

SCANNED BY
PLANNING

PUBLIC IMPROVEMENT PLANS FOR EUBANK AND COPPER ROAD IMPROVEMENTS ALBUQUERQUE, NEW MEXICO

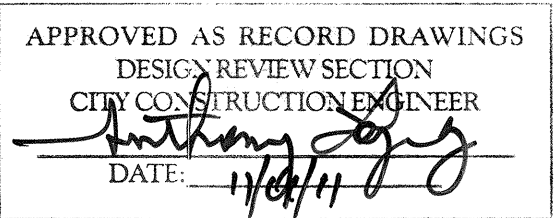
FEBRUARY 2009

PREPARED FOR:
MW DEVELOPMENT, LLC
P.O. BOX 27560
ALBUQUERQUE, NM 87125

PREPARED BY:
ISAACSON & ARFMAN, P.A.
128 MONROE ST. NE
ALBUQUERQUE, NM 87108

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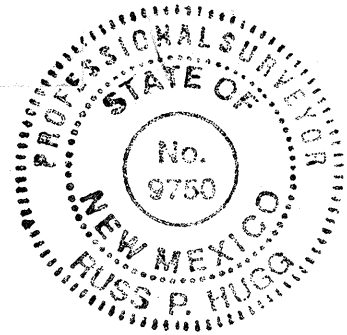


SURVEYOR'S CERTIFICATION

I, RUSS P. HUGG, A DULY QUALIFIED REGISTERED PROFESSIONAL LAND SURVEYOR, UNDER THE LAWS OF THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE "AS-BUILT" INFORMATION SHOWN ON THESE DRAWINGS WAS OBTAINED FROM FIELD CONSTRUCTION SURVEYS PERFORMED BY ME OR UNDER MY SUPERVISION, AND THAT THIS "AS-BUILT" INFORMATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. SURV-TEK, INC. IS NOT RESPONSIBLE FOR ANY OF THE DESIGN CONCEPTS, CALCULATIONS, ENGINEERING OR INTENT OF THE RECORD DRAWINGS.

RUSS P. HUGG, N.M.P.S. NO. 9750

10-12-11
DATE



CERTIFICATE OF SUBSTANTIAL COMPLIANCE ON PLANS

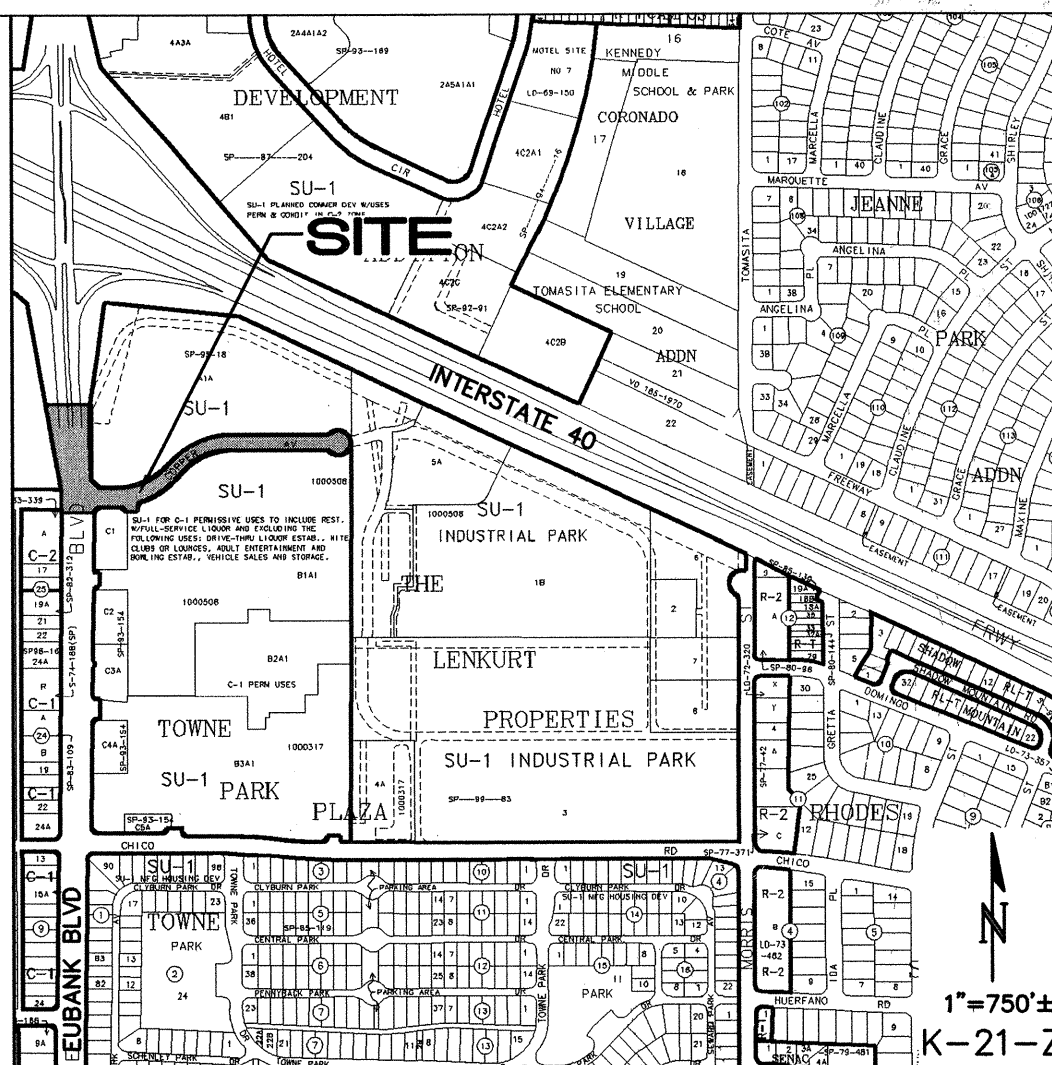
I, Fred C. Arfman of the firm of Isaacson & Arfman, P.A., a Registered Professional Engineer in the State of New Mexico, do hereby certify, to the best of my knowledge and belief, that the infrastructure installed as part of this project has been inspected by me or by a qualified person under my direct supervision and has been constructed in accordance with the plans and specifications approved by the City Engineer and that the original design intent of the approved plans has been met, except as noted by me on the as-built construction drawings. This Certification is based on site inspections by me or personnel under my direction and survey information provided by Russ P. Hugg of the firm Surv-Tek, Inc., NMPS number 9750.

Fred C. Arfman
Fred C. Arfman
NMPE No. 7322



GENERAL NOTES

- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION 1986 EDITION AS AMENDED WITH UPDATE NO. 7, INCLUDING AMENDMENT 1.
- ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE & VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH MINIMUM DELAY.
- TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, NM ONE CALL SYSTEMS, INC. @ 260-1990 FOR LOCATION OF EXISTING UTILITIES.
- CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN A MANNER WHICH WILL MINIMIZE INTERFERENCE WITH LOCAL TRAFFIC. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS, AND ORDERS OF ANY PUBLIC BODY HAVING JURISDICTION FOR THE SAFETY OF PERSONS OR PROPERTY, AND TO PROTECT THEM FROM DAMAGE, INJURY, OR LOSS. CONTRACTOR SHALL ERECT AND MAINTAIN, AS REQUIRED BY THE CONDITIONS AND PROGRESS OF THE WORK, ALL NECESSARY SAFEGUARDS FOR SAFETY CONTINUOUSLY AND NOT LIMITED TO NORMAL WORKING HOURS, THROUGHOUT THE DURATION OF THE PROJECT. CONTRACTOR SHALL ADHERE TO SECTION 19 OF THE GENERAL CONDITIONS OF THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986, AS AMENDED WITH UPDATE NO. 7.
- THE CONTRACTOR AGREES THAT HE SHALL ASSUME THE SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OWNER & ENGINEER FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.
- TRAFFIC CONTROL: SEVEN (7) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION COORDINATION DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION COORDINATION DIVISION. CONTRACTOR SHALL NOTIFY CONSTRUCTION COORDINATION ENGINEER (924-3400) PRIOR TO OCCUPYING AN INTERSECTION. SEE SECTION 19 OF THE SPECIFICATIONS. ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKINGS BY CONTRACTOR TO LOCATION AS EXISTING OR AS SHOWN IN THIS PLAN SET. FIVE (5) DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PERMIT FROM NMDOT.
- WHEN ABUTTING EXISTING PAVEMENT TO NEW, SAWCUT EXISTING PAVEMENT TO A STRAIGHT EDGE AND AT A RIGHT ANGLE, OR AS APPROVED BY THE FIELD ENGINEER. REMOVAL OF BROKEN OR CRACKED PAVEMENT WILL ALSO BE REQUIRED.
- EXISTING CURB AND GUTTER NOT TO BE REMOVED UNDER THE CONTRACT WHICH IS DAMAGED OR DISPLACED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- ALL BACKFILL FOR TRENCHES SHALL BE COMPACTED TO A MINIMUM 95% MAXIMUM DENSITY PER ASTM D-1557.
- THE CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY OR PRIVATE ROADWAY EASEMENTS SO THAT THE EXCAVATED MATERIAL IS NOT SUSCEPTIBLE TO BEING WASHED DOWN THE STREET OR INTO ANY PUBLIC DRAINAGE FACILITY.
- PROPOSED WATERLINE MATERIALS SHALL BE EITHER PVC PIPE MEETING AWWA C900 DR-18 REQUIREMENTS (6"-12") OR DUCTILE IRON PIPE, THICKNESS CLASS 50 (6"-16").
- ALL SANITARY SEWER LINE STATIONING REFERS TO SANITARY SEWER CENTERLINE STATIONING.
- ALL FITTINGS ON WATERLINES SHALL HAVE RESTRAINED JOINTS AS NOTED ON THE PLANS.
- THE 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 UPDATE #7.
- PNM WILL PROVIDE AT NO COST TO THE CITY OR THE CONTRACTOR, THE REQUIRED PERSONNEL FOR INSPECTION OR OBSERVATION DEEMED NECESSARY BY PNM WHILE THE CONTRACTOR IS EXPOSING PNM'S CABLES. HOWEVER, THE CONTRACTOR SHALL BE CHARGED THE TOTAL COST ASSOCIATED WITH REPAIRS TO ANY DAMAGED CABLES OR FOR ANY COST ASSOCIATED WITH SUPPORTING OR RELOCATING THE POLES AND CABLES DURING CONSTRUCTION.
- 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 AND 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.
- ANY WORK OCCURRING WITHIN A FULLY DEVELOPED ARTERIAL ROADWAY REQUIRES 24 HR. CONSTRUCTION.
- ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES MUST BE ACCOMPLISHED IN ACCORDANCE WITH OSHA 29CFR 1926.650 SUBPART P.
- CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.
- 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.
- TACK COAT FOR SURFACE COURSE REQUIREMENTS WILL BE DETERMINED BY THE ENGINEER.
- PERMANENT PAVEMENT STRIPING AND MARKINGS WILL BE PLACED BY THE CONTRACTOR. THE ROAD SHALL NOT BE OPENED TO THE TRAFFIC UNTIL IT IS STRIPED. ALL STRIPING, PAVEMENT MARKINGS INCLUDING CROSSWALKS, ARROWS AND LINE MARKINGS ARE TO BE CONSTRUCTED OF PREFORMED OR HOT APPLIED THERMO-PLASTIC IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ELECTRONIC MARKER SPHERES (EMS) WILL BE PLACED ACCORDING TO SECTION 170 OF THE CITY OF ALBUQUERQUE SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION AS REVISED THROUGH UPDATE #7.
- 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.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE EXECUTION OF THE WATER VALVE SHUT-OFF PLAN WITH ABCWA. ALL WATER VALVES TO BE SHUT-OFF WILL BE OPERATED BY ABCWA. CONTRACTOR SHALL NOTIFY ABCWA AT 857-8200 TWENTY FOUR (24) HOURS PRIOR TO WATERLINE CONSTRUCTION AND SEVEN (7) WORKING DAYS IN ADVANCE OF ANY WORK WHICH MAY AFFECT EXISTING PUBLIC WATER FACILITIES IN COMPLIANCE WITH SECTION 18 OF THE STANDARD SPECIFICATIONS.
- CONTRACTOR SHALL SUPPORT ALL EXISTING, UNDERGROUND UTILITY LINES WHICH BECOME EXPOSED DURING CONSTRUCTION. PAYMENT FOR SUPPORTING WORK SHALL BE INCIDENTAL TO WATERLINE AND/OR SEWER LINE COSTS.
- 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.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL CONSTRUCTION SIGNING UNTIL PROJECT HAS BEEN ACCEPTED BY THE CITY.
- THE CONTRACTOR SHALL NOTIFY THE ALBUQUERQUE TRAFFIC ENGINEERING DIVISION THREE (3) WORKING DAYS IN ADVANCE OF ANY WORK THAT REMOVES, RELOCATES, OR REINSTALLS ANY EXISTING REGULATORY SIGNS.
- RCP SHALL BE INSTALLED SO THAT THE JOINT GAP AT THE HOME POSITION SHALL CONFORM TO THE APPROVED MANUFACTURER'S RECOMMENDATIONS. MANUFACTURER'S RECOMMENDED JOINT GAP TOLERANCES FOR EACH PIPE SIZE AND TYPE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PLACEMENT OF PIPE. RCP JOINTS SHALL NOT BE GROUTED UNLESS DIRECT BY THE ENGINEER AFTER CITY APPROVAL.
- IF HUMAN REMAINS ARE ENCOUNTERED, ALL CONSTRUCTION SHALL CEASE, AND THE OFFICE OF THE MEDICAL EXAMINER SHALL BE CONTACTED FOR FURTHER INSTRUCTIONS.



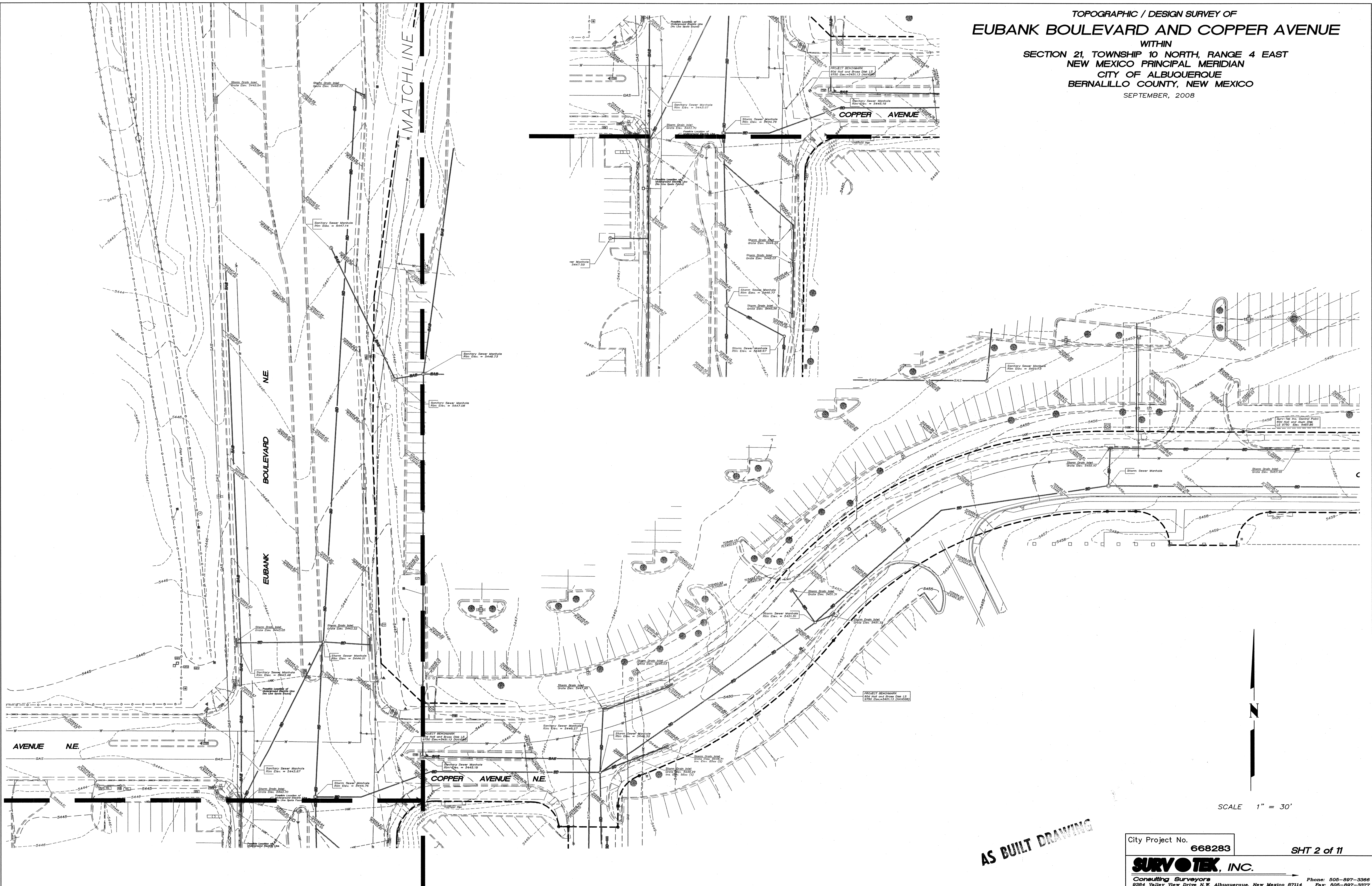
AS BUILT DRAWING

REV.	SHEETS	CITY ENGINEER	DATE	USER	DEPARTMENT	DATE	USER	DEPARTMENT	DATE
ENGINEERS STAMP & SIGNATURE		APPROVALS		ENGINEER		DATE	*****		
DRB NO. 1000572		DRC Chairman		S. Hugg		2-3-11	APPROVED FOR CONSTRUCTION		
ISAACSON & ARFMAN, P.A.		Transportation		S. Hugg		12/21/10			
Consulting Engineering Associates		Water/Wastewater		S. Hugg		12-21-10			
128 Monroe Street N.E.		Hydrology		S. Hugg		12/21/10			
Albuquerque, New Mexico 87108		AMAFCA		S. Hugg					
Ph. 505-268-8828 Fax. 505-268-2632		Constr. Mngmt.		S. Hugg					
1676 C-001.dwg Dec 15, 2010		Constr. Coord.		S. Hugg					
		City Project No.		668283		Sheet 1 Of 11			

TOPOGRAPHIC / DESIGN SURVEY OF
EUBANK BOULEVARD AND COPPER AVENUE

WITHIN
SECTION 21, TOWNSHIP 10 NORTH, RANGE 4 EAST
NEW MEXICO PRINCIPAL MERIDIAN
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO

SEPTEMBER, 2008



SCALE 1" = 30'

AS BUILT DRAWING

City Project No. 668283

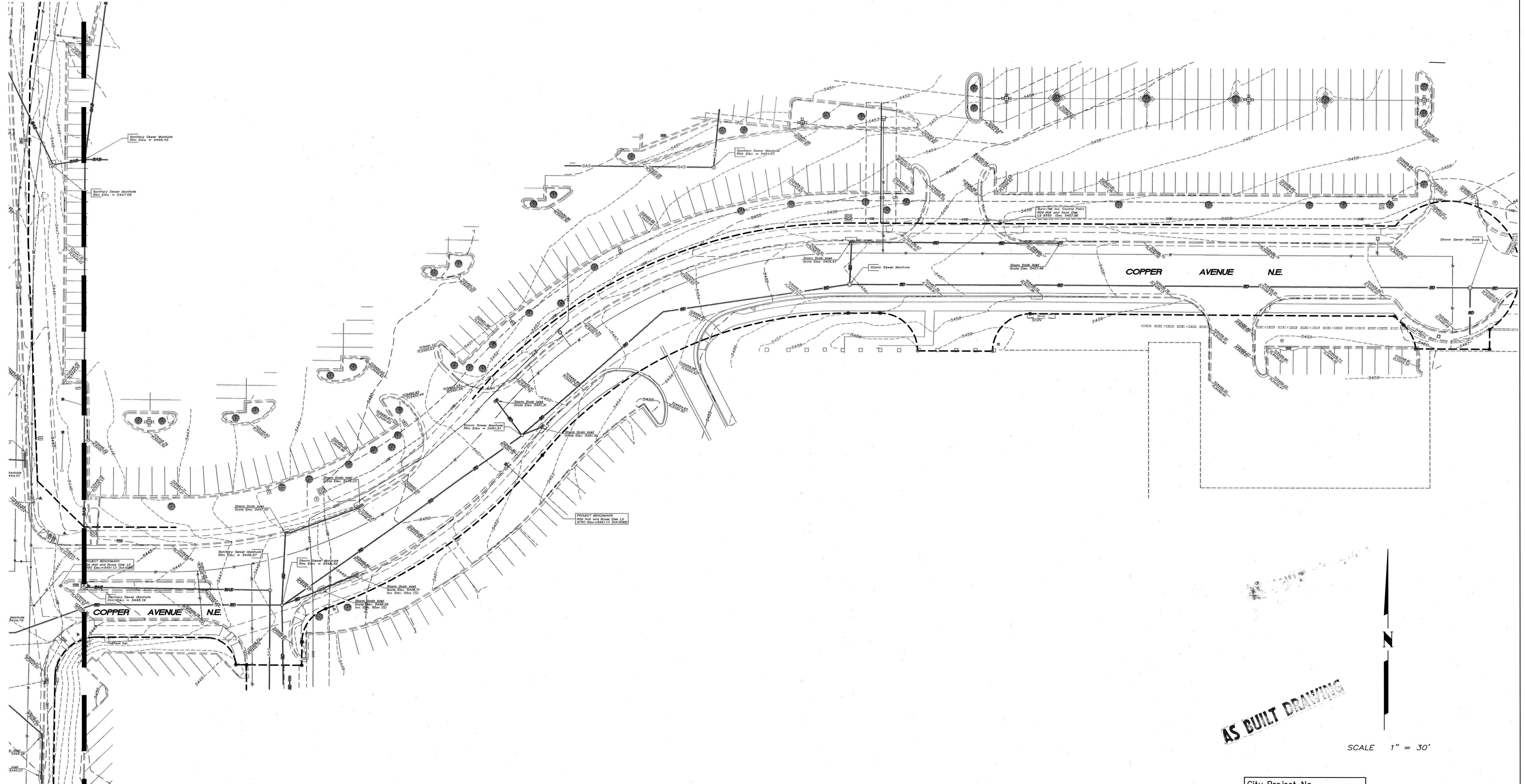
SHT 2 of 11

SURVOTEK, INC.

Consulting Surveyors
8384 Valley View Drive N.W. Albuquerque, New Mexico 87114
Phone: 505-897-3366 Fax: 505-897-3377

TOPOGRAPHIC / DESIGN SURVEY OF
EUBANK BOULEVARD AND COPPER AVENUE
WITHIN
SECTION 21, TOWNSHIP 10 NORTH, RANGE 4 EAST
NEW MEXICO PRINCIPAL MERIDIAN
CITY OF ALBUQUERQUE
BERNALILLO COUNTY, NEW MEXICO
SEPTEMBER, 2008

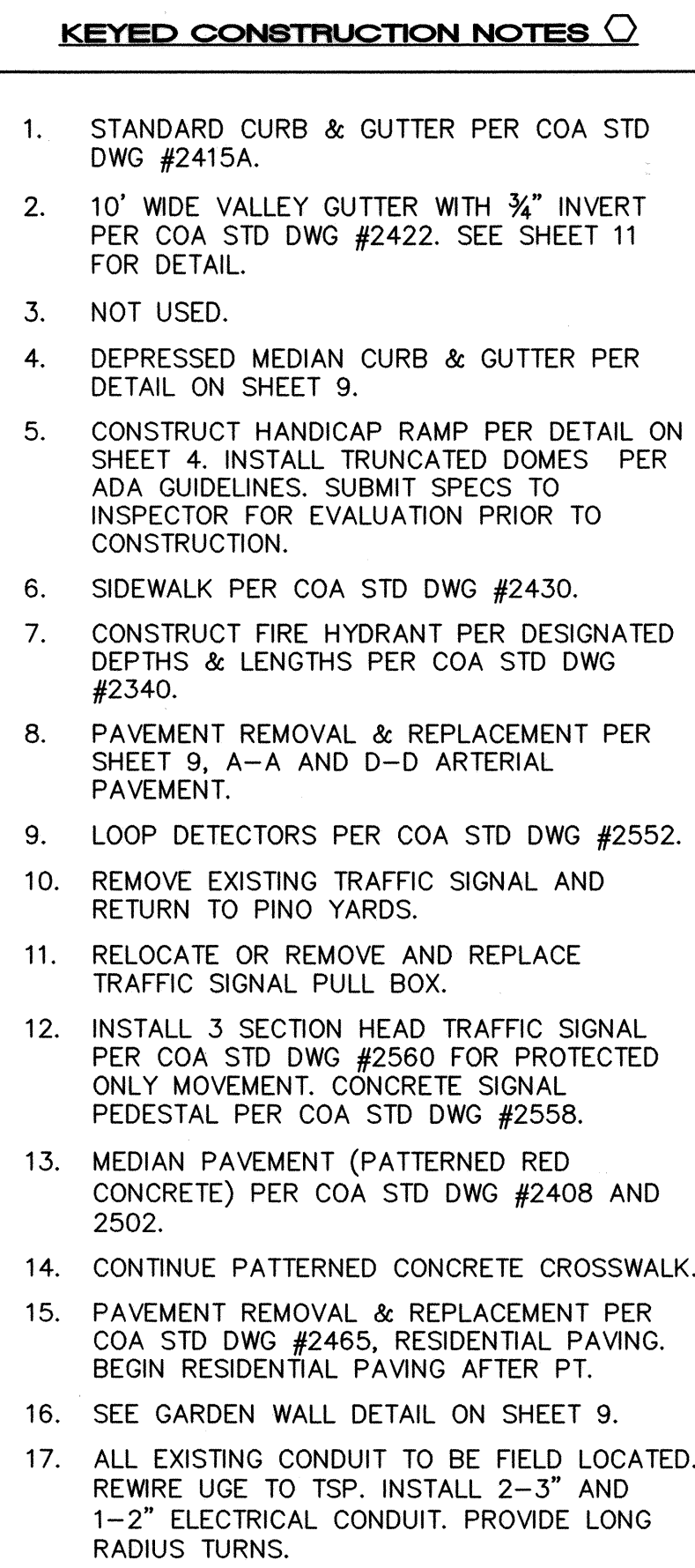
MATCHLINE



AS BUILT DRAWING

SCALE 1" = 30'

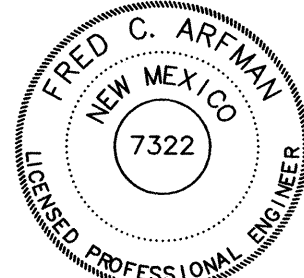
	TC	FL
1	44.01	44.68
2	44.10	—
3	44.04	44.71



SCALES:
1"=40' HOR.
1"=10' VERT.

Elevation Datum: NGVD 88

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
FC1	300.00	100.56	19°12'20"
FC2	150.00	47.75	18°14'25"
FC3	1.65	5.18	179°58'37"
FC10	1.51	4.06	154°40'40"



Frank C. Aufmann
12.15.10



ISAACSON & ARFMAN, P.A.
 Consulting Engineering Associates
 128 Monroe Street N.E.
 Albuquerque, New Mexico 87108
 Ph. 505-268-8828 Fax. 505-268-2632
 1676 CP-302.dwg Dec. 02,2010

CITY OF ALBUQUERQUE	
PLANNING DEPARTMENT	
DESIGN REVIEW/CONSTRUCTION SECTION	
TITLE:	EUBANK AND COPPER ROAD IMPROVEMENTS EUBANK BLVD NE STA 10+00 TO END PAVING PLAN AND PROFILE

Design Review Committee

APPROVED

FEB 3 2011

DESIGN
REVIEW COMMITTEE

City Engineer Approval

APPROVED

JUL 08 2011

CITY ENGINEER

Mo./Day/Yr.	Mo./Day/Yr.

City Project No.	Zone Map No.	Sheet	Of
668283	K-21-Z	5	11

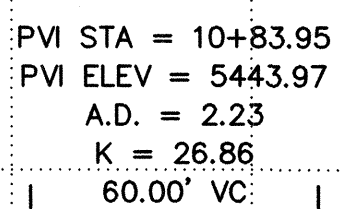


COPPER AVE NE STA 10+00 TO 15+00



SCALES:
1"=40' HOR.
1"=10' VERT.

Elevation Datum: NGVD 88



DATA = 11+86.51
END PAVEMENT
ELEV = 5447.03

14.4	15.9	17.6	18.9
4.48	5.94		

1. STANDARD CURB & GUTTER PER COA STD DWG #2415A.
2. 10" WIDE VALLEY GUTTER WITH $\frac{3}{4}$ " INVERT PER COA STD DWG #2422. SEE SHEET 11 FOR DETAIL.
3. NOT USED.
4. DEPRESSED MEDIAN CURB & GUTTER PER DETAIL ON SHEET 9.
5. CONSTRUCT HANDICAP RAMP PER DETAIL ON SHEET 9. INSTALL TRUNCATED DOWNS PER ADA GUIDELINES. SUBMIT SPECS TO INSPECTOR FOR EVALUATION PRIOR TO CONSTRUCTION.
6. SIDEWALK PER COA STD DWG #2430.
7. CONSTRUCT FIRE HYDRANT PER DESIGNATED DEPTHS & LENGTHS PER COA STD DWG #2340.
8. PAVEMENT REMOVAL & REPLACEMENT PER SHEET 9 EUBANK BLVD ARTERIAL PAVEMENT SECTION.
9. LOOP DETECTORS PER COA STD DWG #2552.
10. REMOVE EXISTING TRAFFIC SIGNAL AND RETURN TO PINO YARDS.
11. RELOCATE OR REMOVE AND REPLACE TRAFFIC SIGNAL PULL BOX.
12. INSTALL 3 SECTION HEAD TRAFFIC SIGNAL PER COA STD DWG #2560 FOR PROTECTED ONLY MOVEMENT. CONCRETE SIGNAL PEDESTAL PER COA STD DWG #2558.
13. MEDIAN PAVEMENT (PATTERNED RED CONCRETE) PER COA STD DWG #2408 AND 2502.
14. SAWCUT PCC VALLEY GUTTER. FILL TO MATCH.
15. PAVEMENT REMOVAL & REPLACEMENT PER SHEET 9, COPPER AVE, RESIDENTIAL PAVING SECTION.
16. SEE HEADER CURB DETAIL ON SHEET 9.
17. ALL EXISTING CONDUIT TO BE FIELD LOCATED. REWIRE UOF TO TSP. INSTALL 2"-3" AND 1"-2" ELECTRICAL CONDUIT. PROVIDE LONG RADIUS TURNS.
18. ADJUST EXISTING VALVE BOX TO GRADE.

CURVE	RADIUS	LENGTH	DELTA
FC4	30.00	46.69	89°10'26"
FC5	30.00	44.14	84°18'31"
FC6	329.73	48.79	8°28'43"
FC7	300.00	28.28	5°24'01"
FC8	2.09	6.57	180°00'00"
FC9	21.26	21.94	59°08'23"
FC10	1.51	4.06	154°40'40"

AS BUILT DRAWING

128 Monroe Street N.E.
Albuquerque, New Mexico 87108
Ph. 505-268-8828 Fax. 505-268-2632
1676 CP-301.dwg Dec 14, 2010

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
DESIGN REVIEW/CONSTRUCTION SECTION

TITLE: EUBANK AND COPPER ROAD IMPROVEMENTS
COPPER AVE NE STA 10+00 TO 15+00
PAVING PLAN AND PROFILE

Design Review Committee

APPROVED

FEB 3 2011

DESIGN
REVIEW COMMITTEE

City Engineer Approval

APPROVED

JUL 08 2011

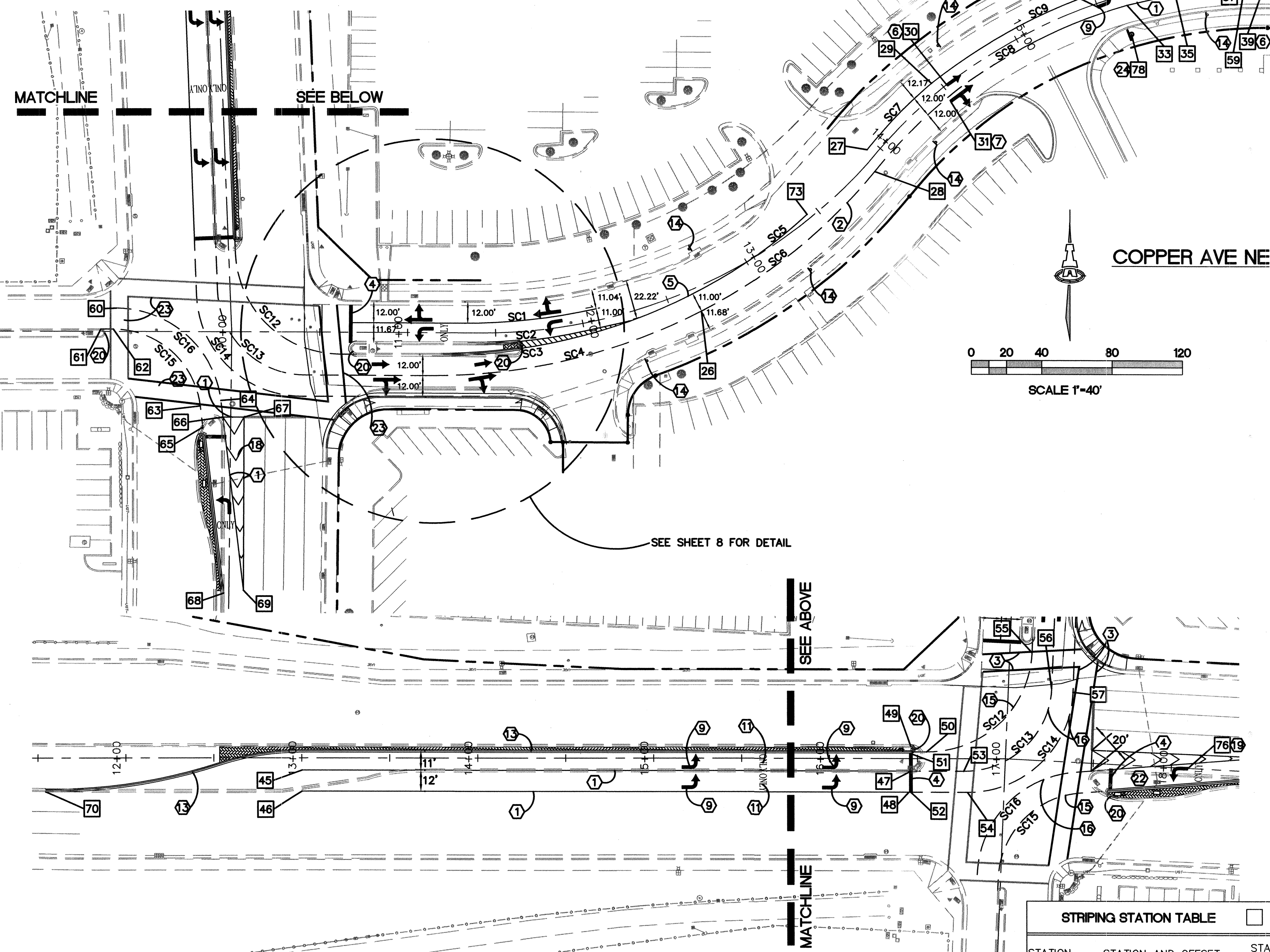
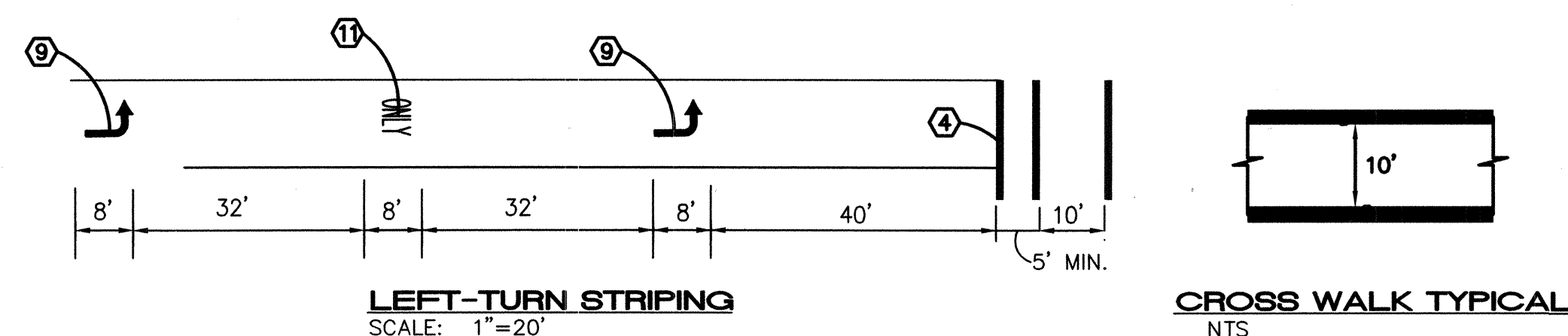
CITY ENGINEER

Last Design Update

City Project No.

Zone Map No.
K-21-Z

Sheet **6** Of 1





CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
SC1	340.00	76.62	12°54'41"
SC2	300.00	66.93	12°46'58"
SC3	330.00	97.48	16°55'31"
SC4	335.00	160.28	27°24'46"
SC5	304.39	181.68	34°11'52"
SC6	315.39	127.41	23°08'44"
SC7	250.00	52.35	11°59'54"
SC8	287.44	171.79	34°14'36"
SC9	299.44	122.85	23°30'26"
SC10	211.98	25.04	6°46'01"
SC11	199.98	23.42	6°42'38"
SC12	60.00	91.80	87°39'45"
SC13	50.00	76.50	87°39'45"
SC14	60.00	92.04	87°53'29"
SC15	50.00	72.48	83°03'24"
SC16	60.00	86.98	83°03'24"

STRIPING STATION TABLE			
STATION	STATION AND OFFSET		STATION TYPE
68	18+48.87, 2.81' RT		END
69	18+46.85, 8.23' LT		END
70	11+54.32, 19.18' RT		BEGIN
71	11+62.22, 9.75' RT		END
72	11+62.10, 5.57' RT		END
73	13+43.88, 2.53' LT		END
74	15+50.00, 2.00' RT		LOCATION
75	16+48.97, 0.00' RT		LOCATION
76	18+03.72, 0.15' RT		LOCATION
77	11+59.95, 0.15' RT		END/ BEGIN
78	15+64.16, 22.72' RT		LOCATION
79	16+65.95, 20.66' RT		LOCATION

STRIPING STATION TABLE			
STATION	STATION AND OFFSET	STATION TYPE	
35	15+95.11, 6.23' RT	PC	
36	16+19.29, 5.74' LT	PT	
37	16+19.04, 6.25' RT	PT	
38	16+43.91, 3.68' RT	LOCATION	
39	16+45.08, 12.07' RT	LOCATION	
40	17+43.59, 5.78' LT	BEGIN	
41	17+43.65, 6.20' RT	BEGIN	
42	18+45.66, 9.16' RT	LOCATION	
43	20+02.19, 6.01' LT	END	
44	20+02.72, 6.00' RT	END	
45	13+00.25, 6.89' RT	BEGIN	
46	13+00.24, 18.89' RT	BEGIN	
47	16+46.23, 7.16' RT	END	
48	16+46.22, 19.16' RT	END	
49	16+46.24, 7.16' LT	END	
50	16+55.23, 3.83' LT	PC	
51	16+46.24, 2.84' LT	END	
52	16+46.22, 19.16' RT	BEGIN	
53	16+76.39, 7.18' RT	PC	
54	16+78.47, 19.18' RT	PC	
55	17+12.13, 62.03' LT	PT	
56	17+24.30, 42.01' LT	PT	
57	17+36.49, 40.45' LT	PT	
57	17+36.49, 40.45' LT	PT	
58	16+35.86, 5.84' LT	ANGLE	
59	16+35.80, 6.17' RT	ANGLE	
60	16+83.93, 65.94' RT	PC	
61	16+95.55, 74.23' RT	BEGIN	
62	16+95.84, 67.25' RT	PC	
63	17+42.79, 17.38' RT	PT	
64	17+38.49, 5.70' LT	PT	
65	17+54.93, 15.80' RT	END	
66	17+49.00, 4.47' RT	BEGIN	
67	17+48.85, 7.53' LT	BEGIN	

STRIPING STATION TABLE			<input type="checkbox"/>
STATION	STATION AND OFFSET	STATION TYPE	
1	10+49.71, 14.69' LT	BEGIN	
2	10+54.89, 39.78' RT	END	
3	10+59.66, 15.64' LT	BEGIN	
4	10+65.05, 41.04' RT	END	
5	10+67.71, 15.66' LT	BEGIN	
6	10+67.60, 6.14' RT	END	
7	10+68.27, 5.51' LT	BEGIN	
8	10+70.98, 12.66' RT	END	
9	10+79.86, 18.27' RT	LOCATION	
10	10+80.67, 27.11' RT	LOCATION	
11	10+83.95, 36.66' RT	END	
12	11+13.83, 7.39' LT	LOCATION	
13	11+14.56, 2.26' LT	LOCATION	
14	11+14.05, 12.65' RT	BEGIN	
15	11+12.77, 24.65' RT	PC	
16	11+31.15, 5.52' LT	PC	
17	11+34.07, 6.20' RT	PC	
18	11+38.32, 18.33' RT	LOCATION	
19	11+34.99, 26.87' RT	LOCATION	
20	11+88.57, 9.04' LT	LOCATION	
21	11+88.54, 3.66' LT	LOCATION	
22	12+00.10, 4.49' RT	PT	
23	12+09.20, 6.63' LT	END	
24	12+09.30, 6.19' RT	PT	
25	12+27.33, 4.97' RT	PC	
26	12+65.09, 13.46' RT	PRC	
27	13+84.53, 6.40' LT	BEGIN	
28	13+88.31, 5.97' RT	PRC	
29	14+45.99, 5.93' LT	PRC	
30	14+52.13, 0.39' RT	LOCATION	
31	14+48.01, 8.74' RT	LOCATION	
32	15+66.43, 6.14' RT	PT	
33	15+66.43, 6.14' RT	PT	
34	15+94.74, 5.76' LT	PC	

- | |
|--|
| <p align="center"><u>GENERAL NOTES:</u></p> <ol style="list-style-type: none"> 1. ALL STRIPING AND MARKINGS ARE PER MUTCD. 2. ALL MARKINGS SHALL BE PREFORMED PLASTIC. 3. ALL STREET STRIPING TO REMAIN THAT IS ALTERED OR DESTROYED SHALL BE REPLACED W/ REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO THE SAME LOCATIONS AS WAS EXISTING OR AS OTHERWISE INDICATED BY CITY APPROVED PLAN SET. 4. ALL STRIPING ON EUBANK SHALL BE HOT THERMAPLASTIC PAVEMENT MARKINGS, 120 ml. 5. PAINT ALL CURBS ALONG COPPER AVE TRAVELING LANES YELLOW. |
| <p align="center"><u>ERADICATION NOTE</u></p> |
| <p>STRIPING ERADICATION SHALL BE ACCOMPLISHED BY WATER BLASTING OR SURFACE PLANING OF THE ROADWAY TO A MAXIMUM DEPTH OF 0.25" AND TWICE THE WIDTH OF THE STRIPE OR MARKING TO BE REMOVED.</p> |
| <p align="center"><u>KEYED CONSTRUCTION NOTES</u> </p> |
| <ol style="list-style-type: none"> 1. 4" SOLID WHITE STRIPE. 2. 4" WHITE DASHED STRIPE (3' STRIPE / 7' GAP). 3. 12" WHITE CROSS WALK, SEE TYPICAL CROSS WALK DETAIL ON THIS SHEET. 4. 24" WHITE STOP BAR. 5. 4" SOLID DOUBLE YELLOW STRIPE. 6. 8' THRU ARROW. 7. 8' RIGHT TURN AND THRU COMBINED ARROW. 8. 4" YELLOW STRIPE @ 45° AND 40° GAP. 9. 8' LEFT TURN ARROW. 10. REMOVE AND REPAINT EXISTING STRIPING. SEE ERADICATION NOTES. 11. ONLY PAVEMENT MARKING. 12. NOT USED. 13. 4" SOLID YELLOW STRIPE 14. "NO PARKING SIGN" R8-3 15. 4" YELLOW DASHED STRIPE (2' STRIPE, 4' GAP) 16. 4" WHITE DASHED STRIPE (2' STRIPE, 4' GAP). 17. REMOVE & REPAINT EXISTING STRIPING. SEE ERADICATION NOTES. 18. 4" WHITE CHEVRON (16' GAP). 19. ERADICATE EXISTING LEFT TURN ARROW. 20. SOLID YELLOW ON NOSE SURFACE. 21. EXISTING-STOP BAR (TO REMAIN) 22. LEFT TURN STOP BAR, 24"-STOP BAR (WHITE). 23. EXISTING CROSS WALK STRIPING TO REMAIN. 24. R3-71: "1 FEET LANE MUST TURN LEFT" SIGN. |

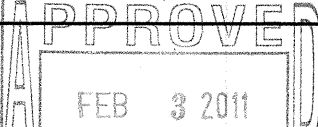
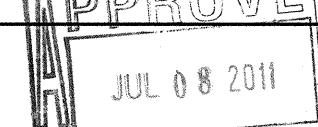


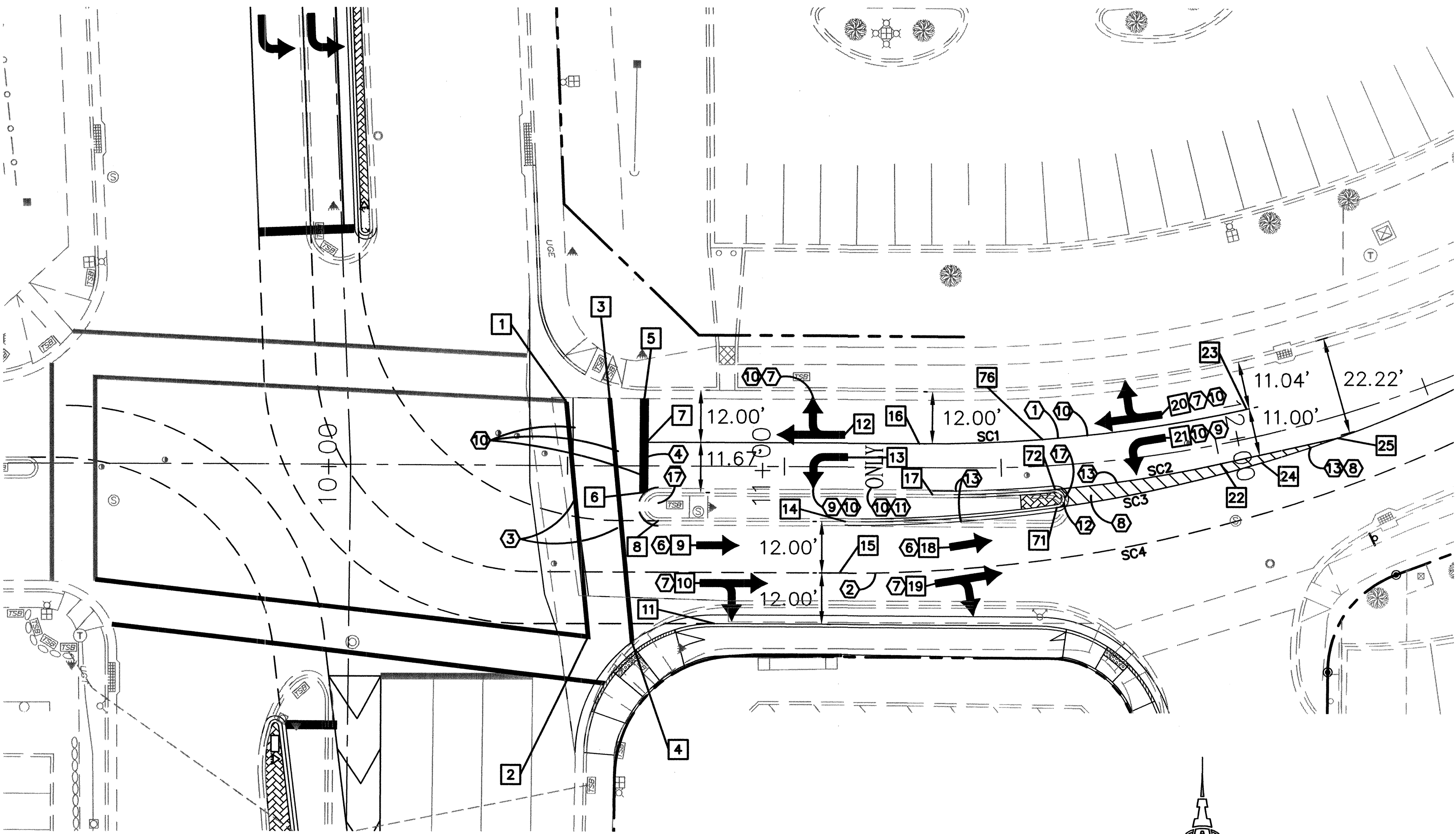
ISAACSON & ARFMAN, P.A.
Consulting Engineering Associates

128 Monroe Street N.E.
Albuquerque, New Mexico 87108

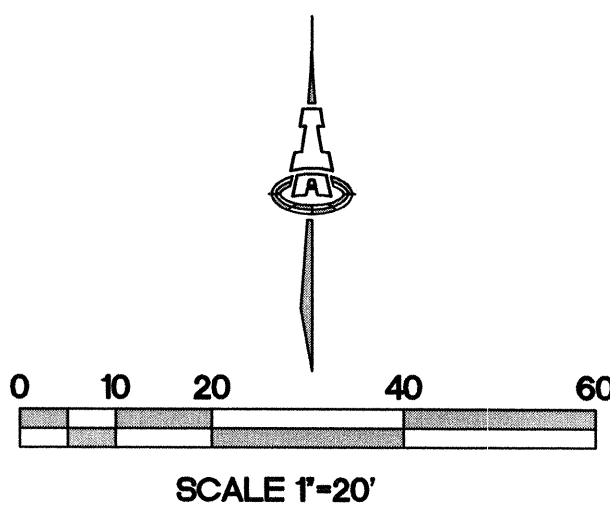
Ph. 505-268-8828 Fax. 505-268-2632

1976 CP-102.dwg Dec 14, 2010

CITY OF ALBUQUERQUE PLANNING DEPARTMENT DESIGN REVIEW/CONSTRUCTION SECTION													
TITLE: EUBANK AND COPPER ROAD IMPROVEMENTS STRIPING AND SIGNAGE PLAN													
Design Review Committee 	City Engineer Approval 	Last Design Update	<table border="1"> <thead> <tr> <th>Mo./Day/Yr.</th> <th>Mo./Day/Yr.</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	Mo./Day/Yr.	Mo./Day/Yr.								
Mo./Day/Yr.	Mo./Day/Yr.												
City Project No. 668283	Zone Map No. K-21-Z	Sheet 7 Of 11											



COPPER AVE NE



STRIPING STATION TABLE		
STATION	STATION AND OFFSET	STATION TYPE
68	18+48.87, 2.81' RT	END
69	18+46.85, 8.23' LT	END
70	11+54.32, 19.18' RT	BEGIN
71	11+62.22, 9.75' RT	END
72	11+62.10, 5.57' RT	END
73	13+43.88, 2.53' LT	END
74	15+50.00, 2.00' RT	LOCATION
75	16+48.97, 0.00' RT	LOCATION
76	18+03.72, 0.15' RT	LOCATION
77	11+59.95, 6.15' LT	END/BEGIN
78	15+64.16, 22.72' RT	LOCATION
79	16+65.95, 20.66' RT	LOCATION
80	16+91.69, 5.69' LT	END
81	16+91.75, 6.32' RT	END

STRIPING STATION TABLE		
STATION	STATION AND OFFSET	STATION TYPE
35	15+95.11, 6.23' RT	PC
36	16+19.29, 5.74' LT	PT
37	16+19.04, 6.25' RT	PT
38	16+43.91, 3.68' RT	LOCATION
39	16+45.08, 12.07' RT	LOCATION
40	17+43.59, 5.78' LT	BEGIN
41	17+43.65, 6.20' RT	BEGIN
42	18+45.66, 9.16' RT	LOCATION
43	20+02.19, 6.01' LT	END
44	20+02.72, 6.00' RT	END
45	13+00.25, 6.89' RT	BEGIN
46	13+00.24, 18.89' RT	BEGIN
47	16+46.23, 7.16' RT	END
48	16+46.22, 19.16' RT	END
49	16+46.24, 7.16' LT	END
50	16+55.23, 3.83' LT	PC
51	16+46.24, 2.84' LT	END
52	16+46.22, 19.16' RT	BEGIN
53	16+76.39, 7.18' RT	PC
54	16+78.47, 19.18' RT	PC
55	17+12.13, 62.03' LT	PT
56	17+24.30, 42.01' LT	PT
57	17+36.49, 40.45' LT	PT
57	17+36.49, 40.45' LT	PT
58	16+35.86, 5.84' LT	ANGLE
59	16+35.80, 6.17' RT	ANGLE
60	16+83.93, 65.94' RT	PC
61	16+95.55, 74.23' RT	BEGIN
62	16+95.84, 67.25' RT	PC
63	17+42.79, 17.38' RT	PT
64	17+38.49, 5.70' LT	PT
65	17+54.93, 15.80' RT	END
66	17+49.00, 4.47' RT	BEGIN
67	17+48.85, 7.53' LT	BEGIN

STRIPING STATION TABLE		
STATION	STATION AND OFFSET	STATION TYPE
1	10+49.71 14.69' LT	BEGIN
2	10+54.89, 39.78' RT	END
3	10+59.66, 15.64' LT	BEGIN
4	10+65.05, 41.04' RT	END
5	10+67.71, 15.66' LT	BEGIN
6	10+67.60, 6.14' RT	END
7	10+68.27, 5.51' LT	BEGIN
8	10+70.98, 12.66' RT	END
9	10+79.86, 18.27' RT	LOCATION
10	10+80.67, 27.11' RT	LOCATION
11	10+83.95, 36.66' RT	END
12	11+13.83, 7.39' LT	LOCATION
13	11+14.56, 2.26' LT	LOCATION
14	11+14.05, 12.65' RT	BEGIN
15	11+12.77, 24.65' RT	PC
16	11+31.15, 5.52' LT	PC
17	11+34.07, 6.20' RT	PC
18	11+38.32, 18.33' RT	LOCATION
19	11+34.99, 26.87' RT	LOCATION
20	11+88.57, 9.04' LT	LOCATION
21	11+88.54, 3.66' LT	LOCATION
22	12+00.10, 4.49' RT	PT
23	12+09.20, 6.63' LT	END
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32	15+66.43, 6.14' RT	PT
33	15+66.43, 6.14' RT	PT
34	15+94.74, 5.76' LT	PC

- GENERAL NOTES:**
1. ALL STRIPING AND MARKINGS ARE PER MUTCD.
 2. ALL MARKINGS SHALL BE PERFORMED PLASTIC.
 3. ALL STREET STRIPING TO REMAIN THAT IS ALTERED OR DESTROYED SHALL BE REPLACED W/ REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO THE SAME LOCATIONS AS WAS EXISTING OR AS OTHERWISE INDICATED BY CITY APPROVED PLAN SET.
 4. ALL STRIPING ON EUBANK SHALL BE HOT THERMAPLASTIC PAVEMENT MARKINGS, 120 ml.

ERADICATION NOTE

STRIPING ERADICATION SHALL BE ACCOMPLISHED BY WATER BLASTING OR SURFACE PLANING OF THE ROADWAY TO A MAXIMUM DEPTH OF 0.25" AND TWICE THE WIDTH OF THE STRIPE OR MARKING TO BE REMOVED.

- KEYED CONSTRUCTION NOTES**
1. 4" SOLID WHITE STRIPE.
 2. 4" WHITE DASHED STRIPE (3' STRIPE / 7' GAP).
 3. 12" WHITE CROSS WALK.
 4. 24" WHITE STOP BAR.
 5. 4" SOLID DOUBLE YELLOW STRIPE.
 6. 8' THRU ARROW.
 7. 8' RIGHT TURN AND THRU COMBINED ARROW.
 8. 4" YELLOW STRIPE @ 45' AND 16' GAP.
 9. 8' LEFT TURN ARROW.
 10. REMOVE AND REPAINT EXISTING STRIPING (IF APPLICABLE). SEE ERADICATION NOTES.
 11. ONLY PAVEMENT MARKING.
 12. PAINT MEDIAN NOSE WITH REFLECTIVE YELLOW PAINT.
 13. 4" SOLID YELLOW STRIPE
 14. "NO PARKING SIGN" R8-3
 15. 4" YELLOW DASHED STRIPE (2' STRIPE, 4' GAP)
 16. 4" WHITE DASHED STRIPE (2' STRIPE, 4' GAP).
 17. SOLID YELLOW NOSE ON SURFACE.

AS BUILT DRAWING

ISAACSON & ARFMAN, P.A.
Consulting Engineering Associates
128 Monroe Street N.E.
Albuquerque, New Mexico 87108
Ph. 505-268-8828 Fax. 505-268-2632
1676 CP-103.dwg Dec. 14, 2010

CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
DESIGN REVIEW/CONSTRUCTION SECTION

TITLE: EUBANK AND COPPER ROAD IMPROVEMENTS

STRIPING PLAN

Design Review Committee APPROVED FEB 3 2011
City Engineer APPROVED JUL 08 2011
DESIGN REVIEW COMMITTEE CITY ENGINEER

City Project No. **668283** Zone Map No. **K-21-Z** Sheet **8** Of **11**

DESIGNED BY RMR DATE 09/30/08
DRAWN BY thor DATE 09/30/08
CHECKED BY ALDN DATE 09/30/08

REVISIONS
NO. DATE BY
1 09/08 SURV-TEK
2 09/08 SURV-TEK

ENGINEER'S SEAL
FRED C. ARFMAN
NEW MEXICO
7322
REGISTERED PROFESSIONAL ENGINEER
Fred C. Arfman
12.15.10

AS-BUILT INFORMATION
CONTRACTOR: SUBCONTRACTOR: HERRICK
WORK STARTED BY: SUB-TEK, INC. DATE: 09-11
ACCEPTANCE BY: IHA, PA DATE: 09-11
FIELD VERIFICATION BY: IHA, PA DATE: 10-11
DRAWINGS CORRECTED BY: IHA, PA DATE: 10-11
MICRO-FILM INFORMATION
RECORDED BY: DATE:
NO.

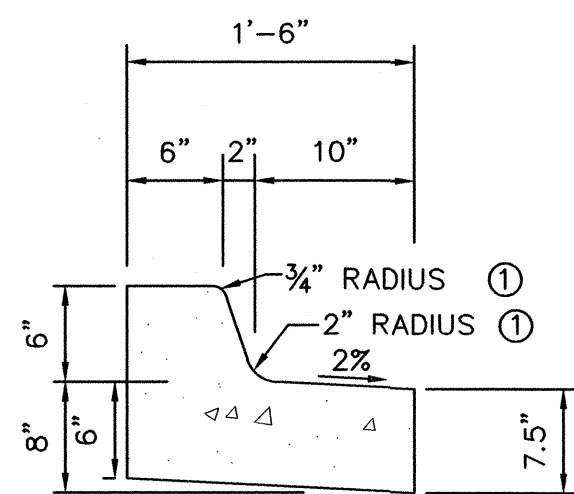
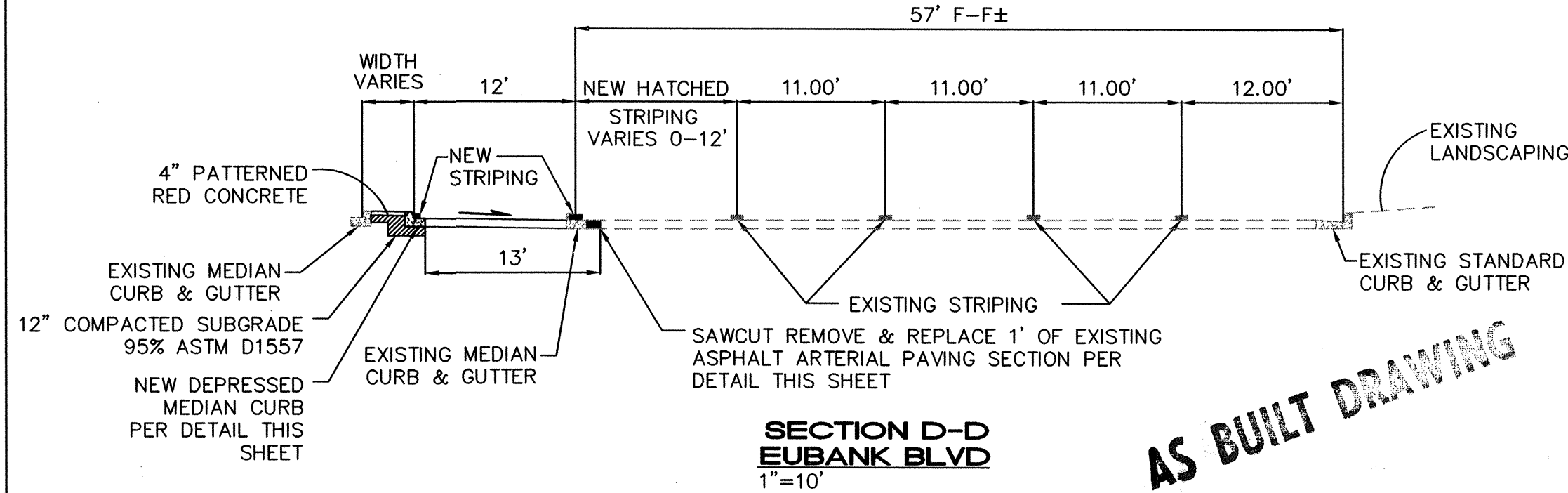
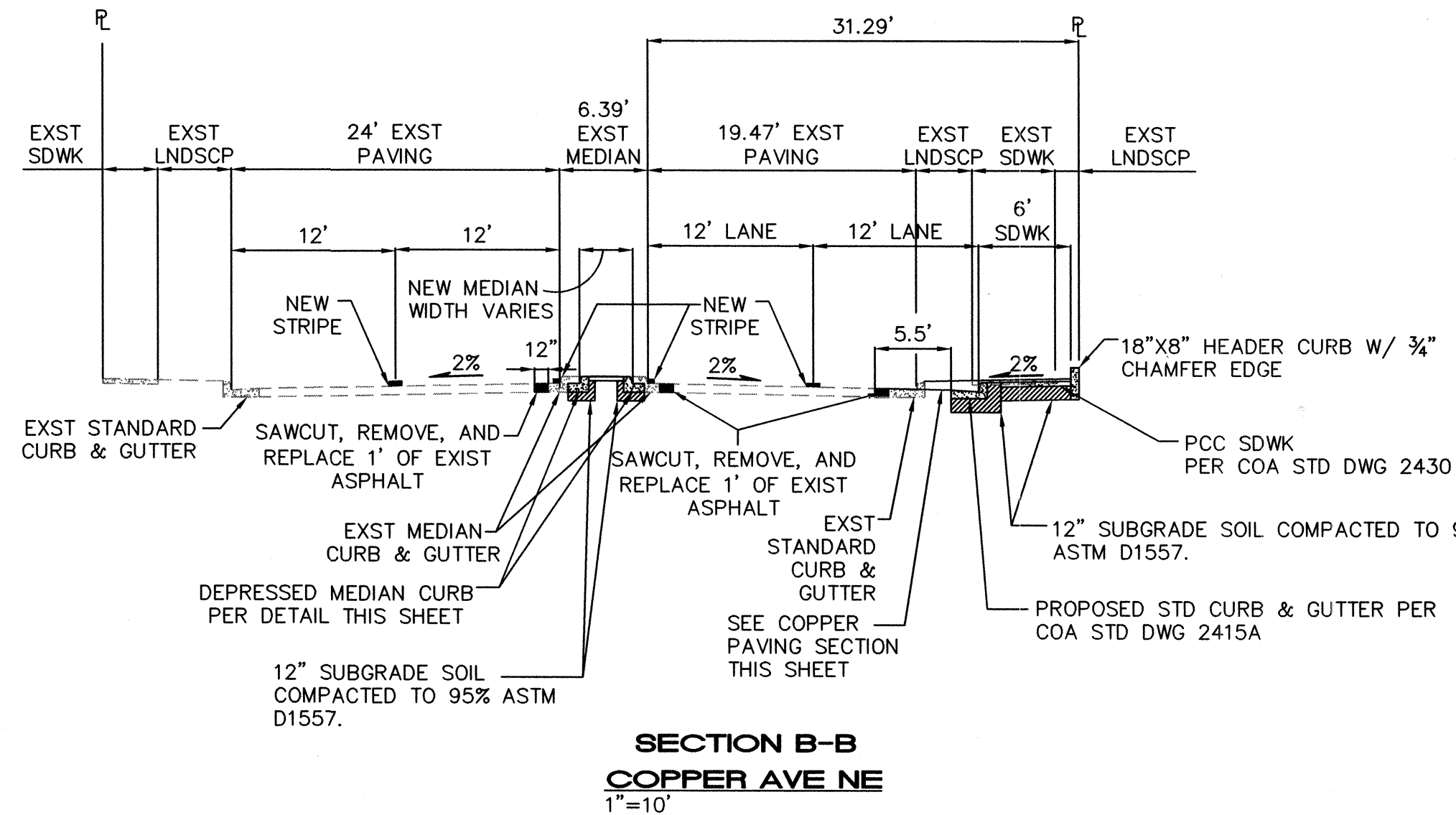
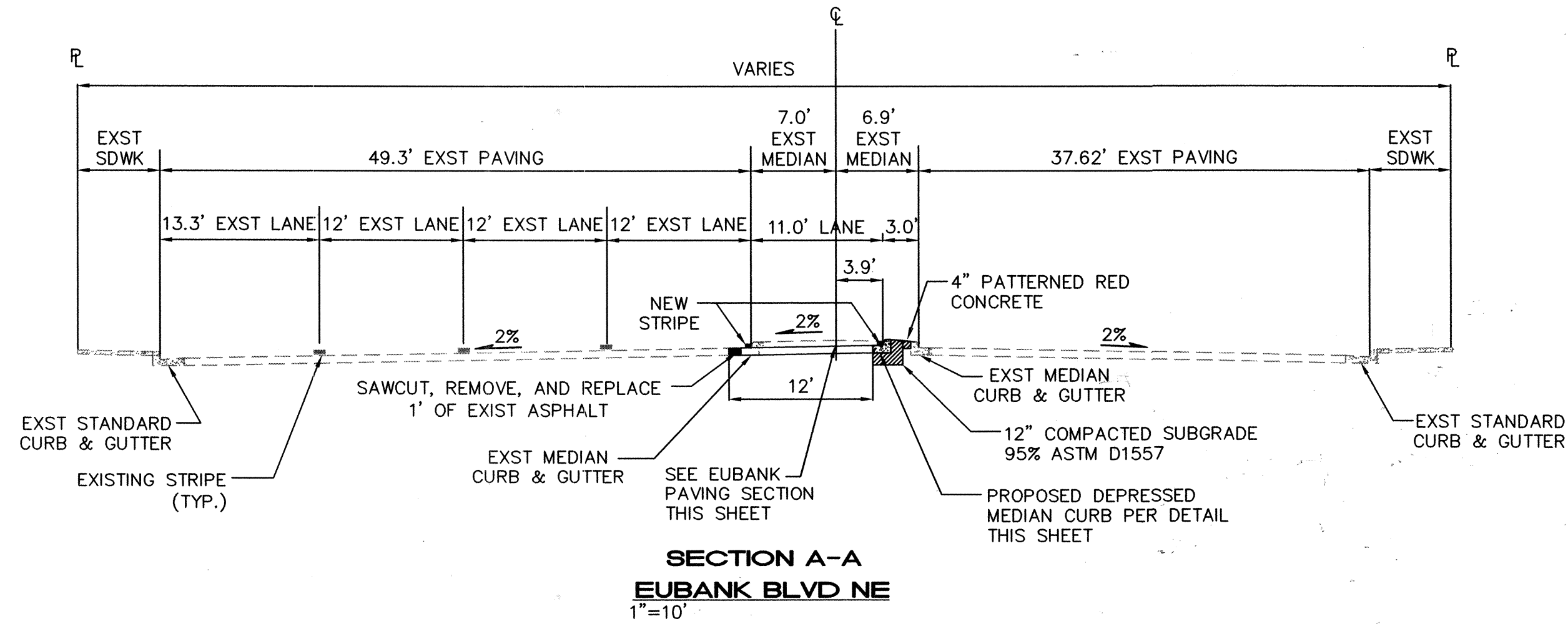
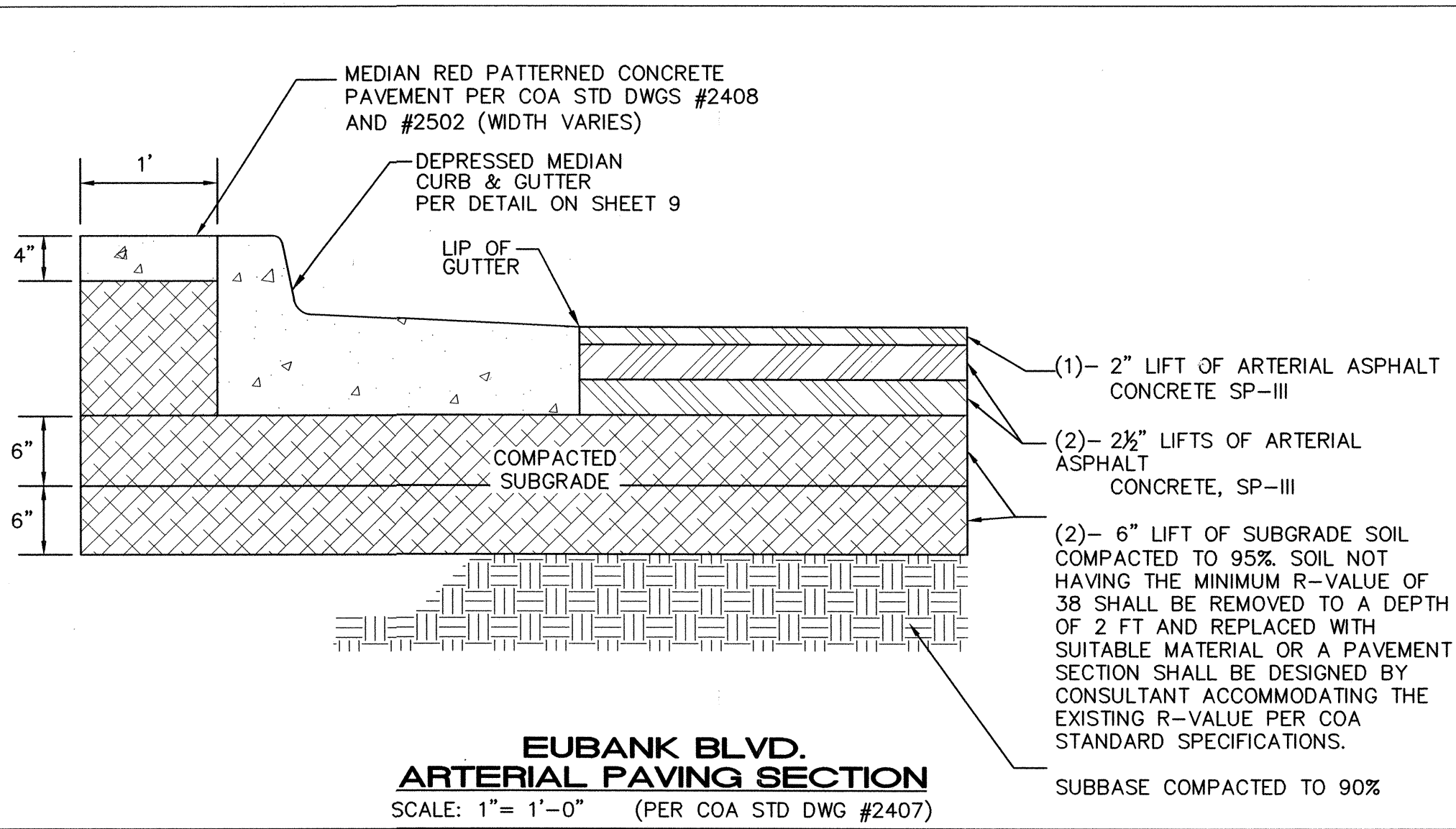
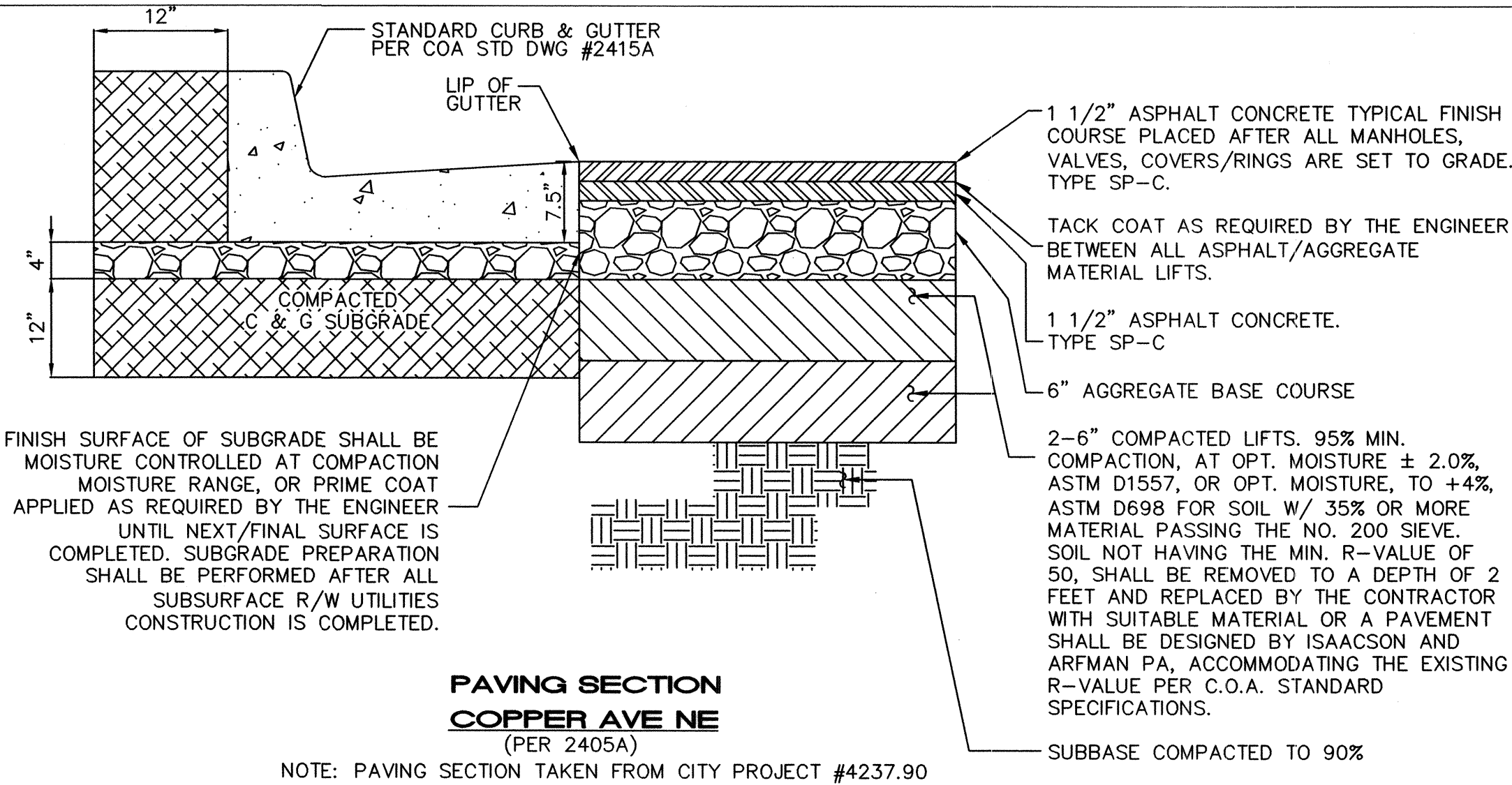
PERMANENT SIGNING & STRIPING NOTES

1. ALL REGULATORY, WARNING, SPECIAL, AND GUIDE SIGNS SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS:

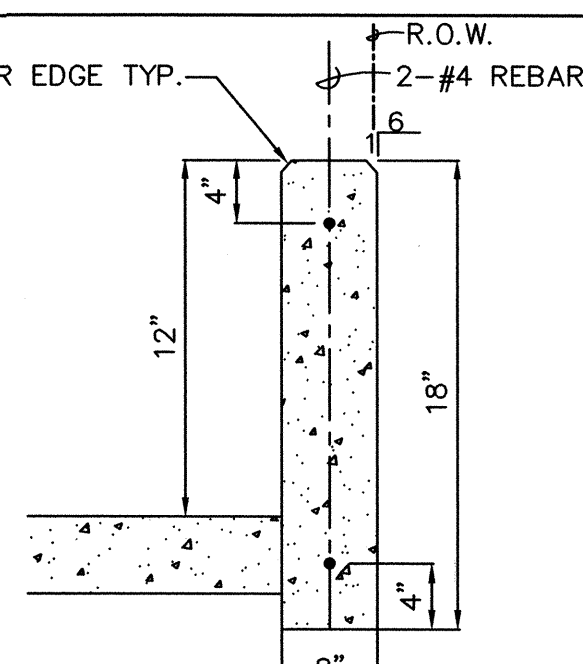
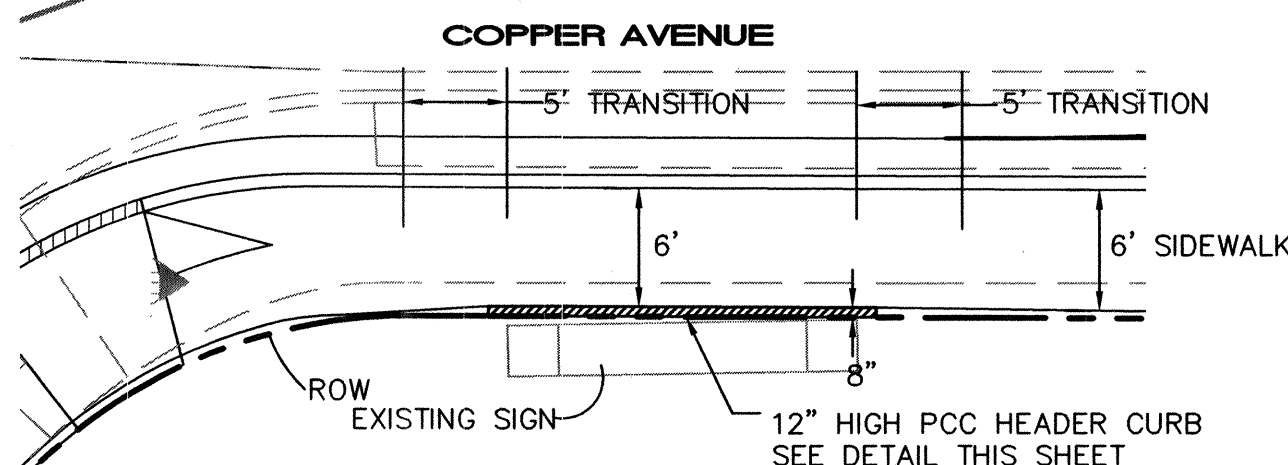
SIGN	SIGN CODE	COLOR	LETTER SHEETING	BACKGROUND SHEETING
STOP	R1-1	(W/RED)	TYPE VIII OR IX	TYPE VIII OR IX
YIELD	R1-2	(W/RED)	TYPE VIII OR IX	TYPE VIII OR IX
DO NOT ENTER	R5-1	(W/RED)	TYPE VIII OR IX	TYPE VIII OR IX
WRONG WAY	R5-1a	(W/RED)	TYPE VIII OR IX	TYPE VIII OR IX
SCHOOL BUS SIGN	S3-1	(BLK/ FLOURESCENT YELLOW GREEN)	TYPE VIII OR IX	TYPE VIII OR IX
SCHOOL BUS XING	S1-1	(BLK/ FLOURESCENT YELLOW GREEN)	TYPE VIII OR IX	TYPE VIII OR IX
PEDESTRIAN XING	W11-2	(BLK/ FLOURESCENT YELLOW GREEN)	TYPE VIII OR IX	TYPE VIII OR IX
BIKE XING	W11-1	(BLK/ FLOURESCENT YELLOW GREEN)	TYPE VIII OR IX	TYPE VIII OR IX
ALL SCHOOL/PED/BIKE SUPPLEMENTAL PLAQUES		(BLK/ FLOURESCENT YELLOW GREEN) WHEREVER BLK/YELLOW IS SPECIFIED AS COLOR IN MUTCD	TYPE VIII OR IX	TYPE VIII OR IX
ALL OTHER WARNING SIGNS & SUPPLEMENTAL PLAQUES		(BLK/ FLOURESCENT YELLOW) WHEREVER BLK/YELLOW IS SPECIFIED AS COLOR IN MUTCD	TYPE VIII OR IX	TYPE VIII OR IX
GUIDE & DESTINATION SIGNS INCLUDE EXTRUDED & NON-EXTRUDED (OVERHEAD & GROUND MOUNTED) E-CODE SIGNS	ALL	(W/GREEN) EXCEPT WHERE SPECIFIED IN THE MUTCD	TYPE VIII OR IX	TYPE IV
RECREATIONAL & CULTURAL INTERESTS	ALL	(W/BROWN)	TYPE VIII OR IX	TYPE IV
GENERAL SERVICE	ALL	(W/BLUE)	TYPE VIII OR IX	TYPE IV
SPECIFIC SERVICE	ALL	(W/BLUE)	TYPE VIII OR IX	TYPE IV
ALL OTHER PERMANENT SIGNS		(BLK/WHITE) EXCEPT WHERE SPECIFIED OTHERWISE IN THE MUTCD	TYPE IV	TYPE IV

PERMANENT SIGNING & STRIPING NOTES (CON'T)

2. ONLY 0.125 INCHES THICK ALUMINUM PANEL SIGNS ARE PERMITTED FOR WARNING AND REGULATORY SIGNS.
3. ANTI GRAFFITI COATING SHALL BE APPLIED ON ALL REGULATORY, WARNING, GUIDE, AND SPECIAL SIGNS.
4. QUANTITIES MAY VARY AS FIELD CONDITIONS DICTATE. THE CONTRACTOR WILL BE PAID FOR ACTUAL QUANTITIES USED.
5. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH N.M. STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (LATEST EDITION) AND ANY APPLICABLE SPECIAL PROVISION AND/OR SUPPLEMENTAL SPECIFICATION. ALSO THE DEVICES SHALL COMPLY WITH CURRENT EDITION, WITH REVISIONS, OF THE MUTCD.
6. EACH SIGN FACE SHOWN ON PLANS SHALL MEET THE SPECIFICATIONS IN THE STANDARD HIGHWAY SIGNS MANUAL (CURRENT EDITION) FOR PROPER ARRANGEMENT, SPACING OF LETTERS, LETTER HEIGHT, SYMBOLS AND BORDERS FOR THE SPECIFIED SIZE AND MESSAGE AS SHOWN ON PLANS.
7. POST LENGTHS ARE BASED ON A MINIMUM OF 5 FT FOR RURAL ROADWAY SECTIONS TO A MINIMUM OF 7 FT FOR URBAN AND INTERSTATE ROADWAY SECTIONS. THE LENGTHS ARE MEASURED FROM THE BOTTOM OF THE SIGN TO NEAR EDGE OF THE DRIVING LANE.
8. THE LATERAL CLEARANCE OF SIGNS SHALL BE NO CLOSER THAN THE 6 FT FROM THE EDGE OF SHOULDER OR 12 FT FROM THE EDGE OF TRAVELED WAY FOR RURAL AREAS AND NO CLOSER THAN 2 FT FROM FACE OF CURB FOR URBAN AREAS.
9. ALL SIGNING HARDWARE, INCLUDING BRACKETS, (FOR MOUNTING ALL STREET NAME SIGNS, W1-8-18 BACK TO BACK MOUNTING, ETC.) ARE CONSIDERED INCIDENTAL TO SIGN INSTALLATION. THEREFORE, NO PAYMENT WILL BE MADE.
10. THREE 4 LB/FT SIGN POST INSTALLATION APPROVED ONLY IF THE SPAN BETWEEN THE OUTER POSTS EXCEEDS 84" (SIGN WIDTH OF 96" OR GREATER).
11. 3'- 6" BASE POSTS ARE REQUIRED FOR ALL SMALL SIGN POSTS. SEE STANDARD DRAWING 701-02-1/3 FOR DETAILS.
12. SIGN POSTS SHALL BE SQUARE TUBING AS APPROVED BY THE PROJECT MANAGER OR THE DISTRICT TRAFFIC ENGINEER.
13. CONTRACTOR SHALL FIELD VERIFY ALL SIGNING INFORMATION, TEXT, AND LOCATIONS PRIOR TO FABRICATION AND INSTALLATION. NEW SIGN LOCATIONS SHALL BE APPROVED BY THE PROJECT MANAGER OR THE DISTRICT TRAFFIC ENGINEER.
14. HOT THERMOPLASTIC PAVEMENT MARKING SHALL BE USED ON ALL STRIPING (LONG LINES, LEGENDS, SYMBOLS, ETC.). THE THERMOPLASTIC PAVEMENT MARKING SHALL BE APPLIED AT A THICKNESS OF 120 MIL.
15. WATER BLASTING IS THE ONLY APPROVED METHOD OF EXISTING STRIPE REMOVAL WITHIN DISTRICT THREE. THE USE OF BLACK PAINT AS A METHOD OF REMOVING OR COVERING EXISTING STRIPING IS **STRICTLY** PROHIBITED



① DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES.



ISAACSON & ARFMAN, P.A.
Consulting Engineering Associates

128 Monroe Street N.E.
Albuquerque, New Mexico 87108
Ph. 505-268-8828 Fax. 505-268-2632
1676 CP-501.dwg Dec 14, 2010

CITY OF ALBUQUERQUE PLANNING DEPARTMENT DESIGN REVIEW/CONSTRUCTION SECTION	
TITLE: EUBANK AND COPPER ROAD IMPROVEMENTS PAVING DETAILS	
PAVING PLAN AND PROFILE	
Design Review Committee APPROVE FEB 3 2011 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVE JUL 08 2011 CITY ENGINEER
City Project No. 668283	Zone Map No. K-21-Z
Sheet 9 Of 11	

AS-BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	ISAACSON & ARFMAN, P.A.	ACS "6-L21" - 3.1/4" AL DISC AT TOP OF CURB	09/08	1	09/08	7322	12-15-10
WORK STAGED BY	SUB-TEK, INC.	IN MEDIAN OF CENTRAL AVE ON EAST SIDE OF ELIZABETH STREET					
DATE	08-11						
APPROVED BY	ISAACSON & ARFMAN, P.A.	ELEVATION = 5503.276 NAVD 88					
DATE	10-11						
DRAWINGS CORRECTED BY	ISAACSON & ARFMAN, P.A.						
DATE	10-11						
MICRO-FILM INFORMATION							
RECORDED BY							
DATE							
NO.							

Traffic Control Notes

- The Contractor/TCP firm **MUST** adhere to the dates and times listed on the TCP permit. Failure to do so will result in the permit **being revoked**.
- The NMDOT reserves the right to make any changes and/or modifications to the approved Traffic Control Permit.
- The Contractor/TCP firm shall adhere to all the requirements listed in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
- In the areas of pavement operations or other activities within the traveled way and adjacent to the existing traveled lane, the contractor shall assure that no pavement drop-offs are left exposed during non-working hours. The contractor shall initiate corrective means as per "the New Mexico Department Of Transportation Pavement Drop-off Guideline" to achieve a minimum 6:1 slope between traveled lanes and a minimum 3:1 slope adjacent to the existing traveled lane with two 11 foot driving lanes as shown in the detail below.



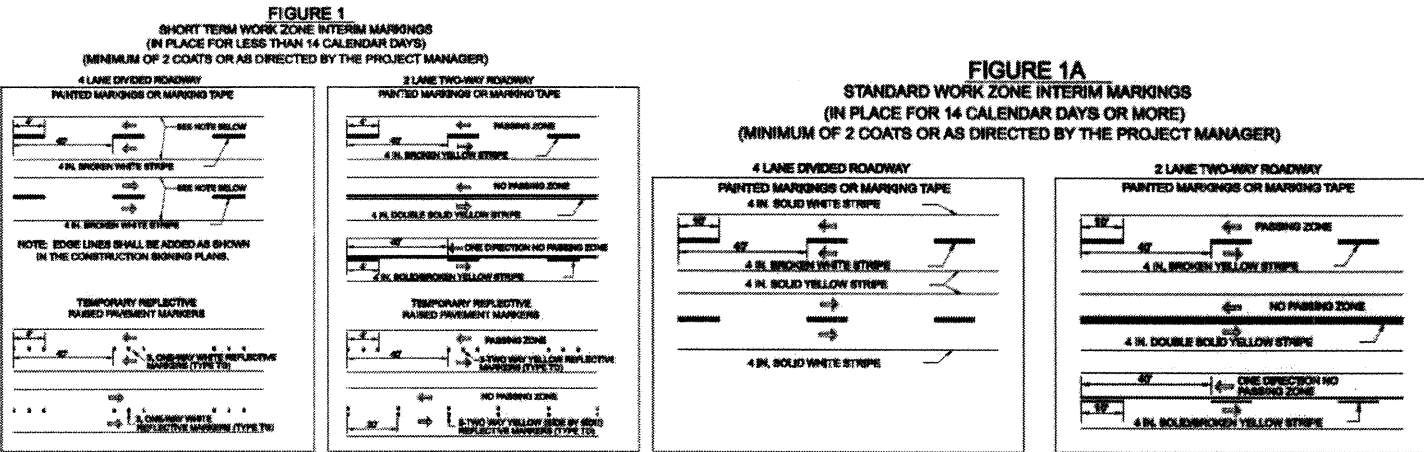
- The Contractor/TCP firm will be required to cover up all conflicting signs within or in advance of the work zone.
- In covering up any conflicting signs, the contractor is to use an approved method of covering existing signing so as not to damage/distort sign sheeting or markings. The Contractor/TCP firm shall not place a patch on the sign and tape the patch directly to the face of the sign. Failure to adhere to this requirement will result in the Contractor/TCP firm being required to replace the sign.
- The Contractor/TCP firm shall not place a lane drop taper along a horizontal curve. The lane drop taper shall be placed in advance of the horizontal curve so that it is visible to all oncoming traffic.
- On crest vertical curves, the Contractor/TCP firm shall place lane drops in advance or at the beginning of the curve to enhance visibility of the lane drop to oncoming traffic.
- The Contractor/TCP firm **SHALL** contact Mr. Phil Gallegos, D3 Public Information Officer (PIO), at least 48 hours before any work listed in the TCP is performed, to confirm the actual start dates of the construction. Mr. Gallegos can then publish the upcoming work in the District Three Traffic Report. Mr. Gallegos can be reached at 841-2700.
- All traffic devices shall be kept clean throughout the duration of the project. Any sign that is tagged by Graffiti shall be cleaned within 24 hours or removed and replaced.
- "BUMP", "LOOSE GRAVEL", "LANE DROP-OFF SIGN" sign placement the contractor shall place W8-148 signs ("BUMP" - B/F/O), W8-748 signs ("LOOSE GRAVE" - B/F/O) and/or W8-9a-48 signs ("SHOULDER DROP-OFFS" - B/F/O) in advance of bridge approaches or other locations during cold milling and overlay operations as needed or as directed by the project manager. See standard drawing 702-01-1/3 for sign details
- The following reflectivity material shall be used on all signing placed on NMDOT roadways

SIGN	SIGN CODE	COLOR	LETTER SHEETING	BACKGROUND SHEETING
APPROACH SIGNS	W20-1,2,3,4,5,7	(BLK/FLUORESCENT Orange)	-----	Type VII, VIII or IX
CHEVRONS	W1-8	(BLK/FLUORESCENT Orange)	-----	Type VII, VIII or IX
CURVES	W1-2	(BLK/FLUORESCENT Orange)	-----	Type VII, VIII or IX
REVERSE CURVE	W1-4	(BLK/FLUORESCENT Orange)	-----	Type VII, VIII or IX
MERGE	W4-1	(BLK/FLUORESCENT Orange)	-----	Type VII, VIII or IX
NO PASSING ZONE	W14-3	(BLK/FLUORESCENT Orange)	-----	Type VII, VIII or IX
FLAGGER PADDLE		(BLK/FLUORESCENT Orange side one with Red on side 2)	-----	Type VII, VIII or IX
ALL DRUMS		(BLK/FLUORESCENT Orange)	-----	Type VII, VIII or IX
All Other Const. Signs		Black on Orange		Type III

Rev. 03/25/2007

33. Work Zone Interim Markings:

- The contractor shall place reflectorized painted markings on each markings on each intermediate lift of surfacing or milled surface at the end of day's surfacing or milling operation, these markings shall be placed in accordance with the details shown in figure 1 or figure 1a on this sheet. in the event the painted markings cannot be placed as described above, the contractor shall, with the approval of the project manager, place marking tape or temporary reflective raised pavement markers in accordance with the details shown in figure 1 or figure 1a on this sheet or as directed by the project manager. Payment for marking tape will be paid for under the unit price of reflectorized painted markings, unless otherwise specified.
- The contractor shall place removable marking tape or temporary reflective raised pavement markers after placement of the final lift of surfacing if permanent markings are not placed during the same working day. These markings shall be placed in accordance with the details shown in figure 1 or 1a on this sheet or as directed by the project manager.
- On roadways with severe curvature, broken-line interim markings with half-cycle lengths and a minimum of 2 foot stripes or a group of two temporary reflective pavement markings spaced 2 feet apart may be used where passing is allowed. Interim edge lines or channelization lines for delineation may be used as needed or as directed by the project manager. Passing/no passing zone signing to supplement interim markings for delineation may be used as needed or as directed by the project manager. All interim markings shall be in accordance with the current edition of the MUTCD.



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- If any of the signs and/or traffic control devices, on the attached TCP, are being used overnight the following minimum reflectivity standards shall be required:

New MUTCD Table 2A-3. Minimum Maintained Retroreflectivity Levels				
SIGN COLOR	SHEETING TYPE (ASTM D4956-04)			ADDITIONAL CRITERIA
	Beaded Sheeting		Prismatic Sheeting	
	I	II	III, IV, VI, VII, VIII, IX, X	
White on Green	W1/G a 7	W1/G a 15	W1/G a 25	Overhead
Black on Yellow or Black on Orange	Y1/O*	Y1/O*	Y a 12b/O a 15	Ground-mounted
White on Red	W1/O*	W1/O*	W a 25b/O a 25	Overhead
Black on White	W a 50	W a 50	W a 50	Overhead
* The minimum maintained retroreflectivity levels shown in this table are in units of cd/lt/m ² measured at an observation angle of 0.2° and an entrance angle of -4.0°.				
† For test and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs				
‡ For test and fine symbol signs measuring less than 1200 mm (48 in)				
§ Minimum Sign Contrast Ratio a 3:1 (white retroreflectivity > red retroreflectivity)				
* This sheeting type should not be used for this color for this application.				
BOLD SYMBOL SIGNS				
• W1-1, 2 – Turn and Curve	• W3-1 – Stop Ahead	• W11-5 – Deer Crossing		
• W1-3, 4 – Reverse Turn and Curve	• W3-2 – Yield Ahead	• W11-4 – Cattle Crossing		
• W1-5 – Winding Road	• W3-3 – Signal Ahead	• W11-5 – Farm Equipment		
• W1-6, 7 – Large Arrow	• W4-1 – Merge	• W11-6 – Snowmobile Crossing		
• W1-8 – Chevron	• W4-2 – Lane Ends	• W11-7 – Equestrian Crossing		
• W1-10 – Intersection in Curve	• W4-3 – Added Lane	• W11-8 – Fire Station		
• W1-15 – 270 Degree Loop	• W4-6 – Entering Roadway Added Lane	• W11-10 – Truck Crossing		
• W2-1 – Cross Road	• W6-1, 2 – Divided Highway Begins and Ends	• W12-1 – Double Arrow		
• W2-2, 3 – Side Road	• W6-4 – Two-Way Traffic	• W16-3p, 4p, 7p – Pointing Arrow Placques		
• W2-4, 5 – T and Y Intersection	• W10-1, 2, 3, 4, 11, 12 – Highway Railroad Advance Warning	• W20-7a – Flagger		
• W2-6 – Circular Intersection	• W11-2 – Pedestrian Crossing	• W21-1a – Worker		
FINE SYMBOL SIGNS – Symbol Signs Not Listed As Bold Symbol Signs				
SPECIAL CASES				
• W3-1 – Stop Ahead: Red retroreflectivity a 7				
• W3-2 – Yield Ahead: Red retroreflectivity a 7; White retroreflectivity a 35				
• W3-3 – Signal Ahead: Red retroreflectivity a 7; Green retroreflectivity a 7				
• W3-5 – Speed Reduction: White retroreflectivity a 50				
• For non-diamond shaped signs such as W14-3 (No Passing Zone), W4-4p (Cross Traffic, Does Not Stop), or W13-1, 2, 3, 5 (Speed Advisory Placques), use largest sign dimension to determine proper minimum retroreflectivity level.				

- Placement of the sequential arrow shall be at or near the beginning of the lane closure taper. In areas of insufficient pavement width, the sequential arrow may be placed within the taper, but not to exceed ½ the taper length. In all cases, the sequential arrow shall be placed behind the channelization devices.
- All signing on the interstate and on high speed 4 lane divided facilities shall be double indicated.
- All signs that are part of work zone that is in place for more than **3 days** shall be placed on **posts**.
- Covering existing white and yellow stripes with black paint as a method of stripe removal is **strictly prohibited**.
- All warning and regulatory signs shall meet the following size requirements:
 - Interstate: Warning sign 48"x48" Regulatory 48"x60"
 - Non-Interstate: Warning sign 36"x36" Regulatory 36"x42"
- All CWB ends, within the clear zone, have to be protected with an approved crash cushion attenuator (approved based on the design speed of the road).

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NMDOT District Three Construction and Material Requirements for Developer Built Improvements within NMDOT Rights-of-Way

The following guidelines are to provide information on NMDOT construction requirements for private parties, developers, and local governments that are building property improvements that require a driveway permit application in accordance with 18.31.6 NMAC, State Highway Access Management Requirements, and for off-system improvements required to mitigate impacts to the state highway system. It is the applicant's responsibility to ensure a contractor is hired that can construct the proposed improvements in accordance with the NMDOT's specifications and standard drawings

SPECIFICATIONS

The applicant shall comply with the requirements of the NMDOT's Standard Specifications for Highway and Bridge Construction (Current Edition), Standard Drawings, and any revisions provided by the District Traffic Engineer. The current specifications have an issue date of August 2005 and can be accessed at <http://www.nmshd.state.nm.us/main.asp?secid=11183>.

Listed below are the most likely sections to which the applicant may need to refer.

- Excavation, Borrow, and Embankment
- Subgrade Preparation
- Base Course (Non-QC/QA)¹
- Pavement Smoothness Measurement²
- Bituminous Materials, Hydrated Lime, and Liquid Anti-Stripping Agents³
- Open-Graded Friction Course (Non-QC/QA)⁴
- Tack Coat
- Prime Coat
- Cold Milling
- Minor Paving⁵
- Plant-Mix Bituminous Pavement (Superpave Non-QC/QA)⁶
- Portland Cement Concrete Pavement
- Diamond-Grinding and Grooving of PCCP
- Pipe Culverts
- Metal and Concrete Wall Barrier
- Sidewalks, Drive Pads, and Concrete Median Pavement
- Curb and Gutter
- Cattle Guards
- Drop Inlets

- Type I only

1

- At a minimum, straightdighting will be applied to all surface and friction course material and removal and replacement or any necessary corrective work methods will be determined by the Department
- The Department will require certified test reports per Subsection 402.21. PG binders and aggregate gradation may require adjustment from that shown in approved mix design to account for stopped or slow speed traffic.
- Type I only
- 4500 tons or less at the Department's discretion
- Greater than 4500 tons at the Department's discretion

In addition, all sections of Division 700 – Traffic Control Devices may apply, especially to driveway permits for commercial improvements.

In general, the pay factor charts and acceptance limits that are provided in the specifications will be modified for the driveway permit application process and offsite improvements. **It is the applicant's responsibility to obtain any revisions from the District Traffic Engineer prior to soliciting bids for the work to be performed.**

MATERIALS

Materials that have currently approved NMDOT mix designs and component material sources must be used for the proposed improvements. Manufactured materials and components must be on the current Approved Products List. The approval status of mix designs and material sources can be obtained from the NMDOT State Materials Bureau or the respective District. The current Approved Products List can be obtained from the NMDOT State Maintenance Bureau.

SAMPLING AND TESTING

Material sampling and testing shall be performed by laboratories on the Department's approved list and technicians that are TTCP (Technician Training and Certification Program) registered. A current listing of approved laboratories may be obtained from the NMDOT State Materials Bureau. and current registered technicians can be verified with ACNM (Associated Contractors of New Mexico). All test results shall be sealed and signed by a professional engineer licensed to practice in New Mexico.

Material tests shall be provided at the frequencies noted in the specifications for the material being placed. Failure of the applicant to perform the required testing or use testing methods that do not follow approved procedures will cause the driveway permit application or offsite improvements to be subject to rejection as determined by the District Traffic Engineer.

ACCEPTANCE

Acceptance testing will usually be the responsibility of the applicant, but in some cases the Department may perform this function.

- When flaring the leading end of a Temporary Concrete Wall Barrier (TCWB) within a construction work zone, the flare rate shall be done in accordance with the rates shown in the table below:

Roadway Speed Limit	Minimum Taper/Flare Rate	Desirable Taper/Flare Rate
Less than 45 MPH	8:1	18:1
Between 45 MPH and 55 MPH	10:1	24:1
Greater than 55 MPH	15:1	30:1

- When CWB is placed in a construction work zone, a 5' buffer area is strongly recommended between the Temporary Concrete Wall Barrier and the work zone to accommodate barrier deflection. When a 5' buffer area is not attainable, consideration shall be given to anchoring the TCWB to the pavement surface. (See attachment "B" - note 8 in standard drawing 606-20-1/4 dated 1/11/2005).
- The crash cushion attenuators shall be designed as per the District Traffic Engineer's recommendations. The District May elect to either utilize the posted speed or the 85% speed in the layout of the crash cushion attenuators within the work zone.
- All construction signing shall have a Type III or higher reflective background.
- All devices that are placed within the NMDOT R/W shall adhere to section 702 - Traffic Control Devices For Construction – in the latest edition of the NMDOT Specification book
- All stationary objects within clear zone shall be properly shielded and outlined with drums mounted with Type "A" warning lights. Use of vertically mounted retro-reflective material in lieu of a Type A warning light is **strictly prohibited**.
- Use of Type I or II barricades for approach tapers on rural Interstate or secondary roadways are prohibited.
- Any equipment, materials, or vehicles stored within ROW shall be outside of clear zone (based on existing posted speed).
- Any equipment, material or vehicle stored within clear zone shall be properly shielded.
- Materials, work activities, equipment, and vehicles shall not be stored within the established buffer space.
- All construction equipment, vehicles and materials shall remain behind traffic control devices.
- All traffic control device types, quantities and spacing shall not deviate from the approved Traffic Control Plan. Any changes to the traffic control plan must be approved by the District Traffic Engineer or his/her designee
- The following Taper lengths, buffer zone, and spacing of devices requirements shall be adhered to:

Posted Speed (MPH)	Merging (L) & Shifting Taper (1/2L) Length (FT.) ¹										Shoulder Taper (FL) ²				Transition Area/ ³ Calming Zone ⁴ (FL) (FL)		Buffer Space or Distance ⁴ to Flagging Station		Maximum Spacing of Devices (FL) ⁵	
	11' Lane										1/3 L				4'		On a Taper		On a Tangent	
	12' Lane										4'	6'	8'	10'	2'		2'		2'	
20	75	40	80	40	85	45	9	13	18	22	160				115		20		40	
25	115	60	125	65	135	70	14	21	28	35	250				155		25		50	
30	165	85	180	90	195	100	20	30	40	50	360				200		30		60	
35	225	115	245	125	265	135	27	41	54	68	490				250		35		70	
40	295	150	320	160	345	175	36	53	71	86	640				305		40		80	
45	365	200	400	210	435	235	45	70	93	116	810				360		45		90	
50	435	250	480	260	515	285	55	85	112	140	960				420		50		100	
55	505	300	550	310	585	335	65	100	133	167	1200				485		55		110	
60	575	350	620	360	655	385	75	115	153	197	1350				550		60		120	
65	645	400	690	410	725	435	85	130	173	221	1500				615		65		130	
70	715	450	760	460	795	485	95	145	193	249	1650				680		70		140	
75	785	500	830	510	865	535	105	160	213	277	1800				745		75		150	
80	855	550	900	560	935	585	115	175	233	297	1950				810		80		160	

See Section 6C-08 on page 6C-9 and Figure 6C-3 on page 6C-4 of the 2003 MUTCD
See Section 6C-08 on page 6C-9 and Figure 6C-3 on page 6C-4 of the 2003 MUTCD
See Figure 6H-37 on page 6H-79 of the 2003 MUTCD
See Section 6C-06 on page 6C-04 and 6C-05 of the 2003 MUTCD

NOTE: EUBANK SPEED LIMIT POSTED AT 40 MPH

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For manufactured items the applicant shall submit certificates of compliance for review and approval before inclusion in the proposed improvements. Upon completion of the proposed improvements the applicant shall submit results of required materials tests to the District Lab Supervisor. Results and test methods will be analyzed to verify compliance with the acceptable limits in the specifications or the modifications noted in this guide.

Determination of which applicant's proposed improvements will be subject to acceptance testing provided by the Department will be done by random methods. However, if in the Department's judgment, the scope and public impact of proposed improvements is significant, the NMDOT reserves the right to arbitrarily choose when to perform full or partial verification testing to assure that the proposed improvements are in compliance with the specifications or any revisions. Applicant's whose proposed improvements will be fully subject to Department acceptance testing will be notified after the applicant's construction schedule and traffic control plan are approved and before the District Traffic Engineer gives the authorization to begin construction. Acceptance of manufactured materials will be based on valid certificates of compliance from the product manufacturer and submitted by the applicant. All materials and items that do not meet the acceptance requirements must be removed and replaced before the driveway permit is approved.

CONTACTS

District Three Traffic Engineer **KENNETH W. MURPHY** (505) 841-2700
District Three Laboratory Supervisor Carlos Giron (505) 841-2700
State Materials Bureau Bob Meyers (505) 827-9811
State Maintenance Bureau Tom Raught (505) 827-5176
Associated Contractors of New Mexico Bryan Legan (505) 344-2072

ISAACSON & ARFMAN, P.A.
Consulting Engineering Associates
128 Monroe Street N.E.
Albuquerque, New Mexico 87108
Ph. 505-268-8828 Fax. 505-268-2632
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CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
DESIGN REVIEW/CONSTRUCTION SECTION

TITLE: **EUBANK AND COPPER ROAD IMPROVEMENTS**

NMDOT PAVING DETAILS FOR EUBANK BLVD.

Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
APPROVED FEB 3 2011 DESIGN REVIEW COMMITTEE	APPROVED JUL 08 2011 CITY ENGINEER		
City Project No. 668283	Zone Map No. K-21-Z	Sheet 10 Of 11	



Fred C. Arfman
12.15.10

NO.	DATE	REMARKS	BY
		DESIGN	
	09/30/08	RWR	
	09/30/08	thor	
	09/30/08	ALDN	

