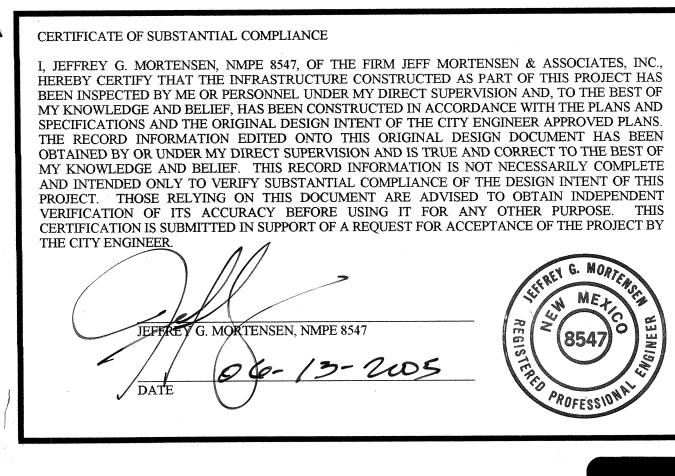
CONCRETE		
RIP-RAP		
LINES		
SUBDIVISION BOUNDARY		
PROPERTY LINE (PLAN)		
PROPERTY LINE (SECTION)		
CENTERLINE		
EASEMENT LINE		
MATCH LINE	AA	
SECTION CUT LINE		
EARTHWORK	EXISTING NEW	
CONTOUR LINE	<b>25</b>	
SPOT ELEVATION	$\oplus$	
PROJECT / PHASE BOUNDARY		
FLOWLINE	<u> </u>	
DIRECTION OF FLOW		
MISCELLANEOUS UTILITIES		
GAS LINE	—— <u>G</u> ——	
UNDERGROUND TELEPHONE	— — UT— —	
UNDERGROUND ELECTRICAL	— — UE— —	
STORM DRAIN STORM DRAIN MANHOLE	——————————————————————————————————————	
STORM DRAIN MANHOLE  STORM DRAIN INLET		
SANITARY SEWER		
SANITARY SEWER LINE SANITARY SEWER MANHOLE	——————————————————————————————————————	
SAS SERVICE CONNECTIONS		
SAS CAP OR PLUG		
ENCASEMENT	-t===+ <b></b>	
WATER		
WATER LINE	w	
WATER SERVICE CONNECTIONS		
GATE VALVE	<del>&gt;</del> - <del>- •</del> - <del>• • • • • • • • • • • • • • • • • • </del>	
FIRE HYDRANT	\$ <b></b>	
BUTTERFLY VALVE		
REDUCER WATER PRESSURE ZONE BOUNDARY		•
WATER FITTINGS		
CAPS AND PLUGS ELBOW		
CROSS	+- +- ++	
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CHAINLINK FENCE	<b>→</b>	
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COMMON YARD WALL		

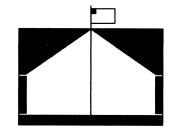
# CONSTRUCTION PLANS

for

# SOUTHWEST MESA "E" SCHOOL AKA EDWARD GONZALES ELEMENTARY FLASHING SCHOOL BEACON

ALBUQUERQUE, NEW MEXICO AUGUST, 2004







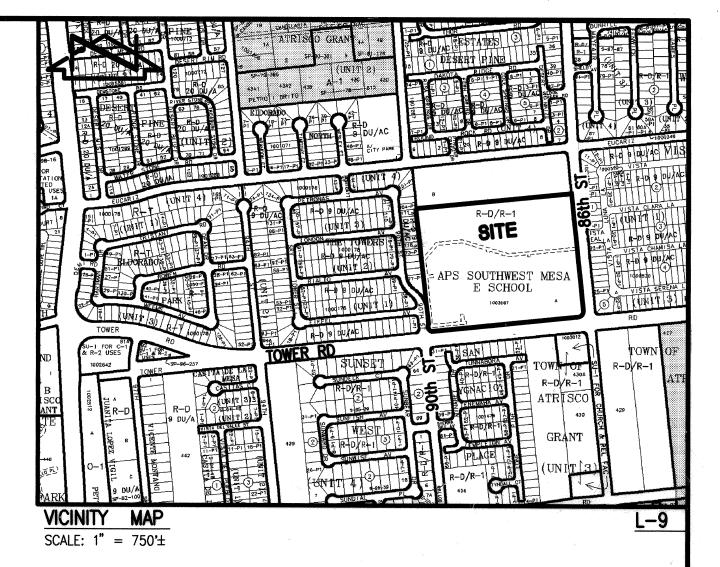
RECORD DRAWING

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#### GENERAL NOTES:

- 1. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS—PUBLIC WORKS CONSTRUCTION—1986 UPDATE NO. 7.
- 2. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM, 260-1990, (ALBUQUERQUE AREA) 1-800-321-ALERT (2537) (STATEWIDE) FOR LOCATION OF EXISTING PUBLIC UTILITIES AND APS MAINTENANCE & OPERATIONS (765-5950) FOR LOCATION OF EXISTING PRIVATE UTILITIES.
- 3. IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE OWNER OF SAID UTILITY, AND THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES. THE ENGINEER HAS CONDUCTED ONLY PRELIMINARY INVESTIGATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES. THIS INVESTIGATION IS NOT CONCLUSIVE, AND MAY NOT BE COMPLETE, THEREFORE, MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE, PIPELINE, OR UNDERGROUND UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES. IN PLANNING AND CONDUCTING EXCAVATION, THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES.
- 4. SHOULD A CONFLICT EXIST BETWEEN THESE PLANS AND ACTUAL FIELD CONDITIONS, THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IN WRITING SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY FOR ALL PARTIES.
- 5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.
- 6. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING SAFETY AND HEALTH.
- 7. ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
- 8. BACKFILL COMPACTION SHALL BE ACCORDING TO SPECIFIED STREET USE.
- 9. TACK COAT REQUIREMENTS SHALL BE DETERMINED DURING CONSTRUCTION BY THE PROJECT ENGINEER.
- 10. SIDEWALKS AND WHEELCHAIR RAMPS WITHIN THE CURB RETURNS SHALL BE CONSTRUCTED WHEREVER A NEW CURB RETURN IS CONSTRUCTED.
- 11. IF CURB IS DEPRESSED FOR A DRIVEPAD OR A HANDICAP RAMP, THE DRIVEPAD OR RAMP SHALL BE CONSTRUCTED PRIOR TO ACCEPTANCE OF THE CURB AND GUTTER.
- 12. ALL STORM DRAINAGE FACILITIES SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE.
- 13. CONTRACTOR SHALL COORDINATE WITH THE WATER SYSTEM DIVISION FOR THE EXECUTION OF THE VALVE SHUT OFF PLAN, NOT LESS THAN SEVEN (7) WORKING DAYS IN ADVANCE OF ANY WORK THAT MAY AFFECT THE EXISTING PUBLIC WATER UTILITIES. ONLY WATER SYSTEM DIVISION PERSONNEL SHALL OPERATE EXISTING VALVES. REFER TO SECTION 18 OF THE SPECIFICATION. THE WATER SYSTEM DIVISION PHONE NUMBER IS 857-8200.
- 14. CONTRACTOR SHALL NOTIFY THE CITY SURVEYOR 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 ELEVATION OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED. REFER TO SECTION 4.4 OF THE SPECIFICATIONS.
- 15. FIVE (5) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION CO-ORDINATION DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION CO-ORDINATION DIVISION. CONTRACTOR SHALL NOTIFY BARRICADE ENGINEER (924–3400) PRIOR TO OCCUPYING AN INTERSECTION. CONTRACTOR MUST REFER TO SECTION 19 OF THE STANDARD SPECIFICATION FOR TRAFFIC CONTROL.
- 16. ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH PLASTIC REFLECTORIZED STRIPING BY CONTRACTOR TO EXISTING LOCATION OR AS INDICATED BY THIS PLAN SET.
- 17. CAUTION: THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR. ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES MUST BE CARRIED-OUT IN ACCORDANCE WITH OSHA 29 CFR 1926, SUBPART P-EXCAVATIONS
- 18. ANY WORK OCCURRING WITHIN AN ARTERIAL ROADWAY REQUIRES TWENTY-FOUR HOUR CONSTRUCTION.
- 19. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.
- 20. WHEN APPLICABLE, CONTRACTOR SHALL SECURE "TOPSOIL DISTURBANCE PERMIT" FROM THE CITY AND/OR FILE A NOTICE OF INTENT (N.O.I.) WITH THE EPA PRIOR TO BEGINNING CONSTRUCTION.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 26 7091.82 0105 2004.180.5 1-10 REV. SHEETS CITY ENGINEER DATE USER DEPARTMENT DATE USER DEPARTMENT ENGINEERS STAMP & SIGNATURE APPROVALS **ENGINEER** DATE | \*\*\*\*\*\*\*\*\*\* APPROVED FOR CONSTRUCTION Water/Wastewater City Engineer Const. Mngmt.

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Const. Coord.

City Project No.

- 1. ALL WORK ON THESE PLANS TO BE PERFORMED UNDER THIS CONTRACT SHALL CONFORM TO THE CURRENT NATIONAL ELECTRIC CODE, THE STANDARDS OF THE NATIONAL BOARD OF FIRE UNDERWRITERS FOR ELECTRICAL WIRING AND APPARATUS, AND THE CITY'S TRAFFIC ENGINEERING OPERATIONS THIRD DRAFT SPECIFICATIONS (JUNE 1994).
- 2. LOCATIONS OF CONDUITS, FOUNDATIONS, CONTROL CABINETS, POLES, PULL BOXES, MANHOLES, AND SPLICE CABINETS SHOWN ON THE PLANS ARE SCHEMATIC AND SHALL BE ADJUSTED IN THE FIELD TO MAXIMIZE CLEAR SPACE AVAILABLE FOR PEDESTRIANS AND WHEELCHAIRS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT. THE CONTRACTOR SHALL MEET WITH THE CITY'S TRAFFIC ENGINEERING OPERATIONS PERSONNEL IN THE FIELD AT ALL LOCATIONS TO SPOT EQUIPMENT BEFORE BEGINNING THE WORK. ALL SUCH EQUIPMENT SHALL BE INSTALLED WITHIN THE RIGHT-
- 3. THE CONTRACTOR IS WARNED THAT EXISTING CONDUITS MAY CONTAIN AC POWER AND CAUTION SHALL BE EXERCISED IN INTERCEPTING OR INSTALLING CABLE IN EXISTING CONDUIT.
- 4. THE CONTRACTOR SHALL BORE, DRILL, OR PUSH WHEN CROSSING EXISTING PAVEMENTS AND ANY DRIVEWAYS FOR SIDE STREET CROSSINGS. BEFORE CONDUIT CAN BE BORED, DRILLED, OR PUSHED THE CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES. THE CONTRACTOR SHALL LOCATE AND EXPOSE GAS LINES WHICH CROSS ANY PROPOSED BORES THESE EXCAVATIONS SHALL REMAIN OPEN UNTIL AFTER THE BORE IS COMPLETE. CONTRACTOR SHALL REMOVE AND REPLACE IN KIND ANY SIDEWALK OR PAVEMENT REQUIRED TO EXPOSE SUCH LINES. THE CONTRACTOR MAY CUT, TRENCH, AND REPLACE EXISTING PAVEMENT ONLY WHEN APPROVED BY THE PROJECT MANAGER.
- 5. SPLICING OF COMMUNICATIONS CABLE WILL NOT BE PERMITTED IN PULL BOXES. SPLICING OF COMMUNICATIONS CABLE (CONNECTIONS) WILL BE PERMITTED ONLY AT SPLICE CABINETS OR CONTROLLER CABINETS WITH SPLICE BARS. SPLICING OF TRAFFIC SIGNALS MCC WILL BE PERMITTED IN LARGE PULL BOXES INCLUDING LARGE MEDIAN PULL BOXES. SPLICING OF VIDEO DETECTION COAXIAL CABLE WILL NOT BE PERMITTED FROM THE MASTARM BASE TO THE CONTROLLER CABINET SPLICING OF OPTICAL DETECTOR CABLE WILL NOT BE PERMITTED FROM THE DETECTOR TO THE CONTROLLER CABINET.
- 6. ALL LOOP LEAD-IN CABLES SHALL BE TAGGED AT THE CONTROL CABINET TO IDENTIFY EACH CABLE BY PHASE AND LOOP NUMBER. ALL VIDEO DETECTION COAXIAL AND POWER CABLES SHALL BE TAGGED AT THE CONTROL CABINET TO IDENTIFY EACH CABLE BY CAMERA NUMBER AND LOCATION. ALL OPTICAL DETECTOR CABLE SHALL BE TAGGED AT THE CONTROL CABINET TO IDENTIFY EACH BY DIRECTION AND LOCATION.
- 7. ALL PULL BOXES SHALL BE REINFORCED POLYMER MORTAR HEAVY DUTY TYPE WITH REINFORCED POLYMER MORTAR HEAVY DUTY COVERS. CONCRETE COVERS, STEEL COVERS, AND CONCRETE PULL BOXES WILL NOT BE ACCEPTABLE
- 8. THE CONTRACTOR SHALL NOTIFY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS(857-8000) THREE WORKING DAYS IN ADVANCE OF ANY ANTICIPATED WORK ON SIGNALS, LIGHTING, AND POWER SERVICES. TRAFFIC ENGINEERING OPERATIONS PERSONNEL WILL ASSIST THE CONTRACTOR IN FIELD LOCATION OF EQUIPMENT, COLOR CODING OF WIRING, AND MUST BE PRESENT WHEN SIGNALS AND LIGHTING ARE SHUT-OFF OR TURNED ON. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS EACH TIME A TRAFFIC SIGNAL CONTROL DOOR IS OPENED.
- 9. THE CONTRACTOR SHALL NOTIFY PUBLIC SERVICE COMPANY 30 DAYS IN ADVANCE OF ANTICIPATED POWER SERVICE CONNECTIONS. THE CONTRACTOR SHALL COORDINATE WITH PUBLIC SERVICE COMPANY TO ESTABLISH ELECTRICAL SERVICE IN THE CITY'S NAME. THE CONTRACTOR SHALL PAY THE LOCAL POWER COMPANY ALL COSTS TO PROVIDE ELECTRICAL SERVICE. THIS WORK WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
- 10. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNING AND DELIVER TO THE CITY TRAFFIC ENGINEERING YARDS WHEN TRAFFIC SIGNALS ARE PUT INTO OPERATION.
- 11. LIVE UNUSED CONDUCTORS WILL NOT BE ALLOWED AT MASTARM POLES AND PEDESTAL POLES. ALL SUCH UNUSED CONDUCTORS SHALL BE DISCONNECTED AT THE LARGE PULL BOX ADJACENT TO THE POLE.
- 12 IF TRENCH WIDTHS LESS THAN 12" ARE PROPOSED BY THE CONTRACTOR, APPROVED COMPACTION METHODS SHALL BE USED DURING BACKFILL TO PREVENT LATENT TRENCH FAILURES. THE CONTRACTOR SHALL USE GROUT OR LEAN FILL AS APPROVED BY THE PROJECT MANAGER IN LIEU OF EARTH BACKFILL.
- 13. FOR CONDUITS CONTAINING ONLY LOW VOLTAGE COMMUNICATIONS CABLES. THE REQUIREMENTS FOR A SINGLE CONDUCTOR BARE COPPER #8 AWG MAY BE WAIVED WHERE PERMITTED BY THE NATIONAL ELECTRIC CODE.
- 14. THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS PERSONNEL WILL PROVIDE TRAFFIC SIGNAL TIMING PLANS AND WILL PROGRAM TRAFFIC SIGNAL CONTROLLERS.
- 15. EXISTING CONDUITS TO BE REMOVED OR ABANDONED SHALL HAVE ALL WIRING REMOVED.
- 16. EXISTING CONDUITS SHALL BE REPAIRED, ADJUSTED, OR REPLACED AS DIRECTED BY THE PROJECT MANAGER WHERE ELECTRICAL PULL BOXES OR TRAFFIC MANHOLES ARE INSTALLED OR REPLACED.
- 17. CONTRACTOR SHALL COIL EXCESS INTERCONNECT CABLE AT ALL NEW OR EXISTING TRAFFIC MANHOLES BETWEEN SPLICE CABINET OR CONTROL CABINETS WITH SPLICE BARS. IF MORE THAN ONE MANHOLE EXISTS BETWEEN SPLICE CABINETS OR CONTROL CABINETS WITH SPLICE BARS. THEN COILING IS ONLY REQUIRED AT ONE OF THE MANHOLFS THE FOLLOWING QUANTITIES OF COMMUNICATION CABLE SHALL BE COILED:

12 PAIR - 50 FT. 25 PAIR - 50 FT. 50 PAIR - 25 FT. 75 PAIR – 25 FT.

- 18. THE CONTRACTOR SHALL PROVIDE OFF-DUTY POLICE OFFICERS TO DIRECT TRAFFIC WHEN SIGNALS ARE TURNED
- 19. ALL DATA SHOWN HEREIN CONCERNING EXISTING UTILITIES HAS BEEN OBTAINED FROM "AS-BUILT" DRAWINGS AND FROM FIELD OBSERVATIONS WHICH MAY OR MAY NOT BE ACCURATE. THE CONTRACTOR WILL BE RESPONSIBLE FOR EXPLORATORY TRENCHING. IF NECESSARY, TO MORE SPECIFICALLY LOCATE UTILITY LINES, COST OF LOCATING UTILITY LINES INCLUDING EXPLORATORY TRENCHING WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
- 20. THE CONTRACTOR SHALL VIDEO TAPE THE EXISTING TRAFFIC SIGNAL EQUIPMENT IN VHS FORMAT AND REVIEW THE TAPE WITH CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS PERSONNEL PRIOR TO BEGINNING ANY REMOVALS OF SIGNAL EQUIPMENT. THE TAPE SHALL BECOME THE PROPERTY OF THE CITY AND MAY BE USED TO RESOLVE ANY QUESTIONS RELATED TO THE ORIGINAL CONDITION AND QUALITY OF EXISTING EQUIPMENT. THE EXISTING TRAFFIC SIGNAL EQUIPMENT INCLUDING POLES, CONTROLLER CABINETS, CONFLICT MONITORS, AND DETECTORS SHALL BE DELIVERED TO THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING YARD ON PINO ROAD NE.
- 21. STRIPING BY CONTRACTOR WILL BE REQUIRED PRIOR TO THE FINAL ACCEPTANCE.
- 22. STRIPING ERADICATION, IF REQUIRED, SHALL BE ACCOMPLISHED BY WATER BLASTING OR SURFACE PLANING OF THE ROADWAY TO A MAXIMUM DEPTH OF 0.25 INCHES AND FOR A WIDTH EQUAL TO TWO TIMES THE WIDTH OF THE STRIPF OR MARKING TO BE REMOVED.
- 23. CONTRACTOR SHALL CONTACT DAVE HARMON. CITY TRAFFIC ENGINEERING OPERATIONS. PRIOR TO STRIPING AND SIGN INSTALLATION (857-8691).
- 24. ALL SIGNAGE SHALL COMPLY WITH THE M.U.T.C.D. (LATEST EDITION)
- 25. MINIMUM CONDUIT AND BORE DEPTH IS 30" UNLESS AUTHORIZED BY THE ENGINEER.

## INCIDENTAL ITEMS \*

- 1. REMOVAL OF EXISTING PULL BOXES, CONDUITS, OR OTHER SIGNAL EQUIPMENT FOR INSTALLATION OF NEW SIGNAL EQUIPMENT.
- 2. CABLE TESTING AND DIAGRAMS.
- 3. BORING, DRILLING, PUSHING, AND TRENCHING, INCLUDING REMOVAL AND REPLACEMENT OF PAVEMENT, SIDEWALKS, DRIVE PADS, VALLEY GUTTERS, WHEELCHAIR RAMPS, CURB & GUTTER, AND LANDSCAPING (INCLUDING SPRINKLERS). FOR INSTALLATION OF PULL BOXES, CONDUITS, AND SIGNAL FOUNDATIONS, EXCEPT AS NOTED ON THE PLANS.
- 4. LOCATION OF UTILITY LINES INCLUDING EXPLORATORY TRENCHING AND EXPOSING OF GAS LINES WHEN BORING.
- 5. DESIGN, MATERIALS, INSTALLATION AND REMOVAL OF SAFETY BARRIER FOR SHIELDING EQUIPMENT OR MATERIAL.
- 6. APPRISING PUBLIC THROUGH THE LOCAL NEWS MEDIA.
- 7. HAULING OF MATERIAL TO BE DISPOSED TO CITY LANDFILL
- 8. REMOVAL. SALVAGE, AND TRANSPORTATION OF EXISTING SIGNAL EQUIPMENT TO THE TRAFFIC ENGINEERING OPERATIONS YARD.
- 9. LEAN FILL FOR CONDUIT TRENCHES.
- 10. PULL BOX ADJUSTMENT TO GRADE.
- OFF-DUTY POLICE OFFICER FOR TRAFFIC CONTROL.
- 12. REMOVAL AND REPLACEMENT IN KIND OR BETTER OF LANDSCAPING INCLUDING SPRINKLERS, FOR INSTALLATION OF PULL BOXES, CONDUITS AND SIGNAL FOUNDATIONS.
- 13. COST FOR PUBLIC SERVICE COMPANY TO PROVIDE ELECTRICAL SERVICE.

ITEMS LISTED ARE ONLY A GENERAL DESCRIPTION OF THE REQUIRED WORK AND MATERIALS, AND MAY NOT BE COMPLETE. THIS LIST DOES NOT INCLUDE ANY INCIDENTAL WORK OR MATERIALS REQUIRED BY THE SPECIAL PROVISIONS SERIALS (STANDARD DETAILS), SUPPLEMENTAL SPECIFICATIONS, OR THE STANDARD SPECIFICATIONS.

14. NO. 8 AWG COPPER CONDUCTOR (BARE) INSTALLED IN CONNECTION WITH NON METALLIC CONDUIT (SEE SEC 424.3.2 OF STANDARD SPECIFICATIONS).

# TRAFFIC SIGNAL EQUIPMENT REQUIREMENTS

- 1. THIS PROJECT IS AN EXTENSION OF AN EXISTING SIGNAL SYSTEM. THEREFORE THE CONTRACTOR SHALL FURNISH AND INSTALL THE FOLLOWING:
  - A. ALL CONTROLLERS SUPPLIED FOR THIS PROJECT SHALL
  - BE MANUFACTURED BY ECONOLITE.
  - B. ALL TRAFFIC PULL BOXES USED ON THIS PROJECT SHALL BE LARGE SIZE.
- 2. ALL SIGNAL ASSEMBLIES, PEDESTRIAN SIGNALS, CABINETS AND FITTINGS SHALL COMPLY WITH THE CITY OF ALBUQUERQUE TYPE AND COLOR REQUIREMENTS.
- 3. CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A MATERIAL SUBMITTAL FOR THE FLASHING BEACON CONTROLLER PRIOR TO THE SUBMISSION OF THE WORK ORDER PACKAGE TO THE CITY OF ALBUQUERQUE.
- 4. TIME CLOCK INSTALLED UNDER THIS CONTRACT, SHALL BE REMOVED BY CITY TRAFFIC ENGINEERING. FOR FUTURE REFERENCE, ELEMENTARY SCHOOL INSTALLATIONS SHALL DELETE THE STANDARD CLOCK AND INSTALL A MANUAL SWITCH ONLY FOR OPERATION BY THE CROSSING GUARDS

#### TRAFFIC SIGNAL LEGEND

NEW	EXISTING	ITEM
	$\boxtimes$	PULL BOX
	$\overline{\bigcirc}$	SERVICE POLE
M	M	METER PEDESTAL
C	C	CONTROLLER CABINET
		CONDUIT RUN (SIGNALS)
		CONDUIT RUN (INTERCONNECT)
		LOOP DETECTOR
<b>←●</b>	<○	TRAFFIC SIGNAL PEDESTAL POLE
1	1	CONDUIT RUN NUMBER (FLASHING BEACON)
\$1	<u>\s1</u>	CONDUIT RUN NUMBER (POWER SERVICE)
<u>c</u> 1	<u>C1</u>	CONDUIT RUN NUMBER (INTERCONNECT)
	<b>₹</b>	TYPE II STANDARD WITH MASTARM TRAFFIC SIGNAL, BACK PLATE, AND OPTICAL DETECTOR
×		TRAFFIC SIGNAL, BACK PLATE, OPTICAL DETECTOR, LUMINAIRE, AND VIDEO CAMERA
•		PEDESTRIAN PUSH BUTTON (MOUNTED TO SIDE OF POLE WHERE INDICATED)
<b>.</b> ♠	rc_	PEDESTRIAN SIGNALS (MOUNTED TO SIDE OF POLE WHERE INDICATED)
SC	SC	SPLICE CABINET
	$\oslash$	TRAFFIC MANHOLE

1. "ENGINEER" - FOR THE PURPOSES OF THIS PROJECT, THE TERM "ENGINEER" IS SYNONYMOUS WITH THE TERM "PROJECT MANAGER"

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
2	6		7	0	9	/	,	8	2		0	2	0.	5

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<b>J</b> 2004.180.5	JEFF M□RTENSEN & ASS□CIATES, INC.  □ 6010-B MIDWAY PARK BLVD. N.E.  □ ALBUQUERQUE □ NEW MEXICO 87109  □ ENGINEERS □ SURVEYURS (505) 345-4250  □ FAX: 505 345-4254 □ ESTABLISHED 1977		50/4 \	NO. DATE		Designed By	Drawn By	
	CITY OF ALBUQUERQUE							

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PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP

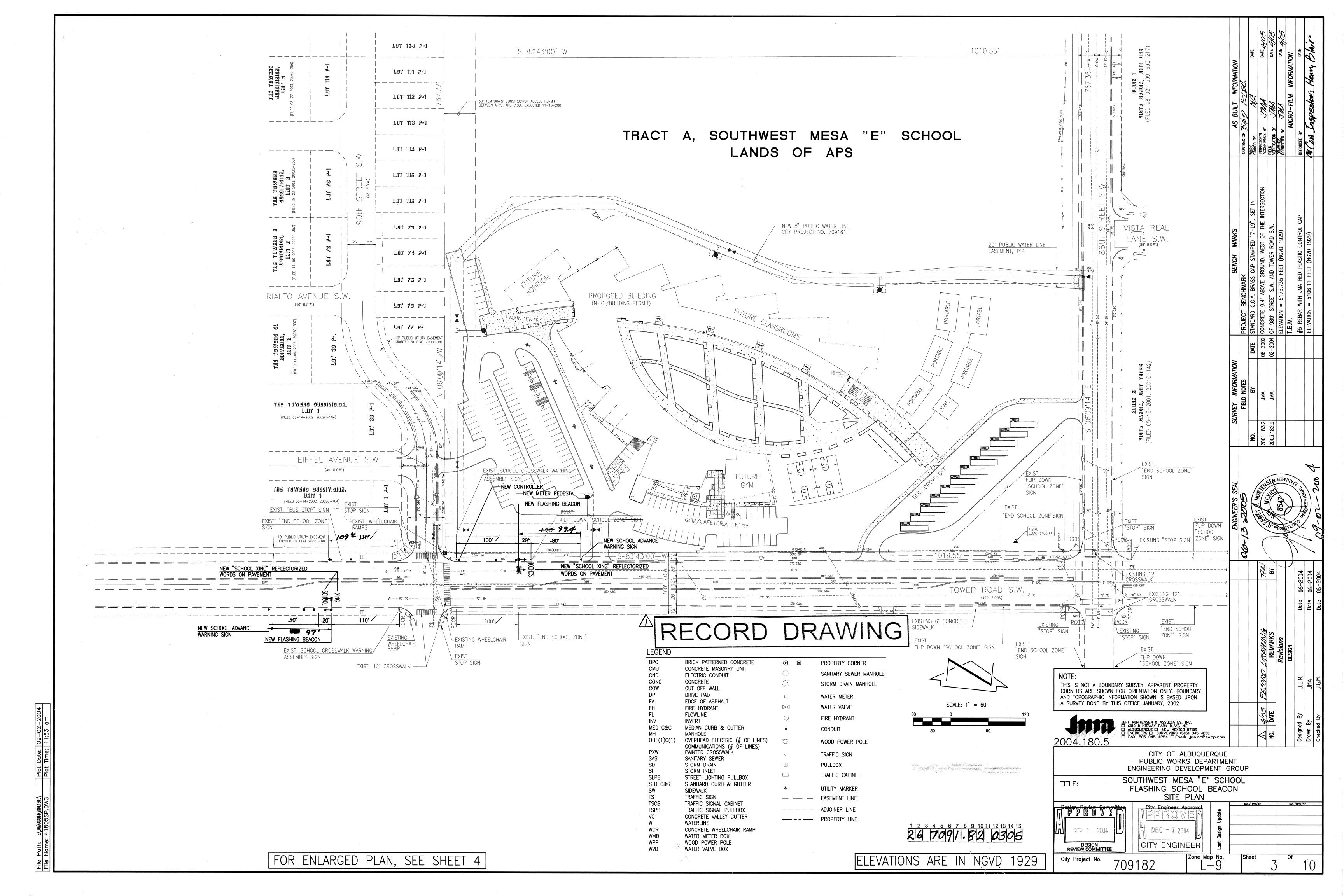
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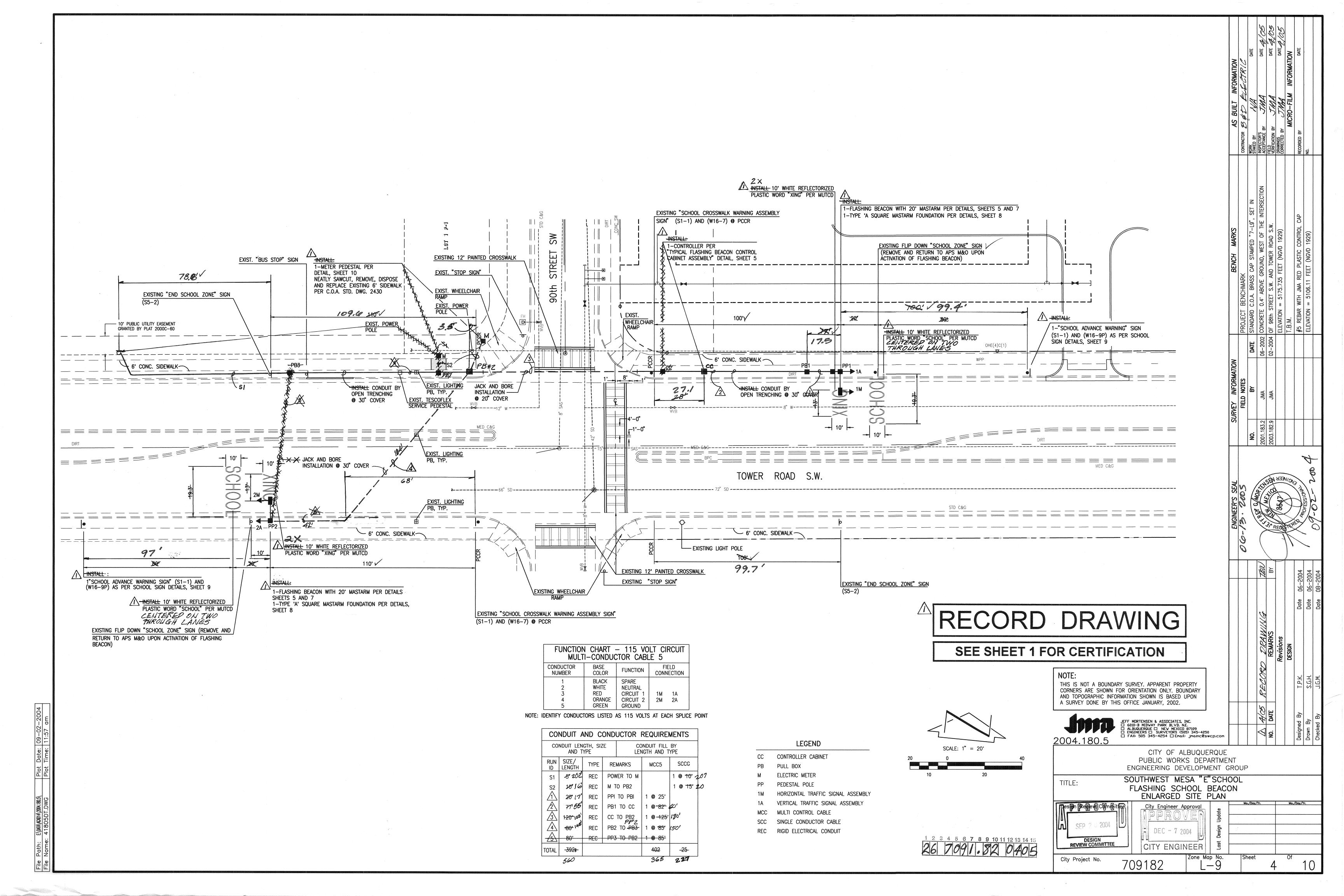
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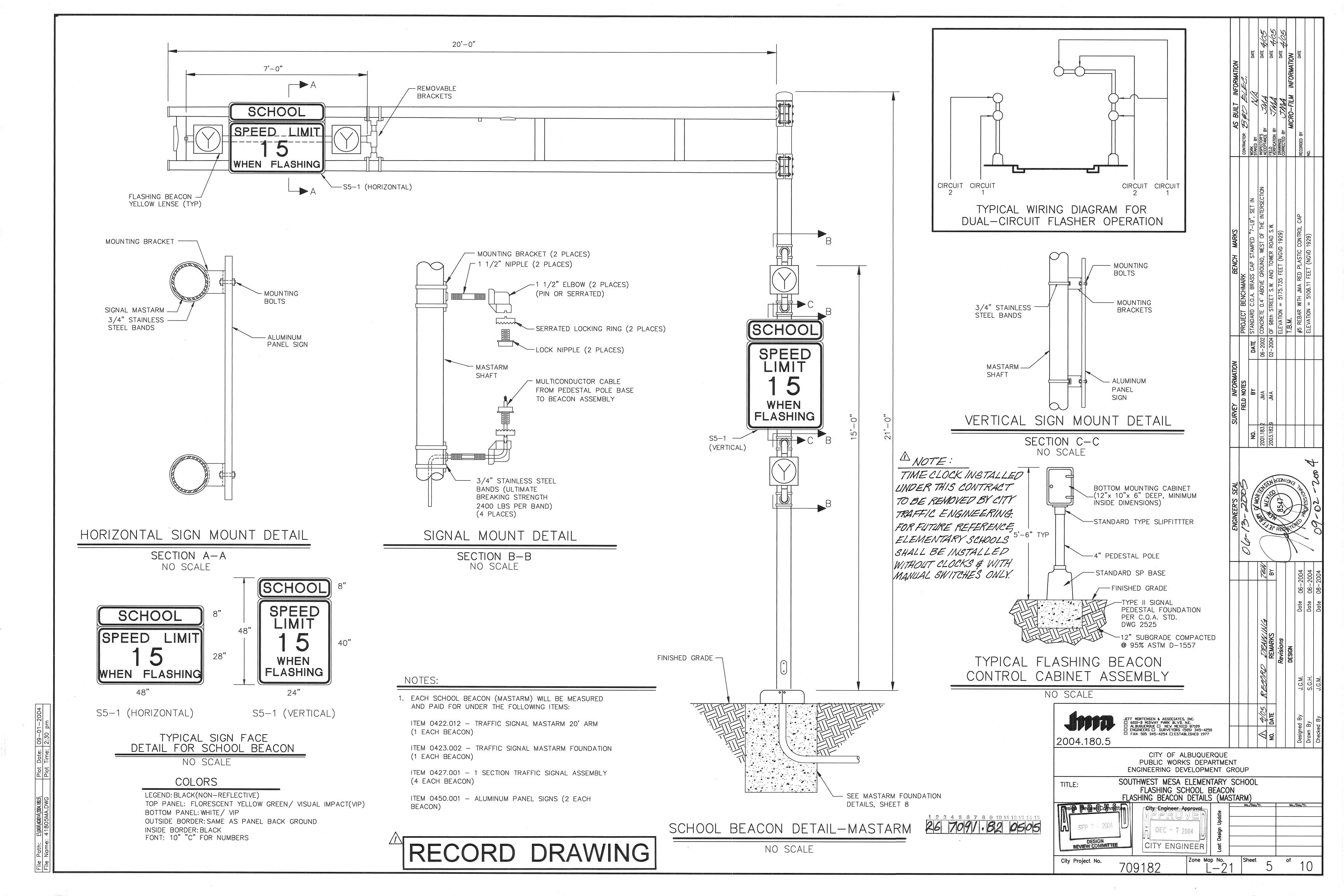
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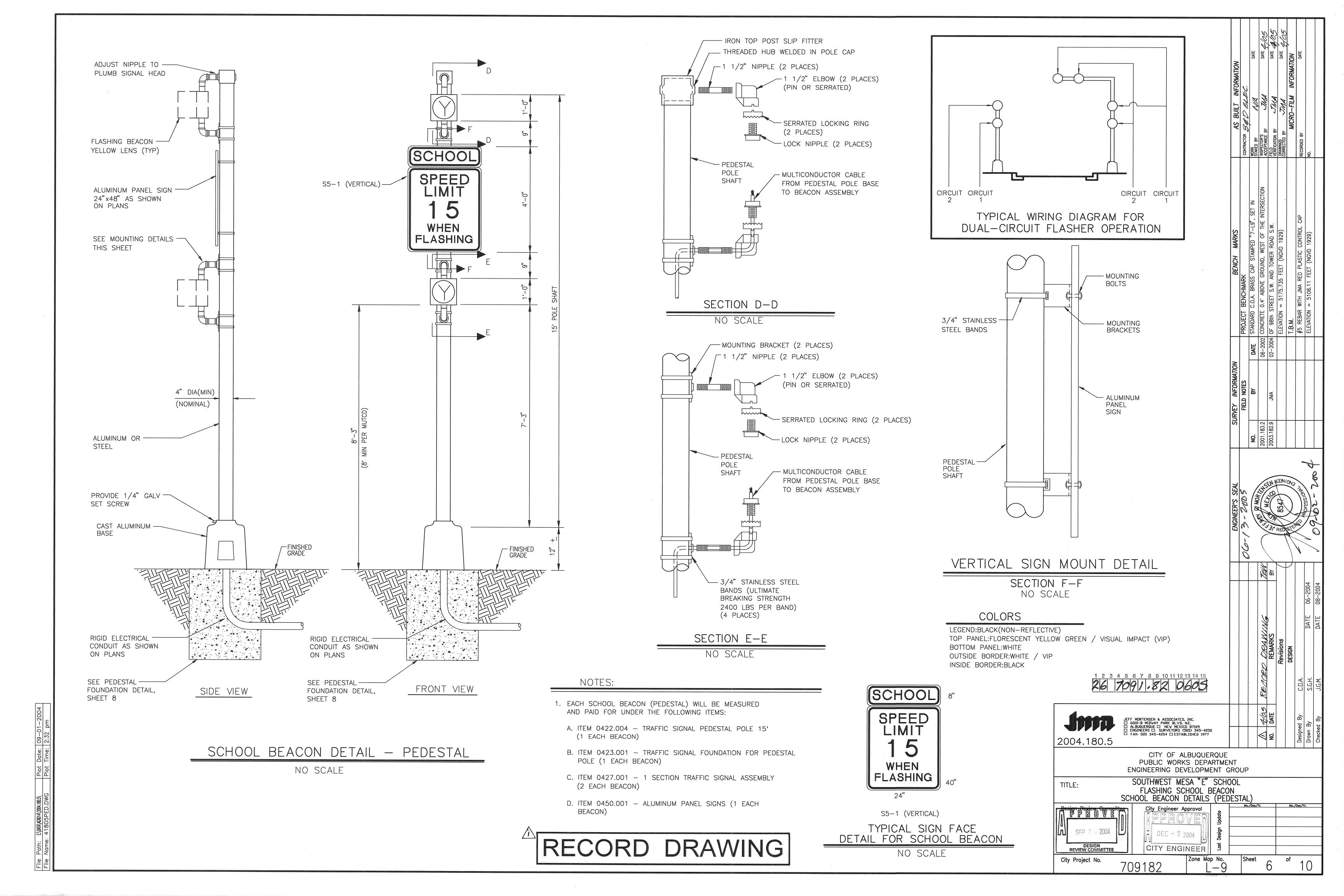
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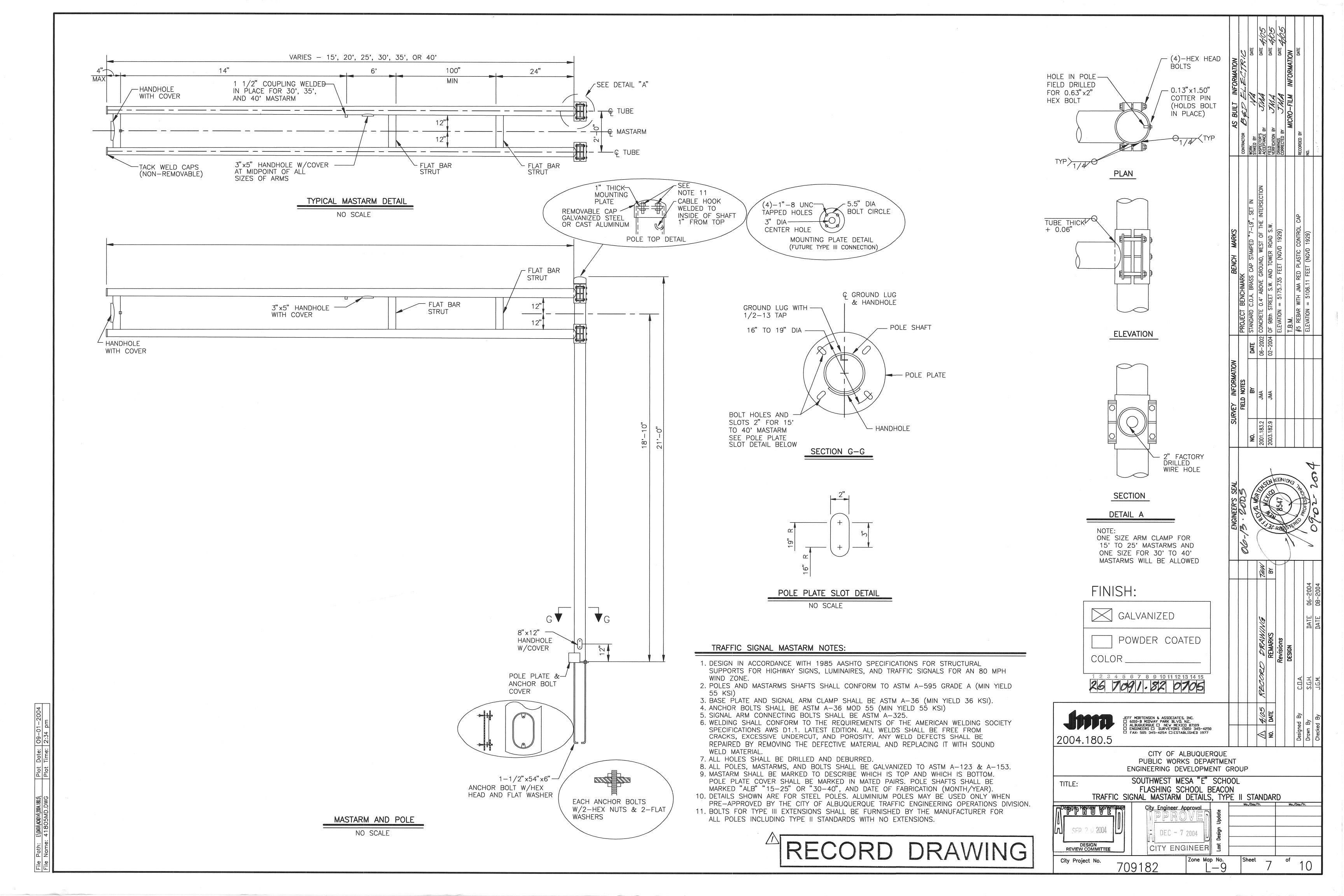
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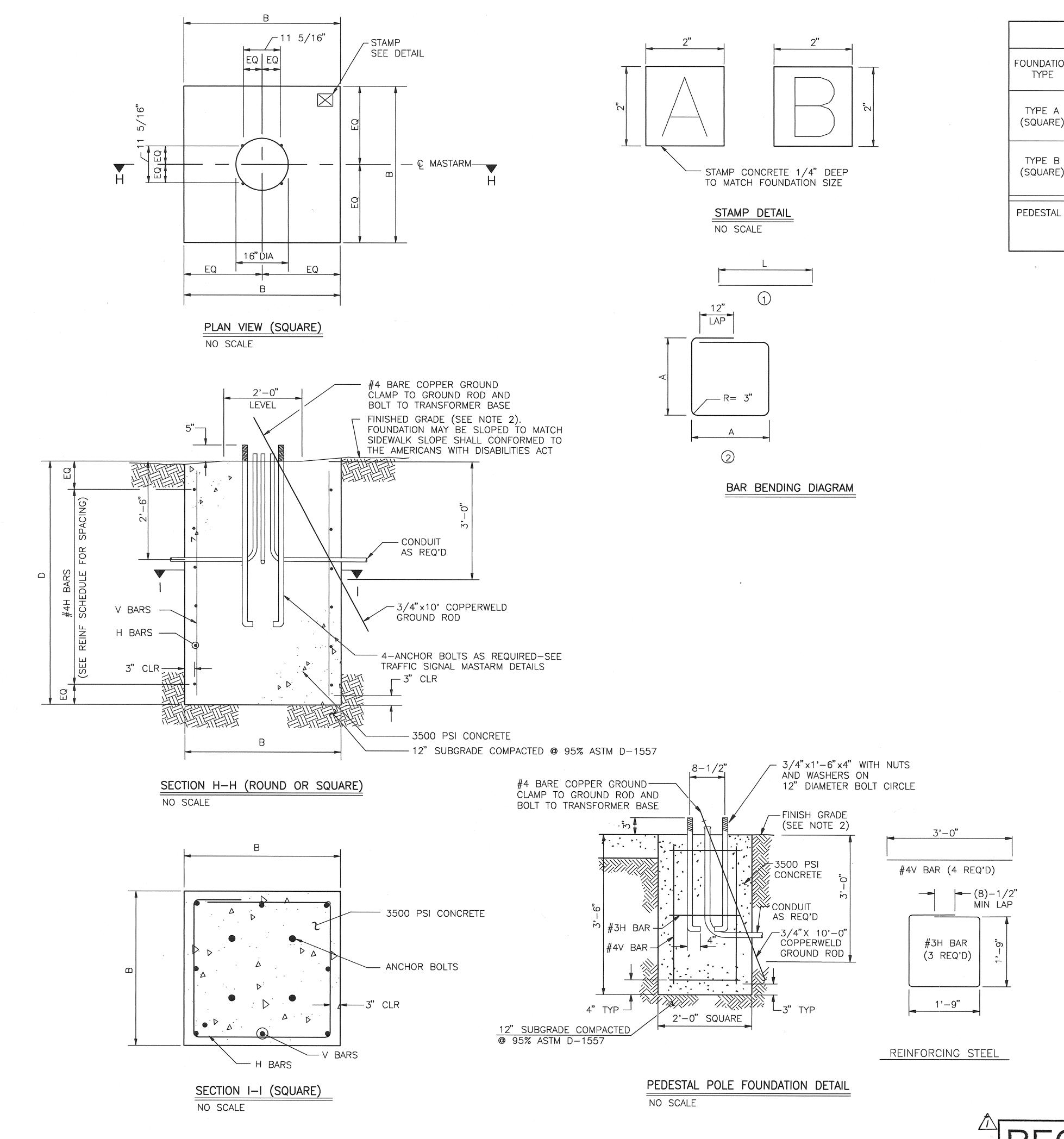












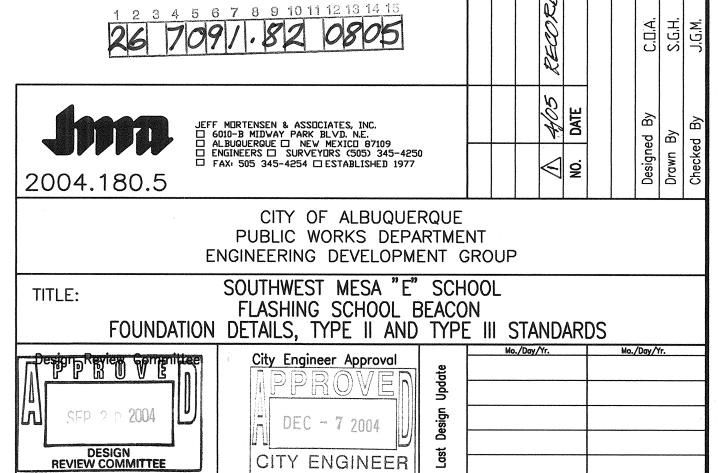
FOUND ATION		DIMEN		REINFO			3500 PSI	TITIES
1	SIGNAL ARM SPAN(FT)	PAN(FT)		V BARS MARK	H BARS MARK	REBAR POUNDS	CONCDETE	NOTES
TYPE A (SQUARE)	15 20 . 25	3'-6"	5'-0"	#4V2 "	#3H2 "	49.1 •	2.27	
TYPE B (SQUARE)	30 35 40	4'-0"	6'-3"	#5V1 "	#3H1 "	82.6	3.70	
PEDESTAL	_	2'-0"	3'-6"	#4V	#3H	17	0.52	

The state of the s	REINFORCING SCHEDULE										
	(GRADE 60 BARS)										
MARK	QUANT	TYPE	SIZE	LENGTH	COMMENTS						
#5V1	8	1	5	5'-9"							
#4V2	8	1	4	4'-6"							
#7\/3	6	1	7	11'-3"							
#6V4	6	1	6	8'-0"							
#3H1	6	2	3	15'-4"	A = 42",TIES AT 14" OC						
#3H2	5	2	3	13'-4"	A = 36", TIES AT 12" OC						
#3H3	12	3	3	9'-3"	DIA = 30",TIES AT 12" OC						
#3H4	9	3	3	7'-8"	DIA = 24",TIES AT 12" OC						

#### TRAFFIC SIGNAL FOUNDATION NOTES

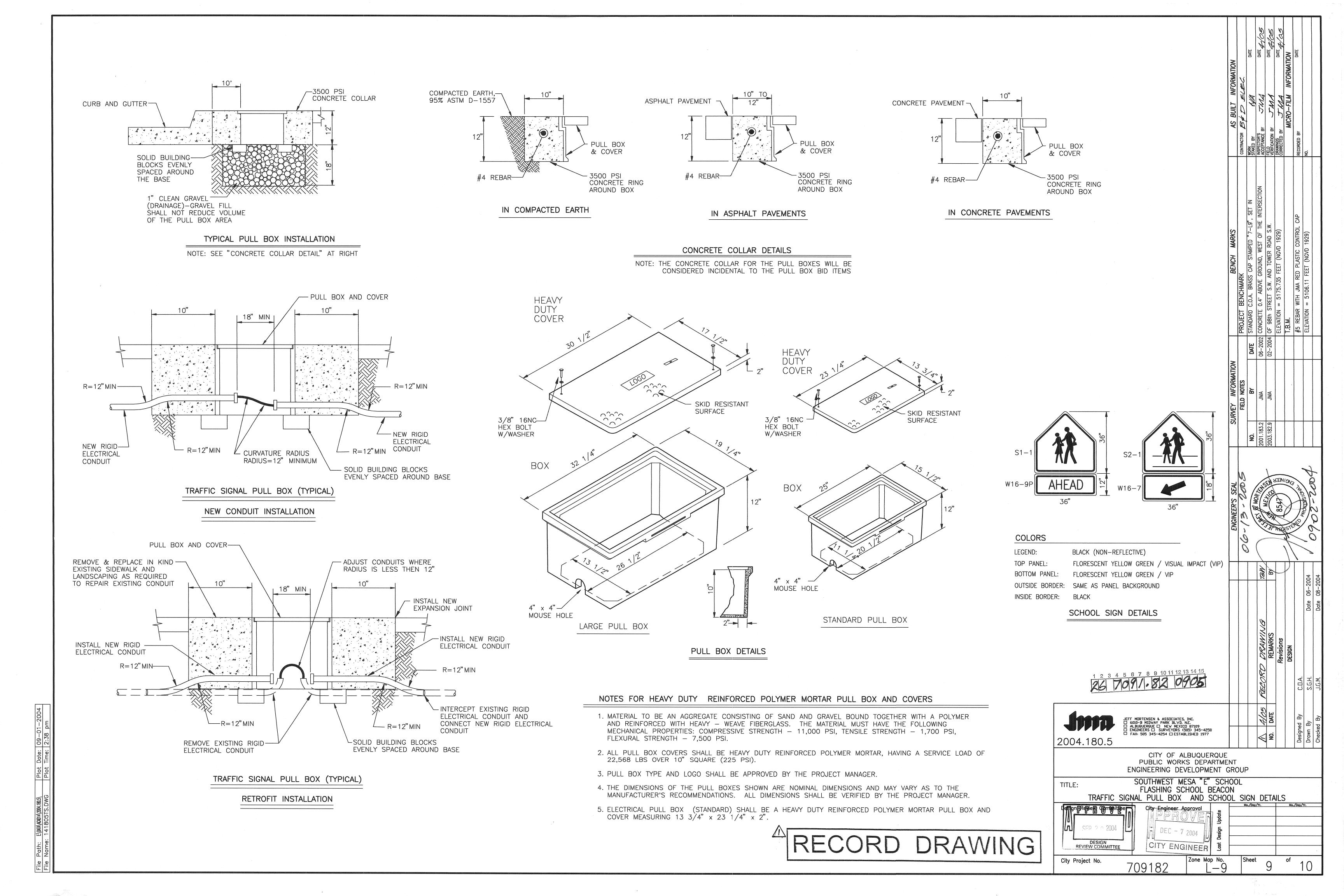
- 1. REFER TO THE PLANS FOR LOCATIONS OF TRAFFIC SIGNAL FOUNDATIONS.
- 2. FINISHED GRADE FOR THE FOUNDATIONS SHALL BE ESTABLISHED IN THE FIELD BY THE PROJECT MANAGER.
- 3. THE FOUNDATIONS SHOWN HERE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT REVISION.
- 4. CONCRETE SHALL BE 3500 PSI FOR EXTERIOR STRUCTURES. REFER TO TABLE 101.C OF THE SPECIFICATIONS.
- 5. REINFORCING STEEL SHALL CONFORM TO ASTM A-615 GRADE 60.
- 6. THE TOP 6 INCHES OF THE FOUNDATION PEDESTAL SHALL BE FORMED TO THE DIMENSIONS SHOWN ON THIS SHEET TO FORM NEAT LINES. CONCRETE BELOW 6 INCHES MAY BE CAST AGAINST THE EARTH.
- 7. THE CONCRETE SHALL GAIN 80% OF THE DESIGN STRENGTH PRIOR TO INSTALLING THE TRAFFIC SIGNAL MASTARM OR PEDESTAL POLE.
- 8. ALL FOUNDATIONS SHALL INCLUDE COPPERWELD GROUND RODS. ALL GROUND RODS SHALL BE 3/4" DIA X 10'-0" AND WILL BE CONSIDERED INCIDENTAL TO THE FOUNDATIONS BID ITEMS.
- 9. ALL FOUNDATIONS SHALL BE STAMPED EITHER "A" OR "B" TO SHOW TYPE CONSTRUCTED (SEE STAMP DETAIL).

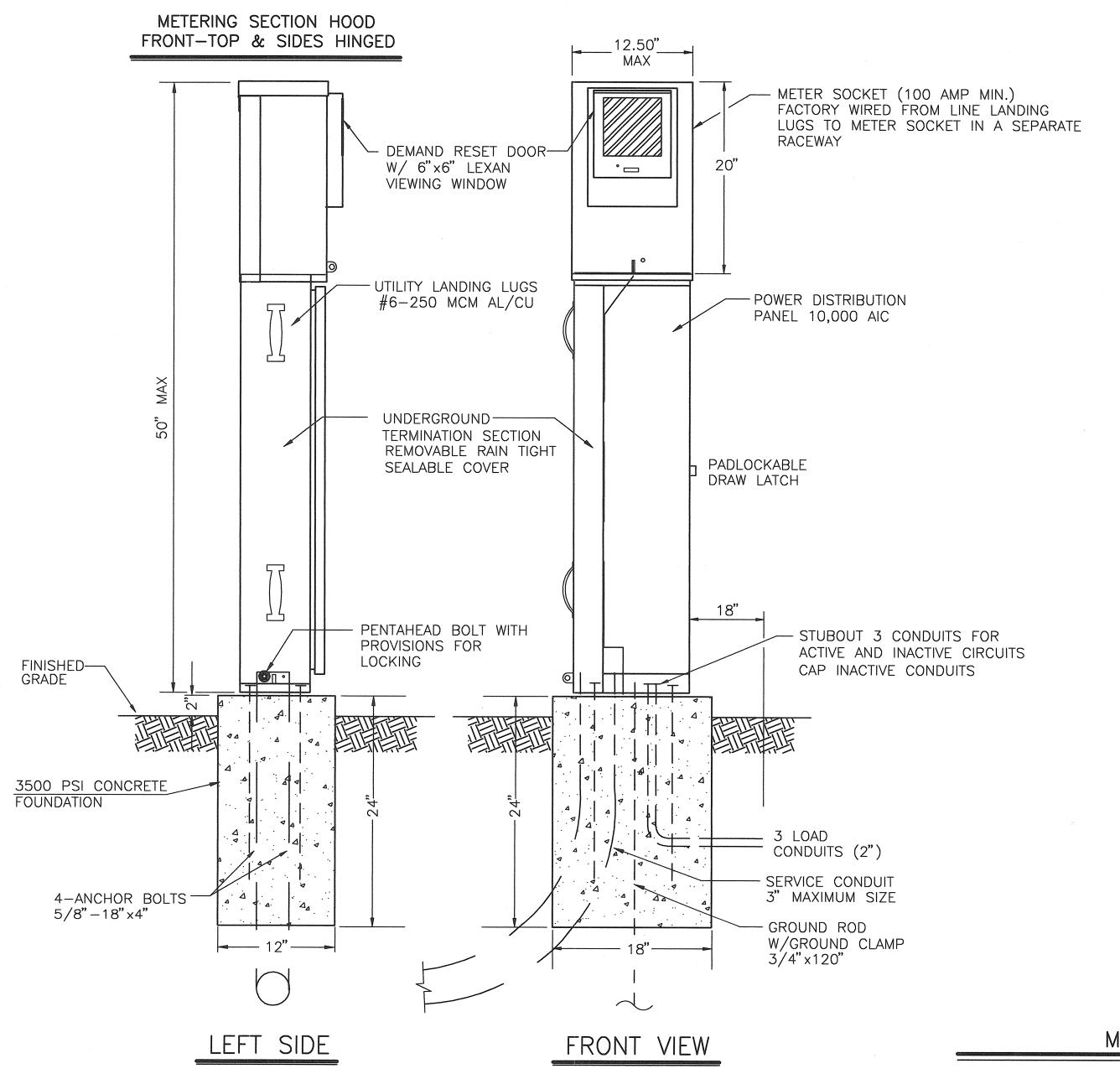
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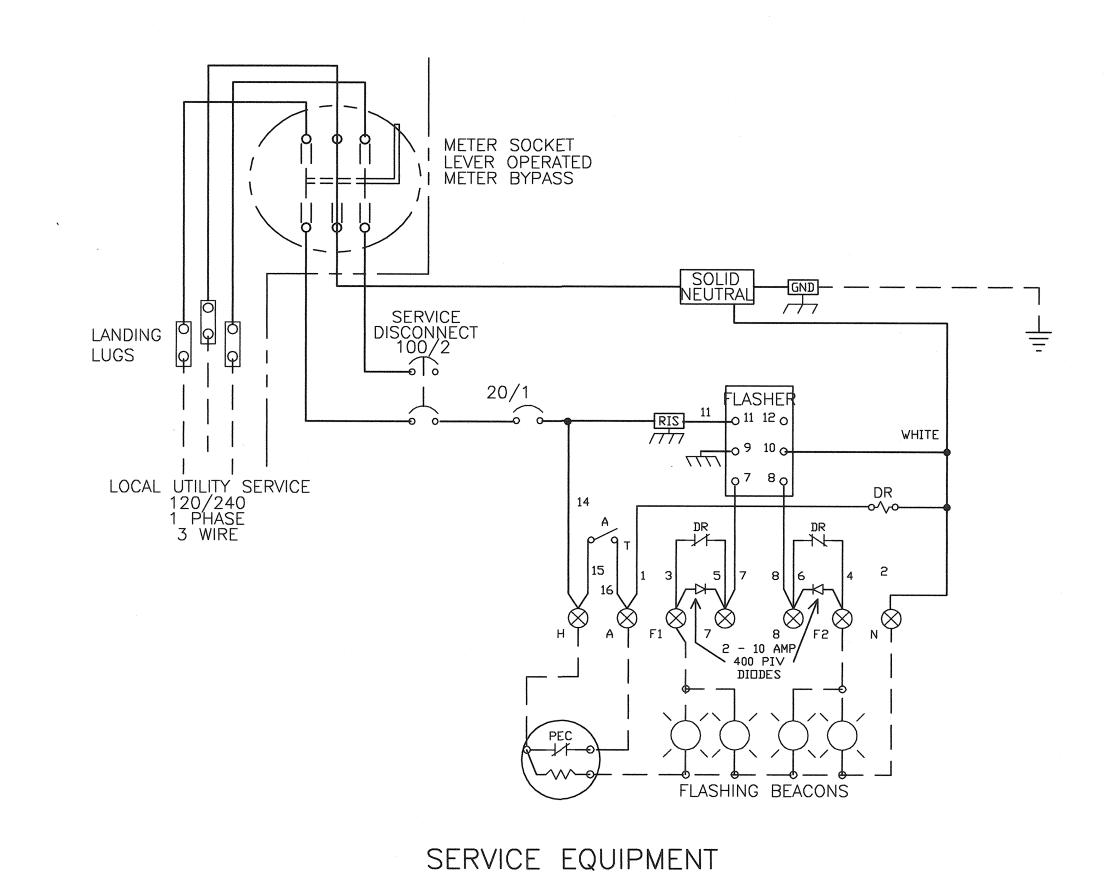


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RECORD DRAWING







WIRING DIAGRAM "WB-M"

### METER PEDESTAL CONSTRUCTION NOTES

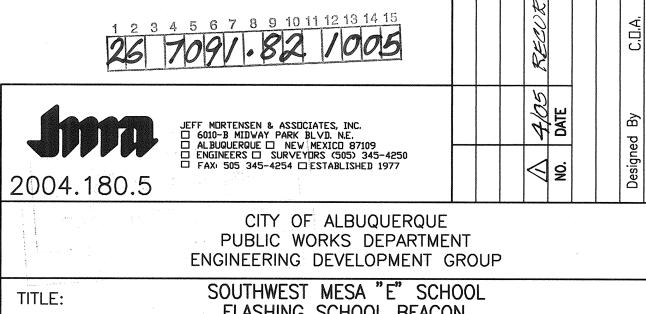
- 1. METER PEDESTAL SHALL BE UL LISTED "INDUSTRIAL CONTROL PANEL" PER UL 508.
- 2. METER PEDESTAL SHALL MEET THE ELECTRIC UTILITY SERVICE EQUIPMENT REQUIREMENTS COMMITTEE (EUSERC) GUIDELINES.
- 3. METER PEDESTAL CONSTRUCTION SHALL BE NEMA 3R AND 12, RAIN TIGHT AND DUST TIGHT. ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.
- 4. ALL NUTS, BOLTS, SCREWS AND HINGES SHALL BE STAINLESS STEEL.
- 5. NUTS, BOLTS, AND SCREWS SHALL NOT BE VISIBLE FROM OUTSIDE OF METER PEDESTAL.
- 6. PHENOLIC NAME PLATES SHALL BE PROVIDED AS REQUIRED.
- 7. CIRCUIT BREAKERS SHALL BE CABLE IN-CABLE OUT WITH LINE ON TOP & LOAD ON THE BOTTOM. HANDLE POSITION UP="ON", MIDDLE="TRIPPED", DOWN="OFF".
- 8. A PLASTIC COVERED WIRING DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.
- 9. METER PEDESTAL SHALL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA STANDARDS.
- 10. ALL POWDER COATED METER PEDESTALS SHALL HAVE A CORROSION RESISTANT COATING WHICH INCLUDES A FIVE STEP DIP TANK METAL PREPARATION PROCESS:
  - A. ALKALINE CLEANER 160° F. B. CLEAR WATER RINSE.
  - C. IRON PHOSPHATE APPLICATION 150°.
  - D. CLEAR WATER RINSE.
  - E. INHIBITIVE RINSE TO SEAL PHOSPHATED
  - SURFACES 120°.
- FINISHED WITH AN ELECTROSTATICALLY APPLIED DRY POLYESTER POWDER COATING THEN BAKED @ 380° TO CURE.
- 11. CONCRETE FOUNDATIONS INCLUDING EXCAVATION, BACKFILL COMPACTED @ 95% ASTM D-1557, CONCRETE, AND ANCHOR BOLTS, COMPLETE-IN PLACE, SHALL BE CONSIDERED INCIDENTAL

CONSTRI	ICTION	MATERIAL	SAND	FINISH

- 12 GA HD GALVANIZED SHEET STEEL POWDER COATED
- 14 GA #304D STAINLESS STEEL SHEET powder coated color: ☐ NATURAL
- 7 0.125" ALUMINUM SHEET POWDER COATED COLOR: ANODIZED

#### POWDER COAT COLORS

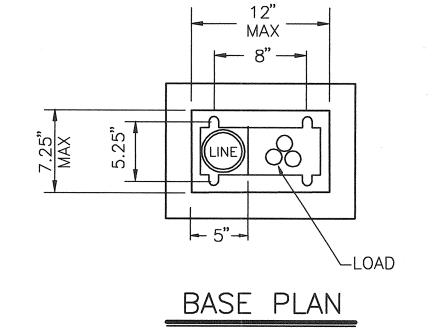
- WHITE RANCH GREEN
- MINT GREEN OTHER
- CAMEL



FLASHING SCHOOL BEACON METER PEDESTAL DETAILS

City Engineer Approval SEP 2 n 2004

DEC - 7 2004 DESIGN REVIEW COMMITTEE CITY ENGINEER City Project No. 709182



METER PEDESTAL DETAILS

NO SCALE

TO THE METER PEDESTAL. RECORD DRAWING