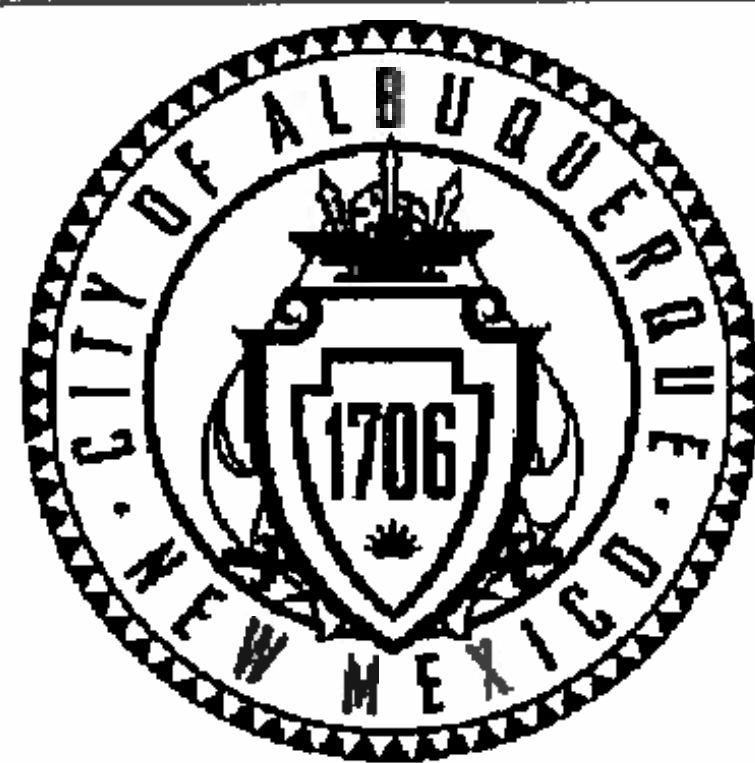
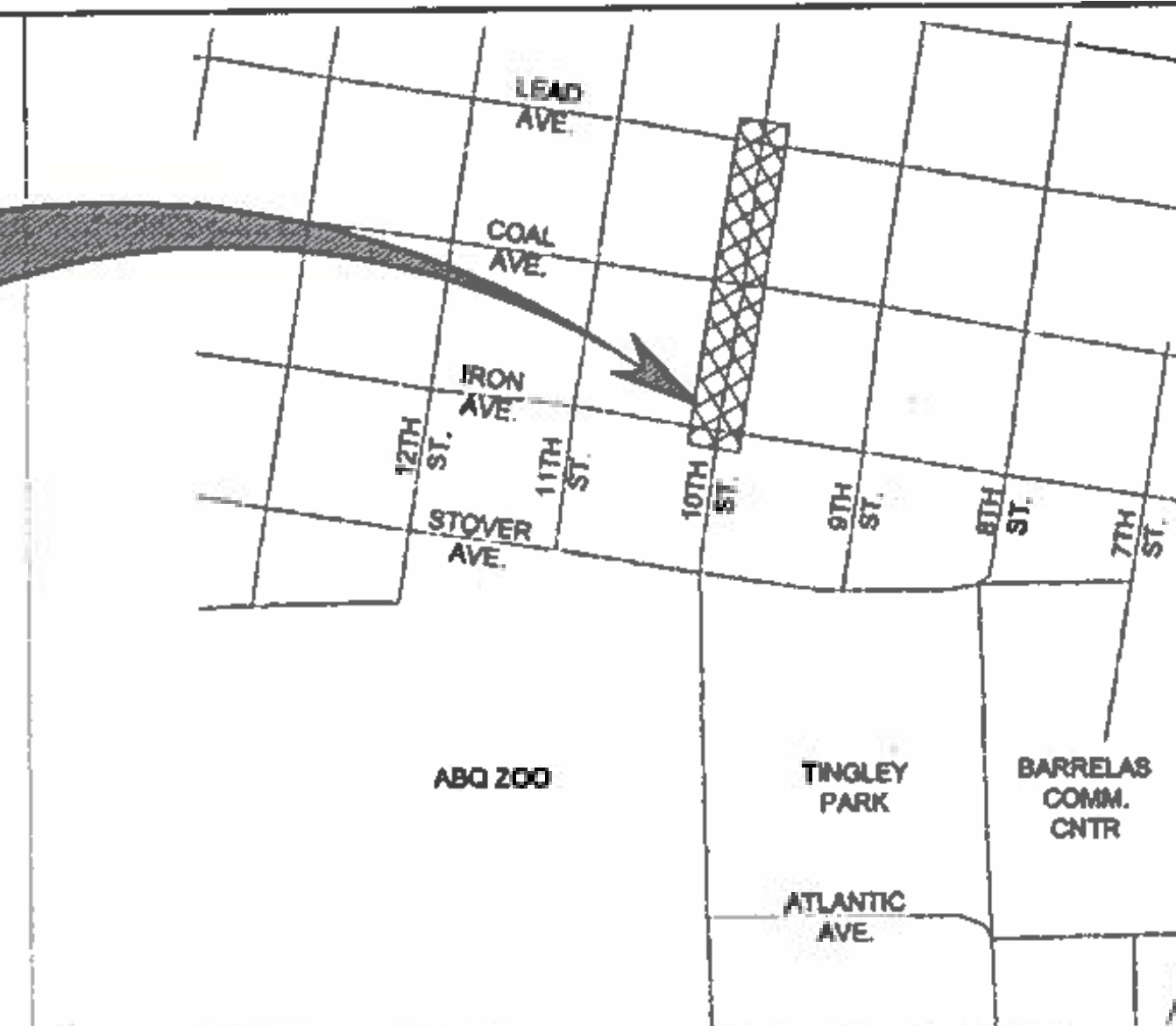




CONSTRUCTION PLANS
FOR
**10TH STREET STORM DRAIN
IMPROVEMENTS**

PROJECT NUMBER 6483.92

PROJECT LOCATION:
10TH STREET,
IRON AVE TO LEAD AVE
PROJECT LENGTH: 800 FT



NOT TO SCALE ZONE ATLAS MAP: K-13

RECORD DRAWING INFO	
CITY INSPECTOR	TIM SIMS
CITY PROJECT MANAGER	KELLIE SHAW / GINA ROSS
CONTRACTOR	NMUU
SURVEYOR	TERRA LAND SURVEYS, LLC
CONSTRUCTION PROJECT COORDINATOR	DAVID HARRISON
ACCEPTANCE DATE	12/23/2015
CONSTRUCTION ENGINEER	BILL WOODWARD

Sheet No.	Drawing Title
1	Cover Sheet
2	General Notes
3	Schedule of Quantities
4	Water Shut-Off Plan
5	Survey Control and Construction Centerline Plan
6	Storm Drain Plan & Profile: STA 200+00 to STA 204+50
7	Storm Drain Plan & Profile: STA 204+50 to STA 209+00
8	Storm Drain Plan & Profile: STA 209+00 to STA 213+50
9	Intersection Layout Plan: 10th St. and Lead Ave.
10	Miscellaneous Details
11	Storm Inlet Albuquerque Grate Dwg 2220-Modified
12	NMDOT Standard Drawings, 1 of 4
13	NMDOT Standard Drawings, 2 of 4
14	NMDOT Standard Drawings, 3 of 4
15	NMDOT Standard Drawings, 4 of 4
16	Self-Flushing Drop Inlet Debris Screen

I, THE UNDERSIGNED, A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE INDICATED RECORD DRAWINGS ARE BASED UPON INFORMATION PROVIDED BY THE CONSTRUCTION CONTRACTOR IN THE FORM OF RED-LINED CONSTRUCTION DRAWING MARKUPS TO THE ORIGINAL DESIGN DRAWINGS. THE TRANSFER OF INFORMATION HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. HOWEVER, I HAVE NOT VERIFIED THE ACCURACY AND/OR COMPLETENESS OF THE INFORMATION PROVIDED BY THE CONSTRUCTION CONTRACTOR AND SHALL NOT BE RESPONSIBLE FOR ERRORS OR OMISSIONS THAT MAY BE INCORPORATED AS A RESULT OF ERRONEOUS INFORMATION PROVIDED BY OTHERS. ALL INFORMATION INCLUDING VERTICAL AND HORIZONTAL DIMENSIONS SHOULD BE FIELD VERIFIED PRIOR TO USE ON FUTURE PROJECTS.

C. Howard
NAME DATE 11 MAR 2016

APPROVED AS RECORD DRAWINGS
DMD/CSD
CITY CONSTRUCTION ENGINEER

B. Woodward
DATE: 4-4-16

ACCEPTED FOR REC. DWGS
[Signature] 4/8/16
ABCHUA ENGINEER DATE

URS
ONE PARK SQUARE
6501 AMERICAS PARKWAY N.E.
SUITE 900
ALBUQUERQUE, NM 87110
(505) 855-7500

RECORD DRAWING

REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE
ENGINEERS STAMP & SIGNATURE		APPROVALS		ENGINEER	DATE	*****	
		DRG Chairperson	<i>[Signature]</i>	7/14/15	7/14/15	APPROVED FOR CONSTRUCTION	
		Transportation	<i>[Signature]</i>	7-14-15			
		Water/Wastewater	<i>[Signature]</i>	7-13-15			
		Hydrology	<i>[Signature]</i>	7-8-15			
		Transit/ABQ Ride					
City Project No. 6483.92				Sheet 1 of 16			

- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION AS REVISED THROUGH UPDATE No. 8, INCLUDING AMENDMENT 1.
2. THE CONTRACTOR SHALL NOT BEGIN WORK BEFORE 7:00 A.M. NOR CONTINUE WORK AFTER 7:00 P.M. WITHOUT THE APPROVAL OF THE COA CONSTRUCTION ENGINEER.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PERFORM NECESSARY EXPLORATORY EXCAVATION TO VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR CONSTRUCTION SERVICES DIVISION IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. NO SEPARATE PAYMENT WILL BE MADE.
4. AT LEAST SEVEN (7) WORKING DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SCHEDULE TO THE CONSTRUCTION SERVICES DIVISION.
5. AT LEAST TWO (2) WORKING DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN AN EXCAVATION/BARRICADE PERMIT FROM THE CITY OF ALBUQUERQUE CONSTRUCTION SERVICES DIVISION. REFER TO SECTION 19 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS AND SEE THE MAINTENANCE OF TRAFFIC GENERAL NOTES.
6. CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE CITY SURVEYOR MAY TAKE NECESSARY MEASURES TO ENSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE CITY SURVEYOR. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATIONS OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED. REFER TO SECTION 4.4 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS.
7. ALL APPLICABLE UTILITY WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH COA STANDARD SPECIFICATIONS FOR WATER AND WASTEWATER FACILITIES (MOST RECENT REVISIONS).
8. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL REMOVE ANY GRAFFITI FROM ALL EQUIPMENT, WHETHER PERMANENT OR TEMPORARY, WITHIN 24 HRS. COST OF GRAFFITI REMOVAL IS CONSIDERED INCIDENTAL.
9. ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES SHALL BE CARRIED OUT IN ACCORDANCE WITH OHS&A 29 CFR. 1926.650 SUBPART P.
10. THE CONTRACTOR SHALL ABIDE BY ALL LOCAL, STATE, AND FEDERAL LAWS, RULES AND REGULATIONS WHICH APPLY TO THE CONSTRUCTION OF THESE IMPROVEMENTS. IN ADDITION TO THE REQUIREMENTS OF THE CITY OF ALBUQUERQUE, THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS AND PAY APPLICABLE FEES FROM THE COUNTY OF BERNALILLO FOR WORK WITHIN THEIR RIGHT-OF-WAY AND JURISDICTION.
11. DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL AND UNSUITABLE MATERIAL SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE ENVIRONMENTAL REGULATIONS AND APPROVED BY THE CONSTRUCTION OBSERVER. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE AND HAUL THERE TO SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
12. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE EXISTING UTILITY LINES WITHIN THE CONSTRUCTION AREA. ANY DAMAGE TO EXISTING FACILITIES CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AND APPROVED BY THE CONSTRUCTION OBSERVER.
13. CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PROPERTY AND/OR PROJECT LIMITS. ANY DAMAGE TO ADJACENT PROPERTIES RESULTING FROM THE CONSTRUCTION PROCESS IS THE RESPONSIBILITY OF THE CONTRACTOR. ANY COSTS INCURRED FOR REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
14. ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKINGS BY THE CONTRACTOR IN THE SAME LOCATION AS EXISTING OR AS INDICATED BY THIS PLAN SET.
15. ANY DAMAGE TO EXISTING CURB AND GUTTER, PAVEMENT SIDEWALKS, STRIPING OR SIGNAGE DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTORS EXPENSE, NO ADDITIONAL PAYMENT WILL BE MADE.
16. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAYS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL WITHIN THE PUBLIC RIGHT-OF-WAY.
17. NEW CURB AND GUTTER, SIDEWALK AND DRIVE PADS SHALL MATCH THE ELEVATIONS OF ABUTTING EXISTING AREAS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.
18. SUBGRADE PREPARATION SHALL EXTEND ONE FOOT BEYOND THE FREE EDGE OF NEW CURB AND GUTTER AND SIDEWALK.
19. THE CONTRACTOR SHALL TEST SUBGRADE R-VALUE PRIOR TO CONSTRUCTION. IN THE EVENT THAT

1. IF BURIED CULTURAL MATERIALS ARE DISCOVERED DURING PROJECT ACTIVITIES, WORK SHALL CEASE IMMEDIATELY AND THE CITY OF ALBUQUERQUE AND THE NEW MEXICO STATE HISTORIC PRESERVATION OFFICER (SHPO) SHALL BE NOTIFIED.

"OR APPROVED EQUAL IS ALWAYS IMPLIED AFTER A BRAND NAME, PATENTED PROCESS OR CATALOG NUMBER. THE CONTRACTOR MAY SUBSTITUTE ANY BRAND OR PROCESS APPROVED AS AN EQUAL BY THE SPECIFYING ENGINEER. THE ONLY EXCEPTION IS WHERE "NO SUBSTITUTION" IS SPECIFIED. SEE GENERAL PROVISION MATERIAL AND WORKMANSHIP."

- THE R-VALUE IS LESS THAN 50, REMOVE 2' OF SUBGRADE MATERIAL AND IMPORT MATERIAL WITH AN R-VALUE GREATER THAN 50 OR CONTACT THE ENGINEER IMMEDIATELY SO THAT THE PAVEMENT SECTION CAN BE MODIFIED.
20. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS FOR THE PROJECT PRIOR TO COMMENCING CONSTRUCTION (I.E. BARRICADING, SURFACE DISTURBANCE).
21. REMOVAL OF EXISTING CURB AND GUTTER, SIDEWALK OR CONCRETE PAVING SHALL BE TO THE NEAREST JOINT.
22. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS WHEN WORKING NEAR THEIR RESPECTIVE SYSTEMS. TWO (2) DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM 811 (260-1990) FOR LOCATION OF EXISTING UTILITIES AS REQUIRED BY LAW.
23. WHEN MATCHING NEW PAVING TO EXISTING PAVEMENT, THE CONTRACTOR SHALL NEAT SAW CUT THE EXISTING PAVING ON A RIGHT ANGLE OR AS DIRECTED BY THE CITY OF ALBUQUERQUE ENGINEER TO REMOVE ANY BROKEN, RAVELED, OR CRACKED PAVING. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
24. TYPICAL APPLICATION RATE FOR TACK COAT IS 0.10-0.30 GAL/SY. TYPICAL APPLICATION RATE FOR PRIME COAT IS 0.03-0.12 GAL/SY OR AS DETERMINED BY COA ENGINEER.
25. CONTRACTOR IS RESPONSIBLE FOR SUPPORTING ANY EXISTING UTILITIES EXPOSED DURING REQUIRED EXCAVATIONS.
26. ALL WATER VALVE AND SANITARY SEWER MANHOLE INSTALLATIONS SHALL INCLUDE PLACEMENT OF AN ELECTRONIC MARKING DEVICE (EMD), CONCRETE COLLAR, AND IF NEEDED, A NEW RING AND COVER TO COMPLY WITH CURRENT COA STANDARD DETAIL DRAWINGS. THESE ITEMS ARE CONSIDERED INCIDENTAL TO THE ADJUSTMENT. PIPE SIZE AND DIRECTION WILL BE SHOWN ON THE CONCRETE COLLAR FOR ALL WATER VALVE ADJUSTMENTS.
27. ALL STORM DRAINAGE FACILITIES SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE.
28. PRIOR TO INITIATION OF WORK, THE CONTRACTOR SHALL DEVELOP AND SUBMIT A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND OBTAIN A NPDES PERMIT THROUGH THE STATE ENVIRONMENT DEPARTMENT. THE WORK OF PREPARING THE PERMIT APPLICATION AND OBTAINING THE NECESSARY APPROVALS WILL NOT BE MEASURED FOR PAYMENT, AND WILL BE CONSIDERED INCIDENTAL TO THE PROJECT.
29. THE CONTRACTOR SHALL BE RESTRICTED TO THE USE OF 35-TON MAXIMUM, NON-VIBRATING ROLLER COMPACTION EQUIPMENT TO OBTAIN THE REQUIRED COMPACTION IN EMBANKMENT AND SUBGRADE AREAS WHERE THE USE OF HEAVIER EQUIPMENT COULD DAMAGE EXISTING UNDERGROUND UTILITIES OR ADJACENT STRUCTURES. (ENTIRE PROJECT)
30. THE CONTRACTOR SHALL COORDINATE WITH THE WATER AUTHORITY SEVEN (7) DAYS IN ADVANCE OF PERFORMING WORK THAT WILL AFFECT THE PUBLIC WATER OR SANITARY INFRASTRUCTURE. WORK REQUIRING SHUTOFF OF WELL COLLECTORS, TRANSMISSION LINES OR FACILITIES DESIGNATED AS MASTER PLAN FACILITIES MUST COORDINATE WITH THE WATER AUTHORITY 14 DAYS IN ADVANCE OF PERFORMING SUCH WORK. ONLY WATER AUTHORITY CREWS ARE AUTHORIZED TO OPERATE PUBLIC VALVES. SHUTOFF REQUESTS MUST BE MADE ONLINE AT [HTTP://WWW.ABCWUA.ORG/WATER_SHUT_OFF_AND_TURN_ON_PROCEEDURES.ASPX](http://www.abcwua.org/WATER_SHUT_OFF_AND_TURN_ON_PROCEEDURES.ASPX)
31. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING CONSTRUCTION SIGNING UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY OF ALBUQUERQUE.
32. ALL UTILITY AND LIGHT POLES NOTED ON PLANS SHALL BE REMOVED AND RELOCATED BY PNM TO A LOCATION WITHIN APPARENT RIGHT-OF-WAY OR ACQUIRED PNM EASEMENT. THE CONTRACTOR SHALL COORDINATE POLE REMOVAL AND RELOCATION WITH PNM.

ABCWUA: JON ERTSGAARD, 505-289-3028

PNM: CHRIS BUDD, 505-401-7482

NM GAS CO: JENNIFER DeGREEFF,

COMCAST: MIKE MORTUS, 505-761-6252/505-269-4006

CENTURY LINK: ROSARITO KNIFFIN, 505-245-6374/505-417-7629

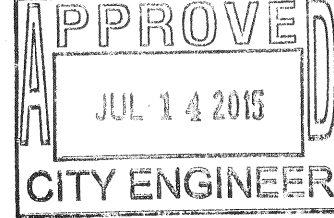
— SAS —	SANITARY SEWER
— W —	WATER
— GAS —	GAS
— OHE —	OVERHEAD ELECTRIC

1. STATIONING IS CALCULATED PERPENDICULAR FROM THE CENTER LINE TO THE LONGITUDINAL CENTER OF EACH INLET OR MANHOLE.
2. INLET OFFSET DISTANCE REFERS TO THE FLOW LINE BASED ON THE TYPICAL SECTIONS.
3. TOP OF GRATE ELEVATION IS IDENTIFIED AS BEING AT THE MIDDLE OF THE BACK OF THE GRATE, ALONG THE PROJECTED FLOWLINE. REFERENCE COA STANDARD DRAWINGS FOR THE IDENTIFIED INLETS AND COA STD DWG 2207 FOR ADDITIONAL DIMENSIONS AND CONSTRUCTION INFORMATION.
4. PIPE LENGTHS SHOWN HEREIN ARE THE HORIZONTAL LENGTH FROM MANHOLE TO MANHOLE. PAYMENT FOR PIPE LENGTH SHALL BE AS CALLED FOR IN SECTION 910 OF THE SPECIFICATIONS
5. ALL STORM DRAIN PIPE SHALL BE REINFORCED CONCRETE PIPE, CLASS III, UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS.
6. RCP SHALL BE INSTALLED SO THAT THE JOINT GAP AT THE HOME POSITION SHALL CONFORM TO THE APPROVED MANUFACTURER'S RECOMMENDATION. MANUFACTURER'S RECOMMENDED JOINT GAP TOLERANCES FOR EACH PIPE SIZE AND TYPE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PLACEMENT OF PIPE. RCP JOINTS SHALL NOT BE GROUTED UNLESS DIRECTED BY THE ENGINEER AFTER CITY APPROVAL.
7. IF ANY PORTION OF AN EXISTING CURB ACCESS RAMP IS IMPACTED BY STORM DRAIN, UTILITY OR ROADWAY CONSTRUCTION, THE RAMP SHALL BE RECONSTRUCTED TO MEET APPLICABLE ADA AND PROWAG REQUIREMENTS.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING STORM DRAIN CONFLICTS DURING CONSTRUCTION.
9. IN THE CASE OF A CONFLICT BETWEEN CONDUIT OR EQUIPMENT PLACEMENT AND STORM DRAIN, CONTRACTOR SHALL INFORM THE CONSTRUCTION SERVICES DIVISION BEFORE PROCEEDING WITH ANY DEVIATIONS FROM PLANS.
10. SHOULD ANY IMPACT OCCUR TO STORM DRAIN PIPE DURING CONSTRUCTION EFFORTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE CITY OF ALBUQUERQUE STORM DRAIN MAINTENANCE TO INSPECT THE IMPACTED PIPE.
11. REPAIRS TO IMPACTED PIPE REQUIRED BY THE CITY OF ALBUQUERQUE STORM DRAIN MANAGEMENT PERSONNEL SHALL BE THE FINANCIAL AND CONSTRUCTION RESPONSIBILITY OF THE CONTRACTOR.
12. CONTRACTOR SHALL CLEAN ALL DROP INLETS WITHIN THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
13. STORM INLETS SHALL USE COA STANDARD DRAWING 2220-MODIFIED (INCLUDED) FOR BIKE FRIENDLY GRATE INSTALLATION.
14. CONTRACTOR SHALL MAKE A DIGITAL VIDEO RECORDING OF THE INSIDE OF ALL STORM DRAIN PIPE INSTALLED PRIOR TO ACCEPTANCE BY THE CITY. PROVIDE THE DIGITAL FILE(S) IN .MP3, .MP4 OR .WMV OR OTHER FORMAT ACCEPTABLE TO THE CITY CONSTRUCTION COORDINATION DIVISION. FOR ADDITIONAL INFORMATION REFERENCE SECTION 910 OF THE SPECIFICATIONS

D	DELTA, INCLUDED ANGLE	PI	POINT OF INTERSECTION
"	FOOT/FEET	PGL	PROFILE GRADE LINE
"	INCH/INCHES	PRC	POINT OF REVERSE CURVE
%	PERCENT	PT	POINT OF TANGENCY
AC	ASPHALT CONCRETE	PVC	POINT OF VERTICAL CURVATURE
ADA	AMERICANS WITH DISABILITIES ACT	PVI	POINT OF VERTICAL INTERSECTION
AVE	AVENUE	PVT	POINT OF VERTICAL TANGENCY
BLVD	BOULEVARD	R	RADIUS
BOC	BACK OF CURB	RCP	REINFORCED CONCRETE PIPE
BOP	BEGINNING OF PROJECT	RD	ROAD
CD	CLEARANCE DISTANCE	RT	RIGHT
COA	CITY OF ALBUQUERQUE	R/W	RIGHT OF WAY
DWG	DRAWING	SPIII	SUPERPAVE III
E	EASTING	STA	STATION
ELEV	ELEVATION	ST	STREET
EOP	END OF PROJECT	STD	STANDARD
EXCLD	EXCLUDE	T	TANGENT
F-F	FACE TO FACE	TC	TOP OF CURB
FL	FLOW LINE	T.G.	TOP OF GRATE
FLNC	FLANGE	W	WIDTH

1. ALL PEDESTRIAN FACILITIES CONSTRUCTED AS PART OF THESE IMPROVEMENTS ARE SUBJECT TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.
2. MAX RAMP SLOPE SHALL BE 12:1, MIN RAMP SLOPE SHALL BE 15:1 SEE PLAN SHEETS FOR ADDITIONAL INFORMATION
3. MAXIMUM CROSS SLOPE ON ANY RAMP, RAMP LANDING OR SIDEWALK SHALL NOT EXCEED 2%. SEE PLAN SHEETS FOR ADDITIONAL INFORMATION
4. ANY RAMP, RAMP LANDING, SIDEWALK OR OTHER PEDESTRIAN FACILITY CONSTRUCTED AS PART OF THESE IMPROVEMENTS WHICH IS DETERMINED TO BE NOT IN COMPLIANCE WITH THE REQUIREMENTS OF THE ADA SHALL BE REMOVED AND RECONSTRUCTED AT NO ADDITIONAL COST TO THE OWNER.
5. MAINTAIN MINIMUM OF 3' (4' PREFERRED) CLEAR PATH AROUND UTILITY POLES, STREET LIGHTS, FIRE HYDRANTS, ETC. IF THIS MINIMUM CAN NOT BE ACHIEVED, LESS CLEARANCE MAY BE ACCEPTABLE WITH PRIOR WRITTEN APPROVAL FROM THE CITY CONSTRUCTION SERVICES REPRESENTATIVE

1. THE FOLLOWING APPLIES ONLY IF THE CITY ACCEPTS THE BASE BID AND ADDITIVE ALTERNATE 1, STOVER AVENUE STORM DRAIN IMPROVEMENTS.
2. THE CONTRACTOR SHALL SUBMIT A WORK PHASING PLAN PRIOR TO BEGINNING WORK.
3. THREE WORK ZONES HAVE BEEN DEFINED AS FOLLOWS:
 ZONE I: 10TH STREET, IRON AVENUE TO LEAD AVENUE.
 ZONE II: STOVER AVENUE, 8TH STREET TO 10TH STREET, STA 107+00.
 ZONE III: STOVER AVENUE, 10TH STREET, STA 107+00 INCLUDING WORK ON 10TH BETWEEN STOVER AND IRON, TO 11TH STREET
4. WORK SHALL BE SCHEDULED TO MAINTAIN 2-WAY TRAFFIC AND FULL ACCESS TO RESIDENCES AND THE ZOO ALONG STOVER AVENUE BETWEEN 10TH STREET AND 11TH STREET ZONE III, DURING THE PERIOD BETWEEN THE THANKSGIVING HOLIDAY AND NEW YEARS DAY. NO WORK SHALL BE DONE ON STOVER AVENUE BETWEEN 10TH AND 13TH STREETS DURING THIS PERIOD.
5. DURING THIS PERIOD IN ZONE III, ALL OPEN TRENCHES SHALL BE COMPLETELY BACKFILLED AND COMPACTED TO 90% MAXIMUM.. ANY PAVEMENT REMOVED SHALL BE REPLACED WITH TEMPORARY DETOUR PAVING TO MATCH EXISTING PAVEMENT ELEVATIONS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE ADDITIVE ALTERNATE 1, STOVER AVENUE STORM DRAIN IMPROVEMENTS, IF ACCEPTED BY THE CITY.

	ONE PARK SQUARE 6501 AMERICAS PARKWAY, NE SUITE 900 ALBUQUERQUE, NM 87110 (505) 855-7500														
								No.							
		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION													
TITLE:															
10TH STREET STORM DRAIN IMPROVEMENTS GENERAL NOTES															
Design Review Committee		City Engineer Approval		Last Design Update		Mo./Day/Yr.		Mo./Day/Yr.							
															
City Project No. 6483.92		Zone Map No. K-13				Sheet 2		Of 16							

RECORD DRAWING

24343213\1\Projects\CED\24343213_8TH ST. STREETScape IMP\09_CAD_GIS\Plan_Sheets\10th Street_S0\3213_10th-S0101.dwg PLOTTED: 7/13/15 - 9:12am chris_rosol

10th STREET SCHEDULE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	PROJECT TOTAL ESTIMATED QUANTITY	ABCWUA QUANTITY ¹
004.020	Construction Surveying, Complete	LS	1	
019.010	Construction Traffic Control and Barricading, Complete	LS	1	
301.020	Subgrade Preparation, 12" at 95% Compaction, Complete in Place	SY	1565	
336.010	Prime Coat, Emulsified Asphalt, Complete in Place	SY	1565	
336.024	Arterial Asphalt Concrete, 3" Lift, SPIII	SY	3130	
336.120	Tack Coat, Cationic Emulsified Asphalt, Complete in Place	SY	1565	
340.010	Sidewalk, 4" PCC, including Subgrade Compaction, per Std. Dwg. 2430	SY	25	
340.023	Curb Access Ramp, 4" PCC, including Subgrade Compaction and Truncated Dome Warning Surface, Complete in Place	SY	168	
340.023A	Install Truncated Dome Warning Surface on Existing Ramp, Complete in Place	EA	3	
340.050	Curb and Gutter, Standard, PCC, including Subgrade Preparation, per Std. Dwg. 2415A, Complete in Place	LF	233	
343.030	Existing AC Pavement, > 4", Sawcut, Remove and Dispose, Complete	SY	1565	
343.080	Existing Curb and Gutter, PCC, Remove and Dispose, Complete	LF	337	
343.085	Existing Sidewalk, 4" PCC, Remove and Dispose, Complete	SY	205	
625.000	Control of Storm and Nuisance Flow	LS	1	
630.000	NPDES Permitting	LS	1	
701.100	Trenching, Backfill, and Compaction, for 18" - 36" Sewer, < 8' depth, Complete	LF	1155	
701.110	Trenching, Backfill, and Compaction, for 18" - 36" Sewer, 8' - 12' depth, Complete	LF	260	
701.300	Dewater Trench Excavation, Complete	LF	350	
710.050A	Steel Casing Pipe, for 8" Sanitary Sewer, including Spacers and End Seals, Complete in Place	LF	12	
710.051A	Steel Casing Pipe, for 15" Sanitary Sewer, including Spacers and End Seals, Complete in Place	LF	12	
801.002	6" Waterline Pipe, excluding Fittings, including Trenching, Backfill, and Compaction, Complete in Place	LF	101	101
801.006	14" Waterline Pipe, excluding Fittings, including Trenching, Backfill, and Compaction, Complete in Place	LF	80	80
801.065	Ductile Iron Mechanical Joint Fittings, Class 250, 4" - 14", including Jointing Material, Complete	LB	3355	3355
080.108	6" Gate Valve	EA	1	1
801.085A	14" Butterfly Valve	EA	2	2
901.030	8" Sanitary Sewer Pipe, (Std Spec Section 901) including Couplings, Furnish and Place in Open Trench, Complete in Place	LF	32	32
901.060	15" Sanitary Sewer Pipe, including Couplings, Furnish and Place in Open Trench, Complete in Place	LF	16	16
901.070	18" Sanitary Sewer Pipe, including Couplings, Furnish and Place in Open Trench, Complete in Place	LF	16	16
910.006	18" Reinforced Concrete Pipe, Class IV, Furnish and Place in Open Trench, Complete in Place	LF	176	
910.008A	14" x 23" Elliptical Reinforced Concrete Pipe, Class HE-III, Furnish and Place in Open Trench, Complete in Place	LF	17	
910.010	24" Reinforced Concrete Pipe, Class IV, Furnish and Place in Open Trench, Complete in Place	LF	32	
910.014	30" Reinforced Concrete Pipe, Class IV, Furnish and Place in Open Trench, Complete in Place	LF	724	
910.050A	12" Ductile Iron Pipe, for Storm Drain, Furnish and Place in Open Trench, Complete in Place	LF	80	
910.071	Plug 12" - 30" Reinforced Concrete Pipe, Furnish and Install in Open Trench, Complete in Place	EA	1	
910.080A	Construct Reinforced Concrete Collar Large Diameter Pipe Connection, Complete in Place	EA	1	
910.103	Drain Line Removal and Disposal, 10" - 18", excluding Trenching, Complete	LF	330	
910.104	Drain Line Removal and Disposal, 21" - 48", excluding Trenching, Complete	LF	776	
915.010	Catch Basin, Type 'A', Single Grate, Complete in Place, Complete in Place	EA	7	
915.030	Catch Basin, Type 'C', Single Grate, Complete in Place	EA	2	
915.040	Catch Basin, Type 'C', Double Grate, Complete in Place	EA	2	
915.070	Catch Basin Existing, Remove and Dispose, Any Type, including Clean-Up, Complete	EA	11	
915.200A	Self-Flushing Drop Inlet Debris Screen, Complete in Place	EA	11	
920.070	4' Diameter Manhole, 6' - 10' depth, Complete in Place	EA	5	
920.140A	6' Diameter Manhole, 6' - 10' Depth, including Sanitary Sewer Pass-Through, Complete in Place	EA	2	
920.400	Existing Manhole Frame and Cover, adjust to grade with Metal Rings, 2" or Less, Complete in Place	EA	5	
920.570	Existing Manhole, Remove and Dispose, Any Depth, Any Diameter, Complete in Place	EA	8	

NOTES: 1) Values listed under ABCWUA Quantities are included in Project Total estimated Quantities and are provided for information only.

DELETED FROM PROJECT

URS ONE PARK SQUARE 6501 AMERICAS PARKWAY, NE SUITE 900 ALBUQUERQUE, NM 87110 (505) 855-7500		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 10TH ST. STORM DRAIN IMPROVEMENTS SCHEDULE OF ESTIMATED QUANTITIES			
Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
City Project No. 6483.92	Zone Map No. K-13	Sheet 3	Of 16

RECORD DRAWING

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	COA CONTROL STATION 10+K13 LOCATED 0.30 MILES SOUTH OF CENTRAL AVENUE ON 11TH STREET IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF 11TH STREET AND LEAD AVE	DATE	By	Date		
WORK STAGED BY	DATE	BENCH MARK IS A 1 3/4" METALLIC DISC EXPOSED TO THE TOP OF CURB, STAMPED: ACS BM 10+K13, STATE PLANE COORDINATES NAD83/NAVDS83 N=1485649.000 E=1517639.000 ELEVATION=4949.199	DATE	No.			
FIELD ACCEPTANCE BY	DATE						
FIELD LOCATION BY	DATE						
DRAWINGS CORRECTED BY	DATE						
MICRO-FILM INFORMATION	DATE						
RECORDED BY	DATE						

1,531,511.183

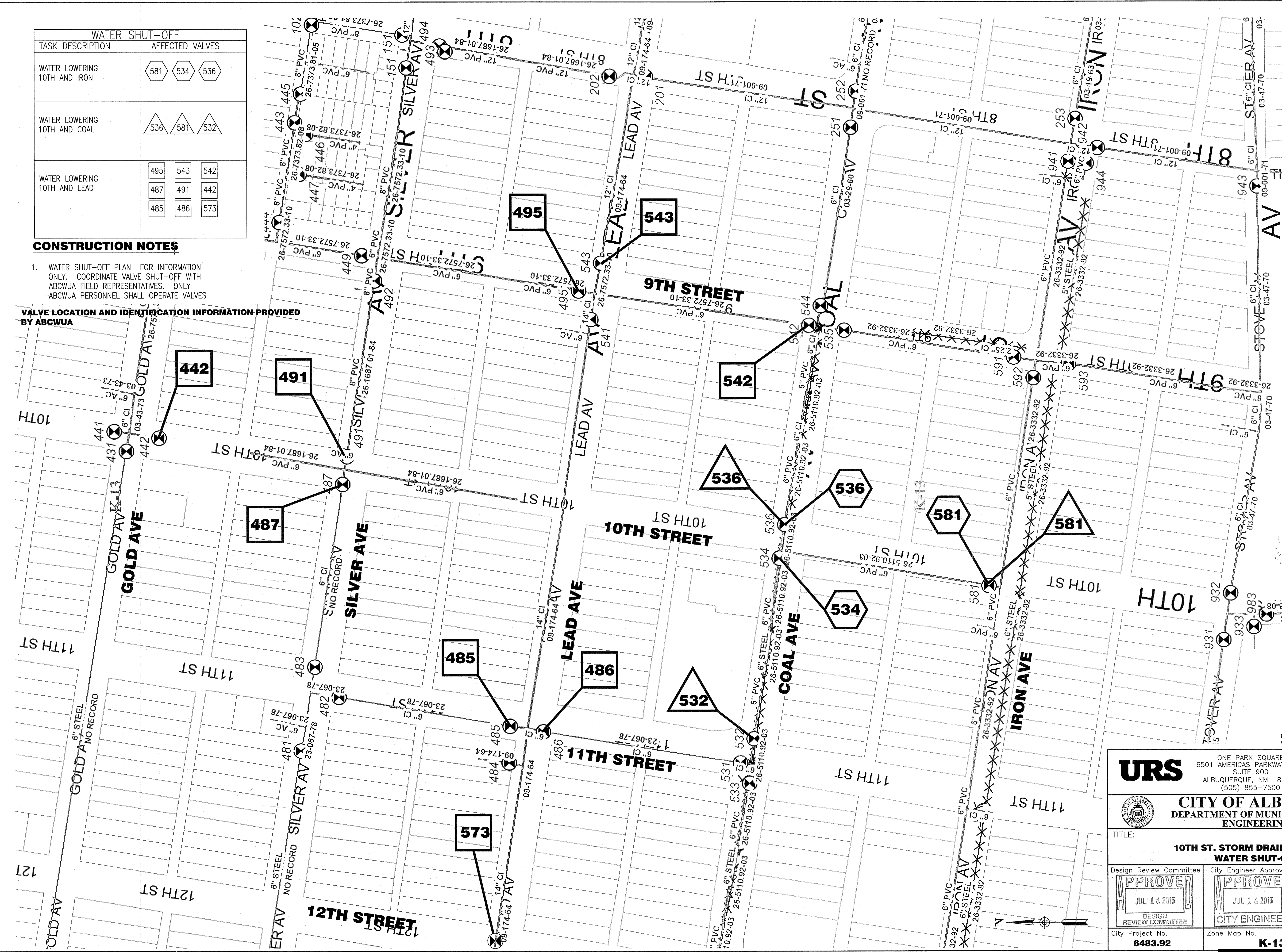
24343213\1\Projects\GEO\24343213 8TH ST. STREETS\IM\09_CAD_GIS\Plan_Sheets\10th Street SD\3213_10th-WSOP101.dwg PLOTTED: 7/13/15 - 9:06am chris_rosol

WATER SHUT-OFF		
TASK DESCRIPTION	AFFECTED VALVES	
WATER LOWERING 10TH AND IRON	581	534 536
WATER LOWERING 10TH AND COAL	536	581 532
WATER LOWERING 10TH AND LEAD	495	543 542
	487	491 442
	485	486 573

CONSTRUCTION NOTES

1. WATER SHUT-OFF PLAN FOR INFORMATION ONLY. COORDINATE VALVE SHUT-OFF WITH ABCWUA FIELD REPRESENTATIVES. ONLY ABCWUA PERSONNEL SHALL OPERATE VALVES

VALVE LOCATION AND IDENTIFICATION INFORMATION PROVIDED BY ABCWUA



ONE PARK SQUARE
6501 AMERICAS PARKWAY, NE
SUITE 900
ALBUQUERQUE, NM 87110
(505) 855-7500

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

10TH ST. STORM DRAIN IMPROVEMENTS
WATER SHUT-OFF PLAN

Design Review Committee

JUL 14 2015
DESIGN REVIEW COMMITTEE

City Engineer Approval

JUL 14 2015
CITY ENGINEER

City Project No. 6483.92

Zone Map No. K-13

Sheet 4 Of 16

RECORD DRAWING

SURVEY INFORMATION		
No.	By	Date
ENGINEER'S SEAL		
REVISIONS		
No.	Remarks	By
DESIGN		
Designed By	Date	
Drawn By	Date	
Checked By	Date	

BENCH MARKS		
CONTRACTOR	DATE	
WORK	DATE	
STAKED BY	DATE	
INSPECTED BY	DATE	
FIELD	DATE	
ADJUSTED BY	DATE	
CORRECTED BY	DATE	

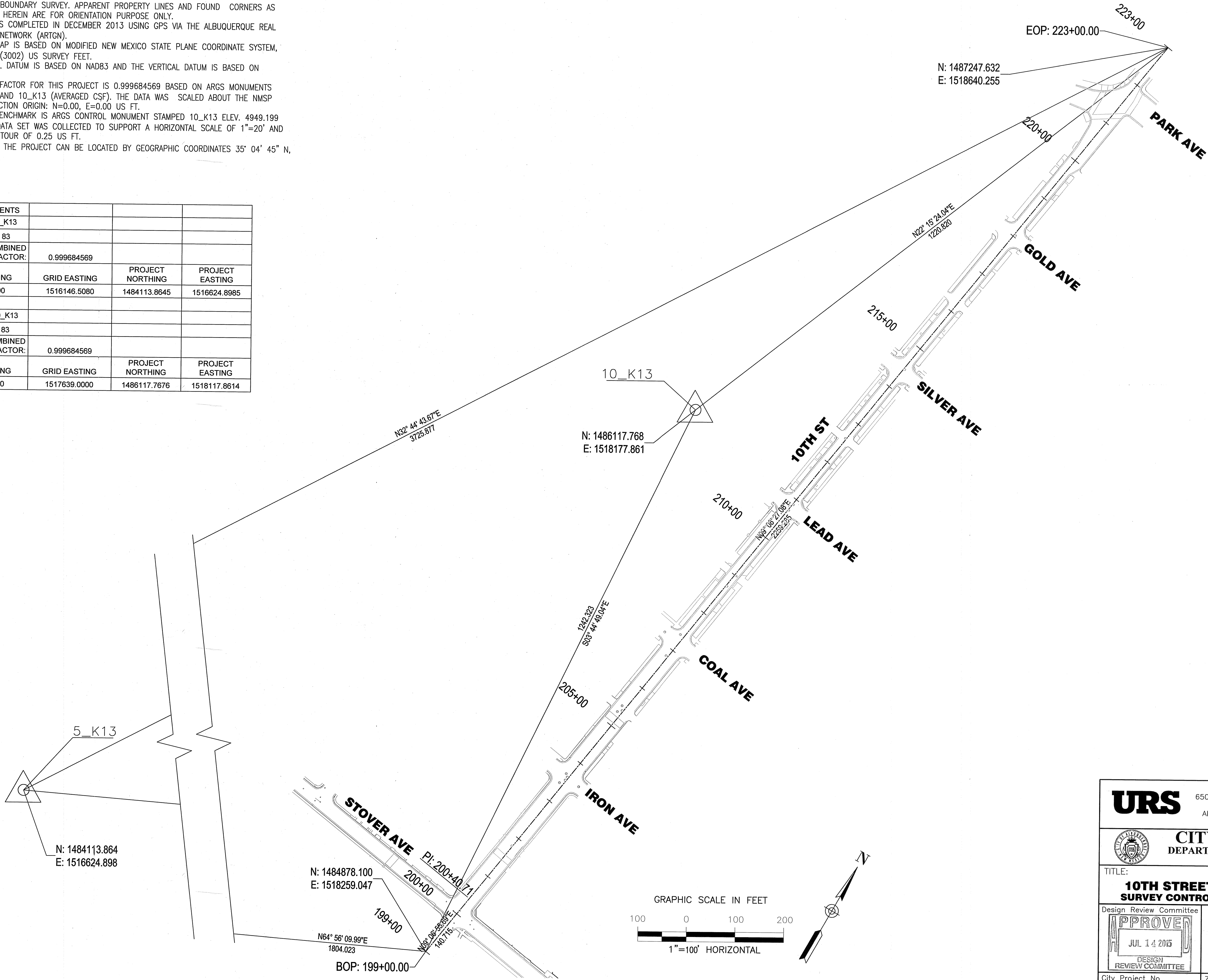
AS BUILT INFORMATION		
COA CONTROL STATION 10.413 LOCATED 0.30 MILES SOUTH OF	DATE	
CENTRAL AVENUE ON 11TH STREET IN THE NORTHWEST	DATE	
QUADRANT OF THE INTERSECTION OF 11TH STREET AND LEAD AV	DATE	
BENCH MARK IS A 1 3/4" METALLIC DISC EXPOSED TO THE TOP	DATE	
6" CURB, STAMPED ACS BM 10-K13, STATE PLANE COORDINATES	DATE	
NAD83 CENTRAL ZONE G TO G 039984569 (10003153053)	DATE	
NAD83 NAD88 N=1485649.000 E=1517639.000	DATE	
ELEVATION=4949.199	DATE	

24343213\\1\Projects\GEO\24343213 8TH ST STREETSCAPE IMP\09_CAD_CIS\Plan_Sheets\10th Street SD\3213_10th-SC101.dwg PLOTTED: 7/13/15 - 9:04am chris_rosol

SURVEY NOTES:

1. THIS IS NOT A BOUNDARY SURVEY. APPARENT PROPERTY LINES AND FOUND CORNERS AS MAY BE SHOWN HEREIN ARE FOR ORIENTATION PURPOSE ONLY.
2. FIELD WORK WAS COMPLETED IN DECEMBER 2013 USING GPS VIA THE ALBUQUERQUE REAL TIME GEODETIC NETWORK (ARTGN).
3. TOPOGRAPHIC MAP IS BASED ON MODIFIED NEW MEXICO STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE (3002) US SURVEY FEET.
4. THE HORIZONTAL DATUM IS BASED ON NAD83 AND THE VERTICAL DATUM IS BASED ON NAVD88.
5. THE COMBINED FACTOR FOR THIS PROJECT IS 0.999684569 BASED ON ARGS MONUMENTS 6_K13, 5_K13 AND 10_K13 (AVERAGED CSF). THE DATA WAS SCALED ABOUT THE NMSP CENTRAL PROJECTION ORIGIN: N=0.00, E=0.00 US FT.
6. THE PROJECT BENCHMARK IS ARGS CONTROL MONUMENT STAMPED 10_K13 ELEV. 4949.199
7. THIS MAPPING DATA SET WAS COLLECTED TO SUPPORT A HORIZONTAL SCALE OF 1"=20' AND A VERTICAL CONTOUR OF 0.25 US FT.
8. THE CENTER OF THE PROJECT CAN BE LOCATED BY GEOGRAPHIC COORDINATES 35° 04' 45" N, 106° 39' 29" W.

SURVEY MONUMENTS			
MONUMENT: 5_K13			
DATUM: NAD 83			
PROJECT COMBINED FACTOR:			
	0.999684569		
GRID NORTHING	GRID EASTING	PROJECT NORTHING	PROJECT EASTING
1483645.7290	1516146.5080	1484113.8645	1516624.8985
MONUMENT: 10_K13			
DATUM: NAD 83			
PROJECT COMBINED FACTOR:			
	0.999684569		
GRID NORTHING	GRID EASTING	PROJECT NORTHING	PROJECT EASTING
1485649.0000	1517639.0000	1486117.7676	1518117.8614



URS		ONE PARK SQUARE 6501 AMERICAS PARKWAY, NE SUITE 900 ALBUQUERQUE, NM 87110 (505) 855-7500	
CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION			
TITLE: 10TH STREET STORM DRAIN IMPROVEMENTS SURVEY CONTROL AND CONSTRUCTION CENTERLINE PLAN			
Design Review Committee APPROVED JUL 14 2015 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED JUL 14 2015 CITY ENGINEER	Mo./Day/Yr. Mo./Day/Yr.	
City Project No. 6483.92	Zone Map No. K-13	Sheet 5	Of 16

RECORD DRAWING

SURVEY INFORMATION				BENCH MARKS				AS BUILT INFORMATION			
FIELD NOTES				CONTRACTOR				DATE			
No.	By	Date		COA CONTROL STATION 10_K13 LOCATED 0.30 MILES SOUTH OF				WORK			
				CENTRAL AVENUE ON 11TH STREET IN THE NORTHEAST				INSPECTOR'S			
				QUADRANT OF THE INTERSECTION OF 11TH STREET AND LEAD AVE				DATE			
				BENCH MARK IS A 1 3/4" METALLIC DISC EPOXYED TO THE TOP				DATE			
				6" CURB, STAMPED, ACS BM 10-K13, STATE PLANE COORDINATES				DATE			
				NMSP CENTRAL ZONE G TO G 0.999684569 (1.0003153053)				DATE			
				NAD83/NAD88 N=1485649.000 E=1517639.000				MICRO-FILM INFORMATION			
				ELEVATION=4949.199				RECORDED BY			
								DATE			

ENGINEER'S SEAL	By	Date
REVISIONS	Remarks	
DESIGN		
Designed By	Date	
Drawn By	Date	
Checked By	Date	

24343213 \\A:\Projects\GED\24343213 8TH ST STREETSCAPE IMP\09_CAD_GS\Plan_Sheets\10th Street SD\10th-SD101.dwg PLOTTED: 7/13/15 - 8:22am chris_rosal

CONSTRUCTION NOTES

- ALL DIMENSIONS TO FLOWLINE/FACE OF CURB.
- EXISTING RIGHT-OF-WAY LINE IS ASSUMED TO BE AT OUTSIDE BACK OF SIDEWALK OR AT OTHER OBVIOUS LINE OF OCCUPATION WHEN NO SIDEWALK IS PRESENT.
- UTILITIES SHOWN FOR REFERENCE ONLY. FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF UTILITIES PRIOR TO CONSTRUCTION. SHOULD CONFLICTS ARISE COORDINATE WITH CITY ENGINEER ON SITE PRIOR TO PROCEEDING.
- SEE MISCELLANEOUS DETAILS ON SHEET 10 FOR ASPHALT PAVEMENT REPLACEMENT SECTION.
- ALL INLETS CONSTRUCTED SHALL USE A MODIFIED COA BICYCLE FRIENDLY GRATE. SEE ATTACHED COA STD DWG 2220-MODIFIED, SHEET 11.
- INSTALL CURB COMPANION TENSION LOADED (SELF-FLUSHING) INLET PROTECTION OR APPROVED EQUAL WITH ALL INLETS CONSTRUCTED. SEE ATTACHED DETAIL, SHEET 16.
- ALL WATER VALVES, SANITARY SEWER AND STORM DRAIN MANHOLE RIMS WITHIN AREAS WHERE PAVEMENT HAS BEEN REMOVED, SHALL BE ADJUSTED TO MATCH THE FINISHED GRADE AND SHALL INCLUDE CONCRETE COLLAR. REFER TO GENERAL NOTES ON SHEET 2 FOR ADDITIONAL INFORMATION

(A)

PC STA 203+76.00, 30.28' LT*
PI STA 203+75.80, 24.05' LT
PT STA 203+88.03, 24.09' LT
R=12'
Δ=91°06'52"
T=12.24'
L=19.08'
*MATCH EXISTING CURB AND GUTTER

PC ELEV=4947.50
MID ELEV=4947.54
PT ELEV=4947.57

(B)

PC STA 203+76.10, 31.58' RT*
PI STA 203+76.07, 19.53' RT
PT STA 203+88.12, 19.55' RT
R=12'
Δ=90°14'53"
T=12.05'
L=18.90'
*MATCH EXISTING CURB AND GUTTER

PC ELEV=4947.60
MID ELEV=4947.66
PT ELEV=4947.70

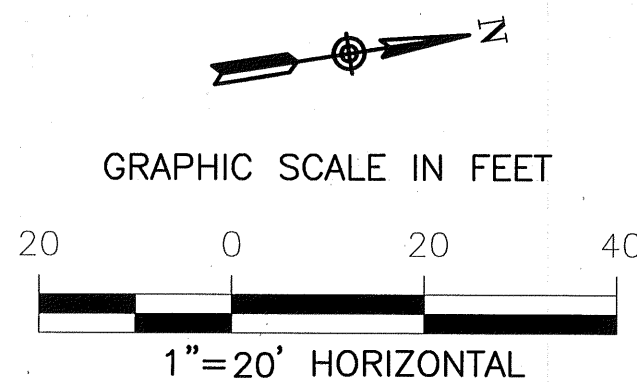
(C)

PC STA 203+32.18, 19.64' RT
PI STA 203+44.11, 19.62' RT
PT STA 203+44.20, 31.55' RT*
R=12'
Δ=89°40'37"
T=11.93'
L=18.75'
*MATCH EXISTING CURB AND GUTTER

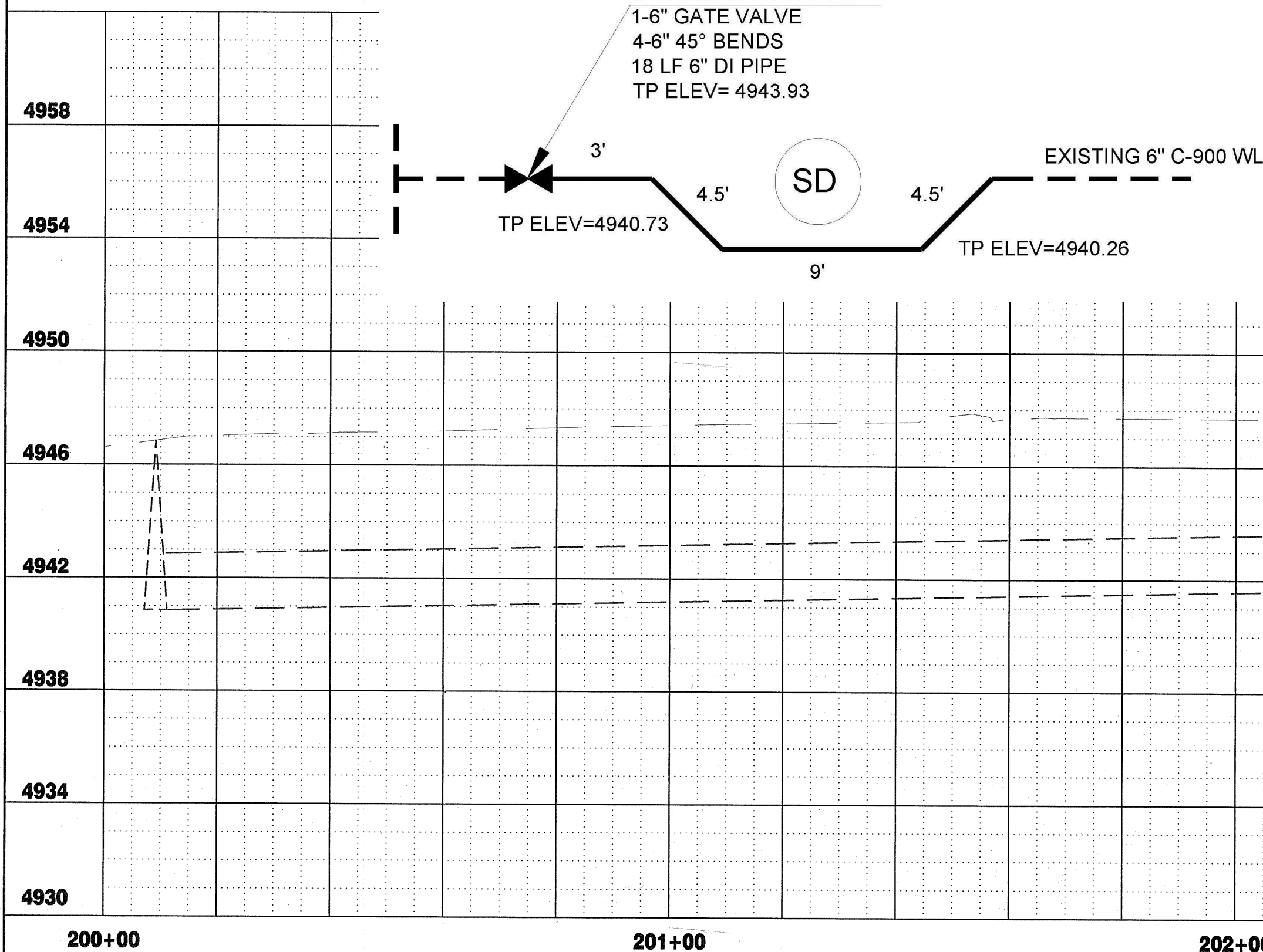
PC ELEV=4947.44
MID ELEV=4947.50
PT ELEV=4947.35

TH-XX	UTILITY	MATERIAL	DEPTH
TH-11	GAS	0.35' STEEL	1.84'
TH-12	WATER	0.60' PVC	3.00'
TH-13	WATER	0.60' PVC	3.08'

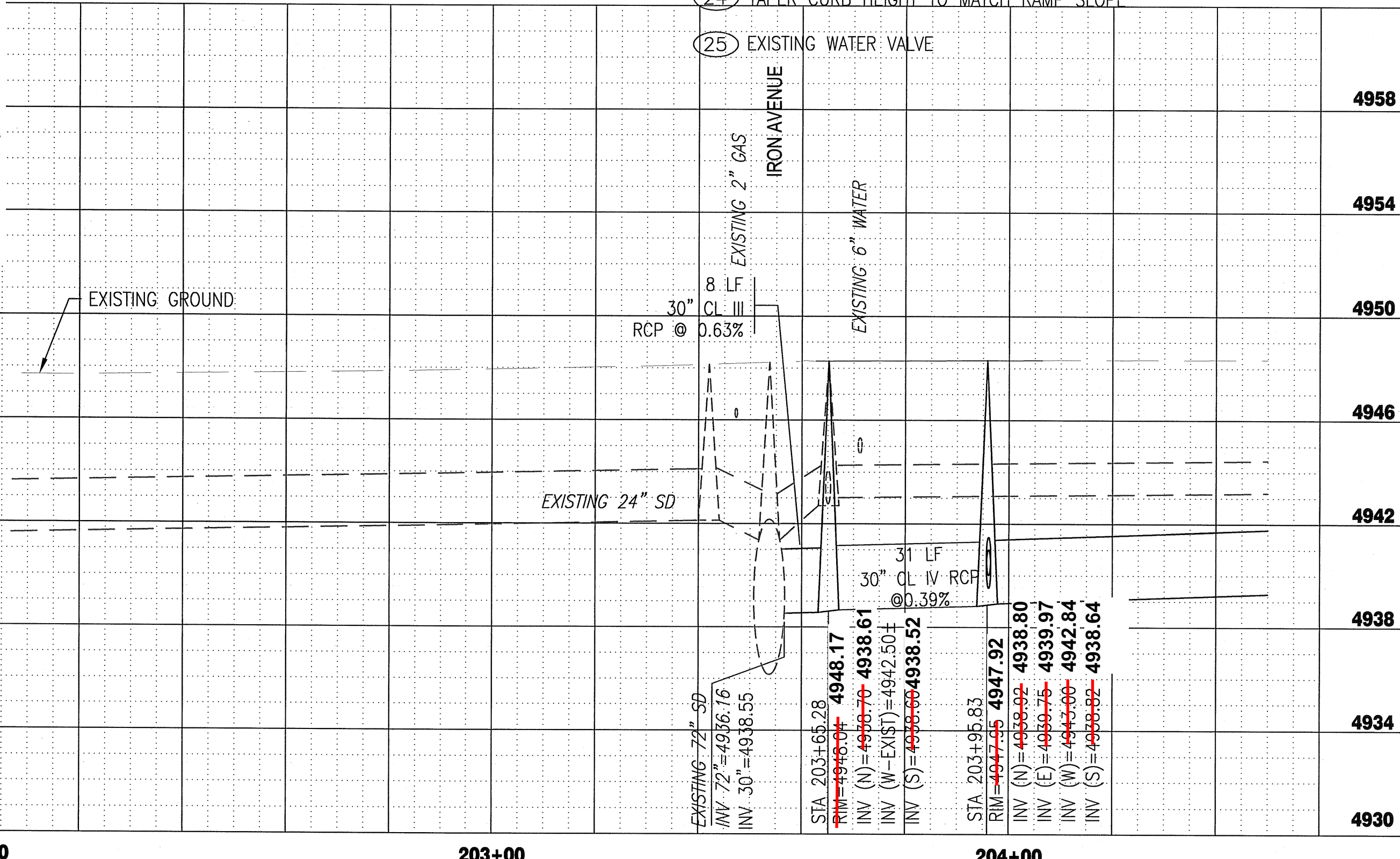
UTILITY TEST HOLE LOCATION



WATER LINE LOWERING



10TH STREET SD



KEYED NOTES (CONTINUED)

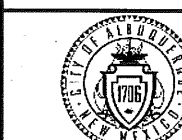
- EXISTING GAS TO BE RELOCATED. (BY NM GAS CO)
- PLUG EXISTING SD PIPE AT MANHOLE. CUT EXISTING SD PIPE TO 1' FROM CONNECTION POINT AND FILL COMPLETELY WITH NON-SHRINK GROUT.
- TAPER CURB HEIGHT TO MATCH RAMP SLOPE
- EXISTING WATER VALVE

KEYED NOTES

- REMOVE AND DISPOSE OF EXISTING SD INLET
- REMOVE AND DISPOSE OF EXISTING SD PIPE
- CONNECT 24" SD TO 72" SD USING REINFORCED CONCRETE COLLAR. SEE MISCELLANEOUS DETAILS, SHEET 10, FOR INFORMATION.
- REMOVE AND DISPOSE OF EXISTING SD MANHOLE
- BUILD 4' DIA TYPE E MANHOLE PER COA STD DWG 2102.
- BUILD DOUBLE GRATE TYPE C INLET PER COA STD DWG 2205
- BUILD 18" CL IV RCP SD PIPE.
- BUILD 30" CL IV RCP SD PIPE.
- EXISTING UTILITY POLE TO BE RELOCATED (BY PNM)
- BUILD SIDEWALK PER COA STD DWG 2430, MATCH EXISTING WIDTH
- BUILD MODIFIED NMDOT PARALLEL CURB RAMP PER NMDOT STD DWG 601-001-1 TO 608-001-12, SHEETS 12 TO 15. MAXIMUM RAMP SLOPE SHALL BE 13.3:1 (7.5%)
- BUILD MODIFIED NMDOT PARALLEL CURB RAMP PER NMDOT STD DWG 608-001-01 TO 608-001-12, SHEETS 12 TO 15. MAXIMUM RAMP SLOPE SHALL BE 13.3:1 (7.5%)
- EXISTING 8" SAS--PROTECT DURING CONSTRUCTION
- EXISTING 72" SD.
- SAWCUT EXISTING ASPHALT PAVEMENT, LIMITS OF PAVEMENT REMOVAL.
- BUILD STANDARD CURB AND GUTTER PER COA STD DWG 2415A
- BUILD RAMP LANDING WITH HEADER CURB. FORM TO DRAIN TOWARD GUTTER AT 1.5% MAX. INCLUDE TRUNCATED DOME WARNING SURFACE. SEE MISCELLANEOUS DETAILS, SHEET 10, FOR LANDING INFORMATION.
- EXISTING WATERLINE TO BE RELOCATED AT SD CROSSING. SEE ABCWUA DRAWING 2381 FOR TYPICAL LOWERING INFORMATION.
- BUILD 6" WATER
- EXISTING PROPERTY FENCE--PROTECT IN PLACE.
- SAWCUT REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT TO LIMITS SHOWN. SEE MISCELLANEOUS DETAILS, SHEET 10, FOR REPLACEMENT PAVING SECTION

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SUITE 900
ALBUQUERQUE, NM 87110
(505) 855-7500



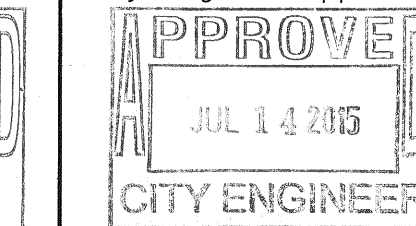
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE:

10TH STREET STORM DRAIN IMPROVMENTS
STORM DRAIN PLAN & PROFILE: STA 200+00 TO STA 204+50

Design Review Committee

City Engineer Approval



City Project No.

Zone Map No.

Sheet

Of

6

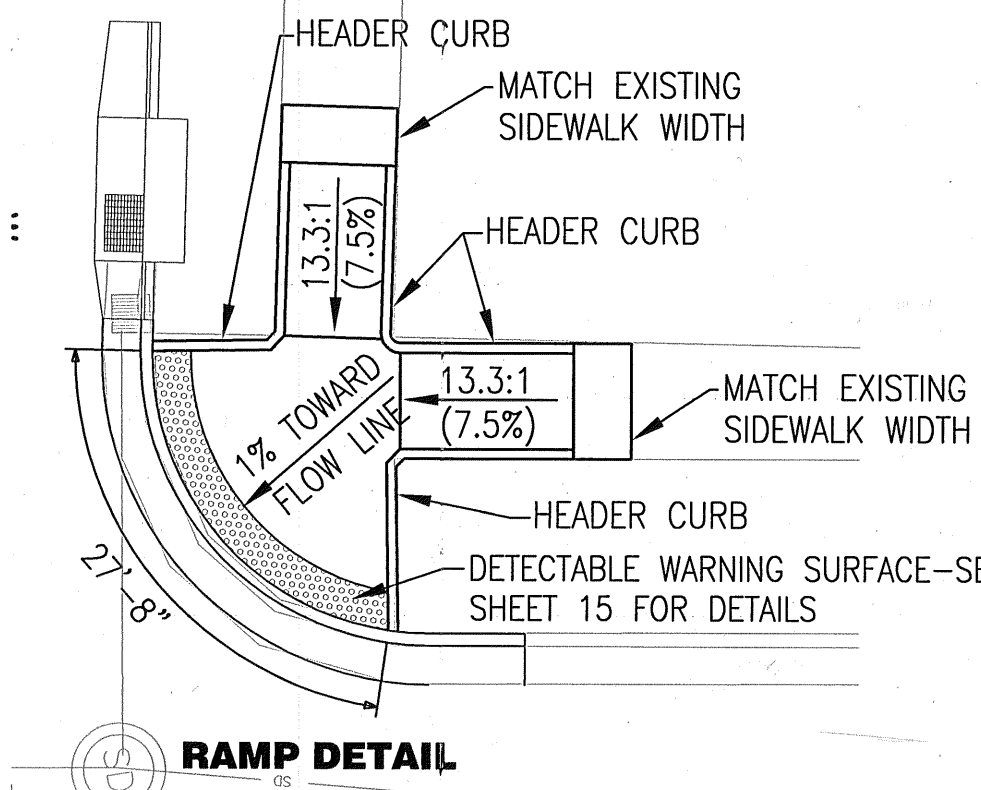
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RECORD DRAWING

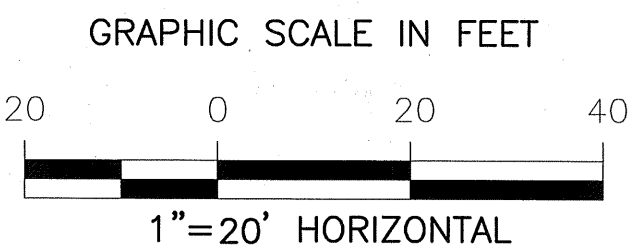
CONSTRUCTION NOTES

- ALL DIMENSIONS TO FLOWLINE/FACE OF CURB.
- EXISTING RIGHT-OF-WAY LINE IS ASSUMED TO BE AT OUTSIDE BACK OF SIDEWALK OR AT OTHER OBVIOUS LINE OF OCCUPATION WHEN NO SIDEWALK IS PRESENT.
- UTILITIES SHOWN FOR REFERENCE ONLY. FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF UTILITIES PRIOR TO CONSTRUCTION. SHOULD CONFLICTS ARISE COORDINATE WITH CITY ENGINEER ON SITE PRIOR TO PROCEEDING.
- SEE MISCELLANEOUS DETAILS ON SHEET 10 FOR ASPHALT PAVEMENT REPLACEMENT SECTION.
- ALL INLETS CONSTRUCTED SHALL USE A MODIFIED COA BICYCLE FRIENDLY GRATE. SEE ATTACHED COA STD DWG 2220-MODIFIED, SHEET 11.
- INSTALL CURB COMPANION TENSION LOADED (SELF-FLUSHING) INLET PROTECTION OR APPROVED EQUAL WITH ALL INLETS CONSTRUCTED. SEE ATTACHED DETAIL, SHEET 16.
- ALL WATER VALVES, SANITARY SEWER AND STORM DRAIN MANHOLE RIMS WITHIN AREAS WHERE PAVEMENT HAS BEEN REMOVED, SHALL BE ADJUSTED TO MATCH THE FINISHED GRADE AND SHALL INCLUDE CONCRETE COLLAR. REFER TO GENERAL NOTES ON SHEET 2 FOR ADDITIONAL INFORMATION

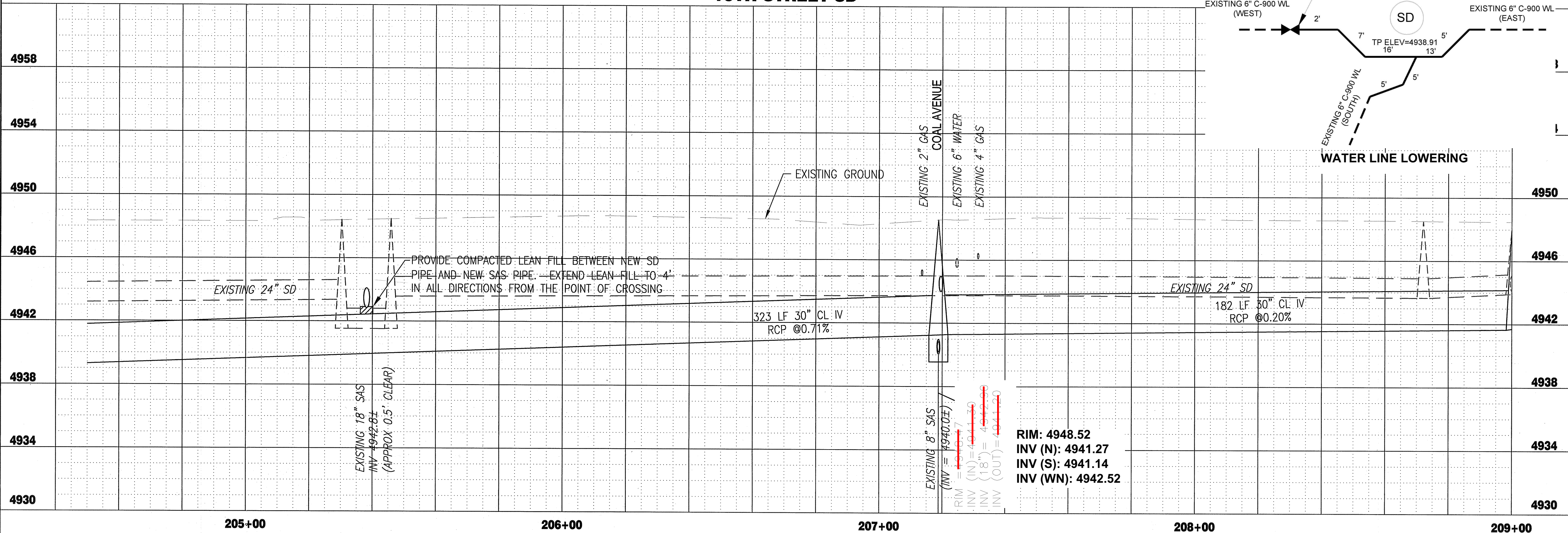
MATCHLINE STA 204+50



UTILITY TEST HOLES			
TH-XX	UTILITY	MATERIAL	DEPTH
TH-6	GAS	0.40' STEEL	1.90'
TH-7	WATER	0.50' PVC	4.83'
TH-8	WATER	0.50' PVC	2.48'
TH-9	GAS	0.40' PVC	1.98'
TH-10	GAS	0.20' STEEL	3.45'



10TH STREET SD



RIM: 4948.52
INV (N): 4941.27
INV (S): 4941.14
INV (WN): 4942.52

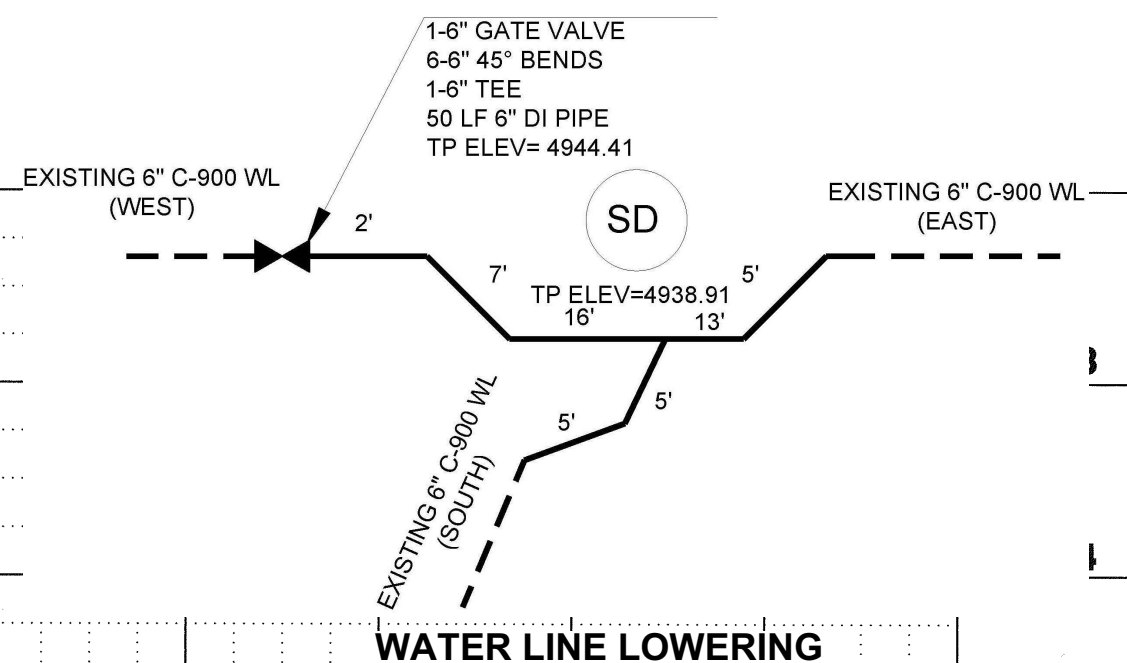
SEE RAMP DETAIL THIS SHEET FOR ADDITIONAL INFORMATION

(A)

PC STA 207+36.17, 30.62' LT
PI STA 207+35.80, 15.29' LT
PT STA 207+51.13, 15.26' LT
R=15'
Δ=91°13'47"
T=15.33'
L=23.88'
PC ELEV: 4948.11
MID ELEV: 4948.22
PT ELEV: 4948.35

KEYED NOTES (CONT.)

- SAWCUT REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT TO LIMITS SHOWN. SEE MISCELLANEOUS DETAILS, SHEET 10, FOR REPLACEMENT PAVING SECTION
- REPLACE 16 LF OF EXISTING 18" SAS WITH 16 LF OF 18" SDR-35 PVC. CONNECT TO EXISTING MANHOLE DOWNSTREAM AND EXISTING SAS PIPE UPSTREAM
- INSTALL RELOCATED 6" VALVE, CONNECT TO EXISTING WATERLINE



KEYED NOTES

- REMOVE AND DISPOSE OF EXISTING SD INLET
- REMOVE AND DISPOSE OF EXISTING SD PIPE
- REMOVE AND DISPOSE OF EXISTING SD MANHOLE
- BUILD 6" DIA TYPE E MANHOLE WITH SLEEVED SAS PASS THROUGH IN BASE. SEE MISCELLANEOUS DETAILS, SHEET 10, FOR INFORMATION
- BUILD TYPE A INLET PER COA STD DWG 2201
- BUILD 18" CL IV RCP SD PIPE.
- BUILD 30" CL IV RCP SD PIPE.
- EXISTING 8" SAS
- EXISTING 6" WATER
- SAWCUT EXISTING ASPHALT PAVEMENT, LIMITS OF PAVEMENT REMOVAL.
- EXISTING SPEED HUMP-RESTORE SPEED HUMP DAMAGED DURING SD CONSTRUCTION. MATCH PRE-CONSTRUCTION DIMENSIONS AND PROFILE, WORK IS INCIDENTAL TO PAVEMENT RECONSTRUCTION.
- EXISTING WATERLINE TO BE RELOCATED AT SD CROSSING. SEE ABCWUA DRAWING 2381 FOR TYPICAL LOWERING INFORMATION.
- EXISTING 6" GATE VALVE TO BE RELOCATED
- EXISTING GAS
- BUILD MODIFIED NMDOT PARALLEL CURB RAMP PER 608-001-1 TO 608-001-12, SEE SHEETS 12 TO 15. MAXIMUM RAMP SLOPE SHALL BE 13.3:1 (7.5%)
- CURB OPENING
- BUILD RAMP LANDING WITH HEADER CURB. FORM TO DRAIN TOWARD GUTTER AT 1% MAX, INCLUDE DETECTABLE WARNING SURFACE, 608-001-1 TO 608-001-12, SHEETS 12 TO 15, FOR INFORMATION.
- EXISTING RAMP-BUILD DETECTABLE WARNING SURFACE, REF NMDOT 608-001-1 TO 608-001-12 FOR INFORMATION.
- BUILD STANDARD CURB AND GUTTER PER COA STD 2415A
- REMOVE AND DISPOSE EXISTING RAMP, CURB AND GUTTER
- REPLACE 35 LF OF EXISTING 8" SAS WITH 35 LF OF 8" SDR-35 PVC. CONNECT TO EXISTING MANHOLE UPSTREAM AND EXISTING 8" SAS PIPE DOWNSTREAM
- 12" STEEL CASING 12 LF EXISTING SAS MANHOLE TO REMAIN, PROTECT DURING CONSTRUCTION

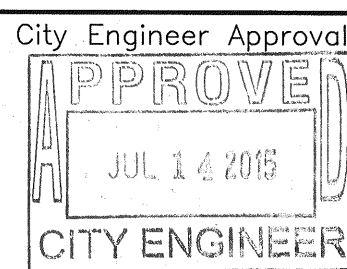
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SUITE 900
ALBUQUERQUE, NM 87110
(505) 855-7500



CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE:
10TH STREET STORM DRAIN IMPROVEMENTS
STORM DRAIN PLAN & PROFILE: STA 204+50 TO 209+00



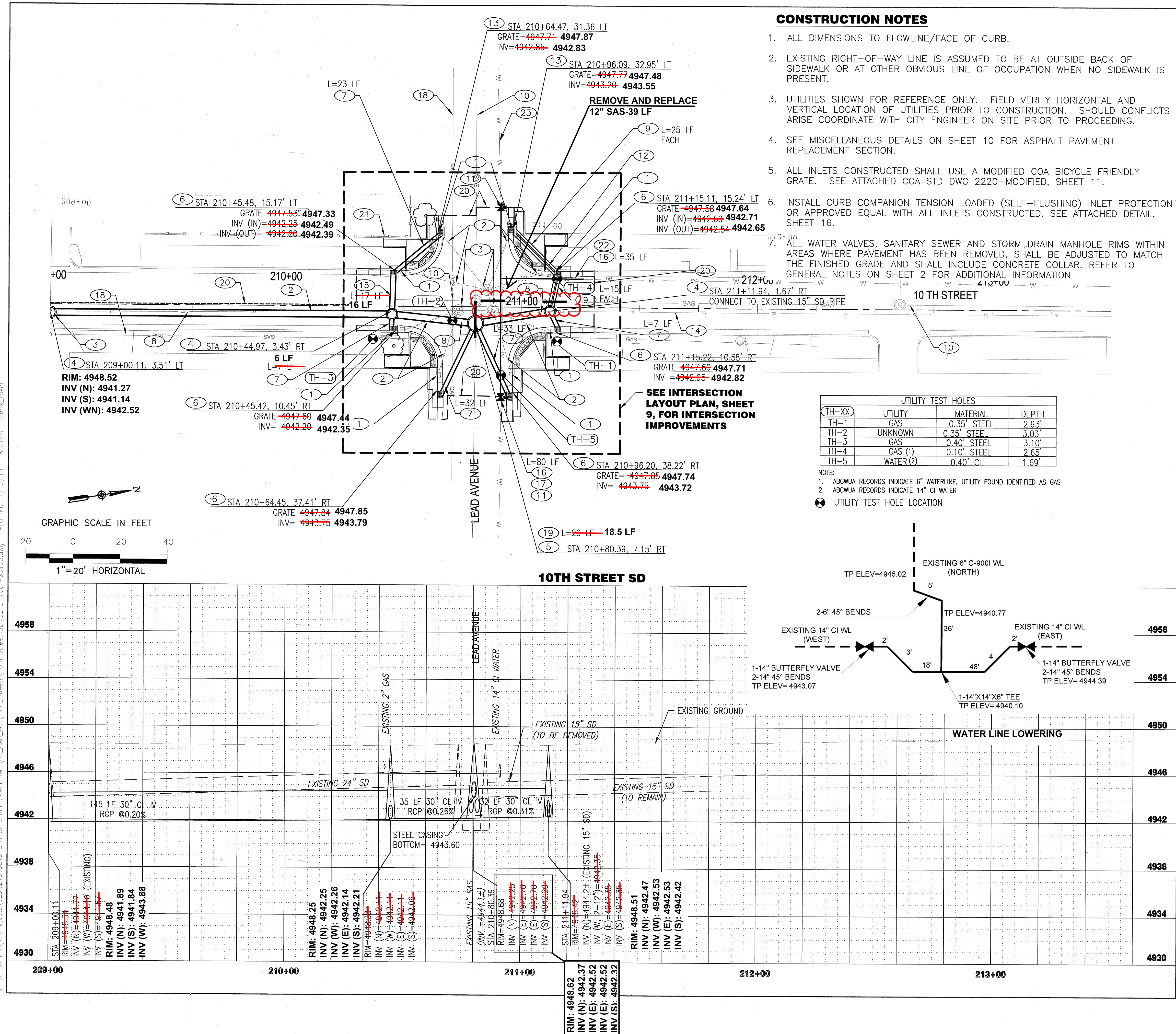
City Project No.
6483.92

Zone Map No.
K-13

Sheet
7
Of
16

RECORD DRAWING

24343213 \\Projects\GDS\24343213 8TH ST STREETScape IMP\09_CAD_GS\Plan_Sheets\10th Street SD\10th-SD103.dwg PLOTTED: 7/13/15 - 8:20am chris_roel



24343213 I:\Projects\GFD\24343213 8TH ST STREETSCAPE IMP\09_CAD_GIS\Plan_Sheets\10th Street SD\3213_10th-SD303.dwg PLOTTED: 7/13/15 - 8:19am chris_rosol

1. ALL DIMENSIONS TO FLOWLINE/FACE OF CURB.
2. EXISTING RIGHT-OF-WAY LINE IS ASSUMED TO BE AT OUTSIDE BACK OF SIDEWALK OR AT OTHER OBVIOUS LINE OF OCCUPATION WHEN NO SIDEWALK IS PRESENT.
3. UTILITIES SHOWN FOR REFERENCE ONLY. FIELD VERIFY HORIZONTAL AND VERTICAL LOCATION OF UTILITIES PRIOR TO CONSTRUCTION. SHOULD CONFLICTS ARISE COORDINATE WITH CITY ENGINEER ON SITE PRIOR TO PROCEEDING.
4. SEE MISCELLANEOUS DETAILS ON SHEET 11 FOR ASPHALT PAVEMENT REPLACEMENT SECTION.
5. ALL INLETS CONSTRUCTED SHALL USE A MODIFIED COA BICYCLE FRIENDLY GRATE. SEE ATTACHED COA STD DWG 2220-MODIFIED, SHEET 12.
6. INSTALL CURB COMPANION TENSION LOADED (SELF-FLUSHING) INLET PROTECTION OR APPROVED EQUAL WITH ALL INLETS CONSTRUCTED. SEE ATTACHED DETAIL, SHEET 17.
7. ALL WATER VALVES, SANITARY SEWER AND STORM DRAIN MANHOLE RIMS WITHIN AREAS WHERE PAVEMENT HAS BEEN REMOVED, SHALL BE ADJUSTED TO MATCH THE FINISHED GRADE AND SHALL INCLUDE CONCRETE COLLAR. REFER TO GENERAL NOTES ON SHEET 2 FOR ADDITIONAL INFORMATION



PC STA 210+50.46, 15.17' LT
PI STA 210+64.52, 15.14' LT
PT STA 210+64.48, 29.20' LT
R=14'
 $\Delta=90^{\circ}14'43''$
T=14.06'
L=22.05'



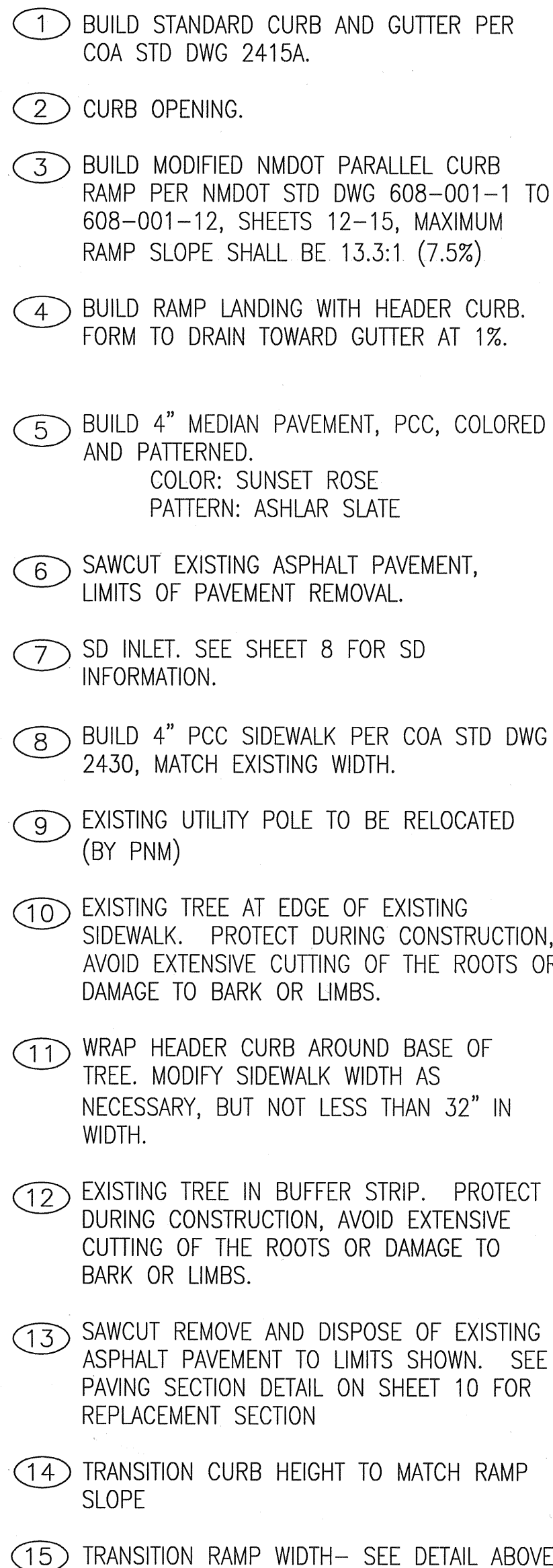
PC STA 210+96.13, 29.12' LT
PI STA 210+96.25, 15.23' LT
PT STA 211+10.14, 15.24' LT
R=14'
 $\Delta=89^{\circ}31'38''$
T=13.88'
L=21.88'

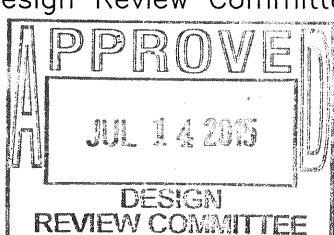
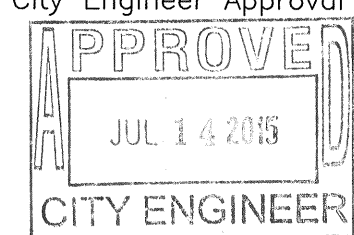


PC STA 210+96.24, 24.53' RT
 PI STA 210+96.28, 10.56' RT
 PT STA 211+10.25, 10.57' RT
 R=14'
 $\Delta=89^{\circ}52'49''$
 T=13.97'
 L=21.96'



PC STA 210+50.39, 10.45 RT
 PI STA 210+64.49, 10.37' RT
 PT STA 210+64.47, 24.47' RT
 R=14'
 $\Delta=90^{\circ}24'29''$
 T=14.10'
 L=22.09'

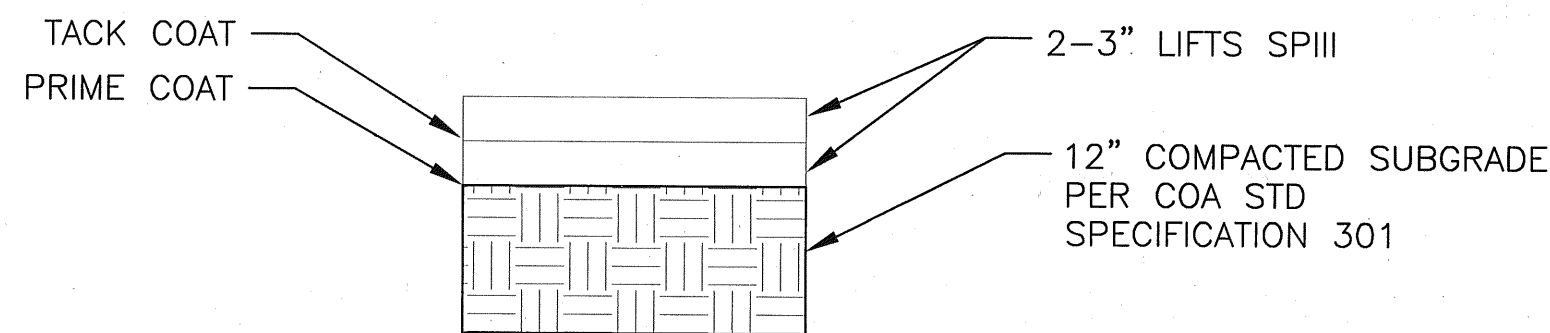
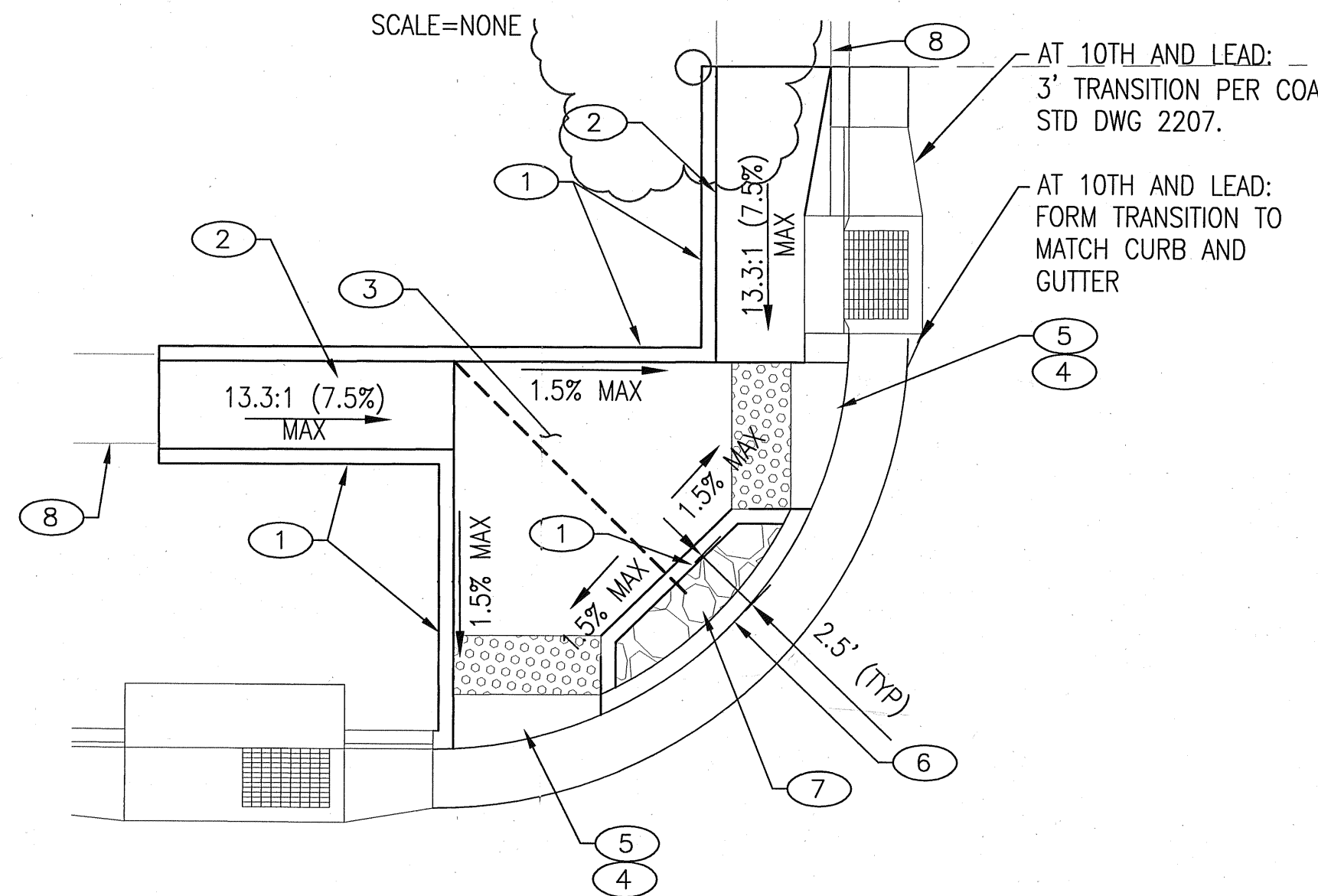


URS	ONE PARK SQUARE 6501 AMERICA PARKWAY, NE SUITE 900 ALBUQUERQUE, NM 87110 (505) 855-7500						No.		Designed By Drawn By Checked By
		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION							
TITLE:									
10TH STREET STORM DRAIN IMPROVEMENTS INTERSECTION LAYOUT PLAN: 10TH ST. AND LEAD AVE.									
Design Review Committee		City Engineer Approval		Last Update	Mo./Day/Yr.		Mo./Day/Yr.		
									
City Project No. 6483.92		Zone Map No. K-13			Sheet 9		Of 16		

RECORD DRAWING

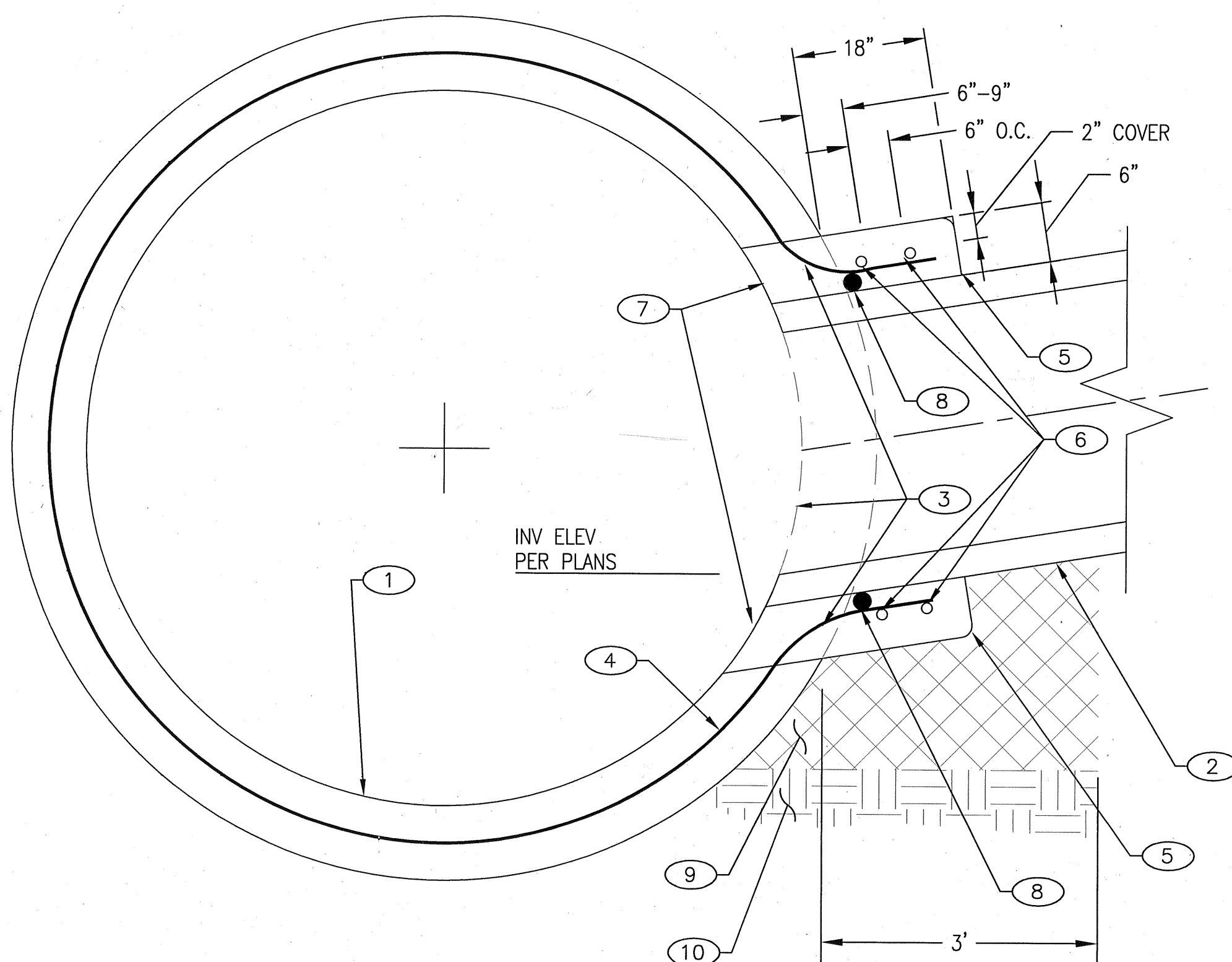
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TYPICAL RAMP LANDING LAYOUT



TYPICAL REPLACEMENT PAVING SECTION

PIPE PENETRATION DETAIL



RAMP LANDING KEYED NOTES

1. HEADER CURB
2. RAMP— USE THE GREATER: MATCH EXISTING WIDTH OR 3' CLEAR WIDTH, MAX 13.3:1 (7.5%) SLOPE
3. LANDING—1.5% MAX, DRAIN TOWARD FLOWLINE
4. TRUNCATED DOME WARNING SURFACE. INCIDENTAL TO RAMP AND LANDING CONSTRUCTION. SEE ATTACHED NMDOT STD DWG PAD-001, ON SHEET 15.
5. CURB OPENING—5' WIDTH, (TYP, UNLESS SPECIFIED OTHERWISE)
6. STANDARD CURB AND GUTTER
7. RAISED ISLAND WITH PATTERNED CONCRETE PAVEMENT CAP
8. 4" PCC SIDEWALK MATCH EXISTING WIDTH.

RAMP LANDING CONSTRUCTION NOTES

1. SEE PLAN VIEW FOR CURB OPENING LOCATIONS.
2. OMIT RAISED ISLAND AT 10TH AND IRON.

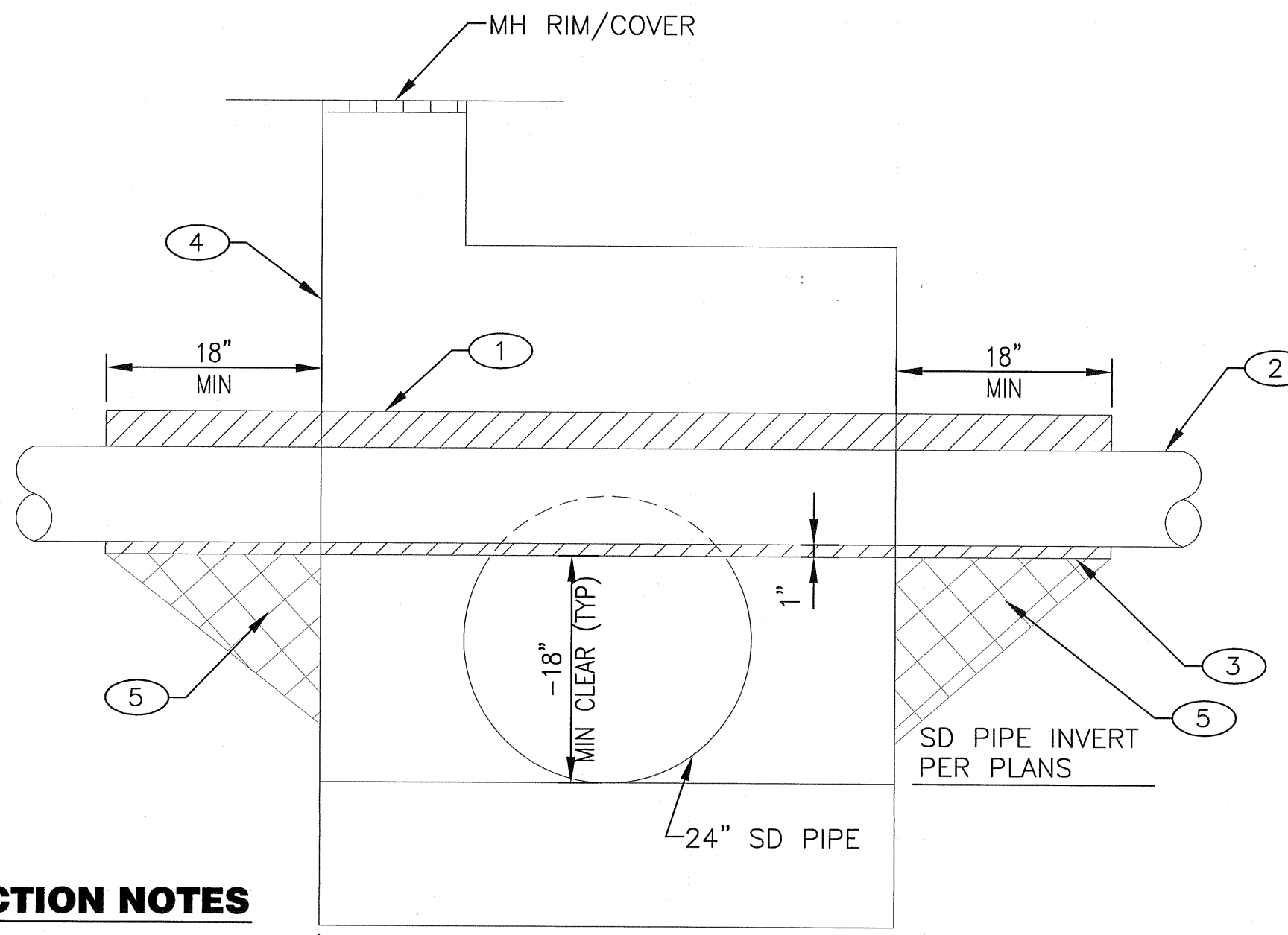
REPLACEMENT PAVING SECTION CONSTRUCTION NOTES

1. EXISTING PAVEMENT THICKNESS VARIES.
2. SEE COA STD DWG 2465 FOR ADDITIONAL INFORMATION.
3. CONTRACTOR SHALL ENSURE THAT A MINIMUM SUBGRADE R-VALUE OF 50 IS MET PRIOR TO PAVING. IF SUBGRADE R-VALUE OF 50 OR GREATER CANNOT BE MET IN 12" SUBGRADE COMPACTION THEN THE CONTRACTOR SHALL REMOVE TO A DEPTH OF 2' ALL SUBSTANDARD SUBGRADE MATERIAL AND REPLACE WITH MATERIAL CAPABLE OF ACHIEVING THE REQUIRED MINIMUM R-VALUE.

PIPE PENETRATION KEYED NOTES

1. EXISTING LARGE DIAMETER SD PIPE.
2. NEW PIPE
3. REMOVE EXISTING CONCRETE, CUT WELDED WIRE FABRIC, OR OTHER STEEL REINFORCEMENT AND BEND OUTWARD—ADD ADDITIONAL WELDED WIRE FABRIC AS NEEDED TO ENCIRCLE NEW PIPE. PENETRATION DIA. NOT TO EXCEED 1" BEYOND NEW PIPE OD. ADDITIONAL WELDED WIRE FABRIC IS INCIDENTAL TO CONNECTION.
4. EXISTING REINFORCEMENT
5. GROUT COLLAR
6. STEEL HOOPS— #4 BARS CENTERED IN GROUT COLLAR AND WIRE TIED TO WELDED WIRE FABRIC
7. GROUT ANNULAR SPACE
8. PLACE HYDROPHYLIC SEAL—CONTINUOUS AROUND PIPE
9. PIPE BEDDING/ EXCAVATION BACKFILL—BACK FILL EXCAVATION WITH MATERIAL SUITABLE FOR USE IN TRENCH PIPE ZONE. MAX LIFT DEPTH 6"
10. UNDISTURBED PIPE BEDDING/BACKFILL MATERIAL

SD MANHOLE WITH SAS PASS THROUGH-10TH AND LEAD



RECORD DRAWING

STANDARD
PLANS

GENERAL NOTES:

1. NEWLY CONSTRUCTED OR ALTERED PUBLIC UTILITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 (PUBLIC LAW 101-336), A TITLE II ENTITY IS CONSIDERED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROVIDES DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT OF 1973 AS AMENDED TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS, INCLUDING THE PLANNING STAGE.
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROW), AS SET FORTH IN THE LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILS OF LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE PARALLEL TO THE SIDEWALKS AND CURB RAMP AND BE CONSTRUCTED TO PROVIDE TRAVEL. EXTEND TRAVEL THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCOPE OR MAKE CHANGES TO THE PLANNED LAYOUTS.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.5 INCHES AND 0.5 INCHES SHALL BE SEVERED WITH A SLOPE NOT STEEPER THAN 1:1. THE SLOPE SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY. DISCONTINUITIES IN CONTIGUOUS AND JOINTS SHALL NOT EXCEED 1/8 INCHES IN CHAIRS. ELEVATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LOW DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
6. PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP JOINS AN EXISTING SIDEWALK OR STRUCTURE WITH THE TOP OF CONCRETE FILLER WITH ADJACENT CONCRETE SURFACE.
7. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
8. INSTALL JOINTS WHERE CURB RAMP, TURNING SPACES, FLARES, AND SIDEWALKS MEET. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
9. VERTICAL CURB RAMP OR TURNING SPACES SHALL BE PERMITTED TO EXCEED 1/8 INCHES IN CHAIRS. ELEVATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LOW DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
10. CONSTRUCTION TOP BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES. CURB RAMP, SIDEWALK, AND FLARE, VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

11. SIDEWALK AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SDG 100-1-10.
12. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1% TYPICAL, BUT SHALL NOT EXCEED 3% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
13. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN. EXCEPTION: MINOR SIDEWALK WIDTHS NEEDS TO BE REDUCED TO NO LESS THAN 4.0 FT. PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT. MINIMUM. PASSING SPACES SHALL BE 8.0 FT MINIMUM BY 8.0 FT MINIMUM.
14. ANY SIGNALS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH OF THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIAN AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

15. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN FIGURE 10 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS ON CONSTRUCTION PLANS WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
16. RUNNING SLOPE OF THE CURB RAMP SHALL BE 0.3% MAXIMUM (RECOMMENDED 0.2% MAXIMUM). BUT SHALL NOT EXCEED 16.0 FT TO AVOID CHANGING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 16.0 FT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
17. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS EXCLUDING ANY FLARED SIDES, BLENDED TRANSITIONS, AND TURNING SPACES AT TYPICAL 8.0 FT 2.0 FT MINIMUM AND MINIMUM 4.0 FT 4.0 FT. CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
18. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
19. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADDING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 10.3%.
20. COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 0.5%.
21. CONSTRUCT CURB RAMP FLARE TO ADJACENT SIDEWALK. GRADE SLOPE OF ROAD ELEVATIONS AT THE FOOT OF THE CURB RAMP TO ENSURE POSITIVE DRAINAGE AND PREVENT FLOODING. FOR LEVEL TURNING SPACES AND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
22. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
23. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB (FOR EXAMPLE A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 4.0 FT FOR AN 0.3% SLOPE).

CROSSWALKS

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

DETECTABLE WARNING

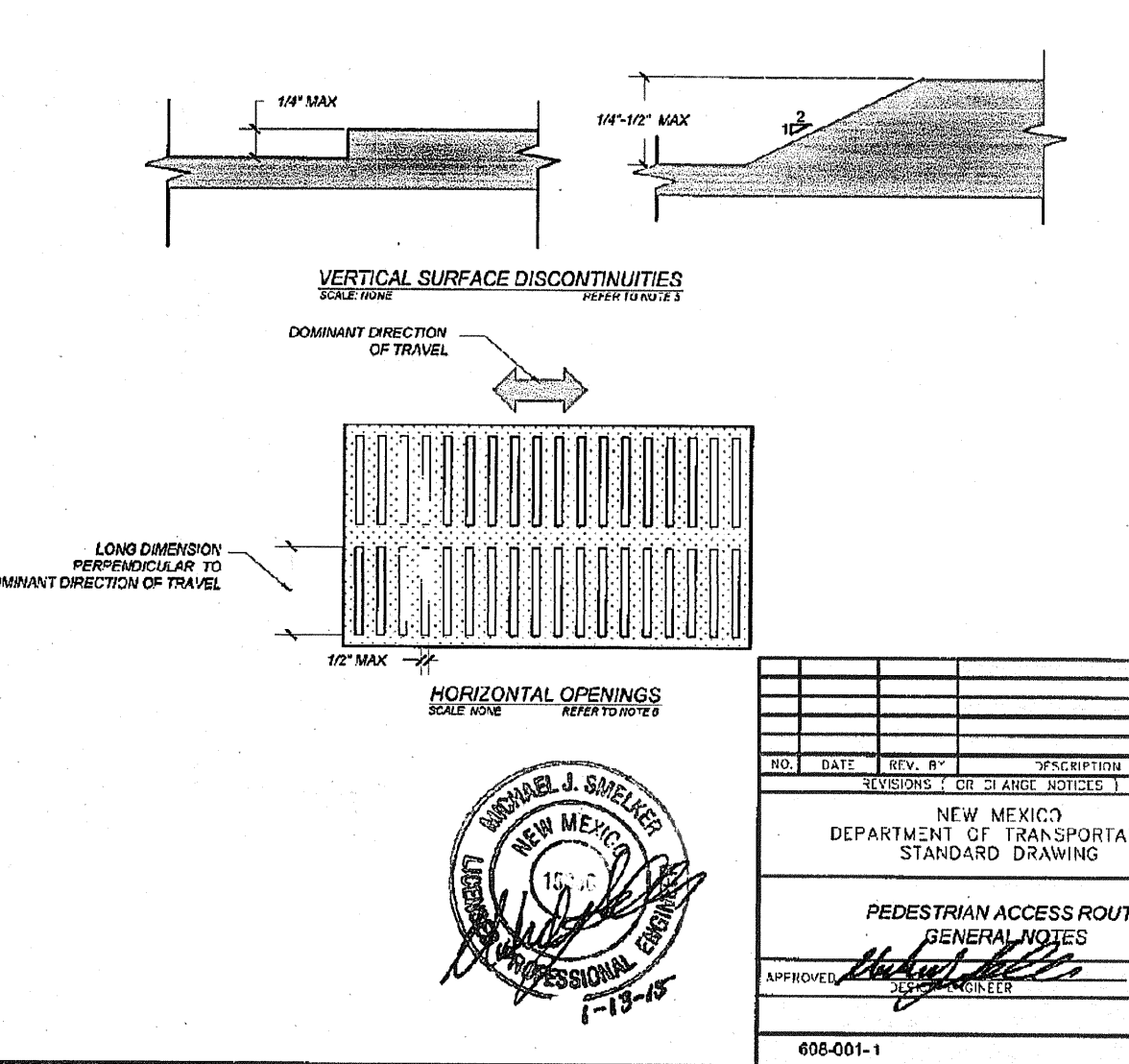
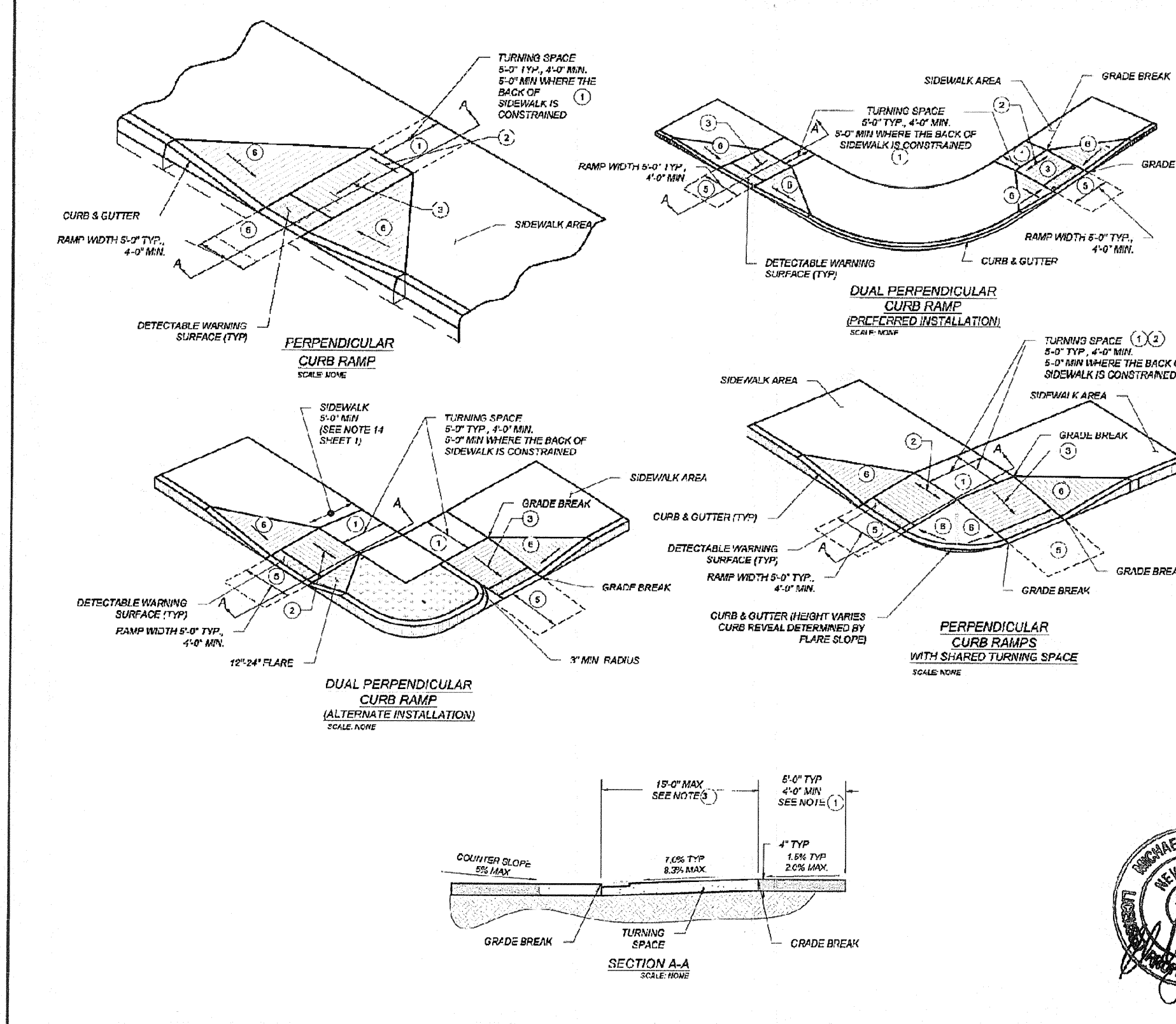
25. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACES PROVIDE A PEDESTRIAN CROSSING FROM THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) SHALL NOT BE INSTALLED AT PERPENDICULAR CROSSINGS. DETECTABLE WARNING SURFACES SHALL BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL HIGHWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
26. DETAILS OF DETECTABLE WARNING SURFACES ARE SHOWN IN CONSTRUCTION PLANS AND SHEET 608-001-012 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

27. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUD POLES WHERE APPLICABLE. DO NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
28. PEDESTRIAN SIGNAL PUSHBUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MUTCD, ON-BOARD TRAFFIC CONTROL, DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0' TO 10' AND SHALL BE WITHIN 30" TO 48" ABOVE THE SIDEWALK SURFACE.
29. PEDESTRIAN SIGNAL SHALL HAVE 4" TYPICAL TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

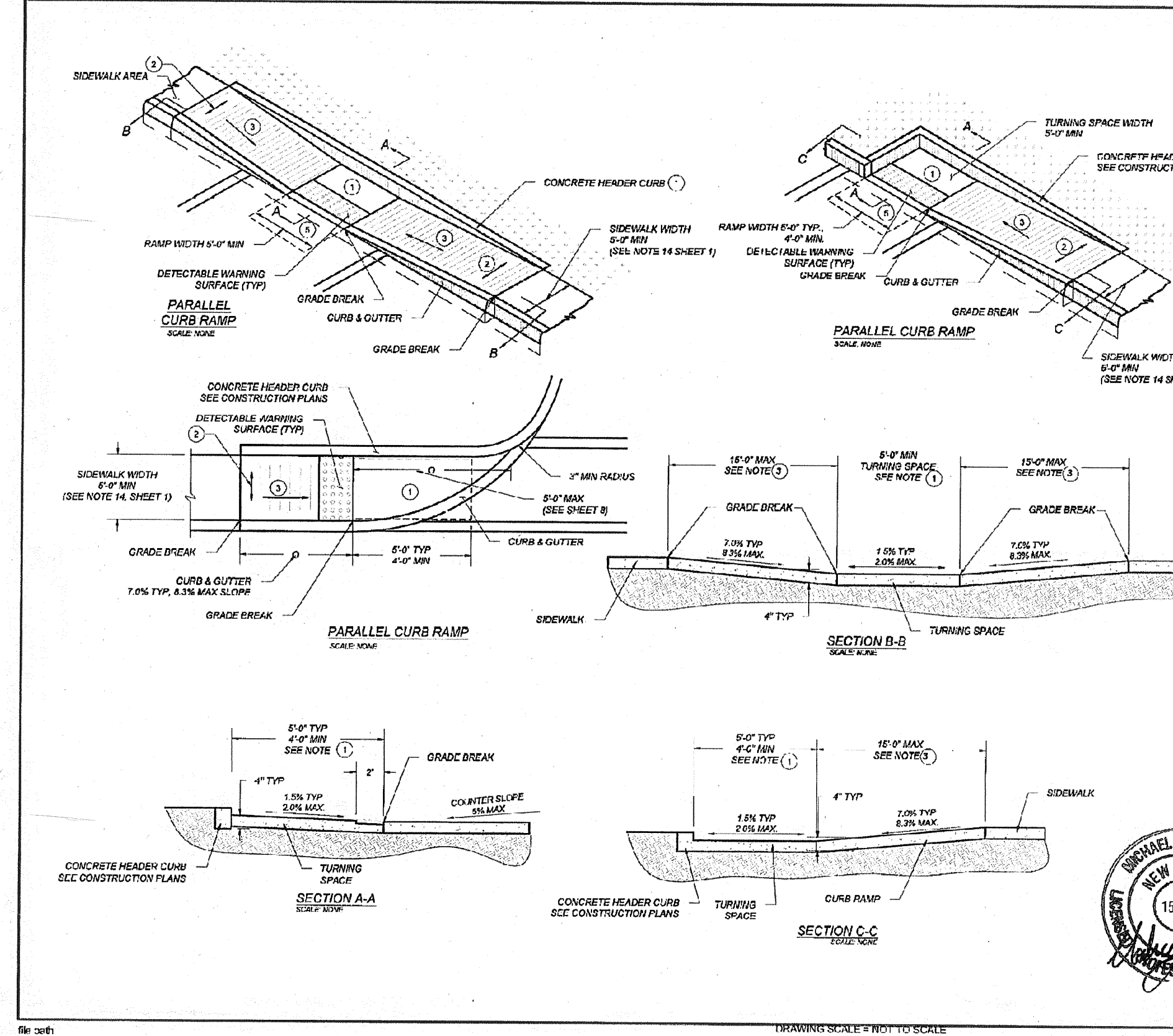
30. ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE MUTCD. PEDESTRIAN ACCESS STANDARDS AND PROVISIONS MAY BE TESTED. ANY DESIGN CONSTRUCTION DEVIATION THAT IS DEEMED AN IMPROVEMENT OR TECHNICALLY FEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF A DESIGN VARIANCE PROCEDURE.
31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.
32. TECHNICAL INFEASIBILITY, MEANS WITH RESPECT TO AN ALTERATION OF A BUILDING OR FACILITY, THAT IT HAS LITTLE OR NO KNOWLEDGE OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVALS OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PREVENT.
33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING, A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

STANDARD
PLANS

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 0.3% (RECOMMENDED 0.2%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT (RECOMMENDED 6.0 FT BY 6.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND FLARE SPACES. WHERE THE TURNING SPACE IS CONSTRUCTED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN. THE 4.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 0.3% MAX (RECOMMENDED 0.2%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSINGS WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS, OR SIGNALS FOR THE GREEN WAVE, AND AT MEDIAN PROPERTIES STREET CROSSINGS, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 0.3% MAX (RECOMMENDED 0.2%) BUT SHALL NOT EXCEED THE RAMP LENGTH TO EXCEED 16.0 FT TO AVOID CHANGING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 16.0 FT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
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5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 0.5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 0.5% MAX (RECOMMENDED 0.3%). MEASURED PARALLEL TO THE BACK OF THE CURB UNLESS IT IS PLACED SO AS TO PROTECT FROM CROSS TRAVEL BY LANDSLIPPING STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

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STANDARD
PLANS

KEYED NOTES

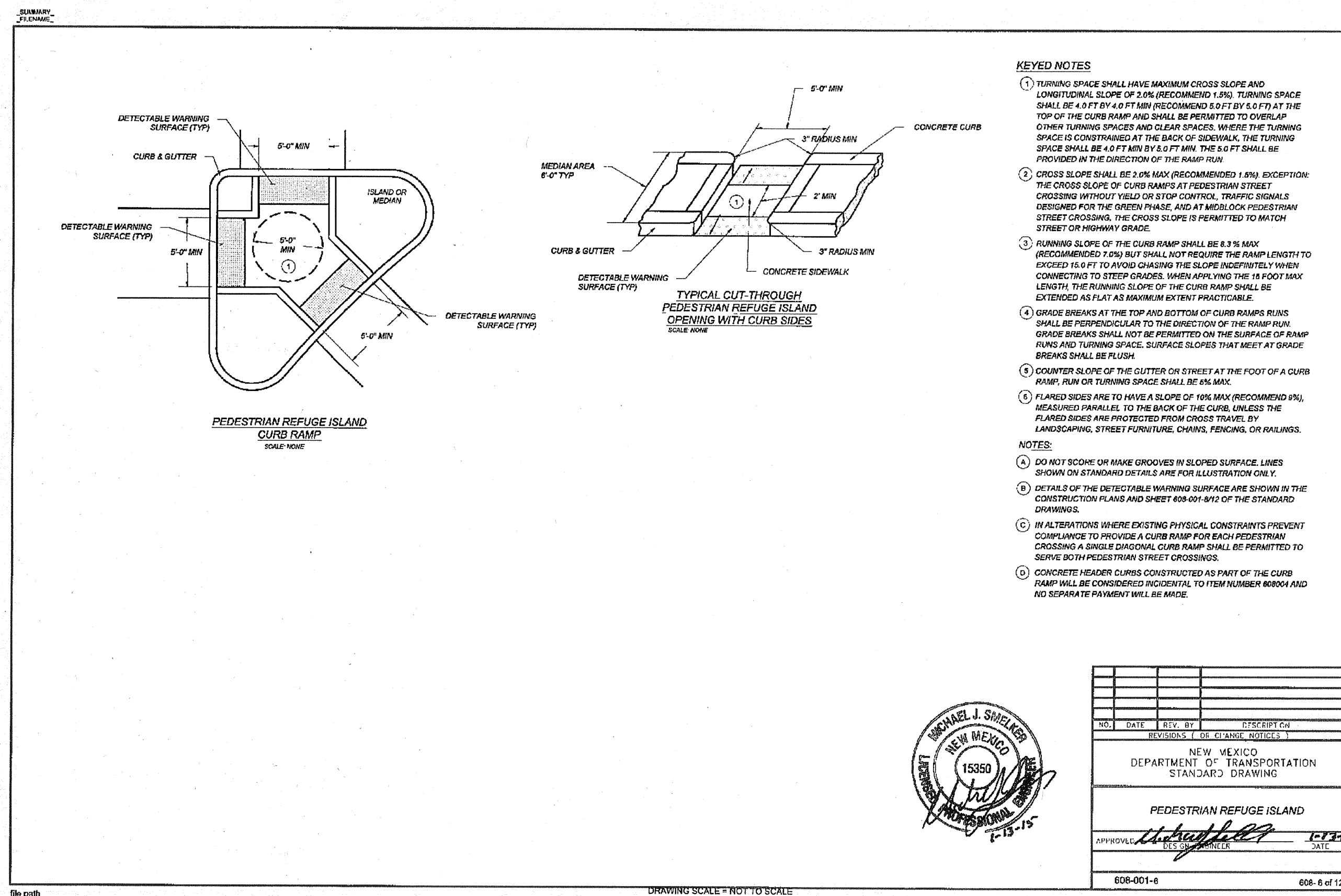
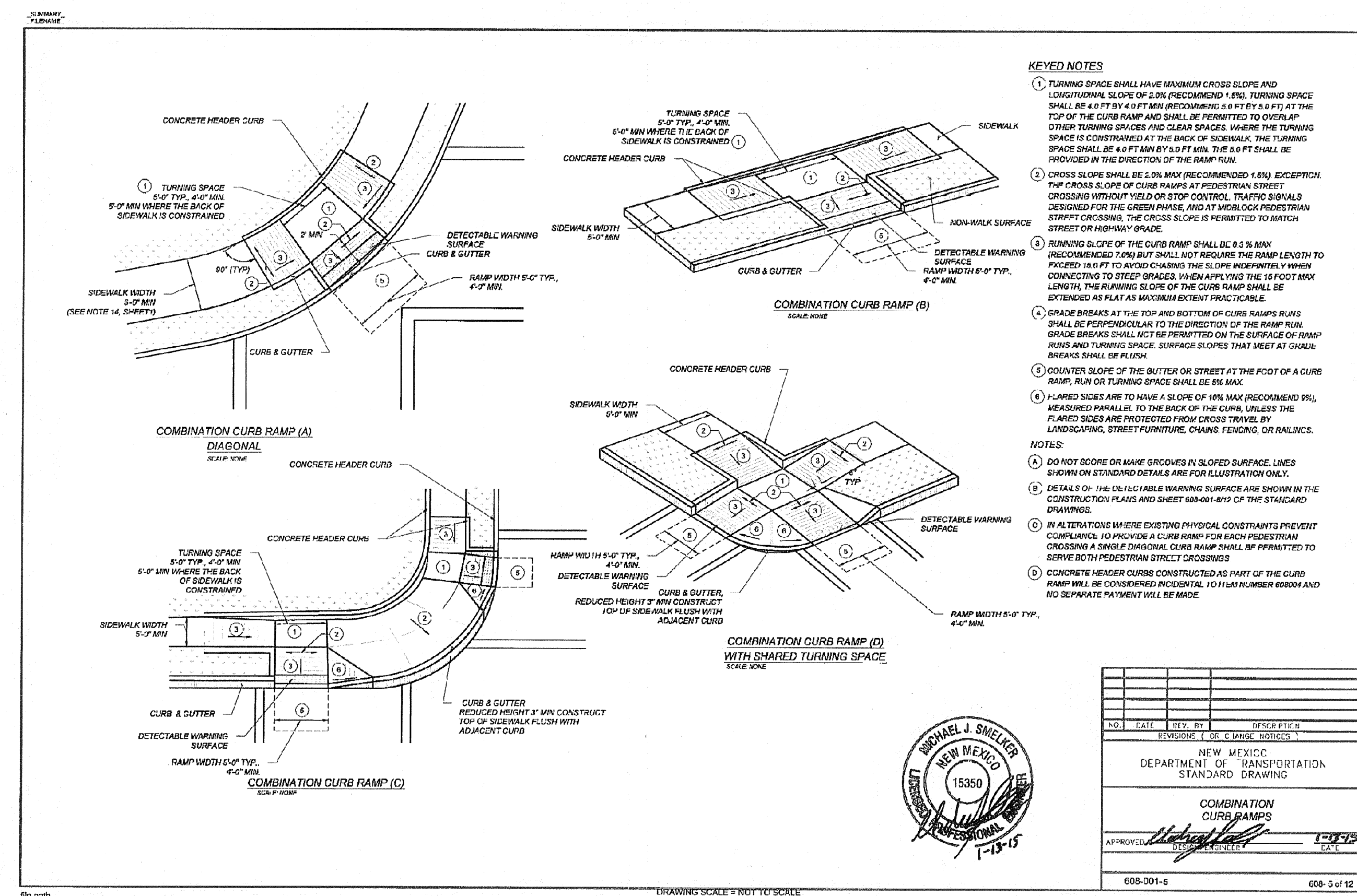
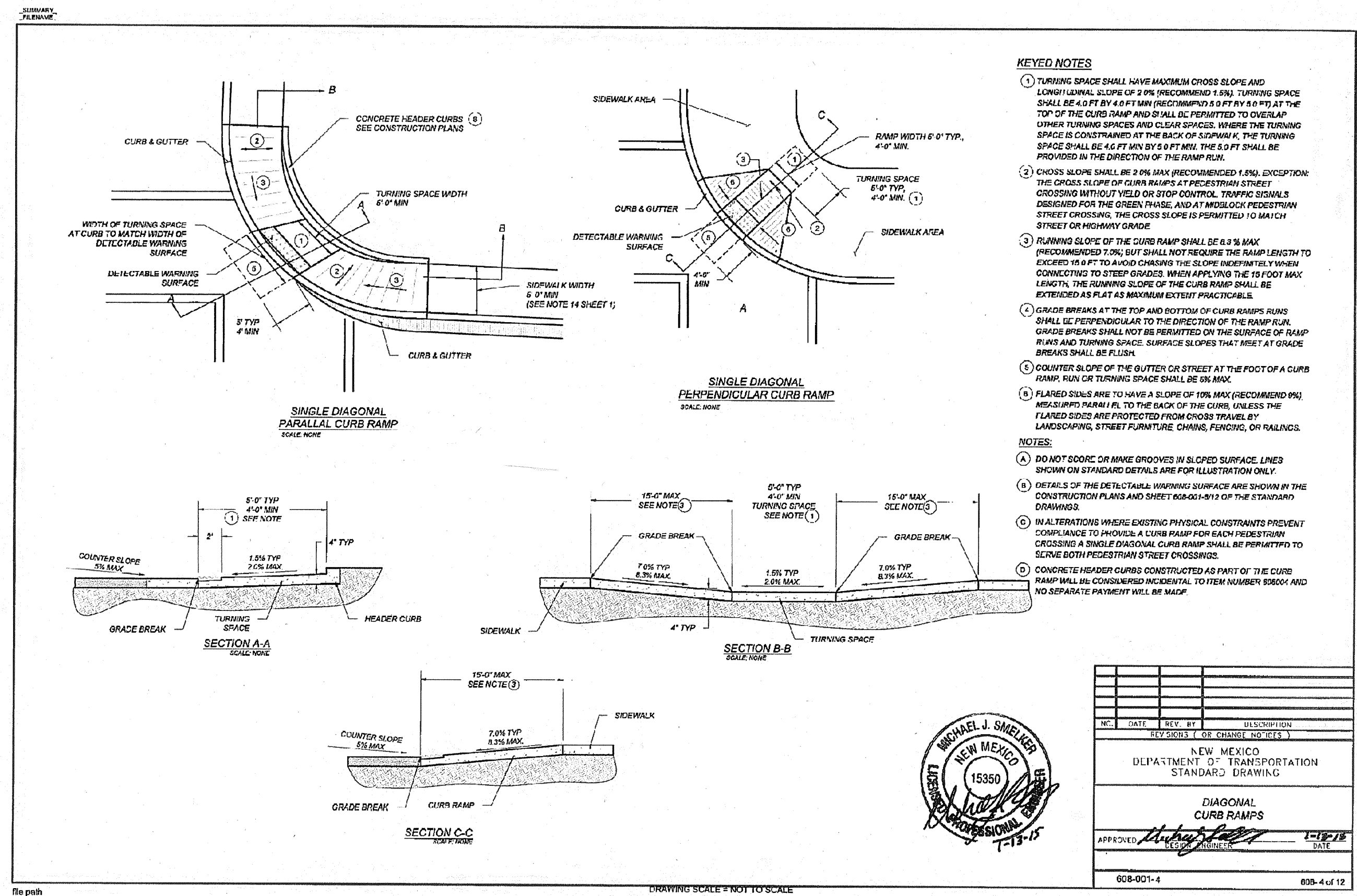
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CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION			
TITLE: 10TH STREET STORM DRAIN IMPROVEMENTS NMDOT STANDARD DRAWINGS, 1 OF 4			
Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
NMDOT	STANDARD		
City Project No. 6483.92	Zone Map No. K-13	Sheet 12	Of 16

RECORD DRAWING

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SUITE 900
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

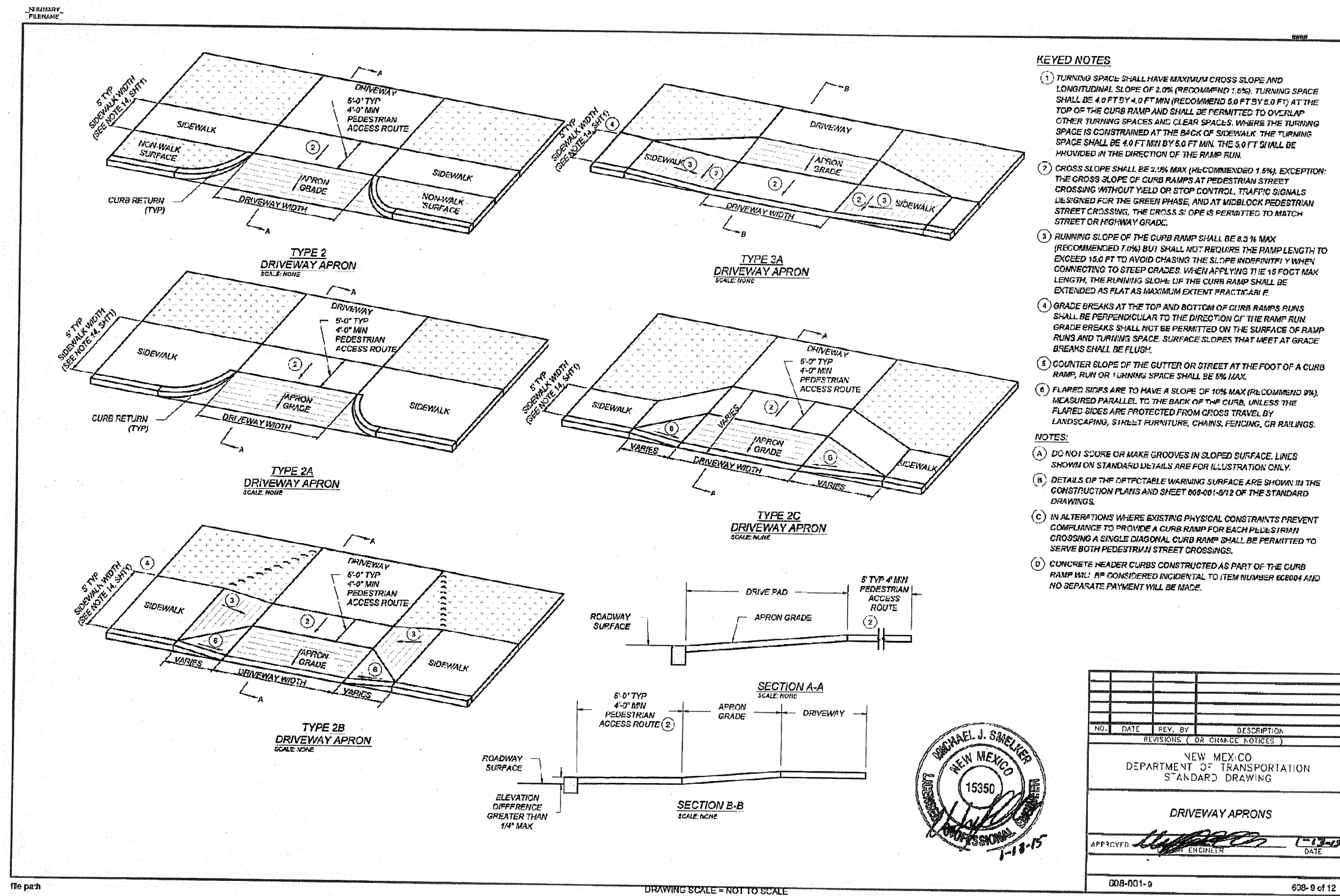
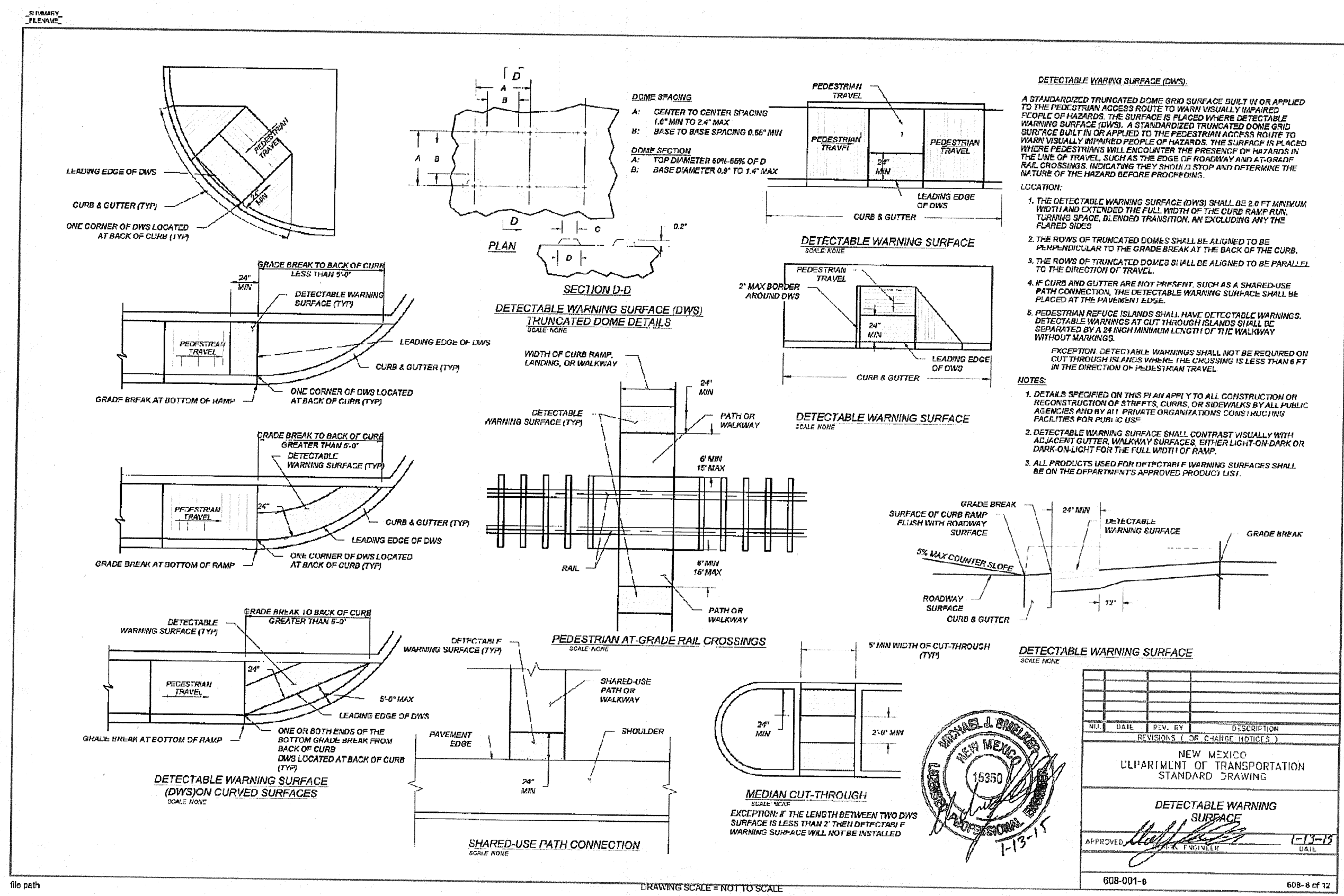
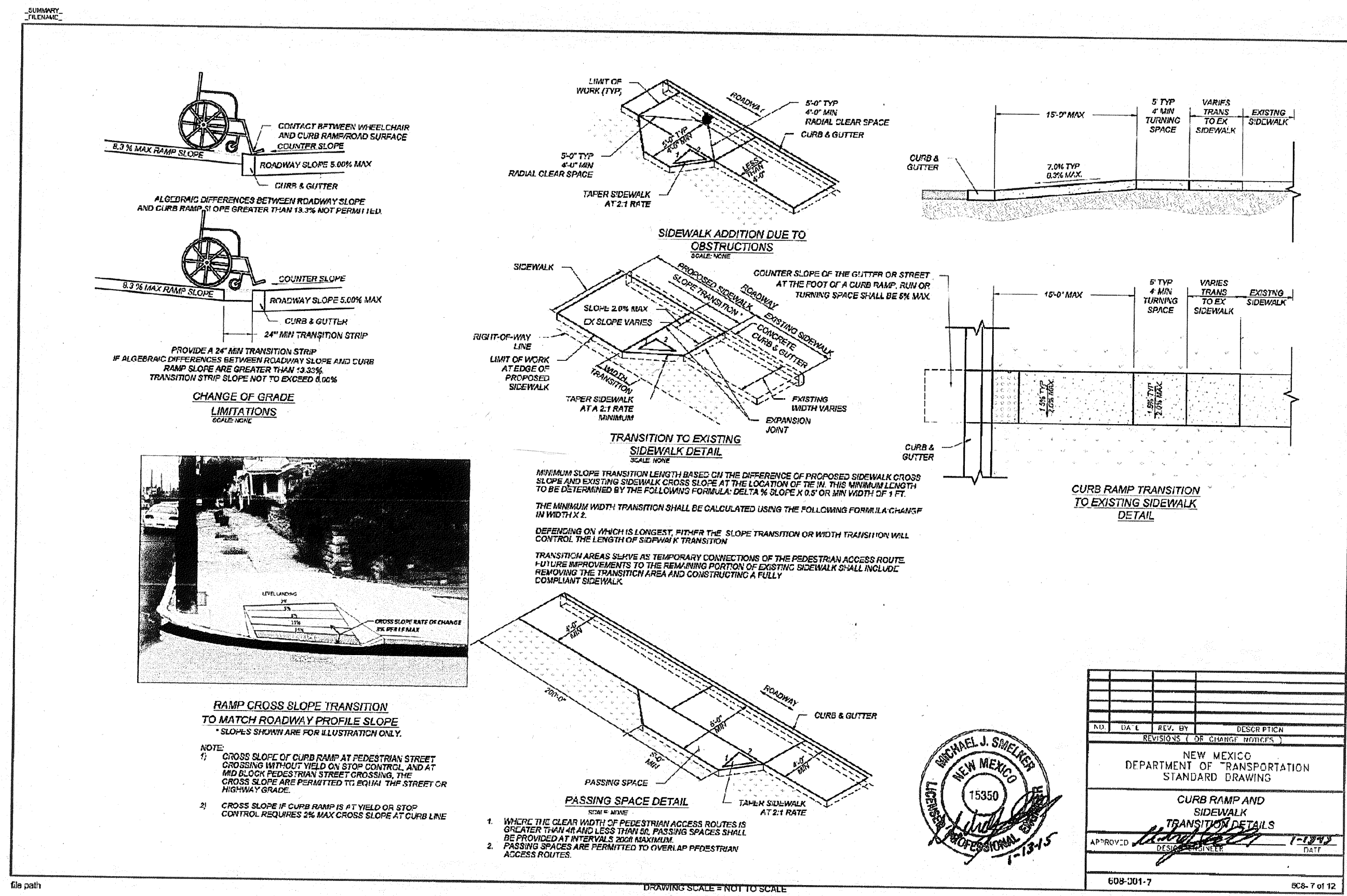
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NMDOT STANDARD DRAWINGS, 2 OF 4

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NMDOT STANDARD

City Project No. 6483.92 Zone Map No. K-13 Sheet 13 of 16

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ENGINEERING DIVISION

10TH STREET STORM DRAIN IMPROVEMENTS
NMDOT STANDARD DRAWINGS 3 OF 4

Design Review Committee

City Engineer Approval

NM DOT

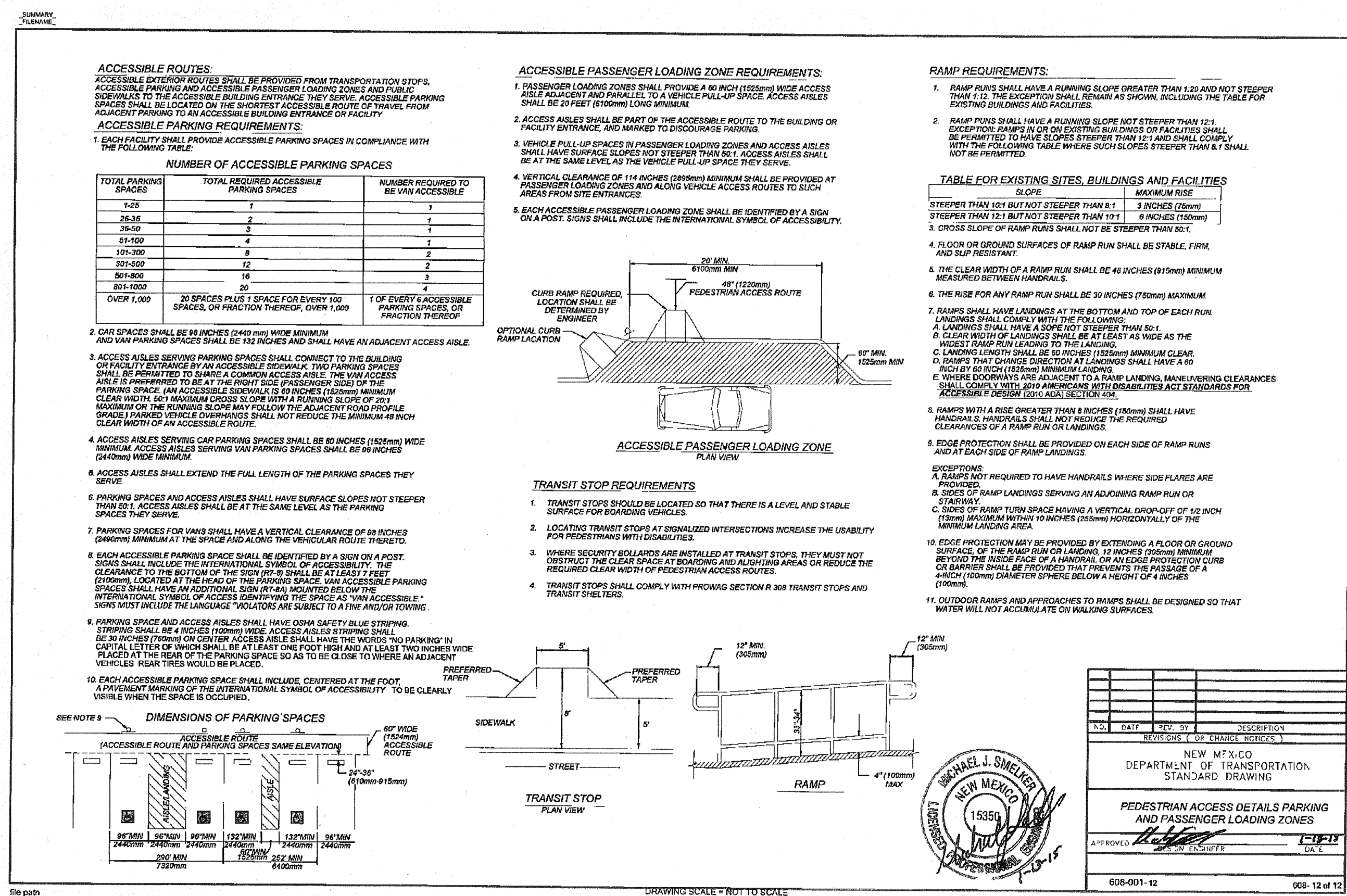
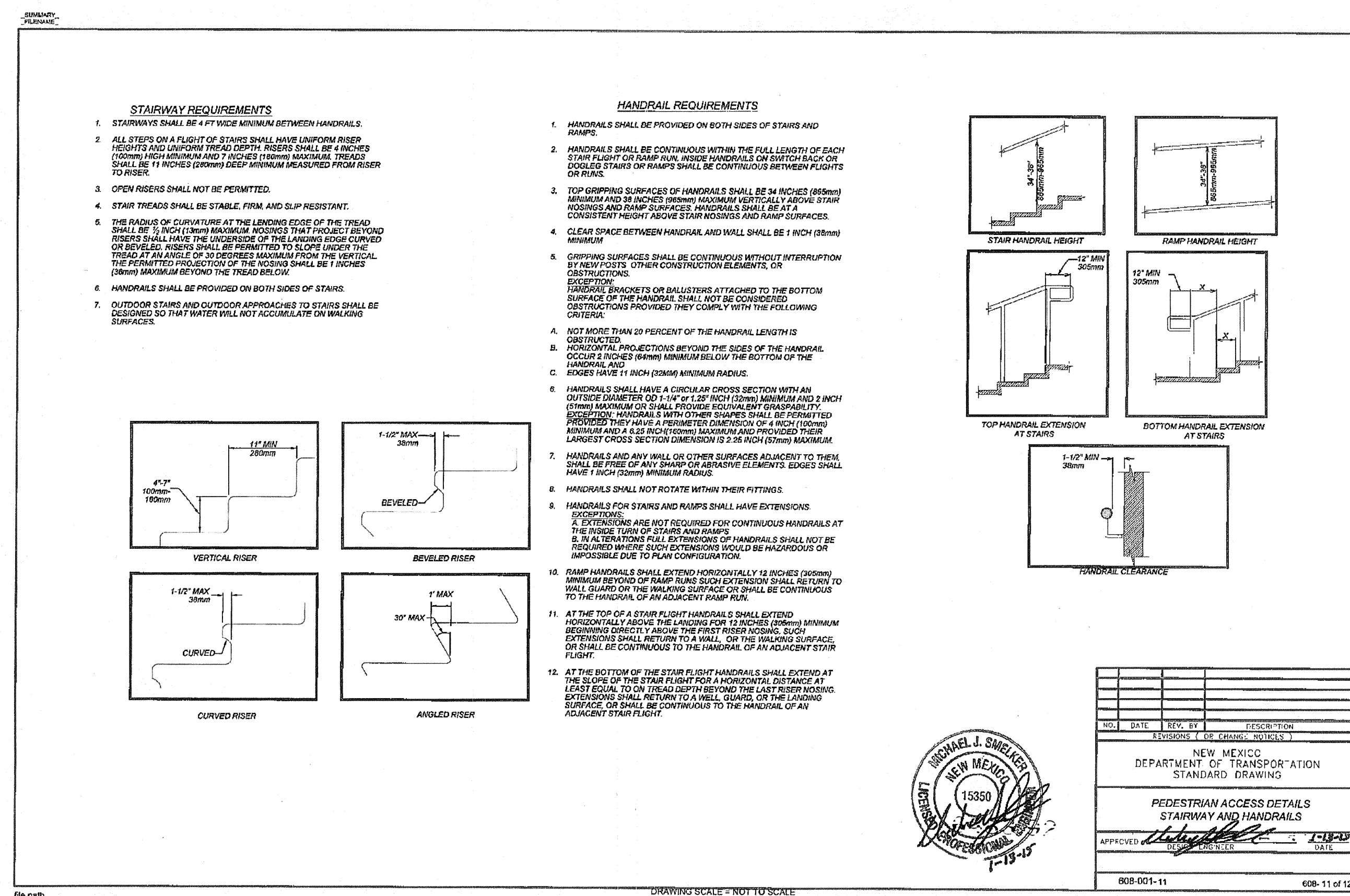
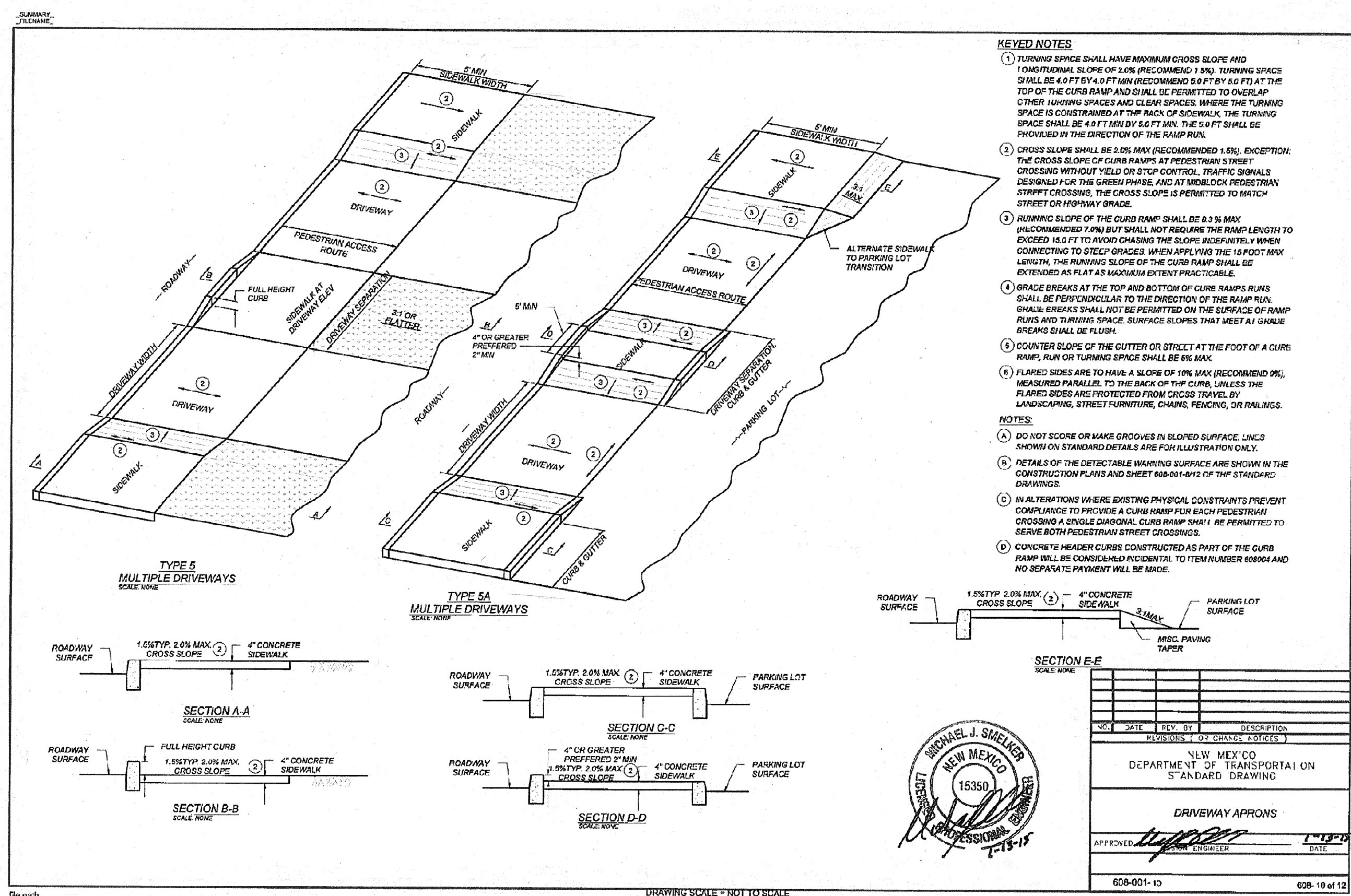
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: 10TH STREET STORM DRAIN IMPROVEMENTS
NMDOT STANDARD DRAWINGS, 4 OF 4

Design Review Committee City Engineer Approval

NMDOT STANDARD

City Project No. 6483.92 Zone Map No. K-13 Sheet 15 Of 16

RECORD DRAWING

"CURB COMPANION"
SELF-FLUSHING DROP INLET DEBRIS SCREEN

CURB COMPANION - TENSION DEVICE

- DESCRIPTION
PERMANENT DEBRIS BARRIER MADE OF WELDED WIRE WITH A 2" OVERFLOW THAT IS BUILT INTO THE FRAME. TENSION LOADED FACE THAT WILL OPEN WITH 3.5 PSI TO 4" OPENING, BUT WILL TRAP DEBRIS (TRASH, LEAVES, ETC.) FOR PROTECTION OF CURB INLETS.
- PURPOSE
TO INTERCEPT DEBRIS FROM UNPROTECTED AREAS.
- CONDITIONS WHERE PRACTICE APPLIES
AREAS WHERE INLET PROTECTION IS REQUIRED SHALL BE ALL CONSTRUCTION IN A STREET OR R.O.W. INCLUDING STREET CUTS, MILLING OPERATIONS, REPAIR OR MAINTENANCE TO ASPHALT OR SUB-GRADE, CONSTRUCTION OF TURN LANE, UTILITY INSTALLATIONS AND CONCRETE OR ASPHALT SAW CUTTING. MUNICIPAL CURB INLETS IN DEVELOPED AREAS, CURB INLETS SURROUNDING THE AREAS WHERE CITY EVENTS ARE HELD. ANY AREA WHERE DEBRIS IS ACCUMULATED.
- DESIGN CRITERIA
THE INLET PROTECTION IS ACROSS THE OPENING OF A CURB INLET WHERE CONSTRUCTION IN THE ROADWAY HAS POTENTIAL FOR SEDIMENT TO RUN OFF TO THE CURB INLET. IT IS NOT TO BE USED AS A SUBSTITUTE FOR EROSION CONTROLS OUTSIDE THE ROADWAY WHERE CONTROLS COULD KEEP THE SEDIMENT OUT OF THE ROADWAY.

WELDED WIRE - SEE ATTACHED MSDS

METAL MATERIAL - THE METAL COMPONENTS OF THE DESIGN MEET THE FOLLOWING ASTM'S:

TENSILE STRENGTH (PSI)	YIELD (PSI)	
ASTM - 36 FLAT AND ROUND STEEL	58,000 / 80,000	36,000
ASTM - S13 TUBE STEEL	71,000	65,000

THE WELDED WIRE SHOULD COMPLETELY COVER THE OPENING OF THE INLET.

THE WELDED WIRE SHALL BE SECURELY ATTACHED TO THE FRAME BY MEANS OF WRAPPING AROUND EITHER SIDE OF THE FRAMEWORK.

THE COMPLETE DEVICE SHALL BE ATTACHED TO THE INSIDE OF THE INLET THROAT BY EXPANDING THE DEVICE TO A SECURE PRESSURE.

- CURB COMPANION IS TO BE MANUFACTURED AND PROVIDED BY:
INLET PROTECTION COMPANY IPC, LLC
102 N. ST. JOSEPH ST.
GONZALES, TX 78629
1-830-203-5095

FOR ADDITIONAL INFORMATION, PLEASE CONTACT YOUR CONTECH CONSTRUCTION PRODUCTS REPRESENTATIVE. www.contech-cpi.com

- FRAME STRUT
- ROD
- FRAME STRUT
- ROD
- THREADED FASTENER
(SHOWN FROM INSIDE OF INLET)
(REVERSE FOR INSTALLATION OUTSIDE OF INLET - RECOMMENDED METHOD)
- WASHER
- GUIDED SLEEVE
- GUIDED SLEEVE
- ELASTOMERIC SLEEVE
- BOLT/NUT
- ELASTOMERIC SLEEVE
- WIRE MESH FLAP CONNECTED TO BOTTOM ROD (02) AND STEEL PLATE SPRING (18)
- FIXED THREADED NUT
- EXPANDER BRACKET
- EXPANDER BRACKET
- STEEL PLATE STOPPER WELDED TO (17)-STEEL PLATE
- STEEL PLATE BRACKET WELDED INTO (09)-ELASTOMERIC SLEEVE
- STEEL PLATE SPRING ATTACHED BY MECHANICAL SCREW TO (17) STEEL PLATE BRACKET AND TO (12) WIRE MESH FLAP
- STEEL PLATE STOPPER WELDED TO TOP (11) ELASTOMERIC SLEEVE

URS

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE:
10TH STREET STORM DRAIN IMPROVEMENTS
SELF-FLUSHING DROP INLET DEBRIS SCREEN

Design Review Committee

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Mo./Day/Yr.

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City Project No.
6483.92

Zone Map No.
K-13

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RECORD DRAWING

DELETED FROM PROJECT

INSTALLATION INSTRUCTIONS

PREPARATION

- PRACTICE SAFETY FIRST WITH THE INSTALLATION LOCATION AND CONSIDERATIONS FOR POTENTIAL STREET OR PEDESTRIAN TRAFFIC. FOLLOW LOCAL GUIDELINES AND PROCEDURES FOR TEMPORARILY DIVERTING FOOT OR ROAD TRAFFIC WHERE APPLICABLE.
- HAVE THESE TOOLS READY:
 - BRUSH/BROOM AND DUSTPAN (FOR CLEANING OUT MOUTH OF INLETS)
 - TAPE MEASURE
 - BOLT CUTTER
 - BOX CUTTER/SCISSORS
 - FOAM MAT (OPTIONAL)
 - CORDLESS DRILL OR RATCHET 1/4"
- GETTING A CLEAN START
 - REMOVE ANY EXISTING INLET PROTECTION
 - USING BRUSH/BROOM, CLEAR ANY DEBRIS AWAY FROM THE MOUTH OF THE INLET
- VERIFY MEASUREMENTS
 - VERIFY MEASUREMENTS OF THE CURB INLET WITH TAPE MEASURE - MEASURE INLET WIDTH FROM SIDE TO SIDE WHERE THE UNIT WILL EXPAND TO THE CURB OPENING (VARIES BY CURB SIZE/DESIGN), ALSO MEASURE THE HEIGHT OF THE INLET OPENING
 - VERIFY THE WIDTH MEASUREMENT OF THE CURB COMPANION INLET PROTECTOR EXPANSION RODS AND CUT TO SIZE WITH BOLT CUTTERS, IF NECESSARY.

UNIT ASSEMBLY INSTRUCTIONS / TRIMMING TO SIZE / REPLACING CLOTH

- ROLL OUT CLOTH ON FLAT SURFACE
- PLACE CURB COMPANION™ INLET PROTECTOR UNIT ON TOP OF CLOTH WITH EXPANSION POLES DOWN
- OPEN BRACKETS TO MEASUREMENTS OF THE HEIGHT OF THE CURB INLET OPENING
- POSITION UNIT 2 TO 3 INCHES FROM THE EDGE OF THE FILTER MATERIAL AND MEASURE 2 TO 3 INCHES FROM THE END OF THE UNIT TO ALLOW FOR THE CLOTH TO FOLD OVER
- CUT THE FABRIC BARRIER CLOTH WITH BOX CUTTER OR SCISSORS
- REMOVE RUBBER TUBE FROM THE EXPANSION POLES
- FOLD CLOTH OVER EXPANSION POLES
- REPLACE RUBBER TUBE

INSTALLING THE UNIT

- (PLACE FOAM MAT ON GROUND IN FRONT OF UNIT)
- MOVE UNIT INTO PLACE 2 TO 3 INCHES INTO THE OPENING OF THE INLET
- IF THE INSIDE OF THE INLET SLOPES HEAVILY, INSTALLATION OF THE UNIT SHOULD ENSURE THAT THE BOTTOM IS HIGHER UPON THE SLOPE THAN THE TOP
- FOR INLET PROTECTION, ALL BRACKETS MUST BE BEHIND THE FACE OF THE CURB TO PREVENT SAFETY ISSUES.
- IF DRILL IS USED, FINAL TORQUE ADJUSTMENTS WILL BE NEEDED WITH A HAND RATCHET TO SECURE FIT TO THROAT OF INLET.
- USING CORDLESS DRILL OR RATCHET, EXPAND EACH MECHANICAL BRACKET TO A SECURE FIT
- THE BRACKETS OF THE UNIT MUST NOT PROTRUDE PAST THE CURB OPENING

