

PW1612 SARA ROAD REHABILITATION

SARA ROAD FROM SOUTHERN BLVD TO NM 528

CITY OF RIO RANCHO SANDOVAL COUNTY, NEW MEXICO

ROADWAY AND A.D.A IMPROVEMENTS

UTILITY COMPANY CONTACTS

CENTURY LINK - TELECOMMUNICATIONS
ABDUL BHIYAN, SR. DESIGN ENGINEER
(505) 231-0999

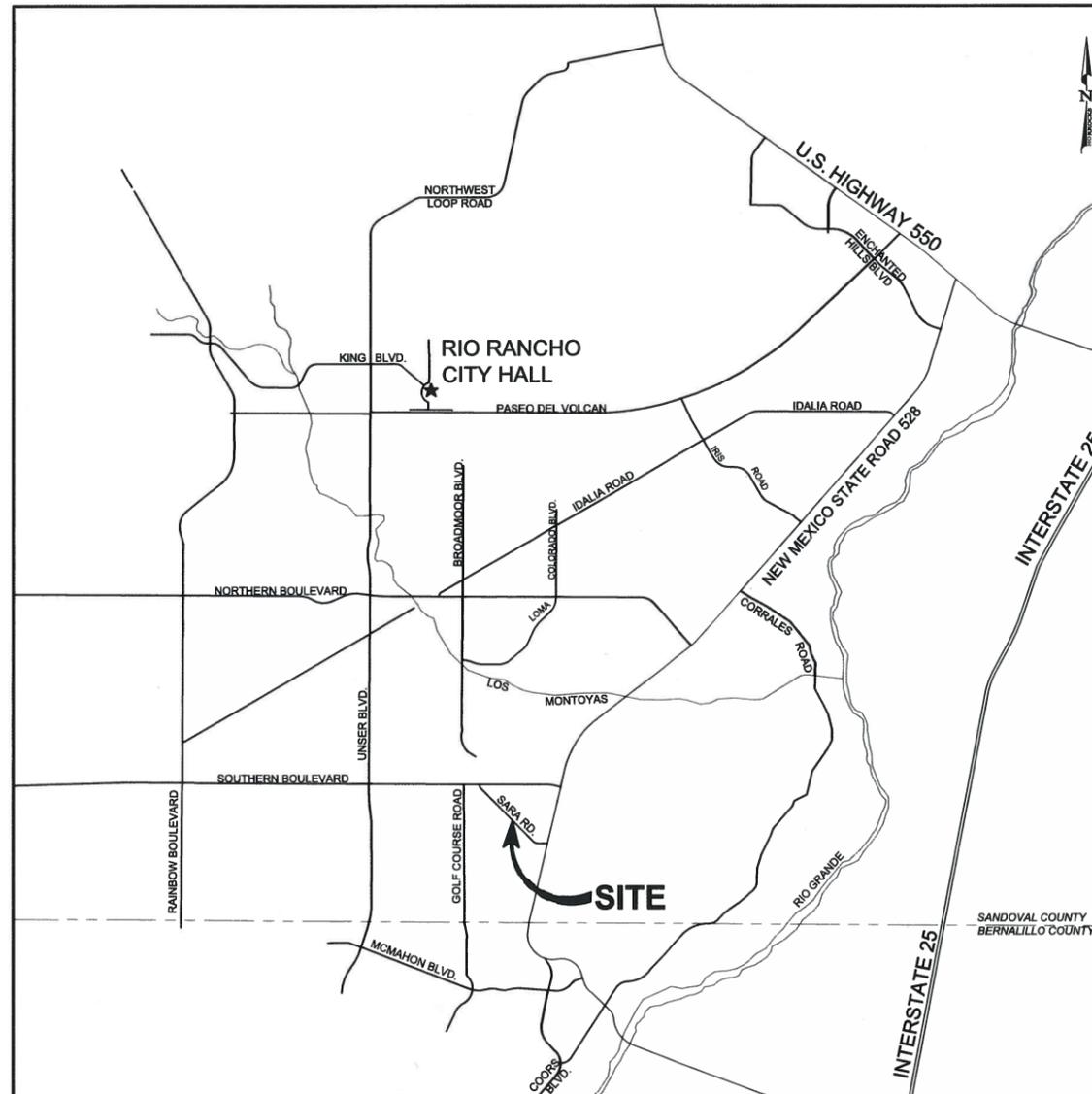
CITY OF RIO RANCHO - WATER/WASTEWATER
OMI, EMERGENCY CONTACT
(505) 975-1581

NM GAS
JOE HERRERA, AREA ENGINEER
(505) 697-6995

PNM - ELECTRIC
PAUL DUNAGAN, ENG MGR
(505) 241-3629

CABLE ONE - CABLE TV
TONY LOVATO
(505) 249-9479

LEVEL 3 - TELECOMMUNICATIONS
JOHN HUFNAGEL, ENGINEER
(505) 938-7322



LOCATION MAP

CITY OF
RIO RANCHO:

[Signature]
DEPARTMENT OF PUBLIC WORKS

7/14/16
DATE:



NO.	DESCRIPTION	DATE	BY
7			
6			
5			
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3			
2			
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HORROCKS
ENGINEERS
500 Marquette Avenue NW, Suite 1200
Albuquerque, NM 87102 (505) 563-1972

PW1612 SARA ROAD REHABILITATION

COVER SHEET

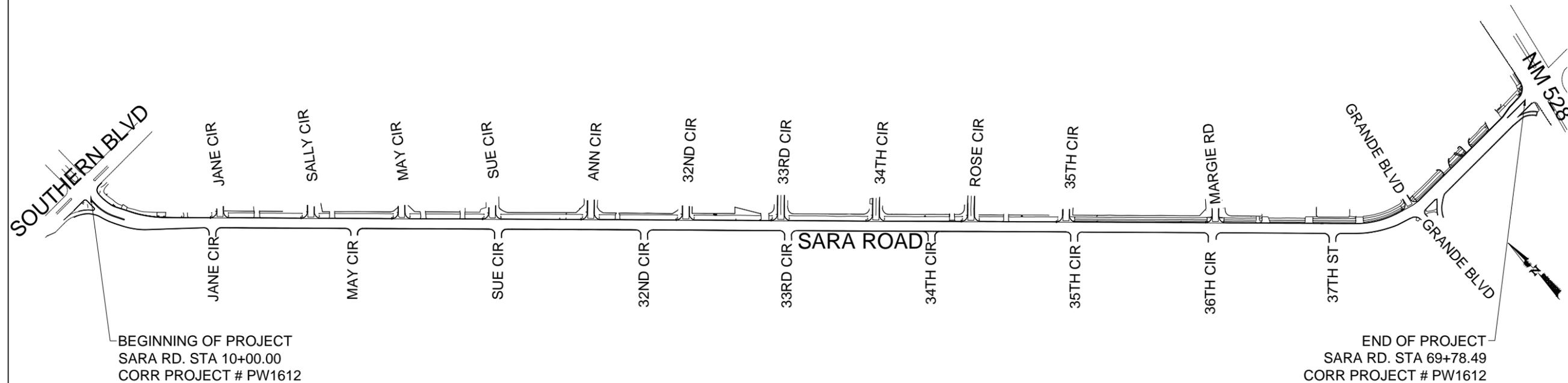


PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:
1-1



LENGTH OF PROJECT = 1.13 MILES



VICINITY MAP
SCALE 1" = 200'

SHIPPING POINTS

RIO RANCHO, NEW MEXICO

THE CURRENT EDITION OF CITY OF RIO RANCHO STANDARD DETAILS, THE 2014 EDITION OF NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, AND THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION AND DETAILS, AND ADDENDUM SHALL GOVERN CONSTRUCTION OF THIS PROJECT.

**THIS PROJECT BEGINS
AND ENDS IN
NMPM SEC 30, T 12 N, R 1 E**

INTENT OF CONSTRUCTION
ADA RAMPS, 2" ASPHALT MILL, CRACK SEAL & OVERLAY,
TRAFFIC CONTROL, PERMANENT STRIPING,
MISCELLANEOUS CONSTRUCTION

PROJECT CONTACTS

CITY OF RIO RANCHO
GILLIE LOPEZ
(505) 891-5203

HORROCKS ENGINEERS
HABIB ABI-KHALIL
(505) 553-1972

NO.	DESCRIPTION	DATE	BY
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PW1612 SARA ROAD REHABILITATION

VICINITY MAP



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:

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INDEX OF SHEETS	
SHEET NUMBER	DESCRIPTION
1-1	COVER SHEET
1-2	VICINITY MAP
1-3	INDEX OF SHEETS / NMDOT & CORR SERIALS & DRAWINGS
1-4	HORIZONTAL LAYOUT
1-5	SUMMARY OF QUANTITIES
1-6	GENERAL NOTES
1-7	INCIDENTALS & LEGEND
	SHEET SUBTOTAL = 7
2-1 THRU 2-2	TYPICAL SECTIONS
2-3	SURFACING SCHEDULE
2-4	MISCELLANEOUS QUANTITIES
2-5 THRU 2-7	MISCELLANEOUS DETAILS
2-8 THRU 2-23	ADA SIDEWALK PLANS
	SHEET SUBTOTAL = 23
3-1 THRU 3-5	PLANS AND PROFILES
	SHEET SUBTOTAL = 5
6-1 THRU 6-14	TRAFFIC CONTROL PLANS
	SHEET SUBTOTAL = 14
7-1 THRU 7-3	PERMANENT SIGNING & STRIPING
	SHEET SUBTOTAL = 3
11-1 THRU 11-9	NMDOT & CORR SERIALS & DRAWINGS (UNDER SEPARATE COVER)
	SHEET SUBTOTAL = 9
	PROJECT TOTAL = 61

SHEET NO.	NMDOT & CORR SERIALS & DRAWINGS	DATE	SERIAL NUMBER
11-1	T.E.S.C.M CULVERT AND DROP INLET PROTECTION	11/29/04	603-01-4/7
11-2	PEDESTRIAN ACCESS ROUTE GENERAL NOTES	1/13/15	608-01-1/12
11-3	CURB RAMP AND SIDEWALK TRANSITION DETAILS	1/13/15	608-01-7/12
11-4	DETECTABLE WARNING SURFACE	1/13/15	608-01-8/12
11-5	TRAFFIC CONTROL GENERAL NOTES	12/10/15	702-01-1/5
11-6	TRAFFIC CONTROL GENERAL NOTES	12/10/15	702-01-2/5
11-7	CHANELIZATION DEVICES AND PORTABLE SIGN SUPPORTS FOR CONST., MAIN., UTIL., AND INCIDENT MGMT. OPERATIONS	11/3/15	702-01-4/5
11-8	PAVEMENT MARKINGS AND MESSAGES	4/17/08	704-03-1/2
11-9	PAVEMENT MARKINGS AND MESSAGES	4/17/08	704-03-2/2



NO.	DESCRIPTION	DATE	BY
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PW1612 SARA ROAD REHABILITATION
INDEX OF SHEETS / NMDOT & CORR SERIALS & DRAWINGS



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	1-3

NO.	DESCRIPTION	DATE	BY
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500 Marquette Avenue NW, Suite 1000
Albuquerque, NM 87102 (505) 555-1972

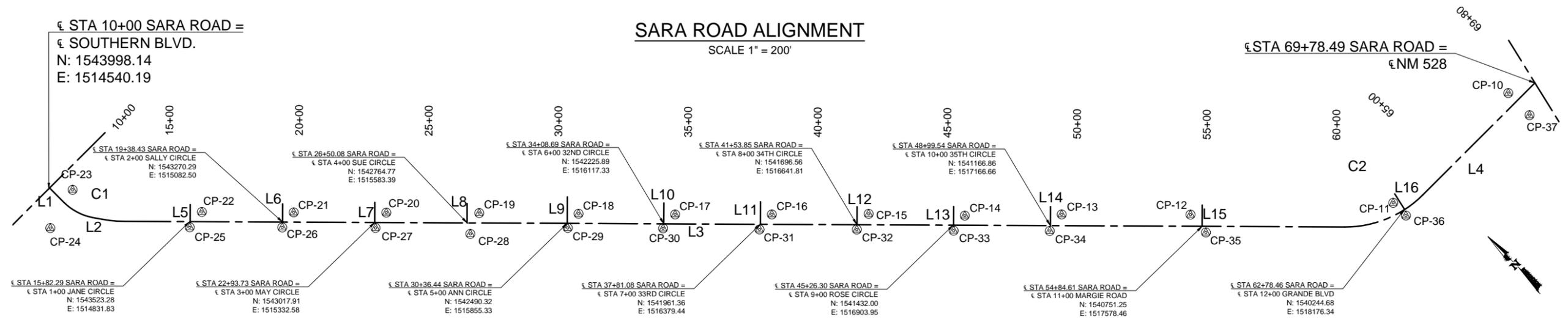
PW1612 SARA ROAD REHABILITATION
HORIZONTAL LAYOUT



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	1-4

SARA ROAD ALIGNMENT

SCALE 1" = 200'



ALIGNMENT DATA					
Number	Length	Radius	Line/Chord Direction	DELTA	REMARKS
C1	134.56'	220.00'	S17° 22' 19"E	35° 02' 35"	Sara Road
C2	85.90'	500.00'	S39° 48' 53"E	9° 50' 34"	Sara Road
C3	334.85'	425.00'	S67° 18' 28"E	45° 08' 34"	Sara Road
L1	74.99'		S00° 08' 59"W		Sara Road
L2	34.44'		S34° 53' 36"E		Sara Road
L3	4704.55'		S44° 44' 11"E		Sara Road
L4	609.20'		S89° 52' 44"E		Sara Road
L5	65.99'		N45° 15' 49"E		Jane Circle
L6	70.31'		N45° 15' 49"E		Sally Circle
L7	77.49'		N45° 15' 49"E		May Circle
L8	74.79'		N45° 02' 23"E		Sue Circle
L9	101.94'		N45° 15' 49"E		Ann Circle
L10	80.20'		N45° 15' 49"E		32nd Circle
L11	86.69'		N45° 15' 49"E		33rd Circle
L12	69.36'		N45° 15' 49"E		34th Circle
L13	76.61'		N45° 15' 49"E		Rose Circle
L14	73.12'		N45° 15' 49"E		35th Circle
L15	81.76'		N45° 15' 49"E		Margie Road
L16	71.53'		N12° 21' 56"E		Grande Boulevard

CONTROL POINTS				
CONTROL PT.	GROUND NORTHING	GROUND EASTING	ELEV. FT.	DESCRIPTION
CP-10	1540278.991	1518773.953	5263.24	CP-10 (5RB/PC)
CP-11	1540293.870	1518162.959	5264.60	CP-11 (MAG/WSHR)
CP-12	1540814.591	1517576.741	5265.31	CP-12 (MAG/WSHR)
CP-13	1541166.123	1517227.360	5277.56	CP-13 (MAG/WSHR)
CP-14	1541426.940	1516959.799	5288.61	CP-14 (MAG/WSHR)
CP-15	1541694.544	1516702.836	5298.95	CP-15 (MAG/WSHR)
CP-16	1541956.545	1516436.812	5302.78	CP-16 (MAG/WSHR)
CP-17	1542220.459	1516173.584	5299.01	CP-17 (MAG/WSHR)
CP-18	1542485.433	1515911.401	5302.36	CP-18 (MAG/WSHR)
CP-19	1542758.418	1515641.763	5310.71	CP-19 (MAG/WSHR)
CP-20	1543013.256	1515389.433	5319.02	CP-20 (MAG/WSHR)
CP-21	1543265.911	1515138.762	5330.71	CP-21 (MAG/WSHR)
CP-22	1543517.728	1514889.935	5345.68	CP-22 (MAG/WSHR)
CP-23	1543930.307	1514597.048	5365.57	CP-23 (MAG/WSHR)
CP-24	1543886.982	1514432.373	5372.94	CP-24 (5RB/PC)
CP-25	1543509.015	1514814.823	5348.67	CP-25 (5RB/PC)
CP-26	1543256.248	1515066.741	5333.00	CP-26 (5RB/PC)
CP-27	1543000.888	1515319.954	5320.47	CP-27 (5RB/PC)
CP-28	1542726.223	1515560.844	5310.81	CP-28 (MAG/WSHR)
CP-29	1542476.698	1515843.012	5302.36	CP-29 (5RB/PC)
CP-30	1542215.163	1516102.907	5298.32	CP-30 (5RB/PC)
CP-31	1541949.962	1516362.622	5301.51	CP-31 (5RB/PC)
CP-32	1541683.561	1516627.754	5298.94	CP-32 (5RB/PC)
CP-33	1541416.705	1516888.586	5289.33	CP-33 (5RB/PC)
CP-34	1541153.973	1517149.998	5278.79	CP-34 (5RB/PC)
CP-35	1540723.855	1517571.400	5264.79	CP-35 (5RB/PC)
CP-36	1540224.666	1518162.325	5264.73	CP-36 (5RB/PC)
CP-37	1540160.513	1518772.803	5262.11	CP-37 (MAG/WSHR)

THE HORIZONTAL COORDINATE SYSTEM IS LOCAL GROUND MODIFIED FROM NEW MEXICO STATE PLANE COORDINATES, CENTRAL ZONE, NORTH AMERICAN DATUM OF 1983. ELEVATIONS SHOWN ARE BASED ON THE NATIONAL AMERICAN VERTICAL DATUM OF 1988. THE COMBINED SCALE FACTOR FOR GROUND TO GRID TRANSFORMATION OF THE HORIZONTAL COORDINATES IS 1.000328266 SCALED AROUND ORIGIN (0,0) NO TRUNCATION.

C:\2016\06-02-1463-Sara Road Rehabilitation\Project Drawings\Final\Drawings\1-4- Horizontal Layout.dwg 1-4- 7/15/2016 05:17pm michaell



SUMMARY OF QUANTITIES

ITEM SPECIFICATIONS				ROADWAY		DETOUR		CONSTRUCTION SIGNING		PERM SIGNING		CONSTR ENGINEERING		PROJECT TOTAL	
NUMBER	SPEC.	DESCRIPTION	UNIT	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL
BASE BID															
203000	NMDOT	UNCLASSIFIED EXCAVATION	CU.YD.	887										887	
207000	NMDOT	SUBGRADE PREPARATION	SQ.YD.	600										600	
407000	NMDOT	ASPHALT MATERIAL FOR TACK COAT	TON	11										11	
414000	NMDOT	COLD MILLING (ASPHALT), (2.5" DEPTH)	SY IN	55710										55710	
417000	NMDOT	MISCELLANEOUS PAVING, (PATHWAY)	SQ.YD.	190										190	
423282	NMDOT	HMA SP III COMPLETE, (2.5" DEPTH)	TON	3300										3300	
423283	NMDOT	HMA SP IV COMPLETE, (PATCHING)	TON	710										710	
601000	NMDOT	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	1										1	
601110	NMDOT	REMOVAL OF SURFACING	SQ.YD.	710										710	
603262	NMDOT	COMPOSTED MULCH SOCKS	LIN.FT.	40										40	
608004	NMDOT	CONCRETE SIDEWALK 4"	SQ.YD.	1010										1010	
608106	NMDOT	DRIVE PAD 6"	SQ.YD.	400										400	
609008	NMDOT	CONCRETE CURB 8"	LIN.FT.	20										20	
609109	NMDOT	PINNED CURB	LIN. FT.	100										100	
609200	NMDOT	HEADER CURB	LIN.FT.	2300										2300	
609374	NMDOT	CONCRETE SLOPED CURB AND GUTTER 8" X 24"	LIN.FT.	140										140	
609444	NMDOT	CONCRETE VERTICAL CURB AND GUTTER TYPE B 8" X 24"	LIN.FT.	1260										1260	
609650	NMDOT	CONCRETE VALLEY GUTTER 6" X 72"	LIN.FT.	100										100	
618000	NMDOT	TRAFFIC CONTROL MANAGEMENT	L.S.	1										1	
621000	NMDOT	MOBILIZATION	L.S.	1										1	
667206	NMDOT	LANDSCAPE BOULDERS, 2' GRANITE	EACH	60										60	
667210	NMDOT	LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH	SQ.YD.	1300										1300	
701000	NMDOT	PANEL SIGNS	SQ.FT.					128						128	
702810	NMDOT	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	L.S.					1						1	
704000	NMDOT	RETROREFLECTORIZED PAINTED MARKINGS 4"	LIN.FT.							17193				17193	
704715	NMDOT	HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND RIGHT) ARROW	EACH							4				4	
704717	NMDOT	HOT THERMOPLASTIC PAVEMENT MARKING RIGHT ARROW	EACH							3				3	
704718	NMDOT	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH							24				24	
704719	NMDOT	HOT THERMOPLASTIC PAVEMENT MARKING THRU ARROW	EACH							3				3	
704720	NMDOT	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH							12				12	
704732	NMDOT	HOT THERMOPLASTIC PAVEMENT MARKING BIKE SYMBOL (BIKEWAY)	EACH							23				23	
713030	NMDOT	LOOP DETECTOR WIRE	LIN.FT.							276				276	
713250	NMDOT	LOOP LEAD-IN CABLE	LIN.FT.							54				54	
713300	NMDOT	DETECTOR SAW CUT	LIN.FT.							330				330	
801000	NMDOT	CONSTRUCTION STAKING BY THE CONTRACTOR	L.S.									1		1	
475	CoRR	HOT-POURED CRACK SEALING, ROADWAY	LB	3886										3886	
-	CoRR	UTILITY COORDINATION ALLOWANCE	ALLW.	1										1	
BID ALTERNATE NO. 1															
414000	NMDOT	COLD MILLING (ASPHALT), (3" DEPTH)	SY IN	66852										66852	
423282	NMDOT	HMA SP III COMPLETE, (3" DEPTH)	TON	3960										3960	
BID ALTERNATE NO. 2															
475	NMDOT	HOT-POURED CRACK SEALING, PATHWAY		2989	2989									2989	

7	6	5	4	3	2	1	NO.	DATE	BY	DESCRIPTION (OR CHANGE NOTICES)



PW1612 SARA ROAD REHABILITATION

SUMMARY OF QUANTITIES



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	1-5

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GENERAL NOTES

- All construction shall be performed in accordance with 1) the project construction plans, 2) the project specifications, 3) the current edition of the City of Rio Rancho standard details, 4) the current edition of the NMDOT Standard Specifications for Highway and Bridge Construction, and 5) the New Mexico Standard Specifications for Public Works Construction and details, as prepared by the New Mexico Chapter, American Public Works Association and addendum. In the case of conflicting specifications, the City of Rio Rancho will determine which specification governs.
- The Contractor agrees to assume the sole and complete responsibility for the job site conditions during the course of construction of the project, including safety of all persons and property. This requirement shall apply continuously and not be limited to normal working hours, and the Contractor shall defend, indemnify and hold the City and Engineer harmless from any and all liability, real or alleged, in connection with the performance of the work on this project, except for liability arising from the sole negligence of the City or Engineer.
- No modifications to these plans shall be made without the written consent of the City, Engineer, and all approval signatories. The Engineer shall not be responsible for construction methods or techniques or for the prosecution of the work as shown on these plans. The Engineer shall not be held responsible for the acts or omissions of the Contractor, Subcontractors, or other persons performing any work, as shown in the project Contract Documents.
- A Right-of-Way Use Permit and Traffic Control Plan (TCP) are required for all work performed within the public Right-of-Way. Provisions contained within Chapter 96 of the City of Rio Rancho Municipal Code shall govern. All construction signing, barricading, and channelization devices shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). The Contractor is responsible for the setup and maintenance of all traffic control devices. Any modifications to the approved traffic control plan must be approved by the City prior to any changes being implemented. A Traffic Control Supervisor must be available for the duration of the project 24 hours a day and seven days a week. Access to residents and businesses must be maintained at all times.
- The Contractor shall designate at least one emergency contact person, and shall provide telephone numbers where this person can be contacted at any time. This information shall be provided to the City's Project Manager.
- The Contractor is responsible for obtaining all necessary permits from all jurisdictional authorities before the start of construction.
- All work on this project shall be performed in accordance with applicable federal, state, and local laws, rules and regulations concerning construction safety, health, and environmental protection.
- Existing site improvements which are damaged or displaced by the Contractor shall be removed and replaced by the Contractor at the Contractor's own expense. The work shall be approved by the City before construction of the repairs. Repairs must be accepted by the City before final payment.
- The Contractor shall only utilize the designated staging areas for storage of all equipment and materials. The City assumes no responsibility or liability for the Contractor's equipment and material in the staging area. Security shall be the sole responsibility of the Contractor. If no staging area is designated on these plans, an offsite staging area shall be provided by the Contractor at the Contractor's expense, or the Contractor may negotiate with the City to use an onsite area.
- Unless otherwise noted, all roadway stationing is along the centerline of the roadway right-of-way.
- Unless otherwise noted, stationing of channels and/or pipes in drainage easements is along the centerline of the channel/pipe.
- The Contractor shall be solely responsible for determining in advanced of their construction operations, if any of the dry utility lines are in conflict with construction operations. If any conflict is evident, the Contractor shall be solely responsible for coordinating with the appropriate utility owner to relocate the utility conflict. Payment for utility coordination shall not exceed the amount provided for in bid item No. 37-Utility Coordination Allowance. The Contractor shall assume full liability for schedule delays and/or cost over runs due to failed coordination with private utility companies.
- Facilities which are not specifically located with actual vertical and horizontal controls on the construction documents, are shown approximate and in accordance with the best available information provided by various owners of the facilities, and supplemented by visual surface information where appropriate. Accuracy, location, and completeness of this information is the sole responsibility of the Contractor and should be verified, by any means necessary, before the initiation of construction. Should a conflict exist, the Contractor shall notify the City, Engineer, and the City's Project Manager immediately.
- It is mandatory that a preconstruction meeting be held before commencing construction. The Contractor is responsible for contacting the City's Project Manager to determine the time and location of the preconstruction meeting.
- At the preconstruction meeting, the Contractor shall submit a detailed construction schedule to the City's Project Manager. The schedule will be updated on a monthly basis and submitted with the monthly invoice.
- Any work performed without the approval of the City of Rio Rancho and/or all work and materials not in conformance with the specifications is subject to removal and replacement at the Contractor's expense.
- The Contractor shall contact NM 811 at 1-800-321-2537 for utility spots in accordance with applicable state law.
- The Contractor shall confine their work to within the construction limits and/or public right-of-way to preserve existing vegetation, landscaping, and private property. Approval of these plans does not give or imply any permission to trespass or work on private property. Permission must be granted in writing by the Owner of that property.
- It is the sole responsibility of the Contractor to keep the job site free from trash on a daily basis, and all materials will be neatly organized. Trash and/or non-used materials shall not be buried onsite.
- The Contractor shall park equipment and vehicles so as not to interfere with normal activities of residents, other Contractors, or Emergency Services.
- The Contractor will provide construction staking utilizing approved construction plans, the appropriate Right-of-Way maps, recorded plats, and City of Rio Rancho standard details. Each revision to the plans shall be recorded in the plan revision block. Plans shall include a location map with legal description(s) and location grid.
- The Contractor shall maintain an up-to-date and accurate set of Working Record Drawings, redefined drawings, in accordance with the City or Rio Rancho's Development Process Manual (DPM) Chapter II.7. These Working Record Drawings shall reflect all approved changes to the original plans throughout the construction process. At the completion of construction, the Contractor shall submit the Working Record Drawings as outlined in the City or Rio Rancho's DPM Chapter II.7. Also, the Contractor shall ensure that all submittals, permitting, and construction activities are in accordance with the City or Rio Rancho's DPM and applicable ordinances. All costs for these requirements are incidental to the Contract.
- No work shall be performed in a floodplain without written authorization from the City's Floodplain Manager.
- Any work performed in a drainage way, channel, arroyo, or floodplain must be protected by the means identified in the Temporary Erosion Control and Sediment plans accepted by the City.
- Vibration monitoring will be at the Contractor's discretion and incidental to the Contract.
- Remove all tree roots to a depth 1' below the elevation of finish grade. Backfill and compact per Soils Note 1.
- Remove bollards at least 1' below existing grade and backfill in accordance with Soils Note 1.
- Exceeding the 5-day closure limit for final paving will result in the following penalty options to the Contractor, to be determined solely by the City of Rio Rancho owner:
 - Liquidated damages of \$5,000/day with a continued closure
 - A pay reduction to the contractor for reduced pavement quality.
 Payment will be made at 60% of the bid item unit cost for the portions of asphalt placed after the 5 day requirement expired.

 If the pay reduction (option 2 above) is executed, then the contractor must reopen the roadway to traffic. No payment will be made for the additional barricading or traffic control due to the contractor's inability to complete the final paving within the 5 day requirement.
- All construction work shall be accomplished between the hours of 7 AM and 5 PM in accordance with the City of Rio Rancho Noise Ordinance.

SOILS

1. Unless otherwise specified subgrade soils and structural fill materials shall be compacted to the following percentages of the ASTM D-1557 maximum density.

MATERIALS	PERCENT (%) COMPACTION
STRUCTURAL FILL IN THE BUILDING AREA	95
SUB BASE FOR SLAB SUPPORT	95
MISCELLANEOUS BACKFILL BELOW STRUCTURAL FILL OR ROAD	95
MISCELLANEOUS BACKFILL BELOW UNPAVED, NON-BUILDING AREAS	90
ROAD SUB GRADE	95
SIDEWALK SUB GRADE	95
CURB AND GUTTER SUBGRADE	95
ARROYOS	90

ROADWAY GENERAL NOTES

- No paving construction activities shall be started until all underground utilities within the roadway are completed, tested, and approved. All water valve boxes and electrical, telephone, television, and sewer manholes in the construction area shall be adjusted to finished grade.
- All signs, barricades, channelization devices, pavement markings, sign frames and erection of such devices shall conform to the requirements of the "Manual on Uniform Traffic Control Devices for streets and highways" (MUTCD), current edition.
- All street striping altered or destroyed during construction shall be replaced by the Contractor to match the original conditions (i.e. type, spacing) at the location prior to construction, or as shown in this plan set.
- Street grades shall be restored by the Contractor to the existing grades unless otherwise directed by the City of Rio Rancho. Smooth transitions shall be made between existing pavement which remains in place and pavement which is replaced. When abutting new pavement to existing, saw cut back existing pavement to a neat, straight line as required to remove any broken or cracked pavement. Refer to standard drawing PS-02.
- The location of all valves and manholes must be referenced at all times by the Contractor during construction and made accessible daily upon completion of all paving activities.
- All asphalt milled from the project shall remain the property of the City. The Contractor shall haul milled asphalt from the project site to the City yard located at the intersection of Idalia Road and Kim Road, Rio Rancho, a distance of approximately 7 miles. Haul milled material via NM 528 and Kim Rd. The hauling of milled asphalt is incidental to Bid Item 414000 - Cold Milling (Asphalt).
- All milled asphalt shall be 1/2" or less in particle size.
- Recycled Asphalt Pavement (RAP) shall not be substituted for aggregate in the asphalt mix design.

EROSION CONTROL/ENVIRONMENTAL PROTECTION/STORM WATER POLLUTION PREVENTION PLAN

- The Contractor shall be responsible for fulfilling all necessary National Pollutant Discharge Elimination System (NPDES) requirements including, but not limited to, obtaining an NPDES permit before construction, filing out the Notice of Intent (NOI) application, and filing out the Notice of Termination (NOT) application. The Contractor shall also be responsible for the implementation of and inspection reports for the Storm Water Pollution Prevention Plan (SWPPP). The Contractor shall submit the SWPPP with the proposed construction staging area and temporary sanitary facilities clearly shown. Any check dams, silt fences, or other Best Management Practices (BMP) that are required in the approved SWPPP shall be included in and are incidental to the SWPPP bid amount.
- The Contractor is required to keep a current copy of the SWPPP at the construction site or at an easily accessible location so that it can be made available at the time of an onsite inspection or upon request by the EPA; a state, tribal, or local agency approving storm water management plans; the operator of a storm sewer system receiving discharges from the site; or representatives of the U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS).
- The Contractor shall conform to all City, County, State and Federal dust and erosion control regulations. The Contractor shall prepare and obtain any necessary dust or erosion control permits from the regulatory agencies.
- The Contractor shall either promptly remove any material excavated within the public Right-of-Way or install BMPs according to NPDES requirements to prevent discharge of excavated material within the public Right-of-Way during a rain or wind event. All costs for these requirements are incidental to the Contract.
- The Contractor shall implement the approved SWPPP and ensure that no soil erodes from the site into public Right-of-Way or onto private property.
- The Contractor shall mitigate erosion of temporary or permanent dirt swales by installing BMPs identified in the approved SWPPP in the swales perpendicular to the direction of flow, and at intervals as specified in the SWPPP.
- Construction areas shall be watered for dust control in compliance with government ordinances. The Contractor shall be responsible for locating and supplying water as required. Watering, as required for construction and dust control, shall be considered incidental to construction and no measurement or payment shall be made therefore.
- Any areas disturbed by construction and not covered by landscaping or an impervious surface shall be re-vegetated with native grass seeding. When construction activities cease and earth disturbing activities will not resume within 14 days, stabilization measures must be initiated. Unless indicated otherwise on these plans or on the landscaping plan, native grass seeding shall be in accordance with Section 1012 of the New Mexico Standard Specifications for Public Works Construction, APWA NM Chapter, current edition.
- All waste products from the construction site, including items designated for removal, construction waste, construction equipment waste products (oil, gas, tires, etc.) garbage, grubbing, excess cut material, vegetative debris, etc. shall be appropriately disposed of offsite at no additional cost to the City. It shall be the Contractor's responsibility to obtain permits required to haul or dispose of waste products. It shall be the Contractor's responsibility to ensure that the waste disposal site complies with government regulations regarding the environment, endangered species, and archaeological resources.
- The Contractor shall be responsible for the cleanup and reporting of spills of hazardous materials associated with the construction site. Hazardous materials include gasoline, diesel fuel, motor oil, solvents, chemicals, paints, etc. which may be a threat to the environment. The Contractor shall report the discovery of past or present spills to the New Mexico Environment Department Emergency Response Team at (505) 827-9329.
- The Contractor shall comply with all applicable regulations concerning surface and underground water. Contact with surface water by construction equipment and personnel shall be minimized. Equipment maintenance and refueling operations shall be performed in an environmentally safe manner in compliance with government regulations.
- Where storm inlets are susceptible to inflow of silt or debris from construction activities, protection shall be provided on their upstream side utilizing BMPs according to NPDES requirements. All costs for these requirements are incidental to the Contract.
- Storm Water Pollution Prevention Plans (SWPPP) and accompanying Federal EPA Administrative Procedures shall meet the City of Rio Rancho guidelines and procedures outlined in the current addition of the New Mexico State Highway and Transportation Department Storm Water Management Guidelines for Construction and Industrial Activities Manual.
- The Contractor shall provide adequate means for cleaning trucks and/or other equipment of mud before entering public streets. It is the Contractor's responsibility to clean streets and take whatever measures are necessary to ensure that all roads are maintained in a clean, mud and dust-free condition at all times.
- No work may begin in an arroyo or other drainage way until authorization has been provided by the U.S. Army Corp. of Engineers and the City of Rio Rancho Flood Plain Manager.

WATER GENERAL NOTES

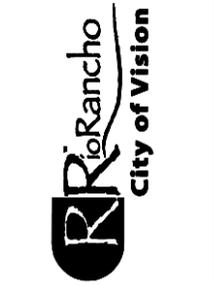
- For water connections to existing lines, the Contractor shall notify the City's Project Manager a minimum of 48 hours before the connection.
- Compression joints may be used on copper service lines. Flared joints shall be used when connecting to plastic lines.
- Valve boxes shall be brought to surface elevation upon completion of the surface course of pavement. Concrete collars shall be constructed to surface elevations.
- Flushing of water lines shall be metered and reported to the City's Project Manager on a weekly basis. Preference for disposal is (1) on available land surface or (2) in storm sewers. Disposal methods shall be discussed with the City's Project Manager.
- Flushing, disinfection and testing of water lines shall be coordinated with the City's Project Manager.
- It will be the Contractor's sole responsibility to protect and maintain, in service, all existing utilities. The Contractor shall adequately support and protect existing utilities affected by the Contractor's trenching activity. In the event that existing utilities are damaged by the Contractor's operations, the Contractor shall arrange for and coordinate prompt repair by the respective utility and shall bear the cost of the repairs.
- All water lines must have tracer wire and marker balls per City of Rio Rancho standard drawings.
- The City of Rio Rancho shall approve material submittals before construction.
- Before any water line installation, the following conditions will occur:
 - The water line route will be cleared and grubbed and then graded to plan elevation
 - The water line will be staked when outside an area with curb and gutter.
- The City of Rio Rancho Utilities Operations Division shall be the only personnel authorized to operate existing valves, fire hydrants, etc. for construction purposes. All shutoffs must be coordinated with the City's Project Manager seven (7) days before proposed shutoff and shall comply with the accepted shutoff plan.
- The Contractor is responsible for testing of all lines, including but not limited to, hydrostatic and bacteria testing, disinfecting, and flushing. The Contractor is responsible for the testing of the water line system before acceptance by the City. Testing shall be performed to demonstrate the functionality of the system. All costs for these requirements are incidental to the Contract.
- For non-hot tap water connections to existing lines, the Contractor shall prepare and submit to the City's Project Manager, for acceptance, a water shutoff plan 48 hours before the connection is to take place.
- The Contractor shall mark the top of the curb with a "W" for water lines following service installations and before final acceptance.

WASTEWATER GENERAL NOTES

- Sewer/Water lines shall be placed in separate trenches at a distance of 15 feet typically or a minimum of 10 feet apart horizontally. The water line shall be placed a minimum of 1.5 feet higher in elevation than the sewer line. At all crossings of water and sewer lines, the water line shall be a minimum of 1.5 feet higher than the sewer line or the sewer line shall be C-900 pressurized pipe.
- It will be the Contractor's sole responsibility to protect and maintain in service all existing utilities. The Contractor shall adequately support and protect existing utilities affected by the Contractor's trenching activity. In the event that existing utilities are damaged by the Contractor's operations, the Contractor shall arrange for and coordinate with the Project Manager, prompt repair by the respective utility and shall bear the cost of the repairs.
- The City of Rio Rancho shall approve material submittals before construction
- Prior to the sewer line installation, the following conditions will occur:
 - The sewer line route will be cleared and grubbed and then graded to plan elevation
 - The sewer line will be staked when outside an area with curb and gutter
- All sewer lines must have tracer wire and marker balls per City of Rio Rancho standard drawings.
- The City of Rio Rancho Utilities Operations Division shall be the only personnel authorized to operate existing valves, etc. for construction purposes. All shutoffs must be coordinated with the City's Project Manager seven (7) days before to proposed shutoff and shall comply with the accepted shutoff plan.
- 30 days following installation and backfill of sewer lines, a deflection test using a hand pulled mandrel shall be performed in the presence of the City's Inspector. All costs for these requirements are incidental to the Contract.
- Air testing of sewer lines and hydrostatic testing of force mains shall be conducted in the presence of the City's Inspector. All costs for these requirements are incidental to the Contract.
- All sewer service lines shall be inspected by TV camera and videoed then provided to the City's Inspector for review before acceptance by the City. In the event that the first inspection or subsequent inspections after that do not pass, the Contractor will be required to perform additional inspections of the sewer service lines using a TV camera at the Contractor's expense.
- Manholes shall meet the City of Rio Rancho standards except that there shall be no ladder rungs installed.
- The Contractor is responsible for testing of all force main lines, including but not limited to hydrostatic and bacteria testing, disinfecting, and flushing. All costs for these requirements are incidental to the Contract.
- If bypass pumping is required, then a bypass pumping plan must be submitted to the City's Project Manager, for acceptance, seven (7) days before bypass pumping begins.
- The Contractor shall mark the top of the curb and pan of the gutter with "S" for sanitary sewer following service installation and before final acceptance.
- Manholes shall be raised to surface course of pavement. Octagonal concrete collars shall be constructed to surface elevation.
- No bricks shall be used to adjust manholes to finished grade.

ADA GENERAL NOTES

- These drawings provide guidance for compliance with the current public right of way accessibility guidelines (PROWAG). These standards shall apply to all new and altered sidewalks.
- Surfaces shall be stable, firm, and slip resistant. Sidewalk and curb ramp surfaces shall provide consistent slopes within each section.
- All street striping altered or destroyed during construction shall be replaced by the Contractor to All broom finishes shall be perpendicular to the direction of pedestrian travel.
- A vertical change of 1/4 inch (6mm) or less is allowed, if between 1/4 inch and 1/2 inch (6mm and 13mm), then it needs to be beveled 2:1. Changes greater than 1/2 inch shall be ramped.
- Openings or cracks in sidewalk surfaces shall not exceed 1/2 inch (13mm). Elongated openings should be placed so that the long dimension is perpendicular or diagonal to the dominant direction of travel.
- The least possible curb ramp slope shall be used. Curb ramps running slope shall not exceed 12:1. Where existing terrain is steep, curb ramps shall not exceed 15 feet in length.
- Provide a flush transition between curb ramps, sidewalks, gutter, and edge of pavement, free of drainage lip, abrupt grade changes, drop-offs, or any surface irregularities. A 5% (20:1) or flatter transition taper shall be provided from the street to the gutter for curb ramps locations (this may require special treatment of the edge of OGFC) when diagonal (not in line with crosswalks) curb ramps are necessary. A 2% (50:1) transition or "lower landing" shall be provided. The gutter running slope (flow line) shall not exceed 2% measured along the bottom of the curb ramp.
- Curb ramps shall be located to provide the most direct route of travel across the traffic lanes.
- Two directional (in line with the crosswalks) curb ramps per corner are used in order to provide short and direct crossings for the user.
- Sign posts, utility poles, fire hydrants, traffic signals standards, light poles, pull boxes, meters, valves, etc., shall not be located in the curb ramp including side flares and landings.
- In order to better accommodate conditions in the field, the contractor shall obtain final approval of curb ramp locations from the project manager and the city manager and the city traffic engineer. When necessitated by existing physical conditions, alternate curb ramps must be submitted to the project manager for approval by the city traffic engineer.
- Landings shall be a minimum of 48" x 48". Slopes shall not exceed 2% (50:1) in all directions.
- Detectable warnings are required at all street intersections, signalized driveways, commercial driveways 30' wide or greater, and marked mid-block crosswalks.
- Concrete Procedural note: Before scheduling delivery of concrete, contractor shall meet with City Inspector/PM to ensure the concrete formwork is constructed to dimensions and grades shown on plans and meets PROWAG, 2011 Technical Design Criteria. Calibrate 24" electronic digital level with Contractor's electronic digital level prior to verifying measurements. Verify measurements meet requirements or require correction of all discrepancies before scheduling of concrete to ensure the finished concrete will meet PROWAG. When all measurements meet requirements then the inspector shall permit concrete pour. Repeat the procedure after concrete pour to ensure the curb ramp meets PROWAG compliance. Final acceptance of a curb ramp does not occur until the final inspection of the project. This procedure shall be considered incidental to the installation of the ADA curb ramps.
- 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 48" clear path for pedestrians so as to meet ADA accessibility requirements. All temporary pedestrian facilities implemented during construction shall comply with ADA standards.
- Sidewalk and curb ramp cross slope is recommended to be constructed for a cross slope of 1.5% typical, but shall not exceed 2.0% cross slope on the pedestrian access route.



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HORROCKS ENGINEERS
 500 Marquette Avenue NW, Suite 1900
 Albuquerque, NM 87102 (505) 555-1972

PW1612 SARA ROAD REHABILITATION

GENERAL NOTES



PROJECT NO:	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SALVAGE ITEMS:

THE ONLY MATERIALS SALVAGED FROM THIS PROJECT ARE THE ASPHALT MILLINGS GENERATED FROM COLD MILLING PROCESS. HAUL AND STOCKPILE MILLED MATERIAL ACCORDING TO ROADWAY GENERAL NOTES 7 AND 8 ON SHEET 1-6.

LIST OF INCIDENTALS:

1. UTILITY REPAIR COSTS
2. EARTHWORK HAUL
3. DESIGN INSTALLATION, AND REMOVAL OF SHIELDING FOR CONSTRUCTION EQUIPMENT OR MATERIAL WITHIN CONSTRUCTION CLEAR ZONE.
4. HAULING OF SALVAGEABLE MATERIALS.
5. HAULING OF REMOVALS AND DISPOSED MATERIAL.
6. TRAFFIC SIGNALIZATION AND TEMPORARY TRAFFIC CONTROL COORDINATION PER SECTION 6.
7. WARPING OF SLOPES
8. CLEANING OF EXISTING STRUCTURES
9. CONSTRUCTION WATER
10. UTILITY VERIFICATION, LINE SPOTTING, POT HOLING AND EXPLORATION
11. NEAT LINE AT EDGE OF PAVEMENT OR MILLING EXISTING PAVEMENT TO TRANSITION OVERLAY
12. PERMIT FEES, IF APPLICABLE
13. PAVEMENT DROP OFF CORRECTIVE EFFORTS
14. TEMPORARY CONSTRUCTION FENCING OF RESTRICTED AREAS
15. DETECTABLE WARNINGS SURFACES FOR RAMPS
16. REMOVAL OF EXISTING WEEDS FROM CURBS AND PAVEMENT PRIOR TO PLACING OVERLAY
17. REMOVAL AND CAPPING OF IRRIGATION SYSTEMS ASSOCIATED WITH TREE REMOVAL
18. VIBRATION MONITORING DURING APPLICABLE CONSTRUCTION ACTIVITIES
19. WEDGE MILLING ALONG WEST LIP OF CURB, SARA ROAD.

OTHER: AS OUTLINED ON GENERAL NOTES SHEETS
 NOTE: THIS LIST IS PROVIDED FOR CONTRACTORS INFORMATION ONLY. ITEMS LISTED ARE ONLY A GENERAL DESCRIPTION OF THE REQUIRED WORK AND MATERIALS, AND MAY NOT BE COMPLETE. THIS LIST DOES NOT INCLUDE ANY INCIDENTAL WORK OR MATERIALS REQUIRED BY THE SPECIAL PROVISIONS SERIALS (STANDARD DETAILS), SUPPLEMENTAL SPECIFICATIONS OR STANDARD SPECIFICATIONS.

ABBREVIATIONS

AP	ANALYSIS POINT
@	AT
BC	BEGIN CURVE
BCR	BEGIN CURB RETURN
BK	BOOK
BLDG	BUILDING
BM	BENCH MARK
BOP	BEGINNING OF PROJECT
BVC	BEGIN VERTICAL CURVE
BW	BASE OF WALL
CATV	CABLE TV LINE
CB	CATCH BASIN
CF	CURB FACE
CG	CURB AND GUTTER
CL	CHAIN LINK
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
CONC	CONCRETE
CORR	CITY OF RIO RANCHO
CY	CUBIC YARDS
DUE	DRAINAGE UTILITY EASEMENT
DI	DROP INLET
DIA	DIAMETER
Δ	DELTA
EA	EACH
EC	END CURVE
ECR	END CURB RETURN
ELEV	ELEVATION
EOP	END OF PROJECT
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EVC	END VERTICAL CURVE
EW	EACH WAY
EXIST	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FOC	FACE OF CURB
FP	FINISHED PAD
G	GAS
GM	GAS METER
GV	GATE VALVE
HORIZ	HORIZONTAL
INT	INTERSECTION
INV	INVERT
INV EL	INVERT ELEVATION
LF	LINEAR FEET
LP	LIGHT POLE
LT	LEFT
MH	MANHOLE
NG	NATURAL GROUND
OC	ON CENTER
PB	PULL BOX
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PG	PAGE
PGL	PROFILE GRADE LINE PER TYPICAL SECTION
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE PIPE
PVMT	PAVEMENT
RAD	RADIUS
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
REF	REFERENCE
RT	RIGHT
R/W, ROW	RIGHT-OF-WAY
S	SLOPE
SAS	SANITARY SEWER LINE
SD	STORM DRAIN
SF	SQUARE FEET
STA	STATION
STD	STANDARD
SW	SIDEWALK
SY	SQUARE YARDS
T	TANGENT
TA	TOP OF ASPHALT
TAC	TOP OF ASPHALT CURB
TBC	TOP BACK OF CURB
TC	TOP OF CONCRETE
TEL	TELEPHONE LINE, RISER OR BOX
TP	TOP OF PIPE
TRANS	TRANSVERSE
TW	TOP OF WALL
TYP	TYPICAL
UE	UNDERGROUND ELECTRICAL LINE
UT	UNDERGROUND TELEPHONE LINE
VC	VERTICAL CURVE
VERT	VERTICAL
VPI	VERTICAL POINT OF INTERSECTION
W	WATERLINE
WM	WATER METER
WSEL	WATER SURFACE ELEVATION
WV	WATER VALVE

LEGEND:

	EXISTING STREET SIGN
	EXISTING TREE
	EXISTING POWER POLE
	EXISTING BOLLARD
	EXISTING STREET LIGHT
	EXISTING FIRE HYDRANT
	EXISTING TELEPHONE BOX
	EXISTING MAIL BOX
	SURVEY POINT
	CONTROL POINT
	EXISTING OVERHEAD ELECTRICAL LINE
	EXISTING STREET LIGHT CIRCUIT
	EXISTING TELEPHONE LINE
	EXISTING FIBER OPTIC LINE
	EXISTING CABLE TELEVISION
	EXISTING GAS LINE
	EXISTING WATER LINE
	EXISTING STORM DRAIN
	EXISTING SANITARY SEWER



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PW1612 SARA ROAD REHABILITATION

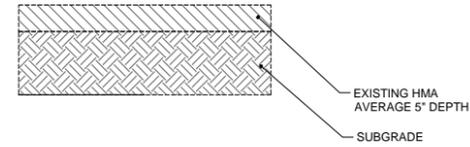
INCIDENTALS & LEGEND



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	1-7

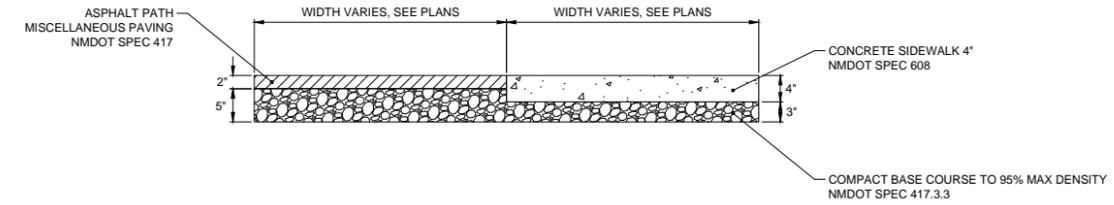
CORE NO.	STA	LOCATION	ASPHALT THICKNESS	R-VALUE
1	21+40	SARA ROAD	6.00	46
2	33+20	SARA ROAD	5.00	65
3	47+00	SARA ROAD	6.00	55
4	58+00	SARA ROAD	4.00	66
5	7+40	33RD CIRCLE	3.22	-
6	7+70	33RD CIRCLE	2.58	-
7	8+49	34TH CIRCLE	3.87	-
8	8+74	34TH CIRCLE	3.53	-
9	9+52	ROSE CIRCLE	3.73	-
10	9+92	ROSE CIRCLE	3.71	-

- NOTES:**
- TOP OF NEW ASPHALT SHALL MATCH LIP OF CURB ELEVATIONS.
 - UNCLASSIFIED EXCAVATION WITHIN THE FULL RECONSTRUCTION SECTION SHALL BE USED AT THE DIRECTION OF THE PROJECT MANAGER.
 - EXISTING PAVING ALONG THE RIGHT LIP OF CURB MAY REQUIRE WEDGE MILLING TO ACHIEVE THE FULL 2" DEPTH. PREVIOUS PAVEMENT OVERLAYS HAVE RAISED THE EDGE OF PAVEMENT 1" TO 2" ABOVE THE LIP OF CONCRETE GUTTER IN SOME LOCATIONS. WEDGE MILLING SHALL BE INCIDENTAL TO ITEM 414000 COLD MILLING.



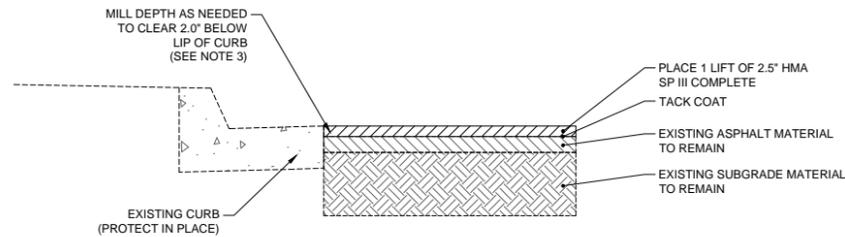
AVERAGE EXISTING TYPICAL SECTION - SARA ROAD

NTS



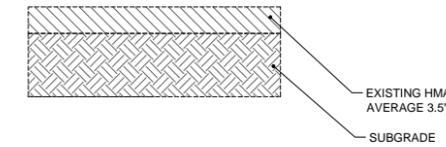
PROPOSED TYPICAL SECTION - PATH AND SIDEWALK

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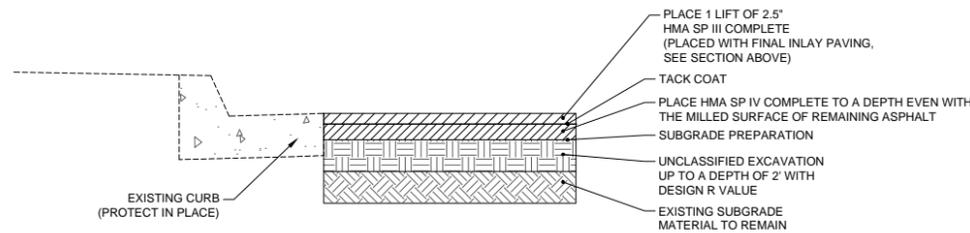
PROPOSED TYPICAL SECTION - SARA ROAD MILL AND INLAY

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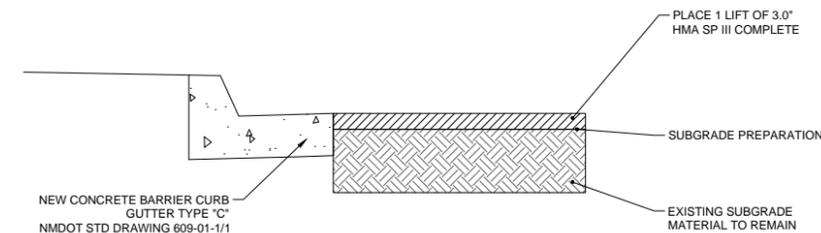
AVERAGE EXISTING TYPICAL SECTION - MINOR ROADS

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PROPOSED TYPICAL SECTION - SARA ROAD FULL RECONSTRUCTION

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PROPOSED TYPICAL SECTION - MINOR ROAD FULL RECONSTRUCTION

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NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016

DPI CHK:

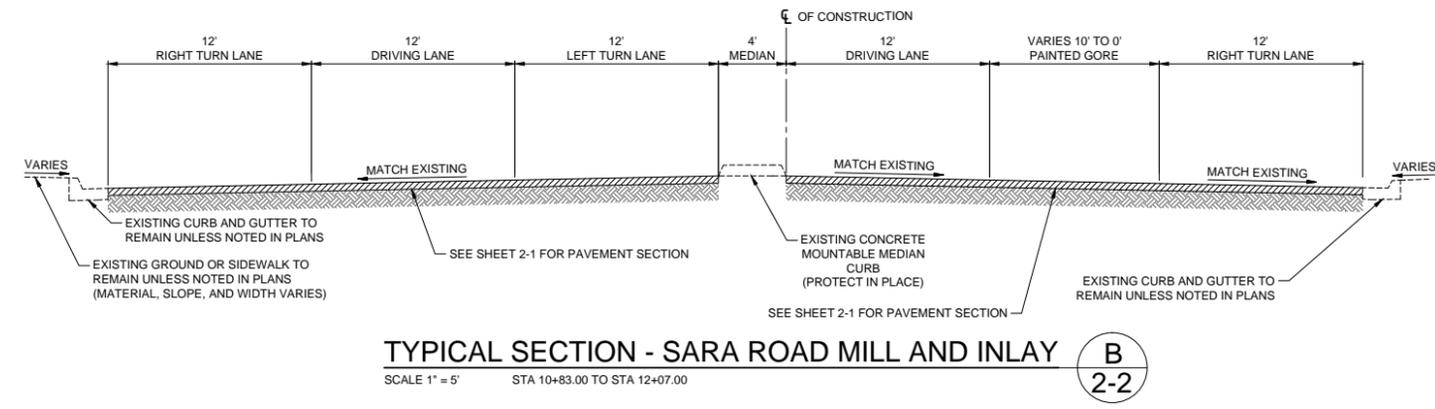
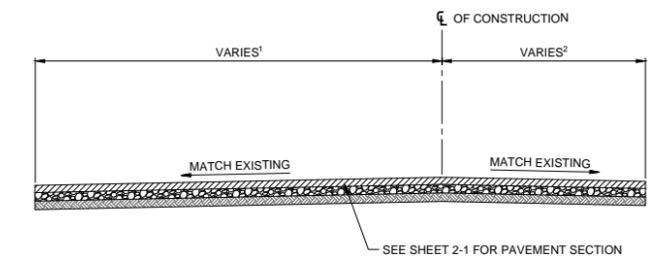
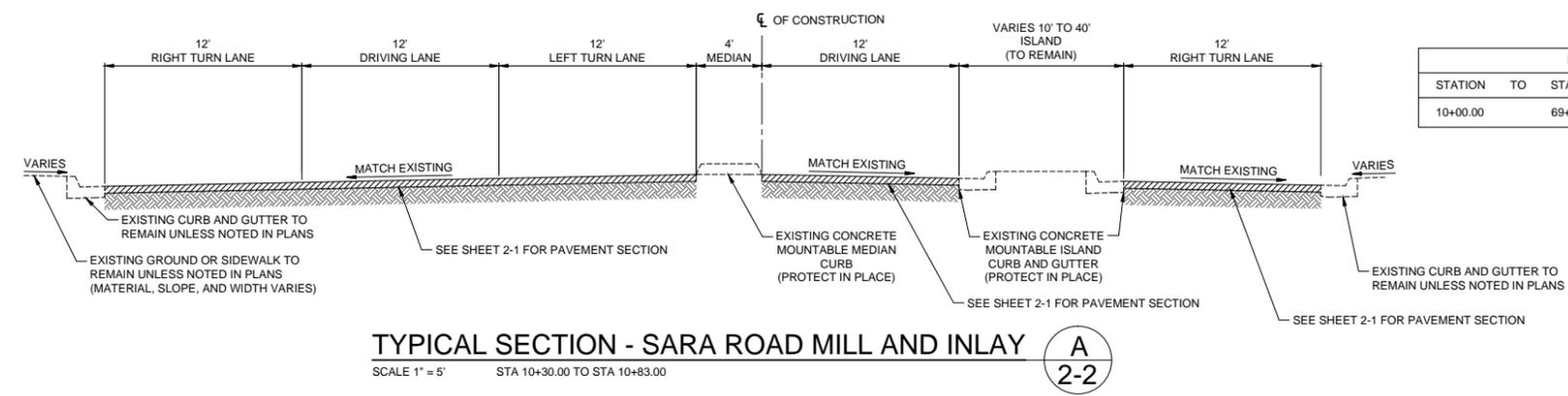
SHEET:

TRAFFIC VOLUME ESTIMATES
PW1612 - SARA ROAD, SOUTHERN BLVD TO NM 528
DESIGN SPEED 35 MPH

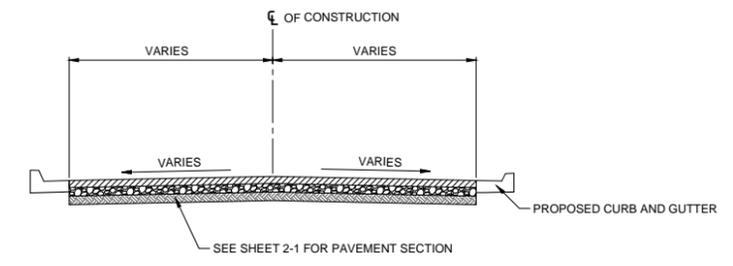
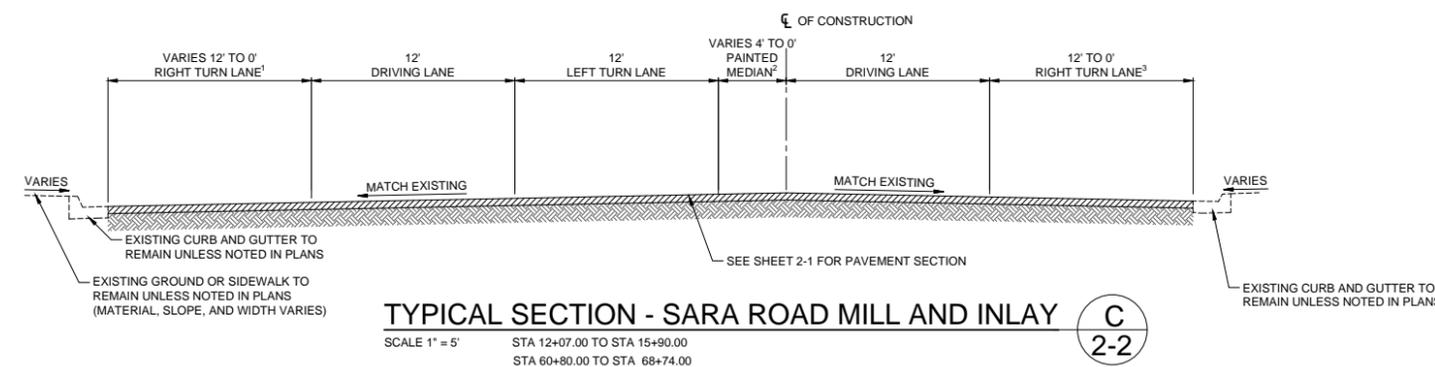
AADT (2014)	11,730
AADT (2036)	18,134

20-YEAR FLEXIBLE ESAL: 300,000
INITIAL SERVICEABILITY INDEX 4.2
TERMINAL SERVICEABILITY INDEX 2.2

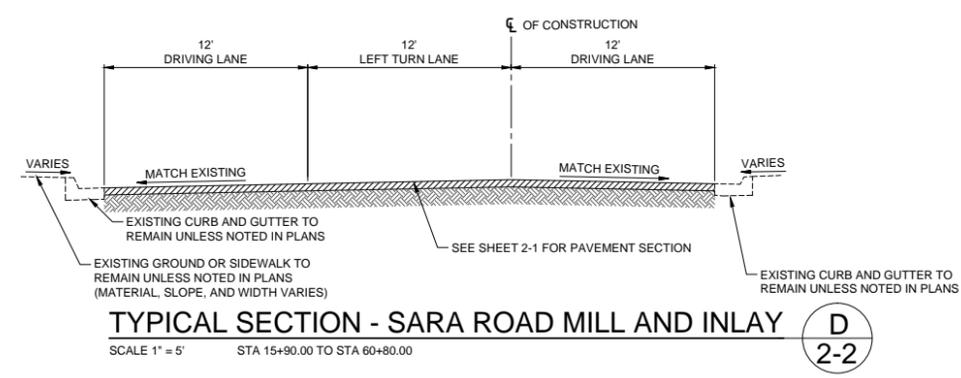
LENGTH OF PROJECT				REMARKS
STATION TO	STATION	LENGTH LIN. FT.	MILES	
10+00.00	69+80.22	5,980	1.13	ONE LANE EASTBOUND AND WESTBOUND, INTERSECTIONS AND TURN LANES



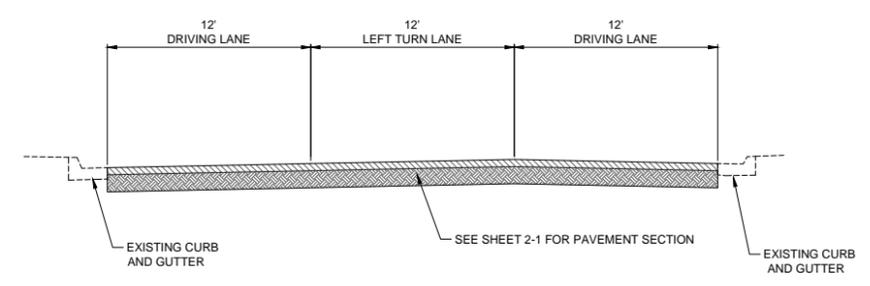
WB SARA ROAD ¹	EB SARA ROAD ²
STA 18+85.00 TO STA 18+95.00	STA 44+29.00 TO STA 44+54.00
STA 19+05.00 TO STA 19+15.00	STA 44+54.00 TO STA 45+04.00
STA 20+10.00 TO STA 21+00.00	
STA 26+27.00 TO STA 26+37.00	
STA 32+24.00 TO STA 32+34.00	
STA 32+50.00 TO STA 32+70.00	
STA 34+12.00 TO STA 34+20.00	
STA 41+55.00 TO STA 42+03.00	
STA 43+36.00 TO STA 43+44.00	
STA 46+57.00 TO STA 46+66.00	
STA 47+08.00 TO STA 47+20.00	
STA 49+26.00 TO STA 49+34.00	
STA 54+47.00 TO STA 54+64.00	
STA 56+98.00 TO STA 57+38.00	
STA 58+68.00 TO STA 58+99.00	
STA 60+68.00 TO STA 60+99.00	
STA 66+96.00 TO STA 68+74.00	



WB RIGHT TURN LANE ¹	PAINTED MEDIAN ²	EB RIGHT TURN LANE ³
STA 12+07.00 TO STA 14+40.00	STA 12+07.00 TO STA 13+70.00	STA 12+07.00 TO STA 15+90.00
STA 67+89.00 TO STA 68+74.00	STA 60+80.00 TO STA 68+74.00	STA 63+77.00 TO STA 68+74.00



STATION	REMARKS
STA 7+28.63 TO STA 7+94.19	(33RD CIRCLE)
STA 8+28.16 TO STA 8+90.00	(34TH CIRCLE)
STA 9+28.57 TO STA 9+98.75	(ROSE CIRCLE)
STA 11+33.11 TO STA 11+64.43	(GRANDE BOULEVARD)



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HORROCKS ENGINEERS
500 Marquette Avenue NW, Suite 1200
Albuquerque, NM 87102 (505) 555-1972

PW1612 SARA ROAD REHABILITATION
TYPICAL SECTIONS



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-2

O:\2016\1612\1612_Sara_Road_Rehabilitation\Project\Drawings\Final\Roadway_Design\1612_2-2_Typical_Section.dwg - 22 - 7/13/2016 05:19pm michael



SURFACING SCHEDULE				407000		414000			423282		REMARKS	
				ASPHALT MATERIAL FOR TACK COAT		COLD MILLING ASPHALT			HMA SP-III COMPLETE			
STATION TO STATION		PROPOSED TYPICAL SECTION	LENGTH (LIN. FT.)	AVG. WIDTH (FT)	TONS	DEPTH (IN)	SQ. YDS.	SQ. YD. IN	DEPTH (in)	TONS		
10+30.00	to	10+83.00	A	53	60.0	0.12	2.5	353	883	2.5	49.07	Sara Road
10+83.00	to	12+07.00	B	124	60.0	0.28	2.5	827	2067	2.5	114.81	Sara Road
12+07.00	to	13+70.00	C	163	4.0	0.02	2.5	72	181	2.5	10.06	Sara Road
12+07.00	to	14+40.00	C	233	6.0	0.05	2.5	155	388	2.5	21.57	Sara Road
12+07.00	to	15+90.00	C	383	6.0	0.09	2.5	255	638	2.5	35.46	Sara Road
12+07.00	to	15+90.00	C	383	36.0	0.51	2.5	1532	3830	2.5	212.78	Sara Road
15+90.00	to	60+80.00	D	4490	36.0	5.99	2.5	17960	44900	2.5	2494.44	Sara Road
60+80.00	to	68+74.00	C	794	4.0	0.12	2.5	353	882	2.5	49.01	Sara Road
63+77.00	to	68+74.00	C	497	12.0	0.22	2.5	663	1657	2.5	92.04	Sara Road
67+89.00	to	68+74.00	C	85	12.0	0.04	2.5	113	283	2.5	15.74	Sara Road
1+29.84	to	1+65.99	F	36	24.0	0.03	0.0	96	0	3.0	16.07	Jane Circle
4+29.03	to	5+01.94	F	73	24.0	0.06	0.0	194	0	3.0	32.40	Ann Circle
7+28.63	to	7+94.19	F	66	24.0	0.06	0.0	175	0	3.0	29.14	33rd Circle
8+28.16	to	8+90.00	F	62	24.0	0.05	0.0	165	0	3.0	27.48	34th Circle
9+28.57	to	9+98.75	F	70	24.0	0.06	0.0	187	0	3.0	31.19	Rose Circle
BID TOTAL												
PROJECT USE												
					7.70					55,710	3,231	
					10					55,710	3,300	

667210 - LANDSCAPE GRAVEL, 3/4" TAN							REVISIONS (OR CHANGE NOTICES)	
STATION	TO	STATION	LOC	AREA (SF)	AREA (SY)	COMMENTS	NO.	DESCRIPTION
14+86.51		15+65.5	LT	378	42	JANE CIR. INTERSECTION - WEST		
15+99.7		16+27.86	LT	160	18	JANE CIR. INTERSECTION - EAST		
18+60.73		19+21.29	LT	350	39	SALLY CIR. INTERSECTION - WEST		
19+55.66		19+82.15	LT	118	13	SALLY CIR. INTERSECTION - EAST		
22+31.09		22+77.21	LT	241	27	MAY CIR. INTERSECTION - WEST		
23+10.9		23+38.15	LT	162	18	MAY CIR. INTERSECTION - EAST		
25+81.21		26+32.51	LT	318	35	SUE CIR. INTERSECTION - WEST		
26+66.74		26+93.75	LT	160	18	SUE CIR. INTERSECTION - EAST		
29+53.33		30+19.06	LT	265	29	ANN CIR. INTERSECTION - WEST		
30+52.79		30+80.09	LT	162	18	ANN CIR. INTERSECTION - EAST		
33+58.83		33+92.13	LT	192	21	32ND CIR. INTERSECTION - WEST		
34+25.52		34+53.6	LT	165	18	32ND CIR. INTERSECTION - EAST		
37+33.83		37+63.93	LT	168	19	33RD CIR. INTERSECTION - WEST		
37+98.4		38+26.25	LT	155	17	33RD CIR. INTERSECTION - EAST		
40+97.56		41+36.87	LT	248	28	34TH CIR. INTERSECTION - WEST		
41+71.28		41+99.10	LT	150	17	34TH CIR. INTERSECTION - EAST		
44+82.3		45+09.3	LT	151	17	ROSE CIR. INTERSECTION - WEST		
45+43.71		45+71.36	LT	150	17	ROSE CIR. INTERSECTION - EAST		
48+31.04		48+81.9	LT	322	36	35TH CIR. INTERSECTION - WEST		
49+16.48		49+44.48	LT	155	17	35TH CIR. INTERSECTION - EAST		
54+41.21		54+67.84	LT	158	18	MARGIE RD. INTERSECTION - WEST		
55+01.96		55+33.58	LT	177	20	MARGIE RD. INTERSECTION - EAST		
62+16.3		62+59.77	LT	243	27	GRANDE BLVD. INTERSECTION - NORTHWEST		
62+93.87		64+66.15	LT	2,878	320	COMMERCIAL ISLAND NO. 1		
65+10.36		65+86.71	LT	1,185	132	COMMERCIAL ISLAND NO. 2		
66+17.96		67+20.31	LT	1,728	192	COMMERCIAL ISLAND NO. 3		
67+85.01		68+20.98	LT	316	35	CONNECTION TO NM 528 PEDESTRIAN RAMPS		
PROJECT TOTAL						1,206		
PROJECT USE						1,300		

STATION TO STATION			PROPOSED TYPICAL SECTION	LENGTH (FT)	203000 UNCLASSIFIED EXCAVATION	203100 BORROW	207000 SUBGRADE PREPARATION	423283 HMA SP-IV COMPLETE		407000 TACK COAT	601110 REMOVAL OF SURFACING	REMARKS	
					CU. YD.	CU. YD.	WIDTH	SQ. YD.	DEPTH (in)	SQ. YD.	TONS	SQ. YD.	
18+85	to	18+95	E	8.0	5.0	5.0	7.0	6.2	3.0	6.2	0.00	6.2	WB Sara Road, 60' West of Sally Circle
19+05	to	19+15	E	9.0	9.7	9.7	12.0	12.0	3.0	12.0	0.00	12.0	WB Sara Road, 38' West of Sally Circle
20+10	to	21+00	E	91.0	57.0	57.0	7.0	70.8	3.0	70.8	0.02	70.8	WB Sara Road, 63' East of Sally Circle
26+27	to	26+37	E	10.0	5.4	5.4	6.0	6.7	3.0	6.7	0.00	6.7	WB Sara Road, 15' West of Sue Circle
32+24	to	32+34	E	10.0	5.4	5.4	6.0	6.7	3.0	6.7	0.00	6.7	WB Sara Road, 9' West of 32nd Circle
32+50	to	32+70	E	20.0	66.2	66.2	37.0	82.2	3.0	82.2	0.03	82.2	WB Sara Road, 8' East of 32nd Circle (Valley gutter)
34+12	to	34+20	E	8.0	8.6	8.6	12.0	10.7	3.0	10.7	0.00	10.7	WB Sara Road, East of 32nd Circle
41+55	to	42+03	E	48.0	51.6	51.6	12.0	64.0	3.0	64.0	0.02	64.0	WB Sara Road, East of 34th Circle
43+36	to	43+44	E	8.0	4.3	4.3	6.0	5.3	3.0	5.3	0.00	5.3	WB Sara Road, 33' West of 34th Circle
44+29	to	44+54	E	25.0	11.2	11.2	5.0	13.9	3.0	13.9	0.00	13.9	EB Sara Road, 52' East of 34th Circle
44+54	to	45+04	E	50.0	17.9	17.9	4.0	22.2	3.0	22.2	0.01	22.2	EB Sara Road, 73' East of 34th Circle
46+57	to	46+66	E	9.0	5.6	5.6	7.0	7.0	3.0	7.0	0.00	7.0	WB Sara Road, West of Driveway
47+08	to	47+20	E	12.0	12.9	12.9	12.0	16.0	3.0	16.0	0.01	16.0	WB Sara Road, 42' East of Driveway
49+26	to	49+34	E	8.0	4.3	4.3	6.0	5.3	3.0	5.3	0.00	5.3	WB Sara Road, 25' East of 35th Circle
54+47	to	54+64	E	17.0	18.3	18.3	12.0	22.7	3.0	22.7	0.01	22.7	WB Sara Road, 23' West of Margie Road
56+98	to	57+38	E	40.0	43.0	43.0	12.0	53.3	3.0	53.3	0.02	53.3	WB Sara Road, 15' East of Church Drive No. 1
58+68	to	58+99	E	31.0	33.3	33.3	12.0	41.3	3.0	41.3	0.01	41.3	WB Sara Road, 15' East of Church Drive No. 2
60+68	to	60+99	E	31.0	33.3	33.3	12.0	41.3	3.0	41.3	0.01	41.3	WB Sara Road, 15' East of Church Drive No. 3
66+96	to	68+74	E	178.0	175.3	175.3	11.0	217.6	3.0	217.6	0.07	217.6	WB Sara Road, 178' West of EOP
BID TOTAL					568	568		1,410		705	0.24	705.2	
PROJECT USE					600	600		1,500		710	1	710	

SURFACING FACTORS						
ITEM	407000	408100	GALLONS	UNIT WT	UNIT WT	HYDRATED LIME
	GAL/SQ. YD.	GAL/SQ. YD.	PER TON	LBS/CF	TON/CY	% BY WT. OF TOTAL MIX
Base Course					1.975	
HMA SP-III Complete					2.000	1.50%
HMA SP-IV Complete					2.000	1.50%
Asphalt Material for Tack Coat	0.080		240			
Asphalt for Prime Coat		0.450	240			

- FOR CONTRACTOR'S INFORMATION ONLY -

NO.	DESCRIPTION	DATE	BY
7			
6			
5			
4			
3			
2			
1			



PW1612 SARA ROAD REHABILITATION

SURFACING SCHEDULE



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-3

609200 - HEADER CURB					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
14+82.72		15+68.57	LT	169.41	JANE CIR. INTERSECTION - WEST
15+97.37		16+27.86	LT	61.34	JANE CIR. INTERSECTION - EAST
18+58.48		19+24.25	LT	129.75	SALLY CIR. INTERSECTION - WEST
19+53.13		19+83.53	LT	61.22	SALLY CIR. INTERSECTION - EAST
22+29.16		22+79.49	LT	100.09	MAY CIR. INTERSECTION - WEST
23+08.68		23+39.09	LT	61.99	MAY CIR. INTERSECTION - EAST
25+79.62		26+35.50	LT	109.89	SUE CIR. INTERSECTION - WEST
26+64.37		26+94.68	LT	61.36	SUE CIR. INTERSECTION - EAST
29+48.53		30+22.00	LT	144.48	ANN CIR. INTERSECTION - WEST
30+50.12		30+80.98	LT	61.64	ANN CIR. INTERSECTION - EAST
33+58.86		33+94.89	LT	72.03	32ND CIR. INTERSECTION - WEST
34+23.26		34+53.58	LT	61.61	32ND CIR. INTERSECTION - EAST
37+34.04		37+66.44	LT	65.25	33RD CIR. INTERSECTION - WEST
37+95.34		38+26.29	LT	61.59	33RD CIR. INTERSECTION - EAST
40+96.54		41+35.69	LT	85.99	34TH CIR. INTERSECTION - WEST
41+68.59		41+99.10	LT	60.98	34TH CIR. INTERSECTION - EAST
44+81.35		45+11.72	LT	60.76	ROSE CIR. INTERSECTION - WEST
45+40.83		45+71.61	LT	61.52	ROSE CIR. INTERSECTION - EAST
48+29.44		48+84.89	LT	109.91	35TH CIR. INTERSECTION - WEST
49+14.16		49+44.50	LT	60.02	35TH CIR. INTERSECTION - EAST
54+40.27		54+70.71	LT	46.4	MARGIE RD. INTERSECTION - WEST
54+99.63		55+34.84	LT	70.92	MARGIE RD. INTERSECTION - EAST
62+29.40		62+62.62	LT	33.69	GRANDE BLVD. INTERSECTION - NORTHWEST
63+08.54		63+50.45	RT	62.07	GRANDE BLVD. INTERSECTION - ISLAND
63+53.95		63+81.96	RT	62.09	GRANDE BLVD. INTERSECTION - SOUTHEAST
62+93.88		63+47.65	LT	67.52	COMMERCIAL ISLAND NO. 1 - WEST
64+54.16		64+66.34	LT	57.52	COMMERCIAL ISLAND NO. 1 - EAST
65+06.94		65+21.96	LT	27.54	COMMERCIAL ISLAND NO. 2 - WEST
65+79.20		65+86.65	LT	46.67	COMMERCIAL ISLAND NO. 2 - EAST
66+18.61		66+43.90	LT	51.65	COMMERCIAL ISLAND NO. 3 - WEST
66+88.63		67+17.42	LT	58.67	COMMERCIAL ISLAND NO. 3 - EAST
67+84.35		68+21.59	LT	50.89	CONNECTION TO NM 528 PEDESTRIAN RAMPS
PROJECT TOTAL				2296.46	
PROJECT USE				2300	

608004 - CONCRETE SIDEWALK 4"						
STATION	TO	STATION	LOC	AREA (SF)	AREA (SY)	REMARKS
14+82.72		15+68.57	LT	672.13	74.68	JANE CIR. INTERSECTION - WEST
15+97.37		16+27.86	LT	215.07	23.90	JANE CIR. INTERSECTION - EAST
18+58.48		19+24.25	LT	493.18	54.80	SALLY CIR. INTERSECTION - WEST
19+53.13		19+83.53	LT	214.05	23.78	SALLY CIR. INTERSECTION - EAST
22+29.16		22+79.49	LT	411.3	45.70	MAY CIR. INTERSECTION - WEST
23+08.68		23+39.09	LT	221.02	24.56	MAY CIR. INTERSECTION - EAST
25+79.62		26+35.50	LT	404.48	44.94	SUE CIR. INTERSECTION - WEST
26+64.37		26+94.68	LT	211.54	23.50	SUE CIR. INTERSECTION - EAST
29+48.53		30+22.00	LT	743.94	82.66	ANN CIR. INTERSECTION - WEST
30+50.12		30+80.98	LT	220.19	24.47	ANN CIR. INTERSECTION - EAST
33+58.86		33+94.89	LT	271.34	30.15	32ND CIR. INTERSECTION - WEST
34+23.26		34+53.58	LT	216.7	24.08	32ND CIR. INTERSECTION - EAST
37+34.04		37+66.44	LT	232.85	25.87	33RD CIR. INTERSECTION - WEST
37+95.34		38+26.29	LT	221.72	24.64	33RD CIR. INTERSECTION - EAST
40+96.54		41+35.69	LT	266.55	29.62	34TH CIR. INTERSECTION - WEST
41+68.59		41+99.10	LT	210.98	23.44	34TH CIR. INTERSECTION - EAST
44+81.35		45+11.72	LT	217.64	24.18	ROSE CIR. INTERSECTION - WEST
45+40.83		45+73.82	LT	213.38	23.71	ROSE CIR. INTERSECTION - EAST
48+29.44		48+84.89	LT	385.09	42.79	35TH CIR. INTERSECTION - WEST
49+14.16		49+44.50	LT	216.54	24.06	35TH CIR. INTERSECTION - EAST
54+40.27		54+70.71	LT	216.64	24.07	MARGIE RD. INTERSECTION - WEST
54+99.63		55+34.84	LT	257.56	28.62	MARGIE RD. INTERSECTION - EAST
62+29.40		62+62.62	LT	216.49	24.05	GRANDE BLVD. INTERSECTION - NORTHWEST
63+08.54		63+50.45	RT	197.43	21.94	GRANDE BLVD. INTERSECTION - ISLAND
63+53.95		63+81.96	RT	234.6	26.07	GRANDE BLVD. INTERSECTION - SOUTHEAST
62+93.88		63+47.65	LT	412.84	45.87	COMMERCIAL ISLAND NO. 1 - WEST
64+54.16		64+66.34	LT	60.48	6.72	COMMERCIAL ISLAND NO. 1 - EAST
65+06.94		65+21.96	LT	68.48	7.61	COMMERCIAL ISLAND NO. 2 - WEST
65+79.20		65+86.65	LT	37.54	4.17	COMMERCIAL ISLAND NO. 2 - EAST
66+18.61		66+43.90	LT	184.35	20.48	COMMERCIAL ISLAND NO. 3 - WEST
66+88.63		67+17.42	LT	187.97	20.89	COMMERCIAL ISLAND NO. 3 - EAST
67+84.35		68+21.59	LT	699.93	77.77	CONNECTION TO NM 528 PEDESTRIAN RAMPS
PROJECT TOTAL				1003.78		
PROJECT USE				1010		

ITEM NO. 601000 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS							
STATION	TO	STATION	LOC	QUANTITY	UNIT	STRUCTURE/OBSTRUCTION	REMARKS
13+36.81		-	LT	1	EA	SIGN	REMOVE AND DISPOSE
29+13.85		-	LT	1	EA	SIGN	REMOVE AND DISPOSE
29+39.28		-	LT	1	EA	SIGN	REMOVE AND DISPOSE
39+95.8		-	LT	2	EA	SIGN	REMOVE AND DISPOSE
50+21.38		-	LT	2	EA	SIGN	REMOVE AND DISPOSE
15+49.92		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
16+15.61		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
19+05.02		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
19+71.53		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
22+61.63		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
23+27.27		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
26+16.64		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
26+83.51		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
30+03.38		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
30+69.19		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
33+75.48		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
34+41.28		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
37+47.51		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
38+14.10		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
41+21.20		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
41+87.30		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
44+93.16		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
45+59.00		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
48+66.42		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
49+32.91		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
54+51.97		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
55+18.54		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
58+35.90		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
58+67.87		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
60+34.59		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
60+67.98		-	LT	2	EA	BOLLARD	REMOVE AND DISPOSE
62+42.44		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
63+12.39		-	LT	3	EA	BOLLARD	REMOVE AND DISPOSE
63+16.45		-	LT	1	EA	TREE	REMOVE AND DISPOSE
63+81.85		-	LT	1	EA	TREE	REMOVE AND DISPOSE
64+27.61		-	LT	1	EA	TREE	REMOVE AND DISPOSE
64+64.34		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
64+15.50		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
65+42.22		-	LT	1	EA	TREE	REMOVE AND DISPOSE
65+54.75		-	LT	1	EA	STEEL PLATE	REMOVE AND RELOCATE
65+74.38		-	LT	1	EA	TREE	REMOVE AND DISPOSE
65+86.12		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
66+23.58		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
67+09.84		-	LT	1	EA	SIGN	REMOVE AND DISPOSE
67+20.		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
67+87.		-	LT	1	EA	BOLLARD	REMOVE AND DISPOSE
67+99.		69+88	LT	1	EA	PINNED CURB	REMOVE AND DISPOSE

609444 - CONCRETE VERTICAL CURB AND GUTTER TYPE B 8" X 24"					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
15+56.02		15+69.07	LT	39	JANE CIR. INTERSECTION - WEST
15+96.07		16+09.27	LT	39	JANE CIR. INTERSECTION - EAST
19+11.54		19+24.83	LT	25	SALLY CIR. INTERSECTION - WEST
19+52.07		19+65.3	LT	23	SALLY CIR. INTERSECTION - EAST
22+67.89		22+80.37	LT	24	MAY CIR. INTERSECTION - WEST
23+07.9		23+20.76	LT	24	MAY CIR. INTERSECTION - EAST
26+23.		26+35.97	LT	24	SUE CIR. INTERSECTION - WEST
26+63.5		26+77.08	LT	24	SUE CIR. INTERSECTION - EAST
30+09.77		30+22.40	LT	41	ANN CIR. INTERSECTION - WEST
30+62.97		30+49.6	LT	42	ANN CIR. INTERSECTION - EAST
33+82.06		33+95.1	LT	24	32ND CIR. INTERSECTION - WEST
34+22.51		34+35.31	LT	24	32ND CIR. INTERSECTION - EAST
37+53.9		37+67.76	LT	78	33RD CIR. INTERSECTION - WEST
37+94.48		38+08.14	LT	78	33RD CIR. INTERSECTION - EAST
41+27.66		41+40.57	LT	68	34TH CIR. INTERSECTION - WEST
41+67.69		41+81.15	LT	69	34TH CIR. INTERSECTION - EAST
44+99.54		45+13.61	LT	82	ROSE CIR. INTERSECTION - WEST
45+40.22		45+53.6	LT	82	ROSE CIR. INTERSECTION - EAST
48+71.8		48+85.32	LT	24	35TH CIR. INTERSECTION - WEST
49+13.04		49+26.55	LT	24	35TH CIR. INTERSECTION - EAST
54+58.36		54+71.46	LT	24	MARGIE RD. INTERSECTION - WEST
54+98.7		55+11.91	LT	24	MARGIE RD. INTERSECTION - EAST
62+49.56		62+63.7	LT	34	GRANDE BLVD. INTERSECTION - NORTHWEST
63+08.45		63+52.37	RT	31	GRANDE BLVD. INTERSECTION - ISLAND
63+53.95		63+77.4	RT	40	GRANDE BLVD. INTERSECTION - SOUTHEAST
62+92.35		63+07.3	LT	36	COMMERCIAL ISLAND NO. 1 - WEST
64+57.8		64+67.17	LT	41	COMMERCIAL ISLAND NO. 1 - EAST
65+01.98		65+20.33	LT	41	COMMERCIAL ISLAND NO. 2 - WEST
65+87.40		65+88.26	LT	33	COMMERCIAL ISLAND NO. 2 - EAST
66+16.48		66+30.71	LT	37	COMMERCIAL ISLAND NO. 3 - WEST
67+11.71		67+20.78	LT	31	COMMERCIAL ISLAND NO. 3 - EAST
67+83.33		67+84.61	LT	20	CONNECTION TO NM 528 PEDESTRIAN RAMPS
PROJECT TOTAL				1,252	
PROJECT USE				1,260	

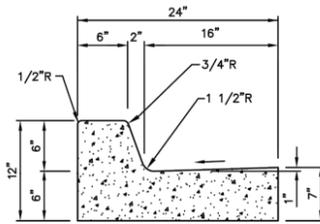
609650 - CONCRETE VALLEY GUTTER 6" X 72"					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
33+96.54		34+20.76	LT	24.22	32RD CIRCLE
37+69.18		37+93.18	LT	24	33RD CIRCLE
41+41.63		41+65.66	LT	24.03	34TH CIRCLE
45+14.57		45+38.21	LT	23.64	ROSE CIRCLE
PROJECT TOTAL				95.89	
PROJECT USE				100	

608106 - DRIVE PAD 6"						
STATION	TO	STATION	LOC	AREA (SF)	AREA (SY)	COMMENTS
7+62.52		8+00.29	RT	392	44	PRIVATE DRIVE - 33ND CIR.
9+86.78		10+03.91	LT	174	19	PRIVATE DRIVE - ROSE CIR.
64+86.06		65+00.75	LT	534	59	SHOPPING CENTER DRIVEWAY/SARA ROAD
65+88.29		66+16.48	LT	579	64	FILIBERTO'S DRIVEWAY/SARA ROAD
67+12.78		67+82.65	LT	1,526	170	CHEVRON DRIVEWAY/SARA ROAD
PROJECT TOTAL				356		
PROJECT USE				400		

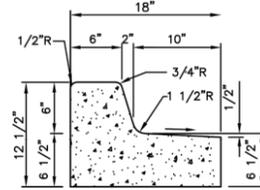
LUMP SUM ITEMS			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	LS
618000	TRAFFIC CONTROL MANAGEMENT	LS	LS
621000	MOBILIZATION	LS	LS
664990	DRIP IRRIGATION SYSTEM	LS	LS
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS	LS
801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	LS
901000	CONSTRUCTION PROCESS QUALITY CONTROL	LS	LS

609008 - CONCRETE CURB 8"					
STATION	TO	STATION	LOC	LENGTH (LF)	COMMENTS
11+14		11+18	LT	4	EXISTING CURB SECTION DAMAGED
33+70		33+74	LT	4	EXISTING CURB SECTION DAMAGED
41+18		41+22	LT	4	EXISTING CURB SECTION DAMAGED
PROJECT TOTAL				12	
PROJECT USE				20	

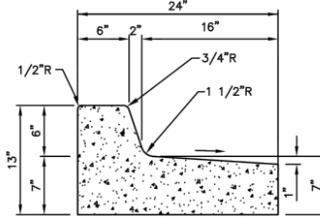
667206 - LANDSCAPE BOULDERS, 2'					
STATION	TO	STATION	LOC	EACH	COMMENTS
15+25		16+30	LT	4	JANE CIRCLE/SARA ROAD
18+90		19+85	LT	4	SALLY CIRCLE/SARA ROAD
22+41		23+41	LT	4	MAY CIRCLE/SARA ROAD
26+01		26+97	LT	4	SUE CIRCLE/SARA ROAD
29+63		30+83	LT	4	ANN CIRCLE/SARA ROAD
33+61		34+55	LT	4	32nd CIRCLE/SARA ROAD



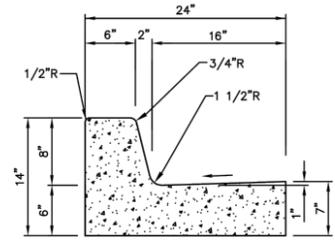
STANDARD CURB AND GUTTER



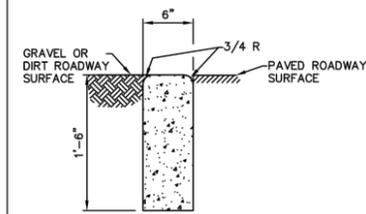
MEDIAN CURB AND GUTTER



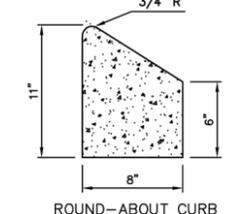
SPILL CURB AND GUTTER



8" CURB AND GUTTER FOR COLLECTOR AND ARTERIAL STREETS ONLY. SEE NOTE 7.



CUTOFF WALL USE FOR TRANSITION TO UNPAVED ROAD, SEE NOTE 7.



ROUND-ABOUT CURB

GENERAL NOTES:

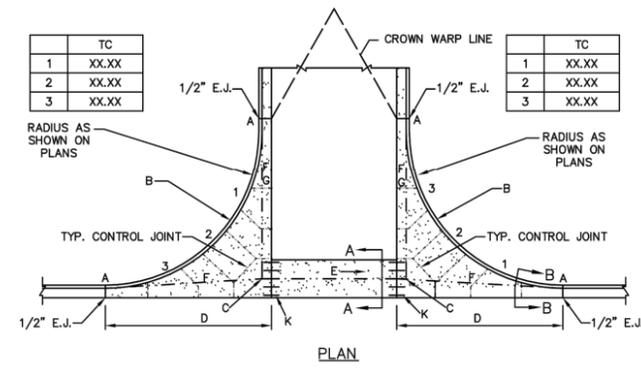
- ANY DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY FOR PRIOR APPROVAL.
- ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY THE CITY.
- SUBGRADE SHALL BE COMPACTED TO 95% ASTM D 1557, MIN.
- CURB AND GUTTER SHALL BE PORTLAND CEMENT CONCRETE. PORTLAND CEMENT CONCRETE SHALL BE 3000 PSI @ 28 DAYS. AIR ENTRAINMENT SHALL BE 5% MINIMUM TO 9% MAXIMUM. A CLASS F FLY ASH ADDITIVE IS ALLOWED UP TO 20% BY WEIGHT.
- FOR CONCRETE CURB AND GUTTER CONSTRUCT TRANSVERSE JOINTS AS FOLLOWS:
 - TOOLED CONTRACTION JOINTS AT 5' INTERVALS
 - 1/2" PRE-MOLDED BITUMINOUS EXPANSION JOINTS AT 15' INTERVALS.
- DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
- 8" CURB AND GUTTER AND CUTOFF WALL IS NOT FOR USE IN NEW RESIDENTIAL DEVELOPMENT. USE MUST BE PREAPPROVED BY THE CITY.
- ASPHALT PLACEMENT SHALL BE EVEN WITH THE LIP OF GUTTER, BUT IN NO CASE SHALL IT EXCEED 1/4". ASPHALT PLACED LOWER THAN LIP OF GUTTER SHALL BE CORRECTED AT CONTRACTOR'S EXPENSE.

City of Rio Rancho
Department of Public Works

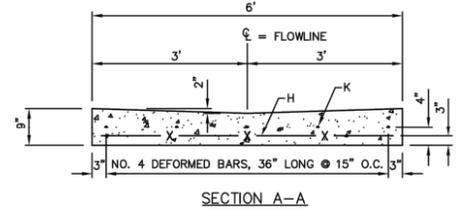
CURB AND GUTTER

DATE MODIFIED: OCT 10, 2014

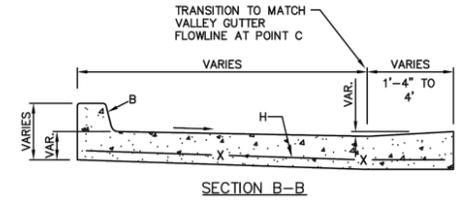
DWG. NO. CG-01 OCT 2, 2008



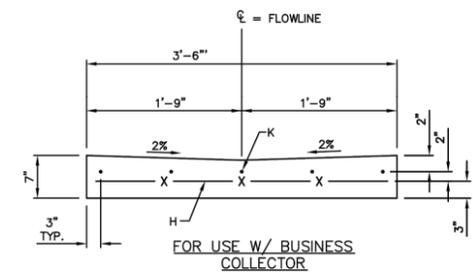
PLAN



SECTION A-A



SECTION B-B



FOR USE W/ BUSINESS COLLECTOR

CONSTRUCTION NOTES

- END OF CURB RETURN.
- CONSTRUCT CURB RAMP WHERE SHOWN ON PLANS. ADJUST CURB HEIGHT TO MATCH RAMP CONFIGURATION.
- INTERSECTION OF FLOWLINES.
- VALLEY GUTTER FILLET AREAS AND CURB SHALL BE CONSTRUCTED MONOLITHICALLY.
- DIRECTION OF FLOW.
- FLOWLINE.
- PROJECTED GUTTER FLOWLINE.
- 6x6-6/6 WELDED WIRE FABRIC IS THE PREFERRED REINFORCEMENT FOR VALLEY GUTTER AND FILLET AREAS.
- NO. 4 DEFORMED BARS CENTERED BETWEEN VALLEY GUTTER AND FILLET, 6" LONG @ 15" ON CENTER.

GENERAL NOTES

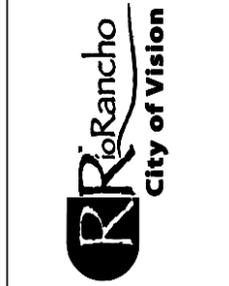
- SEE PLANS FOR FINISH GRADE ELEVATIONS (TOP OF CURB) FOR END OF CURB RETURNS, AT QUARTERPOINTS ALONG CURB RETURN (IN THE CLOCKWISE DIRECTION) AND FLOWLINE ELEVATIONS AT THE INTERSECTIONS OF PROJECTED FLOWLINES.
- VALLEY GUTTER CONSTRUCTION SHALL PROVIDE A SMOOTH AND WELL DEFINED FLOW PATH ACROSS THE INTERSECTION. ABRUPT CHANGES IN GRADE OR CROSS SECTION WILL NOT BE PERMITTED.
- VALLEY GUTTER, INCLUDING FILLET AREAS, SHALL BE REINFORCED WITH 6X6-W2.9xW2.9 WELDED WIRE FABRIC. SEE NOTE H.
- FOR NEW CONSTRUCTION, THE VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT.
- PRIOR TO CONSTRUCTION OF A NEW VALLEY GUTTER ON EXISTING STREETS, PAVEMENT REMOVALS AS SHOWN ON PLANS SHALL BE COMPLETED.
- ALL CONCRETE SHALL BE PORTLAND CEMENT CONCRETE 3000 PSI MINIMUM @ 28 DAYS. AIR ENTRAINMENT SHALL BE 5% MINIMUM TO 9% MAXIMUM. A CLASS F FLY ASH ADDITIVE IS ALLOWED UP TO 20% BY WEIGHT.

City of Rio Rancho
Department of Public Works

VALLEY GUTTER AT INTERSECTION

DATE MODIFIED: OCT 10, 2014

DWG. NO. VG-01 OCT 2, 2008



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HORROCKS ENGINEERS
500 Marquette Avenue NW, Suite 1200
Albuquerque, NM 87102 (505) 553-1972

PW1612 SARA ROAD REHABILITATION

MISCELLANEOUS DETAILS

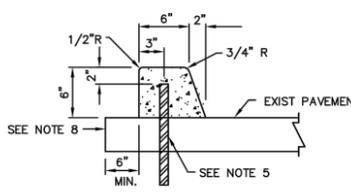


PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

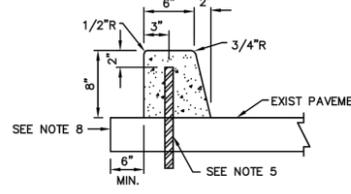
SHEET: 2-5

GENERAL NOTES:

- ANY DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY FOR PRIOR APPROVAL.
- ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY THE CITY.
- PINNED CURB SHALL BE PORTLAND CEMENT CONCRETE. PORTLAND CEMENT CONCRETE SHALL BE 3000 PSI @ 28 DAYS. AIR ENTRAINMENT SHALL BE 5% MINIMUM TO 9% MAXIMUM. A CLASS F FLY ASH ADDITIVE IS ALLOWED UP TO 20% BY WEIGHT.
- FOR CONCRETE CURB CONSTRUCT TRANSVERSE JOINTS AS FOLLOWS:
 - TOOLED CONSTRUCTION JOINTS AT 5' INTERVALS
 - 1/2" PRE-MOLDED BITUMINOUS EXPANSION JOINTS AT 30' INTERVALS.
- DRILL AND EPOXY NO. 4 DEFORMED BARS 18" DEEP IN HOLES DRILLED 2" ON CENTER IN EXISTING PAVEMENT. SEAL WITH EPOXY.
- DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
- PINNED CURB IS NOT FOR USE IN NEW DEVELOPMENT. USE MUST BE PREAPPROVED BY THE CITY.
- PAVEMENT MUST EXTEND A MINIMUM OF 6" BEHIND BACK OF PINNED CURB.
- 8" PINNED CURB IS NOT FOR USE IN NEW RESIDENTIAL DEVELOPMENT.



PINNED CURB-TYPE I



PINNED CURB-TYPE II FOR COLLECTOR/ARTERIAL STREETS ONLY. SEE NOTE 9

City of Rio Rancho
Department of Public Works

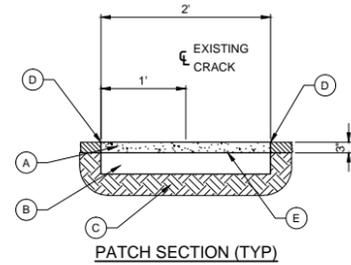
PINNED CURB

DATE MODIFIED: OCT 10, 2014

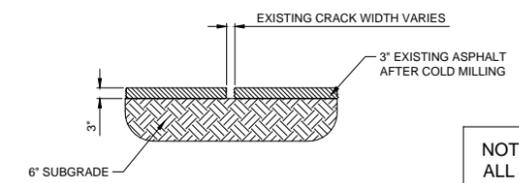
DWG. NO. CG-02 SEP. 29, 2005

KEYED NOTES:

- MISCELLANEOUS PAVING PER NMDOT SPECIFICATION 417.
- OVER EXCAVATE ROAD AND COMPACT 95% MIN. COMPACTION PER ASTM D 1557.
- UNDISTURBED EARTH 95% MIN COMPACTION PER ASTM D 1157.
- NEATLINE CUT PAVEMENT. APPLY TACK COAT PER NMDOT SPECIFICATION 407.
- PRIME COAT PER NMDOT SPECIFICATION 408 OR SUBGRADE MOISTURE CONTROLLED AT COMPACTION MOISTURE RANGE.



PATCH SECTION (TYP)



EXISTING SARA ROAD PAVEMENT SECTION

NOTE: CONTRACTOR SHALL PATCH ALL CRACKS 2" WIDTH OR GREATER. CRACKS UNDER 2" WIDTH SHALL BE SEALED. CRACK SEALING AND/OR PATCHING SHALL BE ACCOMPLISHED FOLLOWING COLD MILLING AND PRIOR TO PLACEMENT OF HMA.

PAVEMENT PATCH - SARA ROAD

C:\2016\CG-02-1463-Sara Road Rehabilitation\Project\Drawings\Final\Roadway_Design\CG-02-1601_2-5 TO 2-6_MISC DETAILS.dwg -25- 7/13/2016 05:20pm michajl

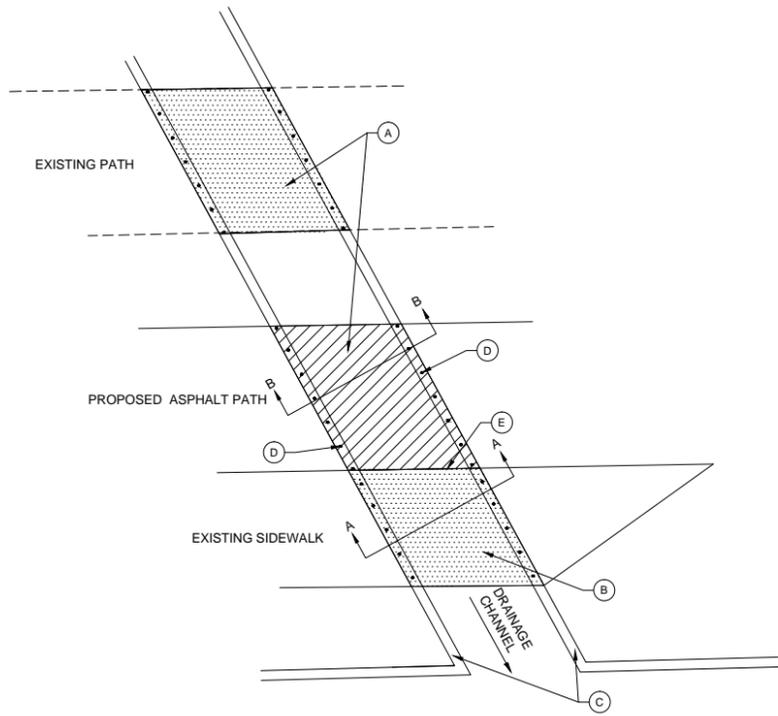
NO.	DESCRIPTION	DATE	BY
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HORROCKS ENGINEERS
 500 Marquette Avenue NW, Suite 1000
 Albuquerque, NM 87102 (505) 555-1972

PW1612 SARA ROAD REHABILITATION
 MISCELLANEOUS DETAILS

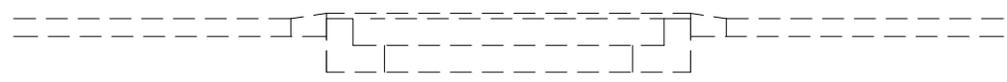


PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-6

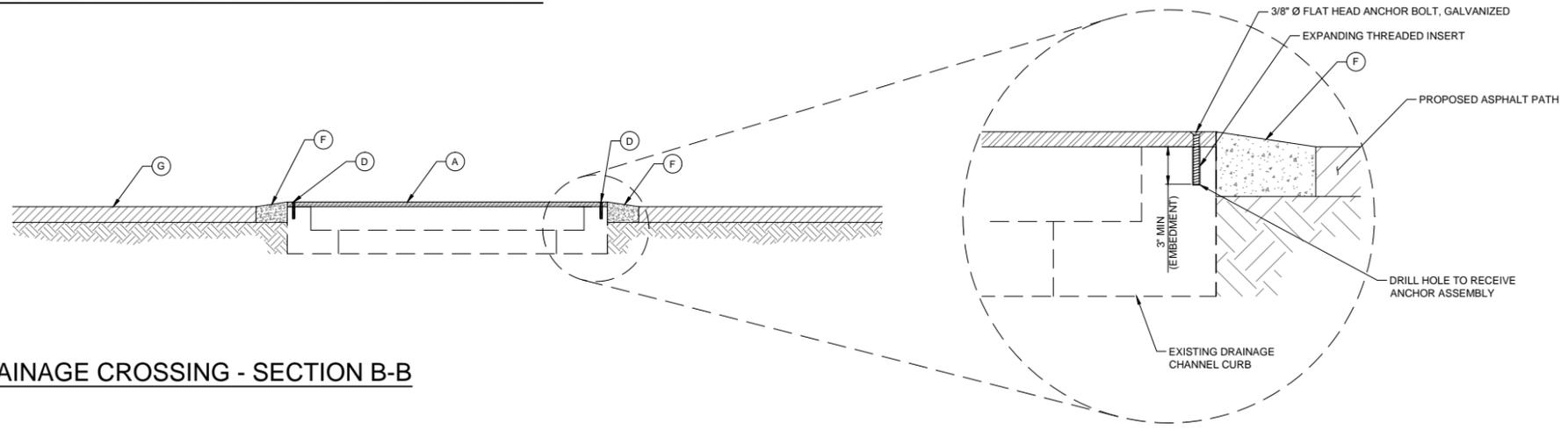


DRAINAGE CROSSING - PLAN DETAIL
 NTS

- KEYED NOTES:**
- A. REMOVE AND RESET STEEL PANEL TO MATCH PATHWAY REALIGNMENT
 - B. RETAIN AND PROTECT STEEL PANEL ALONG EXISTING SIDEWALK ALIGNMENT
 - C. RETAIN AND PROTECT EXISTING DRAINAGE CHANNEL CURBING.
 - D. PLACE CONCRETE ANCHORS IN DRAINAGE CHANNEL CURBING, ALIGNED WITH THE HOLE PATTERN OF THE RELOCATED STEEL PANEL. FASTEN HARDWARE FLUSH WITH SURFACE OF THE PANEL.
 - E. ALIGN PANELS TO ELIMINATE GAP.
 - F. FORM CONCRETE TRANSITION BETWEEN PROPOSED PATH REALIGNMENT AND RELOCATED PANEL TRANSITION. RUNNING SLOPE AND CROSS SLOPE OF TRANSITION SHALL NOT EXCEED 2%. VERTICAL SURFACE DISCONTINUITIES SHALL NOT EXCEED THE ALLOWANCE OF 1/4" (SEE PROWAG PAGES 76-77)
 - G. PROPOSED ASPHALT PATH

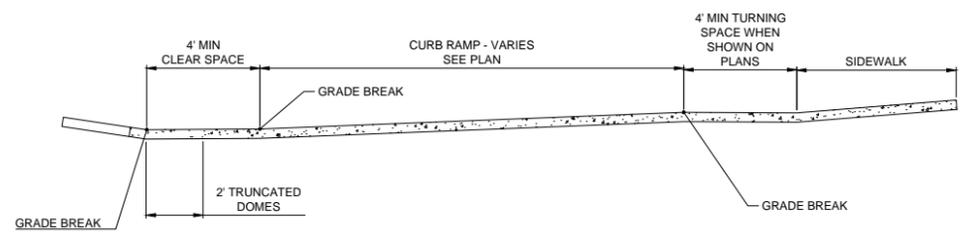
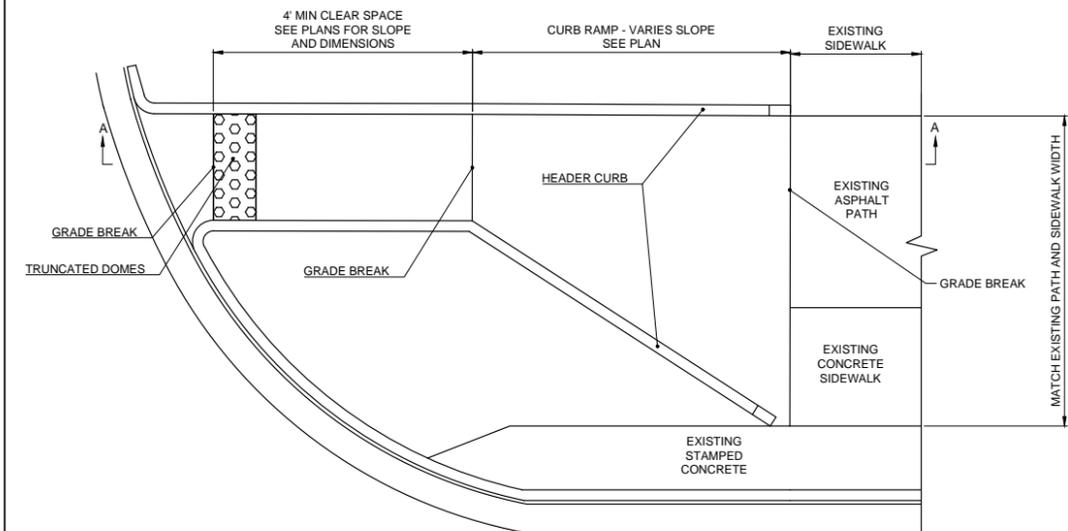


EXISTING DRAINAGE CROSSING - SECTION A-A
 NTS



DRAINAGE CROSSING - SECTION B-B
 NTS

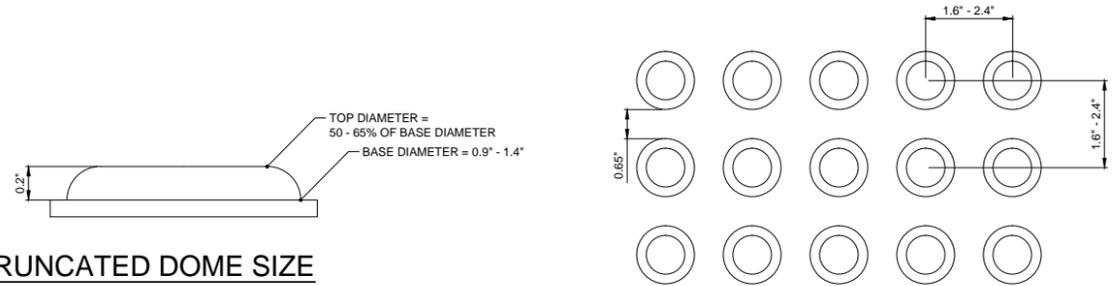
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SECTION A-A
NTS

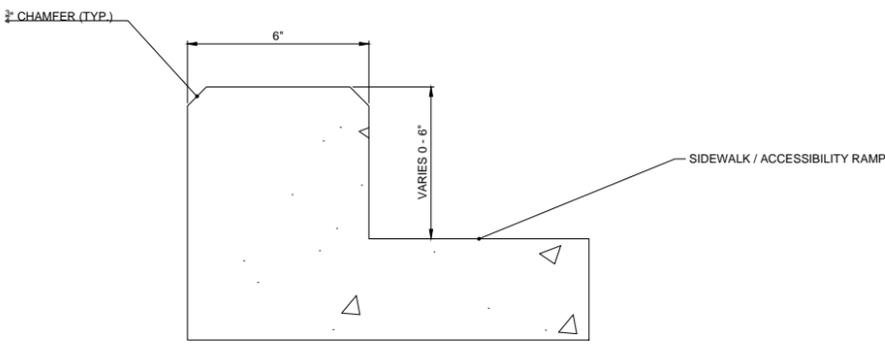
- GENERAL NOTES:**
1. CURB SHALL MEET ALL REQUIREMENTS STATED IN THE PROPOSED PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAG) FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT OF WAY.
 2. CURB RAMPS SHALL BE A MAXIMUM OF 15' IN LENGTH.
 3. ALL CROSS SLOPES HAVE BEEN DESIGNED AT 1.5%, MAX CROSS SLOPE SHALL BE 2.0%.
 4. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, STREET OR HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON DARK OR DARK-ON LIGHT. THIS PROJECT SHALL HAVE YELLOW DETECTABLE WARNING SURFACES UNLESS OTHERWISE SPECIFIED BY THE PROJECT MANAGER.
 5. DETECTABLE WARNING SURFACES SHALL EXTEND 2.0 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL. DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN.
 6. INSTALL TRUNCATED DOMES PER MANUFACTURE'S INSTRUCTION.
 7. TRUNCATED DOMES ARE CONSIDERED INCIDENTAL TO SIDEWALK INSTALLATION.
 8. FOR SIDEWALK CURB AND GUTTER DETAIL SEE NMDOT STANDARD DRAWING 609-01-1-1.

PERPENDICULAR ACCESSIBILITY RAMP
NTS

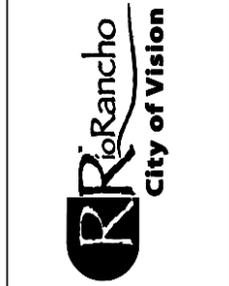


TRUNCATED DOME SIZE
NTS

TRUNCATED DOME SPACING
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HEADER CURB DETAIL
NTS



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PW1612 SARA ROAD REHABILITATION

MISCELLANEOUS DETAILS



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:
2-7

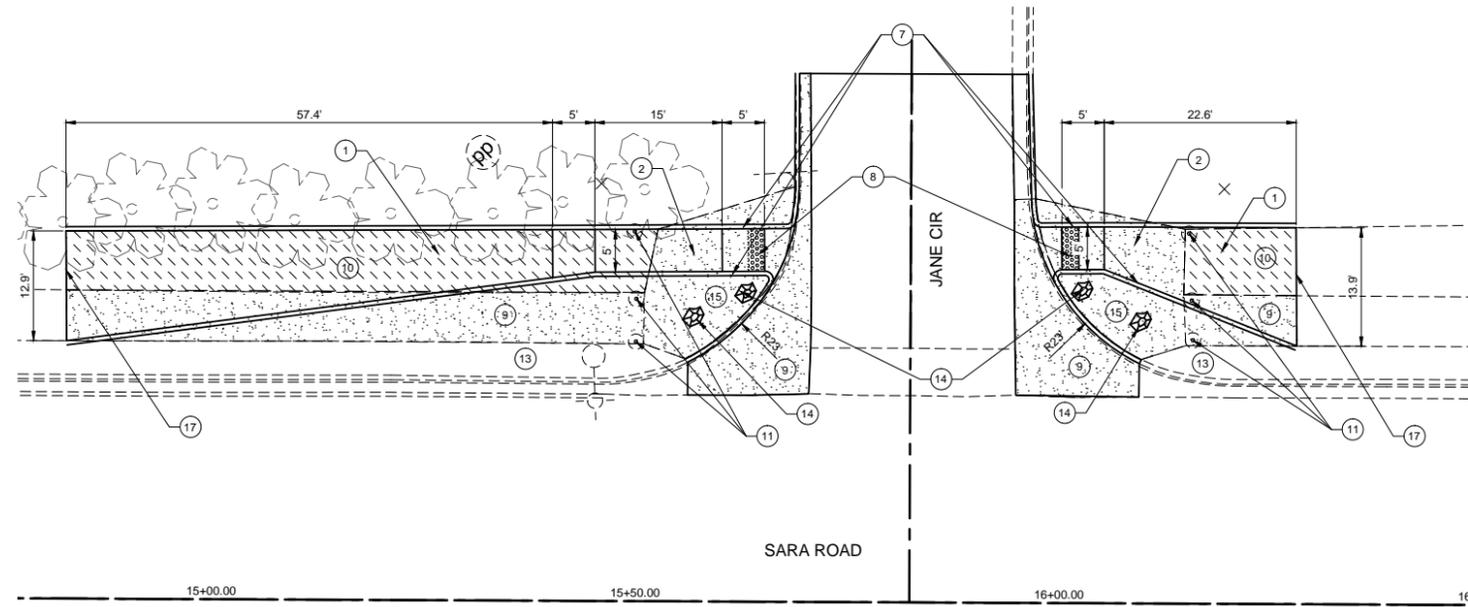
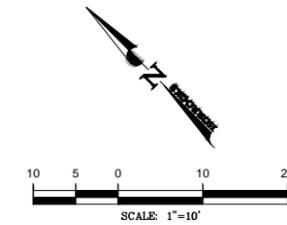
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CONSTRUCTION NOTES

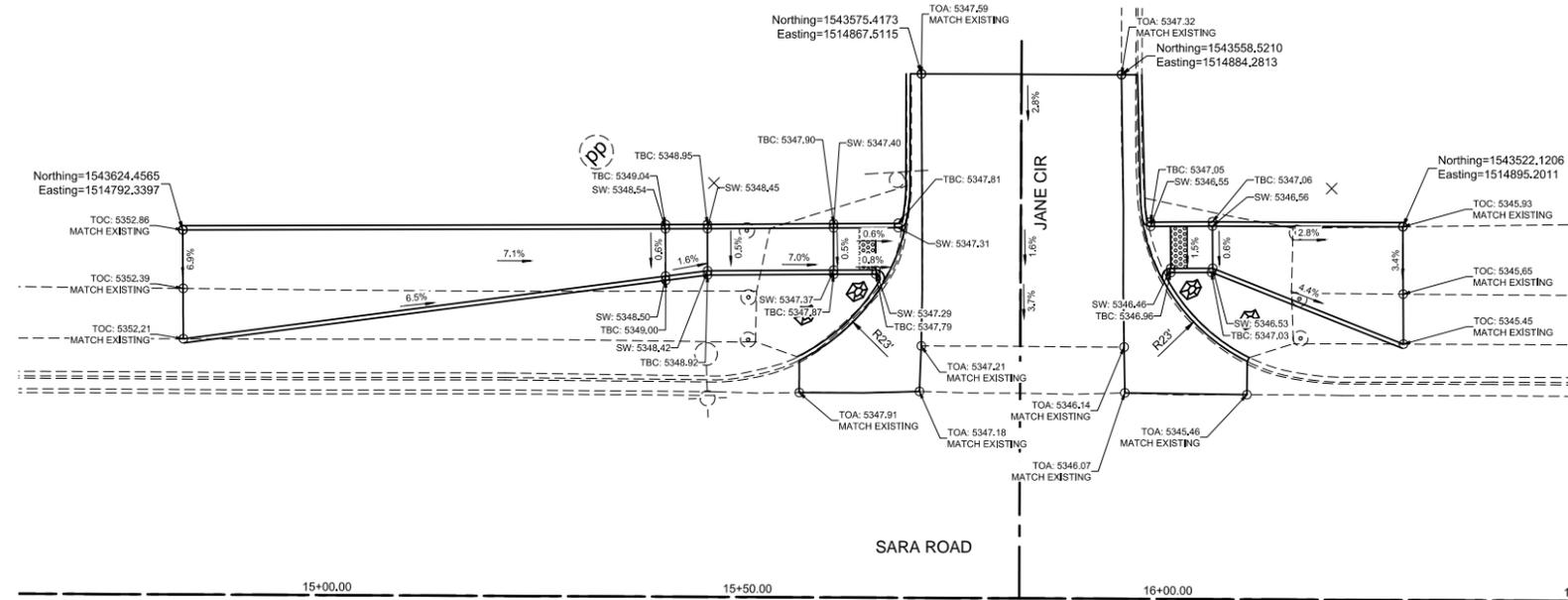
- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED ON THIS SHEET
- ④ NOT USED ON THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED ON THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3" TAN, 3" DEPTH
- ⑯ NOT USED
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

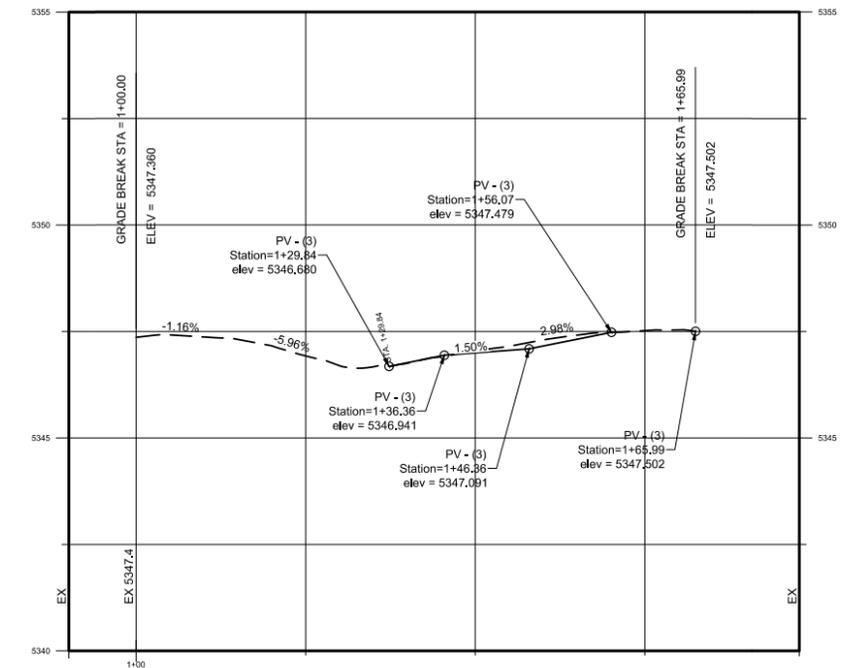
1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



LAYOUT PLAN



GRADING PLAN



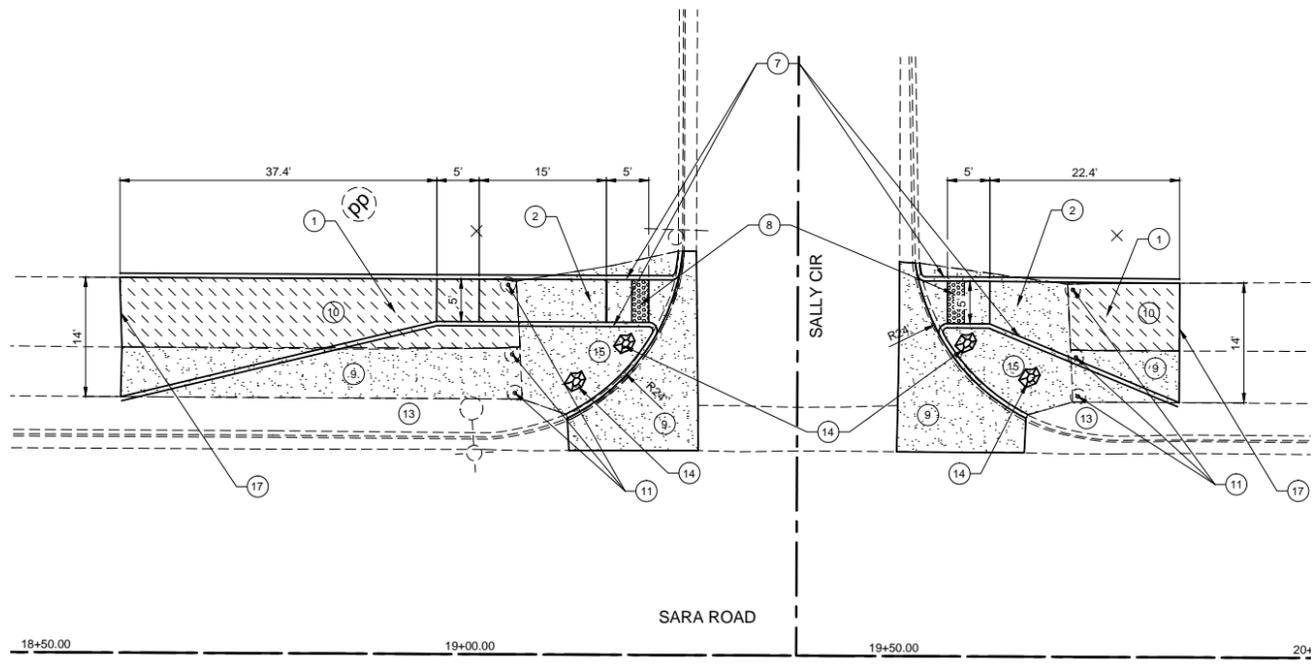
JANE CIR PROFILE

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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

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LAYOUT PLAN

CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

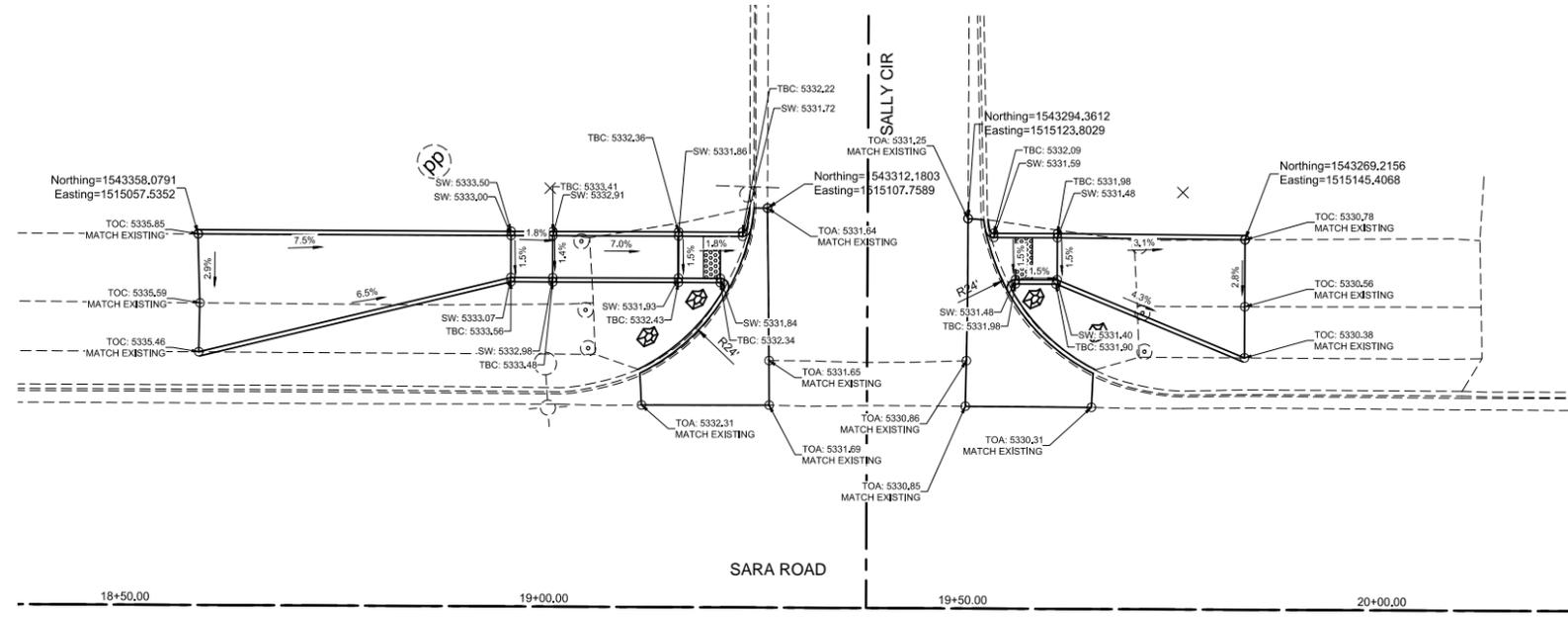
GENERAL NOTES

- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.

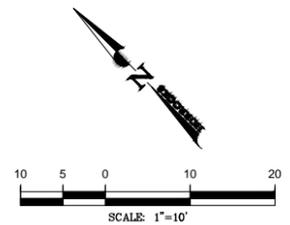
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PW1612 SARA ROAD REHABILITATION

ADA SIDEWALK PLAN

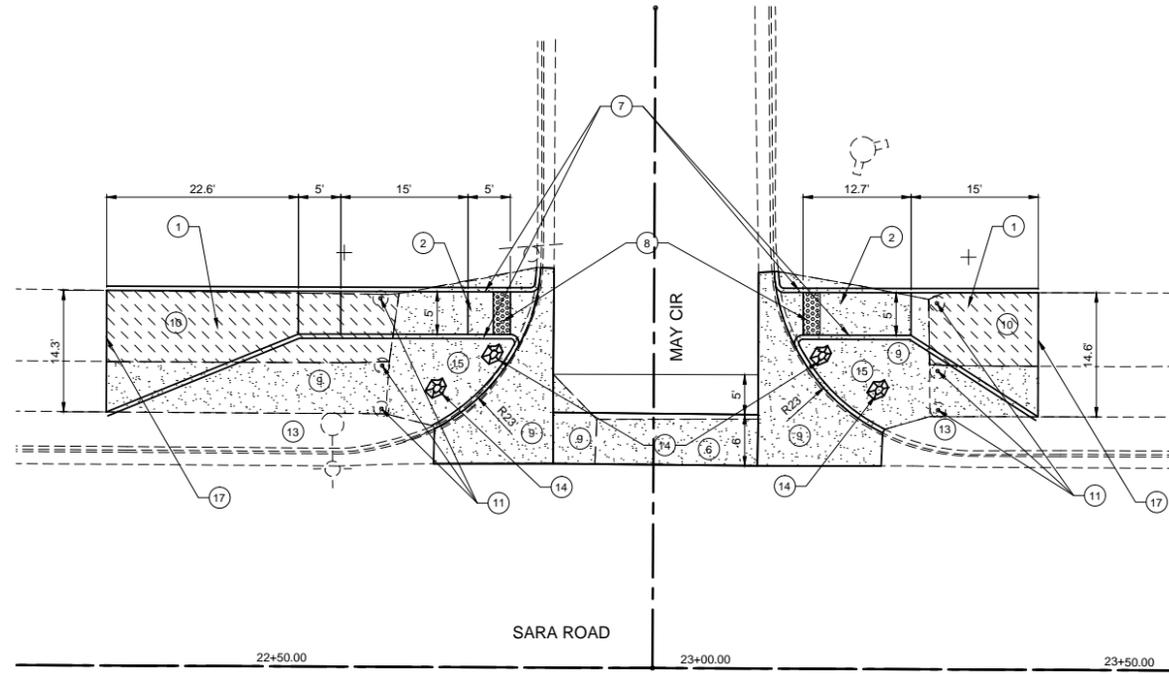


GRADING PLAN



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-9

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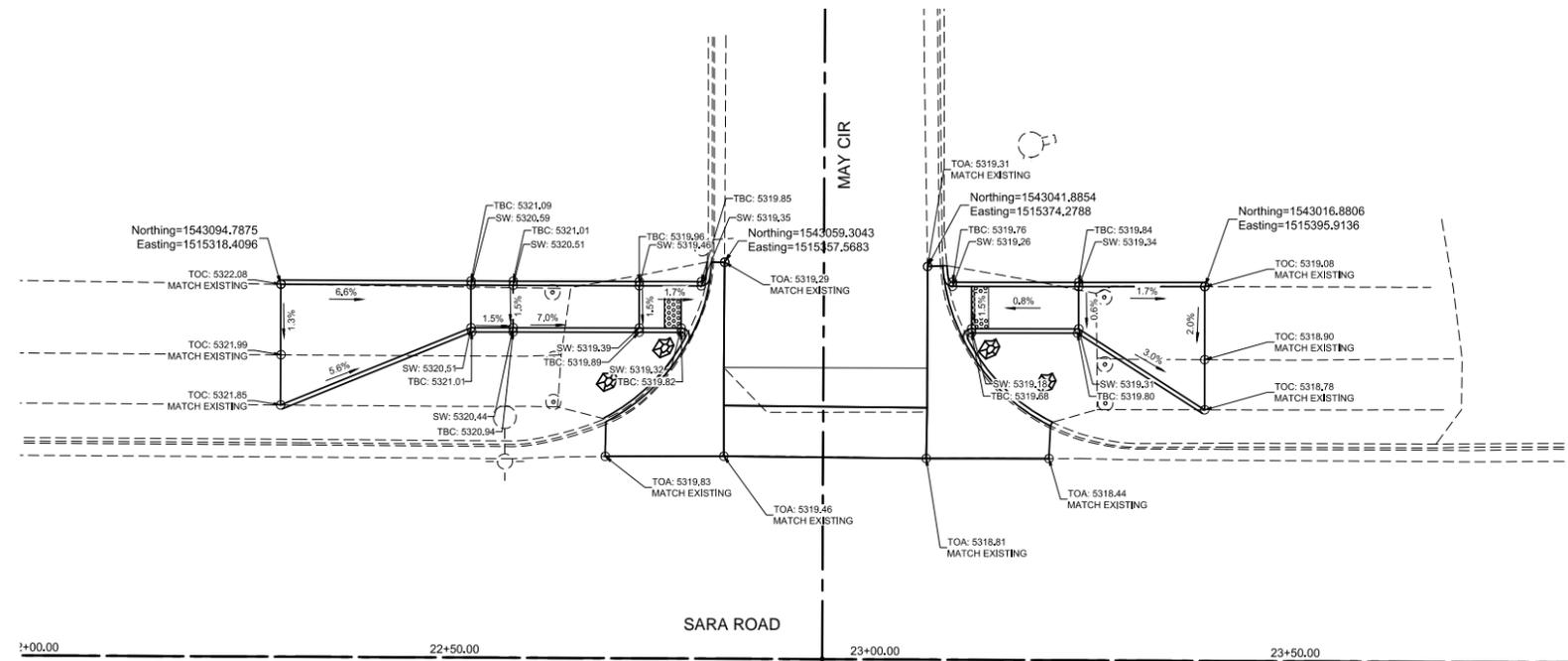
LAYOUT PLAN

CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ CONSTRUCT VALLEY GUTTER PER CORR STD. DWG VG-01
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.

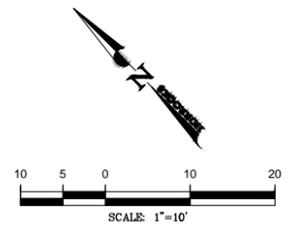


GRADING PLAN

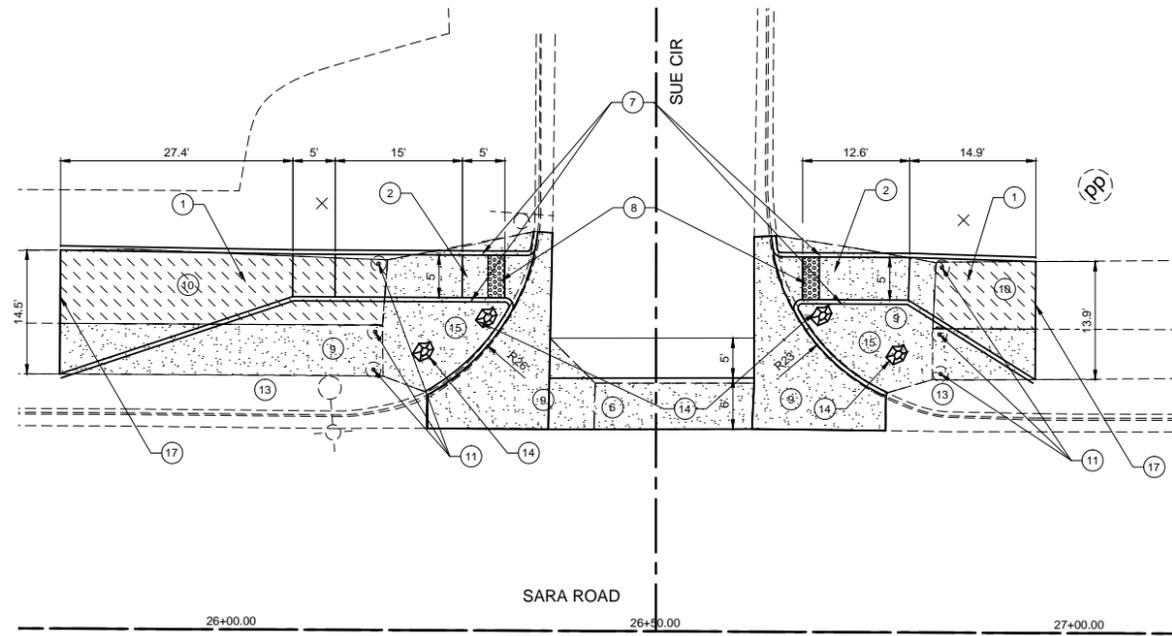
NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	



O:\2016\AC-062-1603-Sara Road Rehabilitation\Project Drawings\Sheet\Final\Roadway_Design\AC-062-1603_27 to 22_ADA Sidewalk Plan.dwg - 2.10 - 7/15/2016 10:22am michaell



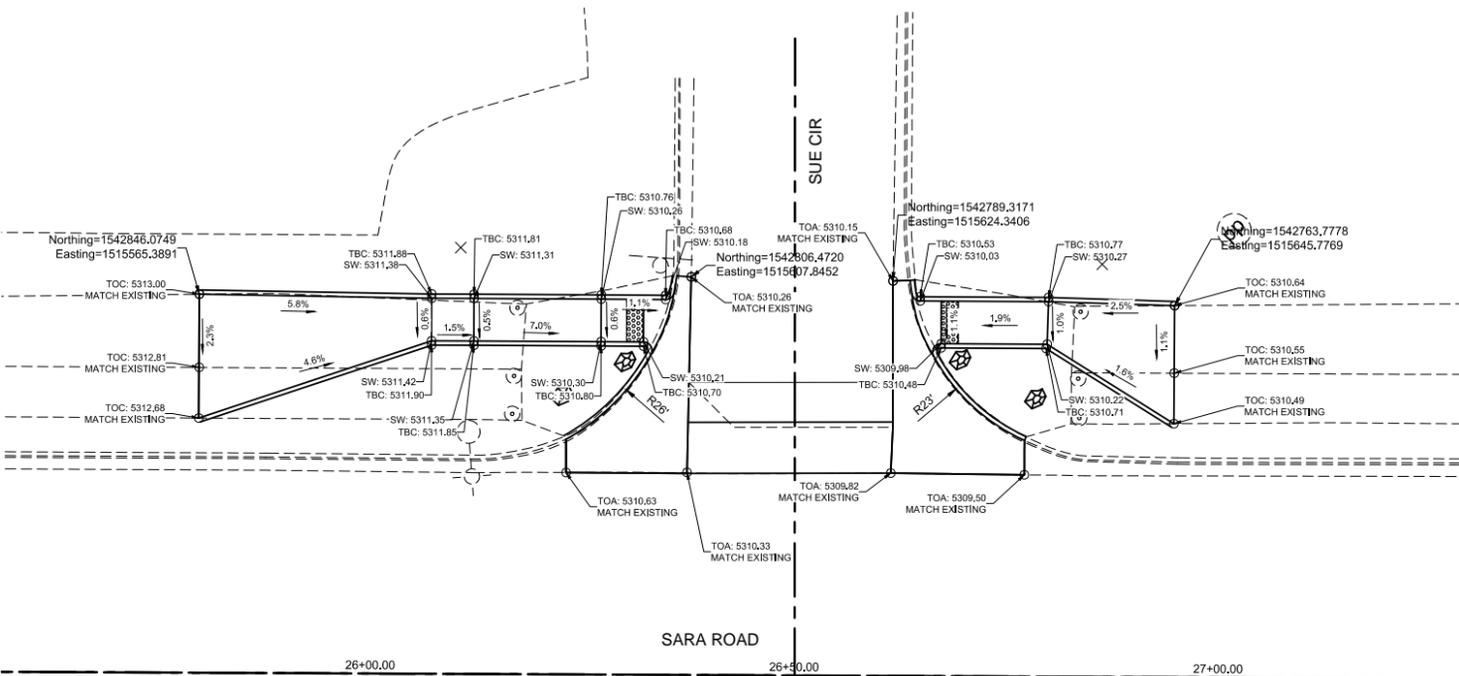
LAYOUT PLAN

CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR. STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ CONSTRUCT VALLEY GUTTER PER CORR. STD. DWG VG-01
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



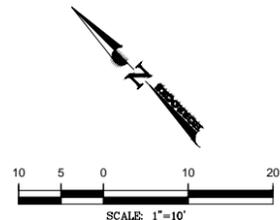
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1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.

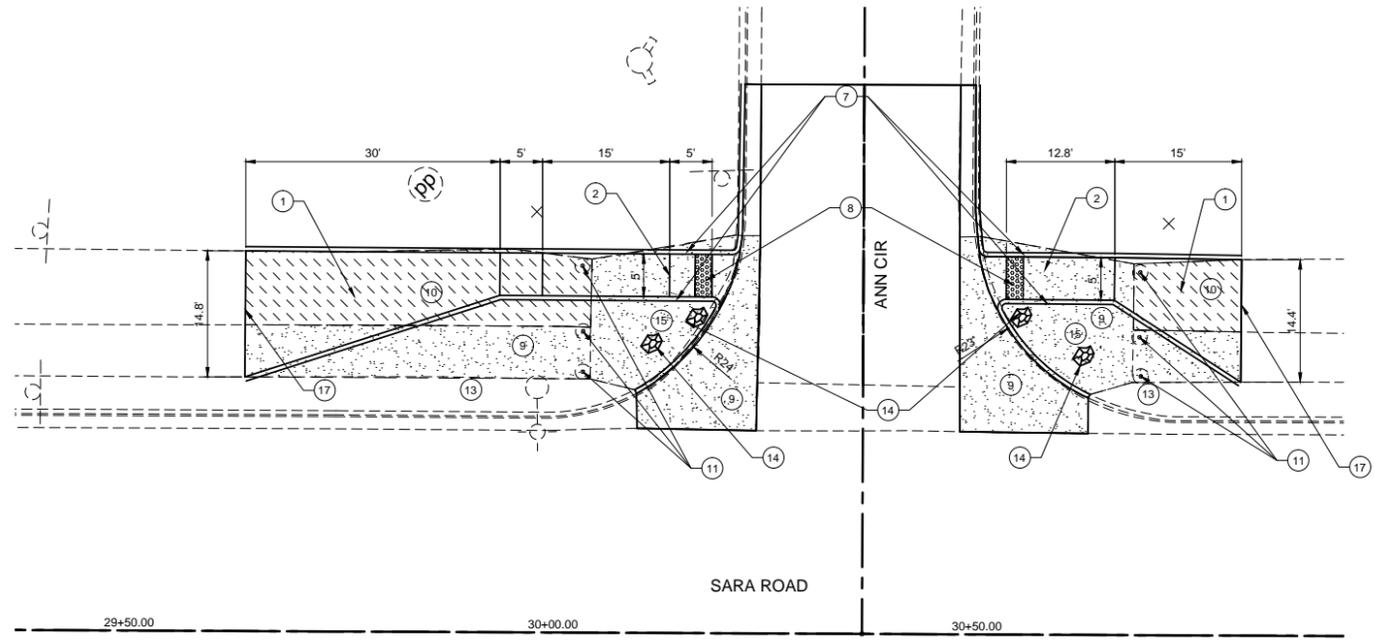
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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016



01/20/16/OC-060-1401 Sara Road Rehabilitation/Project Data/Sheet_Plan/SideWalk_Plan.dwg - 2/11 - 7/13/2016 05:22pm michaelj



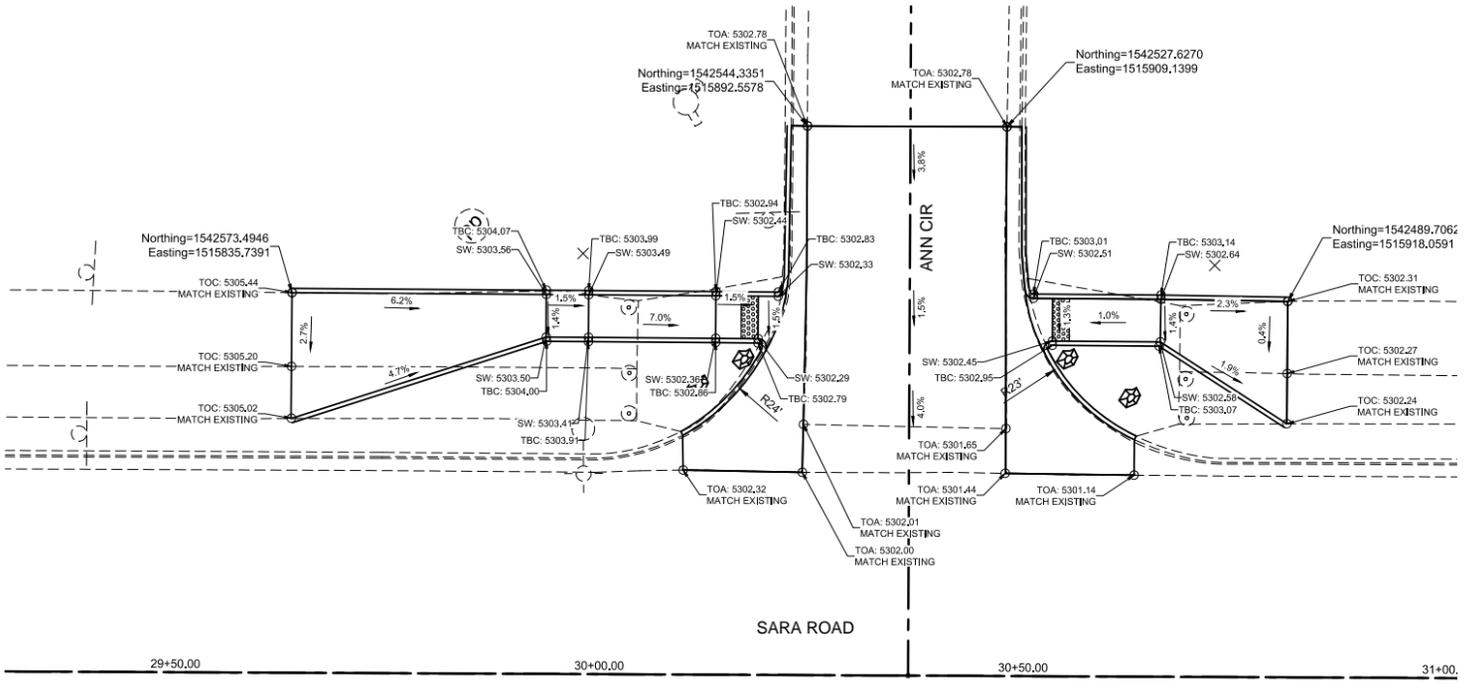
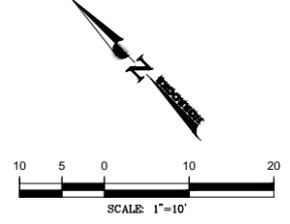
LAYOUT PLAN

CONSTRUCTION NOTES

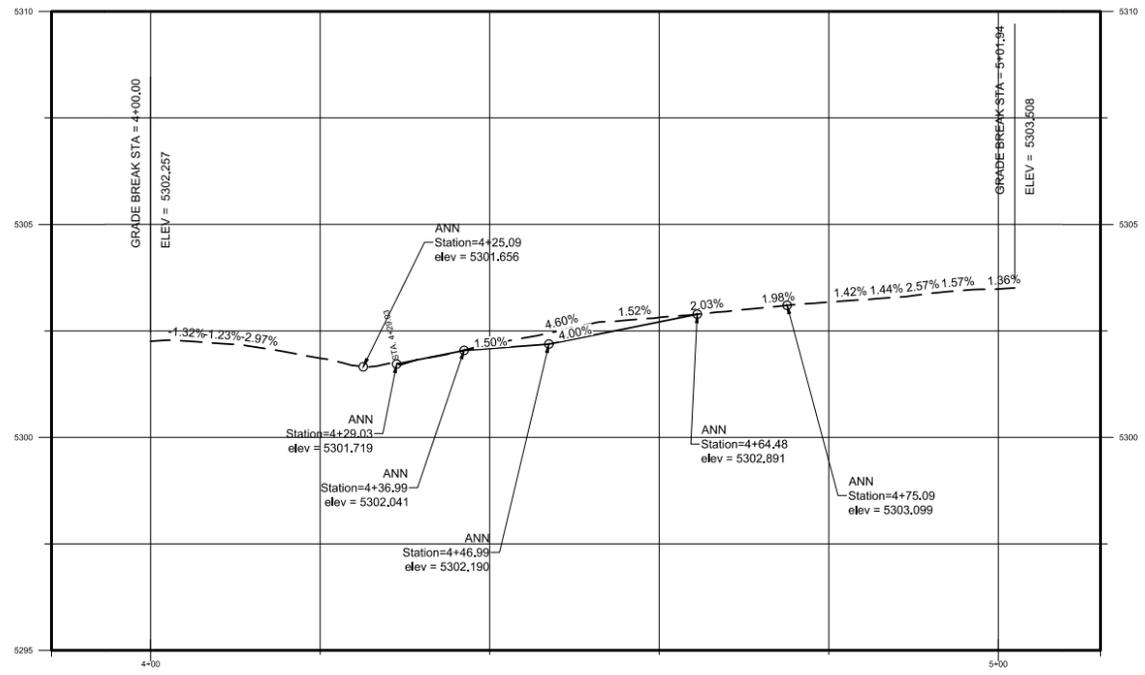
- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USE THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ CONSTRUCT VALLEY GUTTER PER CORR STD. DWG VG-01
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



GRADING PLAN



ANN CIR PROFILE

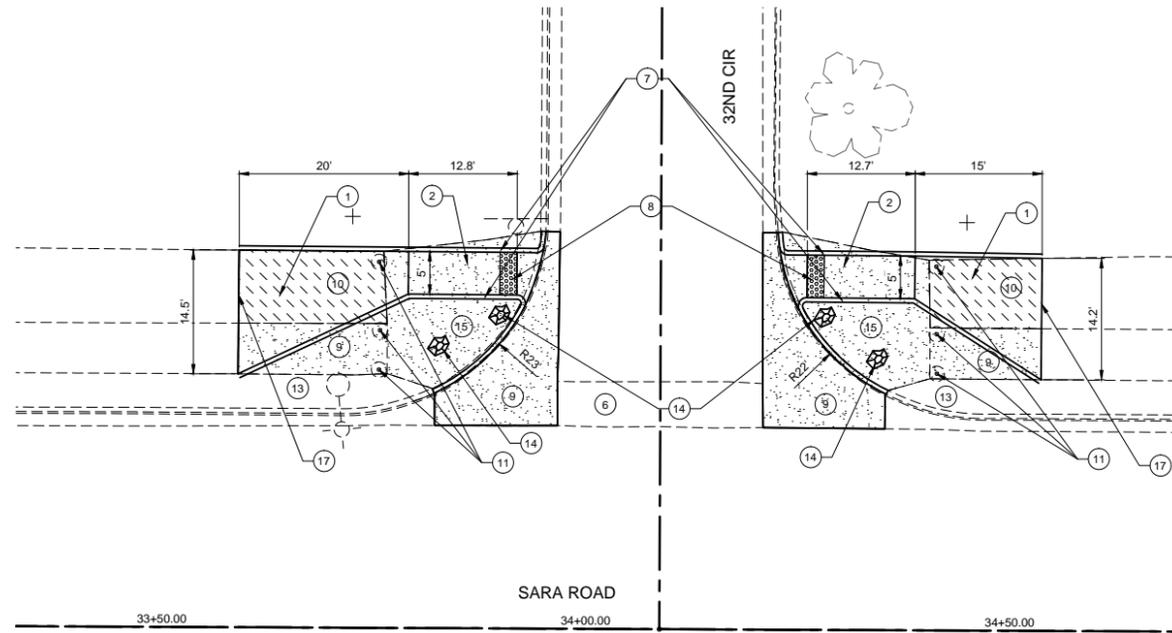
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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:

01/2016/06/26/1401 SARA ROAD REHABILITATION/PROJECT DATA SHEET - FLOOR PLAN - 2/12 TO 2/22 - ADA SIDEWALK PLAN - 2/12 - 7/13/2016 05:23pm michael



LAYOUT PLAN

CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ CONSTRUCT VALLEY GUTTER PER CORR STD. DWG VG-01
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

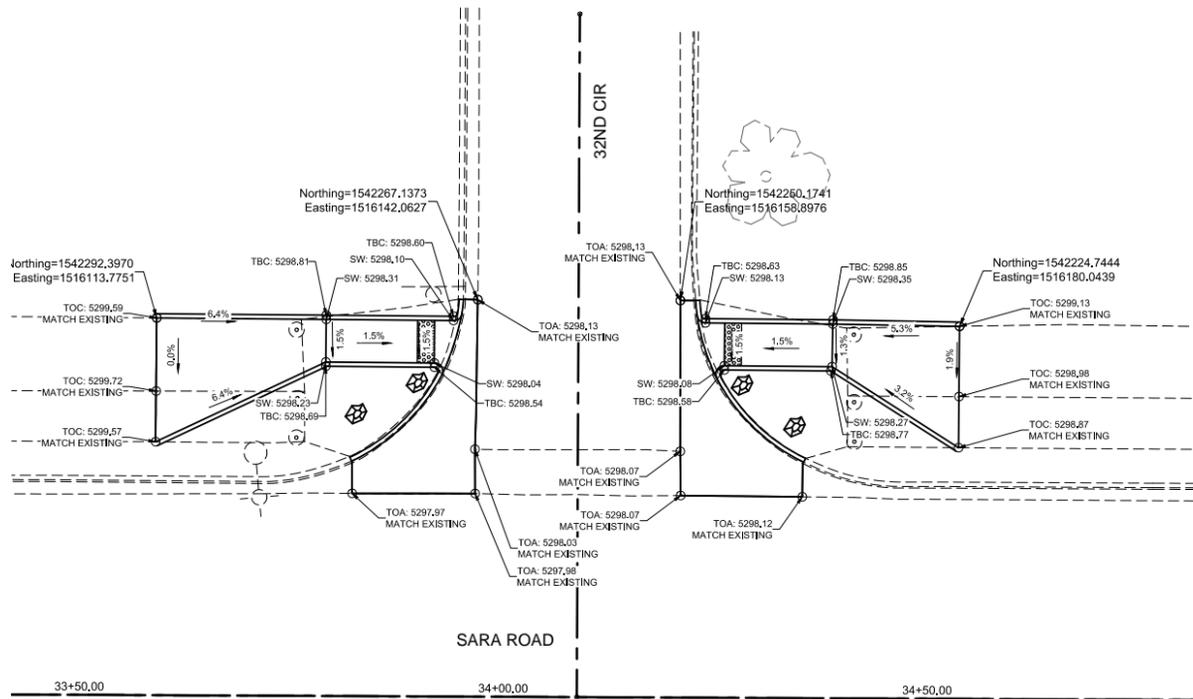
1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.

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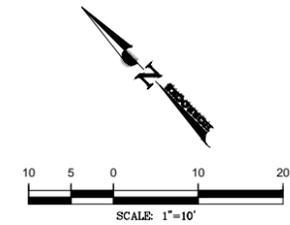


PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016

DPI CHK:
SHEET:



GRADING PLAN



NO.	DESCRIPTION	DATE	BY
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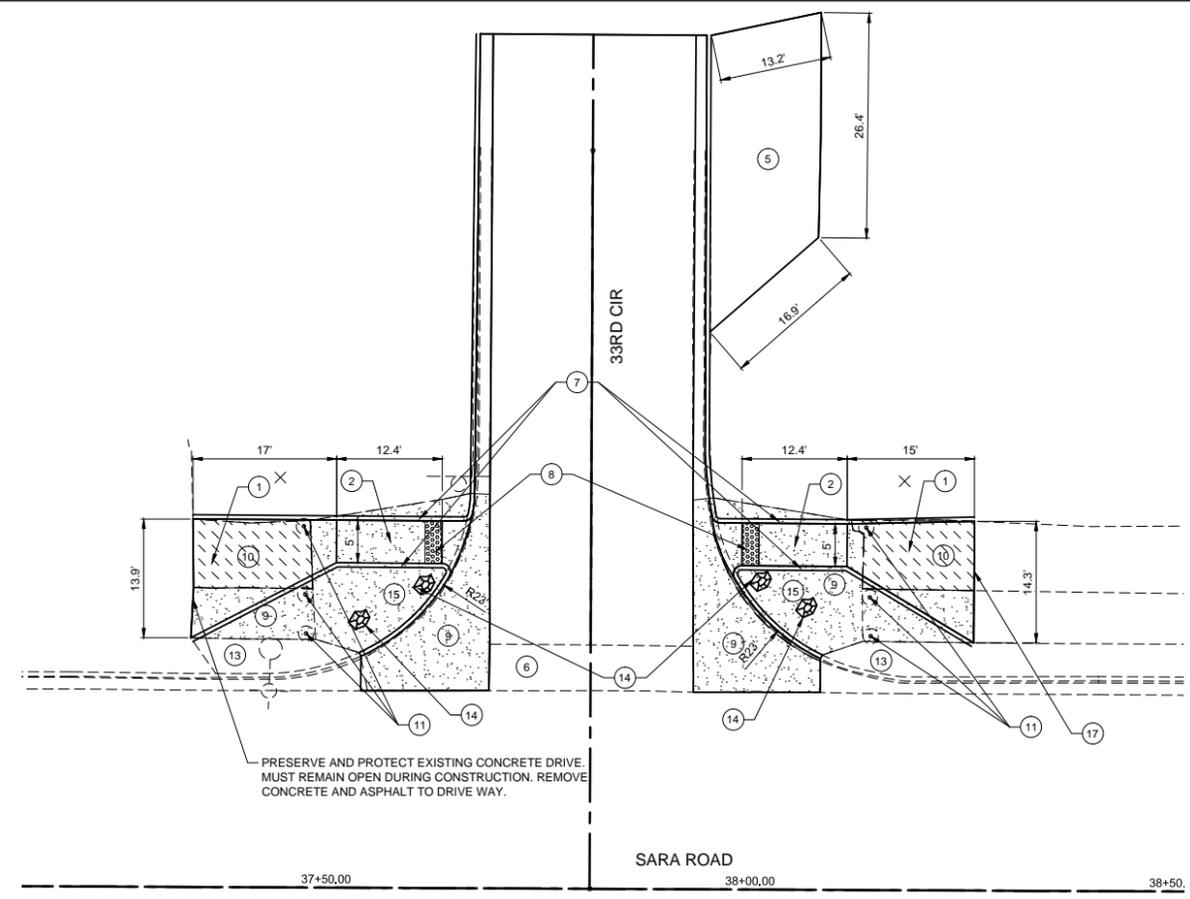
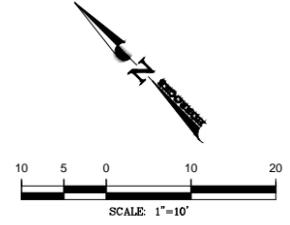
PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	

CONSTRUCTION NOTES

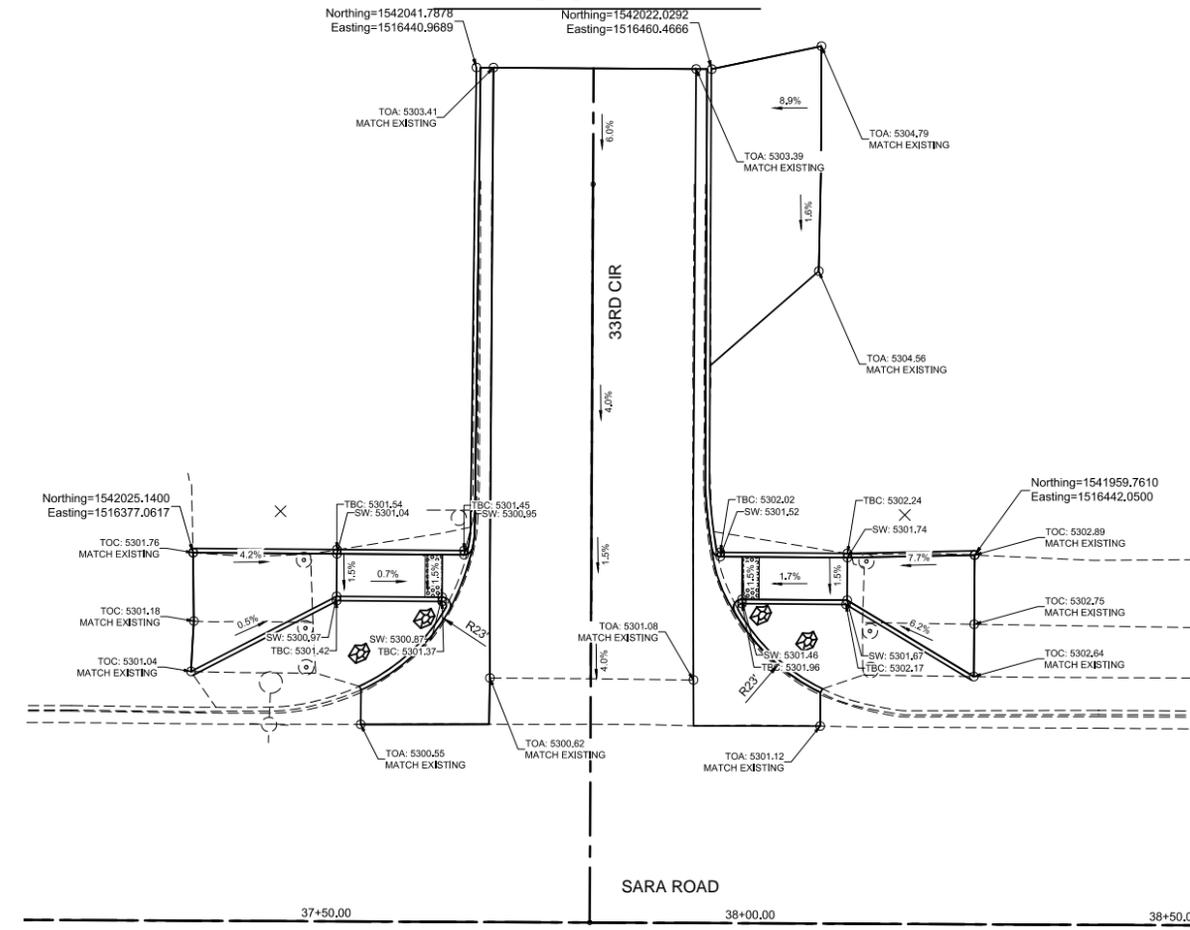
- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ INSTALL DRIVE PAD 6"
- ⑥ CONSTRUCT VALLEY GUTTER PER CORR STD. DWG VG-01
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ SAW CUT ALONG FACE OF EXISTING CURB
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED ON THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

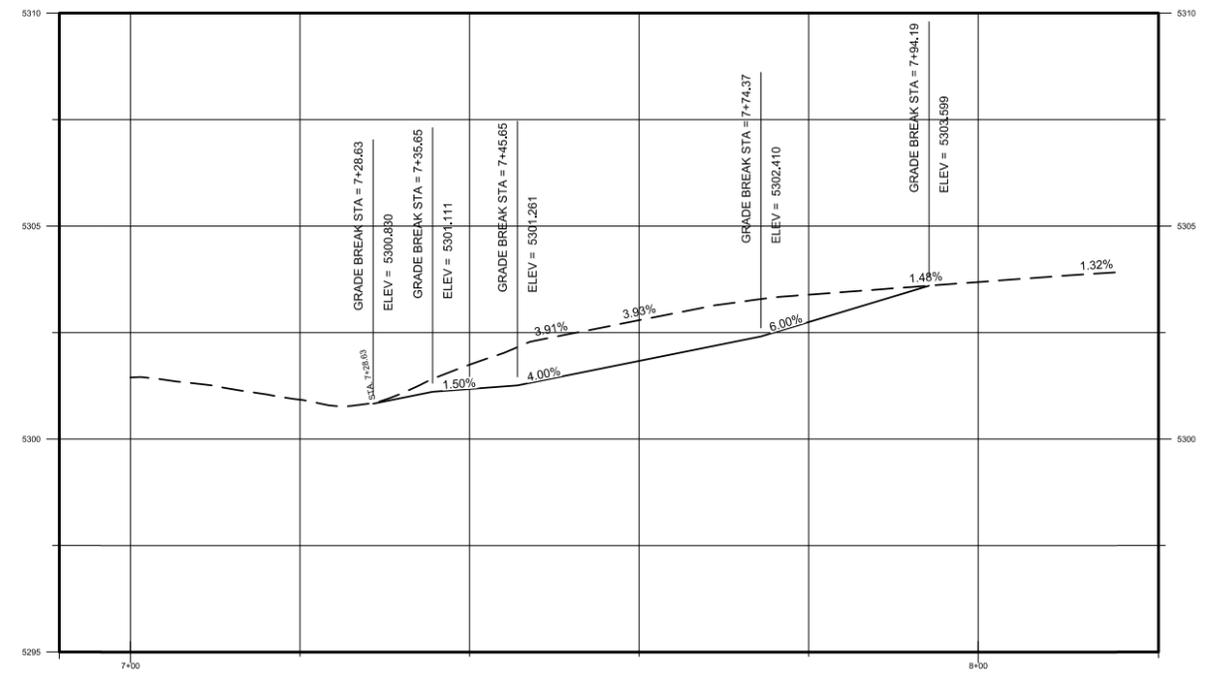
1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



LAYOUT PLAN

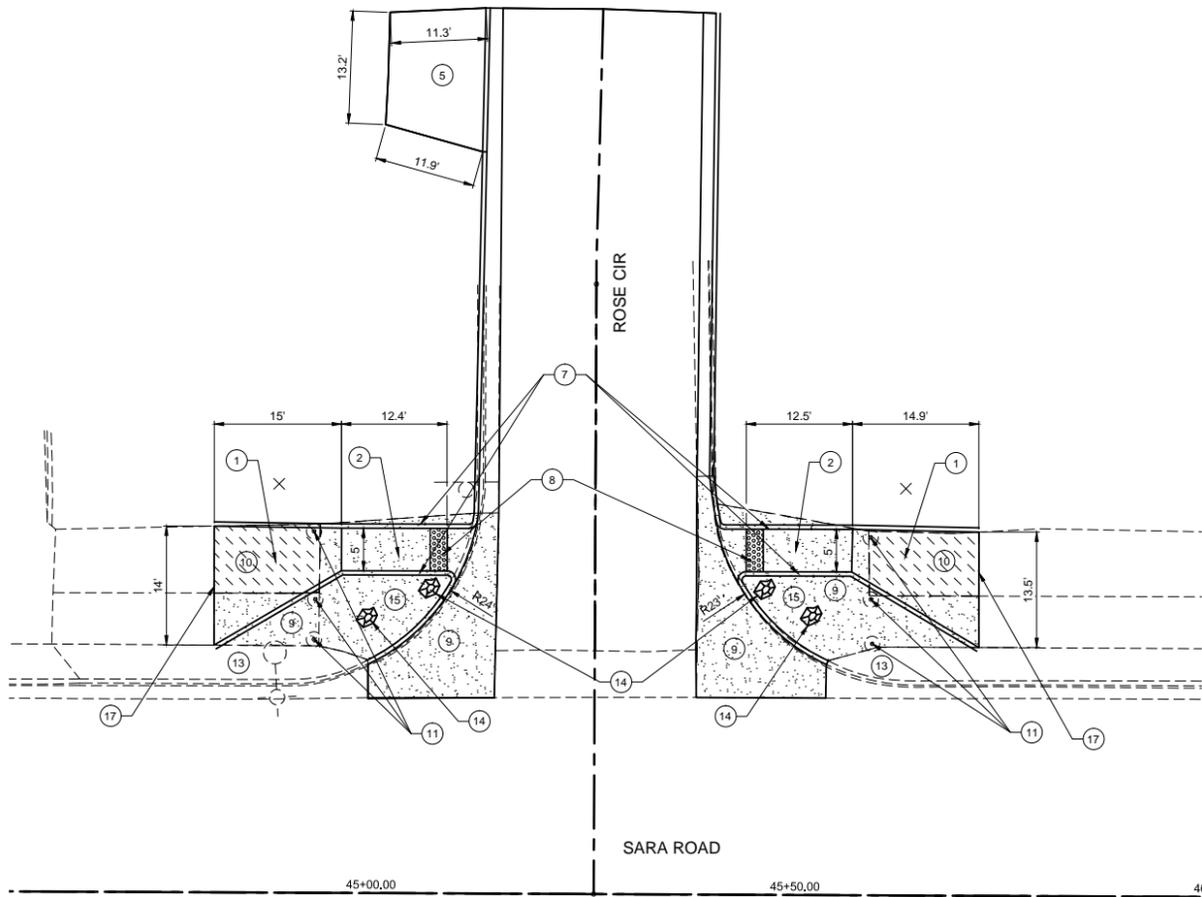


GRADING PLAN



33RD CIR PROFILE

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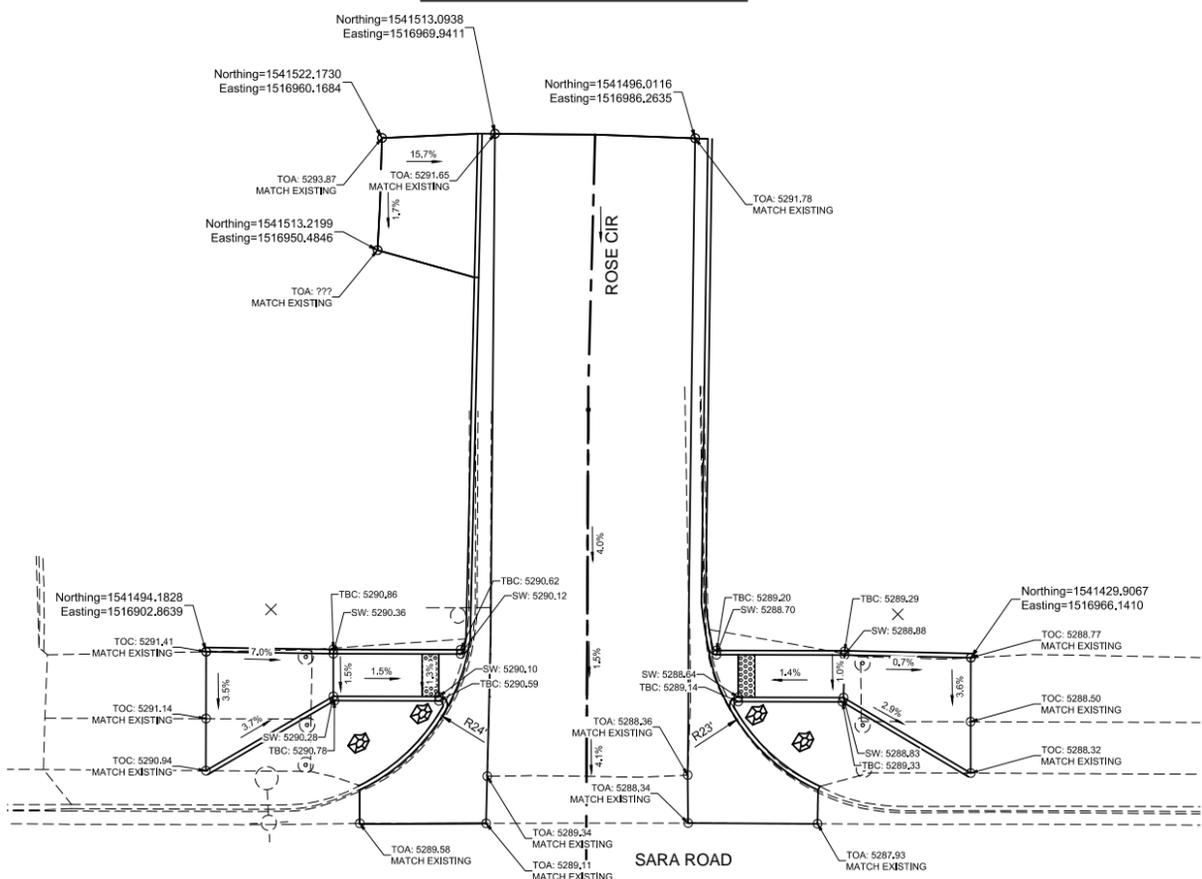
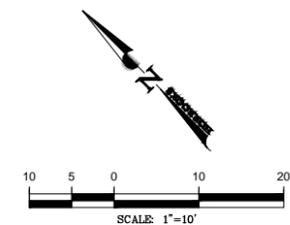
LAYOUT PLAN

CONSTRUCTION NOTES

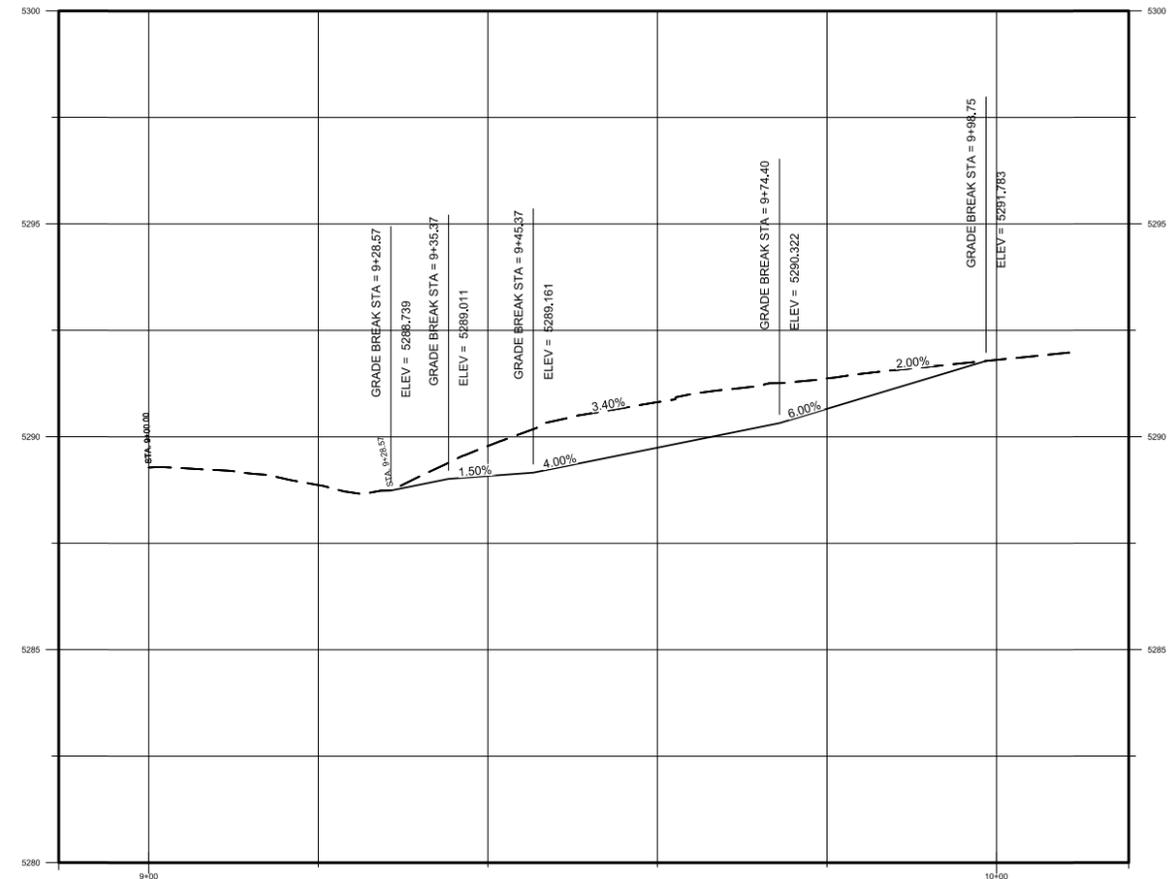
- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ INSTALL DRIVE PAD 6"
- ⑥ NOT USED THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ SAW CUT ALONG FACE OF EXISTING CURB
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, $\frac{3}{4}$ " TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

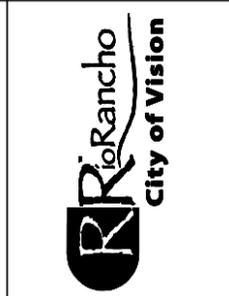
1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



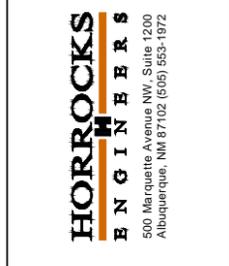
GRADING PLAN



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PW1612 SARA ROAD REHABILITATION
 ADA SIDEWALK PLAN



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:
 2-16

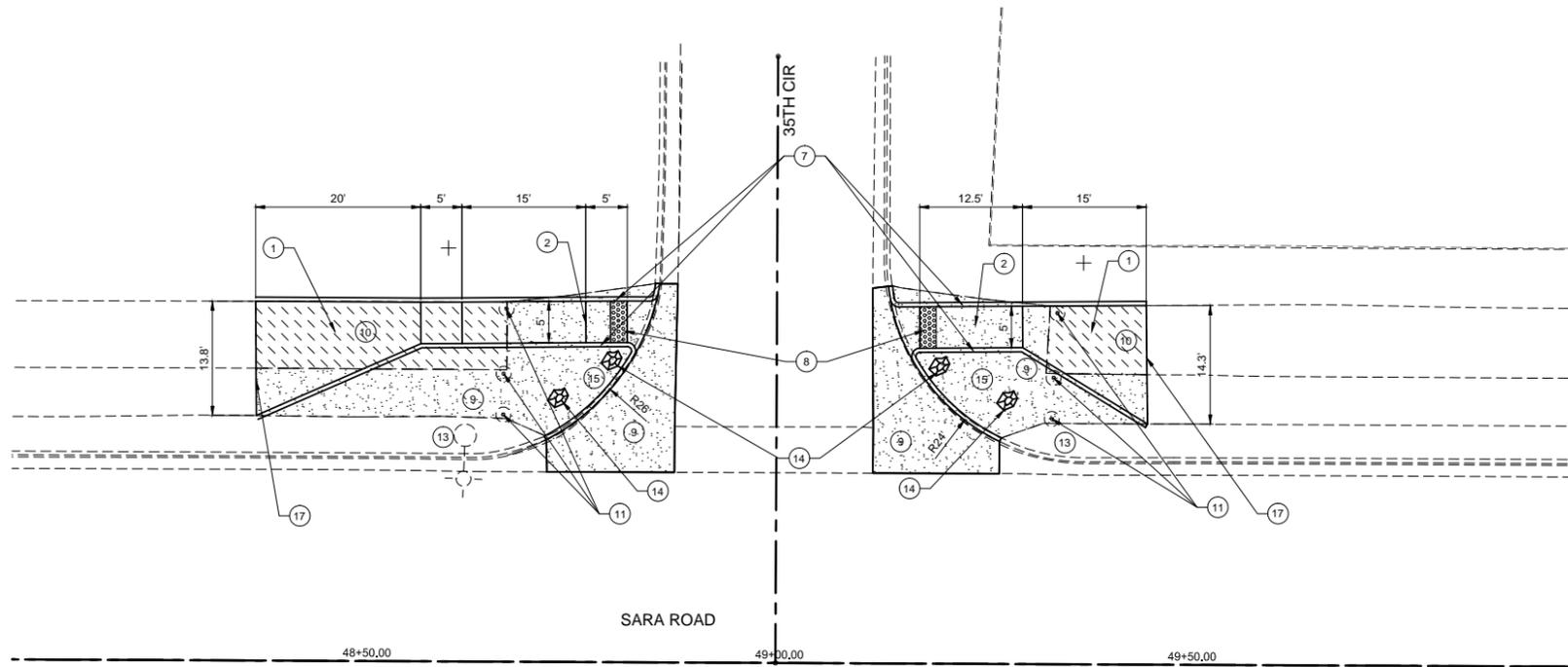
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CONSTRUCTION NOTES

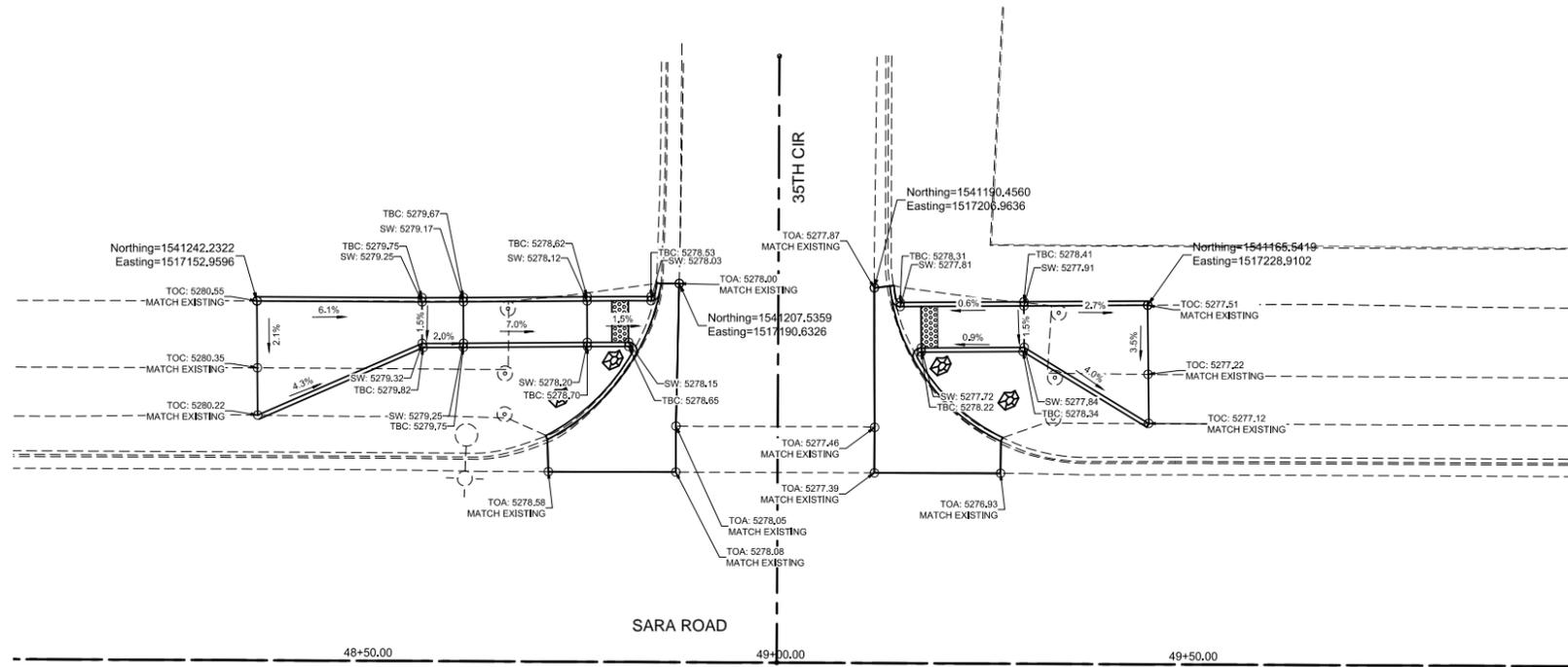
- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ SAW CUT ALONG FACE OF EXISTING CURB
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3' DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

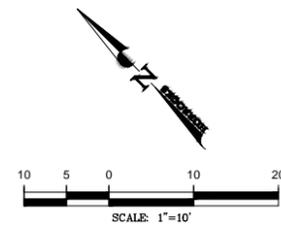
- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



LAYOUT PLAN



GRADING PLAN

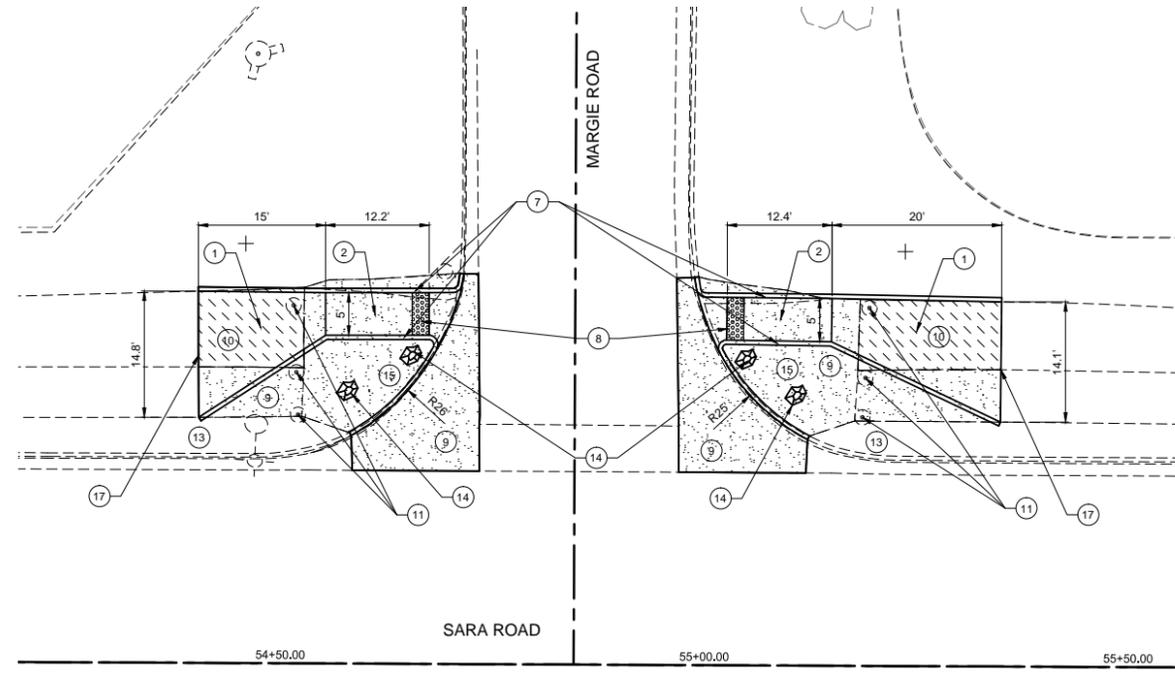


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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-17

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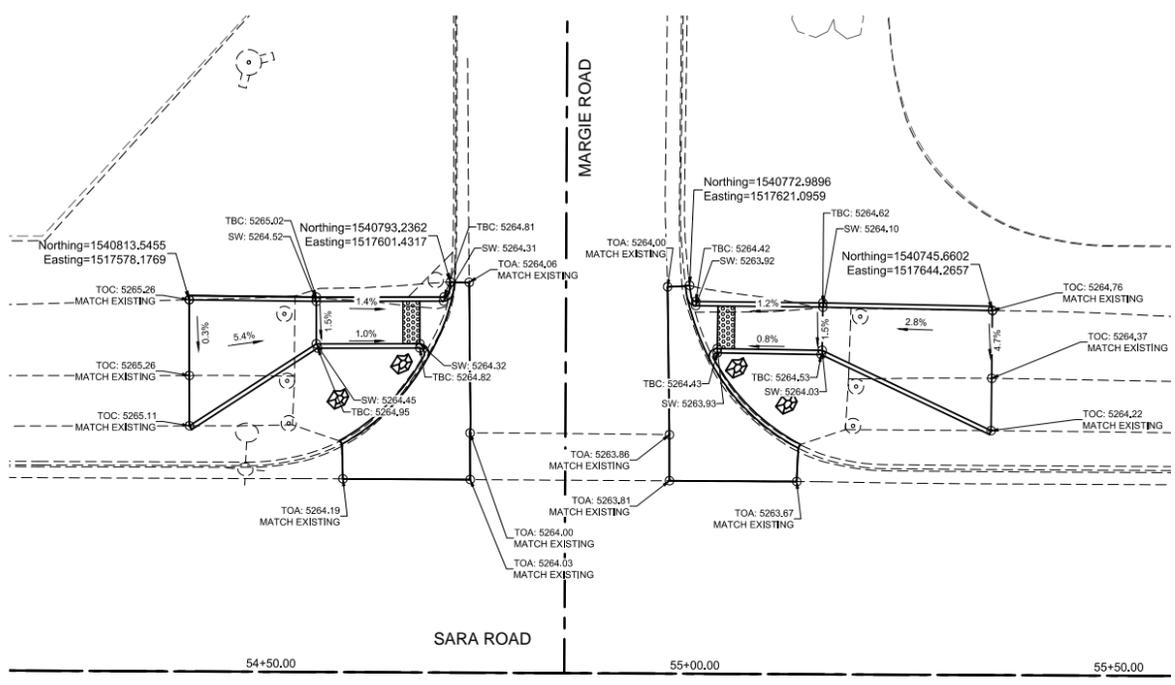
CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ PRESERVE AND PROTECT STAMPED CONCRETE
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3" TAN. 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE

GENERAL NOTES

- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.

LAYOUT PLAN



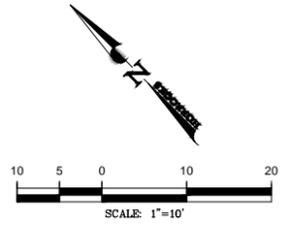
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HORROCKS ENGINEERS
 500 Marquette Avenue NW, Suite 1200
 Albuquerque, NM 87102 (505) 555-1972

PW1612 SARA ROAD REHABILITATION

ADA SIDEWALK PLAN



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

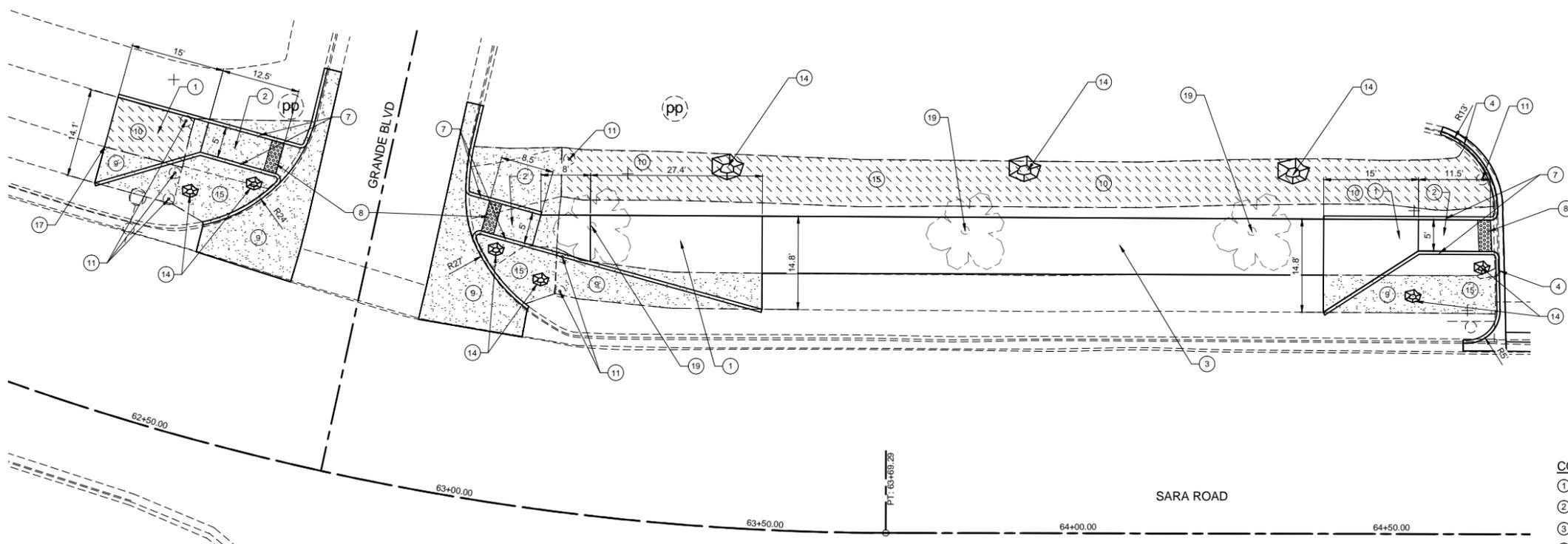
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NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	



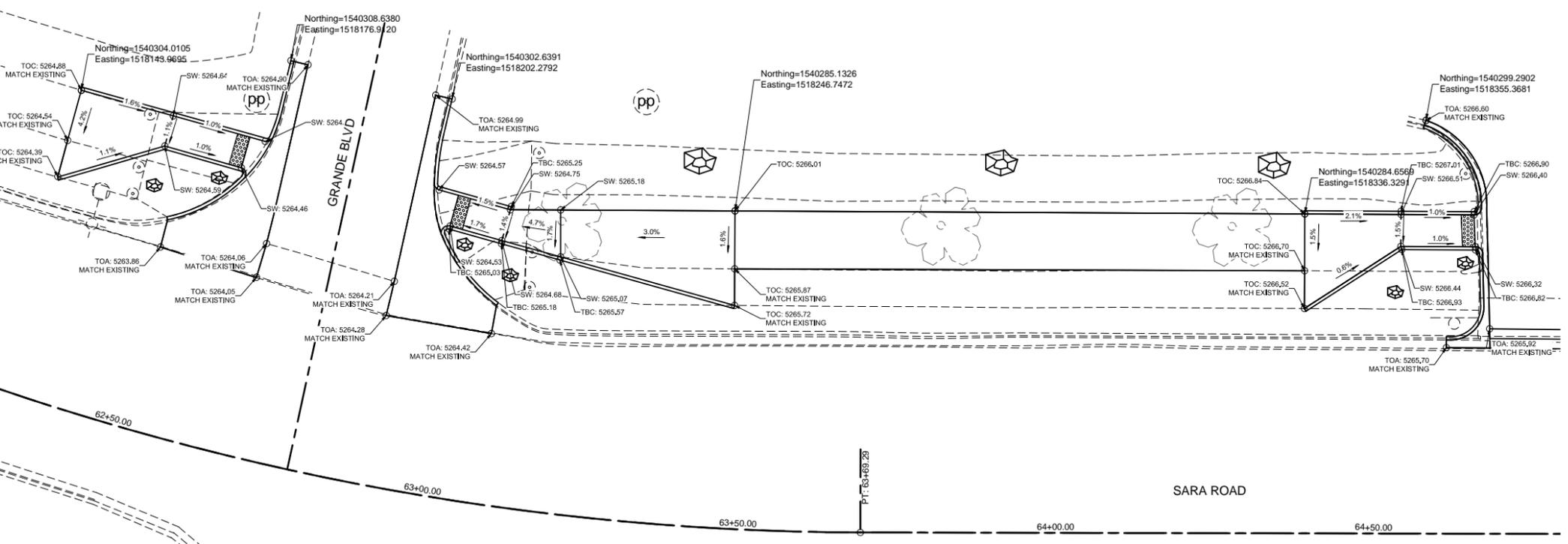
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CONSTRUCTION NOTES

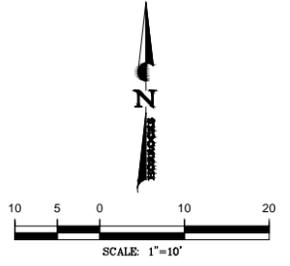
- 1 CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- 2 CONSTRUCT CONCRETE CURB RAMP
- 3 CONSTRUCT ASPHALT PATH
- 4 CONSTRUCT 8" CONCRETE CURB AND GUTTER PER CORR STD. DWG CG-01
- 5 NOT USED THIS SHEET
- 6 NOT USED THIS SHEET
- 7 CONSTRUCT HEADER CURB
- 8 INSTALL DETECTABLE WARNING SURFACE
- 9 REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- 10 REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- 11 REMOVE AND DISPOSE EXISTING BOLLARD
- 12 NOT USED THIS SHEET
- 13 NOT USED THIS SHEET
- 14 INSTALL LANDSCAPE BOULDER, 2' GRANITE
- 15 INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- 16 NOT USED THIS SHEET
- 17 SAW CUT ASPHALT IN LINE WITH CONCRETE JOINT LINE
- 18 NOT USED THIS SHEET
- 19 REMOVE AND DISPOSE EXISTING TREE
- 20 NOT USED THIS SHEET
- 21 NOT USED THIS SHEET

GENERAL NOTES

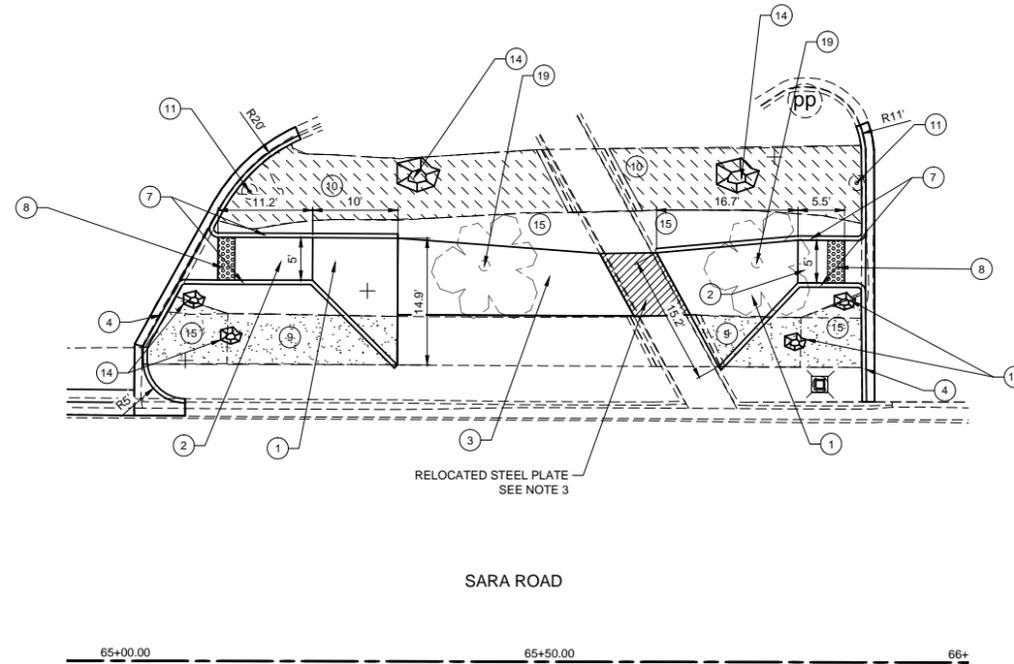
1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



GRADING PLAN



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LAYOUT PLAN

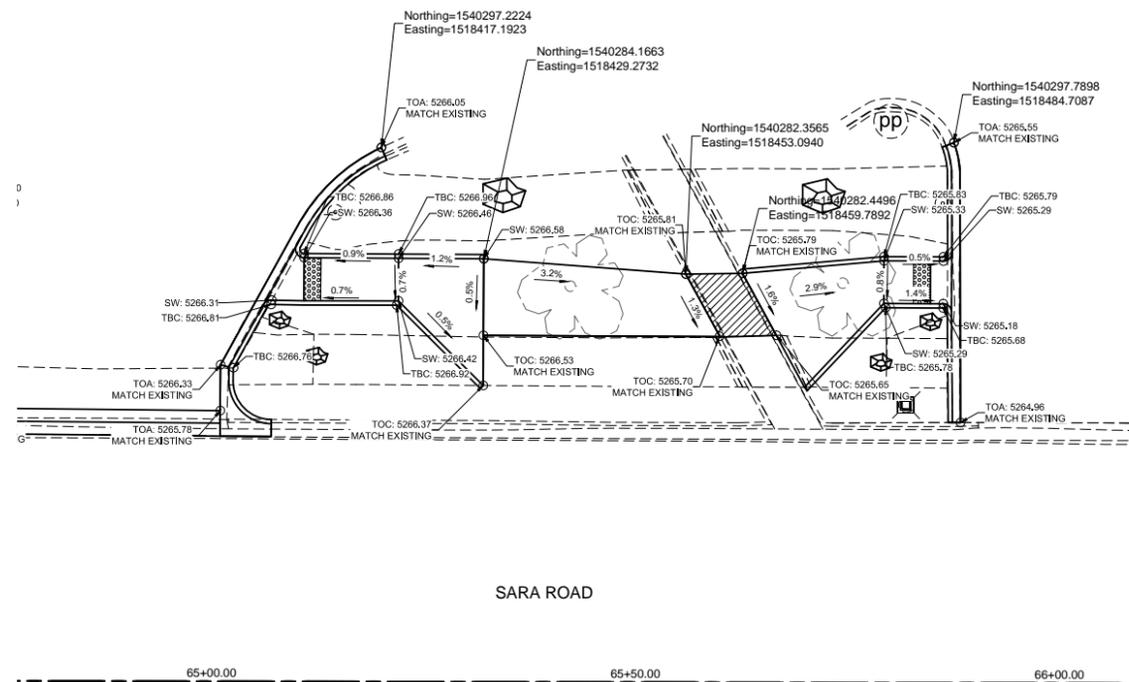
CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ CONSTRUCT ASPHALT PATH
- ④ CONSTRUCT 8" CONCRETE CURB AND GUTTER PER CORR STD. DWG CG-01
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ NOT USED THIS SHEET
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ NOT USED THIS SHEET
- ⑱ NOT USED THIS SHEET
- ⑲ REMOVE AND DISPOSE EXISTING TREE
- ⑳ NOT USED THIS SHEET
- ㉑ NOT USED THIS SHEET
- ㉒ NOT USED THIS SHEET

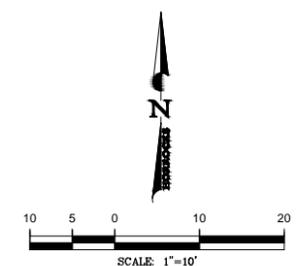
GENERAL NOTES

- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.
- 3. SEE SHEET 2-6 FOR DRAINAGE CROSSING DETAILS.

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GRADING PLAN



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-20

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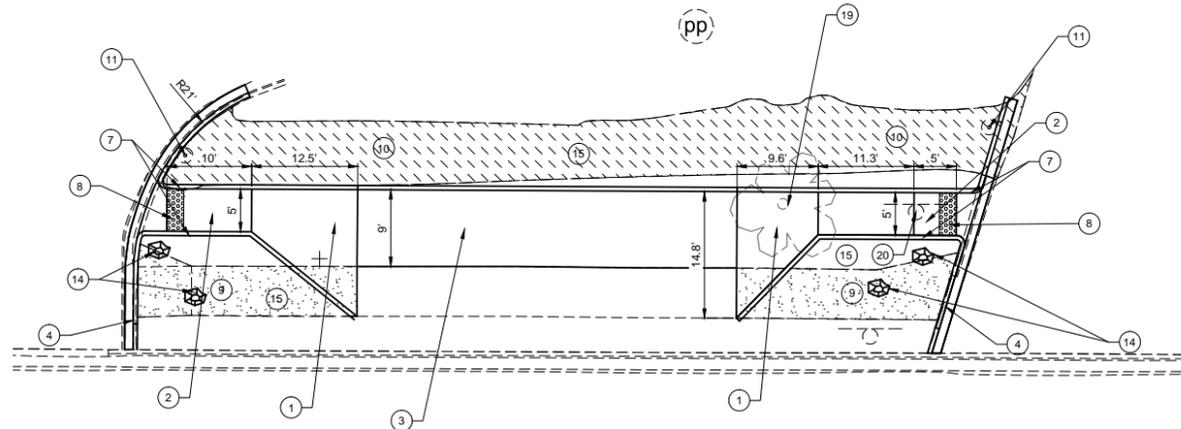
CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ CONSTRUCT ASPHALT PATH
- ④ CONSTRUCT 8" CONCRETE CURB AND GUTTER PER CORR STD. DWG CG-01
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ NOT USED THIS SHEET
- ⑬ NOT USED THIS SHEET
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ NOT USED THIS SHEET
- ⑱ NOT USED THIS SHEET
- ⑲ REMOVE AND DISPOSE EXISTING TREE
- ⑳ REMOVE AND DISPOSE EXISTING SIGN
- ㉑ NOT USED THIS SHEET
- ㉒ NOT USED THIS SHEET

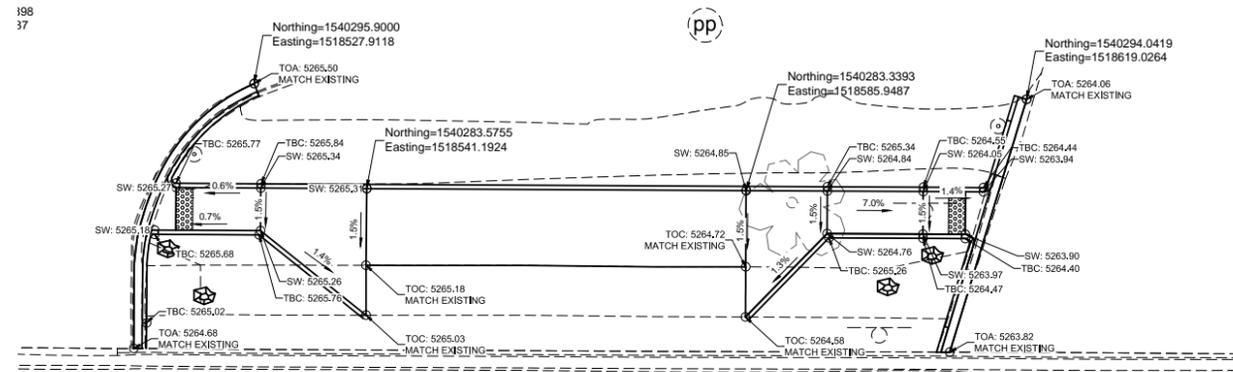


GENERAL NOTES

- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



LAYOUT PLAN



GRADING PLAN

NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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 Albuquerque, NM 87102 (505) 555-1972

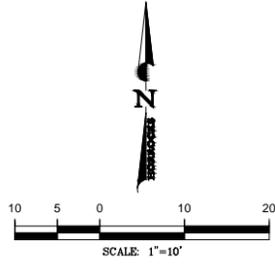
PW1612 SARA ROAD REHABILITATION

ADA SIDEWALK PLAN



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016

DPI CHK:
 SHEET:



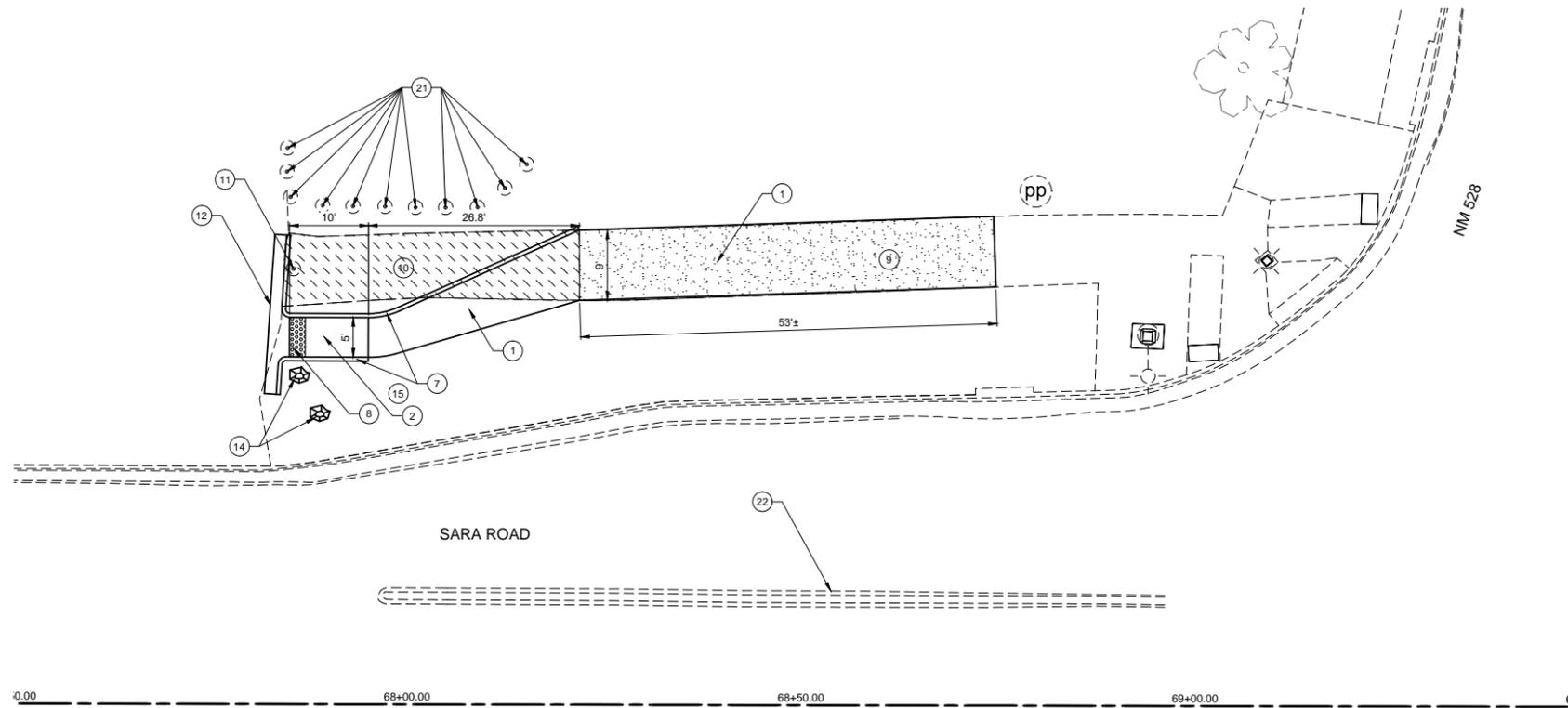
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CONSTRUCTION NOTES

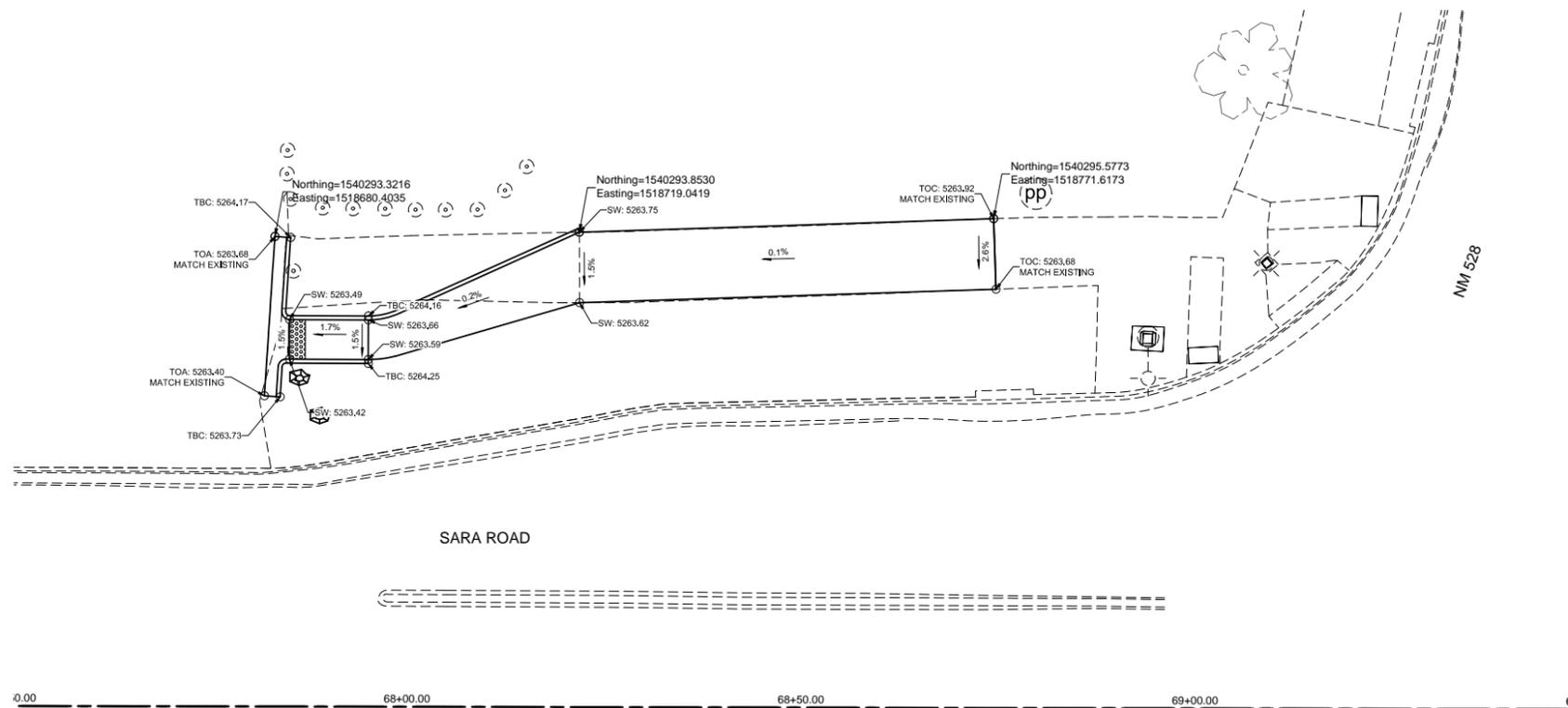
- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ NOT USED THIS SHEET
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPALCE EXISTING CONCRETE SIDEWALK AND C&G AND FILLET
- ⑩ REMOVE AND DISPOSE EXISTING ASPHALT TRAIL
- ⑪ REMOVE AND DISPOSE EXISTING BOLLARD
- ⑫ SAW CUT EXISTING ASPHALT
- ⑬ NOT USED THIS SHEET
- ⑭ INSTALL LANDSCAPE BOULDER, 2' GRANITE
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH
- ⑯ NOT USED THIS SHEET
- ⑰ NOT USED THIS SHEET
- ⑱ NOT USED THIS SHEET
- ⑲ NOT USED THIS SHEET
- ⑳ NOT USED THIS SHEET
- ㉑ PRESERVE AND PROTECT EXISTING BOLLARDS
- ㉒ REMOVE AND DISPOSE OF CONCRETE PINNED CURB

GENERAL NOTES

- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



LAYOUT PLAN



GRADING PLAN

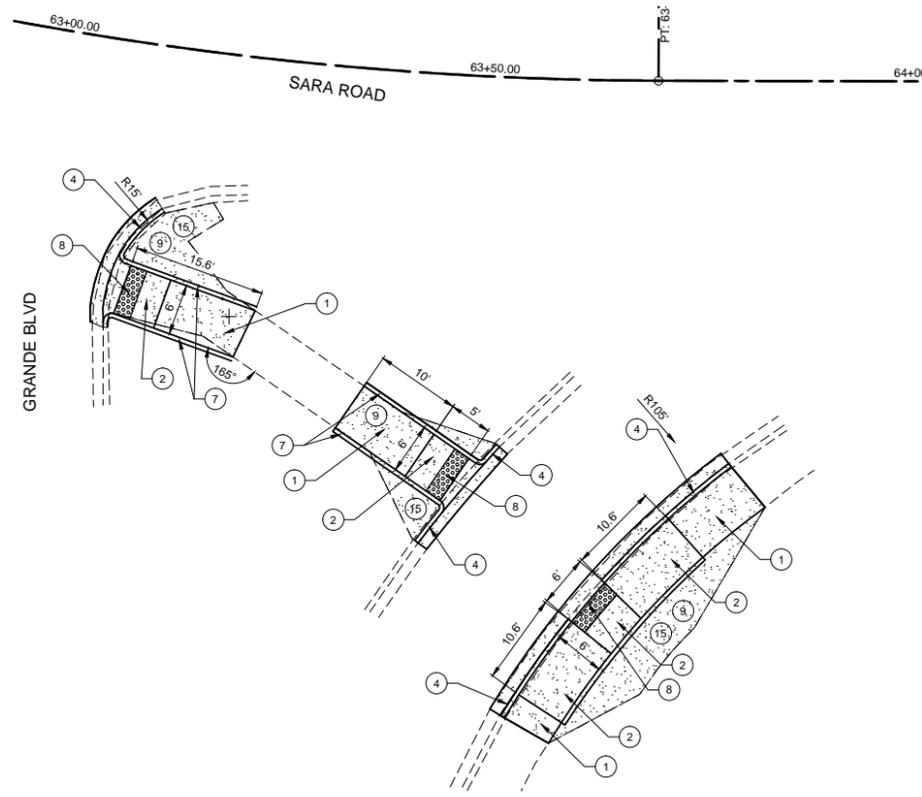
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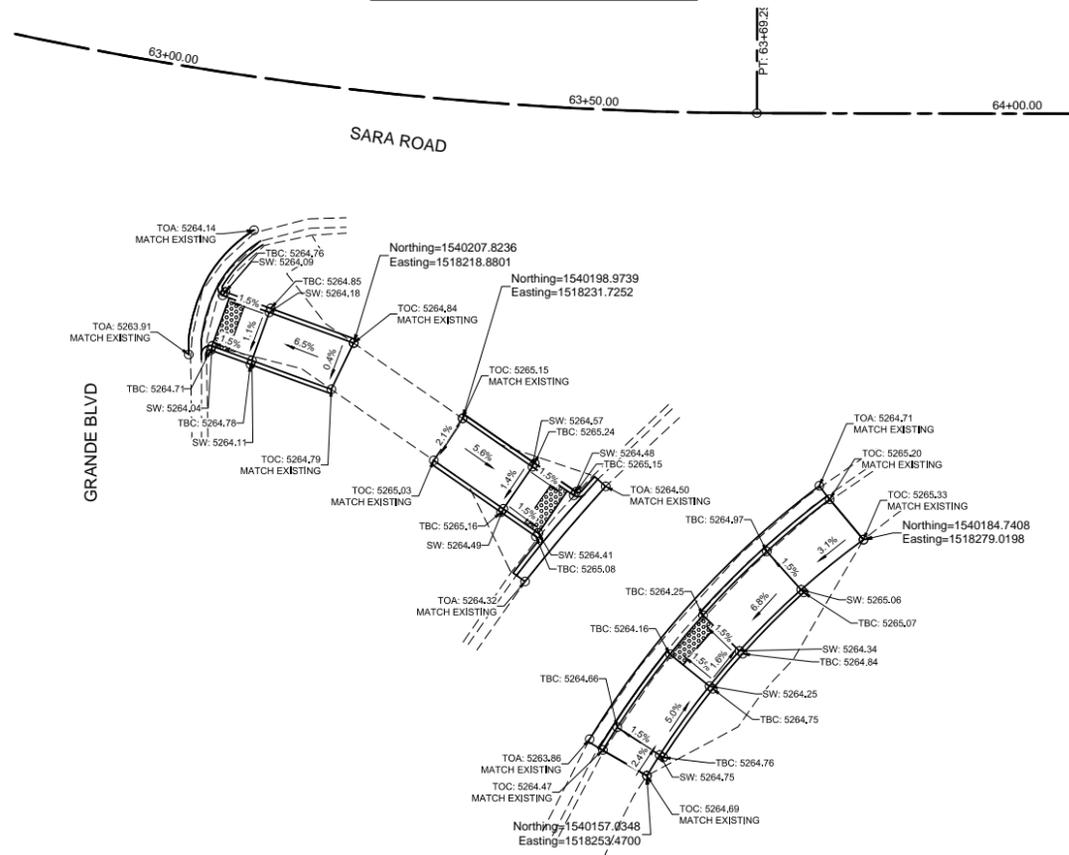
PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
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LAYOUT PLAN



GRADING PLAN

CONSTRUCTION NOTES

- ① CONSTRUCT 4" CONCRETE SIDEWALK PER CORR STD. DWG DW-02
- ② CONSTRUCT CONCRETE CURB RAMP
- ③ NOT USED THIS SHEET
- ④ CONSTRUCT 8" CONCRETE CURB AND GUTTER PER CORR STD. DWG CG-01
- ⑤ NOT USED THIS SHEET
- ⑥ NOT USED ON THIS SHEET
- ⑦ CONSTRUCT HEADER CURB
- ⑧ INSTALL DETECTABLE WARNING SURFACE
- ⑨ REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK, C&G AND FILLET
- ⑩ NOT USED THIS SHEET
- ⑪ NOT USED THIS SHEET
- ⑫ NOT USED THIS SHEET
- ⑬ NOT USED THIS SHEET
- ⑭ NOT USED THIS SHEET
- ⑮ INSTALL LANDSCAPE GRAVEL, 3/4" TAN, 3" DEPTH



GENERAL NOTES

- 1. ALL CURB RAMP CONSTRUCTION SHALL CONFORM TO ADA AND PROWAG STANDARDS FOR ACCESSIBLE DESIGN.
- 2. ALL CURB RAMP RADII ARE 1', UNLESS NOTED OTHERWISE.



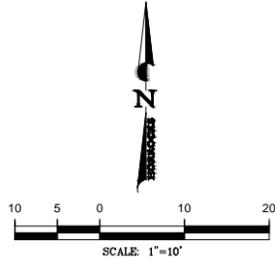
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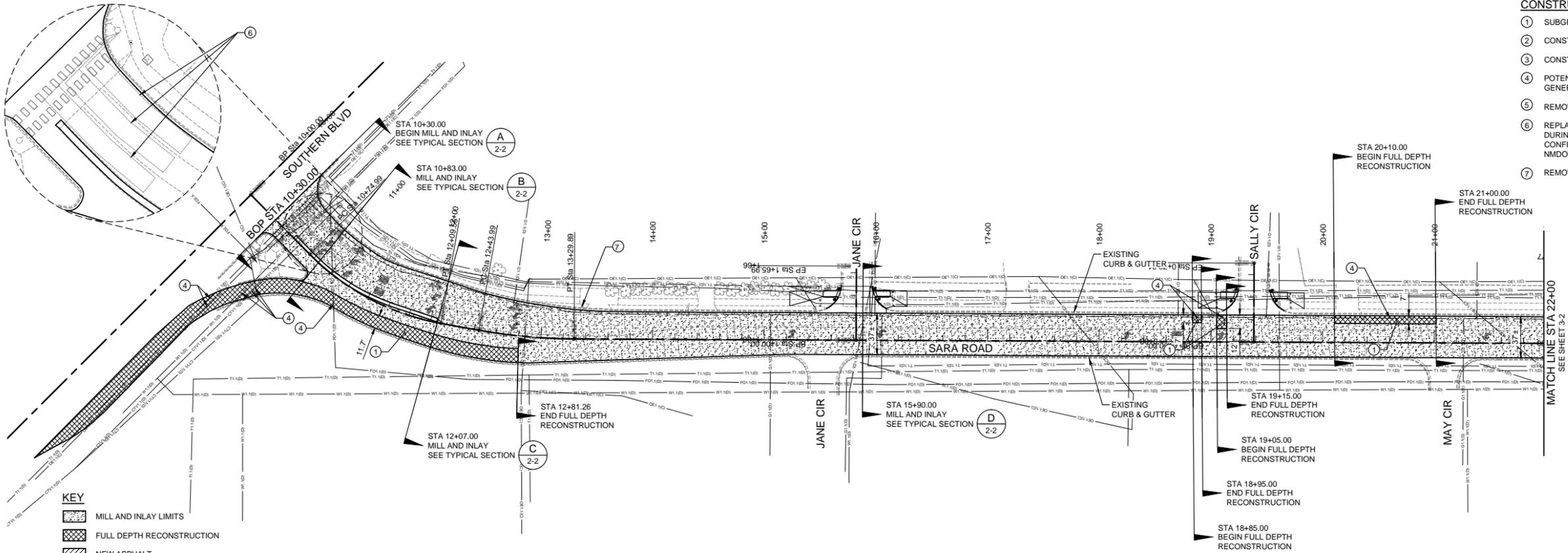
PW1612 SARA ROAD REHABILITATION
 ADA SIDEWALK PLAN



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	2-23



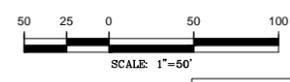
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- KEY**
- MILL AND INLAY LIMITS
 - FULL DEPTH RECONSTRUCTION
 - NEW ASPHALT

- NOTES**
1. CONTRACTOR SHALL REPLACE ADDITIONAL SIDEWALK AT CONSTRUCTION PROJECT MANAGER'S DIRECTION, SEE GENERAL NOTE 16.
 2. SEE SHEETS 2-7 TO 2-22 FOR CURB RAMP DETAILS.
 3. CONTRACTOR TO FIELD VERIFY ALL ELEVATIONS.
 4. THE CONTRACTOR SHALL DOCUMENT THE LOCATION AND LAYOUT OF THE EXISTING LOOP DETECTION SYSTEM PRIOR TO MILLING AND REPLACE IN KIND PER KEYNOTE 6, FOLLOWING PAVING OPERATIONS. DOCUMENTATION OF EXISTING LOOP DETECTION SYSTEM IS INCIDENTAL TO ITEMS 713030, 713250, AND 713300.

- CONSTRUCTION NOTES**
1. SUBGRADE PREPARATION
 2. CONSTRUCT PINNED CURB
 3. CONSTRUCT DRIVE PAD, 6"
 4. POTENTIAL UTILITY CONFLICT, SEE GENERAL NOTE 13, SHEET 1-6
 5. REMOVE VALLEY GUTTER
 6. REPLACE LOOP DETECTORS REMOVED DURING COLD MILLING AS CURRENTLY CONFIGURED AND IN ACCORDANCE WITH NMDOT SPEC. 713.2.4.1-8 AND 713.3.4-5.
 7. REMOVE AND DISPOSE EXISTING SIGN



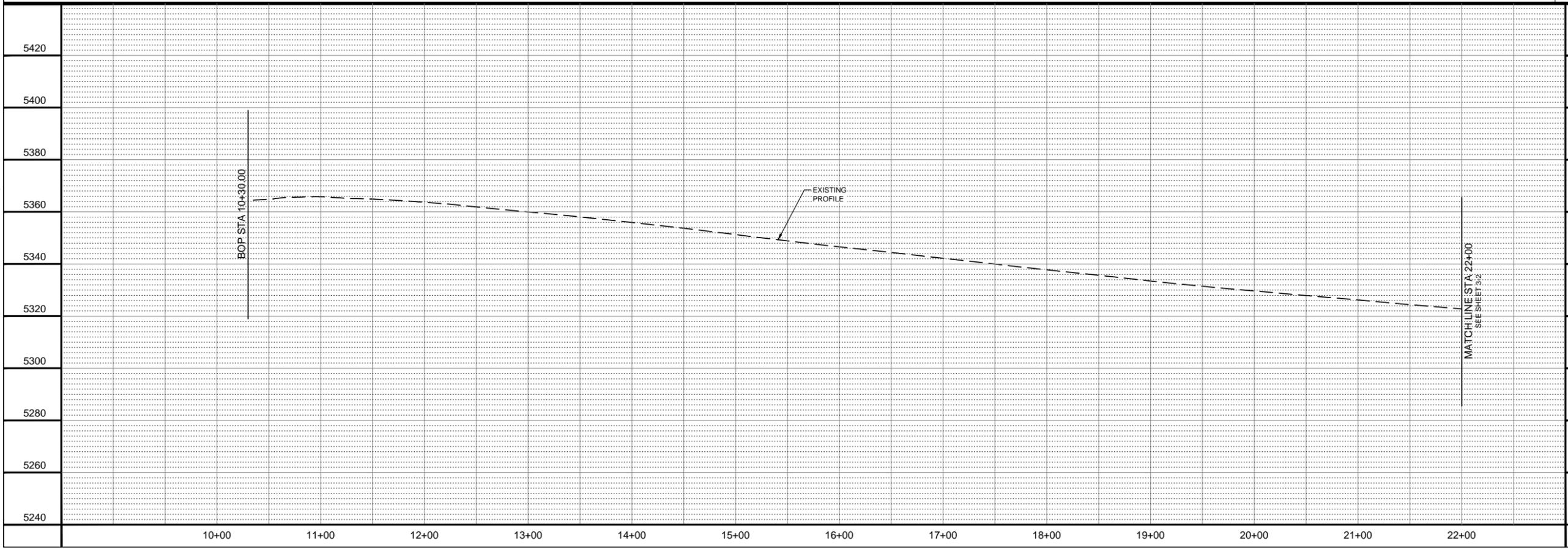
SCALE:
1"=50' HORIZ.
1"=20' VERT.

REVISIONS (OR CHANGE NOTICES)	
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PW1612 SARA ROAD REHABILITATION

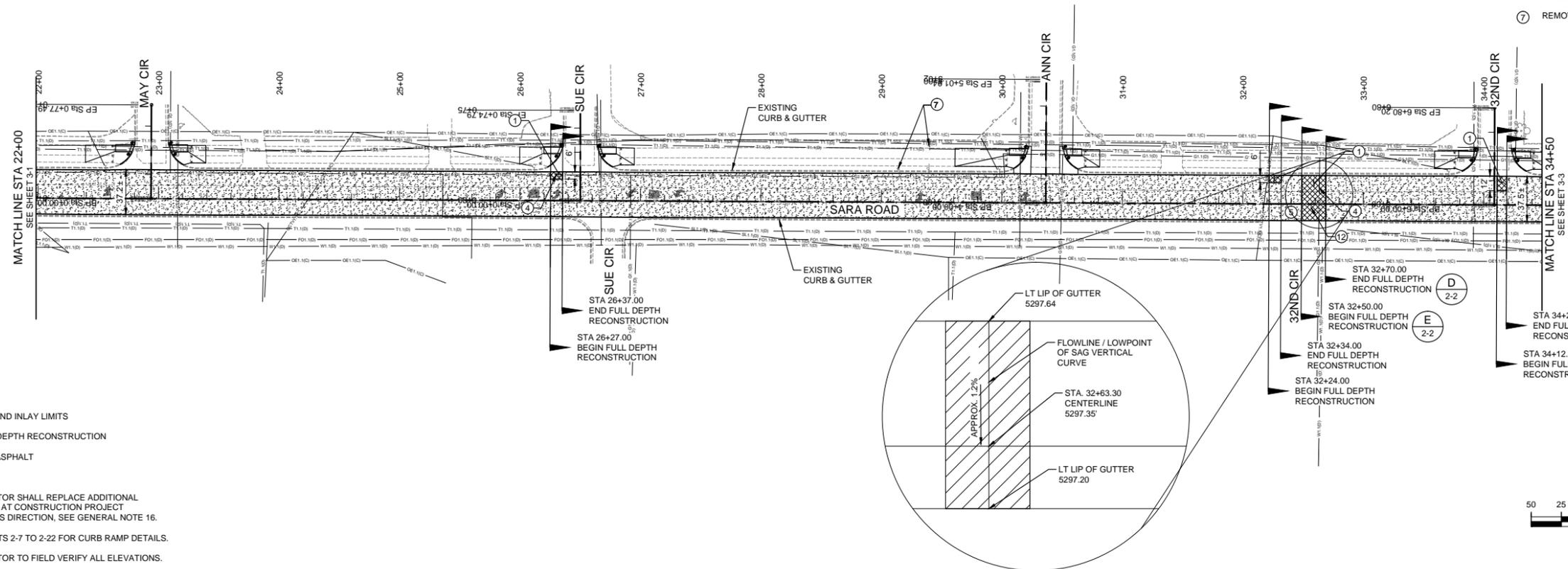
ROADWAY PLAN AND PROFILE

PROJECT NO.	16-PW-085
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JUNE 2016
DPI CHK:	
SHEET:	

3-1

CONSTRUCTION NOTES

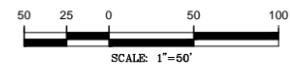
- ① SUBGRADE PREPARATION
- ② CONSTRUCT PINNED CURB
- ③ CONSTRUCT DRIVE PAD, 6"
- ④ POTENTIAL UTILITY CONFLICT, SEE GENERAL NOTE 13, SHEET 1-6
- ⑤ REMOVE VALLEY GUTTER
- ⑫ REMOVE AND DISPOSE OF CONCRETE VALLEY GUTTER
- ⑦ REMOVE AND DISPOSE EXISTING SIGN



- KEY**
- MILL AND INLAY LIMITS
 - FULL DEPTH RECONSTRUCTION
 - NEW ASPHALT

NOTES

- 1. CONTRACTOR SHALL REPLACE ADDITIONAL SIDEWALK AT CONSTRUCTION PROJECT MANAGER'S DIRECTION, SEE GENERAL NOTE 16.
- 2. SEE SHEETS 2-7 TO 2-22 FOR CURB RAMP DETAILS.
- 3. CONTRACTOR TO FIELD VERIFY ALL ELEVATIONS.

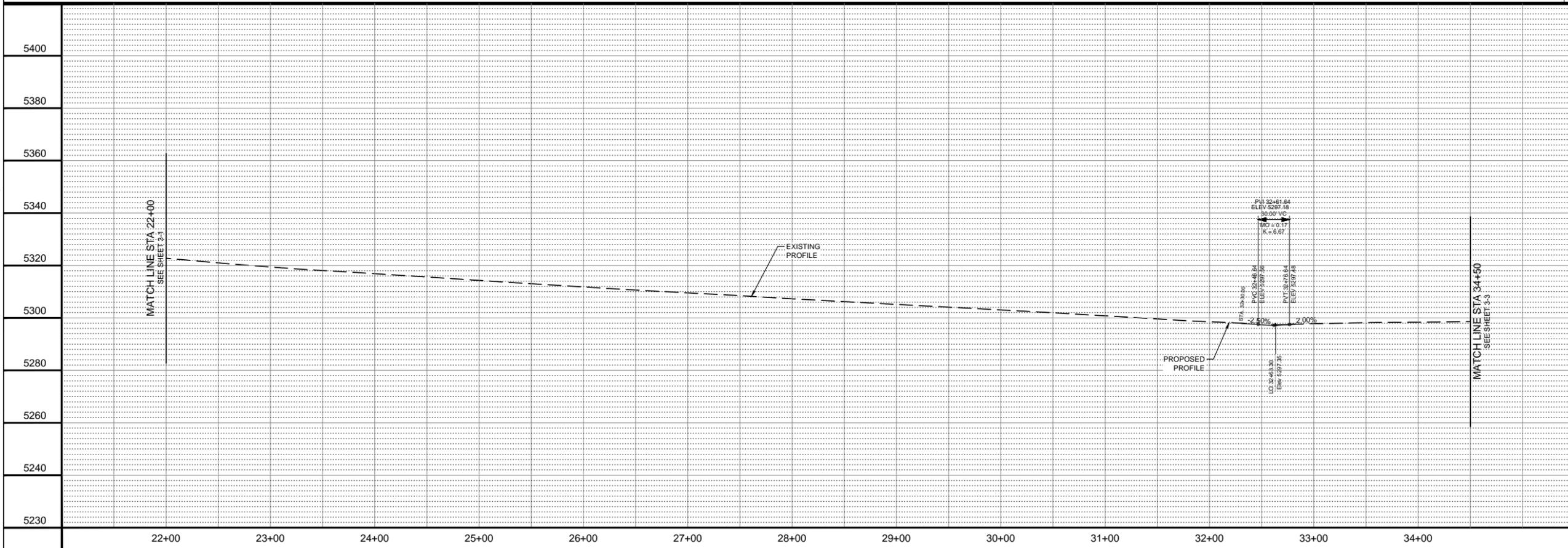


SCALE:
1"=50' HORIZ.
1"=20' VERT.

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PW1612 SARA ROAD REHABILITATION
ROADWAY PLAN AND PROFILE

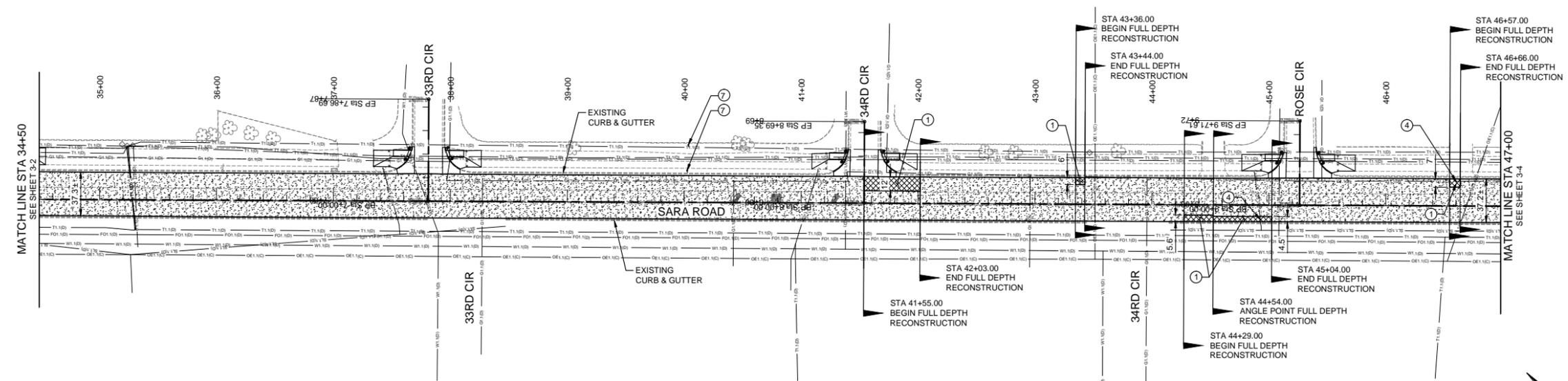


PROJECT NO.	16-PW-085
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JUNE 2016

DPI CHK:
SHEET:
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CONSTRUCTION NOTES

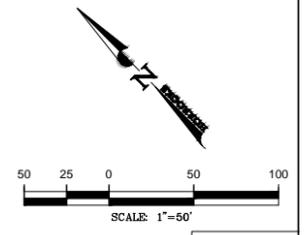
- ① SUBGRADE PREPARATION
- ② CONSTRUCT PINNED CURB
- ③ CONSTRUCT DRIVE PAD, 6"
- ④ POTENTIAL UTILITY CONFLICT, SEE GENERAL NOTE 13, SHEET 1-6
- ⑤ REMOVE VALLEY GUTTER
- ⑦ REMOVE AND DISPOSE EXISTING SIGN



KEY

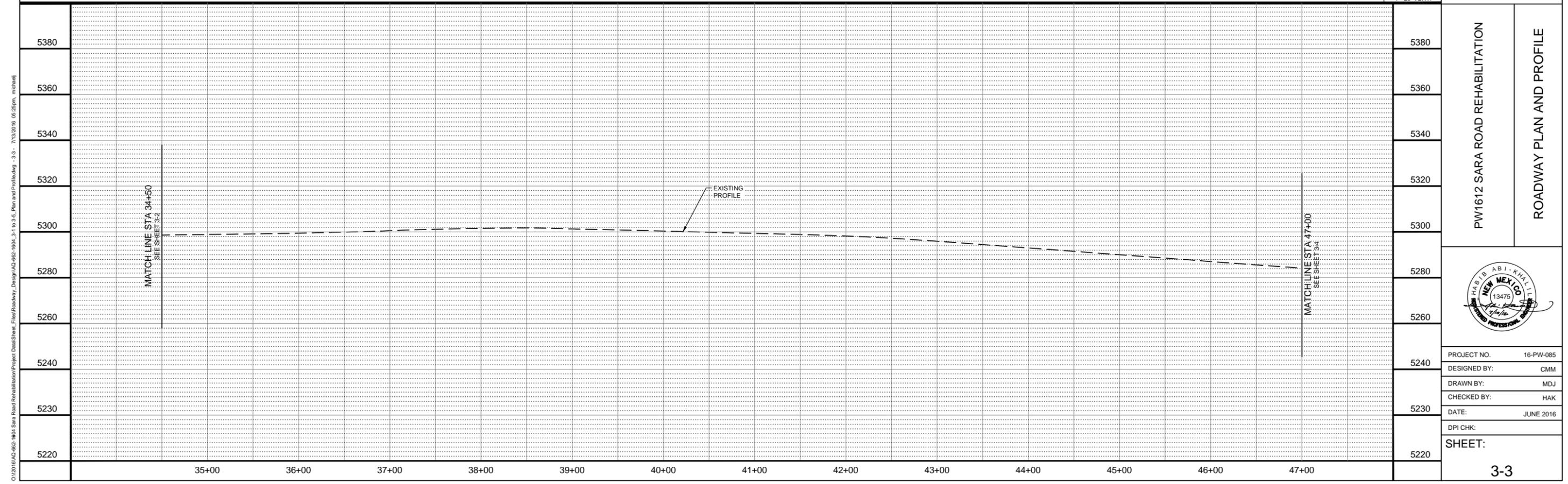
- MILL AND INLAY LIMITS
- FULL DEPTH RECONSTRUCTION
- NEW ASPHALT

- NOTES**
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 2. SEE SHEETS 2-7 TO 2-22 FOR CURB RAMP DETAILS.
 3. CONTRACTOR TO FIELD VERIFY ALL ELEVATIONS.



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PW1612 SARA ROAD REHABILITATION

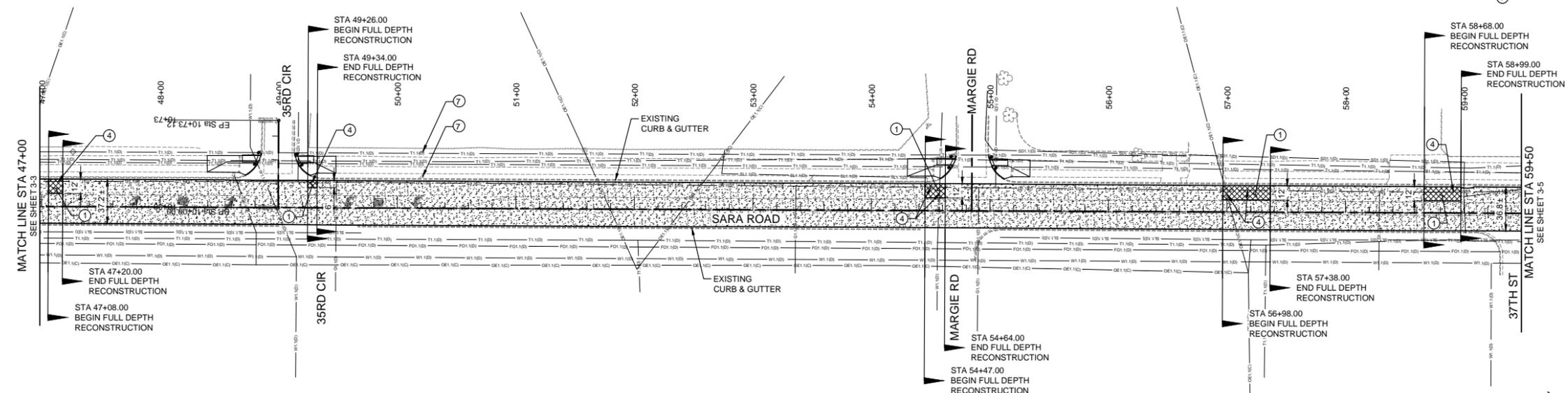
ROADWAY PLAN AND PROFILE

PROJECT NO.	16-PW-085
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JUNE 2016
DPI CHK:	
SHEET:	3-3

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CONSTRUCTION NOTES

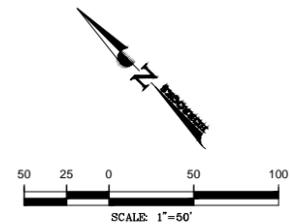
- ① SUBGRADE PREPARATION
- ② CONSTRUCT PINNED CURB
- ③ CONSTRUCT DRIVE PAD, 6"
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- ⑤ REMOVE VALLEY GUTTER
- ⑦ REMOVE AND DISPOSE EXISTING SIGN



KEY

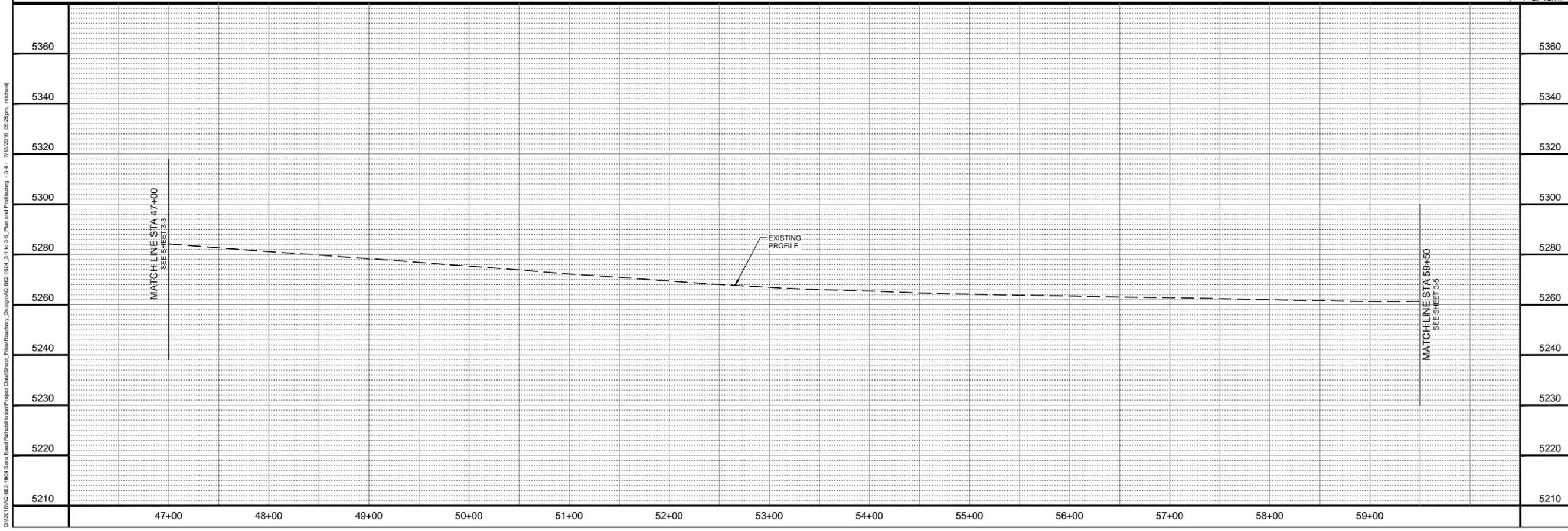
- MILL AND INLAY LIMITS
- FULL DEPTH RECONSTRUCTION
- NEW ASPHALT

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PW1612 SARA ROAD REHABILITATION

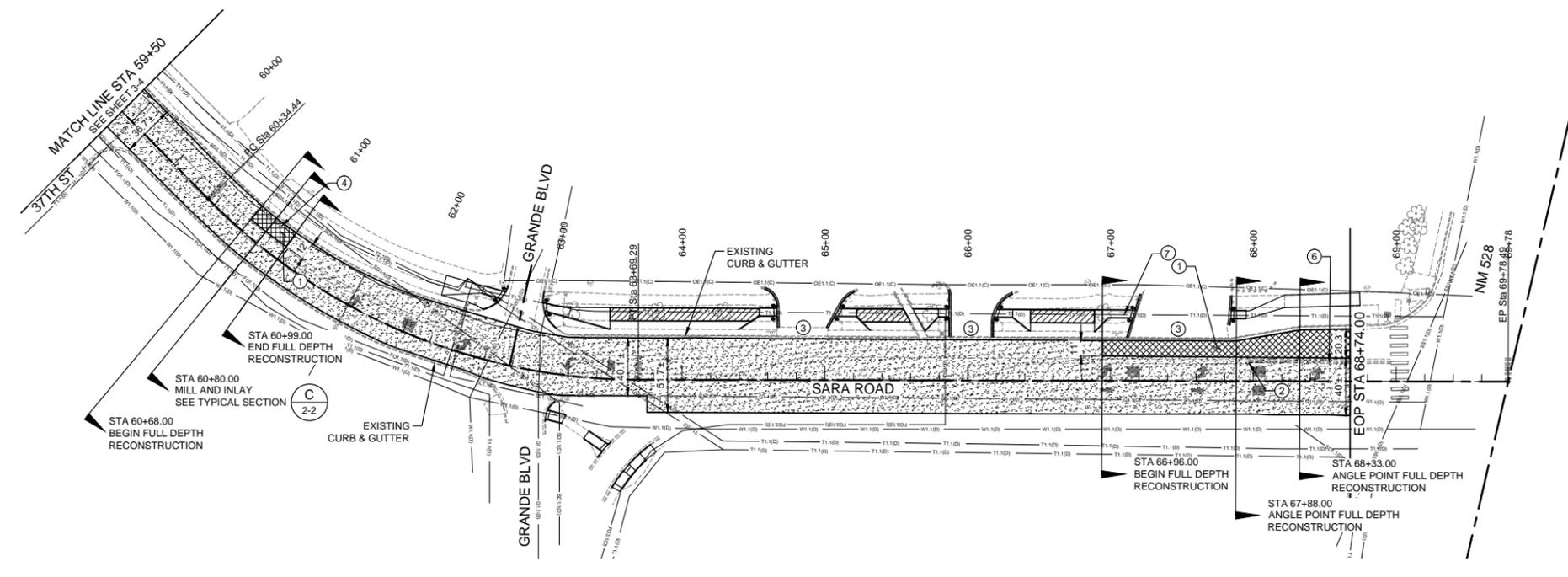
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PROJECT NO.	16-PW-085
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JUNE 2016
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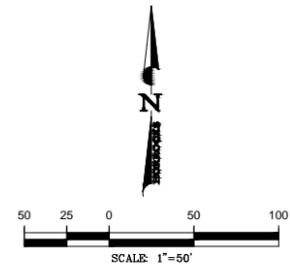
CONSTRUCTION NOTES

- ① SUBGRADE PREPARATION
- ② CONSTRUCT PINNED CURB
- ③ CONSTRUCT DRIVE PAD, 6"
- ④ POTENTIAL UTILITY CONFLICT, SEE GENERAL NOTE 13, SHEET 1-6
- ⑤ REMOVE VALLEY GUTTER
- ⑥ REMOVE AND DISPOSE OF PINNED CURB
- ⑦ REMOVE AND DISPOSE EXISTING SIGN



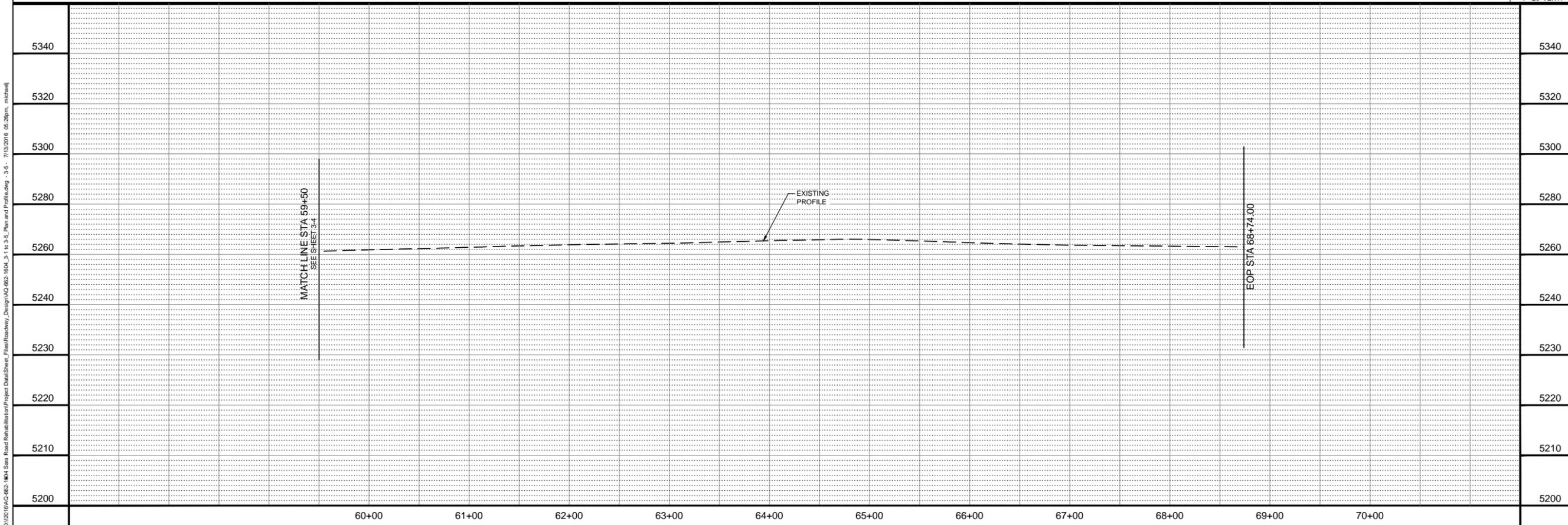
- KEY**
- MILL AND INLAY LIMITS
 - FULL DEPTH RECONSTRUCTION
 - NEW ASPHALT

- NOTES**
1. CONTRACTOR SHALL REPLACE ADDITIONAL SIDEWALK AT CONSTRUCTION PROJECT MANAGER'S DIRECTION, SEE GENERAL NOTE 16.
 2. SEE SHEETS 2-7 TO 2-22 FOR CURB RAMP DETAILS.
 3. CONTRACTOR TO FIELD VERIFY ALL ELEVATIONS.



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PW1612 SARA ROAD REHABILITATION

ROADWAY PLAN AND PROFILE

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DATE:	JUNE 2016
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NOTES

THE SUGGESTED SEQUENCE OF CONSTRUCTION IS PROVIDED AS A GUIDE TO REDUCE IMPACTS TO THE TRAVELING PUBLIC DURING CONSTRUCTION. THE SUGGESTED SEQUENCE MAY BE MODIFIED BY THE CONTRACTOR TO BEST SUIT THEIR OPERATIONS. ALL CONSTRUCTION TRAFFIC CONTROL CHANGES MUST GET APPROVAL BY THE CITY AND/OR THE DESIGN ENGINEER AND MUST FOLLOW THE CURRENT EDITION OF THE MUTCD.

SUGGESTED SEQUENCE OF CONSTRUCTION

ROADSIDE CONCRETE WORK

PHASE 1: SIDEWALK, CURBING, AND CURB RAMPS

1. ANY CONCRETE WORK INCLUDING BUT NOT LIMITED TO SIDEWALK, CURB/GUTTER, AND CURB RAMPS WILL BE COMPLETELY INSTALLED PRIOR TO COMMENCING WITH THE ROTOMILLING PHASES.
2. MUCH OF THE CONCRETE WORK WILL BE OUT OF THE ROADWAY AREA BUT WILL REQUIRE CORRECT CONTROL FOR DIRECTING PEDESTRIANS AS NEEDED.
3. WHEN CONCRETE WORK INCLUDES RAMPS OR CURBING, TRAFFIC CONTROL CAN BE PLACED IN THE TRAVELWAY. ALL TRAFFIC CONTROL WILL NEED TO BE BEHIND THE CURB LINE OR EXTENDED CURB LINE THROUGH A SIDE STREET.

ROTOMILLING

THE ROTOMILLING PHASES CAN BE PERFORMED IN EACH WORK ZONE IN ANY ORDER. THE PREFERRED CONSTRUCTION SEQUENCE IS TO ROTOMILL THE ENTIRE ROADWAY SURFACE IN EACH WORK ZONE AND THEN PAVE THE ENTIRE ROADWAY SECTION USING THE SUGGESTED WORK ZONE TRAFFIC CONTROL.

PHASE 2: ROTOMILLING

WORKZONE 1

1. AREAS OF THE ROADWAY THAT HAVE POOR SUBGRADE OR BASE, AND THAT ARE PLANNED TO BE RECONSTRUCTED, MAY NOT BE VISIBLE IF ROTOMILLING TAKES PLACE FIRST. THEREFORE, IT IS RECOMMENDED TO PERFORM SUBGRADE OR BASE IMPROVEMENTS PRIOR TO ROTOMILLING.
2. SIDE STREETS WILL OPEN FOR VEHICLES TO TURN RIGHT AND TRAVEL SOUTHEAST ON SARA ROAD IN THE WORKZONE UNTIL THE CONSTRUCTION EQUIPMENT IS CLEAR OF THE SIDE STREET. TRAFFIC CALMING DEVICES WILL BE MOVED TO TEMPORARILY CLOSE THE SIDE STREETS DURING ROADWAY WORK IN FRONT OF THE SIDE STREET. THE CONTRACTOR WILL THEN BE ABLE TO REOPEN THE ROADWAY AND DRIVERS WILL BE ABLE TO TURN RIGHT AND TRAVEL SOUTHEAST ON SARA ROAD.

WORKZONE 2

3. TRAFFIC TRAVELING SOUTHEAST IN THE CENTER LANE WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND NO TURNS WILL BE ALLOWED IN WORKZONE 2.

WORKZONE 3

4. TRAFFIC TRAVELING NORTHWEST IN THE RIGHT LANE WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH. VEHICLES WILL BE ABLE TO MAKE A RIGHT IN OR OUT AT SIDE STREETS IN WORKZONE 3.

PHASE 3: ROTOMILLING

WORKZONE 1

1. TRAFFIC TRAVELING SOUTHEAST IN THE RIGHT LANE WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND NO LEFT TURNS WILL BE ALLOWED THROUGH WORKZONE 2.

WORKZONE 2

2. WOKZONE 2 AREAS OF THE ROADWAY THAT HAVE POOR SUBGRADE OR BASE, AND THAT ARE PLANNED TO BE RECONSTRUCTED, MAY NOT BE VISIBLE IF ROTOMILLING TAKES PLACE FIRST. THEREFORE, IT IS RECOMMENDED TO PERFORM SUBGRADE OR BASE IMPROVEMENTS PRIOR TO ROTOMILLING.

3. ROTOMILL 2" OF ASPHALT IN WORKZONE 2 IT'S ENTIRE PROJECT LENGTH

WORKZONE 3

4. WORK ZONE 3 WILL BE OPEN TO TRAFFIC TRAVELING NORTHWEST ALONG SARA ROAD. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND NO LEFT TURNS WILL BE ALLOWED THROUGH WORKZONE 2.

PHASE 4: ROTOMILLING

WORKZONE 1

1. TRAFFIC TRAVELING SOUTHEAST IN WORKZONE 1 WILL BE DELINEATED BY TRAFFIC CALMING DEVICES. THE SPEED LIMIT WILL REMAIN AT 35 MPH AND RIGHT INS AND OUTS WILL BE ALLOWED AT SIDE STREETS FROM THIS LANE.

WORKZONE 2

2. WORKZONE 2 WILL BE OPEN TO TRAFFIC TRAVELING NORTHWEST ALONG SARA ROAD. THE SPEED LIMIT WILL REMAIN AT 35 MPH.

WORKZONE 3

3. AREAS OF THE ROADWAY THAT HAVE POOR SUBGRADE OR BASE, AND THAT ARE PLANNED TO BE RECONSTRUCTED, MAY NOT BE VISIBLE IF ROTOMILLING TAKES PLACE FIRST. THEREFORE, IT IS RECOMMENDED TO PERFORM SUBGRADE OR BASE IMPROVEMENTS PRIOR TO ROTOMILLING.
4. SIDE STREETS WILL OPEN FOR VEHICLES TO TURN RIGHT AND TRAVEL NORTHWEST ON SARA ROAD IN WORKZONE 2 (CENTER LANE) UNTIL THE CONSTRUCTION EQUIPMENT IS CLEAR OF THE SIDE STREET. TRAFFIC CALMING DEVICES WILL BE MOVED TO TEMPORARILY CLOSE THE SIDE STREETS DURING ROADWAY WORK IN FRONT OF THE SIDE STREET. THE CONTRACTOR WILL THEN BE ABLE TO REOPEN THE SIDE STREET AND DRIVERS WILL BE ABLE TO AGAIN TURN RIGHT AND TRAVEL NORTHWEST ON SARA ROAD.

PAVING

PHASE 5: PAVING

1. THE ABOVE MOT PHASES ARE TO BE REPEATED DURING THE PAVING CYCLE. THE CONTRACTOR IS TO RESTRICT AND DETER VEHICLES FROM TRAVELING OVER THE TACK SURFACE PRIOR TO PAVING.
2. THE CITY WILL PERMIT SARA ROAD TO BE CLOSED A MAXIMUM OF 5 DAYS DURING THE INLAY PAVING
3. EXCEEDING THE 5-DAY CLOSURE LIMIT WILL RESULT IN LIQUIDATED DAMAGES OF \$5,000/DAY AND MAY INCLUDE A PAY REDUCTION TO THE CONTRACTOR FOR A REDUCTION IN PAVEMENT QUALITY.

TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR AND BARRICADING FIRM MUST ADHERE TO THE DATES AND TIMES LISTED ON THE BARRICADING PERMIT/PLAN. FAILURE TO DO SO WILL RESULT IN THE PERMIT BEING REVOKED.
2. THE CONTRACTOR AND BARRICADING FIRM SHALL ADHERE TO ALL THE REQUIREMENTS LISTED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS WELL AS THE LATEST EDITION OF AASHTO ROADSIDE DESIGN GUIDE.
3. IN THE AREAS OF PAVEMENT OPERATIONS OR OTHER ACTIVITIES WITHIN THE TRAVELED WAY AND ADJACENT TO THE EXISTING TRAVELED LANE, THE CONTRACTOR SHALL ASSURE THAT NO PAVEMENT DROP-OFFS ARE LEFT EXPOSED DURING NON-WORKING HOURS. THE CONTRACTOR SHALL INITIATE CORRECTIVE MEANS AS PER AS 241 PAVEMENT DROP-OFF GUIDELINES FOR CONSTRUCTION ZONES TO ACHIEVE A MINIMUM 6:1 SLOPE BETWEEN TRAVELED LANES AND A MINIMUM 3:1 SLOPE ADJACENT TO THE EXISTING TRAVELED LANE WITH TWO 11 FOOT DRIVING LANES.
4. THE CONTRACTOR AND BARRICADING FIRM WILL BE REQUIRED TO COVER UP ALL CONFLICTING SIGNS WITHIN OR IN ADVANCE OF THE WORK ZONE.
5. IN COVERING UP ANY CONFLICTING SIGNS, THE CONTRACTOR IS TO USE AN APPROVED METHOD OF COVERING EXISTING SIGNING SO AS NOT TO DAMAGE/DISTORT THE SIGN SHEETING OR MARKINGS. THE CONTRACTOR AND BARRICADING FIRM SHALL NOT PLACE TAPE DIRECTLY ON THE FACE OF THE SIGN. FAILURE TO ADHERE TO THIS REQUIREMENT WILL RESULT IN THE CONTRACTOR AND BARRICADING FIRM BEING REQUIRED TO REPLACE THE SIGN AT NO COST TO THE CORR.
6. THE CONTRACTOR AND BARRICADING FIRM SHALL CONTACT THE CITY OR RIO RANCHO PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS BEFORE ANY TRAFFIC CONTROL CHANGES THAT WERE NOT PREVIOUSLY APPROVED. THESE TRAFFIC CONTROL CHANGES SHALL BE REQUESTED IN WRITING ACCOMPANIED BY A TRAFFIC CONTROL PLAN REFLECTING THE CHANGES.
7. ALL TRAFFIC DEVICES SHALL BE KEPT CLEAN THROUGHOUT THE DURATION OF THE PROJECT. ANY SIGN THAT IS TAGGED WITH GRAFFITI SHALL BE CLEANED (AS LONG AS IT DOES NOT AFFECT THE REFLECTIVE SHEETING) WITHIN 24 HOURS OR REMOVED AND REPLACED.
8. ALL SIGNS THAT ARE PART OF THE WORK ZONE THAT IS IN PLACE FOR MORE THAN 3 DAYS SHALL BE PLACED ON POSTS. IF THERE ARE PHYSICAL RESTRICTIONS AT THE SITE THAT PROHIBIT THE SIGN FROM BEING PLACED ON POSTS, THE CONTRACTOR SHALL NOTIFY THE CORR AND OBTAIN A WAIVER.
9. ALL TEMPORARY TRAFFIC CONTROL SIGNS, POSTS, AND BASES INSTALLED WITH THE CONSTRUCTION PROJECT SHALL BE REMOVED BY THE CONTRACTOR AT THE COMPLETION OF THE PROJECT. REMOVAL SHALL CONSIST OF EXTRACTION OF THE BASES FROM THE GROUND AND NOT HAMMERED INTO THE GROUND. THIS WORK SHALL BE INCIDENTAL TO THE COMPLETION OF THE PROJECT.
10. THE REFLECTIVITY MATERIAL SHALL COMPLY WITH IDD-2014-03. SIGN SHEETING REQUIREMENTS FOR ALL CONSTRUCTION SIGNING PLACED ON CORR ROADWAYS.
11. THE SIGNS AND TRAFFIC CONTROL DEVICES USED OVERNIGHT SHALL BE REQUIRED TO MEET THE FOLLOWING MINIMUM REFLECTIVITY STANDARDS PER THE MUTCD TABLE 2A-3 MINIMUM RETROREFLECTIVITY LEVELS.
12. ALL DEVICES THAT ARE PLACED WITHIN THE CORR AND NMDOT R/W SHALL ADHERE TO SECTION 702 - TRAFFIC CONTROL DEVICES FOR CONSTRUCTION - IN THE LATEST EDITION OF THE CORR SPECIFICATION BOOK.
13. MATERIALS, WORK ACTIVITIES, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED WITHIN THE ESTABLISHED BUFFER SPACE OF THE PROJECT WORK ZONE. ALL CONSTRUCTION EQUIPMENT, VEHICLES, AND MATERIALS SHALL REMAIN BEHIND TRAFFIC CONTROL DEVICES.
14. LOCATION OF DEVICE SPACING SHALL BE FIELD VERIFIED TO ACCOUNT FOR EXISTING ROADWAY FEATURES WHICH MAY OBSTRUCT PLACEMENT AND/OR VIEW OF DEVICES. ANY CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE APPROVED BY THE CORR.



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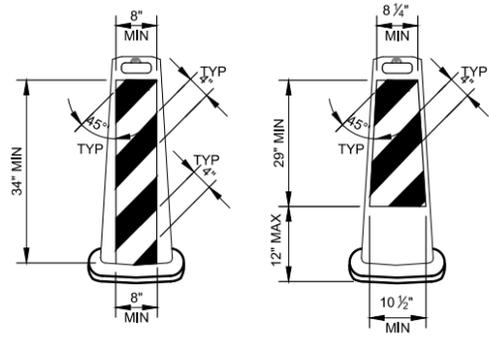


PW1612 SARA ROAD REHABILITATION
TRAFFIC CONTROL GENERAL NOTES

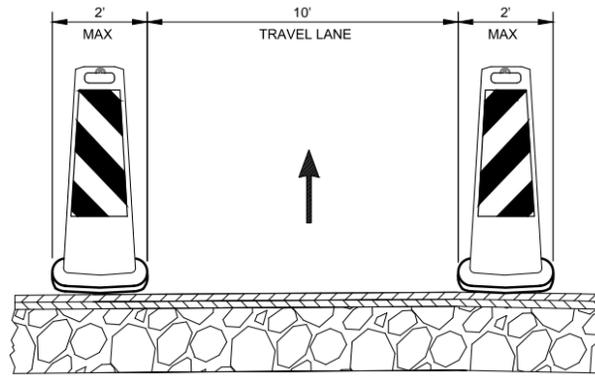


PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
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SHEET:	
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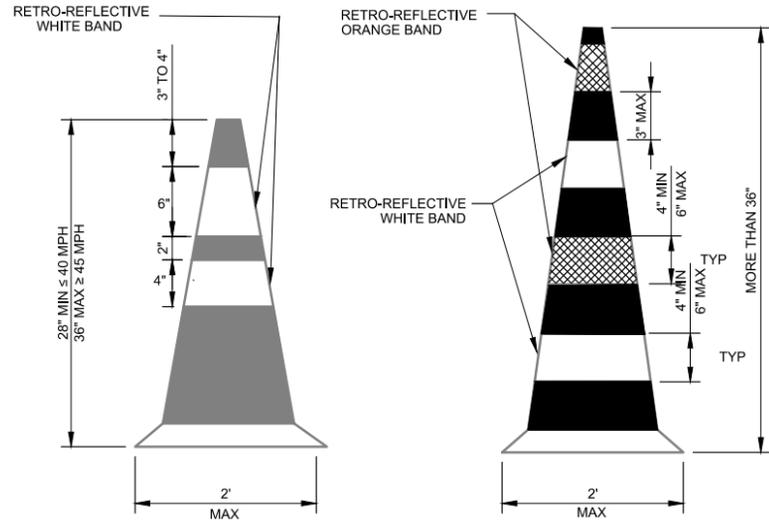
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VERTICAL PANEL
SEE NOTES 1 & 2



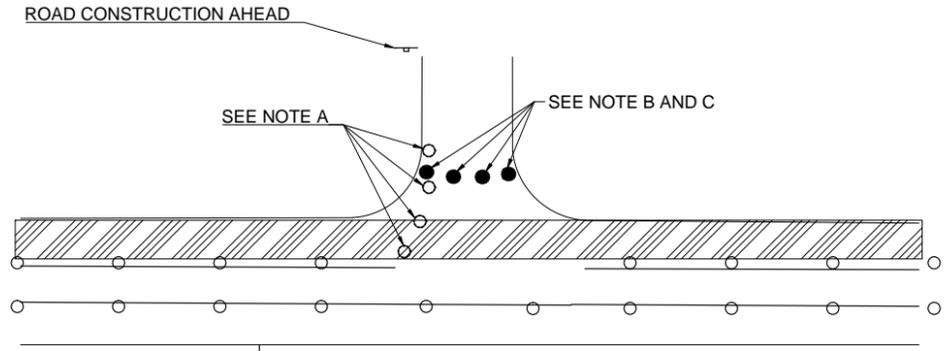
VERTICAL PANEL
SEE NOTE 8



CONES (OPTIONAL DEVICE)
NOTES 3, 4, 5, 6 & 7

NOTES:

- USE A MINIMUM OF 270 SQUARE INCHES OF RETROREFLECTIVE MATERIAL PLACED ON BARRICADES AND VERTICAL PANELS. PLACE BARRICADES AND VERTICAL PANELS IN SUCH A MANNER THAT THEY ARE VISIBLE TO APPROACHING TRAFFIC.
- USE 6 INCH STRIPE WIDTH WHERE THE HEIGHT OF THE RETROREFLECTIVE MATERIAL ON VERTICAL PANEL IS 36 INCHES OR MORE.
- USE RETROREFLECTORIZED CONES FOR MAXIMUM VISIBILITY.
- PROVIDE RETROREFLECTORIZATION OF CONES THAT ARE 28 TO 36 INCHES HIGH BY USING A 6 INCH WIDE WHITE BAND LOCATED 3 TO 4 INCHES FROM THE TOP OF THE CONE AND AN ADDITIONAL 4 INCH WIDE WHITE BAND LOCATED APPROXIMATELY 2 INCHES BELOW THE 6 INCH BAND.
- PROVIDE RETROREFLECTORIZATION OF CONES THAT ARE MORE THAN 36 INCHES HIGH BY USING HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES THAT ARE 4 TO 6 INCHES WIDE. USE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES FOR EACH CONE, WITH THE TOP STRIPE BEING ORANGE. DO NOT EXCEED 3 INCHES WIDE FOR ANY NON-RETROREFLECTIVE SPACES BETWEEN THE ORANGE AND WHITE STRIPES.
- VERTICAL PANELS, BARRICADES, OR CONES ADJACENT TO THE TRAVEL LANES HAVE TO HAVE A MAXIMUM OF 2 FEET.
- DO NOT USE CONES FOR LONG TERM STATIONARY OPERATIONS. REMOVE CONES FROM THE ROADWAY AT THE END OF EACH WORKDAY, WITH THE FOLLOWING EXCEPTION:
CONES MAY BE USED FOR UP TO 3 DAYS AND 2 NIGHTS FOR OPERATIONS WHERE WORKERS ARE CONTINUALLY PRESENT AND WORK IS ACTIVELY UNDERWAY. REPLACE CONES WITH VERTICAL PANELS, DRUMS, AND BARRICADES WHEN WORKERS ARE NO LONGER PRESENT OR WHEN WORK EXTENDS THROUGH ADDITIONAL NIGHTS.
- CHEVRONS ON VERTICAL PANELS TO BE ANGLED DOWN TOWARDS TRAVEL LANE.
- ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE SPECIFIED. EACH SIGN FACE SHOWN ON PLANS SHALL MEET THE SPECIFICATIONS IN THE STANDARD HIGHWAY MANUAL (CURRENT EDITION) FOR PROPER ARRANGEMENT AND SPACING OF LETTERS, LETTER HEIGHT, LETTER SERIES, SYMBOLS, AND BORDERS FOR THE SPECIFIED SIZE AND MESSAGE AS SHOWN ON THE PLANS.



NO LEFT TURN



R3-2

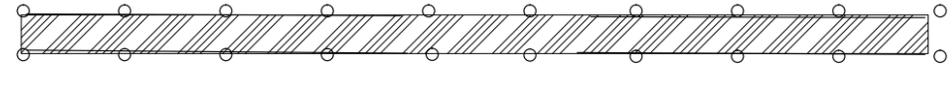
TEMPORARY CLOSURES OF SIDE STREETS

- MOVABLE CONSTRUCTION DEVICES REMAIN IN PLACE WHILE VEHICLES ARE ALLOWED TO TURN RIGHT.
- CONSTRUCTION DEVICES MOVED TO BLOCK SIDE STREET WHILE CONSTRUCTION ACTIVITIES ARE IN THE VICINITY.
- SIDE ROAD CLOSURES REMAIN WHILE TACK COAT IS INSTALLED AND IN PLACE PRIOR TO PAVING.



R3-5R

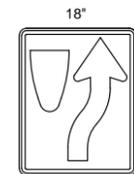
RIGHT TURN ONLY



TEMPORARY CLOSURES OF SIDE STREETS

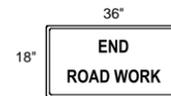


W20-1(1)



BLACK/WHITE

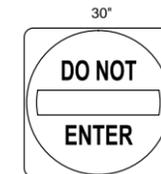
R4-7c



18"

36"

G20-2a



30"

RED/WHITE

R5-1



30"

BLACK/WHITE

R3-5R



BLACK/WHITE

R4-7aL



RED/BLACK/WHITE

R3-2

SIGN FACE DETAILS

SEE NOTE 9

LEGEND

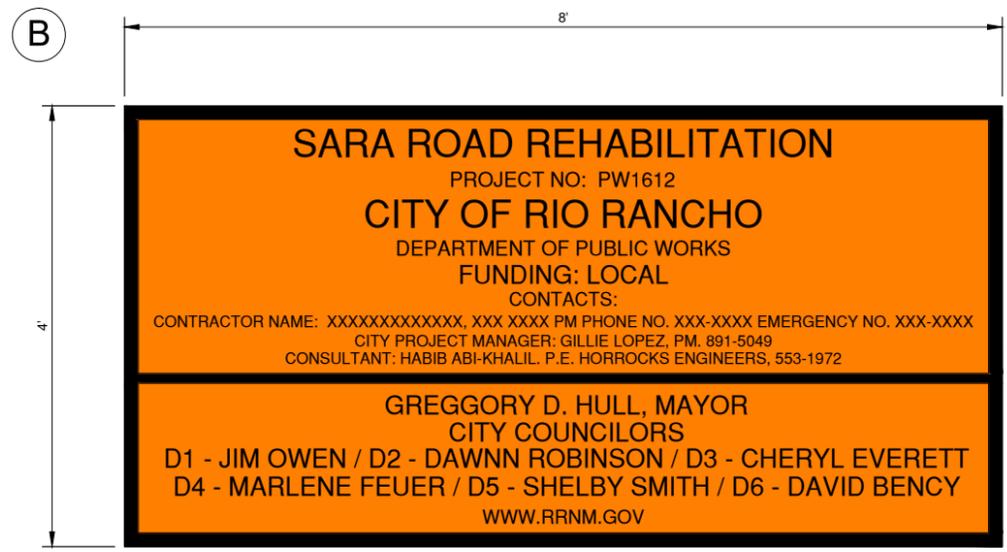
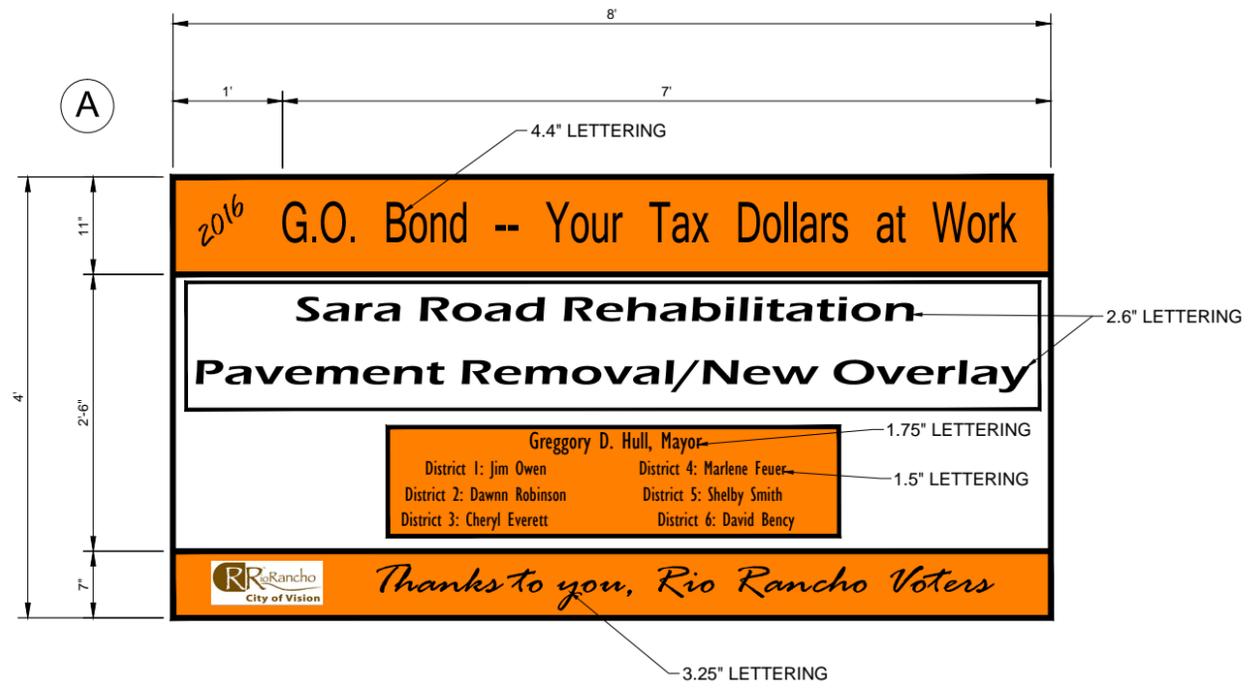
- WORKZONE
- TRAFFIC CONTROL DEVICE
- TEMPORARY CLOSURE
- WARNING SIGN

NO.	DESCRIPTION	DATE	BY
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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

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- NOTES:**
- SIGN PANEL A MUST BE PLACED RELATIVELY CLOSE TO THE BEGINNING OF THE CONSTRUCTION ZONE ON SARA ROAD BOTH NEAR THE HWY 528 INTERSECTION AND THE SOUTHERN BLVD INTERSECTION.
 - SIGN PANELS A & B MUST BE SPACED 200' APART ON SARA ROAD.
 - BECAUSE OF LOCAL BUSINESSES AND RESIDENCES THE EXACT PLACEMENT OF THE SIGN PANELS WILL BE DETERMINED BY THE CONTRACTOR AND THE CITY.
 - THE CONTRACTOR IS RESPONSIBLE FOR AVOIDING UTILITIES ABOVE GROUND AND UNDER GROUND.



NO.	DESCRIPTION (OR CHANGE NOTICES)	DATE	BY
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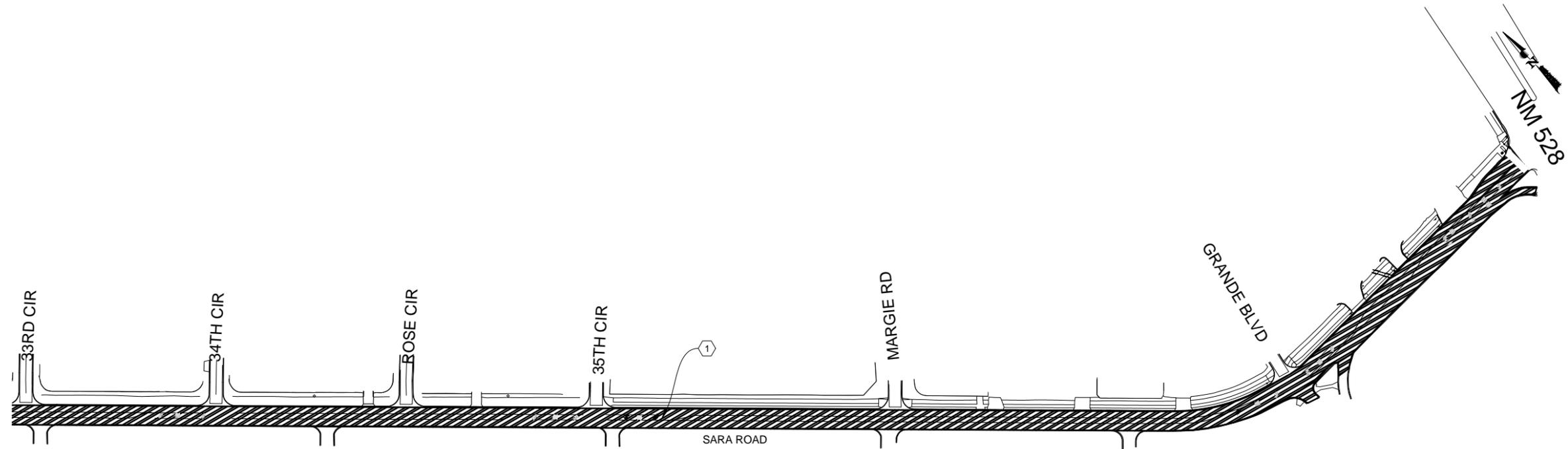
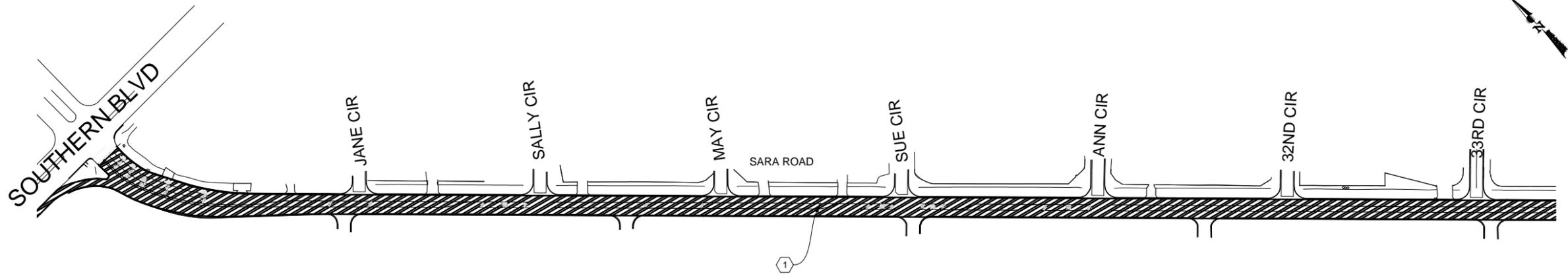
PW1612 SARA ROAD REHABILITATION	CITY PROJECT INFORMATION SIGNS
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PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	6-3

NOTES

1. CONSTRUCTION ZONE



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PW1612 SARA ROAD REHABILITATION
 TRAFFIC CONTROL LAYOUT/PHASING



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

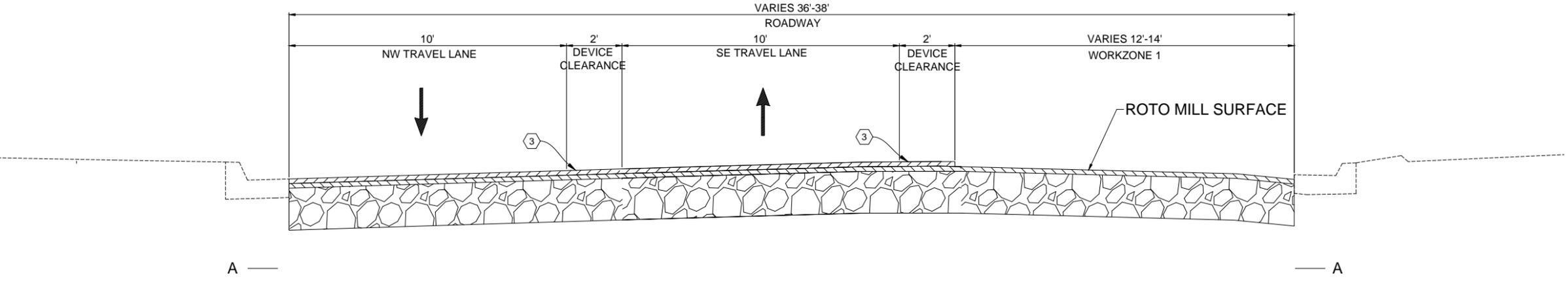
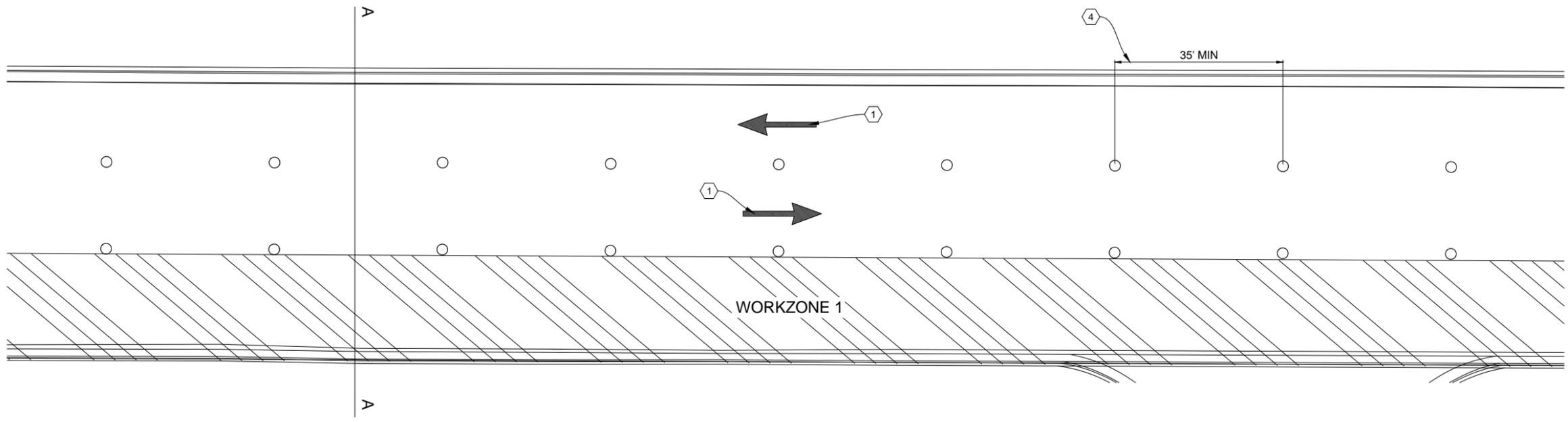
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PW1612 SARA ROAD REHABILITATION
TRAFFIC CONTROL WORKZONE 1



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	6-6



SECTION AA WORKZONE 1
SARA ROAD
DESIGN SPEED - 35 MPH

NOTES:

- ARROWS SHOW TRAVEL DIRECTION FOR MOT CLARITY. ARROWS ARE NOT TO BE INSTALLED DURING CONSTRUCTION.
- SEE SHEET 6-2 FOR TEMPORARY CLOSURE OF SIDE STREETS.
- TRAFFIC CONTROL DEVICES HAVE TO HAVE A MAXIMUM BASE WIDTH OF 2' (SEE SHEET 6-2).
- TRAFFIC CONTROL DEVICES ARE TO BE PLACED AT MINIMUM EVERY 35 FEET.
- FOR ROTO MILL SURFACE DEPTH SEE ROAD DESIGN.
- ORDER OF WORKZONES TO BE DETERMINED BY CONTRACTOR.

LEGEND

- WORKZONE
- TRAFFIC CONTROL DEVICE
- TEMPORARY CLOSURE
- WARNING SIGN

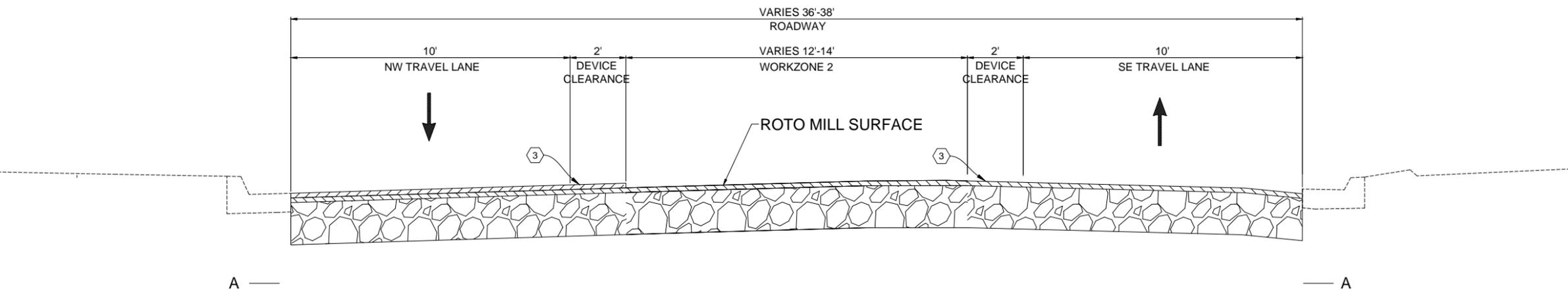
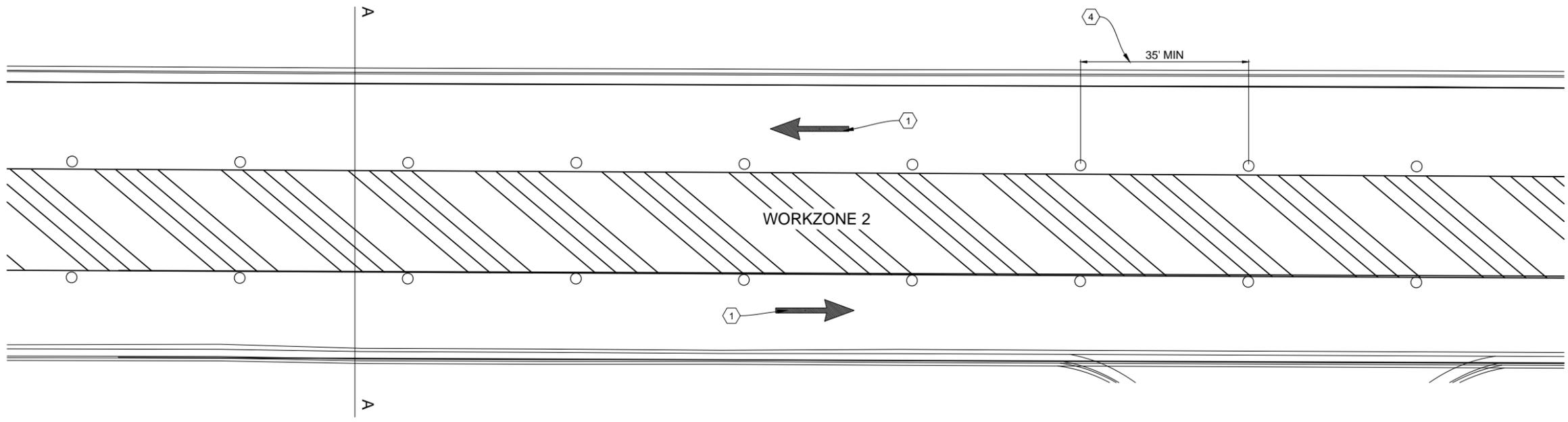
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PW1612 SARA ROAD REHABILITATION
TRAFFIC CONTROL WORKZONE 2



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
SHEET:	6-7



SECTION AA WORKZONE 2
SARA ROAD
DESIGN SPEED - 35 MPH

NOTES:

- ARROWS SHOW TRAVEL DIRECTION FOR MOT CLARITY. ARROWS ARE NOT TO BE INSTALLED DURING CONSTRUCTION.
- SEE SHEET 6-2 FOR TEMPORARY CLOSURE OF SIDE STREETS.
- TRAFFIC CONTROL DEVICES HAVE TO HAVE A MAXIMUM BASE WIDTH OF 2' (SEE SHEET 6-2).
- TRAFFIC CONTROL DEVICES ARE TO BE PLACED AT MINIMUM EVERY 35 FEET.
- FOR ROTO MILL SURFACE DEPTH SEE ROAD DESIGN.
- ORDER OF WORKZONES TO BE DETERMINED BY CONTRACTOR.

LEGEND

- WORKZONE
- TRAFFIC CONTROL DEVICE
- TEMPORARY CLOSURE
- WARNING SIGN

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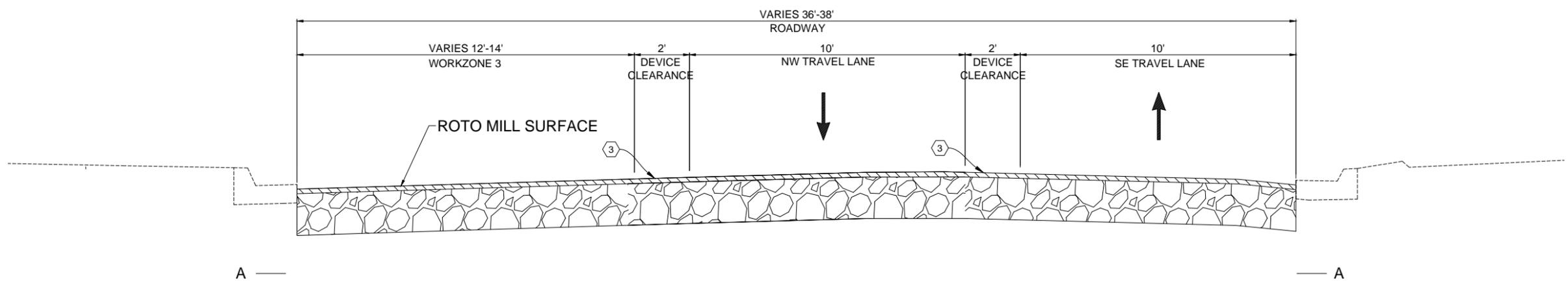
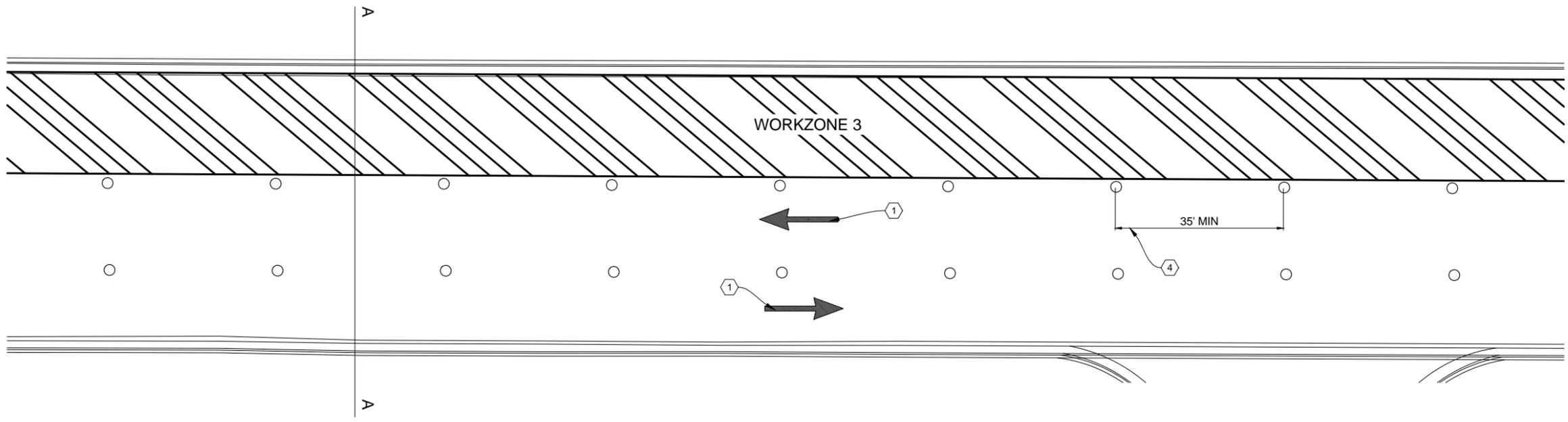
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PW1612 SARA ROAD REHABILITATION
TRAFFIC CONTROL WORKZONE 3



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:
6-8



SECTION AA WORKZONE 3
SARA ROAD
DESIGN SPEED - 35 MPH

NOTES:

1. ARROWS SHOW TRAVEL DIRECTION FOR MOT CLARITY. ARROWS ARE NOT TO BE INSTALLED DURING CONSTRUCTION.
2. SEE SHEET 6-2 FOR TEMPORARY CLOSURE OF SIDE STREETS.
3. TRAFFIC CONTROL DEVICES HAVE TO HAVE A MAXIMUM BASE WIDTH OF 2' (SEE SHEET 6-2).
4. TRAFFIC CONTROL DEVICES ARE TO BE PLACED AT MINIMUM EVERY 35 FEET.
5. FOR ROTO MILL SURFACE DEPTH SEE ROAD DESIGN.
6. ORDER OF WORKZONES TO BE DETERMINED BY CONTRACTOR.

LEGEND

- WORKZONE
- TRAFFIC CONTROL DEVICE
- TEMPORARY CLOSURE
- WARNING SIGN

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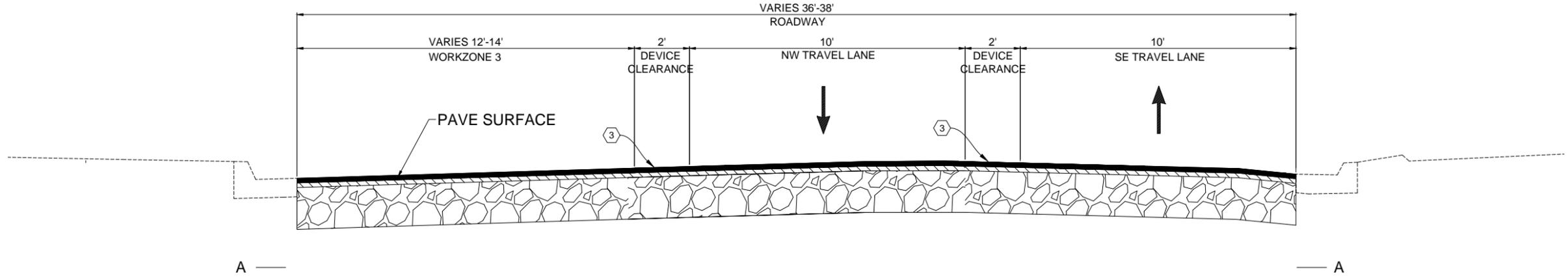
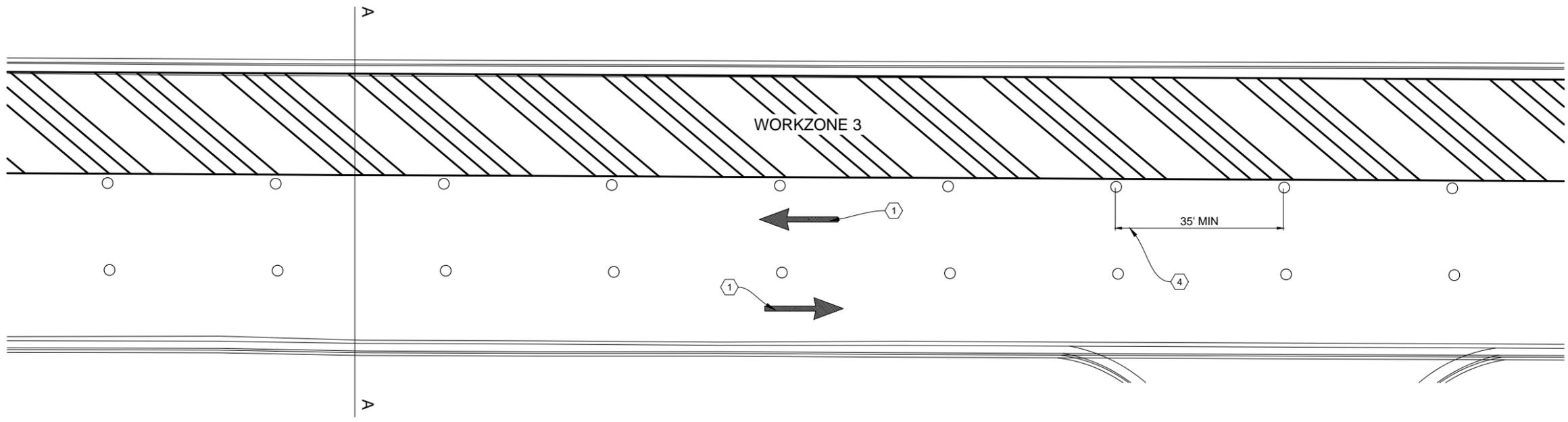
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PW1612 SARA ROAD REHABILITATION
TRAFFIC CONTROL WORKZONE 3



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:
6-11



SECTION AA WORKZONE 3
SARA ROAD
DESIGN SPEED - 35 MPH

NOTES:

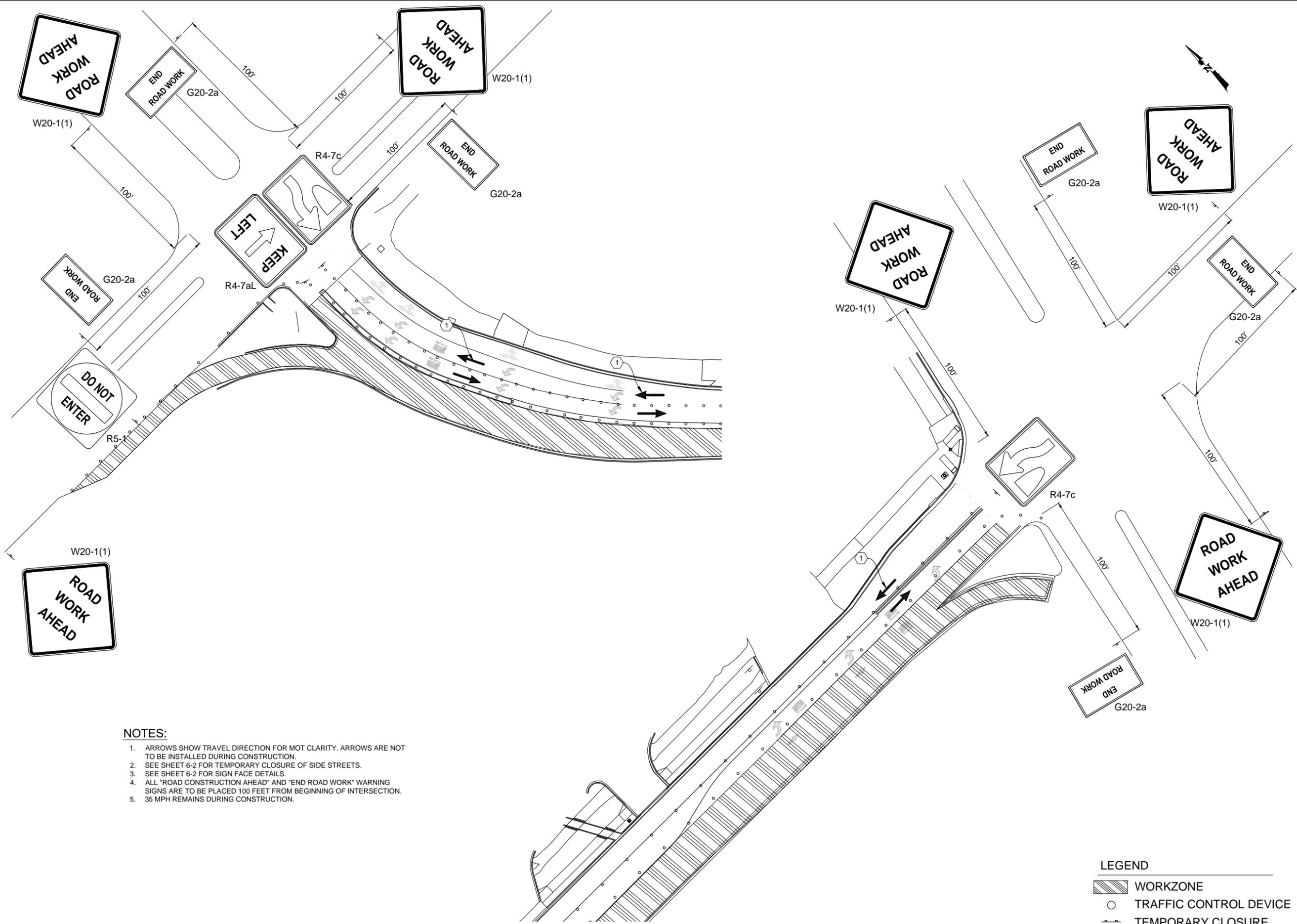
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2. SEE SHEET 6-2 FOR TEMPORARY CLOSURE OF SIDE STREETS.
3. TRAFFIC CONTROL DEVICES HAVE TO HAVE A MAXIMUM BASE WIDTH OF 2' (SEE SHEET 6-2).
4. TRAFFIC CONTROL DEVICES ARE TO BE PLACED AT MINIMUM EVERY 35 FEET.
5. FOR PAVEMENT SURFACE DEPTH SEE ROAD DESIGN.
6. ORDER OF WORKZONES TO BE DETERMINED BY CONTRACTOR.

LEGEND

- WORKZONE
- TRAFFIC CONTROL DEVICE
- TEMPORARY CLOSURE
- WARNING SIGN

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NOTES:

1. ARROWS SHOW TRAVEL DIRECTION FOR MOT CLARITY. ARROWS ARE NOT TO BE INSTALLED DURING CONSTRUCTION.
2. SEE SHEET 6-2 FOR TEMPORARY CLOSURE OF SIDE STREETS.
3. SEE SHEET 6-2 FOR SIGN FACE DETAILS.
4. ALL "ROAD CONSTRUCTION AHEAD" AND "END ROAD WORK" WARNING SIGNS ARE TO BE PLACED 100 FEET FROM BEGINNING OF INTERSECTION.
5. 35 MPH REMAINS DURING CONSTRUCTION.



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PW1612 SARA ROAD REHABILITATION

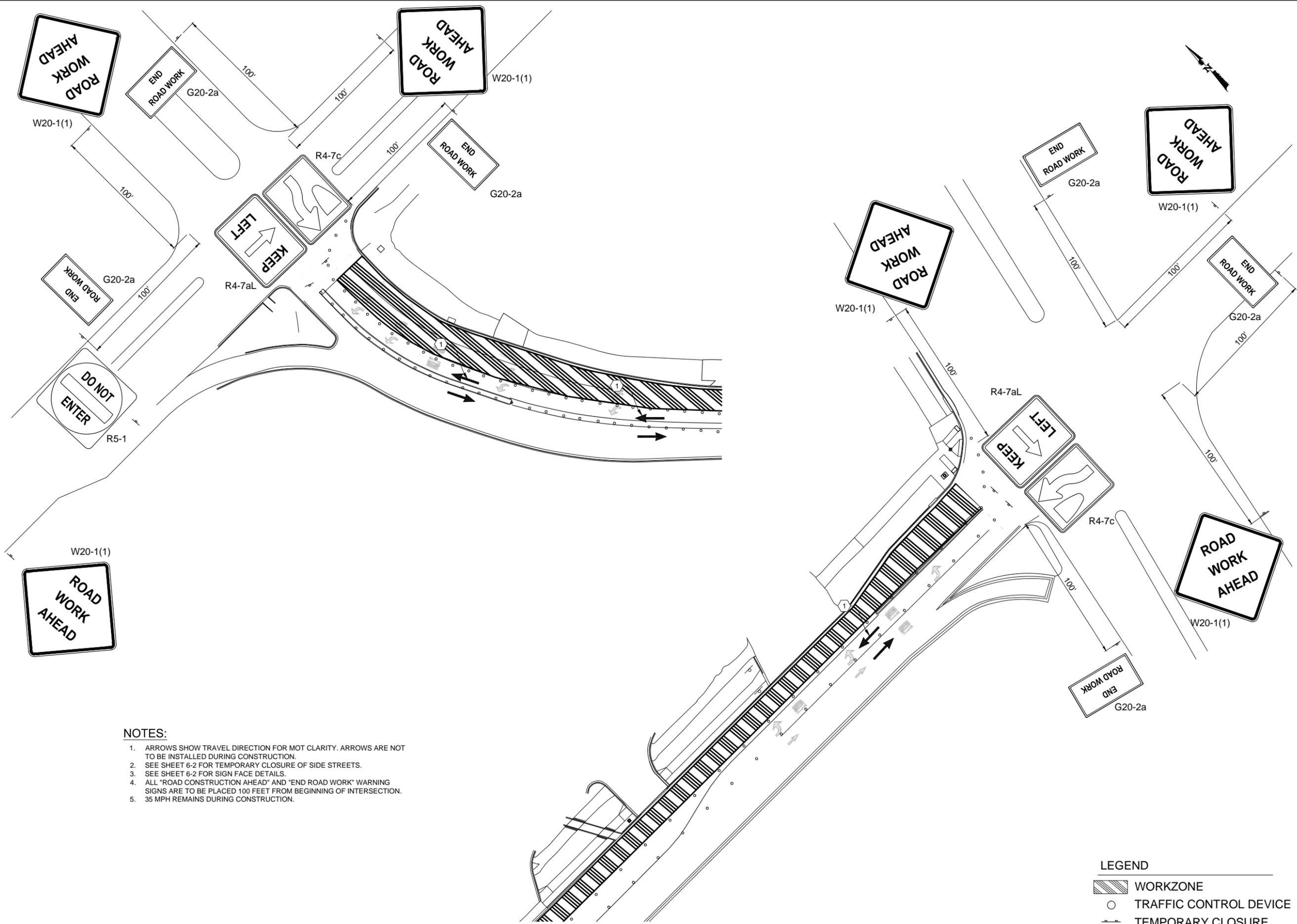
TRAFFIC CONTROL WORKZONE 1



PROJECT NO.	PW1612
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DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

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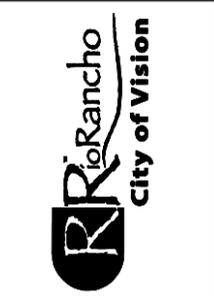
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- NOTES:**
1. ARROWS SHOW TRAVEL DIRECTION FOR MOT CLARITY. ARROWS ARE NOT TO BE INSTALLED DURING CONSTRUCTION.
 2. SEE SHEET 6-2 FOR TEMPORARY CLOSURE OF SIDE STREETS.
 3. SEE SHEET 6-2 FOR SIGN FACE DETAILS.
 4. ALL "ROAD CONSTRUCTION AHEAD" AND "END ROAD WORK" WARNING SIGNS ARE TO BE PLACED 100 FEET FROM BEGINNING OF INTERSECTION.
 5. 35 MPH REMAINS DURING CONSTRUCTION.

LEGEND

- WORKZONE
- TRAFFIC CONTROL DEVICE
- TEMPORARY CLOSURE
- WARNING SIGN



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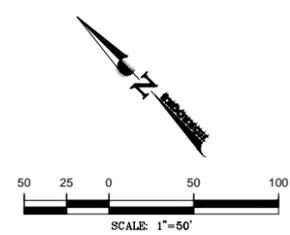
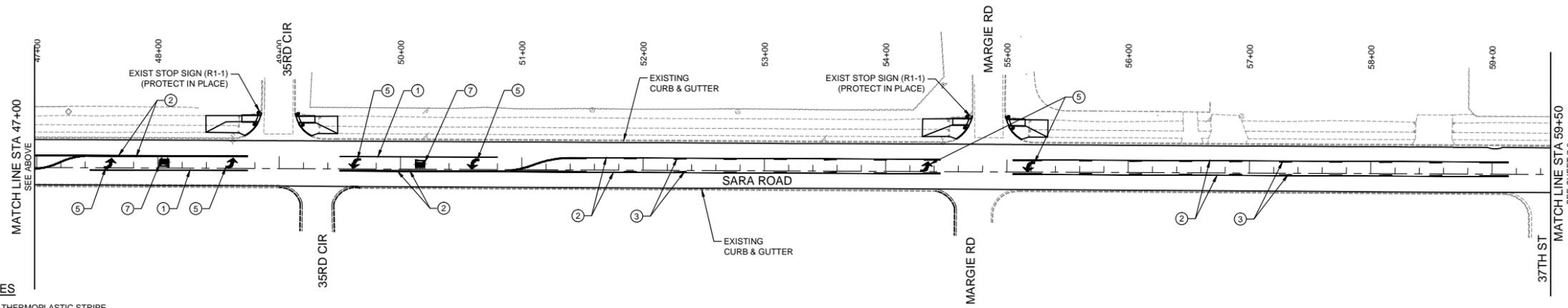
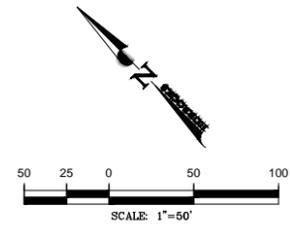
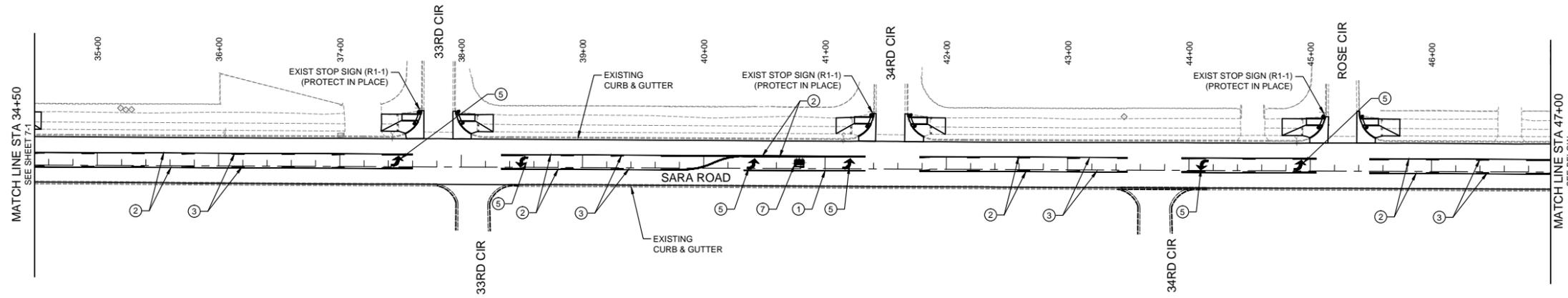
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PW1612 SARA ROAD REHABILITATION
 TRAFFIC CONTROL WORKZONE 3



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	
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STRIPING KEY NOTES

- ① 4" SOLID WHITE HOT THERMOPLASTIC STRIPE
- ② 4" SOLID YELLOW HOT THERMOPLASTIC STRIPE
- ③ 4" DASHED YELLOW HOT THERMOPLASTIC STRIPE (1' STRIPE, 30' GAP)
- ④ 4" DASHED WHITE HOT THERMOPLASTIC STRIPE (1' STRIPE, 30' GAP)
- ⑤ WHITE HOT THERMOPLASTIC LT TURN ARROW (NMDOT STD DWG 704-03)
- ⑥ WHITE HOT THERMOPLASTIC RT TURN & THROUGH LANE ARROW (NMDOT STD DWG 704-03)
- ⑦ WHITE HOT THERMOPLASTIC "ONLY" MARKING (NMDOT STD DWG 704-03)
- ⑧ WHITE HOT THERMOPLASTIC RT TURN ARROW (NMDOT STD DWG 704-03)
- ⑨ 12" SOLID HOT THERMOPLASTIC PAVEMENT STRIPE, WHITE CHEVRONS (NMDOT STD DWG 704-03)
- ⑩ 24" SOLID HOT THERMOPLASTIC PAVEMENT STRIPE, WHITE CROSSWALK (NMDOT STD DWG 704-03)
- ⑪ 24" SOLID HOT THERMOPLASTIC PAVEMENT STRIPE, WHITE STOP BAR (NMDOT STD DWG 704-03)

NOTES

1. CENTER LINE STRIPE SHALL BE PLACED WITHIN A 10' STRIPE & 30' GAP.
2. CHEVRONS PLACED 15' APART IN PAINTED GORE.
3. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, CURRENT EDITION, AND THE CURRENT EDITION OF THE MUTCD.
4. ALL EXISTING SIGNING TO BE PROTECTED AND REMAIN IN PLACE, UNLESS NOTED OTHERWISE.



NO.	DESCRIPTION	DATE	BY
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HORROCKS ENGINEERS
 500 Marquette Avenue NW, Suite 1200
 Albuquerque, NM 87102 (505) 553-1972

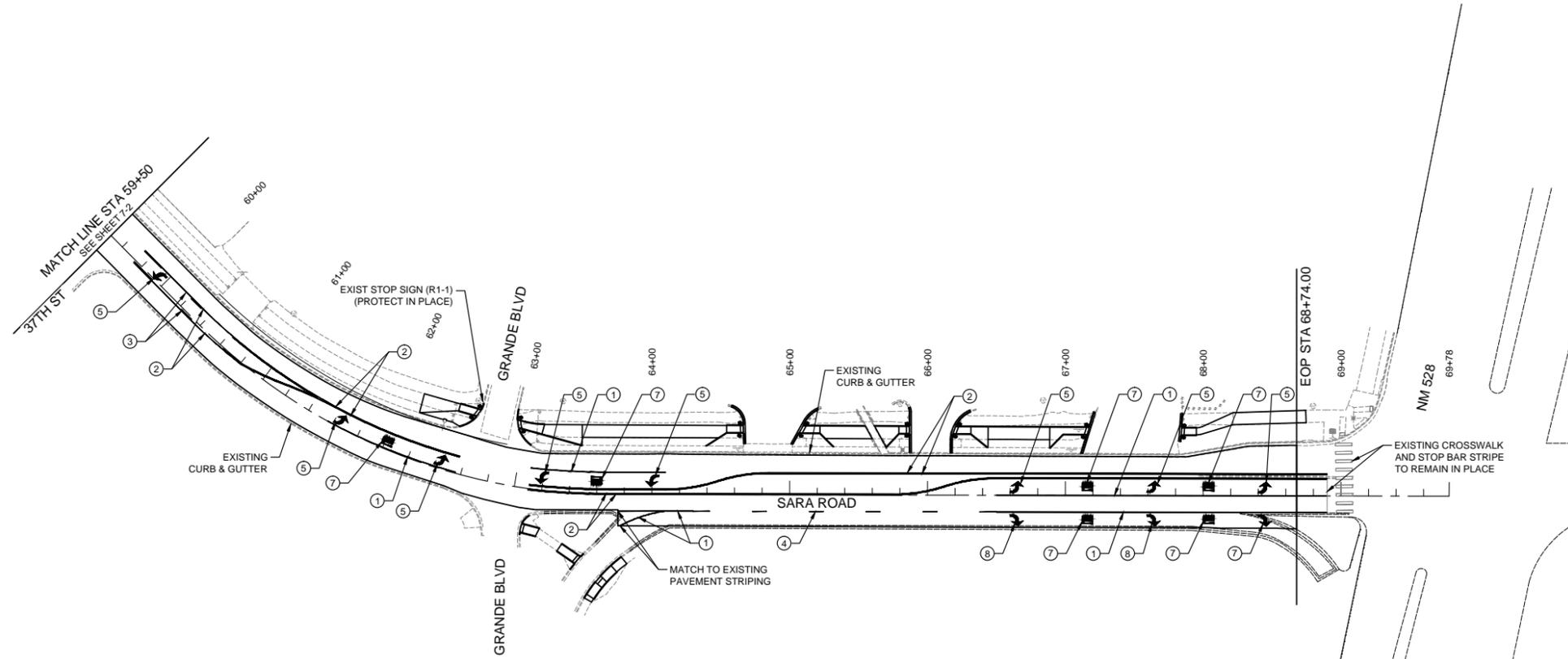
PW1612 SARA ROAD REHABILITATION
 PERMANENT SIGNING & STRIPING



PROJECT NO.	PW1612
DESIGNED BY:	CMM
DRAWN BY:	MDJ
CHECKED BY:	HAK
DATE:	JULY 2016
DPI CHK:	

SHEET:
7-2

C:\2016\AQ-662-1604 Sara Road Rehabilitation\Project Data\Sheet_Final\Roadway_Design\AQ-662-1604_7-1 to 7-3_Signing & Striping.dwg - 7-3 - 7/13/2016 08:28pm - mchwell

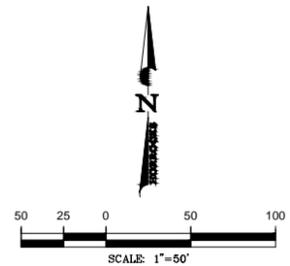


STRIPING KEY NOTES

- ① 4" SOLID WHITE HOT THERMOPLASTIC STRIPE
- ② 4" SOLID YELLOW HOT THERMOPLASTIC STRIPE
- ③ 4" DASHED YELLOW HOT THERMOPLASTIC STRIPE (1' STRIPE, 30' GAP)
- ④ 4" DASHED WHITE HOT THERMOPLASTIC STRIPE (1' STRIPE, 30' GAP)
- ⑤ WHITE HOT THERMOPLASTIC LT TURN ARROW (NMDOT STD DWG 704-03)
- ⑥ WHITE HOT THERMOPLASTIC RT TURN & THROUGH LANE ARROW (NMDOT STD DWG 704-03)
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