LIVE LOAD: E80 CORRUGATION: 2–2/3 x 1/2						
PIPE DIA. (D) (IN.)	MIN. FILL COVER (IN.) *	HEIGHT OF COVER LIMITS FOR CORRUGATED METAL PIPE				
		MAXIMUM COVER (FT.) FOR SPECIFIED THICKNESS (IN.)				
		0.064 (16 GAGE)	0.079 (14 GAGE)	0.109 (12 GAGE)	0.138 (10 GAGE)	0.168 (8 GAGE)
24	12	124	155	217	279	341
30	12	99	124	173	223	273
36	12	83	103	145	186	227
42	12	71	88	124	159	195
48	12	62	77	108	139	171
54	14		67	94	122	150
60	15			80	104	128
66	17			68	88	109
72	18				75	93

* FROM TOP OF PIPE TO BOTTOM OF TIE

LIVE LOAD: E80 CORRUGATION: 5x1 OR 3x1						
PIPE DIA. (D) (IN.)	MIN. FILL COVER (IN.) *	HEIGHT OF COVER LIMITS FOR CORRUGATED METAL PIPE				
		MAXIMUM COVER (FT.) FOR SPECIFIED THICKNESS (IN.)				
		0.064 (16 GAGE)	0.079 (14 GAGE)	0.109 (12 GAGE)	0.138 (10 GAGE)	0.168 (8 GAGE)
54	18	56	70	99	127	155
60	18	51	63	89	114	140
66	18	46	58	81	104	127
72	18	42	53	74	95	117

MAXIMUM COVERS SHOWN ARE FOR 5x1 INCH.
INCREASE COVER BY 12% FOR 3x1 INCH.

* FROM TOP OF PIPE TO BOTTOM OF TIE

SITE SPECIFIC NOTES:

INSTRUCTIONS TO CONTRACTOR:

1. FOR CONTRACTOR'S INFORMATION ONLY: FILL COVER TABLES ON THIS SHEET ARE FROM THE NATIONAL CORRUGATED STEEL PIPE ASSOCIATION'S CORRUGATED STEEL PIPE DESIGN MANUAL.

2. THE CONTRACTOR WILL PERFORM A FIELD SURVEY TO FILL IN THE REQUIRED "AS–BUILT INFORMATION PROVIDED BY CONTRACTOR" TABLE ON THIS SHEET.

3. CONTRACTOR WILL SUBMIT THIS COMPLETED SHEET TO THE NMDOT BRIDGE BUREAU FOR REVIEW AND APPROVAL. CMP WILL NOT BE ORDERED UNTIL APPROVAL IS RECEIVED FROM NMDOT.

GENERAL NOTES:

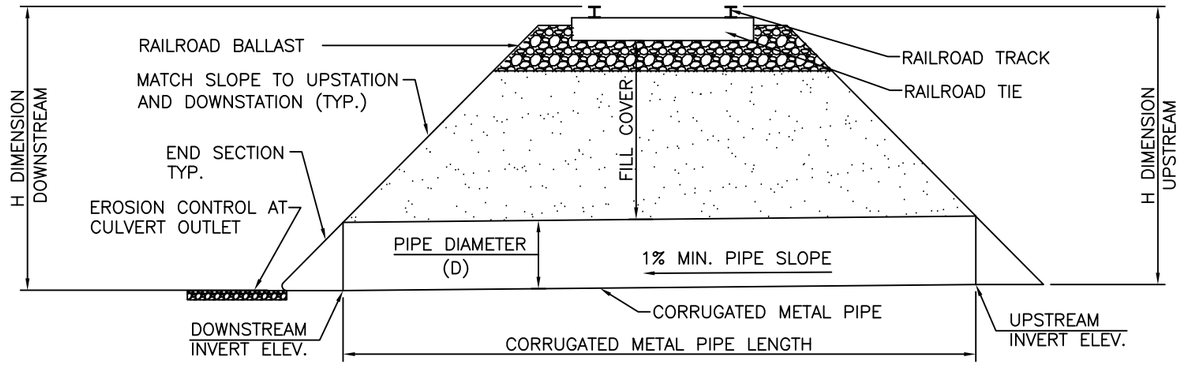
1. CORRUGATED METAL PIPE WILL CONFORM TO SECTION 570 OF THE NEW MEXICO STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION CURRENT EDITION. PER SECTION 570.2.1.4, PIPE CERTIFICATION AND IDENTIFICATION IS REQUIRED AND WILL BE SUBMITTED TO THE NMDOT BRIDGE BUREAU FOR REVIEW AND APPROVAL. CMP WILL NOT BE ORDERED UNTIL APPROVAL IS RECEIVED FROM NMDOT.

2. CORRUGATED METAL PIPE AND END SECTIONS WILL RECEIVE AN ALUMINIZED COATING, TYPE 2 PER AASHTO M 274 OR ASTM A 929. REFER TO SECTION 570 FOR OTHER CORRUGATED METAL PIPE AND END SECTION REQUIREMENTS.

3. SEE NEXT SHEET FOR CORRUGATED METAL PIPE BEDDING AND BACKFILL DETAILS.

4. NMDOT STANDARD SERIAL 570–02–1/2 WILL BE USED FOR END SECTION REQUIREMENTS.

5. NMDOT STANDARD SERIAL 602–01–1/1 AND 602–02–1/1 WILL BE USED FOR EROSION CONTROL AT CULVERT OUTLETS.



CORRUGATED METAL PIPE INSTALLATION FOR RAILROAD STRUCTURE REPLACEMENT

AS–BUILT INFORMATION PROVIDED BY NMDOT		
ITEMS	MEASUREMENT	UNITS
RAILRUNNER BRIDGE NO.		N/A
CULVERT PIPE DIAMETER (D)		INCHES
NUMBER OF BARRELS		N/A
CORRUGATION TYPE		INCHES
AS–BUILT INFORMATION PROVIDED BY CONTRACTOR		
CORRUGATED METAL PIPE LENGTH		FEET, INCHES
PIPE THICKNESS		INCHES
H DIMENSION UPSTREAM		FEET, INCHES
UPSTREAM INVERT ELEVATION		DECIMAL FEET
H DIMENSION DOWNSTREAM		FEET, INCHES
DOWNSTREAM INVERT ELEVATION		DECIMAL FEET
PIPE SLOPE		FEET PER FOOT
PIPE SPACING (FOR MULTI–BARRELS)		FEET, INCHES
FILL COVER		FEET, INCHES
SKEW ANGLE		DEGREES

NOTE TO FIELD INSPECTORS:

TAKE MEASUREMENTS AND FILL OUT THE TABLE ON THIS SHEET. INFORMATION IS PROVIDED ON THIS SHEET FOR VARIOUS REPLACEMENT CMP'S.

BRIDGE

REVISIONS			
NO.	DESCRIPTION	DATE	BY
1			
2			
3			

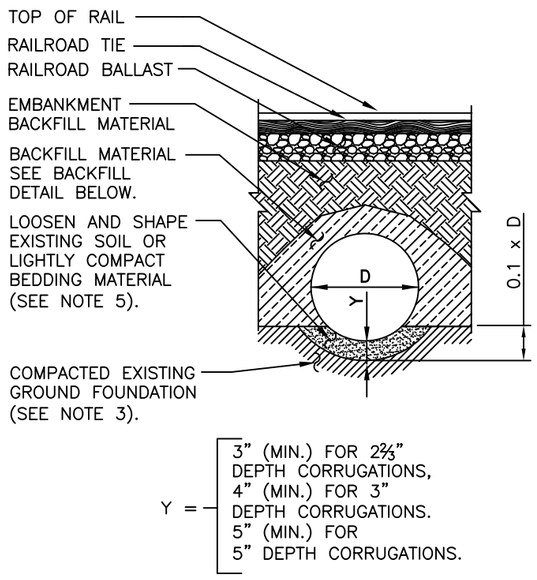
NEW MEXICO DEPARTMENT OF TRANSPORTATION

NEW MEXICO RAIL RUNNER
BRIDGE NO.

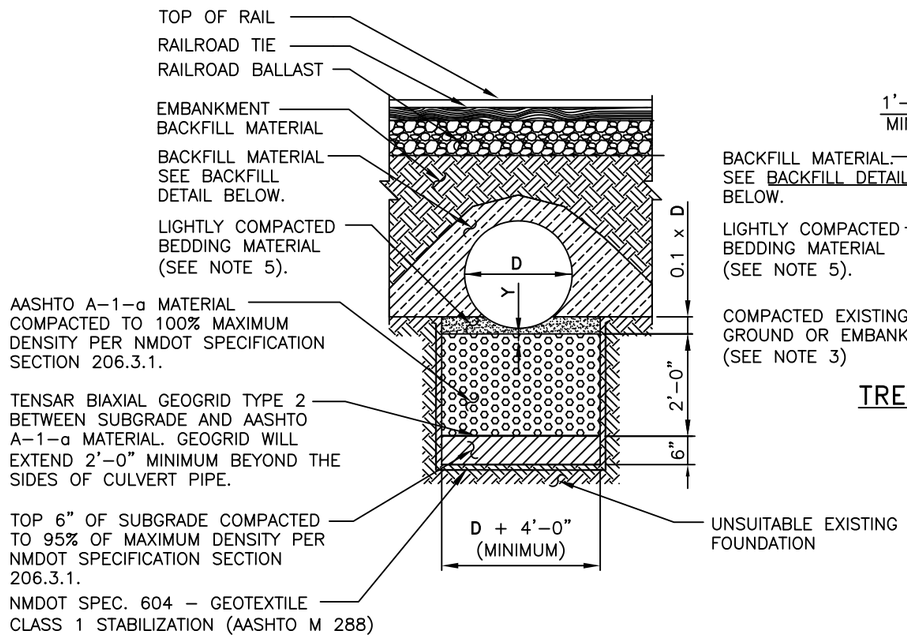
CORRUGATED METAL PIPE
INSTALLATION
FOR RAIL RUNNER
STRUCTURE REPLACEMENT

SHEET NO. 1

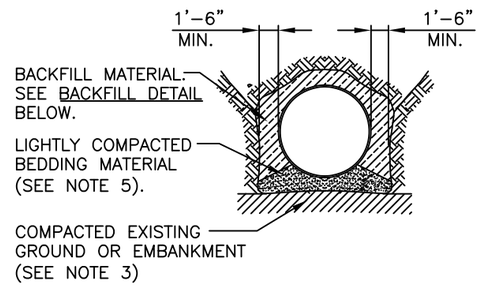
DESIGNED BY: ____ DRAWN BY: SKL CHECKED BY: ____ PLOT DATE: _____ DRAWING PATH: BRCOMMON/RAILROAD/STRUCTURE REPLACEMENTS/



DEEP COVER OR SUITABLE EXISTING FOUNDATION



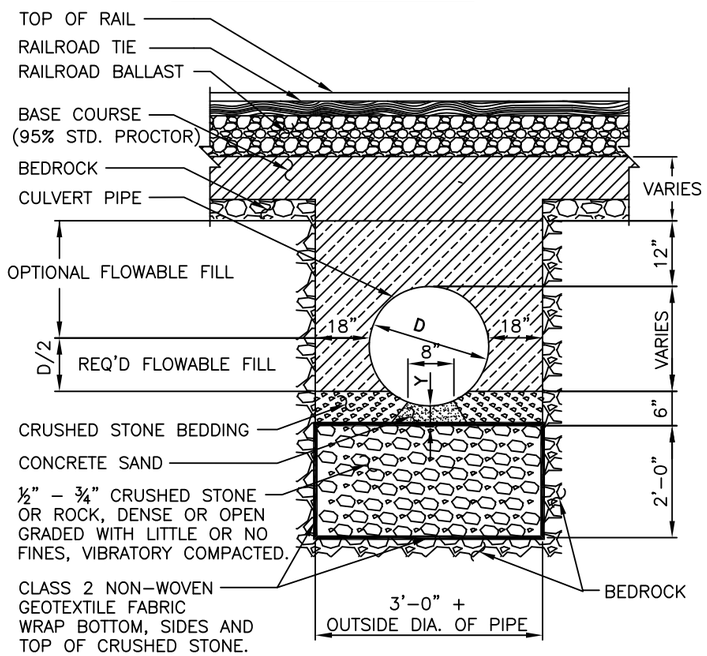
SHALLOW COVER OR UNSUITABLE EXISTING FOUNDATION



TRENCH CONDITION

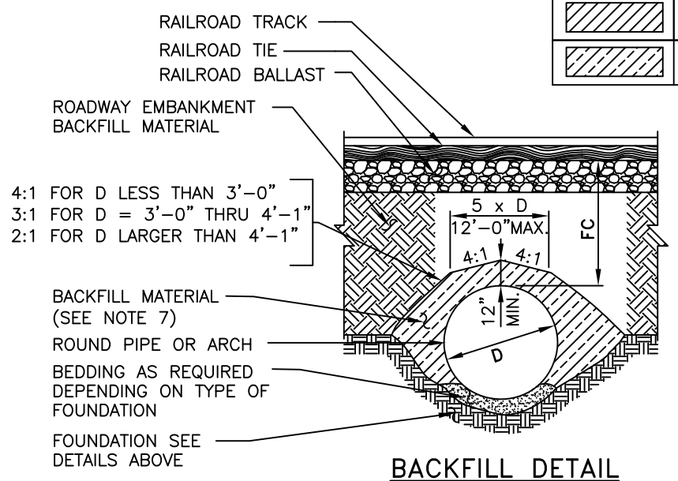
GENERAL NOTES:

1. RIVETED OR WELDED METAL PIPE SHALL BE PLACED WITH THE INSIDE CIRCUMFERENTIAL LAPS POINTING DOWNSTREAM AND WITH LONGITUDINAL LAPS AT THE SIDE ON QUARTER POINTS, NOT TOP OR BOTTOM. STRUCTURAL PLATE CULVERTS SHALL BE ERECTED AS SHOWN ON THE ERECTION DIAGRAMS FURNISHED BY THE SUPPLIER.
2. SHALLOW COVER IS DEFINED AS A FILL COVER OF 30" OR LESS. DEEP COVER IS DEFINED AS A FILL COVER GREATER THAN 30".
3. THE EXISTING GROUND FOUNDATION MATERIAL UNDER PIPES SHALL BE BROKEN UP AND COMPACTED TO A MINIMUM DEPTH OF 6". COMPACTION SHALL BE 95% OF MAXIMUM DENSITY BY AASHTO SPECIFICATION T-99.
4. WHERE AN UNSUITABLE MATERIAL (PEAT, MUCK, ETC.) IS ENCOUNTERED AT OR BELOW THE INVERT ELEVATION. THE NECESSARY SUBSURFACE EXPLORATION AND ANALYSIS SHALL BE MADE AND CORRECTIVE TREATMENT SHALL BE AS DIRECTED BY THE PROJECT MANAGER.
5. BEDDING MATERIAL SHALL BE ROUGHLY SHAPED TO FIT BOTTOM OF PIPES AND THEN LIGHTLY COMPACTED. MATERIAL SHALL CONFORM TO SECTION 206 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
6. WHERE MULTIPLE LINES OF PIPES GREATER THAN 4'-0" IN DIAMETER ARE USED, THEY SHALL BE SPACED SO THAT ADJACENT SIDES OF THE PIPE SHALL BE AT LEAST ONE-HALF DIAMETER OR 3'-0" APART, WHICHEVER IS LESS, TO PERMIT ADEQUATE COMPACTION OF BACKFILL MATERIAL. FOR DIAMETERS 4'-0" AND LESS, THE MINIMUM SPACING SHALL BE NOT LESS THAN 2'-0". SEE SERIAL DRAWING 570-02-1/2 FOR FLARED END SECTIONS.
7. BACKFILL MATERIAL SHALL CONFORM TO SECTION 206 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS. SPECIAL CARE SHALL BE TAKEN WHEN COMPACTING BACKFILL AT THE HAUNCHES AND SIDES OF PIPES.
8. REFER TO PREVIOUS SHEET FOR TABLE OF MINIMUM AND MAXIMUM COVER AND CORRESPONDING GAGE.



PIPE INSTALLATION FOR BEDROCK EXCAVATION

SYMBOL	DESCRIPTION
	100% COMPACTION
	95% COMPACTION
	90% COMPACTION



BACKFILL DETAIL

BACKFILL DETAIL SHOWN ABOVE SHALL NOT BE CONSTRUED AS RELIEVING THE CONTRACTOR OF HIS OBLIGATIONS REGARDING DAMAGE TO THE CULVERT PIPE.

FC = MINIMUM OR MAXIMUM FILL COVER, MEASURED FROM TOP OF PIPE TO BOTTOM OF TIE.

BRIDGE

REVISIONS			
NO.	DESCRIPTION	DATE	BY
1			
2			
3			

NEW MEXICO DEPARTMENT OF TRANSPORTATION

NEW MEXICO RAIL RUNNER
BRIDGE NO.

CORRUGATED METAL PIPE
BEDDING AND BACKFILL DETAILS

FOR RAIL RUNNER
STRUCTURE REPLACEMENT

SHEET NO. 2

DESIGNED BY: ____ DRAWN BY: SKL CHECKED BY: ____ PLOT DATE: _____ DRAWING PATH: BRCOMMON/RAILROAD/STRUCTURE REPLACEMENTS/