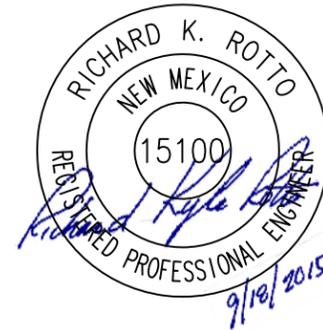
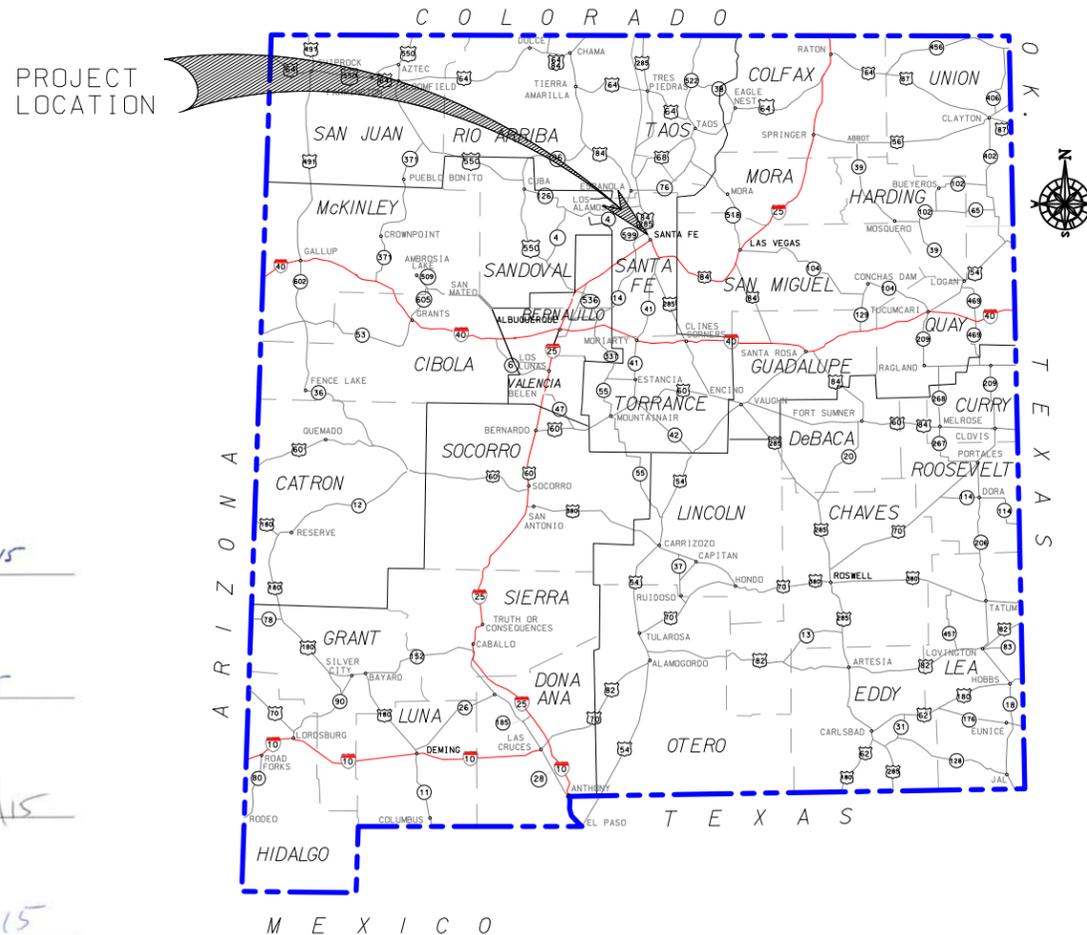


CITY OF SANTA FE NEW MEXICO PUBLIC WORKS DEPARTMENT CONSTRUCTION PLANS

ACEQUIA TRAIL/RAILYARD CROSSING CONSTRUCTION CN: S100390

"ACEQUIA TRAIL OPEN UNDERPASS OF ST. FRANCIS DRIVE" CIP NO #859 A

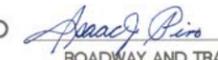


ENGINEERING

THE LOUIS BERGER GROUP, INC
2019 GALISTEO STREET, SUITE M-1
SANTA FE, NEW MEXICO 87505
PHONE: 505-989-7788
FAX: 505-989-7787

FINAL PLANS

SEPTEMBER 2015

REVIEWED		DATE	4.15.15
	CITY PUBLIC WORKS DIRECTOR		
REVIEWED		DATE	4.15.15
	ROADWAY AND TRAILS ENGINEERING		
REVIEWED		DATE	4/13/15
	CITY ADA COORDINATOR		
REVIEWED		DATE	4.16.15
	CITY HISTORIC PRESERVATION DIVISION		

LEGEND:

- N 90°00'00" E MEASURED BEARING AND DISTANCES
(N 90°00'00" E) RECORD BEARINGS AND DISTANCES
- FOUND AND USED MONUMENT AS DESIGNATED
 - DENOTES NO. 4 REBAR WITH YELLOW PLASTIC CAP "PS 11993" SET THIS SURVEY
 - △ FOUND ALUMINUM AGRS MONUMENT AS DESIGNATED
 - ▲ FOUND ALUMINUM CENTERLINE MONUMENT AS DESIGNATED
 - ⊥ FOUND RIGHT OF WAY T-RAIL AS DESIGNATED
 - SET TBM AS DESIGNATED
 - SERVICE/DROP POLE AS DESIGNATED
 - UTILITY POLE
 - GUY WIRE
 - ELECTRIC BOX
 - ⊞ ELECTRIC METER
 - ☆ LIGHT POLE
 - ⊞ TRANSFORMER
 - ⊞ ELECTRIC MANHOLE
 - ⊞ TRAFFIC SIGNAL BOX
 - LIGHT BOX
 - TRAFFIC LIGHT
 - TELEPHONE PEDESTAL
 - HAND HOLE
 - TELEPHONE MANHOLE
 - CABLE TELEVISION PEDESTAL
 - UNKNOWN PEDESTAL
 - ⊞ IRRIGATION CONTROL VALVE
 - WATER METER
 - WATER VALVE
 - ⊞ FIRE HYDRANT
 - WATER MANHOLE
 - SANITARY SEWER MANHOLE
 - STORM SEWER MANHOLE
 - CLEANOUT
 - UNKNOWN MANOLE
 - ⊞ GAS VALVE
 - ⊞ GAS VENT
 - SIGN
 - UNKNOWN METAL LID
 - MAILBOX
 - GAS METER
 - POND INLET
 - MEDIAN INLET
 - CURB INLET
 - GUARD POST
 - TREE
 - ⊞ RAILROAD CROSSING TRACKS
 - ⊞ RAILROAD CROSSING GATE
 - MONITORING WELL
 - HANDICAP PARKING SPACE
 - FENCE POST
 - CURB AND GUTTER
 - OVERHEAD UTILITY LINE
 - GAS LINE
 - WATER LINE
 - SANITARY SEWER LINE
 - SD STORM SEWER LINE
 - FM SANITARY SEWER FORCE MAIN
 - FO FIBER OPTICS LINE
 - T TELEPHONE LINE

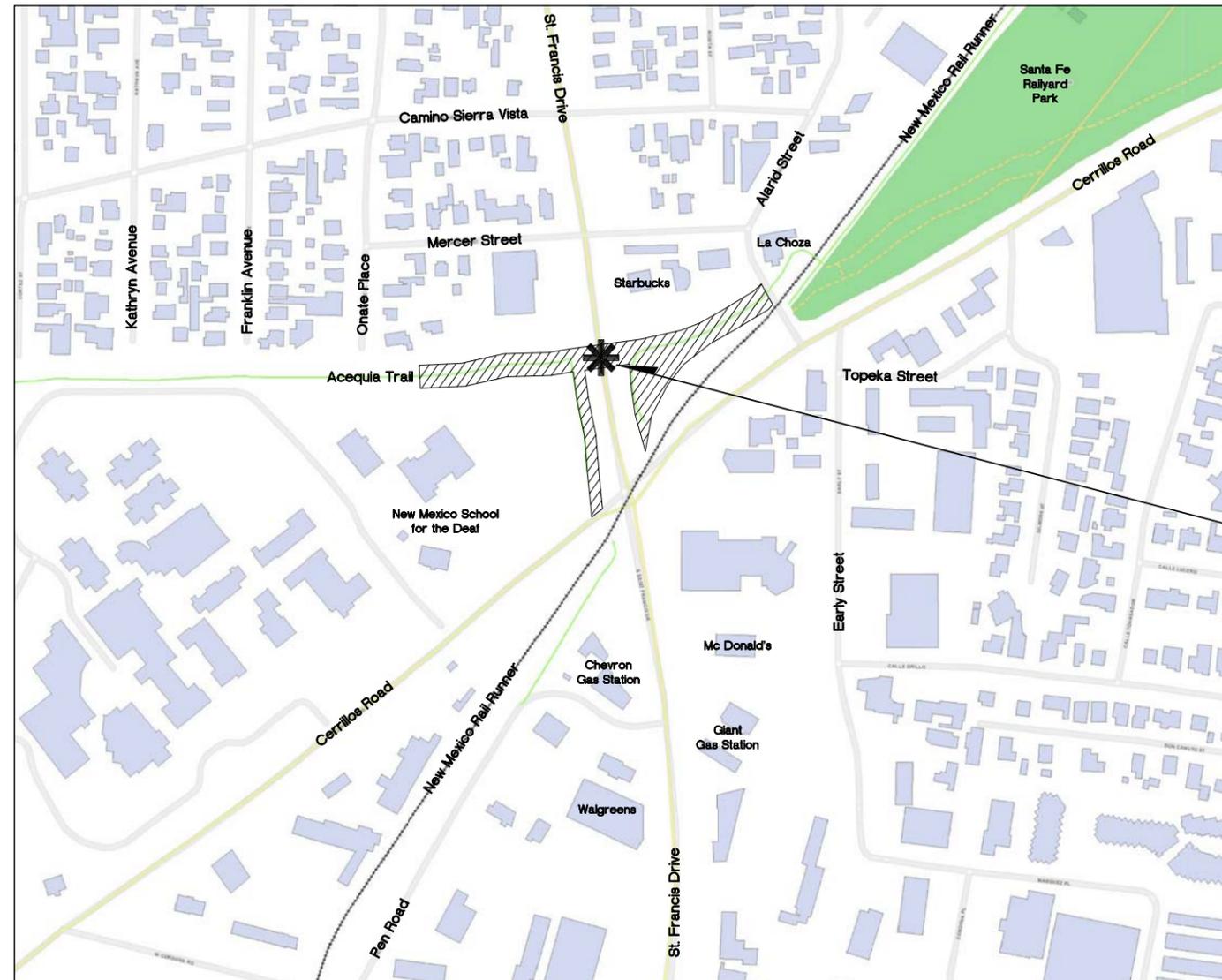


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	1-2

SYMBOLS ON PROFILE

- VERTICAL CURVE
- EXISTING CULVERT
- PROPOSED CULVERT



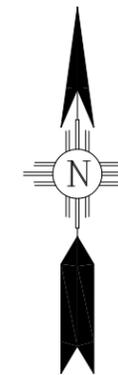
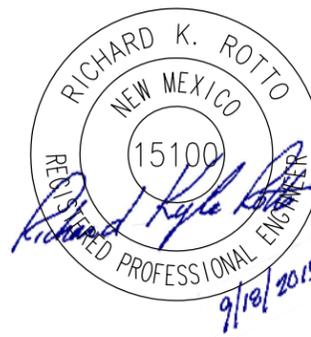
PROJECT LOCATION

THESE PLANS WERE PREPARED AND/OR ASSEMBLED BY:
LOUIS BERGER GROUP, INC.
(505) 989-7788



VICINITY MAP

THE 2014 EDITION OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION AND ANY PROJECT SPECIFIC CONTRACT DOCUMENTS SHALL GOVERN CONSTRUCTION OF THIS PROJECT.



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE

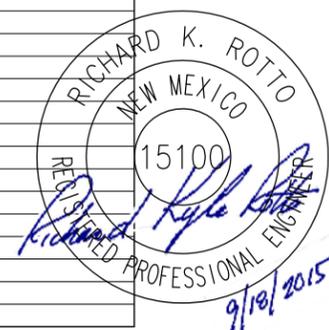
ACEQUIA TRAIL UNDERPASS CROSSING OF ST. FRANCIS DRIVE

VICINITY MAP



NUMBER	DESCRIPTION	REV.DATE	SERIAL
1-SHEETS			
1-1	COVER SHEET		
1-2	VICINITY MAP		
1-3	INDEX OF SHEETS		
1-4	INDEX OF NMDOT STANDARD DRAWINGS		
1-5 to 1-6	SUMMARY OF QUANTITIES		
1-7 to 1-8	GENERAL NOTES		
1-9	ENVIRONMENTAL COMMITMENTS		
SUBTOTAL = 9 SHEETS			
2-SHEETS			
2-1 to 2-2	TYPICAL SECTIONS		
2-3 to 2-4	MISCELLANEOUS QUANTITIES		
2-5 to 2-7	TEMPORARY EROSION AND SEDIMENT CONTROL SHEETS		
2-8	ST. FRANCIS DR. CURB / MEDIAN GEOMETRIC LAYOUT		
2-9	ST. FRANCIS DR. SIDEWALK GEOMETRIC LAYOUT		
2-10 to 2-13	GRADING PLANS		
2-14	RETAINING WALL LAYOUT PLAN		
2-15 to 2-23	RETAINING WALL PLAN & PROFILE SHEETS		
2-24 to 2-25	RETAINING WALL TYPICAL SECTIONS		
2-26	DETENTION TANK DETAILS		
2-27	DROP INLET SPECIAL DESIGN DETAILS AND QUANTITIES		
2-28	GABION RETAINING WALL DETAILS		
2-29	REMOVALS PLAN		
2-30	CURB RAMP DETAILS		
2-31	STAIR DETAILS		
2-32	CHAIN LINK SECURITY FENCE DETAILS		
2-33	BALLASTED TRACK PLAN AND SECTION		
2-34	ACEQUIA TRAIL GEOMETRIC LAYOUT		
SUBTOTAL = 34 SHEETS			
3-SHEETS			
3-1	SURVEY CONTROL		
3-2 to 3-4	ACEQUIA TRAIL PLAN AND PROFILES		
3-5	SPUR TRAIL EAST PLAN AND PROFILE		
3-6	SPUR TRAIL WEST PLAN AND PROFILE		
3-7	ST. FRANCIS DRIVE PLAN AND PROFILE		
SUBTOTAL = 7 SHEETS			
5-SHEETS			
5-1	GENERAL NOTES		
5-2	UNDERPASS TRANSVERSE SECTION, NOTES, AND QUANTITIES		
5-3	UNDERPASS PLAN AND PROFILE		
5-4	STRUCTURAL EXCAVATION & BACKFILL MEASUREMENT DETAILS		
5-5	DECK SECTION		
5-6	AUGERED PRESSURE-GROUTED PILE LAYOUT PLAN		
5-7	AUGERED PRESSURE-GROUTED PILE DETAILS AT ABUTMENTS		
5-8	AUGERED PRESSURE-GROUTED PILE SUMMARY TABLE		
5-9 to 5-14	BORING LOG SUMMARIES		
5-15	SLAB BEAM TYPE 1 PLAN & ELEVATION		
5-16	SLAB BEAM TYPE 1 CROSS SECTION & DETAILS		
5-17	SLAB BEAM TYPE 2 PLAN & ELEVATION		
5-18	SLAB BEAM TYPE 2 CROSS SECTION & DETAILS		
5-19	SLAB BEAM TYPE 3 PLAN & ELEVATION		
5-20	SLAB BEAM TYPE 3 CROSS SECTION & DETAILS		
5-21	SLAB BEAM TYPE 4 PLAN & ELEVATION		
5-22	SLAB BEAM TYPE 4 CROSS SECTION & DETAILS		
5-23	MEDIAN SKYLIGHT GRATE		
5-24	APPROACH SLAB PANELS		
5-25	FACING WALL LAYOUT PLAN		
5-26	ABUTMENT NO. 1 ELEVATION		
5-27	ABUTMENT NO. 2 ELEVATION		
5-28	FACING WALL DETAILS		
5-29	WEST HEADWALL NO. HW-1 PLAN AND PROFILE		
5-30	NORTHWEST HEADWALL NO. HW-2 PLAN AND PROFILE		
5-31	EAST HEADWALL NO. HW-3 PLAN AND PROFILE		
5-32 to 5-33	HEADWALL DETAILS		
5-34	LONGITUDINAL STAIR SECTION & DETAILS		
5-35	MISCELLANEOUS DETAILS & METAL RAILING SECTIONS		
5-36	PEDESTRIAN RAILING PLAN & PROFILE (HW-1)		
5-37	PEDESTRIAN RAILING PLAN & PROFILE (HW-2)		
5-38	PEDESTRIAN RAILING PLAN & PROFILE (HW-3)		
5-39	PEDESTRIAN RAILING PARTIAL ELEVATIONS		
5-40	STAIR RAILING ELEVATIONS		
5-41	GEOCOMPOSITE DRAIN AND SHOTCRETE WALL DETAILS		
5-42	REINFORCEMENT SCHEDULE		
5-43	BAR BEND DIAGRAM AND NOTES		
SUBTOTAL = 43 SHEETS			

NUMBER	DESCRIPTION	REV.DATE	SERIAL
6-SHEETS			
6-1	TRAFFIC CONTROL SIGN FACE DETAILS		
6-2 to 6-3	TRAFFIC CONTROL NOTES		
6-4	SUGGESTED SEQUENCE OF CONSTRUCTION		
6-5 to 6-8	ST. FRANCIS DRIVE TRAFFIC CONTROL LAYOUT 1		
6-9 to 6-11	ST. FRANCIS DRIVE TRAFFIC CONTROL LAYOUT 2		
6-12 to 6-14	ST. FRANCIS DRIVE TRAFFIC CONTROL LAYOUT 3		
6-15 to 6-17	ST. FRANCIS DRIVE TRAFFIC CONTROL LAYOUT 4		
6-18 to 6-19	ST. FRANCIS DRIVE TRAFFIC CONTROL LAYOUT 5		
6-20 to 6-21	ST. FRANCIS DRIVE TRAFFIC CONTROL LAYOUT 6		
6-22	ACEQUIA TRAIL DETOUR PLAN		
6-23	ST. FRANCIS DRIVE SIDEWALK CLOSURE PLAN - WEST		
6-24	ST. FRANCIS DRIVE SIDEWALK CLOSURE PLAN - EAST		
6-25	TRAFFIC CONTROL QUANTITIES		
SUBTOTAL = 25 SHEETS			
7-SHEETS			
7-1	SIGNFACE DETAILS		
7-2	PERMANENT SIGNING AND STRIPING MISCELLANEOUS DETAILS		
7-3	PERMANENT SIGNING AND STRIPING MISCELLANEOUS DETAILS		
7-4	PERMANENT SIGNING PLAN ST. FRANCIS DRIVE		
7-5	PERMANENT SIGNING PLAN ACEQUIA TRAIL		
7-6	PERMANENT STRIPING PLAN ST. FRANCIS DRIVE		
7-7	PERMANENT SIGNING AND STRIPING QUANTITIES		
SUBTOTAL = 7 SHEETS			
8-SHEETS			
8-1	LIGHTING NOTES		
8-2	LIGHTING PLAN - ST. FRANCIS DR.		
8-3	LIGHTING PLAN - ACEQUIA TRAIL		
8-4	LIGHTING PLAN - UNDERPASS DAYTIME AND NIGHTTIME		
8-5	POLE LIGHT DETAILS - SINGLE		
8-6	DRILLED SHAFT DETAILS		
8-7	LIGHTING DETAILS / QUANTITIES		
SUBTOTAL = 7 SHEETS			
11-SHEETS			
11-1	EXISTING UTILITIES LEGEND		
11-2 to 11-4	EXISTING UTILITY PLANS		
SUBTOTAL = 4 SHEETS			
L-SHEETS			
LP-01 to LP-11	LANDSCAPE SCOPE OF WORK PLANS		
L-00 to L-21	LANDSCAPE DETAILS		
SUBTOTAL = 34 SHEETS			
A-SHEETS			
A-01 to A-03	UNDERPASS RIB/LIGHTING DETAILS		
A-04 to A-09	METAL RIB DETAILS		
SUBTOTAL = 9 SHEETS			
CROSS SECTIONS			
ACT-1 to ACT-23	ACEQUIA TRAIL CROSS SECTIONS		
SUBTOTAL = 23 SHEETS			
PROJECT TOTAL = 202 SHEETS			



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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
INDEX OF SHEETS

INDEX OF NMDOT STANDARD DRAWINGS



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO. C.I.P. NO. 859-A	SHEET NO. 1-4
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NUMBER	DESCRIPTION	REV. DATE	SERIAL
	CORRUGATED METAL CULVERT AND PIPE ARCHES BEDDING AND BACKFILL DETAILS	08/29/2008	206-07-1/1
	EXCAVATION AND BACKFILL FOR BRIDGES, WALLS AND CBC'S	08/27/2008	210-01-1/1
	CANTILEVER RETAINING WALL (CASE II - 2:1 SLOPED BACKFILL) GENERAL NOTES, SECTIONS AND ELEVATIONS	04/10/2012	511-81-1/3
	CANTILEVER RETAINING WALL (CASE II - 2:1 SLOPED BACKFILL) TYPICAL CROSS SECTION AND REINFORCING BAR DETAILS	04/10/2012	511-81-2/3
	CANTILEVER RETAINING WALL (CASE II - 2:1 SLOPED BACKFILL) EXPANSION ASSEMBLY DETAIL	04/10/2012	511-81-3/3
	METAL PEDESTRIAN AND BICYCLE RAILING DETAILS	09/09/2009	543-04-1/2
	METAL PEDESTRIAN AND BICYCLE RAILING DETAILS	09/09/2009	543-04-2/2
	PREFORMED CLOSED CELL FOAM BRIDGE JOINT SEAL	06/24/2013	564-01-1/1
	GABION BASKET DETAILS	01/09/2013	602-05-1/2
	GABION RETAINING WALL DETAILS	01/09/2013	602-05-2/2
	TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES	11/29/2004	603-01-1/7
	TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES CHECK DAMS	11/29/2004	603-01-2/7
	TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SILT FENCE	11/29/2004	603-01-3/7
	TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES CULVERT AND DROP INLET PROTECTION	11/29/2004	603-01-4/7
	T.E.S.C.M. SEDIMENT BASIN, SEDIMENT TRAP, & EARTH DIKE	11/29/2004	603-01-5/7
	TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES PIPE SLOPE DRAIN & SURFACE ROUGHENING	11/29/2004	603-01-6/7
	T.E.S.C.M. OFFSITE TRACKING PREVENTION AND DIVERSION DIKE	11/29/2004	603-01-7/7
	CONCRETE WALL BARRIER TYPE 42 GENERAL NOTES, QUANTITIES AND REBAR SCHEDULE	01/30/2014	606-17-1/7
	CHAIN LINK SECURITY FENCE	11/29/2004	607-06-1/1
	PEDESTRIAN RAILING WITHOUT HANDRAIL	01/10/2013	607-20-1/4
	PEDESTRIAN RAILING WITH HANDRAIL	01/10/2013	607-20-2/4
	PEDESTRIAN RAILING FOUNDATION DETAILS	01/10/2013	607-20-3/4
	PEDESTRIAN HANDRAIL TEMPLATE FOR RAIL BRACKET	01/10/2013	607-20-4/4
	PEDESTRIAN ACCESS ROUTE GENERAL NOTES	01/13/2015	608-001-1
	PERPENDICULAR CURB RAMPS	01/13/2015	608-001-2
	PARALLEL CURB RAMPS	01/13/2015	608-001-3
	DIAGONAL CURB RAMPS	01/13/2015	608-001-4
	COMBINATION CURB RAMPS	01/13/2015	608-001-5
	PEDESTRIAN REFUGE ISLAND	01/13/2015	608-001-6
	CURB RAMP AND SIDEWALK TRANSITION DETAILS	01/13/2015	608-001-7
	DETECTABLE WARNING SURFACE	01/13/2015	608-001-8
	DRIVEWAY APRONS	01/13/2015	608-001-9
	DRIVEWAY APRONS	01/13/2015	608-001-10
	PEDESTRIAN ACCESS DETAILS STAIRWAY AND HANDRAILS	01/13/2015	608-001-11
	PEDESTRIAN ACCESS DETAILS PARKING AND PASSENGER LOADING ZONES	01/13/2015	608-001-12
	SIDEWALK CURB AND GUTTER	11/16/2009	609-01-1/1
	SMALL SIGN SUPPORT INSTALLATION DETAILS	01/11/2005	701-02-1/3
	SMALL SIGN SUPPORT INSTALLATION DETAILS	02/03/2005	701-02-2/3
	MULTI-DIRECTIONAL SLIP BASE POST DETAILS	01/11/2005	701-02-3/3
	ALUMINUM SIGN PANEL DETAILS	01/11/2005	701-03-1/2
	ALUMINUM PANEL SIGN DETAILS	01/11/2005	701-03-2/2
	CONSTRUCTION SIGN FACE DETAILS	04/25/2005	702-01-1/3
	CHANNELIZATION DEVICES AND PORTABLE SIGN SUPPORT FOR CONST., MAINT., UTIL., AND INCIDENT MGMT. OPERATIONS	04/25/2005	702-01-2/3
	CONSTRUCTION TRAFFIC NOTES	02/28/2007	702-01-3/3
	LIGHTING CABINET DIAGRAM, L2M, 2 CIRCUIT, METERED	02/13/2015	706L-07-1/2
	PULL BOX DETAILS	10/30/2014	710S-01-1/1

* NOTE: THE NMDOT STANDARD DRAWINGS LISTED ARE NOT BOUND WITHIN THIS PLAN SET. THEY CAN BE DOWNLOADED FROM THE NMDOT WEBSITE WITH THE FOLLOWING LINK: <http://www.dot.state.nm.us/en/Standards.html>



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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
INDEX OF NMDOT STANDARD DRAWINGS

DESIGNED BY: IPT DRAWN BY: CS CHECKED BY: RKR APPROVED BY: RKR DATE: 09/18/2015

PROJECT NO. C.I.P. # 859-A SHEET 1-4

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SUMMARY OF QUANTITIES

ITEM #	DESCRIPTION	UNIT	BASE BID TOTAL		BID ALTERNATE #1		BID ALTERNATE #2		BID ALTERNATE #3		PROJECT TOTAL	
			ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL
701000	PANEL SIGNS	SQ FT	65.50								65.50	
701030	REMOVE AND RESET PANEL SIGN	EACH	22								22	
701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	LIN. FT	397								397	
702600	SEQUENTIAL ARROW DISPLAY	EACH	2								2	
702610	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2								2	
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	L.S.	L.S.								L.S.	
704000	RETROREFLECTORIZED PAINTED MARKINGS 4"	LIN. FT	5750								5750	
704762	RETROREFLECTORIZED PREFORMED PATTERNED PAVEMENT STRIPE 12"	EACH	144								144	
704764	RETROREFLECTORIZED PREFORMED PATTERNED PAVEMENT STRIPE 24"	EACH	140								140	
704768	RETROREFLECTORIZED PREFORMED PATTERNED PAVEMENT MARKING LEFT ARROW	EACH	6								6	
706350	POWER SERVICE INSTALLATION	EACH	1								1	
706420	LIGHTING CONTROL CABINET - TWO CIRCUIT	EACH	1								1	
706420	LIGHTING CONTROL CABINET INSIDE UNDERPASS	EACH	1								1	
707810	REMOVE & RESET LIGHTING STANDARD & LUMINAIRE	EACH	3								3	
709007	RIGID ELECTRICAL CONDUIT 3/4" (DIA.)	LIN. FT	580								580	
709010	RIGID ELECTRICAL CONDUIT 1" (DIA.)	LIN. FT	420								420	
709012	RIGID ELECTRICAL CONDUIT 1-1/4" (DIA.)	LIN. FT	600								600	
709015	RIGID ELECTRICAL CONDUIT 1 1/2" (DIA.)	LIN. FT	320								320	
709020	RIGID ELECTRICAL CONDUIT 2" (DIA.)	LIN. FT	800								800	
710000	ELECTRICAL PULL BOX (STANDARD)	EACH	4								4	
711102	SINGLE CONDUCTOR 2	LIN. FT	2400								2400	
711104	SINGLE CONDUCTOR 4	LIN. FT	960								960	
711106	SINGLE CONDUCTOR 6	LIN. FT	1155								1155	
711108	SINGLE CONDUCTOR 8	LIN. FT	2920								2920	
711110	SINGLE CONDUCTOR 10	LIN. FT	2280								2280	
716400	UNDERPASS LUMINAIRE	EACH	56								56	
716600	ORNAMENTAL POLE & LUMINAIRE	EACH	15								15	
716704	LED UNDERPASS LUMINAIRE	EACH	868								868	
721000	REMOVAL OF PAVEMENT STRIPE	LIN. FT	360								360	
801000	CONSTRUCTION STAKING BY THE CONTRACTOR	L.S.	L.S.								L.S.	



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
SUMMARY OF QUANTITIES

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GENERAL NOTES:

- PROTECTION OF SURVEY MONUMENTS:** THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT HORIZONTAL AND VERTICAL CONTROL SURVEY MONUMENTS (MARKS) 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, AT CONTRACTORS EXPENSE. CONTACT: NGS MARK, PRESERVATION CENTER - NOAA, TELEPHONE (505) 768 3606
- REMOVALS:** THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REMOVALS REQUIRED TO COMPLETE THIS PROJECT. IF ADDITIONAL REMOVALS NOT LISTED IN PLANS ARE NECESSARY TO COMPLETE THIS PROJECT THE WORK AND COSTS ASSOCIATED WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT PRICE FOR ITEM 601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
- MAINTENANCE OF AS-BUILT PLANS:** THE CONTRACTOR SHALL MAINTAIN AN UP TO DATE SET OF AS-BUILTS FOR THE PROJECT, PROMPTLY RECORDING DATA, INCLUDING HORIZONTAL AND VERTICAL LOCATION, FOR ALL UTILITY LINES AND ACCESSORIES, EXISTING OR NEW, REQUIRED BY THE CITY, FOR THE PREPARATION OF RECORD DRAWINGS BY THE CONTRACTOR. CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED. THESE PLANS SHALL BE KEPT CURRENT AND AT THE PROJECT SITE AT ALL TIMES AND SHALL BE AVAILABLE TO THE OWNER AND ENGINEER AT ANY TIME DURING CONSTRUCTION AND WILL BE CHECKED BY THE ENGINEER (OR PROJECT MANAGER) FOR ACCURACY AND COMPLETENESS WEEKLY. THE COMPLETE AND FINAL AS-BUILT PLANS SHALL BE SUBMITTED TO THE PROJECT MANAGER PRIOR TO FINAL PAYMENT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE .
- PUBLIC NOTIFICATIONS OF ROAD AND LANE CLOSURES:** THE CONTRACTOR SHALL KEEP THE CITY'S PROJECT MANAGER AND PUBLIC INFORMATION OFFICER INFORMED OF LANE CLOSURES THAT WILL RESTRICT THE NORMAL FLOW OF TRAFFIC. NOTICE OF LANE CLOSURES OF OTHER IMPACTS TO NORMAL TRAFFIC FLOW SHALL BE PROVIDED AT LEAST ONE (1) WEEK PRIOR TO SUCH CLOSURES OR IMPACTS. THIS WORK WILL BE CONSIDERED AS INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
- ESTIMATED QUANTITIES:** ALL QUANTITIES SCHEDULED IN THE PLANS ARE FOR PURPOSES OF PRELIMINARY ESTIMATE ONLY. PAYMENT AND MEASUREMENT OF QUANTITIES SHALL BE DONE IN ACCORDANCE WITH SECTION 109 - MEASUREMENT AND PAYMENT OF THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2014 EDITION.
- DISPOSAL OF ASPHALT AND OTHER MATERIAL :** THE CONTRACTOR SHALL PROPERLY HANDLE AND DISPOSE OF MATERIAL (E.G., ASPHALT, CONCRETE, VEGETATION, UNSTABLE EARTH, METAL, & OTHER DEBRIS) REMOVED ON THE PROJECT BY HAULING IT TO AN APPROVED LANDFILL IN ACCORDANCE WITH THE REGULATIONS OF THE NEW MEXICO SOLID WASTE ACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HAULING AND DUMPING FEES.
- VERIFYING EXISTING CONDITIONS:** THE CONTRACTOR SHALL FIELD VERIFY ALL CONSTRUCTION CENTERLINES AND EXISTING GROUND LINE PROFILES PRIOR TO INITIATING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL UTILIZE THE FIELD VERIFICATION DATA TO ADJUST THE PROPOSED HORIZONTAL AND VERTICAL ALIGNMENTS TO BETTER FIT THE EXISTING FIELD CONDITIONS. THE CONTRACTOR SHALL SUBMIT PROPOSED MODIFICATIONS TO THE PROJECT MANAGER FOR APPROVAL PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. THE WORK AND COST ASSOCIATED WITH VERIFYING EXISTING CONDITIONS SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT PRICE FOR ITEM NO. 801000 - CONSTRUCTION STAKING BY THE CONTRACTOR AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR. THE CONTRACTOR SHALL FIELD VERIFY ALL ELEVATIONS, DIMENSIONS, AND RIGHT-OF-WAY PRIOR TO THE BEGINNING OF CONSTRUCTION. RIGHT-OF-WAY MAPS ARE AVAILABLE FROM THE CITY OF SANTA FE. THE CONTRACTOR SHALL LIMIT ALL WORK ON THIS PROJECT TO WITHIN THE EXISTING ROADWAY RIGHT-OF-WAY OR PUBLIC EASEMENTS. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE.
- EXCAVATION/STREET CUT PERMITS:** THE CONTRACTOR SHALL OBTAIN AN EXCAVATION/STREET CUT PERMIT FROM THE CITY OF SANTA FE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE REASONABLE FOR ALL FEES ASSOCIATED WITH THESE PERMITS WHICH SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR. PERMITS MAY BE OBTAINED FROM THE CITY OF SANTA FE STREETS AND DRAINAGE SECTION, 1142 SILER ROAD, (505) 955-3000.
- PAVEMENT ABUTMENT:** WHEN ABUTTING NEW PAVEMENT TO EXISTING, SAW-CUT EXISTING PAVEMENT TO A NEAR VERTICAL CUT, OR AS APPROVED BY THE PROJECT MANAGER. THE COST OF SAW CUTTINGS SHALL BE CONSIDERED AS INCIDENTAL TO THE COMPLETION OF THE PROJECT, AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
- MINOR PAVING:** MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 417, OF THE 2014 NMDOT SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION. MISCELLANEOUS PAVING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD. THE UNIT PRICE SHALL INCLUDE SUBGRADE PREPARATION, BASE COURSE, AND ALL MATERIAL INCLUDING AGGREGATE, BITUMINOUS MATERIALS, HYDRATED LIME, MIXING, HAULING, PLACEMENT AND COMPACTION, AS WELL AS PRIME COAT MATERIAL AND BITUMINOUS MATERIAL FOR TACK COAT.
- ADA COMPLIANCE:** THE CONTRACTOR SHALL ENSURE COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) 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 GUIDELINES AND STANDARDS. 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 MAY REQUIRE THE CONTRACTOR TO REMOVE, REPLACE, AND/OR CORRECT ANY WORK, AT THE CONTRACTOR'S EXPENSE, THAT IS NOT IN COMPLIANCE, AS DETERMINED BY THE PROJECT MANAGER.
- ALL REFLECTORIZED PLASTIC STRIPING SHALL BE 3M 3801-ES INTERSECTION GRADE TAPE, 60 MIL (OR APPROVED EQUAL)
- NOISE ORDINANCE:** CITY OF SANTA FE NOISE ORDINANCE SFCC S 10-2.4 B. (5) (A) PROHIBITS OPERATION OF EQUIPMENT USED IN CONSTRUCTION WORK ON STREETS IN RESIDENTIAL OR COMMERCIAL ZONED AREAS BETWEEN THE HOURS OF 9:00 P.M. AND 7:00 A.M. THE FOLLOWING DAY. IN ACCORDANCE WITH SFCC S 10-2.8 PERMITS, THE CONTRACTOR MAY REQUEST APPROVAL OF A PERMIT TO BE EXEMPT FROM THE AFOREMENTIONED NOISE ORDINANCE FOR THE DURATION OF PROJECT CONSTRUCTION.
- CONSTRUCTION YARD:** THE CONTRACTOR SHALL PROVIDE AT THE CONTRACTOR'S OWN EXPENSE AND WITHOUT LIABILITY TO THE OWNER ANY ADDITIONAL LAND AND ACCESS THERETO THAT THE CONTRACTOR MAY DESIRE FOR A TEMPORARY STAGING AREA OR YARD FOR STORAGE OF EQUIPMENT AND MATERIALS. NPDES SWPPP MEASURES AND INSPECTIONS TO ANY SUCH AREA OR YARD UTILIZED FOR PURPOSES OF THE PROJECT MAY APPLY.
- WEEKLY PROJECT MEETING:** THE CONTRACTOR SHALL COORDINATE AND CONDUCT A WEEKLY PROJECT MEETING DURING CONSTRUCTION, IN COORDINATION WITH THE PROJECT MANAGER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING MEETING LOCATION AND SHALL INVITE APPROPRIATE CITY STAFF, SUB-CONTRACTORS & UTILITY COMPANY REPRESENTATIVES. THE COST ASSOCIATED WITH THESE WEEKLY MEETINGS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND NO FURTHER MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE. THE CONTRACTOR SHALL SUBMIT FOR THE CITY PROJECT MANAGER'S APPROVAL A WEEKLY WORK SCHEDULE (I.E. DAYS & HOURS TO BE WORKED) AT THE PRECONSTRUCTION MEETING. IF DURING THE COURSE OF CONSTRUCTION THE CONTRACTOR DETERMINES A CHANGE TO THEIR REGULAR WORK SCHEDULE IS NECESSARY, THE CONTRACTOR SHALL SUBMIT A REVISED WORK SCHEDULE TO THE CITY PROJECT MANAGER FOR APPROVAL AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED WORK WEEK TO ALLOW THE CITY SUFFICIENT TIME TO SCHEDULE CITY INSPECTION PERSONNEL.
- CONSTRUCTION WATER:** THE CITY OF SANTA FE MAY PROHIBIT THE USE OF POTABLE WATER (FROM FIRE HYDRANTS) FOR CONSTRUCTION PURPOSES AND THE CONTRACTOR MAY BE REQUIRED TO USE RECLAIMED OR EFFLUENT WATER. THE CONTRACTOR SHOULD CONTACT THE CITY'S WASTEWATER DIVISION AT 955 4650 FOR MORE INFORMATION AND PRICING. REGARDING THE AVAILABILITY, USE, METERING AND PRICING OF FIRE HYDRANT WATER, CONTACT THE CITY WATER DIVISION AT 955 4333. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO SECURE AND SUPPLY WATER FOR THE PROJECT. THE COST WILL BE INCIDENTAL TO COMPLETION OF THE PROJECT AND NO SEPARATE PAYMENT WILL BE MADE THEREFOR.
- SHRINKAGE FACTOR:** THE EARTHWORK QUANTITIES ARE BASED ON A SHRINKAGE FACTOR OF 20% IN ROADWAY EMBANKMENT.



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	1-7

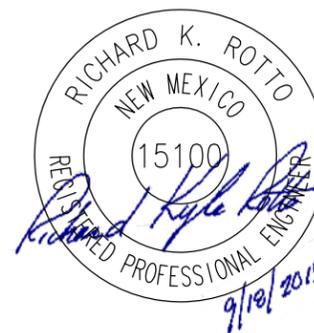
- "R" VALUE: THE DESIGN "R" FOR THE PROJECT IS 25. MATERIAL WITH AN "R" VALUE LESS THAN THE DESIGN "R" VALUE SHALL NOT BE PLACED IN OR BE ALLOWED TO REMAIN WITHIN THE TOP TWO (2) FEET OF THE FINISHED SUBGRADE.
- WARPING OF SLOPES:** THE CONTRACTOR SHALL WARP SLOPES WHERE NECESSARY TO STAY WITHIN THE RIGHT-OF-WAY OR CONSTRUCTION EASEMENT LIMITS.
- HANDLING OF MATERIAL:** THE CONTRACTOR MAY BE REQUIRED TO DOUBLE HANDLE MATERIAL NEEDED FOR THIS PROJECT. THE COST ASSOCIATED TO DOUBLE HANDLE SUCH MATERIAL SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND NO FURTHER MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER THIS CONTRACT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2014 EDITION AND SUPPLEMENTAL TECHNICAL SPECIFICATIONS IDENTIFIED IN THE CONTRACT DOCUMENTS, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREIN. 2014 STANDARD SPECIFICATIONS AND STANDARD DRAWINGS MAY BE FOUND ON THE NMDOT'S WEB SITE OR BY USING THE FOLLOWING WEB LINK: [HTTP://DOT.STATE.NM.US/ENSTANDARDS.HTML](http://dot.state.nm.us/enstandards.html)
- GRAFFITI-FREE WORK SITE:** THE CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL REMOVE GRAFFITI FROM ALL EQUIPMENT, MATERIALS AND WORK, WHETHER PERMANENT OR TEMPORARY, WITHIN 24 HOURS. THIS PROVISION INCLUDES GRAFFITI OR OTHER MARKINGS ON INSTALLED CONCRETE SURFACES. UNTIL THE WORK IS ACCEPTED BY THE CITY, THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF CONCRETE AND OTHER PAVED SURFACES INSTALLED AS PART OF THE PROJECT.
- THE CONTRACTOR SHALL NOT INSTALL ITEMS AS SHOWN ON THESE PLANS WHEN FIELD CONDITIONS ARE DIFFERENT THAN SHOWN IN THE PLANS. SUCH CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IN A TIMELY MANNER. IN THE EVENT THE CONTRACTOR DOES NOT NOTIFY THE ENGINEER IN A TIMELY MANNER, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY AND EXPENSE FOR ANY REVISIONS NECESSARY, INCLUDING ENGINEERING DESIGN FEES.
- THE TERM "REMOVE" USED IN THIS PLAN SET INCLUDES THE DISPOSAL OF SAID MATERIAL IN ACCORDANCE WITH STANDARD SPECIFICATIONS, 2014 EDITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF ALL DEBRIS AND OTHER SUCH WASTE MATERIAL AT DISPOSAL SITES APPROVED BY GOVERNMENTAL AGENCIES REGULATING THE DISPOSAL OF SUCH MATERIALS.
- THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO LOCAL BUSINESSES AND RESIDENCES FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL ADVISE OF AND SCHEDULE ACCESS CLOSURES (AT LEAST 48 HOURS IN ADVANCE) WITH PROPERTY OWNERS AND THE ENGINEER.

SAFETY:

- CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, LOCAL LAWS, ORDINANCES AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFETY OF ALL WORK. ALL WORK, INCLUDING WORK WITHIN TRENCHES SHALL BE IN ACCORDANCE WITH THE OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA).
- CONTRACTOR SHALL TAKE NECESSARY SAFETY PRECAUTIONS AS REQUIRED BY FEDERAL, STATE AND LOCAL AUTHORITIES TO PROTECT PEDESTRIAN AND VEHICULAR TRAFFIC IN THE CONSTRUCTION AREA, WHICH MAY INCLUDE BUT ARE NOT LIMITED TO: MAINTAINING ADEQUATE WARNING SIGNS, BARRICADES, LIGHTS, GUARD FENCES, WALKS AND BRIDGES.
- CONTRACTOR SHALL MAINTAIN ALL BARRICADES AND SIGNAGE AT ALL TIMES AND SHALL VERIFY THE PROPER LOCATION OF ALL BARRICADING AT THE BEGINNING AND END OF EACH DAY.
- ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES SHALL BE CARRIED OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.50 SUBPART P, AS A MINIMUM STANDARD.
- IF A PAVEMENT DROP-OFF IS CREATED DURING CONSTRUCTION, THE CONTRACTOR SHALL INITIATE PROTECTIVE ACTION IN ACCORDANCE WITH THE NMDOT'S CURRENT "DROP-OFF GUIDELINE". THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
- ALL OPEN EXCAVATION SHALL BE SAFELY BARRICADED AND FLAGGED AT THE END OF EACH WORK SHIFT. BARRICADES MUST BE PROVIDED AT OPEN EXCAVATIONS NEAR ALL ROADWAYS. ALL SITES MUST BE SURROUNDED WITH FLAGGING AND BARRICADES MUST HAVE OPERABLE FLASHING LIGHTS ATTACHED.

NEW MEXICO SCHOOL FOR THE DEAF (NMSD) COORDINATION:

- THE CONTRACTOR IS HEREBY ADVISED THAT ALL WORK ALONG OR WITHIN THE NMSD CAMPUS SHALL BE COMPLETED DURING DAYTIME HOURS (8:00AM TO 5:00PM). ALL WORK REQUIRED ADJACENT TO OR WITHIN THE NMSD CAMPUS SHALL BE COORDINATED BY THE CONTRACTOR THRU THE PROJECT MANAGER TO THE NMSD SUPERINTENDENT AND SAFETY AND SECURITY COORDINATOR AT LEAST 2 WEEKS PRIOR TO INITIATING SAID WORK. ALL WORK SHALL BE CONFINED TO A 10FT OFFSET OF THE EXISTING FENCE WITHIN THE NMSD CAMPUS UNLESS OTHERWISE AGREED TO BY NMSD REPRESENTATIVES. NMSD RESERVES THE RIGHT TO PROHIBIT ANY INDIVIDUAL FROM PERFORMING THE WORK WITHIN THE NMSD CAMPUS IF THE ACTION OF THE INDIVIDUAL IS CONSIDERED INAPPROPRIATE OR HARMFUL TOWARDS THE SAFETY OF STUDENT BODY. THE COSTS TO PERFORM THE WORK DESCRIBED HEREIN SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OF PAYMENT WILL BE MADE.



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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GENERAL NOTES

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SCHEDULES:

- PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR MUST SUBMIT AN EXPECTED CONSTRUCTION SCHEDULE TO THE PROJECT MANAGER FOR APPROVAL. WORK SHALL NOT PROCEED UNTIL THE SCHEDULE HAS BEEN APPROVED BY THE PROJECT MANAGER. THE CONTRACTOR SHALL UPDATE THE SCHEDULE WEEKLY WITH THE NEXT UPCOMING TWO WEEK SCHEDULE SPECIFICALLY DETAILED (WORK ITEMS, STATIONING, DATES, ETC.)

DESIGN SURVEY:

- THIS DESIGN SURVEY IS BASED ON SURVEY INFORMATION PROVIDED BY OTHERS. THE ENGINEER CANNOT VALIDATE OR WARRANTY THIS INFORMATION. ANY DISCREPANCIES BETWEEN THE DESIGN AND SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.

EXCAVATION, BACKFILL AND EARTHWORK:

- CONTRACTOR IS RESPONSIBLE FOR EXAMINATION OF THE SITE AND DETERMINATION OF THE CHARACTER AND QUANTITY OF MATERIALS TO BE ENCOUNTERED.
- ALL EXCAVATION STANDARD SPECIFICATION WILL BE GOVERNED BY FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
- ALL EXCAVATED MATERIAL THAT IS NOT REQUIRED TO BE REUSED SHALL BE REMOVED FROM THE PROJECT AREA WITHIN FOUR (4) DAYS OF EXCAVATION. SPOIL PILES WILL BE ALLOWED ONLY AS DIRECTED BY THE PROJECT MANAGER.
- DESIGN AND CONSTRUCTION OF ALL FORMS, SHORING AND TEMPORARY BRACING SHALL COMPLY WITH 29 CFR 1926 AND THESE COSTS SHALL BE CONSIDERED INCIDENTAL TO THE TRENCHING AND BACKFILL COSTS.
- IF NECESSARY, THE CONTRACTOR SHALL BE RESPONSIBLE TO CONDUCT POTHOLE EXCAVATION IN ADVANCE OF CONSTRUCTION, AS DIRECTED BY THE PROJECT MANAGER, AND THESE COSTS SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL VIDEOTAPE IN ADVANCE, ALL EXISTING STRUCTURES INCLUDING MASONRY WALLS, BUILDINGS, ETC. CONTRACTOR SHALL USE CAUTION NEAR ALL EXISTING STRUCTURES AND BE RESPONSIBLE FOR ANY DAMAGE TO STRUCTURES CAUSED BY CONTRACTOR'S OPERATIONS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

SURVEY MONUMENT, PROPERTY CORNERS AND BENCHMARKS:

- CONTRACTOR SHALL NOTIFY THE OWNER AT LEAST SEVEN (7) DAYS BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY THAT COULD DAMAGE OR DISPLACE SURVEY MONUMENTS, PROPERTY CORNERS, OR PROJECT BENCHMARKS IN ORDER THAT THE OWNER MAY TAKE NECESSARY MEASURES TO ENSURE THE PRESERVATION OF THESE ITEMS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MARKERS WITHOUT THE CONSENT OF THE OWNER AND SHALL NOTIFY THE OWNER AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE OWNER. REFER TO SECTION 4 OF THE C.O.A. STANDARD SPECIFICATIONS FOR PUBLIC WORKS.
- CONTRACTOR SHALL SURVEY AND LOG EXISTING ELEVATIONS OF CURB AND GUTTER, SIDEWALK, DRIVEPADS, AND PAVEMENT WHICH SHALL BE REMOVED FOR CONSTRUCTION OF IMPROVEMENTS. CONTRACTOR SHALL REPLACE REMOVED CURB AND GUTTER, SIDEWALK, DRIVEPADS, AND PAVEMENT TO THE SAME ELEVATIONS UNLESS OTHERWISE INDICATED ON THE PLANS.

CONSTRUCTION LIMITS:

- CONTRACTOR SHALL WORK WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. EQUIPMENT TRAFFIC OUTSIDE THESE LIMITS SHALL NOT BE PERMITTED WITHOUT PERMISSION OF THE ENGINEER.
- PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES WITHIN ADJACENT RIGHTS-OF-WAY OR WITHIN PROPERTY NOT OWNED BY OWNER OF THE PROJECT SITE, THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND PERMISSIONS IN WRITING.
- OVERNIGHT PARKING OF CONSTRUCTION VEHICLES ON PRIVATE PROPERTY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR SHALL PARK EQUIPMENT AND VEHICLES SO AS TO NOT INTERFERE WITH NORMAL ACTIVITIES OF RESIDENTS, RAILROAD OR OTHER CONTRACTORS ON SITE.

DIMENSIONING:

- ALL STATIONING AND ELEVATIONS SHOWN ARE TO THE CENTERLINE AND INVERT OF PIPE, UNLESS OTHERWISE NOTED.
- ALL DISTANCES ARE GROUND DISTANCES.

INSPECTION AND TESTING:

- CONTRACTOR SHALL INSPECT ALL TRENCH EXCAVATIONS DAILY AND WHENEVER A CHANGE OF CONDITIONS OCCURS IN ACCORDANCE WITH OSHA GUIDELINES. AT MINIMUM, INSPECTION OF TRENCH EXCAVATIONS SHALL INCLUDE:
 - INSPECTION OF THE SIDE OF THE OPENED EXCAVATION AND SUBSURFACE AREA ADJACENT TO THE EXCAVATION FOR THE OCCURRENCE OF TENSION CRACKS, SOIL SPALL, OR OTHER EVIDENCE OF SOIL MOVEMENT.
 - INSPECTION OF THE AREA AROUND THE EXCAVATION AND THE EXCAVATION ITSELF FOR EVIDENCE OF EXISTING UTILITIES AND PREVIOUSLY DISTURBED SOILS.

INSPECTION OF THE EXCAVATION AND AREAS ADJACENT TO THE EXCAVATION FOR THE PRESENCE OF WATER SEEPING INTO THE EXCAVATION, SURFACE WATER AND THE LEVEL OF THE EXISTING WATER TABLE.

INCIDENTAL ITEMS:

- PRIME COAT MATERIAL:** SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 416000 - MINOR PAVEMENT.
- PRIME COAT / ASPHALT MATERIAL FOR TACK COAT:** SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 416000 - MINOR PAVEMENT.
- 70-28 PERFORMANCE GRADED ASPHALT MATERIAL:** SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 416000 - MINOR PAVEMENT.
- SUBGRADE PREPARATION:** SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 416000 - MINOR PAVEMENT.
- DETENTION TANK:** THE FOLLOWING SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 570461 - 36" STORM DRAIN CULVERT PIPE
 - MANHOLE COVER, FRAME, AND CONCRETE COLLAR;
 - SLOTTED GRATE, FRAME, AND CONCRETE COLLAR;
 - END CAP PLATES
- DETECTABLE WARNING SURFACES -** SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 608004 - CONCRETE SIDEWALK 4".
- CONCRETE SILL @ CHAIN LINK FENCE:** SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 607046 - CHAIN LINK FENCE SECURITY FENCE 6".
- EXISTING BENCH AND TRASH RECEPTACLE:** THE REMOVAL AND RESETTING SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.
- NEAT LINE SAW CUT:** SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.
- DISPOSAL OF MATERIALS:** SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS.



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GENERAL UTILITY NOTES:

- ANY UTILITY LINE, PIPELINES, OR UNDERGROUND UTILITY LINES SHOWN ON THE PLANS ARE SHOWN IN AN APPROXIMATE LOCATION ONLY BASED ON INFORMATION PROVIDED BY OTHERS THAT MAY BE INACCURATE OR INCOMPLETE. UNDERGROUND LINES MAY EXIST THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY UTILITY LINE, PIPE LINE, OR UNDERGROUND UTILITY LINE IN OR NEAR THE AREA OF THE WORK. ANY DAMAGE TO ANY OTHER UTILITIES OR COLLATERAL DAMAGE CAUSED BY THE CONTRACTOR SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM, 260-1990 (ALBUQUERQUE AREA), 1-800-321-ALERT (EXT. 2537) (STATEWIDE) AT LEAST (2) WORKING DAYS BEFORE BEGINNING CONSTRUCTION. AFTER THE UTILITIES HAVE BEEN SPOTTED, THE CONTRACTOR SHALL EXPOSE ALL PERTINENT UTILITIES TO VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS. SHOULD A CONFLICT EXIST BETWEEN EXISTING UTILITIES AND PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING SO THAT THE CONFLICT CAN BE RESOLVED WITH MINIMAL DELAY.
- CONTRACTOR SHALL EXERCISE DUE CARE TO AVOID DISTURBING ANY EXISTING UTILITIES, ABOVE OR BELOW GROUND. UTILITIES THAT ARE DAMAGED BY CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PREVENT DISRUPTION TO SERVICE. SEE SECTION 18 "UTILITIES" C.O.A. STANDARD SPECIFICATIONS FOR CONTRACTOR REQUIREMENTS.
- ALL UTILITY LINES NOT SPECIFICALLY DESIGNATED TO BE REMOVED AND REPLACED ON THE PLANS, SHALL BE MAINTAINED IN SERVICE. SHORING, SHEETING AND OTHER MEANS OF SUPPORT SHALL BE EMPLOYED BY THE CONTRACTOR TO PREVENT DAMAGE OR LOSS OF THESE EXISTING UTILITIES. BEAM AND CABLE OR OTHER ADEQUATE SUPPORTS SHALL BE USED FOR TEMPORARY SUPPORT OF ALL UTILITY LINES AS NECESSARY.
- CONTRACTOR SHALL COORDINATE WITH PERTINENT UTILITY COMPANIES OF ALL EXISTING UTILITY LINES AND APPURTENANCES ENCOUNTERED DURING CONSTRUCTION THAT REQUIRE RELOCATION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR DELAYS OR INCONVENIENCES CAUSED BY UTILITY COMPANY WORK CREWS. THE CONTRACTOR SHALL RESCHEDULE HIS ACTIVITIES AS NECESSARY TO ALLOW UTILITY CREWS TO PERFORM THEIR REQUIRED WORK.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL POTENTIAL CONFLICTING UTILITIES AT NO ADDITIONAL COST TO OWNER. SHOULD A CONFLICT EXIST BETWEEN THE FIELD INFORMATION AND THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE CONFLICT CAN BE RESOLVED WITH MINIMUM DELAY. UTILITY EXCAVATION AND VERIFICATION SHALL BE INCIDENTAL TO THE STORMDRAIN INSTALLATION.
- ALL INTERFERING PORTIONS OF ABANDONED UTILITY LINES WHICH ARE EXPOSED AS A RESULT OF CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL COORDINATE ANY REQUIRED UTILITY INTERRUPTIONS WITH THE AFFECTED UTILITY COMPANY A MINIMUM OF THREE (3) WORKING DAYS BEFORE THE INTERRUPTION.
- EXISTING VALVES SHALL ONLY BE OPERATED BY THE APPROPRIATE UTILITY COMPANY. CONTRACTOR SHALL NOTIFY THE UTILITY A MINIMUM OF SEVEN (7) WORKING DAYS BEFORE ANY VALVE, NEW OR EXISTING, NEEDS TO BE OPERATED.

TELECOMMUNICATIONS:

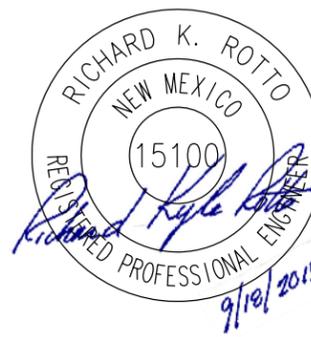
- ALL TELEPHONE MANHOLES, PEDESTALS, POLES AND OTHER APPURTENANCES, SHALL BE ADJUSTED TO GRADE BY THE APPROPRIATE UTILITY COMPANY. CONTRACTOR SHALL COORDINATE WITH APPROPRIATE UTILITY COMPANY.
- CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING OR WORKING ADJACENT TO FIBER OPTIC LINES. CONTRACTOR SHALL SUPPORT EXPOSED FIBER OPTIC LINES AS NECESSARY AND AS APPROVED BY THE APPROPRIATE UTILITY COMPANY.

WATER:

- CONTRACTOR SHALL ADJUST ALL WATER VALVE BOXES, LIDS, AND OTHER APPURTENANCES TO FINISH GRADE PER C.O.A. STANDARD DETAIL 2326 AND 2328.
- CONTRACTOR SHALL MAKE ALL WATER VALVES AND VAULT LIDS ACCESSIBLE TO THE OWNER AT ALL TIMES.
- ALL WATER VALVES AND FIRE HYDRANTS REMOVED SHALL BE SALVAGED AND RETURNED TO THE OWNER (ABCWUA).
- IF A WATER SERVICE LINE IS DAMAGED, CONTRACTOR SHALL REPLACE FROM MAIN TO METER BOX WITHOUT SPLICING AT NO ADDITIONAL COST TO THE OWNER.
- COSTS ASSOCIATED WITH ADJUSTING EXISTING MONITORING WELL TO GRADE, SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 667071 - WELL, AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

RAILROAD COORDINATION:

- THE CONTRACTOR IS HEREBY ADVISED THAT THIS PROJECT CALLS FOR WORK TO BE CONDUCTED NEAR OR ADJACENT TO THE NMRX RAILROAD RIGHT-OF-WAY, AND IS FURTHER ADVISED OF THE SAFETY-SENSITIVE NATURE OF WORKING WITHIN OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY. THE CONTRACTOR SHALL CONTACT THE RAILROAD TO ARRANGE FOR RAILROAD FLAGGING PROTECTION SERVICES PRIOR TO ANY KIND OF WORK CONDUCTED WITHIN 25 FEET OF THE RAILROAD TRACK, AT CONTRACTOR'S EXPENSE. FLAGGING SHALL BE ARRANGED BY CONTACTING RIO METRO REGIONAL TRANSIT DISTRICT AT (505)264-5105. WORK INCLUDES BUT IS NOT LIMITED TO SURVEYING ACTIVITY AS WELL AS THE PROXIMITY OF CRANES OR OTHER BOOMS THAT HAVE POTENTIAL TO SWING INTO THE 25 FOOT FOUL ZONE. THE CONTRACTOR SHALL ALSO REQUEST THE RAILROAD TO LOCATE ANY POTENTIAL UNDERGROUND RAILROAD CABLES IN THE VICINITY OF RAILROAD SIGNALS OR RAILROAD CROSSINGS PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL ALSO MAINTAIN SUFFICIENT ACCESS TO RAILROAD SIGNAL CONTROL BOXES AT ALL TIMES.
- CABOOSE: THE CONTRACTOR IS HEREBY ADVISED ALL LABOR, MATERIALS, AND ASSOCIATIVE COSTS REQUIRED TO RELOCATE THE CABOOSE TO ITS NEW LOCATION, IN ACCORDANCE WITH THE NOTICE TO CONTRACTORS, SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICE FOR ITEM 690500 - RELOCATE CABOOSE, AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.



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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GENERAL NOTES

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ENVIRONMENTAL COMMITMENTS

THE CONTRACTOR SHALL REFER TO SECTION 107 OF THE 2014 EDITION OF THE STANDARD 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.

1. THE CONTRACTOR SHALL PREPARE AND IMPLEMENT A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND A TEMPORARY EROSION AND SEDIMENT CONTROL PLAN (TESCP) IN COMPLIANCE WITH SECTION 402 OF THE CLEAN WATER ACT. BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSTALLED AND MAINTAINED BOTH DURING AND AFTER CONSTRUCTION TO PREVENT, TO THE EXTENT PRACTICABLE, POLLUTANTS IN STORM WATER RUNOFF FROM ENTERING WATERS OF THE U.S. TEMPORARY DISTURBED AREAS WILL BE RE-VEGETATED AFTER CONSTRUCTION TO LIMIT EROSION POTENTIAL.
2. IF BURIED ARCHEOLOGICAL OR CULTURAL DEPOSITS ARE DISCOVERED DURING CONSTRUCTION, WORK IN THE AREA WILL CEASE WHILE THE SHPO AND THE CITY ARE CONSULTED. IF NATIVE HUMAN REMAINS ARE DISCOVERED DURING CONSTRUCTION, CONSTRUCTION ACTIVITY WILL CEASE WHILE THE APPROPRIATE TRIBES ARE CONSULTED FOR TREATMENT AND DISPOSITION OF THESE OBJECTS, PURSUANT TO THE NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION ACT OF 1990.
3. THE CONTRACTOR SHALL MINIMIZE VEGETATION AND SOIL DISTURBANCE FOR ALL LOCATIONS WHERE EQUIPMENT WILL BE PARKED DURING CONSTRUCTION. THE CONTRACTOR SHALL ACQUIRE ENVIRONMENTAL AND CULTURAL RESOURCES CLEARANCES FOR THESE SITES IN ACCORDANCE WITH SECTION 107.14 OF THE 2014 EDITION OF THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION.
4. AN ADDITIONAL PRAIRIE DOG SURVEY WILL BE COMPLETED IN THE PROJECT AREA PRIOR TO PROJECT CONSTRUCTION. IF PRAIRIE DOGS ARE PRESENT, RELOCATION WILL BE CONDUCTED IN COMPLIANCE WITH SANTA FE ORDINANCE NO. 2001-35.
5. ALL RECOMMENDATIONS INCLUDED IN THE PSI WILL BE ADHERED TO PRIOR TO OR DURING CONSTRUCTION.



ENVIRONMENTAL SECTION MANAGER, NEW MEXICO DEPARTMENT OF TRANSPORTATION DATE

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REVISIONS (OR CHANGE NOTICES)

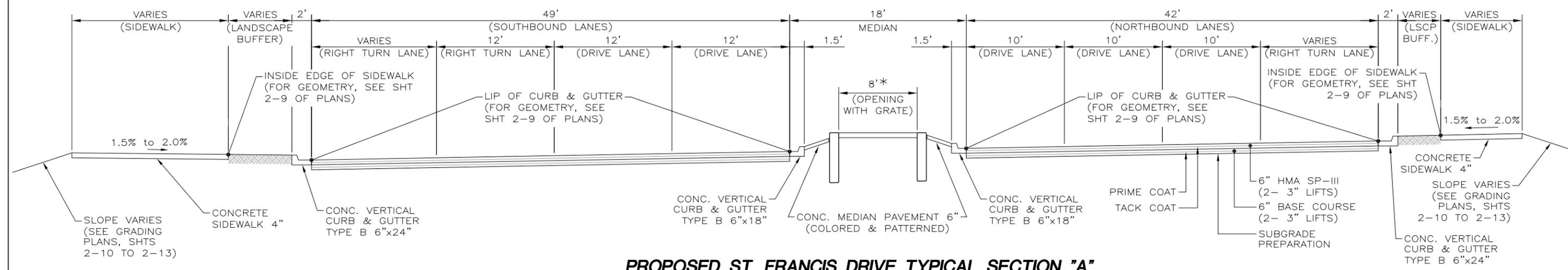
CITY OF SANTA FE

**ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE**

ENVIRONMENTAL COMMITMENTS



***NOTE:**
ALL MATERIALS REQUIRED TO SURFACE ST. FRANCIS DRIVE SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR ITEM 416000 - MINOR PAVEMENT.

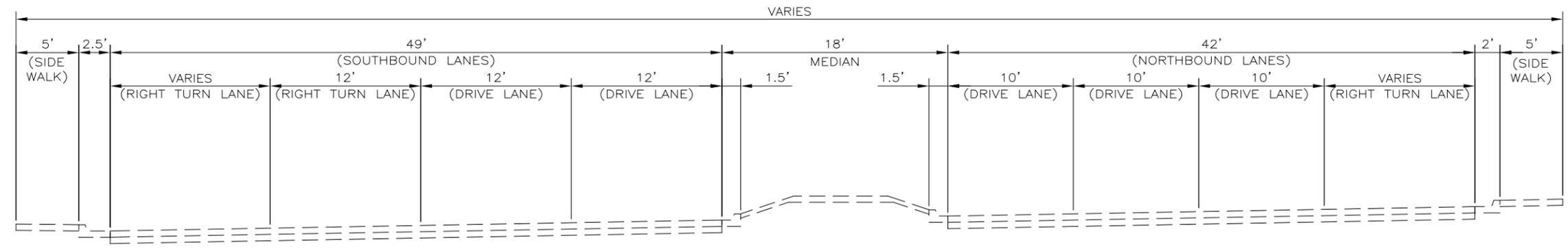


PROPOSED ST. FRANCIS DRIVE TYPICAL SECTION "A"

STA. 97+92.97 TO STA. 102+75.76 - CURB & GUTTER LT.
STA. 97+93.49 TO STA. 101+21.58 - SIDEWALK LT.

STA. 100+10.00 TO STA. 100+90.00 - MINOR PAVEMENT
STA. 99+37.33 TO STA. 102+75.06 - RAISED MEDIAN

STA. 98+59.79 TO STA. 101+08.24 - CURB & GUTTER RT.
STA. 98+63.13 TO STA. 101+05.73 - SIDEWALK RT.



EXISTING ST. FRANCIS DRIVE TYPICAL SECTION

NOTES:
SURFACING DEPTHS SHOWN ON THE TYPICAL SECTION(S) ARE AVERAGE DEPTHS OBTAINED FROM LIMITED CORE SAMPLES. ACTUAL FIELD DEPTHS MAY DIFFER AND THOSE SHOWN SHOULD BE USED FOR ESTIMATING PURPOSES ONLY.



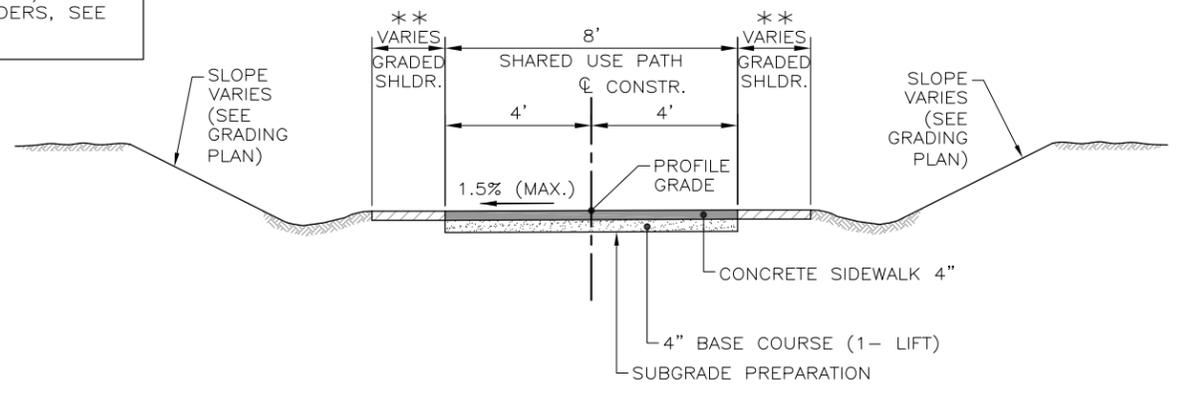
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REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
TYPICAL SECTIONS

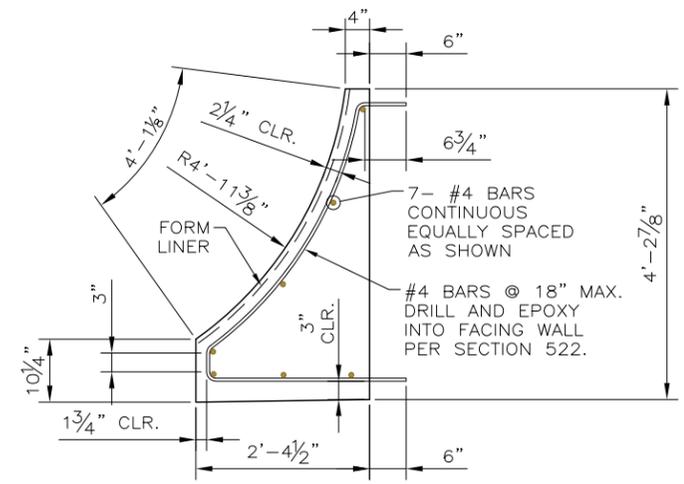
**NOTE:
FOR TREATMENT TYPES/DETAILS
ON GRADED SHOULDERS, SEE
LANDSCAPE PLANS.

LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

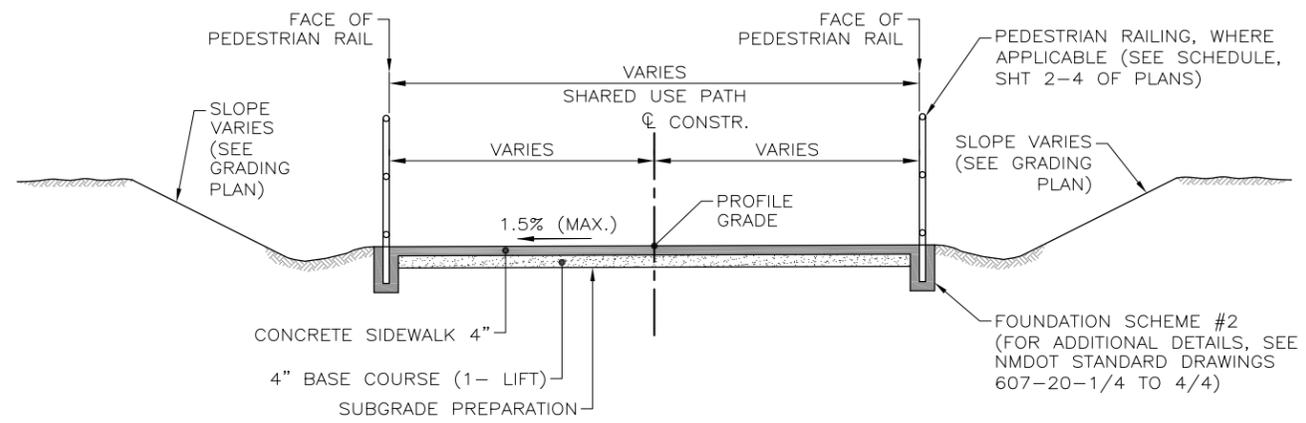
PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-2



TRAIL TYPICAL SECTION - C
STA. 30+00.00 TO STA. 32+29.48 - ϕ SPUR TRAIL WEST



CONCRETE PLINTH DETAIL

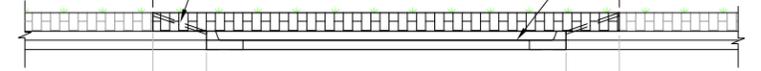


TRAIL TYPICAL SECTION - B
STA. 15+46.80 LT. TO STA. 15+85.93 LT. ϕ ACEQUIA TRAIL
STA. 15+95.71 LT. TO STA. 16+37.20 LT.
STA. 17+19.22 LT. TO STA. 18+07.21 LT.
STA. 15+36.57 RT. TO STA. 15+77.49 RT.
STA. 15+87.71 RT. TO STA. 16+17.76 RT.
STA. 16+86.77 RT. TO STA. 17+25.73 RT.
STA. 17+25.50 RT. TO STA. 18+07.21 RT.

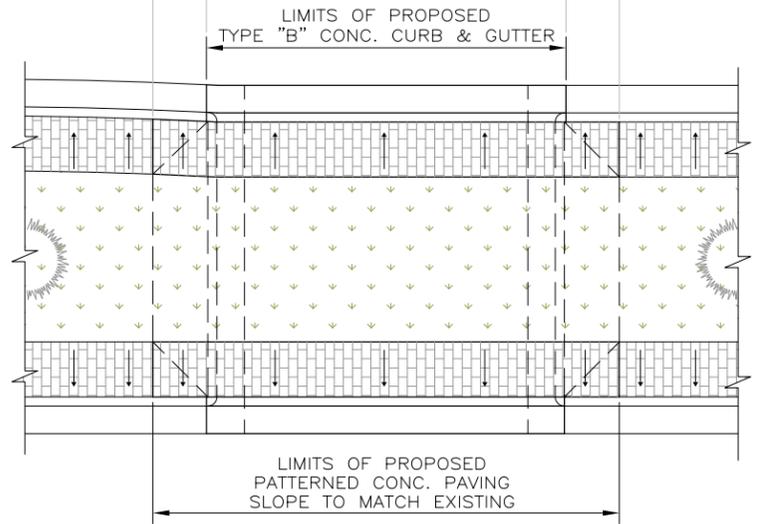
TOP OF PROPOSED CONC. PAVING
SLOPE TO MATCH EXISTING

LIMITS OF PROPOSED
PATTERNED CONC. PAVING

PROPOSED TYPE "B" CURB
& GUTTER TOP OF CURB &
FLOWLINE SHALL MATCH
EXISTING.

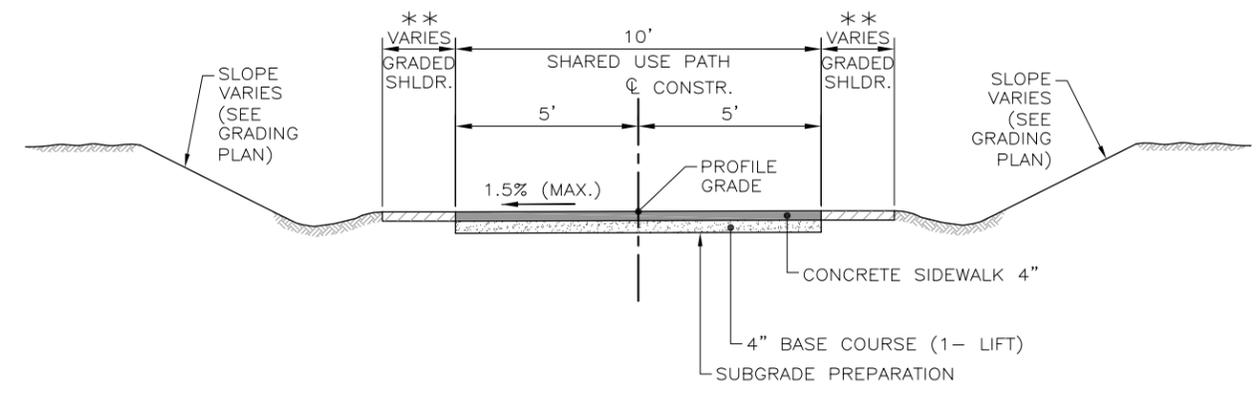


ELEVATION



PLAN

**RAISED PLANTER MEDIAN
MODIFICATIONS DETAIL**



TRAIL TYPICAL SECTION - A
STA. 9+69.07 TO STA. 18+08.21 - ϕ ACEQUIA TRAIL
STA. 50+00.00 TO STA. 52+55.01 - ϕ SPUR TRAIL EAST



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REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
TYPICAL SECTIONS

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LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-3

ITEM NO. 609424
CONCRETE VERTICAL CURB AND GUTTER TYPE B 6"X24"

KEYNOTE REF.	STATION	LOC.	TO	STATION	LOC.	LIN. FT.	REMARKS
CG-24-1	97+92.97	65.21' LT.		102+75.76	41.75' LT.	484.06	WEST SIDE OF ST. FRANCIS DR.
CG-24-2	98+59.79	87.23' RT.		101+08.24	51.09' RT.	261.54	EAST SIDE OF ST. FRANCIS DR.
						PROJECT TOTAL	745.60
						USE	750

ITEM NO. 609418
CONCRETE VERTICAL CURB AND GUTTER, TYPE B 6"x18"

KEYNOTE REF.	STATION	LOC.	TO	STATION	LOC.	LIN. FT.	REMARKS
CG-18-1	99+37.33	LT. & RT.		102+75.06	LT. & RT.	685.55	@ MEDIAN OF ST. FRANCIS DR.
						PROJECT TOTAL	685.55
						USE	690

ITEM NO. 608004
CONCRETE SIDEWALK 4"

KEYNOTE REF.	STATION	LOC.	TO	STATION	LOC.	SQ. YDS.	REMARKS
SW-1	9+67.07			18+09.50		1075.00	ACEQUIA TRAIL
SW-2	30+31.76			32+29.48		123.00	SPUR TRAIL WEST
SW-3	49+96.88			52+55.01		275.00	SPUR TRAIL EAST
SW-4	97+93.49	LT.		101+22.03	LT.	331.18	WEST SIDE OF ST. FRANCIS DR.
SW-5	98+63.13	RT.		101+27.65	RT.	213.09	EAST SIDE OF ST. FRANCIS DR.
						PROJECT TOTAL	2017.27
						USE	2020

NOTE: HEADER CURB & DETECTABLE WARNING SURFACES SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR ITEM NO. 608004 - CONCRETE SIDEWALK 4".

ITEM NO. 303140
BASE COURSE 4"

KEYNOTE REF.	STATION	LOC.	TO	STATION	LOC.	SQ. YDS.	REMARKS
SW-1	9+67.07			18+09.50		1075.00	ACEQUIA TRAIL
SW-2	30+31.76			32+29.48		123.00	SPUR TRAIL WEST
SW-3	49+96.88			52+55.01		275.00	SPUR TRAIL EAST
						PROJECT TOTAL	1473.00
						USE	1475

ITEM NO. 608406
CONCRETE MEDIAN PAVEMENT 6" (COLORED AND PATTERNED)

KEYNOTE REF.	STATION	LOC.	TO	STATION	LOC.	SQ. YDS.	REMARKS
CMP-1	99+37.33	LT. & RT.		102+75.06	LT. & RT.	178.75	@ MEDIAN OF ST. FRANCIS DR.
						PROJECT TOTAL	178.75
						USE	180

ITEM NO. 607046
CHAIN LINK FENCE SECURITY FENCE 6'

KEYNOTE REF.	STATION	TO	STATION	LOC	LENGTH (LIN. FT.)	REMARKS
CLF-1	T.B.D.		13+32.58	RT.	1030.00	@ PERIMETER OF NMSD CAMPUS
						(SEE DETAIL SHT 2-32 OF PLANS)
					PROJECT TOTAL	1030.00
					USE	1030

ITEM NO. 601000
REMOVAL OF STRUCTURES AND OBSTRUCTIONS

STATION	TO	STATION	LOC	QUANTITY (LS)	REMARKS
B.O.P.		E.O.P.			SEE REMOVALS PLAN SHT 2-29 OF PLANS

ITEM NO. 602200
GABIONS

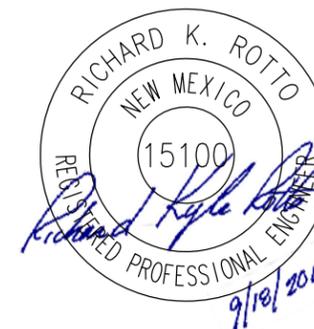
KEYNOTE REF.	STATION	TO	STATION	LOC	CU. YDS.	REMARKS
GAB-1	30+63.50		31+20.50	LT.	20.00	(SEE DETAIL SHT. 2-28 OF PLANS)
					PROJECT TOTAL	20.00
					USE	20

ITEM NO. 710000
ELECTRICAL PULL BOX (STANDARD)

KEYNOTE REF.	STATION	LOC	EACH	REMARKS
PB-1	99+87.03	RT.	1	LOCATION TO BE DETERMINED BY PROJECT MANAGER
			PROJECT TOTAL	1
			USE	1

ITEM NO. 614002
PIPE CASING 2"

KEYNOTE REF.	STATION	TO	STATION	LOC	LIN. FT.	REMARKS
PC-1	99+87.03		100+87.03	RT.	100.00	CONNECT TO EXISTING PULL BOX
					PROJECT TOTAL	100.00
					USE	100



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
MISCELLANEOUS QUANTITIES

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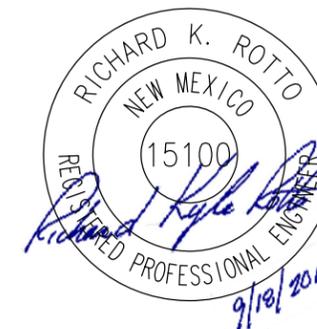
EROSION & SEDIMENT CONTROL MEASURES

603262

COMPOSTED MULCH SOCKS

STATION TO	STATION	LOC.	DESCRIPTION	L.F.
ACEQUIA TRAIL				
9+69.07	11+28.38	LT.	FOR LOCATIONS, SEE SHTS 2-6 TO 2-7 OF PLANS	160
15+08.37	17+95.40	LT.	FOR LOCATIONS, SEE SHTS 2-6 TO 2-7 OF PLANS	304
ST. FRANCIS DR.				
97+49.03	100+24.65	LT.	FOR LOCATIONS, SEE SHTS 2-6 TO 2-7 OF PLANS	292
PROJECT TOTAL PROJECT USE				756
PROJECT TOTAL PROJECT USE				756

NOTE: ACTUAL QUANTITIES AND LOCATIONS MAY BE REVISED IN THE FIELD TO MATCH CONDITIONS AS APPROVED BY THE PROJECT MANAGER.



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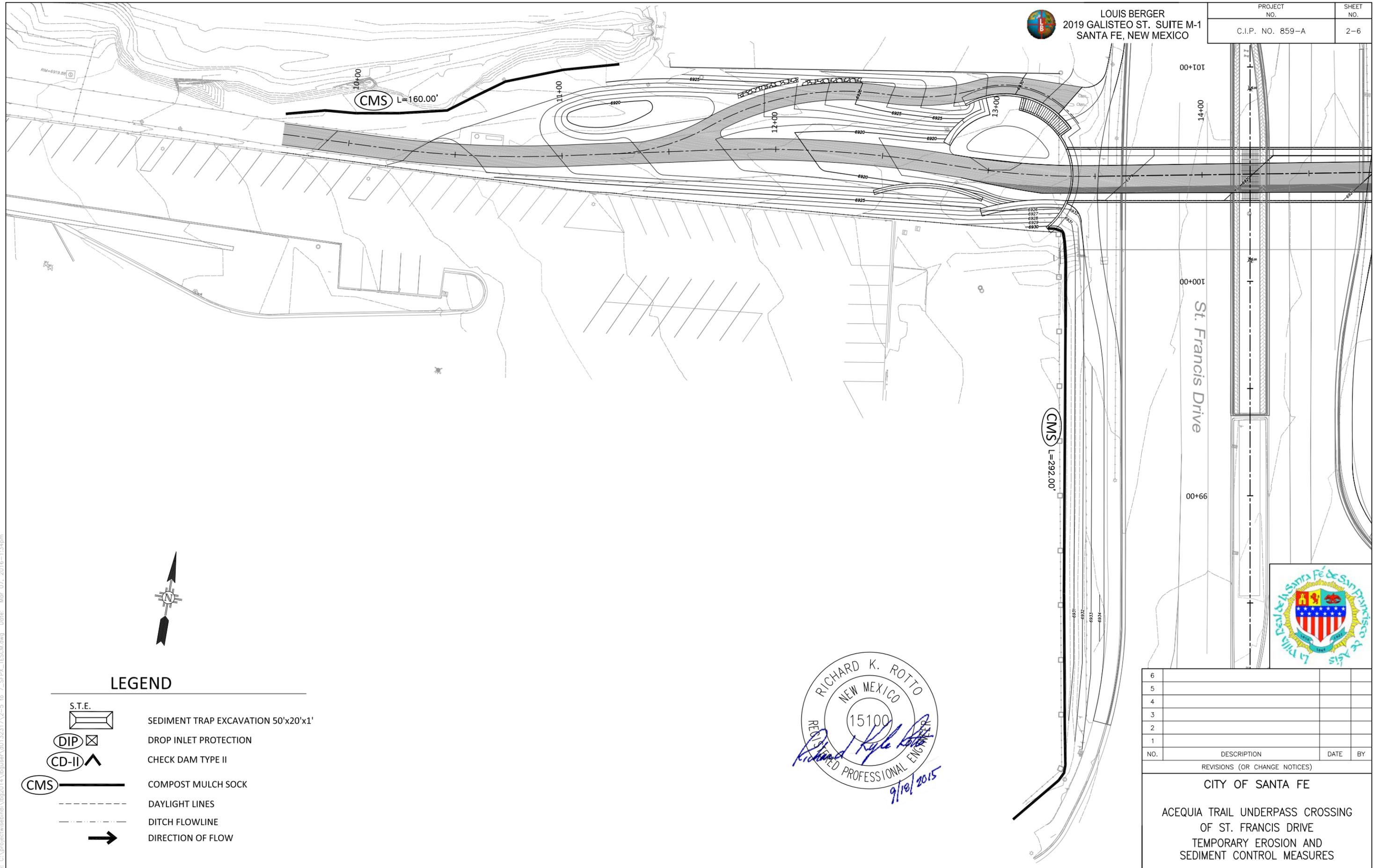
CITY OF SANTA FE

ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
TEMPORARY EROSION AND
SEDIMENT CONTROL QUANTITIES

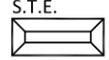


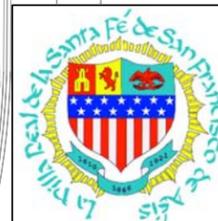
LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-6



LEGEND

-  S.T.E. SEDIMENT TRAP EXCAVATION 50'x20'x1'
-  DIP DROP INLET PROTECTION
-  CD-II CHECK DAM TYPE II
-  CMS COMPOST MULCH SOCK
-  DAYLIGHT LINES
-  DITCH FLOWLINE
-  DIRECTION OF FLOW



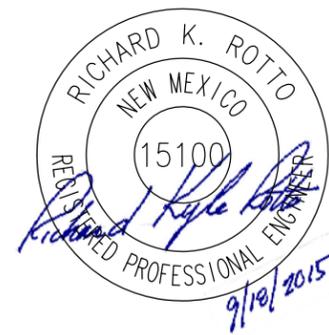
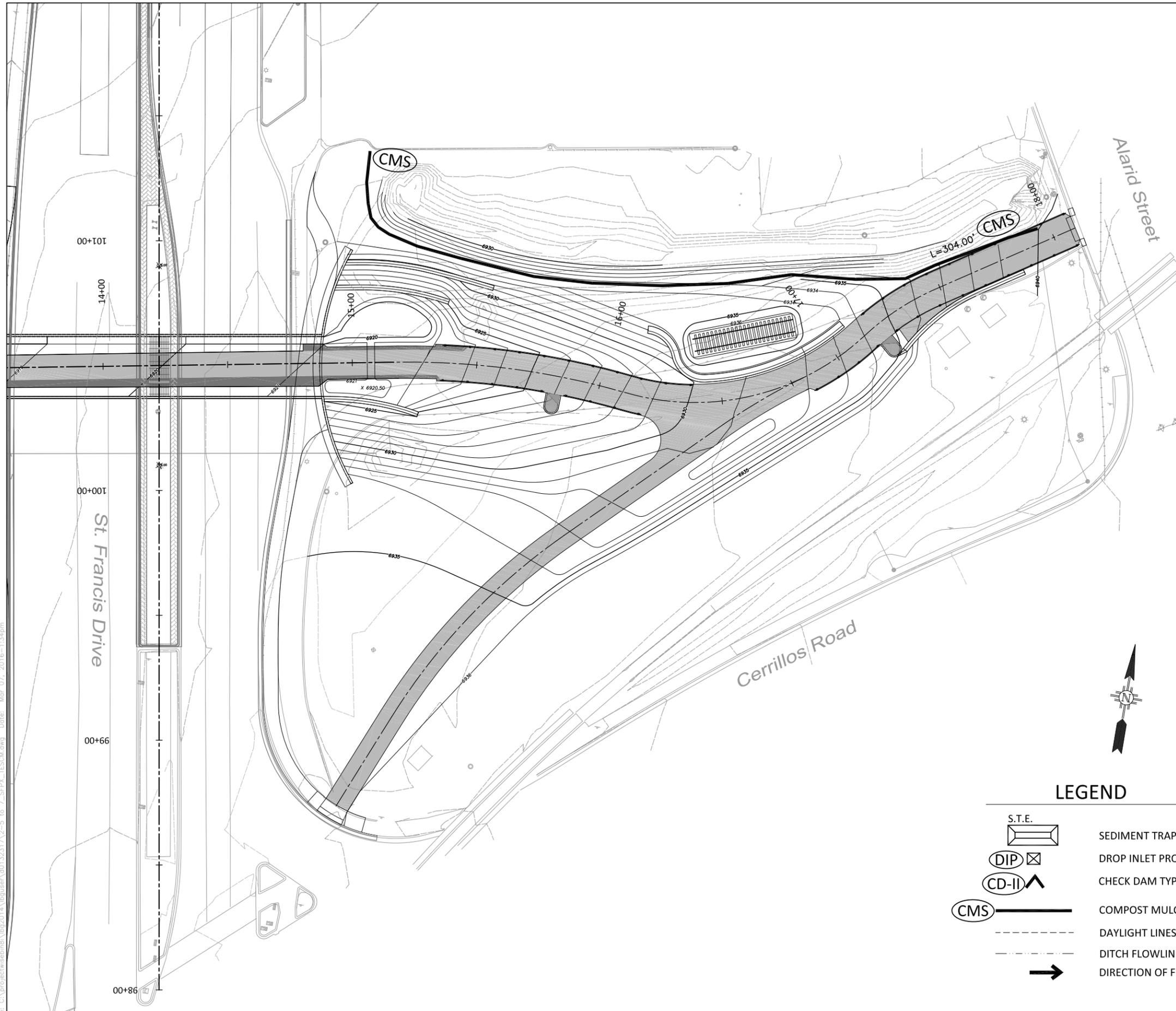
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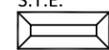
CITY OF SANTA FE

ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
TEMPORARY EROSION AND
SEDIMENT CONTROL MEASURES

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LEGEND

-  S.T.E. SEDIMENT TRAP EXCAVATION 50'x20'x1'
-  DIP DROP INLET PROTECTION
-  CD-II CHECK DAM TYPE II
-  CMS COMPOST MULCH SOCK
-  DAYLIGHT LINES
-  DITCH FLOWLINE
-  DIRECTION OF FLOW

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REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
TEMPORARY EROSION AND
SEDIMENT CONTROL MEASURES

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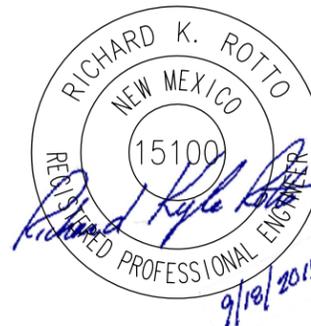
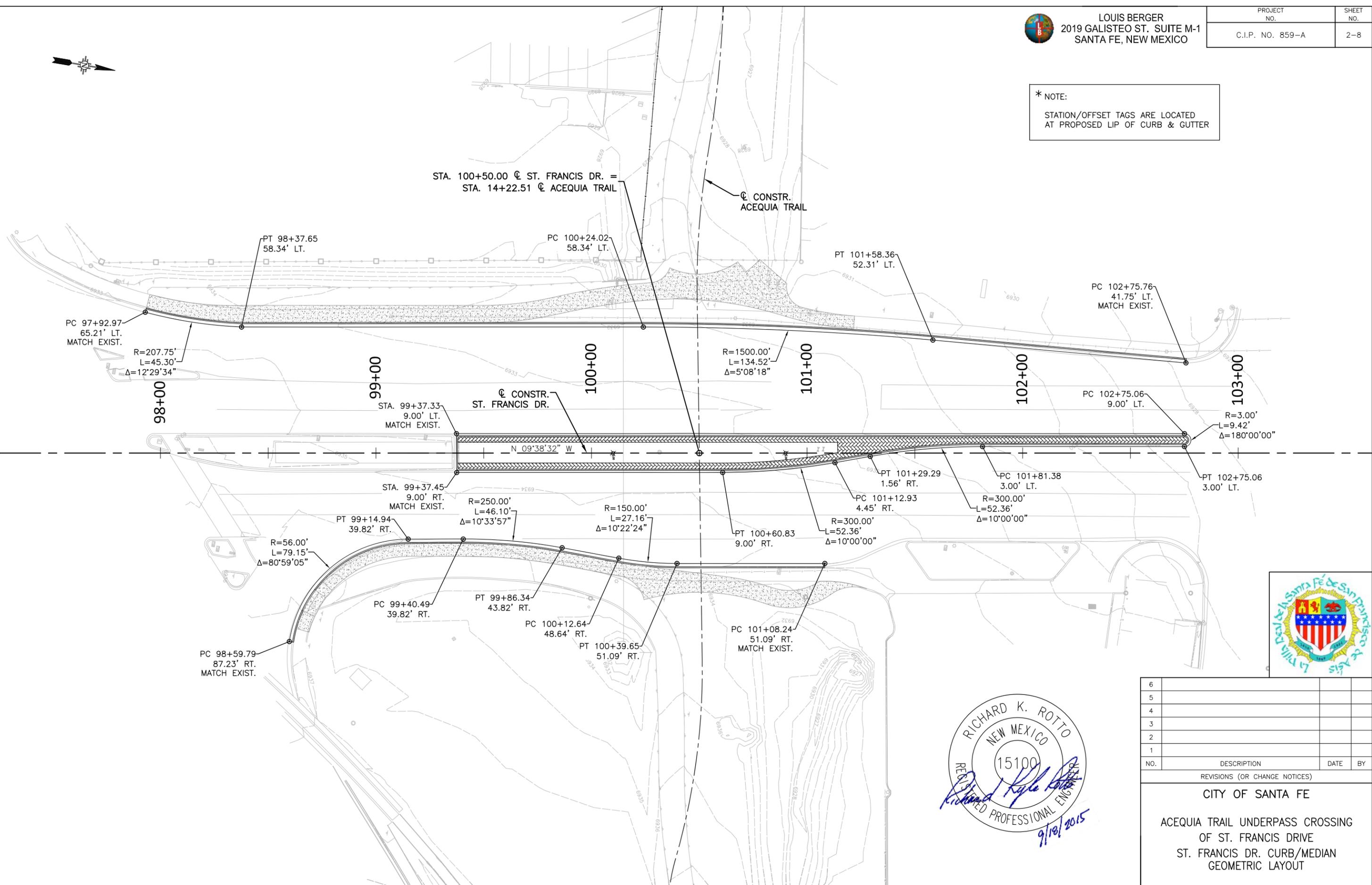


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-8

* NOTE:
STATION/OFFSET TAGS ARE LOCATED
AT PROPOSED LIP OF CURB & GUTTER

STA. 100+50.00 CL ST. FRANCIS DR. =
STA. 14+22.51 CL ACEQUIA TRAIL



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE

ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
ST. FRANCIS DR. CURB/MEDIAN
GEOMETRIC LAYOUT

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LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-10



OFFICE COMPLEX



RICHARD K. ROTTO
NEW MEXICO
15100
REGISTERED PROFESSIONAL ENGINEER
Richard K. Rotto
9/18/2015

NEW MEXICO SCHOOL FOR THE DEAF



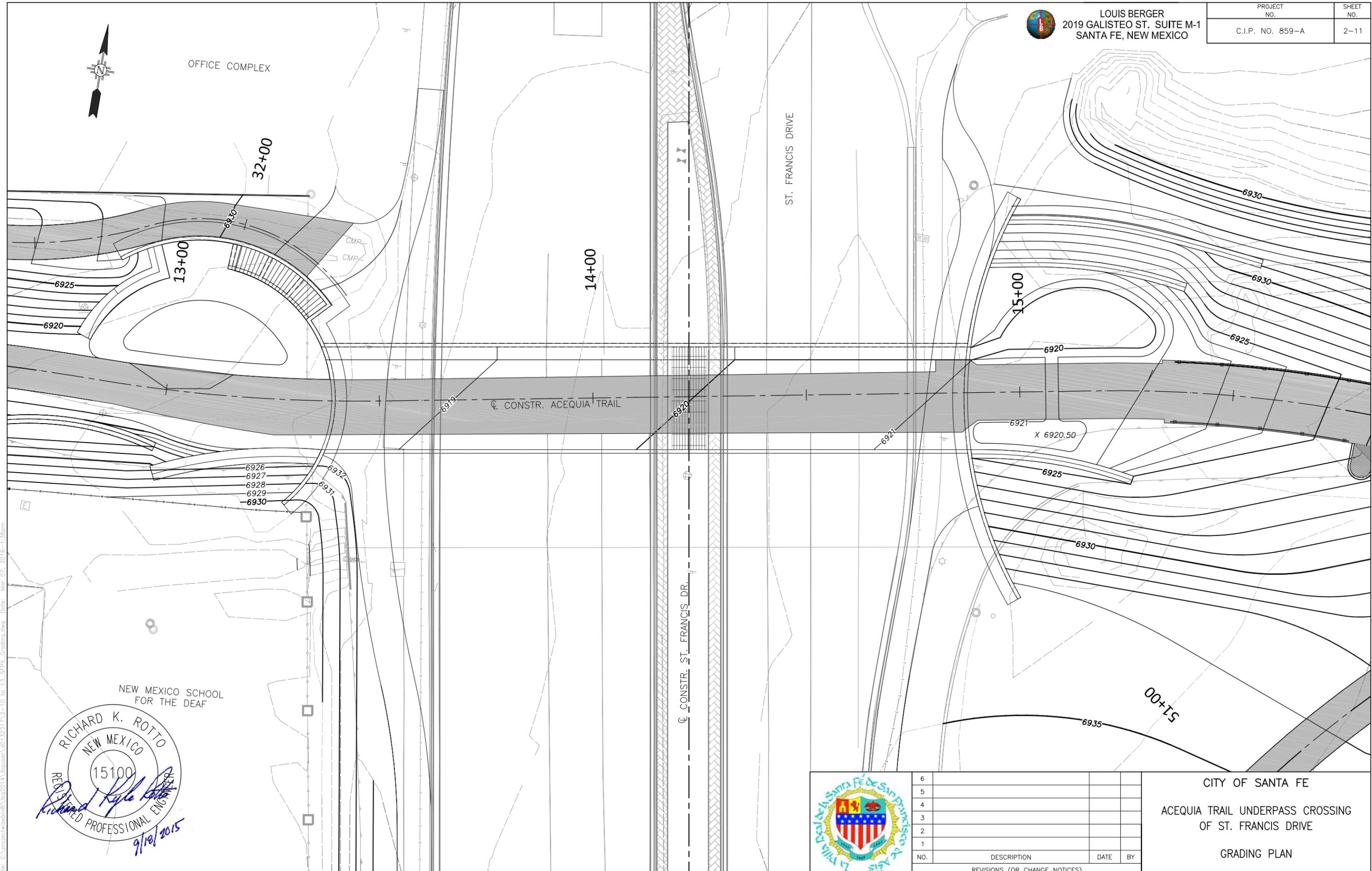
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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GRADING PLAN



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-11



File: C:\projects\stfrancis\13_SFPX_Grading.dwg Date: Mar 07, 2016 - 1:36pm

NEW MEXICO SCHOOL FOR THE DEAF

RICHARD K. ROTTO
NEW MEXICO
REG. NO. 15100
PROFESSIONAL ENGINEER
Richard Kyle Rotto
9/18/2015



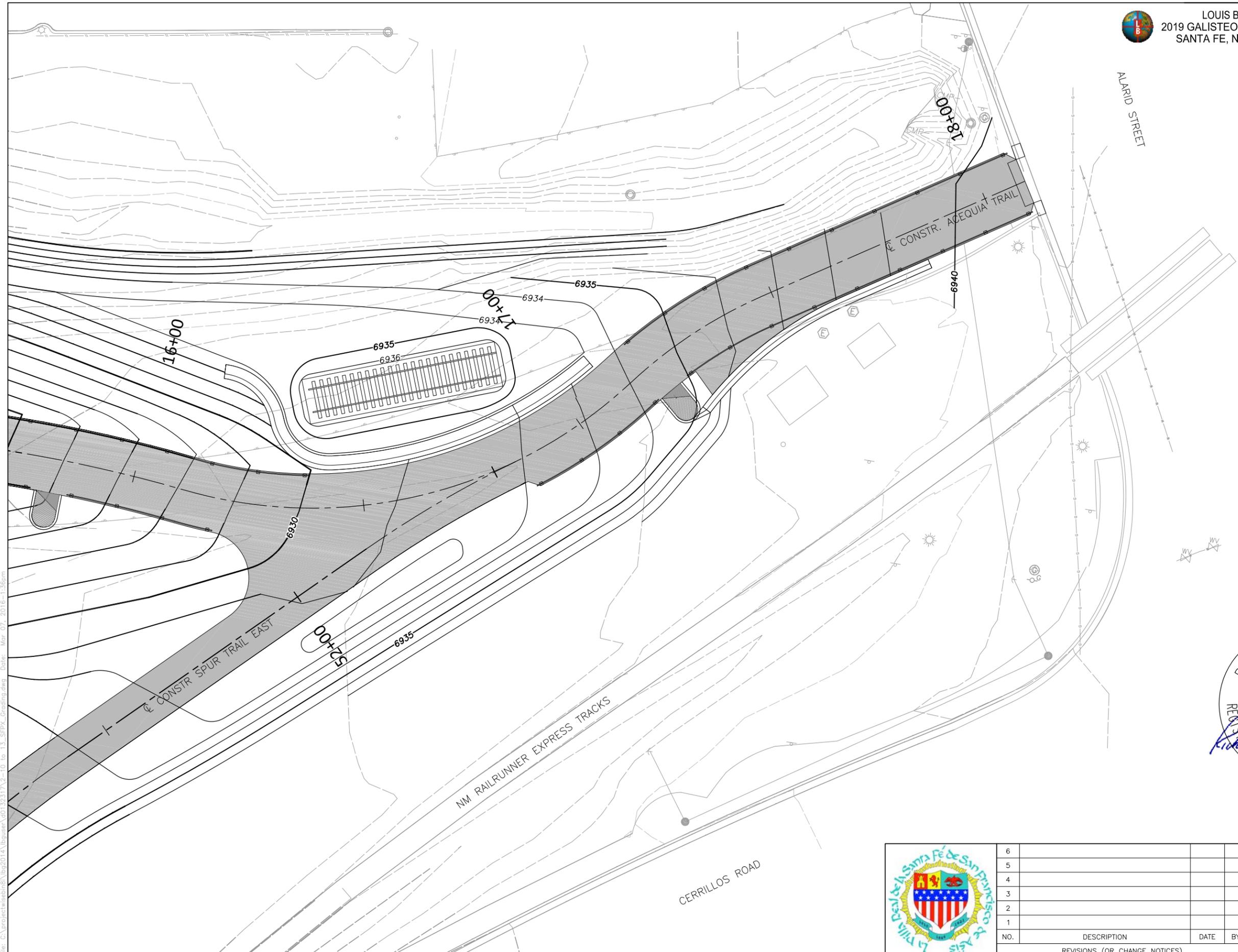
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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GRADING PLAN



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-12



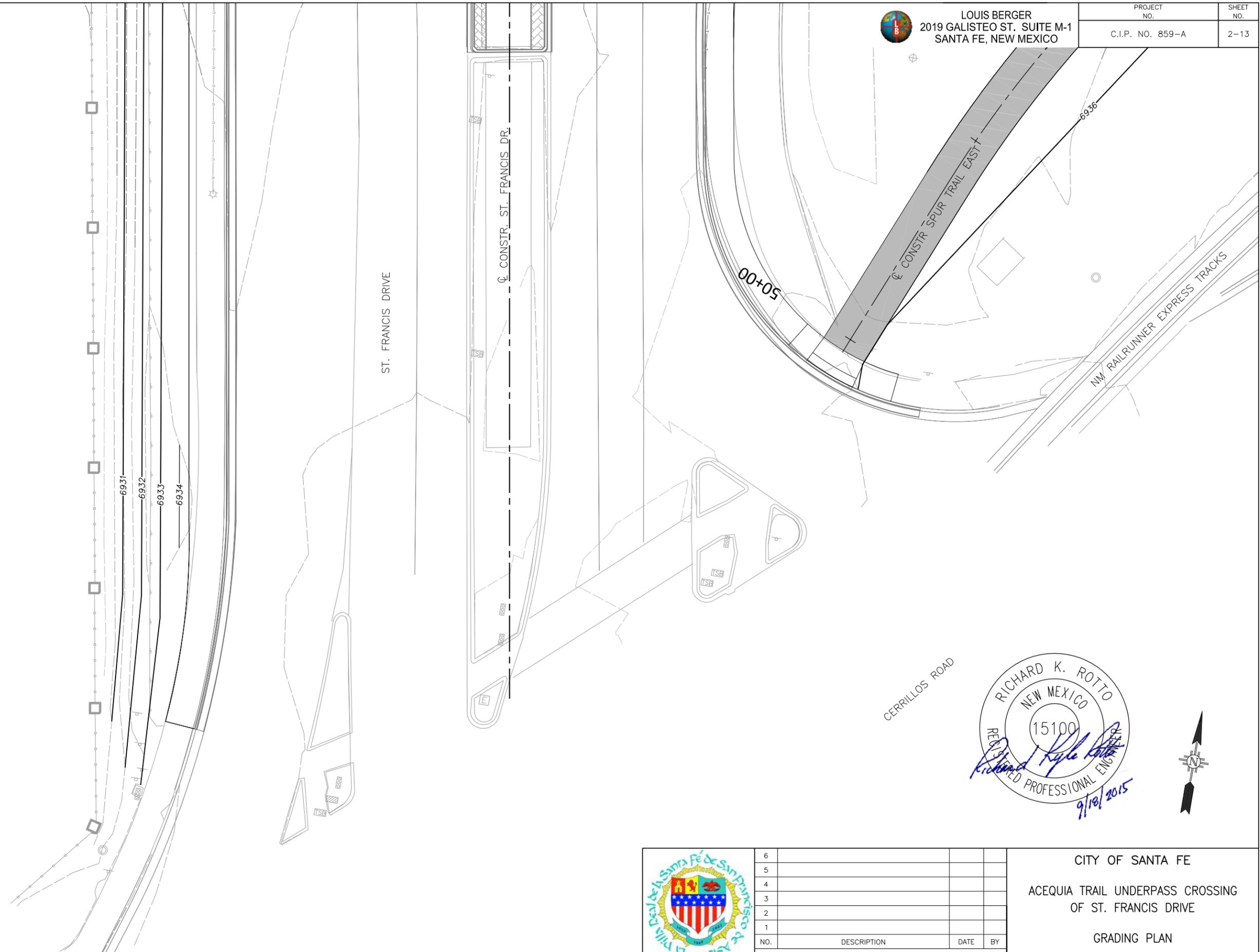
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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GRADING PLAN



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-13



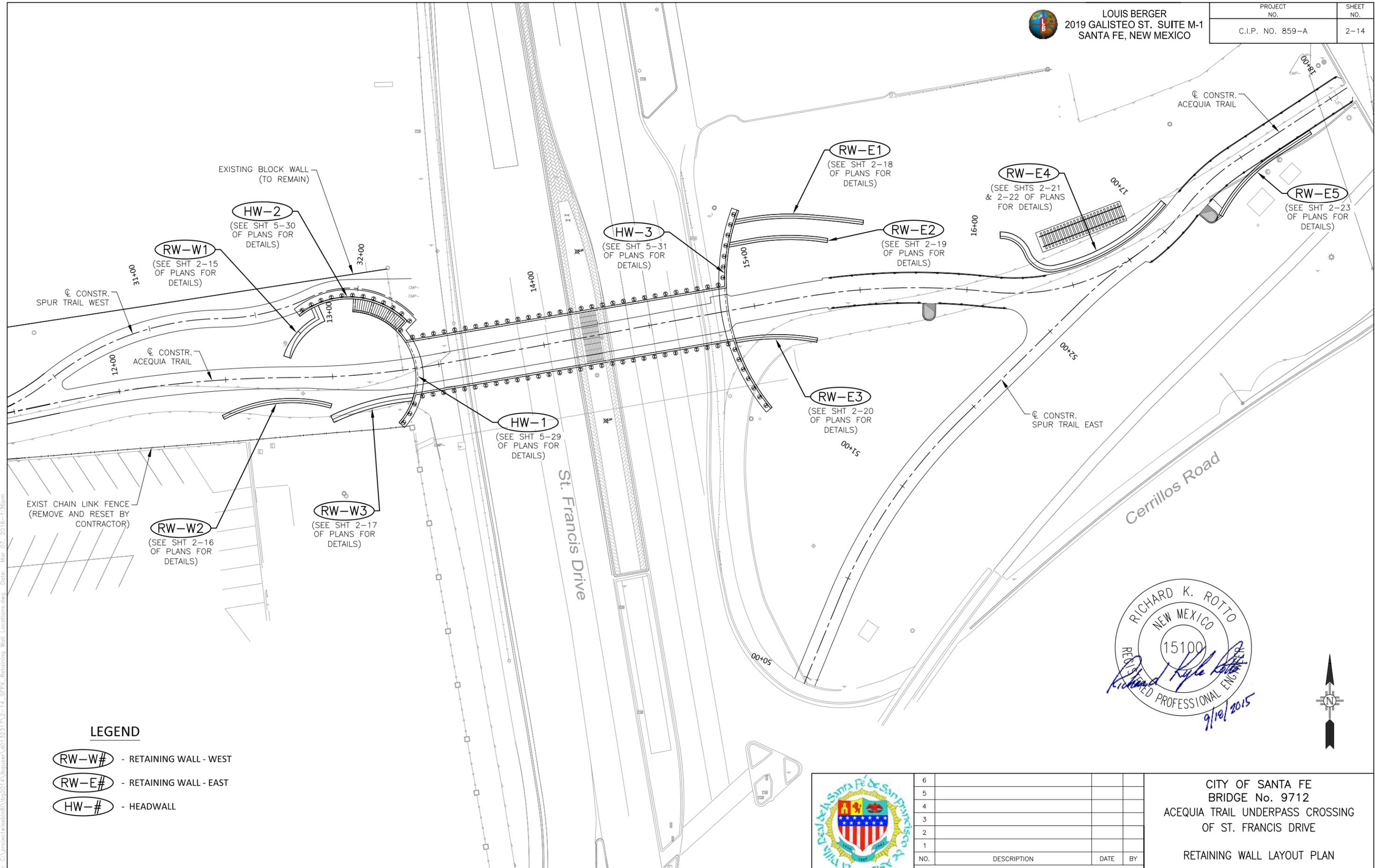
CERRILLOS ROAD



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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GRADING PLAN

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LEGEND

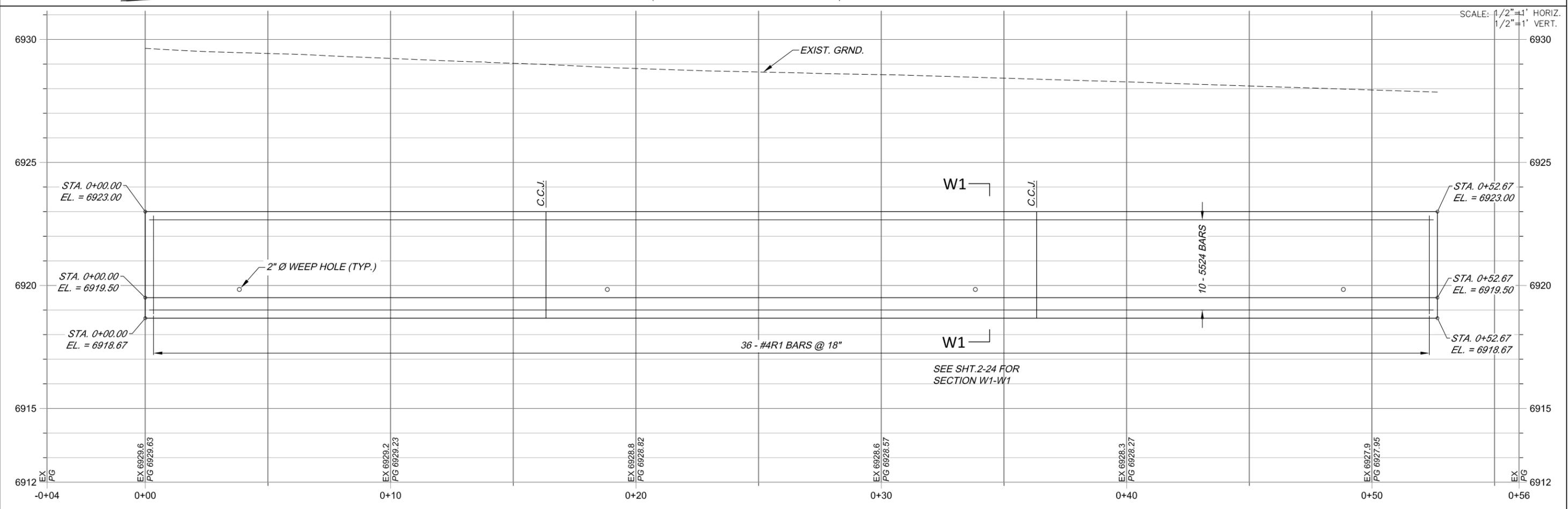
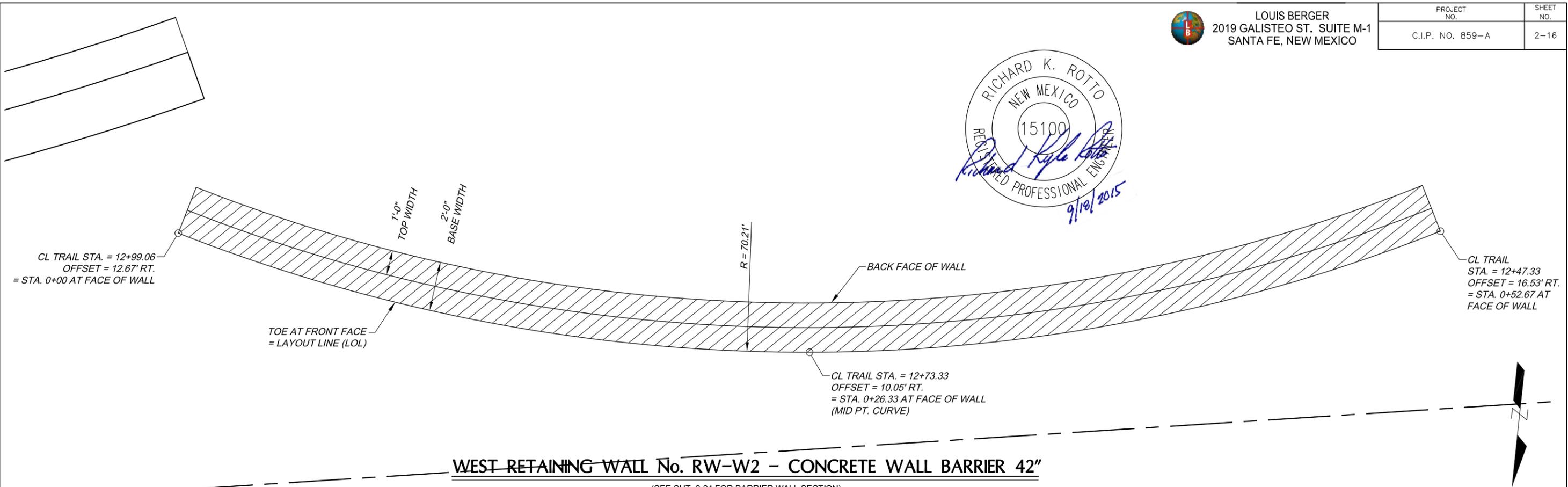
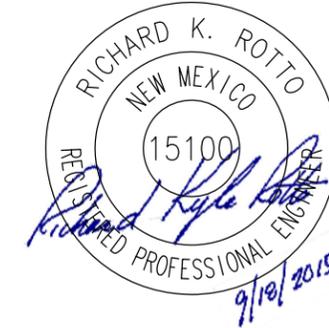
- RW-W#** - RETAINING WALL - WEST
- RW-E#** - RETAINING WALL - EAST
- HW-#** - HEADWALL



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CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

RETAINING WALL LAYOUT PLAN

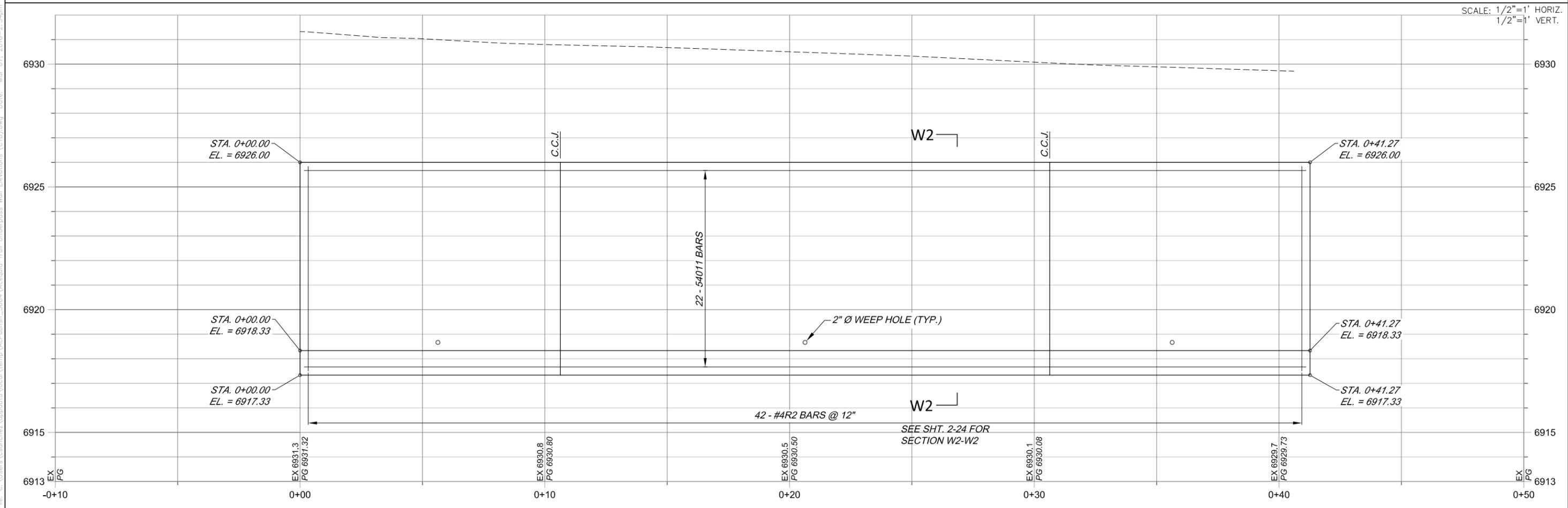
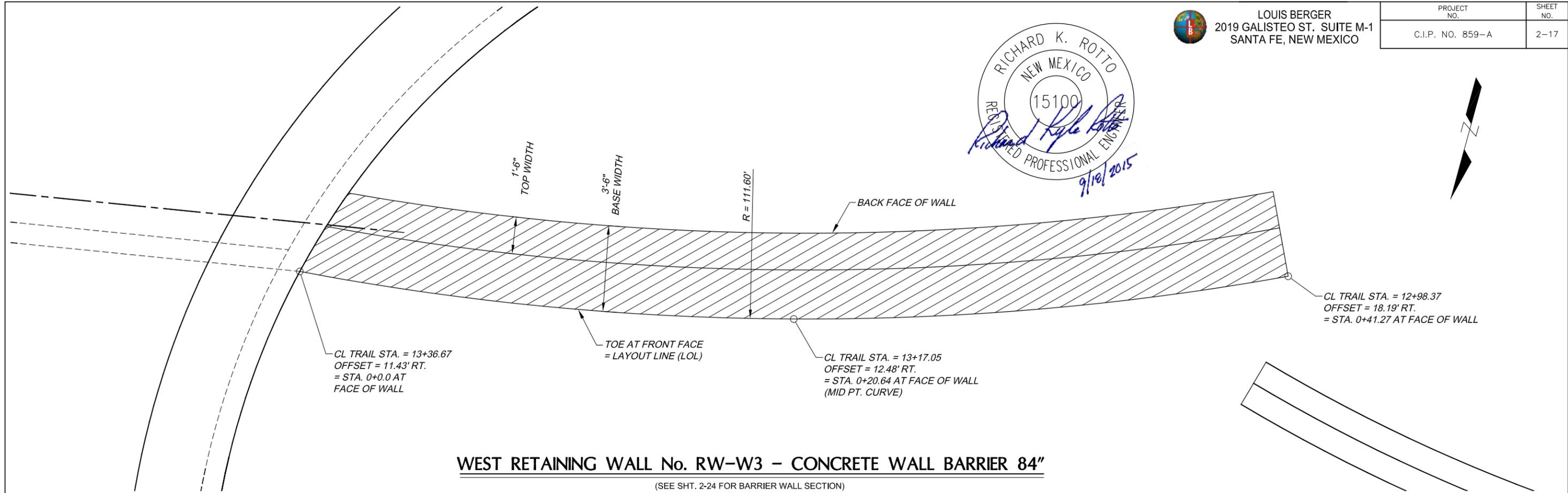
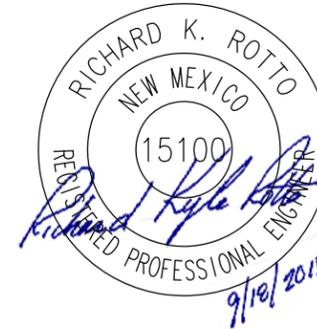


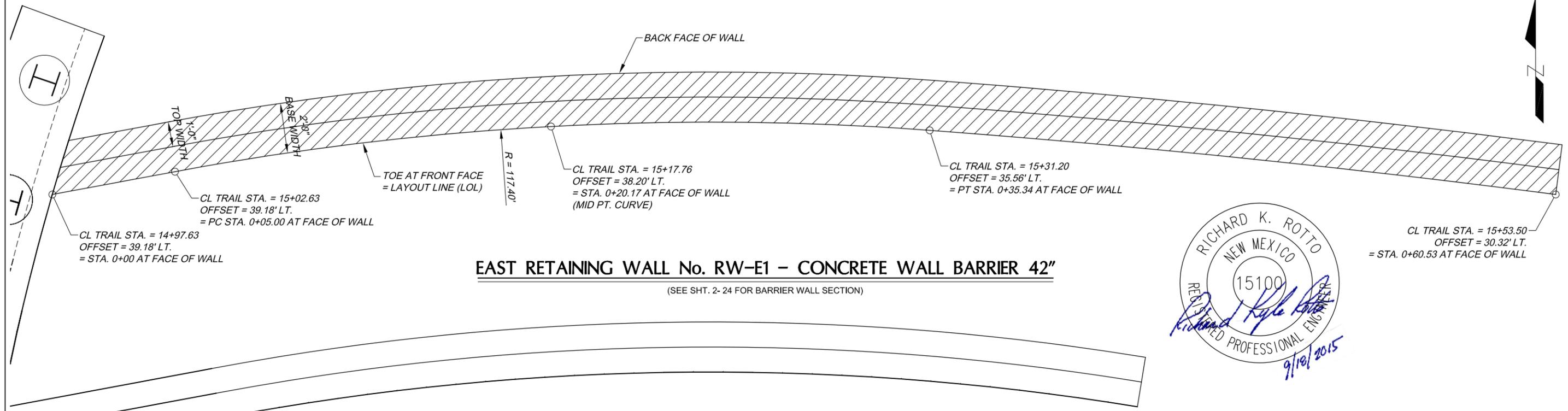
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LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

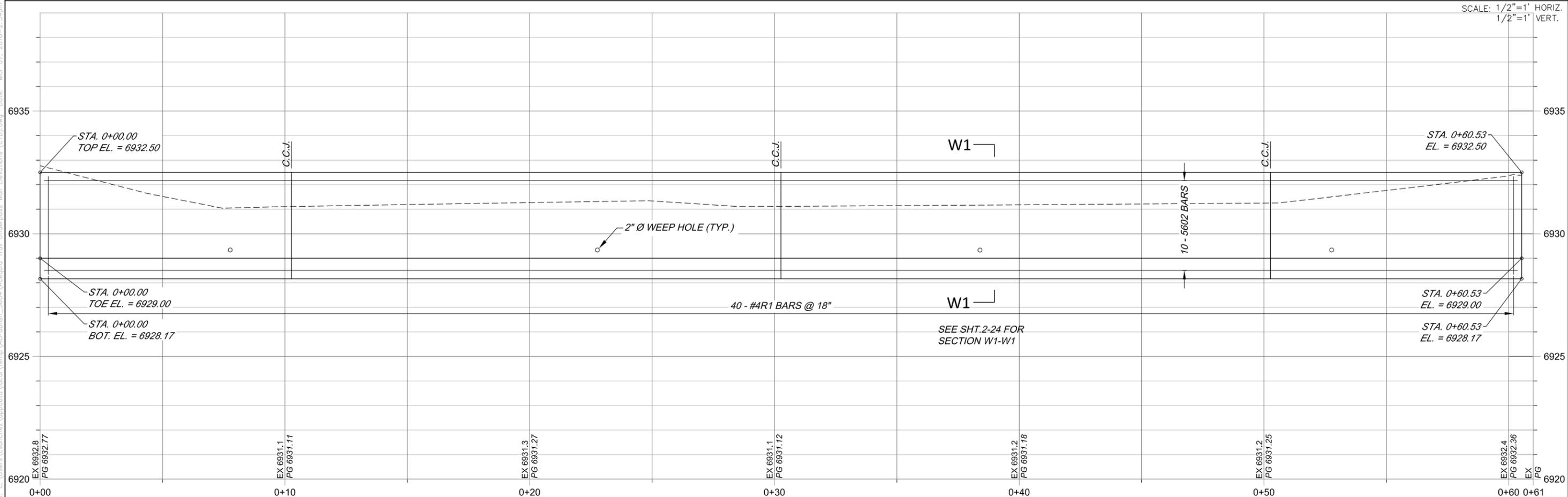
PROJECT NO. C.I.P. NO. 859-A	SHEET NO. 2-17
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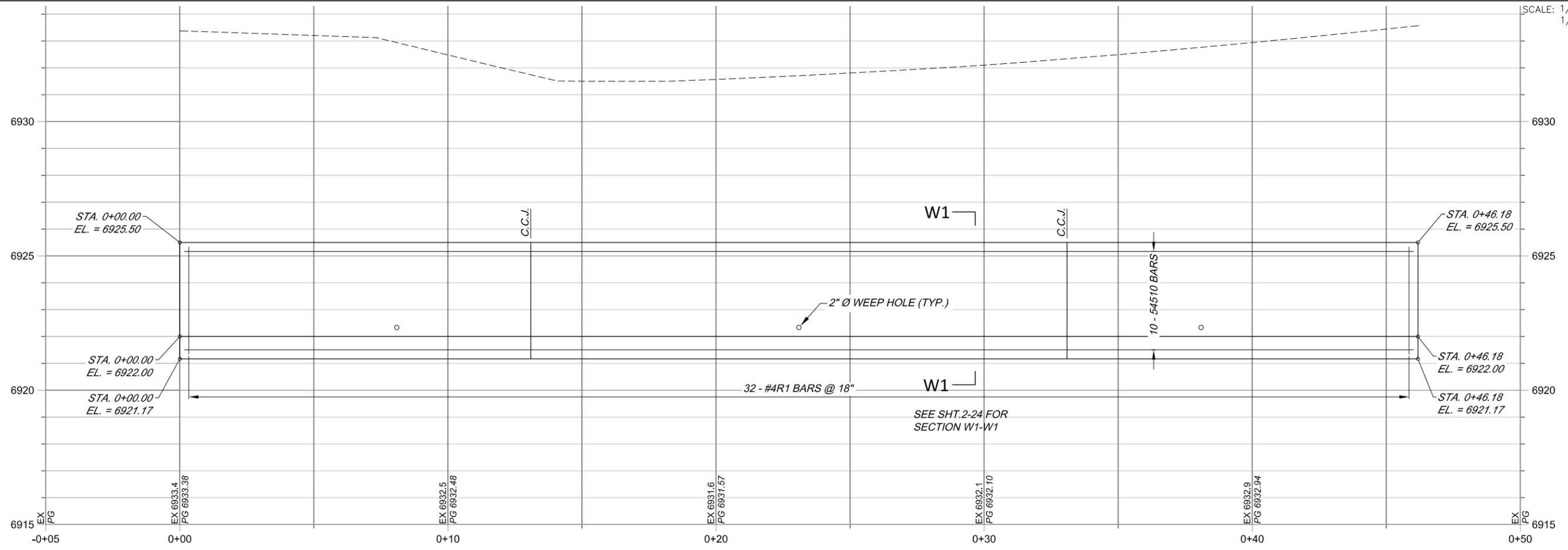
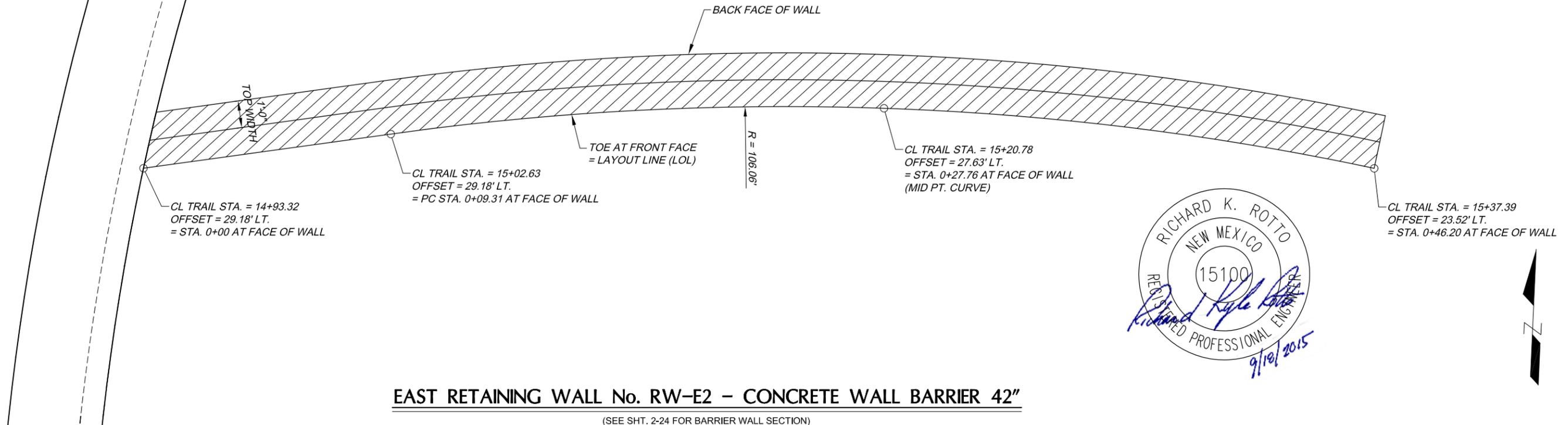


EAST RETAINING WALL No. RW-E1 - CONCRETE WALL BARRIER 42"

(SEE SHT. 2- 24 FOR BARRIER WALL SECTION)



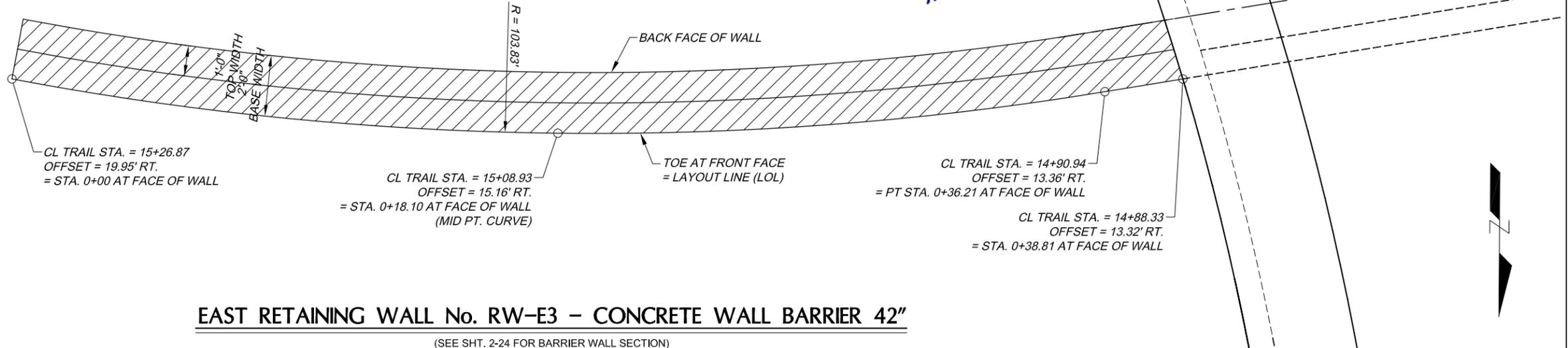
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1/2"=1' VERT.



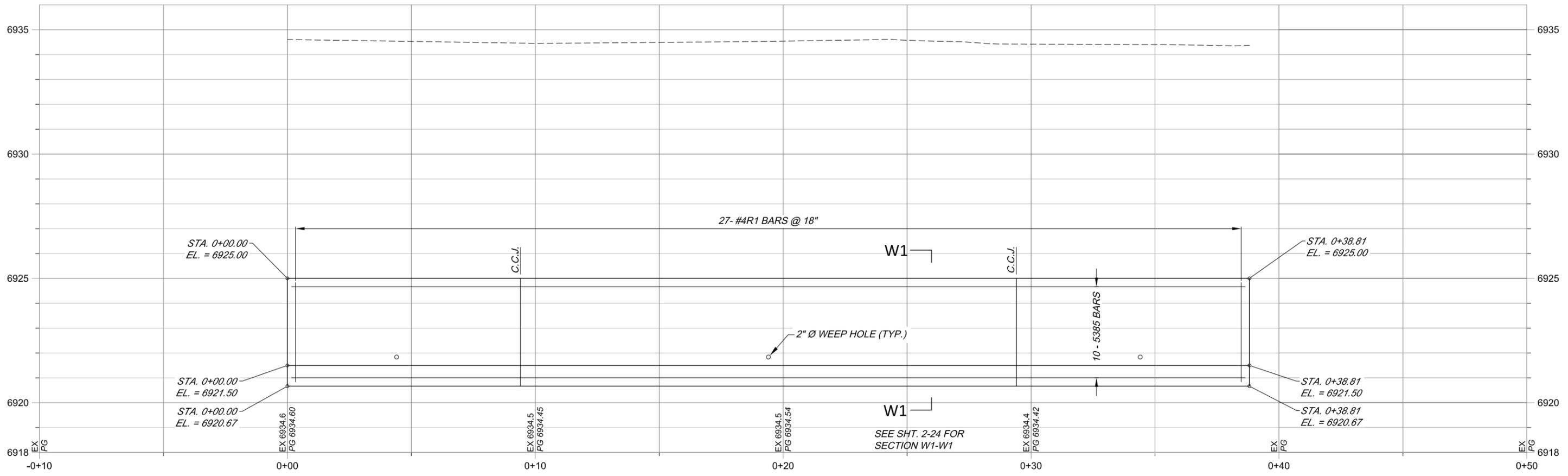


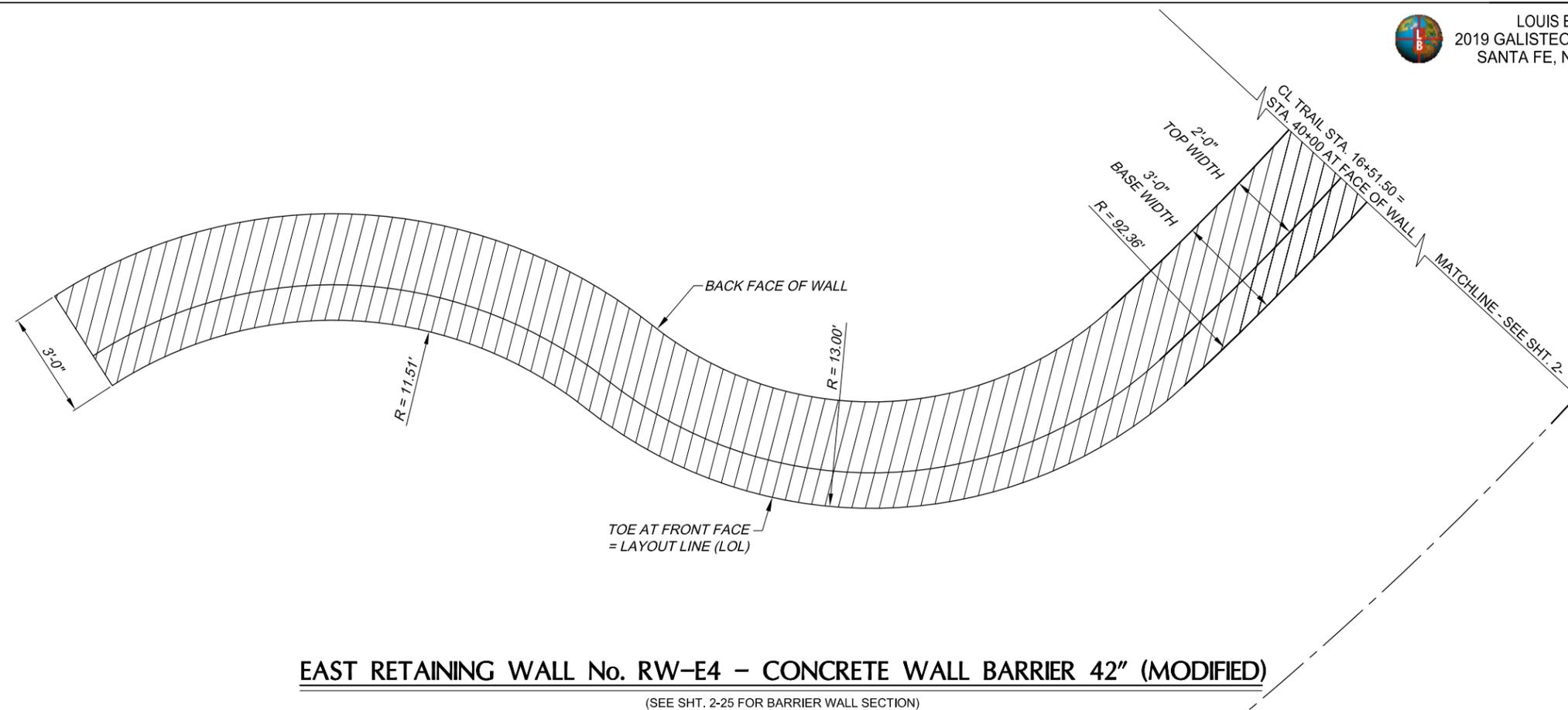
LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-20



SCALE: 1/2"=1' HORIZ.
1/2"=1' VERT.

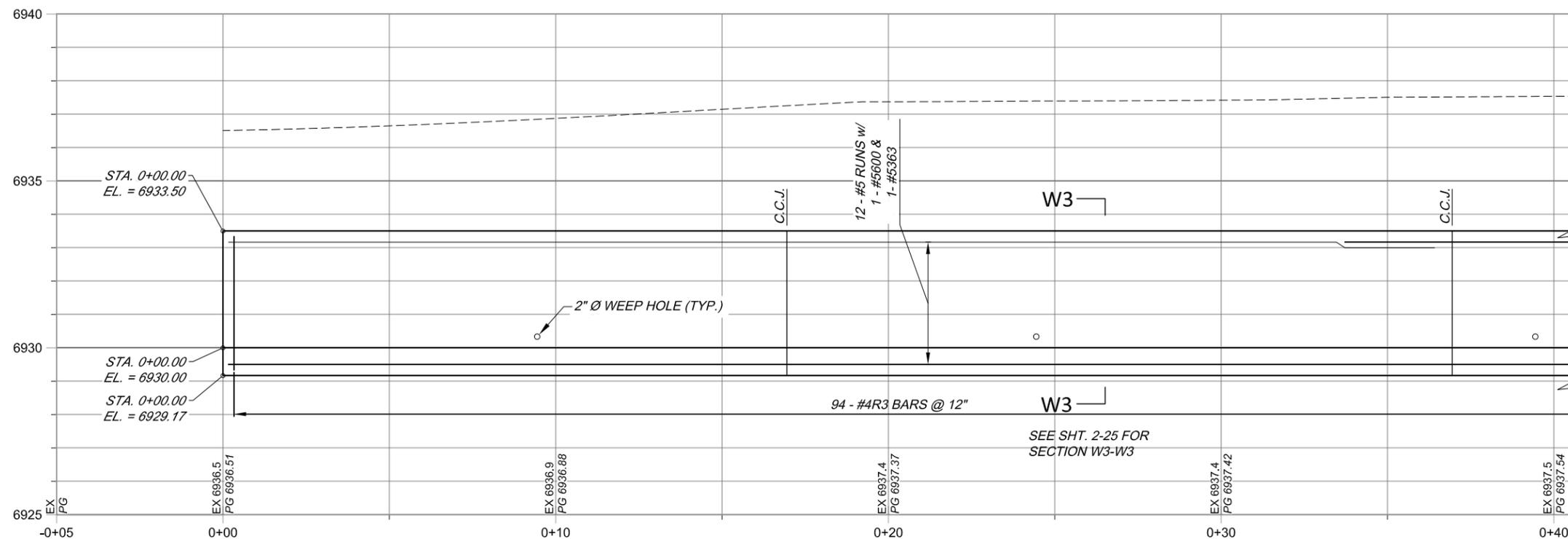




EAST RETAINING WALL No. RW-E4 – CONCRETE WALL BARRIER 42" (MODIFIED)

(SEE SHT. 2-25 FOR BARRIER WALL SECTION)

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1/2"=1' VERT.

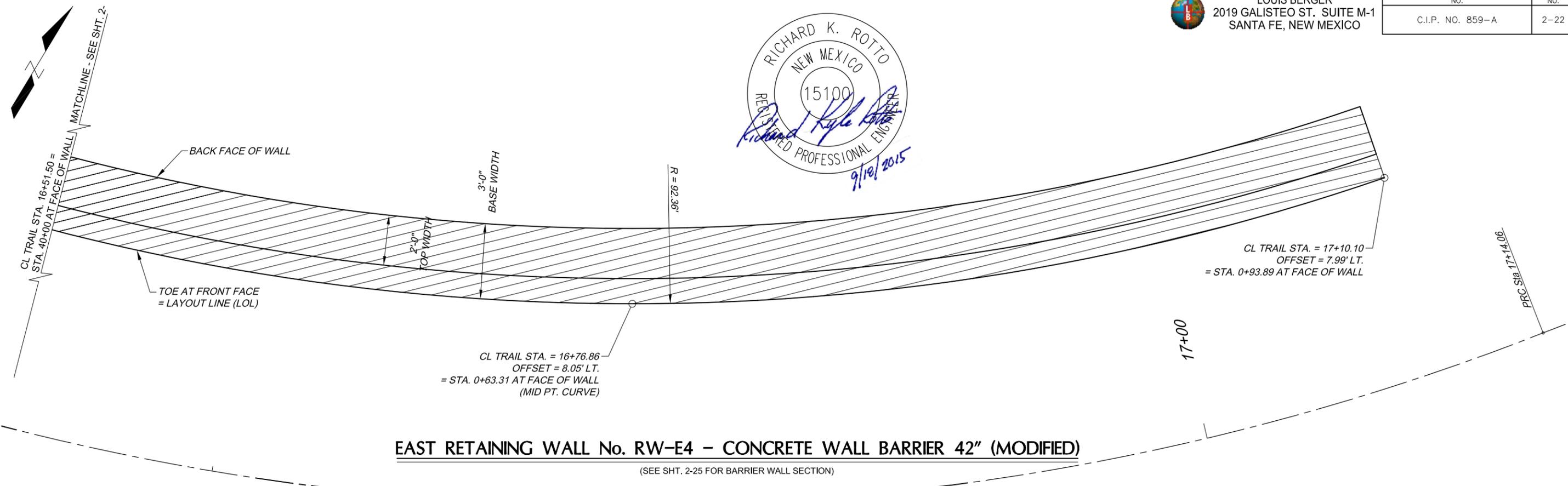


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2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

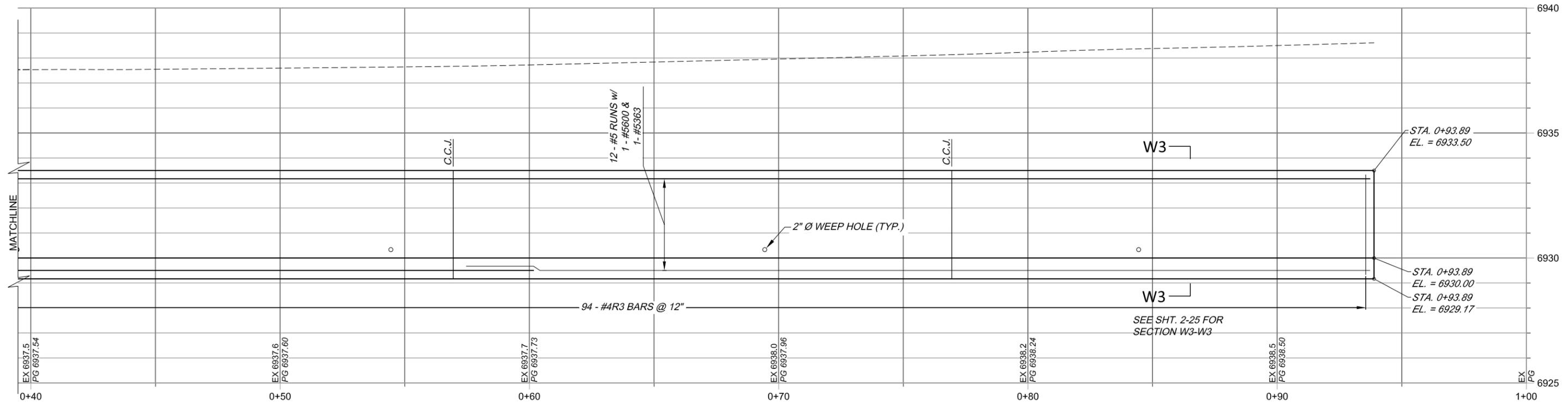
PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-22



EAST RETAINING WALL No. RW-E4 - CONCRETE WALL BARRIER 42" (MODIFIED)

(SEE SHT. 2-25 FOR BARRIER WALL SECTION)

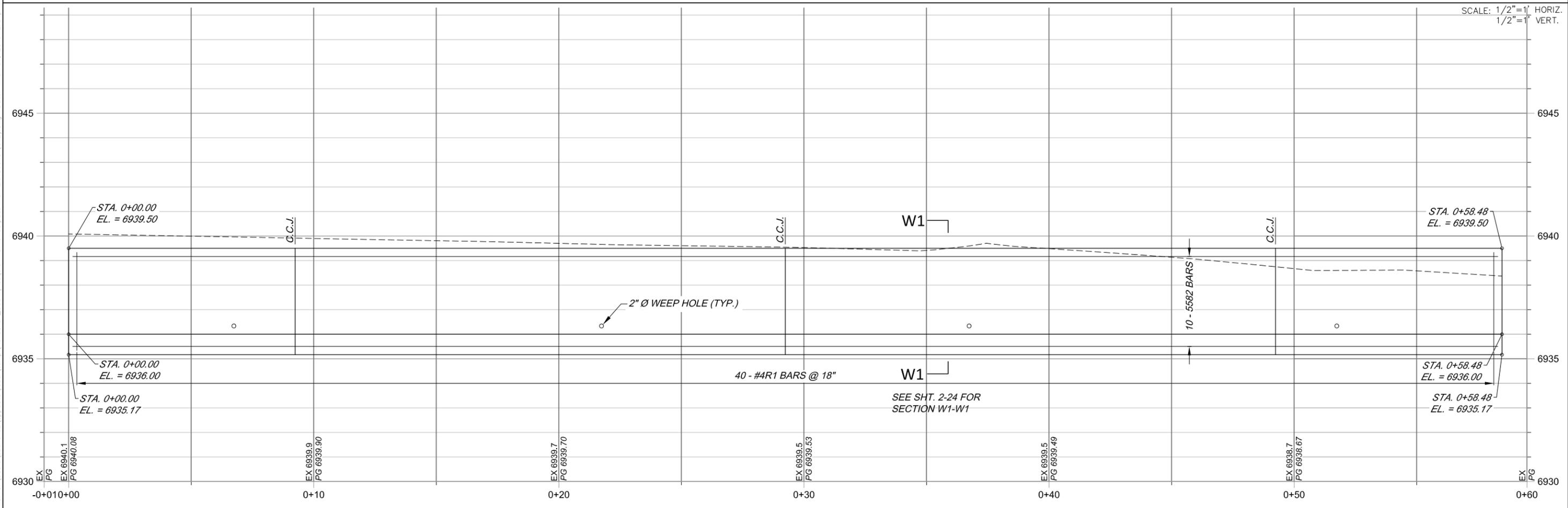
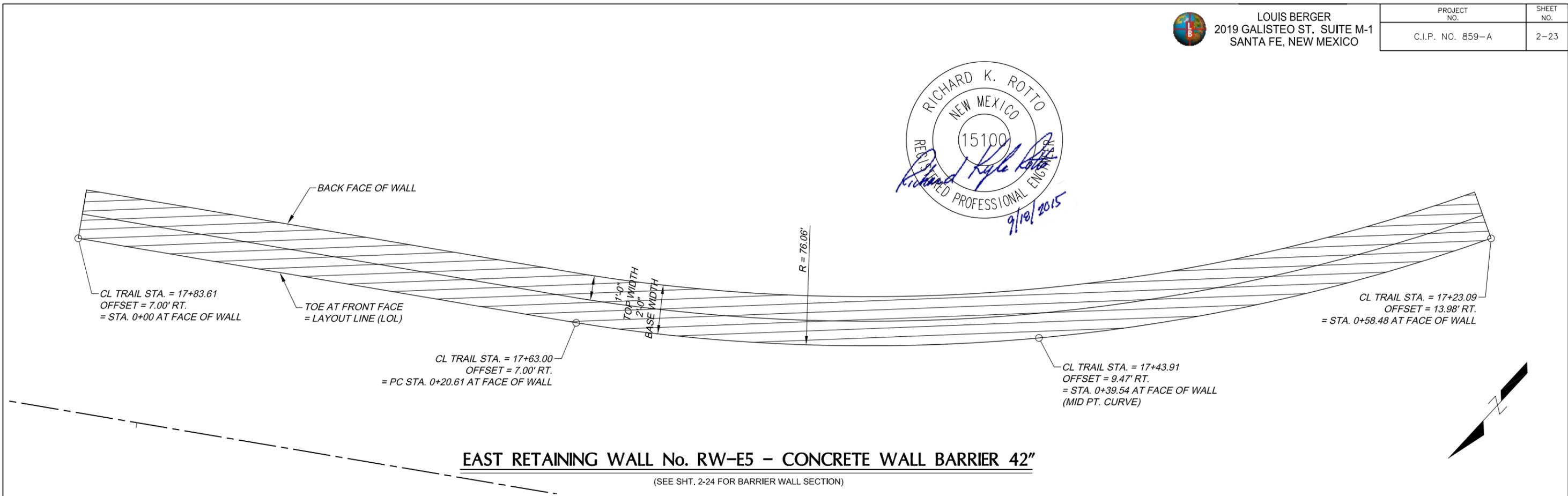
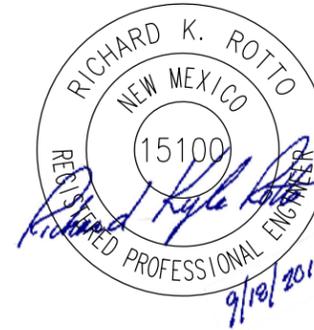
SCALE: 1/2"=1' HORIZ.
1/2"=1' VERT.



DESIGNED BY: RKR DRAWN BY: CS CHECKED BY: XM APPROVED BY: RKR DATE: 09/18/2015

PROJECT NO. C.I.P. # 859-A SHEET 2-22

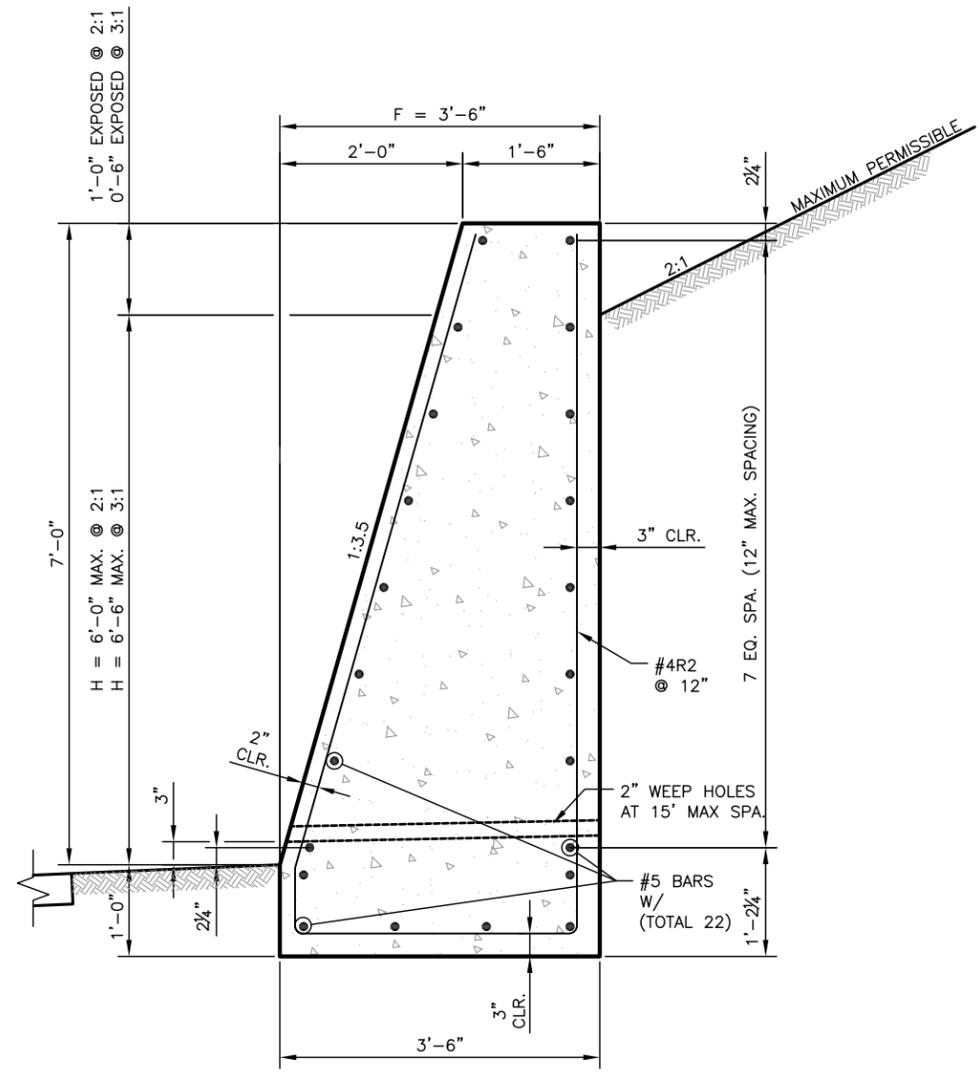
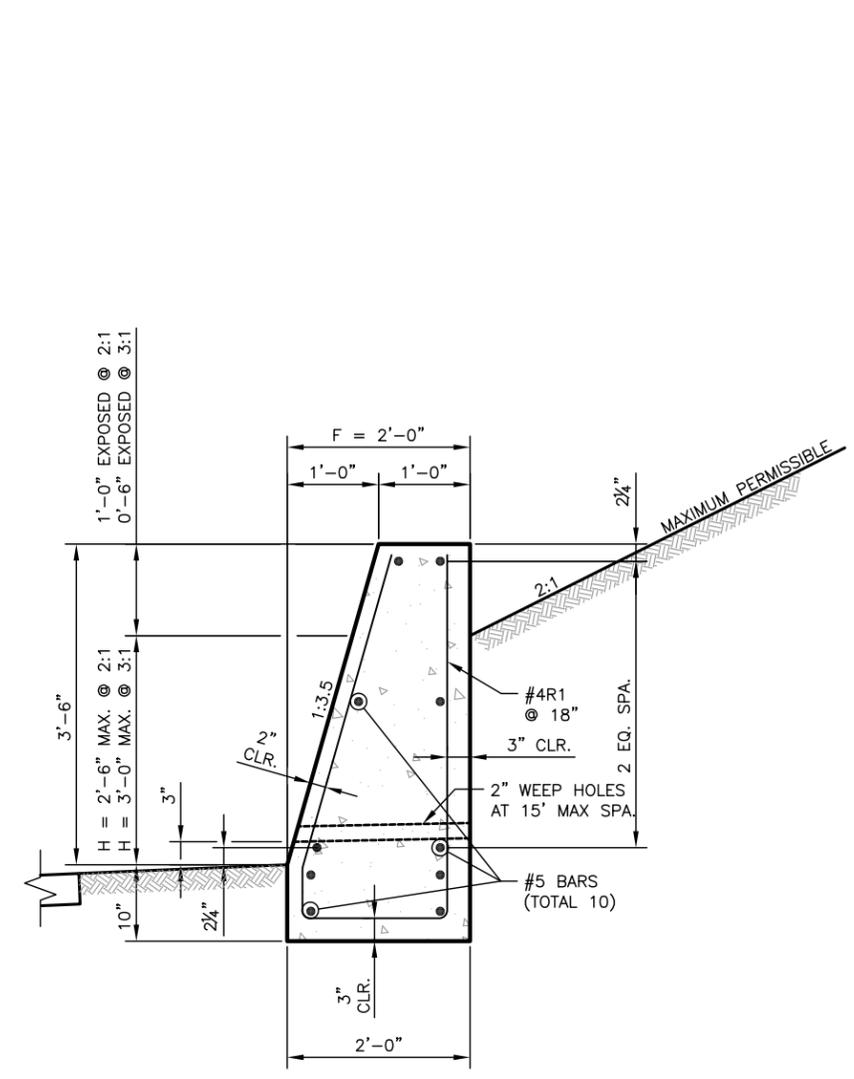
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GENERAL NOTES:

- CONCRETE WALL BARRIER 42" AND 84":**
- ALL WORK SHALL COMPLY WITH SECTION 606 OF THE NMDOT SPECIFICATIONS.
 - FOR ADDITIONAL GENERAL NOTES, SEE STANDARD DRAWING 606-17-1/7, EXCEPT AS MODIFIED HEREIN.
 - PROVIDE CRACK CONTROL JOINTS AT 20'-0" INTERVALS.
 - EXPANSION AND CONTRACTION JOINTS SHALL BE LOCATED AT 60'-0" MAXIMUM INTERVALS.
 - NO LIVE LOAD OR EARTH SURCHARGE HAS BEEN CONSIDERED IN THE DESIGN OF THE WALL. THEREFORE, THE CONTRACTOR SHALL EXERCISE CARE WHEN PLACING AND COMPACTING BACKFILL MATERIAL TO BE CONSISTENT WITH THE DESIGN ASSUMPTIONS.
 - PROVIDE A CLASS 2, RUBBER SURFACE FINISH, TO THE FRONT FACE, THE TOP OF THE WALL, AND THE TOP 12" OF THE BACK FACE.
 - TREAT ALL EXPOSED SURFACES WITH PENETRATING WATER REPELLANT TREATMENT.
 - THE CITY WILL MEASURE THE CWB ALONG THE BACK FACE (CENTERLINE OF CONSTRUCTION) OF THE BARRIER.
 - WALL SHALL BE PLACED ON A PREPARED SUBGRADE COMPACTED IN ACCORDANCE WITH SECTION 210.3.2 OF THE SPECIFICATIONS TO 100% OF MAXIMUM DENSITY.
 - PROVIDE 2" WEEP HOLES AT 15'-0" MAXIMUM SPACING IN ACCORDANCE WITH STANDARD DRAWING 511-81-1/3.
 - CONCRETE WALL BARRIER 42" AND 84" SHALL BE PAID FOR BY LINEAR FEET UNDER BID ITEM 606542 AND ITEM 606584 RESPECTIVELY. ALL WORK NECESSARY TO COMPLETE CONSTRUCTION OF THE WALL SHALL BE INCIDENTAL TO THIS BID ITEM AND NO SEPARATE PAYMENT WILL BE MADE.



ESTIMATED QUANTITIES
(FOR CONTRACTOR INFORMATION ONLY)

ITEM	UNIT	TOTAL
REINFORCING BARS, GRADE 60	LBS./FT.	16.84
STRUCTURAL CONCRETE CLASS "A"	CU.YD./FT.	0.26

ESTIMATED QUANTITIES
(FOR CONTRACTOR INFORMATION ONLY)

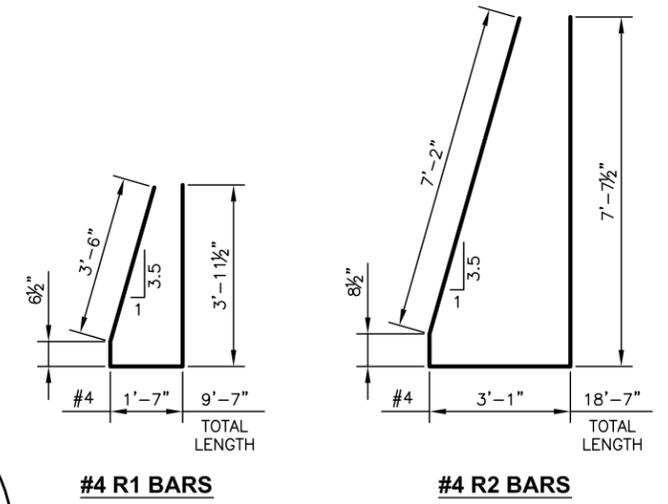
ITEM	UNIT	TOTAL
REINFORCING BARS, GRADE 60	LBS./FT.	35.86
STRUCTURAL CONCRETE CLASS "A"	CU.YD./FT.	0.78

DESIGN DATA

DESIGN ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2012.
 CLASS "A" CONCRETE: $f_c' = 3000$ psi
 GRADE 60 REINFORCING STEEL: $f_y = 60,000$ 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 = 33.25°
 FACTORED BEARING CAPACITY $q_r = 2.0$ TONS/SQ.FT.

DESIGN DATA

DESIGN ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2012.
 CLASS "A" CONCRETE: $f_c' = 3000$ psi
 GRADE 60 REINFORCING STEEL: $f_y = 60,000$ 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 = 33.25°
 FACTORED BEARING CAPACITY $q_r = 2.0$ TONS/SQ.FT.



REINFORCING BAR DETAILS

NOTE:
 BAR DETAILING SHALL BE IN ACCORDANCE WITH CHAPTER SIX OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI) MANUAL OF STANDARD PRACTICE, 2009 EDITION. DIMENSIONS ARE TO "OUT-TO-OUT" OF BARS.

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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

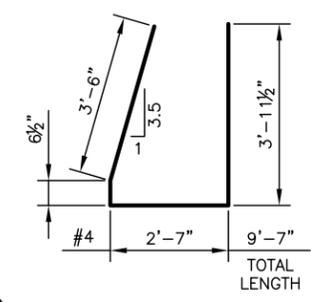
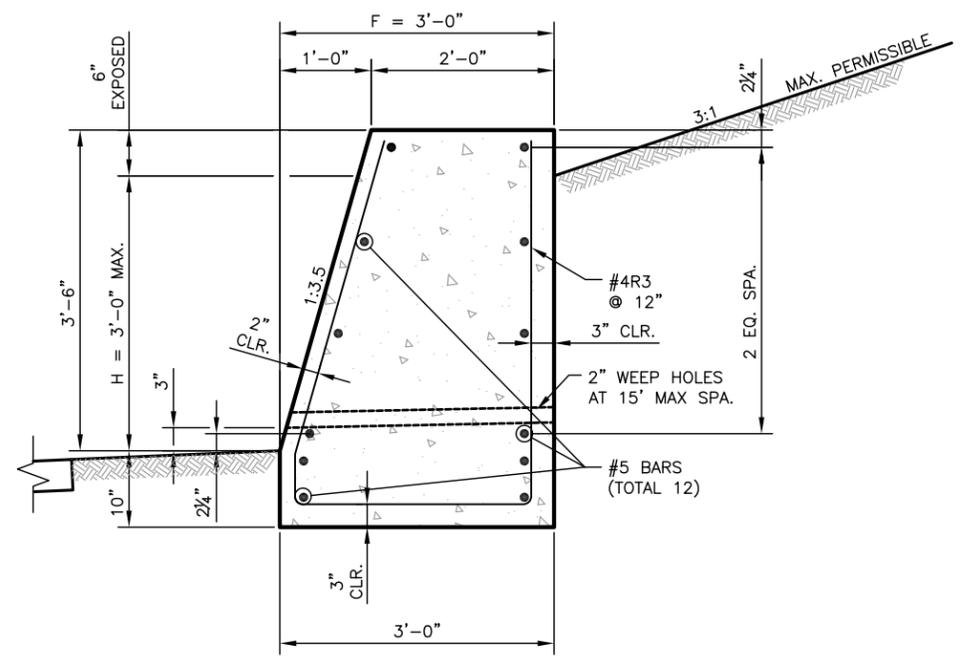
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

TYPICAL WALL SECTIONS

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GENERAL NOTES:

- CONCRETE WALL BARRIER 42" AND 84":
- ALL WORK SHALL COMPLY WITH SECTION 606 OF THE NMDOT SPECIFICATIONS.
 - FOR ADDITIONAL GENERAL NOTES, SEE STANDARD DRAWING 606-17-1/7, EXCEPT AS MODIFIED HEREIN.
 - PROVIDE CRACK CONTROL JOINTS AT 20'-0" INTERVALS.
 - EXPANSION AND CONTRACTION JOINTS SHALL BE LOCATED AT 60'-0" MAXIMUM INTERVALS.
 - NO LIVE LOAD OR EARTH SURCHARGE HAS BEEN CONSIDERED IN THE DESIGN OF THE WALL. THEREFORE, THE CONTRACTOR SHALL EXERCISE CARE WHEN PLACING AND COMPACTING BACKFILL MATERIAL TO BE CONSISTENT WITH THE DESIGN ASSUMPTIONS.
 - PROVIDE A CLASS 2, RUBBER SURFACE FINISH, TO THE FRONT FACE, THE TOP OF THE WALL, AND THE TOP 12" OF THE BACK FACE.
 - TREAT ALL EXPOSED SURFACES WITH PENETRATING WATER REPELLANT TREATMENT.
 - THE CITY WILL MEASURE THE CWB ALONG THE BACK FACE (CENTERLINE OF CONSTRUCTION) OF THE BARRIER.
 - WALL SHALL BE PLACED ON A PREPARED SUBGRADE COMPACTED IN ACCORDANCE WITH SECTION 210.3.2 OF THE SPECIFICATIONS TO 100% OF MAXIMUM DENSITY.
 - PROVIDE 2" WEEP HOLES AT 15'-0" MAXIMUM SPACING IN ACCORDANCE WITH STANDARD DRAWING 511-81-1/3.
 - CONCRETE WALL BARRIER 42" AND 84" SHALL BE PAID FOR BY LINEAR FEET UNDER BID ITEM 606542 AND ITEM 606584 RESPECTIVELY. ALL WORK NECESSARY TO COMPLETE CONSTRUCTION OF THE WALL SHALL BE INCIDENTAL TO THIS BID ITEM AND NO SEPARATE PAYMENT WILL BE MADE.



ESTIMATED QUANTITIES (FOR CONTRACTOR INFORMATION ONLY)		
ITEM	UNIT	TOTAL
REINFORCING BARS, GRADE 60	LBS./FT.	19.59
STRUCTURAL CONCRETE CLASS "A"	CU.YD./FT.	0.42

DESIGN DATA

DESIGN ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2012.
 CLASS "A" CONCRETE: $f_c' = 3000$ psi
 GRADE 60 REINFORCING STEEL: $f_y = 60,000$ 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 = 33.25°
 FACTORED BEARING CAPACITY $q_r = 2.0$ TONS/SQ.FT.



REINFORCING BAR DETAILS

NOTE:
 BAR DETAILING SHALL BE IN ACCORDANCE WITH CHAPTER SIX OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI) MANUAL OF STANDARD PRACTICE, 2009 EDITION. DIMENSIONS ARE TO "OUT-TO-OUT" OF BARS.

**SECTION W3-W3
 CONCRETE WALL BARRIER 42" (MODIFIED)**

(SCALE: 1" = 2 FOOT)

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REVISIONS (OR CHANGE NOTICES)			

**CITY OF SANTA FE
 BRIDGE No. 9712
 ACEQUIA TRAIL UNDERPASS CROSSING
 OF ST. FRANCIS DRIVE**

TYPICAL WALL SECTIONS

File: C:\Users\casanchez\appdata\local\temp\temp\publish_4612\2-24 to 25_SFPX_Gravity Retaining Wall Sections.dwg Date: Mar 08, 2016 8:22am

ESTIMATED QUANTITIES

ITEM NO.	ITEM DESCRIPTION	QUANTITY
206100	SELECT BACKFILL MATERIAL	270 CU.YD.
570437	24" STORM DRAIN CULVERT PIPE	10 LIN.FT.
570461	36" STORM DRAIN CULVERT PIPE	18 LIN.FT.
570486	60" STORM DRAIN CULVERT PIPE	113 LIN.FT.

GRATE PERFORMANCE/DESIGN

$$Q_{\text{grate}}(50\% \text{ clogged}) = 2.8 \times L \times H^{1.5}$$

$$Q_{\text{grate}}(50\% \text{ clogged}) = 1.29 \text{ cfs} - 0.65 \text{ cfs} + 0.06 \text{ cfs} = 0.70 \text{ cfs}$$

$$L = \text{outer } 3'' \text{ of grate } (32''\phi) = \pi \times \phi = \pi \times (32-3)/12 = 7.6 \text{ ft}$$

$$\text{PERCENT OPEN AREA} = 350/1017 = 0.34$$

$$0.70 = 0.5 \times 0.34 \times 2.8 \times 7.6 \times H^{1.5}$$

$$\text{THEREFORE } H = 0.33 \text{ ft head req'd}$$



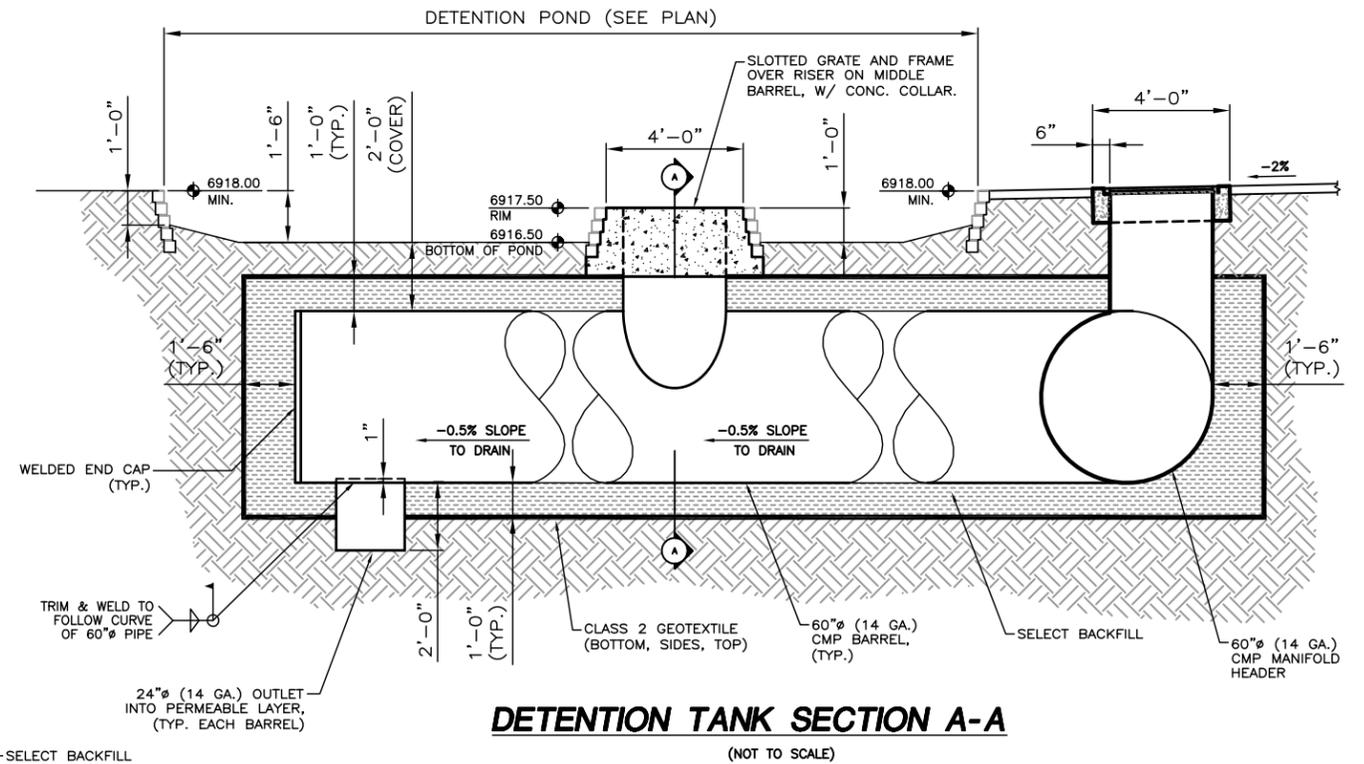
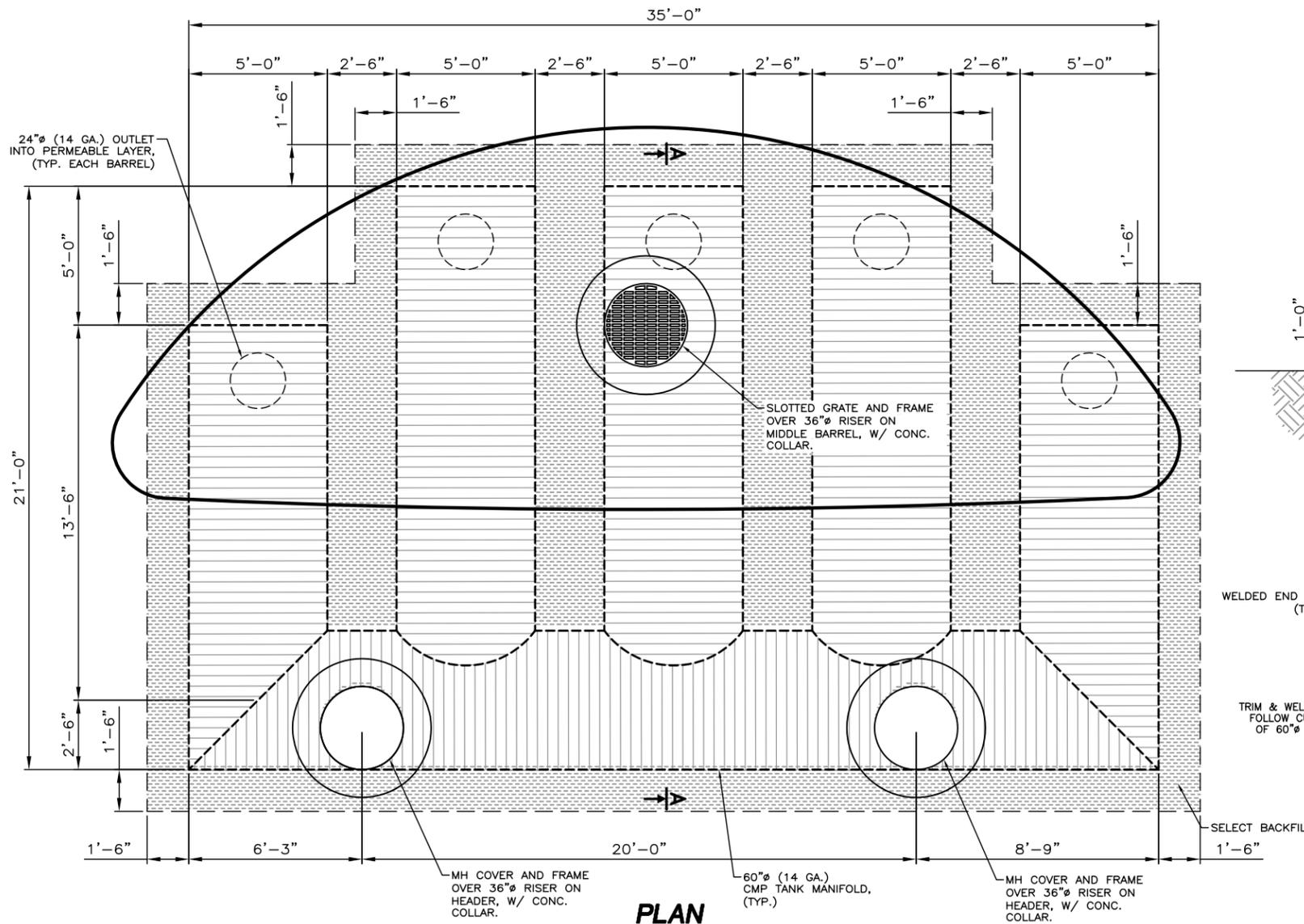
NOTES

- DISTURBED AREAS SHALL BE RESEEDED IN ACCORDANCE WITH THE REVEGETATION PLAN.
- THE OWNER IS RESPONSIBLE FOR MAINTAINING DRAINAGE FACILITIES AND ERODIBLE AREAS.
- THIS PROPERTY DOES NOT LIE WITHIN A F.E.M.A. 100 YEAR FLOOD HAZARD ZONE.
- SEE SITE PLAN FOR LOCATION OF DETENTION TANK AND OUTLET.
- THE SLOTTED GRATE AND FRAME SHALL BE SELF-SEATING, CATALOG NUMBER V-3810-6, BY VULCAN FOUNDRY INC.
- CONCRETE COLLAR MIX DESIGN SHALL BE CLASS AA CONCRETE ALL CORRUGATED STEEL PIPE MATERIALS, END CAPS, WELDMENTS, AND COUPLERS SHALL BE ALUMINIZED, TYPE 2 WITH AN ASPHALT COATING, AND SUITABLE FOR SUB-DRAINAGE APPLICATION. THE MINIMUM CORROSION RESISTANCE NUMBER SHALL BE CR4.
- ALL CSP SHALL CONFORM TO AASHTO M274 AND M36.
- ALL CORRUGATED STEEL PIPE JOINTS SHALL BE WATERTIGHT, "POSITIVE" JOINTS.
- ALL BAND COUPLERS, GASKETS, AND APPURTENCES SHALL BE INSTALLED PER THE MANUFACTURE'S INSTRUCTIONS.
- THE 36"φ CORRUGATED STEEL PIPE RISER SHALL BE ATTACHED IN THE SHOP AND DETAILED BY THE PIPE MANUFACTURER TO INDUSTRY STANDARDS.
- THE 24"φ CORRUGATED STEEL PIPE RISERS SHALL BE ATTACHED IN THE SHOP AND DETAILED BY THE PIPE MANUFACTURER TO INDUSTRY STANDARDS AND APPLICABLE CODES.
- THE END CAP PLATES SHALL CONFORM TO ASTM A36 AND SHALL BE ATTACHED IN THE SHOP USING FULL PENETRATION BUTT WELDS TO INDUSTRY STANDARDS AND APPLICABLE CODES.
- CONSTRUCTION OF THE BEDDING, BACKFILL, AND PIPE INSTALLATION SHALL CONFORM TO SECTION 206 OF THE STANDARD SPECIFICATIONS AND STANDARD DRAWING 206-07-1/1.
- WELDED CONNECTIONS SHALL BE IN ACCORDANCE WITH SECTIONS 541.3.6.4.1 AND 571.3.1.2. SUBMIT WELDER QUALIFICATIONS FOR REVIEW AND APPROVAL.
- SUBMIT SHOP DRAWINGS IN ACCORDANCE WITH SECTION 541.3.3.
- CLASS 2 GEOTEXTILE, PER SECTION 604, SHALL BE INCIDENTAL TO ITEM 206100 - SELECT BACKFILL MATERIAL AND NO SEPARATE PAYMENT SHALL BE MADE THEREFOR



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-26



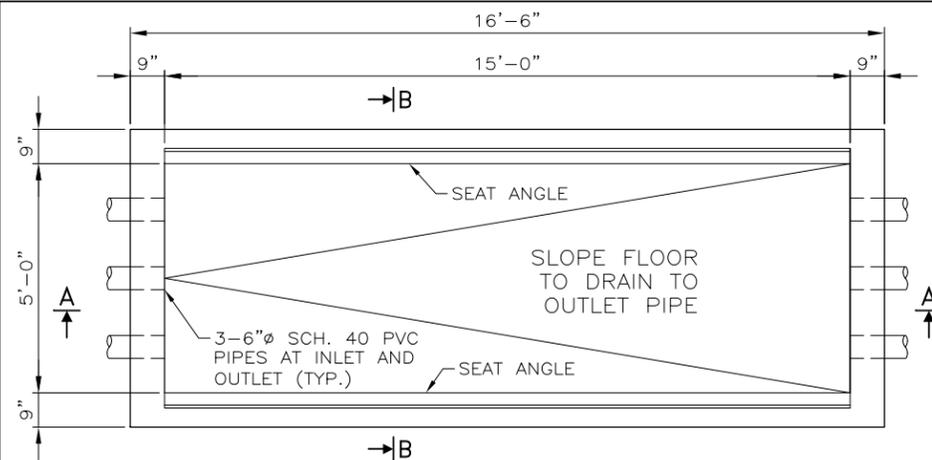
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REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
DETENTION TANK DETAILS

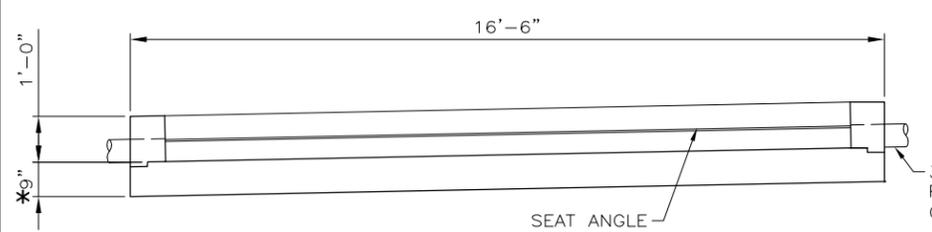


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-27



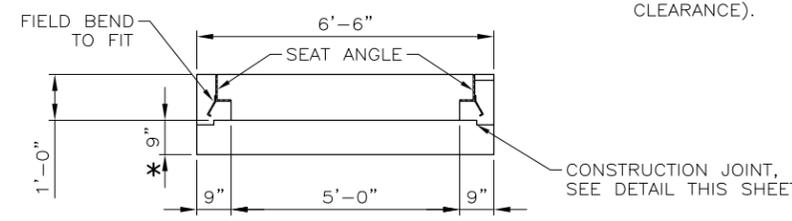
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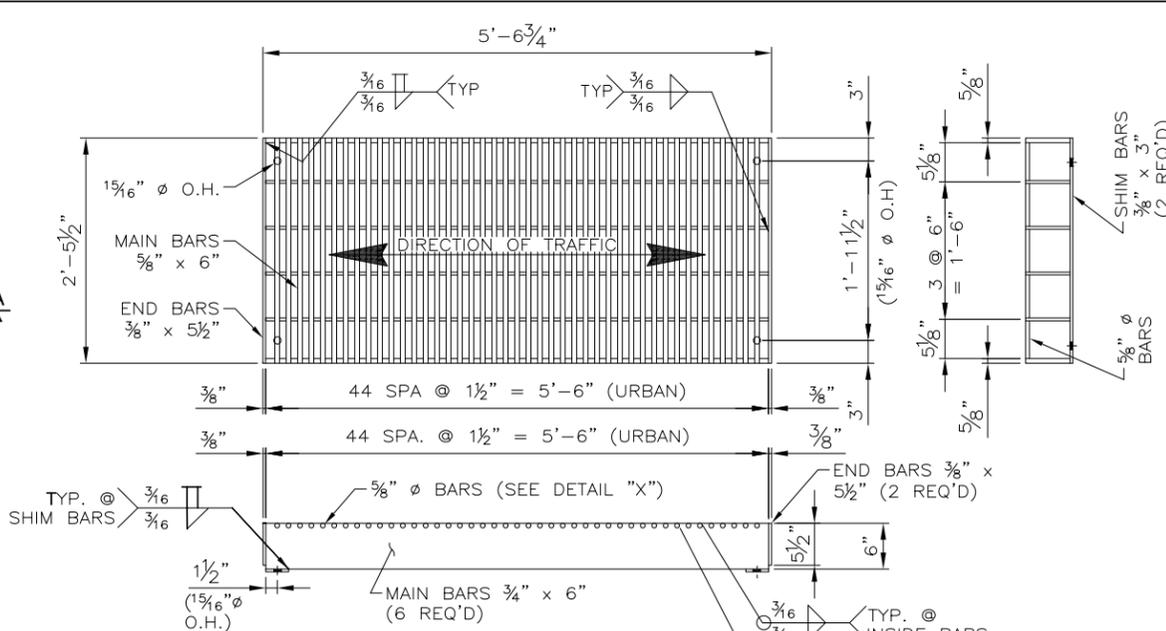
SECTION A-A

* AVERAGE BOTTOM THICKNESS USE 8 1/2" AT OUTLET AND 9 1/2" AT HIGH SIDE.

NOTE: FIELD CUT AND BEND REBAR AS REQUIRED TO CLEAR SEAT ANGLES AND PIPE OPENINGS. (2" MINIMUM CLEARANCE).

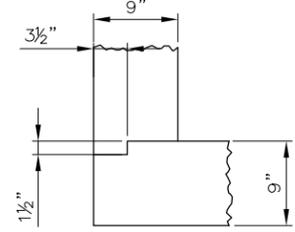


SECTION B-B

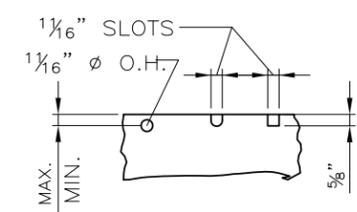


GRATE DETAILS

(4 REQUIRED)



CONST. JOINT DETAILS



DETAIL 'X'

(ALTERNATE METHODS)

GENERAL NOTES:

1. WORKMANSHIP AND MATERIAL SHALL CONFORM TO NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2014 EDITION.
2. ALL CONCRETE SHALL BE CLASS "A" CHAMFER EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED ON THE DETAILS.
3. REINFORCING BARS SHALL CONFORM TO AASHTO SPECIFICATION M 31, GRADE 60. DIMENSIONS REFER TO THE CENTERLINE OF BAR UNLESS OTHERWISE NOTED ON THE DETAILS.
4. STRUCTURAL STEEL SHALL CONFORM TO ASTM SPECIFICATION A 36 AND SHALL BE GIVEN A PROTECTIVE COATING IN CONFORMANCE WITH THE SPECIFICATIONS.
5. DROP INLETS MAY BE USED WITH EITHER R.C.P. OR C.M.P., C.M.P. IS SHOWN IN THE DETAILS.
6. PIPES MAY BE LOCATED ON ANY WALL AND MAY BE ANY SHAPE. DIAMETER OR SPAN OF THE PIPES WILL BE DETERMINED BY THE SKEW ANGLE AND A REQUIRED MINIMUM CLEARANCE OF 9" TO THE OUTSIDE FACE OF THE WALLS.
7. THE URBAN GRATING DETAIL SHALL BE USED IN ALL CASES UNLESS CALLED OUT ON THE PLANS.

DESIGN DATA:

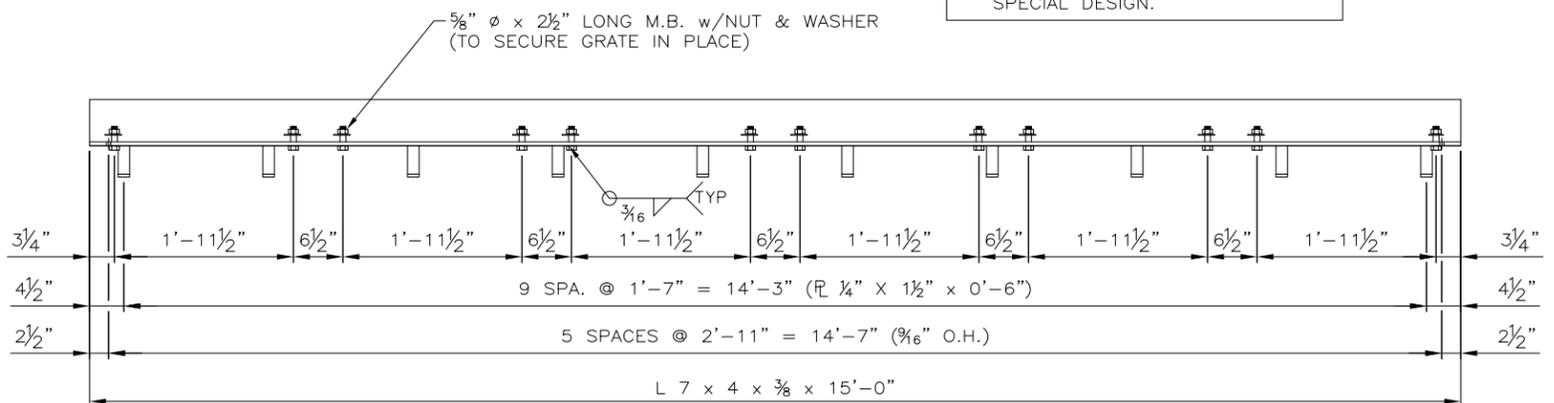
DESIGN ACCORDING TO AASHTO SPECIFICATIONS CURRENT EDITION

DESIGN STRESSES:
REINFORCED CONCRETE: $f'_c = 3,000$ psi, $f_y = 60,000$ psi, $N = 10$
STRUCTURAL STEEL: $f_s = 20,000$ psi, $f_y = 36,000$ psi

EARTH PRESSURE:
36 lbs./cu.ft. EQUIV. FLUID PRESSURE
2'-0" SURCHARGE

LIVE LOAD ON URBAN GRATING: ONE 16,000 lbs. WHEEL PLUS 30% IMPACT, 15% OVERSTRESS

NOTE:
SPECIAL DESIGN DROP INLET, COMPLETE IN PLACE, WILL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 623410 - DROP INLET SPECIAL DESIGN.



SEAT ANGLE DETAILS

(2 REQUIRED)

ESTIMATED QUANTITIES

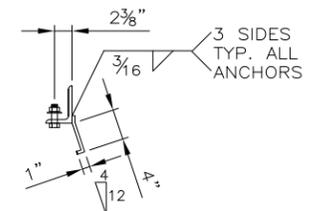
(FOR CONTRACTOR'S INFORMATION ONLY, NOT A BID ITEM)

CLASS "A" CONCRETE	4,000 CU.YDS.
REINFORCING STEEL	278 LBS.
STRUCTURAL STEEL (URBAN)	4357 LBS.

NOTE: TO OBTAIN CLASS "A" CONCRETE QUANTITY, USE VALUE TABULATED ABOVE AND DEDUCT THE VOLUME OF THE PIPE OPENINGS FROM THE QUANTITY TABULATED.

MARK	LENGTH	NO. REQD
#6H1	16'-3"	4
#4H2	6'-3"	4
#4V1	1'-9"	40
#4F1	16'-3"	5
#4F2	6'-3"	15

REINFORCING BAR SCHEDULE



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REVISIONS (OR CHANGE NOTICES)			

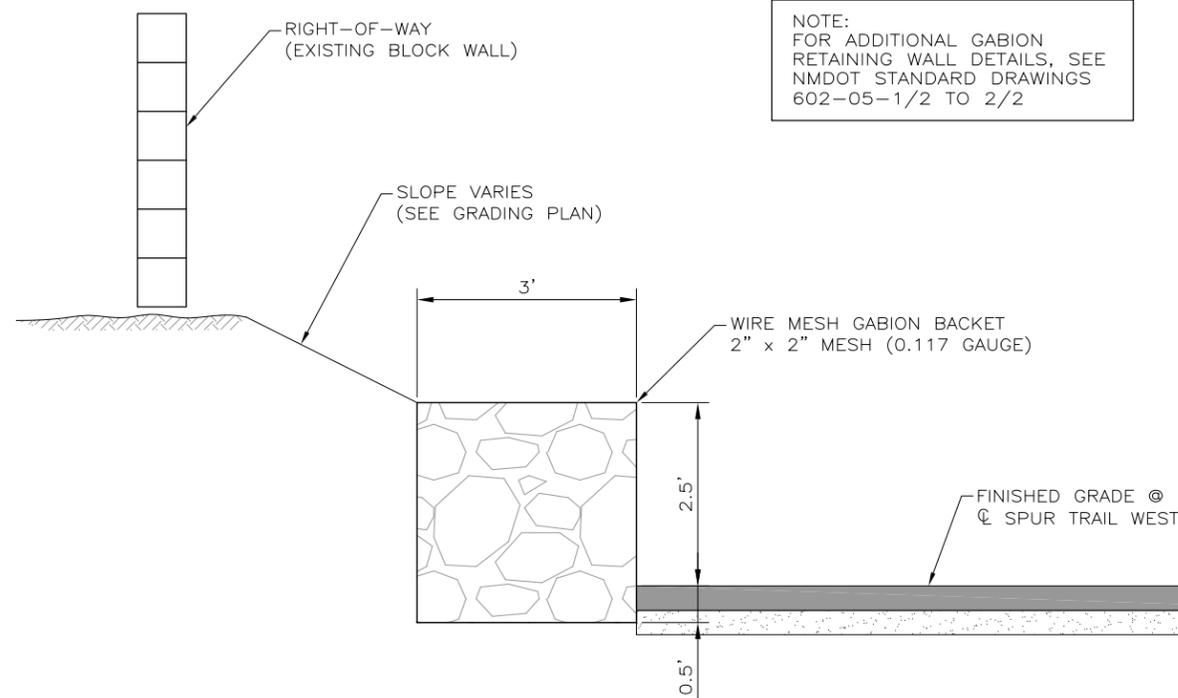
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
DROP INLET SPECIAL DESIGN
15'-0" x 5'-0"
DETAILS AND QUANTITIES

File: C:\projects\win\bin\lbg\2014\lbguser\40132317\2-27_SFPX_Special Drop Inlet Details.dwg Date: Mar 07, 2016 1:37pm

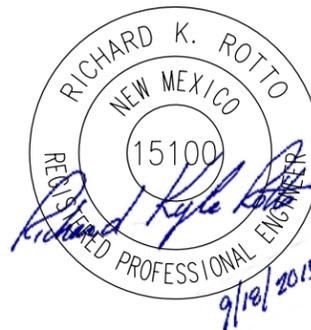
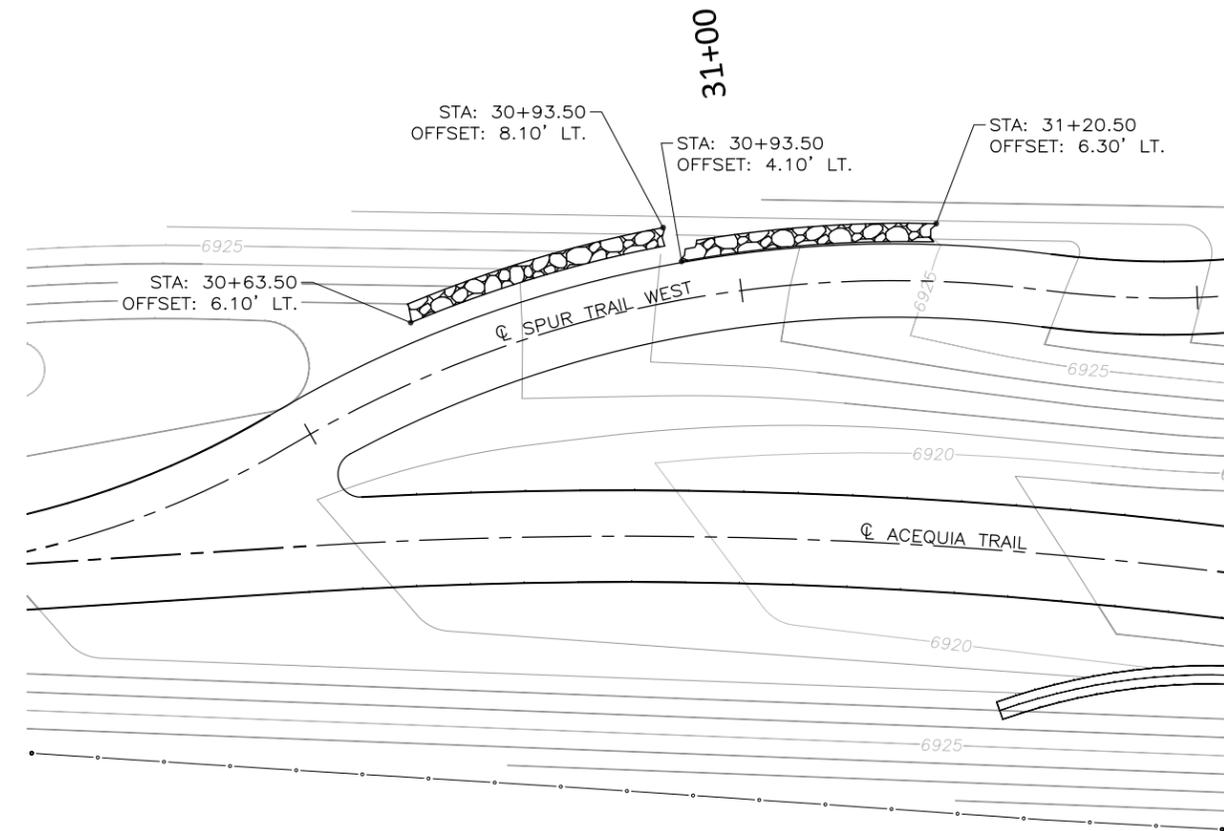


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-28



GABION RETAINING WALL - SPUR TRAIL WEST
STA. 30+63.50 TO STA. 31+20.50 LT.



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REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GABION RETAINING WALL DETAILS

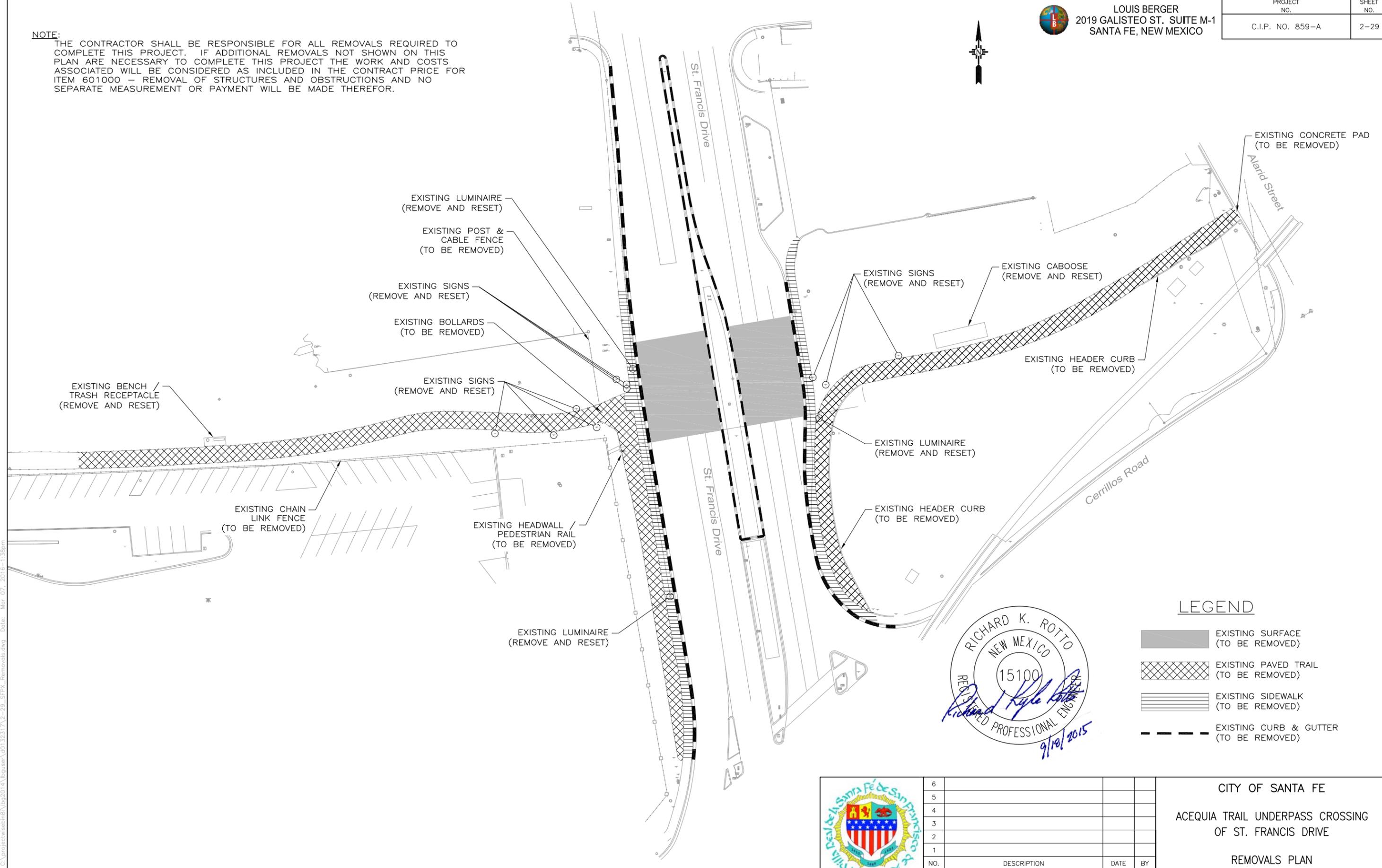
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LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

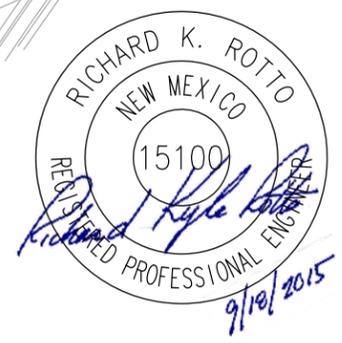
PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-29

NOTE:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REMOVALS REQUIRED TO COMPLETE THIS PROJECT. IF ADDITIONAL REMOVALS NOT SHOWN ON THIS PLAN ARE NECESSARY TO COMPLETE THIS PROJECT THE WORK AND COSTS ASSOCIATED WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT PRICE FOR ITEM 601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.



LEGEND

- EXISTING SURFACE (TO BE REMOVED)
- EXISTING PAVED TRAIL (TO BE REMOVED)
- EXISTING SIDEWALK (TO BE REMOVED)
- EXISTING CURB & GUTTER (TO BE REMOVED)



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

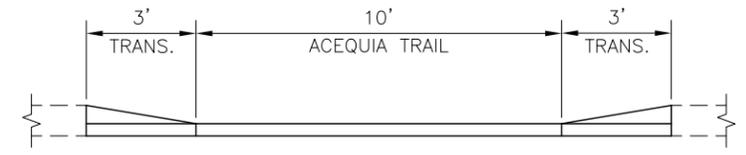
CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
REMOVALS PLAN



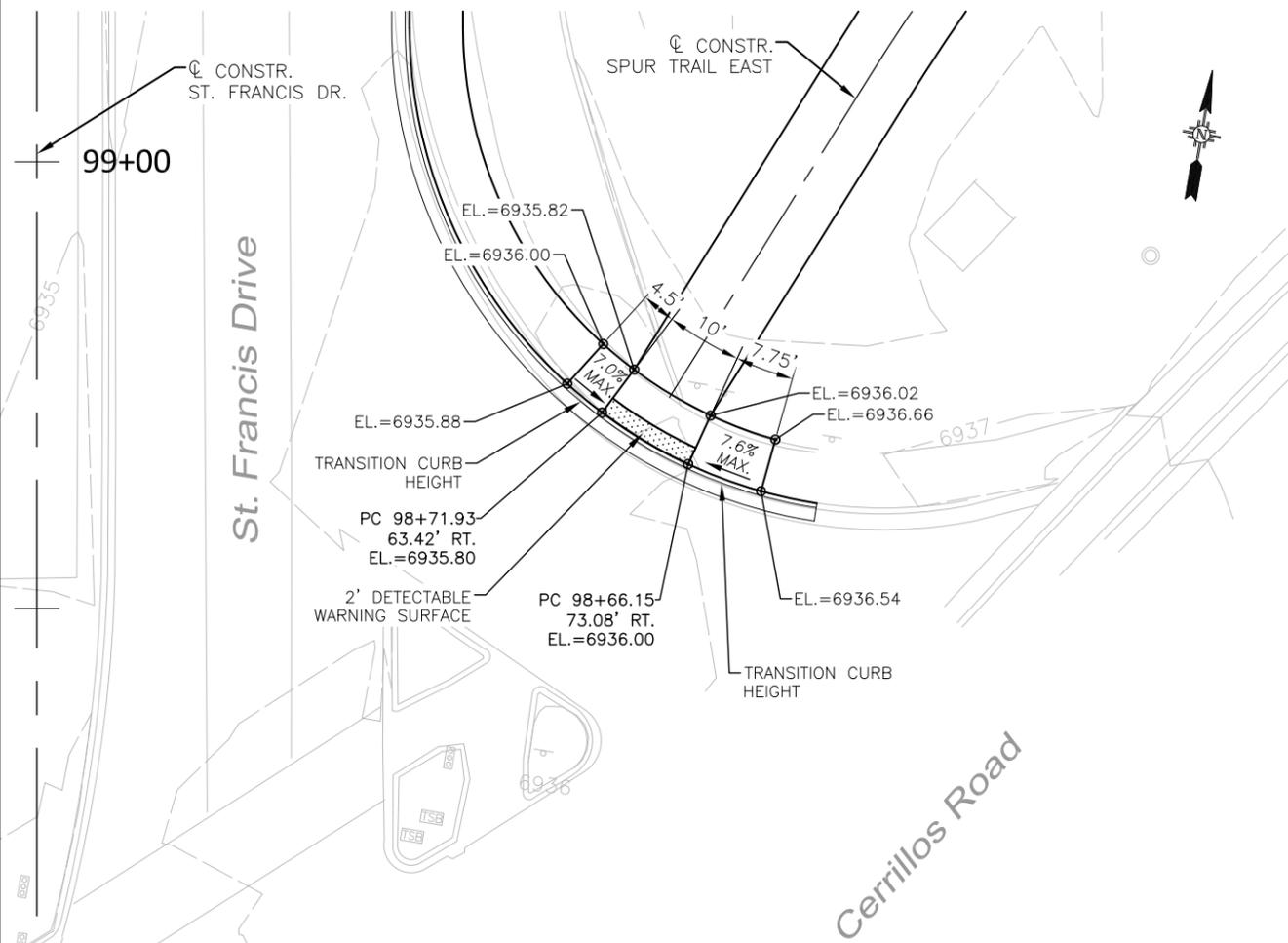
LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	2-30

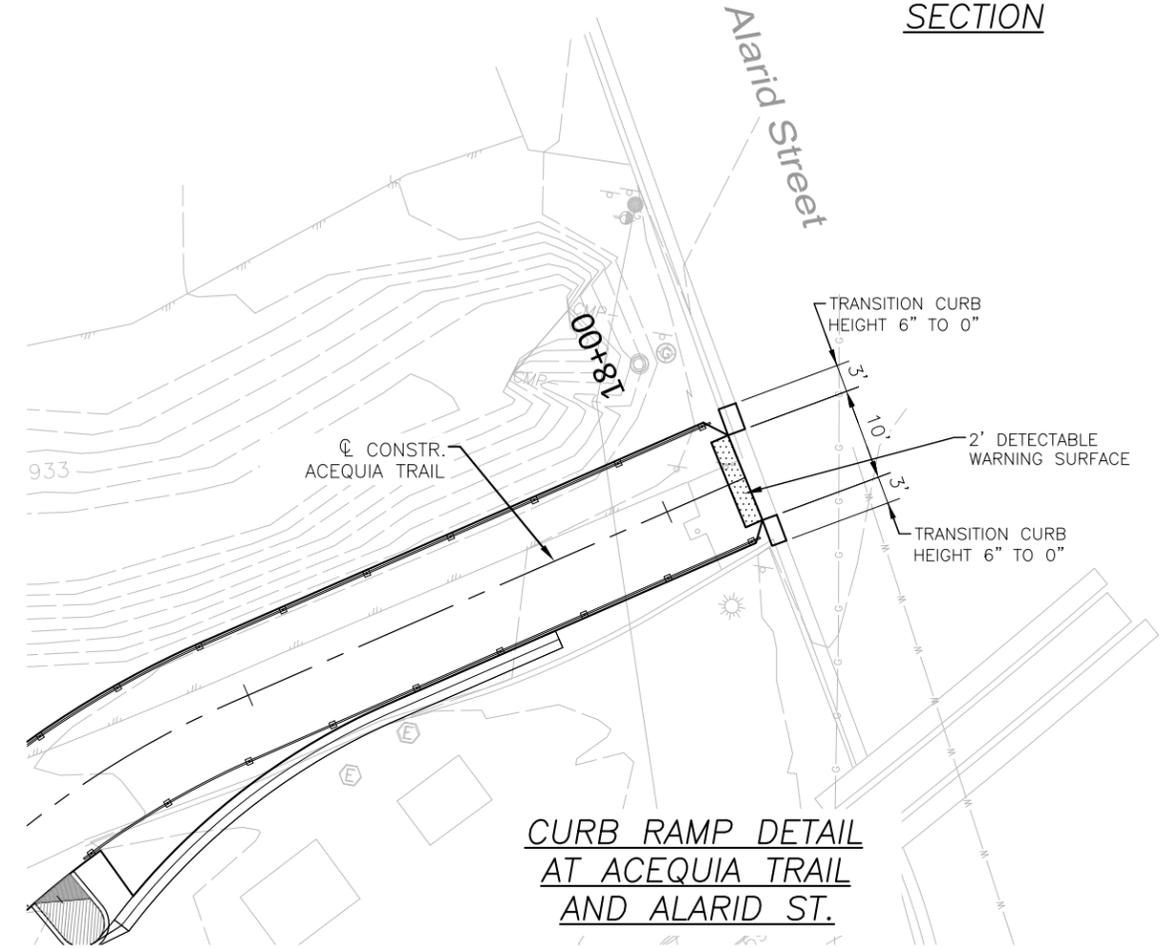
NOTE:
PRIOR TO CONSTRUCTING CURB RAMP, THE CONTRACTOR SHALL FIELD VERIFY LENGTHS AND ELEVATIONS SHOWN BASED ON ACTUAL FIELD CONDITIONS NOT TO EXCEED MAXIMUM CRITERIA AS SPECIFIED IN NMDOT STANDARD DRAWINGS 608-001-1 THRU 608-001-12 AS APPLICABLE.



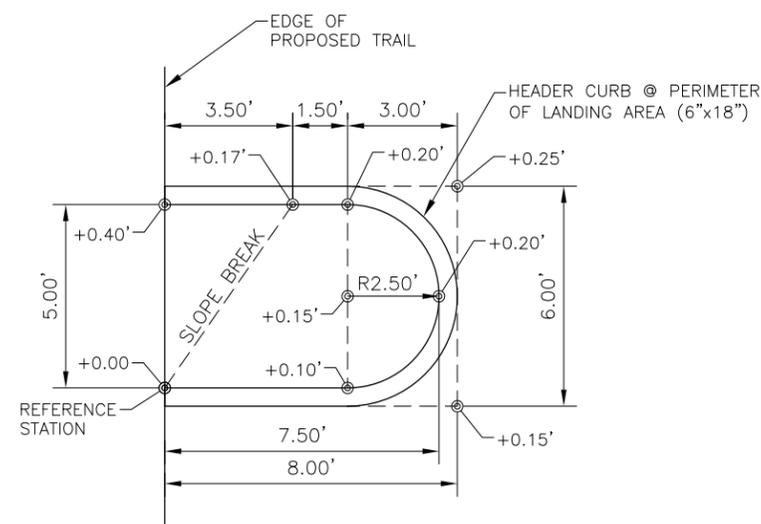
SECTION



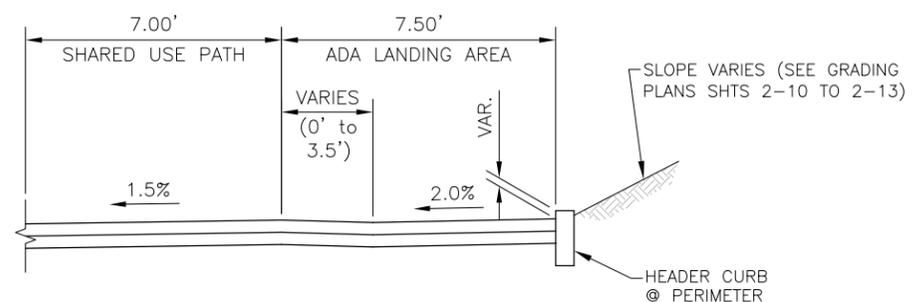
CURB RAMP DETAIL
AT SPUR TRAIL EAST
AND ST. FRANCIS DR.



CURB RAMP DETAIL
AT ACEQUIA TRAIL
AND ALARID ST.



ADA LANDING AREA - PLAN



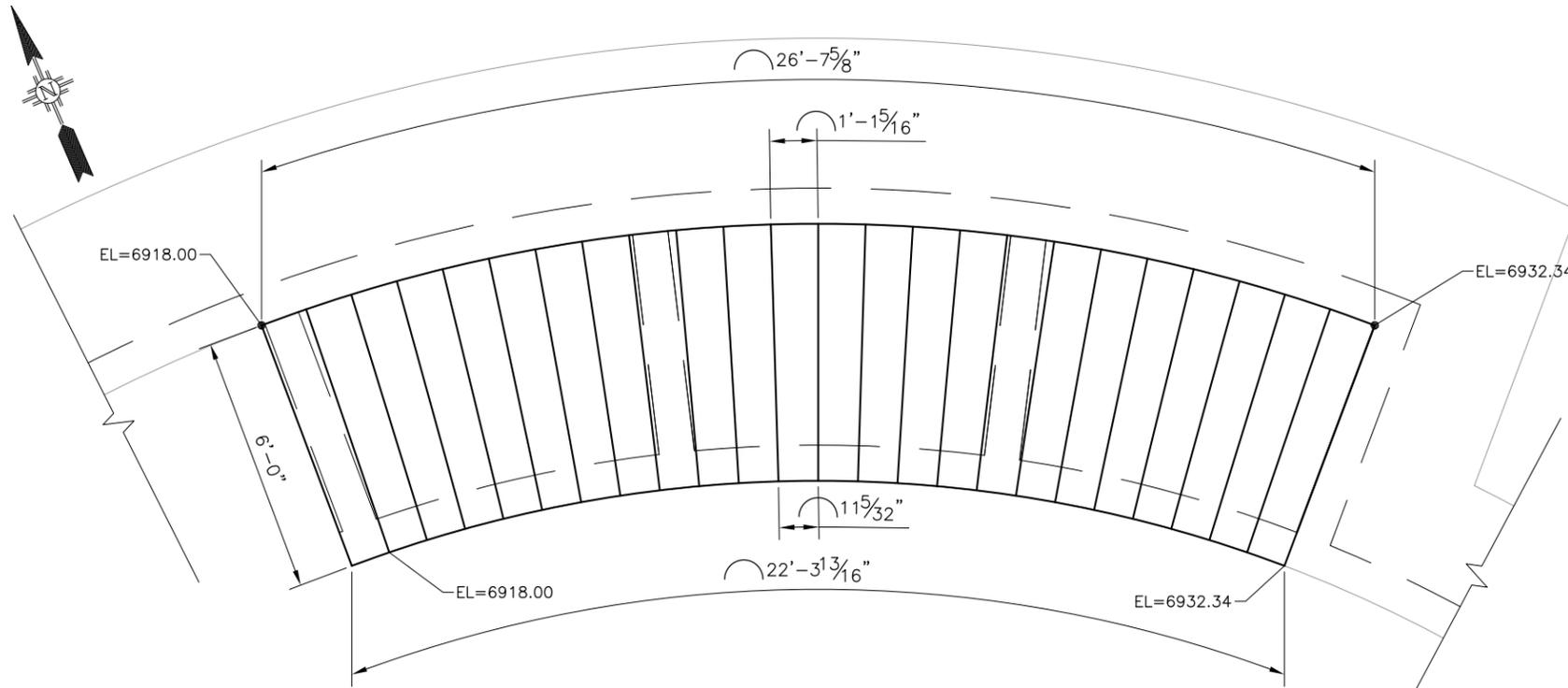
ADA LANDING AREA - SECTION



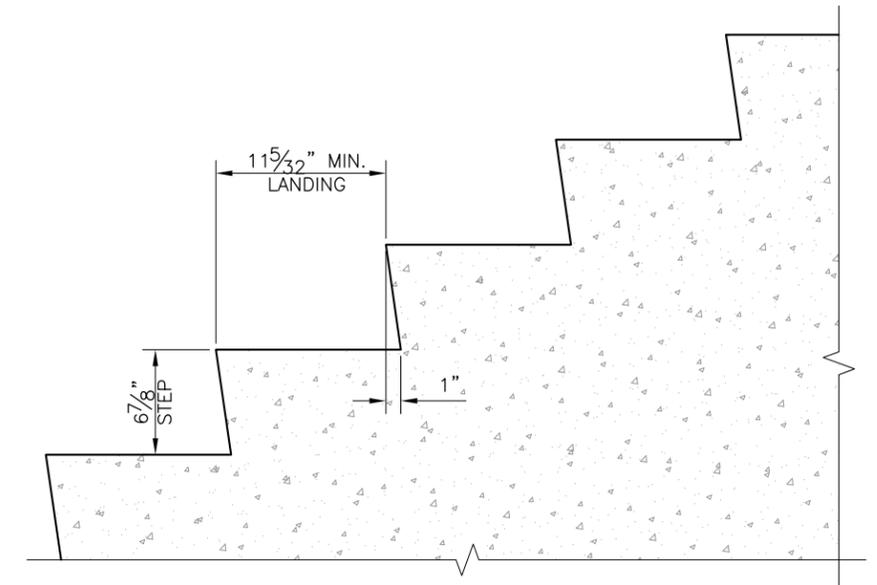
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REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
CURB RAMP DETAILS

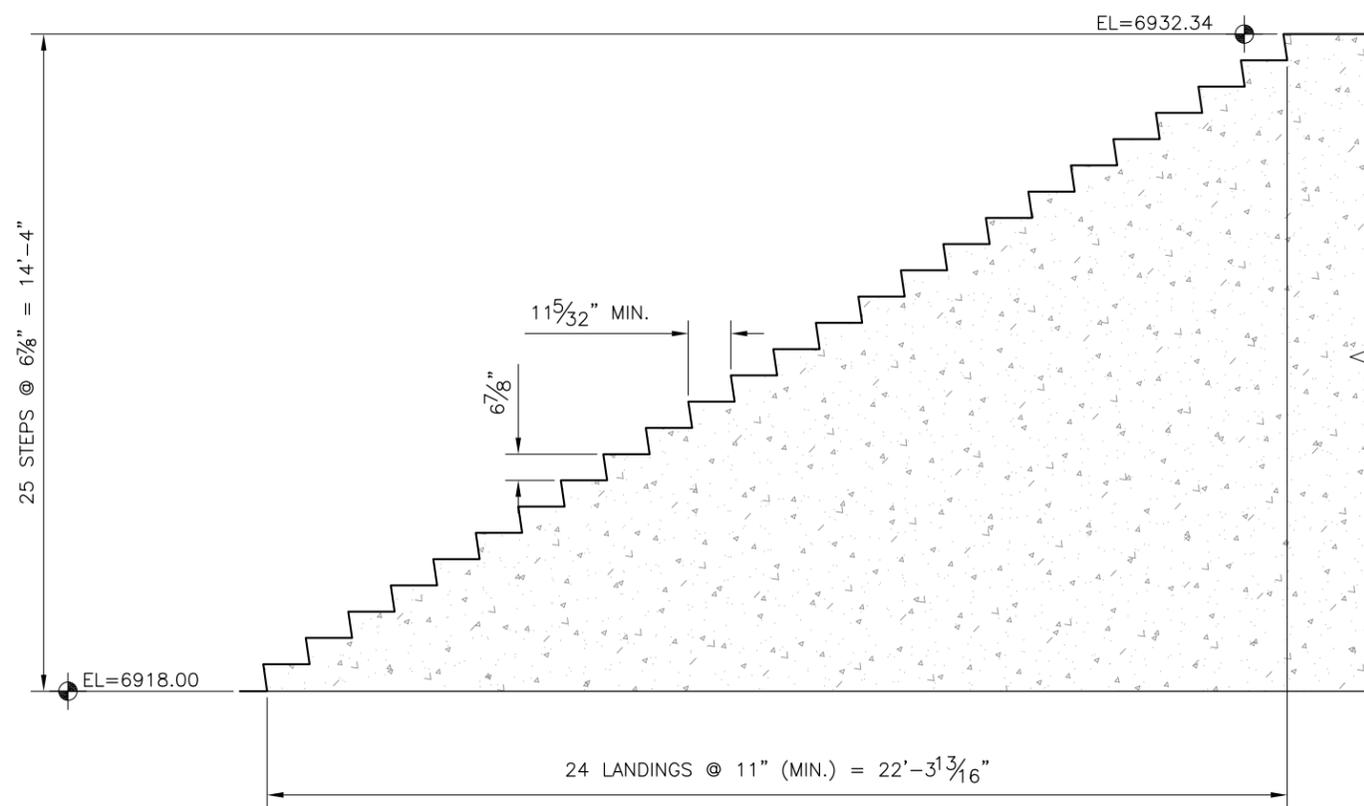
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STAIR PLAN
NOT TO SCALE



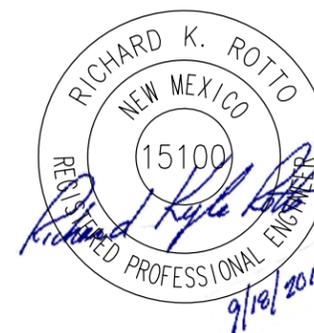
TREAD DETAIL
NOT TO SCALE



STAIR ELEVATION
(PROJECTED TO INSIDE FACE)
NOT TO SCALE

NOTES:

1. SEE STANDARD DRAWING 608-001-11/12 FOR ADDITIONAL STAIR AND RAILING REQUIREMENTS.
2. SEE SHEETS 5-37, 5-39, AND 5-40 FOR ADDITIONAL DETAILS AND REQUIREMENTS NOT SHOWN HERE.



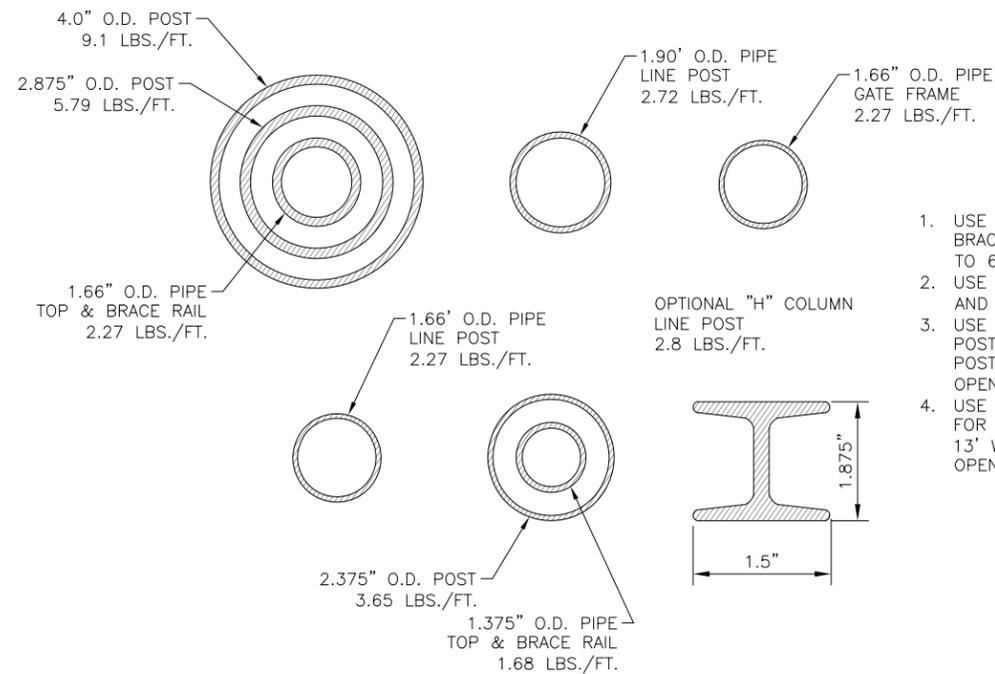
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REVISIONS (OR CHANGE NOTICES)

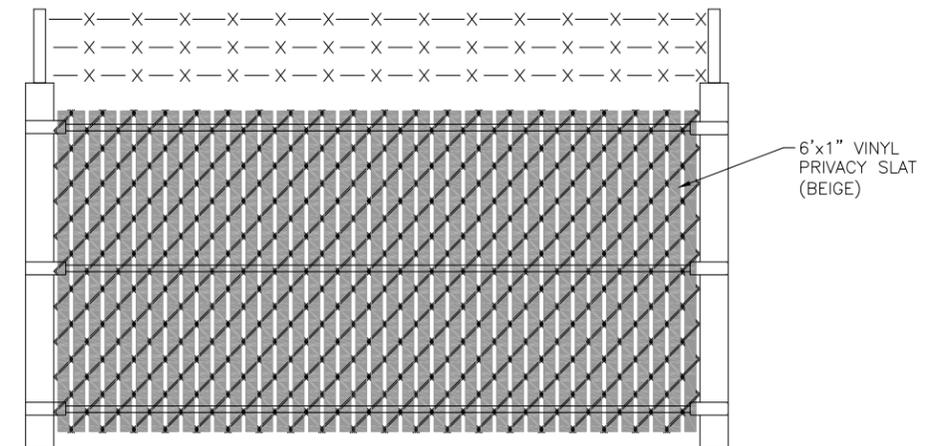
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

STAIR DETAILS

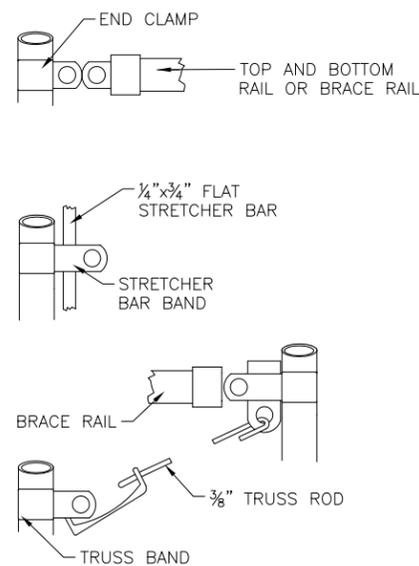
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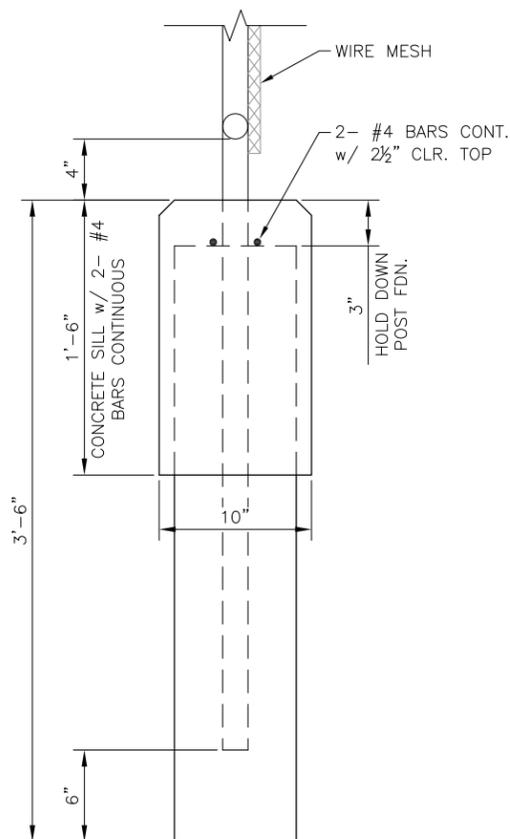
1. USE 1.66" O.D. TOP, BOTTOM & BRACE RAILS AND GATE FRAMES TO 6' WIDTH.
2. USE 1.90" O.D. FOR LINE POSTS AND GATE FRAMES TO 13' WIDTH.
3. USE 2.875" O.D. FOR END POSTS, CORNER POSTS AND GATE POSTS FOR SINGLE GATE OPENINGS TO 6' WIDTHS.
4. USE 4.00" O.D. FOR GATE POSTS FOR SINGLE GATE OPENINGS TO 13' WIDTH AND DOUBLE GATE OPENINGS.



6' CHAIN LINK FENCE - SLAT DETAIL

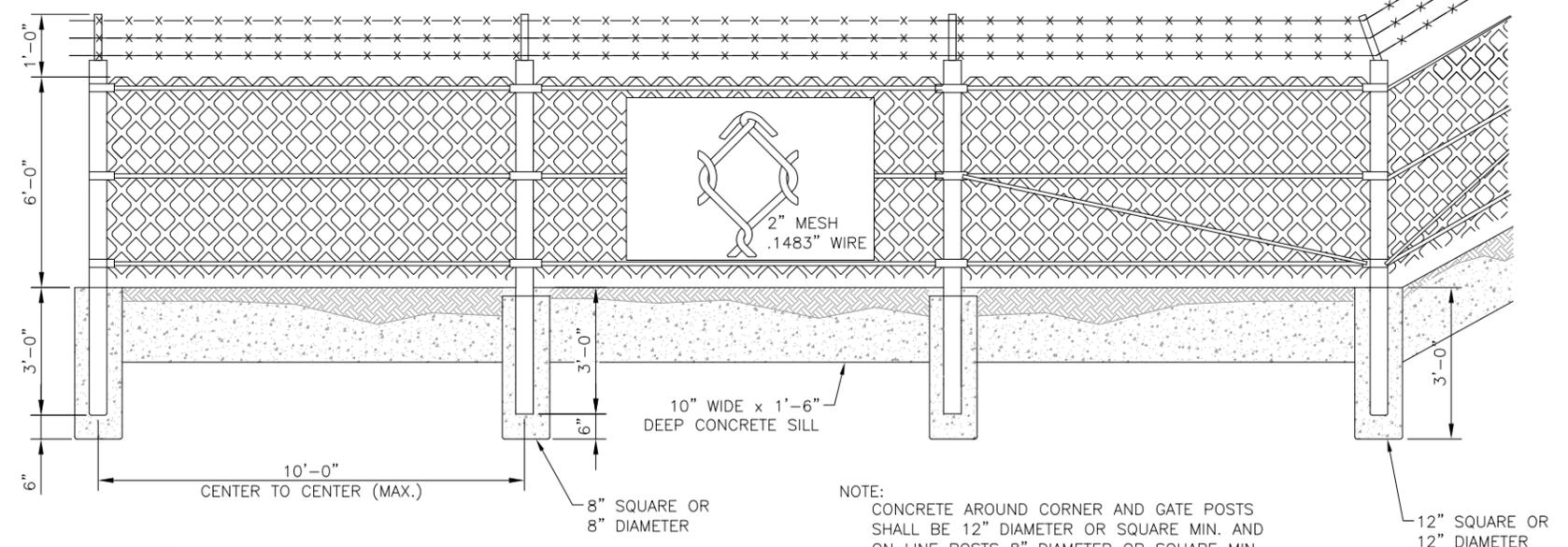
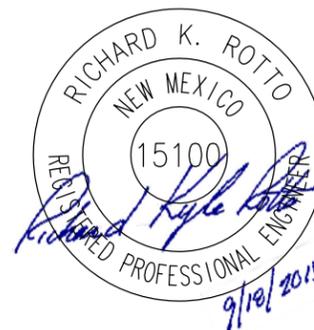


END AND GATE POST CONNECTIONS



SECTION

NOTE:
FOR ADDITIONAL NOTES AND DETAILS, SEE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING 607-06-1/1.



NOTE:
CONCRETE AROUND CORNER AND GATE POSTS SHALL BE 12" DIAMETER OR SQUARE MIN. AND ON LINE POSTS 8" DIAMETER OR SQUARE MIN.

6' CHAIN LINK FENCE - SECURITY FENCE

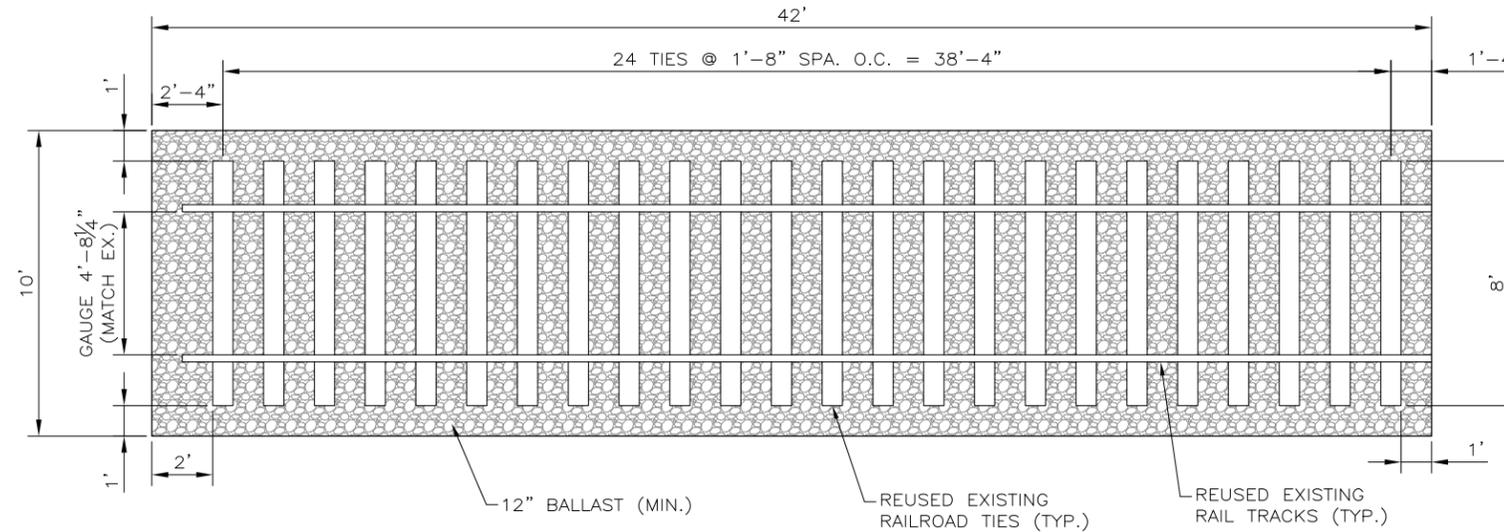


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REVISIONS (OR CHANGE NOTICES)			

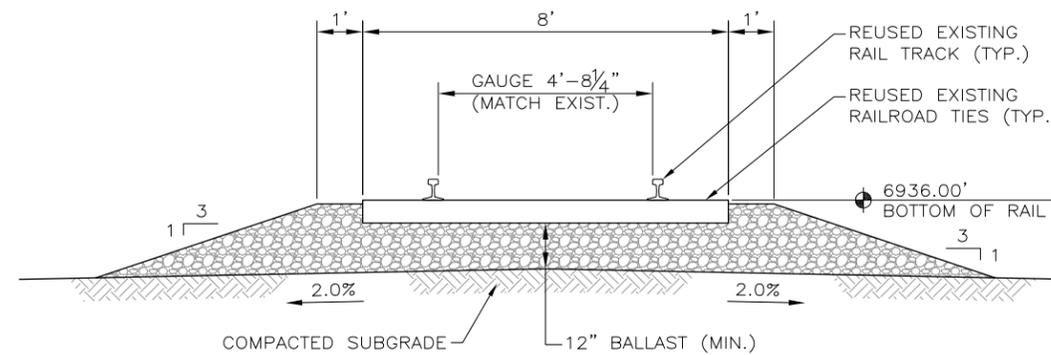
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

CHAIN LINK SECURITY FENCE

File: C:\projects\ce\sb\lbg\2014\lbguser\01323171\2-32_SFPX_Chain Link Fence Detail.dwg Date: Mar 07, 2016 - 1:39pm



BALLASTED TRACK PLAN
(CABOOSE NOT SHOWN FOR CLARITY)



BALLASTED TRACK SECTION
(CABOOSE NOT SHOWN FOR CLARITY)



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

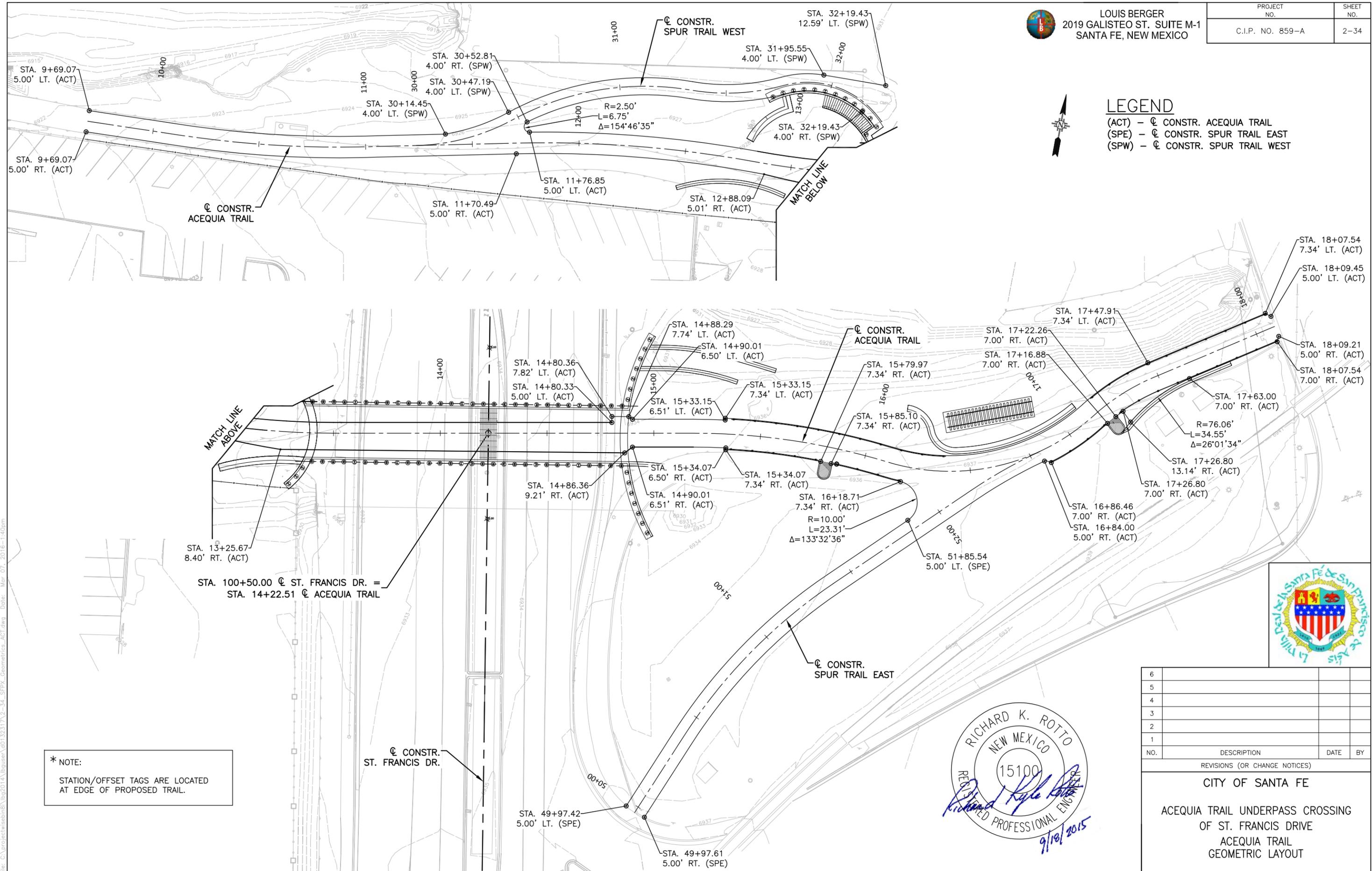
CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
BALLASTED TRACK PLAN AND SECTION

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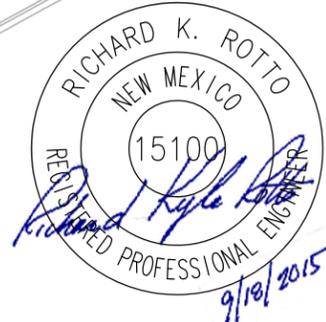


LEGEND

- (ACT) - Ⓞ CONSTR. ACEQUIA TRAIL
- (SPE) - Ⓞ CONSTR. SPUR TRAIL EAST
- (SPW) - Ⓞ CONSTR. SPUR TRAIL WEST



*** NOTE:**
STATION/OFFSET TAGS ARE LOCATED
AT EDGE OF PROPOSED TRAIL.



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REVISIONS (OR CHANGE NOTICES)

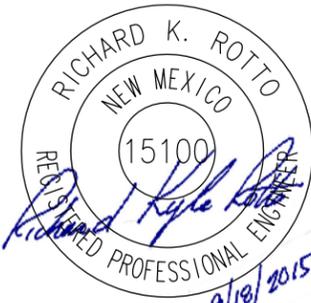
CITY OF SANTA FE

ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
ACEQUIA TRAIL
GEOMETRIC LAYOUT



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	3-1



BENCHMARK SFC 26
N: 1705428.599
E: 1728814.468
ELEV: 6922.586'

STA. 100+50.00 \oslash ST. FRANCIS DR. =
STA. 14+22.51 \oslash ACEQUIA TRAIL

\oslash CONSTR.
SPUR TRAIL WEST

\oslash CONSTR.
ACEQUIA TRAIL

\oslash CONSTR.
SPUR TRAIL EAST

\oslash CONSTR.
ST. FRANCIS DR.

BENCHMARK 439
N: 1701681.937
E: 1727745.100
ELEV: 6912.051'

S 03°25'13" E
2348.494'

N 42°34'08" E
1098.716'



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NO.	DESCRIPTION	DATE	BY

REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE

ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

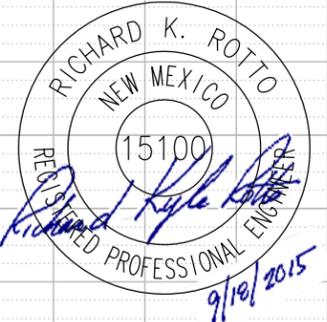
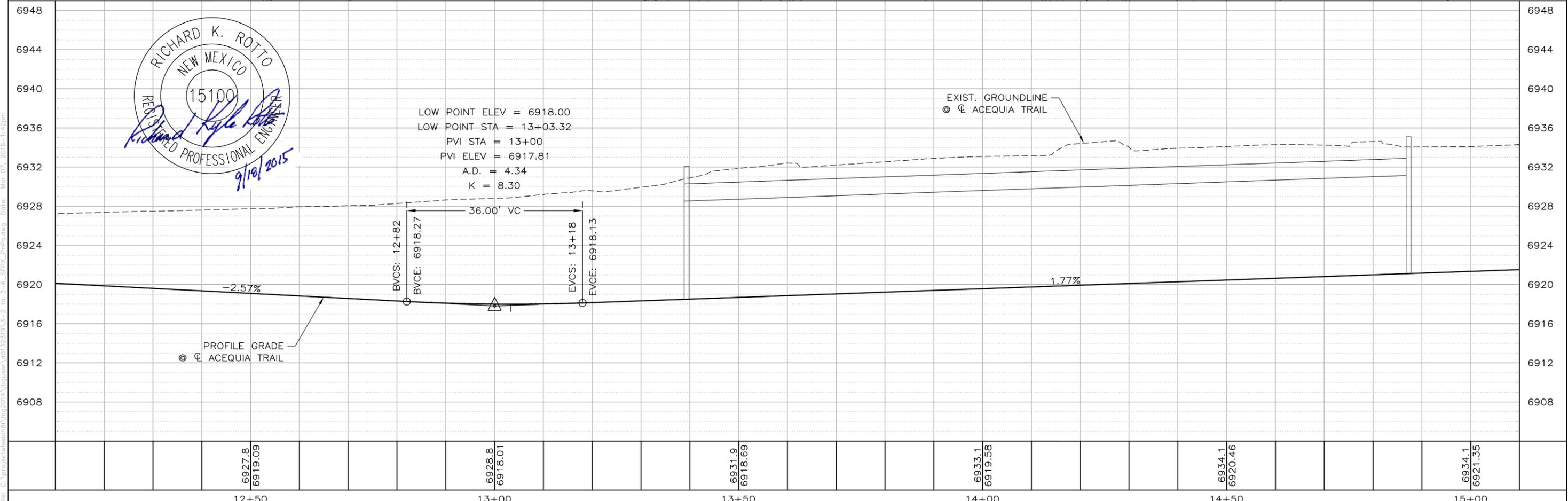
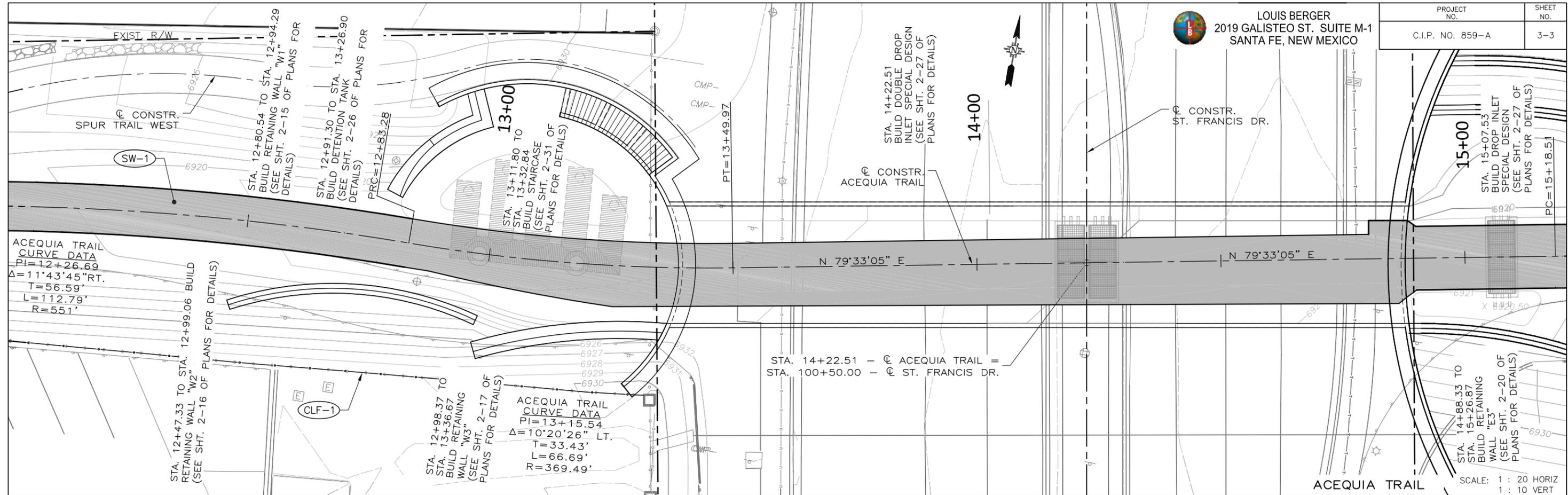
SURVEY CONTROL

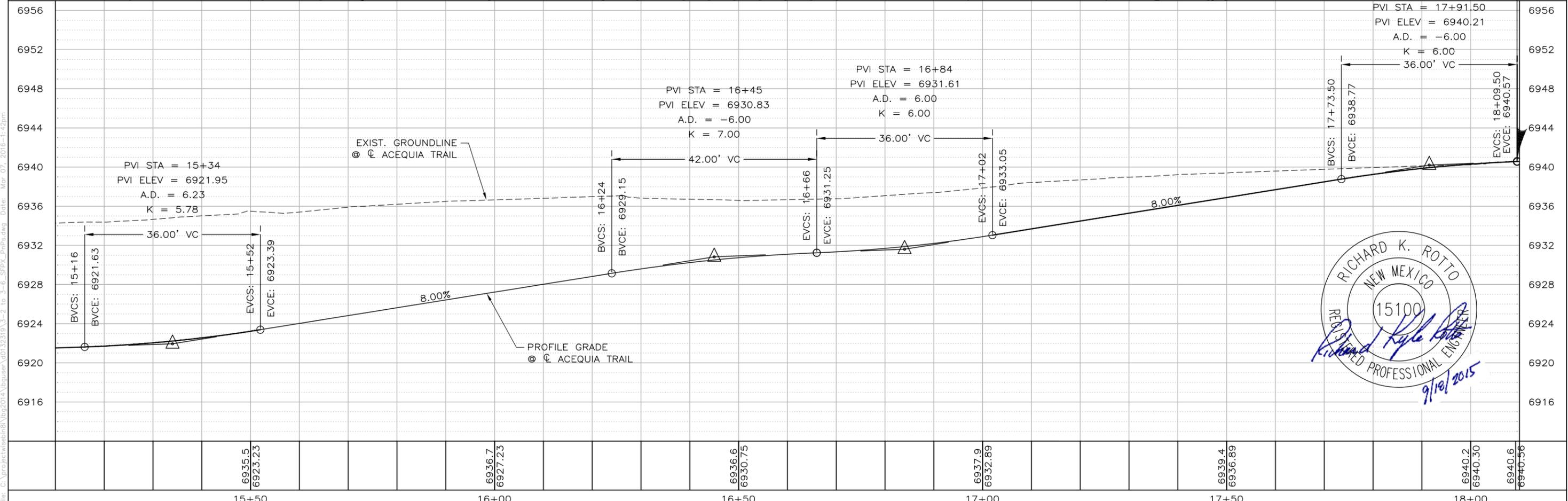
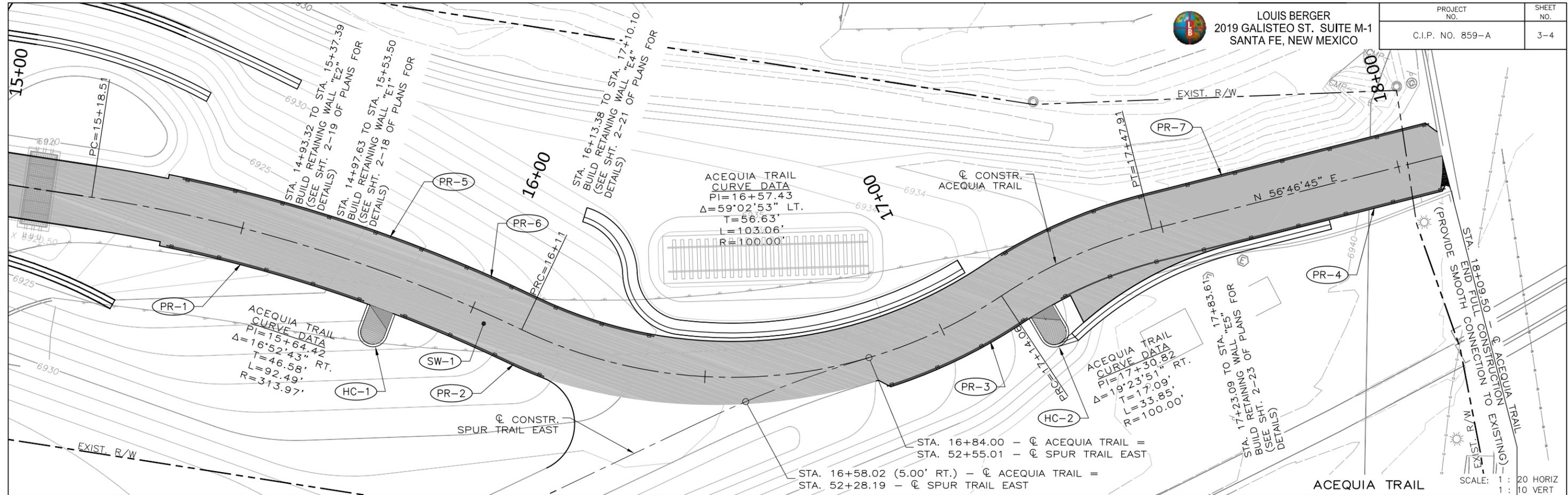
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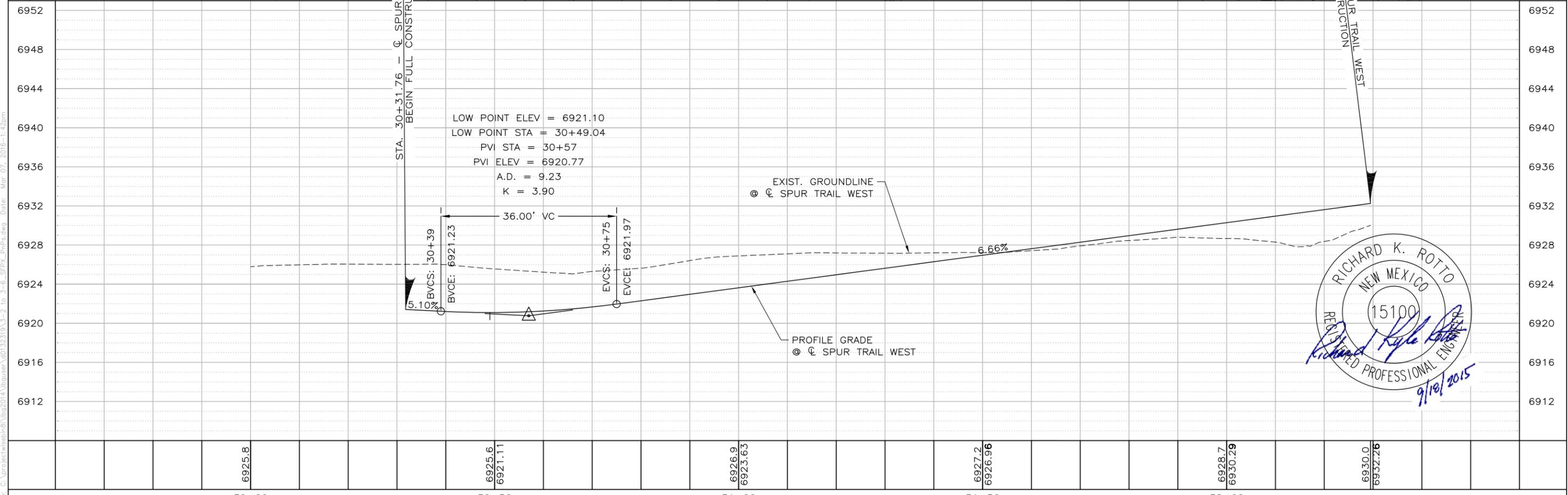
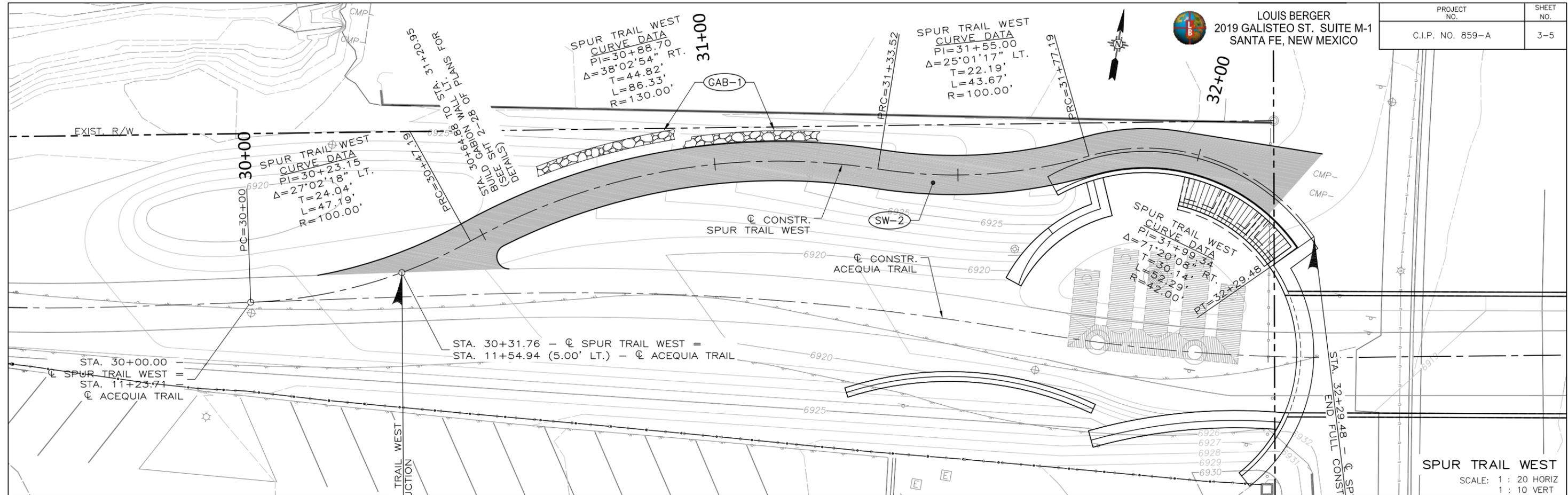


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO. C.I.P. NO. 859-A	SHEET NO. 3-3
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RICHARD K. ROTTO
NEW MEXICO
15100
REGISTERED PROFESSIONAL ENGINEER
9/18/2015

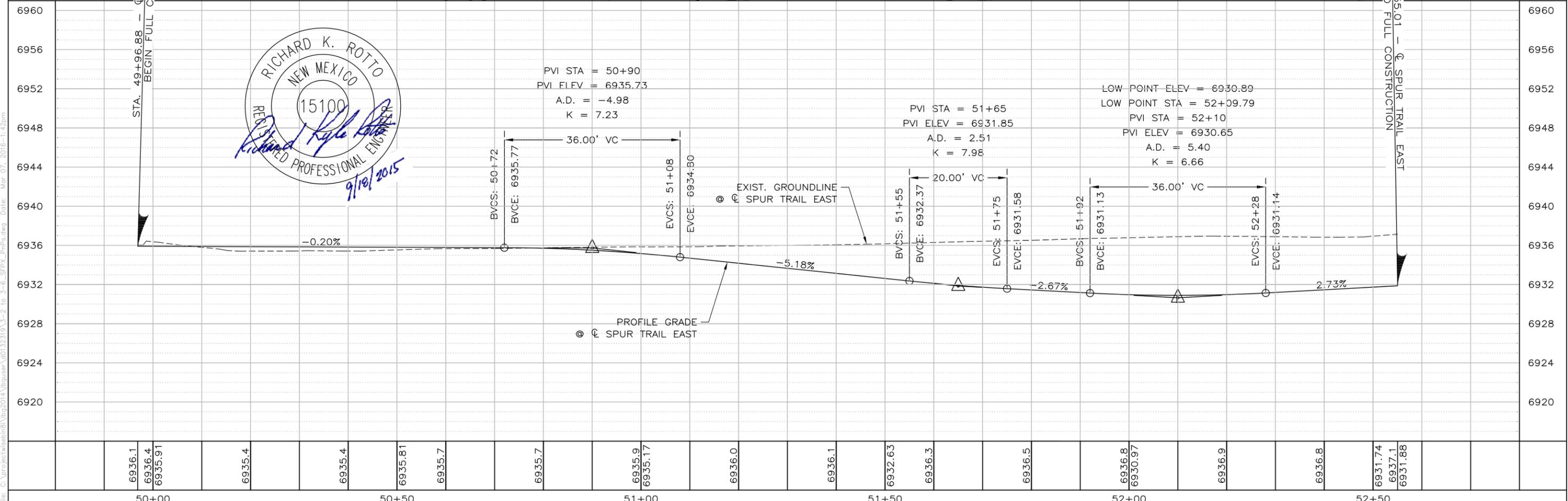
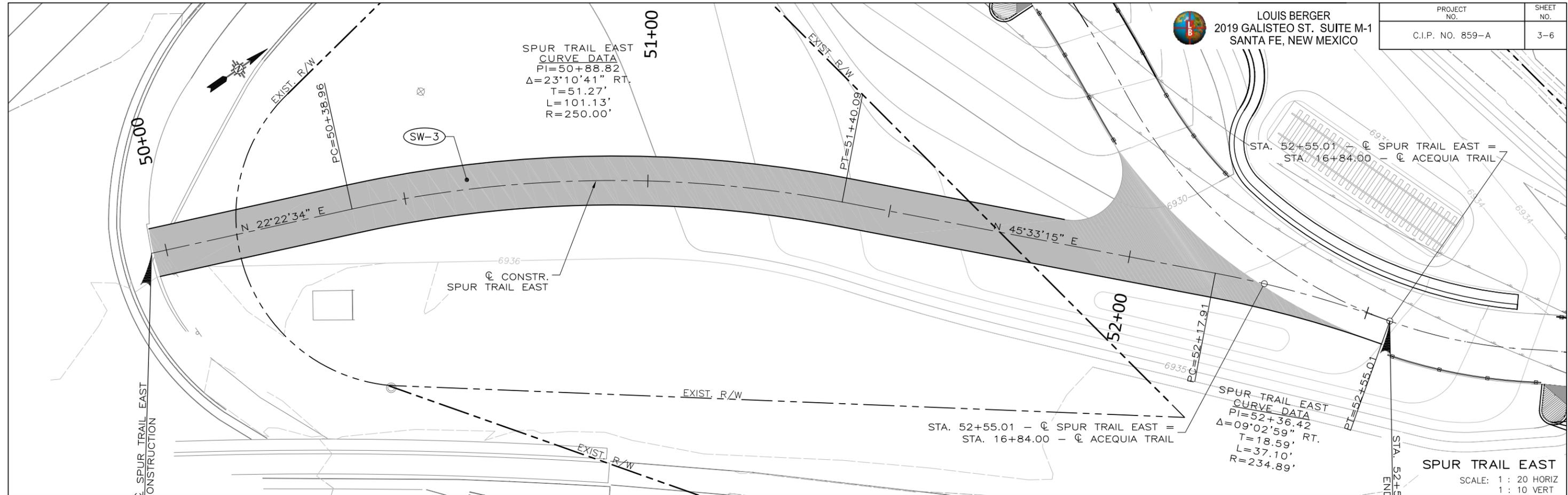


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO. C.I.P. NO. 859-A	SHEET NO. 3-6
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SPUR TRAIL EAST
CURVE DATA
PI=50+88.82
 $\Delta=23^{\circ}10'41''$ RT.
T=51.27'
L=101.13'
R=250.00'

SPUR TRAIL EAST
CURVE DATA
PI=52+36.42
 $\Delta=09^{\circ}02'59''$ RT.
T=18.59'
L=37.10'
R=234.89'

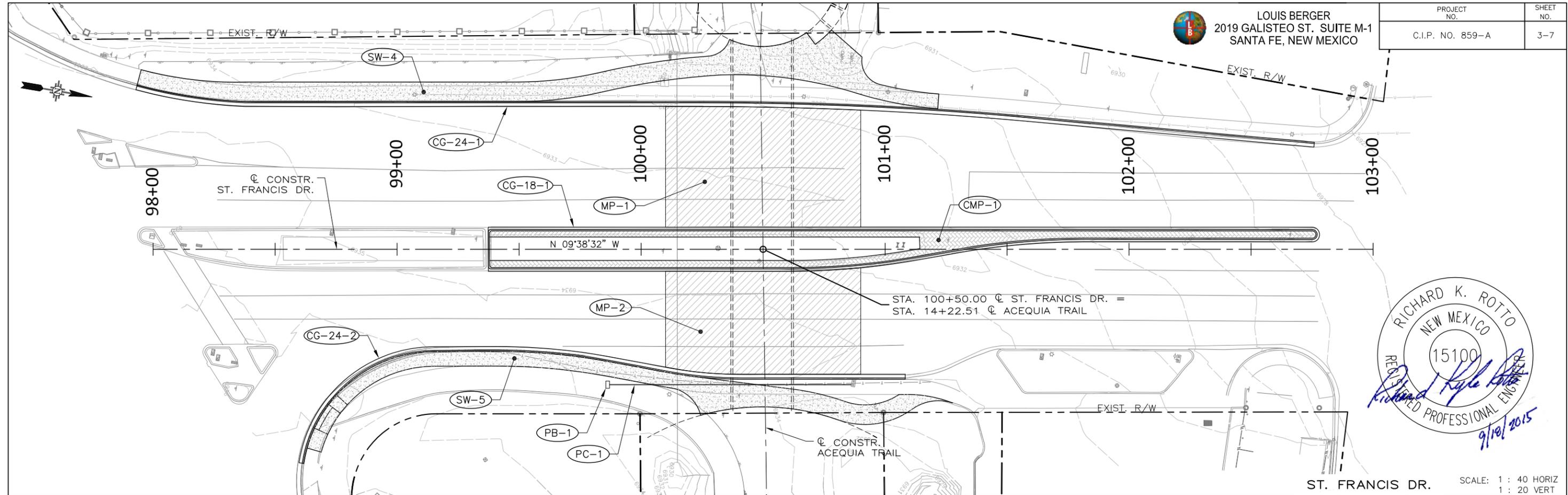


6936.1	6936.4	6935.91	6935.4	6935.4	6935.81	6935.7	6935.7	6935.9	6935.17	6936.0	6936.1	6932.63	6936.3	6936.5	6936.8	6930.97	6936.9	6936.8	6931.74	6937.1	6931.88
50+00				50+50				51+00			51+50			52+00					52+50		

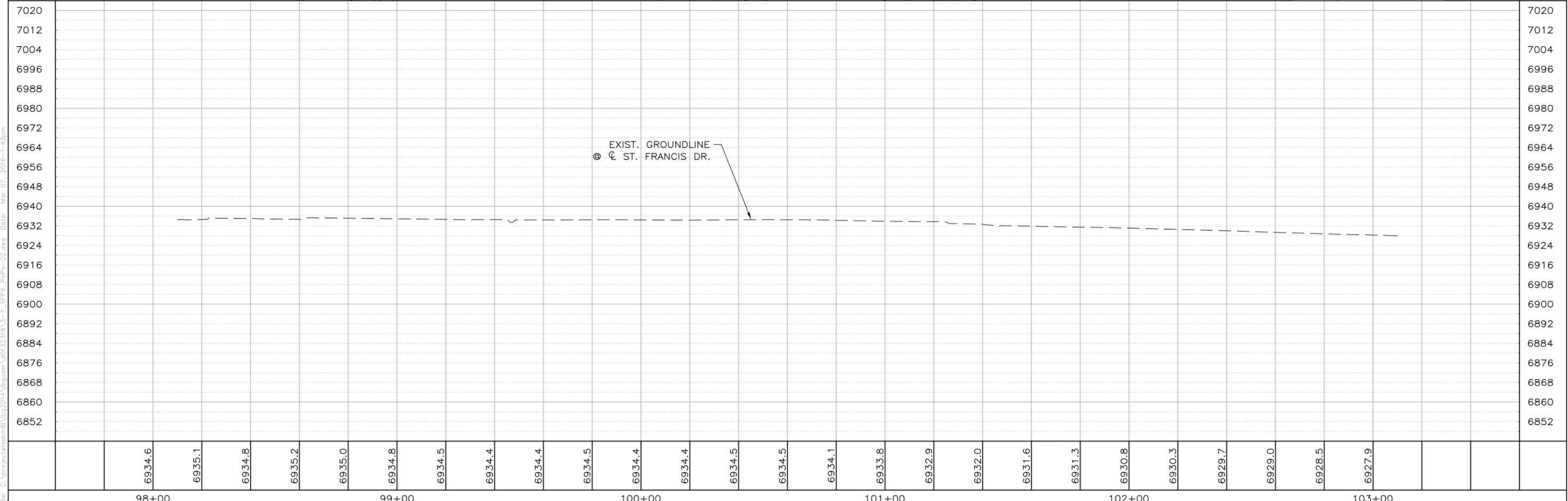


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	3-7



ST. FRANCIS DR. SCALE: 1 : 40 HORIZ
1 : 20 VERT



6934.6	6935.1	6934.8	6935.2	6935.0	6934.8	6934.5	6934.4	6934.4	6934.5	6934.4	6934.4	6934.5	6934.5	6934.1	6933.8	6932.9	6932.0	6931.6	6931.3	6930.8	6930.3	6929.7	6929.0	6928.5	6927.9		
98+00				99+00				100+00				101+00				102+00				103+00							

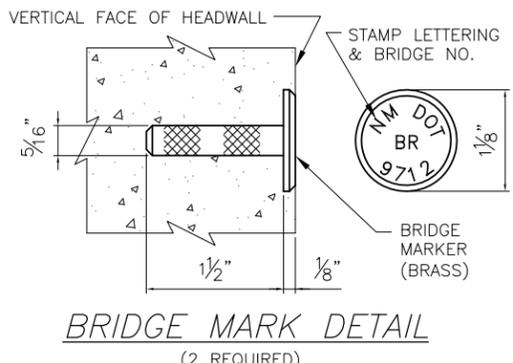
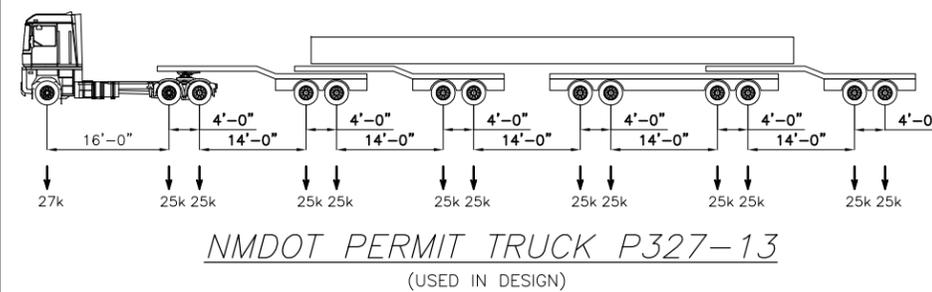
File: C:\projects\acequia\03\03-7_SFPX_PnPs-02.dwg Date: Mar 07, 2016 - 1:43pm

GENERAL NOTES

- WORKMANSHIP AND MATERIALS:** SHALL CONFORM TO NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2014 EDITION, AND ALL APPLICABLE SPECIAL PROVISIONS.
- CONCRETE:** SUPERSTRUCTURE CONCRETE SHALL BE HIGH PERFORMANCE CONCRETE (HPD) AND SUBSTRUCTURE CONCRETE SHALL BE CLASS A. CHAMFER ALL EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED. ALL CONCRETE MIX DESIGNS SHALL BE ADJUSTED TO MEET THE LEVEL OF HIGH-RISK ZONE AS SPECIFIED IN THE SECTION 509-PORTLAND CEMENT CONCRETE MIX DESIGNS. CONCRETE PLACED DURING COLD WEATHER SHALL CONFORM TO SECTION 511.3.4.1 OF THE 2014 STANDARD SPECIFICATIONS.
- SHOTCRETE:** SHALL HAVE A DESIGN STRENGTH OF 3000 PSI AT 28 DAYS. ALL SUBSURFACE PREPARATION WORK, INCLUDING BUT NOT LIMITED TO MATERIALS AND LABOR FOR THE CONCRETE/GROUT REMOVAL OF THE AUGERED PRESSURE-GROUTED PILES AND THE SHEAR STUD ANCHOR CONNECTIONS, SHALL BE CONSIDERED INCLUDED IN THE PAYMENT FOR ITEM "519001 - NON STRUCTURAL CONCRETE" AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.
- REINFORCING BARS:** ALL REINFORCING BARS SHALL BE EPOXY COATED REINFORCING STEEL CONFORMING TO THE REQUIREMENTS OF AASHTO M 284 AND M 317 GRADE 60. UNCOATED CORROSION RESISTANT REINFORCING STEEL MAY BE SUBSTITUTED FOR EPOXY COATED REINFORCING STEEL AT NO ADDITIONAL COST TO THE OWNER. IF USED, UNCOATED CORROSION RESISTANT REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 540.2.5. DIMENSIONS RELATING TO BAR SPACING ARE CENTER TO CENTER, UNLESS OTHERWISE NOTED. BAR BENDING AND DETAILING SHALL BE IN ACCORDANCE WITH CHAPTER SIX OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI) MANUAL OF STANDARD PRACTICE. DETAILING DIMENSIONS ARE FROM OUT TO OUT OF THE BARS. MEASURE DIMENSIONS FOR BAR PLACEMENT ARE TO CENTERLINE OF BARS. SEE REINFORCING LAP SPLICE TABLE THIS SHEET FOR MINIMUM LAP SPLICE LENGTHS. BAR SIZES THREE TO NINE ARE INDICATED BY THE FIRST NUMBER IN THE MARK, AND SIZE TEN OR LARGER BY THE FIRST TWO NUMBERS.
- FINISH CONCRETE SURFACES:** THE CONCRETE SURFACES LISTED BELOW SHALL RECEIVE A "CLASS 4" SPECIAL SURFACE FINISH. THE SPECIAL SURFACE SHALL BE A CONCRETE STAIN AS APPROVED BY THE PROJECT MANAGER. THE COLOR AND FORMLINER FINISH, OR APPROVED EQUAL, SHALL BE AS FOLLOWS:

SURFACE	COLOR	FORMLINER
EXPOSED UNDERSIDE OF ARCHED SLAB BEAMS	TENEMEC ENDURALUME 1077, SPRINGWATER	NONE
EXPOSED EXTERIOR SIDES OF MEDIAN SKYLIGHT BEAM	LITHOCHROME TINTURA STAIN 5566, ZENITH BLUE	NONE
EXPOSED EXTERIOR FACES OF FACING WALLS AND HEAD WALLS	KIMKO STONE TONE GARDEN GOLD	FITZGERALD #17943 SINE WAVE

A 1'-0" X 1'-0" SAMPLE PANEL OF EACH COLOR OF THE PROPOSED FINISH MATERIALS SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL. INCLUDE 5 GALLONS ADDITIONAL OF EACH COLOR FOR MAINTENANCE TO BE DELIVERED TO THE CITY OF SANTA FE STREETS AND DRAINAGE MAINTENANCE AT 1142 SILER ROAD, BUILDING C.
- SIZE AND LOCATION OF ERECTION HOLES:** FOR THE GIRDERS SHALL BE SHOWN ON THE SHOP PLANS AND WILL REQUIRE APPROVAL BY THE BRIDGE ENGINEER. ALL OPEN HOLES ARE TO BE FILLED WITH GROUT AFTER ERECTION IS COMPLETE.
- PERMANENT ANTI-GRAFFITI PROTECTIVE COATING:** SHALL BE APPLIED TO THE FOLLOWING SURFACES:
 - EXTERIOR FACE OF EXTERIOR BEAMS
 - EXTERIOR ARCHED UNDERSIDE OF SLAB BEAMS
 - EXPOSED EXTERIOR FACES OF FACING WALLS AND HEAD WALLS
- PENETRATING WATER REPELLENT TREATMENT:** SHALL BE APPLIED TO ALL EXPOSED NEW CONCRETE SURFACES. TREATMENT SHALL EXTEND 1'-0" BELOW FINISHED GRADE, WHERE APPLICABLE.
- METAL RAILING:** AND ATTACHMENTS SHALL BE WEATHERED STEEL WITH CLEAR TOP COAT SEALER PER THE NOTICE TO CONTRACTORS.
- PRESTRESSING STEEL:** SHALL BE AMERICAN MADE, 270 KSI STRENGTH LOW-RELAXATION SEVEN WIRE STRAND.
- THE CONTRACTOR:** SHALL VERIFY IN THE FIELD ALL DIMENSIONS, ELEVATIONS, AND DETAILS PERTINENT TO THE NEW CONSTRUCTION BEFORE PROCEEDING WITH THE WORK.
- DRILL HOLE INFORMATION:** THE CITY OF SANTA FE IS NOT RESPONSIBLE FOR ANY INTERPRETATIONS OF ASSUMPTIONS MADE BY THE CONTRACTOR BASED ON THE DRILLED-HOLE INFORMATION SHOWN IN THE PROJECT GEOTECHNICAL REPORT.
- BRIDGE NUMBER MARKERS:** THE CONTRACTOR SHALL FURNISH AND PLACE TWO BRIDGE NUMBER BRASS MARKERS CONFORMING TO THE DETAIL SHOWN. THE COST OF THE MARKERS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND WILL NOT BE PAID FOR DIRECTLY.
- EXISTING UTILITIES:** THE CONTRACTOR SHALL VERIFY IN THE FIELD THE LOCATIONS OF ALL EXISTING UTILITIES, CABLES, PIPES, OR CONDUITS WHICH MUST BE PROTECTED FROM DAMAGE BEFORE PROCEEDING WITH THE NEW WORK. THE LOCATING OF THE EXISTING UTILITIES WILL BE INCIDENTAL TO COMPLETION OF THE PROJECT.
- RAPID SETTING NON-SHRINK GROUT** USED FOR GROUTING THE BEAM TO PRECAST UNIT PILE CONNECTIONS (CMP BLOCKOUTS), PRECAST UNIT SHEAR KEYS, AND VERY FLOWABLE FILL BENEATH THE PRE-CAST APPROACH SLABS SHALL BE RAPID SETTING NON-SHRINK GROUT. THE CONTRACTOR SHALL SUBMIT TO THE PROJECT MANAGER FOR APPROVAL A PRESACKED MANUFACTURED HIGH STRENGTH, RAPID SETTING NON-SHRINK GROUT TO FILL THE VOIDS IN THE PRECAST UNITS AT THE PILES, BEAMS, AND APPROACH SLABS A MINIMUM OF 45 DAYS BEFORE THE START OF THE WORK. SUBMITTAL SHALL INCLUDE A GROUTING WORK PLAN STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NEW MEXICO, MANUFACTURER'S PUBLISHED INSTRUCTIONS, MANUFACTURER'S CERTIFIED TIME-DEPENDENT STRENGTH TESTS, AND A MANUFACTURER'S AFFIDAVIT, UNIQUE TO THE PROJECT, THAT THE PRODUCT IS SUITABLE FOR THE EACH PROPOSED APPLICATION. THE GROUT FOR THE BEAM TO PRECAST UNIT PILE CONNECTIONS (CMP BLOCKOUTS) AND PRECAST UNIT SHEAR KEYS SHALL PROVIDE A 30 MINUTE SET TIME, A 4,000 PSI ONE-HOUR COMPRESSIVE STRENGTH, A 6,000 PSI 28-DAY COMPRESSIVE STRENGTH, AND BE SUITABLE AS ADVERTISED FROM THE MANUFACTURER FOR THE MINIMUM DIMENSIONS OF THE GROUT PORTS AND MAXIMUM DIMENSIONS OF THE VOID. THE GROUT FOR THE VERY FLOWABLE FILL BENEATH THE APPROACH SLABS SHALL PROVIDE A 30 MINUTE SET TIME, A 35 PSI ONE-HOUR COMPRESSIVE STRENGTH, A 1,200 PSI 28-DAY COMPRESSIVE STRENGTH, AND BE SUITABLE AS ADVERTISED FROM THE MANUFACTURER FOR THE MINIMUM DIMENSIONS OF THE GROUT PORTS AND MAXIMUM DIMENSIONS OF THE VOID. THE GROUT SHALL BE MIXED AND PLACED PER THE MANUFACTURER'S RECOMMENDED PRACTICES, AND PLACED WITHIN THE MANUFACTURER'S TIME PERIOD PRIOR TO INITIAL SET. A MINIMUM OF THREE FIELD TRIALS SHALL BE PREPARED AND TESTED. ONE FULL SCALE BEAM CMP BLOCK-OUT CONNECTION MOCK-UP, WITH GROUT PORTS, SHALL BE GROUTED IN ACCORDANCE WITH APPROVED WORK PLAN, THEN CORED AND TESTED TO VERIFY ADEQUATE CURING AND COMPRESSIVE STRENGTH. TEST DATA FROM FIELD TRIALS AND MOCK-UP CONNECTION SHALL BE TESTED AND APPROVED PRIOR TO FINAL ACCEPTANCE OF THE WORK PLAN AND MATERIALS FOR USE ON THE PROJECT. THE COSTS OF DEVELOPING, ENGINEERING, PROPOSING, TESTING, PROVIDING AND PLACING OF RAPID SETTING NON-SHINK GROUT SHALL BE INCIDENTAL TO THE COMPLETION OF THE PROJECT AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.



REINFORCEMENT LAP SPLICE TABLE:
ALL REBAR LAP SPLICES SHALL BE AS SHOWN BELOW UNLESS OTHERWISE NOTED.

BAR SIZE:	3 KSI CONCRETE EPOXY BARS	6 KSI CONCRETE EPOXY BARS
	MINIMUM BAR LAP:	MINIMUM BAR LAP:
No. 4	2'-0"	2'-0"
No. 5	2'-4"	2'-0"
No. 6	3'-3"	2'-4"
No. 7	4'-6"	3'-2"
No. 8	5'-10"	4'-2"
No. 9	7'-5"	5'-3"
No. 10	9'-5"	6'-8"

INCIDENTAL ITEMS

- SILICONE SEALANT AND BOND BREAKER
- ALL GALVANIZED SHEET METAL
- PREFORMED BITUMINOUS JOINT FILLER
- GEOCOMPOSITE DRAIN SYSTEM AND WEEP HOLES
- ALL FOAM AND EXTRUDED POLYSTYRENE
- LOW-VISCOSITY, GRAVITY-FED SEALERS
- SPECIAL SURFACE FINISH
- 5 GALLONS ADDITIONAL OF EACH COLOR
- CLASS I & II GEOTEXTILES
- PENETRATING WATER REPELLENT TREATMENT
- BONDING AGENT
- ULTRA HIGH PERFORMANCE NON-SHRINK GROUT
- SHIMS
- LOCATING OF EXISTING UTILITIES
- BRIDGE No. BRASS MARKERS
- ERECTION PLAN
- RAPID SETTING NON-SHRINK GROUT AND BACKER RODS
- EXPANSION AND CONTRACTION JOINTS, WATER STOPS

STANDARD DRAWINGS REQUIRED

- | | |
|-------------------|--|
| 210-01-1/1 | EXCAVATION AND BACKFILL FOR BRIDGES, WALLS AND CBC'S |
| 564-01-1/1 | PREFORMED CLOSED CELL FOAM BRIDGE JOINT SEAL |
| 607-20-1/4 TO 4/4 | PEDESTRIAN RAILING |

SHEET INDEX

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| 5-4 | STRUCTURAL EXCAVATION & BACKFILL MEASUREMENT DETAILS |
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LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	5-1

DESIGN DATA

DESIGN IS IN ACCORDANCE WITH 2014 AASHTO LRFD SPECIFICATIONS, 7th EDITION AND 2015 INTERIM REVISIONS

- | | |
|--|--|
| DESIGN STRESSES: | STRUCTURAL STEEL - AASHTO M270, GRADE 36 OR 50W, fy = 36 ksi |
| REINFORCED CONCRETE: SUPERSTRUCTURE: | f'c = 6000 psi @ 28 DAYS
f'ci = 4000 psi @ release
fy = 60 ksi, GRADE 60 |
| SUBSTRUCTURE: | fc' = 3000 psi @ 28 DAYS
fy = 60 ksi, GRADE 60
n = 9 |
| LIVE LOAD: | HL-93 |
| PERMIT TRUCK: | P327-13 |
| WEARING SURFACE: | 30 psf ALLOWANCE FOR FUTURE SURFACES |
| HORIZONTAL EARTH PRESSURE (EQUIVALENT FLUID PRESSURE): | |
| ACTIVE PRESSURE: | 36 pcf |
| AT REST PRESSURE: | 60 pcf |
| PASSIVE PRESSURE: | 325 pcf |
| WIND VELOCITY: | 100 mph |

PILE DATA

- | | | |
|---------------------------------------|---------|---------|
| SOIL PRESSURE: | AT REST | 60 PCF |
| | ACTIVE | 36 PCF |
| MODULUS OF LATERAL SUBGRADE REACTION: | | 225 PCI |
| SOIL UNIT WEIGHT: | | 135 PCF |

CAPACITY RATING

LFR RATING	
INVENTORY RATING	HS 31.8
OPERATING RATING	HS 78.0

LRFR RATING FACTORS	
INVENTORY-LEVEL	1.39
OPERATING-LEVEL	2.58

THESE RATINGS WERE COMPUTED BY THE LOAD FACTOR RATING (LFR) AND LOAD AND RESISTANCE FACTOR RATING (LRFR) METHODS, USING LEAP BRIDGE V8i (SELECTseries 2-V10.00.02.19) BY BENTLEY SYSTEMS, INC. THE RATINGS SHOWN ARE FOR SLAB BEAM TYPE 1.

SPECIAL PROVISIONS

- SECTION 210 - EXCAVATION AND BACKFILL FOR MAJOR STRUCTURES
- SECTION 503 - AUGERED PRESSURE-GROUTED BEARING PILES
- SECTION 532 - PENETRATING WATER REPELLENT TREATMENT



NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

GENERAL NOTES

GENERAL NOTES CONT'D

16. **SUBMIT AN ERECTION PLAN** FOR REVIEW AND APPROVAL TO THE PROJECT MANAGER A MINIMUM OF 60 CALENDAR DAYS PRIOR TO COMMENCEMENT OF THE WORK. FOR THE ERECTION OF STRUCTURES, THE FOLLOWING SHALL APPLY:
 - THE CONTRACTOR SHALL SUBMIT AN ERECTION PLAN THAT PROVIDES COMPLETE DETAILS OF THE PROCESS INCLUDING, BUT NOT LIMITED TO, TEMPORARY SUPPORTS, SCHEDULING AND OPERATION SEQUENCING, CRANE PLACEMENT AND CONFIGURATION FOR EACH PHASE, AND ASSUMED LOADS AND CALCULATED STRESSES DURING VARYING STAGES OF LIFTING. THE CAPACITY OF THE CRANE AND ALL LIFTING AND CONNECTING DEVICES SHALL BE ADEQUATE FOR 150 PERCENT OF THE TOTAL PICK LOAD INCLUDING SPREADERS AND OTHER MATERIALS. THIS FACTOR OF SAFETY SHALL BE IN ADDITION TO ALL MANUFACTURERS' PUBLISHED FACTORS OF SAFETY.
 - THE CONTRACTOR'S ERECTION PLAN SHALL BE STAMPED BY A QUALIFIED PROFESSIONAL ENGINEER, LICENSED IN THE STATE OF NEW MEXICO, WITH A MINIMUM OF 5 YEARS OF EXPERIENCE IN THE PREPARATION OF ERECTION PLANS.
 - THE CONTRACTOR'S PROFESSIONAL ENGINEER WILL BE REQUIRED TO INSPECT AND PROVIDE WRITTEN APPROVAL OF THE FIRST INSTALLATION OF EACH TYPE OF PREFABRICATED BRIDGE ELEMENT, PRIOR TO ALLOWING VEHICLES OR PEDESTRIANS ON OR BELOW THE STRUCTURE. THE PROFESSIONAL ENGINEER MUST ALSO STAMP ALL CHANGES TO THE CONTRACTOR'S ERECTION PLAN. ADDITIONALLY, ALL PROPOSED CHANGES MUST BE SUBMITTED TO THE PROJECT MANAGER FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.
 - A MANDATORY PRE-ERECTION CONFERENCE WILL BE HELD AT LEAST TWO WEEKS PRIOR TO THE START OF THE PBE INSTALLATION TO DISCUSS THE PLAN AND PROCEDURES, WORK SCHEDULES, CONTINGENCY PLANS, SAFETY REQUIREMENTS AND TRAFFIC CONTROL. THE CONTRACTOR'S PROFESSIONAL ENGINEER AND ERECTION SUBCONTRACTOR WILL BE REQUIRED TO ATTEND THIS MEETING, AS WILL THE PROJECT MANAGER, AND THE DESIGN CONSULTANT. BASED UPON DISCUSSIONS AT THIS MEETING AND REVIEW OF THE CONTRACTOR'S ERECTION PLAN, NMDOT MAY ORDER THE CONTRACTOR TO MODIFY AND RESUBMIT THE ERECTION PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.
 - THE COST OF PREPARING AND STAMPING THE ERECTION PLAN, COMPUTATIONS, AND REPORTS, RESPONDING TO NMDOT'S COMMENTS AND MAKING THE NECESSARY REVISIONS, AND ATTENDANCE AT MEETINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF "ITEM NO. 518121 - PRECAST PRESTRESSED SLAB TYPE 21" AND ITEM NO. 518303 - PRECAST DECK PANELS" RESPECTIVELY, AND NO SEPARATE PAYMENT WILL BE MADE THEREFORE.

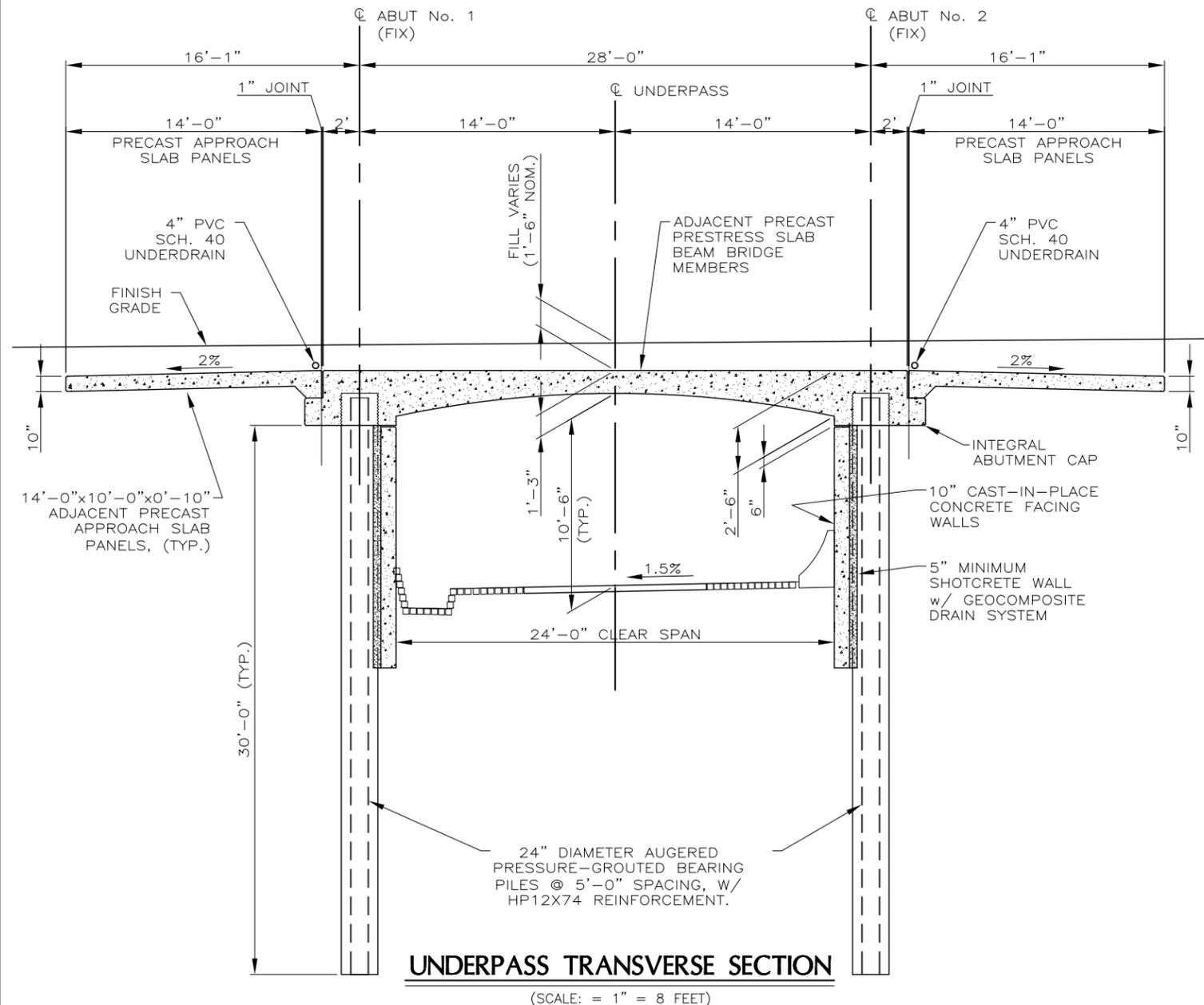


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	5-2

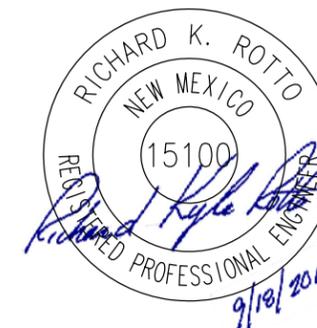
FOUNDATION NOTES

1. ALL LABOR, MATERIAL, EQUIPMENT AND PERFORMING OF ALL OPERATIONS NEEDED TO CONSTRUCT AUGERED PRESSURE-GROUTED PILES (AUGERCAST PILES) SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION MODIFYING "SECTION 503 - AUGERED PRESSURE-GROUTED BEARING PILES", OF THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2014 EDITION.
2. THE FOUNDATION CONTRACTOR SHALL MEET THE PREQUALIFICATION REQUIREMENTS SPECIFIED IN SECTION 503.321 OF THE SPECIAL PROVISION MODIFYING "SECTION 503 - AUGERED PRESSURE-GROUTED BEARING PILES".
3. THE REINFORCING STEEL UNIT (HP 12X74 PILE) SHALL BE PLACED IMMEDIATELY FOLLOWING EXTRACTION OF THE AUGER AND WHILE THE GROUT IS STILL FLUID.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUPPORT OF STEEL SHAPE REINFORCEMENT DURING FABRICATION, ERECTION AND PLACEMENT OF CONCRETE. PLANS PREPARED BY AN ENGINEER LICENSED IN THE STATE OF NEW MEXICO, SHOWING REINFORCEMENT SUPPORT METHODS OF ERECTION AND CENTERING DEVICES SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
5. ANY CONSTRUCTION JOINT NOT SHOWN ON THE PLANS WILL REQUIRE THE APPROVAL OF THE PROJECT MANAGER PRIOR TO CONSTRUCTION.
6. REINFORCEMENT FOR AUGERED PRESSURE-GROUTED BEARING PILES IS QUANTIFIED IN "ITEM NO. 502300 - STEEL SHAPE REINFORCEMENT" AND PAID FOR SEPARATELY FROM "ITEM NO. 503024 - AUGERED PRESSURE GROUTED PILE 24" DIAMETER". SEE SHEETS 5-6 THROUGH 5-8 FOR AUGERED PRESSURE-GROUTED BEARING PILE SHAPE REINFORCEMENT AND DETAILS.
7. THE CONTRACTOR SHALL ANTICIPATE COBBLES AND BOULDERS IN THE FOUNDATION SOILS, AND SHALL PROPOSE ADEQUATE DRILLING EQUIPMENT.



ESTIMATED QUANTITIES

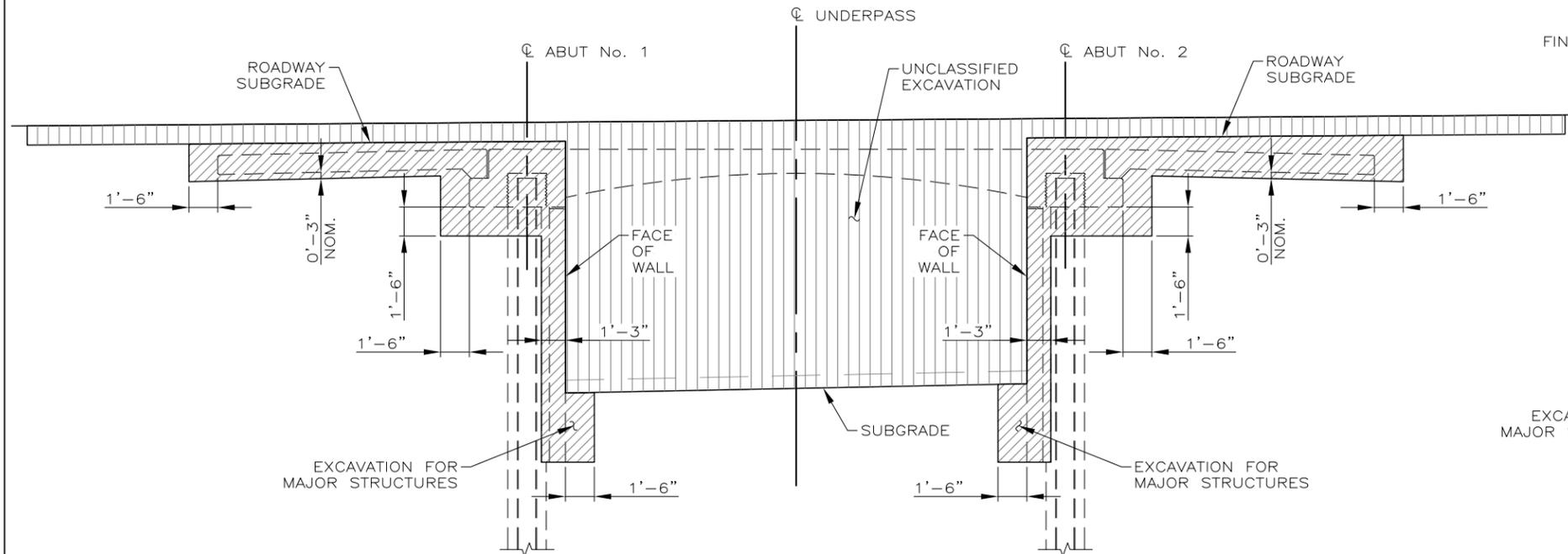
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
210000	EXCAVATION AND BACKFILL FOR MAJOR STRUCTURES	CU.YD.	900
413000	PAVING FABRIC	SQ.YD.	950
501100	PILE SPLICE	EACH	30
501101	PILE CUTOFF	LIN.FT.	552
502300	STEEL SHAPE REINFORCEMENT	LBS.	194528
502600	OBSTRUCTION REMOVAL	LIN.FT.	30
503024	AUGERED PRESSURE GROUTED BEARING PILES	LIN.FT.	2519
511300	SUBSTRUCTURE CONCRETE, CLASS A	CU.YD.	230
518121	PRECAST PRESTRESSED SLAB TYPE 21	LIN.FT.	480
518303	PRECAST DECK PANELS 10 IN. DEPTH	SQ.FT.	3640
519001	NON STRUCTURAL SHOTCRETE	SQ.YD.	620
531001	PERMANENT ANTI-GRAFFITI PROTECTIVE COATING	SQ.FT.	4300
540160	EPOXY COATED REINFORCING BARS GRADE 60	LBS.	28000
541000	STRUCTURAL STEEL FOR CONCRETE BRIDGES	LBS.	8912
543100	METAL RAILING, PEDESTRIAN	LIN.FT.	264
564000	PREFORMED CLOSED CELL FOAM BRIDGE JOINT SEALS	LIN.FT.	505
605000	UNDERDRAINS	LIN.FT.	235



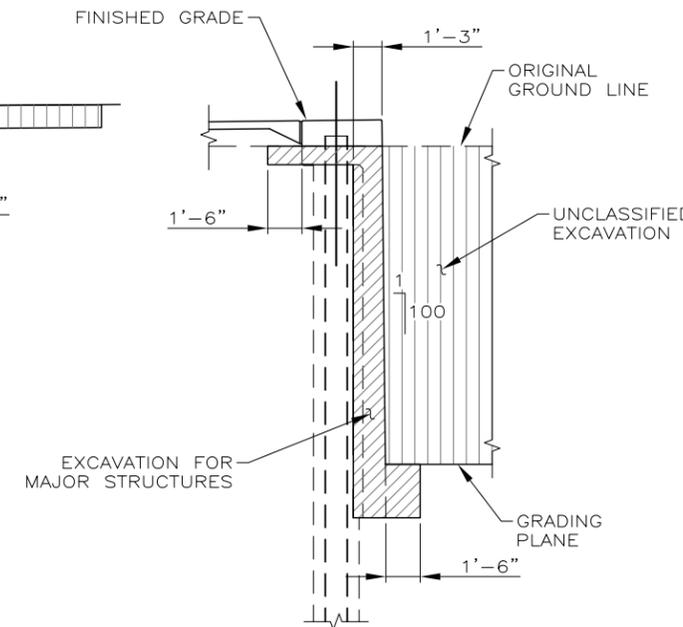
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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
UNDERPASS TRANSVERSE SECTION,
NOTES, AND QUANTITIES



UNDERPASS EXCAVATION MEASUREMENT DETAIL
(NOT TO SCALE)



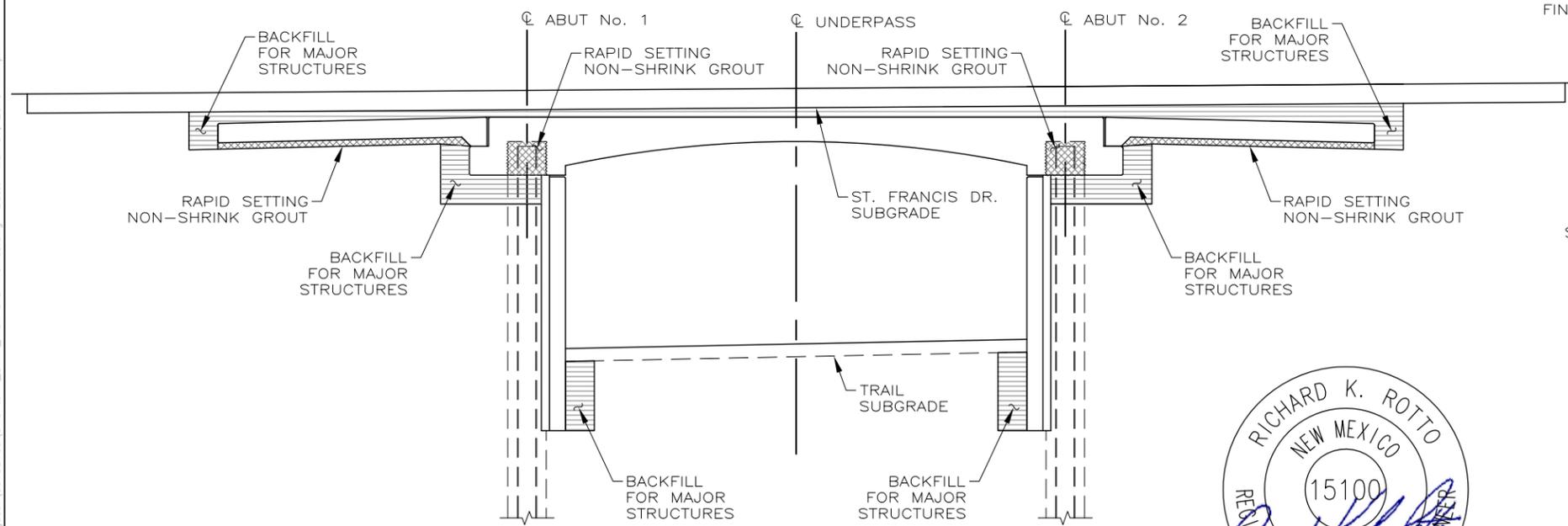
HEADWALL EXCAVATION MEASUREMENT DETAIL
(NOT TO SCALE)

NOTES

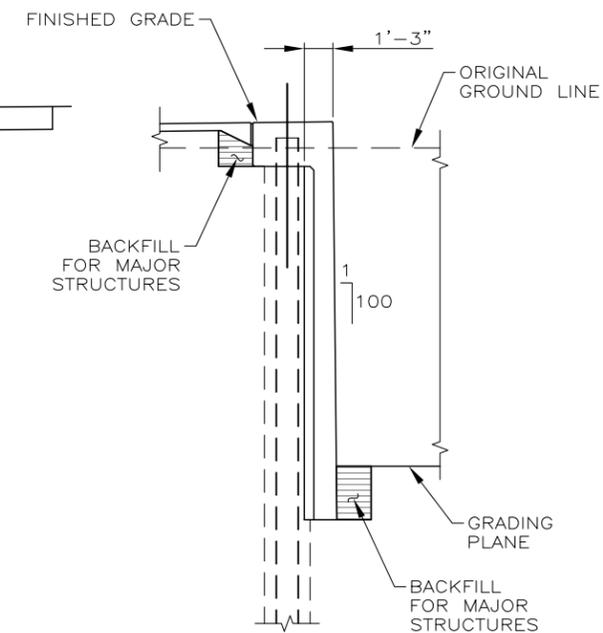
- UNCLASSIFIED EXCAVATION SHALL BE PAID FOR UNDER "ITEM 203000 - UNCLASSIFIED EXCAVATION". SEE ROADWAY AND GRADING PLANS.
- EXCAVATION AND BACKFILL FOR MAJOR STRUCTURES SHALL BE PAID FOR UNDER "ITEM 210000 - EXCAVATION & BACKFILL FOR MAJOR STRUCTURES". SEE SPECIAL PROVISION FOR METHOD OF MEASUREMENT.
- NO PAYMENT SHALL BE MADE FOR RAPID SETTING NON-SHRINK GROUT. PROVIDING, PLACING, AND CURING RAPID SETTING NON-SHRINK GROUT SHALL BE INCIDENTAL TO THE COMPLETION OF THE PROJECT AND WILL NOT BE MEASURED OR PAID FOR SEPERATELY.

LEGEND

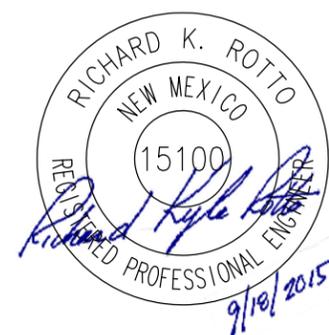
- UNCLASSIFIED EXCAVATION (PAY ITEM 203000)
- EXCAVATION FOR MAJOR STRUCTURES (PAY ITEM 210000)
- SELECT BACKFILL FOR MAJOR STRUCTURES (INCLUDED IN ITEM 210000)
- RAPID SETTING NON-SHRINK GROUT (INCIDENTAL)



UNDERPASS STRUCTURE BACKFILL DETAIL
(NOT TO SCALE)



HEADWALL STRUCTURE BACKFILL DETAIL
(NOT TO SCALE)

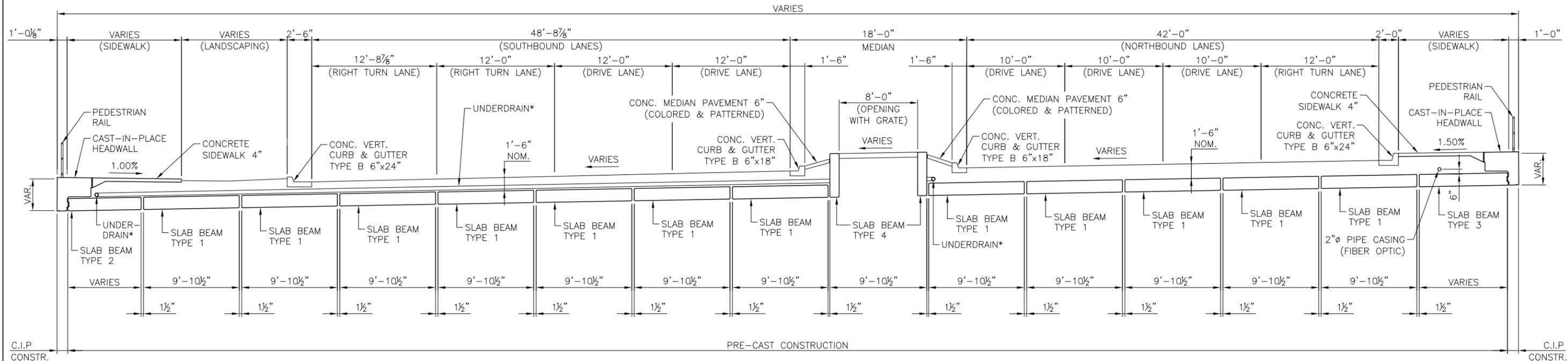


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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
STRUCTURAL EXCAVATION & BACKFILL
MEASUREMENT DETAILS

File: C:\projects\ce\bin\lbg2014\lbguser\ud0138169\5-3 to 4_SFPX_Plan.dwg Date: Mar 07, 2016 1:44pm



* 4" PVC SCH. 40 UNDERDRAIN. PLACE FULL LENGTH OF BEAM IN NORTH/SOUTH DIRECTION AT MEDIAN SKYLIGHT AND HW-1. DAYLIGHT UNDERDRAIN AT EL. 6918.50' THRU HW-1

DECK SECTION

(SCALE: 1" = 10 FEET)
(AT ̸ UNDERPASS)



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REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

DECK SECTION

DESIGNED BY: RKR

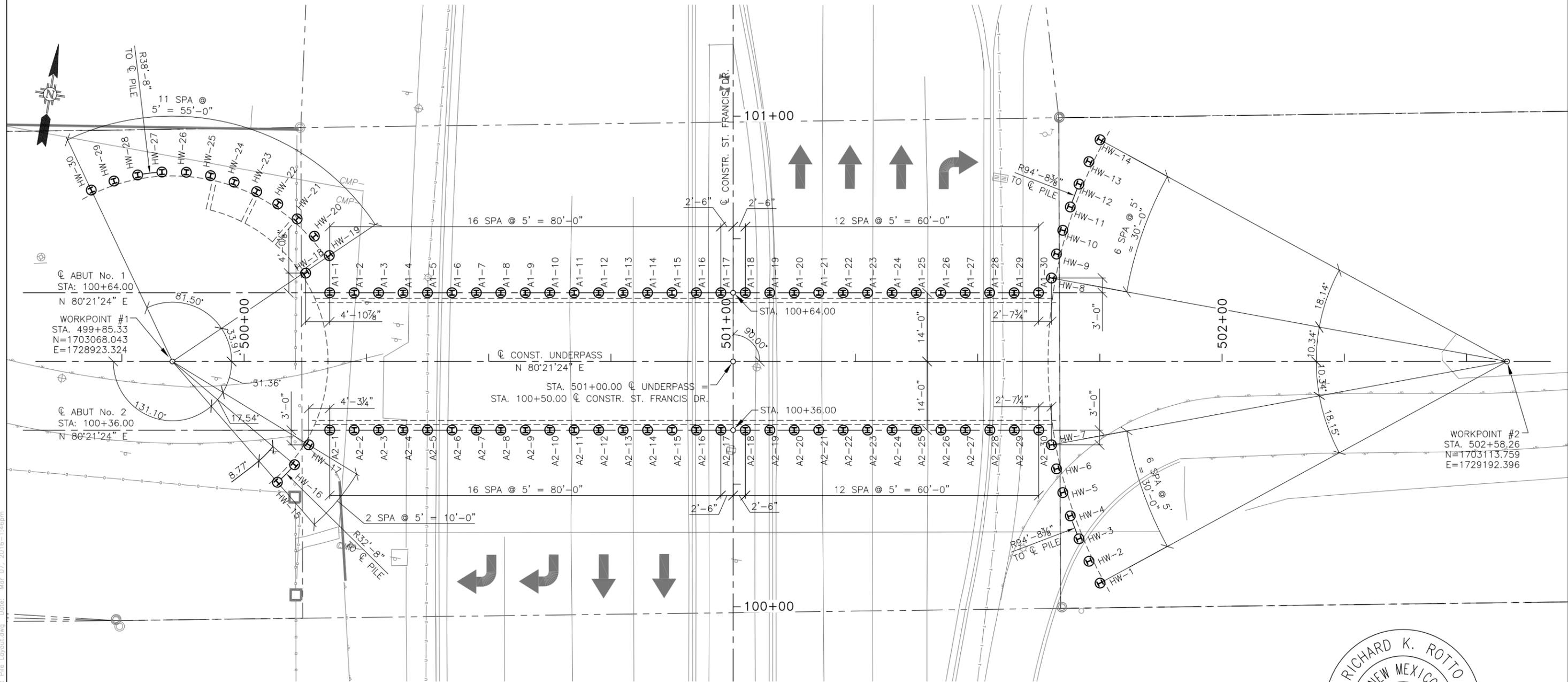
DRAWN BY: CS

CHECKED BY: XM

APPROVED BY: RKR

DATE: 09/18/2015

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AUGERED PRESSURE GROUTED PILE LAYOUT PLAN

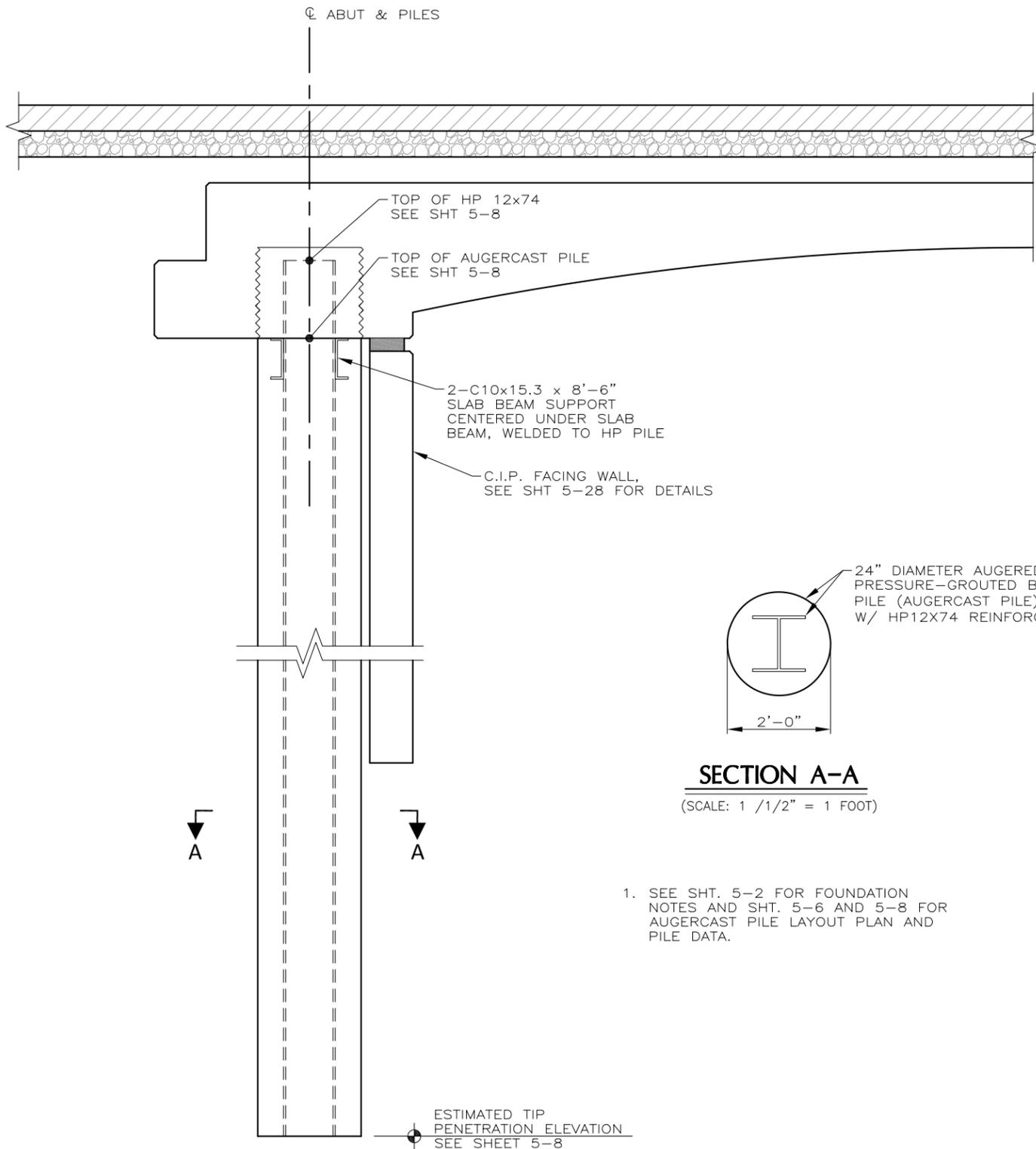
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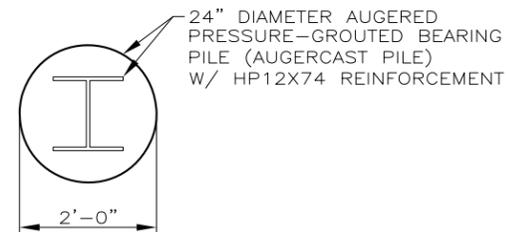
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
AUGERED PRESSURE GROUTED PILE
LAYOUT PLAN

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ELEVATION

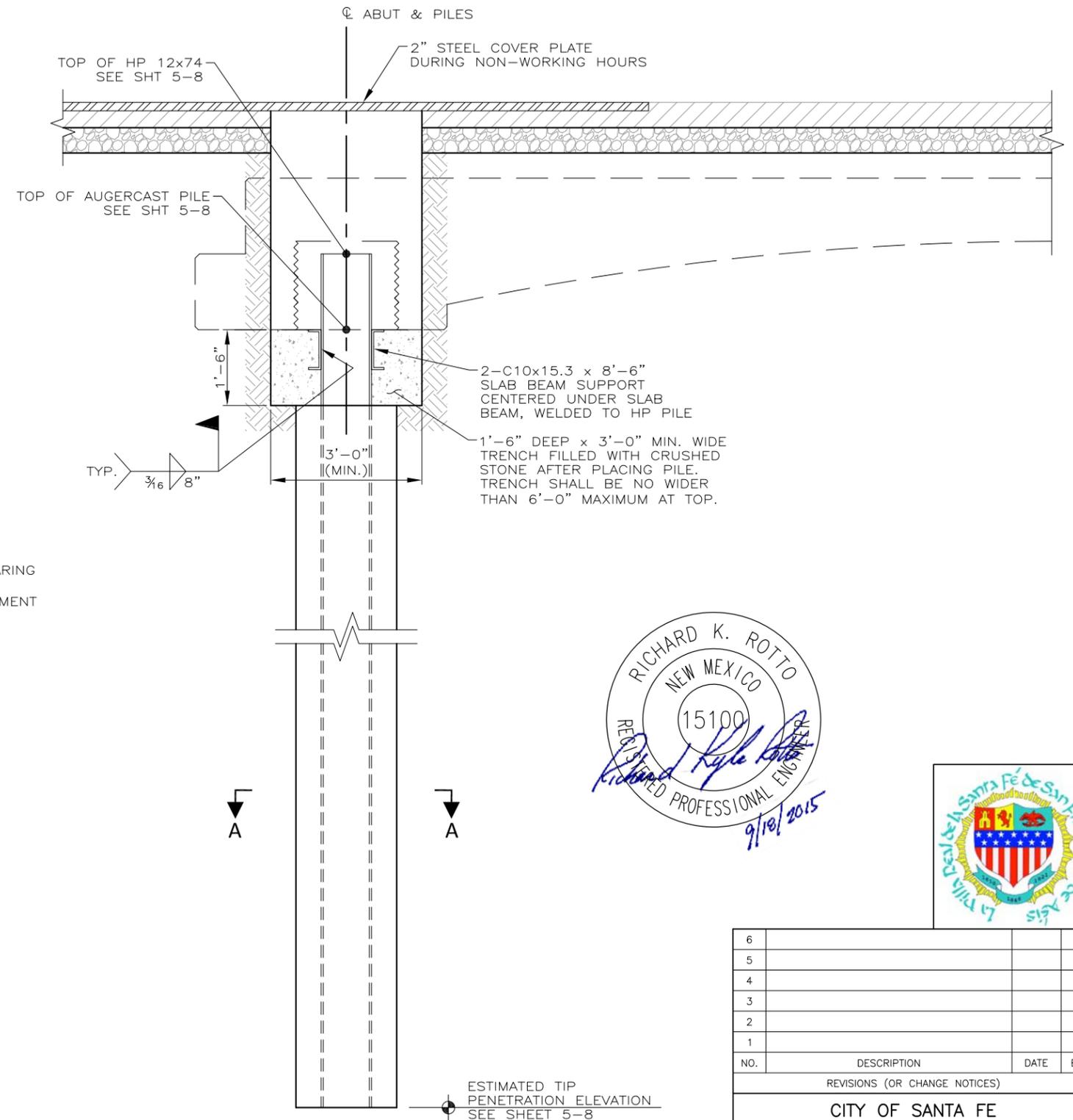
(SCALE: 1 1/2" = 1 FOOT)
(FINAL CONDITION)



SECTION A-A

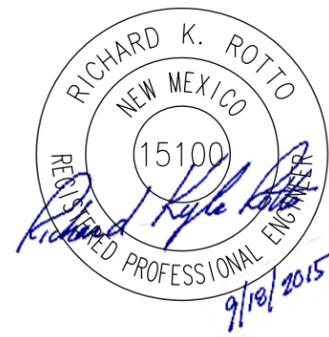
(SCALE: 1 1/2" = 1 FOOT)

- SEE SHT. 5-2 FOR FOUNDATION NOTES AND SHT. 5-6 AND 5-8 FOR AUGERCAST PILE LAYOUT PLAN AND PILE DATA.



ELEVATION

(SCALE: 1 1/2" = 1 FOOT)
(PRIOR TO SETTING BEAM)



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
AUGERED PRESSURE GROUTED PILE DETAILS
AT ABUTMENTS



AUGERED PRESSURE-GROUTED PILE SUMMARY TABLE

SHAFT MARK	SHAFT DIAMETER (INCHES)	FACTORED DESIGN BEARING LOAD (KIPS)	ESTIMATED PENETRATION ELEVATION (FEET)	MINIMUM PENETRATION ELEVATION (FEET)	TOP OF SHAFT ELEVATION (FEET)	TOP OF PILE ELEVATION (FEET)	ESTIMATED SHAFT LENGTH (FEET)	SHAFT STEEL SHAPE TYPE	SHAFT STEEL SHAPE LENGTH (FEET)	SUBTOTAL STEEL SHAPE WEIGHT (LBS)
A1-1	24	218	6898.76	6898.76	6927.26	6928.76	28.50	HP12x74	30.00	2220
A1-2	24	218	6898.85	6898.85	6927.35	6928.85	28.50	HP12x74	30.00	2220
A1-3	24	218	6898.94	6898.94	6927.44	6928.94	28.50	HP12x74	30.00	2220
A1-4	24	218	6899.03	6899.03	6927.53	6929.03	28.50	HP12x74	30.00	2220
A1-5	24	218	6899.11	6899.11	6927.61	6929.11	28.50	HP12x74	30.00	2220
A1-6	24	218	6899.20	6899.20	6927.70	6929.20	28.50	HP12x74	30.00	2220
A1-7	24	218	6899.29	6899.29	6927.79	6929.29	28.50	HP12x74	30.00	2220
A1-8	24	218	6899.38	6899.38	6927.88	6929.38	28.50	HP12x74	30.00	2220
A1-9	24	218	6899.47	6899.47	6927.97	6929.47	28.50	HP12x74	30.00	2220
A1-10	24	218	6899.56	6899.56	6928.06	6929.56	28.50	HP12x74	30.00	2220
A1-11	24	218	6899.64	6899.64	6928.14	6929.64	28.50	HP12x74	30.00	2220
A1-12	24	218	6899.73	6899.73	6928.23	6929.73	28.50	HP12x74	30.00	2220
A1-13	24	218	6899.82	6899.82	6928.32	6929.82	28.50	HP12x74	30.00	2220
A1-14	24	218	6899.91	6899.91	6928.41	6929.91	28.50	HP12x74	30.00	2220
A1-15	24	218	6900.00	6900.00	6928.50	6930.00	28.50	HP12x74	30.00	2220
A1-16	24	218	6900.09	6900.09	6928.59	6930.09	28.50	HP12x74	30.00	2220
A1-17	24	218	6900.18	6900.18	6928.68	6930.18	28.50	HP12x74	30.00	2220
A1-18	24	218	6900.26	6900.26	6928.76	6930.26	28.50	HP12x74	30.00	2220
A1-19	24	218	6900.35	6900.35	6928.85	6930.35	28.50	HP12x74	30.00	2220
A1-20	24	218	6900.44	6900.44	6928.94	6930.44	28.50	HP12x74	30.00	2220
A1-21	24	218	6900.53	6900.53	6929.03	6930.53	28.50	HP12x74	30.00	2220
A1-22	24	218	6900.62	6900.62	6929.12	6930.62	28.50	HP12x74	30.00	2220
A1-23	24	218	6900.71	6900.71	6929.21	6930.71	28.50	HP12x74	30.00	2220
A1-24	24	218	6900.80	6900.80	6929.30	6930.80	28.50	HP12x74	30.00	2220
A1-25	24	218	6900.88	6900.88	6929.38	6930.88	28.50	HP12x74	30.00	2220
A1-26	24	218	6900.97	6900.97	6929.47	6930.97	28.50	HP12x74	30.00	2220
A1-27	24	218	6901.06	6901.06	6929.56	6931.06	28.50	HP12x74	30.00	2220
A1-28	24	218	6901.15	6901.15	6929.65	6931.15	28.50	HP12x74	30.00	2220
A1-29	24	218	6901.24	6901.24	6929.74	6931.24	28.50	HP12x74	30.00	2220
A1-30	24	218	6901.33	6901.33	6929.83	6931.33	28.50	HP12x74	30.00	2220
A2-1	24	218	6898.76	6898.76	6927.26	6928.76	28.50	HP12x74	30.00	2220
A2-2	24	218	6898.85	6898.85	6927.35	6928.85	28.50	HP12x74	30.00	2220
A2-3	24	218	6898.94	6898.94	6927.44	6928.94	28.50	HP12x74	30.00	2220
A2-4	24	218	6899.03	6899.03	6927.53	6929.03	28.50	HP12x74	30.00	2220
A2-5	24	218	6899.11	6899.11	6927.61	6929.11	28.50	HP12x74	30.00	2220
A2-6	24	218	6899.20	6899.20	6927.70	6929.20	28.50	HP12x74	30.00	2220
A2-7	24	218	6899.29	6899.29	6927.79	6929.29	28.50	HP12x74	30.00	2220
A2-8	24	218	6899.38	6899.38	6927.88	6929.38	28.50	HP12x74	30.00	2220
A2-9	24	218	6899.47	6899.47	6927.97	6929.47	28.50	HP12x74	30.00	2220
A2-10	24	218	6899.56	6899.56	6928.06	6929.56	28.50	HP12x74	30.00	2220
A2-11	24	218	6899.64	6899.64	6928.14	6929.64	28.50	HP12x74	30.00	2220
A2-12	24	218	6899.73	6899.73	6928.23	6929.73	28.50	HP12x74	30.00	2220
A2-13	24	218	6899.82	6899.82	6928.32	6929.82	28.50	HP12x74	30.00	2220
A2-14	24	218	6899.91	6899.91	6928.41	6929.91	28.50	HP12x74	30.00	2220
A2-15	24	218	6900.00	6900.00	6928.50	6930.00	28.50	HP12x74	30.00	2220
A2-16	24	218	6900.09	6900.09	6928.59	6930.09	28.50	HP12x74	30.00	2220
A2-17	24	218	6900.18	6900.18	6928.68	6930.18	28.50	HP12x74	30.00	2220
A2-18	24	218	6900.26	6900.26	6928.76	6930.26	28.50	HP12x74	30.00	2220
A2-19	24	218	6900.35	6900.35	6928.85	6930.35	28.50	HP12x74	30.00	2220
A2-20	24	218	6900.44	6900.44	6928.94	6930.44	28.50	HP12x74	30.00	2220
A2-21	24	218	6900.53	6900.53	6929.03	6930.53	28.50	HP12x74	30.00	2220
A2-22	24	218	6900.62	6900.62	6929.12	6930.62	28.50	HP12x74	30.00	2220
A2-23	24	218	6900.71	6900.71	6929.21	6930.71	28.50	HP12x74	30.00	2220
A2-24	24	218	6900.80	6900.80	6929.30	6930.80	28.50	HP12x74	30.00	2220
A2-25	24	218	6900.88	6900.88	6929.38	6930.88	28.50	HP12x74	30.00	2220
A2-26	24	218	6900.97	6900.97	6929.47	6930.97	28.50	HP12x74	30.00	2220
A2-27	24	218	6901.06	6901.06	6929.56	6931.06	28.50	HP12x74	30.00	2220
A2-28	24	218	6901.15	6901.15	6929.65	6931.15	28.50	HP12x74	30.00	2220
A2-29	24	218	6901.24	6901.24	6929.74	6931.24	28.50	HP12x74	30.00	2220
A2-30	24	218	6901.33	6901.33	6929.83	6931.33	28.50	HP12x74	30.00	2220

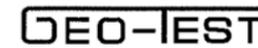
SHAFT MARK	SHAFT DIAMETER (INCHES)	FACTORED DESIGN BEARING LOAD (KIPS)	ESTIMATED PENETRATION ELEVATION (FEET)	MINIMUM PENETRATION ELEVATION (FEET)	TOP OF SHAFT ELEVATION (FEET)	TOP OF PILE ELEVATION (FEET)	ESTIMATED SHAFT LENGTH (FEET)	SHAFT STEEL SHAPE TYPE	SHAFT STEEL SHAPE LENGTH (FEET)	SUBTOTAL STEEL SHAPE WEIGHT (LBS)
HW-1	24	*	*	6925.00	6932.50	6932.50	7.50	HP12x74	7.50	555
HW-2	24	*	*	6925.00	6932.50	6932.50	7.50	HP12x74	7.50	555
HW-3	24	*	*	6925.00	6932.50	6932.50	7.50	HP12x74	7.50	555
HW-4	24	*	*	6923.69	6932.50	6932.50	8.81	HP12x74	8.81	652
HW-5	24	*	*	6920.26	6932.50	6932.50	12.24	HP12x74	12.24	906
HW-6	24	*	*	6916.82	6932.50	6932.50	15.68	HP12x74	15.68	1160
HW-7	24	*	*	6913.38	6932.50	6932.50	19.12	HP12x74	19.12	1415
HW-8	24	*	*	6909.95	6932.50	6932.50	22.55	HP12x74	22.55	1669
HW-9	24	*	*	6906.51	6932.50	6932.50	25.99	HP12x74	25.99	1923
HW-10	24	*	*	6903.08	6932.50	6932.50	29.42	HP12x74	29.42	2177
HW-11	24	*	*	6903.08	6932.50	6932.50	29.42	HP12x74	29.42	2177
HW-12	24	*	*	6909.66	6932.50	6932.50	22.84	HP12x74	22.84	1690
HW-13	24	*	*	6915.25	6932.50	6932.50	17.25	HP12x74	17.25	1277
HW-14	24	*	*	6921.83	6932.50	6932.50	10.67	HP12x74	10.67	790
HW-15	24	*	*	6925.00	6932.50	6932.50	7.50	HP12x74	7.50	555
HW-16	24	*	*	6925.00	6932.50	6932.50	7.50	HP12x74	7.50	555
HW-17	24	*	*	6903.00	6932.50	6932.50	29.50	HP12x74	29.50	2183
HW-18	24	*	*	6903.00	6932.50	6932.50	29.50	HP12x74	29.50	2183
HW-19	24	*	*	6903.00	6932.50	6932.50	29.50	HP12x74	29.50	2183
HW-20	24	*	*	6903.00	6927.88	6927.88	24.88	HP12x74	24.88	1841
HW-21	24	*	*	6903.00	6927.88	6927.88	24.88	HP12x74	24.88	1841
HW-22	24	*	*	6903.00	6927.77	6927.77	24.77	HP12x74	24.77	1833
HW-23	24	*	*	6903.00	6927.67	6927.67	24.67	HP12x74	24.67	1826
HW-24	24	*	*	6903.00	6927.56	6927.56	24.56	HP12x74	24.56	1818
HW-25	24	*	*	6903.00	6927.46	6927.46	24.46	HP12x74	24.46	1810
HW-26	24	*	*	6903.00	6927.35	6927.35	24.35	HP12x74	24.35	1802
HW-27	24	*	*	6903.00	6927.17	6927.17	24.17	HP12x74	24.17	1789
HW-28	24	*	*	6903.00	6926.89	6926.89	23.89	HP12x74	23.89	1768
HW-29	24	*	*	6903.00	6926.60	6926.60	23.60	HP12x74	23.60	1746
HW-30	24	*	*	6903.00	6926.30	6926.30	23.30	HP12x74	23.30	1724
HW-31	24	*	*	6903.00	6926.01	6926.01	23.01	HP12x74	23.01	1703
HW-32	24	*	*	6903.00	6925.71	6925.71	22.71	HP12x74	22.71	1681



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
AUGERED PRESSURE GROUTED PILE
SUMMARY TABLE

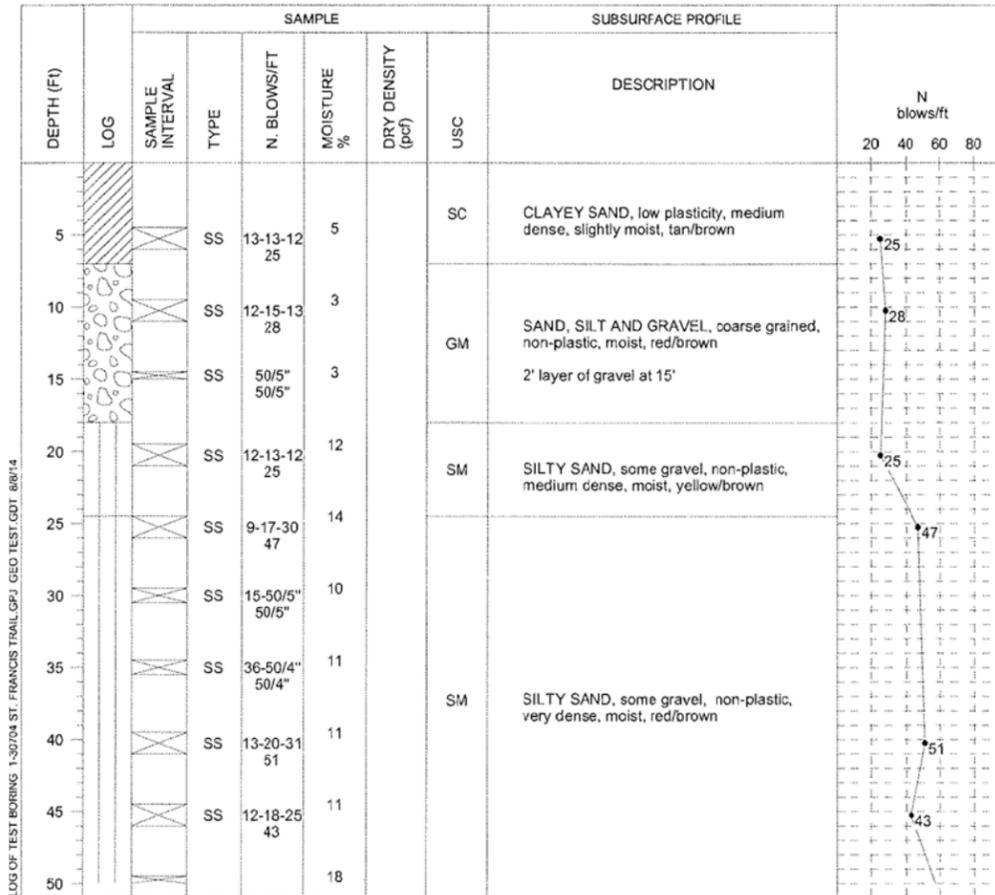
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Project: St. Francis Drive Trail Crossing
Date: 06/17/2014 Project No: 1-30704
Elevation: Type: 6.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 1 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

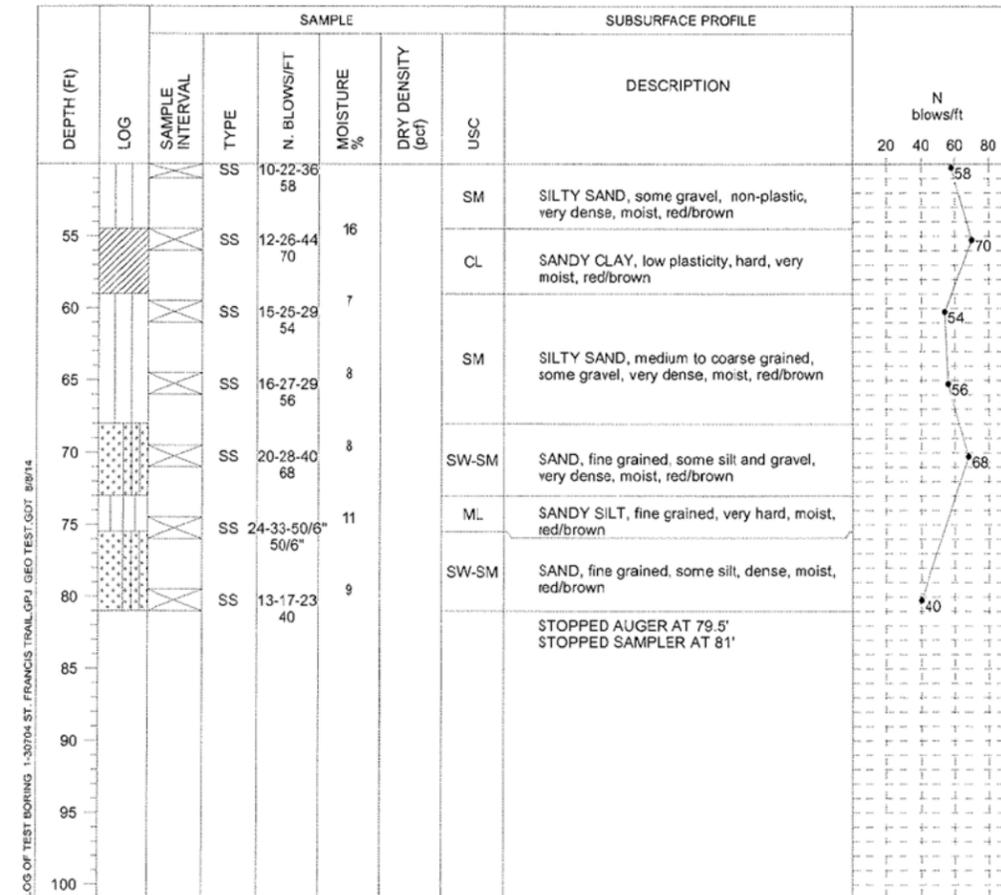
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



Project: St. Francis Drive Trail Crossing
Date: 06/17/2014 Project No: 1-30704
Elevation: Type: 6.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 1 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
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Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

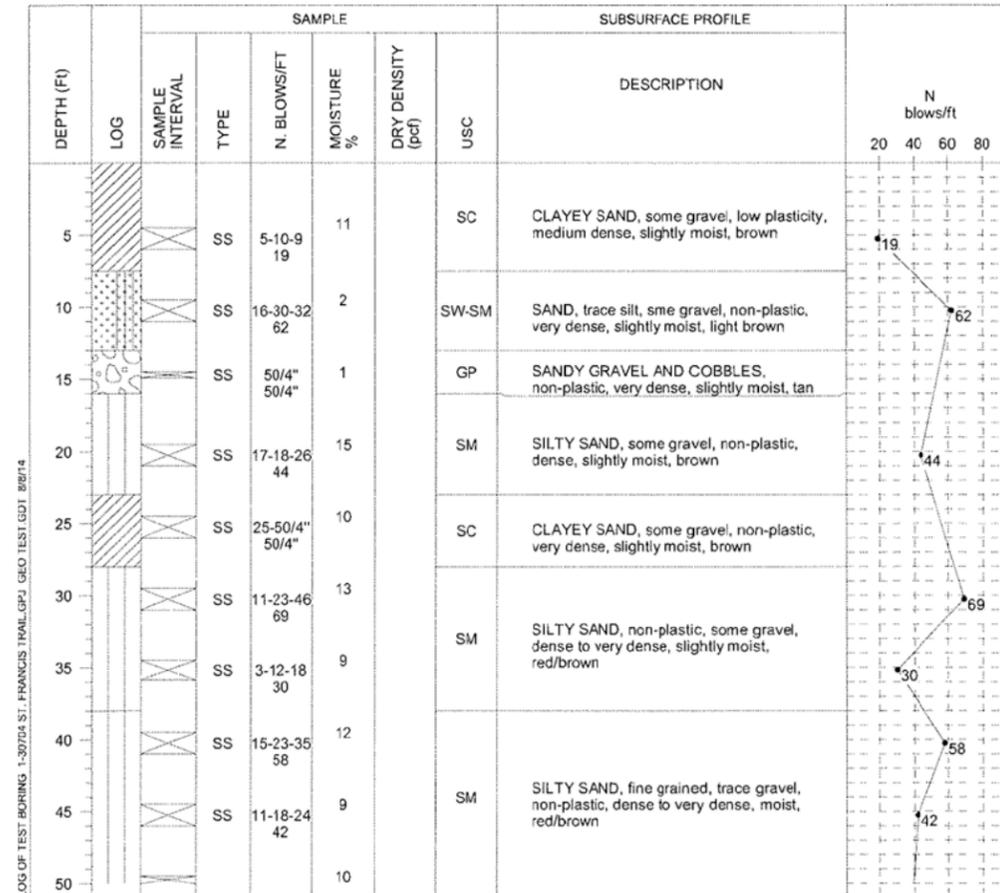
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
BORING LOG SUMMARIES



Project: St. Francis Drive Trail Crossing
Date: 06/18/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 2 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

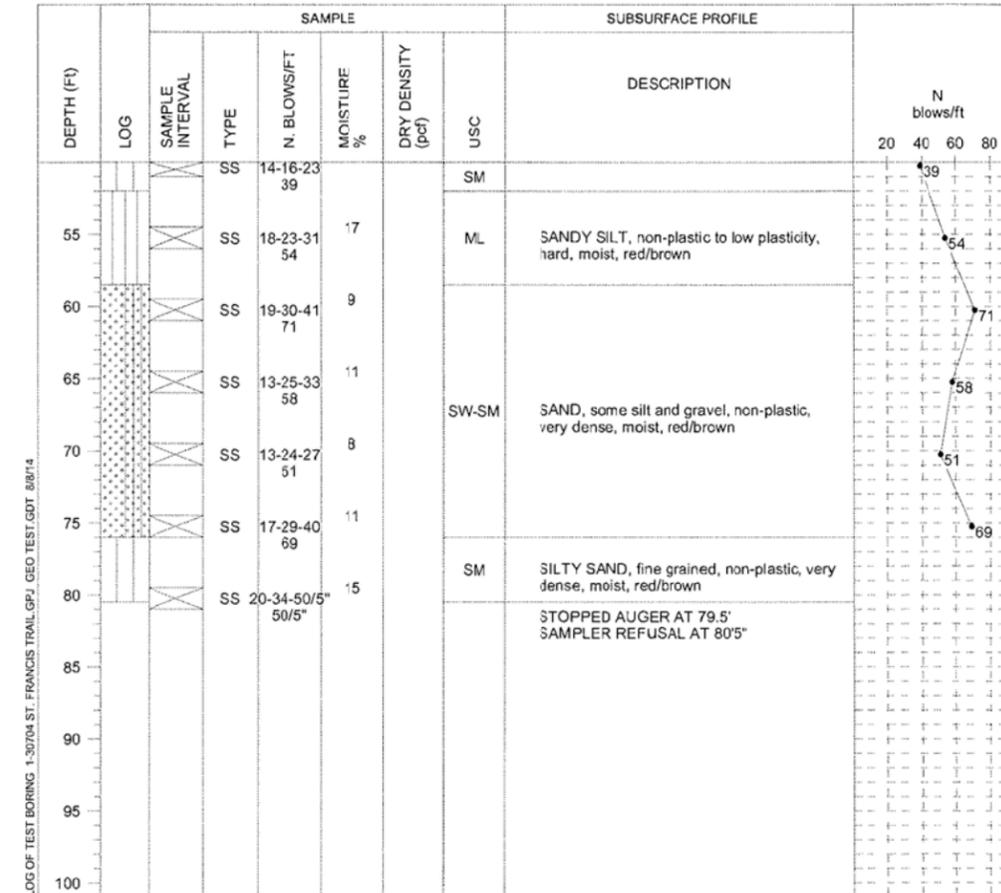
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



Project: St. Francis Drive Trail Crossing
Date: 06/18/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 2 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
BORING LOG SUMMARIES

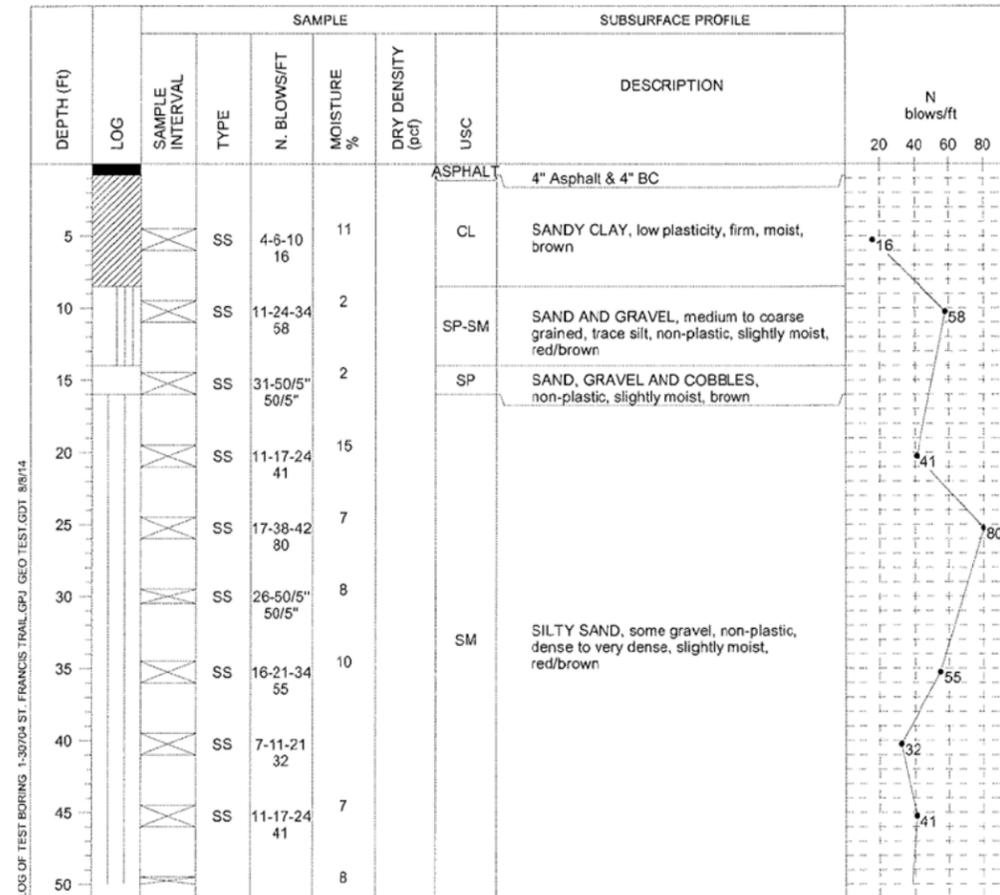
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Project: St. Francis Drive Trail Crossing
Date: 06/19/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 3 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

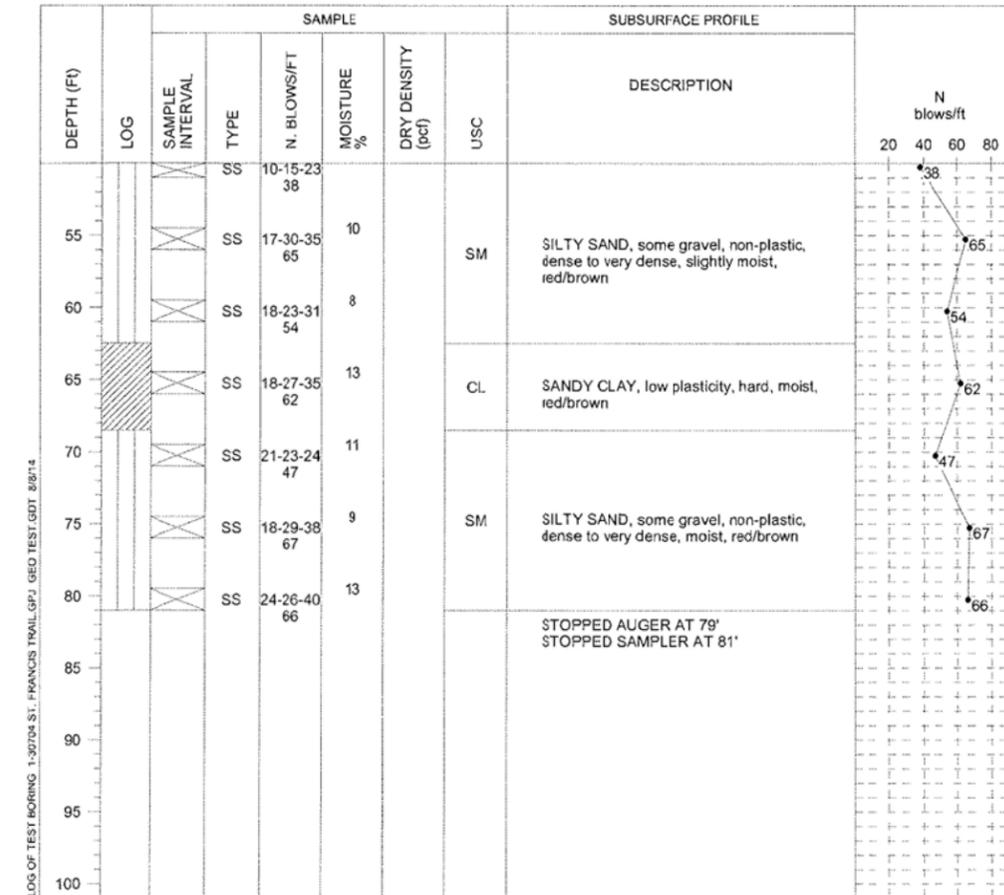
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



Project: St. Francis Drive Trail Crossing
Date: 06/19/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 3 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

BORING LOG SUMMARIES

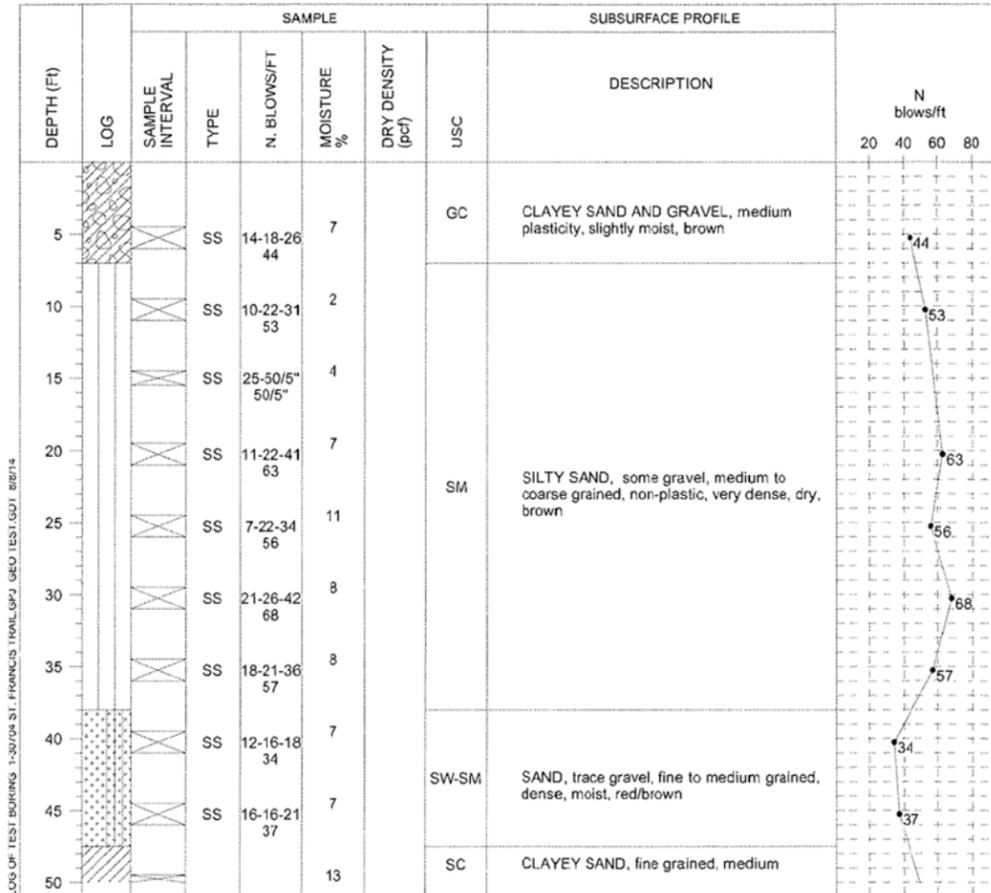
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Project: St. Francis Drive Trail Crossing
Date: 06/19/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 4 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

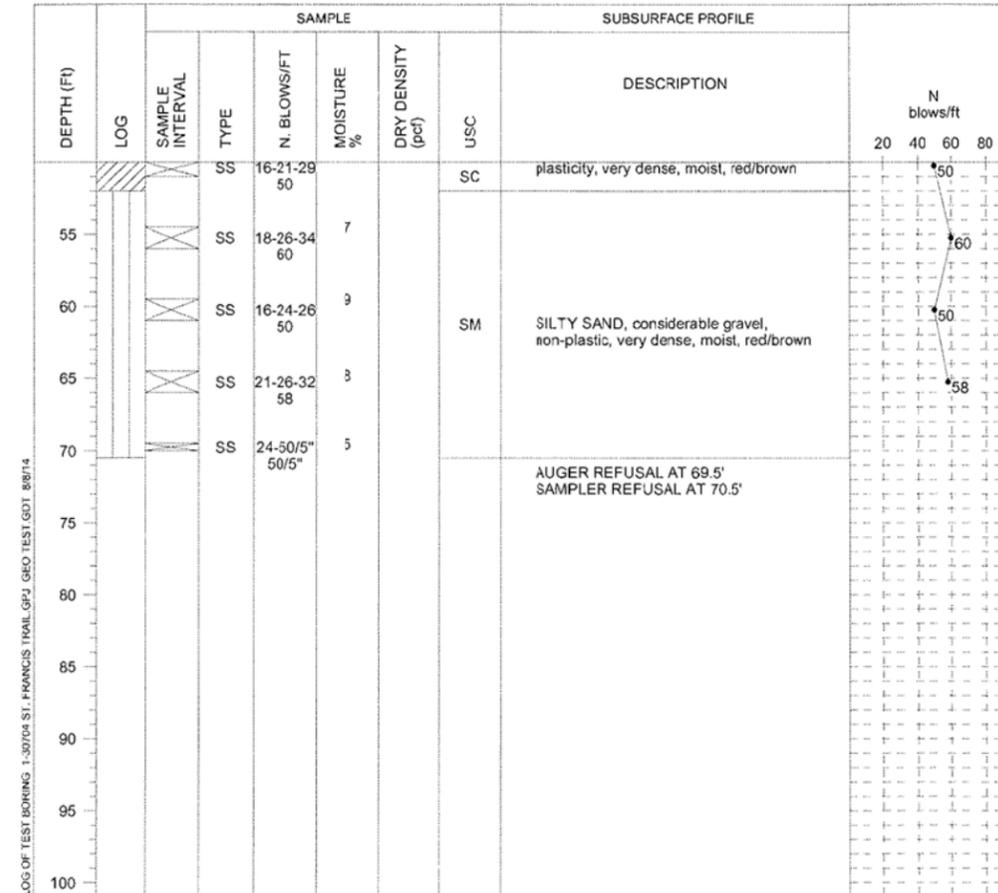
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



Project: St. Francis Drive Trail Crossing
Date: 06/19/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 4 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



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NO.	DESCRIPTION	DATE	BY

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

BORING LOG SUMMARIES

REVISIONS (OR CHANGE NOTICES)



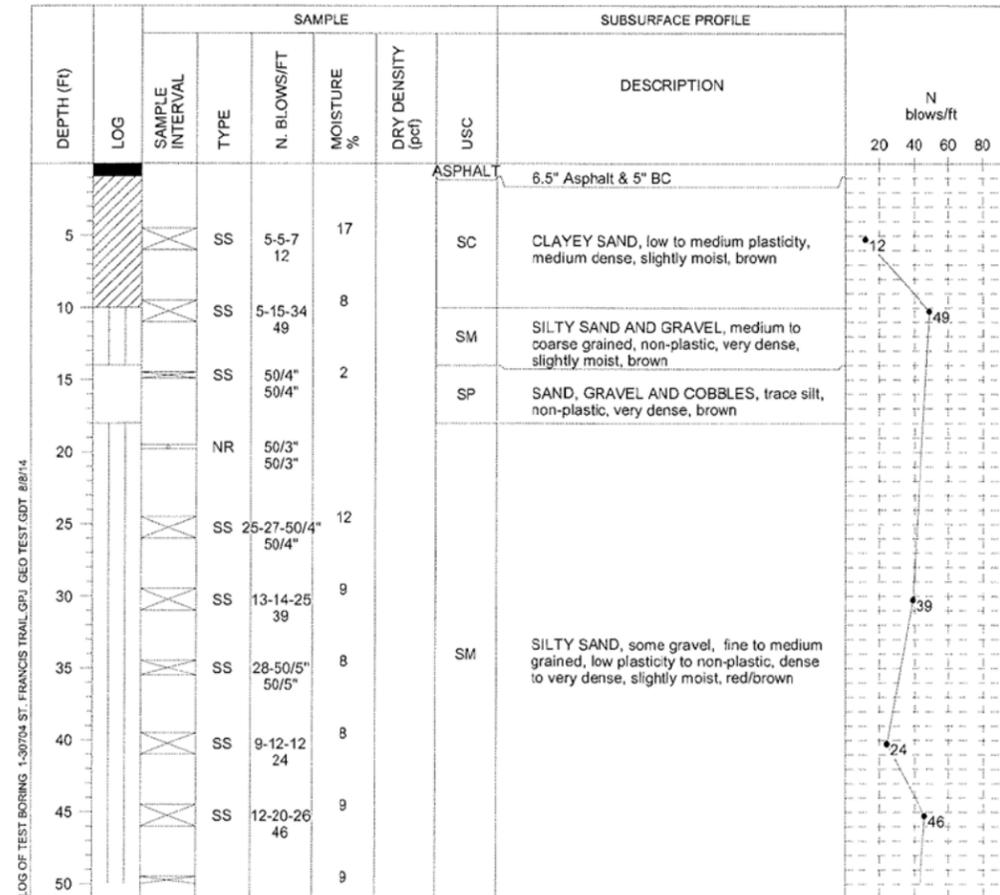
GEO-TEST

Project: St. Francis Drive Trail Crossing
Date: 06/20/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS **GROUNDWATER DEPTH**

NO: 5

During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.

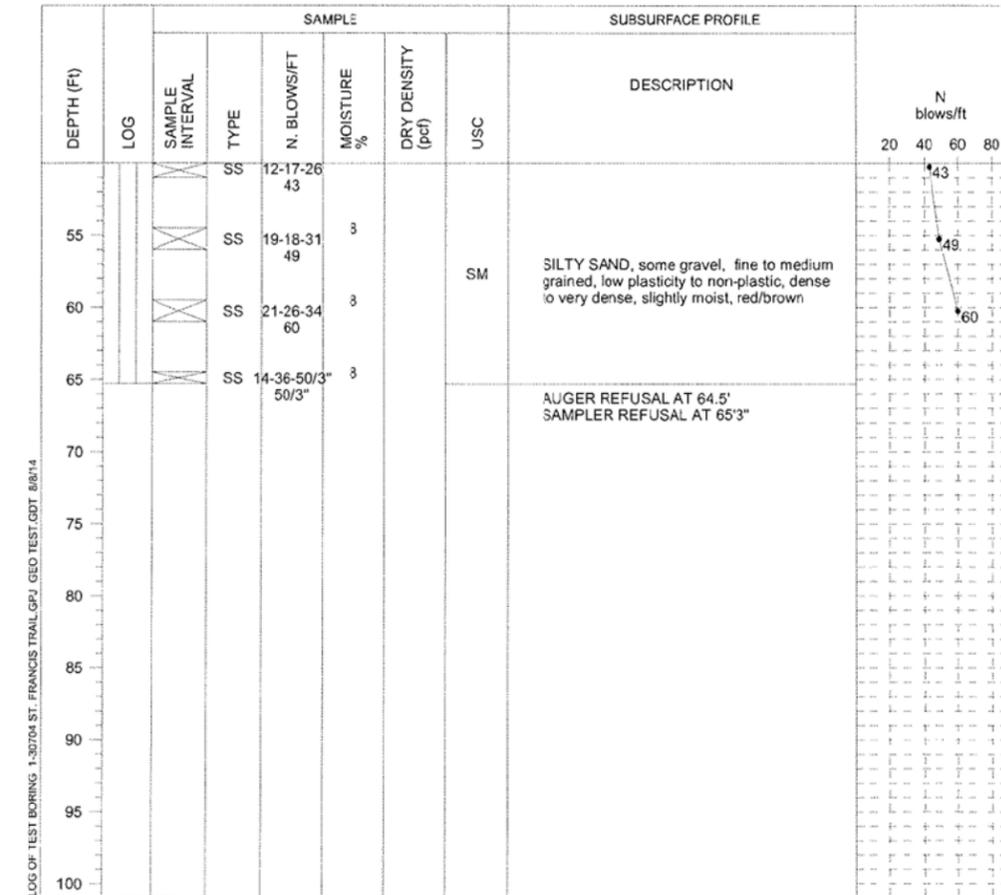
GEO-TEST

Project: St. Francis Drive Trail Crossing
Date: 06/20/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS **GROUNDWATER DEPTH**

NO: 5

During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

BORING LOG SUMMARIES

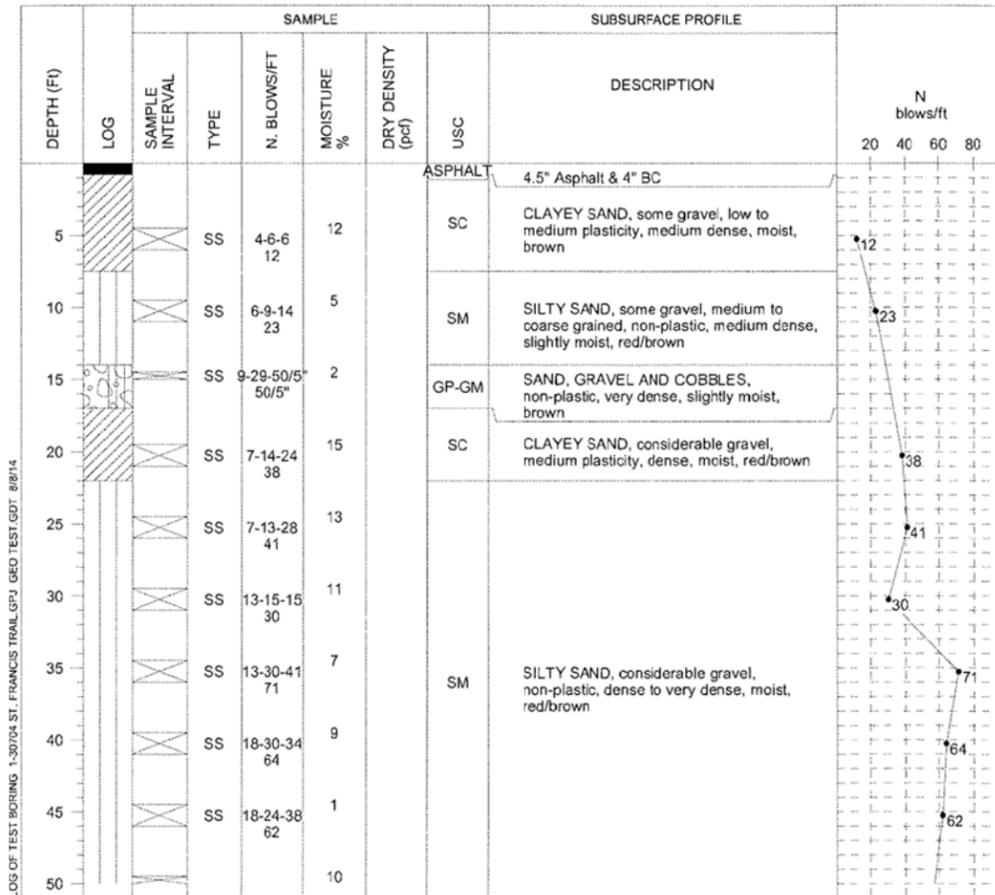
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Project: St. Francis Drive Trail Crossing
Date: 06/20/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 6 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
CS - Continuous Sampler
UD - Undisturbed
ST - Shelby Tube

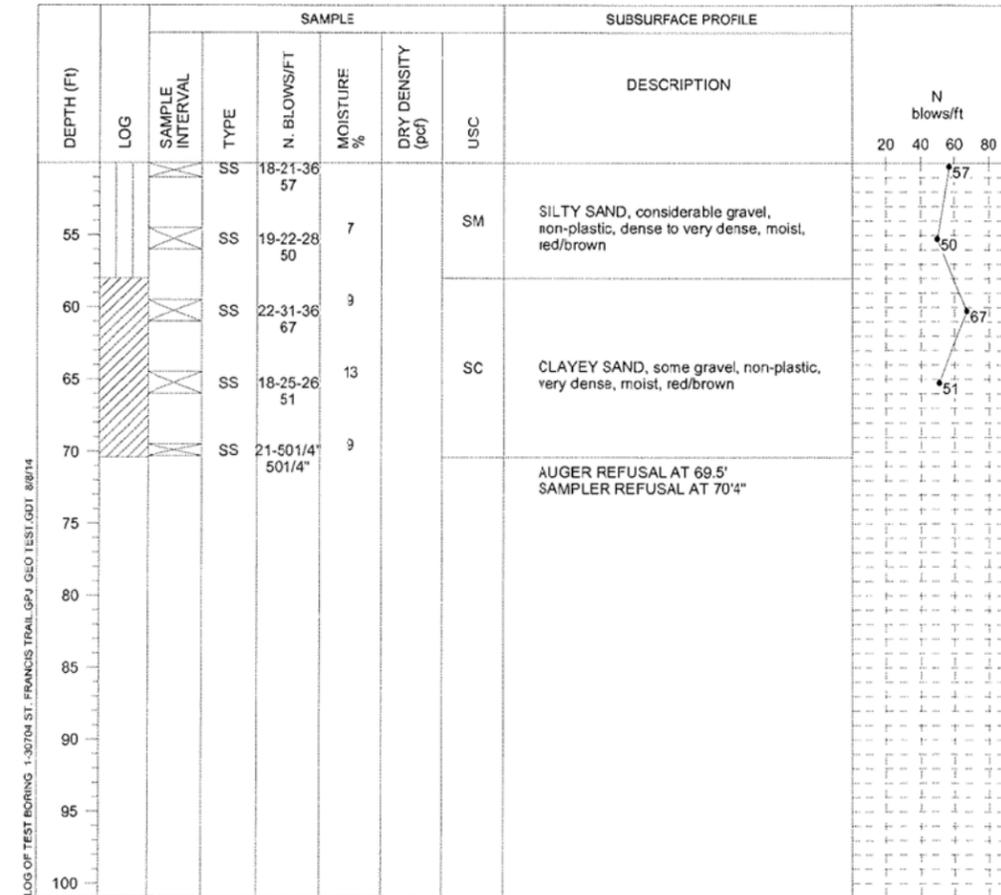
Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



Project: St. Francis Drive Trail Crossing
Date: 06/20/2014 Project No: 1-30704
Elevation: Type: 5.5" OD HSA

LOG OF TEST BORINGS GROUNDWATER DEPTH

NO: 6 During Drilling: None After 24 Hours:



LEGEND

SS - Split Spoon
AC - Auger Cuttings
UD/SL - Undisturbed Sleeve

AMSL - Above Mean Sea Level
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Stratification lines represent approximate boundaries between soil types. Transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations of groundwater may occur due to factors other than those present at the time measurements were made.



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

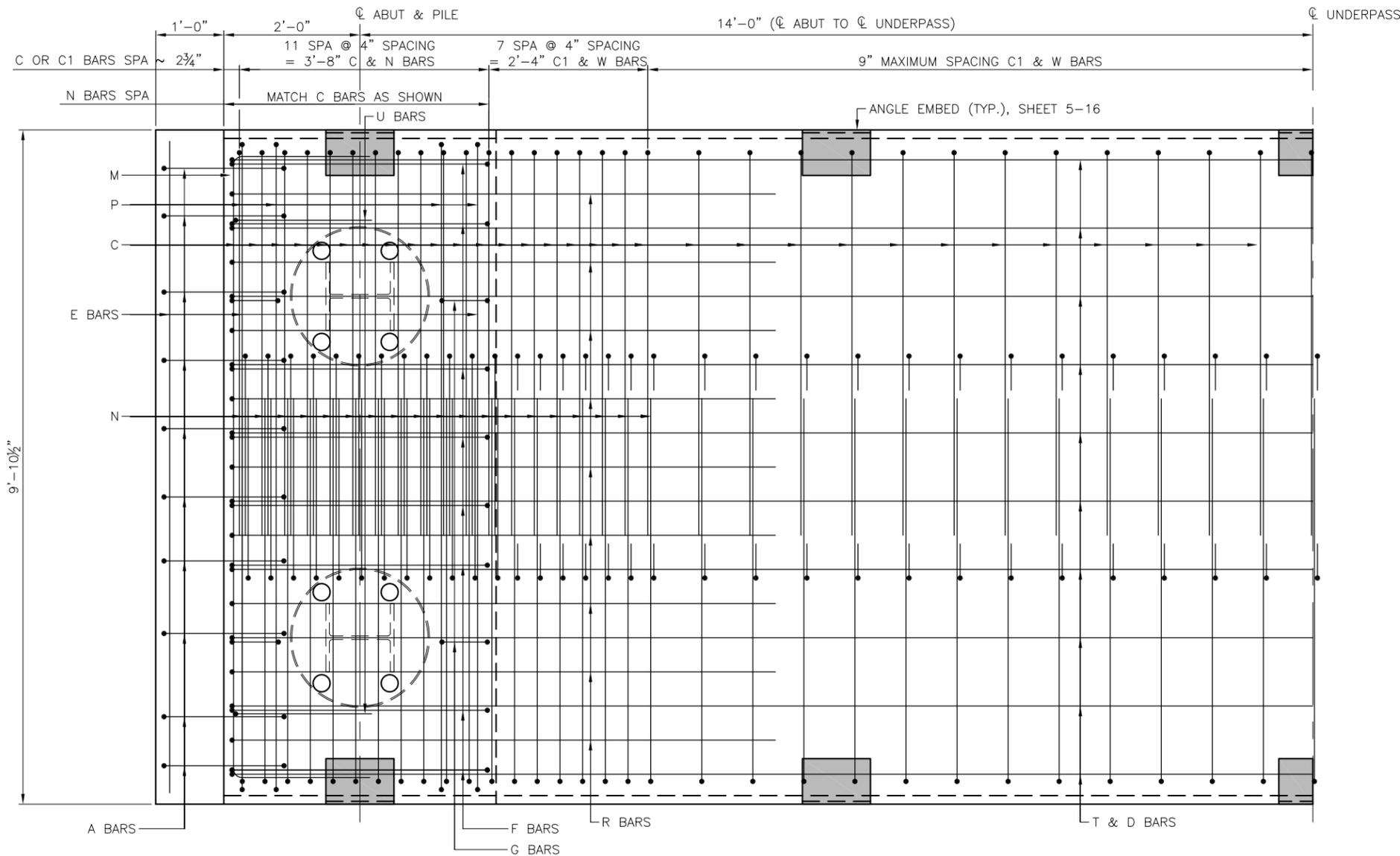
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

BORING LOG SUMMARIES



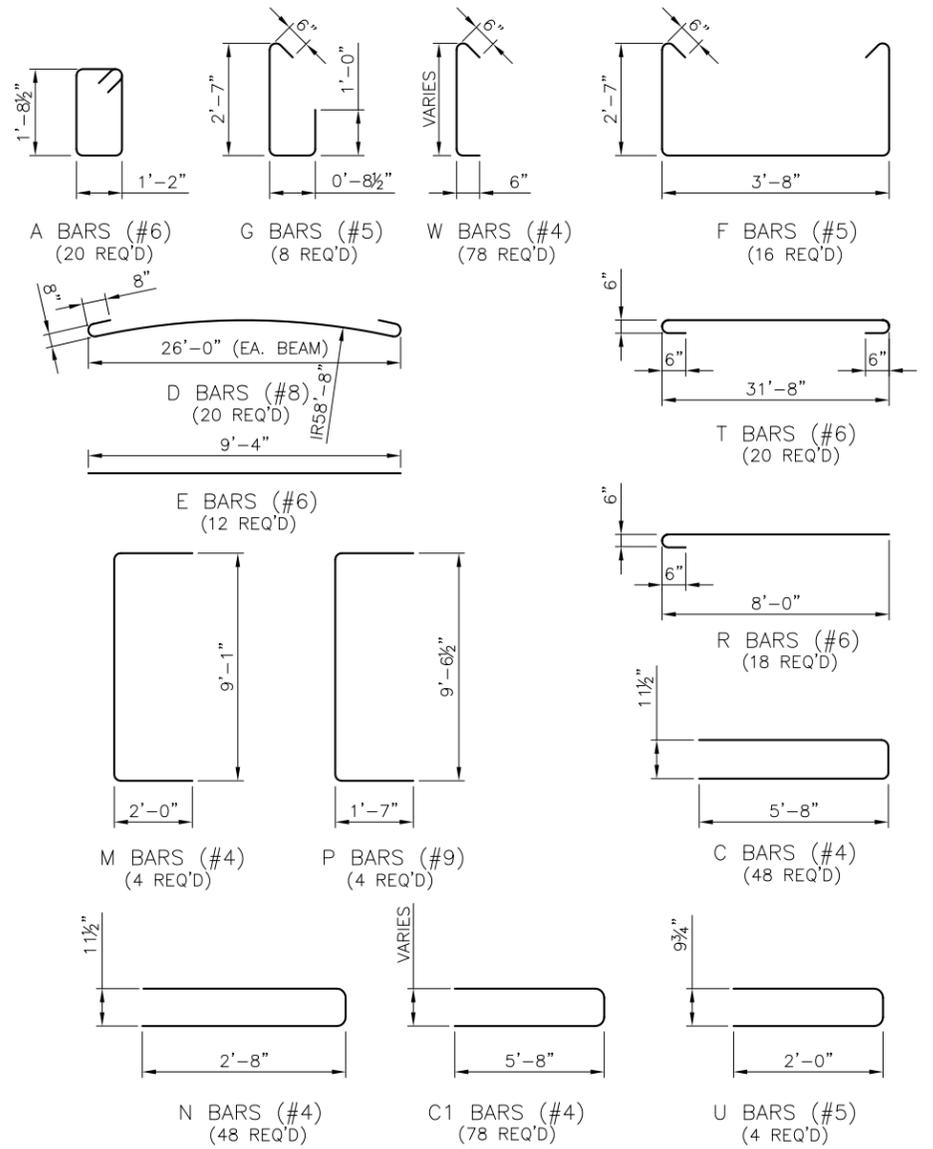
LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	5-15



SLAB BEAM TYPE 1 PART PLAN

(SCALE: 1" = 2 FEET)

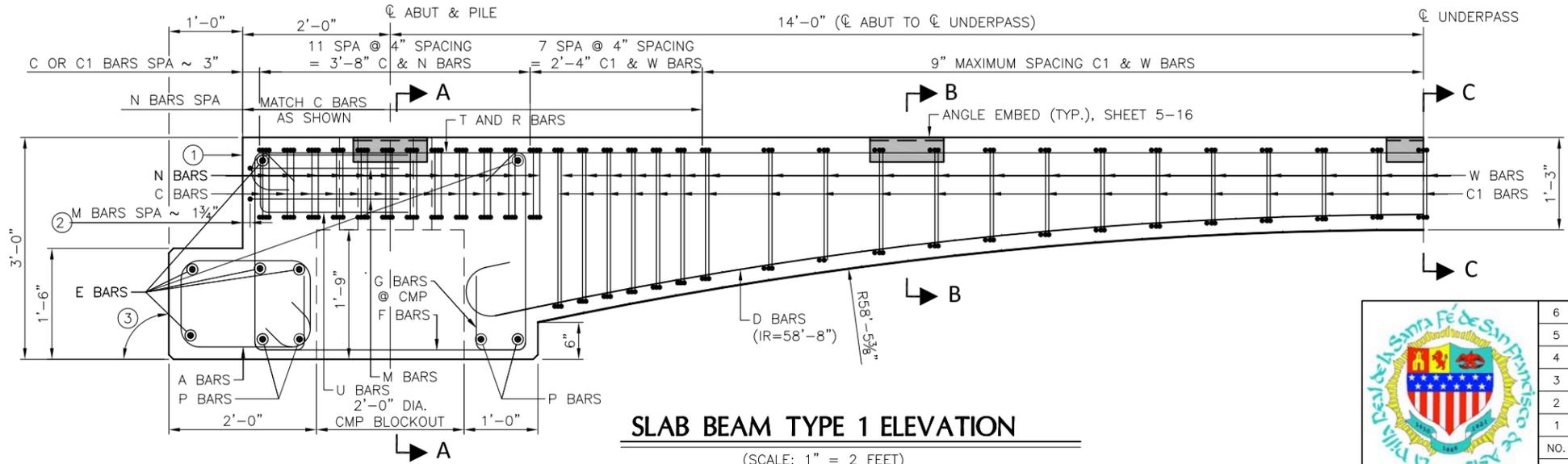


BAR BEND DIAGRAMS

(QUANTITIES SHOWN ARE PER BEAM)

KEYED NOTES

- SEE END MAT REINFORCING DETAIL.
- M BARS MAY BE ADJUSTED VERTICALLY TO AVOID STRANDS.
- ENDS OF BEAMS SHALL BE VERTICAL AT ABUTMENTS.



SLAB BEAM TYPE 1 ELEVATION

(SCALE: 1" = 2 FEET)



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
SLAB BEAM TYPE 1
PLAN & ELEVATION

DESIGNED BY: RKR DRAWN BY: CS CHECKED BY: XM APPROVED BY: RKR DATE: 09/18/2015

PROJECT NO. C.I.P. # 859-A SHEET 5-15

File: C:\projects\sb\sb\2014\user\0138169\5-15 to 16_SFPX_Slab_Beam_Type_1_Detail.dwg Date: Mar 07, 2016 1:48pm



STRUCTURE	DESIGNED BEAMS (STRAIGHT STRANDS)																	CONCRETE																		
	SPAN LENGTH	QTY.	BEAM TYPE	PRESTRESSING STRANDS						DEBONDED STRAND PATTERN PER ROW								RELEASE STRGTH ① f'ci (ksi)	MINIMUM 28 DAY COMP STRGTH f'c (ksi)																	
				NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" @ (in)	"e" END (in)	TOT NO. DEB	DIST FROM BOTTOM (in)	NO. OF STRANDS TOTAL	NUMBER OF STRANDS DEBONDED TO (ft from end)																							
TYPE 1 SLAB BEAM	28'-0"	10	1	YES	31	0.6	270	5.000	5.500	0	2.50	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.000	6.000

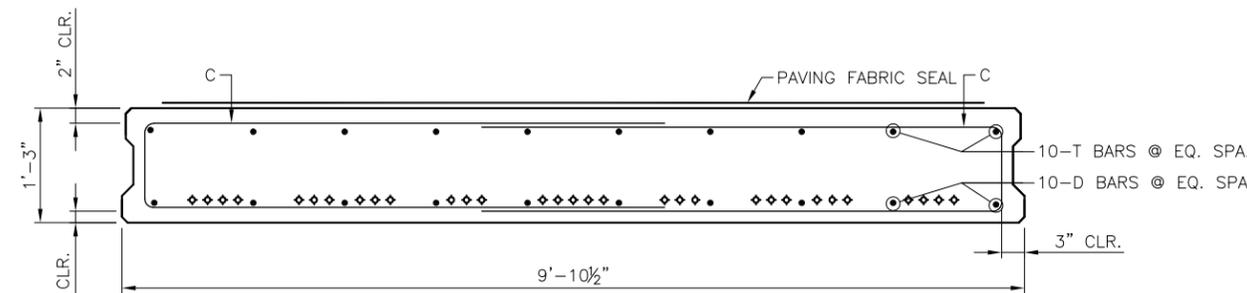
GENERAL NOTES

- DESIGNED ACCORDING TO AASHTO LRFD SPECIFICATIONS. USE HIGH PERFORMANCE CONCRETE (HPD). ALL REINFORCING BARS SHALL BE EPOXY COATED REINFORCING STEEL PER GENERAL NOTE 1 ON SHEET 5-1.
- PRESTRESS LOSSES FOR THE DESIGNED BEAMS HAVE BEEN CALCULATED FOR A RELATIVE HUMIDITY OF 25 PERCENT.
- AN APPROVED RAPID LIFT SYSTEM USING A MINIMUM OF FOUR LIFTING DEVICES SHALL BE CAST INTO THE BEAM. SUBMIT LIFTING DEVICE WORKING DRAWINGS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW MEXICO TO THE PROJECT MANAGER. EACH LIFTING DEVICE SHALL HAVE ALLOWABLE CAPACITY OF NOT LESS THAN 12 TONS.

① BASED ON THE FOLLOWING ALLOWABLE STRESSES (ksi): COMPRESSION = 0.65 f'ci ; TENSION = 0.24√f'ci

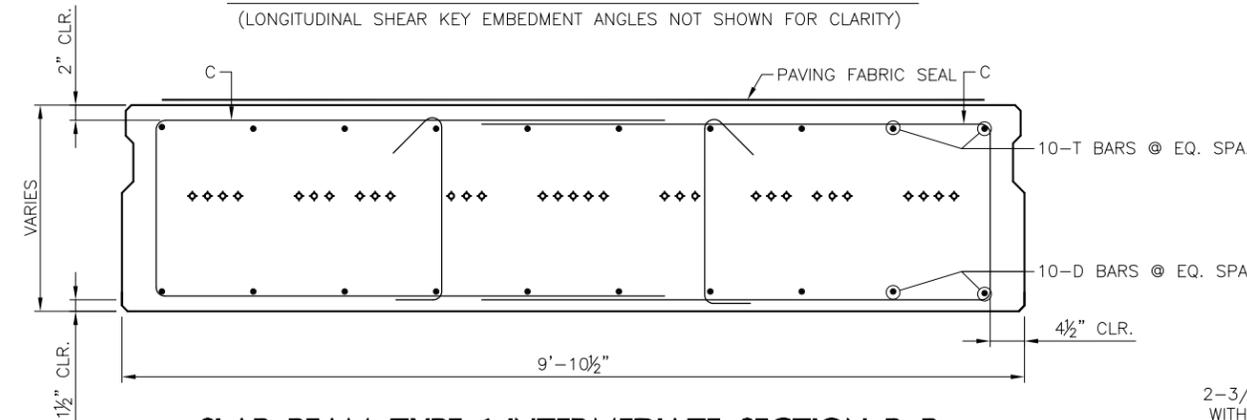
TABLE OF ESTIMATED QUANTITIES

BEAM TYPE	BEAM LENGTH	QUANTITY	PRECAST PRESTRESSED SLAB TYPE 21	APPROX. WEIGHT
	LIN. FT.	EACH	LIN. FT.	LBS.
TYPE 1	32.00	12	384.00	96,000



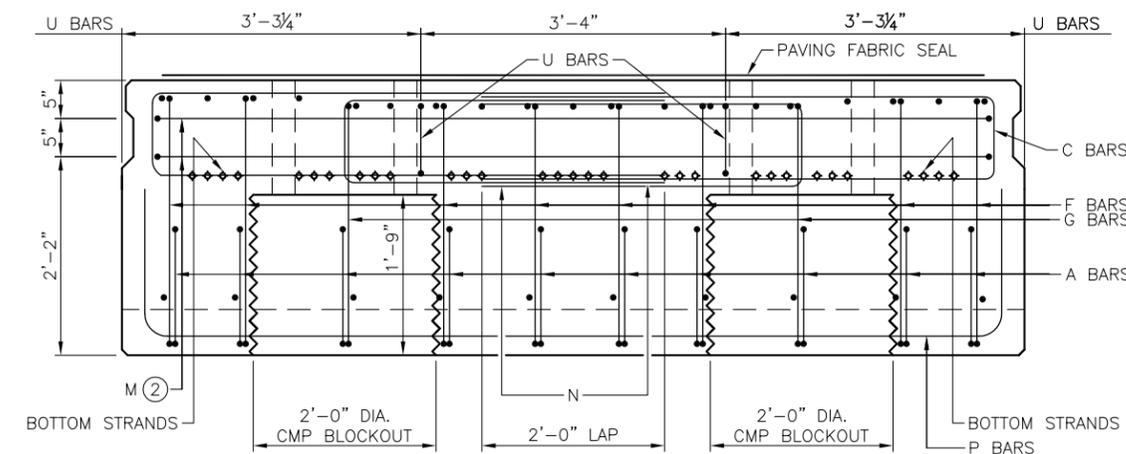
SLAB BEAM TYPE 1 MID SPAN SECTION C-C

(LONGITUDINAL SHEAR KEY EMBEDMENT ANGLES NOT SHOWN FOR CLARITY)



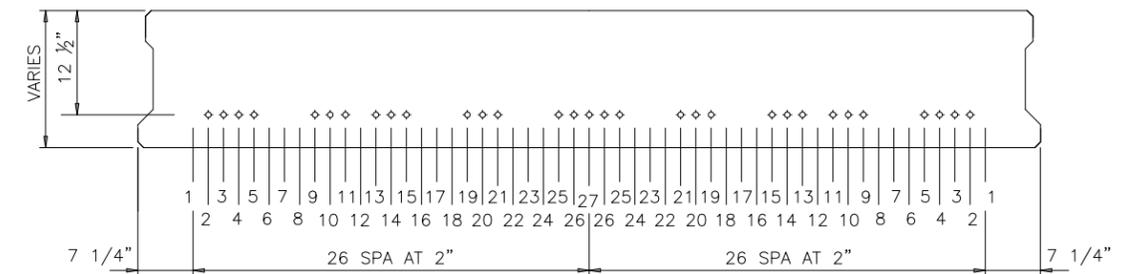
SLAB BEAM TYPE 1 INTERMEDIATE SECTION B-B

(LONGITUDINAL SHEAR KEY EMBEDMENT ANGLES NOT SHOWN FOR CLARITY)

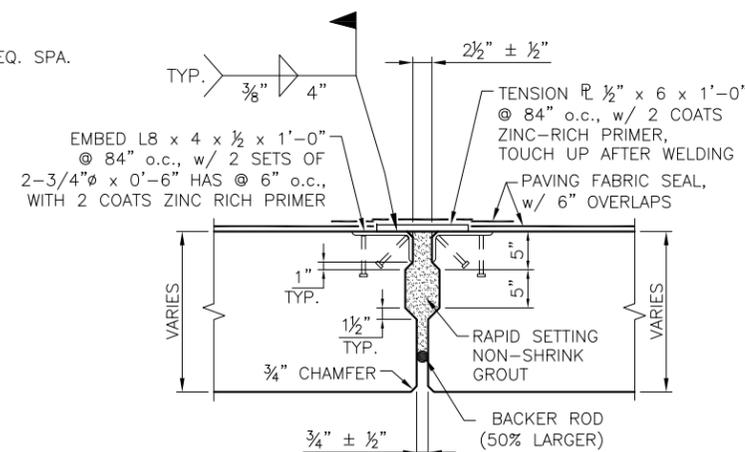


SLAB BEAM TYPE 1 END MAT SECTION A-A

(LONGITUDINAL SHEAR KEY EMBEDMENT ANGLES NOT SHOWN FOR CLARITY)



STRAND LAYOUT



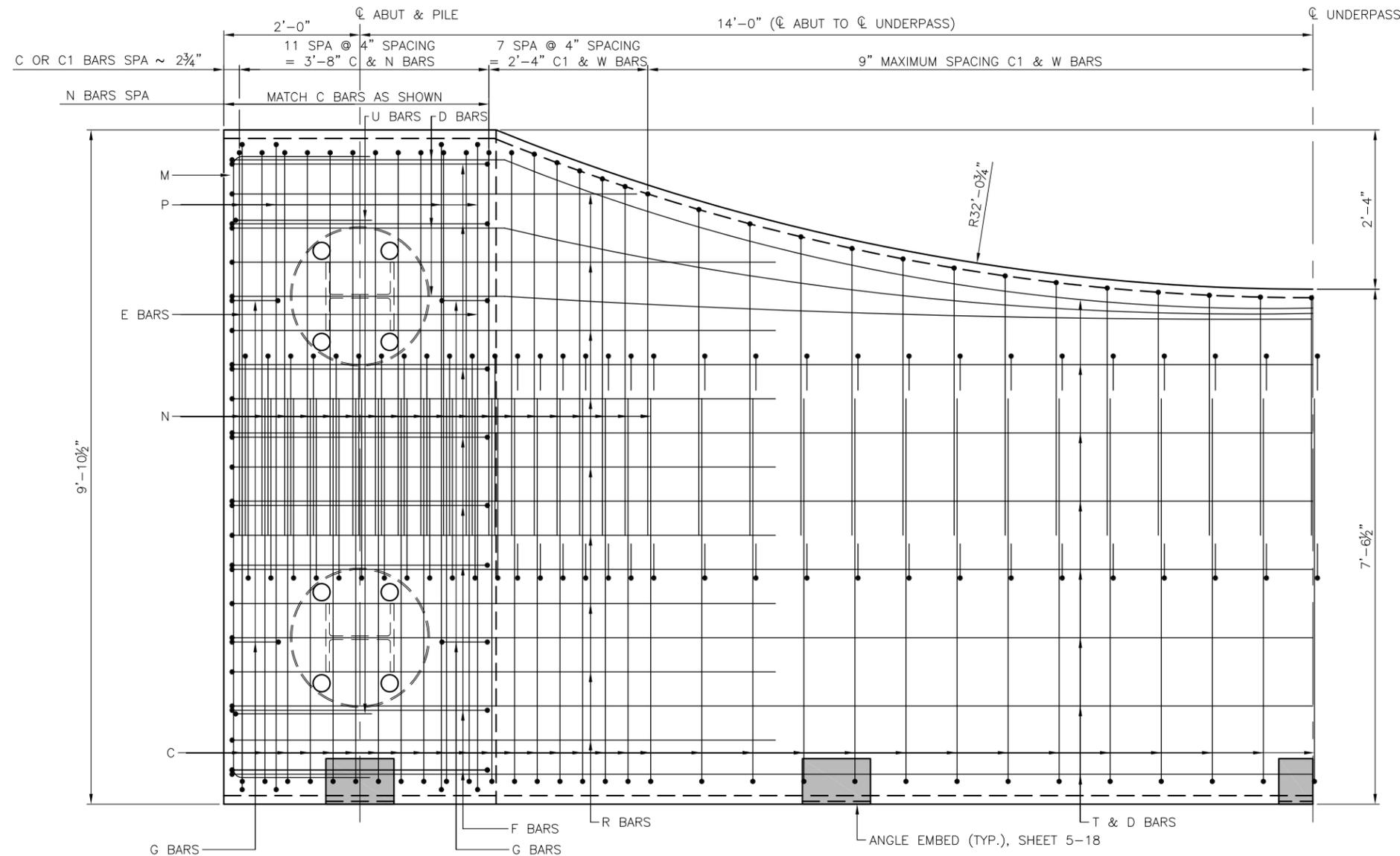
LONGITUDINAL SHEAR KEY

(CONTINUOUS)



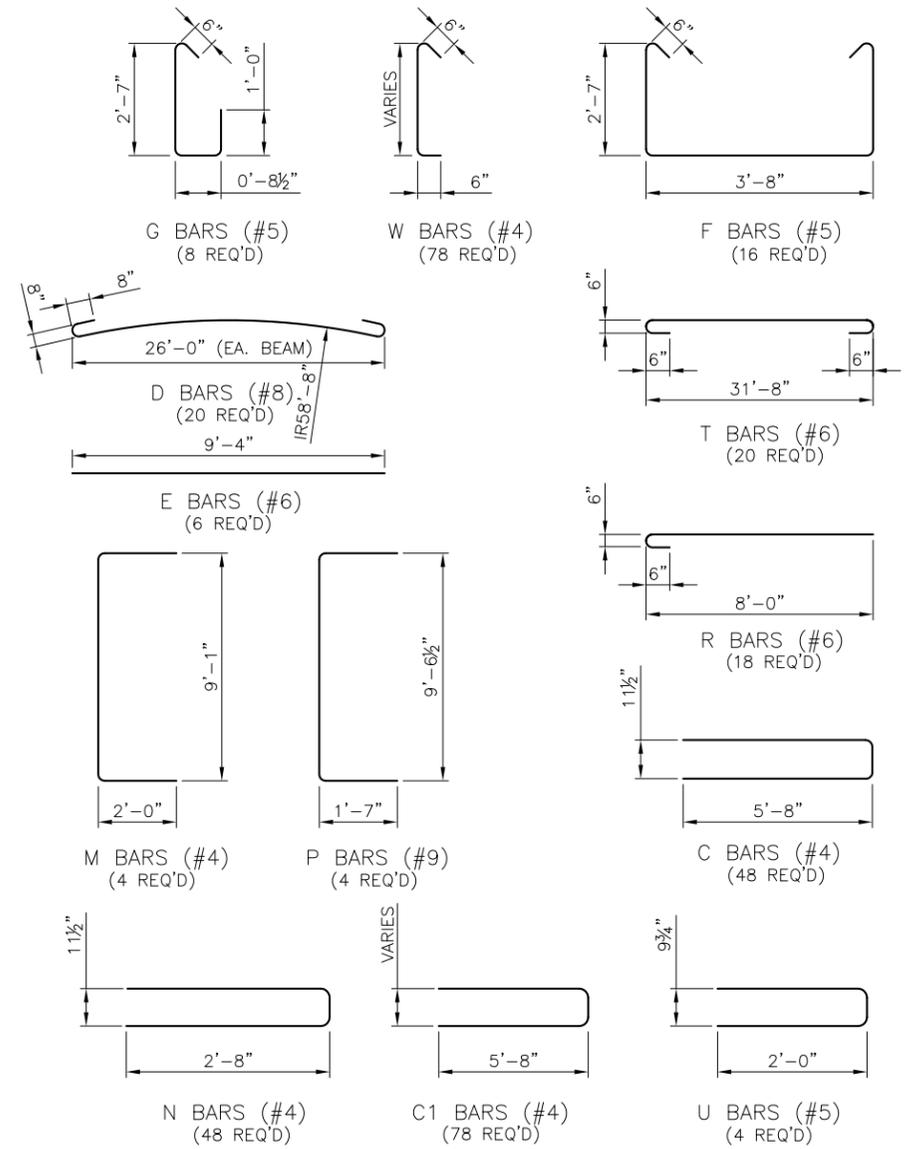
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CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
SLAB BEAM TYPE 1
CROSS SECTIONS & DETAILS



SLAB BEAM TYPE 2 PART PLAN

(SCALE: 1" = 2 FEET)

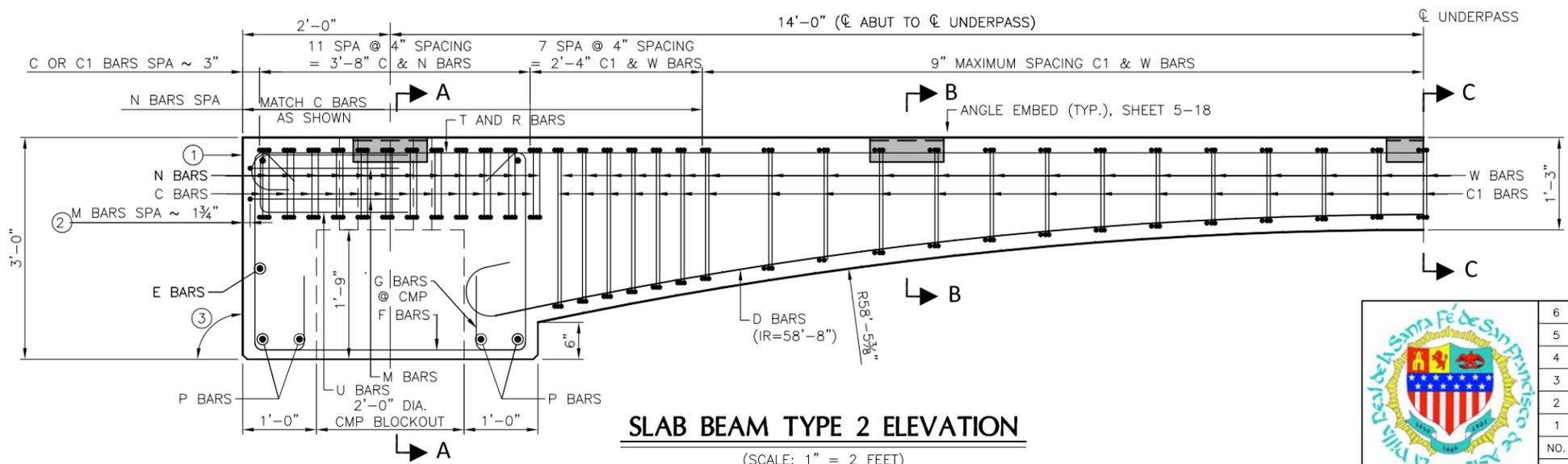
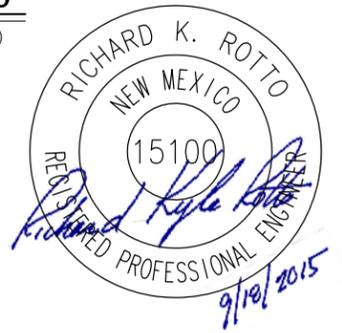


BAR BEND DIAGRAMS

(QUANTITIES SHOWN ARE PER BEAM)

KEYED NOTES

- SEE END MAT REINFORCING DETAIL.
- M BARS MAY BE ADJUSTED VERTICALLY TO AVOID STRANDS.
- ENDS OF BEAMS SHALL BE VERTICAL AT ABUTMENTS.



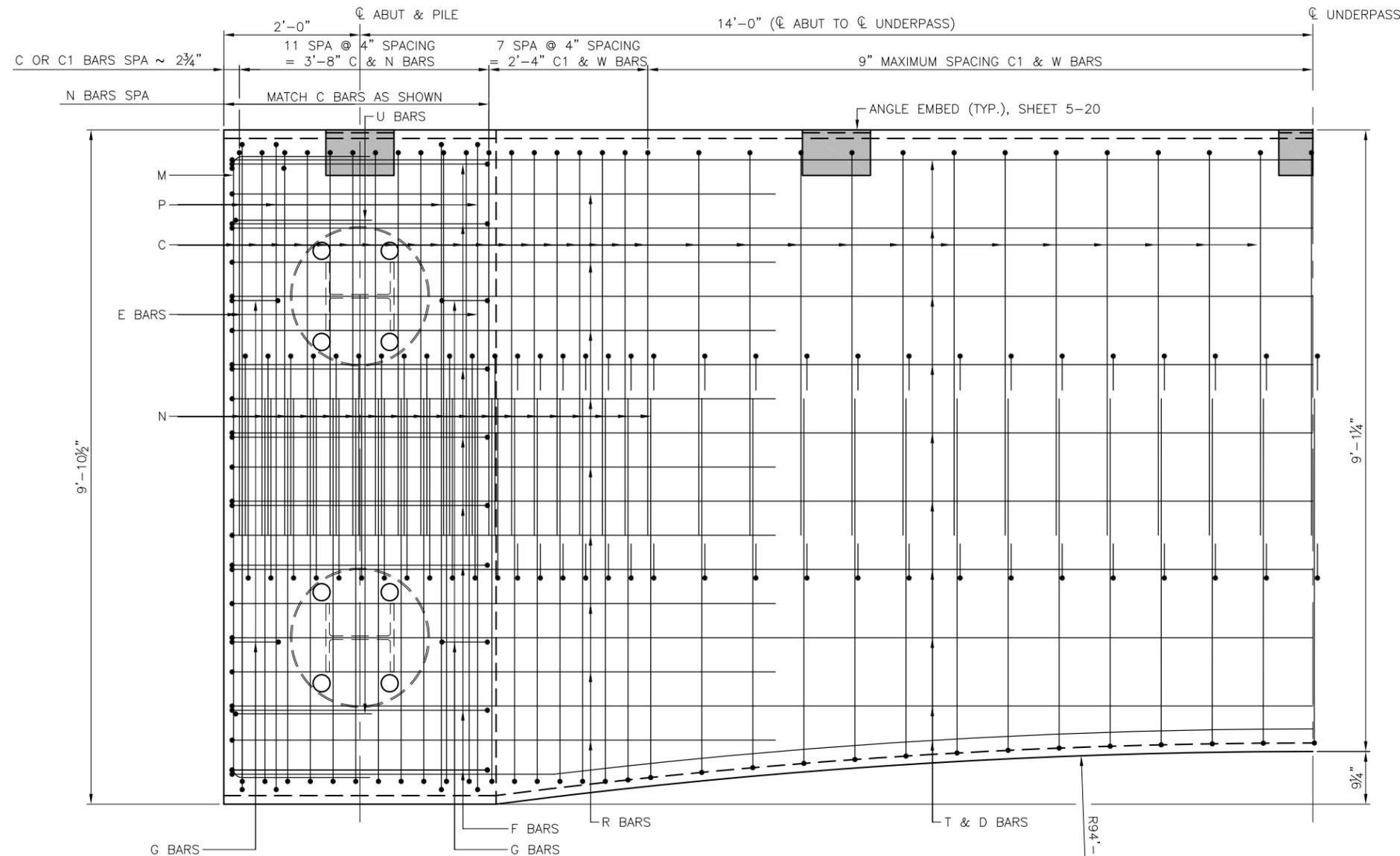
SLAB BEAM TYPE 2 ELEVATION

(SCALE: 1" = 2 FEET)

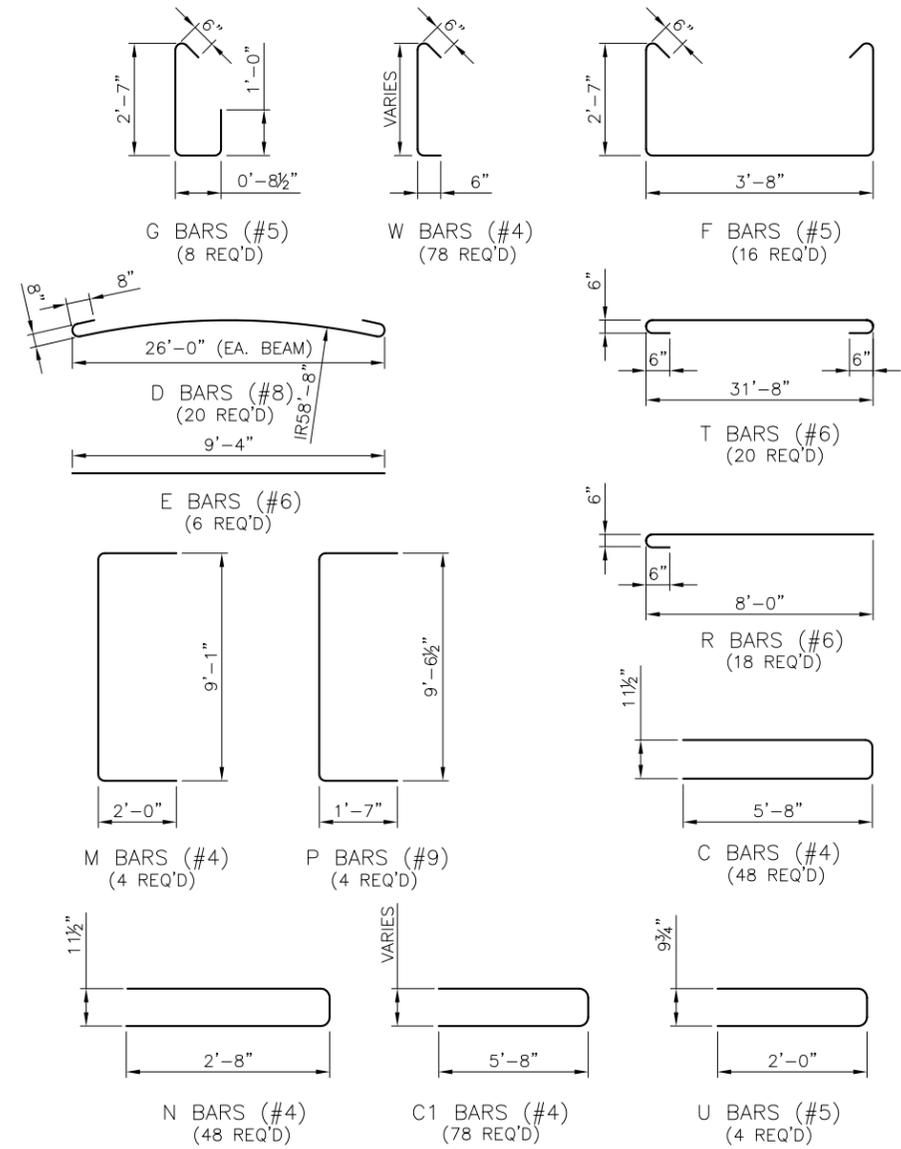


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REVISIONS (OR CHANGE NOTICES)			

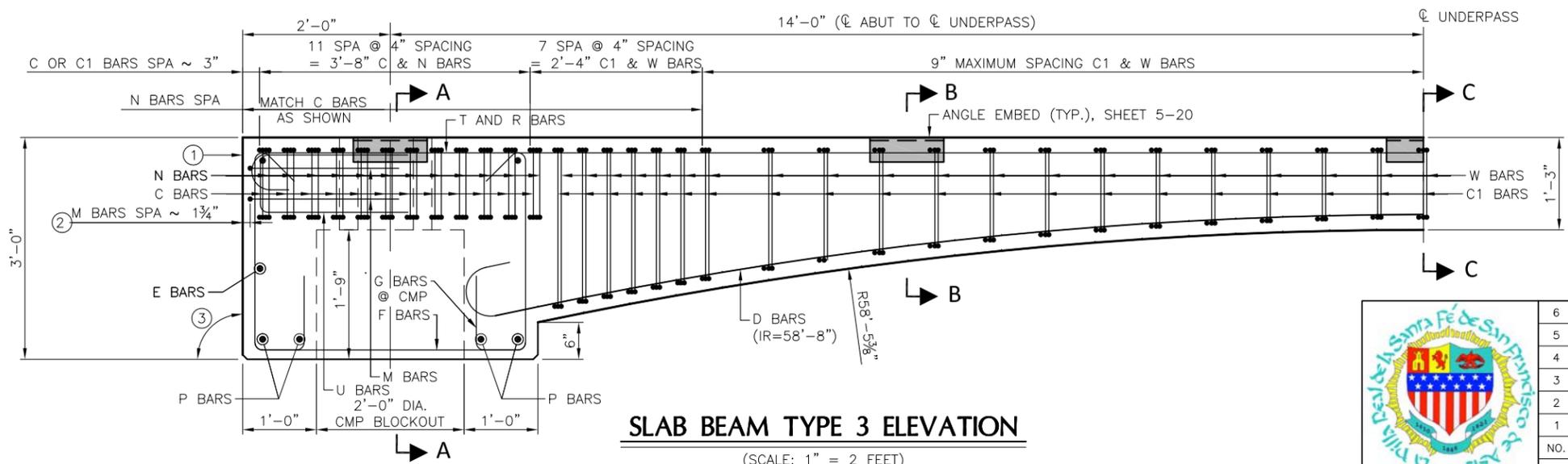
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
SLAB BEAM TYPE 2
PLAN & ELEVATION



SLAB BEAM TYPE 3 PART PLAN
(SCALE: 1" = 2 FEET)



BAR BEND DIAGRAMS
(QUANTITIES SHOWN ARE PER BEAM)



SLAB BEAM TYPE 3 ELEVATION
(SCALE: 1" = 2 FEET)

KEYED NOTES

- SEE END MAT REINFORCING DETAIL.
- M BARS MAY BE ADJUSTED VERTICALLY TO AVOID STRANDS.
- ENDS OF BEAMS SHALL BE VERTICAL AT ABUTMENTS.



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
SLAB BEAM TYPE 3
PLAN & ELEVATIONS



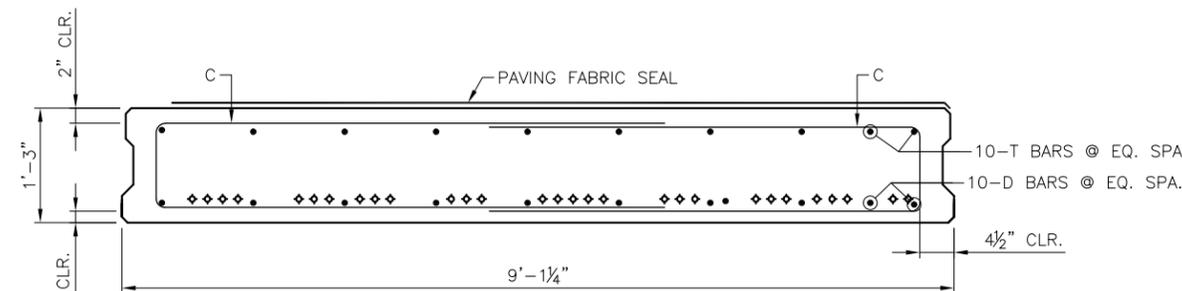
STRUCTURE	DESIGNED BEAMS (STRAIGHT STRANDS)																	CONCRETE												
	SPAN LENGTH	QTY.	BEAM TYPE	PRESTRESSING STRANDS						DEBONDED STRAND PATTERN PER ROW								RELEASE STRGTH ① f'ci (ksi)	MINIMUM 28 DAY COMP STRGTH f'c (ksi)											
				NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" @ (in)	"e" END (in)	TOT NO. DEB	DIST FROM BOTTOM (in)	NO. OF STRANDS TOTAL	NUMBER OF STRANDS DEBONDED TO (ft from end)																	
TYPE 3 SLAB BEAM	28'-0"	10	1	YES	29	0.6	270	5.000	5.500	0	2.50	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.000	6.000
											4.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

GENERAL NOTES

- DESIGNED ACCORDING TO AASHTO LRFD SPECIFICATIONS. USE HIGH PERFORMANCE CONCRETE (HPD). ALL REINFORCING BARS SHALL BE EPOXY COATED REINFORCING STEEL PER GENERAL NOTE 1 ON SHEET 5-1.
- PRESTRESS LOSSES FOR THE DESIGNED BEAMS HAVE BEEN CALCULATED FOR A RELATIVE HUMIDITY OF 25 PERCENT.
- AN APPROVED RAPID LIFT SYSTEM USING A MINIMUM OF FOUR LIFTING DEVICES SHALL BE CAST INTO THE BEAM. SUBMIT LIFTING DEVICE WORKING DRAWINGS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW MEXICO TO THE PROJECT MANAGER. EACH LIFTING DEVICE SHALL HAVE ALLOWABLE CAPACITY OF NOT LESS THAN 12 TONS.

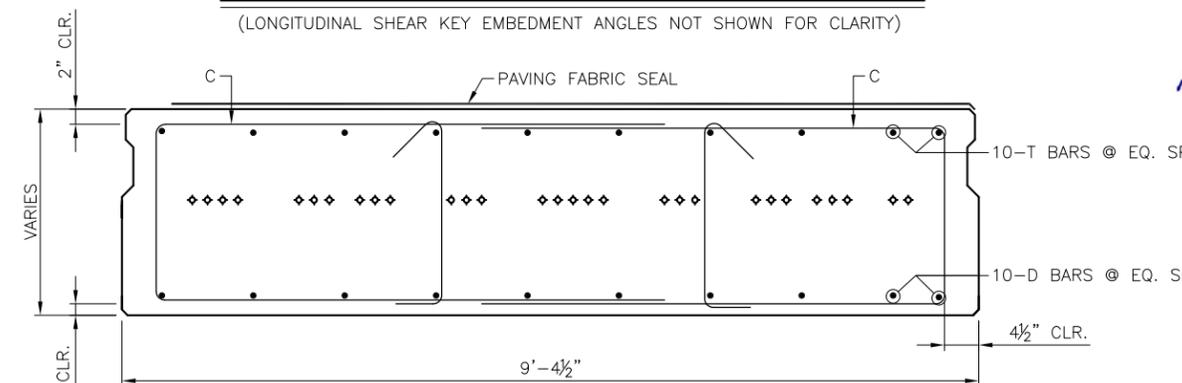
① BASED ON THE FOLLOWING ALLOWABLE STRESSES (ksi): COMPRESSION = 0.65 f'ci ; TENSION = 0.24√f'ci

TABLE OF ESTIMATED QUANTITIES				
BEAM TYPE	BEAM LENGTH	QUANTITY	PRECAST PRESTRESSED SLAB TYPE 21	APPROX. WEIGHT
	LIN. FT.		LIN. FT.	LBS.
TYPE 3	32.00	1	32.00	93,400



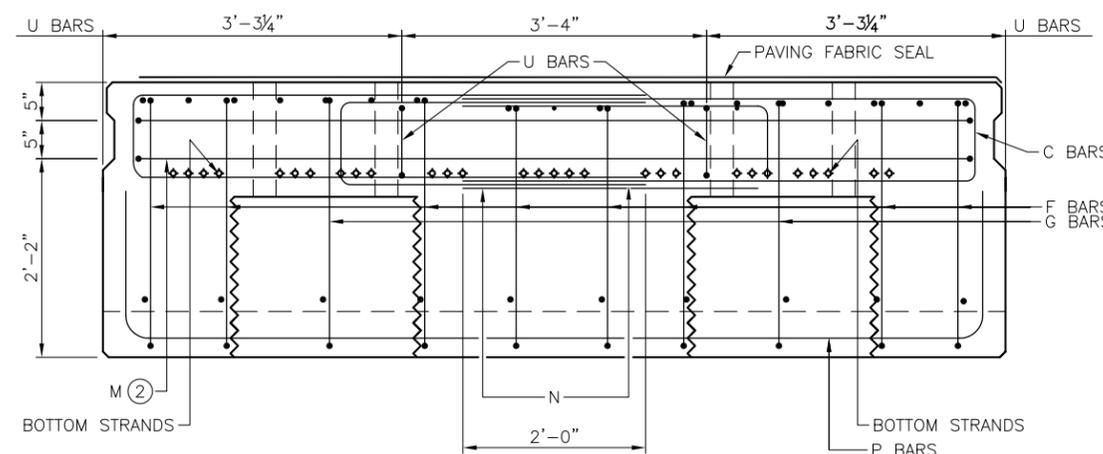
SLAB BEAM TYPE 3 MID SPAN SECTION C-C

(LONGITUDINAL SHEAR KEY EMBEDMENT ANGLES NOT SHOWN FOR CLARITY)



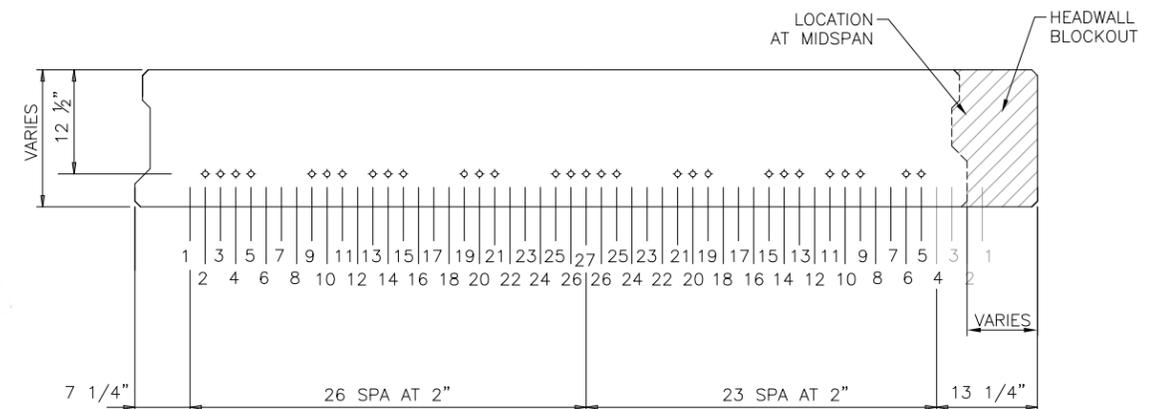
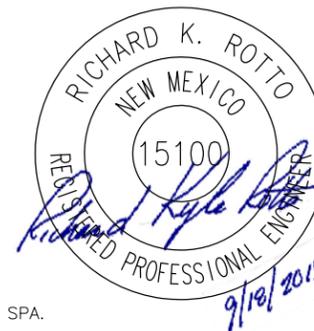
SLAB BEAM TYPE 3 QUARTER SPAN REINFORCING B-B

(LONGITUDINAL SHEAR KEY EMBEDMENT ANGLES NOT SHOWN FOR CLARITY)

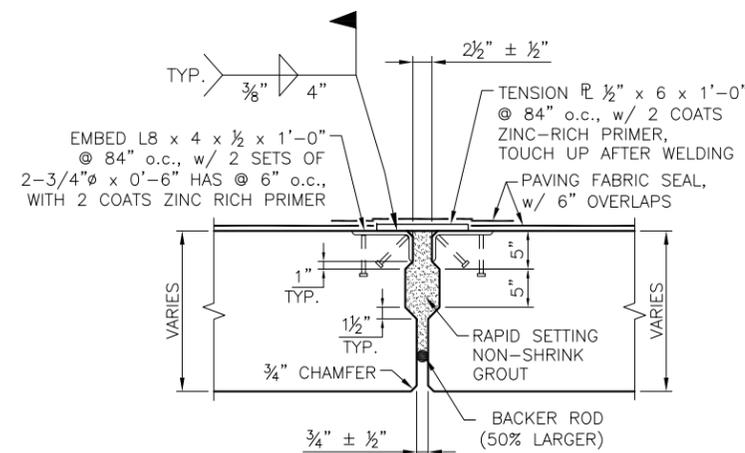


SLAB BEAM TYPE 3 END MAT REINFORCING A-A

(LONGITUDINAL SHEAR KEY EMBEDMENT ANGLES NOT SHOWN FOR CLARITY)

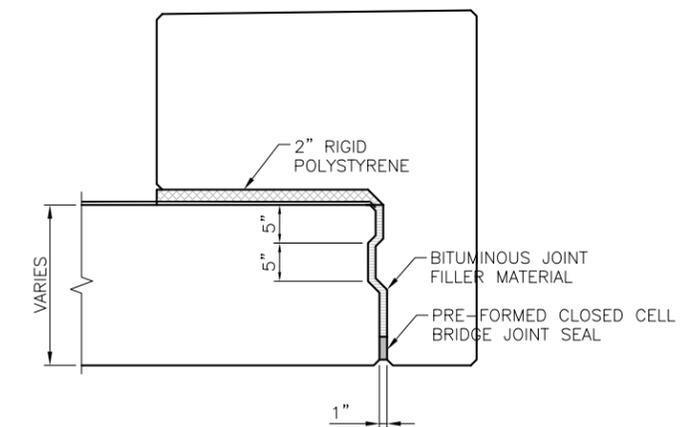


STRAND LAYOUT



LONGITUDINAL SHEAR KEY

(CONTINUOUS)



LONGITUDINAL HEADWALL JOINT

(CONTINUOUS)



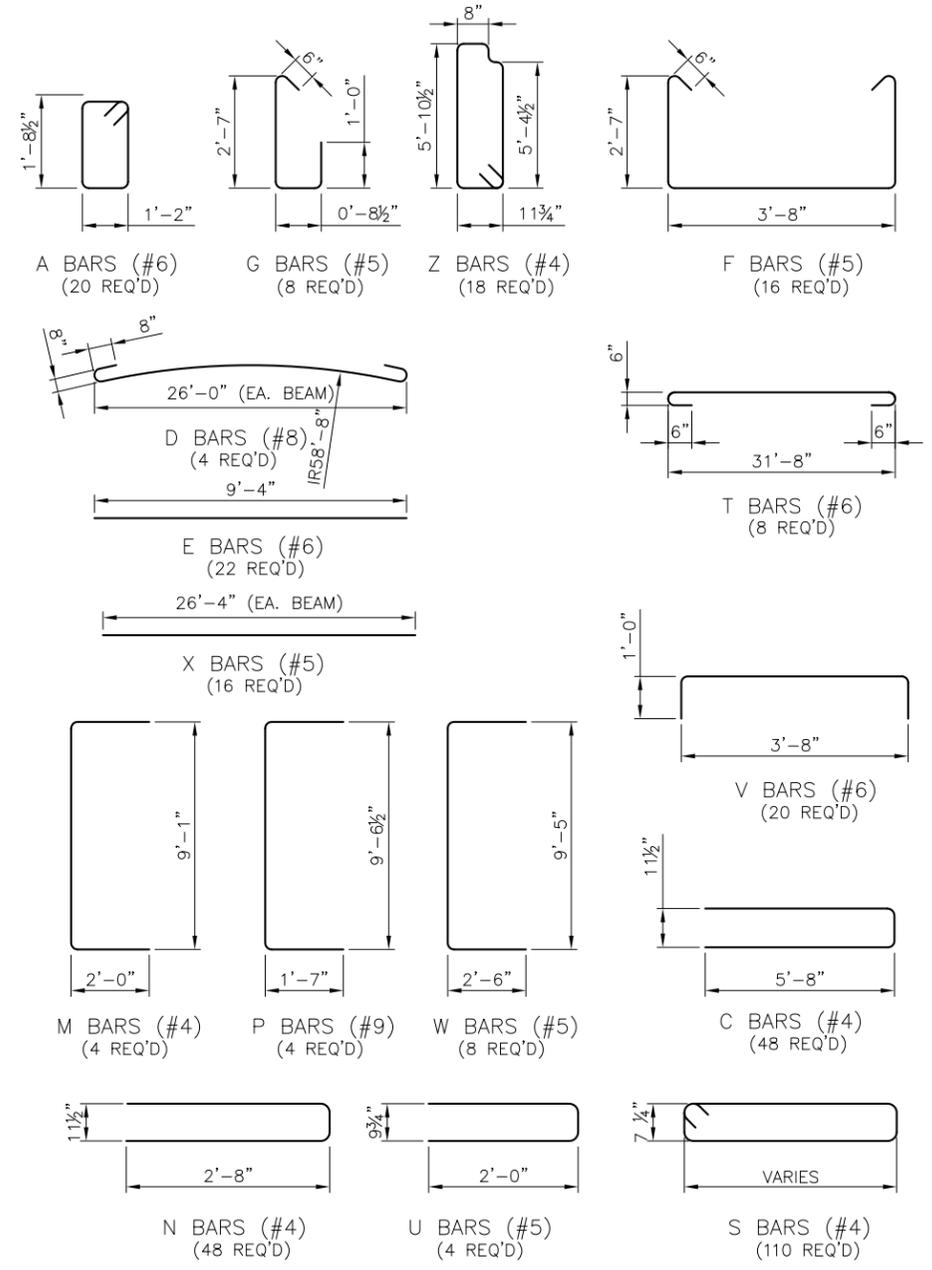
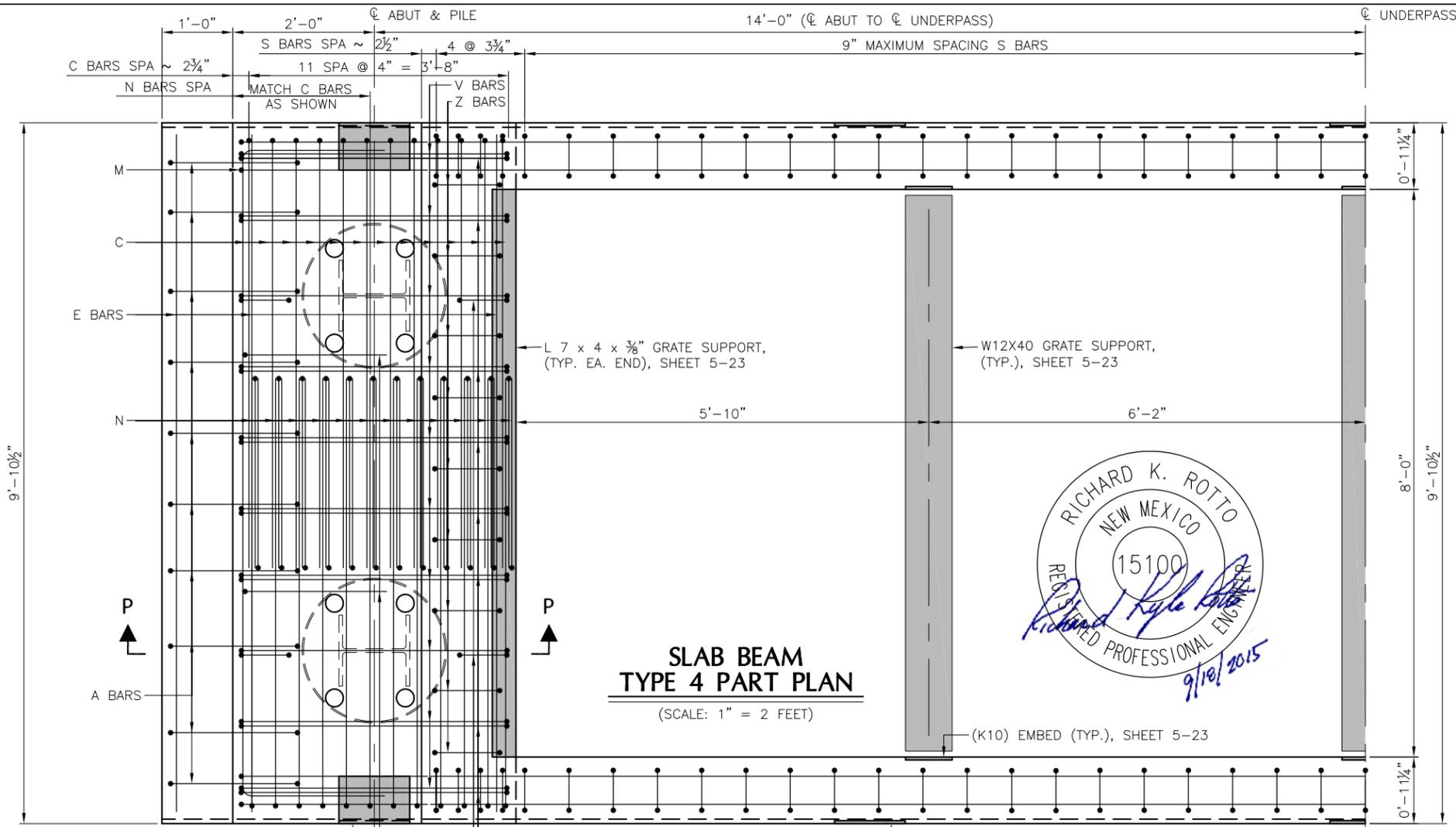
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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
SLAB BEAM TYPE 3
CROSS SECTIONS & DETAILS



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	5-21

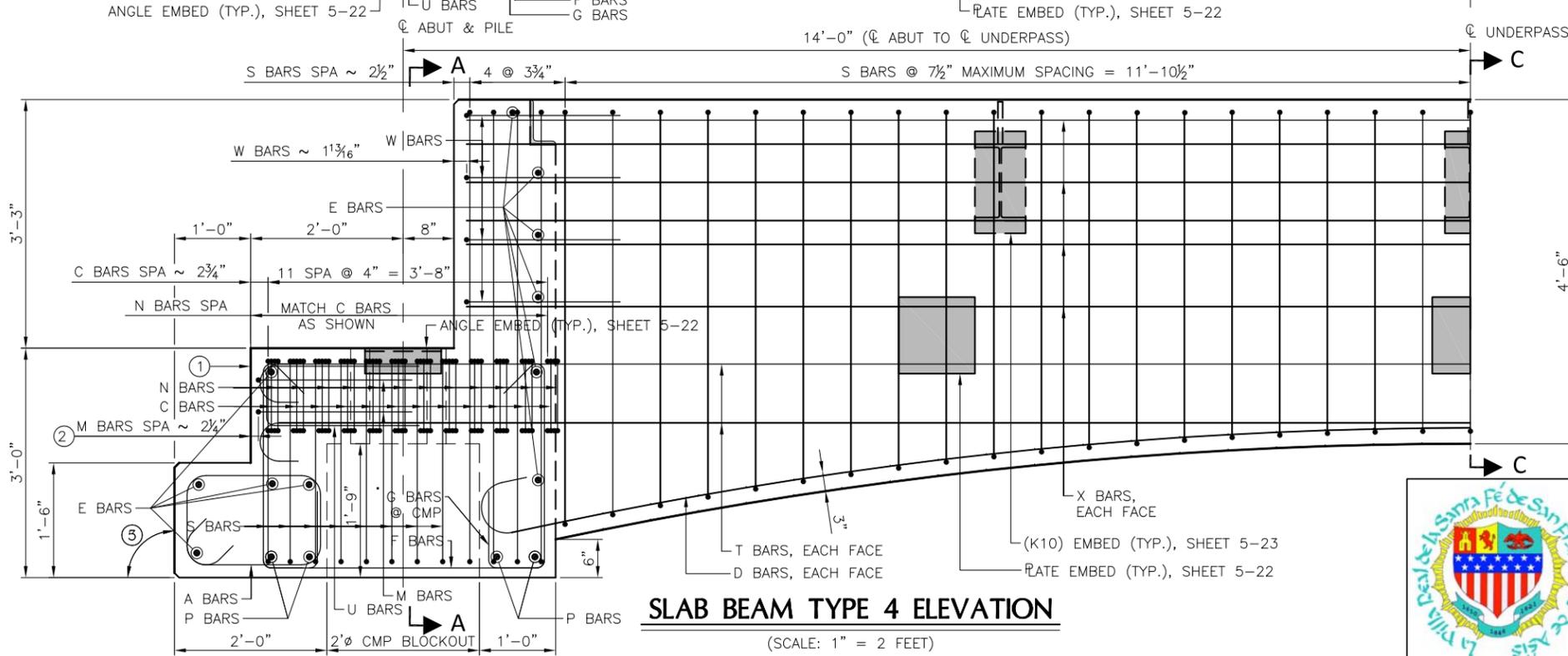


BAR BEND DIAGRAMS

(QUANTITIES SHOWN ARE PER BEAM)

KEYED NOTES

- ① SEE END MAT REINFORCING DETAIL.
- ② M BARS MAY BE ADJUSTED VERTICALLY TO AVOID STRANDS.
- ③ ENDS OF BEAMS SHALL BE VERTICAL AT ABUTMENTS.



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CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
SLAB BEAM TYPE 4
PLAN & ELEVATION

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LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	5-23

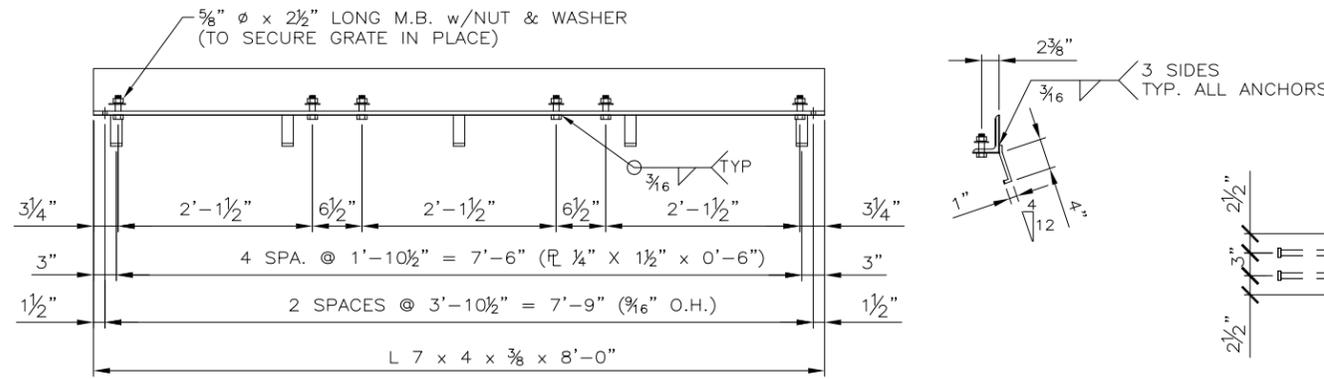


GENERAL NOTES:

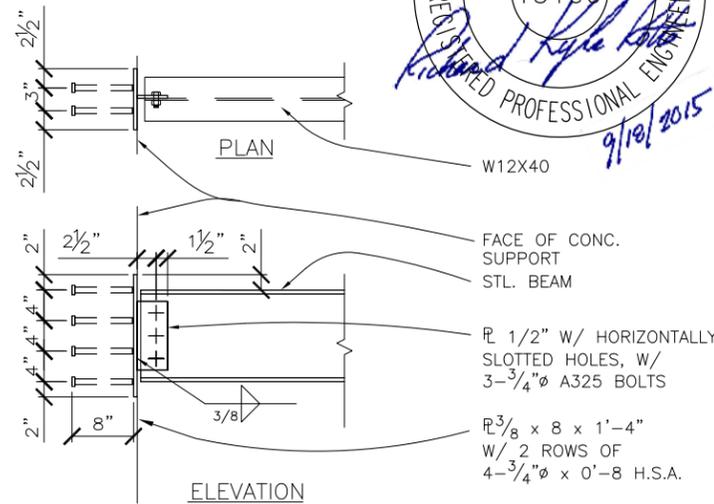
1. WORKMANSHIP AND MATERIALS SHALL CONFORM TO NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION
2. STRUCTURAL STEEL SHALL CONFORM TO AASHTO SPECIFICATION M 183 AND SHALL BE GIVEN A PROTECTIVE COATING IN CONFORMANCE WITH THE SPECIFICATIONS.

DESIGN DATA:

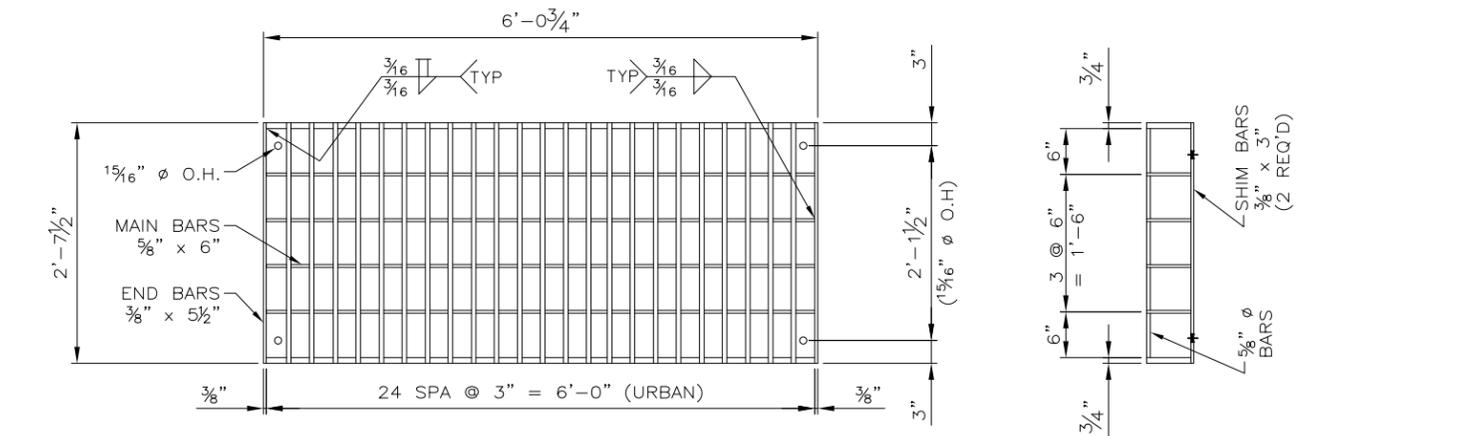
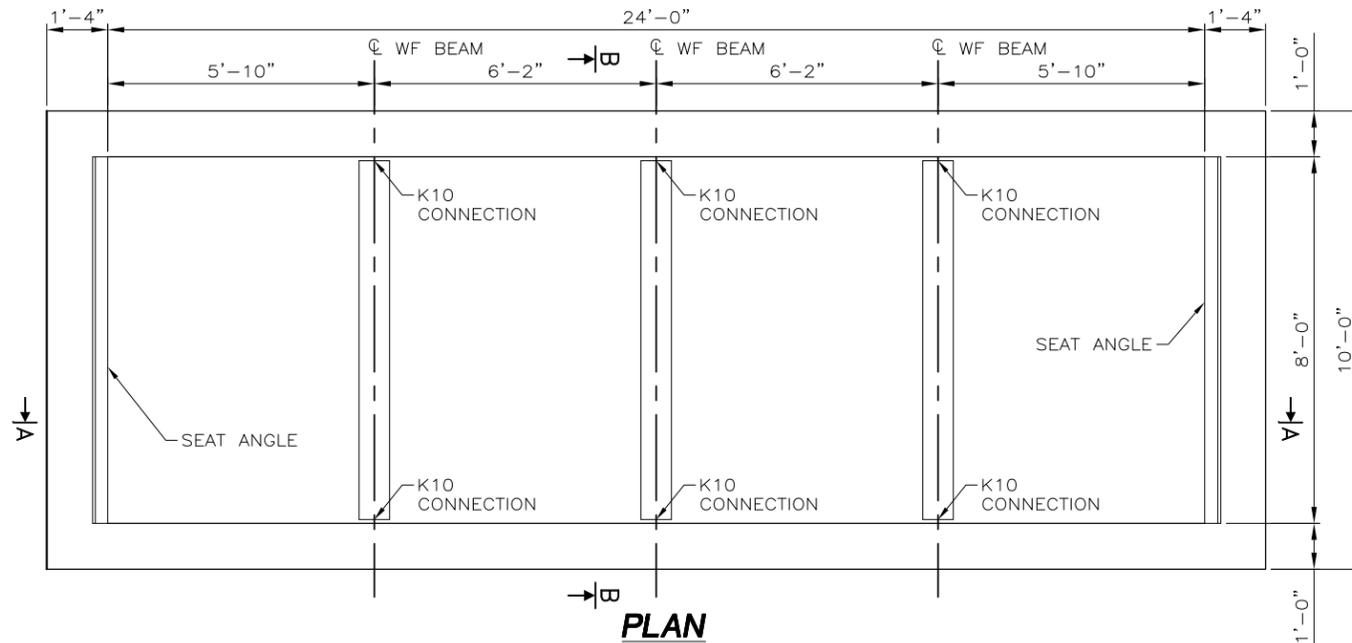
DESIGN ACCORDING TO AASHTO SPECIFICATIONS CURRENT EDITION
 DESIGN STRESSES:
 REINFORCED CONCRETE: f'c= 4,000 psi, fy= 60,000 psi
 STRUCTURAL STEEL: fs= 20,000 psi, fy= 36,000 psi
 LIVE LOAD ON URBAN GRATING: ONE 16,000 lbs. WHEEL PLUS 30% IMPACT, 15% OVERSTRESS



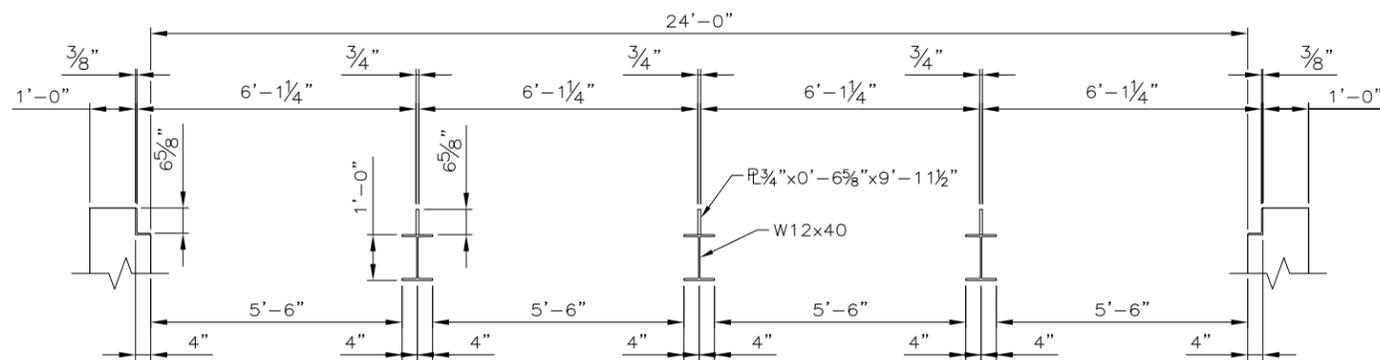
SEAT ANGLE DETAILS
(2 REQUIRED)



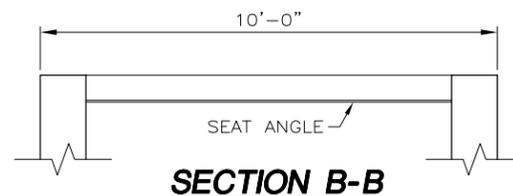
BEAM CONNECTION (K10)
(6 REQUIRED)



GRATE DETAILS
(12 REQUIRED)



SECTION A-A



ESTIMATED QUANTITIES

PAY ITEM	DESCRIPTION	QUANTITY
541000	STRUCTURAL STEEL FOR CONCRETE BRIDGES	8912 LBS.



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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
MEDIAN SKYLIGHT GRATE
10'-0" x 24'-0"
DETAILS AND QUANTITIES

File: C:\projects\seibin\lbg\2014\lbguser\0138169\5-23_SFPX_Median Grate Detail.dwg Date: Mar 07, 2016 1:50pm



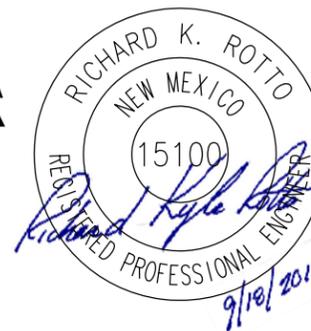
LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	5-24

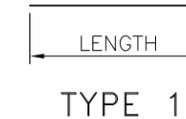
REINFORCEMENT SCHEDULE (FOR ONE APPROACH SLAB)

MARK	SIZE	TYPE	LENGTH	NO. REQ'D.	REMARKS
APPROACH SLAB 1					
#4138	#4	1E	13'-8"	10	TOP LONGITUDINAL
#7138	#7	1E	13'-8"	19	BOTTOM LONGITUDINAL
#4092	#4	1E	9'-2"	15	TOP TRANSVERSE
#5092	#5	1E	9'-2"	15	BOTTOM TRANSVERSE
#6017	#6	1E	1'-7"	6	DOWEL PLACED WITH BEAM

BAR TYPES WITH AN "E" DENOTE EPOXY COATED BARS.

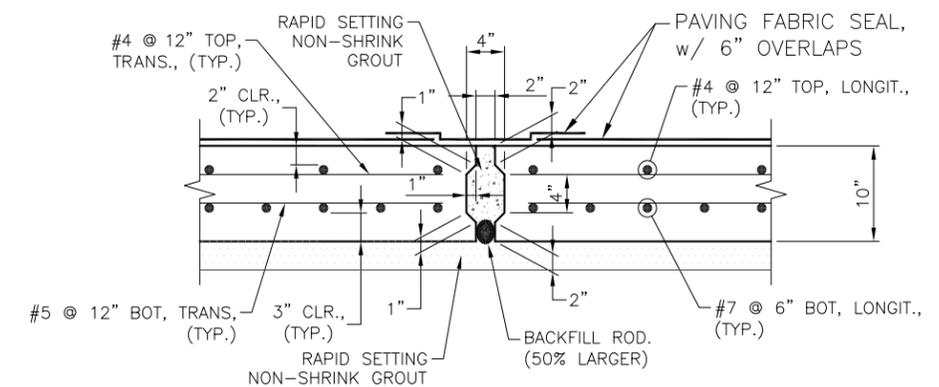


BAR BEND DIAGRAM



GENERAL NOTES

- DESIGNED ACCORDING TO AASHTO LRFD SPECIFICATIONS. USE HIGH PERFORMANCE CONCRETE (HPD). ALL REINFORCING BARS SHALL BE EPOXY COATED REINFORCING STEEL PER GENERAL NOTE 1 ON SHEET 5-1.
- AN APPROVED RAPID LIFT SYSTEM USING A MINIMUM OF FOUR LIFTING DEVICES SHALL BE CAST INTO THE BEAM. SUBMIT LIFTING DEVICE WORKING DRAWINGS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW MEXICO TO THE PROJECT MANAGER. EACH LIFTING DEVICE SHALL HAVE ALLOWABLE CAPACITY OF NOT LESS THAN 4 TONS.



SECTION B-B

(SCALE: 1" = 1 1/2 FEET)

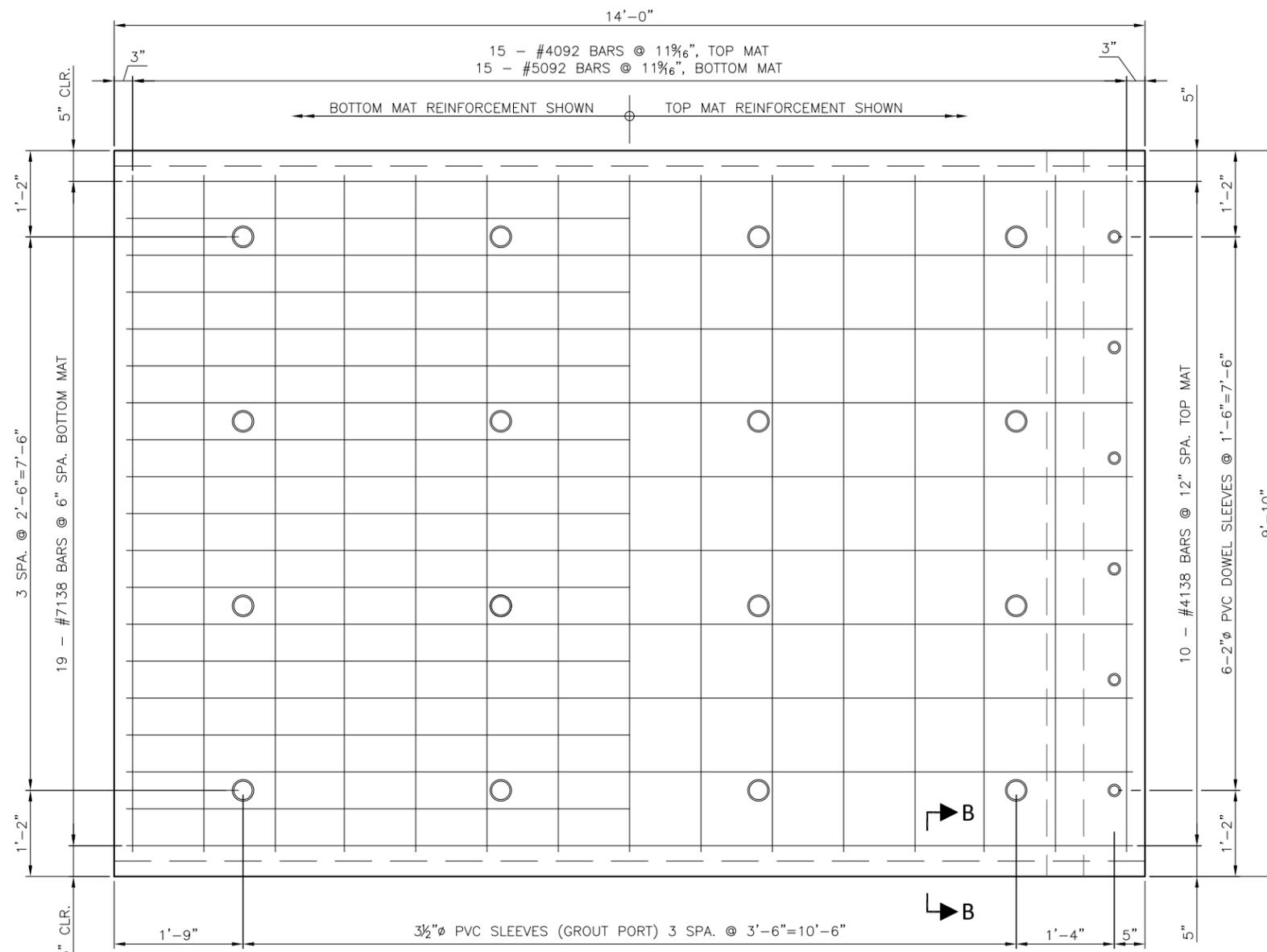
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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

APPROACH SLAB PANELS

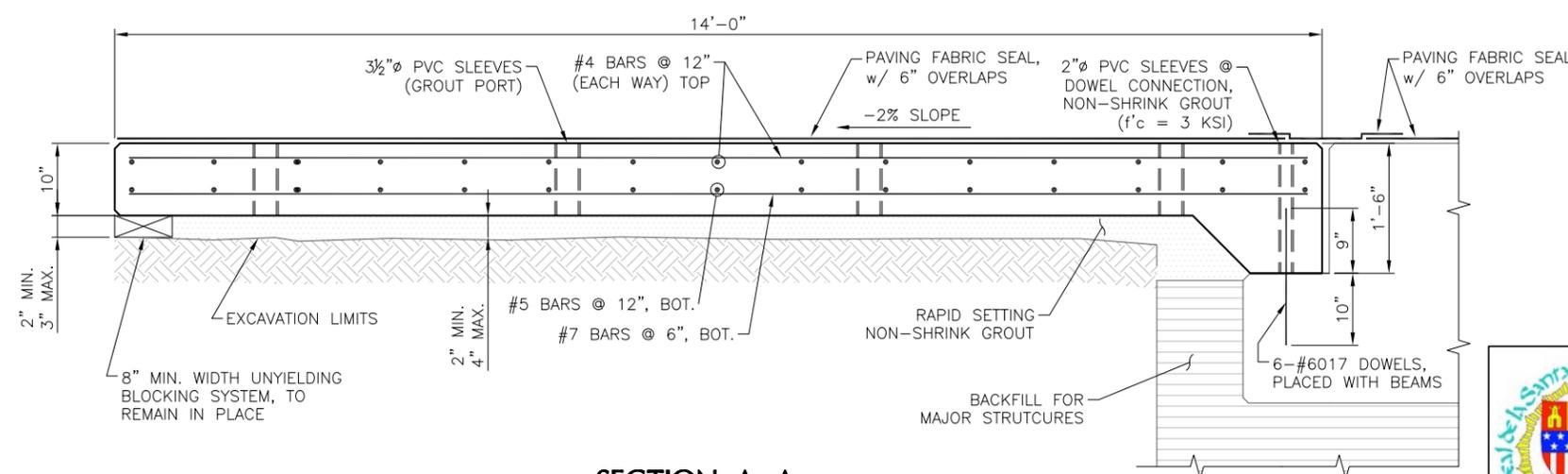
A

A



APPROACH SLAB PANEL PLAN

(TYPICAL) (SCALE: 1" = 2 FEET)



SECTION A-A

(SCALE: 1" = 2 FEET)



DESIGNED BY: RKR

DRAWN BY: CS

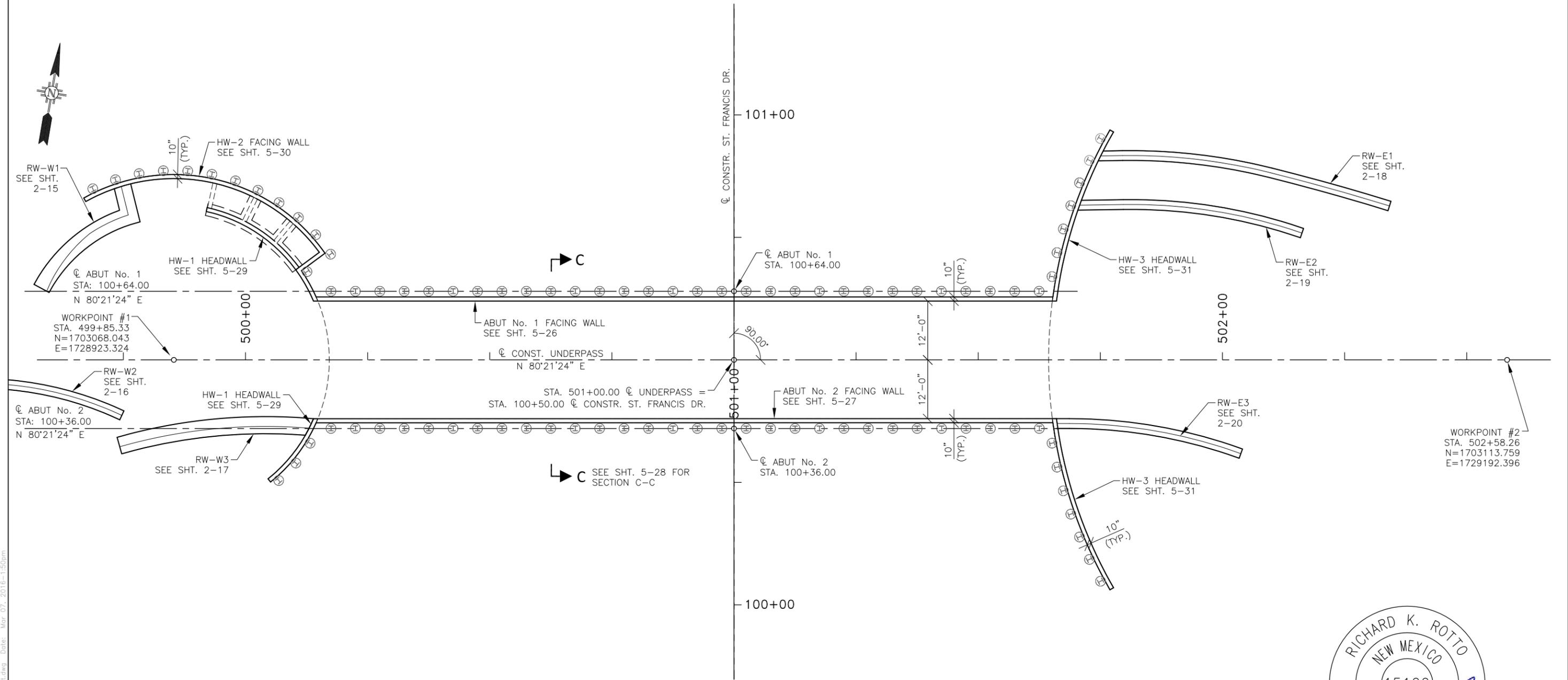
CHECKED BY: XM

APPROVED BY: RKR

DATE: 09/18/2015

PROJECT NO. C.I.P. # 859-A SHEET 5-24

File: C:\projects\refin\B\102014\lbguser\0138169\5-24_SFPX_Approach_Slab_Details.dwg Date: Mar 07, 2016 - 1:50pm



FACING WALL PLAN
(SCALE: 1" = 20 FEET)

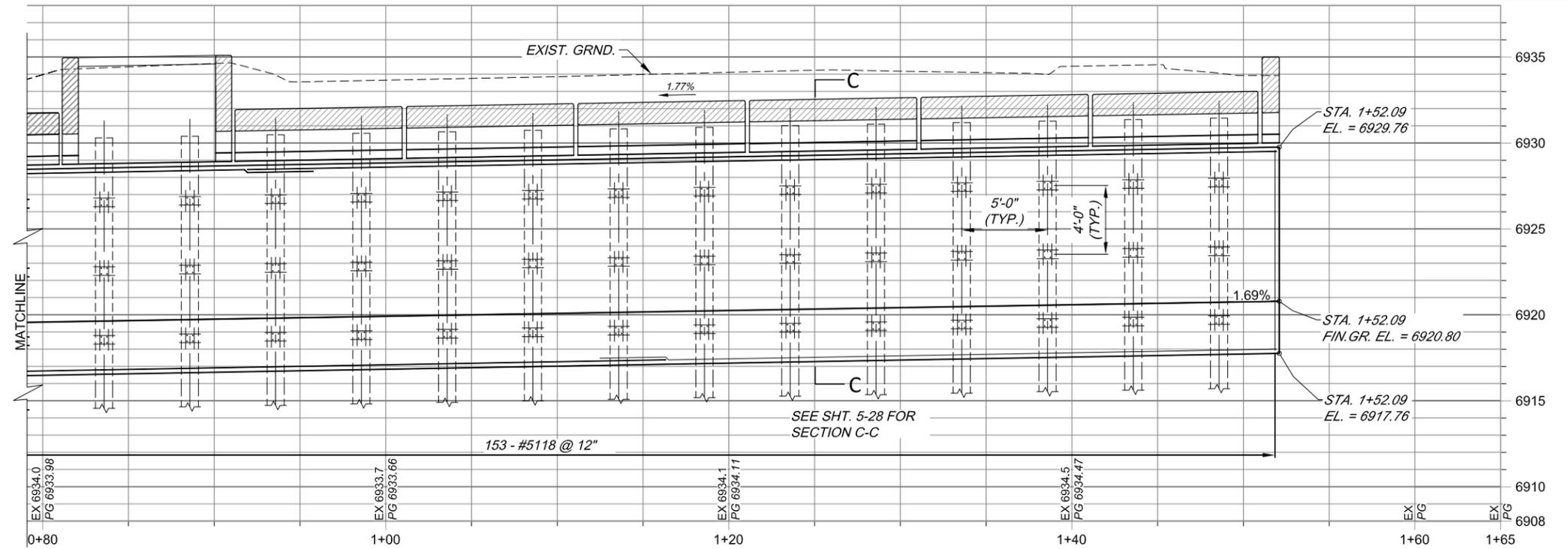


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CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

FACING WALL LAYOUT PLAN

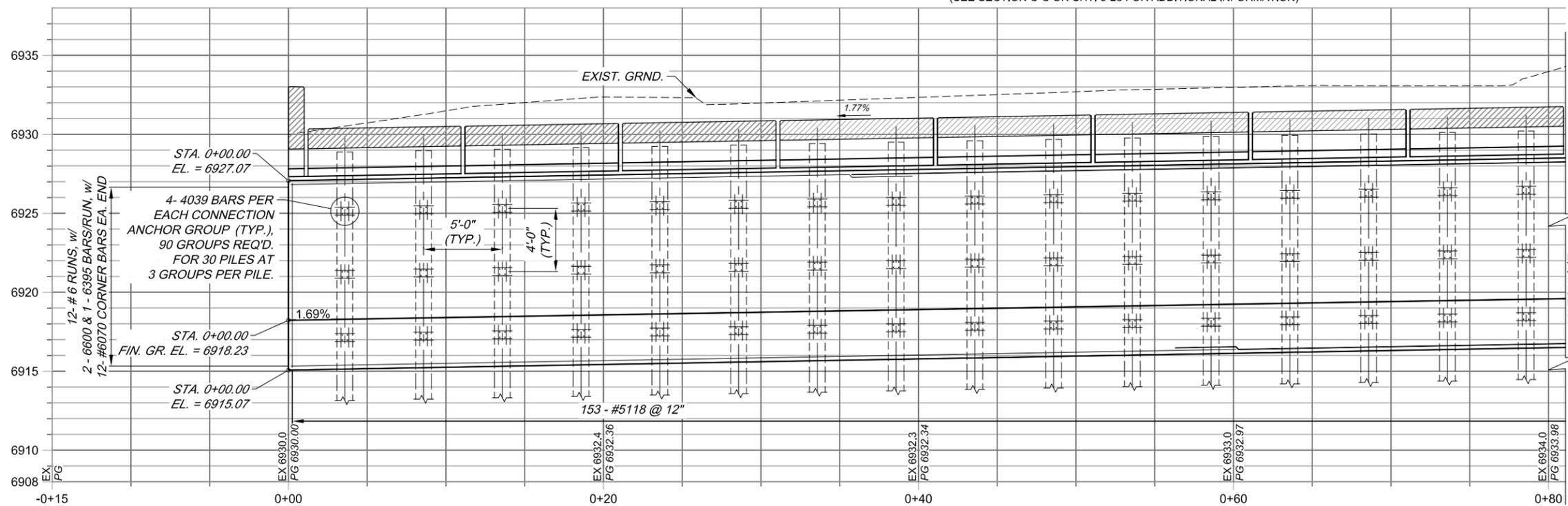
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SOUTH ELEVATION ABUTMENT No. 1 - EAST SIDE

(SEE SECTION C-C ON SHT. 5-28 FOR ADDITIONAL INFORMATION)

SCALE: 1/4"=1' VERT.



SOUTH ELEVATION ABUTMENT No. 1 - WEST SIDE

(SEE SECTION C-C ON SHT. 5-28 FOR ADDITIONAL INFORMATION)



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CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

ABUTMENT No. 1 ELEVATION

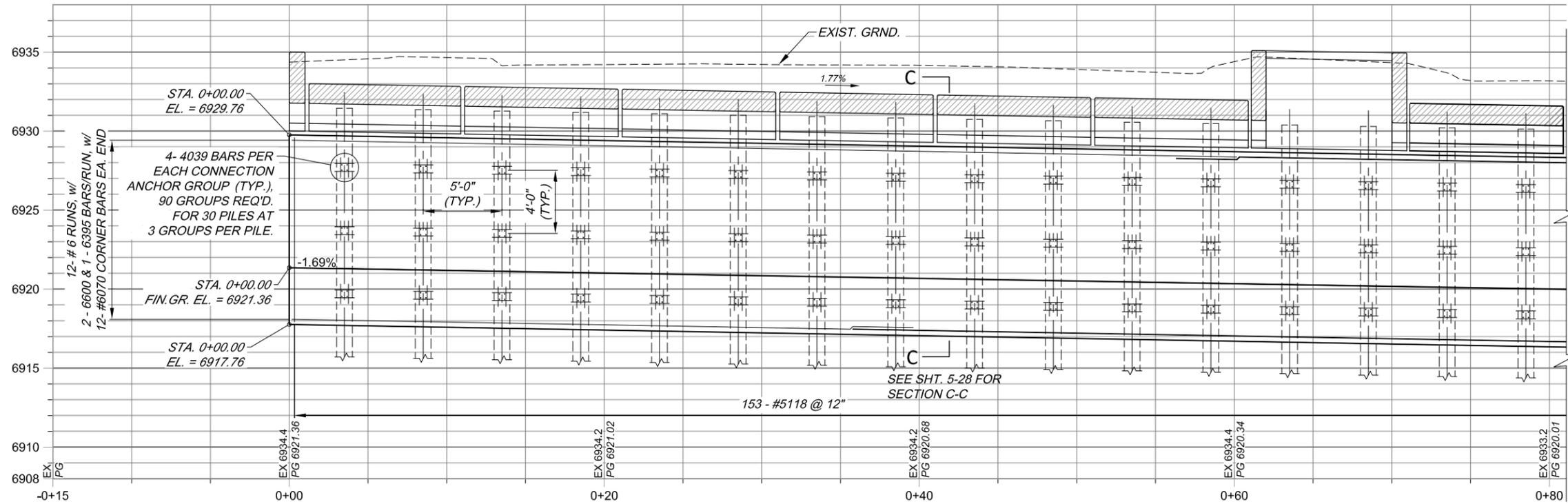
DESIGNED BY: RKR

DRAWN BY: CS

CHECKED BY: XM

APPROVED BY: RKR

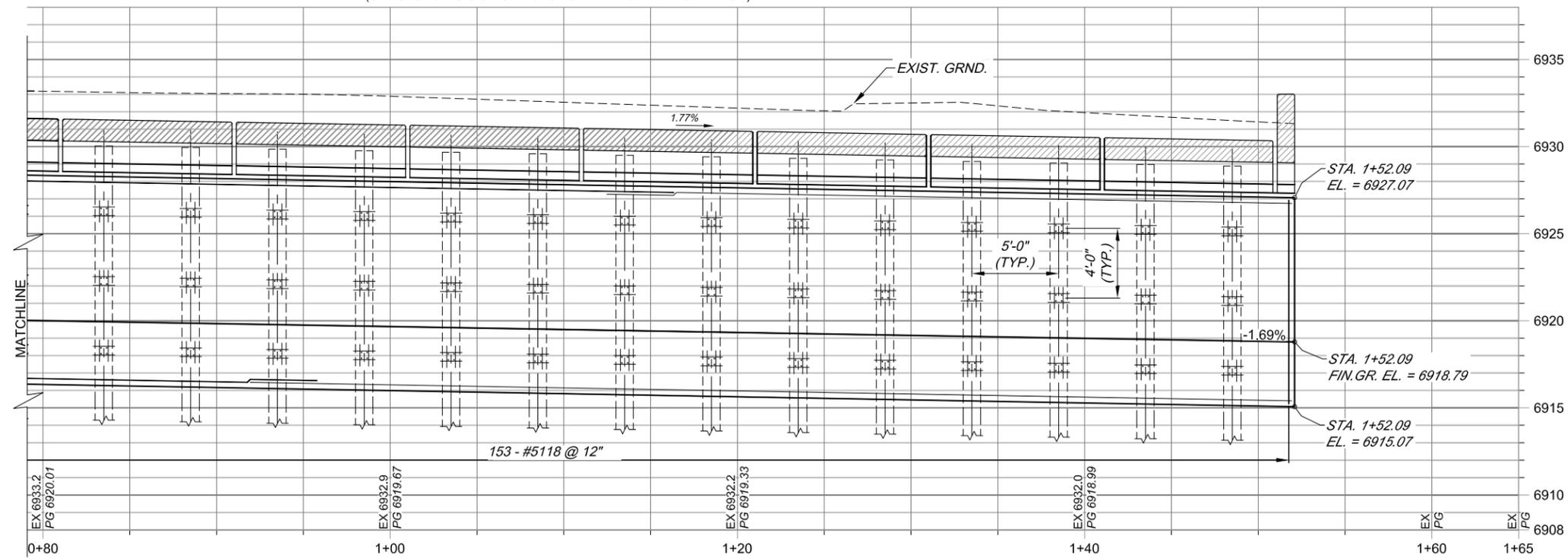
DATE: 09/18/2015



NORTH ELEVATION ABUTMENT No. 2 - EAST SIDE

(SEE SECTION C-C ON SHT. 5-28 FOR ADDITIONAL INFORMATION)

SCALE: 1/4"=1' VERT.



NORTH ELEVATION ABUTMENT No. 2 - WEST SIDE

(SEE SECTION C-C ON SHT. 5-28 FOR ADDITIONAL INFORMATION)

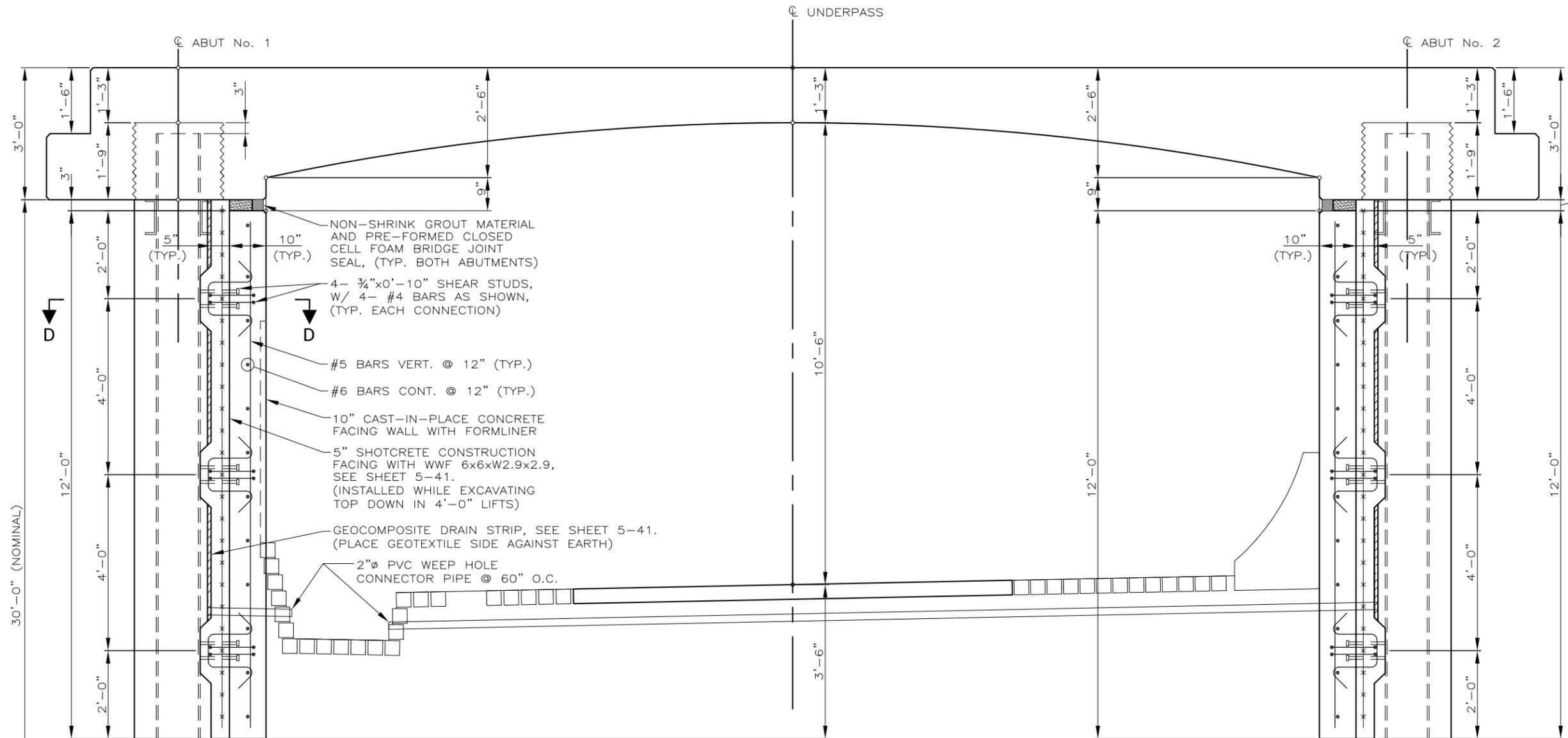


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NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

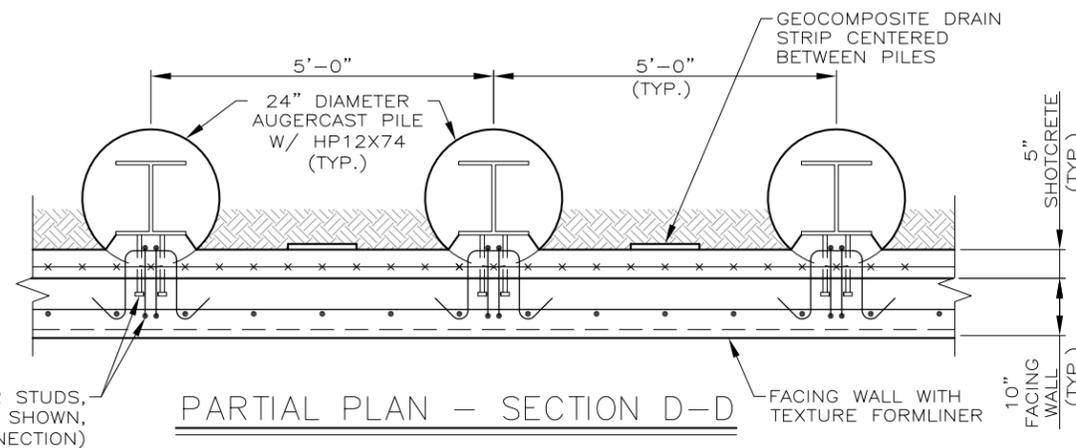
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

ABUTMENT No. 2 ELEVATION

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SECTION C-C
(SCALE: 1 1/2" = 1 FOOT)



4-3/4"x0'-10" SHEAR STUDS,
W/ 4-#4 BARS AS SHOWN,
(TYP. EACH CONNECTION)

PARTIAL PLAN - SECTION D-D

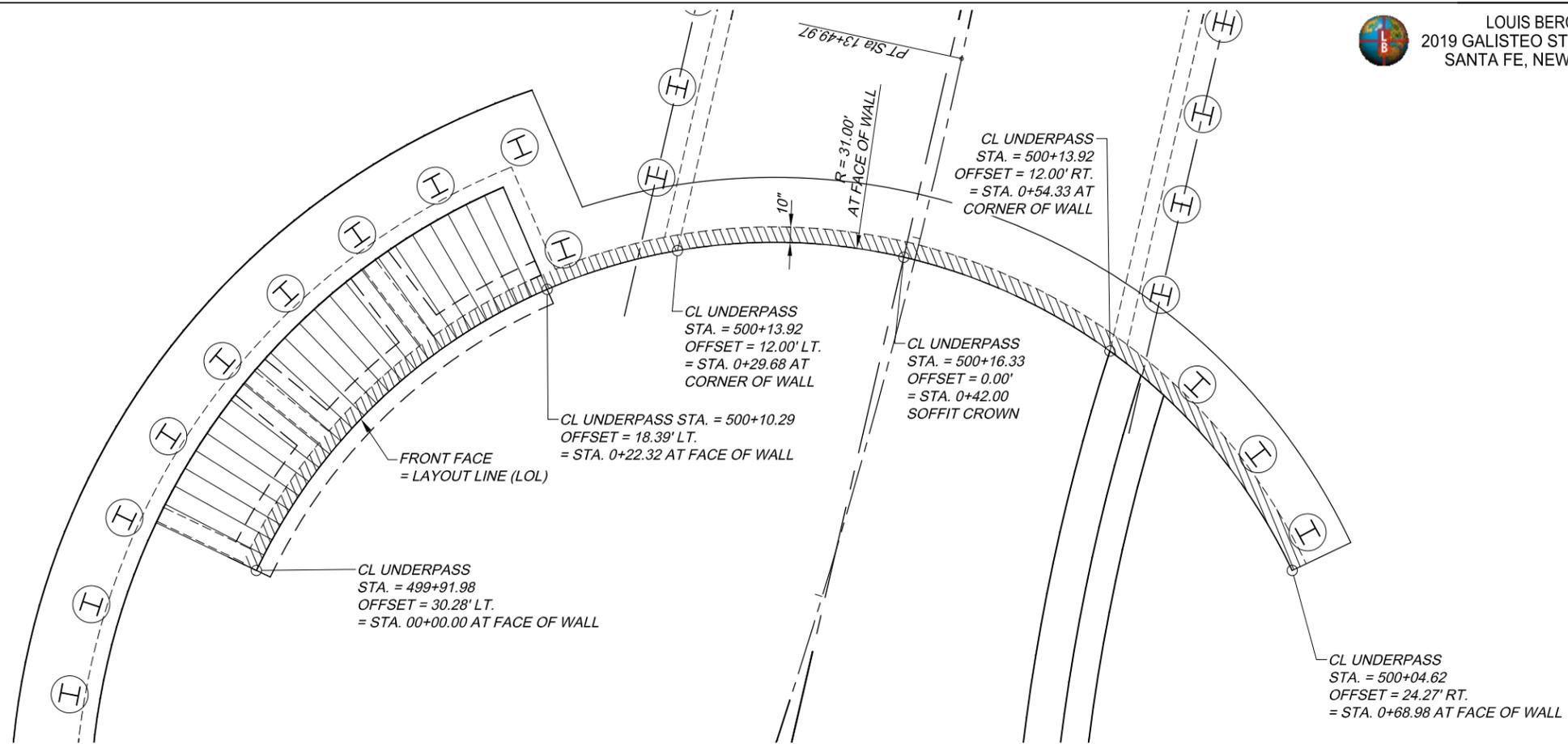


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REVISIONS (OR CHANGE NOTICES)

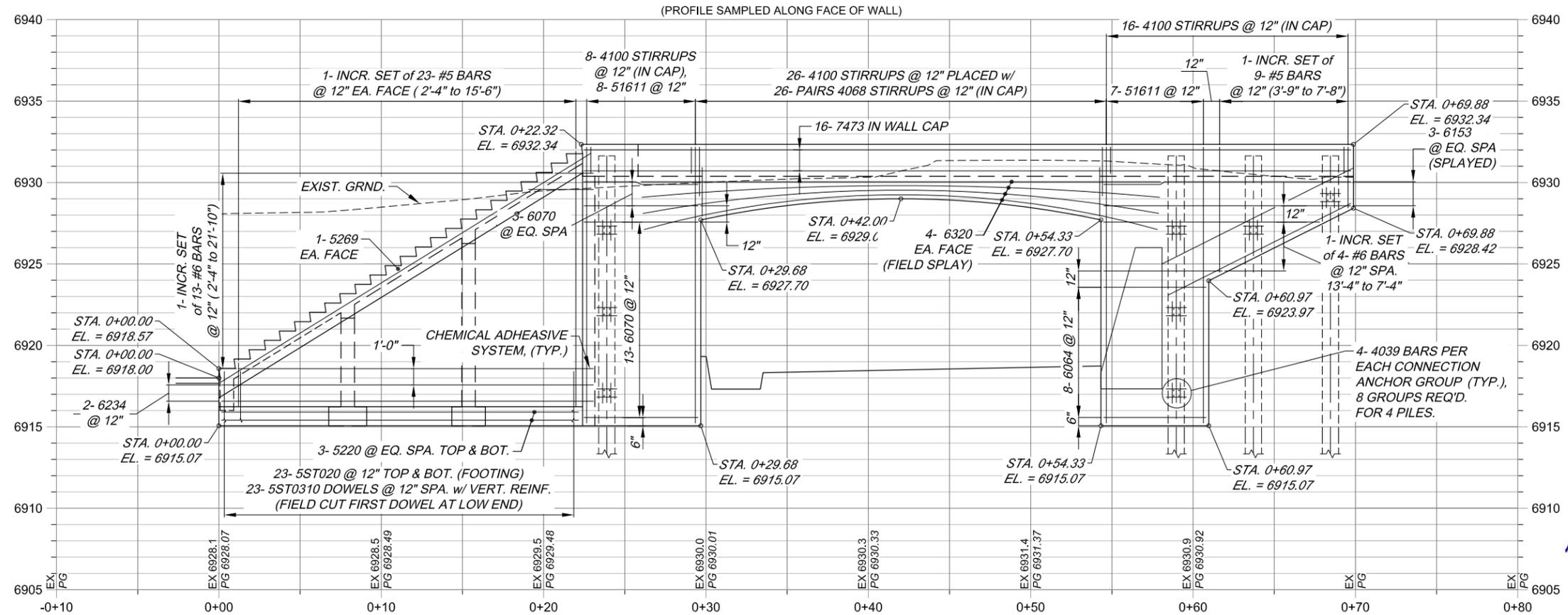
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

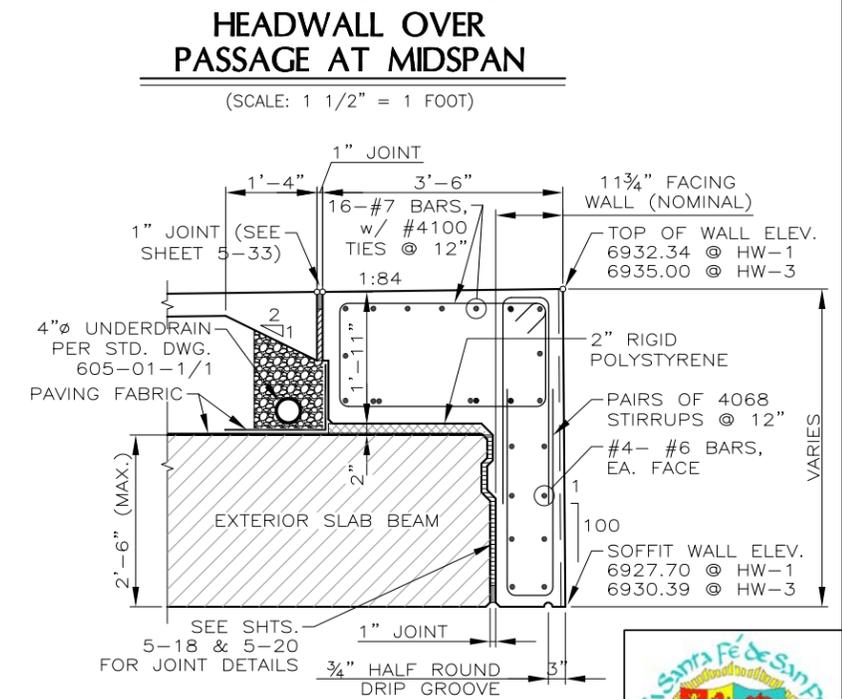
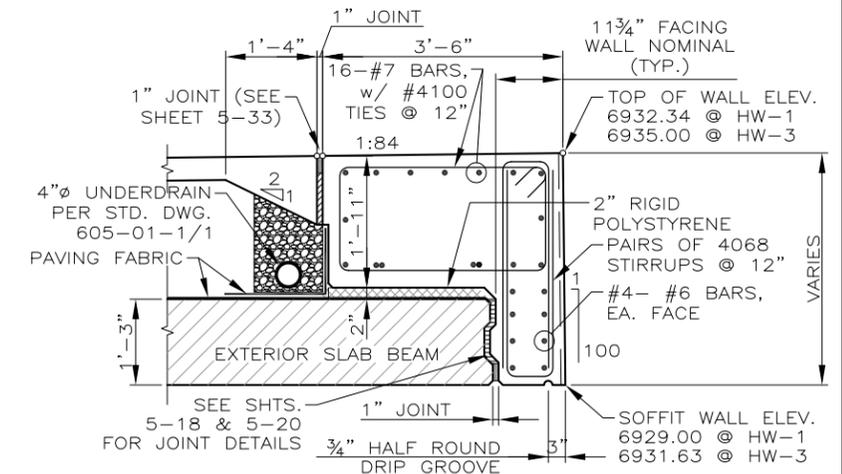
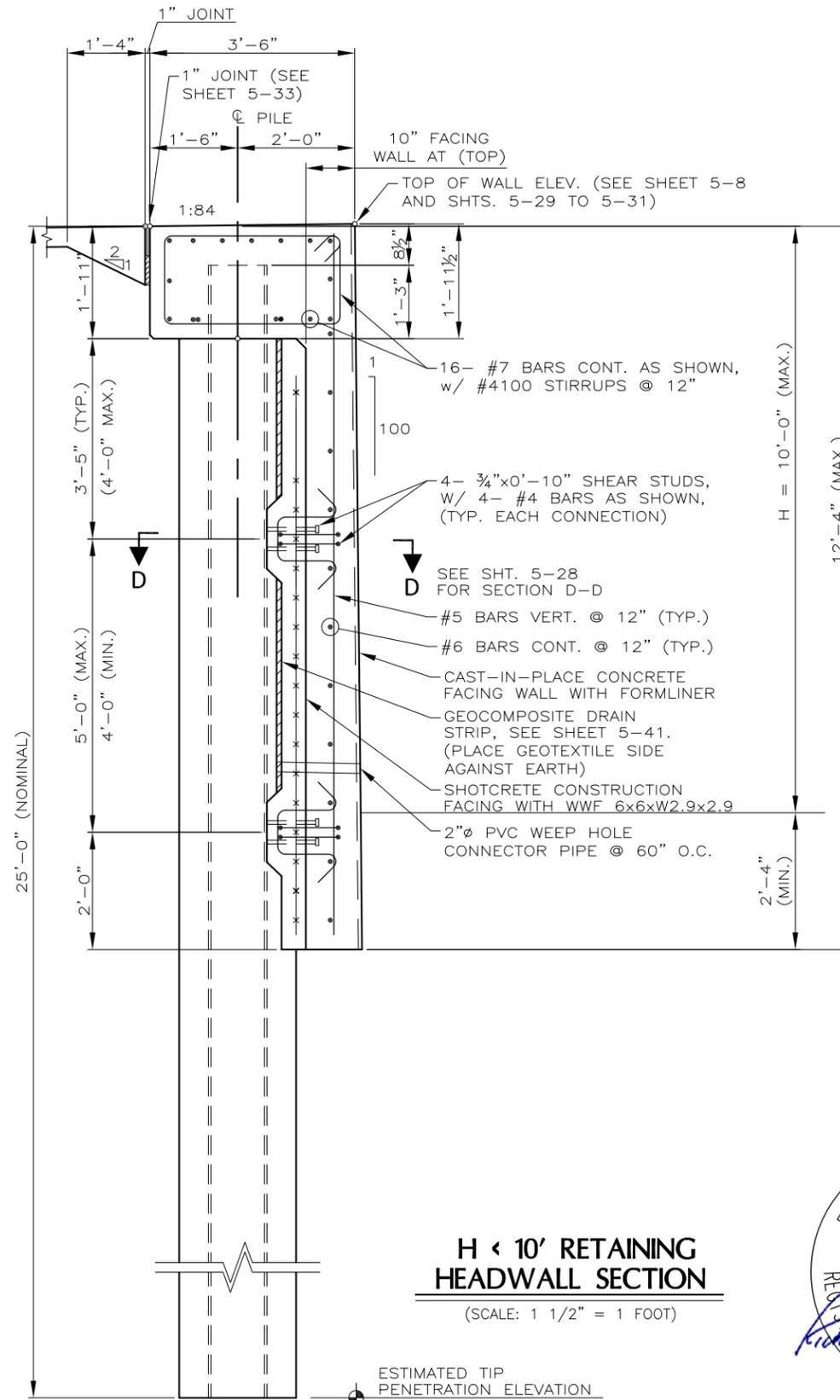
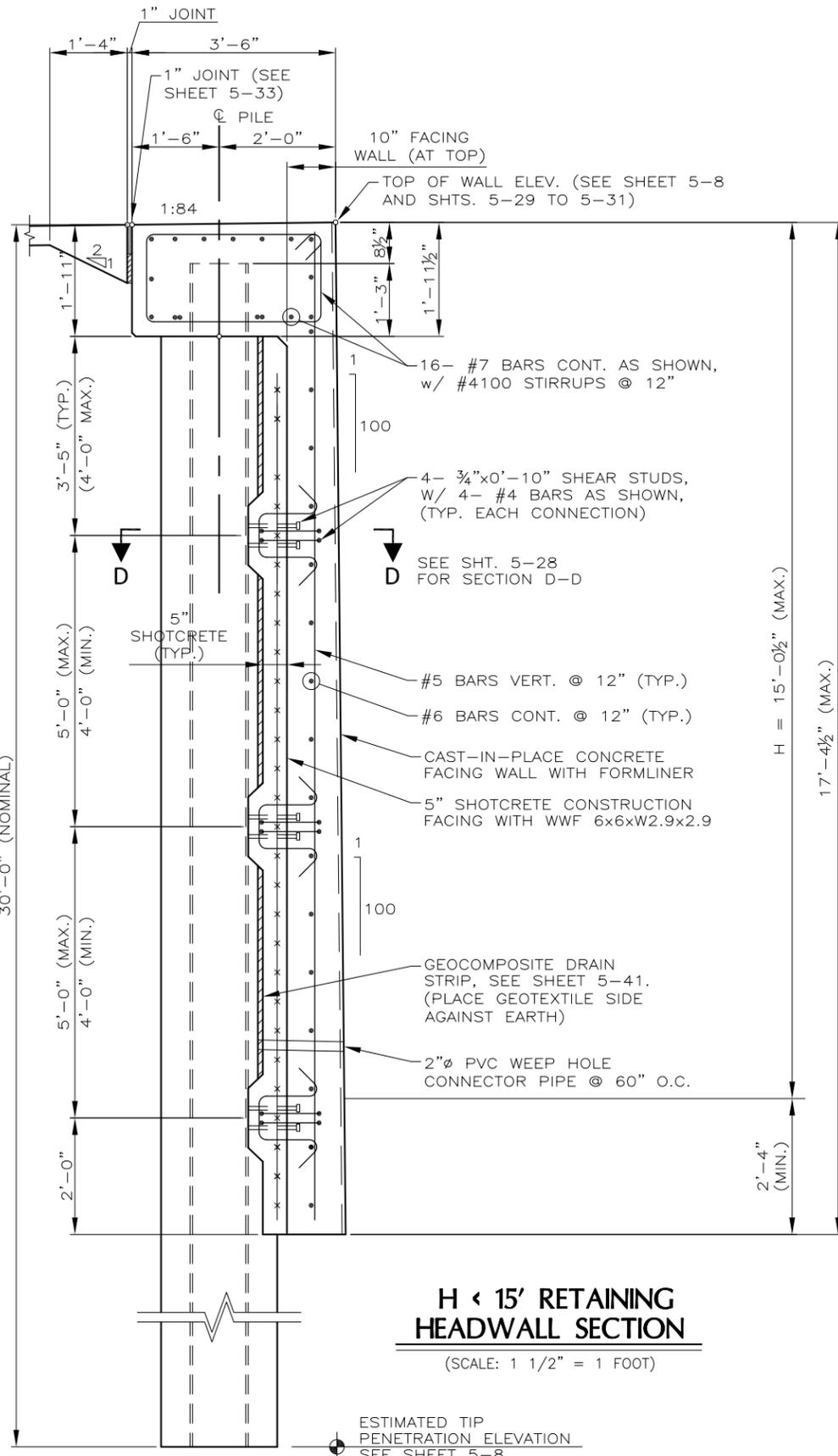
FACING WALL DETAILS



WEST HEADWALL No. HW-1 PLAN & PROFILE

SCALE: 1/4"=1' HORIZ.
1/4"=1' VERT.



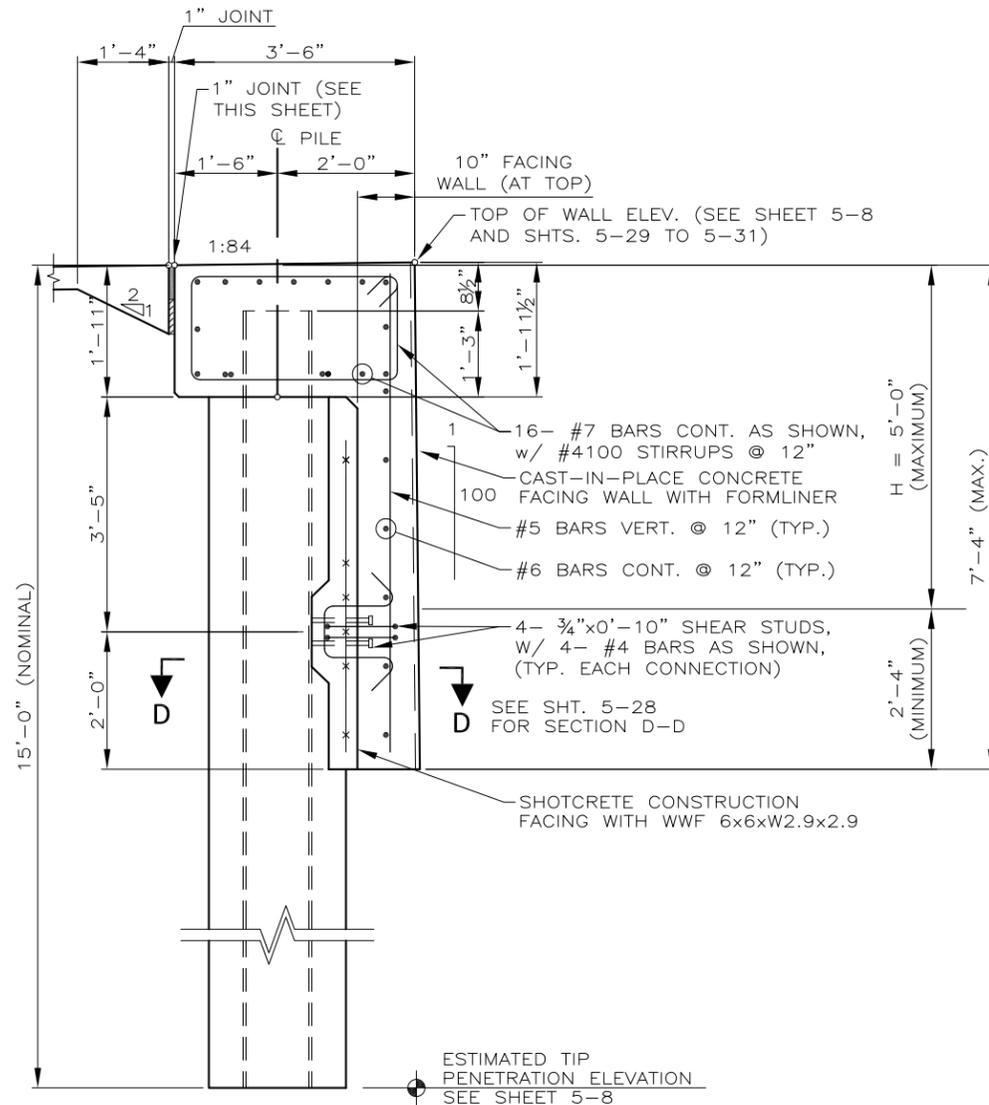


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REVISIONS (OR CHANGE NOTICES)

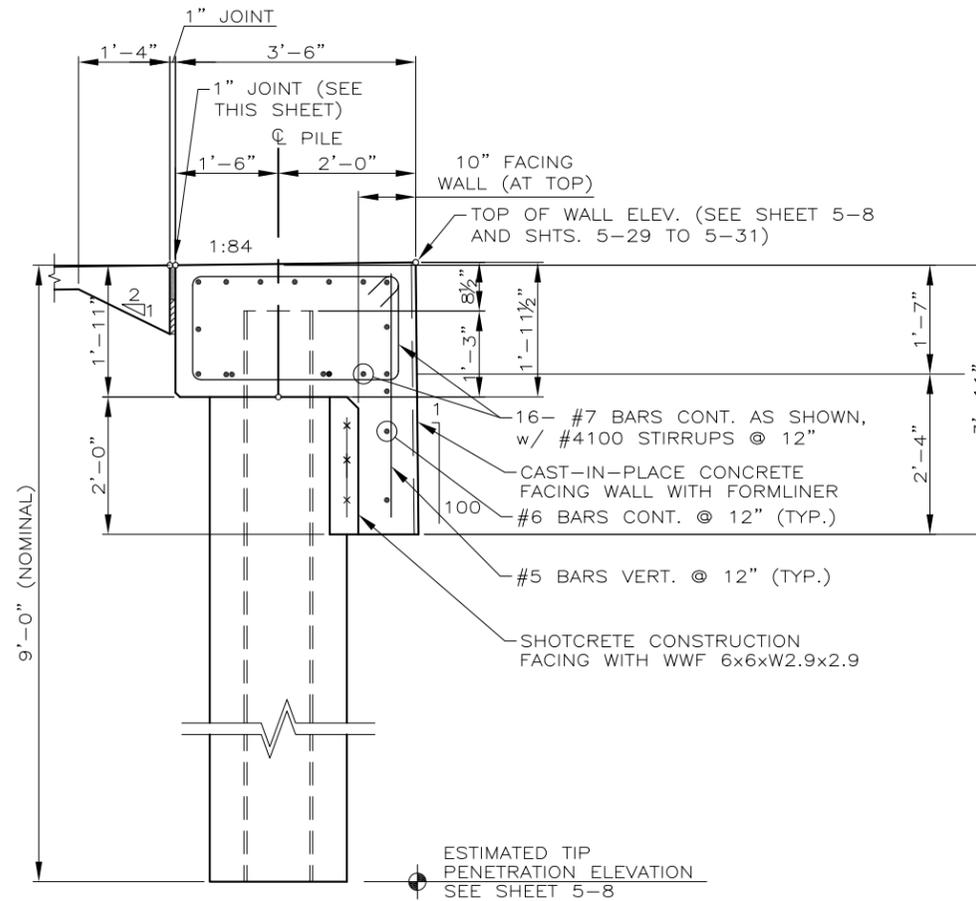
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

HEADWALL DETAILS



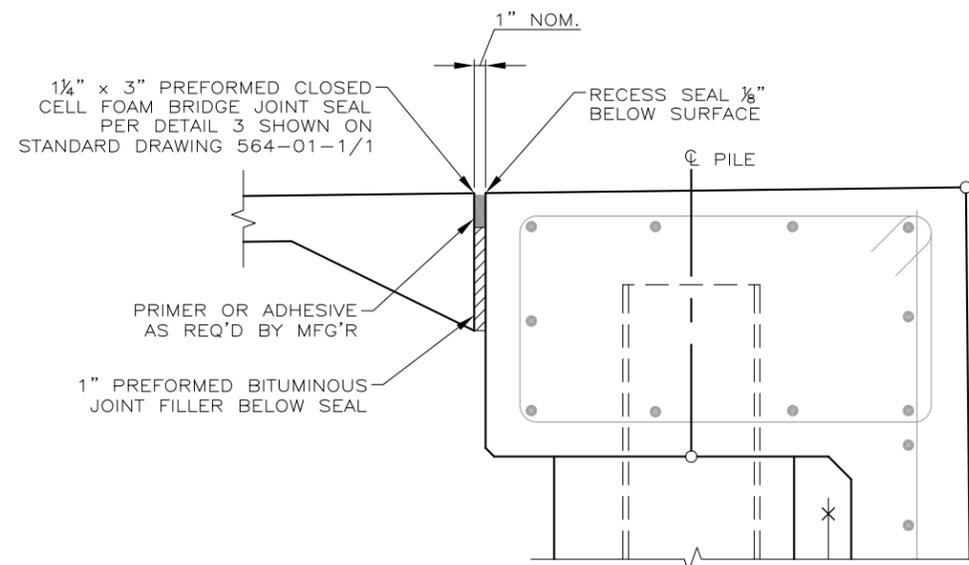
H < 5' RETAINING HEADWALL SECTION

(SCALE: 1 1/2" = 1 FOOT)



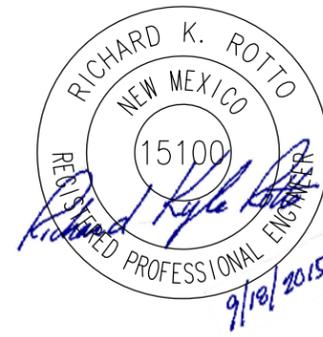
END OF WALL HEADWALL SECTION

(SCALE: 1 1/2" = 1 FOOT)



1" JOINT DETAIL

(SCALE: 3/4" = 1 FOOT)



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

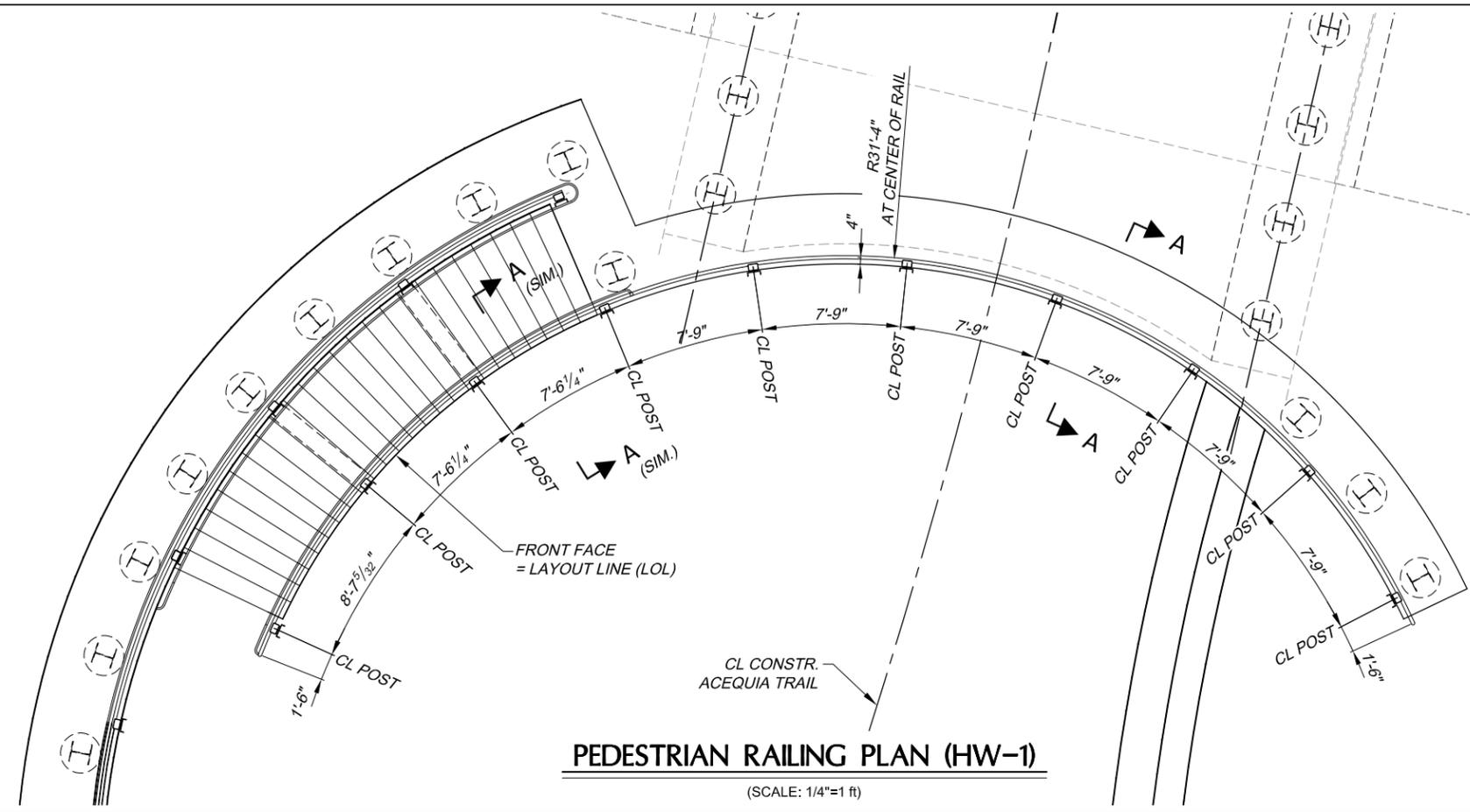
HEADWALL DETAILS



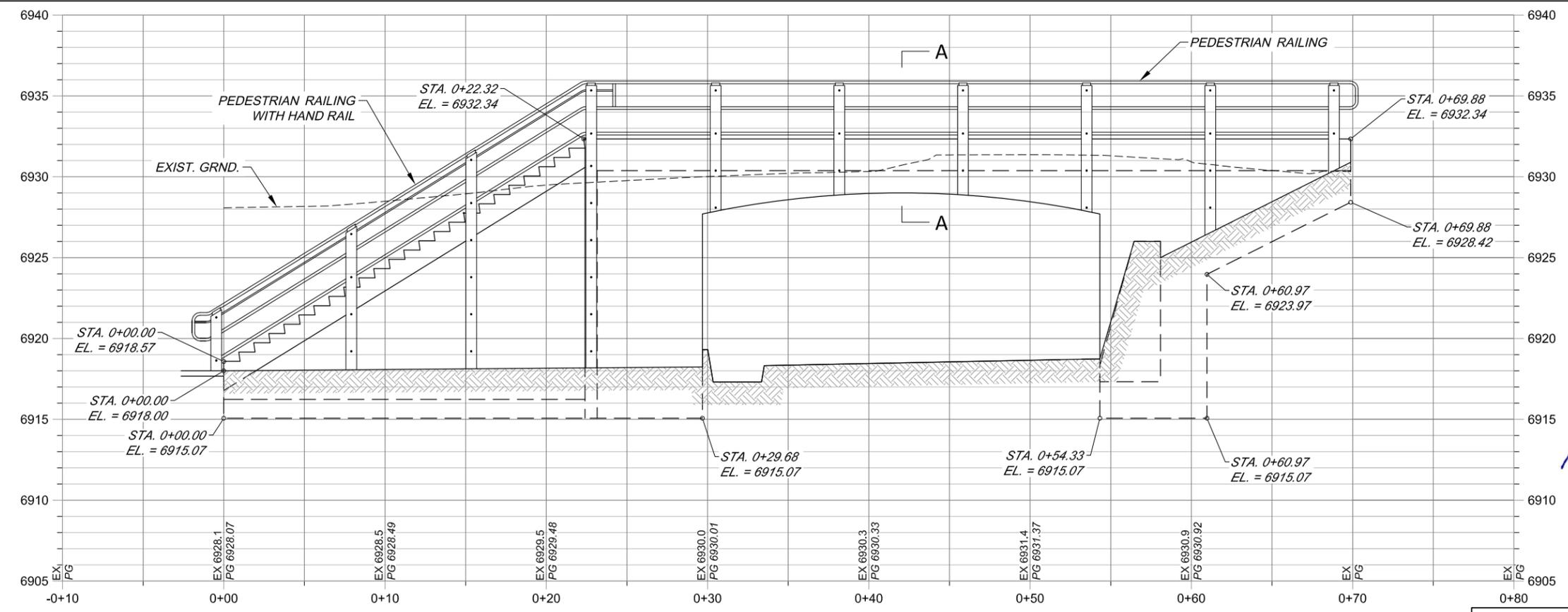
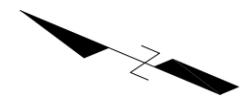
LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO. C.I.P. NO. 859-A	SHEET NO. 5-36
---------------------------------	-------------------

BRIDGE No. 9712



NOTE:
SEE SHT. 5-35 FOR
METAL RAILING SECTIONS



PEDESTRIAN RAILING PROFILE (HW-1)
(SCALE: 1/4"=1 ft)

PEDESTRIAN RAILING
PLAN & PROFILE (HW-1)

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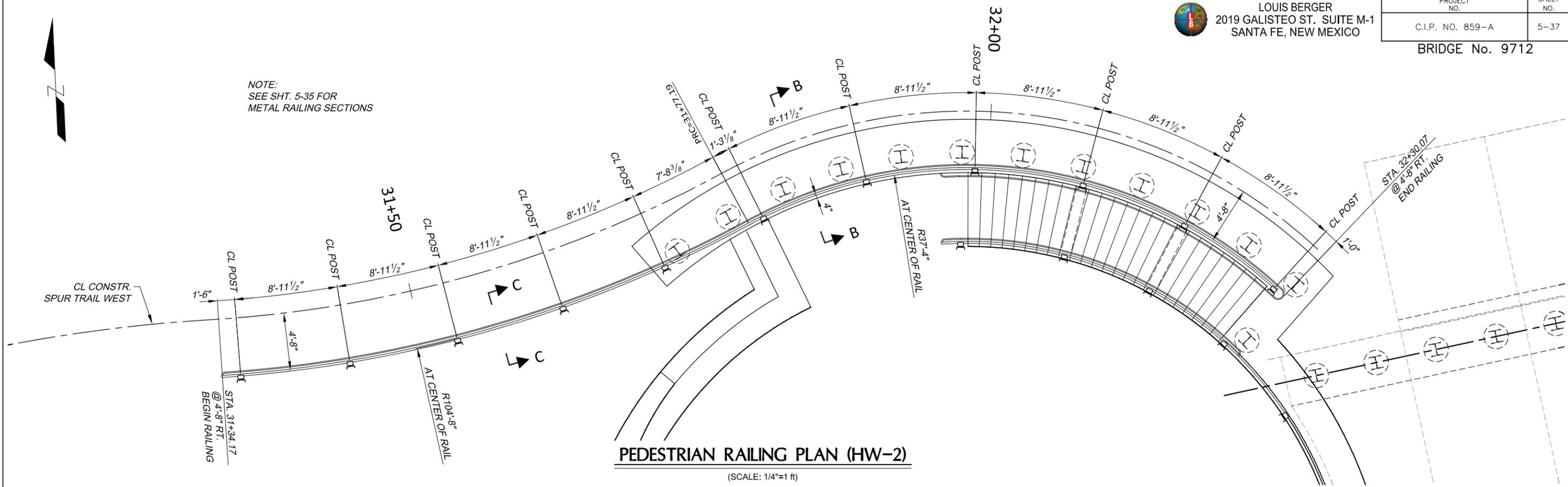


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO. C.I.P. NO. 859-A	SHEET NO. 5-37
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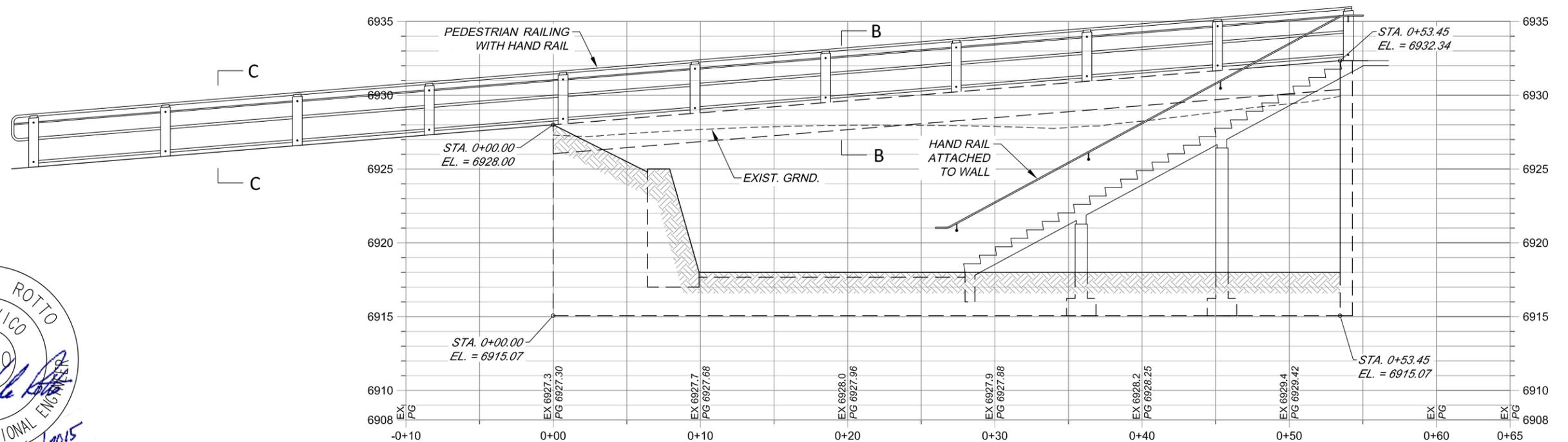
BRIDGE No. 9712

NOTE:
SEE SHT. 5-35 FOR
METAL RAILING SECTIONS



PEDESTRIAN RAILING PLAN (HW-2)

(SCALE: 1/4"=1 ft)



PEDESTRIAN RAILING PROFILE (HW-2)

(SCALE: 1/4"=1 ft)

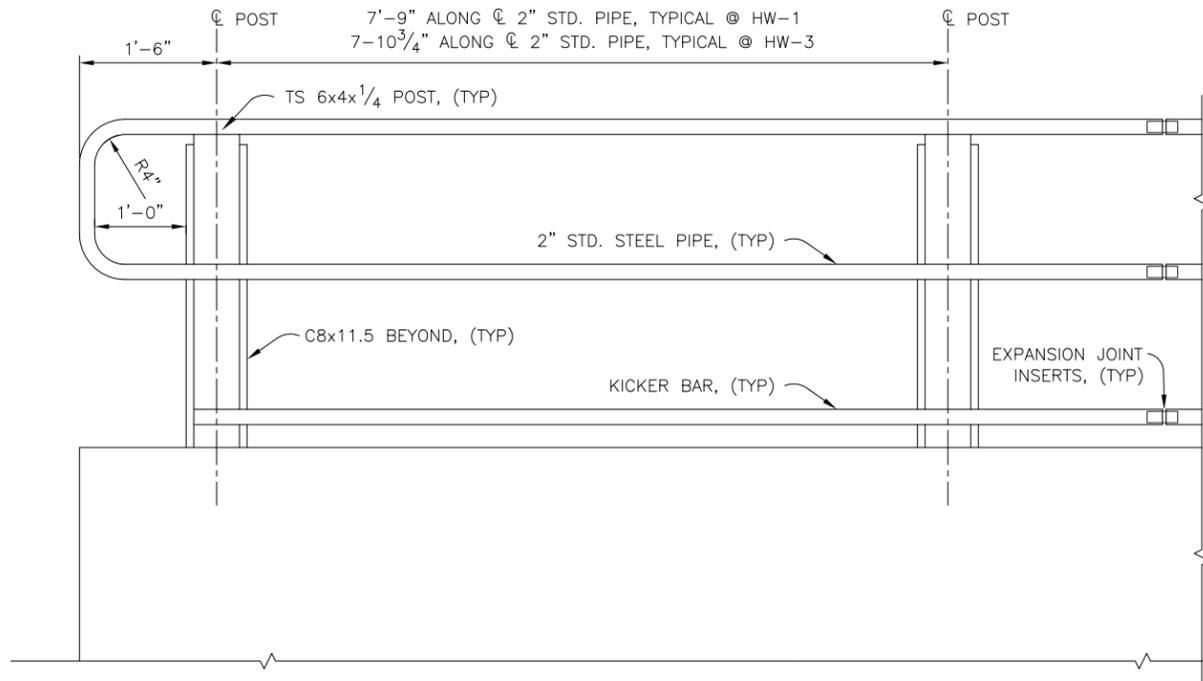
**PEDESTRIAN RAILING
PLAN & PROFILE (HW-2)**



DESIGNED BY: RKR DRAWN BY: CS CHECKED BY: XM APPROVED BY: RKR DATE: 09/18/2015

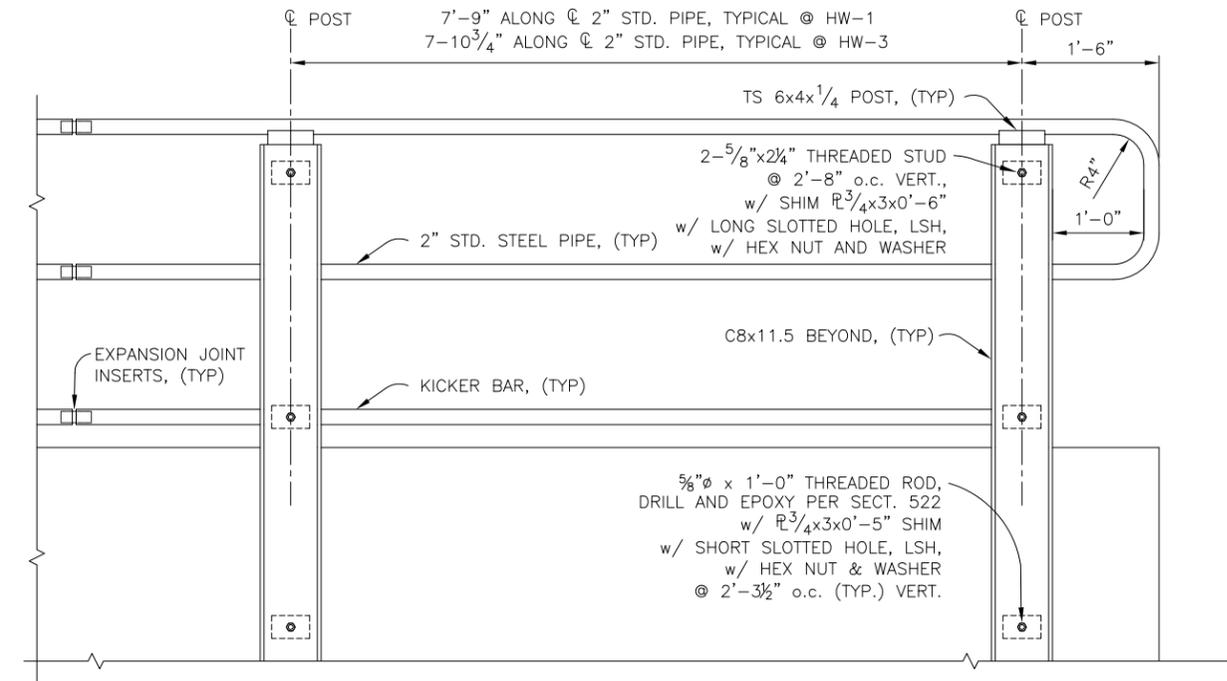
PROJECT NO. C.I.P. # 859-A SHEET 5-37

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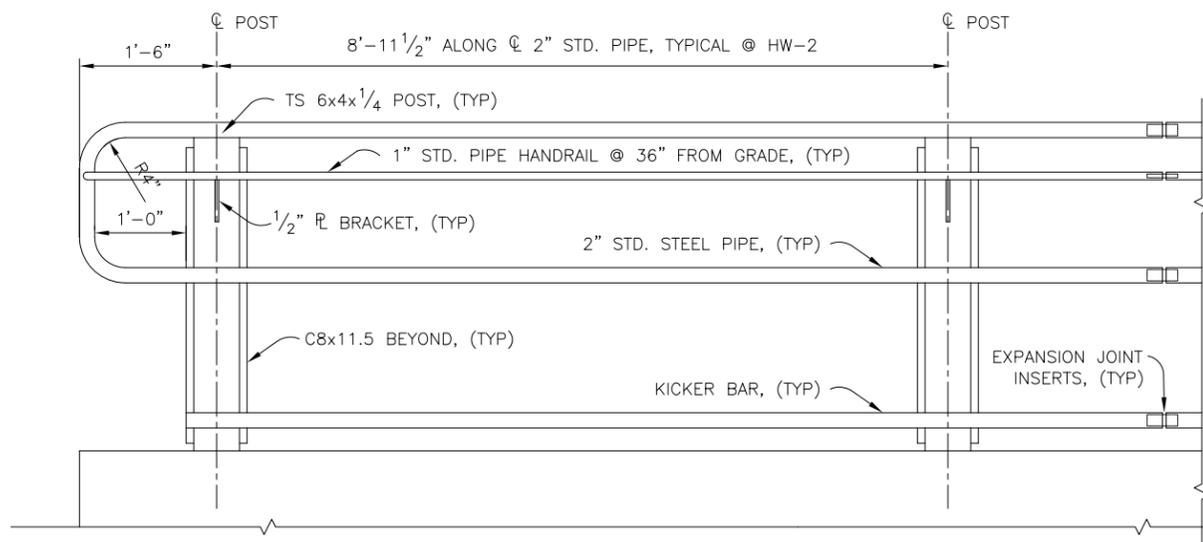
**INSIDE ELEVATION A
METAL RAILING, PEDESTRIAN**

(SCALE: 1" = 1 FEET)



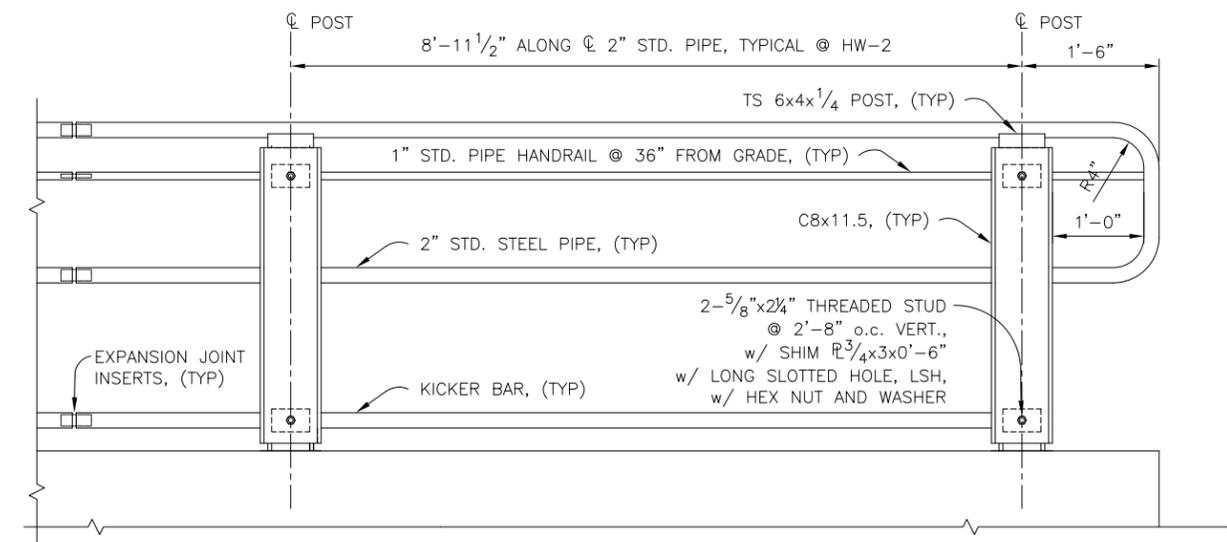
**OUTSIDE ELEVATION A
METAL RAILING, PEDESTRIAN**

(SCALE: 1" = 1 FEET)



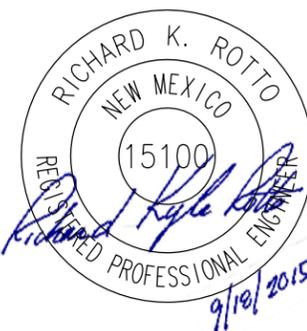
**INSIDE ELEVATION B & C
METAL RAILING, PEDESTRIAN**

(SCALE: 1" = 1 FEET)



**OUTSIDE ELEVATION B & C
METAL RAILING, PEDESTRIAN**

(SCALE: 1" = 1 FEET)



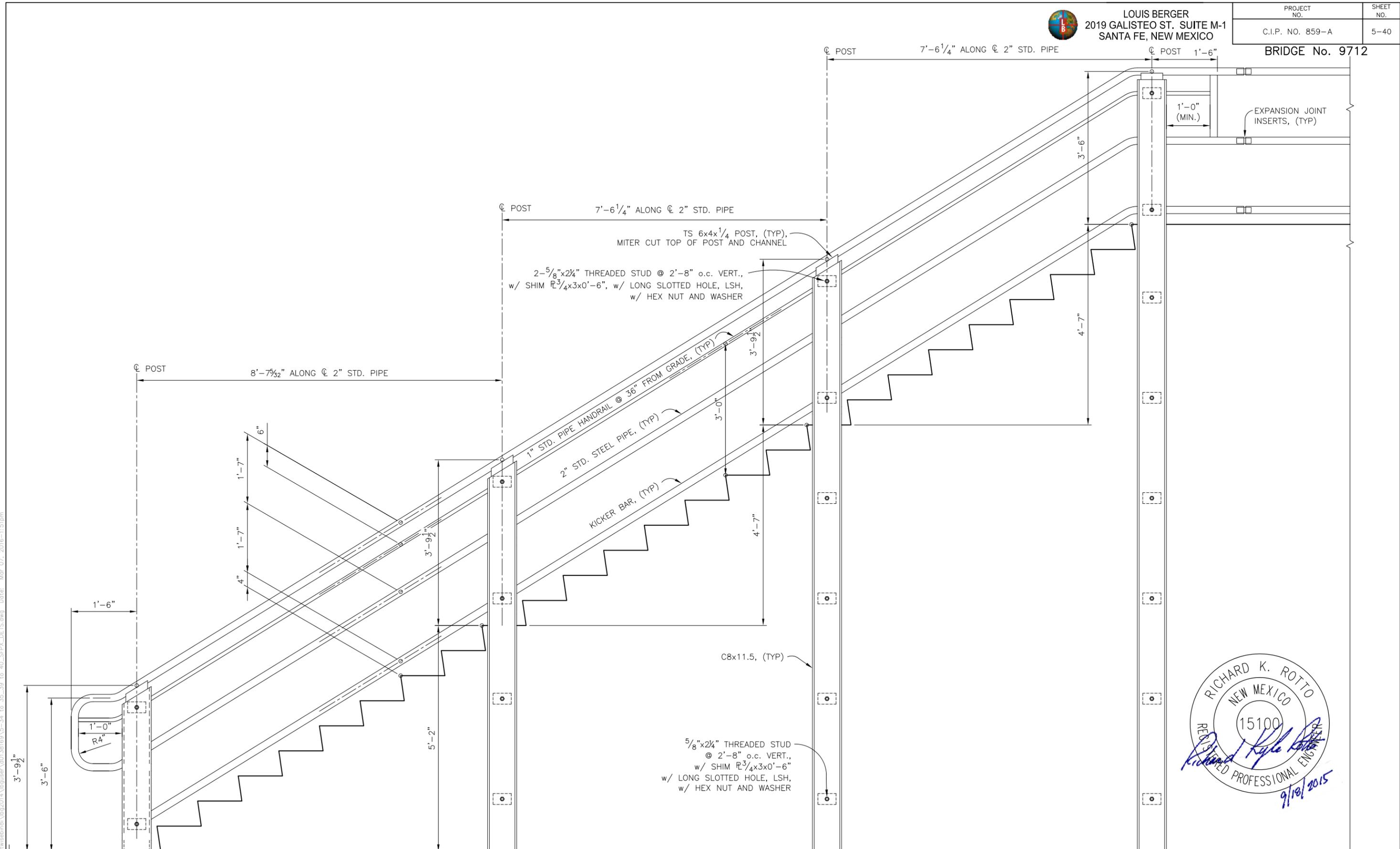
PEDESTRIAN RAILING
PARTIAL ELEVATIONS



LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	5-40

BRIDGE No. 9712



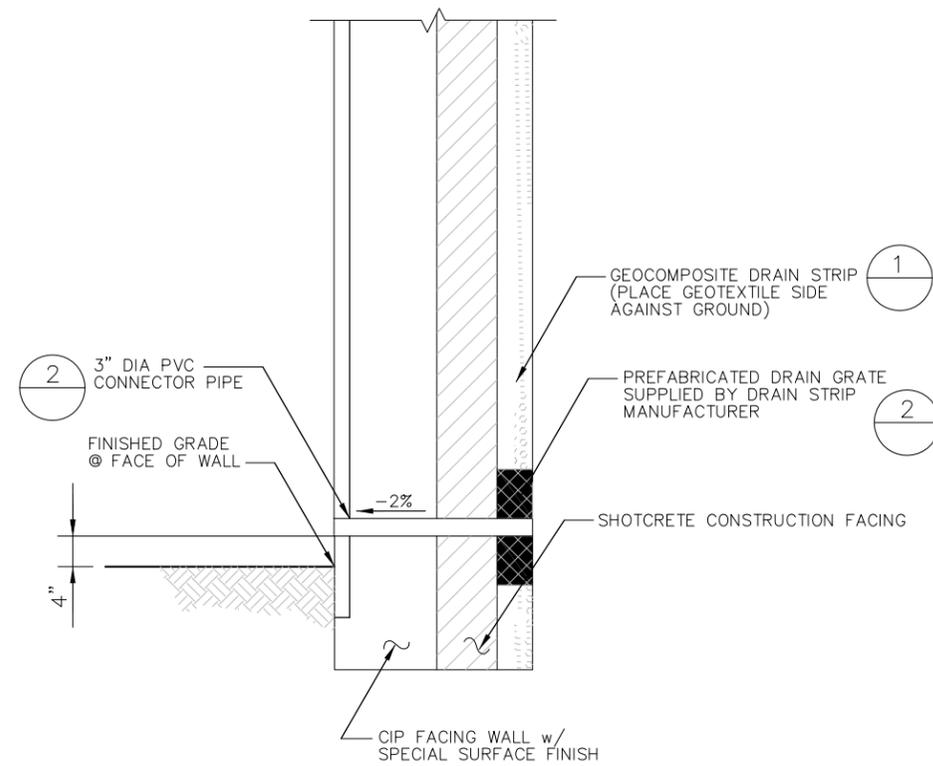
OUTSIDE ELEVATION - TYPE C (SIMILAR), WITH 1" STANDARD PIPE HANDRAIL, METAL RAILING PEDESTRIAN

(NOT TO SCALE)

STAIR RAILING ELEVATION

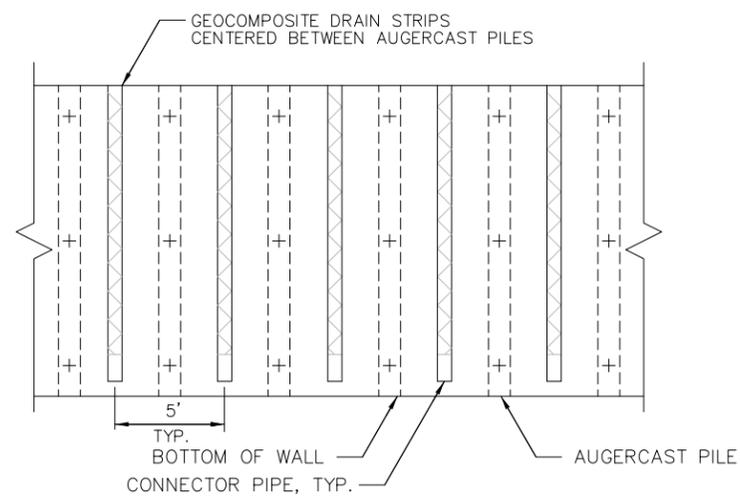


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TYPICAL WALL BASE DRAIN

(SCALE: = N.T.S.)

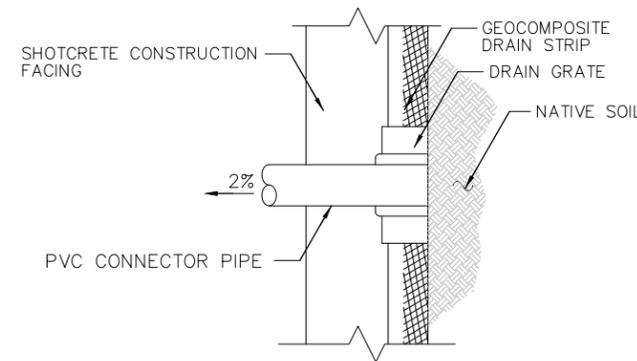


1 GEOCOMPOSITE DRAINAGE STRIP DETAIL

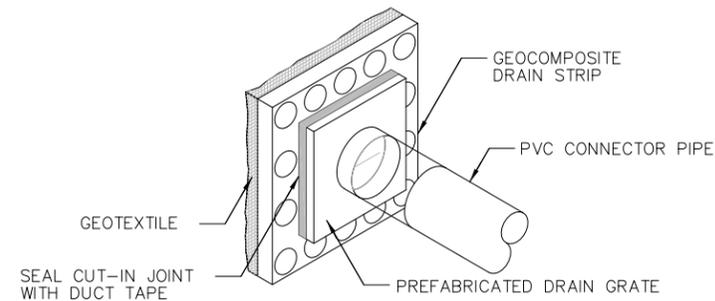
(SCALE: = N.T.S.)

TYPICAL CONSTRUCTION SEQUENCE

1. WALLS SHALL BE BUILT FROM THE TOP DOWN IN ACCORDANCE THE PROJECT SPECIFICATIONS. SEE SPECIFICATIONS FOR TESTING INSTRUCTIONS.
2. THE FOLLOWING WALL CONSTRUCTION SEQUENCE FOR EACH EXCAVATION LIFT SHALL BE COMPLETE PRIOR TO INITIATING WORK ON THE NEXT EXCAVATION LIFT UNLESS OTHERWISE APPROVED BY THE PROJECT MANAGER.
 - 2.1. EXCAVATE TO STAGE 1 ROUGH GRADE.
 - 2.2. TRIM TO FINAL WALL FACE EXCAVATION LINE.
 - 2.3. INSTALL GEOCOMPOSITE DRAINAGE STRIP.
 - 2.4. PLACE WELDED WIRE FABRIC REINFORCING, PLACE ANCHOR BARS @ 24" ON CENTER IN A GRID PATTERN AND APPLY SHOTCRETE. ALL EXCAVATION WHICH HAS AN EXPOSED FACE SHALL BE STABILIZED BY SHOTCRETE AT THE END OF THE WORK DAY UNLESS OTHERWISE APPROVED BY THE PROJECT MANAGER.
3. INSTALL PVC CONNECTOR PIPES DURING CONSTRUCTION OF THE FINAL SHOTCRETE LIFT TO PROVIDE DRAINAGE OF THE GEOCOMPOSITE DRAINAGE STRIPS INTO THE WALL BASE.
4. PLACE CAST-IN-PLACE CONCRETE FACING WALL AFTER STEPS 2 AND 3 HAVE BEEN COMPLETED. INSTALL CAST-IN-PLACE WALL CONTRACTION JOINTS AT 25 FT. MAXIMUM SPACING. INSTALL EXPANSION JOINTS AT 75 FT. MAXIMUM SPACING. APPLY SPECIAL SURFACE FINISH PER GENERAL NOTE 5 ON SHEET 5-1.



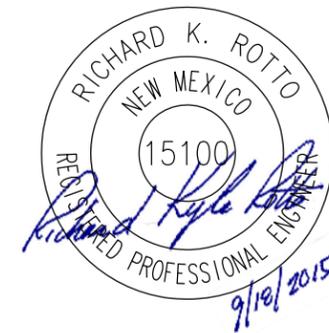
SECTIONAL VIEW



ISOMETRIC VIEW

2 DRAIN GRATE DETAILS

(SCALE: = N.T.S.)



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
GEOCOMPOSITE DRAIN AND
SHOTCRETE WALL DETAILS

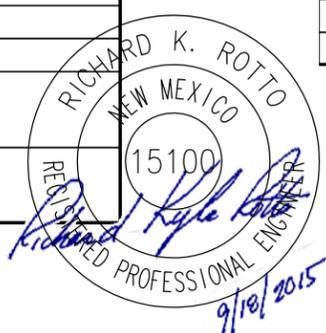


REINFORCEMENT SCHEDULE

MARK	SIZE	TYPE	LENGTH	No. REQ'D	REMARKS
ABUTMENT FACING WALL No. 1					
#4039	4	5E	3'-9"	360	
#5118	5	1E	11'-8"	153	
#6070	6	2E	7'-0"	24	CORNER BARS
#6395	6	1E	39'-5"	12	
#6600	6	1E	60'-0"	24	
ABUTMENT FACING WALL No. 2					
#4039	4	5E	3'-9"	360	
#5118	5	1E	11'-8"	153	
#6070	6	2E	7'-0"	24	CORNER BARS
#6395	6	1E	39'-5"	12	
#6600	6	1E	60'-0"	24	
WEST HEADWALL No. HW-1					
#4038	4	1E	3'-8"	16	DOWELS
#4039	4	5E	3'-9"	32	
#4068	4	3E	6'-7"	52	STIRRUPS
#4100	4	4E	10'-0"	50	STIRRUPS
#4220	4	1E	22'-0"	2	
#5022	5	1E	2'-2"	48	
#51611	5	1E	16'-11"	7	
#5220	5	1E	22'-0"	8	
#5269	5	1E	26'-9"	1	
#6064	6	1E	6'-4"	8	
#6070	6	1E	7'-0"	16	
#6153	6	1E	15'-3"	3	
#6320	6	1E	32'-0"	4	
#7473	7	1E	47'-3"	16	
#4010 THRU #4198	4	1E	1'-0" THRU 19'-8"	24	
#4028 THRU #4159	4	1E	2'-8" THRU 15'-9"	30	
#5039 THRU #5078	5	1E	3'-9" THRU 7'-8"	9	
#6134 THRU #6074	6	1E	13'-4" THRU 7'-4"	4	
NORTHWEST FACING WALL No. HW-2					
#4039	4	5E	3'-9"	144	
#4100	4	4E	10'-0"	54	STIRRUPS
#6531	6	1E	53'-1"	11	
#7535	7	1E	53'-5"	16	
#4079 THRU #4449	4	1E	7'-9" THRU 44'-9"	4	
#5127 THRU #5164	5	1E	12'-7" THRU 16'-4"	54	

REINFORCEMENT SCHEDULE

MARK	SIZE	TYPE	LENGTH	No. REQ'D	REMARKS
EAST HEADWALL No. HW-3					
#4039	4	5E	3'-9"	116	
#4068	4	3E	6'-7"	50	STIRRUPS
#4100	4	4E	10'-0"	74	STIRRUPS
#51610	5	1E	16'-10"	34	
#6114	6	1E	11'-4"	5	
#6196	6	1E	19'-6"	2	
#6212	6	1E	21'-2"	5	
#6320	6	1E	32'-0"	8	
#6364	6	1E	36'-4"	8	
#7423	7	1E	42'-3"	16	
#7600	7	1E	60'-0"	16	
#5038 THRU #5117	5	1E	3'-8" THRU 11'-7"	25	
#5039 THRU #5112	5	1E	3'-9" THRU 11'-2"	16	
#6331 THRU #6127	6	1E	33'-1" THRU 12'-7"	7	
#6345 THRU #6220	6	1E	34'-5" THRU 22'-0"	7	
STAIR TREADS & RISERS					
#3ST058	3	1E	5'-8"	25	NOSE
#4ST066	4	6E	6'-6"	28	TRANSV. a=5'-6", b=12"
#4ST350	4	8E	35'-0"	7	LONGIT., SHOP BEND TO FIT GEOMETRY
STAIR STEM WALL (SHORT)					
#5ST020	5	1E	2'-0"	14	FOOTING TRANSV.
#5ST0310	5	6E	3'-10"	6	FOOTING DOWELS, a=10", b=3'-0"
#5ST069	5	1E	6'-9"	6	WALL VERT.
#6ST074	6	6E	7'-4"	5	WALL HORIZ., a=1'-0", b=6'-4"
#6ST087	6	6E	8'-7"	6	WALL HORIZ., a=1'-0", b=7'-7"
STAIR STEM WALL (TALL)					
#5ST020	5	1E	2'-0"	14	FOOTING TRANSV.
#5ST0310	5	6E	3'-10"	6	FOOTING DOWELS, a=10", b=3'-0"
#5ST114	5	1E	11'-4"	6	WALL VERT.
#6ST074	6	6E	7'-4"	10	WALL HORIZ., a=1'-0", b=6'-4"
#6ST087	6	6E	8'-7"	6	WALL HORIZ., a=1'-0", b=7'-7"
STAIR FACING WALL					
#4100	4	4E	10'-0"	11	CAP STIRRUPS
#5170	5	1E	17'-0"	5	WALL VERT.
#6126	6	7E	12'-6"	15	WALL HORIZ., a=3'-3", b=6'-0"



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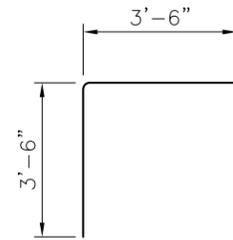
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

REINFORCEMENT SCHEDULE

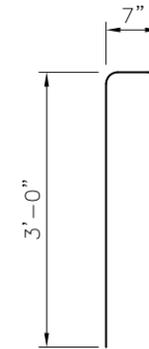
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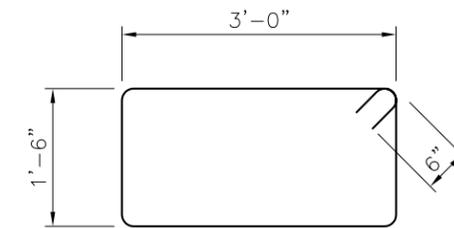
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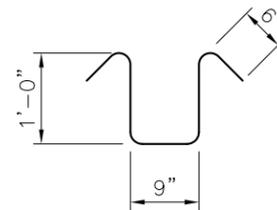
TYPE 2



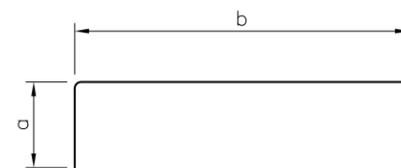
TYPE 3



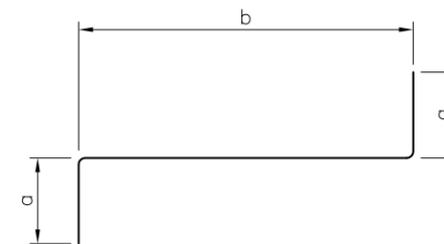
TYPE 4



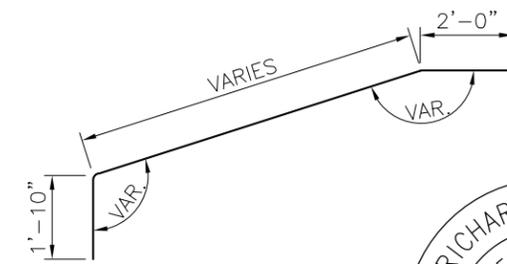
TYPE 5



TYPE 6



TYPE 7



TYPE 8



NOTES:

1. BAR DETAILING SHALL BE IN ACCORDANCE WITH CHAPTER SIX OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI) MANUAL OF STANDARD PRACTICE, 2009 EDITION. DIMENSIONS ARE TO "OUT-TO-OUT" OF BARS.
2. BAR TYPES WITH AN "E" DENOTE EPOXY COATED BARS.
3. ALL REBAR LAP SPLICES SHALL BE AS SHOWN BELOW UNLESS OTHERWISE NOTED.

**3 KSI CONCRETE EPOXY BARS
LAP SPLICE TABLE**

BAR SIZE:	MINIMUM BAR LAP:
No. 4	1'-10"
No. 5	2'-4"
No. 6	3'-3"
No. 7	4'-6"
No. 8	5'-10"
No. 9	7'-5"
No. 10	9'-5"

**END HOOKS
ALL GRADES OF STEEL, COATED AND UNCOATED
D = Finished bend diameter**

Bar Size	D, in.	180° Hooks, ft-in.		90° Hooks, ft-in.
		A or G	J	A or G
#3	2 1/4	0-5	0-3	0-6
#4	3	0-6	0-4	0-8
#5	3 3/4	0-7	0-5	0-10
#6	4 1/2	0-8	0-6	1-0
#7	5 1/4	0-10	0-7	1-2
#8	6	0-11	0-8	1-4
#9	9 1/4	1-3	0-11 3/4	1-7
#10	10 3/4	1-5	1-1 1/4	1-10

SOURCE: CRSI CHAPTER SIX

**STIRRUP (TIES SIMILAR)
STIRRUP/TIE HOOK DIMENSIONS
ALL GRADES OF STEEL, COATED AND UNCOATED**

Bar Size	D, in.	90° Hooks, ft-in.	135° Hooks, in.	
		Hook A or G	Hook A or G	H (Approx.)
#3	1 1/2	0-4	4	2 1/2
#4	2	0-4 1/2	4 1/2	3
#5	2 1/2	0-6	5 1/2	3 3/4
#6	4 1/2	1-0	8	4 1/2
#7	5 1/4	1-2	9	5 1/4
#8	6	1-4	10 1/2	6

SOURCE: CRSI CHAPTER SIX

**135 SEISMIC STIRRUP/TIE HOOK DIMENSIONS
ALL GRADES OF STEEL, COATED AND UNCOATED**

Bar Size	D, in.	135° Hooks, in.	
		Hook A or G	H (Approx.)
#3	1 1/4	4 1/4	3
#4	2	4 1/2	3
#5	2 1/4	5 1/2	3 3/4
#6	4 1/2	8	4 1/2
#7	5 1/4	9	5 1/4
#8	6	10 1/2	6

SOURCE: CRSI CHAPTER SIX



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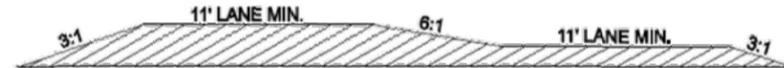
CITY OF SANTA FE
BRIDGE No. 9712
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE

BAR BEND DIAGRAM



TRAFFIC CONTROL NOTES

1. THE CITY OF SANTA FE OR ITS' REPRESENTATIVES RESERVES THE RIGHT TO MAKE ANY CHANGES AND/OR MODIFICATIONS TO THE APPROVED TRAFFIC CONTROL PERMIT.
2. THE CONTRACTOR/TCP FIRM SHALL ADHERE TO ALL THE REQUIREMENTS LISTED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. IN THE AREAS OF PAVEMENT OPERATIONS OR OTHER ACTIVITIES WITHIN THE TRAVELED WAY AND ADJACENT TO THE EXISTING TRAVELED LANE, THE CONTRACTOR SHALL ASSURE THAT NO PAVEMENT DROP-OFFS ARE LEFT EXPOSED DURING NON-WORKING HOURS. THE CONTRACTOR SHALL INITIATE CORRECTIVE MEANS AS PER "THE NEW MEXICO DEPARTMENT OF TRANSPORTATION PAVEMENT DROP-OFF GUIDELINE" TO ACHIEVE A MINIMUM 6:1 SLOPE BETWEEN TRAVELED LANES AND A MINIMUM 3:1 SLOPE ADJACENT TO THE EXISTING TRAVELED LANE WITH TWO 11FOOT DRIVING LANES AS SHOWN IN THE DETAIL BELOW.



4. THE CONTRACTOR/TCP FIRM WILL BE REQUIRED TO COVER UP ALL CONFLICTING SIGNS WITHIN OR IN ADVANCED OF THE WORK ZONE.
5. IN COVERING UP ANY CONFLICTING SIGNS, THE CONTRACTOR IS TO USE AN APPROVED METHOD OF COVERING EXISTING SIGNING SO AS NOT TO DAMAGE/DISTORT SIGN SHEETING OR MARKINGS. THE CONTRACTOR/TCP FIRM SHALL NOT PLACE A PATCH ON THE SIGN AND TAPE THE PATCH DIRECTLY TO THE FACE OF THE SIGN. FAILURE TO ADHERE TO THIS REQUIREMENT WILL RESULT IN THE CONTRACTOR/TCP FIRM BEING REQUIRED TO REPLACE THE SIGN.
6. THE CONTRACTOR/TCP FIRM SHALL NOT PLACE A LANE DROP TAPER ALONG A HORIZONTAL CURVE. THE LANE DROP TAPER SHALL BE PLACED IN ADVANCE OF THE HORIZONTAL CURVE SO THAT IT IS VISIBLE TO ALL ONCOMING TRAFFIC.
7. ON CREST VERTICAL CURVES, THE CONTRACTOR/TCP FIRM SHALL PLACE LANE DROPS IN ADVANCE OR AT THE BEGINNING OF THE CURVE TO ENHANCE VISIBILITY OF THE LANE DROP TO ONCOMING TRAFFIC.
8. ALL TRAFFIC DEVICES SHALL BE KEPT CLEAN THROUGHOUT THE DURATION OF THE PROJECT. ANY SIGN THAT IS TAGGED BY GRAFFITI SHALL BE CLEANED WITHIN 24 HOURS OR REMOVED AND REPLACED.
9. "BUMP", "LOOSE GRAVEL", "LANE DROP-OFF SIGN" SIGN PLACEMENT, THE CONTRACTOR SHALL PLACE W8-1-48 SIGNS ("BUMP" - B/FO), W8-7-48 SIGNS ("LOOSE GRAVE" - B/FO) AND/OR W8-9A-48 SIGNS ("SHOULDER DROP-OFFS" - B/FO) IN ADVANCE OF BRIDGE APPROACHES OR OTHER LOCATIONS DURING COLD MILLING AND OVERLAY OPERATIONS AS NEEDED OR AS DIRECTED BY THE PROJECT MANAGER. SEE STANDARD DRAWING 702-01-1/3 FOR SIGN DETAILS
10. IF ANY OF THE SIGNS AND/OR TRAFFIC CONTROL DEVICES, ON THE TCP, ARE BEING USED OVERNIGHT THE MINIMUM REFLECTIVITY STANDARDS SPECIFIED IN TABLE 2A-3 OF THE LATEST EDITION OF THE MUTCD.
11. PLACEMENT OF THE SEQUENTIAL ARROW SHALL BE AT OR NEAR THE BEGINNING OF THE LANE CLOSURE TAPER. IN AREAS OF INSUFFICIENT PAVEMENT WIDTH, THE SEQUENTIAL ARROW MAY BE PLACED WITHIN THE TAPER, BUT NOT TO EXCEED 1/4 THE TAPER LENGTH. IN ALL CASES, THE SEQUENTIAL ARROW SHALL BE PLACED BEHIND THE CHANNELIZATION DEVICES.

12. THE FOLLOWING REFLECTIVITY MATERIAL SHALL BE USED ON ALL SIGNING PLACED ON NMDOT ROADWAYS

SIGN	SIGN CODE	COLOR	LETTER SHEETING	BACKGROUND SHEETING
APPROACH SIGNS	W20-1,2,3,4,5, 7	(BLK/FLOURESCENT ORANGE)	-----	TYPE VII, VIII OR IX
CHEVRONS	W1-8	(BLK/FLOURESCENT ORANGE)	-----	TYPE VII, VIII OR IX
CURVES	W1-2	(BLK/FLOURESCENT ORANGE)	-----	TYPE VII, VIII OR IX
REVERSE CURVE	W1-4	(BLK/FLOURESCENT ORANGE)	-----	TYPE VII, VIII OR IX
MERGE	W4-1	(BLK/FLOURESCENT ORANGE)	-----	TYPE VII, VIII OR IX
NO PASSING ZONE	W14-3	(BLK/FLOURESCENT ORANGE)	-----	TYPE VII, VIII OR IX
FLAGGER PADDLE		(BLK/FLOURESCENT ORANGE SIDE ONE WITH RED ON SIDE 2)	-----	TYPE VII, VIII OR IX
ALL DRUMS		(BLK/FLOURESCENT ORANGE)	-----	TYPE VII, VIII OR IX
ALL OTHER SIGNS		BLACK ON ORANGE		TYPE III

13. COVERING EXISTING WHITE AND YELLOW STRIPES WITH BLACK PAINT AS A METHOD OF STRIPE REMOVAL IS STRICTLY PROHIBITED.

14. ALL WARNING AND REGULATORY SIGNS SHALL MEET THE FOLLOWING SIZE REQUIREMENTS:

- | | | |
|--------------------|----------------------|--------------------|
| A. INTERSTATE: | WARNING SIGN 48"X48" | REGULATORY 48"X60" |
| B. NON-INTERSTATE: | WARNING SIGN 36"X36" | REGULATORY 36"X42" |

15. ALL CWB ENDS, WITHIN THE CLEAR ZONE, HAVE TO BE PROTECTED WITH AN APPROVED CRASH CUSHION ATTENUATOR (APPROVED BASED ON THE DESIGN SPEED OF THE ROAD).

16. WHEN FLARING THE LEADING END OF A TEMPORARY CONCRETE WALL BARRIER (TCWB) WITHIN A CONSTRUCTION WORK ZONE, THE FLARE RATE SHALL BE DONE IN ACCORDANCE WITH THE RATES SHOWN IN THE TABLE BELOW:

ROADWAY SPEED LIMIT	MINIMUM TAPER/FLARE RATE	DESIRABLE TAPER/FLARE RATE
LESS THAN 45 MPH	8:1	18:1
BETWEEN 45 MPH AND 55 MPH	10:1	24:1
GREATER THAN 55 MPH	15:1	30:1

17. WHEN CWB IS PLACED IN A CONSTRUCTION WORK ZONE, A 5' BUFFER AREA IS STRONGLY RECOMMENDED BETWEEN THE TEMPORARY CONCRETE WALL BARRIER AND THE WORK ZONE TO ACCOMMODATE BARRIER DEFLECTION. WHEN A 5' BUFFER AREA IS NOT ATTAINABLE, CONSIDERATION SHALL BE GIVEN TO ANCHORING THE TCWB TO THE PAVEMENT SURFACE. (SEE ATTACHMENT "B" - NOTE 8 IN STANDARD DRAWING 606-20-1/4 DATED 1/11/2005).

18. THE CRASH CUSHION ATTENUATORS SHALL BE DESIGNED AS PER THE DISTRICT TRAFFIC ENGINEER'S RECOMMENDATIONS. THE DISTRICT MAY ELECT TO EITHER UTILIZE THE POSTED SPEED OR THE 85% SPEED IN THE LAYOUT OF THE CRASH CUSHION ATTENUATORS WITHIN THE WORK ZONE.

19. ALL CONSTRUCTION SIGNING SHALL HAVE A TYPE III OR HIGHER REFLECTIVE BACKGROUND.

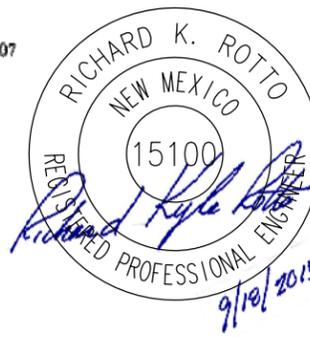
20. ALL DEVICES THAT ARE PLACED WITHIN THE NMDOT R/W SHALL ADHERE TO SECTION 702 - TRAFFIC CONTROL DEVICES FOR CONSTRUCTION - IN THE LATEST EDITION OF THE 2014 NMDOT SPECIFICATION BOOK

21. ALL STATIONARY OBJECTS WITHIN CLEAR ZONE SHALL BE PROPERLY SHIELDED AND OUTLINED WITH DRUMS MOUNTED WITH TYPE "A" WARNING LIGHTS. USE OF VERTICALLY MOUNTED RETRO-REFLECTIVE MATERIAL IN LIEU OF A TYPE A WARNING LIGHT IS STRICTLY PROHIBITED.

22. USE OF TYPE I OR II BARRICADES FOR APPROACH TAPERS ON RURAL INTERSTATE OR SECONDARY ROADWAYS ARE PROHIBITED.

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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
TRAFFIC CONTROL NOTES

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- 23. ANY EQUIPMENT, MATERIALS, OR VEHICLES STORED WITHIN ROW SHALL BE OUTSIDE OF CLEAR ZONE (BASED ON EXISTING POSTED SPEED).
- 24. ANY EQUIPMENT, MATERIAL OR VEHICLE STORED WITHIN CLEAR ZONE SHALL BE PROPERLY SHIELDED.
- 25. MATERIALS, WORK ACTIVITIES, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED WITHIN THE ESTABLISHED BUFFER SPACE.
- 26. ALL CONSTRUCTION EQUIPMENT, VEHICLES AND MATERIALS SHALL REMAIN BEHIND TRAFFIC CONTROL DEVICES.
- 27. ALL TRAFFIC CONTROL DEVICE TYPES, QUANTITIES AND SPACING SHALL NOT DEVIATE FROM THE APPROVED TRAFFIC CONTROL PLAN. ANY CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER OR HIS/HER DESIGNEE
- 28. THE FOLLOWING TAPER LENGTHS, BUFFER ZONE, AND SPACING OF DEVICES REQUIREMENTS SHALL BE ADHERED TO:

Posted Speed (MPH)	Merging (L) & Shifting Taper (1/2L) Length (FT.) ¹				Shoulder Taper (FT.) ²				Transition Area/ Calming Zone ³ (2L) (FL)	Buffer Space or Distance ⁴ to Flagger Station	Maximum Spacing of Devices (FT.) ⁵				
	Formula	11' Lane		12' Lane		1/3 L					On a Taper	On a Tangent			
		4'	8'	4'	8'	4'	6'	8'					10'		
20		75	40	80	40	85	45	9	13	16	22	160	115	20	40
25	L=WS ² :60	115	60	125	65	135	70	14	21	28	35	250	155	25	50
30		165	85	180	90	195	100	20	30	40	50	360	200	30	60
35		225	115	245	125	265	135	27	41	54	68	490	250	35	70
40		295	150	320	160	345	175	36	53	71	89	640	305	40	80
45		495	250	540	270	585	295	60	90	120	150	1080	360	45	90
50		550	275	600	300	650	325	67	100	133	167	1200	425	50	100
55		605	305	660	330	715	360	73	110	147	183	1320	495	55	110
60	L=WS	660	330	720	360	780	390	80	120	160	200	1440	570	60	120
65		715	360	780	390	845	425	87	130	173	217	1560	645	65	130
70		770	385	840	420	910	455	93	140	187	233	1680	730	70	140
75		825	415	900	450	975	490	100	150	200	250	1800	820	75	150

¹ See Section 9C.03 on page 8C-1 and Figure 8C-2 on page 8C-6 of the 2003 MUTCD
² See Section 9C.03 on page 8C-5 and Figure 8C-4 on page 8C-6 of the 2003 MUTCD
³ See Figure 8-1-87 on page 8-1-78 of the 2003 MUTCD
⁴ See Section 9C.03 on page 8C-04 and 8C-05 of the 2003 MUTCD

- 29. THE CONTRACTOR OR THE TRAFFIC CONTROL SUBCONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL SUPERVISOR ON SITE DURING WORKING HOURS FOR IMMEDIATE RESPONSE TO TRAFFIC CONTROL ISSUES/CONCERNS.

30. WORK ZONE INTERIM MARKINGS:

- A. THE CONTRACTOR SHALL PLACE REFLECTORIZED PAINTED MARKINGS ON EACH INTERMEDIATE LIFT OF SURFACING OR MILLED SURFACE AT THE END OF DAY'S SURFACING OR MILLING OPERATION. THESE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DETAILS SHOWN IN FIGURE 1 OR FIGURE 1A ON THIS SHEET. IN THE EVENT THE PAINTED MARKINGS CANNOT BE PLACED AS DESCRIBED ABOVE, THE CONTRACTOR SHALL, WITH THE APPROVAL OF THE PROJECT MANAGER, PLACE MARKING TAPE OR TEMPORARY REFLECTIVE RAISED PAVEMENT MARKERS IN ACCORDANCE WITH THE DETAILS SHOWN IN FIGURE 1 OR FIGURE 1A ON THIS SHEET OR AS DIRECTED BY THE PROJECT MANAGER. PAYMENT FOR MARKING TAPE WILL BE PAID FOR UNDER THE UNIT PRICE OF REFLECTORIZED PAINTED MARKINGS, UNLESS OTHERWISE SPECIFIED.
- B. THE CONTRACTOR SHALL PLACE REMOVABLE MARKING TAPE OR TEMPORARY REFLECTIVE RAISED PAVEMENT MARKERS AFTER PLACEMENT OF THE FINAL LIFT OF SURFACING IF PERMANENT MARKINGS ARE NOT PLACED DURING THE SAME WORKING DAY. THESE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DETAILS SHOWN IN FIGURE 1 OR 1A ON THIS SHEET OR AS DIRECTED BY THE PROJECT MANAGER.

FIGURE 1
SHORT TERM WORK ZONE INTERIM MARKINGS
(IN PLACE FOR LESS THAN 14 CALENDAR DAYS)
(MINIMUM OF 2 COATS OR AS DIRECTED BY THE PROJECT MANAGER)

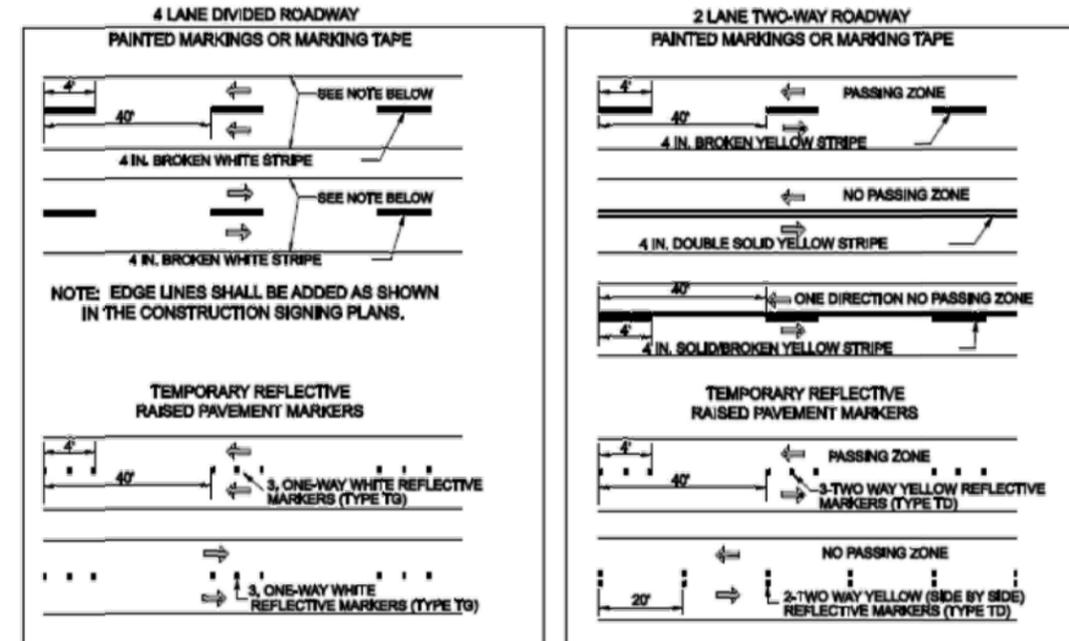
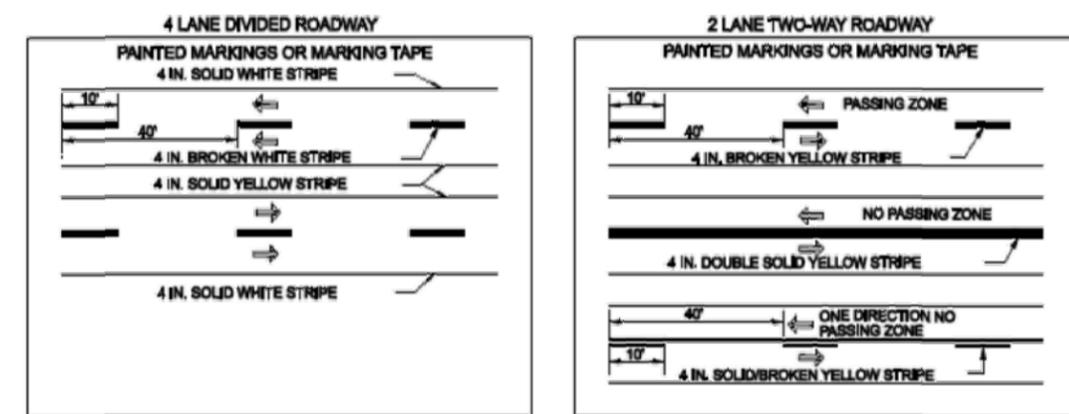


FIGURE 1A
STANDARD WORK ZONE INTERIM MARKINGS
(IN PLACE FOR 14 CALENDAR DAYS OR MORE)
(MINIMUM OF 2 COATS OR AS DIRECTED BY THE PROJECT MANAGER)



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CITY OF SANTA FE
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
TRAFFIC CONTROL NOTES

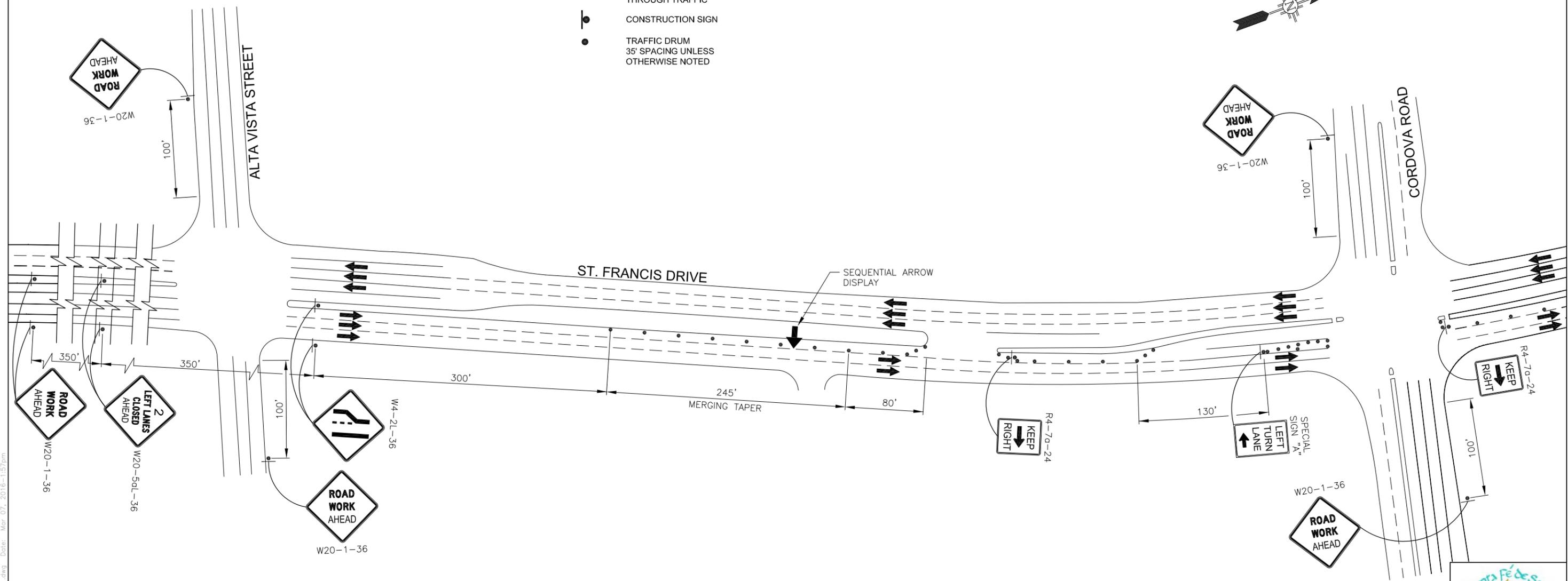
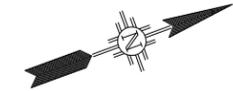


LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	6-5

LEGEND

	WORK ZONE
	LANE OPEN TO THROUGH TRAFFIC
	CONSTRUCTION SIGN
	TRAFFIC DRUM 35' SPACING UNLESS OTHERWISE NOTED



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CITY OF SANTA FE

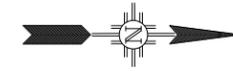
ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
ST. FRANCIS DRIVE
TRAFFIC CONTROL LAYOUT 1
(NIGHT TIME HOURS)

DESIGNED BY: CB DRAWN BY: JS/CS CHECKED BY: IPT APPROVED BY: RKR DATE: 09/18/2015



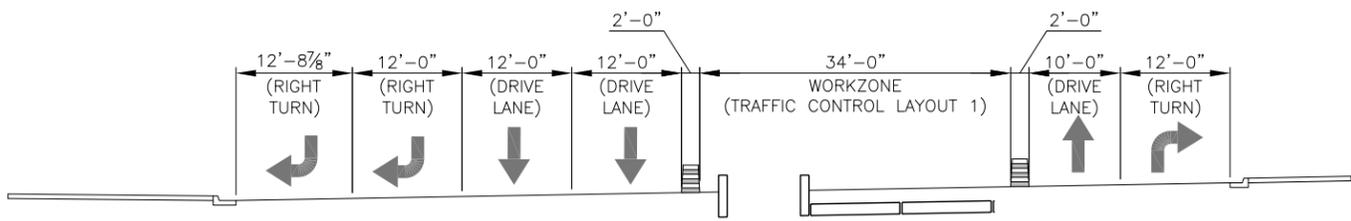
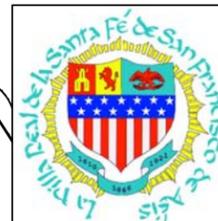
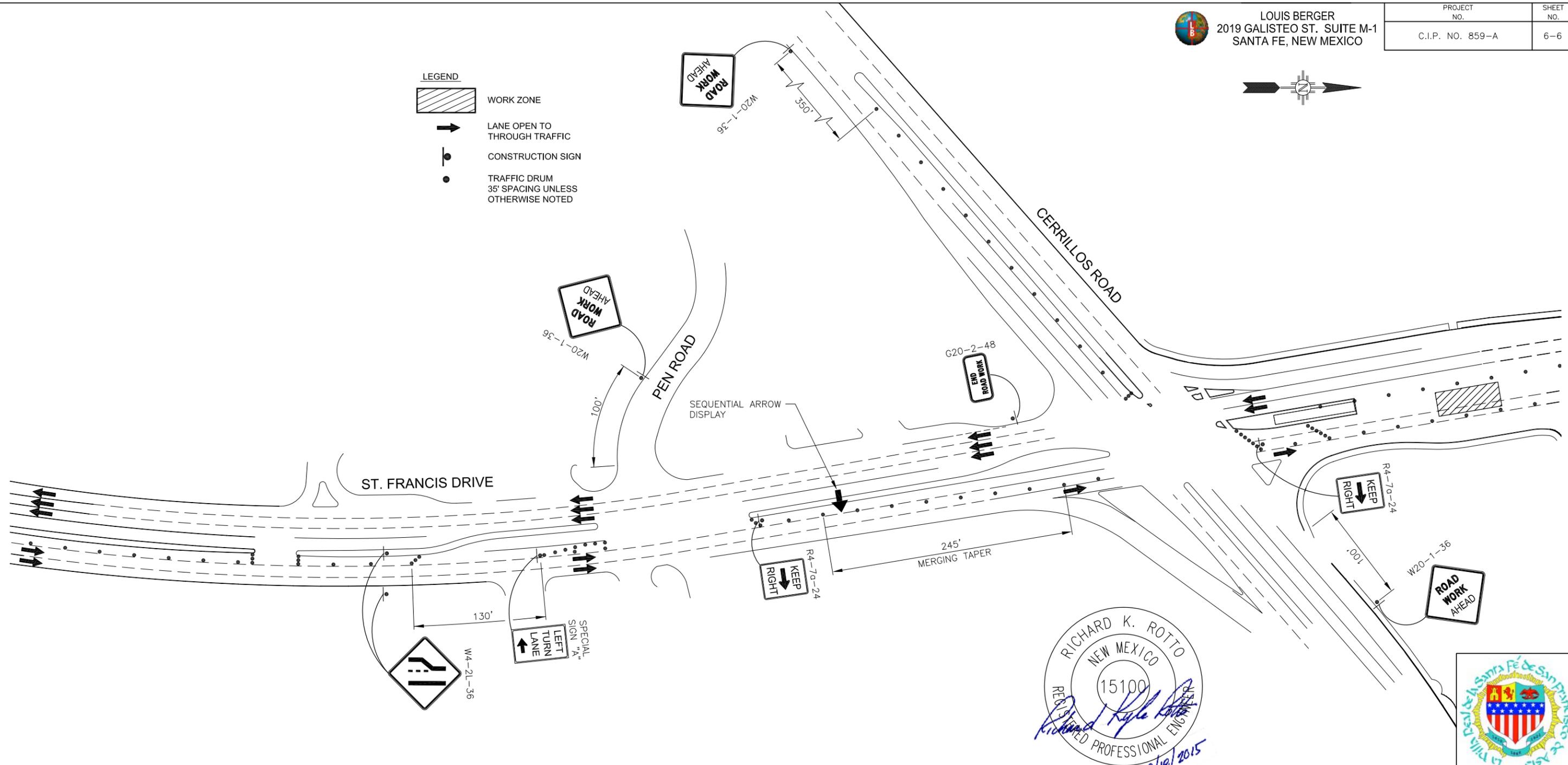
LOUIS BERGER
2019 GALISTEO ST. SUITE M-1
SANTA FE, NEW MEXICO

PROJECT NO.	SHEET NO.
C.I.P. NO. 859-A	6-6



LEGEND

- WORK ZONE
- LANE OPEN TO THROUGH TRAFFIC
- CONSTRUCTION SIGN
- TRAFFIC DRUM
35' SPACING UNLESS OTHERWISE NOTED



TRAFFIC CONTROL LAYOUT 1 - SECTION

(NIGHT TIME ONLY)

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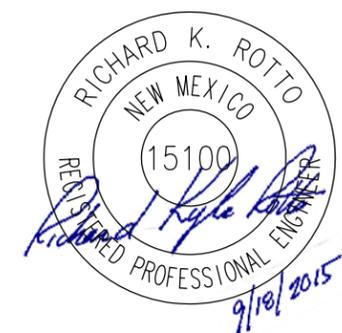
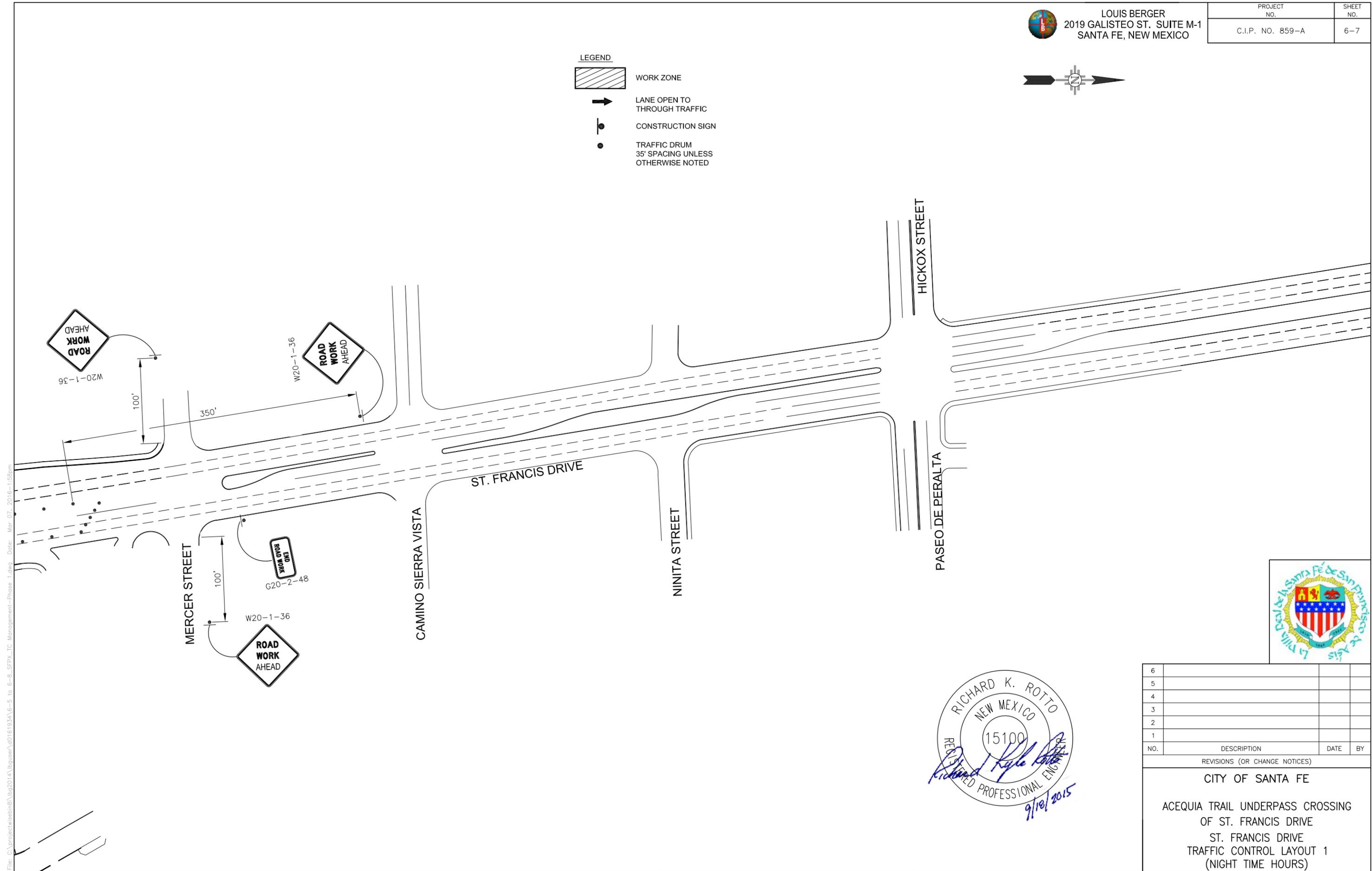
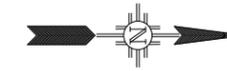
CITY OF SANTA FE

ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
ST. FRANCIS DRIVE
TRAFFIC CONTROL LAYOUT 1
(NIGHT TIME HOURS)

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- LEGEND**
-  WORK ZONE
 -  LANE OPEN TO THROUGH TRAFFIC
 -  CONSTRUCTION SIGN
 -  TRAFFIC DRUM
35' SPACING UNLESS OTHERWISE NOTED



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REVISIONS (OR CHANGE NOTICES)

CITY OF SANTA FE

ACEQUIA TRAIL UNDERPASS CROSSING
OF ST. FRANCIS DRIVE
ST. FRANCIS DRIVE
TRAFFIC CONTROL LAYOUT 1
(NIGHT TIME HOURS)

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