

CONSTRUCTION PLANS
FOR
HIGH VISTA
APARTMENT COMPLEX
ALBUQUERQUE, NEW MEXICO

INDEX

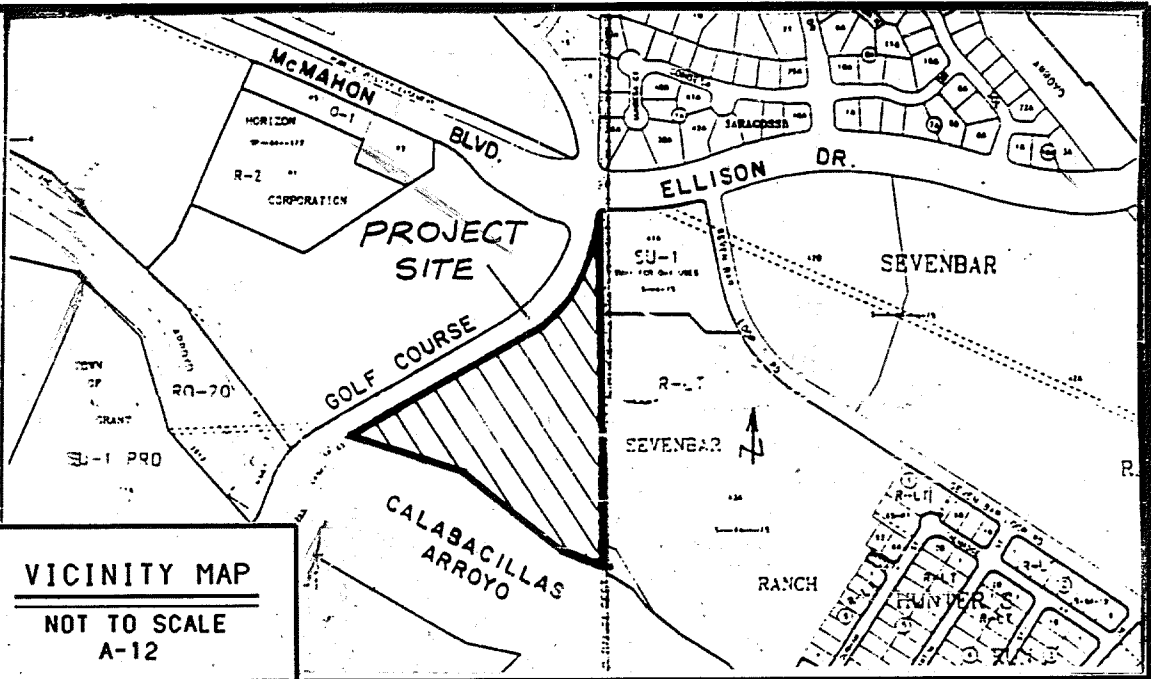
SHEET NUMBER	DESCRIPTION
1	TITLE SHEET
2	GOLF COURSE ROAD - RIGHT AND LEFT TURN LANES
3	GOLF COURSE ROAD - STRIPING AND SIGNAGE PLAN
4, 4A & 4B	GOLF COURSE ROAD - TRAFFIC CONTROL PLAN

APPROVAL OF AS BUILT DRAWINGS
CHIEF CONSTRUCTION ENGINEER
[Signature]
DATE 4/3/01

RECORD DRAWING
DATE: 7-31-98

BHI JOB NO. 96273A

BOHANNAN HUSTON
ENGINEERS • PLANNERS • PHOTOGRAMMETRISTS • SURVEYORS • LANDSCAPE ARCHITECTS
ALBUQUERQUE LAS CRUCES SANTA FE



- NOTICE TO CONTRACTORS
- 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 FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION AND SHALL INCLUDE UPDATE No. 6.
 - TWO WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
 - PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR SURVEYOR IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
 - FIVE (5) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO CONSTRUCTION COORDINATION DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONST. COORDINATION DIVISION. CONTRACTOR SHALL NOTIFY BARRICADE ENGINEER (768-2551) PRIOR TO OCCUPYING AN INTERSECTION. REFER TO SECTION 19 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS.
 - ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED W/ PLASTIC REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO LOCATION AS EXISTING OR AS INDICATED BY THIS PLAN SET.
 - CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE CITY SURVEYOR MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY SURVEYOR AND SHALL NOTIFY THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE CITY SURVEYOR. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATIONS 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 GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS. ANY PERMANENT SURVEY MONUMENT LOCATED WITHIN 50' OF THE PROJECT LIMITS NOT SHOWN ON THE PLANS THAT IS DESTROYED DURING CONSTRUCTION WILL BE REPLACED AT DESIGNER'S EXPENSE.
 - ANY WORK WITHIN AN ARTERIAL ROADWAY REQUIRES TWENTY-FOUR HOUR CONSTRUCTION.
 - ANY DAMAGE TO THE EXISTING FACILITIES (CURB, GUTTER, PAVEMENT, CONDUITS, LANDSCAPING, UTILITY LINES, ETC...) DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.

THE FOLLOWING NOTES ALSO APPLY WHEN CHECKED

- ☒ ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
- ☐ TACK COAT REQUIREMENTS SHALL BE DETERMINED BY THE CITY 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, THE DRIVEPAD SHALL BE CONSTRUCTED PRIOR TO ACCEPTANCE OF CURB AND GUTTER.
- ☒ ALL STORM DRAINAGE FACILITIES SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE.
- ☒ THE REQUESTOR OR DEVELOPER SHALL BE RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ALL CURB AND GUTTER OR SIDEWALK DAMAGED AFTER APPROVAL BY THE CITY ENGINEER OF WORK COMPLETED BY THE CONTRACTOR.

REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE
ENGINEERS STAMP & APPROVAL		APPROVALS	ENGINEER	DATE	APPROVED FOR CONSTRUCTION		
		DRC Chairman	<i>[Signature]</i>	2-18-98	<i>[Signature]</i> City Engineer 4-2-98 Det.		
		Transportation	<i>[Signature]</i>	1-26-98			
		Water/Wastewater	<i>[Signature]</i>	1-27-98			
		Hydrology	<i>[Signature]</i>	1-27-98			
		C.I.P.	<i>[Signature]</i>	1-27-98			
		Constr. Mngmt.					
CITY PROJECT NO.				573681	SHEET 1 OF 4		

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DATE: AUGUST, 1997

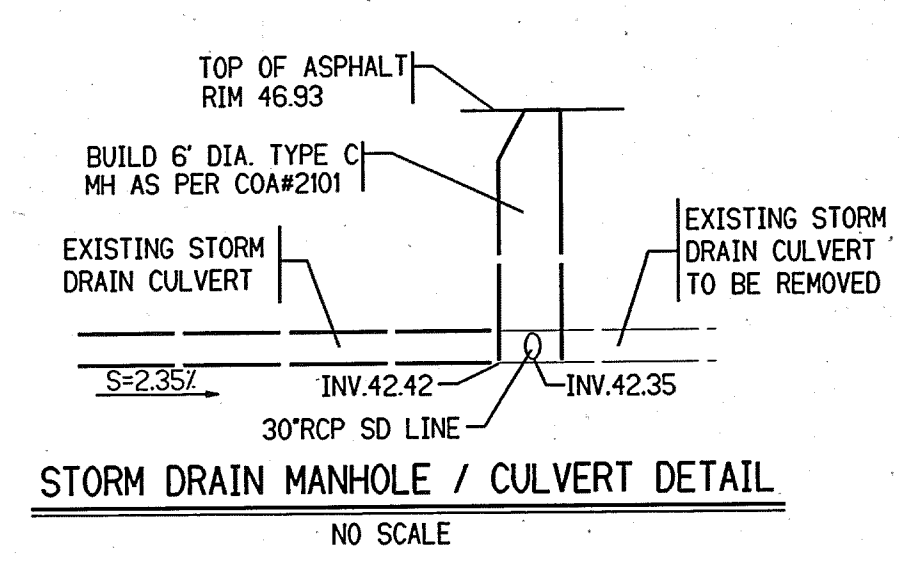
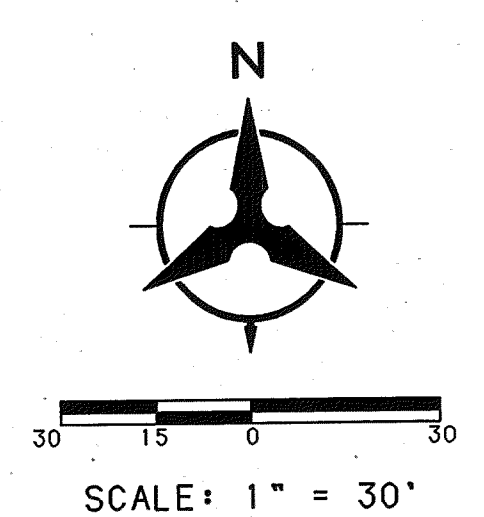
POINT	X	Y	ELEVATION	TP/TC
1	372254.60	1529688.14	5154.08	TP
2	372263.12	1529688.18	5153.83	TP
3	372280.76	1529703.95	5152.05	TC
4	372279.30	1529710.96	5151.80	TC
5	372365.71	1529824.13	5149.80	TP
6	372366.46	1529823.47	5150.57	TP
7	372367.27	1529824.63	5151.95	TC
8	372374.48	1529824.63	5151.95	TC
9	372384.93	1529835.40	5150.00	TC
10	372384.97	1529842.62	5150.17	TC
11	372433.59	1529880.02	5149.37	TC
12	372440.03	1529879.00	5148.80	TC
13	372434.37	1529881.67	5148.70	TP
14	372464.57	1529893.78	5148.70	TC
15	372462.36	1529902.28	5149.73	TC
16	372459.01	1529900.50	5148.49	TP
17	372427.10	1529905.13	5148.50	TP
18	372450.09	1529909.95	5148.75	TP
19	372566.91	1530038.38	5147.75	TP
20	372574.12	1530028.25	5147.50	TP
21	372566.96	1530007.14	5147.24	TP
22	372582.47	1530002.10	5146.98	TP
23	372583.06	1530001.30	5147.65	TC
24	372625.59	1529994.72	5147.83	TP
25	372668.59	1530032.57	5147.52	TP
26	372678.33	1530076.22	5147.03	TC
27	372677.83	1530077.08	5146.36	TP
28	372688.78	1530082.10	5146.31	TC
29	372688.28	1530082.97	5145.30	TP
30	372656.19	1530079.55	5146.50	TP
31	372655.04	1530081.19	5146.35	TP
32	372681.86	1530094.27	5145.90	TP
33	372680.88	1530096.02	5146.00	TP
34	372767.88	1530146.55	5145.80	TP
35	372768.85	1530144.81	5145.75	TP
36	372775.38	1530133.56	5145.50	TP
37	372775.88	1530132.70	5146.16	TC
38	372804.01	1530172.17	5146.10	TP
39	372859.50	1530213.65	5148.50	TP
40	372876.73	1530216.28	5149.50	TP
41	372884.54	1530205.88	5149.24	TP
42	372885.14	1530205.08	5149.91	TC
43	372976.19	1530282.81	5161.00	TP
44	372982.82	1530271.62	5160.74	TP
45	372983.33	1530270.76	5161.41	TC
46	373038.65	1530306.55	5167.75	TP
47	373039.65	1530304.82	5167.71	TC
48	372459.70	1529899.77	5149.16	TP
49	372434.89	1529880.82	5149.37	TP
50	372776.27	1530151.43	5145.90	TP
51	372770.25	1530161.81	5146.00	TP
52	372640.79	1530086.68	5146.73	TP

NOTE: GRADES SHOWN IN COORDINATE TABLE ABOVE ARE APPROXIMATE NEW PAVEMENT AND CURB TO MATCH THE EXISTING GRADES AND PROVIDE A 2% CROSS SLOPE.

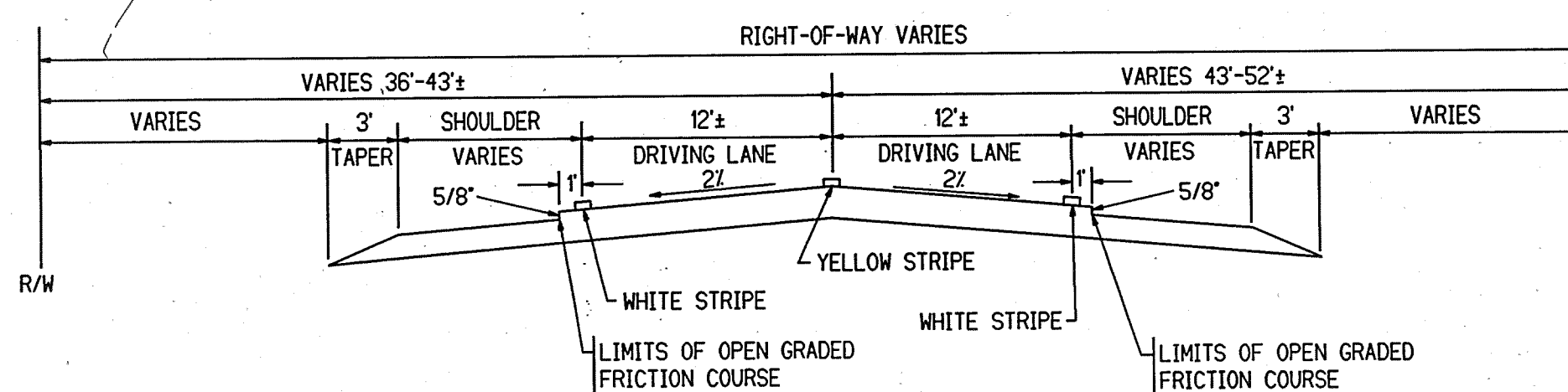
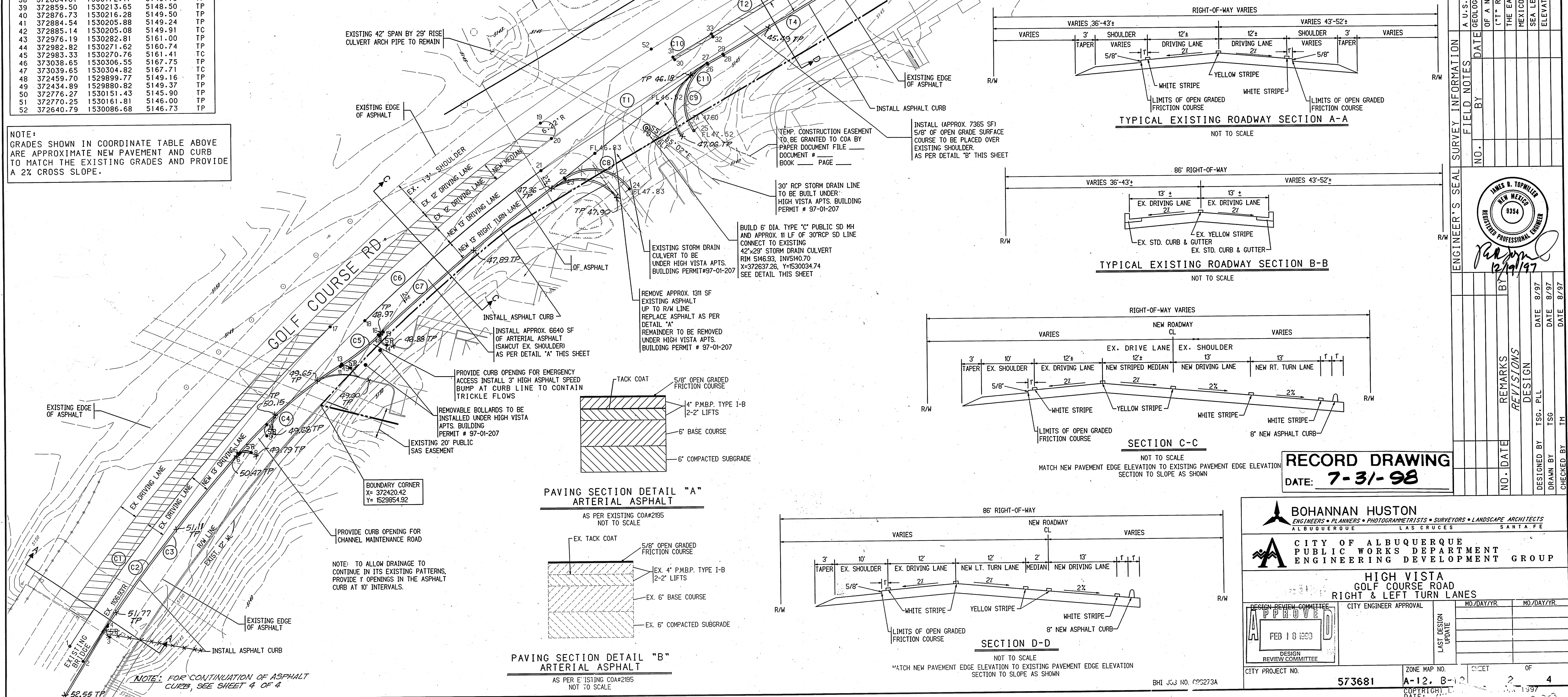
NUMBER	DELTA	TANGENT	ARC	RADIUS	TYPE
C1	13°56'41.4"	136.12'	270.89'	1113.00'	STRIPE
C2	8°52'20.0"	85.42'	170.49'	1101.00'	STRIPE
C3	7°25'4.9"	71.31'	142.42'	1100.00'	CURB
C4	17°6'55.8"	45.14'	89.62'	300.00'	CURB
C5	11°56'49.4"	15.70'	31.28'	150.00'	CURB
C6	10°27'35.5"	103.50'	206.43'	1130.74'	STRIPE
C7	8°0'25.5"	80.03'	159.80'	1143.49'	CURB
C8	91°1'11.7"	30.54'	47.66'	30.00'	CURB
C9	94°57'30.6"	32.72'	49.72'	30.00'	CURB
C10	1°25'48.7"	14.63'	29.27'	1172.44'	STRIPE
C11	1°5'20.6"	10.99'	21.98'	1156.44'	CURB
C12	13°15'28.2"	17.43'	34.71'	150.00'	STRIPE
C13	13°15'40.2"	34.87'	69.44'	300.00'	STRIPE
C14	6°44'40.0"	64.82'	129.48'	1100.00'	STRIPE
C15	6°44'40.0"	65.64'	131.13'	1114.00'	CURB
C16	6°14'8.4"	59.92'	119.72'	1100.00'	STRIPE
C17	6°14'8.4"	59.15'	118.19'	1086.00'	CURB

NUMBER	BEARING	LENGTH	TYPE
T1	N57°33'49"E	121.11'	STRIPE
T2	N59°50'51"E	100.61'	STRIPE
T3	N59°50'39"E	9.75'	STRIPE
T4	N59°50'51"E	100.73'	CURB
T5	S58°50'30"W	65.82'	CURB

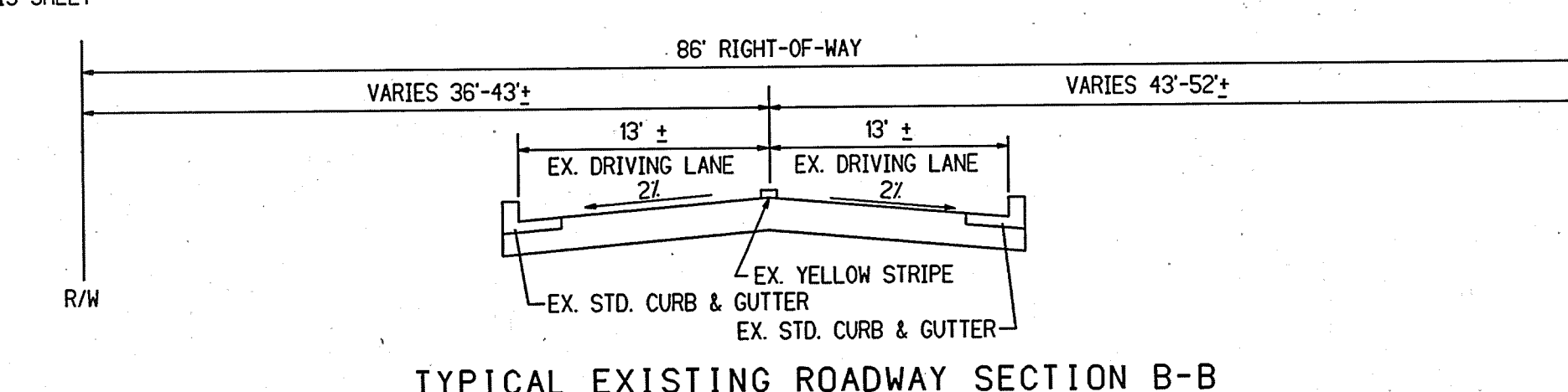
NOTE: FOR STRIPING/SIGNAGE INFORMATION SEE SHEET 3 OF 4



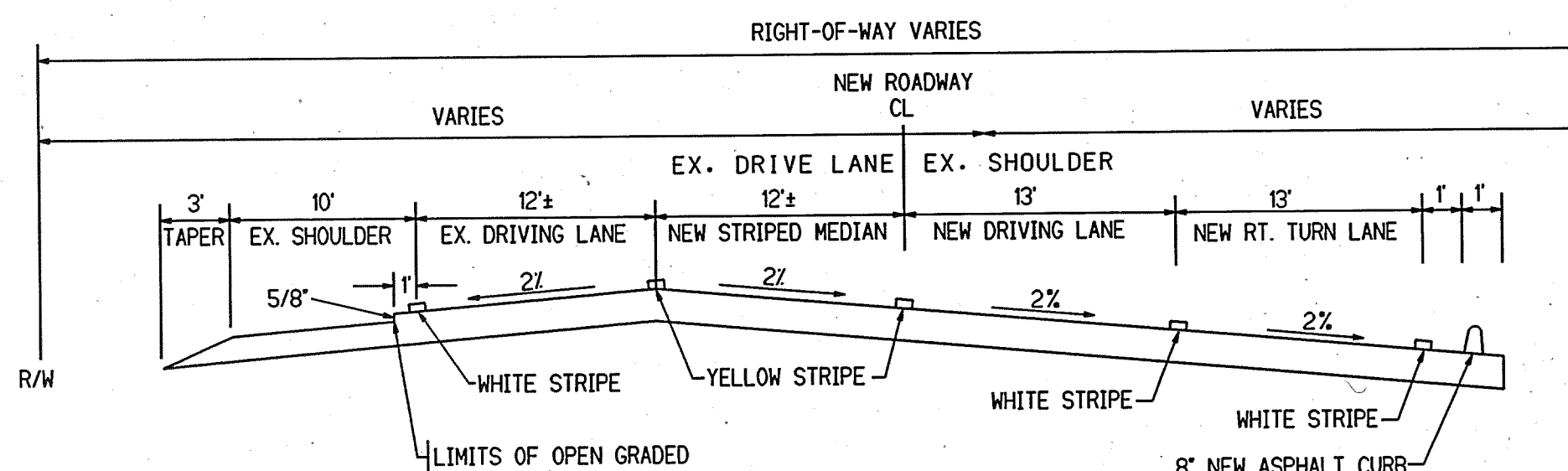
STORM DRAIN MANHOLE / CULVERT DETAIL
NO SCALE



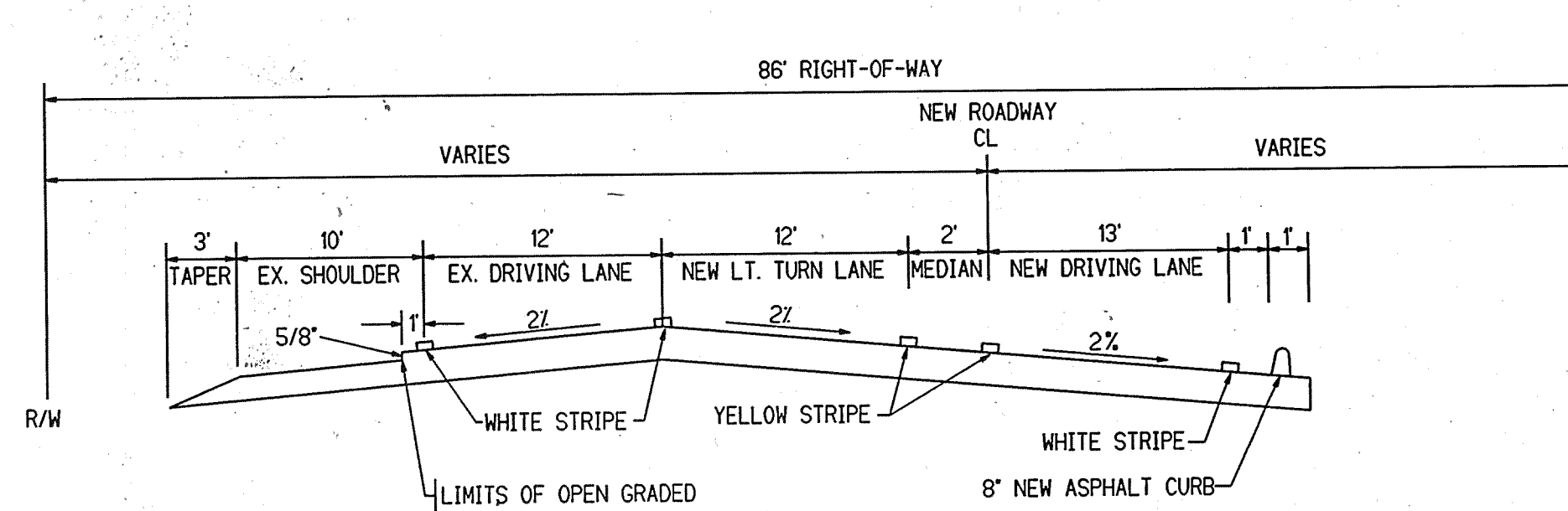
TYPICAL EXISTING ROADWAY SECTION A-A
NOT TO SCALE



TYPICAL EXISTING ROADWAY SECTION B-B
NOT TO SCALE



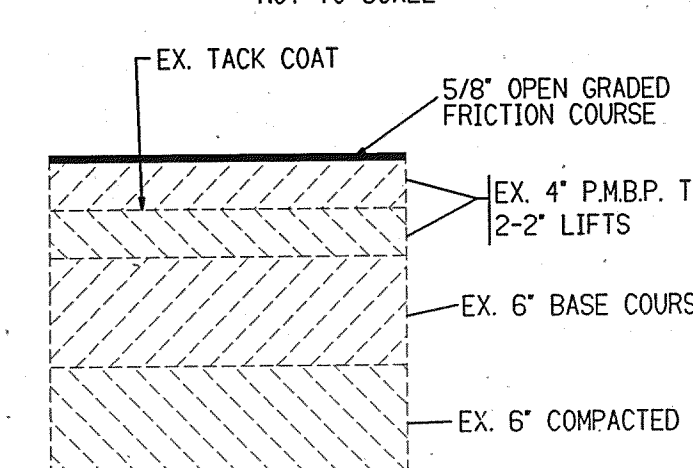
SECTION C-C
NOT TO SCALE



SECTION D-D
NOT TO SCALE

PAVING SECTION DETAIL "A"
ARTERIAL ASPHALT

AS PER EXISTING COA#2195
NOT TO SCALE



PAVING SECTION DETAIL "B"
ARTERIAL ASPHALT

AS PER EXISTING COA#2195
NOT TO SCALE

RECORD DRAWING
DATE: 7-31-98

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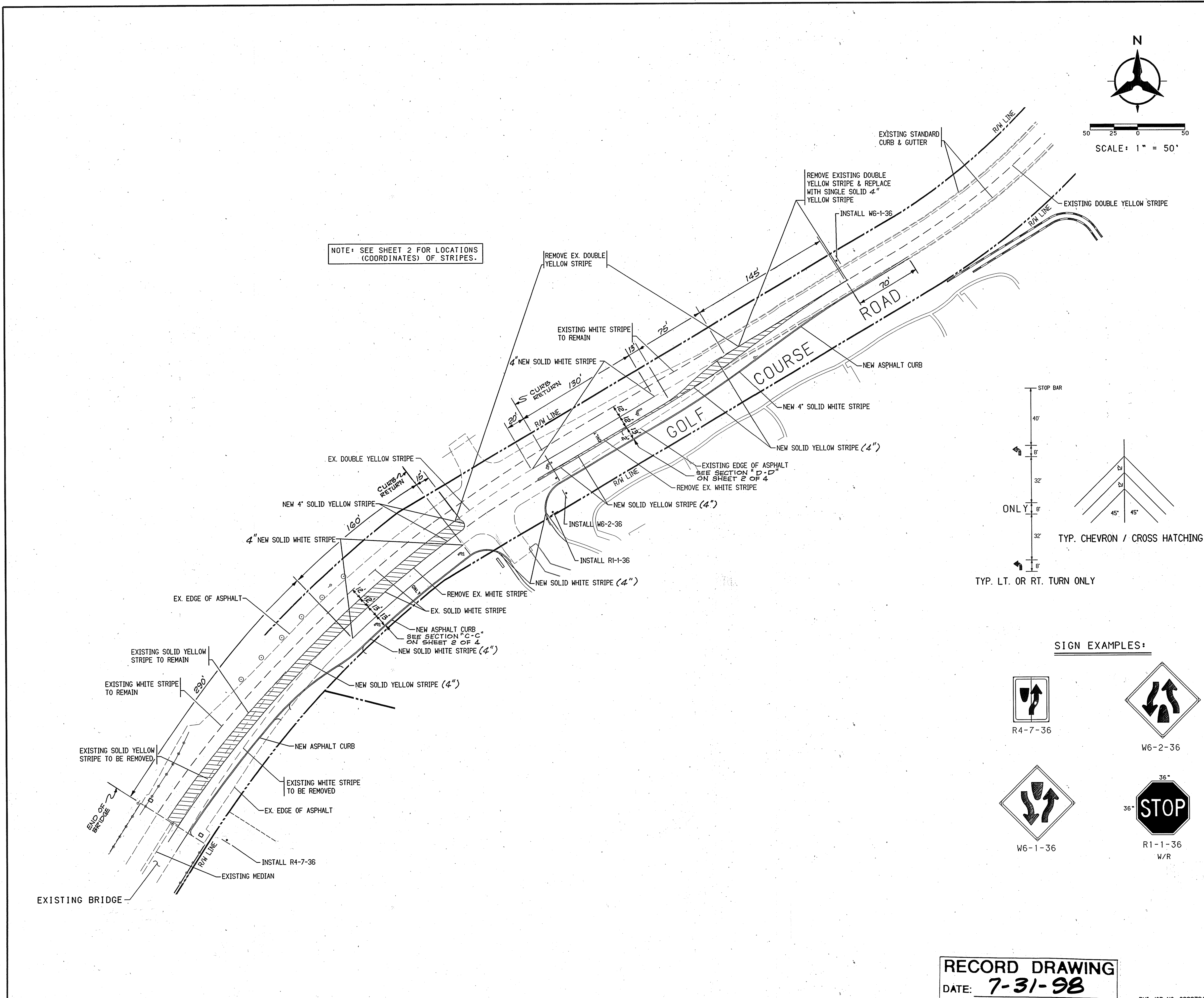
CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

HIGH VISTA GOLF COURSE ROAD
RIGHT & LEFT TURN LANES

DESIGN REVIEW COMMITTEE
APPROVED
FEB 18 1999
DESIGN REVIEW COMMITTEE

CITY PROJECT NO. 573681
ZONE MAP NO. A-12, B-12
CITY ENGINEER APPROVAL
CITY ENGINEER: [Signature]
DATE: 7/31/98

DESIGNED BY TSG, PLL
DRAWN BY TSG
CHECKED BY TM



USERNAME: CDP\CC96273A2452.PAD\STRIPING.GRF

RECORD DRAWING
DATE: **7-31-98**

BH1 JOB NO. C96273A

AS-BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR: BRADLEY STAMM	USGS BRASS TABLET - "BLACK-2 1977"	DATE: 5/98		NO.	BY	DATE	DATE
INSPECTOR'S SIGNATURE: SU/RY-TEK	GEOGRAPHIC POSITION (NAD 1927)						
DESIGNED BY: COA	N.M. STATE PLANE COORDINATES						
VERIFIED BY: COA	(CENTRAL ZONE)						
CORRECTED BY: BH	X=372,920.43 Y=1,525,168.35						
MICRO-FILM INFORMATION		GROUND TO GRID FACTOR	ΔCC = -00°14'43"	DESIGNED BY	DATE	8/97	DATE
		ELEVATION = 5213.926'		DRAWN BY	DATE	8/97	DATE
				CHECKED BY	DATE	8/97	DATE

GENERAL NOTES:

1. EACH SIGN FACE SHOWN ON PLANS SHALL MEET THE SPECIFICATIONS IN THE STANDARD HIGHWAY SIGNS MANUAL (1979 EDITION) FOR PROPER ARRANGEMENT, SPACING OF LETTERS, LETTER HEIGHT, LETTER SERIES, SYMBOLS, AND BORDERS FOR THE SPECIFIED SIZE AND MESSAGE AS SHOWN ON PLANS.
2. ALL SIGNS SHALL BE ALUMINUM.
3. POST LENGTHS AND SECTIONS ARE BASED ON A 7'-0" CLEARANCE HEIGHT FROM THE TOP OF SIDEWALK TO THE BOTTOM OF THE SIGN. FINAL POST LENGTHS AND SECTIONS ARE TO BE DETERMINED IN THE FIELD.
4. PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SUPPLEMENTAL TECHNICAL SPECIFICATION, SECTION 440, FOR THE REFLECTORIZED PLASTIC PAVEMENT SYMBOLS, LEGENDS, STRIPES, AND MARKINGS.
5. ALL PAVEMENT MARKINGS ON EXISTING PAVEMENT SHALL BE REFLECTIVE PAINT. MARKINGS ON NEW PAVEMENT SHALL BE REFLECTIVE PLASTIC.

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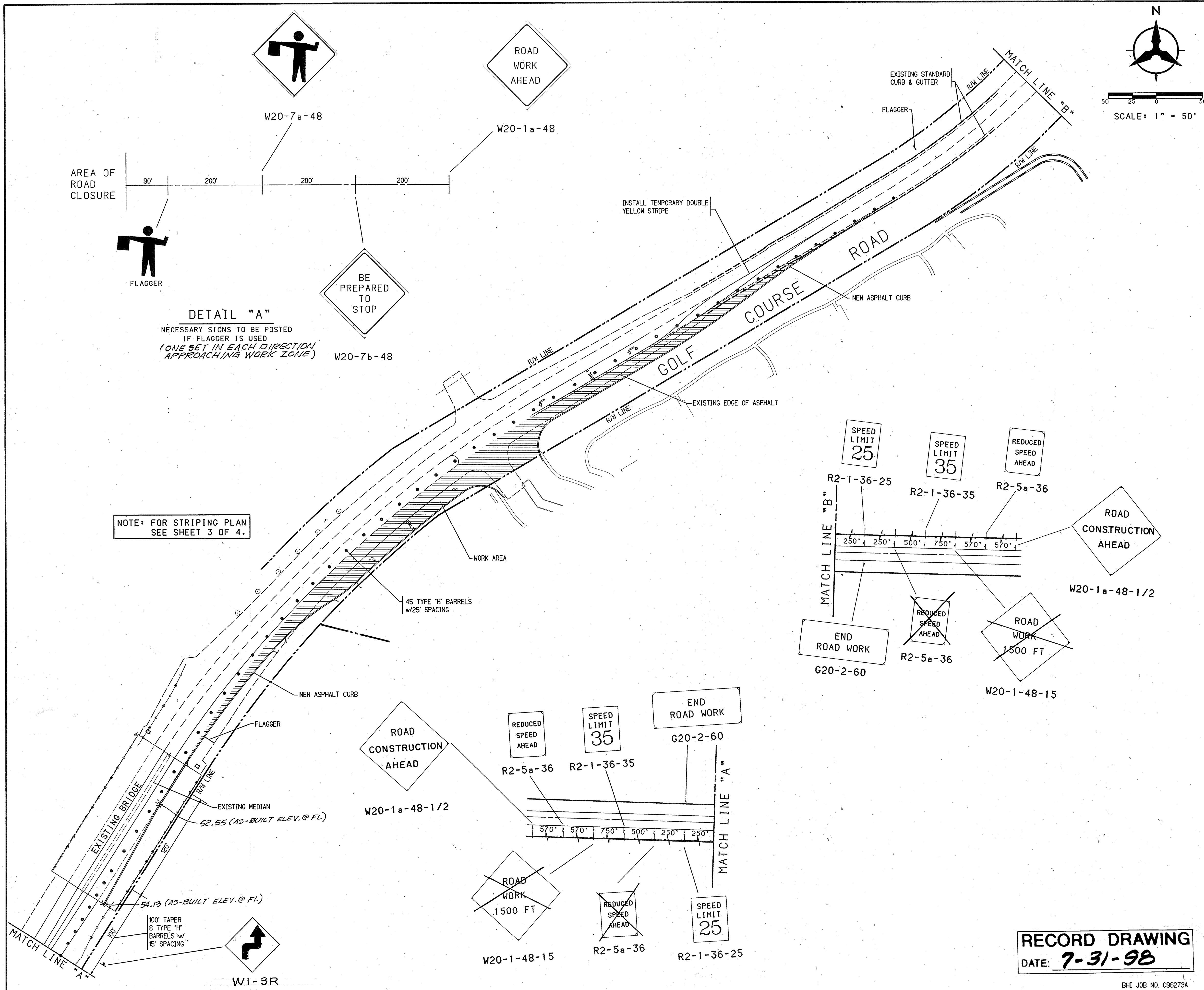
CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

HIGH VISTA GOLF COURSE ROAD
STRIPING AND SIGNAGE PLAN

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	NO./DAY/YR.	NO./DAY/YR.
			

CITY PROJECT NO. **573681** ZONE MAP NO. **A12. B12** SHEET **3** OF **4**

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DATE: AUGUST, 1997



AS-BUILT INFORMATION

CONTRACTOR: **BOHANNAN HUSTON**

DESIGNED BY: **BOHANNAN HUSTON**

DATE: **7-31-98**

REVISIONS

NO.	DATE	REMARKS
1	7-31-98	DESIGN

PHASE I (NON 24 HR. CONSTRUCTION)

1. MOVE NORTHBOUND TRAFFIC 2' WEST.
2. MOVE SOUTHBOUND TRAFFIC TO WEST ON SHOULDER.
3. BUILD NORTHBOUND RIGHT LANE WITH CURB AND DRAINAGE IMPROVEMENTS.
4. USE FLAGGER AS NEEDED.

PHASE II (24 HR. CONSTRUCTION)

1. SOUTHBOUND TRAFFIC CONTINUES ON SHOULDER
2. MOVE NORTHBOUND TRAFFIC TO NEW PAVEMENT.
3. RESTRIPE FOR LANE CONFIGURATION.

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CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

HIGH VISTA
GOLF COURSE ROAD
TRAFFIC CONTROL PLAN

RECORD DRAWING
DATE: **7-31-98**

APPROVE
DESIGN REVIEW COMMITTEE

APPROVE
CITY ENGINEER APPROVAL

APPROVE
LAST DESIGN UPDATE

CITY PROJECT NO. **573681**

ZONE MAP NO. **A-12, B-12**

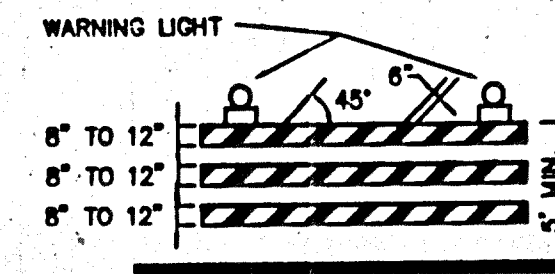
SHEET **4** OF **4**

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DATE: AUGUST, 1997

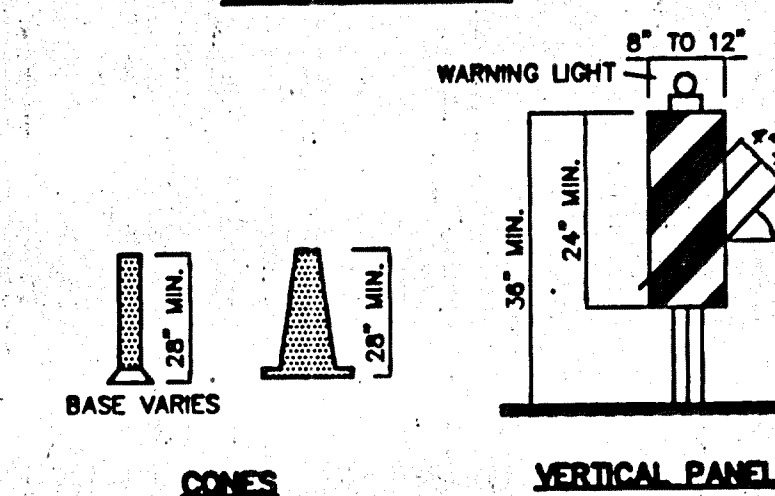
CONSTRUCTION TRAFFIC CONTROL GENERAL NOTES

- 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 WITH 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 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.
- 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.
- 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.
- ALL WORK IN ARTERIAL ROADWAYS SHALL BE ON A CONTINUOUS 24 HOUR PER DAY BASIS UNTIL COMPLETED.
- 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.
- 48 HOURS PRIOR TO OCCUPANCY 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.
- ADVANCE WARNING SIGNS SHALL BE 36"x36" MIN. WITH SUPER ENGINEERING GRADE SHEETING OR BETTER. MOUNTING HEIGHT AT TOP OF SIGN SHALL BE THE SAME AS FOR A 48" SIGN AS INDICATED IN THE M.U.T.C.D.
- CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORKSITE. ALL GRAFFITI SHALL BE PROMPTLY REMOVED FROM ALL EQUIPMENT, BOTH PERMANENT AND TEMPORARY.



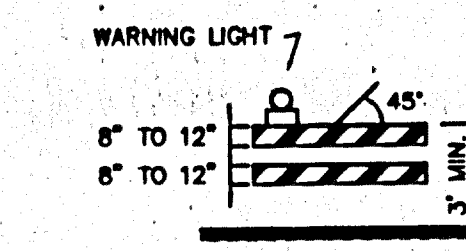
TYPE II BARRICADE



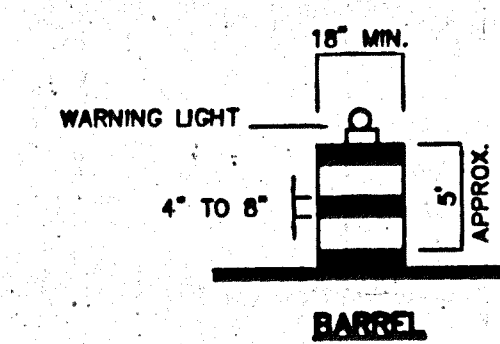
CONES

VERTICAL PANEL

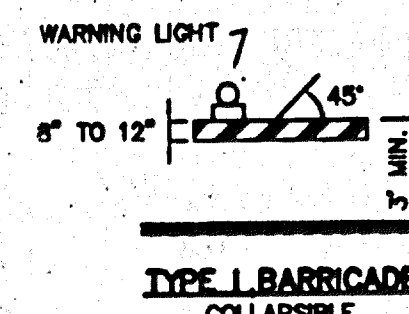
HIGH LEVEL WARNING DEVICE



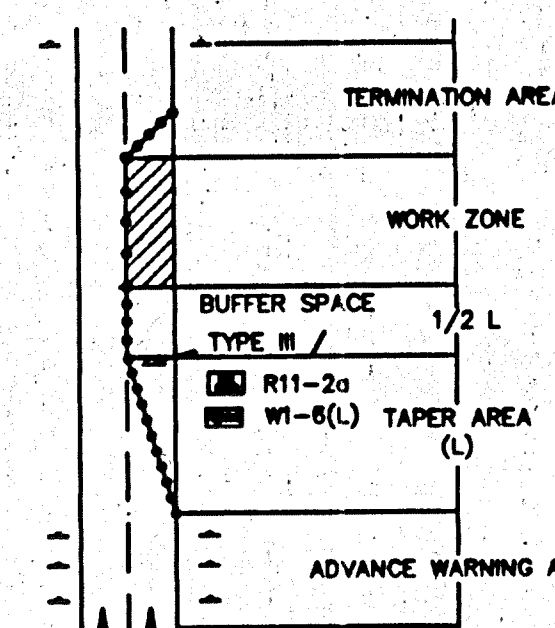
TYPE II BARRICADE COLLAPSIBLE



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 MILES PER HOUR	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

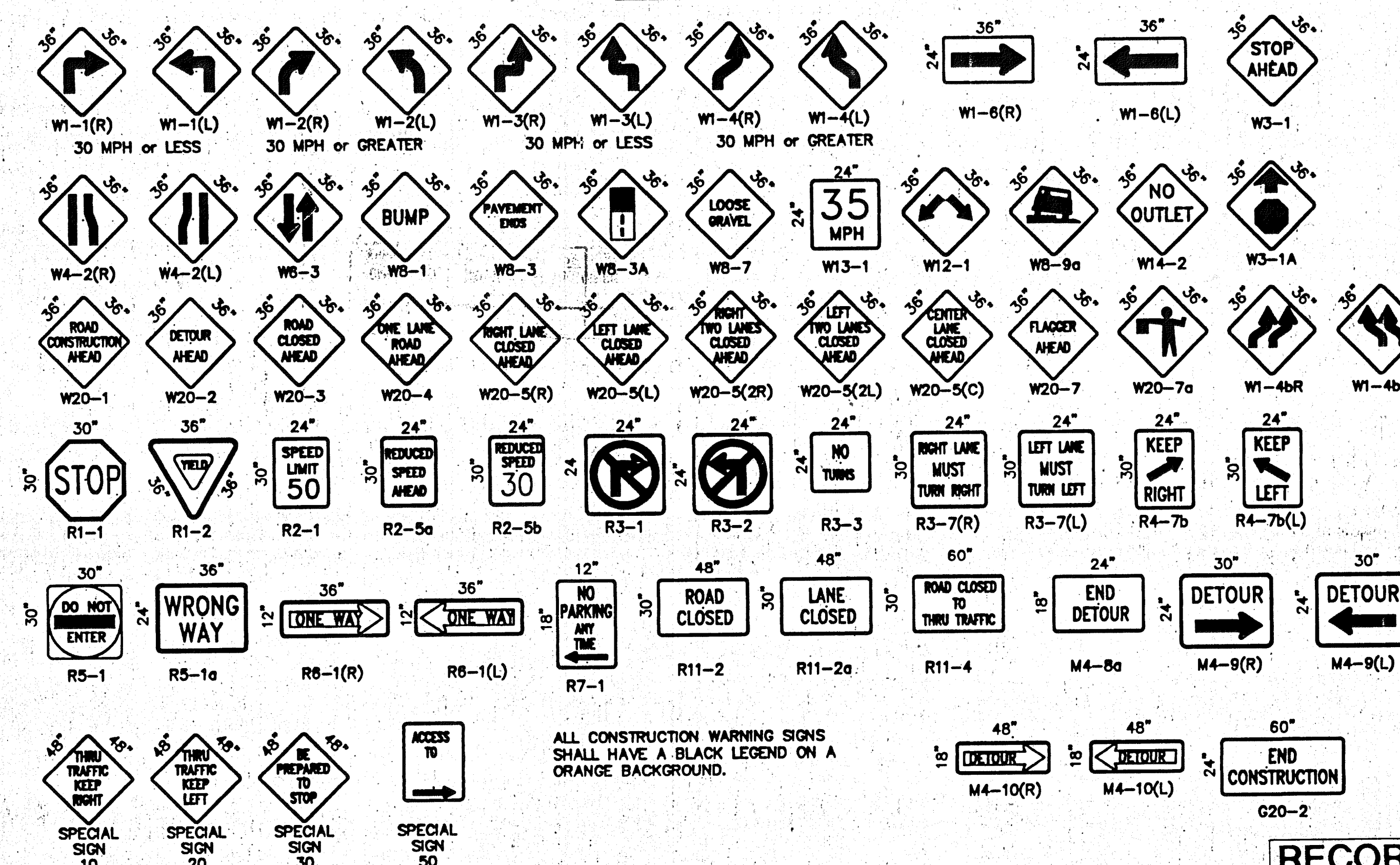
TYPE OF TAPER	TAPER LENGTH
UPSTREAM TAPER:	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/2 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSIDE TAPERS	100 FEET PER LANE

TAPER LENGTH COMPUTATION

SPEED LIMIT	L = WS ² / 60
40 MPH OR LESS	
45 MPH OR GREATER	L = W x 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.

RECORD DRAWING

DATE: 7-31-98

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP			
TITLE: SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS			
DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	NO. 26	NO. 26
DESIGNED BY	DRAWN BY	CHECKED BY	DATE
PROJECT NO.	573681	MAP NO.	A-12, B-12
SHEET 4B		OF 4	