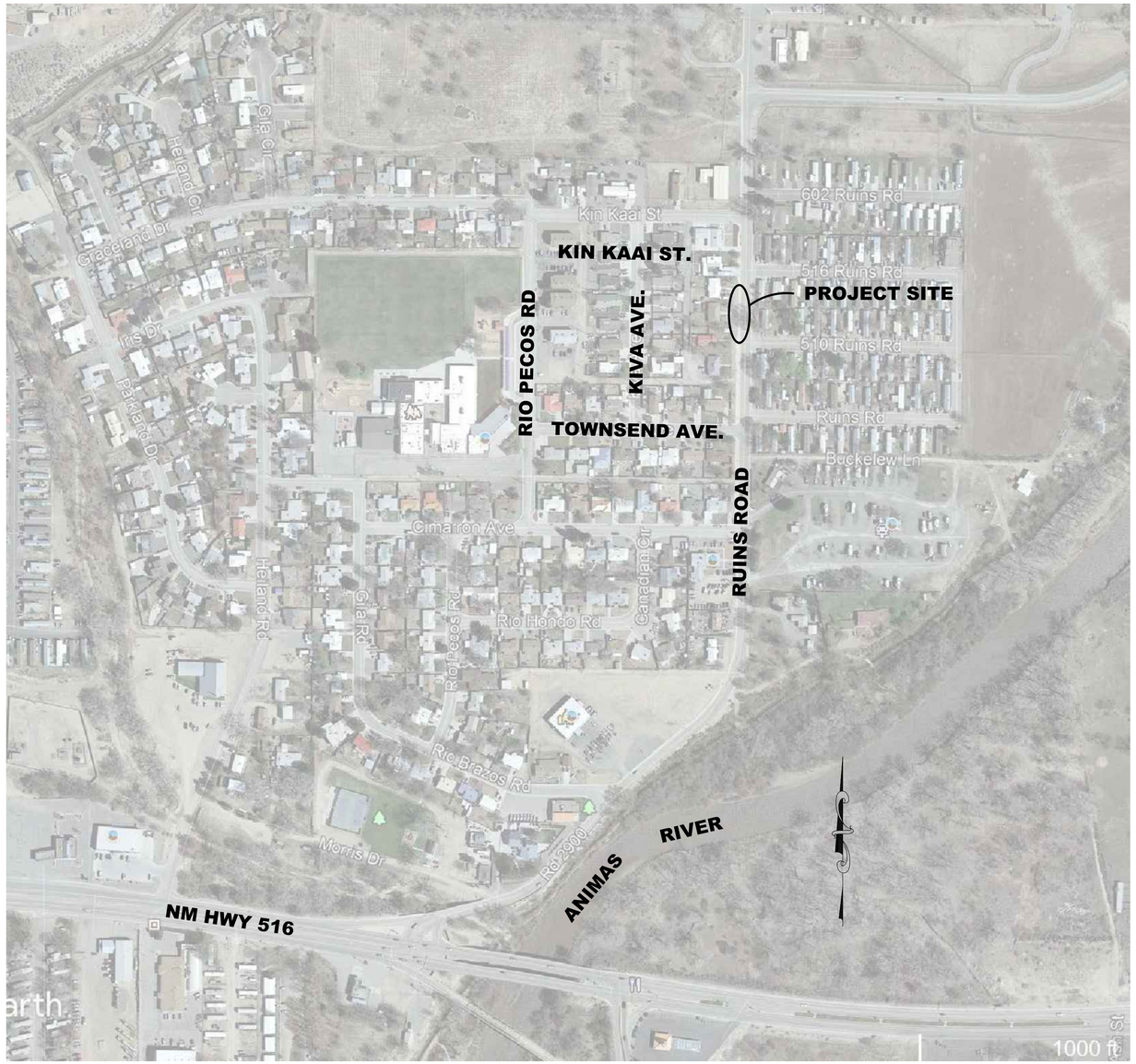
CITY OF AZTEC
RUINS ROAD INLET REPAIR



LOCATION MAP
SCALE: 1" = 200'

PHOTOS OF EXISTING CONDITIONS IN JANUARY, 2020

EXISTING CONDITIONS:

THE CITY OF AZTEC HAS A DROP INLET ON RUINS ROAD THAT IS NOT FUNCTIONING AS INTENDED. THE ROAD SURFACE, CURB & GUTTER, AND SIDEWALK SURROUNDING THE INLET HAVE SETTLED WHILE THE INLET HAS REMAINED IN PLACE. AS A RESULT THE TOP OF GRATE OF THE INLET IS HIGHER THAN THE SURROUNDING AREA, AND STORM WATER POOLS IN THE LOW AREAS.

ON JANUARY 16, 2020 AN INSPECTION OF THE INLET WAS PERFORMED TO DETERMINE IF IT COULD REMAIN IN SERVICE OR IF IT WOULD NEED TO BE REPLACED. FOLLOWING ARE SOME OF THE OBSERVATIONS FROM THAT INSPECTION:

1. IT WAS ESTABLISHED BY SURVEY THAT THE TOP OF GRATE ELEVATION IS IN LINE WITH THE FLOW LINE OF THE CURB LINE.
2. THE SETTLING OF THE CURB & GUTTER AROUND THE INLET HAD CREATED CRACKS IN THE INLET TOP.
3. EXCEPT FOR THE CRACKS IN THE INLET TOP, THE INLET APPEARS TO BE IN VERY GOOD CONDITION.
4. THE CULVERT ENTERING THE INLET FROM ACROSS THE STREET IS RESTRICTED BY A DEFORMED HDPE SLEEVE THAT APPEARS TO BE SMALLER THAN THE CULVERT.
5. THE CULVERT ENTERING THE INLET FROM THE NORTH APPEARS TO HAVE A SAG JUST UP-STREAM OF THE INLET. AS A RESULT, DEBRIS HAS ACCUMULATED IN THE BOTTOM OF THE SAG.
6. THE CULVERT EXITING THE INLET TOWARD THE SOUTH APPEARS TO HAVE A SLIGHT SAG WHICH RESULTS IN MINOR PONDING OF STORM WATER IN THE BOTTOM OF THE CULVERT.

INTENT OF PLAN:

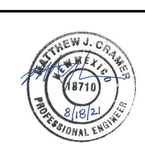
THE INTENT OF THESE PLANS IS TO DETAIL THE REPAIR AREA SURROUNDING THE INLET. THE REPAIRS INCLUDE THE FOLLOWING:

1. REPAIR THE CONNECTION OF THE CULVERT FROM ACROSS THE STREET SUCH THAT THE FLOWS ARE NOT RESTRICTED AND ALL STORM WATER FROM THAT CULVERT ENTERS THE INLET.
2. REMOVE AND REPLACE THE CULVERT FROM THE NORTH SUCH THAT THE SAG IS REMOVED AND NO PONDING OCCURS.
3. EXCAVATE BESIDE THE CULVERT TOWARD THE SOUTH TO ALLOW CITY PERSONNEL TO DETERMINE IF A VOID EXISTS UNDER THE CULVERT. IF THERE IS A VOID, FILL IT WITH FLOW FILL.
4. REMOVE THE MATERIAL FROM THE PORTION OF THE SURROUNDING AREA THAT HAS SETTLED AND REPLACE IT WITH ENGINEERED FILL OF CLSN.
5. REPAIR THE CRACKS IN THE INLET TOP.
6. REPLACE THE ASPHALT AND CURB & GUTTER SUCH THAT STORM WATER FROM UP-STREAM IS DIRECTED INTO THE INLET.
7. RECONSTRUCT THE SIDEWALK AND DRIVEWAY PADS TO BE COMPLIANT WITH ADA REQUIREMENTS.

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING, AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, INCLUDING COMPLIANCE WITH ALL OSHA REGULATIONS AND CITY OF AZTEC SAFETY POLICIES.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A PROTECTIVE FENCE AS APPROVED BY THE CITY OF AZTEC, AROUND THE CONSTRUCTION AREA TO PROTECT AGAINST ACCIDENTAL INJURY TO THE PUBLIC.
3. THE LOCATIONS OF UTILITIES SHOWN IN THESE PLANS ARE APPROXIMATE TO ASSIST THE CONTRACTOR IN COMPLETING THE WORK. THE CONTRACTOR SHALL VERIFY ALL UTILITIES AND THEIR LOCATIONS WITH THE UTILITY OWNERS PRIOR TO CONSTRUCTION. ANY UTILITIES DAMAGED DUE TO NEGLIGENCE OF THE CONTRACTOR SHALL BE RESTORED TO THE UTILITY OWNER'S REQUIREMENTS AT THE CONTRACTOR'S EXPENSE.
4. OVERHEAD POWER LINES HAVE VERTICAL CLEARANCE RESTRICTIONS. THE CONTRACTOR SHALL CONSULT WITH CITY OF AZTEC PERSONNEL BEFORE PERFORMING ANY WORK IN THE AREA OF OVERHEAD POWER LINE CROSSINGS.
5. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR THE CONSTRUCTION SITE. THE TRAFFIC CONTROL PLAN SHALL ALLOW NORTH-BOUND TRAFFIC TO CONTINUE ON RUIN ROAD, WHILE SOUTH-BOUND TRAFFIC WILL BE DETOURED WEST ON KIN KAAI STREET, SOUTH ON RIO PECOS ROAD, AND EAST ON TOWNSEND STREET.
6. ANY EXISTING OR NEW ROADSIDE FEATURES OR OTHER IMPROVEMENTS NEGLIGENTLY DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE RESTORED TO EQUAL OR BETTER CONDITION AT THE CONTRACTOR'S EXPENSE.
7. ALL WORKMANSHIP AND MATERIALS SHALL CONFORM TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION 2019 SPECIFICATIONS UNLESS OTHERWISE NOTED.
8. THE DESIGN FEATURES, INCLUDING HORIZONTAL AND VERTICAL ALIGNMENTS, TYPICAL SECTIONS, TURNOUTS, AND OTHER DESIGN DETAILS SHOWN ON THESE DESIGN PLANS, SHALL NOT BE ALTERED OR MODIFIED IN ANY WAY DURING CONSTRUCTION WITHOUT THE EXPRESSED, WRITTEN DIRECTION AND APPROVAL OF THE CITY OF AZTEC.
9. THE EXISTING ELEVATIONS SHOWN ON THESE PLANS WERE PROVIDED BY THE JOHNSON MAPPING AND SURVEYING OF FARMINGTON, NEW MEXICO BASED ON A LIMITED SITE SURVEY CONDUCTED ON JANUARY 16, 2020. IF SITE CONDITIONS ARE FOUND TO DIFFER SIGNIFICANTLY FROM THE PLAN NOTIFY CITY OF AZTEC PERSONNEL IMMEDIATELY.
10. NO WORK SHALL BE PERFORMED OUTSIDE OF THE RIGHT-OF-WAY WITHOUT PRIOR APPROVAL BY THE CITY OF AZTEC.
11. THE CONTRACTOR SHALL SET ALL GRADES AND SHALL BE RESPONSIBLE FOR THE CONTROL OF SAME FOR THE DURATION OF THE WORK. FINISH ELEVATIONS SHALL BE BASED ON THE ELEVATIONS SHOWN ON THE PLANS TO THE MAXIMUM EXTENT FEASIBLE.
12. THE OWNER WILL CONTRACT WITH A TESTING LAB TO PERFORM FIELD DENSITY TESTS, CONCRETE TESTS AND CONSTRUCTION OBSERVATIONS. THE CONTRACTOR SHALL SCHEDULE ALL REQUIRED TESTS AT LEAST 24 HOURS IN ADVANCE OF THE TIME THE TEST WILL BE NEEDED. IF UNTESTED WORK IS COVERED IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ACCESS TO THE WORK FOR TESTING AT NO ADDITIONAL COST.

SHEET INDEX



GEOMAT INC.
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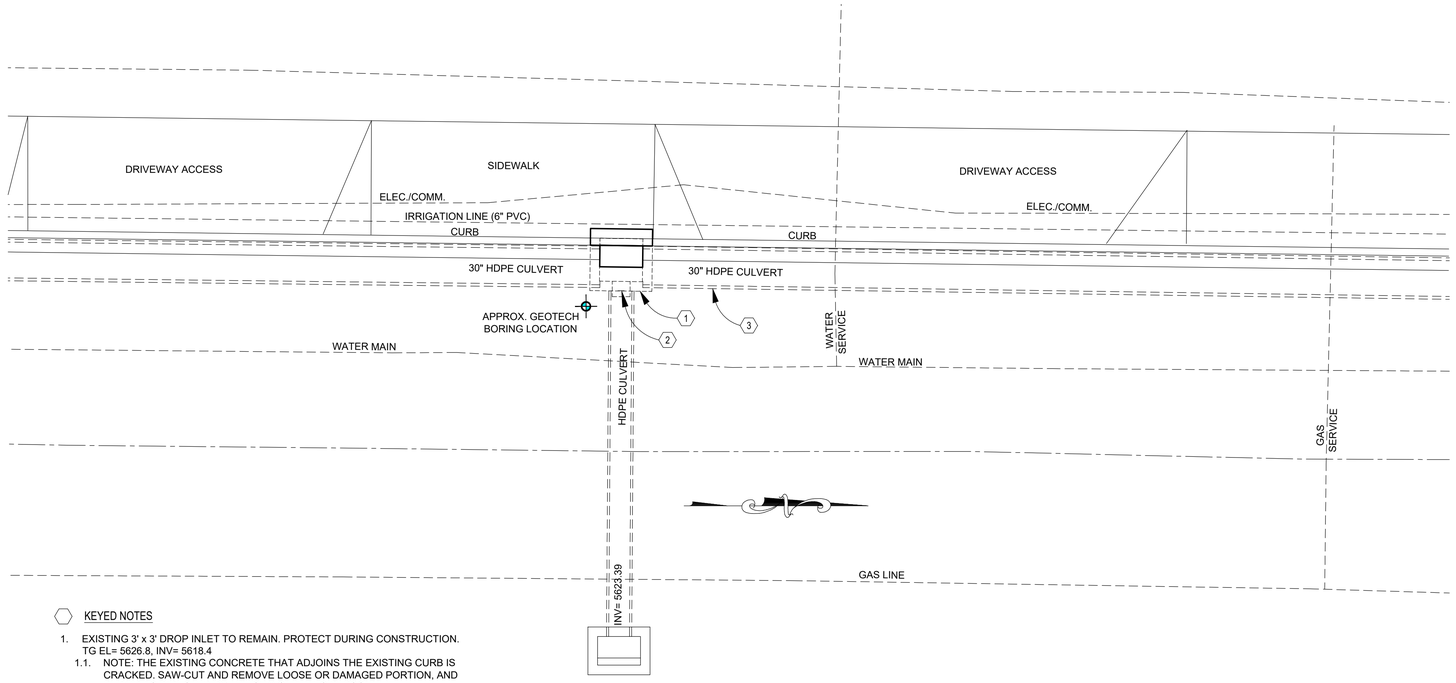
REV. No.	DATE	COMMENT
1	2021-08-18	REVISED TRAFFIC CONTROL PLAN
0	2020-04-09	ISSUED FOR CONSTRUCTION

CITY OF AZTEC
RUINS ROAD INLET

TITLE SHEET WITH LOCATION MAP AND GENERAL NOTES

0 1" 2"
SCALE: AS NOTED

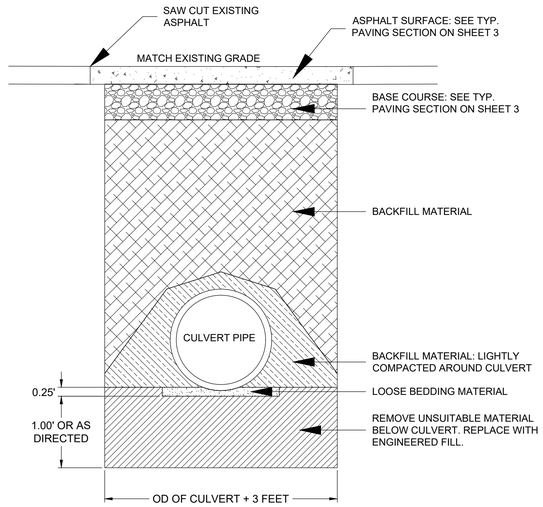
DRAWN BY: PAR	APR'D BY:	DATE: APR. 9, 2020	SHEET: 1 OF 5
GEOMAT PROJECT: 202-3433		SCALE: AS SHOWN	



PLAN
SCALE: 1" = 5'

KEYED NOTES

1. EXISTING 3' x 3' DROP INLET TO REMAIN. PROTECT DURING CONSTRUCTION. TG EL= 5626.8, INV= 5618.4
   1.1. NOTE: THE EXISTING CONCRETE THAT ADJOINS THE EXISTING CURB IS CRACKED. SAW-CUT AND REMOVE LOOSE OR DAMAGED PORTION, AND REPAIR AS DIRECTED BY THE CITY OF AZTEC PERSONNEL.
2. CONNECT AND GROUT CROSS-DRAIN INTO EXISTING INLET. CONNECTION MAY REQUIRE ENLARGING THE OPENING IN THE INLET AND EXTENDING THE PIPE. THE EXISTING PIPE APPEARS TO BE A 24" HDPE. THE EXISTING OPENING APPEARS TO BE A 15" HDPE SLEEVE WITH INV.EL= 5622.7. CONTRACTOR SHALL VERIFY SIZES BEFORE ORDERING MATERIALS.
3. REMOVE THE SAG FROM THE 30" HDPE INTO THE INLET FROM THE NORTH. REMOVE AND REPLACE DEFORMED CULVERT. SEE CULVERT BEDDING AND BACKFILL DETAIL ON THIS SHEET.
4. EXCAVATE AROUND DISCHARGE PIPE TO THE SOUTH OF THE INLET BY EXCAVATING ONE BUCKET WIDTH TO THE SIDE OF THE PIPE SO THAT AN INSPECTOR CAN DETERMINE IF A VOID EXISTS BELOW THE PIPE. PROVIDE SAFE ACCESS TO VIEW THE AREA AROUND THE PIPE.
   4.1. IF A VOID IS DISCOVERED, INJECT FLOW-FILL TO FILL ANY VOID FOUND UNDER THE PIPE AS DIRECTED BY THE INSPECTOR AND IN ACCORDANCE WITH THE UNIT COST ITEM FOR THIS MATERIAL.



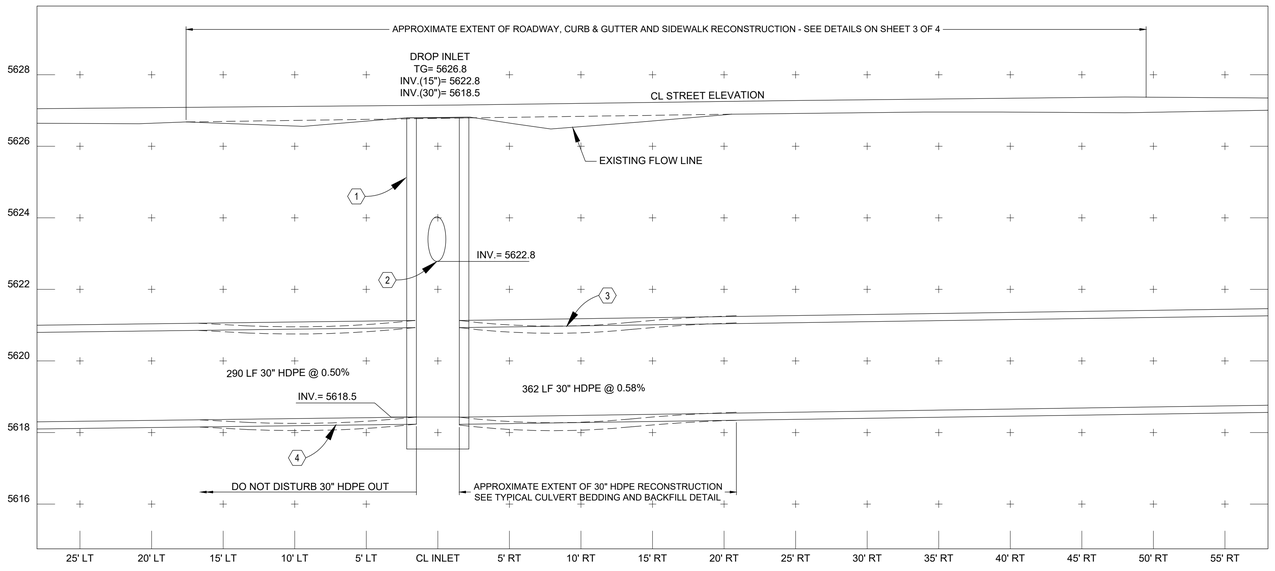
TYPICAL CULVERT BEDDING & BACKFILL
SCALE: 1" = 2'-0"

CULVERT/TRENCH BACKFILL NOTES:

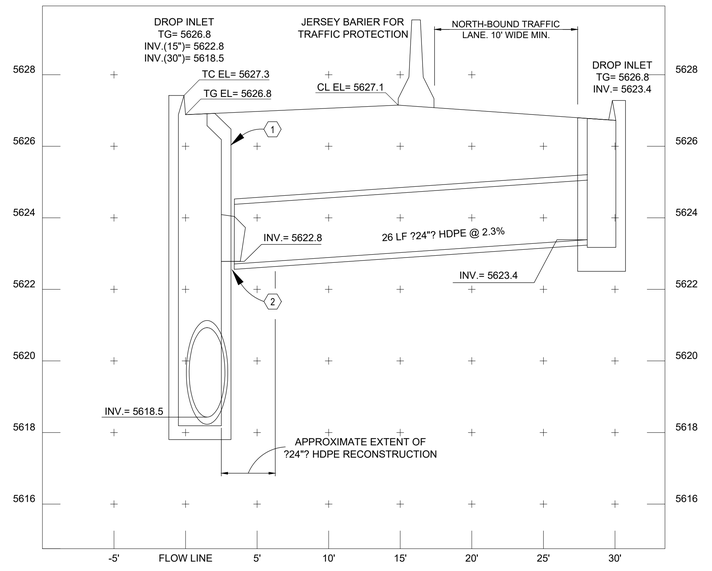
1. ALL EXCAVATION AND SHORING SHALL BE PERFORMED IN ACCORDANCE WITH OSHA REQUIREMENTS.
2. TRENCH BOXES IN ACCORDANCE WITH OSHA STANDARDS SHOULD BE USED TO MINIMIZE DISTURBANCE TO THE EXISTING STREET.
3. ALL FILL SHALL BE MOISTURE CONDITIONED TO NEAR OPTIMUM MOISTURE, PLACED IN 8-INCH MAX LOOSE LIFTS AND COMPACTED TO THE DENSITY REQUIRED AS SHOWN IN THE DETAIL.
4. ENGINEERED FILL SHALL BE PLACED IN 8-INCH LIFTS AND COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY A T-180 PROCTOR. THE ENGINEERED FILL MAY BE ANY OF THE FOLLOWING:
   4.1. BE A FREE DRAINING GRANULAR MATERIAL MEETING THE FOLLOWING GRADATION:

SIEVE SIZE	PERCENT FINER BY WEIGHT:
1 INCH	100
3/4 INCH	85 TO 100
No. 4	45 TO 95
No. 200	5 MAX.

   4.2. TYPE 1 AGGREGATE BASE COURSE PER NMDOT SECTION 303.
   4.3. CONTROLLED LOW STRENGTH MATERIAL (CLSM) WITH A 28 DAY STRENGTH OF BETWEEN 50 AND 150 PSI. (LIFT AND COMPACTION REQUIREMENTS DO NOT APPLY IF CLSM IS USED)
5. BEDDING MATERIAL SHALL BE WELL-GRADED, NON-PLASTIC, FREE DRAINING MATERIAL FREE OF CLAY BALLS, LUMPS, AND DELETERIOUS MATERIAL. MAXIMUM PARTICLE SIZE = 1/2", AMOUNT PASSING No. 200 SIEVE = 10% MAX.
6. CULVERT PIPES SHALL BE HDPE. MATCH EXISTING SIZE. USE MANUFACTURER RECOMMENDED COLLARS AT ALL CONNECTIONS.
7. BACKFILL MATERIAL SHALL BE PLACED IN 8-INCH LIFTS AND COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY A T-180 PROCTOR. THE BACKFILL MAY BE ANY OF THE FOLLOWING:
   7.1. A WELL-GRADED, COMPACTABLE MATERIAL, FREE OF CLAY BALLS, LUMPS, AND DELETERIOUS MATERIAL. MAXIMUM PARTICLE SIZE = 1 1/2", SOIL CLASSIFICATION, AASHTO 145, A-1 OR A-2-4.
   7.2. TYPE 1 AGGREGATE BASE COURSE PER NMDOT SECTION 303.
   7.3. CONTROLLED LOW STRENGTH MATERIAL (CLSM) WITH A 28 DAY STRENGTH OF BETWEEN 50 AND 150 PSI. (LIFT AND COMPACTION REQUIREMENTS DO NOT APPLY IF CLSM IS USED)
8. ASPHALT MATERIAL SHALL BE IN ACCORDANCE WITH NMDOT SECTION 417.

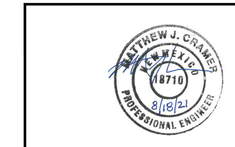


FLOW-LINE PROFILE
SCALE: 1" = 5'H, 1" = 2'V



CROSS-STREET PROFILE
SCALE: 1" = 5'H, 1" = 2'V

0 1" 2"
SCALE: AS NOTED



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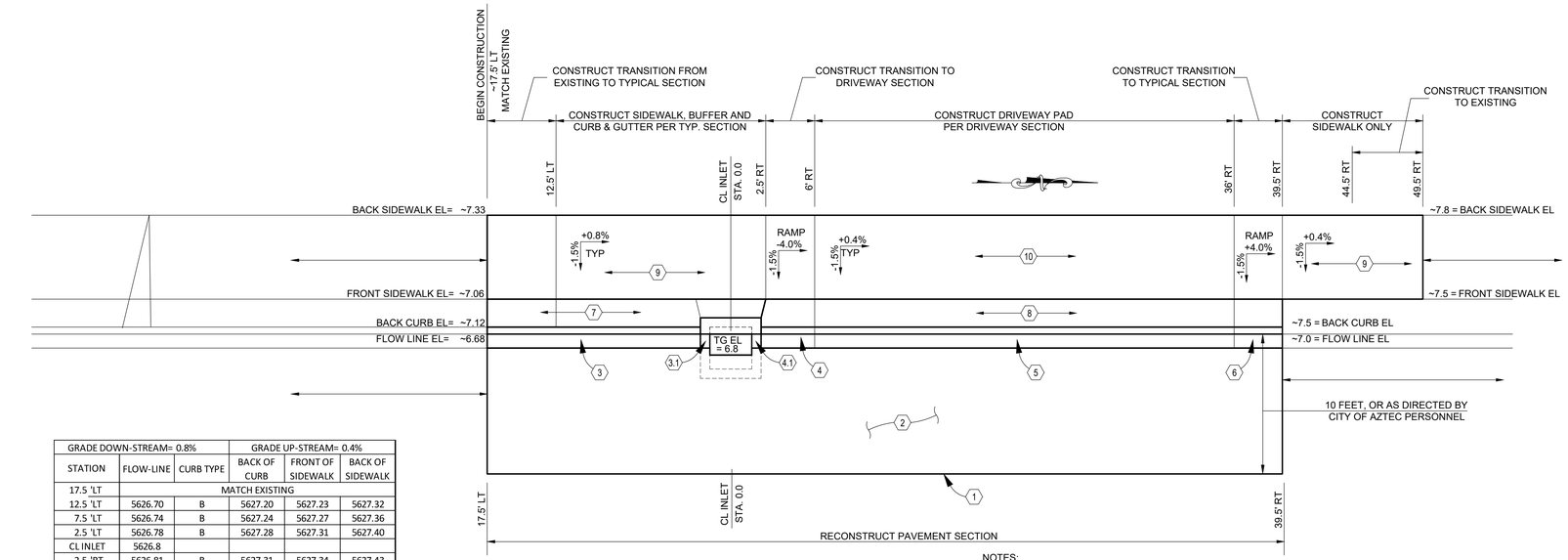
DRAINAGE REPAIR PLAN, PROFILE, NOTES AND DETAILS

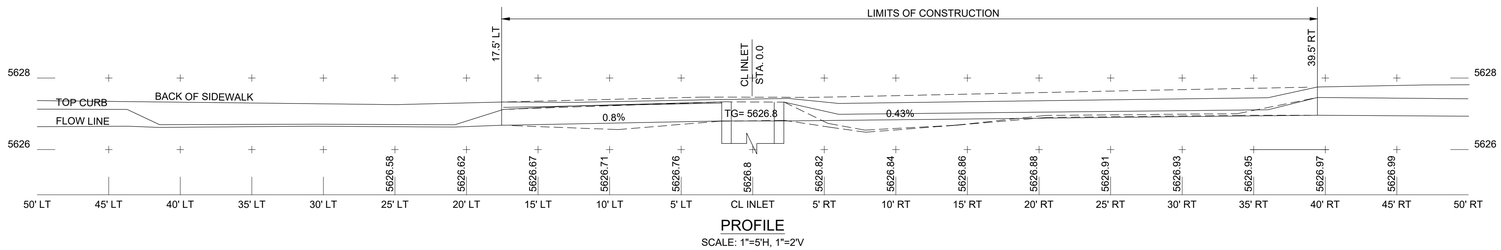
DRAWN BY: PAR	APR'D BY:	DATE: APR. 9, 2020	SHEET: 2 OF 5
GEOMAT PROJECT: 202-3433		SCALE: AS SHOWN	



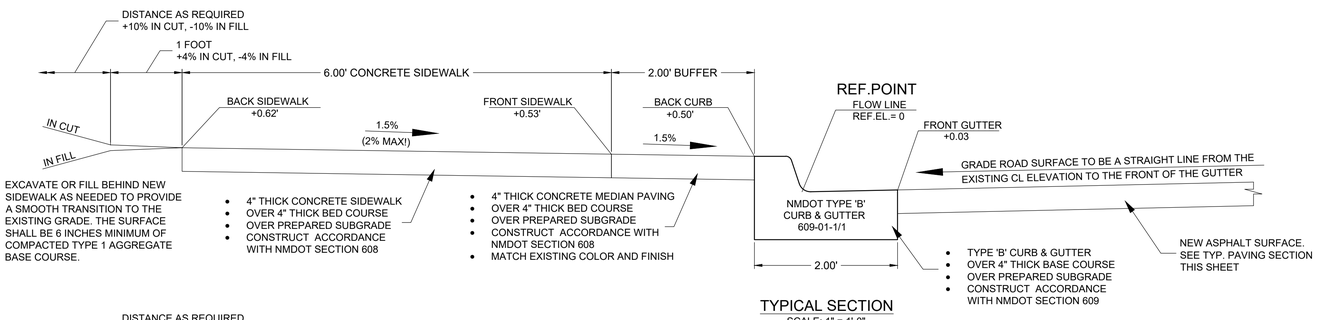
GRADE DOWN-STREAM= 0.8%			GRADE UP-STREAM= 0.4%		
STATION	FLOW-LINE	CURB TYPE	BACK OF CURB	FRONT OF SIDEWALK	BACK OF SIDEWALK
17.5 'LT	MATCH EXISTING				
12.5 'LT	5626.70	B	5627.20	5627.23	5627.32
7.5 'LT	5626.74	B	5627.24	5627.27	5627.36
2.5 'LT	5626.78	B	5627.28	5627.31	5627.40
CL INLET	5626.8				
2.5 'RT	5626.81	B	5627.31	5627.34	5627.43
6 'RT	5626.82	E	5626.99	5627.19	5627.28
36 'RT	5626.94	E	5627.11	5627.31	5627.40
39.5 'RT	MATCH EXISTING			5627.49	5627.58
44.5 'RT	MATCH EXISTING			5627.51	5627.60
49.5 'RT	MATCH EXISTING				

NOTES:
1. ELEVATIONS SHOWN ON PLAN ARE FROM A REFERENCE ELEVATION OF 5620.00
2. EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN IN THIS DETAIL. SEE SHEET 2.

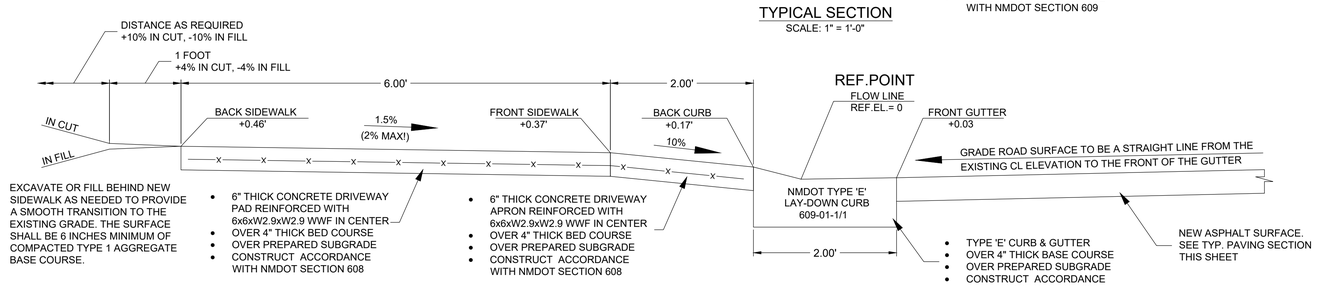
PLAN
SCALE: 1"=5



PROFILE
SCALE: 1"=5'H, 1"=2'V



TYPICAL SECTION
SCALE: 1" = 1'-0"



DRIVEWAY SECTION
SCALE: 1" = 1'-0"

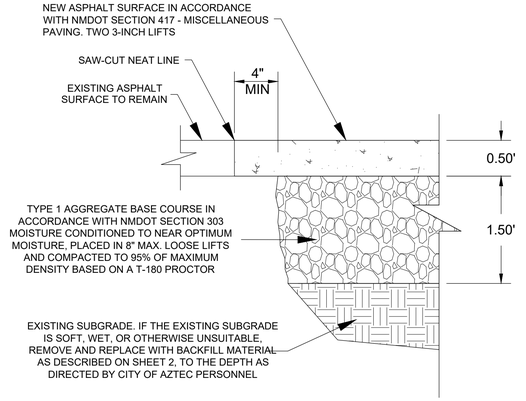
KEYED NOTES:

1. SAW-CUT AND REMOVE EXISTING ASPHALT SURFACE. CONFIRM EXTENT WITH CITY OF AZTEC PERSONNEL BEFORE MAKING THE CUT.
2. RECONSTRUCT ROAD SURFACE IN ACCORDANCE WITH THE PAVING SECTION DETAIL.
3. CONSTRUCT TYPE B CURB & GUTTER AT THE GRADES SHOWN.
   3.1. SAW-CUT AND REMOVE LOOSE, CRACKED CONCRETE AND REPLACE WITH CONSTRUCTION OF NEW CURB.
4. CONSTRUCT SMOOTH GRADUAL TRANSITION FROM TYPE B TO TYPE E CURB & GUTTER.
   4.1. SAW-CUT AND REMOVE LOOSE, CRACKED CONCRETE AND REPLACE WITH CONSTRUCTION OF NEW CURB.
5. CONSTRUCT TYPE E CURB & GUTTER AT THE GRADES SHOWN.
6. CONSTRUCT SMOOTH GRADUAL TRANSITION FROM TYPE E TO EXISTING CURB & GUTTER.
7. CONSTRUCT MEDIAN PAVEMENT. MATCH EXISTING COLOR AND FINISH.
8. CONSTRUCT DRIVEWAY APRON AT THE GRADES SHOWN.
9. CONSTRUCT SIDEWALK AT GRADES SHOWN.
10. CONSTRUCT SIDEWALK / DRIVEWAY CROSSING AT GRADES SHOWN

ADA REQUIREMENTS:

ALL SIDEWALKS AND DRIVE PADS (EXCEPT DRIVEWAY APRONS) SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS:

1. CROSS-SLOPE:
   1.1. THE DESIGN CROSS-SLOPE IS 1.5%.
   1.2. THE MAXIMUM ALLOWABLE CROSS-SLOPE IS 2.0%.
   1.3. ANY SIDEWALKS THAT ARE FOUND TO HAVE A CROSS-SLOPE GRATER THAN 2.0% AFTER THE CONCRETE HAS CURED FOR AT LEAST 3 DAYS SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST TO THE CITY OF AZTEC.
2. RAMPS:
   2.1. THE DESIGN SLOPE OF THE RAMPS IS AS SHOWN ON THE PLAN.
   2.2. THE MAXIMUM ALLOWABLE RAMP SLOPE IS 8.3%.
   2.3. ANY RAMPS THAT ARE FOUND TO HAVE A SLOPE GREATER THAN 8.3% AFTER THE CONCRETE HAS CURED FOR AT LEAST 3 DAYS SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST TO THE CITY OF AZTEC.
3. VERTICAL DISCONTINUITIES:
   3.1. ALL JOINTS ALONG THE WALKING PATH, INCLUDING THE JOINTS BETWEEN THE EXISTING SIDEWALK AND THE NEW SIDWALK, MUST MEET THE FOLLOWING REQUIREMENTS:
      3.1.1. VERTICAL DISCONTINUITIES IN EXCESS OF 1/4" WILL NOT BE ACCEPTED UNLESS...
      3.1.2. A VERTICAL DISCONTINUITY OF UP TO 1/2" WILL BE ACCEPTED IF THE FACE OF THE DISCONTINUITY IS SLOPED AT 2H:1V.



TYP. PAVING SECTION
SCALE: 1" = 1'-0"

CONSTRUCTION NOTES:

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR HIGHWAY AND BRIDGE CONSTRUCTION - 2019 EDITION UNLESS OTHERWISE NOTED.

2. ROADWAY SURFACE:
   2.1. REMOVE EXISTING ASPHALT AND SUBGRADE MATERIAL TO A DEPTH OF 2 FEET BELOW THE FINAL GRADE.
   2.2. THE CROSS-SLOPE OF THE ROADWAY SURFACE SHALL BE SUCH THAT IT FORMS A STRAIGHT LINE FROM THE EXISTING ASPHALT GRADE AT THE SAW-CUT FOR THE NEW CURB & GUTTER.
   2.3. REPLACE WITH TYPE 1 AGGREGATE BASE COURSE PER NMDOT SECTION 303. BASE COURSE SHALL BE:
      2.3.1. MOISTURE CONDITIONED TO NEAR OPTIMUM MOISTURE.
      2.3.2. PLACED IN 8" MAXIMUM LOOSE LIFTS.
      2.3.3. COMPACTED TO 95% MAXIMUM DENSITY AS DETERMINED BY A T-180 PROCTOR.
      2.3.4. MOISTURE AND DENSITY SHALL BE TESTED AT EACH LIFT.
   2.4. PLACE TWO 3-INCH ASPHALT LIFTS IN ACCORDANCE WITH NMDOT SECTION 417 - MISCELLANEOUS PAVING. PAVING SHALL BE TESTED AS DESCRIBED IN NMDOT SECTION 417.

3. CURB AND GUTTER:
   3.1. CONSTRUCT TYPE 'B' OR TYPE 'E' CURB & GUTTER IN LOCATIONS SHOWN ON THE PLAN.
   3.2. NEW CURB & GUTTER SHALL BE IN ACCORDANCE WITH NMDOT SECTION 609 AND DETAILS IN NMDOT STD. DWG. 609-01-1/1.
   3.3. CURB & GUTTER SHALL BE PLACED ON TOP OF A 4-INCH LAYER OF BEDDING MATERIAL.
      3.3.1. THE BEDDING MATERIAL SHALL BE GRANULAR AGGREGATE WITH 100% PASSING THE 1/2" SIEVE, AND NOT MORE THAN 12% PASSING THE No. 200 SIEVE.
      3.3.2. ALTERNATIVELY, THE BEDDING MATERIAL MAY BE NMDOT TYPE 1 BASE COURSE.
   3.4. THE SUBGRADE AND BEDDING MATERIAL SHALL BE TESTED FOR MOISTURE CONTENT AND DENSITY BEFORE CONCRETE IS PLACED.
   3.5. THE REQUIRED MINIMUM COMPACTION FOR SUBGRADE AND BEDDING MATERIAL IS 95% OF THE MAXIMUM DENSITY AS DETERMINED BY A T-180 PROCTOR.

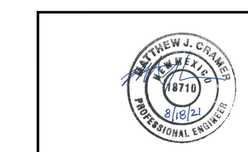
4. DIRVEWAY PADS:
   4.1. CONSTRUCT DRIVEWAY PADS IN THE LOCATIONS SHOWN ON THE PLAN.
   4.2. NEW DRIVEWAY PADS SHALL BE IN ACCORDANCE WITH NMDOT SECTION 608.
   4.3. THE PORTION OF THE DRIVEWAY PADS THAT ARE TO BE USED AS SIDEWALK MUST MEET ADA REQUIREMENTS. SEE ADA NOTES THIS SHEET.
   4.4. CURB & GUTTER SHALL BE PLACED ON TOP OF A 4-INCH LAYER OF BEDDING MATERIAL.
      4.4.1. THE BEDDING MATERIAL SHALL BE GRANULAR AGGREGATE WITH 100% PASSING THE 1/2" SIEVE, AND NOT MORE THAN 12% PASSING THE No. 200 SIEVE.
      4.4.2. ALTERNATIVELY, THE BEDDING MATERIAL MAY BE NMDOT TYPE 1 BASE COURSE.
   4.5. THE SUBGRADE AND BEDDING MATERIAL SHALL BE TESTED FOR MOISTURE CONTENT AND DENSITY BEFORE CONCRETE IS PLACED.
   4.6. THE REQUIRED MINIMUM COMPACTION FOR SUBGRADE AND BEDDING MATERIAL IS 95% OF THE MAXIMUM DENSITY AS DETERMINED BY A T-180 PROCTOR.
   4.7. DRIVEWAY PADS AND APRONS SHALL BE REINFORCED WITH ONE LAYER OF 6x6xW2.9xW2.9 WWF IN THE CENTER OF THE SLAB.

5. SIDEWALKS:
   5.1. CONSTRUCT SIDEWALKS IN THE LOCATIONS SHOWN ON THE PLAN.
   5.2. NEW SIDEWALK SHALL BE IN ACCORDANCE WITH NMDOT SECTION 608.
   5.3. THE SIDEWALKS MUST MEET ADA REQUIREMENTS. SEE ADA NOTES THIS SHEET.
   5.4. SIDEWALK SHALL BE PLACED ON TOP OF A 4-INCH LAYER OF BEDDING MATERIAL.
      5.4.1. THE BEDDING MATERIAL SHALL BE GRANULAR AGGREGATE WITH 100% PASSING THE 1/2" SIEVE, AND NOT MORE THAN 12% PASSING THE No. 200 SIEVE.
      5.4.2. ALTERNATIVELY, THE BEDDING MATERIAL MAY BE NMDOT TYPE 1 BASE COURSE.
   5.5. THE SUBGRADE AND BEDDING MATERIAL SHALL BE TESTED FOR MOISTURE CONTENT AND DENSITY BEFORE CONCRETE IS PLACED.
   5.6. THE REQUIRED MINIMUM COMPACTION FOR SUBGRADE AND BEDDING MATERIAL IS 95% OF THE MAXIMUM DENSITY AS DETERMINED BY A T-180 PROCTOR.

6. CONCRETE:
   6.1. ALL CONCRETE SHALL MEET THE FOLLOWING REQUIREMENTS:
      6.1.1. ENTRAINED AIR: 5% TO 8% AT TIME OF PLACEMENT
      6.1.2. SLUMP: 2.5" TO 4.5" AT TIME OF PLACEMENT.
      6.1.3. COMPRESSIVE STRENGTH: 3000 PSI AT 28 DAYS.
   6.2. EACH LOAD OF CONCRETE DELIVERED TO THE SITE SHALL BE TESTED FOR SLUMP AND ENTRAINED AIR CONTENT. ONE LOAD FROM EACH DAY OF CONCRETE PLACEMENT SHALL ALSO BE SAMPLED AND TESTED FOR COMPRESSIVE STRENGTH.

7. FLOW FILL:
   7.1. FLOW FILL SHALL MEET THE FOLLOWING REQUIREMENTS:
      7.1.1. AGGREGATE SIZE: 1/4" MAX.
      7.1.2. COMPRESSIVE STRENGTH: BETWEEN 50 AND 150 PSI AT 28 DAYS.

0 1" 2"
SCALE: AS NOTED



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CITY OF AZTEC
RUINS ROAD INLET

SURFACE REPAIR PLAN, PROFILE, NOTES AND DETAILS

DRAWN BY: PAR	APR'D BY:	DATE: APR. 9, 2020	SHEET: 3 OF 5
GEOMAT PROJECT: 202-3433		SCALE: AS SHOWN	

No. 1 & 2 | No. 10 | No. 11 | No. 15

No. 4 | No. 5 | No. 6 & 7 | No. 9

No. 8 | No. 12 | No. 18 | No. 3 & 14

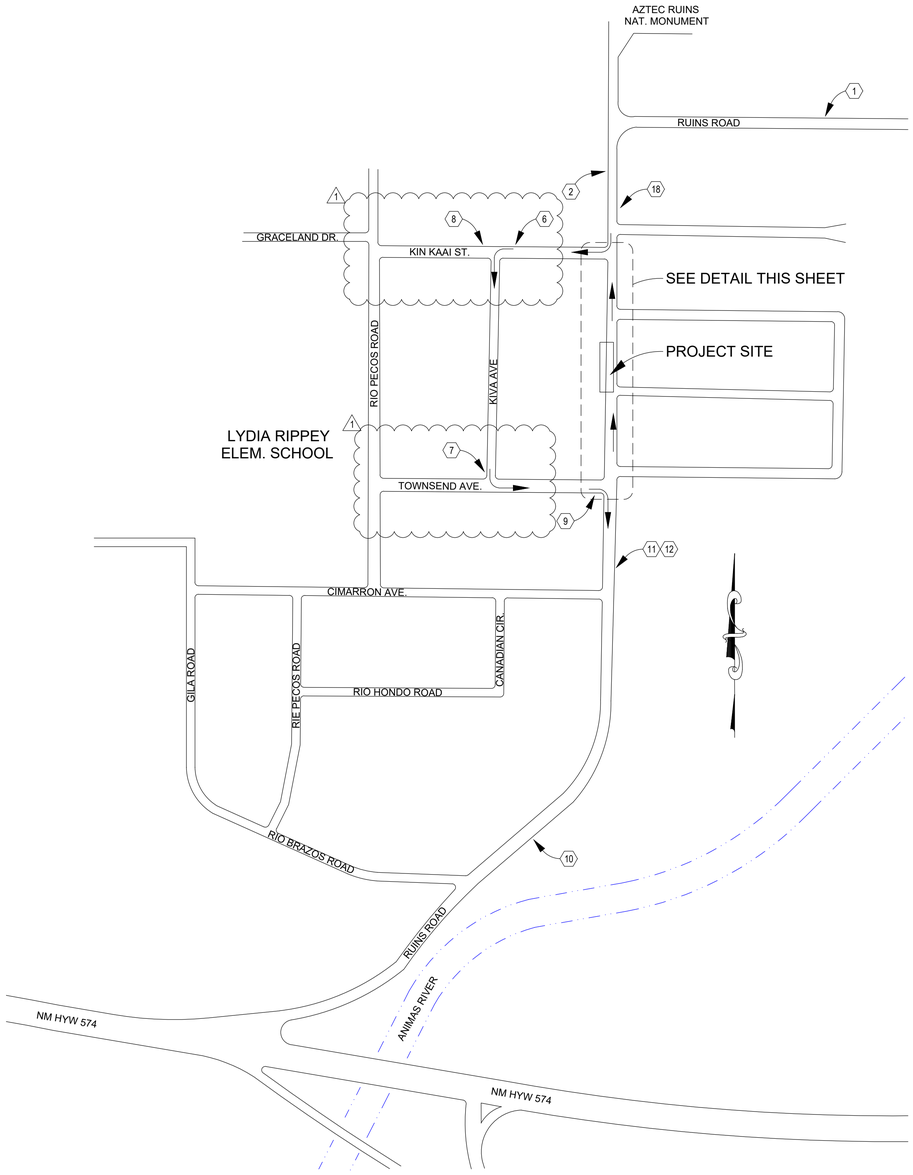
No. 13 & 17 | No. 16

SIGN DETAILS
SCALE: N.T.S.

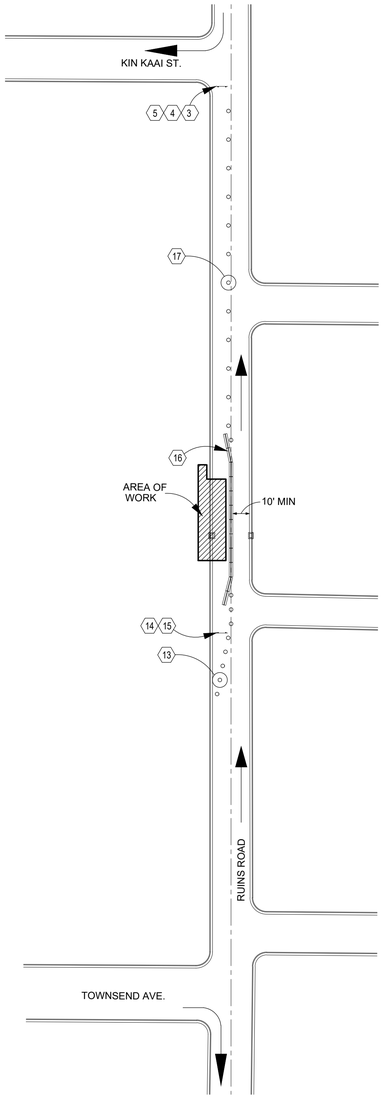
CONSTRUCTION TRAFFIC CONTROL		
No.	SIGN DESCRIPTION	SIZE
1	DETOUR AHEAD	36"x36"
2	DETOUR AHEAD	36"x36"
3	TYPE III BARRICADE	8' WIDE
4	ROAD CLOSED	48"x30"
5	DETOUR ARROW - RIGHT	30"x24"
6	DETOUR ARROW - LEFT	30"x24"
7	DETOUR ARROW - LEFT	30"x24"
8	LOCAL TRAFFIC ONLY	36"x36"
9	END DETOUR	24"x18"
10	ROAD WORK AHEAD	36"x36"
11	ONE LANE ROAD AHEAD	36"x36"
12	SPEED LIMIT 15	24"X30"
13	CANALIZING BARRELS	10' O.C.
14	TYPE III BARRICADE	8' WIDE
15	LANE CLOSED	36"x36"
16	JERSEY BARRIERS	CONTINUOUS
17	CANALIZING BARRELS	25' O.C.
18	END CONSTUCTION	30"x18"

TEMPORARY TRAFFIC CONTROL NOTES:

1. THE INTENT OF THIS TEMPORARY TRAFFIC CONTROL PLAN IS TO FACILITATE TRAFFIC FLOW DURING CONSTRUCTION IN A SAFE AND PRACTICAL WAY. TOWARD THAT END THE FOLLOWING FEATURES HAVE BEEN INCORPORATED INTO THE PLAN:
   - 1.1. NORTH-BOUND TRAFFIC ON RUINS ROAD WILL CONTINUE AS NORMAL EXCEPT THAT THE SPEED LIMIT THROUGH THE CONSTRUCTION ZONE WILL BE 15 MPH.
   - 1.2. NORTH-BOUND TRAFFIC WILL BE ISOLATED FROM THE EXCAVATION BY JERSEY BARRIERS.
   - 1.3. SOUTH-BOUND TRAFFIC ON RUINS ROAD WILL BE DETOURED WEST ONTO KIN KAAI ST, SOUTH ON KIVA AVE, AND EAST ON TOWNSEND AVE.
   - 1.4. CONSTRUCTION WILL BE SCHEDULE WHEN SCHOOL IS IN SESSION.
2. ALL TEMPORARY TRAFFIC CONTROL SIGNS, MARKINGS, AND DEVICES SHALL COMPLY WITH AND BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS DESCRIBED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), LATEST EDITION, AND IN ACCORDANCE WITH THE DETAILS ON THESE PLANS.
3. IN LIEU OF FOLLOWING THIS PLAN, THE CONTRACTOR MAY SUBMIT AN ALTERNATE TEMPORARY TRAFFIC CONTROL PLAN TO THE OWNER FOR APPROVAL.



LOCATION MAP & TRAFFIC CONTROL PLAN
SCALE: 1" = 200'



TRAFFIC CONTROL DETAIL
SCALE: 1" = 50'

0 1" 2"
SCALE: AS NOTED

MATTHEW J. CRAMER
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8/18/21
PROFESSIONAL ENGINEER

GEOMAT INC.
915 MALTA AVE. ◆ FARMINGTON, NM 87401 ◆ (505) 327-7928

REV. No.	DATE	COMMENT
1	2021-08-18	REVISED TRAFFIC CONTROL PLAN
0	2020-04-09	ISSUED FOR CONSTRUCTION

CITY OF AZTEC
RUINS ROAD INLET

CULVERT REPAIRS
PLAN AND PROFILE

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Borehole B-1

Page 1 of 1

Project Name: Ruins Road Drop Inlet
Project Number: 192-3336
Client: City of Aztec
Site Location: Aztec, New Mexico
Rig Type: CME-45
Drilling Method: 7.25" O.D. Hollow Stem Auger
Sampling Method: Bulk and Ring samples
Hammer Weight: 140 lbs
Hammer Fall: 30 inches

Date Drilled: 7/24/2019
Latitude: Not Determined
Longitude: Not Determined
Elevation: Not Determined
Boring Location: See Site Plan
Groundwater Depth: None Encountered
Logged By: SY
Remarks: None

Laboratory Results: Dry Density (pcf)	% Passing #200 Sieve	Plasticity Index	Moisture Content (%)	Blows per 6"	Sample Type & Length (in)	Symbol	Material Type	Soil Symbol	Depth (ft)	Soil Description
							ACP		1	Asphalt concrete pavement approximately 6½ inches thick
							ABC		2	Aggregate base course approximately 2½ feet thick
				5-4-3	R				3	Clayey SAND with gravel, brown, fine- to coarse-grained, very loose, damp (FILL)
									4	contains organics and asphalt fragments
				3-4-5	R		SC		5	
									6	contains lenses of non-plastic soils, duct tape fragment in sample
									7	
				3-4-6	R				8	contains organics and asphalt fragments
									9	
86.7			27.3	3-4-5	R				10	Fat CLAY with sand, gray/brown, firm, damp to moist
	71	31			A		CH		11	
									12	
									13	
									14	
				6-12-14	R				15	
							SM		16	Silty SAND, red/brown, fine- to medium-grained, loose to medium dense, slightly damp to damp
									17	Total Depth 16½ feet
									18	
									19	
									20	

A = Auger Cuttings R = Ring-Lined Barrel Sampler SS = Split Spoon GRAB = Manual Grab Sample D = Disturbed Bulk Sample PP = Pocket Penetrometer

GEOMAT 192-3336.GPJ GEOMAT.GDT 7/30/19

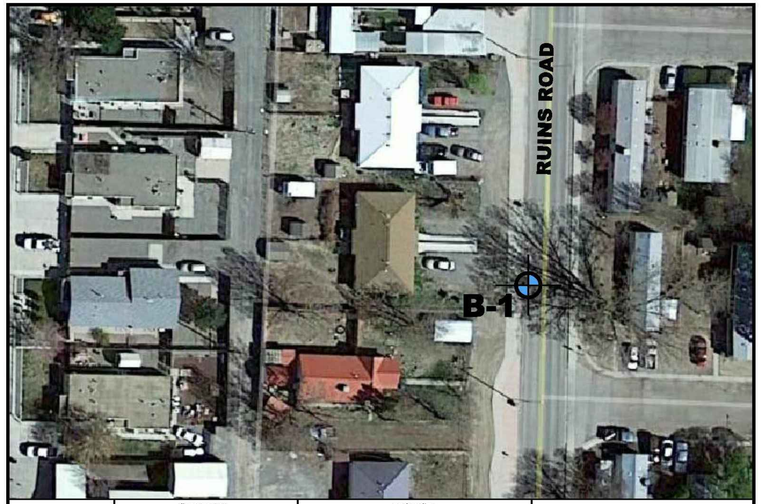
LAB NO.	BORING / TEST PIT	SAMPLE DEPTH (ft)	ASTM D698 Density	ASTM D698 Moisture	MOISTURE CONT. (%)	DENSITY WET (pcf)	DENSITY DRY (pcf)	SIEVE ANALYSIS, CUMULATIVE PERCENT PASSING 3/8"	No. 4	No. 8	No. 10	No. 16	No. 30	No. 40	No. 60	No. 100	No. 200	ATTERBERG LIMITS LL	PL	PI	REMOLDED SWELL (%)*	CLASSIFICATION
8316	B-1	10	-	-	27.3	110.4	86.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Fat **CLAY** with sand (CH)
8317	B-1	10 - 14	104.1	17.4	-	-	-	100	99	98	98	96	91	86	84	77	71	53	22	31	4.9	Fat **CLAY** with sand (CH)

*Measured on a sample compacted to approximately 95% of the ASTM D698 maximum dry density at approximately 3% below optimum moisture content. The sample was confined under a 250 psf surcharge and submerged. Positive value indicates expansion (swell).

GEOMAT INC.

SUMMARY OF SOIL TESTS

Project	Ruins Road Drop Inlet
Job No.	192-3336
Location	Aztec, New Mexico
Date of Exploration	7/24/2019



Approximate Not to Scale	SITE PLAN: Boring Locations (approximate)	GEOMAT Project No. 192-3336 Date of Exploration: July 24, 2019	PROJECT: City of Aztec Ruins Road Drop Inlet Aztec, New Mexico	GEOMAT INC.

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GEOTECHNICAL EXPLORATION INFORMATION

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GEOMAT PROJECT: 202-3433		SCALE: AS SHOWN	