HIGH RESORT BLVD RECONSTRUCTION PROJECT

BROADMOOR BLVD TO NM 528

CITY OF RIO RANCHO
SANDOVAL COUNTY, NEW MEXICO
CORR PROJECT # PW1611

CONSTRUCTION PLANS

RioRancho City of Vision

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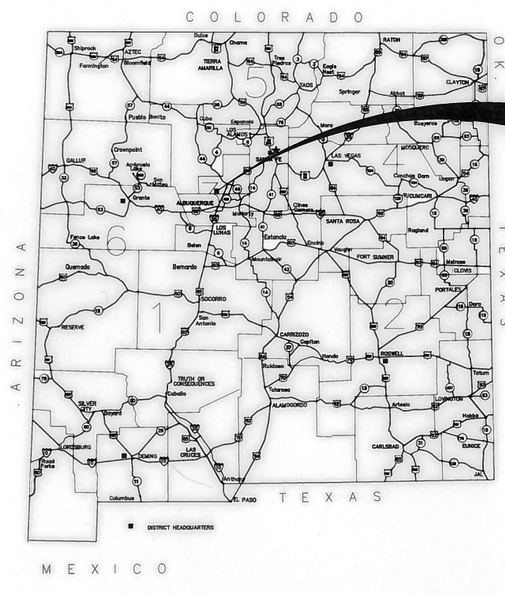
TOTAL SHEETS = 143



PROJECT NO.:
PW1611
BROADMOOR BLVD TO NM 528
LENGTH: 1.64 MILES

NTS

APPROVALS

CITY OF RIO RANCHO DEPARTMENT OF PUBLIC WORKS — DATE 9/20/16

RioRancho City of Vision — CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
PH (505) 898-6021
FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD RECONSTRUCTION PROJECT PW 1611 BROADMOOR BLVD TO NM 528

COVER SHEET

DONALD M. DUNHAM NEW MEXICO 17615 PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK	
SHEET	1-1

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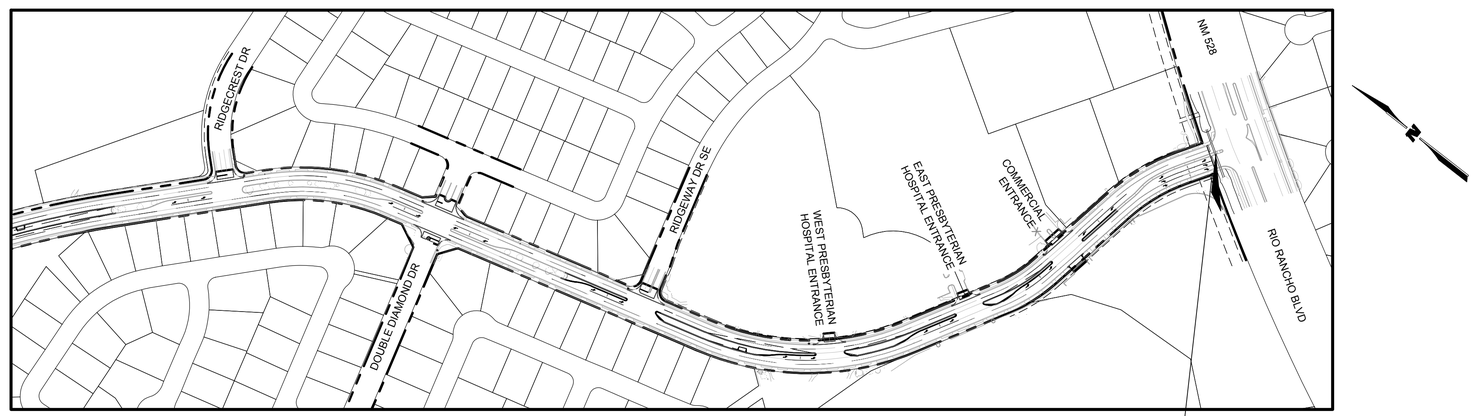
BEGINNING OF PROJECT
HIGH RESORT BLVD STA 9+20
PROJECT NO: PW1611

HIGH RESORT BLVD VICINITY MAP

SCALE: 1"=200'



HIGH RESORT BLVD VICINITY MAP

SCALE: 1"=200'

END OF PROJECT
HIGH RESORT BLVD STA 95+86
PROJECT NO: PW1611

ABBREVIATIONS

BOP	BEGINNING OF PROJECT
EOP	END OF PROJECT
EX	EXISTING
PC	POINT OF CURVATURE
PRC	PONT OF REVERSE CURVE
PT	POINT OF TANGENT
EOA	EDGE OF ASPHALT
FOC	FACE OF CURB
FL	FLOWLINE
ELEV	ELEVATION
STA	STATION
CL	CENTERLINE
L(T)	LEFT
R(R)	RIGHT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
AD	ALGEBRAIC DIFFERENCE
K	CURVE COEFFICIENT
HGL	HYDRAULIC GRADE LINE
SD	STORM DRAIN
MH	MANHOLE
MDI	MEDIAN DROP INLET
DI	DROP INLET
LF	LINEAR FEET
INV	INVERT
TP	TOP OF PIPE
FH	FIRE HYDRANT
WL	WATERLINE
SAS	SANITARY SEWER

LEGEND

EXISTING	NEW	
		DOUBLE POST SIGN
		SIGN
J	J	SIGNAL LIGHT JUNCTION BOX
		LIGHT POLE
		WATER VALVE
		FIRE HYDRANT
		INLET
T	T	TELEPHONE PEDESTAL
		TRANSFORMER
E	E	ELECTRIC BOX
E	E	ELECTRIC METER
S		SANITARY SEWER MANHOLE
D		STORM DRAIN MANHOLE
T	T	UTILITY, TELEPHONE MANHOLE
		TELEPHONE & CABLE LINE MARKER
		WATER LINE MARKER
		PETROLEUM MARKER
		FIBER OPTIC LINE MARKER
		TRAFFIC SIGNAL LIGHT
UGE	UGE	UDERGROUND ELECTRIC
G	G	GAS
TELE	TELE	UNDERGROUND TELEPHONE
TV	TV	UNDERGROUND CABLE TV
FO	FO	UNDERGROUND FIBER OPTIC
SAS	SAS	SANITARY SEWER
SD	SD	STORM DRAIN
W	W	WATER

TYPE OF CONSTRUCTION

ROADWAY RECONSTRUCTION, INCLUDING PAVING, CURB & GUTTER, STORM DRAIN, WATER LINE, RECYCLED WATER LINE, LIGHTING MODIFICATIONS, SIGNALIZATION, MULTI-USE TRAIL REHABILITATION, SIDEWALK, SIGNING & STRIPING, AND LANDSCAPING.

LENGTH OF PROJECT 1.64 MILES
WIDTH OF R.O.W = 86 ft - 96 ft

THE PROJECT BEGINS IN TOWNSHIP 12N, RANGE 2E
THIS PROJECT ENDS IN TOWNSHIP 12N, RANGE 2E

SHIPPING POINTS

RIO RANCHO, NM

PLANS WERE DESIGNED AND/OR ASSEMBLED BY:
WILSON & COMPANY, INC. ENGINEERS & ARCHITECTS
(505) 348-4000
DONNIE DUNEMAN, P.E.
DONALD.DUNEMAN@WILSONCO.COM

PROJECT CONTACT:
BILL LADD
CITY OF RIO RANCHO
505-891-5032
BLADD@RRNM.GOV

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

VICINITY MAP

DONALD M. DUNEMAN
NEW MEXICO
17616
9/15/16
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 1-2

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BID	ITEM			ROADWAY		STORM DRAIN		CONSTRUCTION ENGINEERING		CONSTRUCTION SIGNING		PERMANENT SIGNING & STRIPING		LANDSCAPING		UTILITIES		SIGNALIZATION & LIGHTING & INTERCONNECT		PROJECT TOTAL	
ITEM	NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL
1		PROJECT SIGNS	EA							4										4	
2	201000	CLEARING AND GRUBBING	LS	1																1	
3	203000	UNCLASSIFIED EXCAVATION	CY	7500																7500	
4	203200	SUBEXCAVATION	CY	2000																2000	
5	207000	SUBGRADE PREPARATION	SY	57973																57973	
6	303015	BASE COURSE 4"	SY	1																1	
7	407000	BITUMINOUS MATERIAL FOR TACK COAT	TON	23																23	
8	408100	PRIME COAT MATERIAL	TON	105																105	
9	411000	HOT POURED CRACK SEALING	LBS	7407																7407	
10	423283	HMA SP-IV COMPLETE 4" (64-22 BINDER), NON-QLA FOR ROADWAY	TON	12250																12250	
11	423283	HMA SP-IV COMPLETE 1.5" (64-22 BINDER), NON-QLA FOR TRAIL OVERLAY	TON	633																633	
12	416000	MINOR PAVEMENT 2" THICK (TRAIL)	SY	957																957	
13	511000	STRUCTURAL CONCRETE- CLASS A	CY															38		38	
14	516000	FLOWABLE FILL	CY													100				100	
15	540060	REINFORCING BARS-GRADE 60	LBS	5216																5216	
16	570437	24" STORM DRAIN CULVERT PIPE	LF			1335														1335	
17	570449	30" STORM DRAIN CULVERT PIPE	LF			90														90	
18	570467	42" STORM DRAIN CULVERT PIPE	LF			1052														1052	
19	570625	42" EQUIVALENT STORM DRAIN CULVERT PIPE ARCH	LF			144														144	
20	601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1																1	
21	601110	REMOVAL OF SURFACING	SY	64957																64957	
22	603251	DROP INLET PROTECTION TYPE II	EA	14																14	
23	603280	SWPPP MANAGEMENT	LS	1																1	
24	608004	CONCRETE SIDEWALK 4" (INCL. HC RAMPS, DET. WARNING SURFACE)	SY	2300																2300	
25	608106	DRIVE PAD 6"	SY	100																100	
26	608304	CONC MED PVMT 4" (COLRD)	SY	1320																1320	
27	609444	CONCRETE VERTICAL CURB AND GUTTER TYPE B 8" X 24"	LF	3900																3900	
28	609478	CONCRETE VERTICAL CURB AND GUTTER TYPE D 6" X 18"	LF	9200																9200	
29	609650	CONCRETE VALLEY GUTTER 6" X 72"	LF	628																628	
30	617000	VIBRATION MONITORING	LS	1																1	
31	621000	MOBILIZATION	LS	1																1	
32	623312	CURB DROP INLET TYPE II-B, TO 4'	EA	2																2	
33	623332	CURB DROP INLET TYPE II-B, OVER 4'	EA	4																4	
34	632000	CLASS A SEEDING	AC	1																1	
35	662000	MANHOLE TYPE C- 4' DIAMETER 0' TO 6' DEPTH	EA			6														6	
36	662010	MANHOLE TYPE C- 6' DIAMETER 6' TO 10' DEPTH	EA			5														5	
37	662022	MANHOLE TYPE C- 6' DIAMETER 6' TO 10' DEPTH, PILL BOX	EA			1														1	
38	662052	MANHOLE TYPE E-4' DIAMETER 6' TO 10' DEPTH	EA			3														3	
39	662072	MANHOLE TYPE E-6' DIAMETER 6' TO 10' DEPTH	EA			3														3	
40	701000	PANEL SIGNS	SF									400								400	
41	701030	REMOVE AND RESET PANEL SIGN	EA									4								4	
42	701100	STEEL POST AND BASE POST FOR PANEL SIGNS	LF									600								600	
43	702800	TRAFFIC CONTROL MANAGEMENT	LS					1												1	
44	702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION	LS							1										1	
45	702810	TRAFFIC CONTROL PLAN	LS					1												1	
46	704700	HOT THERMOPLASTIC PAVEMENT MARKINGS	LF									33000								33000	
47	704717	HOT THERMOPLASTIC RIGHT ARROW	EA									10								10	
48	704718	HOT THERMOPLASTIC LEFT ARROW	EA									36								36	
49	704719	HOT THERMOPLASTIC THRU ARROW	EA									1								1	
50	704720	HOT THERMOPLASTIC WORD (ONLY)	EA									21								21	
51	704858	REFLECTIVE RAISED PAVEMENT MARKER, TYPE G	EA									30								30	
52	706200	METER PEDESTAL (SIGNAL)	EA															2		2	
53	706350	POWER SERVICE INSTALLATION	EA															2		2	
54	707004	TYPE I STANDARD, 4' HIGH	EA															1		1	
55	707010	TYPE I STANDARD, 10' HIGH	EA															1		1	
56	707015	TYPE I STANDARD, 15' HIGH	EA															4		4	
57	707540	TYPE V STANDARD, 40'	EA															13		13	
58	709020	RIGID ELECTRICAL CONDUIT 2" (DIA.)	LF															1608		1608	
59	709030	RIGID ELECTRICAL CONDUIT 3" (DIA.)	LF															3500		3500	
60	710000	ELECTRICAL PULL BOX (STANDARD)	EA															29		29	
61	710010	ELECTRICAL PULL BOX (LARGE)	EA															1		1	
62	711005	MULTI CONDUCTOR CABLE 5	LF															1321		1321	
63	711110	SINGLE CONDUCTOR 10	LF															2283		2283	

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CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SUMMARY OF QUANTITIES 01

DONALD M. DUNCAN
NEW MEXICO
17616
9/15/16
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

1-3

BID	ITEM			ROADWAY		STORM DRAIN		CONSTRUCTION ENGINEERING		CONSTRUCTION SIGNING		PERMANENT SIGNING & STRIPING		LANDSCAPING		UTILITIES		SIGNALIZATION & LIGHTING & INTERCONNECT		PROJECT TOTAL	
ITEM	NUMBER	ITEM DESCRIPTION	UNIT	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL	ESTIMATED	FINAL
64	712010	1 SECTION TRAF SIGNAL ASSEMBLY	EA															8		8	
65	713010	LOOP VEHICLE DETECTOR	EA															3		3	
66	713020	PUSH BUTTON STATION	EA															6		6	
67	713030	LOOP DETECTOR WIRE	LF															648		648	
68	713250	LOOP LEAD-IN CABLE	LF															284		284	
69	713300	DETECTOR SAW CUT	LF															320		320	
70	714100	ACTUATED FLASHER W/CABINET	EA															2		2	
71	716025	ROADWAY LUMINAIRE TYPE 250 S	EA															13		13	
72	801000	CONSTRUCTION STAKING BY THE CONTRACTOR	LS	1																1	
73		UTILITY COORDINATION ALLOWANCE	ALLOW													1				1	
74		UTILITY CONNECTION FEE ALLOWANCE	ALLOW													1				1	
75	SECTION 1000	LANDSCAPE COMPLETE IN PLACE	LS											1						1	
76	710.01.03	12" BORING AND CASING, CARRIER PIPE NOT INCLUDED, COMPLETE-IN-PLACE	LF													120				120	
77	801.03.02.03	6" C900 WATER LINE PIPE, INCL. TRENCH, COMPACTION & BACKFILL UP TO 6' DEPTH, COMPLETE-IN-PLACE (EXCLUDING FITTINGS)	LF													3760				3760	
78	801.03.02.05	8" C900 WATER LINE PIPE, INCL. TRENCH, COMPACTION & BACKFILL UP TO 6' DEPTH, COMPLETE-IN-PLACE (EXCLUDING FITTINGS)	LF													5090				5090	
79	801.03.03.06	6" GATE VALVE, COMPLETE-IN-PLACE	EA													19				19	
80	801.03.03.08	8" GATE VALVE, COMPLETE-IN-PLACE	EA													24				24	
81	801.03.05.01	VALVE BOX ASSEMBLY, PER CoRR STANDARD DETAIL W-4, COMPLETE-IN-PLACE	EA													74				74	
82	801.10.05.06	CUT AND CAP 6" WATER LINE, COMPLETE-IN-PLACE	EA													1				1	
83	801.22.04	DUCTILE IRON FITTINGS, ALL SIZE WATER LINE, COMPLETE-IN-PLACE	LB													19250				19250	
84	801.22.13.02.0	MECHANICAL RESTRAINED JOINTS - HARNESS 6"	EA													30				30	
85	801.22.13.02.1	MECHANICAL RESTRAINED JOINTS - GLAND 6"	EA													16				16	
86	801.22.13.02.0	MECHANICAL RESTRAINED JOINTS - HARNESS 8"	EA													26				26	
87	801.22.13.02.1	MECHANICAL RESTRAINED JOINTS - GLAND 8"	EA													16				16	
88	801.22.15.01	AIR RELEASE VALVE - COMPLETE-IN-PLACE	EA													5				5	
89	801.03.02.09	12" C900 WATER LINE PIPE, INCL. TRENCH, COMPACTION & BACKFILL UP TO 6' DEPTH, COMPLETE-IN-PLACE (EXCLUDING FITTINGS)	LF													8870				8870	
90	801.03.02.61	20" DUCTILE IRON RESTRAINED JOINT WATER LINE PIPE, INCL. TRENCH, COMPACTION & BACKFILL UP TO 6' DEPTH, COMPLETE-IN-PLACE (EXCLUDING FITTINGS)	LF													100				100	
91	801.03.04.20	20" BUTTERFLY VALVE, COMPLETE-IN-PLACE	EA													2				2	
92	801.03.03.12	12" GATE VALVE, COMPLETE-IN-PLACE	EA													29				29	
93	801.03.03.10	10" GATE VALVE, COMPLETE-IN-PLACE	EA													1				1	
94	801.03.07.02	FIRE HYDRANT, EXISTING, REMOVE & RESET, COMPLETE-IN-PLACE	EA													5				5	
95	801.22.12.01.1	WATER LINE CONNECTION, 12" NON-PRESSURIZED, COMPLETE-IN-PLACE	EA													2				2	
96	801.22.13.02.0	MECHANICAL RESTRAINED JOINTS - HARNESS 12"	EA													79				79	
97	801.22.13.02.1	MECHANICAL RESTRAINED JOINTS - GLAND 12"	EA													60				60	
98	801.22.13.02.2	MECHANICAL RESTRAINED JOINTS - GLAND 20"	EA													8				8	
99	801.10.05.12	CUT AND CAP 12" WATERLINE, COMPLETE-IN-PLACE	EA													1				1	
100	802.03.02.01	5/8" SERVICE LINE REPLACEMENT, INCLUDING TAPPING SADDLE & COPPER TUBING PER COR STD.	EA													14				14	
101		STANDARD 4" PRESSURE REDUCING VALVE (PRV) PER CoRR STANDARD DETAILS W-08 (1 OF 2) W-08 (2 OF 2) AND W-09, COMPLETE-IN-PLACE	EA													3				3	
102		10" INSERTION VALVE, COMPLETE-IN-PLACE	EA													3				3	
103		20" INSERTION VALVE, COMPLETE-IN-PLACE	EA													1				1	
		BID ALTERNATIVE 1 - CURB & GUTTER																			
104	609444	CONCRETE VERTICAL CURB AND GUTTER TYPE B 8" X 24"	LF	1045																1045	
105	609478	CONCRETE VERTICAL CURB AND GUTTER TYPE D 6" X 18"	LF	924																924	
		BID ALTERNATIVE 2 - ASPHALT TRAIL																			
106	207000	SUBGRADE PREPARATION	SY	6643																6643	
107	303015	BASE COURSE 3"	SY	7600																7600	
108	416000	MINOR PAVEMENT 2" (TRAIL)	SY	6643																6643	
109	423283	HMA SP-IV COMPLETE 1.5" (64-22 BINDER), NON-QLA FOR TRAIL OVERLAY	TON	-633																-633	
110	411000	HOT POURED CRACK SEALING	LBS	-7407																-7407	
111	601110	REMOVAL OF SURFACING	SY	6643																6643	

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BROADMOOR BLVD TO NM 528

SUMMARY OF QUANTITIES 01

DONALD M. DUDERSTADT
NEW MEXICO
17616
PROFESSIONAL ENGINEER
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
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CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

1-4

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GENERAL NOTES

1. 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 2014 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.

2. 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.

3. 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.

4. 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 BY 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.

5. 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.

6. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM ALL JURISDICTIONAL AUTHORITIES BEFORE THE START OF CONSTRUCTION.

7. 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.

8. 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.

9. THE CONTRACTOR SHALL ACQUIRE AND 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.

10. UNLESS OTHERWISE NOTED, ALL ROADWAY STATIONING IS ALONG THE CENTERLINE OF THE ROADWAY RIGHT-OF-WAY.

11. UNLESS OTHERWISE NOTED, STATIONING OF CHANNELS AND/OR PIPES IN DRAINAGE EASEMENTS IS ALONG THE CENTERLINE OF THE CHANNEL/PIPE.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING, IN ADVANCE OF THEIR CONSTRUCTION OPERATIONS, IF OVERHEAD UTILITY LINES, SUPPORT STRUCTURES, POLES, GUYS, ETC., ARE AN OBSTRUCTION TO CONSTRUCTION OPERATIONS. IF ANY OBSTRUCTION IS EVIDENT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY OWNER TO REMOVE OR SUPPORT THE UTILITY OBSTRUCTION. ALL COSTS FOR THESE REQUIREMENTS ARE INCIDENTAL TO THE CONTRACT.

13. 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.

14. 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.

15. 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.

16. 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.

17. THE CONTRACTOR SHALL CONTACT NM 811 AT 1-800-321-2537 FOR UTILITY SPOTS IN ACCORDANCE WITH APPLICABLE STATE LAW.

18. 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. CONTRACTOR MUST PROCURE PERMISSION IN WRITING FROM THE OWNER OF THAT PROPERTY.

19. 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.

20. THE CONTRACTOR SHALL PARK EQUIPMENT AND VEHICLES SO AS NOT TO INTERFERE WITH NORMAL ACTIVITIES OF RESIDENTS, OTHER CONTRACTORS, OR EMERGENCY SERVICES.

21. 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.

22. THE CONTRACTOR SHALL MAINTAIN AN UP-TO-DATE AND ACCURATE SET OF WORKING RECORD DRAWINGS, REDLINED 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.

23. NO WORK SHALL BE PERFORMED IN A FLOODPLAIN WITHOUT WRITTEN AUTHORIZATION FROM THE CITY'S FLOODPLAIN MANAGER.

24. 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.

25. VIBRATION MONITORING WILL BE REQUIRED AND PAID BY BID ITEM 617000.

ROADWAY GENERAL NOTES

1. 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. EXISTING ASPHALT, UPON REMOVAL, SHALL BE PULVERIZED TO 1.5" MINUS AND HAULED TO CITY YARD LOCATED AT THE INTERSECTION OF KIM RD AND IDALIA RD, WITHIN 5 MILES OF PROJECT SITE. CONTRACTOR MAY USE MILLINGS FOR BITUMINOUS STABILIZED BASE COURSE (BID ALTERNATIVE #1).

7. PROJECT MANAGER TO APPROVE LIMITS OF REMOVALS.

8. THE CONTRACTOR SHALL PROVIDE AN INTEGRAL COLORED CONCRETE MEDIAN PAVEMENT. THE COLOR TO BE DETERMINED. THE CONTRACTOR SHALL PREPARE A 4' X4' SAMPLE PANEL, SHOWING COLOR TO THE PROJECT MANAGER FOR APPROVAL BEFORE STARTING WORK ON THE COLORED CONCRETE MEDIAN PAVEMENT. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF THE SAMPLE PANEL WITH THE PROJECT MANAGER. PAYMENT FOR THIS SHALL BE INCLUDED IN THE CONTRACT BID ITEM 608304 CONCRETE MEDIAN PAVEMENT 4" (COLORED).

EROSION CONTROL/ENVIRONMENTAL PROTECTION/STORM WATER POLLUTION PREVENTION PLAN

1. 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, FILLING OUT THE NOTICE OF INTENT (NOI) APPLICATION, AND FILLING 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.

2. 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).

3. 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.

4. 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.

5. 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.

EROSION CONTROL/ENVIRONMENTAL PROTECTION/STORM WATER POLLUTION PREVENTION PLAN (CONTINUED)

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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 BID ITEM 603251 DROP INLET PROTECTION.

13. 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.

14. 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.

15. NO WORK MAY BEGIN IN A 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.

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

RioRancho City of Vision

CITY of RIO RANCHO

REVISIONS (OR CHANGE NOTICES)

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

WILSON & COMPANY
2600 AMERICAN RD. SE, STE 100
RIO RANCHO, NEW MEXICO 87124
PH (505) 898-8021
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

GENERAL NOTES 01

DONALD M. DUHRMAN
NEW MEXICO
17616
9/15/16
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

1-5

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WATER GENERAL NOTES

1. FOR WATER CONNECTIONS TO EXISTING LINES, THE CONTRACTOR SHALL NOTIFY THE CITY'S PROJECT MANAGER A MINIMUM OF 48 HOURS BEFORE THE CONNECTION.
2. COMPRESSION JOINTS MAY BE USED ON COPPER SERVICE LINES. FLARED JOINTS SHALL BE USED WHEN CONNECTING TO PLASTIC LINES.
3. VALVE BOXES SHALL BE BROUGHT TO SURFACE ELEVATION UPON COMPLETION OF THE SURFACE COURSE OF PAVEMENT. CONCRETE COLLARS SHALL BE CONSTRUCTED TO SURFACE ELEVATIONS.
4. 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.
5. FLUSHING, DISINFECTION AND TESTING OF WATER LINES SHALL BE COORDINATED WITH THE CITY'S PROJECT MANAGER.
6. 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.
7. ALL WATER LINES MUST HAVE TRACER WIRE AND MARKER BALLS PER CITY OF RIO RANCHO STANDARD DRAWINGS.
8. THE CITY OF RIO RANCHO SHALL APPROVE MATERIAL SUBMITTALS BEFORE CONSTRUCTION.
9. BEFORE ANY WATER LINE INSTALLATION, THE FOLLOWING CONDITIONS WILL OCCUR:
   - A) THE WATER LINE ROUTE WILL BE CLEARED AND GRUBBED AND THEN GRADED TO PLAN ELEVATION.
   - B) THE WATER LINE WILL BE STAKED WHEN OUTSIDE AN AREA WITH CURB AND GUTTER.
10. THE CITY OF RIO RANCHO UTILITIES OPERATIONS DIVISION SHALL BE THE ONLY PERSONNEL AUTHORIZED TO OPERATE EXISTING VALVES, FIRE HYDRANTS, 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.
11. 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.
12. 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.
13. 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

1. 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.
2. 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.
3. THE CITY OF RIO RANCHO SHALL APPROVE MATERIAL SUBMITTALS BEFORE CONSTRUCTION.
4. PRIOR TO THE SEWER LINE INSTALLATION, THE FOLLOWING CONDITIONS WILL OCCUR:
   - A) THE SEWER LINE ROUTE WILL BE CLEARED AND GRUBBED AND THEN GRADED TO PLAN ELEVATION.
   - B) THE SEWER LINE WILL BE STAKED WHEN OUTSIDE AN AREA WITH CURB AND GUTTER.
5. ALL SEWER LINES MUST HAVE TRACER WIRE AND MARKER BALLS PER CITY OF RIO RANCHO STANDARD DRAWINGS.
6. 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.
7. 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.
8. 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.
9. ALL STORM SEWER AND SEWER SERVICE LINES SHALL BE INSPECTED BY TV CAMERA AND VIDEOTAPED 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.
10. MANHOLES SHALL MEET THE CITY OF RIO RANCHO STANDARDS EXCEPT THAT THERE SHALL BE NO LADDER RUNGS INSTALLED.
11. 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.
12. 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.
13. 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.
14. MANHOLES SHALL BE RAISED TO SURFACE COURSE OF PAVEMENT. OCTAGONAL CONCRETE COLLARS SHALL BE CONSTRUCTED TO SURFACE ELEVATION.
15. NO BRICKS SHALL BE USED TO ADJUST MANHOLES TO FINISHED GRADE.

ADA GENERAL NOTES

1. 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.
2. SURFACES SHALL BE STABLE, FIRM, AND SLIP RESISTANT. SIDEWALK AND CURB RAMP SURFACES SHALL PROVIDE CONSISTENT SLOPES WITHIN EACH SECTION.
3. ALL BROOM FINISHES SHALL BE PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
4. 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.
5. 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.
6. 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.
7. 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.
8. CURB RAMPS SHALL BE LOCATED TO PROVIDE THE MOST DIRECT ROUTE OF TRAVEL ACROSS THE TRAFFIC LANES.
9. TWO DIRECTIONAL (IN LINE WITH THE CROSSWALKS) CURB RAMPS PER CORNER ARE USED IN ORDER TO PROVIDE SHORT AND DIRECT CROSSINGS FOR THE USER.
10. 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.
11. 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.
12. LANDINGS SHALL BE A MINIMUM OF 48" X 48". SLOPES SHALL NOT EXCEED 2% (50:1) IN ALL DIRECTIONS.
13. DETECTABLE WARNINGS ARE REQUIRED AT ALL STREET INTERSECTIONS, SIGNALIZED DRIVEWAYS, COMMERCIAL DRIVEWAYS 30' WIDE OR GREATER, AND MARKED MID-BLOCK CROSSWALKS.
14. 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.

ADA GENERAL NOTES (CONTINUED)

15. 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.
16. 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.

UTILITY CONTACTS

Company	Type of Utility	Name	Title	Address	Phone
Century Link	Telecommunications	Abdul Bhuiyen	Sr. Design Engineer	4301 Brogan Ave NE, ABQ, NM 87109	(505) 767-7443
City of Rio Rancho	Waster/Wastewater	Bobby Manfre	Water System Operator	3200 Civic Ctr Circle NE, RR NM 87144-4501	(505) 975-1877
City of Rio Rancho	Waster/Wastewater	On-Call Operator	Emergency Contact	3200 Civic Ctr Circle NE, RR NM 87144-4501	(505) 975-5554
NM Gas	Gas	Joe Herrera	Area Engineer	1109 Rio Rancho Blvd SE, RR, NM 87124	(505) 697-6802
PNM	Electric	Paul Dunagan	Distribution Engineer	4201 Edith Blvd NE, ES-10, ABQ, NM 87107	(505) 241-3629
Cable One	Cable TV	Tony Lovato	Const. Coordinator	7501 Nita Pl NE, RR, NM 87107	(505) 249-9479
Level 3	Telecommunications	John Hufnagel	Plant Manager	3820 Singer Blvd NE, Suite 2000, ABQ, NM 87109	(505) 938-7322

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

GENERAL NOTES 02

DONALD M. DUNAGAN NEW MEXICO 17616 PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 1-6

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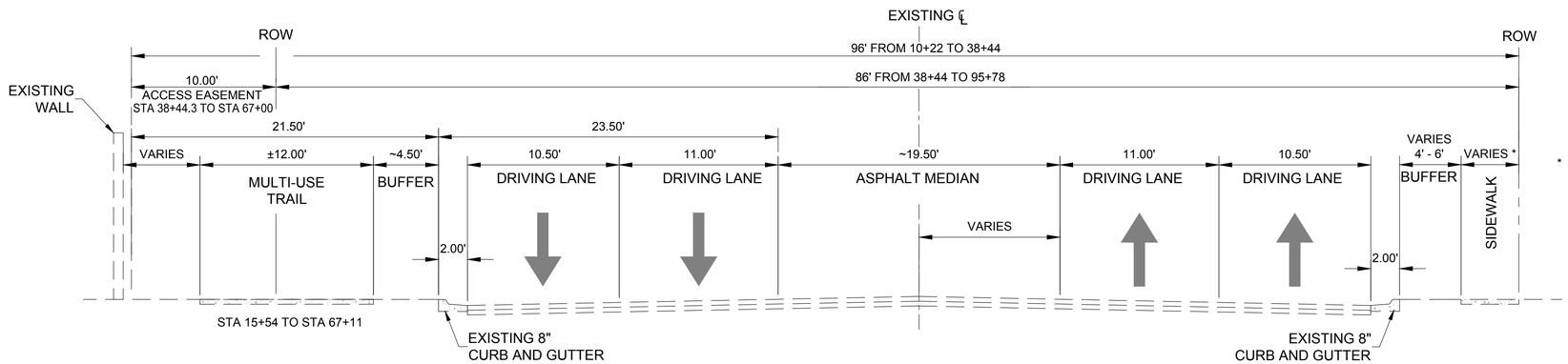


* EXISTING CONDITIONS:

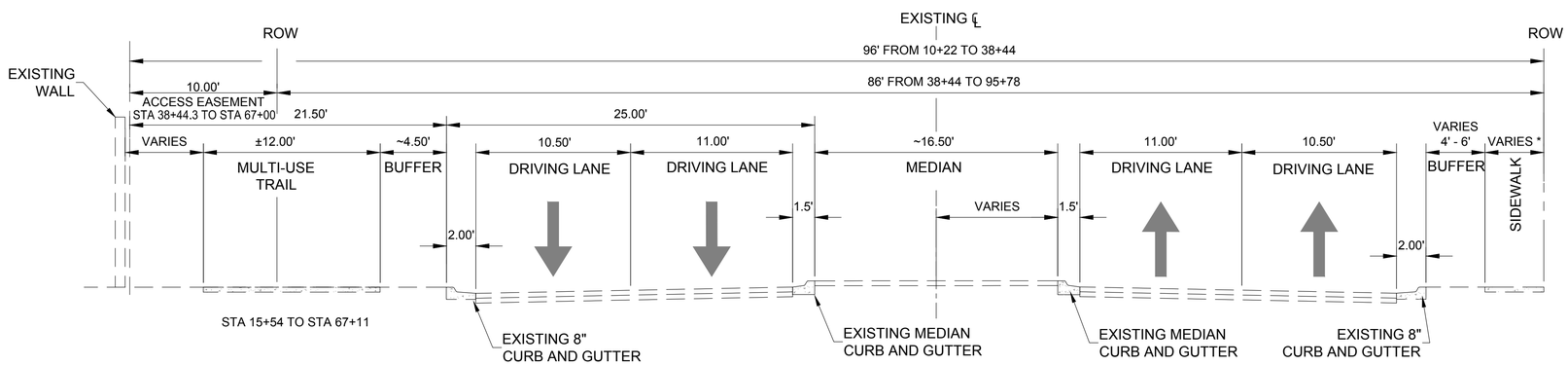
4'-0" SIDEWALK STA 10+00 TO STA 29+50
5'-0" SIDEWALK STA 30+25 TO STA 89+75
6'-0" SIDEWALK STA 89+75 TO STA 95+86

EXISTING TYPICAL SECTION A-A: BROADMOOR BLVD. TO N.M. 528

SCALE: 1" = 5'

STA 33+50 TO STA 41+55
STA 47+84 TO STA 64+53
STA 76+90 TO STA 92+95

EXISTING SURFACING: PER AS-BUILT DRAWINGS -
~ 4" AC
~ 2" BASE COURSE



* EXISTING CONDITIONS:

4'-0" SIDEWALK STA 10+00 TO STA 29+50
5'-0" SIDEWALK STA 30+25 TO STA 89+75
6'-0" SIDEWALK STA 89+75 TO STA 95+86

EXISTING TYPICAL SECTION B-B: BROADMOOR BLVD. TO N.M. 528

SCALE: 1" = 5'

STA 10+50 TO STA 19+00
STA 21+80 TO STA 33+50
STA 41+55 TO STA 47+84
STA 64+53 TO STA 76+90
STA 92+95 TO STA 95+86

EXISTING SURFACING: PER AS-BUILT DRAWINGS -
~ 5 $\frac{1}{2}$" AC
~ 2 $\frac{1}{2}$" BASE COURSE

CITY of RIO RANCHO

REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

EXISTING TYPICAL SECTIONS

LEONARDO M. DUARTE
NEW MEXICO
17616
PROFESSIONAL ENGINEER
10/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

2-1

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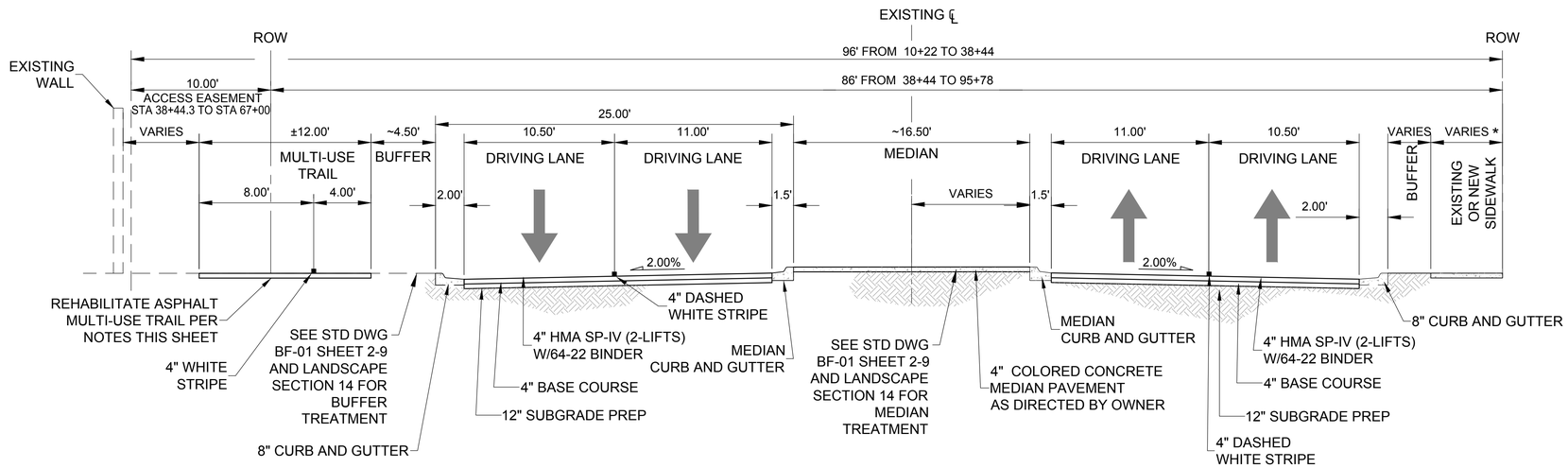


PROPOSED TYPICAL SECTION C-C: HIGH RESORT BLVD. TO NM 528

SCALE: 1" = 5'

STA 11+19 TO STA 14+24
STA 16+46 TO STA 19+00
STA 19+00 TO STA 21+80
STA 33+42 TO STA 41+55
STA 47+84 TO STA 56+15
STA 58+11 TO STA 66+14
STA 67+94 TO STA 71+82
STA 74+69 TO STA 77+69
STA 79+51 TO STA 83+15
STA 84+71 TO STA 86+86
STA 88+63 TO STA 89+79

NOTE: NEW MEDIAN AND 8" CURB AND GUTTER LOCATIONS AS SHOWN ON ROADWAY PLANS

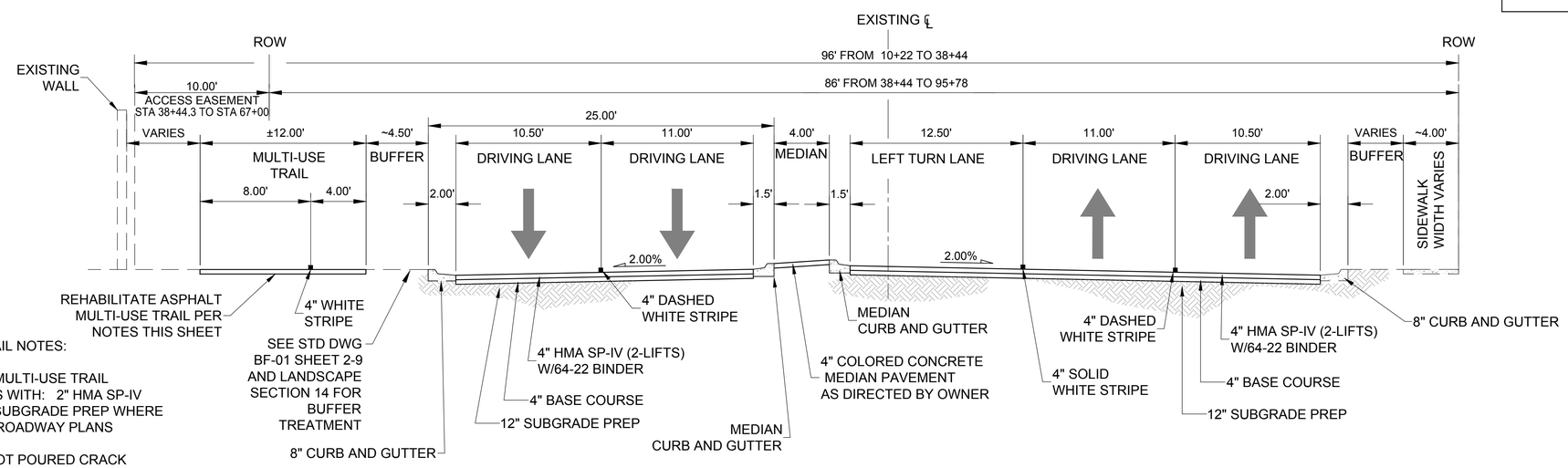
* SIDEWALK INFORMATION:

- NEW 5'-0" SIDEWALK STA 10+38 TO STA 29+42
- EXISTING 5'-0" TO 6'-0" SIDEWALK TO REMAIN: STA 30+25 TO EOP STA 95+86 EXCEPT WHEN NOTED ON ROADWAY PLANS

BID ALTERNATIVES:

#1 - ADDITION OF 1450 LF OF 8" CURB AND GUTTER AND 924 LF OF MEDIAN CURB AND GUTTER

#2 - FULL REPLACEMENT OF ENTIRE MULTI-USE TRAIL WITH 2" HMA SP-IV OVER 3" BASE COURSE OVER 6" SUBGRADE



MULTI-USE TRAIL NOTES:

1. REPLACE MULTI-USE TRAIL SEGMENTS WITH: 2" HMA SP-IV OVER 6" SUBGRADE PREP WHERE NOTED IN ROADWAY PLANS
2. INSTALL HOT POURED CRACK SEALANT PER NMDOT SECTION 411 ON ALL EXISTING CRACKS LESS THAN 2" WIDE IN MULTI-USE TRAIL
3. ALL CRACKS WIDER THAN 2" REQUIRE A 2' WIDE SEGMENT OF REMOVAL AND REPLACEMENT PER NOTE #1 ABOVE
4. INSTALL 1 $\frac{1}{2}$" SP-IV OVERLAY OVER ENTIRE EXISTING MULTI-USE TRAIL

PROPOSED TYPICAL SECTION D-D: HIGH RESORT BLVD. TO NM 528

SCALE: 1" = 5'

STA 10+39 TO STA 11+91 (RIGHT TURN)
STA 14+24 TO STA 14+68 (LEFT TURN)
STA 15+36 TO STA 16+46 (RIGHT TURN)
STA 24+52 TO STA 25+69 (RIGHT TURN)
STA 29+01 TO STA 29+48 (LEFT TURN)
STA 30+27 TO STA 31+50 (RIGHT TURN)
STA 42+40 TO STA 43+45 (LEFT TURN)
STA 44+23 TO STA 44+68 (RIGHT TURN)
STA 46+39 TO STA 47+18 (LEFT TURN)
STA 56+15 TO STA 57+15 (LEFT TURN)
STA 66+14 TO STA 64+14 (LEFT TURN)
STA 71+82 TO STA 72+82 (LEFT TURN)
STA 73+68 TO STA 74+69 (RIGHT TURN)
STA 77+69 TO STA 78+69 (LEFT TURN)
STA 83+15 TO STA 83+69 (LEFT TURN)
STA 86+86 TO STA 87+86 (LEFT TURN)
STA 89+79 TO STA 90+80 (LEFT TURN)
STA 91+76 TO STA 92+98 (RIGHT TURN)

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PROPOSED TYPICAL SECTIONS

DONALD M. DUDLEY
NEW MEXICO
17616
PROFESSIONAL ENGINEER
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	2-2

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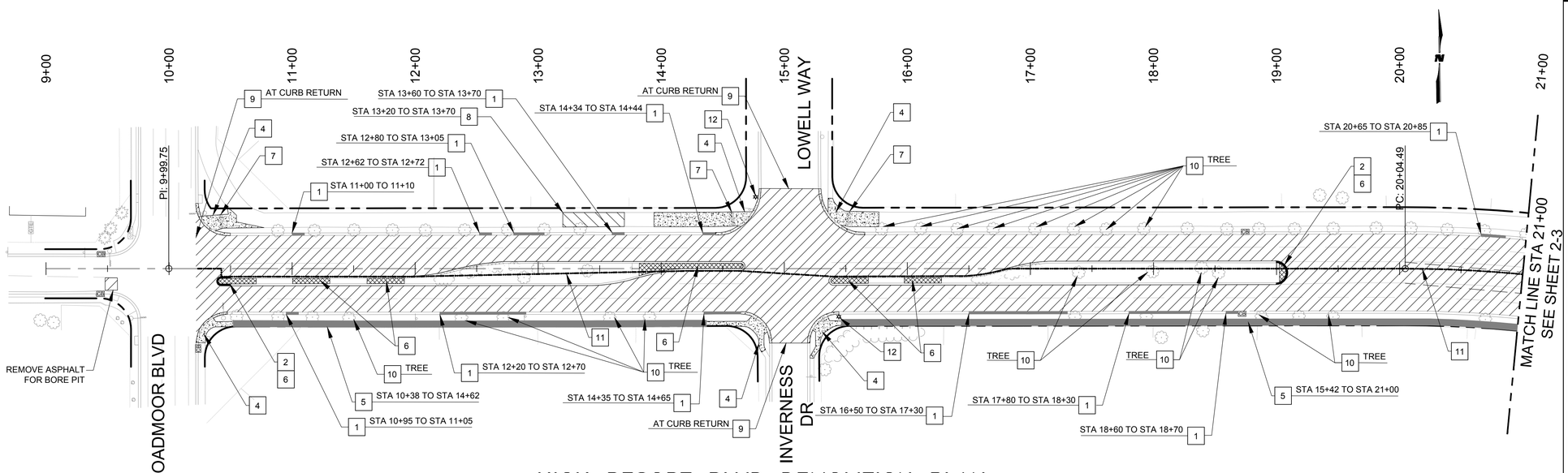


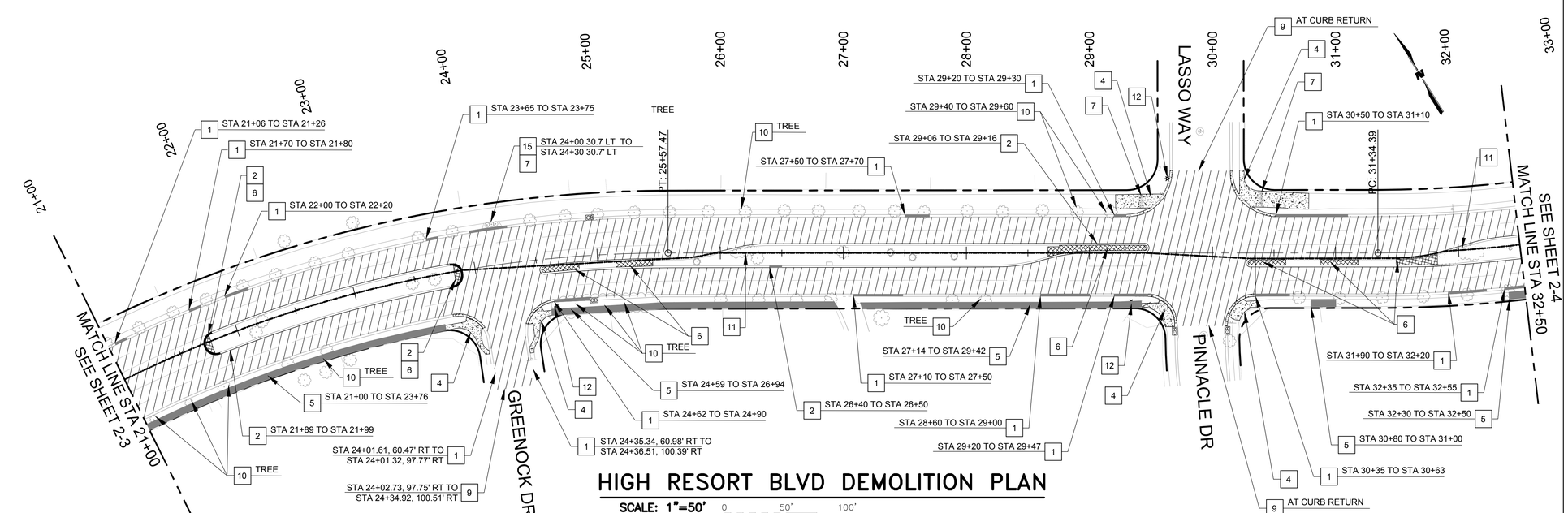
HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

DEMOLITION LEGEND

- REMOVE EXISTING ASPHALT AND SALVAGE TO CITY YARD AT 2016 IDALIA RD
- REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL PAVING



HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

KEY NOTES

1. REMOVE AND DISPOSE EXISTING 8" CURB AND GUTTER
2. REMOVE AND DISPOSE EXISTING MEDIAN CURB AND GUTTER
3. REMOVE AND DISPOSE EXISTING VALLEY GUTTER & FILLET
4. REMOVE AND DISPOSE EXISTING ADA CURB RAMP AND ADJOINING EXISTING CURB & GUTTER, SIDEWALK AND/OR MULTI-USE TRAIL AS INDICATED ON SHEETS 3-11 TO 3-29
5. REMOVE AND DISPOSE EXISTING SIDEWALK
6. REMOVE AND DISPOSE EXISTING CONCRETE MEDIAN PAVEMENT
7. REMOVE, CLEAN AND SALVAGE EXISTING BOLLARDS TO CITY YARD AT 2016 IDALIA RD (TYP.)
8. SAWCUT, REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL SECTION
9. SAWCUT NEAT LINE
10. REMOVE AND DISPOSE EXISTING LANDSCAPE FEATURE(S)
11. ASPHALT DEMOLITION LIMITS PER CONSTRUCTION PHASING SHEETS 6-7 THRU 6-10
12. REMOVE & DISPOSE EXISTING STREET LIGHT (FIBERGLASS)
13. REMOVE AND SALVAGE EXISTING STREET LIGHT (ALUMINUM)
14. REMOVE AND DISPOSE EXISTING LIGHT FOUNDATION
15. REMOVE AND DISPOSE EXISTING DRIVE PAD

GENERAL NOTES

1. DEMOLITION STATIONING IS APPROXIMATE.
2. REMOVE AND SALVAGE EXISTING LANDSCAPE GRAVEL WITHIN ROW TO CITY YARD AT 2016 IDALIA RD.
3. PROTECT EXISTING IRRIGATION SYSTEM.

CITY of RIO RANCHO

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

DEMOLITION PLAN 01
STA 10+50 TO STA 32+50

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 2-3

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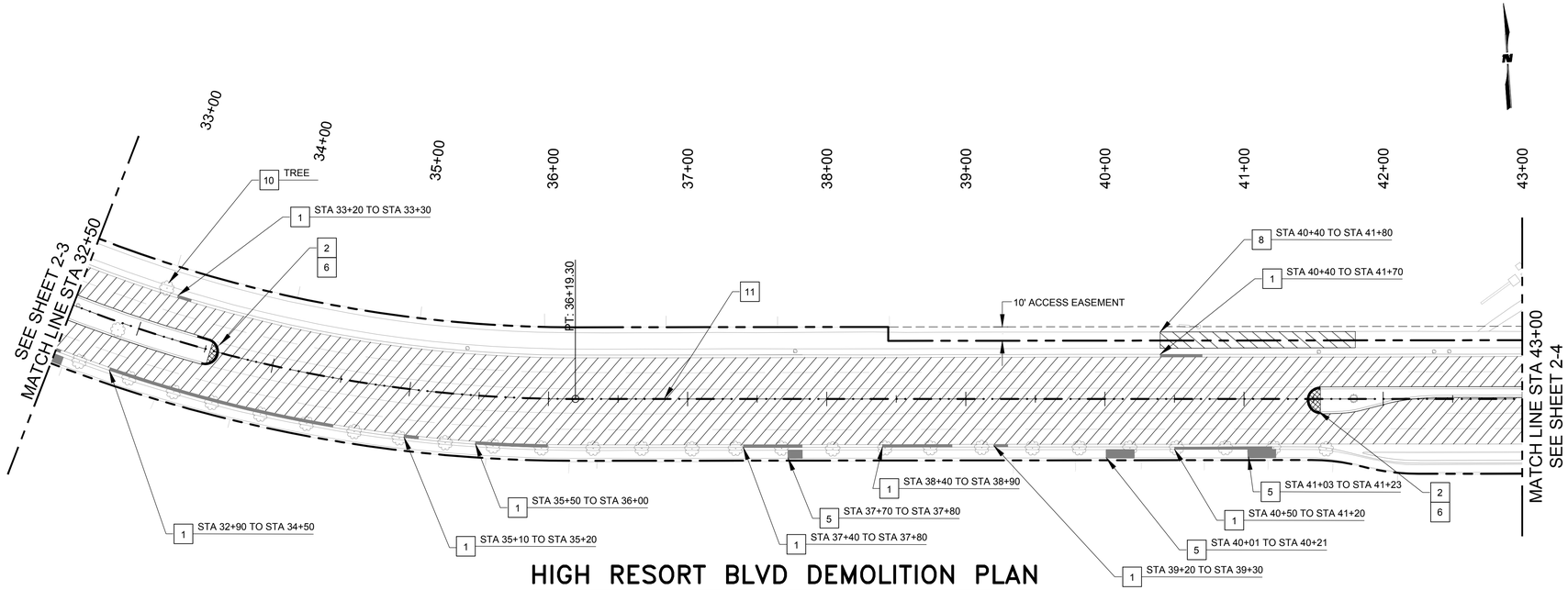
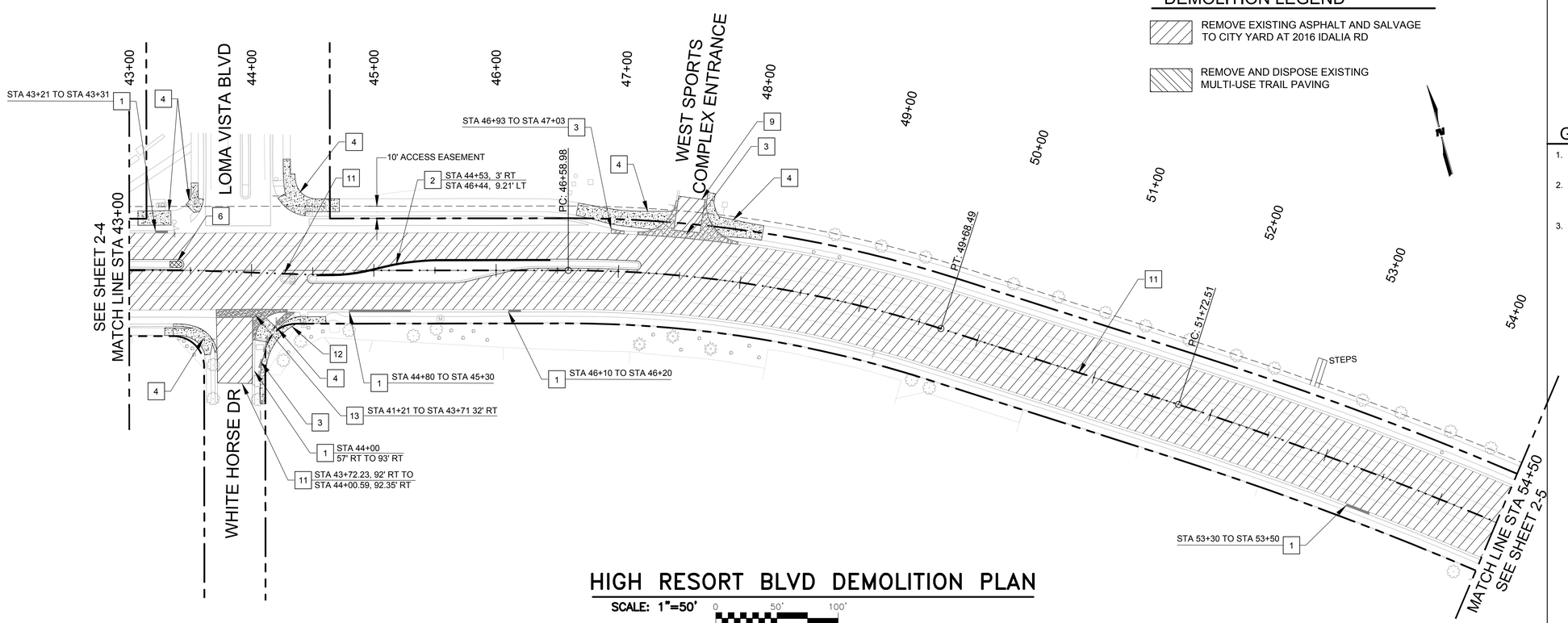


HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"



HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

DEMOLITION LEGEND

- REMOVE EXISTING ASPHALT AND SALVAGE TO CITY YARD AT 2016 IDALIA RD
- REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL PAVING

KEY NOTES

1. REMOVE AND DISPOSE EXISTING 8" CURB AND GUTTER
2. REMOVE AND DISPOSE EXISTING MEDIAN CURB AND GUTTER
3. REMOVE AND DISPOSE EXISTING VALLEY GUTTER & FILLET
4. REMOVE AND DISPOSE EXISTING ADA CURB RAMP AND ADJOINING EXISTING CURB & GUTTER, SIDEWALK AND/OR MULTI-USE TRAIL AS INDICATED ON SHEETS 3-11 TO 3-29
5. REMOVE AND DISPOSE EXISTING SIDEWALK
6. REMOVE AND DISPOSE EXISTING CONCRETE MEDIAN PAVEMENT
7. REMOVE, CLEAN AND SALVAGE EXISTING BOLLARDS TO CITY YARD AT 2016 IDALIA RD (TYP.)
8. SAWCUT, REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL SECTION
9. SAWCUT NEAT LINE
10. REMOVE AND DISPOSE EXISTING LANDSCAPE FEATURE(S)
11. ASPHALT DEMOLITION LIMITS PER CONSTRUCTION PHASING SHEETS 6-7 THRU 6-10
12. REMOVE AND DISPOSE EXISTING HEADWALL
13. REMOVE AND DISPOSE EXISTING 18" STORM DRAIN

GENERAL NOTES

1. DEMOLITION STATIONING IS APPROXIMATE.
2. REMOVE AND SALVAGE EXISTING LANDSCAPE GRAVEL WITHIN ROW TO CITY YARD AT 2016 IDALIA RD.
3. PROTECT EXISTING IRRIGATION SYSTEM.

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

DEMOLITION PLAN 02
STA 32+50 TO STA 54+50

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
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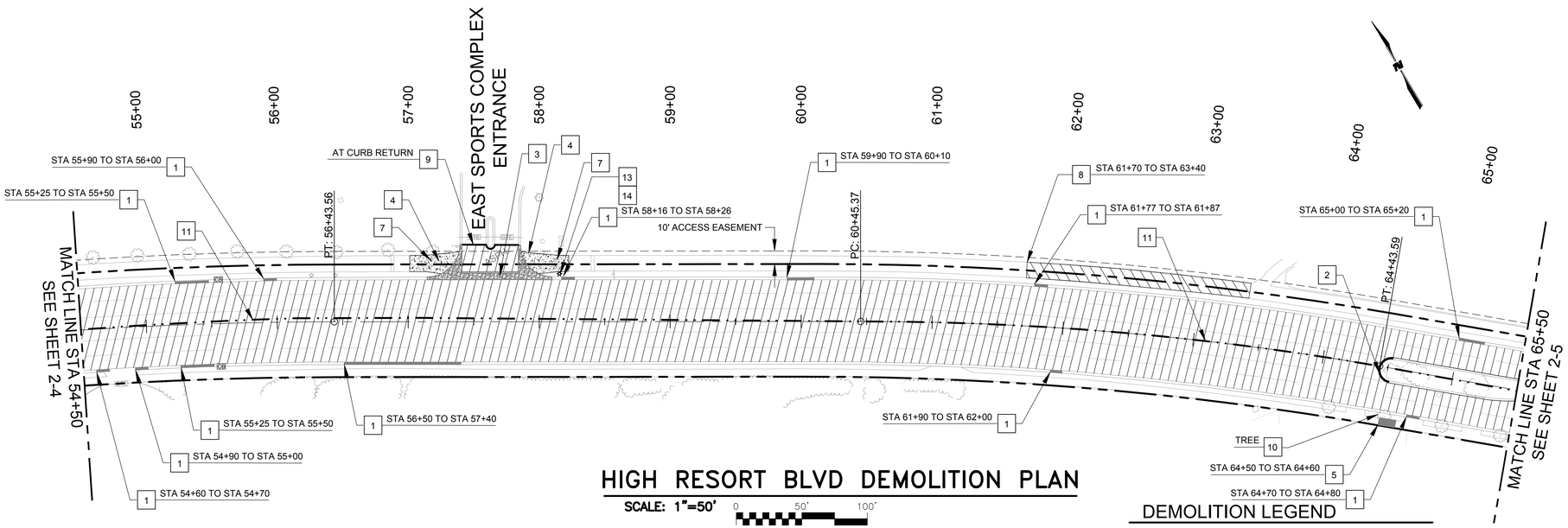


HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

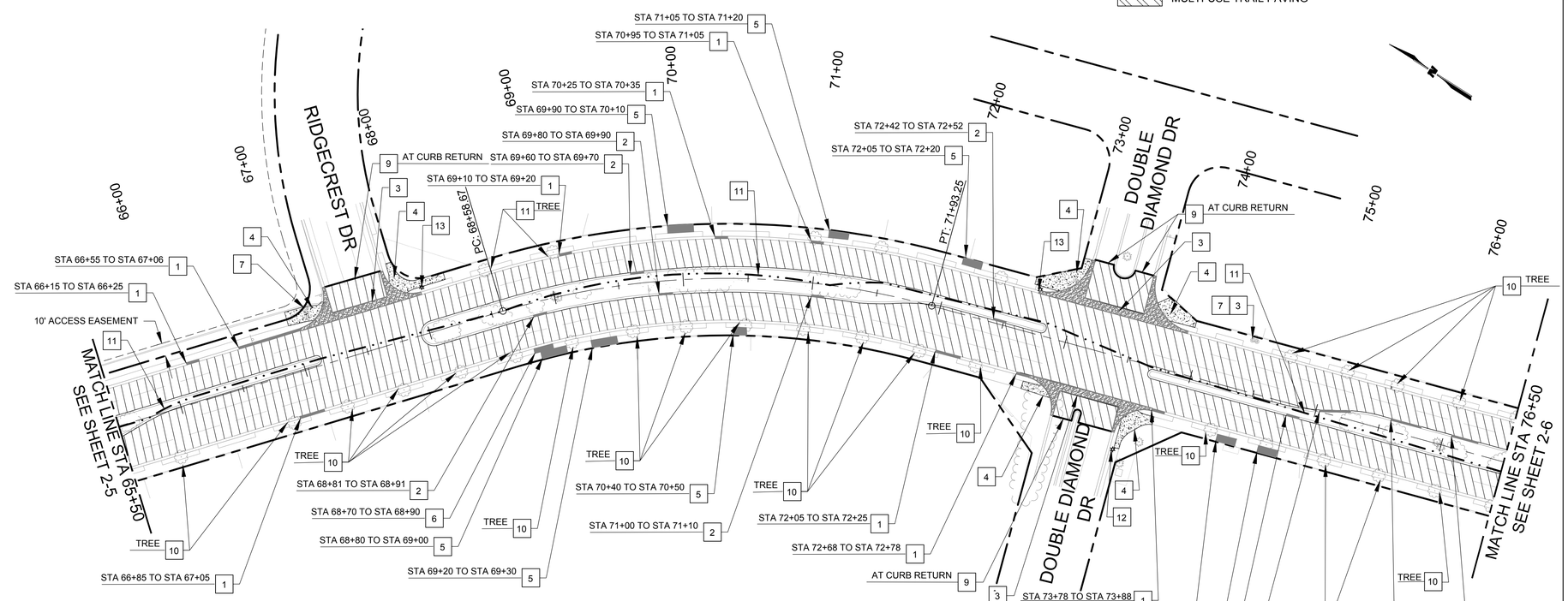
0 50' 100'

1"=50'-0"

DEMOLITION LEGEND

REMOVE EXISTING ASPHALT AND SALVAGE TO CITY YARD AT 2016 IDALIA RD

REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL PAVING



HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

KEY NOTES

1. REMOVE AND DISPOSE EXISTING 8" CURB AND GUTTER
2. REMOVE AND DISPOSE EXISTING MEDIAN CURB AND GUTTER
3. REMOVE AND DISPOSE EXISTING VALLEY GUTTER & FILLET
4. REMOVE AND DISPOSE EXISTING ADA CURB RAMP AND ADJOINING EXISTING CURB & GUTTER, SIDEWALK AND/OR MULTI-USE TRAIL AS INDICATED ON SHEETS 3-11 TO 3-29
5. REMOVE AND DISPOSE EXISTING SIDEWALK
6. REMOVE AND DISPOSE EXISTING CONCRETE MEDIAN PAVEMENT
7. REMOVE, CLEAN AND SALVAGE EXISTING BOLLARDS TO CITY YARD AT 2016 IDALIA RD (TYP.)
8. SAWCUT, REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL SECTION
9. SAWCUT NEAT LINE
10. REMOVE AND DISPOSE EXISTING LANDSCAPE FEATURE(S)
11. ASPHALT DEMOLITION LIMITS PER CONSTRUCTION PHASING SHEETS 6-7 THRU 6-10
12. REMOVE & DISPOSE EXISTING STREET LIGHT (FIBERGLASS)
13. REMOVE AND SALVAGE EXISTING STREET LIGHT (ALUMINUM)
14. REMOVE AND DISPOSE EXISTING LIGHT FOUNDATION

GENERAL NOTES

1. DEMOLITION STATIONING IS APPROXIMATE.
2. REMOVE AND SALVAGE EXISTING LANDSCAPE GRAVEL WITHIN ROW TO CITY YARD AT 2016 IDALIA RD.
3. PROTECT EXISTING IRRIGATION SYSTEM.

CITY of RIO RANCHO

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

DEMOLITION PLAN 03
STA 54+50 TO STA 76+50

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	2-5

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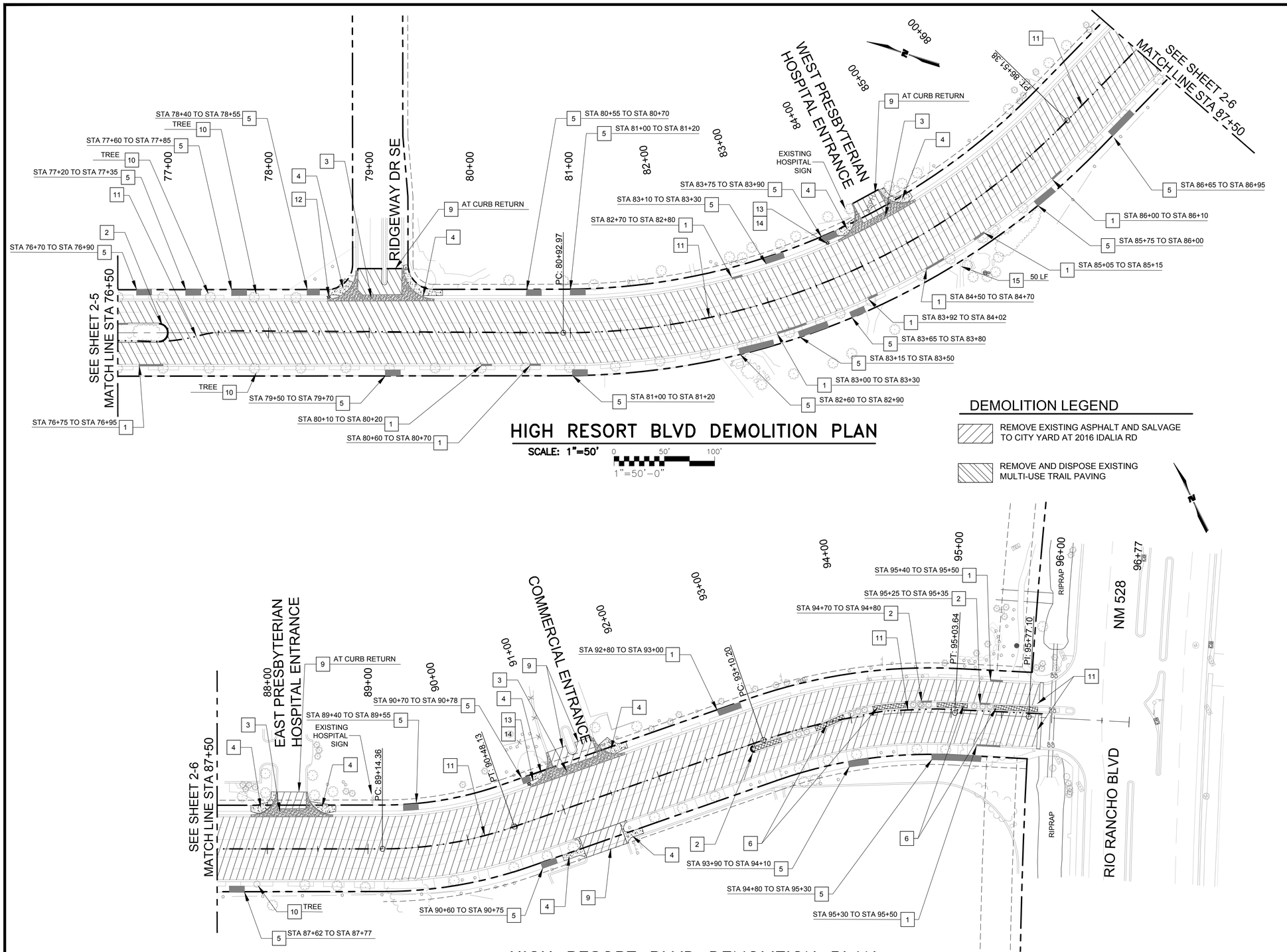

HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

DEMOLITION LEGEND

- REMOVE EXISTING ASPHALT AND SALVAGE TO CITY YARD AT 2016 IDALIA RD
- REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL PAVING

HIGH RESORT BLVD DEMOLITION PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

KEY NOTES

1. REMOVE AND DISPOSE EXISTING 8" CURB AND GUTTER
2. REMOVE AND DISPOSE EXISTING MEDIAN CURB AND GUTTER
3. REMOVE AND DISPOSE EXISTING VALLEY GUTTER & FILLET
4. REMOVE AND DISPOSE EXISTING ADA CURB RAMP AND ADJOINING EXISTING CURB & GUTTER, SIDEWALK AND/OR MULTI-USE TRAIL AS INDICATED ON SHEETS 3-11 TO 3-29
5. REMOVE AND DISPOSE EXISTING SIDEWALK
6. REMOVE AND DISPOSE EXISTING CONCRETE MEDIAN PAVEMENT
7. REMOVE, CLEAN AND SALVAGE EXISTING BOLLARDS TO CITY YARD AT 2016 IDALIA RD (TYP.)
8. SAWCUT, REMOVE AND DISPOSE EXISTING MULTI-USE TRAIL SECTION
9. SAWCUT NEAT LINE
10. REMOVE AND DISPOSE EXISTING LANDSCAPE FEATURE(S)
11. ASPHALT DEMOLITION LIMITS PER CONSTRUCTION PHASING SHEETS 6-7 THRU 6-10
12. REMOVE & DISPOSE EXISTING STREET LIGHT (FIBERGLASS)
13. REMOVE AND SALVAGE EXISTING STREET LIGHT (ALUMINUM)
14. REMOVE AND DISPOSE EXISTING LIGHT FOUNDATION
15. REMOVE AND DISPOSE 6" PVC PIPE

GENERAL NOTES

1. DEMOLITION STATIONING IS APPROXIMATE.
2. REMOVE AND SALVAGE EXISTING LANDSCAPE GRAVEL WITHIN ROW TO CITY YARD AT 2016 IDALIA RD.
3. PROTECT EXISTING IRRIGATION SYSTEM.

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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RIO RANCHO, NEW MEXICO 87124
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FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

DEMOLITION PLAN 04
STA 76+50 TO STA 95+86

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

2-6

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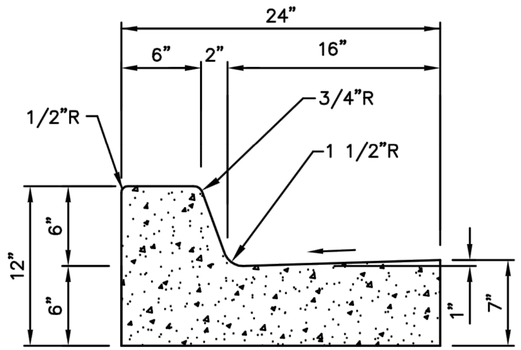
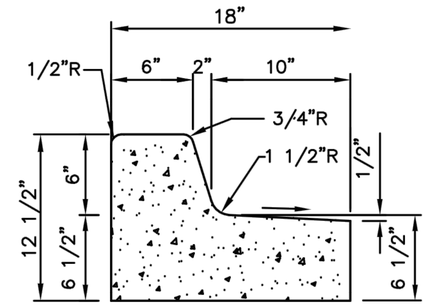
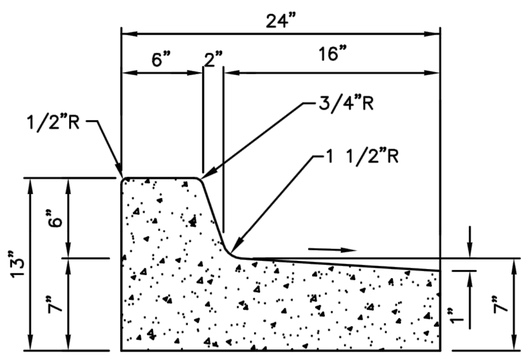


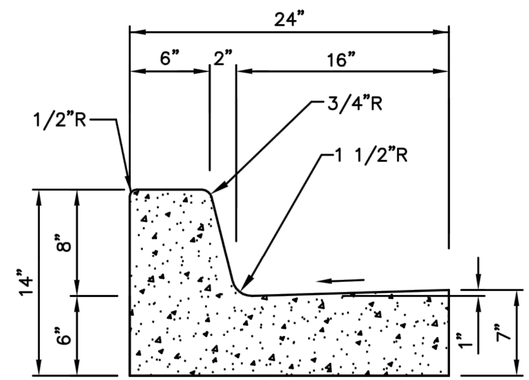
STANDARD CURB AND GUTTER



MEDIAN CURB AND GUTTER

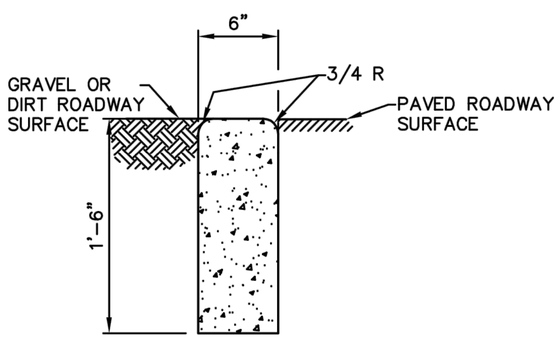


SPILL CURB AND GUTTER



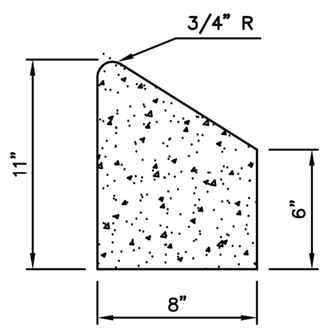
8" CURB AND GUTTER

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:

1. ANY DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY FOR PRIOR APPROVAL.
2. ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY THE CITY.
3. SUBGRADE SHALL BE COMPACTED TO 95% ASTM D 1557, MIN.
4. 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.
5. 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.
6. DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.
7. 8" CURB AND GUTTER AND CUTOFF WALL IS NOT FOR USE IN NEW RESIDENTIAL DEVELOPMENT. USE MUST BE PREAPPROVED BY THE CITY.
8. 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.

DATE MODIFIED: OCT 10, 2014

City of Rio Rancho
Department of Public Works

CURB AND GUTTER

DWG. NO. CG-01 OCT 2, 2008

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 01

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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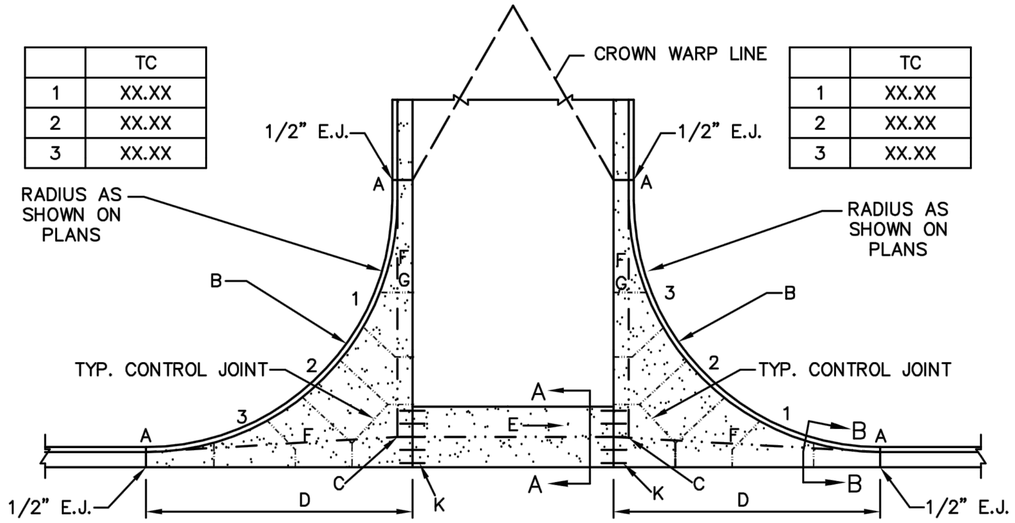

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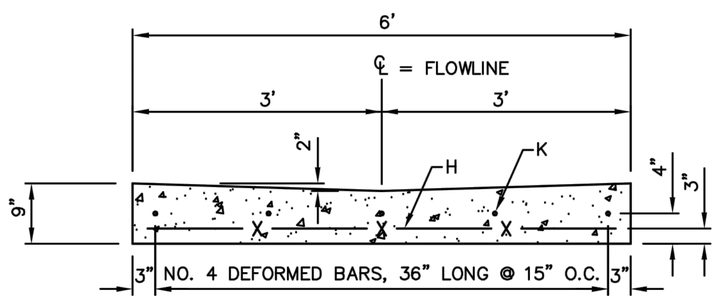
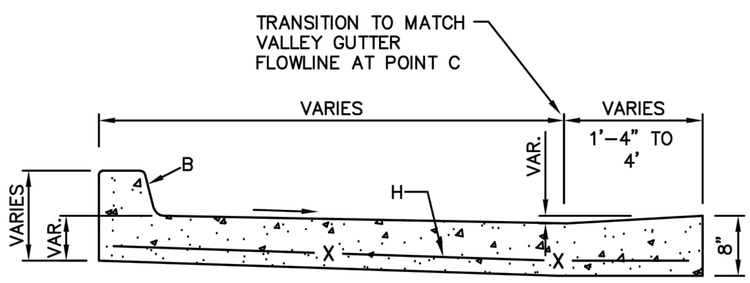
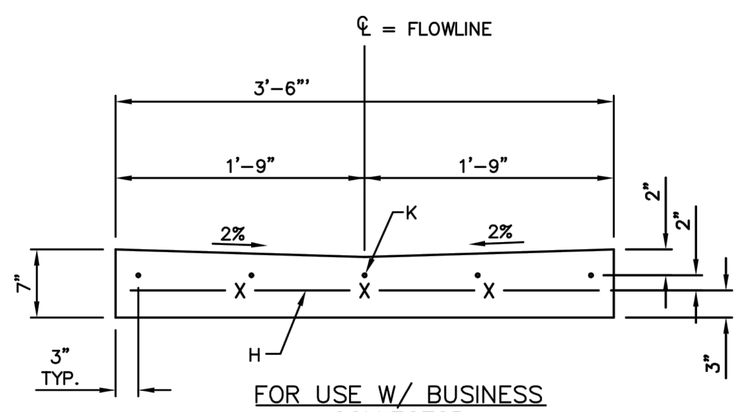
PLAN



SECTION A–A



SECTION B–B



FOR USE W/ BUSINESS COLLECTOR

CONSTRUCTION NOTES

A. END OF CURB RETURN.

B. CONSTRUCT CURB RAMP WHERE SHOWN ON PLANS. ADJUST CURB HEIGHT TO MATCH RAMP CONFIGURATION.

C. INTERSECTION OF FLOWLINES.

D. VALLEY GUTTER FILLET AREAS AND CURB SHALL BE CONSTRUCTED MONOLITHICALLY.

E. DIRECTION OF FLOW.

F. FLOWLINE.

G. PROJECTED GUTTER FLOWLINE.

H. 6x6–6/6 WELDED WIRE FABRIC IS THE PREFERRED REINFORCEMENT FOR VALLEY GUTTER AND FILLET AREAS.

K. NO. 4 DEFORMED BARS CENTERED BETWEEN VALLEY GUTTER AND FILLET, 6" LONG @ 15" ON CENTER.

GENERAL NOTES

1. 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.
2. 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.
3. VALLEY GUTTER, INCLUDING FILLET AREAS, SHALL BE REINFORCED WITH 6X6–W2.9xW2.9 WELDED WIRE FABRIC. SEE NOTE H.
4. FOR NEW CONSTRUCTION, THE VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT.
5. PRIOR TO CONSTRUCTION OF A NEW VALLEY GUTTER ON EXISTING STREETS, PAVEMENT REMOVALS AS SHOWN ON PLANS SHALL BE COMPLETED.
6. 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.

DATE MODIFIED: OCT 10, 2014

City of Rio Rancho
Department of Public Works

VALLEY GUTTER
AT INTERSECTION

DWG. NO. VG-01 OCT 2, 2008

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 02

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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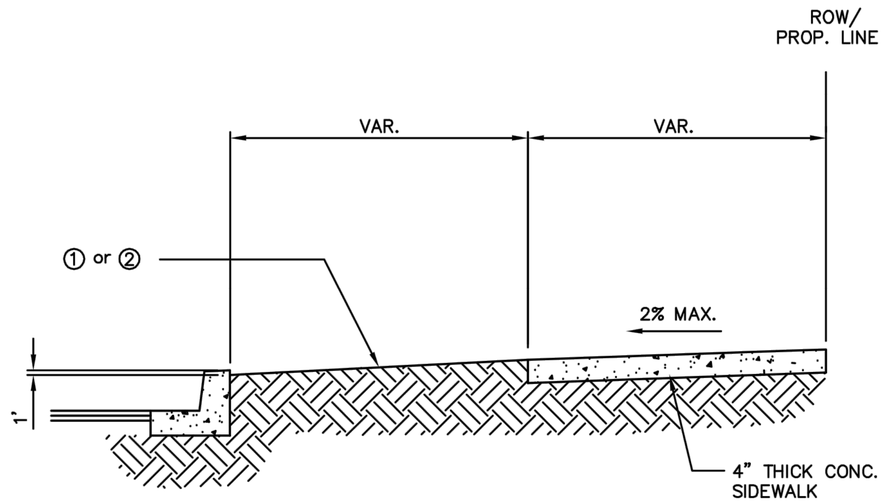
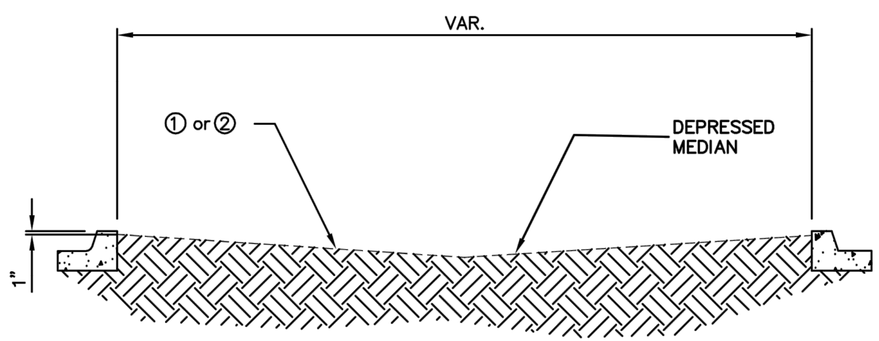


BUFFER DETAIL



MEDIAN DETAIL

GENERAL NOTES:

1. ANY DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY FOR PRIOR APPROVAL.
2. ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY THE CITY.

KEYED NOTES:

① STABILIZED W/ HAND ROLLER COMPACTED CRUSHER FINES, 4" DEPTH, WITH WEED BARRIER FABRIC. PLASTIC WEED BARRIER IS NOT ACCEPTABLE. MAX. CROSS / RUNNING SLOPE AT 3%.

② LANDSCAPING SHALL BE IN ACCORDANCE THE CITY OF RIO RANCHO'S DEVELOPMENT PROCESS MANUAL, CHAPTER 11.3 SECTION 8 AND BE APPROVED BEFORE PLACEMENT BY THE CITY.

③ FOR ROADS HAVING A CENTERLINE SLOPE OF 3% OR GREATER, THE BUFFER SHALL BE STAMPED CONCRETE AS APPROVED BY THE CITY.

DATE MODIFIED: OCT 10, 2014

The Great Seal of the City of Rio Rancho New Mexico 1981

City of Rio Rancho
Department of Public Works

BUFFER, MEDIAN & RIGHT-OF-WAY SLOPES DETAIL

DWG. NO. BF-01 OCT 17, 2008

RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 03

DONALD M. DIMITRIADIS NEW MEXICO 17616 PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

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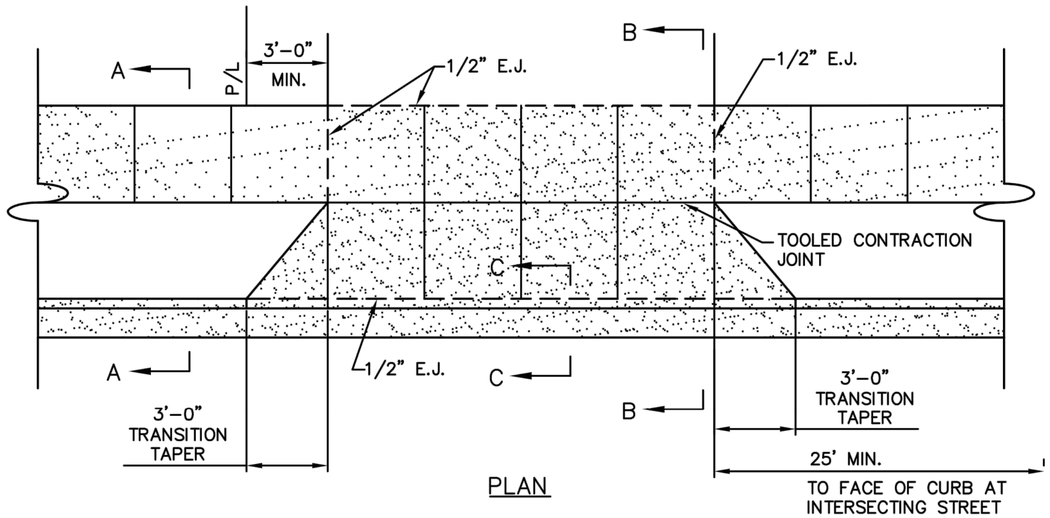


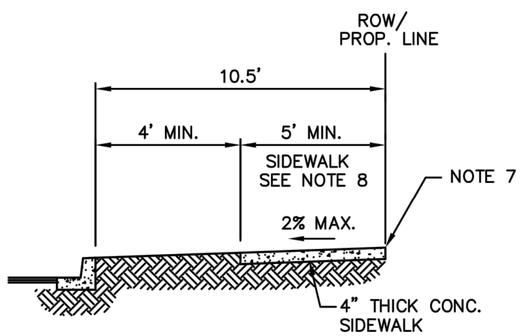
PLAN

GENERAL NOTES:

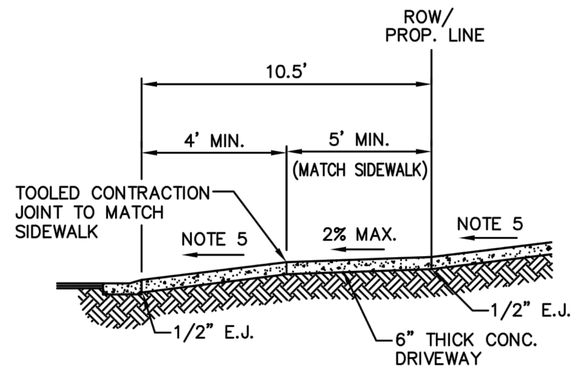
1. ANY DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY FOR PRIOR APPROVAL.
2. ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY THE CITY.
3. WITHIN LIMITS OF THE RIGHT-OF-WAY, SIDEWALK AND DRIVEWAY SHALL BE PORTLAND CEMENT CONCRETE PLACED ON 6" PREPARED SUBGRADE. SUBGRADE SHALL BE COMPACTED TO 95% ASTM D 1557, MIN. 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.
4. ASPHALT DRIVEWAY WILL NOT BE PERMITTED WITHIN RIGHT-OF-WAY.
5. EXISTING AND NEW RESIDENTIAL DRIVEWAYS, 14% MAX; EXISTING COMMERCIAL DRIVEWAYS, 14% MAX; AND FOR NEW COMMERCIAL DEVELOPMENTS TURNOUTS ARE REQUIRED.
6. FOR CONC. SIDEWALK CONSTRUCT TRANSVERSE JOINTS AS FOLLOWS:
   - TOOLED CONTRACTION JOINTS AT 5' INTERVALS
   - 1/2" PRE-MOLDED BITUMINOUS EXPANSION JOINTS AT 15' INTERVALS.
7. SIDEWALK SETBACK IS REQUIRED WHERE ROW/PROPERTY WALL EXISTS OR IS PLANNED. REFER TO DWG. TS-01 FOR SETBACK REQUIREMENTS.
8. SIDEWALK SHALL NOT BE TAPERED OR WARPED AT DRIVEWAY
9. APPROACH

   THE MINIMUM SIDEWALK WITHIN PUBLIC RIGHT-OF-WAY IS:

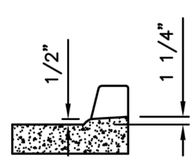
   5' WIDE ON RES. & STD. COLLECTOR STREETS NOT ADJACENT TO COMMERCIAL PROPERTIES.
   6' WIDE ON ARTERIAL STREETS AND STREETS ADJACENT TO COMMERCIAL PROPERTIES
10. CONTRACTOR SHALL SET FORMS AT 1.5%



SECTION A-A



SECTION B-B



SECTION C-C

DATE MODIFIED: MAY 8, 2015

City of Rio Rancho
Department of Public Works

SIDEWALK AND DRIVEWAY TRANSITION
(COLLECTOR)

DWG. NO. DW-02 OCT 2, 2008

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 04

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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SUMMARY
FILENAME

GENERAL NOTES;

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

SIDEWALKS

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

CURB RAMPS

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

CROSSWALKS

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

DETECTABLE WARNING

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

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

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

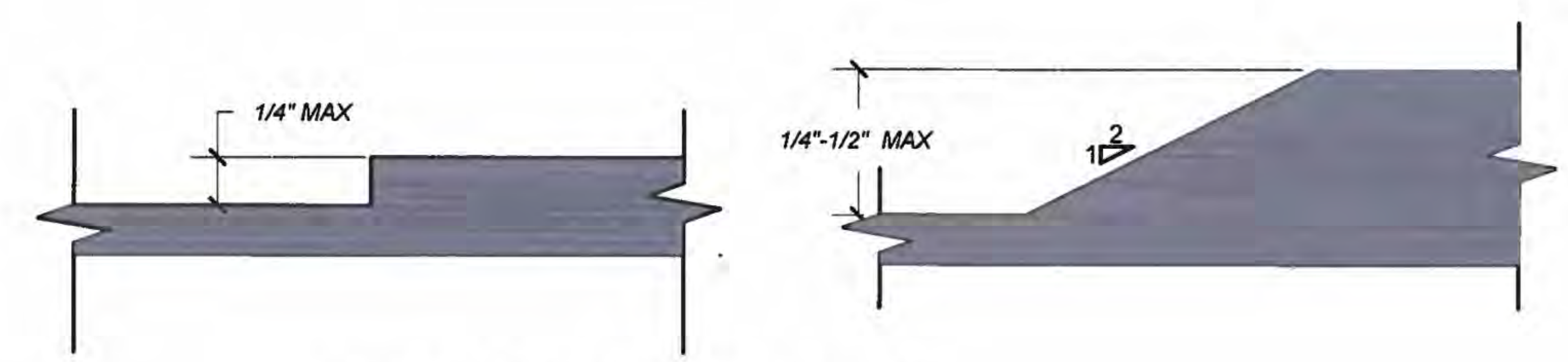
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

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

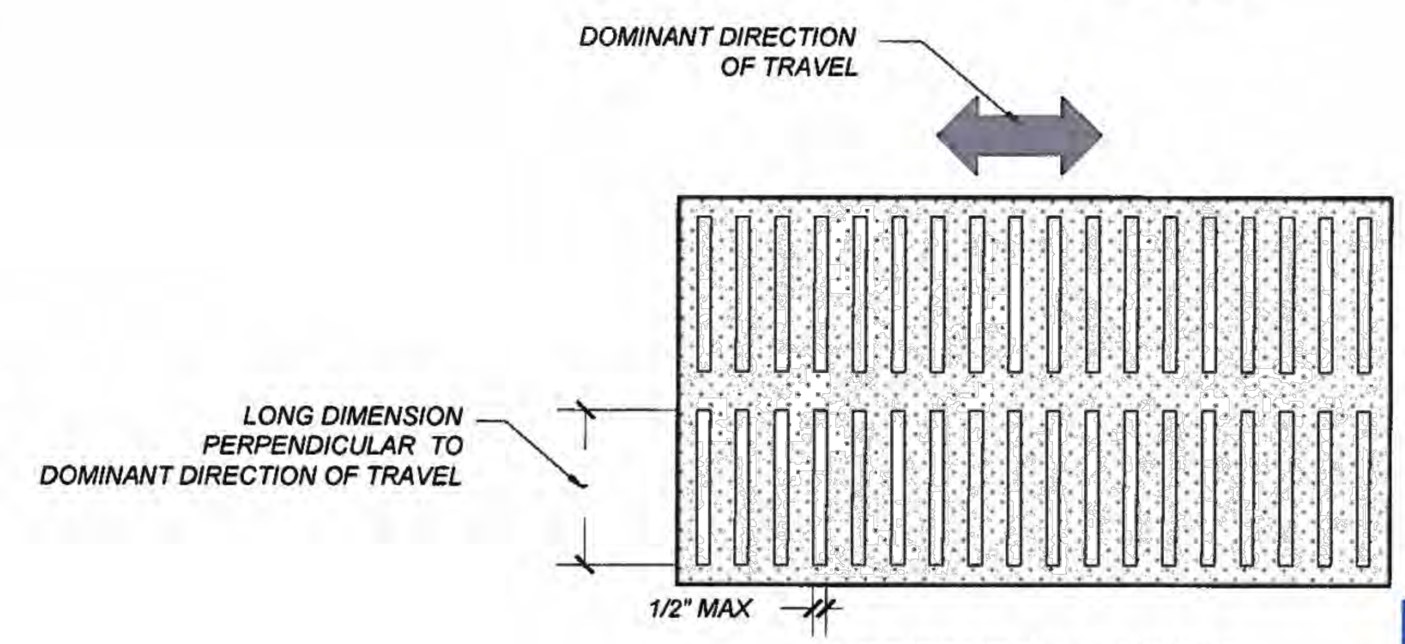
31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF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

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

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



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE REFER TO NOTE 6

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED ____ DESIGN ENGINEER 1-13-15 DATE

608-001- 1 608-1 of 12

DRAWING SCALE = NOT TO SCALE

file path

CITY of RIO RANCHO
RioRancho City of Vision

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE 100
RIO RANCHO, NEW MEXICO 87124
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FAX (505) 898-8501
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

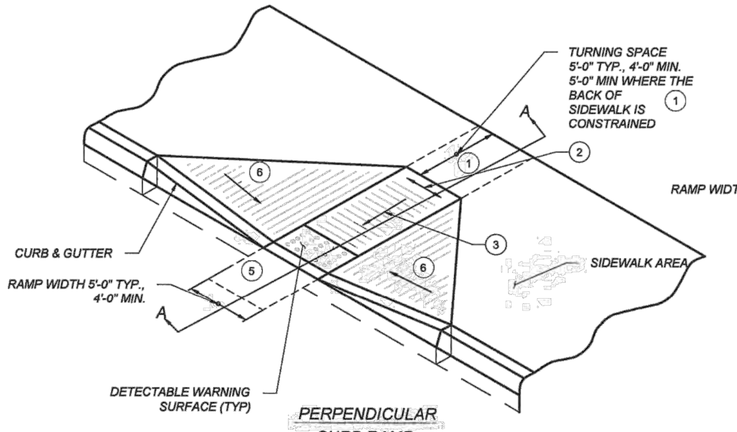
ROADWAY DETAILS 05

DONALD M. DUBERMAN NEW MEXICO 17616 PROFESSIONAL ENGINEER 9/15/16

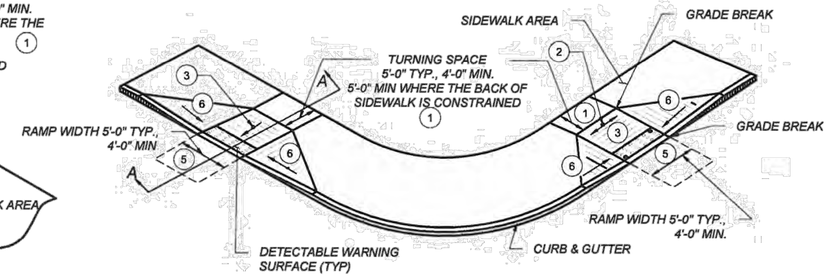
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
2-11

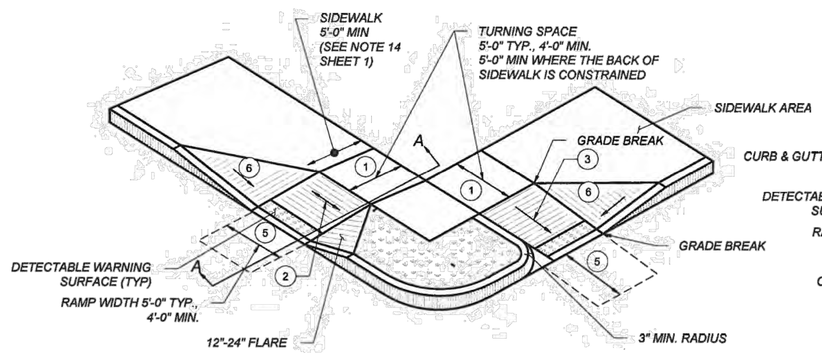
M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\02_TYPICAL SECTIONS\ROADWAY DETAILS\C-ROADWAY DETAILS_PW1611.DWG9/14/2016 8:35 PM



PERPENDICULAR CURB RAMP
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP
(PREFERRED INSTALLATION)
SCALE: NONE



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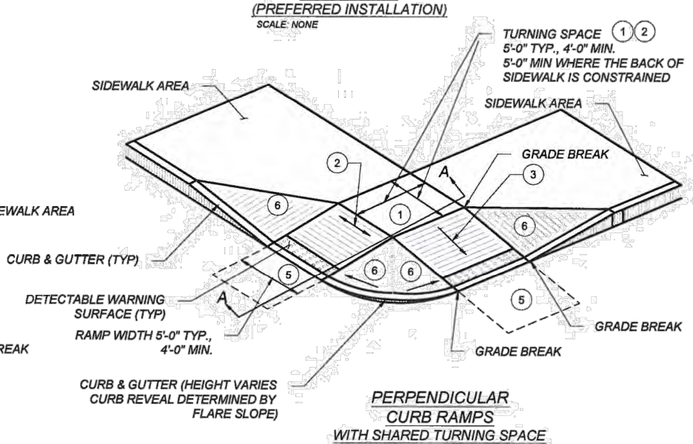


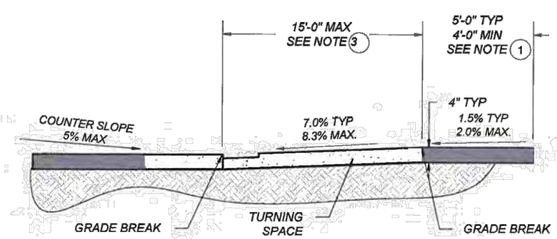
PERPENDICULAR CURB RAMPS
WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

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

NOTES:

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- (D) CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.



SECTION A-A
SCALE: NONE

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PERPENDICULAR
CURB RAMPS

APPROVED: DESIGN ENGINEER — DATE 1-13-15

608-001-2

608- 2 of 12

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RioRancho City of Vision
CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

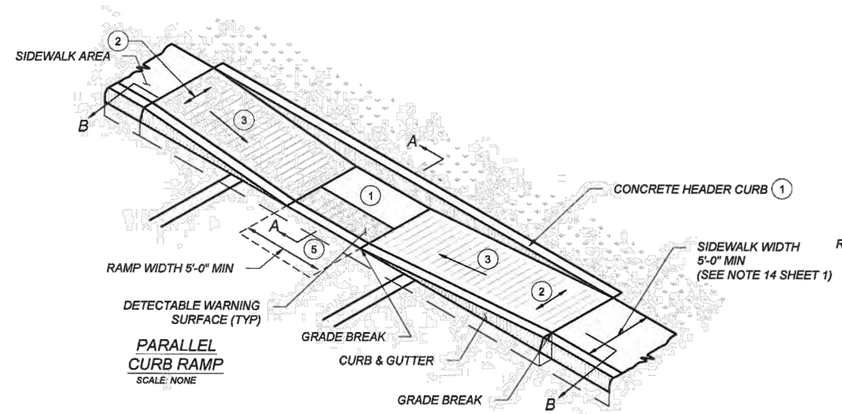
ROADWAY DETAILS 06

DONALD M. DUDLEY
NEW MEXICO
17616
PROFESSIONAL ENGINEER
9/15/16

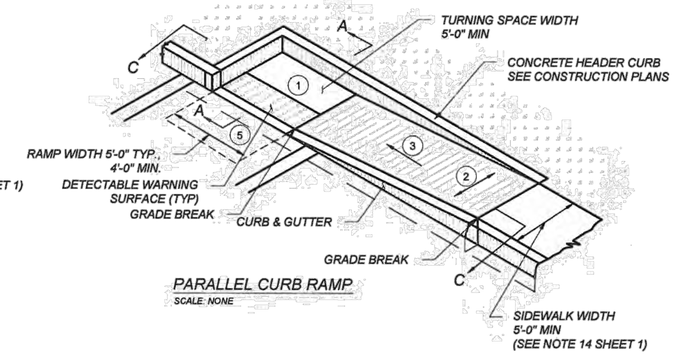
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
2-12

SUMMARY
FILENAME



PARALLEL CURB RAMP
SCALE: NONE



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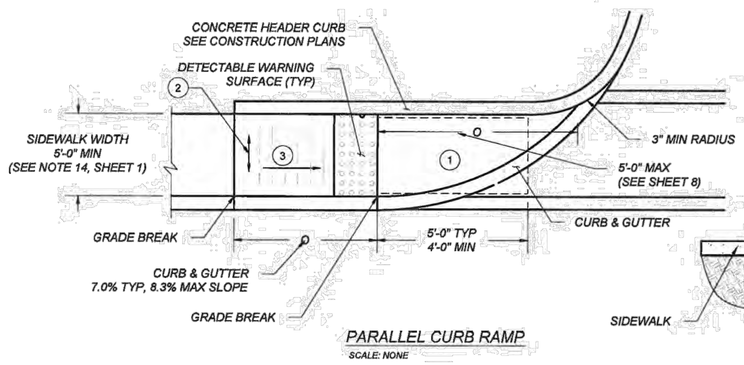
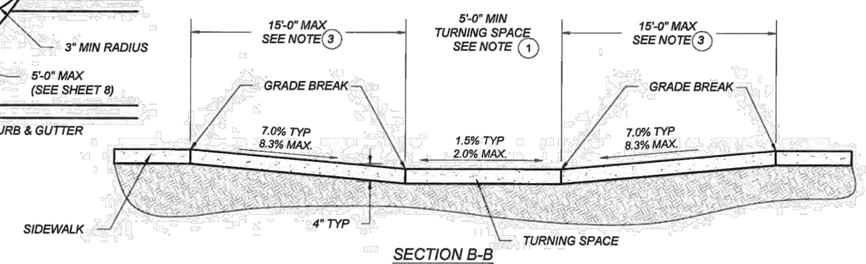


PARALLEL CURB RAMP
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
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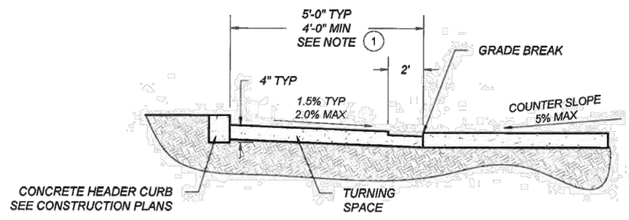
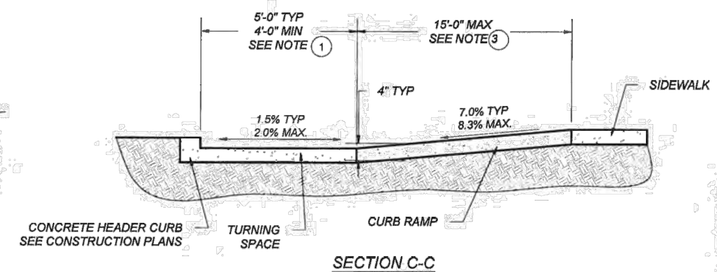


SECTION A-A
SCALE: NONE



SECTION C-C
SCALE: NONE

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PARALLEL
CURB RAMPS

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-3 608- 3 of 12

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RRoRancho City of Vision
CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

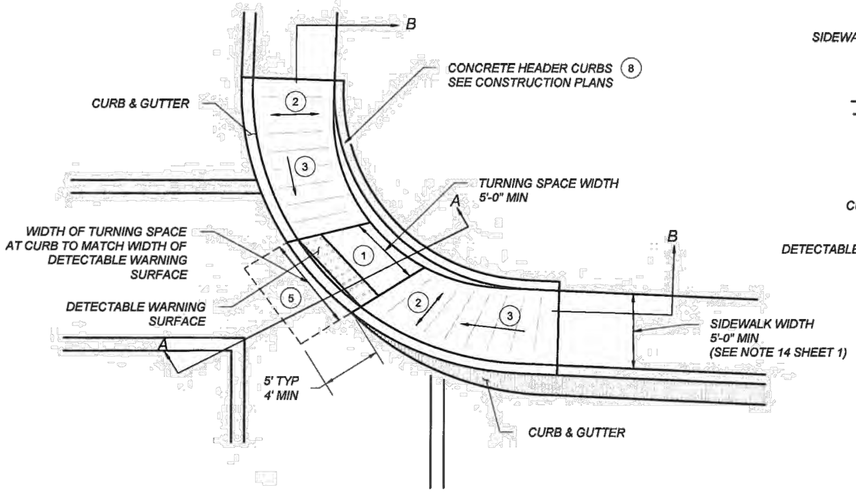
ROADWAY DETAILS 07

DONALD M. DUDA
NEW MEXICO
17616
PROFESSIONAL ENGINEER

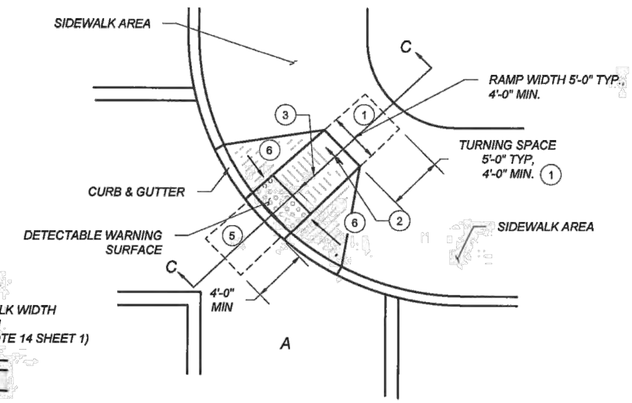
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

2-13



SINGLE DIAGONAL
PARALLAL CURB RAMP
SCALE: NONE



SINGLE DIAGONAL
PERPENDICULAR CURB RAMP
SCALE: NONE

KEYED NOTES

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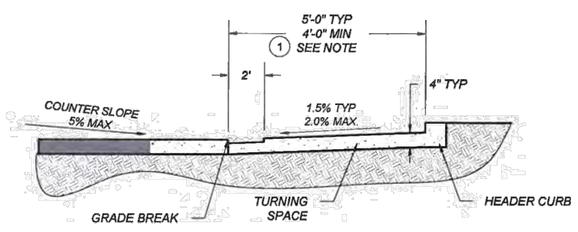

SECTION A-A
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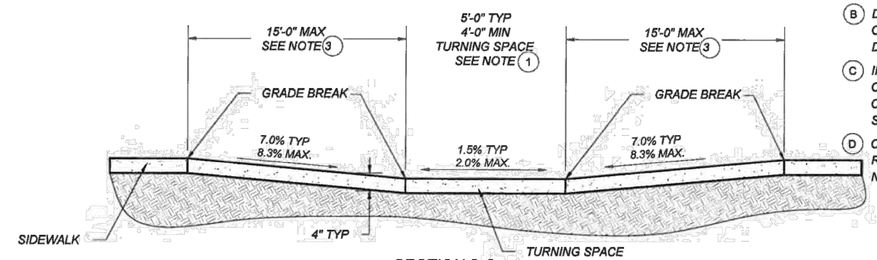
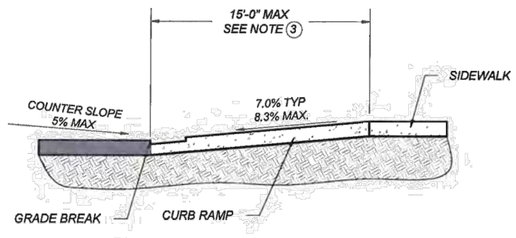


SECTION B-B
SCALE: NONE



SECTION C-C
SCALE: NONE

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DIAGONAL
CURB RAMPS

APPROVED: DESIGN ENGINEER — DATE 1-13-15

608-001-4

608- 4 of 12

DRAWING SCALE = NOT TO SCALE

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RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

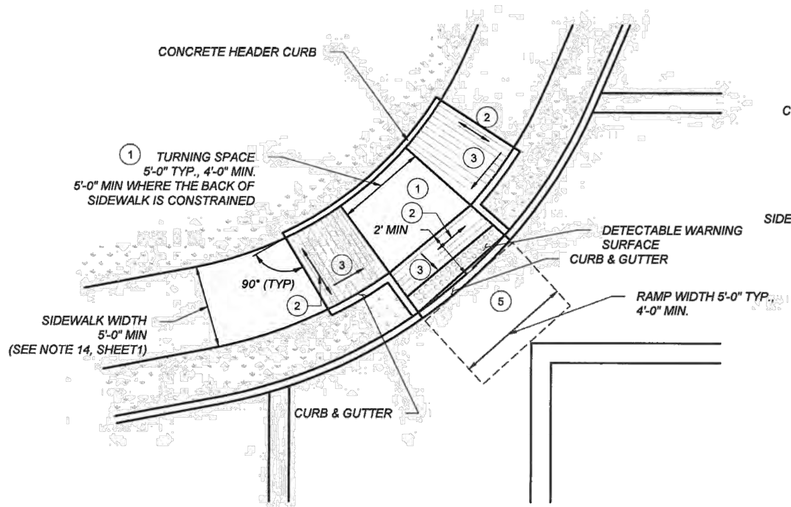
ROADWAY DETAILS 08

DONALD M. DUDA
NEW MEXICO
17616
PROFESSIONAL ENGINEER

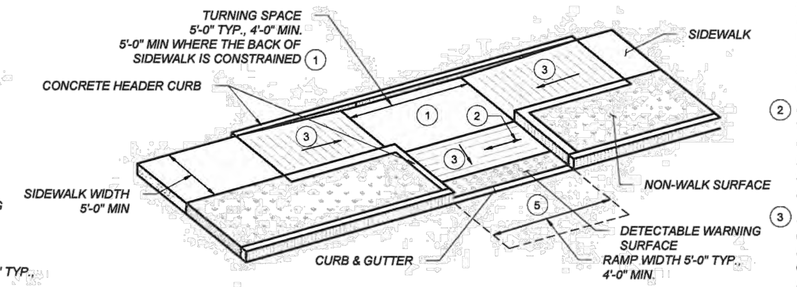
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

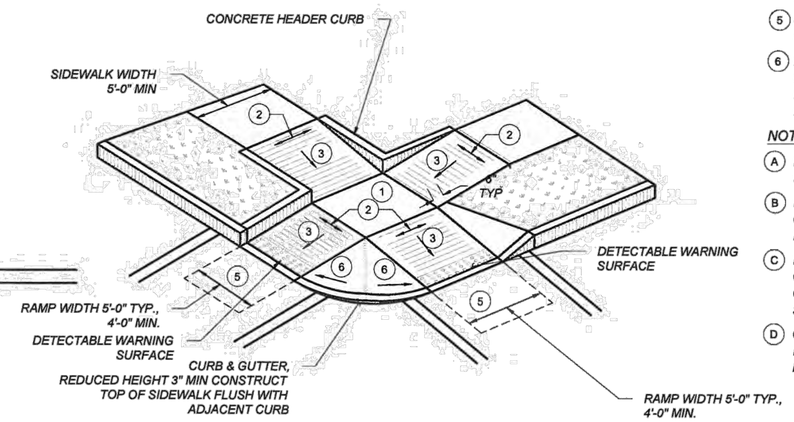
2-14



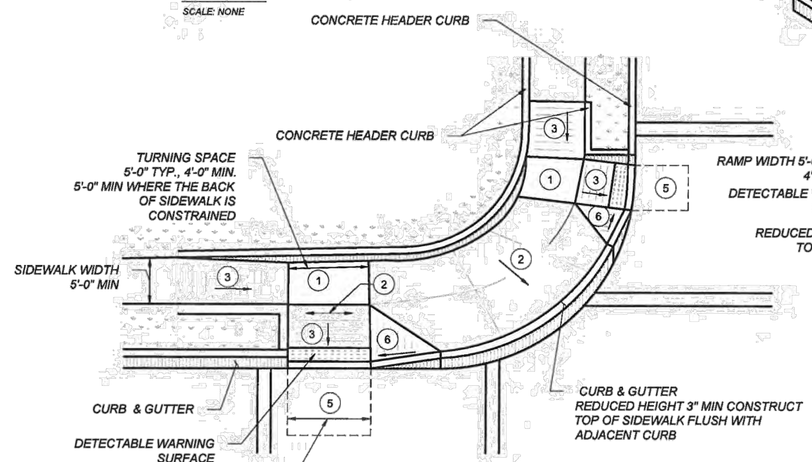
COMBINATION CURB RAMP (A)
DIAGONAL
SCALE: NONE



COMBINATION CURB RAMP (B)
SCALE: NONE



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



COMBINATION CURB RAMP (C)
SCALE: NONE

KEYED NOTES

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

NOTES:

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- (D) CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

COMBINATION
CURB RAMPS

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-5

608- 5 of 12

DRAWING SCALE = NOT TO SCALE

file path

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RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 09

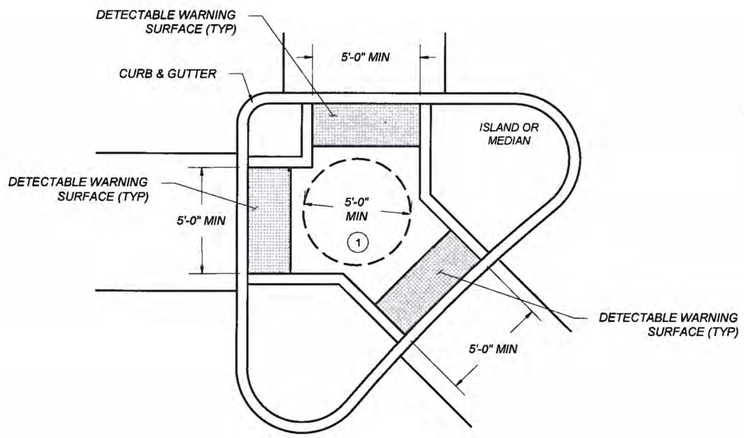
DONALD M. DUDINSKY
NEW MEXICO
17616
PROFESSIONAL ENGINEER
1-13-15

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

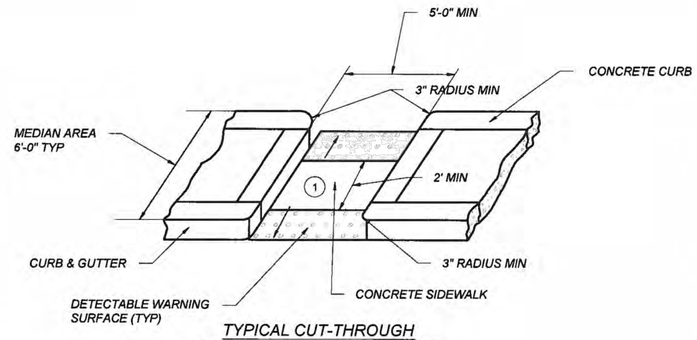
2-15

SUMMARY
FILENAME



PEDESTRIAN REFUGE ISLAND CURB RAMP

SCALE: NONE



TYPICAL CUT-THROUGH PEDESTRIAN REFUGE ISLAND OPENING WITH CURB SIDES

SCALE: NONE

KEYED NOTES

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

NOTES:

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- (D) CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN REFUGE ISLAND

APPROVED: DESIGN ENGINEER — DATE 1-13-15

608-001-6 — 608- 6 of 12

DRAWING SCALE = NOT TO SCALE

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RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 10

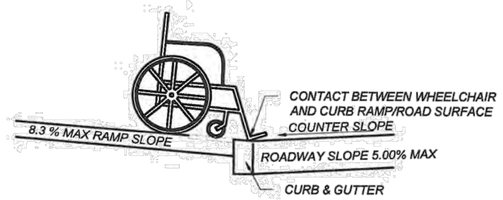
DONALD M. DUDINSKY
NEW MEXICO
17616
PROFESSIONAL ENGINEER
1-13-15

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

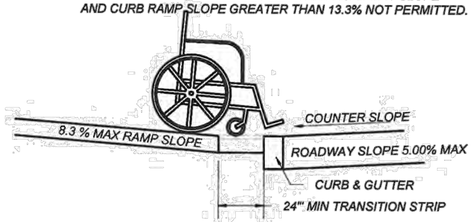
SHEET

2-16

SUMMARY
FILENAME



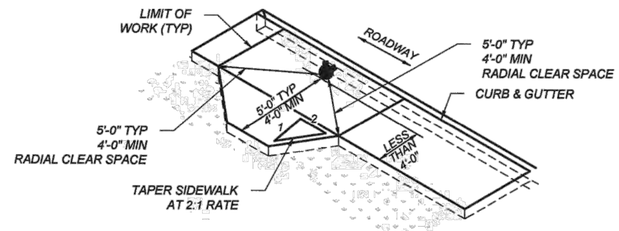
ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE GREATER THAN 13.3% NOT PERMITTED.



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

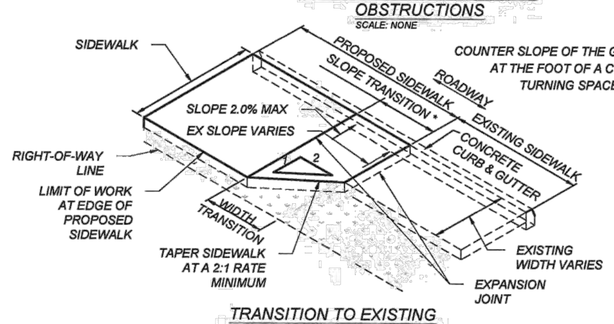
CHANGE OF GRADE LIMITATIONS

SCALE: NONE



SIDEWALK ADDITION DUE TO OBSTRUCTIONS

SCALE: NONE



TRANSITION TO EXISTING SIDEWALK DETAIL

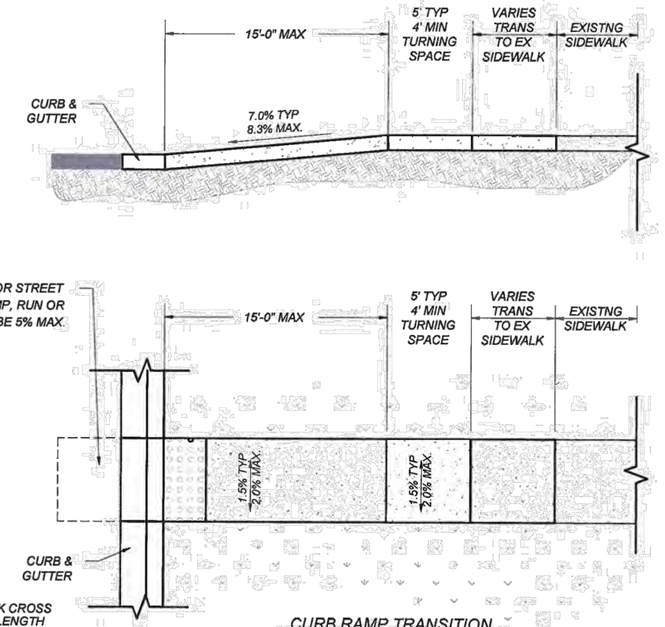
SCALE: NONE

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

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

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

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



CURB RAMP TRANSITION TO EXISTING SIDEWALK DETAIL

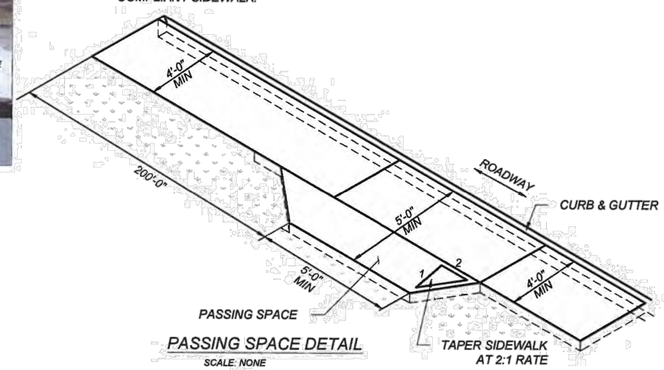
RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE

* SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

NOTE:

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

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



PASSING SPACE DETAIL

SCALE: NONE

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

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

CURB RAMP AND SIDEWALK TRANSITION DETAILS

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-7

608- 7 of 12

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RRoRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

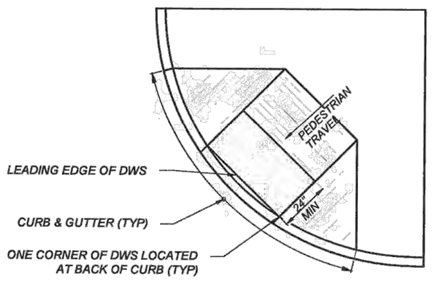
ROADWAY DETAILS 11

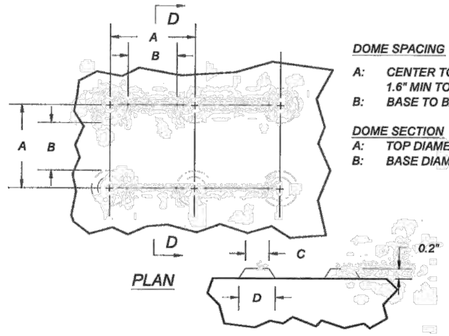
EDWARD M. DUNHAM
NEW MEXICO
17616
PROFESSIONAL ENGINEER
6/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

2-17





PLAN

SECTION D-D

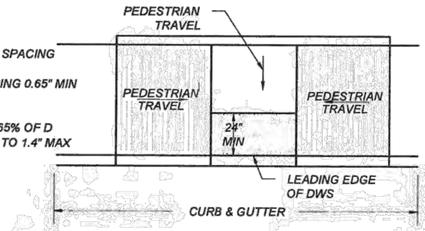
DOME SPACING

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

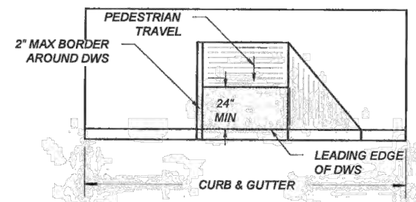
DOME SECTION

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

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



DETECTABLE WARNING SURFACE
SCALE: NONE



DETECTABLE WARNING SURFACE
SCALE: NONE

DETECTABLE WARING SURFACE (DWS):

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

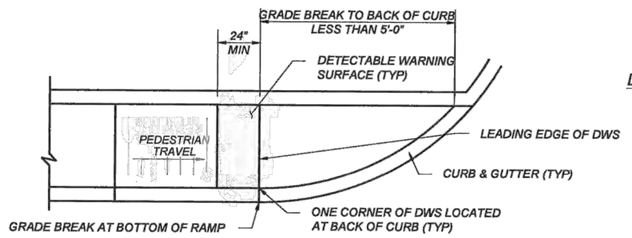
LOCATION:

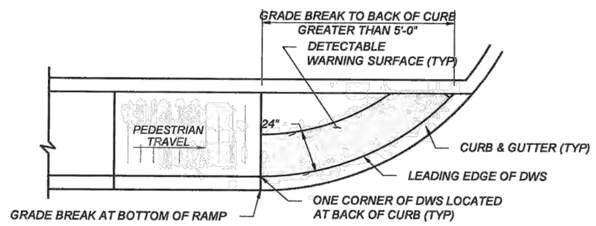
1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.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

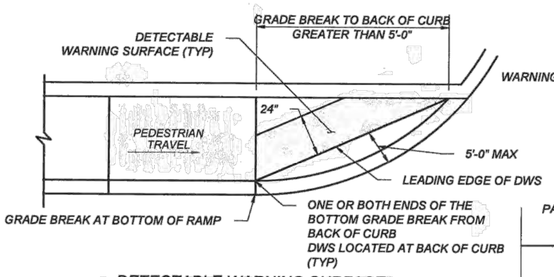
EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

NOTES:

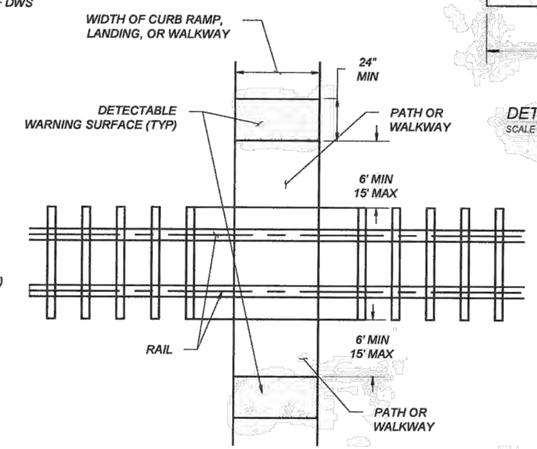
1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER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



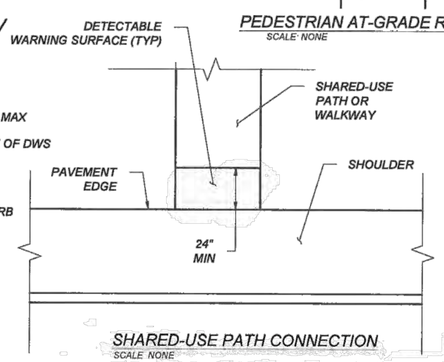




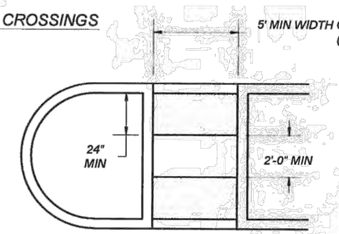
DETECTABLE WARNING SURFACE (DWS)ON CURVED SURFACES
SCALE: NONE



PEDESTRIAN AT-GRADE RAIL CROSSINGS
SCALE: NONE

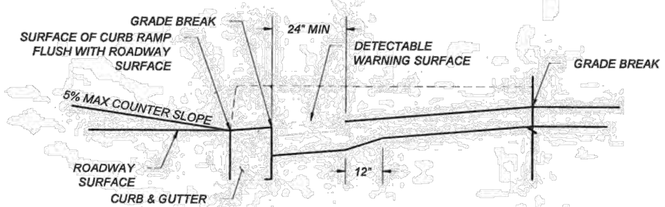


SHARED-USE PATH CONNECTION
SCALE: NONE



MEDIAN CUT-THROUGH
SCALE: NONE

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



DETECTABLE WARNING SURFACE
SCALE: NONE

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING SURFACE

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

608-001-8

608- 8 of 12

file path

DRAWING SCALE = NOT TO SCALE

M:\MSD\16-600-034-0012_DISCIPLINES_SHEETS\02_TYPICAL SECTIONS\ROADWAY DETAILS\C-ROADWAY DETAILS_PW1611.DWG9/14/2016 8:41 PM

RioRancho City of Vision

CITY of RIO RANCHO

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

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 12

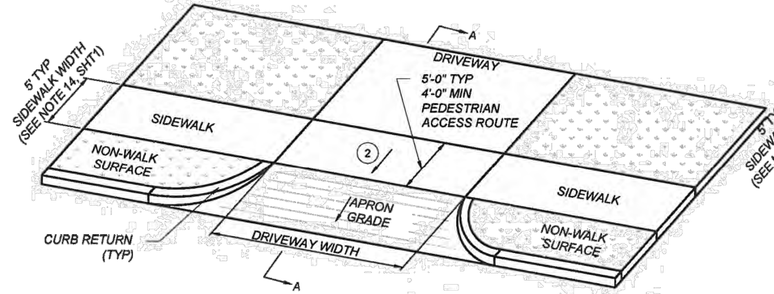
NEW MEXICO 17616 PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

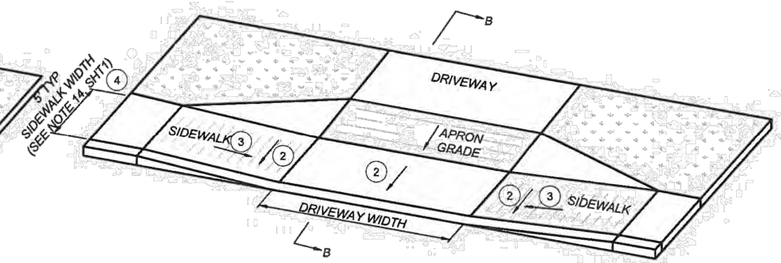
SHEET

2-18

SUMMARY
FILENAME



TYPE 2
DRIVEWAY APRON
SCALE: NONE



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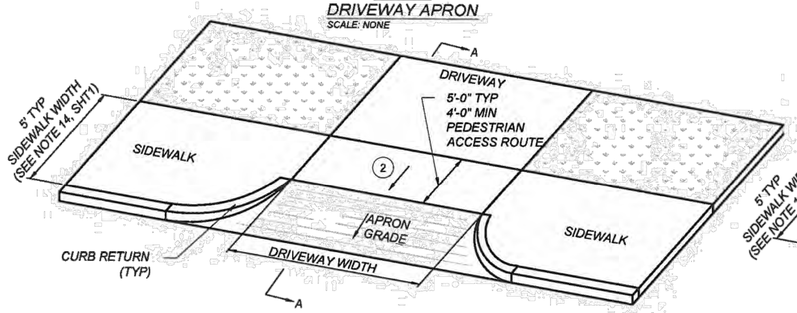
SCALE: NONE



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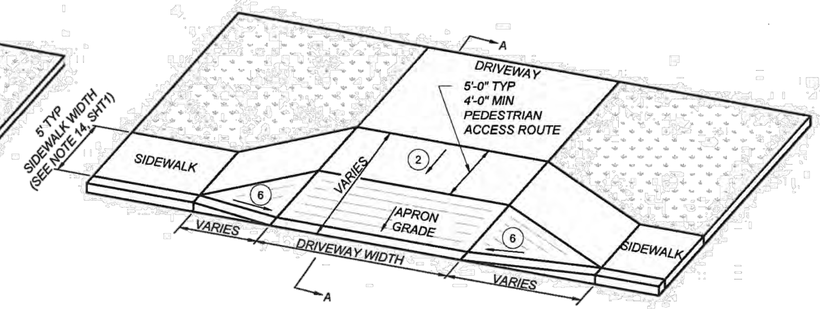

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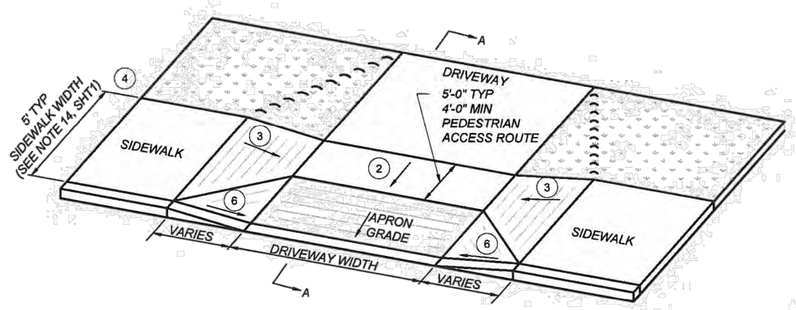
SCALE: NONE



TYPE 2B
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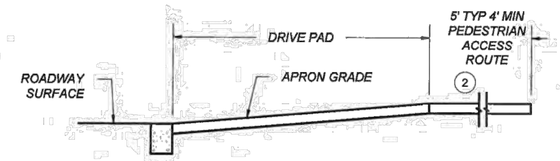
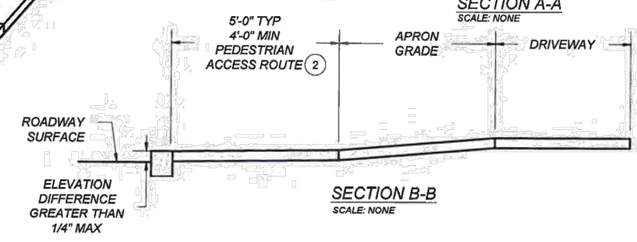
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

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

NOTES:

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- (D) CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-18-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED [signature] ENGINEER — DATE 1-13-15

608-001-9

608- 9 of 12

file path

DRAWING SCALE = NOT TO SCALE

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RioRancho City of Vision
CITY of RIO RANCHO

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

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

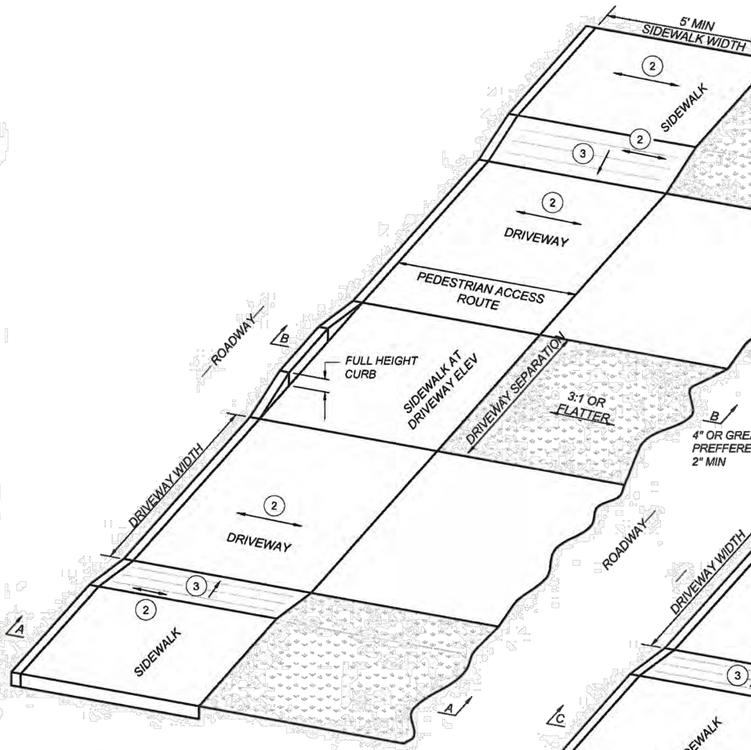
ROADWAY DETAILS 13

DONALD M. DUDA
NEW MEXICO
17616
PROFESSIONAL ENGINEER
1-15-15

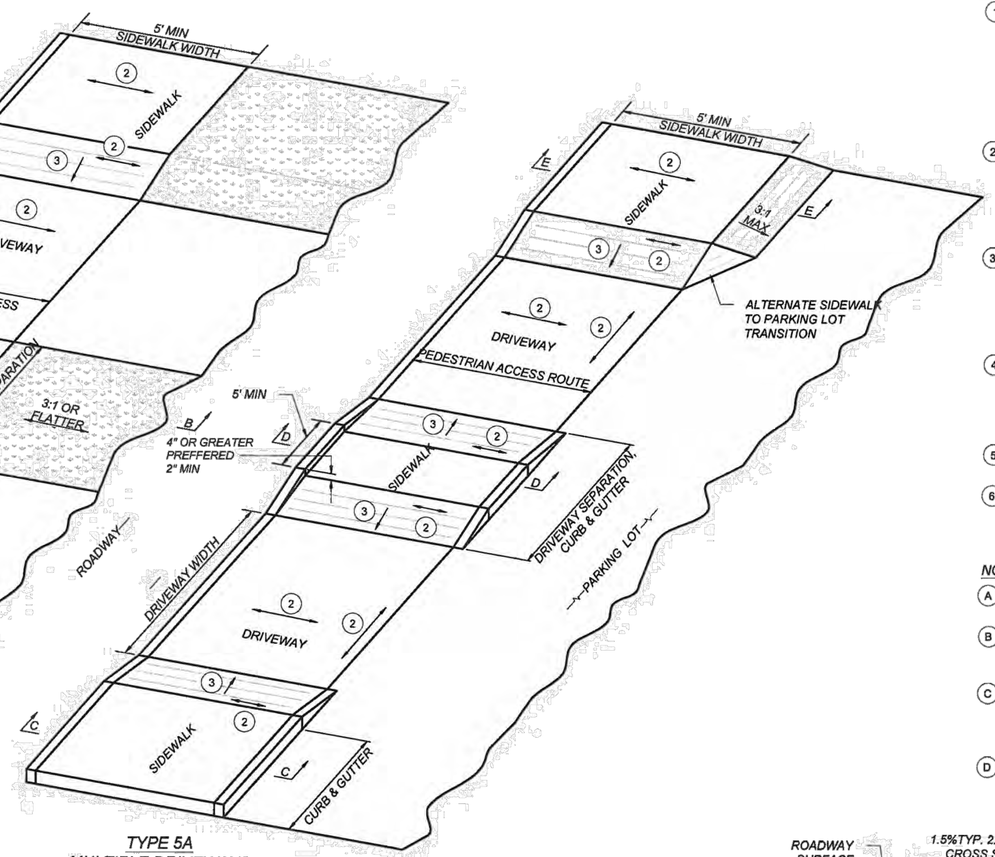
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
2-19

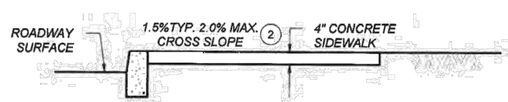
SUMMARY
FILENAME



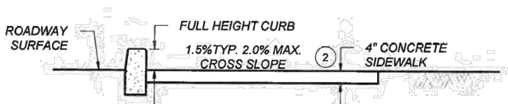
TYPE 5
MULTIPLE DRIVEWAYS
SCALE: NONE



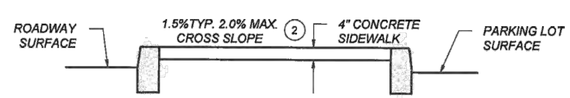
TYPE 5A
MULTIPLE DRIVEWAYS
SCALE: NONE



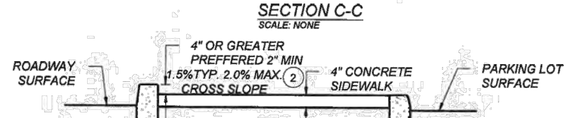
SECTION A-A
SCALE: NONE



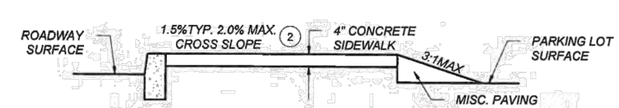
SECTION B-B
SCALE: NONE



SECTION C-C
SCALE: NONE



SECTION D-D
SCALE: NONE



SECTION E-E
SCALE: NONE

KEYED NOTES

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
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NOTES:

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

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED: DESIGN ENGINEER — DATE 7-13-15

608-001-10

608- 10 of 12

file path

DRAWING SCALE = NOT TO SCALE

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RioRancho City of Vision

CITY of RIO RANCHO

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

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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RIO RANCHO, NEW MEXICO 87124
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FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 14

DOUGLAS M. DUNCAN
NEW MEXICO
17616
7/15/16
PROFESSIONAL ENGINEER

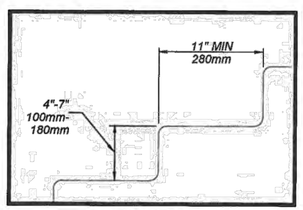
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

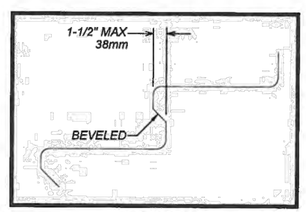
SUMMARY
FILENAME

STAIRWAY REQUIREMENTS

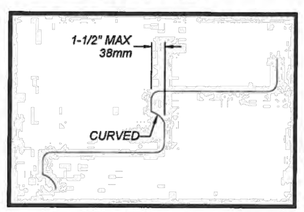
1. STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.
2. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) HIGH MINIMUM AND 7 INCHES (180mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM RISER TO RISER.
3. OPEN RISERS SHALL NOT BE PERMITTED.
4. STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE RADIUS OF CURVATURE AT THE LENDING EDGE OF THE TREAD SHALL BE ½ INCH (13mm) MAXIMUM. NOSINGS THAT PROJECT BEYOND RISERS SHALL HAVE THE UNDERSIDE OF THE LANDING EDGE CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (38mm) MAXIMUM BEYOND THE TREAD BELOW.
6. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.
7. OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



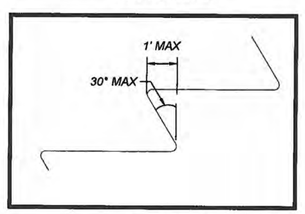
VERTICAL RISER



BEVELED RISER



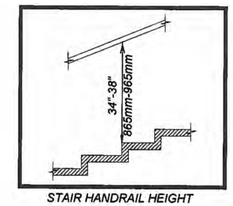
CURVED RISER



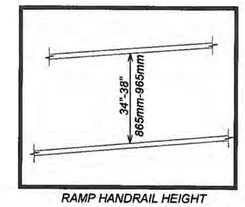
ANGLED RISER

HANDRAIL REQUIREMENTS

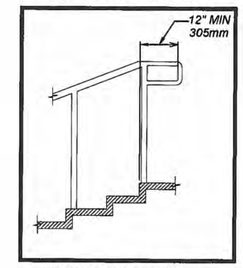
1. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.
2. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. INSIDE HANDRAILS ON SWITCH BACK OR DOGLEG STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.
3. TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 34 INCHES (865mm) MINIMUM AND 38 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.
4. CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (38mm) MINIMUM
5. GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.
   EXCEPTION:
   HANDRAIL BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
   A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
   B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (64mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND
   C. EDGES HAVE 11 INCH (32MM) MINIMUM RADIUS.
6. HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OD 1-1/4" or 1.25" INCH (32mm) MINIMUM AND 2 INCH (51mm) MAXIMUM OR SHALL PROVIDE EQUIVALENT GRASPABILITY.
   EXCEPTION: HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4 INCH (100mm) MINIMUM AND A 6.25 INCH(160mm) MAXIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2.25 INCH (57mm) MAXIMUM.
7. HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM, SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (32mm) MINIMUM RADIUS.
8. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
9. HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS.
   EXCEPTIONS:
   A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF STAIRS AND RAMPS
   B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE REQUIRED WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.
10. RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND OF RAMP RUNS SUCH EXTENSION SHALL RETURN TO WALL GUARD OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.
11. AT THE TOP OF A STAIR FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.
12. AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO ON TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WELL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.



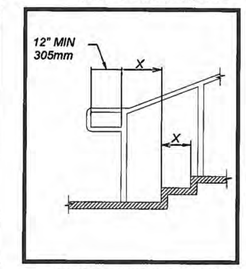
STAIR HANDRAIL HEIGHT



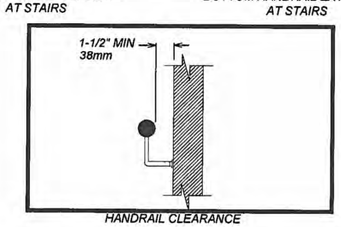
RAMP HANDRAIL HEIGHT



TOP HANDRAIL EXTENSION AT STAIRS



BOTTOM HANDRAIL EXTENSION AT STAIRS



HANDRAIL CLEARANCE

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS

APPROVED _____ 1-13-15
DESIGN ENGINEER DATE

608-001-11 608- 11 of 12

file path

DRAWING SCALE = NOT TO SCALE

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\02_TYPICAL SECTIONS\ROADWAY DETAILS\C-ROADWAY DETAILS_PW1611.DWG9/14/2016 8:44 PM

RioRancho City of Vision

CITY of RIO RANCHO

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

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY DETAILS 15

DONALD M. DUDENHAVER
NEW MEXICO
17616
PROFESSIONAL ENGINEER
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

2-21

SUMMARY
FILENAME

ACCESSIBLE ROUTES:

ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY

ACCESSIBLE PARKING REQUIREMENTS:

1. EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:

NUMBER OF ACCESSIBLE PARKING SPACES

TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE
1-25	1	1
26-35	2	1
36-50	3	1
51-100	4	1
101-300	8	2
301-500	12	2
501-800	16	3
801-1000	20	4
OVER 1,000	20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1,000	1 OF EVERY 6 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF

2. CAR SPACES SHALL BE 96 INCHES (2440 mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES AND SHALL HAVE AN ADJACENT ACCESS AISLE.

3. ACCESS AISLES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. THE VAN ACCESS AISLE IS PREFERRED TO BE AT THE RIGHT SIDE (PASSENGER SIDE) OF THE PARKING SPACE. (AN ACCESSIBLE SIDEWALK IS 60 INCHES (1525mm) MINIMUM CLEAR WIDTH, 50:1 MAXIMUM CROSS SLOPE WITH A RUNNING SLOPE OF 20:1 MAXIMUM OR THE RUNNING SLOPE MAY FOLLOW THE ADJACENT ROAD PROFILE GRADE.) PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE MINIMUM 48 INCH CLEAR WIDTH OF AN ACCESSIBLE ROUTE.

4. ACCESS AISLES SERVING CAR PARKING SPACES SHALL BE 60 INCHES (1525mm) WIDE MINIMUM. ACCESS AISLES SERVING VAN PARKING SPACES SHALL BE 96 INCHES (2440mm) WIDE MINIMUM.

5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.

6. PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.

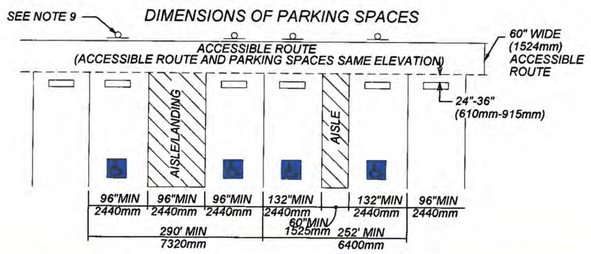
7. PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 98 INCHES (2490mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE THERETO.

8. EACH ACCESSIBLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF THE SIGN (R7-8) SHALL BE AT LEAST 7 FEET (2100mm), LOCATED AT THE HEAD OF THE PARKING SPACE. VAN ACCESSIBLE PARKING SPACES SHALL HAVE AN ADDITIONAL SIGN (R7-8A) MOUNTED BELOW THE INTERNATIONAL SYMBOL OF ACCESS IDENTIFYING THE SPACE AS "VAN ACCESSIBLE." SIGNS MUST INCLUDE THE LANGUAGE "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING .

9. PARKING SPACE AND ACCESS AISLES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESS AISLES STRIPING SHALL BE 30 INCHES (760mm) ON CENTER ACCESS AISLE SHALL HAVE THE WORDS "NO PARKING" IN CAPITAL LETTER OF WHICH SHALL BE AT LEAST ONE FOOT HIGH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE SO AS TO BE CLOSE TO WHERE AN ADJACENT VEHICLES REAR TIRES WOULD BE PLACED.

10. EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE, CENTERED AT THE FOOT, A PAVEMENT MARKING OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED.

DIMENSIONS OF PARKING SPACES



ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

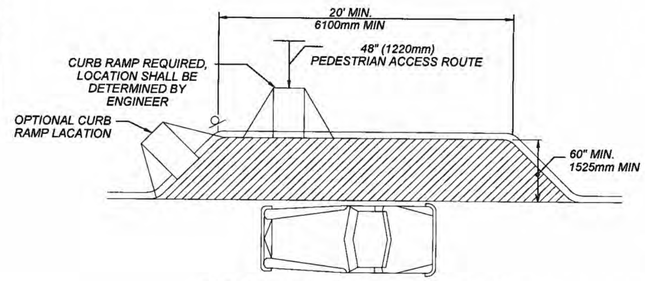
1. PASSENGER LOADING ZONES SHALL PROVIDE A 60 INCH (1525mm) WIDE ACCESS AISLE ADJACENT AND PARALLEL TO A VEHICLE PULL-UP SPACE. ACCESS AISLES SHALL BE 20 FEET (6100mm) LONG MINIMUM.

2. ACCESS AISLES SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE, AND MARKED TO DISCOURAGE PARKING.

3. VEHICLE PULL-UP SPACES IN PASSENGER LOADING ZONES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.

4. VERTICAL CLEARANCE OF 114 INCHES (2895mm) MINIMUM SHALL BE PROVIDED AT PASSENGER LOADING ZONES AND ALONG VEHICLE ACCESS ROUTES TO SUCH AREAS FROM SITE ENTRANCES.

5. EACH ACCESSIBLE PASSENGER LOADING ZONE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.



ACCESSIBLE PASSENGER LOADING ZONE

PLAN VIEW

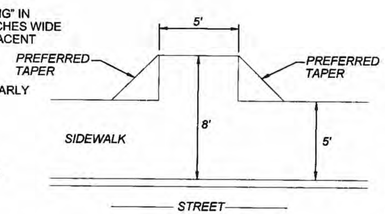
TRANSIT STOP REQUIREMENTS

1. TRANSIT STOPS SHOULD BE LOCATED SO THAT THERE IS A LEVEL AND STABLE SURFACE FOR BOARDING VEHICLES.

2. LOCATING TRANSIT STOPS AT SIGNALIZED INTERSECTIONS INCREASE THE USABILITY FOR PEDESTRIANS WITH DISABILITIES.

3. WHERE SECURITY BOLLARDS ARE INSTALLED AT TRANSIT STOPS, THEY MUST NOT OBSTRUCT THE CLEAR SPACE AT BOARDING AND ALIGHTING AREAS OR REDUCE THE REQUIRED CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES.

4. TRANSIT STOPS SHALL COMPLY WITH PROWAG SECTION R 308 TRANSIT STOPS AND TRANSIT SHELTERS.



TRANSIT STOP

PLAN VIEW

RAMP REQUIREMENTS:

1. RAMP RUNS SHALL HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12. THE EXCEPTION SHALL REMAIN AS SHOWN, INCLUDING THE TABLE FOR EXISTING BUILDINGS AND FACILITIES.

2. RAMP PUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 12:1. EXCEPTION: RAMPS IN OR ON EXISTING BUILDINGS OR FACILITIES SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 12:1 AND SHALL COMPLY WITH THE FOLLOWING TABLE WHERE SUCH SLOPES STEEPER THAN 8:1 SHALL NOT BE PERMITTED.

TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES

SLOPE	MAXIMUM RISE
STEEPER THAN 10:1 BUT NOT STEEPER THAN 8:1	3 INCHES (75mm)
STEEPER THAN 12:1 BUT NOT STEEPER THAN 10:1	6 INCHES (150mm)

3. CROSS SLOPE OF RAMP RUNS SHALL NOT BE STEEPER THAN 50:1.

4. FLOOR OR GROUND SURFACES OF RAMP RUN SHALL BE STABLE, FIRM, AND SLIP RESISTANT.

5. THE CLEAR WIDTH OF A RAMP RUN SHALL BE 48 INCHES (915mm) MINIMUM MEASURED BETWEEN HANDRAILS.

6. THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760mm) MAXIMUM.

7. RAMPS SHALL HAVE LANDINGS AT THE BOTTOM AND TOP OF EACH RUN. LANDINGS SHALL COMPLY WITH THE FOLLOWING:
   A. LANDINGS SHALL HAVE A SOPE NOT STEEPER THAN 50:1.
   B. CLEAR WIDTH OF LANDINGS SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING.
   C. LANDING LENGTH SHALL BE 60 INCHES (1525mm) MINIMUM CLEAR.
   D. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A 60 INCH BY 60 INCH (1525mm) MINIMUM LANDING.
   E. WHERE DOORWAYS ARE ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES SHALL COMPLY WITH ***2010 AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN*** (2010 ADA) SECTION 404.

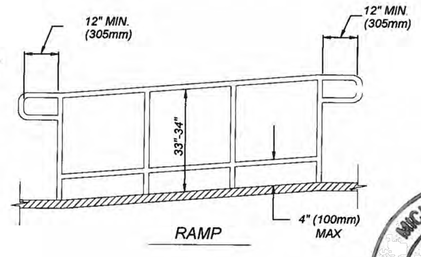
8. RAMPS WITH A RISE GREATER THAN 6 INCHES (150mm) SHALL HAVE HANDRAILS. HANDRAILS SHALL NOT REDUCE THE REQUIRED CLEARANCES OF A RAMP RUN OR LANDINGS.

9. EDGE PROTECTION SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.

EXCEPTIONS:
A. RAMPS NOT REQUIRED TO HAVE HANDRAILS WHERE SIDE FLARES ARE PROVIDED.
B. SIDES OF RAMP LANDINGS SERVING AN ADJOINING RAMP RUN OR STAIRWAY.
C. SIDES OF RAMP TURN SPACE HAVING A VERTICAL DROP-OFF OF 1/2 INCH (13mm) MAXIMUM WITHIN 10 INCHES (255mm) HORIZONTALLY OF THE MINIMUM LANDING AREA.

10. EDGE PROTECTION MAY BE PROVIDED BY EXTENDING A FLOOR OR GROUND SURFACE, OF THE RAMP RUN OR LANDING, 12 INCHES (305mm) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL OR AN EDGE PROTECTION CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4-INCH (100mm) DIAMETER SPHERE BELOW A HEIGHT OF 4 INCHES (100mm).

11. OUTDOOR RAMPS AND APPROACHES TO RAMPS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



RAMP

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

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS PARKING AND PASSENGER LOADING ZONES

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-12

608- 12 of 12

file path

DRAWING SCALE = NOT TO SCALE

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RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
1			
2			
3			
4			
5			
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7			

REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

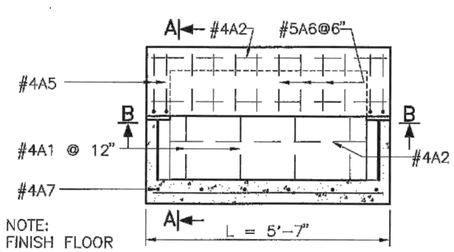
ROADWAY DETAILS 16

DONALD M. DUDA
NEW MEXICO
17616
9/15/16
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

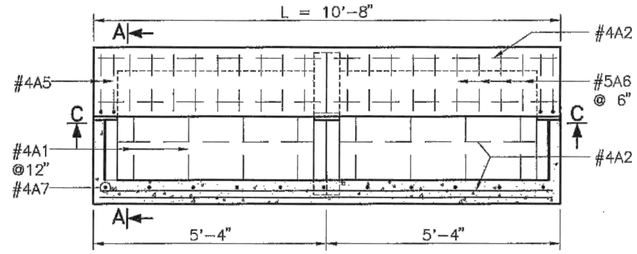
SHEET

2-22

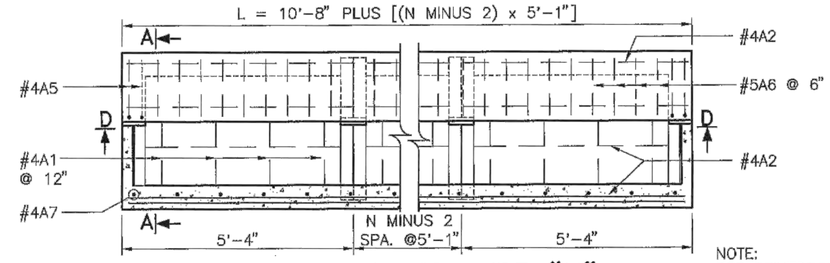


NOTE:
FINISH FLOOR TO DRAIN TO OUTLET PIPE. SEE SKETCH.

PLAN TYPE I

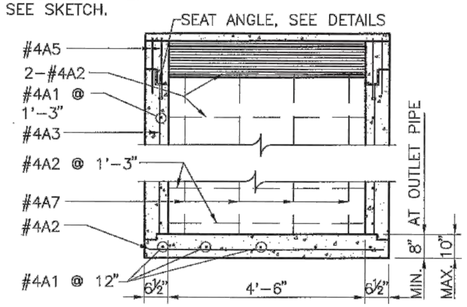


PLAN TYPE II

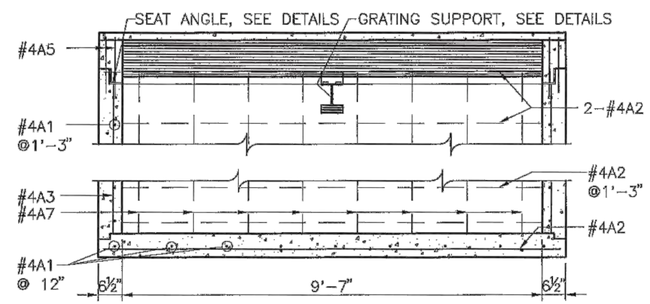


PLAN TYPE III TO TYPE "N"

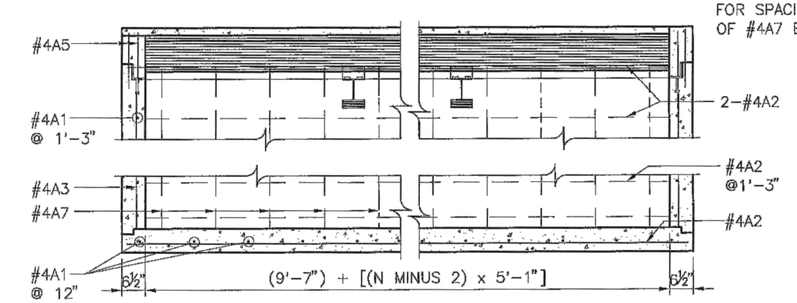
NOTE:
SEE REINFORCING BAR SCHEDULE FOR SPACING OF #4A7 BARS.



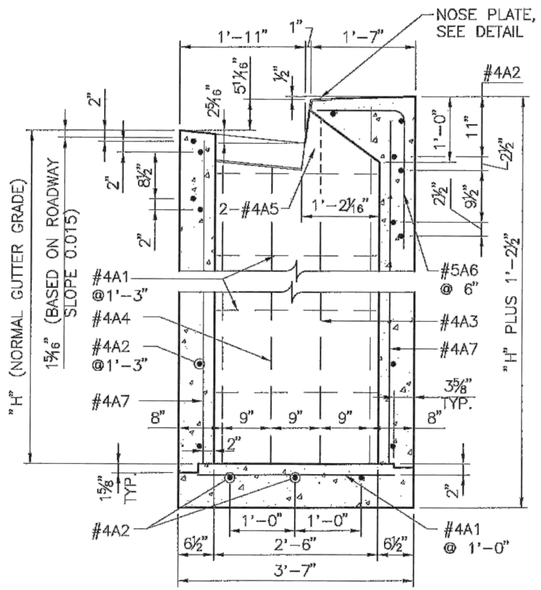
SECTION B-B



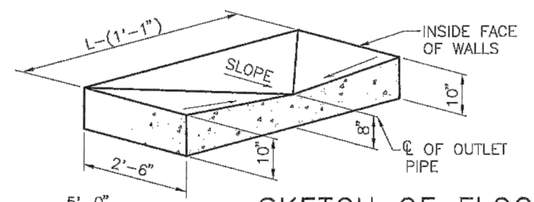
SECTION C-C



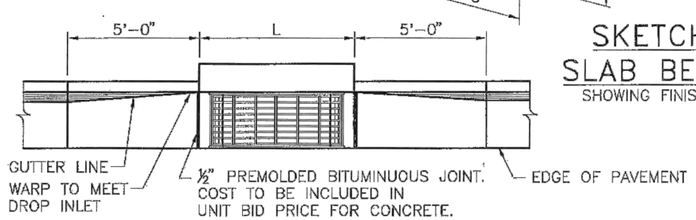
SECTION D-D



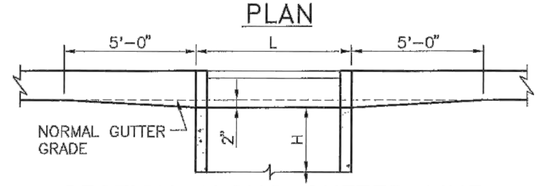
SECTION A-A
TYPICAL FOR ALL TYPES



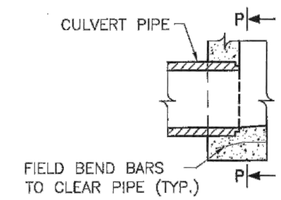
SKETCH OF FLOOR SLAB BETWEEN WALLS
SHOWING FINISH TO DRAIN OUTLET PIPE



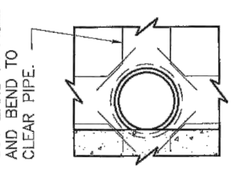
PLAN



SECTION ALONG GUTTER LINE
DETAIL FOR PLACING DROP INLET



TYPICAL SECTION
@ ℄ PIPE



PART
SECTION P-P

	DATE	BY	DESCRIPTION
1	1/23/12	YML	REVISED TO LRFD.

REVISIONS (OR CHANGE NOTICES)

TIMOTHY A. MARS
NEW MEXICO
14072
REGISTERED PROFESSIONAL ENGINEER
1-10-13

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DROP INLET
FOR
TYPE "B" CURB

SERIAL 623-14-2/3 AND 623-14-3/3 MUST ACCOMPANY THIS SHEET.

DESIGNED BY: YML DRAWN BY: SKL CHECKED BY: YML/TM

623-14-1/3 1 of 3

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
1			
2			
3			
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REVISIONS (OR CHANGE NOTICES)

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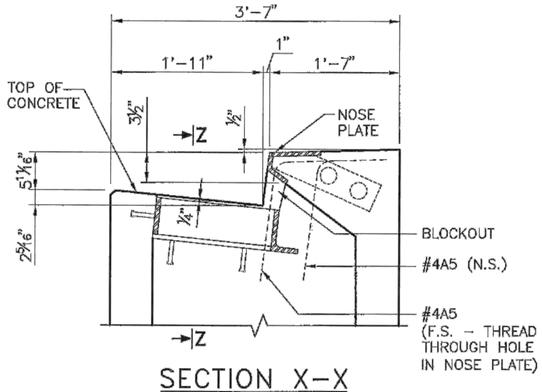
HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 01

DONALD M. DUDA
NEW MEXICO
17618
PROFESSIONAL ENGINEER
9/15/16

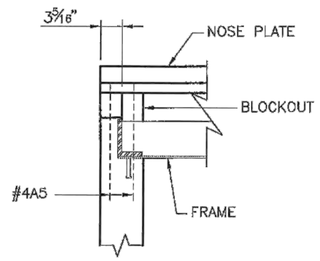
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	2-23

M:\MSD\16-600-034-0012_DISCIPLINES_SHEETS\02_TYPICAL SECTIONS\SD DETAILS\C-STORM DRAIN DETAILS_PW1611.DWG9/15/2016 11:21 AM



SECTION X-X

(SEE SHEET 3 OF 3)
(GRATE NOT SHOWN)



SECTION Z-Z

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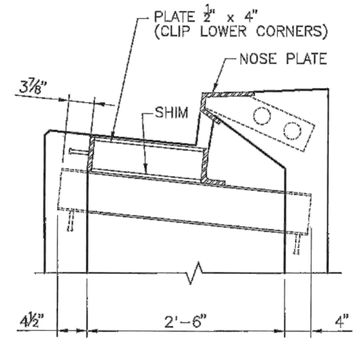

SECTION Y-Y

(SEE SHEET 3 OF 3)
(GRATE NOT SHOWN)

ESTIMATED QUANTITIES

TYPE	N	L	CLASS "A" CONC. † CU. YDS.	REINFORCING BARS - LBS. H = 8'-0" OR LESS	H = 8'-1" TO 10'-0"	H = 10'-0" TO 11'-6"	STRUCTURAL STEEL - LBS.
I	1	5'-7"	0.324H+0.698	23.870 H + 94.779	25.206 H + 95.448	35.894 H + 100.790	570
II	2	10'-8"	0.528H+1.357	37.319 H + 180.150	41.327 H + 182.185	58.185 H + 190.838	1186
III	3	15'-9"	0.732H+2.017	50.768 H + 265.518	57.448 H + 268.858	81.496 H + 280.882	1796
IV	4	20'-10"	0.936H+2.676	64.217 H + 350.887	73.569 H + 354.563	104.297 H + 370.927	2412
V	5	25'-11"	1.140H+3.335	77.662 H + 436.258	89.690 H + 442.270	127.098 H + 460.974	3022
VI	6	31'-0"	1.344H+3.995	91.115 H + 521.716	105.811 H + 528.974	149.899 H + 551.018	3631

† SEE TABLE FOR PIPE DEDUCTION
N = NUMBER OF GRATINGS PLACED IN DROP INLET
H = NORMAL GUTTER ELEVATION TO FLOW LINE ELEVATION OF OUTLET PIPE. USE H IN FEET.

CLASS "A" CONCRETE DEDUCTIONS FOR ONE PIPE

SIZE	CONCRETE PIPE	METAL PIPE
18"	0.06 CU. YDS.	0.04 CU. YDS.
24"	0.10 CU. YDS.	0.06 CU. YDS.
30"	0.15 CU. YDS.	0.10 CU. YDS.
36"	0.21 CU. YDS.	0.14 CU. YDS.
42"	0.28 CU. YDS.	0.19 CU. YDS.

NOTE:
DEDUCTIONS NOTED ARE FOR PIPES NORMAL TO WALLS. FOR SKEWED PIPES, MULTIPLY DEDUCTIONS BY SECANT OF SKEW ANGLE. FOR SMALLER PIPES OTHER THAN THOSE SHOWN IN TABLE, ADJUST DEDUCTIONS ACCORDINGLY.

REINFORCING BAR SCHEDULE

EMBED THIS LEG IN WALL — R= 3 BAR DIAMETERS

#4A5	1'-2"	2'-3" LONG REQ'D: 4
#5A6	1'-2"	3'-9" LONG REQ'D: 2L MINUS 1.2
#4A1	3'-3"	REQ'D: L MINUS 0.60 PLUS 1.60H
#4A2	L MINUS 3"	REQ'D: 9 PLUS 1.60H
#4A3	H PLUS 10"	REQ'D: 4
#4A4	H	REQ'D: 4

#4A7

"H"	SPACES		REQUIRED
8'-0" OR LESS	10"	H PLUS 6"	12 N + 2
8'-1" TO 10'-0"	8"	H PLUS 6"	16 N
10'-1" TO 11'-6"	4½"	H PLUS 6"	26 N + 6

NOTE:
"H" AND "L" ARE IN FEET. FINISH BARS TO THE NEAREST WHOLE NUMBER OF BARS.

GENERAL NOTES

1. WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (CURRENT EDITION), APPLICABLE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
2. STRUCTURAL STEEL MATERIALS, WELDING, AND FABRICATION SHALL CONFORM TO SECTION 541 - STEEL STRUCTURES OF THE STANDARD SPECIFICATIONS.
3. ALL STRUCTURAL STEEL SHALL RECEIVE A PROTECTIVE COATING IN CONFORMANCE WITH SECTION 545 OF THE STANDARD SPECIFICATIONS.
4. ALL CONCRETE TO BE CLASS "A." CHAMFER ALL EXPOSED EDGES 3/4", UNLESS OTHERWISE NOTED.
5. ALL REINFORCING BARS SHALL CONFORM TO AASHTO M31, GRADE 60. DIMENSIONS REFER TO CENTERLINE OF BARS.
6. SEE ROADWAY PLANS FOR LOCATION OF DROP INLET, NUMBER, SIZE, AND FLOW LINE ELEVATIONS OF PIPE DRAINS, AND "H" DIMENSION.
7. OUTLET PIPES SHALL NOT BE SET AT END OF DROP INLET.

DESIGN DATA:

DESIGN IS IN ACCORDANCE WITH AASHTO LRFD SPECIFICATIONS 2010 FIFTH EDITION AND CURRENT INTERIMS.

DESIGN STRESSES: STRUCTURAL STEEL:
ASTM A-36
FY = 36 KSI

REINFORCED CONCRETE:
F'c = 3,000 PSI @ 28 DAYS
Fy = 60 ksi, GRADE 60

LIVE LOAD: HL-93

HORIZONTAL EARTH PRESSURE: 36 LBS./CU.FT. EQUIVILENT FLUID PRESSURE WITH 2' LIVE LOAD SURCHARGE

MAXIMUM: H = 11'-6"

TIMOTHY A. MARES NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER
1-10-13

SERIALS 623-14-1/3 AND 623-14-3/3 MUST ACCOMPANY THIS SHEET.

	DATE	BY	DESCRIPTION
1	1/23/12	YML	REVISED TO LRFD.

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

DROP INLET FOR TYPE "B" CURBS GRATES, FRAMES, NOSE PLATES AND CENTER SUPPORT BEAMS

DESIGNED BY: YML DRAWN BY: SKL CHECKED BY: YML/TM

623-14-2/3 2 of 3

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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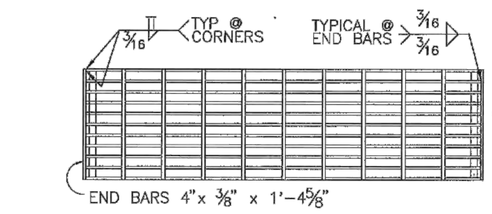
HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

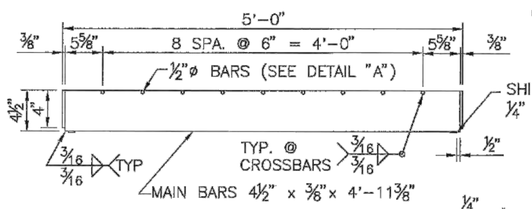
STORM DRAIN DETAILS 02

DONALD M. DUDA NEW MEXICO 17618 PROFESSIONAL ENGINEER

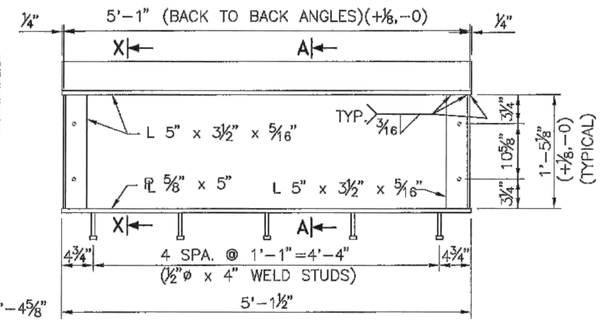
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	2-24

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\02_TYPICAL SECTIONS\SD DETAILS\C-STORM DRAIN DETAILS_PW1611.DWG 9/15/2016 11:22 AM

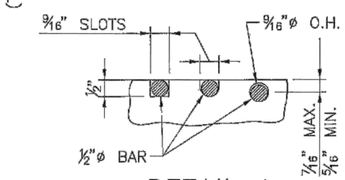




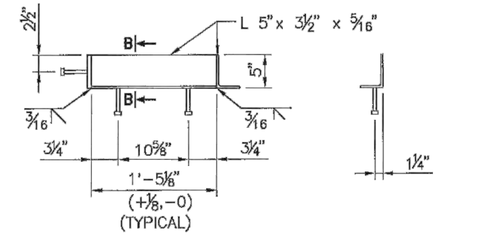
GRATING DETAILS



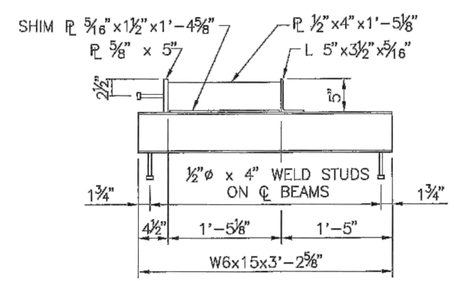
ANGLE FRAME DETAIL (TYPE 1)



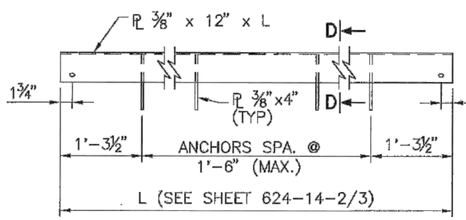
DETAIL A
(ALTERNATE METHODS)



SECTION A-A SECTION B-B



SECTION C-C



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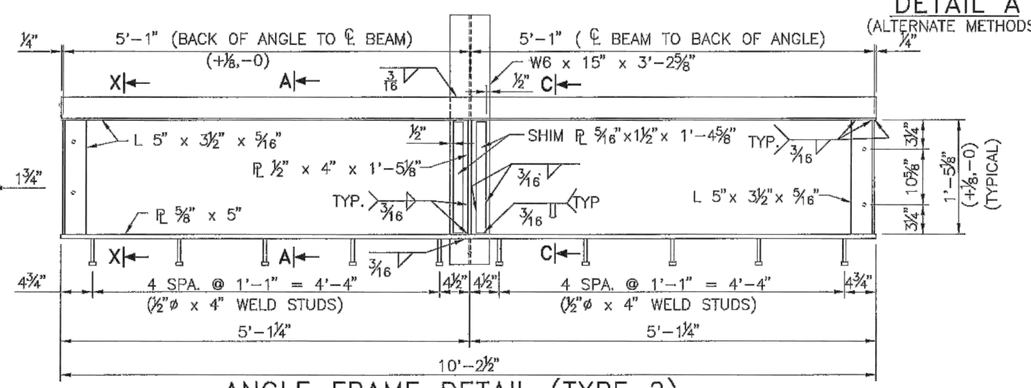
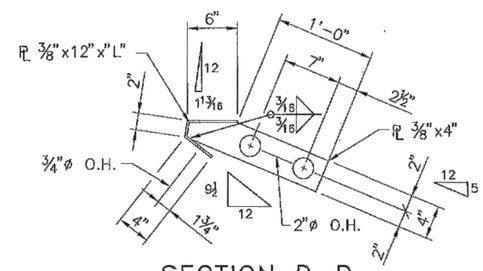
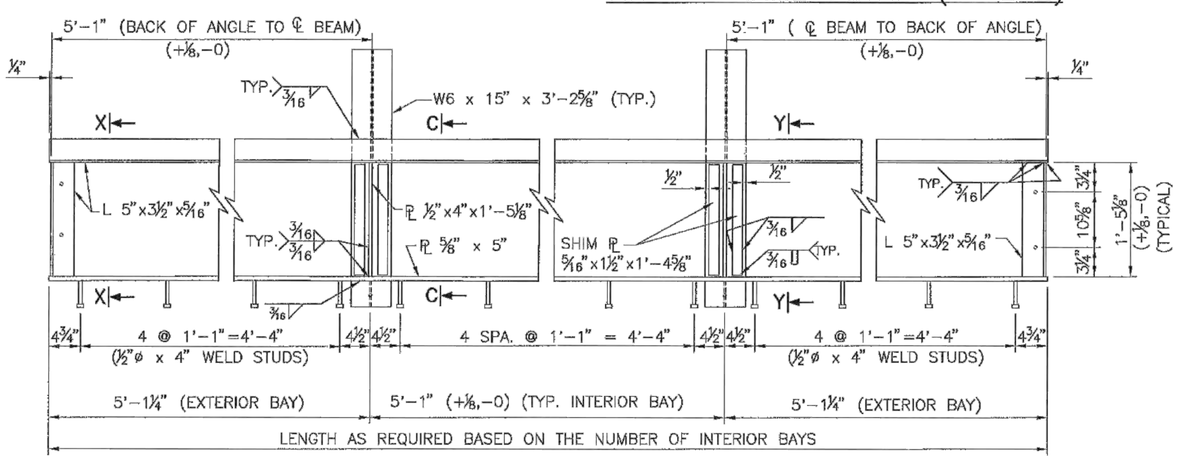


ANGLE FRAME DETAIL (TYPE 2)



SECTION D-D
(GRATE NOT SHOWN)



ANGLE FRAME DETAIL (TYPE N)

SERIALS 623-14-1/3 AND 623-14-2/3 MUST ACCOMPANY THIS SHEET.

TIMOTHY A. MARRS NEW MEXICO 14072 REGISTERED PROFESSIONAL ENGINEER
1-10-13

	DATE	BY	DESCRIPTION
1	1/23/12	YML	REVISED TO LRFD.

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

DROP INLET FOR TYPE "B" CURBS GRATES, FRAMES, NOSE PLATES AND CENTER SUPPORT BEAMS

DESIGNED BY: YML DRAWN BY: SKL CHECKED BY: YML/TM

623-14-3/3 3 of 3

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 03

DONALD M. DUDA NEW MEXICO 17618 PROFESSIONAL ENGINEER
8/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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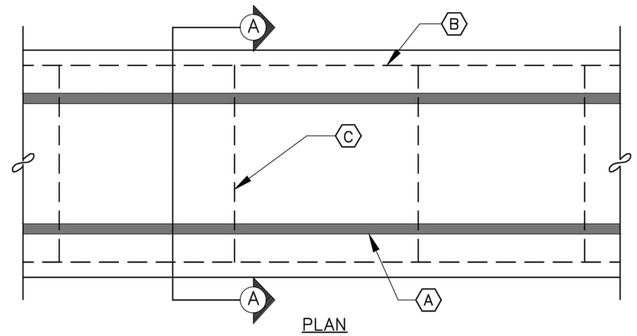
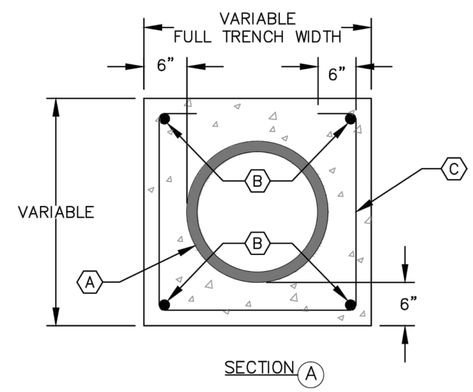


PLAN
CONCRETE ENCASEMENT



SECTION A

GENERAL NOTES:

1. WHERE A WATER LINE PASSES BENEATH, OR LESS THAN 18" ABOVE AN EXISTING SANITARY SEWER LINE OR RECYCLED WATER LINE, THE WATER LINE SHALL BE ENCASED IN CONCRETE, 6" THICK MEASURED FROM THE OUTSIDE WALL OF THE PIPE, AS DETAILED, FOR AT LEAST 10' ON EACH SIDE OF THE WATER LINE, OR THE SANITARY SEWER LINE OR RECYCLED WATER LINE SHALL BE AMERICAN WATER WORKS ASSOCIATION C-900 OR C-905 POLYVINYL CHLORIDE PIPE WITH PRESSURE-TYPE JOINTS FOR AT LEAST 10' ON EACH SIDE OF THE WATER LINE. THIS SHALL ALSO APPLY WHERE A PARALLEL WATER LINE IS LESS THAN 10' HORIZONTALLY AND LESS THAN 18" ABOVE THE SANITARY SEWER LINE OR RECYCLED WATER LINE.

KEYNOTES:

A SANITARY SEWER LINE AS SHOWN ON PLANS

B 4-NUMBER 4 BARS, CONTINUOUS WITH MINIMUM 3" CLEARANCE TO OUTSIDE EDGE OF CONCRETE.

C STIRRUPS WITH NUMBER 4 BARS, AT 36" ON CENTER WITH MINIMUM 3" CLEARANCE TO OUTSIDE EDGE OF CONCRETE.

DATE MODIFIED: APRIL 2016

The Great Seal of the City of Rio Rancho New Mexico 1981

City of Rio Rancho
Department of Public Works

PIPE ENCASEMENT

DWG. NO. S-05 APRIL 22, 2016

City of Rio Rancho
City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 04

DONALD M. DUNCAN NEW MEXICO 17618 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	2-26

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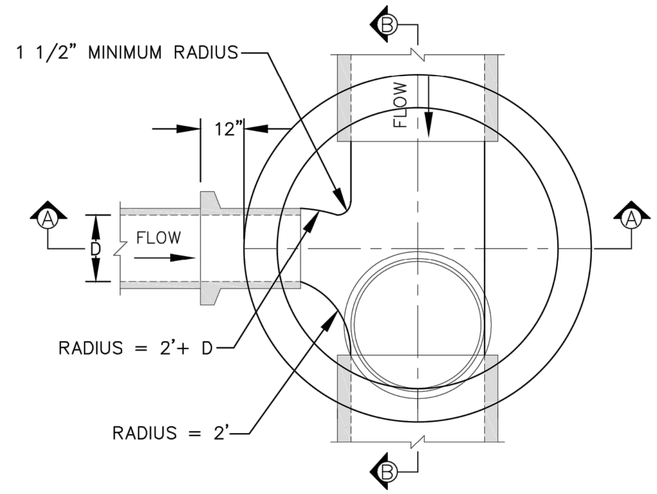
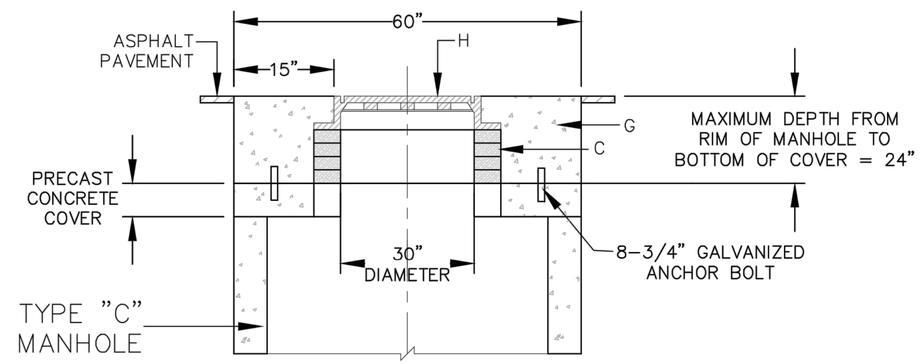
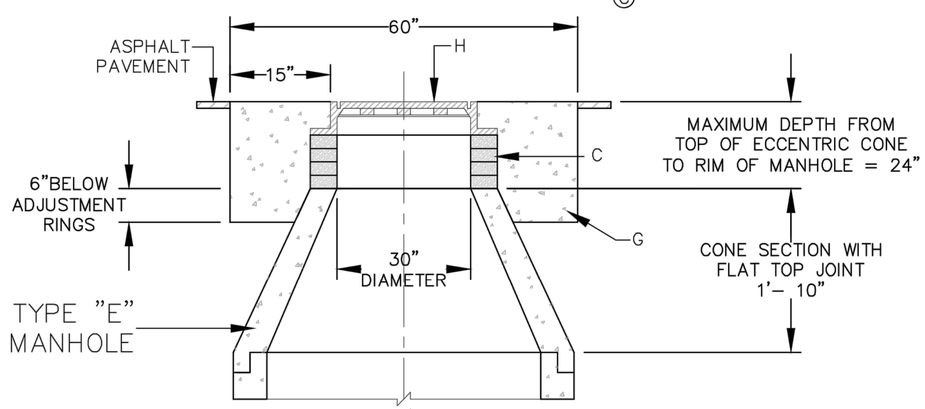
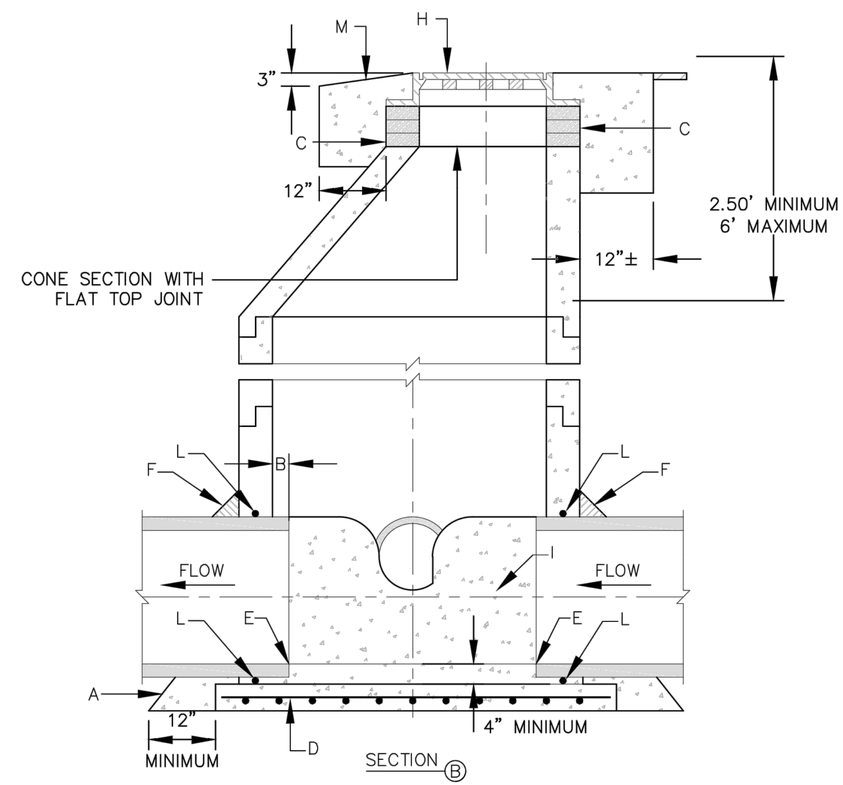


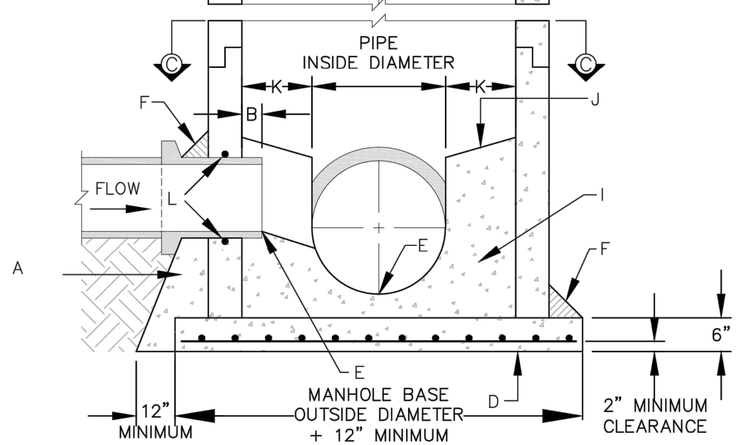
SECTION C







SECTION B



SECTION A

DATE MODIFIED: SEPTEMBER 2016

The Great Seal of the City of Rio Rancho New Mexico 1981

City of Rio Rancho
Department of Public Works

STANDARD CONCRETE MANHOLE
TYPE "C" & "E"

DWG. NO. S-03-01 APRIL 22, 2016

RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 05

DONALD M. DURAN NEW MEXICO 17616 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	2-27

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CONSTRUCTION NOTES:

A. CONCRETE PIPE SUPPORTS SHALL EXTEND OUTSIDE OF MANHOLE TO THE BELL OF FIRST JOINT AND SHALL CRADLE PIPE TO SPRINGLINE.

B. PIPE PENETRATION INTO MANHOLE SHALL BE FLUSH TO 2" MAXIMUM, MEASURED AT SPRINGLINE OF PIPE.

C. ADJUSTMENT RINGS MAY BE USED TO PROVIDE A MAXIMUM 12" ADJUSTMENT.

D. BASE TO BE POURED IN PLACE USING NUMBER 4 BARS AT 6" ON CENTER EACH WAY FOR MANHOLE DEPTH OF 16' OR GREATER. NUMBER 4 BARS AT 12" ON CENTER EACH WAY FOR MANHOLE LESS THAN 16" DEEP.

E. INVERT ELEVATION OF STUB OR LATERAL AS SHOWN ON PLANS.

F. 6" GROUT FILLET ON UPPER HALF OF PIPE AND AROUND BASE.

G. USE 18" ROUND COLLAR CONCRETE PAD IN ALL AREAS.

H. MANHOLE FRAME AND COVER, SEE DWG. S-02.

I. CONCRETE FILL SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 POUNDS PER SQUARE INCH AT 28 DAYS.

J. SLOPE 1" PER FOOT FROM PIPE CROWN.

K. SHELF SHALL HAVE MINIMUM WIDTH OF 9".

L. ALL WATERSTOP MATERIALS SHALL BE SUITABLE FOR THE TYPE OF PIPE USED.

M. IN UNPAVED AREAS, SET FRAME TO GRADE AND SLOPE TOP OF PAD.

GENERAL NOTES:

1. INSTALL NEOPRENE O-RING ON POLYVINYL CHLORIDE PIPE AND FILL ANNULAR SPACE WITH MORTAR TO PROVIDE A WATERTIGHT SEAL.
2. FOR PRESSURE TYPE MANHOLE COVER USE SAME AS SHOWN WITH EIGHT (8) 1/2" X 2" 316 STAINLESS STEEL HEXAGONAL HEAD BOLTS WITH A NEOPRENE GASKET. BOLT HOLES SHALL BE PREDRILLED IN COVER AND TAPPED IN FRAME. SEE DWG. S-02.
3. SANITARY SEWER SERVICES SHALL NOT BE ALLOWED IN MANHOLES.
4. IF THE SEWER MAIN AT A MANHOLE IS TO BE CONTINUED TO A FUTURE STREET, A 20' STUBOUT TO BE INSTALLED WITH CAP AND WITH 1% MINIMUM SLOPE.
5. IN UNIMPROVED AND UNPAVED ROADS, MANHOLE RIMS AND CONCRETE COLLARS ARE TO BE INSTALLED AT EXISTING ROAD GRADE.
6. IN NATURAL AREAS, ELEVATIONS OF MANHOLE RIMS AND CONCRETE SHALL BE INSTALLED 6" ABOVE NATURAL GROUND.
7. USE OF ADJUSTMENT RINGS ON MANHOLES IS LIMITED TO A MAXIMUM OF 12".
8. USE NON-SHRINK MORTAR INSIDE AND OUTSIDE OF MANHOLE JOINTS. USE NON-SHRINK GROUT FOR JOINTS, FILLETS, AND PIPE PENETRATIONS.
9. ALL MANHOLE BARREL JOINTS SHALL BE SEALED USING A PRODUCT SPECIFIED BY THE MANHOLE MANUFACTURER.
10. TYPE "E" MANHOLES SHALL NOT TO BE USED FOR DEPTHS LESS THAN 6', MEASURED FROM INVERT TO RIM.
11. MANHOLES GREATER THAN 18' IN DEPTH SHALL BE OF PRECAST CONCRETE SECTIONS ONLY.
12. DESIGN APPLIES TO 4' AND 6' INSIDE DIAMETER MANHOLES.
13. COMPACT ALL BACKFILL AROUND MANHOLES TO 95% AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD D1157.
14. POSITION MANHOLES OPENING OVER THE UPSTREAM SIDE OF MAIN LINE.
15. MANHOLES SHALL BE CAST-IN-PLACE OR PRECAST. BRICK MANHOLES ARE PROHIBITED.
16. STAMP MANHOLE COLLAR TO INDICATE DIRECTION OF FLOW WHILE CONCRETE IS GREEN.
17. STORM DRAIN MANHOLES SHALL HAVE STEPS.
18. THE INTERIOR OF ALL SEWER MANHOLES SHALL BE COATED WITH AN EPOXY-RESIN TYPE MATERIAL CAPABLE OF PROTECTING THE CONCRETE FROM DETERIORATION DUE TO A GASEOUS SANITARY SEWER ENVIRONMENT. APPLICATION OF COATING SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S PUBLISHED RECOMMENDATIONS.

DATE MODIFIED: SEPTEMBER 2016

The Great Seal of the City of Rio Rancho New Mexico 1981

City of Rio Rancho
Department of Public Works

STANDARD CONCRETE MANHOLE
TYPE "C" & "E"

DWG. NO. S-03-02 APRIL 22, 2016

RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
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BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 06

DONALD M. DUNCAN NEW MEXICO 17618 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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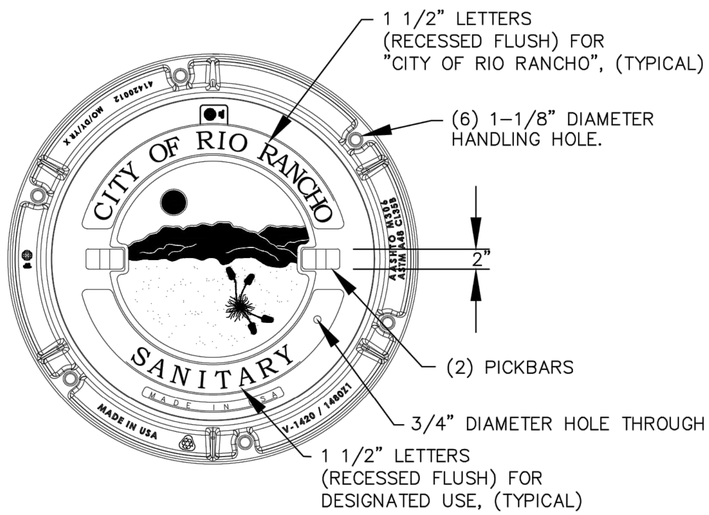
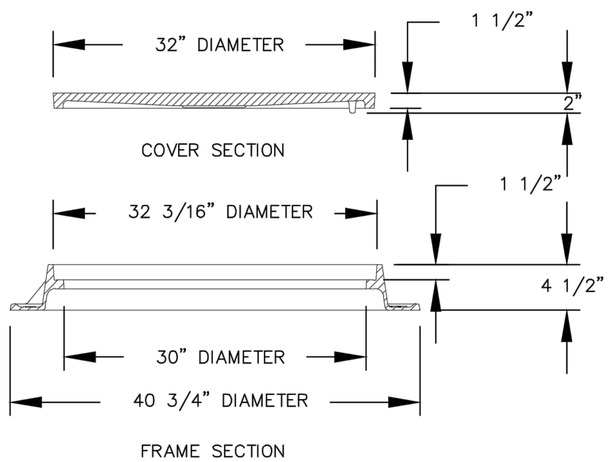
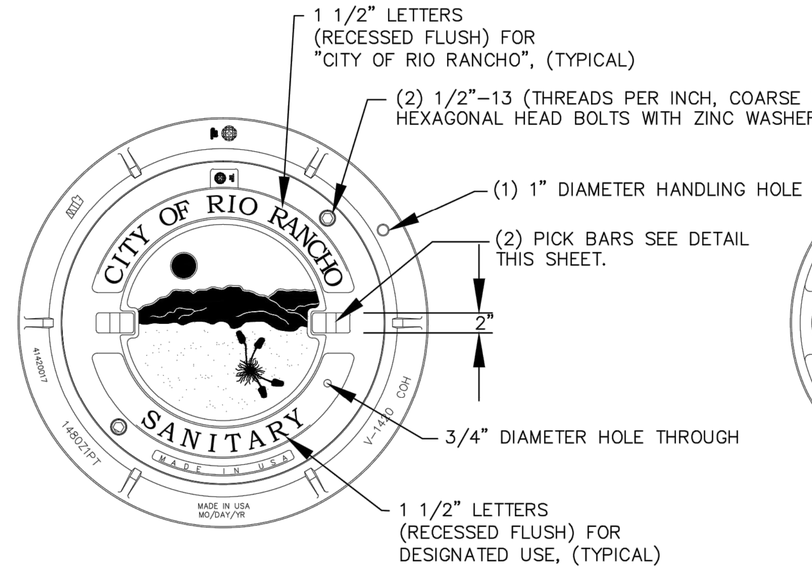
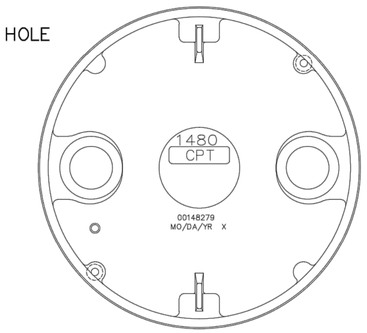


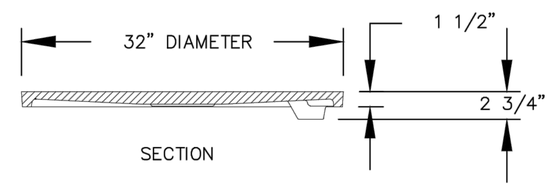


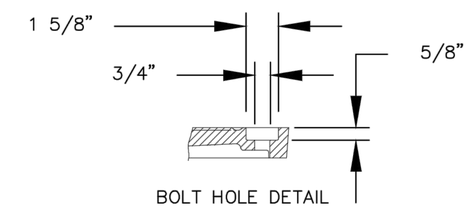
STANDARD FRAME AND COVER

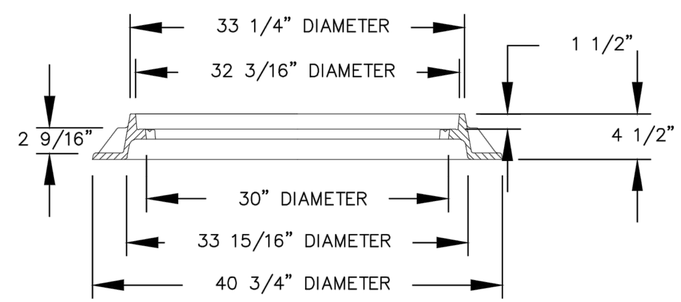


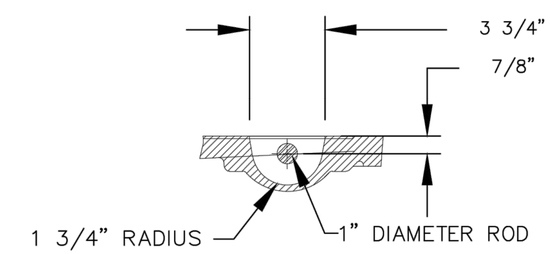


BOTTOM VIEW
OF COVER









BOLTED FRAME AND COVER

CONSTRUCTION NOTES:

A. MACHINED OR GROUND BEARING SURFACES.
B. "SANITARY", "WATER", "RECYCLE", OR "STORM" CAST ON COVER TO DESIGNATE USE FOR SANITARY SEWER, POTABLE WATER, RECYCLED WATER, OR STORM DRAINAGE SYSTEMS, RESPECTIVELY.
C. LETTER SIZE FOR "CITY OF RIO RANCHO" AND DESIGNATED USE TO BE 1 1/2" IN HEIGHT, TYPICAL. FONT FOR BOTH SHALL BE BOOKMAN OLDSTYLE.
D. A VENT HOLE IS REQUIRED FOR STANDARD AND BOLTED COVERS.
E. MONOLITHIC CAST IRON OR STEEL ROD INSERTS MAY BE USED AT MANUFACTURER'S OPTION. IF INSERTS ARE PROVIDED, THEY MUST HAVE A 3/16" MINIMUM COVER AND 3/4" END EMBEDMENT IN THE CASTING.
F. ALL MATERIALS SHALL CONFORM TO AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD A48 AND BE GRAY IRON CLASS 35B.

DATE MODIFIED: AUGUST 2016

City of Rio Rancho
Department of Public Works

SEWER MANHOLE COVER

DWG. NO. S-02 APRIL 22, 2016

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
1			
2			
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7			

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
PH: (505) 898-8021
FAX: (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 07

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	2-29

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\02_TYPICAL SECTIONS\SD DETAILS\C-STORM DRAIN DETAILS_PW1611.DWG9/15/2016 11:23 AM

FACTORY ASSEMBLED LOW PRESSURE TEST CONTROL PANEL SHALL INCLUDE:

1. LOW PRESSURE GAUGE FOR TEST AREA
2. HIGH PRESSURE GAUGE FOR PLUG INFLATION MONITORING
3. TEST AREA CONTROL VALVE (FILL/EXHAUST)
4. PLUG INFLATION VALVE (FILL/EXHAUST)
5. PLUG INFLATION REGULATOR
6. HOSE CONNECTION FOR TEST AREA (FRONT PLUG)
7. HOSE CONNECTION FOR FILLING FRONT PLUG
8. HOSE CONNECTION FOR RETURN (FRONT PLUG)

GENERAL NOTES:

1. ALL LINES ARE TO BE FLUSHED WITH BALL, SOLID PIG, OR FLUTED PIG WITH ROPE FROM MANHOLE TO MANHOLE, AS APPROVED BY CITY OF RIO RANCHO.
2. FOLLOWING INSTALLATION AND BACKFILLING OF SEWER LINES, A DEFLECTION TEXT USING A HAND PULLED MANDREL SHALL BE PERFORMED IN THE PRESENCE OF THE CITY OF RIO RANCHO INSPECTOR.
3. ALL SEWER LINES SHALL BE INSPECTED BY TV VIDEO CAMERA PULLED THROUGH FROM MANHOLE TO MANHOLE AND ONE DIGITAL VIDEO FILE OF THE PROCEDURE SHALL BE PROVIDED TO CITY OF RIO RANCHO. DIGITAL VIDEO FILE FORMAT SHALL BE APPROVED BY THE CITY OF RIO RANCHO BEFORE CAMERAING TAKES PLACE.

TEST PROCEDURES

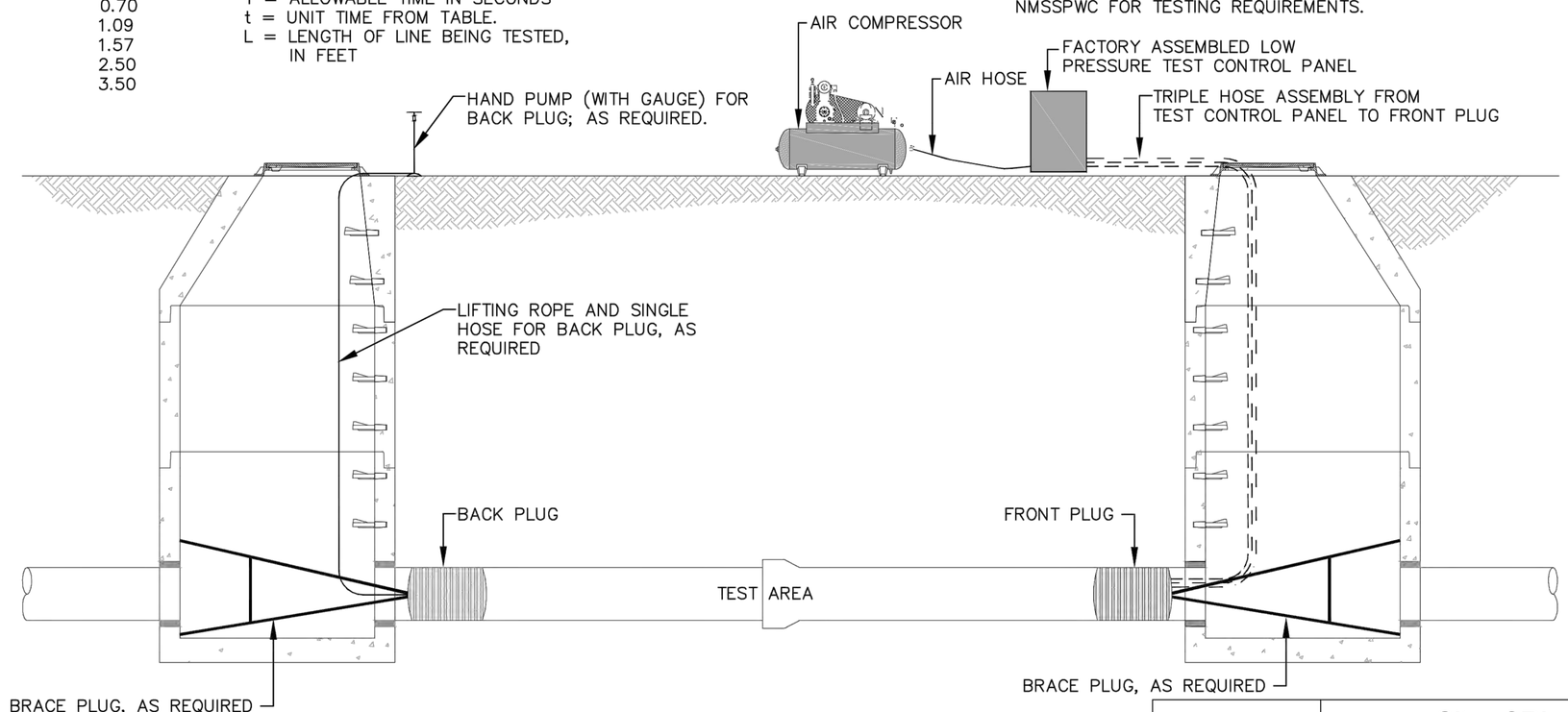
1. THE SECTION OF LINE TO BE TESTED SHALL BE PLUGGED AT EACH END AND AT ALL LATERALS, WYES, AND BRANCHES.
2. ONE PLUG SHALL HAVE INLET/OUTLET TAPS FOR THE CONNECTING HOSES.
3. SUPPLY AIR TO THE PIPE SECTION. MONITOR AIR PRESSURE SO THAT PRESSURE INSIDE THE PIPE DOES NOT EXCEED 5.0 POUNDS PER SQUARE INCH GAUGE.
4. WHEN PRESSURE REACHES 4.0 POUNDS PER SQUARE INCH GAUGE, THROTTLE AIR SUPPLY SO THAT INTERNAL AIR PRESSURE IS MAINTAINED BETWEEN 3.5 POUNDS PER SQUARE INCH GAUGE AND 4.0 POUNDS PER SQUARE INCH GAUGE FOR AT LEAST 10 MINUTES. THE 10 MINUTE DELAY ALLOWS AIR TEMPERATURE TO STABILIZE.
4. TURN OFF AIR SUPPLY AND ALLOW AIR PRESSURE TO DECREASE TO 2.5 POUNDS PER SQUARE INCH GAUGE. THE TIME REQUIRED FOR A LOSS OF 1.0 POUNDS PER SQUARE INCH GAUGE AT AN AVERAGE PRESSURE OF 3.0 POUNDS PER SQUARE INCH GAUGE SHALL BE USED TO COMPUTE THE RATE OF AIR LOSS.
5. IF THE TEST TIME IS LESS THAN THE ALLOWABLE TIME COMPUTED FROM THE ALLOWABLE UNIT TIME TABLE SHOWN, THE LINE SHALL BE REJECTED.
6. A HYDROSTATIC TEST APPROVED BY THE CITY OF RIO RANCHO MAY BE USED AS AN ALTERNATIVE TO THE AIR TEST.
7. BRACE FRONT AND BACK PLUG, AS REQUIRED, TO PREVENT PLUG BLOWOUT.
8. ALL SANITARY SEWER MANHOLES SHALL BE TESTED FOR LEAKAGE BY EITHER A WATER EXFILTRATION TEST OR A VACUUM TEST. SEE SEC. 920.5. OF NMSSPWC FOR TESTING REQUIREMENTS.

ALLOWABLE UNIT TIME TABLE

SIZE	t
4	0.17
6	0.39
8	0.70
10	1.09
12	1.57
15	2.50
18	3.50

T(ALLOWABLE TIME) = t x L

WHERE:
T = ALLOWABLE TIME IN SECONDS
t = UNIT TIME FROM TABLE.
L = LENGTH OF LINE BEING TESTED, IN FEET



DATE MODIFIED: APRIL 2016

City of Rio Rancho
Department of Public Works

STANDARD AIR TEST FOR SEWER MAINS

DWG. NO. S-09 APRIL 22, 2016

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
1			
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FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 08

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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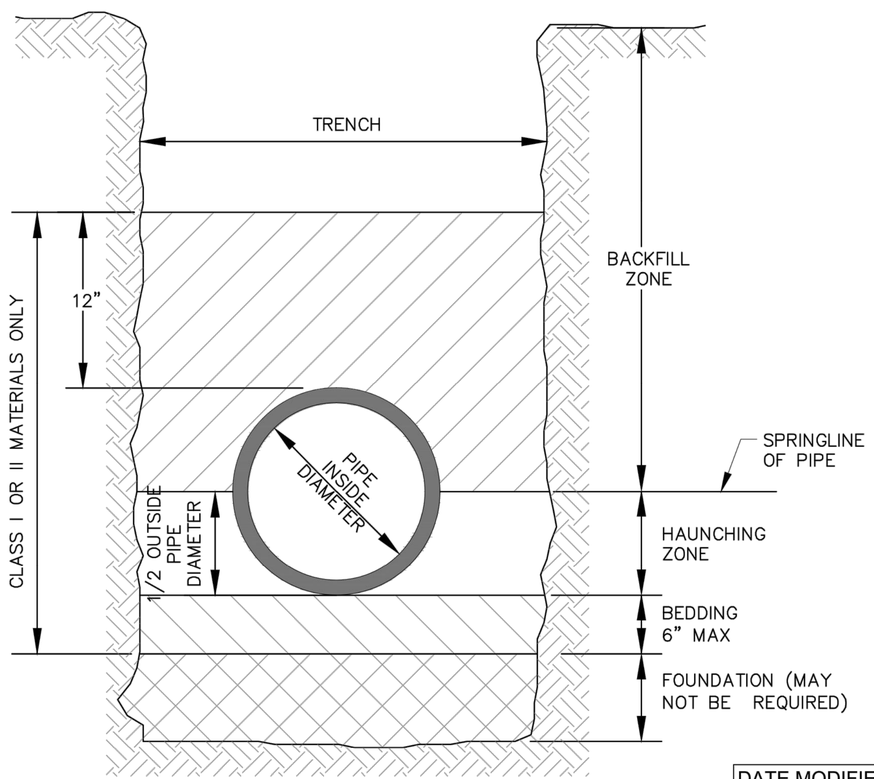
EMBEDMENT SOILS CLASSIFICTIONS		
SOILS CLASS	SOIL TYPE	DESCRIPTION
CLASS I SOILS*		MANUFACTURED ANGULAR, GRANULAR MATERIAL, 1/4 TO 1 1/2 INCHES (6 TO 40 MM) SIZE, INCLUDING MATERIALS HAVING A REGIONAL SIGNIFICANCE SUCH AS CRUSHED STONE OR ROCK, BROKEN CORAL, CRUSHED SLAG, CINDERS, OR CRUSHED SHELLS, COMPLYING TO THE REQUIREMENTS OF CLASS II SOILS.
CLASS II SOILS**	GW	WELL-GRADED GRAVELS AND GRAVEL-SAND MIXTURES, LITTLE OR NO FINES. 50% OR MORE COARSE FRACTION RETAINED ON NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.
CLASS II SOILS**	GP	POORLY GRADED GRAVELS AND GRAVEL-SAND MIXYURES, LITTLE OR NO FINES. 50% OR MORE COARSE FRACTION RETAINED ON NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.
CLASS II SOILS**	SW	WELL GRADED SANDS AND GRAVELLY SANDS, LITTLE OR NO FINES.MORE THAN 50% OF COARSE FRACTION PASSES NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.
CLASS II SOILS**	SP	POORLY GRADED SANDS AND GRAVELLY SANDS, LITTLE OR NO FINES. MORE THAN 50% OF COARSE FRACTION PASSES NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.

* SOILS ARE AS DEFINED IN ASTM D2487, EXCEPT FOR CLASS I SOILS WHICH ARE DEFINED IN ASTM D2321.
** IN ACCORDANCE WITH ASTM D2487, LESS THAN 5% PASSES NO. 200 SIEVE.
FROM TABLE 701.3.A. NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2006 EDITION



GENERAL CONSTRUCTION NOTES:

1. BEDDING MATERIALS SHALL BE CLASSED AS DEFINED IN AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD D2321. REFER TO TABLE 701.3.A OF THE CITY OF RIO RANCHO STANDARD SPECIFICATIONS, AS AMENDED FOR SOIL CLASSIFICATION DESCRIPTIONS.
2. COMPACTION TESTING SHALL BE TAKEN AT SPRINGLINE OF PIPE.
3. COMPACTION TESTING SHALL BE TAKEN AT INITIAL BACKFILL ZONE.
4. FOR PAVED AREAS, COMPACTION SHALL BE 95% STANDARD MODIFIED PROCTOR PER AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD D1557.
5. FOR UNPAVED AREAS, COMPACTION SHALL BE 90% STANDARD MODIFIED PROCTOR PER AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD D1557.

DATE MODIFIED: APRIL 2016

City of Rio Rancho
Department of Public Works

PIPE BEDDING

DWG. NO. S-04 APRIL 22, 2016

CITY of RIO RANCHO

REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 09

DONALD M. DUNHAM NEW MEXICO 17616 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 2-31

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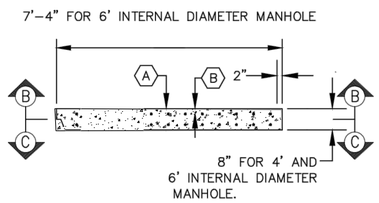
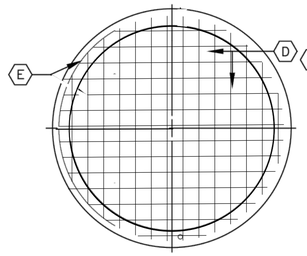
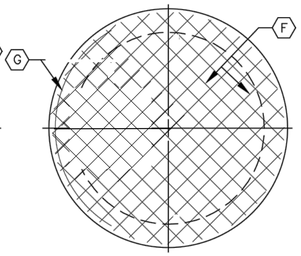


SECTION (A)
ELEVATION



SECTION (B)
TOP MAT



SECTION (C)
BOTTOM MAT

KEYNOTES: ⬡

A. PRECAST REINFORCED CONCRETE MANHOLE COVER.

B. ALL BARS TO HAVE 1 1/2" MINIMUM COVER.

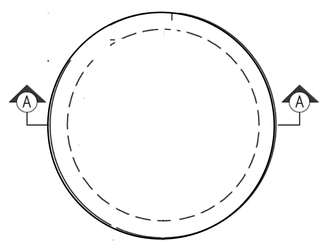
C. 1" PIPE SLEEVE VERTICALLY THROUGH COVER.

D. TOP MAT: NUMBER 4 BARS AT 6" ON CENTER EACH WAY FOR 4', 6', AND 8' INTERNAL DIAMETER MANHOLES.

E. NUMBER 4 BARS.

F. BOTTOM MAT: NUMBER 4 BARS 6" ON CENTER EACH WAY FOR 4' AND 6' INTERNAL DIAMETER MANHOLES,

G. NUMBER 4 BARS FOR 4' AND 6' INTERNAL DIAMETER MANHOLES.



6' INTERNAL DIAMETER
MANHOLE

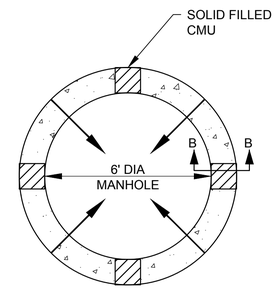
PLAN

CONSTRUCTION NOTES:

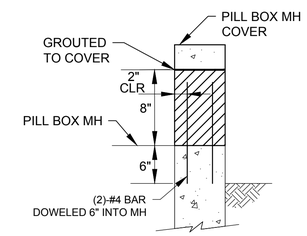
1. ALL MANHOLES 20' AND GREATER IN DEPTH WILL REQUIRE AN INTERMEDIATE LANDING. TYPE "C" MANHOLE COVERS MODIFIED TO PROVIDE BOTH UPPER AND LOWER TONGUE AND GROOVE JOINTS TO MATE WITH PRECAST CONCRETE TONGUE AND GROOVE BARREL SECTIONS MAY BE USED WITH THE APPROVAL OF THE CITY OF RIO RANCHO. DRAWINGS SHOWING THE PROPOSED INTERMEDIATE LANDING DESIGN SHALL BE SUBMITTED TO THE CITY OF RIO RANCHO FOR APPROVAL PRIOR TO INSTALLATION. ALL INTERMEDIATE LANDINGS SHALL INCLUDE A 30" DIAMETER ACCESS OPENING.

2. ALL PRECAST CONCRETE MANHOLE COMPONENTS SHALL COMPLY WITH AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD C478 (CURRENT EDITION).

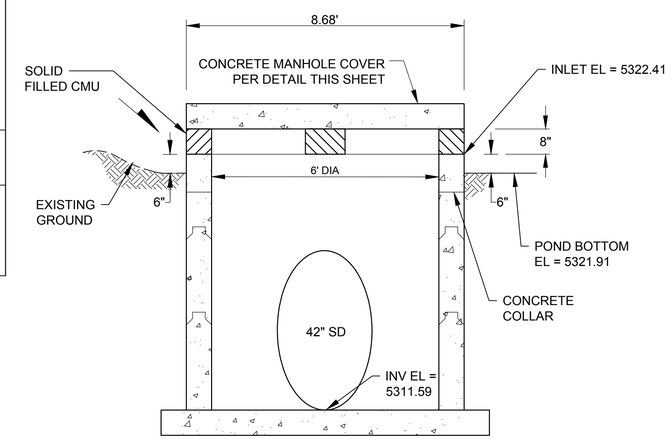
3. INTERMEDIATE LANDINGS SHALL BE LOCATED WITHIN 2 FEET (±) OF THE MIDPOINT HEIGHT OF THE MANHOLE. AT NO TIME SHALL AN INTERMEDIATE LANDING OR A SIZE ADJUSTMENT TOP BE INSTALLED CLOSER THAN 8" UP FROM THE INVERT OF THE MANHOLE.



PLAN
SCALE: 1" = 2'



SECTION B–B
CONCRETE MASONRY UNIT (CMU)
SCALE: 1" = 1'



PILL BOX MANHOLE DETAIL (MODIFIED TYPE "E")
SCALE: 1" = 2'

DATE MODIFIED: APRIL 2016

City of Rio Rancho
Department of Public Works

MANHOLE COVER

DWG. NO. S-01 APRIL 22, 2016

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE 100
RIO RANCHO, NEW MEXICO 87124
PH (505) 898-8021
FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN DETAILS 10

DONALD M. DUNHAM
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
2-32

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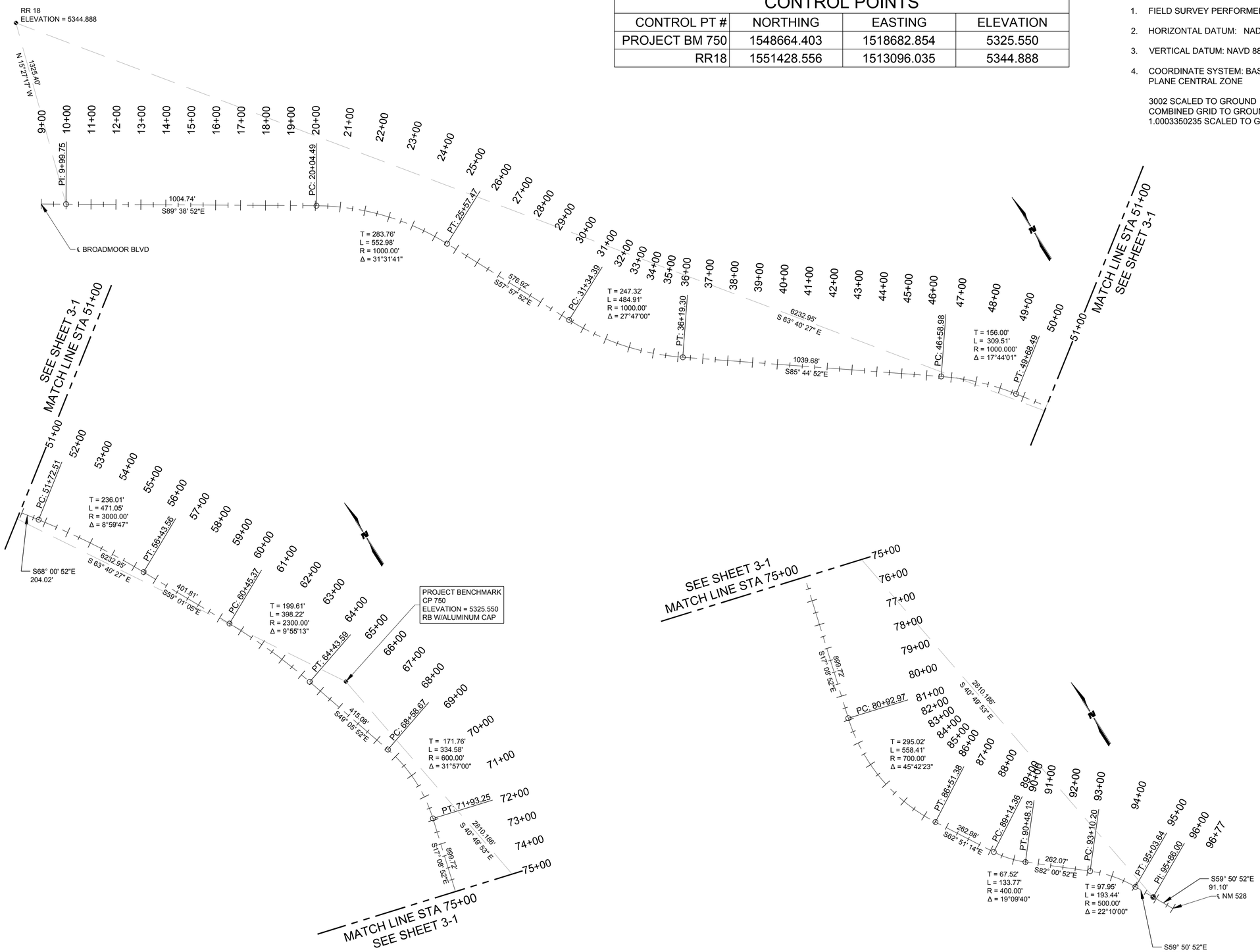
CONTROL POINTS			
CONTROL PT #	NORTHING	EASTING	ELEVATION
PROJECT BM 750	1548664.403	1518682.854	5325.550
RR18	1551428.556	1513096.035	5344.888

NOTES:

1. FIELD SURVEY PERFORMED BY WILSON & COMPANY.
2. HORIZONTAL DATUM: NAD 83
3. VERTICAL DATUM: NAVD 88
4. COORDINATE SYSTEM: BASED ON NEW MEXICO STATE PLANE CENTRAL ZONE

   3002 SCALED TO GROUND
   COMBINED GRID TO GROUND SCALE FACTOR:
   1.0003350235 SCALED TO GROUND AROUND (0,0)



A1 OVERALL ROADWAY GEOMETRIC AND HORIZONTAL CONTROL PLAN

SCALE: 1"=200'

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

GEOMETRIC AND
HORIZONTAL CONTROL PLAN

DONALD M. DUNHAM
NEW MEXICO
17615
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

3-1

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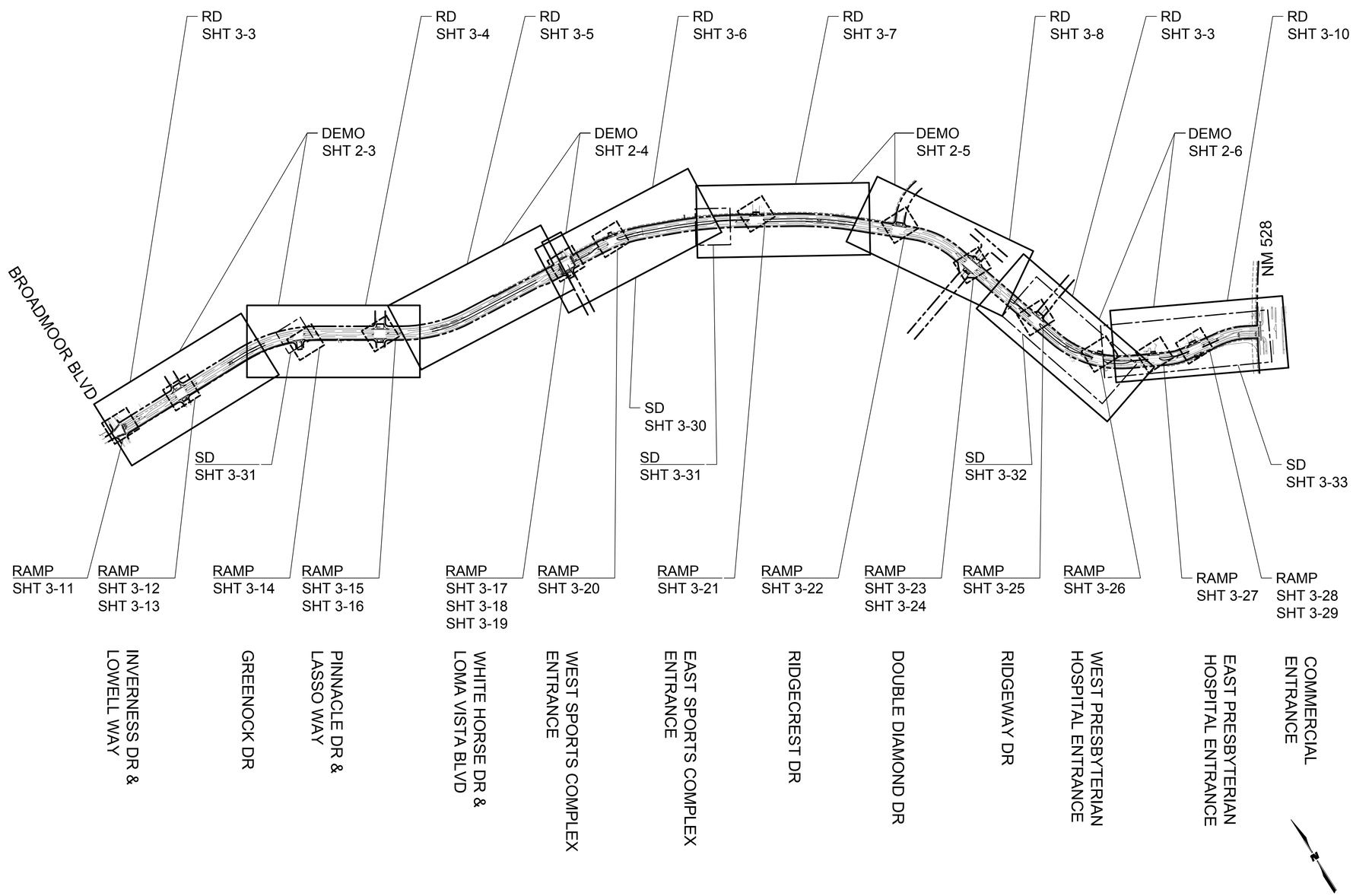
LEGEND

DESCRIPTION	ABBREVIATION
DEMOLITION PLAN	DEMO
ROADWAY PLAN	RD
INTERSECTION RAMP PLAN	RAMP
STORM DRAIN PLAN	SD



A1 OVERALL ROADWAY SHEET LAYOUT - HIGH RESORT BLVD

SCALE: 1"=400'

0 200' 400'

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CITY of RIO RANCHO

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FAX (505) 898-8501
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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

OVERALL ROADWAY SHEET LAYOUT

DONALD M. DUDENHOEFER
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

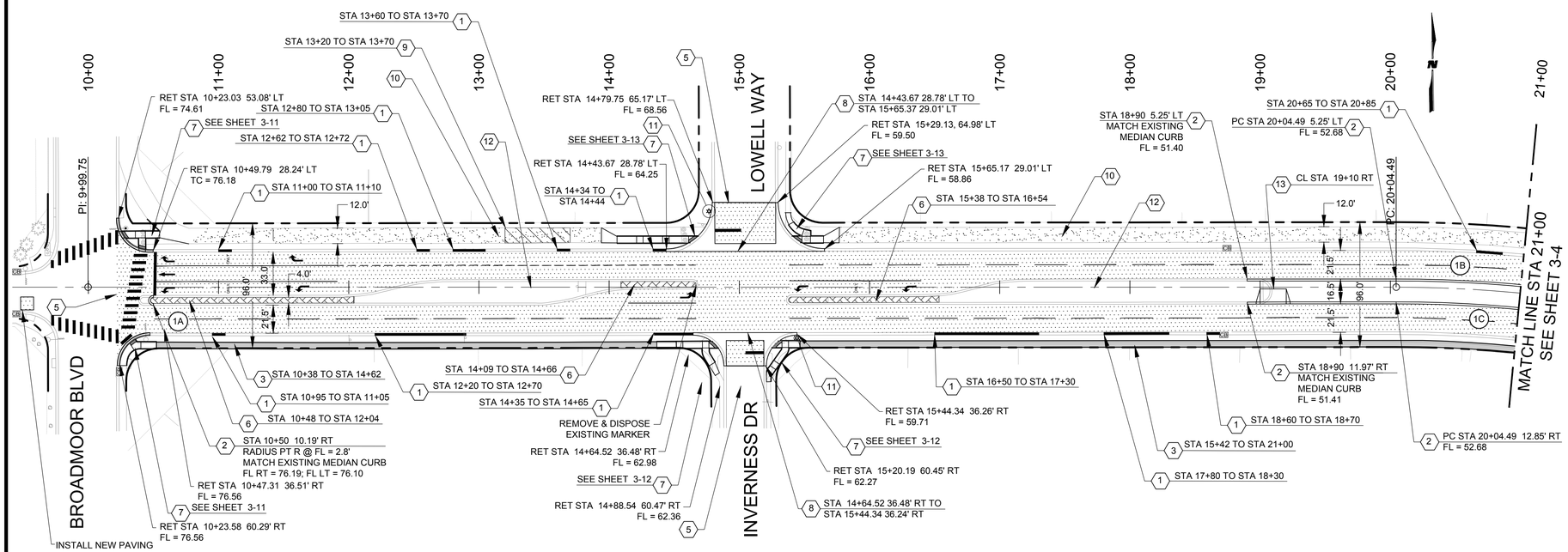
SHEET

3-2

CURVE DATA @ MEDIAN FLOW LINE (NON-TANGENT)
(1A)
Δ =180° 00' 00"
L = 8.72'
R = 2.78'
CHORD L = 5.55'
CHORD BEARING = S00° 51' 39" W

CURVE DATA @ MEDIAN FLOW LINE (NON-TANGENT)
(1B)
Δ =10° 03' 54"
L = 176.33'
R = 1003.76'
CHORD L = 176.10'
CHORD BEARING = S84° 47' 23" W

CURVE DATA @ MEDIAN FLOW LINE (NON-TANGENT)
(1C)
Δ =10° 28' 51"
L = 173.31'
R = 947.43'
CHORD L = 173.06'
CHORD BEARING = N84° 38' 25" W



HIGH RESORT BLVD ROADWAY PLAN

HORIZ. SCALE: 1"=50' 0 50' 100'
1"=50'-0"

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
5. MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" COLORED CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. INSTALL NEW STREET LIGHT - SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SHEETS SECTION 14 FOR MEDIAN TREATMENT
13. INSTALL 20' WIDE X 10' DEEP DRIVEPAD PER STD DWG DW-02 SEE SHEET 2-10

CITY of RIO RANCHO

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FAX (505) 898-8501
www.wilsonco.com

SOUTHERN BLVD PRELIMINARY DESIGN
PW 1384 (CN A301040)
NM 528 TO RAINBOW BLVD

ROADWAY PLAN 01
STA 10+50 TO STA 21+00

DONALD M. DUDLEY
NEW MEXICO
17618
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
3-3

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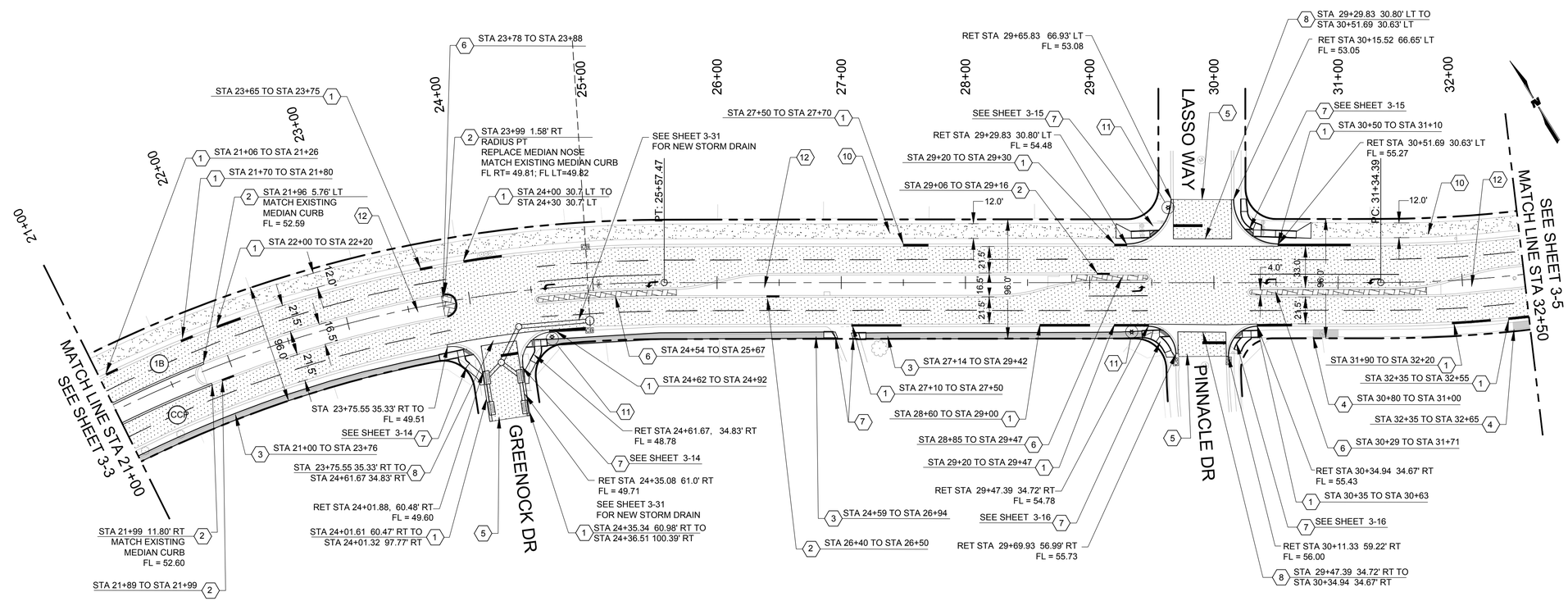
11:32 AM

CURVE DATA @ MEDIAN FLOW LINE (NON-TANGENT) (1B)
Δ =10° 03' 54"
L = 176.33'
R = 1003.76'
CHORD L = 176.10'
CHORD BEARING = S84° 47' 23" W

CURVE DATA @ MEDIAN FLOW LINE (NON-TANGENT) (1C)
Δ =10° 28' 51"
L = 173.31'
R = 947.43'
CHORD L = 173.06'
CHORD BEARING = N84° 38' 25" W



HIGH RESORT BLVD ROADWAY PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
5. MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" COLORED CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. INSTALL NEW STREET LIGHT - SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SHEETS SECTION 14 FOR MEDIAN TREATMENT

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY PLAN 02
STA 21+00 TO STA 32+50

DONALD M. DURAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

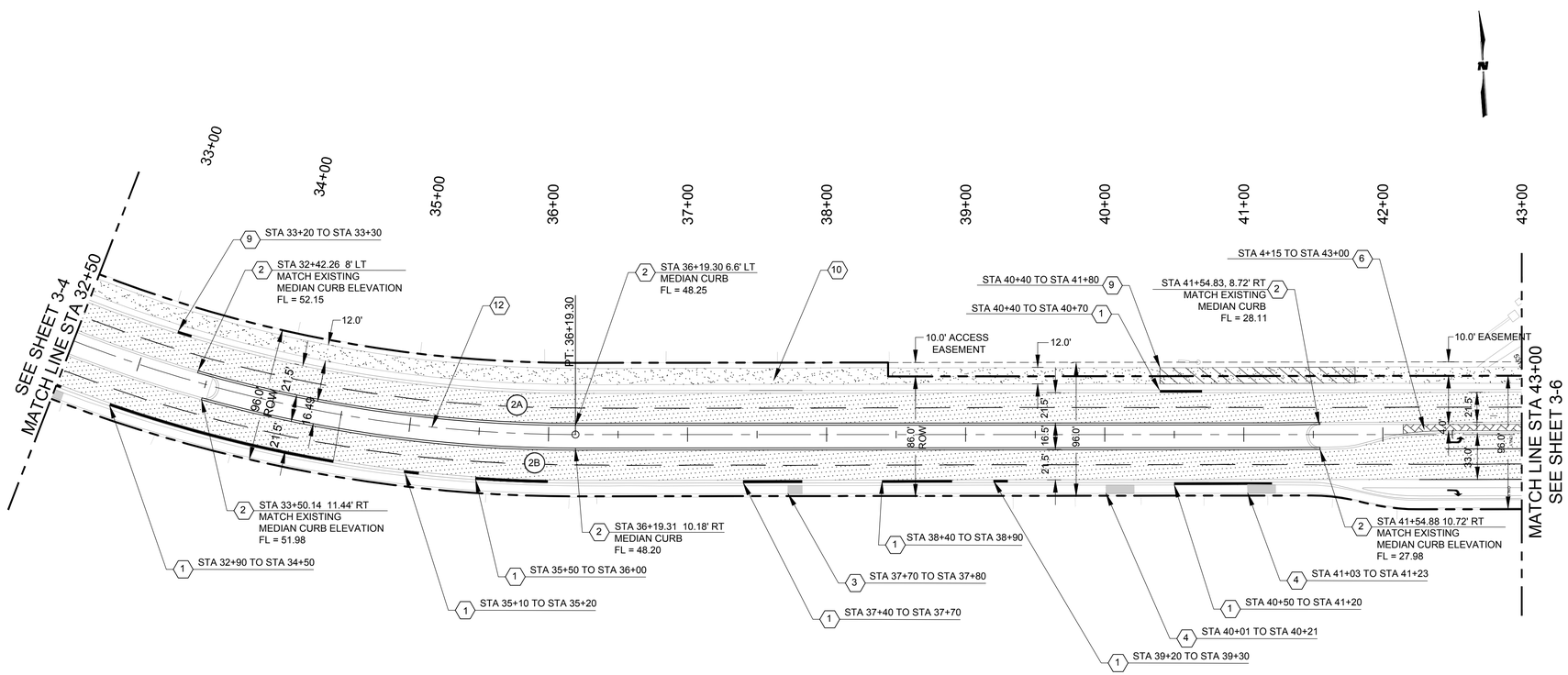
SHEET

3-4

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\C-ROADWAY PLAN 02_PW1611.DWG9/15/2016 12:50 PM

(2A) CURVE DATA @ MEDIAN FLOW LINE (NON-TANGENT)
Δ =15° 58' 01"
L = 275.11'
R = 987.19'
CHORD L = 274.22'
CHORD BEARING = S77° 50' 01" E

(2B) CURVE DATA @ MEDIAN FLOW LINE (NON-TANGENT)
Δ =15° 43' 49"
L = 271.98'
R = 990.65'
CHORD L = 271.13'
CHORD BEARING = S78° 05' 31" E



HIGH RESORT BLVD ROADWAY PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
5. MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. INSTALL NEW STREET LIGHT - SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SHEETS SECTION 14 FOR MEDIAN TREATMENT

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
1			
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY PLAN 03
STA 32+50 TO STA 43+00

DONALD M. DUDERSTADT
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
3-5

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CURVE DATA @ FLOW LINE (NON-TANGENT)
(2C) Δ = 16° 26' 12"
L = 43.32'
R = 151.00'
CHORD L = 43.17'
CHORD BEARING = N86° 00' 47" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3A) Δ = 137° 53' 24"
L = 7.22'
R = 3.00'
CHORD L = 5.60'
CHORD BEARING = S32° 39' 35" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3C) Δ = 10° 15' 06"
L = 182.25'
R = 1018.59'
CHORD L = 182.01'
CHORD BEARING = N73° 16' 09" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3E) Δ = 08° 54' 24"
L = 472.47'
R = 3039.41'
CHORD L = 472.00'
CHORD BEARING = N63° 36' 31" W

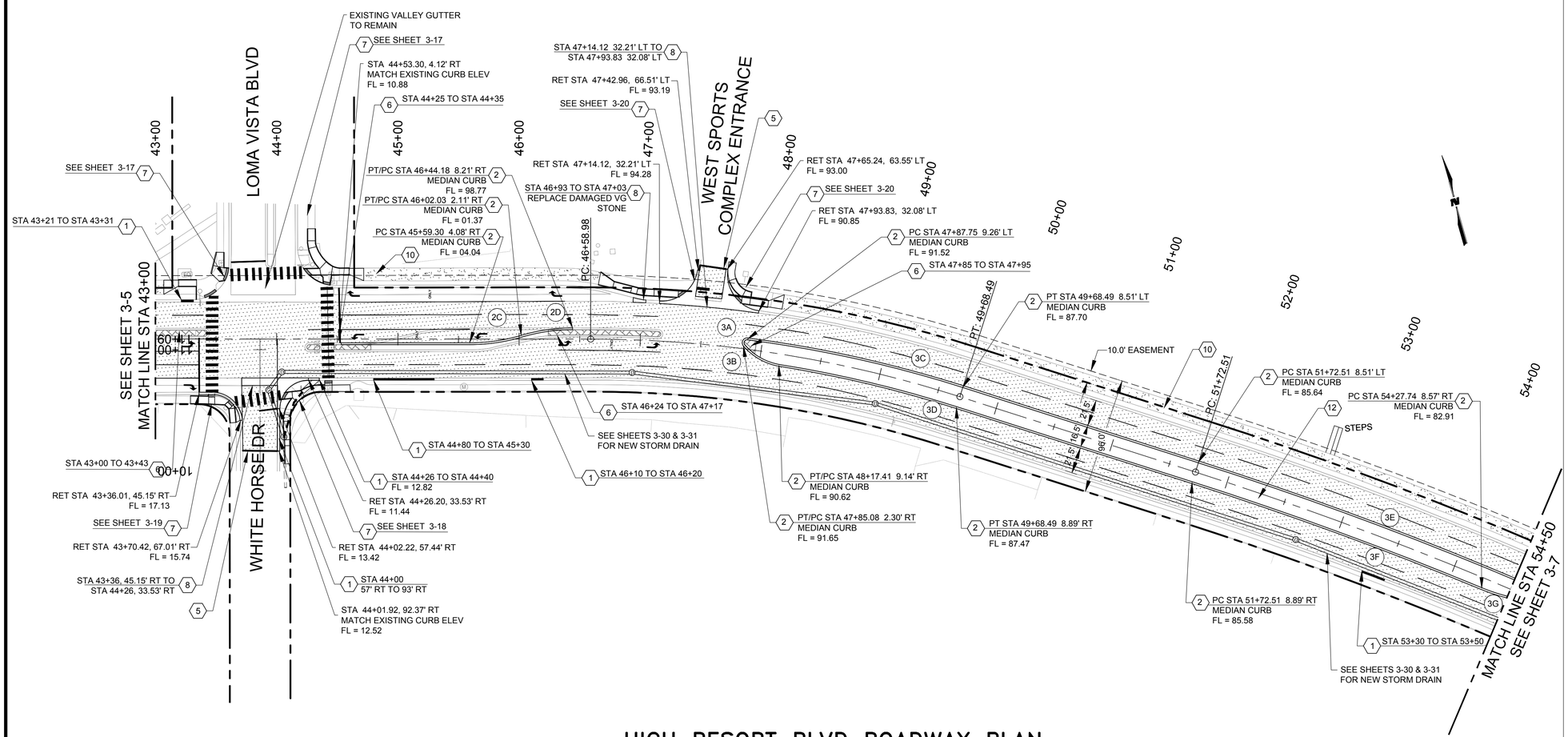
CURVE DATA @ FLOW LINE (NON-TANGENT)
(3G) Δ = 15° 50' 05"
L = 41.18'
R = 149.00'
CHORD L = 41.05'
CHORD BEARING = S71° 03' 25" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(2D) Δ = 16° 21' 58"
L = 42.74'
R = 149.00'
CHORD L = 42.60'
CHORD BEARING = S86° 00' 47" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3B) Δ = 40° 23' 10"
L = 34.54'
R = 49.00'
CHORD L = 33.83'
CHORD BEARING = S56° 28' 41" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3D) Δ = 08° 39' 24"
L = 149.71'
R = 990.86'
CHORD L = 149.57'
CHORD BEARING = N72° 20' 34" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3F) Δ = 04° 49' 28"
L = 254.47'
R = 3022.01'
CHORD L = 254.39'
CHORD BEARING = N65° 38' 59" W



HIGH RESORT BLVD ROADWAY PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG BF - 01
5. SAWCUT NEAT LINE MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" COLORED CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. STREET LIGHT SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SECTION 14 FOR MEDIAN TREATMENT

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY PLAN 04
STA 43+00 TO STA 54+50

DONALD M. DUNCAN NEW MEXICO (17615) PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 3-6

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CURVE DATA @ FLOW LINE (NON-TANGENT)
(3E) Δ = 08° 54' 24"
L = 472.47'
R = 3039.41'
CHORD L = 472.00'
CHORD BEARING = N63° 36' 31" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3G) Δ = 15° 50' 05"
L = 41.18'
R = 149.00'
CHORD L = 41.05'
CHORD BEARING = S71° 03' 25" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3J) Δ = 02° 27' 14"
L = 129.96'
R = 3034.41'
CHORD L = 129.95'
CHORD BEARING = N60° 22' 56" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(4A) Δ = 138° 46' 45"
L = 7.27'
R = 3.00'
CHORD L = 5.62'
CHORD BEARING = S51° 36' 26" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(4C) Δ = 09° 04' 41"
L = 399.56'
R = 2521.79'
CHORD L = 399.14'
CHORD BEARING = N53°46' 06" W

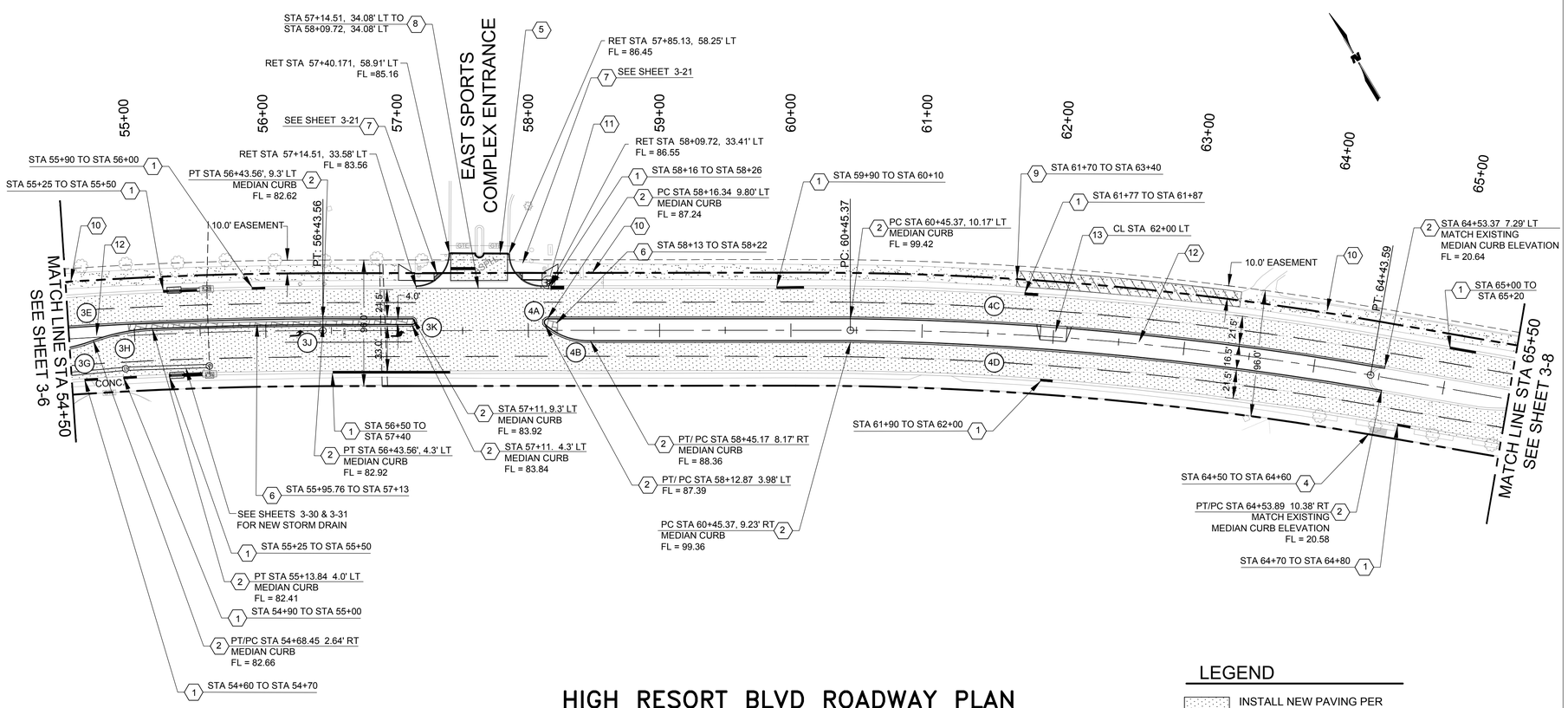
CURVE DATA @ FLOW LINE (NON-TANGENT)
(3F) Δ = 04° 49' 28"
L = 254.47'
R = 3022.01'
CHORD L = 254.39'
CHORD BEARING = N65° 38' 59" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3H) Δ = 17° 28' 44"
L = 46.06'
R = 151.00'
CHORD L = 45.89'
CHORD BEARING = S70° 14' 06" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(3K) Δ = 180° 00' 00"
L = 7.85'
R = 2.50'
CHORD L = 5.0'
CHORD BEARING =S30° 59' 00" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(4B) Δ =41°14' 09"
L = 35.27'
R = 49.00'
CHORD L = 34.51
CHORD BEARING = S38° 24' 01" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(4D) Δ = 08° 42' 46"
L = 396.54'
R = 2607.70'
CHORD L = 396.16'
CHORD BEARING = N53° 44' 45" W



HIGH RESORT BLVD ROADWAY PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
5. MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" COLORED CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. INSTALL NEW STREET LIGHT - SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SHEETS SECTION 14 FOR MEDIAN TREATMENT
13. INSTALL 20' WIDE X 10' DEEP DRIVEPAD PER STD DWG DW-02 SEE SHEET 2-10

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY PLAN 05
STA 54+00 TO STA 65+50

DONALD M. DUNCAN NEW MEXICO 17616 PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 3-7

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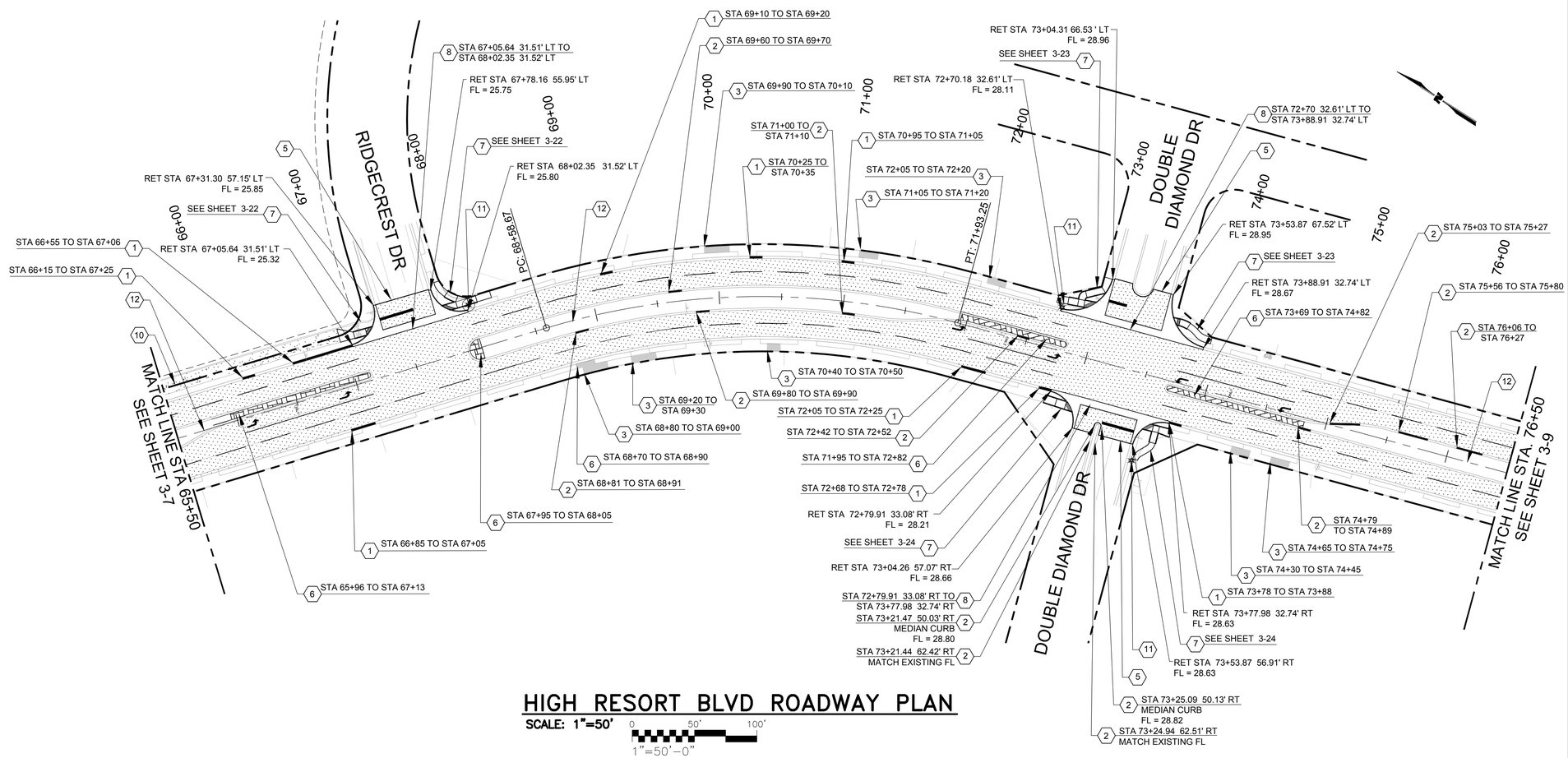

HIGH RESORT BLVD ROADWAY PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
5. MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" COLORED CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. INSTALL NEW STREET LIGHT - SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SHEETS SECTION 14 FOR MEDIAN TREATMENT

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY PLAN 06
STA 65+50 TO STA 76+50

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

3-8

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CURVE DATA @ FLOW LINE (NON-TANGENT)
(5A) Δ = 16° 03' 18"
L = 41.75'
R = 149.00'
CHORD L = 41.62'
CHORD BEARING = S25° 16' 07" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(5B) Δ = 16°17' 18"
L = 42.93'
R = 151.00'
CHORD L = 42.78'
CHORD BEARING = S25° 09' 07" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(5C) Δ = 180° 00' 00"
L = 8.80'
R =2.80'
CHORD L = 5.63'
CHORD BEARING = S73° 01' 05" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6A) Δ =138° 29 '53"
L = 7.25'
R =3.00'
CHORD L = 5.61'
CHORD BEARING = N86° 27' 04" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6B) Δ = 41° 18' 27"
L = 35.33'
R = 49.00'
CHORD L = 34.57'
CHORD BEARING = S03° 38' 46" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6C) Δ = 24° 31' 32"
L = 295.60'
R = 690.58'
CHORD L = 293.35'
CHORD BEARING = S29° 23' 38" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6D) Δ = 11° 12' 00"
L = 138.33'
R = 707.65'
CHORD L = 138.11'
CHORD BEARING = S22° 42' 55" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6E) Δ = 20° 07' 27"
L = 52.33'
R = 149.00'
CHORD L = 52.07'
CHORD BEARING = S38° 22' 38" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6F) Δ = 13° 07' 02"
L = 34.57'
R = 151.00'
CHORD L = 34.49'
CHORD BEARING = N41° 52' 51" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6G) Δ = 06° 20' 29"
L = 77.00'
R = 695.65'
CHORD L = 76.95'
CHORD BEARING = S38° 29' 15" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(6H) Δ = 180° 00' 00"
L = 8.67'
R =2.76'
CHORD L = 5.52'
CHORD BEARING = N48° 01' 51" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(7A) Δ = 139° 49' 34"
L = 7.32'
R = 3.00'
CHORD L = 5.64'
CHORD BEARING = S61° 39' 35" W

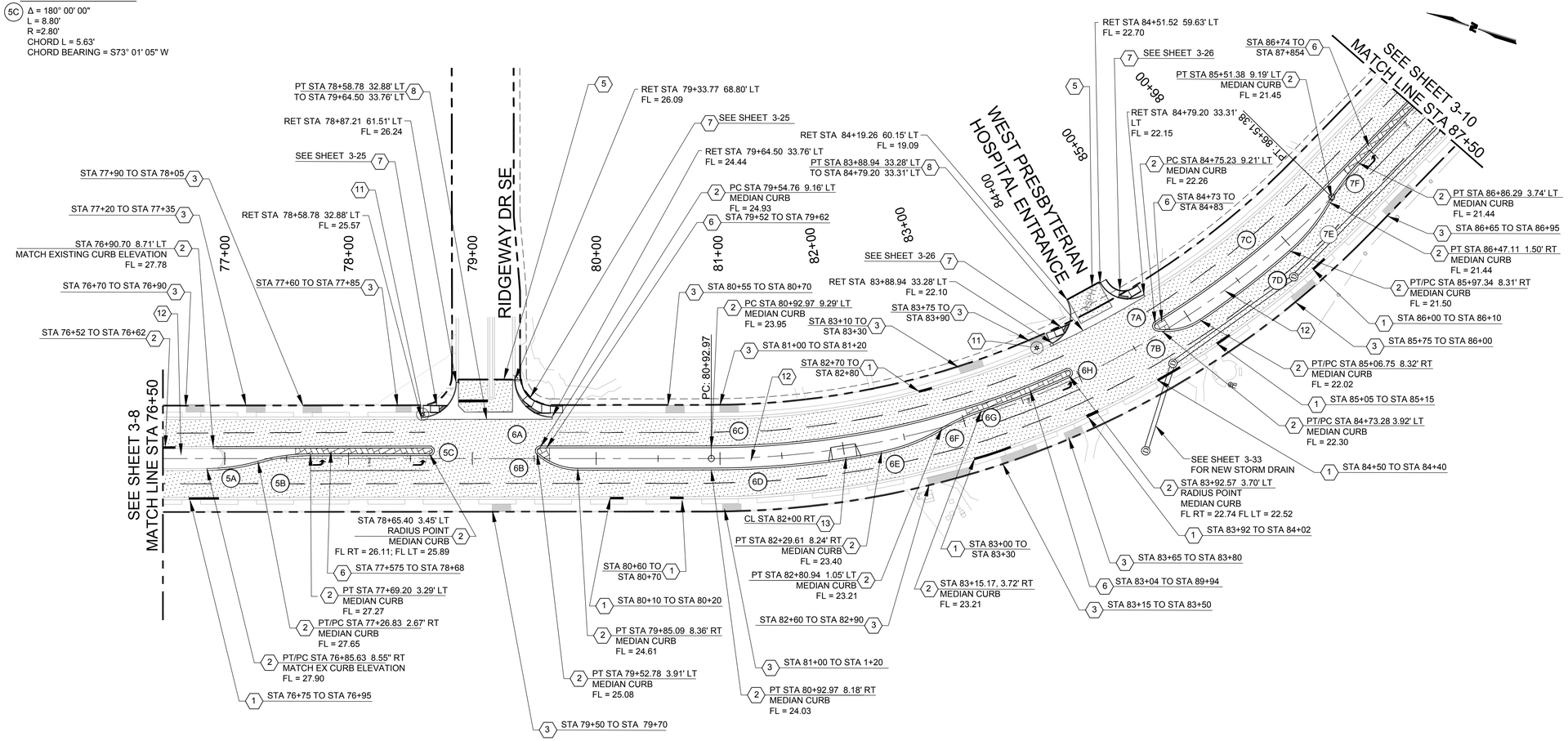
CURVE DATA @ FLOW LINE (NON-TANGENT)
(7B) Δ = 42° 45' 34"
L = 36.57'
R = 49.00
CHORD L = 35.73'
CHORD BEARING = S29° 37' 59" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(7C) Δ = 14° 25' 23"
L = 173.84'
R = 690.58'
CHORD L = 173.38'
CHORD BEARING = S55° 38' 19" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(7D) Δ = 07° 25' 20"
L = 91.67'
R = 707.65'
CHORD L = 91.61'
CHORD BEARING = S54° 43' 25" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(7E) Δ = 19° 32' 25"
L = 50.82'
R = 149.00'
CHORD L = 50.57'
CHORD BEARING = S68° 12' 18" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(7F) Δ = 15° 02' 34"
L = 39.64'
R = 151.00'
CHORD L = 39.53'
CHORD BEARING = N70° 27' 14" W



HIGH RESORT BLVD ROADWAY PLAN

SCALE: 1"=50' 0 50' 100'
1"=50'-0"

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
5. MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" COLORED CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. INSTALL NEW STREET LIGHT - SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SHEETS SECTION 14 FOR MEDIAN TREATMENT
13. INSTALL 20' WIDE X 10' DEEP DRIVEPAD PER STD DWG DW-02 SEE SHEET 2-10

CITY of RIO RANCHO
City of Vision

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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RIO RANCHO, NEW MEXICO 87124
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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY PLAN 07
STA 76+50 TO STA 87+50

DONALD M. DUDA
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
3-9

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CURVE DATA @ FLOW LINE (NON-TANGENT)
(7G) Δ = 180° 00' 00"
L = 8.59'
R = 2.74'
CHORD L = 5.47'
CHORD BEARING = S27° 04' 03" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(8A) Δ = 138° 17' 18"
L = 7.24'
R = 3.00'
CHORD L = 5.61'
CHORD BEARING = S47° 49' 33" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(8B) Δ = 19° 24' 49"
L = 130.58'
R = 385.39'
CHORD L = 128.96'
CHORD BEARING = S72° 09' 11" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(8C) Δ = 41° 31' 14"
L = 35.51'
R = 49.00'
CHORD L = 34.74'
CHORD BEARING = S42° 05' 37" E

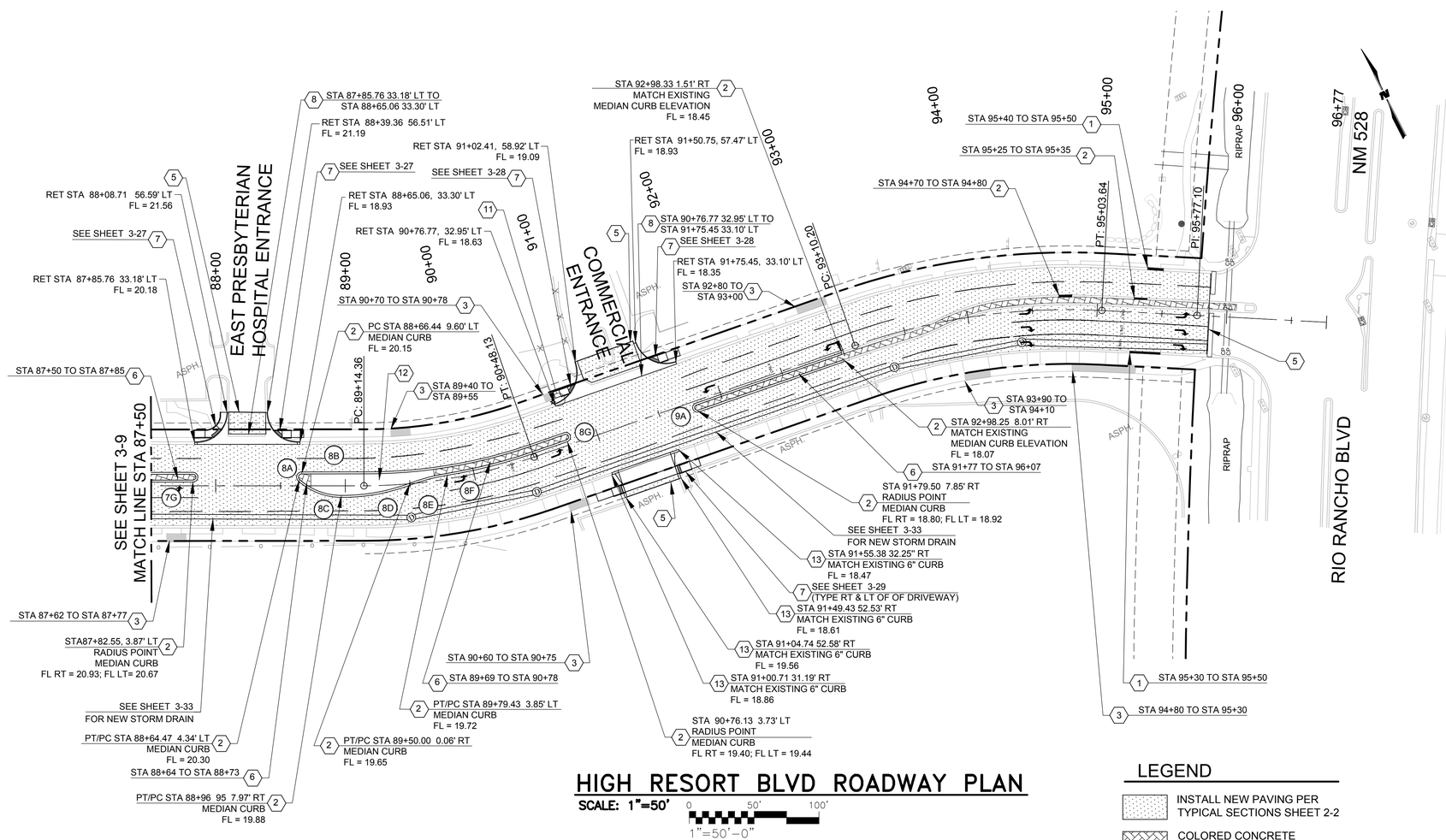
CURVE DATA @ FLOW LINE (NON-TANGENT)
(8D) Δ = 20° 24' 54"
L = 53.09'
R = 149.00'
CHORD L = 52.81'
CHORD BEARING = S73° 08' 24" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(8E) Δ = 11° 17' 54"
L = 29.78'
R = 151.00'
CHORD L = 29.73'
CHORD BEARING = N77° 41' 54" W

CURVE DATA @ FLOW LINE (NON-TANGENT)
(8F) Δ = 09° 58' 05"
L = 68.05'
R = 391.15'
CHORD L = 67.96'
CHORD BEARING = S77° 02' 00" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(8G) Δ = 180° 00' 00"
L = 8.51'
R = 2.71'
CHORD L = 5.42'
CHORD BEARING = N07° 32' 33" E

CURVE DATA @ FLOW LINE (NON-TANGENT)
(9A) Δ = 180° 00' 00"
L = 8.02'
R = 2.55'
CHORD L = 5.10'
CHORD BEARING = N06° 51' 45" E



HIGH RESORT BLVD ROADWAY PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

LEGEND

- INSTALL NEW PAVING PER TYPICAL SECTIONS SHEET 2-2
- COLORED CONCRETE MEDIAN PAVEMENT
- INSTALL NEW MULTI-USE TRAIL PAVING PER TYPICAL SECTION SHEET 2-2
- CRACK SEAL / OVERLAY MULTI-USE TRAIL PER TYPICAL SECTION SHEET 2-2

BUILD NOTES

1. INSTALL 8" CURB AND GUTTER PER STD DWG CG - 01
2. INSTALL MEDIAN CURB AND GUTTER PER STD DWG CG - 01
3. INSTALL 5' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
4. INSTALL 6' WIDE SIDEWALK PER STD DWG DW-02 AND BF - 01
5. MATCH EXISTING PAVEMENT ELEVATION
6. INSTALL 4" COLORED CONCRETE MEDIAN PAVEMENT
7. INSTALL ADA CURB RAMP - SEE INTERSECTION RAMP PLAN
8. INSTALL VALLEY GUTTER PER STD DWG VG - 01
9. INSTALL NEW MULTI-USE TRAIL PER MULTI-USE TRAIL NOTE 1 SHEET 2-2
10. REHABILITATE ENTIRE LENGTH OF MULTI-USE TRAIL PER MULTI-USE TRAIL NOTES 2 - 4 SHEET 2-2
11. INSTALL NEW STREET LIGHT - SEE SHEET 8-1
12. SEE STD DWG BF-01 AND LANDSCAPE SHEETS SECTION 14 FOR MEDIAN TREATMENT
13. INSTALL DRIVEWAY PER STD DWG DW-02 SEE SHEET 2-10

RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD RECONSTRUCTION PROJECT PW 1611
BROADMOOR BLVD TO NM 528

ROADWAY PLAN 08
STA 87+50 TO STA 95+86

DONALD M. DUDERSTADT NEW MEXICO 17616 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 3-10

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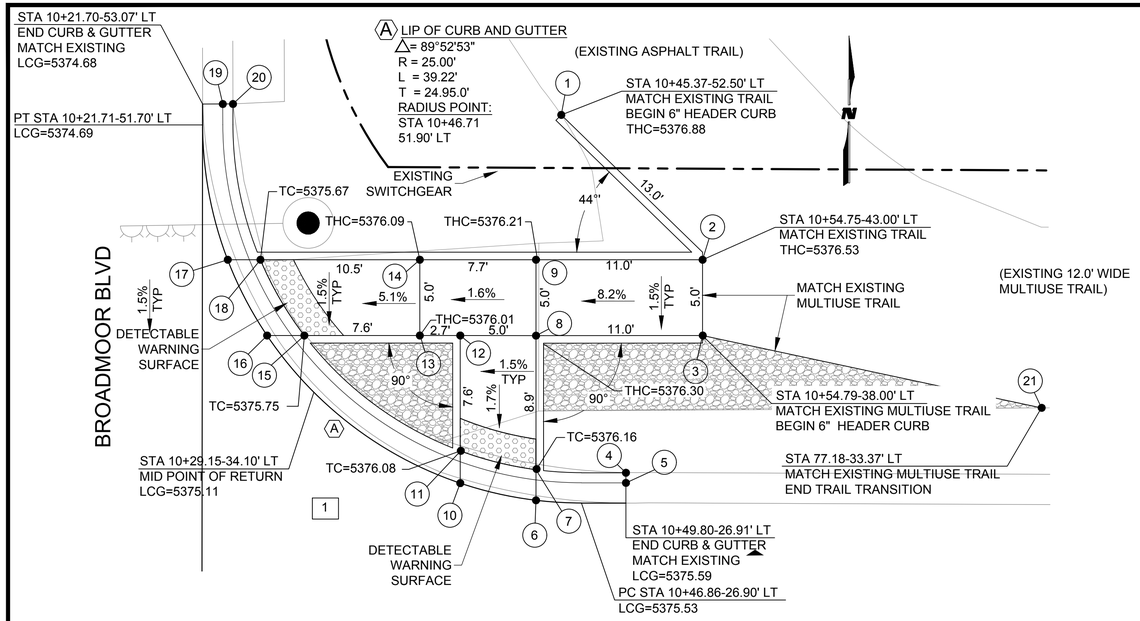
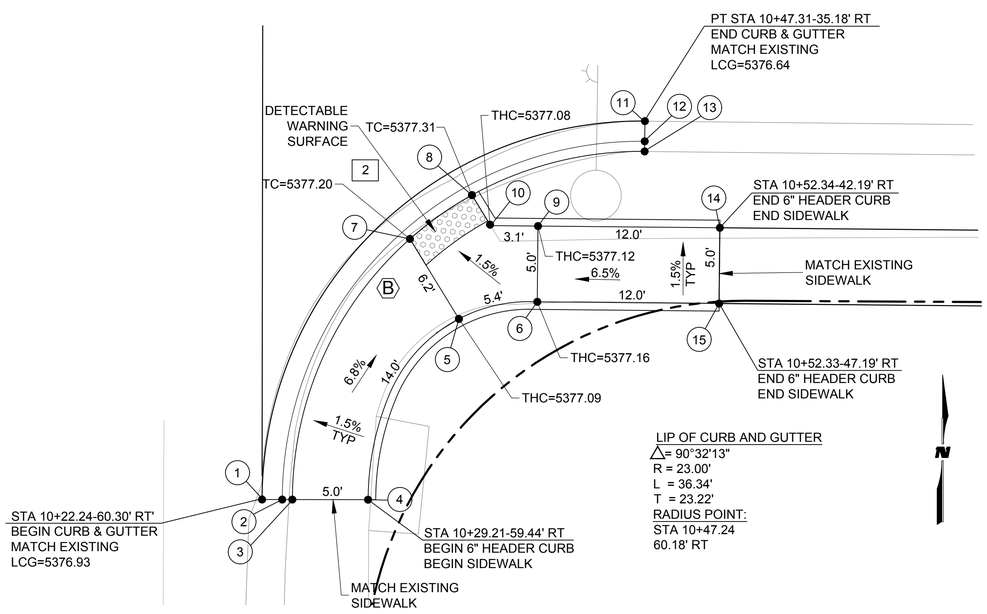


CR1 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD & BROADMOOR BLVD

SCALE: 1"=5.0' 0 2.5' 5'

CR1-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / BROADMOOR BLVD.

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	10+45.37	52.50' LT	5376.38	MATCH EXISTING TOP OF TRAIL
2	10+54.75	43.00' LT	5376.53	EXISTING TOP OF TRAIL
3	10+54.79	38.00' LT	5376.53	TOP OF SIDEWALK
4	10+49.78	28.91' LT	5376.18	TOP OF CURB AND GUTTER
5	10+49.79	28.24' LT	5375.59	FLOWLINE OF CURB AND GUTTER
6	10+43.86	27.06' LT	5375.47	LIP OF CURB AND GUTTER
7	10+43.85	29.07' LT	5375.49	BACK OF CURB
8	10+43.79	37.92' LT	5375.63	TOP OF SIDEWALK
9	10+43.76	42.93' LT	5375.71	TOP OF SIDEWALK
10	10+38.85	28.16' LT	5375.36	LIP OF CURB AND GUTTER
11	10+38.86	30.28' LT	5375.41	BACK OF CURB
12	10+38.79	37.90' LT	5375.55	TOP OF SIDEWALK
13	10+36.12	37.89' LT	5375.51	TOP OF SIDEWALK
14	10+36.09	42.89' LT	5375.59	TOP OF SIDEWALK
15	10+28.51	37.83' LT	5375.08	BACK OF CURB
16	10+26.05	37.82' LT	5374.98	LIP OF CURB AND GUTTER
17	10+23.42	42.81' LT	5374.88	LIP OF CURB AND GUTTER
18	10+25.58	42.82' LT	5375.00	BACK OF CURB
19	10+23.03	53.08' LT	5374.61	FLOWLINE OF CURB AND GUTTER
20	10+23.70	53.09' LT	5375.28	TOP OF CURB AND GUTTER
21	10+77.18	33.37' LT	5376.55	TOP OF MULTIUSE TRAIL



CR2 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & BROADMOOR BLVD

SCALE: 1"=5.0' 0 2.5' 5'

CR2-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / BROADMOOR BLVD.

1	10+22.24	60.30' RT	5376.93	LIP OF CURB AND GUTTER
2	10+23.58	60.29' RT	5376.85	FLOWLINE OF CURB AND GUTTER
3	10+24.24	60.29' RT	5377.60	TOP OF CURB AND GUTTER
4	10+29.24	60.27' RT	5377.70	TOP OF SIDEWALK
5	10+35.16	48.31' RT	5376.59	TOP OF SIDEWALK
6	10+40.33	47.15' RT	5376.66	TOP OF SIDEWALK
7	10+31.90	43.05' RT	5376.50	BACK OF CURB
8	10+35.97	40.13' RT	5376.54	BACK OF CURB
9	10+40.34	42.15' RT	5376.62	TOP OF SIDEWALK
10	10+37.22	42.14' RT	5376.58	TOP OF SIDEWALK
11	10+47.31	35.18' RT	5376.64	LIP OF CURB AND GUTTER
12	10+47.31	36.51' RT	5376.56	FLOWLINE OF CURB AND GUTTER
13	10+47.30	37.18' RT	5377.14	TOP OF CURB AND GUTTER
14	10+52.34	42.19' RT	5377.41	TOP OF SIDEWALK
15	10+52.33	47.19' RT	5377.45	TOP OF SIDEWALK

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA SINGLE DIAGONAL PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%.

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 01

DOUGLAS M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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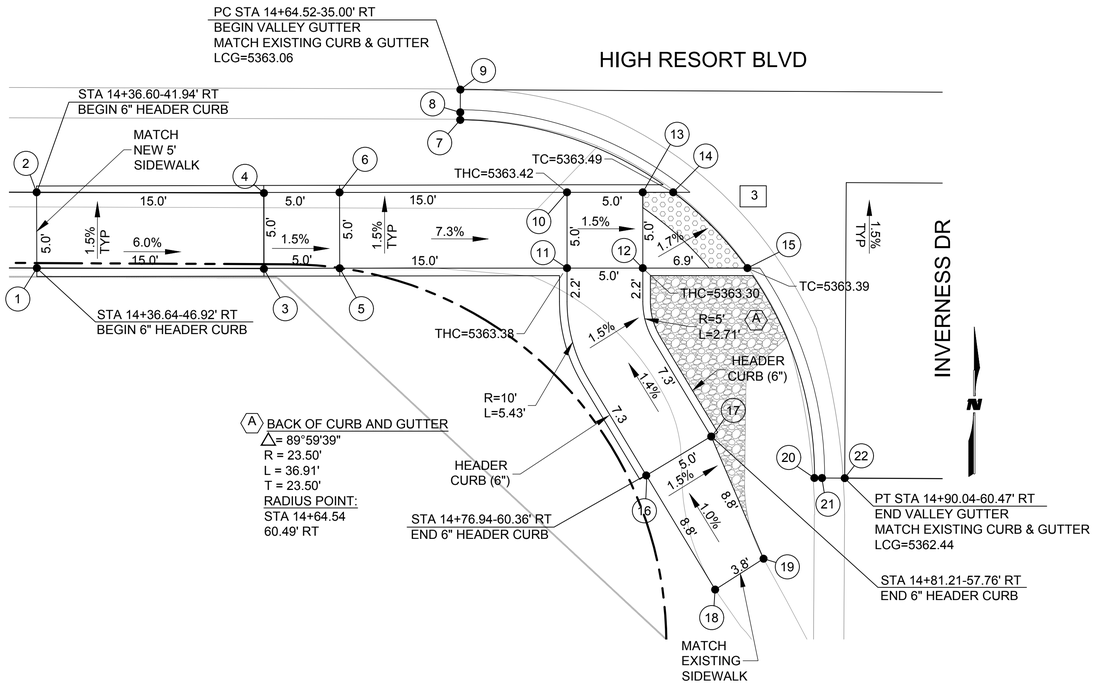
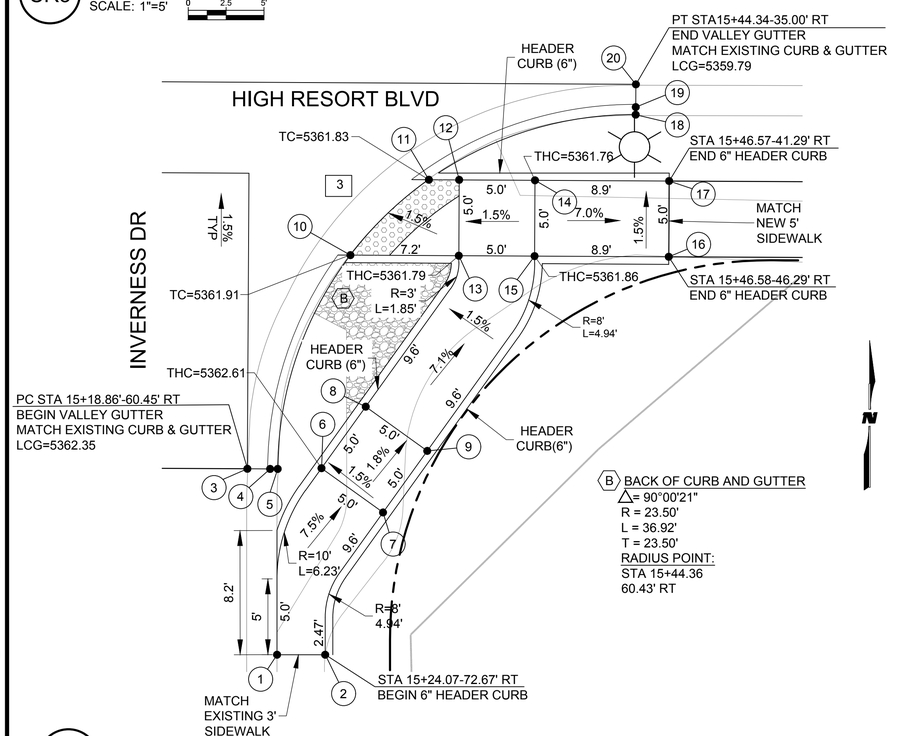


CR3 CURB RAMP @ SW INTERSECTION OF HIGH RESORT BLVD & INVERNESS DR

SCALE: 1"=5'

CR3-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / INVERNESS DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	14+36.64	46.92' RT	5364.97	TOP OF SIDEWALK
2	14+36.60	41.94' RT	5364.99	TOP OF SIDEWALK
3	14+51.63	46.84' RT	5364.13	TOP OF SIDEWALK
4	14+51.58	41.84' RT	5364.05	TOP OF SIDEWALK
5	14+56.63	46.81' RT	5364.05	TOP OF SIDEWALK
6	14+56.58	41.81' RT	5363.98	TOP OF SIDEWALK
7	14+64.52	36.98' RT	5363.65	TOP OF CURB AND GUTTER
8	14+64.52	36.48' RT	5362.98	FLOWLINE OF CURB AND GUTTER
9	14+64.52	34.98' RT	5363.06	LIP OF CURB AND GUTTER
10	14+71.60	41.71' RT	5362.93	TOP OF SIDEWALK
11	14+71.63	46.71' RT	5362.93	TOP OF SIDEWALK
12	14+76.63	46.68' RT	5362.85	TOP OF SIDEWALK
13	14+76.59	41.68' RT	5362.85	TOP OF SIDEWALK
14	14+78.60	41.66' RT	5362.82	BACK OF CURB
15	14+83.52	46.63' RT	5362.72	BACK OF CURB
16	14+76.94	60.36' RT	5363.11	TOP OF SIDEWALK
17	14+81.21	57.76' RT	5363.03	TOP OF SIDEWALK
18	14+81.53	67.86' RT	5363.27	TOP OF SIDEWALK MATCH EXISTING
19	14+84.71	65.80' RT	5363.07	TOP OF SIDEWALK MATCH EXISTING
20	14+88.04	60.45' RT	5363.03	TOP OF CURB AND GUTTER
21	14+88.54	60.45' RT	5362.36	FLOWLINE OF CURB AND GUTTER
22	14+90.04	60.45' RT	5362.44	LIP OF CURB AND GUTTER



CR4 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & INVERNESS DR

SCALE: 1"=5'

CR4-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / INVERNESS DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	15+20.89	72.69' RT	5362.96	TOP OF SIDEWALK MATCH EXISTING
2	15+24.07	72.67' RT	5363.16	TOP OF SIDEWALK MATCH EXISTING
3	15+18.86	60.45' RT	5362.35	LIP OF CURB AND GUTTER
4	15+20.19	60.45' RT	5362.27	FLOWLINE OF CURB AND GUTTER
5	15+20.86	60.45' RT	5362.94	TOP OF CURB AND GUTTER (8")
6	15+23.75	60.37' RT	5362.11	TOP OF SIDEWALK
7	15+27.83	63.26' RT	5362.19	TOP OF SIDEWALK
8	15+26.64	56.29' RT	5362.02	TOP OF SIDEWALK
9	15+30.72	59.18' RT	5362.10	TOP OF SIDEWALK
10	15+25.57	46.29' RT	5361.07	BACK OF CURB
11	15+30.72	41.29' RT	5360.97	BACK OF CURB
12	15+32.72	41.29' RT	5361.00	TOP OF SIDEWALK
13	15+32.72	46.29' RT	5361.07	TOP OF SIDEWALK
14	15+37.72	41.29' RT	5361.07	TOP OF SIDEWALK
15	15+37.72	46.29' RT	5361.15	TOP OF SIDEWALK
16	15+46.58	46.28' RT	5360.51	TOP OF SIDEWALK
17	15+46.57	41.28' RT	5360.34	TOP OF SIDEWALK
18	15+44.34	36.91' RT	5360.38	TOP OF CURB AND GUTTER (8")
19	15+44.34	36.24' RT	5359.71	FLOWLINE OF CURB AND GUTTER
20	15+44.34	34.91' RT	5359.79	LIP OF CURB AND GUTTER

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%.

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 02

DONALD M. DUMAS
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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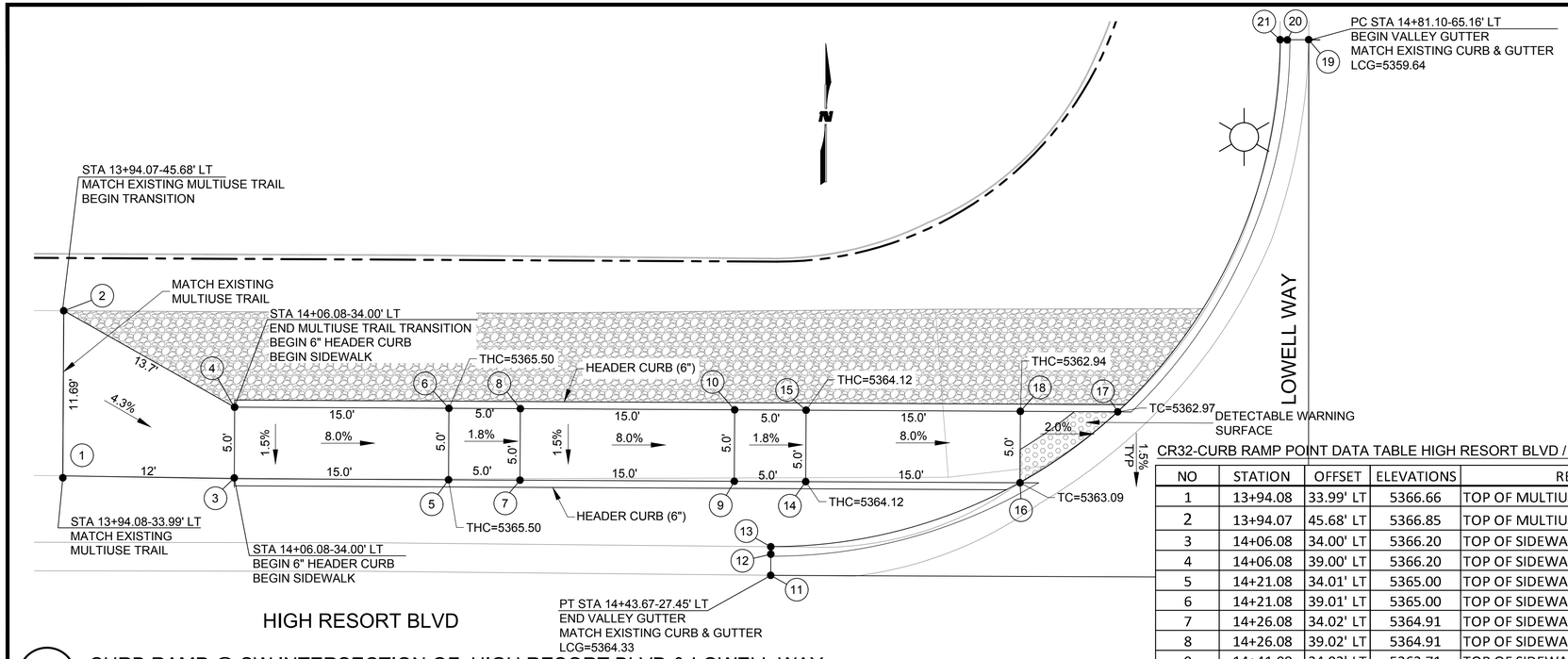
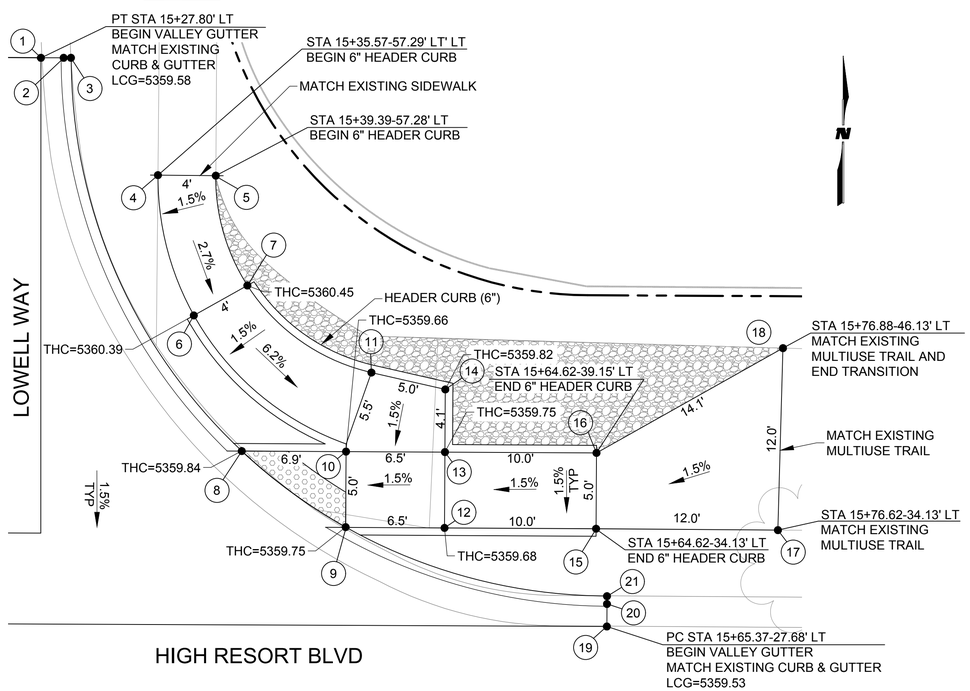


CR32 CURB RAMP @ SW INTERSECTION OF HIGH RESORT BLVD & LOWELL WAY

SCALE: 1"=5'

CR32-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / LOWELL WAY

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	13+94.08	33.99' LT	5366.66	TOP OF MULTIUSE TRAIL
2	13+94.07	45.68' LT	5366.85	TOP OF MULTIUSE TRAIL
3	14+06.08	34.00' LT	5366.20	TOP OF SIDEWALK
4	14+06.08	39.00' LT	5366.20	TOP OF SIDEWALK
5	14+21.08	34.01' LT	5365.00	TOP OF SIDEWALK
6	14+21.08	39.01' LT	5365.00	TOP OF SIDEWALK
7	14+26.08	34.02' LT	5364.91	TOP OF SIDEWALK
8	14+26.08	39.02' LT	5364.91	TOP OF SIDEWALK
9	14+41.08	34.03' LT	5363.71	TOP OF SIDEWALK
10	14+41.08	39.03' LT	5363.71	TOP OF SIDEWALK
11	14+43.67	27.45' LT	5364.33	LIP OF CURB AND GUTTER
12	14+43.67	28.78 LT	5364.25	FLOWLINE OF CURB AND GUTTER
13	14+43.67	29.45' LT	5364.92	TOP OF CURB AND GUTTER
14	14+46.08	34.04' LT	5363.62	TOP OF SIDEWALK
15	14+46.08	39.04' LT	5363.62	TOP OF SIDEWALK
16	14+61.08	34.05' LT	5362.42	BACK OF CURB
17	14+67.92	39.06' LT	5362.30	BACK OF CURB
18	14+61.08	39.05' LT	5362.44	TOP OF SIDEWALK
19	14+81.10	65.16' LT	5359.64	LIP OF CURB AND GUTTER
20	14+79.77	65.15' LT	5368.56	FLOWLINE OF CURB AND GUTTER
21	14+79.10	65.15' LT	5369.23	TOP OF CURB AND GUTTER



CR33 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & LOWELL WAY

SCALE: 1"=5'

CR33-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / LOWELL WAY

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	15+27.80	64.97' LT	5359.58	LIP OF CURB AND GUTTER
2	15+29.13	64.98' LT	5359.50	FLOWLINE OF CURB AND GUTTER
3	15+29.80	64.98' LT	5960.17	TOP OF CURB AND GUTTER
4	15+35.57	57.29' LT	5360.25	TOP OF SIDEWALK
5	15+39.39	57.28' LT	5360.08	TOP OF SIDEWALK
6	15+37.99	48.05' LT	5359.89	TOP OF SIDEWALK
7	15+41.52	50.05' LT	5359.95	TOP OF SIDEWALK
8	15+41.19	39.12' LT	5359.17	BACK OF CURB
9	15+48.10	34.13' LT	5359.08	BACK OF CURB
10	15+48.09	39.13' LT	5359.16	TOP OF SIDEWALK
11	15+49.74	44.35' LT	5359.23	TOP OF SIDEWALK
12	15+54.62	34.13' LT	5359.18	TOP OF SIDEWALK
13	15+54.62	39.14' LT	5359.25	TOP OF SIDEWALK
14	15+54.62	43.27' LT	5359.32	TOP OF SIDEWALK
15	15+64.62	34.13' LT	5359.33	TOP OF SIDEWALK
16	15+64.62	39.15' LT	5359.40	TOP OF SIDEWALK
17	15+76.62	34.13' LT	5359.15	TOP OF MULTIUSE TRAIL
18	15+76.88	46.13' LT	5359.40	TOP OF MULTIUSE TRAIL
19	15+65.37	27.68' LT	5359.78	LIP OF CURB AND GUTTER
20	15+65.37	29.01' LT	5358.86	FLOWLINE OF CURB AND GUTTER
21	15+65.37	29.68' LT	5359.53	TOP OF CURB AND GUTTER

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEETAND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%.

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

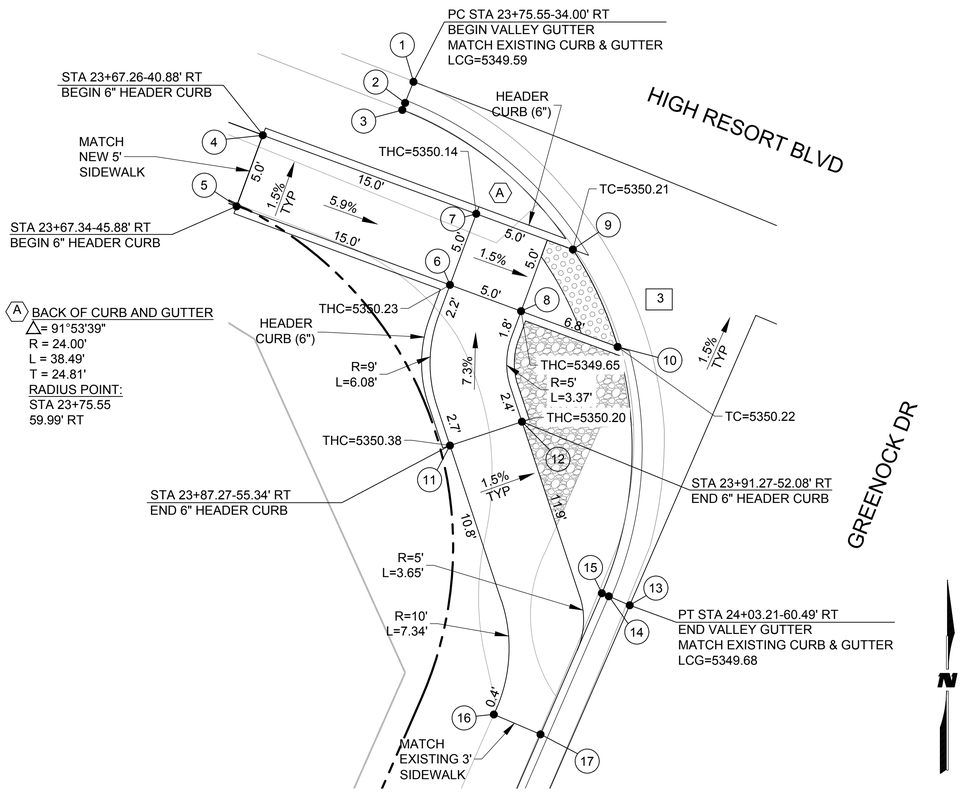
INTERSECTION RAMP PLAN 03

DONALD M. DUDA
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\INTERSECTION RAMP PLANS\C-INTERSECTION RAMP PLAN 02_PW1611.DWG9/14/2016 6:07 PM

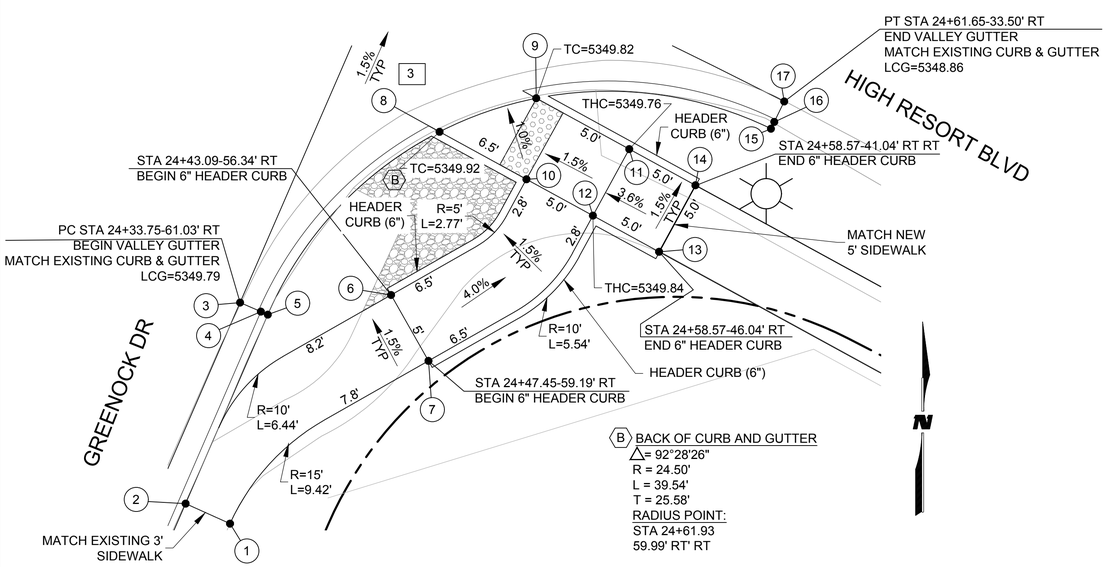


CR5 CURB RAMP @ SW INTERSECTION OF HIGH RESORT BLVD & GREENOCK DR

SCALE: 1"=5'

CR5-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / GREENOCK DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	23+75.55	34.00' RT	5349.59	LIP OF CURB AND GUTTER
2	23+75.55	35.33' RT	5349.51	FLOWLINE OF CURB AND GUTTER
3	23+75.55	36.00' RT	5350.18	TOP OF CURB AND GUTTER
4	23+67.26	40.88' RT	5350.53	TOP OF SIDEWALK
5	23+67.34	45.88' RT	5350.61	TOP OF SIDEWALK
6	23+83.06	45.52' RT	5349.73	TOP OF SIDEWALK
7	23+82.90	40.53' RT	5349.64	TOP OF SIDEWALK
8	23+88.29	45.36' RT	5349.65	TOP OF SIDEWALK
9	23+90.00	40.31' RT	5349.54	BACK OF CURB
10	23+95.41	45.10' RT	5349.55	BACK OF CORB
11	23+87.27	55.34' RT	5350.28	TOP OF SIDEWALK
12	23+91.27	52.08' RT	5350.20	TOP OF SIDEWALK
13	24+03.21	60.49' RT	5349.68	LIP OF CURB AND GUTTER
14	24+01.88	60.48' RT	5349.60	FLOWLINE OF CURB AND GUTTER
15	24+01.21	60.48' RT	5350.27	TOP OF CURB AND GUTTER
16	23+97.39	70.61' RT	5350.29	TOP OF SIDEWALK
17	24+01.00	70.62' RT	5350.11	TOP OF SIDEWALK



CR6 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & GREENOCK DR

SCALE: 1"=5'

CR6-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / GREENOCK DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	24+39.74	74.52' RT	5350.42	TOP OF SIDEWALK
2	24+36.28	74.57' RT	5350.24	TOP OF SIDEWALK
3	24+33.75	61.03' RT	5349.79	LIP OF CURB AND GUTTER
4	24+35.08	61.00' RT	5349.71	FLOWLINE OF CURB AND GUTTER
5	24+35.75	60.98' RT	5350.38	TOP OF CURB AND GUTTER
6	24+43.09	56.34' RT	5349.85	TOP OF SIDEWALK
7	24+47.45	59.19' RT	5349.93	TOP OF SIDEWALK
8	24+41.29	45.24' RT	5349.25	BACK OF CURB
9	24+46.31	40.50' RT	5349.15	BACK OF CURB
10	24+48.10	45.59' RT	5349.26	TOP OF SIDEWALK
11	24+53.57	40.83' RT	5349.26	TOP OF SIDEWALK
12	24+53.57	45.83' RT	5349.34	TOP OF SIDEWALK
13	24+58.57	46.04' RT	5349.52	TOP OF SIDEWALK
14	24+58.57	41.04' RT	5349.44	TOP OF SIDEWALK
15	24+61.67	35.50' RT	5349.45	TOP OF CURB AND GUTTER
16	24+61.67	34.83' RT	5348.78	FLOWLINE OF CURB AND GUTTER
17	24+61.67	33.50' RT	5348.86	LIP OF CURB AND GUTTER

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%.

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
7			
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2			
1			

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

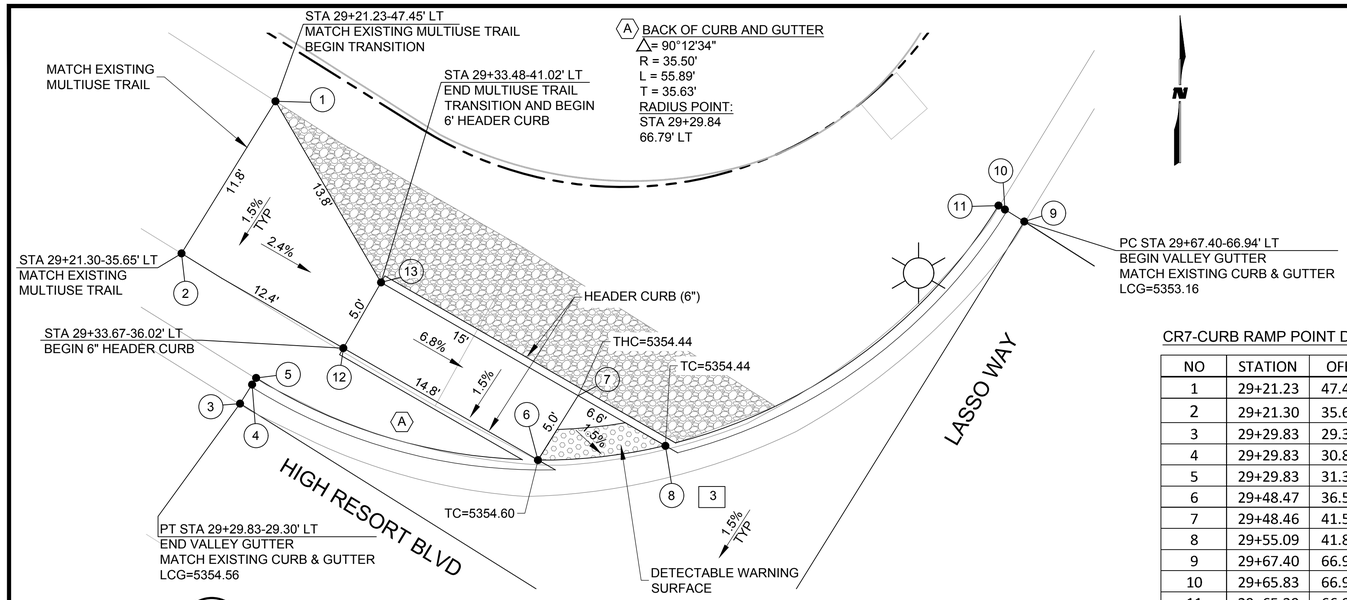
INTERSECTION RAMP PLAN 04

DOUGLAS M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\INTERSECTION RAMP PLANS\C-INTERSECTION RAMP PLAN 03_PW1611.DWG9/14/2016 6:17 PM

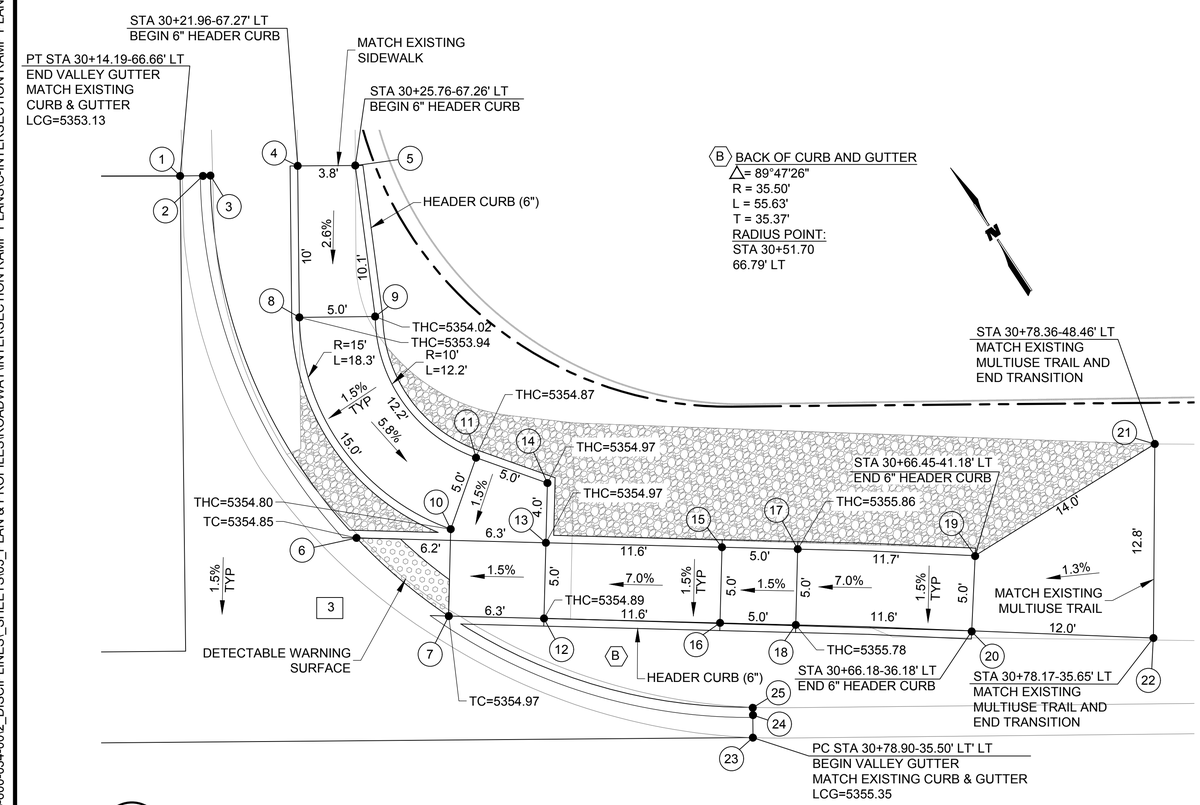


CR7 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & LASSO WAY

SCALE: 1"=5' 0 2.5 5'

CR7-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD /LASSO WAY

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	29+21.23	47.45' LT	5355.32	TOP OF MULTIUSE TRAIL
2	29+21.30	35.65' LT	5355.21	TOP OF MULTIUSE TRAIL
3	29+29.83	29.30' LT	5354.56	LIP OF CURB AND GUTTER
4	29+29.83	30.80' LT	5354.48	FLOWLINE OF CURB AND GUTTER
5	29+29.83	31.30' LT	5355.15	TOP OF CURB AND GUTTER (8")
6	29+48.47	36.58' LT	5353.93	BACK OF CURB
7	29+48.46	41.58' LT	5353.94	TOP OF SIDEWALK
8	29+55.09	41.83' LT	5353.81	BACK OF CURB
9	29+67.40	66.94' LT	5353.16	LIP OF CURB AND GUTTER
10	29+65.83	66.93' LT	5353.08	FLOWLINE OF CURB AND GUTTER
11	29+65.39	66.93' LT	5353.75	TOP OF CURB AND GUTTER (8")
12	29+33.67	36.02' LT	5354.92	TOP OF SIDEWALK
13	29+33.48	41.02' LT	5354.99	TOP OF SIDEWALK



CR8 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD & LASSO WAY

SCALE: 1"=5' 0 2.5 5'

CR8-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD /LASSO WAY

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	30+14.19	66.65' LT	5353.13	LIP OF CURB AND GUTTER
2	30+15.52	66.65' LT	5353.05	FLOWLINE OF CURB AND GUTTER
3	30+16.19	66.65' LT	5353.72	TOP OF CURB AND GUTTER (8")
4	30+21.96	67.27' LT	5353.75	TOP OF SIDEWALK
5	30+25.76	67.26' LT	5353.75	TOP OF SIDEWALK
6	30+25.64	42.68' LT	5354.18	BACK OF CURB
7	30+31.68	37.48' LT	5354.30	BACK OF CURB
8	30+21.99	57.27' LT	5353.44	TOP OF SIDEWALK
9	30+26.99	57.28' LT	5353.52	TOP OF SIDEWALK
10	30+31.86	43.21' LT	5354.30	TOP OF SIDEWALK
11	30+33.57	47.91' LT	5354.37	TOP OF SIDEWALK
12	30+37.97	37.27' LT	5354.39	TOP OF SIDEWALK
13	30+38.13	42.26' LT	5354.47	TOP OF SIDEWALK
14	30+38.27	46.20' LT	5354.47	TOP OF SIDEWALK
15	30+49.75	41.87' LT	5355.28	TOP OF SIDEWALK
16	30+49.58	36.88' LT	5355.21	TOP OF SIDEWALK
17	30+54.74	41.71' LT	5355.36	TOP OF SIDEWALK
18	30+54.58	36.71' LT	5355.28	TOP OF SIDEWALK
19	30+66.45	41.18' LT	5356.17	TOP OF SIDEWALK
20	30+66.18	36.18' LT	5356.09	TOP OF SIDEWALK
21	30+78.36	48.46' LT	5356.40	TOP OF MULTIUSE TRAIL
22	30+78.17	35.65' LT	5356.21	TOP OF MULTIUSE TRAIL
23	30+51.69	29.30' LT	5355.35	LIP OF CURB AND GUTTER
24	30+51.69	30.63' LT	5355.27	FLOWLINE OF CURB AND GUTTER
25	30+51.69	31.30'LT	5355.94	TOP OF CURB AND GUTTER (8")

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
PH (505) 898-8021
FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 05

DONALD M. DUMAS NEW MEXICO 17616 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

3-15

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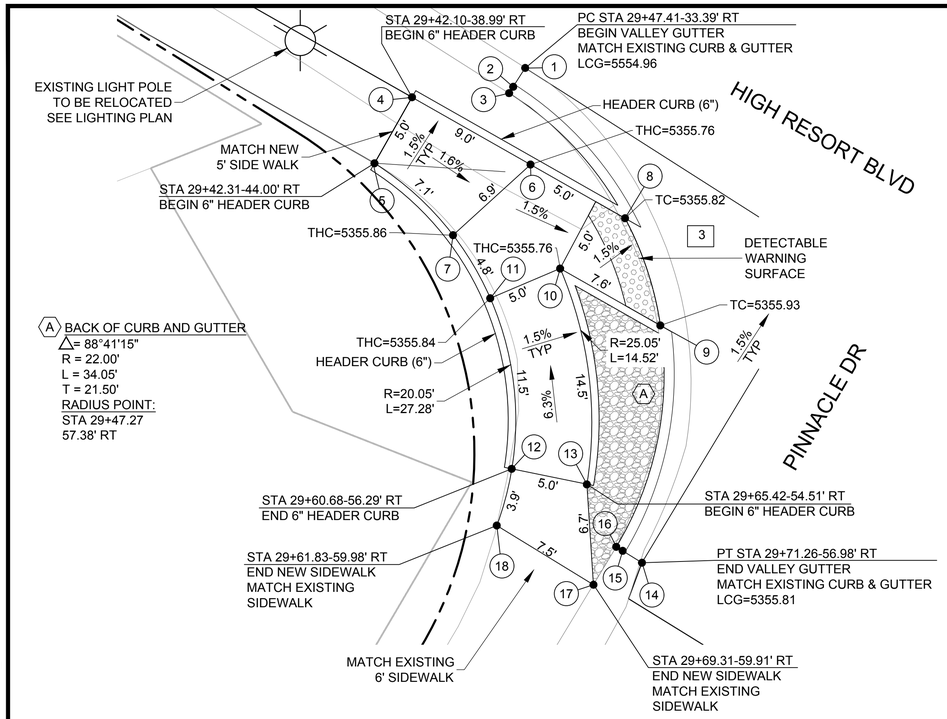
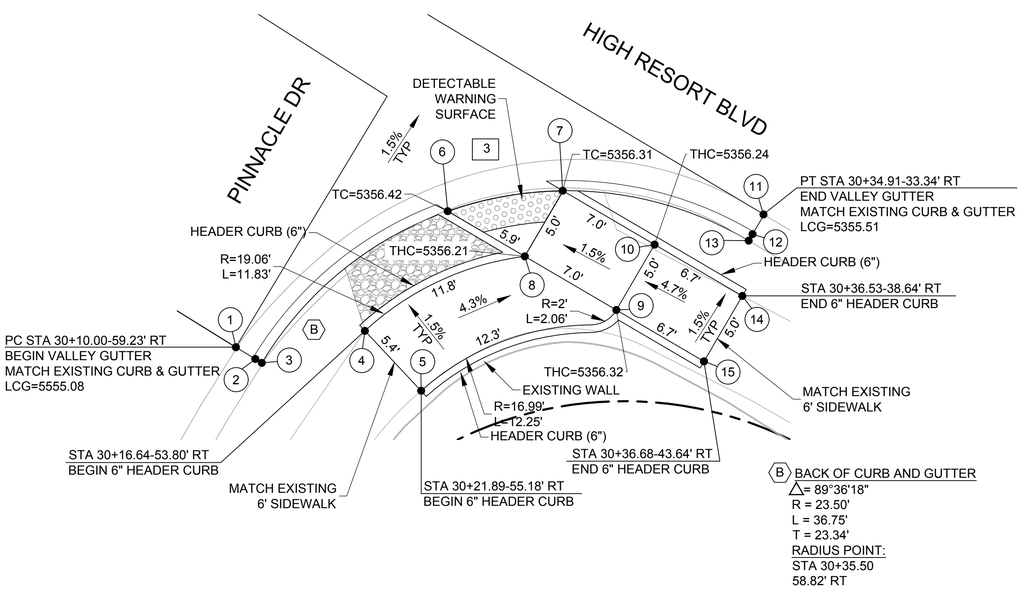


CR9 CURB RAMP @ SW INTERSECTION OF HIGH RESORT BLVD & PINNACLE DR

SCALE: 1"=5'

CR9-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / PINNACLE DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	29+47.41	33.39' RT	5554.96	LIP OF CURB AND GUTTER
2	29+47.39	34.72' RT	5554.78	FLOWLINE OF CURB AND GUTTER
3	29+47.39	35.39' RT	5555.45	TOP OF CURB AND GUTTER (8")
4	29+42.10	39.00' RT	5355.54	TOP OF SIDEWALK
5	29+42.31	44.00' RT	5355.36	TOP OF SIDEWALK
6	29+51.09	38.61' RT	5355.26	TOP OF SIDEWALK
7	29+49.22	45.27' RT	5355.36	TOP OF SIDEWALK
8	29+58.25	38.30' RT	5355.15	BACK OF CURB
9	29+63.98	43.06' RT	5355.26	BACK OF CURB
10	29+56.38	43.39' RT	5355.26	TOP OF SIDEWALK
11	29+53.51	47.50' RT	5355.34	TOP OF SIDEWALK
12	29+60.68	56.29' RT	5356.14	TOP OF SIDEWALK
13	29+65.32	54.51' RT	5356.07	TOP OF SIDEWALK
14	29+71.26	56.98' RT	5355.81	LIP OF CURB AND GUTTER
15	29+69.93	56.99' RT	5355.73	FLOWLINE OF CURB AND GUTTER
16	29+69.26	56.99' RT	5556.40	TOP OF CURB AND GUTTER (8")
17	29+69.31	59.91' RT	5356.24	TOP OF SIDEWALK
18	29+61.83	59.98' RT	5356.34	TOP OF SIDEWALK



CR10 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & PINNACLE DR

SCALE: 1"=5'

CR10-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / PINNACLE DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	30+10.00	59.23' RT	5356.08	LIP OF CURB AND GUTTER
2	30+11.33	59.22' RT	5356.00	FLOWLINE OF CURB AND GUTTER
3	30+12.00	59.20' RT	5356.67	TOP OF CURB AND GUTTER (8")
4	30+16.64	53.80' RT	5356.35	TOP OF SIDEWALK
5	30+21.89	55.18' RT	5356.27	TOP OF SIDEWALK
6	30+17.09	44.21' RT	5355.75	BACK OF CURB
7	30+22.84	39.04' RT	5355.64	BACK OF CURB
8	30+22.98	44.04' RT	5355.71	TOP OF SIDEWALK
9	30+29.98	43.83' RT	5355.82	TOP OF SIDEWALK
10	30+29.83	38.84' RT	5355.74	TOP OF SIDEWALK
11	30+34.91	33.34' RT	5355.51	LIP OF CURB AND GUTTER
12	30+34.94	34.67' RT	5355.43	FLOWLINE OF CURB AND GUTTER
13	30+34.96	35.34' RT	5356.10	TOP OF CURB AND GUTTER (8")
14	30+36.53	38.64' RT	5356.04	TOP OF SIDEWALK
15	30+36.68	43.64' RT	5356.14	TOP OF SIDEWALK

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 06

DONALD M. DURAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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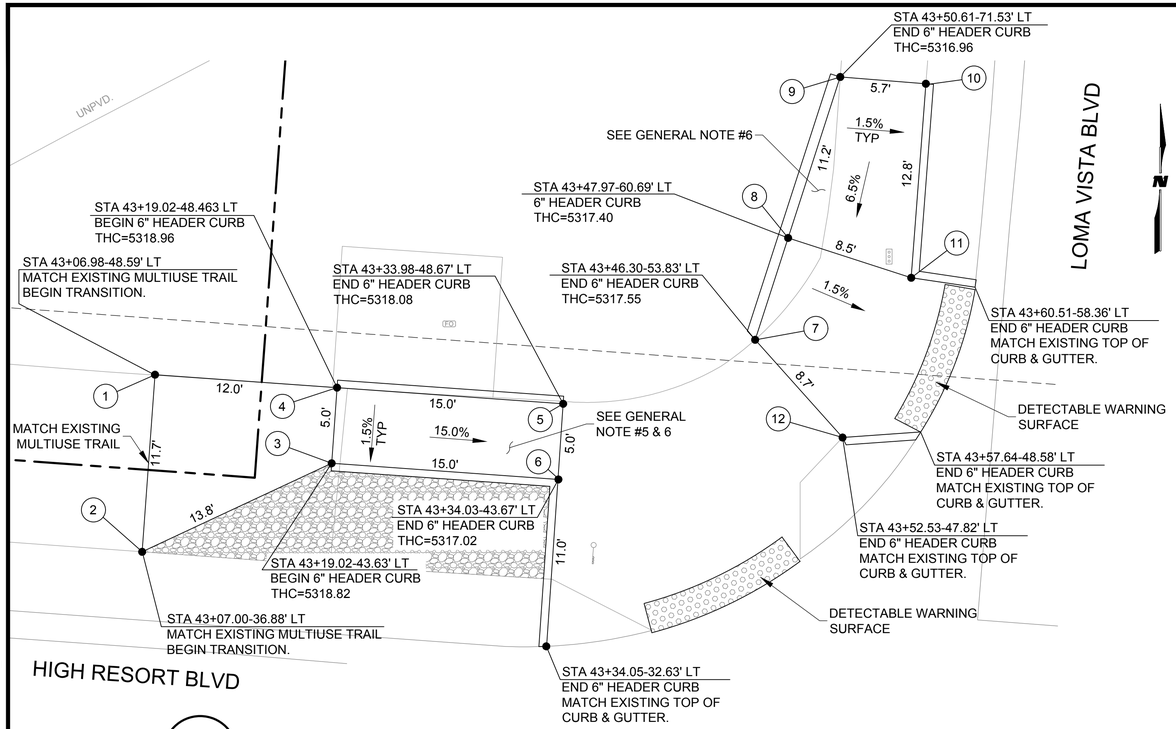
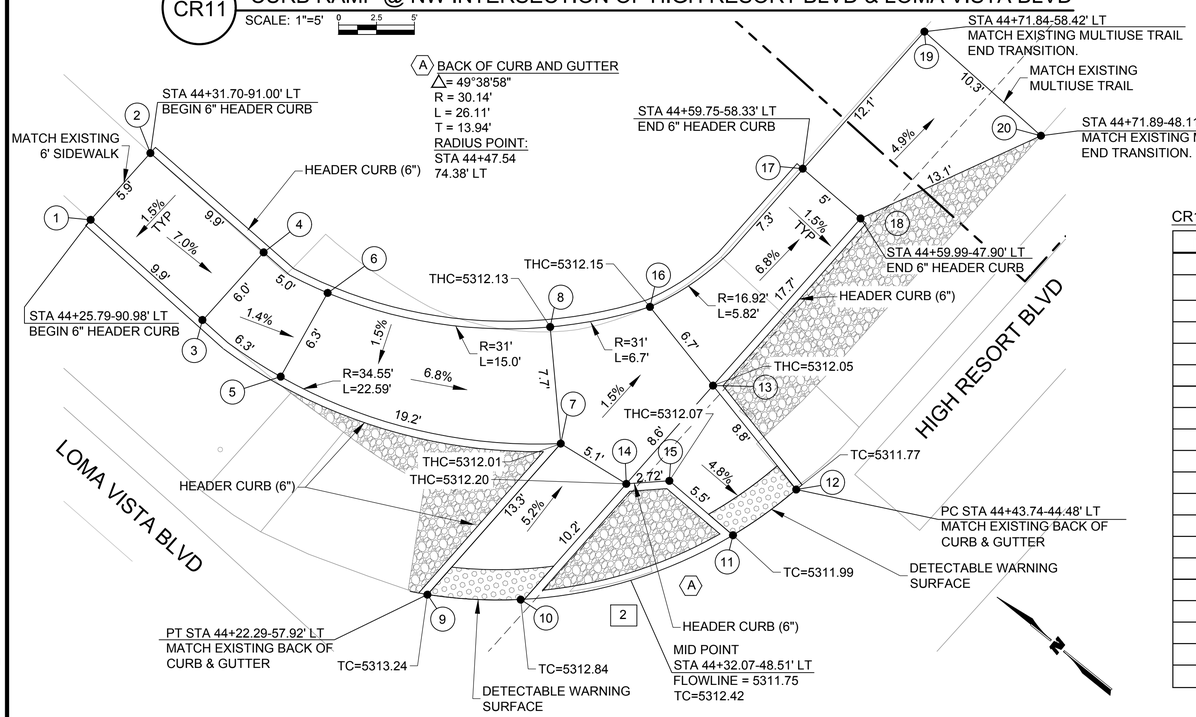


CR11 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & LOMA VISTA BLVD

SCALE: 1"=5'

CR11-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / LOMA VISTA BLVD

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	43+06.98	48.59' LT	5319.55	TOP OF MULTIUSE TRAIL
2	43+07.00	36.88' LT	5319.40	TOP OF MULTIUSE TRAIL
3	43+19.03	43.63' LT	5318.82	TOP OF SIDEWALK
4	43+19.02	48.63' LT	5318.96	TOP OF SIDEWALK
5	43+33.98	48.67' LT	5316.69	TOP OF SIDEWALK
6	43+34.03	43.67' LT	5316.52	TOP OF SIDEWALK
7	43+46.30	53.83' LT	5316.16	MATCH EXISTING TOP OF SIDEWALK
8	43+47.97	60.69' LT	5316.17	TOP OF SIDEWALK
9	43+50.61	71.53' LT	5316.96	MATCH EXISTING TOP OF SIDEWALK
10	43+56.28	71.51' LT	5316.91	MATCH EXISTING TOP OF SIDEWALK
11	43+56.26	58.67' LT	5316.12	MATCH EXISTING TOP OF SIDEWALK
12	43+52.53	47.82' LT	5316.26	MATCH EXISTING TOP OF SIDEWALK



CR12 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD & LOMA VISTA BLVD

SCALE: 1"=5'

CR12-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / LOMA VISTA BLVD

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	44+25.79	90.98' LT	5313.82	TOP OF SIDEWALK
2	44+31.70	91.00' LT	5313.80	TOP OF SIDEWALK
3	44+25.83	78.84' LT	5313.03	TOP OF SIDEWALK
4	44+31.86	78.80' LT	5313.12	TOP OF SIDEWALK
5	44+26.50	74.74' LT	5312.94	TOP OF SIDEWALK
6	44+32.55	76.10' LT	5313.04	TOP OF SIDEWALK
7	44+35.59	58.05' LT	5311.78	TOP OF SIDEWALK
8	44+40.84	63.72' LT	5311.90	TOP OF SIDEWALK
9	44+22.29	57.92' LT	5312.57	BACK OF CURB
10	44+26.34	53.06' LT	5312.17	BACK OF CURB
11	44+38.71	45.56' LT	5311.32	BACK OF CURB
12	44+43.74	44.48' LT	5311.10	BACK OF CURB
13	44+45.15	53.15' LT	5311.55	TOP OF SIDEWALK
14	44+36.51	53.06' LT	5311.70	TOP OF SIDEWALK
15	44+38.56	51.08' LT	5311.57	TOP OF SIDEWALK
16	44+46.23	59.72' LT	5311.65	TOP OF SIDEWALK
17	44+59.75	58.30' LT	5310.66	TOP OF SIDEWALK
18	44+59.87	53.30' LT	5310.59	TOP OF SIDEWALK
19	44+71.84	58.42' LT	5310.08	TOP OF MULTIUSE TRAIL
20	44+71.89	48.11' LT	5309.93	TOP OF MULTIUSE TRAIL

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%.
5. SLOPE ON RAMP BASED PER NMDOT STD DWG 608-1 OF 12 GENERAL NOTE #18 TO AVOID CHASING GRADE.
6. CONTRACTOR SHALL MATCH EXISTING COLORED CONCRETE COLOR FOR ALL NEW CONCRETE FLATWORK, INCLUDING ADA RAMPS AND WALLS.

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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FAX (505) 898-8501
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

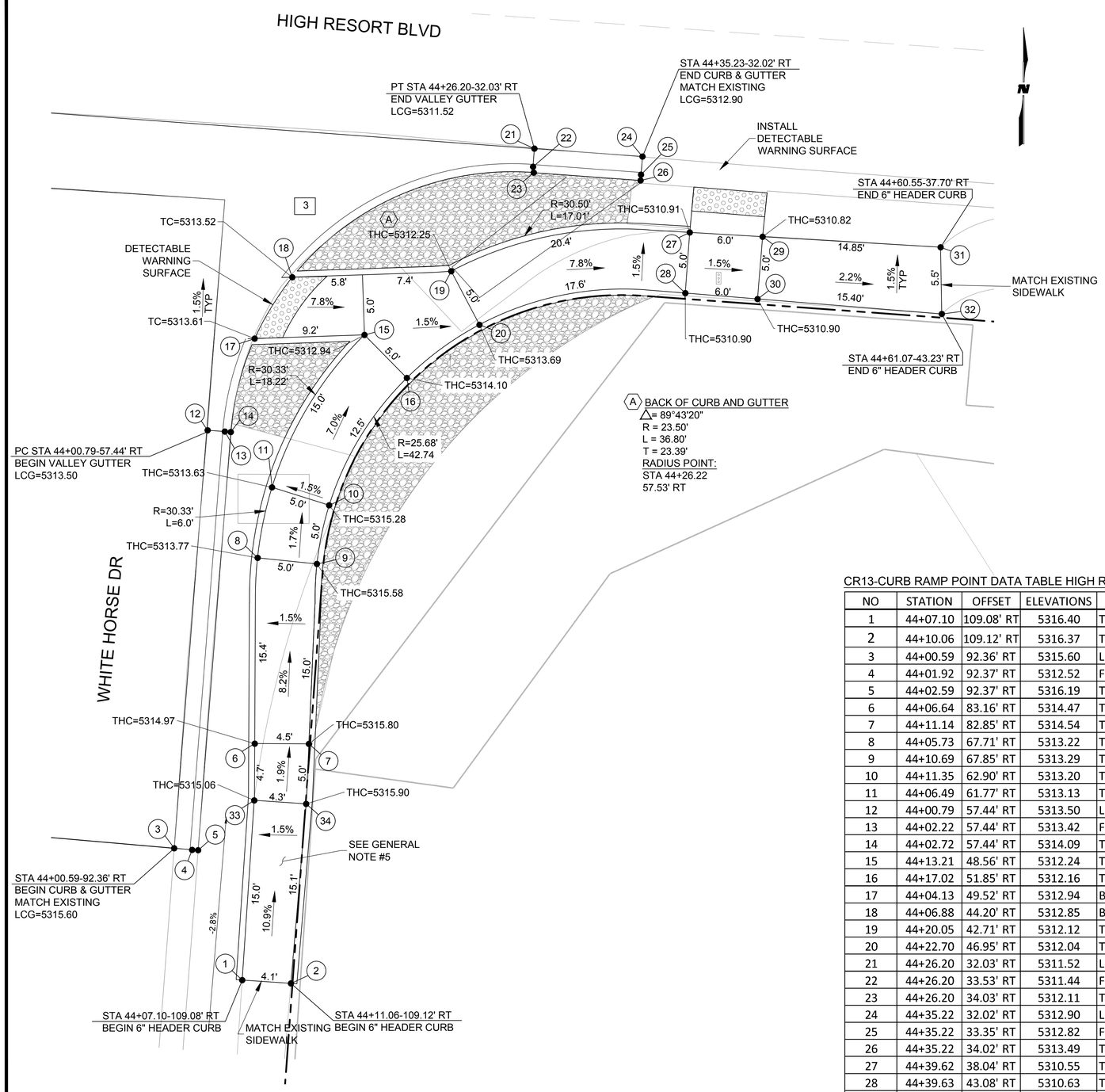
INTERSECTION RAMP PLAN 07

DONALD M. DUNHAM
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\INTERSECTION RAMP PLANS\C-INTERSECTION RAMP PLAN 05_PW1611.DWG9/14/2016 6:31 PM



CR13 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & WHITE HORSE DR

SCALE: 1"=5' 0 2.5 5'

CR13-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / WHITE HORSE DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	44+07.10	109.08' RT	5316.40	TOP OF SIDEWALK
2	44+10.06	109.12' RT	5316.37	TOP OF SIDEWALK
3	44+00.59	92.36' RT	5315.60	LIP OF CURB AND GUTTER
4	44+01.92	92.37' RT	5312.52	FLOWLINE OF CURB AND GUTTER
5	44+02.59	92.37' RT	5316.19	TOP OF CURB AND GUTTER
6	44+06.64	83.16' RT	5314.47	TOP OF SIDEWALK
7	44+11.14	82.85' RT	5314.54	TOP OF SIDEWALK
8	44+05.73	67.71' RT	5313.22	TOP OF SIDEWALK
9	44+10.69	67.85' RT	5313.29	TOP OF SIDEWALK
10	44+11.35	62.90' RT	5313.20	TOP OF SIDEWALK
11	44+06.49	61.77' RT	5313.13	TOP OF SIDEWALK
12	44+00.79	57.44' RT	5313.50	LIP OF CURB AND GUTTER
13	44+02.22	57.44' RT	5313.42	FLOWLINE OF CURB AND GUTTER
14	44+02.72	57.44' RT	5314.09	TOP OF CURB AND GUTTER
15	44+13.21	48.56' RT	5312.24	TOP OF SIDEWALK
16	44+17.02	51.85' RT	5312.16	TOP OF SIDEWALK
17	44+04.13	49.52' RT	5312.94	BACK OF CURB
18	44+06.88	44.20' RT	5312.85	BACK OF CURB
19	44+20.05	42.71' RT	5312.12	TOP OF SIDEWALK
20	44+22.70	46.95' RT	5312.04	TOP OF SIDEWALK
21	44+26.20	32.03' RT	5311.52	LIP OF CURB AND GUTTER
22	44+26.20	33.53' RT	5311.44	FLOWLINE OF CURB AND GUTTER
23	44+26.20	34.03' RT	5312.11	TOP OF CURB AND GUTTER
24	44+35.22	32.02' RT	5312.90	LIP OF CURB AND GUTTER
25	44+35.22	33.35' RT	5312.82	FLOWLINE OF CURB AND GUTTER
26	44+35.22	34.02' RT	5313.49	TOP OF CURB AND GUTTER
27	44+39.62	38.04' RT	5310.55	TOP OF SIDEWALK
28	44+39.63	43.08' RT	5310.63	TOP OF SIDEWALK
29	44+45.70	37.94' RT	5310.46	TOP OF SIDEWALK
30	44+45.67	43.13' RT	5310.54	TOP OF SIDEWALK
31	44+60.55	37.70' RT	5310.03	TOP OF SIDEWALK
32	44+61.07	43.23' RT	5310.01	TOP OF SIDEWALK
33	44+06.95	87.88' RT	5314.56	TOP OF SIDEWALK
34	44+11.28	87.84' RT	5314.62	TOP OF SIDEWALK

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%.
5. SLOPE ON RAMP BASED PER NMDOT STD DWG 608-1 OF 12 GENERAL NOTE #18 TO AVOID CHASING GRADE.

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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FAX (505) 898-8501
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 08

DONALD M. DUMAS
NEW MEXICO
17616
PROFESSIONAL ENGINEER
9/14/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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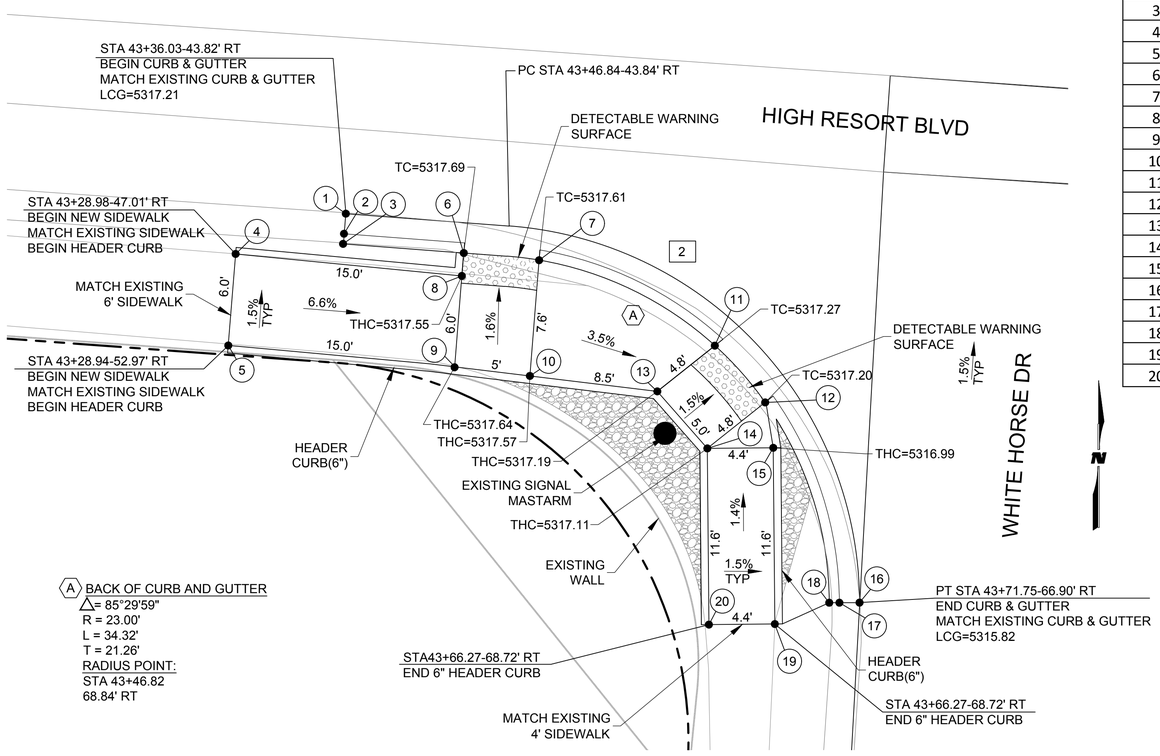

CR14 CURB RAMP @ SW INTERSECTION OF HIGH RESORT BLVD & WHITE HORSE DR

SCALE: 1"=5' 0 2.5 5'

CR14-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / WHITE HORSE DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	43+36.03	43.82' RT	5317.21	LIP OF CURB AND GUTTER
2	43+36.01	45.15' RT	5317.13	FLOWLINE OF CURB AND GUTTER
3	43+36.00	45.82' RT	5317.80	TOP OF CURB AND GUTTER
4	43+28.98	47.01' RT	5318.10	TOP OF SIDEWALK
5	43+28.94	52.97' RT	5318.06	TOP OF SIDEWALK
6	43+43.99	45.83' RT	5317.69	BACK OF CURB
7	43+48.98	45.94' RT	5317.61	BACK OF CURB
8	43+43.97	47.35' RT	5317.05	TOP OF SIDEWALK
9	43+43.97	53.37' RT	5317.14	TOP OF SIDEWALK
10	43+48.94	53.60' RT	5317.07	TOP OF SIDEWALK
11	43+60.96	50.70' RT	5316.60	BACK OF CURB
12	43+64.55	54.19' RT	5316.53	BACK OF CURB
13	43+57.40	53.99' LT	5316.69	TOP OF SIDEWALK
14	43+60.97	57.50' RT	5316.61	TOP OF SIDEWALK
15	43+65.31	57.14' RT	5316.49	TOP OF SIDEWALK
16	43+71.75	66.90' RT	5315.82	LIP OF CURB AND GUTTER
17	43+70.42	67.01' RT	5315.74	FLOWLINE OF CURB AND GUTTER
18	43+69.75	67.06' RT	5316.41	TOP OF CURB AND GUTTER
19	43+66.27	68.72' RT	5316.33	TOP OF SIDEWALK
20	43+61.94	69.09' RT	5316.44	TOP OF SIDEWALK

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 09

DONALD M. DUMAS
NEW MEXICO
17616
PROFESSIONAL ENGINEER
15/1

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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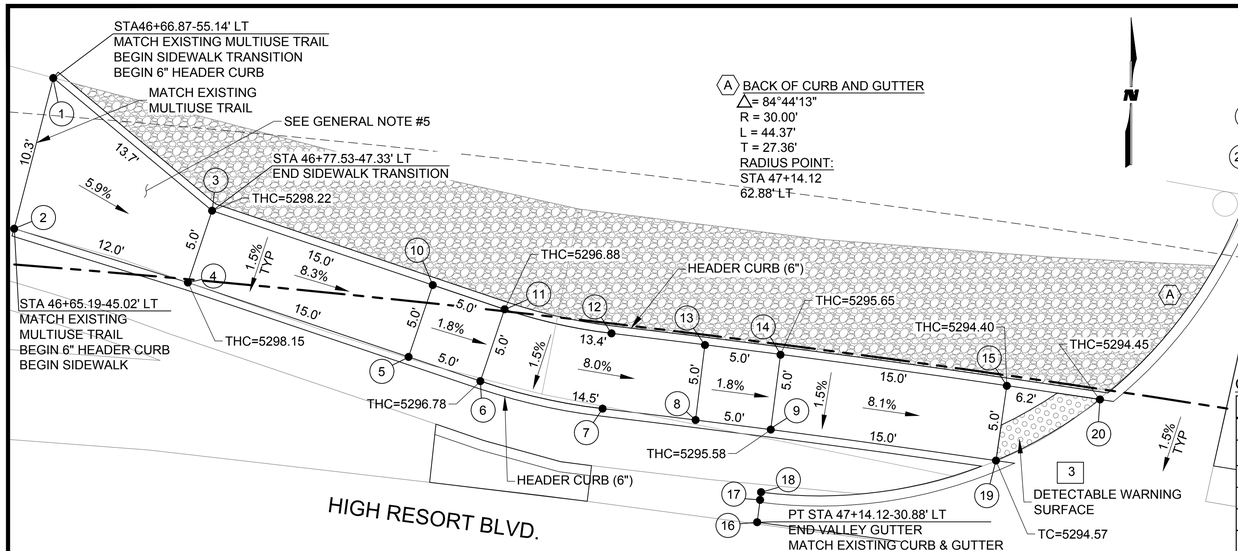
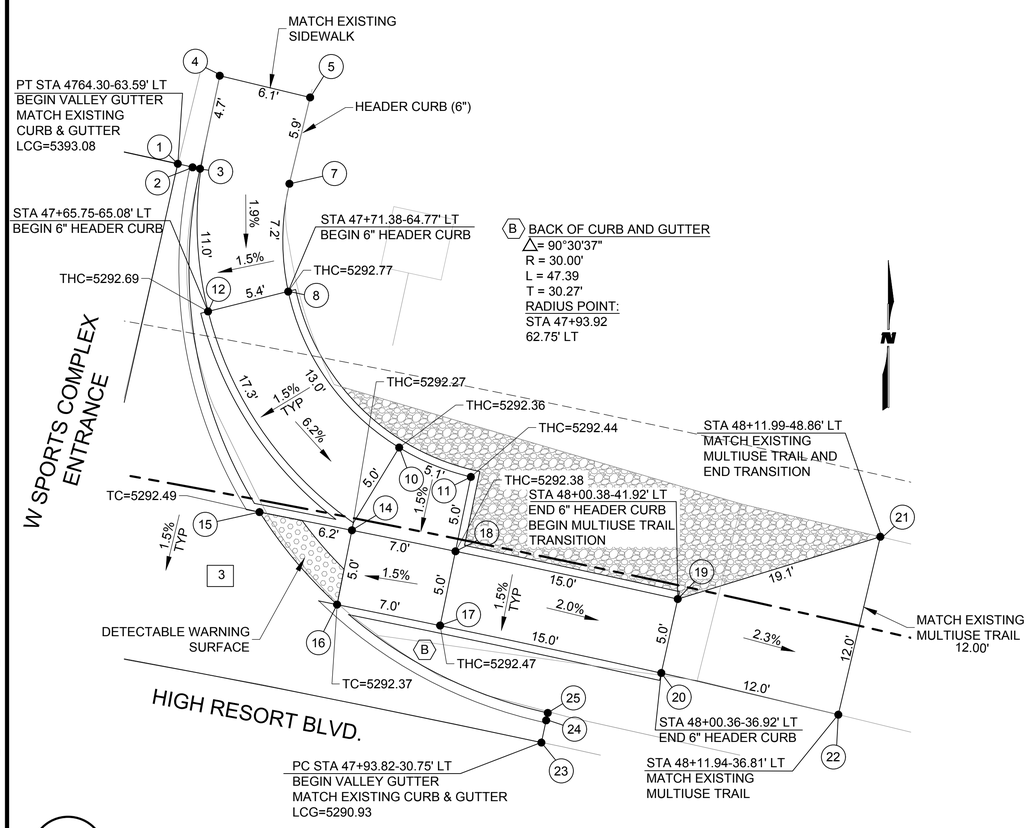


CR15 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & W SPORTS COMPLEX ENTRANCE

SCALE: 1"=5'

CR15-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / SPORTS COMPLEX

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	46+66.87	55.14' LT	5298.54	TOP OF MULTIUSE TRAIL
2	46+65.19	45.02' LT	5298.37	TOP OF MULTIUSE TRAIL
3	46+77.53	47.33' LT	5297.72	TOP OF SIDEWALK
4	46+76.43	42.47' LT	5297.65	TOP OF SIDEWALK
5	46+90.81	39.02' LT	5296.37	TOP OF SIDEWALK
6	46+95.51	37.95' LT	5296.28	TOP OF SIDEWALK
7	47+03.43	37.06' LT	5296.64	TOP OF SIDEWALK
8	47+09.40	37.07' LT	5295.17	TOP OF SIDEWALK
9	47+14.22	37.07' LT	5295.08	TOP OF SIDEWALK
10	46+91.85	43.90' LT	5296.45	TOP OF SIDEWALK
11	46+96.53	42.83' LT	5296.36	TOP OF SIDEWALK
12	47+03.43	42.06' LT	5295.76	TOP OF SIDEWALK
13	47+09.40	42.05' LT	5295.24	TOP OF SIDEWALK
14	47+14.22	42.05' LT	5295.15	TOP OF SIDEWALK
15	47+28.69	42.05' LT	5293.93	TOP OF SIDEWALK
16	47+14.12	30.88' LT	5294.46	LIP OF CURB AND GUTTER
17	47+14.12	32.21' LT	5294.38	FLOWLINE OF CURB AND GUTTER
18	47+14.12	32.88' LT	5295.05	TOP OF CURB AND GUTTER
19	47+28.68	37.07' LT	5293.90	BACK OF CURB
20	47+34.63	42.05' LT	5293.78	BACK OF CURB
21	47+42.29	60.55' LT	5293.86	TOP OF CURB AND GUTTER
22	47+42.96	60.51' LT	5293.19	FLOWLINE OF CURB AND GUTTER
23	47+43.67	60.45' LT	5293.27	LIP OF CURB AND GUTTER



CR16 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD & W SPORTS COMPLEX ENTRANCE

SCALE: 1"=5'

CR16-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / SPORTS COMPLEX

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	47+64.30	63.59' LT	5293.08	LIP OF CURB AND GUTTER
2	47+65.24	63.55' LT	5293.00	FLOWLINE OF CURB AND GUTTER
3	47+65.71	63.53' LT	5293.67	TOP OF CURB AND GUTTER
4	47+65.87	69.82' LT	5293.08	TOP OF SIDEWALK
5	47+71.60	69.50' LT	5292.93	TOP OF SIDEWALK
6				NOT USED
7	47+71.38	64.77' LT	5293.13	TOP OF SIDEWALK
8	47+72.51	56.65' LT	5292.62	TOP OF SIDEWALK
9				NOT USED
10	47+81.20	47.95' LT	5291.86	TOP OF SIDEWALK
11	47+86.00	47.98' LT	5291.94	TOP OF SIDEWALK
12	47+67.81	54.38' LT	5292.69	TOP OF SIDEWALK
13				NOT USED
14	47+79.29	41.98' LT	5291.77	TOP OF SIDEWALK
15	47+73.33	42.00' LT	5291.82	BACK OF CURB
16	47+79.28	36.98' LT	5291.70	BACK OF CURB
17	47+85.97	36.96' LT	5291.80	TOP OF SIDEWALK
18	47+85.98	41.96' LT	5291.88	TOP OF SIDEWALK
19	48+00.38	41.92' LT	5291.58	TOP OF SIDEWALK
20	48+00.36	36.92' LT	5291.50	TOP OF SIDEWALK
21	48+11.99	48.86' LT	5291.32	TOP OF MULTIUSE TRAIL
22	48+11.94	36.81' LT	5291.18	TOP OF MULTIUSE TRAIL
23	47+93.83	30.75' LT	5290.93	LIP OF CURB AND GUTTER
24	47+93.83	32.08' LT	5290.85	FLOWLINE OF CURB AND GUTTER
25	47+93.83	32.75' LT	5291.52	TOP OF CURB AND GUTTER

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%.
5. SLOPE ON TRANSITION SIDEWALK TO MATCH EXISTING ROADWAY GRADE. ADA RAMP BASED PER NMDOT STD DWG 608-1 OF 12 GENERAL NOTE #18 TO AVOID CHASING GRADE.

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 10

DONALD M. DUNAY
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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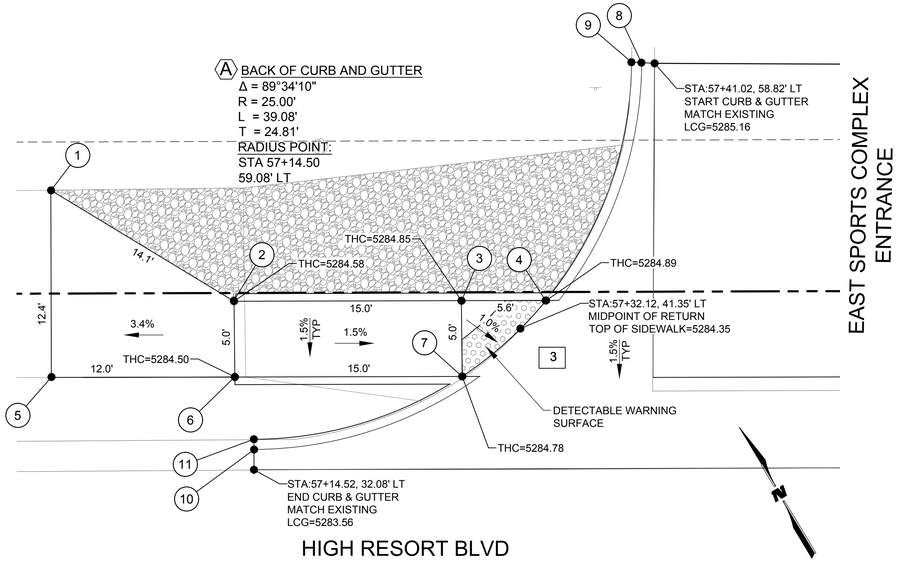
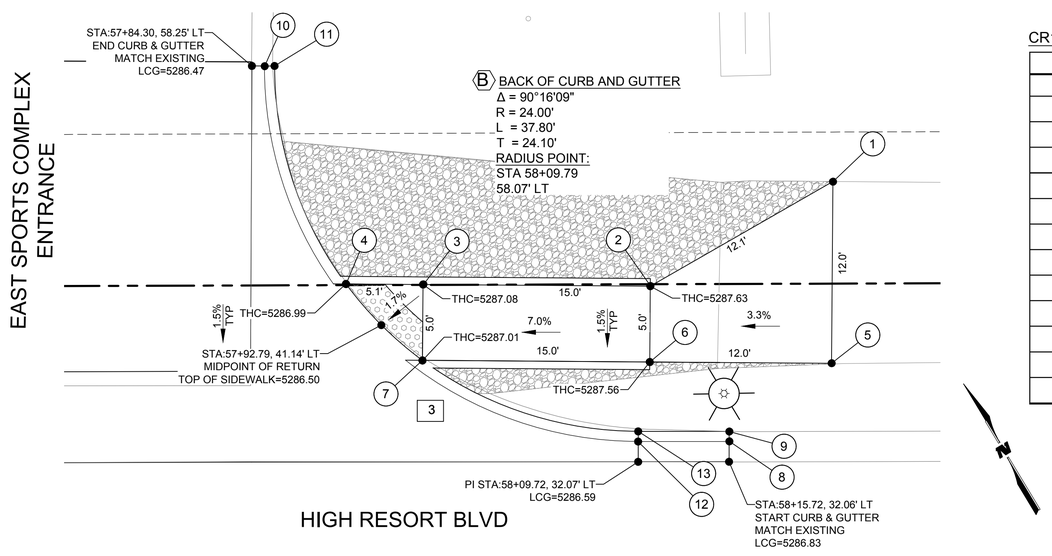


CR17-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / EAST SPORTS COMPLEX ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	57+01.16	50.56' LT	5284.26	TOP OF MULTIUSE TRAIL
2	57+13.23	43.20' LT	5284.58	TOP OF SIDEWALK
3	57+28.23	43.20' LT	5284.35	TOP OF SIDEWALK
4	57+33.83	43.20' LT	5289.35	TOP OF SIDEWALK
5	57+01.16	38.21' LT	5283.96	TOP OF MULTIUSE TRAIL
6	57+13.27	38.20' LT	5284.50	TOP OF SIDEWALK
7	57+28.27	38.20' LT	5284.28	TOP OF SIDEWALK
8	57+40.17	58.91' LT	5285.16	FLOWLINE OF CURB AND GUTTER
9	57+39.50	58.91' LT	5285.66	TOP OF CURB AND GUTTER
10	57+14.52	33.41' LT	5283.56	FLOWLINE OF CURB AND GUTTER
11	57+14.51	34.08' LT	5284.06	TOP OF CURB AND GUTTER

CR17 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & EAST SPORTS COMPLEX ENTRANCE

SCALE: 1"=5' 0 2.5 5'



CR18-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / EAST SPORTS COMPLEX ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	58+22.62	50.53' LT	5288.00	TOP OF MULTIUSE TRAIL
2	58+10.55	43.65' LT	5287.63	TOP OF SIDEWALK
3	57+95.55	43.81' LT	5286.58	TOP OF SIDEWALK
4	57+90.46	43.86' LT	5286.49	TOP OF SIDEWALK
5	58+22.50	38.53' LT	5288.02	TOP OF MULTIUSE TRAIL
6	58+10.50	38.65' LT	5287.56	TOP OF SIDEWALK
7	57+95.50	38.79' LT	5286.51	TOP OF SIDEWALK
8	58+15.72	33.93' LT	5286.83	FLOWLINE OF CURB AND GUTTER
9	58+15.72	34.06' LT	5287.33	TOP OF CURB AND GUTTER
10	57+85.13	58.25' LT	5286.45	FLOWLINE OF CURB AND GUTTER
11	57+85.80	58.24' LT	5286.95	TOP OF CURB AND GUTTER
12	58+09.72	33.41' LT	5286.55	FLOWLINE OF CURB AND GUTTER
13	58+09.72	34.08' LT	5287.05	TOP OF CURB AND GUTTER

CR18 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD & EAST SPORTS COMPLEX ENTRANCE

SCALE: 1"=5' 0 2.5 5'

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

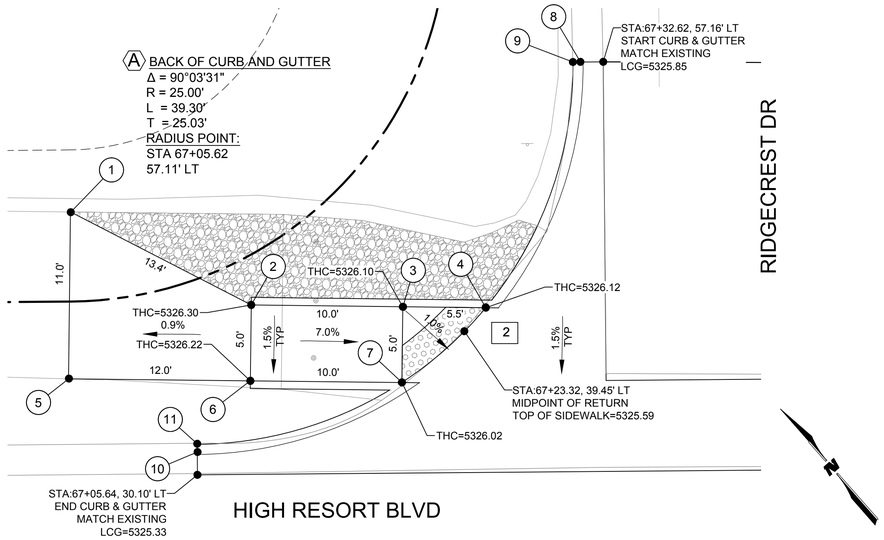
INTERSECTION RAMP PLAN 11

DONALD M. DUNHAM NEW MEXICO 17616 PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\INTERSECTION RAMP PLANS\C-INTERSECTION RAMP PLAN 07_PW1611.DWG9/14/2016 6:44 PM

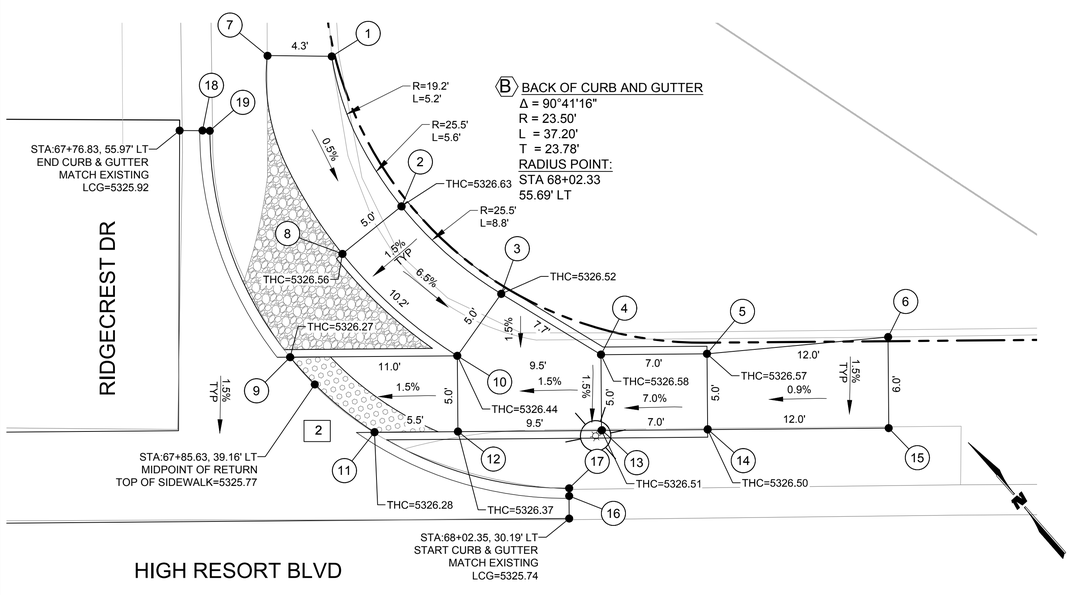


CR17-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / RIDGECREST DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	66+97.39	47.51' LT	5326.19	MATCH EXISTING TOP OF SIDEWALK
2	67+09.27	41.28' LT	5326.30	TOP OF SIDEWALK
3	67+19.27	41.09' LT	5325.60	TOP OF SIDEWALK
4	67+24.73	40.99' LT	5325.62	TOP OF SIDEWALK
5	66+97.18	36.49' LT	5326.09	MATCH EXISTING TOP OF SIDEWALK
6	67+09.18	36.27' LT	5326.22	TOP OF SIDEWALK
7	67+19.18	36.09' LT	5325.52	TOP OF SIDEWALK
8	67+31.30	57.15' LT	5325.85	FLOWLINE OF CURB AND GUTTER
9	67+30.63	57.15' LT	5326.35	TOP OF CURB AND GUTTER
10	67+05.64	31.51' LT	5325.32	FLOWLINE OF CURB AND GUTTER
11	67+05.64	32.18' LT	5325.82	TOP OF CURB AND GUTTER

CR17 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & RIDGECREST DR

SCALE: 1"=5'



CR18-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / RIDGECREST DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	67+86.90	60.80' LT	5326.61	MATCH EXISTING TOP OF SIDEWALK
2	67+91.43	50.86' LT	5326.63	TOP OF SIDEWALK
3	67+97.98	45.04' LT	5306.02	TOP OF SIDEWALK
4	68+04.53	40.98' LT	5326.08	TOP OF SIDEWALK
5	68+11.53	40.99' LT	5326.57	TOP OF SIDEWALK
6	68+23.48	42.01' LT	5326.72	MATCH EXISTING TOP OF SIDEWALK
7	67+82.65	60.88' LT	5325.85	MATCH EXISTING TOP OF SIDEWALK
8	67+87.51	47.75' LT	5326.56	TOP OF SIDEWALK
9	67+84.02	40.96' LT	5325.77	TOP OF SIDEWALK
10	67+95.05	40.97' LT	5325.94	TOP OF SIDEWALK
11	67+89.55	35.97' LT	5325.78	TOP OF SIDEWALK
12	67+95.05	35.97' LT	5325.87	TOP OF SIDEWALK
13	68+04.53	35.98' LT	5326.01	TOP OF SIDEWALK
14	68+11.53	35.99' LT	5326.50	TOP OF SIDEWALK
15	68+23.49	36.00' LT	5326.57	MATCH EXISTING TOP OF SIDEWALK
16	68+02.35	31.52' LT	5325.80	FLOWLINE OF CURB AND GUTTER
17	68+02.35	32.19' LT	5326.30	TOP OF CURB AND GUTTER
18	67+78.16	55.95' LT	5325.75	FLOWLINE OF CURB AND GUTTER
19	67+78.83	55.95' LT	5326.25	TOP OF CURB AND GUTTER

CR18 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & RIDGECREST DR

SCALE: 1"=5'

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE BACK OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 12

DONALD M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

3-22

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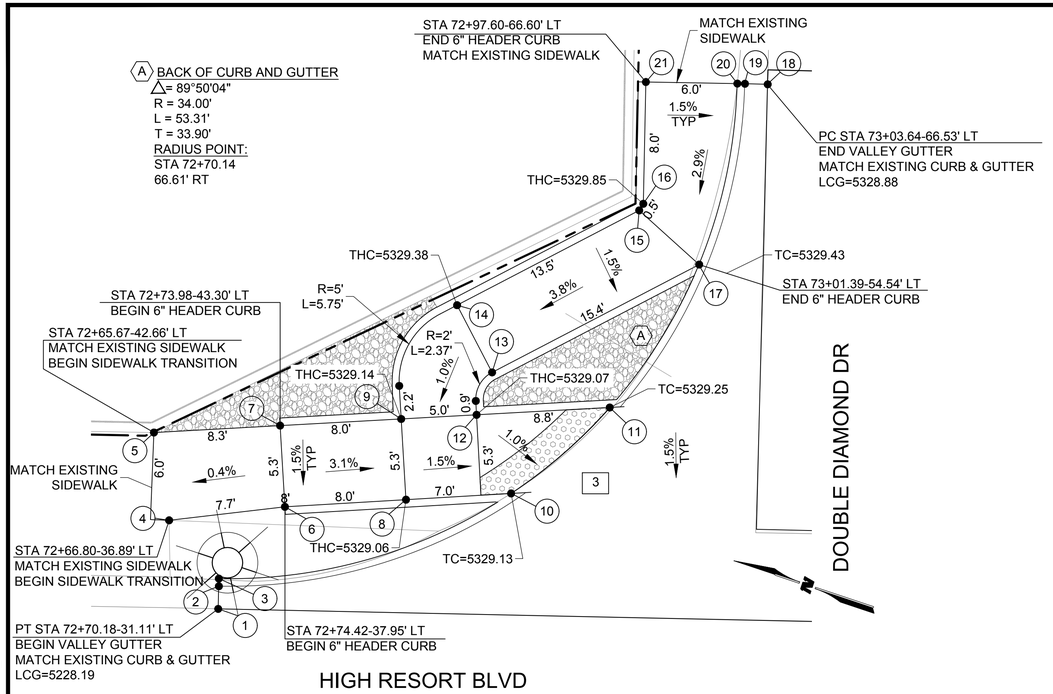
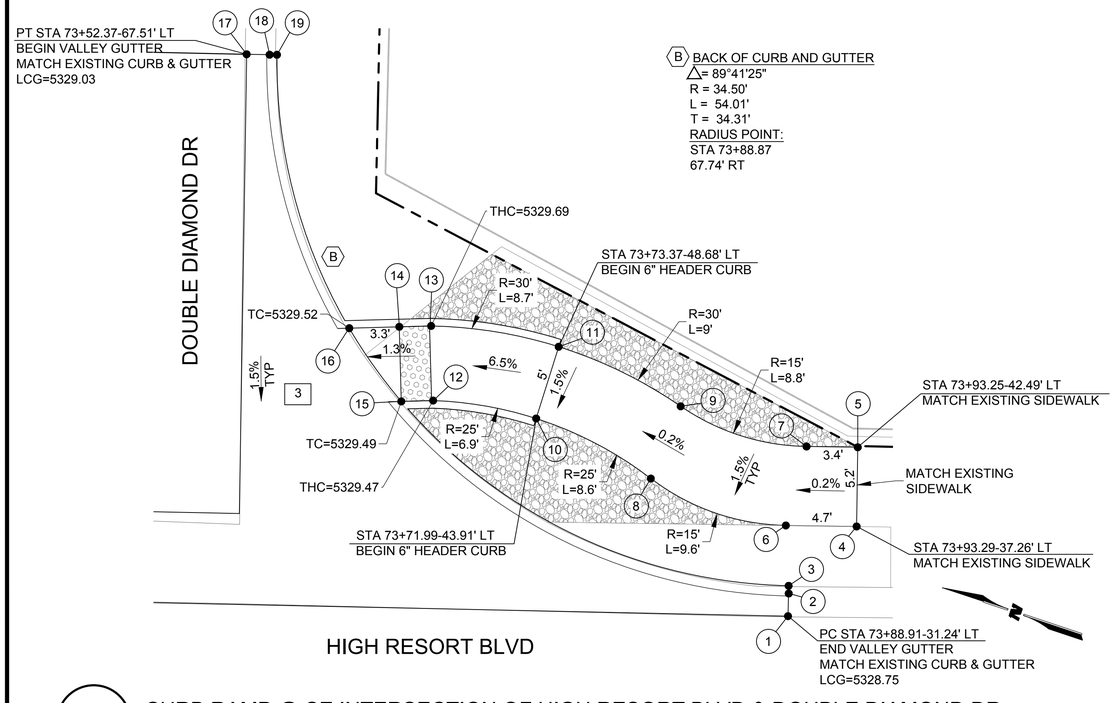


CR21 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD & DOUBLE DIAMOND DR

SCALE: 1"=5'

CR21-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / DOUBLE DIAMOND DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	72+70.18	31.11' LT	5228.19	LIP OF CURB AND GUTTER
2	72+70.18	32.61' LT	5228.11	FLOWLINE OF CURB AND GUTTER
3	72+70.18	33.11' LT	5228.78	TOP OF CURB AND GUTTER
4	72+66.80	36.89' LT	5328.81	TOP OF SIDEWALK
5	72+65.67	42.66' LT	5328.83	TOP OF SIDEWALK
6	72+74.42	37.95' LT	5328.81	TOP OF SIDEWALK
7	72+73.98	43.30' LT	5328.89	TOP OF SIDEWALK
8	72+82.39	38.60' LT	5328.56	TOP OF SIDEWALK
9	72+81.96	43.92' LT	5328.64	TOP OF SIDEWALK
10	72+89.32	39.17' LT	5328.46	BACK OF CURB
11	72+95.72	44.98' LT	5328.58	BACK OF CURB
12	72+86.92	44.30' LT	5328.57	TOP OF SIDEWALK
13	72+87.88	47.12' LT	5328.67	TOP OF SIDEWALK
14	72+84.36	50.89' LT	5328.88	TOP OF SIDEWALK
15	72+97.35	58.00' LT	5329.36	TOP OF SIDEWALK
16	72+97.61	58.46' LT	5329.34	TOP OF SIDEWALK
17	73+01.39	54.54' LT	5329.17	TOP OF SIDEWALK
18	73+05.64	66.53' LT	5328.88	LIP OF CURB AND GUTTER
19	73+04.14	66.53' LT	5328.96	FLOWLINE OF CURB AND GUTTER
20	73+03.64	66.53' LT	5329.47	TOP OF CURB AND GUTTER
21	72+97.60	66.50' LT	5329.51	TOP OF SIDEWALK



CR22 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & DOUBLE DIAMOND DR

SCALE: 1"=5'

CR22-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / DOUBLE DIAMOND DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	73+88.91	31.24' LT	5328.75	LIP OF CURB AND GUTTER
2	73+88.91	32.74' LT	5328.67	FLOWLINE OF CURB AND GUTTER
3	73+88.91	33.24' LT	5329.34	TOP OF CURB AND GUTTER
4	73+93.29	37.26' LT	5329.52	TOP OF SIDEWALK
5	73+93.25	42.49' LT	5329.52	TOP OF SIDEWALK
6	73+88.62	37.23' LT	5329.51	TOP OF SIDEWALK
7	73+89.87	42.46' LT	5329.52	TOP OF SIDEWALK
8	73+79.64	40.12' LT	5329.48	TOP OF SIDEWALK
9	73+81.51	44.93' LT	5329.53	TOP OF SIDEWALK
10	73+71.99	43.91' LT	5329.46	TOP OF SIDEWALK
11	73+73.37	48.68' LT	5329.53	TOP OF SIDEWALK
12	73+65.17	44.95' LT	5328.97	TOP OF SIDEWALK
13	73+64.93	49.86' LT	5329.02	TOP OF SIDEWALK
14	73+62.83	49.76' LT	5328.90	TOP OF SIDEWALK
15	73+63.07	44.84' LT	5328.82	BACK OF CURB
16	73+59.53	49.60' LT	5328.85	BACK OF CURB
17	73+52.37	67.51' LT	5329.03	LIP OF CURB AND GUTTER
18	73+53.87	67.52' LT	5328.95	FLOWLINE OF CURB AND GUTTER
19	73+54.37	67.52' LT	5329.45	TOP OF CURB AND GUTTER

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 13

DONALD M. DUNHAM
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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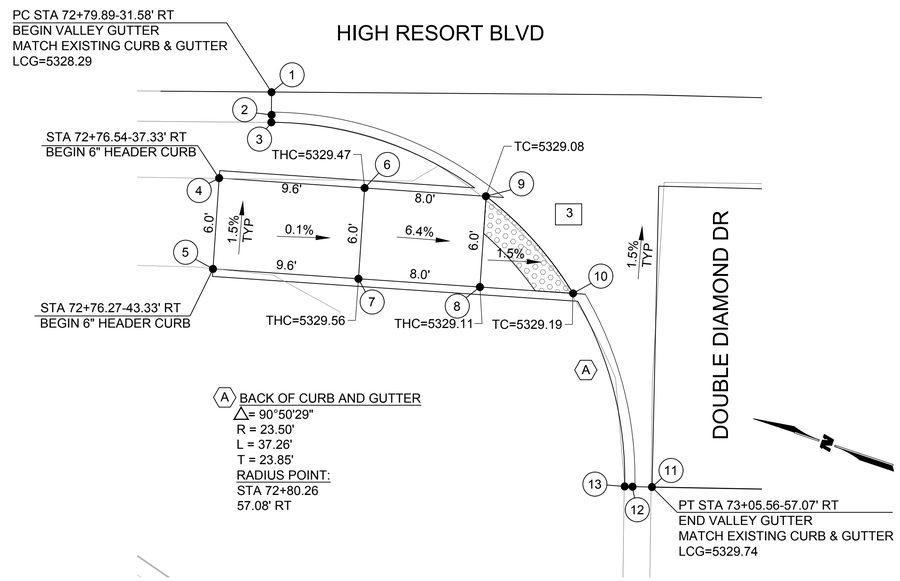
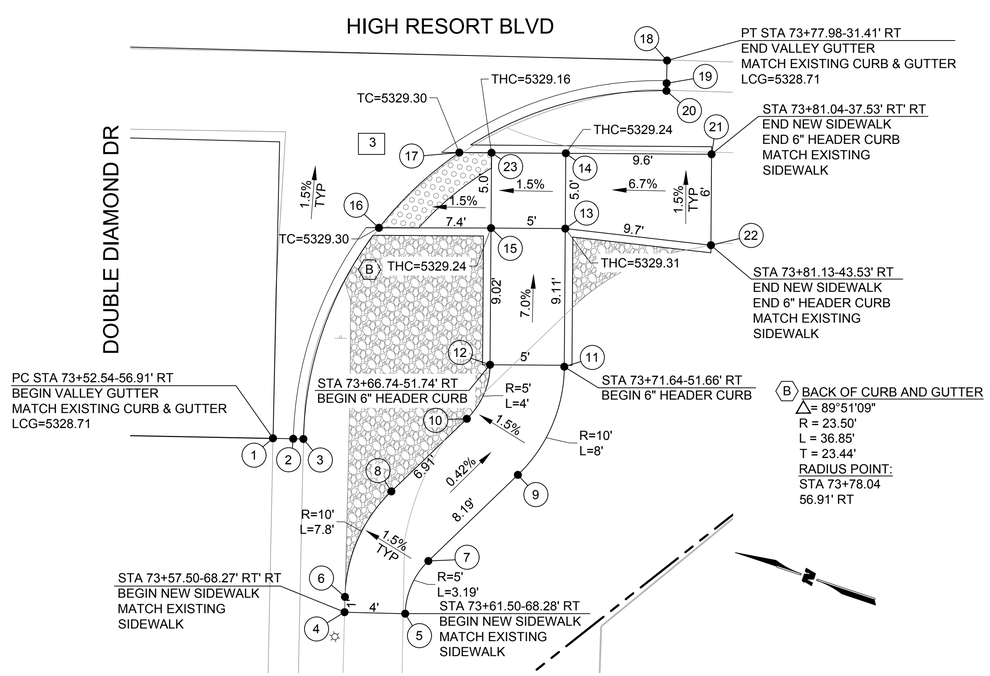


CR23 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & DOUBLE DIAMOND DR

SCALE: 1"=5' 0 2.5 5'

CR23-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / DOUBLE DIAMOND DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	72+79.89	31.58' RT	5328.29	LIP OF CURB AND GUTTER
2	72+79.91	33.08' RT	5328.21	FLOWLINE OF CURB AND GUTTER
3	72+79.92	33.58' RT	5328.88	TOP OF CURB AND GUTTER
4	72+76.54	37.33' RT	5328.86	TOP OF SIDEWALK
5	72+76.27	43.33' RT	5329.08	TOP OF SIDEWALK
6	72+86.15	37.77' RT	5328.97	TOP OF SIDEWALK
7	72+85.88	43.76' RT	5329.06	TOP OF SIDEWALK
8	72+93.90	44.13' RT	5328.61	TOP OF SIDEWALK
9	72+94.18	38.14' RT	5328.41	BACK OF CURB
10	73+00.06	44.41' RT	5328.52	BACK OF CURB
11	73+05.56	57.07' RT	5329.74	LIP OF CURB AND GUTTER
12	73+04.26	57.07' RT	5328.66	FLOWLINE OF CURB AND GUTTER
13	73+03.76	57.07' RT	5329.33'	TOP OF CURB AND GUTTER



CR24 CURB RAMP @ SW INTERSECTION OF HIGH RESORT BLVD & DOUBLE DIAMOND DR

SCALE: 1"=5' 0 2.5 5'

CR24-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / DOUBLE DIAMOND DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	73+52.54	56.91'RT	5328.71	LIP OF CURB AND GUTTER
2	73+53.87	56.91' RT	5328.63	FLOWLINE OF CURB AND GUTTER
3	73+54.54	56.91' RT	5329.30	TOP OF CURB AND GUTTER
4	73+57.50	68.27' RT	5329.46	TOP OF SIDEWALK
5	73+61.50	68.28' RT	5329.53	TOP OF SIDEWALK
6	73+57.50	67.26' RT	5329.45	TOP OF SIDEWALK
7	73+62.95	64.77' RT	5329.42	TOP OF SIDEWALK
8	73+60.41	60.24' RT	5329.51	TOP OF SIDEWALK
9	73+68.73	58.96' RT	5329.48	TOP OF SIDEWALK
10	73+65.28	55.34' RT	5329.39	TOP OF SIDEWALK
11	73+71.64	51.66' RT	5329.45	TOP OF SIDEWALK
12	73+66.74	51.74' RT	5329.37	TOP OF SIDEWALK
13	73+71.50	42.64' RT	5328.81	TOP OF SIDEWALK
14	73+71.42	37.67' RT	5328.74	TOP OF SIDEWALK
15	73+66.60	42.72' RT	5328.74	TOP OF SIDEWALK
16	73+59.20	42.87' RT	5328.63	BACK OF CURB
17	73+64.40	37.78' RT	5328.63	BACK OF CURB
18	73+77.98	31.41' RT	5328.71	LIP OF CURB AND GUTTER
19	73+77.98	32.74' RT	5328.63	FLOWLINE OF CURB AND GUTTER
20	73+77.98	33.41' RT	5329.30	TOP OF CURB AND GUTTER
21	73+81.04	37.53' RT	5329.35	TOP OF SIDEWALK
22	73+81.13	43.53' RT	5329.50	TOP OF SIDEWALK
23	73+66.53	37.74' RT	5328.66	TOP OF SIDEWALK

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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RIO RANCHO, NEW MEXICO 87124
PH (505) 898-8021
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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 14

DOUGLAS M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER
15/11

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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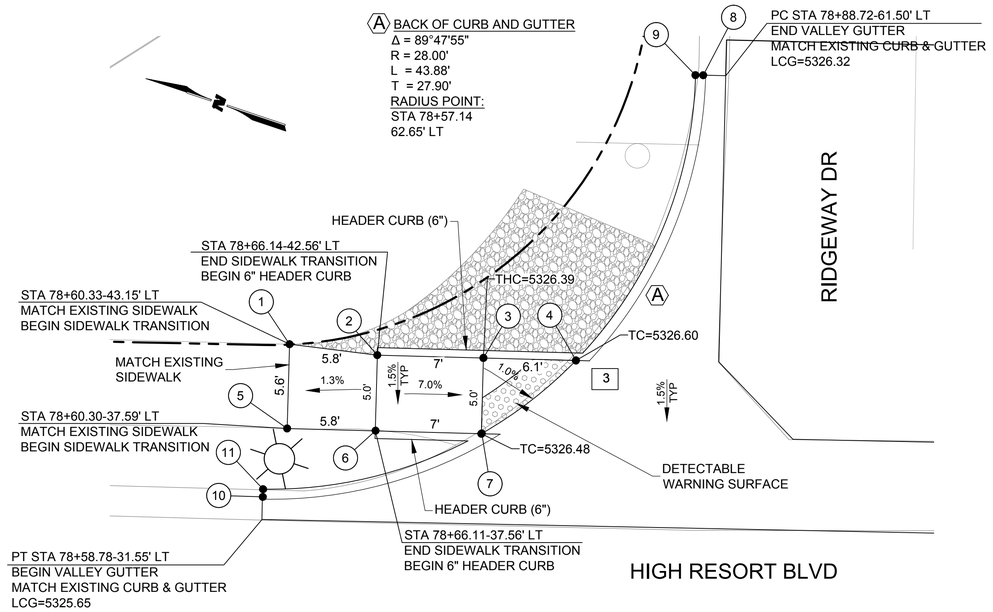
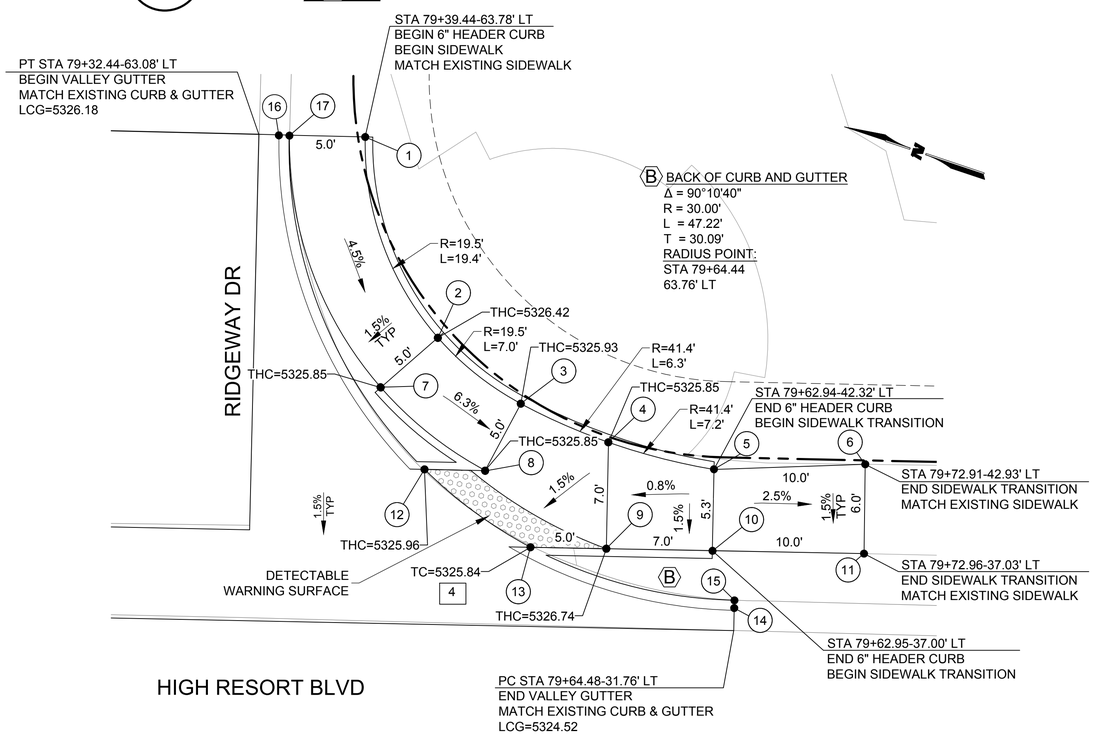


CR25 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & RIDGEWAY DR

SCALE: 1"=5' 0 2.5 5'



CR26 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & RIDGEWAY DR

SCALE: 1"=5' 0 2.5 5'

CR25-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / RIDGEWAY DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	78+60.33'	43.15' LT	5326.33	MATCH EXISTING TOP OF SIDEWALK
2	78+66.14'	42.56' LT	5326.38	TOP OF SIDEWALK
3	78+73.14'	42.53' LT	5325.89	TOP OF SIDEWALK
4	78+79.25'	42.50' LT	5325.93	BACK OF CURB
5	78+60.30	37.59' LT	5326.20	MATCH EXISTING TOP OF SIDEWALK
6	78+66.11	37.56' LT	5326.30	TOP OF SIDEWALK
7	78+73.11	37.53' LT	5325.81	BACK OF CURB
8	78+87.39	61.50' LT	5326.24	FLOWLINE OF CURB AND GUTTER
9	78+86.72	61.50' LT	5326.74	TOP OF CURB AND GUTTER
10	78+58.78	32.88' LT	5325.57	FLOWLINE OF CURB AND GUTTER
11	78+58.78	33.55' LT	5326.24	TOP OF CURB AND GUTTER

CR26-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / RIDGEWAY DR

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	79+39.44	63.78' LT	5326.63	MATCH EXISTING TOP OF SIDEWALK
2	79+44.53	50.64' LT	5325.92	TOP OF SIDEWALK
3	79+50.10	46.41' LT	5325.43	TOP OF SIDEWALK
4	79+55.94	44.00' LT	5325.35	TOP OF SIDEWALK
5	79+62.94	42.36' LT	5325.39	TOP OF SIDEWALK
6	79+72.91	42.93' LT	5325.21	MATCH EXISTING TOP OF SIDEWALK
7	79+40.83	47.27' LT	5325.85	TOP OF SIDEWALK
8	79+47.84	41.95' LT	5325.35	TOP OF SIDEWALK
9	79+55.95	36.97' LT	5325.24	TOP OF SIDEWALK
10	79+62.95	37.00' LT	5325.31	TOP OF SIDEWALK
11	79+72.96	37.03' LT	5325.00	MATCH EXISTING TOP OF SIDEWALK
12	79+43.84	41.91' LT	5325.29	BACK OF CURB
13	79+50.95	36.96' LT	5325.17	BACK OF CURB
14	79+64.50	33.09' LT	5324.44	FLOWLINE OF CURB AND GUTTER
15	79+64.50	33.76' LT	5325.11	TOP OF CURB AND GUTTER
16	79+33.77	63.80' LT	5326.09	FLOWLINE OF CURB AND GUTTER
17	79+34.44	63.80' LT	5326.57	TOP OF SIDEWALK

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

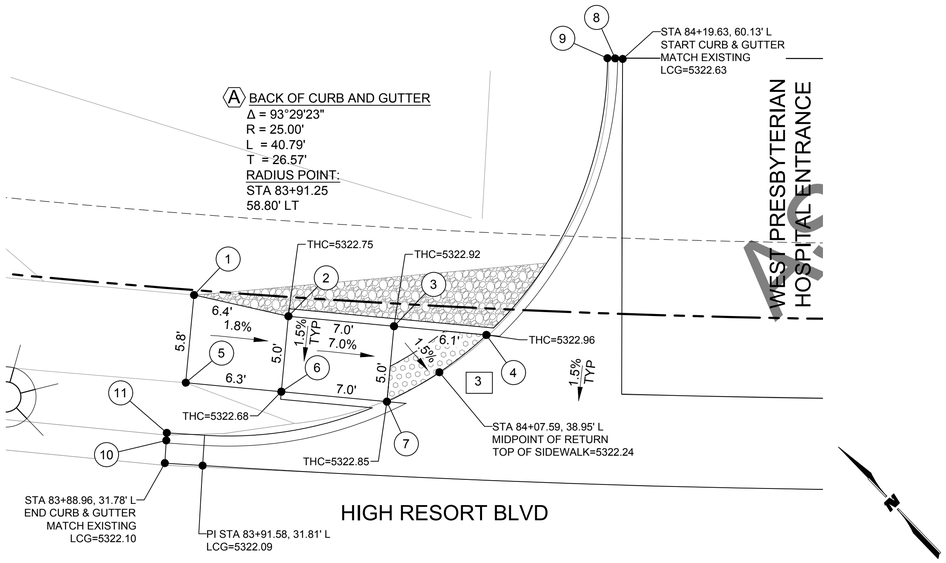
INTERSECTION RAMP PLAN 15

DOUGLAS M. DUNCAN NEW MEXICO 17616 PROFESSIONAL ENGINEER 15/11

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

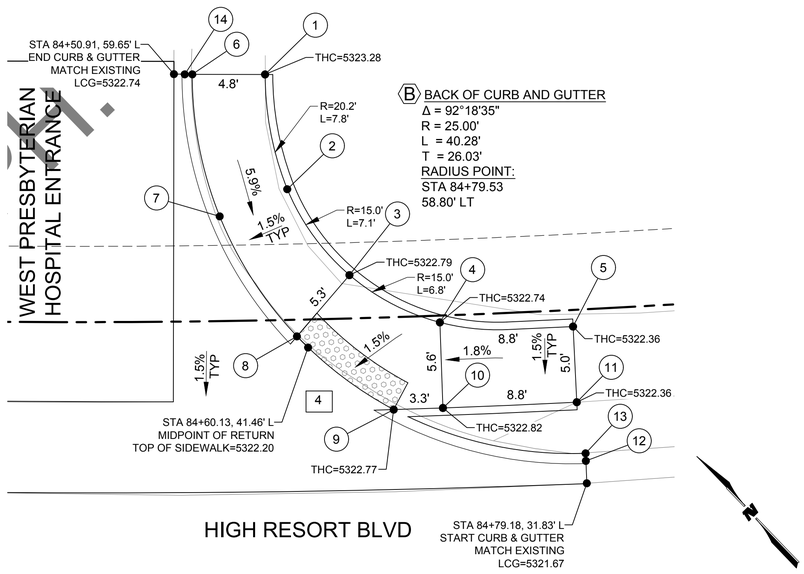
SHEET

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\INTERSECTION RAMP PLANS\C-INTERSECTION RAMP PLAN 10_PW1611.DWG9/14/2016 7:01 PM



CR34 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & WEST PRESBYTERIAN HOSPITAL ENTRANCE

SCALE: 1"=5' 0 2.5 5'



CR35 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & WEST PRESBYTERIAN HOSPITAL ENTRANCE

SCALE: 1"=5' 0 2.5 5'

CR34-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / WEST PRESBYTERIAN ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	83+90.08'	42.99' LT	5322.90	MATCH EXISTING TOP OF SIDEWALK
2	83+96.80'	42.04' LT	5322.75	TOP OF SIDEWALK
3	84+04.24'	41.82' LT	5322.26	TOP OF SIDEWALK
4	84+10.76'	41.56' LT	5322.30	TOP OF SIDEWALK
5	83+89.97'	37.18' LT	5322.76	MATCH EXISTING TOP OF SIDEWALK
6	83+96.66'	37.05' LT	5322.68	TOP OF SIDEWALK
7	84+04.05'	36.82' LT	5322.19	TOP OF SIDEWALK
8	84+19.09'	60.15' LT	5322.64	FLOWLINE OF CURB AND GUTTER
9	84+18.53'	60.15' LT	5323.14	TOP OF CURB AND GUTTER
10	83+88.94'	33.28' LT	5322.10	FLOWLINE OF CURB AND GUTTER
11	83+88.93'	33.78' LT	5322.77	TOP OF CURB AND GUTTER

CR35-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / WEST PRESBYTERIAN ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	84+57.48'	59.54' LT	5323.28	MATCH EXISTING TOP OF SIDEWALK
2	84+58.90'	51.94' LT	5322.76	TOP OF SIDEWALK
3	84+63.17'	46.17' LT	5322.29	TOP OF SIDEWALK
4	84+69.43'	42.86' LT	5322.24	TOP OF SIDEWALK
5	84+78.77'	42.21' LT	5322.36	MATCH EXISTING TOP OF SIDEWALK
6	84+52.23'	59.62' LT	5323.21	MATCH EXISTING TOP OF SIDEWALK
7	84+54.06'	50.22' LT	5322.71	TOP OF SIDEWALK
8	84+59.36'	42.41' LT	5322.21	TOP OF SIDEWALK
9	84+66.00'	37.21' LT	5322.11	TOP OF SIDEWALK
10	84+69.43'	37.21' LT	5322.16	TOP OF SIDEWALK
11	84+78.76'	37.21' LT	5322.36	MATCH EXISTING TOP OF SIDEWALK
12	84+79.20'	33.31' LT	5321.67	FLOWLINE OF CURB AND GUTTER
13	84+79.20'	33.81' LT	5322.34	TOP OF CURB AND GUTTER
14	84+51.52'	59.63' LT	5322.70	FLOWLINE OF CURB AND GUTTER

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

1" GRAVEL

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

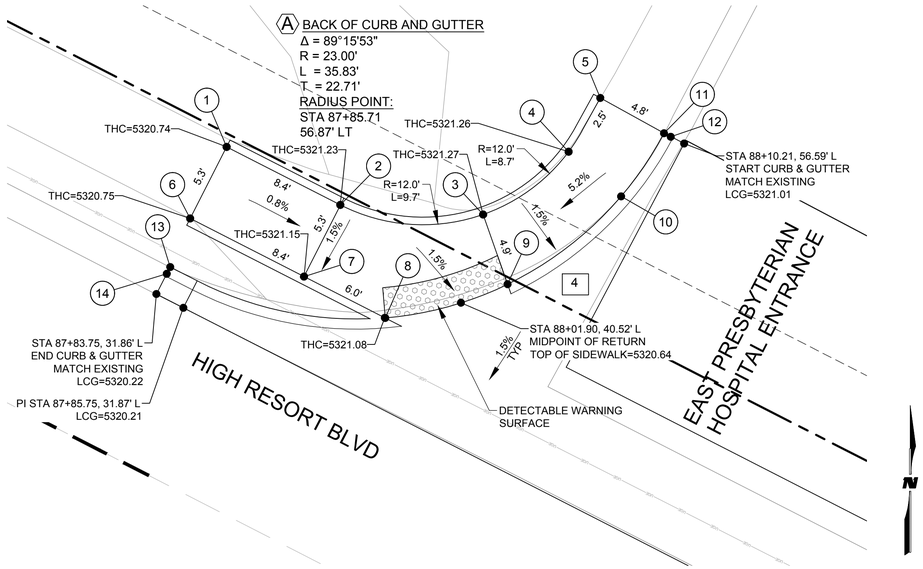
INTERSECTION RAMP PLAN 16

DONALD M. DUNHAM NEW MEXICO 17616 PROFESSIONAL ENGINEER 8/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

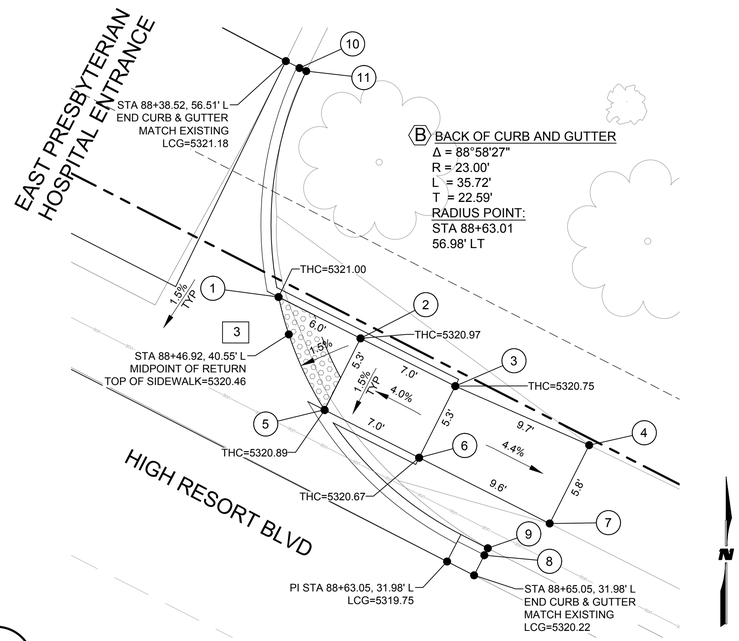
SHEET

M:\MSD\16-600-034-002_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\INTERSECTION RAMP PLANS\C-INTERSECTION RAMP PLAN 11_PW1611.DWG9/14/2016 7:11 PM



CR27 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & EAST PRESBYTERIAN HOSPITAL ENTRANCE

SCALE: 1"=5'



CR28 CURB RAMP @ SE INTERSECTION OF HIGH RESORT BLVD & EAST PRESBYTERIAN HOSPITAL ENTRANCE

SCALE: 1"=5'

CR27-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / NW (EAST) HOSPITAL ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	87+83.45'	42.62' LT	5320.78	MATCH EXISTING TOP OF SIDEWALK
2	87+91.88'	42.63' LT	5320.75	TOP OF SIDEWALK
3	88+00.54'	46.37' LT	5320.77	TOP OF SIDEWALK
4	88+03.67'	52.63' LT	5321.08	TOP OF SIDEWALK
5	88+03.91'	56.74' LT	5321.26	MATCH EXISTING TOP OF SIDEWALK
6	87+83.46'	32.32' LT	5320.78	MATCH EXISTING TOP OF SIDEWALK
7	87+91.89'	37.34' LT	5320.67	TOP OF SIDEWALK
8	87+97.91'	37.35' LT	5320.58	TOP OF SIDEWALK
9	88+04.09'	43.01' LT	5320.69	TOP OF SIDEWALK
10	88+08.11'	51.59' LT	5321.26	TOP OF SIDEWALK
11	88+08.71'	56.59' LT	5321.56	MATCH EXISTING TOP OF SIDEWALK
12	88+09.38'	56.59' LT	5321.00	FLOWLINE OF CURB AND GUTTER
13	87+83.75'	33.85' LT	5320.85	TOP OF CURB AND GUTTER
14	87+85.76'	33.18' LT	5320.18	FLOWLINE OF CURB AND GUTTER

CR28-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / SE (EAST) HOSPITAL ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	88+45.19'	42.43' LT	5320.50	TOP OF SIDEWALK
2	88+51.25'	42.48' LT	5320.47	TOP OF SIDEWALK
3	88+58.25'	42.52' LT	5320.75	TOP OF SIDEWALK
4	88+67.90'	42.59' LT	5320.28	MATCH EXISTING TOP OF SIDEWALK
5	88+51.30'	37.18' LT	5320.39	TOP OF SIDEWALK
6	88+58.29'	37.23' LT	5320.67	TOP OF SIDEWALK
7	88+67.93'	37.30' LT	5320.28	MATCH EXISTING TOP OF SIDEWALK
8	88+65.06'	33.30' LT	5318.93	FLOWLINE OF CURB AND GUTTER
9	88+65.05'	33.97' LT	5319.60	TOP OF CURB AND GUTTER
10	88+39.36'	56.51' LT	5321.19	FLOWLINE OF CURB AND GUTTER
11	88+40.02'	56.53' LT	5321.69	TOP OF CURB AND GUTTER

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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RIO RANCHO, NEW MEXICO 87124
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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 17

DONALD M. DUMAS
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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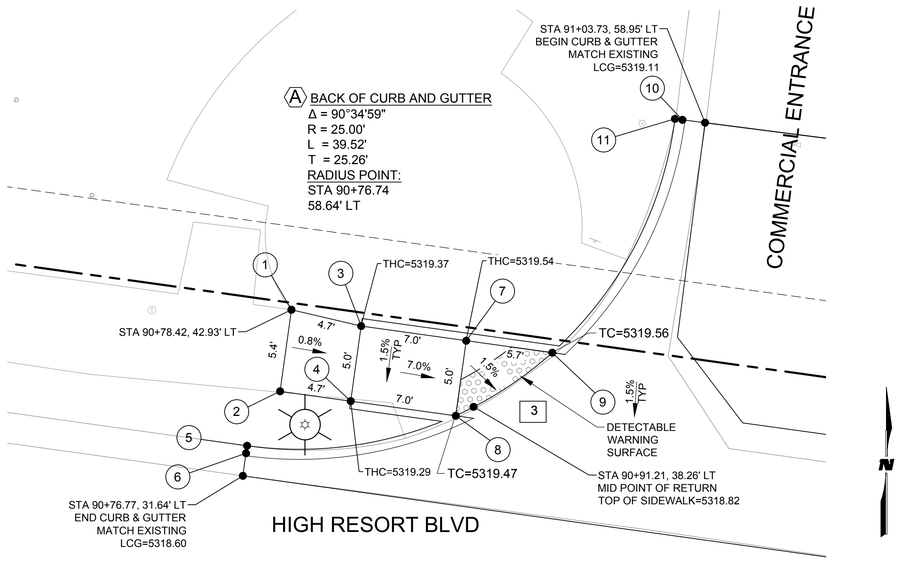
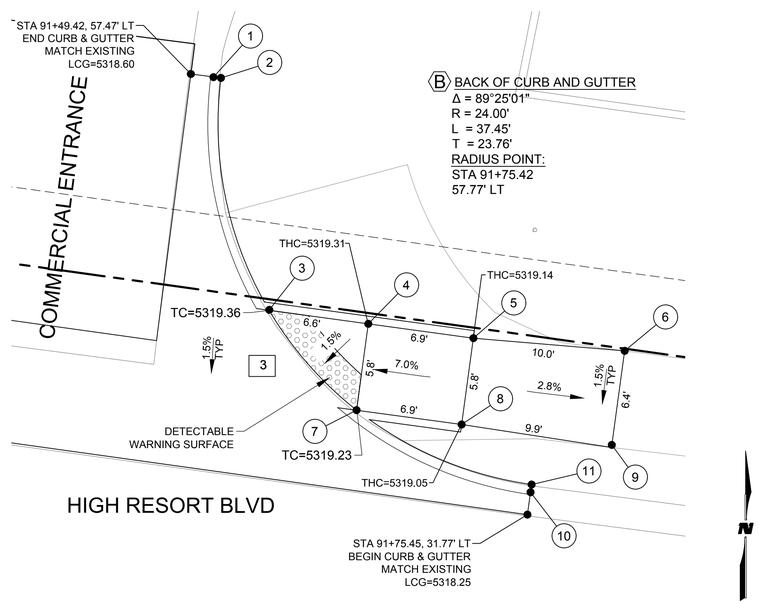


CR29-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / COMMERCIAL ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	90+78.42	42.93' LT	5319.37	MATCH EXISTING TOP OF SIDEWALK
2	90+78.43	37.50' LT	5319.36	MATCH EXISTING TOP OF SIDEWALK
3	90+83.13'	42.51' LT	5319.37	TOP OF SIDEWALK
4	90+83.13'	37.51' LT	5319.29	TOP OF SIDEWALK
5	90+76.77'	33.62' LT	5319.30	TOP OF CURB AND GUTTER
6	90+76.77'	32.95' LT	5318.63	FLOWLINE OF CURB AND GUTTER
7	90+90.13'	42.51' LT	5318.88	TOP OF SIDEWALK
8	90+91.04'	37.92' LT	5318.80	BACK OF CURB
9	90+96.49'	42.52' LT	5318.89	BACK OF CURB
10	91+02.41'	58.92' LT	5319.09	FLOWLINE OF CURB AND GUTTER
11	91+01.74'	58.93' LT	5319.76	TOP OF CURB AND GUTTER

CR29 CURB RAMP @ NW INTERSECTION OF HIGH RESORT BLVD & COMMERCIAL ENTRANCE

SCALE: 1"=5' 0 2.5 5'



CR30-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / COMMERCIAL ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	91+50.75'	57.47' LT	5318.93	FLOWLINE OF CURB AND GUTTER
2	91+51.42'	57.49' LT	5319.60	TOP OF CURB AND GUTTER
3	91+56.06'	42.74' LT	5318.69	BACK OF CURB
4	91+63.30'	42.77' LT	5318.65	TOP OF SIDEWALK
5	91+70.30'	42.80' LT	5319.14	TOP OF SIDEWALK
6	91+80.30'	42.84' LT	5318.81	MATCH EXISTING TOP OF SIDEWALK
7	91+62.37'	37.02' LT	5318.56	BACK OF CURB
8	91+70.33'	37.05' LT	5319.05	TOP OF SIDEWALK
9	91+80.33'	37.09' LT	5318.81	MATCH EXISTING TOP OF SIDEWALK
10	91+75.45'	33.10' LT	5318.35	FLOWLINE OF CURB AND GUTTER
11	91+75.45'	33.77' LT	5319.02	TOP OF CURB AND GUTTER

CR30 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD & COMMERCIAL ENTRANCE

SCALE: 1"=5' 0 2.5 5'

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.
4. ALL FORMS SHALL BE SET AT 1.5%

LEGEND

CR# = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION RAMP PLAN 18

DONALD M. DURAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	3-28

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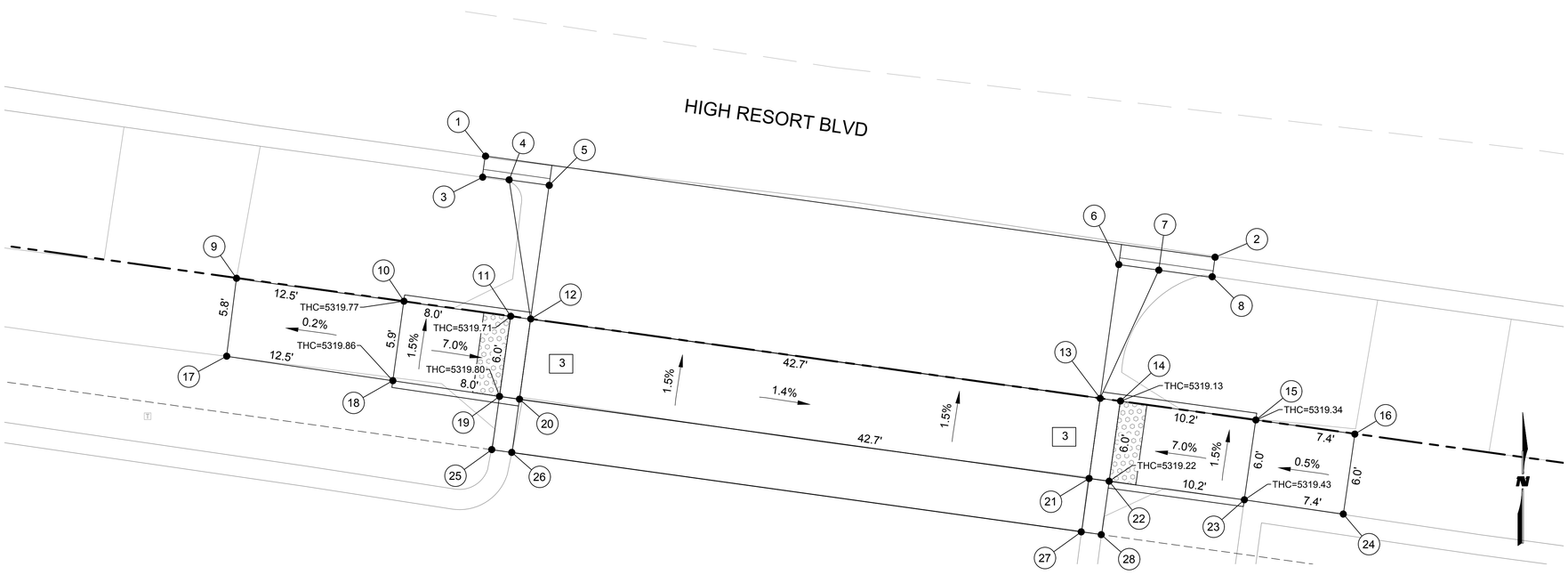
CR31-CURB RAMP POINT DATA TABLE HIGH RESORT BLVD / HOSPITAL ENTRANCE

NO	STATION	OFFSET	ELEVATIONS	REMARKS
1	91+00.71'	31.09' RT	5318.96	LIP OF CURB AND GUTTER
2	91+55.38'	31.02' RT	5318.56	LIP OF CURB AND GUTTER
3	91+00.72'	32.59' RT	5319.36	TOP OF CURB AND GUTTER
4	91+02.72'	32.29' RT	5319.36	TOP OF CURB AND GUTTER
5	91+05.72'	32.60' RT	5318.82	TOP OF CONCRETE
6	91+48.39'	32.54' RT	5318.46	TOP OF CONCRETE
7	91+51.39'	32.52' RT	5319.01	TOP OF CURB AND GUTTER
8	91+55.39'	32.52' RT	5318.96	TOP OF CURB AND GUTTER
9	90+83.70'	42.64' RT	5319.70	MATCH EXISTING TOP OF SIDEWALK
10	90+96.23'	42.62' RT	5319.77	TOP OF SIDEWALK
11	91+04.23'	42.60' RT	5319.21	TOP OF SIDEWALK
12	91+05.73'	42.60' RT	5319.18	TOP OF SIDEWALK
13	91+48.40'	42.54' RT	5318.61	TOP OF SIDEWALK
14	91+49.90'	42.54' RT	5318.63	TOP OF SIDEWALK
15	91+60.05'	42.52' RT	5319.34	TOP OF SIDEWALK
16	91+67.48'	42.53' RT	5319.36	MATCH EXISTING TOP OF SIDEWALK
17	90+83.77'	48.46' RT	5319.87	MATCH EXISTING TOP OF SIDEWALK
18	90+96.24'	48.55' RT	5319.86	TOP OF SIDEWALK
19	91+04.24'	48.58' RT	5319.30	TOP OF SIDEWALK
20	91+05.74'	48.60' RT	5319.27	TOP OF SIDEWALK
21	91+48.41'	48.53' RT	5318.70	TOP OF SIDEWALK
22	91+49.91'	48.54' RT	5318.72	TOP OF SIDEWALK
23	91+60.03'	48.51' RT	5319.43	TOP OF SIDEWALK
24	91+67.46'	48.54' RT	5319.48	MATCH EXISTING TOP OF SIDEWALK
25	91+04.24'	52.58' RT	5320.06	TOP OF CURB AND GUTTER
26	91+05.74'	52.58' RT	5319.56	LIP OF CURB AND GUTTER
27	91+48.41'	52.53' RT	5318.71	LIP OF CURB AND GUTTER
28	91+49.91'	52.53' RT	5319.11	TOP OF CURB AND GUTTER



CR31 CURB RAMP @ NE INTERSECTION OF HIGH RESORT BLVD / HOSPITAL ENTRANCE

SCALE: 1"=5' 0 2.5 5'

BUILD NOTES

1. BUILD MODIFIED ADA PERPENDICULAR CURB RAMP (WITH SHARED TURNING SPACE) PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-2, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
2. BUILD MODIFIED ADA COMBINATION CURB RAMP (A) PER DETAIL THIS SHEETAND NMDOT STD DWG 608-001-5 ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
3. BUILD MODIFIED ADA PARALLEL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-3, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.
4. BUILD MODIFIED ADA SINGLE DIAGONAL CURB RAMP PER DETAIL THIS SHEET AND NMDOT STD DWG 608-001-4, ALSO SEE NMDOT STD DWG 608-001-1 THRU 608-001-12 FOR FURTHER INFORMATION.

GENERAL NOTES

1. ALL CURVE INFORMATION (X) IS TAKEN ALONG THE LIP OF CURB AND GUTTER UNLESS OTHERWISE NOTED.
2. THE SLOPES SHOWN ON CURB RAMP PLANS ARE CONSIDERED TO BE (+/-) 0.1%.
3. FOR CROSSWALK AND STOP BAR STRIPING INFORMATION, SEE DETAILS ON SHEET 7-2.

LEGEND

CRX = CURB RAMP NUMBER

THC = TOP OF HEADER CURB

TC = TOP OF CURB AND GUTTER

LCG = LIP OF CURB AND GUTTER, ALSO EDGE OF PAVEMENT

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
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FAX (505) 898-8301
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

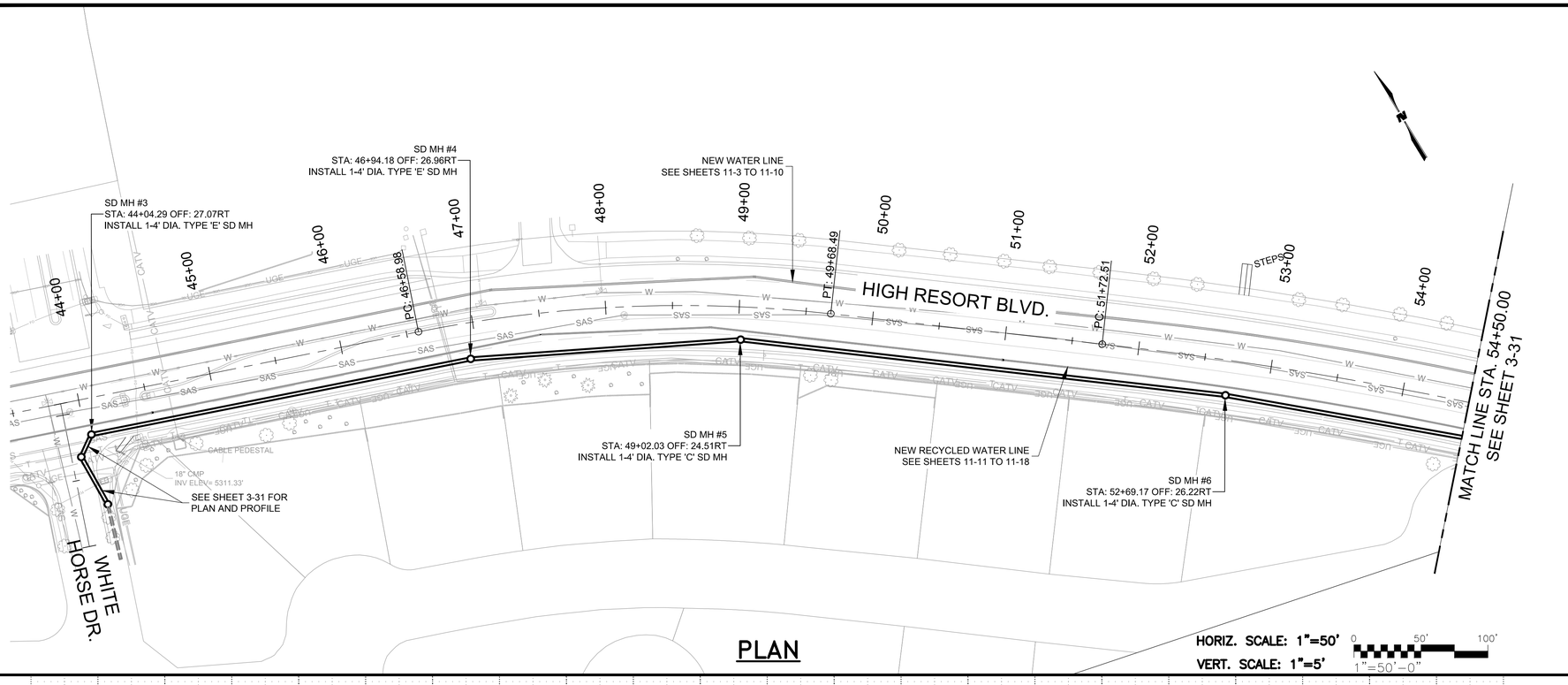
INTERSECTION RAMP PLAN 19

DONALD M. DUNHAM NEW MEXICO 17616 PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

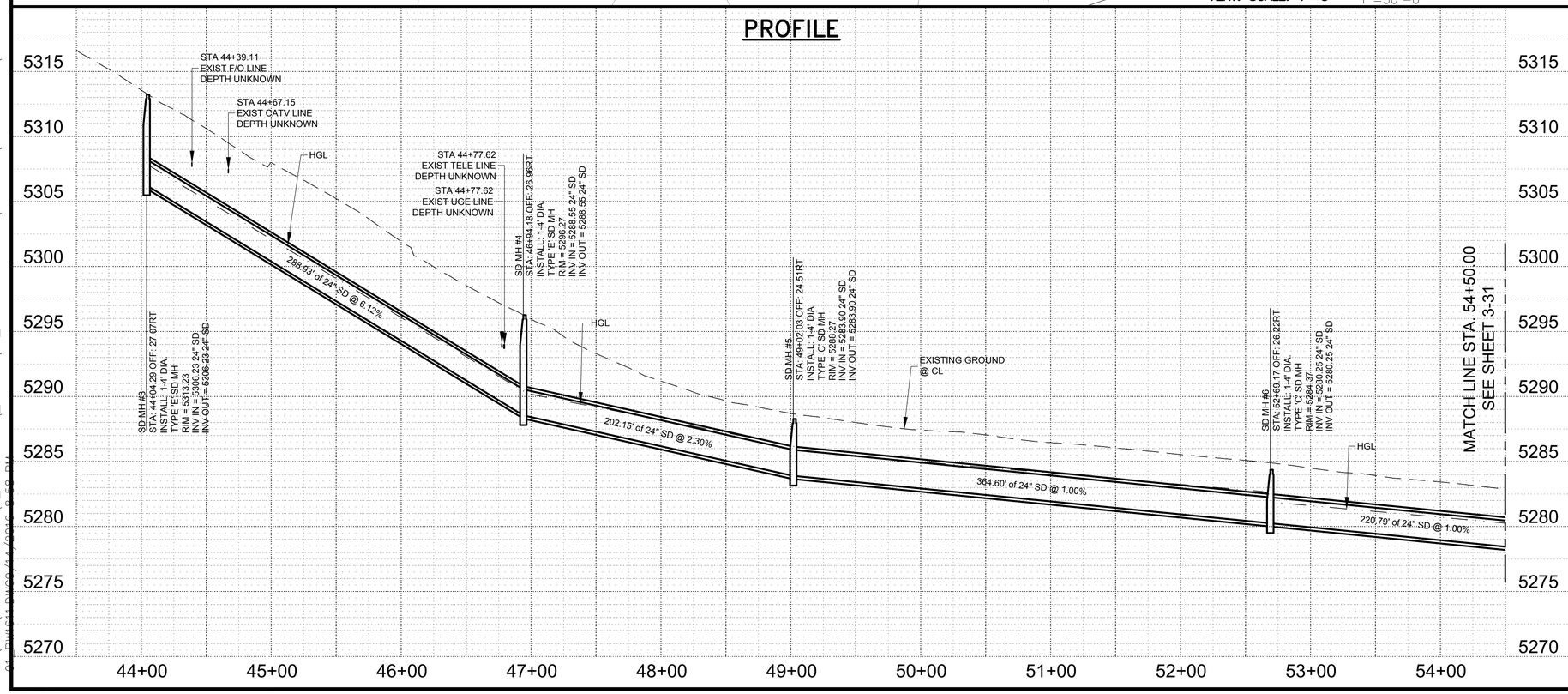
SHEET

M:\MSD\16-600-034-0012_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\INTERSECTION RAMP PLANS\C-INTERSECTION RAMP PLAN 13_PW1611.DWG9/14/2016 7:28 PM



PLAN

HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'
0 50' 100'
1"=50'-0"



GENERAL NOTES

1. STORM DRAIN PIPE MATERIAL SHALL BE PER NMDOT SPECIFICATION SECTION 570.
2. SEE SHEET 2-27 AND 2-28 FOR TYPE "E" MH AND TYPE "C" MH DETAILS.

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN PLAN AND PROFILE 01

DOUGLAS M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	3-30

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\STORM DRAIN\C-STORMDRAIN PLAN_PROFILE
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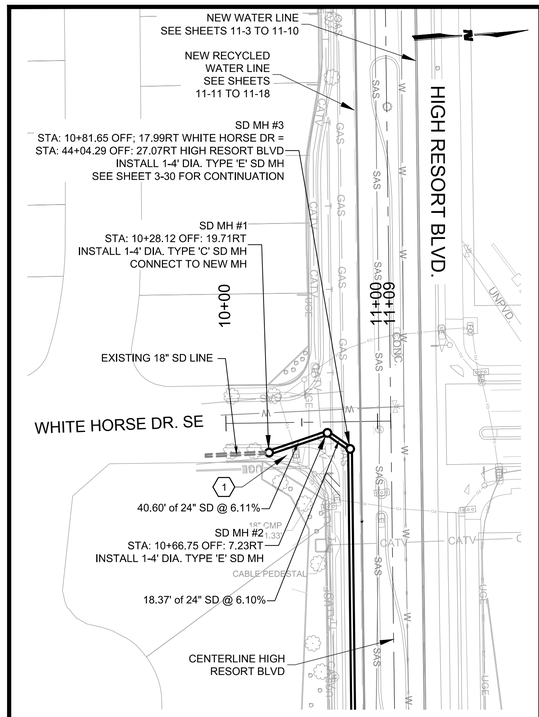
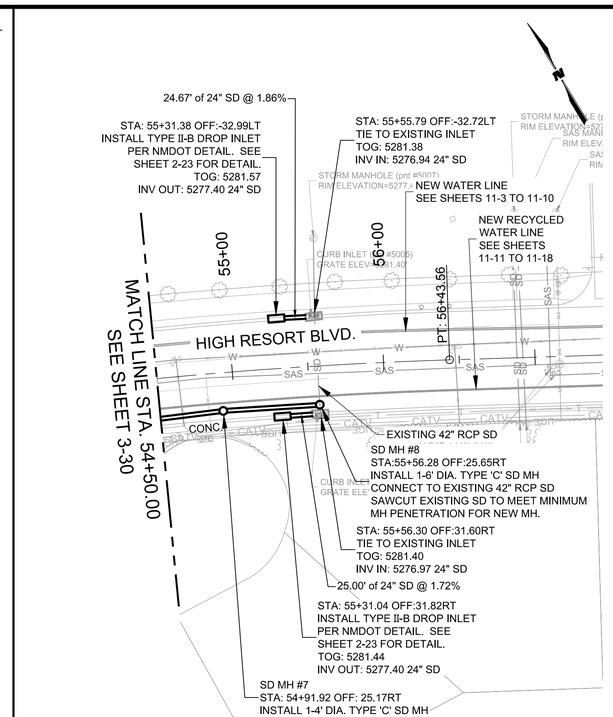


HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

PLAN

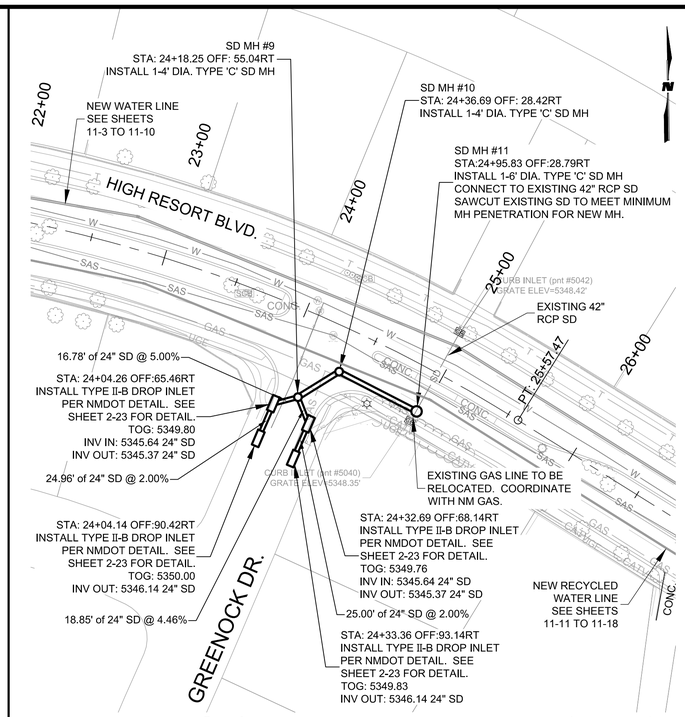
0 50' 100'
1"=50'-0"



HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

PLAN

0 50' 100'
1"=50'-0"

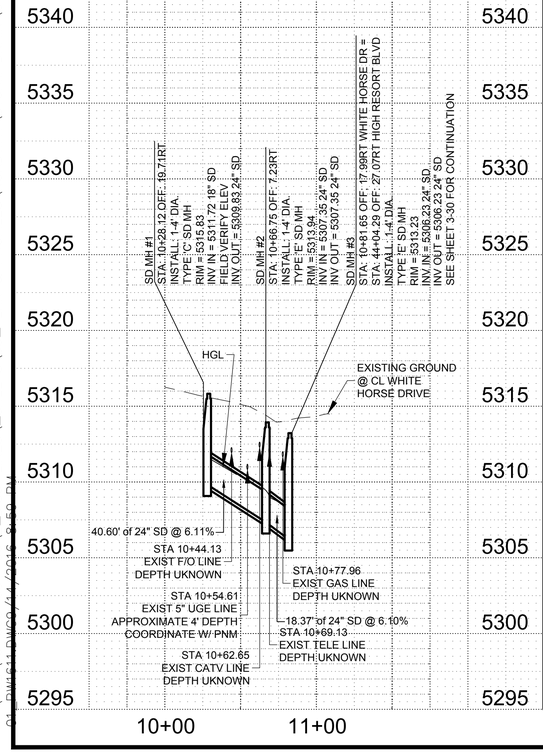


HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

PLAN

0 50' 100'
1"=50'-0"

PROFILE



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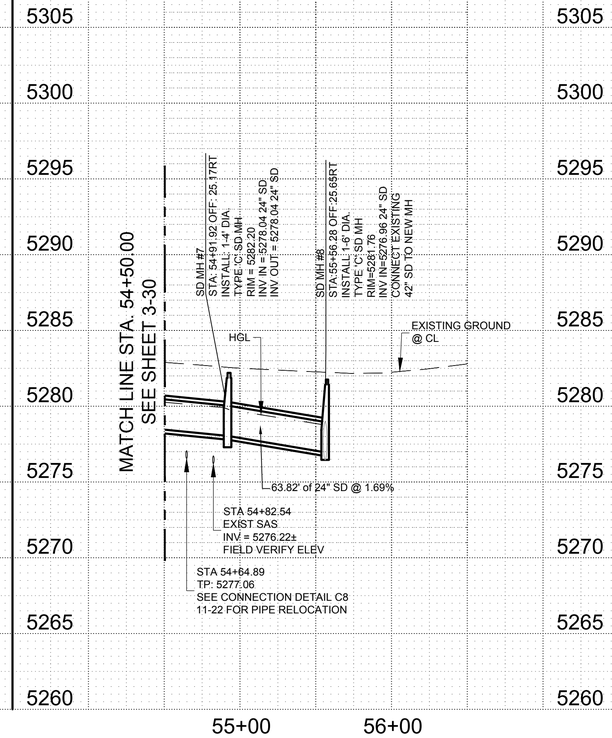

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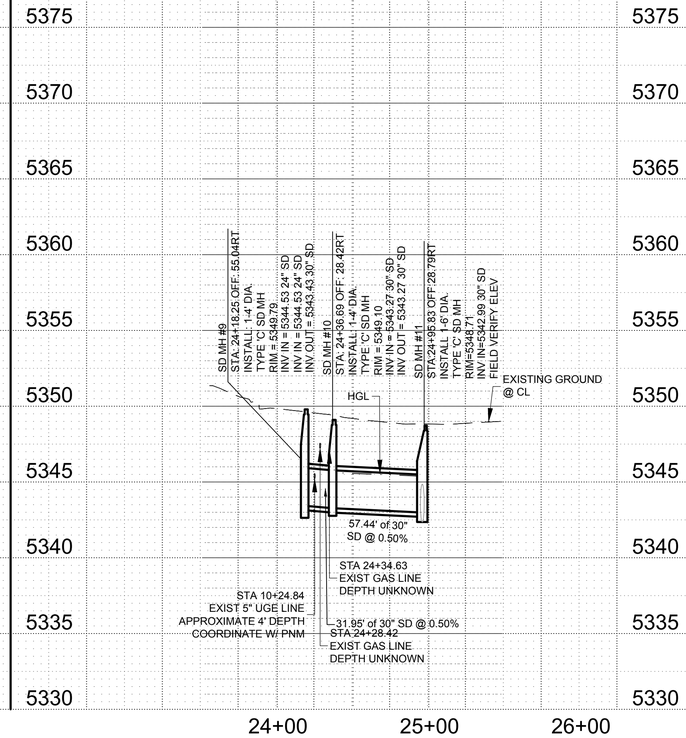

GENERAL NOTES

1. STORM DRAIN PIPE MATERIAL SHALL BE PER NMDOT SPECIFICATION SECTION 570.
2. SEE SHEET 2-27 AND 2-28 FOR TYPE "E" MH AND TYPE "C" MH DETAILS.

KEYNOTES

1. REMOVE AND DISPOSE APPROXIMATELY 42 LF OF 18" EXISTING SD PIPE.

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN PLAN AND PROFILE 02

DONALD M. DUNHAM
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
3-31

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\STORM DRAIN\C-STORMDRAIN PLAN_PROFILE
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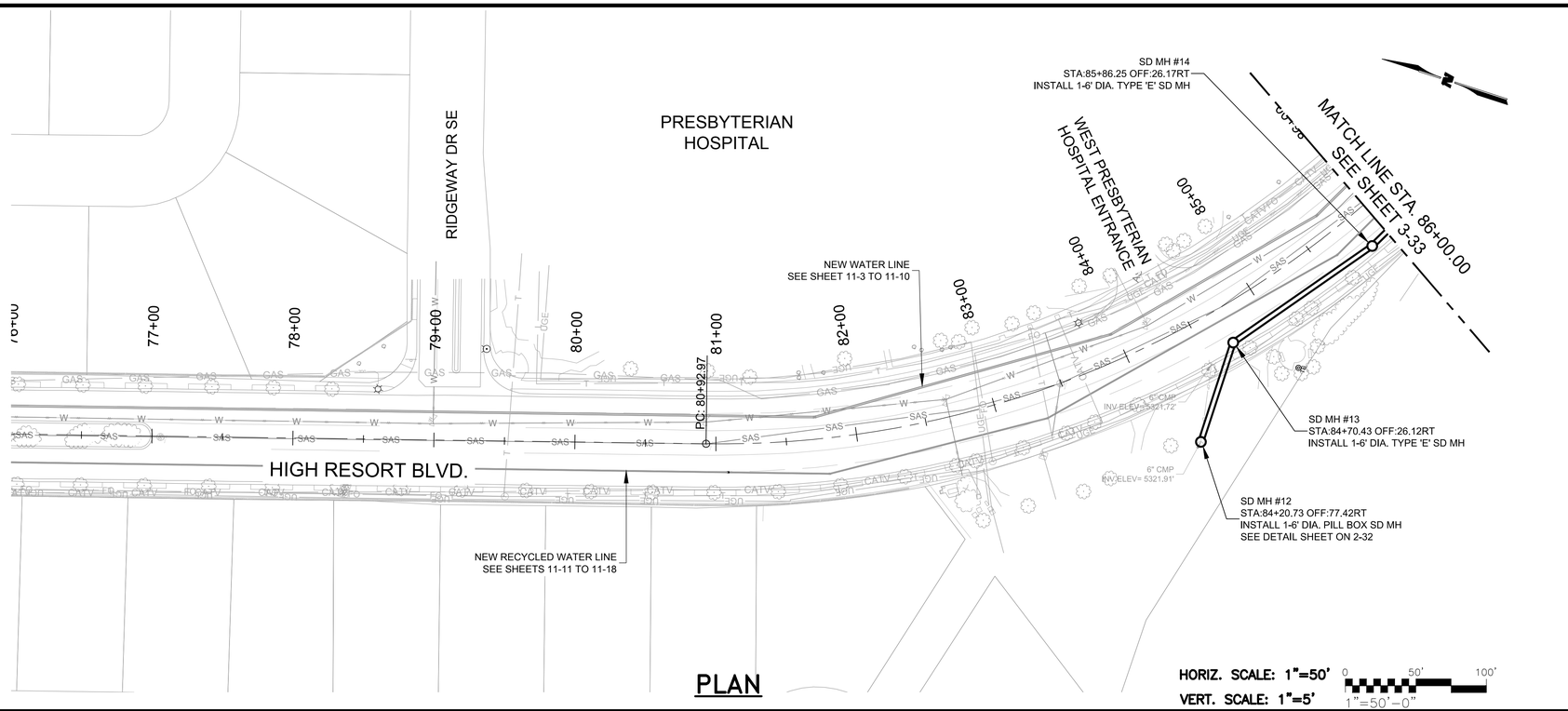
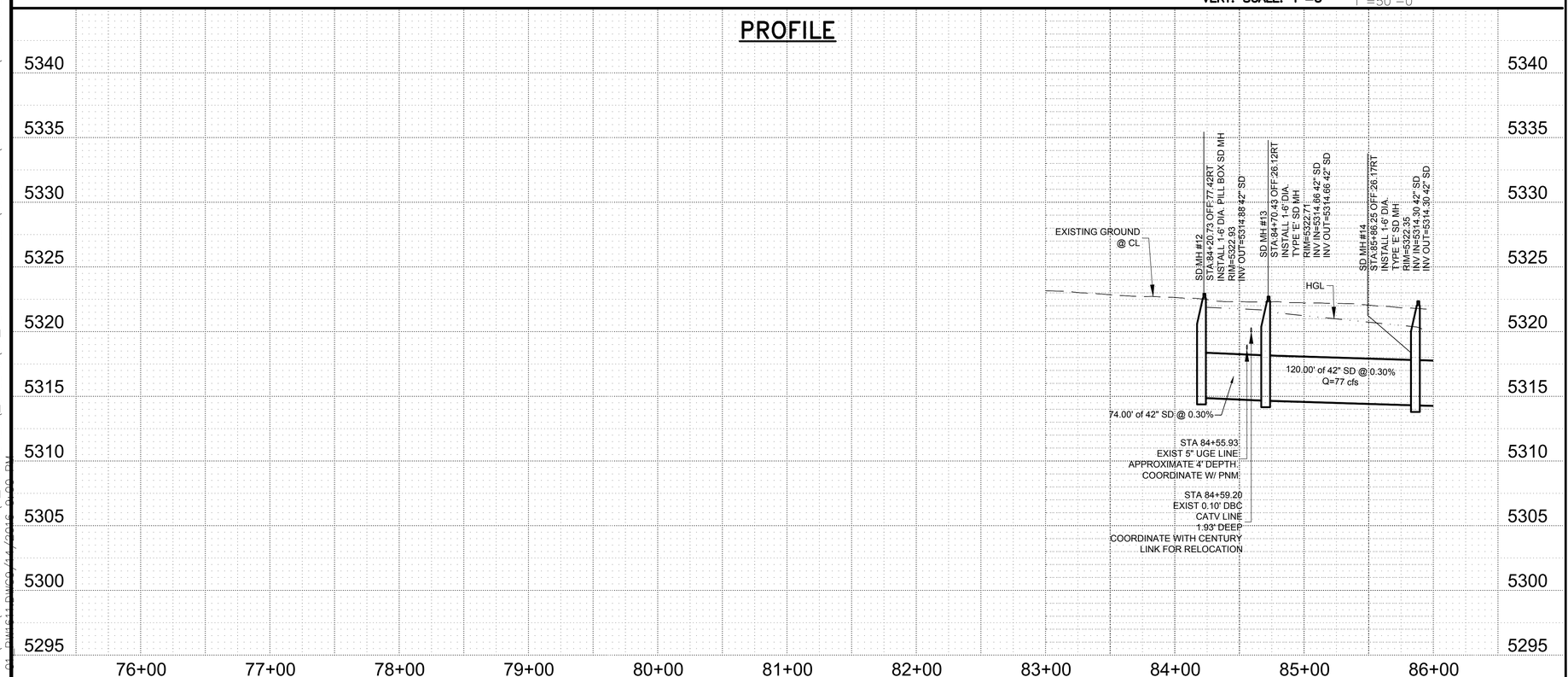


PLAN

HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'
0 50' 100'
1"=50'-0"

PROFILE



GENERAL NOTES

1. STORM DRAIN PIPE MATERIAL SHALL BE PER NMDOT SPECIFICATION SECTION 570.
2. SEE SHEET 2-27 AND 2-28 FOR TYPE "E" MH AND TYPE "C" MH DETAILS.

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN PLAN AND PROFILE 03

DOUGLAS M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
3-32

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\STORM DRAIN\C-STORMDRAIN PLAN_PROFILE
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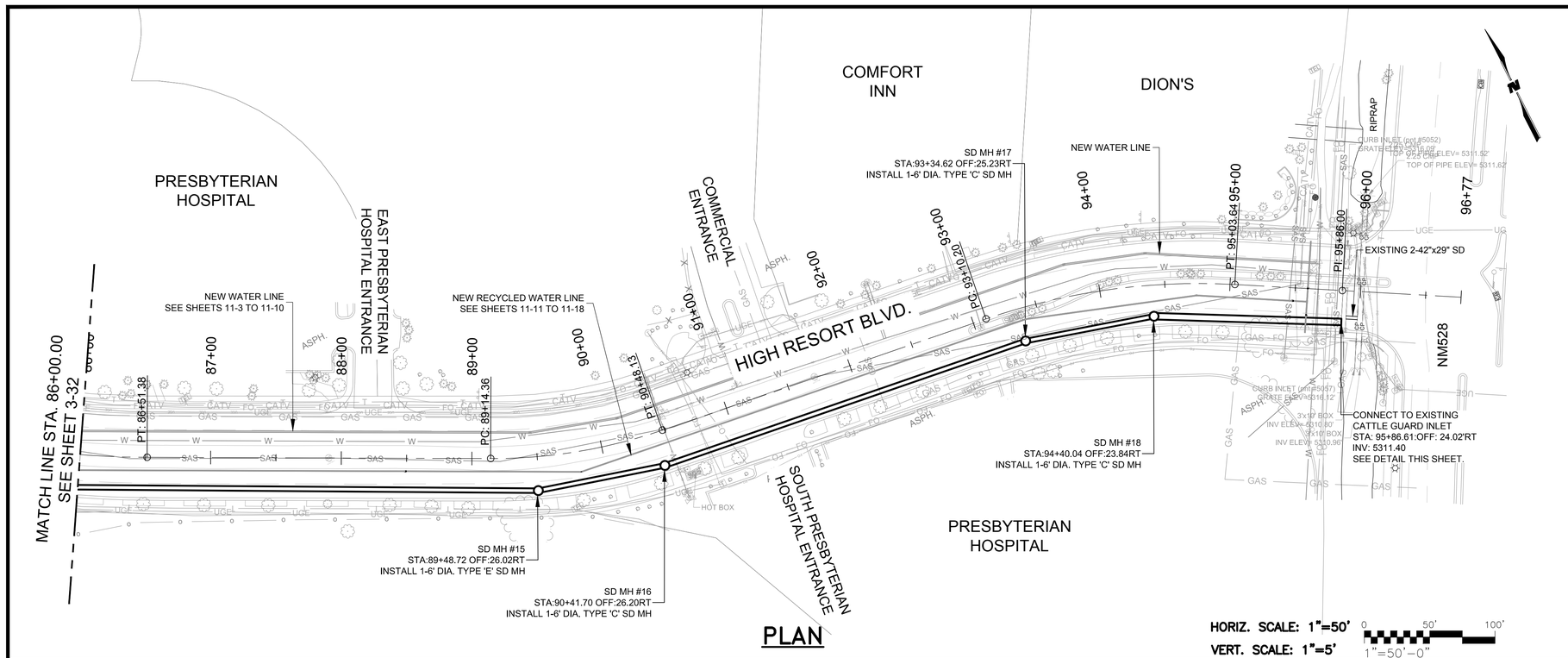
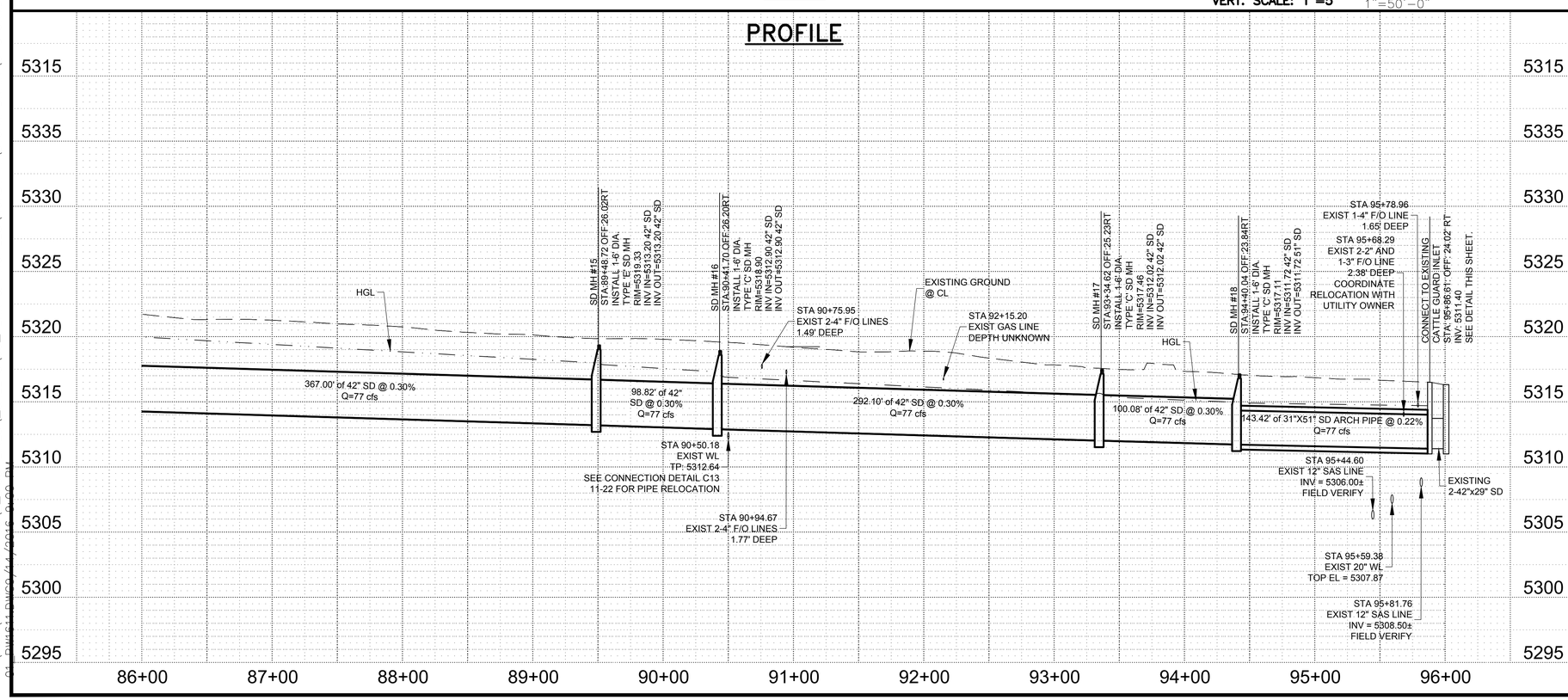
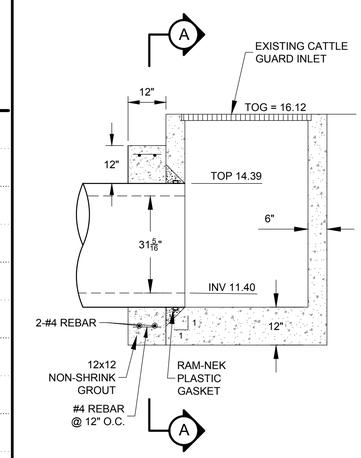


PLAN



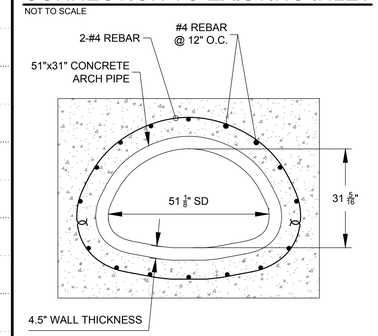
GENERAL NOTES

1. STORM DRAIN PIPE MATERIAL SHALL BE PER NMDOT SPECIFICATION SECTION 570.
2. SEE SHEET 2-27 AND 2-28 FOR TYPE "E" MH AND TYPE "C" MH DETAILS.



CONNECTION TO EXISTING INLET

NOT TO SCALE



SECTION A-A

NOT TO SCALE

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REVISIONS (OR CHANGE NOTICES)

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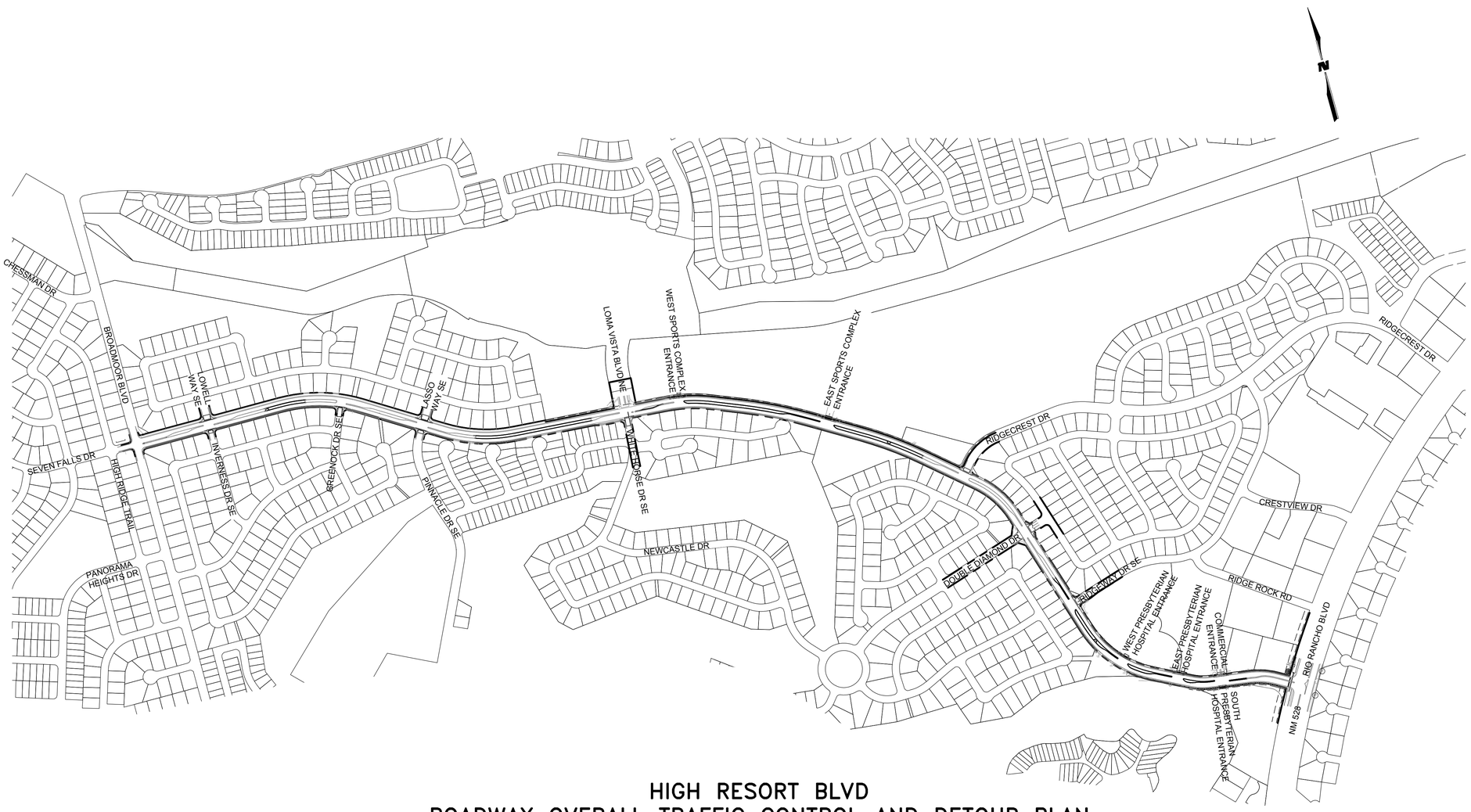
HIGH RESORT BLVD RECONSTRUCTION PROJECT PW 1611
BROADMOOR BLVD TO NM 528

STORM DRAIN PLAN AND PROFILE 04

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	3-33

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\03_PLAN & PROFILES\ROADWAY\STORM DRAIN\C-STORMDRAIN PLAN_PROFILE



HIGH RESORT BLVD
ROADWAY OVERALL TRAFFIC CONTROL AND DETOUR PLAN

SCALE: 1"=500' 0 250' 500'
1"=500'-0"

PHASE I DETOUR PLAN NOTES:

1. ROAD CLOSURES OF SIDE STREETS AND ENTRANCES TO THE NORTH WILL BE REQUIRED. CONTRACTOR SHALL PROVIDE DETOURS AS NECESSARY AND SHALL MINIMIZE THE DURATION OF CLOSURES FOR ROADS TO BE OPEN AS MUCH AS POSSIBLE.
2. ACCESS TO WB HIGH RESORT BLVD FROM NM 528 WILL BE CLOSED DURING A PORTION OF CONSTRUCTION. CONTRACTOR SHALL DETOUR NB NM 528 TRAFFIC TO RIDGECREST DR AND SB NM 528 TRAFFIC TO RIDGE ROCK RD.
3. THE FOLLOWING ROADS WILL NOT BE ALLOWED TO BE CLOSED CONCURRENTLY:
   - -LOWELL WAY AND LASSO WAY
   - -RIDGECREST DR AND RIDGEWAY DR
   - -DOUBLE DIAMOND DR AND RIDGECREST DR
   - -DOUBLE DIAMOND DR AND RIDGEWAY DR
4. FULL CLOSURE OF LOMA VISTA BLVD, EAST AND WEST SPORTSPLEX ENTRANCES, EAST AND WEST PRESBYTERIAN HOSPITAL ENTRANCES, AND COMMERCIAL ENTRANCE IS NOT ALLOWED.

PHASE II DETOUR PLAN NOTES:

1. ROAD CLOSURES OF SIDE STREETS AND ENTRANCES TO THE SOUTH WILL BE REQUIRED. CONTRACTOR SHALL PROVIDE DETOURS AS NECESSARY AND SHALL MINIMIZE THE DURATION OF CLOSURES FOR ROADS TO BE OPEN AS MUCH AS POSSIBLE.
2. ACCESS TO AND FROM SEVEN FALLS DR AT BROADMOOR BLVD WILL BE CLOSED DURING JACK AND BORE OPERATIONS. CONTRACTOR SHALL DETOUR TRAFFIC TO PANORAMA HEIGHTS DR OR CHESSMAN DR AS NECESSARY.
3. THE FOLLOWING ROADS WILL NOT BE ALLOWED TO BE CLOSED CONCURRENTLY:
   - -INVERNESS DR AND GREENOCK DR
   - -PINNACLE DR AND WHITE HORSE DR
   - -WHITE HORSE DR AND DOUBLE DIAMOND DR
4. FULL CLOSURE OF THE SOUTH PRESBYTERIAN HOSPITAL ENTRANCE IS NOT ALLOWED.

PHASE III DETOUR PLAN NOTES:

1. ROAD CLOSURES ARE NOT NECESSARY DURING PHASE 3.
2. LEFT TURN ACCESS SHALL TO BE MAINTAINED ACROSS MEDIANS AT ALL TIMES.

NOTE:
SEE SHEETS 6-7 THRU 6-14 FOR CONSTRUCTION PHASING PLANS

RR Rio Rancho City of Vision
CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

TRAFFIC CONTROL
OVERALL DETOUR PLAN

DONALD M. DUDA
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	6-1

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TRAFFIC CONTROL PHASING

PHASE I

BOP STA 10+21.95 (BROADMOOR BLVD. TO STA 95+94.00 (NM 528):
PROVIDE TEMPORARY SIGNALIZATION AT BROADMOOR BLVD, LOMA VISTA BLVD/WHITE HORSE DRIVE, AND NM 528. TEMPORARY SIGNALIZATION SHALL BE INCLUDED IN TRAFFIC CONTROL BID ITEM. SHIFT THE WESTBOUND TRAFFIC TO THE INSIDE LANE OF THE EASTBOUND HIGH RESORT BLVD. CREATING TWO WAY TRAFFIC LANES SEPARATED BY VERTICAL PANELS. RECONSTRUCT THE WESTBOUND LANES, WATER LINE, CURB & GUTTER, SIDEWALK, TRAIL REHABILITATION, ADA RAMPS, MEDIAN CURB & GUTTER. WATER LINE FROM RIDGEWAY DRIVE TO NM 528 SHALL BE INSTALLED AS SOON AS POSSIBLE AT THE BEGINNING OF CONSTRUCTION. MAINTAIN TWO WAY TRAFFIC AT ALL TIMES. DETOUR TRAFFIC ACCESSING WB HIGH RESORT BLVD FROM NB NM 528 TO RIDGECREST DR. DETOUR TRAFFIC ACCESSING WB HIGH RESORT BLVD FROM SB NM 528 TO RIDGE ROCK RD. SEE SHEET 6-1.

PHASE II

BOP STA 10+21.95 (BROADMOOR BLVD. TO STA 95+94.00 (NM 528):
PROVIDE TEMPORARY SIGNALIZATION AT BROADMOOR BLVD, LOMA VISTA BLVD/WHITE HORSE DRIVE, AND NM 528. TEMPORARY SIGNALIZATION SHALL BE INCLUDED IN TRAFFIC CONTROL BID ITEM. SHIFT THE EASTBOUND TRAFFIC TO THE INSIDE LANE OF THE NEWLY CONSTRUCTED WESTBOUND HIGH RESORT BLVD. CREATING TWO WAY TRAFFIC LANES SEPARATED BY VERTICAL PANELS. RECONSTRUCT THE EASTBOUND LANES, CURB & GUTTER, SIDEWALK, ADA RAMPS, MEDIAN CURB & GUTTER, STORM DRAIN , RECYCLED WATER LINE & IRRIGATION LINES FOR MEDIAN. MAINTAIN TWO WAY TRAFFIC AT ALL TIMES. FOR JACK AND BORE OPERATIONS, DETOUR EB SEVEN FALLS DR TRAFFIC SOUTH ALONG HIGH RIDGE TRAIL TO PANORAMA HEIGHTS DR. SEE SHEET 6-1.

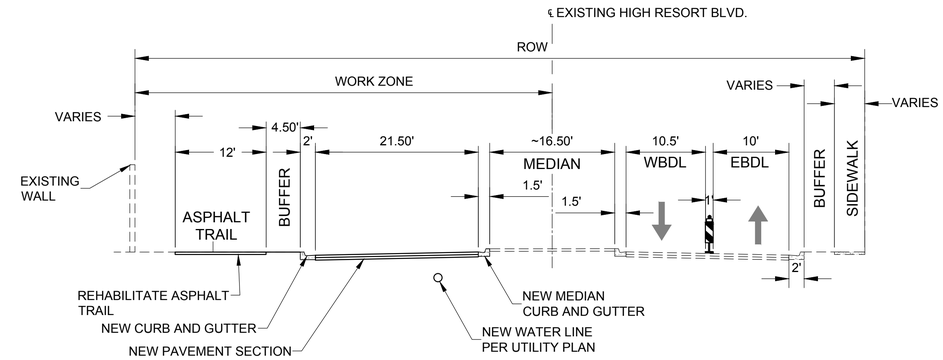
PHASE III

BOP STA 10+21.95 (BROADMOOR BLVD. TO STA 94+07.00 (NM 528):
CLOSE THE INSIDE WESTBOUND & EASTBOUND LANES OF HIGH RESORT BLVD., SHIFTING THE TRAFFIC TO THE NEWLY CONSTRUCTED OUTSIDE LANES. CONSTRUCT MEDIAN PAVING, LANDSCAPING, AND IRRIGATION SYSTEMS THRU THE CORRIDOR.

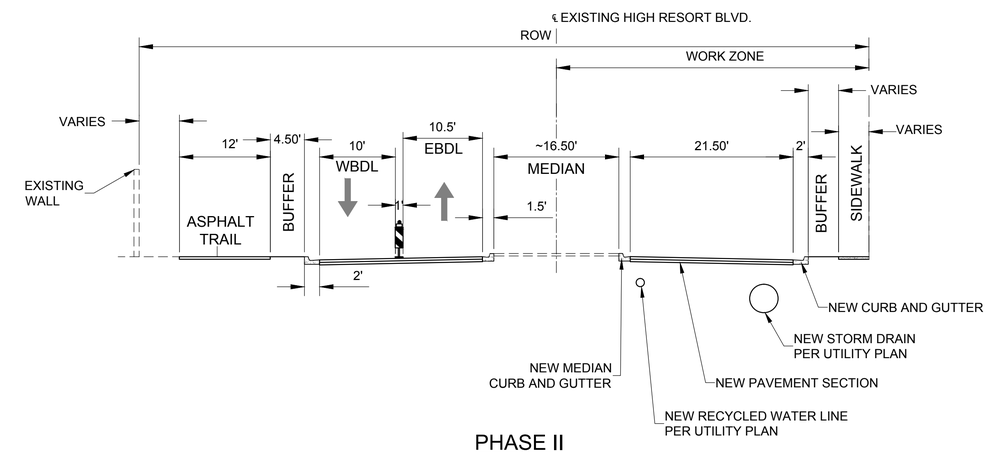
NOTE:
THE SUGGESTED SEQUENCE OF CONSTRUCTION IS PROVIDED AS A GUIDE TO REDUCE IMPACTS TO THE TRAVELING PUBLIC DURING CONSTRUCTION OF THE PROJECT. THIS IS ONLY A SUGGESTED SEQUENCE AND MAY BE MODIFIED BY THE CONTRACTOR TO BEST SUIT THEIR OPERATIONS. ALL CONSTRUCTION TRAFFIC CONTROL AND SIGNING MUST BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD AND CHAPTER 96 OF THE CITY OF RIO RANCHO MUNICIPAL CODE. NO FULL CLOSURE OF HIGH RESORT BLVD WILL BE ALLOWED.

PHASING LEGEND

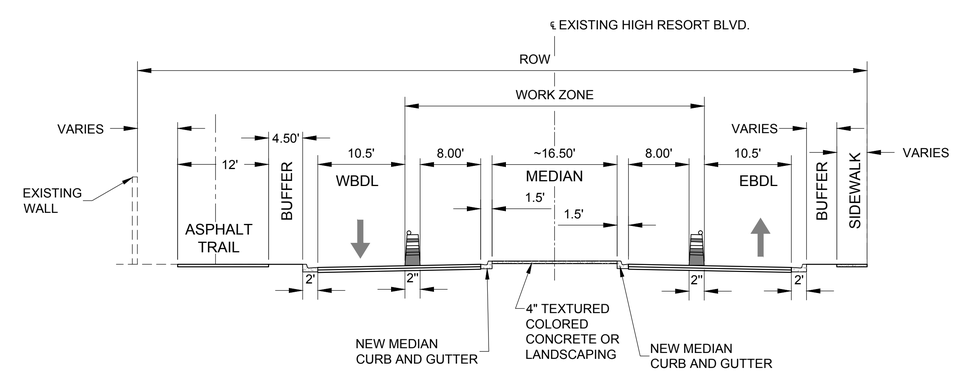
- PHASE I
- PHASE II
- PHASE III



PHASE I



PHASE II



PHASE III

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CITY of RIO RANCHO

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FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SEQUENCE OF CONSTRUCTION AND TYPICAL SECTIONS

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
6-2

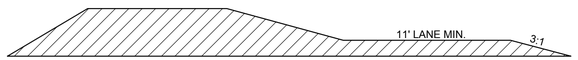
Traffic Control Notes

1. THE CONTRACTOR/TCP FIRM MUST ADHERE TO THE DATES AND TIMES APPROVED BY CORR. FAILURE TO DO SO WILL RESULT IN NON-PAYMENT.

2. THE CORR RESERVES THE RIGHT TO MAKE ANY CHANGES AND/OR MODIFICATIONS TO THE APPROVED TRAFFIC CONTROL PLAN.

3. THE CONTRACTOR/TCP FIRM SHALL ADHERE TO ALL THE REQUIREMENTS LISTED IN THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

4. IN THE AREAS OF PAVEMENT OPERATIONS OR OTHER ACTIVITIES WITHIN THE TRAVELED WAY AND ADJACENT TO THE EXISTING TRAVELED LANE, THE CONTRACTOR SHALL ASSURE THAT NO PAVEMENT DROP-OFFS ARE LEFT EXPOSED DURING NON-WORKING HOURS. THE CONTRACTOR SHALL INITIATE CORRECTIVE MEANS AS PER "THE NEW MEXICO DEPARTMENT OF TRANSPORTATION PAVEMENT DROP-OFF GUIDELINE" TO ACHIEVE A MINIMUM 6:1 SLOPE BETWEEN TRAVELED LANES AND A MINIMUM 3:1 SLOPE ADJACENT TO THE EXISTING TRAVELED LANE WITH TWO 11 FOOT DRIVING LANES AS SHOWN IN THE DETAIL BELOW.



5. THE CONTRACTORS/TCP FIRM WILL BE REQUIRED TO COVER UP ALL CONFLICTING SIGNS WITHIN OR IN ADVANCED OF THE WORK ZONE.

6. IN COVERING UP ANY CONFLICTING SIGNS, THE CONTRACTOR IS TO USE AN APPROVED METHOD OF COVERING EXISTING SIGNING SO AS NOT TO DAMAGE/DISTORT SIGN SHEETING OR MARKINGS. THE CONTRACTOR/TCP FIRM SHALL NOT PLACE A PATCH ON THE SIGN AND TAPE THE PATCH DIRECTLY TO THE FACE OF THE SIGN. FAILURE TO ADHERE TO THIS REQUIREMENT WILL RESULT IN THE CONTRACTOR/TCP FIRM BEING REQUIRED TO REPLACE THE SIGN AT THEIR EXPENSE.

7. THE CONTRACTOR/TCP FIRM SHALL NOT PLACE A LANE DROP TAPER ALONG A HORIZONTAL CURVE. THE LANE DROP TAPER SHALL BE PLACED IN ADVANCE OF THE HORIZONTAL CURVE SO THAT IT IS VISIBLE TO ALL ONCOMING TRAFFIC.

8. ON CREST VERTICAL CURVES, THE CONTRACTOR/TCP FIRM SHALL PLACE LANE DROPS IN ADVANCE OR AT THE BEGINNING OF THE CURVE TO ENHANCE VISIBILITY OF THE LANE DROP TO ONCOMING TRAFFIC.

9. THE CONTRACTOR/TCP FIRM **SHALL** CONTACT CORR PROJECT MANAGER AT LEAST 48 HOURS BEFORE ANY WORK LISTED IN THE TCP IS PERFORMED, TO CONFIRM THE ACTUAL START DATED OF THE CONSTRUCTION. CORR PROJECT MANAGER CAN THEN PUBLISH THE UPCOMING WORK, AS NECESSARY.

10. ALL TRAFFIC DEVICES SHALL BE KEPT CLEAN THROUGHOUT THE DURATION OF THE PROJECT. ANY SIGN THAT IS TAGGED BY GRAFFITI SHALL BE CLEANED WITHIN 24 HOURS OR REMOVED AND REPLACED.

11. "BUMP", "LOOSE GRAVEL", "LANE DROP-OFF SIGN" SIGN PLACEMENT THE CONTRACTOR SHALL PLACE W8-1-48 SIGNS ("BUMP"-B/FO),W8-7-48 SIGNS ("LOOSE GRAVE"-B/FO) AND/OR W8-9A-48 SIGNS ("SHOULDER DROP-OFFS"-B/FO) IN ADVANCE OF BRIDGE APPROACHES OR OTHER LOCATIONS DURING COLD MILLING AND OVERLAY OPERATIONS AS NEEDED OR AS DIRECTED BY THE PROJECT MANAGER. SEE STANDARD DRAWINGS 702-01-1/3 FOR SIGN DETAILS.

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

SIGN	SIGN CODE	COLOR	LETTER SHEETING	BACKGROUND SHEETING
APPROACH SIGNS	W20-1,2,3,4,5, 7	(BLK/FLOURESCENT Orange)	--------	Type VII, VIII or IX
CHEVRONS	W1-8	(BLK/FLOURESCENT Orange)	--------	Type VII, VIII or IX
CURVES	W1-2	(BLK/FLOURESCENT Orange)	--------	Type VII, VIII or IX
REVERSE CURVE	W1-4	(BLK/FLOURESCENT Orange)	--------	Type VII, VIII or IX
MERGE	W4-1	(BLK/FLOURESCENT Orange)	--------	Type VII, VIII or IX
NO PASSING ZONE	W14-3	(BLK/FLOURESCENT Orange)	--------	Type VII, VIII or IX
FLAGGER PADDLE		(BLK/FLOURESCENT Orange side one with Red on side 2)	--------	Type VII, VIII or IX
ALL DRUMS		(BLK/FLOURESCENT Orange)	--------	Type VII, VIII or IX
All Other Const. Signs		Black on Orange		Type III

1. PLACEMENT OF THE SEQUENTIAL ARROW SHALL BE AT OR NEAR THE BEGINNING OF THE LANE CLOSURE TAPER. IN AREAS OF INSUFFICIENT PAVEMENT WIDTH, THE SEQUENTIAL ARROW MAY BE PLACED WITHIN THE TAPER, BUT NOT TO EXCEED ½ THE TAPER LENGTH. IN ALL CASES, THE SEQUENTIAL ARROW SHALL BE PLACED WITHIN THE CHANNELIZATION DEVICES.

2. ALL SIGNING ON THE INTERSTATE AND ON HIGH SPEED 4 LANE DIVIDED FACILITIES SHALL BE DOUBLE INDICATED.

3. ALL SIGNS THAT ARE PART OF WORK ZONE THAT IS IN PLACE FOR MORE THAN **3 DAYS** SHALL BE ON **POSTS.**

4. COVERING EXISTING WHITE AND YELLOW STRIPES WITH BLACK PAINT AS A METHOD OF STRIPE REMOVAL IS **STRICLY PROHIBITED**.

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

a. Interstate: Warning sign 48"x48" Regulatory 48"x60"

b. Non-Interstate Warning sign 36"x36" Regulatory 36"x42"

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

7. IF ANY OF THE SIGNS AND/OR TRAFFIC CONTROL DEVICES, ON THE ATTACHED TCP, ARE BEING USED OVERNIGHT THE MINIMUM REFLECTIVITY STANDARDS SHALL BE REQUIRED:

New MUTCD Table 2A-3. Minimum Maintained Retroreflectivity Levels ①

SIGN COLOR	SHEETING TYPE (ASTM D4956-04)				ADDITIONAL CRITERIA
	Beaded Sheeting			Prismatic Sheeting	
	I	II	III	III, IV, VI, VII, VIII, IX, X	
White on Green	W*; G ≥ 7	W*; G ≥ 15	W*; G ≥ 25	W ≥ 250; G ≥ 25	Overhead
	W*; G ≥ 7	W ≥ 120; G ≥ 15			Ground-mounted
Black on Yellow or Black on Orange	Y*; O*	Y ≥ 50; O ≥ 50			②
	Y*; O*	Y ≥ 75; O ≥ 75			③
White on Red	W ≥ 35; R ≥ 7				④
Black on White	W ≥ 50				—

① The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m² measured at an observation angle of 0.2° and an entrance angle of -4.0°.
② For text and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs
③ For text and fine symbol signs measuring less than 1200 mm (48 in)
④ Minimum Sign Contrast Ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity)
* This sheeting type should not be used for this color for this application.

BOLD SYMBOL SIGNS

- W1-1, -2 – Turn and Curve
- W1-3, -4 – Reverse Turn and Curve
- W1-5 – Winding Road
- W1-6, -7 – Large Arrow
- W1-8 – Chevron
- W1-10 – Intersection in Curve
- W1-15 – 270 Degree Loop
- W2-1 – Cross Road
- W2-2, -3 – Side Road
- W2-4, -5 – T and Y Intersection
- W2-6 – Circular Intersection
- W3-1 – Stop Ahead
- W3-2 – Yield Ahead
- W3-3 – Signal Ahead
- W4-1 – Merge
- W4-2 – Lane Ends
- W4-3 – Added Lane
- W4-6 – Entering Roadway Added Lane
- W6-1, -2 – Divided Highway Begins and Ends
- W6-3 – Two-Way Traffic
- W10-1, -2, -3, -4, -11, -12 – Highway-Railroad Advance Warning
- W11-2 – Pedestrian Crossing
- W11-3 – Deer Crossing
- W11-4 – Cattle Crossing
- W11-5 – Farm Equipment
- W11-6 – Snowmobile Crossing
- W11-7 – Equestrian Crossing
- W11-8 – Fire Station
- W11-10 – Truck Crossing
- W12-1 – Double Arrow
- W16-5p, -6p, -7p – Pointing Arrow Plaques
- W20-7a – Flagger
- W21-1a – Worker

FINE SYMBOL SIGNS – Symbol Signs Not Listed As Bold Symbol Signs

SPECIAL CASES

- W3-1 – Stop Ahead: Red retroreflectivity ≥ 7
- W3-2 – Yield Ahead: Red retroreflectivity ≥ 7; White retroreflectivity ≥ 35
- W3-3 – Signal Ahead: Red retroreflectivity ≥ 7; Green retroreflectivity ≥ 7
- W3-5 – Speed Reduction: White retroreflectivity ≥ 50
- For non-diamond shaped signs such W14-3 (No Passing Zone), W4-4p (Cross Traffic Does Not Stop), or W13-1, -2, -3, -5 (Speed Advisory Plaques), use largest sign dimension to determine proper minimum retroreflectivity level.

TRAFFIC CONTROL PLAN:

THE CONTRACTOR SHALL BE REQURED TO SUBMIT AND OBTAIN APPROVAL OF A TRAFFIC CONTROL PERMIT PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITIES ON THE ROADWAY. ALONG WITH THE PERMIT, THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A TRAFFIC CONTROL PLAN THAT WILL REFLECT AND COORDINATE THE CONTRACTOR'S PROPOSED CONSTRUCTION PHASING. THESE PLANS SHALL BE PREPARED AND SEALED BY A NEW MEXICO REGISTERED PROFESSIONAL ENGINEER. THE PLANS SHALL BE REVIEWED AND APPROVED BY THE CITY OF RIO RANCHO TRAFFIC ENGINEER AND NMDOT DISTRICT 3 TRAFFIC ENGINEER OR DESIGNEE. THE CITY OF RIO RANCHO AND NMDOT DISTRICT TRAFFIC SECTION RESERVES THE RIGHT TO MAKE ANY CHANGES TO THE TRAFFIC CONTROL PLAN TO ADDRESS SITE SPECIFIC ITEMS THAT WERE NOT SHOWN ON THE PLANS. THE CITY OF RIO RANCHO AND NMDOT ALSO RESERVES THE RIGHT TO ADD TRAFFIC CONTROL DEVICES TO THE APPROVED PLAN IF IT IS DETERMINED BY THE TRAFFIC ENGINEER OR DESIGNEE THAT THE ADDITIONAL DEVICES WOULD BE REQUIRED TO ADDRESS SAFETY CONCERNS WITHIN OR IN ADVANCE OF THE WORK ZONE. ANY ADDITIONAL SIGNS AND/OR DEVICES WILL BE CONSIDERED INCIDENTAL TO ITEM 702810 (TRAFFIC CONTROL DEVICES FOR CONSTRUCTION) AND NO MEASUREMENT OR PAYMENT SHALL BE MADE. THE TRAFFIC CONTROL PERMIT ALONG WITH THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED ON 11X17 SHEETS. A COPY OF THE CITY OF RIO RANCHO TRAFFIC CONTROL PERMIT MAY BE OBTAINED AT THE CITY OF RIO RANCHO. A COPY OF THE NMDOT TRAFFIC CONTROL PERMIT MAY BE OBTAINED AT THE NMDOT WEBSITE:
http://dot.state.nm.us/content/dam/nmdot/Infrastructure/ROW_Permits/Traffic_Control-Roadway_WorkPermit.pdf

ANY FEES ASSOCIATED WITH OBTAINING TRAFFIC CONTROL PERMITS SHALL BE CONSIDERED INCIDENTAL TO ITEM 702800 (TRAFFIC CONTROL MANAGEMENT).

GENERAL NOTES:

1. ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY CITY OF RIO RANCHO DEPARTMENT OF PUBLIC WORKS DEPT.

2. ALL MILLED ASPHALT SURFACING REMOVAL SHALL BE STOCK PILED WITHIN 5 MILE RADIUS FOR PROJECT LOCATION. PROJECT MANAGER WILL PROVIDE LOCATION.

3. ONLY REMOVE ASPHALT WITHIN CURB AND GUTTER LIMITS.

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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HIGH RESORT BLVD RECONSTRUCTION PROJECT PW 1611
BROADMOOR BLVD TO NM 528

TRAFFIC CONTROL GENERAL NOTES 01

DONALD M. DUDA NEW MEXICO 17616 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 6-3

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\06_TRAFFIC CONTROL\C-TRAFFIC GENERAL NOTES_PW1611.DWG9/14/2016 9:55 PM

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

Roadway Speed Limit	Minimum Taper/Flare Rate	Desirable Taper/Flare Rate
Less than 45 MPH	8:1	18:1
Between 45 MPH and 55 MPH	10:1	24:1
Greater than 55 MPH	15:1	30:1

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

3. THE CRASH CUSHION ATTENUATORS SHALL BE DESIGNED AS PER THE C.O.R.R. TRAFFIC ENGINEER'S RECOMMENDATIONS. THE DISTRICT MAY ELECT TO EITHER UTILIZE THE POSTED SPEED OR THE 80% SPEED IN THE LAYOUT OF THE CRASH CUSHION ATTENUATORS WITHIN THE WORK ZONE.

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

5. ALL DEVICES THAT ARE PLACED WITHIN THE C.O.R.R. R/W SHALL ADHERE TO SECTION 702- TRAFFIC CONTROL DEVICES FOR CONSTRUCTION – IN THE LATEST EDITION OF THE NMDOT SPECIFICATION BOOK. NON-COMPLIANCE WILL RESULT IN NON-PAYMENT.

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

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

8. ANY EQUIPMENT, MATERIALS, OR VEHICLES STORED WITHIN ROW SHALL BE OUTSIDE OF CLEAR ZONE (BASED ON EXISTING POSTED SPEED).

9. ANY EQUIPMENT, MATERIAL OR VEHICLE STORED WITHIN CLEAR ZONE SHALL BE PROPERLY SHIELDED.

10. MATERIALS, WORK ACTIVITIES, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED WITHIN THE ESTABLISHED BUFFER SPACE.

11. ALL CONSTRUCTION EQUIPMENT, VEHICLES AND MATERIALS SHALL REMAIN BEHIND TRAFFIC CONTROL DEVICES.

12. ALL TRAFFIC CONTROL DEVICE TYPES, QUANTITIES AND SPACING SHALL NOT DEVIATE FROM THE APPROVED TRAFFIC CONTROL PLAN. ANY CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE APPROVED BY THE C.O.R.R. TRAFFIC ENGINEER OR HIS/HER DESIGNEE.

13. THE CONTRACTOR OR THE TRAFFIC CONTROL SUBCONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL SUPERVISOR ON SITE DURING WORKING HOURS FOR IMMEDIATE RESPONSE TO TRAFFIC CONTROL ISSUES/CONCERNS. TRAFFIC CONTROL SUPERVISOR /COMPANY MUST RESPOND WITHIN ONE HOUR OUTSIDE OF NORMAL WORKING HOURS. NON COMPLIANCE WILL RESULT IN NO PAYMENT.

14. THE FOLLOWING TAPER LENGTHS, BUFFER ZONE, AND SPACING OF DEVICES REQUIREMENTS SHALL BE ADHERED TO:

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

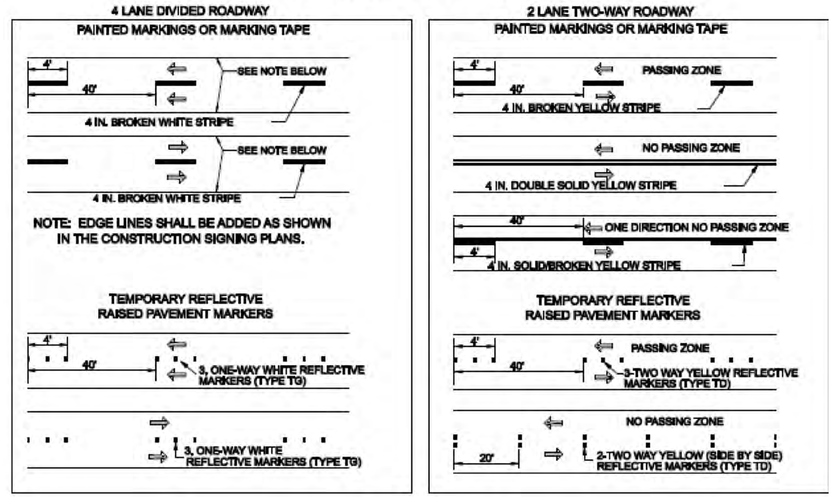
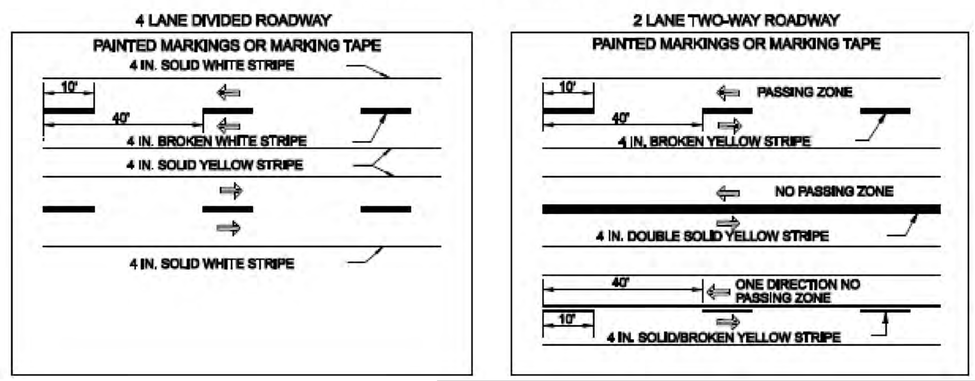


FIGURE 1A
STANDARD WORK ZONE INTERIM MARKINGS
(IN PLACE FOR 14 CALENDAR DAYS OR MORE)
(MINIMUM OF 2 COATS OR AS DIRECTED BY THE PROJECT MANAGER)



Posted Speed (MPH)	Merging (L) & Shifting Taper (1/2L) Length (FT.) [1]							Shoulder Taper (Ft.) [2] 1/3 L				Transition Area/ Calming Zone [3] (2L) (Ft.)	Buffer Space or Distance [4] to Flagger Station	Maximum Spacing of Devices (Ft.) [5]	
	Formula	11' lane		12' Lane		13' Lane		4'	6'	8'	10'			On a Taper	On a Tangent
20		75	40	80	40	85	45	9	13	18	22	160	115	20	40
25	$L=WS^2/60$	115	60	125	65	135	70	14	21	28	35	250	155	25	50
30		165	85	180	90	195	100	20	30	40	50	360	200	30	60
35		225	115	245	125	265	135	27	41	54	68	490	250	35	70
40		295	150	320	160	345	175	36	53	71	89	640	305	40	80
45		495	250	540	270	585	295	60	90	120	150	1080	360	45	90
50		550	275	600	300	650	325	67	100	133	167	1200	425	50	100
55		605	305	660	330	715	360	73	110	147	183	1320	495	55	110
60	L=WS	660	330	720	360	780	390	80	120	160	200	1440	570	60	120
65		715	360	780	390	845	425	87	130	173	217	1560	645	65	130
70		770	385	840	420	910	455	93	140	187	233	1680	730	70	140
75		825	415	900	450	975	490	100	150	200	250	1800	820	75	150

[1] See Section 6C.08 on page 6C-5 and Figure 6C-2 on page 6C-6 of the 2003 MUTCD
[2] See Section 6C.08 on page 6C-5 and Figure 6C-2 on page 6C-6 of the 2003 MUTCD
[3] See Figure 6H-37 on page 6H-79 of the 2003 MUTCD
[4] See Section 6C.06 on page 6C-04 and 6C-05 of the 2003 MUTCD

1. WORK ZONE INTERIM MARKINGS:

A. THE CONTRACTOR SHALL PLACE REFLECTORIZED PAINTED MARKINGS ON EACH INTERMEDIATE LIFT OF SURFACING OR MILLED SURFACE AT THE END OF DAY'S SURFACING OR MILLING OPERATION. THESE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DETAILS SHOWN IN FIGURE 1 OR FIGURE 1A ON THIS SHEET. IN THE EVENT THE PAINTED MARKINGS CANNOT BE PLACED AS DESCRIBED ABOVE, THE CONTRACTOR SHALL, WITH THE APPROVAL OF THE PROJECT MANAGER, PLACE MARKING TAPE OR TEMPORARY REFLECTIVE RAISED PAVEMENT MARKERS IN ACCORDANCE WITH THE DETAILS SHOWN IN FIGURE 1 OR FIGURE 1A ON THIS SHEET OR AS DIRECTED BY THE PROJECT MANAGER. INTERIM MARKING TAPE WILL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL ITEM.

B. THE CONTRACTOR SHALL PLACE REMOVABLE MARKING TAPE OR TEMPORARY REFLECTIVE RAISED PAVEMENT MARKERS AFTER PLACEMENT ON THE FINAL LIFT OF SURFACING IF PERMANENT MARKINGS ARE NOT PLACED DURING THE SAME WORKING DAY. THESE MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DETAILS SHOWN IN FIGURE 1 OR 1A ON THIS SHEET OR AS DIRECTED BY THE PROJECT MANAGER. (INCIDENTAL TO TRAFFIC CONTROL ITEM).

C. ON ROADWAYS WITH SEVERE CURVATURE, BROKEN-LINE, INTERIM MARKINGS WITH HALF-CYCLE LENTHS AND A MINIMUM OF 2 FOOT STRIPES OR A GROUP OF TWO TEMPORARY REFLECTIVE PAVEMENT MARKINGS SPACED 2 FEET APART MAY BE USED WHERE PASSING IS ALLOWED. INTERIM EDGE LINES OR CHANNELIZATION LINES FOR DELINEATION MAY BE USED AS NEEDED OR AS DIRECTED BY THE PROJECT MANAGER. PASSING/NO PASSING ZONE SIGNING TO SUPPLEMENT INTERIM MARKINGS FOR DELINEATION MAY BE USED AS NEEDED OR AS DIRECTED BY THE PROJECT MANAGER. ALL INTERIM MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MUTCD. (INCIDENTAL TO TRAFFIC CONTROL ITEM).

GENERAL NOTES:

1. ALL WORK IN PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED BY A LICENSED CONTRACTOR AND REQUIRES PERMIT AND APPROVAL BY CITY OF RIO RANCHO DEPARTMENT OF PUBLIC WORKS DEPT.

2. ALL MILLED ASPHALT SURFACING REMOVAL SHALL BE STOCK PILED WITHIN 5 MILE RADIUS FOR PROJECT LOCATION. PROJECT MANAGER WILL PROVIDE LOCATION.

3. ONLY REMOVE ASPHALT WITHIN CURB AND GUTTER LIMITS.

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

TRAFFIC CONTROL GENERAL NOTES 02

DONALD M. DUDA NEW MEXICO 17616 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	6-4

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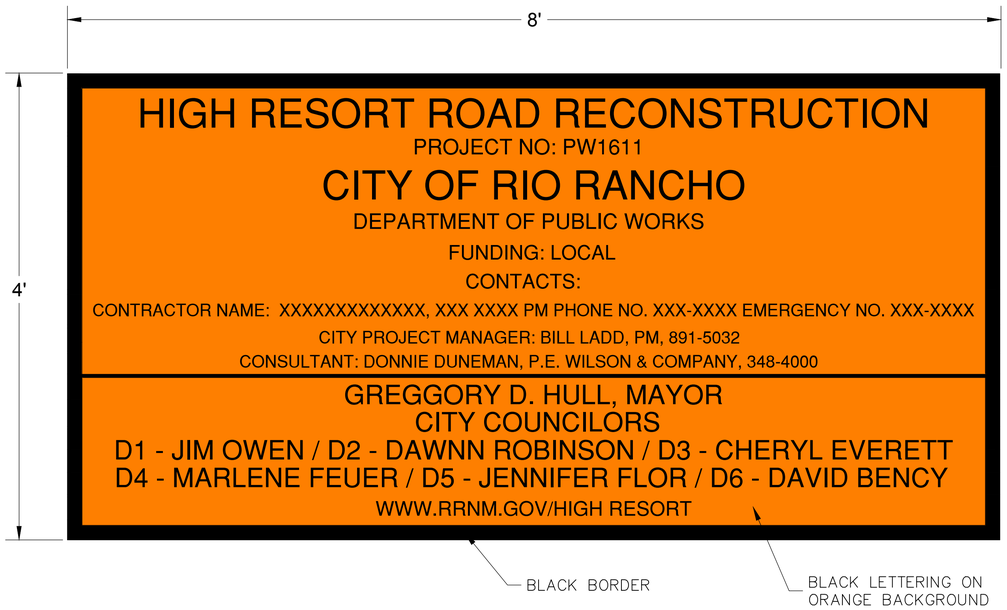
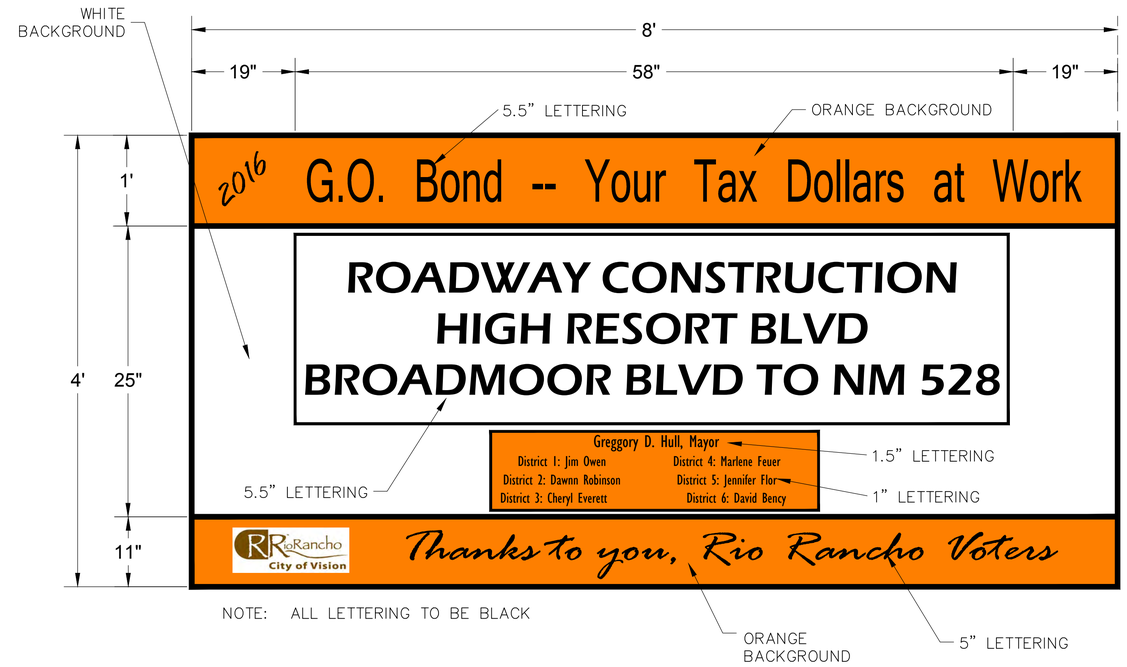


City Project Information Sign



NOTE: ALL LETTERING TO BE BLACK

GO BOND Information Sign

PROJECT SIGN
NOTES:

1. The Contractor shall provide materials for, install, and maintain for the duration of the construction project, one construction project sign for each travel direction on arterial or collector streets approaching the project. These signs shall be installed subsequent to the award of the Contract but not less than seven (7) days prior to the expected start of the construction work.

2. The sign screening(s) shall be placed on one side of 1/2" thick 4'x8' marine grade plywood. Each sign shall be mounted on a minimum of two 4"x4" posts, with the bottom of the sign four (4) feet above grade. The sign(s) shall be mounted level and at location(s) designated by the City Project Manager. Project sign placement shall not impede safe sight distance.

3. At the pre-construction conference the Owner will furnish the Contractor with any additional or different information provided in the above details/notes.

4. Construction Project Signs will be measured and paid for at the contract unit price per EACH, which payment will be full compensation for all labor, equipment, materials and incidentals necessary to complete the work.

CITY of RIO RANCHO

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6			
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

TRAFFIC CONTROL PROJECT SIGNS

DONALD M. DUNEMAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

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GENERAL TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL CONTACT THE C.O.R.R. TRAFFIC MANAGER, AT (505) 891-5016 PRIOR TO THE START OF CONSTRUCTION TO DETERMINE WHICH OF THE EXISTING PERMANENT SIGNS (THAT ARE SLATED TO BE REPLACED) WILL BE SALVAGED BY THE C.O.R.R. THE CONTRACTOR WILL BE REQUIRED TO DELIVER THOSE SIGNS TO A LOCATION DETERMINED BY THE C.O.R.R. PUBLIC WORKS DEPARTMENT. ALL OTHER SIGNS, POSTS AND SIGN BASES WILL BE DISPOSED OF BY THE CONTRACTOR. ANY COSTS ASSOCIATED WITH THIS ACTIVITY SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT.

2. TRAFFIC CONTROL PLAN: THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT AND OBTAIN APPROVAL OF THE TRAFFIC CONTROL PLAN PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITIES ON THE PROJECT. THE CONTRACTOR SHALL SUBMIT THE PLAN TO THE PROJECT MANAGER FOR REVIEW AND APPROVAL BY THE C.O.R.R. TRAFFIC ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT ONE OF THE FOLLOWING:

   2.1. THE APPROVED TRAFFIC CONTROL PLANS THAT ARE INCLUDED IN THIS PLAN SET.

   2.2. A TRAFFIC CONTROL PLAN THAT WILL REFLECT THE CONTRACTOR'S PROPOSED CONSTRUCTION PHASING. THESE PLANS SHALL BE REVIEWED AND APPROVED BY THE C.O.R.R. TRAFFIC ENGINEER.

3. THE C.O.R.R. TRAFFIC SECTION RESERVES THE RIGHT TO MAKE ANY CHANGES TO THE TRAFFIC CONTROL PLAN TO ADDRESS SITE SPECIFIC ITEMS THAT WERE NOT SHOWN ON THE PLANS. THE C.O.R.R. ALSO RESERVES THE RIGHT TO ADD DEVICES AND/OR SIGNS TO THE APPROVED PLAN IF IT IS DETERMINED BY THE TRAFFIC ENGINEER THAT THE SIGNS AND/OR DEVICES WOULD BE REQUIRED TO ADDRESS SAFETY CONCERNS WITHIN OR IN ADVANCE OF THE WORK ZONE. ANY CHANGES TO THE PLANS WHICH RESULT IN ADDITIONAL SIGNS AND/OR DEVICES WILL BE CONSIDERED INCIDENTAL TO ITEM 702810 - TRAFFIC CONTROL DEVICES FOR CONSTRUCTION.

4. THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED TO THE C.O.R.R. AT LEAST 10 WORKING DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING. THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED ON AN 11X17 SHEETS. NO HAND DRAFTED TRAFFIC CONTROL PLANS WILL BE ACCEPTED

5. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL PHASES OF WORK AND SCHEDULES INVOLVED IN THE CONSTRUCTION PROJECT. ANY SEPARATE PHASES OF A CONSTRUCTION PROJECT SHALL BE GIVEN AN INDIVIDUAL PERMIT EACH. BLANKET PERMITS WILL NOT BE ISSUED.

6. CORR DPW SHALL BE NOTIFIED 5 BUSINESS DAYS PRIOR TO ANY TRAFFIC CONTROL CHANGES NEEDED BY CONTRACTOR, THAT WERE NOT PREVIOUSLY APPROVED. THESE TRAFFIC CONTROL CHANGES SHALL BE REQUESTED IN WRITING ACCOMPANIED WITH A TRAFFIC CONTROL PLAN REFLECTING SUCH CHANGES.

7. THE CONSTRUCTION TRAFFIC CONTROL INITIAL SETUP SHALL BE BY AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED WORKSITE TRAFFIC SUPERVISOR. THE MAINTENANCE AND SERVICING SHALL ALSO BE DONE BY AN ATSSA CERTIFIED WORKSITE TRAFFIC SUPERVISOR OR EQUIVALENT.

8. ALL ADVANCE WARNING SIGNS SHALL BE DOUBLE INDICATED WHENEVER THERE ARE MULTI-LANE TRAFFIC IN ANY ONE GIVEN DIRECTION AND THERE IS SUFFICIENT MEDIAN SPACE.

9. CONTRACTOR SHALL NOT BEGIN WORK BEFORE 7:00 A.M. OR END WORK AFTER 7:00 P.M. WITHOUT THE APPROVAL OF CORR DPW.

10. CONTRACTOR IS RESPONSIBLE TO PROVIDE CORR DPW, A WEEKLY LOG OF DAILY INSPECTIONS OF BARRICADE AND MAINTENANCE SCHEDULES ON PROJECTS THAT ARE OVER ONE WEEK DURATION. NMDOT TRAFFIC CONTROL BOOK LOG.

11. CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND ADEQUATE MEANS OF CHANNELIZING PEDESTRIAN TRAFFIC AROUND AND THROUGH THE CONSTRUCTION AREA.

12. CONTRACTOR IS RESPONSIBLE FOR OBLITERATION BY WATER BLASTING OF ANY CONFLICTING STRIPING AND RESPONSIBLE FOR ALL TEMPORARY STRIPING (INCIDENTAL TO CONTRACT).

13. CONTRACTOR SHALL PROVIDE ACCESS SIGNS FOR BUSINESSES LOCATED WITHIN THE CONSTRUCTION AREA UNDER THE SUPERVISION OF CORR DPW. EACH ACCESS SIGN SHALL HAVE 5 INCH, WHITE OPAQUE LETTERING ON BLUE REFLECTORIZED BACKGROUND. ACCESS SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE BID AND NOT PART OF THE CONTRACT UNLESS OTHERWISE STATED. NO MORE THAN 3 BUSINESSES SHALL BE LISTED ON A ACCESS SIGN. SHOPPING CENTERS AND MALLS SHALL BE LISTED AS SUCH.

14. EXCAVATIONS SHALL BE PLATED, TEMPORARILY PATCHED OR RESURFACED PRIOR TO OPENING OF TRAFFIC. A MINIMUM OF 10 FEET SHALL BE PROVIDED FOR TRAFFIC IN ANY GIVEN DIRECTION. CONTRACTOR IS RESPONSIBLE FOR ANY WORK INVOLVED IN SATISFYING THESE REQUIREMENTS.

15. TRAFFIC CONTROL STANDARDS APPLY ONLY WHERE THE CONSTRUCTION TRAFFIC CONTROL PLANS ARE NOT SPECIFIC.

16. PAVEMENT DROP-OFF SHALL COMPLY WITH THE NMDOT PUBLICATION, "PAVEMENT DROP-OFF GUILDELINES FOR MAINTENANCE AND CONSTRUCTION WORK ZONES." (INCIDENTAL TO CONTRACT)

17. CONTRACTOR SHALL PROVIDE 2 ELECTRONIC VARIABLE MESSAGE SIGNS FOR USE BY THE CONTRACTOR FOR DURATION OF THE PROJECT, MESSAGES TO BE COORDINATED WITH CORR TRAFFIC MANAGER. (INCIDENTAL TO CONTRACT)

18. ANY TEMP PAVEMENT, TEMP TRAFFIC SIGNALS, BARRIER WALL AND ALL OTHER ITEMS NECESSARY FOR ADEQUATE TRAFFIC CONTROL SHALL BE INCLUDED IN TRAFFIC CONTROL BID ITEM.

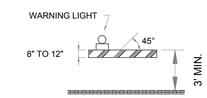
19. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 2 LANES OF TRAFFIC, 1 LANE IN EACH DIRECTION, DURING CONSTRUCTION.THE MINIMUM DRIVING LANE WIDTH SHALL BE 10 FEET WITH A 1 FOOT SHOULDER, IF CONCRETE BARRIER IS PLACED ADJACENT TO THE DRIVING LANES, OTHERWISE USE NMDOT DROPOFF GUIDELINES.

20. THE CONTRACTOR WILL NOT BE ALLOWED TO CLOSE HIGH RESORT BLVD. IN ADDITION, FULL CLOSURE OF LOMA VISTA BLVD, WEST AND EAST SPORTSPLEX ENTRANCES, WEST, EAST AND SOUTH PRESBYTERIAN HOSPITAL ENTRANCES, AND COMMERCIAL ENTRANCE IS NOT ALLOWED. SEE SHEET 6-1 FOR ADDITIONAL DETOUR NOTES.

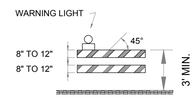
21. THE CONTRACTOR SHALL PROVIDE TEMPORARY SIGNALIZATION AS NECESSARY AT BROADMOOR BLVD, LOMA VISTA BLVD/WHITE HORSE DRIVE, AND NM 528 DURING CONSTRUCTION. TEMPORARY SIGNALIZATION SHALL BE INCLUDED IN ITEM 702810 (TRAFFIC CONTROL DEVICES FOR CONSTRUCTION).

LEGEND

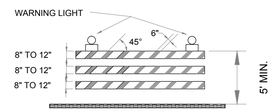
- WORK AREA
- ● BARRICADE - TYPE I, TYPE II, OR BARREL
- BARRICADE - TYPE III
- X VERTICAL PANEL
- WARNING SIGN
- FLAGMAN POSITION
- D DISTANCE BETWEEN SIGNS (A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET)
- S SPACING BETWEEN BARRICADES (A DISTANCE MEASURED IN FEET EQUAL TO THE SPEED LIMIT OF THE STREET)
- L TAPER LENGTH (SEE CHART BELOW) *THE TANGENT LENGTH IS EQUAL TO THE TAPER LENGTH FOR A GIVEN STREET



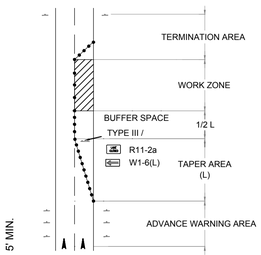
TYPE I BARRICADE
COLLAPSIBLE



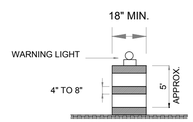
TYPE II BARRICADE
COLLAPSIBLE



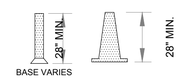
TYPE III BARRICADE



TRAFFIC CONTROL ELEMENTS



BARREL



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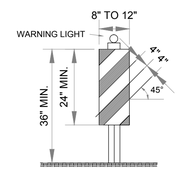
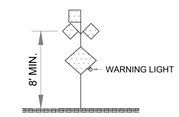


VERTICAL PANEL



HIGH LEVEL WARNING DEVICE

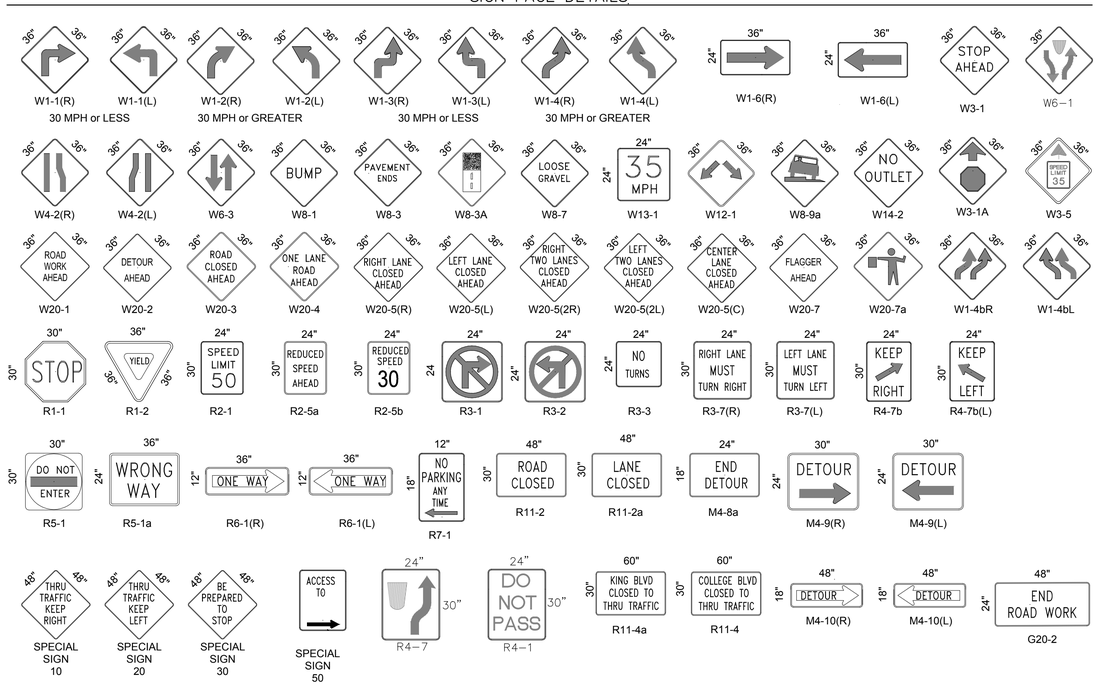
TAPER REQUIREMENTS

SPEED LIMIT (MPH)	TAPER LENGTH IN FEET (L)			MINIMUM NUMBER OF DEVICES FOR TAPER	MAXIMUM DEVICE SPACING IN FEET	
	10' LANE	11' LANE	12' LANE		ALONG TAPER	AFTER TAPER
20	70	75	80	5	20	20
25	105	115	125	6	25	25
30	150	165	180	7	30	30
35	205	225	245	8	35	35
40	270	295	320	9	40	40
45	450	495	540	13	45	45
50	500	550	600	13	50	50
55	550	605	660	13	55	55

RECOMMENDED SIGN SPACING(D) FOR ADVANCE WARNING SIGN SERIES

SPEED MILES PER HOUR	MINIMUM DISTANCE IN FEET BETWEEN SIGNS	FROM LAST SIGN TO TAPER
0-20	10 X SPEED LIMIT	10 X SPEED LIMIT
25-30	10 X SPEED LIMIT	10 X SPEED LIMIT
30-35	10 X SPEED LIMIT	10 X SPEED LIMIT
40-45	10 X SPEED LIMIT	10 X SPEED LIMIT
50-60	10 X SPEED LIMIT	10 X SPEED LIMIT

SIGN FACE DETAILS



ALL CONSTRUCTION WARNING SIGNS SHALL BE BLACK ON ORANGE UNLESS OTHERWISE SPECIFIED.

TAPER CRITERIA

TYPE OF TAPER	TAPER LENGTH
UPSTREAM TAPER:	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/2 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSTREAM TAPER:	100 FEET PER LANE

TAPER LENGTH COMPUTATION

SPEED LIMIT

40 MPH OR LESS: $L = \frac{WS^2}{60}$

45 MPH OR GREATER: $L = W \times S$

L = TAPER LENGTH
W = WIDTH OF OFFSET IN FEET
S = POSTED SPEED OR OFF-PEAK 85 PERCENTILE SPEED, IN MPH

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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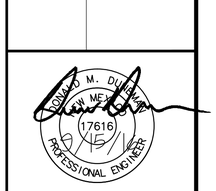
HIGH RESORT BLVD RECONSTRUCTION PROJECT PW 1611
BROADMOOR BLVD TO NM 528

TRAFFIC CONTROL SIGNS & STANDARDS



PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 6-6

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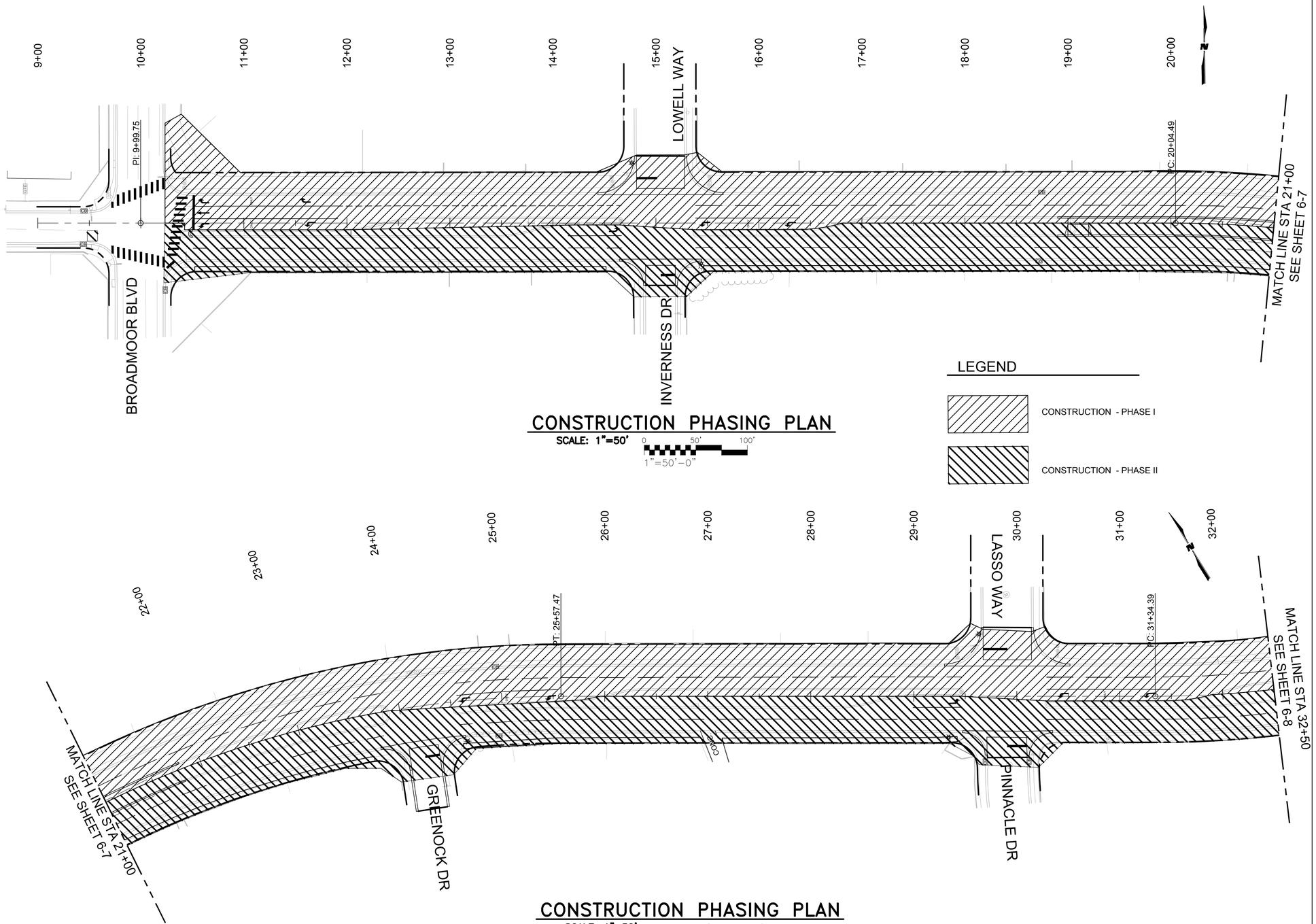

CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

KEY NOTES

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

CONSTRUCTION PHASING
PHASE I AND PHASE II 01
STA 10+50 TO STA 32+50

DONALD M. DUNAGAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER
10/5/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	6-7

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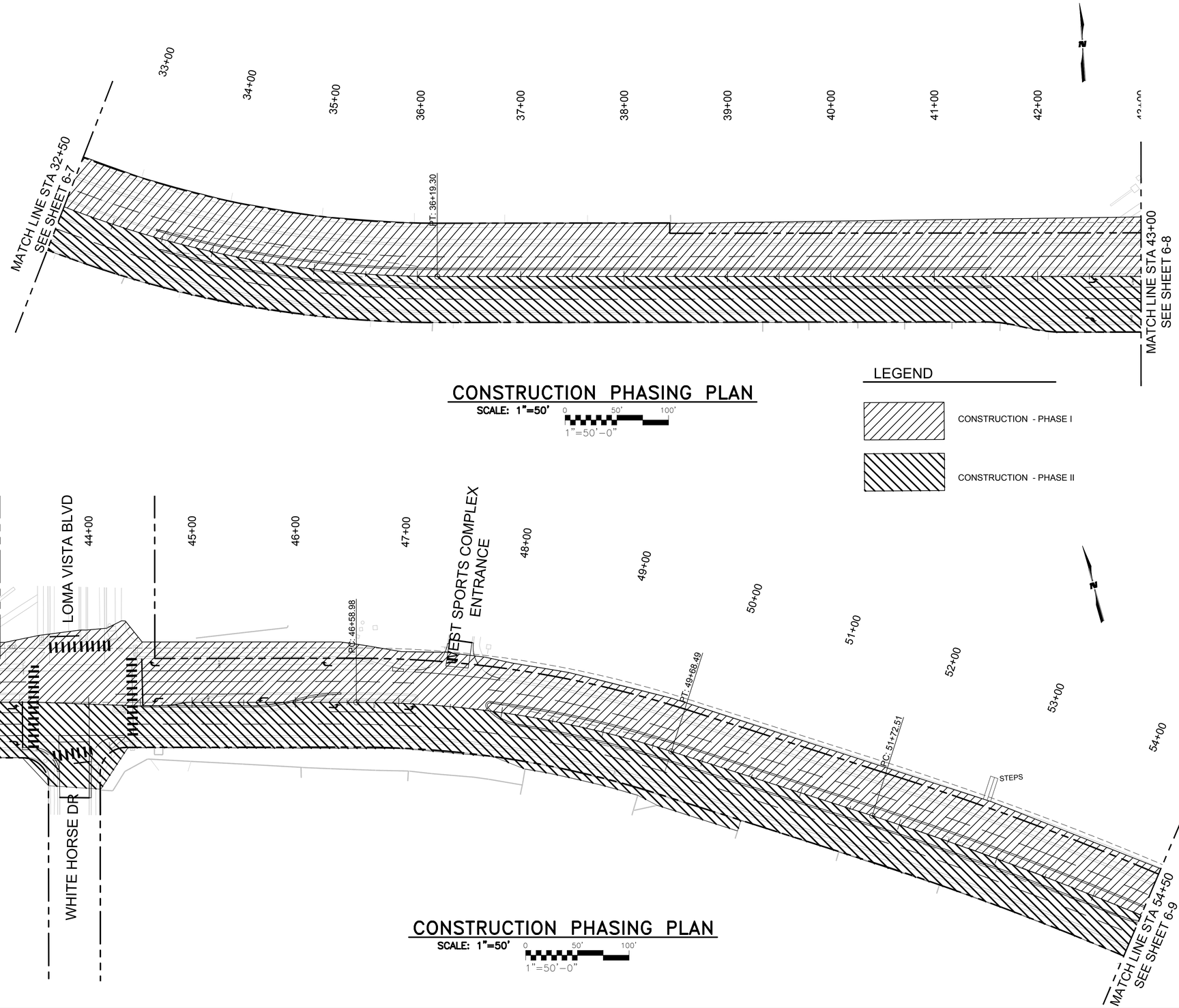

CONSTRUCTION PHASING PLAN
SCALE: 1"=50'
0 50' 100'
1"=50'-0"

CONSTRUCTION PHASING PLAN
SCALE: 1"=50'
0 50' 100'
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KEY NOTES

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

CONSTRUCTION PHASING
PHASE I AND PHASE II 02
STA 10+50 TO STA 32+50

DONALD M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	6-8

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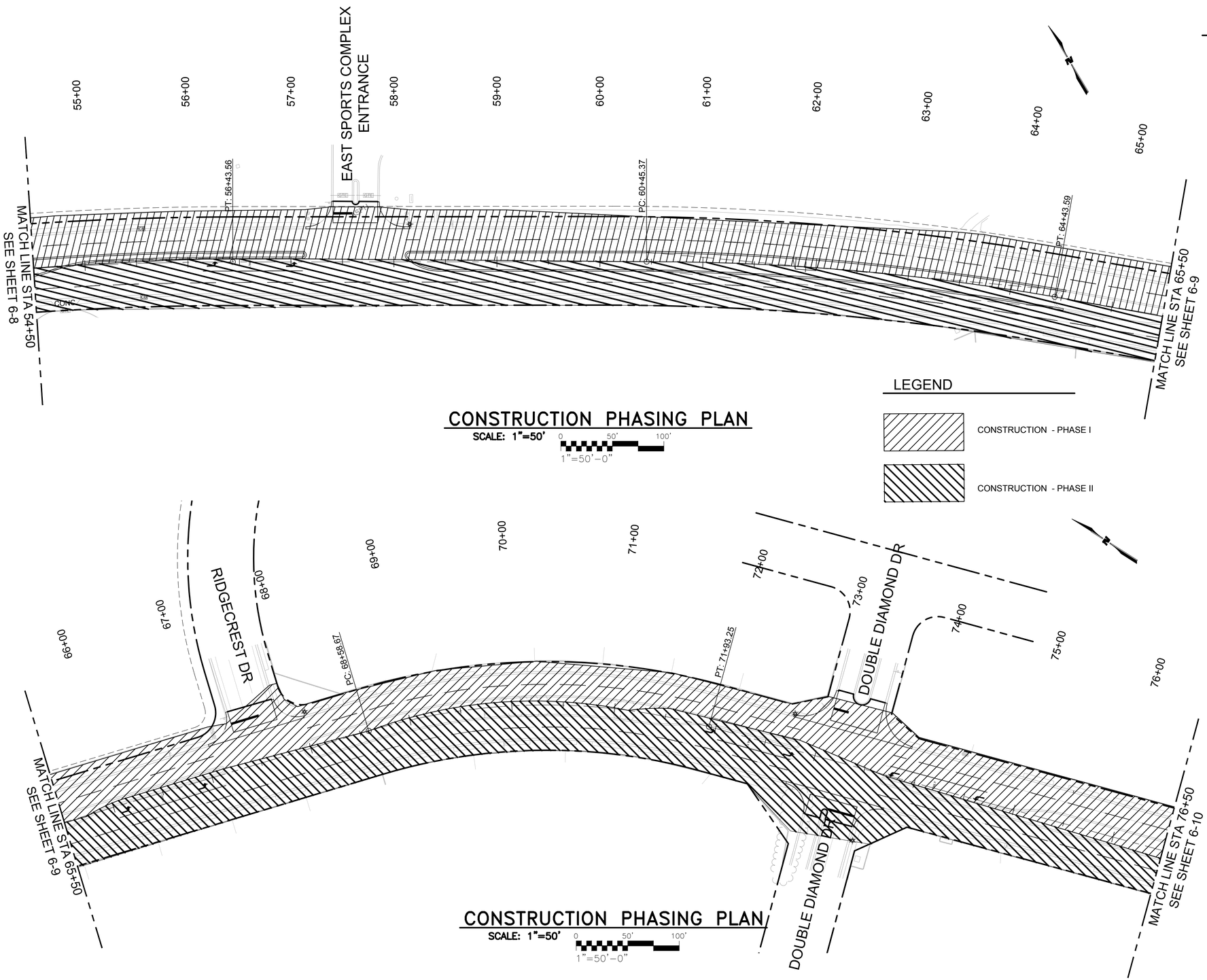

CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

LEGEND

CONSTRUCTION - PHASE I

CONSTRUCTION - PHASE II

CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

KEY NOTES

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CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

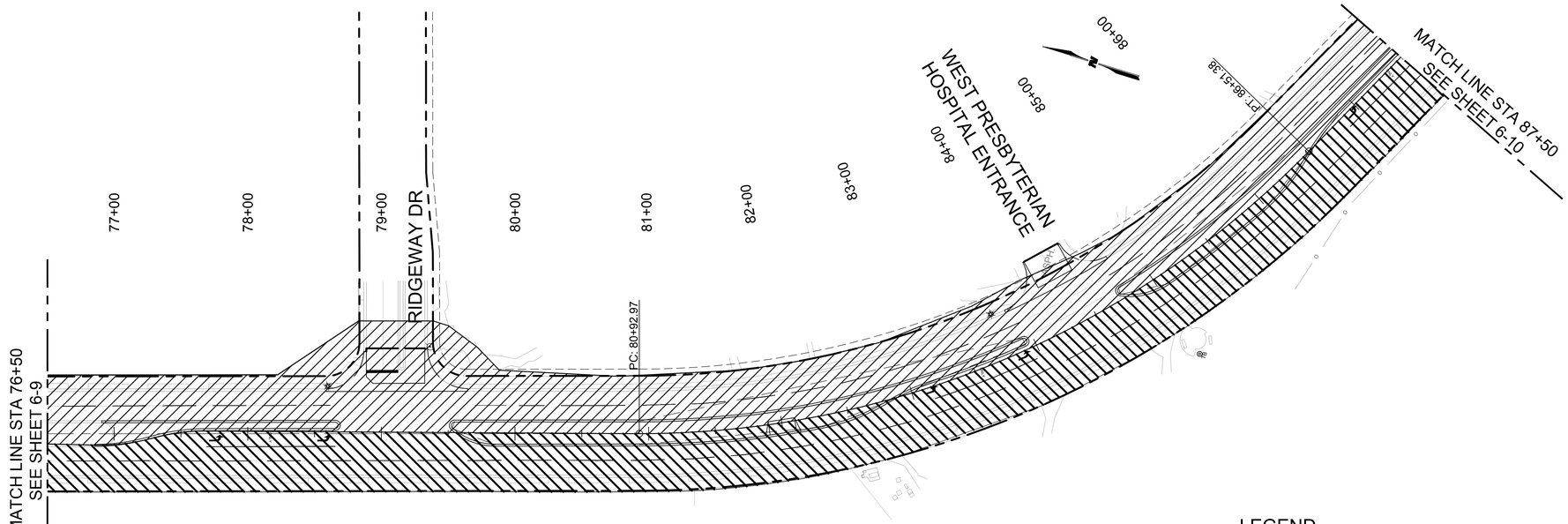
CONSTRUCTION PHASING
PHASE I AND PHASE II 03
STA 10+50 TO STA 32+50

DONALD M. DUDERSTADT
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

6-9



CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

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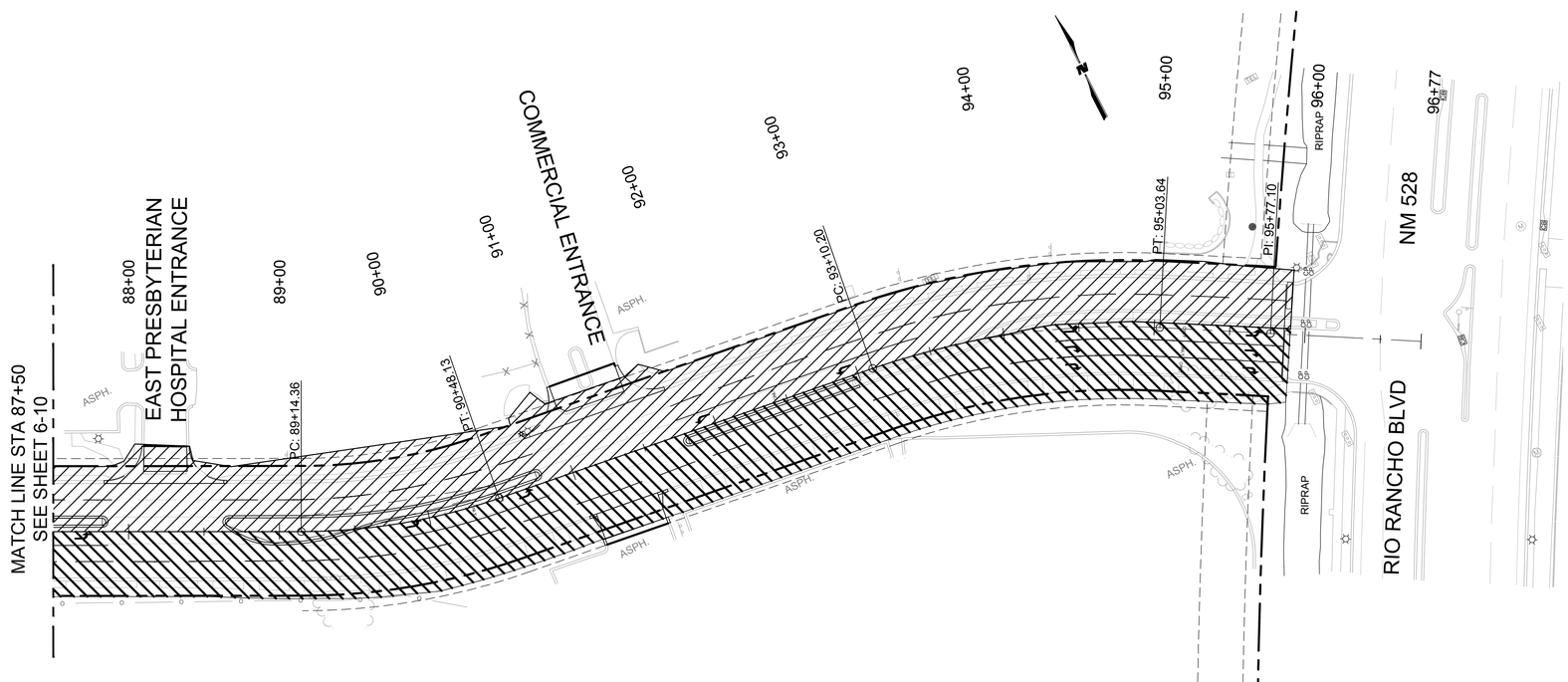
1"=50'-0"

LEGEND

CONSTRUCTION - PHASE I

CONSTRUCTION - PHASE II



CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

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1"=50'-0"

KEY NOTES

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

CONSTRUCTION PHASING
PHASE I AND PHASE II 04
STA 10+50 TO STA 32+50

DONALD M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	6-10

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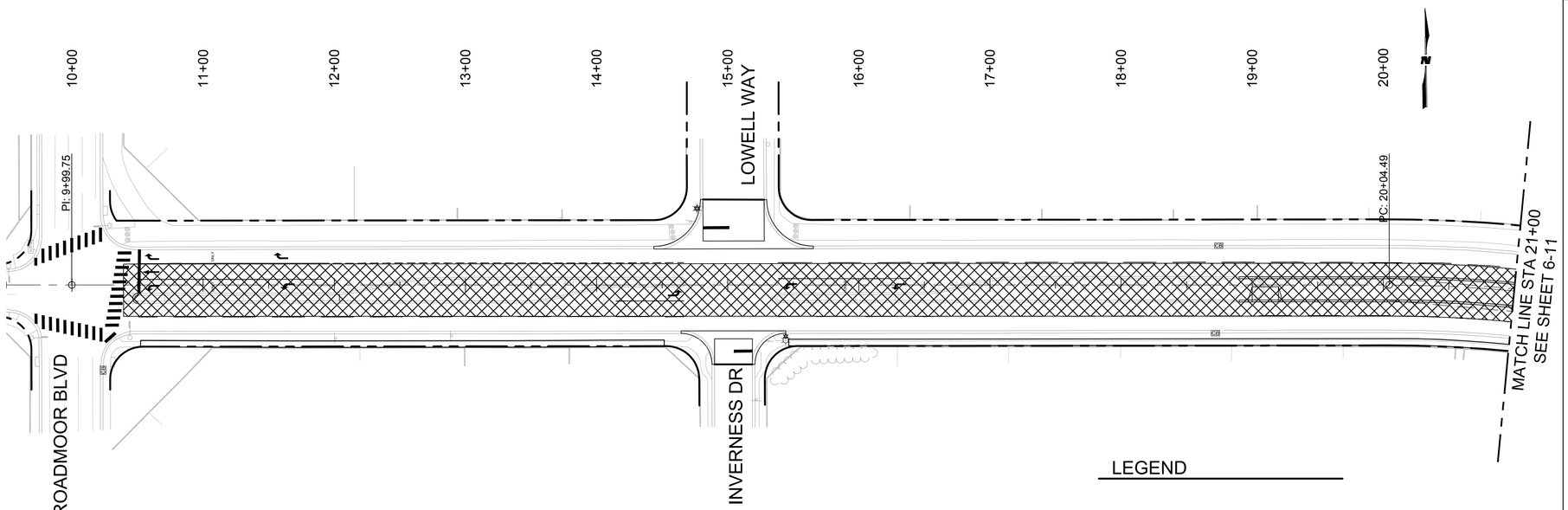

CONSTRUCTION PHASING PLAN

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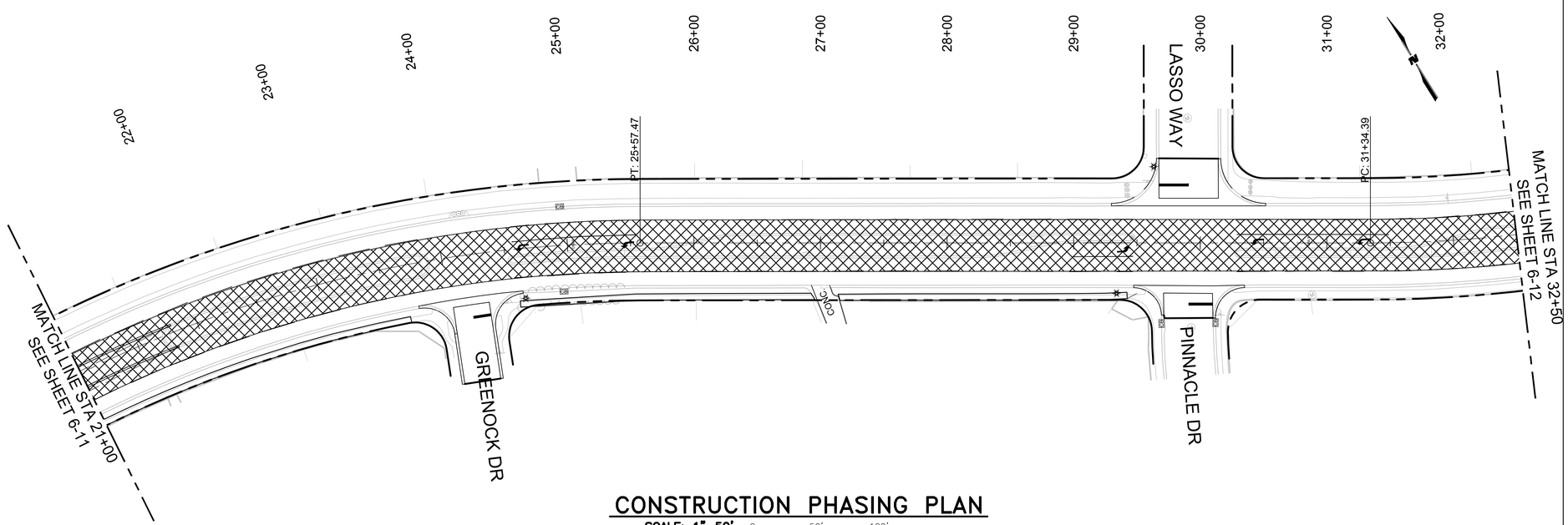
1"=50'-0"

LEGEND

CONSTRUCTION - PHASE III



CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

0 50' 100'

1"=50'-0"

KEY NOTES

City of Rio Rancho

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

CONSTRUCTION PHASING
PHASE III 01
STA 10+50 TO STA 32+50

PROJECT NO.	1660003400
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DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

6-11

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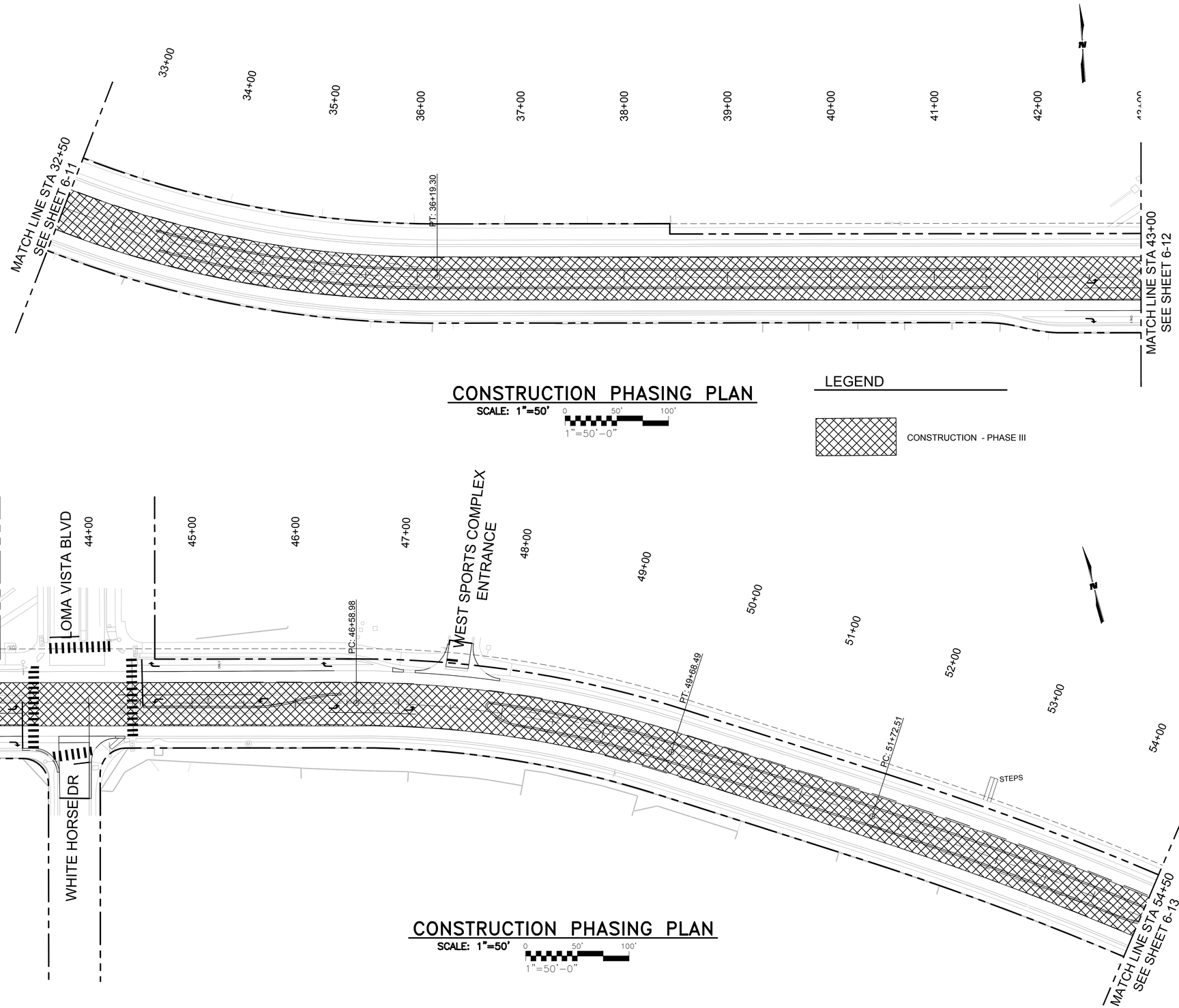

KEY NOTES

RR Rio Rancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

CONSTRUCTION PHASING
PHASE III 02
STA 10+50 TO STA 32+50

DONALD M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

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DPW CHK:	
SHEET	6-12

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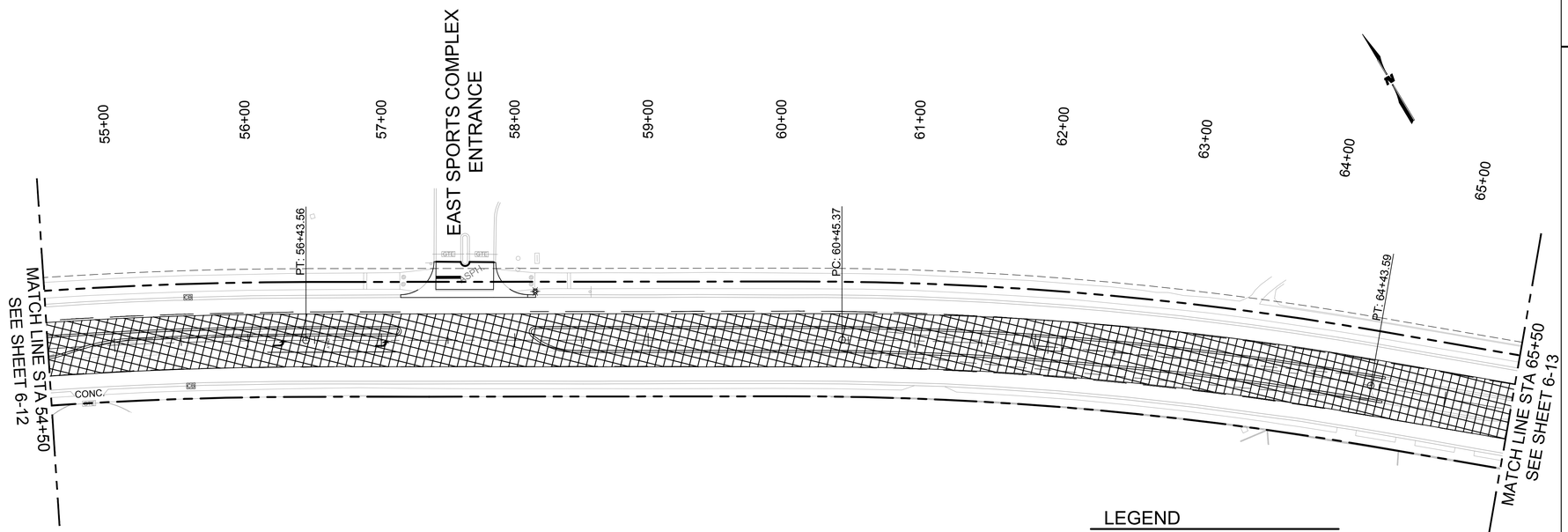


CONSTRUCTION PHASING PLAN

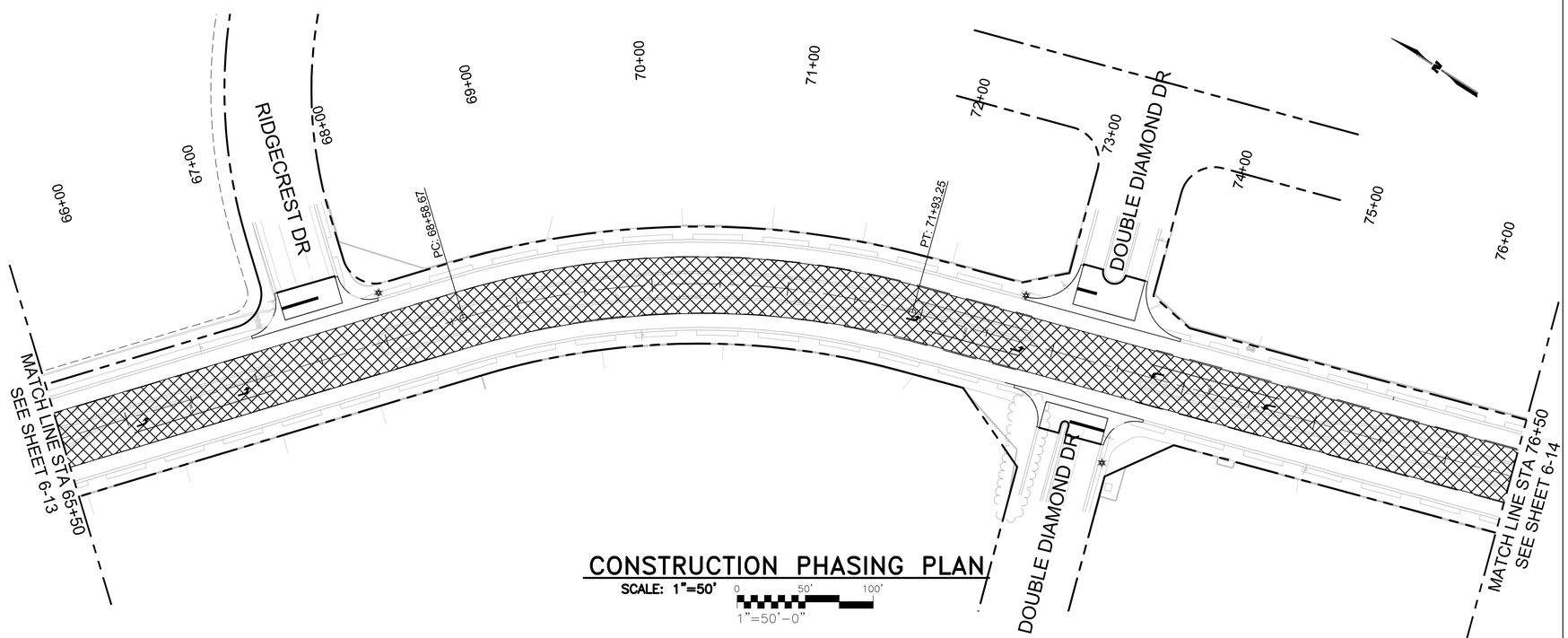
SCALE: 1"=50'

0 50' 100'

1"=50'-0"

LEGEND

CONSTRUCTION - PHASE III



CONSTRUCTION PHASING PLAN

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KEY NOTES

CITY of RIO RANCHO

REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

CONSTRUCTION PHASING
PHASE III 03
STA 10+50 TO STA 32+50

DONALD M. DUNCAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

6-13

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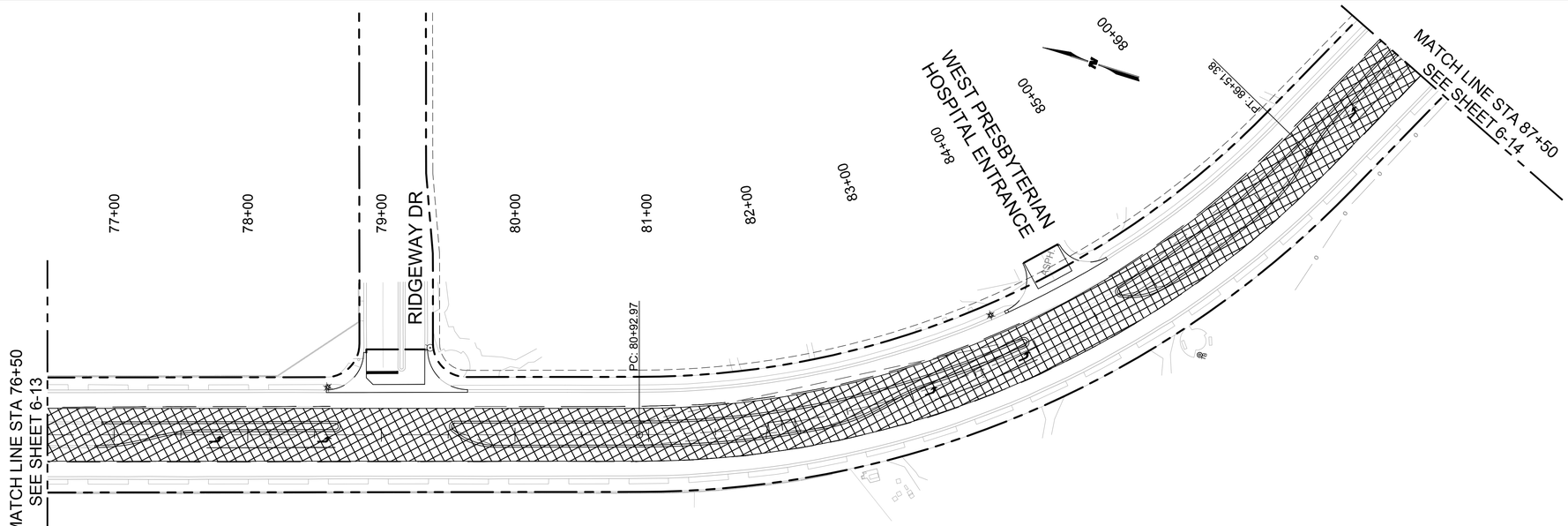


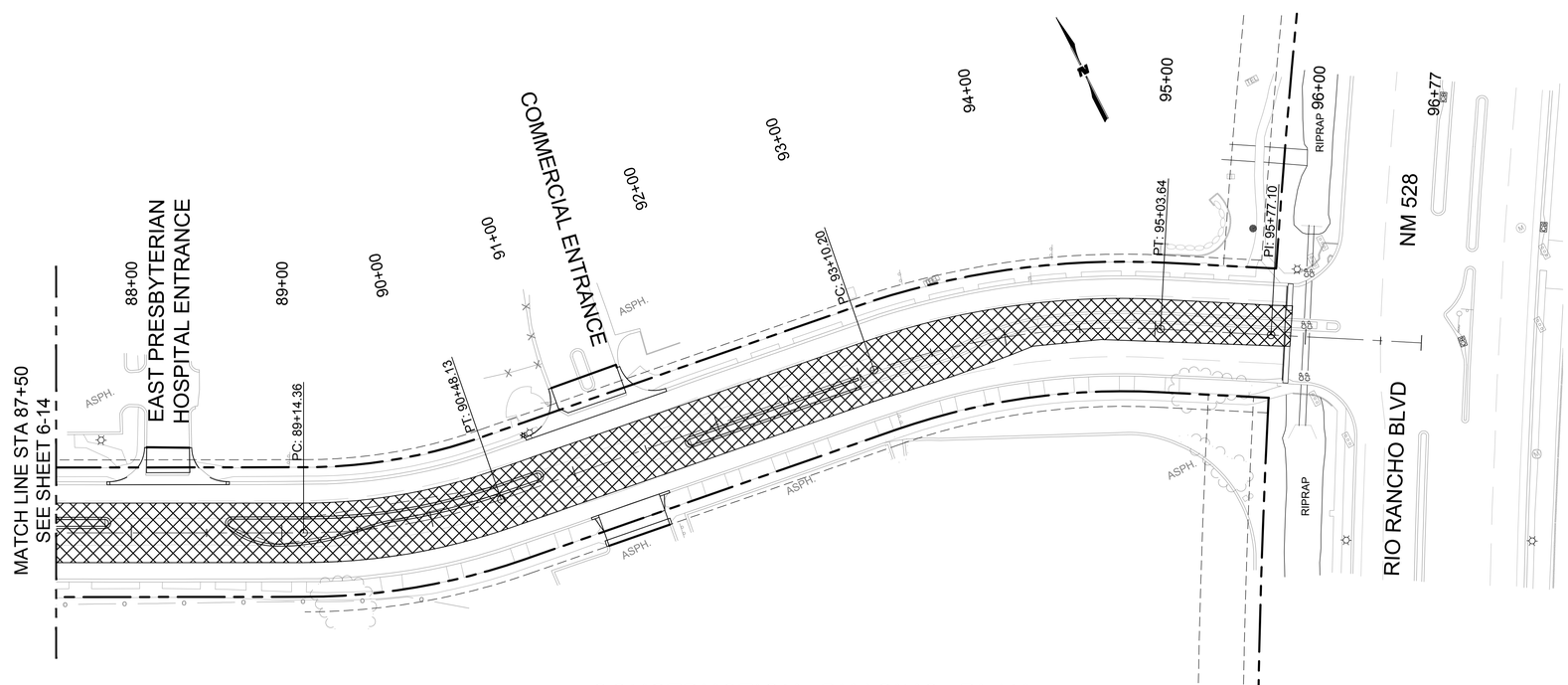
CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

LEGEND

CONSTRUCTION - PHASE III



CONSTRUCTION PHASING PLAN

SCALE: 1"=50'

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1"=50'-0"

KEY NOTES

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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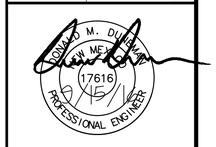
REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE 100
RIO RANCHO, NEW MEXICO 87124
PH (505) 898-8021
FAX (505) 898-8501
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

CONSTRUCTION PHASING
PHASE III 04
STA 10+50 TO STA 32+50



PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	6-14

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\06_TRAFFIC CONTROL\C-CONSTRUCTION PHASING PLAN 02_PW1611.DWG9/14/2016 10:02 PM

PERMANENT SIGNING & STRIPING NOTES:

1. ALL REGULATORY, WARNING, SPECIAL, AND GUIDE SIGNS SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS:

SIGN	SIGN CODE	COLOR	Letter Sheeting	Background Sheeting
STOP	R1-1	(W/RED)	Type VIII or IX	Type VIII or IX
YIELD	R1-2	(W/RED)	Type VIII or IX	Type VIII or IX
DO NOT ENTER	R5-1	(W/RED)	Type VIII or IX	Type VIII or IX
WRONG WAY	R5-1a	(W/RED)	Type VIII or IX	Type VIII or IX
SCHOOL BUS SIGN	S3-1	(BLK/FLUORESCENT YELLOW GREEN)	Type VIII or IX	Type VIII or IX
SCHOOL BUS XING	S1-1	(BLK/FLUORESCENT YELLOW GREEN)	Type VIII or IX	Type VIII or IX
PEDESTRIAN XING	W11-2	(BLK/FLUORESCENT YELLOW GREEN)	Type VIII or IX	Type VIII or IX
BIKE XING	W11-1	(BLK/FLUORESCENT YELLOW GREEN)	Type VIII or IX	Type VIII or IX
ALL SCHOOL/PED/BIKE SUPPLEMENTAL PLAQUES		(BLK/FLUORESCENT YELLOW GREEN) Wherever blk/yellow is specified as color in MUTCD	Type VIII or IX	Type VIII or IX
ALL OTHER WARNING SIGNS & SUPPLEMENTAL PLAQUES		(BLK/FLUORESCENT YELLOW) Wherever blk/yellow is specified as color in MUTCD	Type VIII or IX	Type VIII or IX
Guide & Destination Signs Include extruded & non-extruded (Overhead & ground mounted)	All	(WHITE/Green) Except where specified in the MUTCD	Type VIII or IX	Type IV
E-Code Signs	E 11-1 1a, 1b, 1c	(Blk/FLUORESCENT Yellow)	Type VIII or IX	Type IV
Recreational & Cultural Interests	All	(WHITE/Brown)	Type VIII or IX	Type IV
General Service	All	(WHITE/Blue)	Type VIII or IX	Type IV
Specific Service	All	(WHITE/Blue)	Type VIII or IX	Type IV
All other Permanent Signs		(Black/White) Except where specified otherwise in the MUTCD	Type IV	Type IV

2. ONLY 0.125 INCHES THICK ALUMINUM PANEL SIGNS ARE PERMITTED FOR WARNING AND REGULATORY SIGNS.

3. ANTI GRAFFITI COATING, WITH UV INHIBITOR, SHALL BE APPLIED ON ALL REGULATORY, WARNING, GUIDE, AND SPECIAL SIGNS.

4. QUANTITIES MAY VARY AS FIELD CONDITIONS DICTATE. THE CONTRACTOR WILL BE PAID FOR ACTUAL QUANTITIES USED.

5. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH N.M. STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (LATEST EDITION) AND ANY APPLICABLE SPECIAL PROVISION AND/OR SUPPLEMENTAL SPECIFICATION. ALSO THE DEVICES SHALL COMPLY WITH CURRENT EDITION, WITH REVISIONS, OF THE MUTCD.

6. EACH SIGN FACE SHOWN ON PLANS SHALL MEET THE SPECIFICATIONS IN THE STANDARD HIGHWAY SIGNS MANUAL (CURRENT EDITION) FOR PROPER ARRANGEMENT, SPACING OF LETTERS, LETTER HEIGHT, SYMBOLS AND BORDERS FOR THE SPECIFIED SIZE AND MESSAGE AS SHOWN ON PLANS. ALL SPECIAL SIGN FACE DETAILS SHALL BE SUBMITTED TO THE CITY OF RIO RANCHO FOR REVIEW AND APPROVAL.

7. POST LENGTHS ARE BASED ON A MINIMUM OF 5 FT FOR RURAL ROADWAY SECTIONS TO A MINIMUM OF 7 FT FOR URBAN AND INTERSTATE ROADWAY SECTIONS. THE LENGTHS ARE MEASURED FROM THE BOTTOM OF THE SIGN TO NEAR EDGE OF THE DRIVING LANE.

8. ALL SIGNING HARDWARE, INCLUDING, BUT NOT LIMITED TO, BRACKETS, BANDING, BUCKLES, FASTENERS, SCREWS, AND WASHERS, ETC. ARE CONSIDERED INCIDENTAL TO SIGN INSTALLATION. THEREFORE, NO PAYMENT WILL BE MADE.

9. THREE 4 LB/FT SIGN POST INSTALLATION APPROVED ONLY IF THE SPAN BETWEEN THE OUTER POSTS EXCEEDS 84" (SIGN WIDTH OF 96" OR GREATER).

PERMANENT SIGNING & STRIPING NOTES (CON'T):

10. 3'- 6" BASE POSTS ARE REQUIRED FOR ALL SMALL SIGN POSTS. SEE STANDARD DRAWING 701-02-1/3 FOR DETAILS. BASE POSTS SHALL BE 2.5" X 2.5" SQUARE.
11. SIGN POSTS SHALL BE 2.25"X2.25" SQUARE TUBING OR AS APPROVED BY THE PROJECT MANAGER, THE PROJECT MANAGER OR HIS/HER DESIGNEE.
12. THE LATERAL CLEARANCE OF SIGNS SHALL BE NO CLOSER THAN THE 6 FT FROM THE EDGE OF SHOULDER OR 12 FT FROM THE EDGE OF TRAVELED WAY FOR RURAL AREAS AND NO CLOSER THAN 2 FT FROM FACE OF CURB FOR URBAN AREAS
13. CONTRACTOR SHALL FIELD VERIFY ALL SIGNING, TEXT, AND LOCATIONS PRIOR TO FABRICATION AND INSTALLATION. NEW SIGN LOCATIONS SHALL BE APPROVED BY THE PROJECT MANAGER.
14. HOT THERMOPLASTIC PAVEMENT MARKING SHALL BE USED ON ALL STRIPING (LONG LINES, LEGENDS, SYMBOLS, ETC.). THE THERMOPLASTIC PAVEMENT MARKING SHALL BE APPLIED AT A THICKNESS OF 90 MIL. THE APPROVED THERMOPLASTIC MARKING APPLICATION METHOD SHALL BE EITHER GRAVITY EXTRUSION OR RIBBON APPLICATION.
15. THE CONTRACTOR SHALL MARK ALL LOCATIONS IN THE FIELD IN WHICH PAVEMENT MARKINGS, SUCH AS LEGENDS, ARROWS, CROSSWALKS, STOP BARS, ETC, ARE TO BE PLACED. THIS PAVEMENT MARKING LAYOUT SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL OBTAIN CONCURRENCE FROM THE PROJECT MANAGER (OR HIS/HER DESIGNEE) BEFORE THE FINAL MARKINGS ARE APPLIED.
16. WATER BLASTING IS THE ONLY APPROVED METHOD OF EXISTING STRIPE REMOVAL. THE USE OF BLACK PAINT AS A METHOD OF REMOVING OR COVERING EXISTING STRIPING IS STRICTLY PROHIBITED. WHEN WATER BLASTING ON OPEN GRADED FRICTION COURSE (OGFC) OR ON THE FINAL LIFT OF THE EXISTING PAVEMENT, THE CONTRACTOR SHALL APPLY A SEAL TO THE WATER BLASTED AREA (SEAL SHALL BE INCIDENTAL)
17. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION 2014 EDITION AND TO THE CURRENT EDITION OF THE MUTCD.
18. THE DESIGN SPEED FOR HIGH RESORT BLVD. IS 45 MPH. THE POSTED SPEED LIMIT IS 40 MPH.

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PERMANENT SIGNING AND STRIPING
GENERAL NOTES AND QUANTITIES

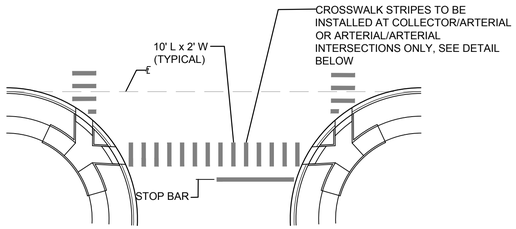
DONALD M. DUNHAM
NEW MEXICO
17615
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

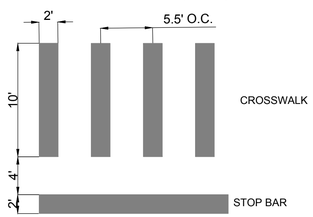
SHEET

7-1

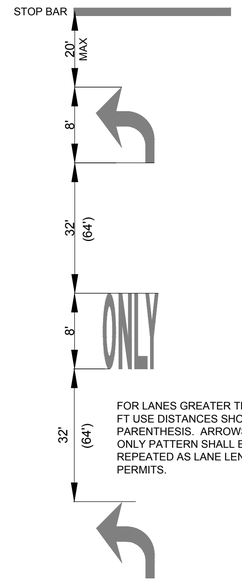
M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\07_SIGNING & STRIPING\C-ROADWAY SIGNING AND STRIPING DETAILS_PW1611.DWG9/14/2016 9:14 PM



TYPICAL CROSSWALK AND STOP BAR LOCATION
NOT TO SCALE

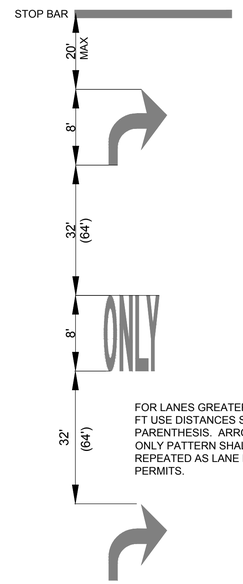


TYPICAL CROSSWALK MARKING
NOT TO SCALE



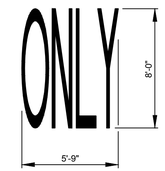
FOR LANES GREATER THAN 200 FT USE DISTANCES SHOWN IN PARENTHESIS. ARROWS AND ONLY PATTERN SHALL BE REPEATED AS LANE LENGTH PERMITS.

TYPICAL LEFT TURN ARROW / "ONLY" MARKING
NOT TO SCALE
NOTE: MIRROR ARROWS FOR RIGHT HAND



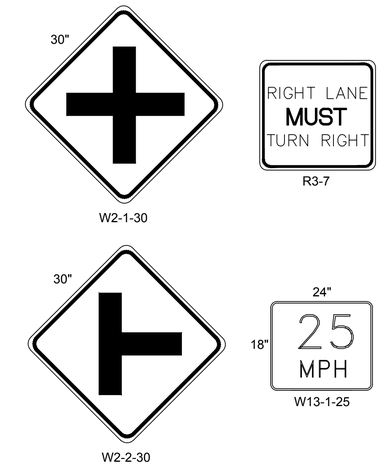
FOR LANES GREATER THAN 200 FT USE DISTANCES SHOWN IN PARENTHESIS. ARROWS AND ONLY PATTERN SHALL BE REPEATED AS LANE LENGTH PERMITS.

TYPICAL RIGHT TURN ARROW / "ONLY" MARKING
NOT TO SCALE
NOTE: MIRROR ARROWS FOR LT. HAND

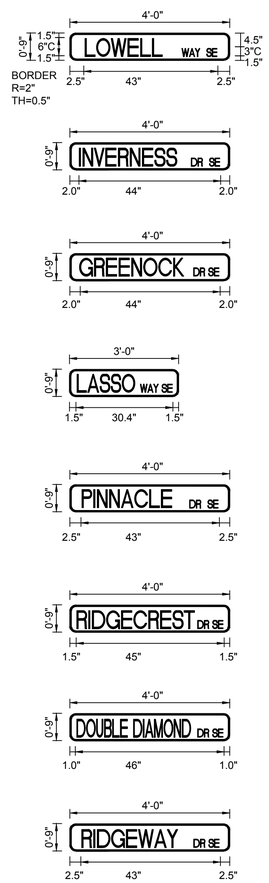


TYPICAL HOT THERMOPLASTIC PREFORMED WORD "ONLY" DETAIL

SIGN FACE DETAILS



ALL EXISTING SIGNS ON THIS PROJECT SHALL BE REMOVED AND SALVAGED TO THE CITY OF RIO RANCHO YARD LOCATED AT 2016 IDALIA ROAD NE.

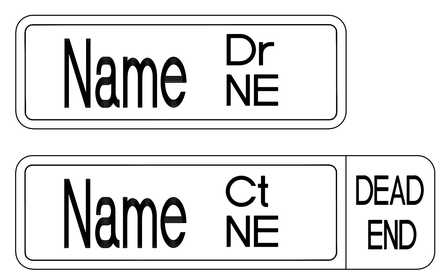


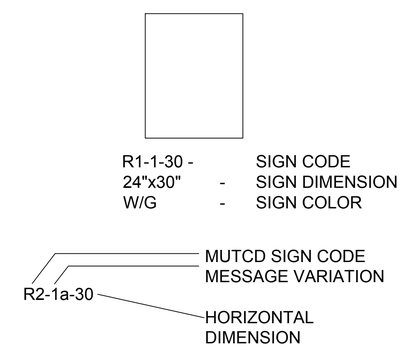
GENERAL NOTES:

1. FOR ROADS CLASSIFIED AS COLLECTOR OR LOCAL, USE 3M 38-70 HIGH INTENSITY REFLECTIVE MATERIAL OR APPROVED EQUAL.
2. FOR ROADS CLASSIFIED AS ARTERIAL, USE 3M 39-30 HIGH INTENSITY PRIZMATIC REFLECTIVE MATERIAL OR APPROVED EQUAL.
3. ALL STREET SIGNS THAT LEAD TO CUL-DE-SACS MUST INCLUDE THE WORDS "DEAD END" IN BLACK LETTERS OVER YELLOW BACKGROUND ALONG SIDE THE STREET NAME.
4. ALTERNATIVE MATERIALS TO THOSE SPECIFIED ABOVE MUST BE SUBMITTED TO THE CITY OF RIO RANCHO PROJECT MANAGER AND APPROVED PRIOR TO INSTALLATION.
5. ALL SIGN SIZES, LETTER HEIGHTS, COLORS, SHAPES, AND BORDERS ARE TO CONFORM WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION

SIDE STREETS WITH POSTED SPEED LIMIT OF 25 MPH:
6" PLATE - 4" UPPER CASE LETTER, 3" LOWERCASE LETTER, 0.375" BORDER, 1" RADIUS, HWY C FONT
STREET DESIGNATION - 3" UPPER AND LOWERCASE LETTERS, QUAD - 3" UPPERCASE LETTERS

COLLECTOR/ARTERIAL ROADWAYS
9" PLATE - 6" UPPER CASE LETTER, 4.5" LOWERCASE LETTER, 0.5" BORDER, 1.5" RADIUS, HWY C FONT
STREET DESIGNATION AND QUAD CAN BE STACKED OR IN LINE DEPENDING ON THE TOTAL LENGTH OF THE SIGN
STREET DESIGNATION AND QUAD 4.5" LETTERING IF INLINE, 3" LETTERING IF STACKED





SIGN LEGEND

TYPICAL RESIDENTIAL STREET SIGN DETAIL

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RioRancho City of Vision
CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE 100
RIO RANCHO, NEW MEXICO 87124
PH (505) 898-8021
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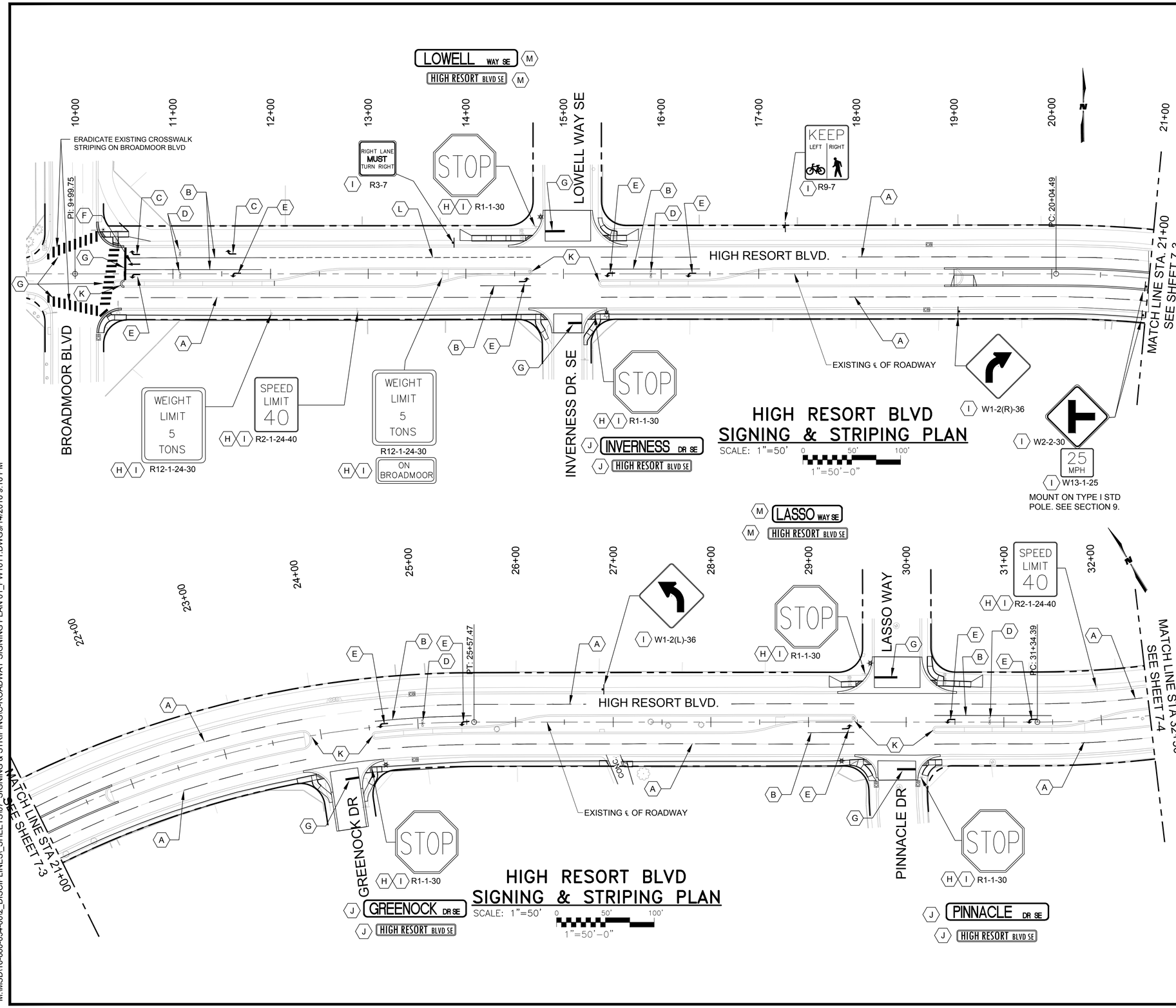
www.wilsonco.com

HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PERMANENT SIGNING AND STRIPING AND SIGN FACE DETAILS

DONALD M. DUDENHOEFER NEW MEXICO 17616 PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	7-2



KEYNOTES

- (A) 4" DASHED WHITE (10' STRIPE, 30' GAP) REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (B) 4" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (C) ARROW (RIGHT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (D) WORD (ONLY) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (E) ARROW (LEFT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (F) ARROW (THRU) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (G) 24" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (H) REMOVE AND SALVAGE EXISTING SIGN
- (I) INSTALL NEW SIGN
- (J) INSTALL NEW STREET NAME SIGNS. SEE SHEET 7-2.
- (K) PAINT MEDIAN NOSE SOLID YELLOW
- (L) 4" DASHED WHITE (3' STRIPE, 9' GAP) REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (M) EXISTING SIGN TO REMAIN UNDISTURBED

ALL EXISTING SIGNS ON THIS PROJECT SHALL BE REMOVED AND SALVAGED TO THE CITY OF RIO RANCHO YARD LOCATED AT 2016 IDALIA ROAD NE.

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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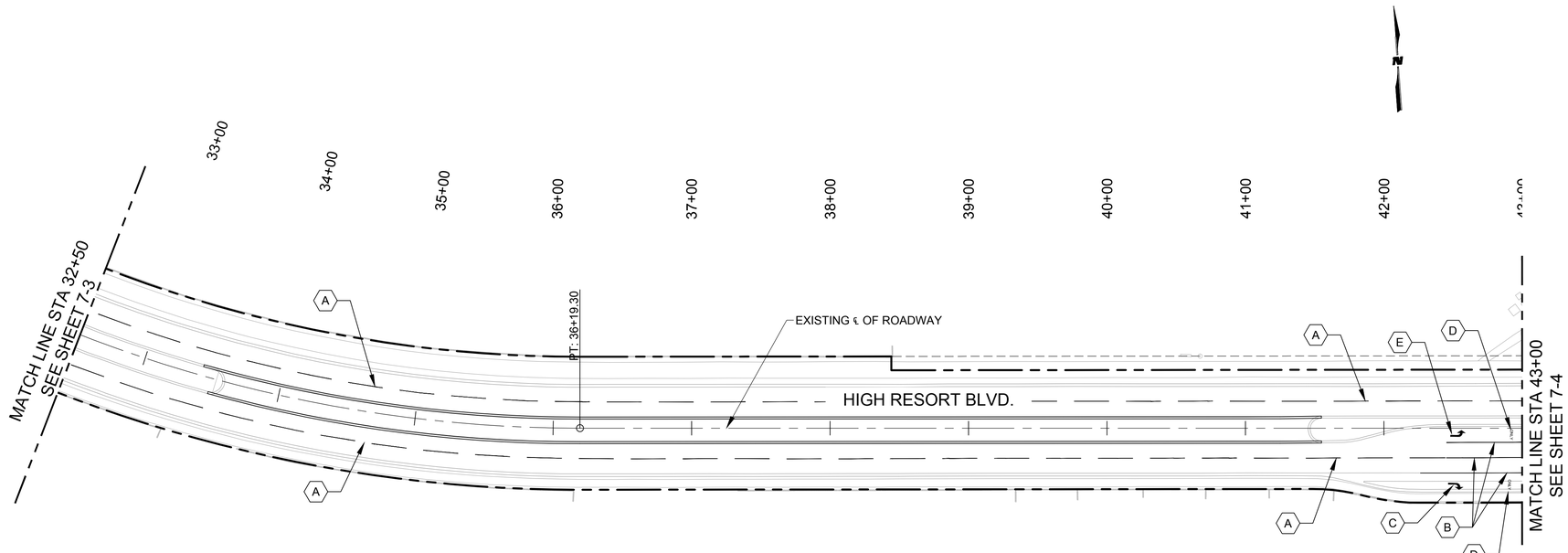
HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SIGNING & STRIPING PLAN 01
STA 10+50 TO STA 32+50

DONALD M. DUDAK
NEW MEXICO
17618
PROFESSIONAL ENGINEER

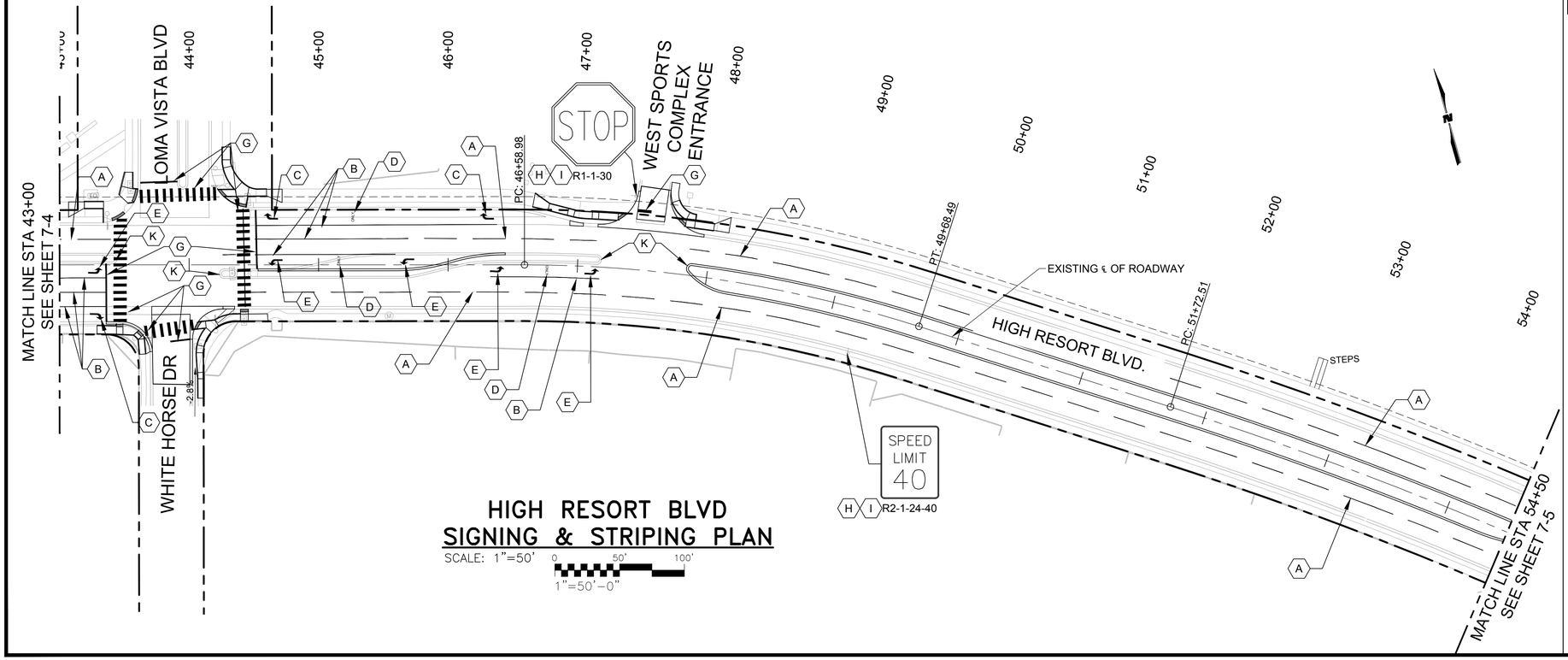
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	7-3

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\07_SIGNING & STRIPING\IC-ROADWAY SIGNING PLAN 01_PW1611.DWG9/14/2016 9:16 PM



HIGH RESORT BLVD
SIGNING & STRIPING PLAN

SCALE: 1"=50' 0 50' 100'
1"=50'-0"



HIGH RESORT BLVD
SIGNING & STRIPING PLAN

SCALE: 1"=50' 0 50' 100'
1"=50'-0"

KEYNOTES

- (A) 4" DASHED WHITE (10' STRIPE, 30' GAP) REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (B) 4" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (C) ARROW (RIGHT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (D) WORD (ONLY) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (E) ARROW (LEFT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (F) NOT USED
- (G) 24" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (H) REMOVE AND SALVAGE EXISTING SIGN
- (I) INSTALL NEW SIGN
- (J) INSTALL NEW STREET NAME SIGNS. SEE SHEET 7-2.
- (K) PAINT MEDIAN NOSE SOLID YELLOW

ALL EXISTING SIGNS ON THIS PROJECT SHALL BE REMOVED AND SALVAGED TO THE CITY OF RIO RANCHO YARD LOCATED AT 2016 IDALIA ROAD NE.

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

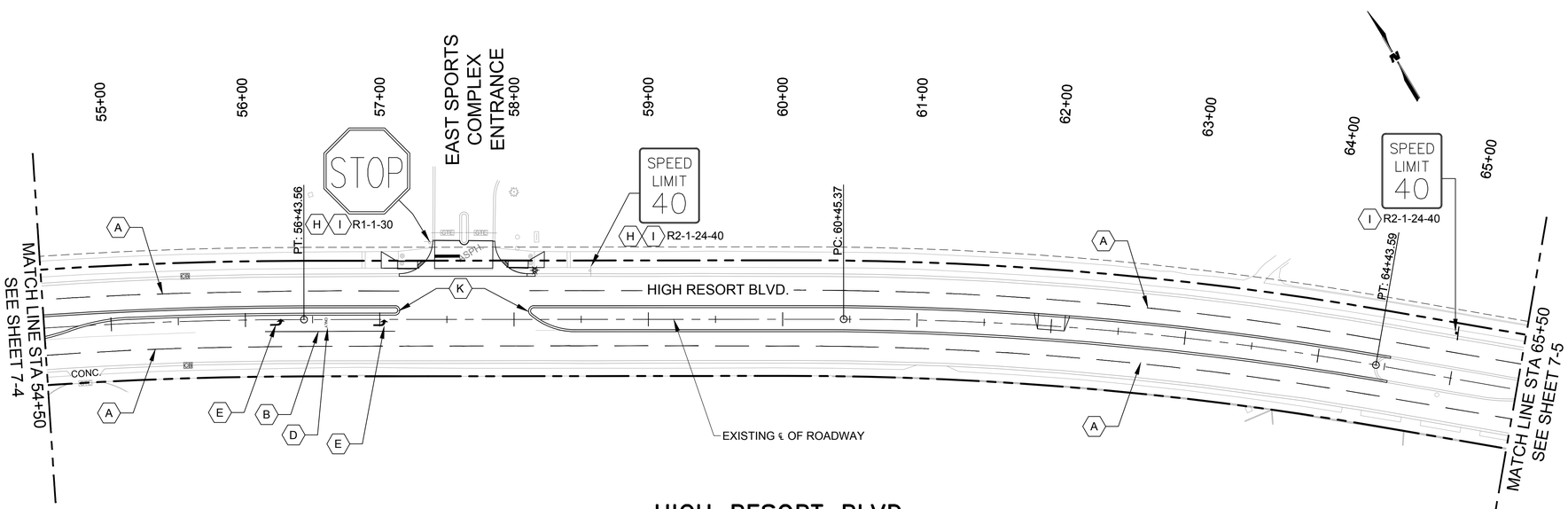
SIGNING & STRIPING PLAN 02
STA 32+50 TO STA 54+50

DONALD M. DUDLEY
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
7-4

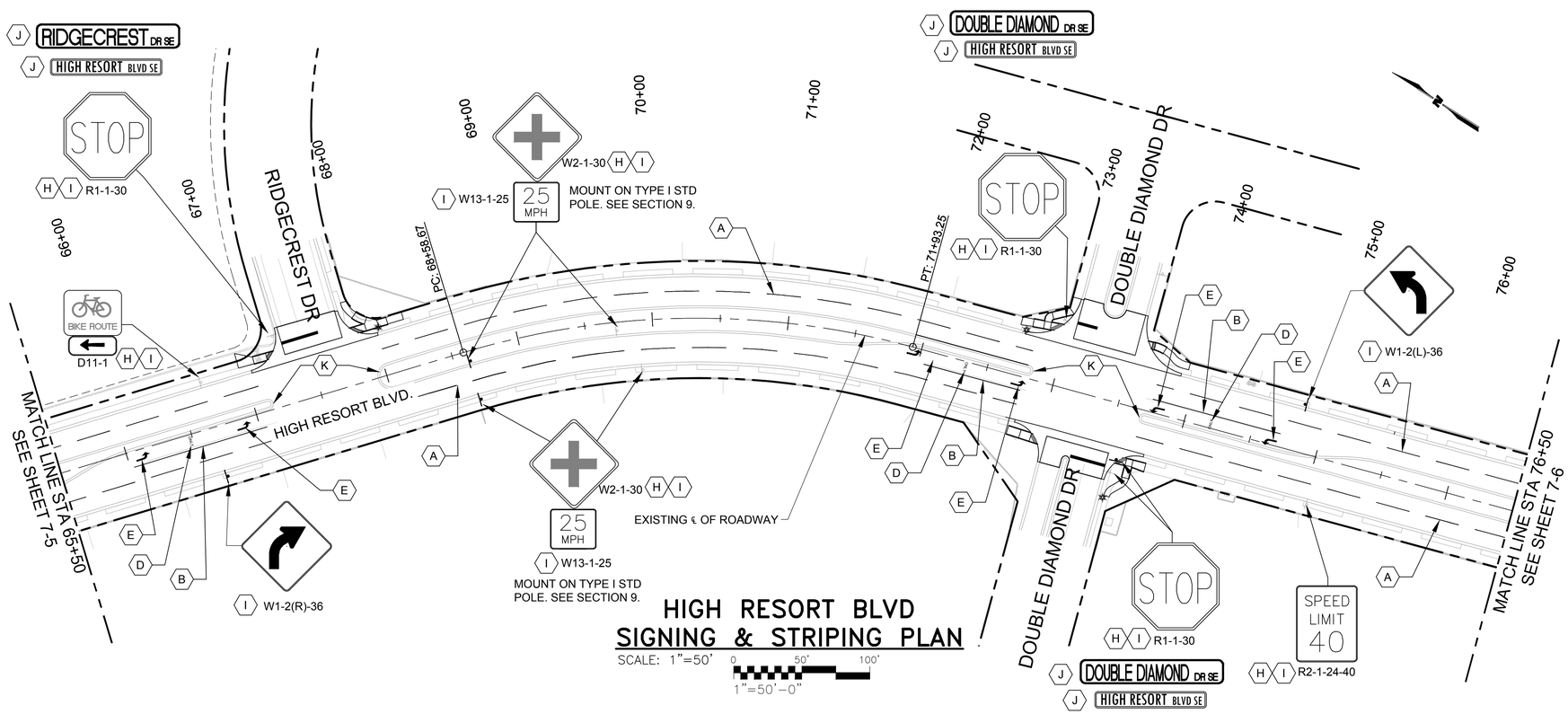
M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\07_SIGNING & STRIPING\IC-ROADWAY SIGNING PLAN 02_PW1611.DWG9/14/2016 9:17 PM



HIGH RESORT BLVD
SIGNING & STRIPING PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"



HIGH RESORT BLVD
SIGNING & STRIPING PLAN

SCALE: 1"=50'

0 50' 100'
1"=50'-0"

KEYNOTES

- (A) 4" DASHED WHITE (10' STRIPE, 30' GAP) REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (B) 4" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (C) ARROW (RIGHT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (D) WORD (ONLY) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (E) ARROW (LEFT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (F) ARROW (THRU) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (G) 24" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (H) REMOVE AND SALVAGE EXISTING SIGN
- (I) INSTALL NEW SIGN
- (J) INSTALL NEW STREET NAME SIGNS. SEE SHEET 7-2.
- (K) PAINT MEDIAN NOSE SOLID YELLOW

ALL EXISTING SIGNS ON THIS PROJECT SHALL BE REMOVED AND SALVAGED TO THE CITY OF RIO RANCHO YARD LOCATED AT 2016 IDALIA ROAD NE.

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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RIO RANCHO, NEW MEXICO 87124
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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

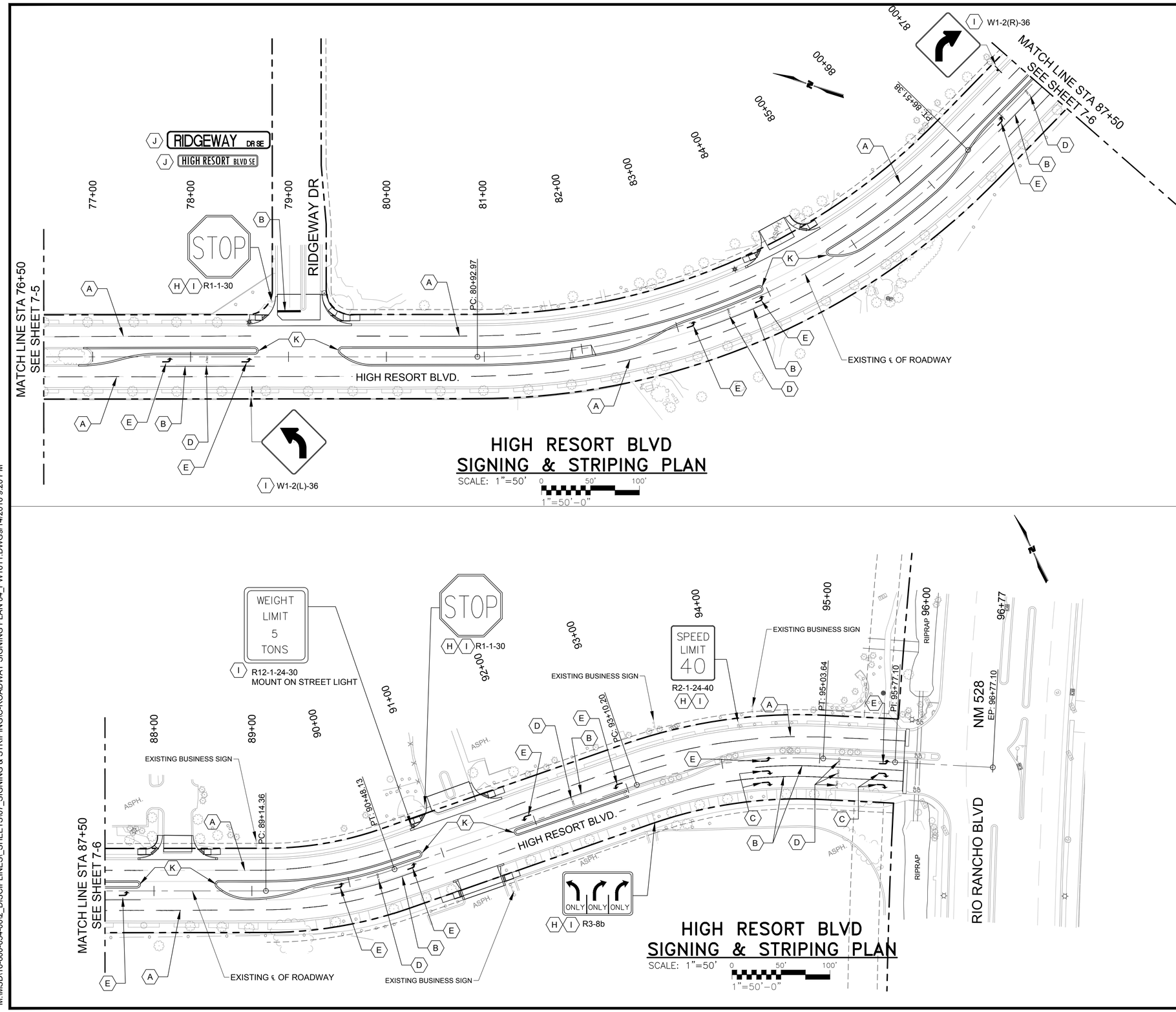
SIGNING & STRIPING PLAN 03
STA 54+50 TO STA 76+50

DONALD M. DUMAN
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 7-5

M:\MSD\16-600-034-0002_DISCIPLINES_SHEETS\07_SIGNING & STRIPING\C-ROADWAY SIGNING PLAN 03_PW1611.DWG9/14/2016 9:19 PM



KEYNOTES

- (A) 4" DASHED WHITE (10' STRIPE, 30' GAP) REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (B) 4" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (C) ARROW (RIGHT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (D) WORD (ONLY) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (E) ARROW (LEFT) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (F) ARROW (THRU) WHITE REFLECTORIZED HOT PREFORMED PLASTIC PAVEMENT MARKING
- (G) 24" SOLID WHITE REFLECTORIZED HOT THERMOPLASTIC PAVEMENT STRIPE
- (H) REMOVE AND SALVAGE EXISTING SIGN
- (I) INSTALL NEW SIGN
- (J) INSTALL NEW STREET NAME SIGNS. SEE SHEET 7-2.
- (K) PAINT MEDIAN NOSE SOLID YELLOW

ALL EXISTING SIGNS ON THIS PROJECT SHALL BE REMOVED AND SALVAGED TO THE CITY OF RIO RANCHO YARD LOCATED AT 2016 IDALIA ROAD NE.

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SIGNING & STRIPING PLAN 04
STA 76+50 TO STA 95+86

DONALD M. DUDAK
NEW MEXICO
17618
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
7-6

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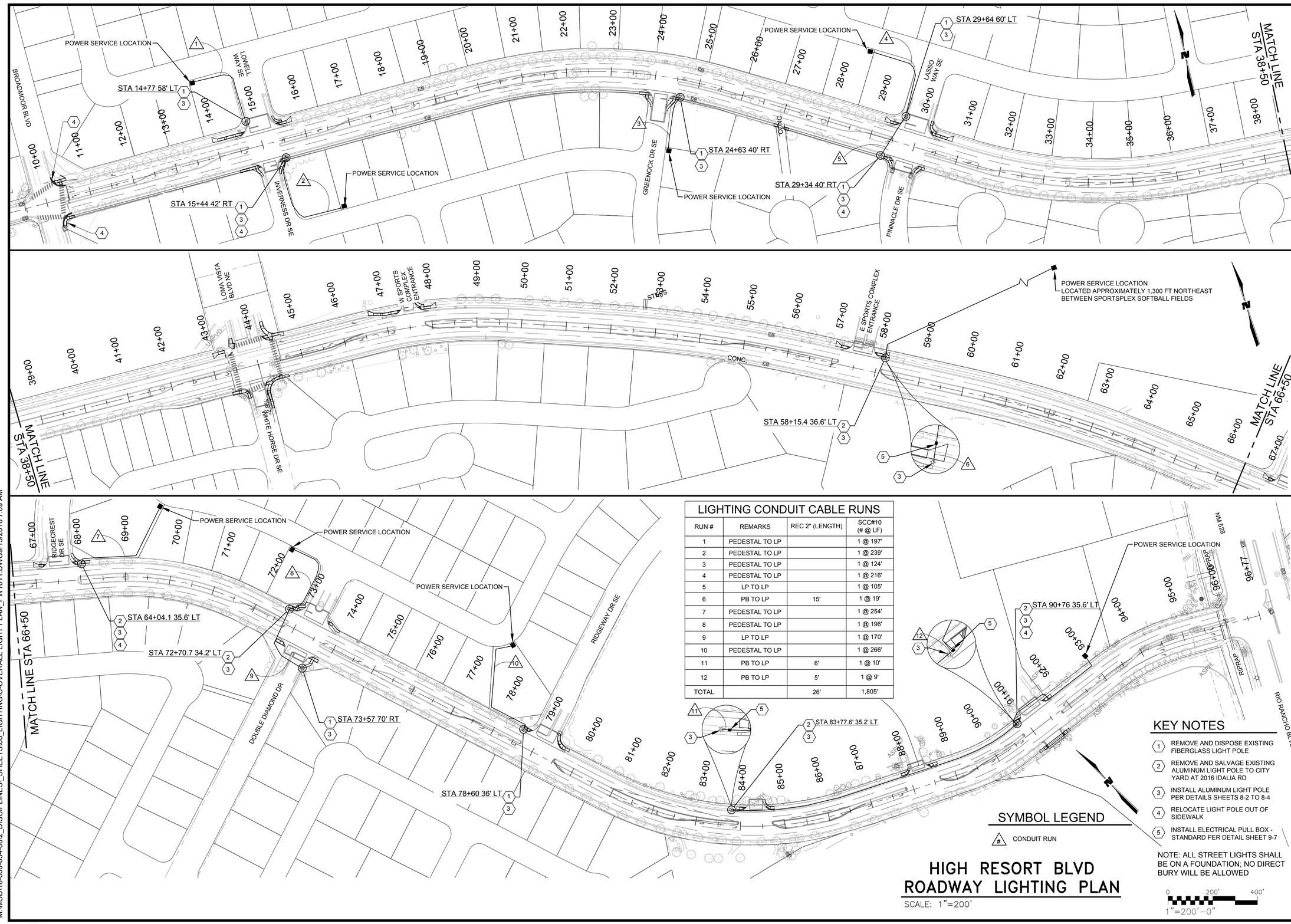

LIGHTING CONDUIT CABLE RUNS

RUN #	REMARKS	REC 2" (LENGTH)	SCC#10 (# @ LF)
1	PEDESTAL TO LP		1 @ 197'
2	PEDESTAL TO LP		1 @ 239'
3	PEDESTAL TO LP		1 @ 124'
4	PEDESTAL TO LP		1 @ 216'
5	LP TO LP		1 @ 105'
6	PB TO LP	15'	1 @ 19'
7	PEDESTAL TO LP		1 @ 254'
8	PEDESTAL TO LP		1 @ 196'
9	LP TO LP		1 @ 170'
10	PEDESTAL TO LP		1 @ 266'
11	PB TO LP	6'	1 @ 10'
12	PB TO LP	5'	1 @ 9'
TOTAL		26'	1,805'

KEY NOTES

1. REMOVE AND DISPOSE EXISTING FIBERGLASS LIGHT POLE
2. REMOVE AND SALVAGE EXISTING ALUMINUM LIGHT POLE TO CITY YARD AT 2016 IDALIA RD
3. INSTALL ALUMINUM LIGHT POLE PER DETAILS SHEETS 8-2 TO 8-4
4. RELOCATE LIGHT POLE OUT OF SIDEWALK
5. INSTALL ELECTRICAL PULL BOX - STANDARD PER DETAIL SHEET 9-7

NOTE: ALL STREET LIGHTS SHALL BE ON A FOUNDATION; NO DIRECT BURY WILL BE ALLOWED

SYMBOL LEGEND

(#) CONDUIT RUN

HIGH RESORT BLVD ROADWAY LIGHTING PLAN

SCALE: 1"=200'

0 200' 400'
1"=200'-0"

RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

LIGHTING PLAN

DOMINIC M. DIMARCO
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	8-1

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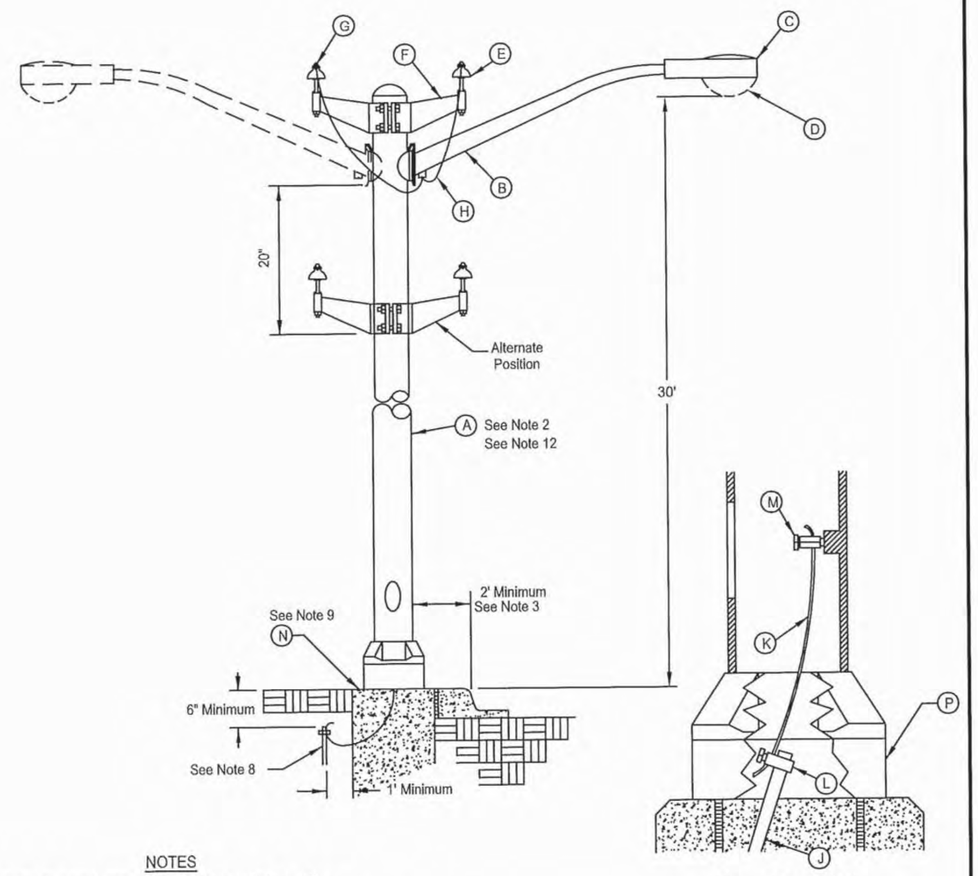
Revision	Moved leader to grade level

DISTRIBUTION
STANDARD
PNM



Grounding Detail

NOTES

(1) Level luminaire in accordance with manufacturer's instruction.
(2) For tangent and angle changes up to 5° use light duty 5680-000048. For angles changes between 5° and 25°, use heavy duty 5680-000261.
(3) May be reduced if necessary, but not less than 6".
(4) Pole must be at least 4' from a fire hydrant.
(5) Poured-in-place foundation must cure for 14 days before erecting pole.
(6) NESC rules 215C1, 231.
(7) Maximum span length: 170'
(8) Install driven ground rod if precast foundation is used.
(9) Caution: Precast may not be used for angle change greater than 5°.
(10) Caution: If precast foundation is used, earth must be compacted in 6" lifts.
(11) Caution: Deadends must be guyed.
(12) For 28'-6" aluminum light duty pole 5680-000048 no breakaway base is required. Unit has this feature built into it.

REFERENCES

(1) See DS-12-1.0 Lamp and Photo-Control Identification Coding
(2) See DS-12-14.0 Foundation Detail-Arterial Street Llight
(3) See DS-12-17.0 Precast Street Light Foundation
(4) See DS-18-20.0 Ground Assembly

Material List

Item	Quan	Description	Stock #
A	1	28' 6" Aluminum Pole (Heavy/Light)	5680-
B		6' Aluminum Arm	5975-268813
C		250W HPS Cutoff Luminaire	0000-000516
D		250W HPS Lamp	6240-312717
E	2	5 kV Gray Pin Insulator	5970-252796
F	1	Double Feeder Pin Arm	5975-260224
G	2	#4 Line Tie	5975-262352
H	16	#8 CU Insulated Black Wire	6145-000292
J	1	5/8" x 8' Ground Rod	5975-258368
K	6'	#6 CU Wire	6145-002496
L	1	5/8" Ground Rod Clamp	5935-232784
M	1	Street Light Pole Grounding Lug	5935-236942
N	1	Precast Street Light Foundation	5975-269233
P	1	9" Breakaway Base	5680-000600
		Poured-in-Place Foundation	DS-12-14.0

240/480V Overhead Arterial Street Light

DS-12-10.0

09/01/07

Not to Scale

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RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

LIGHTING DETAILS 01

DONALD M. DUNHAM
NEW MEXICO
17616
9/15/16
PROFESSIONAL ENGINEER

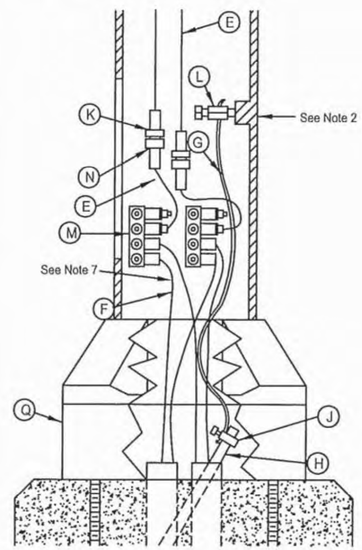
PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

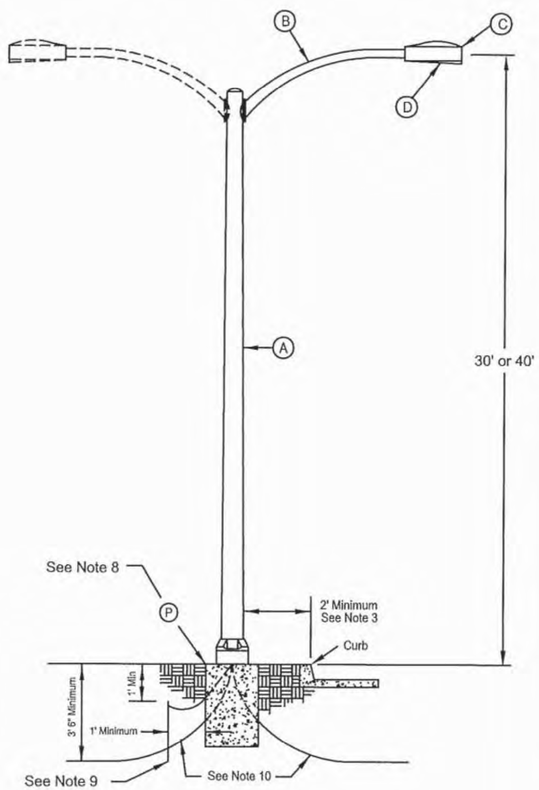
8-2

REVISION	Moved leader to grade level

DISTRIBUTION
STANDARD
PNM



Grounding Detail



	30'/250W	40'/400W
Pole	5680-000048	5680-000279
Luminaire 240V 480V	 0000-000516 0000-000515	 0000-000516 0000-000515
Lamp	6240-312717	6240-314374

NOTES

(1) Level luminaire in accordance with manufacturer's instruction.
(2) When system neutral is available ground to pole.
(3) May be reduced if necessary, but not less than 6".
(4) Pole must be at least 4' from fire hydrant.
(5) Poured-in-place foundation must be cured for 14 days before erecting pole.
(6) NESC Rule 231, 314B
(7) Leave 18" to 24" tail from edge of conduit stubout.
(8) Poured-in-place DS-12-14.0 or precast foundation 5975-269233.
Caution: If precast foundation is used, earth must be compacted in 6" lifts.
(9) Driven ground rod is required if precast foundation is used and pole is not grounded to system neutral.
(10) Typical conbinations:
2-#2AL with 1-#6 SD CU Ground Wire
#2 CU Triplex with 1-#6 CU Ground Wire
#2 AL Triplex with 1-#4 AL Ground Wire

REFERENCES

(1) See DS-12-1.0 Lamp and Photo-Control Identification Coding
(2) See DS-12-14.0 Foundation Detail-Artierial Street Light
(3) See DS-12-17.0 Precast Street Light Foundation
(4) See DS-18-20.0 Ground Assembly

Material List

Item	Quan	Description	Stock #
A	1	28' 6" or 38' 6" Aluminum Pole	5680-
B		6' Aluminum Arm	5975-268813
C		250 or 400W HPS Cutoff Luminaire	
D		250 or 400W Lamp	6240-
E		600V 2/C #10 UF CU Cable	6145-000326
F		or 600V #2 AL Cable	6145-001894
G		#6 CU Wire	6145-002496
H	1	5/8" x 8' Ground Rod	5975-258368
J	1	5/8" Ground Rod Clamp	5935-232784
K	2	Fuseholder	5920-227641
L	1	Streetlight Pole Grounding Lug	5935-236942
M	2	Four-Way Streetlight Connectors	5935-238484
N	2	10 Amp Limitron Fuse	5920-226155
P	1	Precast Street Light Foundation or Pour-in-Place Foundation	DS-12-14.0
Q	1	9" Breakaway Base	5680-000600

240/480V Underground Arterial Street Light

DS-12-11.0

Not to Scale

09/01/07

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

LIGHTING DETAILS 02

DONALD M. DUDENHOEFER
NEW MEXICO
17616
PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

8-3

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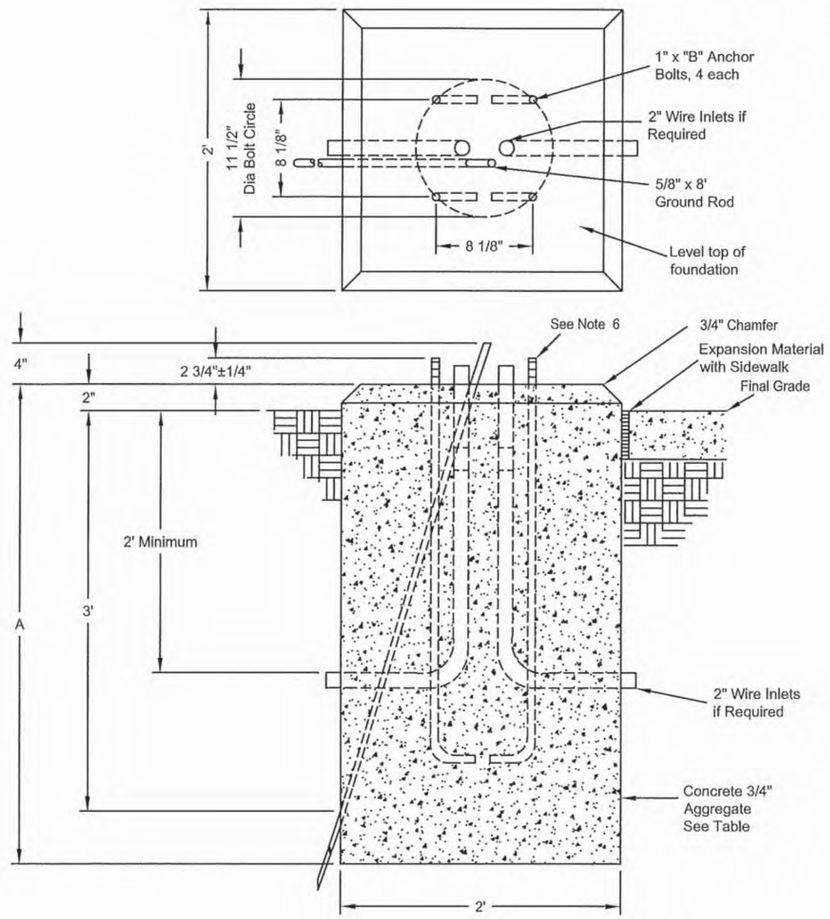
REVISION	Format change

DISTRIBUTION
STANDARD
PNM



NOTES

(1) Maximum conductor size for overhead is #4 ACSR.
(2) Soil outside of foundation dimensions must be compacted.
(3) For sidewalk installation: Top of foundation is flush with sidewalk and there is no chamfer.
(4) Use expansion material in and against sidewalk installation.
(5) Allow a minimum 14 days of curing time before erecting pole.
(6) The steel anchor bolts shall conform to the following specification: Steel=ASTM A675, grade 90; threads=1-8 unc; threaded length=6"; coating=hot dip galvanized on threaded end; coating must extend at least 12"

Type of Service	Mounting Height (ft)	Maximum # of Arms	Maximum Line Angle Change	A	B	Minimum Concrete Strength at 28 Days (psi)
OH	30	2	5°	3' 6"	3'	3000
	30	2	25°	5' 6"	5'	3000
UG	30	2	N/A	3' 6"	3'	3000
	* 40	1	N/A	3' 6"	3'	3000
	40	2	N/A	4'	3'	4500

* Includes 40' davit pole

Arterial Streetlight Foundation

DS-12-14.0

Not to Scale

07/01/06

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

LIGHTING DETAILS 03

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

8-4

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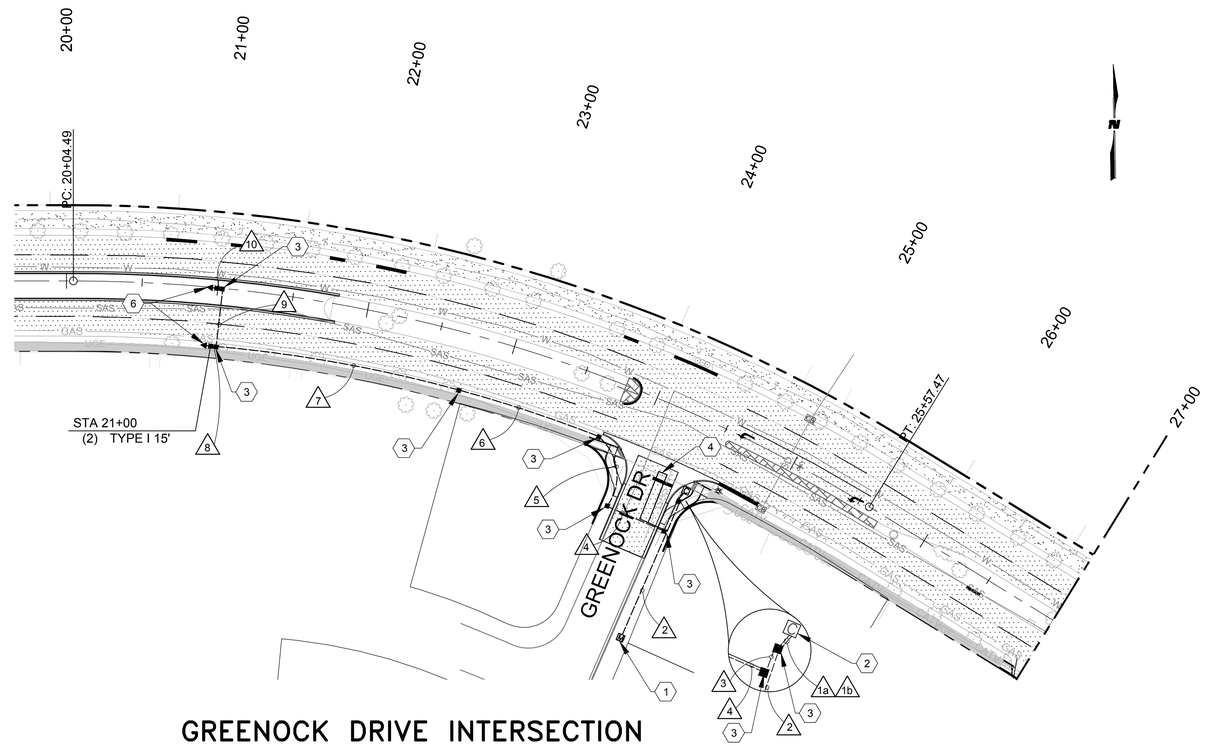
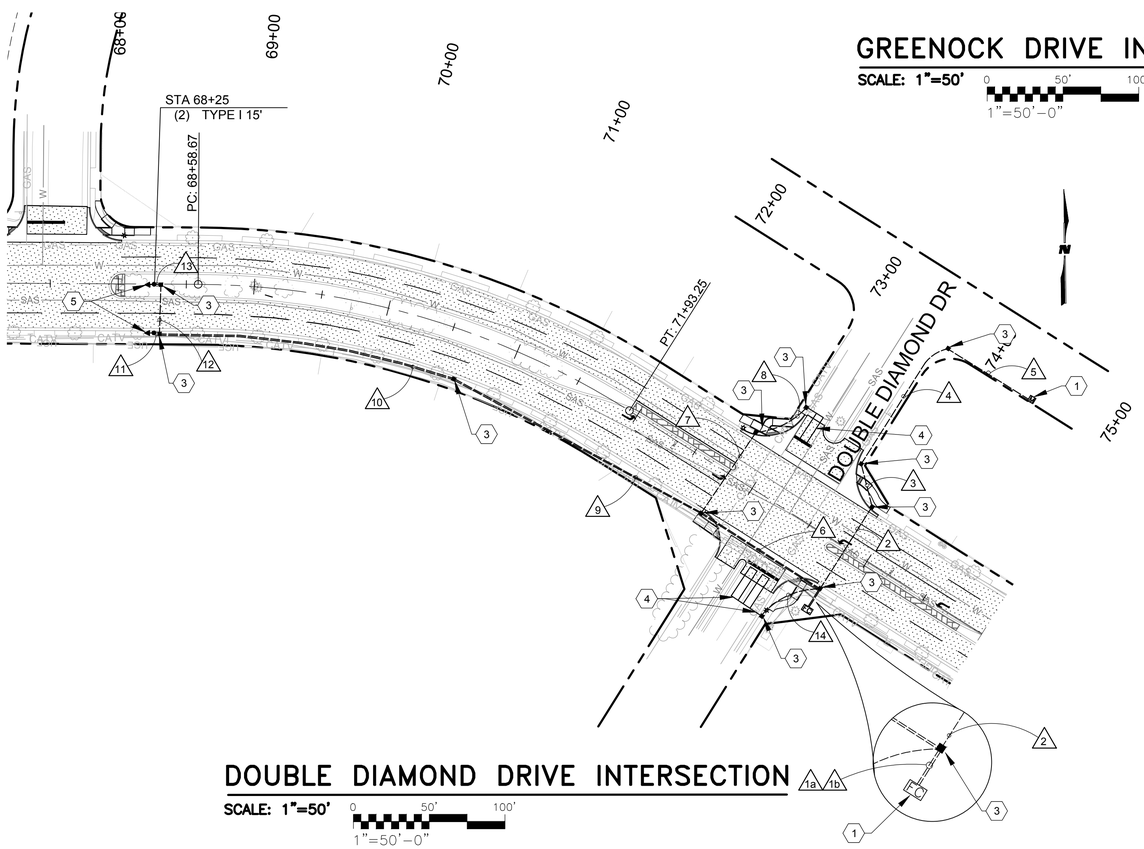
GREENOCK DRIVE CONDUIT CABLE RUNS

RUN #	REMARKS	REC 2" (LENGTH)	MCC5 (# @ LF)	LOOP LEAD IN (# @ LF)	SCC#10 (# @ LF)
1a	PB TO CONTROL	8'			2 @ 16'
1b	PB TO CONTROL	8'	1 @ 16'	1 @ 16'	
2	METER TO PB	94'			2 @ 98'
3	PB TO PB	22'	1 @ 26'	1 @ 26'	
4	PB TO PB	40'	1 @ 44'		
5	PB TO PB	50'	1 @ 54'		
6	PB TO PB	134'	1 @ 138'		
7	PB TO PB	8'	1 @ 138'		
8	PB TO BEACON	8'	1 @ 24'		
		8'	1 @ 20'		
4	PB TO PB	45'	1 @ 49'		
10	PB TO BEACON	8'	1 @ 24'		
		8'	1 @ 20'		
TOTAL		559'	553'	42'	114'



GREENOCK DRIVE INTERSECTION

SCALE: 1"=50' 0 50' 100' 1"=50'-0"



DOUBLE DIAMOND DRIVE INTERSECTION

SCALE: 1"=50' 0 50' 100' 1"=50'-0"

DOUBLE DIAMOND DRIVE CONDUIT CABLE RUNS

RUN #	REMARKS	REC 2" (LENGTH)	MCC5 (# @ LF)	LOOP LEAD IN (# @ LF)	SCC#10 (# @ LF)
1a	PB TO CONTROL	15'			2 @ 23'
1b	PB TO CONTROL	15'	1 @ 23'	1 @ 23'	
2	PB TO PB	70'			2 @ 74'
3	PB TO PB	30'			2 @ 34'
4	PB TO PB	96'			2 @ 100'
5	PB TO METER	70'			2 @ 74'
6	PB TO PB	96'	1 @ 100'	1 @ 100'	
7	PB TO PB	72'		1 @ 76'	
8	PB TO PB	39'		1 @ 43'	
9	PB TO PB	207'	1 @ 211'		
10	PB TO PB	218'	1 @ 222'		
11	PB TO BEACON	8'	1 @ 24'		
			1 @ 20'		
12	PB TO PB	40'	1 @ 44'		
13	PB TO BEACON	8'	1 @ 24'		
		8'	1 @ 20'		
14	PB TO PB	50'			1 @ 54'
TOTAL		986'	641'	242'	364'

KEYED NOTES

1. INSTALL METER PEDESTAL-SIGNAL
2. INSTALL FLASHER/DETECTOR CABINET ON 4' TYPE I STANDARD W/FOUNDATION
3. INSTALL ELECTRICAL PULL BOX-STANDARD
4. INSTALL 6' X 30' LOOP DETECTOR
5. INSTALL TYPE I STANDARD-15' W/FOUNDATION TWO - ONE SECTION SIGNAL ASSEMBLIES, AND W2-1 (36" X 36") SIGN
6. INSTALL TYPE I STANDARD-15' W/FOUNDATION TWO - ONE SECTION SIGNAL ASSEMBLIES, AND W2-2 (R) (36" X 36") SIGN

SYMBOL LEGEND

(#) CONDUIT RUN

RioRancho City of Vision

CITY of RIO RANCHO

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION WARNING FLASHING BEACON PLAN
GREENOCK DRIVE AND DOUBLE DIAMOND DRIVE

THOMAS E. VAN OSTEN 5036 NEW MEXICO REGISTERED PROFESSIONAL ENGINEER 9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	9-1

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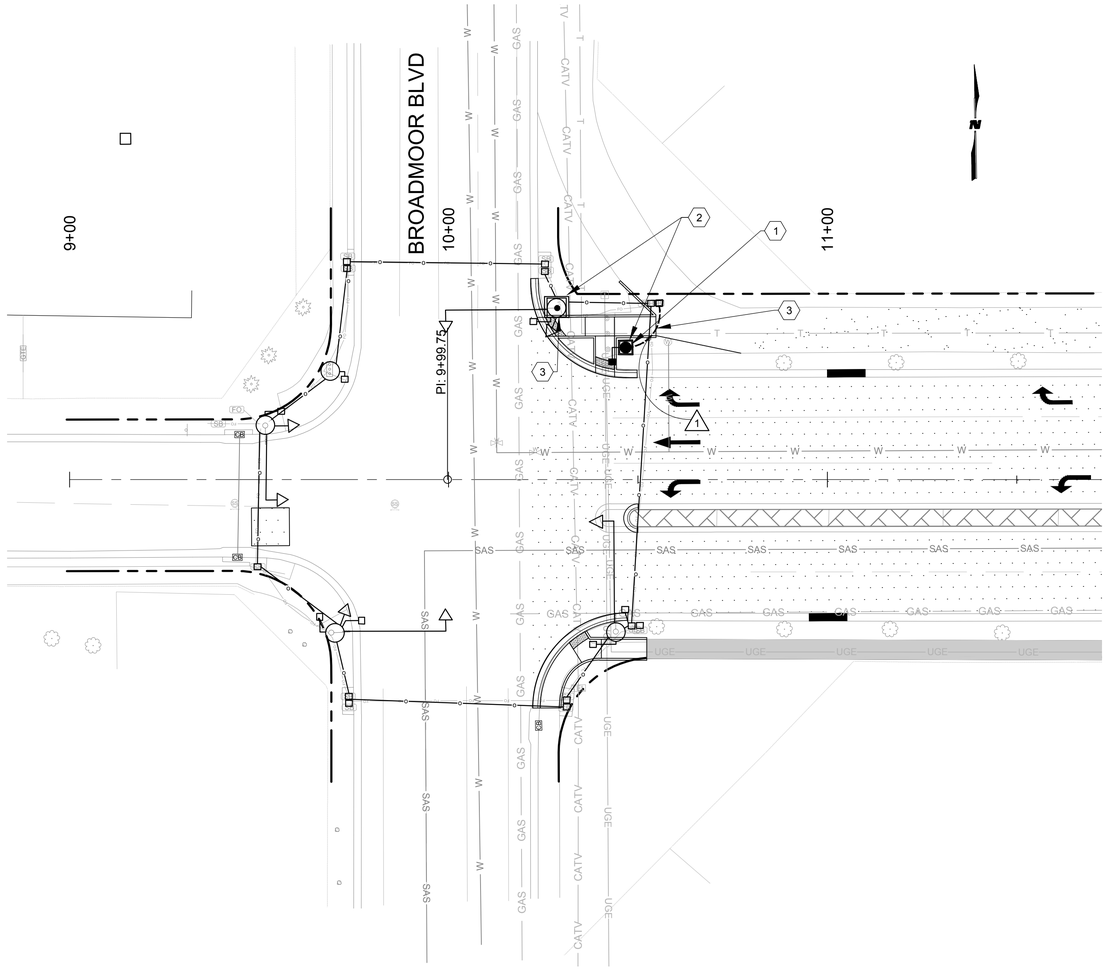
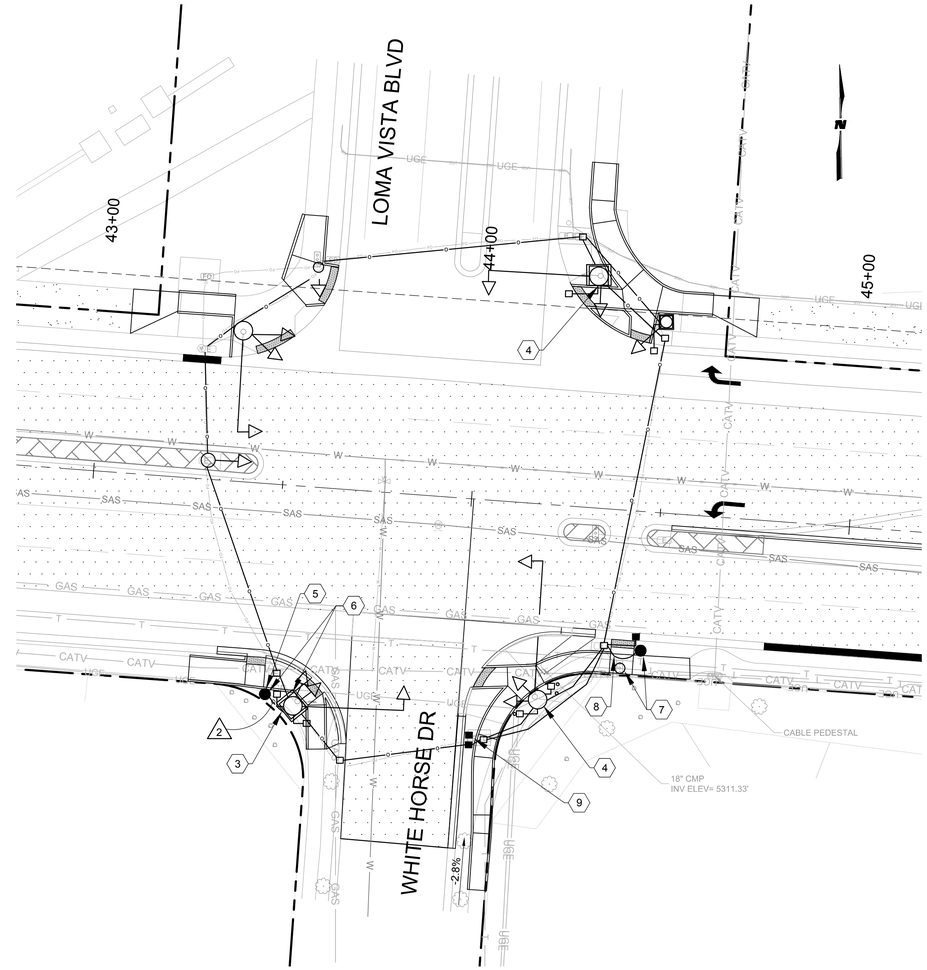


SIGNALIZATION PLAN @ INTERSECTION OF HIGH RESORT BLVD & BROADMOOR BLVD

SCALE: 1"=20' 0 20' 40' 1"=20'



SIGNALIZATION PLAN @ INTERSECTION OF HIGH RESORT BLVD & WHITE HORSE / LOMA VISTA

SCALE: 1"=20' 0 20' 40' 1"=20'

KEY NOTES

1. INSTALL NEW TYPE I STANDARD, 10', AND FOUNDATION
2. REMOVE EXISTING PED SIGNAL AND PED PUSH BUTTON, FROM MASTARM, REINSTALL ON NEW TYPE I STANDARD
3. INSTALL 19' NEW 2" REC WITH TWO-5/c MCC5 BETWEEN EXISTING PULL BOX AND NEW TYPE I POLE
4. RELOCATE EXISTING PED PUSH BUTTON(S) IF REQUIRED TO PROVIDE A 3'-6" BUTTON HEIGHT OVER THE PEDESTRIAN WALKWAY
5. INSTALL NEW PUSH BUTTON POLE, 4'
6. REMOVE EXISTING PUSH BUTTON FROM MASTARM, REINSTALL ON NEW 4' PED PUSH BUTTON POLE
7. RELOCATE EXISTING TYPE I STANDARD AND EXISTING PED PUSH BUTTON AND PED SIGNAL TO NEW FOUNDATION AS SHOWN OFF OF SIDEWALK. REMOVE EXISTING FOUNDATION
8. INSTALL 18' NEW 2" REC WITH TWO-5/c MCC BETWEEN EXISTING PULL BOX AND RELOCATED PED PUSH BUTTON POST
9. REPLACE EXISTING LIGHTING AND SIGNAL PULL BOXES WITH NEW PULL BOXES, MATCH GRADE ADJACENT TO NEW SIDEWALK AND ADJUST CONDUIT AS REQUIRED

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CITY of RIO RANCHO

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION SIGNAL PLANS

THOMAS EDWARD KISTEN NEW MEXICO 5036 REGISTERED PROFESSIONAL ENGINEER 09/14/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 9-2

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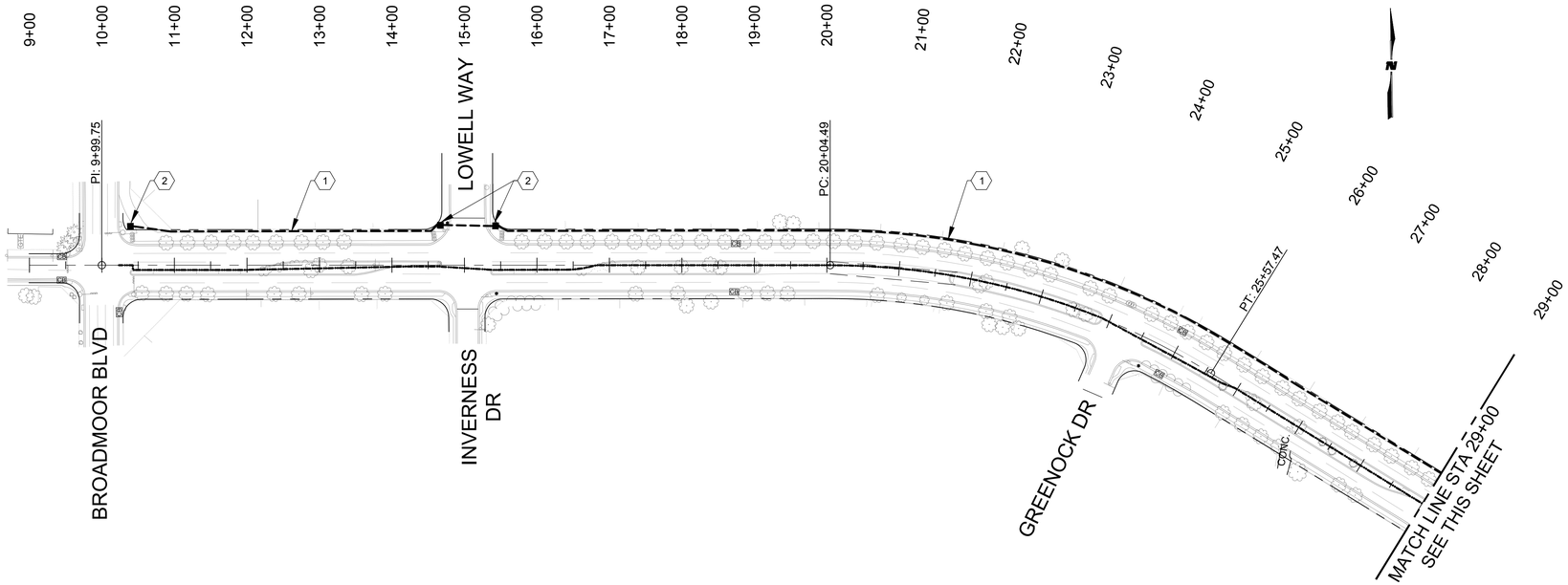


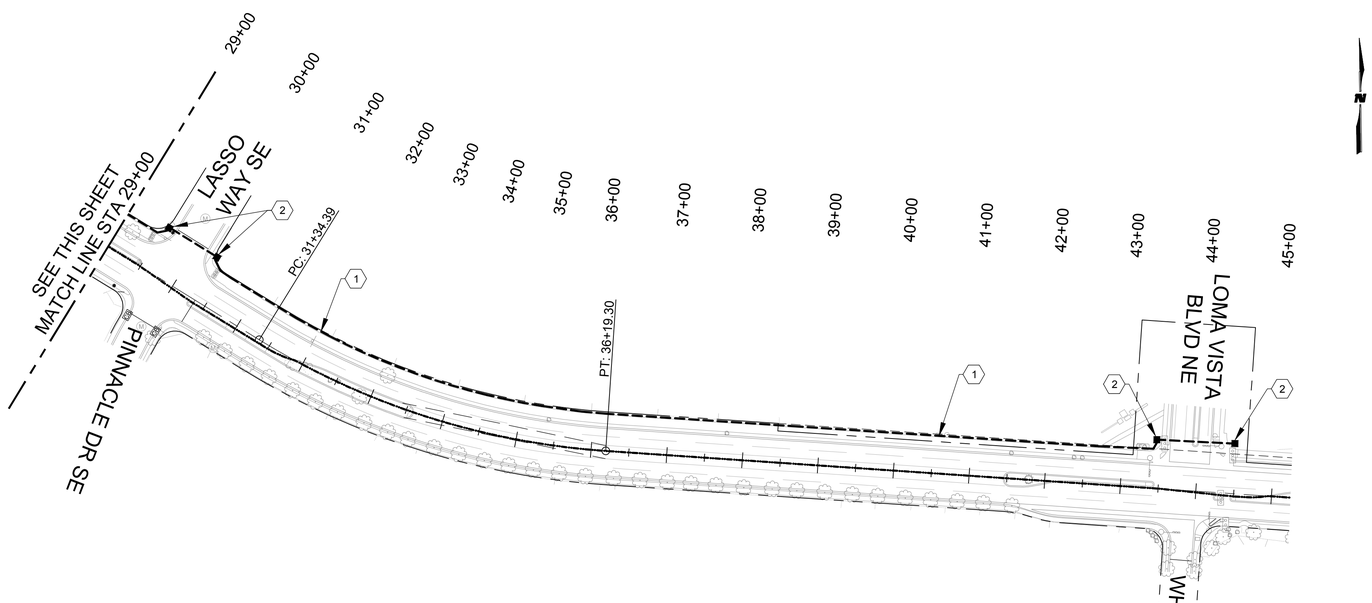
HIGH RESORT BLVD SIGNAL 3" CONDUIT PLAN

SCALE: 1"=100'

0 100' 200'
1"=100'-0"

BUILD NOTES

1. INSTALL 3" RIGID ELECTRICAL CONDUIT
2. INSTALL STANDARD ELECTRICAL PULL BOX, SEE DETAIL SHEET 9-8



HIGH RESORT BLVD SIGNAL 3" CONDUIT PLAN

SCALE: 1"=100'

0 100' 200'
1"=100'-0"

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SIGNAL CONDUIT PLAN
STA 10+22 TO STA 45+00

THOMAS J. VAN HATTEN
NEW MEXICO
5036
REGISTERED PROF SSIONAL ENGINEER
10/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

9-3

SIGNAL SUMMARY OF QUANTITIES

DOT #	DESCRIPTION	UNITS	BROADMOOR MODIFICATION	GREENOCK FLASHER	LOMA VISTA MODIFICATION	DOUBLE DIAMOND FLASHER	TOTAL
	STRUCTURAL CONCRETE CLASS A	CU YD	0.5	1	1	1	4
	REINFORCING BAR GRADE 60	LBS	17	34	34	34	120
	METER PEDASTAL (SIGNAL)	EA		1		1	2
	POWER SERVICE INSTALLATION	EA		1		1	2
	36" X 36" WARNING SIGN (W2)	EA		2		2	4
707004	TYPE I STANDARD 4'	EA			1		1
707010	TYPE I STANDARD 10'	EA	1				1
707015	TYPE I STANDARD 15'	EA		2		2	4
707020	RIGID ELECTRICAL CONDUIT	LF	19	559	18	986	1582
710010	ELECTRICAL PULL BOX (LARGE)	EA			1		1
710XXX	ELECTRICAL PULL BOX (STANDARD)	EA		7	1	11	19
711005	MULTI CONDUCTOR CABLE 5	LF	62	553	65	641	1321
709020	SINGLE CONDUCTOR	LF		114	364		478
712011	SINGLE SECTION SIGNAL ASSEMBLY	EA (LED)		4		4	8
701030	LOOP DETECTOR WIRE	LF		158		490	648
701030	LOOP DETECTOR SAW CUT	LF		77		243	320
701250	LOOP LEAD-IN CABLE	LF		42		242	284
713010	LOOP VEHICLE DETECTOR	EA		1		2	3
714XXX	ACTUATED FLASHER W/ CABINET	EA		1		1	2

CITY of RIO RANCHO

REVISIONS (OR CHANGE NOTICES)

NO.	DESCRIPTION	DATE	BY
1			
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WILSON & COMPANY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SIGNAL SUMMARY OF QUANTITIES

THOMAS C. VAN WITTEN
NEW MEXICO
5036
REGISTERED PROFESSIONAL ENGINEER
9/14/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

9-4

M:\MSD\16-600-034-00\2_DISCIPLINES_SHEETS\09_SIGNALIZATION\C-SIGNALIZATION DETAILS_PW1611.DWG9/15/2016 7:32 AM

SIGNAL NOTES

1. THE CONTRACTOR SHALL NOTIFY THE CITY OF RIO RANCHO FOR AN APPROVED PRODUCTS LISTING FOR TRAFFIC COMPONENTS.
2. LOCATIONS OF CONDUITS, FOUNDATIONS, CONTROL CABINETS, POLES, PULL BOXES, MANHOLES, AND SPLICE CABINETS SHOWN ON THE PLANS ARE SCHEMATIC AND SHALL B E ADJUSTED IN THE FIELD TO MAXIMIZE CLEAR SPACE AVAILABLE FOR PEDESTRIANS AND WHEELCHAIRS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT. THE CONTRACTOR SHALL MEET WITH THE PROJECT MANAGER IN THE FIELD AT ALL LOCATIONS TO SPOT EQUIPMENT BEFORE BEGINNING THE WORK. ALL SUCH EQUIPMENT SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY.
3. THE CONTRACTOR IS WARNED THAT EXISTING CONDUITS MAY CONTAIN AC POWER AND CAUTION SHALL BE EXERCISED IN INTERCEPTING OR INSTALLING CABLE IN EXISTING CONDUIT..
4. THE CONTRACTOR SHALL NOTIFY THE CITY OF RIO RANCHO TWO WORKING DAYS IN ADVANCE OF ANY ANTICIPATED WORK ON SIGNALS, LIGHTING, AND POWER SERVICES. TRAFFIC ENGINEERING PERSONNEL MUST BE PRESENT WHEN SIGNALS ARE SHUT OFF OR TURNED ON. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY OF RIO RANCHO EACH TIME A TRAFFIC SIGNAL CABINET IS OPENED. CONTRACTOR SHALL NOTIFY THE CITY OF RIO RANCHO TWO WEEKS PRIOR TO TURNING ON NEW SIGNALS.
5. THE CONTRACTOR SHALL NOTIFY PNM THIRTY (30) DAYS IN ADVANCE OF ANTICIPATED POWER SERVICE CONNECTIONS. THE CONTRACTOR SHALL COORDINATE WITH PNM TO ESTABLISH ELECTRICAL SERVICE IN THE CITY OF RIO RANCHO'S NAME. THE CONTRACTOR SHALL PAY PNM ALL COSTS TO PROVIDE ELECTRICAL SERVICE. THIS WORK WILL BE PAID BY THE CONTRACTOR, BID ITEM #706350, POWER SERVICE INSTALLATION
6. CONDUITS TO BE REMOVED OR ABANDONED SHALL HAVE ALL WIRING REMOVED.
7. EXISTING CONDUITS SHALL BE REPAIRED, ADJUSTED, OR REPLACED AS DIRECTED BY THE PROJECT MANAGER WHERE ELECTRICAL PULL BOXES OR TRAFFIC MANHOLES ARE INSTALLED OR REPLACED.
8. THE CONTRACTOR SHALL ARRANGE TO HAVE OFF-DUTY POLICE OFFICERS TO DIRECT TRAFFIC WHEN NEW SIGNALS ARE PLACED INTO OPERATION OR WHEN EXISTING SIGNALS ARE TEMPORARILY SHUT OFF.
9. THE CONTRACTOR SHALL FURNISH FOUNDATION ELEVATIONS TO THE PROJECT MANAGER FOR APPROVAL BEFORE INSTALLATION. THE CONTRACTOR SHALL GRADE AROUND THE FOUNDATIONS TO PROVIDE TRAVERSABLE SLOPES AS DIRECTED BY THE PROJECT MANAGER. THE CONTRACTOR SHALL SUBMIT CROSS-SECTIONS FOR APPROVAL BASED ON ACTUAL FIELD ELEVATIONS. ALL EXCAVATIONS AND/OR EMBANKMENT REQUIRED WILL BE CONSIDERED INCIDENTAL.
10. SIGNALS NEAR EXISTING OVERHEAD POWER LINES MUST MAINTAIN A VERTICAL CLEARANCE AND/OR A HORIZONTAL CLEARANCE FROM THE CLOSEST PHASE CONDUCTOR. THE CONTRACTOR WILL CONTACT PNM TO ASSIST IN MEASUREMENT AND DETERMINATION OF APPROPRIATE CLEARANCES.
11. ALL CONDUITS INSTALLED IN A TRENCH SHALL BE FLAGGED WITH CAUTION TAPE ONE FOOT ABOVE CONDUIT.

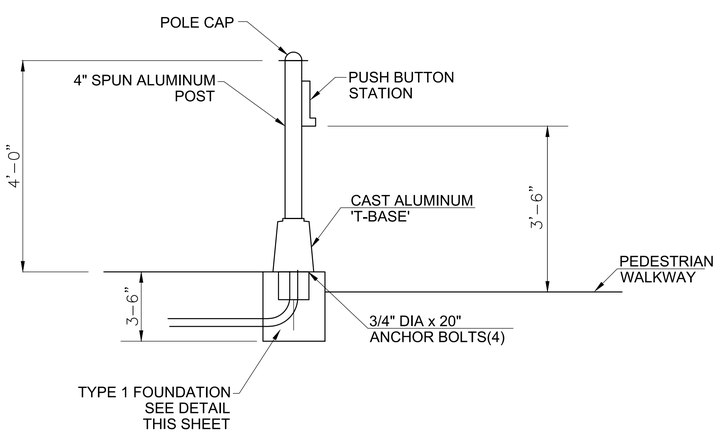
TRAFFIC SIGNAL EQUIPMENT REQUIREMENTS

1. ALL SIGNAL ASSEMBLIES, PEDESTRIAN SIGNALS, PEDESTRIAN PUSH BUTTONS, CABINETS, AND FITTINGS SHALL COMPLY WITH THE CITY OF RIO RANCHO TYPE AND COLOR REQUIREMENTS, EXCEPT AS NOTED IN THE PLANS..
2. LOAD SWITCHES AND SIGNAL FLASHER SHALL BE DISCRETE TYPE..
3. METER PEDESTAL (SIGNAL) SHALL BE TESCO CONTROLS, INC. AND SHALL BE INSTALLED AT LOCATIONS SHOWN ON THE PLANS.
4. ALL SIGNAL ASSEMBLIES FURNISHED FOR THE PROJECT SHALL HAVE L.E.D. SIGNAL INDICATIONS AND BE COUNTDOWN TYPE (PED).
5. TRAFFIC SIGNAL HEADS AND CONNECTING HARDWARE SHALL BE BLACK.
6. ALL CONTROLLER CABINETS AND METER PEDESTALS SHALL BE POWDER COATED, COLOR "LIGHT GRAY" (RAL 9202).
7. ALL TYPE I AND TYPE III TRAFFIC SIGNAL POLES SHALL BE FINISHED IN THE COLOR AS SPECIFIED ON THE STANDARD DETAIL SHEETS.
8. ALL FLASHER CONTROLLERS SHALL BE HOUSED IN A POST TOP CABINET. THE FLASHER SHALL BE ACTUATED BY LOOP TYPE DETECTORS. THE CABINET SHALL BE CAPABLE OF FOUR RACK MOUNTED LOOP DETECTOR UNITS.
9. METER PEDESTAL - SIGNAL BREAKER SHALL BE 20 AMP.

INCIDENTAL ITEMS

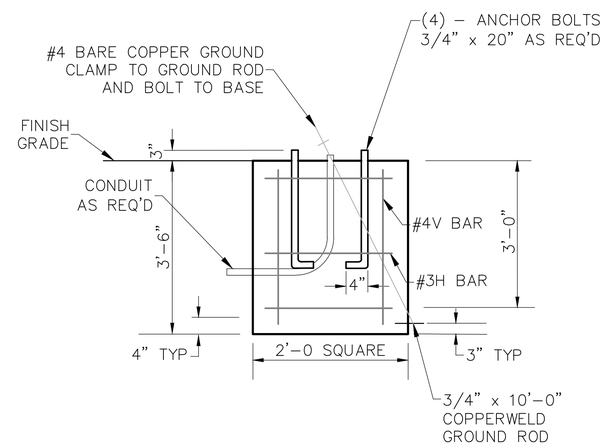
1. REMOVAL OF EXISTING PULL BOXES, CONDUITS, OR OTHER SIGNAL EQUIPMENT FOR INSTLLATION OF NEW SIGNAL EQUIPMENT.
2. CABLE TESTING DIAGRAMSI.
3. BORING, DRILLING, PUSHING AND TRENCHING, INCLUDING REMOVAL AND REPLACEMENT OF PABEMENT, SIDEWALKS, DRIVEPADS VALLEY GUTTERS, WHEELCHAIR RAMPS, CURB & GUTTER, AND LANDSCAPING, (INCLUDING SPRINKLERS), FOR INSTALLATION OF PULL BOXES, CONDUITS AND SIGNAL FOUNDATIONS, EXCEPT AS NOTED IN THE PLANS.
4. LOCATIONS OF UTILITY LINES INCLUDING EXPLORATORY TRENCHING ANDEXPOSING OF GAS LINES WHEN BORING.
5. DESIGN MATERIALS, INSTLLATION AND REMOVAL OF SAFETY BARRIER FOR SHIELDING EQUIPMENT OR MATERIAL.
6. APPRISING PUBLIC THROUGH THE LOCAL NEWS MEDIA.
7. REMOVAL, SALVAGE, DISASSEMBLY AND TRANSPORTATION OF EXISTING SIGNAL EQUIPMENT TO THE CITY OF RIO RANCH.
8. PULL BOX ADJUSTMENT TO GRADE.
9. OFF-DUTY POLICE OFFICER FOR TRAFFIC CONTROL.
10. ANCHOR BOLTS FOR TYPE I STANDARD.
11. GROUND RODS FOR FOUNDATIONS.
12. ULL STRINGS FOR EMPTY CONDUITS.
13. SOIL SAMPLE AND EXCAVATION FOR FOUNDATIONS.

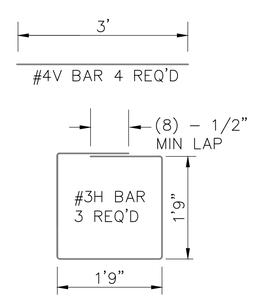
ITEMS LISTED ARE ONLY A XXXENTRL DESCRIPTION OF THE REQUIRED XXX AND MATERILAS. MATERIALS REQUIRED BY THE SPECIAL PROVISIONS SERIALS (STANDARD DETAILS), SUPPLEMENTAL SPECIFICATIONS OR THE STANDARD SPECIFICATIONS.



PEDESTRIAN DETECTOR POST DETAIL

NTS





REINFORCING STEEL

PEDESTAL FOUNDATION DETAILS - TYPE 1 STANDARD

NTS

NOTES:

1. ALL GROUND RODS SHALL BE 3/4" x 10' - 0". ALL SIGNAL FOUNDATIONS SHALL INCLUDE COPPERWELD GROUND RODS AS SHOWN WHICH SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE FOUNDATION. NO PRICE OR PAYMENT SHALL BE MADE THEREFOR.
2. FINISHED GRADE FOR ALL FOUNDATIONS TO BE DETERMINED BY THE PROJECT ENGINEER. THE TOP OF STANDARD FOUNDATIONS SHALL BE FLUSH WITH ADJACENT SIDEWALK OR PAVED AREAS.

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT PW 1611
BROADMOOR BLVD TO NM 528

SIGNALIZATION DETAILS 01

THOMAS C. VAN METER NEW MEXICO 5036 REGISTERED PROFESSIONAL ENGINEER 1/4/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

9-5

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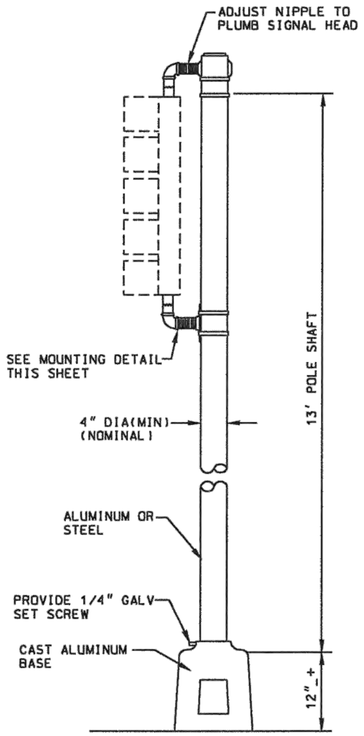
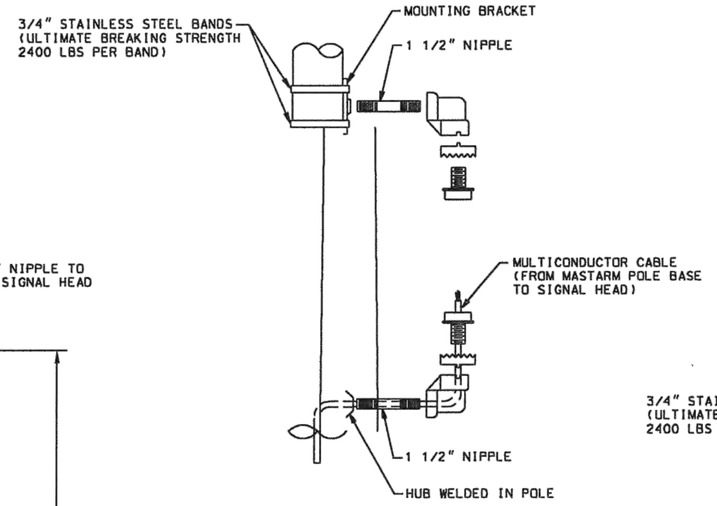


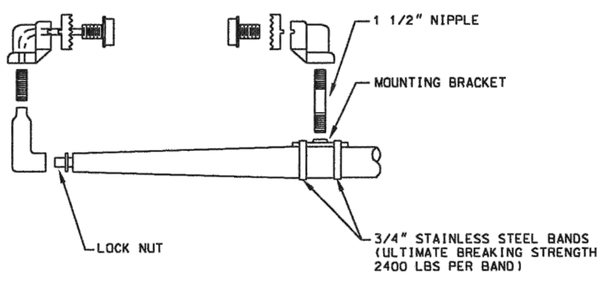
NOTE:
14' MINIMUM FROM BOTTOM OF BASE (ASSEMBLED LENGTH)

TYPE I STANDARD POLE DETAILS

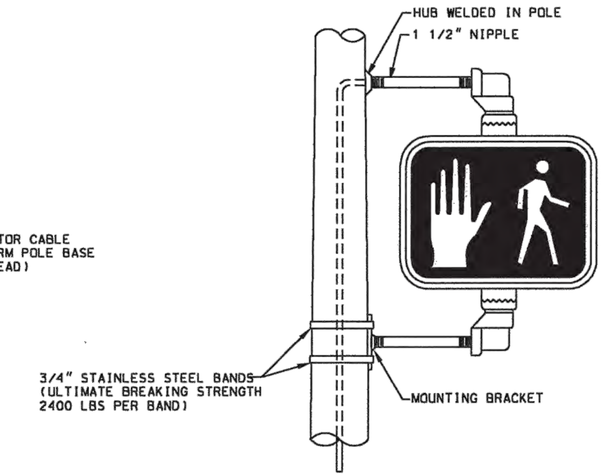


SIDE VIEW

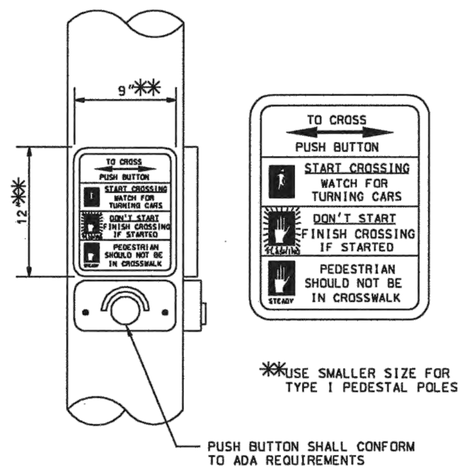
MOUNTING DETAIL



HORIZONTAL MOUNTING DETAIL

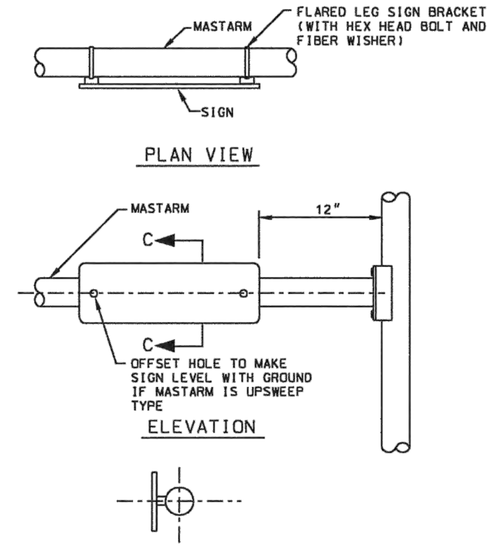


PEDESTRIAN SIGNAL

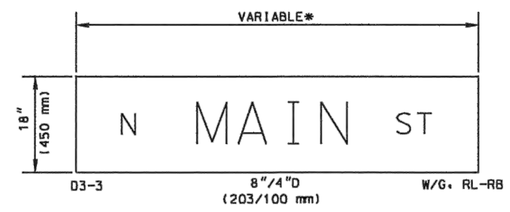


**USE SMALLER SIZE FOR TYPE I PEDESTAL POLES

PUSH BUTTON DETAIL



STREET NAME SIGN DETAIL



701000 ALUMINUM PANEL SIGN

* NOTE:
MAXIUM WIDTH OF SIGN SHALL BE 96 IN (2440 mm) EACH SIGN SHALL BE SHOWN ON THE SIGN FACE DETAIL SHEET AND SIGN QUANTITIES.

NOTE:

1. PEDESTRIAN ACTUATED CROSSING CONTROLS SHALL BE A MAXIMUM OF 42" ABOVE THE FINISHED PUBLIC SIDEWALK. A STABLE, FIRM, AND SLIP-RESISTANT AREA - 36" x 48" - SHALL BE PROVIDED TO ALLOW FOR A FORWARD OR A PARALLEL APPROACH TO THE CONTROLS. WHERE A PARALLEL IS PROVIDED, CONTROLS SHALL BE WITHIN 10" HORIZONTALLY OF AND CENTERED ON THE CLEAR GROUND SPACE.

2. ALL SIGNS TO BE MOUNTED ON STREET LIGHT POLES OR TRAFFIC SIGNAL POLES SHALL BE ATTACHED WITH 3/4" STAINLESS STEEL BANDS, BREAKING STRENGTH OF 2400 LBS PER BAND, AND ASSOCIATED HARDWARE (BAND-IT OR EQUAL). WORM GEAR CLAMPS ARE NOT ACCEPTABLE.

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

TYPE I POLE AND
PEDESTRIAN SIGNAL DETAILS

APPROVED Steve Dow 1-19-05
DESIGN ENGINEER DATE

DESIGNED BY___ DRAWN BY___ CHECKED BY___

707S-01-1/1

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SIGNALIZATION DETAILS 02

THOMAS E. VANDEVEN NEW MEXICO 5036 REGISTERED PROF SIGNAL ENGINEER 1-19-05

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET 9-6

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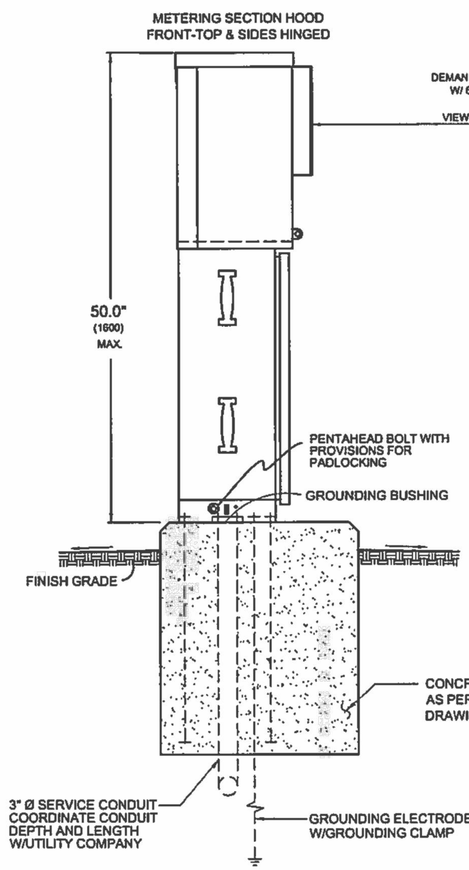
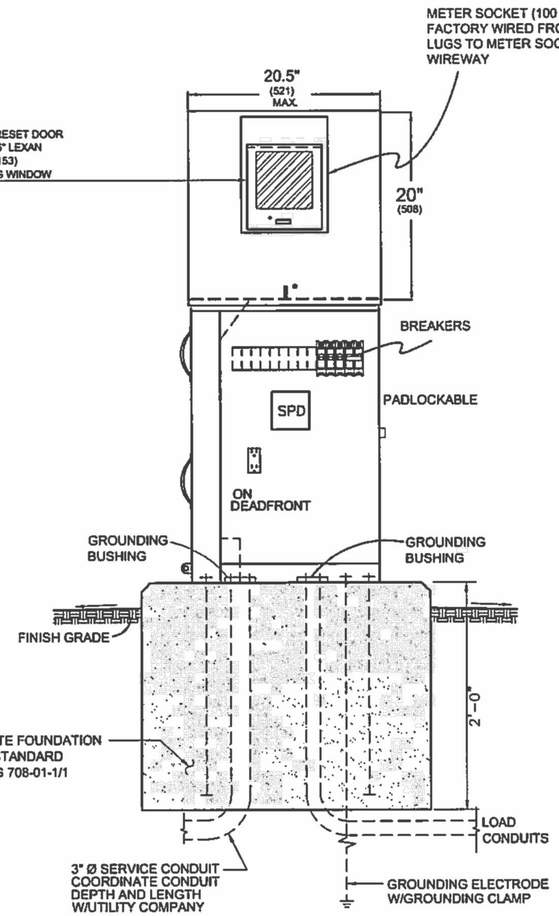
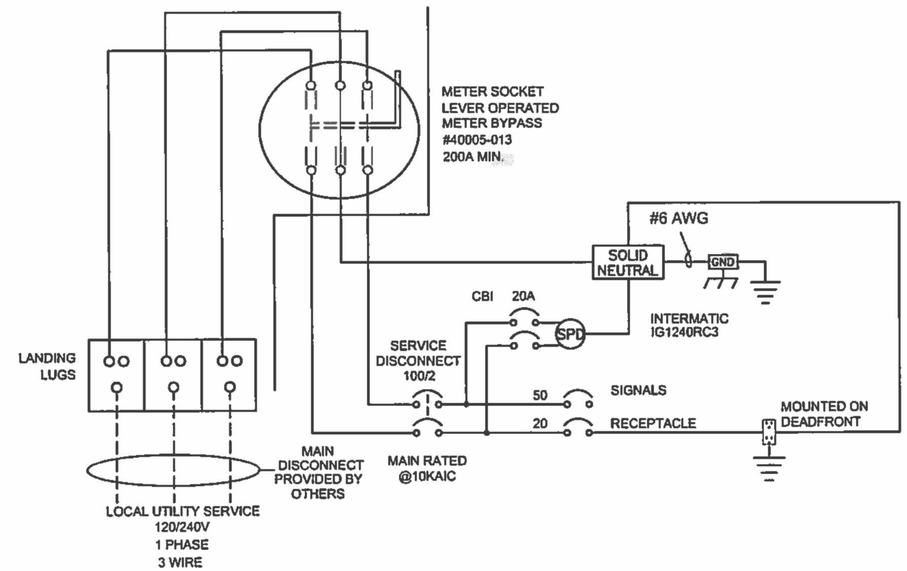


LEFT SIDE

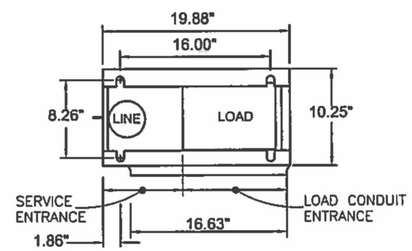


FRONT VIEW



SERVICE EQUIPMENT
WIRING DIAGRAM "A"

NOTE: LOAD CURRENT FOR ALL BREAKERS NOT TO EXCEED 80% BREAKER AMPERAGE



BASE PLAN

ENCLOSURE CONSTRUCTION NOTES:

1. EXTERIOR, 1/8" ALUMINUM, AND INTERIOR 14 GA. COLD ROLLED STEEL ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
2. CONSTRUCTION WILL BE NEMA 3R, RAIN TIGHT AND DUST TIGHT.
3. ALL NUTS, BOLTS & SCREWS WILL BE STAINLESS STEEL.
4. ALL NUTS, BOLTS & SCREWS WILL NOT BE VISIBLE FROM OUTSIDE OF ENCLOSURE.
5. NAMEPLATES WILL BE PROVIDED AS REQUIRED.
6. CONTROL WIRING WILL BE MARKED AT BOTH ENDS BY PERMANENT WIRE MARKERS.
7. A PLASTIC COVERED WIRING DIAGRAM WILL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.
8. ENCLOSURE WILL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA AND UL 508A STANDARDS.
9. CIRCUIT BREAKERS SHALL BE CABLE-IN/CABLE-OUT WITH LINE ON TOP & LOAD ON THE BOTTOM. HANDLE POSITION UP = "ON", MIDDLE = "TRIPPED", DOWN = "OFF".
10. CONCRETE FOUNDATIONS INCLUDING EXCAVATION AND BACKFILL, CONCRETE AND ANCHOR BOLTS, COMPLETE IN PLACE, WILL BE CONSIDERED INCIDENTAL TO THE METER PEDESTAL.

DESIGNER SPECIFY THE FOLLOWNG ON YOUR PLANS:
POWDER COAT COLORS

- ☐ WHITE
- ☐ RANCH GREEN
- ☐ MINT GREEN
- ☐ OTHER _____
- ☐ CAMEL

PHOTO ELECTRIC CELL

- ☐ ON LIGHT POLE
- ☐ IN SERVICE CABINET

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

SIGNAL ONLY METER PEDESTAL
WITHOUT UPS (DIAGRAM "A")
AND ELECTRICAL SCHEMATIC

APPROVED _____ DESIGN ENGINEER _____ DATE

DESIGNED BY___ DRAWN BY ___ CHECKED BY___

706S-03-2/2 SHEET 2 OF 2

AFSHIN JIAN
NEW MEXICO
16226
2-13-15
LICENSED PROFESSIONAL ENGINEER

THOMAS VAN TEN
NEW MEXICO
5036
10/16
REGISTERED PROFESSIONAL ENGINEER

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
1			
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REVISIONS (OR CHANGE NOTICES)

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www.wilsonco.com

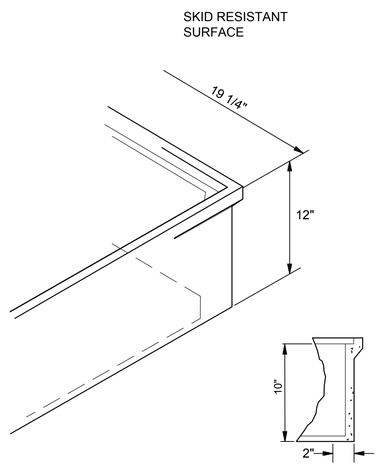
HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

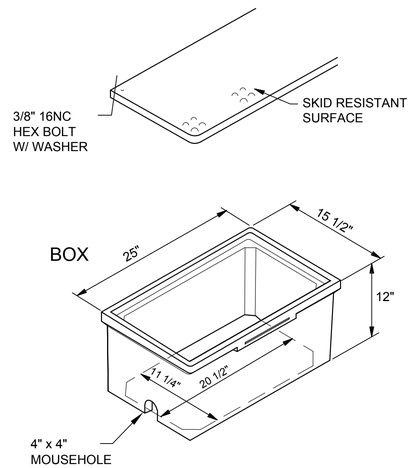
SIGNALIZATION DETAILS 03

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
9-7

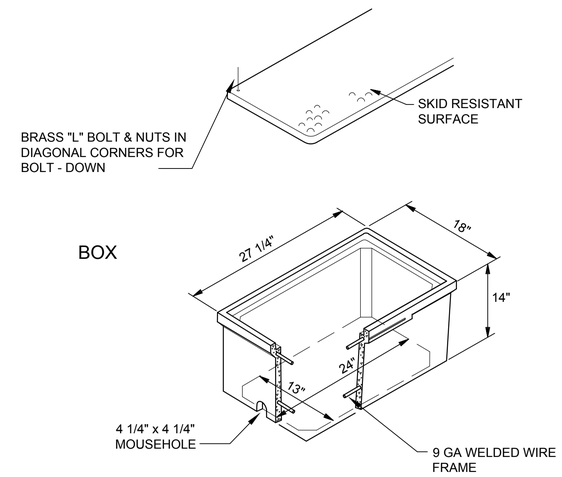
SUMMARY
FILENAME
M:\MSD\16-600-034-0002_DISCIPLINES_SHEETS\09_SIGNALIZATIONIC-SIGNALIZATION DETAILS_PW1611.DWG9/15/2016 7:33 AM
edd_trf/Preliminary drawings & docs/Signal_Lighting/Non_PSE_Design/Signal & Lighting Details by TESCO/706S-03-2of2.dwg





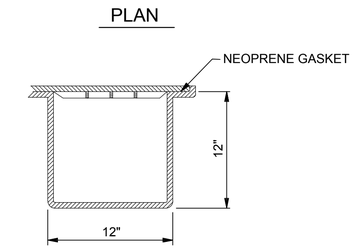
STANDARD PULL BOX

PULL BOX DETAILS



STANDARD PULL BOX

CONCRETE PULL BOX



SECTION A-A

METAL PULL BOX

NOTES FOR HEAVY DUTY REINFORCED POLYMER MORTAR PULL BOX AND COVERS

MATERIAL TO BE AN AGGREGATE CONSISTING OF SAND AND GRAVEL BOUND TOGETHER WITH A POLYMER AND REINFORCED WITH CONTINUOUS WOVEN GLASS STRANDS. THE MATERIAL MUST HAVE THE FOLLOWING MECHANICAL PROPERTIES: COMPRESSIVE STRENGTH - 11,000 PSI, TENSILE STRENGTH - 1,700 PSI, FLEXURAL STRENGTH - 7,500 PSI.

ALL PULL BOX COVERS SHALL BE HEAVY DUTY REINFORCED POLYMER MORTAR, HAVING A SERVICE LOAD OF 22,568 LBS. OVER 10" SQUARE (225 PSI).

PULL BOX TYPE AND LOGO SHALL BE APPROVED BY THE PROJECT MANAGER.

THE DIMENSIONS OF THE PULL BOXES SHOWN ARE NOMINAL DIMENSIONS AND MAY VARY AS TO THE MANUFACTURER'S RECOMENDATIONS. ALL DIMENSIONS SHALL BE VERIFIED BY THE PROJECT MANAGER.

ELECTRICAL PULL BOX (STANDARD) SHALL BE A HEAVY DUTY REINFORCED POLYMER MORTAR PULL BOX AND COVER MEASURING 13 3/4" x 23 1/4" x 2".

NOTES FOR CONCRETE ELECTRICAL PULL BOX AND COVERS

1. A #4 AWG BARE GROUNDING WIRE SHALL BE CLAMPED TO GROUNDING WIRE OR METAL CONDUIT AND BOLTED TO METAL COVER.

ACCEPTABLE VENDORS

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

SIGNALIZATION DETAILS 04

THOMAS E. VAN METER
NEW MEXICO
5036
REGISTERED PROFESSIONAL ENGINEER
9/14/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	9-8

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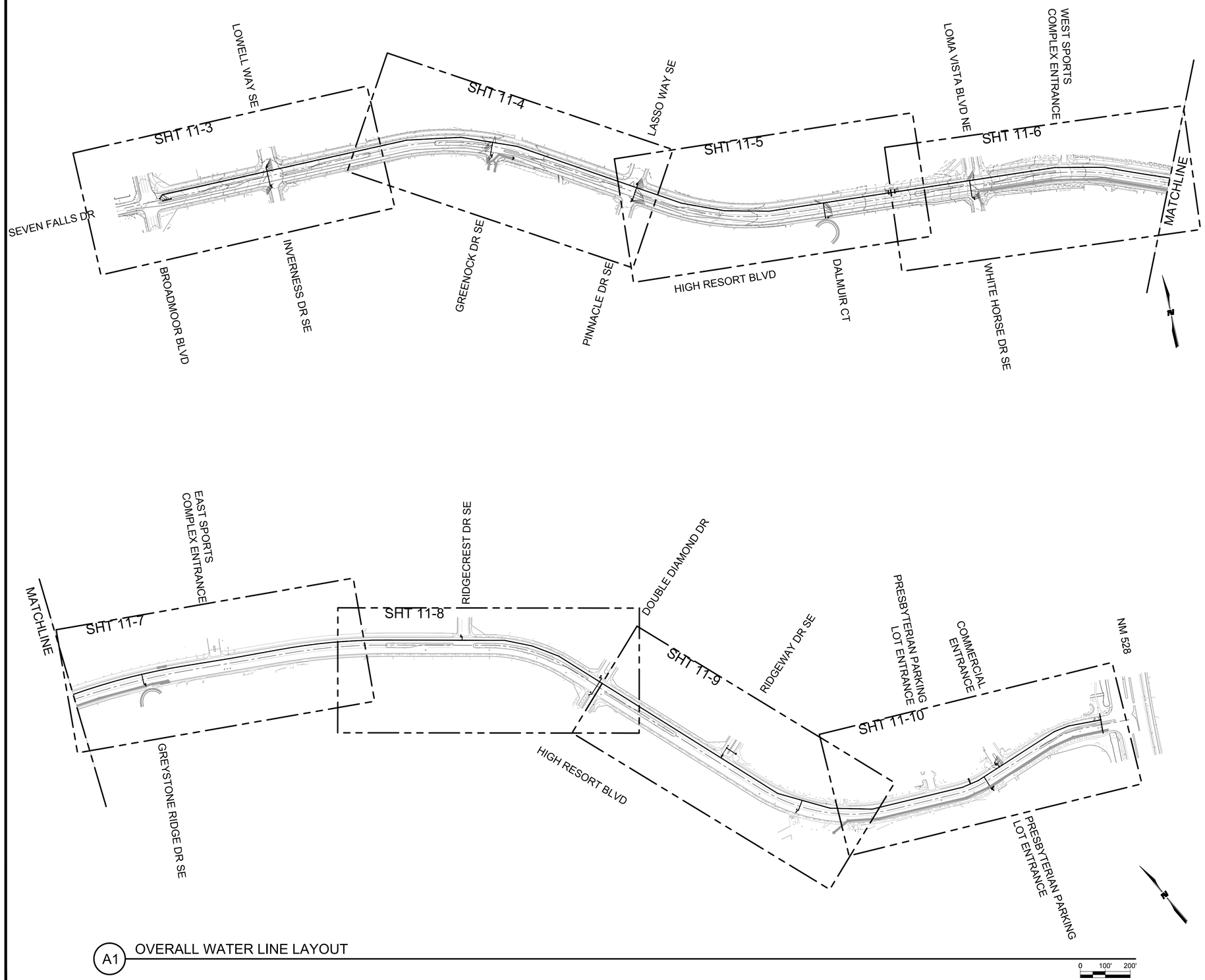

A1 OVERALL WATER LINE LAYOUT

GENERAL SURVEY NOTES:

1. DTM AND PLANIMETRY COMPILED BY A COMBINATION OF AERIAL PHOTOGRAMMETRIC MAPPING AND SUPPLEMENTAL FIELD SURVEY. AERIAL PHOTOGRAPHY WAS ACQUIRED WITH A ULTRACAM Lp DIGITAL MAPPING CAMERA ON 05/10/2016 AT 1900 FT ABOVE MEAN TERRAIN AND REFERENCED TO SURVEYED GROUND CONTROL BY ANALYTICAL AEROTRIANGULATION. SUPPLEMENTAL FIELD SURVEY WAS PERFORMED FROM 05/09/2016 TO 05/25/2016.
2. HORIZONTAL DATUM: NAD 83
   VERTICAL DATUM: NAVD 88
   COORDINATE SYSTEM: BASED ON NEW MEXICO STATE PLANE CENTRAL ZONE 3002 SCALED TO GROUND
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0003350235
   GEOID:A:A: 03
   UNITS:A:B: US SURVEY FEET
3. DTM DATA WILL MEET 1990 ASPRS TOPOGRAPHIC ELEVATION ACCURACY FOR CONTOUR INTERVAL 1, CLASS 1. PLANIMETRIC AND ORTHOPHOTO DATA WILL MEET 1990 ASPRS PLANIMETRIC FEATURE COORDINATE ACCURACY FOR TARGET MAP SCALE 1" = 50' CLASS 1; FOR WELL-DEFINED POINTS WHEN COMPARED TO THE GROUND CONTROL USED FOR THE PHOTOGRAMMETRIC MAPPING

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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FAX (505) 892-3901
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

OVERALL WATER LINE LAYOUT

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9-15-16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET
11-1

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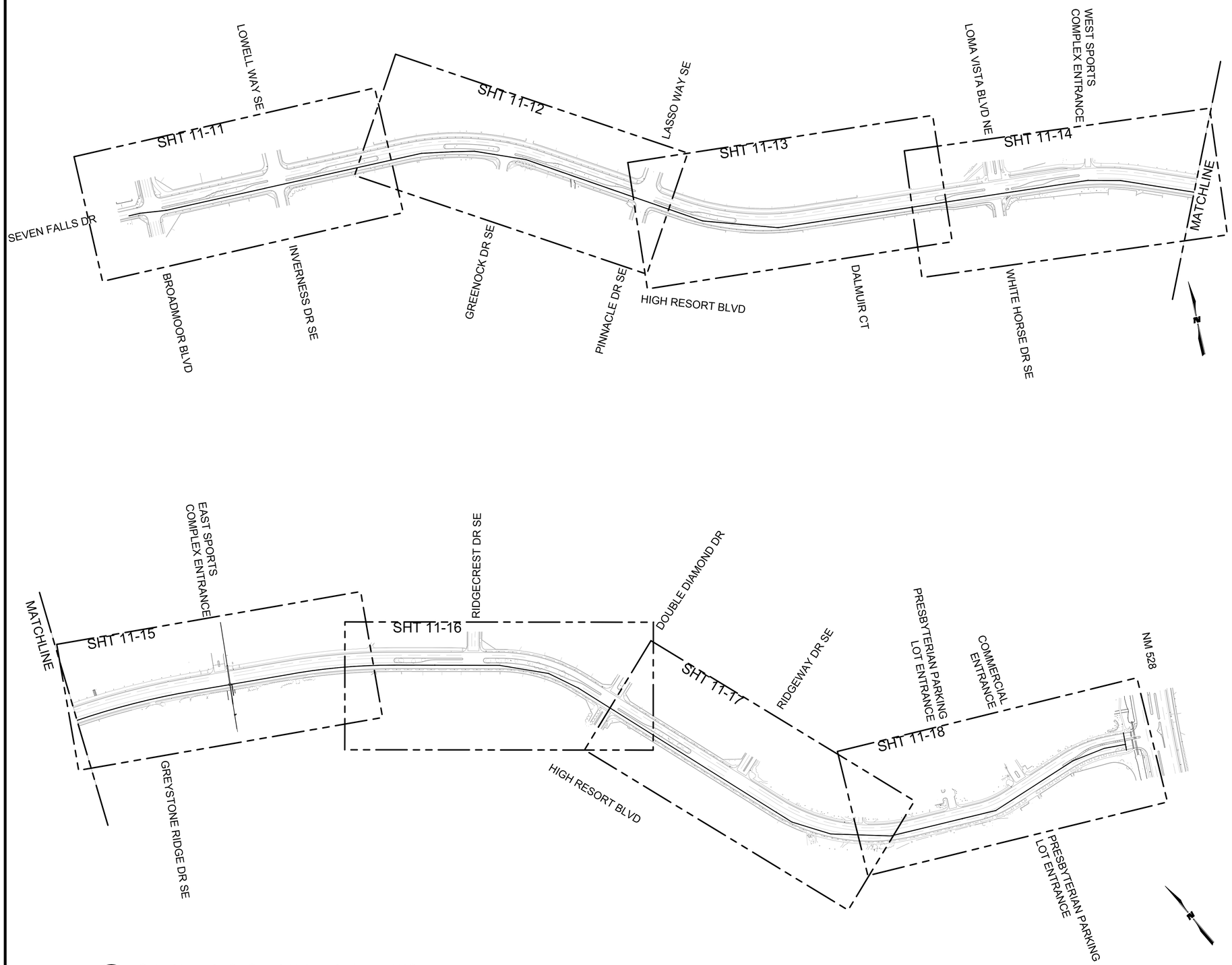

A1 OVERALL RECYCLED WATER LINE LAYOUT

GENERAL SURVEY NOTES:

1. DTM AND PLANIMETRY COMPILED BY A COMBINATION OF AERIAL PHOTOGRAMMETRIC MAPPING AND SUPPLEMENTAL FIELD SURVEY. AERIAL PHOTOGRAPHY WAS ACQUIRED WITH A ULTRACAM Lp DIGITAL MAPPING CAMERA ON 05/10/2016 AT 1900 FT ABOVE MEAN TERRAIN AND REFERENCED TO SURVEYED GROUND CONTROL BY ANALYTICAL AEROTRIANGULATION. SUPPLEMENTAL FIELD SURVEY WAS PERFORMED FROM 05/09/2016 TO 05/25/2016.
2. HORIZONTAL DATUM: NAD 83
   VERTICAL DATUM: NAVD 88
   COORDINATE SYSTEM: BASED ON NEW MEXICO STATE PLANE CENTRAL ZONE 3002 SCALED TO GROUND
   COMBINED GRID TO GROUND SCALE FACTOR: 1.0003350235
   GEOID:A:A: 03
   UNITS:A:B: US SURVEY FEET
3. DTM DATA WILL MEET 1990 ASPRS TOPOGRAPHIC ELEVATION ACCURACY FOR CONTOUR INTERVAL 1, CLASS 1. PLANIMETRIC AND ORTHOPHOTO DATA WILL MEET 1990 ASPRS PLANIMETRIC FEATURE COORDINATE ACCURACY FOR TARGET MAP SCALE 1" = 50' CLASS 1; FOR WELL-DEFINED POINTS WHEN COMPARED TO THE GROUND CONTROL USED FOR THE PHOTOGRAMMETRIC MAPPING

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

OVERALL RECYCLED WATER LINE LAYOUT

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9-15-16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET

11-2

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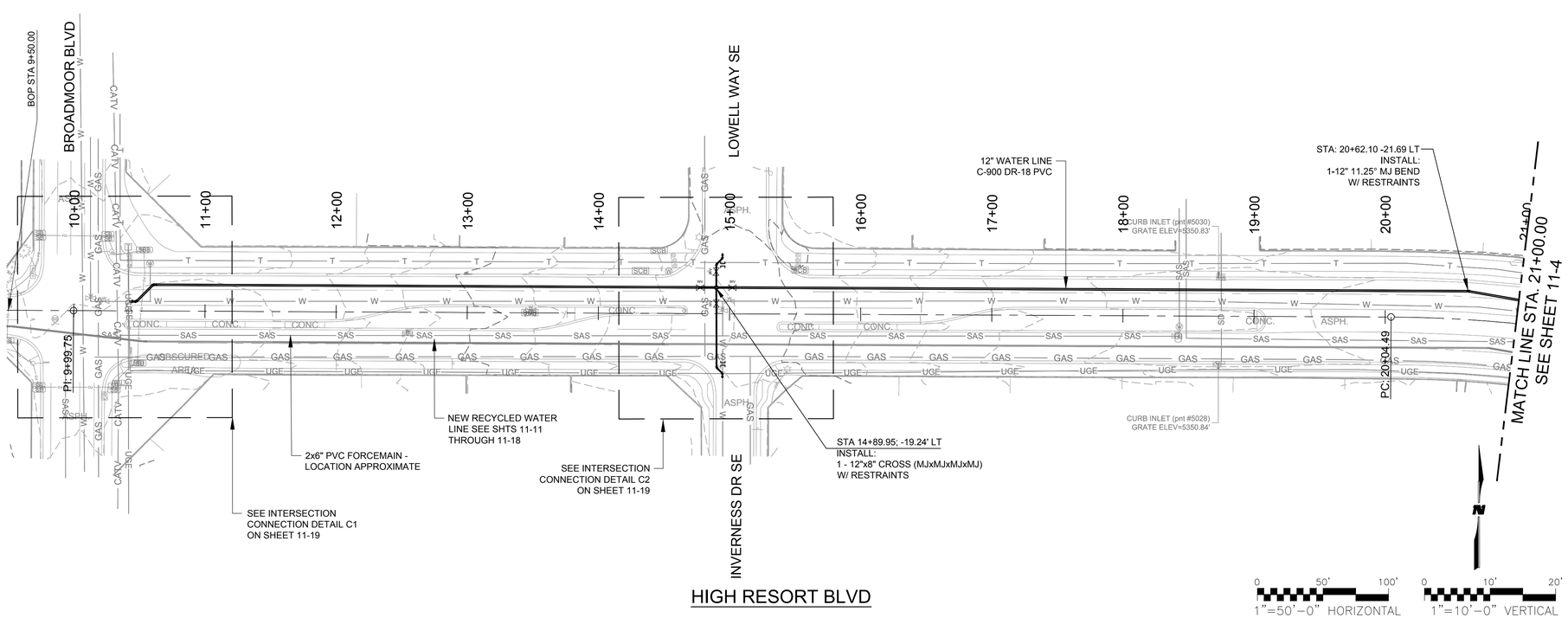

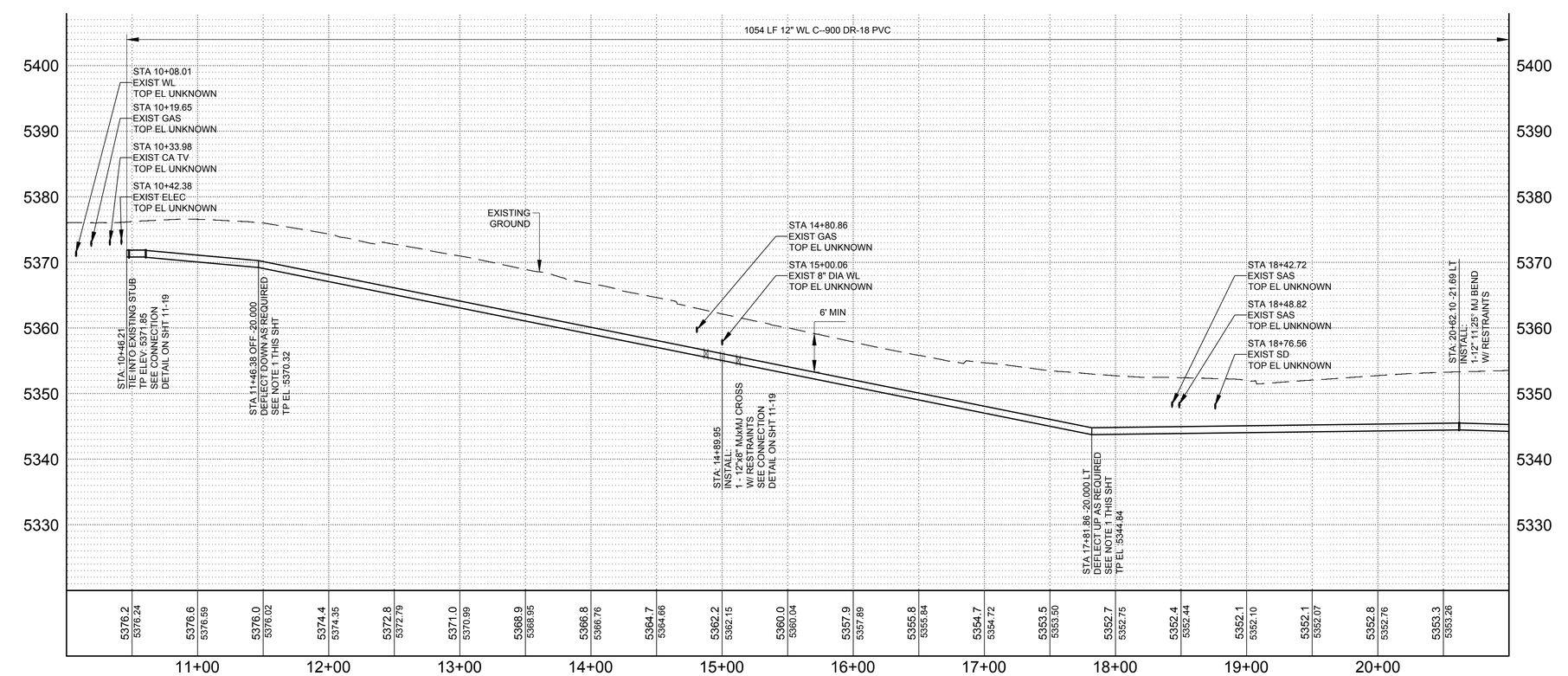

GENERAL NOTES

1. DEFLECT PIPE JOINTS AS NECESSARY TO MAINTAIN ALIGNMENT SHOWN. MAXIMUM DEFLECTION SHALL BE NO MORE THAN 75% OF PIPE MANUFACTURER'S RECOMMENDATION.
2. ALL UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE LOCATIONS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDERGROUND UTILITIES BEFORE COMMENCING WORK.
3. CONTRACTOR SHALL COORDINATE WITH THE CITY TRAFFIC SECTION IN THE EVENT OF ANY CONDUIT IMPACTS.
4. ALL MECHANICAL JOINT FITTINGS SHALL BE RESTRAINED PER THE MECHANICAL RESTRAINT JOINT TABLE ON SHT 11-27
5. CONTRACTOR SHALL COORDINATE W/ CITY IRRIGATION TO CONFIRM THAT IRRIGATION METERS ARE TAKEN OFF POTABLE & RE-CONNEDTED TO RECYCLED WATER W/O CROSS CONNECTION.
6. EACH METER CONNECTION SHALL BE TESTED AFTER POTABLE IS CUT TO VERIFY SECOND CONNECTION IS NOT PRESENT, PRIOR TO CONNECTING TO RECYCLED WATER SYSTEM.
7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 01

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9/16/16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

11-3

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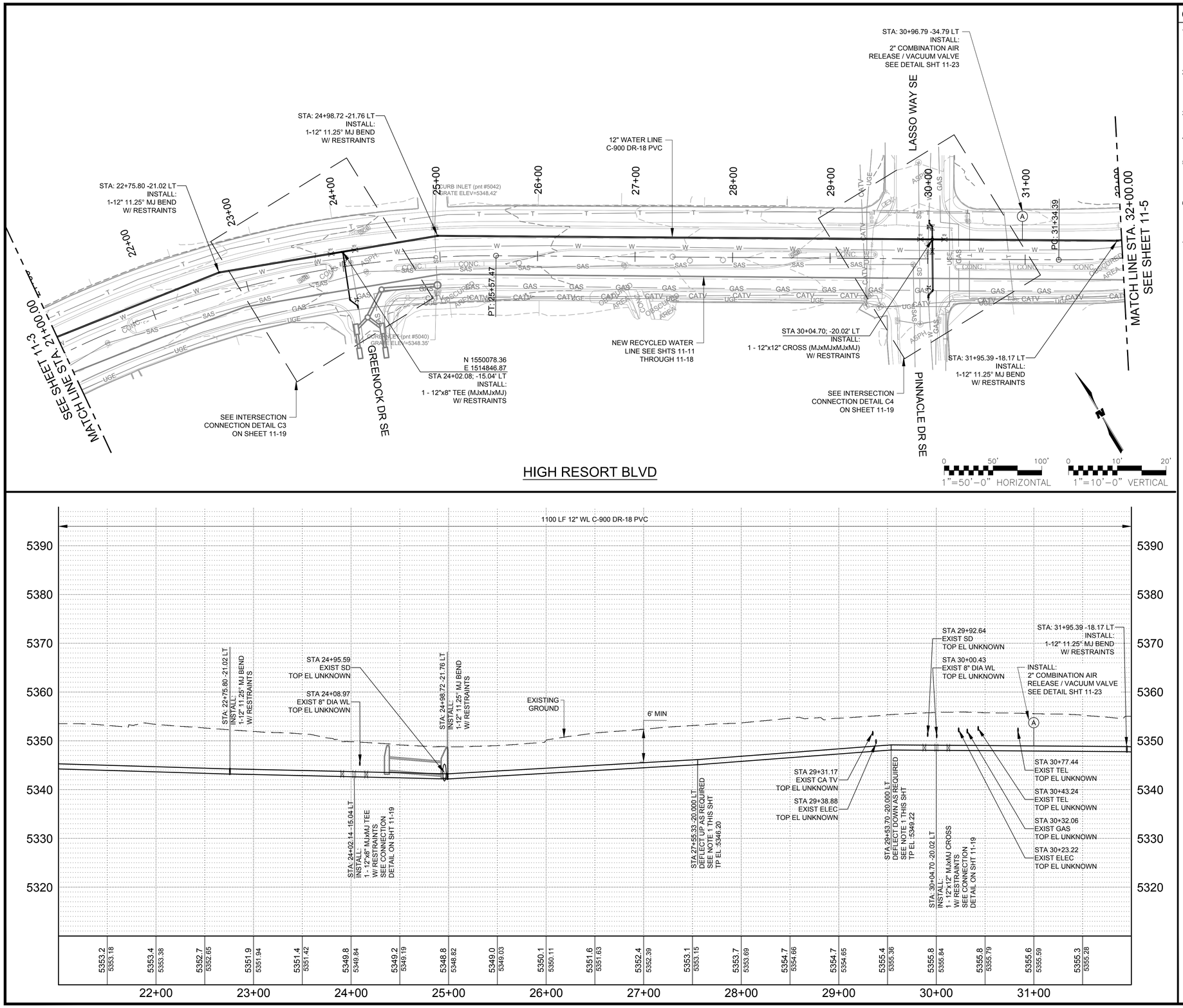

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7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 02

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	11-4

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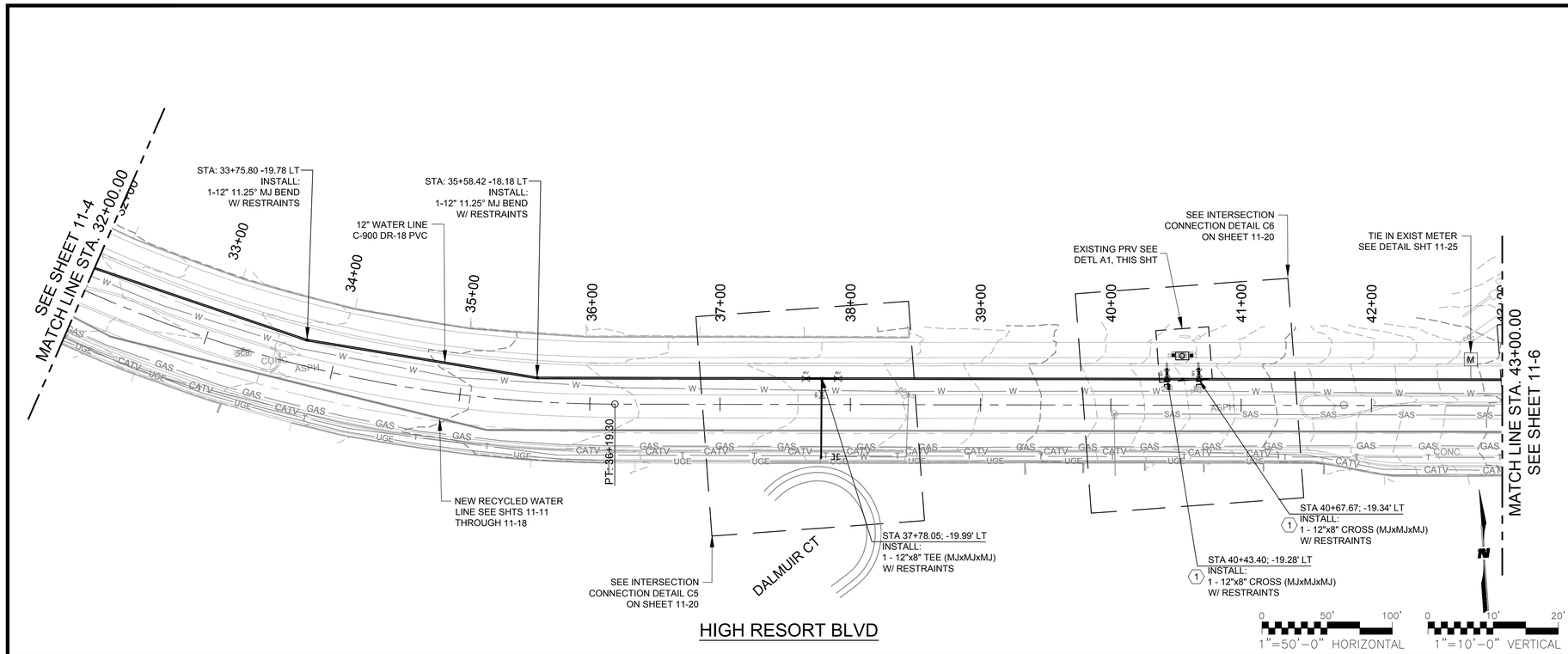

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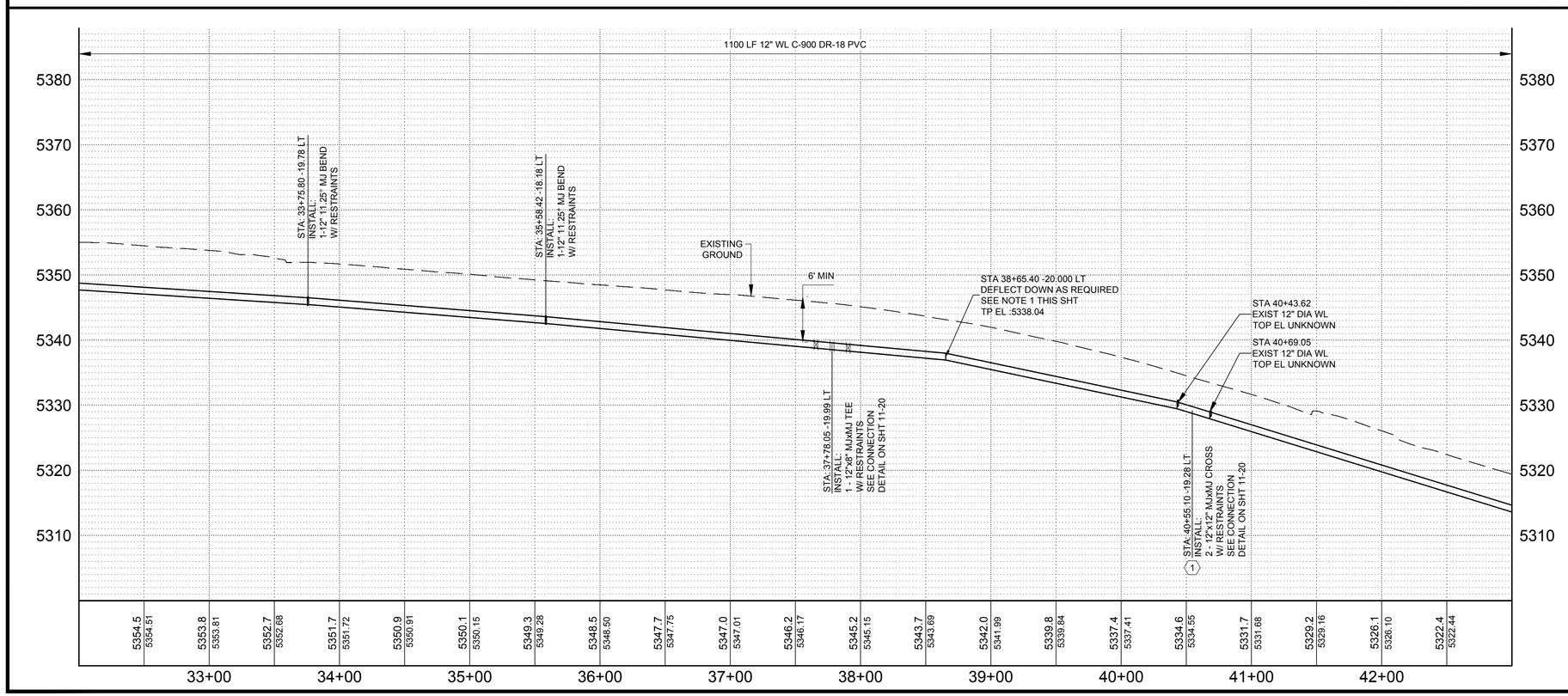

GENERAL NOTES

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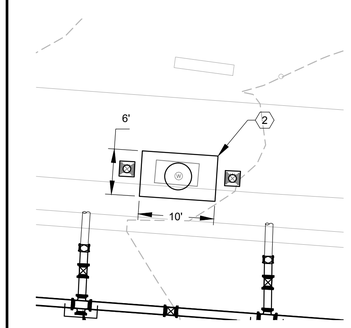
6. EACH METER CONNECTION SHALL BE TESTED AFTER POTABLE IS CUT TO VERIFY SECOND CONNECTION IS NOT PRESENT, PRIOR TO CONNECTING TO RECYCLED WATER SYSTEM.
7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

KEYNOTES

1. MATCH EXISTING WL ELEVATION TO CUT IN CROSS.
1. CONTRACTOR TO REMOVE ASPHALT ABOVE PRV VAULT & REPLACE W/ PORTLAND CEMENT PAVING REINFORCED WITH WELDED WIRE FABRIC 6x6-W1.4@1.4 PORTLAND CEMENT PAVING SHALL BE FLUSH WITH SURROUNDING ASPHALT FOR SMOOTH TRANSITION.



A1 PRV DETAIL
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CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 03

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9/16/16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	11-5

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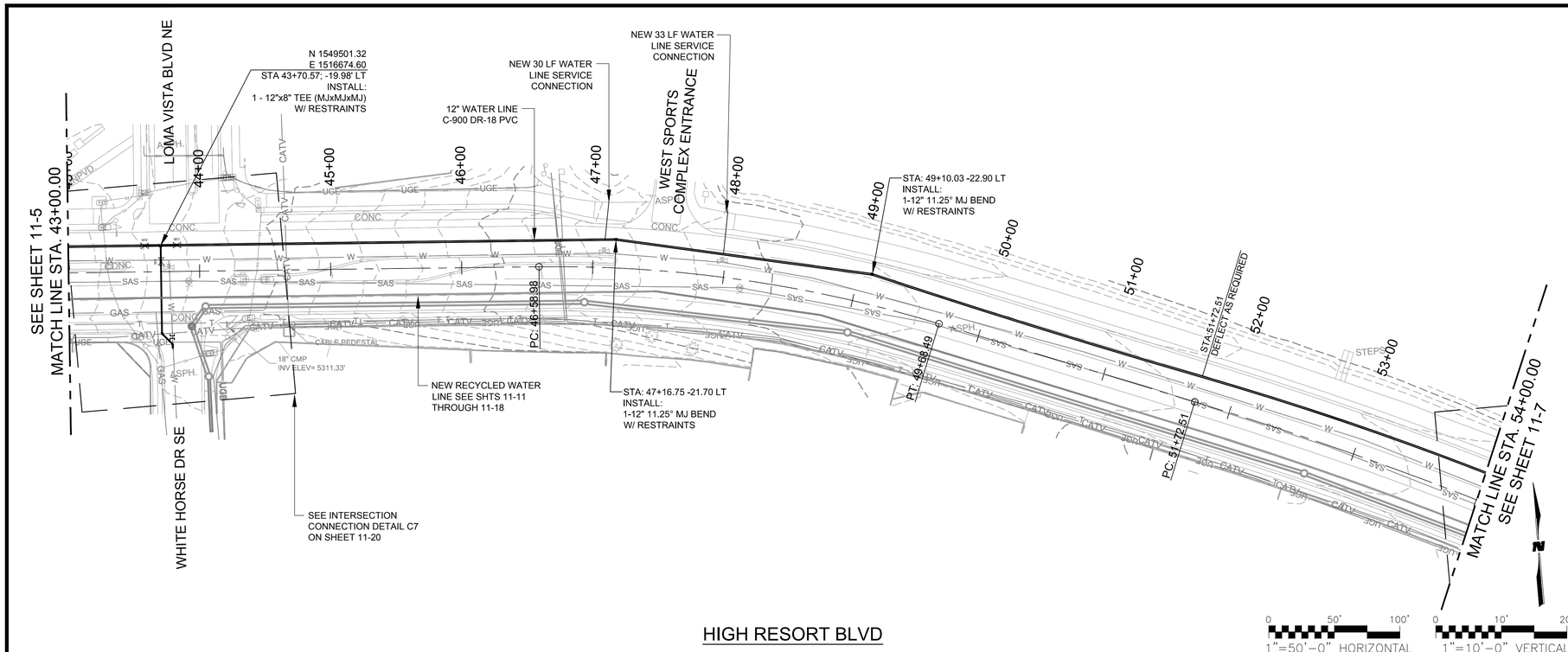
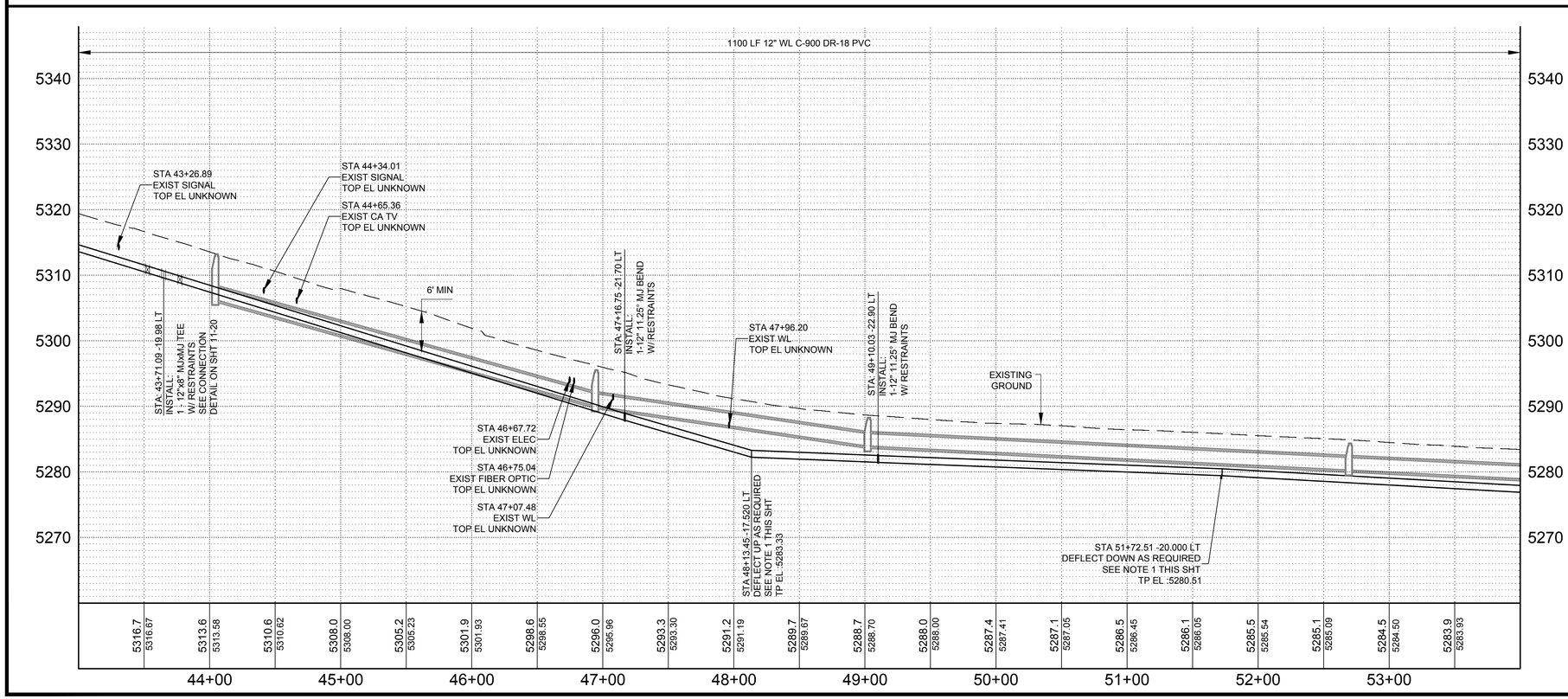


HIGH RESORT BLVD



GENERAL NOTES

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7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 04

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9-16-16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	11-6

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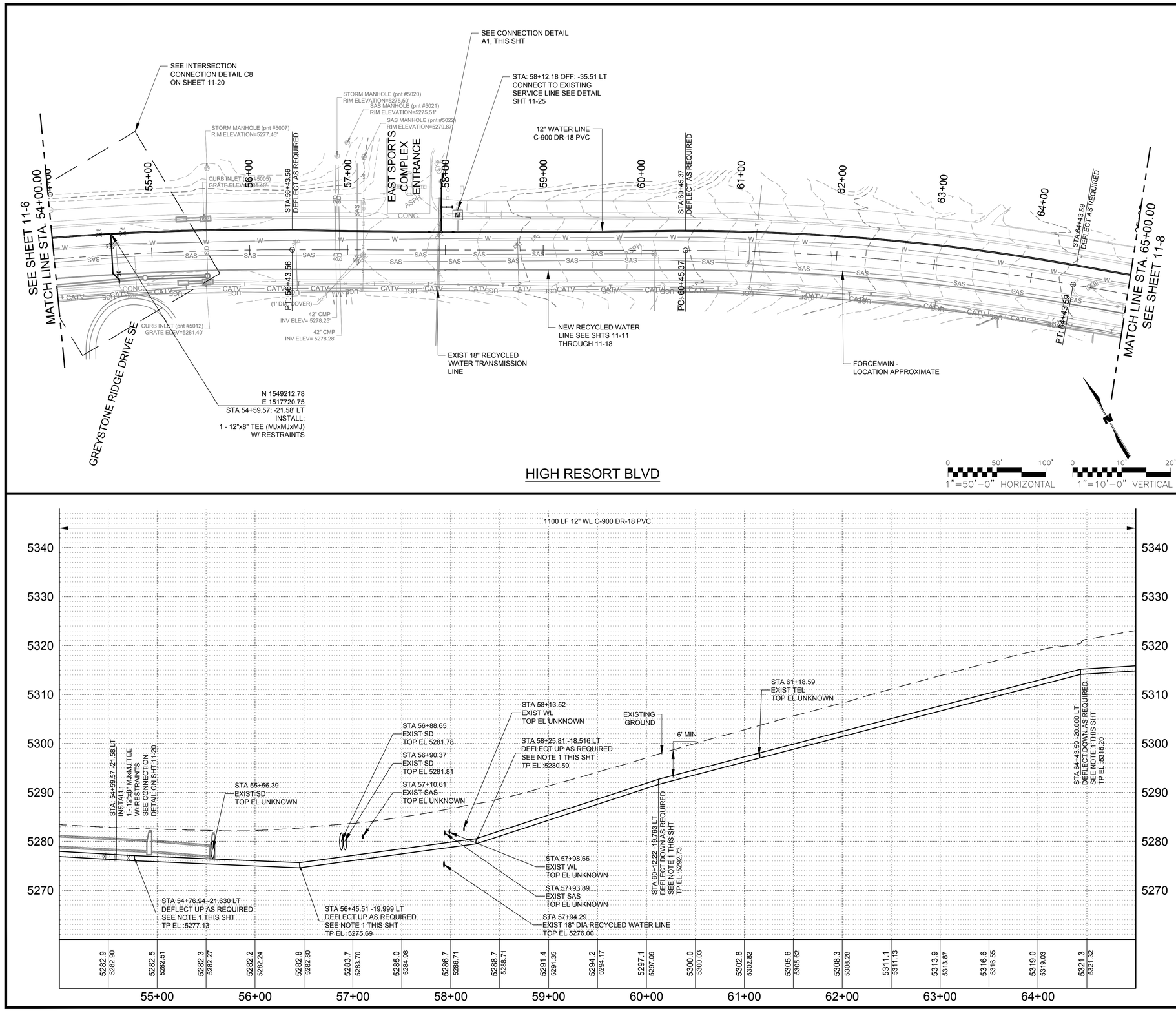

GENERAL NOTES

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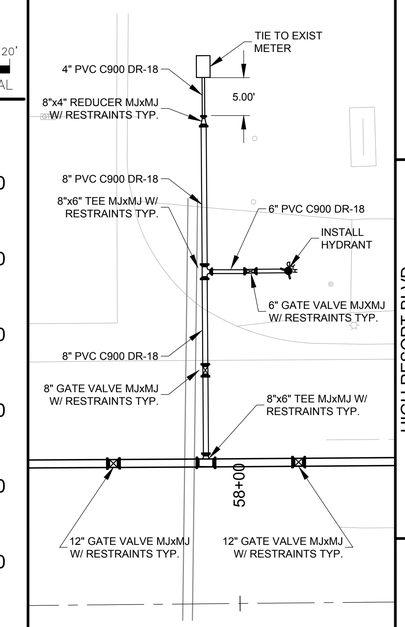

A1 CONNECTION DETAIL
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REVISIONS (OR CHANGE NOTICES)

CITY of RIO RANCHO

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 05

BRIAN J. AMBROSI NEW MEXICO 17610 LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
11-7

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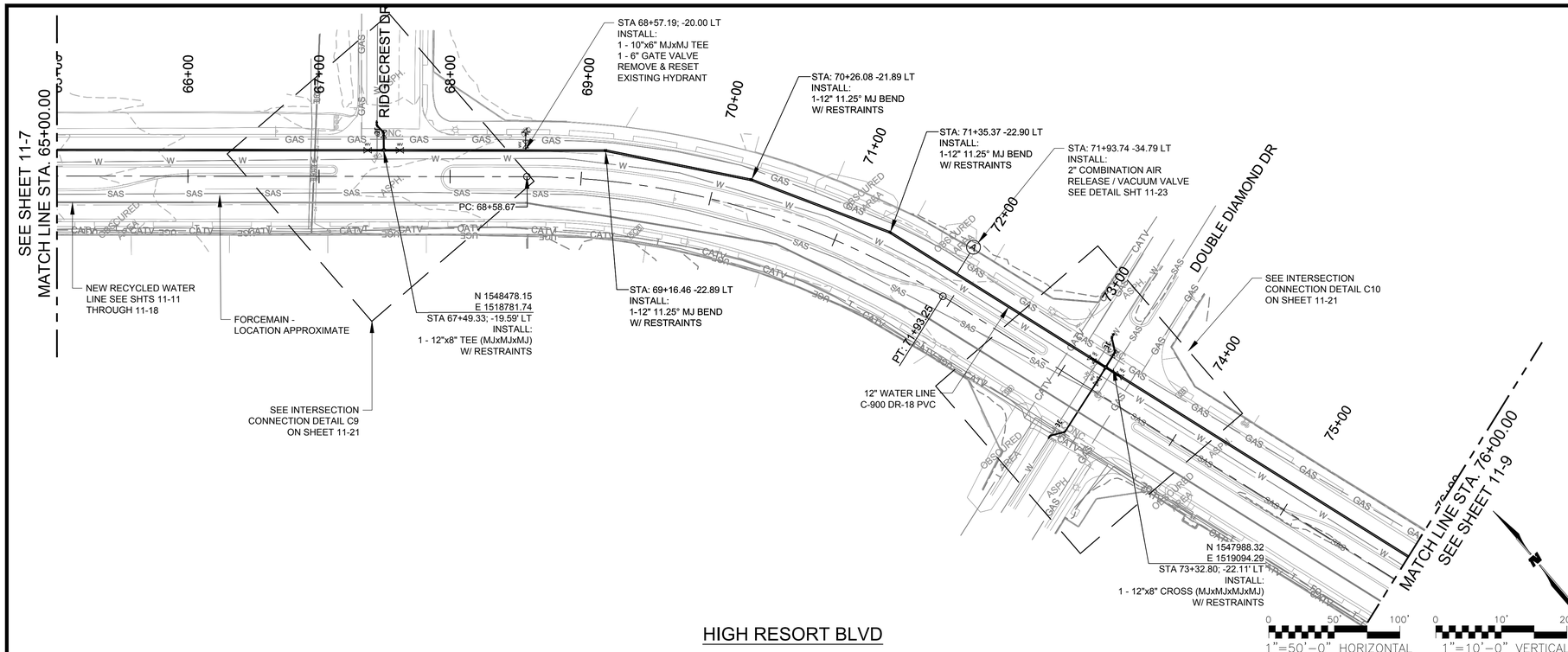
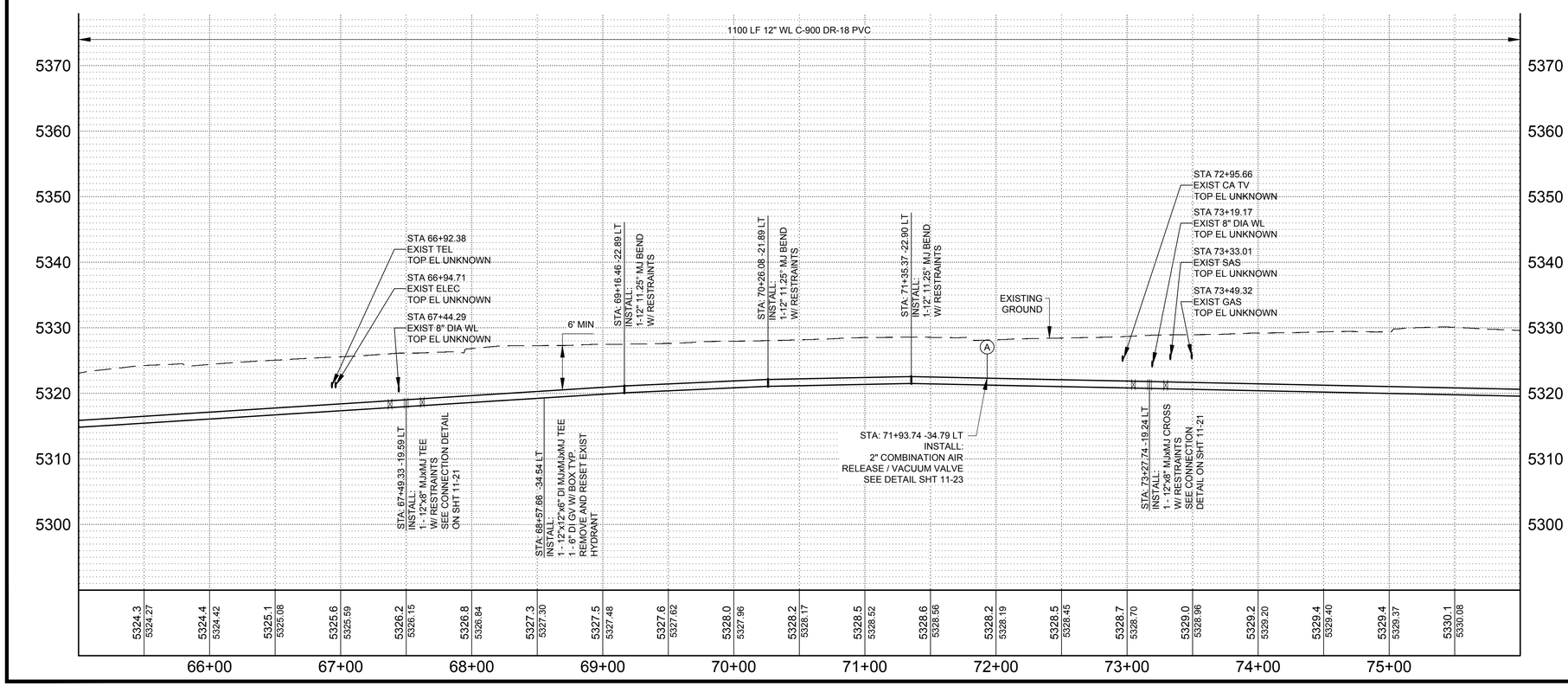


HIGH RESORT BLVD



GENERAL NOTES

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RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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FAX (505) 898-8501
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 06

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9/16/16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

11-8

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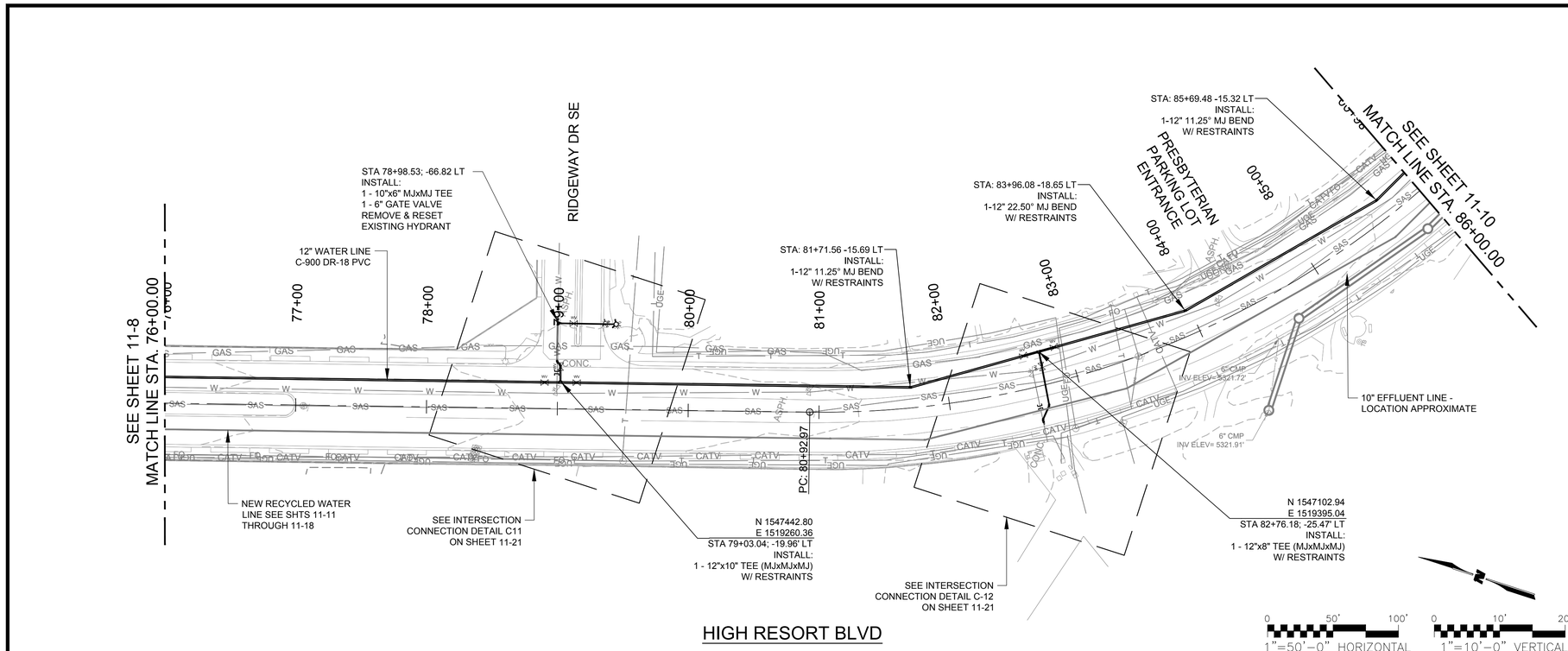
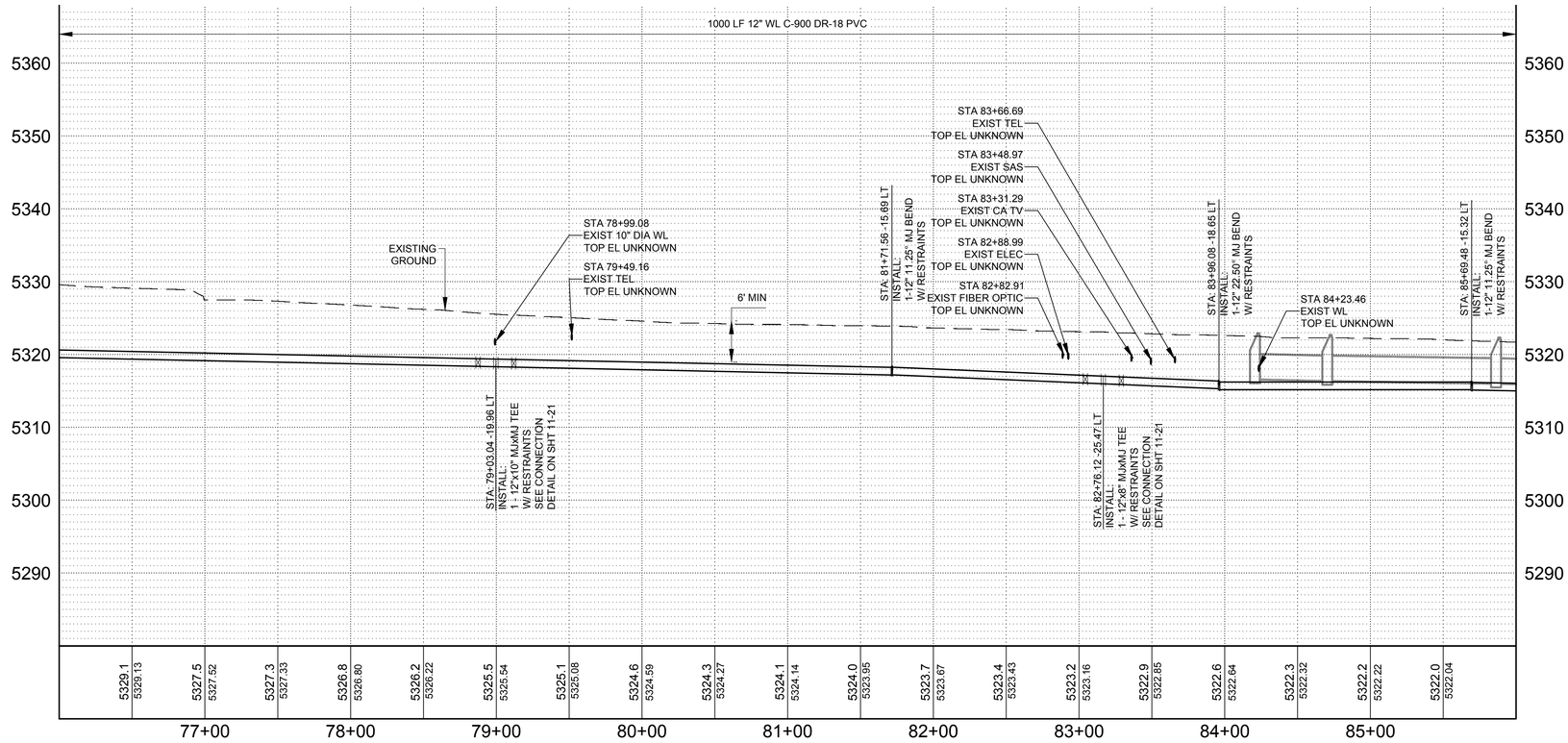


HIGH RESORT BLVD



GENERAL NOTES

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4. ALL MECHANICAL JOINT FITTINGS SHALL BE RESTRAINED PER THE MECHANICAL RESTRAINT JOINT TABLE ON SHT 11-27
5. CONTRACTOR SHALL COORDINATE W/ CITY IRRIGATION TO CONFIRM THAT IRRIGATION METERS ARE TAKEN OFF POTABLE & RE-CONNEDTED TO RECYCLED WATER W/O CROSS CONNECTION.
6. EACH METER CONNECTION SHALL BE TESTED AFTER POTABLE IS CUT TO VERIFY SECOND CONNECTION IS NOT PRESENT, PRIOR TO CONNECTING TO RECYCLED WATER SYSTEM.
7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
PH. (505) 896-8021
FAX (505) 896-8901
www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 07

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9/16/16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	11-9

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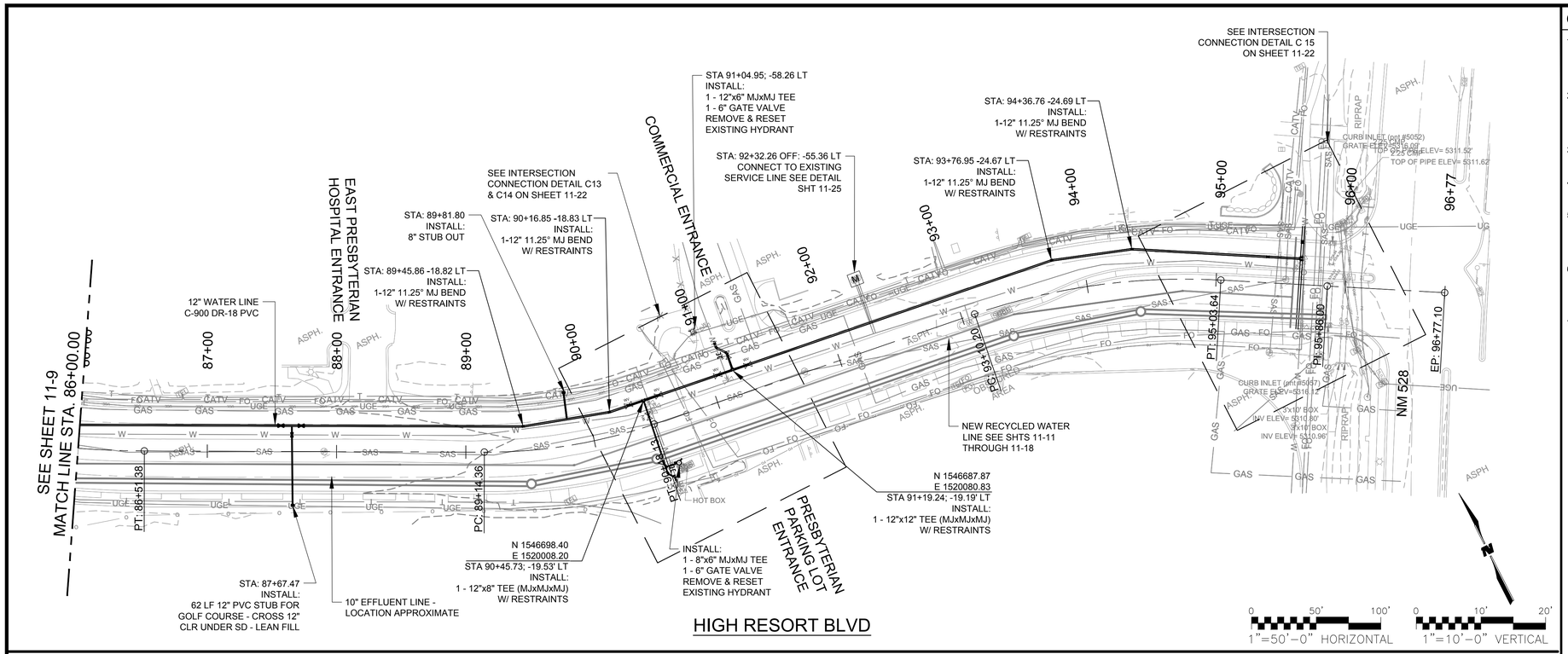

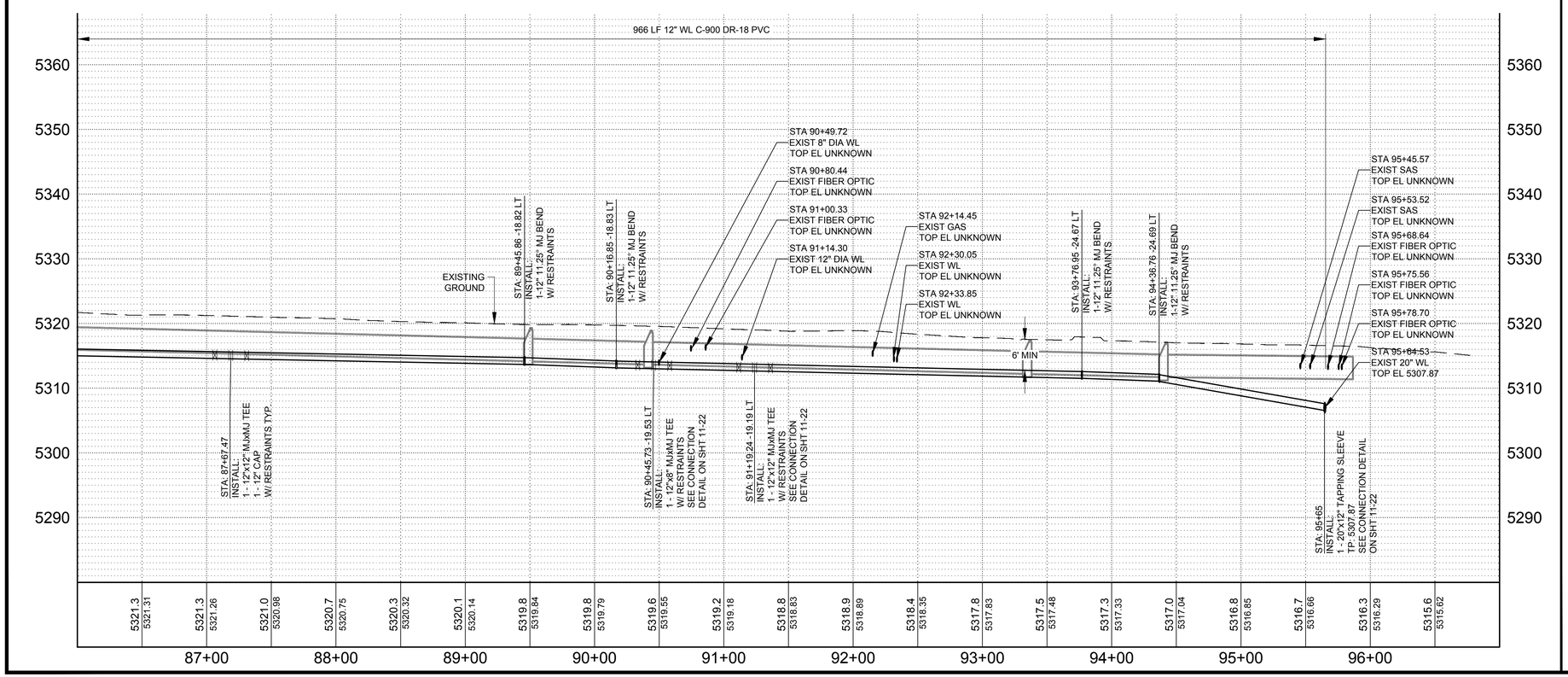

GENERAL NOTES

1. DEFLECT PIPE JOINTS AS NECESSARY TO MAINTAIN ALIGNMENT SHOWN. MAXIMUM DEFLECTION SHALL BE NO MORE THAN 75% OF PIPE MANUFACTURER'S RECOMMENDATION.
2. ALL UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE LOCATIONS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDERGROUND UTILITIES BEFORE COMMENCING WORK.
3. CONTRACTOR SHALL COORDINATE WITH THE CITY TRAFFIC SECTION IN THE EVENT OF ANY CONDUIT IMPACTS.
4. ALL MECHANICAL JOINT FITTINGS SHALL BE RESTRAINED PER THE MECHANICAL RESTRAINT JOINT TABLE ON SHT 11-27
5. CONTRACTOR SHALL COORDINATE W/ CITY IRRIGATION TO CONFIRM THAT IRRIGATION METERS ARE TAKEN OFF POTABLE & RE-CONNEDTED TO RECYCLED WATER W/O CROSS CONNECTION.
6. EACH METER CONNECTION SHALL BE TESTED AFTER POTABLE IS CUT TO VERIFY SECOND CONNECTION IS NOT PRESENT, PRIOR TO CONNECTING TO RECYCLED WATER SYSTEM.
7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
WATER LINE 08

BRIAN J. AMBROGI NEW MEXICO 17610 LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	11-10

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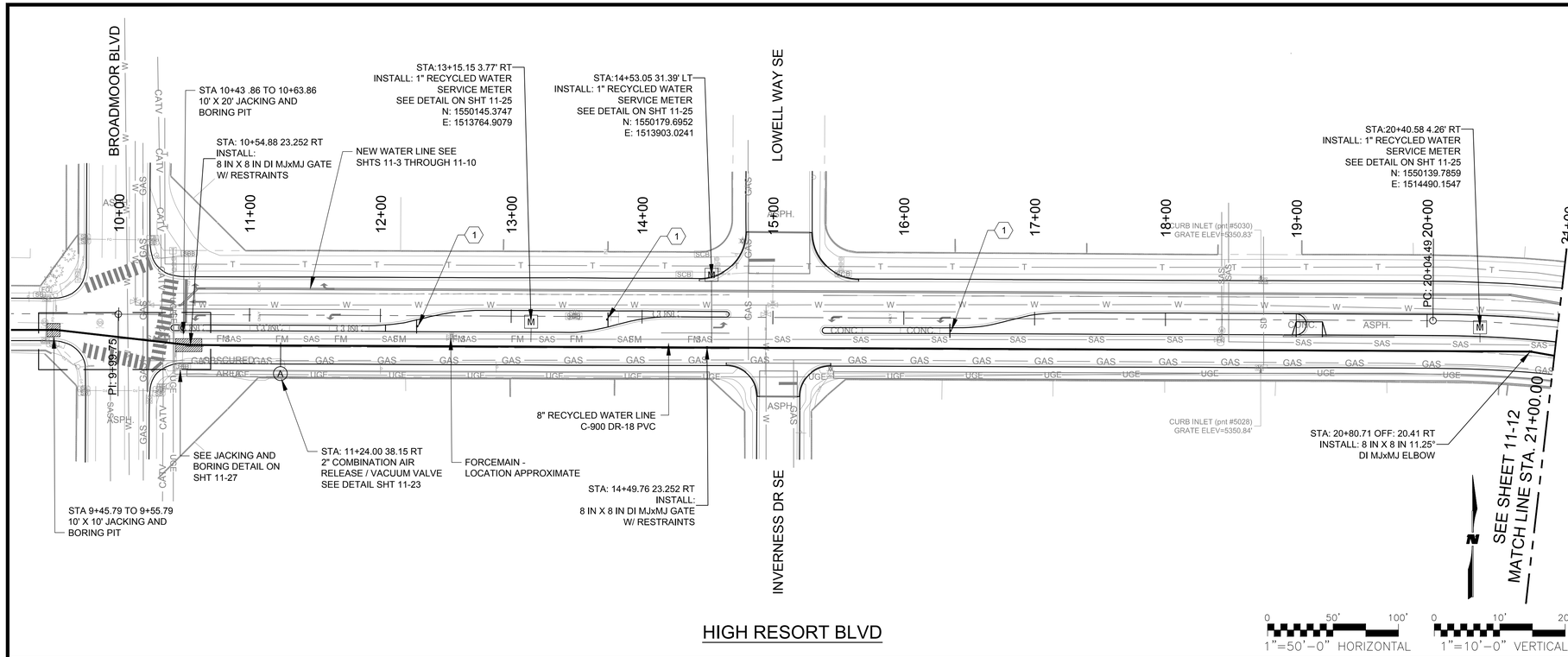
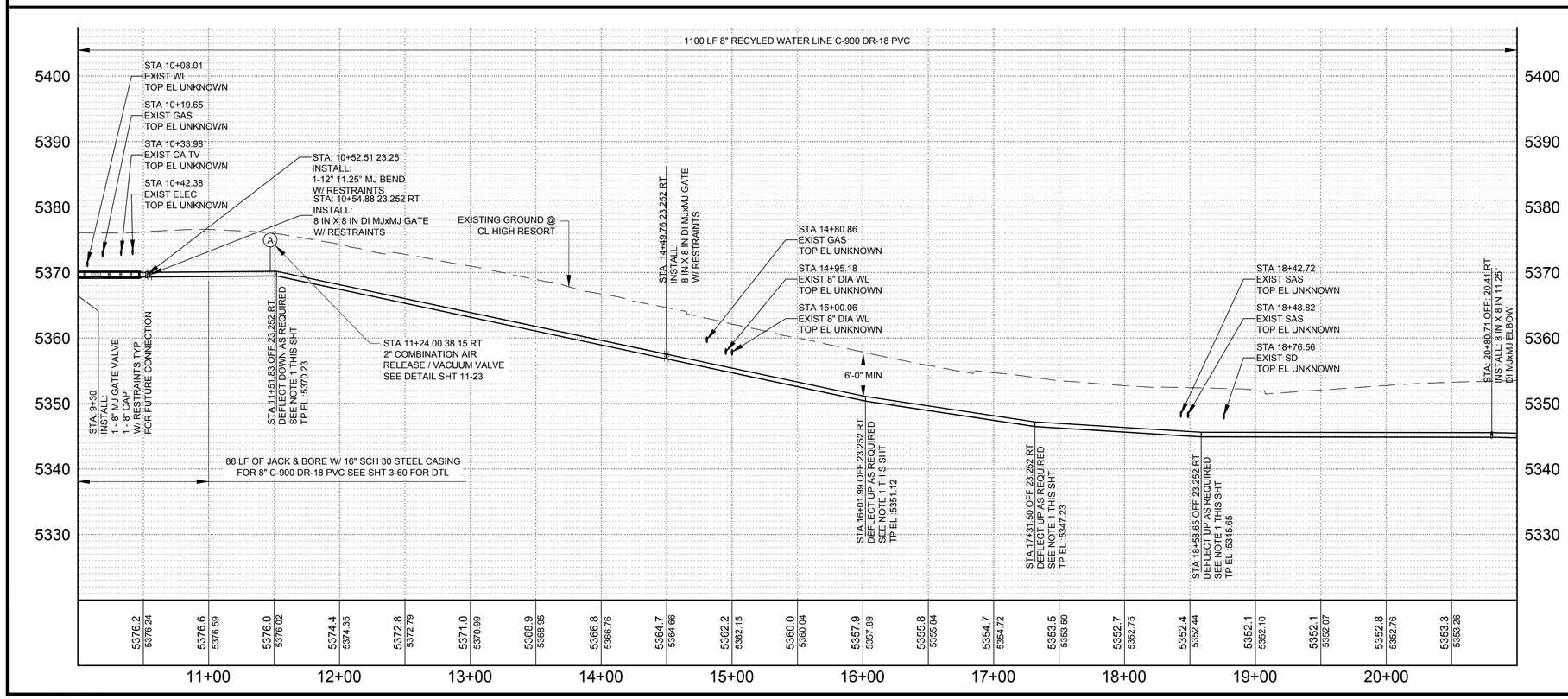


HIGH RESORT BLVD



GENERAL NOTES

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7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 01

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	11-11

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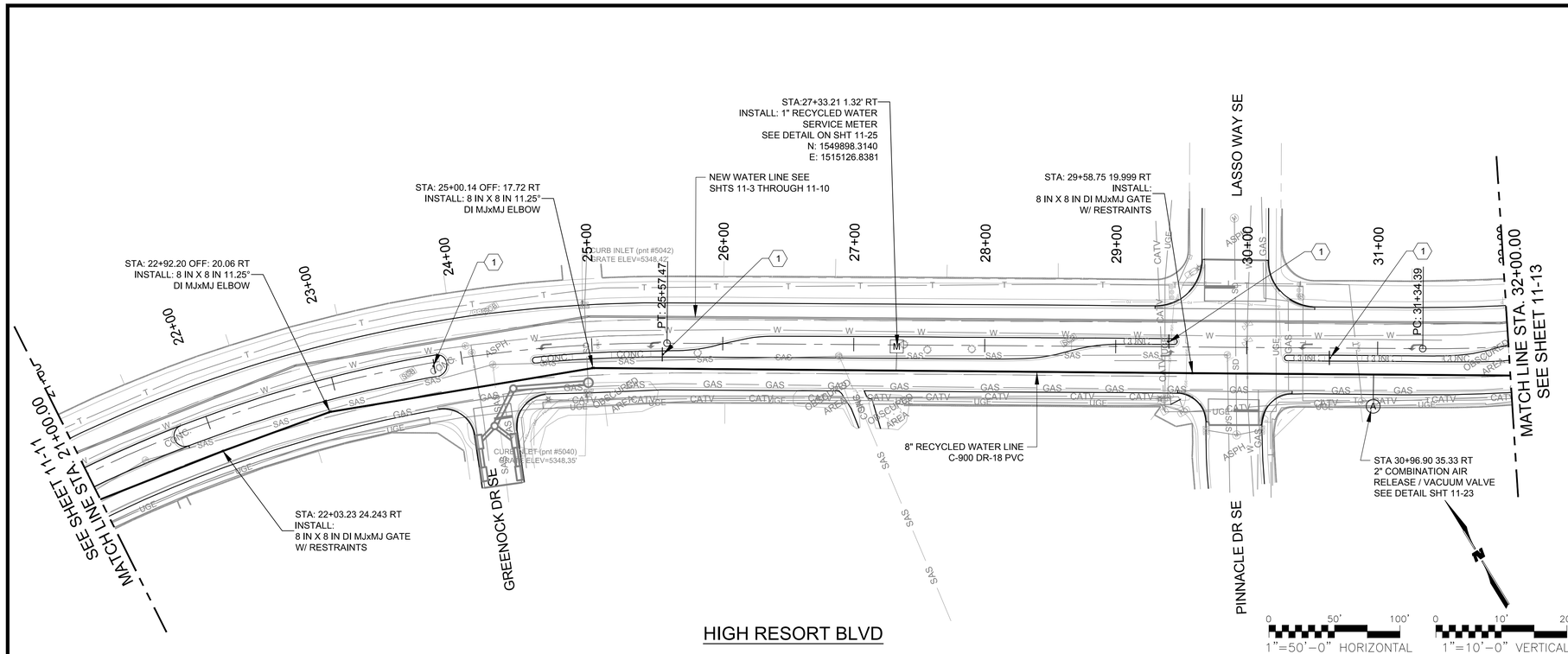

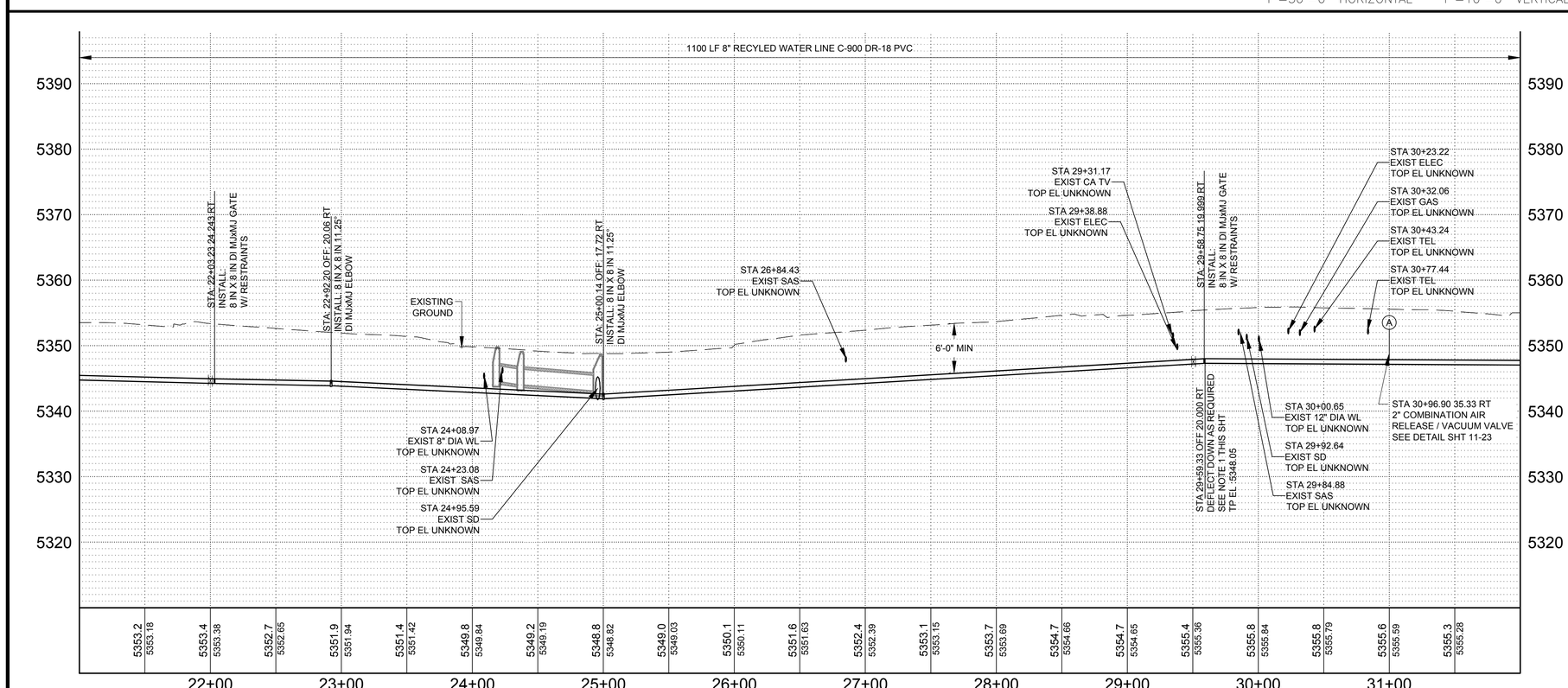

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KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 02

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
11-12

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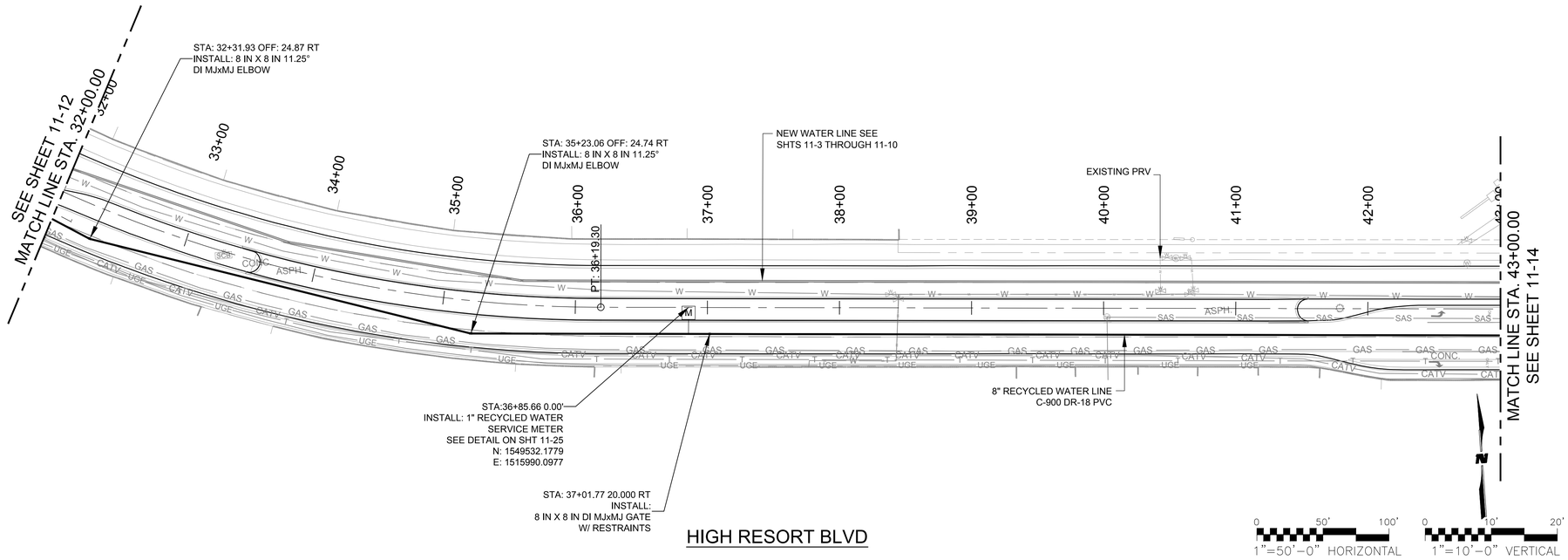
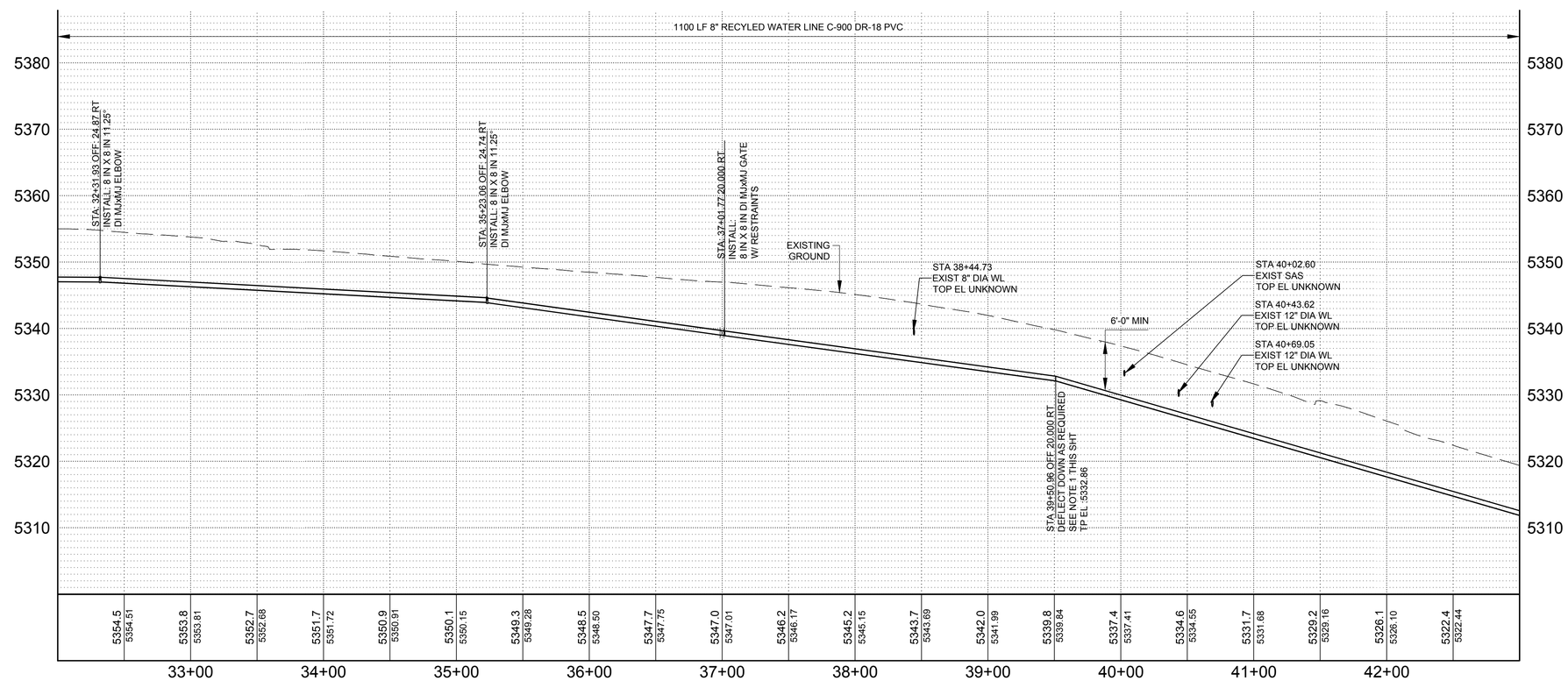


HIGH RESORT BLVD



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7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 03

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

11-13

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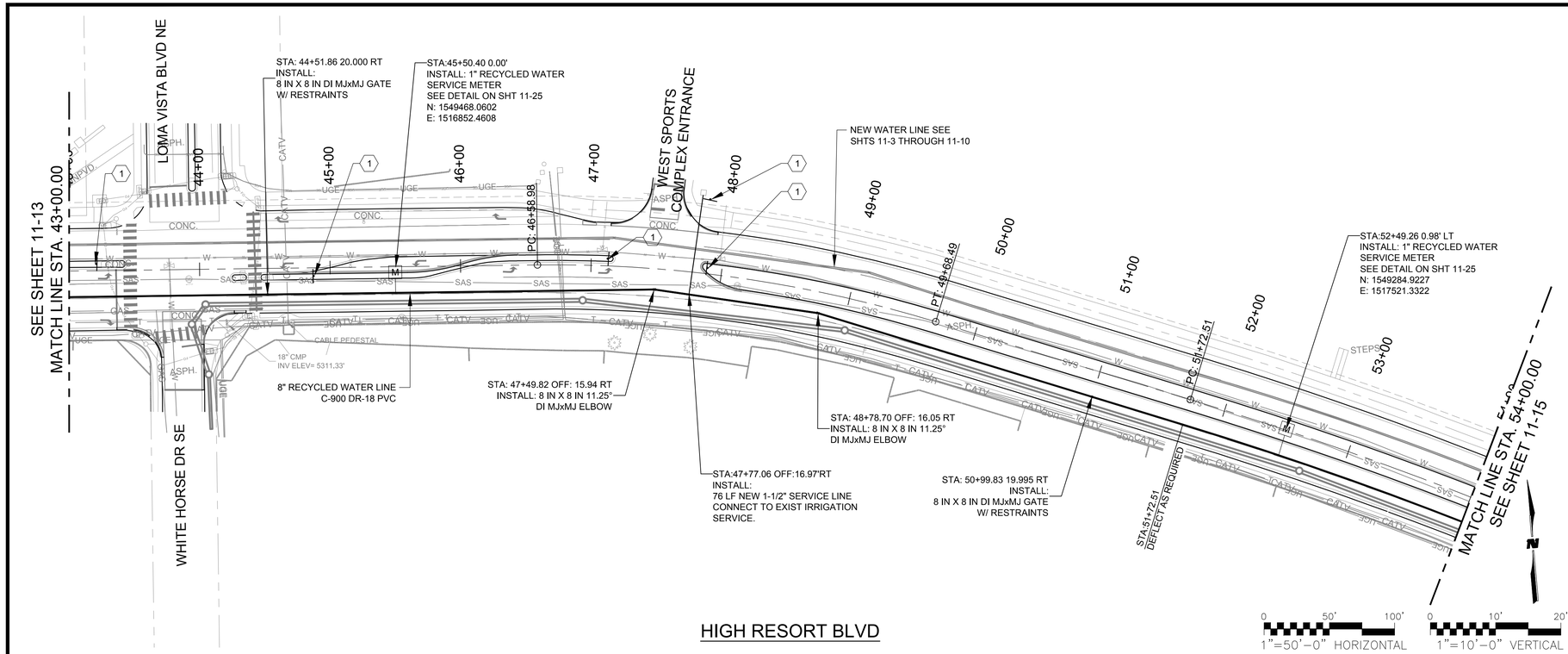
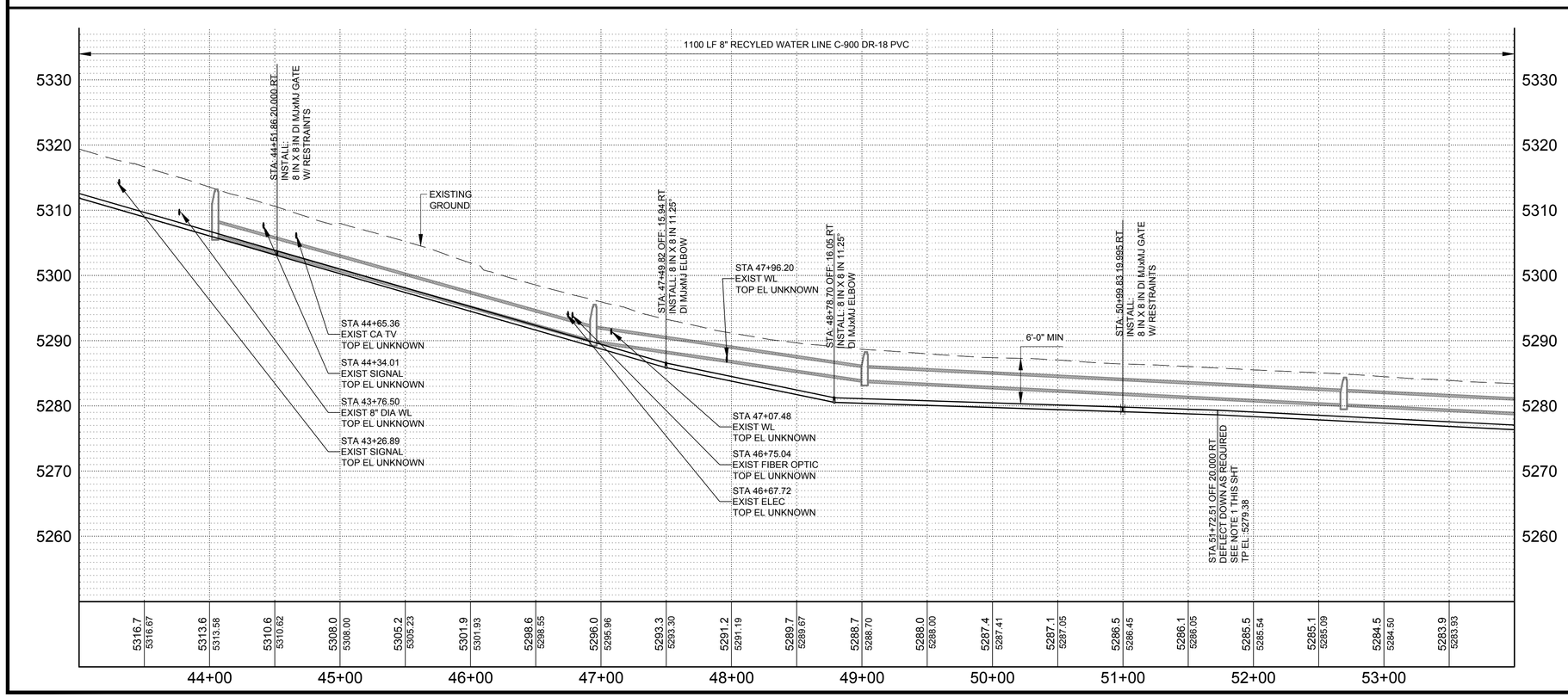


HIGH RESORT BLVD



GENERAL NOTES

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6. EACH METER CONNECTION SHALL BE TESTED AFTER POTABLE IS CUT TO VERIFY SECOND CONNECTION IS NOT PRESENT, PRIOR TO CONNECTING TO RECYCLED WATER SYSTEM.
7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 04

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9-15-16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	
SHEET	11-14

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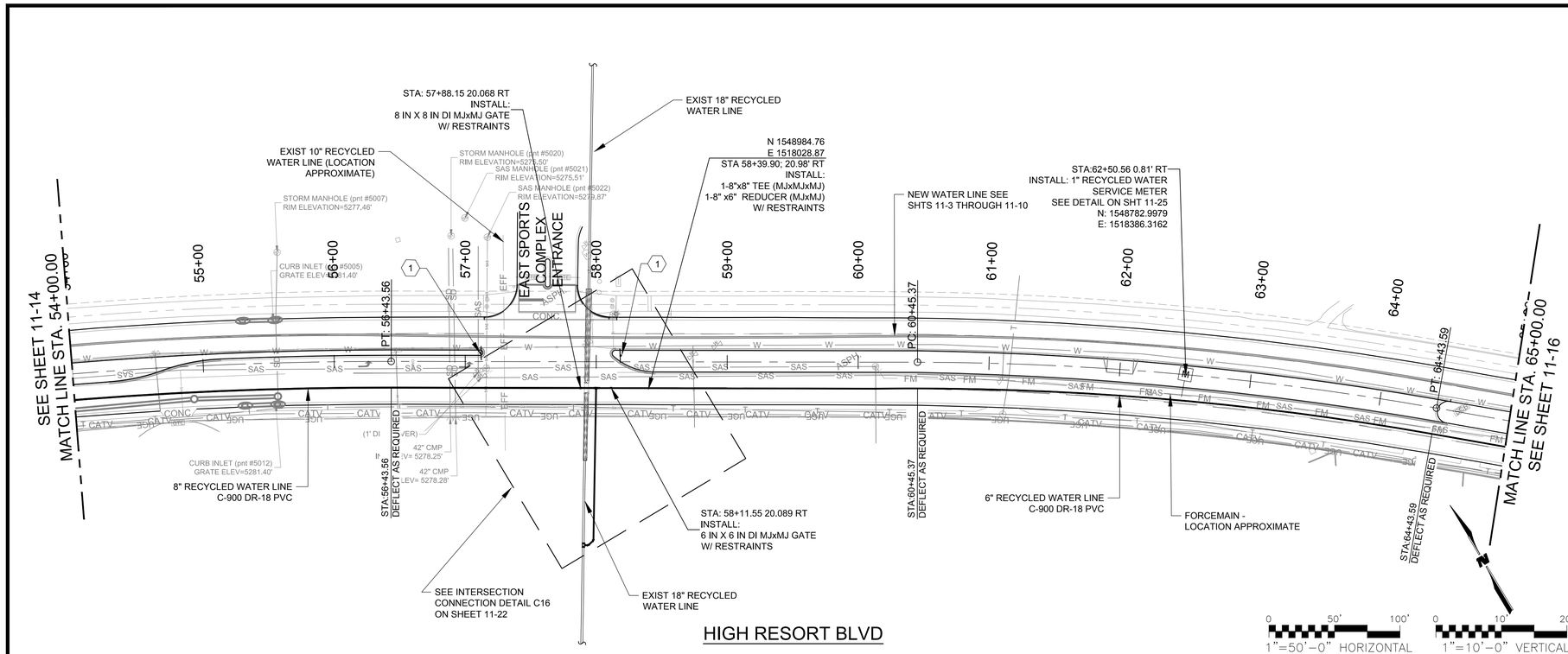

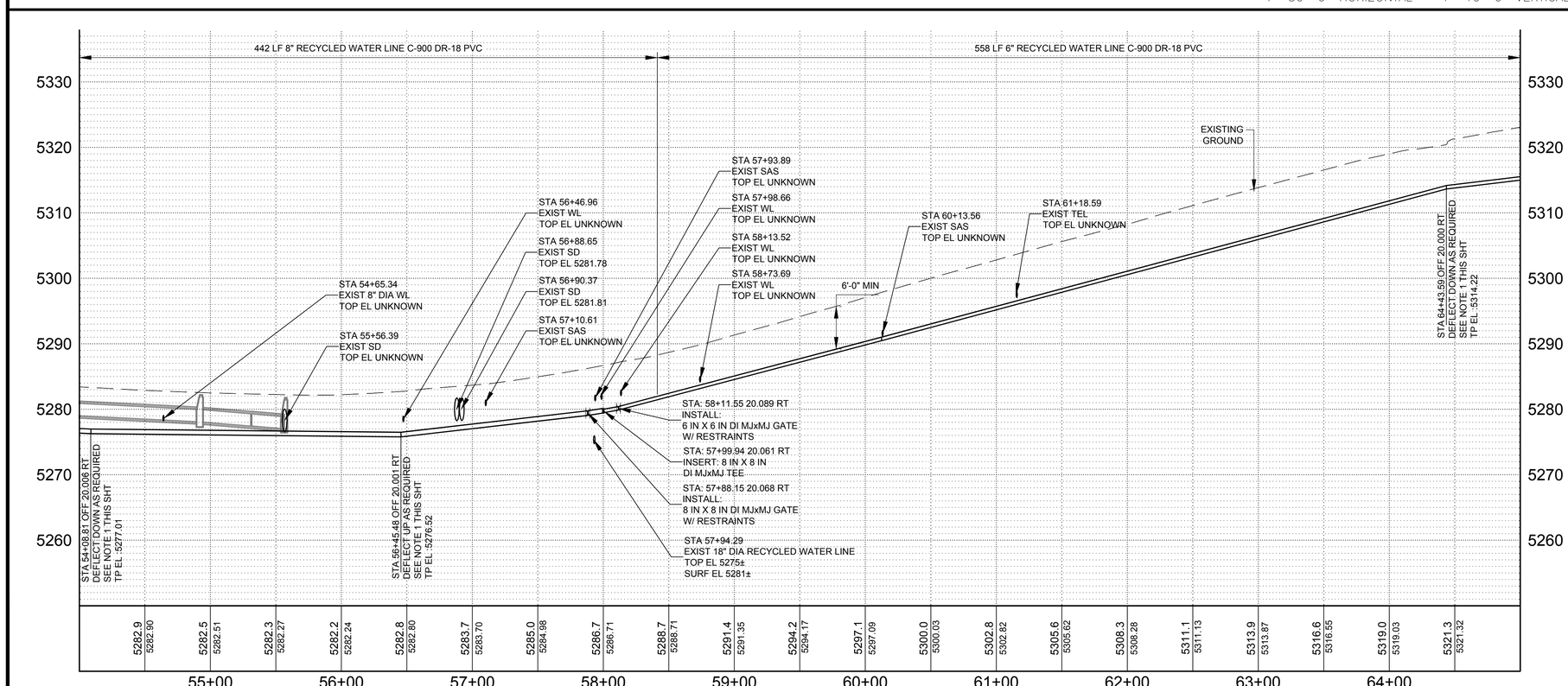

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7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

RioRancho City of Vision

CITY of RIO RANCHO

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REVISIONS (OR CHANGE NOTICES)

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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 05

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9/14/16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET

11-15

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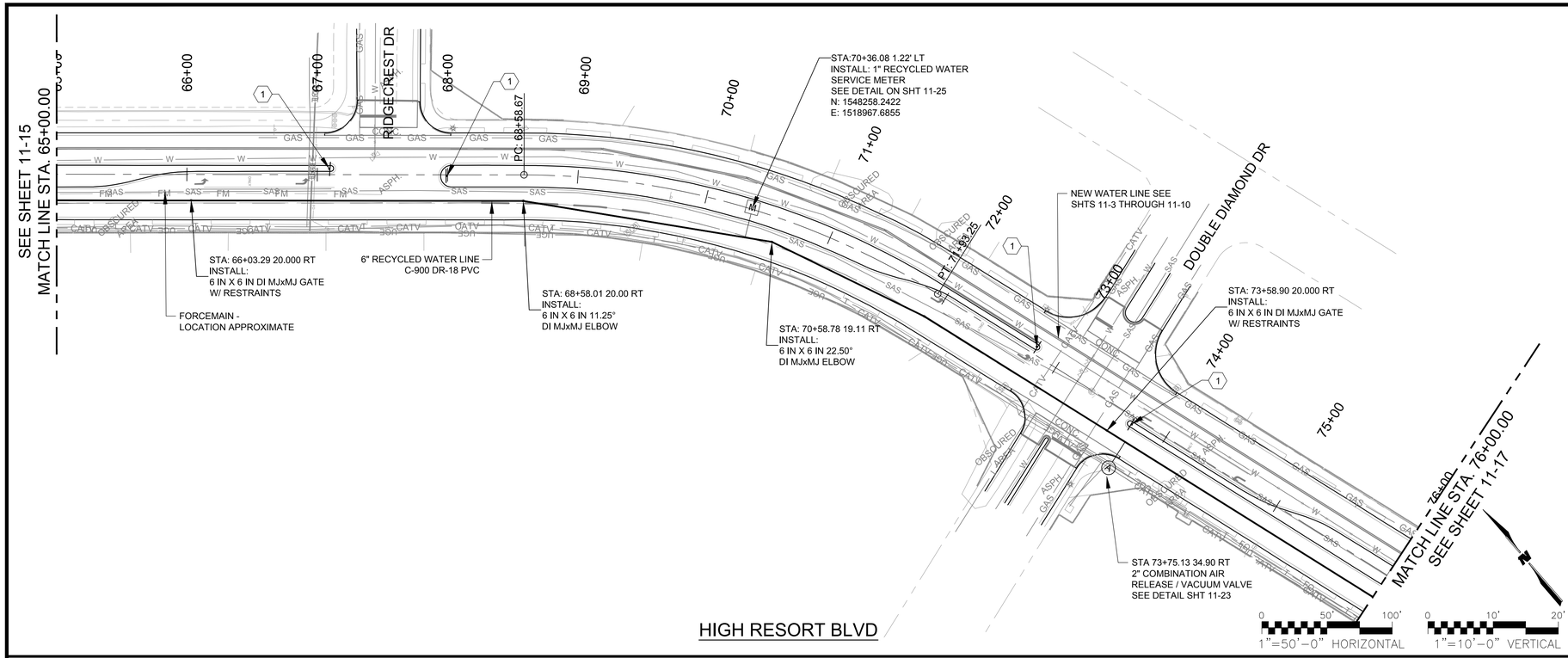

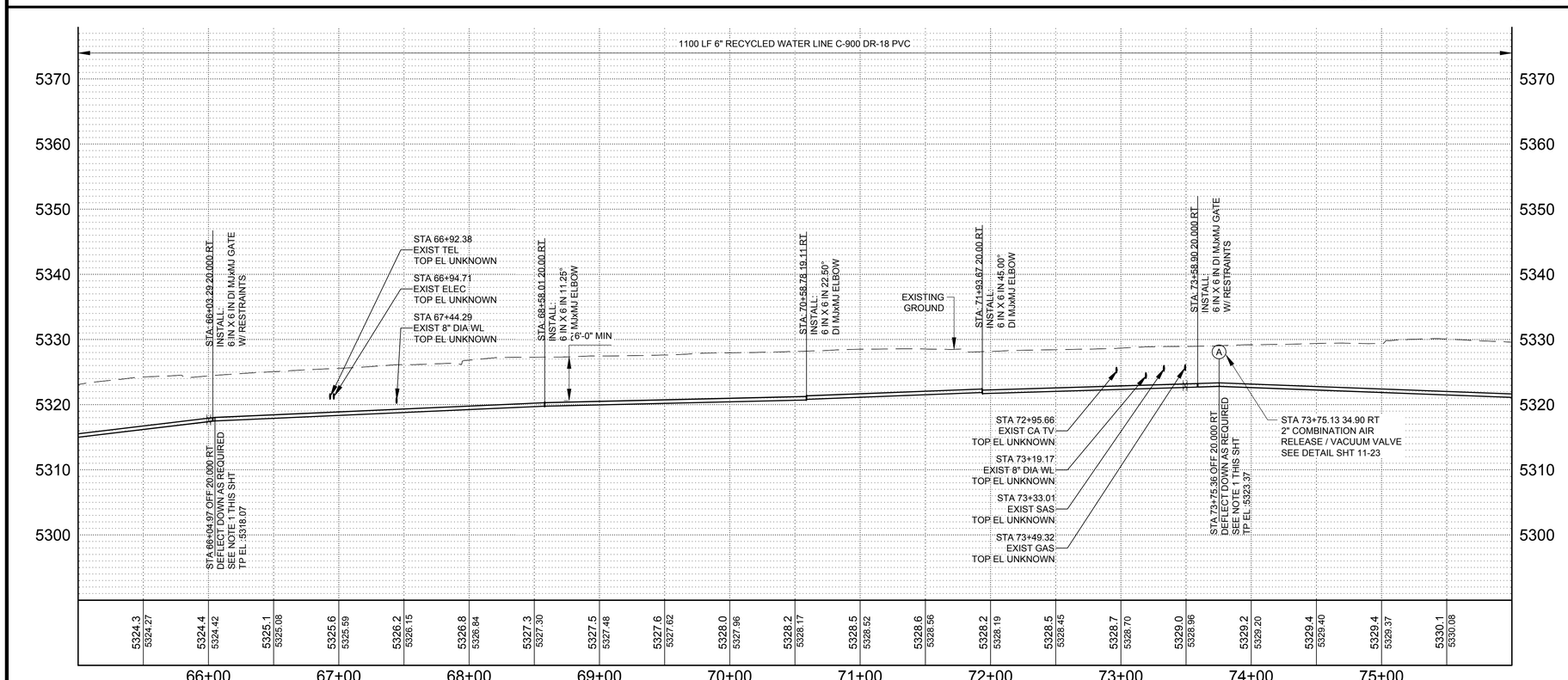

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KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 06

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
11-16

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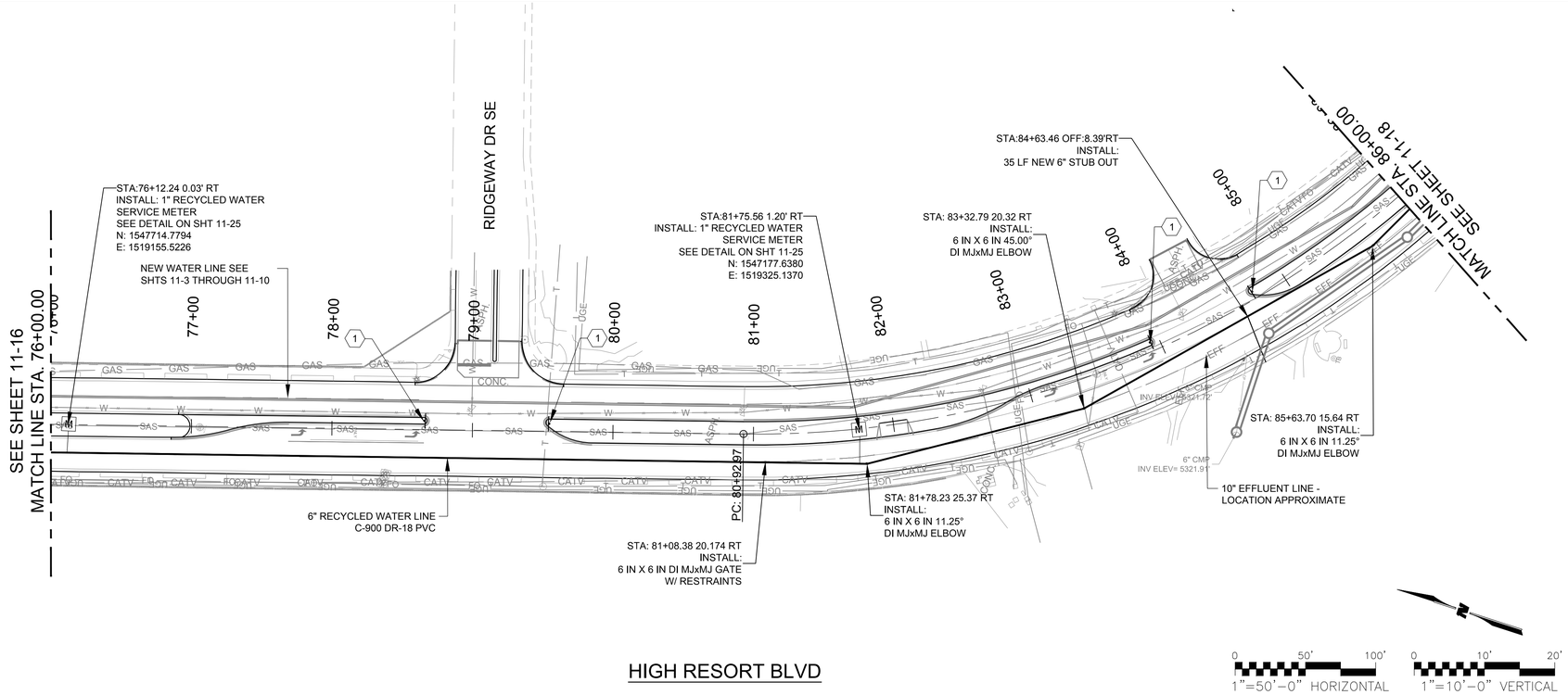
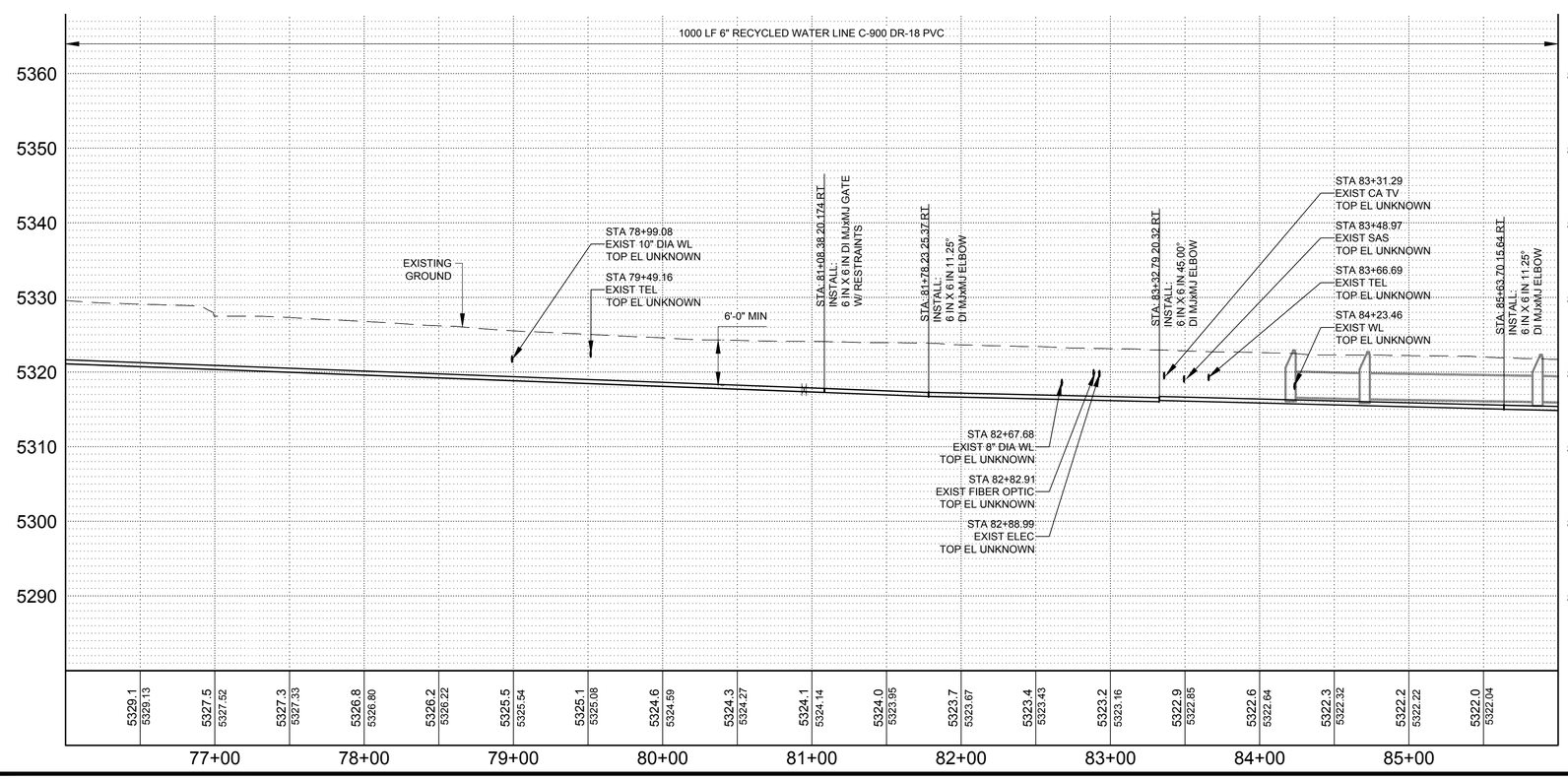


HIGH RESORT BLVD



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KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 07

BRIAN J. AMBROSI NEW MEXICO 17610 LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
11-17

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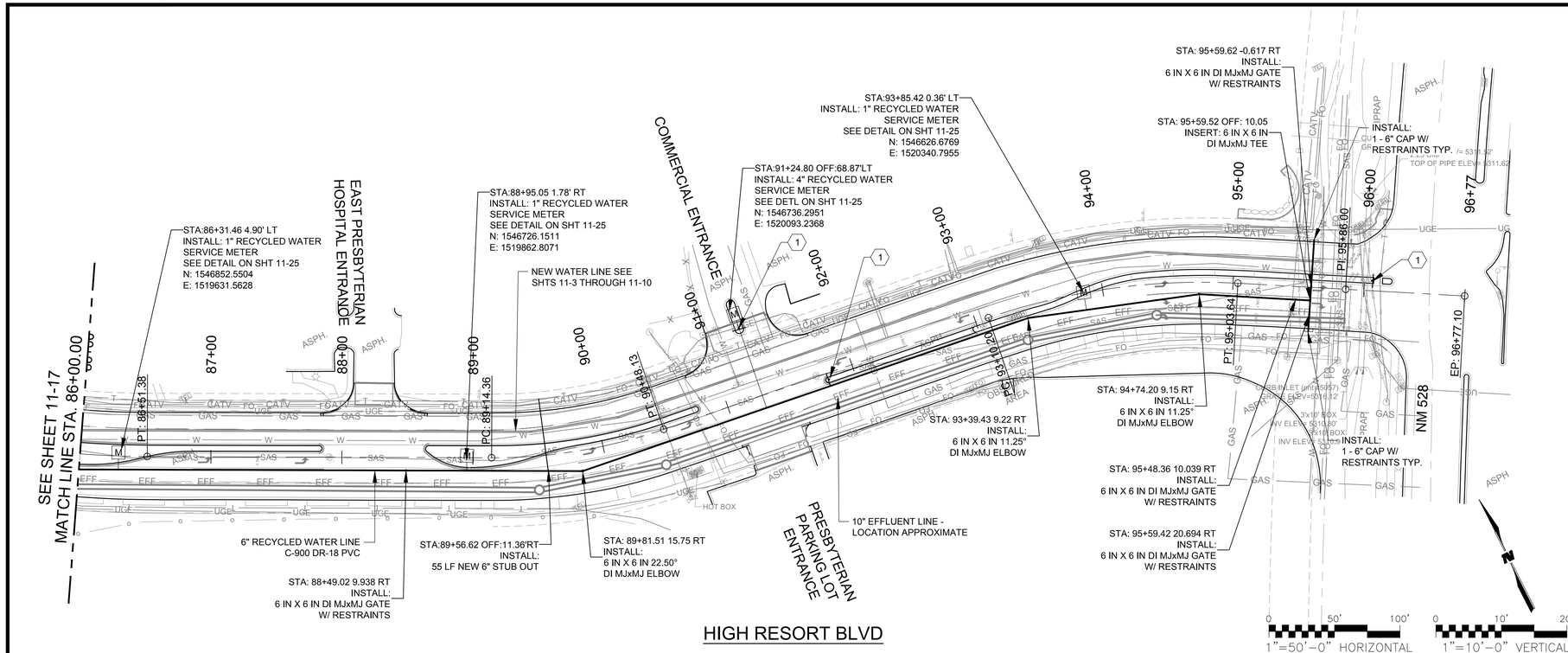
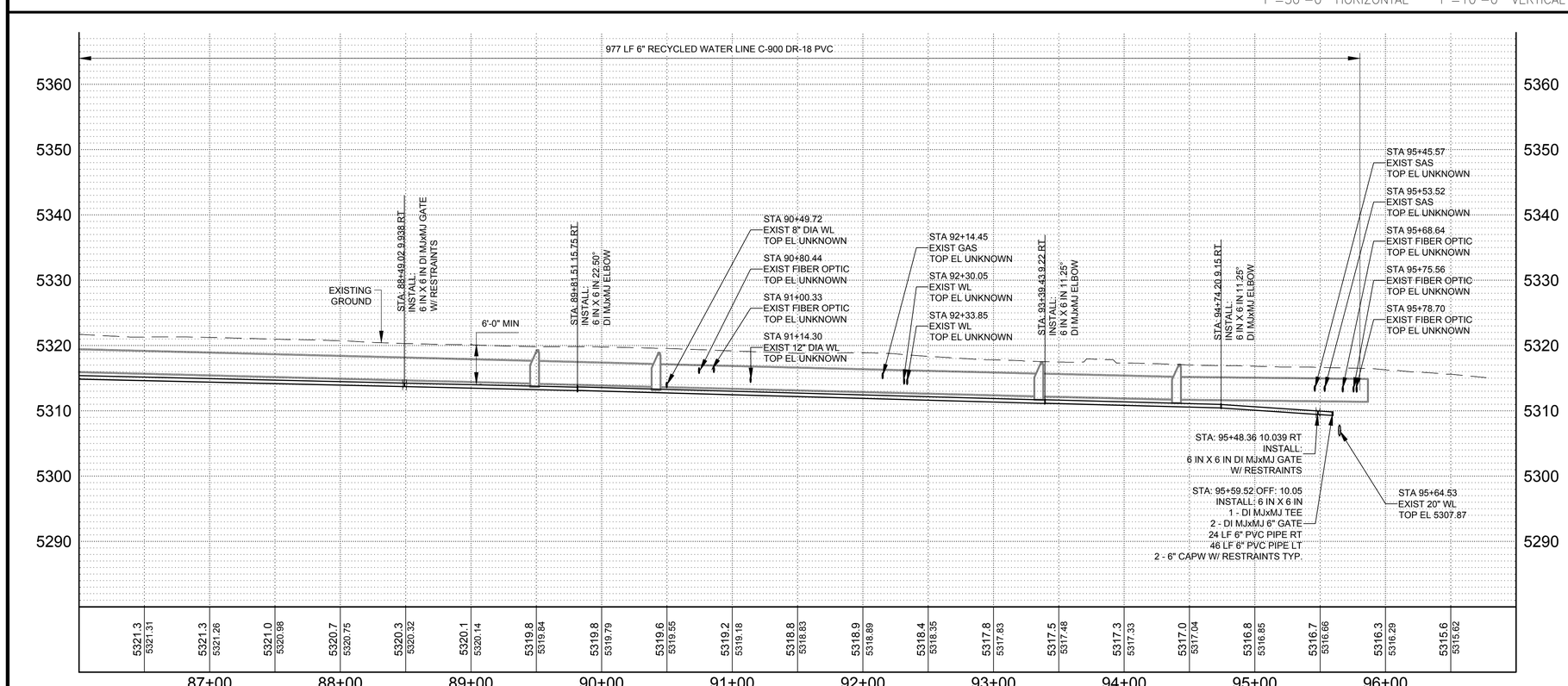


HIGH RESORT BLVD



GENERAL NOTES

1. DEFLECT PIPE JOINTS AS NECESSARY TO MAINTAIN ALIGNMENT SHOWN. MAXIMUM DEFLECTION SHALL BE NO MORE THAN 75% OF PIPE MANUFACTURER'S RECOMMENDATION.
2. ALL UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE APPROXIMATE LOCATIONS. CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDERGROUND UTILITIES BEFORE COMMENCING WORK.
3. CONTRACTOR SHALL COORDINATE WITH THE CITY TRAFFIC SECTION IN THE EVENT OF ANY CONDUIT IMPACTS.
4. ALL MECHANICAL JOINT FITTINGS SHALL BE RESTRAINED PER THE MECHANICAL RESTRAINT JOINT TABLE ON SHT 11-27
5. CONTRACTOR SHALL COORDINATE W/ CITY IRRIGATION TO CONFIRM THAT IRRIGATION METERS ARE TAKEN OFF POTABLE & RE-CONNEDTED TO RECYCLED WATER W/O CROSS CONNECTION.
6. EACH METER CONNECTION SHALL BE TESTED AFTER POTABLE IS CUT TO VERIFY SECOND CONNECTION IS NOT PRESENT, PRIOR TO CONNECTING TO RECYCLED WATER SYSTEM.
7. VALVE CANS FOR RECYCLED WATER SYSTEM SHALL UTILIZE CITY STANDARD "TRIANGULAR" VALVE CAN COVER, SEE DETAIL SHT 11-27.

KEYNOTES

1. INSTALL RECYCLED WATER SIGN PER DETAIL ON SHT 11-27

CITY of RIO RANCHO

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

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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FAX (505) 896-8501
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY PLAN AND PROFILE
RECYCLED WATER LINE 08

BRIAN J. AMBROGI
NEW MEXICO
17610
LICENSED PROFESSIONAL ENGINEER
9/14/16

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	SEPTEMBER 2016
DPW CHK:	

SHEET
11-18

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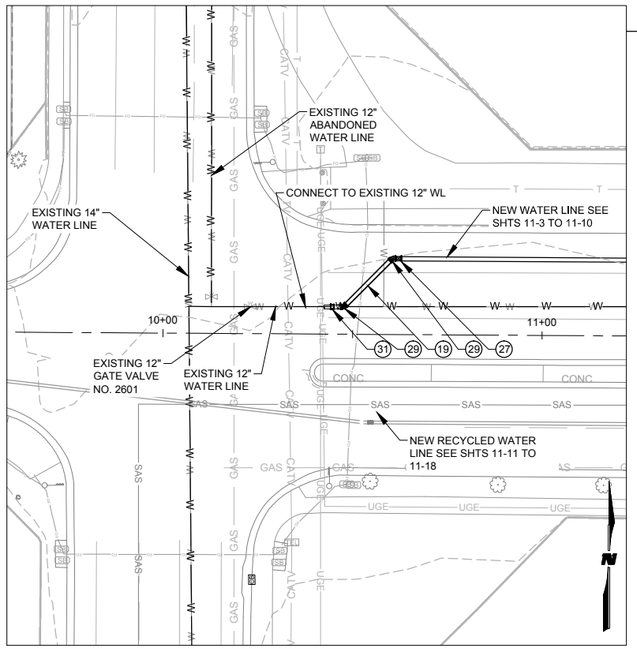


C1 CONNECTION DETAIL 1 (STA10+46.93)

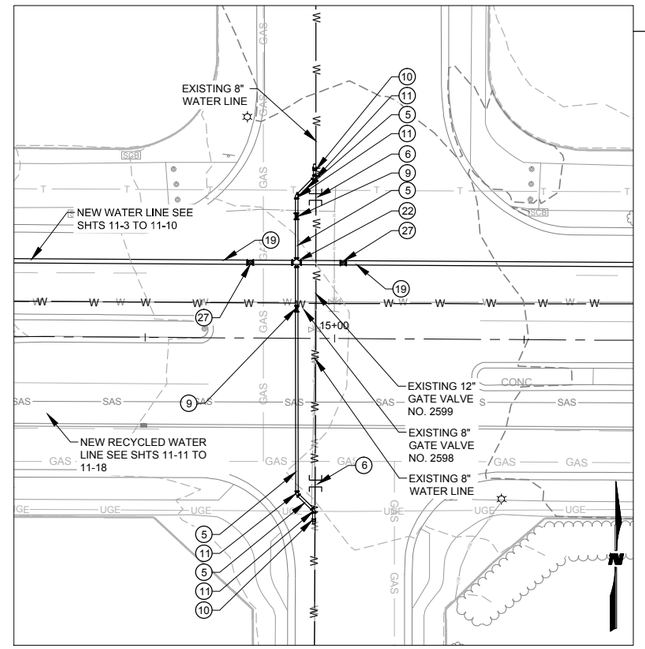
1" : 20'

@ BROADMOOR DR

CONSTRUCTION SEQUENCE

1. CONSTRUCT NEW 12" WATER LINE FROM BROADMOOR BLVD TO HIGH RESORT PRV
2. CLOSE VALVES LISTED IN TABLE BELOW
3. CONNECT NEW 12" WATER LINE TO EXISTING 12" WATER LINE AS SHOWN.
4. OPEN VALVES LISTED IN TABLE BELOW.
5. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
6. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2601	NONE	2601



C2 CONNECTION DETAIL 2 (STA 14+89.95)

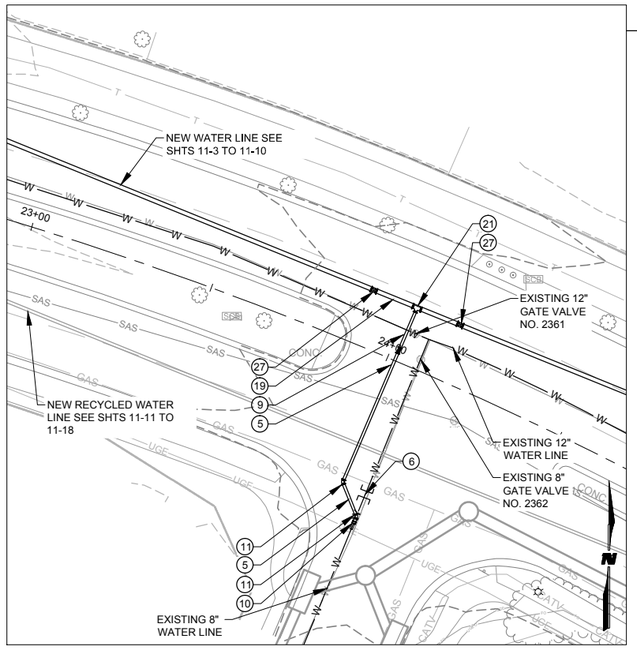
1" : 20'

@ INVERNESS & LOWELL WAY

CONSTRUCTION SEQUENCE

1. PRIOR TO WATER LINE CONNECTION CLOSE NEW 8" GATE VALVE AND VALVES LISTED IN TABLE BELOW
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN BOTH NEW GATE VALVES AND VALVES LISTED IN TABLE BELOW.
4. 4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2601	NONE	2601



C3 CONNECTION DETAIL 3 (STA 24+02.14)

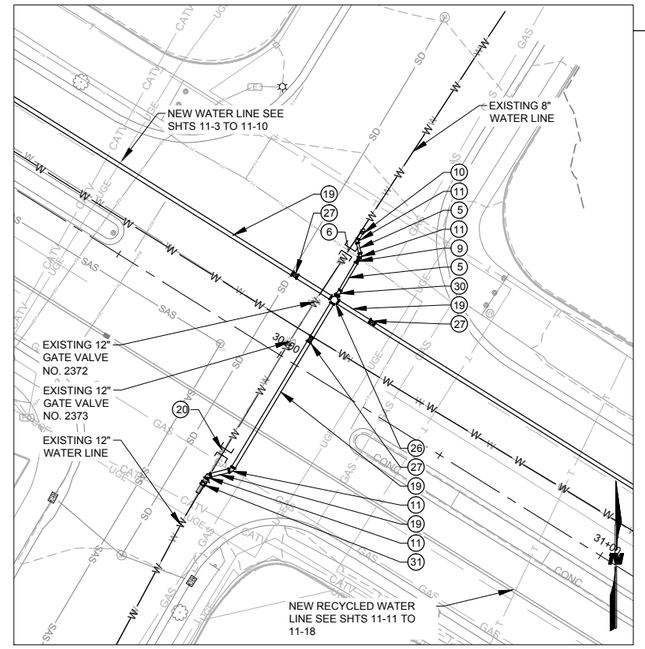
1" : 20'

@ GREENOCK DR SE

CONSTRUCTION SEQUENCE

1. PRIOR TO WATER LINE CONNECTION CLOSE NEW 8" GATE VALVE AND VALVES LISTED IN TABLE BELOW.
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN NEW 8" GATE VALVE AND VALVES LISTED IN TABLE BELOW.
4. 4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2351	2361	8231
2352	2362	2372
8231		2373
2372		
2373		



C4 CONNECTION DETAIL 4 (STA 30+05.38)

1" : 20'

@ LASSO WAY & PINNACLE DR

CONSTRUCTION SEQUENCE

1. PRIOR TO WATER LINE CONNECTION CLOSE NEW 8" GATE VALVE AND VALVES LISTED IN TABLE BELOW.
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN BOTH NEW GATE VALVES AND VALVES LISTED IN TABLE BELOW.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2459	2372	2459
2429	2373	2429
2372		2371
2371		2370
2373		
2370		

GENERAL NOTES

1. DETAILS SHOW FINAL CONDITION OF CONSTRUCTION. EXISTING AFTER LINE TO REMAIN IN SERVICE UNTIL NEW WATER LINE IS OPERATIONAL AND ALL TRANSFERRED CONNECTIONS MADE.
2. ALL FITTINGS AND VALVES SHALL BE RESTRAINED IN ACCORDANCE W/ THE RESTRAINED JOINT TABLE SHEET 11-22.
3. ALL VALVE NUMBERS ARE BASED ON THE CITY OF RIO RANCHO GIS OBJECT ID NO. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR VALVE IDENTIFICATION AND CLOSURES.
4. CONSTRUCTION SEQUENCE LISTED ON THESE SHEETS ARE FOR THE LOCAL CONSTRUCTION AREA SHOWN IN THE DETAILS. FOR THE OVERALL PROJECT CONNECTION PLAN SEE SPECIFICATIONS.

KEYED NOTES

	ITEM DESCRIPTION
1	6" PVC PIPE
2	6" GATE VALVE (MJxMJ)
3	6" COUPLING
4	6" 45° BEND (MJxMJ)
5	8" PVC PIPE
6	8" PLUG W/ RESTRAINTS SEE SHT 11-27
7	8"x 8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
8	8"x6" REDUCER (MJxMJ)
9	8" GATE VALVE (MJxMJ)
10	8" COUPLING
11	8" 45° BEND (MJxMJ)
12	8" WYE W/ PLUG (MJxMJ)
13	10" PVC PIPE
14	10" PLUG W/ RESTRAINTS
15	10"x6" TEE W/ RESTRAINTS SEE SHT 11-27
16	10" GATE VALVE (MJxMJ)
17	10" COUPLING
18	10" 45° BEND (MJxMJ)
19	12" PVC PIPE
20	12" PLUG W/ RESTRAINTS SEE SHT 11-27
21	12"X8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
22	12"X8" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
23	12"X10" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
24	12"x10" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
25	12x12 TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
26	12"x12" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
27	12" GATE VALVE (MJxMJ)
28	12" COUPLING
29	12" 45° BEND (MJxMJ)
30	12"X8" REDUCER (MJxMJ)
31	12" COUPLING
32	18"x8" TAPPING SADDLE
33	10" INSERTION VALVE
34	20" INSERTION VALVE
35	20" x 12" WET TAP CONNECTION
36	6" PLUG W/ RESTRAINTS SEE SHT 11-27
37	8"X6" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27

CITY of RIO RANCHO

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

REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION CONNECTION DETAILS 01

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET

11-19

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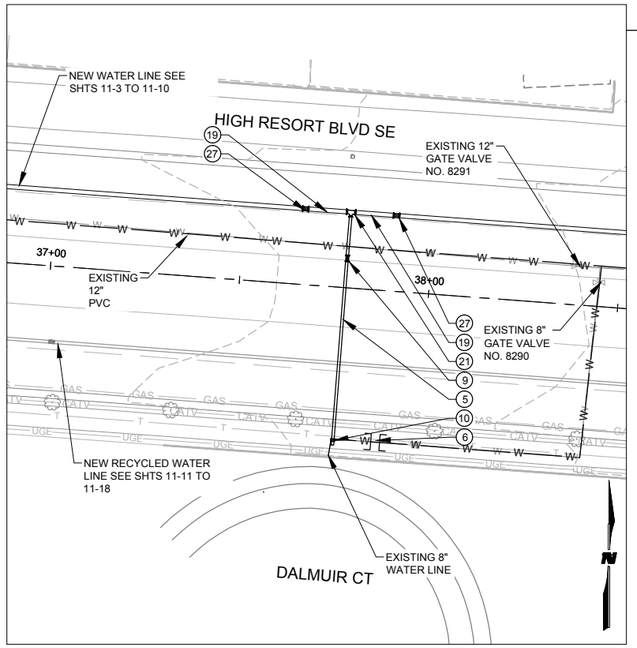
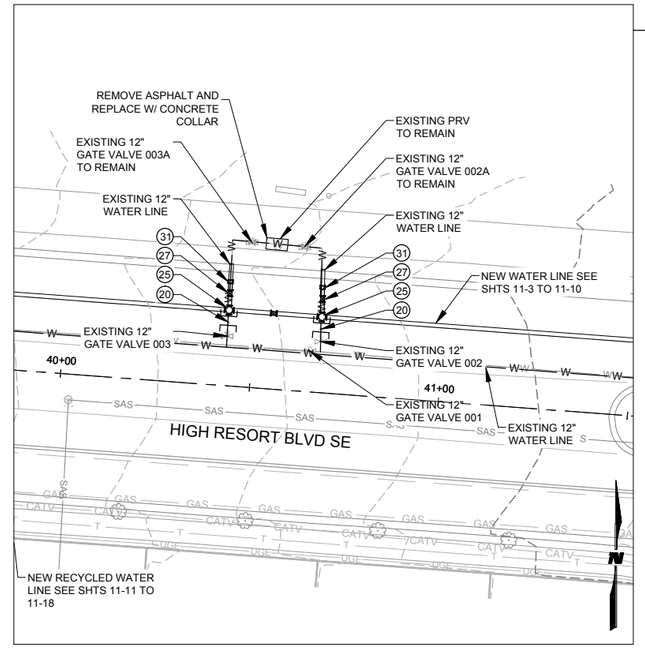


CONSTRUCTION SEQUENCE

1. PRIOR TO WATER LINE CONNECTION CLOSE NEW 8" GATE VALVE AND CLOSE VALVES LISTED IN TABLE BELOW
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN NEW 8" GATE VALVE AND VALVES LISTED IN TABLE BELOW.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
8290	8290	2440
2440	8291	

C5 CONNECTION DETAIL 5 (STA 37+78.00)
1" : 20' @ DALMUIR CT



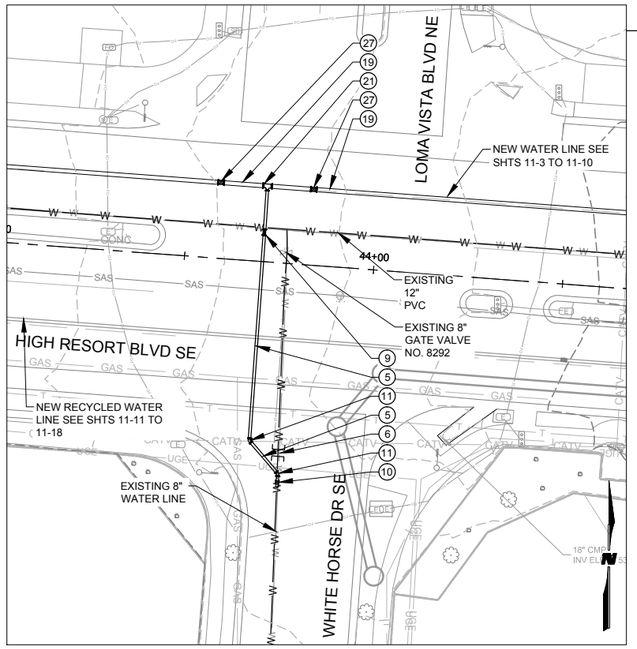
CONSTRUCTION SEQUENCE

1. CLOSE VALVES LISTED IN TABLE BELOW.
2. INTER-CONNECT NEW 12" WATER LINE TO EXISTING PRV AS SHOWN.
3. AFTER 12" WATER LINE ALONG HIGH RESORT HAS BEEN CONSTRUCTED AND TESTED FROM RIDGEWAY DR OPEN VALVES 0003, 0003A, 0002A, 0004, AND 0002 TO PLACE LINE IN SERVICE. VALVE 0005 IS TO REMAIN CLOSED.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
8287	8287*	8287
8286	8285*	8285

* See Water Line Construction Sequence in Supplemental Conditions

C6 CONNECTION DETAIL 6 (STA 40+55.10)
1" : 20' @ HIGH RESORT PRV

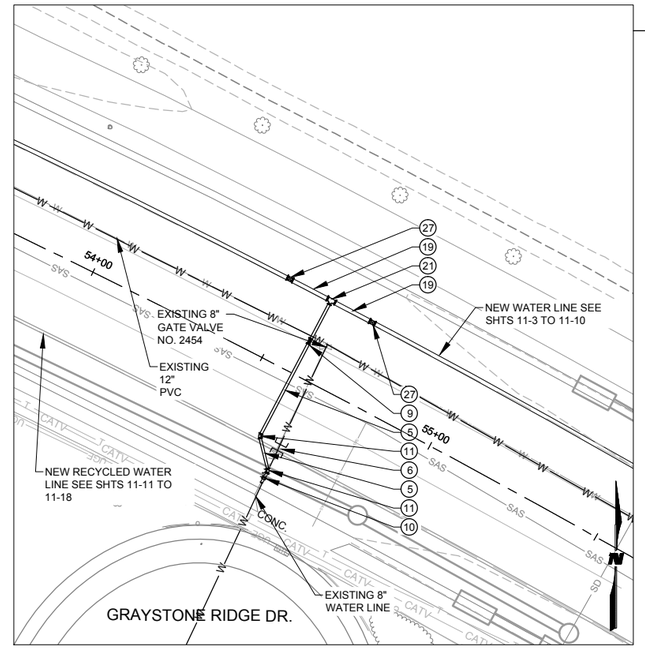


CONSTRUCTION SEQUENCE

1. PRIOR TO WATER LINE CONNECTION CLOSE NEW 8" GATE VALVE AND VALVES LISTED IN TABLE BELOW
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN NEW 8" GATE VALVE. AND VALVES LISTED IN TABLE BELOW
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
8292	8290	2445
2445		2444
2444		2442
2442		2443
2443		

C7 CONNECTION DETAIL 7 (STA 43+71.09)
1" : 20' @ WHITEHORSE DR SE



CONSTRUCTION SEQUENCE

1. PRIOR TO WATER LINE CONNECTION CLOSE NEW 8" GATE VALVE AND CLOSE VALVES LISTED IN TABLE BELOW
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN VALVES LISTED IN TABLE BELOW
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2454	2454	2449
2449		

C8 CONNECTION DETAIL 8 (STA 54+59.57)
1" : 20' @ GRAYSTONE RIDGE DR

GENERAL NOTES

1. DETAILS SHOW FINAL CONDITION OF CONSTRUCTION. EXISTING AFTER LINE TO REMAIN IN SERVICE UNTIL NEW WATER LINE IS OPERATIONAL AND ALL TRANSFERRED CONNECTIONS MADE.
2. ALL FITTINGS AND VALVES SHALL BE RESTRAINED IN ACCORDANCE W/ THE RESTRAINED JOINT TABLE SHEET 11-22.
3. ALL VALVE NUMBERS ARE BASED ON THE CITY OF RIO RANCHO GIS OBJECT ID NO. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR VALVE IDENTIFICATION AND CLOSURES.
4. CONSTRUCTION SEQUENCE LISTED ON THESE SHEETS ARE FOR THE LOCAL CONSTRUCTION AREA SHOWN IN THE DETAILS. FOR THE OVERALL PROJECT CONNECTION PLAN SEE SPECIFICATIONS.

KEYED NOTES

	ITEM DESCRIPTION
1	6" PVC PIPE
2	6" GATE VALVE (MJxMJ)
3	6" COUPLING
4	6" 45° BEND (MJxMJ)
5	8" PVC PIPE
6	8" PLUG W/ RESTRAINTS SEE SHT 11-27
7	8"x 8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
8	8"x6" REDUCER (MJxMJ)
9	8" GATE VALVE (MJxMJ)
10	8" COUPLING
11	8" 45° BEND (MJxMJ)
12	8" WYE W/ PLUG (MJxMJ)
13	10" PVC PIPE
14	10" PLUG W/ RESTRAINTS
15	10"x6" TEE W/ RESTRAINTS SEE SHT 11-27
16	10" GATE VALVE (MJxMJ)
17	10" COUPLING
18	10" 45° BEND (MJxMJ)
19	12" PVC PIPE
20	12" PLUG W/ RESTRAINTS SEE SHT 11-27
21	12"X8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
22	12"X8" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
23	12"X10" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
24	12"x10" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
25	12x12 TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
26	12"x12" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
27	12" GATE VALVE (MJxMJ)
28	12" COUPLING
29	12" 45° BEND (MJxMJ)
30	12"X8" REDUCER (MJxMJ)
31	12" COUPLING
32	18"x8" TAPPING SADDLE
33	10" INSERTION VALVE
34	20" INSERTION VALVE
35	20" x 12" WET TAP CONNECTION
36	6" PLUG W/ RESTRAINTS SEE SHT 11-27
37	8"X6" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27

RR RioRancho City of Vision
CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
7			
6			
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4			
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION CONNECTION DETAILS 02

BRIAN J. AMBROGI NEW MEXICO 17610 LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET
11-20

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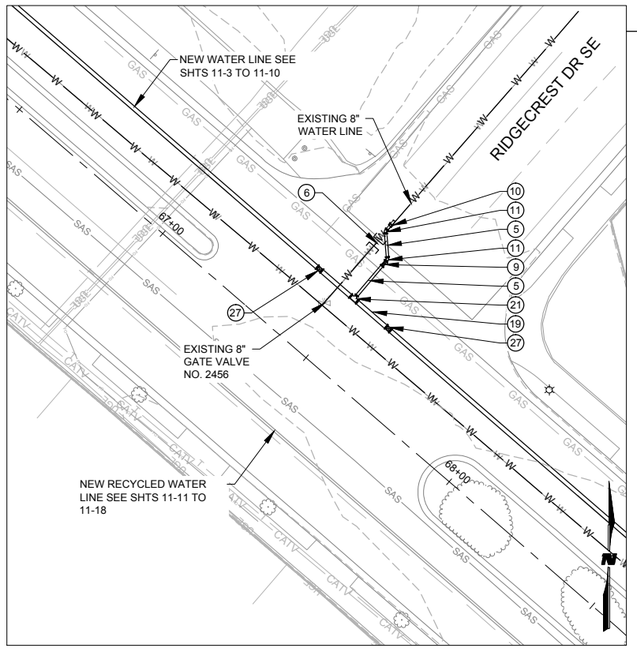


C9 CONNECTION DETAIL 9 (STA 67+49.33)

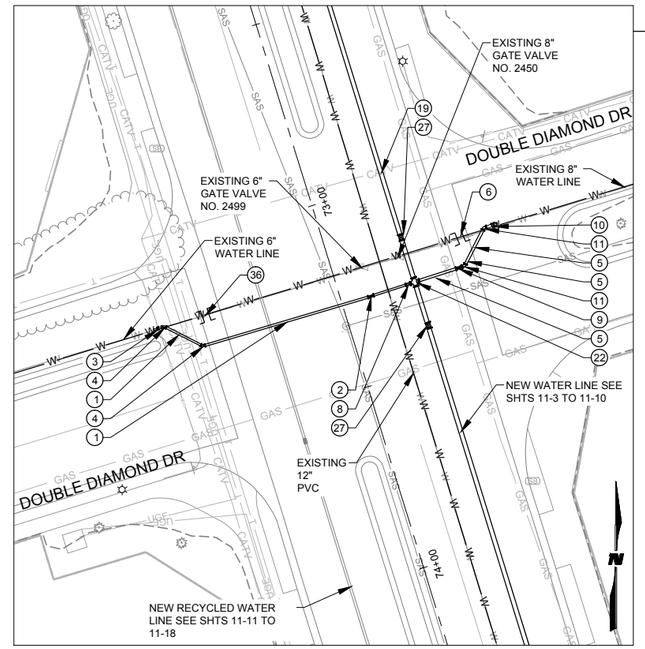
1" : 20'

@ RIDGECREST DR

CONSTRUCTION SEQUENCE

1. CLOSE VALVES LISTED IN TABLE BELOW.
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN NEW 8" GATE VALVE AND VALVES IN TABLE BELOW.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2455	2456	2813
2813		2814
2814		2180
2180		



C10 CONNECTION DETAIL 10 (STA 73+27.74)

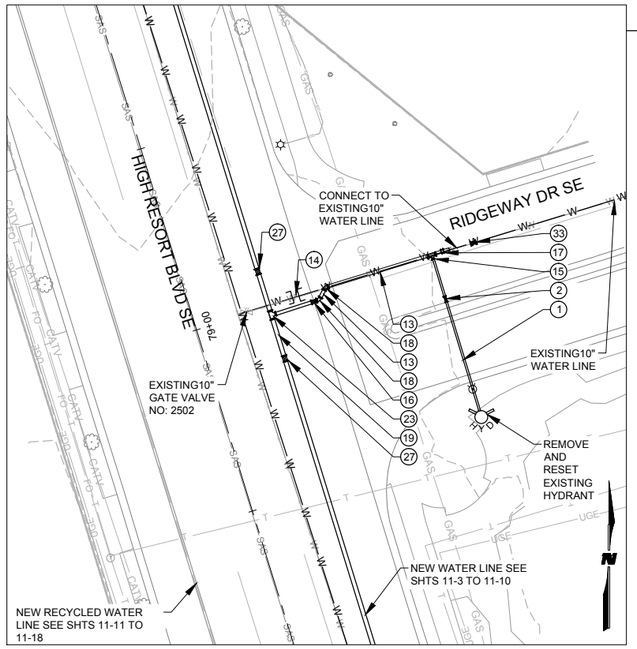
1" : 20'

@ DOUBLE DIAMOND DR.

CONSTRUCTION SEQUENCE

1. CLOSE VALVES LISTED IN TABLE BELOW.
2. CONNECT NEW 12" WATER LINE TO EXISTING 6" WATER LINE AND 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN BOTH NEW GATE VALVES AND VALVES LISTED IN TABLE BELOW.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2499	2499	2489
2500	2500	2490
2489		2304
2490		2305
2304		2187
2305		2188
2187		
2188		



C11 CONNECTION DETAIL 11 (STA 79+03.04)

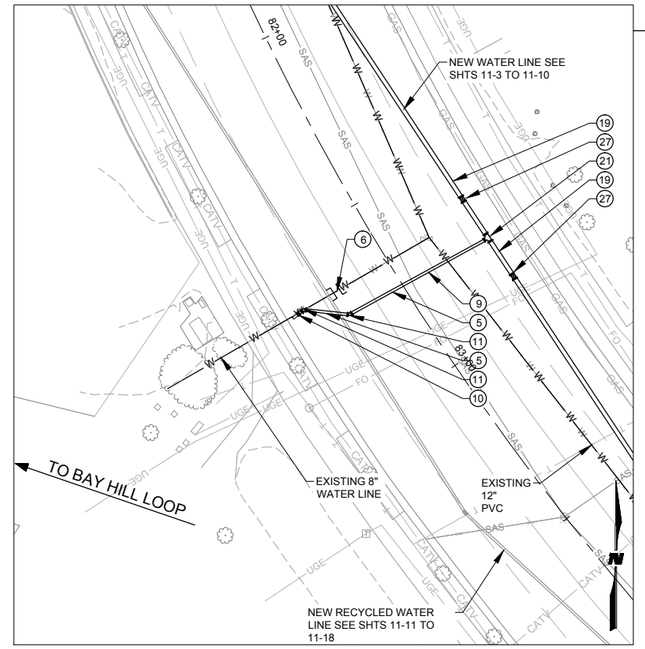
1" : 20'

@ RIDGEWAY DR SE

CONSTRUCTION SEQUENCE

1. INSTALL 10" INSERTION VALVE ON EXISTING 10" WATER LINE.
2. CLOSE NEW INSERTION VALVE, CLOSE VALVES LISTED IN TABLE BELOW.
3. OPEN VALVE 2504 TO MAINTAIN WATER SERVICE TO SURROUNDING AREA
4. CONNECT NEW 12" WATER LINE TO EXISTING 10" WATER LINE AS SHOWN.
5. AFTER CONNECTION IS COMPLETE OPEN NEW 10" INSERTION VALVE, VALVES 2469 AND 2488 TO REMAIN CLOSED UNTIL WATERLINE IS COMPLETE.
6. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
7. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2502	2502	NEW VLV*
NEW VLV*		



C12 CONNECTION DETAIL 12 (STA 82+76.12)

1" : 20'

@ BAY HILL LOOP

CONSTRUCTION SEQUENCE

1. CLOSE VALVES LISTED IN TABLE BELOW.
2. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE VALVES 2720 AND 2673 TO REMAIN CLOSED. OPEN VALVES LISTED IN TABLE BELOW.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2495	2502	2495
2541		2541
2502		2502
2495		2495
2496		2496
2454		2454
8286		8286
8282		8282

* See Water Line Construction Sequence in Supplemental Conditions

GENERAL NOTES

1. DETAILS SHOW FINAL CONDITION OF CONSTRUCTION. EXISTING AFTER LINE TO REMAIN IN SERVICE UNTIL NEW WATER LINE IS OPERATIONAL AND ALL TRANSFERRED CONNECTIONS MADE.
2. ALL FITTINGS AND VALVES SHALL BE RESTRAINED IN ACCORDANCE W/ THE RESTRAINED JOINT TABLE SHEET 11-22.
3. ALL VALVE NUMBERS ARE BASED ON THE CITY OF RIO RANCHO GIS OBJECT ID NO. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR VALVE IDENTIFICATION AND CLOSURES.
4. CONSTRUCTION SEQUENCE LISTED ON THESE SHEETS ARE FOR THE LOCAL CONSTRUCTION AREA SHOWN IN THE DETAILS. FOR THE OVERALL PROJECT CONNECTION PLAN SEE SPECIFICATIONS.

KEYED NOTES

	ITEM DESCRIPTION
1	6" PVC PIPE
2	6" GATE VALVE (MJxMJ)
3	6" COUPLING
4	6" 45° BEND (MJxMJ)
5	8" PVC PIPE
6	8" PLUG W/ RESTRAINTS SEE SHT 11-27
7	8"x 8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
8	8"x6" REDUCER (MJxMJ)
9	8" GATE VALVE (MJxMJ)
10	8" COUPLING
11	8" 45° BEND (MJxMJ)
12	8" WYE W/ PLUG (MJxMJ)
13	10" PVC PIPE
14	10" PLUG W/ RESTRAINTS
15	10"x6" TEE W/ RESTRAINTS SEE SHT 11-27
16	10" GATE VALVE (MJxMJ)
17	10" COUPLING
18	10" 45° BEND (MJxMJ)
19	12" PVC PIPE
20	12" PLUG W/ RESTRAINTS SEE SHT 11-27
21	12"X8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
22	12"X8" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
23	12"X10" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
24	12"x10" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
25	12x12 TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
26	12"x12" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
27	12" GATE VALVE (MJxMJ)
28	12" COUPLING
29	12" 45° BEND (MJxMJ)
30	12"X8" REDUCER (MJxMJ)
31	12" COUPLING
32	18"x8" TAPPING SADDLE
33	10" INSERTION VALVE
34	20" INSERTION VALVE
35	20" x 12" WET TAP CONNECTION
36	6" PLUG W/ RESTRAINTS SEE SHT 11-27
37	8"X6" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27

RR RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION CONNECTION DETAILS 03

BRIAN J. AMBROSI NEW MEXICO 17610 LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET

11-21

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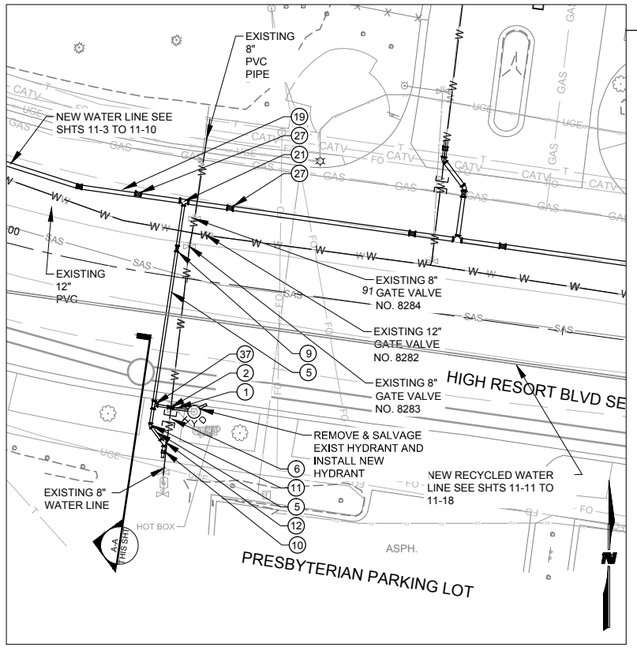


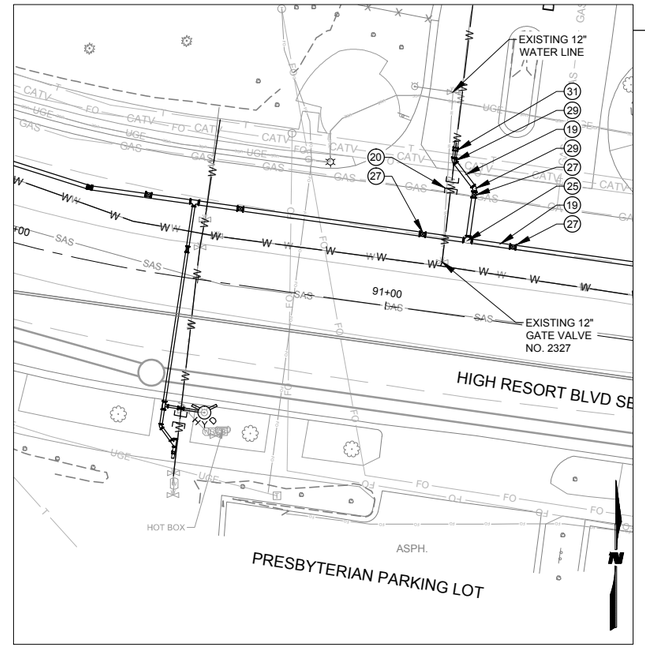
CONSTRUCTION SEQUENCE

1. PRIOR TO CONNECTION CONTRACTOR TO COORDINATE WITH HOSPITAL.
2. CLOSE VALVES LISTED IN TABLE BELOW.
3. CONNECT NEW 12" WATER LINE TO EXISTING 8" WATER LINE AS SHOWN.
4. AFTER CONNECTION IS COMPLETE OPEN ALL VALVES LISTED TO BE OPENED IN TABLE BELOW.
5. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
6. REMOVE ALL VALVE BOXES, AND COLLARS FOR VALVES TO BE ABANDONED LISTED IN TABLE BELOW.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
8283*	8283	

* See Water Line Construction Sequence in Supplemental Conditions

C13 CONNECTION DETAIL 13 (STA 90+45.73)
1" : 20' @ PRESBYTERIAN



CONSTRUCTION SEQUENCE

1. PRIOR TO WATER LINE CONNECTION CLOSE VALVES LISTED IN TABLE BELOW.
2. CONNECT NEW 12" WATER LINE TO EXISTING 12" WATER LINE AS SHOWN.
3. AFTER CONNECTION IS COMPLETE OPEN ALL VALVES LISTED TO BE OPENED IN TABLE BELOW.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL VALVE BOXES, AND COLLARS FOR VALVES TO BE ABANDONED LISTED IN TABLE BELOW.

Valves To Be Closed	Valves to Be Abandoned	Valves to be Opened
2327 2329	2327	2329*

* See Water Line Construction Sequence in Supplemental Conditions

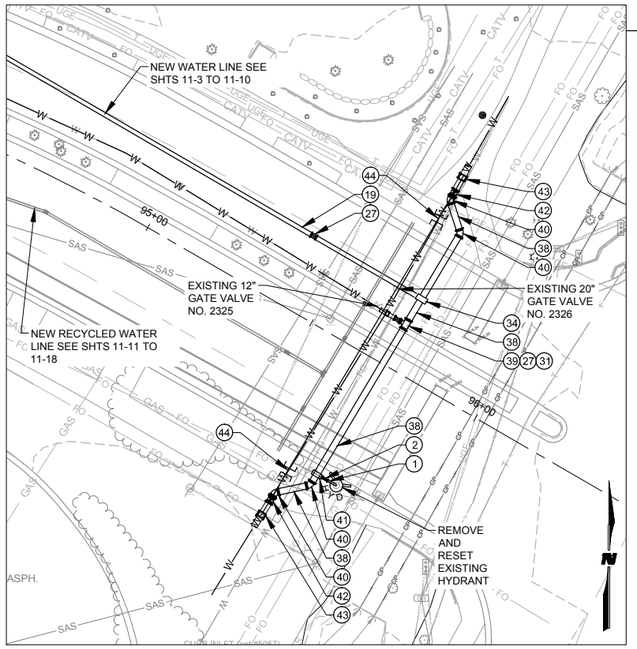
C14 CONNECTION DETAIL 14 (STA 91+19.24)
1" : 20' @ COMFORT INN

GENERAL NOTES

1. DETAILS SHOW FINAL CONDITION OF CONSTRUCTION. EXISTING AFTER LINE TO REMAIN IN SERVICE UNTIL NEW WATER LINE IS OPERATIONAL AND ALL TRANSFERRED CONNECTIONS MADE.
2. ALL FITTINGS AND VALVES SHALL BE RESTRAINED IN ACCORDANCE W/ THE RESTRAINED JOINT TABLE SHEET 11-22.
3. ALL VALVE NUMBERS ARE BASED ON THE CITY OF RIO RANCHO GIS OBJECT ID NO. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR VALVE IDENTIFICATION AND CLOSURES.
4. CONSTRUCTION SEQUENCE LISTED ON THESE SHEETS ARE FOR THE LOCAL CONSTRUCTION AREA SHOWN IN THE DETAILS. FOR THE OVERALL PROJECT CONNECTION PLAN SEE SPECIFICATIONS.

KEYED NOTES

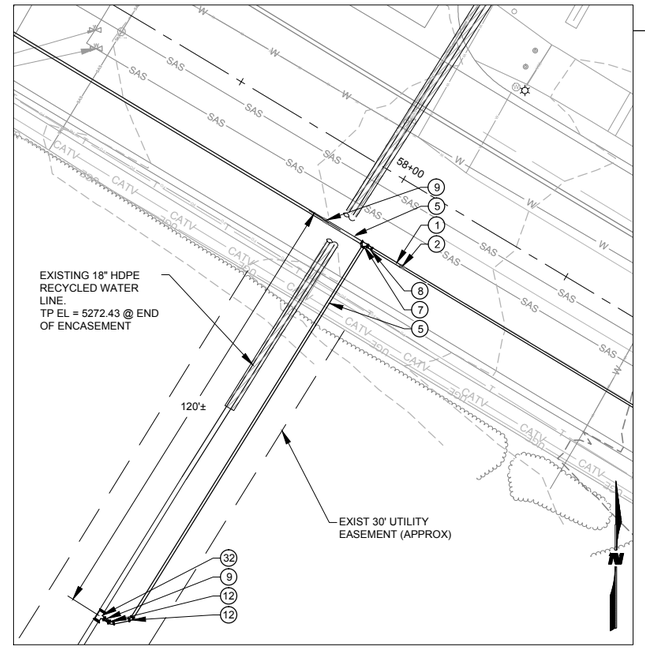
◯	ITEM DESCRIPTION
1	6" PVC PIPE
2	6" GATE VALVE (MJxMJ)
3	6" COUPLING
4	6" 45° BEND (MJxMJ)
5	8" PVC PIPE
6	8" PLUG W/ RESTRAINTS SEE SHT 11-27
7	8"x 8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
8	8"x6" REDUCER (MJxMJ)
9	8" GATE VALVE (MJxMJ)
10	8" COUPLING
11	8" 45° BEND (MJxMJ)
12	8" WYE W/ PLUG (MJxMJ)
13	10" PVC PIPE
14	10" PLUG W/ RESTRAINTS
15	10"x6" TEE W/ RESTRAINTS SEE SHT 11-27
16	10" GATE VALVE (MJxMJ)
17	10" COUPLING
18	10" 45° BEND (MJxMJ)
19	12" PVC PIPE
20	12" PLUG W/ RESTRAINTS SEE SHT 11-27
21	12"X8" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
22	12"X8" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
23	12"X10" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
24	12"x10" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
25	12x12 TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
26	12"x12" CROSS (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
27	12" GATE VALVE (MJxMJ)
28	12" COUPLING
29	12" 45° BEND (MJxMJ)
30	12"X8" REDUCER (MJxMJ)
31	12" COUPLING
32	18"x8" TAPPING SADDLE
33	10" INSERTION VALVE
34	20" INSERTION VALVE
35	20" x 12" WET TAP CONNECTION
36	6" PLUG W/ RESTRAINTS SEE SHT 11-27
37	8"X6" TEE (MJxMJ) W/ RESTRAINTS SEE SHT 11-27
38	20" PVC PIPE
39	20"x12" TEE
40	20" 45° BEND (MJxMJ)
41	20"x6" TAPPING SADDLE
42	20" GATE VALVE (MJxMJ)
43	20" TAPPING SADDLE
44	20" PLUG W/ RESTRAINTS SEE SHT 11-27



CONSTRUCTION SEQUENCE

1. INSTALL 20" INSERTION VALVE ON EXISTING 20" WATER LINE.
2. CONNECT 12" WATER LINE TO ACTIVE 20" EXISTING WATER LINE WITH WET TAP.
3. CONSTRUCT NEW 12" WATER LINE ALONG HIGH RESORT TO RIDGEWAY.
4. EXPOSE, CUT, AND CAP ENDS OF WATER MAINS WHERE SHOWN.
5. REMOVE ALL ABANDONED VALVES, VALVE BOXES, AND COLLARS.

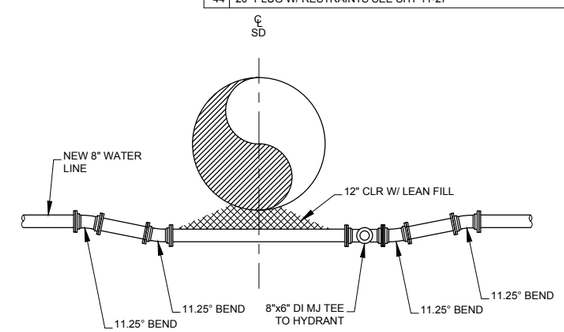
C15 CONNECTION DETAIL 15 (STA 95+65.00)
1" : 20' @ NM 528



CONSTRUCTION SEQUENCE

1. PRIOR TO CONNECTION TO RECYCLED WATER LINE SHUT UPSTREAM VALVE.
2. MAKE CONNECTION TO EXISTING 18" HDPE WATER LINE WITH TAPPING SADDLE.
3. AFTER CONNECTION IS COMPLETE OPEN UPSTREAM VALVE TO RESTORE SERVICE.

C16 RECYCLED WATER CONNECTION DETAIL 16 (STA 58+00.00)
1" : 20' @ NM 528



SECTION A-A
NTS

RR RioRancho City of Vision
CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

INTERSECTION CONNECTION DETAILS 04

BRIAN J. AMBROSI NEW MEXICO (17610) PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET 11-22

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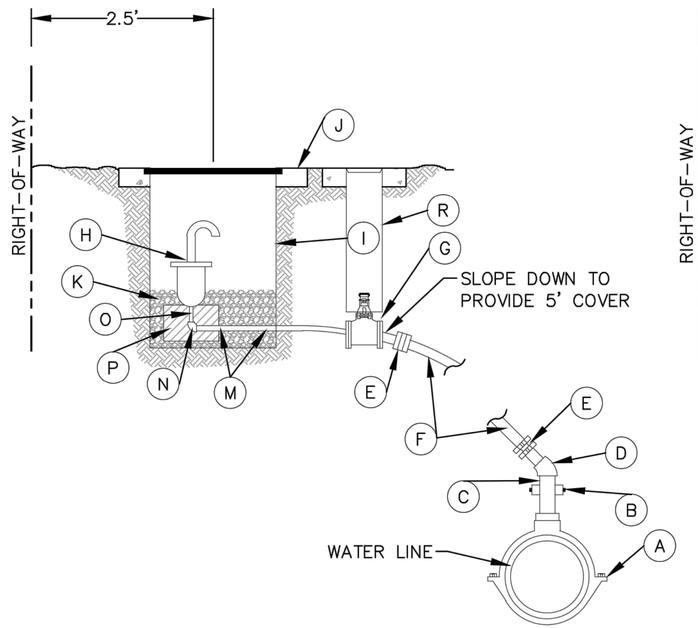
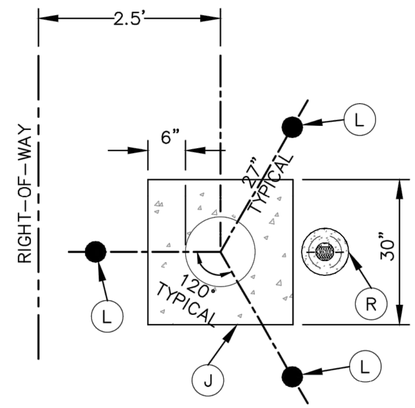
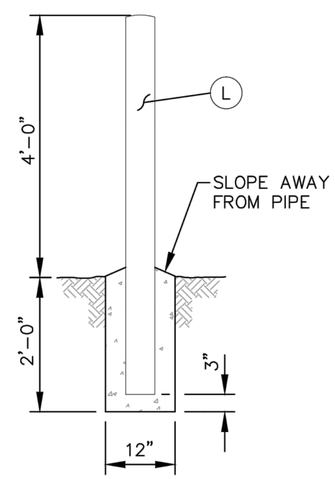




KEYNOTES:

A. 2" FEMALE IRON PIPE THREAD SERVICE SADDLE (LEAD FREE) WITH DOUBLE 316 STAINLESS STEEL STRAPS AND 316 STAINLESS STEEL BOLTS, NUTS, AND HARDWARE.
B. 2" BRASS CORPORATION STOP (LEAD FREE), MALE IRON PIPE THREAD INLET BY FEMALE IRON PIPE THREAD OUTLET.
C. 2" BY CLOSE BRASS NIPPLE (LEAD FREE).
D. 2" BRASS 45° BEND (LEAD FREE), FEMALE IRON PIPE THREAD BY FEMALE IRON PIPE THREAD.
E. 2" BRASS ADAPTER (LEAD FREE), MALE IRON PIPE THREAD BY PACK JOINT (COPPER TUBING SIZE).
F. 2" COPPER TUBING (TYPE "K").
G. 2" BRONZE BALL VALVE (LEAD FREE) WITH HANDWHEEL.
H. 2" STAINLESS STEEL COMBINATION AIR RELEASE/VACUUM VALVE.
I. 13" BY 24" METER CAN WITH CAST IRON LID.
J. 30" BY 30" BY 6" CONCRETE COLLAR AROUND METER CAN. CONCRETE SHALL BE f'c=3,000 POUNDS PER SQUARE INCH AT 28 DAYS)
K. 6" THICK CLEAN PEA GRAVEL BED.
L. 4" STEEL POST (6' LONG) FILLED WITH CONCRETE (f'c=3,000 POUNDS PER SQUARE INCH AT 28 DAYS) AND PAINTED WITH 2 COATS OF CHROME YELLOW.
M. 2" BY 6" SCHEDULE 80 POLYVINYL CHLORIDE NIPPLE, MALE IRON PIPE THREAD BY MALE IRON PIPE THREAD.
N. 2" BRASS 90° BEND, FEMALE IRON PIPE THREAD BY FEMALE IRON PIPE THREAD.
O. 2" BY CLOSE BRASS NIPPLE, MALE IRON PIPE THREAD BY MALE IRON PIPE THREAD.
P. CONCRETE BLOCK TO STABILIZE AIR VALVE, 2 REQUIRED.
Q. WHERE WATER MAINS ARE 10" OR LESS IN DIAMETER, A 1" COMBINATION AIR RELEASE/VACUUM VALVE AND 1" TYPE "K" COPPER TUBING MAY BE USED.
R. 6" DIMENSION RATIO-18 POLYVINYL CHLORIDE PIPE AND COVER WITH CONCRETE COLLAR PER DWG. W-05.



GUARD POST DETAIL

DATE MODIFIED: APRIL 2016

City of Rio Rancho
Department of Public Works

2" COMBINATION AIR RELEASE/ VACUUM VALVE

DWG. NO. W-10 APRIL 22, 2016

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY DETAIL 01

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET 11-23

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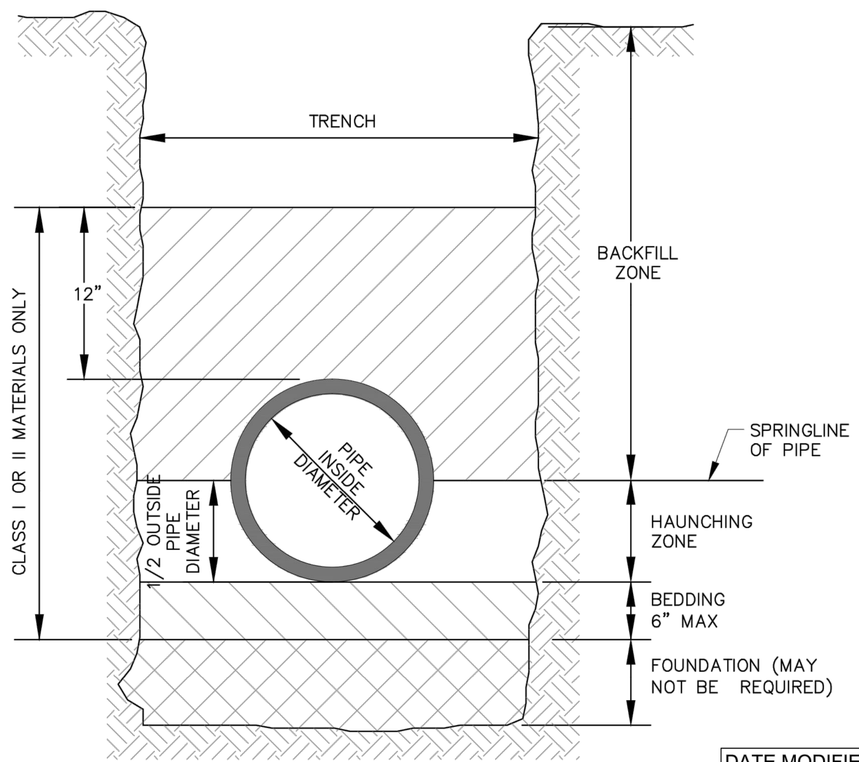
EMBEDMENT SOILS CLASSIFICTIONS		
SOILS CLASS	SOIL TYPE	DESCRIPTION
CLASS I SOILS*		MANUFACTURED ANGULAR, GRANULAR MATERIAL, 1/4 TO 1 1/2 INCHES (6 TO 40 MM) SIZE, INCLUDING MATERIALS HAVING A REGIONAL SIGNIFICANCE SUCH AS CRUSHED STONE OR ROCK, BROKEN CORAL, CRUSHED SLAG, CINDERS, OR CRUSHED SHELLS, COMPLYING TO THE REQUIREMENTS OF CLASS II SOILS.
CLASS II SOILS**	GW	WELL-GRADED GRAVELS AND GRAVEL-SAND MIXTURES, LITTLE OR NO FINES. 50% OR MORE COARSE FRACTION RETAINED ON NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.
CLASS II SOILS**	GP	POORLY GRADED GRAVELS AND GRAVEL-SAND MIXYURES, LITTLE OR NO FINES. 50% OR MORE COARSE FRACTION RETAINED ON NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.
CLASS II SOILS**	SW	WELL GRADED SANDS AND GRAVELLY SANDS, LITTLE OR NO FINES.MORE THAN 50% OF COARSE FRACTION PASSES NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.
CLASS II SOILS**	SP	POORLY GRADED SANDS AND GRAVELLY SANDS, LITTLE OR NO FINES. MORE THAN 50% OF COARSE FRACTION PASSES NO. 4 SIEVE. MORE THAN 95% RETAINED ON NO. 200 SIEVE. CLEAN.

* SOILS ARE AS DEFINED IN ASTM D2487, EXCEPT FOR CLASS I SOILS WHICH ARE DEFINED IN ASTM D2321.
** IN ACCORDANCE WITH ASTM D2487, LESS THAN 5% PASSES NO. 200 SIEVE.
FROM TABLE 701.3.A. NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2006 EDITION



GENERAL CONSTRUCTION NOTES:

1. BEDDING MATERIALS SHALL BE CLASSED AS DEFINED IN AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD D2321. REFER TO TABLE 701.3.A OF THE CITY OF RIO RANCHO STANDARD SPECIFICATIONS, AS AMENDED FOR SOIL CLASSIFICATION DESCRIPTIONS.
2. COMPACTION TESTING SHALL BE TAKEN AT SPRINGLINE OF PIPE.
3. COMPACTION TESTING SHALL BE TAKEN AT INITIAL BACKFILL ZONE.
4. FOR PAVED AREAS, COMPACTION SHALL BE 95% STANDARD MODIFIED PROCTOR PER AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD D1557.
5. FOR UNPAVED AREAS, COMPACTION SHALL BE 90% STANDARD MODIFIED PROCTOR PER AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARD D1557.

DATE MODIFIED: APRIL 2016

City of Rio Rancho
Department of Public Works

PIPE BEDDING

DWG. NO. S-04 APRIL 22, 2016

CITY of RIO RANCHO

REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY DETAIL 02

BRIAN J. AMBROGI NEW MEXICO 17610 LICENSED PROFESSIONAL ENGINEER

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET 11-24

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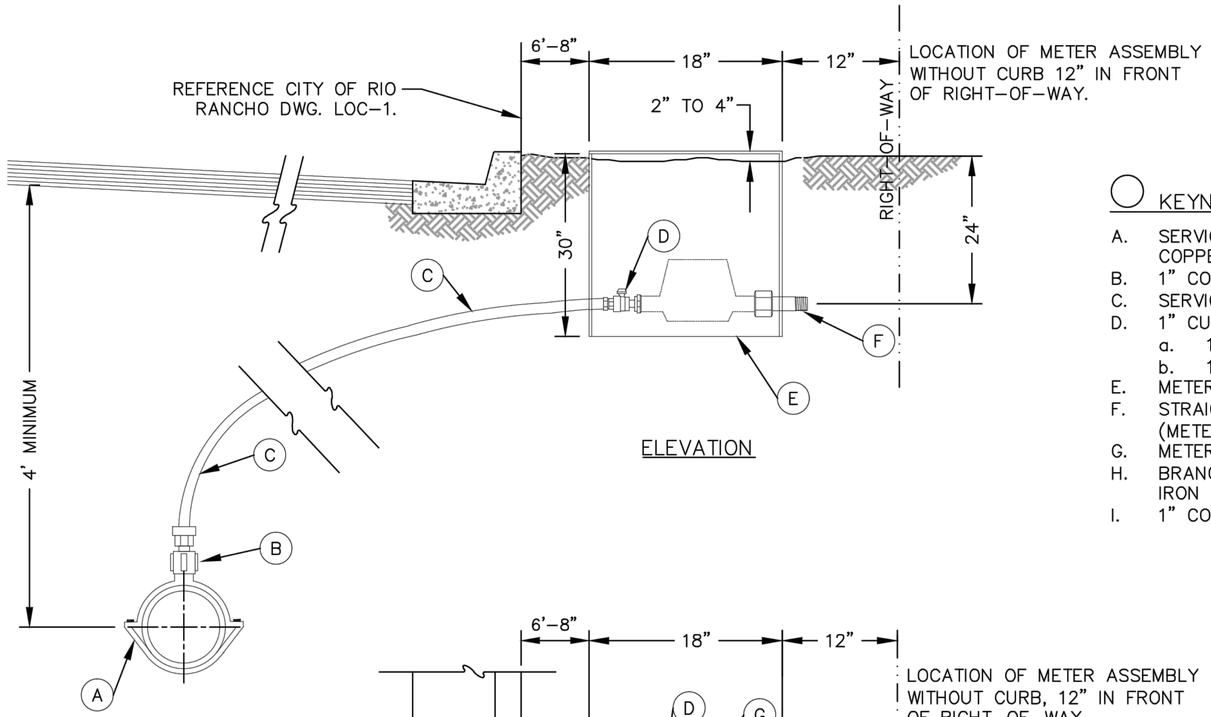

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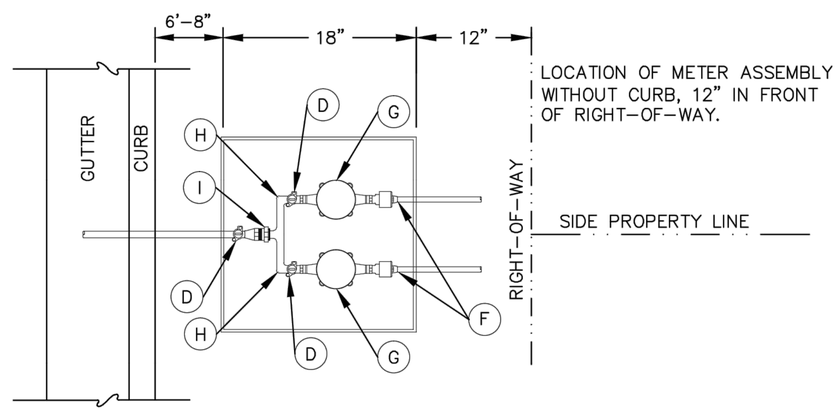

PLAN

KEYNOTES:

A. SERVICE SADDLE: MATCH MAIN LINE SIZE AND PROVIDE 1" TAP FOR TYPE "K" COPPER SERVICE LINE.
B. 1" CORPORATION STOP
C. SERVICE LINE – 1" TYPE "K" COPPER FOR SINGLE AND DOUBLE SERVICES.
D. 1" CURB STOP:
   a. 1" SERVICE LINE TO 5/8" METER
   b. 1" SERVICE LINE TO 1" METER
E. METER BOX.
F. STRAIGHT SWIVEL TAIL-PIECE – MIN 6" LENGTH. TO BE INSTALLED BY OTHERS. (METER COUPLING)
G. METER
H. BRANCH CONNECTION: 1 1/2" OR 2" SERVICE PIPE INLET AND 2 – 3/4" MALE IRON PIPE THREAD. OUTLETS.
I. 1" COMPRESSION FITTING.

GENERAL CONSTRUCTION NOTES:

1. WATER SERVICE SHALL BE FLUSHED AFTER INSTALLATION.
2. TRENCH FOR LATERAL SHALL BE A MINIMUM OF 8" WIDE.
3. SNAKE THE PIPE IN TRENCH TO ALLOW FOR EXPANSION OR CONTRACTION. ALLOW A MINIMUM OF 12" PER 100' LENGTH.
4. NEW METER BOX TO BE INSTALLED AT LOCATION OF EXISTING METER BOX.
5. SERVICE CONFIGURATIONS FOR MULTI-FAMILY LOTS SHALL BE APPROVED BY THE CITY OF RIO RANCHO'S UTILITIES OPERATIONS DIVISION PRIOR TO CONSTRUCTION.
6. ALL BRASS AND COPPER TO BE LEAD FREE PER SECTION 1417 OF THE SAFE DRINKING WATER ACT. THE "SAFE DRINKING WATER ACT" CONSISTS OF TITLE XIV OF THE PUBLIC HEALTH SERVICE ACT (42 U.S.C. 300F-300J-9) AS ADDED BY PUBLIC LAW 93-523 (DEC. 16, 1974) AND THE AMENDMENTS MADE BY SUBSEQUENT ENACTMENTS.

DATE MODIFIED: APRIL 2016

City of Rio Rancho
Department of Public Works

SINGLE OR DOUBLE SERVICE LINE & METER BOX REPLACEMENT

DWG. NO. W-06 APRIL 22, 2016

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY DETAIL 03

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET 11-25

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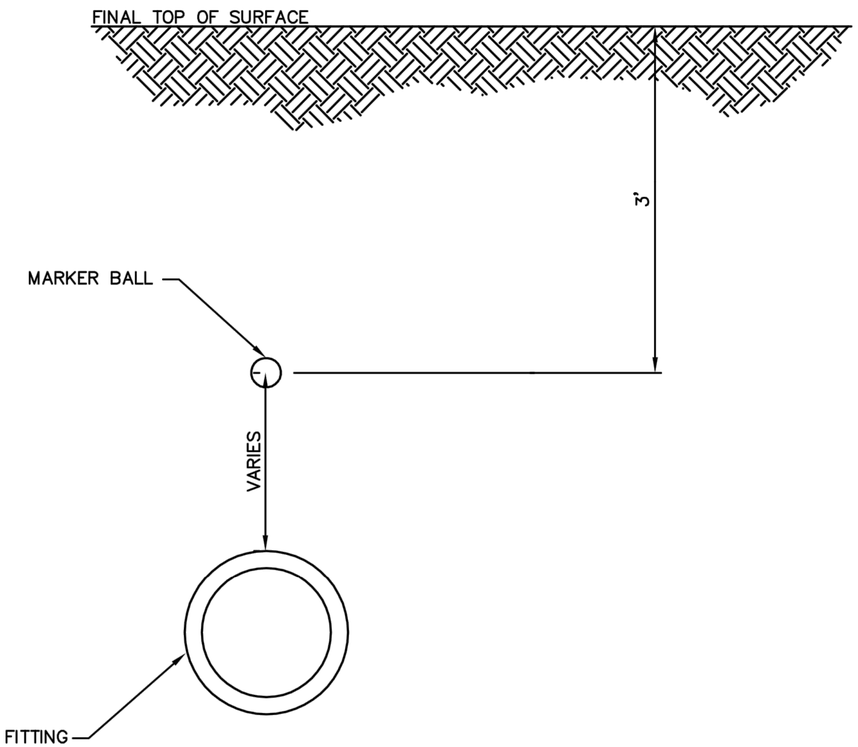

GENERAL NOTES:

1. MARKER BALL PLACEMENT LOCATIONS SHALL BE DENOTED BY THE ENGINEER OF RECORD ON THE PLANS. THESE LOCATIONS SHALL BE AS SPECIFIED WITHIN THE CITY OF RIO RANCHO'S DEVELOPMENT PROCESS MANUAL, CHAPTER II.7. THE CONTRACTOR SHALL ENSURE THAT ALL MARKER BALLS ARE PLACED IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE CITY'S PROJECT MANAGER.
2. MARKER BALLS SHALL BE PROGRAMMABLE. PROGRAMMING WILL BE COMPLETED BY THE CITY.
3. MARKER BALLS WILL BE PURCHASED AND INSTALLED BY THE CONTRACTOR/DEVELOPER.
4. BEFORE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE A SCHEDULE WITH APPLICABLE MARKER BALL INFORMATION TO THE CITY.
5. THE MARKER BALL IDENTIFICATION NUMBER TAGS SHALL BE INCLUDED WITHIN THE RECORD DRAWINGS.

DATE MODIFIED: DEC 12, 2014

City of Rio Rancho
Department of Public Works

MARKER BALL DETAIL

DWG. NO. GU-01 NOV 2, 2012

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
1			
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PW 1611
BROADMOOR BLVD TO NM 528

UTILITY DETAIL 04

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	

SHEET

11-26

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PRESSURE PIPE RESTRAINED JOINT LENGTH REQUIREMENTS–THIS PROJECT ONLY

TEST PRESSURE @ 200 PSI

LENGTHS OF PIPE TO BE RESTRAINED (APPLIES TO UNWRAPPED DUCTILE IRON AND PVC, ONLY) (2)
(FEET)

FITTING TYPE								VERTICAL BEND					
					TEE	TEE		45°		22 1/2°		11 1/4°	
PIPE SIZE	90° BEND	45° BEND	22 1/2° BEND	11 1/4° BEND	RESTRAINED LENGTH ALONG 6"–12" BRANCH	RESTRAINED LENGTH ALONG MAIN LINE	DEAD END OR VALVE	UPPER BEND RESTRAINT	LOWER BEND RESTRAINT	UPPER BEND RESTRAINT	LOWER BEND RESTRAINT	UPPER BEND RESTRAINT	LOWER BEND RESTRAINT
4" (3)	13'	5'	3'	2'	35'	1'	27' (1)	11'	4'	6'	2'	3'	1'
6" (3)	17'	8'	4'	2'	34'	1'	38' (1)	16'	6'	8'	3'	4'	2'
8" (3)	23'	10'	5'	3'	46'	1'	50' (1)	21'	8'	10'	4'	5'	2'
10" (3)	27'	12'	6'	3'	56'	1'	60' (1)	25'	9'	12'	5'	6'	3'
12" (3)	32'	14'	7'	4'	67'	1'	71' (1)	30'	11'	15'	5'	7'	3'

(1) RESTRAINED LENGTH FOR VALVES SHALL BE PROVIDED ON BOTH SIDES OF VALVE.
(2) WHERE POSSIBLE, CONTRACTOR SHALL INSTALL FULL 20–FT JOINT OF PIPE ON EITHER SIDE OF ALL MECHANICAL JOINT VALVES, FITTINGS, AND APPURTENANCES. FOR ALL CIRCUMSTANCES WHERE A 20–FT JOINT CAN BE UTILIZED AND THE CONTRACTOR ELECTS TO USE A SHORTER PIPE JOINT, CONTRACTOR SHALL PROVIDE, AT CONTRACTOR'S SOLE EXPENSE, ALL NECESSARY JOINT RESTRAINTS REQUIRED BY TABLE ABOVE. NUMBER OR WEIGHT OF EXTRA JOINT RESTRAINTS SHALL NOT BE INCLUDED IN MEASUREMENT OR PAYMENT.
(3) PVC PIPE

THRUST RESTRAINT NOTE:

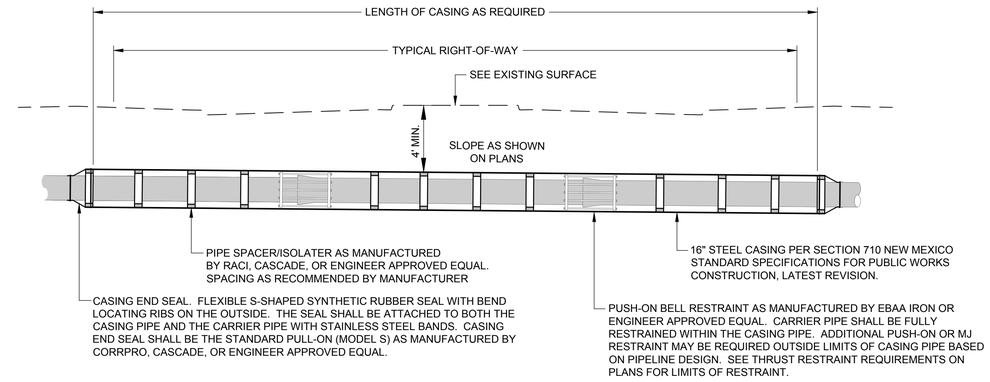
ALL BURIED VALVES, FITTINGS, AND APPURTENANCES SHALL BE MECHANICAL JOINT–TYPE UTILIZING "MEGA–LUG" STYLE MECHANICAL JOINT RESTRAINTS IN CONJUNCTION WITH "MEGA–LUG" PIPE BELL–HARNESS RESTRAINTS WHEN ADEQUATE RESTRAINED LENGTH CAN BE OBTAINED. IN THE EVENT ADEQUATE RESTRAINED LENGTHS CANNOT BE OBTAINED, CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER FOR DETERMINATION OF APPROPRIATE ACTION TO BE TAKEN. THE EBAA IRON "RESTRAINED LENGTH CALCULATION" PROGRAM (VERSION 5.4) HAS BEEN USED TO DETERMINE MINIMUM RESTRAINED LENGTHS SHOWN IN TABLE ABOVE. THE FOLLOWING GENERAL ASSUMPTIONS APPLY TO ALL CALCULATIONS:

TRENCH TYPE ———— 3 (ACTUAL TRENCH TYPE SHALL BE PER DETAILS FOR THIS PROJECT.)
SOIL TYPE ———— SM (SILTY SAND, SAND SILT MIXTURES)
SAFETY FACTOR ———— 1.5 TO 1

TYPICAL BURY DEPTH:
4" THROUGH 12" DIAMETER PIPE 6' FT MINIMUM

TYPICAL BURY DEPTHS FOR VERTICAL OFFSETS:
4" THROUGH 12" DIAMETER PIPE 6 FT TO TOP OF UPPER BRANCH
8 FT TO TOP OF LOWER BRANCH

CONTRACTOR MAY SUBMIT SUBSTITUTE REDUCED RESTRAINED JOINT LENGTHS IF SOIL AND DEPTH OF BURY CONDITIONS WARRANT. CONTRACTOR SHALL PROVIDE SOIL TEST RESULTS AND APPROPRIATE CALCULATIONS TO SUPPORT THE LENGTH REDUCTION. SOIL TESTING AND CALCULATIONS SHALL BE PERFORMED AT CONTRACTOR'S SOLE EXPENSE.



TYPICAL STEEL CASING DETAIL
BORE AND JACKING

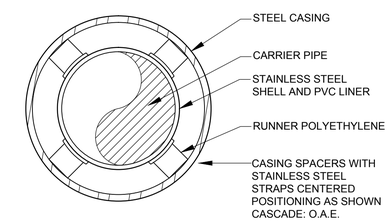
NOT TO SCALE

TABLE 710.4.2
CASING SIZE VERSUS CARRIER PIPE SIZE

STEEL CASING DIAMETER AND WALL THICKNESS (INCHES)	DUCTILE IRON CARRIER PIPE SIZE (INSIDE DIAMETER) (INCHES)
14 SCHEDULE 30	6
16 SCHEDULE 30	8
18 STANDARD CLASS	10
22 STANDARD CLASS	12
24 SCHEDULE 20	14
26 SCHEDULE 20	16
30 0.375" WALL	18
36 0.375" WALL	24

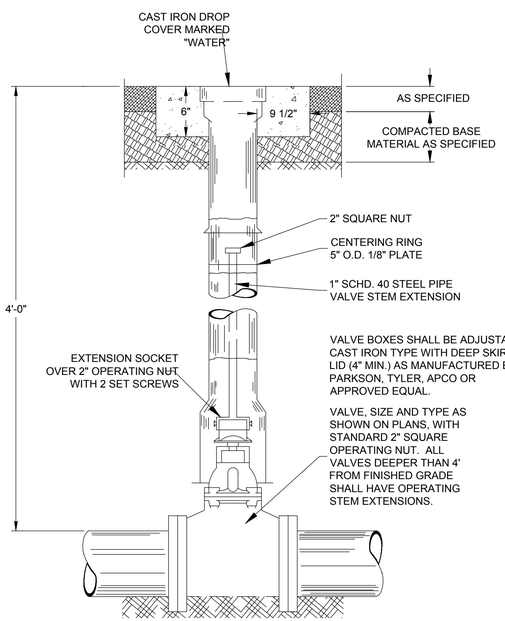
TABLE 710.4.2

NOT TO SCALE



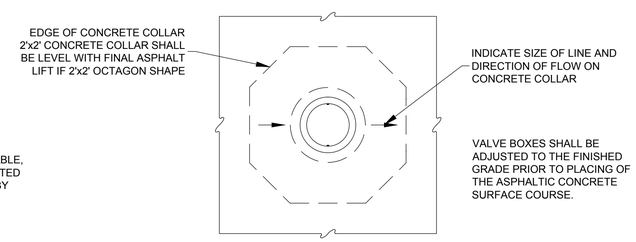
CASING SPACER DETAIL
SECTION THRU SPACER

NOT TO SCALE



VALVE BOX ASSEMBLY DETAIL

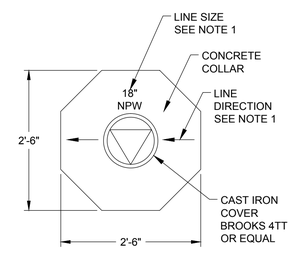
NOT TO SCALE



NOTES:
1. MECHANICAL RESTRAINTS REQUIRED ON ALL FITTINGS AND VALVES.
2. ALL FITTINGS SHALL USE MEGA LUGS RESTRAINTS.
3. GATE VALVE AND BOXES IN UNIMPROVED ROADS OR EASMENTS SHALL HAVE A 2'x2' CONCRETE COLLAR INSTALLED AT ONE FOOT BELOW EXISTING GRADE OR NATURAL GRADE.
4. A MECHANICAL RESTRAINT SYSTEM SHALL BE UTILIZED ON FITTINGS AND PIPING FOR THRUST RESTRAINT. CONCRETE THRUST BLOCKING TO BE USED ONLY FOR SPECIAL CONDITIONS, (SUCH AS, CAPS WHERE MAIN WILL BE EXTENDED IN THE FUTURE) OR AS SPECIFICALLY APPROVED BY THE ENGINEER.
5. FOR VALVES IN UNIMPROVED ROADS, THE VALVE BOX AND COVER SHALL BE BURIED 12" BELOW EXISTING GRADE AND SHALL ALSO BE MARKED (FOR LOCATION PURPOSES) BY TWO REBAR.

POTABLE WATER LINE LID DETAIL

NOT TO SCALE



NOTES

1. TOP OF CONCRETE COLLAR SHALL BE STAMPED WITH THE LINE SIZE, CONTENTS, AND DRIECTION. MINMUM LETTER SIZE SHALL BE 3" IN HEIGHT.

RECYCLED WATER LINE LID DETAIL

NOT TO SCALE

AS PART OF THE CITY'S CONSERVATION EFFORT, THIS SITE USES RECYCLED WATER FOR IRRIGATION

DO NOT DRINK
NO BEBER

COMO PARTE DEL PROGRAMA DE CONSERVACION DE AGUA DE LA CIUDAD, EN ESTE LUGAR SE USA AGUA RECICLADA PARA IRIGAR

NON-POTABLE WATER SIGN

NOT TO SCALE

A8 TYPICAL BFV ASSEMBLY (WITH VALVE BOX)
NOT TO SCALE

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

WILSON & COMPANY
2600 AMERICAN RD. SE, STE. 100
RIO RANCHO, NEW MEXICO 87124
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HIGH RESORT BLVD RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

UTILITY DETAILS 05

BRIAN J. AMBROGI NEW MEXICO 17610 PROFESSIONAL ENGINEER LICENSED

PROJECT NO.	1660003400
DESIGNED BY:	BJA, JMW
DRAWN BY:	CRU, RMG
CHECKED BY:	BJA, CAP
DATE:	AUGUST 2016
DPW CHK:	
SHEET	11-27

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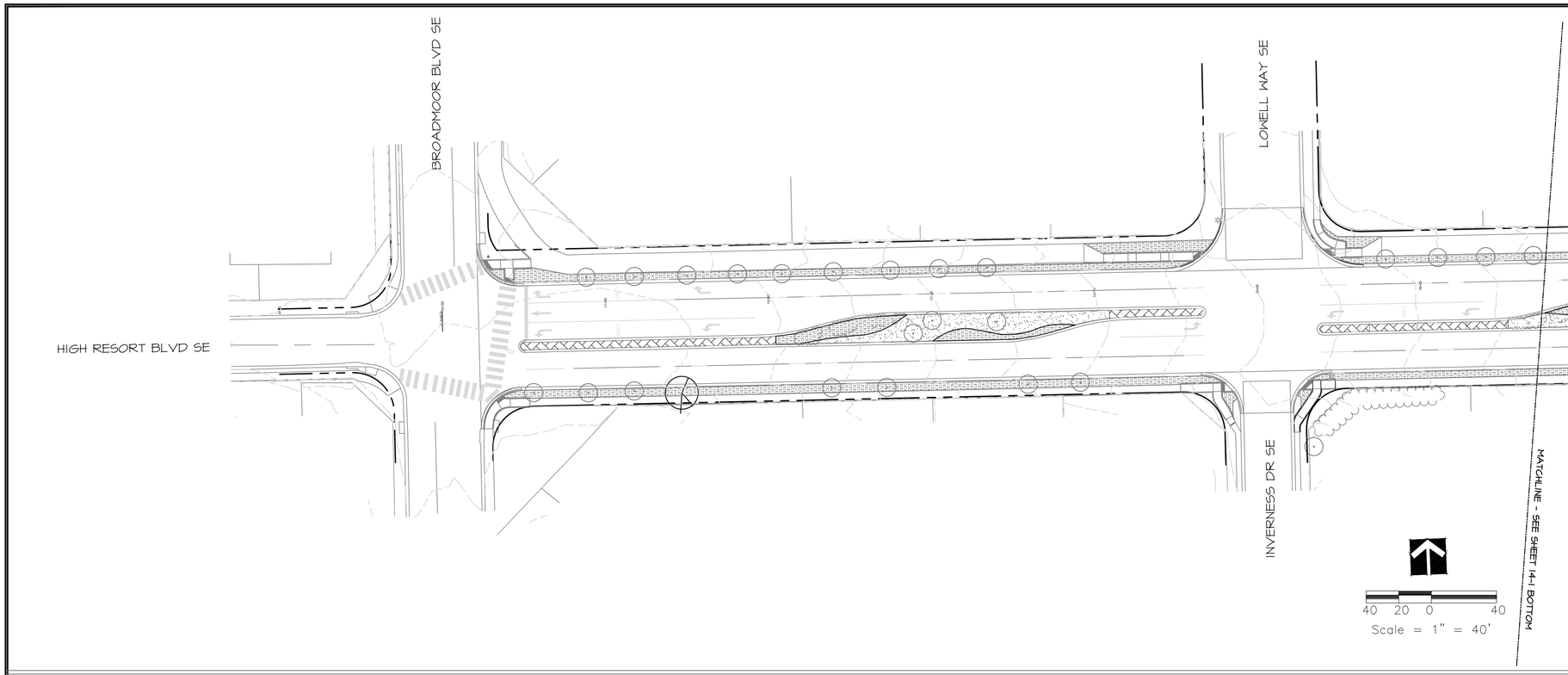

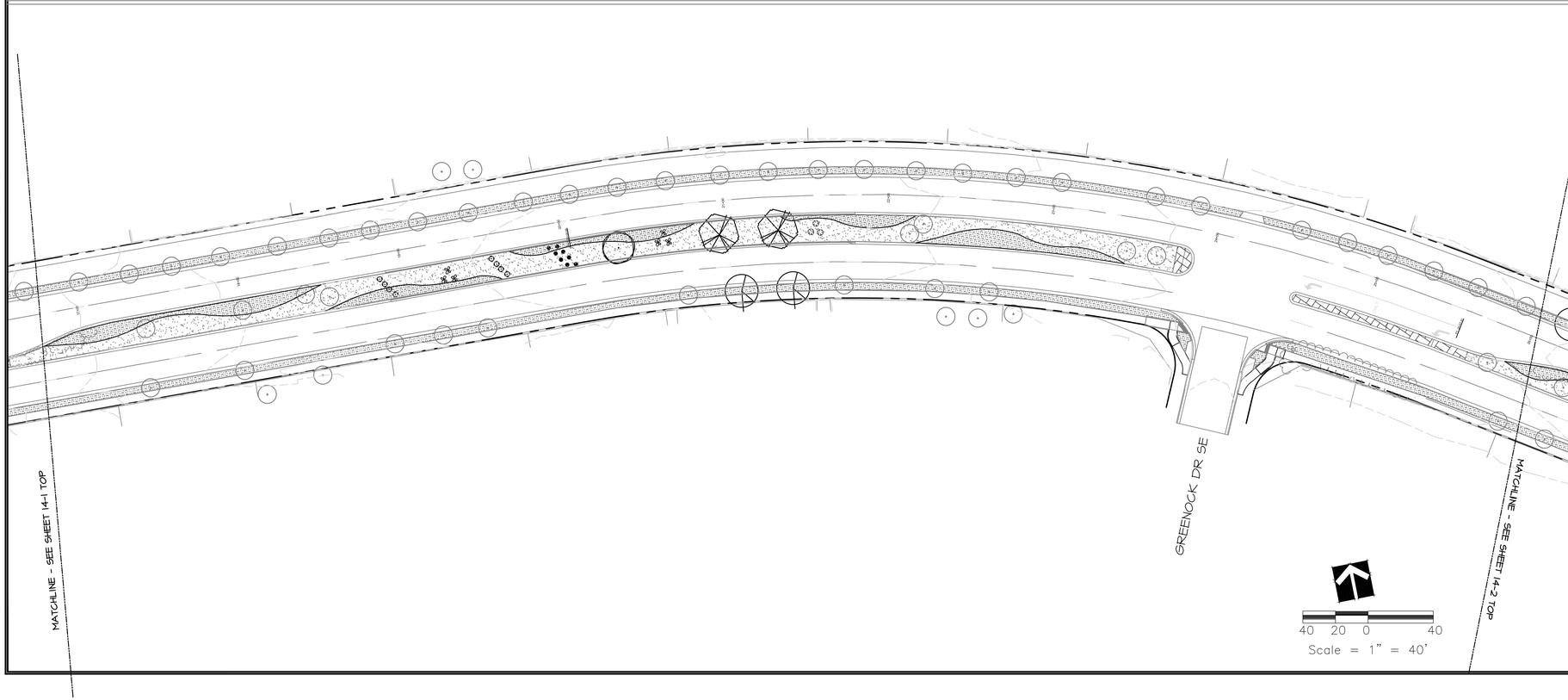

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES, INSTALL PER DETAILS, SHEET LP-501.		
	Sapindus drummondii	SOAPTREE
	Ulmus propinqua 'JFS-Bellerich'	EMERALD SUNSHINE ELM
	Chilopsis linearis	DESERT WILLOW
	Vitex agnus-castus	VITEX
SHRUBS, INSTALL PER DETAILS, SHEET LP-501.		
	Hesperaloe parviflora	RED YUCCA
	Stipa tenuissima	THREADGRASS
	Schizachyrium scoparium	LITTLE BLUESTEM
	Yucca pallida	PALE YUCCA
	EXISTING PLANTS TO REMAIN	
	(REPLACES EXISTING DEAD TREE TO BE REMOVED).	

FOR FULL PLANT SCHEDULE SEE SHEET 14-6

MATERIALS LEGEND

- 2"-4" ANGULAR GRAVEL COLOR, CANYON GOLD, OR APPROVED EQUIVALENT (AVAILABLE FROM VARIOUS SUPPLIERS) OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL.
- 1" ANGULAR GRAVEL COLOR, CANYON GOLD, OR APPROVED EQUIVALENT (AVAILABLE FROM VARIOUS SUPPLIERS) OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL.
- COLORED CONCRETE. SEE CIVIL PLANS.

GENERAL NOTES

1. CONTRACTOR SHALL REPLACE ALL EXISTING GRAVEL WITH NEW 1" ANGULAR GRAVEL OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL. COLOR: CANYON GOLD. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
2. COORDINATE WITH CITY TO ENSURE THAT IRRIGATION SYSTEM IS FUNCTIONING CORRECTLY AT ALL REPLACEMENT TREE LOCATIONS.

sites southwest

RioRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PLANTING PLAN

STATE OF NEW MEXICO
ROBERT A. CORDOVA
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-1

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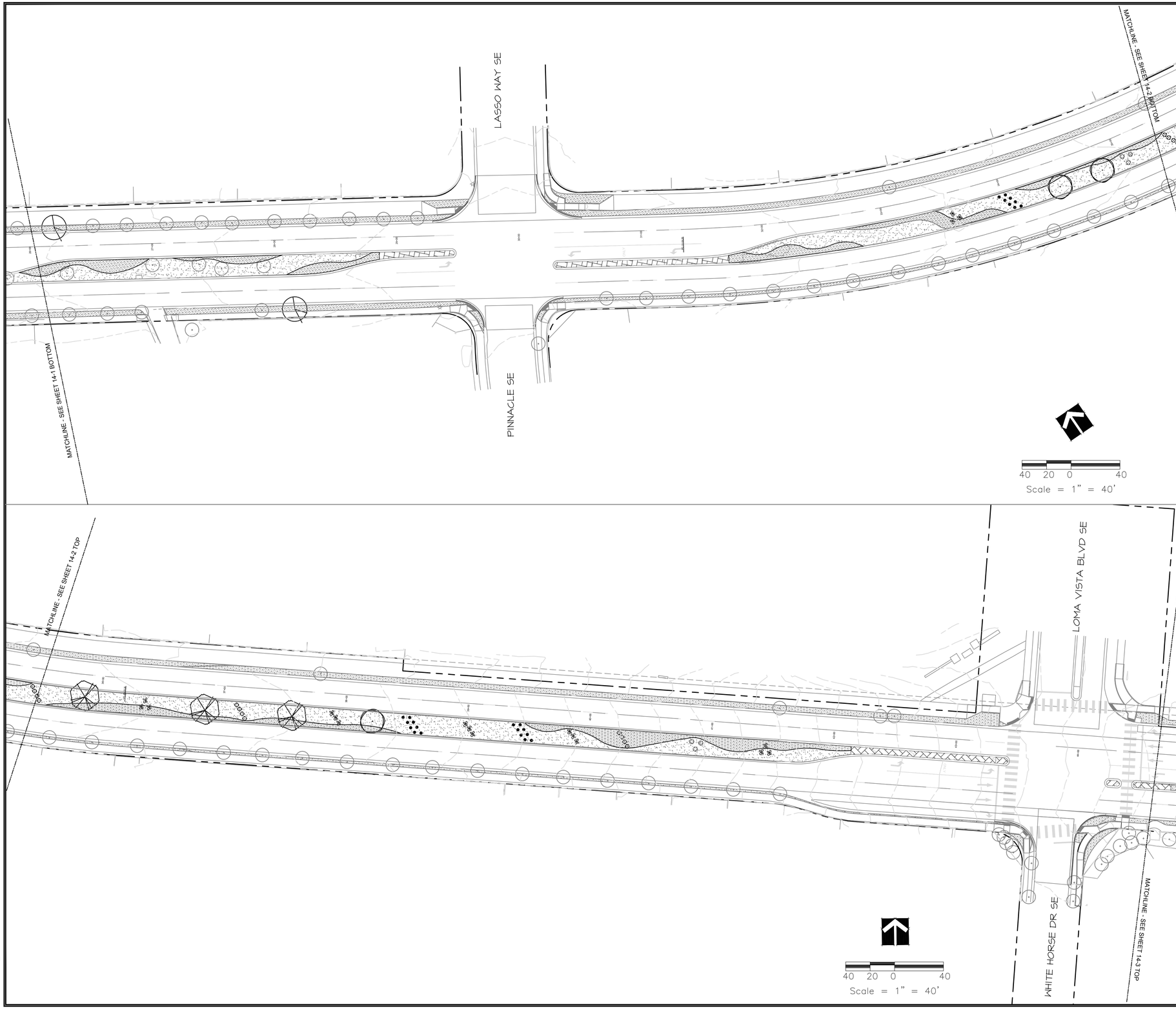

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME
TREES, INSTALL PER DETAILS, SHEET LP-501.		
	Sapindus drummondii	SOAPTREE
	Ulmus propinqua 'JFS-Belberich'	EMERALD SUNSHINE ELM
	Chilopsis linearis	DESERT WILLOW
	Vitex agnus-castus	VITEX
SHRUBS, INSTALL PER DETAILS, SHEET LP-501.		
	Hesperaloe parvifolia	RED YUCCA
	Stipa tenuissima	THREADGRASS
	Schizachyrium scoparium	LITTLE BLUESTEM
	Yucca pallida	PALE YUCCA
	EXISTING PLANTS TO REMAIN	
	(REPLACES EXISTING DEAD TREE TO BE REMOVED).	

FOR FULL PLANT SCHEDULE SEE SHEET 14-6

MATERIALS LEGEND

- 2"-4" ANGULAR GRAVEL COLOR, CANYON GOLD, OR APPROVED EQUIVALENT (AVAILABLE FROM VARIOUS SUPPLIERS) OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL.
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- COLORED CONCRETE. SEE CIVIL PLANS.

GENERAL NOTES

1. CONTRACTOR SHALL REPLACE ALL EXISTING GRAVEL WITH NEW 1" ANGULAR GRAVEL OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL. COLOR: CANYON GOLD. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
2. COORDINATE WITH CITY TO ENSURE THAT IRRIGATION SYSTEM IS FUNCTIONING CORRECTLY AT ALL REPLACEMENT TREE LOCATIONS.

sites southwest

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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www.wilsonco.com

HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PLANTING PLAN

STATE OF NEW MEXICO
ROBERT M. VERHUNKEN
NO. 1487
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	
SHEET	14-2

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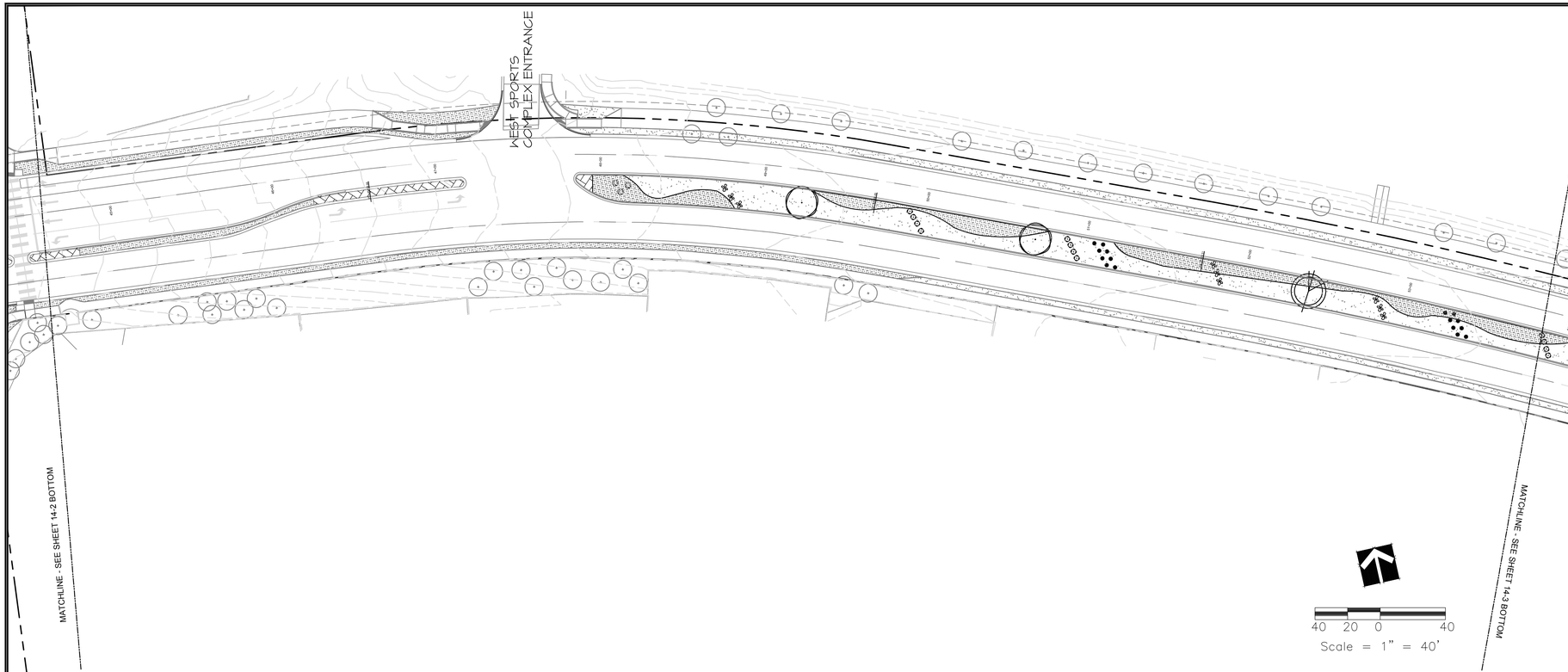

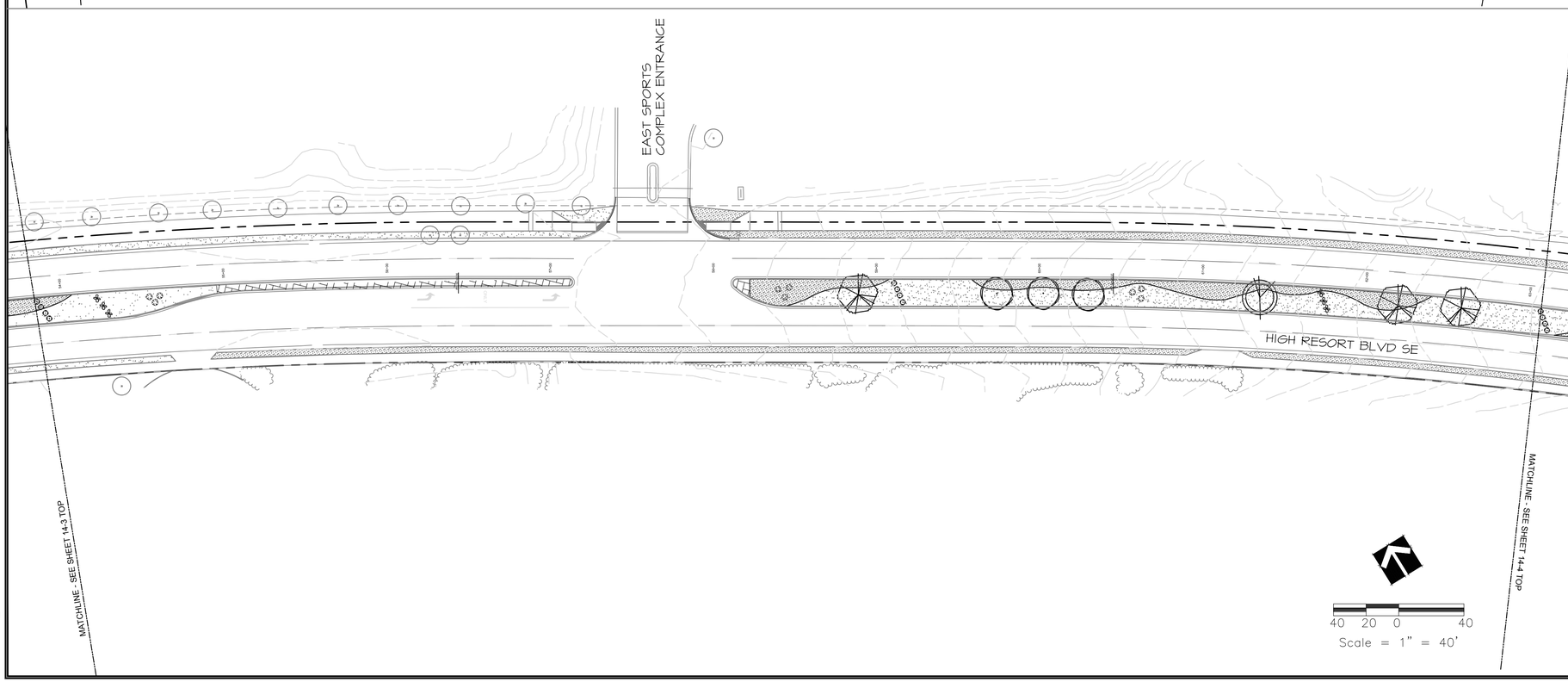

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SYMBOL	BOTANICAL NAME	COMMON NAME
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	Ulmus propinqua 'JFS-Belberich'	EMERALD SUNSHINE ELM
	Chilopsis linearis	DESERT WILLOW
	Vitex agnus-castus	VITEX
SHRUBS, INSTALL PER DETAILS, SHEET LP-501.		
	Hesperaloe parvifolia	RED YUCCA
	Stipa tenuissima	THREADGRASS
	Schizachyrium scoparium	LITTLE BLUESTEM
	Yucca pallida	PALE YUCCA
	EXISTING PLANTS TO REMAIN	
	(REPLACES EXISTING DEAD TREE TO BE REMOVED).	

FOR FULL PLANT SCHEDULE SEE SHEET 14-6

MATERIALS LEGEND

- 2"-4" ANGULAR GRAVEL COLOR, CANYON GOLD, OR APPROVED EQUIVALENT (AVAILABLE FROM VARIOUS SUPPLIERS) OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL.
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- COLORED CONCRETE. SEE CIVIL PLANS.

GENERAL NOTES

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2. COORDINATE WITH CITY TO ENSURE THAT IRRIGATION SYSTEM IS FUNCTIONING CORRECTLY AT ALL REPLACEMENT TREE LOCATIONS.

sites southwest

RRoRancho City of Vision

CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PLANTING PLAN

STATE OF NEW MEXICO
ROBERT K. OBERMOEFER
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
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DPW CHK:	

SHEET
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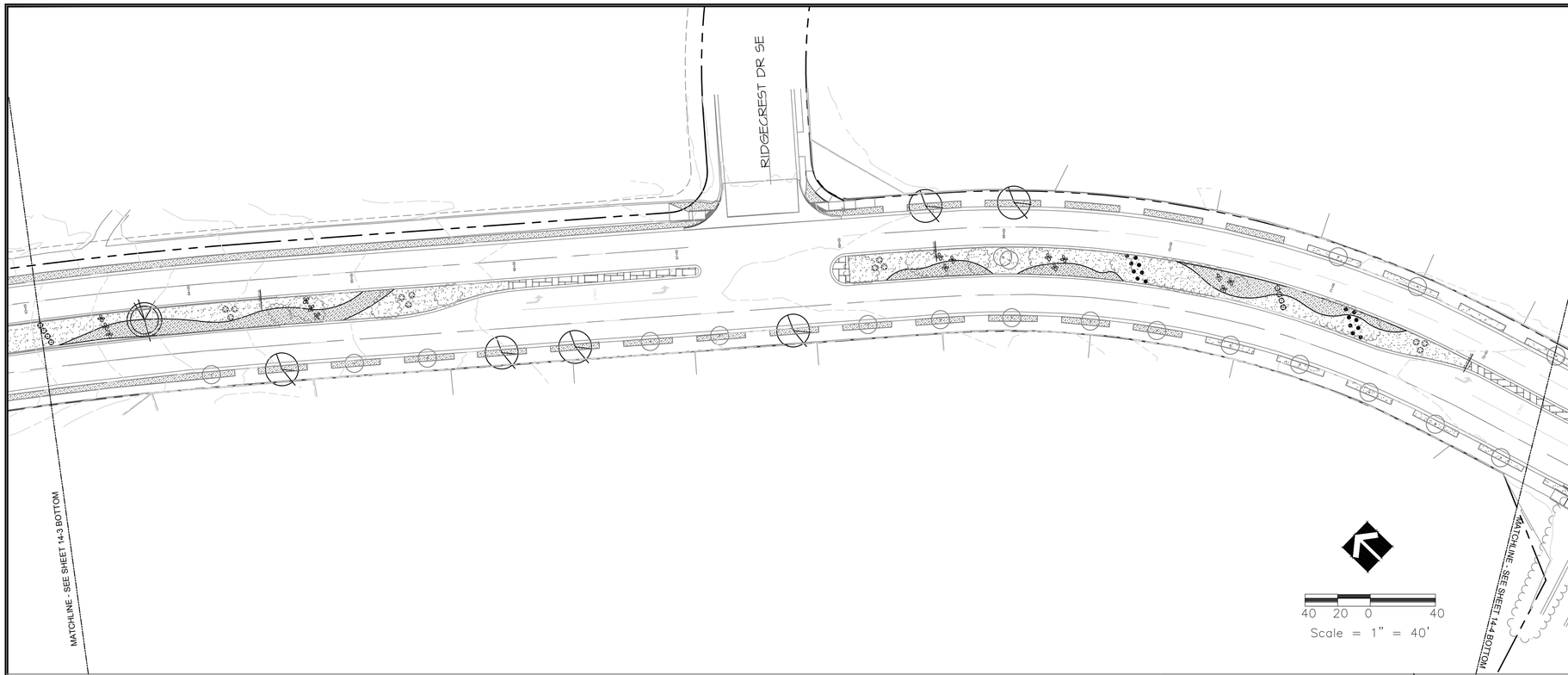

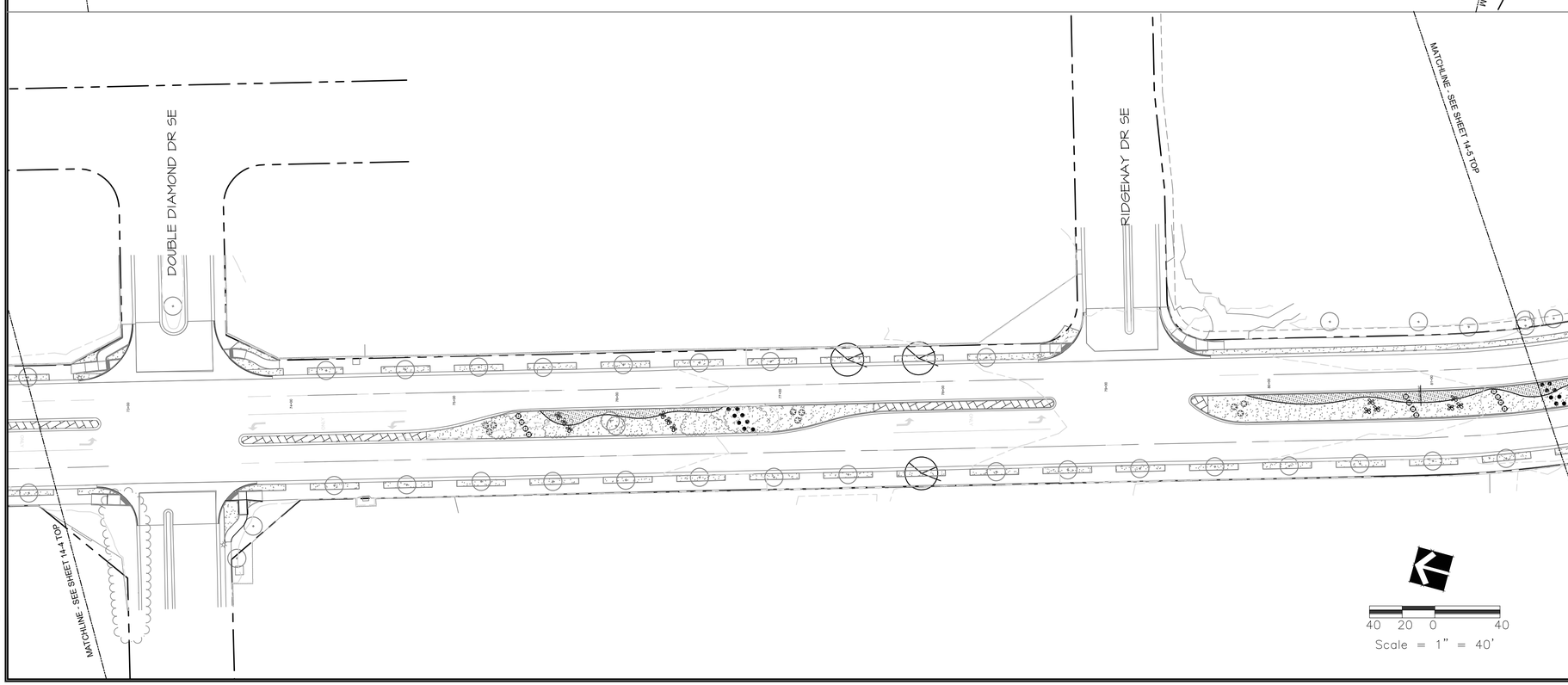

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FOR FULL PLANT SCHEDULE SEE SHEET 14-6

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sites southwest

RRoRancho City of Vision

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
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BROADMOOR BLVD TO NM 528

PLANTING PLAN

STATE OF NEW MEXICO
ROBERT L. CORDOVA
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-4

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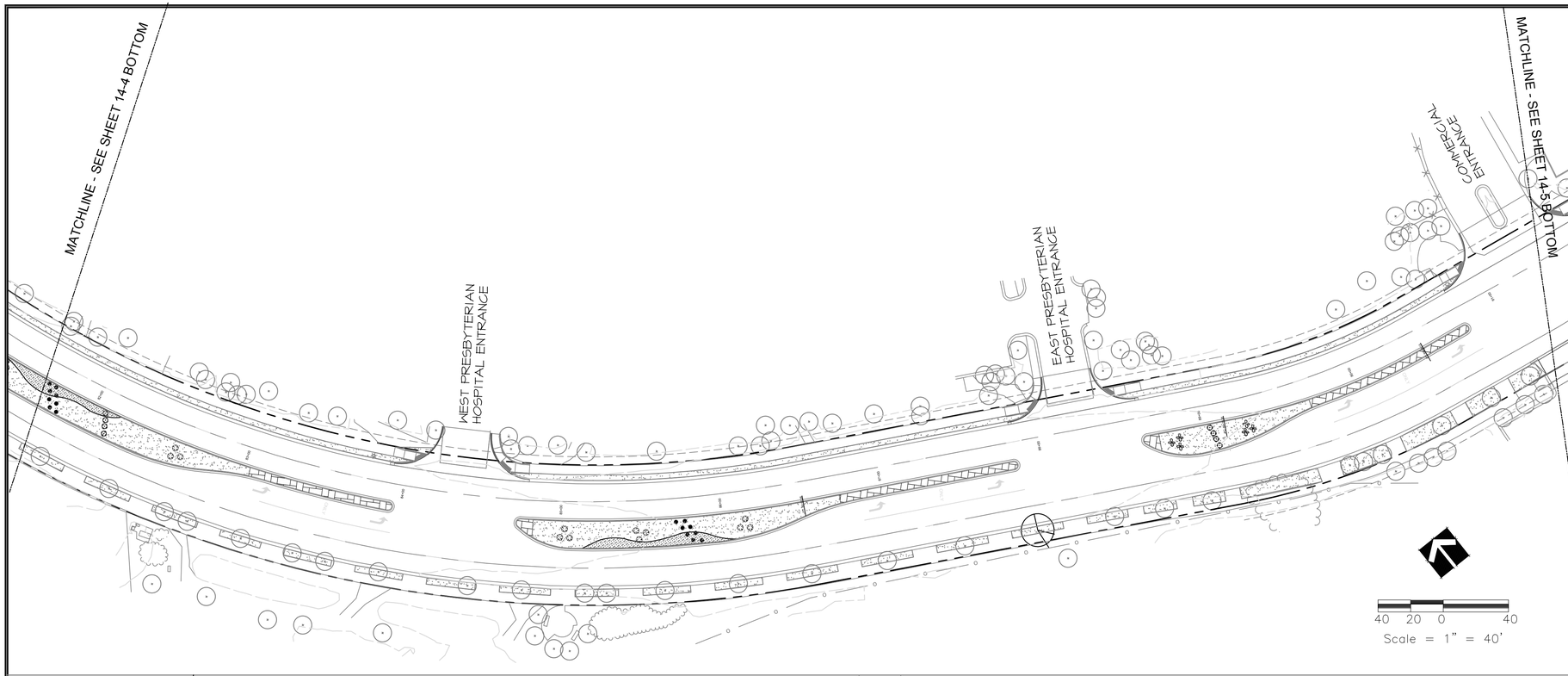

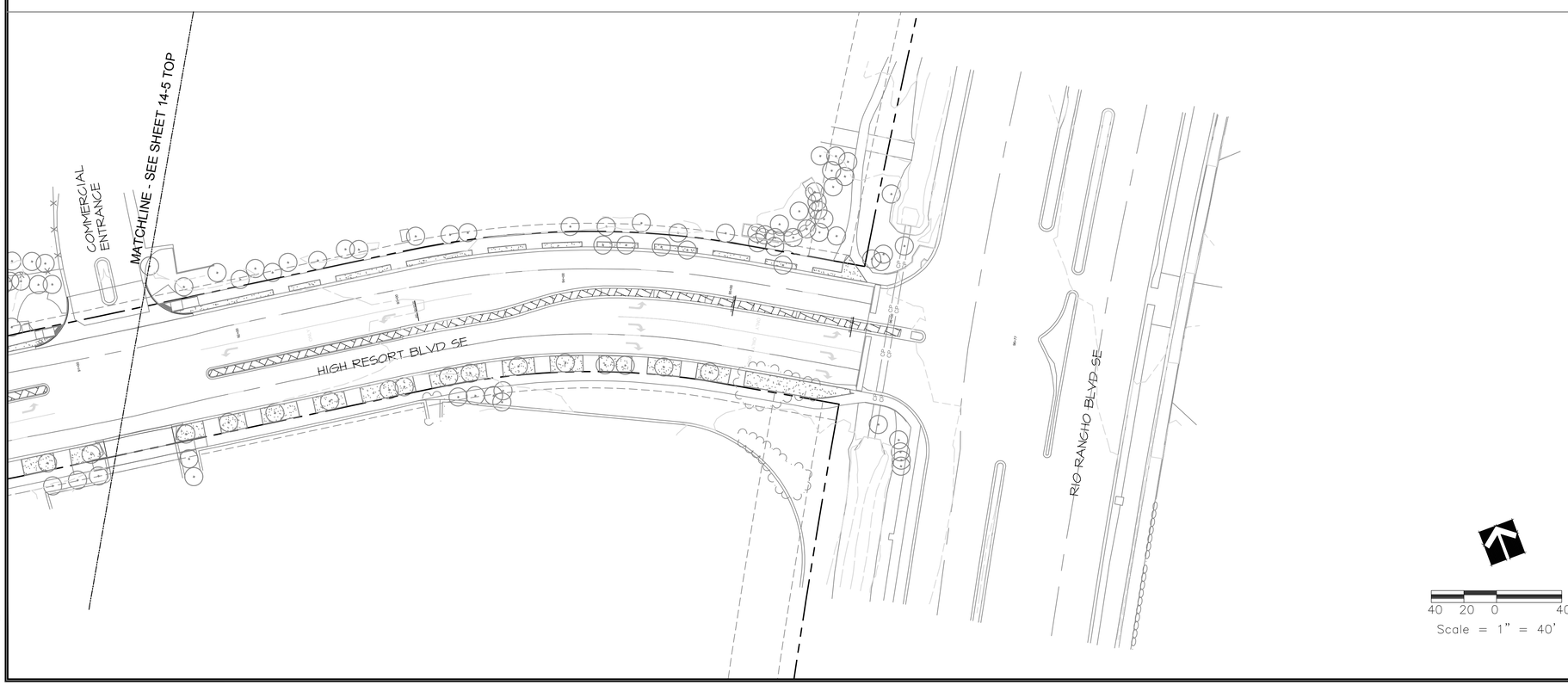

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SYMBOL	BOTANICAL NAME	COMMON NAME
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FOR FULL PLANT SCHEDULE SEE SHEET 14-6

MATERIALS LEGEND

- 2"-4" ANGULAR GRAVEL COLOR, CANYON GOLD, OR APPROVED EQUIVALENT (AVAILABLE FROM VARIOUS SUPPLIERS) OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL.
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GENERAL NOTES

1. CONTRACTOR SHALL REPLACE ALL EXISTING GRAVEL WITH NEW 1" ANGULAR GRAVEL OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL. COLOR: CANYON GOLD. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
2. COORDINATE WITH CITY TO ENSURE THAT IRRIGATION SYSTEM IS FUNCTIONING CORRECTLY AT ALL REPLACEMENT TREE LOCATIONS.

sites southwest

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CITY of RIO RANCHO

NO.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PLANTING PLAN

STATE OF NEW MEXICO
ROBERT A. CORDOVA
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-5

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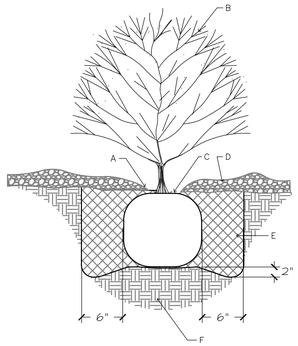
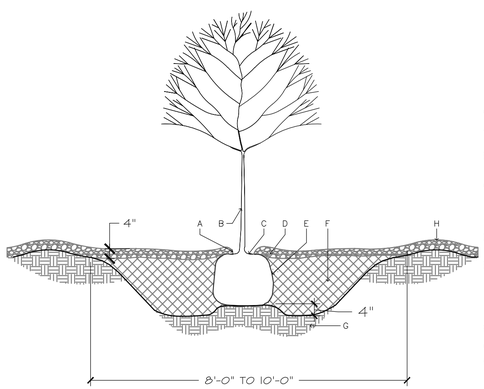


CONSTRUCTION NOTES:

A. MULCH SHALL BE FEATHERED TO A 2" DEPTH ON TOP OF ROOT BALL AND SHALL BE HELD BACK 2" FROM SHRUB STEM(S).
B. SHRUB LOCATION AND SPECIES AS PER PLAN
C. PLANT WITH TOP OF ROOT BALL FLUSH WITH SUB-GRADE (BOTTOM OF MULCH).
D. 4" DEPTH MULCH THROUGHOUT SHRUB BED UNLESS OTHERWISE NOTED.
E. BACKFILL WITH EXISTING SOIL.
F. UNDISTURBED NATIVE SOIL.

(B) ISOLATED SHRUB PLANTING

NOT TO SCALE



CONSTRUCTION NOTES:

A. MULCH SHALL BE HELD BACK 2" FROM TREE TRUNK.
B. TREE LOCATION AND SPECIES AS PER PLAN.
C. REMOVE EXISTING SOIL (FROM NURSERY) AS NEEDED TO EXPOSE ROOT FLARE. INSTALL WITH ROOT FLARE 2"-3" ABOVE GRADE.
D. 4" DEPTH MULCH THROUGHOUT PLANTING BED UNLESS OTHERWISE NOTED ON PLAN.
E. PLACE TREE IN HOLE TO STRAIGHTEN. REMOVE WIRE BASKET, WOOD BOX, PLASTIC, TWINE, AND/OR ROPE PRIOR TO BACKFILL. REMOVE BURLAP EXCEPT FROM BOTTOM OF ROOT BALL.
F. BACKFILL WITH EXISTING CLEAN SOIL.
G. UNDISTURBED NATIVE SOIL.
H. 4" DEPTH WATER RETENTION BASIN AT EXCAVATION LIMIT.

(A) ISOLATED TREE PLANTING

NOT TO SCALE

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE & COMMENTS	HT x SPR
TREES, INSTALL PER DETAILS, SHEET LP-501.					
	Sapindus drummondii	SOAPTREE	8	2" CALIPER 10FT.-12FT. MIN.	35' X 25'
	Ulmus propinqua 'JFS-Bellerich'	EMERALD SUNSHINE ELM	16	15 GAL	20' X 25'
	Chilopsis linearis	DESERT WILLOW	9	15 GAL	20' X 25'
	Vitex agnus-castus	VITEX	3	15 GAL	20' X 20'
SHRUBS, INSTALL PER DETAILS, SHEET LP-501.					
	Hesperaloe parvifolia	RED YUCCA	72	5 GAL	4' X 4'
	Stipa tenuissima	THREADGRASS	88	1 GAL	2' X 2'
	Schizachyrium scoparium	LITTLE BLUESTEM	64	1 GAL.	3' x 2'
	Yucca pallida	PALE YUCCA	54	5 GAL.	2' x 2'

MATERIALS LEGEND

2"-4" ANGULAR GRAVEL COLOR, CANYON GOLD, OR APPROVED EQUIVALENT (AVAILABLE FROM VARIOUS SUPPLIERS) OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL.

1" ANGULAR GRAVEL COLOR, CANYON GOLD, OR APPROVED EQUIVALENT (AVAILABLE FROM VARIOUS SUPPLIERS) OVER WEED BARRIER FABRIC, DEWITT PRO-5 OR APPROVED EQUAL.

COLORED CONCRETE. SEE CIVIL PLANS.

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

PLANTING DETAILS

STATE OF NEW MEXICO
ROBERT S. YOUNGKEN
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-6

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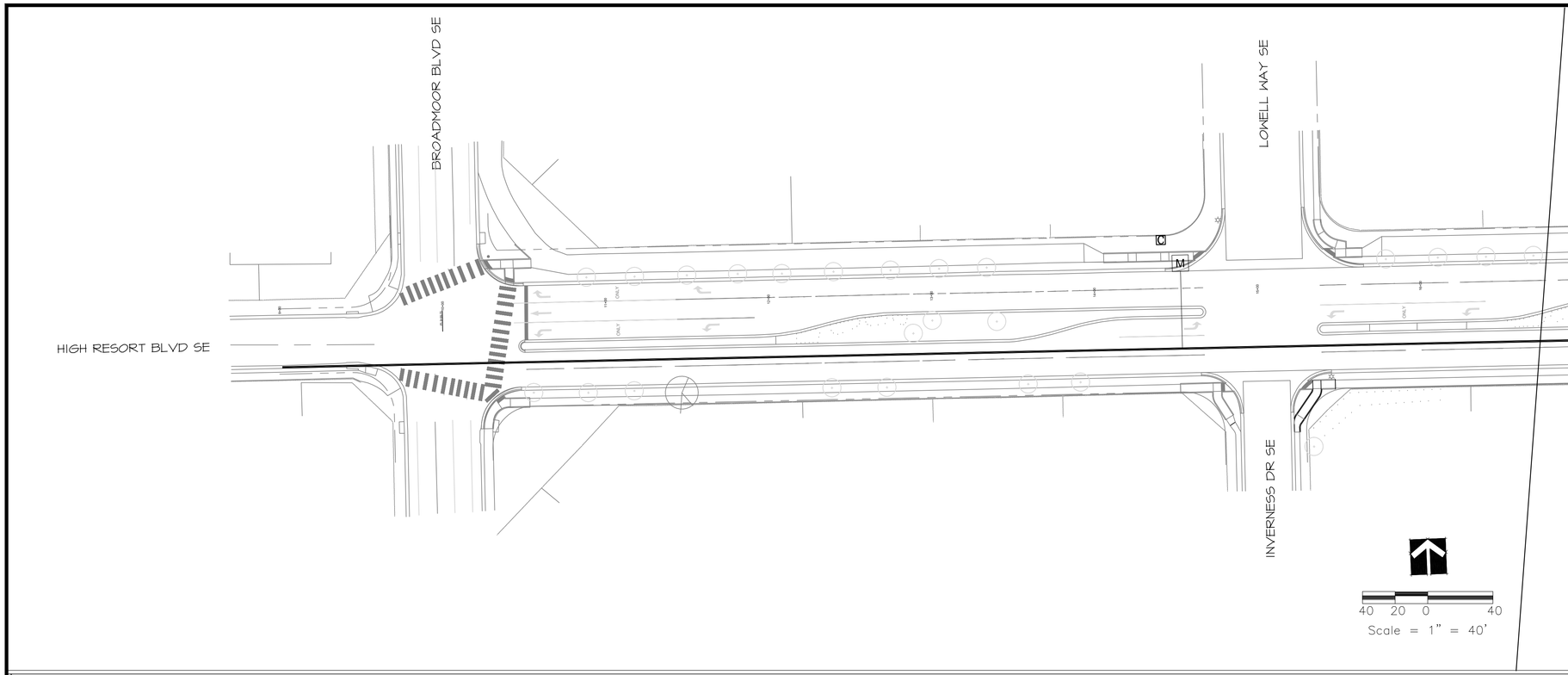

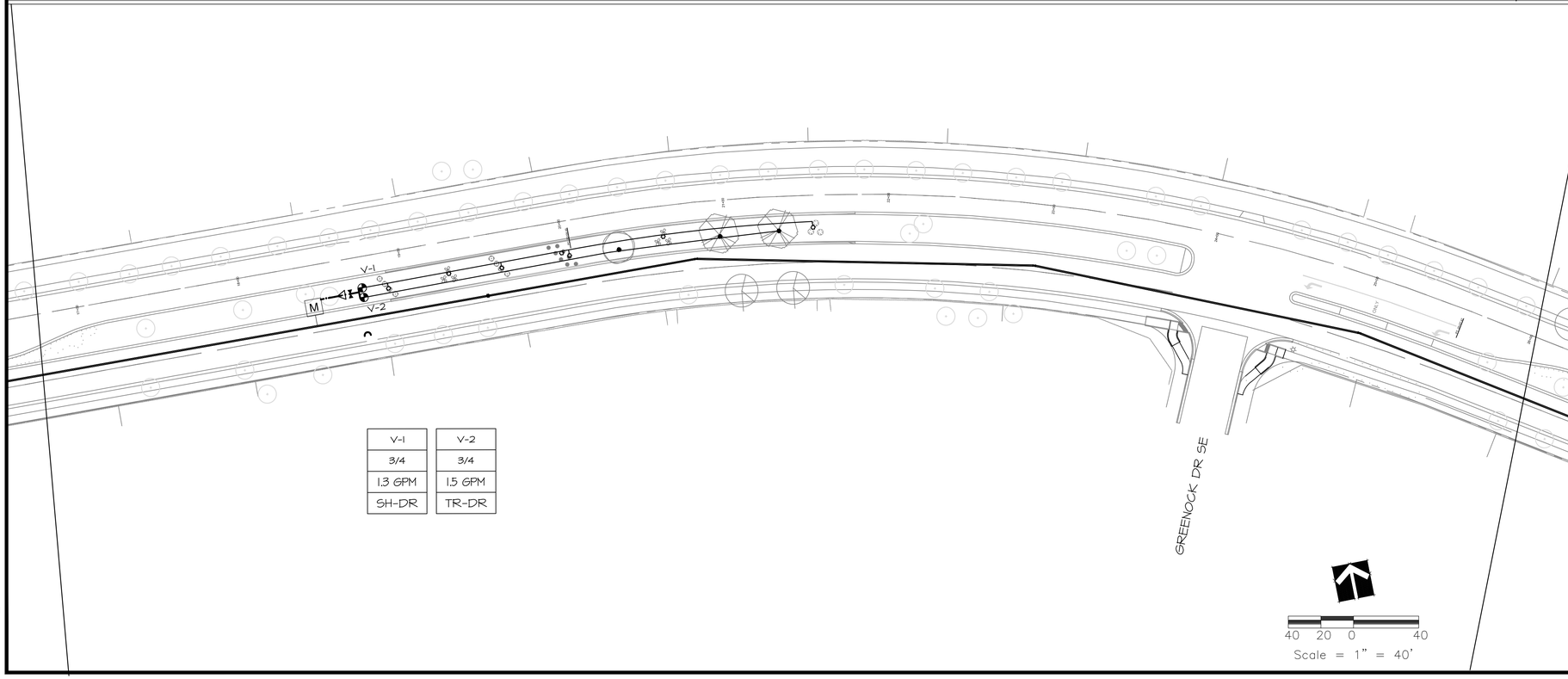

V-1	V-2
3/4	3/4
1.3 GPM	1.5 GPM
SH-DR	TR-DR

IRRIGATION LEGEND

- FEBCO 825Y 1" RP BACKFLOW ASSEMBLY IN HOT BOX 'DURA-FOLD' ALUMINUM ENCLOSURE, MODEL #DFIOFEH-X. SEE DETAIL D/L1-501 TO INCLUDE THE FOLLOWING:
- EXISTING CONTROLLER.
- SPEARS TRUE UNION SCH. 80 BALL VALVE (OR PER PUMP MFR). SIZE PER MAINLINE. SEE DETAIL B, SHEET 14-12.
- RAINBIRD DRIP ZONE CONTROL KIT, MODEL XCZ-75-PRF - SIZE AS PER PLAN. SEE DETAIL C, SHEET 14-12.
- RAINBIRD MODEL EMT 6-XERI DISTRIBUTION MANIFOLD WITH 2 GPH EMITTERS; PROVIDE ONE (1) EMITTER PER 1-GALLON SIZE (OR SMALLER) PLANT, AND TWO (2) EMITTERS PER 5-GALLON PLANT. SEE DETAIL A, SHEET 14-12.
- RAINBIRD MODEL EMT 6-XERI DISTRIBUTION MANIFOLD WITH 5 GPH EMITTERS; PROVIDE FOUR (4) EMITTERS PER TREE FOR EVERGREENS (PINON), AND SIX (6) EMITTERS PER DECIDUOUS TREE. SEE DETAIL A, SHEET 14-12.
- MAINLINE, 1" SCH. 40 PVC
- 3/4" SCHEDULE 40 LATERAL LINE.
- IRRIGATION SLEEVES-SLEEVES TO BE SIZED TWO SIZES LARGER THAN THE PIPE TO BE SLEEVED, UNLESS OTHERWISE NOTED ON THE PLANS, DETAILS: D/L-501

PIPE SIZING CHART

LATERALS SHALL BE SCHEDULE 40 PVC, SIZE AS INDICATED ON PLAN & BELOW.

MAXIMUM DEMAND	PIPE SIZE
UP TO 8 GPM	3/4"

VALVE No
VALVE SIZE
GPM
TYPE

SH-DR = SHRUBS DRIP
TR-DR = TREES DRIP

IRRIGATION NOTES

1. IRRIGATION SYSTEM AS SHOWN WAS DESIGNED WITH AN ESTIMATED LINE PRESSURE OF 40-117 PSI AT THE METER. CONTRACTOR SHALL FIELD VERIFY LINE PRESSURE PRIOR TO THE START OF WORK. IF FIELD CONDITIONS ARE OTHER THAN AS STATED, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH WORK.

2. ALL PIPING, VALVE BOXES, AND OTHER ASSOCIATED COMPONENTS SHALL BE PURPLE IN COLOR, OR OTHERWISE MARKED TO INDICATE USE OF RECLAIMED WATER, IN ACCORDANCE WITH LOCAL PLUMBING CODES AND ACCEPTED INDUSTRY PRACTICE.

3. CONTRACTOR SHALL TIE VALVE CONTROL WIRES INTO EXISTING CONTROL WIRES SO THAT VALVES WILL RUN CONCURRENTLY WITH EXISTING VALVES RUN BY EXISTING CONTROLLER.

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

IRRIGATION PLAN

STATE OF NEW MEXICO
ROBERT A. CHRISTOFFER
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-7

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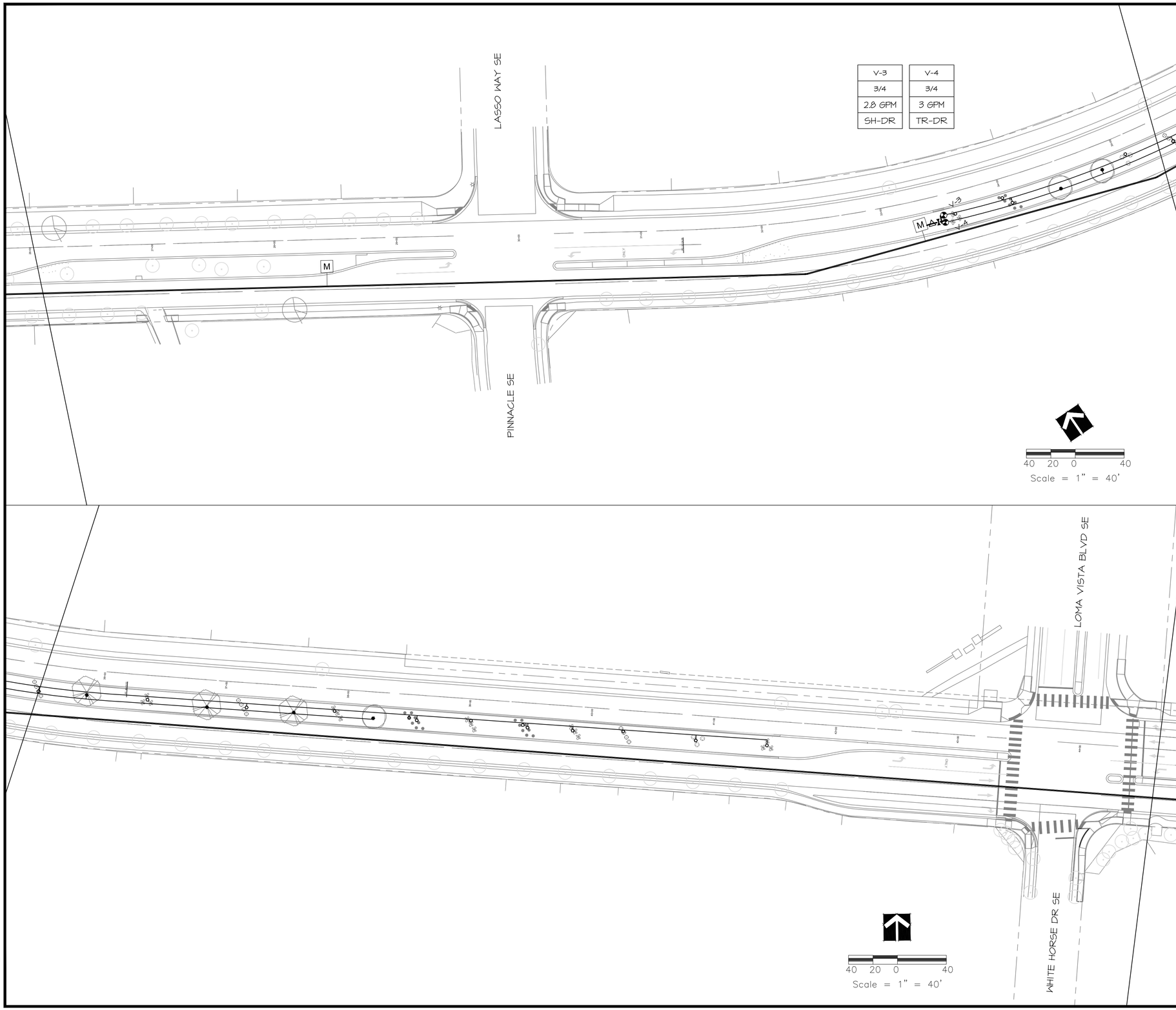

V-3	V-4
3/4	3/4
2.8 GPM	3 GPM
SH-DR	TR-DR

IRRIGATION LEGEND

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PIPE SIZING CHART

LATERALS SHALL BE SCHEDULE 40 PVC, SIZE AS INDICATED ON PLAN & BELOW.

MAXIMUM DEMAND	PIPE SIZE
UP TO 8 GPM	3/4"

VALVE No
VALVE SIZE
GPM
TYPE

SH-DR = SHRUBS DRIP
TR-DR = TREES DRIP

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RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

IRRIGATION PLAN

STATE OF NEW MEXICO
ROBERT A. CRAFTON JR.
REGISTERED LANDSCAPE ARCHITECT
9/15/16

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-8

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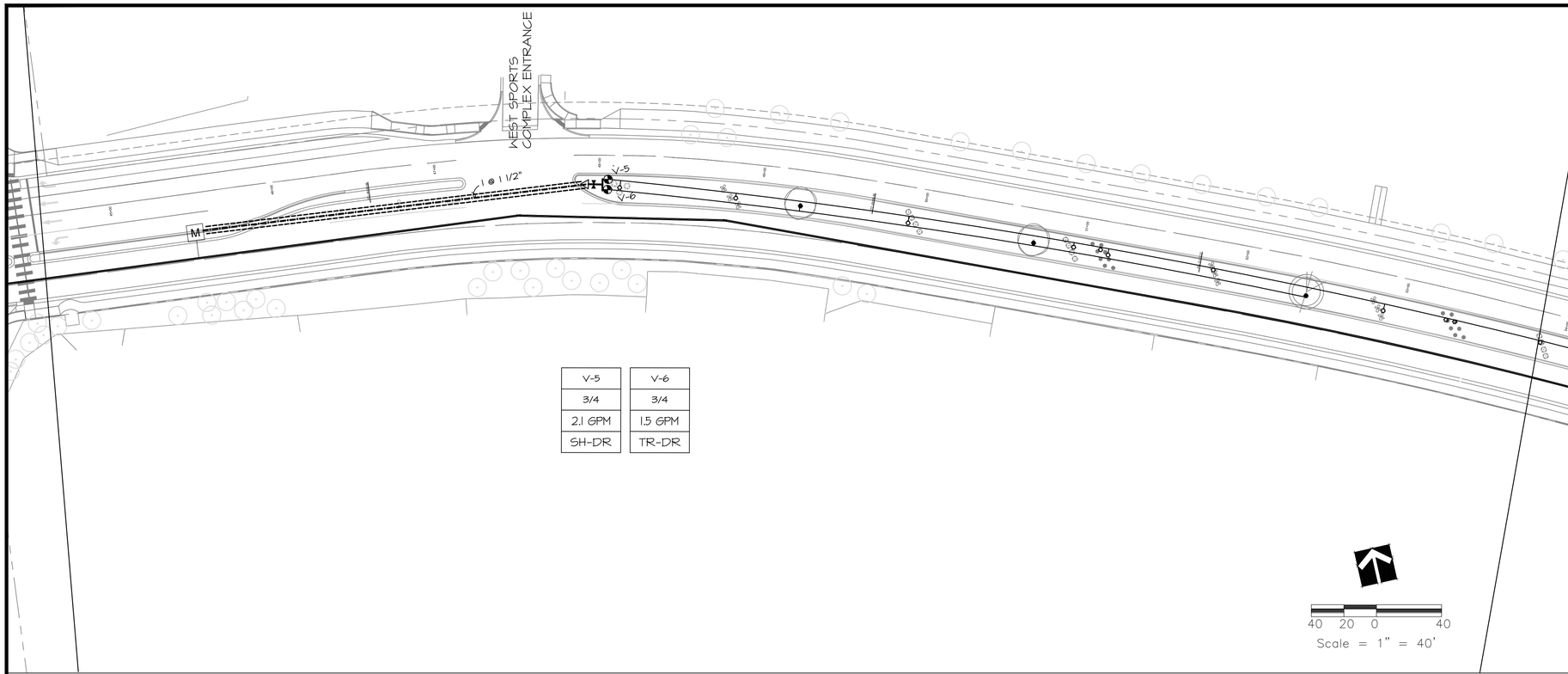
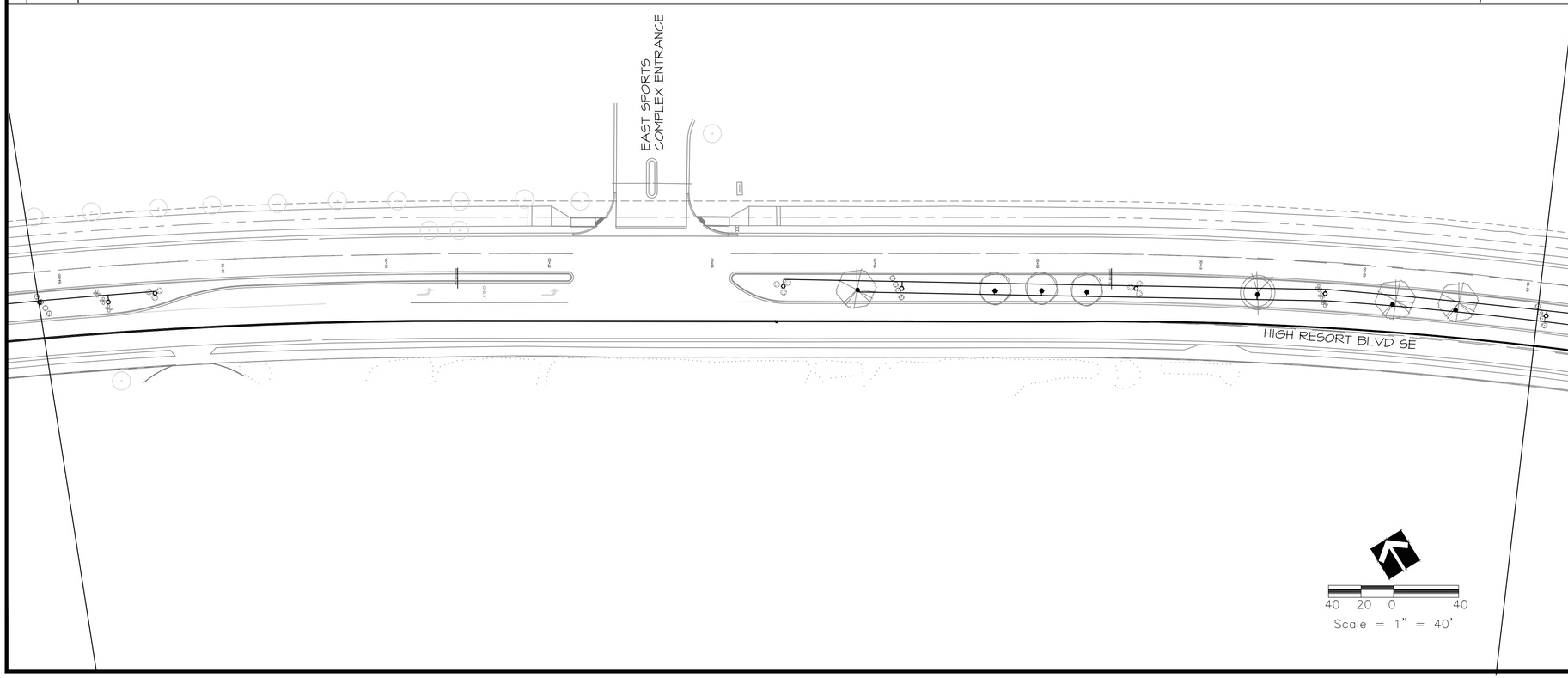


V-5	V-6
3/4	3/4
2.1 GPM	1.5 GPM
SH-DR	TR-DR



IRRIGATION LEGEND

- FEBCO 825Y 1" RP BACKFLOW ASSEMBLY IN HOT BOX "DURA-FOLD" ALUMINUM ENCLOSURE, MODEL #DFIOFEH-X. SEE DETAIL D/LI-501 TO INCLUDE THE FOLLOWING:
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PIPE SIZING CHART

LATERALS SHALL BE SCHEDULE 40 PVC, SIZE AS INDICATED ON PLAN & BELOW.

MAXIMUM DEMAND	PIPE SIZE
UP TO 8 GPM	3/4"

VALVE No
VALVE SIZE
GPM
TYPE

SH-DR = SHRUBS DRIP
TR-DR = TREES DRIP

IRRIGATION NOTES

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CITY of RIO RANCHO

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

IRRIGATION PLAN

STATE OF NEW MEXICO
ROBERT A. CRAWDORFER
NO. 187
REGISTERED LANDSCAPE ARCHITECT
9/15/16

sites southwest

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-9

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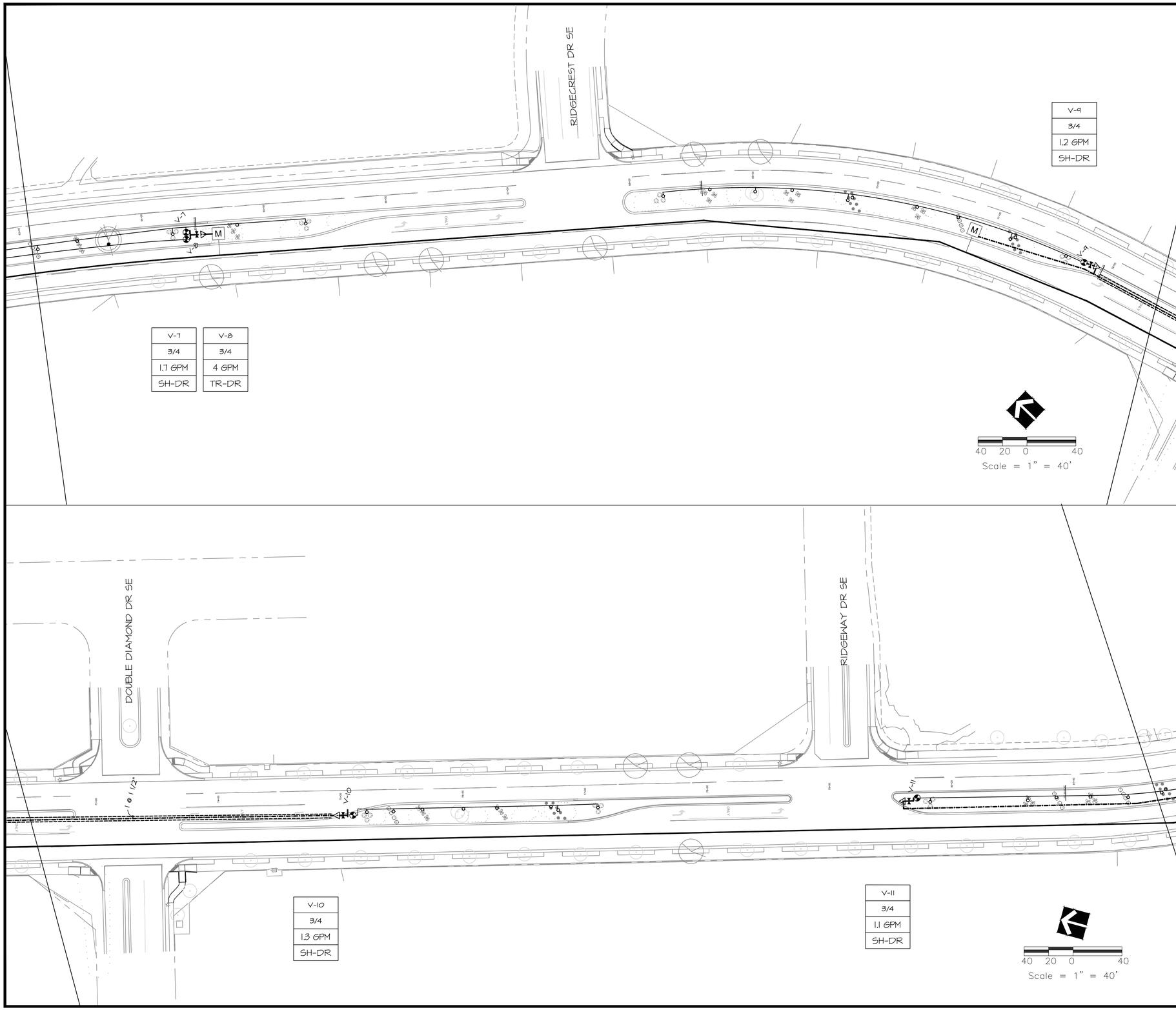

IRRIGATION LEGEND

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SH-DR = SHRUBS DRIP
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IRRIGATION NOTES

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BROADMOOR BLVD TO NM 528

IRRIGATION PLAN

STATE OF NEW MEXICO
ROBERT A. CRAWFORD
REGISTERED LANDSCAPE ARCHITECT
9/15/16

sites southwest

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-10

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IRRIGATION LEGEND

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PIPE SIZING CHART

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MAXIMUM DEMAND	PIPE SIZE
UP TO 8 GPM	3/4"

VALVE No
VALVE SIZE
GPM
TYPE

SH-DR = SHRUBS DRIP
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BROADMOOR BLVD TO NM 528

IRRIGATION PLAN

STATE OF NEW MEXICO
ROBERT A. DONDERSKI
REGISTERED LANDSCAPE ARCHITECT
9/15/16

sites southwest

PROJECT NO.	1660003400
DESIGNED BY:	DMD, JM, KIS
DRAWN BY:	KIS / ALL
CHECKED BY:	CAP
DATE:	JULY 2016
DPW CHK:	

SHEET
14-11

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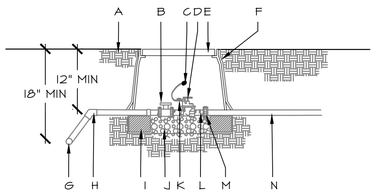
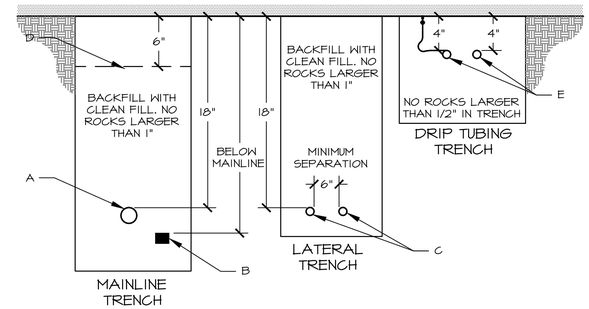


CONSTRUCTION NOTES
A. FINISH GRADE.
B. BALL VALVE- SEE IRRIGATION LEGEND.
C. DRY SPLICE CONNECTOR OR EQUAL.
D. ELECTRIC VALVE -SEE IRRIGATION LEGEND.
E. CARSON INDUSTRY 1419 (ABS) 18" VALVE BOX W/ BOLT DOWN COVER (ABS) AND ONE 8" EXTENSION. COLOR TO MATCH ADJACENT MATERIAL (TURF-GREEN, MULCH-TAN) OR PURPLE IF RECLAIMED WATER SYSTEM.
F. PROVIDE DEWITT PRO 5 WEED CLOTH ALONG SIDES AND BASE OF VALVE BOX INSTALLATION. TAPE TO ALL INLET AND OUTLET PIPE.
G. PVC MAINLINE-SEE IRRIGATION LEGEND.
H. SCH 80 - 45 DEGREE FITTING.
I. 8" X 8" X 16" SOLID CMU BLOCK.
J. 8" DEPTH, 3/8" DIAMETER PEA GRAVEL.
K. 24" WIRE EXPANSION COIL, EXTEND WIRE 12" ABOVE VALVE BOX FOR SERVICE.
L. SCHEDULE 80 PVC CLOSE NIPPLE.
M. SCH 80 PVC UNION.
N. LATERAL LINE.

C IRRIGATION MASTER VALVE

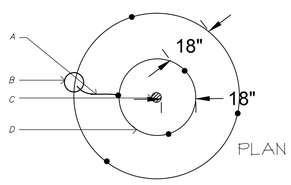
NOT TO SCALE



A. MAINLINE PIPING- SEE PLAN FOR SIZE AND TYPE.
B. 24V DIRECT BURY ELECTRICAL WIRES.
C. LATERAL PIPING- SEE PLAN FOR SIZE AND TYPE.
D. WARNING TAPE- 3" WIDE "IRRIGATION".
E. 3/4" POLYETHYLENE DRIP TUBING - 4" BURY.
F. 1/4" POLYETHYLENE SPAGHETTI DISTRIBUTION TUBING - 4" BURY.

B PIPE & WIRE DEPTH OF BURY

NOT TO SCALE



INSTALL (6) EMITTERS PER TREE, SPACE EVENLY AROUND ROOTBALL, IN OFFSET TRIANGULAR PATTERN FOR TREES, SEE IRRIGATION LEGEND FOR OUTLET EMITTER SIZE.

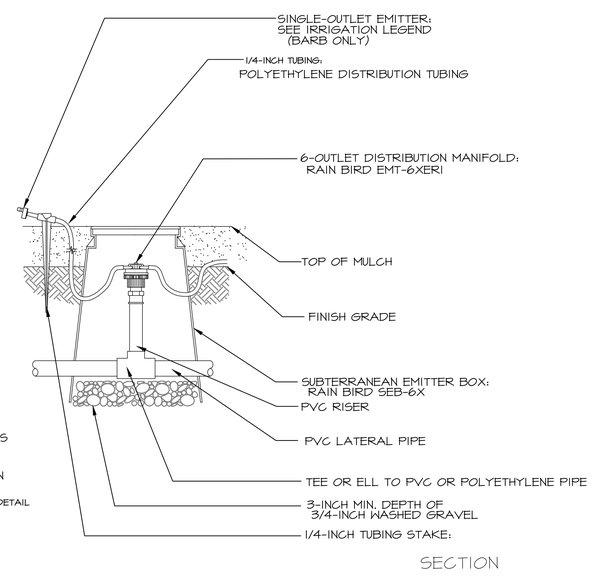
A. EMITTER AND TUBING
B. MULTI OUTLET EMITTER DEVICE, INSTALL OUTSIDE OF ROOTBALL
C. TREE TRUNK
D. TREE ROOTBALL

CONSTRUCTION NOTES:

A - ENSURE SINGLE OUTLET EMITTER IS ON TOP OF THE PLANT'S ROOTBALL.

B - LOCATE SINGLE OUTLET EMITTERS AROUND TREES AS PER PLAN LAYOUT DIAGRAM ABOVE.

C - LOCATE SINGLE OUTLET EMITTERS FOR 1 GALLON & 5 GALLON, 2 FOR SHRUB ON OPPOSITE SIDES OF ROOTBALL & 1 PER 1 GALLON, SEE PLAN-THIS DETAIL



SECTION

C 6 OUTLET EMMITER

NOT TO SCALE

sites southwest

CITY of RIO RANCHO

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

REVISIONS (OR CHANGE NOTICES)

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HIGH RESORT BLVD
RECONSTRUCTION PROJECT
PW 1611
BROADMOOR BLVD TO NM 528

IRRIGATION DETAILS

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