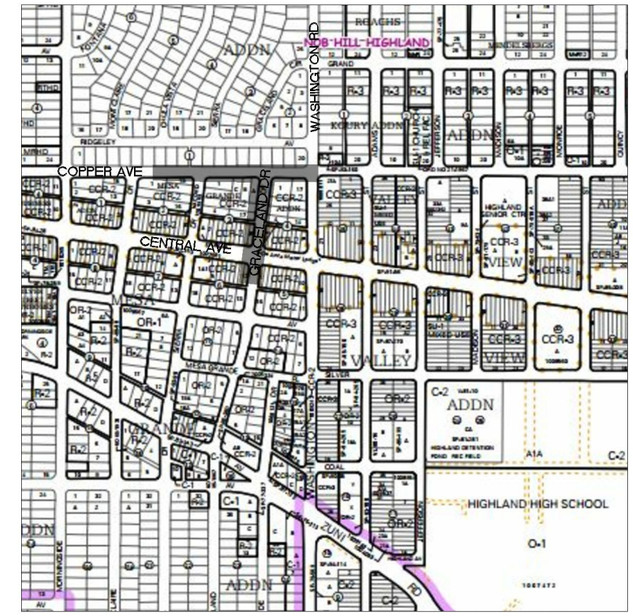
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
CONSTRUCTION PLANS FOR

DE ANZA ON-STREET PARKING IMPROVEMENTS

COA PROJECT NO. 9043.15

VICINITY MAP



ZONE ATLAS MAP K-17

N

DESCRIPTION OF PROJECT:
RECONFIGURE THE EXISTING PARKING LAYOUT SURROUNDING THE DE ANZA MOTEL TO PROVIDE ADDITIONAL PARKING SPACES ON COPPER AVENUE AND GRACELAND DRIVE. BICYCLE FACILITIES ALONG COPPER AVENUE ARE ALSO INCLUDED IN THIS PROJECT.

INDEX OF SHEETS

1. TITLE SHEET
2. GENERAL NOTES
3. SURVEY CONTROL
4. TYPICAL SECTIONS
5. REMOVALS
6–7 PROPOSED IMPROVEMENTS
8. DETAILS
9. POINT TABLE AND CURVE TABLE
10–11 SIGNING AND STRIPING
12–13 EXISTING UTILITIES
14. UTILITY RELOCATIONS

NMDOT STANDARD DRAWINGS:
15. 608-001-1 PEDESTRIAN ACCESS ROUTE GENERAL NOTES
16. 608-001-2 PERPENDICULAR CURB RAMPS
17. 608-001-3 PARALLEL CURB RAMPS
18. 608-001-4 DIAGONAL CURB RAMPS
19. 608-001-5 COMBINATION CURB RAMPS
20. 608-001-7 CURB RAMP AND SIDEWALK TRANSITION DETAILS
21. 608-001-8 DETECTABLE WARNING SURFACE

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REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE

ENGINEER'S STAMP & SIGNATURE

SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

APPROVED	ENGINEER	DATE
DRC Chairman		
Transportation		
ABCWUA		
Hydrology		
C I P		
AMAFCA		
Constr. Coord.		

APPROVED FOR CONSTRUCTION

CITY ENGINEER DATE

PROJECT NUMBER	ZONE ATLAS NO.	
9043.15	K-17	DRAWING NO. 1 OF 21

GENERAL NOTES

1. THE CONTRACTOR SHALL ABIDE BY ALL LOCAL, STATE, AND FEDERAL LAWS, RULES AND REGULATIONS THAT APPLY TO THE CONSTRUCTION OF THESE IMPROVEMENTS.

2. ALL ELECTRICAL, TELEPHONE, CABLE TV, GAS AND OTHER UTILITY LINES, CABLES AND APPURTENANCES ENCOUNTERED DURING CONSTRUCTION THAT REQUIRE RELOCATION SHALL BE COORDINATED WITH THAT UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL NECESSARY UTILITY ADJUSTMENTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR DELAYS OR INCONVENIENCES CAUSED BY UTILITY COMPANY WORK CREWS. THE CONTRACTOR MAY BE REQUIRED TO RESCHEDULE THEIR ACTIVITIES TO ALLOW UTILITY CREWS TO PERFORM THEIR REQUIRED WORK.

3. 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 ENGINEER. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE AND HAUL THERETO SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.

4. 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 ENGINEER.

5. CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PUBLIC RIGHT-OF-WAY 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 COST OF THE CONTRACTOR.

6. TWO WEEKS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TRANSIT DEPARTMENT OF ANY IMPACT THE PROPOSED PROJECT WILL HAVE ON THE TRANSIT SYSTEM, SUCH AS CAUSING A DETOUR, OR THE CLOSING OR RELOCATION OF A BUS STOP. THE CONTACT PERSON IS ANDREW DE GARMO, OFFICE PHONE 505-724-3109 AND EMAIL ADEGARMO@CABQ.GOV.

7. 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.

8. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS FOR THE PROJECT PRIOR TO COMMENCING CONSTRUCTION (E.G., BARRICADING, SURFACE DISTURBANCE).

9. ALL PERMANENT PAVEMENT MARKING AND TRAFFIC SIGNING SHALL BE FURNISHED BY THE CONTRACTOR PER PLAN.

10. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALBUQUERQUE, TRAFFIC ENGINEERING DEPARTMENT, PRIOR TO BEGINNING ANY CONSTRUCTION WORK ON OR ADJACENT TO EXISTING STREETS.

11. ALL BARRICADES AND CONSTRUCTION SIGNING SHALL CONFORM TO APPLICABLE SECTIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), U.S. DEPARTMENT OF TRANSPORTATION, LATEST EDITION.

12. THE CONTRACTOR SHALL MAINTAIN ALL CONSTRUCTION BARRICADES AND SIGNING AT ALL TIMES. THE CONTRACTOR SHALL VERIFY THE PROPER LOCATION OF ALL BARRICADING AT THE END AND BEGINNING OF EACH DAY.

13. ALL SAWCUT PAVEMENT SHALL HAVE A UNIFORM EDGE AND BE SPRAYED WITH TACK.

14. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENTS, PAVEMENT MARKINGS, CURB & GUTTER, DRIVE PADS, CURB RAMPS, SIGNAGE, AND SIDEWALK DURING CONSTRUCTION, APART FROM THOSE SECTIONS INDICATED FOR REMOVAL ON THE PLANS, AND SHALL REPAIR OR REPLACE PER COA STANDARDS, AT HIS OWN EXPENSE.

15. ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES SHALL BE CARRIED OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.652.

16. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL CONSTRUCTION SIGNAGE UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY OF ALBUQUERQUE.

17. ALL SWPPP EROSION CONTROL MEASURES SHALL BE REMOVED FROM THE RIGHT-OF-WAY PRIOR TO FINAL ACCEPTANCE.

18. AN EXCAVATION/CONSTRUCTION PERMIT SHALL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY.

19. 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 9.

20. COA FIBER OPTIC CABLE MAY BE PRESENT IN THE PROJECT AREA. IF THIS CABLE, OR ANY OTHER EXISTING CITY TRAFFIC INFRASTRUCTURE, IS DAMAGED AS PART OF THIS PROJECT WORK, THE CONTRACTOR SHALL REPAIR OR REPLACE IT PER CITY OF ALBUQUERQUE TRAFFIC REQUIREMENTS. DAMAGED FIBER OPTIC CABLE SHALL BE REPLACED FROM EXISTING FULL SPLICE TO EXISTING FULL SPLICE; NO INTERMEDIATE SPLICE WILL BE ALLOWED. THIS WORK SHALL BE DONE AT THE EXPENSE OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT WILL BE MADE.

21. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT THE NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.

22. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR SURVEYOR IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.

23. SEVEN (7) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION SERVICES DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION SERVICES DIVISION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION COORDINATION ENGINEER (768-2551) PRIOR TO OCCUPYING AN INTERSECTION. REFER TO SECTION 19 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS.

24. ALL WORK AFFECTING ARTERIAL ROADWAYS MAY REQUIRE TWENTY-FOUR HOUR CONSTRUCTION.

25. ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED W/ PLASTIC REFLECTORIZED PAVEMENT MARKING BY THE CONTRACTOR AT THE SAME LOCATION AS EXISTING, OR AS INDICATED BY THIS PLAN SET.

26. 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 SHALL NOTIFY 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, THE 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.

27. THE CONTRACTOR SHALL RECORD DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF ALBUQUERQUE FOR THE PREPARATION OF "AS CONSTRUCTED" DRAWINGS. THE CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.

28. THE CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE, AND SHALL REMOVE ANY GRAFFITI FROM ALL EQUIPMENT WITHIN 25 HRS, WHETHER PERMANENT OR TEMPORARY.

29. 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 DESIGNATED AS MASTER PLAN FACILITIES MUST BE COORDINATED 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 PROCEDURE.ASPX

30. 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 THEN 50 OR CONTACT THE CITY PROJECT ENGINEER IMMEDIATELY SO THE PAVEMENT SECTION CAN BE MODIFIED.

31. BUSINESS ACCESS: THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO LOCAL BUSINESSES AND RESIDENCES FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL ADVISE OF AND SCHEDULE ACCESS CLOSURES, AT LEAST 24 HOURS IN ADVANCE, WITH PROPERTY OWNERS AND THE CITY ENGINEER.

32. INTERSECTION WORK: CRITICAL INTERSECTION WORK SHALL NOT START UNTIL THE CONTRACTOR HAS ALL MATERIAL, EQUIPMENT, AND NECESSARY PERSONNEL ON-SITE. TRAFFIC CONTROL DEVICES SHALL NOT BE PLACED PREMATURELY.

33. THE CONTRACTOR SHALL SUBMIT A PROPOSED WORK PLAN FOR PEDESTRIAN IMPROVEMENTS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INITIATING THIS WORK. THIS PLAN SHALL INCLUDE THE METHOD PROPOSED TO MAINTAIN PEDESTRIAN ACCESS TO BUSINESSES, SCHOOLS, HOSPITALS, BUILDINGS, ETC. THROUGHOUT THE PEDESTRIAN IMPROVEMENTS CONSTRUCTION IN PARTICULAR. THE CONTRACTOR, AT MINIMUM, SHALL MAINTAIN A 36" CLEAR PATH FOR PEDESTRIANS SO AS TO MEET ADA ACCESSIBILITY REQUIREMENTS.

34. AS-BUILTS: THE CONTRACTOR SHALL MAINTAIN AN UP TO DATE SET OF AS-BUILT PLANS FOR THE PROJECT. THESE PLANS SHALL BE KEPT CURRENT, WITHIN TWO WEEKS, AT ALL TIMES AND SHALL BE SUBJECT TO REVIEW BY THE PROJECT MANAGER THROUGHOUT THE PROJECT AND WILL BE REVIEWED BY THE PROJECT MANAGER FOR ACCURACY AND COMPLETENESS AT LEAST ONCE EVERY 30 DAYS. THE FINAL AS-BUILT PLANS SHALL BE SUBMITTED AND ACCEPTED BY THE PROJECT ENGINEER PRIOR TO FINAL PAYMENT.

35. NON-VIBRATORY ROLLER: THE CONTRACT SHALL BE RESTRICTED TO THE USE OF A 35 TON MAXIMUM NON-VIBRATORY ROLLER TO OBTAIN THE REQUIRED COMPACTION IN PAVEMENT STRUCTURE, ROADWAY BACKFILL, EMBANKMENT, AND SUBGRADES IN URBAN AREAS WHERE THE USE OF HEAVIER EQUIPMENT COULD DAMAGE UNDERGROUND UTILITIES OR OTHER PERMANENT STRUCTURES.

36. EXISTING TIE-IN: ALL NEW STREET PAVING, CURB AND GUTTER, SIDEWALKS OR DRIVEPADS SHALL MATCH THE ELEVATIONS OF ABUTTING EXISTING AREAS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.

37. ALL REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH SECTION 443 OF THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT EDITION. PAINTING OVER EXISTING DOES NOT CONSTITUTE APPROVED REMOVAL OR OBLITERATION.

38. REMOVAL OF EXISTING CURB AND GUTTER AND SIDEWALK SHALL BE TO THE NEAREST JOINT.

39. THE REMOVAL OF PAVEMENT MARKINGS SHALL CONFORM TO THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS, STANDARD DETAILS (SECTION 2900) AND THE CURRENT EDITION OF THE MUTCD (WITH REVISIONS).

40. THE SUBGRADE PREP SHALL EXTEND ONE FOOT BEYOND THE FREE EDGE OF NEW CURB AND GUTTER AND SIDEWALK.

UTILITY COMPANY CONTACTS

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ABCWUA (WATER & SEWER)
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CENTURY LINK
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(BASED ON 24"x36" SHEET)

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY:
INSPECTOR'S ACCEPTANCE BY: DATE
FIELD VERIFICATION BY: DATE
DRAWINGS CORRECTED BY: DATE
MICRO–FILM INFORMATION
RECORDED BY DATE
NO.

BENCH MARKS
A COA CONTROL 2" BRASS DISC DISK STAMPED "6–K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE
DATUM NAD 83 N.M. STATE PLANE CENTRAL
N=1483655.175 E=1538790.908, ELEV.=5249.996

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL
SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

REVISIONS

NO.	DATE	REMARKS	BY

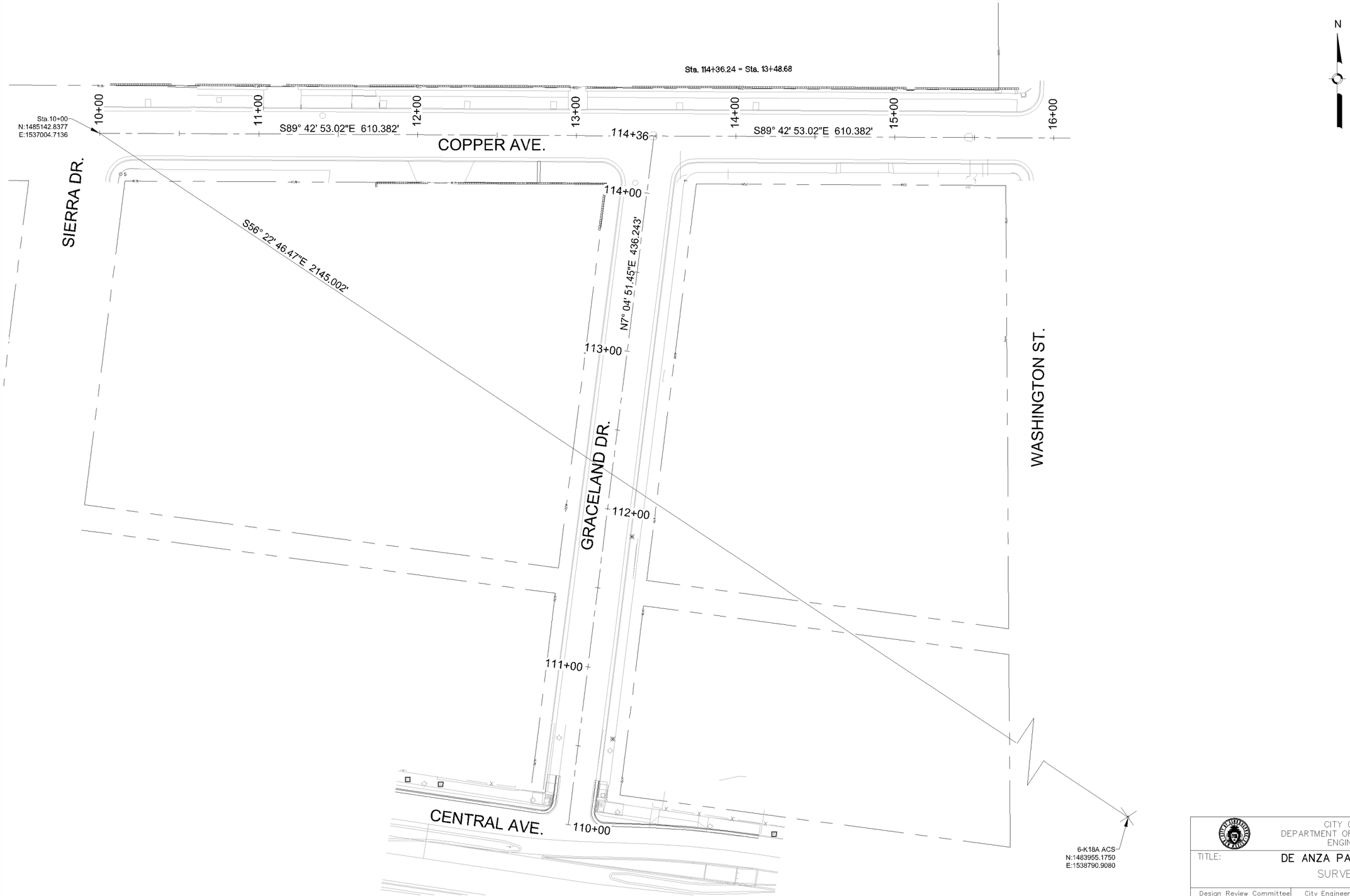
DESIGN
DESIGNED BY: SL DATE
DRAWN BY: ZT DATE
CHECKED BY DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
GENERAL NOTES

Design Review Committee | City Engineer Approval | Last Design Update | Mo. / Day / Yr. | Mo. / Day / Yr.

City Project No. 9043.15 | Zone Map No. K-17 | Sheet 2 Of 21



GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.
(BASED ON 24"x36" SHEET)

AS BUILT INFORMATION

CONTRACTOR	
WORK STAKED BY:	DATE
INSPECTOR'S ACCEPTANCE BY:	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE
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CITY OF ALBUQUERQUE
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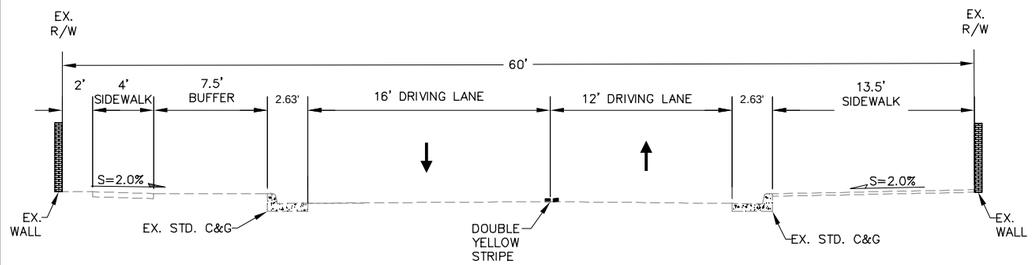
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
SURVEY CONTROL

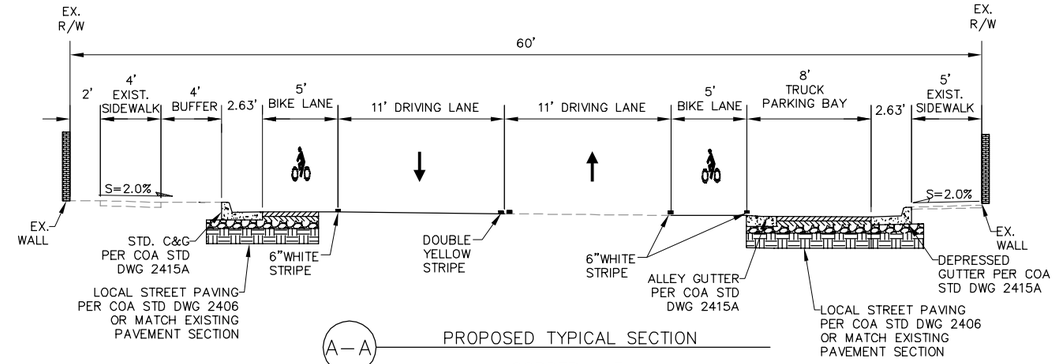
Design Review Committee | City Engineer Approval | Last Design Update | Mo. / Day / Yr. | Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	3	21



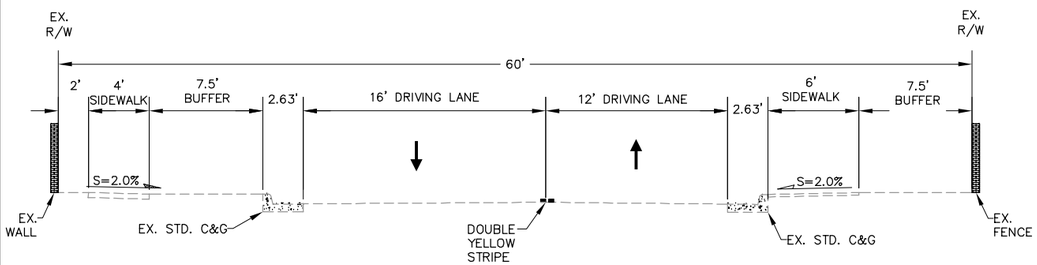
A–A EXISTING TYPICAL SECTION

COPPER AVE.
STA. 10+26.00 TO STA. 13+17.00



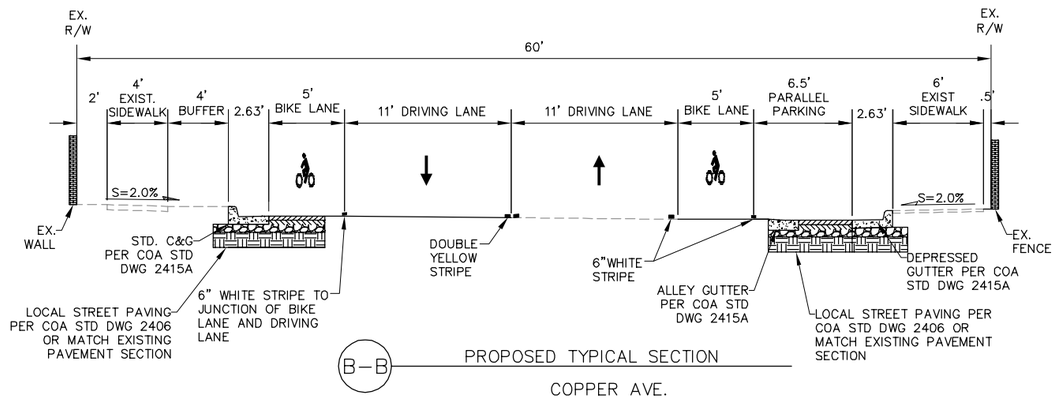
A–A PROPOSED TYPICAL SECTION

COPPER AVE.
STA. 11+82.23 TO STA. 12+48.23



B–B EXISTING TYPICAL SECTION

COPPER AVE.
STA. 13+73.69 TO STA 15+52.14



B–B PROPOSED TYPICAL SECTION

COPPER AVE.
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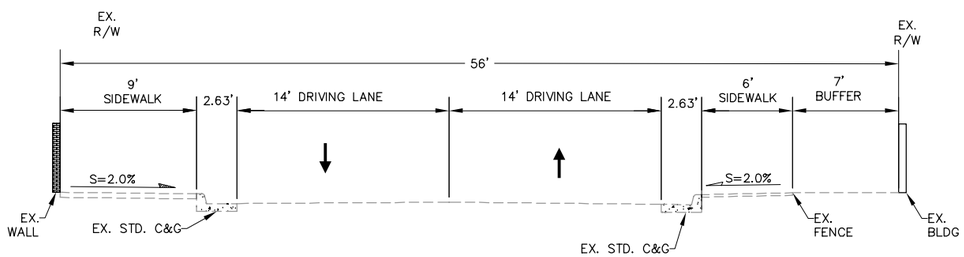
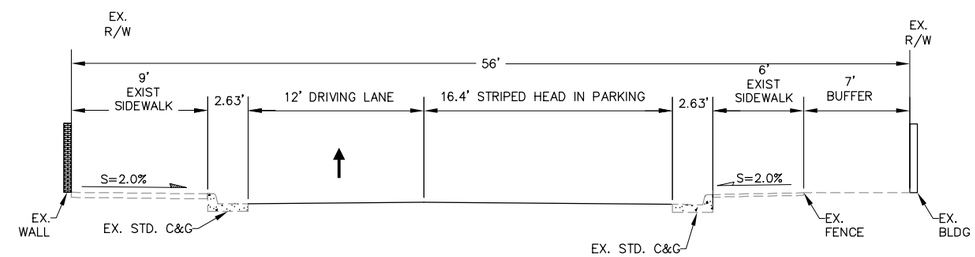


C–C EXISTING TYPICAL SECTION

GRACELAND DR.
STA. 110+00.00 TO STA. 114+04.02



C–C PROPOSED TYPICAL SECTION

GRACELAND DR.
STA. 110+00.00 TO STA. 113+81.97

NOTES:
1.) SEE SHEET 6 FOR CROSS SECTION CUT LINES

GRAPHIC SCALE
5 0 2.5 5 10
(IN FEET)
1 inch = 5 ft.
(BASED ON 24"x36" SHEET)

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY DATE
INSPECTOR'S ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE
MICRO-FILM INFORMATION
RECORDED BY DATE
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BENCH MARKS
A COA CONTROL 2" BRASS DISC DISK STAMPED "6-K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE
DATUM NAD 83 N.M. STATE PLANE CENTRAL N=1483655.175 E=1538790.908, ELEV.=5249.996

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL
SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

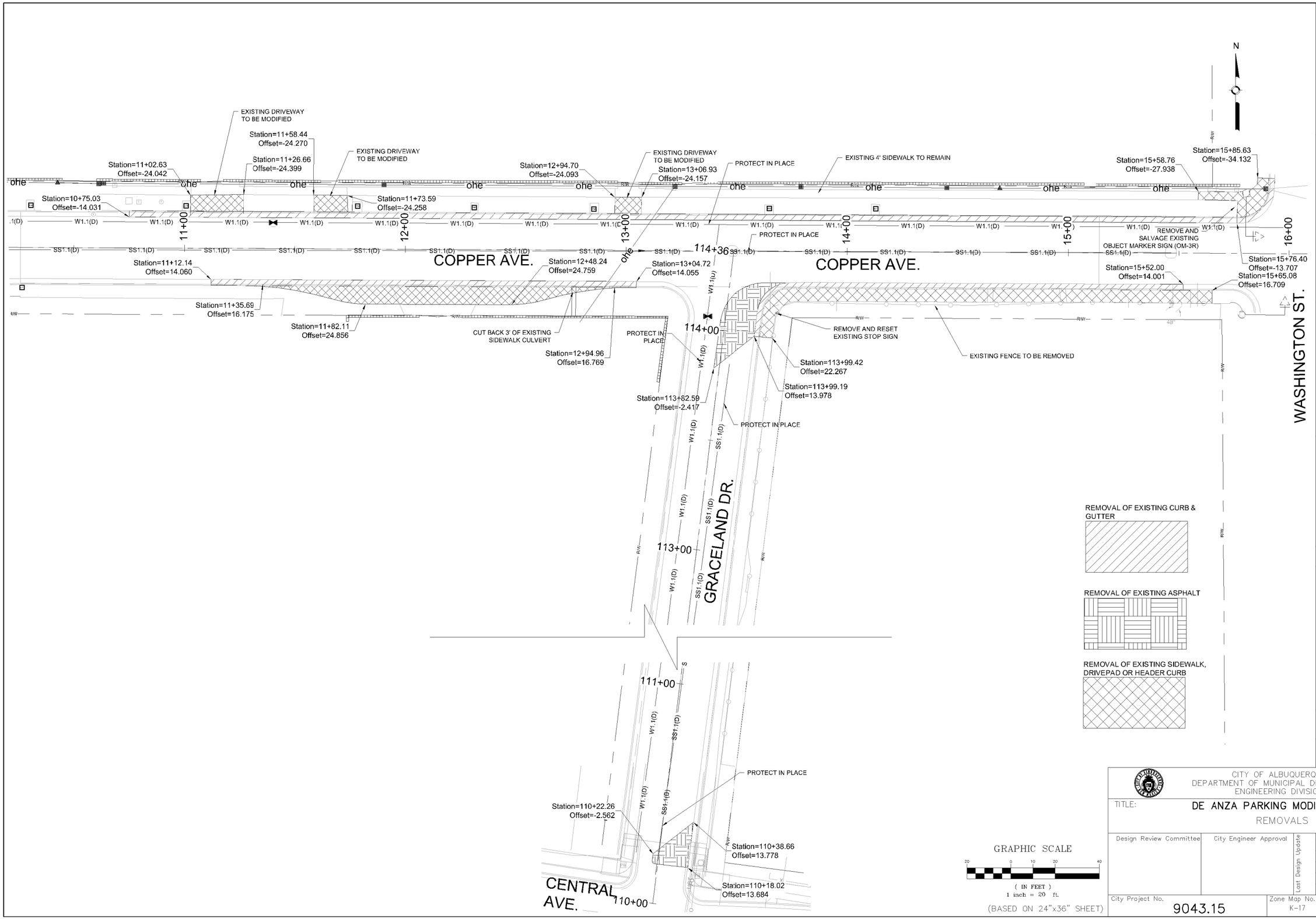
REVISIONS
DESIGN
DESIGNED BY: SL DATE
DRAWN BY: ZT DATE
CHECKED BY DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: **DE ANZA PARKING MODIFICATIONS**
TYPICAL SECTIONS

Design Review Committee | City Engineer Approval | Last Design Update | No. / Day / Yr. | No. / Day / Yr.

City Project No. **9043.15** | Zone Map No. K-17 | Sheet 4 Of 21



AS BUILT INFORMATION

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WORK STAKED BY	DATE
INSPECTORS ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE

MICRO-FILM INFORMATION

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NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY NEW MEXICO 15092 REGISTERED PROFESSIONAL ENGINEER

REVISIONS

NO.	DATE	REMARKS	BY

DESIGN

DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

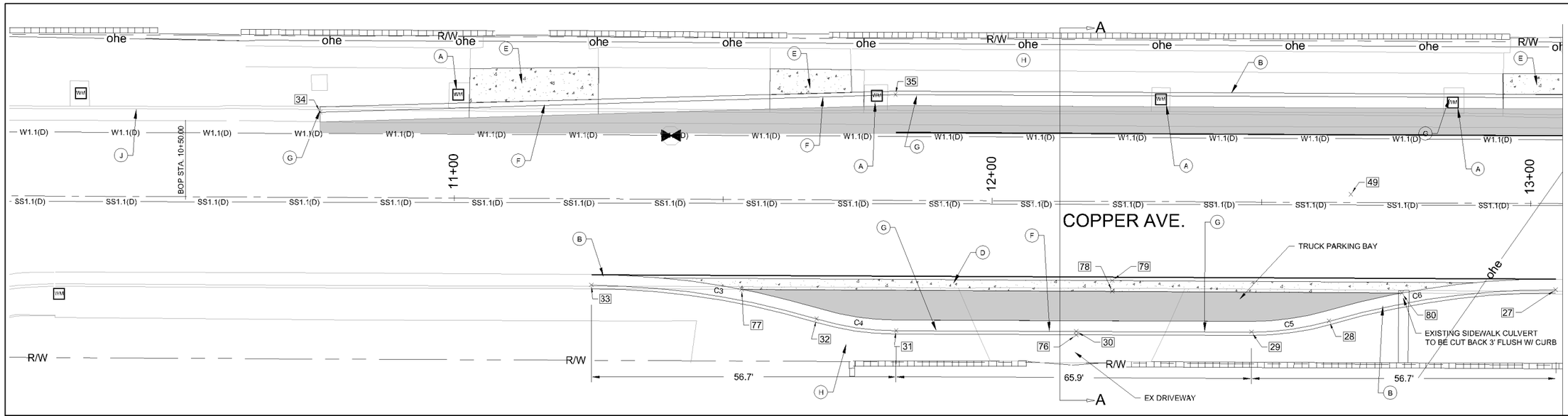
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

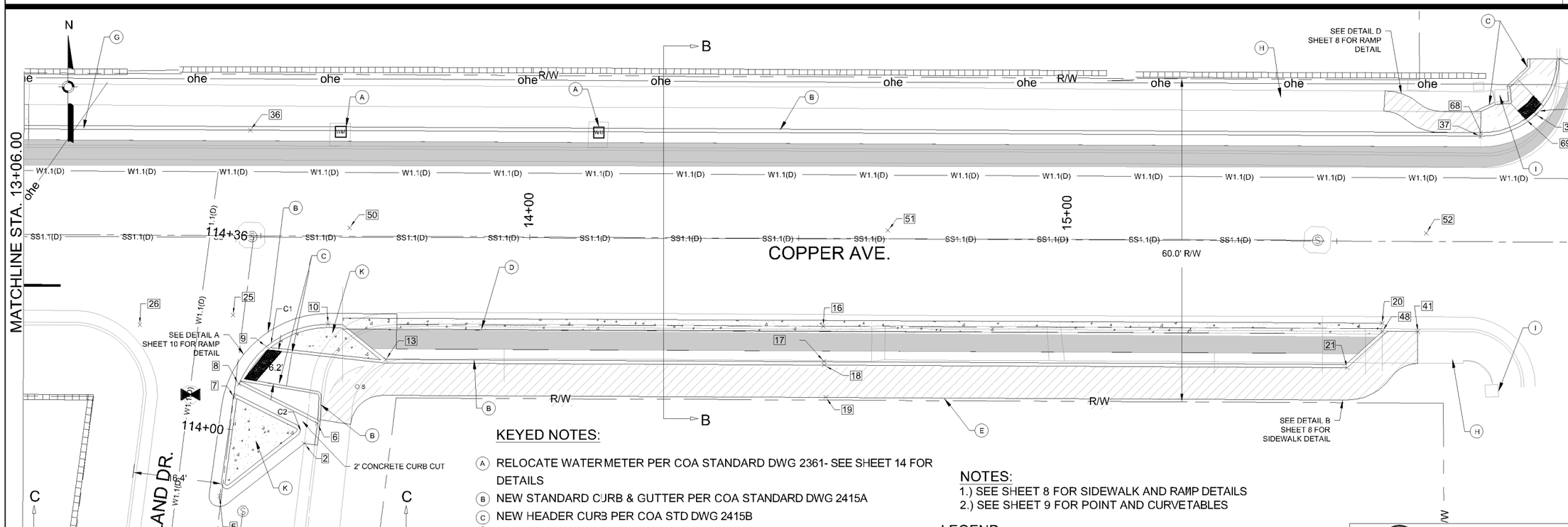
TITLE: DE ANZA PARKING MODIFICATIONS

REMOVALS

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	5	21





KEYED NOTES:

- (A) RELOCATE WATER METER PER COA STANDARD DWG 2361- SEE SHEET 14 FOR DETAILS
- (B) NEW STANDARD CURB & GUTTER PER COA STANDARD DWG 2415A
- (C) NEW HEADER CURB PER COA STD DWG 2415B
- (D) NEW CONCRETE ALLEY GUTTER PER COA STD DWG 2415A
- (E) NEW SIDEWALK PER COA STD DWG 2430
- (F) NEW MOUNTABLE CURB & GUTTER PER COA STD DWG 2415A
- (G) START 10' TRANSITION FROM STD CURB & GUTTER TO MOUNTABLE CURB & GUTTER PER COA STD DWG 2415A
- (H) EXISTING SIDEWALK TO REMAIN UNDISTURBED
- (I) EXISTING MASTARM TO REMAIN UNDISTURBED
- (J) EXISTING STANDARD CURB & GUTTER
- (K) NEW PATTERNED, COLORED MEDIAN PAVEMENT PER COA STANDARD DWG 2408

NOTES:

1.) SEE SHEET 8 FOR SIDEWALK AND RAMP DETAILS
2.) SEE SHEET 9 FOR POINT AND CURVETABLES

LEGEND:

- PROPOSED PAVEMENT
- 4" CONCRETE MEDIAN PAVEMENT
- PROPOSED SIDEWALK
- (#) POINT NUMBER
- CN CURVE NUMBER

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 inch = 10 ft.
(BASED ON 24"x36" SHEET)

AS BUILT INFORMATION

CONTRACTOR		
WORK STAKED BY		DATE
INSPECTOR'S ACCEPTANCE BY		DATE
FIELD VERIFICATION BY		DATE
DRAWINGS CORRECTED BY		DATE

MICRO-FILM INFORMATION

RECORDED BY	DATE
NO.	

BENCH MARKS

A COA CONTROL 2" BRASS DISC DISK STAMPED "6-K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE
DATUM NAD 83 N.M. STATE PLANE CENTRAL
N=1483655.175 E=1538790.908, ELEV.=5249.996

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

REVISIONS

NO.	DATE	REMARKS	BY

DESIGN

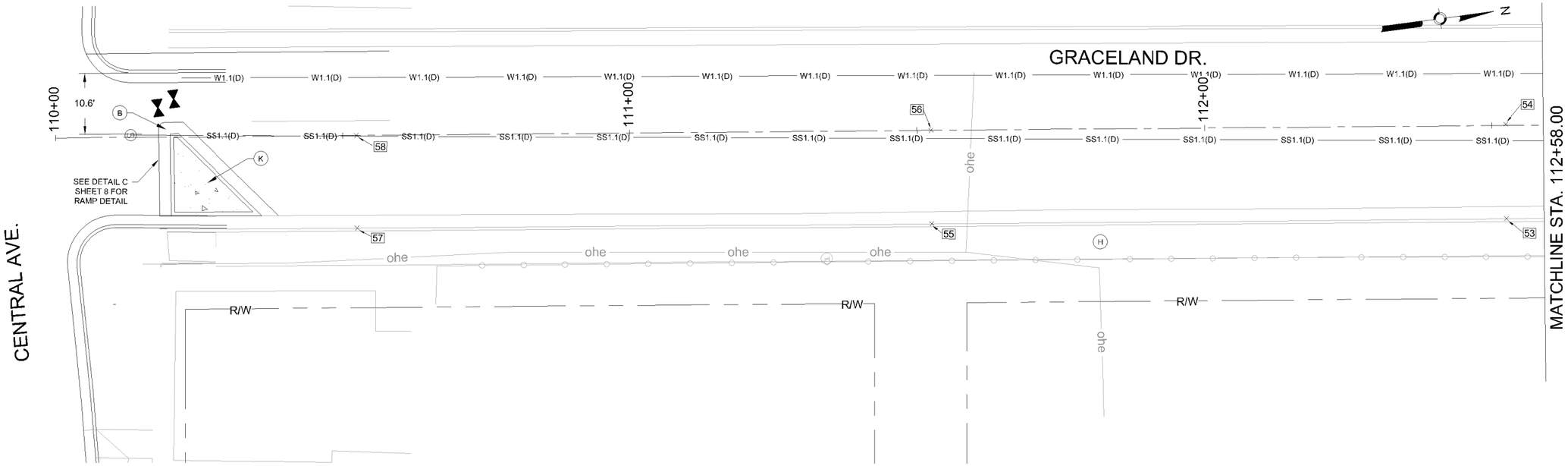
DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

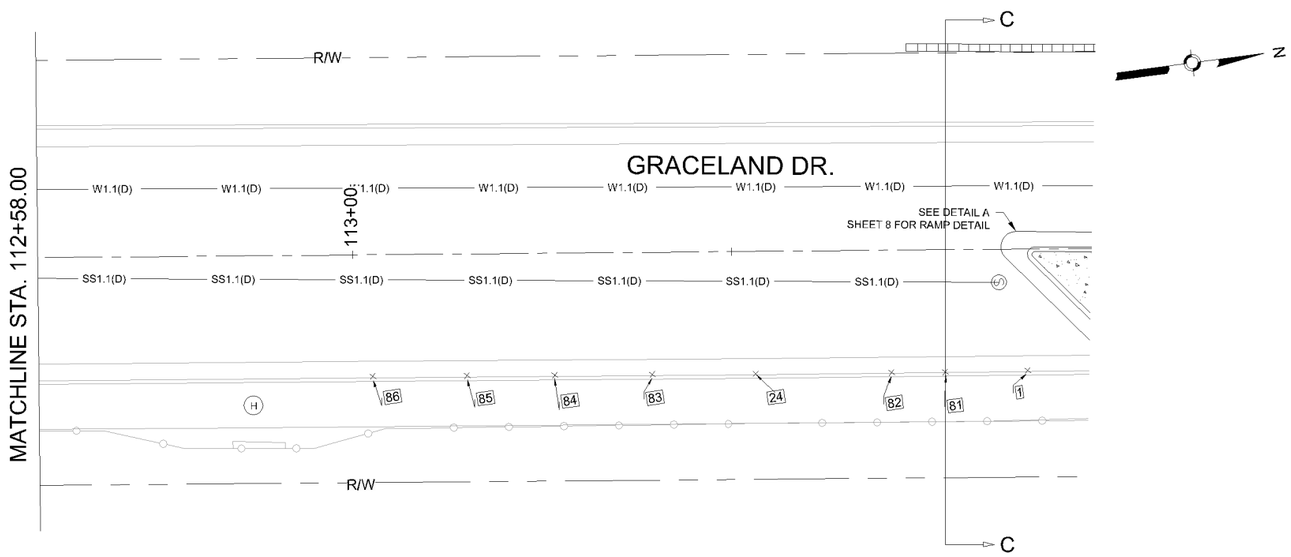
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
PROPOSED IMPROVEMENTS

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	6	21





KEYED NOTES:

- (A) RELOCATE WATER METER PER COA STANDARD DWG 2361- SEE SHEET 14 FOR DETAILS
- (B) NEW STANDARD CURB & GUTTER PER COA STANDARD DWG 2415A
- (C) NEW HEADER CURB PER COA STD DWG 2415B
- (D) NEW CONCRETE ALLEY GUTTER PER COA STD DWG 2415A
- (E) NEW SIDEWALK PER COA STD DWG 2430
- (F) NEW MOUNTABLE CURB & GUTTER PER COA STD DWG 2415A
- (G) START 10' TRANSITION FROM STD CURB & GUTTER TO MOUNTABLE CURB & GUTTER PER COA STD DWG 2415A
- (H) EXISTING SIDEWALK TO REMAIN UNDISTURBED
- (I) EXISTING MASTARM TO REMAIN UNDISTURBED
- (J) EXISTING STANDARD CURB & GUTTER
- (K) NEW PATTERNED, COLORED MEDIAN PAVEMENT PER COA STANDARD DWG 2408

NOTES:

1.) SEE SHEET 9 FOR POINT AND CURVE TABLES

LEGEND:

- PROPOSED PAVEMENT
- 4" CONCRETE MEDIAN PAVEMENT
- PROPOSED SIDEWALK
- (#) POINT NUMBER
- CN CURVE NUMBER

GRAPHIC SCALE

10 0 5 10 20

(IN FEET)
1 inch = 10 ft.
(BASED ON 24"x36" SHEET)

AS BUILT INFORMATION

CONTRACTOR	
WORK STAKED BY	DATE
INSPECTOR'S ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	

BENCH MARKS

A COA CONTROL 2" BRASS DISC DISK STAMPED "6-K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE

DATUM NAD 83 N.M. STATE PLANE CENTRAL N=1483655.175 E=1538790.908, ELEV.=5249.996

SURVEY INFORMATION

NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

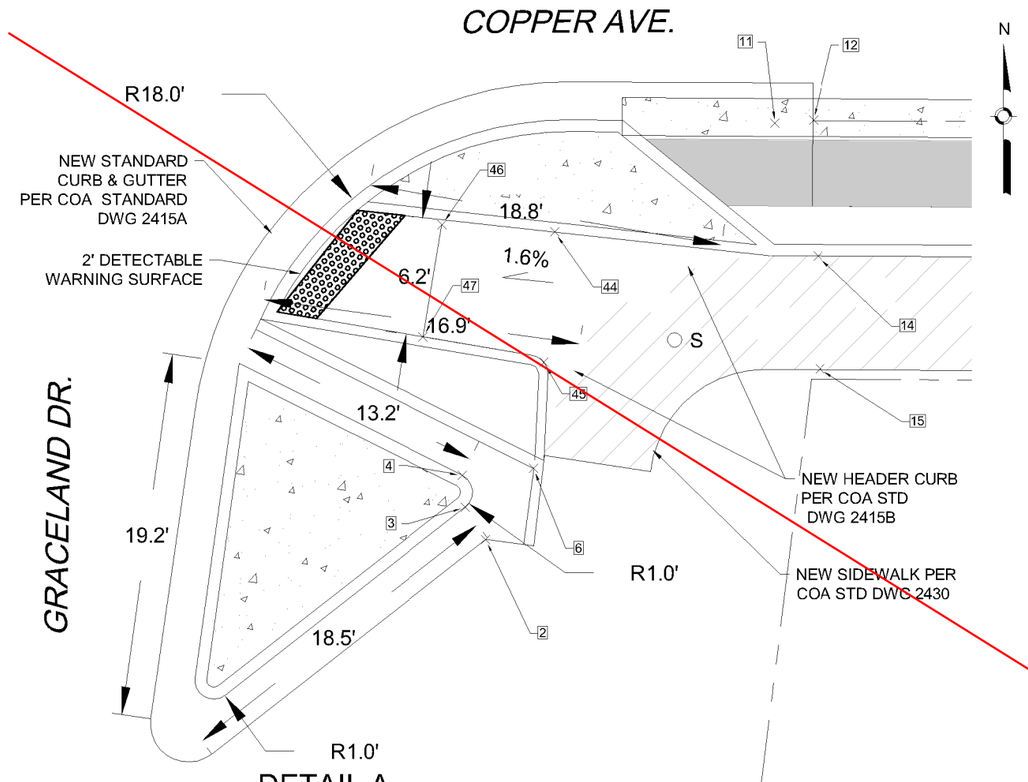
DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
PROPOSED IMPROVEMENTS

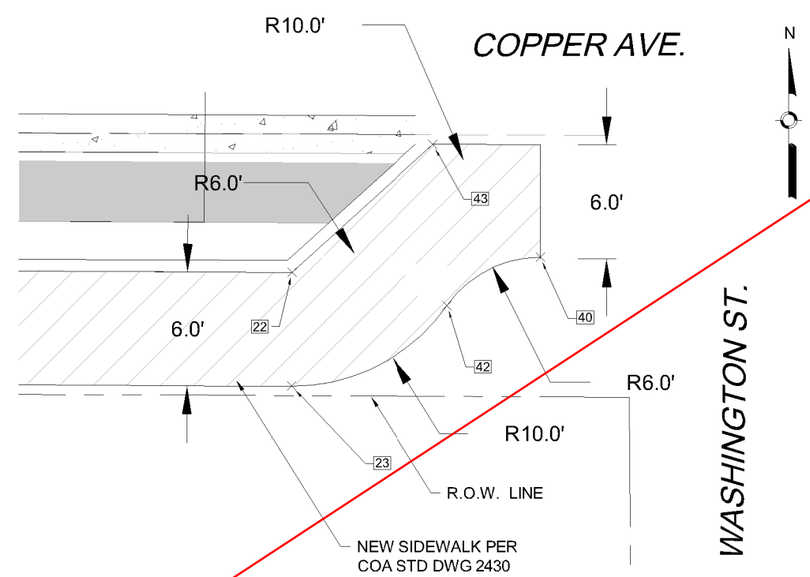
Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	7	21



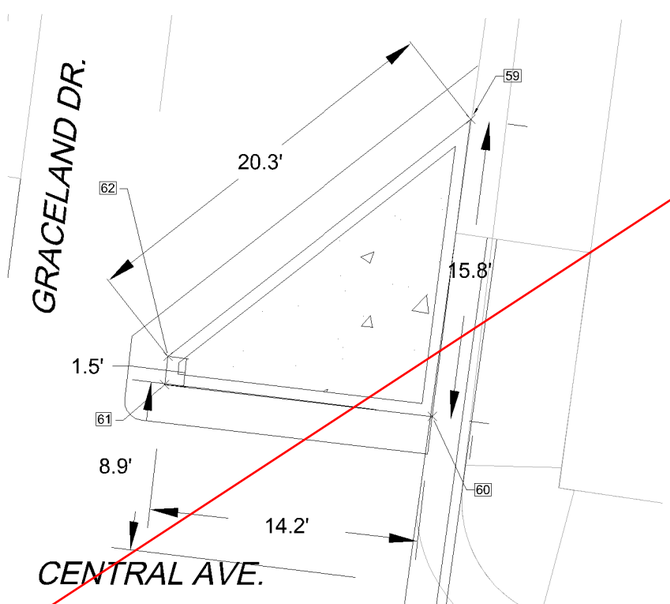
DETAIL A

1" = 4'



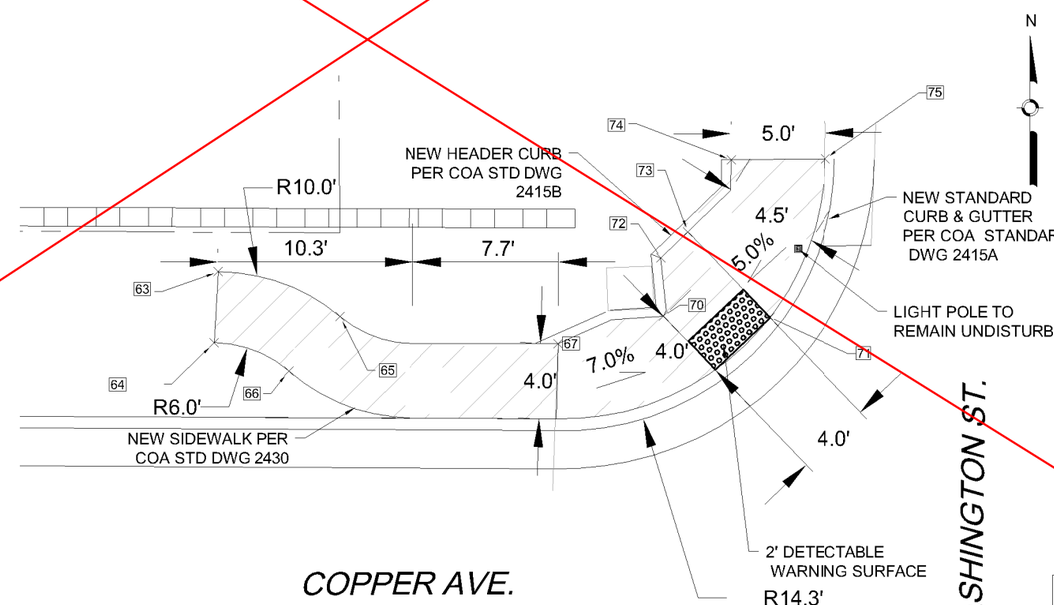
DETAIL B

1" = 4'



DETAIL C

1" = 4'



DETAIL D

1" = 4'

NOTES:

1.) SEE SHEET 9 FOR POINT AND CURVE TABLES

GENERAL NOTES:

1. STATIONS, OFFSETS, CURVE DATA FOR CURB & GUTTER GIVEN TO FLOWLINE UNLESS OTHERWISE NOTED.
2. STATIONS AND OFFSETS FOR BACK OF CURB RAMPS GIVEN TO FRONT FACE OF INTEGRAL CURB UNLESS OTHERWISE NOTED.
3. 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 15 TO 21. DETECTABLE WARNING SURFACE TO BE CAST IN PLACE AND REPLACEABLE AT ALL NEW RAMPS.
4. RUNNING SLOPES OF CURB RAMPS SHALL BE 7.0% TYPICAL, 8.3% MAX.
5. CROSS SLOPES OF TURNING SPACES, CURB RAMPS AND SIDEWALK SHALL BE 1.5% TYPICAL, 2% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 9.0% TYPICAL, 10% MAX. MEASURED PARALLEL TO THE BACK OF CURB.

AS BUILT INFORMATION

CONTRACTOR	
WORK STAKED BY:	DATE
INSPECTOR'S ACCEPTANCE BY:	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY:	DATE

MICRO-FILM INFORMATION

RECORDED BY	DATE
NO.	

BENCH MARKS

A COA CONTROL 2" BRASS DISC DISK STAMPED "6-K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE

DATUM NAD 83 N.M. STATE PLANE CENTRAL

N=1483655.175 E=1538790.908, ELEV.=5249.996

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY NEW MEXICO 15092 REGISTERED PROFESSIONAL ENGINEER

REVISIONS

NO.	DATE	REMARKS	BY

DESIGN

DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS

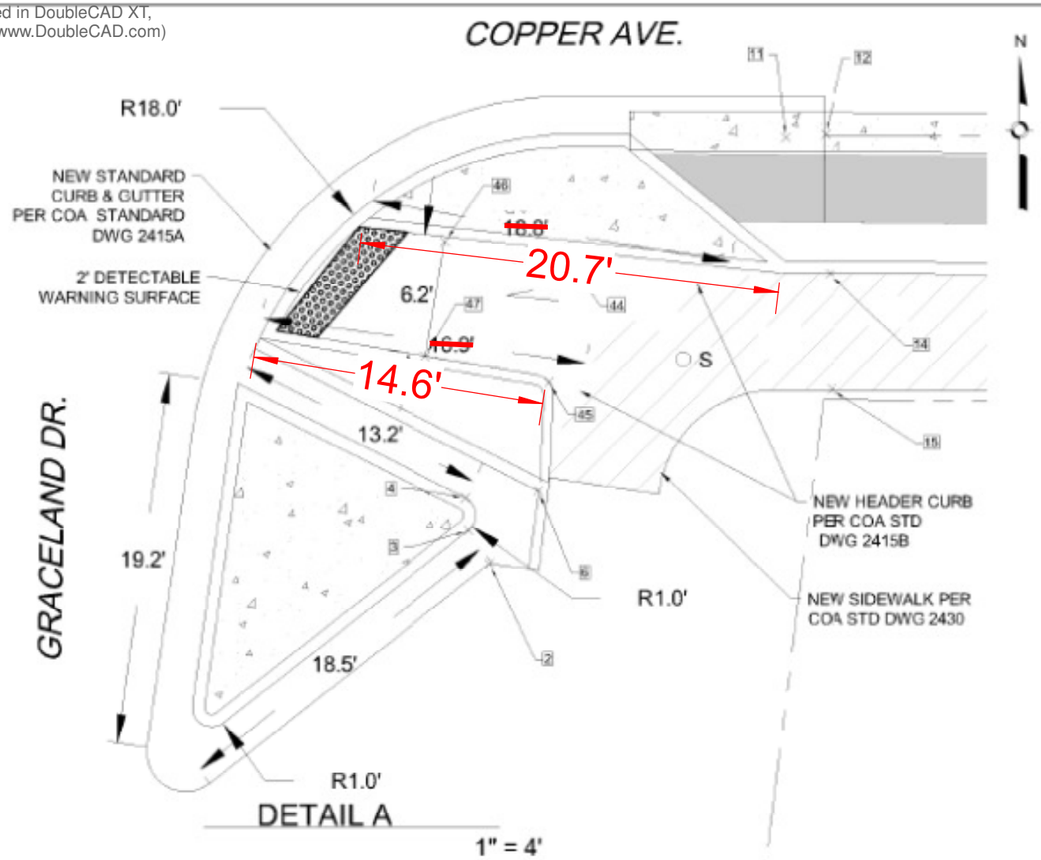
DETAILS

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

(BASED ON 24"x36" SHEET)

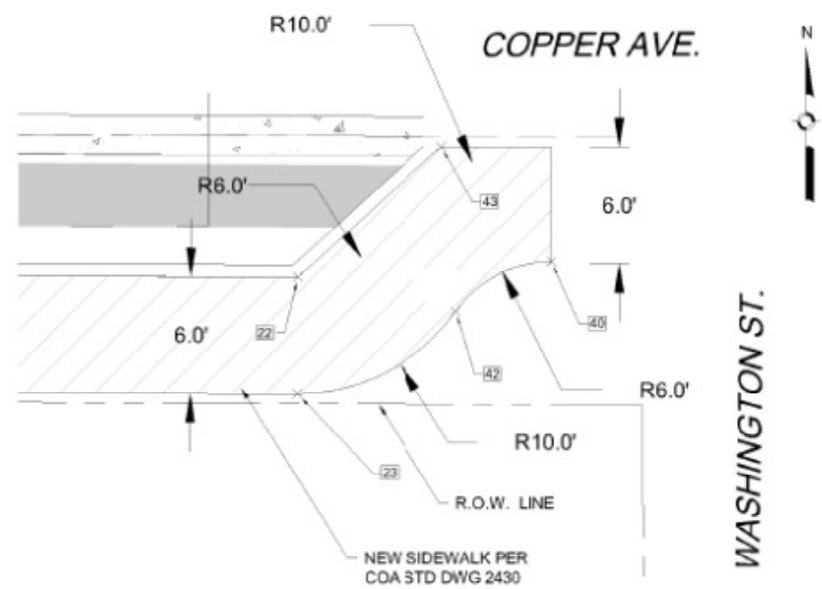
City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	8	21

Created in DoubleCAD XT,
(www.DoubleCAD.com)



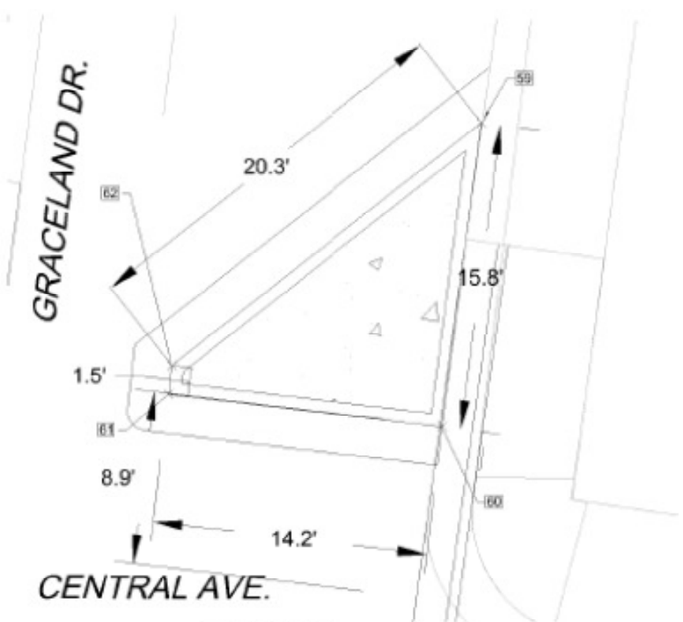
DETAIL A

1" = 4'



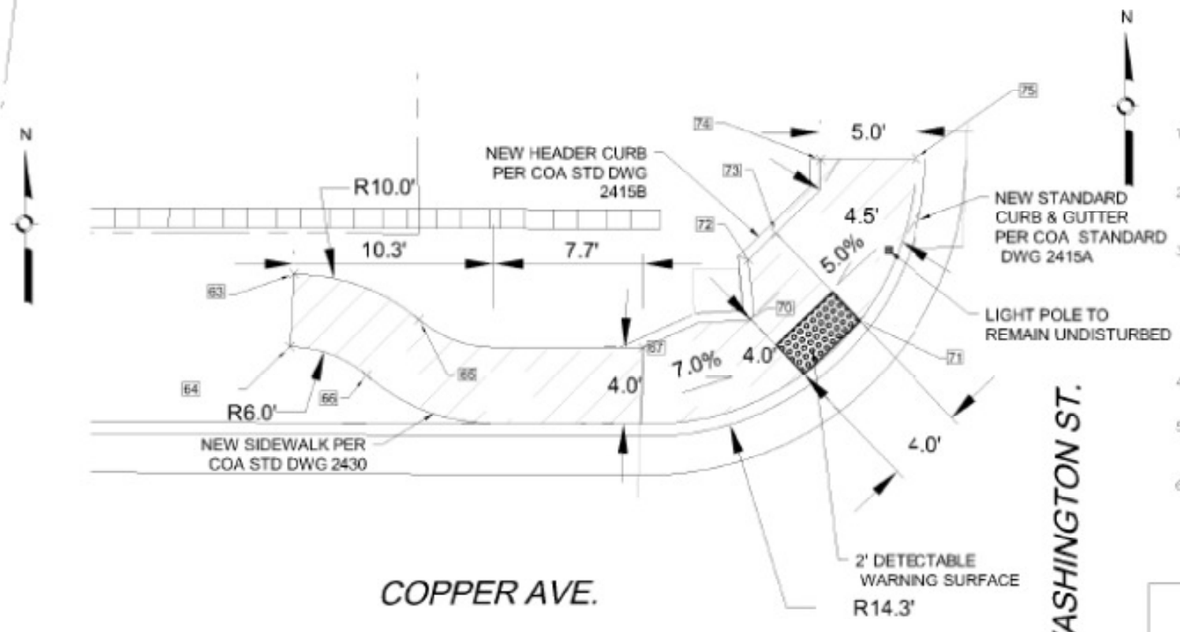
DETAIL B

1" = 4'



DETAIL C

1" = 4'



DETAIL D

1" = 4'

NOTES:
1.) SEE SHEET 9 FOR POINT AND CURVE TABLES

GENERAL NOTES:

1. STATIONS, OFFSETS, CURVE DATA FOR CURB & GUTTER GIVEN TO FLOWLINE UNLESS OTHERWISE NOTED.
2. STATIONS AND OFFSETS FOR BACK OF CURB RAMPS GIVEN TO FRONT FACE OF INTEGRAL CURB UNLESS OTHERWISE NOTED.
3. 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 15 TO 21. DETECTABLE WARNING SURFACE TO BE CAST IN PLACE AND REPLACEABLE AT ALL NEW RAMPS.
4. RUNNING SLOPES OF CURB RAMPS SHALL BE 7.0% TYPICAL, 8.3% MAX.
5. CROSS SLOPES OF TURNING SPACES, CURB RAMPS AND SIDEWALK SHALL BE 1.5% TYPICAL, 2% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 9.0% TYPICAL, 10% MAX. MEASURED PARALLEL TO THE BACK OF CURB.

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE
MICRO-FILM INFORMATION
RECORDED BY DATE
NO.

BENCH MARKS
A COA CONTROL 2" BRASS DISC DISK STAMPED "6-K19A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE, THE STATION IS 1365.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE.
DATUM NAD 83 N.M. STATE PLANE CENTRAL.
N=1493655.175, E=1538700.908, ELEV=5249.908

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

NO.	DATE	REMARKS	BY
		REVISIONS	

DESIGN
DESIGNED BY: SL DATE
DRAWN BY: ZT DATE
CHECKED BY DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
DETAILS

Design Review Committee | City Engineer Approval | Last Design Update | Mo. / Day / Yr. | Mo. / Day / Yr.

City Project No. 9043.15 | Zone Map No. K-17 | Sheet 8 | Of 21

(BASED ON 24"x36" SHEET)

Point Table

Point #	Elevation	Northing	Easting	Description
1	5229.50	1485092.16	1537363.44	EX ELEV
2	5229.52	1485102.53	1537362.76	LIP
3	5229.48	1485103.82	1537361.19	FL
4	5229.47	1485105.88	1537361.55	FL
5	5229.65	1485092.77	1537347.06	FL
6	5229.48	1485106.27	1537365.28	FL
7	5229.45	1485111.12	1537349.76	FL
8	5229.42	1485113.58	1537350.60	FL
9	5229.40	1485120.54	1537355.73	FL
10	5229.41	1485124.69	1537367.28	FL
11	5229.47	1485123.81	1537370.97	FL
12	5229.45	1485125.81	1537369.97	LIP
13	5229.99	1485118.10	1537377.97	FL
14	5230.25	1485117.48	1537377.75	EDGE SW
15	5230.37	1485111.52	1537380.40	EDGE SW
16	5229.83	1485124.29	1537459.25	FL
17	5229.95	1485117.75	1537459.40	FL
18	5230.61	1485117.06	1537459.46	EDGE SW
19	5230.73	1485111.13	1537459.74	EDGE SW
20	5230.35	1485124.85	1537563.11	FL
21	0.00	1485116.59	1537556.59	FC
22	5231.08	1485116.59	1537556.59	EDGE SW
23	5231.20	1485110.60	1537556.56	EDGE SW
24	5229.66	1485056.57	1537359.15	EX ELEV
25	5229.37	1485126.37	1537349.55	EX ELEV
26	5229.16	1485124.55	1537332.26	EX ELEV
27	5283.88	1485125.34	1537309.36	FL
28	5228.87	1485119.52	1537267.22	FL
29	5229.86	1485117.52	1537252.84	FL
30	5228.71	1485117.62	1537220.25	FL
31	5228.54	1485117.76	1537186.88	FL
32	5228.45	1485119.93	1537172.02	FL
33	5228.07	1485126.23	1537130.14	FL
34	5227.93	1485158.30	1537079.82	FL
35	5228.46	1485161.56	1537186.76	FL
36	5229.30	1485160.68	1537352.73	FL
37	5230.47	1485159.56	1537581.35	FL
38	5230.35	1485163.62	1537591.77	FL
39	5230.30	1485173.91	1537596.09	FL
40	5231.05	1485117.39	1537569.70	EX ELEV
41	5230.97	1485123.31	1537569.70	SW
42	5230.13	1485114.84	1537564.79	SW
43	5230.94	1485123.34	1537564.04	SW
44	5229.78	1485118.68	1537366.86	LIP
45	5229.66	1485111.87	1537365.83	LIP
46	5229.46	1485119.13	1537360.46	LIP
47	5229.48	1485113.21	1537359.45	LIP

Point Table

Point #	Elevation	Northing	Easting	Description
48	5230.94	1485123.35	1537563.11	FL
49	5229.26	1485143.07	1537271.26	Misc.
50	5229.71	1485142.57	1537371.26	Misc.
51	5230.21	1485142.07	1537471.26	misc
52	5230.65	1485141.57	1537571.26	Misc.
53	5230.13	1484956.69	1537346.78	Misc.
54	5230.63	1484958.70	1537330.52	Misc.
55	5230.48	1484857.46	1537334.47	Misc.
56	5230.92	1484859.45	1537318.40	Misc.
57	5230.97	1484758.23	1537322.03	Misc.
58	5231.19	1484760.21	1537306.08	Misc.
59	5231.04	1484742.03	1537317.69	FL
60	5231.14	1484726.37	1537315.67	FL
61	5231.07	1484728.05	1537301.53	FL
62	5231.12	1484729.53	1537301.70	FL
63	5231.16	1485167.98	1537563.60	SW
64	5231.10	1485164.23	1537563.38	SW
65	5231.14	1485165.61	1537570.02	SW
66	5231.08	1485162.74	1537567.32	SW
67	5231.07	1485164.18	1537581.54	SW
68	5230.97	1485160.22	1537581.44	SW
69	5230.35	1485162.79	1537589.80	RAMP
70	5230.43	1485165.64	1537587.07	RAMP
71	5230.35	1485165.56	1537592.69	RAMP
72	5230.45	1485168.70	1537586.94	RAMP
73	5230.70	1485170.07	1537588.36	RAMP
74	5230.82	1485173.88	1537590.64	SW
75	5230.80	1485173.92	1537595.59	SW
76	5229.00	1485116.94	1537220.25	EX SW
77	5228.25	1485125.40	1537158.13	EX ELEV
78	5228.61	1485125.02	1537226.92	Misc
79	5228.58	1485127.02	1537226.92	Misc
80	5228.78	1485124.73	1537280.73	Misc
81	5230.06	1485081.36	1537362.23	EX ELEV
82	5230.10	1485074.34	1537361.34	EX ELEV
83	5230.10	1485042.97	1537357.42	EX ELEV
84	5230.10	1485030.20	1537355.81	EX ELEV
85	5229.91	1485018.73	1537354.36	EX ELEV
86	5230.41	1485006.43	1537352.82	EX ELEV

Curve Table

Curve #	Length	Radius	Delta
C3	42.47	146.57	16.60
C4	15.00	52.00	16.53
C5	14.81	52.00	16.32
C6	42.45	148.00	16.43
C7	22.92	14.26	92.09
C1	21.25	18.00	67.64
C2	2.02	1.00	115.46

N

AS BUILT INFORMATION

CONTRACTOR

WORK STAKED BY: DATE
INSPECTOR'S ACCEPTANCE BY: DATE
FIELD VERIFICATION BY: DATE
DRAWINGS CORRECTED BY: DATE

MICRO-FILM INFORMATION

RECORDED BY DATE
NO.

BENCH MARKS

A COA CONTROL 2" BRASS DISC DISK STAMPED "6-K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE

DATUM NAD 83 N.M. STATE PLANE CENTRAL N=1483655.175 E=1538790.908, ELEV.=5249.996

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

DESIGNED BY: SL DATE
DRAWN BY: ZT DATE
CHECKED BY DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

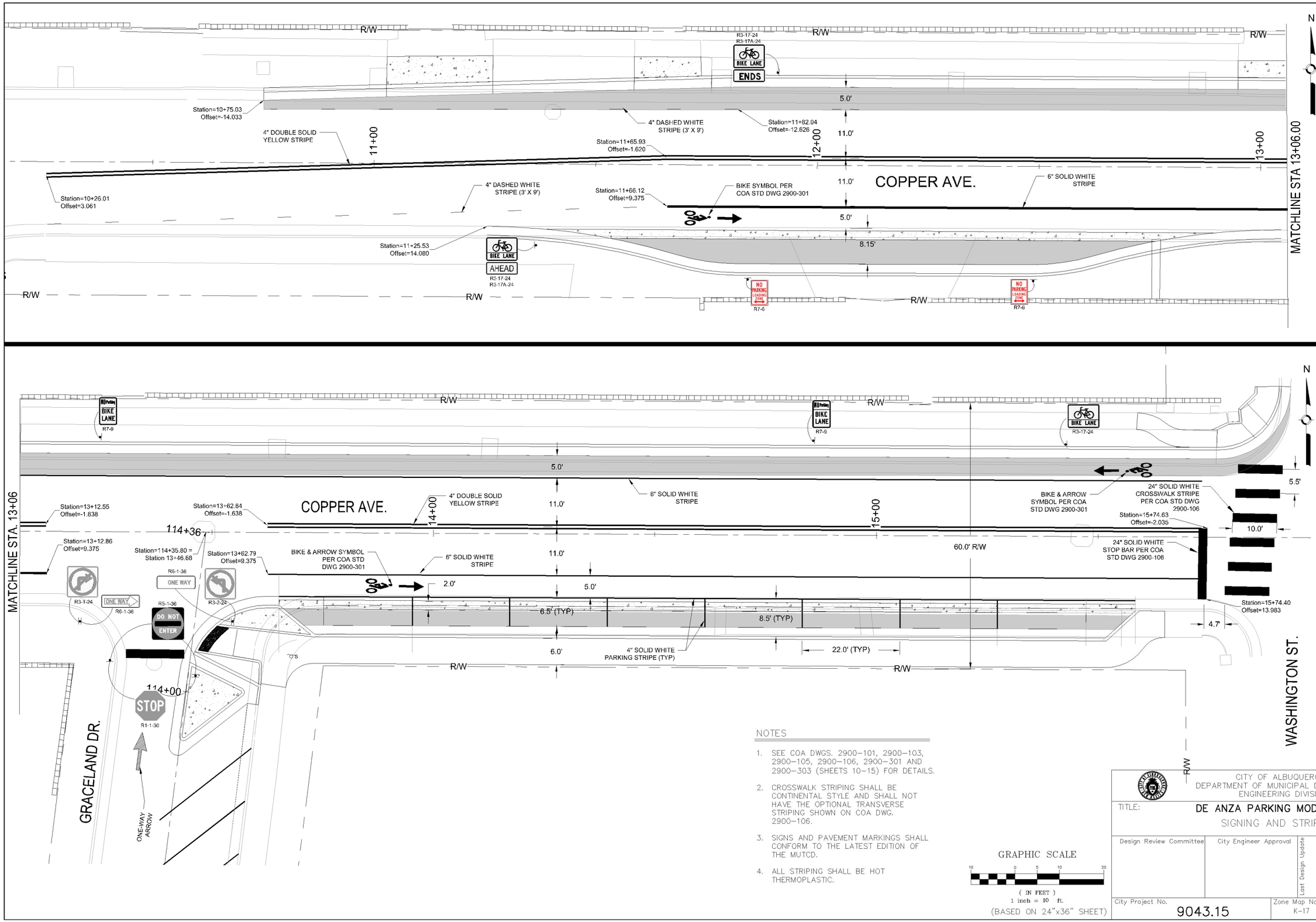
TITLE: DE ANZA PARKING MODIFICATIONS

POINT TABLE AND CURVE TABLE

Design Review Committee | City Engineer Approval | Last Design Update | Mo. / Day / Yr. | Mo. / Day / Yr.

City Project No. 9043.15 | Zone Map No. K-17 | Sheet 9 Of 21

(BASED ON 24"x36" SHEET)



NOTES

1. SEE COA DWGS. 2900–101, 2900–103, 2900–105, 2900–106, 2900–301 AND 2900–303 (SHEETS 10–15) FOR DETAILS.
2. CROSSWALK STRIPING SHALL BE CONTINENTAL STYLE AND SHALL NOT HAVE THE OPTIONAL TRANSVERSE STRIPING SHOWN ON COA DWG. 2900–106.
3. SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.
4. ALL STRIPING SHALL BE HOT THERMOPLASTIC.

GRAPHIC SCALE

10 0 5 10 20

(IN FEET)
1 inch = 10 ft.
(BASED ON 24"x36" SHEET)

AS BUILT INFORMATION

CONTRACTOR	
WORK STAKED BY	DATE
INSPECTOR'S ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE

MICRO-FILM INFORMATION

RECORDED BY	DATE
NO.	

BENCH MARKS

A COA CONTROL 2" BRASS DISC DISK STAMPED "6–K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE

DATUM NAD 83 N.M. STATE PLANE CENTRAL
N=1483655.175 E=1538790.908, ELEV.=5249.996

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FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

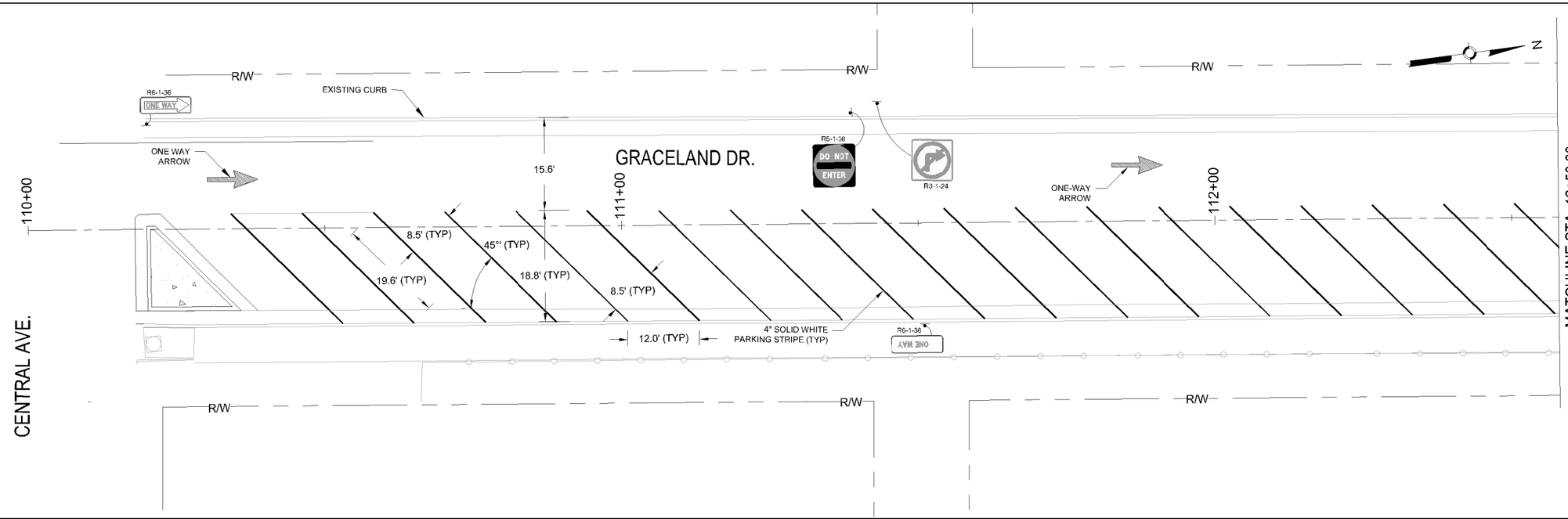
DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

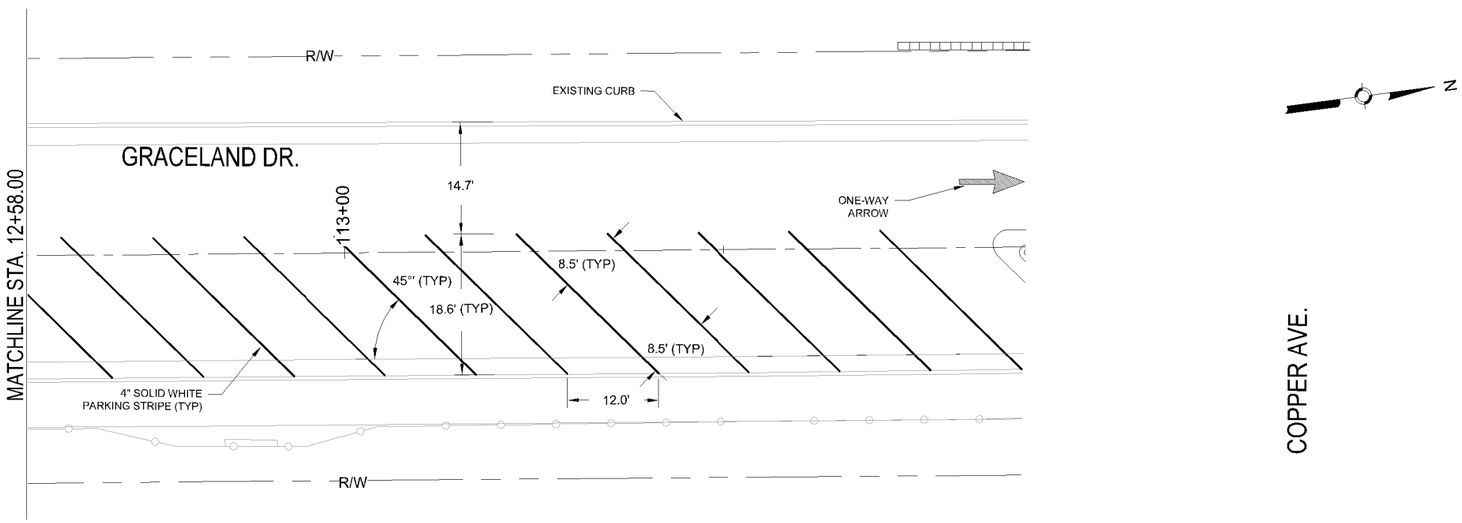
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
SIGNING AND STRIPING

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	10	21





NOTES

1. SEE COA DWGS. 2900–101, 2900–103, 2900–105, 2900–106, 2900–301 AND 2900–303 (SHEETS 10–15) FOR DETAILS.
2. CROSSWALK STRIPING SHALL BE CONTINENTAL STYLE AND SHALL NOT HAVE THE OPTIONAL TRANSVERSE STRIPING SHOWN ON COA DWG. 2900–106.
3. SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.
4. ALL STRIPING SHALL BE HOT THERMOPLASTIC.

GRAPHIC SCALE

10 0 5 10 20

(IN FEET)
1 inch = 10 ft.
(BASED ON 24"x36" SHEET)

AS BUILT INFORMATION

CONTRACTOR	
WORK STAKED BY:	DATE
INSPECTOR'S ACCEPTANCE BY:	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY:	DATE

MICRO–FILM INFORMATION

RECORDED BY	DATE
NO.	

BENCH MARKS

A COA CONTROL 2" BRASS DISC DISK STAMPED "6–K18A ACS" SET IN THE SIDEWALK LOCATED AT THE INTERSECTION OF CENTRAL AVENUE AND JACKSON STREET NE. THE STATION IS 106.9 FEET WEST OF THE CENTERLINE OF JACKSON STREET NE AND 38 FEET NORTH OF THE CENTERLINE OF CENTRAL AVENUE

DATUM NAD 83 N.M. STATE PLANE CENTRAL
N=1483655.175 E=1538790.908, ELEV.=5249.996

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

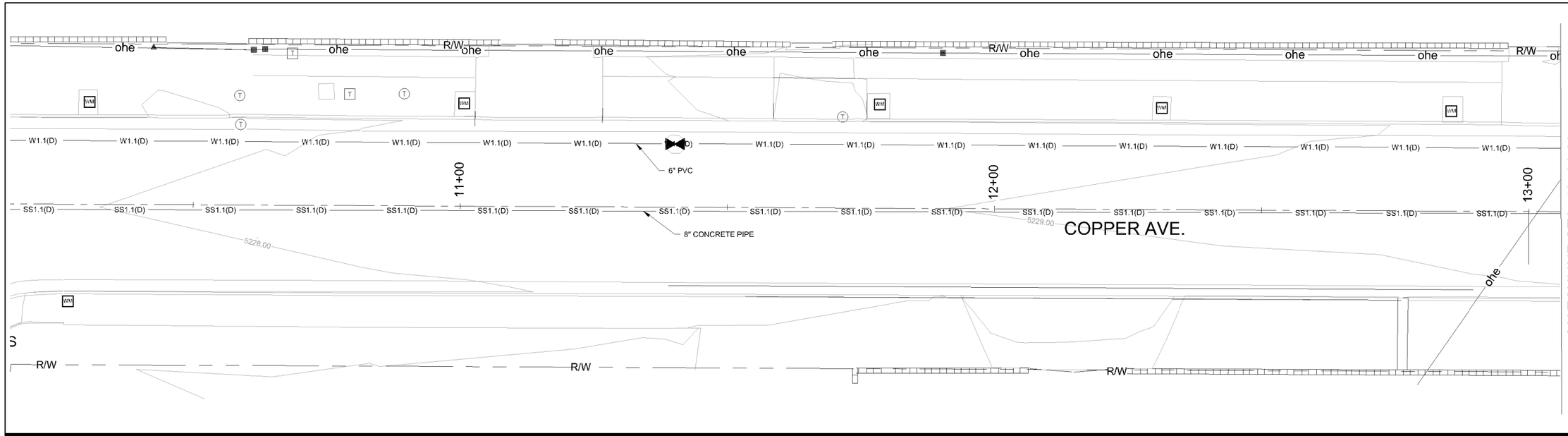
DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

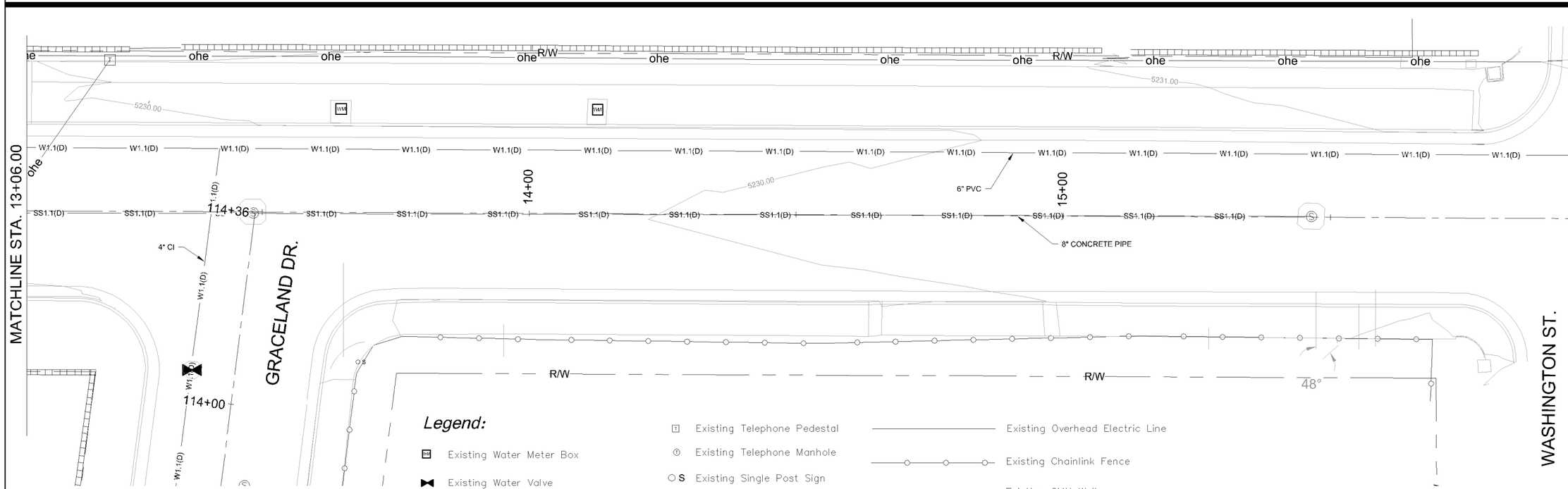
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: **DE ANZA PARKING MODIFICATIONS**
SIGNING AND STRIPING

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K–17	11	21





Legend:

- Existing Water Meter Box
- Existing Water Valve
- Existing Power Pole
- Existing Guy Anchor
- Existing Electric Box/Panel
- Existing SAS Manhole
- Existing Gas Meter
- Existing Gas Riser
- Existing Telephone Pedestal
- Existing Telephone Manhole
- Existing Single Post Sign
- Existing Double Post Sign
- Existing Overhead Electric Line
- Existing Chainlink Fence
- Existing CMU Wall
- Existing Tree
- W1.1(D) — Existing Water Line
- SS1.1(D) — Existing Sanitary Sewer

GRAPHIC SCALE

10 0 5 10 20

(IN FEET)
1 inch = 10 ft.
(BASED ON 24"x36" SHEET)

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FIELD NOTES

ENGINEERS SEAL

SARA LAVY
NEW MEXICO
15092
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

DESIGNED BY: SL DATE
DRAWN BY: ZT DATE
CHECKED BY DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
EXISTING UTILITIES

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

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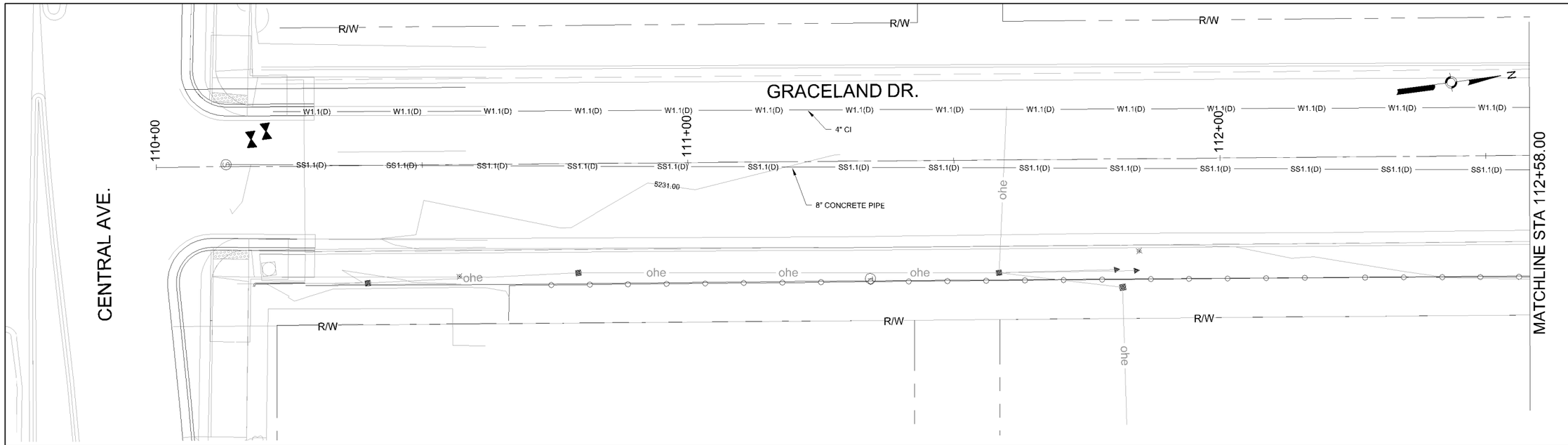
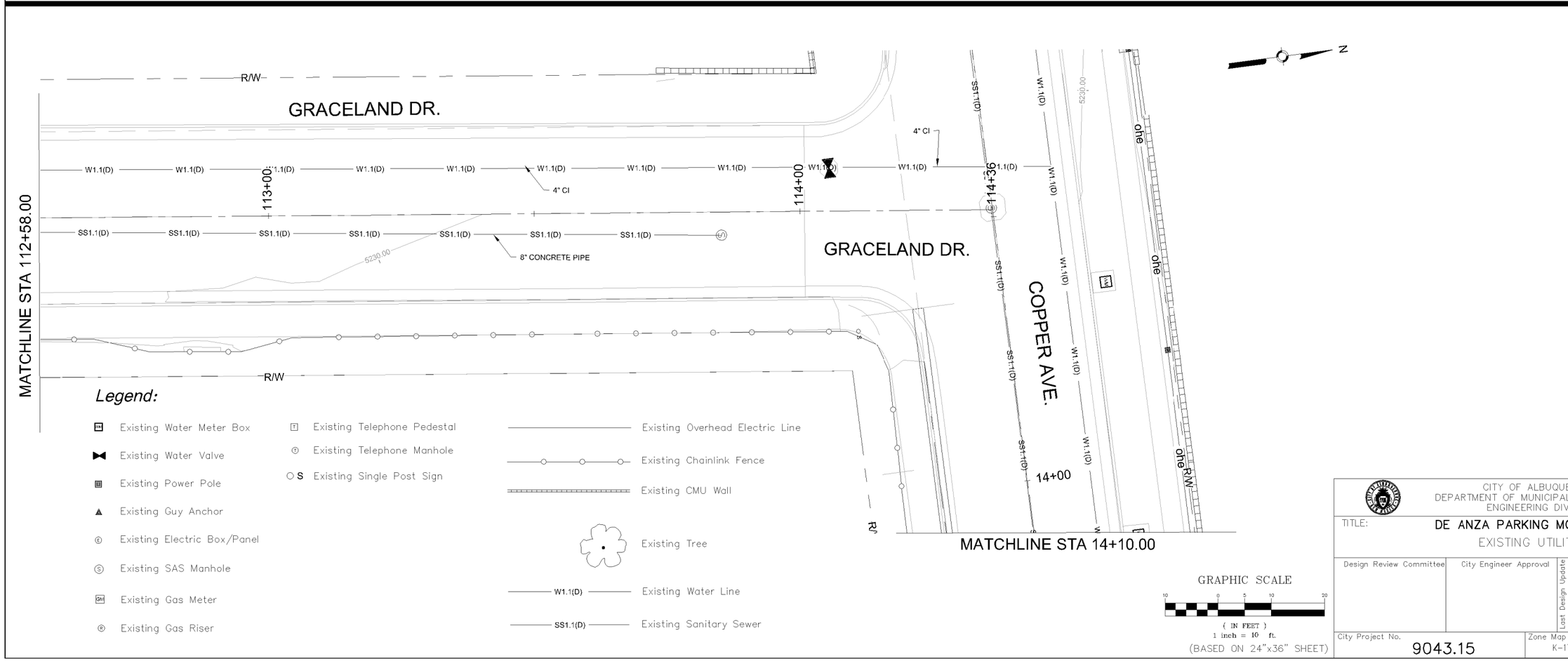
9043.15	K-17	12	21





Legend:

- Existing Water Meter Box
- Existing Water Valve
- Existing Power Pole
- Existing Guy Anchor
- Existing Electric Box/Panel
- Existing SAS Manhole
- Existing Gas Meter
- Existing Gas Riser
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GRAPHIC SCALE

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(IN FEET)
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SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

SARA LAVY NEW MEXICO 15092 REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

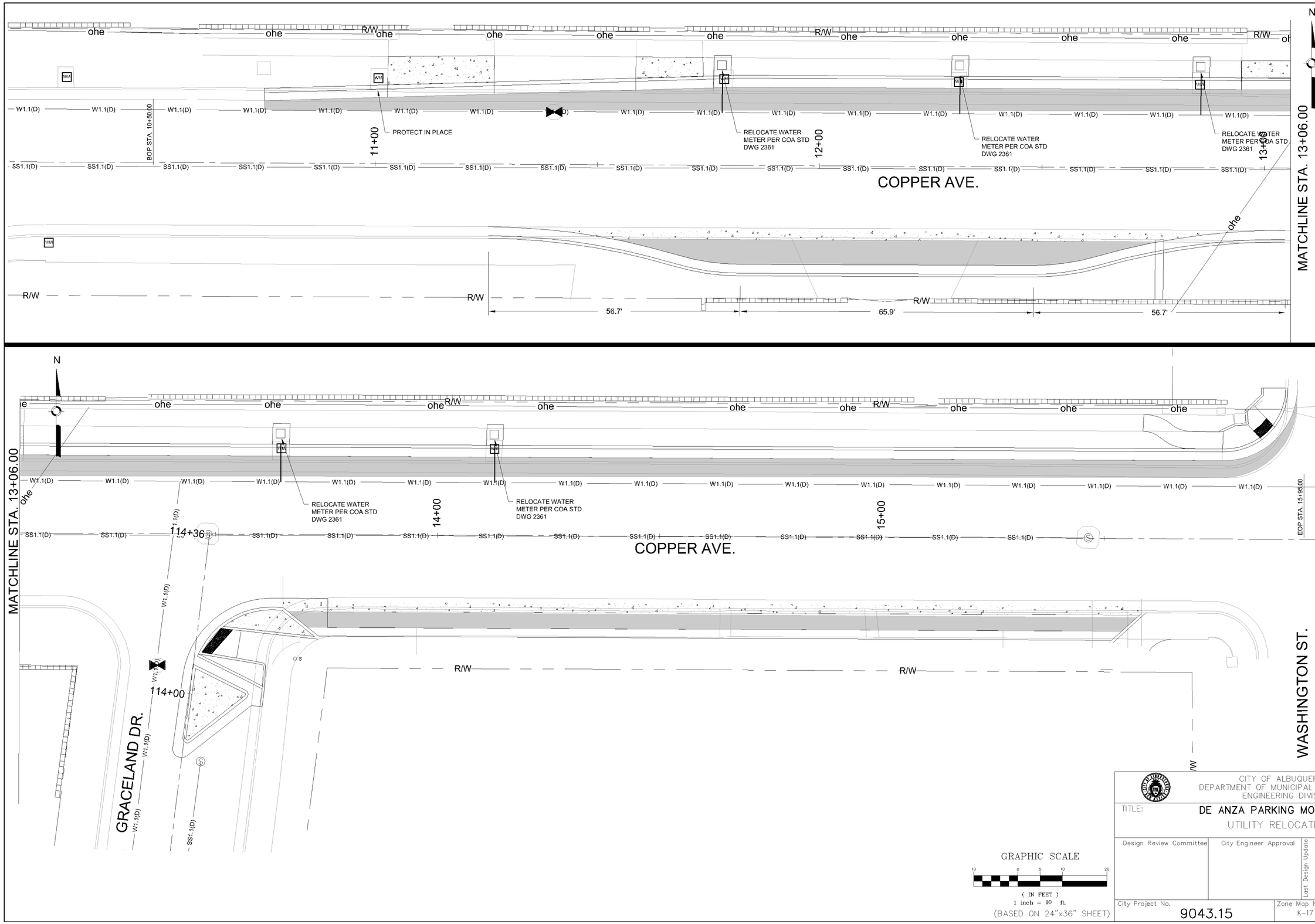
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS

EXISTING UTILITIES

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	13	21



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CONTRACTOR		
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INSPECTOR'S ACCEPTANCE BY		DATE
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SURVEY INFORMATION

FIELD NOTES

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ENGINEERS SEAL

SARA LAVY NEW MEXICO 15092 REGISTERED PROFESSIONAL ENGINEER

REVISIONS

NO.	DATE	REMARKS	BY

DESIGN

DESIGNED BY: SL	DATE
DRAWN BY: ZT	DATE
CHECKED BY	DATE

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: DE ANZA PARKING MODIFICATIONS
UTILITY RELOCATIONS

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
9043.15	K-17	14	21

GENERAL NOTES;

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

SIDEWALKS

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

CURB RAMPS

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

CROSSWALKS

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

DETECTABLE WARNING

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

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

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

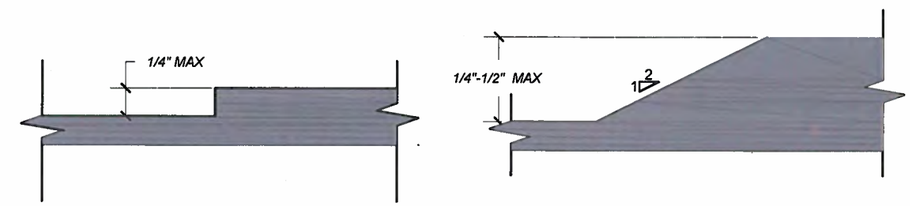
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

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

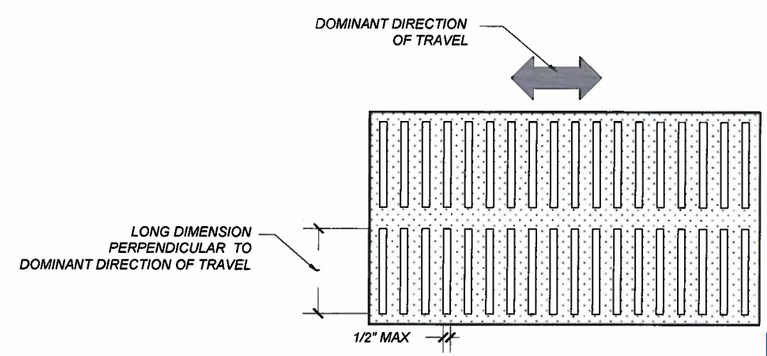
31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF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

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

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



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE REFER TO NOTE 6

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

NO.	DATE	REV. BY	DESCRIPTION

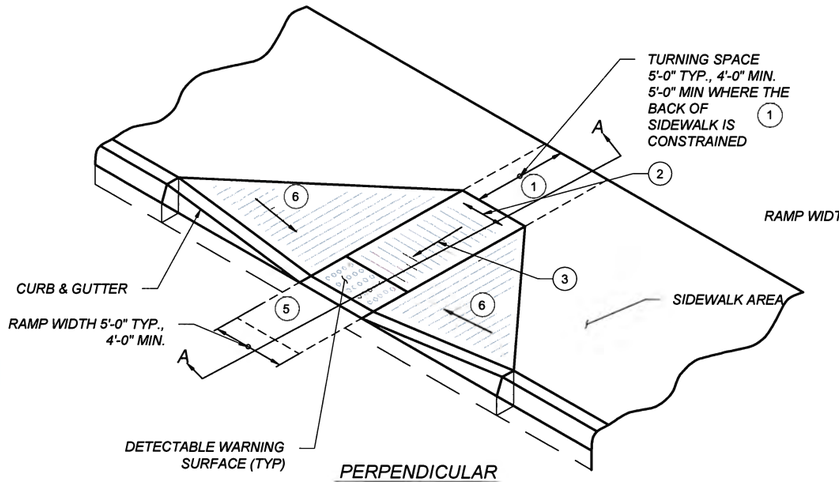
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

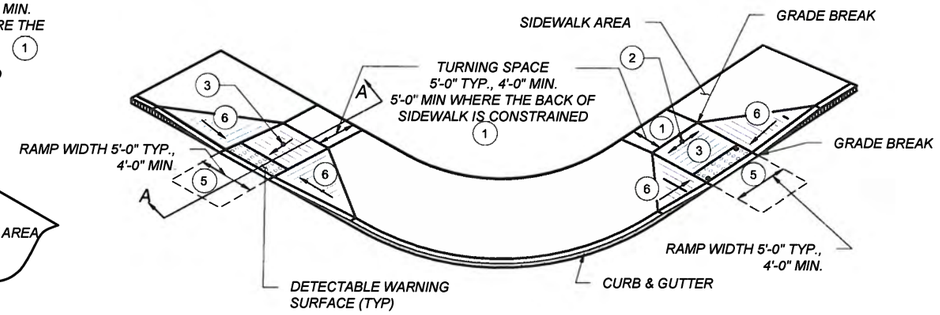
PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED DESIGN ENGINEER 1-13-15 DATE

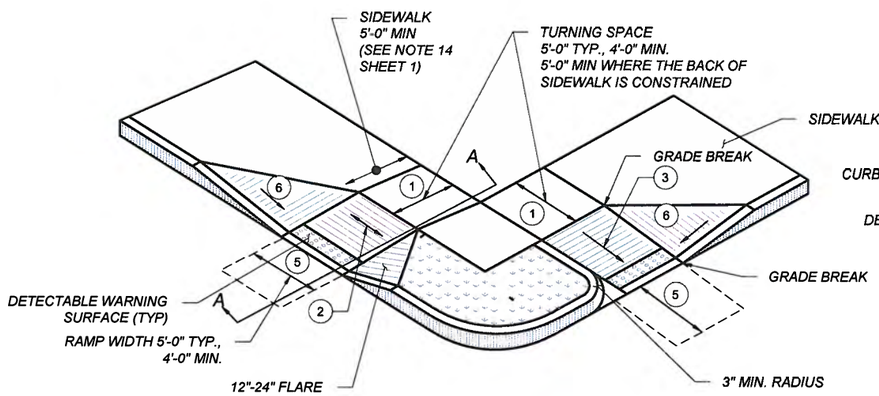
608-001-1 608-1 of 12



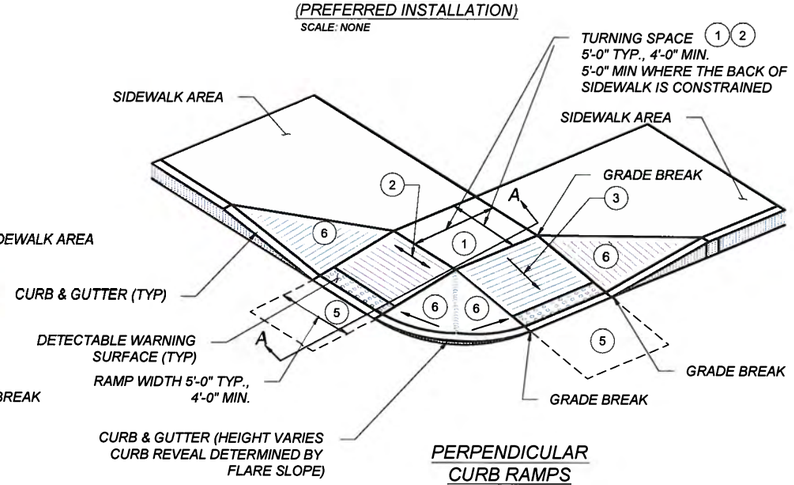
PERPENDICULAR CURB RAMP
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(PREFERRED INSTALLATION)
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(ALTERNATE INSTALLATION)
SCALE: NONE



PERPENDICULAR CURB RAMPS
WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

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

NOTES:

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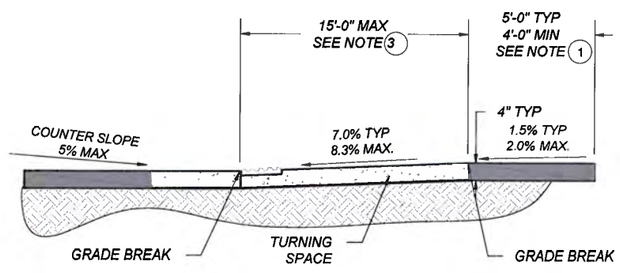
- B DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- C IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- D CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.



SECTION A-A
SCALE: NONE

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

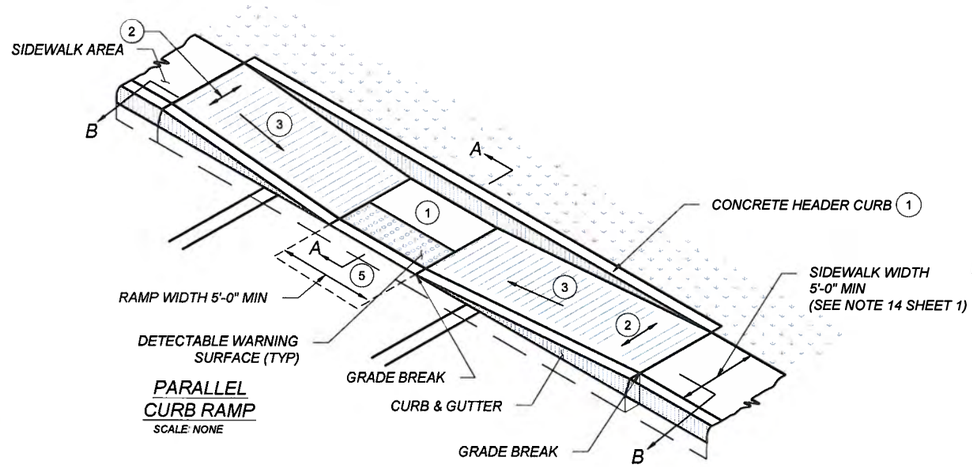
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PERPENDICULAR
CURB RAMPS

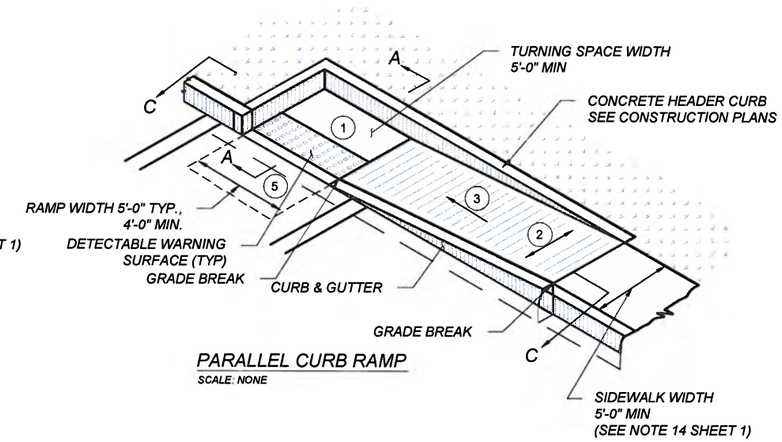
APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-2

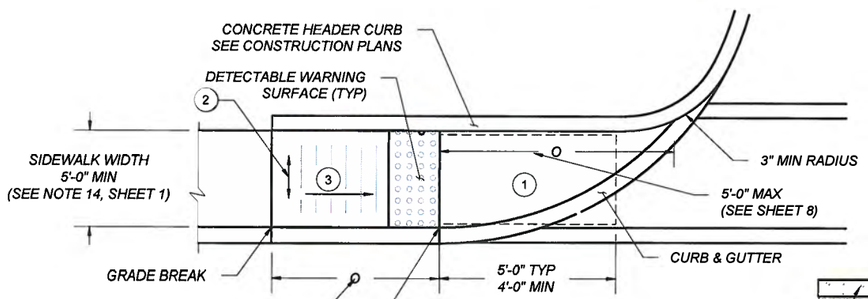
608- 2 of 12



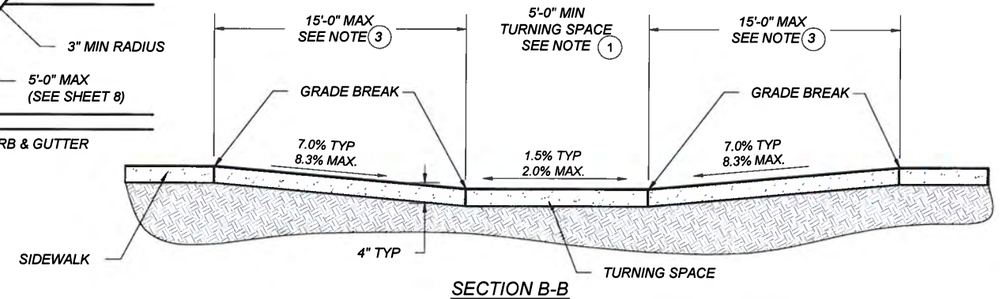
PARALLEL CURB RAMP
SCALE: NONE



PARALLEL CURB RAMP
SCALE: NONE



PARALLEL CURB RAMP
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

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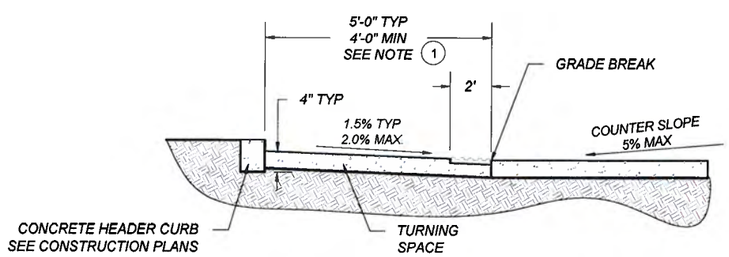
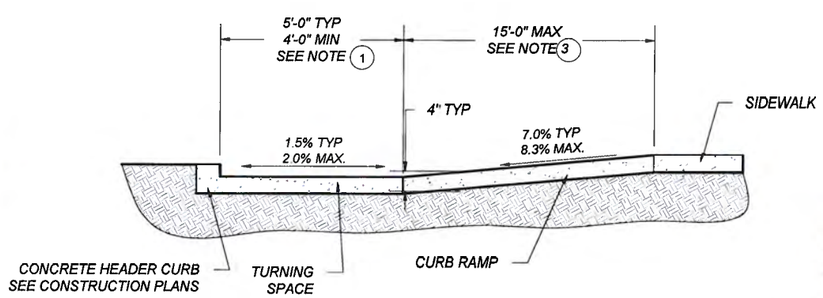


SECTION A-A
SCALE: NONE



SECTION C-C
SCALE: NONE

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

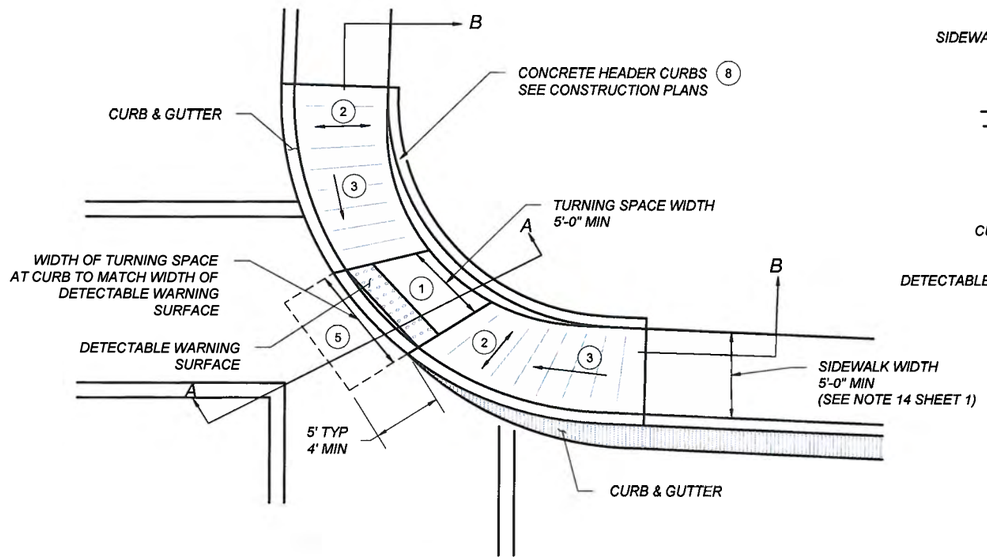
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PARALLEL
CURB RAMPS

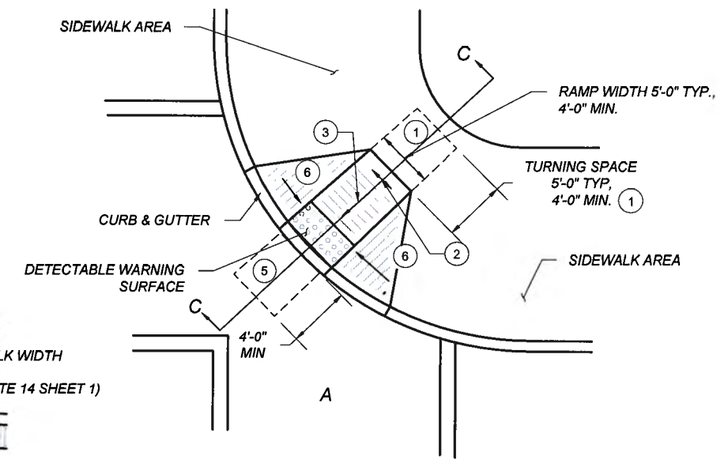
APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-3

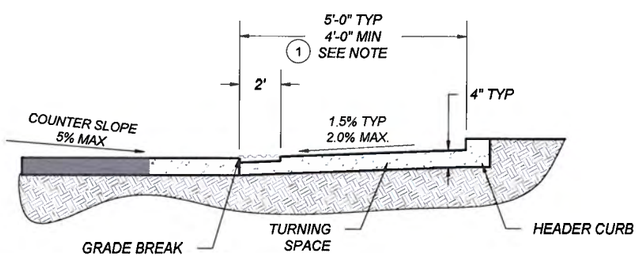
608- 3 of 12



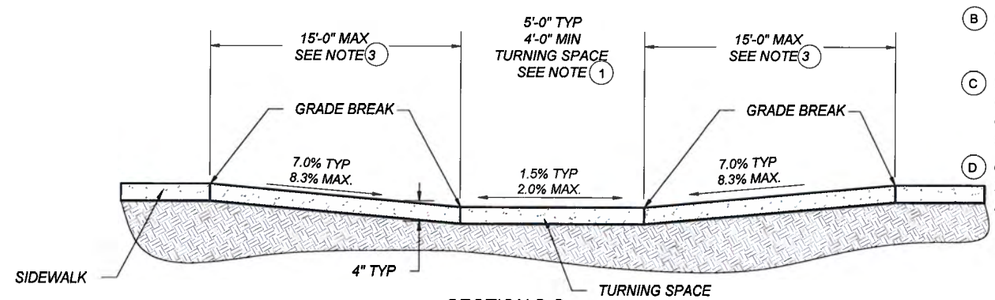
SINGLE DIAGONAL
PARALLAL CURB RAMP
SCALE: NONE



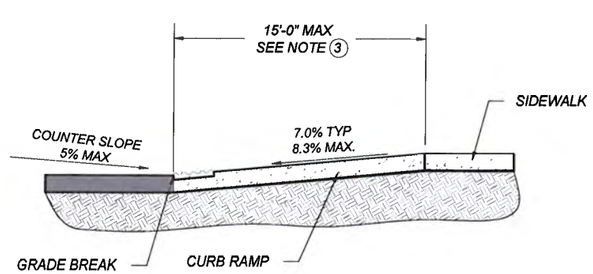
SINGLE DIAGONAL
PERPENDICULAR CURB RAMP
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE



SECTION C-C
SCALE: NONE

KEYED NOTES

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

NO.	DATE	REV. BY	DESCRIPTION

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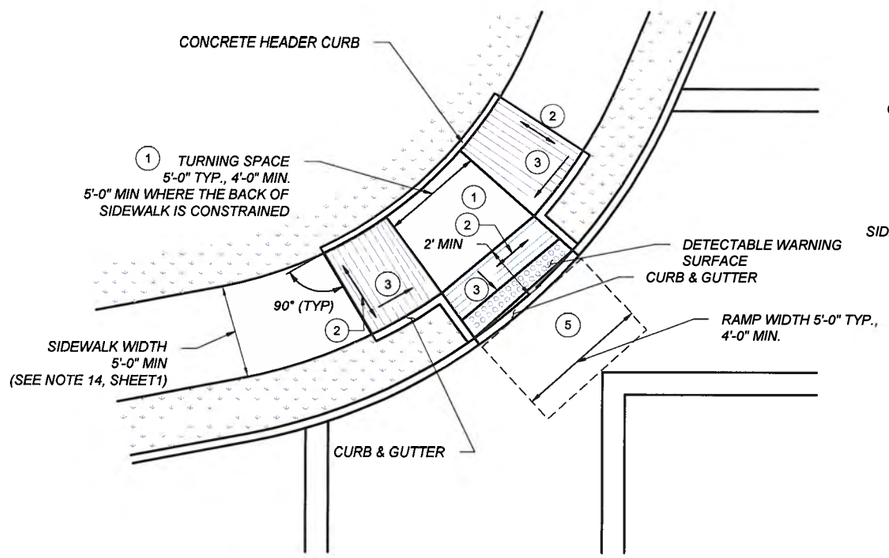
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DIAGONAL
CURB RAMPS

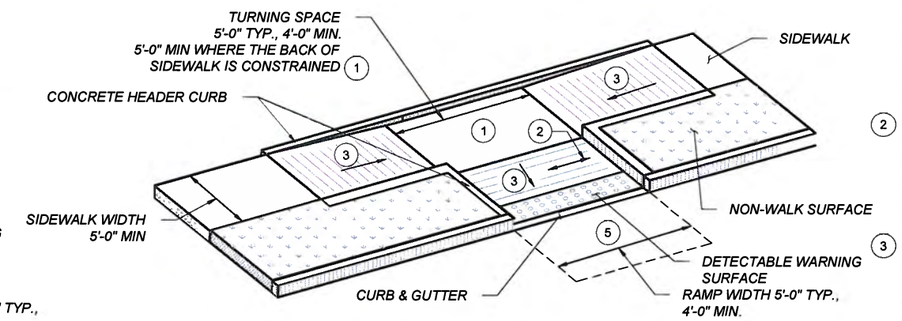
APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-4

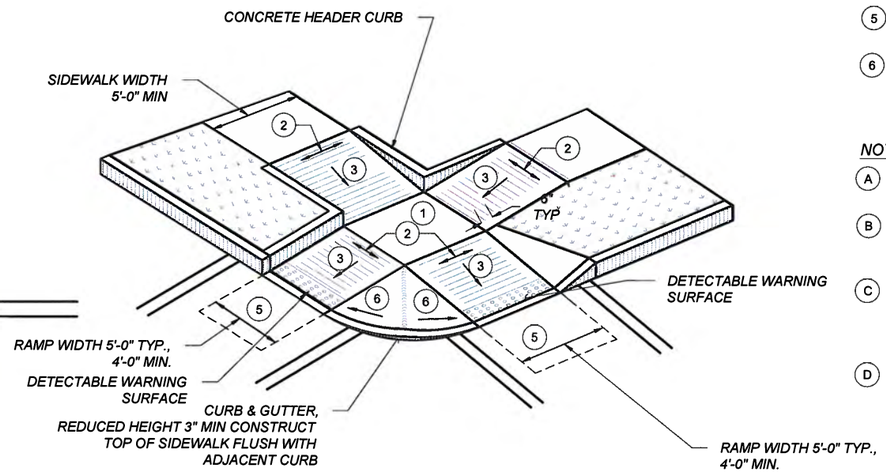
608- 4 of 12



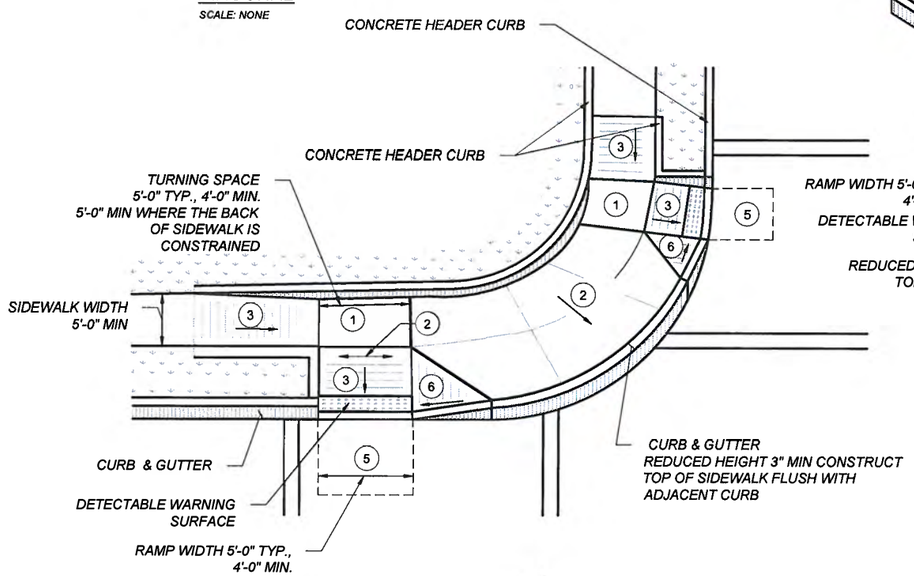
COMBINATION CURB RAMP (A)
DIAGONAL
SCALE: NONE



COMBINATION CURB RAMP (B)
SCALE: NONE



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



COMBINATION CURB RAMP (C)
SCALE: NONE

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

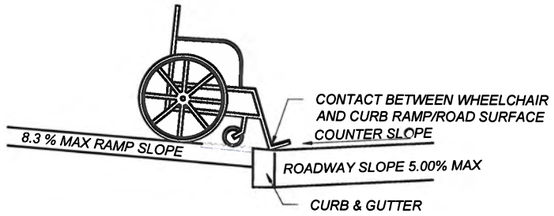
COMBINATION
CURB RAMPS

APPROVED DESIGN ENGINEER 1-13-15 DATE

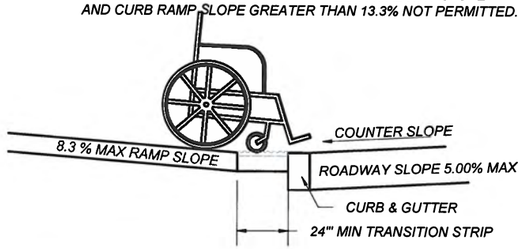
608-001-5

608- 5 of 12

DRAWING SCALE = NOT TO SCALE



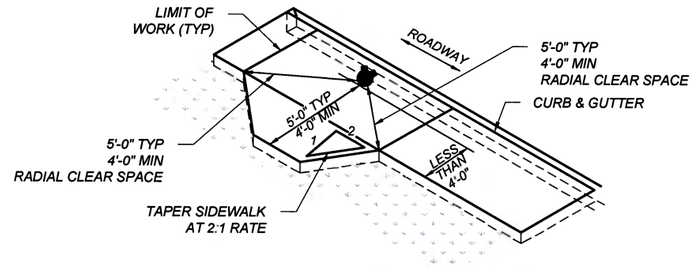
ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE GREATER THAN 13.3% NOT PERMITTED.



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

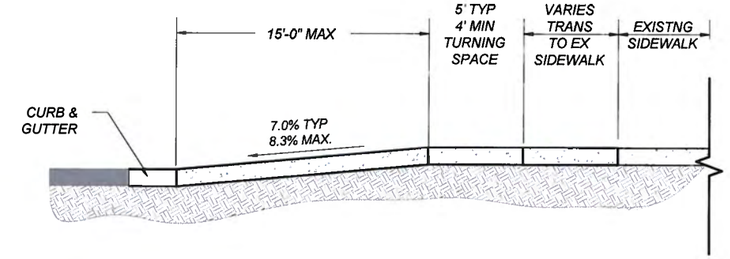
CHANGE OF GRADE LIMITATIONS

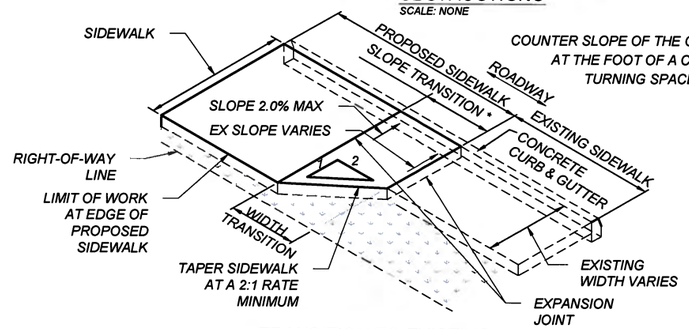
SCALE: NONE



SIDEWALK ADDITION DUE TO OBSTRUCTIONS

SCALE: NONE

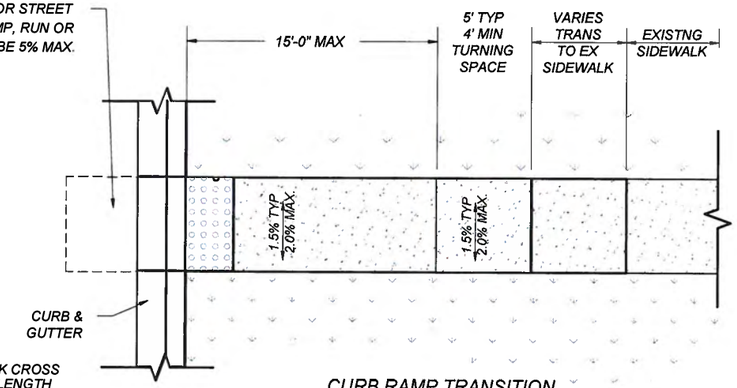




TRANSITION TO EXISTING SIDEWALK DETAIL

SCALE: NONE

COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.



CURB RAMP TRANSITION TO EXISTING SIDEWALK DETAIL

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

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

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

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

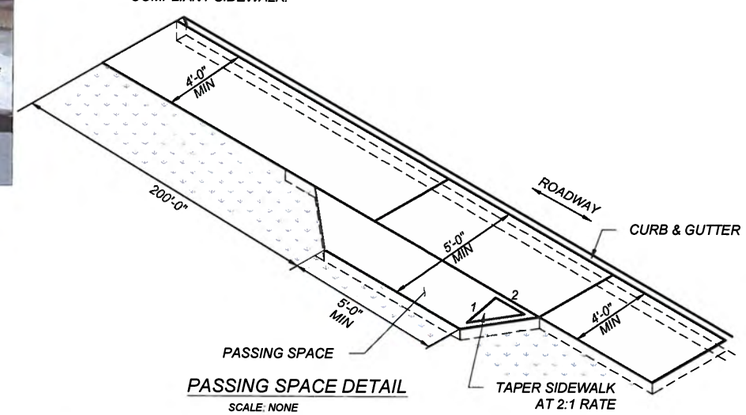
RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE

* SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

NOTE:

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

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



PASSING SPACE DETAIL

SCALE: NONE

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

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NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

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NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

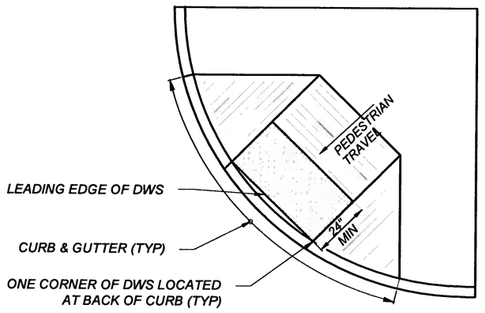
CURB RAMP AND SIDEWALK TRANSITION DETAILS

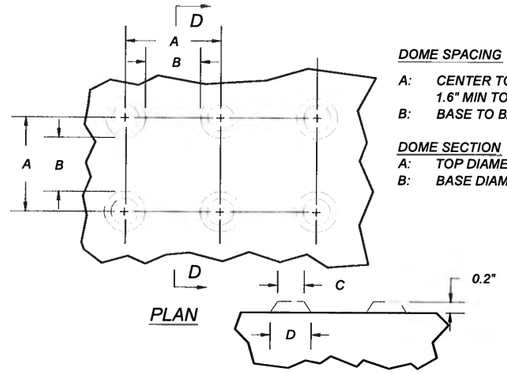
APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-7

608- 7 of 12

DRAWING SCALE = NOT TO SCALE





PLAN

SECTION D-D

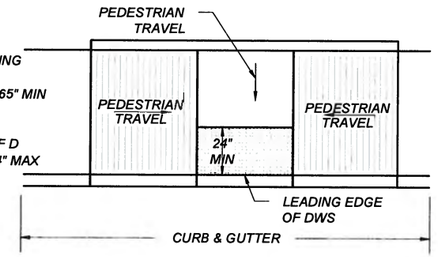
DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS
SCALE: NONE

DOME SPACING

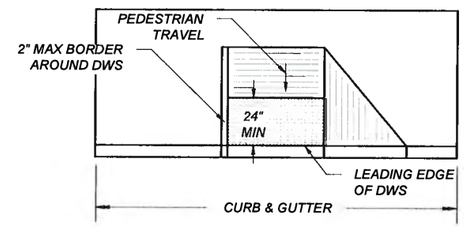
A: CENTER TO CENTER SPACING 1.6" MIN TO 2.4" MAX
B: BASE TO BASE SPACING 0.65" MIN

DOME SECTION

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



DETECTABLE WARNING SURFACE
SCALE: NONE



DETECTABLE WARNING SURFACE
SCALE: NONE

DETECTABLE WARING SURFACE (DWS):

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

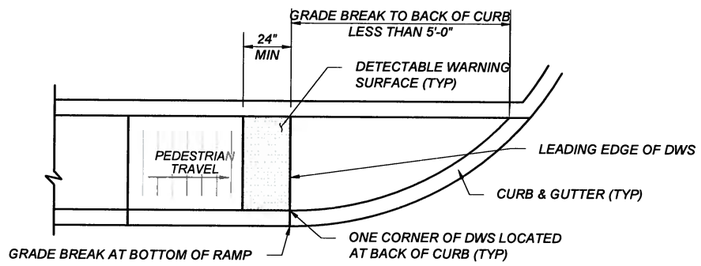
LOCATION:

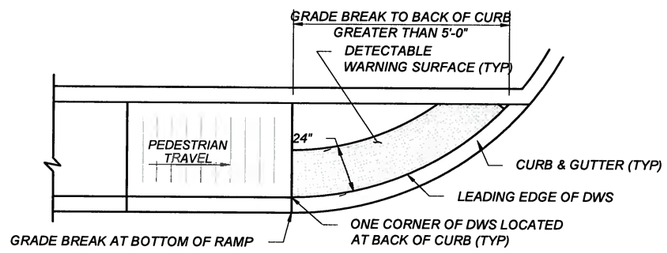
1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.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

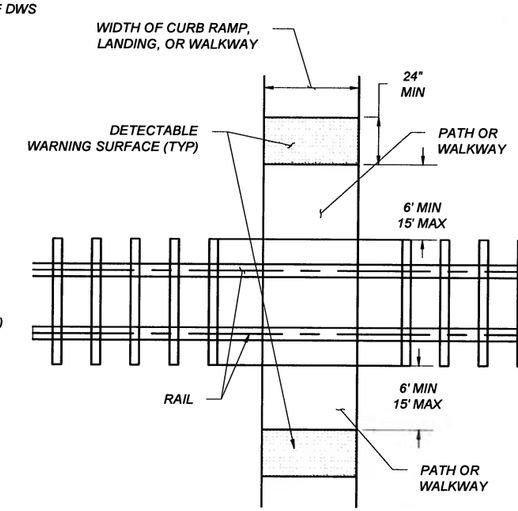
EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

NOTES:

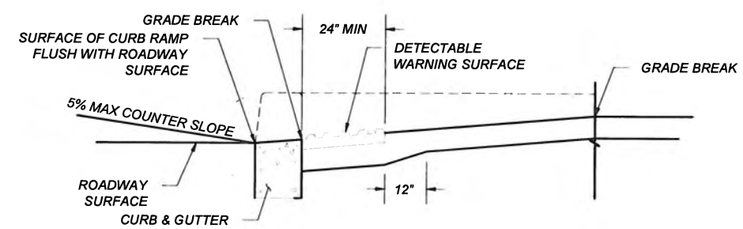
1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER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



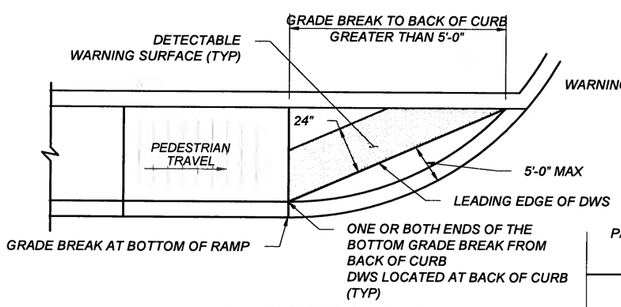




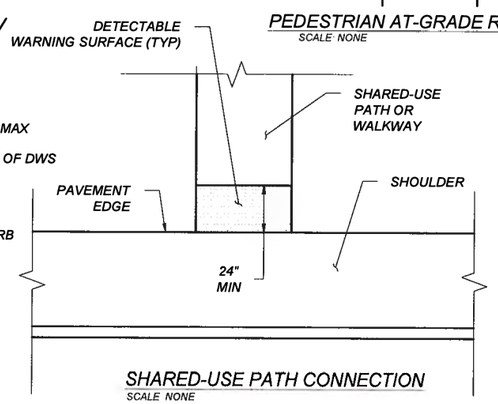
PEDESTRIAN AT-GRADE RAIL CROSSINGS
SCALE: NONE



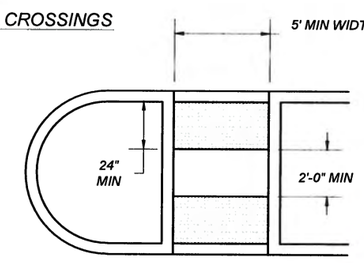
DETECTABLE WARNING SURFACE
SCALE: NONE



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



SHARED-USE PATH CONNECTION
SCALE: NONE



MEDIAN CUT-THROUGH
SCALE: NONE

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

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING SURFACE

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

608-001-8

608- 8 of 12