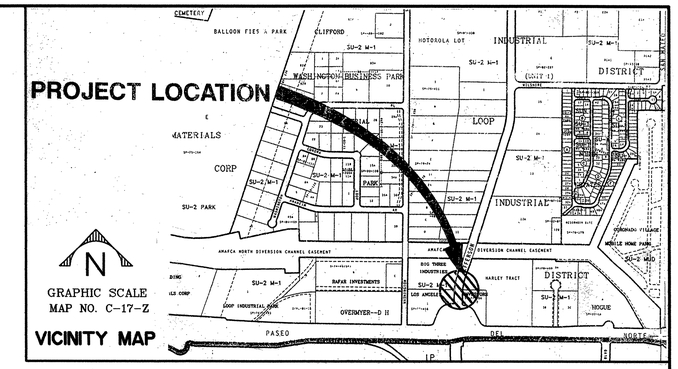

JEFFERSON RR XING

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
PLANS FOR CONSTRUCTION

JEFFERSON STREET
RAILROAD CROSSING

INDEX TO DRAWINGS

SHEET NO.	TITLE
1	TITLE SHEET, VICINITY MAP & INDEX TO DRAWINGS
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3	REMOVAL SHEET
4	JEFFERSON STREET PLAN AND PROFILE
5	RAILROAD MAIN LINE PLAN AND PROFILE
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9	TYPICAL TRAFFIC CONTROL AND SIGNING EXAMPLES
10	SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS
11	OVERALL TRAFFIC CONTROL PLAN
12	DETAILED TRAFFIC CONTROL PLAN

FINAL
DATE 10/8/99

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US WEST COMMUNICATIONS
AL SALAS
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(505) 245-6694

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SEC JOB # 198624H
Smith Engineering Company
A Full Service Engineering Company
6400 Uptown Boulevard, N.E. Suite 500E Albuquerque, New Mexico 87110

REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE

ENGINEERS STAMP & SIGNATURE

DOUGLAS L. ANDERSON
NEW MEXICO
6172
PROFESSIONAL ENGINEER
10-7-99

APPROVED	ENGINEER	DATE
DRC Chairman		
Transportation		
Water/Wastewater		
Hydrology		
C I P		
Constr. Mngmt.		
Constr. Coord.		

APPROVED FOR CONSTRUCTION

CITY ENGINEER DATE

PROJECT NUMBER 6172.91

SHEET 1 OF 12

N:\198624H\Option1\01_Cover.dwg Thu Oct 07 08:54:51 1999 Lawrence Lopez

1 THREE (3) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR WILL SUBMIT A DETAILED CONSTRUCTION SCHEDULE TO THE CITY CONSTRUCTION COORDINATION DIVISION. TWO (2) DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR WILL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION COORDINATION DIVISION. CONTRACTOR SHALL NOTIFY BARRICADE ENGINEER (768-2551) PRIOR TO CONSTRUCTION.

2 THE CONTRACTOR WILL NOTIFY THE FIELD ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK, IN ORDER THAT THE FIELD ENGINEER MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. THE CONTRACTOR WILL NOTIFY THE ENGINEER IF A MONUMENT IS DISTURBED. REPLACEMENT WILL BE DONE ONLY BY THE FIELD 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 WILL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED.

3 THE SPECIFICATIONS USED FOR THIS PROJECT ARE THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION, INCLUDING UPDATES THROUGH NO.6.

4 THE CONTRACTOR WILL BE RESPONSIBLE FOR DISPOSING OF ALL DEBRIS, INCLUDING, BUT NOT LIMITED TO HAZARDOUS WASTE AT DISPOSAL SITES APPROVED BY GOVERNMENTAL AGENCIES REGULATING THE DISPOSAL OF SUCH MATERIALS.

5 ALL WATER VALVE BOXES AND MANHOLES IN THE STREET CONSTRUCTION ARE TO BE ADJUSTED TO FINISH GRADE AND WILL BE MEASURED AND PAID PER EACH.

6 SUBGRADE PREPARATION UNDER SIDEWALKS AND DRIVE PADS, AND SUBGRADE AND SUBBASE PREPARATION UNDER CURB AND GUTTER IS CONSIDERED INCIDENTAL TO THE CONSTRUCTION OF SUCH, AND NO DIRECT PAYMENT SHALL BE MADE FOR THOSE ITEMS OF WORK.

7 THE WATER SYSTEMS DIVISION (857-8200) WILL BE NOTIFIED BY THE CONTRACTOR FIVE (5) WORKING DAYS IN ADVANCE OF ANY WORK WHICH MAY AFFECT THE EXISTING PUBLIC WATER FACILITIES.

8 ALL EXCAVATION WILL BE GOVERNED BY FEDERAL, STATE AND LOCAL LAWS, RULES, AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.

9 ALL SIGNS AND CODING WILL BE IN ACCORDANCE WITH THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" CURRENT EDITION PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.

10 THE CONTRACTOR IS TO EXERCISE CARE TO AVOID DISTURBING ANY EXISTING UNDERGROUND UTILITIES. IT WILL BE HIS RESPONSIBILITY TO COORDINATE WITH THE UTILITY COMPANIES IN ORDER TO PREVENT ANY SERVICE DISRUPTION. SEE SECTION 18 "UTILITIES", CITY OF ALBUQUERQUE, STANDARD SPECIFICATIONS FOR CONTRACTOR REQUIREMENTS.

11 WHEN ABUTTING NEW PAVEMENT TO EXISTING INTERSECTING STREETS, SAW CUT EXISTING PAVEMENT TO A STRAIGHT LINE AND AT RIGHT ANGLES AND REMOVE ANY BROKEN OR CRACKED PAVEMENT. NO DIRECT PAYMENT WILL BE MADE FOR SAW CUTTING.

12 ALL GAS VALVES, GAS MANHOLES, ELECTRICAL MANHOLES, TELEPHONE MANHOLES, AND UTILITY POLES WILL BE ADJUSTED TO GRADE BY EACH UTILITY COMPANY. CONTRACTOR WILL COORDINATE THROUGH CITY UTILITY COORDINATOR.

13 WHEN REMOVAL OF EXISTING CURB AND GUTTER OR SIDEWALK IS REQUIRED, REMOVE BACK TO NEAREST SUITABLE JOINT UNLESS OTHERWISE DIRECTED BY THE CITY FIELD ENGINEER.

14 THE CONTRACTOR WILL NOTIFY THE UTILITY COMPANIES BY CALLING NEW MEXICO ONE CALL SYSTEM 260-1990 TWO (2) WORKING DAYS PRIOR TO COMMENCING WORK IN NEW AREAS.

15 CONTRACTOR WILL MAKE ALL WATER VALVES AND MANHOLES ACCESSIBLE TO THE CITY AT ALL TIMES.

16 CONTRACTOR WILL PLACE BITUMINOUS MATERIAL WITH THE USE OF A LAYDOWN MACHINE WHERE PAVEMENT IS 8 FEET IN WIDTH OR WIDER.

17 ALL SUBGRADE AND SUBBASE MATERIAL ENCOUNTERED IN PAVEMENT REMOVAL AND REPLACEMENT THAT IS DETERMINED BY THE FIELD ENGINEER TO MEET THE SPECIFICATIONS, CAN BE REUSED. HOWEVER, THE MATERIAL WILL BE PROCESSED AND COMPACTED TO MEET MOISTURE CONTENT AND PERCENT COMPACTION REQUIRED BY THE SPECIFICATIONS.

18 CONTRACTOR WILL NOT PAVE OVER ANY SURFACE FEATURE, I.E., GAS VALVE, MANHOLE COVER, ETC. WITHOUT PRIOR APPROVAL FROM THE CITY FIELD ENGINEER.

19 CONTRACTOR WILL CONFINE HIS WORK WITHIN THE CONSTRUCTION EASEMENT LIMITS AND/OR RIGHT-OF-WAY, OR PROVIDE COPIES OF AGREEMENTS WITH ADJACENT LANDOWNERS TO THE CITY OF ALBUQUERQUE.

20 THE CONTRACTOR AGREES TO TAKE NECESSARY SAFETY PRECAUTIONS AS REQUIRED BY FEDERAL, STATE AND LOCAL AUTHORITIES TO PROTECT PEDESTRIAN AND VEHICULAR TRAFFIC IN THE CONSTRUCTION AREA, WHICH INCLUDE BUT ARE NOT LIMITED TO: MAINTAINING ADEQUATE WARNING SIGNS, BARRICADES, LIGHTS, GUARD FENCES, WALKS AND BRIDGES.

21 ALL STRUCTURAL CONCRETE TO BE 4000 PSI UNLESS OTHERWISE NOTED ON PLANS.

22 ALL REINFORCING STEEL TO BE GRADE 60.

23 ALL SPLICES IN REINFORCING STEEL TO BE 2-FOOT 6-INCH MINIMUM UNLESS OTHERWISE NOTED.

24 PRIOR TO CONSTRUCTION, THE CONTRACTOR WILL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL POTENTIAL CONFLICTING UTILITIES. SHOULD A CONFLICT EXIST BETWEEN THE FIELD INFORMATION AND THE PLANS, THE CONTRACTOR WILL NOTIFY THE CITY FIELD ENGINEER SO THE CONFLICT CAN BE RESOLVED WITH MINIMUM AMOUNT OF DELAY.

25 THE REPLACEMENT OF THE EXISTING UTILITIES AND THE INSTALLATION OF NEW UTILITY LINES WILL BE COMPLETED IN ADVANCE OF STARTING THE PAVEMENT WORK. TEMPORARY PAVEMENT WILL BE PLACED IN ALL TRENCHES REQUIRED FOR THE UTILITY REPLACEMENTS IN THOSE AREAS THAT MUST MAINTAIN TRAFFIC UNTIL THE FINAL PAVEMENT WORK STARTS IN EACH AREA. TEMPORARY STRIPING SHALL CONTRACTOR'S RESPONSIBILITY. BE THE MAINTENANCE OF THE TEMPORARY PAVING AND STRIPING WILL BE AT THE CONTRACTOR'S EXPENSE.

26 TACK COAT FOR SURFACE COURSE REQUIREMENTS WILL BE DETERMINED BY THE CITY FIELD ENGINEER.

27 THE CONTRACTOR WILL CONTACT THE CITY OF ALBUQUERQUE TRAFFIC DIVISION 764-1599, ONE (1) WEEK IN ADVANCE OF ANY CHANGES REQUIRED IN THE TRAFFIC SIGNALIZATION OF THIS PROJECT. ALL WORK ASSOCIATED WITH NEW TRAFFIC SIGNALIZATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

28 ALL NEW STREET PAVING, DRIVEWAYS, SIDEWALKS, AND CURB AND GUTTERS, ABUTTING EXISTING AREAS SHALL MATCH THE ELEVATION OF THOSE AREAS.

29 PERMANENT PAVEMENT STRIPING AND MARKINGS WILL BE PLACED BY THE CONTRACTOR. ROAD SHALL NOT BE OPENED TO TRAFFIC UNTIL IT IS STRIPED. ALL STRIPING, PAVEMENT MARKINGS INCLUDING CROSSWALKS, ARROWS AND LINE MARKINGS ARE TO BE CONSTRUCTED OF HOT PLASTIC OR COLD PLASTIC IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

30 ALL EXCAVATED MATERIAL THAT IS NOT REQUIRED TO BE REUSED MUST BE REMOVED FROM THE PROJECT AREA WITHIN FOUR DAYS OF EXCAVATION. SPOIL PILES WILL BE ALLOWED ONLY AS DIRECTED BY THE CITY FIELD ENGINEER.

31 THE CONTRACTOR WILL COORDINATE THE CONSTRUCTION ACTIVITIES WITH ALL OTHER CONTRACTORS AND UTILITY COMPANIES WORKING IN THE SAME AREA. THE CONTRACTOR MAY BE REQUIRED TO RESCHEDULE THEIR ACTIVITIES TO ALLOW UTILITY CREWS TO PERFORM THEIR REQUIRED WORK. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR DELAYS OR INCONVENIENCE CAUSED BY UTILITY COMPANY WORK CREWS. A CONTRACT EXTENSION MAY BE ALLOWED AS DELINEATED IN CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS.

32 ALL CONSTRUCTION EASEMENTS ON PRIVATE PROPERTY WILL BE OBTAINED BY THE CONTRACTOR PRIOR TO THE BEGINNING OF CONSTRUCTION.

33 EXISTING MEDIAN CURB AND GUTTER AND STANDARD CURB AND GUTTER, NOT DISTURBED BY CONTRACTOR, BUT OUT OF ALIGNMENT, DISPLACED VERTICALLY, BADLY BROKEN AND/OR DETERIORATED, WILL BE REPLACED AS DIRECTED BY THE CITY FIELD ENGINEER AND PAID FOR AT CONTRACT UNIT PRICES.

34 ALL TRAFFIC CONTROL DEVICES REQUIRED FOR DRIVEWAY CLOSURES, UTILITY CONSTRUCTION OR FOR OTHER REASONS AND NOT SHOWN ON THE SIGNING PLANS WILL BE FURNISHED BY THE CONTRACTOR. PRIOR TO PLACING THE TRAFFIC CONTROL DEVICES, THE CONTRACTOR WILL NOTIFY THE AFFECTED OWNERS IN ACCORDANCE WITH THE SPECIFICATIONS. CONTRACTOR MUST MAKE PROVISIONS TO PROVIDE ACCESS TO PROPERTIES.

35 ALL UTILITY LINES WHICH ARE NOT SPECIFICALLY DESIGNATED TO BE REMOVED AND REPLACED ON THE PLANS, WILL BE MAINTAINED IN SERVICE. SHORING, SHEETING AND OTHER MEANS OF SUPPORT SHALL BE EMPLOYED BY THE CONTRACTOR TO PREVENT DAMAGE OR LOSS OF THESE EXISTING UTILITIES. BEAM AND CABLE OR OTHER ADEQUATE SUPPORTS WILL BE USED FOR TEMPORARY SUPPORT OF ALL UTILITY LINES WHICH CROSS THE TRENCH. ANY DAMAGE TO EXISTING UTILITIES WILL PROMPTLY BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR WILL NOTIFY THE ENGINEER IMMEDIATELY OF ANY SIGNIFICANT DEVIATION OF EXPOSED UTILITIES FROM THE LOCATIONS SHOWN ON THE PLANS SO THAT CONFLICTS CAN BE RESOLVED IN A TIMELY MANNER.

36 THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING COA INFRASTRUCTURE (C & G, PAVING, ETC.) DURING CONSTRUCTION, APART FROM THOSE SECTIONS INDICATED FOR REMOVAL ON THE PLANS, AND WILL REPAIR OR REPLACE SAME AT HIS OWN EXPENSE. HE WILL SUITABLY PROTECT THE CURB AND GUTTER FROM INCIDENTAL SPLASHING DURING THE TACK COAT APPLICATION AND WILL BE RESPONSIBLE FOR CLEANING SAME AT HIS OWN COST SHOULD SPLASHING OCCUR.

37 ALL INTERFERING PORTIONS OF ABANDONED UTILITY LINES WHICH ARE EXPOSED AS A RESULT OF CONSTRUCTION WILL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

38 THE CONTRACTOR WILL BE RESPONSIBLE FOR SECURING NPDES PERMITS REQUIRED BY APPLICABLE CITY, STATE, AND FEDERAL REGULATIONS.

39 THE TERM "REMOVE" USED IN THIS PLAN SET INCLUDES THE DISPOSAL OF SAID MATERIAL IN ACCORDANCE WITH CITY OF ALBUQUERQUE SPECIFICATIONS, LATEST EDITION.

40 CONTRACTOR WILL SURVEY AND LOG EXISTING ELEVATIONS OF CURB-AND-GUTTER, SIDEWALK, AND PAVEMENT WHICH WILL BE REMOVED FOR CONSTRUCTION OF IMPROVEMENTS. CONTRACTOR WILL REPLACE REMOVED CURB-AND-GUTTER, SIDEWALK, DRIVE PADS, AND PAVEMENT TO ELEVATIONS PRIOR TO REMOVAL UNLESS OTHERWISE INDICATED ON THE PLANS.

41 IF REQUIRED, CONTRACTOR WILL CONSTRUCT TEMPORARY ASPHALT PAVEMENT AS DIRECTED BY THE COA ENGINEER TO PROVIDE ACCESS TO LOCAL BUSINESS, ETC. TEMPORARY PAVEMENT SHALL BE REMOVED AND DISPOSED OF PRIOR TO PLACEMENT OF FULL WIDTH PAVEMENT SECTION. TEMPORARY PAVING SHALL BE PER COA STD. DWG. 2415 AND PAID FOR PER COA STD. SPECIFICATIONS.

42 ALL ASPHALTIC CONCRETE SHALL BE MINIMUM 1800 LB. STABILITY AND COMPACTED TO 95% MODIFIED MARSHALL DENSITY UNLESS OTHERWISE NOTED ON THE PLANS.

43 CONTRACTOR SHALL ASSIST THE ENGINEER / INSPECTOR IN THE RECORDING OF DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF ALBUQUERQUE FOR THE PREPARATION OF RECORD DRAWINGS. CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.

44 WARNING--EXISTING UTILITY LINE LOCATIONS ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. THE LOCATION OF ANY SUCH EXISTING LINES IS BASED UPON INFORMATION PROVIDED BY THE UTILITY COMPANY, THE OWNER, OR BY OTHERS, AND THE INFORMATION MAY BE INCOMPLETE OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.

THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UNDERGROUND UTILITY LINES, MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY 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. THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES REGULATIONS PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES, IN PLANNING AND CONDUCTING EXCAVATION, WHETHER BY CALLING OR NOTIFYING THE UTILITIES, COMPLYING WITH "BLUE STAKES" PROCEDURES, OR OTHERWISE.

45 THE CONTRACTOR SHALL CONFINE HIS WORK WITHIN THE STREET RIGHT-OF-WAY. OVERNIGHT PARKING OF THE CONTRACTOR'S EQUIPMENT SHALL NOT OBSTRUCT ACCESS ROADS OR TRAFFIC LANES.

46 SURVEYING AND GEOTECHNICAL WORK PERFORMED DURING CONSTRUCTION WILL BE THE CITY OF ALBUQUERQUE'S RESPONSIBILITY.

47 NOTIFY BNSF ROADMASTER OR TRACK SUPERVISOR 72 HOURS IN ADVANCE OF CONSTRUCTION SO THAT TRACKS CAN BE TAKEN OUT OF SERVICE.
TONY HERNANDEZ 767-6876 ROADMASTER
PAUL VAGHN 767-6972 TRACK SUPERVISOR

48 THE EXISTING RAILROAD CROSSING IS THAT OF A NO. 8 TURNOUT AND LADDER TRACK, 90 LB. "S.F." RAIL - RIGID FROG, 16'-6". ALL HORIZONTAL GEOMETRY OF THE PROPOSED CROSSING IS TO REMAIN THE SAME. ONLY THE VERITCAL ELEVATIONS WILL CHANGE. THE PROPOSED RAIL THROUGH THE CROSSING WILL BE 115 LB.

49 ALL CONSTRUCTION RELATIVE TO THE RAIL ROAD WILL FOLLOW THE "BURLINGTON NORTHERN AND SANTA FE RAILWAY CO. SPECIFICATIONS FOR CONSTRUCTION OF INDUSTRIAL TRACKAGE BY PRIVATE CONTRACTOR". THIS SPECIFICATION IS FOUND IN THE BNSF DESIGN GUIDLINES FOR INDUSTRIAL TRACK PROJECTS.

50 IF LANDSCAPING IS DISTURBED BY THE CONTRACTOR DURING CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPLACE THE LANDSCAPING TO ITS ORIGINAL CONDITION. NO SEPERATE PAYMENT WILL BE MADE FOR THIS WORK. IT IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

51 CONTRACTOR SHALL REPLACE ALL STRIPING WITH HOT OR COLD PLASTIC (PER CITY OF ALBUQUERQUE SPECIFICATIONS) ON JEFFERSON STREET LOCATED WITHIN THE WORK AREA.

52 ALL RAILROAD WORK IS TO BE INSPECTED BY A BURLINGTON NORTHERN SANTA FE (BNSF) REPRESENTATIVE PRIOR TO THE INSTALLATION OF ANY ROADWAY IMPROVEMENTS.

53 TONY HERNANDEZ (WITH BNSF) WILL BE INFORMED TO COMPACT THE RAIL CROSSING PRIOR TO THE INSTALLATION OF ANY ROADWAY IMPROVEMENTS.

LEGEND:

	EXISTING ASPHALT PAVEMENT
	NEW CONCRETE PAVEMENT
	NEW ASPHALT PAVEMENT
	NEW HI-RAIL RUBBER SURFACE
5463	EXISTING CONTOUR LINE
5460	EXISTING INDEX CONTOUR LINE
	CENTERLINE
UT	EXISTING UNDERGROUND TELEPHONE
FO	EXISTING FIBEROPTIC
SAS	EXISTING SANITARY SEWER LINE
SD	EXISTING STORM DRAIN LINE
W	EXISTING WATER LINE
GAS	EXISTING GAS LINE
Ⓢ	EXISTING SANITARY SEWER MANHOLE
Ⓓ	EXISTING STORM DRAIN MANHOLE
ESMNT	EASEMENT LINE
× 84.3	EXISTING SPOT ELEVATION
• 84.33	NEW SPOT ELEVATION
R/W	RIGHT OF WAY
℄	PROPERTY LINE
5400	NEW INDEX CONTOUR LINE
5403	NEW CONTOUR LINE
CL	CENTERLINE
FL	FLOWLINE
LOG	LIP OF GUTTER
TOR	TOP OF RAIL

JEFFERSON STREET CONSTRUCTION CENTERLINE SURVEY CONTROL INFORMATION

STATION	NORTHING	EASTING
11+00.00	1520097.48	397722.53
12+07.17	1519995.14	397690.70
14+22.19	1519783.39	397658.38
16+00.00	1519605.57	397658.13

RAILROAD CONSTRUCTION CENTERLINE SURVEY CONTROL INFORMATION

STATION	NORTHING	EASTING
11+00.00	1519864.72	397243.99
17+00.00	1519860.62	397843.98

LOCAL SURVEY CONTROL INFORMATION

POINT NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP-13	1519838.29	397736.00	5122.71	PK NAIL IN SIDEWALK
CP-14	1519857.61	397443.10	5115.91	NAIL IN GROUND
PP-6	1519951.21	397684.47	5120.91	PK NAIL IN ASPHALT

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

BENCH MARKS
"NAA-9": IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT
N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY DATE
INSPECTORS ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE
MICRO-FILM INFORMATION
RECORDED BY DATE
NO.

ENGINEERS SEAL
DOUGLAS L. HUDSON
NEW MEXICO
10-7-99

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN		DATE
DESIGNED BY	DLA	08/99
DRAWN BY	LL	08/99
CHECKED BY	DLA	08/99

SEC JOB # 198624H
Smith Engineering Company
A Full Service Engineering Company
8400 Uptown Boulevard, N.E. Suite 600E Albuquerque, New Mexico 87110

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
GENERAL NOTES, LEGEND, AND SURVEY CONTROL

Design Review Committee | City Engineer Approval | Last Design Update | No. / Day / Yr. | No. / Day / Yr.

City Project No. 6172.91 | Zone Map No. C-17 | Sheet 2 Of 12

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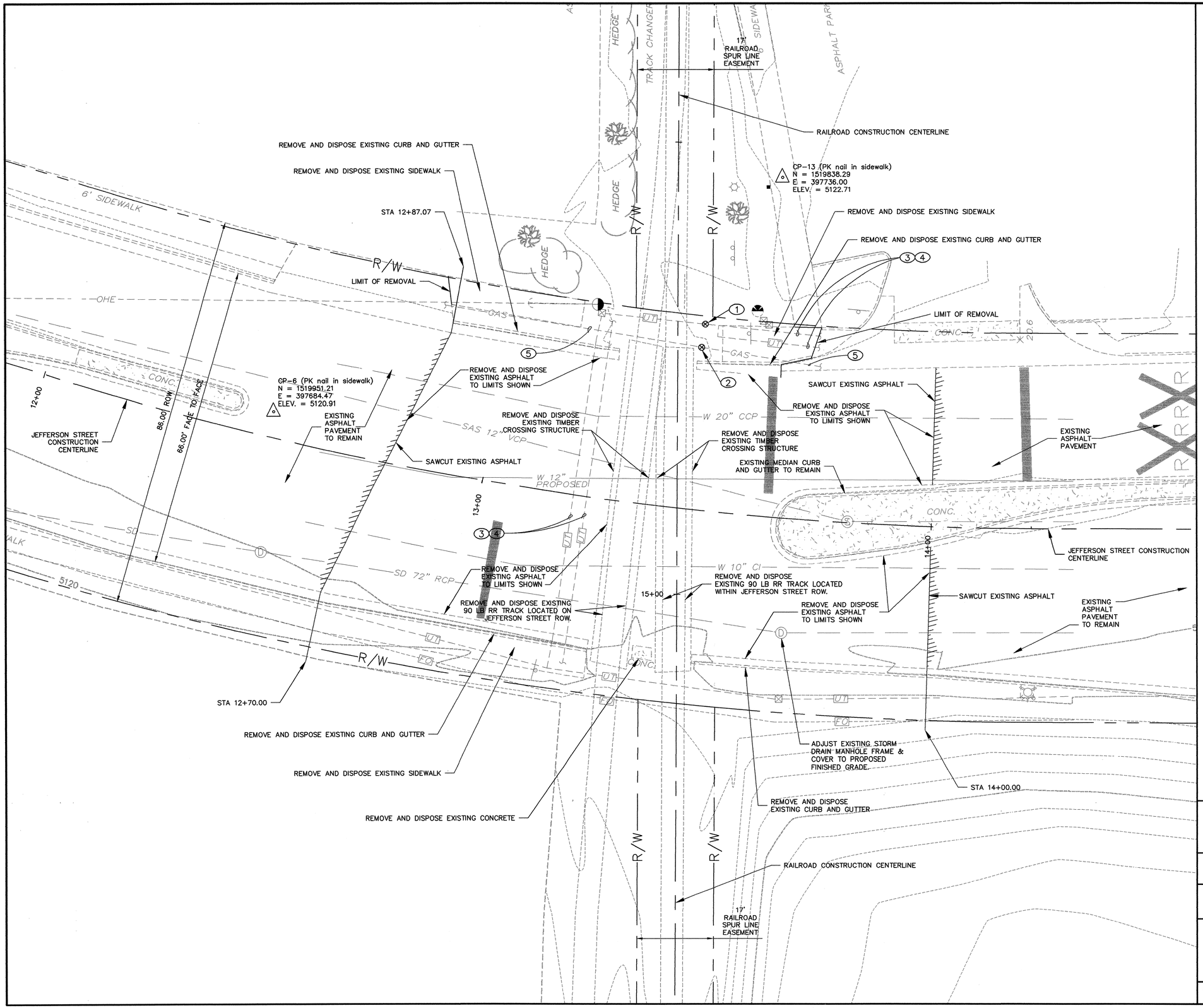

KEYED NOTES:

1. POTHOLED FOR UNDERGROUND TELEPHONE – FOUND 12" STEEL CASING PIPE 9' EAST OF CURB FACE – DEPTH = 3'–8" TO T.O.P. FROM EXISTING GROUND ELEVATION.
2. POTHOLED FOR 6" GAS LINE – 3' EAST OF CURB FACE – DEPTH = 4'–6" TO T.O.P. FROM EXISTING GROUND ELEVATION.
3. CONTRACTOR LOCATED TWO LINE SPOTS PARALLEL TO EACH OTHER FROM US WEST.
4. EXISTING UNDERGROUND TELEPHONE
5. EXISTING 6" GAS LINE
6. CONTRACTOR SHALL REPLACE ALL STRIPING IN AREAS WHERE ASPHALT IS TO BE REMOVED AND REPLACED, INCLUDING RAILROAD CROSSING STOP BARS.

THE EXISTING RAILROAD CROSSING CONSISTS OF A NO. 8 TURNOUT AND LADDER TRACK, 90 LB. "S.F." RAIL – RIGID FROG, 16'–6".

N

10' 5' 0 10' 20'

Horizontal Scale: 1"=10'

198624H

Smith Engineering Company
A Full Service Engineering Company
6400 Uptown Boulevard, N.E. Suite 600E Albuquerque, New Mexico 87110

AS BUILT INFORMATION

CONTRACTOR	DATE
WORK STAKED BY	
INSPECTOR'S ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	

BENCH MARKS

"NAA-9": IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT

N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

DOUGLAS L. ANDERSON NEW MEXICO REGISTERED PROFESSIONAL ENGINEER 10-7-99

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	

		DATE
DESIGNED BY	DLA	08/99
DRAWN BY	LL	08/99
CHECKED BY	DLA	08/99

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
REMOVAL SHEET

Design Review Committee	City Engineer Approval	Last Design Update	No. / Day / Yr.	No. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
6172.91	C-17	3	12

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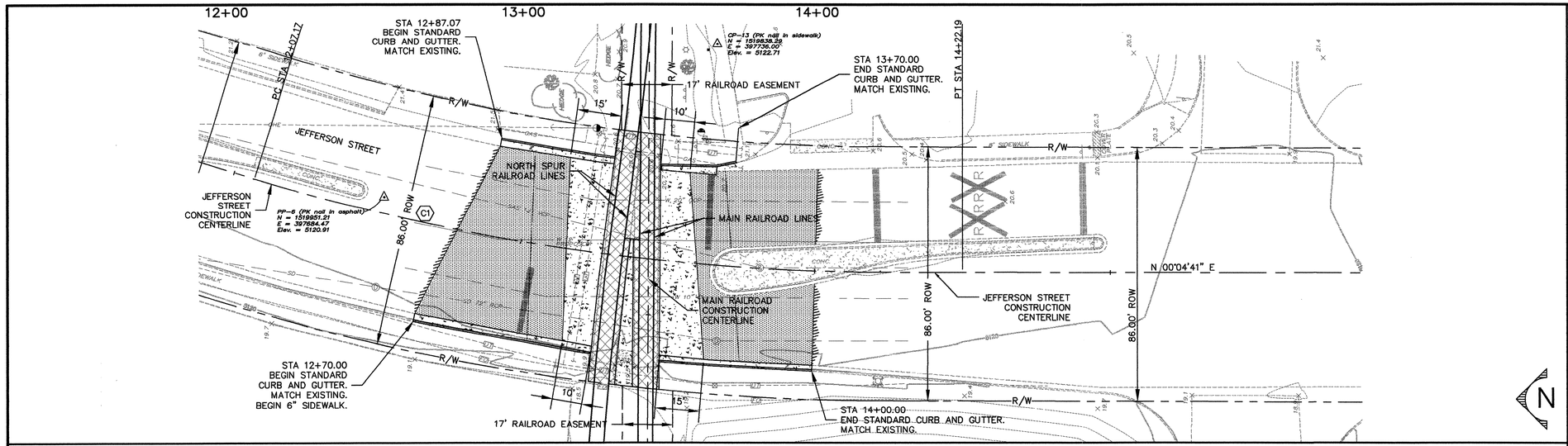
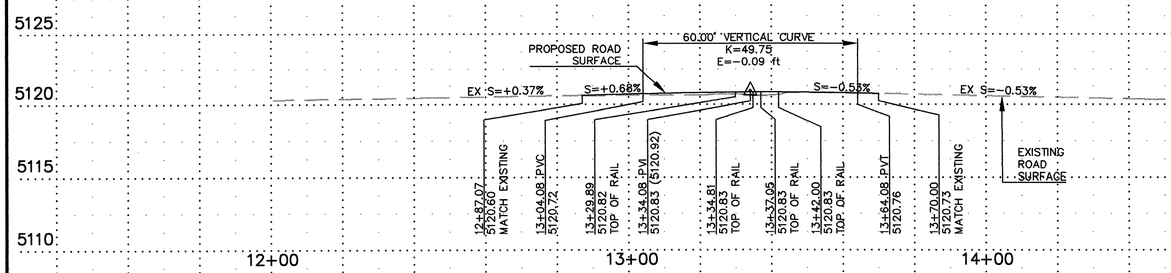


NOTES:

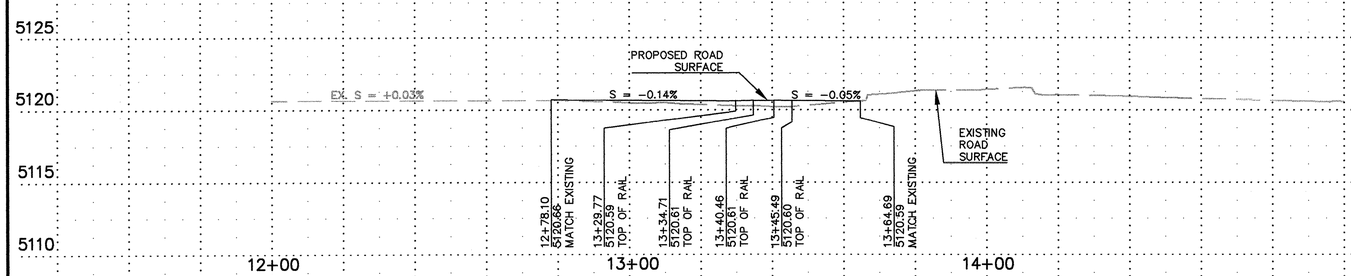
1. DURING SURFACING OF THE RAILS, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EVERY 4th TIE AND REPLACE WITH NEW. THE CONTRACTOR SHALL ALSO REMOVE AND DISPOSE OF EVERY TIE WHERE RAIL JOINT EXISTS. THESE SHALL ALSO BE REPLACED WITH NEW.
2. ALL TRACK GRADES SHOWN ARE FINAL GRADES AFTER ALL PROOF LOADINGS HAVE BEEN RUN OVER TRACK.
3. ALL NEW RAIL USED ON THIS PROJECT SHALL BE 115 POUND RAIL.
4. HORIZONTAL ALIGNMENT OF THE TRACKS DOES NOT CHANGE DURING CONSTRUCTION. ONLY THE VERTICAL ALIGNMENT OF THE TRACKS WILL CHANGE.

THE EXISTING RAILROAD CROSSING CONSISTS OF A NO. 8 TURNOUT AND LADDER TRACK, 90 LB. "S.F." RAIL – RIGID FROG, 16'–6".

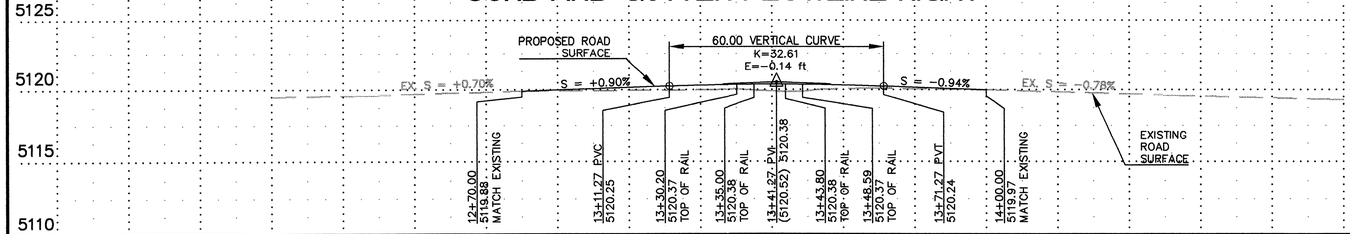
CURB AND GUTTER FLOWLINE LEFT



CONSTRUCTION CENTERLINE



CURB AND GUTTER FLOWLINE RIGHT



⬡ CURVE DATA

NUMBER	DELTA	RADIUS	TANGENT	ARC LENGTH
C1	17°12'04.32"	716.20	108.32	215.02

Horizontal Scale: 1"=20'

Vertical Scale: 1" = 5'

SEC JOB # 198624H

Smith Engineering Company
A Full Service Engineering Company
8400 Uptown Boulevard, N.E. Suite 500B Albuquerque, New Mexico 87110

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
JEFFERSON STREET PLAN AND PROFILE

Design Review Committee | City Engineer Approval | Last Design Update | No. / Day / Yr. | No. / Day / Yr.

City Project No. 6172.91 | Zone Map No. C-17 | Sheet 4 Of 12

AS BUILT INFORMATION
CONTRACTOR | DATE
WORK STAKED BY | DATE
INSPECTOR'S ACCEPTANCE BY | DATE
FIELD VERIFICATION BY | DATE
DRAWINGS CORRECTED BY | DATE
MICRO-FILM INFORMATION
RECORDED BY | DATE
NO.

BENCH MARKS
"NAA-9": IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT
N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

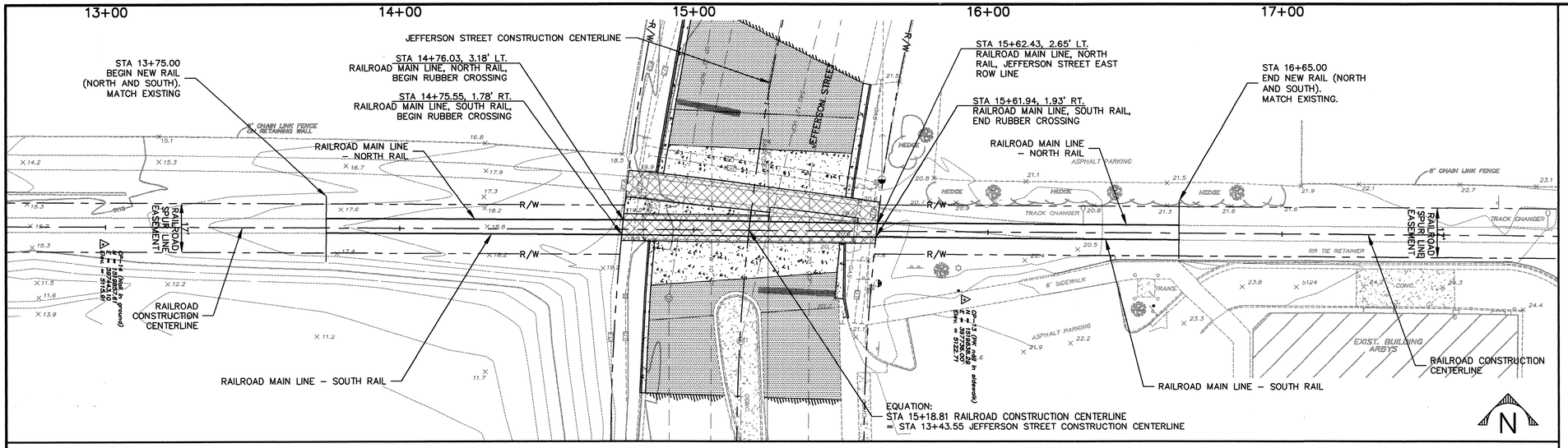
ENGINEERS SEAL
DOUGLAS L. ANDERSON NEW MEXICO REGISTERED PROFESSIONAL ENGINEER
10-7-99

NO.	DATE	REMARKS	BY
		REVISIONS	

DESIGN

		DATE
DESIGNED BY	DLA	08/99
DRAWN BY	LL	08/99
CHECKED BY	DLA	08/99

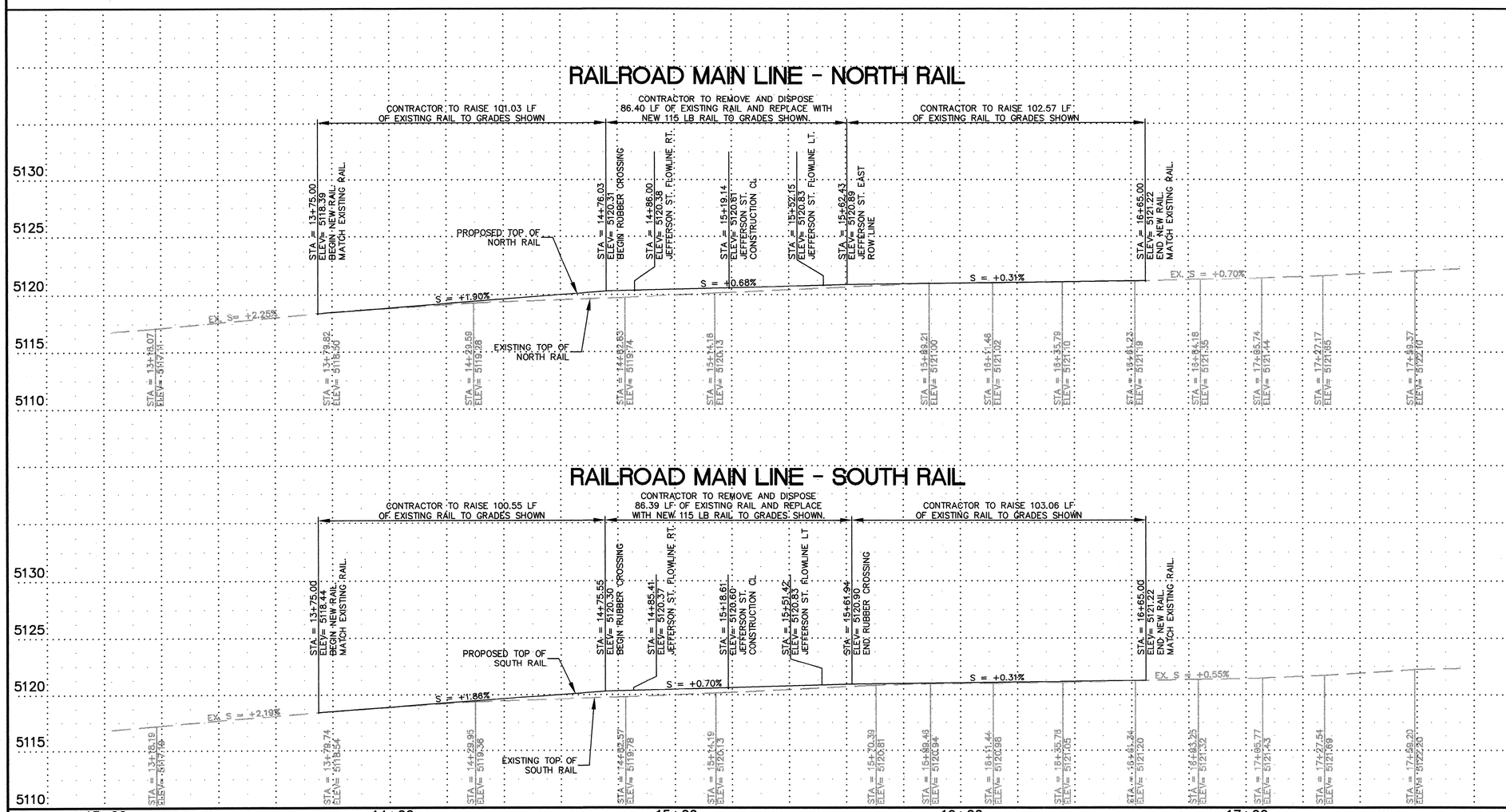
N:\198624H\Option1\04_PHP.dwg Thu Oct 07 08:08:22 1999 Lawrence Lopez



NOTES:

1. DURING SURFACING OF THE RAILS, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EVERY 4th TIE AND REPLACE WITH NEW. THE CONTRACTOR SHALL ALSO REMOVE AND DISPOSE OF EVERY TIE WHERE RAIL JOINT EXISTS. THESE SHALL ALSO BE REPLACED WITH NEW.
2. ALL TRACK GRADES SHOWN ARE FINAL GRADES AFTER ALL PROOF LOADINGS HAVE BEEN RUN OVER TRACK.
3. ALL NEW RAIL USED ON THIS PROJECT SHALL BE 115 POUND RAIL.
4. HORIZONTAL ALIGNMENT OF THE TRACKS DOES NOT CHANGE DURING CONSTRUCTION. ONLY THE VERTICAL ALIGNMENT OF THE TRACKS WILL CHANGE.

THE EXISTING RAILROAD CROSSING CONSISTS OF A NO. 8 TURNOUT AND LADDER TRACK, 90 LB. "S.F." RAIL – RIGID FROG, 16'–6".



Vertical Scale: 1" = 5'

Horizontal Scale: 1"=20'

SEC JOB # 198624H

Smith Engineering Company
A Full Service Engineering Company
5400 Uptown Boulevard, N.E. Suite 500B Albuquerque, New Mexico 87110

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
RAILROAD MAIN LINE PLAN AND PROFILE

Design Review Committee	City Engineer Approval	Last Design Update	No. / Day / Yr.	No. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
6172.91	C-17	5	12

AS BUILT INFORMATION

CONTRACTOR		DATE
WORK STAKED BY		DATE
STAKES CHECKED BY		DATE
ACCEPTANCE BY		DATE
FIELD VERIFICATION BY		DATE
DRAWINGS CORRECTED BY		DATE
MICRO-FILM INFORMATION		
RECORDED BY		DATE
NO.		

BENCH MARKS

"NAA-9": IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT

N = 1518711.30
E = 3941134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

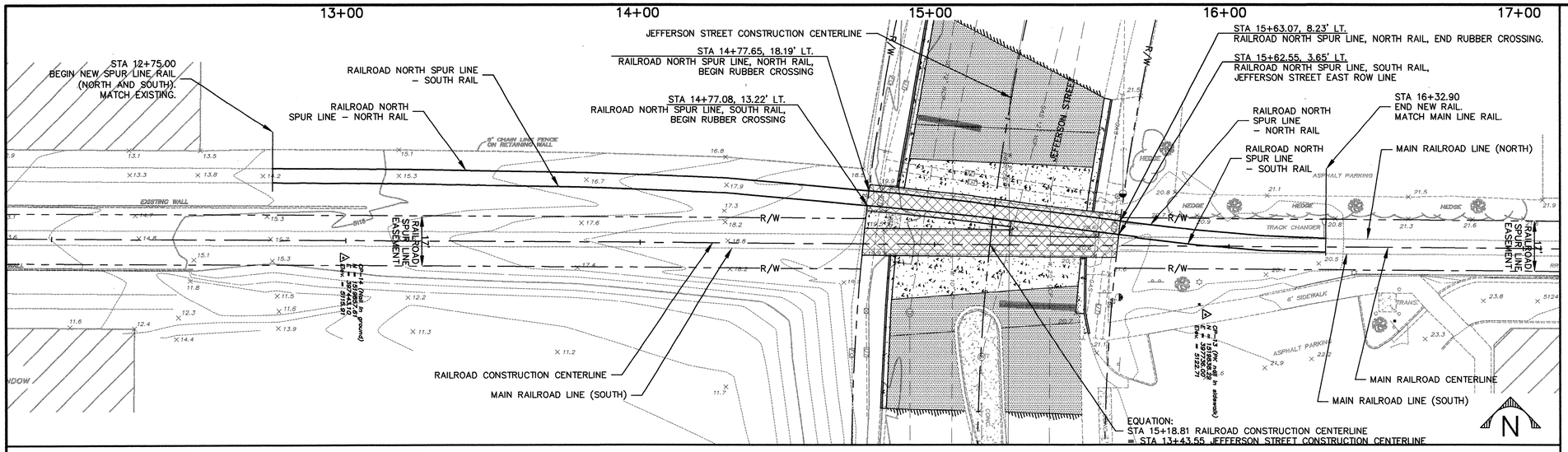
10-7-99

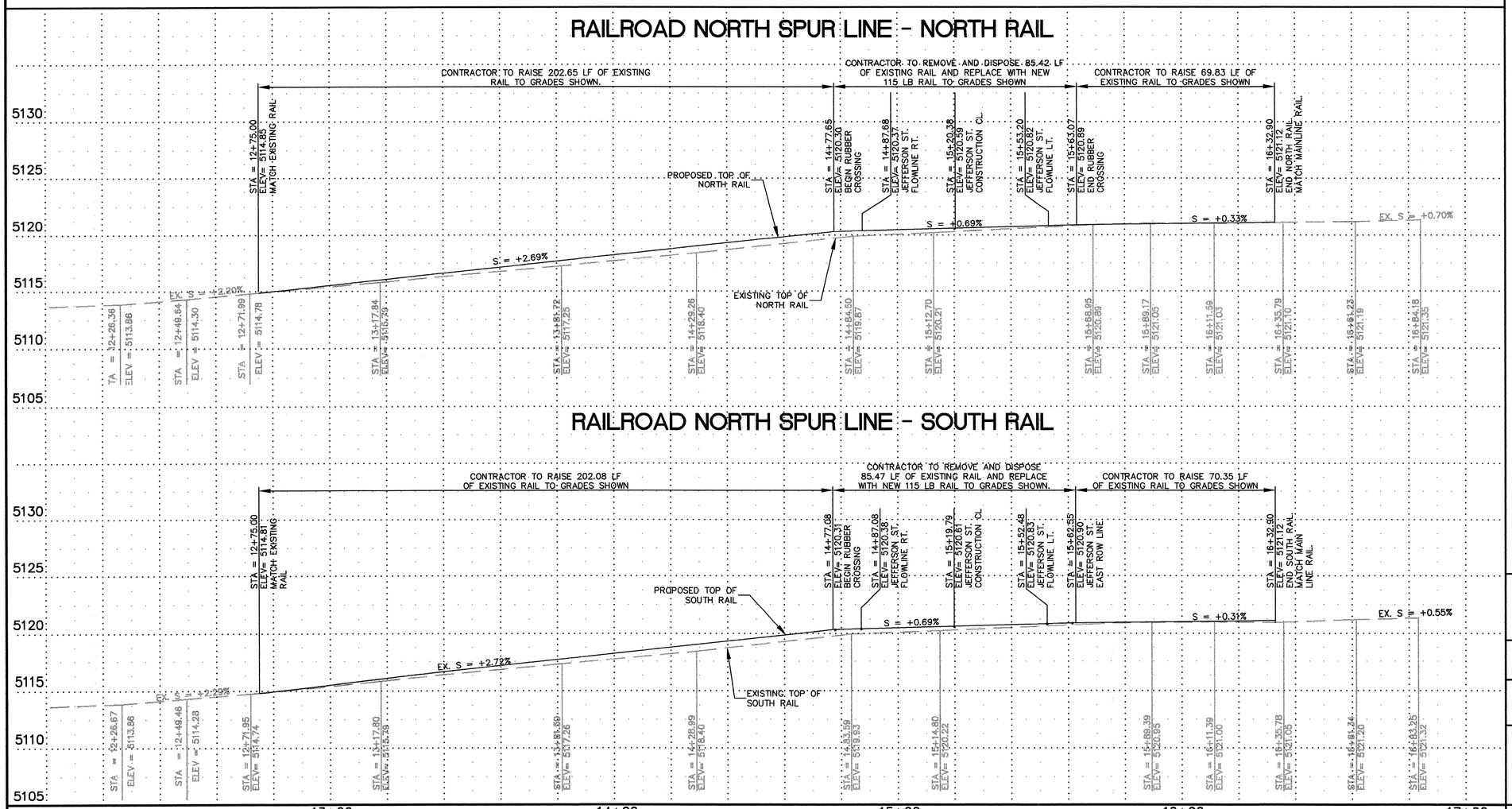
NO.	DATE	REMARKS	BY
		REVISIONS	

DESIGN

		DATE
DESIGNED BY	DLA	08/99
DRAWN BY	LL	08/99
CHECKED BY	DLA	08/99

N:\198624h\Option1\05_PHP.dwg Thu Oct 07 08:10:29 1999 Lawrence Lopez





NOTES:

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4. HORIZONTAL ALIGNMENT OF THE TRACKS DOES NOT CHANGE DURING CONSTRUCTION. ONLY THE VERTICAL ALIGNMENT OF THE TRACKS WILL CHANGE.

THE EXISTING RAILROAD CROSSING CONSISTS OF A NO. 8 TURNOUT AND LADDER TRACK, 90 LB. "S.F." RAIL – RIGID FROG, 16'–6".

Horizontal Scale: 1"=20'

Vertical Scale: 1" = 5'

SEC JOB # 198624H

Smith Engineering Company
A Full Service Engineering Company
5400 Uptown Boulevard, N.E. Suite 500B Albuquerque, New Mexico 87110

AS BUILT INFORMATION

CONTRACTOR		
WORK STAKED BY		DATE
INSPECTOR'S ACCEPTANCE BY		DATE
FIELD VERIFICATION BY		DATE
DRAWINGS CORRECTED BY		DATE
MICRO-FILM INFORMATION		
RECORDED BY		DATE
NO.		

BENCH MARKS

"NAA-9": IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT

N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

DOUGLAS L. MONTGOMERY
NEW MEXICO
8894
REGISTERED PROFESSIONAL ENGINEER
10-7-99

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN		DATE
DESIGNED BY	DLA	08/99
DRAWN BY	LL	08/99
CHECKED BY	DLA	08/99

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

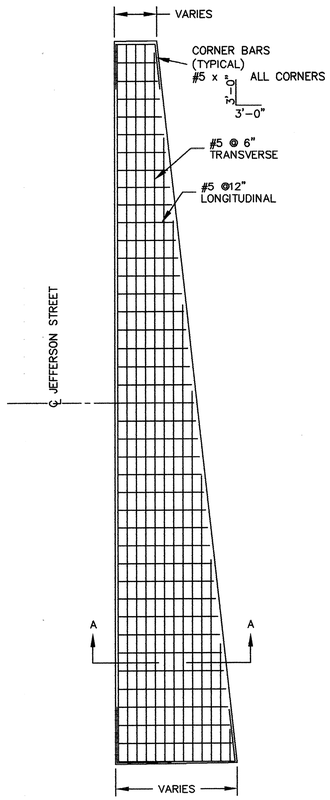
TITLE: JEFFERSON STREET RAILROAD CROSSING
RAILROAD SPUR LINE PLAN AND PROFILE

Design Review Committee	City Engineer Approval	Last Design Update	No. / Day / Yr.	No. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
6172.91	C-17	6	12

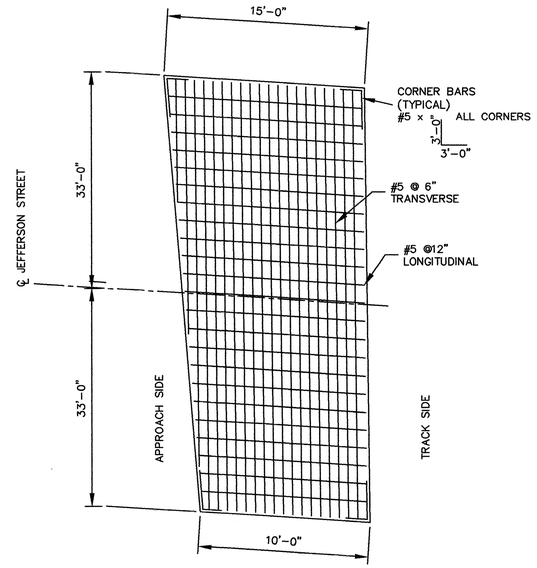
N:\198624H\Option1\06_PRP.dwg Thu Oct 07 08:11:06 1999 Lawrence Lopez

KEYED NOTES:



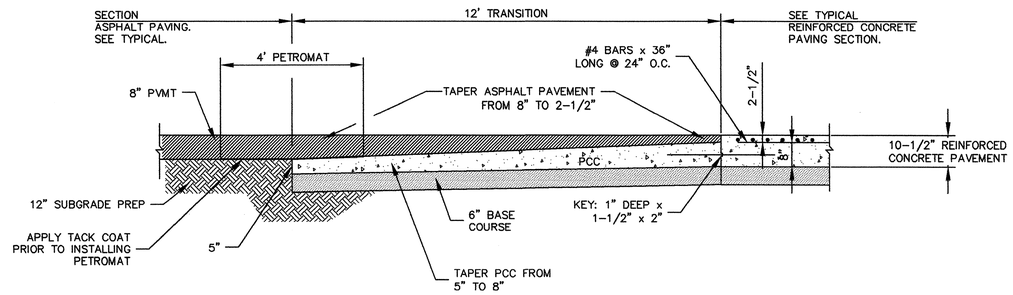
PLAN DETAIL TYPICAL REINFORCED CONCRETE CENTER SLAB

NTS



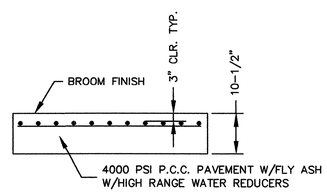
REINFORCED CONCRETE APPROACH/DEPARTURE PLAN DETAIL

NTS



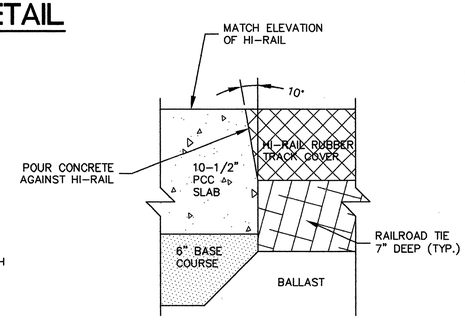
PAVEMENT TRANSITION SECTION AND APPROACHES

SCALE: 1/2"=1'-0"



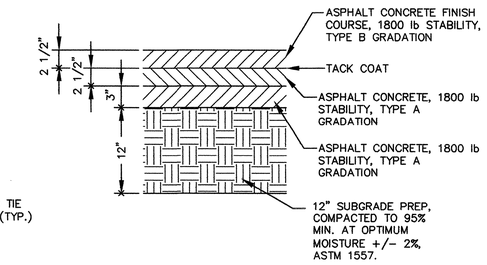
SECTION A-A

NTS



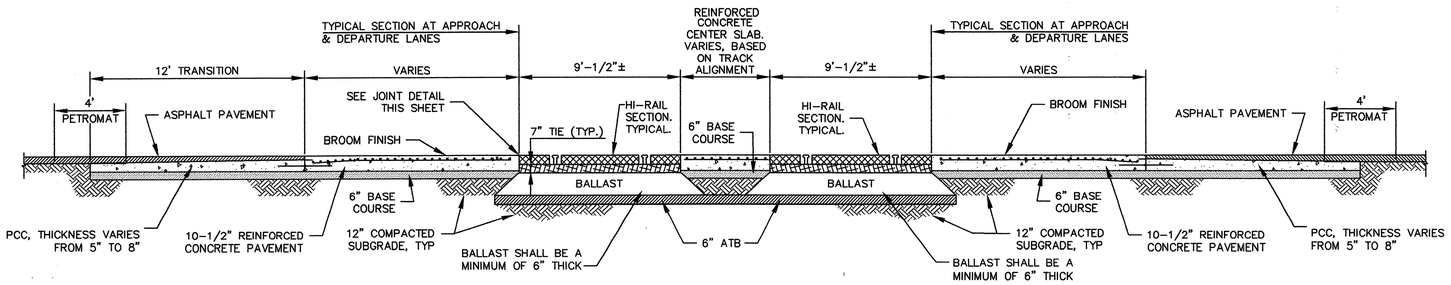
JOINT DETAIL

SCALE: 2"=1'0"



JEFFERSON STREET PAVEMENT SECTION

NTS



TYPICAL SECTION AT RAILROAD TRACKS AND AT CENTERLINE OF JEFFERSON STREET

SCALE: 1/4" = 1'0"

AS BUILT INFORMATION

CONTRACTOR	
WORK STAKED BY	DATE
INSPECTOR'S ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	

BENCH MARKS

"NAA-9", IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT

N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

DESIGNED BY	DLA	DATE 08/99
DRAWN BY	LL	DATE 08/99
CHECKED BY	DLA	DATE 08/99

SEC JOB # 198624H

Smith Engineering Company
A Full Service Engineering Company
5400 Uptown Boulevard, N.E. Suite 500E Albuquerque, New Mexico 87110

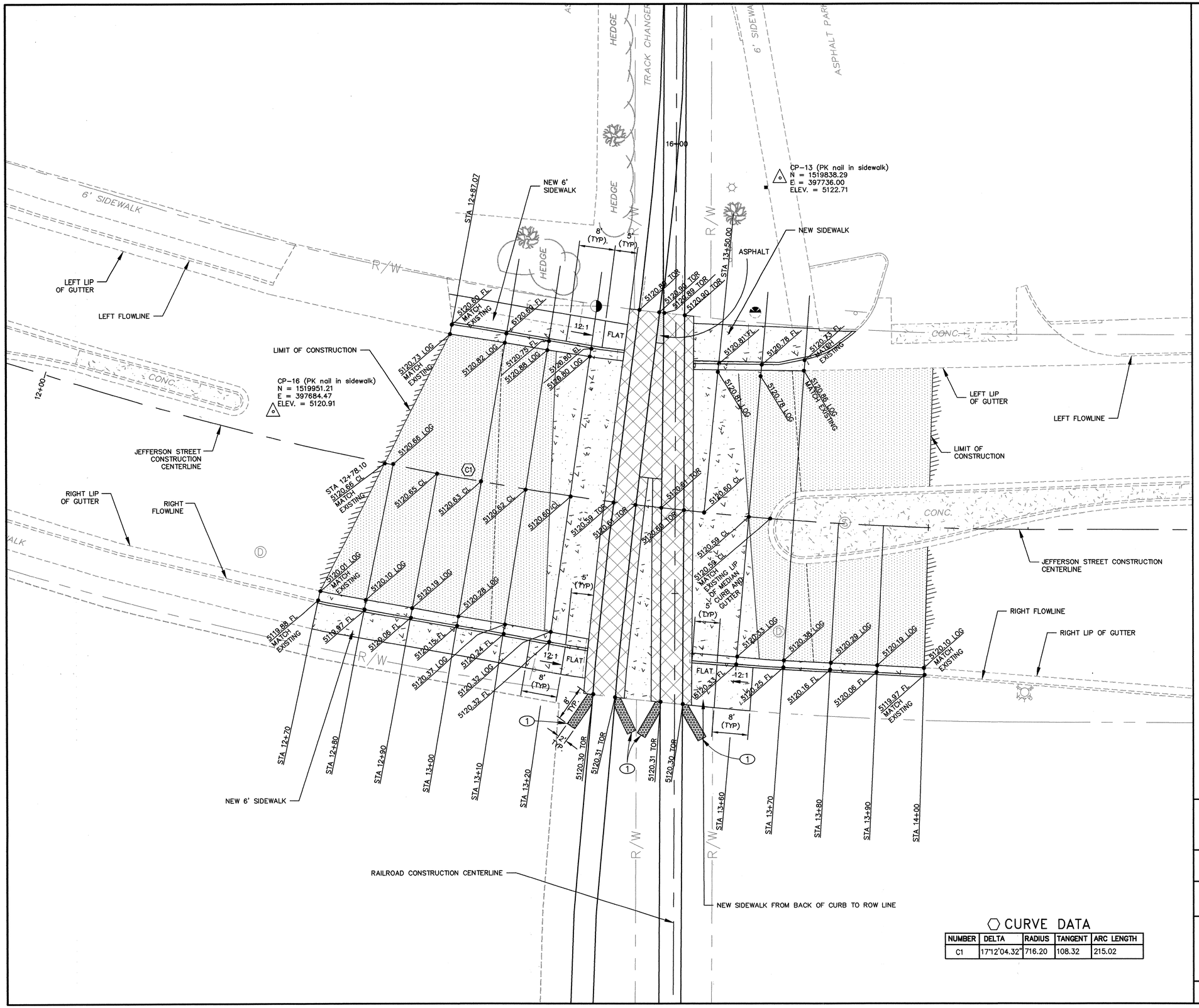
CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
DETAIL SHEET

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
6172.91	C-17	7	12

N:\198624H\Option1\07_detail.dwg Thu Oct 07 08:12:13 1999 Lawrence Lopez



KEYED NOTES:

1. CONTRACTOR SHALL INSTALL GRAVEL DRAIN. CONTRACTOR TO USE BALLAST MATERIAL FOR GRAVEL DRAIN. THIS WORK IS CONSIDERED INCIDENTAL TO CONSTRUCTION. NO SEPERATE PAYMENT WILL BE MADE FOR INSTALLATION OF GRAVEL DRAINS.

THE EXISTING RAILROAD CROSSING CONSISTS OF A NO. 8 TURNOUT AND LADDER TRACK, 90 LB. "S.F." RAIL – RIGID FROG, 16'–6".

CURVE DATA

NUMBER	DELTA	RADIUS	TANGENT	ARC LENGTH
C1	17°12'04.32"	716.20	108.32	215.02

N

10' 5' 0 10' 20'

Horizontal Scale: 1"=10'

198624H

Smith Engineering Company
A Full Service Engineering Company
6400 Uptown Boulevard, N.E. Suite 500E Albuquerque, New Mexico 87110

AS BUILT INFORMATION

CONTRACTOR	DATE
WORK STAKED BY	DATE
INSPECTOR'S ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	

BENCH MARKS

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N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL

DOUGLAS L. ANDREWS NEW MEXICO REGISTERED PROFESSIONAL ENGINEER 10-7-99

NO.	DATE	REMARKS	BY
		REVISIONS	

DESIGN

		DATE
DESIGNED BY	DLA	08/99
DRAWN BY	LL	08/99
CHECKED BY	DLA	08/99

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING

GRADING PLAN

Design Review Committee	City Engineer Approval	Last Design Update	No. / Day / Yr.	No. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
6172.91	C-17	8	12

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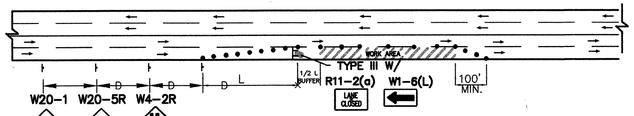
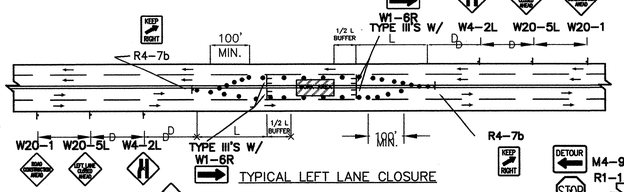
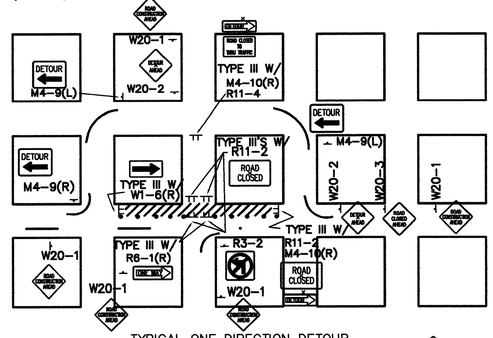


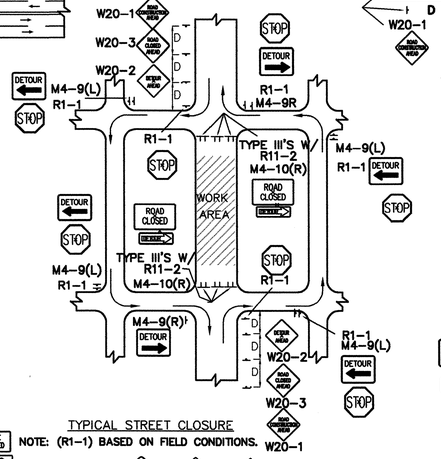
TYPICAL RIGHT LANE CLOSURE



TYPICAL LEFT LANE CLOSURE

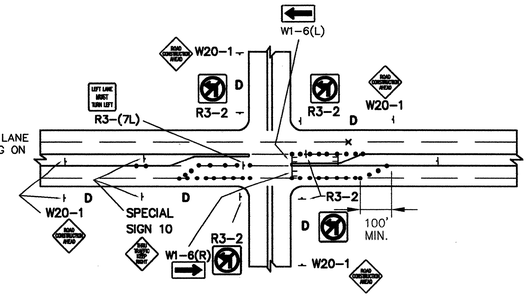


TYPICAL ONE DIRECTION DETOUR



TYPICAL STREET CLOSURE

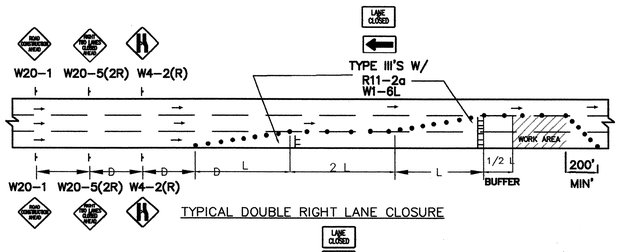
NOTE: (R1-1) BASED ON FIELD CONDITIONS.



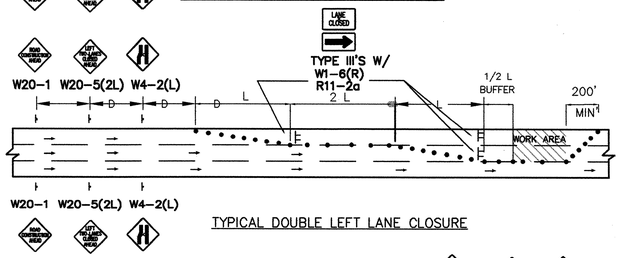
NOTE:
MAY REQUIRE LEFT LANE CLOSURE DEPENDING ON FIELD CONDITIONS.

TYPICAL LANE CLOSURE AT INTERSECTION

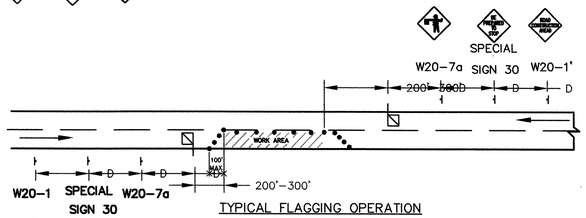
NOTE: DEPENDING ON WORK ZONE LOCATION



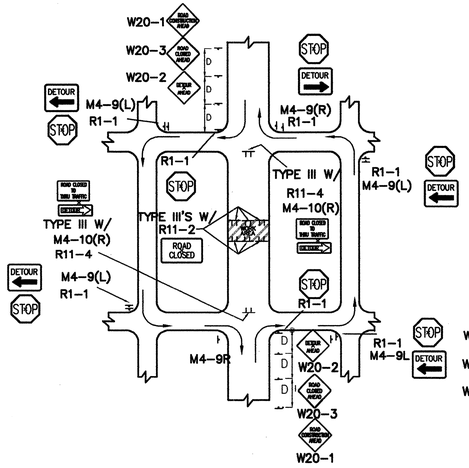
TYPICAL DOUBLE RIGHT LANE CLOSURE



TYPICAL DOUBLE LEFT LANE CLOSURE

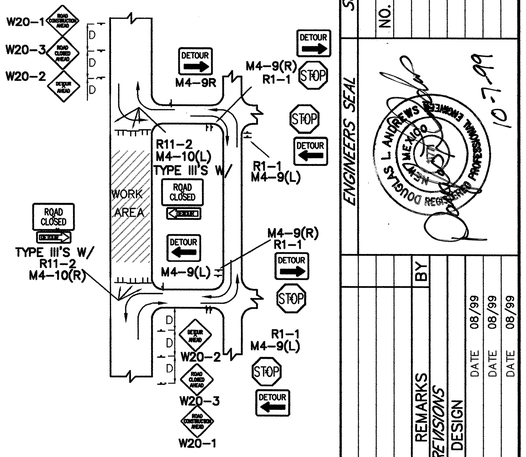


TYPICAL FLAGGING OPERATION



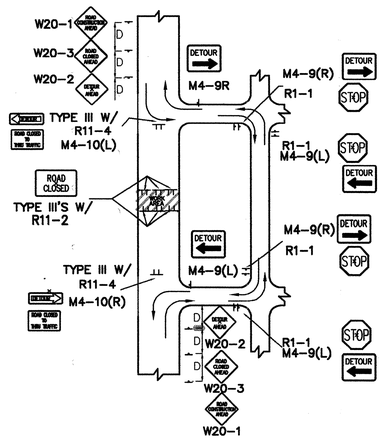
TYPICAL MID-BLOCK CLOSURE

NOTE: (R1-1) BASED ON FIELD CONDITIONS.



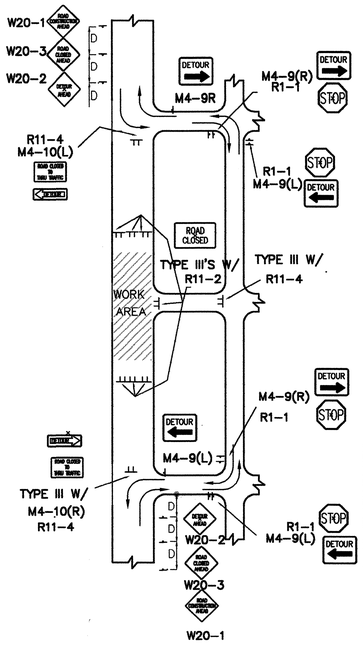
TYPICAL STREET CLOSURE

NOTE: (R1-1) BASED ON FIELD CONDITIONS.



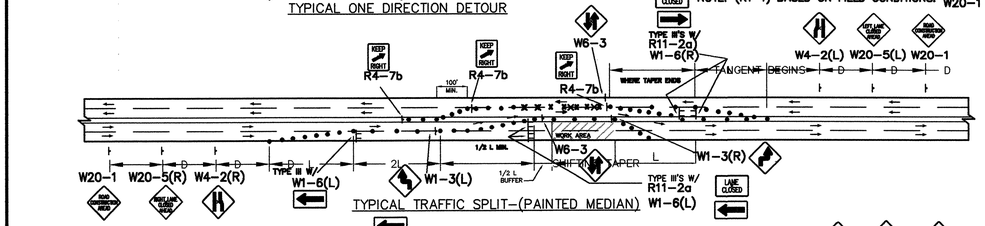
TYPICAL STREET CLOSURE

NOTE: (R1-1) BASED ON FIELD CONDITIONS.

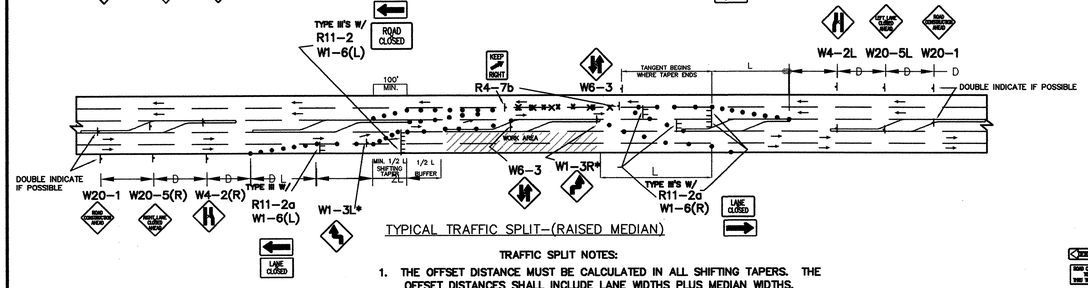


TYPICAL STREET CLOSURE

NOTE: (R1-1) BASED ON FIELD CONDITIONS.



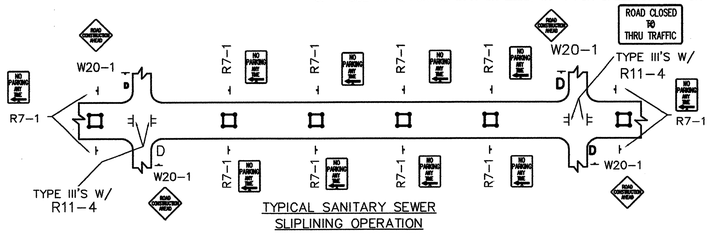
TYPICAL TRAFFIC SPLIT-(PAINTED MEDIAN)



TYPICAL TRAFFIC SPLIT-(RAISED MEDIAN)

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.



TYPICAL SANITARY SEWER SLIPLINING OPERATION

- ALL PITS TO HAVE TYPE-A FLASHING LIGHTS.
- ALL PITS TO HAVE FLAGLINE.

GENERAL NOTE:

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.

AS BUILT INFORMATION

CONTRACTOR		
WORK STAKED BY		DATE
INSPECTOR'S ACCEPTANCE BY		DATE
FIELD VERIFICATION BY		DATE
DRAWINGS CORRECTED BY		DATE
MICRO-FILM INFORMATION		
RECORDED BY		DATE
NO.		

BENCH MARKS

"NAA-9": IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT

N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION

NO.	BY	DATE

FIELD NOTES

ENGINEERS SEAL

NEW MEXICO DOUGLAS L. MOORE REGISTERED PROFESSIONAL ENGINEER 7016 10-7-99

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	

		DATE
DESIGNED BY	DLA	08/99
DRAWN BY	LL	08/99
CHECKED BY	DLA	08/99

SEC JOB # 198624H

Smith Engineering Company
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CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING

TYPICAL TRAFFIC CONTROL AND SIGNING EXAMPLES

Design Review Committee	City Engineer Approval	Last Design Update	No. / Day / Yr.	No. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
617291	C-17	9	12

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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. ALL WORK IN ARTERIAL ROADWAYS SHALL BE ON A CONTINUOUS 24-HOUR PER DAY BASIS UNTIL COMPLETED.

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. 48-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.

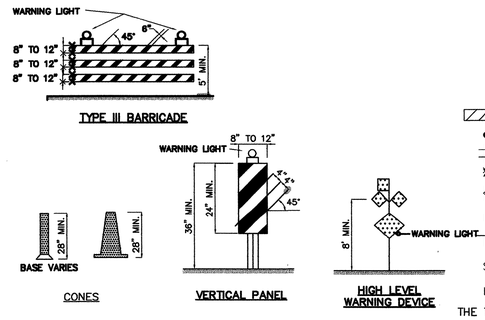
24. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN NEW-CLEAN CONDITION. WASHING OF EQUIPMENT IS INCIDENTAL TO IT'S PLACEMENT AND MAINTENANCE.

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. MOUNTING HEIGHT AT TOP OF SIGN SHALL BE THE SAME AS FOR A 48-INCH SIGN AS INDICATED IN THE MUTCD.

27. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM ALL EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.

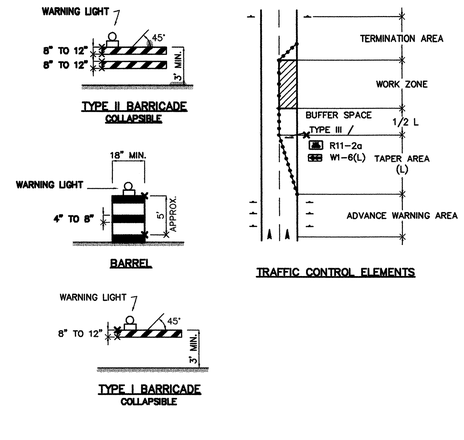
28. CONSTRUCTION COORDINATION DIVISION RESERVES THE RIGHT TO WITHHOLD BARRICADE AND EXCAVATION PERMITS IN ORDER TO ELIMINATE CONFLICTS WITH OTHER ON-GOING PROJECTS IN THE VICINITY OR OTHER SPECIAL EVENTS. BARRICADING PERMITS EFFECTING LANES OF TRAFFIC ON EITHER GOLF COURSE ROAD OR IRVING BOULEVARD WILL NOT BE ISSUED FOR THE PERIOD BETWEEN DECEMBER 8, 1997 UNTIL DECEMBER 28, 1997.



LEGEND

- WORK AREA
- BARRICADE – TYPE I, TYPE II, OR BARREL
- BARRICADE – TYPE III
- VERTICAL PANEL
- WARNING SIGN
- D — DISTANCE BETWEEN SIGNS – A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET
- FLAGMAN POSITION
- S — SPACING BETWEEN BARRICADES– A DISTANCE MEASURED IN FEET EQUAL TO THE SPEED LIMIT OF THE STREET
- L — TAPER LENGHT – 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	MINIMUM DISTANCE IN FEET 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

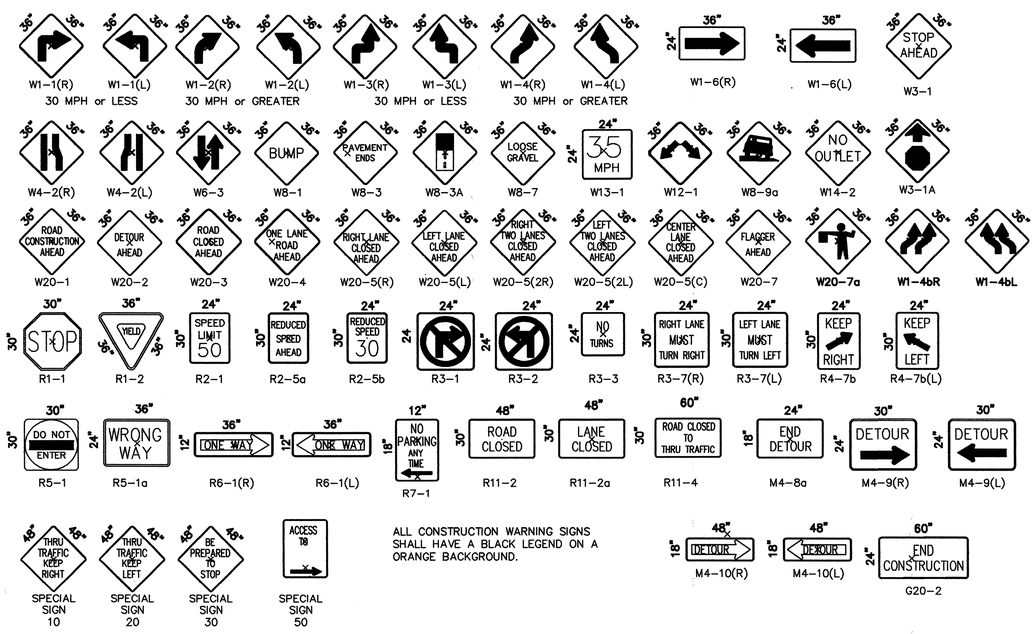
TYPE OF TAPER	TAPER LENGTH
UPSTREAM TAPER:	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/2 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSTREAM TAPERS	100 FEET PER LANE

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.

AS BUILT INFORMATION
CONTRACTOR — DATE
WORK STAKED BY — DATE
ACCEPTANCE BY — DATE
VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE
MICRO-FILM INFORMATION
RECORDED BY — DATE
NO.

BENCH MARKS
"NAA-9": IS SET CONCRETE, STANDARD BRASS CAP FROM THE INTERSECTION OF WYOMING & PASEO DEL NORTE GO WEST 2.5 MILES TO THE NORTH DIVERSION CHANNEL CROSSING. THIS STATION IS LOCATED IN THE SE QUADRANT
N = 1518711.30
E = 394134.18
ELEV = 5069.270 FEET

SURVEY INFORMATION
FIELD NOTES
NO. | BY | DATE

ENGINEERS SEAL
DOUGLAS L. ANDREWS
NEW MEXICO
REGISTERED PROFESSIONAL ENGINEER
10-7-99

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	

DESIGNED BY DLA DATE 08/99
DRAWN BY LL DATE 08/99
CHECKED BY DLA DATE 08/99

SEC JOB # 198624H
Smith Engineering Company
A Full Service Engineering Company
5400 Uptown Boulevard, N.E. Suite 500E Albuquerque, New Mexico 87110

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS

Design Review Committee	City Engineer Approval	Last Design Update	No. / Day / Yr.	No. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
6172.91	C-17	10	12

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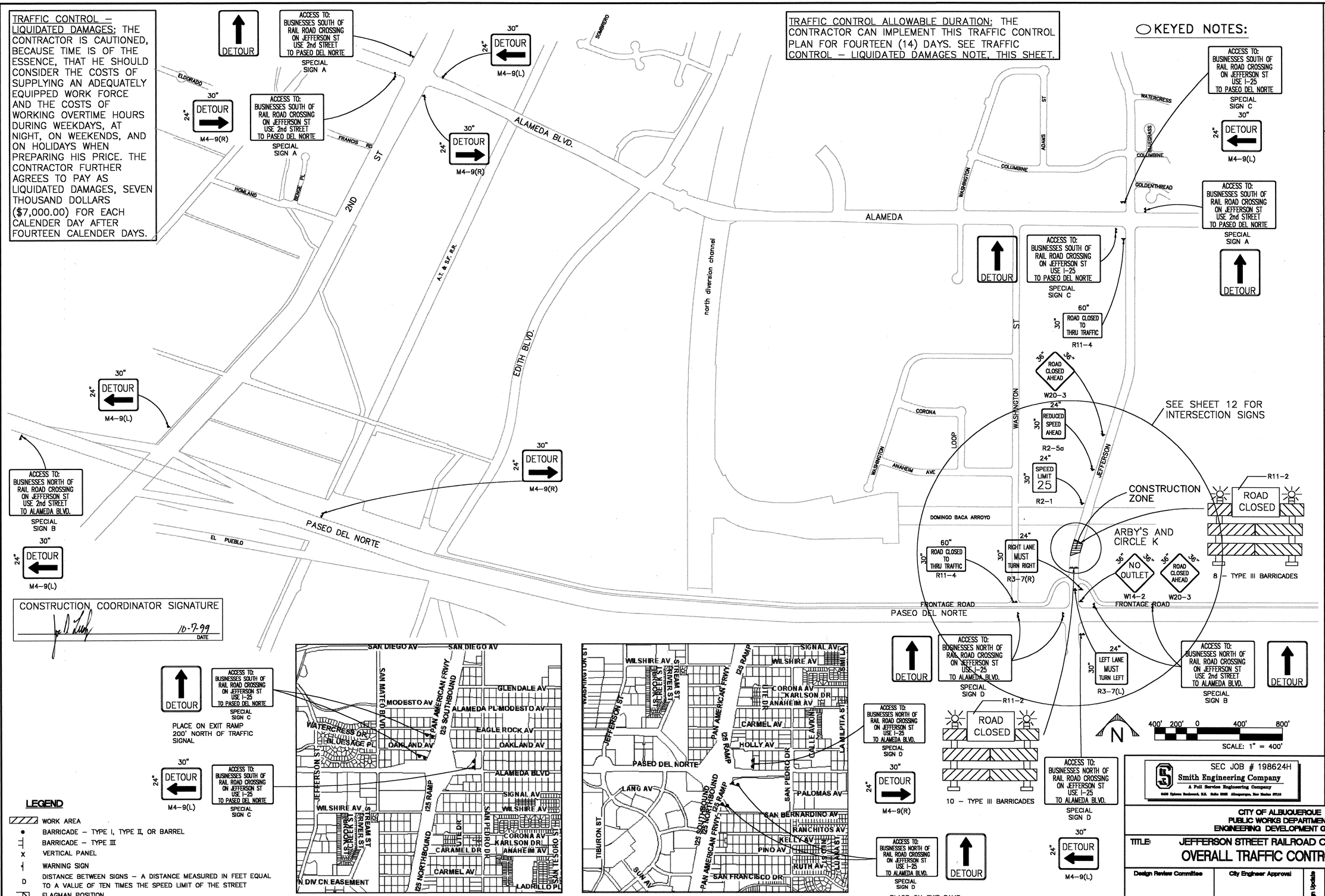
TRAFFIC CONTROL – LIQUIDATED DAMAGES: THE CONTRACTOR IS CAUTIONED, BECAUSE TIME IS OF THE ESSENCE, THAT HE SHOULD CONSIDER THE COSTS OF SUPPLYING AN ADEQUATELY EQUIPPED WORK FORCE AND THE COSTS OF WORKING OVERTIME HOURS DURING WEEKDAYS, AT NIGHT, ON WEEKENDS, AND ON HOLIDAYS WHEN PREPARING HIS PRICE. THE CONTRACTOR FURTHER AGREES TO PAY AS LIQUIDATED DAMAGES, SEVEN THOUSAND DOLLARS ($7,000.00) FOR EACH CALENDER DAY AFTER FOURTEEN CALENDER DAYS.

TRAFFIC CONTROL ALLOWABLE DURATION: THE CONTRACTOR CAN IMPLEMENT THIS TRAFFIC CONTROL PLAN FOR FOURTEEN (14) DAYS. SEE TRAFFIC CONTROL – LIQUIDATED DAMAGES NOTE, THIS SHEET.

KEYED NOTES:



INTERSECTION OF ALAMEDA BLVD AND INTERSTATE 25 SOUTH BOUND I-25 AND WEST BOUND ALAMEDA BLVD

INTERSECTION OF PASEO DEL NORTE AND INTERSTATE 25 NORTH BOUND I-25 AND WEST BOUND PASEO DEL NORTE

LEGEND

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Saved on: September 6, 1999 at 4:53 PM

AS BUILT INFORMATION
CONTRACTOR — DATE
WORK STAKED BY — DATE
INSPECTOR'S ACCEPTANCE BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE
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FIELD NOTES

NO.	BY	DATE

ENGINEERS SEAL
NEW MEXICO REGISTERED PROFESSIONAL ENGINEER DOUGLAS L. ANDERSON 10-7-99

REVISIONS

NO.	DATE	REMARKS	BY

DESIGN

DESIGNED BY	DLA	DATE 08/99
DRAWN BY	LL	DATE 08/99
CHECKED BY	DLA	DATE 08/99

SEC JOB # 198624H
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CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
OVERALL TRAFFIC CONTROL PLAN

Design Review Committee | City Engineer Approval | Last Design Update | No. / Day / Yr. | No. / Day / Yr.

City Project No. 6172.91 | Zone Map No. C-17 | Sheet 11 Of 12

TRAFFIC CONTROL ALLOWABLE DURATION: THE CONTRACTOR CAN IMPLEMENT THIS TRAFFIC CONTROL PLAN FOR FOURTEEN (14) DAYS. SEE TRAFFIC CONTROL – LIQUIDATED DAMAGES NOTE, THIS SHEET.

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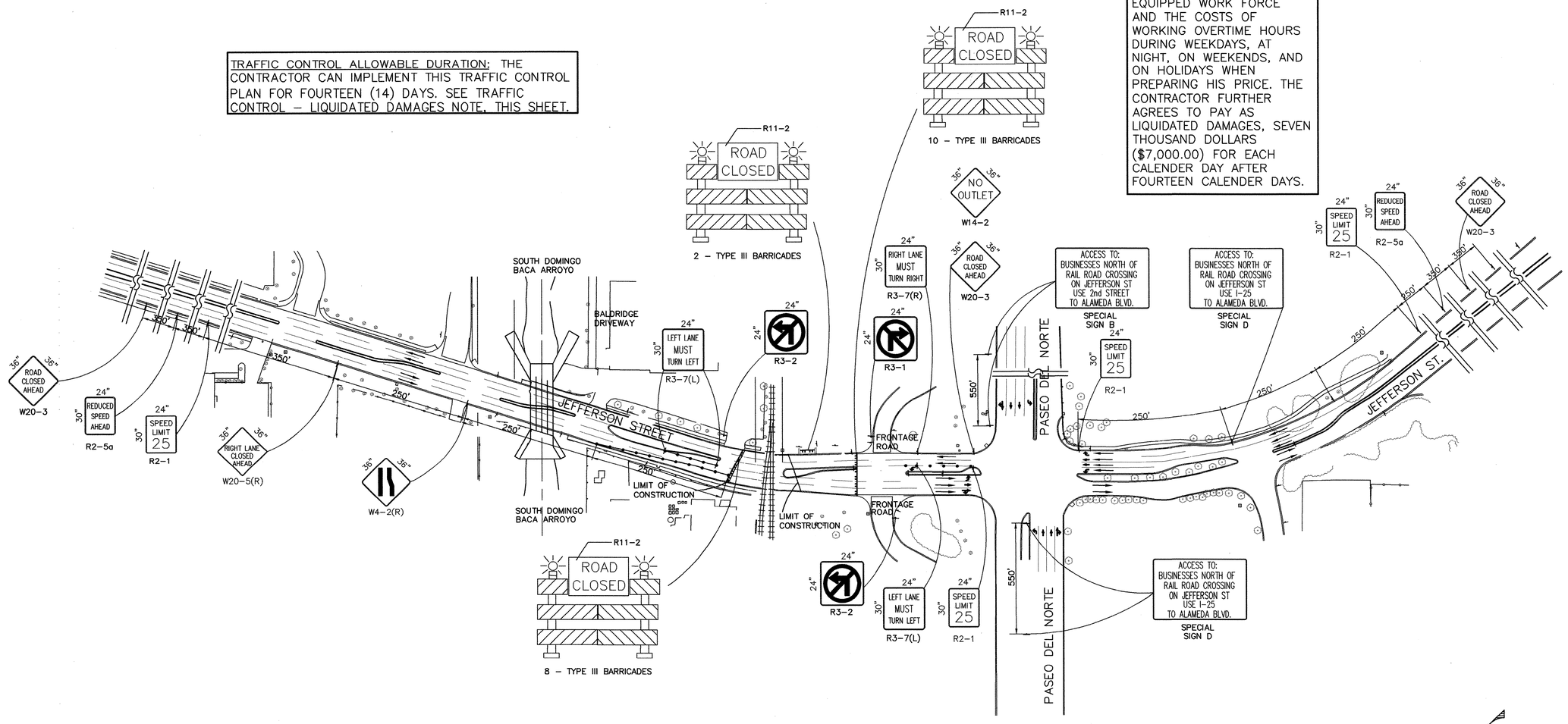

TRAFFIC CONTROL

40' 20' 0 40' 80'

Horizontal Scale: 1"=40'

LEGEND

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CONSTRUCTION COORDINATOR SIGNATURE

10-7-99
DATE

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INSPECTOR'S ACCEPTANCE BY — DATE
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DESIGNED BY DLA DATE 08/99
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SEC JOB # 198624H
Smith Engineering Company
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CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE: JEFFERSON STREET RAILROAD CROSSING
DETAILED TRAFFIC CONTROL PLAN

Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No.	Zone Map No.	Sheet	Of
6172.91	C-17	12	12

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