

ABBREVIATIONS	
A	= AIR LINE
AD	= AREA DRAIN
AIP	= ABANDONED IN PLACE
BLDG	= BUILDING
BM	= BENCHMARK
CATV	= CABLE TELEVISION LINE
CIP	= CAST IRON PIPE
CMP	= CORRUGATED METAL PIPE
CMPA	= CORRUGATED METAL PIPE ARCH
CO	= CLEANOUT
COA	= CITY OF ALBUQUERQUE
CONC	= CONCRETE
CL	= CENTERLINE
DIA	= DIAMETER
DIP	= DUCTILE IRON PIPE
DTL	= DETAIL
DWG	= DRAWING
DWS	= WATER
EG	= EXISTING GRADE
ELEC.	= ELECTRIC
ELEV	= ELEVATION
EX	= EXISTING
FF	= FINISHED FLOOR ELEVATION
FG	= FINISHED GRADE
FH	= FIRE HYDRANT
FL	= FLOW LINE
GM	= GAS METER
GV	= GATE VALVE
HI PT	= HIGH POINT
INV	= INVERT ELEVATION
LF	= LINEAL FEET
LP	= LIGHT POLE
L/S	= LANDSCAPING
MH	= MANHOLE
MG	= MEDIUM PRESSURE GAS PIPE
NG	= NATURAL GROUND
OE	= OVERHEAD ELECTRIC LINE
OT	= OVERHEAD TELEPHONE LINE
PB	= ELECTRICAL PULL BOX
PCC	= PORTLAND CEMENT CONCRETE
PP	= POWER POLE
PROP	= PROPOSED
PVC	= POLYVINYL CHLORIDE PIPE
RCP	= REINFORCED CONCRETE PIPE
R/W	= RIGHT-OF-WAY
S	= SLOPE
SAS	= SANITARY SEWER
SD	= STORM DRAIN
STA	= STATION
STD	= STANDARD
SW	= SIDEWALK
T	= TELEPHONE
TA	= TOP OF ASPHALT PAVEMENT
TAC	= TOP OF ASPHALT CURB
TC	= TOP OF CONCRETE SLAB (PAVEMENT)
TCC	= TOP OF CONCRETE CURB
TS	= TOP OF SIDEWALK
TW	= TOP OF WALL
TYP	= TYPICAL
UE	= UNDERGROUND ELECTRIC
UT	= UNDERGROUND TELEPHONE
WM	= WATER METER
WV	= WATER VALVE

STERLING DOWNTOWN

CITY OF ALBUQUERQUE, IMPROVEMENTS FOR PAVING AND UTILITIES, ON 800 SILVER AVENUE SW BETWEEN 8TH STREET AND 9TH STREET.

INDEX TO DRAWINGS

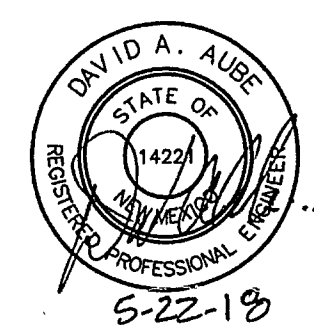
SHEET NO.	DESCRIPTION
1	COVER SHEET AND INDEX TO DRAWINGS
2	TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
3	PLAT
4	SURVEY CONTROL
5	OVERALL DEMOLITION PLAN
6	OVERALL PAVING PLAN
7	SILVER AVENUE PLAN AND PROFILE
8	ADA RAMP DETAILS
9	UTILITY PLAN
10	STRIPING AND SIGNAGE PLAN
11	CURB RAMP DETAILS
12	CURB RAMP DETAILS
13	GRADING PLAN (FOR REFERENCE ONLY)
14	HPPP CONSTRUCTION NOTES
15	HPPP CONSTRUCTION NOTES

APPROVED RECORD DRAWINGS	
City Inspector	Matthew Garduno
Contractor	Bradbury Stamm Construction Inc.
Construction Engineer	Muhammed Adeeb
Date	8/16/2019

Close Out Certification (PWO #7194.85, DRB#1009605)

I, David A. Aube, NMPE 14221, of the firm The Hartman + Majewski Design Group, Inc, hereby certify that the project is in substantial compliance with and in accordance with the design intent of the Public Work Order Plans. The PWO project # is 7194.85 and was dated 7-3-17. The record information that has been edited onto the original design documents was provided by Tony Harris NMPS # 11463 on 5-21-18. I further certify that I have personally visited the project site on May 21, 2018 and have determined by visual inspection that the actual site conditions shown on this plan to be true and correct to the best of my knowledge and belief. This certification is submitted in support a request for acceptance and a release of water meters for the apartment building.

The record information presented hereon is not necessarily complete and intended only to verify substantial compliance of the utility aspects of this project. Those relying on the record documents are advised to obtain independent verification of its accuracy before using it for any other purpose.



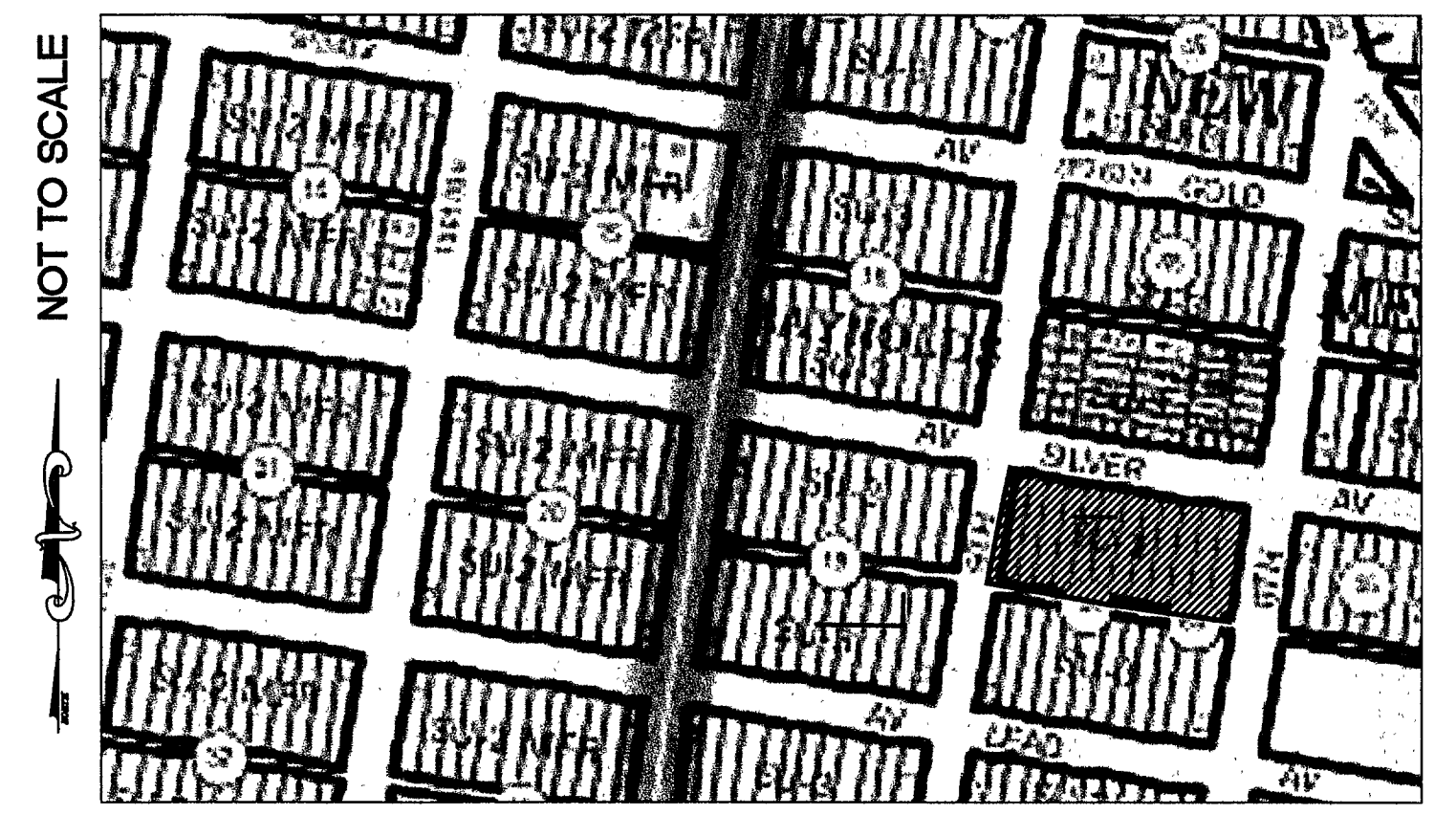
LEGEND

	NEW CURB AND GUTTER & SIDEWALK		ASPHALT UTILITY PATCH PER 2465
	EX CURB AND GUTTER & SIDEWALK		SAWCUT, REMOVAL OF ASPHALT
	PROP FIRE HYDRANT		CURB AND GUTTER REMOVAL
	PROP WATER VALVE		CONCRETE SIDEWALK REMOVAL
	PROPERTY LINE		SAWCUT, REMOVAL OF ASPHALT
	EX SAS MANHOLE		
	PROP SAS MANHOLE		
	PROP WATER METER		
(S 83°39'25" W) RECORD BEARING AND DISTANCES			
	PROPOSED SANITARY SEWER LINE		
	EX SANITARY SEWER LINE		
	PROPOSED WATER LINE		
	EX WATER LINE		
N 00°07'27" W MEASURED BEARING AND DISTANCES			

GENERAL NOTES

- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION THROUGH MOST RECENT UPDATE (#9) AND WILL BE REFERRED TO HEREIN AS "STANDARD SPECIFICATIONS".
- ALL CONSTRUCTION WITHIN CITY RIGHT-OF-WAY OR EASEMENTS MUST BE DONE FROM APPROVED WORK ORDER DOCUMENTS FROM THE CITY.
- ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES, RULES, AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
- CONTRACTOR AGREES THAT HE SHALL ASSUME THE SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OWNER AND ENGINEER FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.
- ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES MUST BE ACCOMPLISHED IN ACCORDANCE WITH OSHA 29CFR 1926.650 SUBPART P.
- AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.
- CONTRACTOR SHALL SECURE A "TOPSOIL DISTURBANCE PERMIT" PRIOR TO BEGINNING CONSTRUCTION (IF REQUIRED BY CITY OF ALBUQUERQUE PUBLIC WORKS).
- PERMIT REQUESTS MAY BE DENIED OR DELAYED DUE TO CONFLICTS WITH OTHER PROJECTS IN THE AREA.
- 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 INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY SURVEYOR AND SHALL NOTIFY THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. ONLY THE CITY SURVEYOR SHALL REPLACE SURVEY MONUMENTS. 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 STANDARD SPECIFICATIONS SECTION 4.4.
- THE CONTRACTOR SHALL COORDINATE WITH THE WATER AUTHORITY SEVEN (7) DAYS IN ADVANCE OF PERFORMING WORK THAT WILL AFFECT THE PUBLIC WATER OR SANITARY SEWER INFRASTRUCTURE. WORK REQUIRING SHUTOFF OF FACILITIES DESIGNED AS MASTER PLAN FACILITIES MUST BE COORDINATED WITH THE WATER AUTHORITY FOURTEEN (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_Procedures.aspx.
- SEVEN (7) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL SUBMIT TO CONSTRUCTION COORDINATION DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION COORDINATION DIVISION. CONTRACTOR SHALL NOTIFY BARRICADE ENGINEER (924-3400) PRIOR TO OCCUPYING AN INTERSECTION. REFER TO SECTION 19 OF STANDARD SPECIFICATIONS.
- CONTRACTOR SHALL DETERMINE IN ADVANCE OF HIS CONSTRUCTION IF OVERHEAD UTILITY LINES, SUPPORT STRUCTURES, POLES, GUYS, ETC. ARE AN OBSTRUCTION TO CONSTRUCTION OPERATIONS. IF ANY OBSTRUCTION TO CONSTRUCTION OPERATIONS IS EVIDENT, CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY OWNER TO REMOVE OR SUPPORT THE UTILITY OBSTRUCTION. ANY COST ASSOCIATED WITH THIS EFFORT SHALL BE THE RESPONSIBILITY OF CONTRACTOR.
- PNM WILL PROVIDE AT NO COST TO THE CITY OR THE CONTRACTOR THE REQUIRED PERSONNEL FOR INSPECTION OR OBSERVATION DEEMED NECESSARY BY PNM WHILE THE CONTRACTOR IS EXPOSING PNM'S CABLES. HOWEVER, THE CONTRACTOR SHALL BE CHARGED THE TOTAL COST ASSOCIATED WITH REPAIRS TO ANY DAMAGED CABLES OR FOR ANY COST ASSOCIATED WITH SUPPORTING OR RELOCATING THE POLES AND CABLES DURING CONSTRUCTION.
- TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
- PRIOR TO CONSTRUCTION, CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL PERTINENT EXISTING UTILITIES AND/OR OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
- EXISTING UTILITY LINE LOCATION ARE SHOWN IN AN APPROXIMATE MANNER ONLY AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. THE LOCATION OF ANY SUCH EXISTING LINES IS BASED UPON INFORMATION PROVIDED BY THE UTILITY COMPANY, THE OWNER, OR BY OTHERS, AND THE INFORMATION MAY BE INCOMPLETE OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.
- THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UNDERGROUND UTILITY LINES, MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY, AND PRESERVE ANY AND ALL EXISTING UTILITIES.
- CONTRACTOR SHALL SUPPORT ALL EXISTING, UNDERGROUND UTILITY LINES WHICH, BECOME EXPOSED DURING CONSTRUCTION. PAYMENT FOR SUPPORTING WORK SHALL BE INCIDENTAL TO WATERLINE AND/OR SEWER LINE COSTS.
- CONTRACTOR IS TO SUPPORT AND MAINTAIN THE INTEGRITY OF ALL UNDERGROUND TELEPHONE, ELECTRIC CABLES AND CABLE TELEVISION UTILITIES AT NO ADDITIONAL COST TO THE OWNER. CABLE IS TO BE SUPPORTED AT A MAXIMUM OF EVERY FIFTEEN (15) FEET. CONTRACTOR SHALL COORDINATE WITH AND MAKE NECESSARY PAYMENT (IF ANY) TO UTILITY OWNER FOR DE-ENERGIZATION OF CABLES OR SUPPORT OF CABLES BY THE UTILITY OWNER.
- CONTRACTOR SHALL ASSIST THE ENGINEER/INSPECTOR IN THE RECORDING OF DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF ALBUQUERQUE FOR THE PREPARATION OF "AS CONSTRUCTED" DRAWINGS. CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.
- ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
- ALL BACKFILL FOR TRENCHES SHALL BE COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY PER ASTM D-1557 AND AS DIRECTED BY STANDARD SPECIFICATIONS SECTION 301.4 AND STANDARD DRAWING NUMBER 2465.
- CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY OR PRIVATE ROADWAY EASEMENTS SO THAT THE EXCAVATED MATERIAL IS NOT SUSCEPTIBLE TO BEING WASHED DOWN THE STREET OR INTO ANY PUBLIC DRAINAGE FACILITY.

- REMOVALS SHALL BE DISPOSED OF OFF-SITE AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR SHALL DISPOSE OF ALL UNSUITABLE MATERIAL IN AN ENVIRONMENTALLY ACCEPTABLE MANNER AT A LOCATION ACCEPTABLE TO THE PROJECT MANAGER. THERE WILL BE NO DIRECT COMPENSATION FOR THIS WORK.
- CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN A MANNER WHICH WILL MINIMIZE INTERFERENCE WITH LOCAL TRAFFIC.
- ANY WORK AFFECTING AN ARTERIAL ROADWAY MAY REQUIRE TWENTY-FOUR (24) HOURS OF CONSTRUCTION.
- ALL EXISTING SIGNS, MARKERS, DELINEATORS, ETC., WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED, STORED AND RE-SET BY THE CONTRACTOR.
- WHEN ABUTTING EXISTING PAVEMENT TO NEW, SAW CUT EXISTING PAVEMENT TO A STRAIGHT EDGE AND AT A RIGHT ANGLE, OR AS APPROVED BY THE FIELD ENGINEER. REMOVAL OF BROKEN OR CRACKED PAVEMENT WILL ALSO BE REQUIRED.
- REMOVAL OF EXISTING CURB AND GUTTER OR SIDEWALK SHALL BE TO THE NEAREST JOINT.
- AT HIS OWN EXPENSE, CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENT, PAVEMENT MARKINGS, CURB AND GUTTER, SIGNAGE, HANDICAP RAMPS, AND SIDEWALK DURING CONSTRUCTION APART FROM THOSE SECTIONS INDICATED FOR REMOVAL ON THE PLANS AND SHALL REPAIR OR REPLACE, PER STANDARD SPECIFICATIONS.
- ALL STREET STRIPING, ALTERED OR DESTROYED, SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKINGS BY CONTRACTOR TO SAME LOCATION AS EXISTING, OR AS INDICATED BY THIS PLAN SET.
- CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.
- ELECTRONIC MARKER SPHERES (EMS) WILL BE PLACED ACCORDING TO SECTION 170 OF THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION AS REVISED THROUGH UPDATE #9.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR DISPOSING OF ALL DEBRIS, INCLUDING, NOT LIMITED TO HAZARDOUS WASTE AT DISPOSAL SITES APPROVED BY GOVERNMENTAL AGENCIES REGULATING THE DISPOSAL OF SUCH MATERIALS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL CONSTRUCTION SIGNING UNTIL PROJECT HAS BEEN ACCEPTED BY THE CITY AND ABCWUA.
- 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 BY THE CONTRACTOR IMMEDIATELY AND WITHOUT DELAY AT THE CONTRACTOR'S EXPENSE AND APPROVED BY THE CONSTRUCTION OBSERVER.
- MAINTAIN EXISTING ACCESS FOR ALL BUSINESSES AND PRIVATE PROPERTY DURING THE COURSE OF CONSTRUCTION, FOR BOTH VEHICLES AND PEDESTRIANS, INCLUDING ADA ACCESS.
- CONTRACTOR TO TEST SUBGRADE R-VALUE PRIOR TO CONSTRUCTION. IN THE EVENT THE R-VALUE IS LESS THAN 50, REMOVE 2 FEET OF SUBGRADE MATERIAL AND IMPORT MATERIAL WITH R-VALUE GREATER THAN 50 OR CONTACT THE ENGINEER IMMEDIATELY SO THE PAVEMENT SECTION CAN BE MODIFIED.



VICINITY MAP
ZONE ATLAS K-13-Z

COA/PNM STREET LIGHT COORDINATION
CONTACT:
MARTIN CARRASCO
COA TRAFFIC ENGINEERING DIVISION
(505) 857-8688

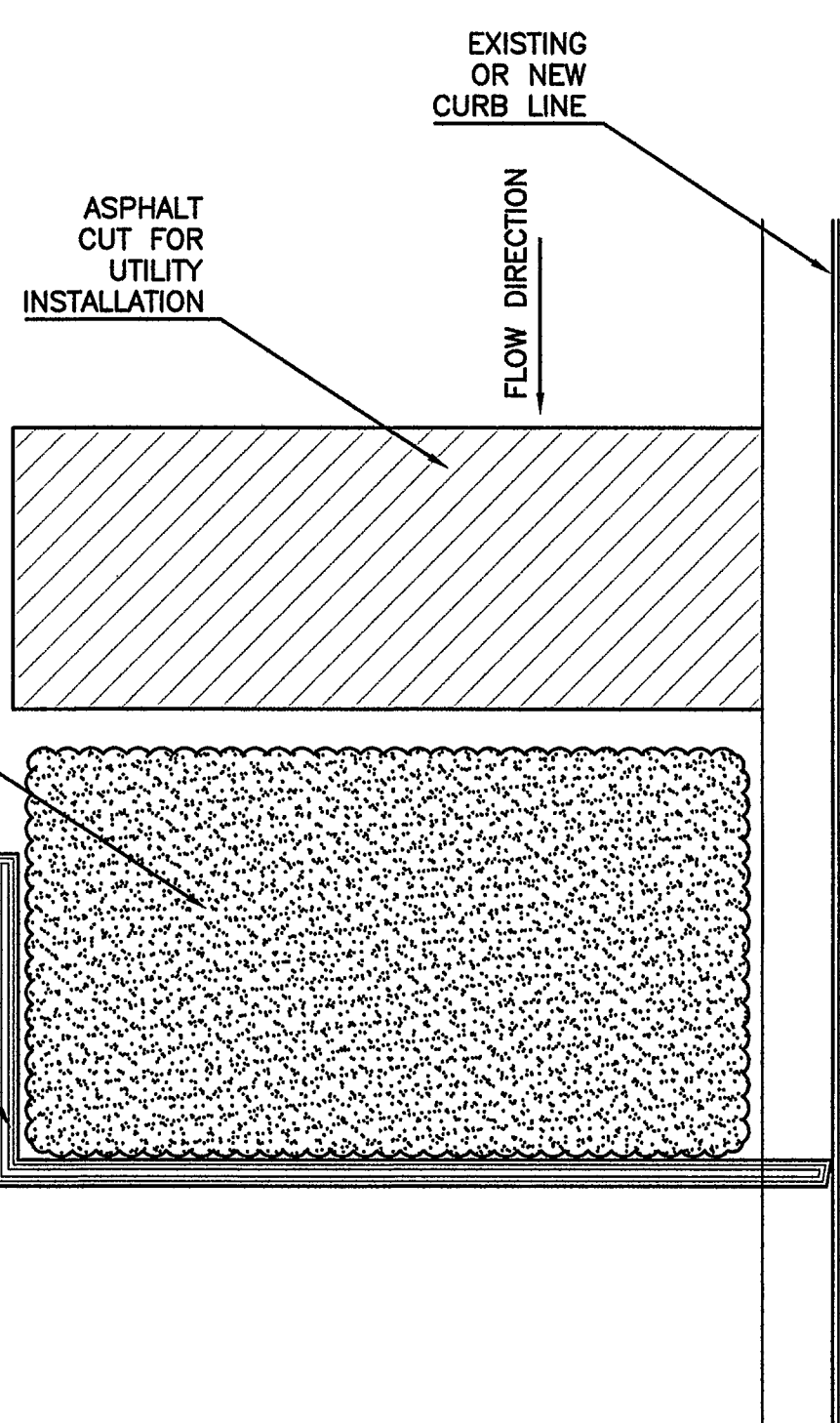


REV.	SHEETS	CITY ENGINEER	DATE	USER DEPT.	DATE	USER DEPT.	DATE
ENGINEER'S SEAL		APPROVALS	ENGINEER	DATE	APPROVED FOR CONSTRUCTION		
		DRC CHAIRMAN		08-01-17			
		TRANSPORTATION		07-29-17			
		WATER/WASTEWATER		7-12-17			
		HYDROLOGY		7/12/17			
		PARKS			CITY ENGINEER		
		CONSTR. MANAGER			DATE		
PROJECT NO. 719485					SHEET 1 OF 15		

LEGEND

- NEW CURB AND GUTTER & SIDEWALK
- EX CURB AND GUTTER & SIDEWALK
- EX WATER VALVE
- PROP WATER VALVE
- EX FIRE HYDRANT
- PROP FIRE HYDRANT
- PROP WATER METER
- PROPERTY LINE

- (S 83°39'25" W) RECORD BEARING AND DISTANCES
- (N 00°07'27" W) MEASURED BEARING AND DISTANCES
- EX SD MANHOLE
- EX SAS MANHOLE



TYPICAL UTILITY CUT DETAIL

NOT TO SCALE

NOTE:
AN ALTERNATIVE TEMPORARY EROSION AND SEDIMENT CONTROL OPTION IS TO PLACE STOCK PILE ON UPSTREAM SIDE OF UTILITY CUT.
CONTRACTOR TO APPLY FOR NOI WITH THE EPA PRIOR TO BEGINNING ANY SAWCUTTING OR UTILITY TRENCHING.

THE HARTMAN + MAJEWSKI
Design Group
120 VASSAR DRIVE SE SUITE 100
ALBUQUERQUE, NEW MEXICO 87106
PHONE: 505.242.6880 FAX: 505.242.6881

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

TITLE: **STERLING DOWNTOWN
TEMPORARY EROSION & SEDIMENT CONTROL PLAN**

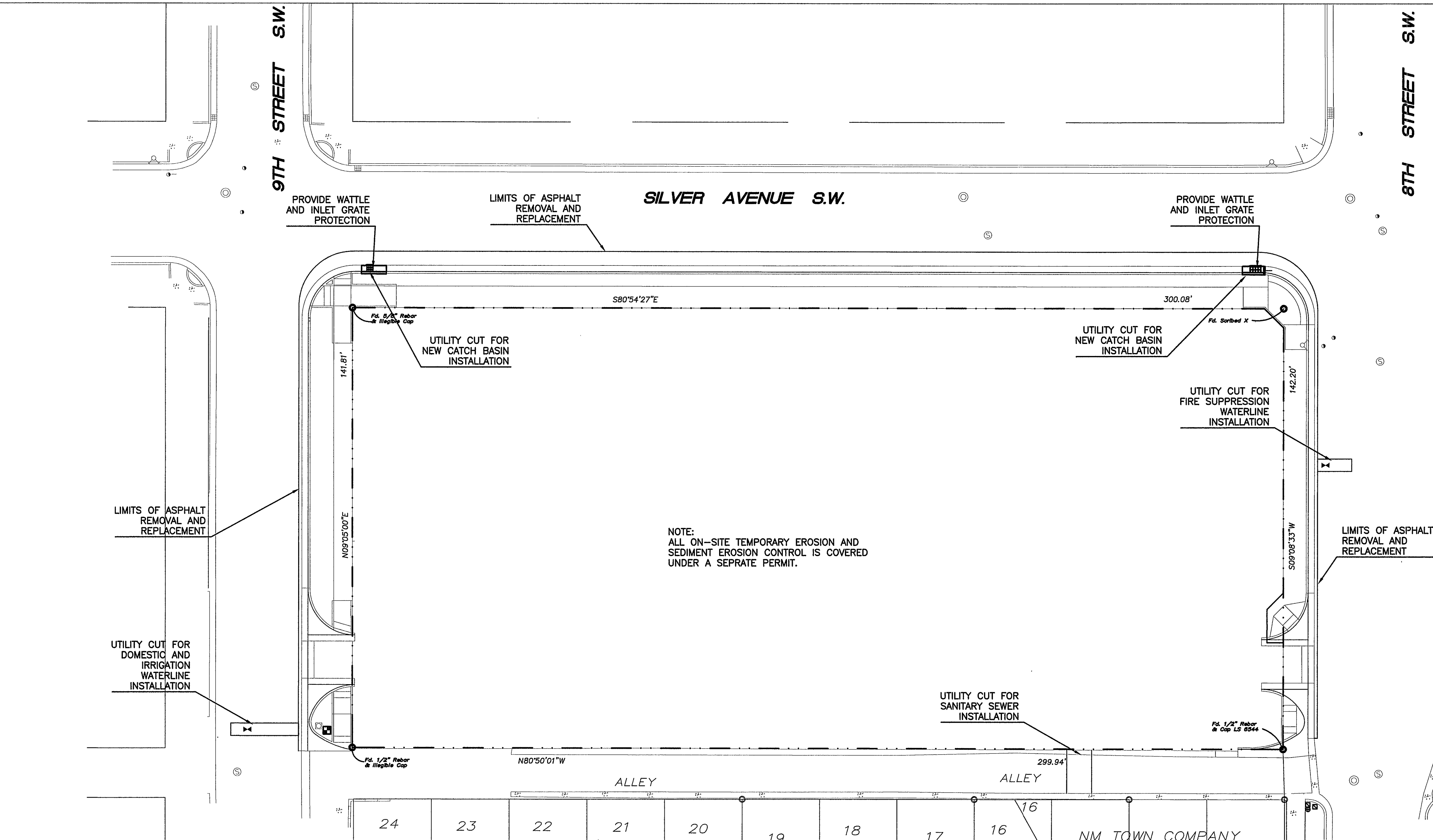
Design Review Committee
APPROVED
AUG 4 2017
DESIGN REVIEW COMMITTEE

City Engineer Approval
APPROVED
JAN 19 2018
CITY ENGINEER

Last Design Update

Mo./Day/Yr. Mo./Day/Yr.
Mo./Day/Yr. Mo./Day/Yr.
Mo./Day/Yr. Mo./Day/Yr.

City Project No. 719485 Zone Map K-13-Z Sheet 2 Of 15



TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 20'-0"

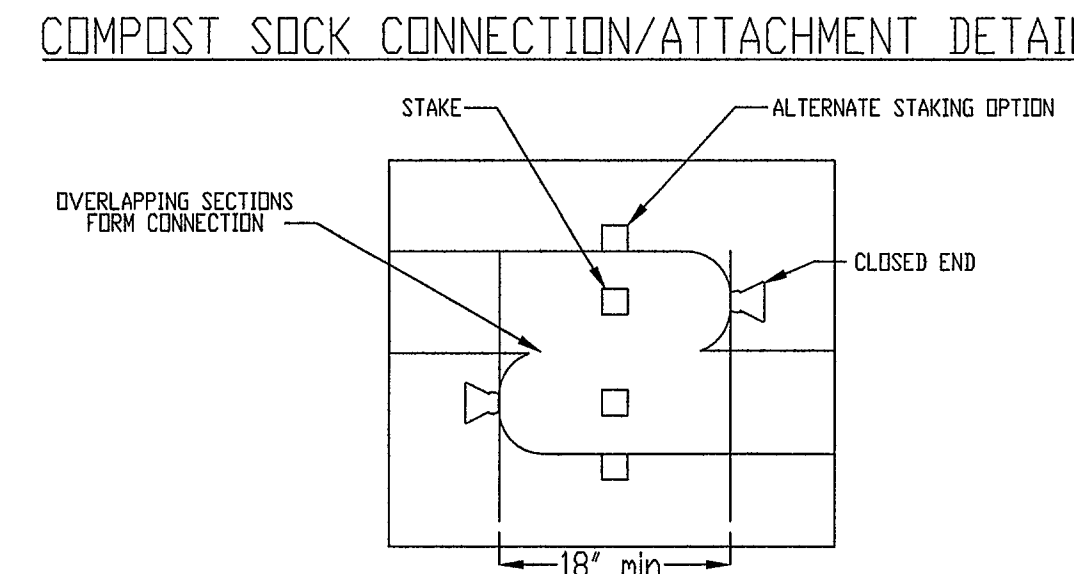
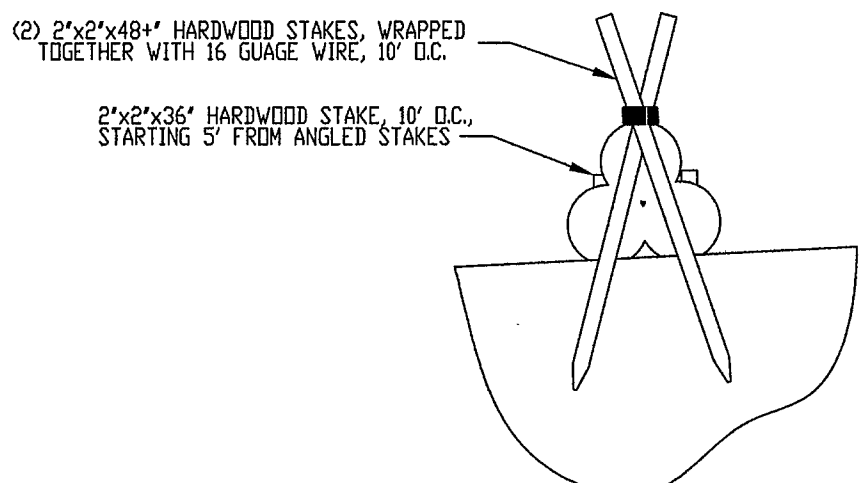
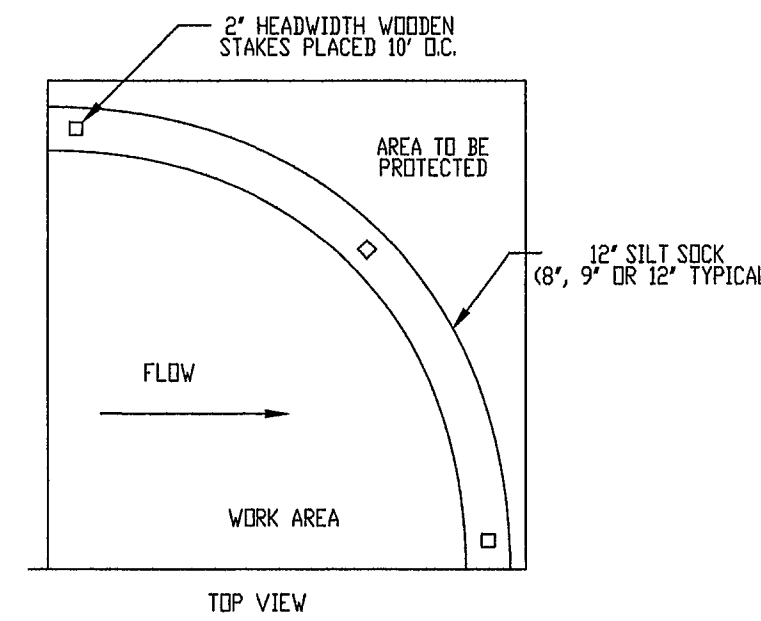
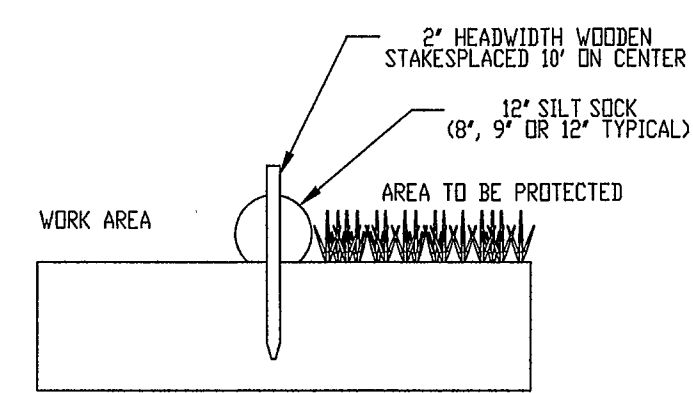
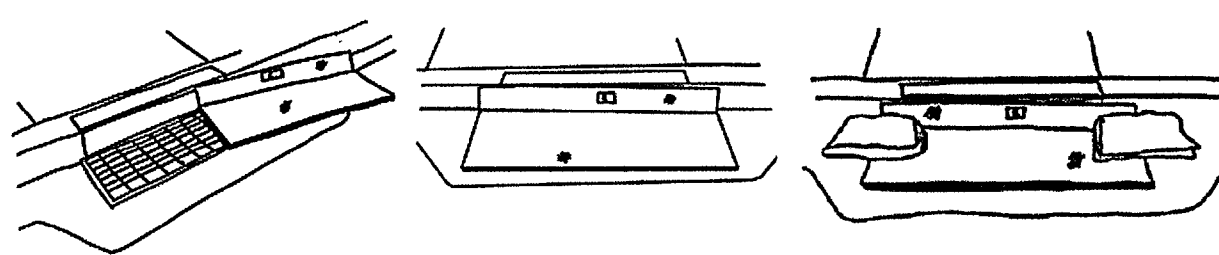
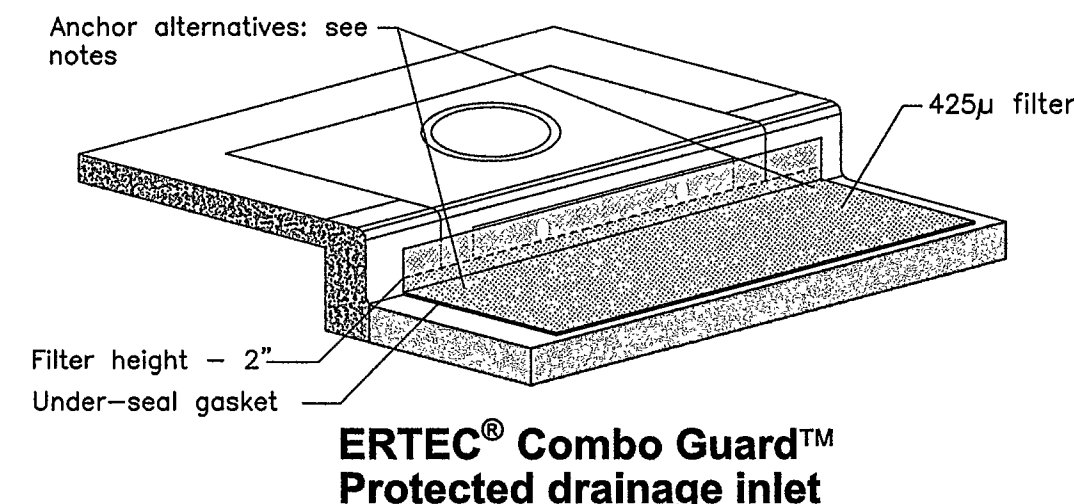
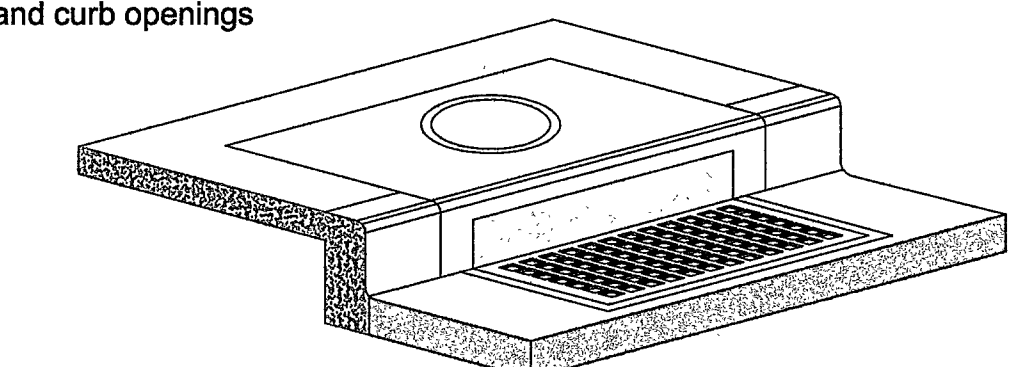
ERTEC® Combo Guard™ — For drainage inlets with grate and curb openings

Grate Size	Combo Guard™ Size
24" x 20"	CG 28" x 22"
36" x 18"	CG 48" x 22"
36" x 20"	CG 48" x 22"
40" x 18"	CG 48" x 22"
40" x 24"	CG 48" x 27"
42" x 28"	CG 48" x 30"

Construction Details
 * Filter height = 2 inches
 * UV resistant HDPE outer jacket
 * Under-seal gasket to prevent underflow
 * CG height = 6 inches (vertical component)

Installation Notes

- Placement:** Place CG tightly against curb opening and cover entire grate. CG should extend at least 2 inches past grate towards street.
- Overlap for long openings:** Overlap CG units at longer openings.
- Anchor:** Anchor CG so that water cannot flow behind it.
- Alternate anchor methods:** A) Install gravel bags at each side of CG - half-on and half-off the edges. Use half-filled gravel bags (15 or 20 lbs). Round rock is recommended. or B) Attach with 16 gauge tie-wire. Cut wire to 18" length. At each corner of CG, feed one end of wire down through CG, around grate bar, and back up thru CG. Above ground, twist wires several times, cut-off excess. or C) Fasten with concrete anchors/nails at the outside edges of CG.

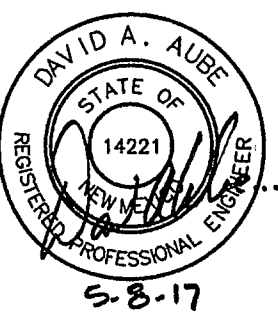


TYPICAL WATTLE DETAIL

NOT TO SCALE

INLET PROTECTION DETAIL

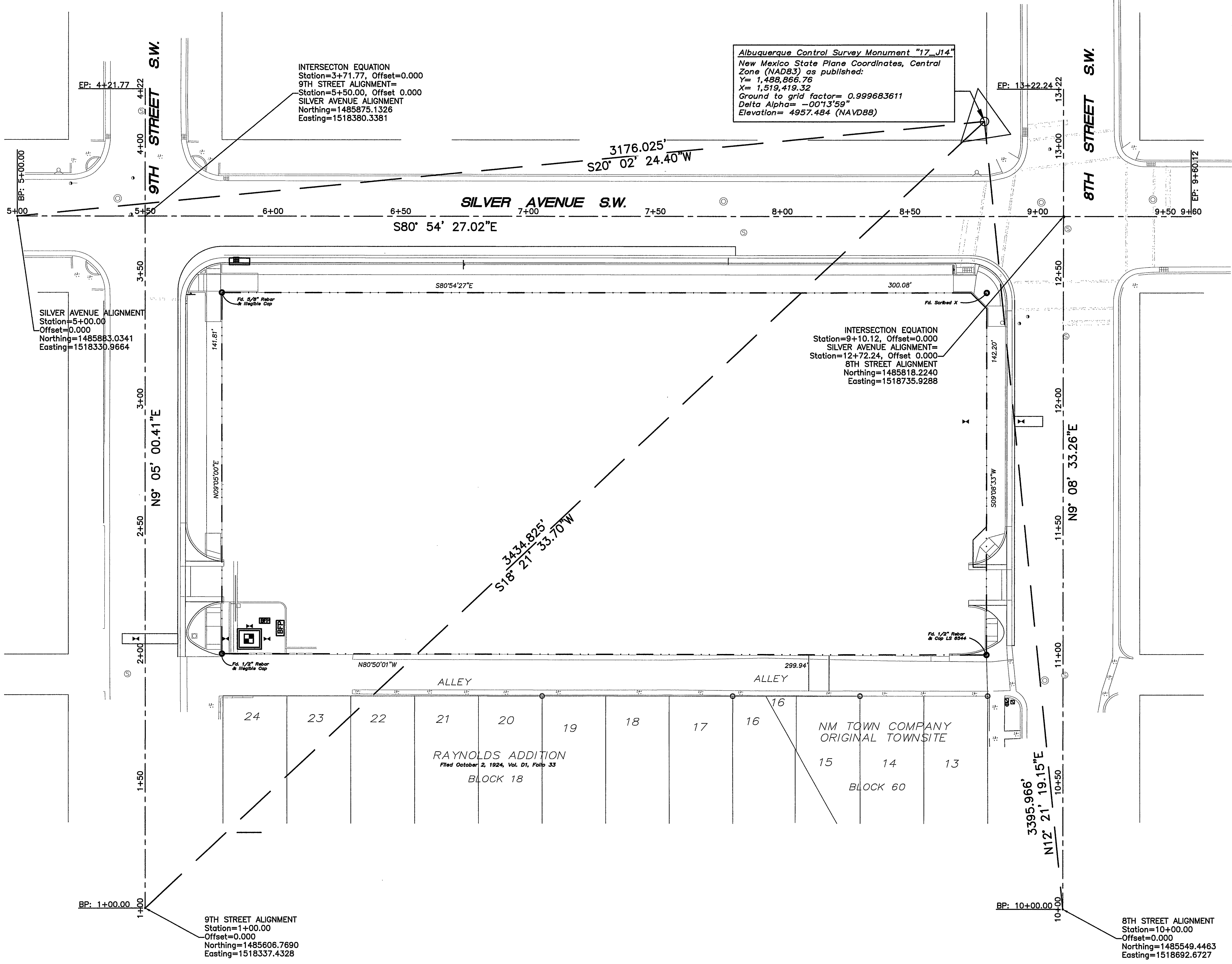
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RECORD DRAWING

LEGEND

- NEW CURB AND GUTTER & SIDEWALK
- EX CURB AND GUTTER & SIDEWALK
- EX WATER VALVE
- PROP WATER VALVE
- EX FIRE HYDRANT
- PROP FIRE HYDRANT
- PROP WATER METER
- PROPERTY LINE
- (S 83°39'25" W) RECORD BEARING AND DISTANCES
- (N 00°07'27" W) MEASURED BEARING AND DISTANCES
- EX SD MANHOLE
- EX SAS MANHOLE



Albuquerque Control Survey Monument "17-J14"
New Mexico State Plane Coordinates, Central
Zone (NAD83) as published:
Y= 1,488,866.76
X= 1,519,419.32
Ground to grid factor= 0.999683611
Delta Alpha= -00°13'59"
Elevation= 4957.484 (NAVD88)

INTERSECTION EQUATION
Station=3+71.77, Offset=0.000
9TH STREET ALIGNMENT=
Station=5+50.00, Offset 0.000
SILVER AVENUE ALIGNMENT
Northing=1485875.1326
Easting=1518380.3381

INTERSECTION EQUATION
Station=9+10.12, Offset=0.000
SILVER AVENUE ALIGNMENT=
Station=12+72.24, Offset 0.000
8TH STREET ALIGNMENT
Northing=1485818.2240
Easting=1518735.9288

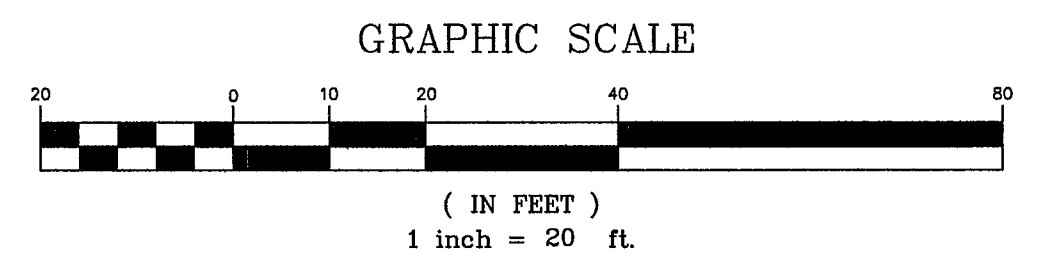
SILVER AVENUE ALIGNMENT
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Offset=0.000
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Easting=1518330.9664

9TH STREET ALIGNMENT
Station=1+00.00
Offset=0.000
Northing=1485606.7690
Easting=1518337.4328

8TH STREET ALIGNMENT
Station=10+00.00
Offset=0.000
Northing=1485549.4463
Easting=1518692.6727

SURVEY CONTROL PLAN

SCALE: 1" = 20'-0"

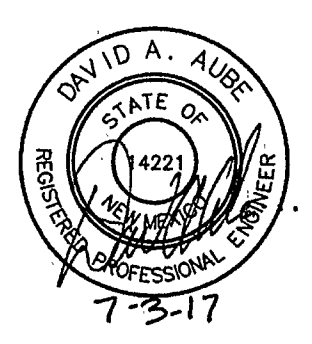


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CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP	
TITLE: STERLING DOWNTOWN SURVEY CONTROL PLAN	
Design Review Committee	City Engineer Approval
City Project No. 719485	Zone Map K-13-Z
Sheet 4	Of 15

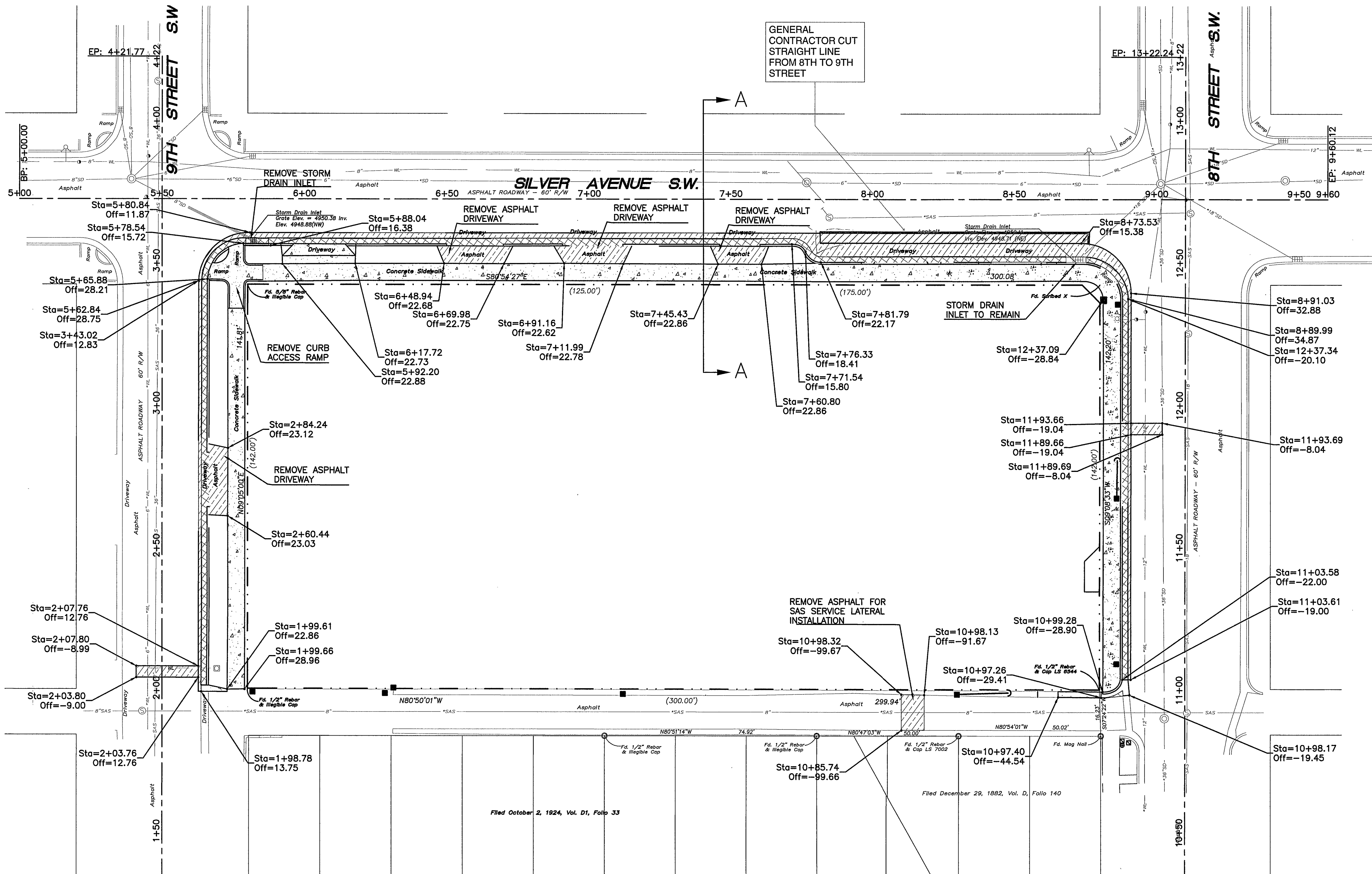
SURVEY INFORMATION		BENCH MARK		AS-BUILT INFORMATION	
NO.	FIELD NOTES BY DATE	A.C.S. Monument "17-J14"	CONTRACTOR	DATE	DATE
		New Mexico State Plane Coordinates, Central Zone (NAD83) as published:	DAVID A. AUBE	5-21-18	5-21-18
		Y= 1,488,866.76	INSPECTOR'S ACCEPTANCE BY: DAVID A. AUBE	5-21-18	5-21-18
		X= 1,519,419.32	VERIFICATION BY: DAVID A. AUBE	5-21-18	5-21-18
		Ground to grid factor= 0.999683611	DRAWINGS CORRECTED BY: DAVID A. AUBE	5-21-18	5-21-18
		Delta Alpha= -00°13'59"	MICRO-FILM INFORMATION	DATE	DATE
		Elevation= 4957.484 (NAVD88)	RECORDED BY: DAVID A. AUBE	DATE	DATE

REVISIONS	
NO.	DATE
DESIGN	
DESIGNED BY: DAVID A. AUBE, P.E.	
DRAWN BY: DAVID A. AUBE, P.E.	
CHECKED BY: DAVID A. AUBE, P.E.	
DATE 8 MAY 2017	
DATE 8 MAY 2017	
DATE 8 MAY 2017	

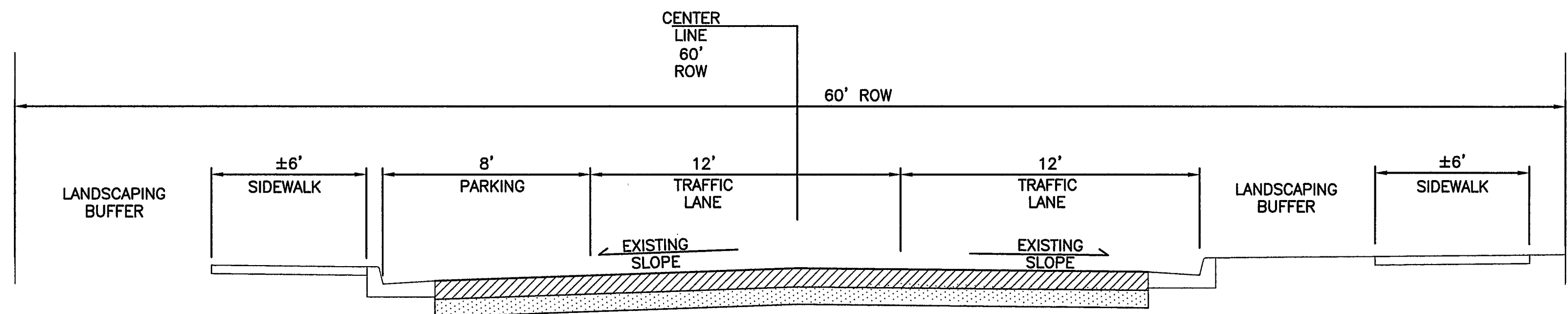
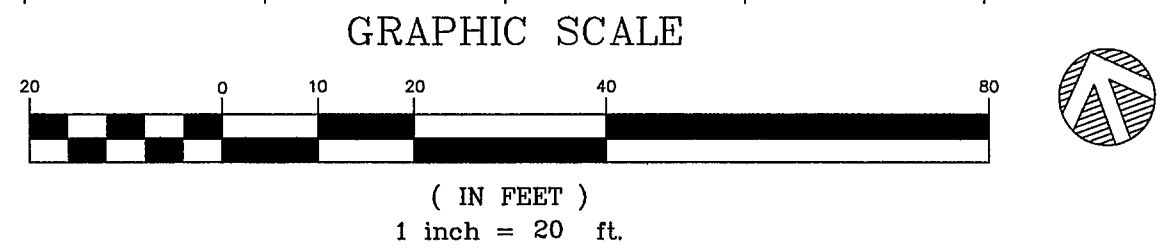


LEGEND

- EX CURB AND GUTTER & SIDEWALK
- EX WATER VALVE
- PROP WATER VALVE
- EX FIRE HYDRANT
- PROPERTY LINE
- (S 83°39'25" W) RECORD BEARING AND DISTANCES
- N 00°07'27" W MEASURED BEARING AND DISTANCES
- EX SD MANHOLE
- EX SAS MANHOLE
- EX SANITARY SEWER LINE
- EX STORM SEWER LINE
- EX WATER LINE
- REMOVE AND DISPOSE CONCRETE SIDEWALK/DRIVEPAD
- SAWCUT, REMOVE AND DISPOSE OF ASPHALT
- REMOVE AND DISPOSE CURB AND GUTTER

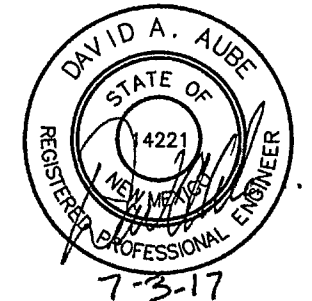


OVERALL DEMOLITION PLAN
SCALE: 1" = 20'-0"



SILVER AVENUE EXISTING TYPICAL SECTION A-A
SCALE: 1/4" = 1'-0" LOOKING EAST

AS-BUILT INFORMATION			BENCH MARK			SURVEY INFORMATION			FIELD NOTES			REVISIONS			REVISIONS		
CONTRACTOR	DATE	BY	A.C.S. Monument	Zone	Y=	NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
By: [Signature]	9-21-18		New Mexico State Plane Coordinates, Central	14N083	1,458,866.76												
INSPECTOR'S	DATE	BY															
ACCEPTANCE BY:	DATE	BY															
FIELD	DATE	BY															
DRAWINGS	DATE	BY															
CORRECTED BY:	DATE	BY															
MICRO-FILM INFORMATION			Ground to grid factor= 0.999683611			Delta Alpha= -00'13'59"			Elevation= 4957.484 (NAVD88)			DESIGNED BY: DAVID A. AUBE, P.E.			DATE 8 MAY 2017		
RECORDED BY:			DATE			DRAWN BY: DAVID A. AUBE, P.E.			DATE 8 MAY 2017			CHECKED BY: DAVID A. AUBE, P.E.			DATE 8 MAY 2017		
RECORDED BY:			DATE														



THE HARTMAN + MAJEWSKI
dg DESIGN GROUP
120 VASSAR DRIVE SE SUITE 100
ALBUQUERQUE, NEW MEXICO 87106
PHONE: 505.242.6880 FAX: 505.242.6881

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

TITLE: STERLING DOWNTOWN
OVERALL DEMOLITION PLAN

Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
APPROVED AUG 04 2017 DESIGN REVIEW COMMITTEE	APPROVED JAN 19 2018 CITY ENGINEER		
City Project No.	Zone Map	Sheet	Of
719485	K-13-Z	5	15

LEGEND

- NEW CURB AND GUTTER & SIDEWALK
- EX CURB AND GUTTER & SIDEWALK
- EX WATER VALVE
- PROP WATER VALVE
- EX FIRE HYDRANT
- PROP FIRE HYDRANT
- PROP WATER METER
- PROPERTY LINE
- (S 83°39'25" W) RECORD BEARING AND DISTANCES
- N 00°07'27" W MEASURED BEARING AND DISTANCES
- EX SD MANHOLE
- EX SAS MANHOLE
- CONCRETE SIDEWALK
- COLLECTOR PAVEMENT PER 2465

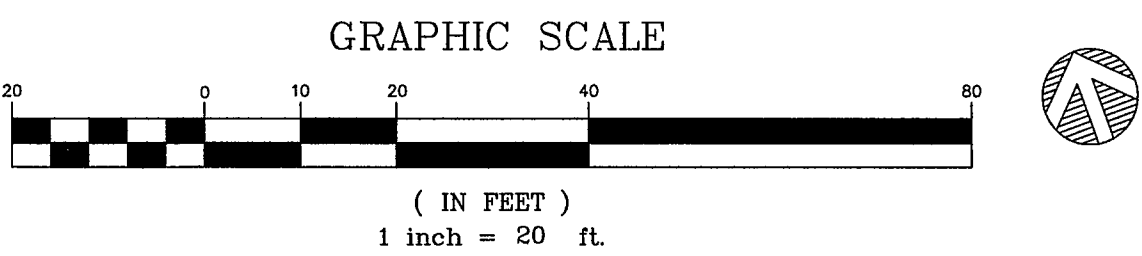
SHEET KEYED NOTES

- EXISTING CURB, GUTTER, AND STREET TO REMAIN
- EXISTING SIDEWALK TO REMAIN
- EXISTING ASPHALT TO REMAIN
- EXISTING PAVED ALLEY TO REMAIN
- EXISTING POWER POLE TO REMAIN
- EXISTING GUY WIRE TO REMAIN
- EXISTING FIRE HYDRANT TO REMAIN. REPLACE COLLAR AT FIRE HYDRANT PER COA STD DWG 2340. MAINTAIN PROPER CLEARANCES TO FLANGE FROM SIDEWALK.
- EXISTING VALLEY GUTTER TO REMAIN
- PROPERTY LINE, ROW LINE
- CONCRETE SIDEWALK, PER COA STD DWG 2430
- STANDARD CONCRETE CURB AND GUTTER, PER COA STD DWG 2415A
- CONCRETE VALLEY GUTTER, PER COA STD DWG 2420
- CONCRETE HEADER CURB, PER COA STD DWG 2415B
- CURB ACCESS RAMP, SEE SHEET 8 FOR DETAILS
- CAST IN PLACE REPLACEABLE DETECTABLE WARNING SURFACE
- CONCRETE PAVEMENT, 6" THICK WITH #4 BARS AT 12" OC SW
- MINIMUM 12" WIDE STRIP OF COLLECTOR ASPHALT PER COA STD DWG 2465
- UTILITY PATCH ASPHALT PER COA STD DWG 2465
- 3" DOMESTIC WATER METER AND METER VAULT PER COA STD DWG 2370
- 3" IRRIGATION METER PER COA STD DWGS 2362 AND 2366
- PROVIDE 12" WIDE OPENING IN CURB TO ALLOW DRAINAGE FROM STREET TO ENTER LANDSCAPING STRIP
- TYPE "A" STORM DRAIN CATCH BASIN PER COA STD DWG 2201. SEE UTILITY SHEET FOR MORE INFORMATION
- NEW PNM POWER POLE
- CONCRETE MEDIAN PAVEMENT PER COA STD DWG 2408. MAY BE POURED MONOLITHIC WITH HEADER CURB.
- VARIABLE WIDTH HEADER CURB WITH ROUNDED NOSING TO PROTECT VEHICLE TIRES. ROUNDED NOSING WITH 6" RADIUS. PAINT NOSING YELLOW.
- CONCRETE RUNDOWN BETWEEN NEW CURB AND EXISTING CATCH BASIN. MATCH WIDTH OF CATCH BASIN.

Curve Table (Flowline of Curb)				
Curve #	Length	Radius	Chord Len.	Chord Brg
C1	23.56	15.00	21.21	S54° 06' 13"W
C2	23.56	15.00	21.21	S35° 53' 17"E
C3	19.11	15.00	17.84	S62° 41' 30"W
C4	6.19	5.00	5.80	S9° 14' 47"E
C5	12.95	28.00	12.83	S57° 56' 25"E
C7	23.56	15.00	21.21	N54° 06' 19"E
C8	16.51	15.00	15.69	N49° 22' 11"W
C9	7.22	5.00	6.81	N23° 33' 50"E
C10	4.70	28.00	4.70	N89° 46' 13"E
C11	11.98	28.00	11.89	N86° 54' 47"E

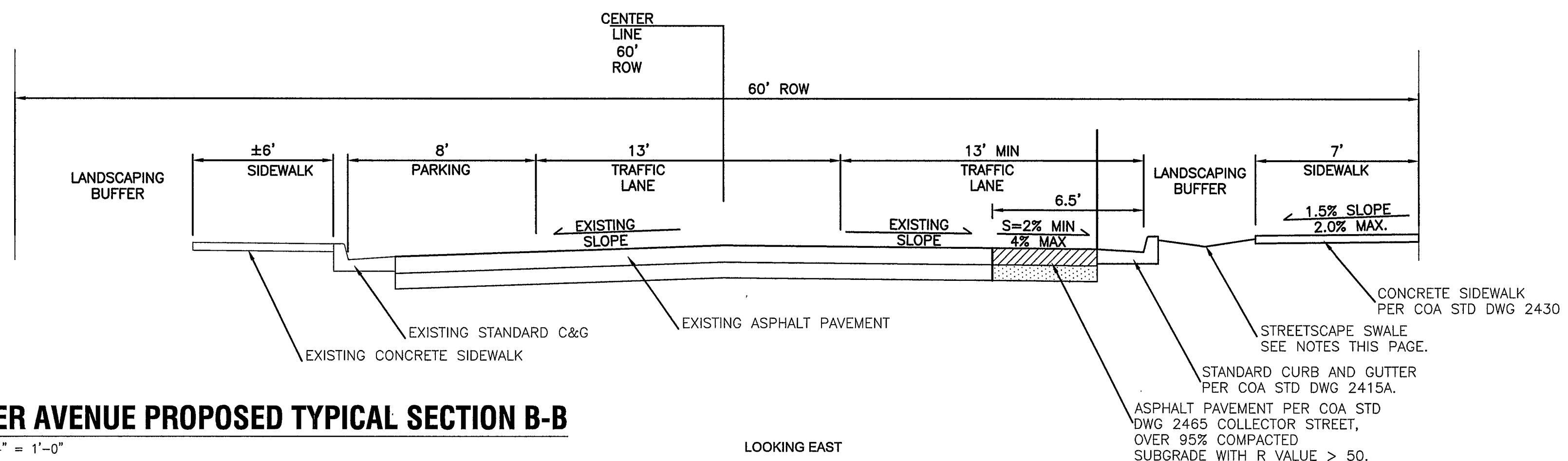
OVERALL PAVING PLAN

SCALE: 1" = 20'-0"



SILVER AVENUE PROPOSED TYPICAL SECTION B-B

SCALE: 1/4" = 1'-0"



Streetscape Swale

- Swale to have side slopes of 5:1 (H:V).
- For wide landscape buffers, greater than 10', the maximum depth is 10".
- Landscape buffers 2 feet and less in width are excluded.
- Final grade of dirt to be 1" to 2" below top of curb and top of sidewalk grade.
- Surface between back of curb and sidewalk to be covered with gravel mulch (minimum 3/4"), cobbles or rip-rap. Do not fill entire swale.
- A check dam will be required for swales on steeper longitudinal slopes, 2.5% and greater, and long sections. The engineer will determine the location.
- Landscape fabric is recommended, but not required, between the dirt and the stone. If landscaping fabric is to be used it is to be permeable.
- In the case where the sidewalk is existing and the landscaping buffer is improved with landscaping and/or some form of erosion protection, this requirement does not apply.

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CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

TITLE: **STERLING DOWNTOWN OVERALL PAVING PLAN**

Design Review Committee APPROVED AUG 04 2017
City Engineer Approval APPROVED JAN 19 2018
Last Design Update

City Project No. 719485 Zone Map K-13-Z Sheet 6 of 15

AS-BUILT INFORMATION
CONTRACTOR: BEAVERLEY SPANAM
WORK: STERLING DOWNTOWN OVERALL PAVING PLAN
STARTED BY: DAVID A. AUBE, P.E. DATE: 5-21-18
FIELD ACCEPTANCE BY: DAVID A. AUBE, P.E. DATE: 5-21-18
DRAWINGS BY: DAVID A. AUBE, P.E. DATE: 5-21-18
CORRECTED BY: DAVID A. AUBE, P.E. DATE: 5-21-18
MICRO-FILM INFORMATION
RECORDED BY: DAVID A. AUBE, P.E. DATE: 5-21-18
RECORDED BY: DAVID A. AUBE, P.E. DATE: 5-21-18

BENCH MARK
A.C.S. Monument "17-J14"
New Mexico State Plane Coordinates, Central Zone (NAD83) as published:
Y= 1,488,866.76
X= 1,519,419.32
Ground to grid factor= 0.999683611
Delta Alpha= -001359"
Elevation= 4957.484 (NAVD88)

SURVEY INFORMATION
FIELD NOTES
DATE: 5-21-18
BY: DAVID A. AUBE, P.E.
NO. 1

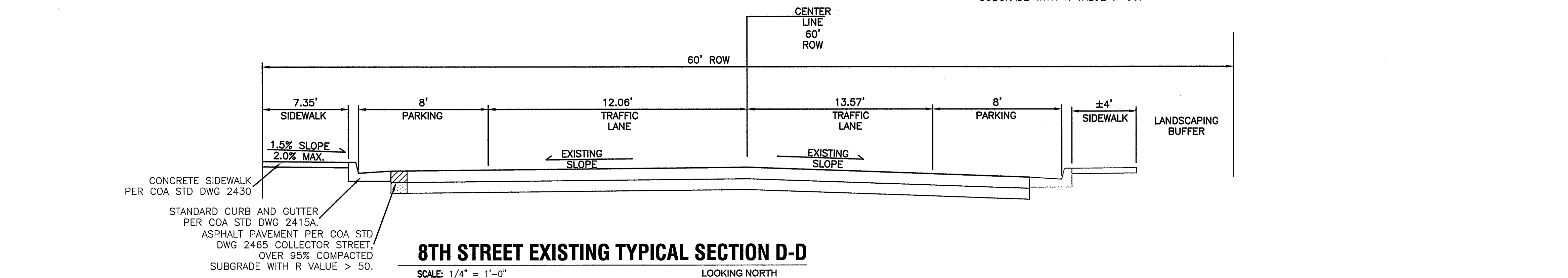
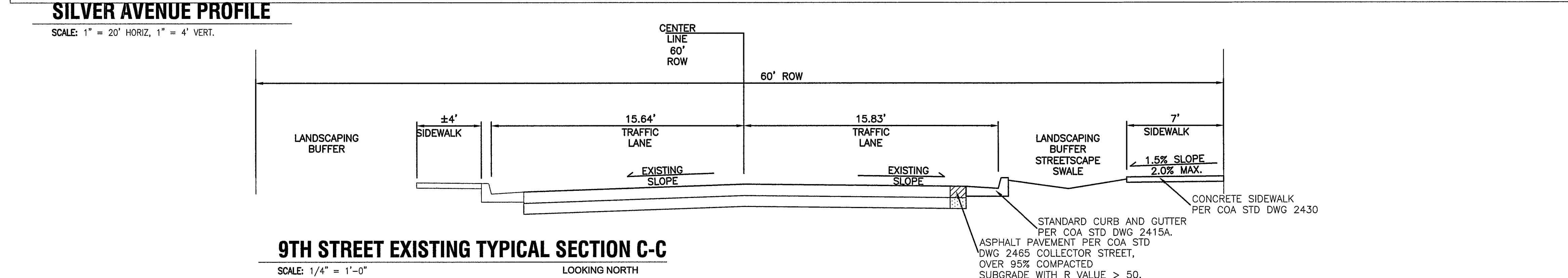
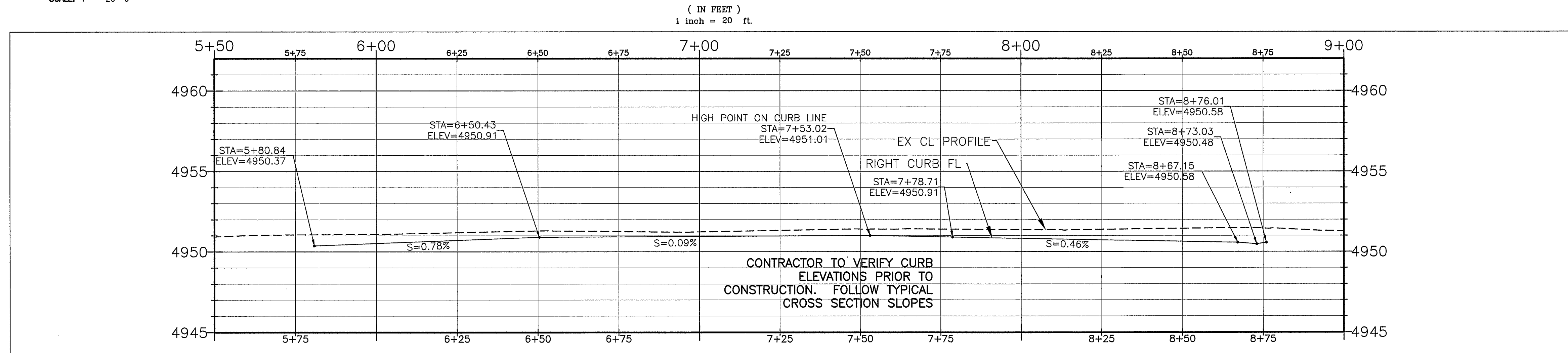
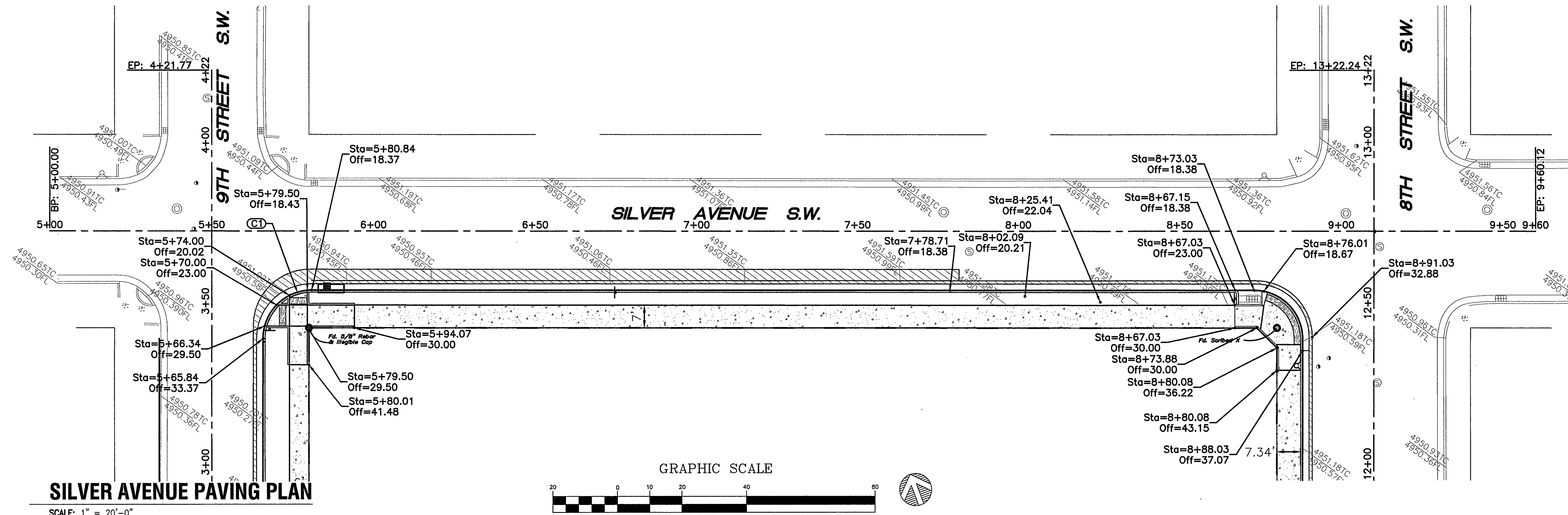
QUARTER POINT TABLE
Silver Avenue and 9th Street SW
CURB RETURN (C1)
POINT ELEV (FL) ELEV (TC)
1 4950.51 4950.51
2 4950.46 4951.13
3 4950.42 4950.42
Silver Avenue and 8th Street SW
CURB RETURN (C6)
POINT ELEV (FL) ELEV (TC)
1 4950.73 4950.73
2 4950.75 4950.75
3 4950.76 4950.76
DRIVEWAY on 9th Street
NORTHERN CURB RETURN (C2)
POINT ELEV (FL) ELEV (TC)
1 4950.61 4950.61
2 4950.39 4951.06
3 4950.17 4950.84
SOUTHERN CURB RETURN (C3)
POINT ELEV (FL) ELEV (TC)
1 4950.11 4950.78
2 4950.34 4951.01
3 4950.58 4950.58
DRIVEWAY on 8th Street
NORTHERN CURB RETURN (C7)
POINT ELEV (FL) ELEV (TC)
1 4950.71 4951.38
2 4950.92 4950.92
3 4951.12 4951.62
SOUTHERN CURB RETURN (C8)
POINT ELEV (FL) ELEV (TC)
1 4951.02 4951.69
2 4950.90 4950.90
3 4950.77 4950.77

REVISIONS
NO. DATE REMARKS
1 5-21-18
2 5-21-18
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100 5-21-18

RECORD DRAWING

LEGEND

- NEW CURB AND GUTTER & SIDEWALK
- EX CURB AND GUTTER & SIDEWALK
- EX WATER VALVE
- PROP WATER VALVE
- EX FIRE HYDRANT
- PROP FIRE HYDRANT
- PROP WATER METER
- PROPERTY LINE
- (S 83°39'25" W) RECORD BEARING AND DISTANCES
- (N 00°07'27" W) MEASURED BEARING AND DISTANCES
- EX SD MANHOLE
- EX SAS MANHOLE
- PROPOSED SANITARY SEWER LINE
- EX SANITARY SEWER LINE
- PROPOSED WATER LINE
- EX WATER LINE
- SAWCUT, REMOVAL OF ASPHALT
- CONCRETE SIDEWALK
- COLLECTOR PAVEMENT PER 2465

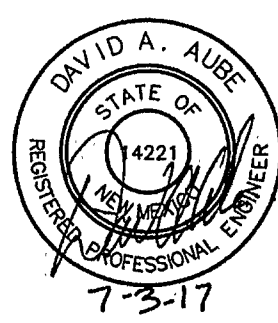


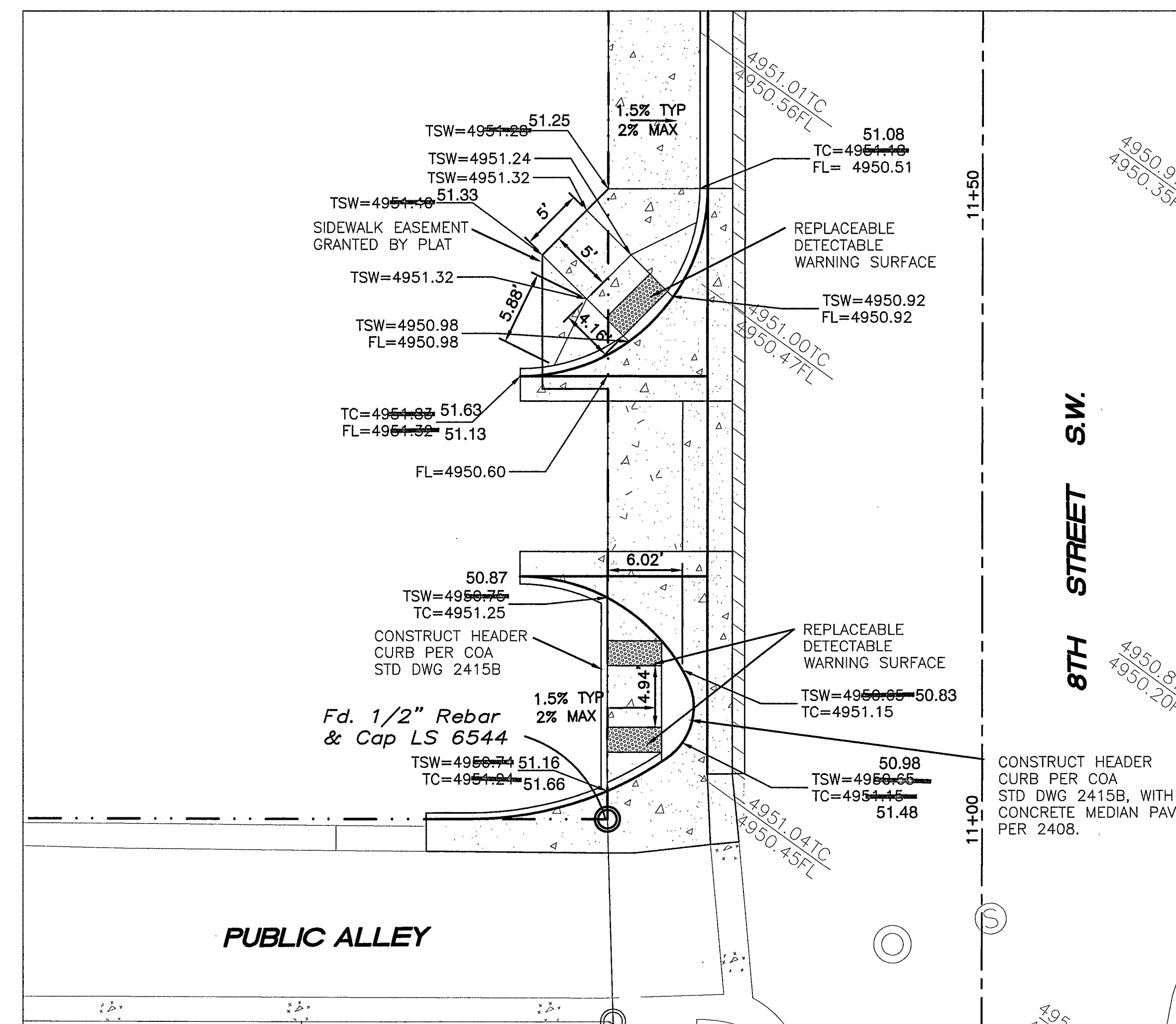
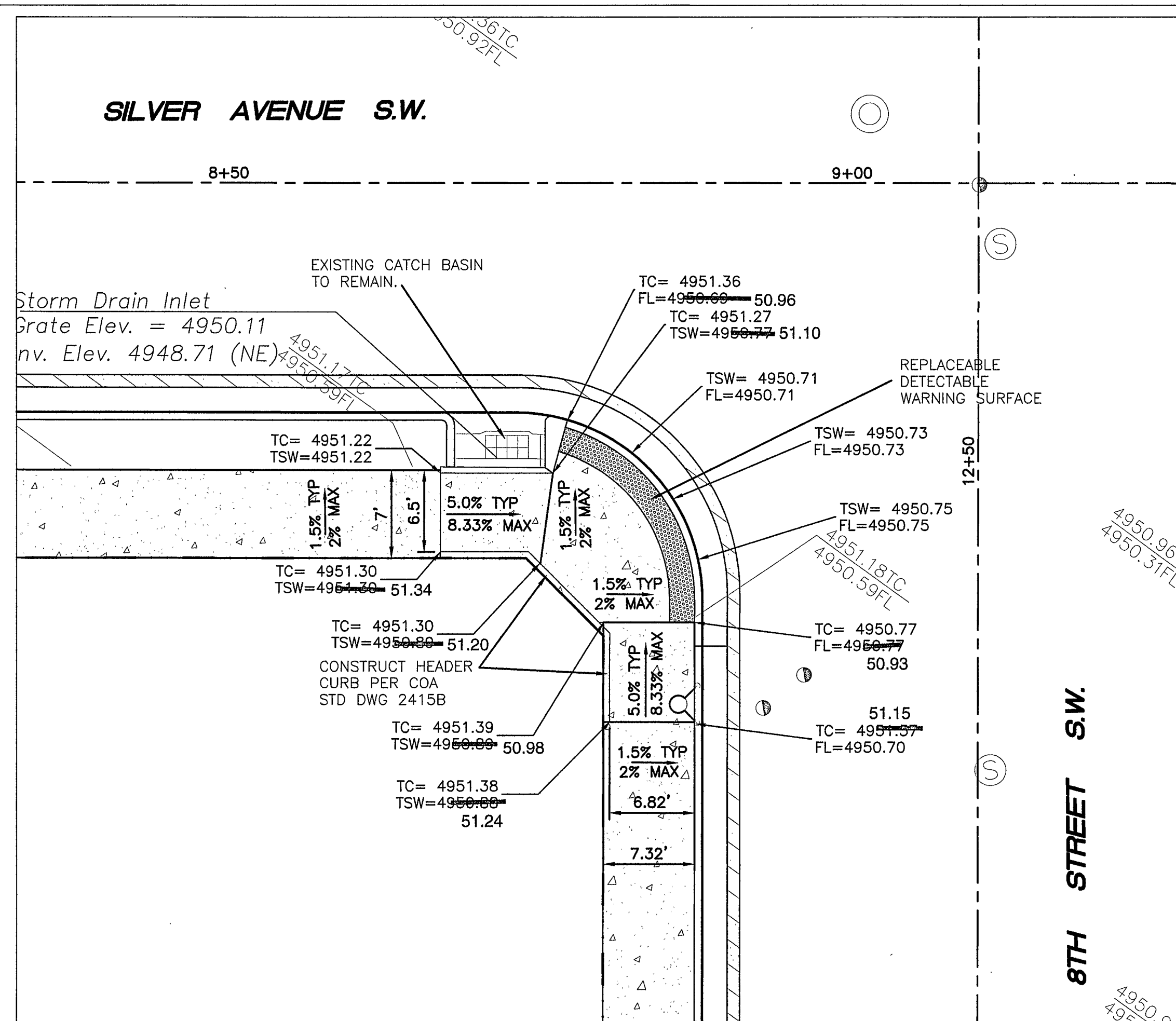
Streetscape Swale

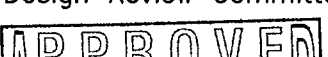
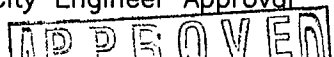
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THE HARTMAN + MAJEWSKI
Design Group
 120 VASSAR DRIVE SE SUITE 100
 ALBUQUERQUE, NEW MEXICO 87106
 PHONE : 505.242.6880 FAX : 505.242.6881

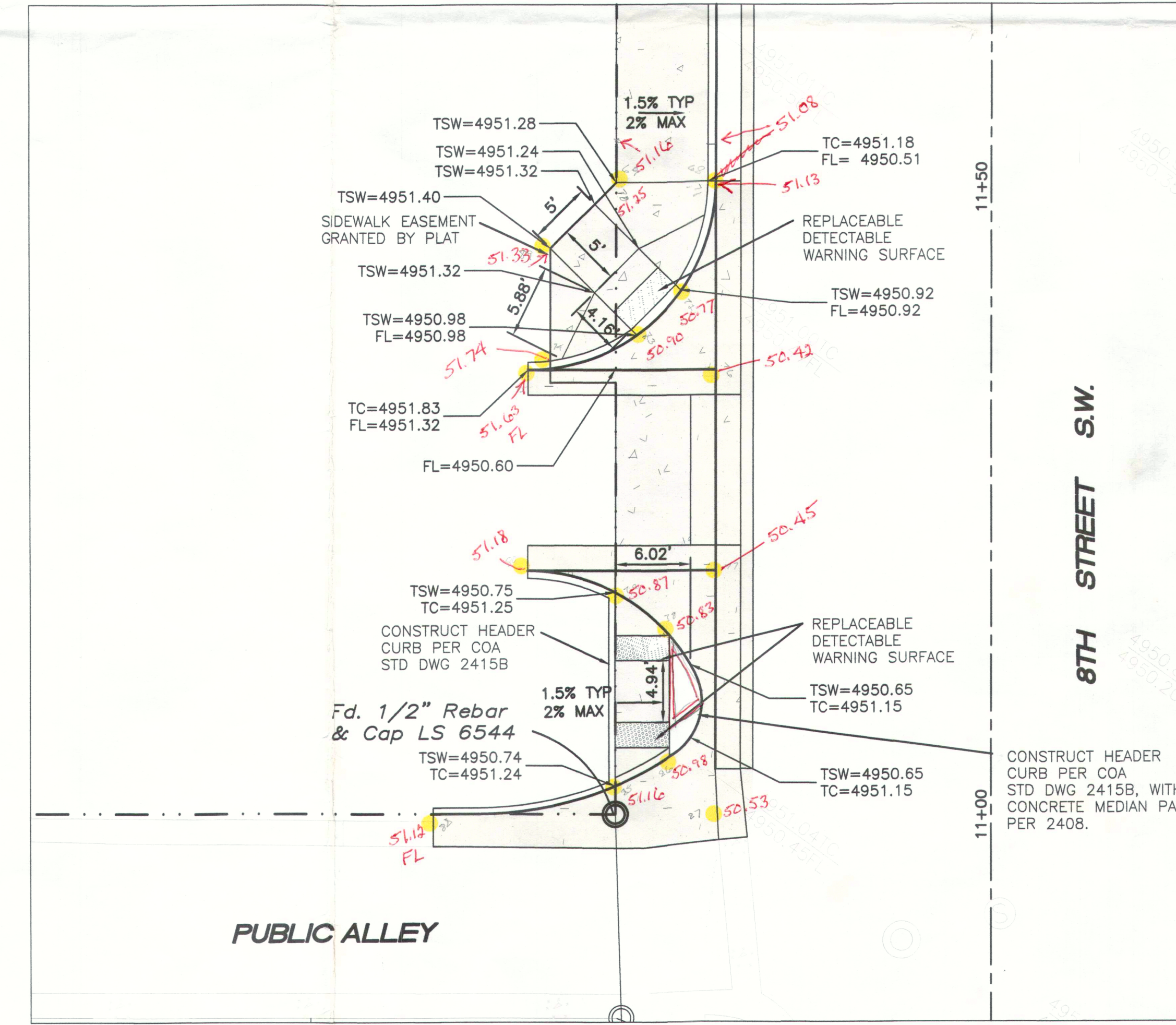
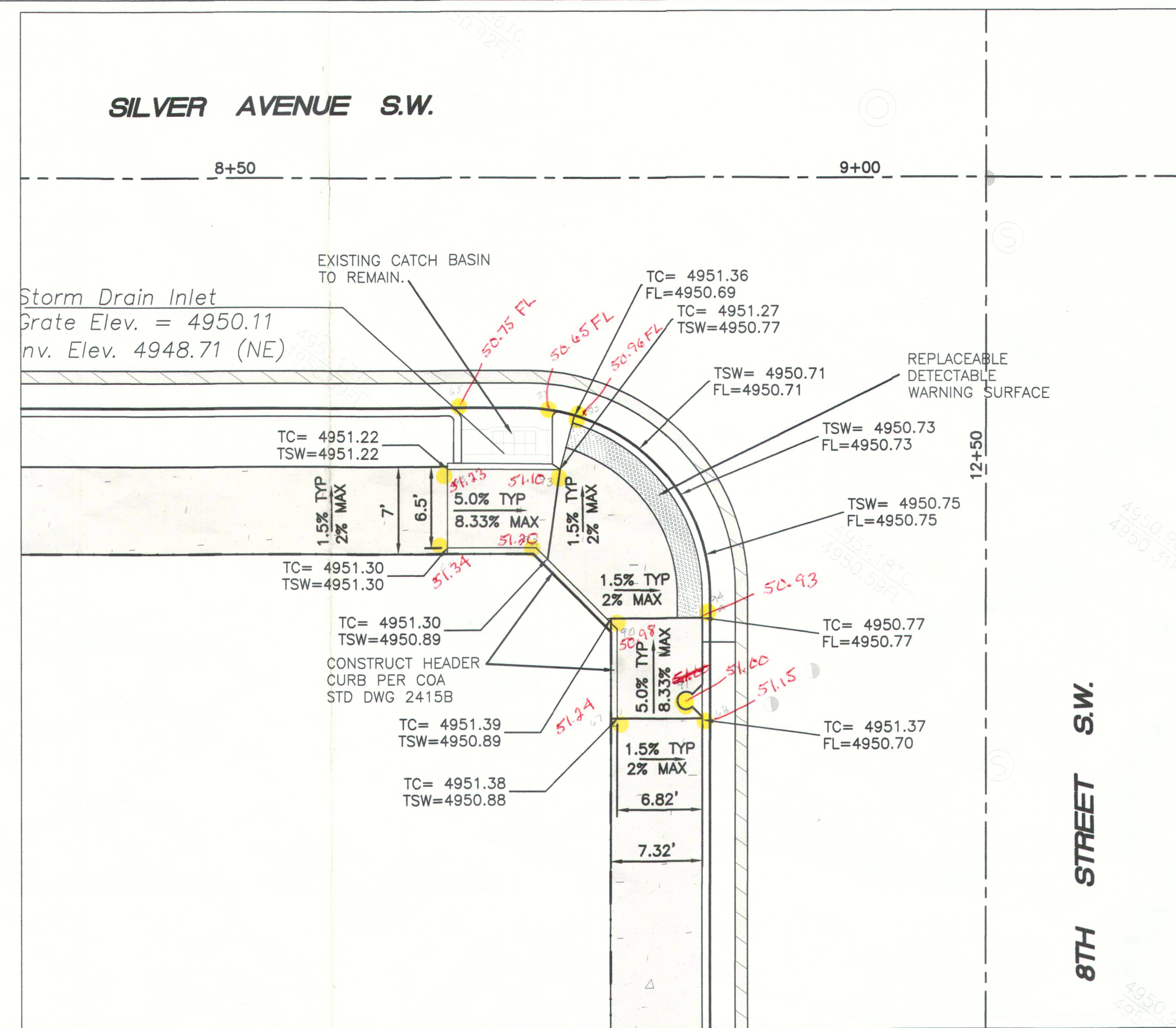
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP	
TITLE: STERLING DOWNTOWN SILVER AVENUE PLAN AND PROFILE	
Design Review Committee APPROVED AUG 4 2017 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED JAN 19 2018 CITY ENGINEER
City Project No. 719485	Zone Map K-13-Z
Sheet 7	Of 15





Design Review Committee 		City Engineer Approval 		Last Design Update	Mo./Day/Yr. Mo./Day/Yr.	
City Project No. 719485		Zone Map K-13-Z			Sheet 8 Of 15	

RECORD DRAWING

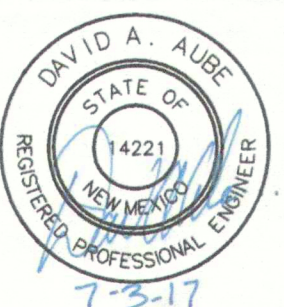


1. ALL CURB ACCESS RAMPS TO BE CONSTRUCTED PER COA STD DWGS 2440 OR 2441.
2. HEADER CURB AT BACK SIDE OF EACH CURB ACCESS RAMP TO BE CONSTRUCTED PER COA STD DWG 2415B.
3. ASPHALT SIDEWALKS TO BE CONSTRUCTED PER COA, STD DWG 2415B TEMPORARY OR BICYCLE PATH SECTION
4. ALL SIDEWALK OBSTRUCTIONS TO TRAVEL PATH TO COMPLY WITH COA STD DWG 2431.
5. ALL DETECTABLE WARNING SURFACES TO BE CAST IN PLACE REPLACEABLE TYPE.
6. SEGMENTED DETECTABLE WARNING SURFACE TO BE 6" MAX FROM BACK OF CURB. MAKE AS FEW CUTS AS POSSIBLE TO COVER FULL WIDTH OF OPENING.
7. SEE NMDOT STANDARD DRAWINGS 608.001-1 TO 608-001-5 AND 608-001-7 TO 608-001-8 FOR CURB RAMPS, SIDEWALKS AND DETECTABLE WARNING SURFACE DETAILS SHEETS 11 AND 12.

A circular professional seal for Anthony L. Harris, a Registered Professional Land Surveyor in the State of New Mexico. The seal features the text "ANTHONY L. HARRIS" at the top, "STATE OF" in the center, and "NEW MEXICO" at the bottom. The license number "#11463" is prominently displayed in the middle. The outer ring of the seal contains the words "REGISTERED PROFESSIONAL LAND SURVEYOR".

Design Review Committee	City Engineer Approval	Last Design Update	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	719485	Zone Map	K-13-Z	Sheet 8 Of 15

SURVEY INFORMATION			BENCH MARK	AS-BUILT INFORMATION	
NO.	FIELD NOTES			CONTRACTOR	DATE
	BY	DATE	A.C.S.Monument "17-J14"	WORK STAKED BY	DATE
			New Mexico State Plane Coordinates, Central Zone (NAD83) as Published:	INSPECTOR'S FIELD NAME BY:	DATE
			Y= 1,488,866.76	FIELD VERIFICATION BY:	DATE
			X= 1,519,419.32	INSPECTOR'S CORRECTED BY:	DATE
			Ground to grid factor= 0.999683611	MICRO-FILM INFORMATION	
			Delta Alpha= -00°13'59"	RECORDED BY:	DATE
			Elevation= 4957.484 (NAVD88)	RECORDED BY:	DATE
				RECORDED BY:	DATE



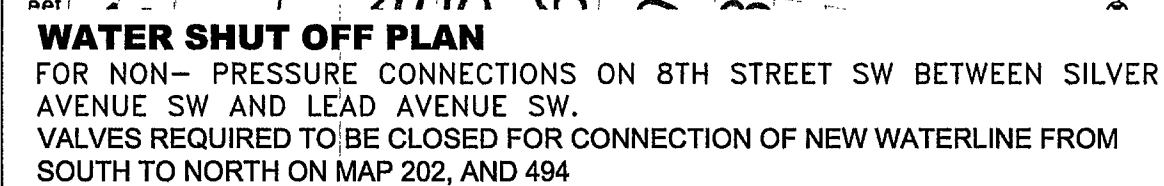
NO.	DATE	REMARKS	DAA	BY
R E V I S I O N S				
DESIGN				
DESIGNED BY: DAVID A. AUBE, P.E.			DATE	8 MAY 2017
DRAWN BY: DAVID A. AUBE, P.E.			DATE	8 MAY 2017
CHECKED BY: DAVID A. AUBE, P.E.			DATE	8 MAY 2017



SCALE: 1" = 20'-0"

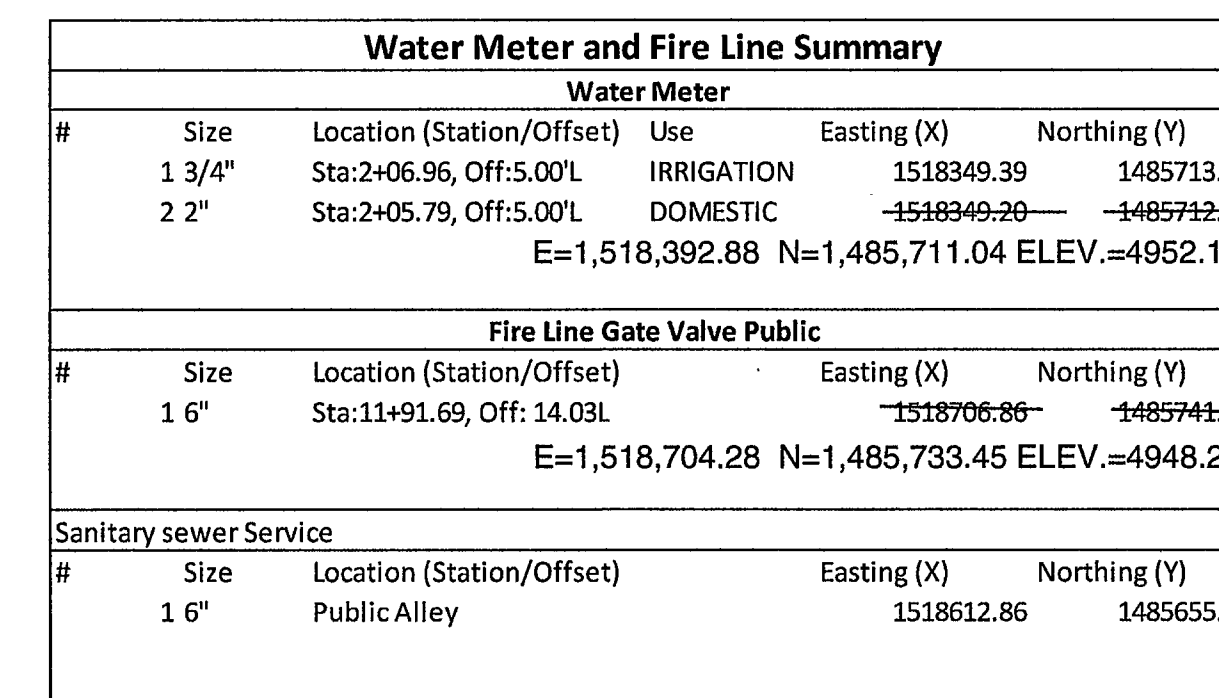


(IN FEET)
1 inch = 20 ft.



ENLARGED UTILITY PLAN

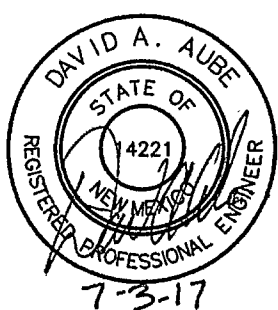
SCALE: 1" = 4'-0"



GENERAL NOTES:

1. RESTRAIN ALL JOINTS ON FIRE LINE SERVICE BETWEEN STREET CONNECTION AND BUILDING.
2. CONSTRUCT NEW CONCRETE COLLAR AT EXISTING FIRE HYDRANT PER COA STD DWG 2340. MAINTAIN REQUIRED CLEARANCES.
3. PROVIDE TRACER WIRE ON ALL NEW WATER AND SANITARY SEWER SERVICE LINES.
4. PROVIDE END AT ALL WATER AND SANITARY SEWER CONNECTIONS.

SURVEY INFORMATION			BENCH MARK	AS-BUILT INFORMATION	
FIELD NOTES				CONTRACTOR	REMARKS
NO.	BY	DATE	A.C.S.Monument "17_014"	WORK STARTED BY: <i>Benjamin</i> DATE: <i>5-21-18</i> RECORDS BY: <i>Benjamin</i> DATE: <i>5-21-18</i> ACCEPTANCE BY: <i>Benjamin</i> DATE: <i>5-21-18</i> FIELD DRAWING BY: <i>Benjamin</i> DATE: <i>5-21-18</i> DRAWINGS CORRECTED BY: <i>Benjamin</i> DATE: <i>5-21-18</i>	
			New Mexico State Plane Coordinates, Central Zone (NAD83) as published: Y= 1,488,866.76 X= 1,519,419.32 Ground to grid factor= 0.999683611 Delta Alpha= -00'3'59" Elevation= 4957.484 (NAVD88)	MICRO-FILM INFORMATION RECORDED BY: DATE RECORDED BY: DATE RECORDED BY: DATE	

[illegible]

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

TITLE:	STERLING DOWNTOWN OVERALL UTILITY PLAN
--------	---

Design Review Committee

APPROVED

AUG 04 2017

DESIGN
REVIEW COMMITTEE

City Engineer Approval

APPROVED

JAN 19 2018

CITY ENGINEER













Last Design Update	Mo./Day/Yr.	Mo./Day/Yr.

City Project No. 719485

Zone Map
K-13-Z

Sheet	Of
9	15



- | | |
|---|--------------------------------|
|  | NEW CURB AND GUTTER & SIDEWALK |
|  | EX CURB AND GUTTER & SIDEWALK |
|  | EX WATER VALVE |
|  | PROP WATER VALVE |
|  | EX FIRE HYDRANT |
|  | PROP FIRE HYDRANT |
|  | PROP WATER METER |
|  | PROPERTY LINE |
|  | RECORD BEARING AND DISTANCES |
|  | MEASURED BEARING AND DISTANCES |
|  | EX SD MANHOLE |
|  | EX SAS MANHOLE |


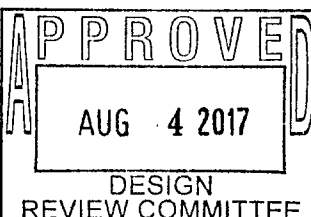
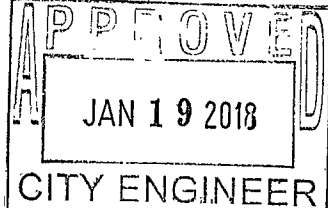
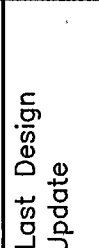
SHEET KEYED NOTES

1. 6" TALL RED "NO PARKING FIRE LANE" ON FACE OF CURB PER FIRE DEPARTMENT REQUIREMENTS. ENTIRE CURB FACE AND TOP TO BE PAINTED RED. WORDING TO BE SPACED 50" ON CENTER.
2. EXISTING 18 MPH SPEED LIMIT SIGN TO REMAIN
3. EXISTING STOP SIGN TO REMAIN
4. PROVIDE STRIPING AT WALL INDICATOR VALVE, FIRE DEPARTMENT CONNECTION AND FIRE HYDRANT. VERIFY EXACT LIMITS WITH FIRE DEPARTMENT PRIOR TO APPLICATION. INCLUDE 2" TALL RED NO PARKING LETTERS ON ASPHALT AND 6" TALL "NO PARKING FIRE LANE" ON FACE OF CURB.
5. NEW 24" WIDE WHITE STOP BAR
6. NEW CONTINENTAL STYLE CROSS WALK STRIPING WITH 2' WIDE BY 10' LONG WHITE STRIPES AT 6' ON CENTER PER COA STD DWG 2900-106. EXISTING CROSS WALK STRIPING TO BE REMOVED BY WATER JET.
7. EXISTING STOP BAR TO REMAIN
8. EXISTING CROSS WALK TO REMAIN
9. NEW 4' WIDE WHITE PARKING STOP STRIPING.
10. NEW "NO PARKING FIRE LANE" SIGN MOUNTED AT 7' ABOVE TOP OF CURB. INSTALL PER COA STD DWG 2900-701 AND 702.
11. NEW "ONE WAY DO NOT ENTER" SIGN MOUNTED AT 7' ABOVE TOP OF CURB. INSTALL PER COA STD DWG 2900-701 AND 702.

GENERAL NOTES:

1. ALL NEW STRIPING TO BE THERMOPLASTIC.

[illegible]

	THE HARTMAN + MAJEWSKI					R
	DESIGN GROUP					
	120 VASSAR DRIVE SE SUITE 100 ALBUQUERQUE, NEW MEXICO 87106					
	PHONE : 505.242.6880 FAX : 505.242.6881					
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP						
TITLE: STERLING DOWNTOWN STRIPING AND SIGNAGE PLAN						
Design Review Committee		City Engineer Approval	Mo./Day/Yr.			
						
			Mo./Day/Yr.			
City Project No. 719485			Zone Map K-13-Z		Sheet 10	Of 15

GENERAL NOTES:

1. NMOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.
2. THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMP SURFACES BY FINISHING TRANSVERSE TO THE SLOPE OF THE RAMP AND/OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SLOPED FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.8 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.28 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 80 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY. HORIZONTAL OPENINGS IN GRATES AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
6. PROVIDE EXPANSION JOINT MATERIAL 0.8 INCHES THICK WHERE CURB RAMP ADJACENT TO NON-WALK AREAS OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
7. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
8. INSTALL JOINTS WHERE CURB RAMP, TURNING SPACES, FLARES, AND SIDEWALKS ADJUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
9. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.
10. CONSTRUCTION TOP BOTTOM OF CURB RAMP SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL BE PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

12. SIDEWALK AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 608-01-11.
13. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.6% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 8.0 FT. EXCLUSIVE OF THE WIDTH OF THE CURB RETURN. EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS THAN 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 6.0 FT MINIMUM BY 6.0 FT MINIMUM.
15. ANY SIGNS, POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 8.0 FT MINIMUM.

CURB RAMPS

17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
18. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 16.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 16 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS EXCLUDING ANY FLARED SIDES, BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 8.0 FT X 16.0 FT AND MINIMUM 4.0 FT X 16.0 FT CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3% THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.
22. CONSTRUCT CURB RAMP FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
23. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
24. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 4" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).

CROSSWALKS

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

DETECTABLE WARNING

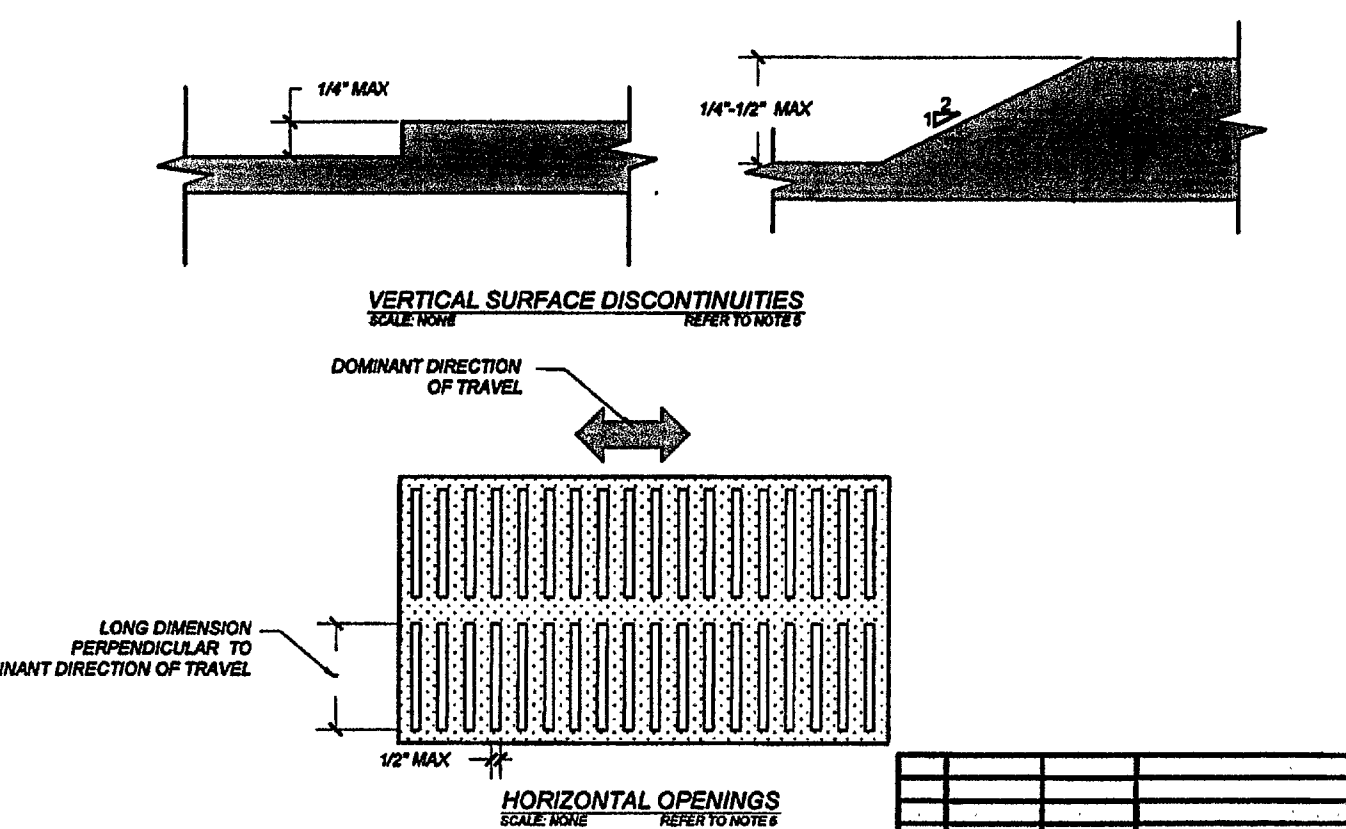
26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR ROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONSTRUCTION PLANS AND SHEET 608-001-012 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

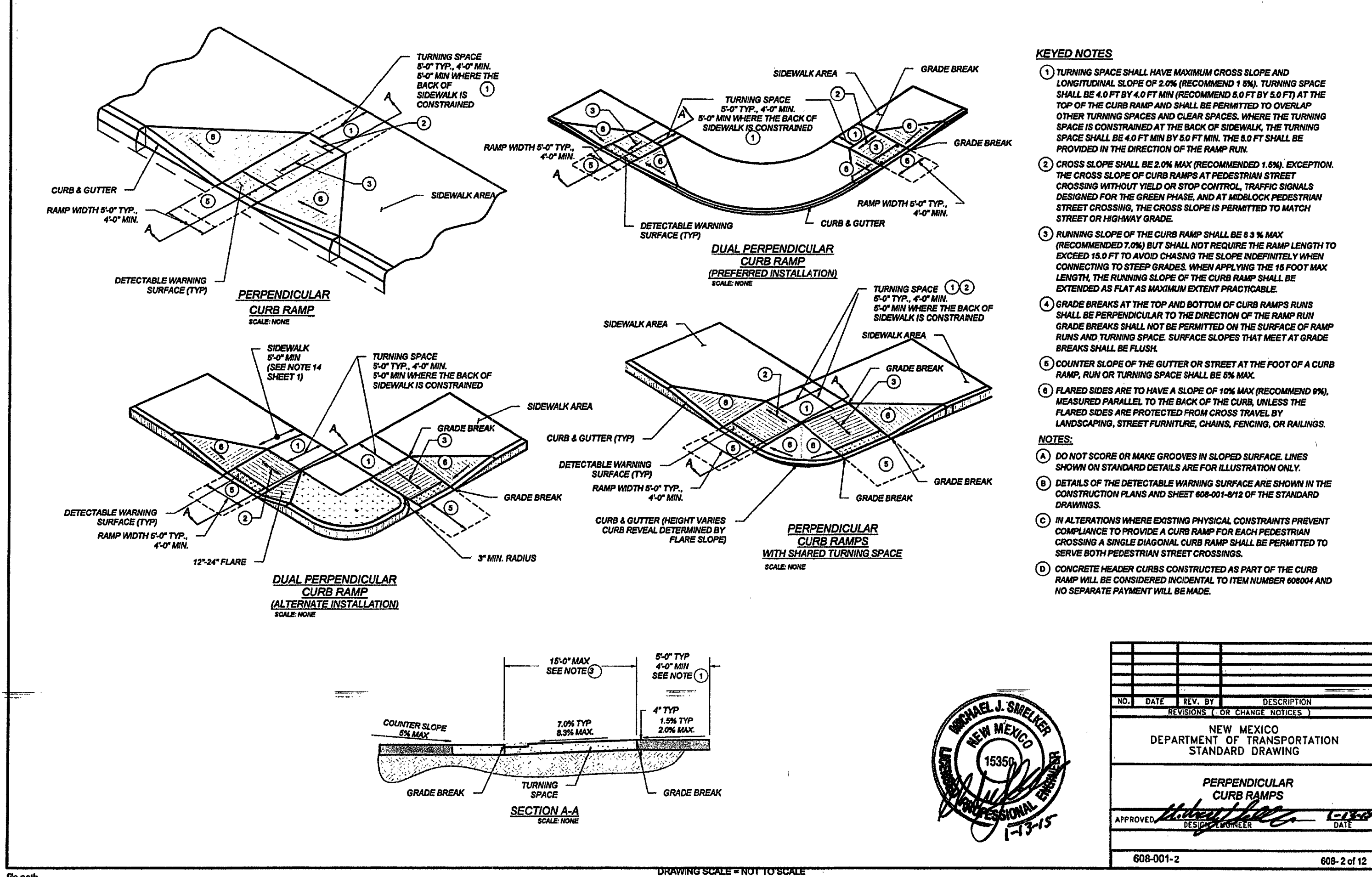
28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
29. PEDESTRIAN SIGNAL PUSHBUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0' TO 10' AND SHALL BE WITHIN 38" TO 48" ABOVE THE SIDEWALK SURFACE.
30. PEDESTRIAN SIGNAL SHALL HAVE 474-MIN TURNING SPACE TO PROVIDE ACCESS TO PUSHBUTTONS.

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

- ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMOT ACCESSIBILITY STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.
- 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.
- TECHNICAL INFEASIBILITY MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME, OR BECAUSE OTHER EXISTING PHYSICAL, OR SITE CONSTRAINTS PROHIBIT.
- 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.

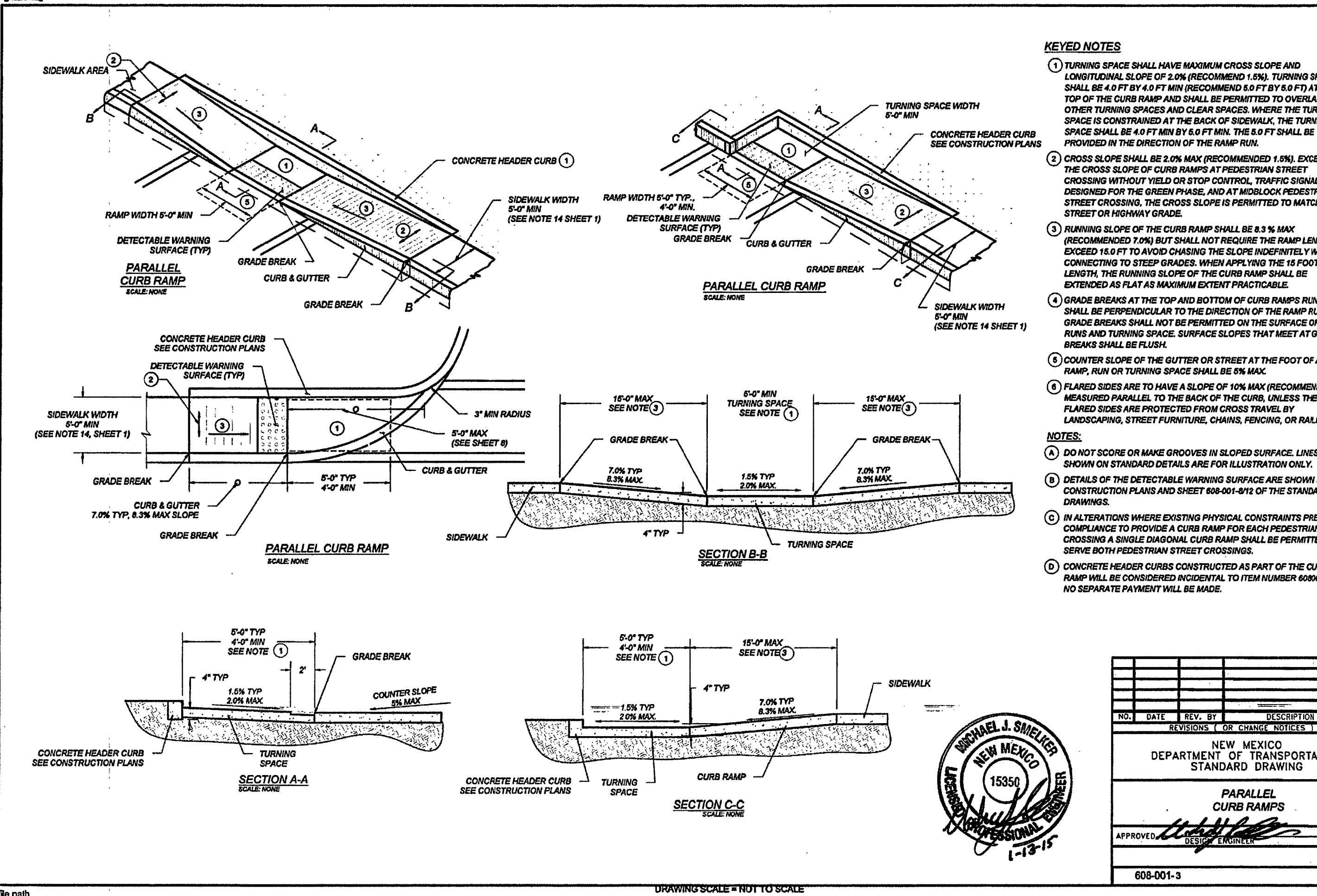


NO.	DATE	REV. BY	DESCRIPTION
1			NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PEDESTRIAN ACCESS ROUTE GENERAL NOTES			
APPROVED			DATE
608-001-1			608-1 of 12



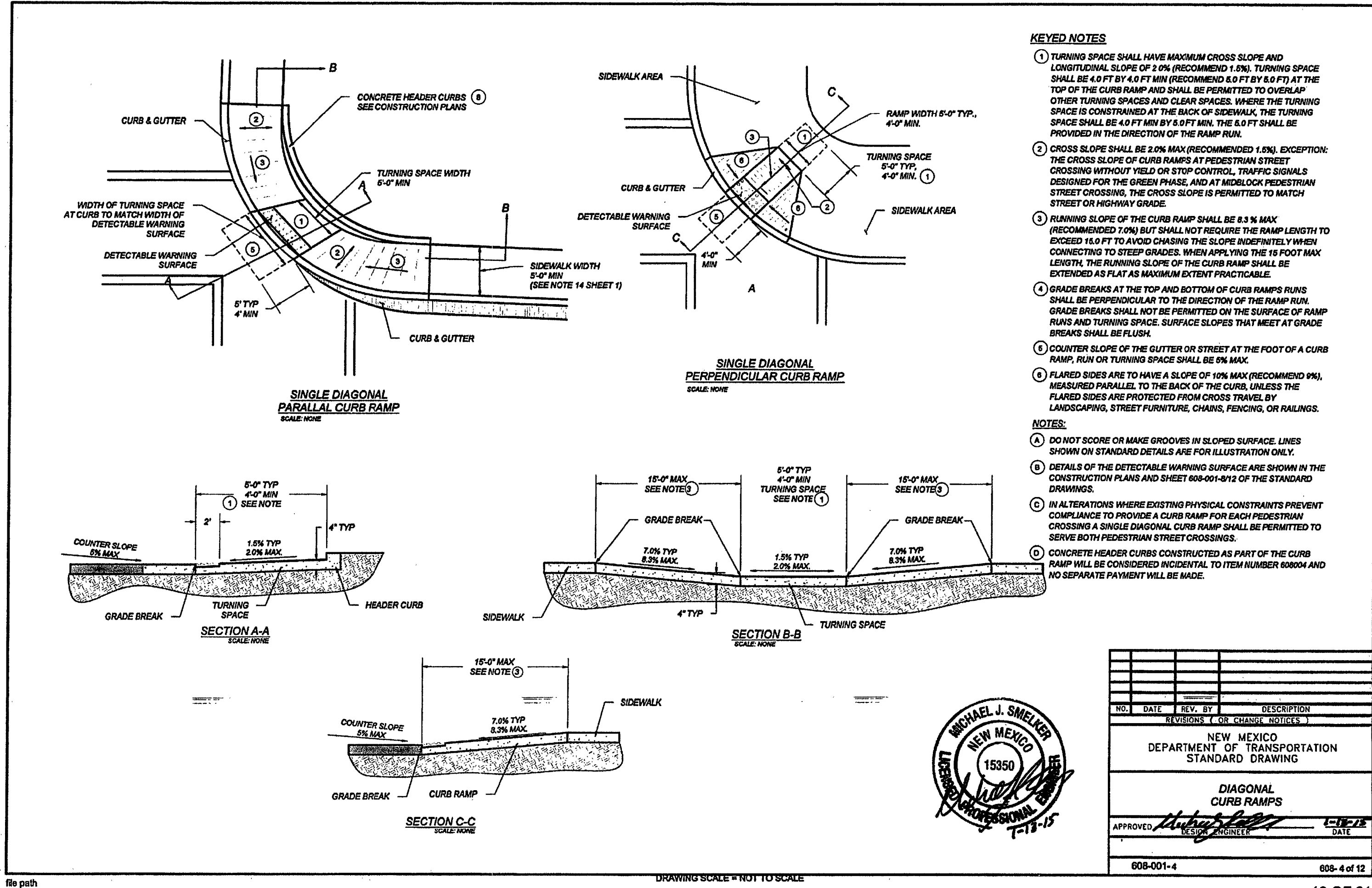
- ### KEYED NOTES
1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMENDED 1.6%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMENDED 6.0 FT BY 6.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRUCTED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 6.0 FT MIN. THE 6.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
 2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.6%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
 3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 16.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 16 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
 4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
 5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
 6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 6%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.
- ### NOTES:
- DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
 - DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-012 OF THE STANDARD DRAWINGS.
 - 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.
 - CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 60804 AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
1			NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PERPENDICULAR CURB RAMPS			
APPROVED			DATE
608-001-2			608-2 of 12



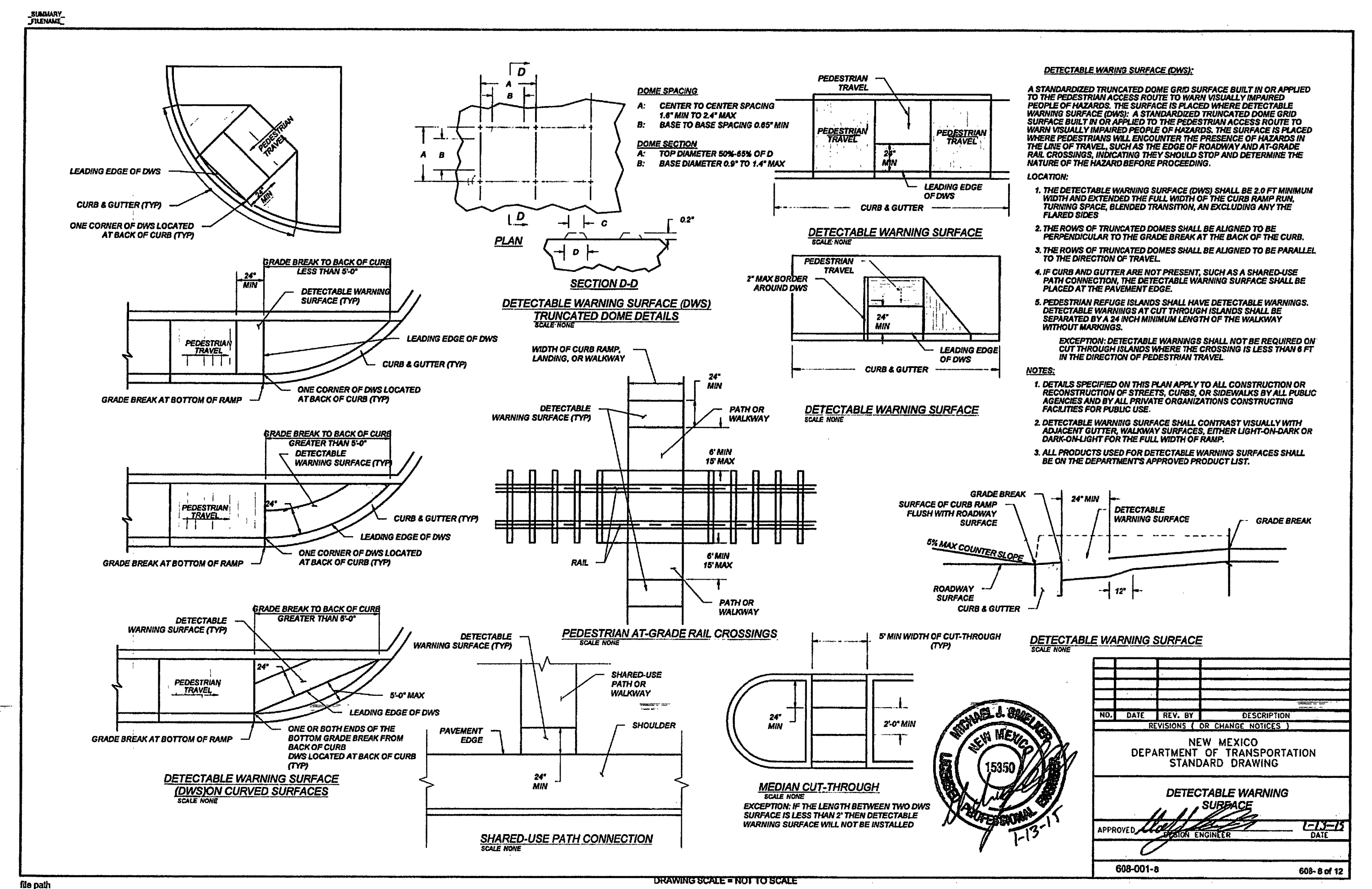
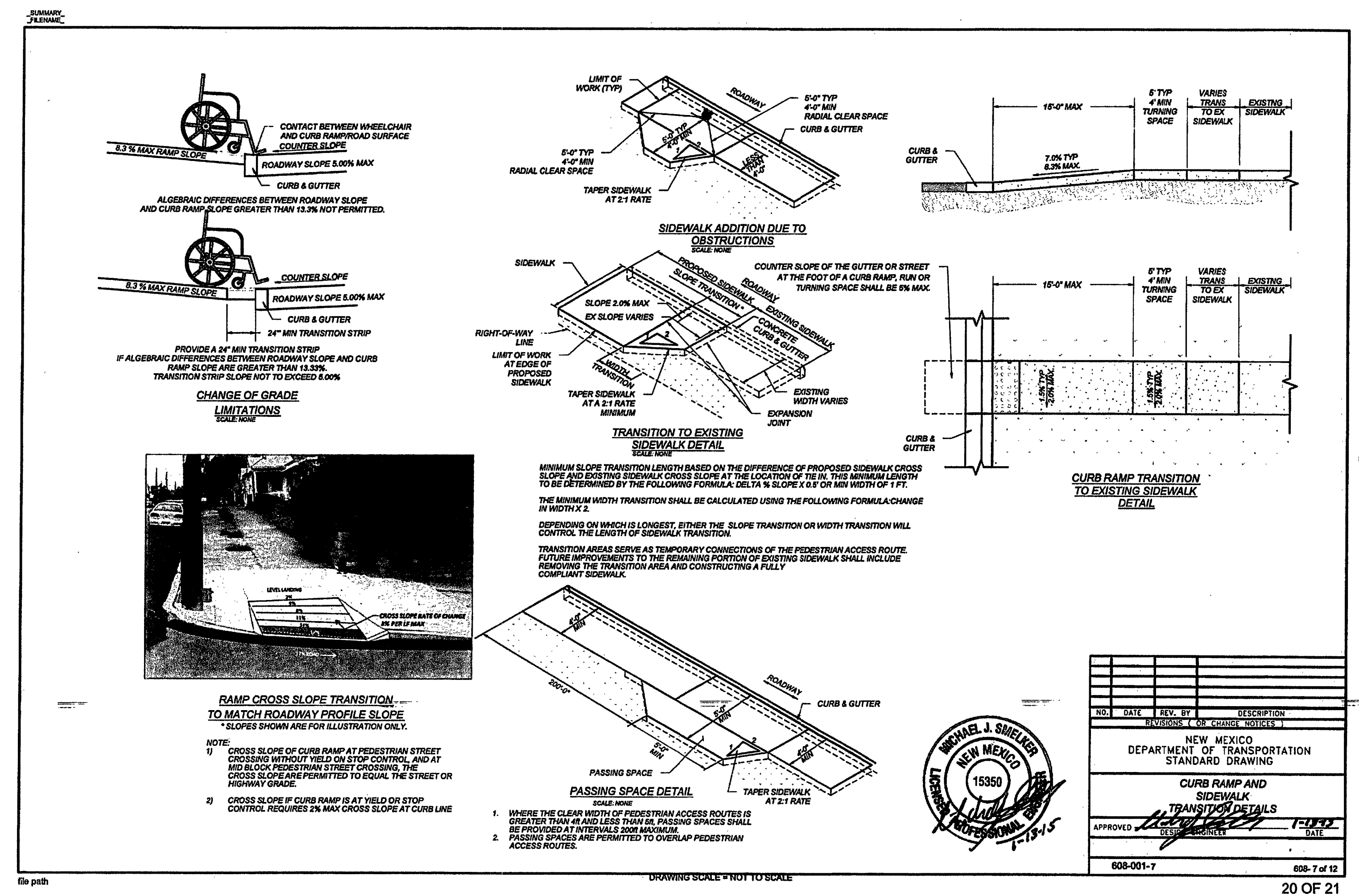
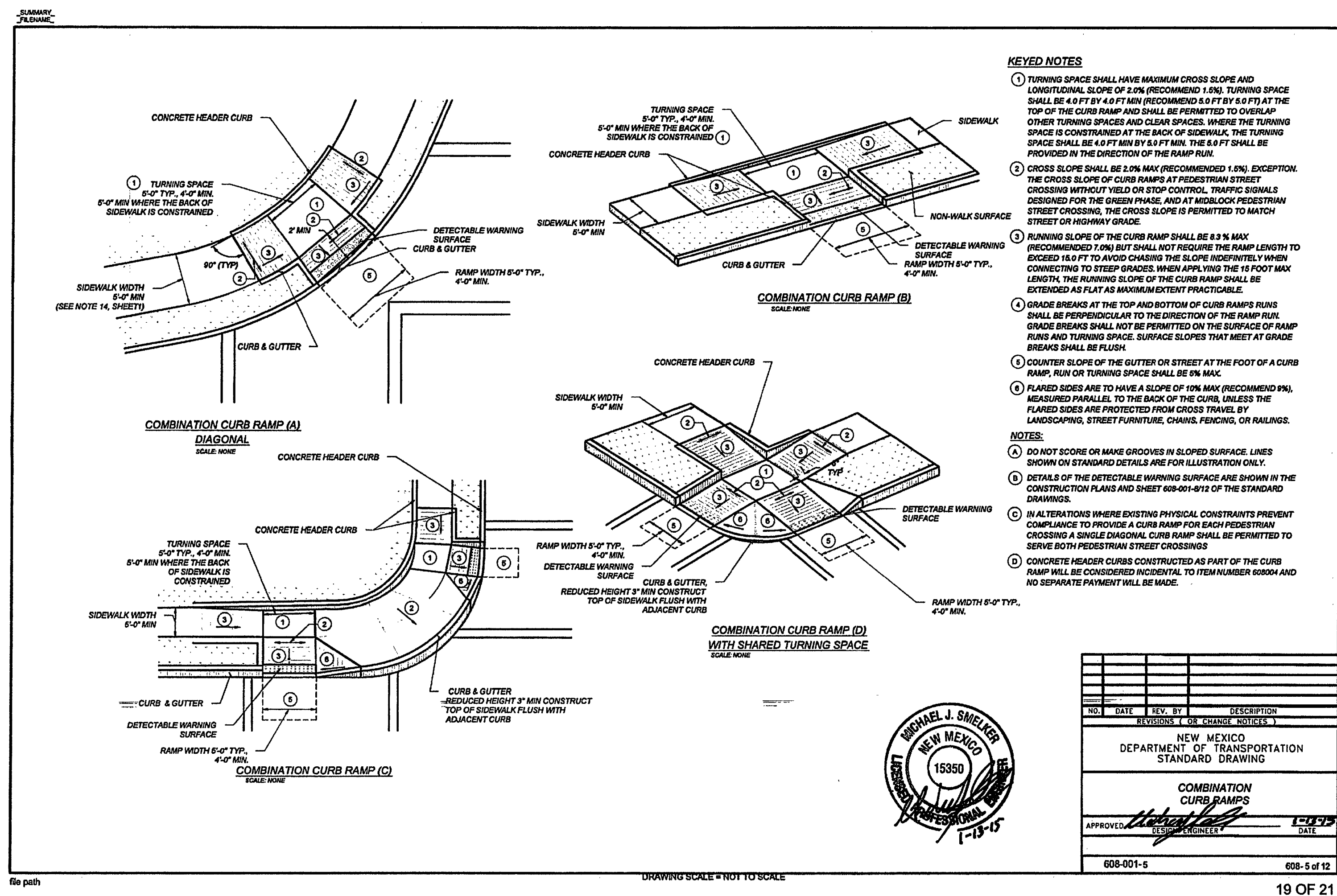
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 2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.6%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
 3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 16.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 16 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
 4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
 5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
 6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 6%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.
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 - CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 60804 AND NO SEPARATE PAYMENT WILL BE MADE.

NO.	DATE	REV. BY	DESCRIPTION
1			NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PARALLEL CURB RAMPS			
APPROVED			DATE
608-001-3			608-3 of 12



- ### KEYED NOTES
1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMENDED 1.6%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (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 CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRUCTED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 6.0 FT MIN. THE 6.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
 2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.6%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
 3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 16.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 16 FOOT 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 5% MAX.
 6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 6%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.
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NO.	DATE	REV. BY	DESCRIPTION
1			NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
DIAGONAL CURB RAMPS			
APPROVED			DATE
608-001-4			608-4 of 12



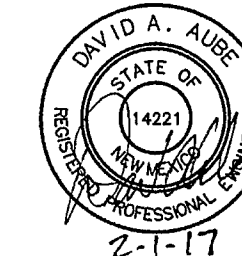
DEKKER
PERICH
SABATINI

7601 JEFFERSON NE, SUITE 100
ALBUQUERQUE, NM 87109

505.761.9700 / DPSDESIGN.ORG

ARCHITECT

ENGINEER



PROJECT

SITE INFORMATION

LEGAL DESCRIPTION
0.00N M T ADD LOTS 1 AND 2, 18NMT3 X 4 BLK 60 FRACTIONAL OF LOT 3 X 4 BLK 18
RAYNOLDS ADDITION, LOTS 5 & 6 BLK 60 NEW MEXICO TOWN CO ORIGINAL TOWNSITE
& LOTS 5 & 6 BLK 18, 018 RAYNOLDS LITS 7X8XPORT LT7 BLK 60 NMT ADDITION,
009 018 RAYNOLDS X LOT 10, 011 018 RAYNOLDS N PORT LT7 L11 L12,
018 RAYNOLDS ADDITION SO PORT OF LOTS 11X12

SURVEY CONTROL MONUMENT DATA
Albuquerque Control Survey Monument "17 J14"
New Mexico State Plane Coordinates, Central
Zone (NAD83) as published:
Y = 1,488,866.76
X = 1,519,419.32
Ground to grid factor = 0.99983611
Delta Alpha = -00°13'59"
Elevation = 4957.484 (NAVD88)

GENERAL SHEET NOTES

1. REFER TO CIVIL PAVING DRAWINGS FOR ON-SITE BUILDING LOCATION, CURBS
AND GUTTERS DIMENSIONS, AND OTHER DIMENSIONS NOT SHOWN ON THIS
SHEET.

Stair	Number Risers	Top Elev at Bldg	Bot Elev at Bldg	Riser Height
A	3	4952.54	4950.98	0.52
B*	3	4952.86	4951.14	0.57
C	2	4952.63	4951.56	0.53
D	2	4952.63	4951.63	0.50
E	2	4952.63	4951.64	0.49
F	2	4952.63	4951.81	0.41
G	2	4952.63	4951.83	0.40
H	2	4952.63	4951.91	0.36
I	2	4952.63	4951.93	0.35
J	2	4952.63	4951.72	0.45
K	2	4952.63	4951.74	0.45
L	2	4952.63	4951.74	0.45
M	2	4952.63	4951.61	0.51
N	2	4952.63	4951.58	0.53
O*	1	4951.81	4951.31	0.50
P*	2	4952.53	4951.42	0.55
Q*	2	4952.53	4951.40	0.57

Notes:
1. Typical stair treads follow the slope of the
lower sidewalk slope toward street of 1.6%.
2. Stairs with "*" have level treads.

STERLING | DOWNTOWN

800 SILVER AVENUE SW
ALBUQUERQUE, NM

100%
CONSTRUCTION
DOCUMENTS

REVISIONS

- △
- △
- △
- △
- △ Addendum #22-1-17
- △ Addendum #1 12-12-16

DRAWN BY DAA

REVIEWED BY DAA

DATE November 18, 2016

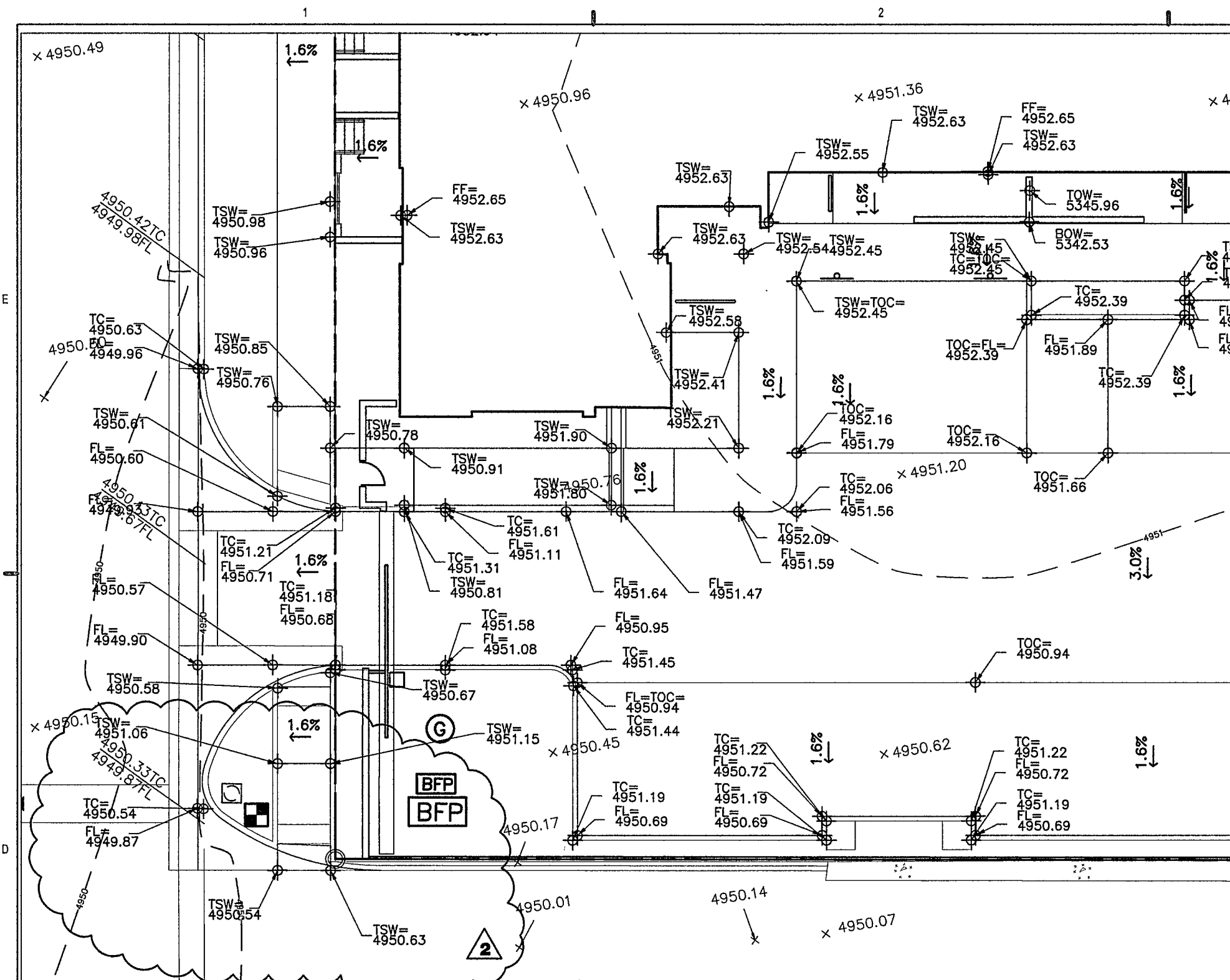
PROJECT NO. 16-0078

DRAWING NAME

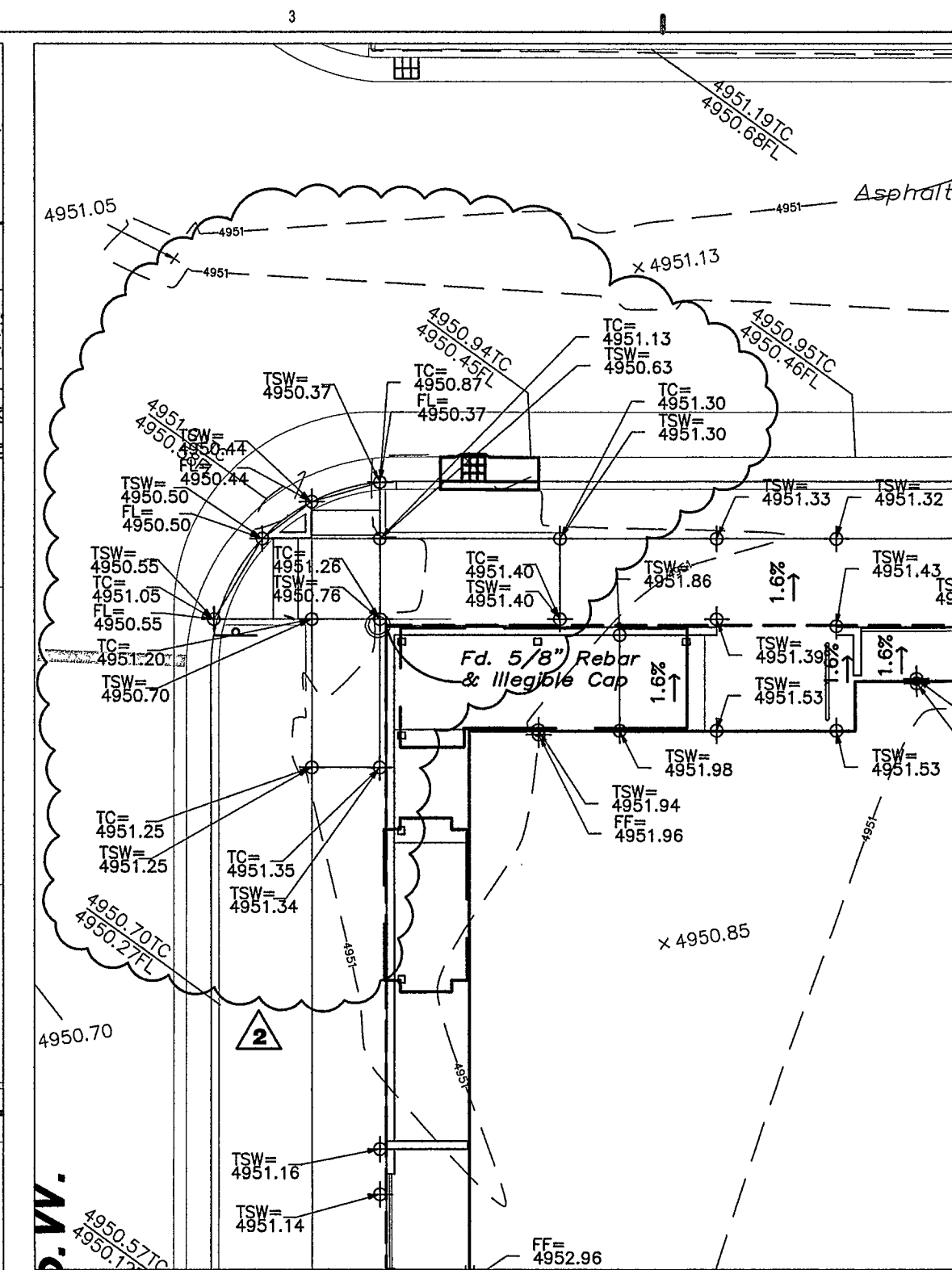
OVERALL
GRADING PLAN

SHEET NO.

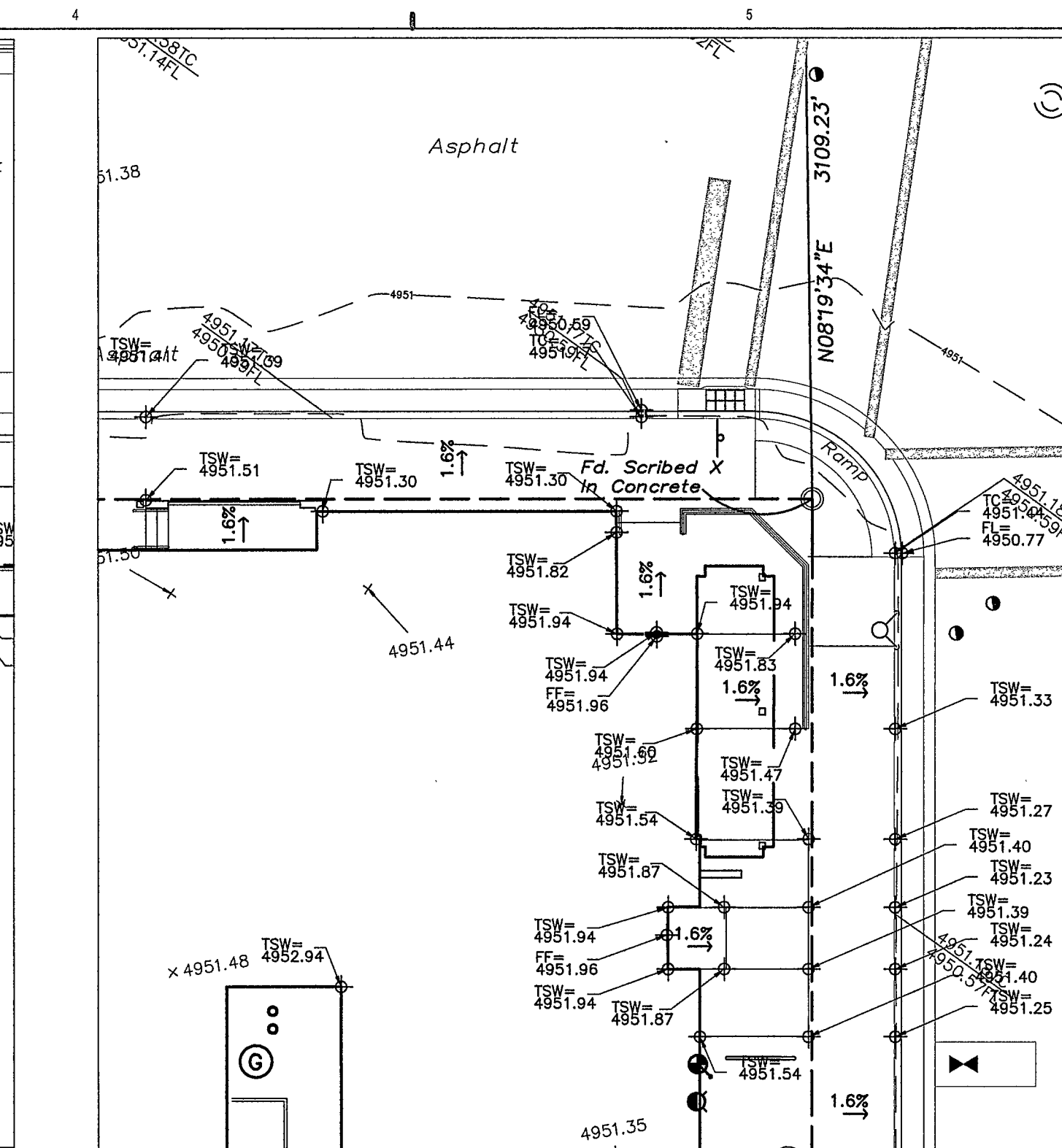
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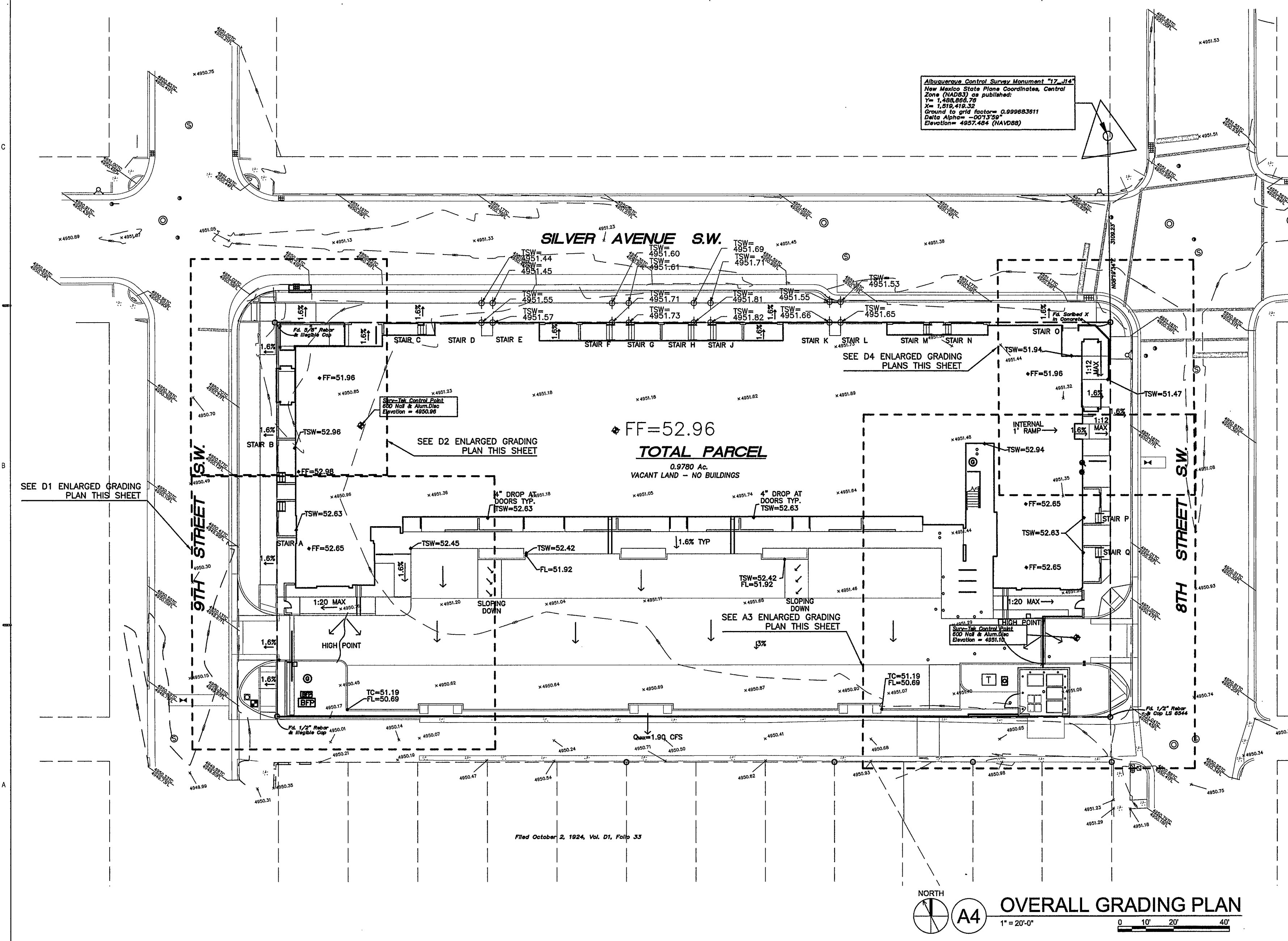
D1 ENLARGED GRADING PLAN
1" = 10'-0"



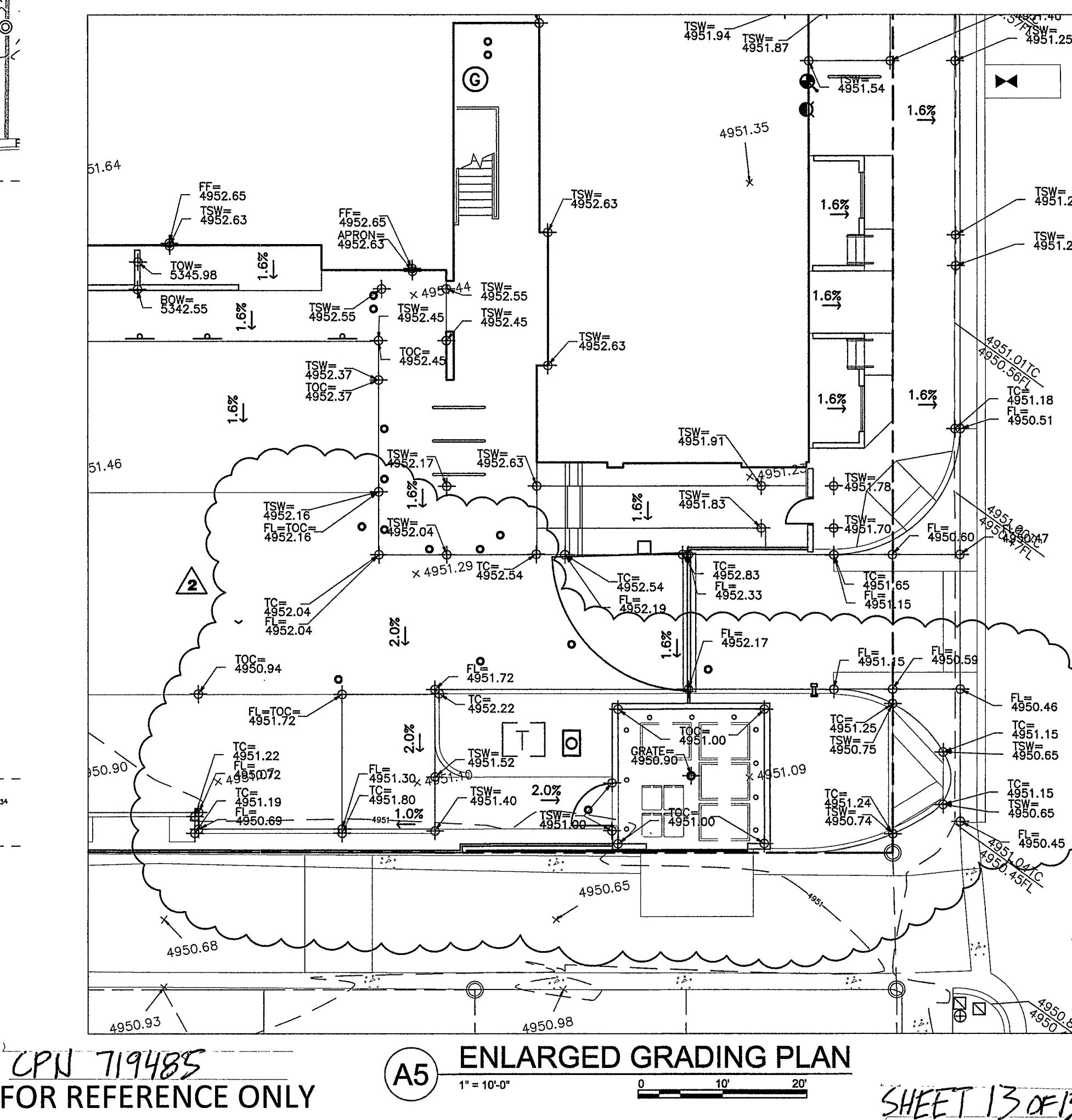
D2 ENLARGED GRADING PLAN
1" = 10'-0"



D4 ENLARGED GRADING PLAN
1" = 10'-0"



A4 OVERALL GRADING PLAN
1" = 20'-0"



A5 ENLARGED GRADING PLAN
1" = 10'-0"

CPN 719485
FOR REFERENCE ONLY

SHEET 13 OF 15

3.4.6.5.2 Minimum Density

Backfill over and around the pipe and backfill around and adjacent to drainage structures shall be compacted at the approved moisture content to the following applicable minimum density, which will be determined as specified below.

- Under airfield and heliport pavements, paved roads, streets, parking areas, and similar-use pavements including adjacent shoulder areas, the density shall be not less than 80 percent of maximum density as determined by ASTM D 1557, up to the elevation where requirements for pavement subgrade materials and compaction shall control.

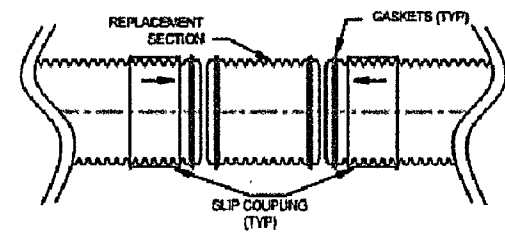
3.4.6.6 Determination of Density

Testing shall be performed by an approved commercial testing laboratory or by the Contractor subject to approval by the Engineer. Tests shall be performed in sufficient number to ensure that specified density is being obtained. Laboratory tests for moisture-density relations shall be made in accordance with ASTM D1557 except that mechanical tampers shall be used provided the results are correlated with those obtained with the specified hand tamper. Field density tests shall be determined in accordance with ASTM D2167 or ASTM D2922. Test results shall be furnished to the Engineer.

3.5 Repair Methods

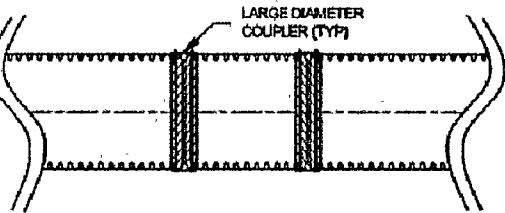
3.5.1 External Methods

Slip Couplings 12- through 30-inch (300 - 750 mm), provides a watertight repair that will meet most pressure testing requirements, when installed correctly. The slip coupling uses PVC bells with gaskets. The gaskets are placed in the valleys on either side of the section to be repaired and slip couplings are then slid over the gaskets. Due to the exterior gasket, the slip coupling can only be used on pipe with a corrugated exterior. PVC slip couplings are most commonly used with watertight smooth interior thermoplastic pipe products. *Note: This repair method cannot be used with the triple wall, smooth exterior profile pipe.*



Large Diameter Repair Coupler 12- through 60-inch (300 - 1500 mm) are ideal for repairs and alterations of large diameter sewer pipe. Repair couplers similar to those provided by Mission Rubber Company LLC, Femco® or equal may be used on HP pipe.

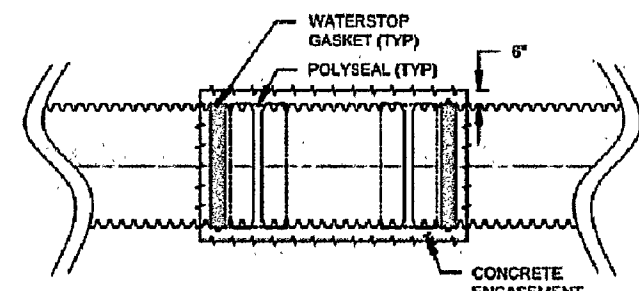
The couplers are used by removing the damaged section of pipe, replacing it with a new section and then sliding the coupler back around the



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joint, similar to the slip coupling above. The couplers stainless steel bands are then tightened to the manufacturer's recommendations. These rubber couplings are capable of meeting watertight field test requirements when installed per the manufacturer's recommendations.

Concrete Collar 12- through 60-inch (300 - 1500 mm), provides a water tight repair testable to most hydrostatic test with an appropriate leakage requirement. Installing a concrete collar involves building a form around the area to be repaired and encasing it in concrete. A *Mar Mac Polyseal Pipe Coupler* is wrapped around the repair area or joint prior to pouring the collar to keep the concrete from seeping into the pipe. *WaterStop* gaskets are installed outside of the *Polyseal* coupler towards the outside edge of the concrete collar. Typically, approximately 6" (0.15m) is excavated beneath the pipe to allow for proper application of the *Polyseal* coupler and concrete encasement. If the pipe itself is damaged, the damaged area shall be removed and a replacement pipe section spliced in prior to pouring the collar. This repair option may be employed for either dual wall or triple wall sanitary pipe.



3.5.2 Internal Methods

Internal mechanical repair products generally consist of a flexible cylindrical gasket sleeve, which is expanded to conform to the inner wall of the pipe. The feasibility of this repair method depends on the size of the damaged section or joint and available access into the pipe. Internal mechanical seals slightly restrict the inside diameter of the pipe. This should be considered when assessing the risk of debris obstruction.

NPC Internal Joint Seal, 18- through 60-inch (450 - 1500 mm), consists of an EPDM rubber seal and stainless steel bands. The rubber seal is inserted into the pipe and positioned over the joint. A torque wrench is used to expand the bands against the inner wall of the pipe. The Internal Joint Seal is designed to seal joints - not repair damaged pipe sections. The damaged area of the pipe must be removed and a replacement section spliced in if necessary in order to use the Internal Joint Seal. This system may provide a watertight joint when installed as recommended. The manufacturer should be contacted to verify the product meets the specific application requirements including test requirements, if specified. If pressure tests are required, NPC should be contacted to ensure that the product is suitable for the specific test criteria.

Welding, 36- through 60-inch (900 - 1500 mm), is another method of internal joint repair where personnel use hand-held welding guns to make the needed repair. Extrusion welding techniques are most commonly utilized; however other welding methods may be used depending on the condition of the damage. Clean and dry working conditions and skilled operators are critical to a successful repair. Contact ADS to discuss the type of damage and to assess if a welded repair will be suitable.

Link Pipe Grouting Sleeve™, 12- through 60-inch (100 - 1500 mm), is a stainless steel grouting sleeve that is installed with an inflatable plug. The sleeve may be used to seal a joint or repair short sections of damaged pipe. The manufacturer should be contacted to verify the product meets the specific application requirements including test requirements, if specified.

Internal chemical sealing is another method of internal joint repair using chemically activated gel or grout to minimize joint leakage. The grout is typically applied with specialized remote-controlled equipment. Test/seal packer is used to remotely seal a joint. The grouting chemicals are forced through the joint out into the surrounding soil where they gel with the soil. The gelled mass forms a waterproof collar around the pipe. The result is significantly reduced leakage. There are several types of chemical grouts available and the manufacturer should be contacted to review the specific situation and any joint tightness or pressure test criteria. Companies such as Avanti International, Strata Tech Inc., and Caylor Corporation manufacture and/or install chemical grout. Stephen's Technologies *New Life Coatings* and *NewLife Liner Systems* as well as Avast Hydro-Lining International, are examples of companies that offer cured in place epoxy lining systems that have been effectively used with HDPE pipe. Most pipe diameters can be chemically grouted provided the grouting contractor has the appropriate equipment.

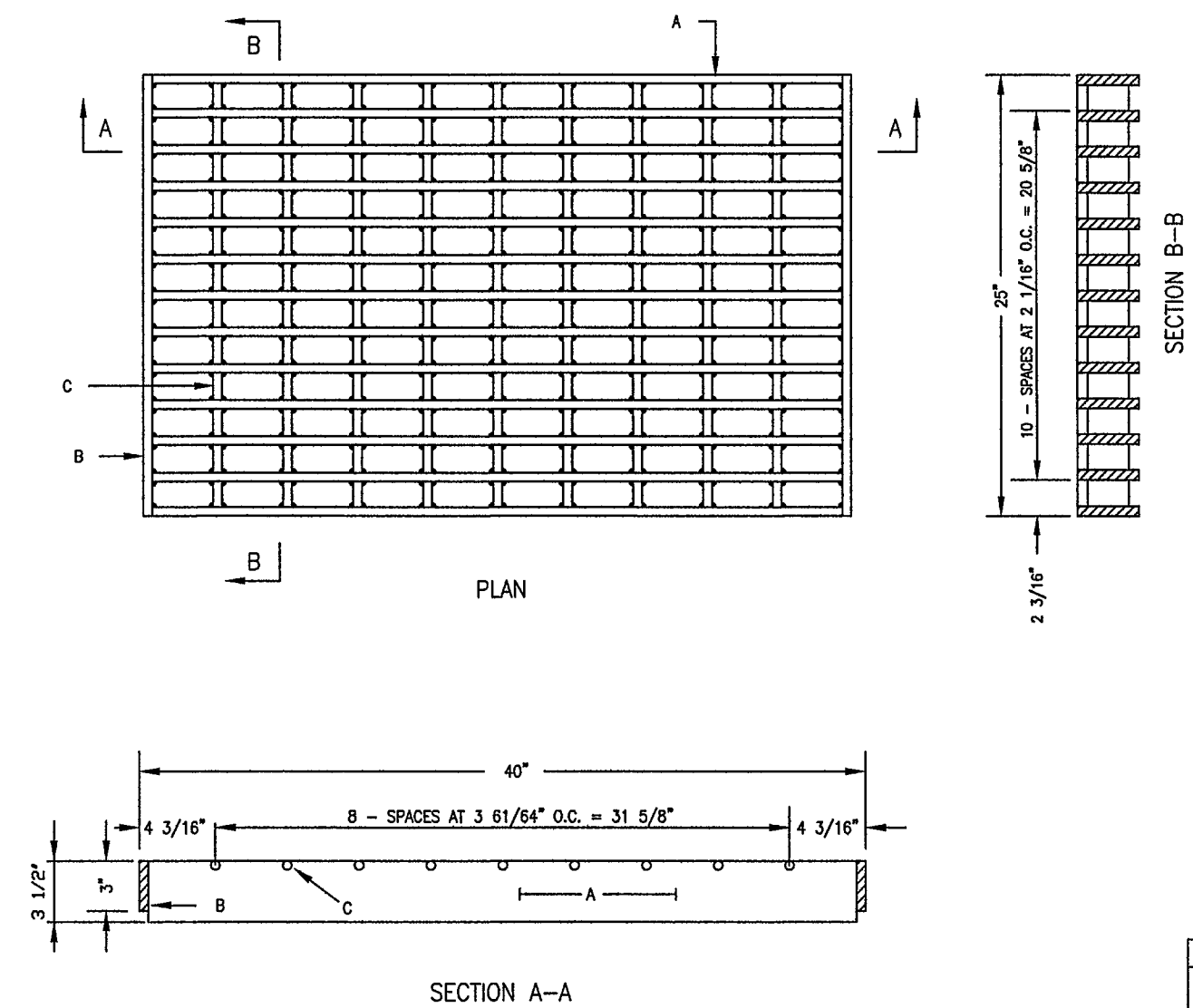
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GENERAL NOTES:

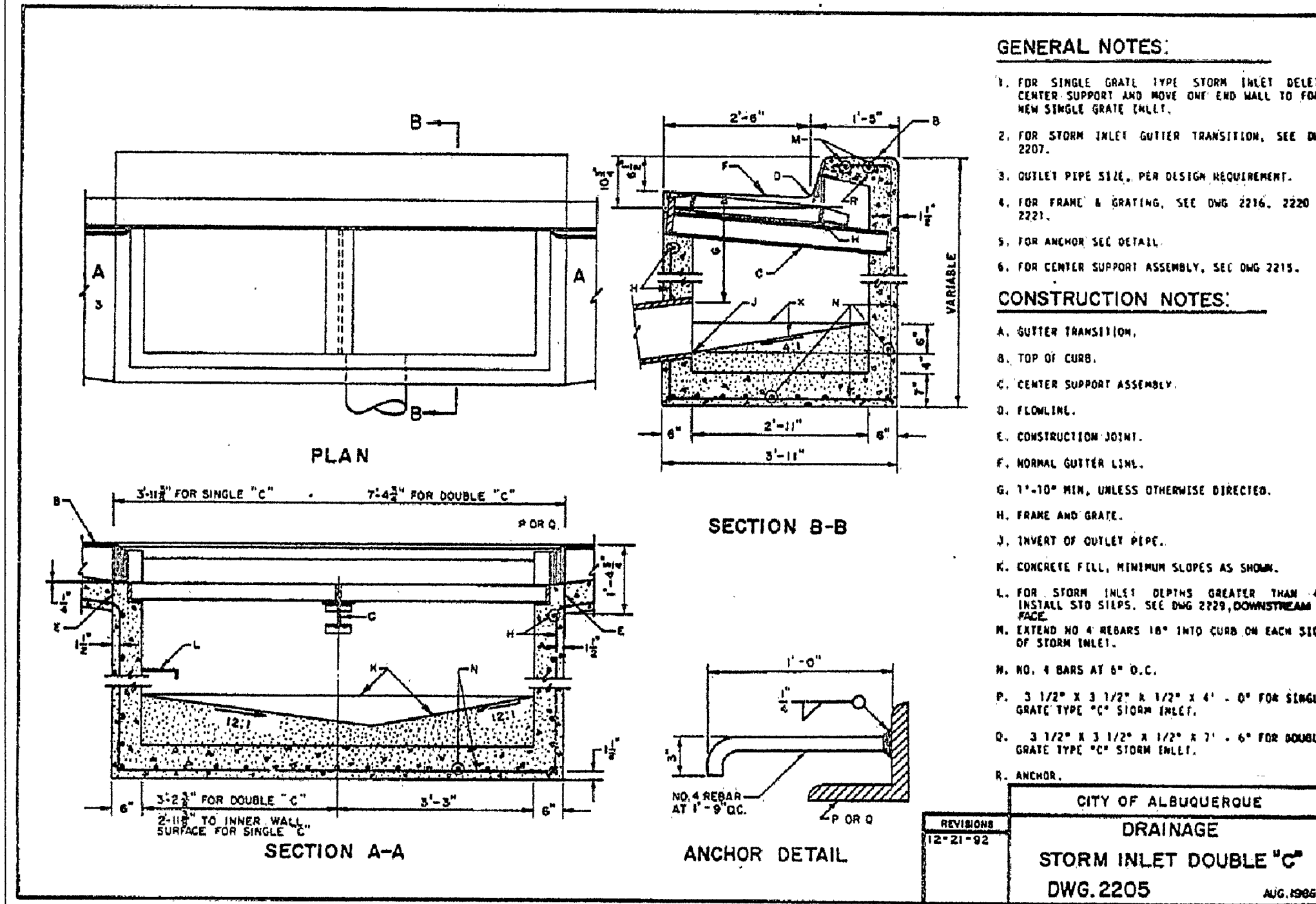
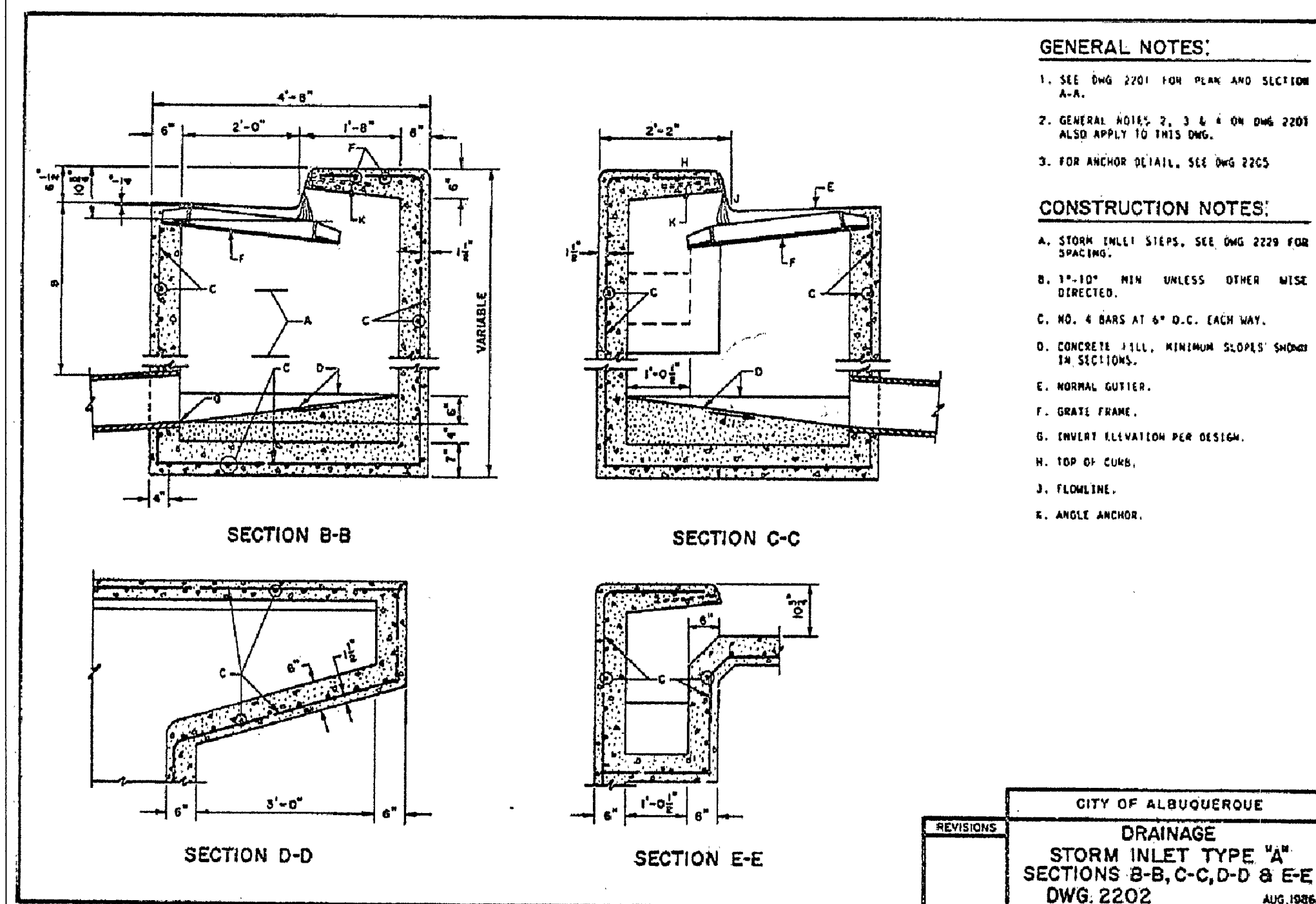
- ALL BARS SHALL BE STRUCTURAL GRADE STEEL, GRADE A36.
- THE GRATE SHALL BE WELDED WITH 1/8" FILLET WELD AROUND BOTH SIDES OF CROSS BARS, 1/4" FILLET WELD BOTH SIDES OF BEARING BARS TO CUB BARS.
- AFTER GLENNING SURFACE OF SCALE, RUST, OIL, ETC., PAINT GRATE WITH ONE SHOP COAT RED OXIDE, TWO FINISH COATS ALUMINUM PAINT (ASTM D 69).
- TOP OF CROSS BARS SHALL BE FLUSH WITH TOP OF GRATE.
- GRIND WELDS FLUSH WITH BEARING BARS.
- WHEN INSTALLED IN FRAME, PUSH TIGHT TO ONE SIDE, OTHER SIDE SHALL HAVE 1/2" MAX. OPENING. SPACERS WELDED TO FRAME MAY BE USED IF REQUIRED TO KEEP 1/2" SPACE OR LESS.

CONSTRUCTION NOTES:

- BEARING BARS, (1) 1/2" X 3 1/2" X 30".
- END BARS, (2) 1/2" X 3" X 25".
- CROSS BARS, (8) 1/2" DIA. X 24".



CITY OF ALBUQUERQUE	
REVISIONS	NO. 1
	DESCRIPTION
	DRAINAGE
	STORM INLET
	ALBUQUERQUE GRATE
	DWG. 2220-MODIFIED
	FEB. 2014



CPN 719485

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