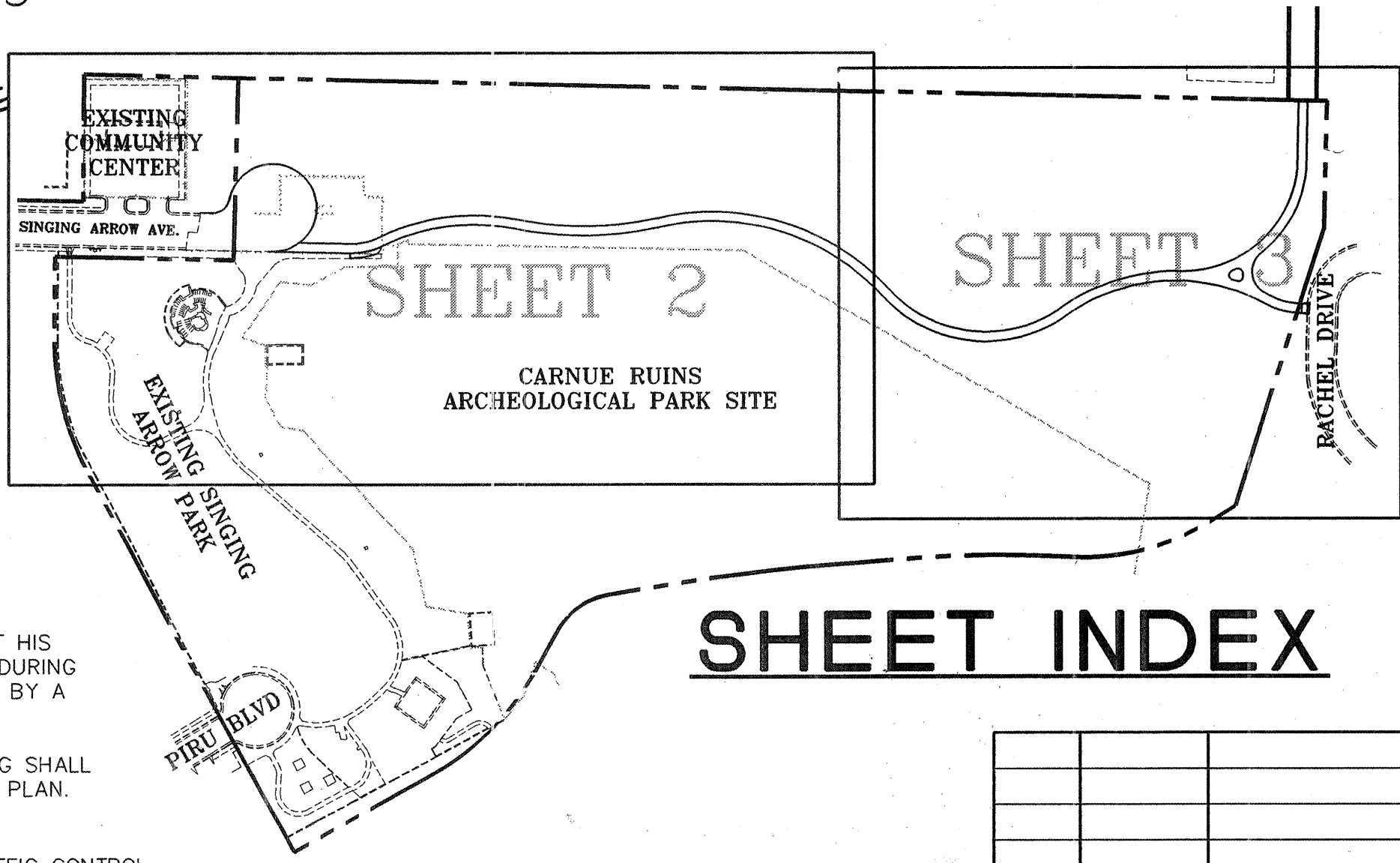
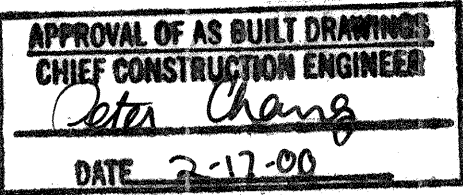


CONSTRUCTION PLANS
FOR
BICYCLE TRAIL
AT
SINGING ARROW NEIGHBORHOOD PARK

CITY OF ALBUQUERQUE
CAPITAL IMPLEMENTATION PROGRAM

INDEX

SHEET	DESCRIPTION
1	TITLE SHEET
2	LAYOUT, GRADING, AND CONSTRUCTION PLAN
3	LAYOUT, GRADING, AND CONSTRUCTION PLAN, DETAILS, AND NOTES
Δ 4-5	SEWER LINE AND WATERLINE PLAN & PROFILE
Δ 6-7	STD. TRAFFIC CONTROL SHEETS

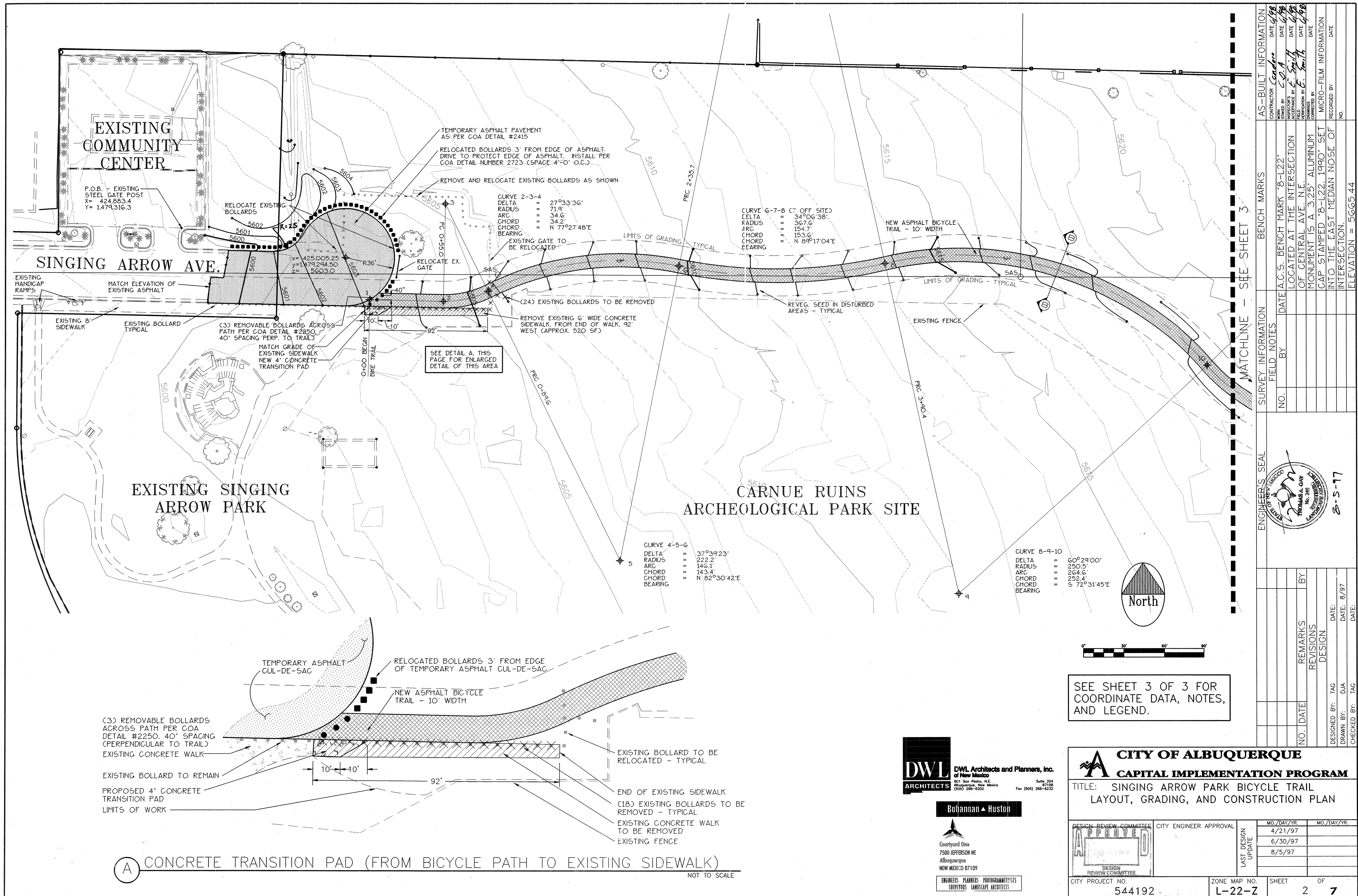


CONSTRUCTION NOTES:

- WHEN ABUTTING NEW CURB AND GUTTER TO EXISTING PAVEMENT, A 1' WIDE SECTION OF EXISTING PAVEMENT ADJACENT TO THE CURB AND GUTTER SHALL BE SAWCUT, REMOVED, AND REPLACED AS PER THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL ABIDE BY ALL LOCAL, STATE, AND FEDERAL LAWS, RULES AND REGULATIONS WHICH APPLY TO THE CONSTRUCTION OF THESE IMPROVEMENTS.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL POTENTIAL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION OBSERVER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
- TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT LINE LOCATING SERVICE FOR LOCATION OF EXISTING UTILITIES (505)260-1990.
- ALL ELECTRICAL, TELEPHONE, CABLE TV, GAS AND OTHER UTILITY LINES, CABLES, AND APPURTENANCES ENCOUNTERED DURING CONSTRUCTION THAT REQUIRE RELOCATION, SHALL BE COORDINATED WITH THAT UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL NECESSARY UTILITY ADJUSTMENTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR DELAYS OR INCONVENIENCES CAUSED BY UTILITY COMPANY WORK CREWS. THE CONTRACTOR MAY BE REQUIRED TO RESCHEDULE HIS ACTIVITIES TO ALLOW UTILITY CREWS TO PERFORM THEIR REQUIRED WORK.
- A DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL, AND UNSUITABLE MATERIAL SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE ENVIRONMENTAL REGULATIONS AND APPROVED BY THE CONSTRUCTION OBSERVER. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE AND HAUL THERETO SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE EXISTING UTILITY LINES WITHIN THE CONSTRUCTION AREA. ANY DAMAGE TO EXISTING FACILITIES CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AND APPROVED BY THE CONSTRUCTION OBSERVER.
- CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PROPERTY AND/OR PROJECT LIMITS. ANY DAMAGE TO ADJACENT PROPERTIES RESULTING FROM THE CONSTRUCTION PROCESS IS THE RESPONSIBILITY OF THE CONTRACTOR. ANY COSTS INCURRED FOR REPAIRS SHALL BE THE COST OF THE CONTRACTOR.
- OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAYS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL WITHIN THE PUBLIC RIGHT-OF-WAY.
- THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS FOR THE PROJECT PRIOR TO COMMENCING CONSTRUCTION (I.E. BARRICADING, TOPSOIL DISTURBANCE AND EXCAVATION PERMITS, ETC.)
- THE CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE AT HIS EXPENSE ANY AND ALL PROPERTY CORNERS DESTROYED DURING CONSTRUCTION. ALL PROPERTY CORNERS MUST BE RESET BY A REGISTERED LAND SURVEYOR.
- ALL PERMANENT PAVEMENT MARKING AND TRAFFIC SIGNING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR PER PLAN.
- THE CONTRACTOR SHALL PREPARE A CONSTRUCTION TRAFFIC CONTROL AND SIGNING PLAN AND OBTAIN APPROVAL OF SUCH PLAN FROM THE CITY OF ALBUQUERQUE, TRAFFIC ENGINEERING DEPARTMENT, PRIOR TO BEGINNING ANY CONSTRUCTION WORK ON OR ADJACENT TO EXISTING STREETS.
- ALL BARRICADES AND CONSTRUCTION SIGNING SHALL CONFORM TO APPLICABLE SECTIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), U.S. DEPARTMENT OF TRANSPORTATION LATEST EDITION.
- THE CONTRACTOR SHALL MAINTAIN ALL CONSTRUCTION BARRICADES AND SIGNING AT ALL TIMES. THE CONTRACTOR SHALL VERIFY THE PROPER LOCATION OF ALL BARRICADING AT THE END AND BEGINNING OF EACH DAY.
- ALL SAWCUT PAVEMENT SHALL HAVE A UNIFORM EDGE AND BE SPRAYED WITH TACK.

SHEET INDEX

REV.	4-7	ENGINEER	DATE	2-5-98	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE	
ENGINEERS STAMP & SIGNATURE		APPROVALS		ENGINEER		DATE		APPROVED FOR CONSTRUCTION	
DRC Chairman		S. J. J. J.		S. J. J. J.		8-5-95		APPROVED FOR CONSTRUCTION	
Transportation		K. J. J. J.		K. J. J. J.		8-5-97		APPROVED FOR CONSTRUCTION	
Water/Wastewater		K. J. J. J.		K. J. J. J.		8-5-97		APPROVED FOR CONSTRUCTION	
Hydrology		K. J. J. J.		K. J. J. J.		8-5-97		APPROVED FOR CONSTRUCTION	
C.I.P.		K. J. J. J.		K. J. J. J.		8-5-97		APPROVED FOR CONSTRUCTION	
Const. Mngmt.		K. J. J. J.		K. J. J. J.		8-5-97		APPROVED FOR CONSTRUCTION	
CITY PROJECT NO.		544192		SHEET		1		OF 7	



A CONCRETE TRANSITION PAD (FROM BICYCLE PATH TO EXISTING SIDEWALK)

NOT TO SCALE

DWL ARCHITECTS
DWL Architects and Planners, Inc.
of New Mexico
601 San Pedro, N.E.
Albuquerque, New Mexico
(505) 268-6202
Suite 204
87108
Fax (505) 268-6232

Bohannon & Huston

Countdown One
7500 JEFFERSON NE
Albuquerque
NEW MEXICO 87109
ENGINEERS PLANNERS PHOTOGRAPHERS
SURVEYORS LANDSCAPE ARCHITECTS

SEE SHEET 3 OF 3 FOR
COORDINATE DATA, NOTES,
AND LEGEND.

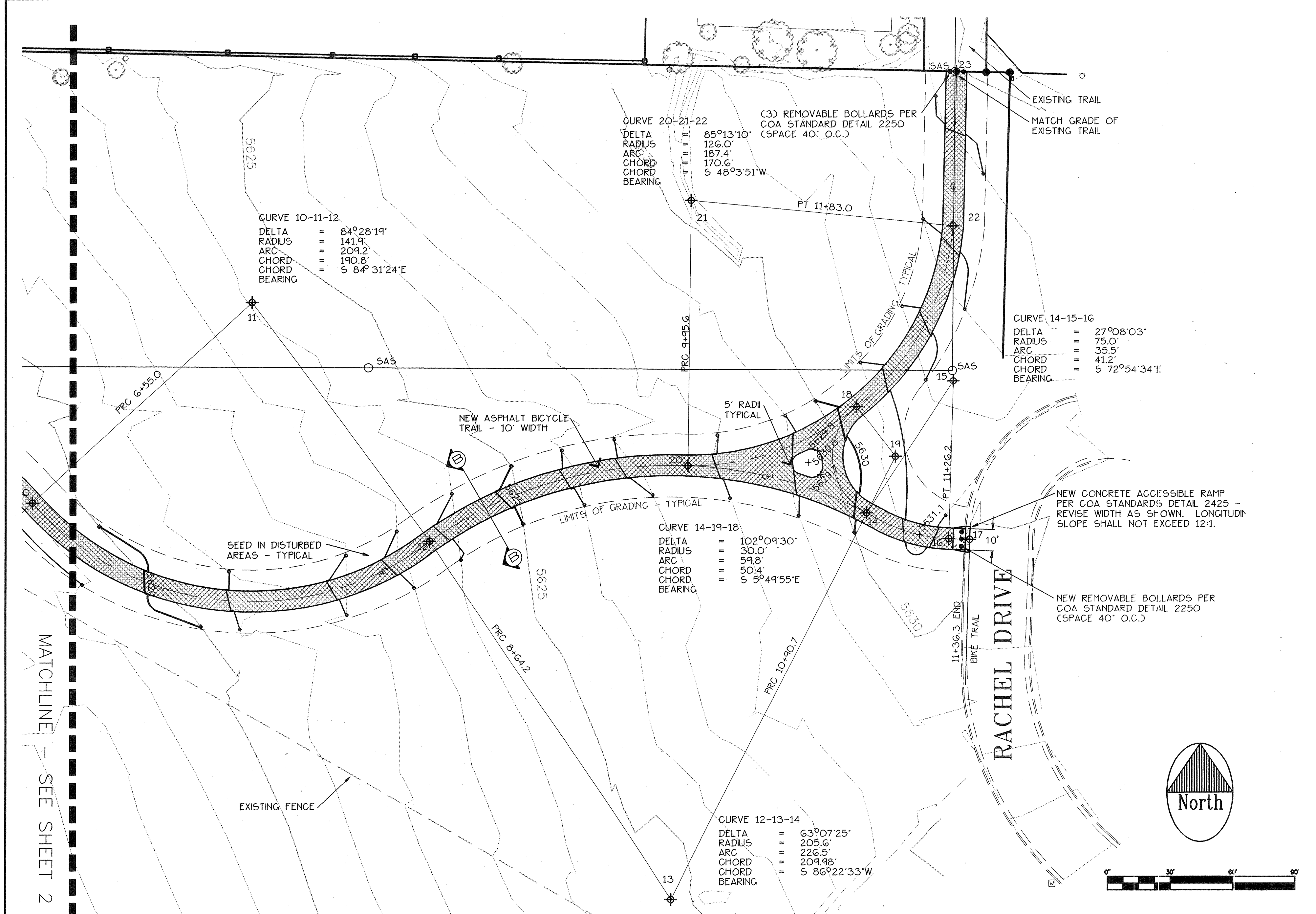
CITY OF ALBUQUERQUE
CAPITAL IMPLEMENTATION PROGRAM
TITLE: SINGING ARROW PARK BICYCLE TRAIL
LAYOUT, GRADING, AND CONSTRUCTION PLAN

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	MO./DAY/YR.	MO./DAY/YR.
APPROVED DESIGN REVIEW COMMITTEE		4/21/97	
		6/30/97	
		8/5/97	

CITY PROJECT NO. 544192 ZONE MAP NO. L-22-Z SHEET 2 OF 7

SURVEY INFORMATION		BENCH MARKS		AS-BUILT INFORMATION	
NO.	BY	DATE	AC.S. BENCH MARK	CONTRACTOR	DATE
			LOCATED AT THE INTERSECTION OF CENTRAL AVE. NE	CONTRACTOR	DATE
			MONUMENT IS A 3.25" ALUMINUM CAP STAMPED "8-L22-1990" SET INTO THE EAST MEDIAN NOSE OF INTERSECTION.	STAMPED BY	DATE
				RECORDED BY	DATE
				NO.	

ENGINEER'S SEAL		REVISIONS		DESIGNED BY	
		NO.	DATE	DATE	DATE
				DESIGNED BY: TAG	DATE: 8/97
				DRAWN BY: DJA	DATE: 8/97
				CHECKED BY: TAG	DATE: 8/97



COORDINATE DATA

POINT NO.	X	Y	Z
P.O.B.	424.883.4	1.479.316.3	-
1	424.902.9	1.479.265.6	MATCH EX. GRADE
2	425.077.9	1.479.262.0	5604.6
3	425.079.5	1.479.333.9	N/A
4	425.111.4	1.479.269.5	5605.7
5	425.209.9	1.479.070.2	N/A
6	425.253.6	1.479.288.1	5609.8
7	OFF SITE	OFF SITE	N/A
8	425.407.2	1.479.290.0	5613.8
9	425.362.5	1.479.045.7	N/A
10	425.656.6	1.479.205.5	5619.2
11	425.752.8	1.479.309.8	N/A
12	425.837.8	1.479.196.1	5623.8
13	425.953.7	1.479.026.4	N/A
14	426.047.4	1.479.209.4	5630.3
15	426.088.8	1.479.272.3	N/A
16	426.086.7	1.479.197.3	5630.6
17	426.097.7	1.479.197.0	MATCH FLOW LINE
18	426.042.6	1.479.259.8	5630.4
19	426.061.0	1.479.236.1	N/A
20	425.961.0	1.479.231.8	5627.7
21	425.963.4	1.479.357.8	N/A
22	426.088.8	1.479.345.8	5633.2
23	426.090.4	1.479.418.5	MATCH EX. GRADE

SURVEY INFORMATION

SURVEY INFORMATION AND ALL EXISTING ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON A SURVEY PREPARED BY THE CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP SURVEY SECTION AND TITLED "TOPOGRAPHIC MAP SHOWING SINGING ARROW PARK AND CANADA PARK SITE LOCATED WITHIN SECTIONS 27 + 28 T10N. R4E. N.M.P.M. CITY OF ALBUQUERQUE AUGUST, 1996."

BENCHMARK INFORMATION

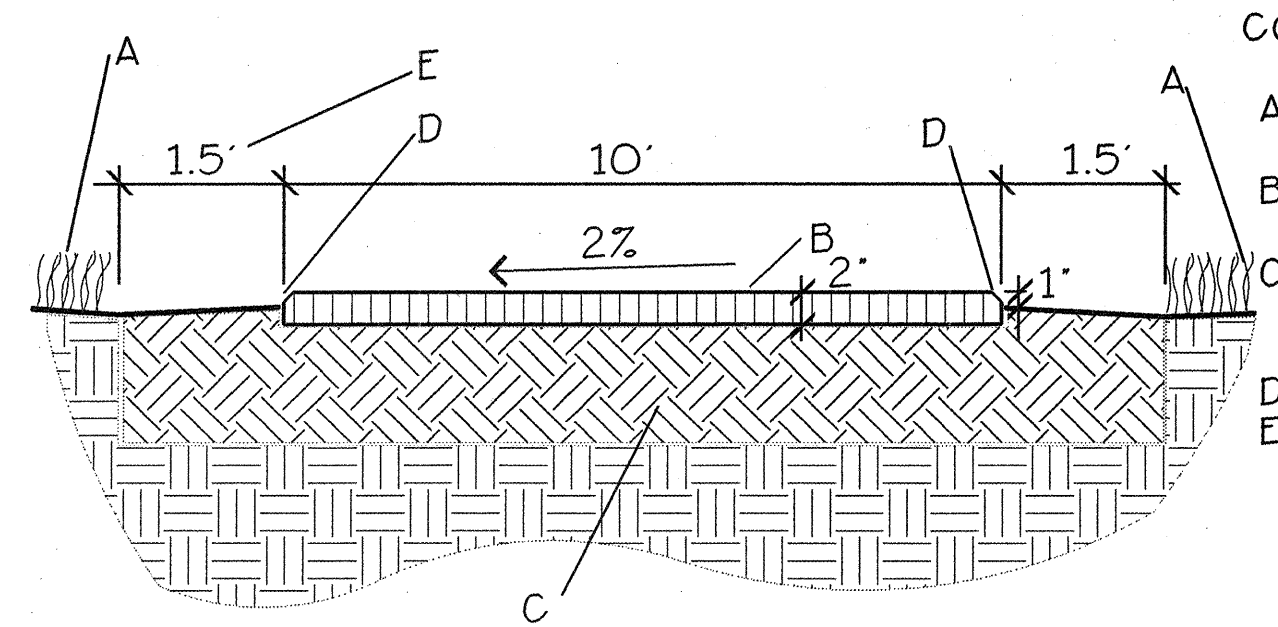
A.C.S. BENCH MARK "8-L22" LOCATED AT THE INTERSECTION OF CENTRAL AVE. N.E. MONUMENT IS A 3.25" ALUMINUM CAP STAMPED "8-L22, 1990" SET INTO THE EAST MEDIAN NOSE OF INTERSECTION. ELEVATION = 5665.44

LEGEND

- EXISTING 5' INDEX CONTOUR
- EXISTING 1' CONTOUR
- PROPOSED 5' INDEX CONTOUR
- PROPOSED 1' CONTOUR
- PROPOSED SPOT ELEVATION
- COORDINATE POINT (STATE PLANE COORDINATE SYSTEM)
- PROPOSED ASPHALT BICYCLE TRAIL
- PROPOSED CONCRETE PAVEMENT
- EXISTING CONCRETE PAVEMENT TO BE DEMOLISHED
- TEMPORARY ASPHALT PAVEMENT
- PROPOSED REMOVABLE BOLLARD COA DETAIL #2250
- RELOCATED BOLLARD PER COA DETAIL #2723
- EXISTING BOLLARD
- EXISTING BOLLARD TO BE REMOVED
- EXISTING SANITARY SEWER LINE/MANHOLE

NOTES

- GENERAL NOTES:
- THE ASPHALT PATH SHALL HAVE A CROSS SLOPE OF 2%. REFERENCE THE CONSTRUCTION PLAN FOR DIRECTION OF SLOPE.
- CONSTRUCTION NOTES:
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE LANDSCAPE ARCHITECT IF ANY TEMS CONTAINED WITHIN THE SCOPE OF WORK DEFINED HEREIN ARE IN CONFLICT WITH THE PROPOSED CONTRACT.
 - CONTRACTOR SHALL PROTECT NEWLY GRADED AREAS FROM TRAFFIC AND EROSION. KEEP AREAS FREE OF TRASH AND DEBRIS. REPAIR AND RE-ESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS AT THE CONCLUSION OF EACH CONSTRUCTION SEQUENCE OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
 - ENTIRE SITE SHALL BE CLEARED OF ANY TRASH, RUBBISH OR OTHER FOREIGN MATERIAL NOT ENDEMIC TO THE SITE OR PART OF PARK DESIGN. PRIOR TO FINAL ACCEPTANCE.
 - PERFORM GRADING AND EXCAVATION WORK IN COMPLIANCE WITH APPLICABLE SPECIFICATIONS, REQUIREMENTS, CODES AND ORDINANCES OF GOVERNING BODIES HAVING JURISDICTION.
 - ALL EARTHWORK SHALL BE DONE SO THAT ALL WATER DRAINS AWAY FROM ALL BUILDINGS / STRUCTURES. EARTH SLOPES SHALL NOT EXCEED 4 HORIZONTAL TO 1 VERTICAL, UNLESS SHOWN OTHERWISE.
 - EARTH SWALES SHALL HAVE A MINIMUM 1.0% SLOPE IN THE DIRECTION OF FLOW. CONCRETE SWALES/GUTTERS SHALL HAVE A MINIMUM SLOPE OF 0.7% PAVING AND PATH GRADES SHALL BE TRUE TO GRADE AND NOT VARY >3/16" IN 10' FROM PLAN ELEVATIONS.
 - CONTRACTOR SHALL ENSURE THAT ALL EXISTING TRAFFIC SIGNS WITHIN PROPERTY BOUNDARY REMAIN INTACT AND IN GOOD CONDITION THROUGHOUT CONSTRUCTION. IF REQUIRED, THESE SIGNS WILL BE REPLACED AT CONTRACTOR'S EXPENSE.
 - GRADING TO BE PERFORMED WITHIN THE LIMITS AS SHOWN ON PLANS.
 - LONGITUDINAL SLOPE OF PATH SHALL NOT EXCEED 5%; CROSS SLOPE OF PATH SHALL NOT EXCEED 2%.
 - ALL DISTURBED AREAS SHALL BE RESEED WITH NATIVE GRASS REVEGETATION MIX ACCORDING TO CITY SPECIFICATION.
 - SEWER LINE LAYOUT IS APPROXIMATE. ANY MANHOLES THAT CONFLICT WITH THE GRADE OF THE BICYCLE PATH SHALL BE RAISED OR LOWERED TO MATCH THE ELEVATION OF THE BICYCLE PATH.
 - TRAFFIC SAFETY STRIPING SHALL CONFORM TO THE REQUIREMENTS OF THE NEW MEXICO STATE HIGHWAY AND TRANSPORTATION DEPARTMENT'S SPECIFICATIONS FOR WHITE AND YELLOW TRAFFIC LINE PAINTS USED ON CONSTRUCTION PROJECTS (COMBINATION ALKYD AND HYPALON - FAST DRY TYPE) SPECIFICATION M-TPC-90H2. STRIPES SHALL BE AT 45 DEGREES, WHITE, 4" WIDE, AND 18" O.C. WITH A 4" BORDER STRIPE - SEE PLAN.



(B) ASPHALT BICYCLE PATH NOT TO SCALE

AS-BUILT INFORMATION

CONTRACTOR: Condore

DATE: 4/98

WORK BY: C.O.A.

DATE: 4/98

INSPECTOR'S SIGNATURE: E. Smith

DATE: 4/98

APPROVED BY: E. Smith

DATE: 4/98

ENGINEER'S SEAL

NO. DATE

REMARKS

BY

DESIGNED BY: TAG

DATE: 8/97

DRAWN BY: DIA

DATE: 8/97

CHECKED BY: TAG

DATE:

SURVEY INFORMATION

FIELD NOTES

NO. BY

DATE

LOCATED AT THE INTERSECTION OF CENTRAL AVE. N.E.

MONUMENT IS A 3.25" ALUMINUM CAP STAMPED "8-L22, 1990" SET INTO THE EAST MEDIAN NOSE OF INTERSECTION.

ELEVATION = 5665.44

CITY OF ALBUQUERQUE

CAPITAL IMPLEMENTATION PROGRAM

TITLE: SINGING ARROW PARK BICYCLE TRAIL LAYOUT, GRADING, AND CONSTRUCTION PLAN, DETAILS, AND NOTES

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

LAST DESIGN UPDATE

MO./DAY/YR.

4/21/97

6/30/97

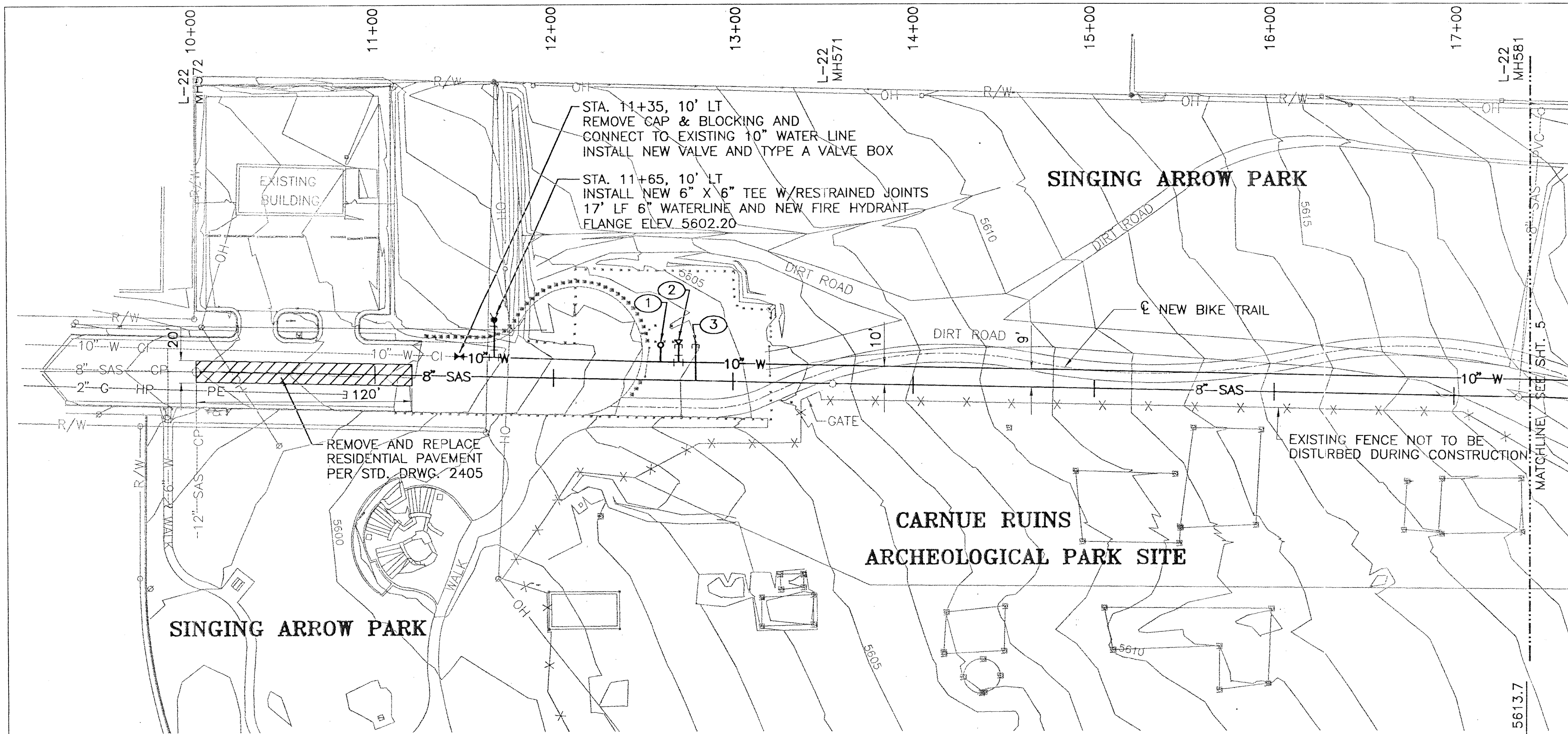
8/5/97

CITY PROJECT NO. 544192

ZONE MAP NO. L-22-Z

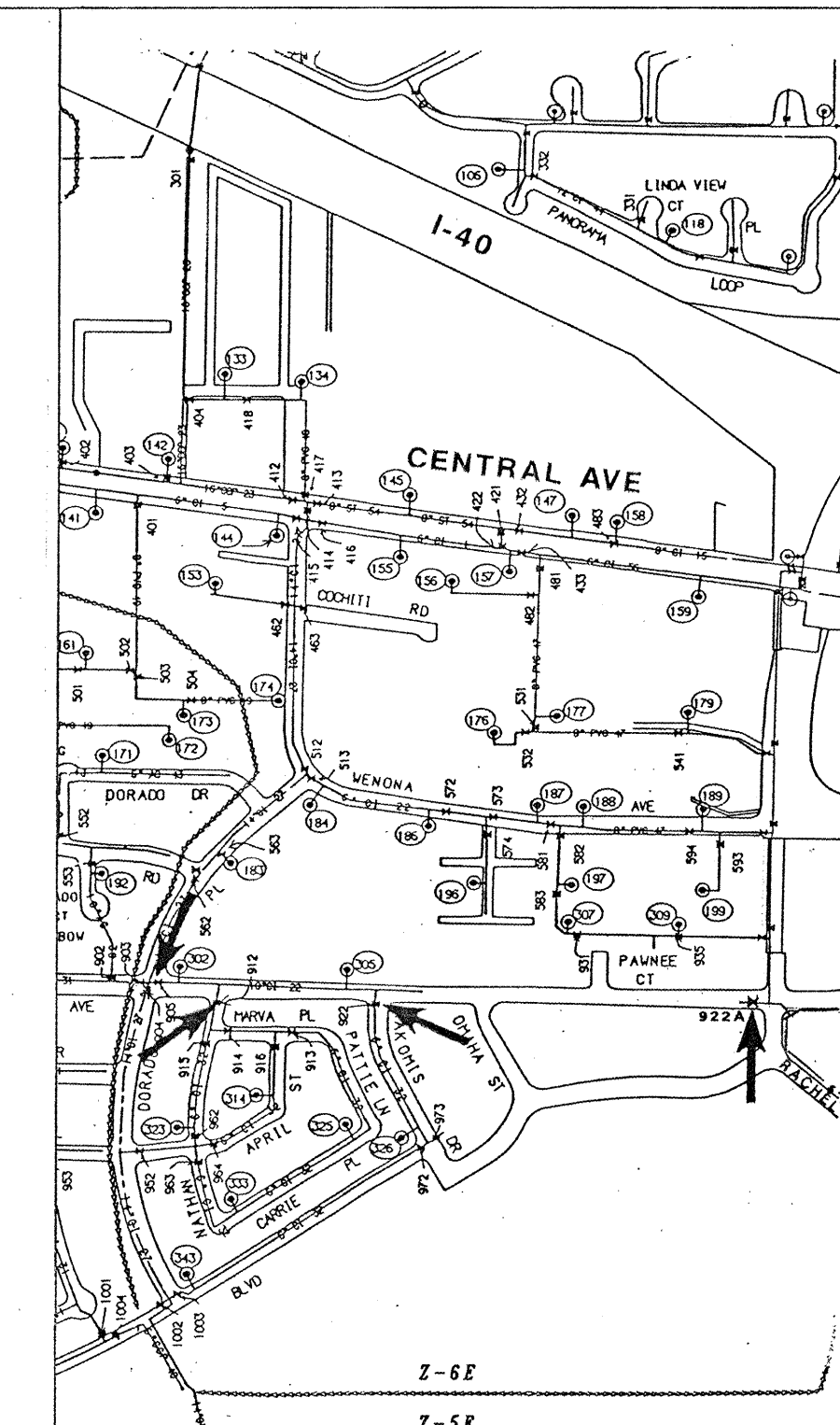
SHEET 3 OF 7

DWG: M:\CADD\314203\SAPWSPP1.DWG USER: JOHNNY MOORE 12-22-97 08:34:21 XREF FILES: XTBNFO.DWG.DWG SURVEY.DWG.DWG BASETOP.DWG.DWG XPP.DWG.DWG



KEYED NOTES:

1. STA 12+60 LT, INSTALL 3/4 INCH COPPER SERVICE LINE. INSTALL CURB STOP AND BOX AT TERMINUS OF COPPER SERVICE LINE.
2. STA 12+70 LT, INSTALL 10" X 4" TEE, 10 LF 4" WATER LINE, WITH 4" CAP AND BLOCKING AND ELECTRONIC MARKER DISK.
3. STA 12+80 LT, INSTALL 20 LF OF 4" SANITARY SEWER SERVICE LINE WITH CAP AND ELECTRONIC MARKER DISK.



WATER SHUT-OFF

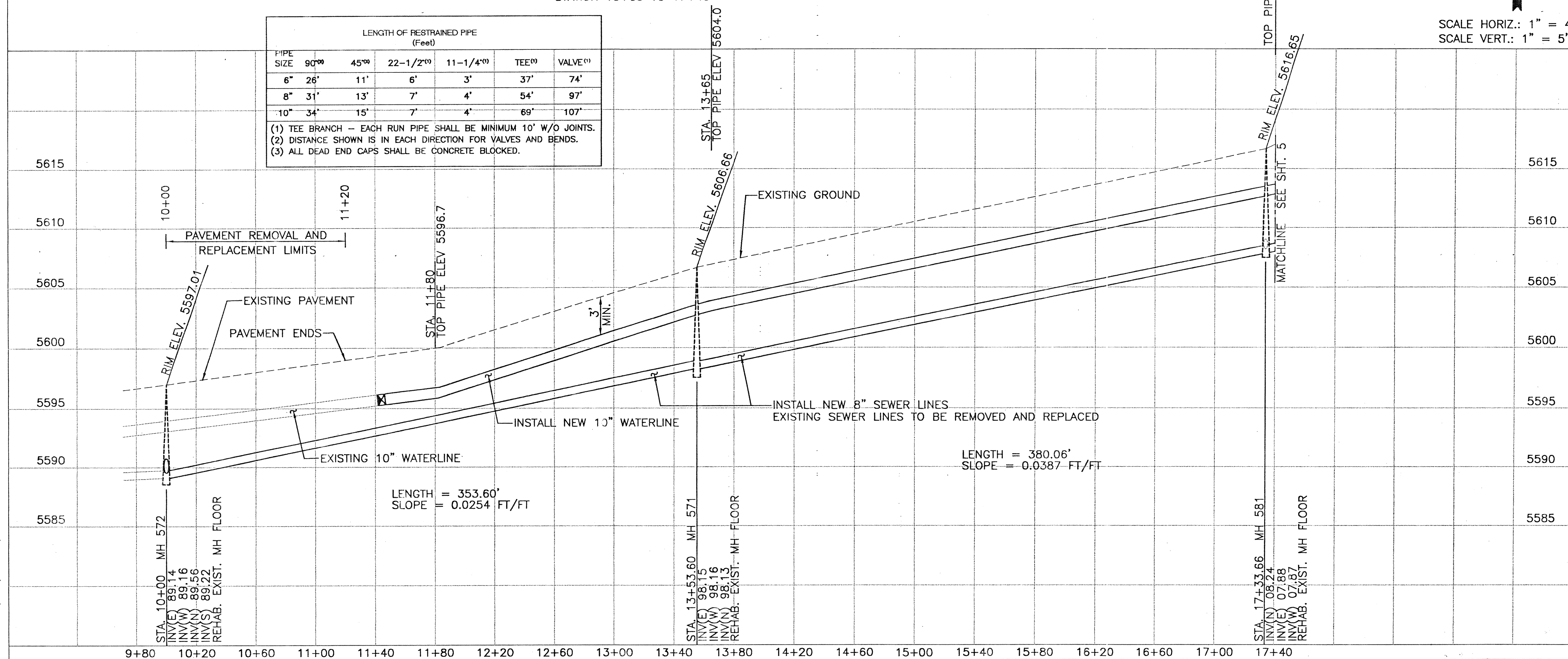
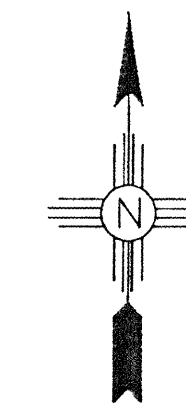
CONTRACTOR SHALL BE RESPONSIBLE FOR TIMING AND COORDINATION OF THE WATER SHUT-OFF REQUIREMENTS IN CONJUNCTION WITH COMPLETION OF THIS PROJECT.

AT LEAST FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CONTACT PWD/WATER SYSTEMS DIVISION (857-8200) TO INITIATE IMPLEMENTATION OF THIS WATER SHUT-OFF PLAN.

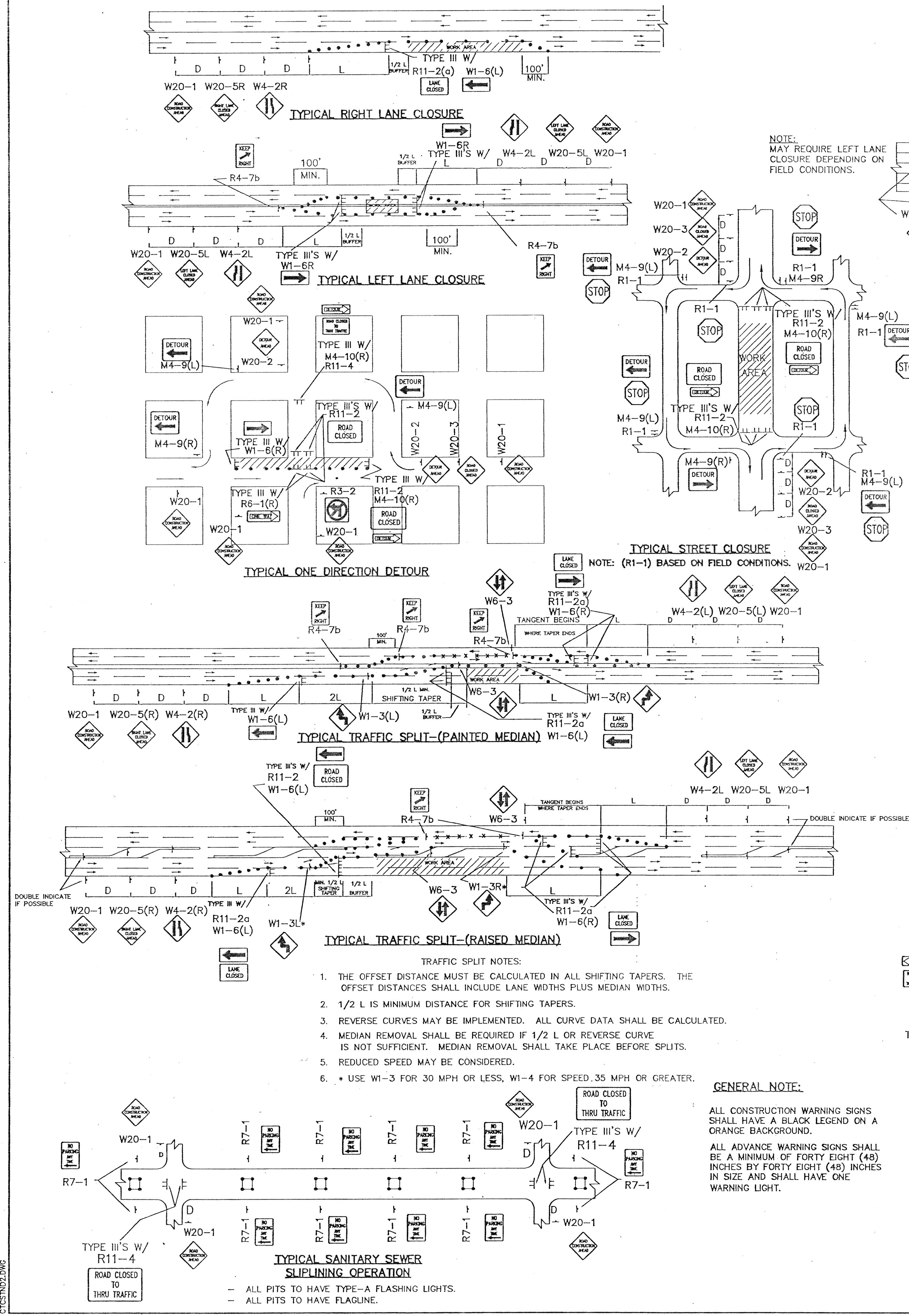
TO COMPLETE NON-PRESSURE CONNECTION SHOWN, THE EXISTING VALVES LISTED BELOW AND MARKED WITH AN ARROW(→) ON THE ABOVE MAP MUST BE CLOSED BY PWD/WATER SYSTEMS PERSONNEL.

MAP#	VALVE#
L-22	905
L-22	912
L-22	922
L-22	922A

SCALE HORIZ.: 1" = 40'
SCALE VERT.: 1" = 5'



ENGINEER'S SEAL		REVISIONS		DESIGN	
		NO.	DATE	DESIGNED BY:	DATE:
		21198	12/97	D. J. LARSON	12/97
BY		BY		CHECKED BY:	
J. L. MOORE		J. L. MOORE		R. L. BELL	
DATE		DATE		DATE	
12/97		12/97		12/97	
CITY OF ALBUQUERQUE					
CAPITAL IMPLEMENTATION PROGRAM					
TITLE: SINGING ARROW PARK BICYCLE TRAIL					
SINGING ARROW AVE, S.E./ADJIDAUMO AVE, S.E.					
SEWERLINE AND WATERLINE PLAN AND PROFILE					
Design Review Committee		City Engineer Approval		Last Design Update	
Mo./Day/Yr.		Mo./Day/Yr.		Mo./Day/Yr.	
City Project No.		Zone Map No.		Sheet	
5441.92		L-22		4 Of 7	

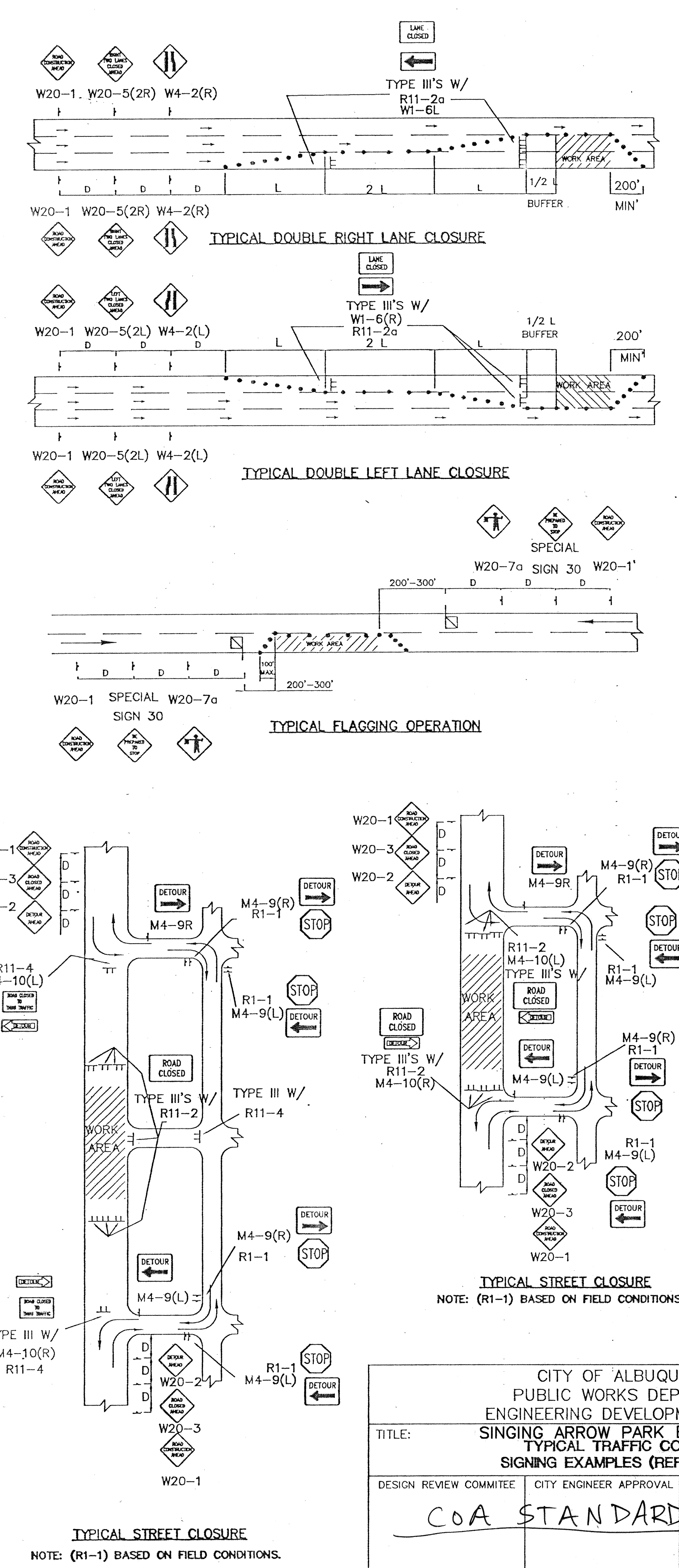
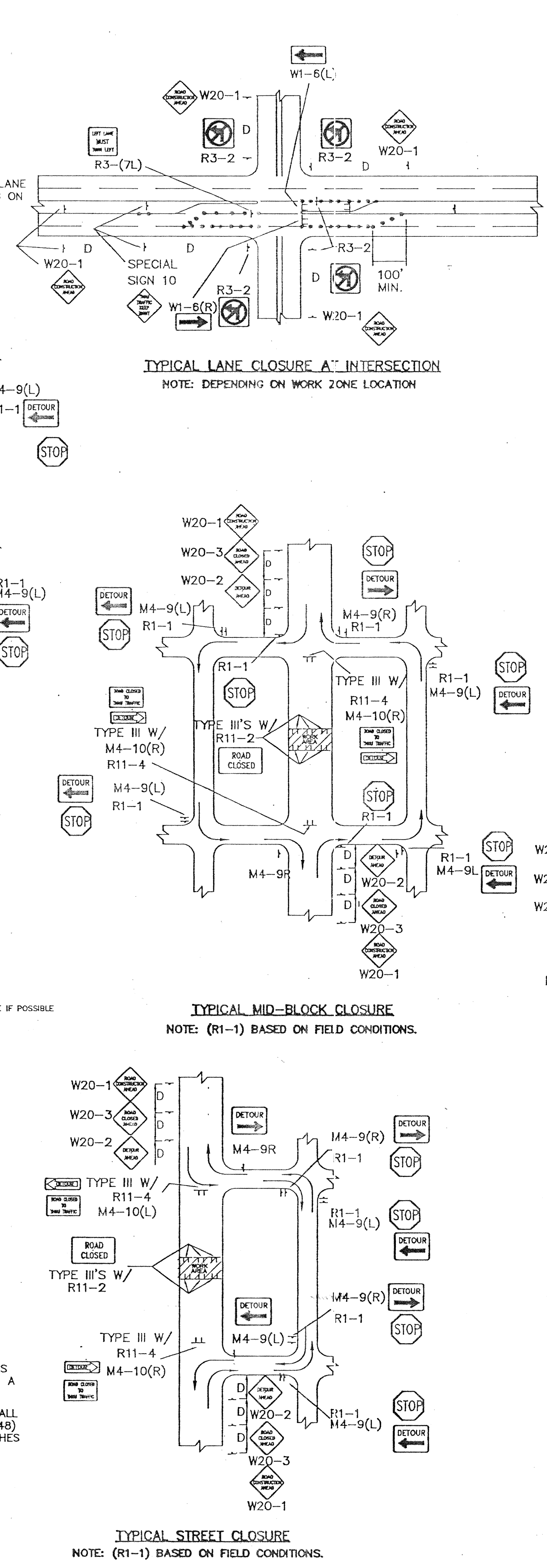


- TRAFFIC SPLIT NOTES:**
1. THE OFFSET DISTANCE MUST BE CALCULATED IN ALL SHIFTING TAPERS. THE OFFSET DISTANCES SHALL INCLUDE LANE WIDTHS PLUS MEDIAN WIDTHS.
 2. 1/2 L IS MINIMUM DISTANCE FOR SHIFTING TAPERS.
 3. REVERSE CURVES MAY BE IMPLEMENTED. ALL CURVE DATA SHALL BE CALCULATED.
 4. MEDIAN REMOVAL SHALL BE REQUIRED IF 1/2 L OR REVERSE CURVE IS NOT SUFFICIENT. MEDIAN REMOVAL SHALL TAKE PLACE BEFORE SPLITS.
 5. REDUCED SPEED MAY BE CONSIDERED.
 6. * USE W1-3 FOR 30 MPH OR LESS, W1-4 FOR SPEED 35 MPH OR GREATER.

GENERAL NOTE:

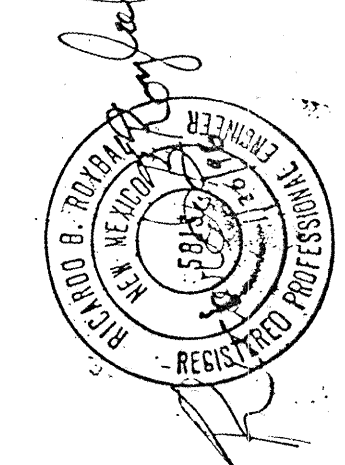
ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE BACKGROUND.

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.



CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP SINGING ARROW PARK BICYCLE TRAIL TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUT.C.D.)			
DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	MO./DAY/YR.	MO./DAY/YR.
COA STANDARD		LAST UPDATE	
PROJECT NO. 5441.92	MAP NO. L-22	SHEET 6	OF 7

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	NO.	BY	NO.	BY	REVISIONS	
WORK BY	DATE	FIELD NOTES		REMARKS		BY	
INSPECTOR'S	DATE			DESIGN		DATE	
ACCEPTANCE BY	DATE			C.O.A. STANDARDS		DATE	
VERIFICATION BY	DATE			DRAWN BY		DATE	
DRAWINGS	DATE			CHECKED BY		DATE	
CORRECTED BY	DATE						
RECORDED BY	DATE						
NO.							



21546 Added entire sheet 6.
NO. DATE

26-5441.92-0697

CONSTRUCTION TRAFFIC CONTROL GENERAL NOTES

1. 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 WITH THE UNDERSTANDING, THAT A PERMIT SHALL BE OBTAINED WITHIN 24 TO 48 HOURS.
2. 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 ACCESSES. 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.
3. THESE TYPICAL TRAFFIC CONTROL PLANS DO NOT REFLECT THE EXISTING TOPOGRAPHY SUCH AS DRIVEWAYS, LANE WIDTHS, AND BUSINESS/RESIDENTIAL ACCESSES. EVERY LOCATION THAT REQUIRES CONSTRUCTION TRAFFIC CONTROL SHALL HAVE A DETAILED TRAFFIC CONTROL PLAN SHOWING ALL EXISTING TOPOGRAPHY.
4. CONSTRUCTION SHALL NOT BEGIN UNLESS A TRAFFIC CONTROL PLAN HAS BEEN APPROVED AND VERIFIED BY CONSTRUCTION COORDINATION.
5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. 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.
11. CONTRACTOR SHALL NOT BEGIN WORK BEFORE 7:00 A.M. OR END WORK AFTER 7:00 P.M. WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION.
12. 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.
13. 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.
14. CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND ADEQUATE MEANS OF CHANNELIZING PEDESTRIAN TRAFFIC AROUND AND THROUGH THE CONSTRUCTION AREA.
15. CONTRACTOR IS RESPONSIBLE FOR OBLITERATION OF ANY CONFLICTING STRIPING AND RESPONSIBLE FOR ALL TEMPORARY STRIPING.
16. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FACILITIES, BUSINESSES AND/OR RESIDENTS AT ALL TIMES.
17. 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.
18. 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.
19. 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.
20. ANY FIELD ADJUSTMENTS SHALL BE APPROVED BY CONSTRUCTION COORDINATION.

21. 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.

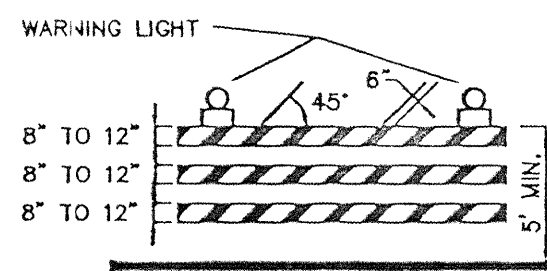
22. CONTRACTOR SHALL AT ALL TIMES COMPLY WITH THE FOLLOWING:
1. STANDARDS AND REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
 2. THE CITY OF ALBUQUERQUE TRAFFIC CODE, LATEST EDITION.
 3. SECTION 19 OF THE CITY OF ALBUQUERQUE'S STANDARD SPECIFICATIONS FOR PUBLIC WORK CONSTRUCTION, AS WELL AS OTHER SECTIONS.

23. 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.

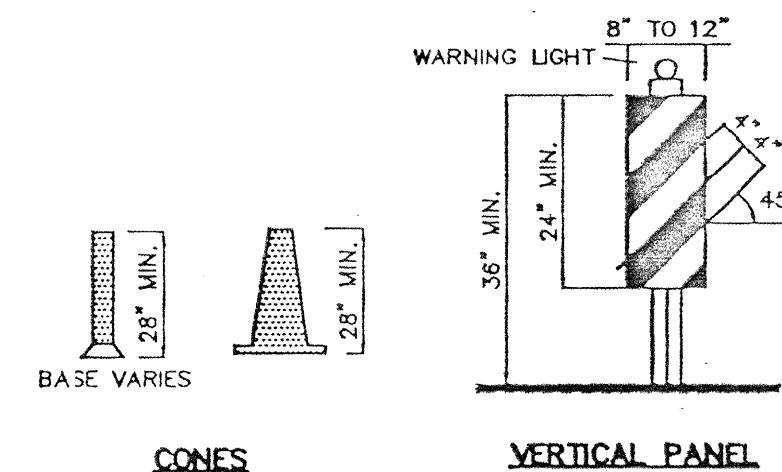
24. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN NEW-CLEAN CONDITION. WASHING OF EQUIPMENT IS INCIDENTAL TO IT'S PLACEMENT AND MAINTENANCE.

25. TRAFFIC CONTROL STANDARDS APPLY ONLY WHERE THE CONSTRUCTION TRAFFIC CONTROL PLANS ARE NOT SPECIFIC.

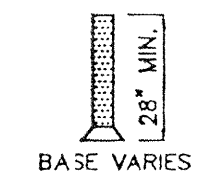
26. ADVANCE WARNING SIGNS SHALL BE 36"x36" WITH SUPER ENGINEERING GRADE SHEETING OR BETTER.



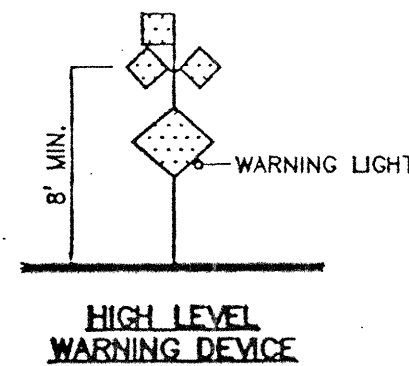
TYPE III BARRICADE



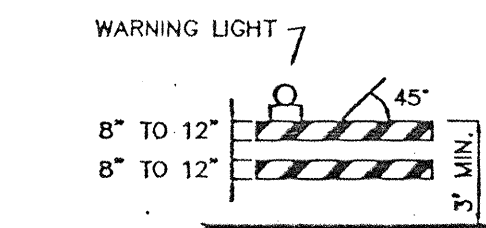
VERTICAL PANEL



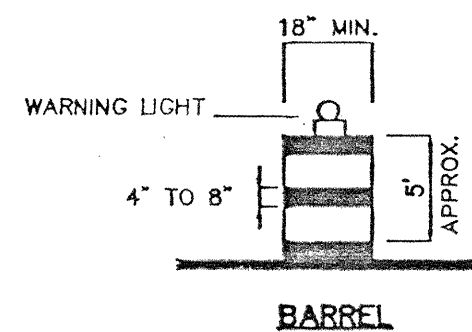
CONES



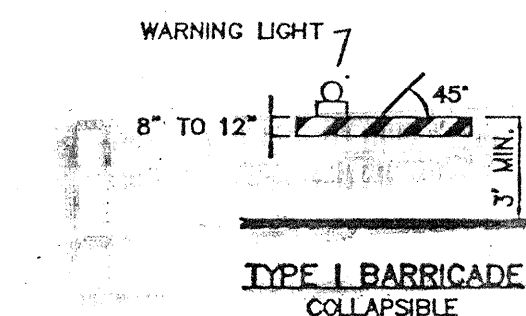
HIGH LEVEL WARNING DEVICE



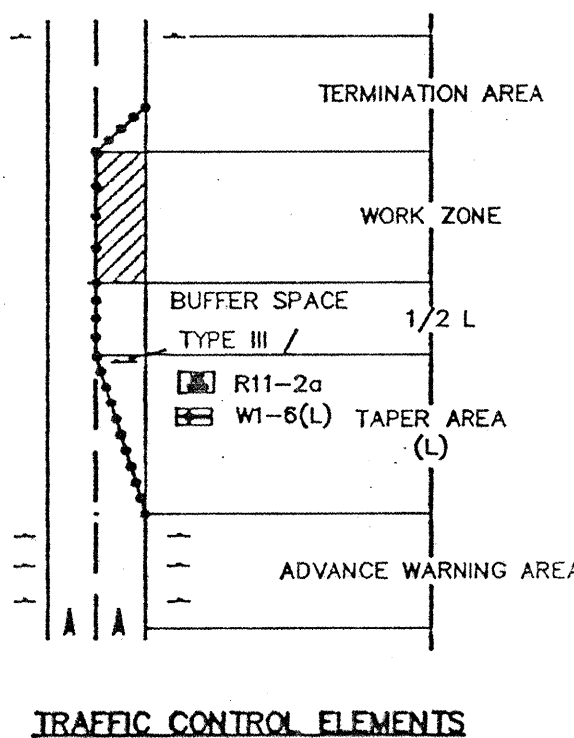
TYPE II BARRICADE COLLAPSIBLE



BARREL



TYPE I BARRICADE COLLAPSIBLE



TRAFFIC CONTROL ELEMENTS

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 (L) (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(D) FOR ADVANCE WARNING SIGN SERIES

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

TAPER CRITERIA

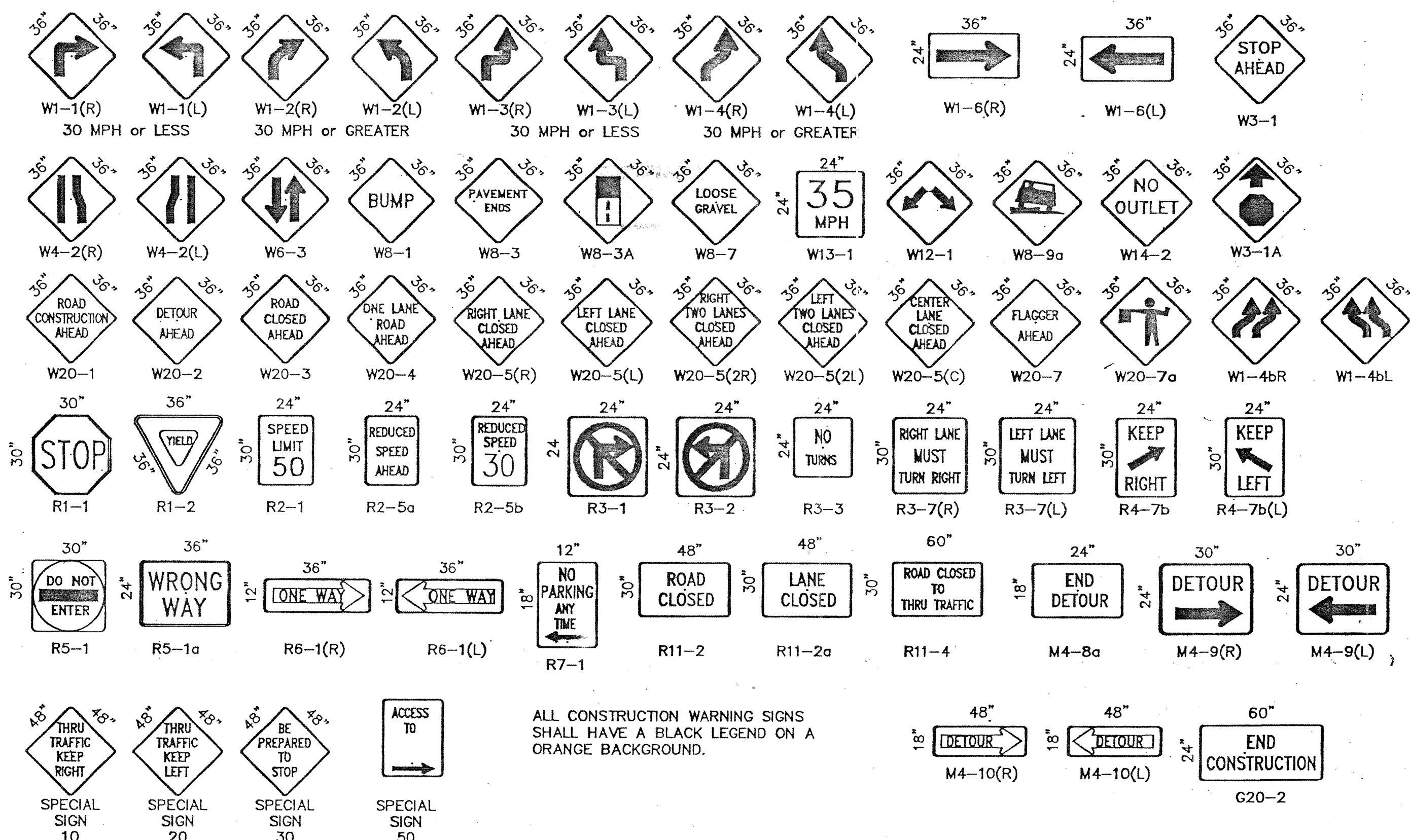
TYPE OF TAPER	TAPER LENGTH
UPSTREAM TAPER:	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/2 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSTREAM TAPERS	100 FEET PER LANE

TAPER LENGTH COMPUTATION

SPEED LIMIT	
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

SIGN FACE DETAILS



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

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: SINGING ARROW PARK BICYCLE TRAIL
SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS

DESIGN REVIEW COMMITTEE: CITY ENGINEER APPROVAL

COA STANDARD

PROJECT NO. 5441.92 MAP NO. L-22 SHEET 7 OF 7