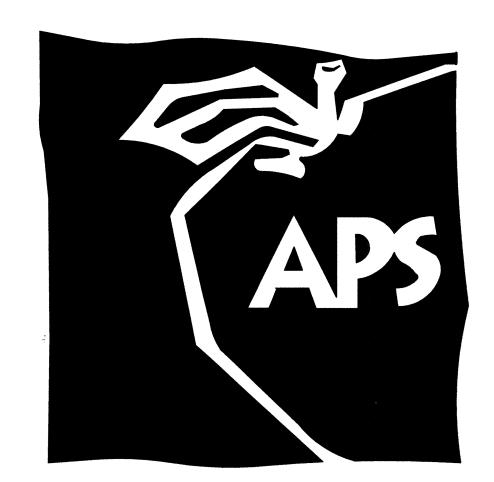


# CONSTRUCTION PLANS

# RAINBOW BOULEVARD N.W. CROSSWALKS AND FLASHING BEACONS -NORTHWEST EDUCATION CORRIDOR

ALBUQUERQUE, NEW MEXICO APRIL, 2012



CERTIFICATE OF SUBSTANTIAL COMPLIANCE

SURVEY DATED 03 - 26 - 2013 PERFORMED UNDER THE DIRECT SUPERVISION OF CHARLES G. CALA, JR., NMPS 11184, OF THE FIRM HIGH MESA CONSULTING GROUP, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. THIS RECORD INFORMATION IS NOT NECESSARILY COMPLETE AND INTENDED ONLY TO VERIFY SUBSTANTIAL COMPLIANCE OF THE DESIGN INTENT OF THIS PROJECT. THOSE RELYING ON THIS DOCUMENT ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF ITS ACCURACY BEFORE USING IT FOR ANY OTHER PURPOSE. THIS CERTIFICATION IS SUBMITTED IN SUPPORT OF A REQUEST FOR ACCEPTANCE OF THE PROJECT BY THE CITY OF ALBUQUERQUE.

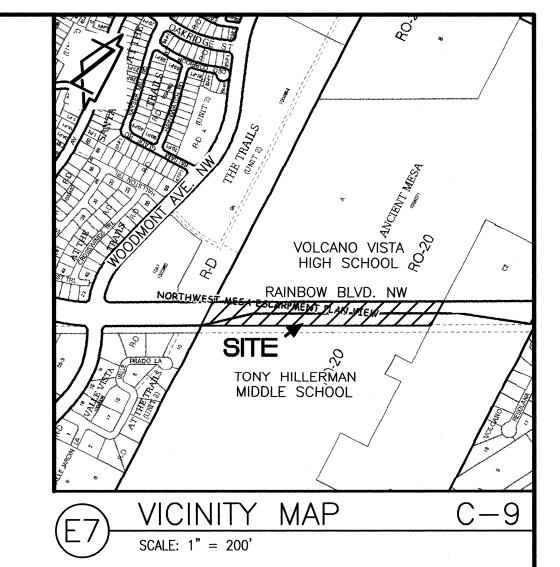
JEFFREY G. MORTENSEN, NMPE 8547

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RECORD DRAWING

APPROVED AS RECORD DRAWINGS DESIGN REVIEW SECTION CITY CONSTRUCTION ENGINEER Parl Ol DATE: 07-29-2013



#### **GENERAL NOTES**

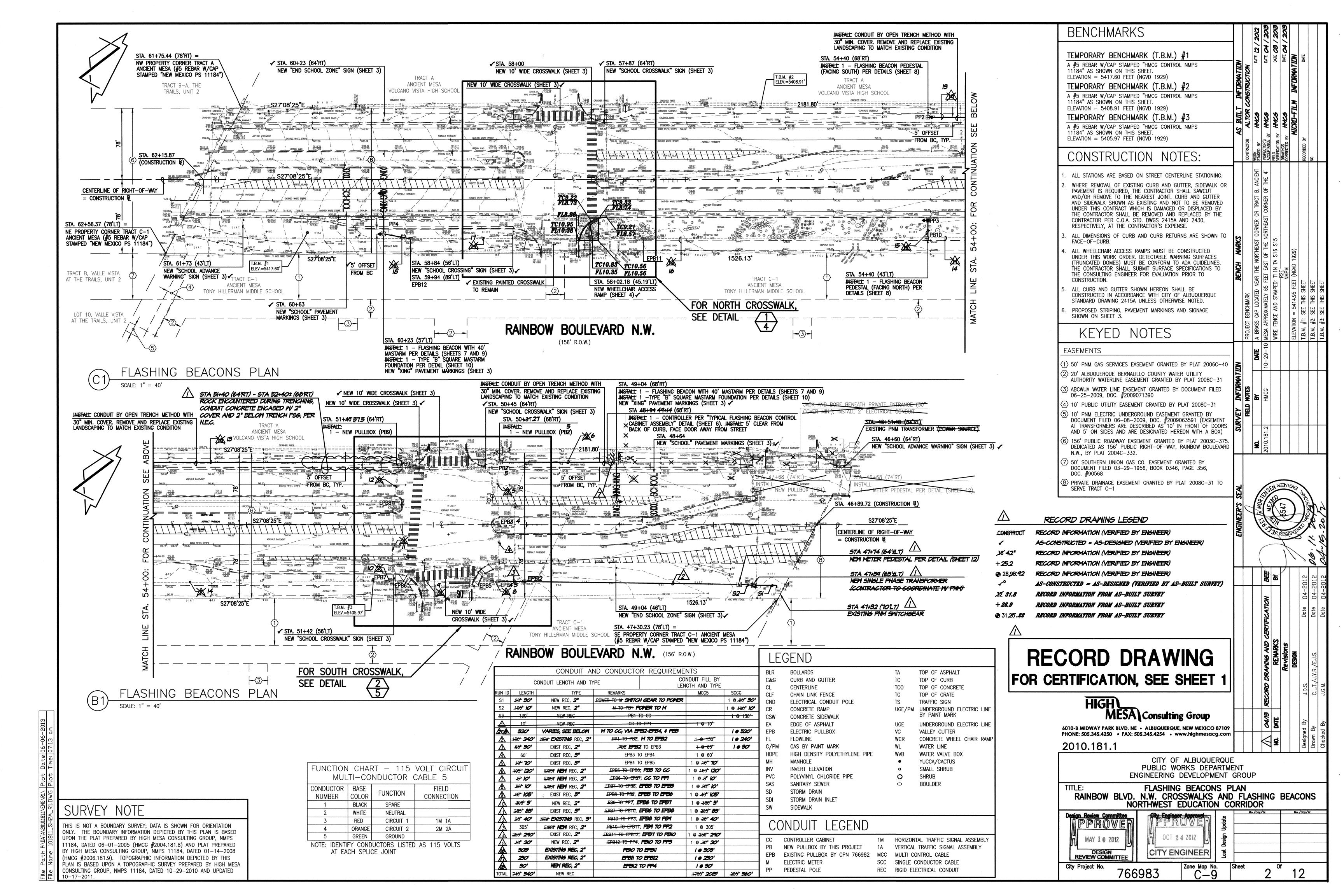
- FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS- PUBLIC WORKS
- 2. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM, 260-1990,

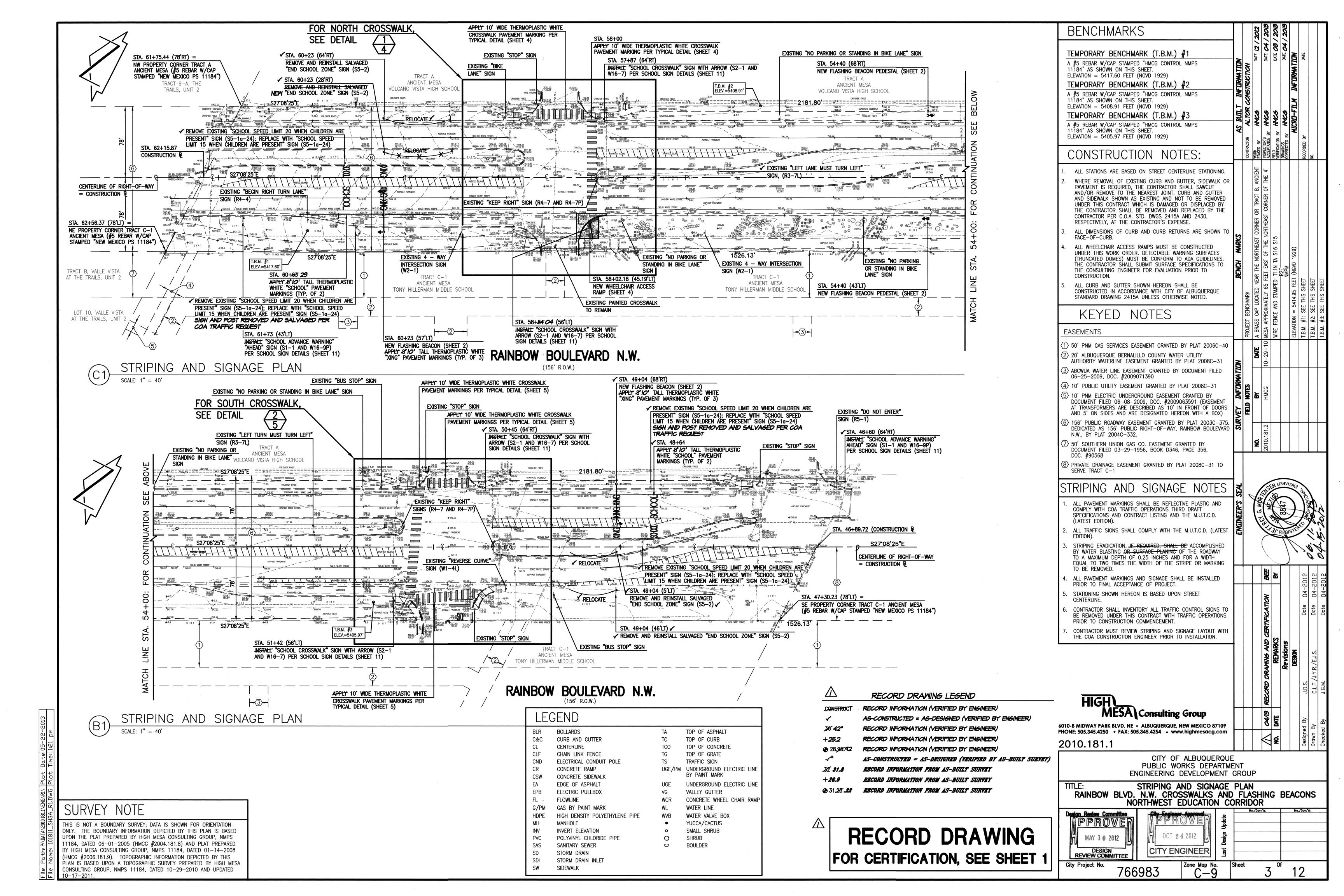
- AND REGULATIONS CONCERNING SAFETY AND HEALTH.
- ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
- 8. BACKFILL COMPACTION SHALL BE ACCORDING TO SPECIFIED STREET USE OR PER COA STANDARD DRAWING 2465, WHICHEVER IS
- 9. TACK COAT REQUIREMENTS SHALL BE DETERMINED DURING CONSTRUCTION BY THE PROJECT ENGINEER.
- 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. THE CONTRACTOR SHALL COORDINATE WITH THE WATER AUTHORITY SEVEN (7) DAYS IN ADVANCE OF PERFORMING WORK THAT WILL AFFECT THE PUBLIC WATER OR SANITARY SEWER INFRASTRUCTURE. WORK REQUIRING SHUTOFF OF FACILITIES DESIGNATED AS MASTER PLAN FACILITIES MUST BE COORDINATED WITH THE WATER AUTHORITY 14 DAYS IN ADVANCE OF PERFORMING SUCH WORK. ONLY WATER AUTHORITY CREWS ARE AUTHORIZED TO OPERATE PUBLIC VALVES. SHUTOFF REQUESTS MUST BE MADE ONLINE AT http://abcwua.org/content/view/463/729/.
- 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. 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 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. FINAL STRIPING TO BE COORDINATED WITH THE COA CONSTRUCTION ENGINEER.
- 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, ON BEHALF OF THE OWNER AND OPERATORS, SECURE "TOPSOIL DISTURBANCE PERMIT" FROM THE CITY AND/OR FILE A NOTICE OF INTENT (N.O.I.) WITH THE EPA PRIOR TO BEGINNING CONSTRUCTION.
- 21. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL CONSTRUCTION SIGNING UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY OF ALBUQUERQUE.
- 22. ALL FILL SHALL BE CLEAN, FREE FROM VEGETATION, DEBRIS, AND OTHER DELETERIOUS MATERIALS, AND SHALL NOT BE CONTAMINATED WITH HYDROCARBONS OR OTHER CHEMICAL CONTAMINANTS.

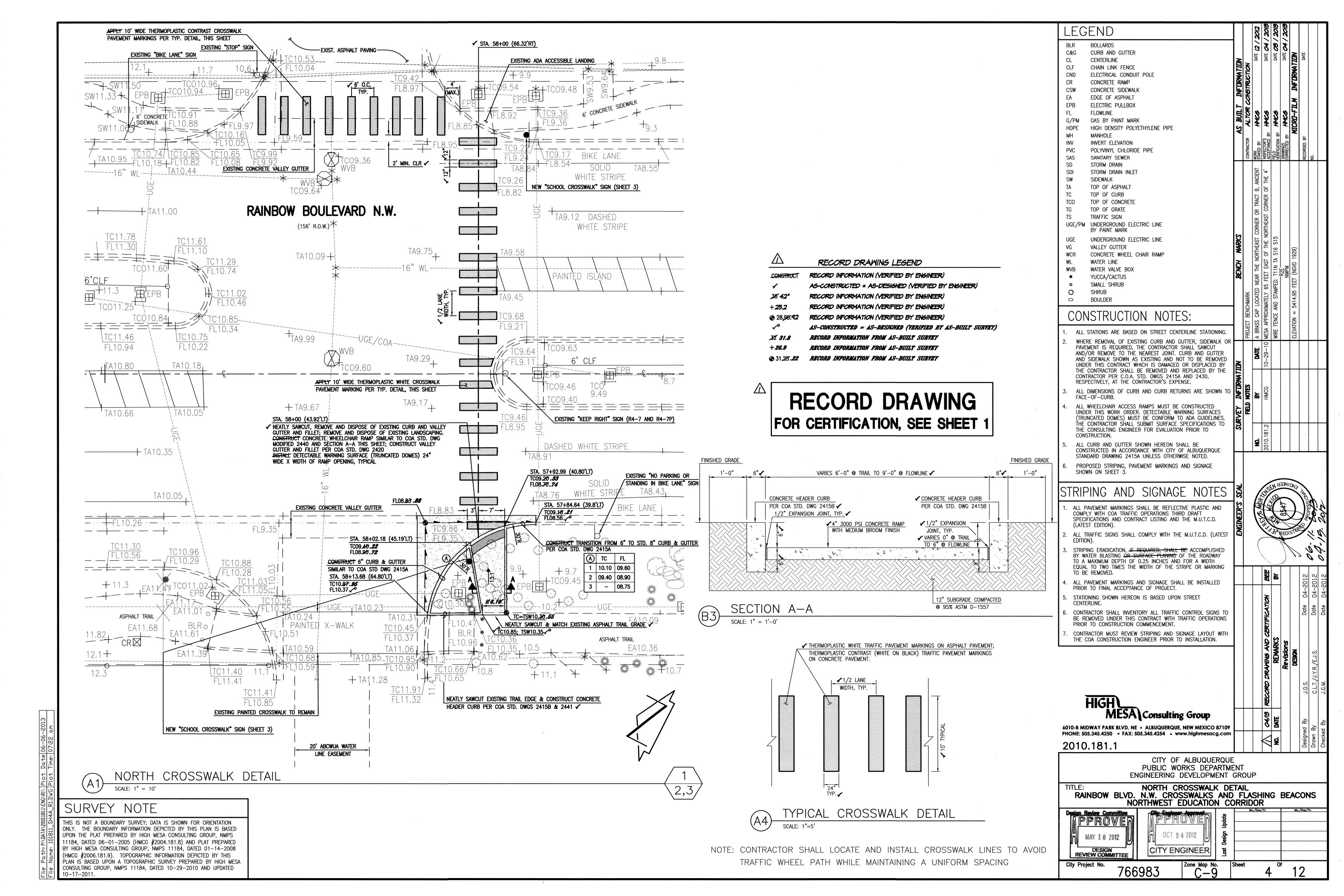
HIGH Consulting Group

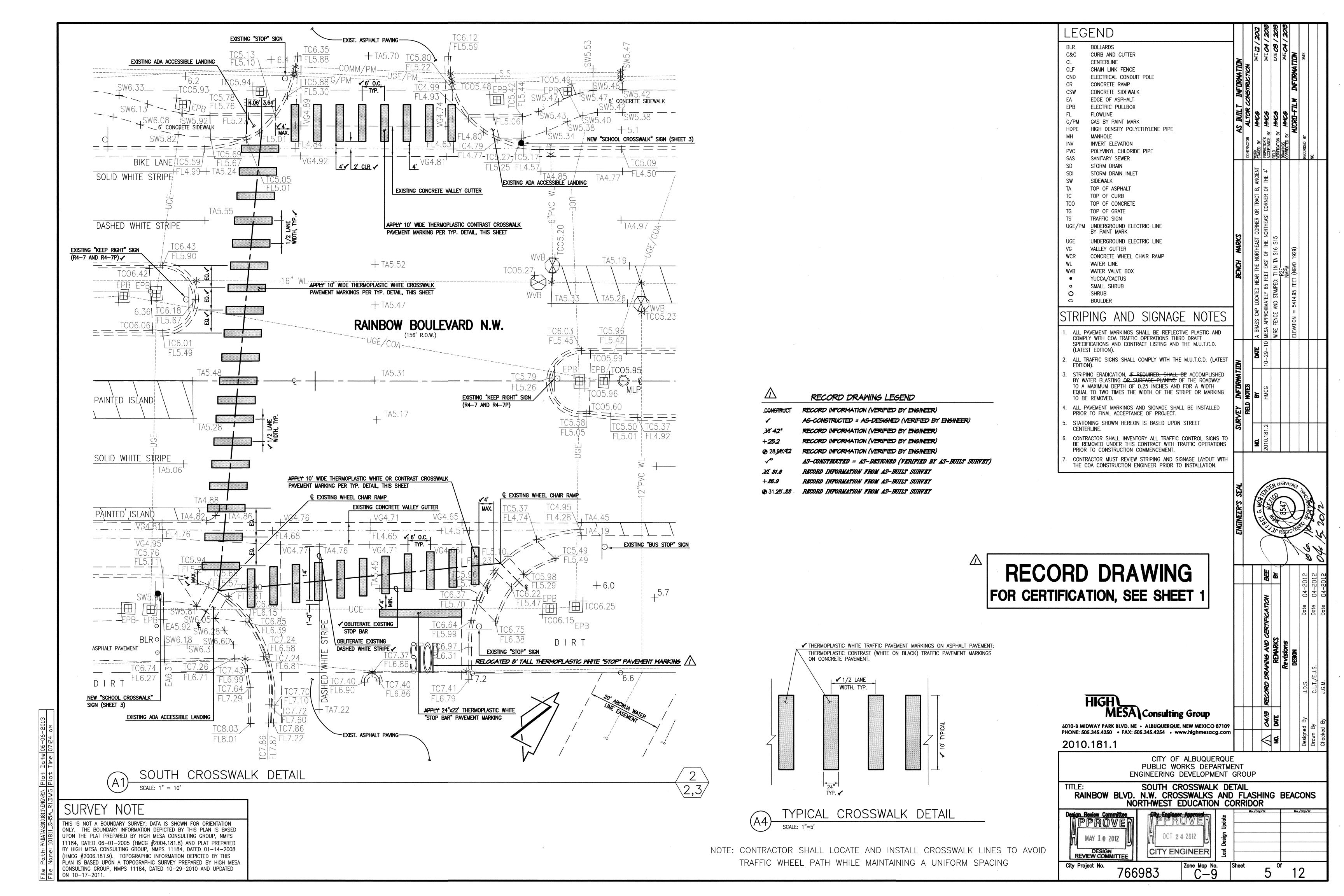
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- 2. LOCATIONS OF CONDUITS, FOUNDATIONS, CONTROL CABINETS, POLES, PULL BOXES, MANHOLES, AND SPLICE CABINETS SHOWN ON THE PLANS ARE SCHEMATIC AND SHALL BE ADJUSTED IN THE FIELD TO MAXIMIZE CLEAR SPACE AVAILABLE FOR PEDESTRIANS AND WHEELCHAIRS TO COMPLY 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—OF—WAY.
- 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 MANHOLES. 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 OFF.
- 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 STRIPE OR MARKING TO BE REMOVED.
- 23. CONTRACTOR SHALL CONTACT IVAN CHAVEZ, CITY TRAFFIC ENGINEERING OPERATIONS, PRIOR TO STRIPING AND SIGN INSTALLATION (857-8222).
- 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.
- 11. 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. 6 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.

#### TRAFFIC SIGNAL LEGEND

	NEW	EXISTING	ITEM
		$\boxtimes$	PULL BOX
	•	$\overline{\bigcirc}$	SERVICE POLE
	М	M	METER PEDESTAL
	C	C	CONTROLLER CABINET
	1		CONDUIT RUN (SIGNALS)
			CONDUIT RUN (INTERCONNECT)
			LOOP DETECTOR
	<b>←●</b>	$\triangleleft$ — $\bigcirc$	TRAFFIC SIGNAL PEDESTAL POLE
	$\triangle$	1	CONDUIT RUN NUMBER (FLASHING BEACON)
	<u>s</u> 1	<u>s</u> 1	CONDUIT RUN NUMBER (POWER SERVICE)
	<u>cì</u>	<u>c</u> 1	CONDUIT RUN NUMBER (INTERCONNECT)
<b>*</b>		₹	TYPE II STANDARD WITH MASTARM, TRAFFIC SIGNAL, BACK PLATE, AND OPTICAL DETECTOR
<b>*</b>	× TA	<b>₹</b>	TRAFFIC SIGNAL, BACK PLATE, OPTICAL DETECTOR, LUMINAIRE, AND VIDEO CAMERA
	•		PEDESTRIAN PUSH BUTTON (MOUNTED TO SIDE OF POLE WHERE INDICATED)
	<b>.</b> ♠	<sup>1</sup> C <sub>0</sub>	PEDESTRIAN SIGNALS (MOUNTED TO SIDE OF POLE WHERE INDICATED)
	SC	SC	SPLICE CABINET
	•	$\oslash$	TRAFFIC MANHOLE
	• `		VIDEO CAMERA

### **DEFINITIONS**

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



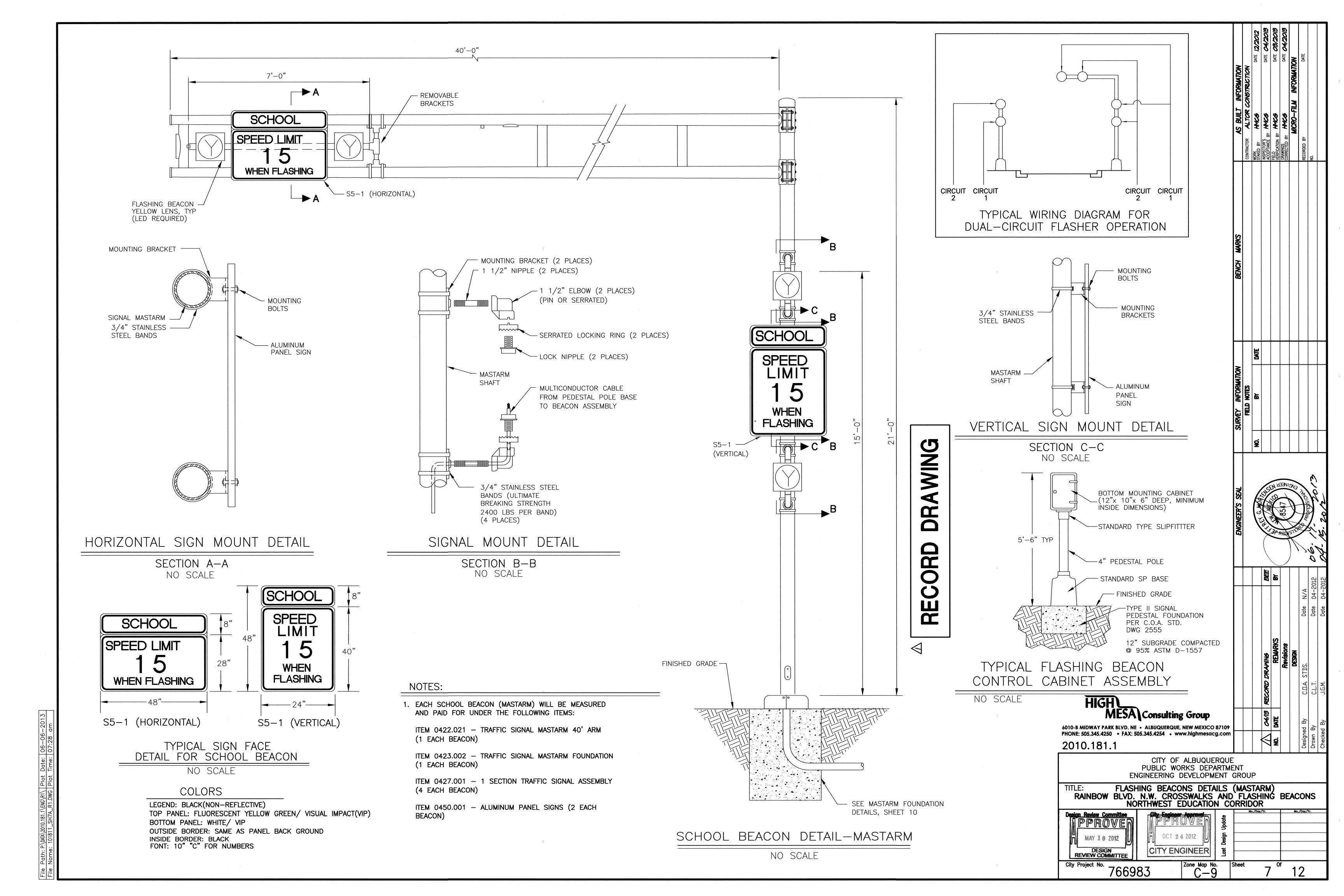
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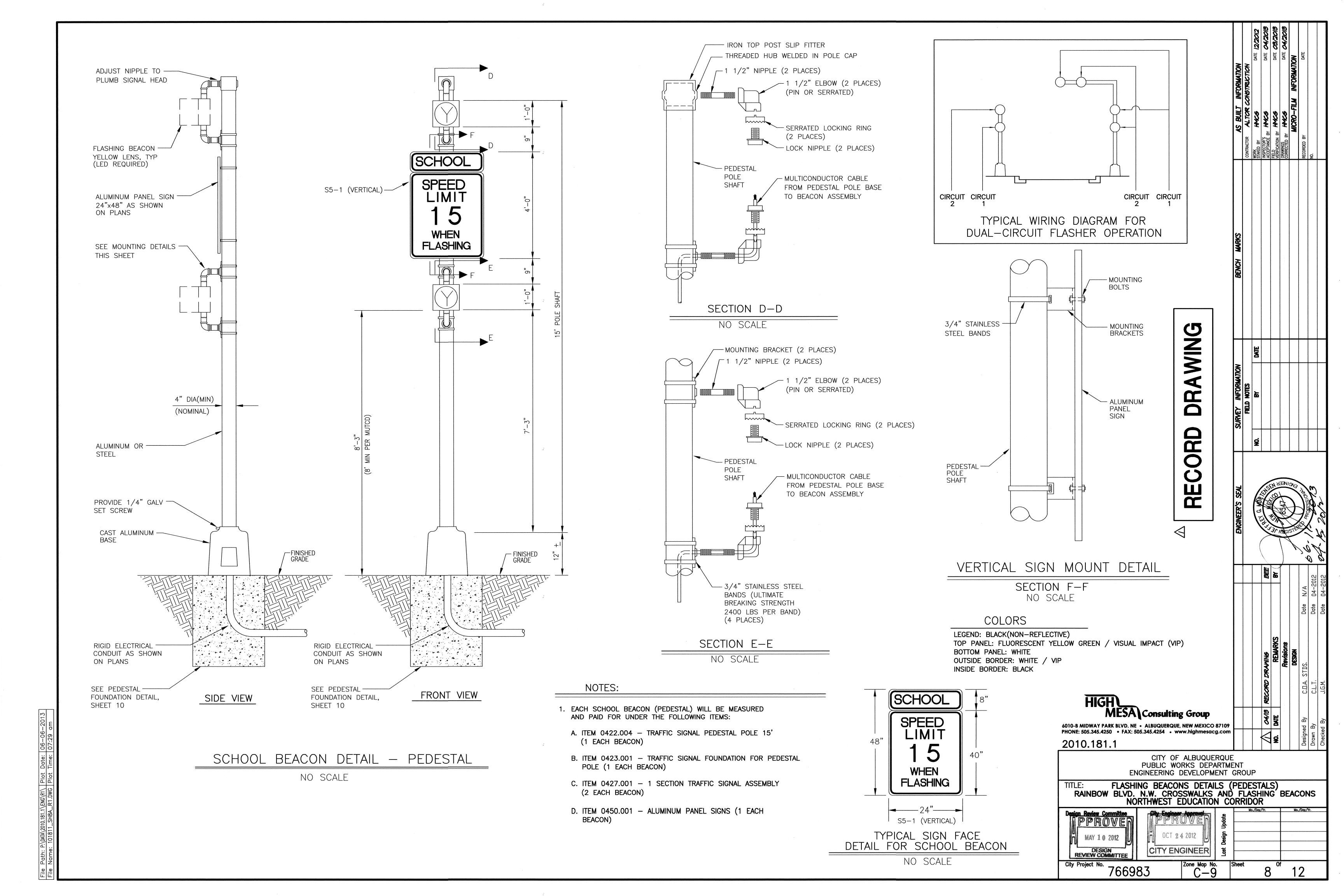
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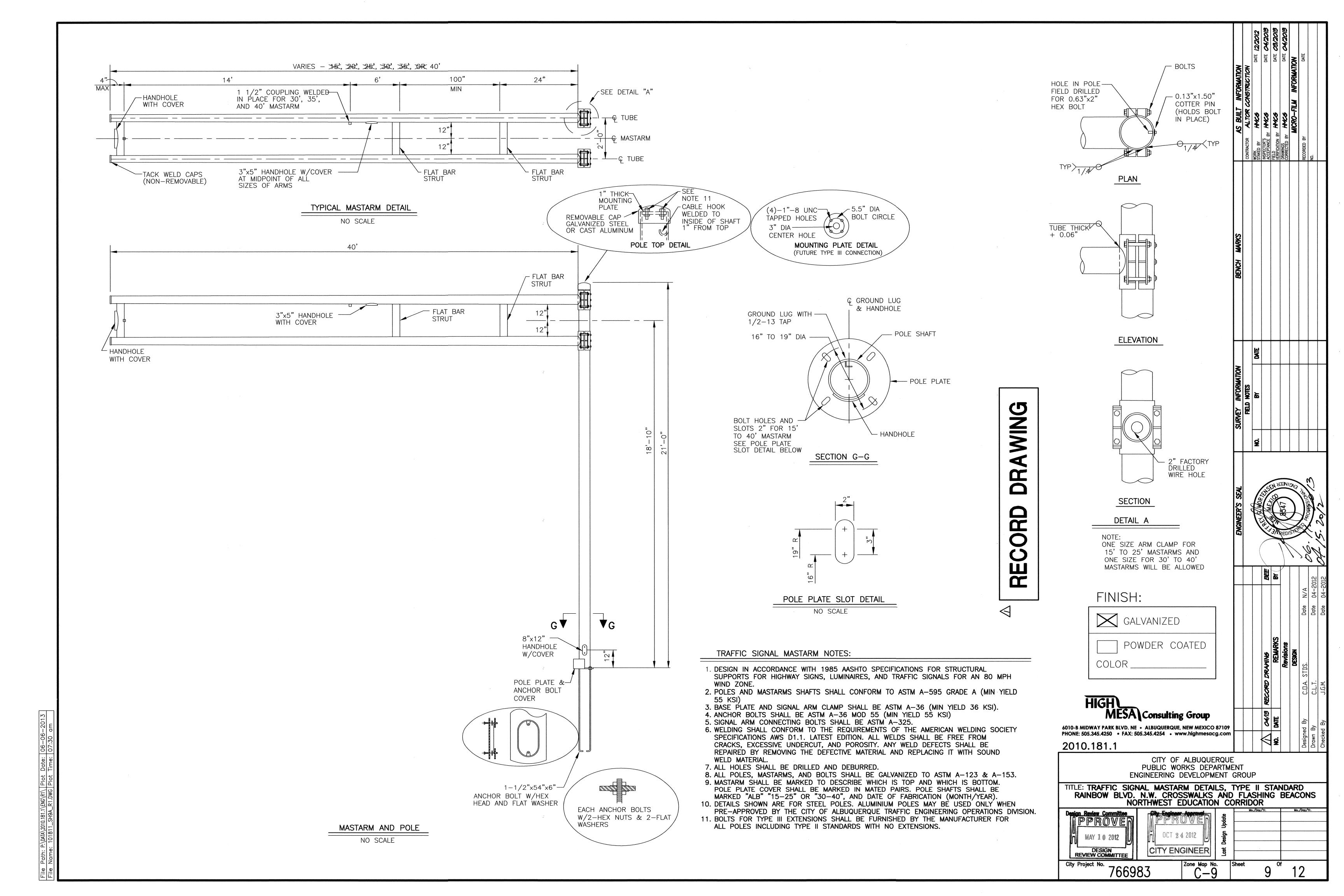
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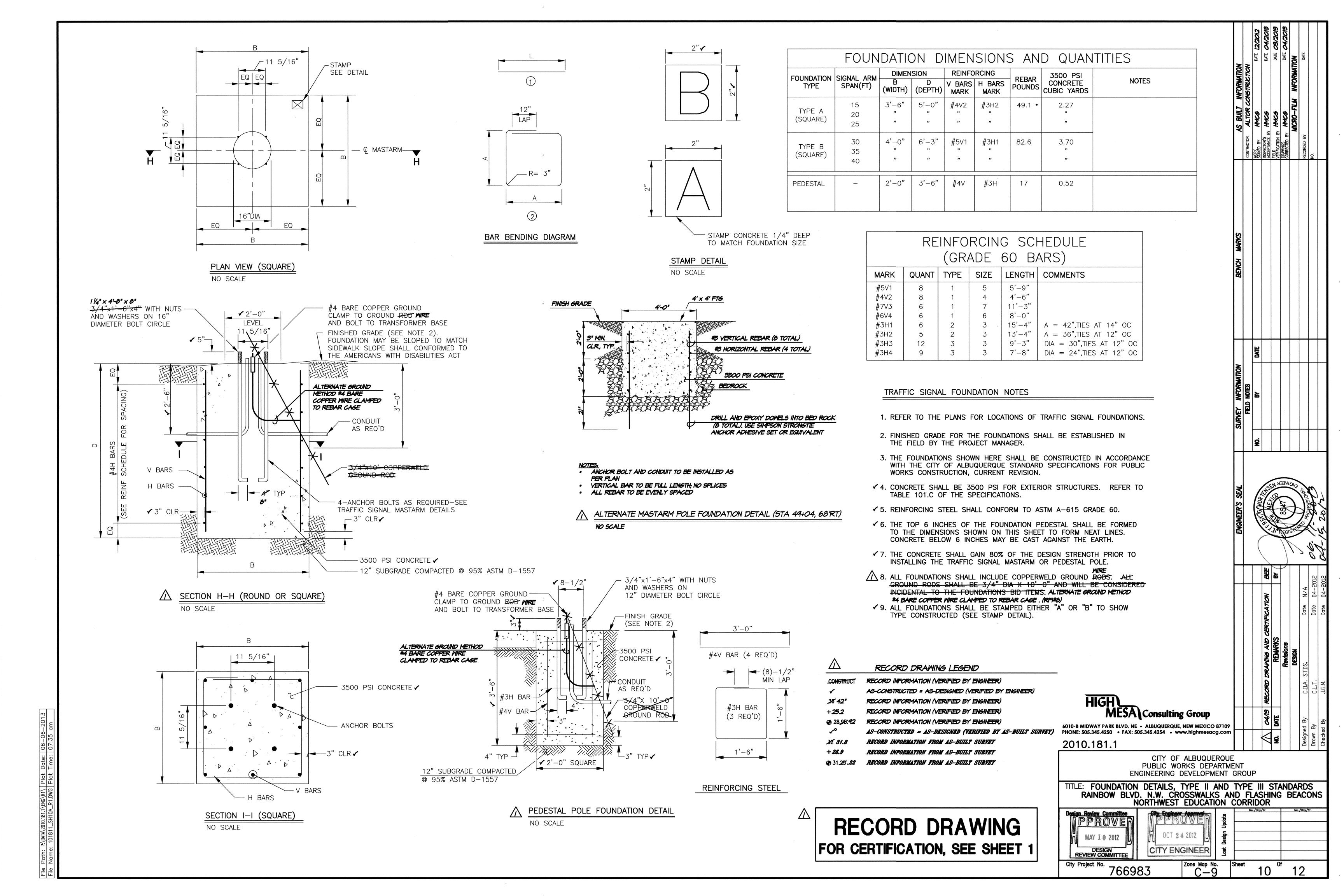
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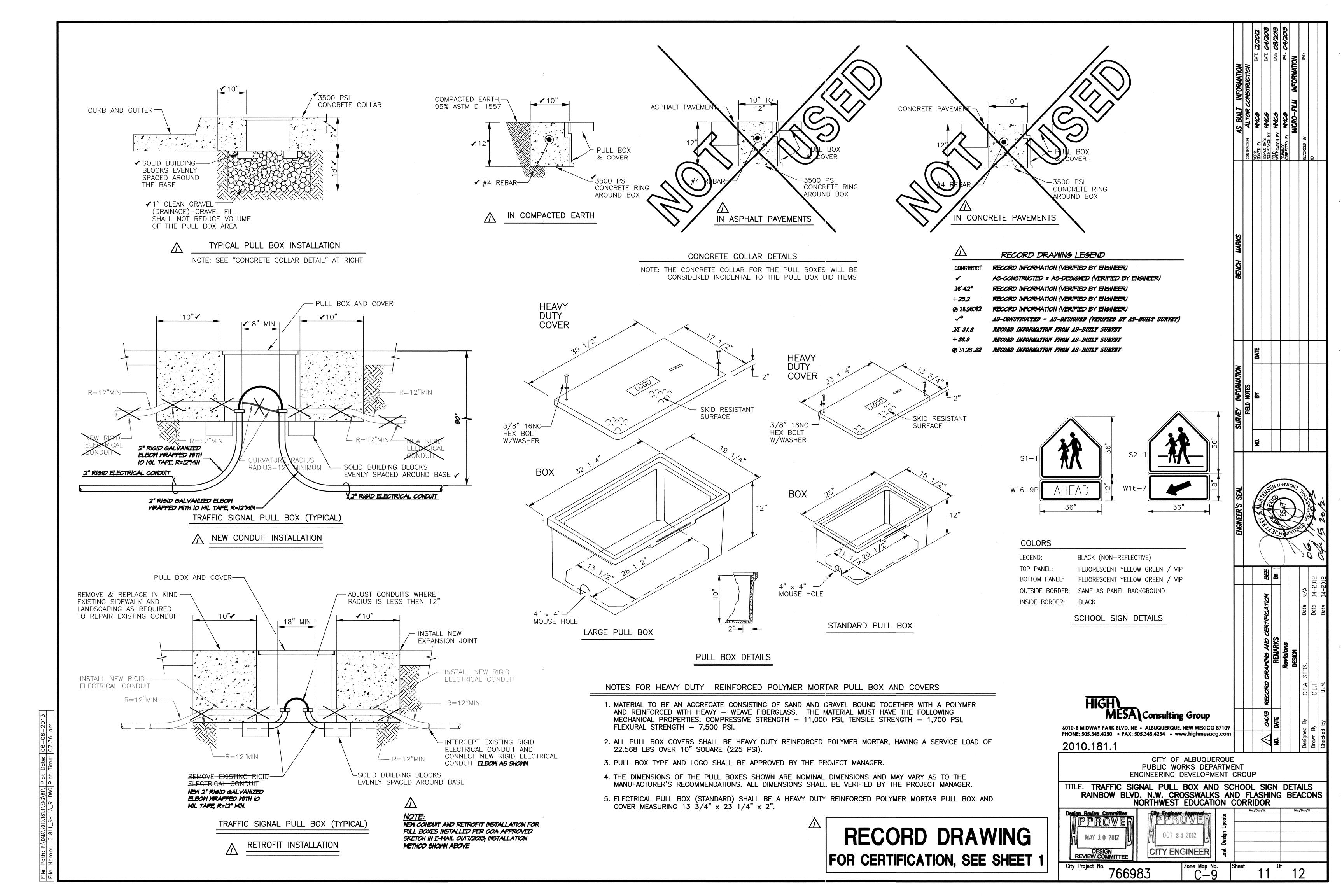
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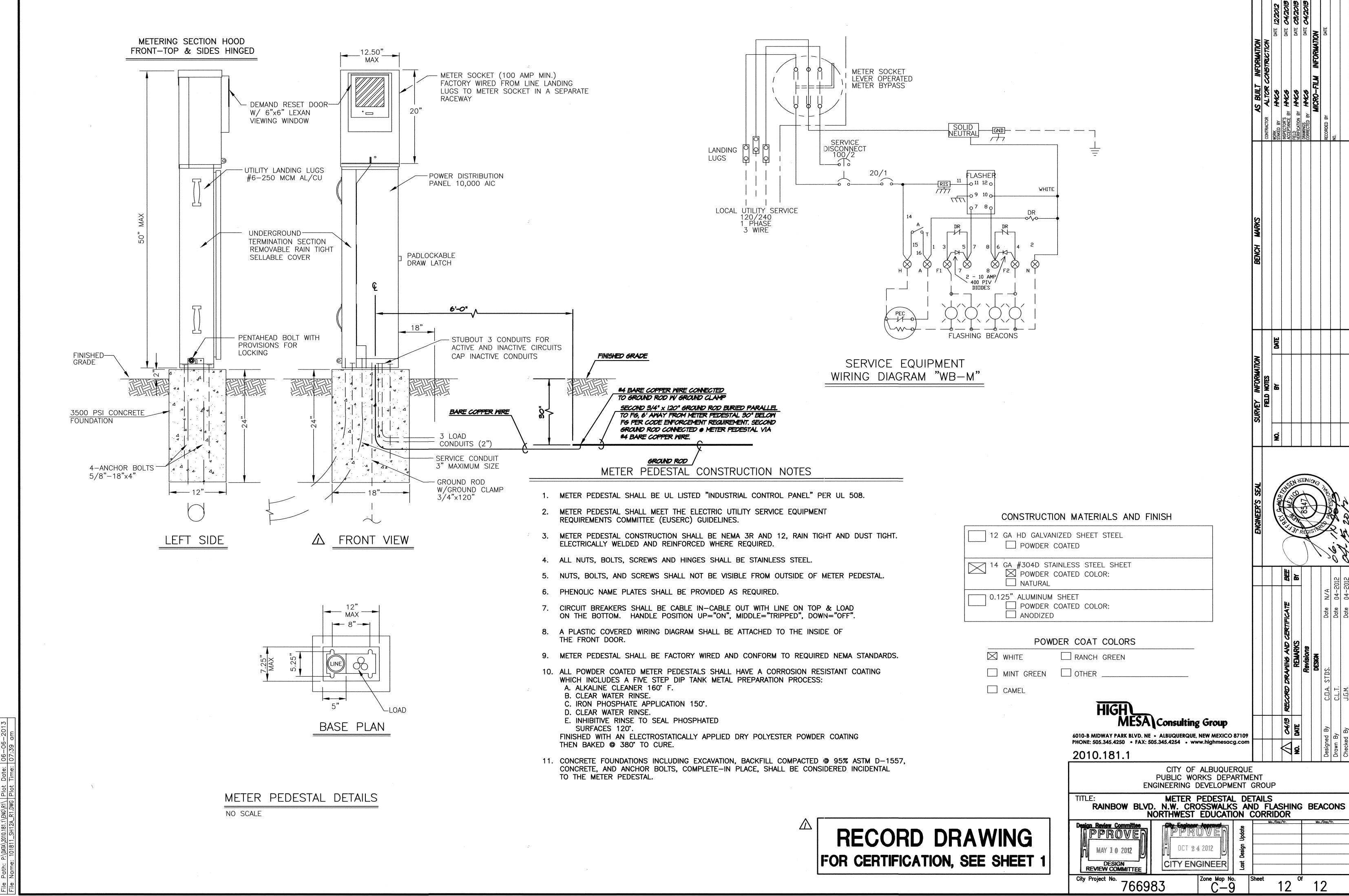












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