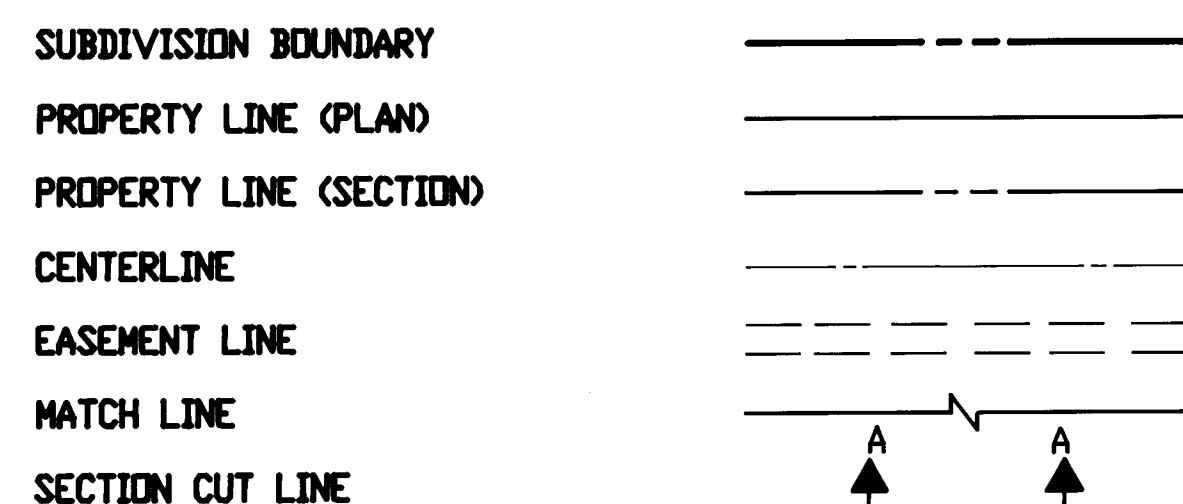


• L E G E N D •

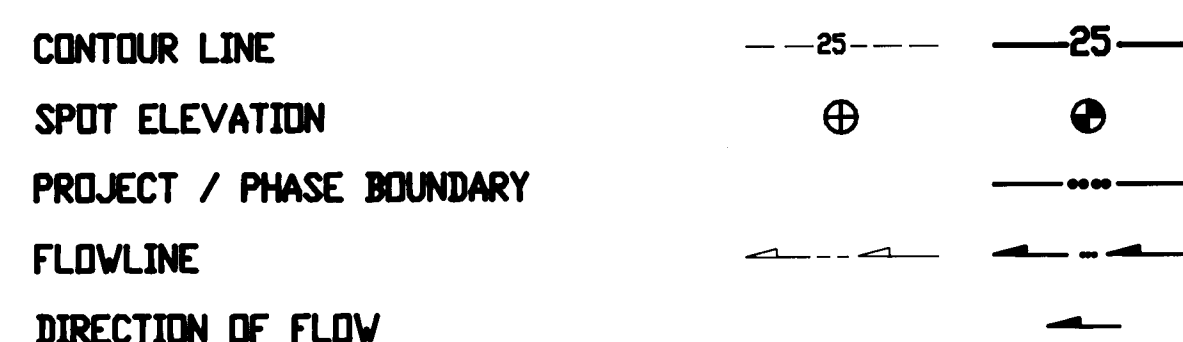
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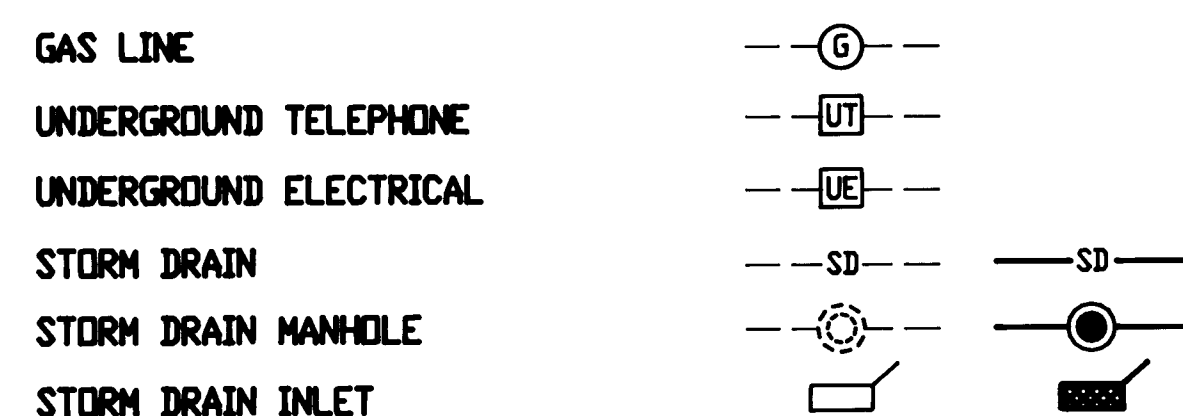
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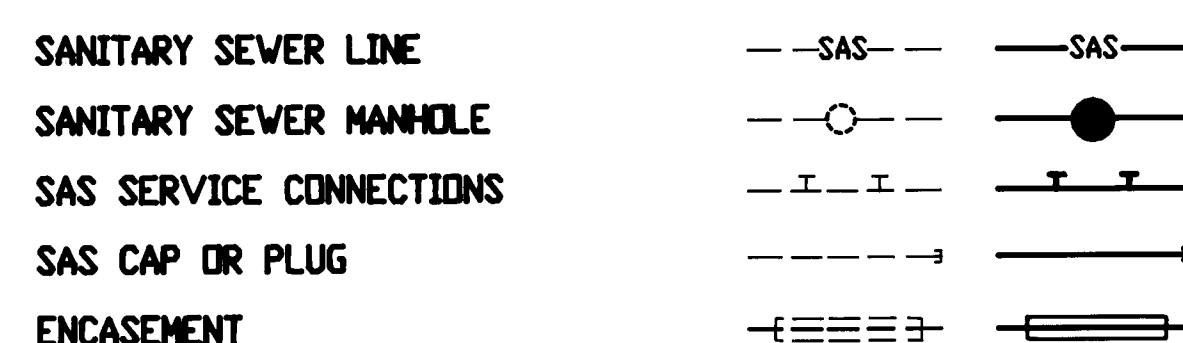
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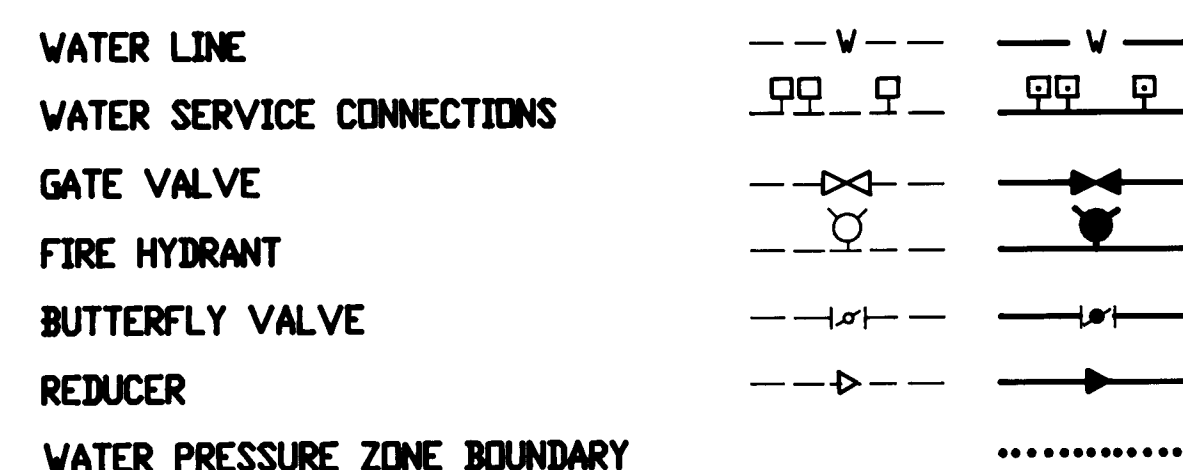
MISCELLANEOUS UTILITIES



SANITARY SEWER



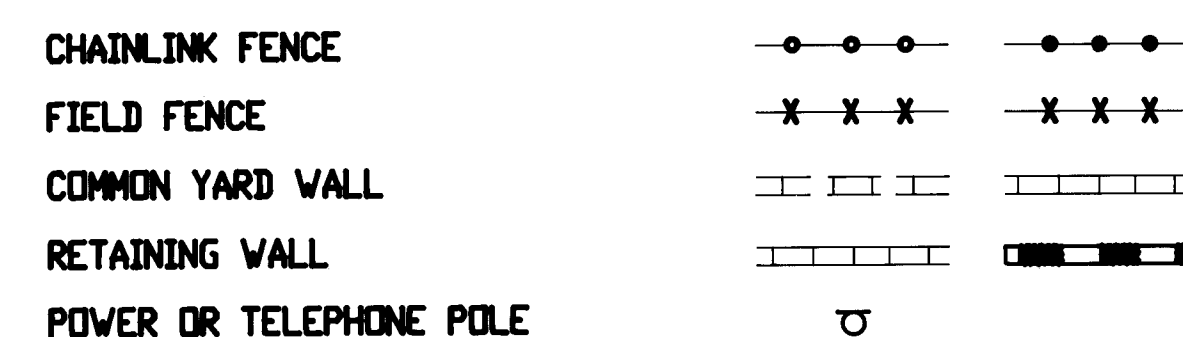
WATER



WATER FITTINGS



MISCELLANEOUS



CONSTRUCTION PLANS

for

ENCLAVE APARTMENTS

ALBUQUERQUE, NEW MEXICO

SEPTEMBER, 1993

RECORD DRAWING

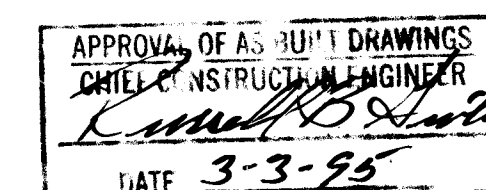
INDEX OF DRAWINGS

SHEET	DESCRIPTION
1	COVER SHEET, VICINITY MAP, GENERAL NOTES, LEGEND AND INDEX OF DRAWINGS
2	PLAT
3	GRADING PLAN
4	COMPOSITE SITE PLAN
5	SECTIONS AND DETAILS
6	WATERLINE EXTENSION PLAN AND PROFILE STA. 9+77.50 TO STA. 14+00 and STA. 22+50 TO STA. 25+00
7	WATERLINE EXTENSION PLAN AND PROFILE STA. 14+00 TO STA. 22+50
8	EUBANK BOULEVARD BUSWAY PLAN AND PROFILE
9	SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS
10	TYPICAL TRAFFIC CONTROL AND SIGNING EXAMPLES

RECORD DRAWING

I, Jeffrey G. Mortensen, Registered Professional Engineer in the State of New Mexico, do hereby certify that this "as-built" information was obtained by me or under my supervision and represents the "as-built" conditions of this project, and is true and correct to the best of my knowledge and belief. All vertical and horizontal dimensions should be field verified prior to use on future projects.

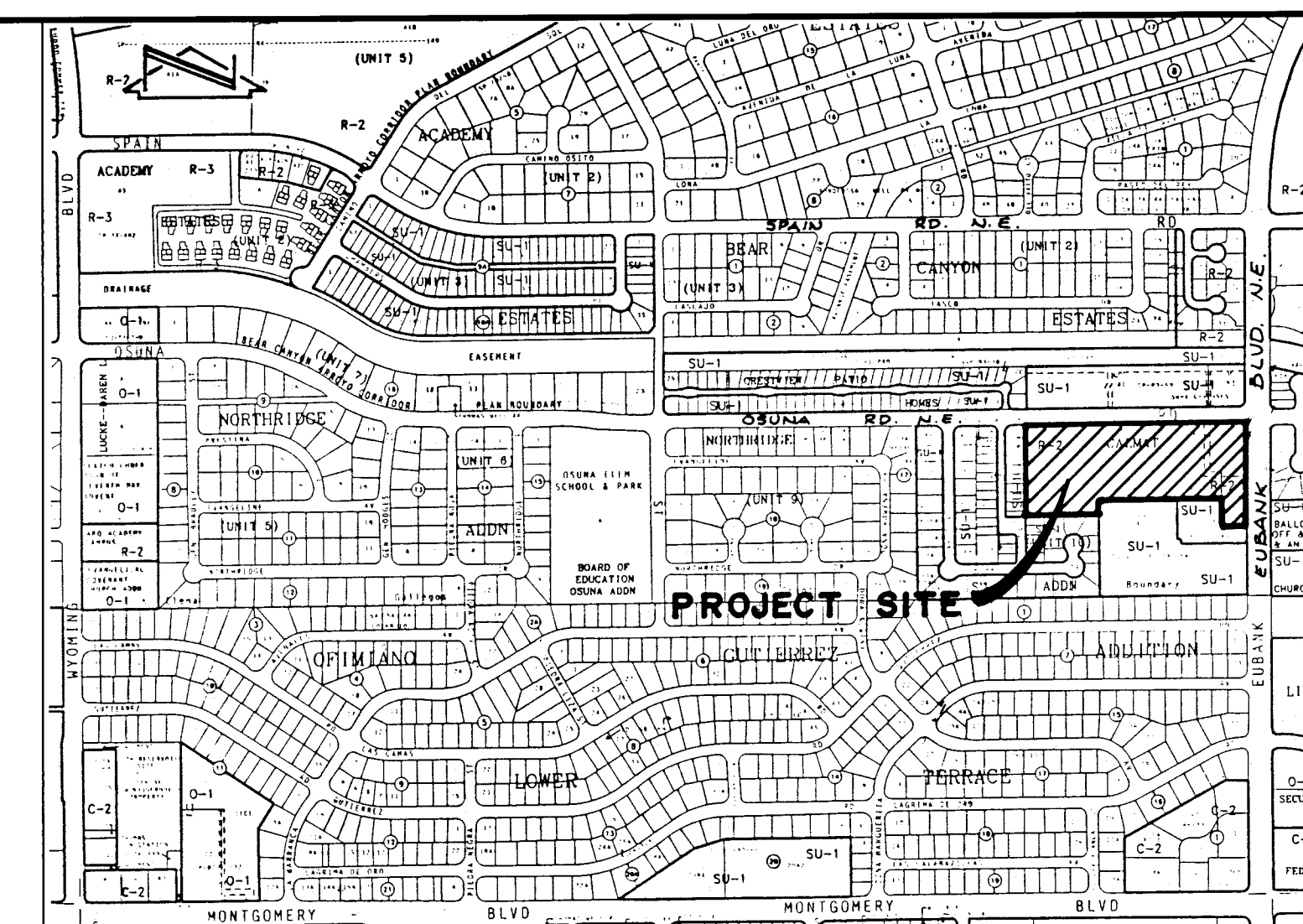
JEFFREY G. MORTENSEN
REGISTERED PROFESSIONAL ENGINEER
NEW MEXICO
8547



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

26 4785 900195

930265



VICINITY MAP

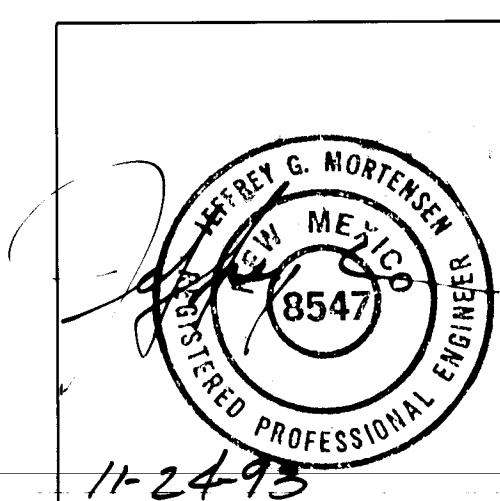
SCALE: 1" = 800' (APPROX.)

F - 20

GENERAL NOTES:

- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS - PUBLIC WORKS CONSTRUCTION - 1986. (UPDATE NO. 4)
- TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM, 260-1990, FOR LOCATION OF EXISTING UTILITIES.
- IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE OWNER OF SAID UTILITY, AND THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES. THE ENGINEER HAS CONDUCTED ONLY PRELIMINARY INVESTIGATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES. THIS INVESTIGATION IS NOT CONCLUSIVE, AND MAY NOT BE COMPLETE, THEREFORE, MAKES NO REPRESENTATION PERTAINING THEREOF, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE, PIPELINE, OR UNDERGROUND UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES. IN PLANNING AND CONDUCTING EXCAVATION, THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES.
- SHOULD A CONFLICT EXIST BETWEEN THESE PLANS AND ACTUAL FIELD CONDITIONS, THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IN WRITING SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY FOR ALL PARTIES.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.
- ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING SAFETY AND HEALTH.
- ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
- BACKFILL COMPACTION SHALL BE ACCORDING TO SPECIFIED STREET USE.
- TACK COAT REQUIREMENTS SHALL BE DETERMINED DURING CONSTRUCTION BY THE PROJECT ENGINEER.
- SIDEWALKS AND WHEELCHAIR RAMPS WITHIN THE CURB RETURNS SHALL BE CONSTRUCTED WHEREVER A NEW CURB RETURN IS CONSTRUCTED.
- IF CURB IS DEPRESSED FOR A DRIVEPAD OR A HANDICAP RAMP, THE DRIVEPAD OR RAMP SHALL BE CONSTRUCTED PRIOR TO ACCEPTANCE OF THE CURB AND GUTTER.
- ALL STORM DRAINAGE FACILITIES SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE.
- CONTRACTOR SHALL COORDINATE WITH THE WATER SYSTEM DIVISION FOR THE EXECUTION OF THE VALVE SHUT OFF PLAN, NOT LESS THAN THREE (3) WORKING DAYS IN ADVANCE OF ANY WORK THAT MAY AFFECT THE EXISTING PUBLIC WATER UTILITIES. ONLY WATER SYSTEM DIVISION PERSONNEL SHALL OPERATE EXISTING VALVES. REFER TO SECTION 18 OF THE SPECIFICATION.
- CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE ENGINEER MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE ENGINEER AND SHALL NOTIFY THE ENGINEER AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE ENGINEER. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATION OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED. REFER TO SECTION 4.4 OF THE SPECIFICATIONS.
- THREE (3) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION CO-ORDINATION DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION CO-ORDINATION DIVISION. CONTRACTOR SHALL NOTIFY BARRICADE ENGINEER (768-2551) PRIOR TO OCCUPYING AN INTERSECTION. CONTRACTOR MUST REFER TO SECTION 19 OF THE STANDARD SPECIFICATION FOR TRAFFIC CONTROL.
- ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED IN KIND BY CONTRACTOR TO LOCATION AND IN KIND AS EXISTING OR AS INDICATED BY THIS PLAN SET.
- CAUTION: THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.

REV.	SHEETS	CITY ENGINEER	DATE	USER	DEPARTMENT	DATE	USER	DEPARTMENT	DATE
1-10									
APPROVAL OF REVISIONS									



APPROVED FOR CONSTRUCTION

PROJECT NO. 478590

SHEET 1 OF 10

JEFFREY G. MORTENSEN
REGISTERED PROFESSIONAL ENGINEER
NEW MEXICO
8547

APPROVED FOR CONSTRUCTION

DATE 3/10/95

C.E.

SCANNED BY
BY LASON

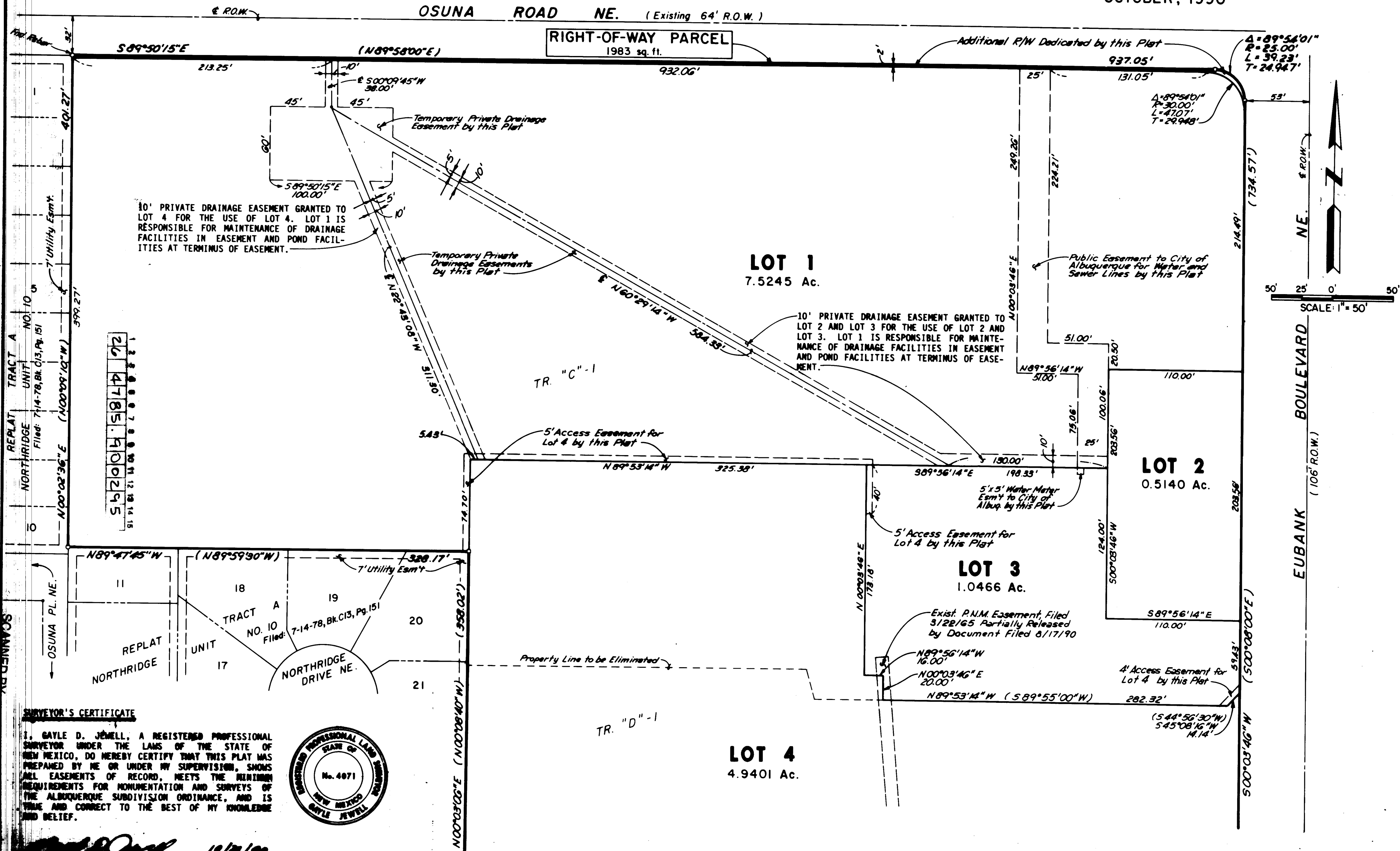
RECORD
DRAWING

PLAT OF
CALMAT SUBDIVISION

ALBUQUERQUE, NEW MEXICO

BEING A REPLAT OF TRACTS "C"-1 & "D"-1, LAND OF A.G.P.
OCTOBER, 1990

State of New Mexico } SS
County of Bernalillo }
This instrument was filed for record on
JAN 10 1991
at the County Clerk's Office of said County.



SURVEYOR'S CERTIFICATE

I, GAYLE D. JEWELL, A REGISTERED PROFESSIONAL SURVEYOR UNDER THE LAWS OF THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THIS PLAT WAS PREPARED BY ME OR UNDER MY SUPERVISION, SHOWS ALL EASEMENTS OF RECORD, MEETS THE MINIMUM REQUIREMENTS FOR MONUMENTATION AND SURVEYS OF THE ALBUQUERQUE SUBDIVISION ORDINANCE, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



DRAINAGE PLAN

The following items concerning the Enclave Apartments Drainage Plan are contained hereon:

1. Vicinity Map
2. Grading Plan
3. Calculations
4. Hydrographs

As shown by the Vicinity Map, the site is located on the southwest corner of the intersection of Osuna Road N.E. and Eubank Boulevard N.E. At present, the site is undeveloped. Previous use of the site was for the Calmat Batch Plant. Those operations have ceased. The site will now be developed for multi-family residential.

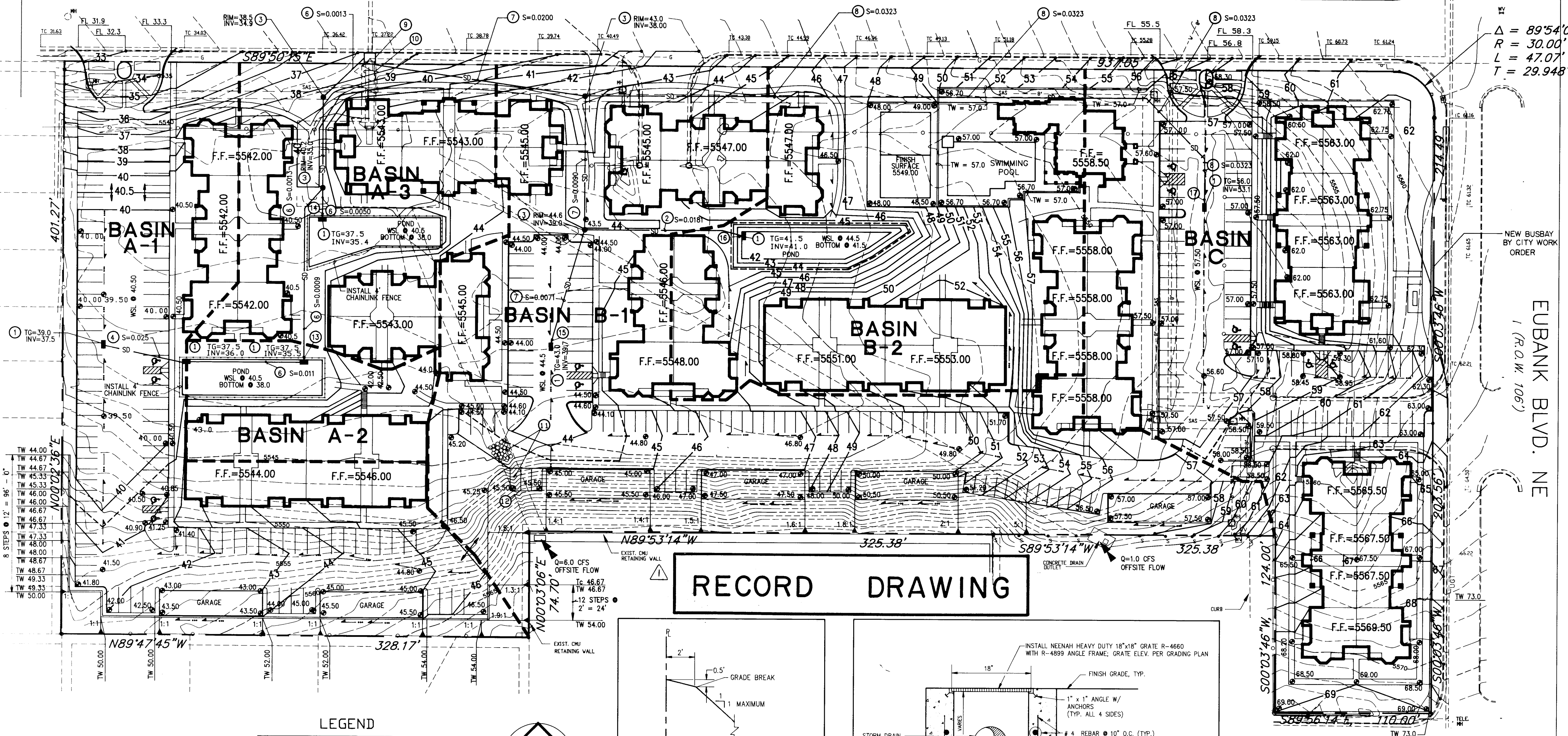
As shown by Panel 17 of 50 of the National Flood Insurance Program Flood Insurance Rate Maps for the City of Albuquerque, New Mexico, dated October 14, 1993, this site does not lie within a designated flood zone. At present, the site drains from south to north onto Osuna Road N.E. Discharge is via an existing cattleguard inlet within the roadway. The cattleguard inlet drains into a public storm drain which discharges north to the Bear Arroyo, representing the outfall for this site. Offsite flows have been calculated by previous submittal entitled "Calmat Subdivision," prepared by Victor J. Chavez bearing the date of 6-28-91. As indicated by that plan, the discharge from this site is restricted to 13.1 cfs, which must include the 7.0 cfs of offsite flows which are received from Lot 4 (6.0 cfs) and Lot 3 (1.0 cfs) of the Calmat Subdivision. Prior development created certain private drainage easements to legally accept and convey offsite flows through the property. Those easements must be vacated and replaced with a "blanket" private drainage easement. This new easement must be in place prior to final acceptance of the project for Certificate of Occupancy.

The Grading Plan shows 1) existing grades indicated by spot elevations and contours at 1'0" intervals as shown on the topographic survey for Lots 1 and 2, Calmat Subdivision prepared by Andrews, Asbury & Robert, Inc., bearing the date of June 8, 1993, 2) proposed grades indicated by spot elevations and contours at 1'0" intervals, 3) the limit and character of the existing improvements, 4) the limit and character of the proposed improvements, and 5) continuity between existing and proposed grades. As shown by this plan, the proposed development is an apartment development. Offsite flows will continue to be accepted from Lots 3 and 4 as previously discussed. The site is characterized by three drainage basins - A, B, and C. Basins A and B are further subdivided into subbasins. Each basin contains detention ponds which will regulate the release of runoff from the site. The discharge of runoff will be accomplished through private storm drain construction within the site. The private storm drain system will discharge directly into the existing cattleguard inlet within Osuna Road N.E. Connection to the cattleguard inlet will be accomplished by a junction box which will be designed and constructed by City Work Order (separate submittal required).

The Calculations which appear hereon analyze both the existing and developed conditions for the 100-year, 6-hour rainfall event. The Procedure for 40-acre and smaller basins, as set forth in the Revision of Section 22.2, Hydrology of the Development Process Manual, Volume 2, Design Criteria, dated August 1991, has been used to quantify the peak rate of discharge and volume of runoff generated. As shown by these calculations, the proposed development will result in an increase in runoff volume, however, a decrease in the peak rate of discharge, thereby being consistent with the previously approved plan for the site as referenced above.

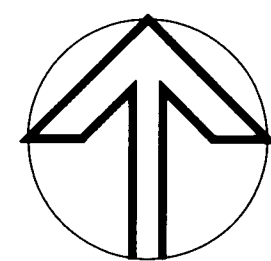
OSUNA ROAD NE (R.O.W. 66')

FOR INFORMATION ONLY



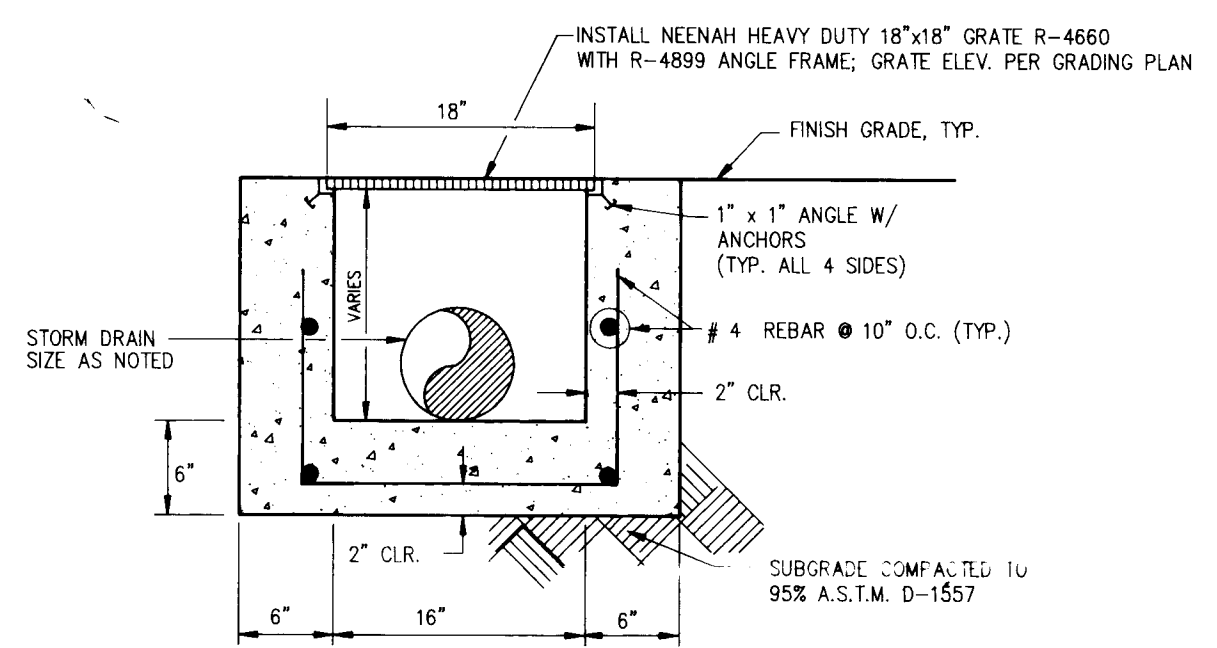
LEGEND

- 5565
- 48
- 47.5
- TW
- SD
- TC
- KEYED NOTE
- BASIN BOUNDARY LINE



TYPICAL SLOPE TRANSITION

SCALE: 1" = 4'



TYPICAL STORM INLET SECTION

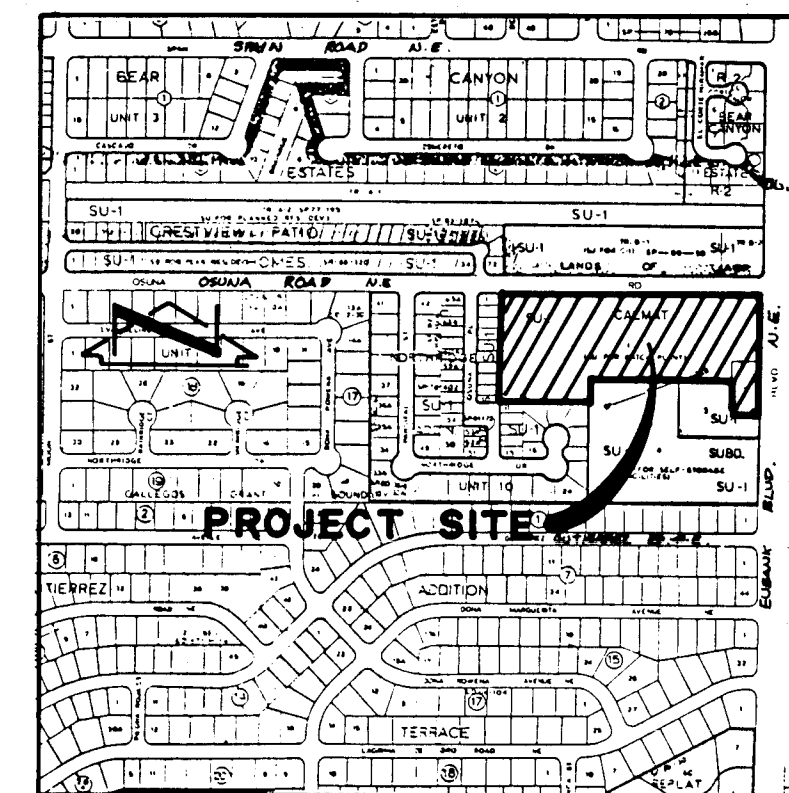
SCALE: 1" = 1' - 0"

GRADING & DRAINAGE PLAN

1" = 40' - 0"

KEYED NOTES:

1. CONSTRUCT STORM INLET PER TYPICAL SECTION WITH TOP OF GRATE (TG) AND INVERT (INV) ELEVATIONS AS NOTED.
2. INSTALL 8" P.V.C. (SDR-35) WITH SLOPE (S) AS NOTED.
3. CONSTRUCT TYPE 'C' MANHOLE PER C.D.A. STD. DWG. 2101 WITH RIM (RIM) AND INVERT (INV.) ELEVATIONS AS NOTED. MANHOLE COVERS SHALL BE VENTED PER C.D.A. STD. DWG. 2110
4. INSTALL 6" D.I.P. WITH SLOPE (S) AS NOTED.
5. INSTALL 15" PVC (SDR-35) WITH SLOPE (S) AS NOTED.
6. INSTALL 12" PVC (SDR 35) WITH SLOPE (S) AS NOTED.
7. INSTALL 18" PVC (SDR-35) WITH SLOPE(S) AS NOTED.
8. INSTALL 8" PVC SDR 35 WITH SLOPE (S) AS NOTED.
9. CONSTRUCT JUNCTION BOX BY CITY WORK ORDER.
10. REMOVE AND DISPOSE OF EXISTING CONCRETE CHANNEL.
11. REMOVE AND DISPOSE OF EXISTING PIPE AND RIP-RAP.
12. CUT PIPE AT SLOPE TO ALLOW OFFSITE FLOW TO ENTER SITE.
13. INSTALL 4" DIA. DRIFICE WITH 4"x12" REDUCER.
14. INSTALL 2.25"x2.25" SQUARE DRIFCE PLATE.
15. INSTALL 13" DIA. ROUND DRIFCE PLATE.
16. INSTALL 3"x3" SQUARE DRIFCE PLATE.
17. INSTALL 6" DIA. DRIFICE WITH 6"x8" REDUCER.



VICINITY MAP
SCALE: 1" = 800' (APPROX.)

F-20

SITE INFORMATION:

1. LEGAL DESCRIPTION: LOTS 1 AND 2, CALMAT SUBDIVISION
2. PROJECT BENCHMARK = TBM: A' ' CUT ON THE TOP OF THE CONCRETE CURB AT THE WSW CURB RETURN LOCATED AT THE INTERSECTION OF OSUNA ROAD N.E. AND EUBANK BOULEVARD N.E. ELEVATION = 5561.21

CONSTRUCTION NOTES:

1. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM 260-1990, FOR LOCATION OF EXISTING UTILITIES.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL POTENTIAL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
3. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
4. ALL CONSTRUCTION WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE CITY OF ALBUQUERQUE STANDARDS AND PROCEDURES.
5. IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE OWNER OF SAID UTILITY, AND THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES. THE ENGINEER HAS CONDUCTED ONLY PRELIMINARY INVESTIGATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES. THIS INVESTIGATION IS NOT CONCLUSIVE, AND MAY NOT BE COMPLETE. THEREFORE, MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE, PIPELINE, OR UNDERGROUND UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES. IN PLANNING AND CONDUCTING EXCAVATION, THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES.
6. THE DESIGN OF PLANTERS AND LANDSCAPED AREAS IS NOT PART OF THIS PLAN. ALL PLANTERS AND LANDSCAPED AREAS ADJACENT TO THE BUILDING(S) SHALL BE PROVIDED WITH POSITIVE DRAINAGE TO AVOID ANY PONDING ADJACENT TO THE STRUCTURE. FOR CONSTRUCTION DETAILS, REFER TO LANDSCAPING PLAN.

EROSION CONTROL MEASURES

1. THE CONTRACTOR SHALL ENSURE THAT NO SOIL ERODES FROM THE SITE INTO PUBLIC RIGHT-OF-WAY OR ONTO PRIVATE PROPERTY. THIS CAN BE ACHIEVED BY CONSTRUCTING TEMPORARY BERM AT THE PROPERTY LINES AND WETTING THE SOIL TO KEEP IT FROM BLOWING.
2. THE CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY SO THAT THE EXCAVATED MATERIAL IS NOT SUSCEPTIBLE TO BEING WASHED DOWN THE STREET.
3. THE CONTRACTOR SHALL SECURE 'TOPSOIL DISTURBANCE PERMIT' PRIOR TO BEGINNING CONSTRUCTION.
4. ALL FINISHED SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH VEGETATION. REFER TO LANDSCAPING PLAN BY THE HILLTOP.

Fanning · Bard · Tatum

ARCHITECTS · AIA · LTD.

6100 Indian School Road N.E. Suite 210
Albuquerque, New Mexico 87110 505-883-5200

Project

ENCLAVE APARTMENTS

ALBUQUERQUE, NEW MEXICO

Sheet

GRADING & DRAINAGE PLAN

Date
JULY, 1993

Sheet

3

Of

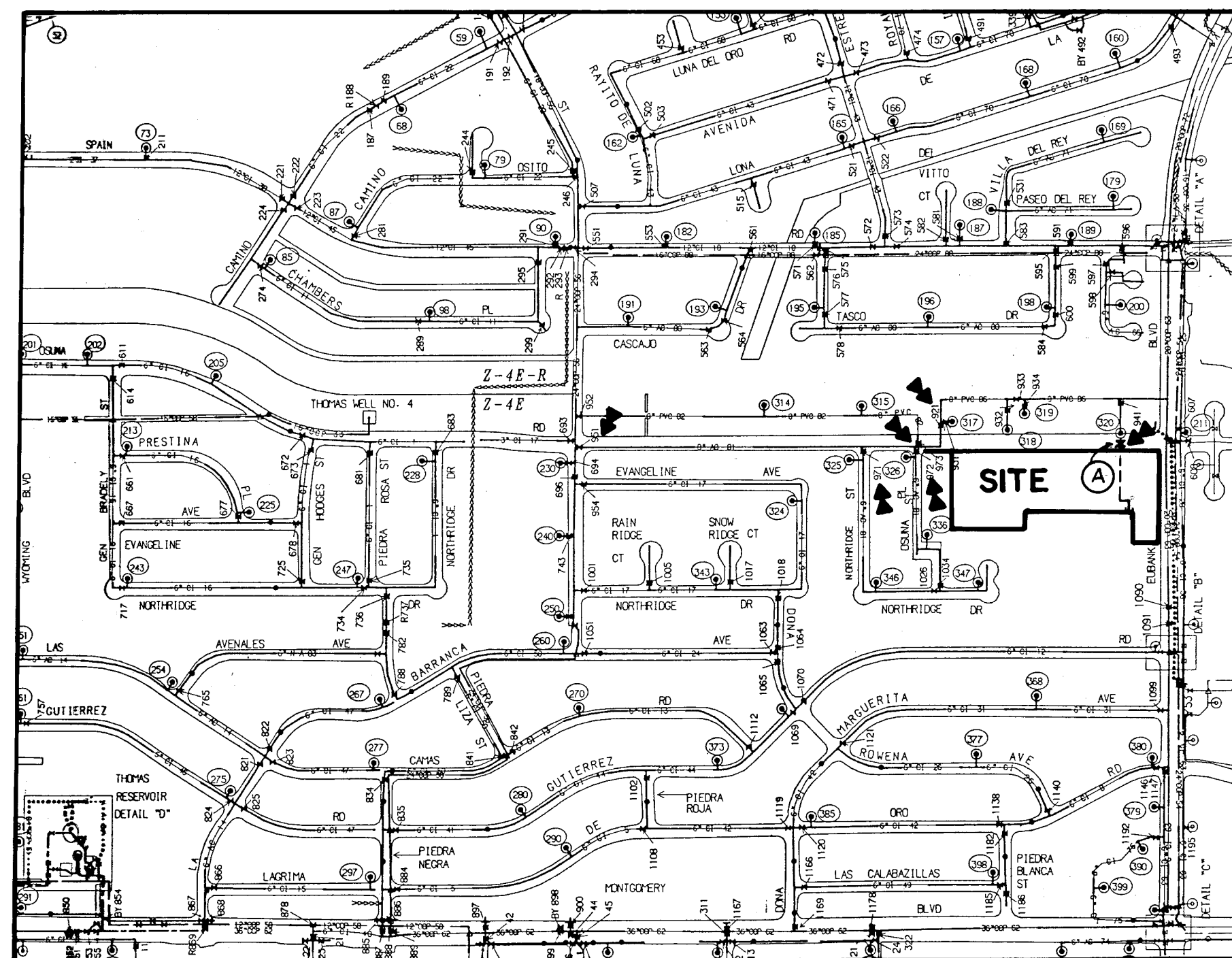
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SCANNED BY
JY LK

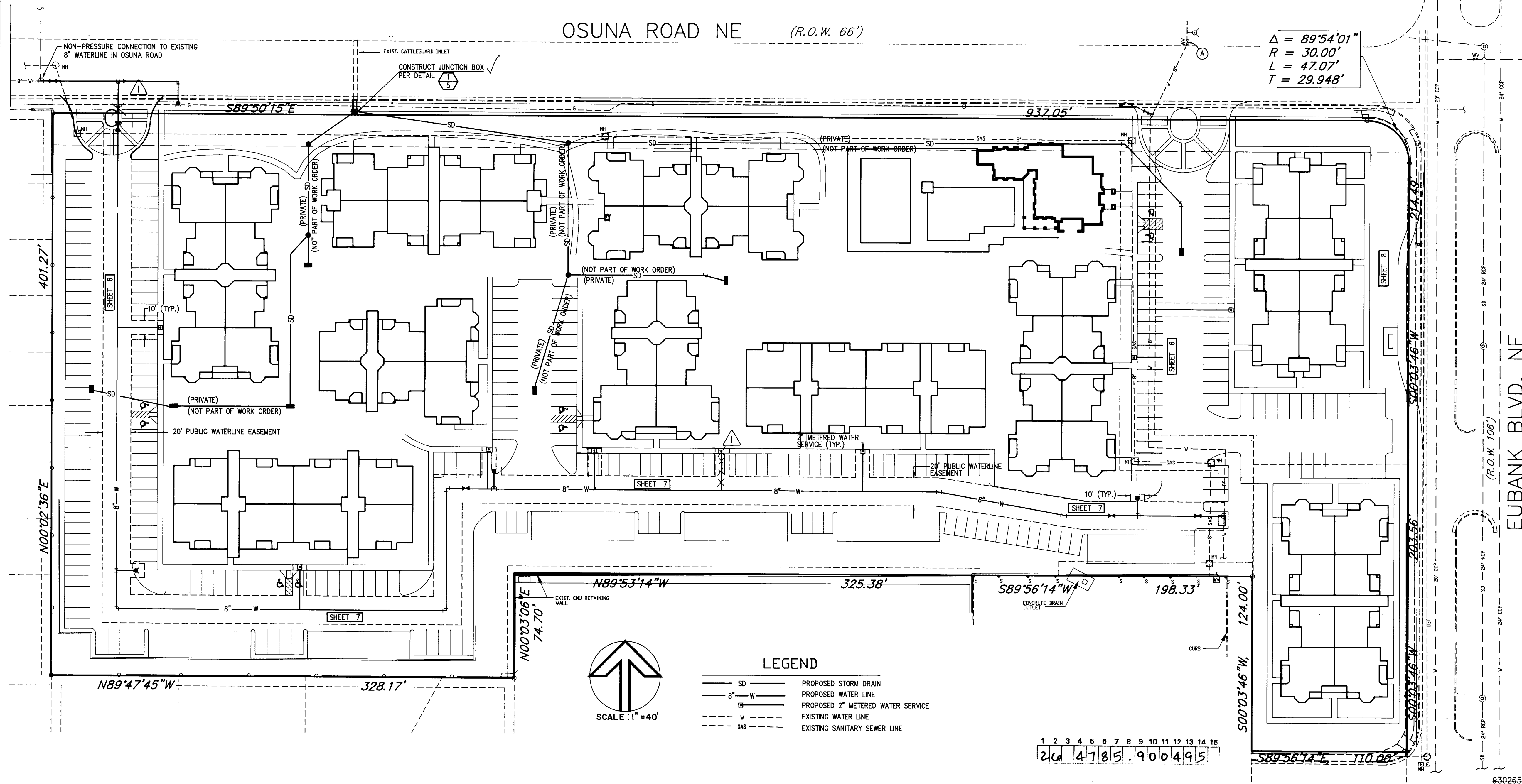
930262

RECORD DRAWING



WATER VALVE SHUT-OFF PLAN
SCALE: 1" = 400' (APPROX.)

F- 20



WATER VALVE SHUTOFF PLAN REQUIREMENTS

1. CONTRACTOR SHALL BE RESPONSIBLE FOR TIMING AND COORDINATION OF THE WATER SHUTOFF REQUIREMENTS IN CONJUNCTION WITH COMPLETION OF THIS PROJECT.
2. AT LEAST THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CONTACT PWD/WATER SYSTEMS DIVISION (857-9200) TO INITIATE IMPLEMENTATION OF THIS WATER SHUTOFF PLAN.
3. TO COMPLETE THE NON-PRESSURIZED CONNECTIONS SHOWN HEREON, THE EXISTING VALVES LISTED BELOW AND MARKED WITH AN ARROW (➔) ON THE ABOVE MAP MUST BE VERIFIED AND CLOSED BY PWD/WATER SYSTEMS PERSONNEL.
 - a. DSUNA ROAD N.E. CONNECTION:
921, 951, 971, 972, 973.
 - b. DNSITE CONNECTION:
A
4. THE CONTRACTOR SHALL PROVIDE ALL RESTRAINTS AND THRUST BLOCKS NECESSARY TO EFFECT THE NECESSARY SHUTOFFS AND CONNECTIONS.
5. EXISTING WATER VALVE AND WATERLINE INFORMATION OBTAINED FROM CITY OF ALBUQUERQUE AUTOMATED WATER DISTRIBUTION SYSTEM SECTIONAL MAPS, PLATE F-20.

[illegible]

RECORD DRAWING

I, Jeffrey G. Mortensen, Registered Professional Engineer in the State of New Mexico, do hereby certify that this "as-built" information was obtained by me or under my supervision and represents the "as-built" conditions of this project, and is true and correct to the best of my knowledge and belief. All vertical and horizontal dimensions should be field verified prior to use on future projects.

NOTE:
ONSITE PRIVATE IMPROVEMENTS SHOWN
FOR INFORMATION ONLY. REFER TO
BUILDING PERMIT PLANS FOR EXACT
LOCATIONS.

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

TITLE:

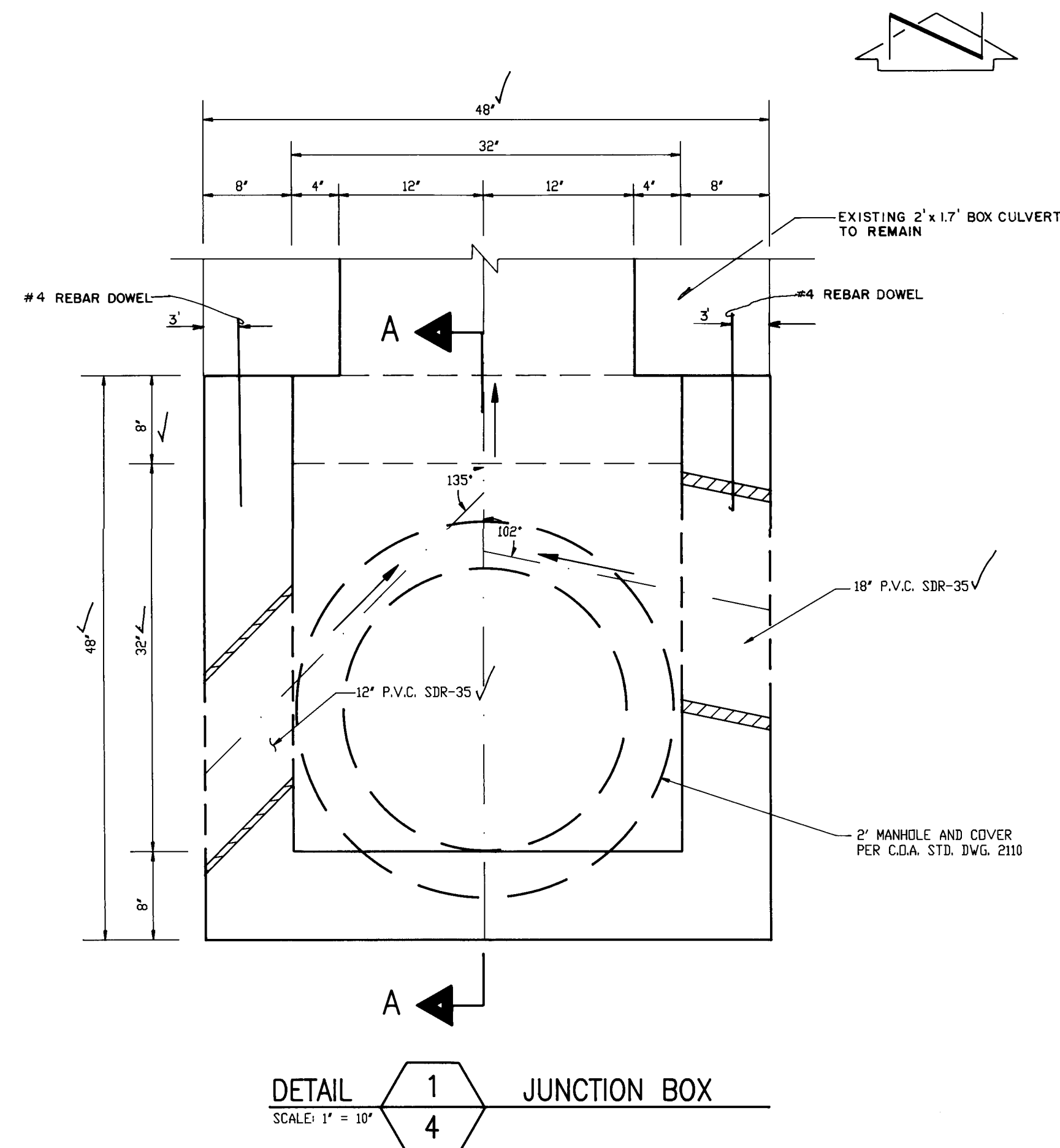
COMPOSITE SITE PLAN
ENCLAVE APARTMENTS

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC CHAIRMAN	<i>B. G. Bookley</i>	<i>1-06-94</i>	WATER	<i>B. G. Bookley</i>	<i>1-06-94</i>
TRANSPORTATION	<i>A. D. Dwyer</i>	<i>11-24-93</i>	WASTE WATER	<i>B. G. Bookley</i>	<i>1-06-94</i>
HYDROLOGY	<i>A. D. Dwyer</i>	<i>12-16-93</i>			
PROJECT NO.	4785.90	MAP NO.	F-20	SHEET	OF
				4	10

SCANNED BY
BY LASON

EXISTING CONCRETE CHANNEL AND INLET
SCALE: 1" = 2'

SECTION A-A : DETAIL OF JUNCTION BOX
SCALE: 1" = 10'



 **SIDEWALK OFFSET DETAIL**
SCALE: 1" = 10'

RECORD DRAWING

RECORD DRAWING

I, Jeffrey G. Mortensen, Registered Professional Engineer in the State of New Mexico, hereby certify that this "as-built" information was obtained by me or under my supervision and represents the "as-built" conditions of this project, and is true and correct to the best of my knowledge and belief. All vertical and horizontal dimensions should be field verified prior to use on future projects.

JEFFREY G. MORTENSEN
NEW MEXICO
JEFFREY G. MORTENSEN
NMEPV 8547

05-11-94
Date

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

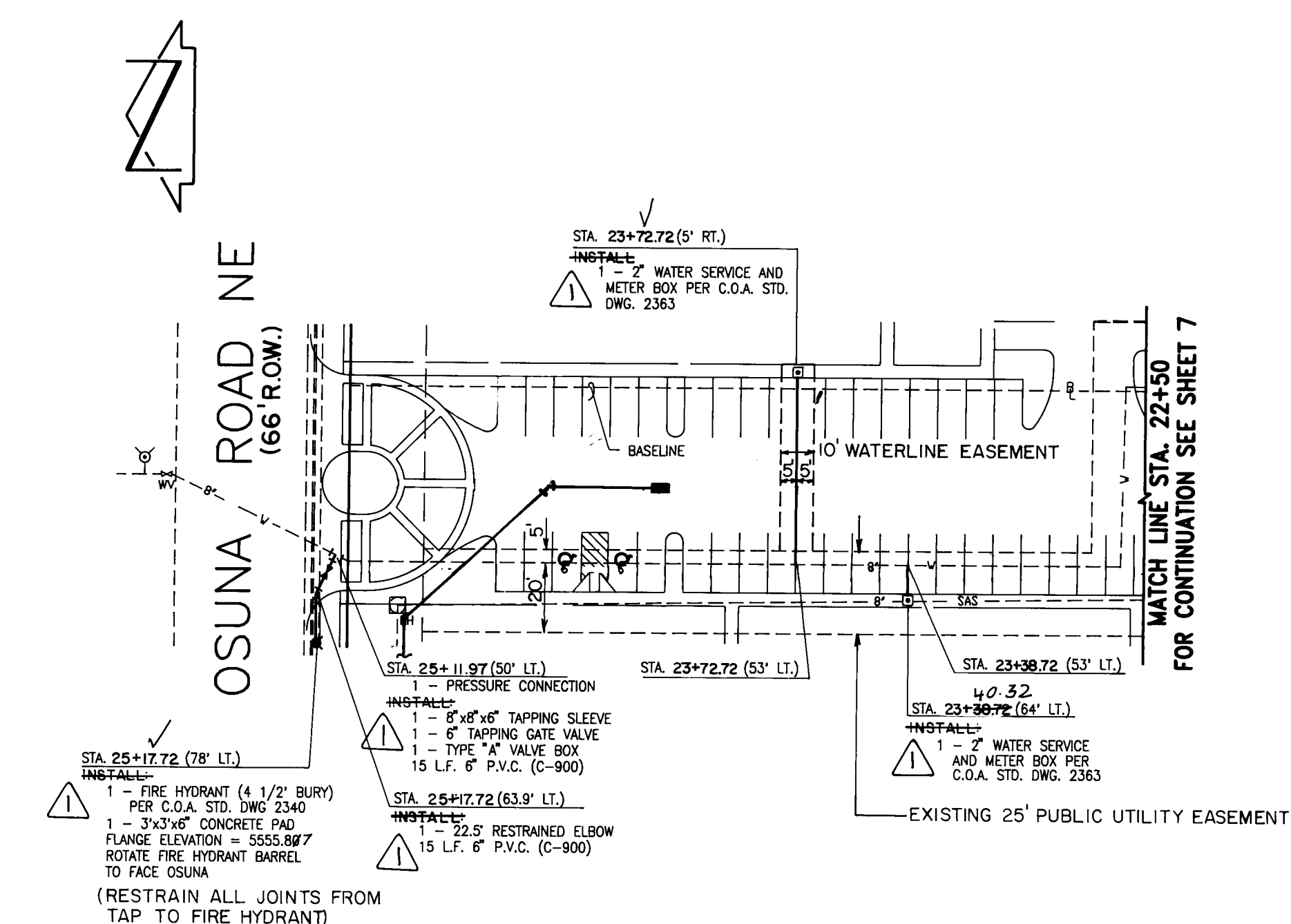
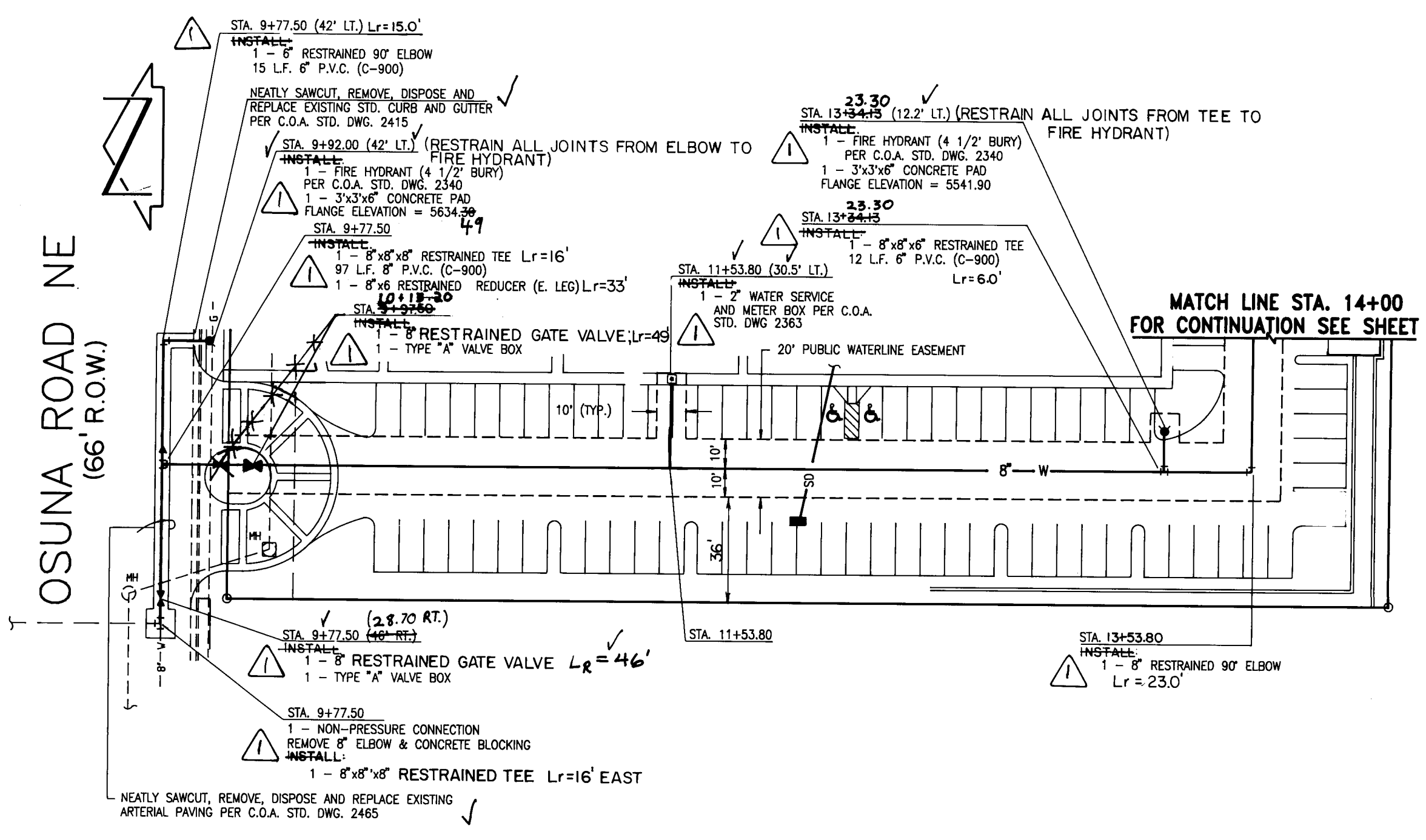
TITLE:	ENCLAVE APARTMENTS SECTIONS AND DETAILS
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APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC CHAIRMAN	B.G. Gooding	1-06-94	WATER	GSR	12/28/93
TRANSPORTATION	J. J. J. J.	11-24-97	WASTE WATER		
HYDROLOGY	R. J. J. J.	12-16-93			

PROJECT NO.	4785.90	MAP NO.	F-20	SHEET	5	OF	10
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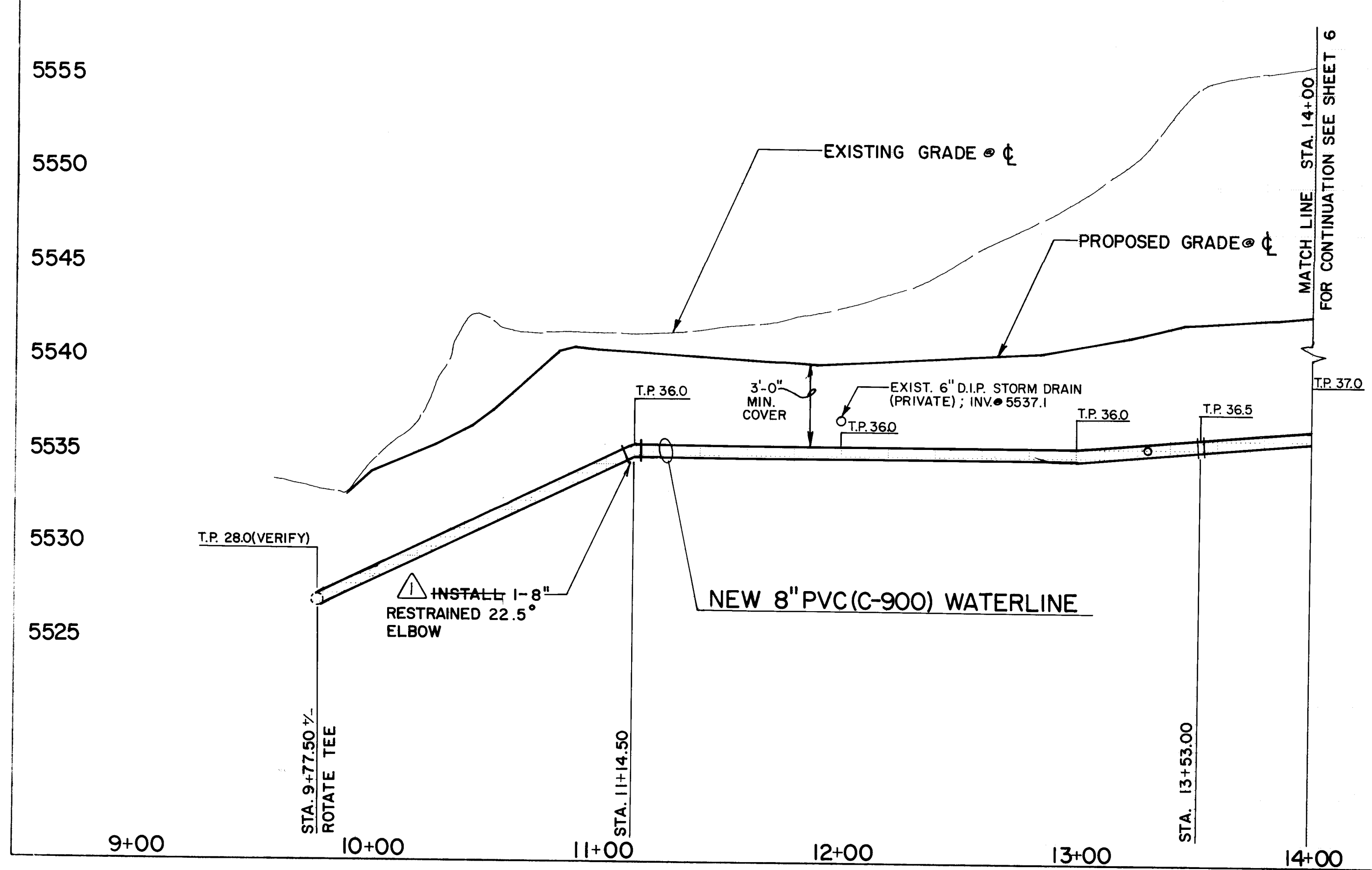
SURVEY INFORMATION		FIELD NOTES		BENCH MARKS		AS BUILT INFORMATION	
NO.	BY	DATE	A "□" CUT ON THE TOP OF THE CONCRETE CURB AT THE WSW CURB RETURN LOCATED AT THE INTERSECTION OF OSUNA ROAD N.E. AND EUBANK BOULEVARD N.E. ELEVATION = 5561.21 FEET (M.S.L.D.)		CONTRACTOR	NEW CONCEPTS	
					WORK SIGNED BY	JMA	DATE 3/94
					INSPECTOR'S STAMP OR	STU	DATE 4/94
					FIELD VERIFICATION BY	JMA	DATE 4/94
					REVIEWED BY CORRECTED BY	STU	DATE 4/94
					MICRO-FILM INFORMATION		
					RECORDED BY		DATE
					NO.		

[illegible]



RECORD DRAWING

HORIZONTAL SCALE: 1"=40'-0"
VERTICAL SCALE: 1"=5'-0"



WATERLINE CONSTRUCTION NOTES:	
1. FOR ALL LINES 12" AND SMALLER, WATER MAIN SHALL BE PVC C-900 PIPE OR AS APPROVED BY THE CITY OF ALBUQUERQUE CITY ENGINEER. FOR ALL LINES 12" AND LARGER, WATER MAIN SHALL BE CONCRETE CYLINDER OR AS APPROVED BY THE CITY OF ALBUQUERQUE CITY ENGINEER. DUCTILE IRON IS AN ACCEPTABLE PIPE MATERIAL IN LIEU OF PVC AND CONCRETE CYLINDER.	
2. WATER LINE SHALL HAVE A MINIMUM COVER OF 4'0" FINISHED GRADE TO TOP OF PIPE. EXTRA DEPTH TRENCHING, IF REQUIRED, SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, THEREFORE, NO SEPARATE PAYMENT WILL BE MADE.	
3. ELECTRONIC MARKER DISCS (EMD) SHALL BE INSTALLED IN ACCORDANCE WITH THE STANDARD SPECIFICATION.	
4. IN ACCORDANCE WITH SECTION 801 OF THE "STANDARD SPECIFICATIONS", METALLIZED DETECTABLE WARNING TAPE SHALL BE INSTALLED 18" ABOVE ALL PVC PIPE INSTALLED ON THIS PROJECT.	
5. VALVE STEM AND FIRE HYDRANT EXTENSIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE COST OF THESE EXTENSIONS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, THEREFORE NO SEPARATE PAYMENT WILL BE MADE.	
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING, SUPPORTING AND REPLACING, IF DAMAGED, ALL OTHER UTILITIES ENCOUNTERED DURING CONSTRUCTION. THIS SHALL BE CONSIDERED INCIDENTAL TO TRENCHING, THEREFORE, NO SEPARATE PAYMENT WILL BE MADE.	
AS BUILT INFORMATION	
CONTRACTOR: NEW CONCEPTS	
DATE: 5/94	
INSPECTOR: JMA	
DATE: 4/94	
FIELD: STU	
DATE: 4/94	
CORRECTION BY: JMA	
DATE: 4/94	
CORRECTED BY: STU	
DATE: 4/94	
MICRO-FILM INFORMATION	
RECORDED BY: NO	
DATE: NO	
BENCH MARKS	
A CUT ON THE TOP OF THE CONCRETE CURB AT THE WSW CURB RETURN LOCATED AT THE INTERSECTION OF OSUNA ROAD N.E. AND EUBANK BLVD. N.E.	
ELEVATION -5561.21 (M.S.L.D.)	
ENGINEER'S SEAL	
STU	
BY: J.G.M.	
DATE: 09/93	
DESIGNED BY: J.G.M.	
DRAWN BY: ACAD / T.P.H.	
CHECKED BY: J.G.M.	
DATE: 09/93	
DATE: 09/93	
REVISIONS	
NO. DATE	
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CONSTRUCTION TRAFFIC CONTROL GENERAL NOTES

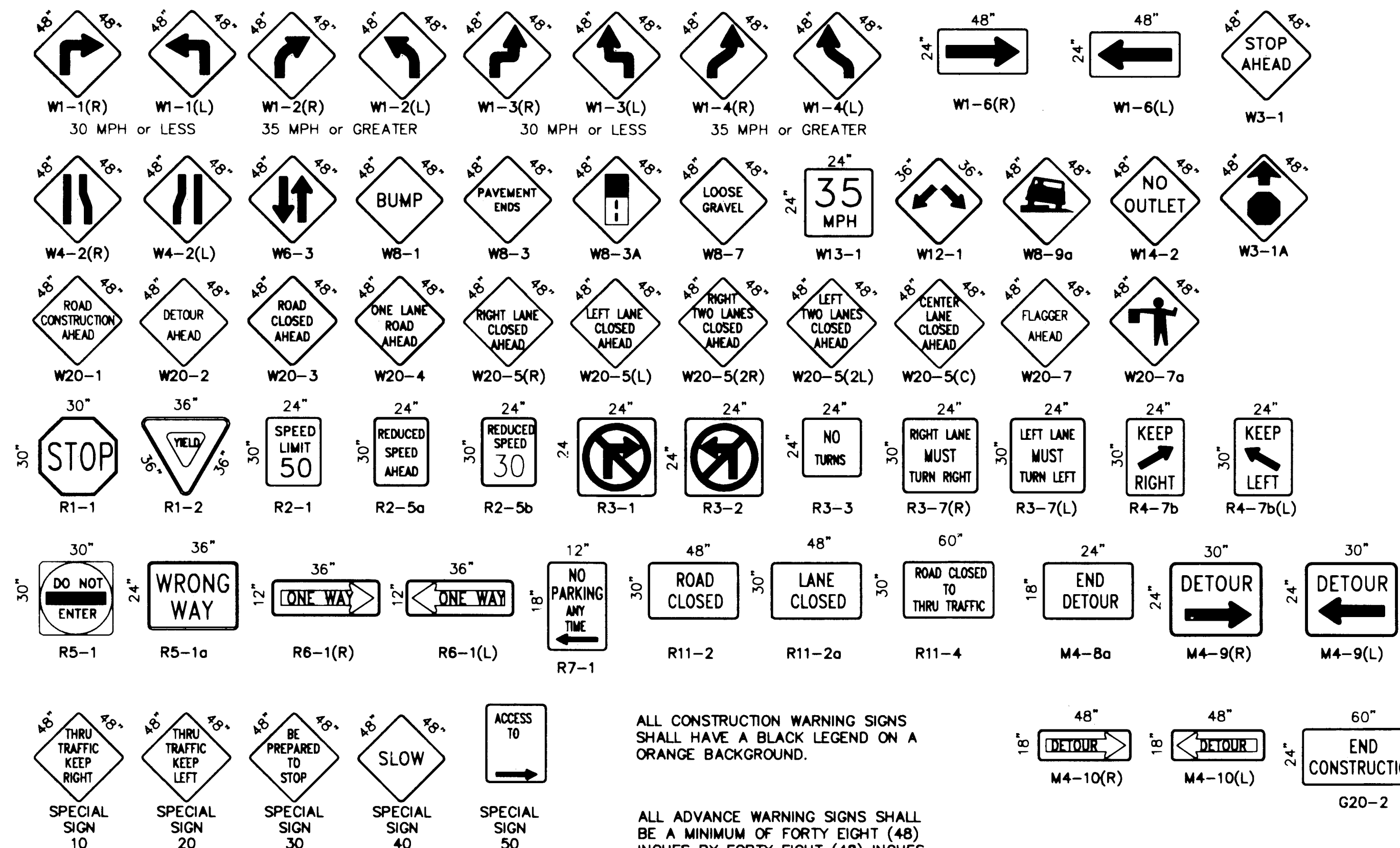
- CONTRACTOR MUST OBTAIN FROM CONSTRUCTION COORDINATION AN EXCAVATION/BARRICADING PERMIT BEFORE ENGAGING IN ANY CONSTRUCTION, MAINTENANCE OR REPAIR WORK IN ANY OF THE CITY OF ALBUQUERQUE'S RIGHTS-OF-WAY. EMERGENCY WORK THAT WOULD PRESERVE LIFE OR PROPERTY IS EXCLUDED WITHIN THE UNDERSTANDING, THAT A PERMIT SHALL BE OBTAINED WITHIN 24 TO 48 HOURS.
- CONTRACTOR SHALL AT THE TIME OF PERMIT REQUEST, SUBMIT FOR APPROVAL BY CONSTRUCTION COORDINATION, A TRAFFIC CONTROL PLAN DETAILING ALL EXISTING TOPOGRAPHY SUCH AS LANE WIDTHS, DRIVEWAYS, AND BUSINESS/RESIDENTIAL ACCESSSES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL PHASES OF WORK AND SCHEDULES INVOLVED IN THE CONSTRUCTION PROJECT. ANY SEPARATE PHASES OF A CONSTRUCTION PROJECT SHALL BE GIVEN AN INDIVIDUAL PERMIT EACH. BLANKET PERMITS WILL NOT BE ISSUED.
- THESE TYPICAL TRAFFIC CONTROL PLANS DO NOT REFLECT THE EXISTING TOPOGRAPHY SUCH AS DRIVEWAYS, LANE WIDTHS, AND BUSINESS/RESIDENTIAL ACCESSSES. EVERY LOCATION THAT REQUIRES CONSTRUCTION TRAFFIC CONTROL SHALL HAVE A DETAILED TRAFFIC CONTROL PLAN SHOWING ALL EXISTING TOPOGRAPHY.
- CONSTRUCTION SHALL NOT BEGIN UNLESS A TRAFFIC CONTROL PLAN HAS BEEN APPROVED AND VERIFIED BY CONSTRUCTION COORDINATION.
- CONSTRUCTION COORDINATION SHALL BE NOTIFIED 48 HOURS PRIOR TO ANY TRAFFIC CONTROL CHANGES NEEDED BY CONTRACTOR, THAT WERE NOT PREVIOUSLY APPROVED. THESE TRAFFIC CONTROL CHANGES SHALL BE REQUESTED IN WRITING ACCOMPANIED WITH A TRAFFIC CONTROL PLAN REFLECTING SUCH CHANGES.
- ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, SERVICE AND MAINTAIN ALL TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES SHALL NOT BE REMOVED OR ALTERED IN ANY WAY WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION, PER SECTION 6A-4 OF THE MUTCD, LATEST EDITION.
- THE CONSTRUCTION TRAFFIC CONTROL INITIAL SET-UP SHALL BE BY AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED WORKSITE TRAFFIC SUPERVISOR. THE MAINTENANCE AND SERVICING SHALL ALSO BE DONE BY AN ATSSA CERTIFIED WORKSITE TRAFFIC SUPERVISOR OR EQUIVALENT.
- CONTRACTOR IS RESPONSIBLE TO MAINTAIN AND SERVICE ALL TRAFFIC CONTROL DEVICES 24 HOURS A DAY, 7 DAYS A WEEK THROUGHOUT LENGTH OF PROJECT. CONTRACTOR IS RESPONSIBLE THAT ALL TRAFFIC CONTROL DEVICES COMPLY WITH THE MUTCD, LATEST EDITION.
- ALL ADVANCE WARNING SIGNS SHALL BE DOUBLE INDICATED WHENEVER THERE ARE MULTI-LANE TRAFFIC IN ANY ONE GIVEN DIRECTION AND THERE IS SUFFICIENT MEDIAN SPACE.
- ALL BARRICADES IN ALL TAPERS AND TANGENTS SHALL BE PLACED APART, A DISTANCE MEASURED IN FEET, EQUAL TO THAT OF THE POSTED SPEED LIMIT. NO EXCEPTIONS UNLESS APPROVED BY CONSTRUCTION COORDINATION PER MUTCD SECTION 6A-4.
- CONTRACTOR SHALL NOT BEGIN WORK BEFORE 8:30 A.M. OR END WORK AFTER 4:00 P.M. WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION.
- CONTRACTOR IS RESPONSIBLE TO PROVIDE CONSTRUCTION COORDINATION, A WEEKLY LOG OF DAILY INSPECTIONS OF BARRICADE AND MAINTENANCE SCHEDULES ON PROJECTS THAT ARE OVER ONE WEEK DURATION.
- EQUIPMENT OR MATERIALS SHALL NOT BE STORED WITHIN 15 FEET OF A TRAVELLED TRAFFIC LANE DURING NON-WORKING HOURS WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND ADEQUATE MEANS OF CHANNELIZING PEDESTRIAN TRAFFIC AROUND AND THROUGH THE CONSTRUCTION AREA.
- CONTRACTOR IS RESPONSIBLE FOR OBLITERATION OF ANY CONFLICTING STRIPING AND RESPONSIBLE FOR ALL TEMPORARY STRIPING.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FACILITIES, BUSINESSES AND/OR RESIDENTS AT ALL TIMES.
- CONTRACTOR SHALL PROVIDE ACCESS SIGNS FOR BUSINESSES LOCATED WITHIN THE CONSTRUCTION AREA UNDER THE SUPERVISION OF CONSTRUCTION COORDINATION. EACH ACCESS SIGN SHALL HAVE 5 INCH, WHITE OPAQUE LETTERING ON BLUE REFLECTORIZED BACKGROUND. ACCESS SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE BID AND NOT PART OF THE CONTRACT UNLESS OTHERWISE STATED. NO MORE THAN 3 BUSINESSES SHALL BE LISTED ON A ACCESS SIGN. SHOPPING CENTERS AND MALLS SHALL BE LISTED AS SUCH.
- ALL ADVANCE WARNING SIGNS SHALL MEET THE MINIMUM REFLECTIVE INTENSITY REQUIREMENTS SET FORTH BY THE CITY OF ALBUQUERQUE. CONSTRUCTION COORDINATION SHALL DETERMINE ALL REQUIREMENTS AND APPROVE OR DISAPPROVE ANY ADVANCE WARNING SIGN PER SECTION 6A-4 OF THE MUTCD, LATEST EDITION.
- 24 HOURS PRIOR TO OCCUPYING OR CLOSING OF A RIGHT-OF-WAY, CONTRACTOR SHALL NOTIFY: POLICE, FIRE DEPARTMENT, SCHOOLS, HOSPITALS, TRANSIT AUTHORITY, BUSINESSES AND/OR RESIDENTS THAT WILL BE AFFECTED BY THE CONSTRUCTION.
- ANY FIELD ADJUSTMENTS SHALL BE APPROVED BY CONSTRUCTION COORDINATION.

- EXCAVATIONS SHALL BE PLATED, TEMPORARILY PATCHED OR RESURFACED PRIOR TO OPENING OF TRAFFIC. A MINIMUM OF 11 FEET SHALL BE PROVIDED FOR TRAFFIC IN ANY GIVEN DIRECTION. CONTRACTOR IS RESPONSIBLE FOR ANY WORK INVOLVED IN SATISFYING THESE REQUIREMENTS.
- CONTRACTOR SHALL AT ALL TIMES COMPLY WITH THE FOLLOWING:
 - STANDARDS AND REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
 - THE CITY OF ALBUQUERQUE TRAFFIC CODE, LATEST EDITION.
 - SECTION 19 OF THE CITY OF ALBUQUERQUE'S STANDARD SPECIFICATIONS FOR PUBLIC WORK CONSTRUCTION, AS WELL AS OTHER SECTIONS.
- FAILURE TO COMPLY WITH ANY OF THE ABOVE MENTIONED, WILL BE ADEQUATE CAUSE TO CEASE ALL WORK ON ANY CONSTRUCTION PROJECT. WORK WILL NOT RESUME UNTIL ALL REQUIREMENTS ARE ADDRESSED AND APPROVED BY CONSTRUCTION COORDINATION.
- ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN NEW-CLEAN CONDITION. WASHING OF EQUIPMENT IS INCIDENTAL TO ITS PLACEMENT AND MAINTENANCE.
- TRAFFIC CONTROL STANDARDS APPLY ONLY WHERE THE CONSTRUCTION TRAFFIC CONTROL PLANS ARE NOT SPECIFIC.

PROJECT CONSTRUCTION TRAFFIC CONTROL GENERAL NOTES

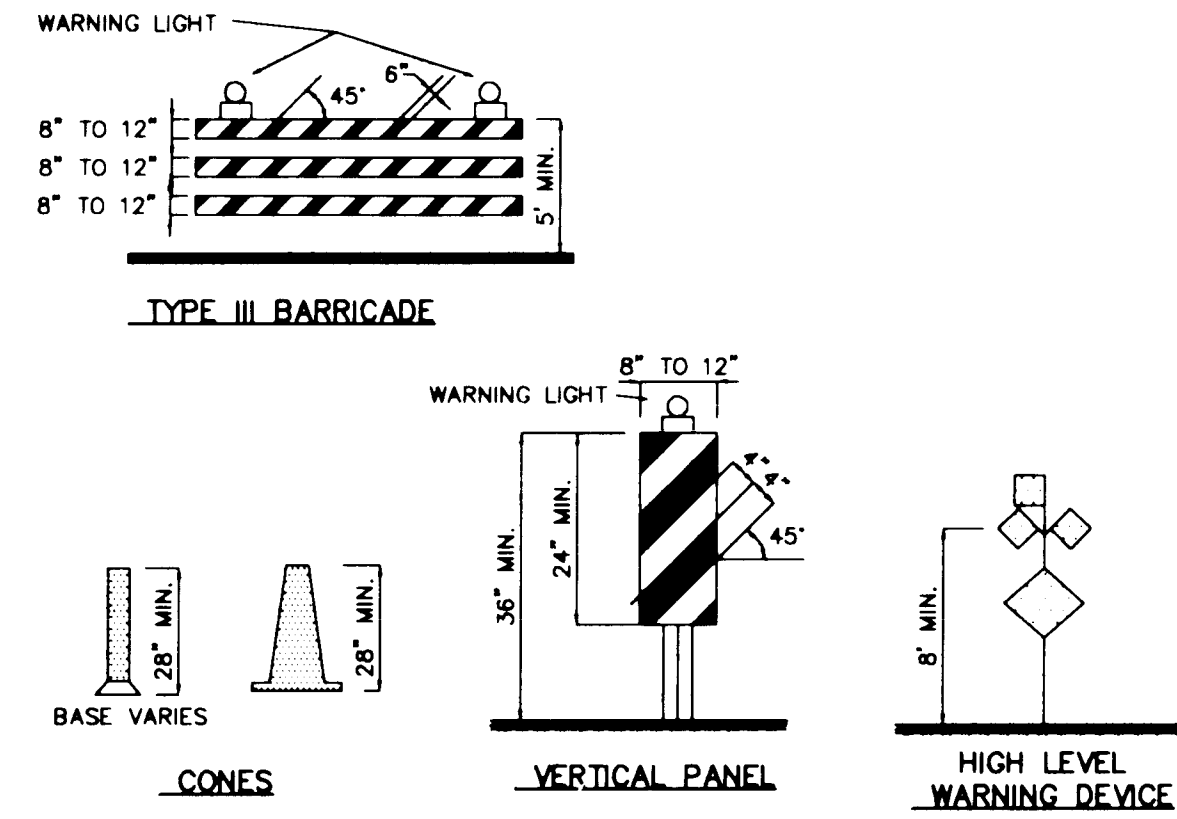
RECORD DRAWING

SIGN FACE DETAILS



ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON A ORANGE BACKGROUND.

ALL ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF FORTY EIGHT (48) INCHES BY FORTY EIGHT (48) INCHES IN SIZE AND SHALL HAVE ONE WARNING LIGHT.



- LEGEND
- WORK AREA
 - BARRICADE - TYPE I, TYPE II, OR BARREL
 - BARRICADE - TYPE III
 - VERTICAL PANEL
 - WARNING SIGN
 - DISTANCE BETWEEN SIGNS - A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET
 - FLAGMAN POSITION
 - SPACING BETWEEN BARRICADES - A DISTANCE MEASURED IN FEET EQUAL TO THE SPEED LIMIT OF THE STREET
 - TAPER LENGTH - SEE CHART BELOW
- THE TANGENT LENGTH IS EQUAL TO THE TAPER LENGTH FOR A GIVEN STREET.

TAPER REQUIREMENTS

SPEED LIMIT (MPH)	TAPER LENGTH (FEET)			MINIMUM NUMBER OF DEVICES FOR TAPER	MAXIMUM DEVICE SPACING IN FEET	
	10' LANE	11' LANE	12' LANE		ALONG TAPER	AFTER TAPER
20	70	75	80	5	20	20
25	105	115	125	6	25	25
30	150	165	180	7	30	30
35	205	225	245	8	35	35
40	270	295	320	9	40	40
45	450	495	540	13	45	45
50	500	550	600	13	50	50
55	550	605	660	13	55	55

RECOMMENDED SIGN SPACING FOR ADVANCE WARNING SIGN SERIES

SPEED MILES PER HOUR	MINIMUM DISTANCE IN FEET BETWEEN SIGNS		FROM LAST SIGN TO TAPER
	0-20	25-30	
0-20	10 X SPEED LIMIT	10 X SPEED LIMIT	10 X SPEED LIMIT
25-30	10 X SPEED LIMIT	10 X SPEED LIMIT	10 X SPEED LIMIT
30-35	10 X SPEED LIMIT	10 X SPEED LIMIT	10 X SPEED LIMIT
40-45	10 X SPEED LIMIT	10 X SPEED LIMIT	10 X SPEED LIMIT
50-60	10 X SPEED LIMIT	10 X SPEED LIMIT	10 X SPEED LIMIT

TAPER CRITERIA

TYPE OF TAPER	TAPER LENGTH
UPSTREAM TAPER:	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/2 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSTREAM TAPERS	100 FEET PER LANE

TAPER LENGTH COMPUTATION

SPEED LIMIT	L =
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR GREATER	$L = W \times S$

L = TAPER LENGTH
W = WIDTH OF OFFSET IN FEET
S = POSTED SPEED OR OFF-PEAK 85-PERCENTILE SPEED IN MPH

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

TITLE: ENCLAVE APARTMENTS

SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC CHAIRMAN	NA	11-21-93	WATER	NA	11-21-93
TRANSPORTATION	NA	11-21-93	WASTE WATER	NA	11-21-93
HYDROLOGY	NA	11-21-93			

PROJECT NO. 4785.90 MAP NO. F20 SHEET 9 OF 10

