22ND STREET
KINO PARKWAY TO TUCSON BOULEVARD
JOB NO. SR5A
PLAN NO. I–2010–012

LOCATION MAP
Sections 17, 18, 19, and 20
14 34S, R 14 E
Gila & Salt River & Wellton, Pima County, Arizona
Scale 1"=1000'

City of Tucson
Department of Transportation

FILE NAME: T:\60269301 22nd St_Kino to Tucson Design_TUC000_CAD001_General Sheets.fgs.dgn

AECOM USA, Inc.
KINO PARKWAY TO TUCSON BOULEVARD
22ND STREET

TRANSPORTATION DIRECTOR
ENGINEERING ADMINISTRATOR
DESIGN ADMINISTRATOR
TRAFFIC PLANNING & LANDSCAPE ARCHITECT

N/A

PLAN NO. I-2010-012
JOB NO. SR5A

PRELIMINARY
NOT FOR CONSTRUCTION OR RECORDING

Approved

TRANSPORTATION DIRECTOR
ENGINEERING ADMINISTRATOR
DESIGN ADMINISTRATOR
TRAFFIC PLANNING & LANDSCAPE ARCHITECT

AVERAGE
6TH STREET
SILVERLAKE 10TH AVENUE
GRANADA AVENUE
PALO VERDE STREET
EUCLID STREET
CAMBELL AVENUE
PARKWAY
divISION STREET
RAIL ROAD AVENUE
PARKWAY TUCSON
STONE 6TH STREET
KINO STREET
ALAMEDA STREET
UPR R RAIL YARD
22nd STREET
TUCSON STARR
HIGH SCHOOL WASH
KINO PARKWAY TO TUCSON BOULEVARD
22ND STREET

PLAN NO. I-2010-012

SCALE: 1"=200'

LOCATION MAP
Sections 17, 18, 19, and 20
14 34S, R 14 E
Gila & Salt River & Wellton, Pima County, Arizona
Scale 1"=1000'

DATE
COMMENTS
REVISION
ASSIGN
CHECK
APPROVE
DRAWN
DESIGN
CHECK

PRELIMINARY
IN MARICOPA COUNTY: (602) 263-1100
DIAL 8-1-1 OR 1-800-STAKE-IT (782-5348) BEFORE YOU BEG IN EXCAVATION.
## SHEET INDEX

### General
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- 2. Sheet Index & Legend
- 3. General Notes
- 4. Earthwork General Notes
- 5. Manhole & Valve Adjustment Tables
- 6. New Survey Monument Summary Table

### Main Sections
- **Roadway**
- **Drainage**
- **Pavement**
- ** Structures**
- **Plan & Profiles**

### SHEET INDEX (Cont)

### LEGEND
- **EXISTING**
- **NEW**
- **Existing Control**
- **New Design Control**
- **Pre-empt Beacon**
- **Pre-empt Sensor**
- **WIFI Antenna**
- **Light Pole**
- **Overhead Electric/Joint Use Line**
- **Storm Drain**
- **Sign Bracket Detail**
- **Street Name Sign**
- **Light Pole Schedule**
- **Traffic Signal**

### SHEET LEGEND
- **Plan NO.**
- **CHKD. NO.**
- **DSGN. NO.**
- **DRWN. NO.**
- **AECOM USA, Inc.**
- **Tucson, Arizona 85705**
- **333 E. WETMORE RD, SUITE 400**

### PLAN NO.
- **PREPARED BY**
- **APPROVED BY**
- **REVIEWED BY**

### SHEET INDEX (Cont)

### Plan & Profiles
- **Roadway**
- **Drainage**
- **Pavement**

### Structures
- **Vehicular Bridge Plans**
- **Pedestrian Bridge Plans**

### Additional Details
- **Perforated Steel Plate**
- **Native Plant Preservation Plans**
- **Roadway Plans**
GENERAL NOTES:

1. All materials and workmanship shall be in accordance with the Arizona Association of Governments Standard Specifications for Public Improvement Projects, latest edition as modified in the contract documents and plans.

2. The Contractor shall comply with all applicable Occupational Safety and Health Administration, established and approved, for the protection of employees from hazards which may cause death or serious injury to the employees.

3. The Contractor shall not damage natural growth within private property. All work shall be done within easements, roadways and alleys.

4. All staking is to be done according to the construction centerline.

5. The Contractor shall verify location of all existing utilities prior to any construction. Call Blue Stake (800-392-0320) at least 48 hours prior to the scheduled construction date. The location of all utilities shall be as shown on available records and construction drawings. The Contractor shall notify the owner if any utility location is not in accordance with project plans and specifications.

6. Facilities which are not specifically located with actual horizontal and vertical control are to be located with the best available information.

7. Removal of cacti and other native plants shall be in accordance with the provisions of the Arizona Native Plant Laws, ARS Chapter 7, January 1991.

8. Offsets and reedies are measured to the face of curb at gutter line.

9. When matching existing pavement, curb and curbs and gutter, the Contractor must verify existing condition to ensure proper drainage and grades. Any discrepancies with the plans shall be immediately brought to the attention of the Engineer.

10. In all cases when matching existing pavement the Contractor shall saw cut and tuck the existing pavement prior to forming the new asphalt pavement.

11. In all cases where new curb or curbsides are poured or new curbs are cast, they shall be designed, sized, and shaped to conform to the curb plans and specifications. All cast-in-place curbs and sidewalks shall be inspected by the city's building department.

12. The Contractor shall replace all existing survey monuments in this project. Section corners or 'section corners shall be in compliance with PAG (Public Association of Governments) Standards.

13. Horizontal Control

The reference meridian for this project is grid north, Arizona State Plane Coordinate System, 1983, Central Zone.

Basis of Elevation
The base of all heights is the U.S. Coast and Geodetic Survey Datum of 1927.

The south line of the SW 1/4 of Section 17, a point on the railroad right-of-way of the southeast corner and a point of the southeast corner as referenced in Record of Survey Book 68 at Page 61, Records of Pima County, Arizona. Said bearing being N 93°20'44"E, and a distance of 11,797.62 feet.

14. Vertical Control

Basis of Elevation
City of Tucson Field Book 05B-1, Page 43; Benchmark No. 5007A - 1" on southeast corner of base of light pole west of Tucson Blvd. On north side of 22nd St., Said elevation being 2401.08 ft. NMDGN.

Secondary Benchmarks
A 3" class 1 Survey Monument (National Survey Warden 2019) and located at the southeast corner of the southwest corner of the southwest corner at the southwest corner as referenced in Record of Survey Book 68 at Page 61, Records of Pima County, Arizona. Said bearing being 2401.08 ft. NMDGN.

15. Stationing and offsets for all off-road catch basins are to be the center of the catch basin. Stations and offsets for all other catch basins are to be the face of curb or barrier at the center of curb.

ADDITIONAL GENERAL NOTES FOR WORK WITHIN ADOT R/W:

1. All work within ADOT right-of-way shall be constructed in accordance with the Arizona DOT Standard Drawings and Standard Specifications for Road and Bridge Construction, May 2012 Edition, Volumes 1, 2, 3, 4, and the Special Provisions.

2. Traffic control shall be installed in accordance with the Uniform Traffic Control Devices for Streets and Highways, July 2012 Edition, Volumes 1, 2, 3, 4, and the Special Provisions. All safety signs, traffic signals, and other traffic control devices shall be installed in accordance with the standard drawings and Traffic Signage and Lighting Standard Drawings.


4. The Contractor shall prepare a road map showing the types, size, and location of existing road maps and other current plans available. The map shall be provided to the Engineer for construction.

5. All ADOT right-of-way markers disturbed, destroyed, or removed during the course of construction shall be replaced with markers in accordance with the current edition of the Signing and Marking Standard Drawings.

6. The Contractor shall place all ADOT right-of-way markers disturbed, destroyed, or removed during the course of construction within 48 hours of notification by the Engineer.

7. The Contractor shall be responsible for repairing, replacing, or replacing any existing utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

8. The Contractor shall be responsible for installation, maintenance, repair, or replacement of existing utilities and in accordance with the standards outlined in the ADOT Utilities Work Manual.

9. All materials and workmanship shall be in conformance with the Standard Detail 103, Sheet 2 of 3, and in accordance with the PAC Standard Details and Plans.

10. Facilities which are not specifically located with actual horizontal and vertical control are to be located with the best available information.

11. The Contractor shall not damage natural growth within private property. All work shall be done within easements, roadways and alleys.

12. Facilities which are not specifically located with actual horizontal and vertical control are to be located with the best available information.

13. The Contractor shall be responsible for the care, maintenance, repair, or replacement of existing improvements in the work area which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

14. It is the Contractor's responsibility to adjust or reconstruct any service access roadway to the standards outlined in the ADOT Utilities Work Manual.

15. All ADOT right-of-way markers disturbed, destroyed, or removed during the course of construction shall be replaced with markers in accordance with the current edition of the Signing and Marking Standard Drawings.

16. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

17. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

18. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

19. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

20. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

21. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

22. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

23. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.

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25. The Contractor shall be responsible for the installation, maintenance, repair, or replacement of any service utility installations which have been removed or damaged during the course of construction. All repairs, replacements, or removals shall be done to the satisfaction of the owner.
EARTHWORK GENERAL NOTES

1. Excavation (Overexcavation and Removal) includes material between 22nd St and 16th St (Sta 22+00 to Sta 16+00) which is not required by the plans. This material shall be used in embankment areas outside of the roadway prism only. See Detail A for overexcavation and removal.

2. Excavation (Overexcavation and Recompaction) includes material which shall be excavated and recompacted underneath the new roadway pavement. See Detail A for overexcavation and recompaction.

3. Excavation (Overexcavation and Recompaction) includes material which shall be excavated and recompacted underneath the bridge abutment footings, bufferwalls, and retaining walls.

4. Roadway Excavation is the total roadway volume excavated. Does not include structural, drainage, and overexcavation.

5. Drainage Excavation includes excavation related to the new drainage channel. Does not include additional excavation required for riprap installation.

6. See Pipe Excavation, Backfill and Bedding detail this sheet for limits. Pipe excavation, backfill, bedding and trench backfill are included in the unit price of the pipe. Pipe excavation is included in the total excavation and is available for embankment after strike factors are applied. Gravel materials are unsuitable for pipe backfill, bedding, and trench backfill requirements and import materials shall be used. See this sheet for the limits of structural excavation and bedding. There is no separate payment for structural excavation or backfill as this is considered incident to the cost of the structural items.

7. Structural Excavation and Structure Backfill applies to bridge retaining walls, bridge abutments, bridge piers, drilled shafts and box culverts. Structural excavation is included in the total excavation and is available for embankment after strike factors are applied. Gravel materials are unsuitable for structure backfill requirements and import materials shall be used. See this sheet for the limits of structural excavation and bedding. There is no separate payment for structural excavation or backfill as this is considered incident to the cost of the structural items.

8. Excavation to Install Riprap is the total volume excavated for dumped and hand placed riprap, excluding drainage excavation. There is no separate payment for Excavation to Install Riprap as this is considered incident to the cost of the Riprap Items.


10. Total Stripping is 25% for all excavation and overexcavation areas.

11. Net Excavation = Total Excavation - Total Stripping. Net Excavation is the excavation available for embankment.

12. Roadway Embankment is the total roadway embankment volume required.

13. Overexcavation Embankment is the total roadway embankment volume required to place in overexcavation locations.

14. Bridge Removal Backfill is the embankment volume required to fill voids resulting from the removal of the existing bridge piers and abutments.

15. Ground Compaction is Embankment area x 0.20 ft.

16. Net Embankment volume is the total volume compacted in place including ground compaction, Net Embankment = Roadway Embankment + Overexcavation Embankment + Bridge Removal Backfill + Ground Compaction.

17. Borrow = Net Embankment - Net Excavation

18. Existing Pavement Volume is the volume of pavement removed along 22nd St, Ramps and 26th streets. Pavement remnant will be paid under Item No. 2032009 -Removal of Asphalt Concrete Pavement. The pavement volume was calculated using an assumed 3,000 lb/m2. The existing pavement volume is included in the roadway excavation quantity. The existing pavement may be in acceptable embankment areas in accordance with the Standard Specifications.

EARTHWORK QUANTITIES SUMMARY

<table>
<thead>
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<th>ITEM NO.</th>
<th>ITEM DESCRIPTION</th>
<th>TOTAL VOLUME (CY)</th>
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QUANTITIES BELOW ARE FOR INFORMATIONAL PURPOSES ONLY

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EARTHWORK QUANTITIES SUMMARY

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### SANITARY SEWER MANHOLES

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<th>Exist Elev</th>
<th>Finished Elev</th>
<th>Change in Elev</th>
<th>Remarks</th>
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#### WATER SYSTEM MANHOLE ADJUSTMENT

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<th>Remarks</th>
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### SANITARY SEWER CLEANOUT ADJUSTMENTS

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### STORM DRAIN MANHOLE ADJUSTMENT

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<td>9622-02</td>
<td>2458.82'</td>
<td>2458.82'</td>
<td>0.23</td>
<td>Adjust to finish grade.</td>
</tr>
<tr>
<td></td>
<td>26+06.11</td>
<td>9.16'</td>
<td>7131-23</td>
<td>2463.45'</td>
<td>2463.45'</td>
<td>0.01</td>
<td>Adjust to finish grade.</td>
</tr>
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</table>

### WATER VALVE ADJUSTMENTS

<table>
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<tr>
<th>Control Line</th>
<th>Station</th>
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<th>ID No.</th>
<th>Exist Elev</th>
<th>Finished Elev</th>
<th>Change in Elev</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>22nd St</td>
<td>44+51.25</td>
<td>9.16'</td>
<td>7131-23</td>
<td>2463.45'</td>
<td>2463.45'</td>
<td>0.01</td>
<td>Adjust to finish grade.</td>
</tr>
<tr>
<td></td>
<td>44+51.25</td>
<td>9.16'</td>
<td>7131-23</td>
<td>2463.45'</td>
<td>2463.45'</td>
<td>0.01</td>
<td>Adjust to finish grade.</td>
</tr>
<tr>
<td></td>
<td>79+07.66</td>
<td>9.16'</td>
<td>7131-23</td>
<td>2463.45'</td>
<td>2463.45'</td>
<td>0.01</td>
<td>Adjust to finish grade.</td>
</tr>
</tbody>
</table>

**NOTES:**
1. See Demolition Plans for manhole adjustment locations.
2. The manholes on this sheet may require reconstruction depending on the final elevation and condition of the existing manhole.
3. For additional water modifications, see Water Modification Plans.
4. This manhole was constructed in accordance with ADOT's October 1989 Standard Drawing C-18.40. The Contractor shall refer to ADOT's current C-18.40 and Section 502 of the ADOT Standard Specifications for Road and Bridge Construction for details to adjust the manhole to finished grade. The Contractor shall reset the existing frame and cover after adjusting the manhole height. This work shall be paid for under item #5050100 - Storm Drain Manhole Adjustment.
**KEY NOTES:**

1. See Right-of-Way Plans for Information
2. See Staking Plans for additional Information
3. Varies from 2.75' at Sta 12+25.00 to 0.00' at Sta 13+14.81
4. See Campbell Ave Ramp Plan and Profile Sheet
5. Varies from 3.00' at Sta 14+00.05 to 2.00' at Sta 14+10.10 to Sta 15+63.52
6. 2.00' from Sta 15+63.52 to Sta 16+01.30. Varies from 2.00' at Sta 16+01.30 to 4.00' at Sta 16+37.30 to Sta 16+50.12
7. 0.00' from Sta 15+81.52 to Sta 15+87.02. Varies from 0.00' at Sta 15+87.02 to 6.30' at Sta 16+05.17 to 4.20' at Sta 16+37.30 to Sta 20+39.82. Varies from 4.00' at Sta 20+29.82 to 62.50' at Sta 20+54.31

**LANE DESCRIPTION LEGEND:**

- **TL** = Thru Lane
- **LT** = Left-Turn Lane
- **RT** = Right-Turn Lane
- **Med** = Median
- **SH** = Shoulder
- **SW** = Conc Sidewalk
- **Bus** = Bus Bay
- **P** = Conc Bus Shelter Pad
- **Var** = Varies
- **2% Max**

**NOTES:**

1. See Sheet G-2.09 for pavement structural sections.
2. See Geometric Curb Data Sheets for information on curb and transitions.

---

**CAMPBELL-BEVERLY CONNECTION**

Sita 12+38.44 to Sita 19+35.11

**BARRAZA-AVIATION PARKWAY RAMP C**

Sita 12+23.00 to Sita 15+44.81

**CAMPBELL AVENUE RAMP**

Sita 12+99.54 to Sita 14+00.05

**CAMPBELL AVENUE RAMP**

Sita 14+00.05 to Sita 15+63.52

**CAMPBELL AVENUE RAMP**

Sita 15+63.52 to Sita 20+95.12

---

**RAMP TYPICAL SECTIONS**

**SCALE:**

**DATE:**

**REF.**

**APPR. BY**

**PLOTTED BY:**

**FILE NAME:**

T:\60269301  22nd St_ Kino to Tucson Design_TUC\000_CAD\006_Civil\Sheets\G9301ty06.dgn

**Dial 8-1-1 or 1-800-STAKE-IT (782-5348)**

**Call at least two full working days before you begin excavation.**

**Arizona Blue Stake, Inc.**

---

**NOTES:**

1. See Sheet 0-2.09 for pavement structural sections.
2. See Geometric Curb Data Sheets for information on curb and transitions.
**WARRISSERT AVENUE**  
Sta 12+00.00 to Sta 14+25.80

**CAMPBELL AVENUE**  
Sta 20+55.00 to Sta 21+40.09

**PLUMER AVENUE**  
Sta 11+59.77 to Sta 12+00.00

**NEFF STREET**  
Sta 0+30.00 to Sta 0+60.35

**NORTON AVENUE**  
Sta 0+55.66 to Sta 0+96.84

**SIDE STREET TYPICAL SECTIONS**
NOTES:
1. Concrete shall be Class S, f'c=4,000 psi. See Special Provisions.
2. See the Earthwork General Notes, Quantities and Summary Sheet, G-1.03 for earthwork requirements.
<table>
<thead>
<tr>
<th>Detail No.</th>
<th>Title</th>
<th>Sheet No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-001</td>
<td>Curb &amp; Gutter To Vertical Curb Transition</td>
<td>C-1.04</td>
</tr>
<tr>
<td>1-002</td>
<td>Concrete Barrier To Vertical Curb Transition</td>
<td>C-1.09</td>
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<tr>
<td>1-003</td>
<td>34&quot; Barrier To 35&quot; Barrier Transition</td>
<td>C-1.07</td>
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<tr>
<td>1-004</td>
<td>Connection To Existing Barrier Details</td>
<td>C-1.07</td>
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<tr>
<td>1-005</td>
<td>Barrier Transition Barrier With PCCP To Barrier With AC</td>
<td>C-1.09</td>
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<td>1-006</td>
<td>Detail 1 (Type 1) Special Barrier Details Sheet 1 of 2</td>
<td>C-1.09</td>
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<tr>
<td>1-007</td>
<td>Detail 1 (Type 2) Special Barrier Details Sheet 2 of 2</td>
<td>C-1.10</td>
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<tr>
<td>1-008</td>
<td>Sidewalk Angle Points Detail Sheet 1 of 2</td>
<td>C-1.15</td>
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<tr>
<td>1-009</td>
<td>Sidewalk Angle Points Detail Sheet 2 of 2</td>
<td>C-1.15</td>
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<tr>
<td>1-010</td>
<td>Curb Access Ramp (Special) Sheet 1 of 3</td>
<td>C-1.15</td>
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<tr>
<td>1-011</td>
<td>Curb Access Ramp (Special) Sheet 2 of 3</td>
<td>C-1.14</td>
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<tr>
<td>1-012</td>
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<td>1-013</td>
<td>Concrete Barrier Transition</td>
<td>C-1.16</td>
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<td>1-014</td>
<td>Bicycle Curb Access Ramp Details Sheet 1 of 2</td>
<td>C-1.17</td>
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<td>1-015</td>
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<td>1-016</td>
<td>Bus Bay Details</td>
<td>C-1.09</td>
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<tr>
<td>1-017</td>
<td>Orilway Details 22nd St &amp; Wilson Ave Sheet 1 of 2</td>
<td>C-1.20</td>
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<td>1-018</td>
<td>Orilway Details Campbell Ave Ramp Sheet 2 of 2</td>
<td>C-1.21</td>
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<td>1-019</td>
<td>Building Access At NW Corner of 22nd St/Warren Ave</td>
<td>C-1.25</td>
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<td>1-020</td>
<td>Asphalt Path Staking At Retaining Wall 1</td>
<td>C-1.23</td>
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<td>1-021</td>
<td>Type 2 Directional Curb Access Ramp (Modified Width)</td>
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<td>1-022</td>
<td>Bicycle &amp; Pedestrian Access To Pedestrian Bridge At Campbell Ave</td>
<td>C-1.26</td>
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<td>Multi-Use Path/Pedestrian Bridge Connection Details Sheet 1 of 2</td>
<td>C-1.26</td>
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<tr>
<td>1-024</td>
<td>Multi-Use Path/Pedestrian Bridge Connection Details Sheet 2 of 2</td>
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<td>1-025</td>
<td>AC Path Connection At Plumer Ave</td>
<td>C-1.28</td>
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<tr>
<td>1-026</td>
<td>AC Path/Multi-Use Path Connection Geometry</td>
<td>C-1.29</td>
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<td>1-027</td>
<td>Layout For X-Tension Guard Rail End Treatment</td>
<td>C-1.30</td>
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<td>1-028</td>
<td>Ramp C Emergency Sidewalk</td>
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<td>Ramp B Egress/Crosswalk/Concrete Sidewalk</td>
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<td>Curb Access Ramp 22nd St/Tucson Blvd - North</td>
<td>C-1.13</td>
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<td>Curb Access Ramp 22nd St/Tucson Blvd - South</td>
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<td>1-032</td>
<td>Pedestrian Underpass General Plan &amp; Elevation Sheet 1 of 3</td>
<td>C-1.24</td>
</tr>
<tr>
<td>1-033</td>
<td>General Notes, End Elevation, Quantifies &amp; Pay Limits Sheet 2 of 3</td>
<td>C-1.35</td>
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<td>1-034</td>
<td>Typical Sections &amp; Reinforcement Sheet 3 of 3</td>
<td>C-1.46</td>
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<td>AC Driveway Details 22nd St &amp; Wilson Ave Sheet 1 of 2</td>
<td>C-1.47</td>
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OVEREXCAVATION & RECOMPACTION/REMOVAL
TYPICAL EMBANKMENT SECTION

OVEREXCAVATION & RECOMPACTION/REMOVAL
TYPICAL EMBANKMENT SECTION

OVEREXCAVATION & RECOMPACTION/REMOVAL
TYPICAL EMBANKMENT SECTION

OVEREXCAVATION & GEORGRID BASE REINFORCEMENT LOCATION TABLE

<table>
<thead>
<tr>
<th>Location</th>
<th>Control Line</th>
<th>Station Limits</th>
<th>Treatment</th>
<th>Quantity</th>
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<tr>
<td>1</td>
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<td>4,008 SF</td>
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<tr>
<td>2</td>
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<td>Sta 14+05 to Sta 20+95</td>
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<td>3,124 SF</td>
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<td>3</td>
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<td>Sta 20+80 to Sta 13+00</td>
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<td>574 SF</td>
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<tr>
<td>4</td>
<td>22nd St Const E</td>
<td>Sta 15+00 to Sta 14+95</td>
<td>Georgrid Base Reinforcement</td>
<td>569 SF</td>
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<tr>
<td>5</td>
<td>22nd St Const E</td>
<td>Sta 19+50 to Sta 21+00</td>
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<td>369 SF</td>
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<td>7</td>
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<td>Sta 22+00 to Sta 25+00</td>
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<td>9</td>
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<td>13</td>
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<tr>
<td>15</td>
<td>22nd St Const E</td>
<td>Sta 78+50 to Sta 79+90</td>
<td>Georgrid Base Reinforcement</td>
<td>240 SF</td>
</tr>
</tbody>
</table>

NOTES:
1. Overexcavation limits for ramps similar.
2. Roadway embankment heights greater than 3' above existing grade do not require overexcavation & recompaction/removal.
3. Total roadway embankment height plus overexcavation depth shall be 3' minimum.
4. The soil within the overexcavation zone shall be removed and recompacted. Recompression of the soil within the limits of the overexcavation zone shall be performed to achieve at least 95% of the maximum density and within 75% of the optimum moisture content as determined in accordance with the Arizona Test Method 225 (Standard Proctor). The recompaction shall comply with Sections 203 and 205 of the Standard Specifications.
5. All work shown in this detail for overexcavation and recompaction shall be paid under Bid Item #2030502 - Excavation (Overexcavation and Recompaction).
6. All work shown in this detail for overexcavation and removal shall be paid under Bid Item #2030500 - Excavation (Overexcavation and Removal).
7. All work for georgrid reinforcement shall be paid under Bid Item #2030002 - Georgrid Base Reinforcement.
8. Georgrid shall be placed on top of finished subgrade prior to placement of aggregate base per Section 306 of the PAG Standard Specifications.

DETAIL A
Pavement Subgrade
Overexcavation Detail

C-1, G-2 of C-1, G-2

DRAWN BY: D. Y. S.
CHECKED BY: R. D. K.
PRINTED BY: AECOM USA, Inc.
Tucson, Arizona 85705

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PLAN NO.

FLG 06-18

P-33000002

CITY OF TUCSON

TRANSPORTATION DEPARTMENT

June 2018

NOTES:

1. Overexcavation limits for ramps similar.
2. Roadway embankment heights greater than 3' above existing grade do not require overexcavation & recompaction/removal.
3. Total roadway embankment height plus overexcavation depth shall be 3' minimum.
4. The soil within the overexcavation zone shall be removed and recompacted. Recompression of the soil within the limits of the overexcavation zone shall be performed to achieve at least 95% of the maximum density and within 75% of the optimum moisture content as determined in accordance with the Arizona Test Method 225 (Standard Proctor). The recompaction shall comply with Sections 203 and 205 of the Standard Specifications.
5. All work shown in this detail for overexcavation and recompaction shall be paid under Bid Item #2030502 - Excavation (Overexcavation and Recompaction).
6. All work shown in this detail for overexcavation and removal shall be paid under Bid Item #2030500 - Excavation (Overexcavation and Removal).
7. All work for georgrid reinforcement shall be paid under Bid Item #2030002 - Georgrid Base Reinforcement.
8. Georgrid shall be placed on top of finished subgrade prior to placement of aggregate base per Section 306 of the PAG Standard Specifications.
# ATTENUATION DEVICES - IMPACT ATTENUATORS

<table>
<thead>
<tr>
<th>Controlling Roadway Const</th>
<th>Station</th>
<th>Offset</th>
<th>Lt / Rt</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>22nd Street</td>
<td>43+97'</td>
<td>55'</td>
<td>R</td>
<td>High Speed Exit, Availability of Self-contained Backup/Backstop Required.</td>
</tr>
<tr>
<td></td>
<td>69+47'</td>
<td>60'</td>
<td>L</td>
<td>High Speed Exit, Availability of Self-contained Backup/Backstop Required.</td>
</tr>
</tbody>
</table>

**NOTES:**

1. The station and offset are to the center of the attenuation device where it matches into the concrete barriers. The locations shown are approximate and are not to be used to stake barrier locations.

2. Attenuation devices anticipated to be acceptable are marked.

3. Additional work may be required for the attenuation devices shown. This may include additional grading, additional barrier or transitions, or backing blocks. Any additional work required for installation of the attenuation device shall be included in the bid price.

4. Attenuation devices, transitions, or backing blocks shall not be connected to or in contact with retaining walls.

5. All attenuation devices shall be NCHRP 350 TL3 compliant.

6. All work shall be paid for under Bid Item #7020007 - Impact Attenuation Device (Detail B).
NOTES:
1. All concrete shall be Class S, f'c=4,000 psi.
2. See ADOT SD 1.01 for general notes, dimensions and reinforcement information.
3. Barrier transition shall match both adjoining concrete curb and concrete barrier.
4. See Geometric Curb Data Sheets C-3.01 - C-3.10 for barrier locations.
5. This barrier transition shall be paid for under Bid Item #900014 - Concrete Half Barrier Transition (34" F-SHAPE Tangent Departure) (Detail C).

See Dowel Installation
And Const Joint On
ADOT Std C-10.70,
And Const Joint Dtl
See Dowel Installation
NOTES:
1. See ADOT Std C-05.10 and Std Dtl 209 for general notes, dimensions, and other information.
2. This curb transition shall be paid for under Bid item F0800046 - Concrete Curb and Gutter (Curb and Gutter to Vertical Curb Transition) (Detail D).
NOTES:
1. The barrier transition shall be paid for under Bid Item *9000019 - Concrete Barrier Transition (Detail E).
2. The curb transition shall be paid for under Bid Item *9060005 - Concrete Curb (Type 2) (Std Dtl 209).
3. See ADOT Std C-10.50 and Std Dtl 209 for notes and details not shown.
NOTES:
1. 3/4" of ADOT SD 1.01 barrier is below top of finish grade, leaving reveal height H=32 3/4".
2. See ADOT SD 1.01 and ADOT Std C-10,50 for general notes, dimensions and reinforcement information.
3. Barrier transition shall match adjoining ends of concrete barrier.
4. See Geometric Curb Data Sheets C-3.01 - C-3.10 for barrier locations.
5. Transition shall be paid for under Bid Item #9100117 - Concrete Barrier Transition (ADOT Std C-10.50 to ADOT SD 1.01) (Detail F).
6. All concrete shall be class S,  f'c=4,000 psi.
GENERAL NOTES:

Concrete (Barrier)
Concrete (Footing)

All concrete shall be Class 'S' unless otherwise noted.
Concrete (Flashing) = 4,000 psi
Concrete (Barrier) = 4,000 psi

Reinforcing steel shall conform to ASTM Specification A615. All reinforcing steel shall be furnished as Grade 60.

All bends & hooks shall meet the requirements of AASHTO LRFD Bridge Design Specifications Article 5.10. All bend dimensions for reinforcing steel shall be out-to-out of bars. All placement dimensions for reinforcing steel shall be to center of bars unless otherwise noted.

All reinforcing steel shall have 2 inches clear cover unless otherwise noted.

Chamfer all exposed corners 3/8" unless otherwise noted,
Dimensions shall not be scaled from drawings.

Concrete Barrier (Special Half) (Detail I, Type 1), as shown in this detail,
will be paid for under Bid Item No. 9100039 at the contract price per LF.
See Geometric Curb Data Sheets on Dwg No. C-3.01 to C-3.10 for Detail I locations.

Concrete (Barrier)
Concrete (Footing)
All concrete shall be Class 'S' unless otherwise noted.

Design Specifications Article 5.10. All bend dimensions for reinforcing steel shall be out-to-out of bars. All placement dimensions for reinforcing steel shall be to center of bars unless otherwise noted.

All reinforcing steel shall have 2 inches clear cover unless otherwise noted.

Chamfer all exposed corners 3/8" unless otherwise noted,
Dimensions shall not be scaled from drawings.

Concrete Barrier (Special Half) (Detail I, Type 1), as shown in this detail,
will be paid for under Bid Item No. 9100039 at the contract price per LF.
See Geometric Curb Data Sheets on Dwg No. C-3.01 to C-3.10 for Detail I locations.
ANGLE POINT LOCATION 1

ANGLE POINT LOCATIONS 2 & 3

ANGLE POINT LOCATIONS 4 & 5

ANGLE POINT LOCATION 8

SIDEWALK ANGLE POINTS INFORMATION

<table>
<thead>
<tr>
<th>Location</th>
<th>Roadway</th>
<th>Point (A)</th>
<th>Point (B)</th>
<th>Point (C)</th>
<th>Point (D)</th>
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<td>Station</td>
<td>Offset</td>
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<tr>
<td>1</td>
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<td>32+00.41</td>
<td>6.36</td>
<td>32+05.00</td>
<td>6.63</td>
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<tr>
<td>2</td>
<td>Elgin St</td>
<td>78+05.32</td>
<td>78+06.37</td>
<td>78+04.37</td>
<td>78+05.37</td>
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<tr>
<td>3</td>
<td>Tucson Blvd</td>
<td>100+07.81</td>
<td>100+07.86</td>
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<tr>
<td>4</td>
<td>Elgin St</td>
<td>78+06.54</td>
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<tr>
<td>6</td>
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<td>9+13.75</td>
<td>9+12.84</td>
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<tr>
<td>7</td>
<td>Norton Ave</td>
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<td>8+80.93</td>
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<td>8</td>
<td>Campbell Ave Ramp</td>
<td>15+06.03</td>
<td>15+06.73</td>
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NOTES:
1. See geometric Curb Data Sheets C-3.01 - C-3.10 for curb access ramp data.
ANGLE POINT LOCATIONS 9, 10 & 11

SIDEWALK ANGLE POINTS INFORMATION

<table>
<thead>
<tr>
<th>Location</th>
<th>Roadway</th>
<th>Station Offset</th>
<th>Station Offset</th>
<th>Station Offset</th>
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<tr>
<td>9</td>
<td>Wilson Ave</td>
<td>8+07.64</td>
<td>8+06.96</td>
<td>8+07.31</td>
<td>8+06.59</td>
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<tr>
<td>10</td>
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<td>7+40.26</td>
<td>7+41.66</td>
<td>7+41.68</td>
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<td>11</td>
<td>Wilson Ave</td>
<td>7+22.76</td>
<td>7+23.47</td>
<td>7+23.49</td>
<td>7+23.49</td>
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</tbody>
</table>

NOTE:
1. See Geometric Curb Data Sheets C-3.01 - C-3.10 for curb access ramp data.
**NOTES:**

1. This work shall be paid for under Bid Item #41000074 - Delineators (Footpath) (ADOT Std W-261) (360 Degrees White or Yellow) (Surface-Mounted).

2. See Std 01050 for joint requirements.

3. See Std 01050 for construction notes and other information.

4. See Std 01070 for ramp curb details. Ramp curb shall match the top of the adjacent sidewalk outside of ramp limits.

5. Flexible delineators shall be paid under Bid Item #41000074 - Delineators (Footpath) (ADOT Std W-261) (360 Degrees White or Yellow) (Surface-Mounted). Flexible delineators shall be paid under Bid Item #41000074 - Delineators (Footpath) (ADOT Std W-261) (360 Degrees White or Yellow) (Surface-Mounted).

6. See the Demolition Plans for removals.

7. All stations and offsets are from Campbell Ave.

8. Saw cut full depth 1' from curb (see Detail AC). Remove existing asphalt concrete (AC) pavement. Match existing AC pavement grade.

---

**RAMP CURB TRANSITION DETAIL**

**SECTION A-A**

**ELEVATION**

**DEPRESSED CURB AT CURB ACCESS RAMP**

**CURB ACCESS RAMP (SPECIAL)**

**PERSPECTIVE**

**NOTES:**

1. Flexible delineators shall be paid under Bid Item #41000074 - Delineators (Footpath) (ADOT Std W-261) (360 Degrees White or Yellow) (Surface-Mounted).

2. See the Demolition Plans for removals.

3. All stations and offsets are from Campbell Ave.

4. See Std 01070 for ramp curb details. Ramp curb shall match the top of the adjacent sidewalk outside of ramp limits.

---

**LEGENDS:**

- Blend Transition
- Exit Pavement Removal
- New Pavement
- Slag 5% Min, 8.375" (12") Max
- Match Back of Curb

---

**PLAN**

**NTS**

---

**DETAIL**

**K**

**CURB ACCESS RAMP (SPECIAL)**

**SHEET 2 OF 3**

---

**DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION**

**CITY OF TUCSON**

**TRANSPORTATION**

**Tucson, Arizona 85705**

**WWW.AECOM.COM**

---

**NOTE:**

- Curb Access Ramp (Special) (Detail K, Sheet 2).
- Blended Transition.
- New Ramp Curb, H=6".
- Match New Conc Sidewalk.
- Match New Conc Curb.
- New AC Pavement.
- Match Exist Radius.
- R=20'.
- 1'-0" R.
- 6'.
- 8'.
- 10'.
- 12'.
- 14'.
- 16'.
- 18'.
- 20'.
- 22'.
- 24'.
- 26'.
- 28'.
- 30'.
- 32'.
- 34'.
- 36'.
- 38'.
- 40'.
- 42'.
- 44'.
- 46'.
- 48'.
- 50'.
- 52'.
- 54'.
- 56'.
- 58'.
- 60'.
- 62'.
- 64'.
- 66'.
- 68'.
- 70'.
- 72'.
- 74'.
- 76'.
- 78'.
- 80'.
- 82'.
- 84'.
- 86'.
- 88'.
- 90'.
- 92'.
- 94'.
- 96'.
- 98'.
- 100'.

---

**SECTION 2-2**

**RAMP CURB TRANSITION**

**NTS**

---

**NOTE:**

- Curb Access Ramp (Special) (Detail K, Sheet 2).
- Blended Transition.
- New Ramp Curb, H=6".
- Match New Conc Sidewalk.
- Match New Conc Curb.
- New AC Pavement.
- Match Exist Radius.
- R=20'.
- 1'-0" R.
- 6'.
- 8'.
- 10'.
- 12'.
- 14'.
- 16'.
- 18'.
- 20'.
- 22'.
- 24'.
- 26'.
- 28'.
- 30'.
- 32'.
- 34'.
- 36'.
- 38'.
- 40'.
- 42'.
- 44'.
- 46'.
- 48'.
- 50'.
- 52'.
- 54'.
- 56'.
- 58'.
- 60'.
- 62'.
- 64'.
- 66'.
- 68'.
- 70'.
- 72'.
- 74'.
- 76'.
- 78'.
- 80'.
- 82'.
- 84'.
- 86'.
- 88'.
- 90'.
- 92'.
- 94'.
- 96'.
- 98'.
- 100'.
GENERAL NOTES:

Construction Specification - Arizona Department of Transportation
Barrier Design Specifications - AASHTO LRFD Bridge Design Specifications.

Concrete Barrier Transition (Detail L), as shown in this detail, will be paid additional cost to the Department.

All concrete shall be Class 'S' (f'c = 4000 psi).

Reinforcing steel shall conform to ASTM Specification A615. All reinforcing shall be furnished as Grade 60.

Reinforcing steel shall conform to AASHTO LRFD Bridge Design Specifications Article 5.10. All bend dimensions for reinforcing shall be to center of bars unless otherwise noted.

Concrete Barrier Transition shall extend 12" past the construction joint at the completion of each incremental pour.

Concrete Barrier Transition shall extend 12" past the construction joint at the completion of each incremental pour.

Concrete barrier transition shall be constructed by the Slip Form or Formed Cast-In-Place methods only.

When obstacles are encountered which prevent the use of slip form equipment, the closure shall be accomplished by the use of stationary forms at no additional cost to the Department.

Concrete barrier transition shall be constructed by the Slip Form or Formed Cast-In-Place methods only.

When obstacles are encountered which prevent the use of slip form equipment, the closure shall be accomplished by the use of stationary forms at no additional cost to the Department.

Concrete Barrier Transition (Detail L), as shown in this detail, will be paid for under Bid Item No. 9100118 at the contract price per Each.

See ADOT Std C-10.52 for information not shown.
NOTES:
1. All stations and offsets are from Berrara-Aviation Pkwy Ramp A Control E unless otherwise noted.
2. Ramps shown in Details 1 and 2 shall be paid for under Bld Item #9060588 - Curb Access Ramp (special) (Detail M).
3. See Std Dist 200 for joint requirements.
4. See Std Dist 201 for construction notes and other information.
5. For pavement marking see Pavement Marking Sheet T-3.05.
6. Elevations are provided at top of sidewalk.

**STAKING DATA**

<table>
<thead>
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<th>Offset</th>
<th>Elevation</th>
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<td>A</td>
<td>27 + 76.00</td>
<td>24.40' Lt</td>
<td>2462.88</td>
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<tr>
<td>B</td>
<td>27 + 76.00</td>
<td>31.94' Lt</td>
<td>2463.03</td>
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<tr>
<td>C</td>
<td>28 + 00.00</td>
<td>24.00' Lt</td>
<td>2462.04</td>
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<tr>
<td>D</td>
<td>28 + 00.00</td>
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<td>2463.20</td>
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<td>E</td>
<td>28 + 25.00</td>
<td>16.45' Lt</td>
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<td>F</td>
<td>28 + 25.00</td>
<td>23.72' Lt</td>
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<td>G</td>
<td>28 + 50.00</td>
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<td>H</td>
<td>28 + 50.00</td>
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**CONTROL POINTS**

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<th>Easting</th>
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<tr>
<td>Ramp A</td>
<td>P0B</td>
<td>27 + 53.44</td>
<td>8.00' Lt</td>
<td>40449.4660</td>
<td>002848.1500</td>
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<td></td>
<td>PC</td>
<td>27 + 59.06</td>
<td>31.01' Lt</td>
<td>40457.1418</td>
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<td></td>
<td>PT</td>
<td>27 + 73.01</td>
<td>35.90' Lt</td>
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<td>PT</td>
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<td></td>
<td>PC</td>
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<td>40457.0596</td>
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</tr>
<tr>
<td></td>
<td>PT</td>
<td>28 + 32.54</td>
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<tr>
<td></td>
<td>POE</td>
<td>28 + 39.31</td>
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**CURVE DATA**

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<th>T</th>
<th>L</th>
<th>A</th>
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<tr>
<td>C1</td>
<td>35.50</td>
<td>Right 29.29</td>
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<tr>
<td>C2</td>
<td>15.83</td>
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<td>7.93</td>
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**TANGENT DATA**

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<tr>
<td>L2</td>
<td>N90°00'00&quot;</td>
<td>62.70</td>
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<tr>
<td>L3</td>
<td>S86°00'00&quot;</td>
<td>85.80</td>
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**DETAIL 1**

MODIFIED CURB ACCESS RAMP WB

**DETAIL 2**

MODIFIED CURB ACCESS RAMP WB

BICYCLE CURB ACCESS RAMP DETAILS

SHEET 1 OF 2
**NOTES:**
1. The curb access ramps shall be paid for under Bid Item No. 8000238 - Curb Access Ramp (Special) (Detail M).
2. See Sheet No. 200 for joint requirements.
3. See Sheet No. 207 for construction notes and other information.

---

**LEGEND:**
- Blended Transition
- Slope 5% Min., 8.33% (12:1) Max., match back of curb

---

**CURB ACCESS RAMP CONTROL POINT**

<table>
<thead>
<tr>
<th>Location</th>
<th>Station</th>
<th>Offset</th>
<th>Angle A</th>
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</thead>
<tbody>
<tr>
<td>Ramp A</td>
<td>22+51.07</td>
<td>8.00' LT</td>
<td>60°16'07&quot;</td>
</tr>
<tr>
<td>Ramp B</td>
<td>18+56.40</td>
<td>6.37' RT</td>
<td>52°50'00&quot;</td>
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</table>

---

**SECTION A-A**

| New AC Path Connection See C-1.18 of C-1.42 |

| NEW CONCRETE CURB Access Ramp See Landscape Plans |

| New AC Path | Roadway |

| Curb Access Ramp Control Point See Table This Sht |

| Curb Access Ramp Type 2, H=6" (Typ) |

| New AC Path to Curb Access Ramp |

| NEW CONCRETE CURB Access Ramp |

| New AC Path to Curb Access Ramp |

**DETAIL M**

**BICYCLE CURB ACCESS RAMP DETAILS**

| SHEET 2 OF 2 | 22ND ST |

---

**PLAN - RAMP A**

**PLAN - RAMP B**

**SCALE: 1"=5'**

---

**DESIGNATED DATES:**

<table>
<thead>
<tr>
<th>CHK'D</th>
<th>APPR.</th>
<th>DRWN.</th>
<th>CHK'D</th>
<th>DATE</th>
<th>REF.</th>
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<td></td>
<td></td>
<td></td>
<td>06-18</td>
<td>06-18</td>
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</table>
NOTES:
1. Where construction of the bus bay requires phasing, the expansion joint shall be reinforced using an E-Joint dowel assembly per ADOT Std C-07.01.
2. Concrete shall be Class F, f'c=4,000 psi per Section 1006 of the Special Provisions and amendments thereof and shall be paid for under Bid Item #4010012 - Portland Cement Concrete Pavement (12" Thick, F'c=4,000 psi).
3. Contraction joints in the bus bay pavement shall be cut to a depth of 4" and shall be spaced at an interval of 15' (max) and cut transverse to bus pullout.
4. All stations and offsets are from 22nd St Const unless otherwise noted.
5. New concrete bus shelter pad paving shall be paid for under Bid Item #9080602 - Concrete Bus Shelter Pad. All other items shall be paid under the respective bid item.
6. (x) Designates driveway number. See Detail G.
NOTES:

1. Concrete driveway shall be 6" or shall match existing thickness, whichever is greater. Concrete driveway and apron shall be paid for under Bid Item #302050 - Concrete Driveway.

2. Concrete curb and dropped curb shall be paid for under Bid Item #506005 - Concrete Curb (Type II) 15" OD 2009.

3. Saw cut to full depth of Pavement Structural Section No. 7. Match existing pavement grade.

4. All stations and offsets are from 22nd St Ctrnt E unless otherwise noted.

---

**NOTES:**

1. Concrete driveway shall be 6" or shall match existing thickness, whichever is greater. Concrete driveway and apron shall be paid for under Bid Item #302050 - Concrete Driveway.

2. Concrete curb and dropped curb shall be paid for under Bid Item #506005 - Concrete Curb (Type II) 15" OD 2009.

3. Saw cut to full depth of Pavement Structural Section No. 7. Match existing pavement grade.

4. All stations and offsets are from 22nd St Ctrnt E unless otherwise noted.
NOTES:
1. All stations and offsets are from 22nd St Const unless noted otherwise.
2. Elevations along the curb and curb wall are provided at the top of curb.
   Stations and offsets along the curb wall are provided at the back of the curb wall.
3. Warp sidewalk in front of building as necessary to maintain ADA-compliant grades.
4. Curb wall shall be paid for under Bid Item #9300115 - Miscellaneous Work (Curb Wall) (Detail P).
5. Handrail shall be paid for under Bid Item 9330008 - Handrail (Std Dtl 105) (Standard Lower Rail Location).
6. See the Demolition Plans for removals.

LEGEND:
\[ \text{Blended Transition} \]
\[ \text{Step 5% Min, 8.33\% (12:1) Max} \]
**NOTES**:

1. This work shall be paid for under Sht Item 90800281 - Curb Access Ramp (Type 2) Directional (Sht 10 of 10). The detectable warning strip shall be dark gray in color, or as directed by the Engineer and incidental to the cost of this Sht Item.

2. See Sht Dr 207 for joint requirements.

3. See Sht Dr 207 for construction notes and other information.

- **LEGEND:**
  - Blended Transition
  - Slope 5% Min, 8.33% (12:1) Max

---

**SECTION A-A**

**NOTES**:

- Match New AC Path
- New Conc Curb Type 2, H=4.5" (Sht 10 of 10)
- Ramp Pay Limits
- Curb Access Ramp Control Point
- See Table This Sht

**PLAN**

- Scale 1"=5'

**RAMP CONTROL POINT TABLE**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Station</th>
<th>Offset</th>
<th>Dim A</th>
<th>Dim B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp A</td>
<td>21+00, 25</td>
<td>26.53'Lt</td>
<td>3.0'</td>
<td>15.4'</td>
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</tbody>
</table>

**RAMP CONTROL POINT TABLE**

<table>
<thead>
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<th>Roadway</th>
<th>Station</th>
<th>Offset</th>
<th>Dim A</th>
<th>Dim B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp A</td>
<td>21+74.52</td>
<td>26.53'Lt</td>
<td>15.4'</td>
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</table>

**NEW AC PATH**

- Match New AC Path
- Curb Access Ramp Control Point
- See Table This Sht

**BLENDED TRANSITION DETAIL**

- Scale 1"=5'
- Curb Access Ramp Control Point
- Match New AC Path
- Ramp Pay Limits
- Curb Access Ramp Length
- Curb Access Ramp Transition Length
- Roadway Width

**DETAIL**

- Type 2 Directional Curb Access Ramp (Modified Width)
- Std Dtl 207, Sht 10 of 10
- Detectable Warning Strip (8'x2')
- Std Dtl 207, Sht 10 of 10

**SECTION A-A**

- Match New AC Path
- New Conc Curb Type 2, H=4.5" (Sht 10 of 10)
- Ramp Pay Limits
- Curb Access Ramp Control Point
- See Table This Sht

**PLAN**

- Scale 1"=5'

**LEGEND:**

- Blended Transition
- Slope 5% Min, 8.33% (12:1) Max

---

**NOTE:**

- See Std Dtl 207 for construction notes and other information.
### SIDEWALK CURVE DATA

<table>
<thead>
<tr>
<th>Curve No.</th>
<th>Description</th>
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<th>Offset</th>
<th>H</th>
<th>L</th>
<th>T</th>
<th>A</th>
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</thead>
<tbody>
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<td>(3)</td>
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<td>20.82</td>
<td>25.37</td>
<td>16.50</td>
<td>5.71</td>
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</tr>
</tbody>
</table>

- **PI**: Point of Intersection
- **H**: Horizontal Distance
- **L**: Length
- **T**: Tangent Length
- **A**: Angle

### NOTES:

1. All stations and offsets are from Campbell Ave Ramp Const unless otherwise noted.
2. Elevation = 2400.00.
See Retaining Wall Plans

New Retaining Wall 10

See Dtl T,

Std Dtl 209 (Typ)

Type 2, H=6"

New Conc Curb

See Dtl This Sht

Foundation/Curb

New Conc Sidewalk

Std Dtl 200

New Retaining Wall 10

See Dtl T,

Std Dtl 209 (Typ)

Type 2, H=6"

New Conc Curb

See Dtl This Sht

Foundation/Curb

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

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New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

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New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200

New Conc Sidewalk

Std Dtl 200
NOTES:
1. All stations and offsets are from Barraza-Aviation Parkway Ramp A Const unless otherwise noted.
2. See Demolition Plans for removal limits.
3. Base elevation = 2400.00.
4. Saw cut and remove existing asphallic concrete (AC) pavement as needed to facilitate the water modifications. Replace with 2" of COT Mix No. 2 after treating the subgrade in accordance with Section 203 of the Standard Specifications.
NOTES:

1. This detail is for roadway layout only.

2. The X-Tension Guard Rail End Treatment shall be installed in accordance with the manufacturer's specifications and current approved drawing including all details, hardware, hardware quantities, and other information. The current manufacturer's approved drawing is number X1G1551_0810310 from manufacturer. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

3. The control height for the guard rail system is 28" to the top of rail, measured at the face of rail from the normal finished shoulder elevation.

4. All stations and offsets are to face of curb.

5. The X-Tension guard rail and treatment shall be paid for under Bid Item #9050006 - Guard Rail Terminal (X-Tension) Redirective, Non-Gating End Terminal (Detail W).

6. See Section 908 of the Standard Specifications for constructing the contraction joint.


8. The guard rail shall be paid for under Bid Item #9050003 - Guard Rail, W-Beam, Single Pole, GA (K).

9. Elevated Control Height:

10. For roadway layout only.

11. See Note 7

12. Contact manufacturer for more information. The current manufacturer's approved drawing is number XTGTSS1, 08/03/07 with revisions. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

13. The X-Tension Guard Rail End Treatment shall be installed in accordance with the manufacturer's specifications and current approved drawing including all details, hardware, hardware quantities, and other information. The current manufacturer's approved drawing is number X1G1551_0810310 from manufacturer. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

14. The control height for the guard rail system is 28" to the top of rail, measured at the face of rail from the normal finished shoulder elevation.

15. All stations and offsets are to face of curb.

16. The X-Tension guard rail and treatment shall be paid for under Bid Item #9050006 - Guard Rail Terminal (X-Tension) Redirective, Non-Gating End Terminal (Detail W).

17. See Section 908 of the Standard Specifications for constructing the contraction joint.


19. The guard rail shall be paid for under Bid Item #9050003 - Guard Rail, W-Beam, Single Pole, GA (K).

20. Elevated Control Height:

21. For roadway layout only.

22. See Note 7

23. Contact manufacturer for more information. The current manufacturer's approved drawing is number XTGTSS1, 08/03/07 with revisions. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

24. The X-Tension Guard Rail End Treatment shall be installed in accordance with the manufacturer's specifications and current approved drawing including all details, hardware, hardware quantities, and other information. The current manufacturer's approved drawing is number X1G1551_0810310 from manufacturer. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

25. The control height for the guard rail system is 28" to the top of rail, measured at the face of rail from the normal finished shoulder elevation.

26. All stations and offsets are to face of curb.

27. The X-Tension guard rail and treatment shall be paid for under Bid Item #9050006 - Guard Rail Terminal (X-Tension) Redirective, Non-Gating End Terminal (Detail W).

28. See Section 908 of the Standard Specifications for constructing the contraction joint.


30. The guard rail shall be paid for under Bid Item #9050003 - Guard Rail, W-Beam, Single Pole, GA (K).

31. Elevated Control Height:

32. For roadway layout only.

33. See Note 7

34. Contact manufacturer for more information. The current manufacturer's approved drawing is number XTGTSS1, 08/03/07 with revisions. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

35. The X-Tension Guard Rail End Treatment shall be installed in accordance with the manufacturer's specifications and current approved drawing including all details, hardware, hardware quantities, and other information. The current manufacturer's approved drawing is number X1G1551_0810310 from manufacturer. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

36. The control height for the guard rail system is 28" to the top of rail, measured at the face of rail from the normal finished shoulder elevation.

37. All stations and offsets are to face of curb.

38. The X-Tension guard rail and treatment shall be paid for under Bid Item #9050006 - Guard Rail Terminal (X-Tension) Redirective, Non-Gating End Terminal (Detail W).

39. See Section 908 of the Standard Specifications for constructing the contraction joint.


41. The guard rail shall be paid for under Bid Item #9050003 - Guard Rail, W-Beam, Single Pole, GA (K).

42. Elevated Control Height:

43. For roadway layout only.

44. See Note 7

45. Contact manufacturer for more information. The current manufacturer's approved drawing is number XTGTSS1, 08/03/07 with revisions. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

46. The X-Tension Guard Rail End Treatment shall be installed in accordance with the manufacturer's specifications and current approved drawing including all details, hardware, hardware quantities, and other information. The current manufacturer's approved drawing is number X1G1551_0810310 from manufacturer. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.

47. The control height for the guard rail system is 28" to the top of rail, measured at the face of rail from the normal finished shoulder elevation.

48. All stations and offsets are to face of curb.

49. The X-Tension guard rail and treatment shall be paid for under Bid Item #9050006 - Guard Rail Terminal (X-Tension) Redirective, Non-Gating End Terminal (Detail W).

50. See Section 908 of the Standard Specifications for constructing the contraction joint.


52. The guard rail shall be paid for under Bid Item #9050003 - Guard Rail, W-Beam, Single Pole, GA (K).

53. Elevated Control Height:

54. For roadway layout only.

55. See Note 7

56. Contact manufacturer for more information. The current manufacturer's approved drawing is number XTGTSS1, 08/03/07 with revisions. Visit the Lindsay Corporation Barrier Systems website to view and print the drawing.
NOTES:

1. All stations and offsets are from Barraza-Aviation Parkway unless otherwise noted.

2. All concrete for the congestion shall be Class B.

3. Concrete Spillway with 6"x6" W1.4 x W1.4 welded wire fabric (WWF) shall be paid for under Bid Item #9170001 - Embankment Spillway (Detail X). The cost of the WWF is considered incidental to this bid item.

4. Remove and salvage riprap as necessary to construct the new concrete spillway.

5. Flexible delineators shall be surface-mounted in accordance with ADOT Std M-26. Flexible delineator and surface-mounted foundation shall be paid for under Bid Item #7030074 - Delineator (Flexible) (ADOT Std M-26) (360 Degrees White or Yellow) (Surface-Mounted).

6. Hand-placed riprap shall vary in size between 4" and 6". The height of the rock protruding above the riprap surface shall be less than 4" with the flat surface uppermost and parallel to the surface.

7. Hand placed riprap shall be paid for under Bid Item #1100001 - Riprap (Hand Placed) which costs shall include the high survivability fabric.

8. New hand placed riprap shall vary in size between 4" and 6". The height of the rock protruding above the riprap surface shall be less than 4" with the flat surface uppermost and parallel to the surface.

9. A new concrete embankment spillway shall be constructed where necessary.

10. All concrete for the concrete spillway shall be Class B.

11. All stations and offsets are from Barraza-Aviation Parkway unless otherwise noted.

12. The height of the new concrete embankment spillway shall be considered incidental to this bid item.

13. All concrete for the new concrete embankment spillway shall be Class B.

14. New hand placed riprap shall be paid for under Bid Item #9130008 - Riprap (Hand Placed) which costs shall include the high survivability filter fabric.

15. New hand placed riprap shall be paid for under Bid Item #9170001 - Embankment Spillway (Detail X) which costs shall include the high survivability filter fabric.

16. New hand placed riprap shall be paid for under Bid Item #1100001 - Riprap (Hand Placed) which costs shall include the high survivability filter fabric.

17. New hand placed riprap shall be paid for under Bid Item #9130008 - Riprap (Hand Placed) which costs shall include the high survivability filter fabric.

18. New hand placed riprap shall be paid for under Bid Item #9170001 - Embankment Spillway (Detail X) which costs shall include the high survivability filter fabric.

19. New hand placed riprap shall be paid for under Bid Item #1100001 - Riprap (Hand Placed) which costs shall include the high survivability filter fabric.

20. New hand placed riprap shall be paid for under Bid Item #9130008 - Riprap (Hand Placed) which costs shall include the high survivability filter fabric.

21. New hand placed riprap shall be paid for under Bid Item #9170001 - Embankment Spillway (Detail X) which costs shall include the high survivability filter fabric.
NOTES:
1. All stations and offsets are from Rammazza-Aviation Parkwasy Ramp B Const unless otherwise noted.
2. Concrete Spillway with 6"x6" W2.1 x W2.1 welded wire fabric (WWF) shall be paid for under Bid Item #9130005 - Concrete Spillway (Detail Y). The cost of the WWF is considered incidental to this bid item.
3. All concrete shall be Class 5, f'c=3,000 psi.
4. Hand placed riprap shall vary in size between 4" and 6". The height of the rock protruding above the riprap surface shall be less than 4" with the flat surface uppermost and parallel to the surface.
5. Hand placed riprap shall be paid for under Bid Item #9340010 - Riprap-Surface-Mounted, foundation shall be paid for under Bid Item #9130007 - Riprap-Hand Placed, unless otherwise noted.
6. Flexible deflectors shall be surface-mounted in accordance with ADOT Std M-26. Flexible deflector and surface-mounted foundation shall be paid for under Bid Item #70300014 - Deflector (Flexible) (ADOT Std M-26) 360 Degrees, White or Yellow (Surface-Mounted).
7. Post barriers shall be paid for under Bid Item #9340005 - Post Barriers (Type B) (Std DH 106).

Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

Elev=2458.33

Sta 13+92.65, Match Exist Pavement

Elev=2460.35

In Maricopa County: (602)263-1100

before you being excavation.

See Notes 2 & 3

W2.1 x W2.1 WWF

New Conc Spillway

Elev=2459.01

SECTION A-A

NTS

SECTION B-B

NTS

SECTION C-C

NTS

Durch 8-1-1 or 1-800-STAKE-IT (782-5348)
NOTES:
1. All stations and offsets are from Tucson Blvd Const & unless otherwise noted.
2. Saw cut full depth 1' from curb and gutter line (Detail AC). Remove existing asphaltic concrete (AC) pavement. Match existing AC pavement grade.
3. Concrete curb and gutter shall be paid for under Bid Item #9080063 - Concrete Curb and Gutter (Type D) (ADOT Std C-05.10).
4. The curb access ramp shall be paid for under Bid Item #9080280 - Curb Access Ramp (Type 1) (Std Dtl 207).
5. The sidewalk shall be paid for under Bid Item #9080201 - Concrete Sidewalk (Std Dtl 200).

LEGENd:
- Conc Removal
- Exist Pave Removal/New Pave

PAVEMENT STRUCTURAL SECTION

DETAIL Z
CURB ACCESS RAMP
22ND ST/TUCSON BLVD - NORTH

DETAIL AA
CURB ACCESS RAMP
22ND ST/TUCSON BLVD - SOUTH

NOTES:
1. All stations and offsets are from Tucson Blvd Const & unless otherwise noted.
2. The curb access ramp shall be paid for under Bid Item #9080280 - Curb Access Ramp (Type 1) (Std Dtl 207).
3. The sidewalk shall be paid for under Bid Item #9080201 - Concrete Sidewalk (Std Dtl 200).
4. Contractor shall saw cut the existing curbs as necessary to match the new curb access ramp.

LEGENd:
- Conc Removal
GENERAL NOTES:

Loading Class - HL-95
Design Traffic Weight = 120 psf
All concrete shall be Class "S" unless noted otherwise.
Reinforcing steel shall conform to ASTM Specification A615. All reinforcing shall be furnished as Grade 60.
All bend dimensions for reinforcing steel shall be out-to-out of bars. All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.
Reinforcing steel shall have 2 inch clear cover unless noted otherwise.

£-easing
All Class "S" Concrete
Grade 60 Reinforcement

for the Project Plans.

GENERAL NOTES, END

LEGEND:
- Detail Letter
- Drawing Number
- Section Letter
- Scale: £" = 1 1/2"

END ELEVATION
- Dimensions Measured Perpendicular to Path Const
- Scale: £" = 1 1/2"

APPROXIMATE QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>STRUCTURAL EXCAVATION</th>
<th>STRUCTURE BACKFILL</th>
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<td>425</td>
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<td>425</td>
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<td>As-Built Total</td>
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Notes:
Reinforced Concrete Pedestrian Underpass shall be paid for under Bid Item No. 5018000 - Reinforced Concrete Box Culvert (16'X8') (Detail AB) at the contract unit price per linear foot which shall be considered full compensation for the culvert complete in place including all necessary excavation, over excavation, backfill, structure backfill, proof rolling, concrete, reinforcing & shoring as shown in the Project Plans.

Structural Payment Limits:
- NTS

Structure Backfill Payment Limits:
- NTS

GENERAL NOTES, END

END ELEVATION, QUANTITIES & PAY LIMITS

Sheet 2 of 3

June 2018

AECOM USA, Inc.
333 E. WETMORE RD, SUITE 400
Tucson, Arizona 85705
T 520.887.1800  F 520.887.8438
www.aecom.com
NOTE: Transverse reinforcing in top & bottom slabs shall be placed perpendicular to Path Const 

TYPICAL SECTION
All Dimensions Measured Perpendicular to Path Const & Scaling as 1/10

Typical Transverse Reinforcing

Top & Bottom Parallel to Length of Bar Is Less Than Omit Transverse Bars Where Place 4 Additional #6 @ 6"

Length of Bar Is Less Than Trim Bars As Needed 2" CLR From End of Footing & Slab

Sketch End Reinforcement Detail
South End Shown, North End Similar Scaling as 1/10

Scale: 1" = 1'0
NOTES:
1. Saw cut full depth 1' from curb/curb and gutter, unless otherwise noted. Remove existing asphaltic concrete/concrete pavement. Match existing pavement grades.
2. Saw cutting shall be considered incidental to the removal of the existing pavement.
3. See plans and/or details for what pavement structural section to use or install as directed by the Engineer.

TYPICAL - SAW CUT DETAIL

SECTION B-B

NOTES:
1. All concrete shall be Class S, f'c=3,000 psi.
2. Mortar shall conform to the requirements of Subsection 503-2.04 of the Standard Specifications.
4. All reinforcing steel shall have 1" of cover unless shown otherwise.
5. Unless otherwise shown on plans, use 2 - 2½" precast concrete adjusting rings on improved streets, and 4 - 2½" adjusting rings on unimproved streets.
6. The access manhole shall be paid for under Bid Item #5050017 - Manhole (Groundwater Monitoring Well Access Manhole) (Detail AD).
NOTE:
1. The Contractor shall exercise due care in concrete removal to prevent damage to the top slab of the drainage structure and to the grate inlet. All concrete shall be removed with a hand-operated jackhammer. All damage shall be repaired at no cost to the City of Tucson.
2. Anchor "5 dowel into 6" deep drilled hole with epoxy adhesive. Diameter of hole shall be in accordance with adhesive manufacturer’s recommendations.
3. Details of the anchorage system shall be submitted to the Engineer for approval prior to installation.
4. All stations and offsets are from 22nd St Const unless otherwise noted.
5. See Staking Plan Sheet C-5.04 for additional information.

NOTES:
1. The Contractor shall exercise due care in concrete removal to prevent damage to the top slab of the drainage structure and to the grate inlet. All concrete shall be removed with a hand-operated jackhammer. All damage shall be repaired at no cost to the City of Tucson.
2. Anchor "5 dowel into 6" deep drilled hole with epoxy adhesive. Diameter of hole shall be in accordance with adhesive manufacturer’s recommendations.
3. Details of the anchorage system shall be submitted to the Engineer for approval prior to installation.
4. All stations and offsets are from 22nd St Const unless otherwise noted.
5. See Staking Plan Sheet C-5.04 for additional information.

LEGEND:
- Concr Removal

PLAN - CURB & GUTTER REMOVAL AND NEW CURB CONSTRUCTION
Scale 1"=5'-0"
Grade Around Sanitary Sewer Manhole

MULTI-USE PATH

Barranza-Aviation Pkwy Ramp A Const 

PLAN

22ND ST

NOTES:
1. All stations and offsets are from Barranza-Aviation Pkwy Ramp A Const unless otherwise noted.
2. Base elevation = 2400.00.
3. Elevation is to finished grade.

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION

C-1.40 of C-1.42

PRELIMINARY PREPARED FOR

AECOM USA, Inc.
Tucson, Arizona 85705
333 E. WETMORE RD, SUITE 400
T 520.887.1800  F 520.887.8438

www.aecom.com
NOTES:
1. Surface of concrete median paving shall have a rough
   brown finish.
2. Tiedown edge shall be placed on all sides of concrete
   median paving.
3. Concrete shall be Class G.
4. Concrete median paving with 6"x6" W1.4 x W1.4 welded
   wire fabric (WWF) shall be paid for under Old Item
   #9080290 - Concrete Median Paving. The cost of the
   WWF is considered incidental to this old item.
5. All alignments and offsets are from 22nd St Center Line.
6. See Geometric Curb Data Sheets for information on curbs,
   barrier and transitions.
NOTES:
1. Control points are based on record of survey by PSDOMS dated March 2000.

2. For 22nd St west, Warren Ave, Campbell Ave, Pima Rd, and SIn alignment see Sheet C-2.01.

3. For Campbell-Beverly Connection, Multi-Use Path, Pedestrian Bridge Connection and Plumer Ave ramp A alignments see Sheet C-2.03.

4. For Barraza-Aviation Pkwy see Sheet C-2.04.

5. For Horizontal Control & Data tables see Sheet C-2.05.
### 22ND STREET EDGE GEOMETRY

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<th>Description</th>
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<th>Offset</th>
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### 22ND STREET BARRIER DATA

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### Curb Access Ramp Data

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### Notes:
1. For additional information, see Horizontal Control & Data Sheets.
2. For detail information, see Detail C.
3. All stations and offsets are from 22nd St Const unless otherwise noted.
4. Stations and offsets are to face of curb or barrier.
5. For ramps A and B, and Wilson Ave Geometric Curb Data, see Sheets C-5.04 and C-5.07. C-5.10.

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**NORTON AVENUE & TUCCON BOULEVARD CURB TRANSITION DATA**

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**GEOMETRIC CURB DATA**

- **C-3.05 of C-3.10**
- **C-3.05 of C-3.10**

**NOTES:**
* Stations and offsets are from Norton Ave Const &
* Stations and offsets are from Tucson Blvd Const &

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**AECOM USA, Inc.**

Tucson, Arizona 85705

T 520.887.1800  F 520.887.8438

www.aecom.com
1. See Landscape Plans for treatment of vegetation.
2. See Maintenance/Curb Adjustment Tables on Sheet O-1.04 for corrections and adjustments.
3. See Water Modification Plans for removals and adjustments to sewer and reclaimed water.
4. See Pavement Marking and Signing Plans for sign removals and striping obliteration.
6. Stations and offsets are from 22nd St Const unless otherwise noted.
7. Existing HCS/BCS connections to the public sewer shall be disconnected as directed by the PCRWRD inspector for all buildings that are demolished and cleared.
8. The existing chain link fence shall be removed and salvaged as needed to facilitate construction. The Contractor shall coordinate with the Engineer to relocate the fence.

REMOVAL QUANTITIES:
- 2,923 LF Conc Curb
- 6,776 SF Sidewalks, Driveways, and Sidewalks
- 185 LF Conc Barrier
- 5,945 SF AC Pavement
NOTES:
1. See Landscape Plans for treatment of vegetation.
2. See Manhole & Valve Adjustment Tables on Sheet G-1.03 for removals and adjustment.
3. See Water Main Adjustment Tables on Sheet G-1.04 for removals.
4. See Pavement Marking and Signing Plans for sign removals and striping adjustments.
6. Shelters and offsets are from 22nd St Consp unless otherwise noted.
7. Existing HCS/BCS connections to the public sewer shall be disconnected as directed by the PCORD Inspector for all buildings that are demolished and cleared.
8. All mailboxes along 22nd Street shall be removed and disposed of.
9. Ad Vision will remove the existing bus shelter, benches and trash receptacle prior to construction. In the event that the bus shelter, benches and trash receptacle have not been removed, the Contractor shall contact Dan Brown at 520-8290 (D) or 440-8279 (M) at least 48 hours prior to starting construction.

REMOVAL QUANTITIES:
- 4,906 LF Concrete Curb/Concrete Curb & Gutter
- 2,484 SF Sidewalks, Driveways and Slabs
- 12,319 SF AC Poles
- 450 LF Fences
- 800 LF Preservation Fencing

PRELIMINARY DESIGN
22ND ST
KINO PARKWAY TO TUCSON BOULEVARD

ADDITIONAL ENGINEERING 
PRELIMINARY DESIGN 
AECOM USA, INC. 
TUCSON, ARIZONA 85705

WWW.AECOM.COM

C-4.04 OF C-4.05
NOTE 5s:
1. See Geometric Curb Data Sheets for Information on curb, barrier, transitions and curb access ramps.
2. See Horizontal Control & Data Sheets for Curb & geometric data.
3. All stations and offsets are from 22nd St Const unless otherwise noted.
4. For vertical information on 22nd St, see Profile Sheet C-5.02 and Staking Plan Sheet C-5.01.
5. See Storm Drain Plan and Profile sheets for storm drain system.
6. For new survey monument locations, see the New Survey Monument Summary Table on Sheet C-5.05.
7. Saw cut to full depth of new pavement structural section and remove existing pavement, match existing pavement grades.
8. For Campbell Ave Ramp Plan & Profile and additional information, see Sheet C-5.06.


NOTES:
1. All stations and offsets are from 22nd St.
2. For additional vertical information along the 22nd St median and sidealigned, see
   Staking Plan Sheets C-4.01 and C-4.06.
The image contains a utility hole data table and a map of a road layout. The table lists utility hole data with columns for Station, Offset, and Description. The map indicates various streets, bridges, and utility connections. The map includes a legend for different elements such as new ADOT access control units and new erosion control features.

For information on the map, the description states:

1. See geometric details for information on curbs, barriers, transitions, and curb access ramps.
2. See horizontal control & control sheets for details.
3. All stations and offsets are from 22nd St, unless otherwise noted.
4. For vertical information on 22nd St, see Profile Sheet C-5.06.
5. For vertical information on ramps, side streets, and the Multi-Use Path, see Plan & Profile Sheets C-5.10 - C-5.14 and Sloping Plan Sheets C-6.06 - C-6.08 and C-6.10.
6. For information on Barrage Aviation Park, see Plan Sheet C-5.15 and Sloping Plan Sheet C-8.03.
7. See drainage plans for storm drain and drainage channel information.
8. For new survey monument locations, see the new survey monument table.
9. Saw cut and remove existing asphalt concrete (AC) pavement as needed to facilitate the renovation modifications. Replace with SF of CDT Mix No. 2 after meeting the subgrade in accordance with Section 1203 of the Standard Specifications.
NOTE: All stations and offsets are from 22nd St. Check & verify offsets/coordinates.

1. Finished Grade a 5% U.P.G.

2. Existing Grade @ 50'-8" P.G.L.

3. New 27" Sanitary Sewer

4. New 8" Water

5. New 24" Storm Drain

6. 10' Rt. Median P.G.L.

7. 10' Lt. Median P.G.L.

8. 10' Lt. Median P.G.L.

9. Customer 8-1-1 or 1-800- STAKE-IT (782-5348) before you begin excavation.

10. Call at least two full working days in advance.

11. Arizona Blue Stake, Inc.

12. 62+00

13. 61+00

14. 60+00

15. 59+00

16. 58+00

17. 57+00

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170. -96+00

171. -97+00

172. -98+00

173. -99+00

174. -100+00
See Note 8

For Plan and Profile information on Barraza-Aviation Pkwy Ramp A, See Geometric Curve Data Sheets for information on curve, barrier, transitions and curb access ramps.

For Plan and Profile Information on Barraza-Aviation Pkwy Ramp & Barriers, See Notes 8 & 9

See Storm Drain Plan and Profile sheets for storm drain system.

For survey monument locations, see the new Survey Monument Summary Table on Sheet G-1.05.

For steeling plan, see Sheets C-6.05 - C-6.07.

For PCP Joint Layout Plan, see Sheets C-7.01 and C-7.02.

For connection of existing and new barrier, See Detail G.

The existing glare screen and posts shall be removed and salvaged to be used to reconstruct the fence. See the Special Provisions for details. This work shall be paid for under Item 9040302 - Glare Screen and Access Control Fence (Remove and Reconstruct) which costs includes the new footings. See the footing detail on this sheets which was taken from ADOT Plan No. 1-92-34 (Project No. W-804-9-522 230 PM 003, TRANS No. X 2438 UDC).

SUMMARY OF ELEVATIONS

PLAN
BARRAZA-AVIATION PKWY

NOTES:
1. See Geometric Curve Data Sheets for information on curve, barrier, transitions and curb access ramps.
2. See Horizontal Control & Data Sheets for curve & geometric data.
3. All stations and offsets are from Barraza-Aviation Pkwy End and unless otherwise noted.
4. For Plan and Profile Information on Barraza-Aviation Pkwy Ramp & Barriers, See Notes 8 & 9
5. See Storm Drain Plan and Profile sheets for storm drain system.
6. For survey monument locations, see the new Survey Monument Summary Table on Sheet G-1.05.
7. For steeling plan, see Sheets C-6.05 - C-6.07.
8. For PCP Joint Layout Plan, see Sheets C-7.01 and C-7.02.
9. For connection of existing and new barrier, See Detail G.
10. The existing glare screen and posts shall be removed and salvaged to be used to reconstruct the fence. See the Special Provisions for details. This work shall be paid for under Item 9040302 - Glare Screen and Access Control Fence (Remove and Reconstruct) which costs includes the new footings. See the footing detail on this sheets which was taken from ADOT Plan No. 1-92-34 (Project No. W-804-9-522 230 PM 003, TRANS No. X 2438 UDC).

LEGEND
- New ADOT Access Control Limits
- Existing ADOT Access Control Limits
NOTES:
1. All stations are provided at 25' Intervals unless otherwise noted.
2. Base elevation ± 2400.00.
3. All stations and offsets are from 22nd St Const \\.
4. All elevations are provided at face of curb.
5. See Geometric Curb Data Sheets for curb information.
NOTES:
1. All stations are provided at 25' intervals unless otherwise noted.
2. Base elevation = 2400.00.
3. Stations and offsets along 22nd St are from 22nd St Con A.
4. All elevations are provided at top of pavement.
5. See Geometric Curb Data Sheets for information on curb, barrier and transitions.
NOTES:
1. All stations are provided at 25' intervals unless otherwise noted.
2. Base elevation = 2400.00.
3. All stations and offsets are from 22nd St Const E.
4. All elevations are provided at top of pavement.
5. See Geometric Curb Gate Sheets for information on curb, barrier and transitions.

See Note 5

New Conc Barrier
See Note 5

New Impact Attenuator
See Curb & Gutter

Base elevation = 2400.00.
All elevations are provided at top of pavement.

All stations and offsets are from 22nd St Const E.

See Geometric Curb Gate Sheets for information on curb, barrier and transitions.
NOTES:
1. All stations are provided at 25' Intervals unless otherwise noted.
2. Base elevation = 2400.00.
3. All stations and offsets are from 22nd St Const unless otherwise noted.
4. All elevations are at face of curb.
5. See Notes 207 and 209 for additional vertical information.
6. See Standard Details 207 and 209 for additional construction notes and details.
7. Median Refuge Area shall be pored under Eids Item 9080290 - Median Refuge Area (Type 2) (Std Dtl 209). Pavement shall include depressed concrete walkway, header curb, detectable warning surface, and concrete vertical curbs.
8. See Standard Details 207 and 209 for additional vertical information.
NOTES:
1. All stations are provided at 25' intervals unless otherwise noted.
2. Base elevation = 2400.00.
3. All stations and offsets are from Barraza-Aviation Pkwy Consl unless otherwise noted.
4. All elevations are to barrier gutter or top of pavement.
5. For PCCP Joint Layout Plan, see Sheets C-7.01 - C-7.02. See Plan Sheet C-5.15 for additional information.
6. For connection of existing and new barrier, see Detail G.
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* Match Existing Elevation

NOTES:

1. All stations are provided at 25' intervals unless otherwise noted.

2. Base station = 2400.00.

3. All stations and offsets are from Barraza-Aviation Pkwy Ramp A Const E unless otherwise noted.

4. All elevations are provided at barrier gutter or top of pavement.

5. See Geometric Curb Data Sheets for information on curb, barrier and transitions.

6. For PCCP Joint Layout Plan, see Sheets C-7.01 - C-7.05.

7. For connection of existing and new barrier, see Detail E.

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**STAKING PLAN**

**BARRAZA-AVIAION PKWY**

**RAMP A**
NOTES:
1. All stations are provided at 25' intervals unless otherwise noted.
2. Base elevation ± 2400.00.
3. All stations and offsets are from Barraza-Aviation Pkwy Ramp B Cons. unless otherwise noted.
4. All elevations are provided at gutter or top of pavement.
5. See Geometric Curb Data Sheets for information on curb, barrier and transitions.
NOTES:
1. All stations are provided at 25' intervals, unless otherwise noted.
2. Base elevation = 2400.00.
3. All stations and offsets are from Neff St Con 9.
4. All elevations are provided at face of curb, gutter or top of pavement.
5. See Geometric Curb Data Sheets for information on curb, barrier, transitions, curb access ramps and curb return curve data.
6. Saw cut to full depth of new pavement structural section and remove existing pavement. Match existing pavement grade.
CAMPBELL-BEVERLY CONNECTION

MULTI-USE PATH

BARRAZA-AVIAIION PKWY

MATCH LINE RAMP A STA 15'-25"

MATCH LINE SEE ABOVE RIGHT

LEGEND:

B - Barrier Joint

TC - Transverse Construction Joint

LWP - Longitudinal Weakened Plane Joint

NOTES:
1. For Joint Details, see ADOT Std C-7.01. See Staking Plan Sheet C-6.07 for staking information.
2. See Plan Sheets for additional information.
3. All stations and offsets are from BARRAZA-AVIAIION PKWY Ramp A Const # unless otherwise noted.

For Joint Details, see ADOT Std C-7.01. See Staking Plan Sheet C-6.07 for staking information.

All stations and offsets are from BARRAZA-AVIAIION PKWY Ramp A Const # unless otherwise noted.
**Legend**

- **II** Plain PCOP-14" AB (Pavement Structural Section No. 3)
- **B** - Barrier Joint
- **TC** - Transverse Construction Joint
- **LC** - Longitudinal Construction Joint
- **TWP** - Transverse Weakened Plane Joint
- **LWP** - Longitudinal Weakened Plane Joint

**Notes:**

1. For Joint Details, see ADOT Std C-7-01. See Sheeting Plan Sheets C-6.05 and C-6.06 for Joint Information.
2. See Plan Sheets for additional information.
3. All offsets and offsets are from Barranza-Aviation Pkwy Cont. E unless otherwise noted.
LEGENd:

1. Plain PCCP/4" AB (Pavement Structural Section No. 3)
2. B - Barrier Joint
3. G - Curb & Gutter Joint
4. TC - Transverse Construction Joint
5. LWP or LC - Longitudinal Weakened Plane Joint or Longitudinal Construction Joint
6. TWP - Transverse Weakened Plane Joint

NOTES:
1. For joint details, see ADOT Std C-7.01. See Staking Plan Sheet C-6.08 for staking information.
2. See Plan Sheets for additional information.
3. All stations and offsets are from Barraza Avenue Ramp B Const unless otherwise noted.
NOTES:
1. Chain link fence height shall be 72". Fence color shall match existing fence. Chain link fence shall be paid for under Bid Item #9020004 - Chain Link Fence, Type 1 (ADOT Std C-12.20).
2. See Sheet C-8.04 for geometric data.
NOTES:
1. Chain link fence height shall be 72". Fence color shall match existing fence. Chain link fence shall be paid for under Bid Item #9020004 - Chain Link Fence, Type 1 (72") (ADOT Std C-12.20). See Sht S-3.15.
2. See Sheet C-8.04 for geometric data.
NOTES:
1. All stations and offsets are from 22nd St Const.
2. See the Storm Drain Plan & Profile Sheets C-2.05 - D-2.09.
3. Install conduit in concrete curb for roof drain. The cost of this work shall be incidental to the cost of the curb.
NOTE: See the Storm Drain Plan & Profile Sheets D-2.05 - D-2.09.
NOTES:

1. Main elevation = 2400.00.

2. The culvert shall be paid under Bid Item 
   *6010013 - Reinforced Concrete Box 
   Culvert (8' x 3') (ADOT SD 6.01) (which 
   costs shall include the headwalls, wingwalls, 
   and pipe penetration.

3. Wingwalls shall be per ADOT SD 6.10 (1 of 2).

4. For box culvert reinforcing at angle points, 
   see ADOT SD 6.01 (2 of 5).

5. See (D.3.03) for construction of WHS04 and 
   WHS05.

6. Lopez Wash channel grading shall be paid 
   under Bid Item *2010001 - Clearing and 
   Grubbing which shall include brush removal 
   and minor channel grading.

The culvert shall be paid under Bid Item 
*6010013 - Reinforced Concrete Box 
Culvert (8' x 3') (ADOT SD 6.01) (which 

MH504. 

See Dtl D9 for construction of MH504 and 
see ADOT SD 6.01 (2 of 5).

For box culvert reinforcing at angle points, 
see ADOT SD 6.01 (2 of 5).

MH505.

Lopez Wash channel grading shall be paid 
under Bid Item *2010001 - Clearing and 
Grubbing which shall include brush removal 
and minor channel grading.

MH505.

See (D.3.03) for construction of WHS04 and 
WHS05.

The culvert shall be paid under Bid Item 
*6010013 - Reinforced Concrete Box 
Culvert (8' x 3') (ADOT SD 6.01) (which 

MH504. 

See Dtl D9 for construction of MH504 and 
see ADOT SD 6.01 (2 of 5).

For box culvert reinforcing at angle points, 
see ADOT SD 6.01 (2 of 5).

MH505.

Lopez Wash channel grading shall be paid 
under Bid Item *2010001 - Clearing and 
Grubbing which shall include brush removal 
and minor channel grading.

MH505.

See (D.3.03) for construction of WHS04 and 
WHS05.
GENERAL NOTES:


Load:
- Weight of backfill = 120 psf
- Angle of internal friction = 33.25°

All concrete shall be Class 'S' unless noted otherwise.

Reinforcing steel shall conform to ASTM A615. All reinforcing shall be furnished as Grade 60.

All bends and hooks shall meet the requirements of AASHTO LRFD, 6th Edition, Article 5.10. All bend dimensions for reinforcing steel shall be cut-to-out-of bars. All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.

All reinforcing steel shall be 2 inch clear cover unless noted otherwise.

Stresses:
- All Class 'S' Concrete = 3,000 psi
- All Grade 60 Reinforcement = 24,000 psi

Chamfer all exposed corners 1/4" unless noted otherwise.

Dimensions shall not be scaled from drawings.

See Roadway and Drainage Plans for information not shown.

All welding shall be in accordance with Section 604-3.06 of the Standard Specifications.

All structural steel shall conform to ASTM A36.

All concrete shall be Class 'S' unless noted otherwise.

Reinforcing steel shall have 2 inch clear cover unless noted otherwise.

All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.

All bends and hooks shall meet the requirements of AASHTO LRFD, 6th Edition, Article 5.10. All bend dimensions for reinforcing steel shall be cut-to-out-of bars. All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.

Stresses:
- All Class 'S' Concrete = 3,000 psi
- All Grade 60 Reinforcement = 24,000 psi

General Notes:

- All concrete shall be Class 'S' unless noted otherwise.
- All reinforcing steel shall conform to ASTM A615. All reinforcing steel shall be furnished as Grade 60.
- All bends and hooks shall meet the requirements of AASHTO LRFD, 6th Edition, Article 5.10. All bend dimensions for reinforcing steel shall be cut-to-out-of bars. All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.
- All reinforcing steel shall be 2 inch clear cover unless noted otherwise.
- Dimensions shall not be scaled from drawings.
- See Roadway and Drainage Plans for information not shown.
- All welding shall be in accordance with Section 604-3.06 of the Standard Specifications.
- All structural steel shall conform to ASTM A36.
- All concrete shall be Class 'S' unless noted otherwise.
- Reinforcing steel shall have 2 inch clear cover unless noted otherwise.
- All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.
- All bends and hooks shall meet the requirements of AASHTO LRFD, 6th Edition, Article 5.10. All bend dimensions for reinforcing steel shall be cut-to-out-of bars. All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.

Stresses:
- All Class 'S' Concrete = 3,000 psi
- All Grade 60 Reinforcement = 24,000 psi

Chamfer all exposed corners 1/4" unless noted otherwise.
GENERAL NOTES:


Dead Load Weight of backfill = 120 psf
Angle of internal friction = 33.25°

All concrete shall be Class ‘S’ unless noted otherwise.

Reinforcing steel shall conform to ASTM A615. All reinforcing shall be furnished as Grade 60.

All bends and hooks shall meet the requirements of AASHTO LRFD, 6th Edition, 2012, Article 5.06.

All bend dimensions for reinforcing steel shall be cut-to-out of bars.

All placement dimensions for reinforcing steel shall be in center of bars unless noted otherwise.

All reinforcing steel shall have 2 inch clear cover unless noted otherwise.

All Grades 60 Reinforcement

Structural steel shall conform to ASTM A36.

See Roadway and Drainage Plans for information not shown.

All Grade 60 Reinforcement

All structural steel shall conform to ASTM A36.

All welding shall be in accordance with Section 604-3.06 of the Standard Specifications.

Grates shall be painted in accordance with Section 630 of the Standard Specifications.

Stresses:

Reinforcing steel shall conform to ASTM A615. All reinforcing shall be furnished as Grade 60.

All concrete shall be Class ‘S’ unless noted otherwise.

All Grade 60 Reinforcement

All Grade 60 Reinforcement

All Class ‘S’ Concrete

All concrete shall be Class ‘S’ unless noted otherwise.

All Grade 60 Reinforcement

Annular spaces shall be filled with high strength non-shrink grout.

Chamfer all exposed corners 3/8” unless noted otherwise.

Dimensions shall not be scaled from drawings.

See roadway and drainage plans for information not shown.

All structural steel shall conform to ASTM A36.

All welding shall be in accordance with Section 604-3.06 of the Standard Specifications.

Grates shall be painted in accordance with Section 630 of the Standard Specifications.

All work in this detail shall be paid for under Bid Item #5030062 - Inlet Structure (Transverse Roadway Grate Inlet) (Detail D2).

Annular spaces shall be filled with high strength non-shrink grout.

All Grade 60 Reinforcement

All Grade 60 Reinforcement

All Grades 60 Reinforcement

All concrete shall be Class ‘S’ unless noted otherwise.

Grates shall be painted in accordance with Section 630 of the Standard Specifications.

All Grade 60 Reinforcement

Annular spaces shall be filled with high strength non-shrink grout.

All Grade 60 Reinforcement

All Place dimensions for reinforcing steel shall be in center of bars unless noted otherwise.
NOTES:
1. For reinforcing in roof slab and catch basin walls, see Std Dh 308.
2. For additional catch basin construction details, see Sheet D-1.01 and Std Dh 308.
3. Modified Catch Basins as shown in this detail shall be paid under:
   Bid Item #5030027 - Catch Basin, Std Dh 308 (Type 3, 2 Wings).
   Bid Item #5030025 - Catch Basin, Std Dh 308 (Type 3, L=16').
   Bid Item #5030017 - Catch Basin, Std Dh 308 (Type 3, L=12').
   Details, see Sheet D-1.01 and Std Dtl 308.
   For reinforcing in roof slab and catch basin walls, see Std Dtl 308.
**NOTES:**

1. The culvert shall be paid for under Bid Item #6018103 - Reinforced Concrete Box Culvert (8'x3') (ADOT SD 6.01), which costs shall include the headwall, wingwalls and the pipe penetration.

2. Wingwalls shall be per ADOT SD 6.10.

3. Hand placed riprap shall vary in size between 4" and 6". The height of the rock protruding above the riprap surface shall be less than 4" with the flat surface uppermost and parallel to the surface. Hand placed riprap shall be paid for under Bid Item #9130008 - Riprap (Hand Placed), which costs shall include the high survivability filter fabric.
NOTES:
1. Terminate interrupted reinforcing 2" clear of splicing or pipe wall.
2. Vertical wall reinforcing interrupted by pipe penetration shall be replaced by additional bars of the same size on each side of the penetration at one half the specified spacing. This additional reinforcing shall be anchored into the footing in accordance with the standard details and shall extend the full height of the wall.
3. Annular spaces shall be filled with high strength non-shrink grout.
4. See Roadway and Drainage Sheets for information not shown.
5. Cost for pipe penetration shall be considered incidental to the following bid items:
   - Reinforced Concrete Box Culvert (2'-8" x 7')
   - Concrete Lined Channel (Detail D4)
   - Reinforced Concrete Box Culvert (8' x 5')
   - Reinforcing Wall

LOCATION SCHEDULE

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<thead>
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<th>Pipe No.</th>
<th>Centerline Control</th>
<th>Location</th>
<th>Structure Type</th>
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<td>22nd St</td>
<td>45+65</td>
<td>Retaining Wall I</td>
</tr>
<tr>
<td>201</td>
<td>Channel</td>
<td>13+72</td>
<td>U-Channel Wall</td>
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<td>Channel</td>
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<td>213</td>
<td>Barraza-Aviation Ramp A</td>
<td>7+17</td>
<td>Box Culvert</td>
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<td>500</td>
<td>22nd St</td>
<td>76+75</td>
<td>Box Culvert Wingwall</td>
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</table>

PIPE PENETRATION
SINGLE PIPE

*Inside Diameter of Pipe

**As Shown
Each Pipe (Typ)

90°

Pipe Penetration

Wingwall Reinforcing

Retaining Wall or U-Channel Wall,
New Box Culvert, Wingwall Reinforcing

Pipe Penetration

DETAIL D8

PIPE PENETRATION

PRELIMINARY DRAWING

JUNE 2018
NOTE:
1. Terminate interrupted reinforcing 2" clear of opening or manhole.
2. Vertical wall reinforcing interrupted by the manhole penetration shall be replaced by additional bars of the same size on each side of the penetration at one half the specified spacing. This additional reinforcing shall be anchored into the footing in accordance with the standard details and shall extend the full height of the wall.
3. See the Cross Culvert Plan & Profile Sheet and Std Dr 300 for information not shown.
4. Cost for manhole penetration shall be incidental to Bid Item #1018103 - Reinforced Concrete Box Culvert (8'x3') (ADOT SD 6.01).
5. The manhole frame & cover and adjustment rings shall be paid for under Bid Item #5050000 - Storm Drain Manhole (5th Dr 300).

Reinforcing shown is in addition to reinforcing required in the ADOT Standard Drawing.

**MANHOLE PENETRATION**

**NOTES:**

- Terminate interrupted reinforcing 2" clear of opening or manhole.
- Vertical wall reinforcing interrupted by the manhole penetration shall be replaced by additional bars of the same size on each side of the penetration at one half the specified spacing. This additional reinforcing shall be anchored into the footing in accordance with the standard details and shall extend the full height of the wall.
- See the Cross Culvert Plan & Profile Sheet and Std Dr 300 for information not shown.
- Cost for manhole penetration shall be incidental to Bid Item #1018103 - Reinforced Concrete Box Culvert (8'x3') (ADOT SD 6.01).
- The manhole frame & cover and adjustment rings shall be paid for under Bid Item #5050000 - Storm Drain Manhole (5th Dr 300).
CONSTRUCTION PHASING PLAN
PHASE 1A - ACCESS & CIRCULATION

LEGEND

Phase IA Closed Road
Circulation

Phase IA
Maintenance of Traffic
- Maintain traffic on existing 22nd St, ramps and side streets.
- Close traffic to Campbell-Beverly Connection
- Close pedestrian and bicycle traffic to multi-use path
PHASE 1A - WORK ZONE

Construction Elements:
- Reconstruct Campbell-Beverly connection
- Construct north half of box culvert within UPRR yard
- Construct north portion of multi-use path (north of existing Ramp A)
- Construct north portion of drainage channel (north of existing Ramp A)
- Construct portion of storm drain system
- Construct water modifications and sewer relocations
- Reconstruct UPRR water treatment plant
- Install signing and pavement marking

NOTE:
1. The Contractor shall access the UPRR yard from the existing access road at Campbell Ave to construct the box culvert, UPRR Water Treatment Plant and Plant 2 of the eastbound and westbound 22nd St bridges. The Contractor shall coordinate with UPRR to install 2-8' panels on the existing tracks for access.
LEGEN

Phase IB Closed Road Circulation

Phase IB
Maintenance of Traffic:
- Maintain traffic on existing 22nd St, ramps and side streets
- Close Plumer Ave north of Ramp A
- Close Wilson Ave at 22nd St
- Close half of UPRR access road for RCBC work
- Close Barraza-Aviation Parkway Ramp A
- Maintain closure of multi-use path

CONSTRUCTION PHASING PLAN
PHASE IB - ACCESS & CIRCULATION

T-103 of T-122

TRANSPORTATION DIVISION
ENGINEERING DIVISION

22nd ST
RING PARKWAY TO TUCSON BOULEVARD

June 2018
Phase 1B
Construction Elements:
- Construct water modifications and sewer relocations
- Construct Ramp A and portions of 22nd St, including 22nd St retaining walls, Plumer Ave, AC path, associated storm drain and box culvert
- Construct south half of box culvert within UPRR yard
- Construct south half of drainage channel and nearby storm drain
- Construct curbs, ramp and signal elements on the north side of 22nd St/Tucson Blvd intersection
- Install signage and sign structure on Ramp A
- Place temporary pavement markings
- Install irrigation system and landscaping (as applicable)
Phase 2

Maintenance of Traffic
- Maintain traffic on existing 22nd St, existing eastbound ramps and side streets
- Shift traffic onto new Ramp A
- Close access to Warren Ave
- Maintain closure of segments of the multi-use path as shown
- Close one lane of traffic in each direction on Barraza-Aviation Parkway during 22nd St bridge construction
- Close one lane of traffic on Campbell Ave during 22nd St bridge construction
Phase 2

Construction Elements:
- Construct water mafifications and sewer relocations
- Construct temporary cross-overs in the 22nd St median east and west of the 22nd St bridge
- Construct westbound 22nd St bridge and approaches. See Note 1
- Construct retaining walls
- Construct storm drains adjacent to Ramp A and westbound 22nd St
- Construct portion of drainage channel and storm drains under old Ramp A
- Construct portion of concrete barrier on Barraza-Aviation Pkwy
- Construct curbs and barriers
- Construct street lighting along westbound 22nd St
- Construct subgrade and pavement section
- Construct new sidewalk
- Construct multi-use path construction to the south
- Install signage
- Place temporary pavement marking
- Construct irrigation system and landscaping (as applicable)

NOTE:
1. See the Bridge Structure Plans for the assumed construction sequencing. The street light poles on the westbound side of the existing 22nd St bridge shall be protected in place during construction of the new westbound bridge.
LEGEND

Phase 2 Closed Road

Circulation

Phase 3 Maintenance of Traffic

- Shift eastbound and westbound traffic onto new westbound 22nd St bridge
- Maintain traffic on existing ramps, side streets, and new Ramp A
- Close Campbell Ave Ramp, Neff St, Norton Ave, and Ramps B & C
- Close multi-use path during eastbound 22nd St bridge demolition and eastbound 22nd St bridge construction activities
Phase 1

Construction Elements:
- Construct temporary crossovers for eastbound traffic east and west of bridge
- Remove existing 22nd St bridge and approaches. See the Special Provisions for bridge removal
- Construct new eastbound 22nd St bridge and approaches
- Construct pedestrian bridge plans
- Construct curbs, ramps and signal elements on the south side of the 22nd St/Tucson Blvd intersection
- Construct remaining drainage channel and adjacent storm drain under new bridge
- Construct storm drain and box culvert along eastbound 22nd St
- Construct temporary crossovers for eastbound traffic east and west of bridge
- Construct water modifications and sewer relocations
- Construct pedestrian bridge plans
- Construct curbs, ramps and signal elements on the south side of the 22nd St/Tucson Blvd intersection
- Construct storm drain and box culvert along eastbound 22nd St
- Construct temporary crossovers for eastbound traffic east and west of bridge
- Construct water modifications and sewer relocations

NOTES:
1. The Contractor shall access the UPRR Yard from the existing access gate on Barraza-Aviation Pkwy to construct Piers 3 of the eastbound and westbound 22nd St bridges.
Maintenance of Traffic:
- Maintain traffic on new ramps
- Maintain traffic on side streets
- Maintain eastbound and westbound traffic on new eastbound and westbound 22nd St bridges
- Partial closure of Campbell Ave during construction of pedestrian bridge
Phase 4

Construction Elements:
- Construct 22nd St pedestrian bridge
- Contractor to stage pedestrian bridge work from new eastbound and westbound 22nd St bridges
- Install signage
- Place temporary pavement marking

NOTE:
1. See Sheet T-1.09 for work zone typical section.
Phase 5 Maintenance of Traffic:
- Maintain traffic on new ramps
- Maintain traffic on side streets
- Place eastbound traffic onto eastbound 22nd St (2 lanes)
- Close inside lanes on eastbound and westbound 22nd St
**PHASE 5 - WORK ZONE CONSTRUCTION PHASING PLAN**

- Construct 22nd St median, eastbound left turn lane, utility modifications.
- Construct 22nd St median near Cherry Ave at temporary cross-over.
- Construct Phases 4-5 storm drain and box culvert near Tucson Blvd.
- Construct 147th Ave box culvert, and box culvert.
- Construct new drainage near Cherry Ave.
- Construct medians, storm drain, box culvert, and outfall near Tucson Blvd.

**Construction Elements:**
- Construct hardscaping, landscaping, and irrigation in the median.
- Install temporary pavement marking.
- Install temporary drainage, and outfalls near Tucson Blvd.

**Legend:**
- Work Zone
- Decorative Elements
- Circulation

**Dimensions:**
- 1" = 100'

**Scale:**
- 1" = 10'

**Notice:**
- Review Not for Construction or Recording.
TRAFFIC CONTROL GENERAL NOTES

1. ADJUSTMENTS TO THE DETAILS OF THESE TRAFFIC CONTROL PLANS AND REQUIREMENTS MAY BE NEEDED DUE TO CONSTRUCTION ACTIVITIES, AS DIRECTED BY THE ENGINEER AT NO COST TO THE DEPARTMENT.

2. ALL EXISTING SIGNS IN CONFLICT WITH THE CONSTRUCTION SIGNS SHALL BE REMOVED, RELOCATED OR COVERED IN PLACE, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL STORE AND REINSTALL ITEMS WHICH HAVE BEEN REMOVED OR RELOCATED IN A MANNER APPROVED BY THE ENGINEER AT NO COST TO THE DEPARTMENT.

3. THE RETROREFLECTIVE SHEETING ON ALL CONSTRUCTION SIGNS SHALL MEET THE CRITERIA ESTABLISHED IN SECTION 90-207 OF THE ADOT STANDARD SPECIFICATIONS.

4. SIGNS SHALL BE MOUNTED ON TOP OF ALL CONSTRUCTION SIGNS EXCEPT THE "END ROAD WORK THANK YOU" SIGN. TYPE A FLASHING WARNING LIGHTS SHALL BE REQUIRED ON ALL NIGHT-TIME CONSTRUCTION SIGNS EXCEPT THE "END ROAD WORK THANK YOU" SIGN.

5. CHANNELIZING DEVICES SHALL BE PLACED 20 FEET ON CENTER (O.C.) ON TAPERS AND FORTY FEET O.C. ON TANGENTS AND GENTLE CURVES, UNLESS OTHERWISE INDICATED ON PLANS.

6. THE CONTRACTOR MAY SUBSTITUTE TYPE I BARRICADES FOR TYPE II BARRICADES AS LONG AS THE REFLECTIVE AREA ON THE TOP PANEL OF THE TYPE I BARRICADE IS EQUIVALENT OR GREATER THAN THE REFLECTIVE AREA OF THE TYPE II BARRICADE.

7. WHEN USED AT NIGHT, A TYPE C STEADY-BURNING YELLOW LIGHT SHALL BE MOUNTED ON EVERY CHANNELIZING DEVICES ON TAPERS AND ALTERNATING CHANNELIZING DEVICES ALONG TANGENT SECTIONS.

8. CONSTRUCTION SIGNS MUST NOT BE DISPLAYED TO TRAFFIC MORE THAN 24 HOURS PRIOR TO THE ACTUAL START OF CONSTRUCTION. THESE SIGNS MAY BE INSTALLED SOONER BUT MUST NOT COVERED OR TURENED AWAY FROM TRAFFIC. THE COST FOR COVERING OR TURNING THEM SHALL BE CONSIDERED PART OF THE SIGN INSTALLATION COST. NO FURTHER COMPENSATION WILL BE MADE. THESE SIGNS SHALL BE REMOVED WITHIN 24 HOURS AFTER COMPLETION OF CONSTRUCTION ACTIVITIES.

9. WHEN TRAFFIC CONTROL DEVICES ARE NOT IN USE, THEY SHALL BE MOVED AT LEAST 30 FEET FROM THE ROADWAY.

10. THE TRAFFIC CONTROL PLANS REPRESENT A SUGGESTED METHOD FOR TRAFFIC CONTROL DURING CONSTRUCTION. THE CONTRACTOR MAY PREPARE ANOTHER TRAFFIC CONTROL PLAN IN ACCORDANCE WITH SECTION 90-207 OF THE SPECIFICATIONS AT NO COST TO THE DEPARTMENT. ALL TRAFFIC CONTROL PLANS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER BEFORE BEGINNING CONSTRUCTION.

11. ALL CONSTRUCTION WORKING SIGNS SHALL HAVE BLACK LETTERS ON AN ORANGE BACKGROUND, EXCEPT AS OTHERWISE NOTED.

12. SIGNS SHALL BE MOUNTED ON SPRING STANDS UNLESS OTHERWISE DIRECTED BY THE ENGINEER, FOR SIGNS INSTALLED ON EMBEDDED POSTS, SIGN MOUNTING HEIGHT IS A MINIMUM OF SEVEN FEET ALONG BARRAZA-AVIATION PARKWAY AS MEASURED FROM THE BOTTOM OF THE SIGN TO THE NEAREST EDGE OF THE PAVEMENT. SIGNS ON SPRING STANDS SHALL BE A MINIMUM OF FIVE FEET ABOVE THE PAVEMENT.

13. THE NEAREST EDGE OR CORNER OF A SIGN SHALL BE APPROXIMATELY SIX FEET FROM THE NEAREST EDGE OF PAVEMENT OR THREE FEET BEHIND GUARDRAIL FOR ALL SIGNS MOUNTED ON EMBEDDED POSTS.

14. STRIPE OBLITERATION IS NECESSARY, IT SHALL BE ACCOMPLISHED BY APPROVED METHODS AS INDICATED IN THE SPECIFICATIONS. PAINTING OVER STRIPING, REMOVAL OF PAVEMENT, AND OVERLAYING PAVEMENT DOES NOT CONSTITUTE STRIPE OBLITERATION.

15. REFER TO THE ADOT TRAFFIC CONTROL DESIGN GUIDELINES, 2010, FIGURE 5A-12 TO SIGN WORK ZONES NEAR THE ROADWAY WHERE THE LANES DOUBLE FOR SAVING WHEN WORKERS ARE PRESENT.

16. THE CONTRACTOR SHALL SUPPLY A MINIMUM OF TWO PROGRAMMABLE MESSAGE BOARDS FOR THE DURATION OF THE PROJECT TO BE LOCATED AS DIRECTED BY THE ENGINEER.

17. A MINIMUM LANE WIDTH OF 12 FEET SHALL BE MAINTAINED ALONG BARRAZA-AVIATION PARKWAY AND BARRAZA-AVIATION HAMPS AT ALL TIMES, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

18. ALL DRAWINGS ARE SCHEMATIC ONLY AND NOT TO SCALE.

Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

Call at least two full working days before you begin excavation.

Arizona Blue Stake, Inc.

Legend

- Work Zone
- Slips on Spring Stand
- Channelizing Device
- Direction of Travel
- Flashing Arrow Panel

T-2.02 of T-2.08

1" = 50'

DETAIL TC-1

Sheet 1 of 3

Traffic Control Plan for Outside Lane Drop

Preliminary Design

600' Taper

Channelizing Devices @ 40' Spacing

60' Taper

Channelizing Devices @ 40' Spacing

500'

200' Horizontal Curve

1000' Construction or Recording

June 2018

AECOM USA, Inc.
TRANSPORTATION
Tucson, Arizona 85705
333 E. WETMORE RD, SUITE 400

www.aecom.com
**Call at least two full working days before you begin excavation.**

**Legend**
- **Work Zone**
- **Signs on Spring Stand**
- **Channelizing Device**
- **Direction of Travel**
- **Temporary Concrete Barrier**
- **Aftermath**
DETAIL TC-3

TRAFFIC CONTROL PLAN FOR
CAST-IN-PLACE BRIDGE WORK

MATCH LINE S A 289+00

Channelizing Devices at 40' Spacing

Legend
- Work Zone
- Sign on Spring Stand
- Channelizing Device
- Direction of Travel

120'
289-00
289-00
285-00
285-00
350'
350'
350'
350'
60-00

BARRAZA-AVIATION PKWY
PAVEMENT MARKING GENERAL NOTES

1. All pavement markings shall conform to the 2008 Pima County/City of Tucson Pavement Marking Design Manual and the Pima Association of Governments (PAG) Standard Specifications.

2. The permanent pavement markings may be modified as directed by the Engineer.

3. See Table on this sheet for the design and posted speeds on the various roadways.

4. All line dimensions are from centerline line, centerline of double line, or edge of pavement unless otherwise noted.

5. The pavement markings are schematic only. The Contractor shall follow all dimensions, details and standards when installing pavement striping, markings and markers.

6. The final longitudinal striping shall be 90 mils (0.009") extruded thermoplastic, retracted striping placed on the temporary striping within 18 to 23 calendar days of the final pavement surfacing, as directed by the Traffic Engineer. All other markings shall be applied at the same time. Temporary striping shall be painted.

7. All line transversals shall be 90 mils (0.009") extruded thermoplastic striping. All pavement markers and striping shall be Type I preferred application.

8. The Contractor shall be responsible for the layout, inspection and installation of the pavement markings on the final surfacing course. The layout of all pavement markings shall be approved by the Traffic Engineer prior to the application of materials.

9. It is the Contractor's responsibility to ensure that the final pavement course is painted so that the striping is affected on top of the fresh concrete or one third clear of the construction joint, unless otherwise directed by the Traffic Engineer.

10. The Contractor shall clean the roadway surfaces to the satisfaction of the Traffic Engineer by sweeping and air blowing prior to the placement of all pavement markings. The temperature shall not be less than 60 degrees Fahrenheit. The final placement of joint striping and 40 degrees Fahrenheit for the placement of related pavement markers.

11. All TAPs shall be installed so that the reflective type of each marker is facing the flow of traffic flow and is perpendicular to the direction of traffic flow. Type C TAPs shall be facing parallel to the direction of traffic flow and is perpendicular to the direction of traffic flow.

12. At intersections approaches with medians, Type C TAPs shall be placed per City of Tucson standards or as directed by the Traffic Engineer.

13. The offset between the edge of the TAPs and the edge of a solid stripe shall be 2 inches.

14. All removal of existing pavement markings shall be accomplished in accordance with Section 10.5 of the PAG Standard Specifications. Painting over existing striping does not constitute approved striping modifications.

15. Blue TAPs shall be placed adjacent to fire hydrants as shown on Sheet 7-1 of the 2008 Pima County Pavement Marking Design Manual.

16. The Engineer of record shall be required to produce as-built striping plans within 90 days of striping completion.

17. Final inspection/acceptance of pavement markings shall be performed by the Traffic Engineer.

PAVEMENT MARKING WITHIN ADOT RIGHT-OF-WAY GENERAL NOTES (EXCEPTIONS TO THE NOTES ABOVE)

1. All pavement markings shall conform to the ADOT Standard Specifications for Road and Bridge Construction, 2009 Traffic Engineering and Operations (TPO), and the Traffic Engineer's Guidelines with the exception of the construction of the Contractor's expense.

2. Final striping on Barrauja Aviation Parkway, and Ramps A & B within ADOT right-of-way shall be painted with 180 mils (0.018") extruded polyvinyl chloride (PVC) striping. Lines shall be painted with 90 mils (0.009") extruded thermoplastic, retracted striping placed over the existing striping, painted at a minimum of 30 calendar days after the finishing striping. All other markings shall be applied at the same time.

3. The midline of the roadways shall be painted with 180 mils (0.018") extruded PVC. The midline shall be painted with 90 mils (0.009") extruded thermoplastic, retracted striping placed on the temporary striping within 18 to 23 calendar days of the final pavement surfacing, as directed by the Traffic Engineer.

4. All reflective pavement markers shall have an abrasion-resistant coating on the face of each marker. Reflectors shall be monitored to be as per specifications for 15 mils (0.0015") and 90 mils (0.009") thru the ADOT Standard Specifications. Reflectors shall be monitored to be as per specifications for 15 mils (0.0015") and 90 mils (0.009") thru the ADOT Standard Specifications.

5. The Contractor shall clean the roadway surfaces to the satisfaction of the Engineer, by sweeping and air blowing. Immediately prior to the placement of all pavement markings. The roadway surface shall be dry and the air and pavement temperatures shall not be less than 65 degrees F for the installation of extruded thermoplastic.

6. When striping is necessary, it shall be accomplished by an approved method. Pavement marking, removal of pavement, and existing pavement shall not constitute striping correction.

APPENDIX: APPROXIMATE PAVEMENT MARKING QUANTITIES

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<th>ITEM</th>
<th>ITEM NO.</th>
<th>UNIT</th>
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On ADOT Maintained Roadways Only

Table 1.3. of 3-07

DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION

22ND STREET
KING PARKWAY TO TUCSON BOULEVARD
NOTES:
1. Yellow striping shall be 1' from face of curb and 2' from face of barrier, unless otherwise indicated.
2. All stations and offsets are from 22nd St East unless otherwise noted.
3. All median zone treatments shall be per City of Tucson Paving Marking Design Manual Sheet 5-15.
4. See Sheet T-3.07 for pavement marking on multi-use path and pedestrian bridge.
5. See City of Tucson Paving Marking Design Manual for placement of white high visibility crosswalk.
NOTES:
1. Follow striping shall be 12" from face of curb, unless otherwise indicated.

2. All stations and offsets are from Berraza Aviation Pkwy Ramp A Const & unless otherwise noted.

3. All median lane treatments shall be per City of Tucson Pavement Marking Design Manual Sheet 5-13.

4. For all of the pavement marking on this sheet, see the Pavement Marking Notes on Sheet T-3.01 for striping within ADOT right-of-way.

T-3.01 of T-3.07
NOTES:
1. All stations and offsets are from 22nd St.
2. See Sheet T-4.03 for sign layout.
3. See Sheet T-4.03 for sign mounting detail.
4. See City of Tucson Pavement Marking Design Manual for placement of bike lane markings and Sheet T-3.02 for the bike wayfinding legend.
5. The contractor shall remove and dispose of the existing sign mount assembly and foundation.

LEGEND
- Remove & Salvage Existing Sign (4)

PAVEMENT MARKING & SIGNING PLAN
BIKE/PEDESTRIAN BRIDGE & MULTI-USE PATH

DEPARTMENT OF TRANSPORTATION ENGINEERING DIVISION
22ND STREET
HIGHWAY TO TUCSON BOULEVARD

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION OR RECORDING

CITY OF TUCSON

Sheets: 1A 1B 1C 1D 1E 1F 1G 1H 1I 1J 1K 1L 1M 1N 1O 1P 1Q 1R 1S 1T 1U 1V 1W

CONSTRUCTION DOCUMENTS 2019

Prepared for: CITY OF TUCSON

Drawn: John Passos

Approved: Chris Phillips

Checked: Kelly L. Thomas

Engineer: John Passos

Sheet: 1A

Date: 2/20/19

Scale: 1" = 100'
SIGNING GENERAL NOTES


2. Signs may be modified and locations adjusted to fit conditions as directed by the Traffic Engineer.

3. All new and existing signs shall be installed on 2 inch square tube (IPS) posts unless noted otherwise. Post lengths indicated in the Sign Summary Sheets are approximate. The Contractor shall verify actual post lengths and elevations. The bottom of each sign shall be at least 7 feet above the nearest edge of pavement and at least 7 feet above the ground under the sign.

4. All square tube (IPS) posts shall be installed in a concrete foundation per Sheet B-9A of the PC/COT Traffic Sign Design Manual, unless otherwise directed by the Traffic Engineer.

5. All sign stations and offset locations are approximate. The Contractor shall verify actual sign locations with the Traffic Engineer prior to the installation of all signs.

6. The Contractor shall be responsible for coordinating all work with Blue Skies and for installing all traffic signs in the field.

7. Unless otherwise determined by the Traffic Engineer or Designer, all warning sign panels shall be fluorescent yellow-green ASTMD Type XI sheathing. All school zone signs shall be fluorescent yellow-green, ASTMD Type XI sheathing. All street name signs, stop signs, yield signs and overhead signs shall be ASTMD Type XI sheeting. All other regulatory or guide sign panels shall be high intensity Prismatic Type IV sheathing. All ground mounted signs except street name sign shall have an anti-graffiti coating applied to sign face. See Special Provisions.

8. Street name signs at signalized intersections shall have 0.125 gauge aluminum backing and all other new signs shall have 0.062 gauge aluminum backing, unless otherwise specified.

9. All existing signs within the project limits shall be removed and salvaged, unless noted otherwise.

10. All existing signs to be removed as part of this project are to be delivered to the City of Tucson sign shop at 4004 South Park Avenue (TPR-3154) unless noted otherwise. The Contractor is responsible for salvaging the salvaged material. Any sign that is to be re-used shall be stored in a safe location until reinstallation.

11. Sign removals shall be in accordance with Section 302-3.06 of the Standard Specifications. Final Inspection/acceptance of signing shall be performed by the Traffic Engineer or Designer.

12. See Table on this sheet for the design and posted speeds on the various roadways. The design vehicle is W-60.

13. The cost for mounting signs on posts, light poles, railing, brackets, etc., shall be incidental to the cost of the sign panel.

SIGNING WITHIN ADDT RIGHT-OF-WAY GENERAL NOTES


2. Offsets for all signs shall be measured from the edge of the roadway to the nearest edge of the sign.

3. All new signs shall be fabricated of flat sheet aluminum as indicated in Section 103 of the ADDT Standard Specifications for Road and Bridge Construction, 2009 and the Special Provisions.

4. The retroreflective sheeting on all new signs shall meet ADDT orthotect standards in Section 100 of the Standard Specifications, the Special Provisions and Section 300 of ADDT’s Traffic Facilities, Guidelines and Procedures.

5. Existing signs, posts, sign structures, and appurtenances to be removed within the ADDT right-of-way shall become the property of the contractor.

6. The contractor shall place sign identification information on the back of all new signs installed within the ADDT right-of-way as shown in the ADDT Std Csw 5-13, Sign Identification Details.

7. Shos drawings will not be required for all guide signs.

APPROXIMATE SIGNING QUANTITIES

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<tr>
<th>ITEM</th>
<th>ITEM NO.</th>
<th>UNIT</th>
<th>TOTAL QUANTITIES</th>
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ROADWAY | DESIGN SPEED | POSTED SPEED
---|---|---
55th Street | 45 MPH | 40 MPH
Barranca Avenue Parkway (SR 89A) | 60 MPH | 55 MPH
Barranca Avenue Parkway Ramp A | 50 MPH | N/A
Barranca Avenue Parkway Ramp B | 45 MPH | N/A
Barranca Avenue Parkway Ramp C | 25 MPH | 25 MPH

DEPARTMENT OF TRANSPORTATION ENGINEERING DESIGN

KING PARKWAY TO TUCSON BOULEVARD

SIGNING GENERAL NOTES & QUANTITIES

Prerequisite Project

Not for Construction or Recording

June 2010

AECOM

22ND STREET

KING PARKWAY TO TUCSON BOULEVARD

T-4.01 & T-4.23

235-241 Rev B

Sheets: 1/3 Walled: 1/4 Dated: 6/14/10

DEPARTMENT OF TRANSPORTATION ENGINEERING DESIGN

KING PARKWAY TO TUCSON BOULEVARD

SIGNING GENERAL NOTES & QUANTITIES

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KING PARKWAY TO TUCSON BOULEVARD

T-4.01 & T-4.23

235-241 Rev B

Sheets: 1/3 Walled: 1/4 Dated: 6/14/10
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<th>Sign Number</th>
<th>Sign Code</th>
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<th>Area (sq. ft)</th>
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<th>Sheeting Type</th>
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<td>PI 26 2</td>
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<td>PI 9</td>
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Notes:
1. All Pl Posts Shall Be Single Square Tube Post. 2 Inch, 2.25 sq. ft - 2.75 sq. ft Square Tube Post.

Structure Types:
- Ti: Bridge Sign Structure 3 Ti
- Cp: Centerline Sign Structure

Penalty Types:
- R, W, M: Regulatory, Warning, or Marker
- #1, #2: Flat-sheet Aluminum / Character Set Applied
- #3: Flat-sheet Aluminum / Character Set Applied (special provisions for ADOT facilities)

Preceding Review: 10/2003
Not for Construction or Recording
June 2003

SIGN SUMMARY TABLE

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22ND STREET
KING PARKWAY TO TUSCOURT BOULEVARD

T-601 of T-426

DEPARTMENT OF TRANSPORTATION ENGINEERING SERVICES
1184

KING PARKWAY TO TUSCOURT BOULEVARD

2ND STREET

NOTICE: This material is intended for information only. It is not exhaustive and is subject to change. Users should verify the information before proceeding with any project.
<table>
<thead>
<tr>
<th>Sign Number</th>
<th>Sign Code</th>
<th>Legend</th>
<th>Panel</th>
<th>Ground Mounted</th>
<th>Overhead</th>
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<td>E-40</td>
<td>GUDI X</td>
<td>BIKE/PED/BIKE BRIDGE/AIRPORT GTXWAY/RIGHT ARROW</td>
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<td>GUDI X</td>
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**NOTES:***
1. All PI Posts Shall Be Single Square Tube Post, 2 Inch. 2. 27-1/2" - 25/8" Square Tube Post
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<th>Sign Number</th>
<th>Sign Code</th>
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**NOTES:**
1. All PI Posts Shall Be Single Steel Tube Post, 2 Inch. 2. 2 1/2" - 2 3/4" Steel Tube Post.

**Legend:**
- A: Bike Route
- B: Sign
- C: Special
- D: Pedestrian Cross
- F: Sign Panel
- G: Street Name
- H: Direction
- I: Number
- J: Sign Code
- K: Sign Number
- L: Panel
- M: Ground Mounted
- N: Overhead
- O: Posts
- P: Comments
- Q: Number of Lights

**Structure Types:**
- T: Bridge Sign Structure
- I: Canopy Sign Structure

**Sign Summary Table:**
- T-604 of T-421
- DEPARTMENT OF TRANSPORTATION/ENGINEERING / TUCSON
- KING PARKWAY TO TUCSON BOULEVARD
- NOT FOR CONSTRUCTION
- NO DATE
- NOT FOR CONSTRUCTION
- CITY OF TUCSON
- NO DATE
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**Legend**
- **W**: Width
- **H**: Height
- **R**: Rigid
- **L**: Light
- **A**: Accessory
- **T**: Tapered

**Notes**
1. All PT Posts shall be single square tube post, 2 inch. 2 3/4" - 3 3/4" square tube post.
2. The Engineer shall verify post lengths and elevations.
3. Quantities are approximate and for the contractor's information only.
4. See the Signing Plans for sign locations.

**Panel Types**
- R: Regulatory
- W: Warning
- M: Marker
- A: Accessory
- L: Light
- T: Tapered

**Structure Types**
- T: Bridge Sign Structure
- C: Canvasser Sign Structure
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<td>23</td>
<td>BIKE/PEDESTRIAN BIKE/PEDESTRIAN BIKE</td>
<td>BIKE/PEDESTRIAN BIKE/PEDESTRIAN BIKE SIGN</td>
<td>SEE SIGN FORMAT SHEET</td>
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<td>P-26</td>
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<td>23</td>
<td>BIKE/PEDESTRIAN BIKE/PEDESTRIAN BIKE</td>
<td>BIKE/PEDESTRIAN BIKE/PEDESTRIAN BIKE SIGN</td>
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<td>BIKE/PEDESTRIAN BIKE/PEDESTRIAN BIKE SIGN</td>
<td>SEE SIGN FORMAT SHEET</td>
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**Notes:**
1. All PI Posts Shall Be Single Square Tube Post, 2 Inch. 2. 2½" x 2½" Square Tube Post

**Sign Summary Table:**

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<thead>
<tr>
<th>Panel Type</th>
<th>Regulatory, Warning, or Marker</th>
<th>Regulatory, Warning, or Marker</th>
<th>Regulatory, Warning, or Marker</th>
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<td>CURVE ARROW</td>
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<td>55-6</td>
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**Structure Types:**
- T: Bridge Sign Structure
- C: Cantilever Sign Structure

**Additional Details:**
- 22ND STREET FROM KING PARKWAY TO TUCSON BOULEVARD
- T-406 of T-423
- PLAN NO. 0911-10-13
- 05/17/2017
- CITY OF TUCSON
- DEPARTMENT OF TRANSPORTATION/ENGINEERING/ENGINEERING

**Sign Format:**
- See SIGN FORMAT SHEET
- See SIGN SUMMARY TABLE

**Notes:**
1. The Engineer shall verify post lengths and elevations.
2. The Engineer may shift a sign in order to achieve a more desirable location.
3. Quantities are approximate and for the contractor's information only.
4. See the Signing Plans for sign locations.
NOTES:

1. COLUMN LENGTHS ARE APPROXIMATE. ELEVATIONS AND LENGTHS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER BEFORE SUBMITTAL OF SHOP DRAWINGS AND FABRICATION.

2. FOR TUBULAR FRAME SIGN STRUCTURE, SEE ADOPT STD. DWG. S-11.

3. FOR FOUNDATION DETAILS SEE ADOPT STD. DWG. S-11.

4. FOR SIGN SUPPORT DETAILS SEE ADOPT STD. DWG. S-11.

5. FOR OVERHEAD LIGHT SUPPORT MOUNTING DETAIL SEE SDS 9.10 (5) @ 5'-0" FOR ELECTRICAL SERVICE TO SIGN LIGHTING SEE LIGHTING PLANS.

6. SEE SIGN FORMAT SHEET T-4.20.

LOOKING DOWNSTATION RAMP A STA 9+73, 18± LT DOUBLE ARM CANTILEVER ELEVATION

CANTILEVER SIGN STRUCTURE ELEVATION DATA

1. HORIZONTAL TUBE CENTER LINE ELEVATION 2472.071
2. TOP OF BASE PLATE ELEVATION 2452.041
3. FOUNDATION TOP ELEVATION 2452.401
Looking UpStation STA 270+40 ft
EB Barraza-Aviation Pkwy
Tapered Tube Sign Structure Single Beam

Tapered Tube Sign Structure Elevation Data

1. Horizontal Tube Center Line Elevation: 2474.25 ft
2. Top of Base Plate Elevation: 2456.75 ft
3. Foundation Top Elevation: 2456.35 ft
4. Horizontal Tube Center Line Elevation: 2474.25 ft
5. Top of Base Plate Elevation: 2456.75 ft
6. Foundation Top Elevation: 2456.35 ft

Notes:
1. Column lengths are approximate. Elevations and
   lengths shall be determined by the contractor
   and approved by the engineer before submittal
   of shop drawings and fabrication.
2. For tapered tube sign structure, see ADOT STD Dwg 5-11.
3. For foundation details see ADOT STD Dwg 5-11.
4. For sign support details see ADOT STD Dwg 5-11.
NOTES:
1. See Lighting Plans for light type.
2. See Pavement Markings & Signage Plan Sheet T-3.07 for sign locations and type.
3. HSS Tubing ASTM A500, Grade B, Fy = 46,000 psi.
4. The work in this detail shall be paid for under Bldg Item #604001 - Structural Saw.

LONGITUDINAL SECTION
1/2" = 1'-0"

SECTION A-A
1/2" = 1'-0"

36"x18" SIGNAGE (LONGITUDINAL VIEW)
(12" x 18" SIMILAR)
1/2" = 1'-0"

36"x18" SIGNAGE (ELEVATION)
(12" x 18" SIMILAR)
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PEDESTRIAN BRIDGE
SIGN MOUNTING DETAIL

T-4.23 of T-4.23

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION
KIND PARKWAY TO TUCSON BOULEVARD

ACME ELECTRONIC SIGNATURES
10-20-2015

PRELIMINARY

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DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION
KIND PARKWAY TO TUCSON BOULEVARD

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T-4.23 of T-4.23

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION
KIND PARKWAY TO TUCSON BOULEVARD

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T-4.23 of T-4.23

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION
KIND PARKWAY TO TUCSON BOULEVARD

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T-4.23 of T-4.23

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION
KIND PARKWAY TO TUCSON BOULEVARD

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T-4.23 of T-4.23

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION
KIND PARKWAY TO TUCSON BOULEVARD

ACME ELECTRONIC SIGNATURES
10-20-2015

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T-4.23 of T-4.23

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION
KIND PARKWAY TO TUCSON BOULEVARD

ACME ELECTRONIC SIGNATURES
10-20-2015

PRELIMINARY

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2. See Pavement Markings & Signage Plan Sheet T-3.07 for sign locations and type.
3. HSS Tubing ASTM A500, Grade B, Fy = 46,000 psi.
4. The work in this detail shall be paid for under Bldg Item #604001 - Structural Saw.
KEYNOTES

1. Remove and salvage street light pole and appurtenances to facilitate roadway modifications. See Note 2.

2. Remove existing pull box and wiring. Contractor to properly dispose of pull box. All wiring shall be scrapped. See Note 2.

3. Remove existing conduit and wire as directed by the Engineer. Contractor to properly dispose of conduit. All wiring shall be scrapped. See Note 2.

NOTES:

1. Remove all existing foundations not being re-used. All voids are to be filled and compacted in accordance with Standard Specification 202-03.04.

2. All poles, steel conduit and wiring that is not to remain or be recycled shall be scrapped to INF West Recycling center at 6581 East Dixieland Rd., Tucson, AZ 85706. The Contractor shall provide all receipts to the City of Tucson.

LIGHTING & TRAFFIC SIGNAL DEMOLITION PLAN
22ND STREET
KEYNOTES

1. Remove all existing foundations not being re-used. All
   walls are to be fillled and compacted in accordance with

2. All poles, steel conduit and wiring that is not to remain or be
   relocated shall be scrapped to HHT (West recycling center) at
   4580 East Drexel Rd., Tucson, AZ 85706. The Contractor
   shall provide all receipts to the City of Tucson.

3. Existing luminaires along 22nd St. shall be carefully removed
   and relocated to the new poles. Any items damaged by the
   Contractor shall be replaced at no cost to the Department.

4. See the Traffic Signal Plan Sheets T-6-04 and T-6-05.

NOTES:

1. Remove all existing foundations not being re-used. All
   walls are to be filled and compacted in accordance with

2. All poles, steel conduit and wiring that is not to remain or be
   relocated shall be scrapped to HHT (West recycling center) at
   4580 East Drexel Rd., Tucson, AZ 85706. The Contractor
   shall provide all receipts to the City of Tucson.

3. Existing luminaires along 22nd St. shall be carefully removed
   and relocated to the new poles. Any items damaged by the
   Contractor shall be replaced at no cost to the Department.

4. See the Traffic Signal Plan Sheets T-6-04 and T-6-05.
KEYNOTES

1. Remove existing light pole and associated structures to facilitate roadway modifications. See Notes 3, 4, and 6.

2. Remove existing pull box and wiring, Contractor to properly dispose of pull box. All wiring shall be scrapped. See Note 3.

3. Remove existing conduit and wire as directed by the Engineer. Contractor to properly dispose of conduit. All wire shall be scrapped. See Note 3.

4. Remove traffic signal poles, controllers, and associated structures to facilitate Intersection modifications. Salvage controller, luminaries, signal heads and pole/trench heads to the City of Tucson salvage yard. All poles and mast arms shall be scrapped. See Notes 3 and 6.

5. Abandon existing concrete-encased conduit in place that is not in conflict with construction.

6. The contractor shall spool the existing conduit at a location within the new construction. Extend the wire to the new pull box location.

NOTES:

1. Remove all existing foundations not being re-used. All utility lines to be filled and compacted in accordance with Standard Specification 201-01.04.

2. Remove any existing loop detector cables and associated pull boxes. Contractor to properly dispose of pull boxes.

3. All poles, mast arms, and wiring that is not to remain or be relocated shall be scrapped to NIP West Recycling Center at 6588 East Drive Rd., Tucson, AZ 85706. The Contractor shall provide all receipts to the City of Tucson.

4. Existing luminaries along 22nd St. shall be carefully removed and relocated to the new poles. Any items damaged by the Contractor shall be replaced at no cost to the Department.

5. The existing traffic signal information at the 22nd St./Tucson Blvd intersection was obtained from as-builts and field survey. It is the Contractor's responsibility to verify the exact location of all equipment, pull boxes, and conduit prior to beginning construction at the intersection.
TRAFFIC SIGNAL GENERAL NOTES

1. All equipment/fixture and construction shall meet or exceed the requirements contained in the current Pima Association of Governments (PAG) "Standard Specifications for Public Improvements" and "Standard Details for Public Improvements", 2005 Edition, the Supplemental Specifications, the Special Provisions, and the plans.

2. All pedestrian push button assemblies shall meet ADA requirements. The signs that shall be used are identified in the latest edition of the MUTCD as HS-3B. Pedestrian push buttons shall be Audible Vicarious Type Canape ADA-400 or equal.

3. Street Name Signs (SNS) shall be installed such that the bottom of the SNS is no less than 17 feet above the roadway pavement or no less than 36 feet above the finished grade beyond the shoulder, berm area or multi-use lane.

4. After removal of foundations and signal features, all voids left will be filled and properly compacted to meet or exceed the requirements contained in the current PAG "Standard Specifications for Public Improvements" and "Standard Details for Public Improvements", the Supplemental Specifications, the Special Provisions, and the plans.

5. The exact location of each new pole foundation, pull box, controller cabinet, foundation, and electric service pedestal foundation shall be approved by the Engineer prior to installation.

6. The top of the pole foundation shall be level with the finished grade.

7. Only new conduit and cable shall be installed.

8. All conduit shall not be installed shallower than 30 inches below finished grade.

9. All conduit installed shallower than 30 inches below finished grade shall be encased in concrete per Specification No. T-39P-520 (SD).

10. All conduits shall be cleaned by compressed air and a properly sized conduit plunger or manual prior to cable installation.

11. Conduit installed under existing paved driveways that are not scheduled to be reconstructed or for part of this project shall be installed by means of boring.

12. Roadway lighting shall be installed under all intersecting side streets and driveways on all major roadway reconstruction projects, unless directed otherwise by the Engineer.

13. Pull boxes shall not be installed within concrete curb access ramps. In addition, any pull boxes installed behind curbs shall be installed between the curb and the proposed/future sidewalk or beyond the proposed/future sidewalk. Any exception to this rule would be pull boxes installed in a median. Any pull boxes installed along an unsecured roadway shall be installed adjacent to, but not within, the shoulder.

14. A 3⁄4 inch x 10 foot ground rod shall be installed in the No. 7 pull box (with the extremity adjacent to the controller cabinet). Two ground rod clamps shall be furnished for grounding the wire.

15. The high voltage cables should be separated from the low voltage cables in conduits unless approved by the Engineer.

16. The conductors for the emergency vehicle pre-emption beacon and sensor shall be routed to the 4 inch x 4 inch box on the mast arm. The beacon and sensor shall be installed per Standard Detail T 1900 and T 1903. The emergency vehicle pre-emption beacon shall be mounted on the mast arm per Standard Detail T 1902 and T 1903 located a minimum of 32 inches from the mast arm tip as directed by the Engineer.

17. The Tucson Electric Power Company Public Improvement Coordinator (520-918-8359) shall be contacted by the Contractor to verify the location of the electrical service connection at each intersection. The Contractor shall be responsible for excavating the trench and installing any necessary sleeves under sidewalks or driveways in which the electric service cable to conduit (3C) is to be installed by TEP.

18. The Centurylink Public Improvement Coordinator (520-884-2929) shall be contacted by the Contractor to verify the location of the telephone connection at each intersection.

19. The traffic signal operation at existing signalized intersections shall be maintained throughout the duration of the project.

20. All elevations, alignments and distances given (Known or Unknown) shall be Field verified by an Arizona Registered Land Surveyor before construction. Plotting or any other Pima County Regional Wastewater Reclamation Department approved method shall be required.

21. All luminaires shall be LED. Luminaires shall be AutoDisc AT62, 600LEDS, WOLED with a T-20 Photocell receptor, 850 mA driver 3000W.

22. All DWG cables shall be installed unalloyed between the controller and the terminal block of each pole. The outer cable jacket shall not be removed at the hand hole height.

RESPONSIBILITIES

1. The Contractor shall install the following City of Tucson supplied equipment and materials: uninterrupted power supply and cabinets, traffic signal controller cabinets with controllers, emergency vehicle pre-emption beacon and sensors, video detection system equipment and the plan-film zoom camera. The Contractor shall supply and furnish the following equipment and materials as specified in the plans (lines, pole mount lights, concrete pole foundations with reinforcement where specified, controller cabinet complete foundations, electric service pedestals, concrete pull boxes, electrical conduits, ground rods and connectors, bare copper wire and all other conductors, poles, mast arms, traffic signals and mounting assemblies, pedestrian signals and mounting assemblies, pedestrian push button stations with signs, luminaires, 7-pin photocell receptacle with a photocell, street name signs, concrete foundations, all auxiliary equipment, and all other appurtenances necessary for the operation of the traffic signal installations, except as modified in the plans.

2. The Contractor shall pick up and transport the traffic controller cabinets, and video detection system from the City of Tucson Streets and Traffic Maintenance Division Yard to the intersection(s). Contact Paul Burton (520) 791-3154 at least 48 hours in advance of pickup.

3. The Contractor shall install each traffic controller cabinet on its foundation and route all of the conductors into the controller cabinet. The City of Tucson Streets and Traffic Maintenance Division staff will terminate the conductors into the controller cabinet.

4. The Contractor shall carefully disassemble all existing traffic signal and street lighting equipment that is to remain in place or be relocated. All poles, mast arms and wiring shall be scrapped to HBF West Recycling center at 6561 East Drive Rd., Tucson, AZ 85712. The Contractor shall provide all receipts to the City of Tucson. All other equipment shall be returned to the City of Tucson Streets and Traffic Maintenance Division yard. The Contractor shall unload all equipment, any items damaged will be replaced by the Contractor prior to passing to the City of Tucson. Contact Armando Braconni (520)-791-3154 at least 48 hours prior to delivering the equipment.
1. Contractor shall abandon existing concrete-encased conduit that is not in conflict with construction in place, unless otherwise noted.
2. Remove existing pull box, conduit, and wiring. Contractor to properly dispose of pull boxes and conduits. All wiring shall be scraped. See Note 4 under Wastewater on Sheet T-6.01.
3. Remove existing traffic signal controller cabinet, service, poles and appurtenances to facilitate intersection modifications.
4. Existing sewer line to remain when installing new pull box and conduit in east side median. Protect in place.
5. Relocate existing water line and fire hydrant before installing Pole E. See Relocate Modification Plane.
6. Existing water valves to remain when installing Pole F. Protect in place.
7. Existing gas line to remain when installing Pole F. Protect in place.
8. Existing irrigation lines and valves to remain in place when installing Pole F. Protect in place.
9. New 2" of 1/2" conduit with cap on the end for future ITS.
10. When installing new signal poles under existing overhead lines, consult and coordinate with TEP.
11. Patch asphaltic concrete pavement with 2" COT Mix No. 2 as applicable after conduit installation.
### CABINET AND POLE SCHEDULE

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### CONDUIT AND CONDUCTOR SCHEDULE

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### SYMBOL LEGEND

- **Pole with Luminaire and Mast Arm**
- **Pole with Luminaire, Mast Arm, & 7-Ft Photocontrolled Receptacle**
- **Pole with Luminaire, Mast Arm, & 7-Ft Photocell and Receptacle**
- **Pole with Luminaire, Mast Arm, & 7-Ft Photocell and Receptacle, Reversing**
- **Pole with Luminaire, Mast Arm, & 7-Ft Photocell and Receptacle, Reversing with Extension**
- **Pole with Luminaire, Mast Arm, & 7-Ft Photocell and Receptacle, Reversing with Extension, Medium**

## STREET NAME SIGN (SASH DETAIL)

### NOTES
1. Install video detector cameras on the luminaire mast arm of poles E, F, G, and J. Three conduits per each pole will be installed unspliced from the traffic signal control cabinet to the camera.
2. Contractor to install pre-cast sensors and pedestrian signals. Sensors and pedestrian signals shall be mounted on mast arm as shown in plans. Contractor to provide 6" dia. conduit to approximate pavement inlet location and details with city. Contractor to splicing, splicing, and securing. Conduit cable shall be installed unspliced from the traffic signal cabinet to the sensor.
3. All traffic signal face indicators and pedestrian signals shall be LED.
4. Pedestrian signals shall have countdown display.
5. Contractor to furnish and install all signs for pole E. Contact pedestrian signals at 671-2100 for details. Contractor will supply and install any required cable from panels to cabinet unspliced and own power supply to cabinet.
6. Street name signs shall be on the same size of aluminum with 8" dia. plate. Lettering shall be blue and white in color with a 1/2" type for primary letters and a 3/4" type for secondary letters. Color type shall be with type E. Signs shall be furnished mounted on pole, and be visible from 100' of traffic, and shall be of a size. See Tucson Department of Transportation website for further details.
7. Road signs shall be straight and true with no bowing prior to and after applying the adhesive material.
KEYNOTES

1. Contractor shall protect existing conduit and pull boxes in place.

2. Remove existing uninterrupted power source.

3. Remove and salvage existing traffic signal control cabinet. See Note 4 under Responsibilities on Sheet T-6.01.

4. Remove existing pull box, conduit, and wiring. Contractor to properly dispose of pull boxes and conduit. All wiring shall be scrapped. See Note 4 under Responsibilities on Sheet T-6.01.

5. Remove existing conductors and replace with new.

NOTE:
The location of the conductor, conduit size, and wiring type are based on as-built and the most current information available to the designer. The Contractor shall be responsible for verifying the actual location and size of conduit, and wiring prior to performing this work. The Contractor shall coordinate with the City of Tucson Streets and Traffic Maintenance Division.
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NOTES:
1. For poles mounted on the bridge see the bridge plans for foundation details and installation.
2. For lights mounted on the bridge see the bridge plans for foundation details and installation.
3. For poles marked **, see Sheet S-2.515 Installing Poles 6, 7 and 8, See General Note 19 on Sheet S-2.515.
4. For light fixtures located on centerline, the light fixtures shall be installed on the right side of the path and include a 6 feet raised cover. See Special Provisions.
NOTE:
1. See Sheet T-7.08 for electric to ADOT Service.
NOTES:
1. Remove existing pull box and wiring. Contractor to properly dispose of pull boxes. All wiring shall be scraped.
2. The Contractor shall field verify the size of the existing conduit prior to performing the work in this area.
NOTES:
1. Conduit shall be attached to the outside of the box culvert headwall.
2. Conduit shall be routed through the wall to the light fixture. See the Retaining Wall Plans.
NOTES:
1. 480V - 120/240V MHP - Power Zone
2. See Sheet T-7.13 for conduit path to top of structure.
NOTE:
1. See Sheet T-7.09 for Typical Section (Detail A-A).

LIGHTING PLAN
PEDESTRIAN BRIDGE

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION

52ND STREET
KIND PARKWAY TO TUCSON BOULEVARD

PRELIMINARY
SERVICE

 واضحة لخدمة

MAGNETIC NORTH

2014
AECOM
NOTE:
1. The conduit will be routed up the piers and under both bridges.