STAKING, SURFACE EXTRACTED CROSS SECTIONS AND EARTHWORK CALCULATIONS TO THE PROJECT MANAGER FOR REVIEW BEFORE COMPLETING THAT PHASE OF WORK. ENSURE A NEW MEXICO LICENSED PROFESSIONAL SURVEYOR OR PROFESSIONAL ENGINEER STAMPS AND CERTIFIES THE QUANTITIES AND ALL SUBMITTALS. THE CITY WILL NOT ACCEPT EARTHWORK QUANTITIES UNTIL THE PROJECT MANAGER REVIEWS AND APPROVES THESE QUANTITIES.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE PROJECT. THIS WORK IS CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 601000 – "REMOVAL OF STRUCTURES AND OBSTRUCTIONS" AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

8. SALVAGEABLE MATERIALS FROM THIS PROJECT ARE TO BE HAULED AND STOCKPILED AT A LOCATION AS DESIGNATED BY THE PROJECT MANAGER. HAUL OF SUCH MATERIAL SHALL BE PERFORMED DURING NORMAL WORKING HOURS AS DIRECTED BY THE PROJECT MANAGER. THIS WORK IS CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

9. SPEED LIMIT SIGNS IN WORK ZONES SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2009 EDITION.

10. THE PORTABLE CHANGEABLE MESSAGE BOARDS INCLUDED IN CONSTRUCTION SIGNING ARE TO BE UTILIZED DURING CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE THEM AS MANY TIMES AS DEEMED NECESSARY AT THE DISCRETION OF THE PROJECT MANAGER. THIS WORK WILL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 618000 – "TRAFFIC CONTROL MANAGEMENT", AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.

11. THE CONTRACTOR MAY ASSIGN MORE THAN ONE TRAFFIC CONTROL SUPERVISOR (TCS) TO PROVIDE TRAFFIC CONTROL MANAGEMENT FOR THE PROJECT. IF ASSIGNING MORE THAN ONE TCS TO PROVIDE TRAFFIC CONTROL MANAGEMENT, SUBMIT TO THE PROJECT MANAGER A WEEKLY SCHEDULE IDENTIFYING WHO SHALL BE IN CHARGE OF PROVIDING TRAFFIC CONTROL MANAGEMENT EACH DAY. PROVIDE THE TCS WITH A SET OF TRAFFIC CONTROL PLANS AND A CURRENT COPY OF THE MUTCD. THE TCS SHALL POSSESS THESE AT ALL TIMES. IF USING A SUBCONTRACTOR TO PROVIDE TRAFFIC CONTROL MANAGEMENT, ENSURE THAT THE TCS IS IN ACCORDANCE WITH THE CONTRACT. THE CONTRACTOR MAY ASSIGN ONE OR MORE TRAFFIC CONTROL TECHNICIAN (TCT) TO ASSIST THE TCS IN INSPECTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES.

12. THE CONTRACTOR SHALL COORDINATE WITH LOCAL RESIDENTS AND BUSINESSES TO ENSURE PARKED CARS DO NOT INTERFERE WITH CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 618000 – "TRAFFIC CONTROL MANAGEMENT" AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.

13. THE CONTRACTOR SHALL NOT REMOVE TREES WITHIN THE PROJECT UNLESS SPECIFICALLY DIRECTED BY THE PROJECT MANAGER. METHOD OF CUTTING. THE HEIGHT OF THE TREE STUMPS SHALL BE NO GREATER THAN 2 INCHES ABOVE NATURAL GROUND AFTER CUTTING. DISTURBANCE OF THE AREA BY GRADING OR DOZING OF THE TREES IS NOT PERMITTED. REMOVAL AND DISPOSAL SHALL BE DONE IN A MANNER ACCEPTABLE TO THE PROJECT MANAGER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

14. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SEED ANY DISTURBED AREAS WHERE MATERIAL IS REMOVED OUTSIDE THE SLOPE STAKES BUT WITHIN THE CITY RIGHT OF WAY. THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 632020 – "CLASS "C" SEEDING", AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

15. MAINTENANCE OF AS-BUILT PLANS. THE CONTRACTOR SHALL MAINTAIN AN UP TO DATE SET OF AS-BUILT PLANS FOR THE PROJECT. THESE PLANS SHALL BE KEPT CURRENT, WITHIN TWO WEEKS, AT ALL TIMES AND SHALL BE SUBJECT TO REVIEW BY THE PROJECT MANAGER THROUGHOUT THE PROJECT AND WILL BE REVIEWED BY THE PROJECT MANAGER FOR ACCURACY AND COMPLETENESS AT LEAST ONCE EVERY 30 DAYS. UPON 50% COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT PROGRESS AS-BUILT PLANS TO THE PROJECT MANAGER FOR REVIEW. THE FINAL AS-BUILT PLANS BEARING THE SIGNED SEAL AND CERTIFICATION OF THE CONTRACTOR'S SURVEYOR SHALL BE SUBMITTED TO THE PROJECT MANAGER PRIOR TO ANY FINAL PAYMENT. THIS WORK IS CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO MEASUREMENT OR PAYMENT SHALL BE MADE.

16. THE CONTRACTOR SHALL BE REQUIRED TO FIELD VERIFY ALL DIMENSIONS, ELEVATIONS, LENGTHS, WIDTHS, CROSS SECTIONS AND CONTROL POINTS PRIOR TO COMMENCING ANY WORK ON THE PROJECT. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PRICE FOR ITEM NO. 801000 – "CONSTRUCTION STAKING", AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.

17. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL CLEAN INLETS, OUTLETS, GRADE TO DRAIN, AND ENSURE THAT EACH STRUCTURE WITHIN CITY RIGHT OF WAY FROM B.O.P. TO E.O.P WILL DRAIN AND FLOW PROPERLY. THE CONTRACTOR SHALL DISPOSE OF MATERIALS IN AN ENVIRONMENTALLY SAFE MANNER. THIS WORK WILL CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO ADDITIONAL MEASUREMENT OR PAYMENT WILL BE MADE.

18. THE CONTRACTOR SHALL LIMIT REMOVAL AND RESETTING OF BRICK SIDEWALK TO THE IMMEDIATE WORK AREA. CONTRACTOR TO ENSURE A FIRM AND UNYIELDING PATHWAY TO EXISTING WALKING SURFACES AT THE END OF EACH DAY.

19. IF A PAVEMENT DROP-OFF IS CREATED DURING CONSTRUCTION, THE CONTRACTOR SHALL INITIATE PROTECTIVE PAVEMENT DROP-OFF FOR MAINTENANCE AND ACTION IN ACCORDANCE WITH THE DEPARTMENT'S CURRENT AD241. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF CONSTRUCTION WORK ZONES AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE. DROP POLICY WILL BE PROVIDED BY THE PROJECT MANAGER AT THE PRECONSTRUCTION MEETING.

LIST OF INCIDENTALS

NO.	DESCRIPTION	NOTE NO.
1	CLEAR ZONE SHIELDING	5
2	SALVAGE STOCKPILE	8
3	TREE REMOVAL IF REQUIRED	13
4	AS-BUILT PLANS	15
5	STRUCTURE CLEANING	17
6	PAVEMENT DROP-OFF	19
7	PUBLIC NOTIFICATION	26
8	FLOW THRU CURB AND GUTTER	30
9	PROGRESS MEETINGS	31
10	NON-LISTED ITEMS	33
11	MATERIAL TESTING	34

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

GENERAL NOTES

GENERAL NOTES (CONT'D):

20. LIMITATION OF COMPACTION EQUIPMENT. THE CONTRACTOR SHALL LIMIT THE USE OF VIBRATORY COMPACTION EQUIPMENT WITHIN 20 FEET OF HISTORIC STRUCTURES, OR AS DIRECTED BY THE PROJECT MANAGER. IF ANY HISTORIC STRUCTURE IS DAMAGED DURING CONSTRUCTION, THE CONTRACTOR SHALL STOP WORK IMMEDIATELY AND INFORM THE PROJECT MANAGER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AND SHALL COORDINATE REMEDIATION EFFORTS WITH THE CITY OF SANTA FE HISTORIC PRESERVATION DIVISION. NO PAYMENT WILL BE MADE AND NO CONTRACT TIME EXTENSION WILL BE APPLICABLE AS A RESULT OF REMEDIATION ACTIVITIES.

21. CONTRACTOR SHALL COORDINATE ACTIVITIES TWO WEEKS PRIOR TO CONSTRUCTION WITH ALL UTILITIES WHEN WORKING NEAR OR AROUND ANY UTILITIES WITHIN CONTRACT BOUNDARY. THE CONTRACTOR SHALL ALSO BE ADVISED THAT UTILITY RELOCATIONS MAY HAVE TO BE PERFORMED CONCURRENT WITH CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE FOR UTILITY WORK IN CONJUNCTION WITH CONSTRUCTION OPERATIONS AND SHALL BE REQUIRED TO COORDINATE THE SCHEDULING OF WORK WITH THE RESPECTIVE UTILITY OWNERS HAVING GIVEN AT LEAST TWO WEEKS ADVANCE NOTICE. ANY CLAIMS FOR DELAY SHALL BE CONTROLLED BY THE TERMS AND CONDITIONS OF SUBSECTION 105.6 "COOPERATION WITH UTILITIES" AND 107.21 "CONTRACTOR RESPONSIBILITY FOR UTILITY PROPERTY AND SERVICES" OF THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2014 EDITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

22. SAWCUTTING SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 601000 – "REMOVAL OF STRUCTURES AND OBSTRUCTIONS". SAWCUT LOCATIONS SHALL BE DETERMINED BY THE PROJECT MANAGER. SEE TYPICAL SECTIONS AND DEMOLITION PLANS FOR APPROXIMATE SAWCUT LOCATIONS.

23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING A YARD SITE SUITABLE FOR ALL EQUIPMENT AND MATERIALS TO BE USED ON THIS PROJECT. THE CONTRACTOR SHALL ACQUIRE ENVIRONMENTAL AND CULTURAL RESOURCES CLEARANCE OF THE SITE IN ACCORDANCE WITH SECTION 107 OF THE SPECIFICATIONS. THE YARD SITE MAY NOT BE LOCATED WITHIN MONSIGNOR PATRICK SMITH PARK. A YARD SITE AT UPPER CANYON ROAD AND CAMINO CABRA HAS BEEN DESIGNATED FOR USE BY THE CONTRACTOR IF HE CHOOSES. IF THIS SITE IS USED, ACCESS TO WATER TANK AND VALVE HOUSE SHALL BE MAINTAINED AND CONTRACTOR MUST KEEP FRONT GATE SECURE AT ALL TIMES. THIS WORK IS CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 621000 – "MOBILIZATION", AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

24. DAMAGE TO EXISTING ROADWAY FEATURES. THE CONTRACTOR SHALL ASSUME THE RESPONSIBILITY FOR ANY DAMAGE TO ANY EXISTING ROADWAY FEATURES WHICH ARE NOT SCHEDULED TO BE REPLACED AS PART OF THIS PROJECT. IF DAMAGE OCCURS, THE CONTRACTOR SHALL REPAIR SAID DAMAGE AT OWN EXPENSE.

25. CONSTRUCTION PHASING. A SUGGESTED SEQUENCE OF CONSTRUCTION AND TRAFFIC HANDLING PLAN IS PROVIDED ON SHEET 6-2 OF THESE PLANS. THIS IS PROVIDED ONLY AS A SUGGESTION. ANY CHANGES MADE TO THE SUGGESTED SEQUENCE OR TRAFFIC HANDLING PLANS MUST BE APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEER PRIOR TO IMPLEMENTATION.

26. PUBLIC NOTIFICATION OF LANE CLOSURES. THROUGHOUT THE LIFE OF THIS PROJECT, THE CONTRACTOR SHALL COORDINATE ALL ANTICIPATED LANE AND WALKWAY CLOSURES THAT WILL RESTRICT THE NORMAL FLOW OF TRAFFIC WITH THE CITY OF SANTA FE PUBLIC RELATIONS OFFICER AND THE LOCAL NEWS MEDIA. THIS WORK IS CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

27. REMOVALS OF EXISTING CURB AND GUTTER, ASPHALT MATERIAL, AND ANY OTHER REQUIRED REMOVALS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 601000 – "REMOVAL OF STRUCTURES AND OBSTRUCTIONS" AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

28. ALL WORK SHALL COMPLY WITH THE LATEST ADA ACCESSIBILITY GUIDELINES, PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG) AND THE NM DOT PEDESTRIAN ACCESS DETAILS [12 SERIES]. ANY CONFLICTING INFORMATION SHALL BE PRESENTED TO THE PROJECT MANAGER IMMEDIATELY.

29. ADA COMPLIANCE: THE CONTRACTOR SHALL ENSURE ADA COMPLIANCE FOR CONSTRUCTION OF ADA FEATURES AND APPURTENANCES (INCLUDING, BUT NOT LIMITED TO, SIDEWALK & CURB RAMP CROSS SLOPES, RAMP SLOPES, LEVEL LANDINGS, ETC.) AS DETAILED IN THE PLANS AND IN ACCORDANCE WITH REFERENCED STANDARD DRAWINGS, SPECIFICATIONS AND ESTABLISHED ADA ACCESSIBILITY GUIDELINES. THE CONTRACTOR IS RESPONSIBLE FOR FIELD CHECKING SLOPES AND DIMENSIONS OF ALL FORM WORK FOR COMPLIANCE PRIOR TO INSTALLATION OF CONCRETE. THE CITY RESERVES THE RIGHT TO INSPECT ANY ADA FEATURES AND APPURTENANCES AT ANY TIME BEFORE FINAL COMPLETION OF THE PROJECT AND TO HAVE THE CONTRACTOR REMOVE, REPLACE, AND/OR CORRECT ANY WORK AT HIS COST THAT IS NOT IN COMPLIANCE, AS DETERMINED BY THE PROJECT MANAGER.

30. FLOW THRU CURB AND GUTTER SHALL BE CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

31. ATTENDANCE AT THE PRE-CONSTRUCTION CONFERENCE (PRE-CON) AND BI-WEEKLY PROGRESS MEETINGS IS MANDATORY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

32. CONSTRUCTION MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)

33. ANY EQUIPMENT, MATERIALS, OR APPURTENANCES NOT LISTED ON THESE PLANS THAT ARE REQUIRED TO COMPLETE THE PROJECT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY. THIS SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.

34. ALL REQUIRED MATERIAL TESTING BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

35. IF ANY SHEET FROM THIS PLAN SET IS NOT 24"x36", IT HAS BEEN REPRODUCED AT A SCALE OTHER THAN WHAT IS SHOWN ON THAT SHEET'S GRAPHIC SCALE(S). GRAPHIC SCALE SIZES SHALL BE VERIFIED USING AN ENGINEER'S SCALE PRIOR TO TAKING ANY MEASUREMENTS.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

GENERAL NOTES (CONT'D)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	1-9

SUMMARY OF QUANTITIES - BASE BID

ITEM NO.	ROADWAY ITEMS	UNIT	ROADWAY		CONSTRUCTION SIGNING		PERMANENT SIGNING		UTILITITES		PROJECT TOTAL	
			EST.	FINAL	EST	FINAL	EST	FINAL	EST	FINAL	EST	FINAL
203000	UNCLASSIFIED EXCAVATION	C.Y.	160		0		0		0		160	
207000	SUBGRADE PREPARATION	S.Y.	275		0		0		0		275	
303160	BASECOURSE - 6"	S.Y.	275		0		0		0		275	
423270	HMA SP-IV COMPLETE	S.Y.	275		0		0		0		275	
511000	STRUCTURAL CONCRETE, CLASS A	C.Y.	8		0		0		0		8	
540060	REINFORCING BARS GRADE 60	LBS	610		0		0		0		610	
571000	SIDEWALK CULVERTS	E.A.	6		0		0		0		6	
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	1		0		0		0		1	
603251	DROP INLET PROTECTION TYPE II	EA.	7		0		0		0		7	
603261	MULCH SOCKS	L.F.	1395		0		0		0		1395	
607079	PEDESTRIAN/BICYCLE RAILING	L.F.	15		0		0		0		15	
608004	CONCRETE SIDEWALK - 4"	S.Y.	850		0		0		0		850	
608106	DRIVE PAD - 6"	S.Y.	110		0		0		0		110	
609418	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 18"	L.F.	680		0		0		0		680	
609424	CONCRETE VERTICAL CURB AND GUTTER TYPE B 6" X 24"	L.F.	20		0		0		0		20	
609649	CONCRETE VALLEY GUTTER 6" X 60"	L.F.	26		0		0		0		26	
609999	CONCRETE CURB RETURNS (COMPLETE)	S.Y.	60		0		0		0		60	
618000	TRAFFIC CONTROL MANAGEMENT	L.S.	0		1		0		0		1	
621000	MOBILIZATION	L.S.	1		0		0		0		1	
632020	SEEDING CLASS C	AC.	0.35		0		0		0		0.35	
667505	BRICK SIDEWALK	S.Y.	85		0		0		0		85	
667506	REMOVE AND RESET BRICK SIDEWALK	S.Y.	595		0		0		0		595	
701000	PANEL SIGNS	S.F.	0		0		63		0		63	
701030	REMOVE AND RESET PANEL SIGN	EA.	0		0		14		0		14	
701100	STEEL/BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	0		0		113		0		113	
702000	CONSTRUCTION SIGNING	S.F.	0		126		0		0		126	
702110	PORTABLE SIGN SUPPORT	EA.	0		11		0		0		11	
702210	BARRICADE, TYPE I	EA.	0		3		0		0		3	
702238	BARRICADE, TYPE III - 8'	EA.	0		1		0		0		1	
702320	VERTICAL PANEL, TYPE BACK TO BACK	EA.	0		65		0		0		65	
702610	PORTABLE CHANGEABLE MESSAGE SIGN	EA.	0		5		0		0		5	
704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	0		0		6000		0		6000	
704099	TEMPORARY STRIPING	L.F.	0		2320		0		0		2320	
704734	HOT THERMOPLASTIC PAVEMENT MARKING SHARROW SYMBOL	EA.	0		0		24		0		24	
704758	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE 8"	L.F.	0		0		29		0		29	
704762	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE 12"	L.F.	0		0		210		0		210	
704764	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE 24"	L.F.	0		0		90		0		90	
704783	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKING HANDICAPPED	EA.	0		0		1		0		1	
721000	REMOVAL OF PAVEMENT STRIPE	L.F.	0		2320		0		0		2320	
801000	CONSTRUCTION STAKING BY CONTRACTOR	L.S.	1		0		0		0		1	

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

SUMMARY OF QUANTITIES (BASE BID)

SHEET NO. 1-9

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	1-10

SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE A

ITEM NO.	ROADWAY ITEMS	UNIT	ROADWAY		CONSTRUCTION SIGNING		PERMANENT SIGNING		UTILITITES		PROJECT TOTAL	
			EST.	FINAL	EST	FINAL	EST	FINAL	EST	FINAL	EST	FINAL
207000	SUBGRADE PREPARATION	S.Y.	30		0		0		0		30	
303160	BASECOURSE - 6"	S.Y.	30		0		0		0		30	
423270	HMA SP-IV COMPLETE	S.Y.	30		0		0		0		30	
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	1		0		0		0		1	
621000	MOBILIZATION	L.S.	1		0		0		0		1	
667507	INLAY BRICK CROSSWALK (COMPLETE)	S.Y.	75		0		0		0		75	
801000	CONSTRUCTION STAKING BY CONTRACTOR	L.S.	1		0		0		0		1	

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

SUMMARY OF QUANTITIES
(ADDITIVE ALTERNATE A)

SHEET NO. 1-10

ENVIRONMENTAL COMMITMENTS

THE CONTRACTOR SHALL REFER TO SECTION 107 OF THE SPECIFICATIONS, MAKING SPECIAL NOTE OF SUB-SECTION 107.14: CONTRACTOR'S RESPONSIBILITIES FOR ENVIRONMENTAL AND CULTURAL RESOURCE PROTECTION.

☐ NO ADDITIONAL PROJECT SPECIFIC ENVIRONMENTAL REQUIREMENTS APPLY

☒ IN ADDITION TO SECTION 107, THE FOLLOWING PROJECT-SPECIFIC ENVIRONMENTAL REQUIREMENTS APPLY. COMPLIANCE WITH THE FOLLOWING REQUIREMENTS SHALL BE INCIDENTAL TO CONSTRUCTION, AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR:

1. EAST ALAMEDA PEDESTRIAN IMPROVEMENTS SHOULD BE COMPLETED OUTSIDE OF THE MIGRATORY BIRD NESTING SEASON (CONSERVATIVELY DESIGNATED AS APRIL THROUGH SEPTEMBER). ANY WORK DONE WITHIN THE NESTING SEASON WOULD NECESSITATE A NESTING BIRD SURVEY, NEST MARKING AND AVOIDANCE, AND POTENTIAL TAKE PERMITS FROM THE UNITED STATES FISH & WILDLIFE SERVICE (USFWS).
2. NO RIPARIAN VEGETATION SHOULD BE DISTURBED.
3. CLASS B NOXIOUS WEEDS (TREE OF HEAVEN) SHOULD BE REMOVED (BY CITY OF SANTA FE PARKS AND RECREATION DEPARTMENT) AND TREATED WITH THE APPROPRIATE HERBICIDE TO PREVENT REGROWTH.
4. TO MINIMIZE THE INTRODUCTION AND SPREAD OF NOXIOUS WEEDS, EQUIPMENT SHOULD BE CLEANED PRIOR TO PERFORMING WORK IN THE PROJECT AREA. THIS WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
5. BEST MANAGEMENT PRACTICES FOR SEDIMENT AND EROSION CONTROL SHOULD BE IMPLEMENTED DURING CONSTRUCTION. EQUIPMENT SHOULD BE FREE OF LEAKS AND NO MAINTENANCE, REFUELING, OR CLEANING OF EQUIPMENT SHOULD BE CONDUCTED IN OR NEAR THE SANTA FE RIVER.
6. CONSTRUCTION MUST COMPLY WITH SECTION 14-8.12 (RELOCATION OF GUNNISON'S PRAIRIE DOGS.)
7. IF BURIED CULTURAL DEPOSITS ARE DISCOVERED DURING PROJECT ACTIVITIES, WORK SHALL CEASE IMMEDIATELY IN THAT AREA AND THE STATE HISTORIC PRESERVATION OFFICER SHALL BE NOTIFIED.

R Blake Rayburn 6-30-15
ENVIRONMENTAL SECTION MANAGER

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

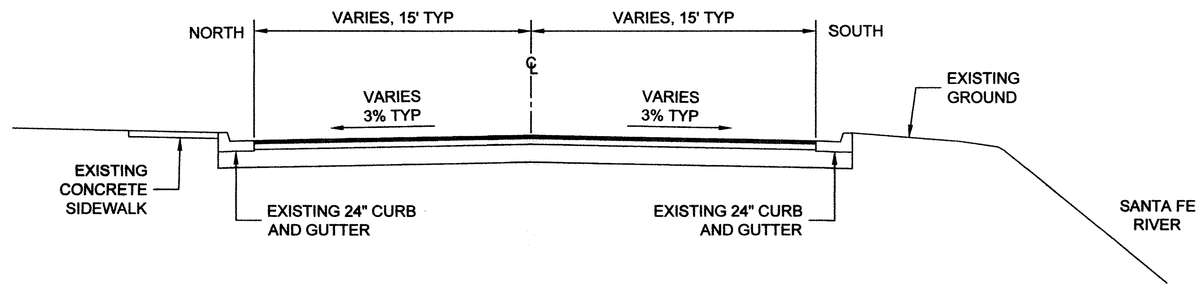
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

ENVIRONMENTAL NOTES

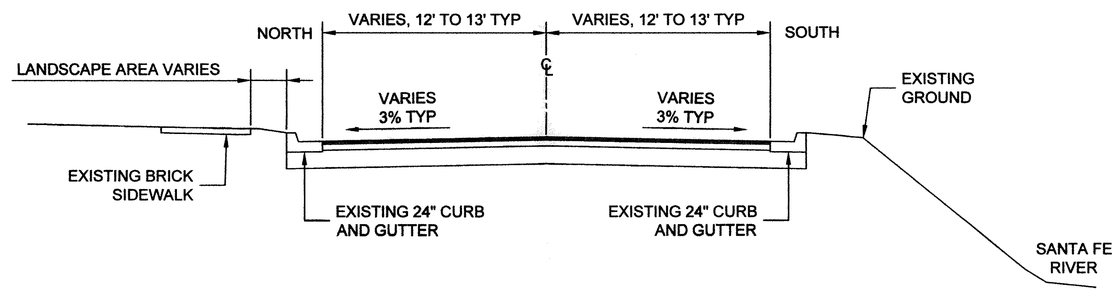
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2–1



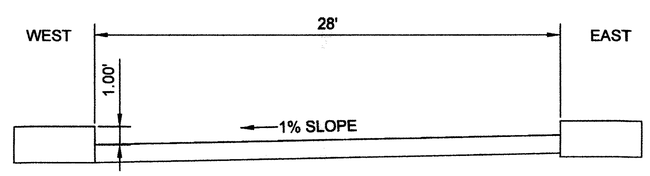
EXISTING TYPICAL SECTION (WEST OF PALACE AVE.)

SCALE: 1" = 4'



EXISTING TYPICAL SECTION (EAST OF PALACE AVE.)

SCALE: 1" = 4'



EXISTING TYPICAL SECTION (PARK ENTRANCE OVER BRIDGE)

SCALE: 1" = 4'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT
OF TRANSPORTATION

EAST ALAMEDA
PEDESTRIAN IMPROVEMENTS

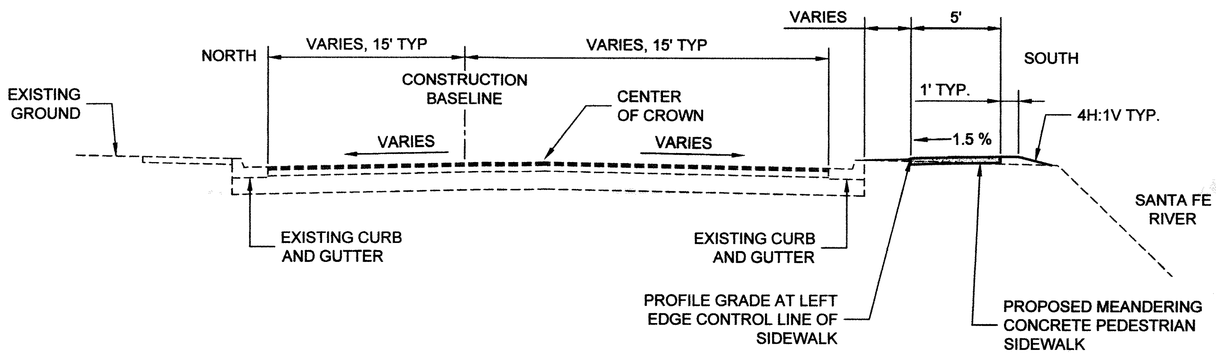
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

EXISTING TYPICAL SECTIONS

SHEET NO. 2–1

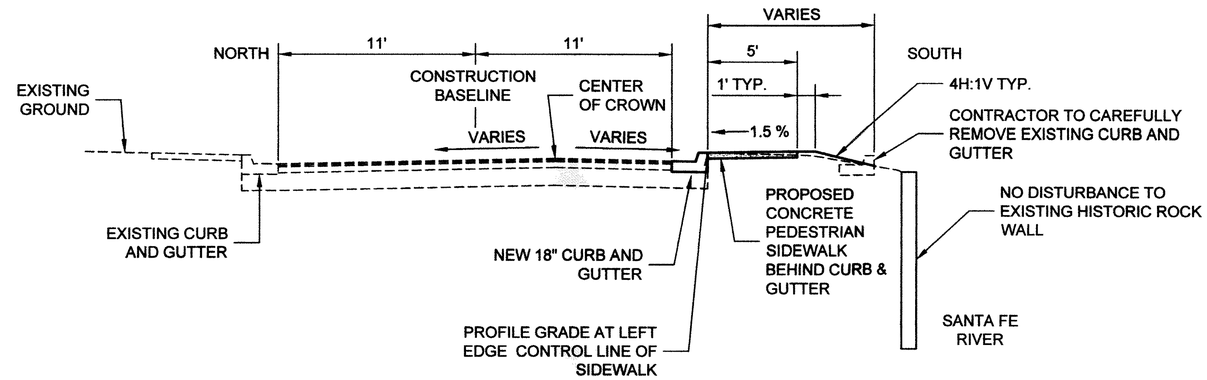
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-2



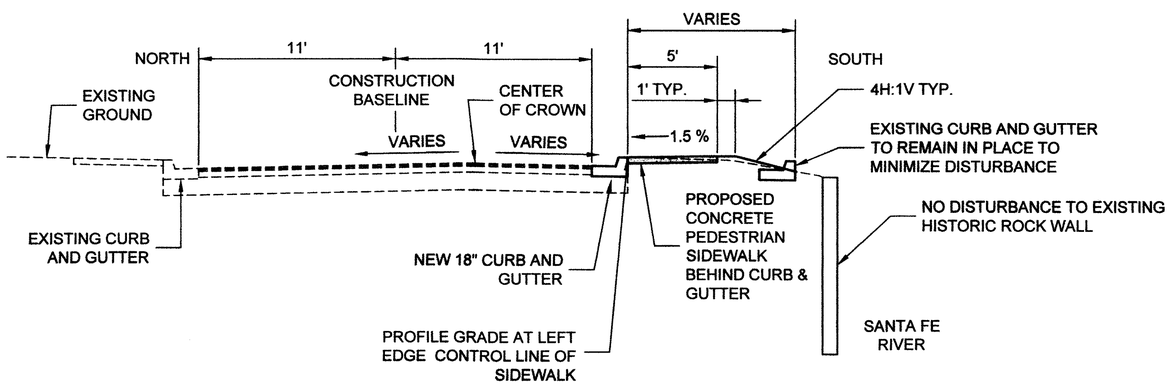
PROPOSED TYPICAL SECTION, NO BULB OUT

SCALE: 1" = 4'
STA: 10+24.97 TO 11+89.38
STA: 15+44.19 TO 16+03.51
STA: 18+31.72 TO 21+78.31
STA: 22+98.56 TO 23+39.06



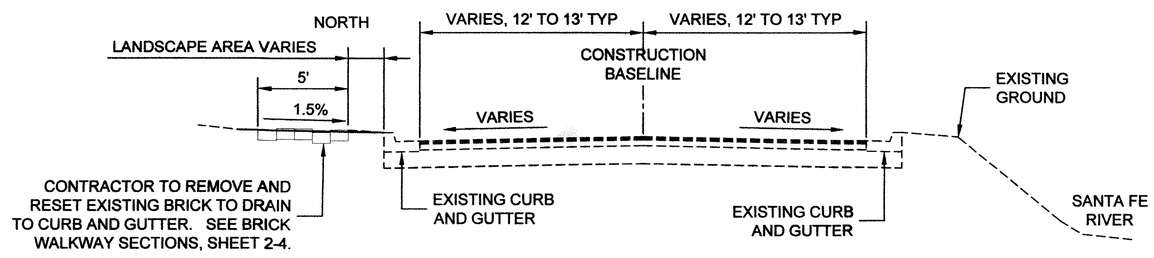
PROPOSED TYPICAL SECTION, BULB OUT W/ C&G REMOVAL

SCALE: 1" = 4'
STA: 11+89.38 TO 15+44.19
STA: 16+03.51 TO 16+40.46
STA: 17+61.13 TO 18+31.72
STA: 21+78.31 TO 22+98.56



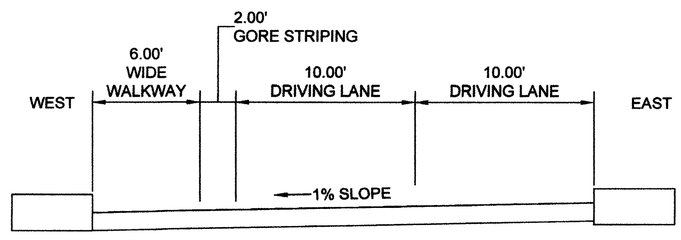
PROPOSED TYPICAL SECTION, BULB OUT W/O C&G REMOVAL

SCALE: 1" = 4'
STA: 16+40.46 TO 17+61.13



PROPOSED TYPICAL SECTION

SCALE: 1" = 4'
STA: 24+00 TO 38+00



PROPOSED TYPICAL PARK SECTION

SCALE: 1" = 4'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

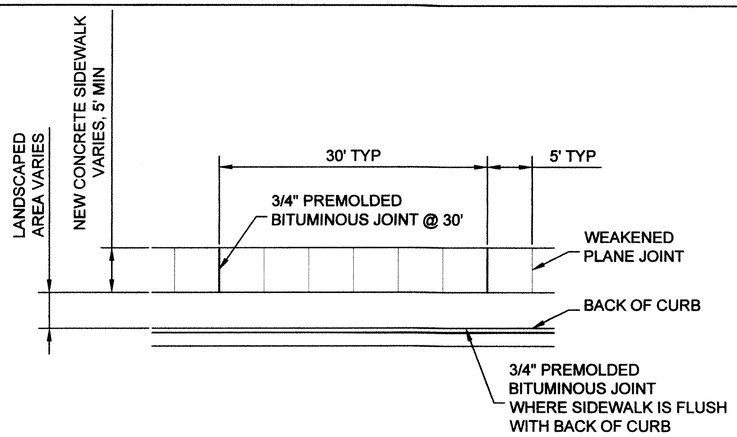
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TYPICAL SECTIONS AND DETAILS

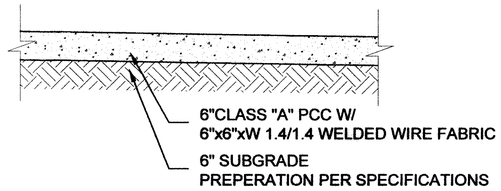
SHEET NO. 2-2

Santa Fe Engineering Consultants, LLC

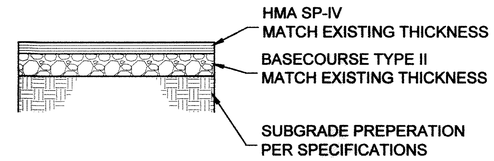
NMDOT CONTROL#	SHEET NO.
S100281	2-3



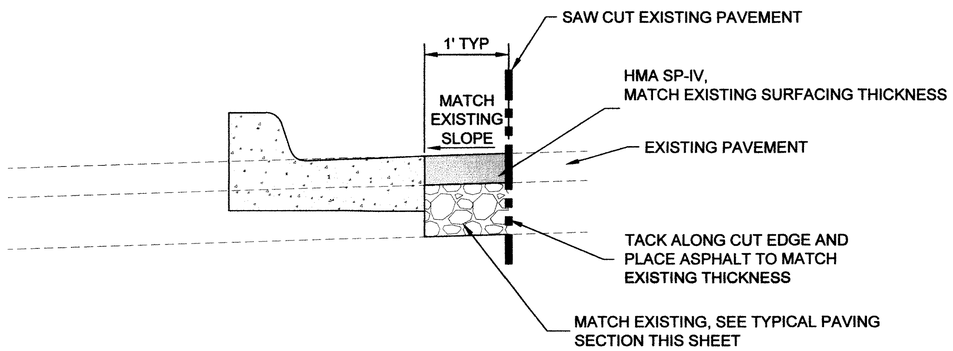
TYPICAL SIDEWALK PLAN



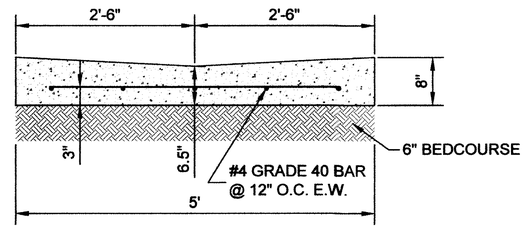
TYPICAL DRIVEPAD 6"



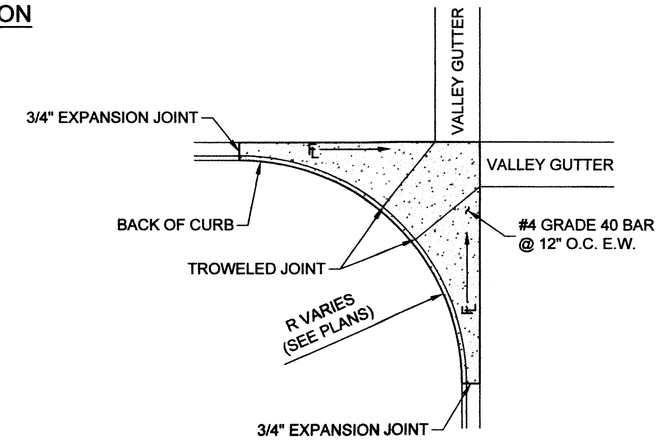
TYPICAL PAVING SECTION



TYPICAL SAWCUT AND PAVEMENT PATCHING DETAIL

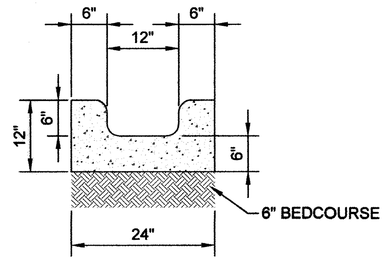


CONCRETE VALLEY GUTTER - 6" X 60"



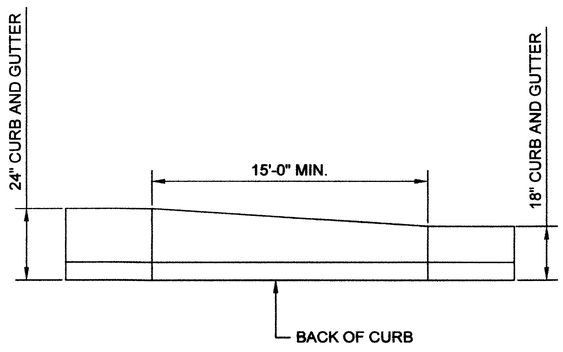
FILLET CURB RETURN

NOTES:
1. POUR FILLETS MONOLITHICALLY
2. PROVIDE A REINFORCING CONTINUATION BETWEEN FILLETS AND VALLEY GUTTERS WITH A 30" REBAR LAP BETWEEN FILLETS AND VALLEY GUTTERS BEING CAST WITHIN 30 CALENDAR DAYS.

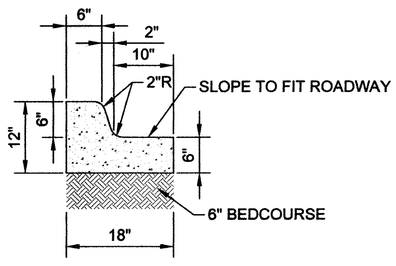


FLOW THRU CURB AND GUTTER

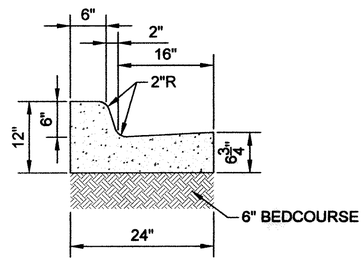
NOTE:
ALL CONCRETE FOR THIS PROJECT SHALL BE DYED "OATMEAL BUFF" OR APPROVED EQUIVALENT.



CURB & GUTTER TRANSITION DETAIL



CONCRETE VERTICAL CURB AND GUTTER - 6" X 18" TYPE B



CONCRETE VERTICAL CURB AND GUTTER - 6" X 24" TYPE B

NO.	DESCRIPTION	DATE	BY
3			
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REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

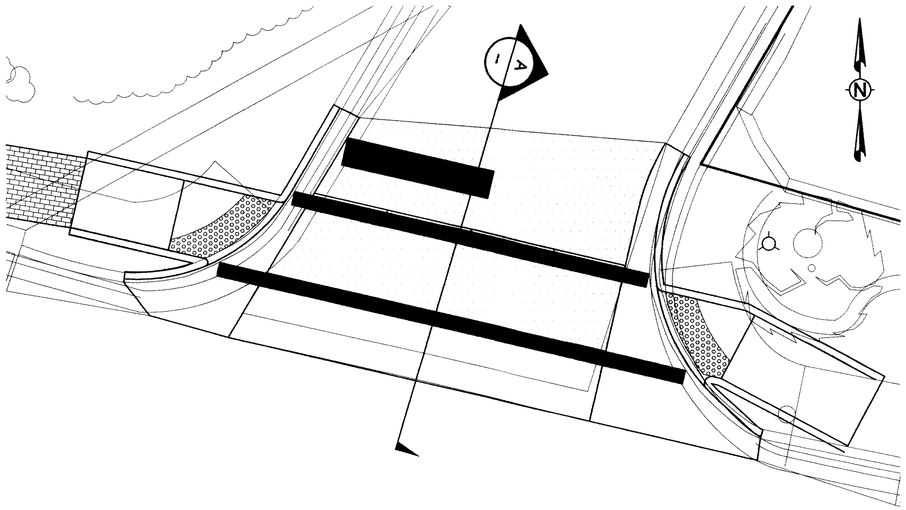
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TYPICAL SECTIONS AND DETAILS

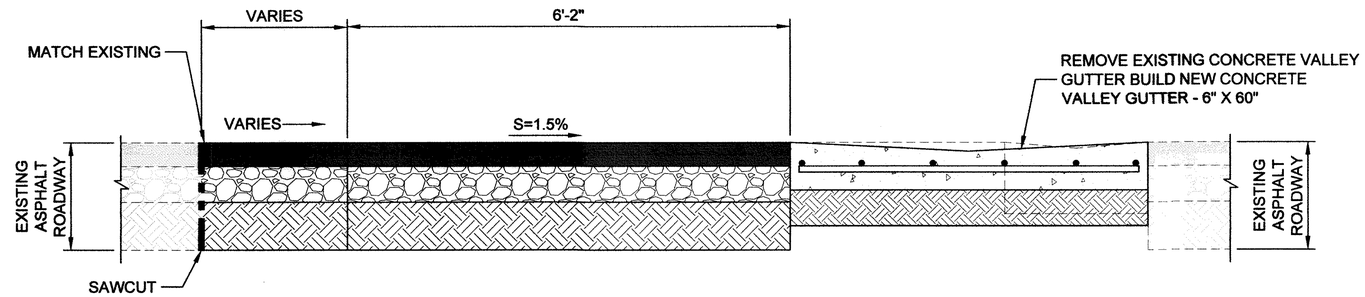
SHEET NO. 2-3

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-4

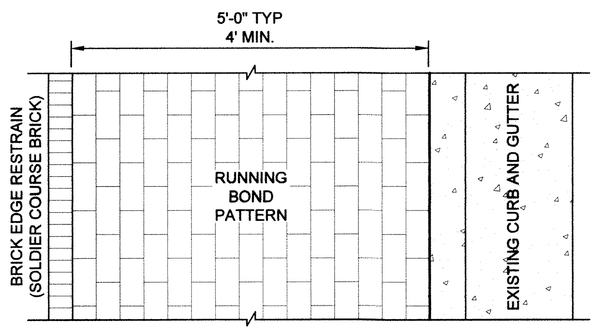


CROSSWALK AT GONZALES ROAD PLAN VIEW
SCALE: 1" = 5'

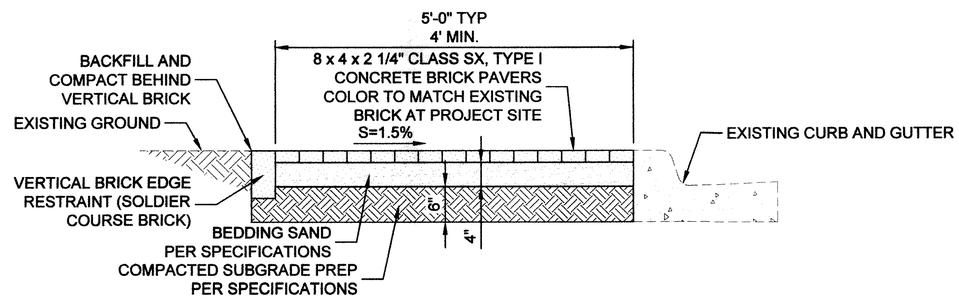


A
–
CROSSWALK AT GONZALES ROAD SECTION VIEW
SCALE: N.T.S.

NOTE:
THIS SECTION IS FOR USE ON THE CROSSWALK AT GONZALES ROAD.

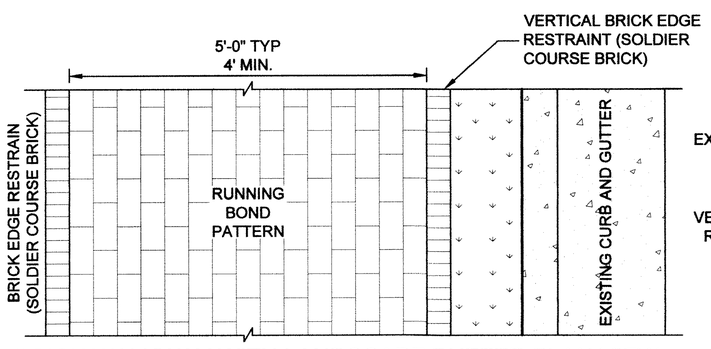


BRICK WALKWAY PLAN VIEW
(APPLIES TO NEW BRICK AND REMOVE AND RESET BRICK)

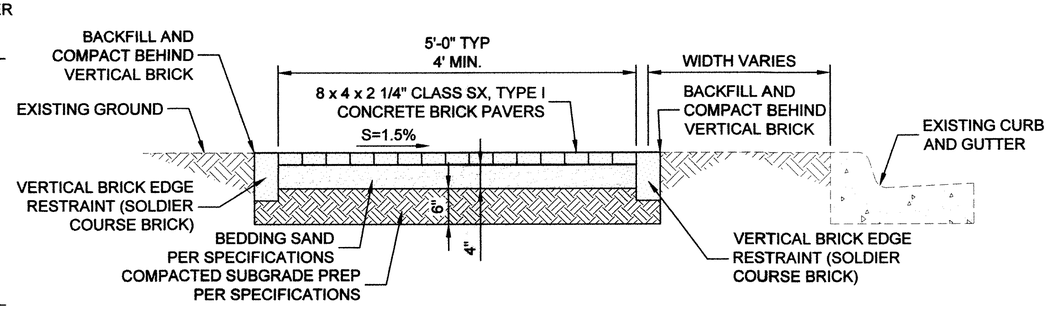


BRICK WALKWAY SECTION VIEW
(APPLIES TO NEW BRICK AND REMOVE AND RESET BRICK)

NOTE:
THIS SECTION IS FOR USE ON THE NORTH SIDE OF EAST ALAMEDA WHERE THE EXISTING BRICK WALKWAY IS ADJACENT TO CURB AND GUTTER.



BRICK WALKWAY WITH LANDSCAPE BUFFER PLAN VIEW
(APPLIES TO NEW BRICK AND REMOVE AND RESET BRICK)



BRICK WALKWAY WITH LANDSCAPE BUFFER SECTION VIEW
(APPLIES TO NEW BRICK AND REMOVE AND RESET BRICK)

NOTE:
THIS SECTION IS FOR USE ON THE NORTH SIDE OF EAST ALAMEDA WHERE THE EXISTING BRICK WALKWAY IS NOT ADJACENT TO CURB AND GUTTER.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

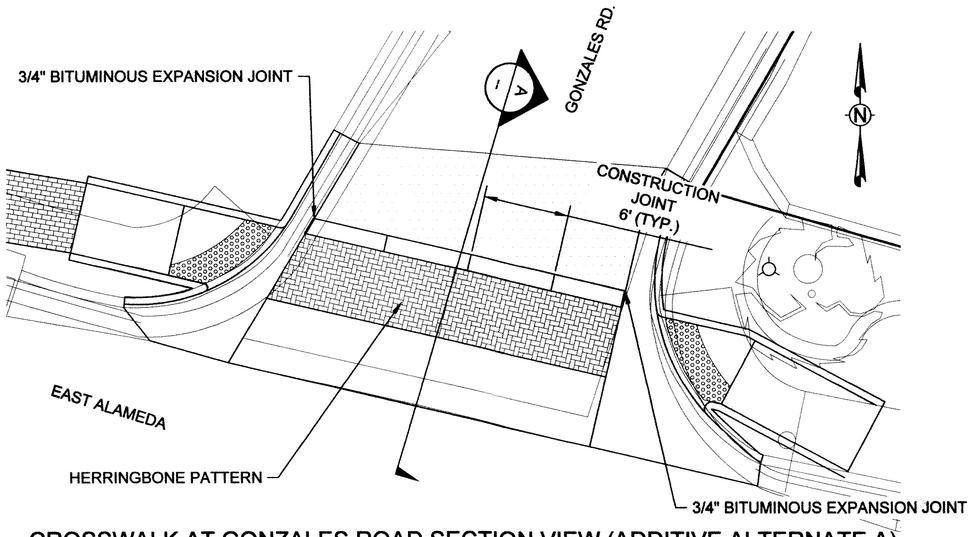
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

TYPICAL SECTIONS AND DETAILS

SHEET NO. 2-4

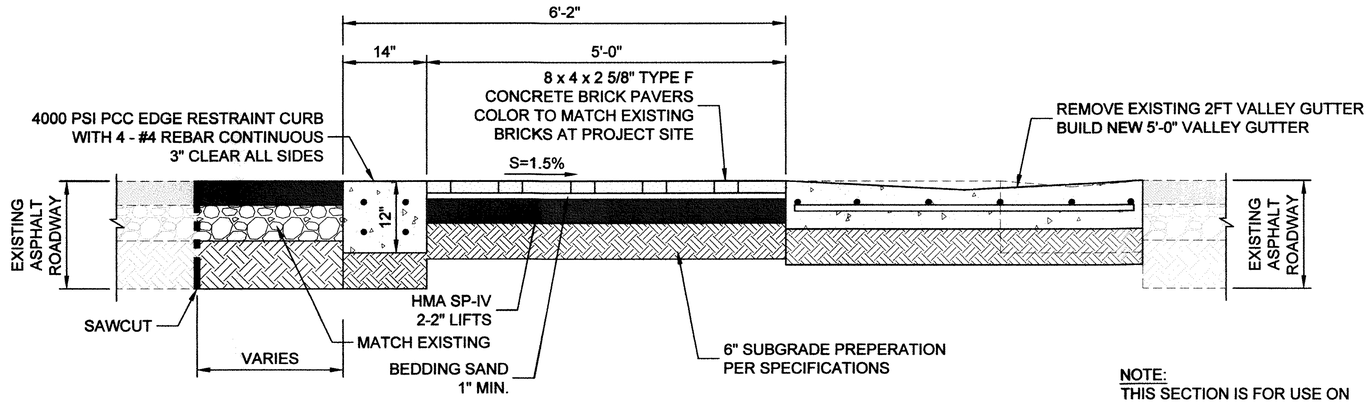
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-5



CROSSWALK AT GONZALES ROAD SECTION VIEW (ADDITIVE ALTERNATE A)

SCALE: 1" = 5'

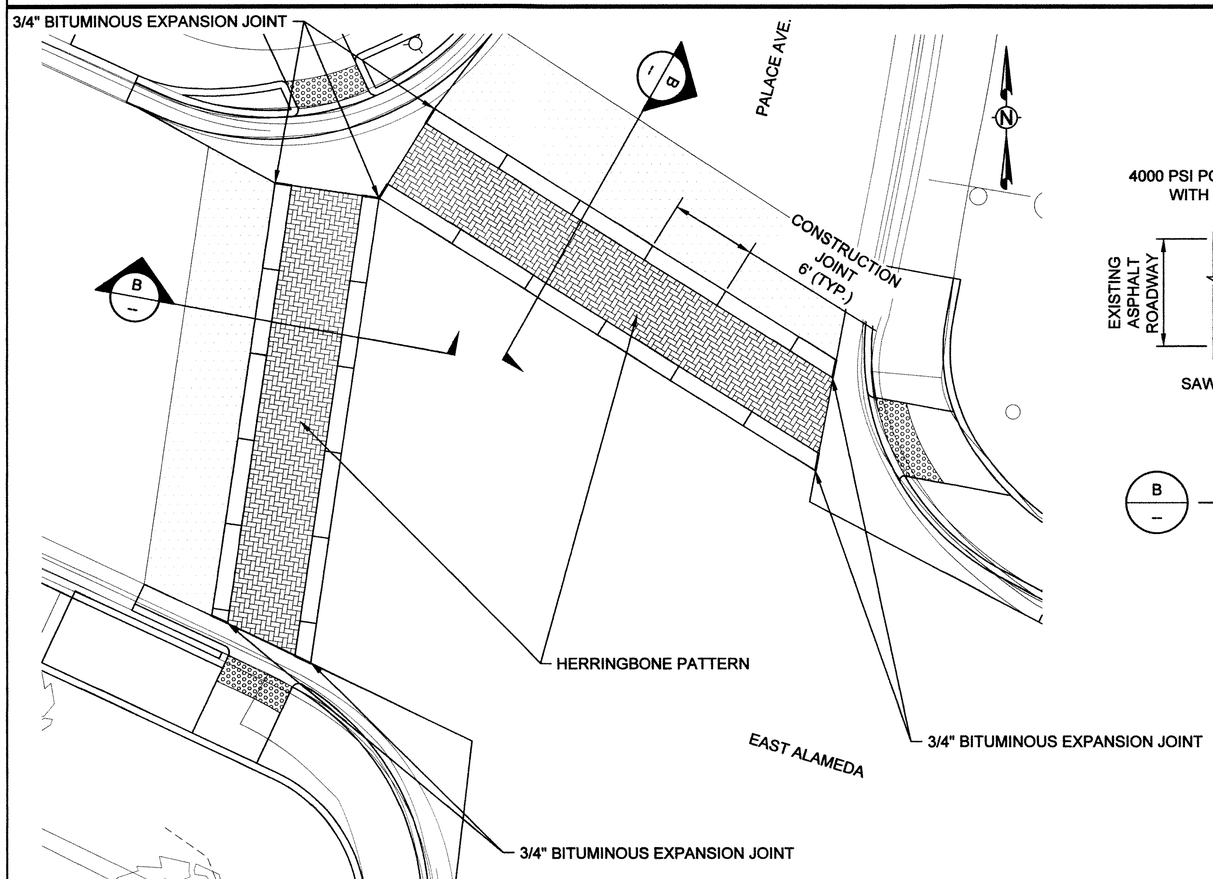


NOTE:
THIS SECTION IS FOR USE ON CROSSWALKS AT GONZALES ROAD IF ADDITIVE ALTERNATE A IS SELECTED.

A / –

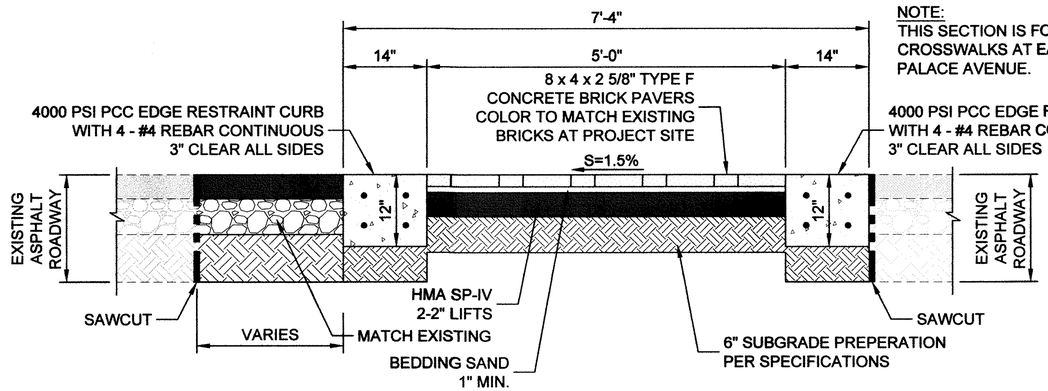
INLAY CROSSWALK AT GONZALES ROAD SECTION VIEW (ADDITIVE ALTERNATE A)

SCALE: N.T.S.



CROSSWALK AT PALACE AVE. SECTION VIEW (ADDITIVE ALTERNATE A)

SCALE: 1" = 5'



NOTE:
THIS SECTION IS FOR USE ON CROSSWALKS AT EAST ALAMEDA AND PALACE AVENUE.

B / –

INLAY CROSSWALK AT PALACE AVE. SECTION VIEW (ADDITIVE ALTERNATE A)

SCALE: N.T.S.

NOTE:
THIS SECTION IS FOR USE ON CROSSWALKS AT PALACE AVE. IF ADDITIVE ALTERNATE A IS SELECTED.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TYPICAL SECTIONS AND DETAILS (ADDITIVE ALTERNATE A)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-6

609418 - VERTICAL CONCRETE CURB AND GUTTER -6" X 18" TYPE II SCHEDULE

START STATION	OFFSET	TO	END STATION	OFFSET	LENGTH (LF)
11+89.38	21.57' R	TO	15+44.19	21.51' R	348.01
16+03.50	20.63' R	TO	18+31.72	21.36' R	200.38
21+78.33	21.43' R	TO	22+98.56	17.30' R	125.98
				TOTAL	674.37
				USE	680

609424 - VERTICAL CONCRETE CURB AND GUTTER - 6" X 24" TYPE II SCHEDULE

START STATION	OFFSET	TO	END STATION	OFFSET	LENGTH (LF)
33+94.81	12.64' L	TO	34+13.64	12.78' L	20.00
				TOTAL	20.00
				USE	20

STRUCTURE SCHEDULE

ROAD	STATION	STRUCTURE	511000 STRUCTURAL CONCRETE, CLASS A (C.Y.)	540060 REINFORCE BARS GRADE 60 (LBS)	571000 SIDEWALK CULVERT (EA.)
E. ALAMEDA STREET	STA: 14+31.86	STRUCTURE NO. 1 (CONCRETE CHANNEL AND SIDEWALK CULVERT	1.40	72	5
E. ALAMEDA STREET	STA: 14+91.78	STRUCTURE NO. 2	0.00	0	1

609999 - CONCRETE CURB RETURNS [COMPLETE; INCLUDES, CONCRETE, STEEL, SUBGRADE PREP, AND TIE IN TO EXISTING CURB]

LOCATION	S.Y.
SOUTH WEST CORNER	12.0
NORTH WEST CORNER	14.0
NORTH EAST CORNER	11.0
NORTH WEST CORNER OF EAST ALAMEDA AND GONZALES ROAD	7.0
NORTH EAST CORNER OF EAST ALAMEDA AND GONZALES ROAD	11.0
TOTAL	55.0
USE	60

609649 - CONCRETE VALLEY GUTTER 6" X 60'

LOCATION	L.F.
GONZALES ROAD	26
TOTAL	26

540060 - REINFORCE BARS GRADE 60 (TOTAL)

LOCATION	LBS.
STEEL FOR RETAINING WALL AT BUS PAD	532
STEEL FOR CONCRETE CHANNEL	72
TOTAL	604
USE	610

511000 - STRUCTURAL CONCRETE, CLASS A (TOTAL)

LOCATION	C.Y.
CONCRETE CHANNEL	1.4
RETAINING WALL AT BUS PAD	6.4
TOTAL	7.80
USE	8

608106 - DRIVE PAD 6" [TYPE 2B]

DESCRIPTION	S.Y.
DRIVEWAY 1	26.77
DRIVEWAY 2	24.86
DRIVEWAY 4	37.04
DRIVEWAY 5	21.13
TOTAL	109.80
USE	110

SURFACING SCHEDULE

DESCRIPTION	START STATION	TO	END STATION	LENGTH	207000 - SUBGRADE PREPARATION		303160 - BASECOURSE		423270 - HMA SP-IV COMPLETE	
					WIDTH	S.Y.	WIDTH	S.Y.	WIDTH	S.Y.
BEGIN BASELINE - PATCH AT SAWCUT	11+89.38	TO	14+69.01	276.27	1.00	30.70	1.00	30.70	1.00	30.70
WARP ASPHALT	14+69.01	TO	15+45.27	79.80	7.72 ⊙	68.45	7.72 ⊙	68.45	7.72 ⊙	68.45
PATCH AT SAWCUT	16+02.50	TO	17+71.95	176.41	1.00	19.60	1.00	19.60	1.00	19.60
WARP ASPHALT	17+71.95	TO	18+32.72	68.89	7.40 ⊙	56.64	7.40 ⊙	56.64	7.40 ⊙	56.64
PATCH AT SAWCUT	21+77.40	TO	22+98.56	126.66	1.00	14.07	1.00	14.07	1.00	14.07
EAST ALAMEDA AT PALACE AVE. - SW CORNER	23+38.67	TO	23+71.83	41.78	1.00	4.64	1.00	4.64	1.00	4.64
EAST ALAMEDA AT PALACE AVE. - NW CORNER	23+23.12	TO	23+45.72	42.69	1.00	4.74	1.00	4.74	1.00	4.74
EAST ALAMEDA AT PALACE AVE. - NE CORNER	23+72.87	TO	23+94.29	34.03	1.00	3.78	1.00	3.78	1.00	3.78
PATCH AT GONZALES RD.	26+50.23	TO	26+75.36	24.72	12.17 ⊙	33.44	12.17 ⊙	33.44	12.17 ⊙	33.44
DRIVEWAY 1	27+03.55	TO	27+26.30	23.13	1.00	2.57	1.00	2.57	1.00	2.57
DRIVEWAY 2	30+12.74	TO	30+46.15	33.05	1.00	3.67	1.00	3.67	1.00	3.67
DRIVEWAY 3	33+94.81	TO	34+13.64	19.08	1.00	2.12	1.00	2.12	1.00	2.12
DRIVEWAY 4	35+68.71	TO	36+05.14	36.84	1.00	4.09	1.00	4.09	1.00	4.09
DRIVEWAY 5	36+96.10	TO	37+20.73	24.07	1.00	2.67	1.00	2.67	1.00	2.67
ENTRANCE TO PARK	37+34.40	TO	37+74.31	39.91	4.32 ⊙	19.17	4.32 ⊙	19.17	4.32 ⊙	19.17
			TOTALS			270.37		270.37		270.37
					USE	275	USE	275	USE	275

⊙ DENOTES AREA OF VARIED WIDTH. AVERAGE WIDTH SHOWN.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

MISCELLANEOUS QUANTITIES (BASE BID)

SHEET NO. 2-6

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-7

PEDESTRIAN SIDEWALK QUANTITIES (WEST OF PALACE AVE.)

DESCRIPTION	START STATION	END STATION	LENGTH FT.	WIDTH FT.	608004 - CONCRETE SIDEWALK (S.Y.)
BEGIN CONCRETE SIDEWALK	0+00.00	0+58.39	60	5	33.33
CONCRETE SIDEWALK	0+58.39	0+63.48	5	20⊙	11.11
CONCRETE SIDEWALK	0+63.48	3+96.54	333	5	185.00
CONCRETE SIDEWALK	4+07.57	11+80.00	774	5	430.00
CONCRETE SIDEWALK	11+80.00	11+86.27	8	10⊙	8.89
CONCRETE SIDEWALK	11+86.27	13+15.34	129	5	71.67
CONCRETE SIDEWALK	13+15.34	13.23.34	11	10⊙	12.22
CONCRETE SIDEWALK	13+23.34	13+30.23	7	5	3.89
ADA RAMPS	VARIES	VARIES			93.53
				TOTAL	849.64
				USE	850

PEDESTRIAN WALKWAY QUANTITIES (EAST OF PALACE AVE.)

DESCRIPTION	START STATION	END STATION	LENGTH FT.	WIDTH FT.	667505 - BRICK WALKWAY (S.Y.)
BRICK WALKWAY	29+58.32	29+98.28	43	5	23.97
BRICK WALKWAY	30+46.63	30+78.58	38	5	21.11
BRICK WALKWAY	31+37.06	31+82.56	49	5	27.22
BRICK WALKWAY AT DRIVEWAY 3	33+94.86	34+14.52	21	5	11.67
				TOTAL	83.97
				USE	85

PEDESTRIAN WALKWAY QUANTITIES (EAST OF PALACE AVE.)

DESCRIPTION	START STATION	END STATION	LENGTH FT.	WIDTH FT.	667506 - REMOVE AND RESET BRICK WALKWAY (S.Y.)
BRICK WALKWAY	23+96.62	26+17.46	223	5	123.89
BRICK WALKWAY	26+19.46	26+28.29	9	6 ⊙	6.00
BRICK WALKWAY	26+28.29	26+36.19	8	5	4.44
BRICK WALKWAY	26+94.08	27+02.90	9	5	5.00
BRICK WALKWAY	27+26.32	29+58.32	244	5	135.56
BRICK WALKWAY	29+98.23	30+12.74	14	5	7.78
BRICK WALKWAY	30+78.52	31+37.21	57	5	31.67
BRICK WALKWAY	31+74.07	33+94.86	226	5	125.56
BRICK WALKWAY	34+13.64	35+68.71	157	5	87.22
BRICK WALKWAY	36+05.14	36+96.10	94	5	52.22
BRICK WALKWAY	37+20.73	37+40.34	20	5	11.11
				TOTAL	590.44
				USE	595

601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS

DESCRIPTION	UNIT	COUNT
REMOVAL OF EXISTING CURB AND GUTTER	L.F.	919
REMOVAL OF EXISTING ASPHALT	S.Y.	572
REMOVAL OF EXISTING CONCRETE	S.Y.	61
REMOVAL OF EXISTING BRICK WALKWAY	S.Y.	62
REMOVAL OF EXISTING TREES	EA.	0
REMOVE EXISTING SIGNS	EA.	13

⊙ DENOTES AREA OF VARIED WIDTH. AVERAGE WIDTH SHOWN.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

MISCELLANEOUS QUANTITIES (BASE BID)

SHEET NO. 2-7

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-8

EARTHWORK VOLUMES - TRAIL

Station	Cut Area (Sq. Ft.)	Cut Volume (Cu. Yd.)	Fill Area (Sq. Ft.)	Fill Volume (Cu. Yd.)	Cum. Cut Volume (Cu. Yd.)	Cum. Fill Volume (Cu. Yd.)
0+00.00	1.25	0.00	1.68	0.00	0.00	0.00
0+50.00	1.92	2.90	1.47	2.79	2.90	2.79
1+00.00	5.03	6.56	0.00	1.47	9.46	4.26
1+50.00	13.99	17.61	0.00	0.00	27.07	4.26
2+00.00	3.07	15.82	3.10	2.87	42.89	7.13
2+50.00	1.45	4.05	10.58	12.63	46.94	19.76
3+00.00	1.57	2.88	4.96	14.32	49.82	34.08
3+50.00	1.71	3.04	4.10	8.39	52.87	42.47
4+00.00	1.48	2.96	3.75	7.14	55.83	49.61
4+50.00	1.43	2.75	3.48	6.41	58.57	56.02
5+00.00	3.65	4.70	0.12	3.36	63.27	59.38
5+50.00	1.54	4.79	0.19	0.29	68.06	59.67
6+00.00	1.45	2.77	6.86	6.62	70.83	66.29
6+50.00	1.47	2.72	4.36	10.30	73.55	76.59
7+00.00	1.46	2.70	3.97	7.84	76.25	84.43
7+50.00	1.47	2.77	5.18	8.33	79.02	92.77
8+00.00	3.49	4.55	0.01	4.83	83.57	97.59
8+50.00	3.50	6.45	0.00	0.01	90.02	97.61
9+00.00	1.52	4.64	0.44	0.41	94.66	98.02
9+50.00	6.03	7.02	0.00	0.43	101.68	98.44
10+00.00	8.88	13.70	0.00	0.00	115.38	98.44
10+50.00	6.25	14.35	0.65	0.60	129.73	99.04
11+00.00	0.21	5.63	1.07	1.55	135.36	100.58
11+50.00	2.93	3.00	0.00	1.04	138.36	101.62
12+00.00	1.91	4.52	1.35	1.24	142.88	102.87
12+50.00	3.06	4.61	1.49	2.64	147.49	105.50
13+00.00	1.88	4.59	0.43	1.78	152.08	107.29
13+30.24	5.37	4.06	0.00	0.24	156.14	107.53

EARTHWORK SUMMARY - UNADJUSTED TOTALS

DESCRIPTION	203000 UNCLASSIFIED EXCAVATION (Cu. Yd.)	EMBANKMENT FILL (Cu. Yd.)
STA: 0+00.00 TO STA: 13+30.24	156.14	107.53

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

MISCELLANEOUS QUANTITIES (BASE BID)

SHEET NO. 2-8

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-9

SURFACING SCHEDULE - ADDITIVE ALTERNATE A

DESCRIPTION	START STATION	TO	END STATION	LENGTH	207000 - SUBGRADE PREPARATION		303160 - BASECOURSE		423270 - HMA SP-IV COMPLETE	
					WIDTH	S.Y.	WIDTH	S.Y.	WIDTH	S.Y.
EAST ALAMEDA - ADDITIVE ALTERNATE A	23+39.27	TO	23+44.49	30.52	5.01 ⊙	16.99	5.01 ⊙	16.99	5.01 ⊙	16.99
PALACE AVE. - ADDITIVE ALTERNATE A	23+43.92	TO	23+75.61	33.08	6.92 ⊙	25.43	6.92 ⊙	25.43	6.92 ⊙	25.43
GONZALES RD. - ADDITIVE ALTERNATE A (DEDUCTION)	26+50.68	TO	26+75.36	24.32	-6.17	-16.67	-6.17	-16.67	-6.17	-16.67
			TOTALS			25.75		25.75		25.75
					USE	30	USE	30	USE	30

BRICK CROSSWALK - ADDITIVE ALTERNATE A

DESCRIPTION	START STATION	END STATION	LENGTH FT.	WIDTH FT.	667507 - INLAY BRICK CROSSWALK (S.Y.)
EAST ALAMEDA	23+44.49	23+53.00	31.66	7.33	25.79
PALACE AVE.	23+43.92	23+75.61	34.51	7.33	28.11
GONZALES RD.	26+50.68	26+75.36	24.32	6.17	16.67
				TOTAL	70.56
				USE	75

601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS - ADDITIVE ALTERNATE A

DESCRIPTION	UNIT	COUNT
REMOVAL OF EXISTING ASPHALT	S.Y.	95

⊙ DENOTES AREA OF VARIED WIDTH. AVERAGE WIDTH SHOWN.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

MISCELLANEOUS QUANTITIES (ADDITIVE ALTERNATE A)

SCHEDULE OF BEST MANAGEMENT PRACTICES

		603251
STATION	OFFSET	DROP INLET PROTECTION (EA)
6+07.84	19.50' L	1
13+62.74	10.05' L	1
14+22.64	22.87' L	1
26+29.05	11.26' L	1
27+02.69	9.49' L	1
28+90.46	12.09' L	1
37+35.62	12.18' L	1
PROJECT TOTAL		7
USE		7

SCHEDULE OF BEST MANAGEMENT PRACTICES

					603261
STATION	OFFSET	TO	STATION	OFFSET	MULCH SOCKS (L.F.)
10+25.35	34.62' R	TO	23+69.90	22.92' R	1,390
				PROJECT TOTAL	1,390
				USE	1,395

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

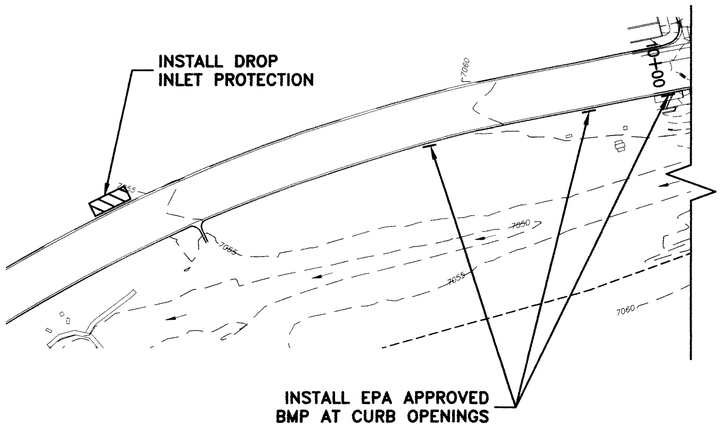
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

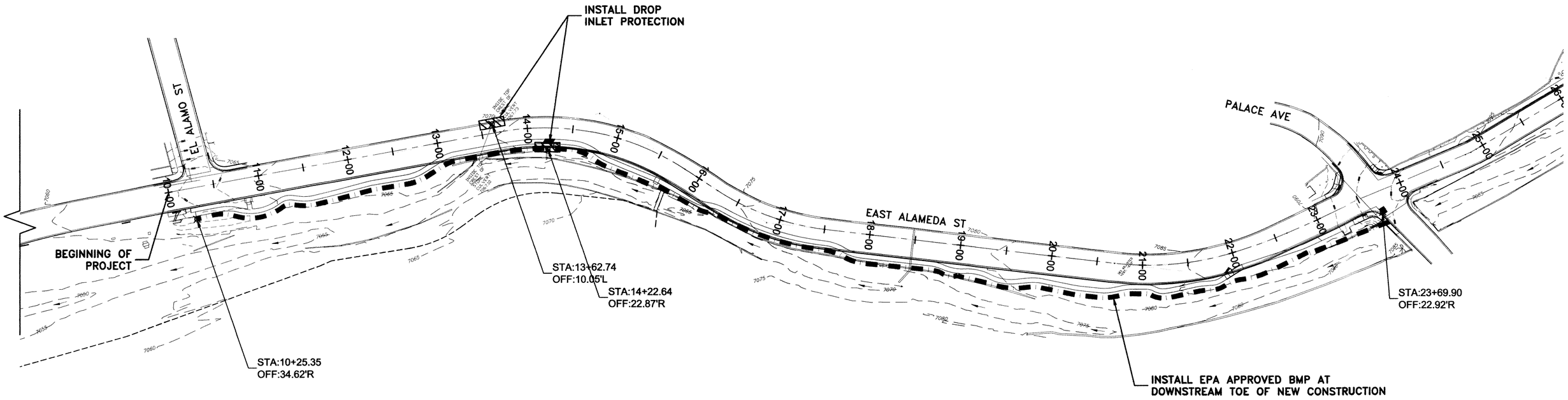
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

SCHEDULE OF BEST MANAGEMENT PRACTICES

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-11





TESCM - PLAN VIEW

SCALE: 1" = 50'

LEGEND

- FLOW DIRECTION
- DISCHARGE POINT
- EPA APPROVED BMP
- CHECK DAM (CD)
- DROP INLET PROTECTION
- SLOPE LIMITS
- RIGHT-OF-WAY
- DROP INLET PROTECTION [C]

50 25 0 50 100

SCALE: 1" = 50'

NOTE:
THIS PLAN SHOWS TEMPORARY BMPs IN THEIR LOCATIONS AFTER ALL FINAL GRADING IS COMPLETE AND BEFORE RESEEDING. ANY PLACEMENT OF TEMPORARY EROSION CONTROL BMPs DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FACILITATE CONSTRUCTION OPERATIONS AND PHASING AND TO ELIMINATE SEDIMENT FROM LEAVING THE CONSTRUCTION SITE IN ACCORDANCE WITH THE "CONSTRUCTION GENERAL PERMIT". BMP QUANTITIES ARE BASED ON THESE TESCM PLAN SHEETS.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

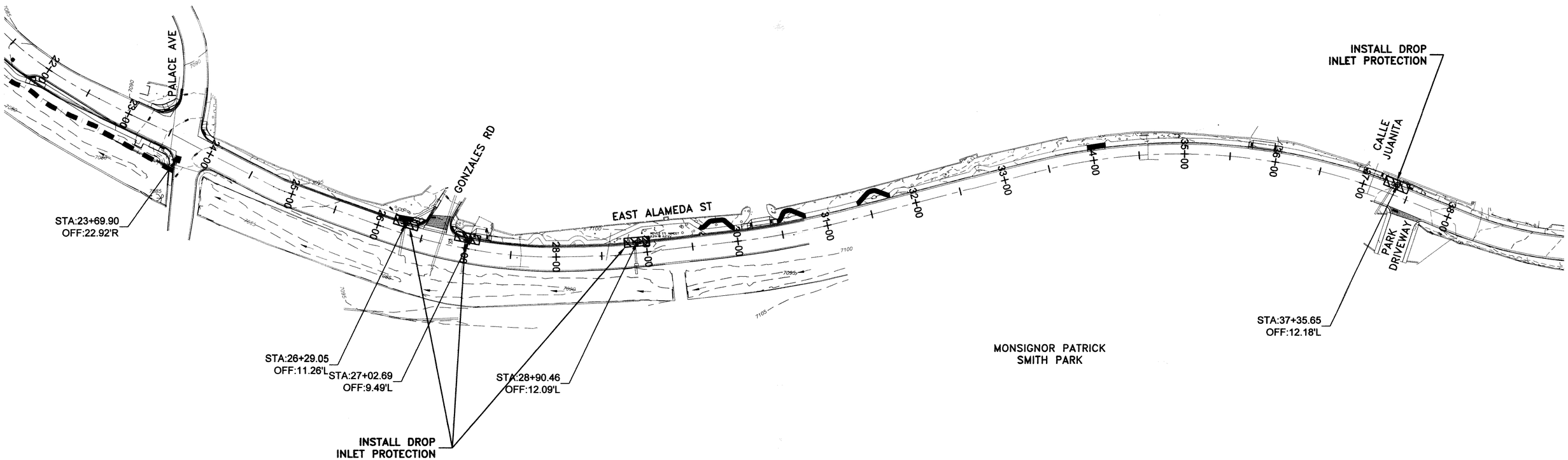
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TESCM PLAN

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-12



TESCM -PLAN VIEW

SCALE: 1" = 50'

LEGEND

- FLOW DIRECTION
- DISCHARGE POINT
- EPA APPROVED BMP
- CHECK DAM (CD)
- DROP INLET PROTECTION
- SLOPE LIMITS
- RIGHT-OF-WAY
- DROP INLET PROTECTION (C)

N

50 25 0 50 100

SCALE: 1" = 50'

NOTE:
THIS PLAN SHOWS TEMPORARY BMPs IN THEIR LOCATIONS AFTER ALL FINAL GRADING IS COMPLETE AND BEFORE RESEEDING. ANY PLACEMENT OF TEMPORARY EROSION CONTROL BMPs DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FACILITATE CONSTRUCTION OPERATIONS AND PHASING AND TO ELIMINATE SEDIMENT FROM LEAVING THE CONSTRUCTION SITE IN ACCORDANCE WITH THE "CONSTRUCTION GENERAL PERMIT". BMP QUANTITIES ARE BASED ON THESE TESCM PLAN SHEETS.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TESCM PLAN (CONT'D)

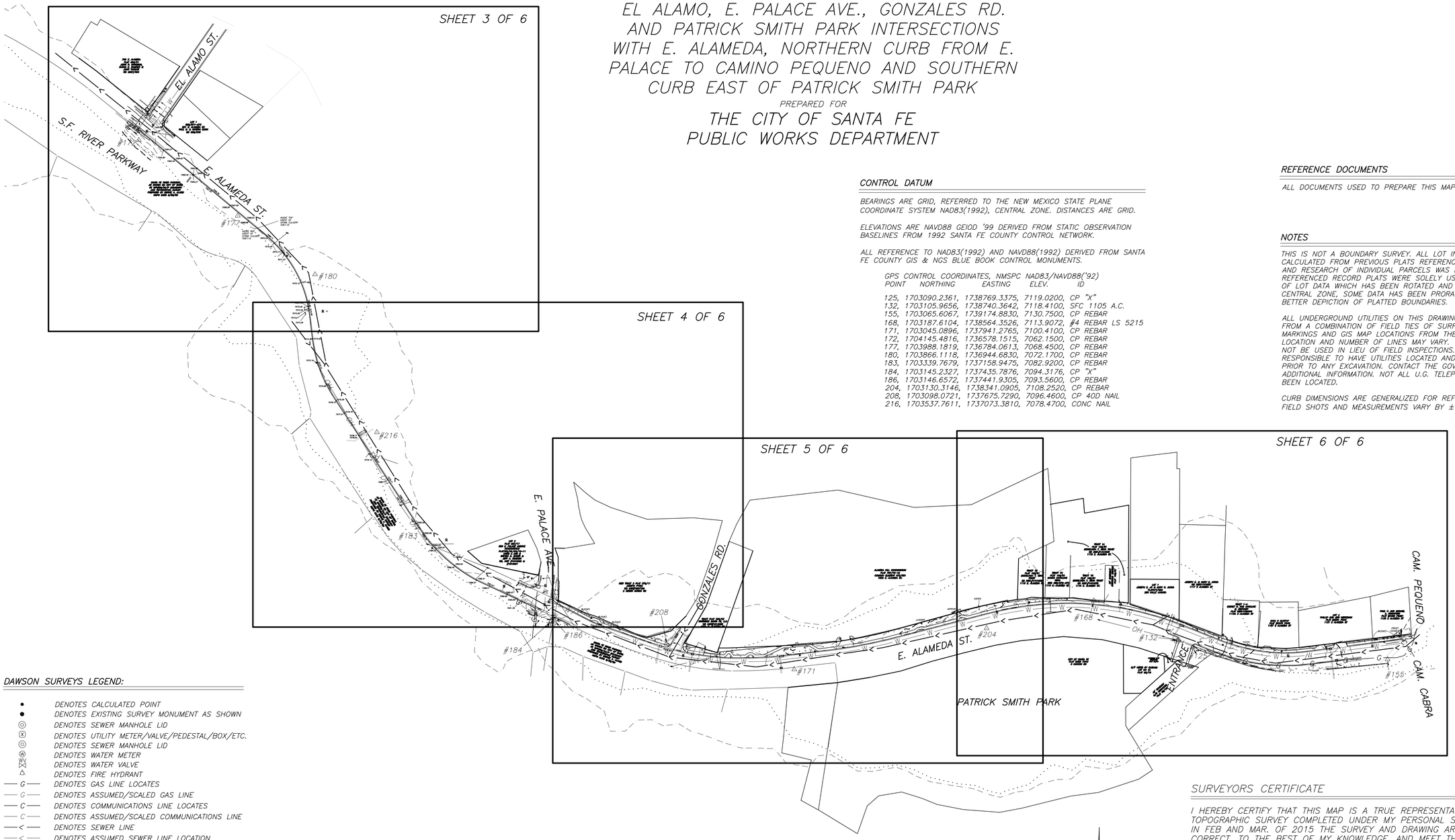
TOPOGRAPHIC SURVEY

SHOWING

EL ALAMO, E. PALACE AVE., GONZALES RD. AND PATRICK SMITH PARK INTERSECTIONS WITH E. ALAMEDA, NORTHERN CURB FROM E. PALACE TO CAMINO PEQUENO AND SOUTHERN CURB EAST OF PATRICK SMITH PARK

PREPARED FOR

THE CITY OF SANTA FE PUBLIC WORKS DEPARTMENT



CONTROL DATUM

BEARINGS ARE GRID, REFERRED TO THE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83(1992), CENTRAL ZONE. DISTANCES ARE GRID.

ELEVATIONS ARE NAVD88 GEIOD '99 DERIVED FROM STATIC OBSERVATION BASELINES FROM 1992 SANTA FE COUNTY CONTROL NETWORK.

ALL REFERENCE TO NAD83(1992) AND NAVD88(1992) DERIVED FROM SANTA FE COUNTY GIS & NGS BLUE BOOK CONTROL MONUMENTS.

GPS CONTROL COORDINATES, NMSPC NAD83/NAVD88('92)

POINT	NORTHING	EASTING	ELEV.	ID
125,	1703090.2361,	1738769.3375,	7119.0200,	CP "X"
132,	1703105.9656,	1738740.3642,	7118.4100,	SFC 1105 A.C.
155,	1703065.6067,	1739174.8830,	7130.7500,	CP REBAR
168,	1703187.6104,	1738564.3526,	7113.9072,	#4 REBAR LS 5215
171,	1703045.0896,	1737941.2765,	7100.4100,	CP REBAR
172,	1704145.4816,	1736578.1515,	7062.1500,	CP REBAR
177,	1703988.1819,	1736784.0613,	7068.4500,	CP REBAR
180,	1703866.1118,	1736944.6830,	7072.1700,	CP REBAR
183,	1703339.7679,	1737158.9475,	7082.9200,	CP REBAR
184,	1703145.2327,	1737435.7876,	7094.3176,	CP "X"
186,	1703146.6572,	1737441.9305,	7093.5600,	CP REBAR
204,	1703130.3146,	1738341.0905,	7108.2520,	CP REBAR
208,	1703098.0721,	1737675.7290,	7096.4600,	CP 40D NAIL
216,	1703537.7611,	1737073.3810,	7078.4700,	CONC NAIL

REFERENCE DOCUMENTS

ALL DOCUMENTS USED TO PREPARE THIS MAP ARE SHOWN HEREON

NOTES

THIS IS NOT A BOUNDARY SURVEY. ALL LOT INFORMATION IS SHOWN OR CALCULATED FROM PREVIOUS PLATS REFERENCED HEREON. TITLE SEARCHES AND RESEARCH OF INDIVIDUAL PARCELS WAS NOT PERFORMED. THE REFERENCED RECORD PLATS WERE SOLELY USED FOR THE ESTABLISHMENT OF LOT DATA WHICH HAS BEEN ROTATED AND SCALED TO NMSPC NAD83 CENTRAL ZONE, SOME DATA HAS BEEN PRORATED TO FIT MONUMENTS FOR A BETTER DEPICTION OF PLATTED BOUNDARIES.

ALL UNDERGROUND UTILITIES ON THIS DRAWING ARE APPROXIMATE, LOCATED FROM A COMBINATION OF FIELD TIES OF SURFACE FEATURES, UTILITY MARKINGS AND GIS MAP LOCATIONS FROM THE UTILITY PROVIDERS. ACTUAL LOCATION AND NUMBER OF LINES MAY VARY. THIS INFORMATION SHOULD NOT BE USED IN LIEU OF FIELD INSPECTIONS. CONTRACTOR OR OWNER IS RESPONSIBLE TO HAVE UTILITIES LOCATED AND POT-HOLED IF NEEDED PRIOR TO ANY EXCAVATION. CONTACT THE GOVERNING UTILITY PROVIDER FOR ADDITIONAL INFORMATION. NOT ALL U.G. TELEPHONE AND ELECTRIC MAY HAVE BEEN LOCATED.

CURB DIMENSIONS ARE GENERALIZED FOR REFERENCE ONLY AND ACTUAL FIELD SHOTS AND MEASUREMENTS VARY BY ±1/2".

DAWSON SURVEYS LEGEND:

- • DENOTES CALCULATED POINT
- ● DENOTES EXISTING SURVEY MONUMENT AS SHOWN
- ◎ DENOTES SEWER MANHOLE LID
- ⊠ DENOTES UTILITY METER/VALVE/PEDESTAL/BOX/ETC.
- ◎ DENOTES SEWER MANHOLE LID
- ⊗ DENOTES WATER METER
- ⊠ DENOTES WATER VALVE
- △ DENOTES FIRE HYDRANT
- —G— DENOTES GAS LINE LOCATES
- —G— DENOTES ASSUMED/SCALED GAS LINE
- —C— DENOTES COMMUNICATIONS LINE LOCATES
- —C— DENOTES ASSUMED/SCALED COMMUNICATIONS LINE
- —<— DENOTES SEWER LINE
- —<— DENOTES ASSUMED SEWER LINE LOCATION
- I.P. DENOTES IRON PIPE
- WD DENOTES WARRANTY DEED
- SWD DENOTES SPECIAL WARRANTY DEED
- QD DENOTES QUITCLAIM DEED
- I.I. DENOTES INVERT IN
- I.O. DENOTES INVERT OUT
- SAS DENOTES SANITARY SEWER MANHOLE
- SSMH DENOTES STORM SEWER MANHOLE
- ∘ DENOTES TREE TRUNK LOCATION

FLOOD ZONE NOTE

FLOOD PLAIN DESIGNATIONS ARE DEPICTED FROM SANTA FE COUNTY ELECTRONIC G.I.S. FILES, REFER TO PANEL 0416E FLOOD INSURANCE RATE MAP NUMBER 35049C0416E, MAP REVISED DECEMBER 4, 2012 FOR BFE'S AND OTHER INFORMATION SHOWN THEREON.

— — — DENOTES BOUNDARY OF OTHER FLOOD AREAS ZONE X

. . . . . DENOTES BOUNDARY OF FLOODWAY AREA ZONE AE

GRID

SCALE 1" = 100' FEET

100' 0 100'

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS MAP IS A TRUE REPRESENTATION OF A TOPOGRAPHIC SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION IN FEB AND MAR. OF 2015 THE SURVEY AND DRAWING ARE TRUE AND CORRECT, TO THE BEST OF MY KNOWLEDGE, AND MEET THE MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS IN NEW MEXICO.

Diego J. Sisneros 6/19/2015

DIEGO J. SISNEROS, N.M.P.L.S. #13986

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

SHEET 1 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, NEW MEXICO

FILE# 9517COMP DATE: 6/19/2015

GENERAL NOTES AND CONTROL REFERENCE

NMDOT CONTROL # S100281

DIEGO J. SISNEROS
NEW MEXICO PROFESSIONAL LAND SURVEYOR
NEW MEXICO RESISTRATION NO. 13986
2502 CAMINO ENTRADA SUITE B
SANTA FE, NEW MEXIXO 87507
(505) 471-6660

1. DATE OF SURVEY: FEBRUARY 12, 2015
2. BASIS OF ELEVATIONS: NGS SURVEY CONTROL BRASS CAP FT. MARCY: 7141.759
3. BASIS OF COORDINATES: DAWSON SURVEYS COR RTK BASE STATION DAWSON2: N1687626.870 E1708833.475.
4. BASIS OF BEARINGS: NM CENTRAL GRID BEARINGS DAWSON2 TO FT. MARCY: N54°04'06"E
5. COORDINATE SYSTEM: NEW MEXICO STATE PLANE CENTRAL ZONE 3002
6. HORIZONTAL DATUM: NAD83(1992) NGS BLUE BOOK CONTROL REPORT
7. VERTICAL DATUM: NGVD88(1992) NGS BLUE BOOK CONTROL REPORT

GPS CONTROL

PT NAME	GRID NORTH	GRID EAST	ELEVATION	DESCRIPTION
125	1703090.2361	1738769.3375	7119.02	CP "X"
132	1703105.9656	1738740.3642	7118.41	SFC 1105, A.C.
155	1703065.6067	1739174.8830	7130.75	CP REBAR
168	1703187.6104	1738564.3526	7113.91	#4 REBAR L.S 5215
171	1703045.0896	1737941.2765	7100.41	CP REBAR
172	1704145.4816	1736578.1515	7062.15	CP REBAR
177	1703988.1819	1736784.0613	7068.45	CP REBAR
180	1703866.1118	1736944.6830	7072.17	CP REBAR
183	1703339.7679	1737158.9475	7082.92	CP REBAR
184	1703145.2327	1737435.7876	7094.32	CP "X"
186	1703146.6572	1737441.9305	7093.56	CP REBAR
204	1703130.3146	1738341.0905	7108.25	CP REBAR
208	1703098.0721	1737675.7290	7096.46	CP 40D NAIL
216	1703537.7611	1737073.3810	7078.47	CONC NAIL

THE CONTRACTOR SHALL NOT DISTURB, COVER, OR REMOVE ANY SURVEY MONUMENTS INCLUDING TRIANGULATION STATIONS, BENCH MARKS, MONUMENTS, LAND GRANT MARKERS, SECTION CORNERS, NMDOT OR ANY OTHER PERMANENT REFERENCE MARKERS LOCATED WITHIN THE CONSTRUCTION LIMITS (INCLUDING THE LIMITS OF TEMPORARY CONSTRUCTION PERMITS) OR ON THE RIGHT-OF-WAY LINE OF THIS PROJECT, UNLESS WRITTEN DOCUMENTATION REGARDING REFERENCING OF SAID MARKER HAS BEEN PROVIDED BY THE CONTRACTOR TO THE PROJECT ENGINEER FOR HIS APPROVAL. SUCH REFERENCING SHALL BE DONE IN ACCORDANCE WITH STATUTE 61-23-1 THROUGH 61-23-32 N.M.S.A. (1978). THE CONTRACTOR AT HIS EXPENSE, SHALL RESET DESTROYED MONUMENTS IN ACCORDANCE WITH STATUTE 61-23-1 THROUGH 61-23-32 N.M.S.A. (1978) AND IN COMPLIANCE WITH THE STANDARDS AND PROCEDURES SET FORTH IN THE GEODETIC MARK PRESERVATION GUIDEBOOK, NATIONAL GEODETIC SURVEY, MARCH 1990. CONTACT: NGS MARK PRESERVATION CENTER-NOAA. RC-325 BROADWAY, BOULDER, CO 80303 TELEPHONE (303) 497-6530, FTS 320-6530. ALL NOTES BY THE CONTRACTOR REGARDING REFERENCING OF SAID MONUMENTS SHALL BE SUBMITTED TO THE PROJECT ENGINEER SO THAT HE MAY FORWARD THEM TO THE SURVEYING AND LANDS ENGINEERING SECTION, MONUMENTATION UNIT. THE CONTRACTOR SHALL BE ASSESSED ONE THOUSAND DOLLARS ($1,000.00) PENALTY FOR EACH MONUMENT WHICH HAS NOT BEEN PROPERLY REFERENCED PRIOR TO ITS DISTURBANCE OR DESTRUCTION.

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THIS MAP IS A TRUE REPRESENTATION OF A TOPOGRAPHIC SURVEY COMPLETED UNDER MY PERSONAL SUPERVISION IN FEB AND MAR. OF 2015 THE SURVEY AND DRAWING ARE TRUE AND CORRECT, TO THE BEST OF MY KNOWLEDGE, AND MEET THE MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS IN NEW MEXICO.

Diego J. Sisneros 6/19/2015

DIEGO J. SISNEROS, N.M.P.L.S. #13986

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

NEW MEXICO DEPARTMENT
OF TRANSPORTATION

4/22/2015

E. ALAMEDA SIDEWALK IMPROVEMENTS DESIGN SURVEY

NMDOT CONTROL #
S100281

SURVEY NOTES AND GPS CONTROL

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, NEW MEXICO

FILE# 9517COMP DATE: 6/19/2015

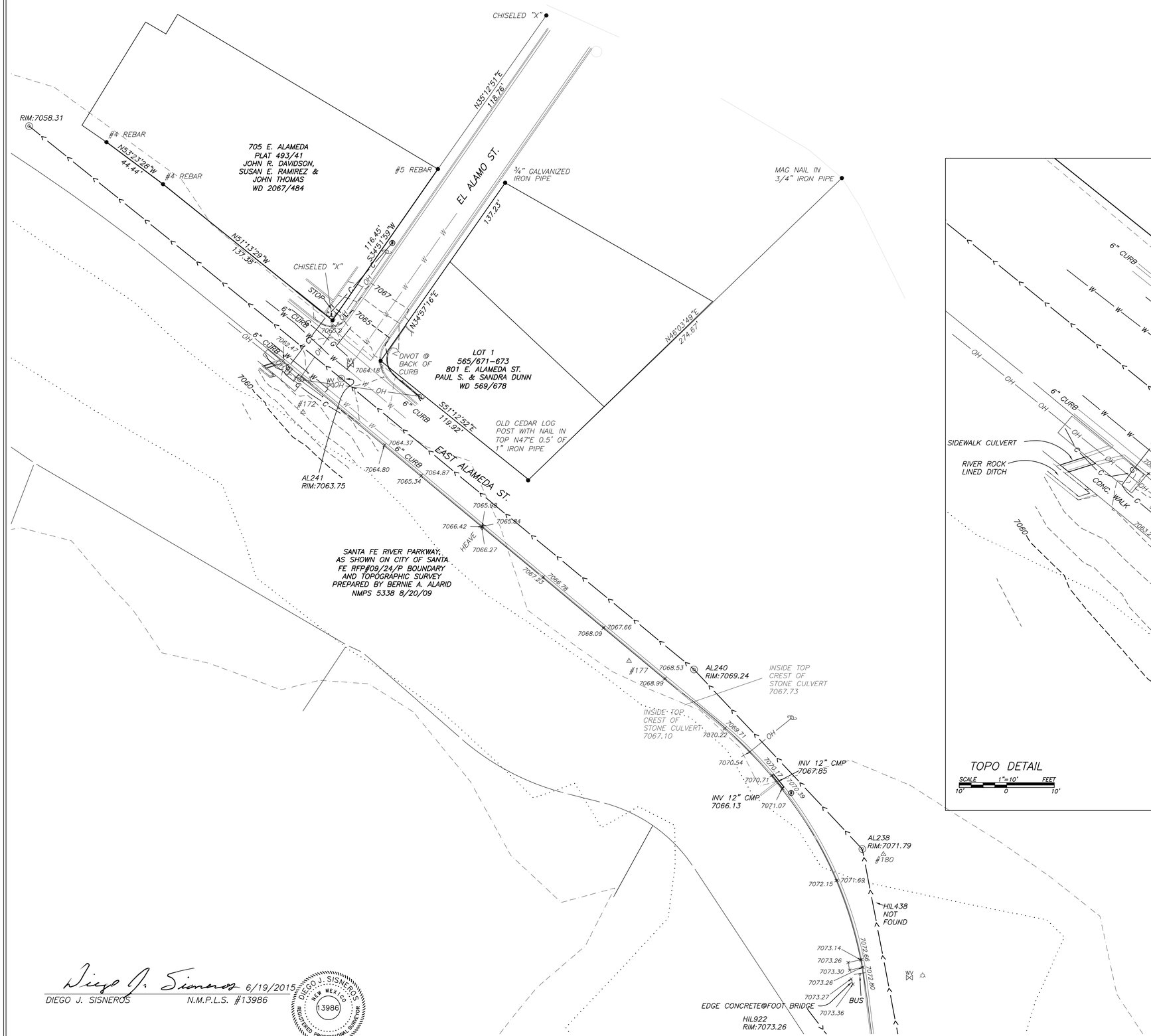
TOPOGRAPHIC SURVEY

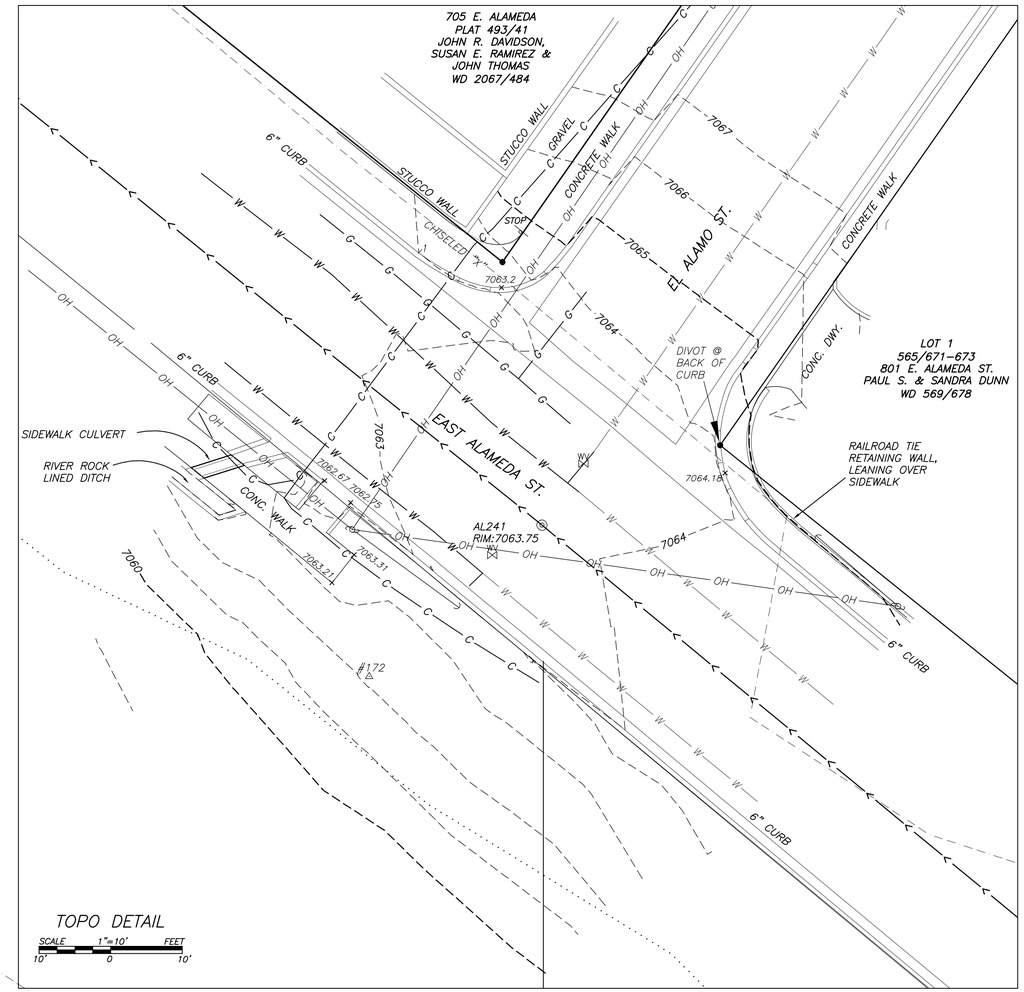
SHOWING

EAST ALAMEDA & EL ALAMO INTERSECTION AND SPOT ELEVATIONS ALONG SOUTHERN CURB, EAST OF INTERSECTION

PREPARED FOR

THE CITY OF SANTA FE PUBLIC WORKS DEPARTMENT





TOPO DETAIL

SCALE 1"=10' FEET

10' 0 10'

GRID

SCALE 1"=30' FEET

30' 0 30'

Diego J. Sisneros 6/19/2015

DIEGO J. SISNEROS N.M.P.L.S. #13986

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

SHEET 3 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, NEW MEXICO

FILE# 9517COMP DATE: 6/19/2015

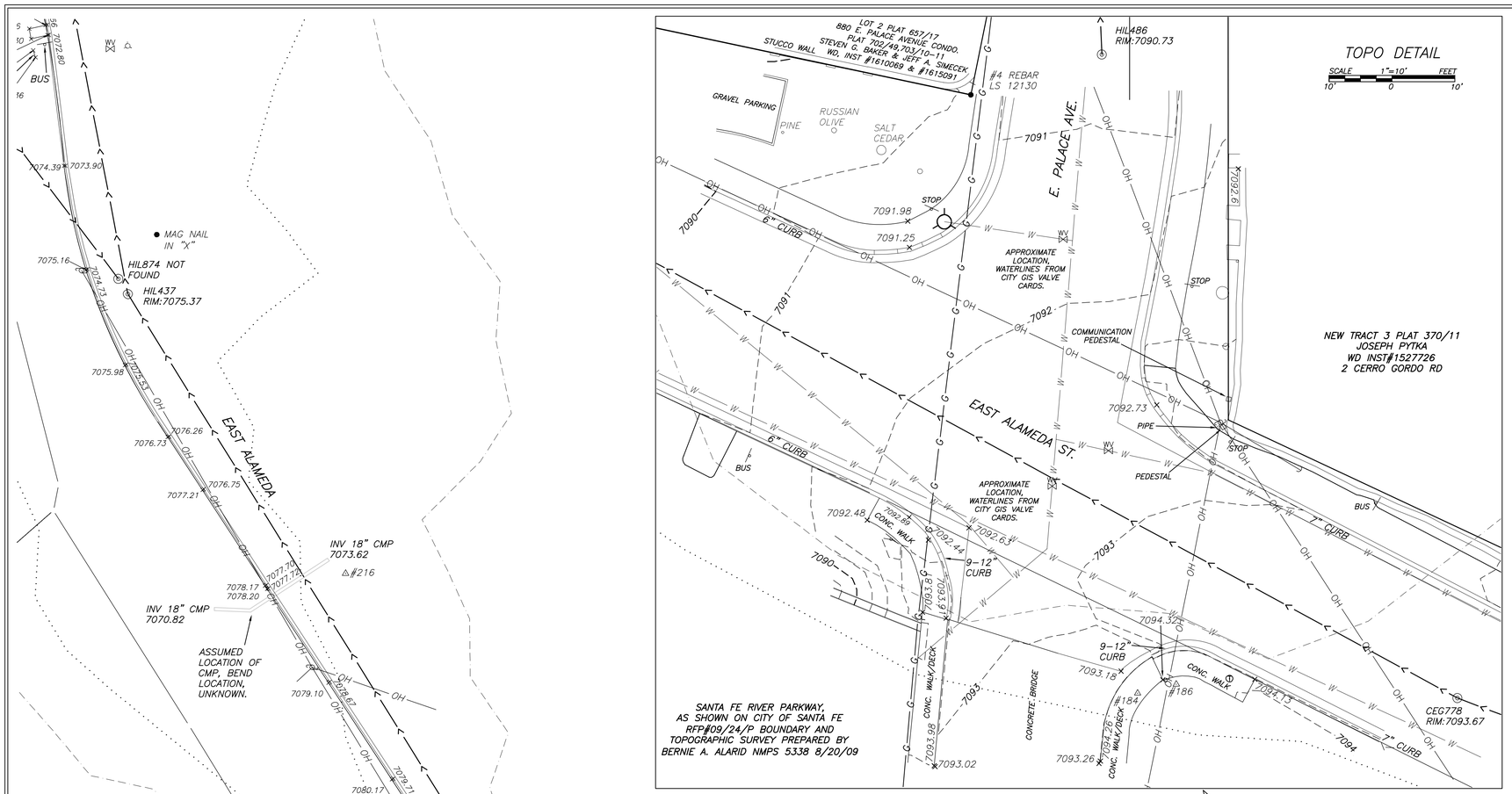
TOPOGRAPHIC SURVEY

SHOWING

EAST ALAMEDA & E. PALACE AVE. INTERSECTION AND SPOT ELEVATIONS ALONG SOUTHERN CURB, WEST OF INTERSECTION

PREPARED FOR

THE CITY OF SANTA FE PUBLIC WORKS DEPARTMENT



Diego J. Sisneros 6/19/2015

DIEGO J. SISNEROS N.M.P.L.S. #13986

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

SHEET 4 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, NEW MEXICO
FILE# 9517COMP DATE: 6/19/2015

SHEET 2-16

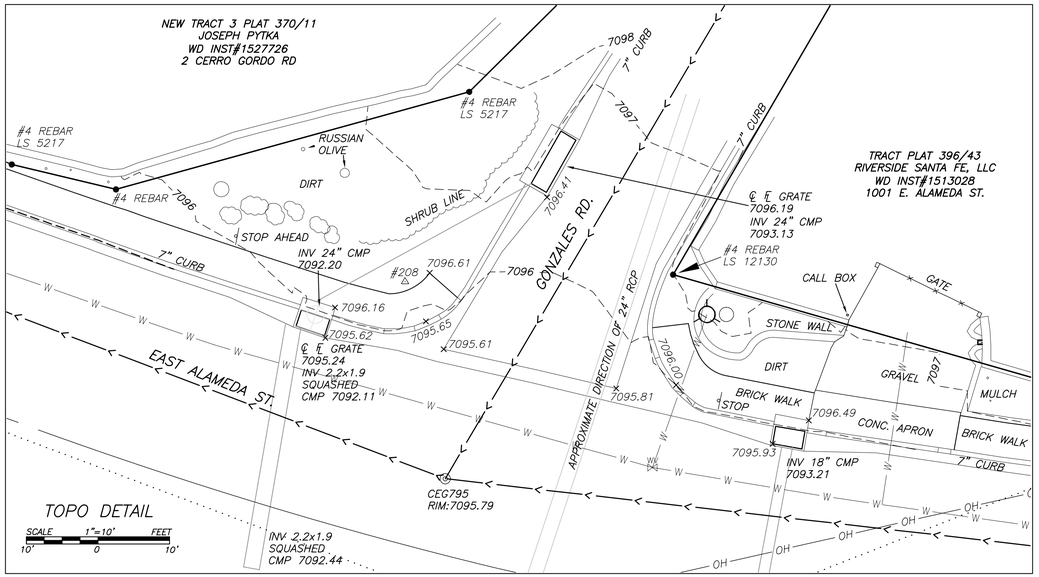
TOPOGRAPHIC SURVEY

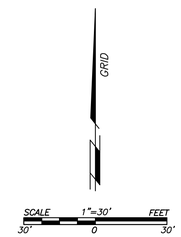
SHOWING

EAST ALAMEDA & GONZALES RD. INTERSECTION AND NORTHERN CURB ALONG E. ALAMEDA

PREPARED FOR

THE CITY OF SANTA FE PUBLIC WORKS DEPARTMENT

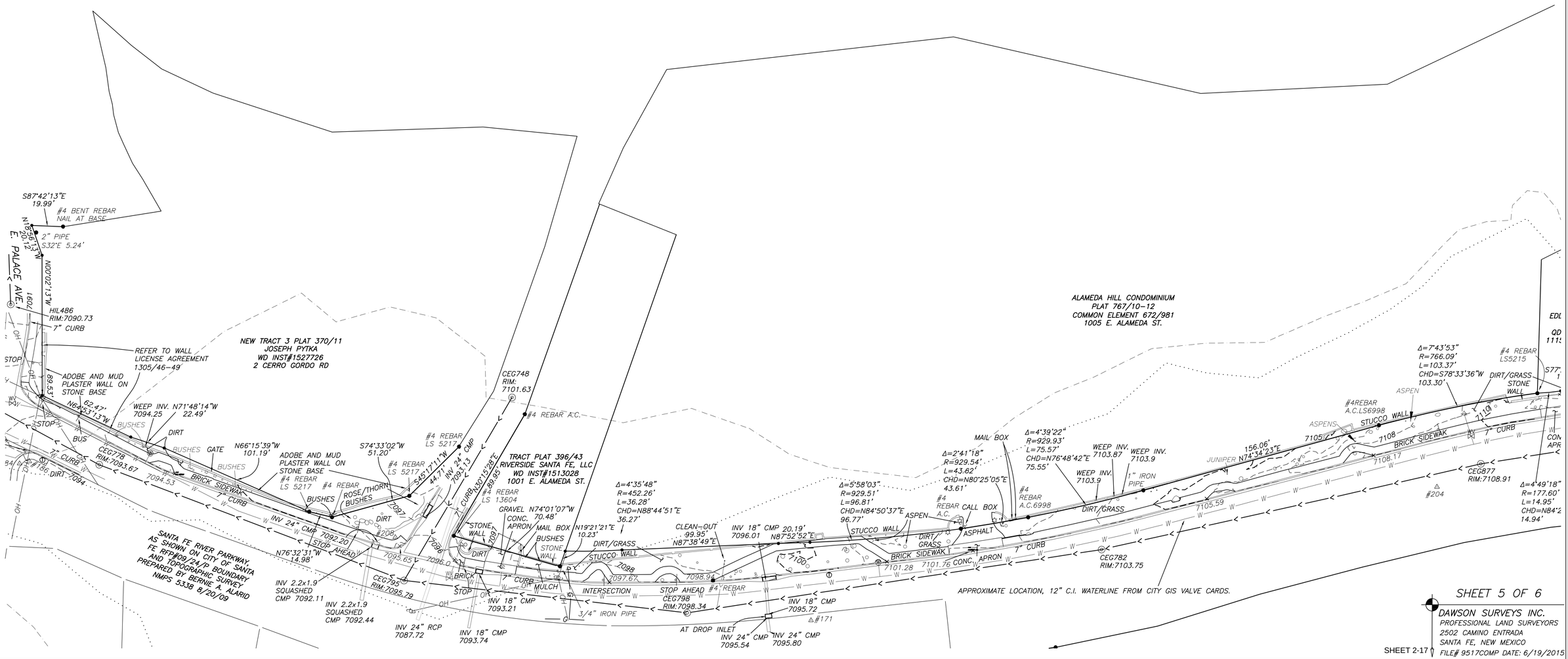




Diego J. Sisneros 6/19/2015

DIEGO J. SISNEROS N.M.P.L.S. #13986

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR



SHEET 5 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, NEW MEXICO
FILE# 9517COMP DATE: 6/19/2015

SHEET 2-17

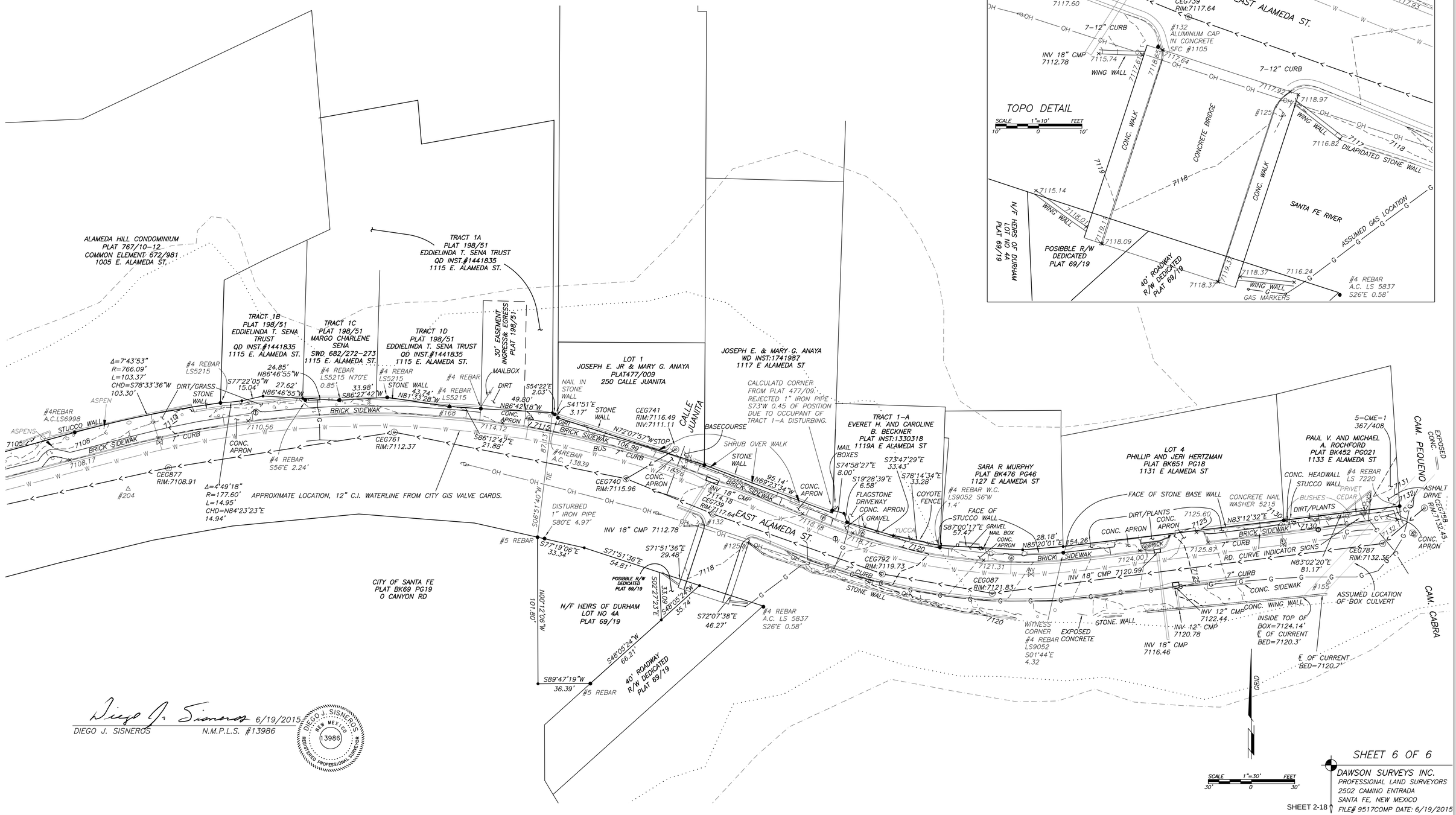
TOPOGRAPHIC SURVEY

SHOWING

EAST ALAMEDA & PATRICK SMITH PARK INTERSECTION, NORTHERN CURB ALONG E. ALAMEDA AND SOUTHERN CURB E. OF INTERSECTION

PREPARED FOR

THE CITY OF SANTA FE PUBLIC WORKS DEPARTMENT



Diego J. Sisneros 6/19/2015

DIEGO J. SISNEROS N.M.P.L.S. #13986

DIEGO J. SISNEROS NEW MEXICO 13986 REGISTERED PROFESSIONAL SURVEYOR

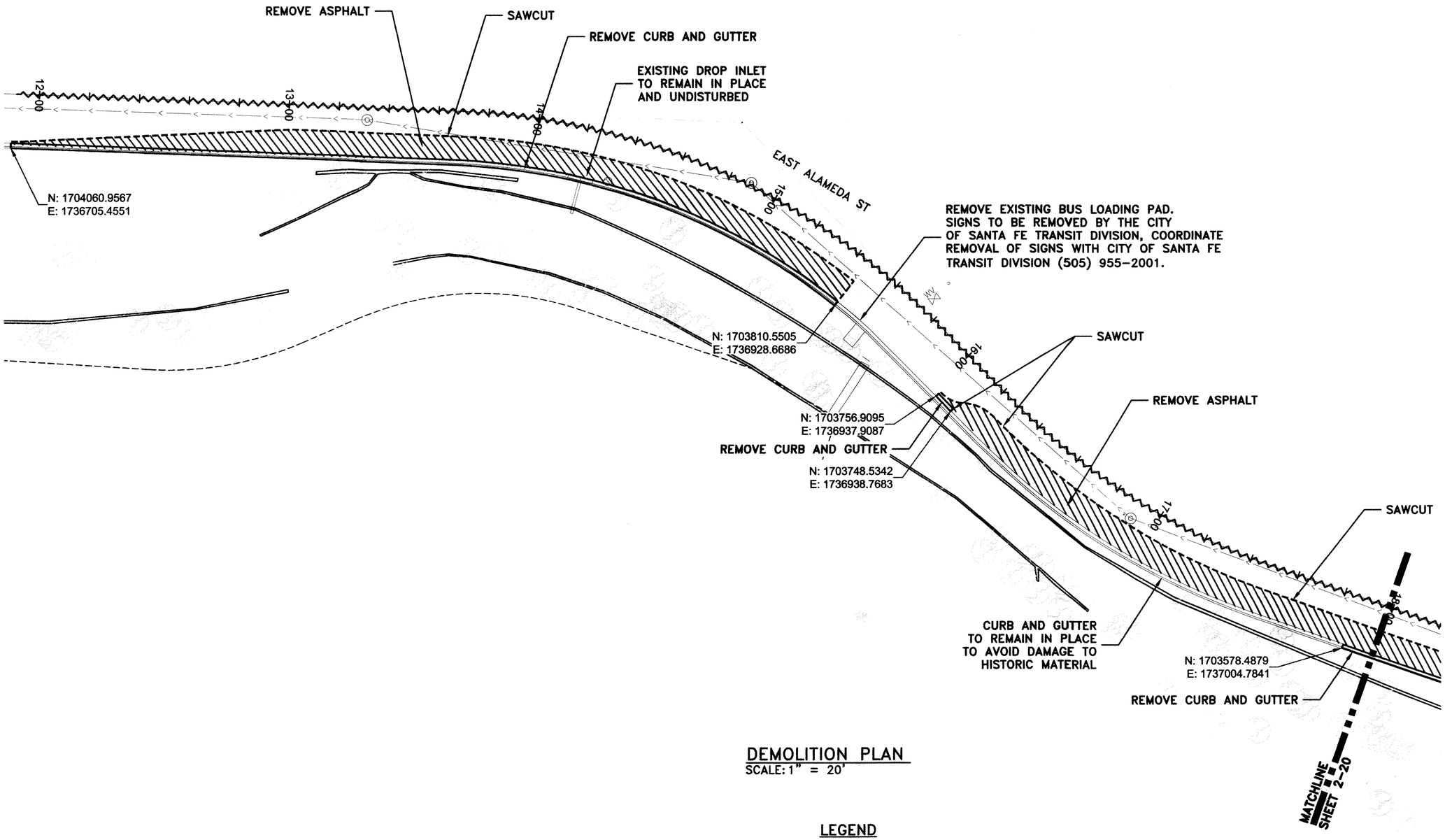
SHEET 6 OF 6

DAWSON SURVEYS INC.
PROFESSIONAL LAND SURVEYORS
2502 CAMINO ENTRADA
SANTA FE, NEW MEXICO
FILE# 9517COMP DATE: 6/19/2015

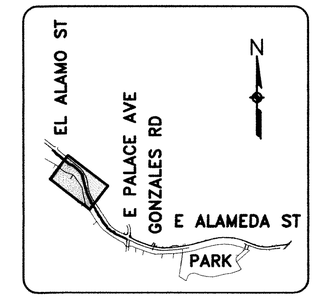
SHEET 2-18

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-19



DEMOLITION PLAN
SCALE: 1" = 20'



KEYMAP
SCALE: 1" = 20'

N

20 10 0 20 40
SCALE: 1" = 20'

LEGEND

- CURB AND GUTTER REMOVAL
- EXISTING STRIPE OBLITERATION
- ASPHALT REMOVAL
- SAWCUT

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

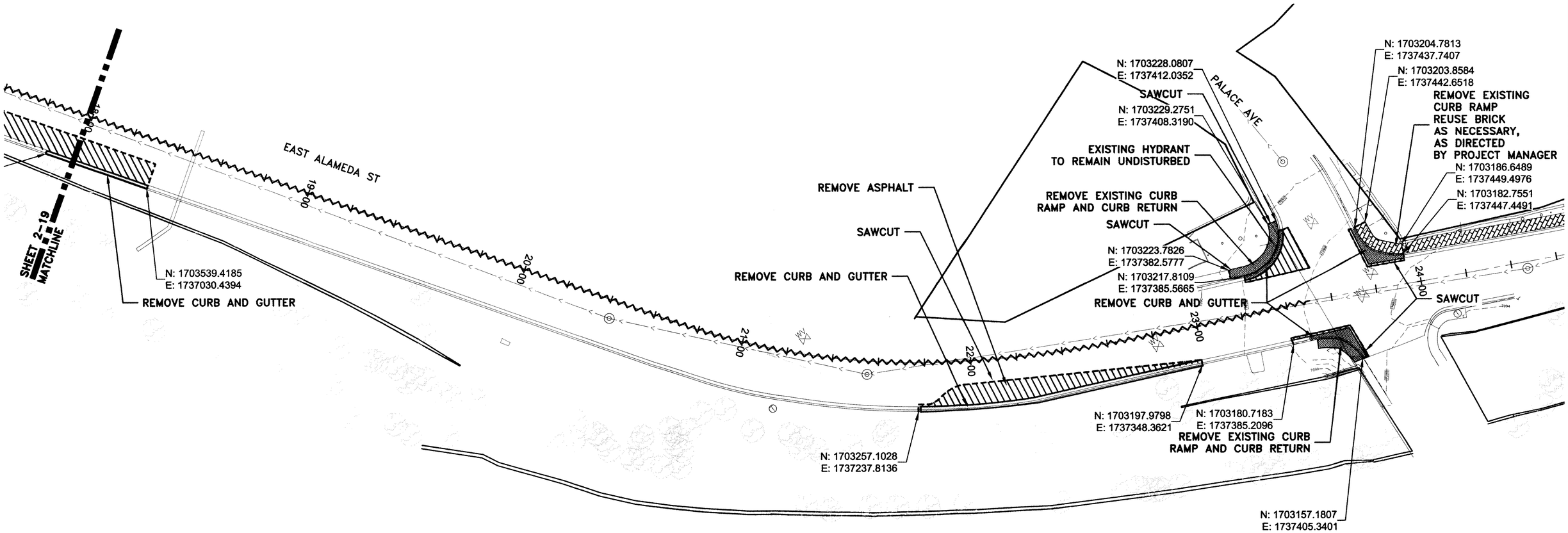
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DEMOLITION PLAN

SHEET NO. 2-19

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-20



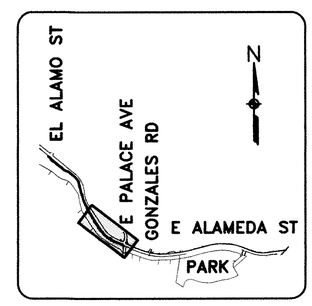
20 10 0 20 40
SCALE: 1" = 20'

DEMOLITION PLAN (CONT'D)

SCALE: 1" = 20'

LEGEND

- CURB AND GUTTER REMOVAL
- EXISTING STRIPE OBLITERATION
- SAWCUT
- ASPHALT REMOVAL
- CONCRETE REMOVAL
- REMOVE AND RESET BRICK SIDEWALK



KEYMAP
SCALE: 1" = 800'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

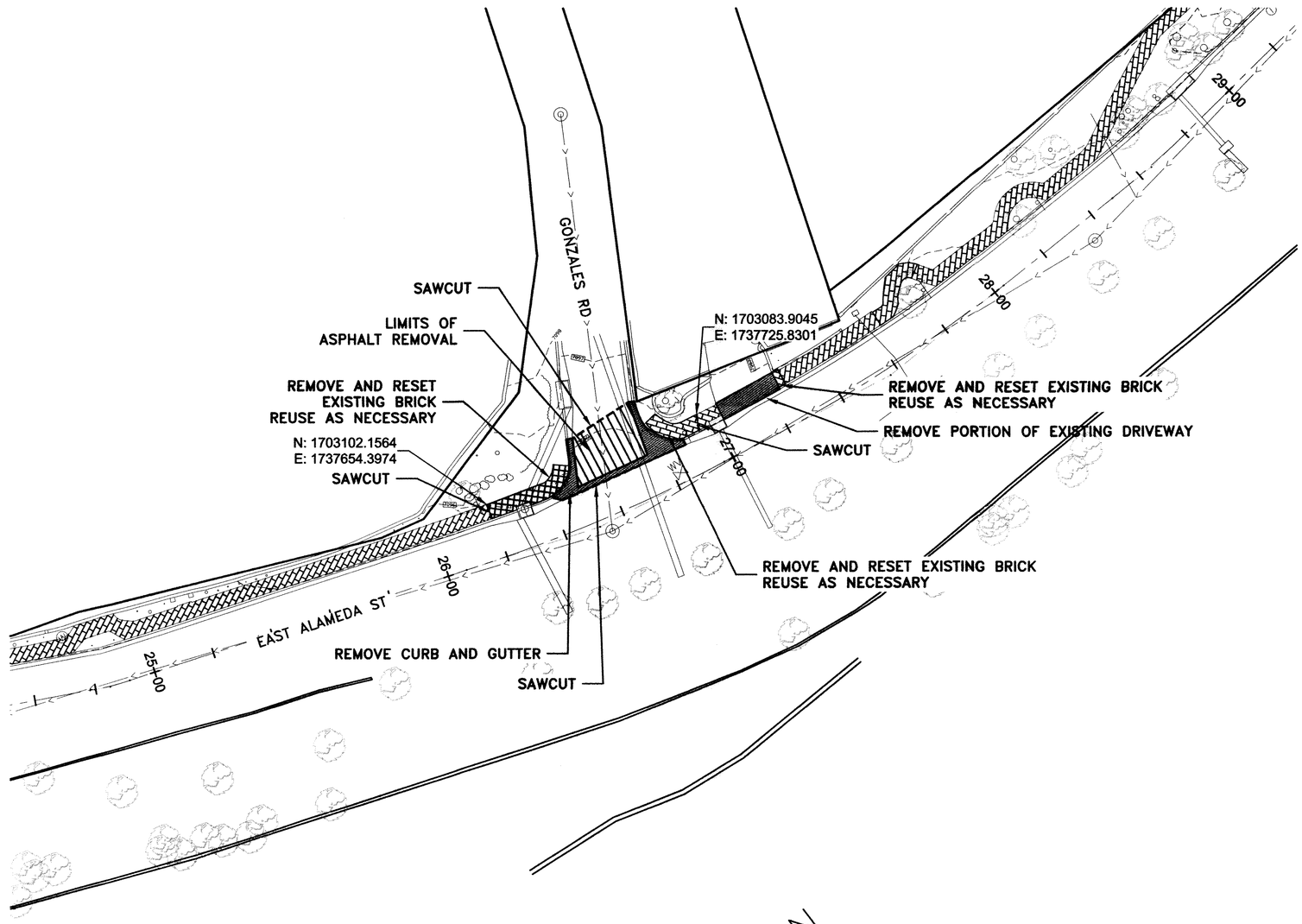
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

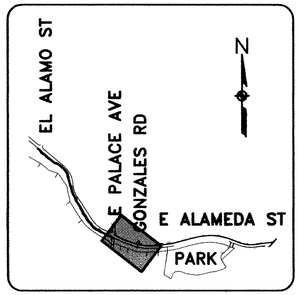
DEMOLITION PLAN (CONT'D)

SHEET NO. 2-20

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-21





KEYMAP
SCALE: 1" = 800'

LEGEND

- CURB AND GUTTER REMOVAL
- SAWCUT
- ASPHALT REMOVAL
- CONCRETE REMOVAL
- REMOVE AND RESET BRICK SIDEWALK
- REMOVE BRICK SIDEWALK

DEMOLITION PLAN
SCALE: 1" = 20'

20 10 0 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

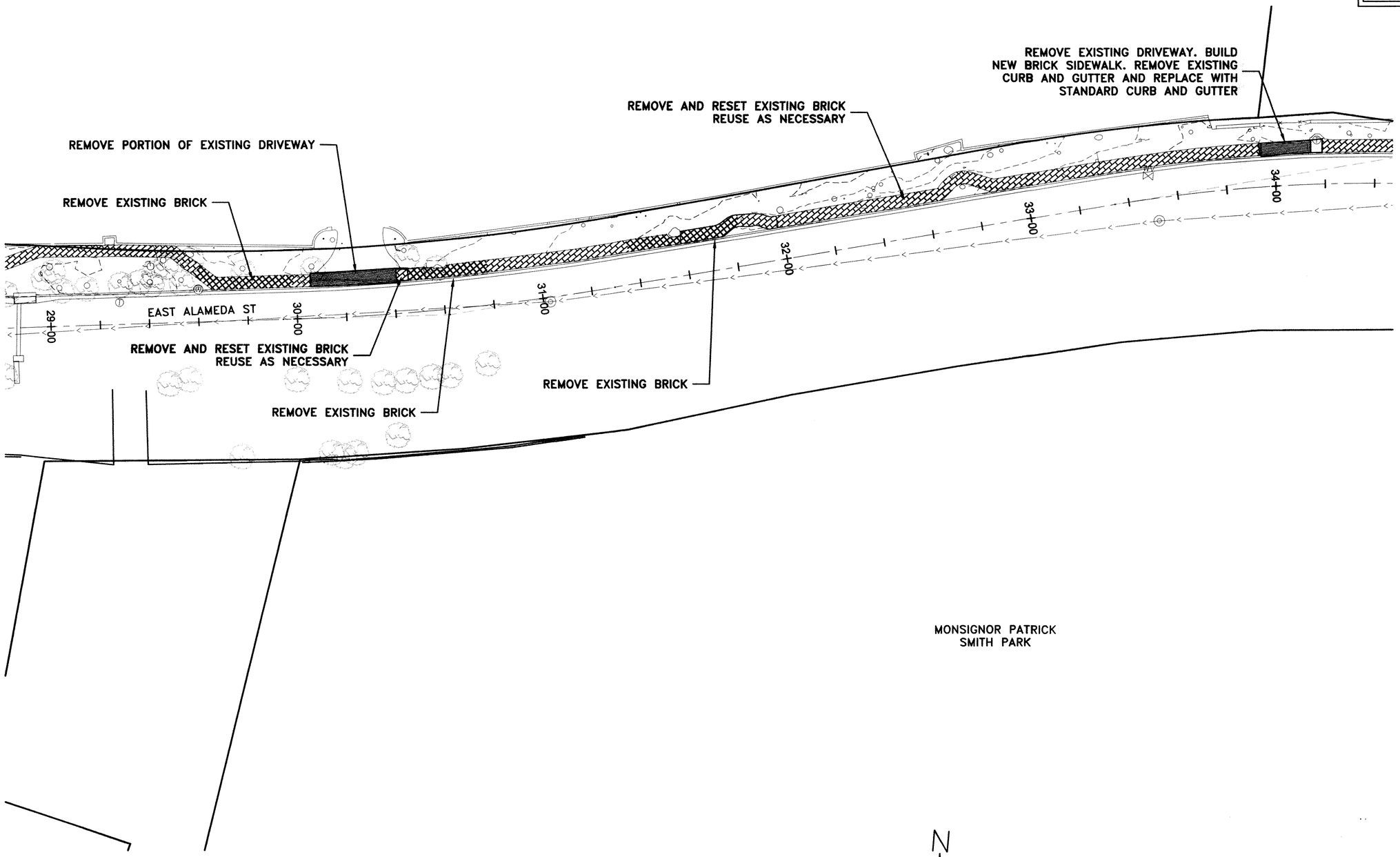
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

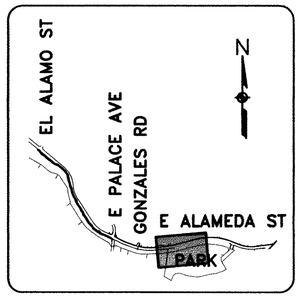
DEMOLITION PLAN (CONT'D)

SHEET NO. 2-21

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-22





KEYMAP
SCALE: 1" = 800'

LEGEND

- CURB AND GUTTER REMOVAL
- SAWCUT
- ASPHALT REMOVAL
- CONCRETE REMOVAL
- REMOVE AND RESET BRICK SIDEWALK
- REMOVE BRICK SIDEWALK

DEMOLITION PLAN – (CONT'D)
SCALE: 1" = 20'

20 10 0 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

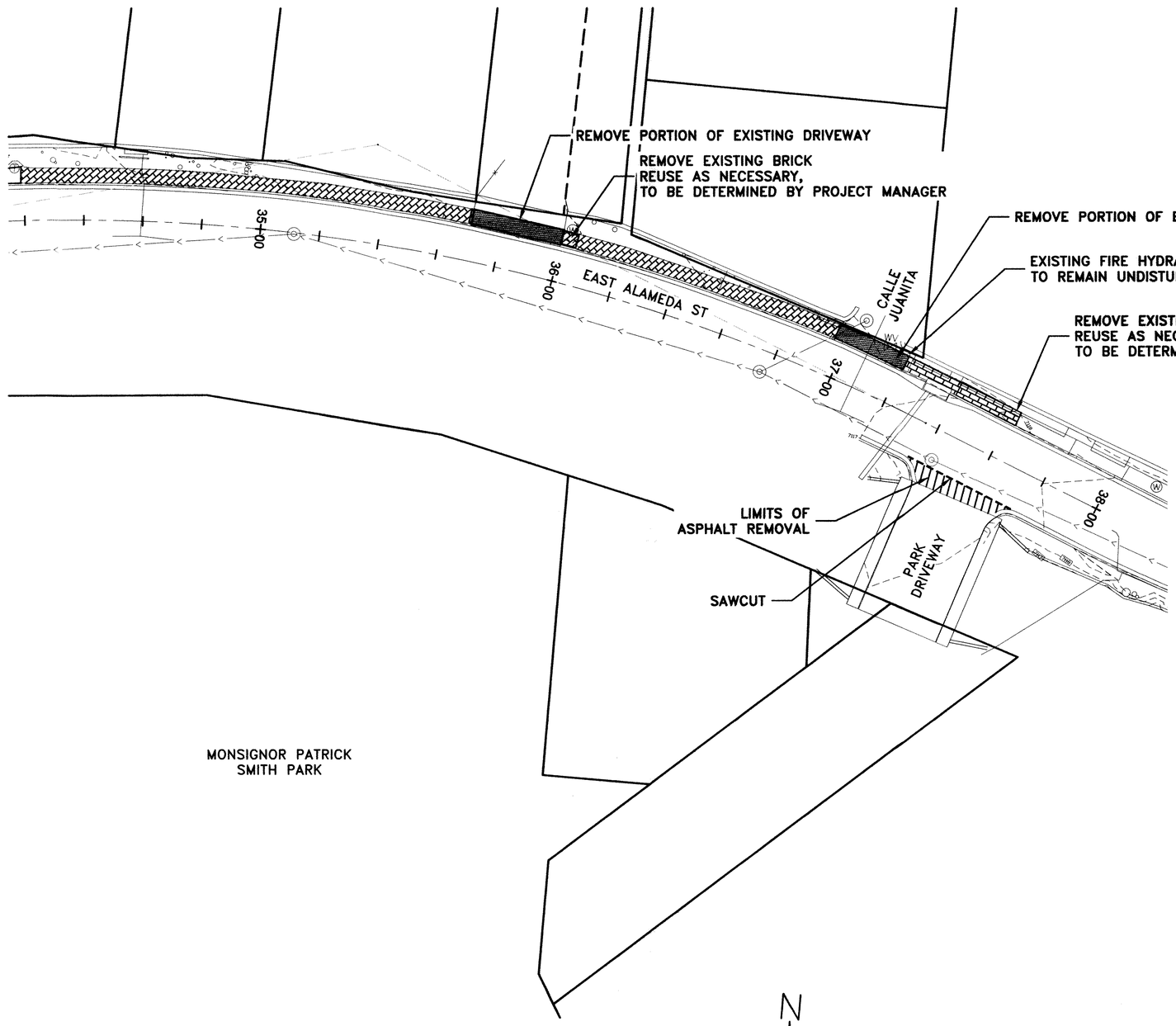
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DEMOLITION PLAN (CONT'D)

SHEET NO. 2-22

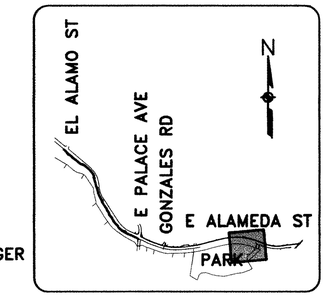
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-23



DEMOLITION PLAN (CONT'D)
SCALE: 1" = 20'

20 10 0 20 40
SCALE: 1" = 20'



KEYMAP
SCALE: 1" = 800'

LEGEND

- CURB AND GUTTER REMOVAL
- SAWCUT
- ASPHALT REMOVAL
- CONCRETE REMOVAL
- REMOVE AND RESET BRICK SIDEWALK
- REMOVE BRICK SIDEWALK

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

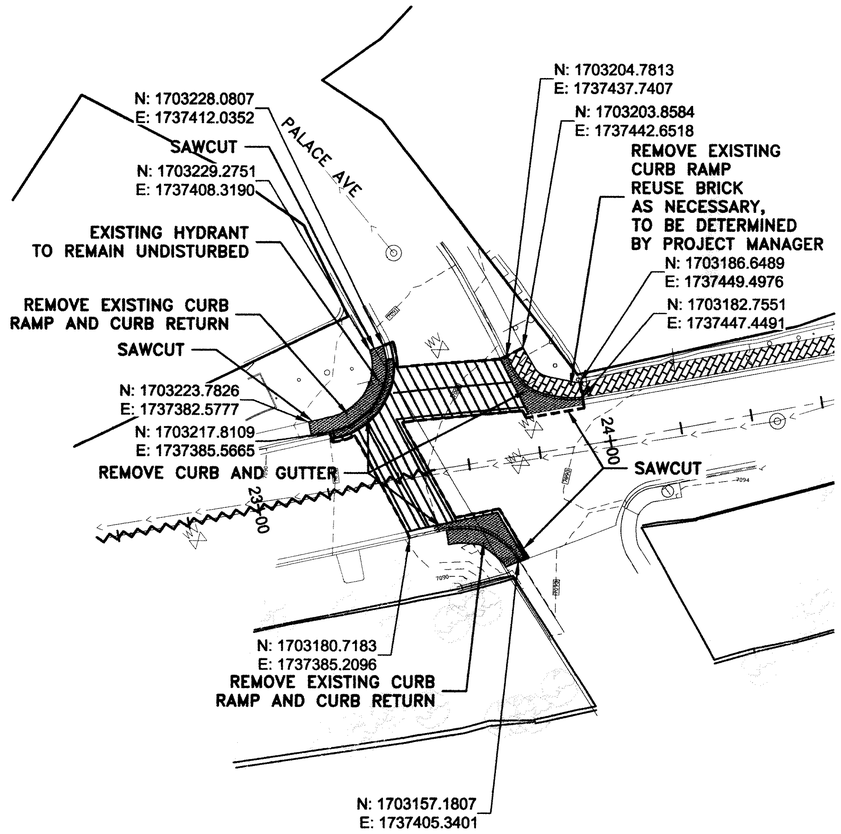
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

DEMOLITION PLAN (CONT'D)

SHEET NO. 2-23

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	2-24



20 10 0 20 40

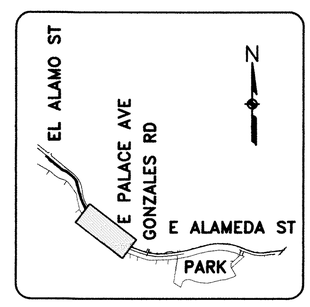
SCALE: 1" = 20'

DEMOLITION PLAN (ADDITIVE ALTERNATE A)

SCALE: 1" = 20'

LEGEND

- CURB AND GUTTER REMOVAL
- EXISTING STRIPE OBLITERATION
- SAWCUT
- ASPHALT REMOVAL
- CONCRETE REMOVAL
- BRICK REMOVAL



KEYMAP

SCALE: 1" = 800'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

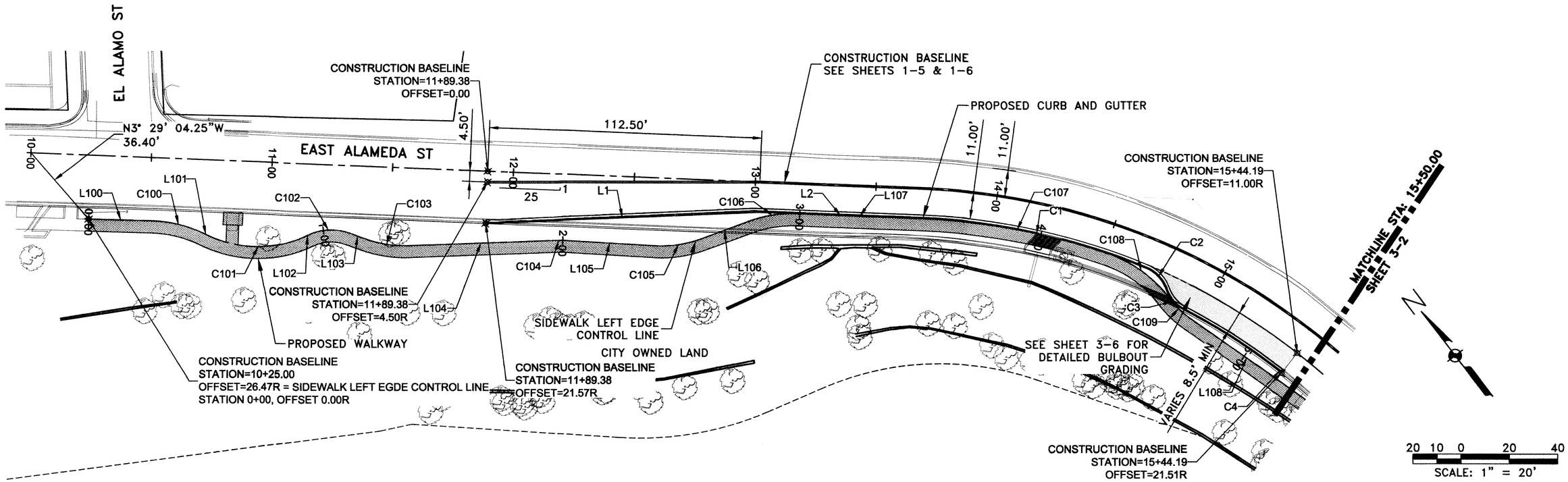
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DEMOLITION PLAN (ADDITIVE ALTERNATE A)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-1



PROJECT GEOMETRICS

SCALE: 1" = 20'

NOTES:

1. SEE SHEET 3-3 FOR GEOMETRICS TABLE.
2. UNLESS OTHERWISE NOTED, ALL GEOMETRICS ARE TAKEN FROM BACK OF CURB.
3. EXTREME CAUTION IS TO BE USED WHEN WORKING NEAR HISTORIC WALLS. CONTRACTOR TO VERIFY LOCATION IN FIELD. VIBRATORY COMPACTION SHALL NOT BE ALLOWED WITHIN 20 FEET OF HISTORIC STRUCTURES. CONTRACTOR TO PROTECT WALLS DURING ALL PHASES OF CONSTRUCTION.

EAST ALAMEDA ST

POSTED SPEED LIMIT = 25 MPH
MAINLINE TAPER = SL:1 = 25:1

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

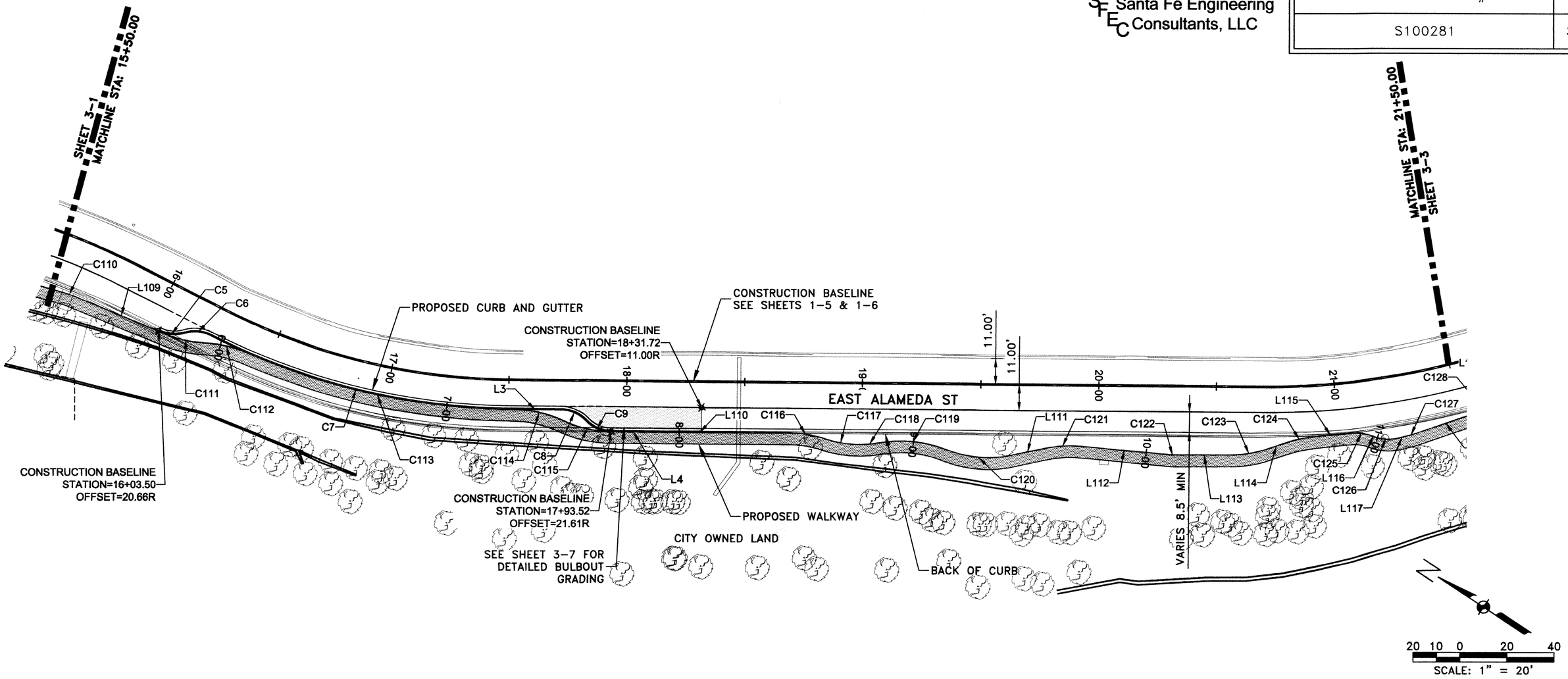
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

GEOMETRICS PLAN

SHEET NO. 3-1

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-2



PROJECT GEOMETRICS (CONT'D)

SCALE: 1" = 20'

NOTES:

1. SEE SHEET 3-3 FOR GEOMETRICS TABLE.
2. UNLESS OTHERWISE NOTED, ALL GEOMETRICS ARE TAKEN FROM BACK OF CURB.
3. EXTREME CAUTION IS TO BE USED WHEN WORKING NEAR HISTORIC WALLS. CONTRACTOR TO VERIFY LOCATION IN FIELD. VIBRATORY COMPACTION SHALL NOT BE ALLOWED WITHIN 20 FEET OF HISTORIC STRUCTURES. CONTRACTOR TO PROTECT WALLS DURING ALL PHASES OF CONSTRUCTION.

EAST ALAMEDA ST
POSTED SPEED LIMIT = 25 MPH
MAINLINE TAPER = SL:1 = 25:1

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

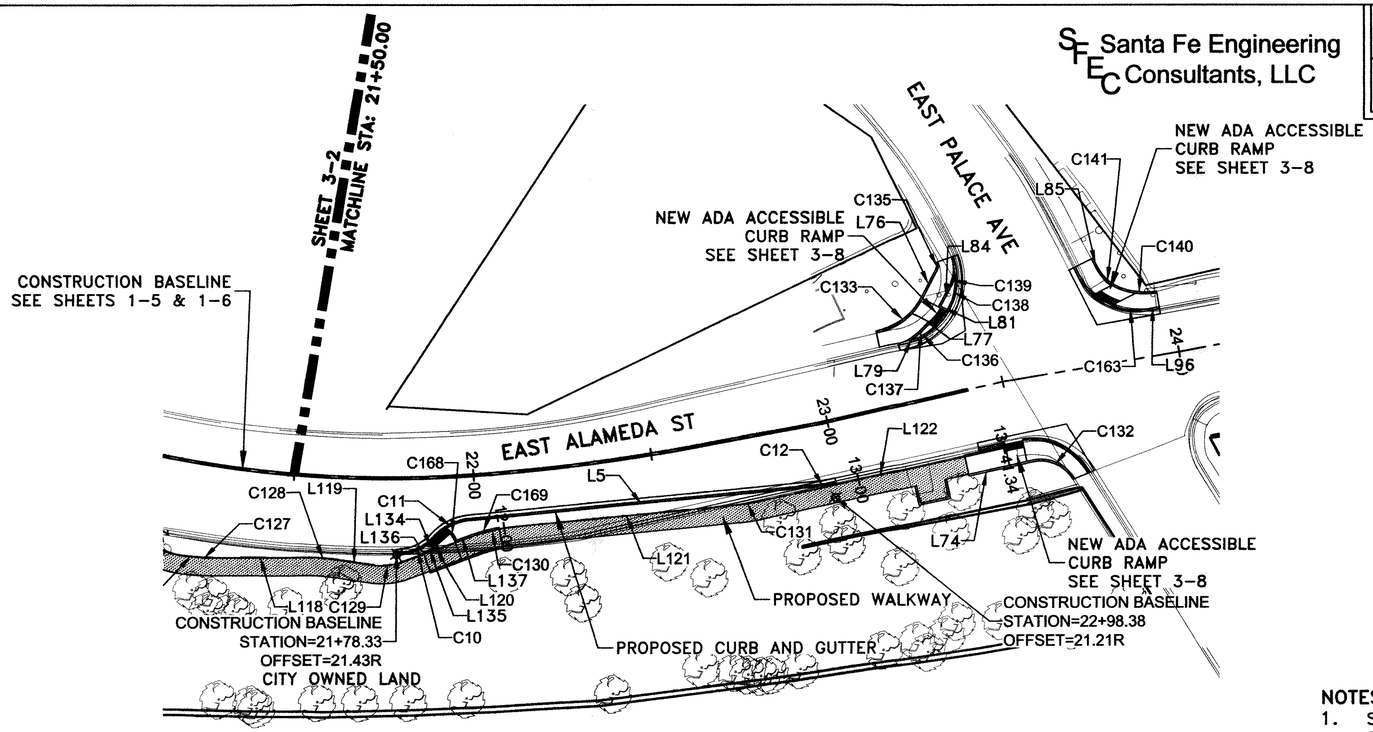
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

GEOMETRICS PLAN (CONT'D)

NMDOT CONTROL#	SHEET NO.
S100281	3-3

Santa Fe Engineering Consultants, LLC

GEOMETRICS DATA (BACK OF CURB)				
Line #/Curve #	Length	Bearing/Delta	Radius	Tangent
C1	94.85	20.44	265.90	47.93
C2	12.48	47.67	15.00	6.63
C3	11.29	43.12	15.00	5.93
C4	48.38	11.34	244.56	24.27
C5	11.44	43.69	15.00	6.01
C6	11.33	43.28	15.00	5.95
C7	131.99	26.47	285.69	67.20
C8	12.01	45.86	15.00	6.35
C9	12.05	46.01	15.00	6.37
C10	12.11	46.27	15.00	6.41
C11	11.00	42.00	15.00	5.76
C12	69.93	0.35	11428.46	34.96
L1	112.87	S54° 47' 02.74"E		
L2	67.83	S50° 10' 20.44"E		
L3	21.56	S33° 06' 26.76"E		
L4	38.20	S33° 18' 06.00"E		
L5	96.54	S57° 58' 54.87"E		



PROJECT GEOMETRICS (CONT'D)

SCALE: 1" = 20'

SEG 1 SW – LEFT				
Number	Radius	Length	Bearing/Delta	Tangent
C100	52.50	21.55	23.52	10.93
C101	47.50	42.34	51.07	22.69
C102	22.50	17.96	45.74	9.49
C103	47.50	18.24	22.00	9.23
C104	52.50	4.96	5.42	2.48
C105	47.50	19.55	23.58	9.91
C106	52.50	20.66	22.55	10.47
C107	265.90	78.43	16.90	39.50
C108	52.50	30.23	32.99	15.55
C109	47.50	14.14	17.05	7.12
C110	52.50	5.59	6.10	2.80
C111	47.50	16.26	19.61	8.21
C112	52.50	18.97	20.70	9.59
C113	285.76	115.83	23.22	58.72
C114	52.50	22.58	24.65	11.47
C115	47.50	20.55	24.78	10.44
C116	54.37	14.69	15.48	7.39
C117	47.50	16.09	19.41	8.12
C118	47.50	8.44	10.18	4.23
C119	52.50	28.86	31.50	14.81

SEG 1 SW – LEFT				
Number	Radius	Length	Bearing/Delta	Tangent
C120	47.50	27.76	33.49	14.29
C121	52.50	15.91	17.36	8.01
C122	47.50	4.61	5.57	2.31
C123	47.50	15.27	18.42	7.70
C124	52.50	11.44	12.48	5.74
C125	22.50	10.82	27.55	5.52
C126	17.50	10.67	34.94	5.51
C127	47.50	4.43	5.35	2.22
C128	52.50	7.59	8.29	3.80
C129	17.50	8.76	28.69	4.48
C130	52.50	13.55	14.79	6.81
C131	47.50	5.67	6.83	2.84
L100		26.52	S50° 45' 09.69"E	
L101		2.64	S27° 13' 49.69"E	
L102		0.02	S78° 18' 11.81"E	
L103		6.94	S32° 33' 38.51"E	
L104		59.66	S54° 33' 47.39"E	
L105		37.13	S49° 08' 42.03"E	
L106		20.64	S72° 43' 27.08"E	
L107		51.97	S50° 10' 20.44"E	

SEG 1 SW – LEFT				
Number	Radius	Length	Bearing/Delta	Tangent
L108		55.39	S17° 20' 06.26"E	
L109		42.34	S11° 13' 49.72"E	
L110		75.21	S33° 14' 56.67"E	
L111		14.31	S45° 28' 28.07"E	
L112		36.48	S28° 06' 57.14"E	
L113		22.65	S33° 40' 55.97"E	
L114		8.86	S52° 06' 12.50"E	
L115		15.42	S39° 37' 06.72"E	
L116		0.21	S12° 04' 13.76"E	
L117		3.48	S47° 00' 41.86"E	
L118		26.97	S52° 21' 33.71"E	
L119		10.14	S44° 04' 26.41"E	
L120		19.72	S72° 46' 05.60"E	
L121		62.13	S57° 58' 54.87"E	
L122		70.11	S64° 48' 58.11"E	

NOTES:

1. SEE SHEET 3-3 FOR GEOMETRICS TABLE.
2. UNLESS OTHERWISE NOTED, ALL GEOMETRICS ARE TAKEN FROM BACK OF CURB.
3. SEE SHEET 3-4 FOR CURB RAMP GEOMETRICS TABLE.

EAST ALAMEDA ST
POSTED SPEED LIMIT = 25 MPH
MAINLINE TAPER = SL:1 = 25:1

20 10 0 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

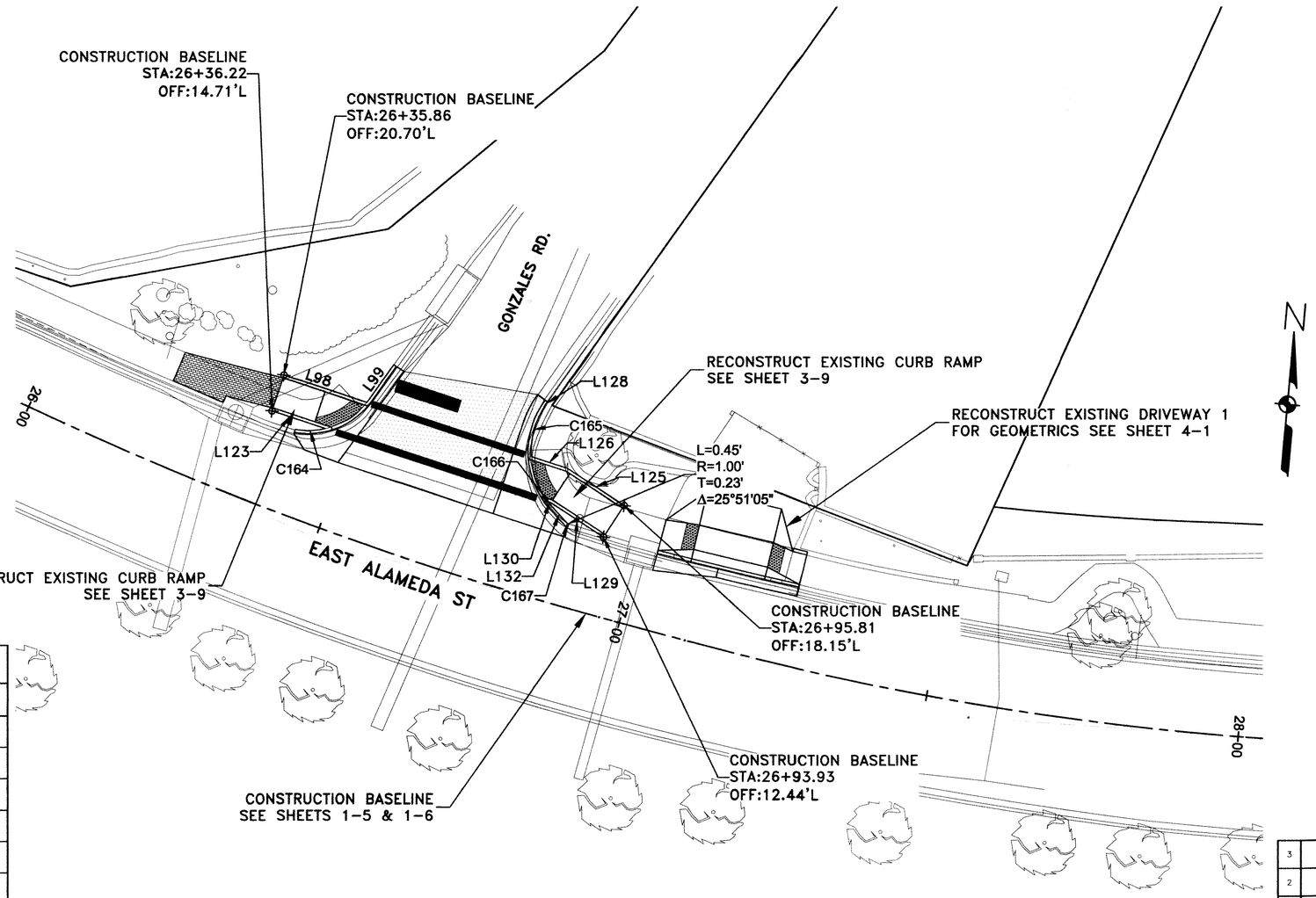
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

GEOMETRICS PLAN (CONT'D)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-4

CURB RAMP GEOMETRICS LINE TABLE		
Line #	Length	Direction
L76	8.90	N65° 12' 05.69"E
L84	6.14	S65° 12' 05.69"W
L81	2.14	S24° 47' 54.31"E
L77	1.65	S24° 47' 54.23"E
L79	0.55	S85° 29' 16.71"E
L85	2.85	N10° 38' 33.57"E
L98	16.82	S76° 56' 57.19"E
L99	7.34	N30° 21' 43.68"E
L123	11.87	S76° 56' 57.19"E
L128	0.52	N30° 00' 30.38"E
L126	6.11	N76° 56' 57.19"W
L125	10.73	N61° 56' 57.19"W
L129	9.94	N61° 56' 57.19"W
L132	3.35	S47° 25' 14.48"E
L130	0.51	N76° 56' 57.19"W
L134	3.12	S42° 46' 05.60"E
L136	0.50	S17° 13' 54.40"W
L135	3.95	N72° 46' 05.60"W
L137	3.63	N72° 46' 05.60"W
L132	3.35	S47° 25' 14.48"E



CURB RAMP GEOMETRICS CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C168	4.55	6.00	43.44	N4° 29' 23"W	4.44
C169	8.78	53.00	9.50	N68° 01' 12"W	8.77
C133	16.06	18.59	49.52	N89° 57' 46"E	15.57
C135	2.04	2.44	47.72	N41° 20' 27"E	1.98
C138	10.38	17.89	33.24	N49° 15' 12"E	10.23
C139	3.78	10.50	20.61	S54° 53' 51"W	3.76
C136	7.72	17.89	24.73	N82° 07' 05"W	7.66
C137	6.38	24.59	14.88	N85° 33' 59"E	6.36
C163	8.88	17.40	29.25	N47° 37' 39"W	8.78
C140	9.76	20.28	27.57	N47° 46' 08"W	9.67
C141	9.26	11.90	44.63	N11° 40' 12"W	9.03
C164	4.80	12.00	22.92	S82° 57' 24"W	4.77
C165	8.73	13.00	38.48	N10° 46' 03"E	8.57
C166	1.03	13.00	4.53	S45° 09' 14"E	1.03
C167	0.45	1.00	25.85	S60° 20' 47"E	0.45
C132	13.13	10.50	71.62	S29° 00' 19"E	12.29

PROJECT GEOMETRICS (CONT'D)

SCALE: 1" = 10'

NOTE:

1. UNLESS OTHERWISE NOTED, ALL GEOMETRICS ARE TAKEN FROM BACK OF CURB.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

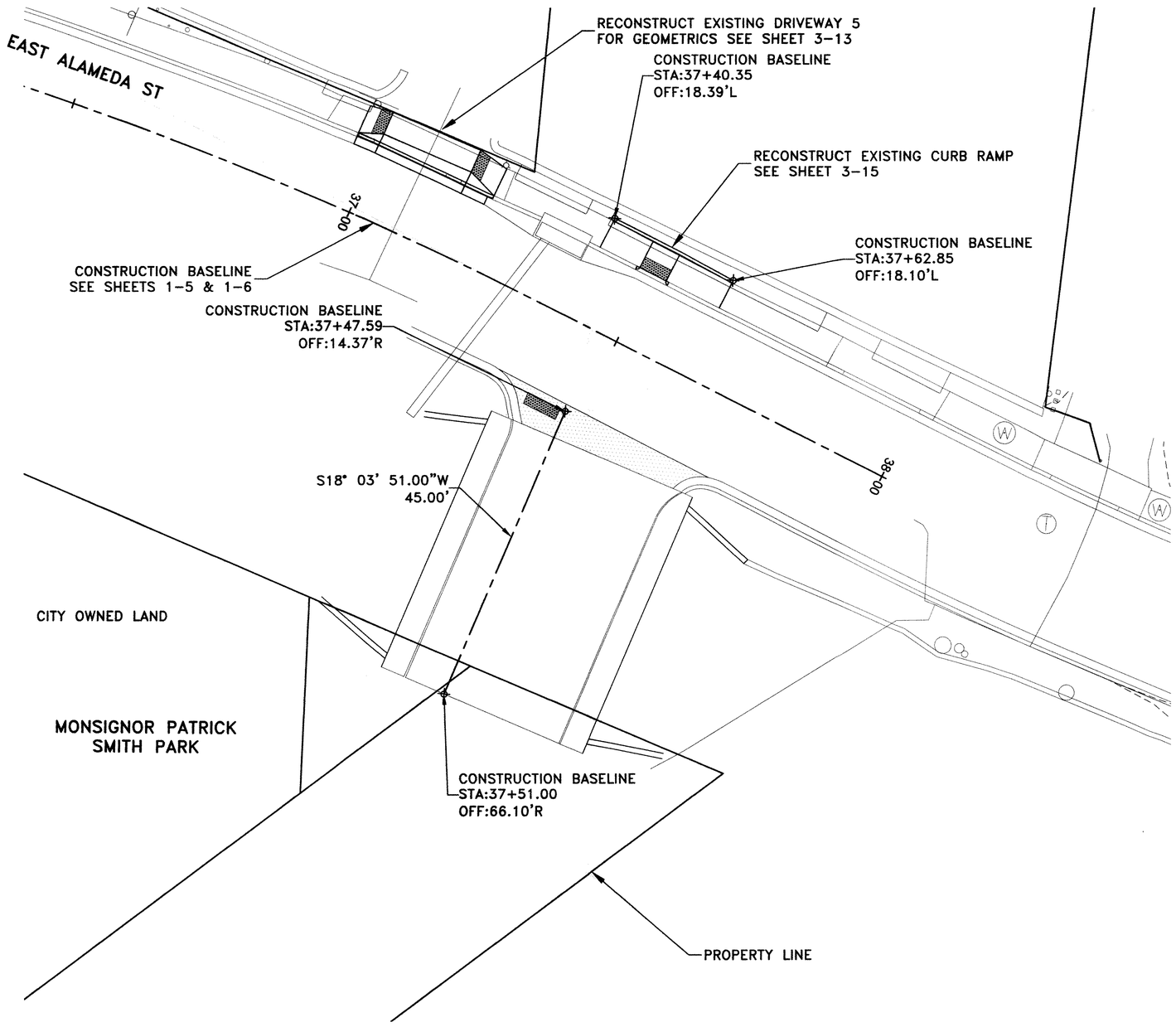
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

GEOMETRICS PLAN (CONT'D)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-5



N

10 5 0 10 20
SCALE: 1" = 10'

PROJECT GEOMETRICS (CONT'D)

SCALE: 1" = 10'

NOTE:

1. UNLESS OTHERWISE NOTED, ALL GEOMETRICS ARE TAKEN FROM BACK OF CURB.

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

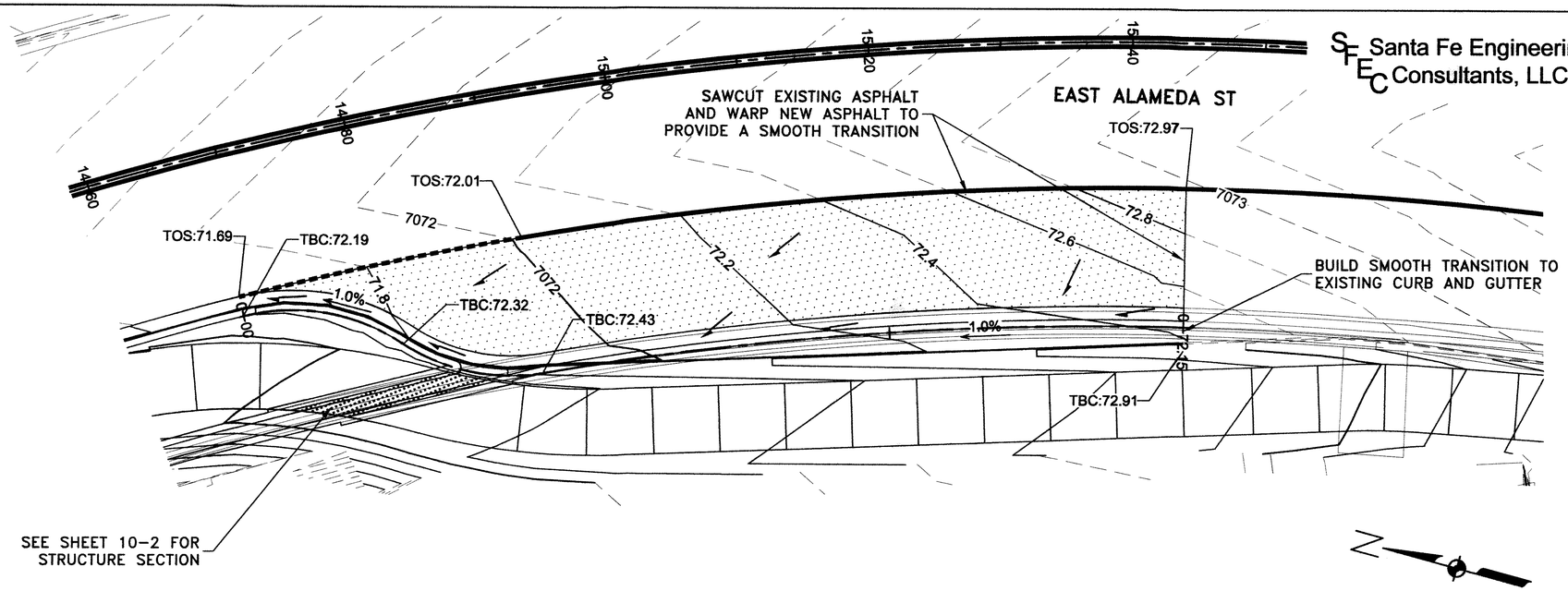
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

GEOMETRICS PLAN (CONT'D)

SHEET NO. 3-5

NMDOT CONTROL#	SHEET NO.
S100281	3-6

Santa Fe Engineering Consultants, LLC



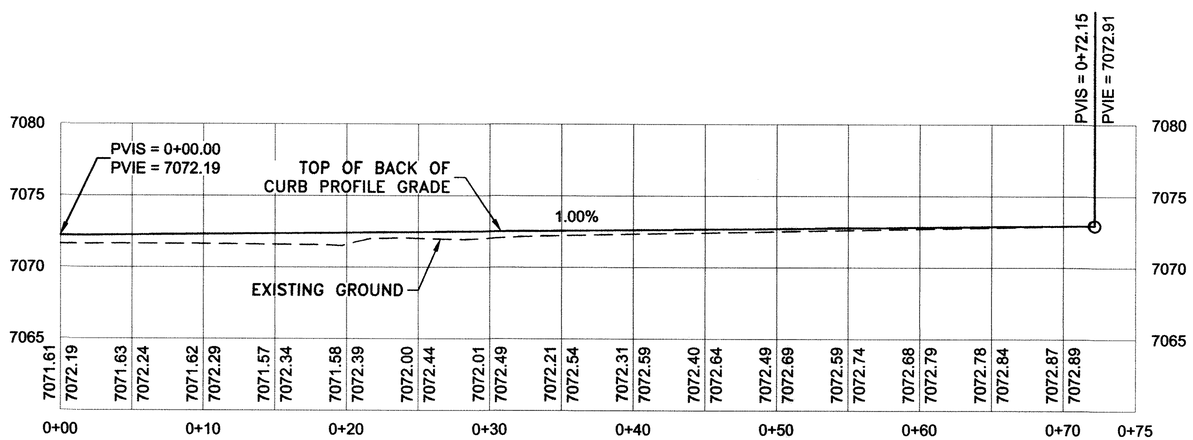
BULBOUT 1 DETAILED GRADING – PLAN VIEW

SCALE: 1" = 5'

LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW

NOTE:
SEE SHEETS 3-1 TO 3-3 FOR CURB GEOMETRICS.



BULBOUT 1 DETAILED GRADING – PROFILE VIEW

SCALE HORIZ: 1" = 5'
VERT: 1" = 5'

5 2.5 0 5 10
SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

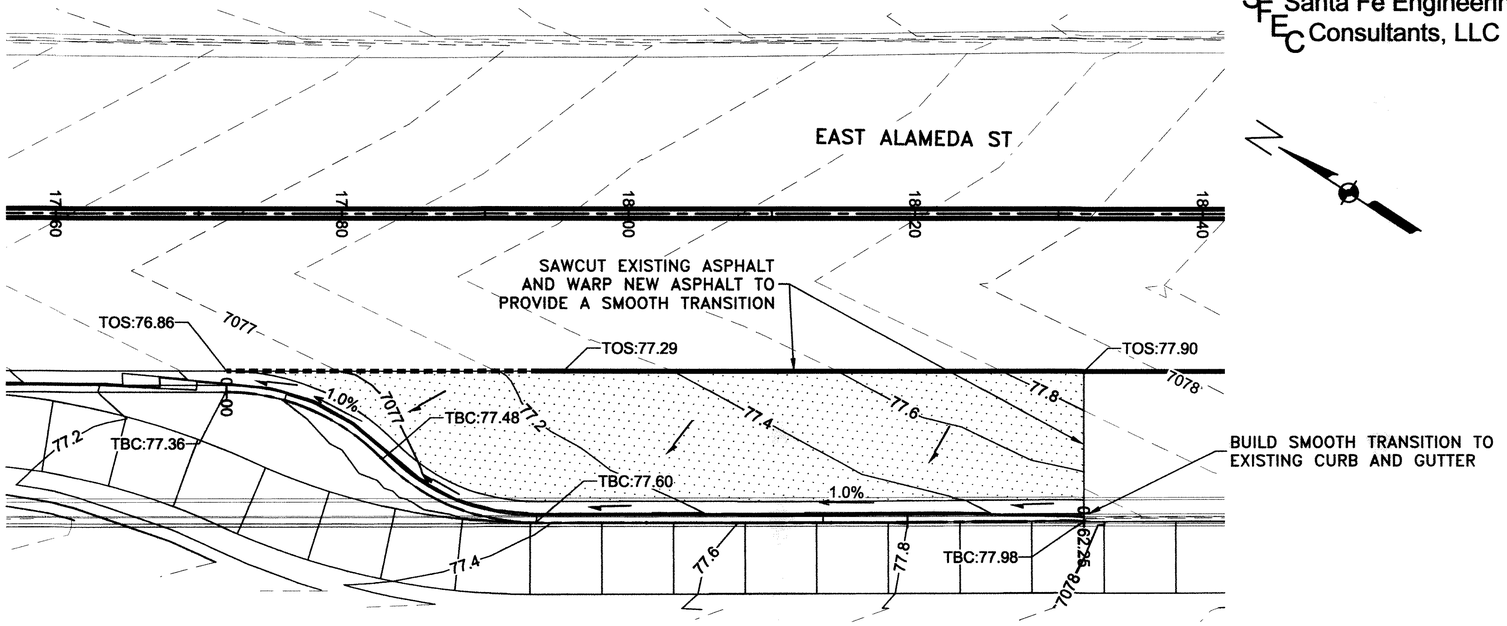
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED CURB AND ASPHALT TRANSITION GRADING

SHEET NO. 3-6

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-7



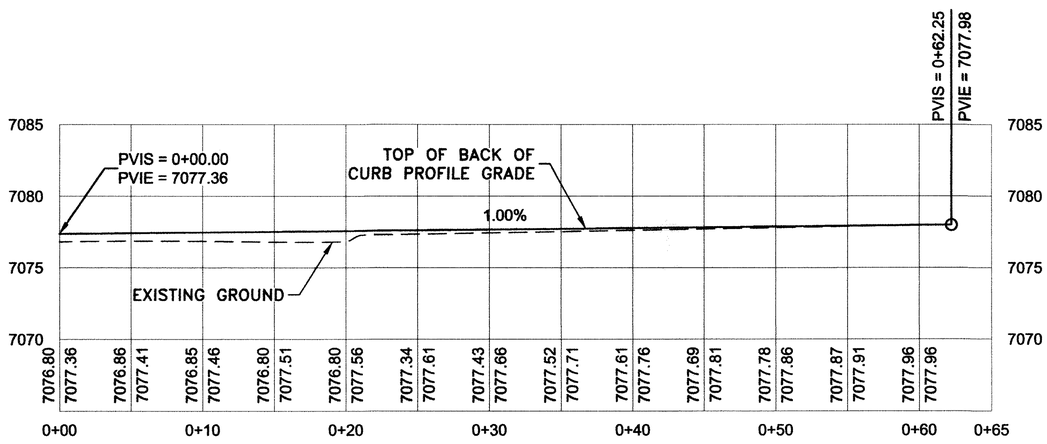
BULBOUT 2 DETAILED GRADING – PLAN VIEW

SCALE: 1" = 5'

LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW

NOTE:
SEE SHEETS 3-1 TO 3-3 FOR CURB GEOMETRICS.



BULBOUT 2 DETAILED GRADING – PROFILE VIEW

SCALE HORIZ: 1" = 5'
VERT: 1" = 5'

5 2.5 0 5 10
SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

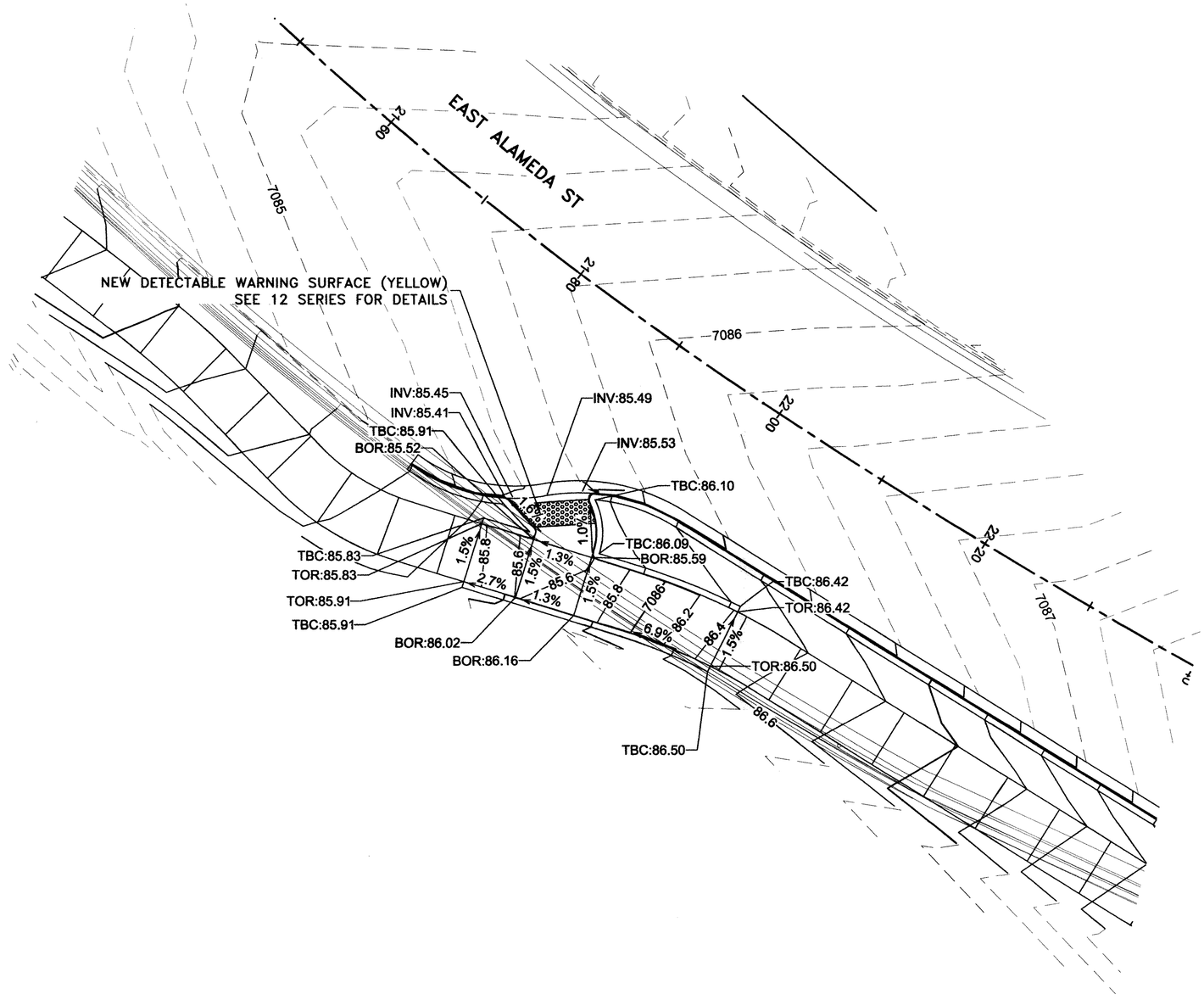
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED CURB AND ASPHALT TRANSITION GRADING

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-8



LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW

NOTE:
SEE SHEET 3-3 FOR
CURB RAMP GEOMETRICS.

N

5 2.5 0 5 10

SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

DETAILED RAMP GRADING – EAST ALAMEDA @ STA. 21+90

SCALE: 1" = 5'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT
OF TRANSPORTATION

EAST ALAMEDA
PEDESTRIAN IMPROVEMENTS

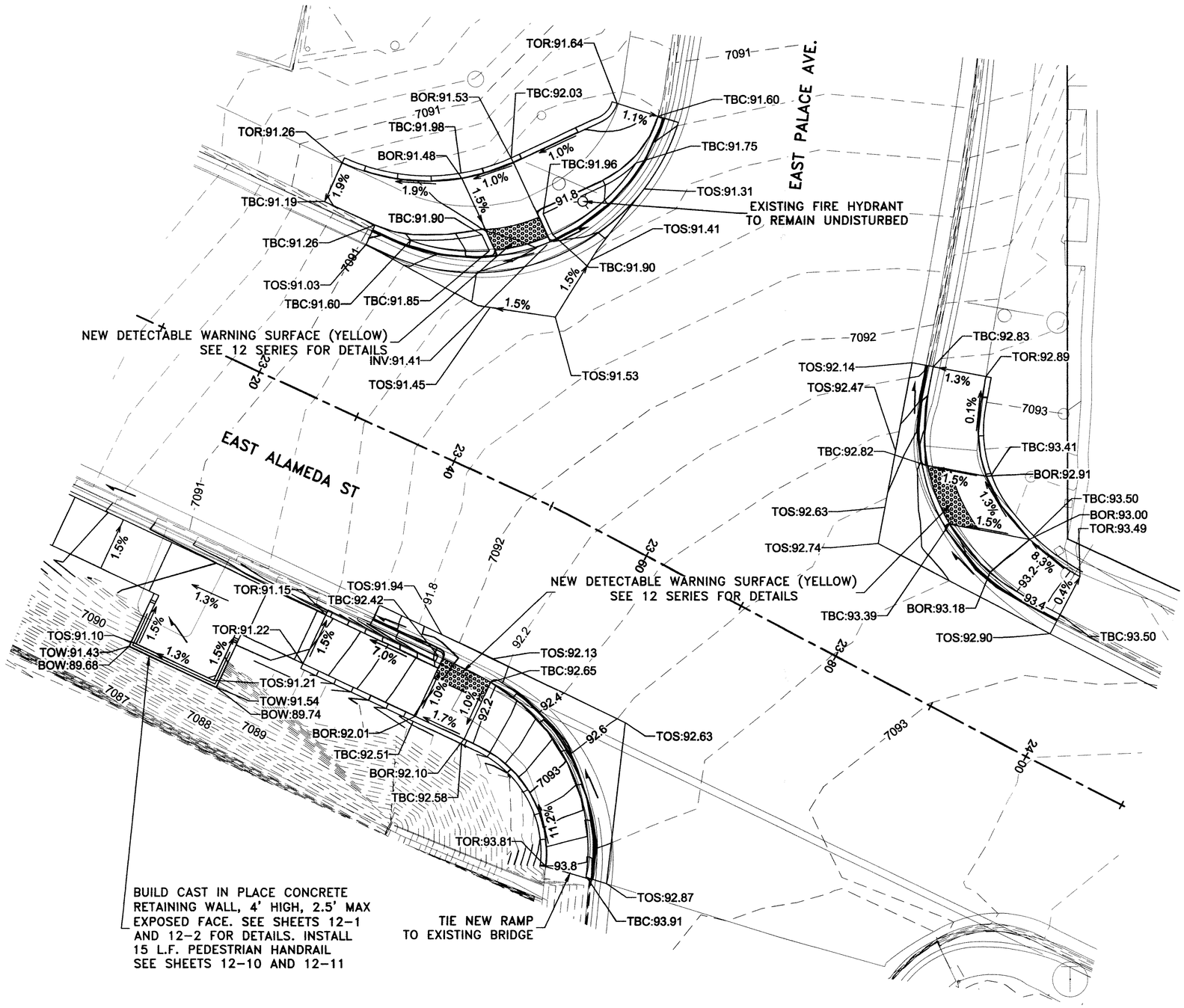
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

DETAILED RAMP GRADING –
EAST ALAMEDA @ STA. 21+90

SHEET NO. 3-8

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-9



DETAILED RAMP GRADING – EAST PALACE AVE

SCALE: 1" = 5'

LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW

NOTE:
SEE SHEET 3-3 FOR
CURB RAMP GEOMETRICS.

N

5 2.5 0 5 10

SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT
OF TRANSPORTATION

EAST ALAMEDA
PEDESTRIAN IMPROVEMENTS

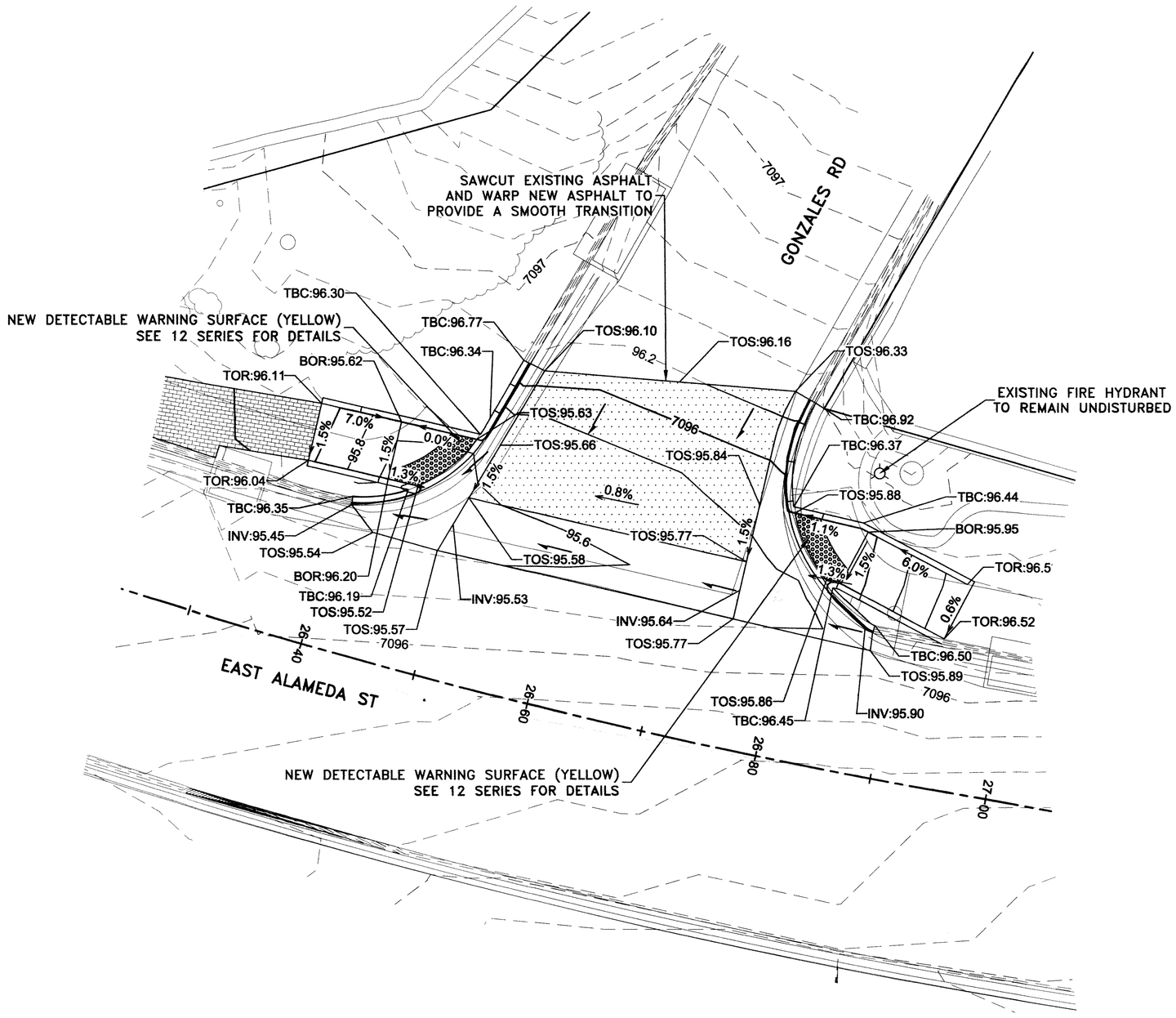
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

DETAILED RAMP GRADING –
PALACE AVE

SHEET NO. 3-9

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-10



DETAILED RAMP GRADING – GONZALES RD

SCALE: 1" = 5'

LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW

NOTE:
SEE SHEET 3-4 FOR CURB RAMP GEOMETRICS.

N

5 2.5 0 5 10

SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED RAMP GRADING – GONZALES RD

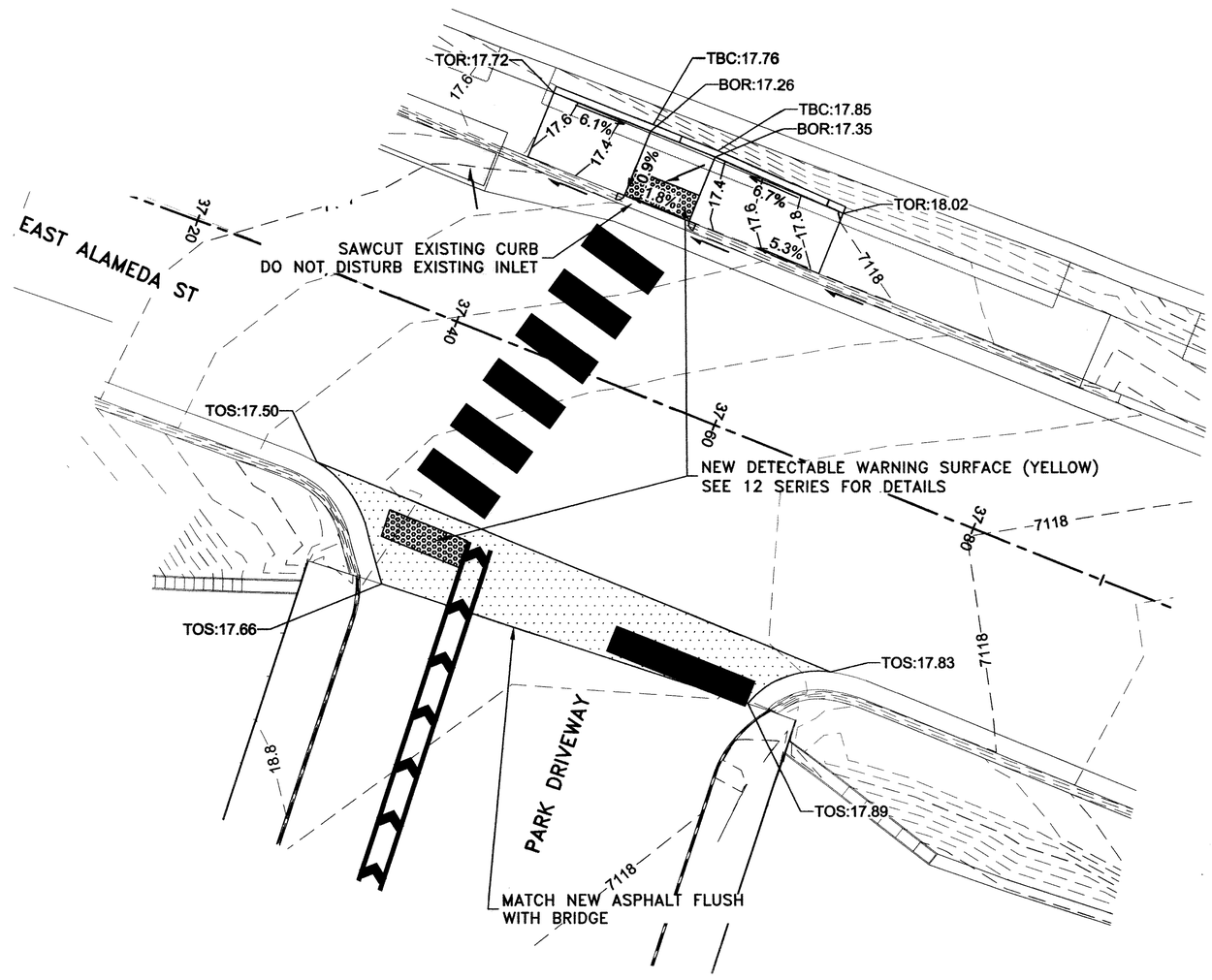
SHEET NO. 3-10

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-11

LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW
	REMOVE AND REPLACE EXISTING ASPHALT



NOTE:
SEE SHEET 3-5 FOR
CURB RAMP GEOMETRICS.

N

5 2.5 0 5 10

SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

SEGMENT 2 DETAILED RAMP GRADING

SCALE: 1" = 5'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT
OF TRANSPORTATION

EAST ALAMEDA
PEDESTRIAN IMPROVEMENTS

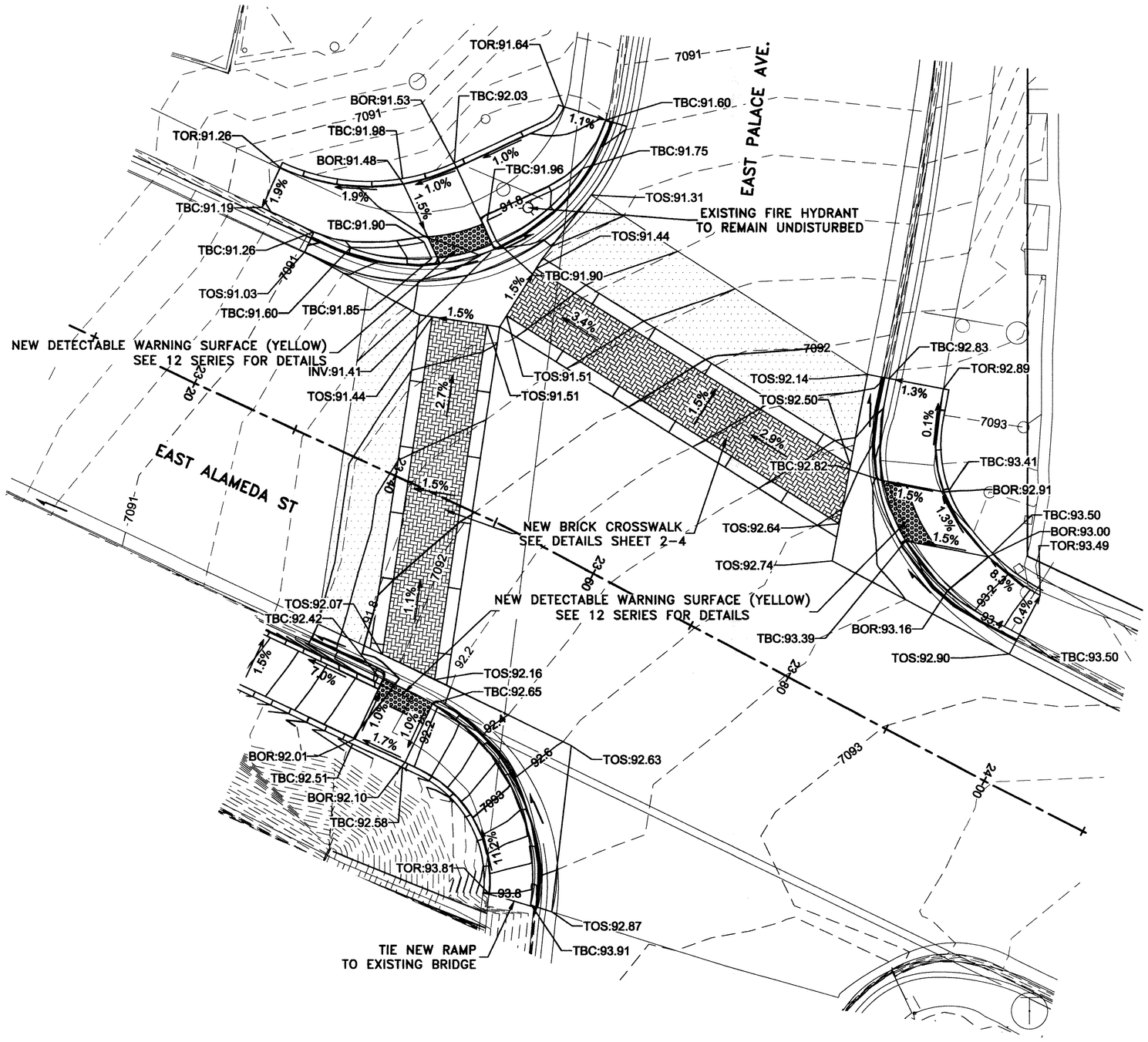
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

DETAILED RAMP GRADING –
PARK ENTRANCE

SHEET NO. 3-11

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-12



LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW

NOTE:
SEE SHEET 3-3 FOR CURB RAMP GEOMETRICS.

N

5 2.5 0 5 10

SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

DETAILED RAMP GRADING – EAST PALACE AVE (ADDITIVE ALTERNATE A)

SCALE: 1" = 5'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

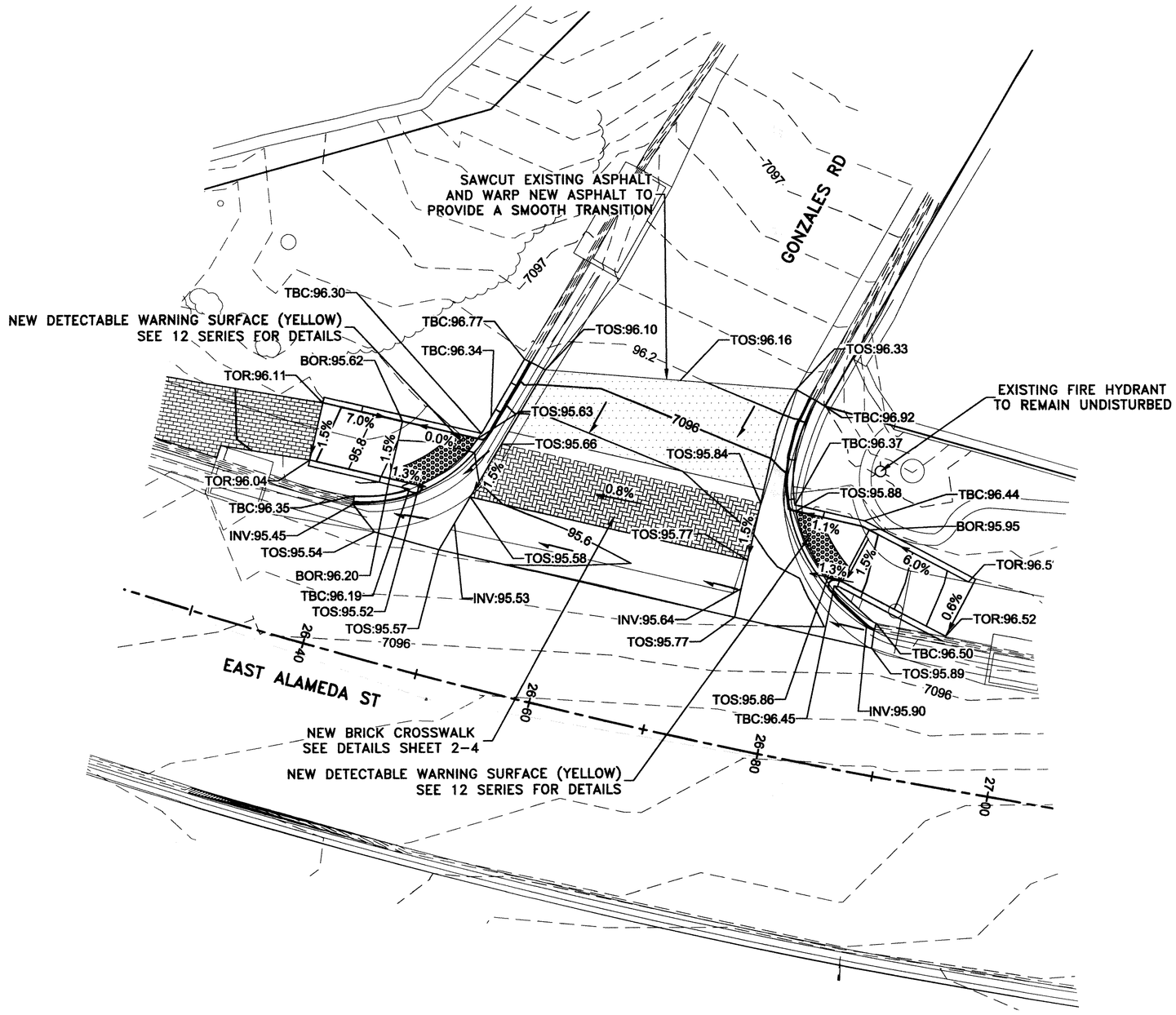
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED RAMP GRADING – PALACE AVE (ADDITIVE ALTERNATE A)

SHEET NO. 3-12

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-13



DETAILED RAMP GRADING – GONZALES RD (ADDITIVE ALTERNATE A)

SCALE: 1" = 5'

LEGEND:

TOR	TOP OF RAMP
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW

NOTE:
SEE SHEET 3-4 FOR CURB RAMP GEOMETRICS.

N

5 2.5 0 5 10

SCALE: 1" = 5'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

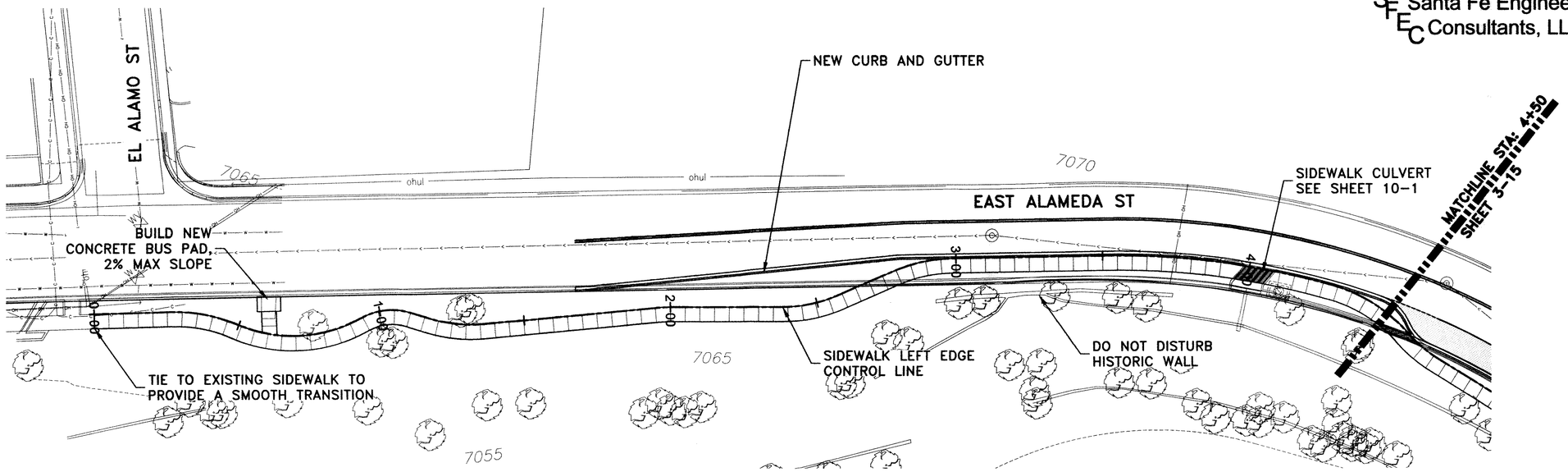
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED RAMP GRADING – GONZALES RD (ADDITIVE ALTERNATE A)

SHEET NO. 3-13

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-14



PROPOSED TRAIL – PLAN VIEW

SCALE: 1" = 20'

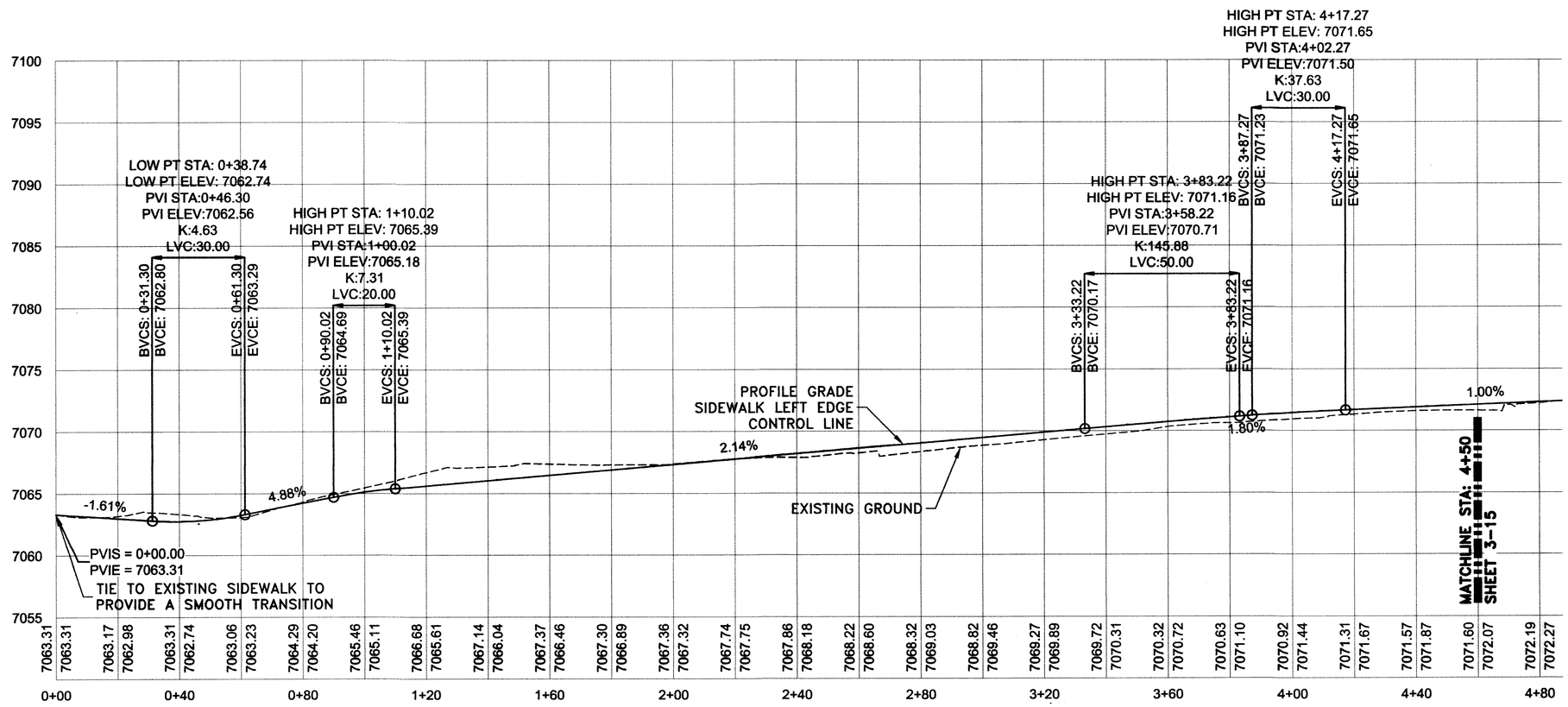
LEGEND:

NEW CONCRETE SIDEWALK

NEW BRICK SIDEWALK

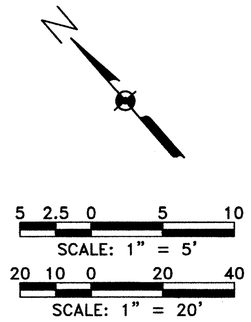
NOTE:

1. SEE SHEET 3-1 TO 3-3 FOR SIDEWALK ALIGNMENT GEOMETRICS.
2. EXTREME CAUTION IS TO BE USED WHEN WORKING NEAR HISTORIC WALLS. CONTRACTOR TO VERIFY LOCATION IN FIELD. VIBRATORY COMPACTION SHALL NOT BE ALLOWED WITHIN 20 FEET OF HISTORIC STRUCTURES. CONTRACTOR TO PROTECT WALLS DURING ALL PHASES OF CONSTRUCTION. SEE GENERAL NOTES FOR DETAILS.



PROPOSED TRAIL – PROFILE VIEW

SCALE HORIZ: 1" = 20'
VERT: 1" = 5'



NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

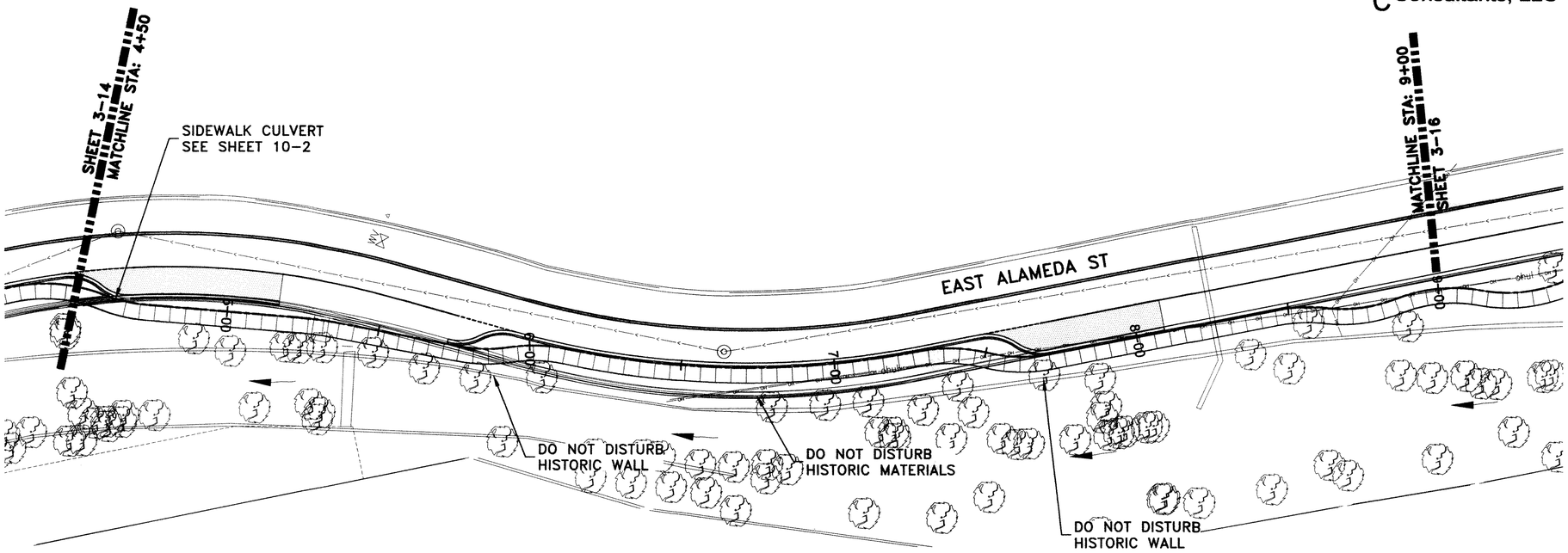
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

SIDEWALK PLAN AND PROFILE

SHEET NO. 3-14

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-15



PROPOSED TRAIL – PLAN VIEW

SCALE: 1" = 20'

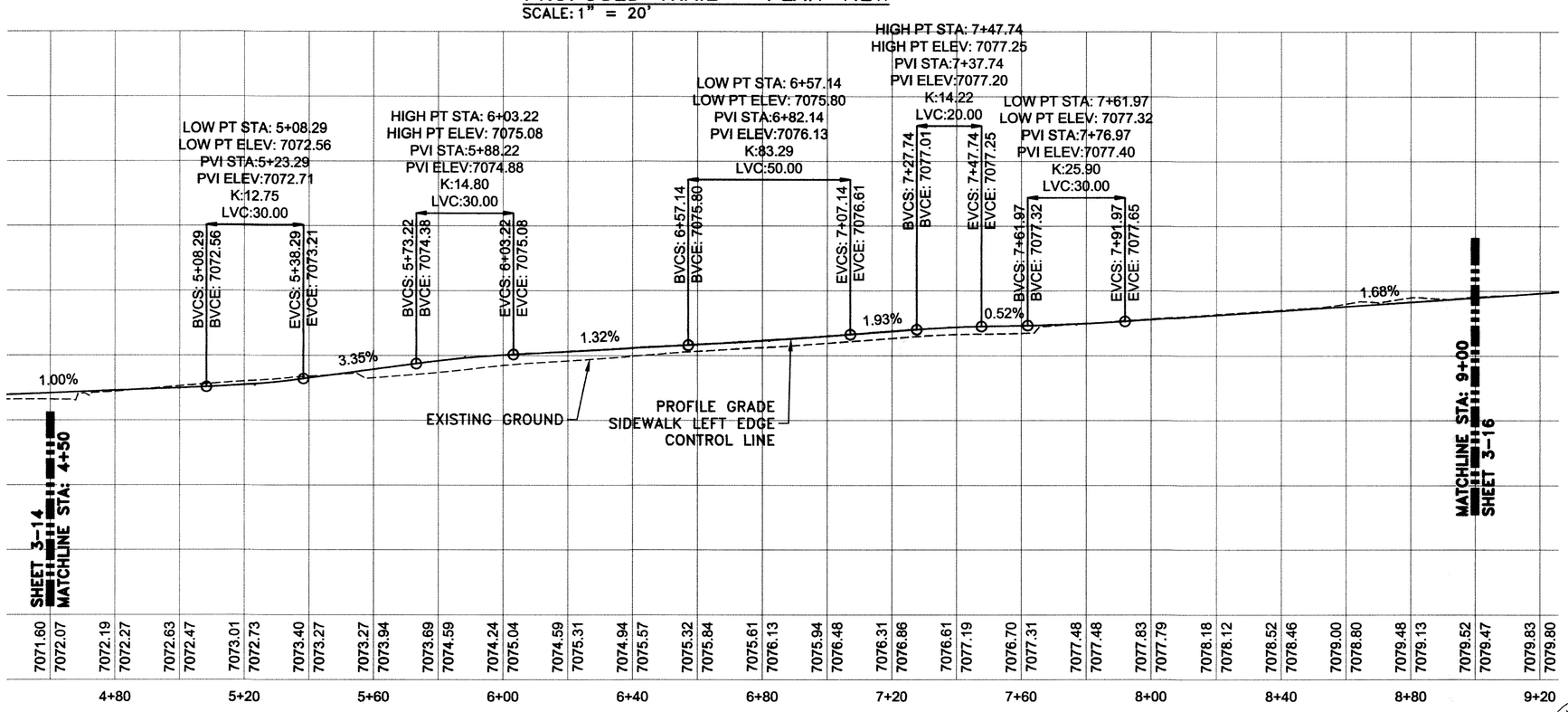
LEGEND:

NEW CONCRETE SIDEWALK

NEW BRICK SIDEWALK

NOTE:

1. SEE SHEET 3-1 TO 3-3 FOR SIDEWALK ALIGNMENT GEOMETRICS.
2. EXTREME CAUTION IS TO BE USED WHEN WORKING NEAR HISTORIC WALLS. CONTRACTOR TO VERIFY LOCATION IN FIELD. VIBRATORY COMPACTION SHALL NOT BE ALLOWED WITHIN 20 FEET OF HISTORIC STRUCTURES. CONTRACTOR TO PROTECT WALLS DURING ALL PHASES OF CONSTRUCTION. SEE GENERAL NOTES FOR DETAILS.



PROPOSED TRAIL – PROFILE VIEW

SCALE HORIZ: 1" = 20'
VERT: 1" = 5'

5 2.5 0 5 10
SCALE: 1" = 5'

20 10 0 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

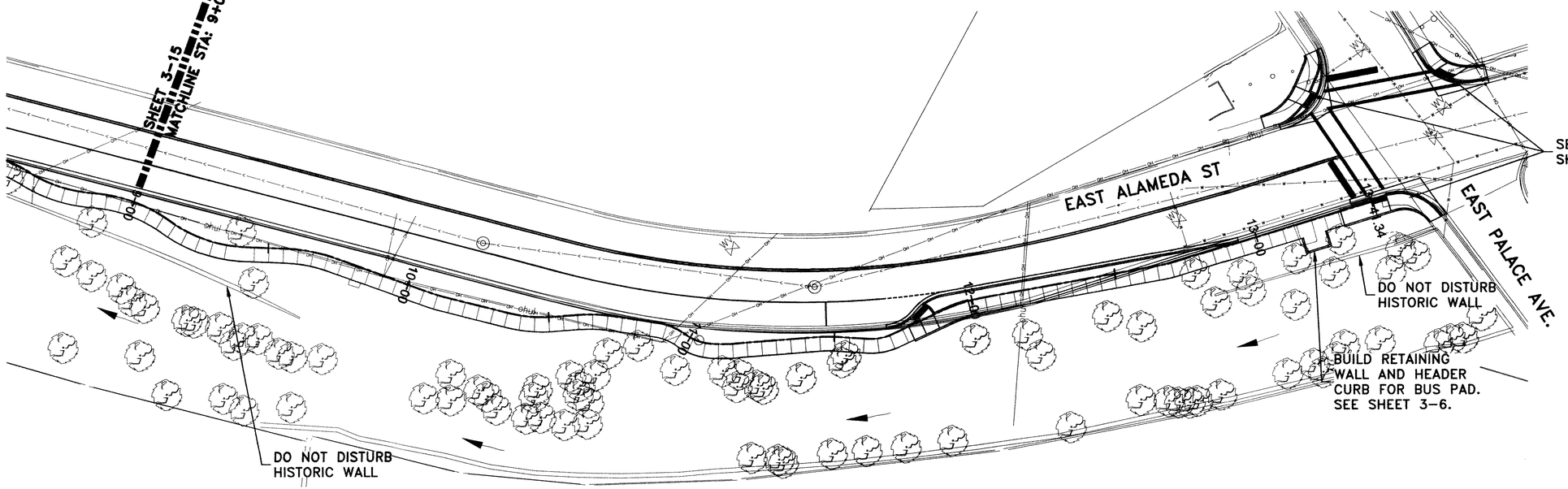
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

SIDEWALK PLAN AND PROFILE (CONT'D)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-16



PROPOSED TRAIL – PLAN VIEW

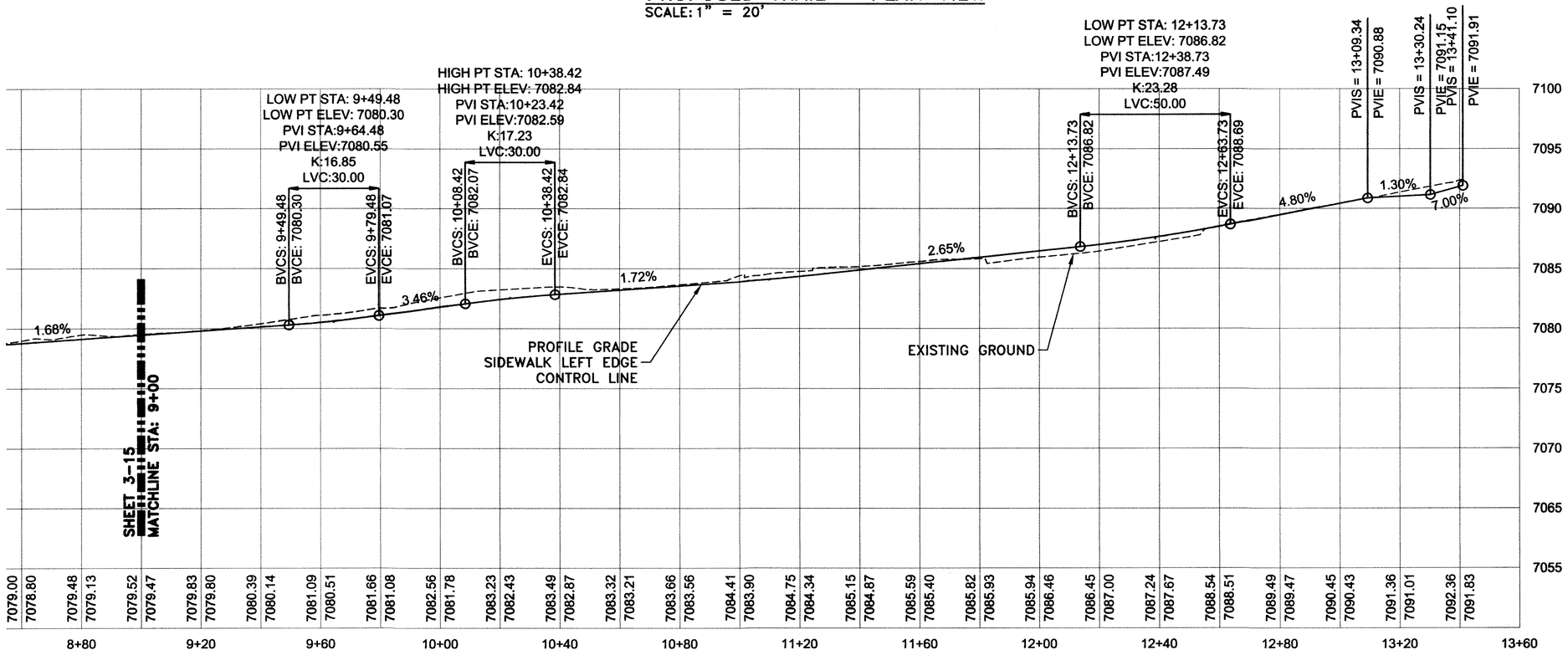
SCALE: 1" = 20'

LEGEND:

NEW CONCRETE SIDEWALK

NOTE:

1. SEE SHEET 3-1 TO 3-3 FOR SIDEWALK ALIGNMENT GEOMETRICS.
2. EXTREME CAUTION IS TO BE USED WHEN WORKING NEAR HISTORIC WALLS. CONTRACTOR TO VERIFY LOCATION IN FIELD. VIBRATORY COMPACTION SHALL NOT BE ALLOWED WITHIN 20 FEET OF HISTORIC STRUCTURES. CONTRACTOR TO PROTECT WALLS DURING ALL PHASES OF CONSTRUCTION.



PROPOSED TRAIL – PROFILE VIEW

SCALE HORIZ: 1" = 20'
VERT: 1" = 5'

5 2.5 0 5 10
SCALE: 1" = 5'

20 10 0 20 40
SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

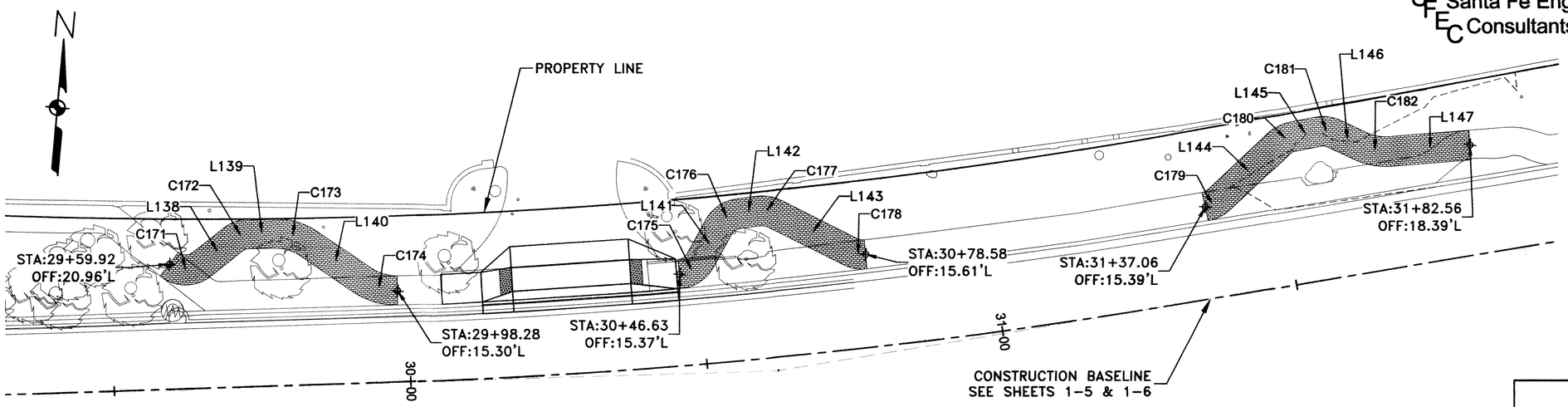
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

SIDEWALK PLAN AND PROFILE (CONT'D)

SHEET NO. 3-16

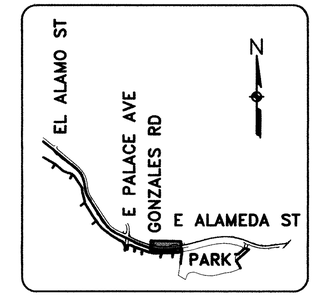
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	3-17



BRICK SIDEWALK REALIGNMENT – GEOMETRICS

SCALE: 1" = 10'



KEYMAP

SCALE: 1" = 800'

BRICK SIDEWALK GEOMETRICS LINE TABLE		
Line #	Length	Direction
L141	6.41	N23° 32' 00.63"E
L142	3.38	N77° 17' 33.75"E
L143	14.44	S68° 35' 34.12"E
L138	6.62	N46° 21' 20.65"E
L139	4.29	N84° 01' 19.59"E
L140	10.81	S60° 53' 38.62"E
L144	14.03	N41° 36' 01.54"E
L145	4.25	N73° 54' 39.27"E
L146	4.81	S69° 52' 32.89"E
L147	13.40	N80° 19' 20.94"E

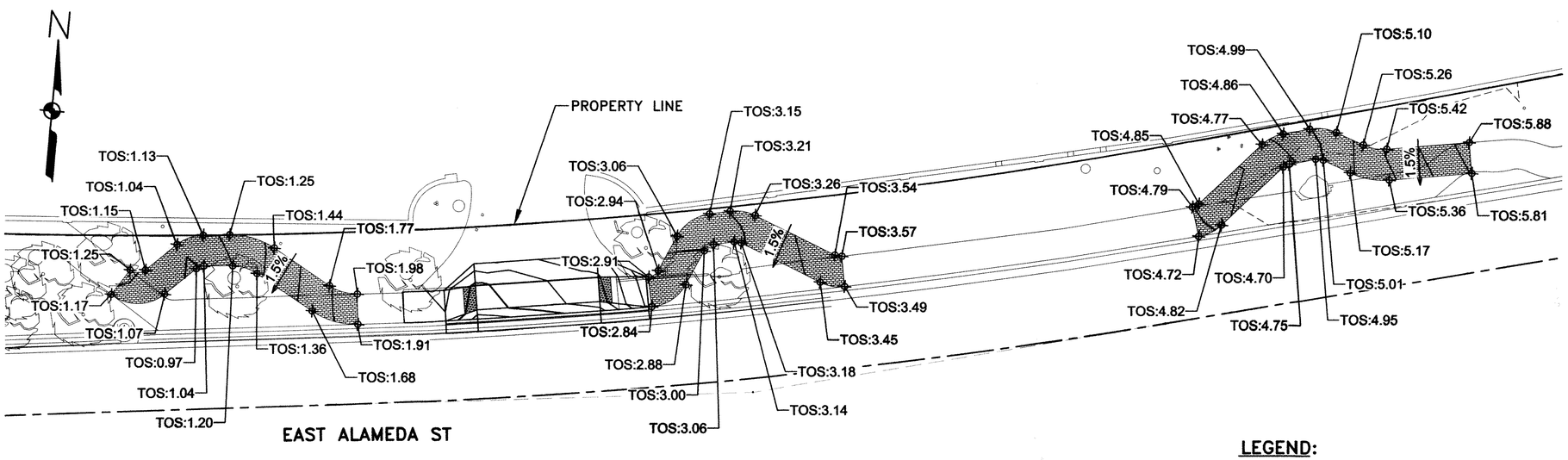
BRICK SIDEWALK GEOMETRICS CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C175	4.37	4.50	55.61	N51° 20' 22"E	4.20
C176	4.22	4.50	53.76	N50° 24' 47"E	4.07
C177	2.68	4.50	34.11	S85° 39' 00"E	2.64
C178	2.55	4.50	32.43	S84° 48' 34"E	2.51
C171	6.01	4.50	76.48	N84° 35' 53"E	5.57
C172	2.96	4.50	37.67	N65° 11' 20"E	2.91
C173	6.12	10.00	35.08	S78° 26' 10"E	6.03
C174	6.34	10.53	34.52	S78° 09' 13"E	6.25
C179	2.52	4.50	32.13	N57° 39' 59"E	2.49
C180	2.54	4.50	32.31	N57° 45' 20"E	2.50
C181	2.84	4.50	36.21	S87° 58' 57"E	2.80
C182	5.20	10.00	29.80	S84° 46' 36"E	5.14

NOTE:

1. SEE SHEET 2-4 FOR BRICK SIDEWALK DETAILS.

10 5 0 10 20

SCALE: 1" = 10'



BRICK SIDEWALK REALIGNMENT – GRADING

SCALE: 1" = 10'

LEGEND:

TOS TOP OF SURFACING

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

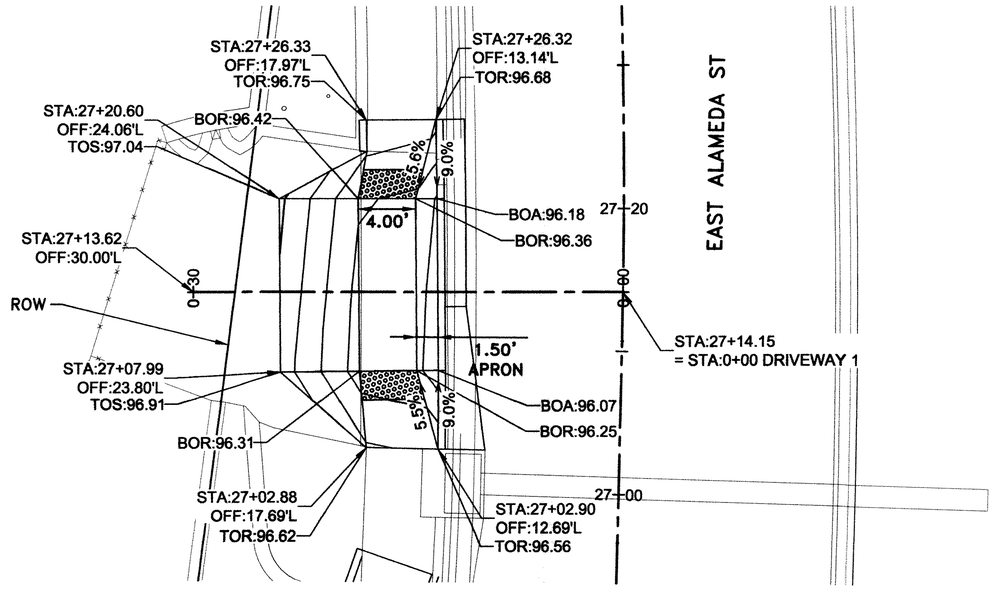
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

BRICK SIDEWALK REALIGNMENT DETAILS

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	4-1



DETAILED DRIVEWAY 1 GRADING – STA: 27+14 – PLAN VIEW

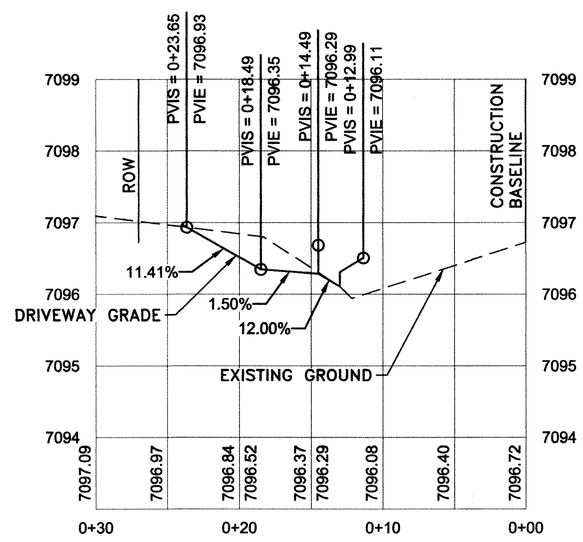
SCALE: 1" = 5'

LEGEND:

TOR	TOP OF RAMP
BOA	BOTTOM OF APRON
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW
	DETECTABLE WARNING SURFACE (YELLOW)

NOTES:

1. DRIVEWAY TO BE TYPE "2B". SEE SHEET 12-18 FOR DETAIL.
2. FOR DRIVEWAY CONCRETE SECTION SEE SHEET 2-3.
3. SAWCUT EXISTING CURB AND GUTTER AT THE DIRECTION OF THE PROJECT MANAGER.



DETAILED DRIVEWAY 1 GRADING – STA: 27+14 – PROFILE VIEW

SCALE HORIZ: 1" = 5'
VERT: 1" = 1'

5 2.5 0 5 10
SCALE: 1" = 5'
1 0.5 0 1 2
SCALE: 1" = 1'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

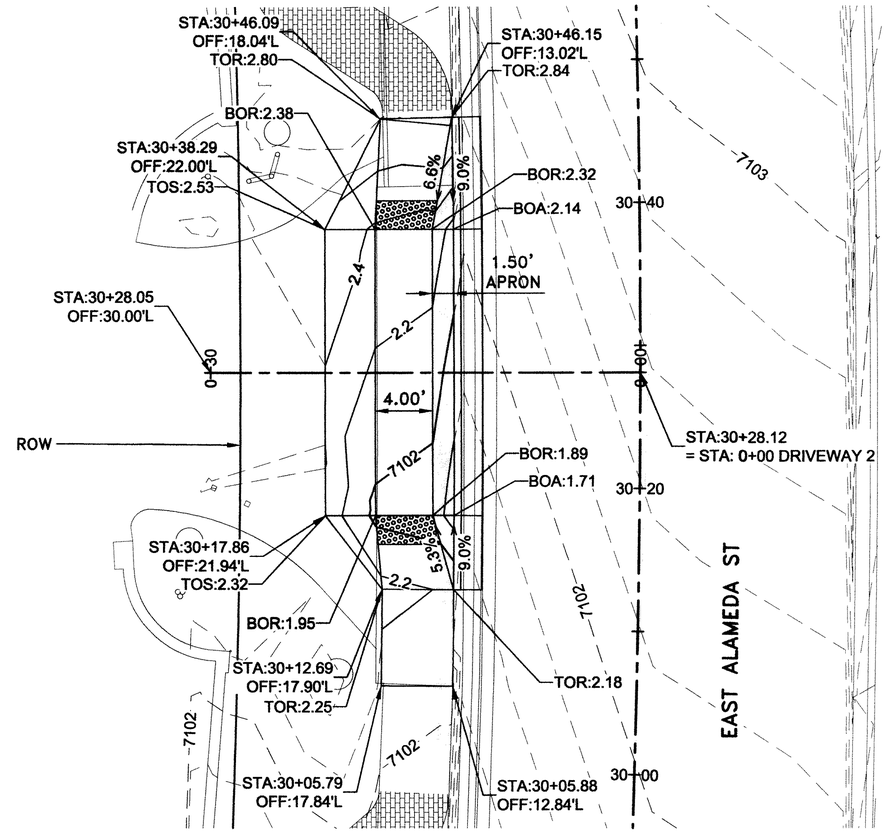
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED DRIVEWAY 1 GRADING

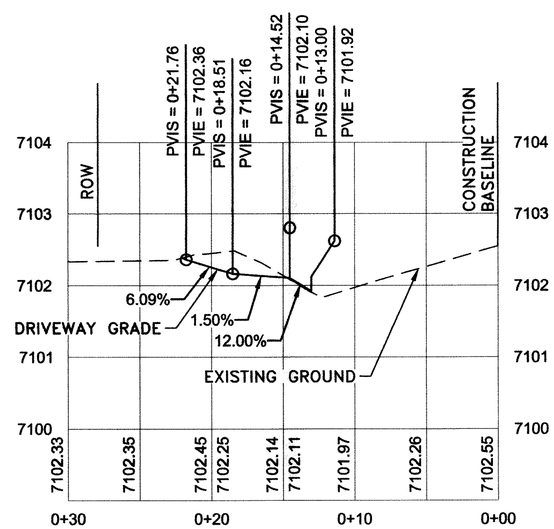
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	4-2



DETAILED DRIVEWAY 2 GRADING – STA: 30+28 – PLAN VIEW

SCALE: 1" = 5'



DETAILED DRIVEWAY 2 GRADING – STA: 30+28 – PROFILE VIEW

SCALE HORIZ: 1" = 5'
VERT: 1" = 1'

LEGEND:

TOR	TOP OF RAMP
BOA	BOTTOM OF APRON
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW
▒	DETECTABLE WARNING SURFACE (YELLOW)

NOTES:
1. DRIVEWAY TO BE TYPE "2B". SEE SHEET 12-18 FOR DETAIL.
2. FOR DRIVEWAY CONCRETE SECTION SEE SHEET 2-3.
3. SAWCUT EXISTING CURB AND GUTTER AT THE DIRECTION OF THE PROJECT MANAGER.

5 2.5 0 5 10
SCALE: 1" = 5'

1 0.5 0 1 2
SCALE: 1" = 1'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

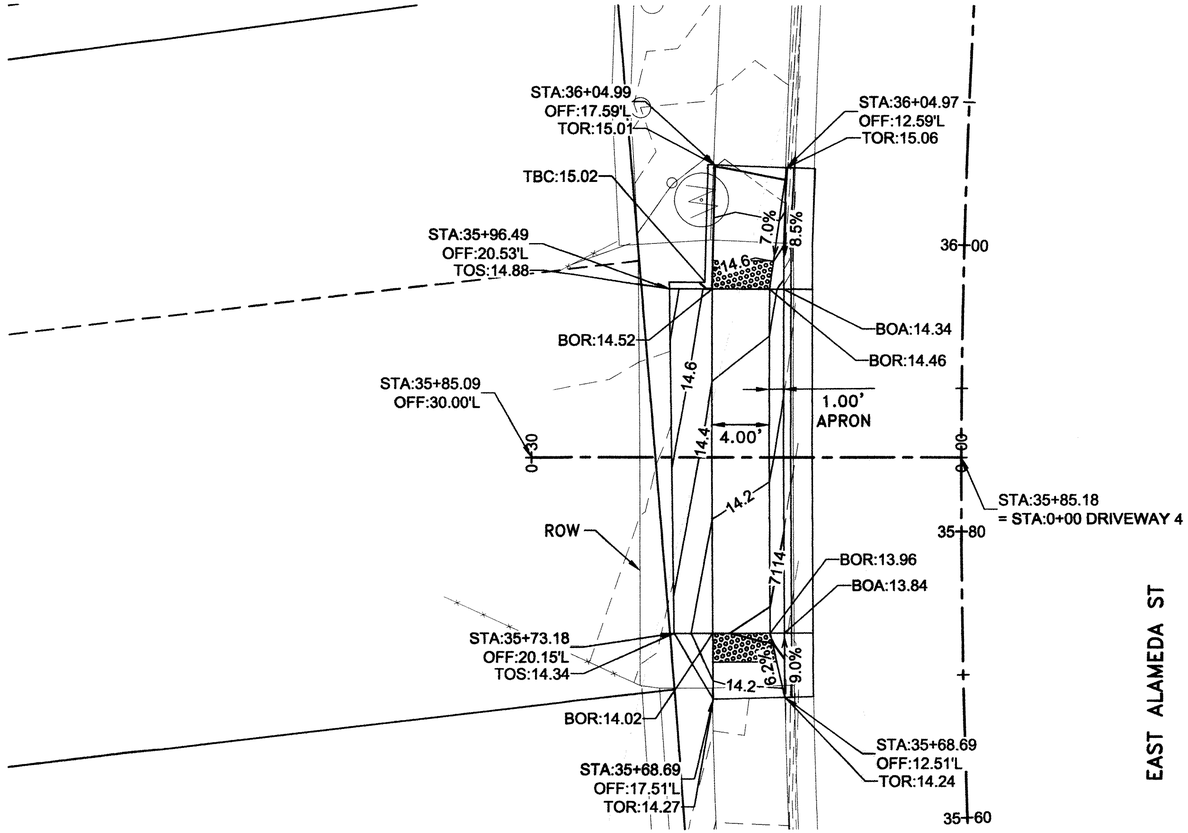
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

DETAILED DRIVEWAY 2 GRADING

SHEET NO. 4-2

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	4-3



DETAILED DRIVEWAY 4 GRADING – STA: 35+85 – PLAN VIEW

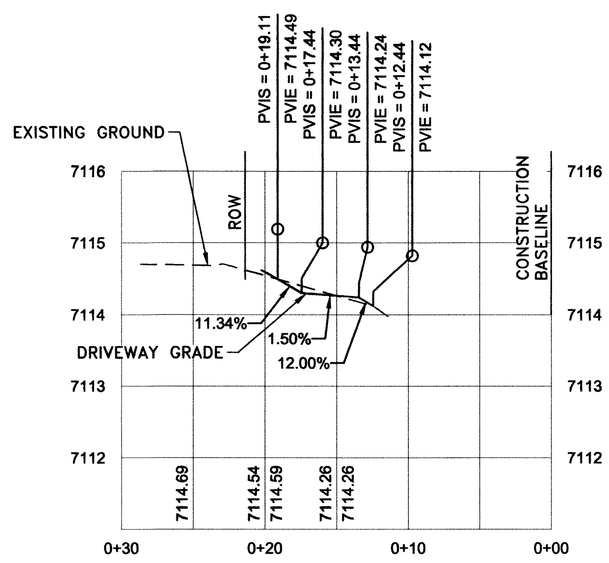
SCALE: 1" = 5'

LEGEND:

TOR	TOP OF RAMP
BOA	BOTTOM OF APRON
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW
▒	DETECTABLE WARNING SURFACE (YELLOW)

NOTES:

1. DRIVEWAY TO BE TYPE "2B". SEE SHEET 12-18 FOR DETAIL.
2. FOR DRIVEWAY CONCRETE SECTION SEE SHEET 2-3.
3. SAWCUT EXISTING CURB AND GUTTER AT THE DIRECTION OF THE PROJECT MANAGER.



DETAILED DRIVEWAY 4 GRADING – STA: 35+85 – PROFILE VIEW

SCALE HORIZ: 1" = 5'
VERT: 1" = 1'

5 2.5 0 5 10
SCALE: 1" = 5'
1 0.5 0 1 2
SCALE: 1" = 1'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

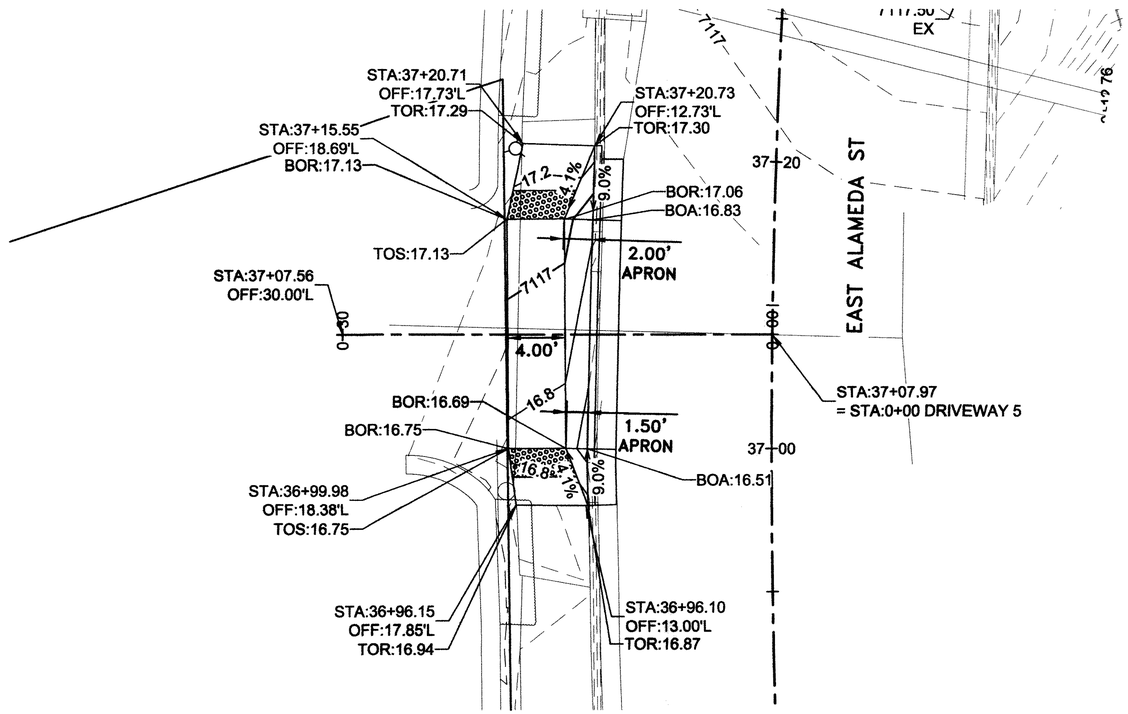
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED DRIVEWAY 4 GRADING

SHEET NO. 4-3

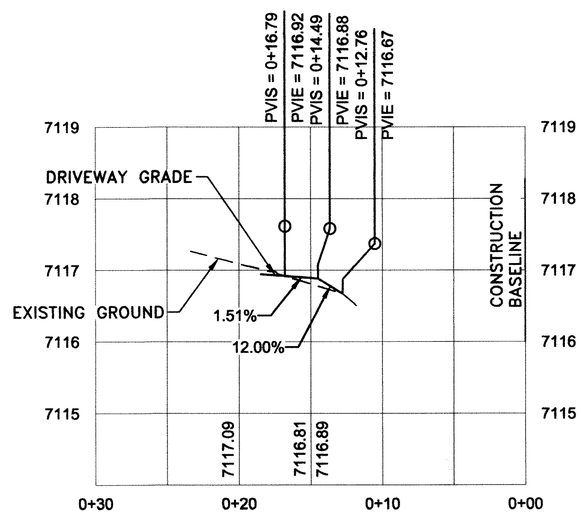
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	4-4



DETAILED DRIVEWAY 5 GRADING – STA: 37+08 – PLAN VIEW

SCALE: 1" = 5'



DETAILED DRIVEWAY 5 GRADING – STA: 37+08 – PROFILE VIEW

SCALE HORIZ: 1" = 5'
VERT: 1" = 1'

LEGEND:

TOR	TOP OF RAMP
BOA	BOTTOM OF APRON
BOR	BOTTOM OF RAMP
TBC	TOP OF BACK OF CURB
BOW	BOTTOM OF WALL
TOW	TOP OF WALL
TOS	TOP OF SURFACING
INV	FLOW LINE / INVERT
→	DIRECTION OF FLOW
▩	DETECTABLE WARNING SURFACE (YELLOW)

NOTES:
1. DRIVEWAY TO BE TYPE "2B". SEE SHEET 12-18 FOR DETAIL.
2. FOR DRIVEWAY CONCRETE SECTION SEE SHEET 2-3.
3. SAWCUT EXISTING CURB AND GUTTER AT THE DIRECTION OF THE PROJECT MANAGER.

5 2.5 0 5 10
SCALE: 1" = 5'
1 0.5 0 1 2
SCALE: 1" = 1'
CONTOUR INTERVAL = 0.2'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

DETAILED DRIVEWAY 5 GRADING

SHEET NO. 4-4

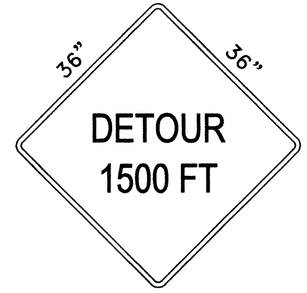
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	6-1

W20-3A
(36" x 36")
B/O

W20-1
(36" x 36")
B/O

W20-4
(36" x 36")
B/O



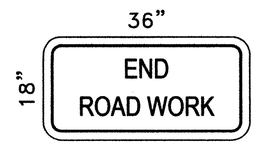
W20-2
(36" x 36")
B/O

W21-5
(36" x 36")
B/O

W20-3B
(36" x 36")
B/O

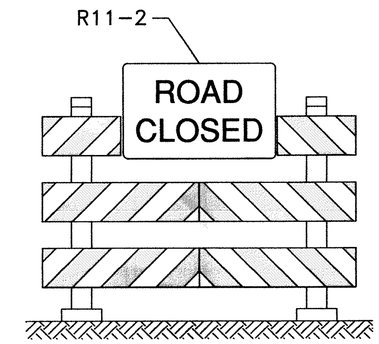
W20-7A
(36" x 36")
B/O

R11-2
(30" x 36")
B/O

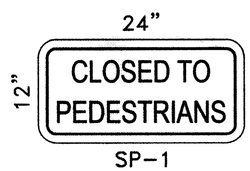


G20-2
(18" x 36")
B/O

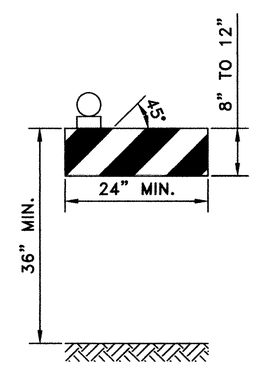
M4-10
(18" x 36")
B/O



B-1-96
TYPE III BARRICADE



SP-1
(12" x 24")
B/W



TYPE I BARRICADE

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT
OF TRANSPORTATION

EAST ALAMEDA
PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

TEMPORARY SIGN FACE DETAILS

SHEET NO. 6-1

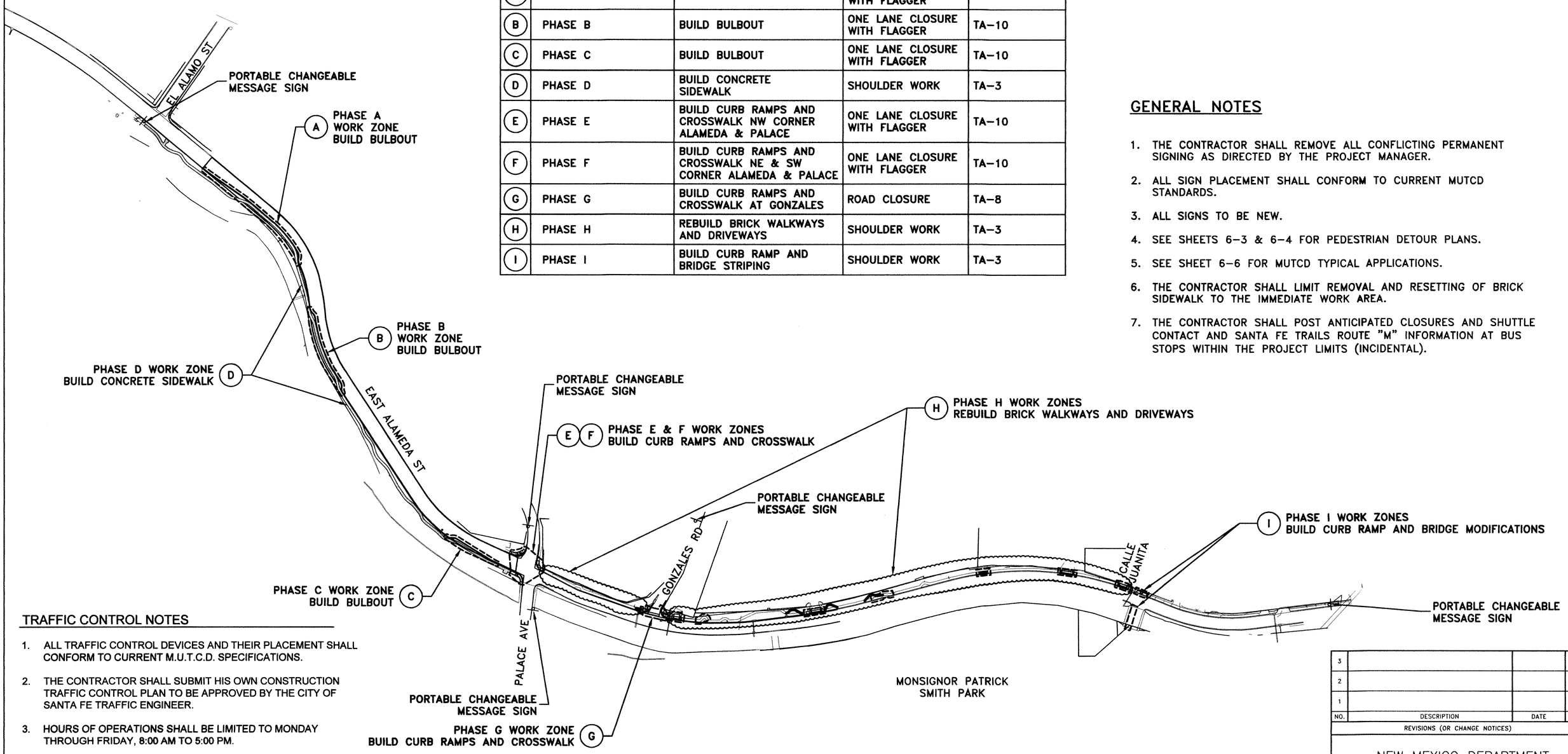
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	6-2

SUGGESTED SEQUENCE OF CONSTRUCTION TABLE				
KEY	PHASE	WORK ZONE DESCRIPTION	TRAFFIC CONTROL	MUTCD TYPICAL APPLICATION
A	PHASE A	BUILD BULBOUT	ONE LANE CLOSURE WITH FLAGGER	TA-10
B	PHASE B	BUILD BULBOUT	ONE LANE CLOSURE WITH FLAGGER	TA-10
C	PHASE C	BUILD BULBOUT	ONE LANE CLOSURE WITH FLAGGER	TA-10
D	PHASE D	BUILD CONCRETE SIDEWALK	SHOULDER WORK	TA-3
E	PHASE E	BUILD CURB RAMPS AND CROSSWALK NW CORNER ALAMEDA & PALACE	ONE LANE CLOSURE WITH FLAGGER	TA-10
F	PHASE F	BUILD CURB RAMPS AND CROSSWALK NE & SW CORNER ALAMEDA & PALACE	ONE LANE CLOSURE WITH FLAGGER	TA-10
G	PHASE G	BUILD CURB RAMPS AND CROSSWALK AT GONZALES	ROAD CLOSURE	TA-8
H	PHASE H	REBUILD BRICK WALKWAYS AND DRIVEWAYS	SHOULDER WORK	TA-3
I	PHASE I	BUILD CURB RAMP AND BRIDGE STRIPING	SHOULDER WORK	TA-3

GENERAL NOTES

1. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING PERMANENT SIGNING AS DIRECTED BY THE PROJECT MANAGER.
2. ALL SIGN PLACEMENT SHALL CONFORM TO CURRENT MUTCD STANDARDS.
3. ALL SIGNS TO BE NEW.
4. SEE SHEETS 6-3 & 6-4 FOR PEDESTRIAN DETOUR PLANS.
5. SEE SHEET 6-6 FOR MUTCD TYPICAL APPLICATIONS.
6. THE CONTRACTOR SHALL LIMIT REMOVAL AND RESETTING OF BRICK SIDEWALK TO THE IMMEDIATE WORK AREA.
7. THE CONTRACTOR SHALL POST ANTICIPATED CLOSURES AND SHUTTLE CONTACT AND SANTA FE TRAILS ROUTE "M" INFORMATION AT BUS STOPS WITHIN THE PROJECT LIMITS (INCIDENTAL).



TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL DEVICES AND THEIR PLACEMENT SHALL CONFORM TO CURRENT M.U.T.C.D. SPECIFICATIONS.
2. THE CONTRACTOR SHALL SUBMIT HIS OWN CONSTRUCTION TRAFFIC CONTROL PLAN TO BE APPROVED BY THE CITY OF SANTA FE TRAFFIC ENGINEER.
3. HOURS OF OPERATIONS SHALL BE LIMITED TO MONDAY THROUGH FRIDAY, 8:00 AM TO 5:00 PM.
4. SEE GENERAL NOTES FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.
5. THE CITY OF SANTA FE HAS TWO MODES OF TRANSIT AVAILABLE FOR THIS AREA, SANTA FE TRAILS (ROUTE M) AND SANTA FE RIDE. THESE TRANSIT SERVICES WILL BE AVAILABLE DURING PHASES E THRU I OF THIS PROJECT. THE CONTRACTOR WILL BE REQUIRED TO PREPARE AND OPEN THE PEDESTRIAN FACILITY WITHIN PHASES E THRU I AT THE END OF EACH WORK DAY SO THAT IT IS PASSIBLE DURING NON-WORKING HOURS, WHEN THE TRANSIT SERVICES ARE NOT AVAILABLE. THE CONTRACTOR WILL NOTIFY THE PUBLIC OF THIS SITUATION THROUGH SIGNS POSTED AT THE LIMITS OF THE AFFECTED AREA, THROUGH PUBLIC NOTICES, AND THROUGH MAILERS TO AREA RESIDENTS.

SUGGESTED SEQUENCE OF CONSTRUCTION

SCALE: 1" = 100'

N

100 50 0 100 200

SCALE: 1" = 100'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

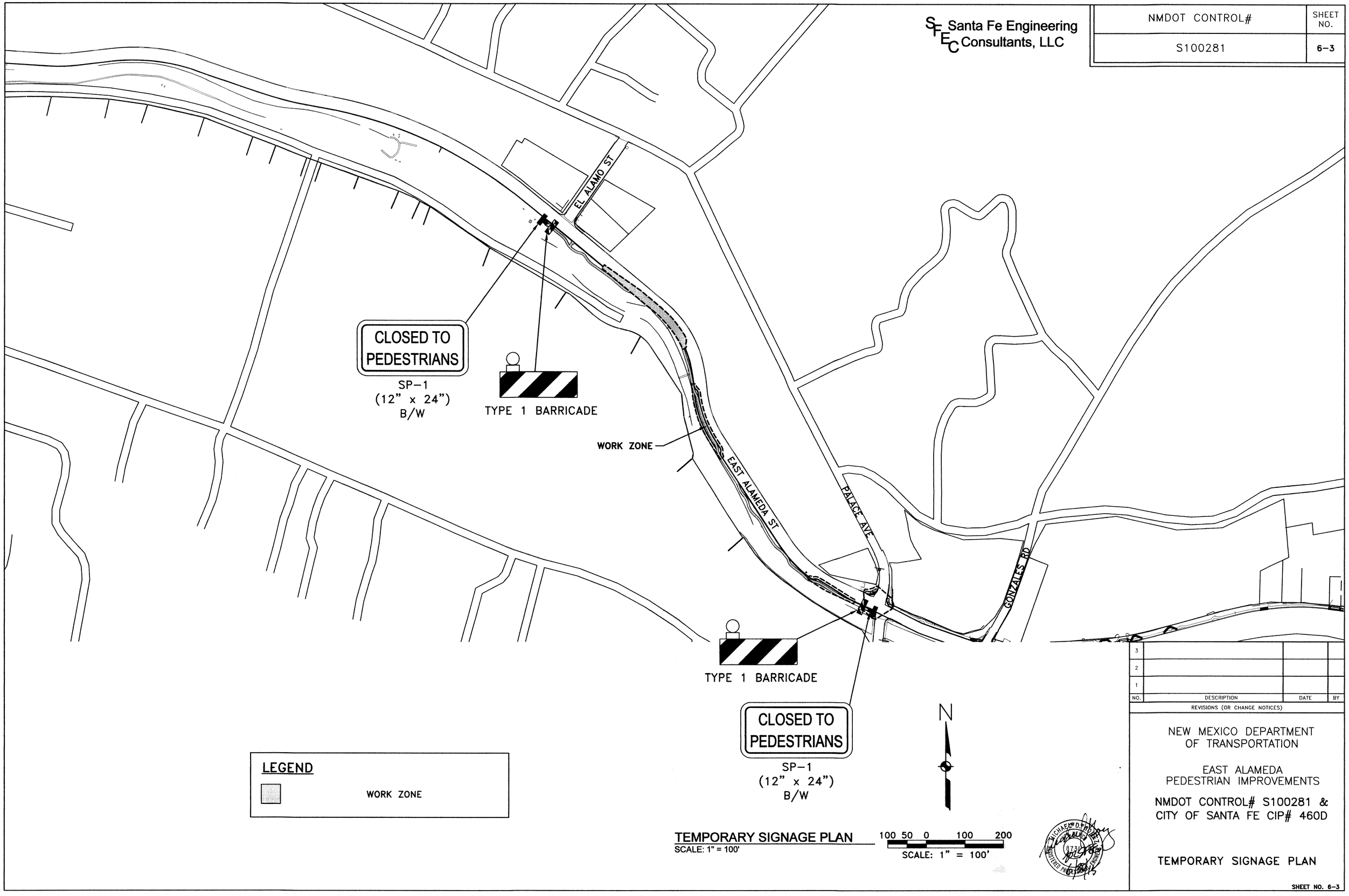
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

SUGGESTED SEQUENCE OF CONSTRUCTION

SHEET NO. 6-2

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	6-3



TEMPORARY SIGNAGE PLAN
SCALE: 1" = 100'

NO.	DESCRIPTION	DATE	BY
3			
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1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

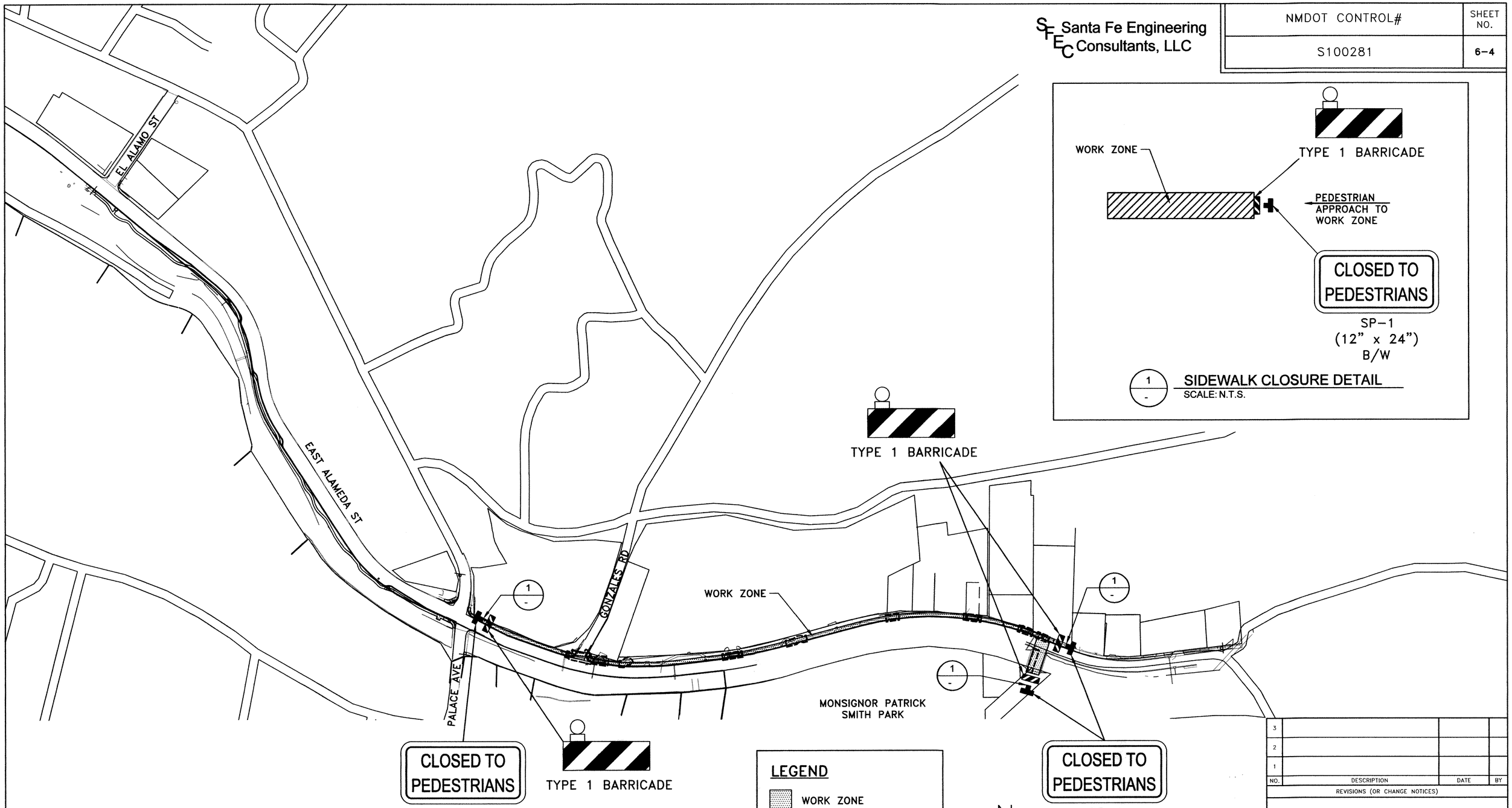
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TEMPORARY SIGNAGE PLAN

SHEET NO. 6-3

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	6-4



SUGGESTED SEQUENCE OF CONSTRUCTION

SCALE: 1" = 100'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TEMPORARY SIGNAGE PLAN (CONT'D)

SHEET NO. 6-4

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	6-5

CONSTRUCTION SIGNING QUANTITIES BY PHASE

SIGN CODE	DESCRIPTION	UNIT	SIGN SIZE IN INCHES WIDTH	SIGN SIZE IN INCHES HEIGHT	SIGN SIZE SQ FT	NO. OF SIGNS EACH	702000 TOTAL SIGN AREA SQ FT	702110 PORTABLE SIGN SUPPORT EACH	702210 TYPE I BARRICADE EACH	702238 TYPE III BARRICADE EACH	702320 VERTICAL PANELS EACH
TYPICAL APPLICATION 3 - WORK ON THE SHOULDER											
W21-5	SHOULDER WORK AHEAD	S.F.	36	36	9	2	18	2	2	0	54
G20-2	END ROAD WORK	S.F.	36	18	4.5	2	9	2			
						TOTALS	27	4	2	0	54
TYPICAL APPLICATION 8 - ROAD CLOSURE											
W20-2	DETOUR 1500 FT	S.F.	36	36	9	1	9	1	2	1	4
W20-3A	ROAD CLOSED 1000 FT	S.F.	36	36	9	1	9	1			
W20-3B	ROAD CLOSED 500 FT	S.F.	36	36	9	1	9	1			
R11-2	ROAD CLOSED	S.F.	36	30	7.5	1	7.5	0			
M4-10	DETOUR	S.F.	36	18	4.5	1	4.5	1			
						TOTALS	39.0	4	2	1	4
TYPICAL APPLICATION 10 - LANE CLOSURE USING FLAGGERS											
W20-1	ROAD WORK AHEAD	S.F.	36	36	9	2	18	2	0	0	65
W20-4	ONE LANE ROAD 200 FT	S.F.	36	36	9	2	18	2			
W20-7A	FLAGGER	S.F.	36	36	9	2	18	2			
G20-2	END ROAD WORK	S.F.	36	18	4.5	2	9	2			
						TOTALS	63	8	0	0	65
TYPICAL APPLICATION - CLOSED TO PEDESTRIANS											
SP-1	CLOSED TO PEDESTRIANS	S.F.	24	12	2	3	6	3	3	0	0
						TOTALS	6.0	3	3	0	0

CONSTRUCTION SIGNING SUMMARY

ITEM	DESCRIPTION	UNIT	TOTAL
702000	TOTAL SIGN AREA	SQ FT	126
702110	PORTABLE SIGN SUPPORT	EACH	11
702210	TYPE I BARRICADE	EACH	3
702238	TYPE III BARRICADE	EACH	1
702320	VERTICAL PANEL, TYPE BACK TO BACK	EACH	65
702610	PORTABLE MESSAGE SIGN	EACH	5
704099	TEMPORARY STRIPING	L.F.	2320

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

CONSTRUCTION SIGNING SCHEDULE

SHEET NO. 6-5

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	6-6

Notes for Figure 6H-3—Typical Application 3
Work on the Shoulders

Guidance:

1. *A SHOULDER WORK sign should be placed on the left side of the roadway for a divided or one-way street only if the left shoulder is affected.*

Option:

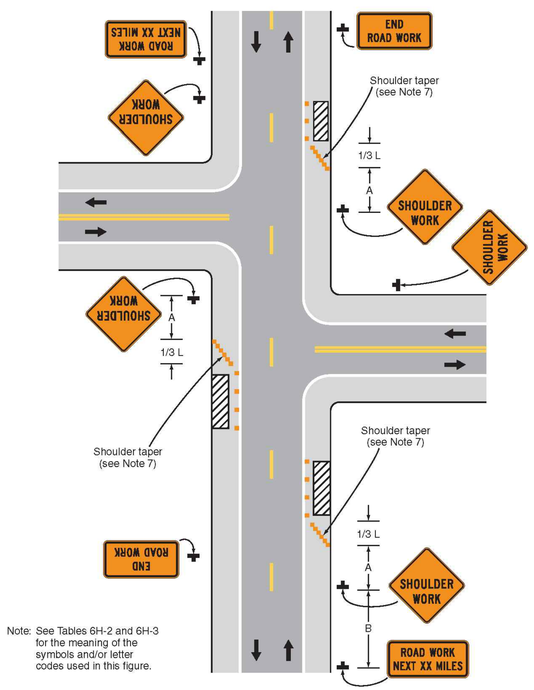
2. The Workers symbol signs may be used instead of SHOULDER WORK signs.
3. The SHOULDER WORK AHEAD sign on an intersecting roadway may be omitted where drivers emerging from that roadway will encounter another advance warning sign prior to this activity area.
4. For short duration operations of 60 minutes or less, all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
5. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

6. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

7. When paved shoulders having a width of 8 feet or more are closed, at least one advance warning sign shall be used. In addition, channelizing devices shall be used to close the shoulder in advance to delineate the beginning of the work space and direct vehicular traffic to remain within the traveled way.

Figure 6H-3. Work on the Shoulders (TA-3)



Typical Application 3

Notes for Figure 6H-8—Typical Application 8
Road Closure with an Off-Site Detour

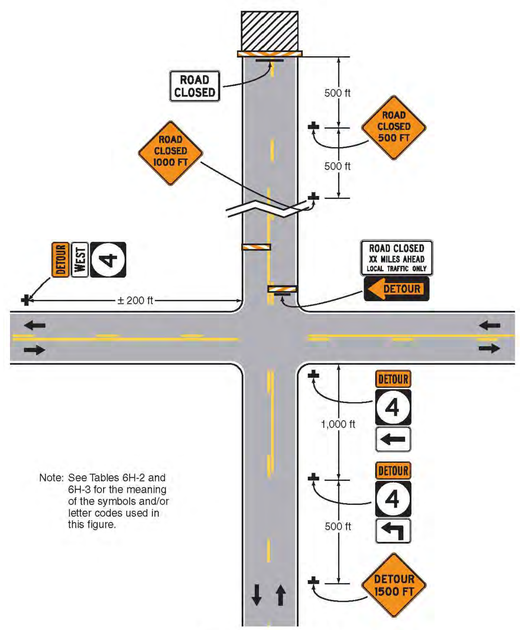
Guidance:

1. *Regulatory traffic control devices should be modified as needed for the duration of the detour.*

Option:

2. If the road is opened for some distance beyond the intersection and/or there are significant origin/destination points beyond the intersection, the ROAD CLOSED and DETOUR signs on Type 3 Barricades may be located at the edge of the traveled way.
3. A Route Sign Directional assembly may be placed on the far left corner of the intersection to augment or replace the one shown on the near right corner.
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. Cardinal direction plaques may be used with route signs.

Figure 6H-8. Road Closure with an Off-Site Detour (TA-8)



Typical Application 8

Notes for Figure 6H-10—Typical Application 10
Lane Closure on a Two-Lane Road Using Flaggers

Option:

1. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).
2. The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short-duration operations.
3. Flashing warning lights and/or flags may be used to call attention to the advance warning signs. A BE PREPARED TO STOP sign may be added to the sign series.

Guidance:

4. *The buffer space should be extended so that the two-way traffic taper is placed before a horizontal (or crest vertical) curve to provide adequate sight distance for the flagger and a queue of stopped vehicles.*

Standard:

5. At night, flagger stations shall be illuminated, except in emergencies.

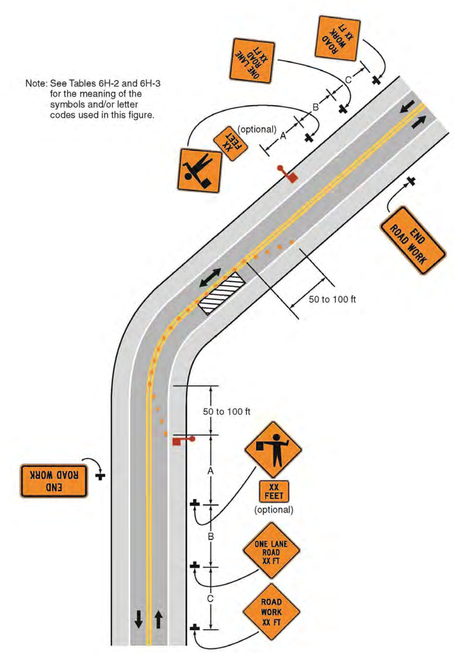
Guidance:

6. *When used, the BE PREPARED TO STOP sign should be located between the Flagger sign and the ONE LANE ROAD sign.*
7. *When a grade crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the grade crossing, the TTC zone should be extended so that the transition area precedes the grade crossing.*
8. *When a grade crossing equipped with active warning devices exists within the activity area, provisions should be made for keeping flaggers informed as to the activation status of these warning devices.*
9. *When a grade crossing exists within the activity area, drivers operating on the left-hand side of the normal center line should be provided with comparable warning devices as for drivers operating on the right-hand side of the normal center line.*
10. *Early coordination with the railroad company or light rail transit agency should occur before work starts.*

Option:

11. A flagger or a uniformed law enforcement officer may be used at the grade crossing to minimize the probability that vehicles are stopped within 15 feet of the grade crossing, measured from both sides of the outside rails.

Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)



Typical Application 10

Table 6H-2. Meaning of Symbols on Typical Application Diagrams

Arrow board	Shadow vehicle
Arrow board support or trailer (shown facing down)	Sign (shown facing left)
Changeable message sign or support trailer	Surveyor
Channelizing device	Temporary barrier
Crash cushion	Temporary barrier with warning light
Direction of temporary traffic detour	Traffic or pedestrian signal
Direction of traffic	Truck-mounted attenuator
Flagger	Type 3 barricade
High-level warning device (Flag tree)	Warning light
Longitudinal channelizing device	Work space
Luminaire	Work vehicle
Pavement markings that should be removed for a long-term project	

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by highway agency

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

THIS SHEET IS SHOWN FOR REFERENCE ONLY

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

MUTCD TYPICAL APPLICATIONS

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	7-1

NOTES:

1. FOR HIGH-BUILT PAINT, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS.
2. UNLESS OTHERWISE NOTED, ALL SIGNING AND STRIPING SHALL CONFORM TO CURRENT M.U.T.C.D. SPECIFICATIONS.
3. ALL SIGN FACE SHEETING SHALL CONFORM TO THE N.M.D.O.T. SIGNING AND STRIPING MANUAL, SECTIONS 2.1.9, 2.1.10 & 2.1.11
4. ALL PANEL SIGNS, NEW OR REUSED, TO BE INSTALLED WITH PROPER U-CHANNEL POST AND BREAK AWAY BASE AND TO BE MINIMUM 7' HIGH FROM BOTTOM OF LOWEST SIGN.
5. ALL SIGNING AND STRIPING MATERIALS SHALL BE ON THE NMDOT APPROVED PRODUCTS LIST.
6. REMOVED SIGNS SHALL BE SALVAGED AT THE DIRECTOR OF THE PROJECT MANAGER.

W11-2
B/Y
(30" x 30")

R8-3A
R/W
(18" x 24")

R7-8
B,G/W
(18" x 24")

W16-7PR
B/Y
(12" x 24")

W16-7PL
B/Y
(12" x 24")

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

PERMANENT SIGN FACE DETAILS

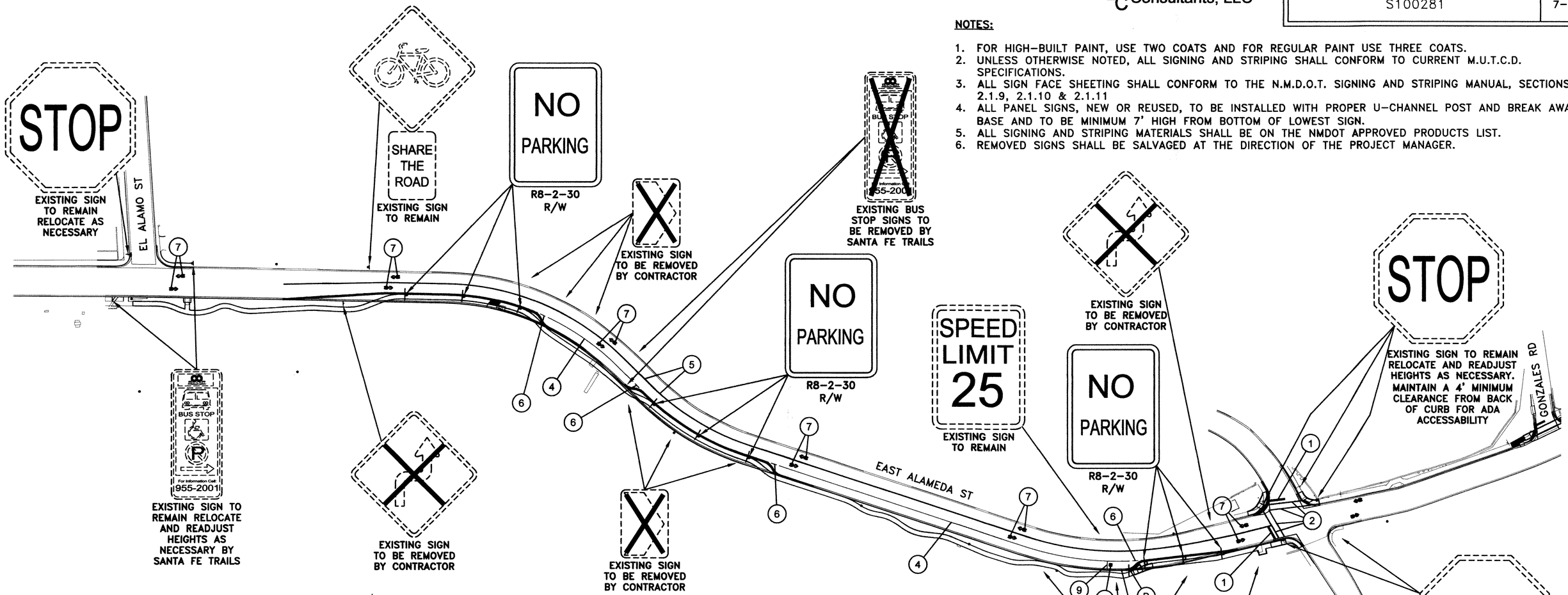
SHEET NO. 7-1

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	7-2

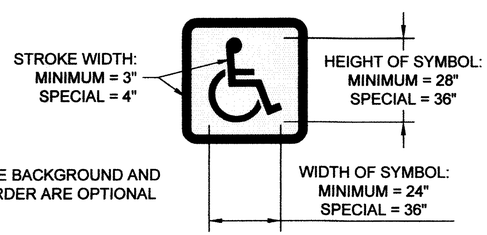
NOTES:

1. FOR HIGH-BUILT PAINT, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS.
2. UNLESS OTHERWISE NOTED, ALL SIGNING AND STRIPING SHALL CONFORM TO CURRENT M.U.T.C.D. SPECIFICATIONS.
3. ALL SIGN FACE SHEETING SHALL CONFORM TO THE N.M.D.O.T. SIGNING AND STRIPING MANUAL, SECTIONS 2.1.9, 2.1.10 & 2.1.11
4. ALL PANEL SIGNS, NEW OR REUSED, TO BE INSTALLED WITH PROPER U-CHANNEL POST AND BREAK AWAY BASE AND TO BE MINIMUM 7' HIGH FROM BOTTOM OF LOWEST SIGN.
5. ALL SIGNING AND STRIPING MATERIALS SHALL BE ON THE NMDOT APPROVED PRODUCTS LIST.
6. REMOVED SIGNS SHALL BE SALVAGED AT THE DIRECTION OF THE PROJECT MANAGER.



SIGNING AND STRIPING PLAN

SCALE: 1" = 50'



NOTE: BLUE BACKGROUND AND WHITE BORDER ARE OPTIONAL

ACCESSIBILITY PARKING SPACE MARKING DETAIL (8)

SCALE: N.T.S.

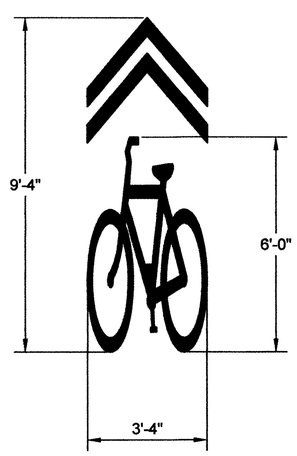
NON-VAN ACCESSIBLE SPACES BOTTOM OF THIS SIGN 84" MIN ABOVE GROUND ANSI 502.7

SIGN TYPE R7-8 (12"x18")
- SIGN FIELD IS WHITE
- SIGN LETTERING AND BORDER ARE GREEN
- INTERNATIONAL SYMBOL OF ACCESSIBLITY IS WHITE ON A BLUE BACKGROUND

SIGN POLE

PARKING LOT SIGN DETAIL (B)

SCALE: N.T.S.



THE SHARROW SYMBOL SHOULD BE PLACED IMMEDIATELY AFTER AN INTERSECTION AND SPACED AT INTERVALS NOT GREATER THAN 250 FEET THEREAFTER.

SHARROW SYMBOL DETAIL (7)

SCALE: N.T.S.

STRIPING KEY (X)

1	24" SOLID WHITE STRIPE - STOP BAR
2	12" SOLID WHITE STRIPE - CROSSWALK
3	8" SOLID YELLOW - CHEVRON
4	4" SOLID WHITE STRIPE
5	4" SOLID YELLOW STRIPE
6	4" EXTENSION LINE DOTTED WHITE STRIPE
7	SHARROW SYMBOL (SEE DETAIL THIS SHEET)
8	ACCESSIBILITY PARKING SPACE MARKING
9	4" SOLID BLUE STRIPE
10	CURB TO BE PAINTED BLUE FOR ADA PARKING SPACE (INCIDENTAL)

50 25 0 50 100

SCALE: 1" = 50'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

SIGNING AND STRIPING PLAN

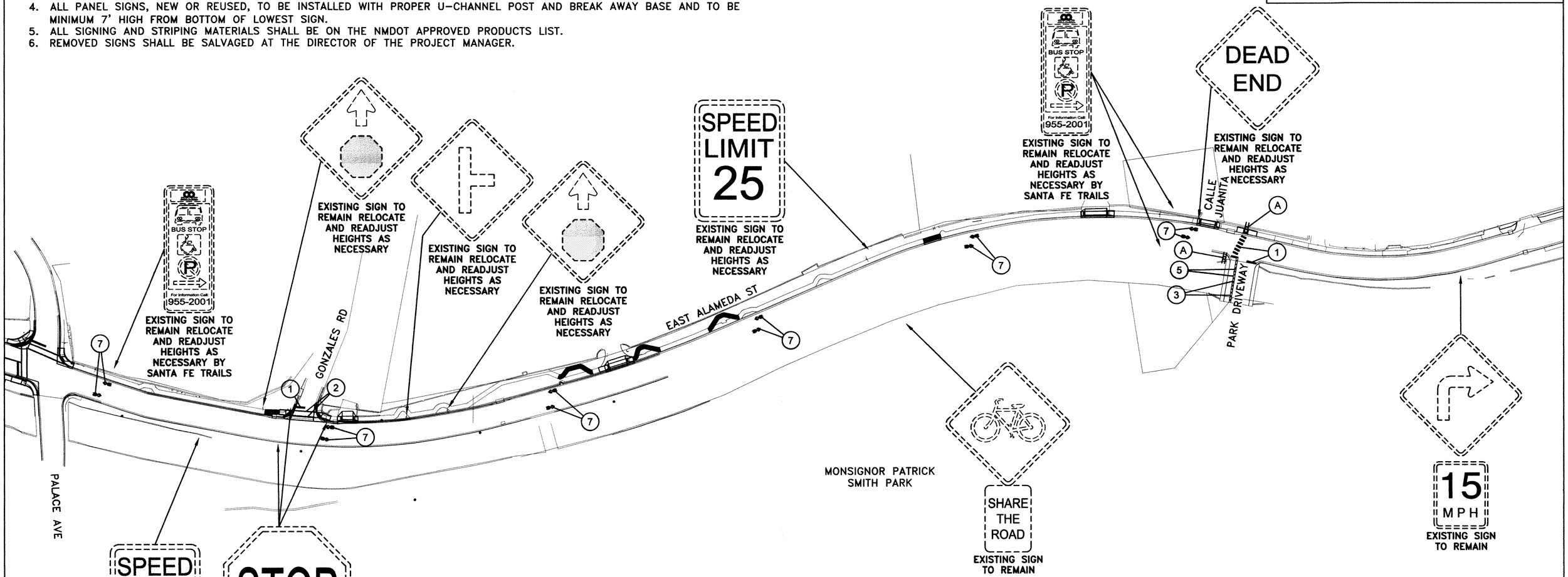
SHEET NO. 7-2

NOTES:

1. FOR HIGH-BUILT PAINT, USE TWO COATS AND FOR REGULAR PAINT USE THREE COATS.
2. UNLESS OTHERWISE NOTED, ALL SIGNING AND STRIPING SHALL CONFORM TO CURRENT M.U.T.C.D. SPECIFICATIONS.
3. ALL SIGN FACE SHEETING SHALL CONFORM TO THE N.M.D.O.T. SIGNING AND STRIPING MANUAL, SECTIONS 2.1.9, 2.1.10 & 2.1.11
4. ALL PANEL SIGNS, NEW OR REUSED, TO BE INSTALLED WITH PROPER U-CHANNEL POST AND BREAK AWAY BASE AND TO BE MINIMUM 7' HIGH FROM BOTTOM OF LOWEST SIGN.
5. ALL SIGNING AND STRIPING MATERIALS SHALL BE ON THE NMDOT APPROVED PRODUCTS LIST.
6. REMOVED SIGNS SHALL BE SALVAGED AT THE DIRECTOR OF THE PROJECT MANAGER.

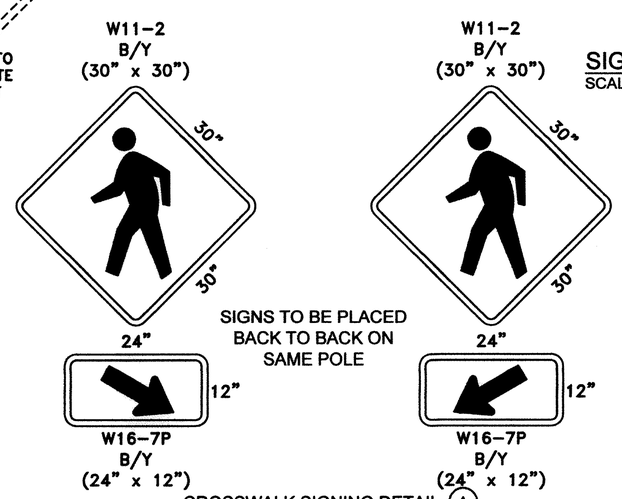
Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	7-3



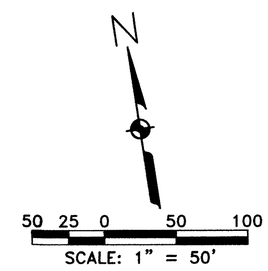
SIGNING AND STRIPING PLAN (CONT'D)

SCALE: 1" = 50'



CROSSWALK SIGNING DETAIL (A)

STRIPING KEY (X)	
1	24" SOLID WHITE STRIPE - STOP BAR
2	12" SOLID WHITE STRIPE - CROSSWALK
3	8" SOLID YELLOW - CHEVRON
4	4" SOLID WHITE STRIPE
5	4" SOLID YELLOW STRIPE
6	4" EXTENSION LINE DOTTED WHITE STRIPE
7	SHARROW SYMBOL (SEE DETAIL SHEET 7-2)



NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

SIGNING AND STRIPING PLAN (CONT'D)

SHEET NO. 7-3

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	7-4

SIGN QUANTITIES

SIGN CODE	DESCRIPTION	UNIT	SIGN SIZE IN INCHES		SIGN SIZE	NO. OF SIGNS	701000 TOTAL SIGN AREA	701100 SIGN SUPPORT
			WIDTH	HEIGHT	SQ FT	EACH	SQ FT	L.F.
W11-2	CROSSWALK	S.F.	30	30	6.25	4	25	23
W16-7PR	ARROW RIGHT	S.F.	24	12	2.00	2	4	0
W16-7PL	ARROW LEFT	S.F.	24	12	2.00	2	4	0
R8-3A	NO PARKING	S.F.	18	24	3.00	9	27	81
R7-8	ACCESSIBILITY	S.F.	18	24	3.00	1	3	9
						TOTALS	63	113

STRIPING QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY LENGTH	TOTAL
704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	L.F.	3000 (TIMES 2 FOR DOUBLE APPLICATION)	6000
704734	HOT THERMOPLASTIC PAVEMENT MARKING SHARROW SYMBOL	EA.	24	24
704758	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE 8"	L.F.	29	29
704762	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE 12"	L.F.	210	210
704764	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT STRIPE 24"	L.F.	90	90
704783	RETROREFLECTIVE PREFORMED PATTERNED PAVEMENT MARKING HANDICAPPED	EA.	1	1

MISCELLANEOUS SIGNING QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
701030	REMOVE AND RESET EXISTING PANEL SIGN	EA.	14
721000	REMOVAL OF PAVEMENT STRIPE	LF	2320

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

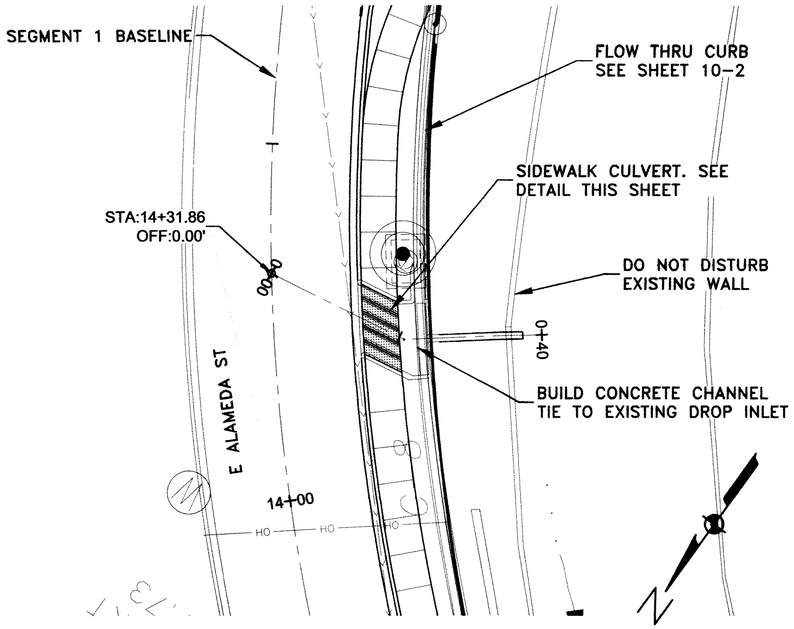
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

PERMANENT SIGNING AND STRIPING QUANTITIES

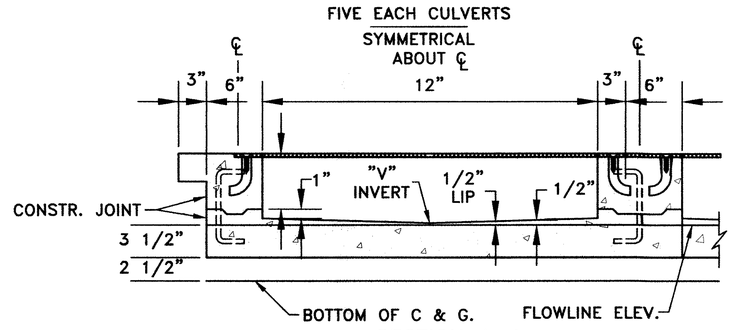
SHEET NO. 7-4

Santa Fe Engineering Consultants, LLC

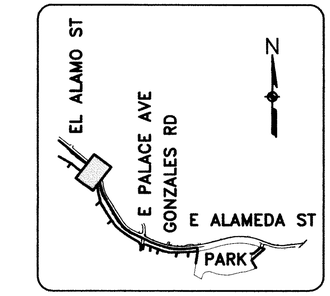
NMDOT CONTROL#	SHEET NO.
S100281	10-1



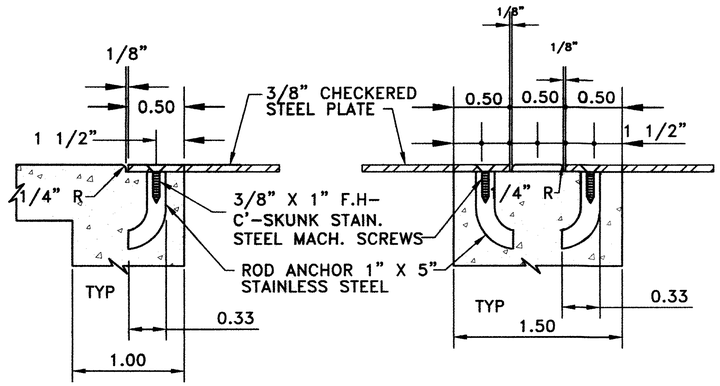
SIDEWALK CULVERT – PLAN VIEW
SCALE: 1" = 10'



SECTION A–A

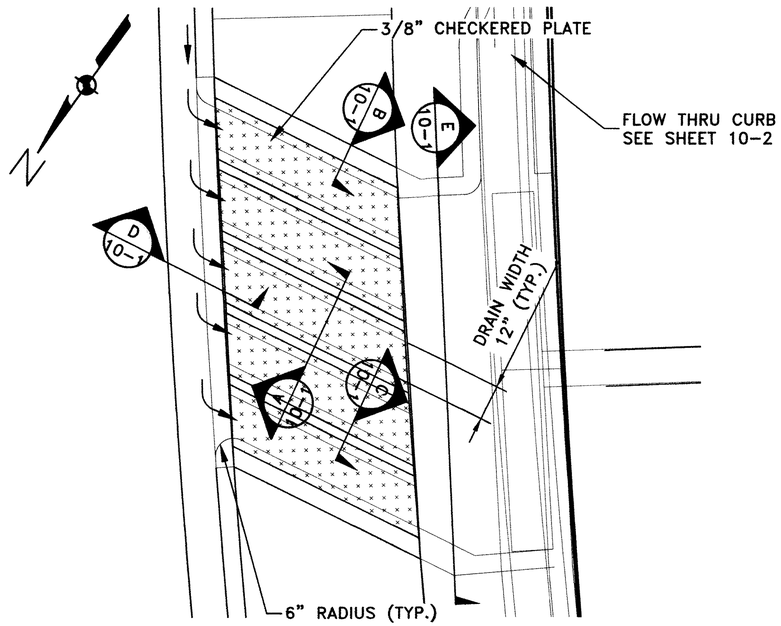


KEYMAP
SCALE: 1" = 800'

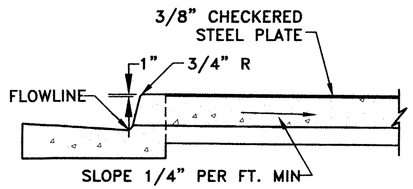


SECTION B–B

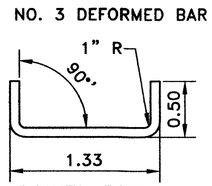
SECTION C–C



SIDEWALK CULVERT – DETAIL
SCALE: 1" = 2'

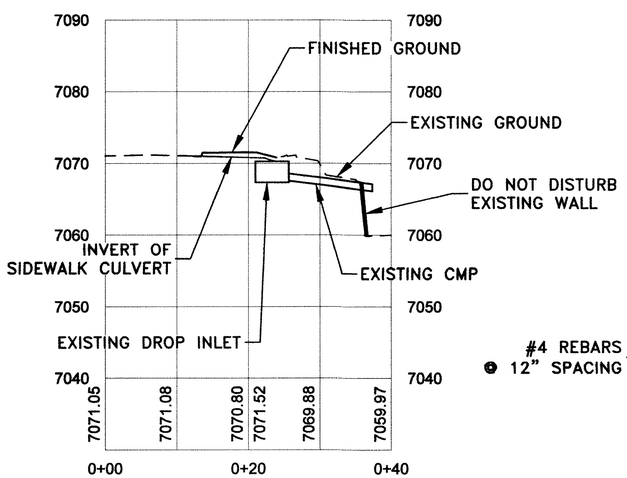


SECTION D–D

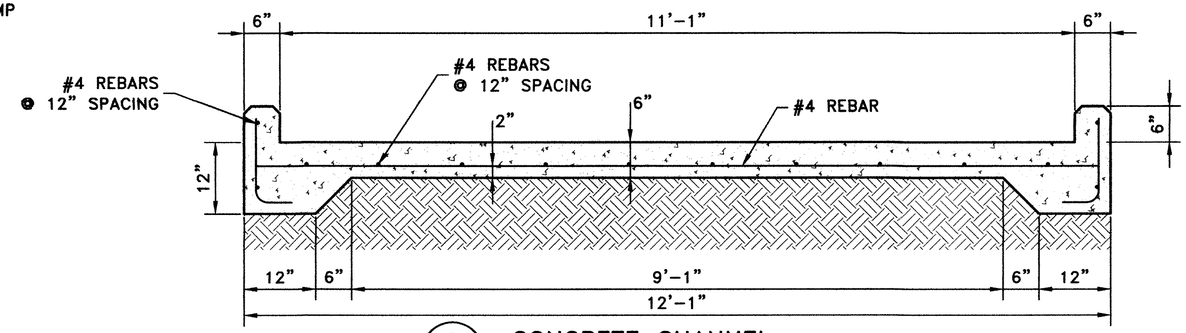


DOWEL DETAIL

SIDEWALK CULVERT DETAIL



SIDEWALK CULVERT – PROFILE VIEW
SCALE HORIZ: 1" = 10'
VERT: 1" = 10'



E / --

CONCRETE CHANNEL
SCALE: 1" = 1'

2 1 0 2 4
SCALE: 1" = 2'

10 5 0 10 20
SCALE: 1" = 10'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT
OF TRANSPORTATION

EAST ALAMEDA
PEDESTRIAN IMPROVEMENTS

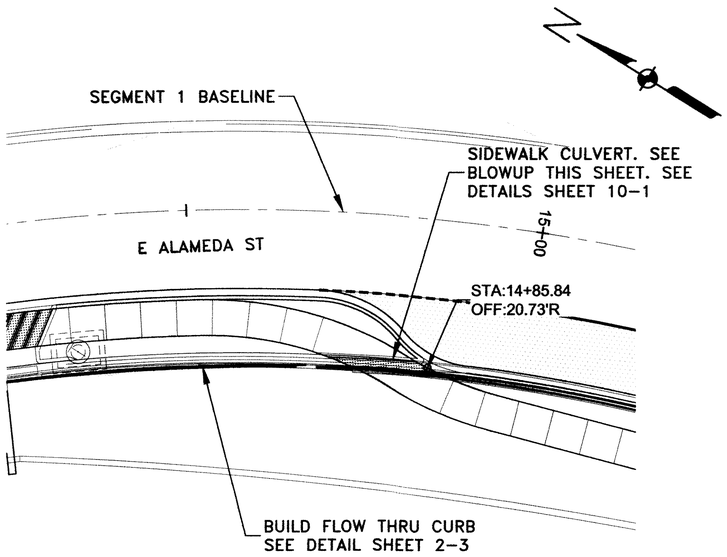
NMDOT CONTROL# S100281 &
CITY OF SANTA FE CIP# 460D

STRUCTURE SECTION

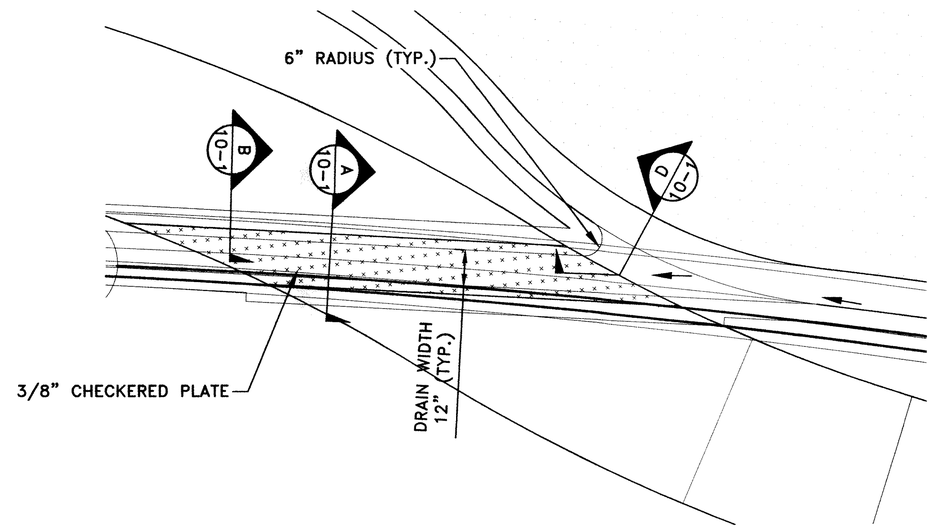
SHEET NO. 10-1

Santa Fe Engineering Consultants, LLC

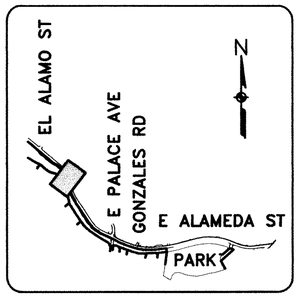
NMDOT CONTROL#	SHEET NO.
S100281	10-2



SIDEWALK CULVERT – PLAN VIEW
SCALE: 1" = 10'



SIDEWALK CULVERT – DETAIL
SCALE: 1" = 2'



KEYMAP
SCALE: 1" = 800'

2 1 0 2 4
SCALE: 1" = 2'

10 5 0 10 20
SCALE: 1" = 10'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

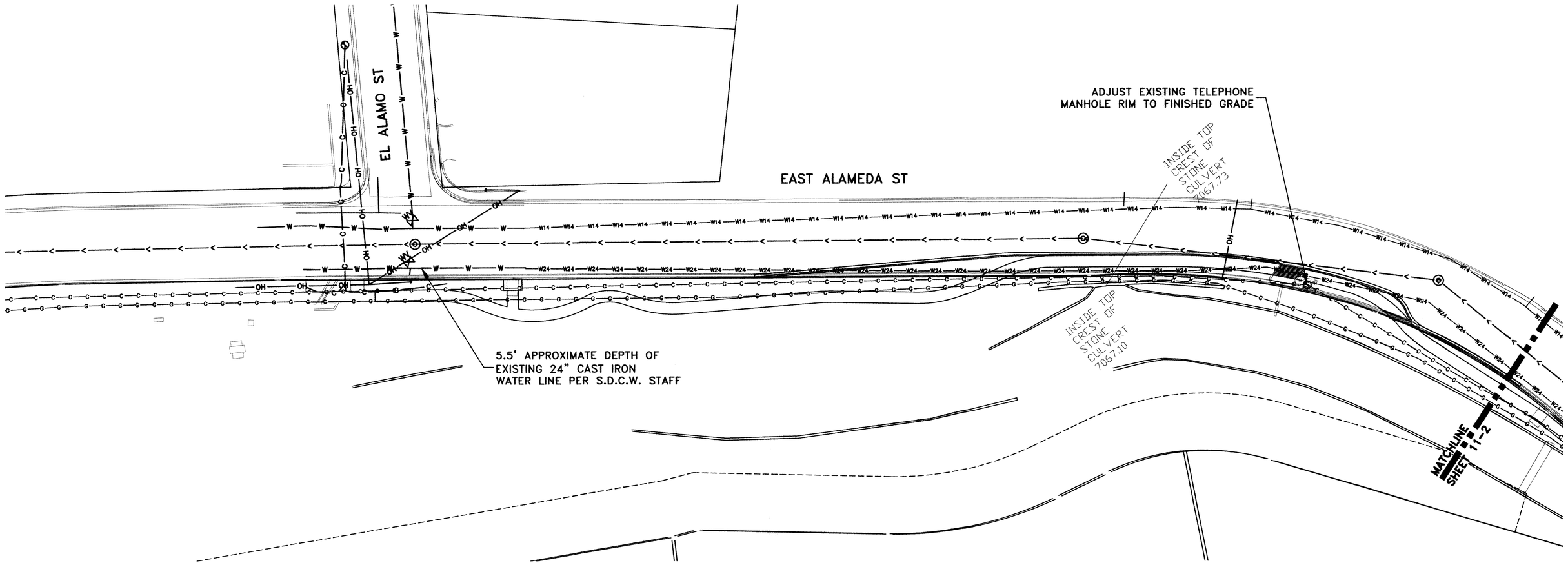
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

STRUCTURE SECTION

SHEET NO. 10-2

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	11-1



EXISTING UTILITY PLAN

SCALE: 1" = 20'

UTILITY CONTACT INFORMATION

GAS SERVICES AND METERS TO BE DESIGNED BY NEW MEXICO GAS COMPANY.
CONTACT: FRANK ARAGON
(505) 470-0668

WATER SERVICES TO BE DESIGNED BY SANGRE DE CRISTO WATER DIVISION.
CONTACT: NICHOLAS SCHIAVO
(505) 955-4201

ELECTRIC TRANSFORMERS AND SERVICES TO BE DESIGNED BY PUBLIC SERVICE COMPANY OF NEW MEXICO.
CONTACT: MATHEW HOLBERT
(505) 473-3229

CABLE TELEVISION SERVICE TO BE DESIGNED BY COMCAST.
CONTACT: (505) 916-3997

TELECOMMUNICATIONS TO BE DESIGNED BY CENTURY LINK.
CONTACT: GILBERT BARELA
(505) 473-1984

WASTEWATER SYSTEM CONTACT IS THE CITY OF SANTA FE WASTEWATER DIVISION.
CONTACT: BRYAN ROMERO
(505) 955-4650

LEGEND

EXISTING UTILITIES

EXISTING OVERHEAD ELECTRIC LINE	OH OH
EXISTING SURVEYED WATER LINE	W W W
EXISTING APPROXIMATE 24" WATER LINE	W24 W24 W24 W24
EXISTING APPROXIMATE 14" WATER LINE	W14 W14 W14 W14
EXISTING SURVEYED SANITARY SEWER LINE	< < <
EXISTING APPROXIMATE SANITARY SEWER LINE	S S S S S S
EXISTING APPROXIMATE COMMUNICATIONS LINE	C C C C C C
EXISTING APPROXIMATE GAS LINE	G G G G G G
EXISTING SURVEYED MANHOLE	◎
EXISTING SURVEYED WATER VALVE	WV
EXISTING SURVEYED TELEPHONE PEDESTAL	
EXISTING SURVEYED FIRE HYDRANT	

NOTE

UTILITY LOCATIONS ARE BASED UPON INFORMATION PROVIDED BY DAWSON SURVEYS, INC., FIELD LOCATES, AND AS-BUILT INFORMATION. DRAWINGS ARE TO BE CONSIDERED APPROXIMATE AND SHALL BE FIELD VERIFIED PRIOR TO COMMENCING CONSTRUCTION.

N

20 10 0 20 40

SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

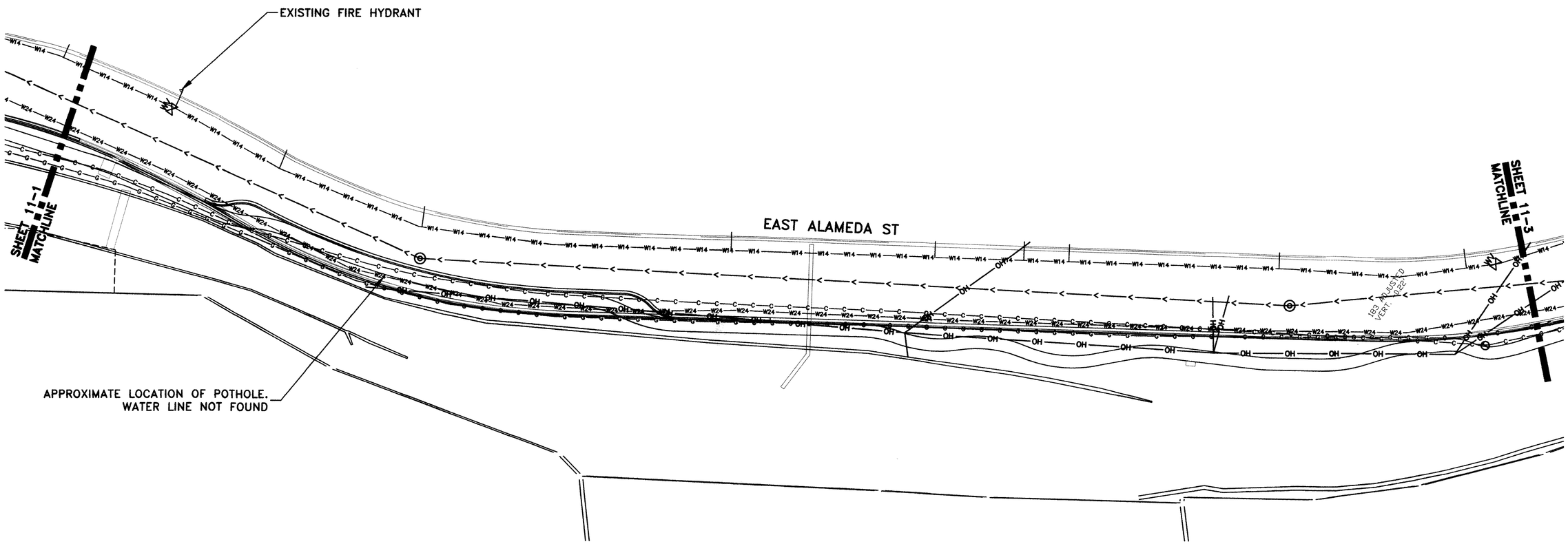
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

UTILITY PLAN

SHEET NO. 11-1

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	11-2



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LEGEND

EXISTING UTILITIES

EXISTING OVERHEAD ELECTRIC LINE	OH OH
EXISTING SURVEYED WATER LINE	W W W
EXISTING APPROXIMATE 24" WATER LINE	W24 W24 W24 W24
EXISTING APPROXIMATE 14" WATER LINE	W14 W14 W14 W14
EXISTING SURVEYED SANITARY SEWER LINE	< < <
EXISTING APPROXIMATE SANITARY SEWER LINE	S S S S S S
EXISTING APPROXIMATE COMMUNICATIONS LINE	C C C C C C
EXISTING APPROXIMATE GAS LINE	G G G G G G
EXISTING SURVEYED MANHOLE	◎
EXISTING SURVEYED WATER VALVE	WV
EXISTING SURVEYED TELEPHONE PEDESTAL	⦶
EXISTING SURVEYED FIRE HYDRANT	

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20 10 0 20 40

SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

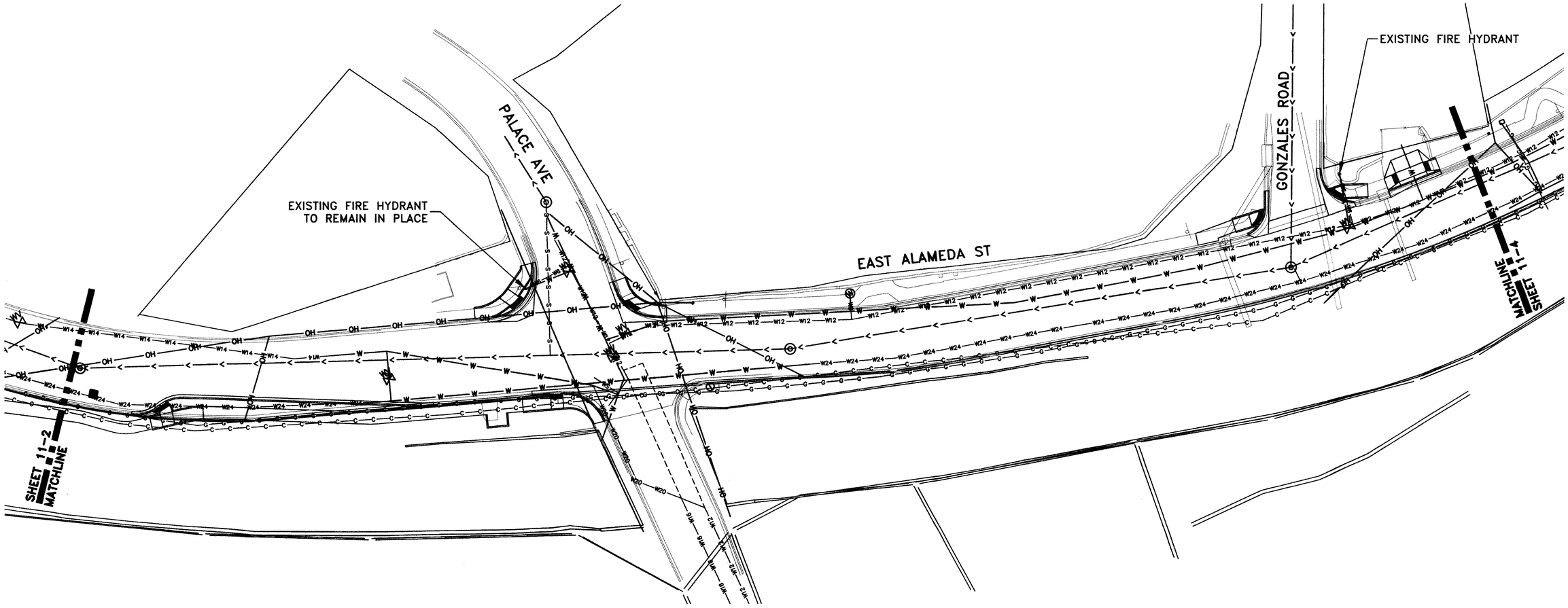
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

UTILITY PLAN (CONT'D)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	11-3



EXISTING UTILITY PLAN

SCALE: 1" = 20'

NOTE

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LEGEND

EXISTING UTILITIES

EXISTING OVERHEAD ELECTRIC LINE	OH
EXISTING SURVEYED WATER LINE	W
EXISTING APPROXIMATE 24" WATER LINE	W24
EXISTING APPROXIMATE 14" WATER LINE	W14
EXISTING SURVEYED SANITARY SEWER LINE	S
EXISTING APPROXIMATE SANITARY SEWER LINE	S
EXISTING APPROXIMATE COMMUNICATIONS LINE	C
EXISTING APPROXIMATE GAS LINE	G
EXISTING SURVEYED MANHOLE	
EXISTING SURVEYED WATER VALVE	WV
EXISTING SURVEYED TELEPHONE PEDESTAL	
EXISTING SURVEYED FIRE HYDRANT	

20 10 0 20 40

SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

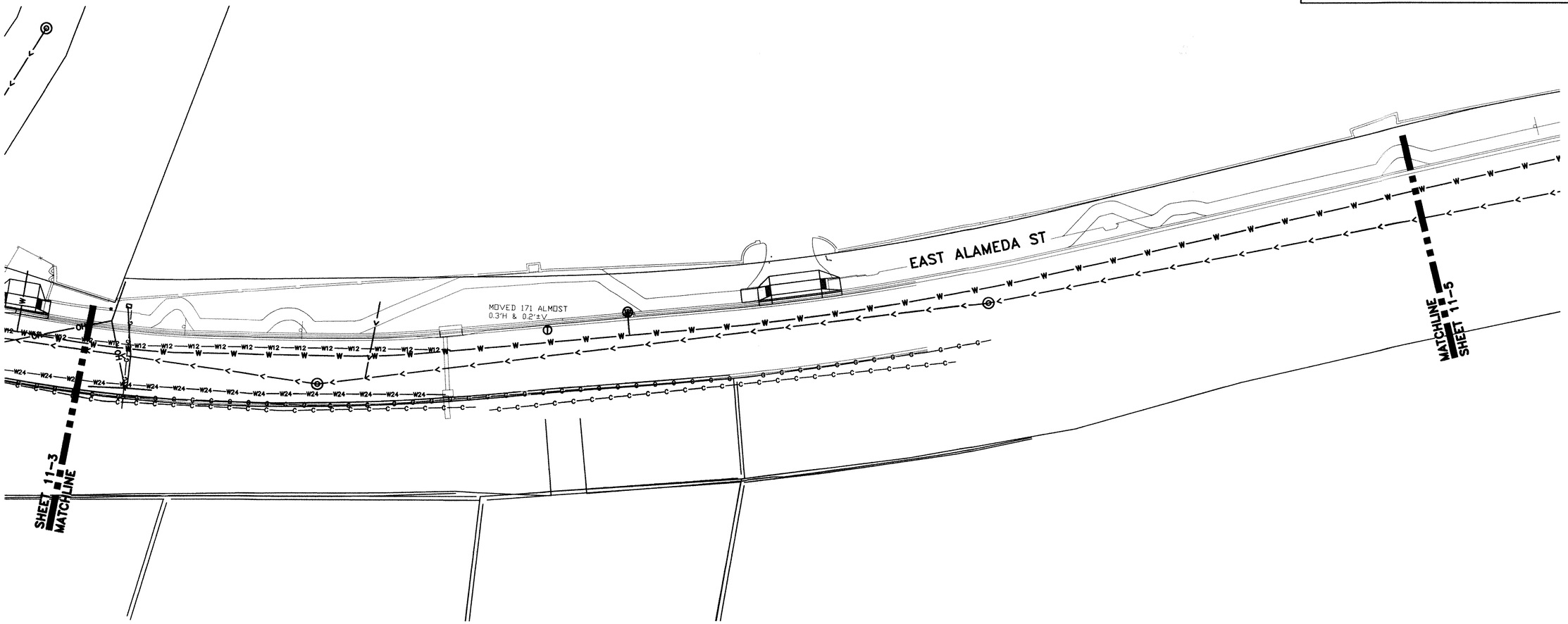
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

UTILITY PLAN (CONT'D)

SHEET NO. 11-3

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	11-4



EXISTING UTILITY PLAN

SCALE: 1" = 20'

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LEGEND

EXISTING UTILITIES

EXISTING OVERHEAD ELECTRIC LINE	—OH—OH—
EXISTING SURVEYED WATER LINE	—W—W—W—
EXISTING APPROXIMATE 24" WATER LINE	—W24—W24—W24—W24—
EXISTING APPROXIMATE 14" WATER LINE	—W14—W14—W14—W14—
EXISTING SURVEYED SANITARY SEWER LINE	—<—<—<
EXISTING APPROXIMATE SANITARY SEWER LINE	—S—S—S—S—S—
EXISTING APPROXIMATE COMMUNICATIONS LINE	—C—C—C—C—C—C—
EXISTING APPROXIMATE GAS LINE	—G—G—G—G—G—G—
EXISTING SURVEYED MANHOLE	◎
EXISTING SURVEYED WATER VALVE	WV
EXISTING SURVEYED TELEPHONE PEDESTAL	⦶
EXISTING SURVEYED FIRE HYDRANT	

NOTE

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N

20 10 0 20 40

SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

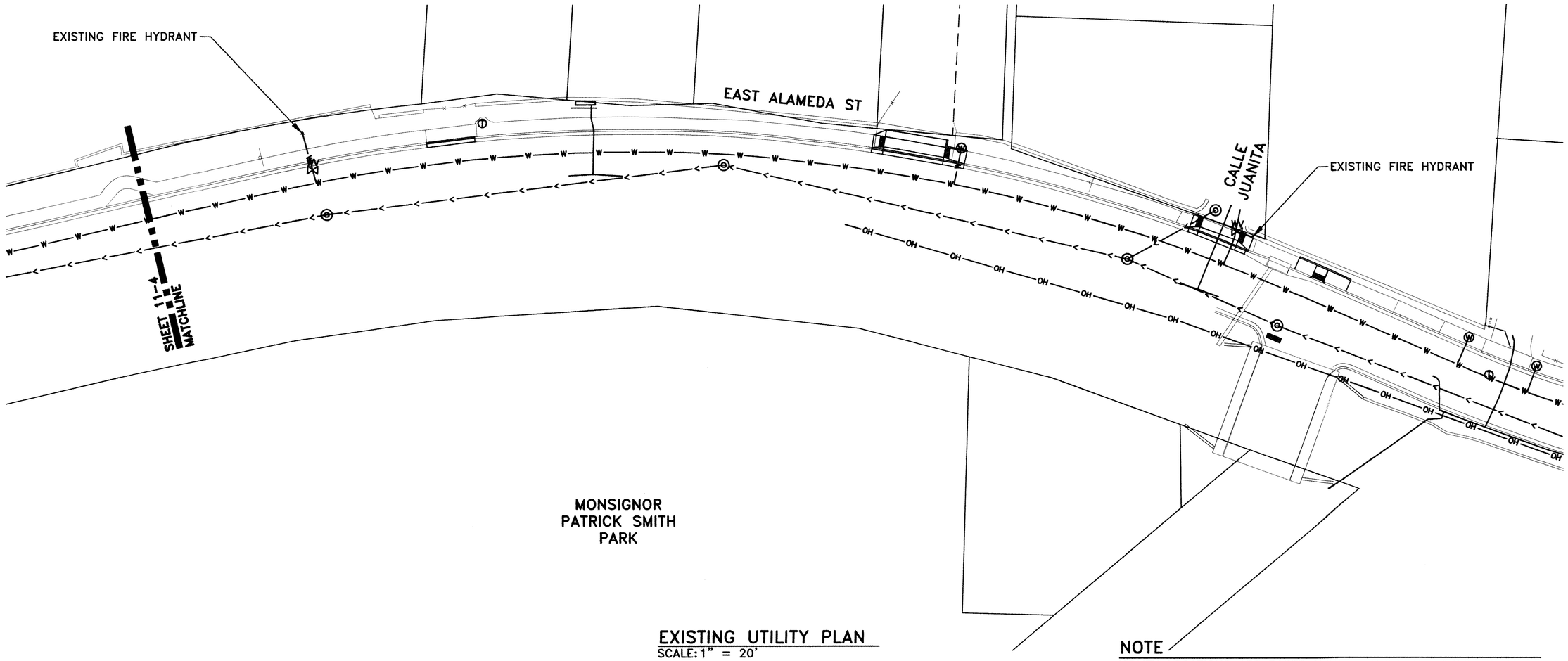
EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

UTILITY PLAN (CONT'D)

Santa Fe Engineering Consultants, LLC

NMDOT CONTROL#	SHEET NO.
S100281	11-5



EXISTING UTILITY PLAN

SCALE: 1" = 20'

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(505) 955-4650

LEGEND

EXISTING UTILITIES

EXISTING OVERHEAD ELECTRIC LINE	OH OH
EXISTING SURVEYED WATER LINE	W W W
EXISTING APPROXIMATE 24" WATER LINE	W24 W24 W24 W24
EXISTING APPROXIMATE 14" WATER LINE	W14 W14 W14 W14
EXISTING SURVEYED SANITARY SEWER LINE	< < <
EXISTING APPROXIMATE SANITARY SEWER LINE	S S S S S S
EXISTING APPROXIMATE COMMUNICATIONS LINE	C C C C C C
EXISTING APPROXIMATE GAS LINE	G G G G G G
EXISTING SURVEYED MANHOLE	◎
EXISTING SURVEYED WATER VALVE	WV
EXISTING SURVEYED TELEPHONE PEDESTAL	Ⓣ
EXISTING SURVEYED FIRE HYDRANT	

NOTE

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N

20 10 0 20 40

SCALE: 1" = 20'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

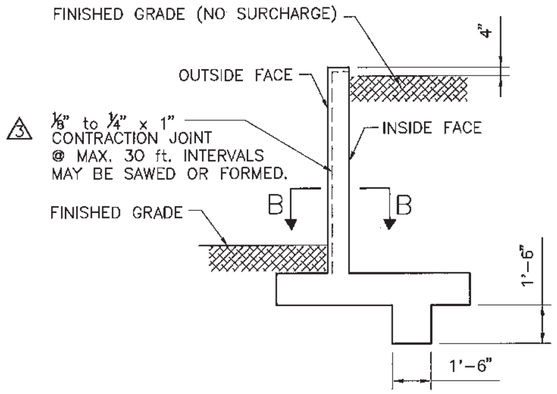
NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

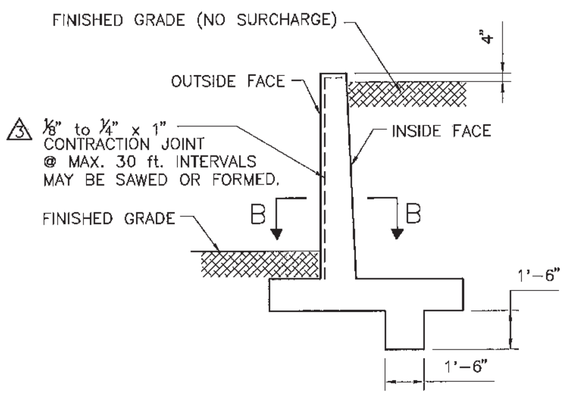
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

UTILITY PLAN (CONT'D)

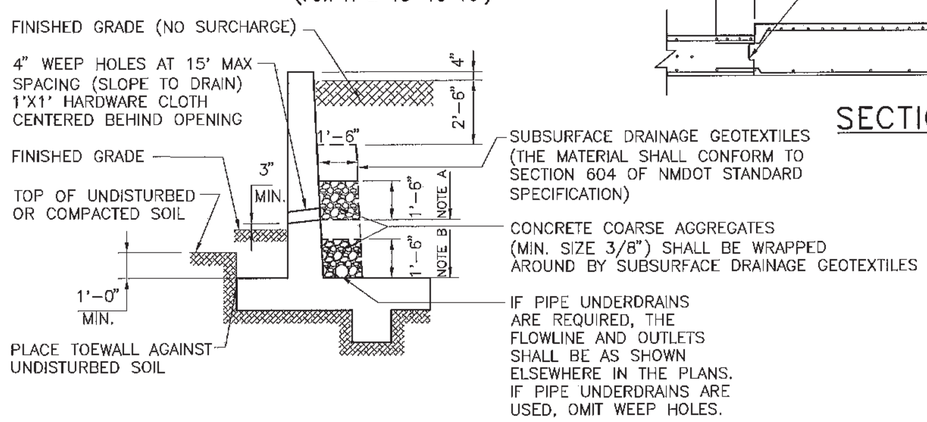
SHEET NO. 11-5



TYPICAL SECTION
(FOR H = 4' TO 12')

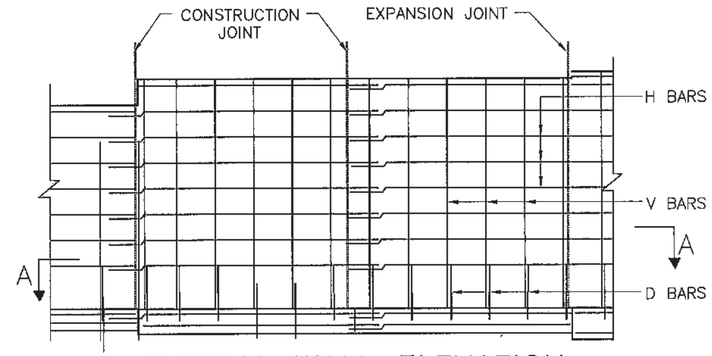


TYPICAL SECTION
(FOR H = 13' TO 16')

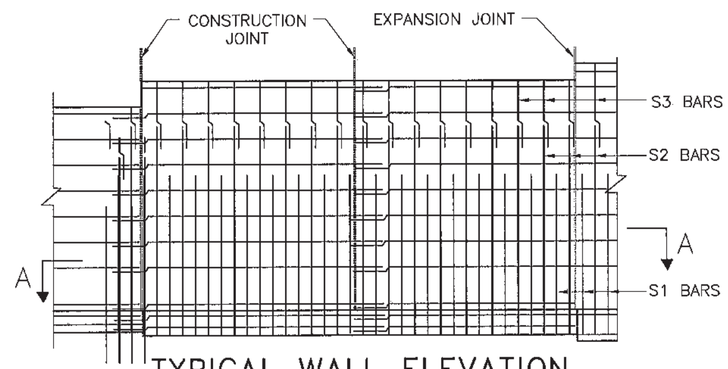


DRAINAGE DETAILS AND EXCAVATION DIAGRAM

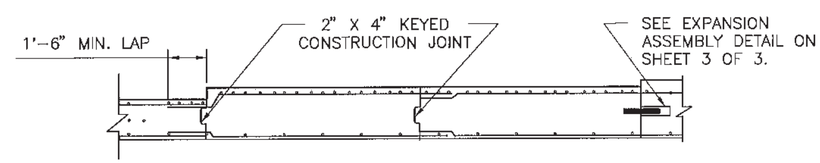
NOTE A: STOP COURSE AGGREGATE AT THIS LEVEL WHEN WEEP HOLES ARE USED.
NOTE B: USE COURSE AGGREGATE TO HERE WITH SUBSURFACE DRAINAGE GEOTEXTILES ABOVE WHEN PIPE UNDERDRAIN IS USED.



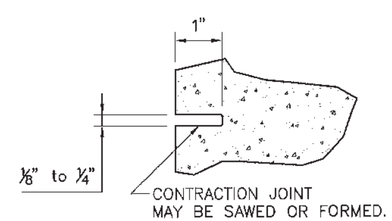
TYPICAL WALL ELEVATION
(OUTSIDE FACE ELEVATION)



TYPICAL WALL ELEVATION
(INSIDE FACE ELEVATION)



SECTION A-A



3 SECTION B-B

GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO NMDOT STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS, CURRENT EDITION.
2. ALL CONCRETE SHALL BE CLASS "A." CHAMFER ALL EXPOSED EDGES 3/4", UNLESS OTHERWISE NOTED.
3. ALL REINFORCING BARS SHALL CONFORM TO AASHTO STANDARD SPECIFICATIONS M 31 GRADE 60 UNLESS OTHERWISE NOTED. DIMENSIONS REFER TO CENTER LINE OF BAR.
4. ALL REINFORCING BARS SHALL HAVE 2" CLEAR COVER UNLESS NOTED OTHERWISE.
5. DIMENSIONS SHALL NOT BE SCALED FROM DRAWINGS.
6. 1 ALL RETAINING WALLS SHALL HAVE CONTRACTION JOINTS SPACED AT NO MORE THAN 30'-0" APART OR AS SHOWN. REINFORCING BARS SHALL PROJECT THROUGH THE JOINT.
7. ALL RETAINING WALLS SHALL HAVE EXPANSION JOINTS PROVIDED AT INTERVALS NOT EXCEEDING 90'-0".
8. FOOTINGS MAY BE CONTINUOUS WITH NO JOINT.
9. SPECIAL DESIGN IS REQUIRED WHEN "H" DIMENSION IS ABOVE 16 FEET.
10. COHESIVE SOILS OF SILT, CLAY, ETC. SHALL NOT BE USED FOR BACKFILL. THE BACKFILL SHALL BE FREE-DRAINING.
11. APPROPRIATE DRAINAGE PROVISIONS SHALL BE PROVIDED AS SHOWN ON THE LAYOUT DRAWINGS.
12. ALL EARTH WORK INCLUDING BACKFILL MATERIAL AND COMPACTION SHALL CONFORM TO SECTION 210 OF NMDOT STANDARD SPECIFICATIONS, CURRENT EDITION.
13. FOR H GREATER THAN 8 FEET, FOUNDATION EXPLORATION WILL BE REQUIRED TO VERIFY ADEQUATE FOUNDATION CONDITIONS.
14. 2 THE LOCATIONS OF NEEDED CONSTRUCTION JOINTS ARE EITHER SHOWN ON THE PLANS OR TO BE DIRECTED OR APPROVED BY THE PROJECT MANAGER.

4 DESIGN DATA

DESIGN ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, THIRD EDITION, 2004.

DESIGN STRESS:

CLASS "A" CONCRETE: fc'=3000 psi
GRADE 60 REINFORCING STEEL: fy=60000 psi
HORIZONTAL EARTH PRESSURE = 36 LBS./CU. FT. EQUIVALENT FLUID PRESSURE.
WEIGHT OF BACKFILL = 120 LBS./CU. FT.
WEIGHT OF CONCRETE = 145 LBS./CU. FT.
ANGLE OF INTERNAL FRICTION OF EXISTING GROUND = 29°
FACTORED BEARING CAPACITY qr = 2.0 TONS/SQ. FT. IS USED FOR THE DESIGN ON THESE DRAWINGS.

	DATE	BY	DESCRIPTION
4	10/13/11	YML	EDITED DESIGN DATA.
3	5/16/08	YML	ADDED THE DETAIL OF CONTRACTION JOINT.
2	5/16/08	YML	ADD GENERAL NOTE NO. 14.
1	5/16/08	YML	REVISED "CONSTRUCTION" TO "CONTRACTION"

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

CANTILEVER RETAINING WALL
(CASE I – LEVEL FILL)
GENERAL NOTES,
SECTIONS & ELEVATIONS

TIMOTHY A. MARRS
NEW MEXICO
14072
REGISTERED PROFESSIONAL ENGINEER
4-16-12

DESIGNED BY: YML DRAWN BY: ALT CHECKED BY: YML/TM

511-80-1/3 1 of 3

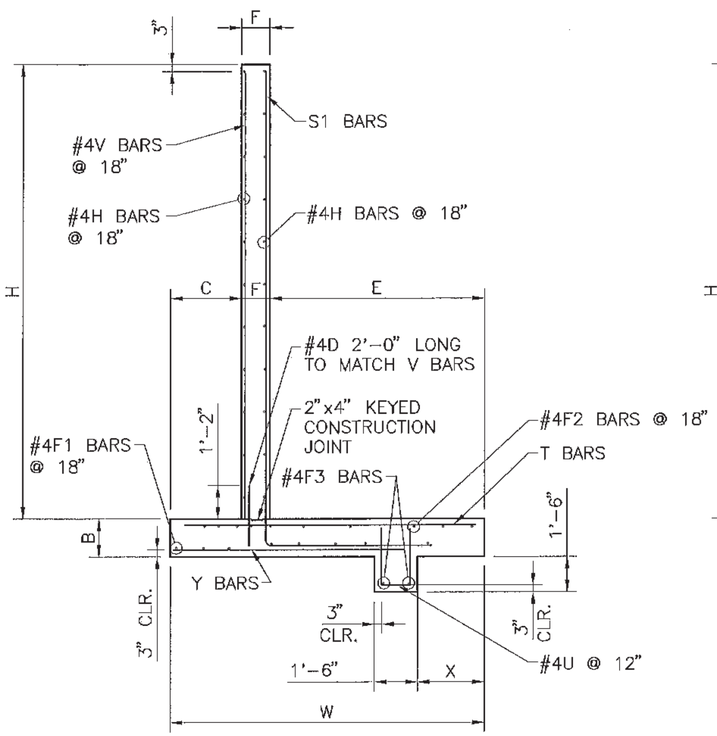
CASE I – LEVEL FILL

WALL DIMENSIONS / REINFORCING BAR LIST

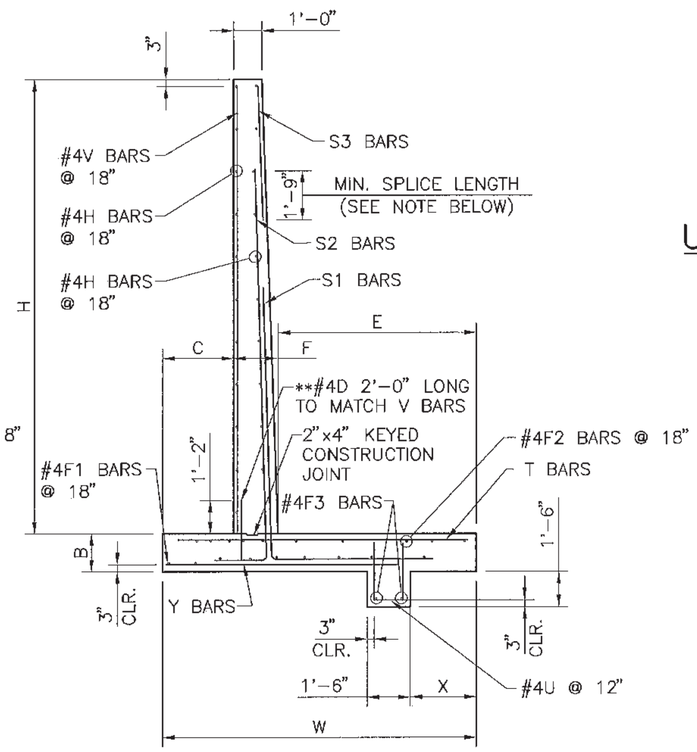
* DENOTES THE TOTAL NUMBERS OF BARS IN CROSS SECTION.

H	W	B	C	F	E	X	S1 BAR SIZE	S1 SPACING	S1 LENGTH	S2 BAR SIZE	S2 SPACING	S2 LENGTH	S3 BAR SIZE	S3 SPACING	S3 LENGTH	#4H NUM.*	#4V LENGTH	#4D LENGTH	#4U LENGTH	Y BAR SIZE	Y SPACING	Y LENGTH	#4F1 NUM.*	T BAR SIZE	T SPACING	T LENGTH	#4F2 NUM.*	#4F3 NUM.*	MAX. TOE PRESSURE TONS/SQ.FT.	ESTIMATED QUANTITY (PER LIN. FT. OF WALL) CONCRETE CU.YD.	REBAR LBS.
4'	3'–0"	1'–0"	10"	10"	1'–4"	8"	#5	12"	5'–8"							6	3'–11"	2'–0"	2B+(2'–6")	#5	12"	2'–6"	3	#5	12"	2'–9"	3	2	0.58	0.32	26.6
5'	3'–6"	1'–0"	1'–0"	10"	1'–8"	9"	#5	12"	6'–8"							8	4'–11"	2'–0"	2B+(2'–6")	#5	12"	3'–0"	3	#5	12"	3'–3"	3	2	0.66	0.37	30.2
6'	4'–3"	1'–0"	1'–0"	10"	2'–5"	10"	#5	12"	7'–8"							10	5'–11"	2'–0"	2B+(2'–6")	#5	12"	3'–9"	3	#5	12"	4'–0"	3	2	0.75	0.43	34.6
7'	4'–9"	1'–0"	1'–0"	10"	2'–11"	11"	#5	12"	8'–8"							10	6'–11"	2'–0"	2B+(2'–6")	#5	12"	4'–0"	4	#5	12"	4'–6"	4	2	0.89	0.48	38.1
8'	5'–6"	1'–0"	1'–2"	10"	3'–6"	1'–0"	#5	12"	9'–8"							12	7'–11"	2'–0"	2B+(2'–6")	#5	12"	4'–9"	4	#5	12"	5'–3"	4	2	0.95	0.53	42.6
9'	6'–0"	1'–0"	1'–3"	11"	3'–10"	1'–2"	#5	12"	10'–8"							14	8'–11"	2'–0"	2B+(2'–6")	#5	12"	5'–0"	4	#5	12"	5'–9"	5	2	1.08	0.61	46.9
10'	6'–9"	1'–2"	1'–4"	1'–0"	4'–5"	1'–3"	#6	12"	11'–10"							14	9'–11"	2'–0"	2B+(2'–6")	#5	12"	5'–9"	5	#5	12"	6'–6"	5	2	1.22	0.75	56.4
11'	7'–6"	1'–2"	1'–5"	1'–0"	5'–1"	1'–4"	#6	12"	12'–10"							16	10'–11"	2'–0"	2B+(2'–6")	#5	12"	6'–6"	5	#6	12"	7'–3"	6	2	1.31	0.82	65.2
12'	8'–3"	1'–2"	1'–6"	1'–0"	5'–9"	1'–5"	#7	12"	14'–0"							18	11'–11"	2'–0"	2B+(2'–6")	#5	12"	7'–0"	6	#7	12"	8'–0"	6	2	1.40	0.88	82.9
13'	8'–9"	1'–3"	1'–7"	1'–2"	6'–0"	1'–6"	#7	12"	8'–8"				#5	12"	8'–3"	18	12'–11"	2'–0"	2B+(2'–6")	#5	12"	7'–6"	6	#7	12"	8'–6"	7	2	1.56	1.01	83.5
14'	9'–6"	1'–3"	1'–8"	1'–2"	6'–8"	1'–7"	#8	12"	9'–4"				#5	12"	8'–9"	20	13'–11"	2'–0"	2B+(2'–6")	#5	12"	8'–3"	6	#8	12"	9'–3"	7	2	1.64	1.09	101.1
15'	10'–0"	1'–5"	2'–1"	1'–3"	6'–8"	1'–8"	#7	12"	9'–10"	#5	12"	10'–9"	#5	12"	9'–3"	22	14'–11"	2'–0"	2B+(2'–6")	#6	12"	8'–6"	7	#8	12"	9'–9"	8	2	1.71	1.23	115.8
16'	11'–0"	1'–5"	2'–2"	1'–3"	7'–7"	1'–9"	#7	12"	10'–4"	#5	12"	11'–3"	#5	12"	9'–9"	22	15'–11"	2'–0"	2B+(2'–6")	#6	12"	9'–6"	7	#9	12"	10'–9"	8	2	1.96	1.33	130.5

(FOR ALL #4 BARS, THE REQUIRED MIN. SPLICE LENGTH SHALL BE 1'–6".)



TYPICAL WALL CROSS SECTION
(FOR H = 4' TO 12')

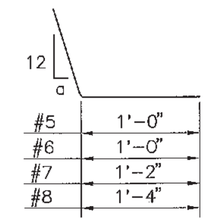


TYPICAL WALL CROSS SECTION
(FOR H = 13' TO 16')

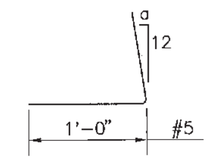
NOTE:
S3 BARS SHALL SPLICE WITH S1 BARS WHEREVER THERE IS NO S2 BARS SHOWN IN THE TABLE ABOVE FOR H FROM 13' TO 16'.

H (FT)	a
4–12	0.0000 (0)
13	0.1538(5/32)
14	0.1429(5/32)
15	0.2000(7/32)
16	0.1875(3/16)

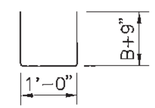
USE FOR S1 & S2 BARS



S1 BARS



S2 BARS



#4U BARS

S3,H,V,Y,F1,T,F2,F3,D BARS

REINFORCING BAR DETAIL

TIMOTHY A. MARRS
NEW MEXICO
14072
REGISTERED PROFESSIONAL ENGINEER
4-10-12

	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

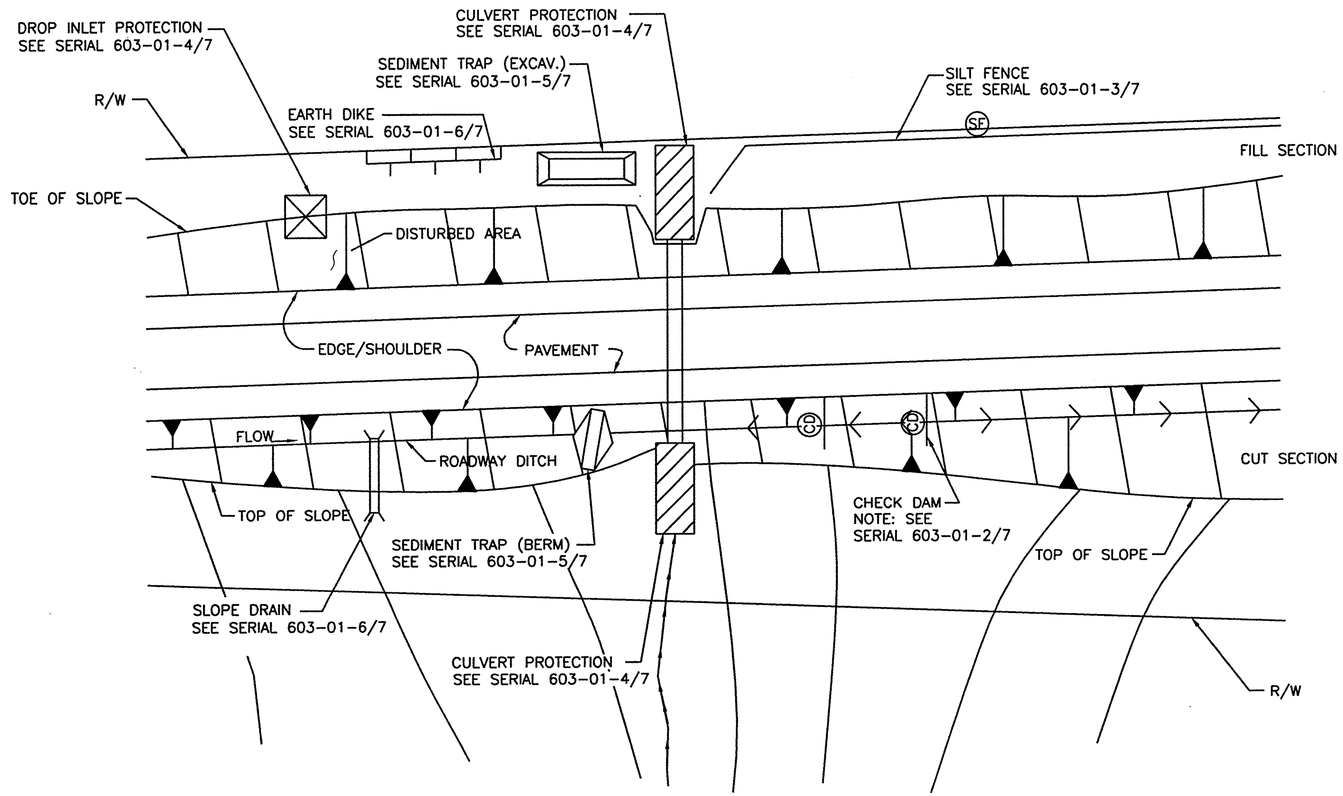
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

CANTILEVER RETAINING WALL
(CASE I – LEVEL FILL)
AND
REINFORCING BAR DETAILS

DESIGNED BY: YML DRAWN BY: SKL CHECKED BY: YML/TM

511–80–2/3 2 of 3

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES (T.E.S.C.M.)

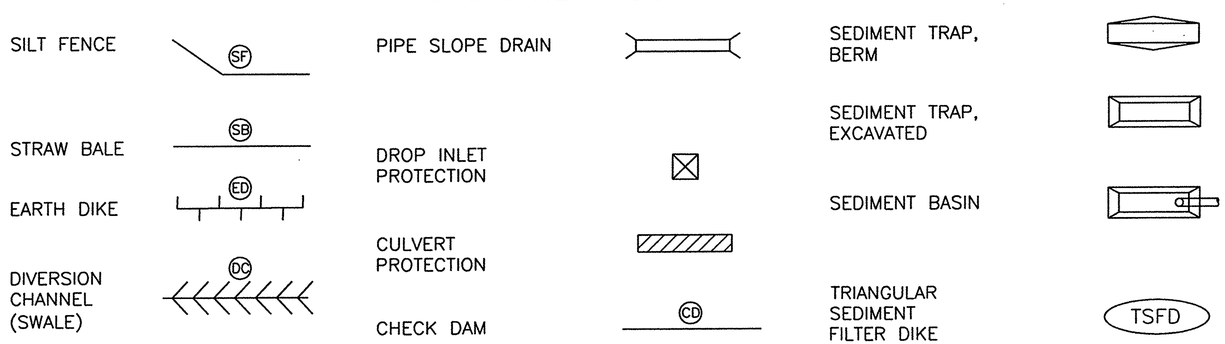


TYPICAL USAGE OF SELECTED EROSION AND SEDIMENT CONTROL MEASURES

GENERAL NOTES

1. THE SOIL RETENTION BLANKET INSTALLATION DETAILS SHOWN FOR CULVERT PROTECTION SHALL BE USED FOR ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES UTILIZING SOIL RETENTION BLANKETS UNLESS OTHERWISE NOTED.
2. ROCK PLATING USED IN THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THESE SHEETS SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES UNLESS OTHERWISE INDICATED.
3. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES PLACED WITHIN THE CONSTRUCTION CLEAR ZONE SHALL BE INSTALLED WITH 8:1 SLOPES PARALLEL TO TRAFFIC AND 4:1 SLOPES PERPENDICULAR TO TRAFFIC.
4. SEDIMENT TRAPS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 50% FILLED.
5. CHECK DAMS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN THE DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE CHECK DAM.
6. CULVERT PROTECTIONS SHALL BE INSTALLED UPON INITIATION OF EARTH WORK ACTIVITIES AND MAINTAINED AS MUCH AS PRACTICAL UNTIL STABILIZATION IS COMPLETED AND ACCEPTED. CULVERT PROTECTIONS MAY BE REMOVED FOR PERIODS OF TIME AS REQUIRED DURING CONSTRUCTION TO COMPLETE ADJACENT IMPROVEMENTS.
7. THE CONTRACTOR MAY CONSTRUCT AN EARTH DIKE AS SHOWN, OR RELOCATE THE CHECK DAMS AS CONSTRUCTION PROGRESSES. NO DIRECT PAYMENT SHALL BE MADE FOR RELOCATION OF THE CHECK DAMS.
8. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.

STANDARD SYMBOLS FOR EROSION AND SEDIMENT CONTROL MEASURES



NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

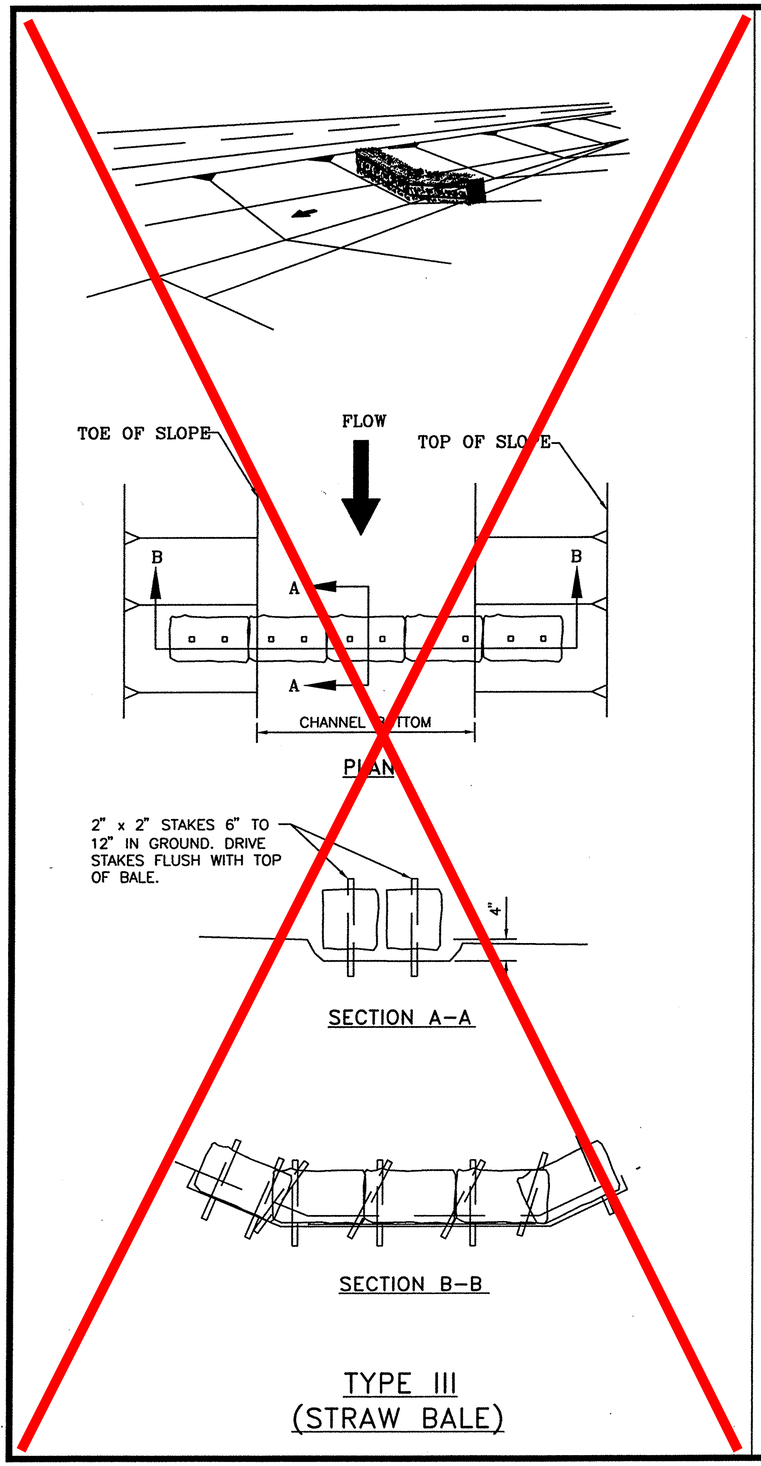
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES

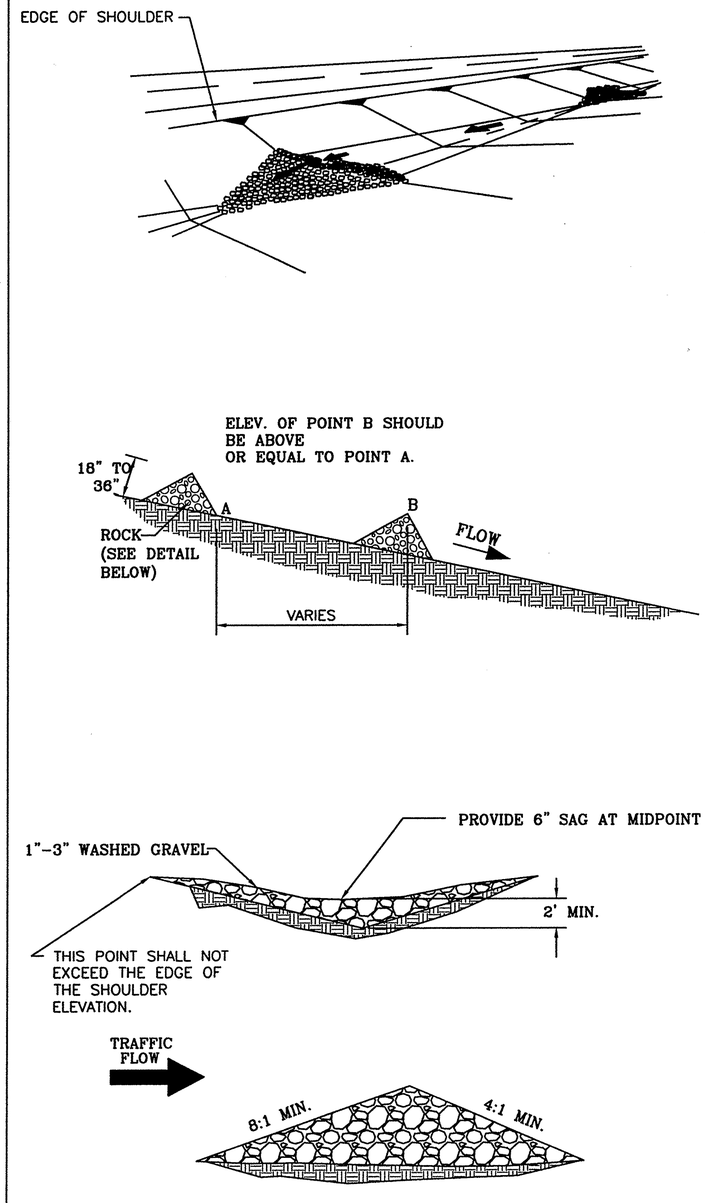
APPROVED Raymond A. Van Hoven 11/29/09
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

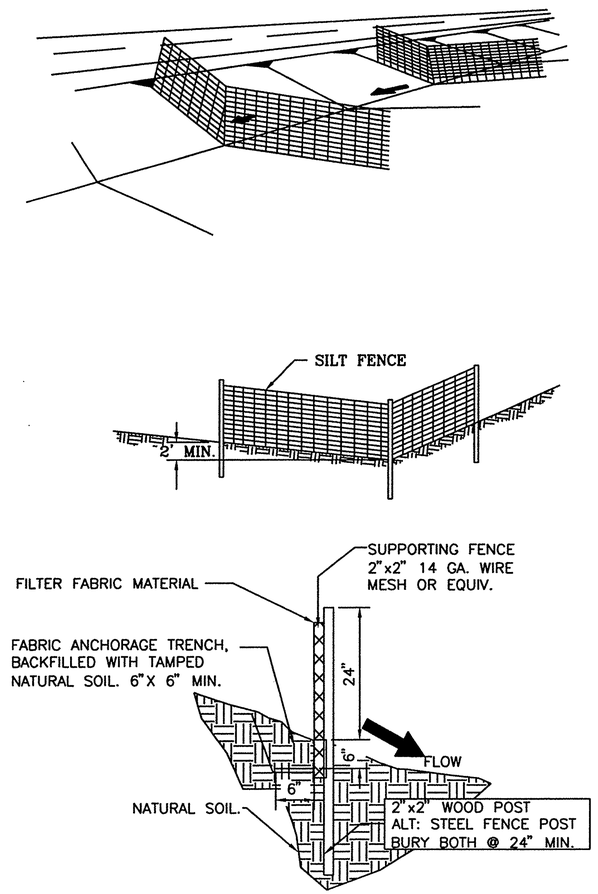
603-01-1/7 SERIAL 1 OF 7



TYPE III
(STRAW BALE)



TYPE II
STONE DAM



TYPE I SILT FENCE

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

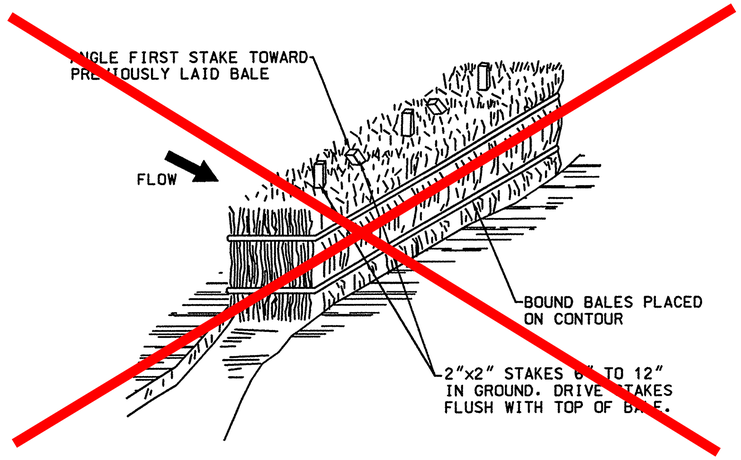
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES
CHECK DAMS

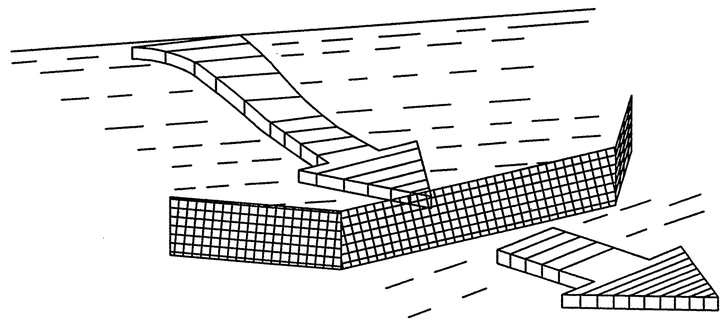
APPROVED Raymunda VanHoven 11/29/04
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

603–01–2/7 SHEET 2 OF 7



TYPE II
STRAW BALE OPTION



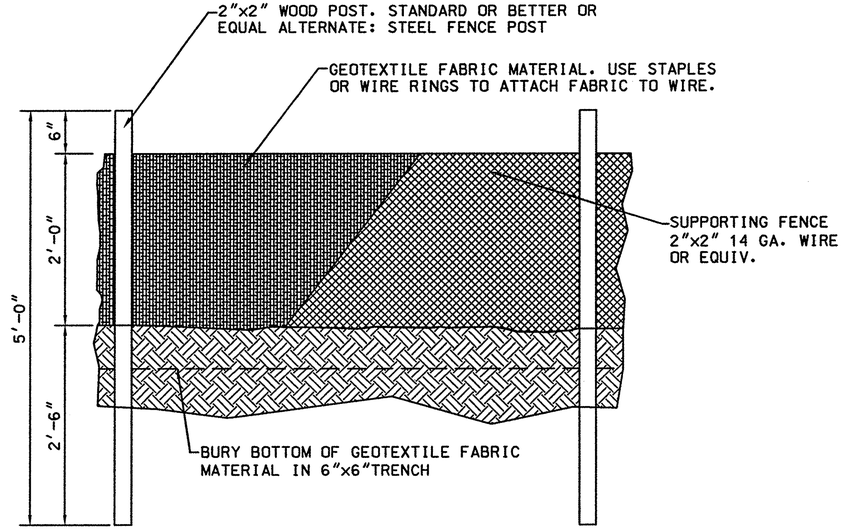
TYPE I
SILT FENCE

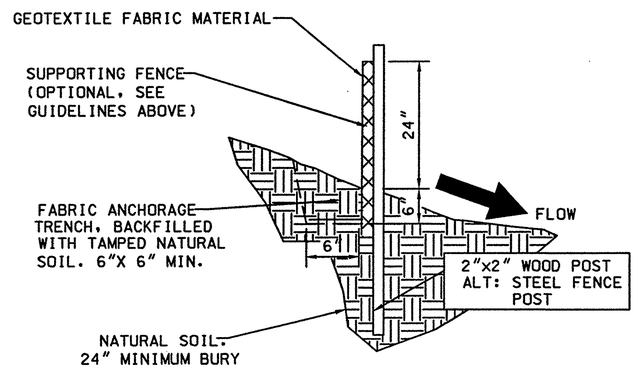
NOTES: SILT FENCE AND CHECK DAM

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE POST SPACING FOR SILT FENCES TO MINIMIZE MAINTENANCE.

1. POST SPACING SHALL BE 4 FT. MAXIMUM WITHOUT SUPPORTING FENCE, 10 FT. MAXIMUM WITH SUPPORTING FENCE.
2. POSTS FOR 4 FT. MAXIMUM POST SPACING SHALL BE 2 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 2 LBS. PER. LINEAR FOOT.

   POSTS FOR 10 FT. MAXIMUM POST SPACING SHALL BE 4 INCH SQUARE NOMINAL SIZE OR HEAVIER WOOD POSTS, OR STEEL POSTS AS SPECIFIED ABOVE.
3. SUPPORTING FENCE SHALL BE WIRE MESH (14 GA. MIN., 1 INCH MAX. MESH OPENINGS), SNOW FENCE, PLASTIC FENCE OR APPROVED.
4. SUPPORTING FENCE SHALL BE FASTENED SECURELY TO POSTS WITH STAPLES OR WIRE TIES. GEOTEXTILE FABRIC SHALL BE FASTENED SECURELY TO SUPPORTING FENCE WITH WIRE TIES SPACED AT 2 FT. CENTERS ALONG THE TOP AND MID-SECTION. WHEN A SUPPORTING FENCE IS NOT USED, GEOTEXTILE FABRIC SHALL BE SECURELY FASTENED TO POSTS WITH STAPLES OR WIRE TIES.
5. WHEN SILT FENCE IS USED FOR CHECK DAMS INSTALLED IN DITCHES, A SUPPORTING FENCE SHALL BE PROVIDED, WITH MAXIMUM POST SPACING OF 10 FT.
6. STANDARD "T" OR "U" SECTION STEEL POSTS SHALL NOT BE USED WITHIN THE CONSTRUCTION CLEAR ZONE RECOVERY AREA.
7. STRAW BALES ARE NOT INTENDED FOR USE ON NEW MEXICO DEPARTMENT OF TRANSPORTATION PROJECTS.





NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

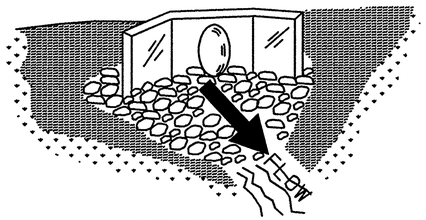
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

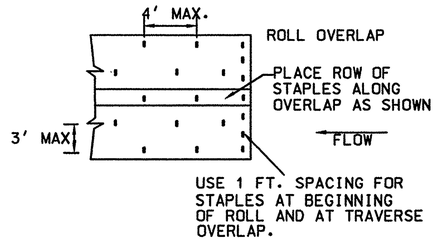
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SILT FENCE

APPROVED Raymunda Von Hoven 11/29/04
DESIGN ENGINEER DATE

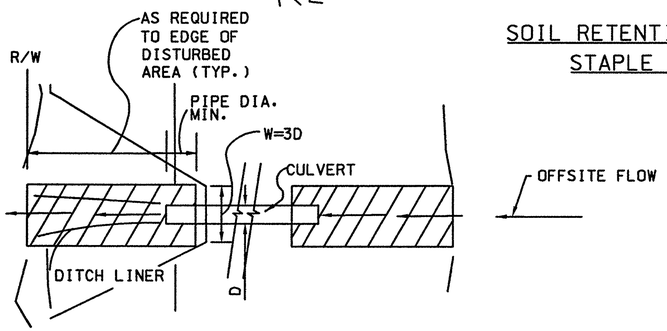
DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-3/7

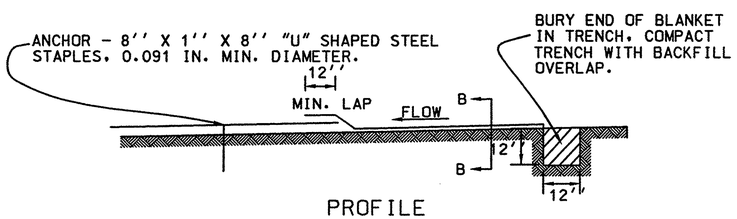




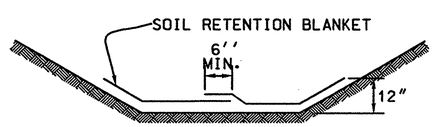
SOIL RETENTION BLANKET
STAPLE PATTERN



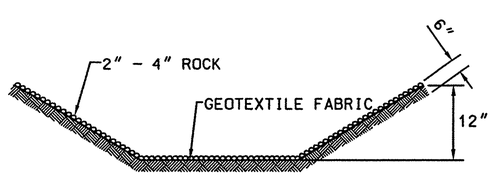
TYPICAL DITCH LINER
INSTALLATIONS AT CULVERTS



PROFILE
DITCH LINER



SECTION B-B

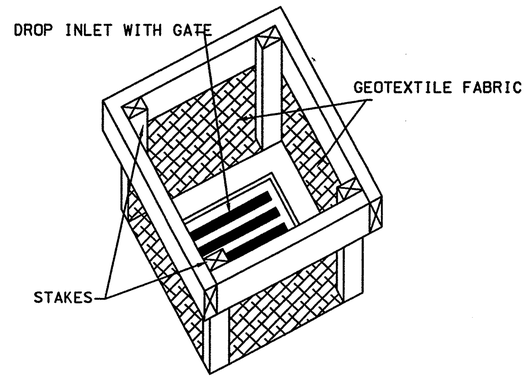


SECTION B-B

NOTES: CULVERT PROTECTION

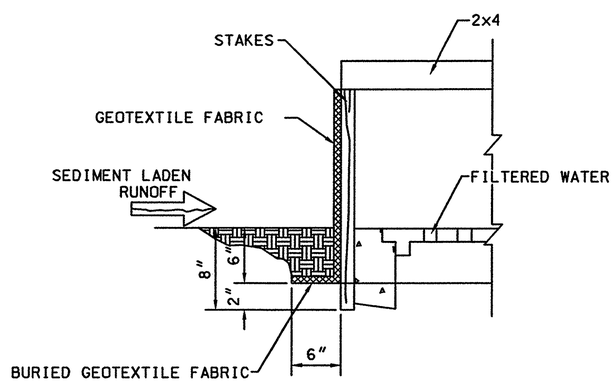
1. WHEN CULVERT PROTECTION IS SPECIFIED, EITHER SOIL RETENTION BLANKETS OR SOIL RETENTION ROCK MAY BE PROVIDED.
2. THE CULVERT PROTECTION WIDTH REQUIRED SHALL BE IN ACCORDANCE WITH THESE DETAILS UNLESS SPECIFIED OTHERWISE.
3. THE SOIL RETENTION BLANKET INSTALLATION SHOWN OUTLINES MINIMUM REQUIREMENTS. MANUFACTURER'S RECOMMENDATIONS SHALL BE USED IF THEY ARE MORE STRINGENT.

CULVERT PROTECTION

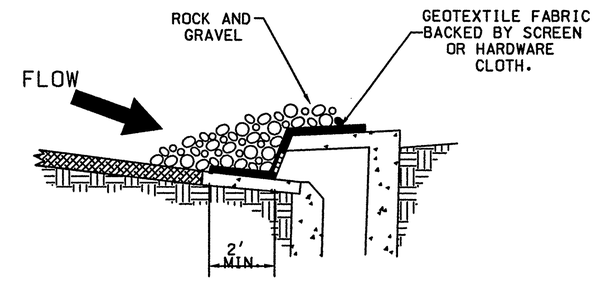


TYPE I

NOTE: WHEN SPECIFIED, ROCKS OR STRAW BALES CAN BE SUBSTITUTED FOR SILT FENCE.



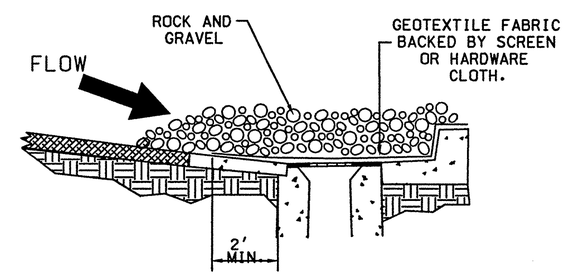
DROP INLET PROTECTION



TYPE I
CURB OPENING

NOTES: GRAVEL INLET PROTECTION

1. THIS INSTALLATION IS FOR A TYPE I CURB DROP INLET ONLY. THE TYPE II, III TO "N" INSTALLATION IS SIMILAR.
2. THE SPACING OF THE LONGITUDINAL BRACING SHALL NOT EXCEED 5 FT.



TYPE II
CURB DROP INLET

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

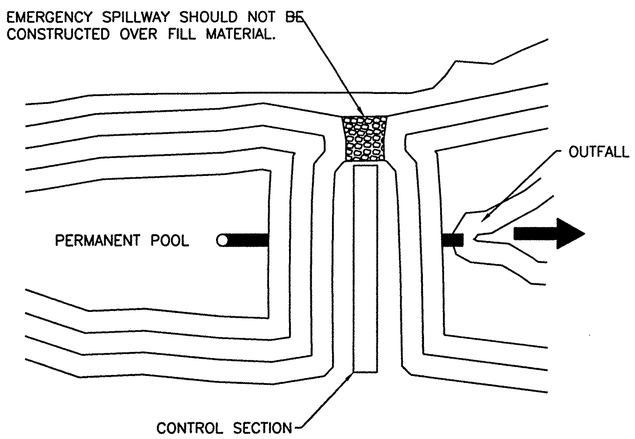
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

TEMPORARY EROSION & SEDIMENT CONTROL MEASURES
CULVERT & DROP INLET PROTECTION

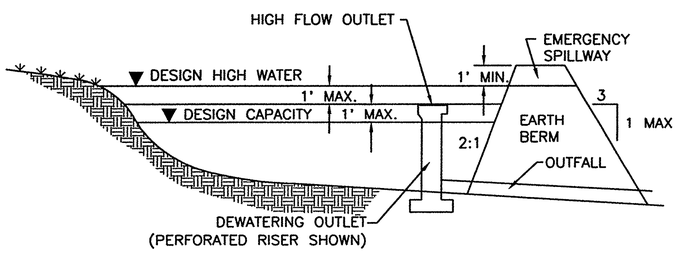
APPROVED Raymunda Van Hoven 11/29/09
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

603-01-4/7

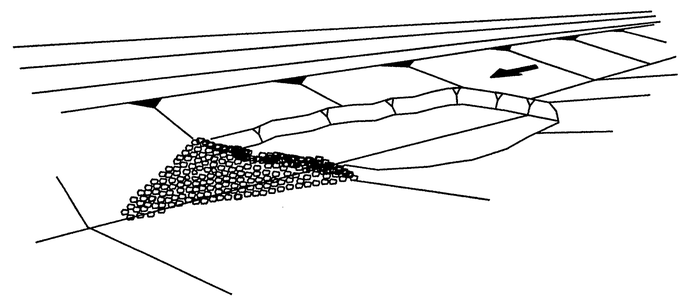


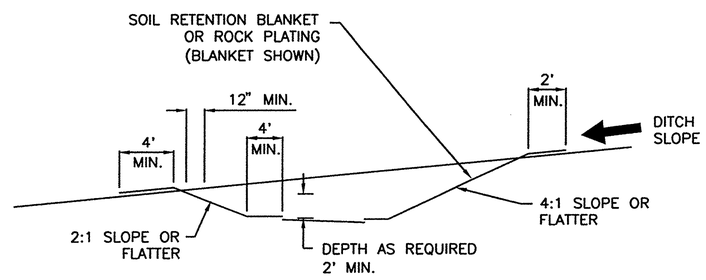
PLAN VIEW



CROSS SECTION

SEDIMENT BASIN



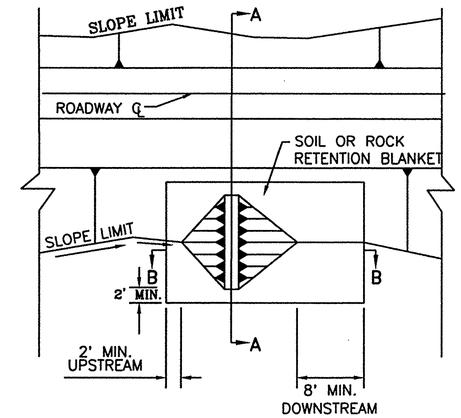


SEDIMENT BASIN, EXCAVATED

NOTES: SEDIMENT TRAP

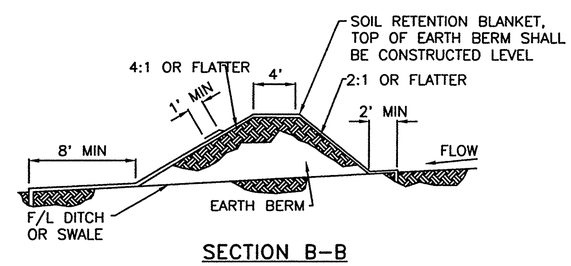
1. TEMPORARY SEDIMENT TRAPS MAY BE CONSTRUCTED BY EXCAVATION ALONE OR BY EXCAVATION IN COMBINATION WITH AN EMBANKMENT.
2. TEMPORARY SEDIMENT TRAPS ARE OFTEN USED IN CONJUNCTION WITH A DIVERSION DIKE OR SWELL.
3. THE DRAINAGE AREA FOR THE SEDIMENT TRAP SHOULD NOT EXCEED 5 DISTURBED ACRES.
4. THE TRAP MUST BE ACCESSIBLE FOR EASE OF REGULAR MAINTENANCE, WHICH IS CRITICAL TO ITS PROPER FUNCTIONING.
5. SEDIMENT TRAPS ARE TEMPORARY MEASURES AND SHOULD NOT REMAIN IN PLACE LONGER THAN 18 TO 24 MONTHS.
6. THE EMBANKMENT MAY NOT EXCEED 5 FT. IN HEIGHT.
7. THE RECOMMENDED MINIMUM WIDTH AT THE TOP OF THE EMBANKMENT IS BETWEEN 2 FT. AND 5 FT.

SEDIMENT TRAP



PLAN

SECTION A–A



SECTION B–B

EARTH DIKE (BERM)

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

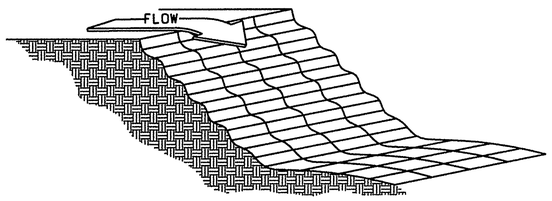
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

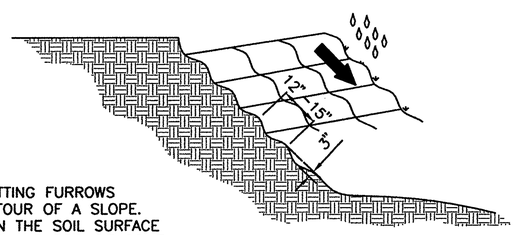
T.E.S.C.M. SEDIMENT BASIN, SEDIMENT TRAP & EARTH DIKE

APPROVED Raymunda Van Hoven 11/29/09
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

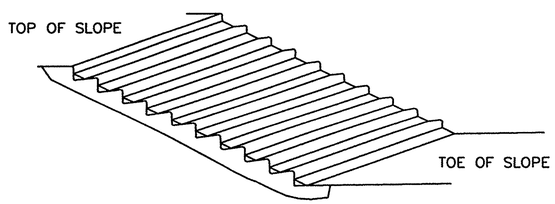
603-01-5/7 SHEET 5 OF 7

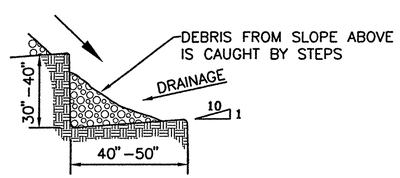




GROOVING IS CUTTING FURROWS ALONG THE CONTOUR OF A SLOPE. IRREGULARITIES IN THE SOIL SURFACE CATCH RAINWATER AND PROVIDE SOME RETENTION OF LIME, FERTILIZER AND SEED.

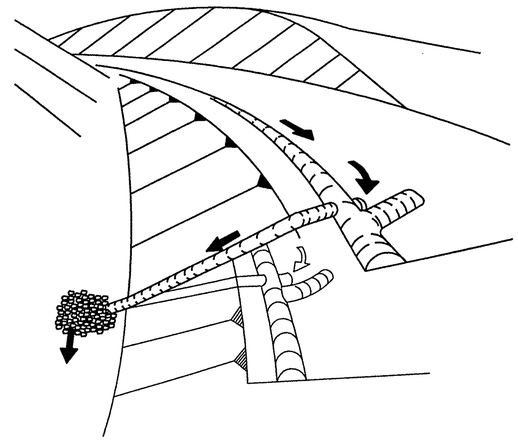
GROOVING SLOPES

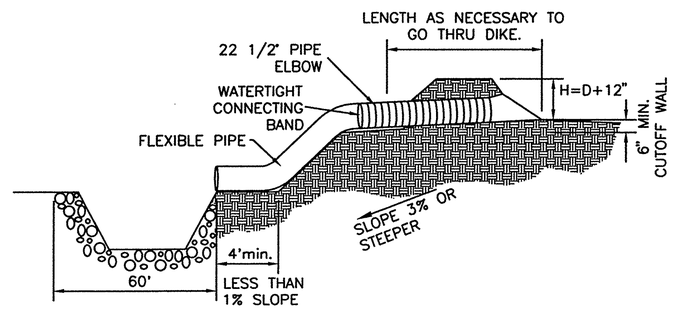


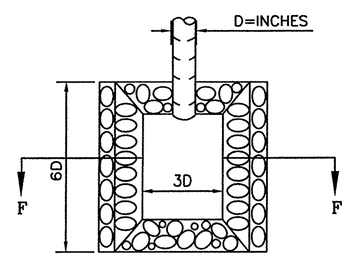


STAIR STEPPING CUT SLOPE

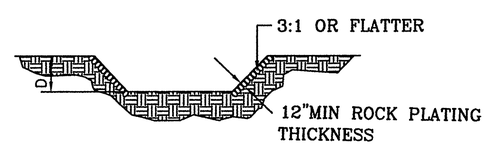
SURFACE ROUGHENING







RIPRAP APRON PLAN



SECTION F-F

SLOPE DRAIN

NOTES: PIPE SLOPE DRAIN

1. THE FLEXIBLE PIPE SHALL BE THE SAME DIAMETER AS THE INLET PIPE AND SHALL BE CONSTRUCTED OF A DURABLE MATERIAL WITH HOLD-DOWN GROMMETS SPACED AT 10 FT. ON CENTER.
2. THE FLEXIBLE PIPE SHALL BE SECURELY FASTENED TO THE CORRUGATED METAL OR HIGH DENSITY POLYETHYLENE PIPE WITH METAL STRAPPING OR WATERTIGHT CONNECTING COLLARS.
3. THE FLEXIBLE PIPE SHALL BE STAKED AT 10 FT. CENTERS ALONG THE SLOPE USING MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO THE GROUND.
4. RIGID PIPE SHALL BE ANCHORED AT BENDS. ANCHORAGE SHALL CONSIST OF A MINIMUM 4 INCH SQUARE WOOD POSTS OR STANDARD STEEL POSTS DRIVEN 2 FT. MINIMUM INTO GROUND, OR EARTHEN THRUST BLOCK.
5. PAYMENT OF BASIN ITEMS ARE INCIDENTAL TO THE COST OF FLEXIBLE STORM DRAIN PIPE.
6. FOR PIPE DIAMETER ON TEMPORARY SLOPE DRAIN SEE TABLE BELOW

TEMPORARY SLOPE DRAIN PIPES

Runoff Flow Rate (cfs)	Pipe Diameter Required (inches)
0 – 6.0	18
6.0 – 9.0	21
9.0 – 12.0	24
12.0 – 20.0	30

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

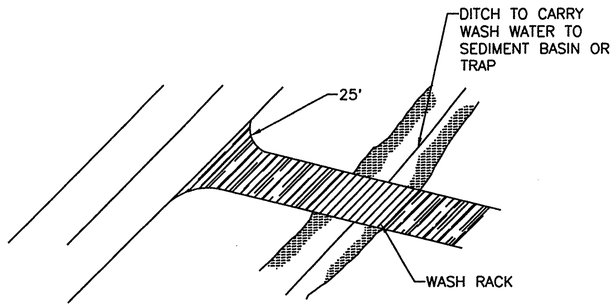
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

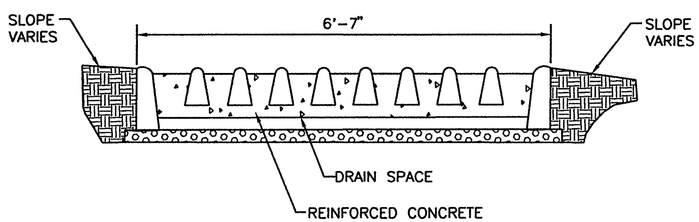
TEMPORARY EROSION & SEDIMENT CONTROL MEASURES PIPE SLOPE DRAIN & SURFACE ROUGHENING

APPROVED Raymond Van Haren 11/29/09
DESIGN ENGINEER DATE

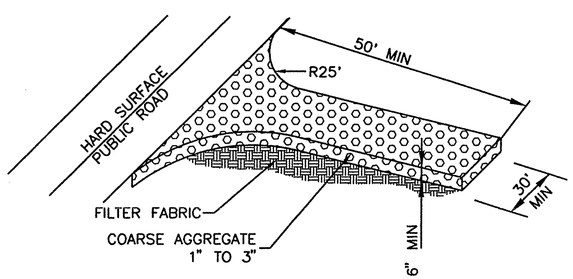
DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

603-01-6/7 SHEET 6 OF 7

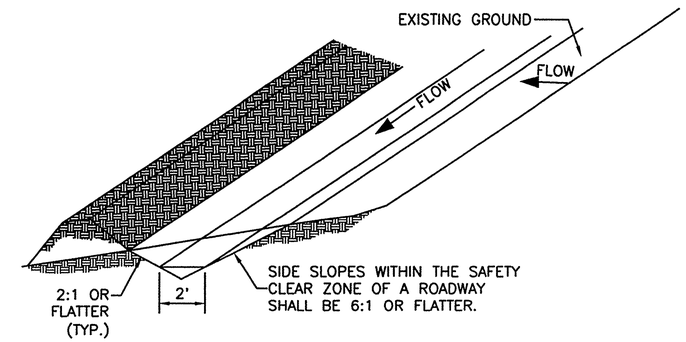




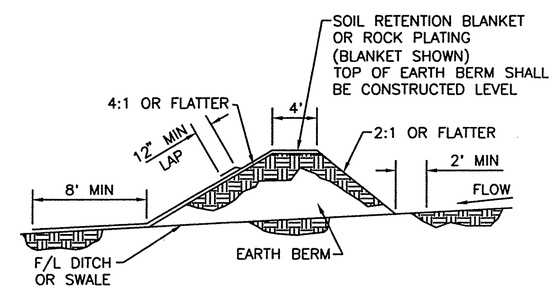
WASH RACK



OFFSITE TRACKING PREVENTION



TYPICAL SWALE CONFIGURATION



FILTER FABRIC DIVERSION DIKE

DIVERSION DIKE

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

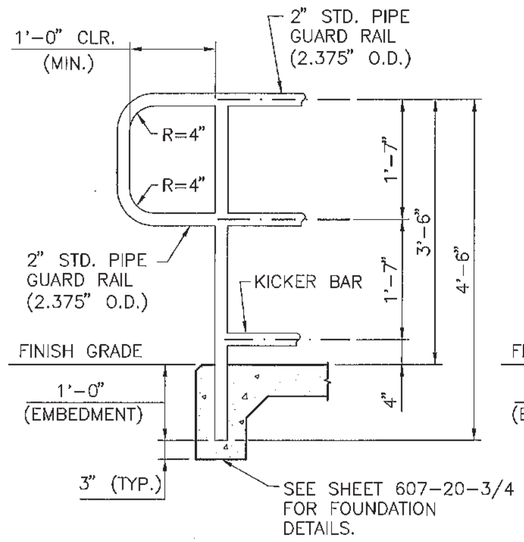
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

T.E.S.C.M. OFFSITE TRACKING PREVENTION & DIVERSION DIKE

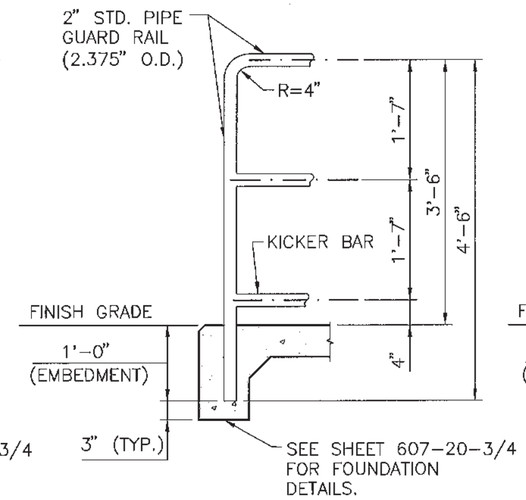
APPROVED Raymunda Van Hoven 11/24/09
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY ___ CHECKED BY ___

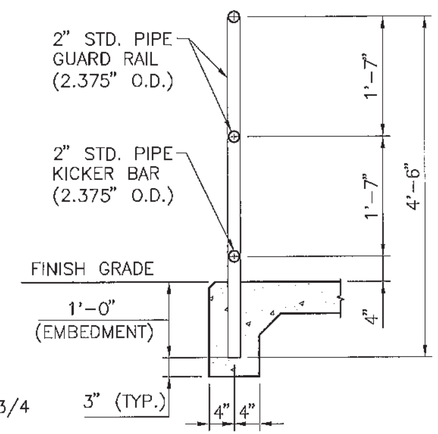
603-01-7/7 SHEET 7 OF 7



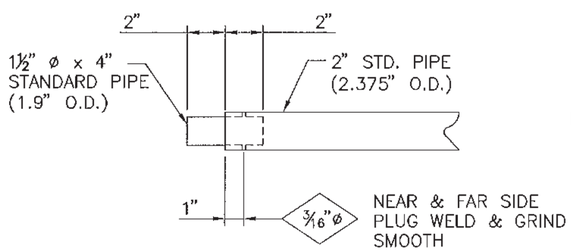
DETAIL @ RAIL END
TYPE A



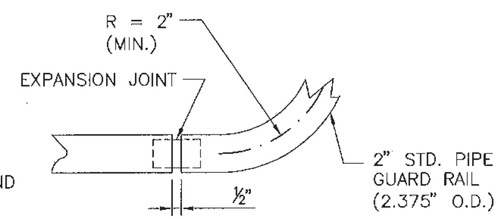
DETAIL @ RAIL END
TYPE B



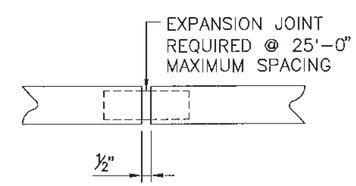
TYPICAL SECTION
THRU RAIL



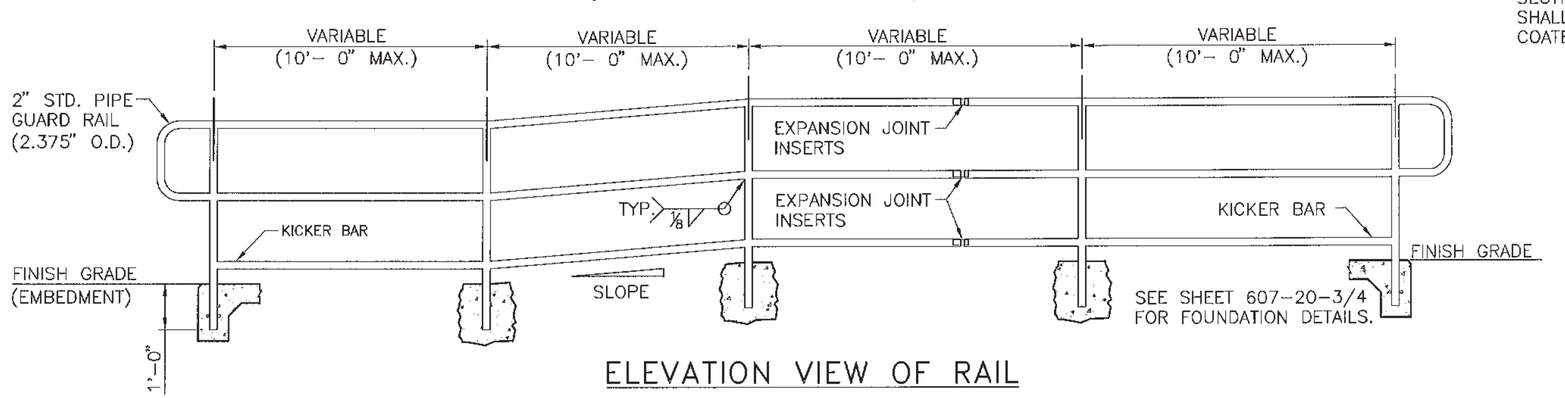
DETAIL @ EXPANSION
JOINT INSERTS



DETAIL OF RAIL TRANSITION
AT HORIZONTAL CURVE
(PLAN VIEW SHOWN)



DETAIL @ EXP. JOINT



ELEVATION VIEW OF RAIL

NOTE: POSTS TO REMAIN VERTICAL, RAIL PARALLEL TO GRADE.

GENERAL NOTES:

1. DESIGN AND CONSTRUCTION SHALL CONFORM TO THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION AND SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
2. STEEL STRUCTURES SHALL CONFORM TO SECTION 541 – STEEL STRUCTURES OF THE STANDARD SPECIFICATIONS AND AASHTO M 270, GRADE 50. TUBING SHALL CONFORM TO ASTM A 500, GRADE B.
3. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED TO MEET THE REQUIRMENTS OF AASHTO M 111 OR AASHTO M 298.
4. WELDING SHALL MEET THE REQUIREMENTS OF ANSI/AWS D 1.1 STRUCTURAL WELDING CODE, AND SECTION 541 OF THE STANDARD SPECIFICATIONS. ALL WELDS SHALL BE GROUND SO AS TO REMOVE ALL BURS OR PROTUBERANCES WHICH COULD TRAP FOREIGN MATERIALS OR CAUSE HARM TO A PEDESTRIAN.
5. THE FABRICATOR SHALL FURNISH TO THE BRIDGE ENGINEER SIX COPIES OF MILL TEST REPORTS OF ALL STRUCTURAL STEEL ITEMS, WELDING ELECTRODES, AND FLUX COMBINATIONS IN CONFORMANCE WITH SUBSECTION 541.3.2.1 OF THE STANDARD SPECIFICATIONS.
6. UNLESS OTHERWISE NOTED IN THE CONTRACT, THE PROJECT MANAGER SHALL SELECT EITHER TYPE A OR TYPE B RAILING ENDS, AND SCHEME 1 OR SCHEME 2 FOR FOUNDATIONS.
7. 1" STANDARD PIPE HANDRAIL SHALL BE USED FOR GRADES EQUAL TO OR EXCEEDING 5%. 1" STANDARD PIPE HANDRAIL SHALL BE USED FOR GRADES LESS THAN 5%, WHEN SPECIFIED IN THE PLANS.
8. POSTS SHALL BE VERTICAL. ALL RAILS SHALL BE PARALLEL TO EACH OHTER AND TO GRADE.
9. BREAKS IN VERTICAL ALIGNMENTS SHALL BE AT THE CENTER LINES OF THE VERTICAL POSTS.
10. CONCRETE SHALL BE CLASS "AA" AND SHALL BE INCLUDED IN THE BID PRICE FOR SIDEWALKS. IN INSTANCES WHERE THERE ARE NO SIDEWALKS, THE BID PRICE OF THE PEDESTRIAN RAILING INCLUDES THE COST OF CONCRETE TO SUPPORT THE POSTS.
11. RAIL POSTS SHALL BE CAST-IN-PLACE, OR SET IN OVERSIZED HOLES (3" IN DIAMETER) AND GROUTED AS OUTLINED IN SECTION 522 OR 523 OF THE STANDARDS SPECIFICATIONS.
12. AFTER GROUTING, THE CONTRACTOR SHALL SEAL THE JOINTS BETWEEN THE RAIL POSTS AND THE CONCRETE WITH SILICONE SEALANT APPROVED BY THE PROJECT MANAGER.
13. PAINTING AND/OR POWDER COATING OF STRUCTURAL STEEL SHALL CONFORM TO SECTION 545 OR SPECIAL PROVISIONS OF THE STANDARD SPECIFICATIONS. COLOR SHALL BE VERIFIED BY PROJECT MANAGER. REINFORCING BARS SHALL BE EPOXY COATED CONFORMING TO SECTION 540.

DATE	BY	DESCRIPTION

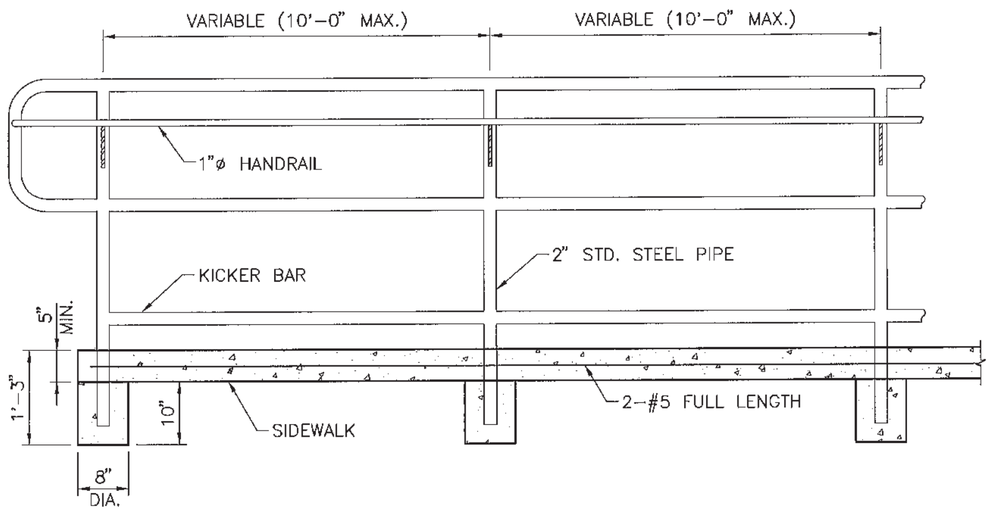
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

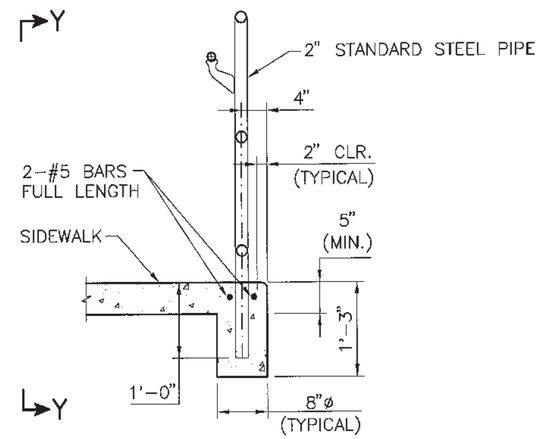
PEDESTRIAN RAILING
WITHOUT HANDRAIL

DESIGNED BY: TM DRAWN BY: SKL CHECKED BY: YML/TM

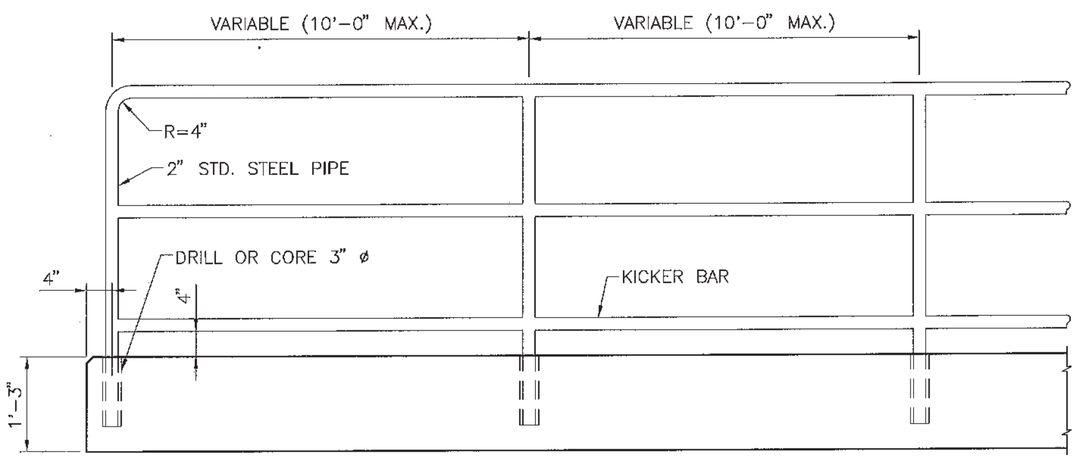
607-20-1/4 1 of 4



SCHEME # 2
(VIEW Y-Y)

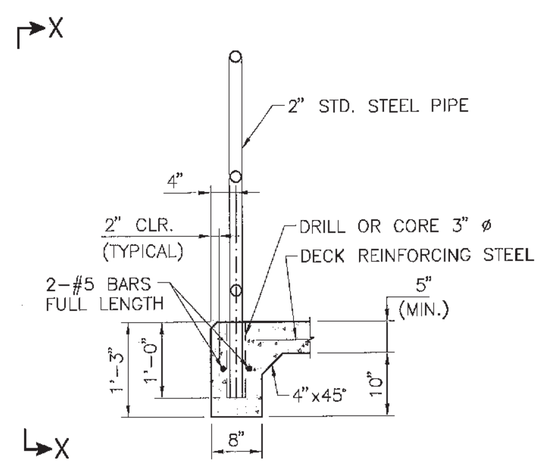


FOUNDATION SCHEME # 2
(FOR EDGE OF SIDEWALK INSTALLATION)

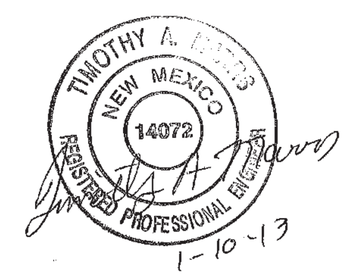


SCHEME # 1
(VIEW X-X)

NOTE: HANDRAILING OMITTED FROM VIEW. REFER TO GENERAL NOTE 7 ON DRAWING 607-20-1/4 WHEN HANDRAILING IS REQUIRED.



FOUNDATION SCHEME # 1
(FOR BRIDGE DECK OR EDGE OF SIDEWALK INSTALLATION)



	DATE	BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

PEDESTRIAN RAILING FOUNDATION DETAILS

DESIGNED BY: TM DRAWN BY: SKL CHECKED BY: YML/TM

607-20-3/4 3 of 4

GENERAL NOTES;

1. NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA), OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE **PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION** . THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND /OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.
6. HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
7. PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.
11. CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

12. SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-1/1.
13. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.
    EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
15. ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
18. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT X 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.
22. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
23. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
24. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).

CROSSWALKS

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0" TO 10" AND SHALL BE WITHIN 36" TO 46" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE 4FTx4FT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

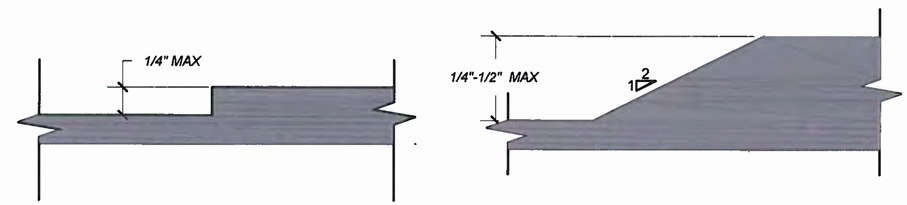
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

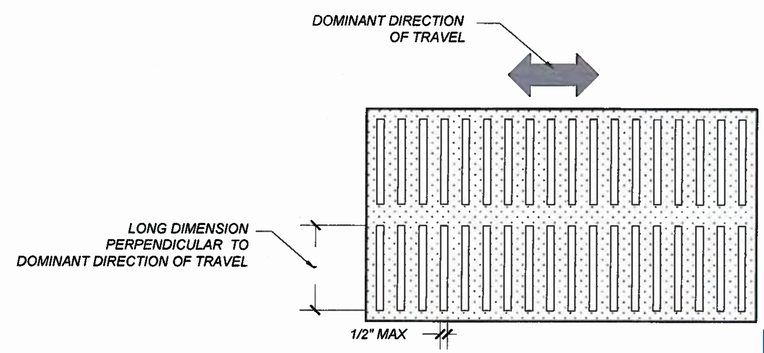
31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.

32. TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.

33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE — REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE — REFER TO NOTE 6

MICHAEL J. SMELKER
NEW MEXICO
15[illegible]
LICENSED PROFESSIONAL ENGINEER
1-13-15

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REVISIONS (OR CHANGE NOTICES)

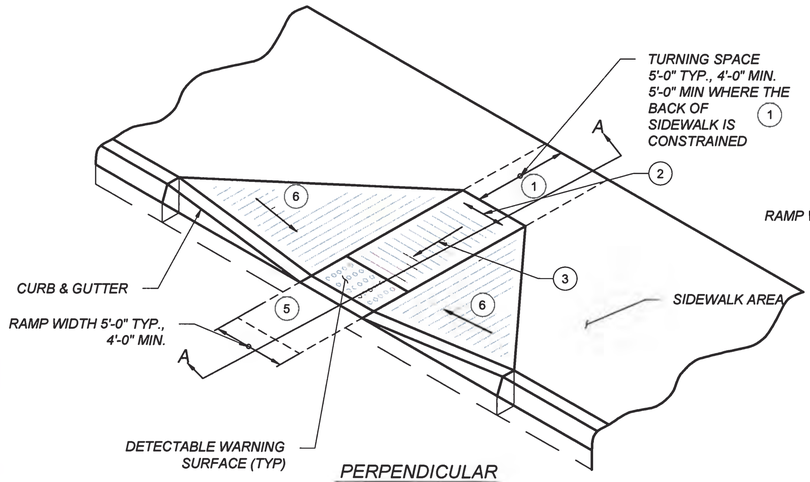
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

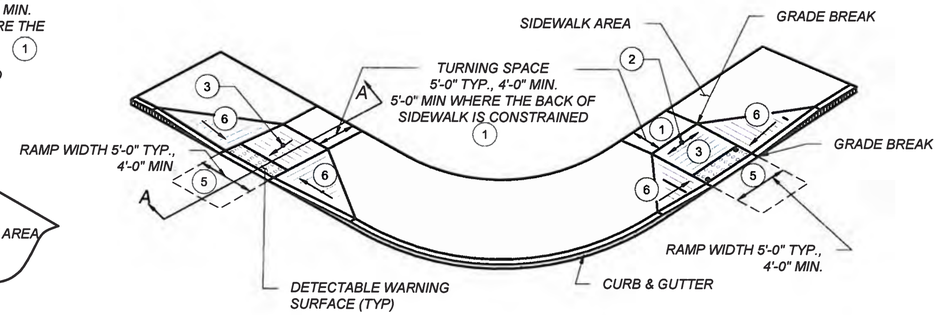
APPROVED: DESIGN ENGINEER — DATE 1-13-15

608-001-1 — 608-1 of 12

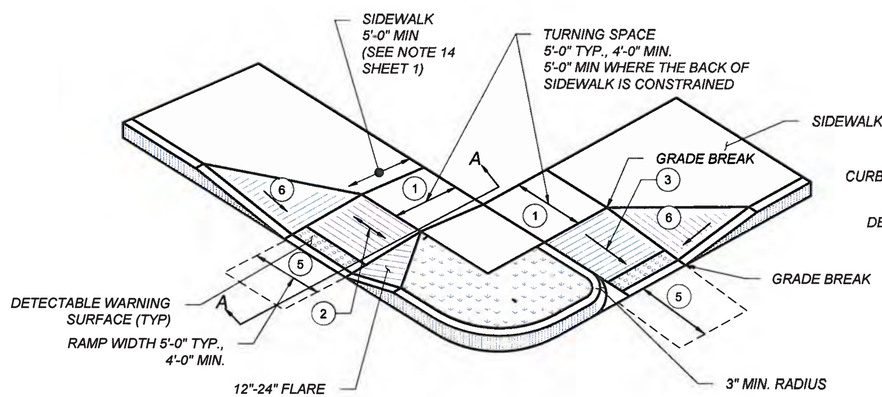
DRAWING SCALE = NOT TO SCALE



PERPENDICULAR CURB RAMP
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(PREFERRED INSTALLATION)
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(ALTERNATE INSTALLATION)
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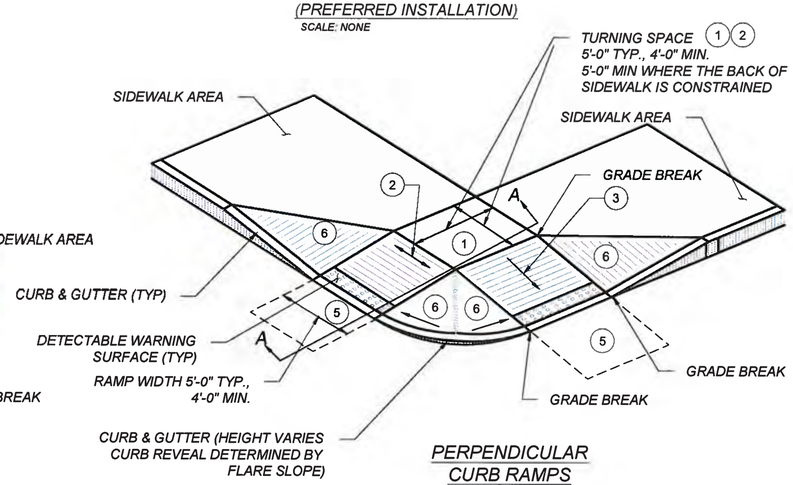
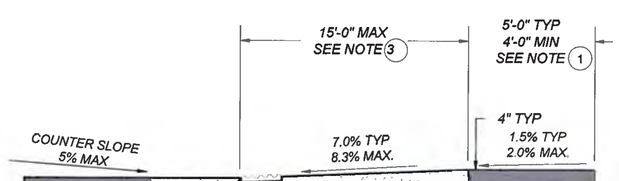


PERPENDICULAR CURB RAMPS
WITH SHARED TURNING SPACE
SCALE: NONE



SECTION A-A
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) 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 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
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3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8 3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
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NOTES:

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
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- (D) CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

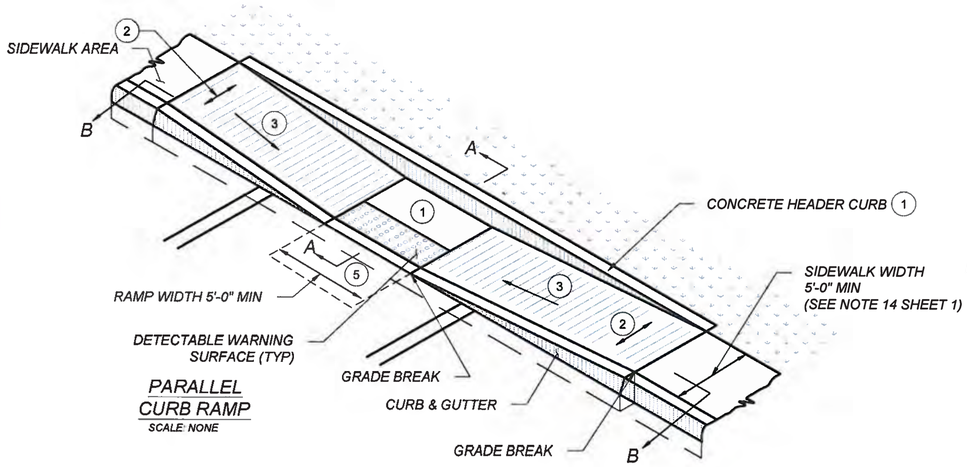
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PERPENDICULAR
CURB RAMPS

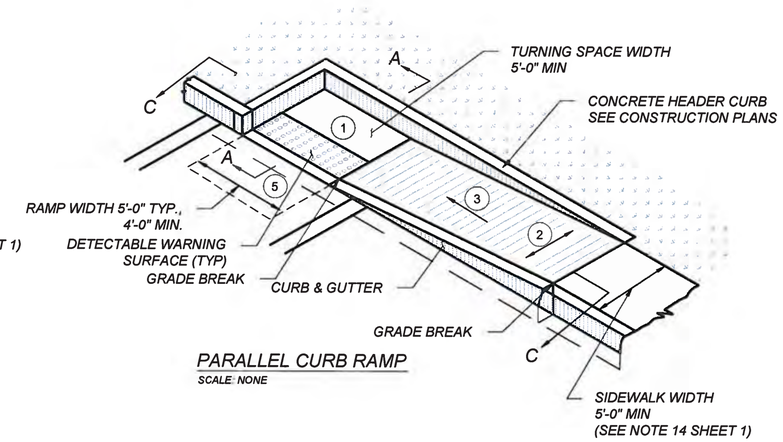
APPROVED Michael J. Smelker 1-13-15
DESIGN ENGINEER DATE

608-001-2

DRAWING SCALE = NOT TO SCALE



PARALLEL
CURB RAMP
SCALE: NONE



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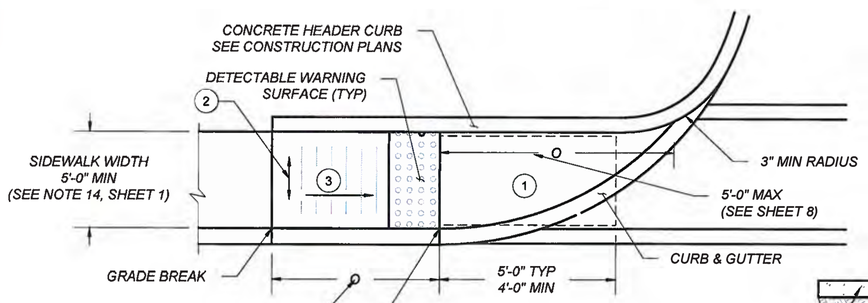
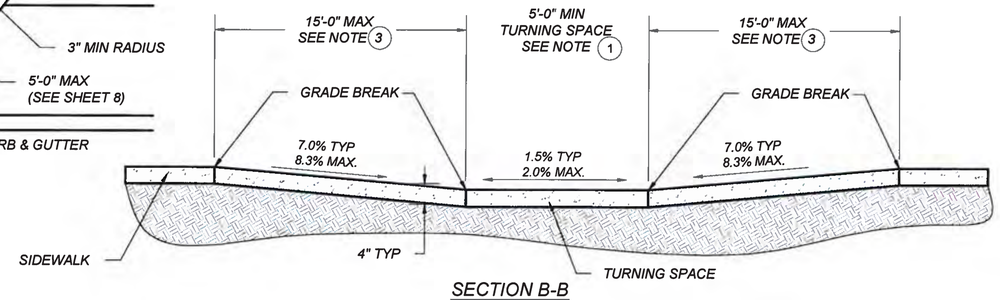


PARALLEL CURB RAMP
SCALE: NONE



SECTION B-B
SCALE: NONE

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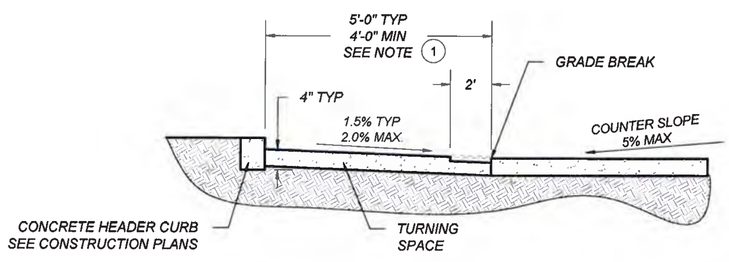
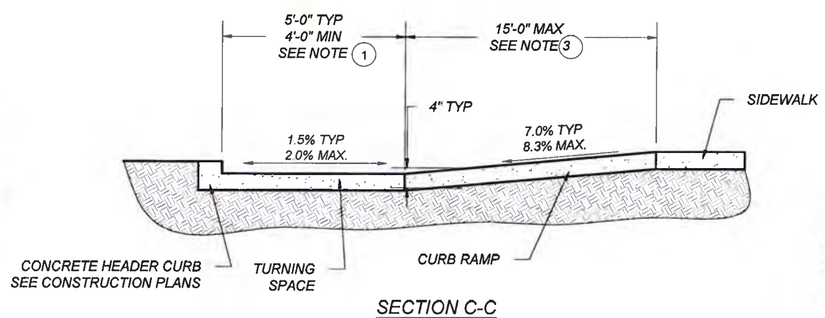


SECTION A-A
SCALE: NONE



SECTION C-C
SCALE: NONE

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PARALLEL
CURB RAMPS

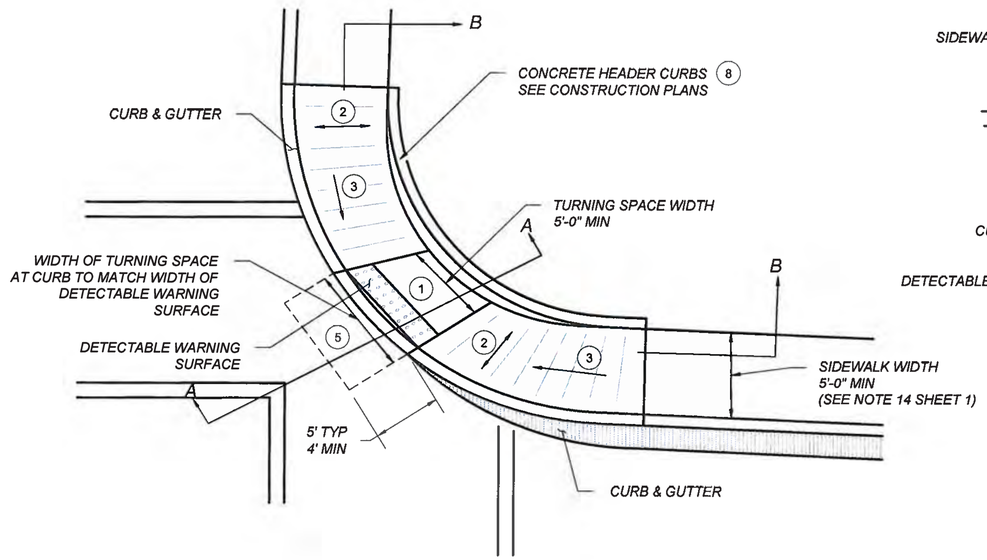
APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-3

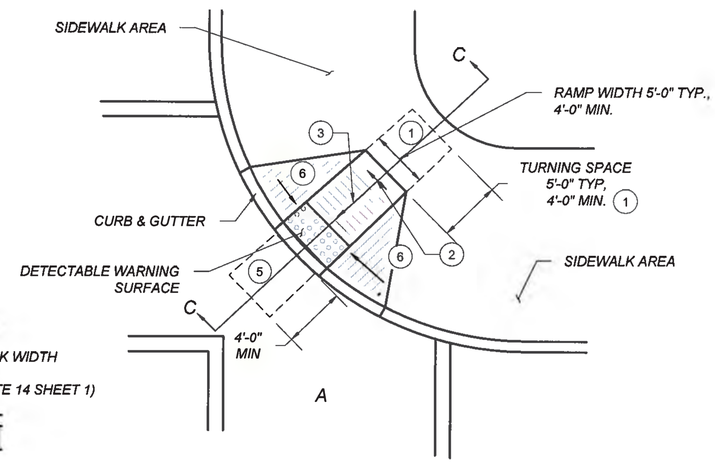
608- 3 of 12

file path

DRAWING SCALE = NOT TO SCALE



SINGLE DIAGONAL
PARALLAL CURB RAMP
SCALE: NONE



SINGLE DIAGONAL
PERPENDICULAR CURB RAMP
SCALE: NONE

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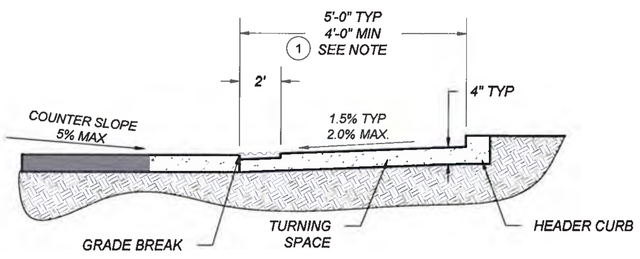
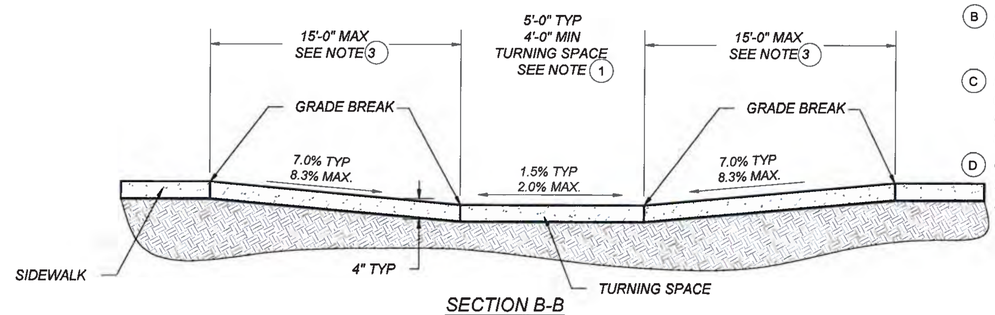
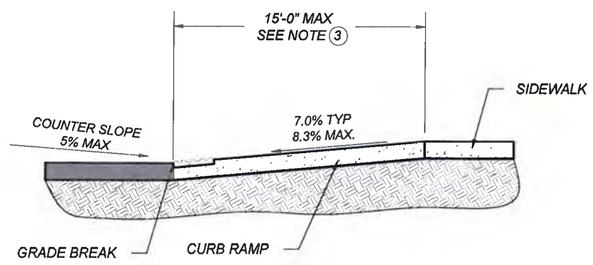


SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE



SECTION C-C
SCALE: NONE

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

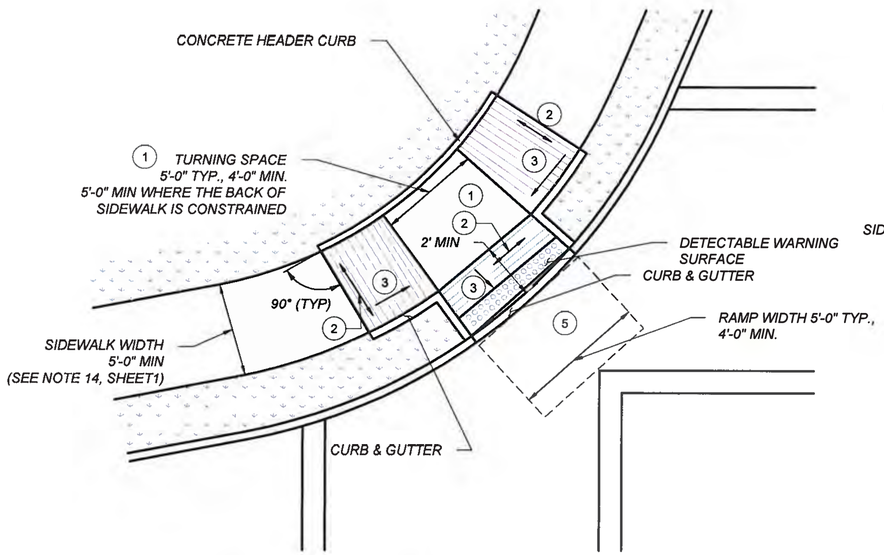
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DIAGONAL
CURB RAMPS

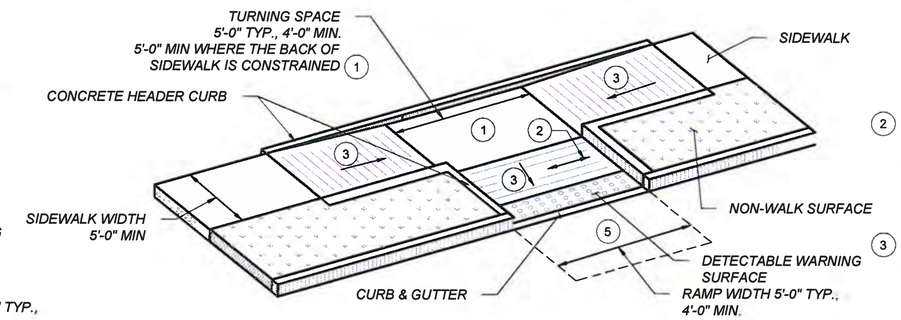
APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-4

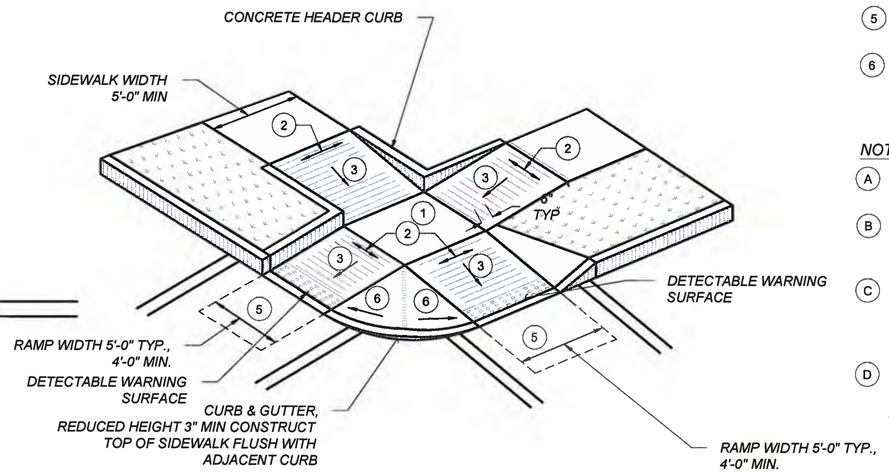
DRAWING SCALE = NOT TO SCALE



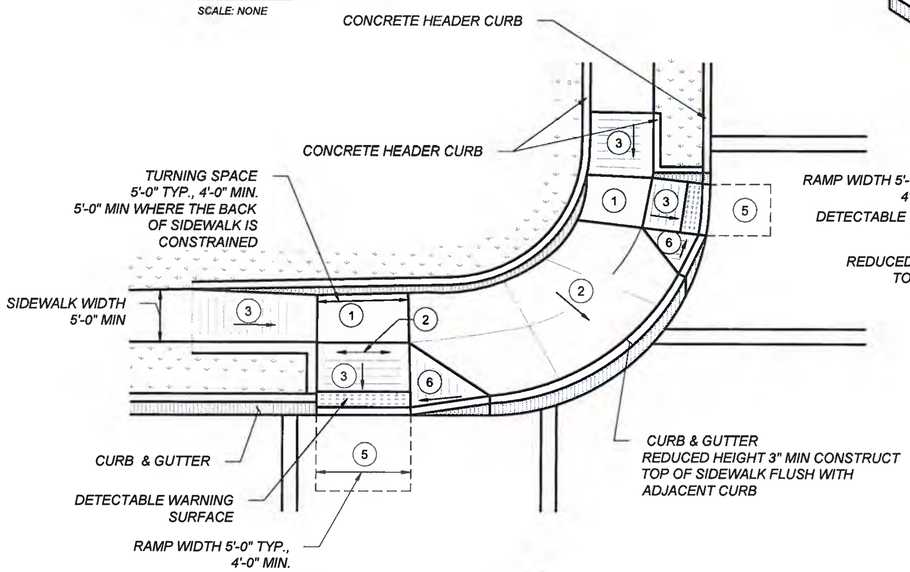
COMBINATION CURB RAMP (A)
DIAGONAL
SCALE: NONE



COMBINATION CURB RAMP (B)
SCALE: NONE



COMBINATION CURB RAMP (D)
WITH SHARED TURNING SPACE
SCALE: NONE



COMBINATION CURB RAMP (C)
SCALE: NONE

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MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

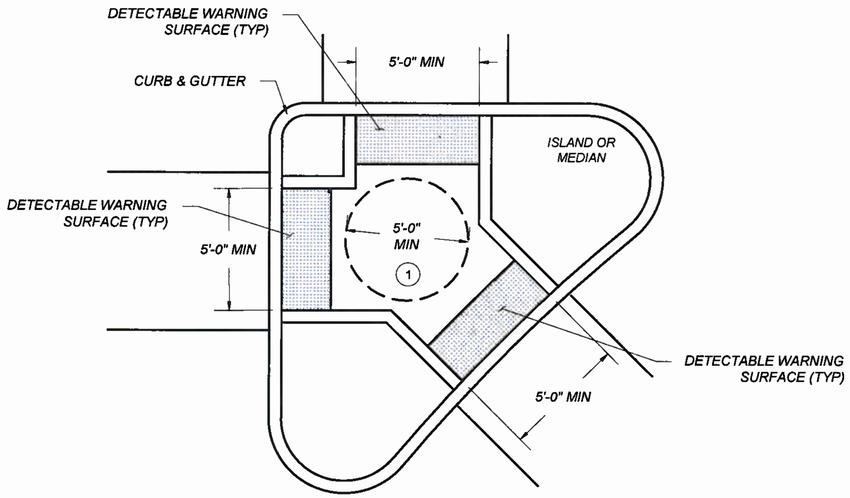
COMBINATION
CURB RAMPS

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-5

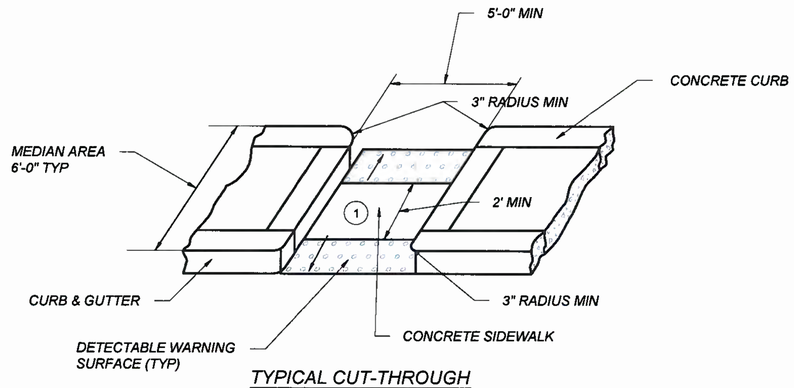
608- 5 of 12

DRAWING SCALE = NOT TO SCALE



PEDESTRIAN REFUGE ISLAND CURB RAMP

SCALE: NONE



TYPICAL CUT-THROUGH PEDESTRIAN REFUGE ISLAND OPENING WITH CURB SIDES

SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) 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 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.

B. DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.

C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN REFUGE ISLAND

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-6

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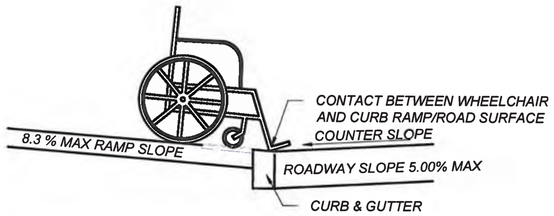
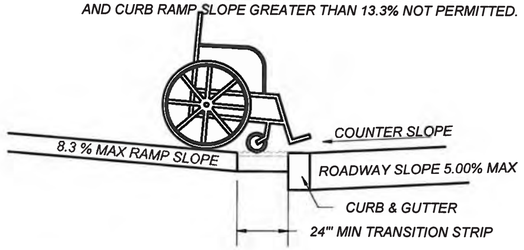


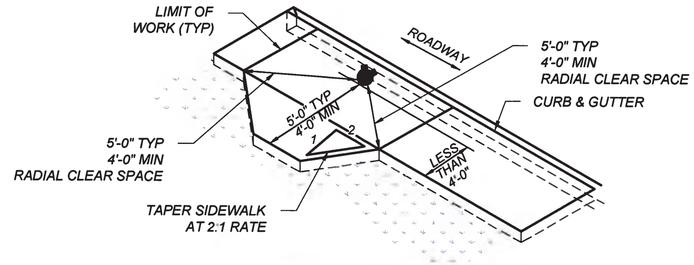
ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE GREATER THAN 13.3% NOT PERMITTED.



PROVIDE A 24" MIN TRANSITION STRIP
IF ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE ARE GREATER THAN 13.33%.
TRANSITION STRIP SLOPE NOT TO EXCEED 5.00%

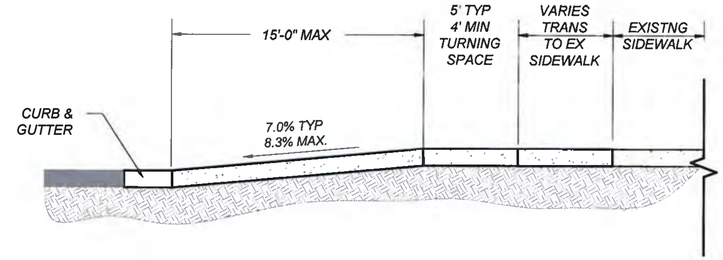
CHANGE OF GRADE LIMITATIONS

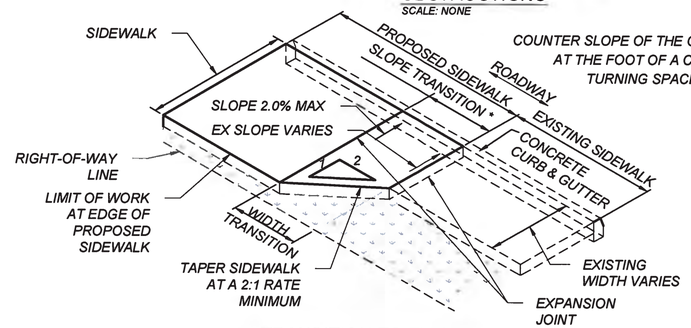
SCALE: NONE



SIDEWALK ADDITION DUE TO OBSTRUCTIONS

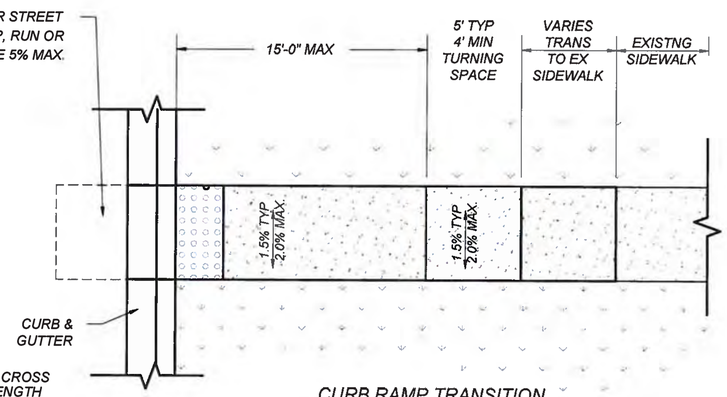
SCALE: NONE





TRANSITION TO EXISTING SIDEWALK DETAIL

SCALE: NONE



CURB RAMP TRANSITION TO EXISTING SIDEWALK DETAIL

MINIMUM SLOPE TRANSITION LENGTH BASED ON THE DIFFERENCE OF PROPOSED SIDEWALK CROSS SLOPE AND EXISTING SIDEWALK CROSS SLOPE AT THE LOCATION OF TIE IN. THIS MINIMUM LENGTH TO BE DETERMINED BY THE FOLLOWING FORMULA: DELTA % SLOPE X 0.5' OR MIN WIDTH OF 1 FT.

THE MINIMUM WIDTH TRANSITION SHALL BE CALCULATED USING THE FOLLOWING FORMULA:CHANGE IN WIDTH X 2.

DEPENDING ON WHICH IS LONGEST, EITHER THE SLOPE TRANSITION OR WIDTH TRANSITION WILL CONTROL THE LENGTH OF SIDEWALK TRANSITION.

TRANSITION AREAS SERVE AS TEMPORARY CONNECTIONS OF THE PEDESTRIAN ACCESS ROUTE. FUTURE IMPROVEMENTS TO THE REMAINING PORTION OF EXISTING SIDEWALK SHALL INCLUDE REMOVING THE TRANSITION AREA AND CONSTRUCTING A FULLY COMPLIANT SIDEWALK.

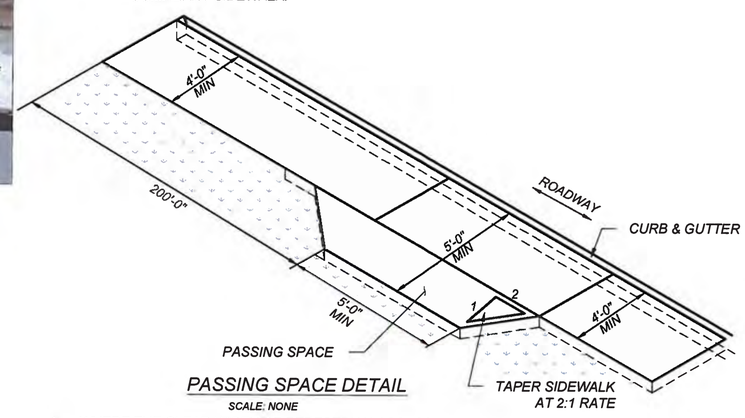
RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE

* SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

NOTE:

1) CROSS SLOPE OF CURB RAMP AT PEDESTRIAN STREET CROSSING WITHOUT YIELD ON STOP CONTROL, AND AT MID BLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE ARE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.

2) CROSS SLOPE IF CURB RAMP IS AT YIELD OR STOP CONTROL REQUIRES 2% MAX CROSS SLOPE AT CURB LINE



PASSING SPACE DETAIL

SCALE: NONE

1. WHERE THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES IS GREATER THAN 4ft AND LESS THAN 5ft, PASSING SPACES SHALL BE PROVIDED AT INTERVALS 200ft MAXIMUM.
2. PASSING SPACES ARE PERMITTED TO OVERLAP PEDESTRIAN ACCESS ROUTES.

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

CURB RAMP AND SIDEWALK TRANSITION DETAILS

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-7

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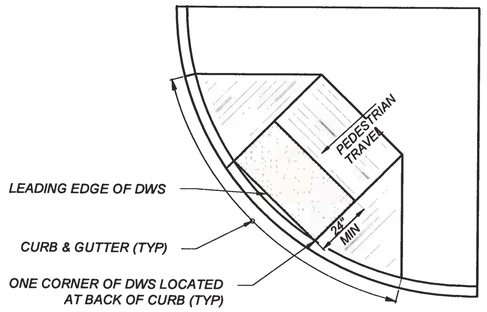
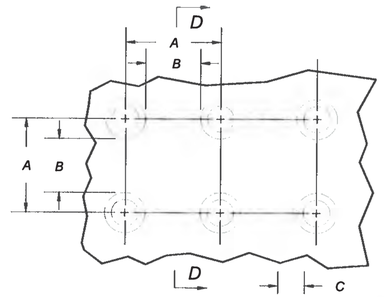
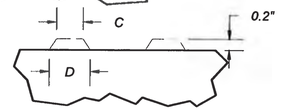
DRAWING SCALE = NOT TO SCALE

file path





PLAN



SECTION D-D

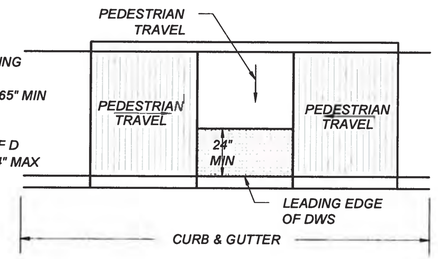
DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS
SCALE: NONE

DOME SPACING

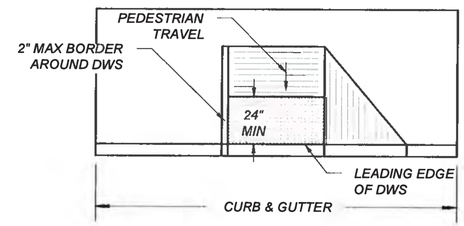
A: CENTER TO CENTER SPACING 1.6" MIN TO 2.4" MAX
B: BASE TO BASE SPACING 0.65" MIN

DOME SECTION

A: TOP DIAMETER 50%-65% OF D
B: BASE DIAMETER 0.9" TO 1.4" MAX



DETECTABLE WARNING SURFACE
SCALE: NONE



DETECTABLE WARNING SURFACE
SCALE: NONE

DETECTABLE WARING SURFACE (DWS):

A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE DETECTABLE WARNING SURFACE (DWS): A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE PEDESTRIANS WILL ENCOUNTER THE PRESENCE OF HAZARDS IN THE LINE OF TRAVEL, SUCH AS THE EDGE OF ROADWAY AND AT-GRADE RAIL CROSSINGS, INDICATING THEY SHOULD STOP AND DETERMINE THE NATURE OF THE HAZARD BEFORE PROCEEDING.

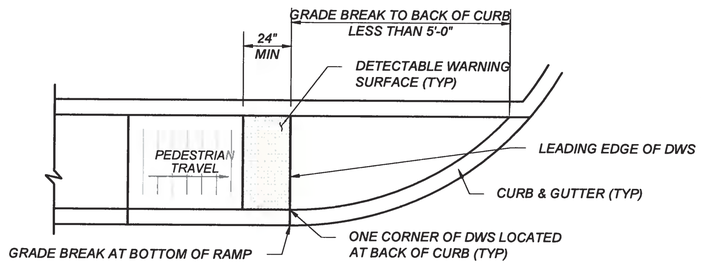
LOCATION:

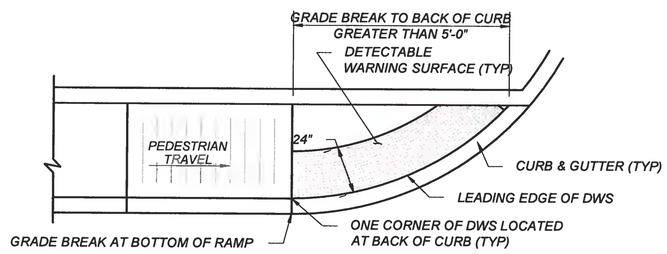
1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
4. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
5. PEDESTRIAN REFUGE ISLANDS SHALL HAVE DETECTABLE WARNINGS. DETECTABLE WARNINGS AT CUT THROUGH ISLANDS SHALL BE SEPARATED BY A 24 INCH MINIMUM LENGTH OF THE WALKWAY WITHOUT MARKINGS.

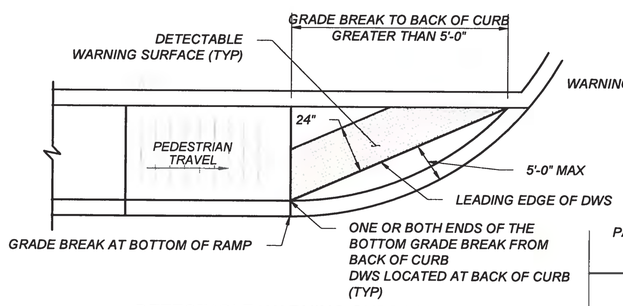
EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

NOTES:

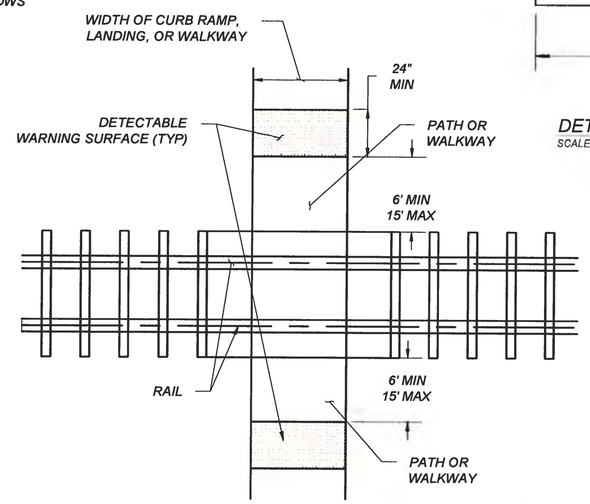
1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
3. ALL PRODUCTS USED FOR DETECTABLE WARNING SURFACES SHALL BE ON THE DEPARTMENT'S APPROVED PRODUCT LIST.



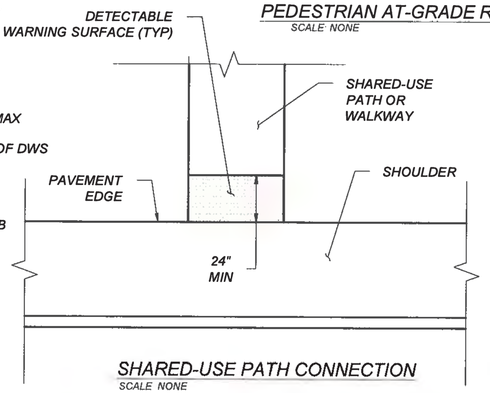




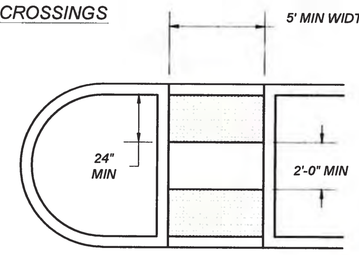
DETECTABLE WARNING SURFACE (DWS)ON CURVED SURFACES
SCALE: NONE



PEDESTRIAN AT-GRADE RAIL CROSSINGS
SCALE: NONE

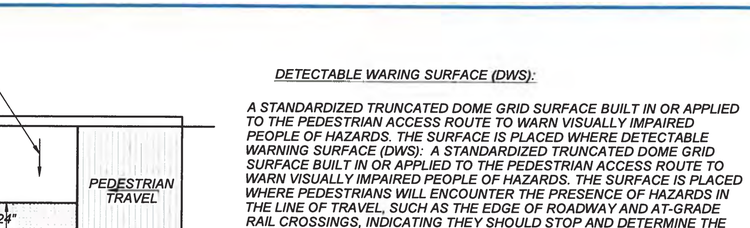


SHARED-USE PATH CONNECTION
SCALE: NONE



MEDIAN CUT-THROUGH
SCALE: NONE

EXCEPTION: IF THE LENGTH BETWEEN TWO DWS SURFACE IS LESS THAN 2' THEN DETECTABLE WARNING SURFACE WILL NOT BE INSTALLED



DETECTABLE WARNING SURFACE
SCALE: NONE

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

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REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING SURFACE

APPROVED: DESIGN ENGINEER — DATE: 1-13-15

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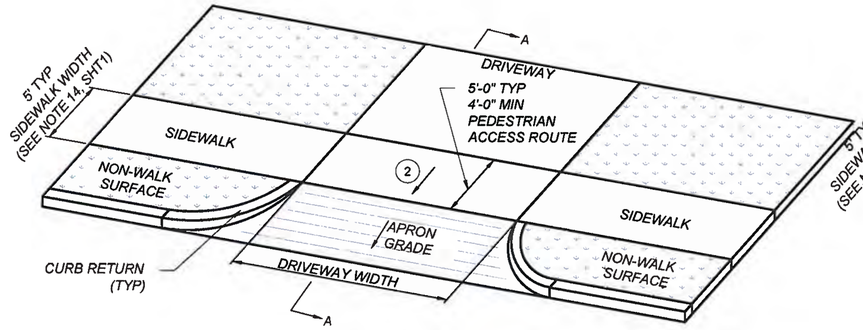
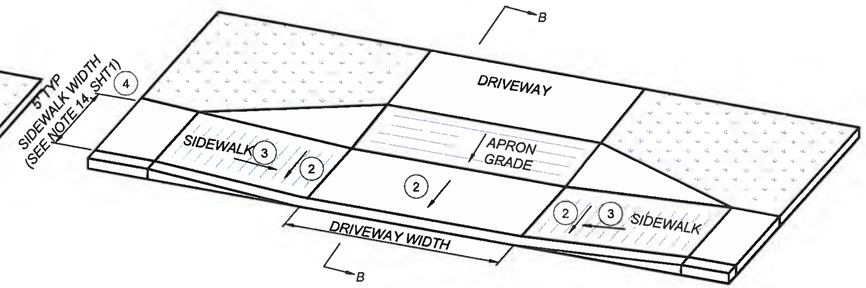
file path

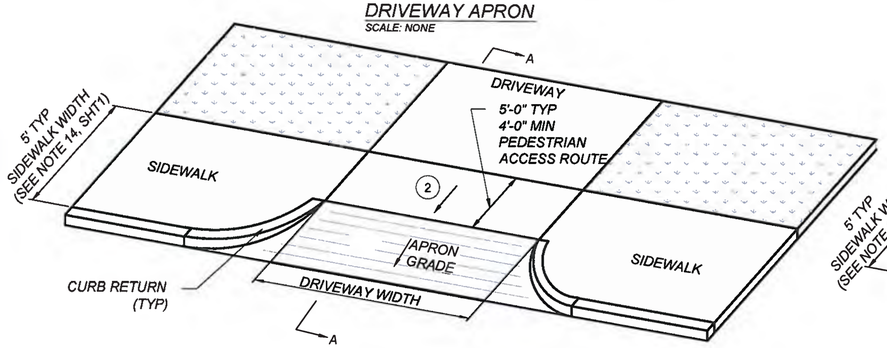
DRAWING SCALE = NOT TO SCALE



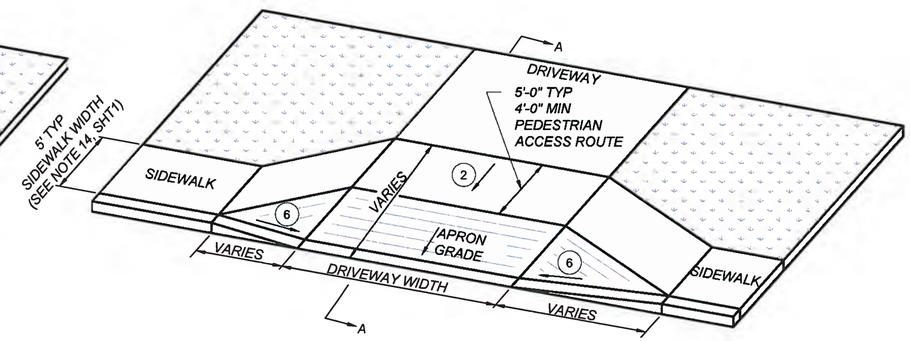
TYPE 2
DRIVEWAY APRON
SCALE: NONE



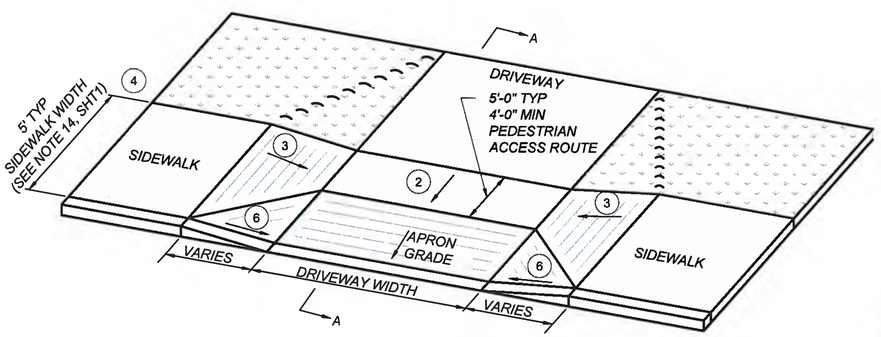
TYPE 3A
DRIVEWAY APRON
SCALE: NONE



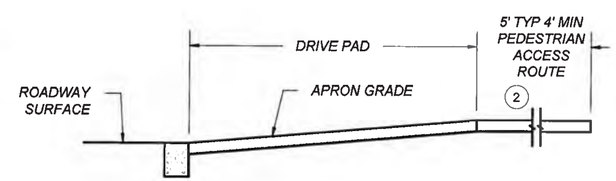
TYPE 2A
DRIVEWAY APRON
SCALE: NONE



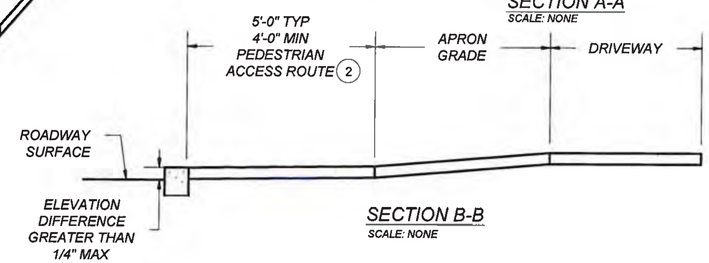
TYPE 2C
DRIVEWAY APRON
SCALE: NONE



TYPE 2B
DRIVEWAY APRON
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) 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 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- (D) CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-18-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED [signature] ENGINEER 1-18-15 DATE

608-001-9

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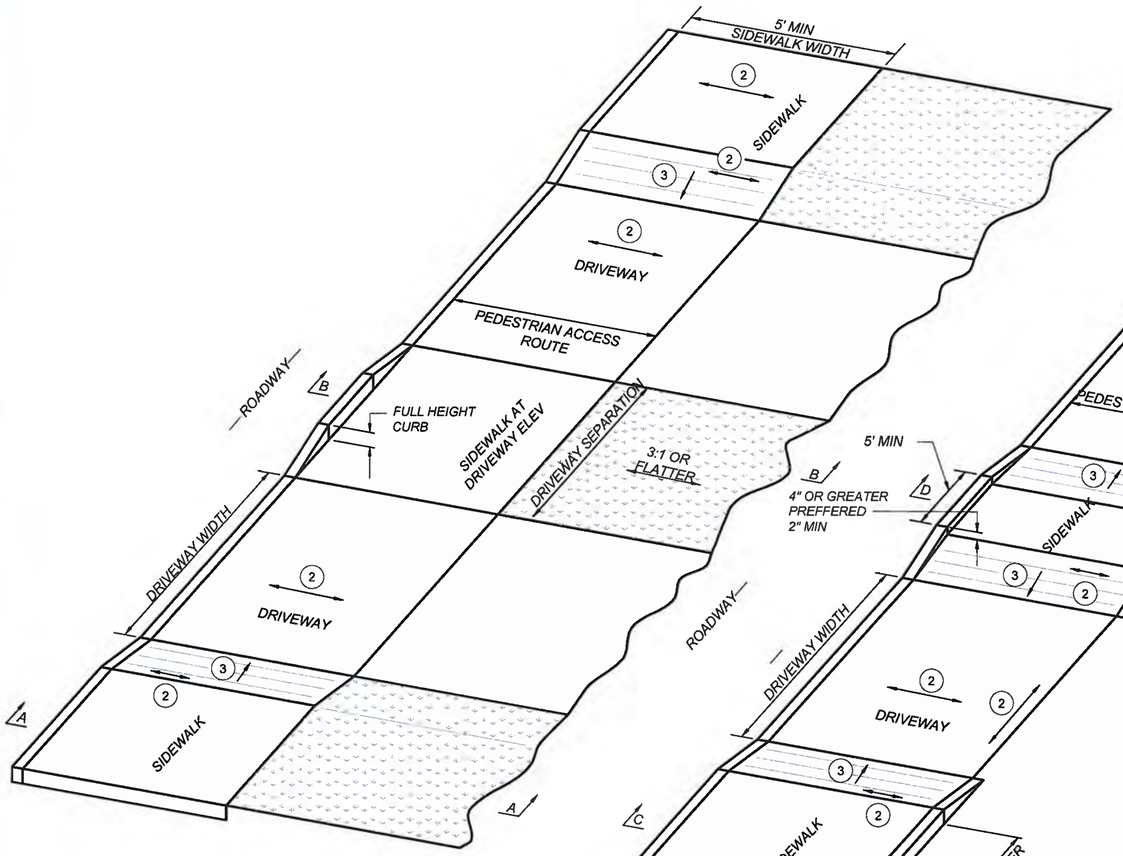
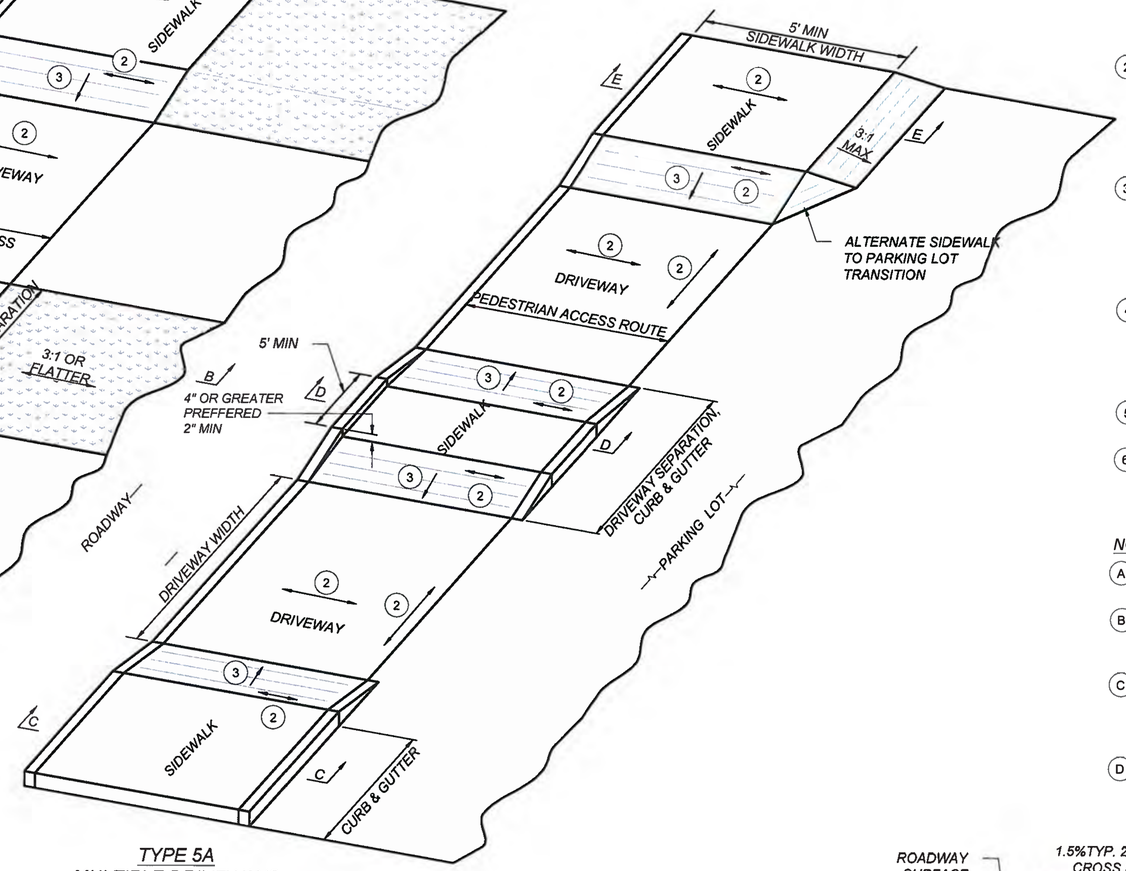
DRAWING SCALE = NOT TO SCALE



TYPE 5
MULTIPLE DRIVEWAYS
SCALE: NONE



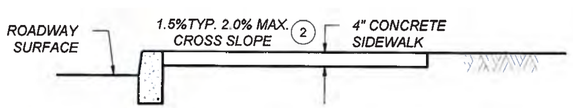
TYPE 5A
MULTIPLE DRIVEWAYS
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) 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 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- (D) CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.



SECTION A-A
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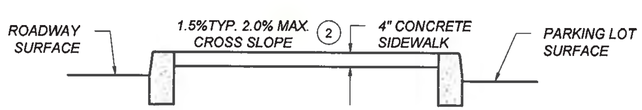

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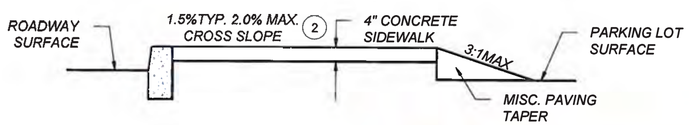

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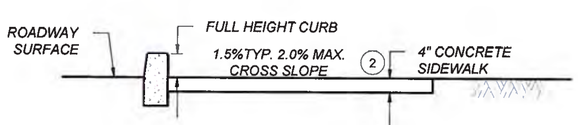

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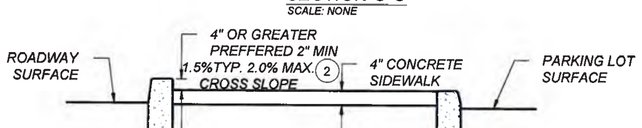

SECTION D-D
SCALE: NONE

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
7-13-15

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REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED DESIGN ENGINEER 7-13-15 DATE

608-001-10

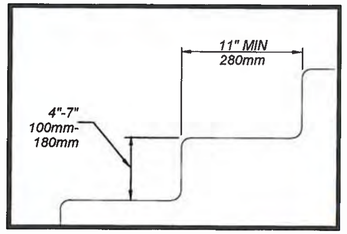
608- 10 of 12

file path

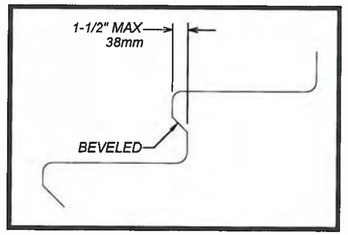
DRAWING SCALE = NOT TO SCALE

STAIRWAY REQUIREMENTS

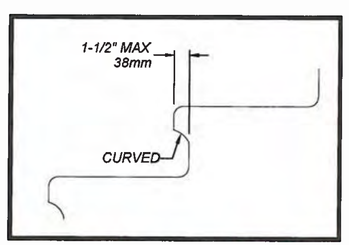
1. STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.
2. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) HIGH MINIMUM AND 7 INCHES (180mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM RISER TO RISER.
3. OPEN RISERS SHALL NOT BE PERMITTED.
4. STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE RADIUS OF CURVATURE AT THE LENDING EDGE OF THE TREAD SHALL BE ½ INCH (13mm) MAXIMUM. NOSINGS THAT PROJECT BEYOND RISERS SHALL HAVE THE UNDERSIDE OF THE LANDING EDGE CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (38mm) MAXIMUM BEYOND THE TREAD BELOW.
6. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.
7. OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



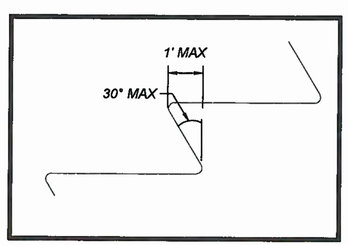
VERTICAL RISER



BEVELED RISER



CURVED RISER

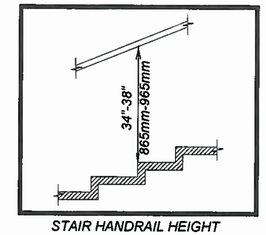


ANGLED RISER

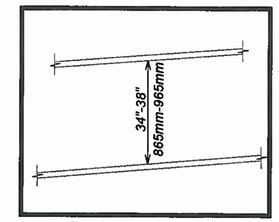
HANDRAIL REQUIREMENTS

1. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.
2. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. INSIDE HANDRAILS ON SWITCH BACK OR DOGLEG STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.
3. TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 34 INCHES (865mm) MINIMUM AND 38 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.
4. CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (38mm) MINIMUM
5. GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.
   EXCEPTION:
   HANDRAIL BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:

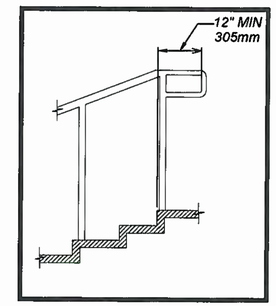
   A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
   B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (64mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND
   C. EDGES HAVE 11 INCH (32MM) MINIMUM RADIUS.
6. HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OD 1-1/4" or 1.25" INCH (32mm) MINIMUM AND 2 INCH (51mm) MAXIMUM OR SHALL PROVIDE EQUIVALENT GRASPABILITY.
   EXCEPTION: HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4 INCH (100mm) MINIMUM AND A 6.25 INCH(160mm) MAXIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2.25 INCH (57mm) MAXIMUM.
7. HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM, SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (32mm) MINIMUM RADIUS.
8. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
9. HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS.
   EXCEPTIONS:
   A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF STAIRS AND RAMPS
   B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE REQUIRED WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.
10. RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND OF RAMP RUNS SUCH EXTENSION SHALL RETURN TO WALL GUARD OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.
11. AT THE TOP OF A STAIR FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.
12. AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO ON TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WELL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.



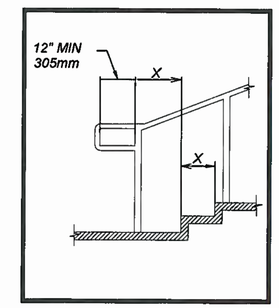
STAIR HANDRAIL HEIGHT



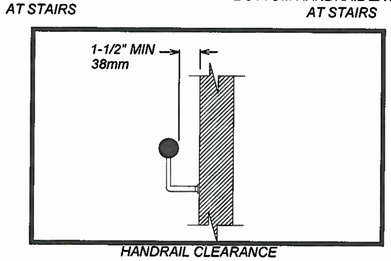
RAMP HANDRAIL HEIGHT



TOP HANDRAIL EXTENSION AT STAIRS



BOTTOM HANDRAIL EXTENSION AT STAIRS



HANDRAIL CLEARANCE

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS

APPROVED DESIGN ENGINEER 1-13-15 DATE

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DRAWING SCALE = NOT TO SCALE

ACCESSIBLE ROUTES:

ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY

ACCESSIBLE PARKING REQUIREMENTS:

1. EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:

NUMBER OF ACCESSIBLE PARKING SPACES

TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE
1-25	1	1
26-35	2	1
36-50	3	1
51-100	4	1
101-300	8	2
301-500	12	2
501-800	16	3
801-1000	20	4
OVER 1,000	20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1,000	1 OF EVERY 6 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF

2. CAR SPACES SHALL BE 96 INCHES (2440 mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES AND SHALL HAVE AN ADJACENT ACCESS AISLE.

3. ACCESS AISLES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. THE VAN ACCESS AISLE IS PREFERRED TO BE AT THE RIGHT SIDE (PASSENGER SIDE) OF THE PARKING SPACE. (AN ACCESSIBLE SIDEWALK IS 60 INCHES (1525mm) MINIMUM CLEAR WIDTH, 50:1 MAXIMUM CROSS SLOPE WITH A RUNNING SLOPE OF 20:1 MAXIMUM OR THE RUNNING SLOPE MAY FOLLOW THE ADJACENT ROAD PROFILE GRADE.) PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE MINIMUM 48 INCH CLEAR WIDTH OF AN ACCESSIBLE ROUTE.

4. ACCESS AISLES SERVING CAR PARKING SPACES SHALL BE 60 INCHES (1525mm) WIDE MINIMUM. ACCESS AISLES SERVING VAN PARKING SPACES SHALL BE 96 INCHES (2440mm) WIDE MINIMUM.

5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.

6. PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.

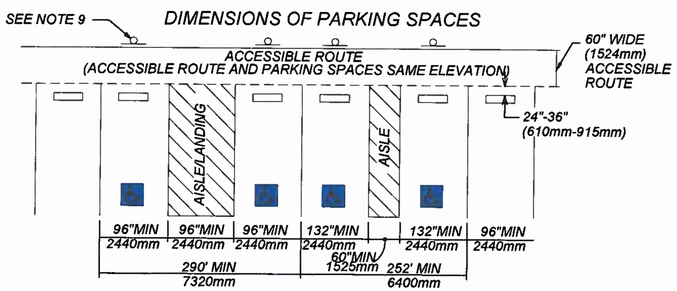
7. PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 98 INCHES (2490mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE THERETO.

8. EACH ACCESSIBLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF THE SIGN (R7-8) SHALL BE AT LEAST 7 FEET (2100mm), LOCATED AT THE HEAD OF THE PARKING SPACE. VAN ACCESSIBLE PARKING SPACES SHALL HAVE AN ADDITIONAL SIGN (R7-8A) MOUNTED BELOW THE INTERNATIONAL SYMBOL OF ACCESS IDENTIFYING THE SPACE AS "VAN ACCESSIBLE." SIGNS MUST INCLUDE THE LANGUAGE "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING .

9. PARKING SPACE AND ACCESS AISLES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESS AISLES STRIPING SHALL BE 30 INCHES (760mm) ON CENTER ACCESS AISLE SHALL HAVE THE WORDS "NO PARKING" IN CAPITAL LETTER OF WHICH SHALL BE AT LEAST ONE FOOT HIGH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE SO AS TO BE CLOSE TO WHERE AN ADJACENT VEHICLES REAR TIRES WOULD BE PLACED.

10. EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE, CENTERED AT THE FOOT, A PAVEMENT MARKING OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED .

DIMENSIONS OF PARKING SPACES



ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

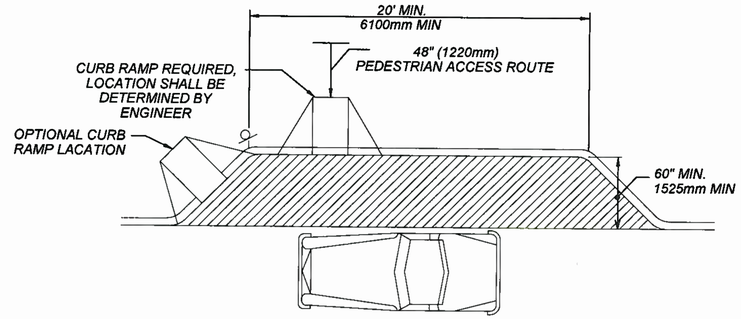
1. PASSENGER LOADING ZONES SHALL PROVIDE A 60 INCH (1525mm) WIDE ACCESS AISLE ADJACENT AND PARALLEL TO A VEHICLE PULL-UP SPACE. ACCESS AISLES SHALL BE 20 FEET (6100mm) LONG MINIMUM.

2. ACCESS AISLES SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE, AND MARKED TO DISCOURAGE PARKING.

3. VEHICLE PULL-UP SPACES IN PASSENGER LOADING ZONES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.

4. VERTICAL CLEARANCE OF 114 INCHES (2895mm) MINIMUM SHALL BE PROVIDED AT PASSENGER LOADING ZONES AND ALONG VEHICLE ACCESS ROUTES TO SUCH AREAS FROM SITE ENTRANCES.

5. EACH ACCESSIBLE PASSENGER LOADING ZONE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.



ACCESSIBLE PASSENGER LOADING ZONE
PLAN VIEW

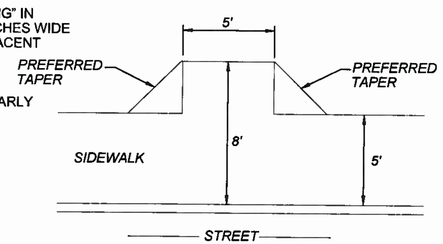
TRANSIT STOP REQUIREMENTS

1. TRANSIT STOPS SHOULD BE LOCATED SO THAT THERE IS A LEVEL AND STABLE SURFACE FOR BOARDING VEHICLES.

2. LOCATING TRANSIT STOPS AT SIGNALIZED INTERSECTIONS INCREASE THE USABILITY FOR PEDESTRIANS WITH DISABILITIES.

3. WHERE SECURITY BOLLARDS ARE INSTALLED AT TRANSIT STOPS, THEY MUST NOT OBSTRUCT THE CLEAR SPACE AT BOARDING AND ALIGHTING AREAS OR REDUCE THE REQUIRED CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES.

4. TRANSIT STOPS SHALL COMPLY WITH PROWAG SECTION R 308 TRANSIT STOPS AND TRANSIT SHELTERS.



TRANSIT STOP
PLAN VIEW

RAMP REQUIREMENTS:

1. RAMP RUNS SHALL HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12. THE EXCEPTION SHALL REMAIN AS SHOWN, INCLUDING THE TABLE FOR EXISTING BUILDINGS AND FACILITIES.

2. RAMP PUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 12:1. EXCEPTION: RAMPS IN OR ON EXISTING BUILDINGS OR FACILITIES SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 12:1 AND SHALL COMPLY WITH THE FOLLOWING TABLE WHERE SUCH SLOPES STEEPER THAN 8:1 SHALL NOT BE PERMITTED.

TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES

SLOPE	MAXIMUM RISE
STEEPER THAN 10:1 BUT NOT STEEPER THAN 8:1	3 INCHES (75mm)
STEEPER THAN 12:1 BUT NOT STEEPER THAN 10:1	6 INCHES (150mm)

3. CROSS SLOPE OF RAMP RUNS SHALL NOT BE STEEPER THAN 50:1.

4. FLOOR OR GROUND SURFACES OF RAMP RUN SHALL BE STABLE, FIRM, AND SLIP RESISTANT.

5. THE CLEAR WIDTH OF A RAMP RUN SHALL BE 48 INCHES (915mm) MINIMUM MEASURED BETWEEN HANDRAILS.

6. THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760mm) MAXIMUM.

7. RAMPS SHALL HAVE LANDINGS AT THE BOTTOM AND TOP OF EACH RUN. LANDINGS SHALL COMPLY WITH THE FOLLOWING:
   A. LANDINGS SHALL HAVE A SOPE NOT STEEPER THAN 50:1.
   B. CLEAR WIDTH OF LANDINGS SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING.
   C. LANDING LENGTH SHALL BE 60 INCHES (1525mm) MINIMUM CLEAR.
   D. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A 60 INCH BY 60 INCH (1525mm) MINIMUM LANDING.
   E. WHERE DOORWAYS ARE ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES SHALL COMPLY WITH ***2010 AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN*** (2010 ADA) SECTION 404.

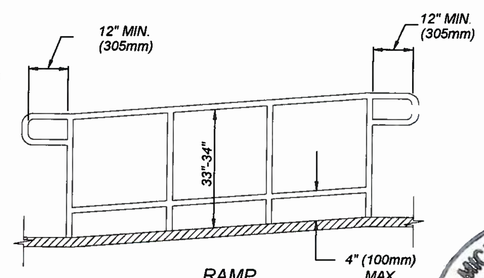
8. RAMPS WITH A RISE GREATER THAN 6 INCHES (150mm) SHALL HAVE HANDRAILS. HANDRAILS SHALL NOT REDUCE THE REQUIRED CLEARANCES OF A RAMP RUN OR LANDINGS.

9. EDGE PROTECTION SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.

   EXCEPTIONS:
   A. RAMPS NOT REQUIRED TO HAVE HANDRAILS WHERE SIDE FLARES ARE PROVIDED.
   B. SIDES OF RAMP LANDINGS SERVING AN ADJOINING RAMP RUN OR STAIRWAY.
   C. SIDES OF RAMP TURN SPACE HAVING A VERTICAL DROP-OFF OF 1/2 INCH (13mm) MAXIMUM WITHIN 10 INCHES (255mm) HORIZONTALLY OF THE MINIMUM LANDING AREA.

10. EDGE PROTECTION MAY BE PROVIDED BY EXTENDING A FLOOR OR GROUND SURFACE, OF THE RAMP RUN OR LANDING, 12 INCHES (305mm) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL OR AN EDGE PROTECTION CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4-INCH (100mm) DIAMETER SPHERE BELOW A HEIGHT OF 4 INCHES (100mm).

11. OUTDOOR RAMPS AND APPROACHES TO RAMPS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



RAMP

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS PARKING AND PASSENGER LOADING ZONES

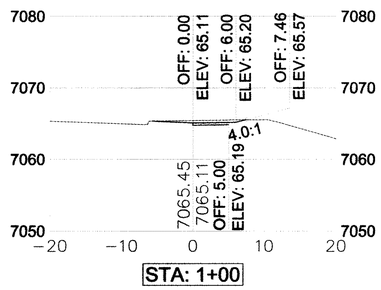
APPROVED _____ DESIGN ENGINEER 1-13-15 DATE

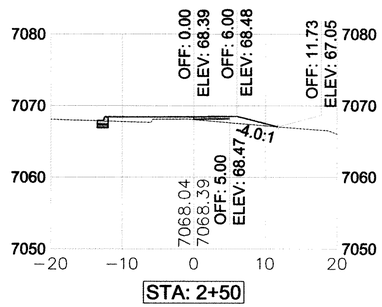
608-001-12

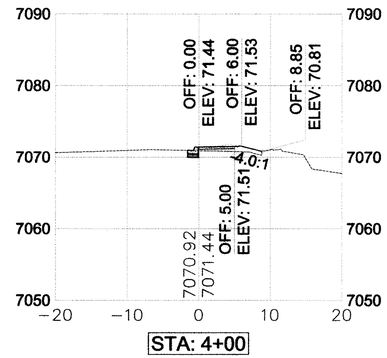
608- 12 of 12

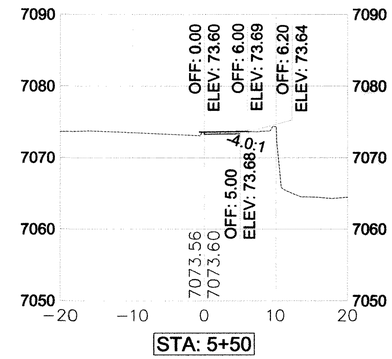
Santa Fe Engineering Consultants, LLC

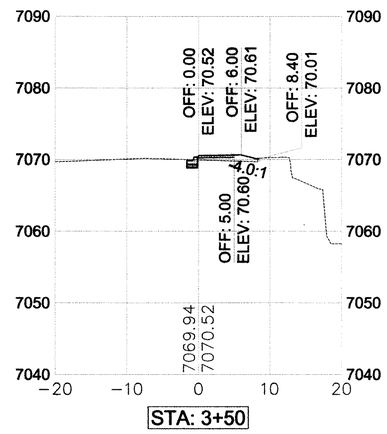
NMDOT CONTROL#	SHEET NO.
S100281	13-1

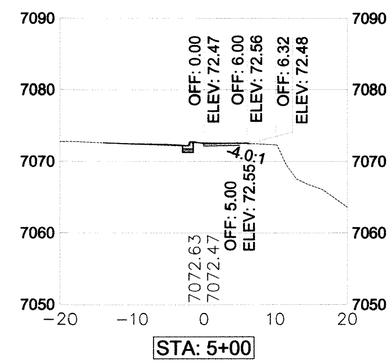


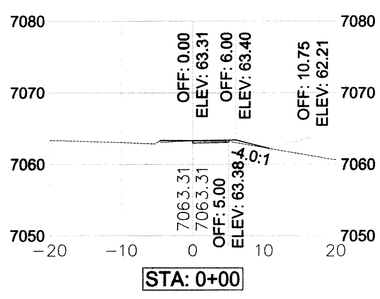


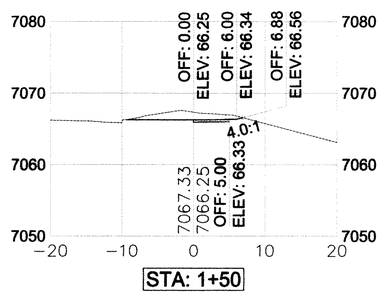


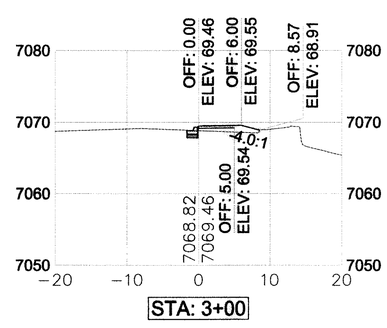


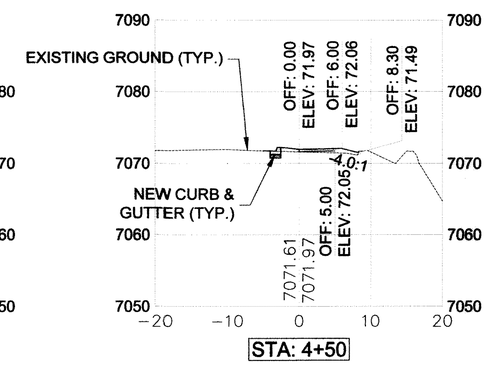












10 5 0 10 20
SCALE: 1" = 10'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

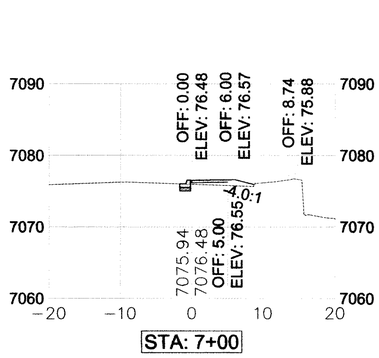
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TRAIL CROSS SECTIONS

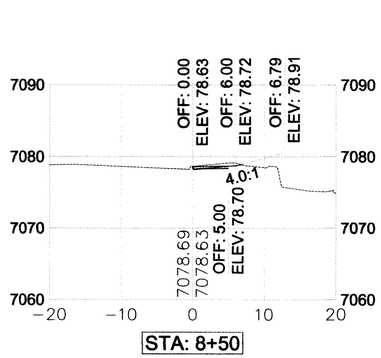
SHEET NO. 13-1

Santa Fe Engineering Consultants, LLC

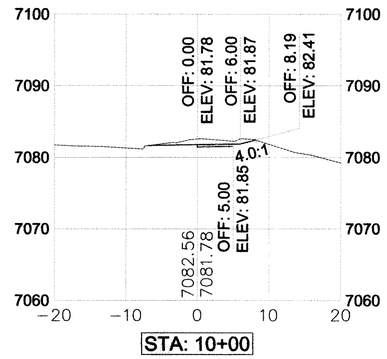
NMDOT CONTROL#	SHEET NO.
S100281	13-2



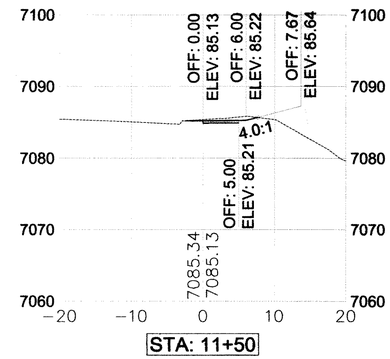
STA: 7+00



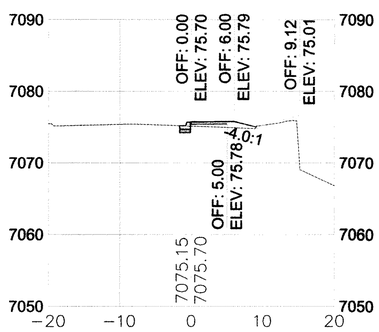
STA: 8+50



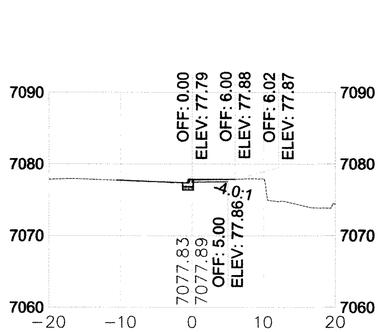
STA: 10+00



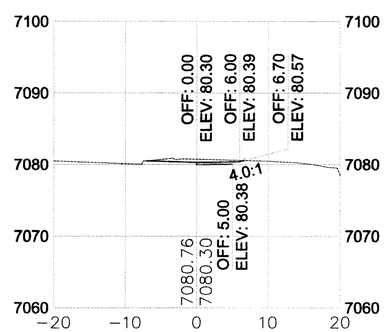
STA: 11+50



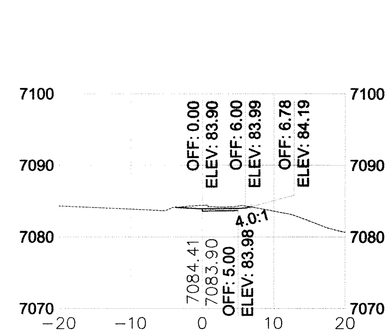
STA: 6+50



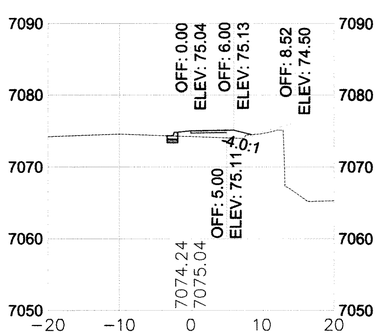
STA: 8+00



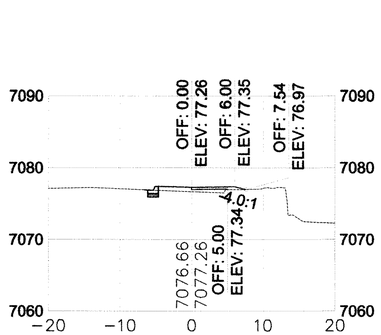
STA: 9+50



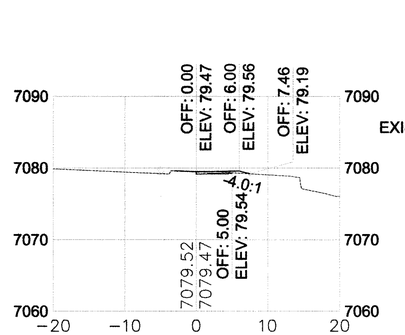
STA: 11+00



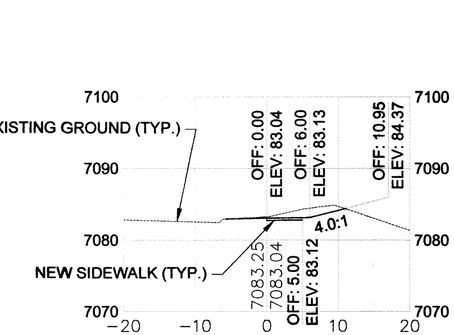
STA: 6+00



STA: 7+50



STA: 9+00



STA: 10+50

10 5 0 10 20
SCALE: 1" = 10'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

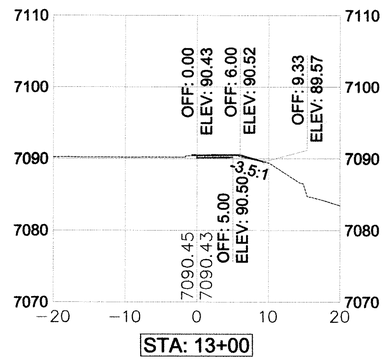
NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TRAIL CROSS SECTIONS (CONT'D)

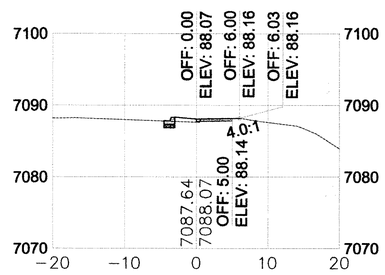
SHEET NO. 13-2

Santa Fe Engineering Consultants, LLC

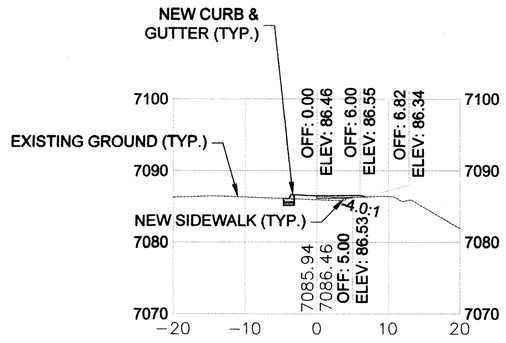
NMDOT CONTROL#	SHEET NO.
S100281	13-3



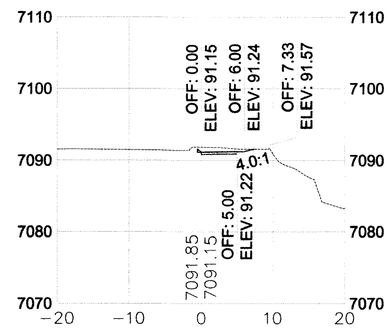
STA: 13+00



STA: 12+50



STA: 12+00



STA: 13+30.24

10 5 0 10 20

SCALE: 1" = 10'

NO.	DESCRIPTION	DATE	BY
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

EAST ALAMEDA PEDESTRIAN IMPROVEMENTS

NMDOT CONTROL# S100281 & CITY OF SANTA FE CIP# 460D

TRAIL CROSS SECTIONS (CONT'D)

SHEET NO. 13-3