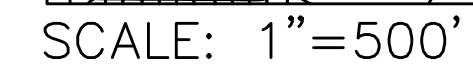
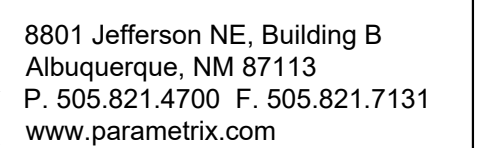



CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
CONSTRUCTION PLANS FOR



PROJECT DESCRIPTION:
NEW TRAFFIC SIGNAL INSTALLATION AT WYOMING
BOULEVARD AND PALOMAS AVENUE INTERSECTION,
CURB AND SIDEWALK MODIFICATIONS, SIGNING AND
STRIPING UPDATES AND ITS INFRASTRUCTURE.



ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES			www.parametrix.com		
REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE
ENGINEER'S STAMP & SIGNATURE		APPROVED	ENGINEER		DATE
 <i>Nancie L. Adams</i>		DRC Chairman			APPROVED FOR CONSTRUCTION
		Transportation			
		ABCWJA			
		Hydrology			
		C I P			
		AMAFCA			
		Constr. Coord.			CITY ENGINEER
PROJECT NUMBER			ZONE ATLAS NO.		
770340			D19		DRAWING NO. 1 OF 38

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<div><div><div></div></div><div>CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION</div></div>			
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN INDEX OF SHEETS			
Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.
City Project No. 770340		Zone Map No. D19	Sheet 2 Of 38

ENGINEER'S SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
<div><div><div><div>12/15/17</div><div>14494</div><div>NEW MEXICO</div><div>PROFESSIONAL ENGINEER</div><div>L. ADAMS</div></div><div>Nancy Adams</div></div></div>		FIELD NOTES		The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6'x6' concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.		MICRO-FILM INFORMATION	
		NO.	BY	DATE	CONTRACTOR	DATE	
					WORKED BY	DATE	
					INSPECTED BY	DATE	
					ACCEPTANCE BY	DATE	
REVISIONS		NO.	DATE	REMARKS	DATE	VERIFICATION BY	DATE
DESIGN						DRAWINGS CORRECTED BY	DATE
DESIGNED BY	NLA		DATE	12/12/17		RECORDED BY	DATE
DRAWN BY	NLA		DATE	12/12/17			
CHECKED BY	SOL		DATE	12/15/17		NO.	

GENERAL NOTES

1.

THE CONTRACTOR SHALL ABIDE BY ALL LOCAL, STATE, AND FEDERAL LAWS, RULES AND REGULATIONS THAT APPLY TO THE CONSTRUCTION OF THESE IMPROVEMENTS.
2.

ALL ELECTRICAL, TELEPHONE, CABLE TV, GAS AND OTHER UTILITY LINES, CABLES AND APPURTENANCES ENCOUNTERED DURING CONSTRUCTION THAT REQUIRE RELOCATION SHALL BE COORDINATED WITH THAT UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ALL NECESSARY UTILITY ADJUSTMENTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR DELAYS OR INCONVENIENCES CAUSED BY UTILITY COMPANY WORK CREWS. THE CONTRACTOR MAY BE REQUIRED TO RESCHEDULE HIS ACTIVITIES TO ALLOW UTILITY CREWS TO PERFORM THEIR REQUIRED WORK.
3.

DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL AND UNSUITABLE MATERIAL SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE ENVIRONMENTAL REGULATIONS AND APPROVED BY THE CONSTRUCTION ENGINEER. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE AND HAUL THERETO SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.
4.

THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE EXISTING UTILITY LINES WITHIN THE CONSTRUCTION AREA. ANY DAMAGE TO EXISTING FACILITIES CAUSED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AND APPROVED BY THE CONSTRUCTION ENGINEER.
5.

CONSTRUCTION ACTIVITY SHALL BE LIMITED TO THE PUBLIC RIGHT-OF-WAY AND/OR PROJECT LIMITS. ANY DAMAGE TO ADJACENT PROPERTIES RESULTING FROM THE CONSTRUCTION PROCESS IS THE RESPONSIBILITY OF THE CONTRACTOR. ANY COSTS INCURRED FOR REPAIRS SHALL BE THE COST OF THE CONTRACTOR.
6.

TWO WEEKS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TRANSIT DEPARTMENT OF ANY IMPACT THE PROPOSED PROJECT WILL HAVE ON THE TRANSIT SYSTEM, SUCH AS CAUSING A DETOUR, OR THE CLOSING OR RELOCATION OF A BUS STOP. THE CONTACT PERSON IS ANDREW DE GARMO, OFFICE PHONE 505-724-3109 AND EMAIL ADEGARMO@CABQ.GOV.
7.

OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAYS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIAL WITHIN THE PUBLIC RIGHT-OF-WAY.
8.

THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS FOR THE PROJECT PRIOR TO COMMENCING CONSTRUCTION (E.G., BARRICADING, SURFACE DISTURBANCE).
9.

ALL PERMANENT PAVEMENT MARKING AND TRAFFIC SIGNING SHALL BE FURNISHED BY THE CONTRACTOR PER PLAN.
10.

THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALBUQUERQUE, TRAFFIC ENGINEERING DEPARTMENT, PRIOR TO BEGINNING ANY CONSTRUCTION WORK ON OR ADJACENT TO EXISTING STREETS.
11.

ALL BARRICADES AND CONSTRUCTION SIGNING SHALL CONFORM TO APPLICABLE SECTIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), U.S. DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
12.

THE CONTRACTOR SHALL MAINTAIN ALL CONSTRUCTION BARRICADES AND SIGNING AT ALL TIMES. THE CONTRACTOR SHALL VERIFY THE PROPER LOCATION OF ALL BARRICADING AT THE END AND BEGINNING OF EACH DAY.
13.

ALL SAW CUT PAVEMENT SHALL HAVE A UNIFORM EDGE AND BE SPRAYED WITH TACK COAT.
14.

THE CONTRACTOR WILL ENSURE THE ASPHALT HAS A SMOOTH, UNIFORM EDGE WHEN REMOVING AND REPLACING CURB AND GUTTER. IF THE ASPHALT EDGE IS NOT SMOOTH AND UNIFORM, THE CONTRACTOR SHALL SAW CUT AND REPLACE A ONE-FOOT STRIP OF ASPHALT ALONG THE FULL SECTION BEING REPLACED. REFER TO COA STANDARD DRAWING 2465 ARTERIAL SECTION.
15.

THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENTS, PAVEMENT MARKINGS, CURB & GUTTER, DRIVE PADS, CURB RAMPS, SIGNAGE, AND SIDEWALK DURING CONSTRUCTION, APART FROM THOSE SECTIONS INDICATED FOR REMOVAL ON THE PLANS, AND SHALL REPAIR OR REPLACE PER COA STANDARDS, AT HIS OWN EXPENSE.
16.

ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES MUST BE CARRIED OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.652.
17.

THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL CONSTRUCTION SIGNAGE UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY OF ALBUQUERQUE.

18.

ALL SWPPP EROSION CONTROL MEASURES MUST BE REMOVED FROM THE RIGHT-OF-WAY PRIOR TO FINAL ACCEPTANCE.
19.

AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY.
20.

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 REVISED THROUGH UPDATE 9.
21.

EXISTING FIBER OPTIC CABLE IS INSTALLED ALONG THE EAST SIDE OF WYOMING BOULEVARD. IF THIS CABLE, OR ANY OTHER EXISTING CITY TRAFFIC INFRASTRUCTURE IS DAMAGED AS PART OF THIS PROJECT WORK, THE CONTRACTOR SHALL REPAIR OR REPLACE IT PER CITY OF ALBUQUERQUE TRAFFIC REQUIREMENTS. DAMAGED FIBER OPTIC CABLE WILL BE REPLACED FROM EXISTING FULL SPLICE TO EXISTING FULL SPLICE; NO INTERMEDIATE SPLICE WILL BE ALLOWED. THIS WORK SHALL BE DONE AT THE EXPENSE OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT WILL BE MADE.
22.

TWO WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR MUST CONTACT THE NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
23.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR SURVEYOR IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
24.

SEVEN (7) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION SERVICES DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION SERVICES DIVISION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION ENGINEER (768-2551) PRIOR TO OCCUPYING AN INTERSECTION. REFER TO SECTION 19 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS.
25.

ALL WORK AFFECTING ARTERIAL ROADWAYS MAY REQUIRE TWENTY-FOUR HOUR CONSTRUCTION IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE'S ORANGE BARREL POLICY. THE CONSTRUCTION SERVICES ENGINEER SHALL DETERMINE IF MARATHON CONSTRUCTION IS REQUIRED AND COORDINATE WITH THE CONTRACTOR.
26.

IF THE CONTRACTOR IS NOT ALLOWED TO WORK AT NIGHT DUE TO THE CITY'S NOISE ORDINANCE, THE CONTRACTOR SHALL OPEN ALL TRAFFIC LANES TO TRAFFIC WITH THE PROPER USE OF TRENCH PLATES DURING NON-WORKING HOURS, AND MUST WORK MINIMUM HOURS FROM 9:00 A.M. TO 3:00 P.M. MONDAY THROUGH SATURDAY.
27.

ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKING BY THE CONTRACTOR TO THE SAME LOCATION AS EXISTING OR AS INDICATED BY THIS PLAN SET.
28.

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 ENSURE 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, THE 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.
29.

THE CONTRACTOR SHALL RECORD DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF ALBUQUERQUE FOR THE PREPARATION OF "AS CONSTRUCTED" DRAWINGS. THE CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.
30.

THE CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE, AND SHALL PROMPTLY REMOVE ANY GRAFFITI FROM ALL EQUIPMENT, WHETHER PERMANENT OR TEMPORARY, WITHIN 24 HOURS.
31.

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://WWW.ABCWUA.ORG/WATER SHUT OFF AND TURN ON PROCEDURE.ASPX](http://www.abcwua.org/water Shut Off and Turn On Procedure.aspx)

32.

BUSINESS ACCESS: THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO LOCAL BUSINESSES AND RESIDENCES FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL ADVISE OF AND SCHEDULE ACCESS CLOSURES, AT LEAST 24 HOURS IN ADVANCE, WITH PROPERTY OWNERS AND THE CITY ENGINEER.
33.

INTERSECTION WORK: CRITICAL INTERSECTION WORK SHALL NOT START UNTIL THE CONTRACTOR HAS ALL MATERIAL, EQUIPMENT, AND NECESSARY PERSONNEL ON-SITE. TRAFFIC CONTROL DEVICES SHALL NOT BE PLACED PREMATURELY.
34.

THE CONTRACTOR SHALL SUBMIT A PROPOSED WORK PLAN FOR PEDESTRIAN IMPROVEMENTS TO THE PROJECT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INITIATING THIS WORK. THIS PLAN SHALL INCLUDE THE METHOD PROPOSED TO MAINTAIN PEDESTRIAN ACCESS TO BUSINESSES, SCHOOLS, HOSPITALS, BUILDINGS, ETC. THROUGHOUT THE PEDESTRIAN IMPROVEMENTS CONSTRUCTION IN PARTICULAR. THE CONTRACTOR, AT MINIMUM, SHALL MAINTAIN A 36" CLEAR PATH FOR PEDESTRIANS SO AS TO MEET ADA ACCESSIBILITY REQUIREMENTS.
35.

AS-BUILTS: THE CONTRACTOR SHALL MAINTAIN AN UP TO DATE SET OF AS-BUILT PLANS FOR THE PROJECT. THESE PLANS SHALL BE KEPT CURRENT, WITHIN TWO WEEKS, AT ALL TIMES AND SHALL BE SUBJECT TO REVIEW BY THE CITY PROJECT ENGINEER THROUGHOUT THE PROJECT AND WILL BE REVIEWED BY THE CITY PROJECT ENGINEER FOR ACCURACY AND COMPLETENESS AT LEAST ONCE EVERY 30 DAYS. THE FINAL AS-BUILT PLANS SHALL BE SUBMITTED PRIOR TO FINAL INSPECTION AND ACCEPTED BY THE CONSTRUCTION ENGINEER PRIOR TO FINAL PAYMENT.
36.

NON-VIBRATORY ROLLER: THE CONTRACTOR SHALL BE RESTRICTED TO THE USE OF A 35 TON MAXIMUM NON-VIBRATORY ROLLER TO OBTAIN THE REQUIRED COMPACTION IN PAVEMENT STRUCTURE, ROADWAY BACKFILL, EMBANKMENT, AND SUBGRADES IN URBAN AREAS WHERE THE USE OF HEAVIER EQUIPMENT COULD DAMAGE UNDERGROUND UTILITIES OR OTHER PERMANENT STRUCTURES.
37.

EXISTING TIE-IN: ALL NEW STREET PAVING, CURB AND GUTTER, SIDEWALKS AND DRIVEPADS SHALL MATCH THE ELEVATIONS OF ABUTTING EXISTING AREAS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.
38.

SALVAGEABLE MATERIALS FROM THIS PROJECT ARE TO BE HAULED AND STOCKPILED AT THE CITY OF ALBUQUERQUE PINO YARDS. HAUL OF SUCH MATERIAL SHALL BE PERFORMED DURING NORMAL WORKING HOURS AS DIRECTED BY THE PROJECT ENGINEER. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR EACH SALVAGE ITEM.
39.

CONTRACTOR TO TEST SUBGRADE R-VALUE PRIOR TO CONSTRUCTION. IN THE EVENT THE R-VALUE IS LESS THAN 50, REMOVE 2 FEET OF SUBGRADE MATERIAL AND IMPORT MATERIAL WITH R-VALUE GREATER THAN 50 OR CONTACT THE CITY PROJECT ENGINEER IMMEDIATELY SO THE PAVEMENT SECTION CAN BE MODIFIED.
40.

REMOVAL OF EXISTING CURB AND GUTTER AND SIDEWALK SHALL BE TO THE NEAREST JOINT.


41.

THE REMOVAL OF PAVEMENT MARKINGS SHALL CONFORM TO THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS, STANDARD DETAILS (SECTION 2900) AND THE CURRENT EDITION OF THE MUTCD (WITH REVISIONS).
42.


ADJACENT LANDSCAPING TO BE PROTECTED BY THE CONTRACTOR AND NO SEPARATE PAYMENT WILL BE MADE.
43.


THE SUBGRADE PREP SHALL EXTEND ONE FOOT BEYOND THE FREE EDGE OF NEW CURB AND GUTTER AND SIDEWALK.

LEGEND


- 


EXISTING TELEPHONE MANHOLE




EXISTING LIGHT POLE
- 


EXISTING WATER VALVE




EXISTING ELECTRIC BOX/PANEL
- 


EXISTING WATER METER BOX




EXISTING TRAFFIC SIGNAL
- 

EXISTING SINGLE POST SIGN




EXISTING ELECTRIC PULLBOX
- 

EXISTING ELECTRIC MANHOLE



EXISTING ELECTRIC MANHOLE





CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE:

WYOMING BOULEVARD/PALOMAS AVENUE
TRAFFIC SIGNAL DESIGN
GENERAL NOTES

Design Review Committee

City Engineer Approval

Mo. / Day / Yr.

Mo. / Day / Yr.

City Project No.

Zone Map No.

Sheet

Of

770340

D19

3

38

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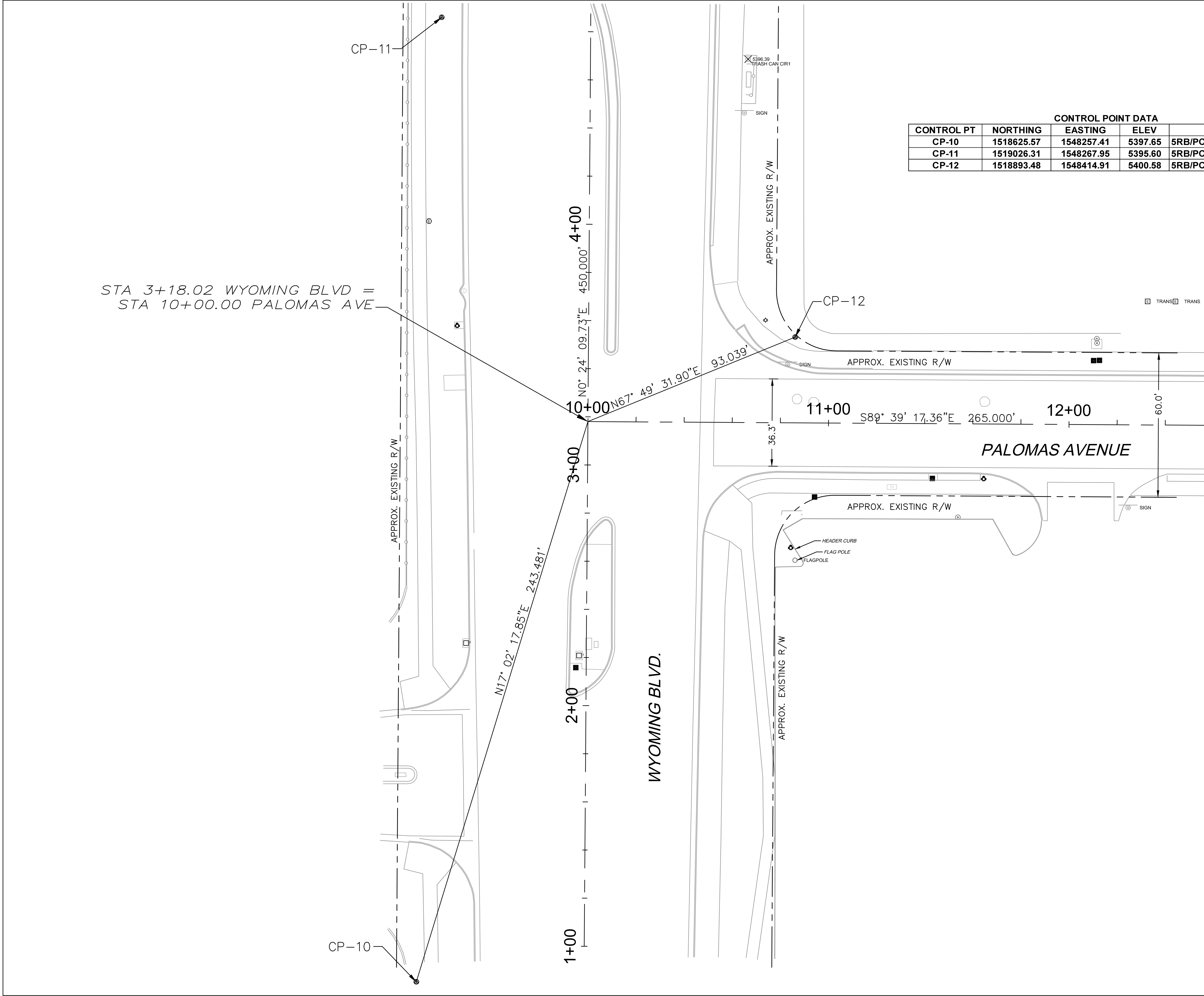
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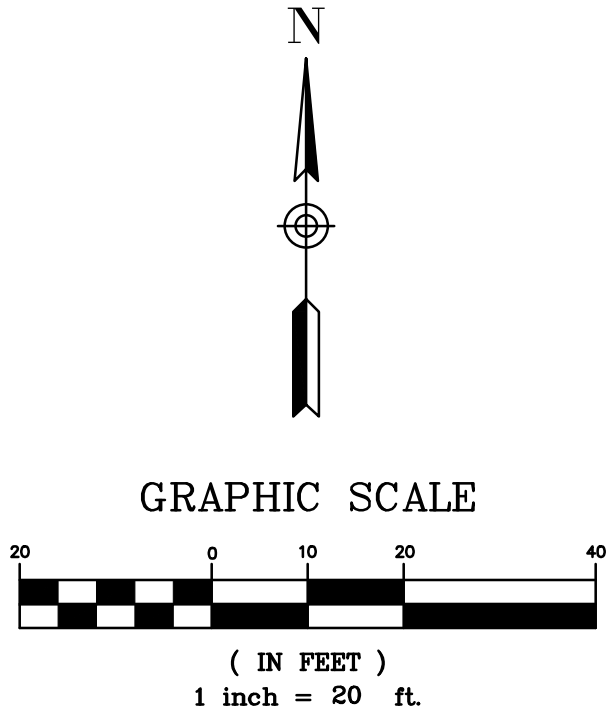
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MCLEODUSA
RICK MUELLER
Supervisor of Outside Techs.




CONTROL POINT DATA				
CONTROL PT	NORTHING	EASTING	ELEV	DESCRIPTION
CP-10	1518625.57	1548257.41	5397.65	5RB/PC
CP-11	1519026.31	1548267.95	5395.60	5RB/PC
CP-12	1518893.48	1548414.91	5400.58	5RB/PC



		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN SURVEY CONTROL			
Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.
City Project No. 770340	Zone Map No. D19	Sheet 5	Of 38

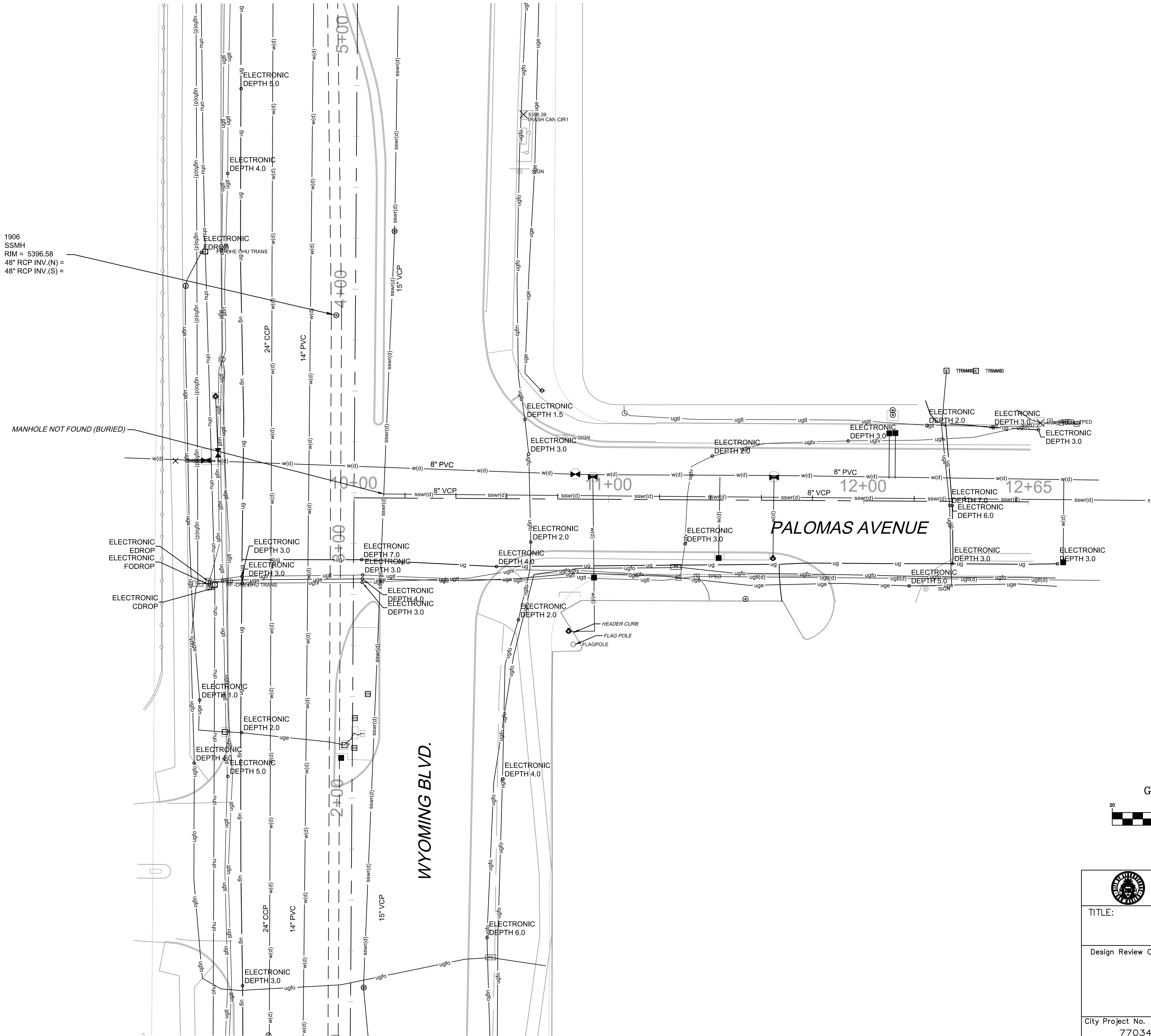
ENGINEERS SEAL				SURVEY INFORMATION				BENCH MARKS				AS BUILT INFORMATION			
				NO.	BY	DATE						CONTRACTOR			
												WORK STARTED BY			
												INSPECTED BY			
												ACCEPTANCE BY			
												FIELD LAYOUT BY			
												DESIGNED BY			
												CHECKED BY			
												RECORDED BY			
												NO.			




Nancie Adams

REVISIONS
DESIGN
DATE 12/12/17
DRAWN BY NLA
CHECKED BY SOL
DATE 12/15/17

AS BUILT INFORMATION
The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6'x6' concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.



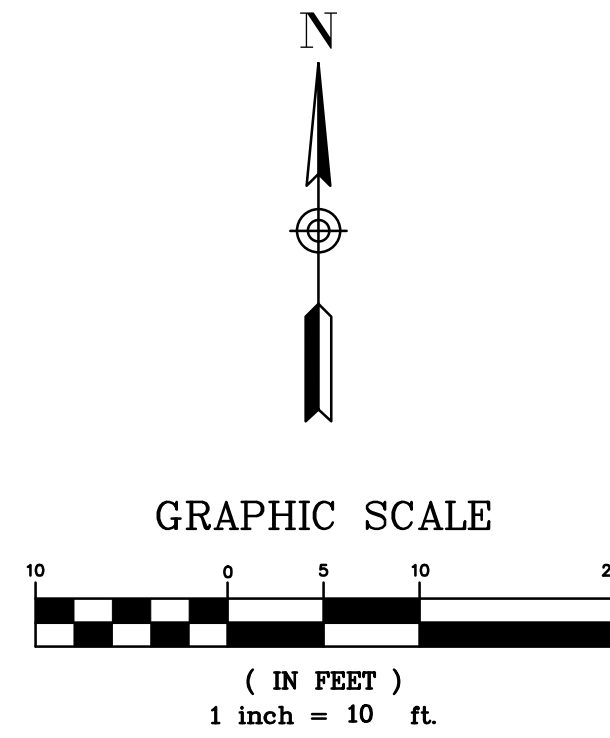
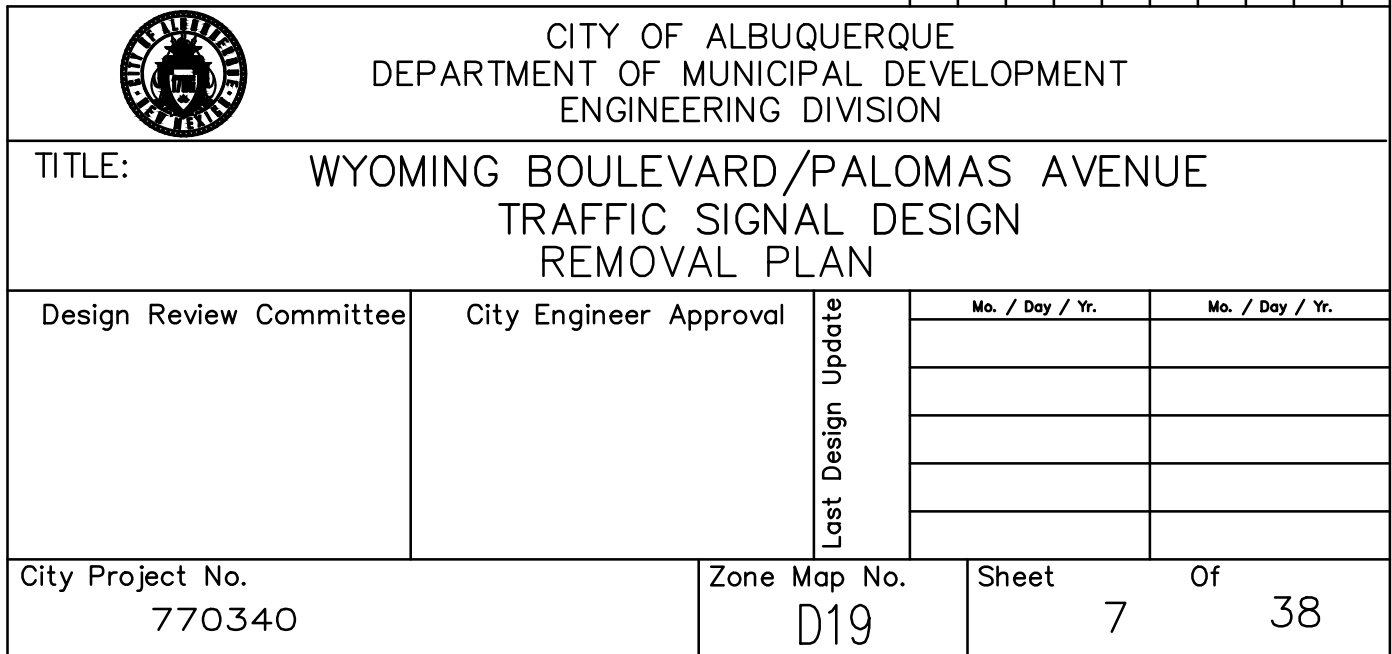
		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN EXISTING UTILITIES			
Design Review Committee	City Engineer Approval	Mo. / Day / Yr.	
Last Design Update			
City Project No. 770340	Zone Map No. D19	Sheet 6	Of 38






ENGINEERS SEAL

MAJOR L. ADAMS
NEW MEXICO
14494
12/15/17
PROFESSIONAL ENGINEER
Nancy Adams

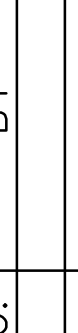
SURVEY INFORMATION	
FIELD NOTES	
NO.	DATE

BENCH MARKS	
The station mark is a US&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6'x6' concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.	
AS BUILT INFORMATION	
CONTRACTOR	DATE
DRAWN BY	DATE
INSPECTOR'S FIELD CHECK BY	DATE
VERIFICATION BY	DATE
CORRECTED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	

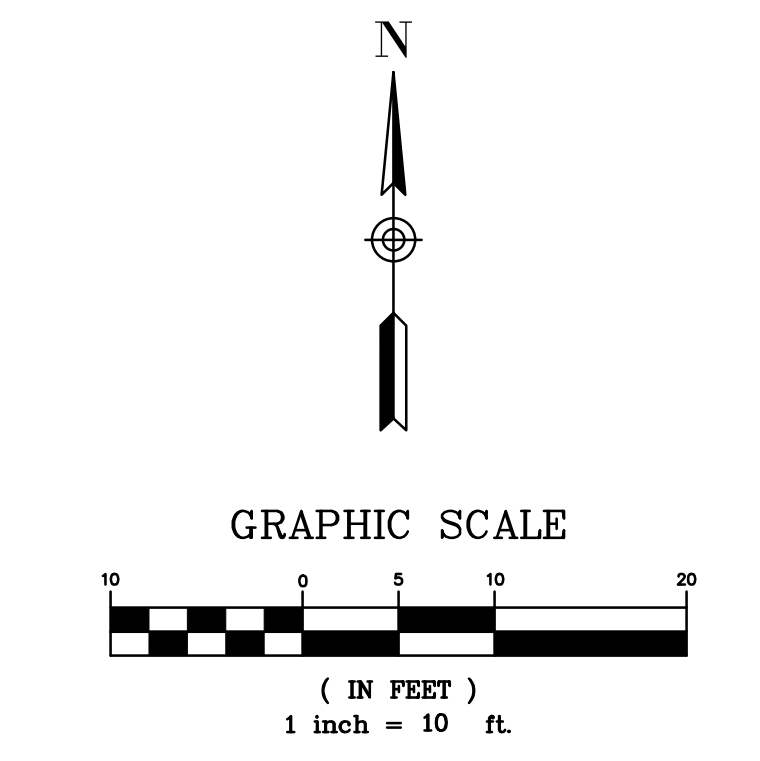
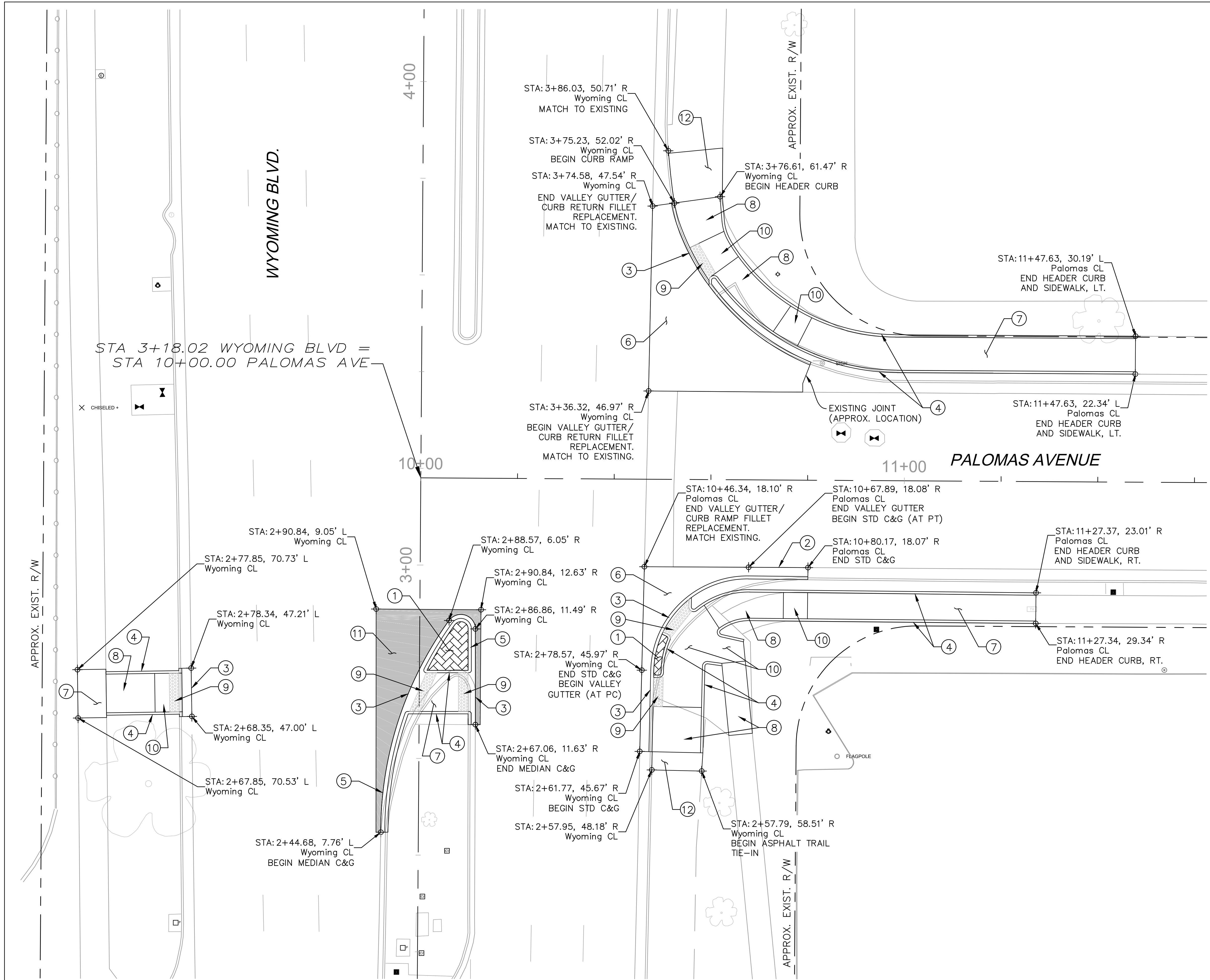


- ## LEGEND & KEYED NOTES
- | | |
|---|---|
|  | REMOVE AND DISPOSE EXISTING C&G OR VALLEY CUTTER |
|  | REMOVE AND DISPOSE EXISTING CONCRETE MEDIAN PAVEMENT |
|  | REMOVE AND DISPOSE EXISTING SIDEWALK |
|  | REMOVE AND DISPOSE EXISTING ASPHALT PAVEMENT |
|  | REMOVE AND DISPOSE EXISTING ASPHALT TRAIL |
|  | REMOVE AND DISPOSE EXISTING HEADER CURB (SEE NOTE 2) |
| ① | REMOVE AND SALVAGE EXISTING SIGN(S) AND POST |
| ② | REMOVE EXISTING LANDSCAPE COBBLE/GRAVEL AND RESTORE WITH NEW GEOTEXTILE WHERE EXISTING SIDEWALK IS REMOVED
(PAID UNDER ITEM NO. 603.062) |

- ## NOTES
1. REMOVAL OF EXISTING CURB AND GUTTER, VALLEY GUTTER AND SIDEWALK SHALL BE TO THE NEAREST JOINT.
 2. REMOVAL OF EXISTING HEADER CURB INTEGRAL TO EXISTING SIDEWALK AND AT BACK OF CURB RAMPS SHALL BE MEASURED AND PAID AS REMOVAL OF SIDEWALK.
 3. ALL SAWCUTTING SHALL BE PAID UNDER ITEM NO. 343.14.


				ENGINEERS SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION			
						FIELD NOTES		The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6'x6' concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'. Nancie Adams		WORKED BY DATE INSPECTORS ACCEPTANCE BY FIELD VERIFICATION BY DATE DRAWINGS CORRECTED BY DATE <i>MICRO-FILM INFORMATION</i> RECORDED BY DATE NO.			
NO.		BY										DATE	
				REVISIONS									
				DESIGN									
DESIGNED BY		NLA		DATE		12/12/17							
DRAWN BY		NLA		DATE		12/12/17							
CHECKED BY		SCL		DATE		12/15/17							

QUE DEVELOPMENT ON	
OMAS AVENUE DESIGN	
Mo. / Day / Yr.	Mo. / Day / Yr.
Sheet	Of
7	38



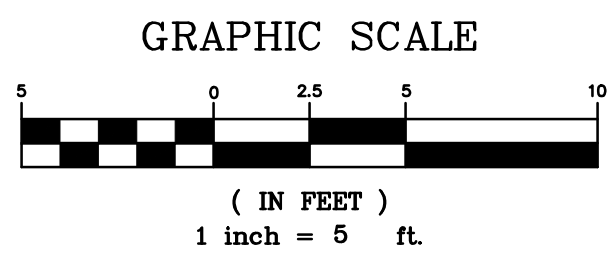
- KEYED NOTES**
- CONSTRUCT MEDIAN PAVING (PER SD 2408) COLOR: MESA BLUFF, PATTERN: SLATE
 - CONSTRUCT STANDARD C&G (PER SD 2415A)
 - CONSTRUCT GUTTER AT CURB ACCESS RAMP (PER SD 2415A)
 - CONSTRUCT HEADER CURB (PER SD 2415B)
 - CONSTRUCT MEDIAN C&G (PER SD 2415B)
 - CONSTRUCT VALLEY GUTTER/CURB RETURN FILLET (PER SD 2420)
 - CONSTRUCT SIDEWALK (PER SD 2430)
 - CONSTRUCT CURB ACCESS RAMP
 - INSTALL DETECTABLE WARNING SURFACE, 2' WIDE (CAST IN PLACE & REPLACEABLE). SEE NMDOT STD DWG 608-001-8, SHEET 38 FOR DETAILS)
 - LEVEL LANDING AREA (1.5% SLOPE IN ALL DIRECTIONS, 2% MAX SLOPE)
 - MATCH EXISTING PAVEMENT (PER SD 2465, SEE NEW PAVEMENT FOR "ALL OTHER STREETS" (2" THICK SURFACE COURSE, S-III)
 - CONSTRUCT 2" THICK ASPHALT TRAIL
- NOTES**
- REFER TO SHEETS 9 TO 11 FOR RAMP DETAILS.

		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN INTERSECTION PLAN			
Design Review Committee	City Engineer Approval	Mo. / Day / Yr.	Mo. / Day / Yr.
City Project No. 770340		Zone Map No. D19	Sheet 8 Of 38

ENGINEERS SEAL				SURVEY INFORMATION			BENCH MARKS		AS BUILT INFORMATION			
 <i>Nancy E. L. Adams</i>				FIELD NOTES			The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6"x6" concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.			CONTRACTOR		
				NO.	BY	DATE						
REMARKS							WORK STARTED BY			DATE		
BY							ACCEPTANCE BY			DATE		
REVISIONS							FIELD REVISION BY			DATE		
DRAWINGS CORRECTED BY							DRAWINGS CORRECTED BY			DATE		
DESIGN							MICRO-FILM INFORMATION					
DESIGNED BY NLA				DATE 12/12/17			RECORDED BY			DATE		
DRAWN BY NLA				DATE 12/12/17			NO.					
CHECKED BY SCL				DATE 12/15/17								



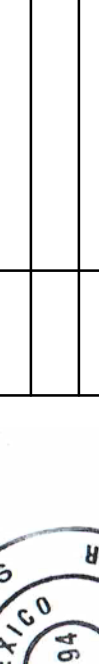
POINT TABLE			
POINT #	STATION	OFFSET	DESC
P1	10+61.96	53.48' LT	PC
P2	10+63.37	49.17' LT	PCC
P3	10+61.18	41.79' LT	PRC
P4	10+59.38	41.21' LT	PC
P5	10+52.62	52.79' LT	PCC



- ## GENERAL NOTES
1. STATION AND OFFSETS REFER TO PALOMAS C.
 2. STATIONS AND OFFSETS FOR BACK OF CURB RAMPS GIVEN TO FRONT FACE OF INTEGRAL HEADER CURB UNLESS OTHERWISE NOTED.
 3. SEE NMDOT STANDARD DRAWINGS 608-001-1 TO 608-001-8 FOR CURB RAMPS, SIDEWALKS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 31 TO 38. DETECTABLE WARNING SURFACE TO BE CAST IN PLACE AND REPLACEABLE AT ALL NEW RAMPS.
 4. RUNNING SLOPES OF CURB RAMPS SHALL BE 7.5% TYPICAL, 8.3% MAX.
 5. CROSS SLOPES OF TURNING SPACES, CURB RAMPS AND SIDEWALK SHALL BE 1.5% TYPICAL, 2% MAX.
 6. MAINTAIN EXISTING FLOWLINE THROUGH CURB RETURN FILLET RECONSTRUCTION AREAS.

- | KEYED NOTES | |
|-------------|--|
| ① | SUGGESTED JOINT LOCATION
(CONTRACTOR SHALL SUBMIT A
PAVEMENT JOINT PLAN PER SD 2452) |
| ② | RESTORE COBBLE/GRAVEL
LANDSCAPING WITH NEW GEOTEXTILE |


ENGINEERS SEAL			SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
			FIELD NOTES				CONTRACTOR	
			NO.	BY	DATE		WORK	
							INSPECTED BY	
							ACCEPTANCE BY	
							VERIFICATION BY	
							DRAWINGS	
							CORRECTED BY	
							DATE	
							MICRO-FILM INFORMATION	
							RECORDED BY	
							DATE	
							NO.	



Nancie Adams

The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6'x6' concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.

DESIGNED BY		NLA	DATE	12/12/17
DRAWN BY		NLA	DATE	12/12/17
CHECKED BY		SQL	DATE	12/15/17
REVISIONS				
DESIGN				



CITY OF ALBUQUERQUE

DEPARTMENT OF MUNICIPAL DEVELOPMENT

ENGINEERING DIVISION

TITLE:

WYOMING BOULEVARD/PALOMAS AVENUE

TRAFFIC SIGNAL DESIGN

CURB RAMP AND SIDEWALK DETAILS

Design Review Committee

City Engineer Approval

Last Design Update

Mo. / Day / Yr.

Mo. / Day / Yr.

City Project No.

770340

Zone Map No.

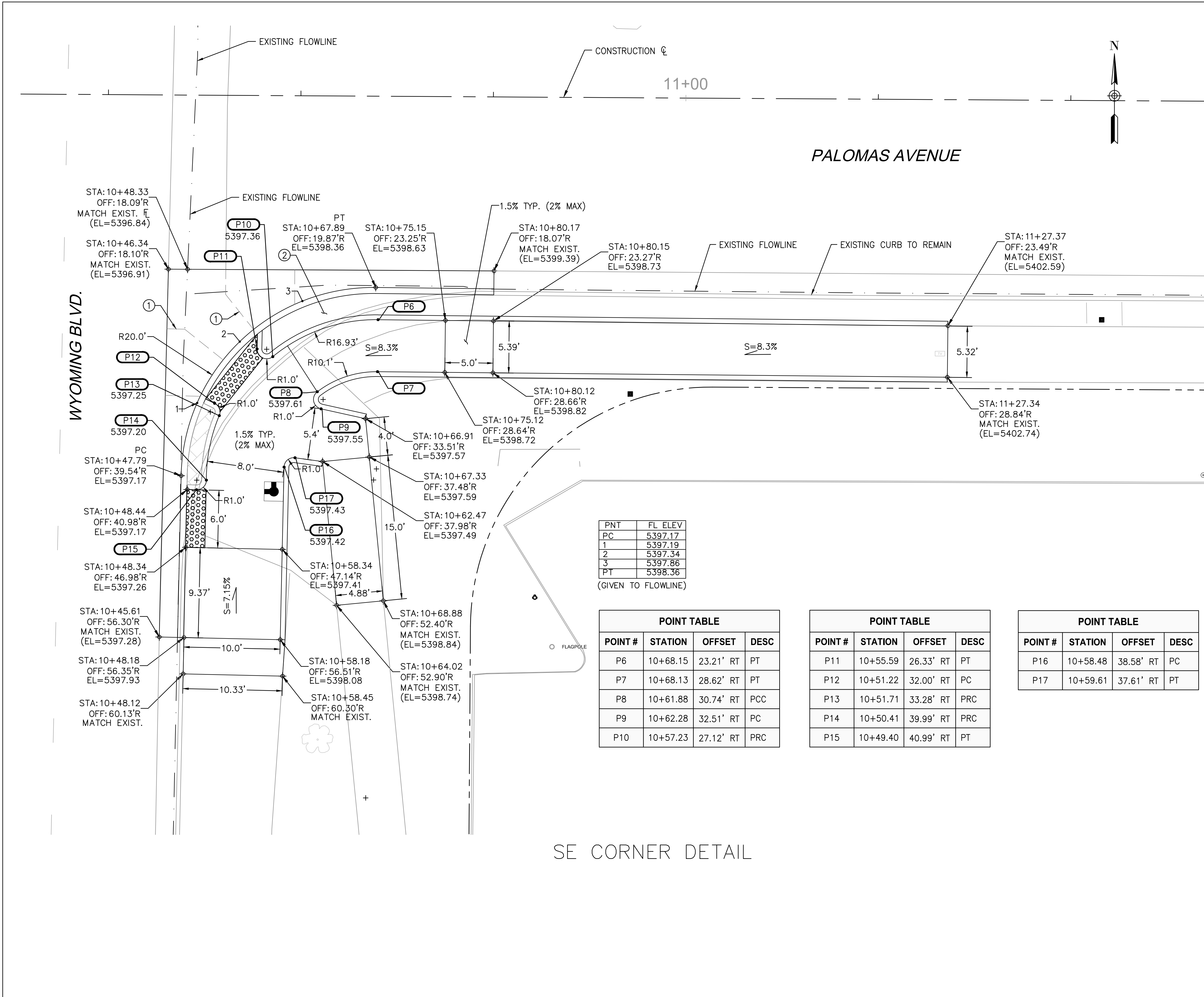
D19

Sheet

9

Of

38



GRAPHIC SCALE

(IN FEET)

1 inch = 5 ft.

GENERAL NOTES

- STATION AND OFFSETS REFER TO PALOMAS CL.
- STATIONS AND OFFSETS FOR BACK OF CURB RAMPS GIVEN TO FRONT FACE OF INTEGRAL HEADER CURB UNLESS OTHERWISE NOTED.
- SEE NMDOT STANDARD DRAWINGS 608-001-1 TO 608-001-8 FOR CURB RAMPS, SIDEWALKS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 31 TO 38. DETECTABLE WARNING SURFACE TO BE CAST IN PLACE AND REPLACEABLE AT ALL NEW RAMPS.
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- CROSS SLOPES OF TURNING SPACES, LEVEL LANDINGS, CURB RAMPS AND SIDEWALK SHALL BE 1.5% TYPICAL, 2% MAX.
- MAINTAIN EXISTING FLOWLINE THROUGH CURB RETURN FILLET RECONSTRUCTION AREAS.

KEYED NOTES

- SUGGESTED JOINT LOCATION (CONTRACTOR SHALL SUBMIT A PAVEMENT JOINT PLAN PER SD 2452)
- RESTORE COBBLE/GRAVEL LANDSCAPING WITH NEW GEOTEXTILE

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

The station mark is a US&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6"x6" stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.

SURVEY INFORMATION	
FIELD NOTES	DATE
NO.	BY

ENGINEER'S SEAL

MANUEL L. ADAMS
NEW MEXICO
11494
12/15/17
PROFESSIONAL ENGINEER

DESIGNED BY NLA DATE 12/12/17
DRAWN BY NLA DATE 12/12/17
CHECKED BY SOL DATE 12/15/17

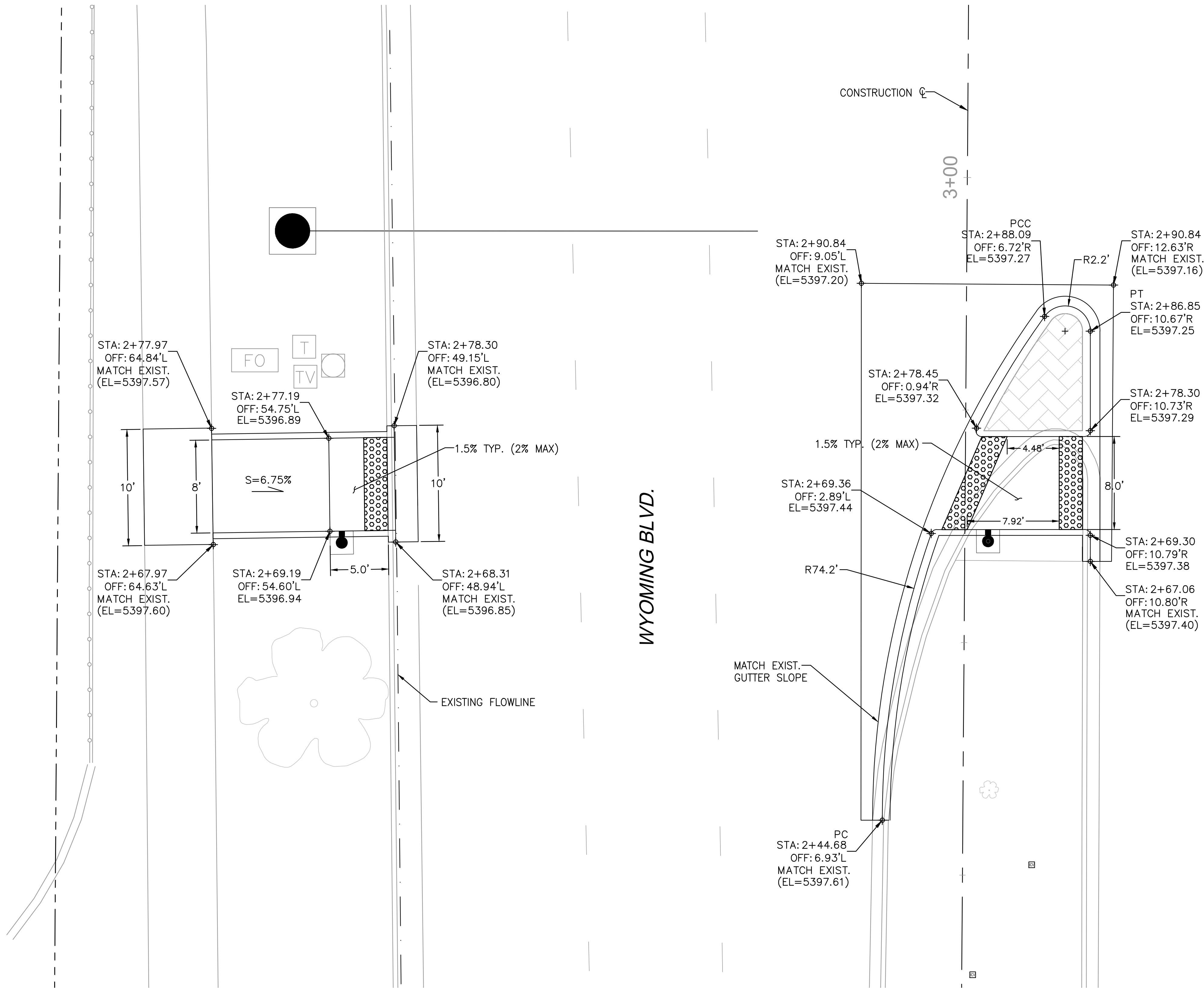
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WYOMING BOULEVARD/PALOMAS AVENUE
TRAFFIC SIGNAL DESIGN
CURB RAMP AND SIDEWALK DETAILS

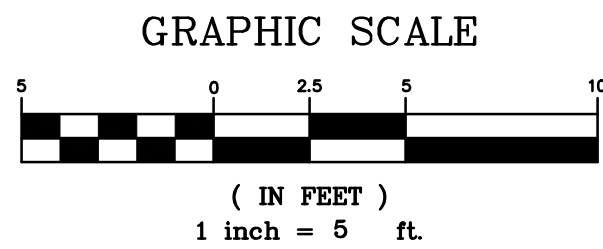
Design Review Committee	City Engineer Approval	Mo. / Day / Yr.	Mo. / Day / Yr.

City Project No. 770340 Zone Map No. D19 Sheet 10 Of 38

SE CORNER DETAIL



MEDIAN AND WEST SIDE RAMP DETAIL

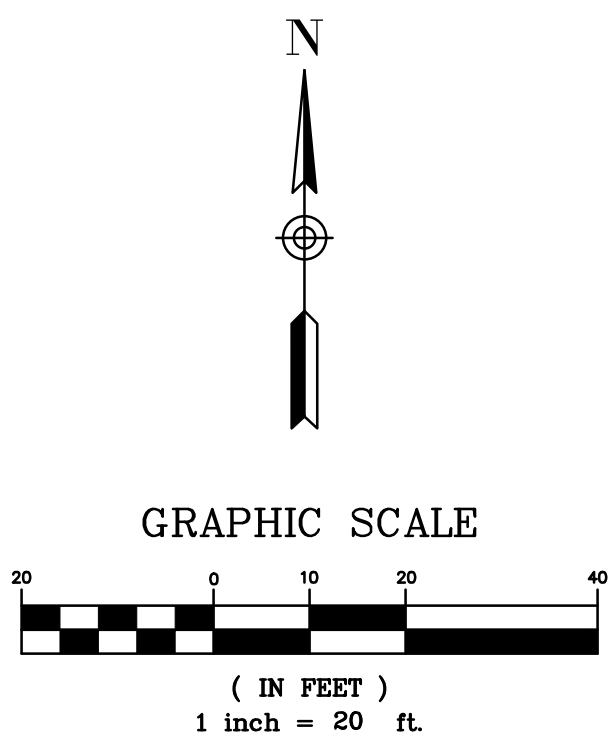
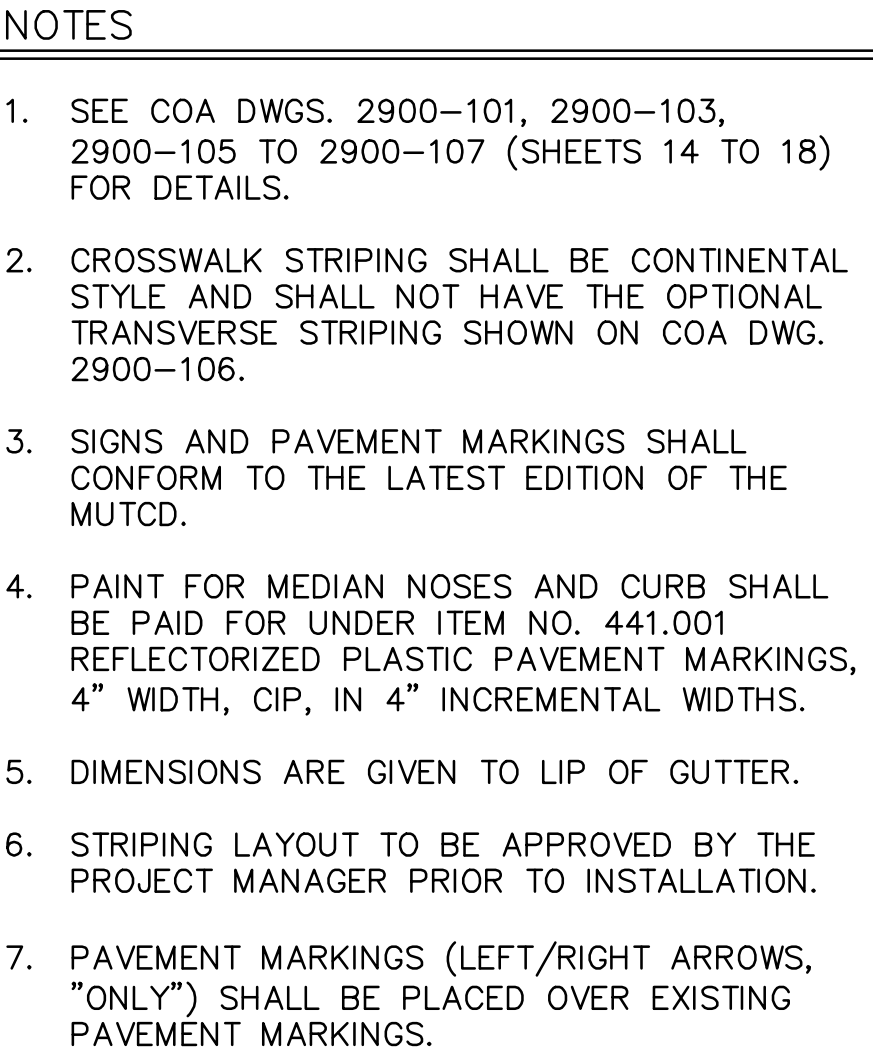


GENERAL NOTES

1. STATION AND OFFSETS REFER TO WYOMING BLVD. C.
2. STATIONS AND OFFSETS FOR BACK OF CURB RAMPS GIVEN TO FRONT FACE OF INTEGRAL HEADER CURB UNLESS OTHERWISE NOTED.
3. SEE NMDOT STANDARD DRAWINGS 608-001-1 TO 608-001-8 FOR CURB RAMPS, SIDEWALKS AND DETECTABLE WARNING SURFACE DETAILS, SHEETS 31 TO 38. DETECTABLE WARNING SURFACE TO BE CAST IN PLACE AND REPLACEABLE AT ALL NEW RAMPS.
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AS BUILT INFORMATION				BENCH MARKS				SURVEY INFORMATION				ENGINEERS SEAL			
CONTRACTOR	WORK	DATE		The station mark is a US&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6"x6" concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.				NO.	BY	DATE					
STARTED BY	DATE														
ACCEPTANCE BY	DATE														
FIELD LOCATION BY	DATE														
DRAWINGS CORRECTED BY	DATE														
RECORDED BY	DATE														
NO.															

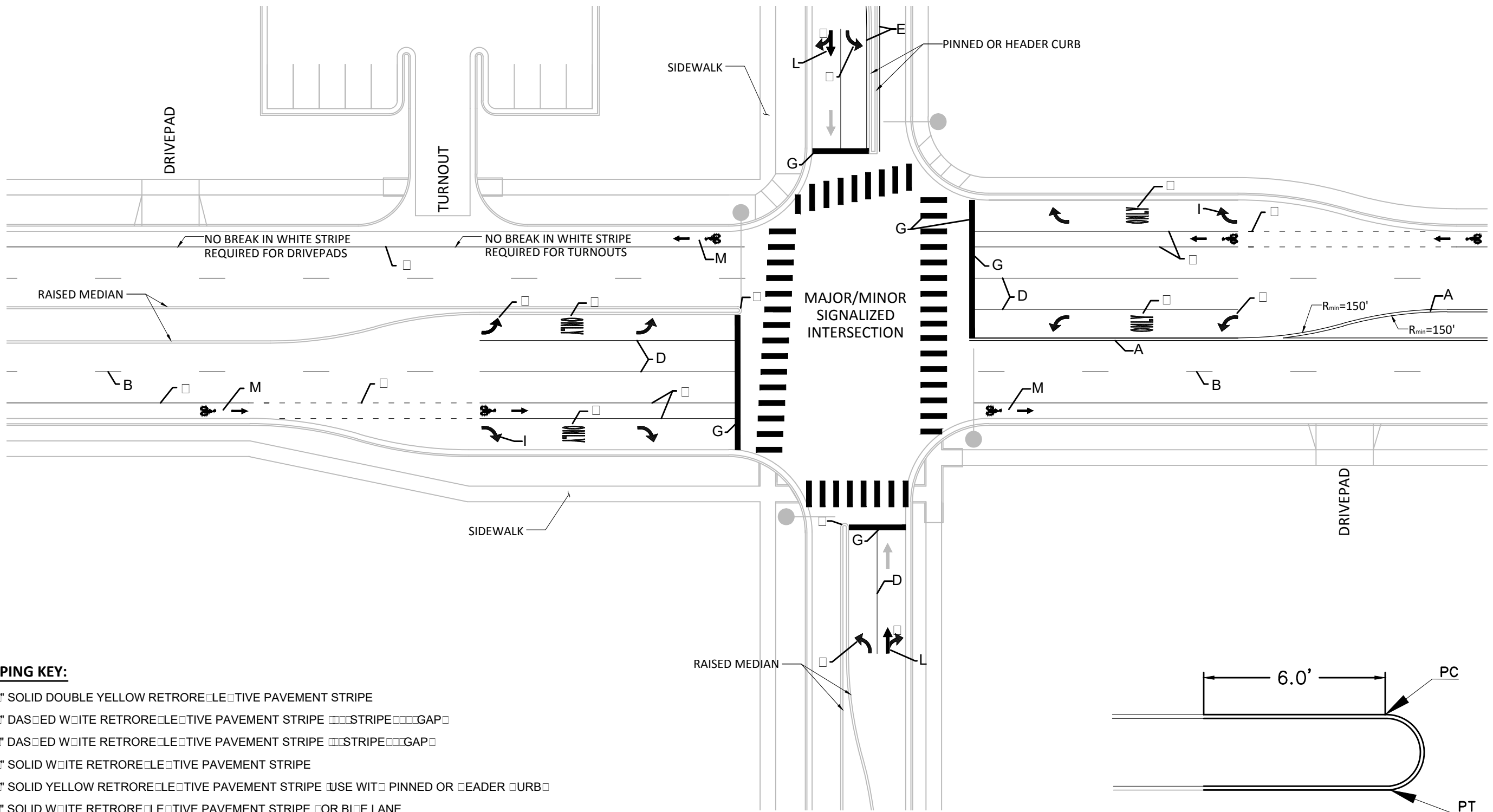
		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN MEDIAN AND WEST SIDE RAMP DETAILS			
Design Review Committee	City Engineer Approval	Mo. / Day / Yr.	Mo. / Day / Yr.
City Project No. 770340	Zone Map No. D19	Sheet 11	Of 38



- ### LEGEND
- | | |
|---|---|
| ① | 4" HOT THERMOPLASTIC SOLID WHITE STRIPE |
| ② | 4" HOT THERMOPLASTIC DASHED WHITE STRIPE (10' STRIPE/30' GAP) |
| ③ | 4" HOT THERMOPLASTIC SOLID DOUBLE YELLOW STRIPE |
| ④ | 4" EACH HOT THERMOPLASTIC SOLID/DASHED (10' STRIPE/30' GAP) YELLOW STRIPE |
| ⑤ | 6" HOT THERMOPLASTIC SOLID WHITE STRIPE |
| ⑥ | 4" HOT THERMOPLASTIC DASHED WHITE STRIPE (2' STRIPE, 4' GAP) MATCH EXISTING |
| ⑦ | 24" HOT THERMOPLASTIC SOLID WHITE STRIPE |
| ⑧ | 8" HOT THERMOPLASTIC SOLID WHITE STRIPE |
| ⑨ | HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW |
| ⑩ | HOT THERMOPLASTIC PAVEMENT MARKING RIGHT ARROW |
| ⑪ | HOT THERMOPLASTIC PAVEMENT MARKING WORD "ONLY" |
| ⑫ | PAINT MEDIAN NOSE/CURB YELLOW WITH REFLECTORIZED GLASS BEADS |
| ⑬ | REMOVE EXISTING PAVEMENT STRIPE BY WATER BLASTING |
| ⑭ | REMOVE AND SALVAGE EXISTING SIGN(S) AND POST |

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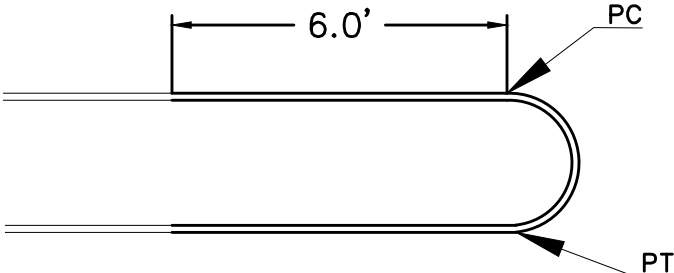
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STRIPING KEY:

- A. 1" SOLID DOUBLE YELLOW RETROREFLECTIVE PAVEMENT STRIPE
- B. 1" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (SEE STRIPE GAP)
- C. 1" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (SEE STRIPE GAP)
- D. 1" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE
- E. 1" SOLID YELLOW RETROREFLECTIVE PAVEMENT STRIPE (USE WITH PINNED OR HEADER CURB)
- F. 1" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE FOR BICYCLE LANE
- G. 1" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE
- H. RETROREFLECTIVE "LEFT" ARROW
- I. RETROREFLECTIVE "RIGHT" ARROW
- J. RETROREFLECTIVE "ONLY" PAVEMENT MARKING
- K. MEDIAN NOSE PAINTED SOLID YELLOW WITH GLASS BEADS (SEE DETAIL THIS SHEET)
- L. RETROREFLECTIVE "RIGHT THROUGH" ARROW
- M. RETROREFLECTIVE "BICYCLE SYMBOL & ARROW" PAVEMENT MARKING. REFER TO SHEET (SEE DETAIL)

OPTIONAL

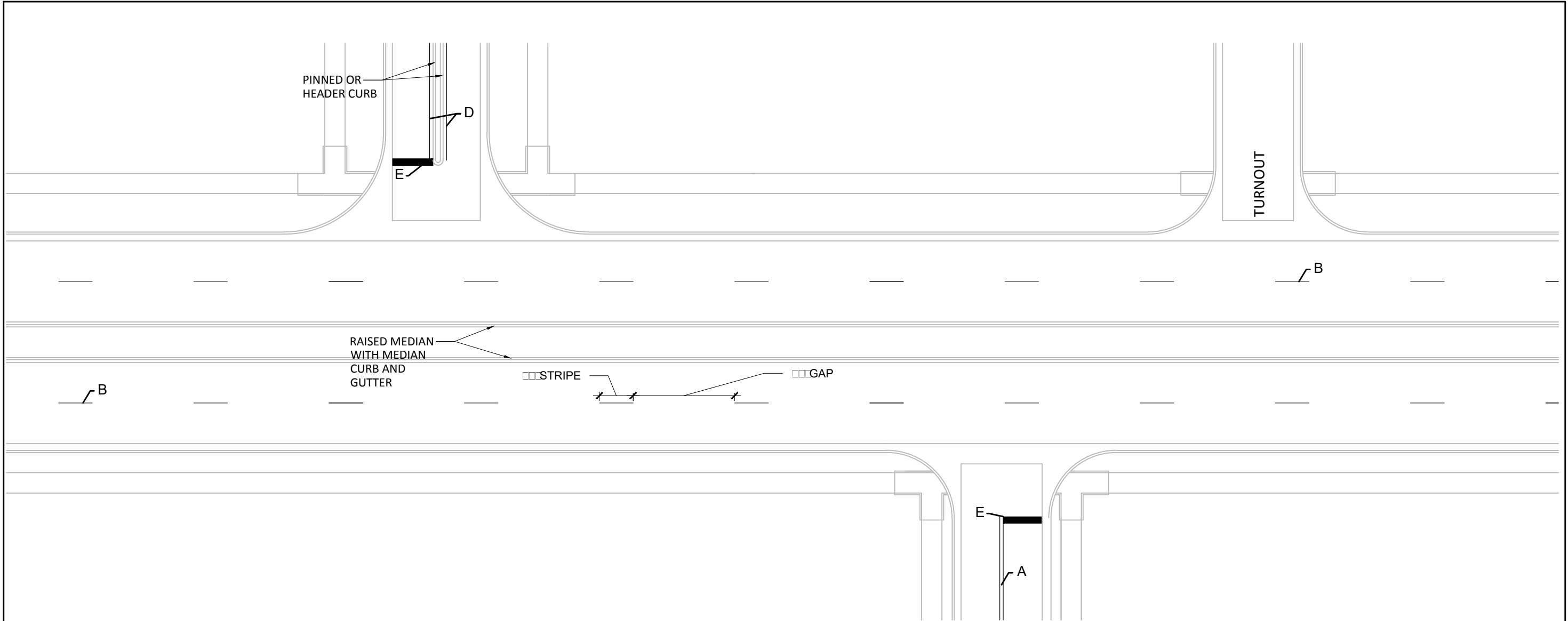


PAINTED MEDIAN NOSE DETAIL

N.T.S. MEDIAN NOSE PAINTING SHALL EXTEND 10 FEET PAST THE PC AND PT AT EACH END OF THE NOSE.

REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING
	SIGNALIZED INTERSECTION
	DWG. 2900-101 FEBRUARY 2014

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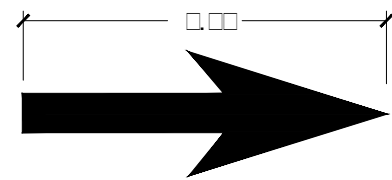
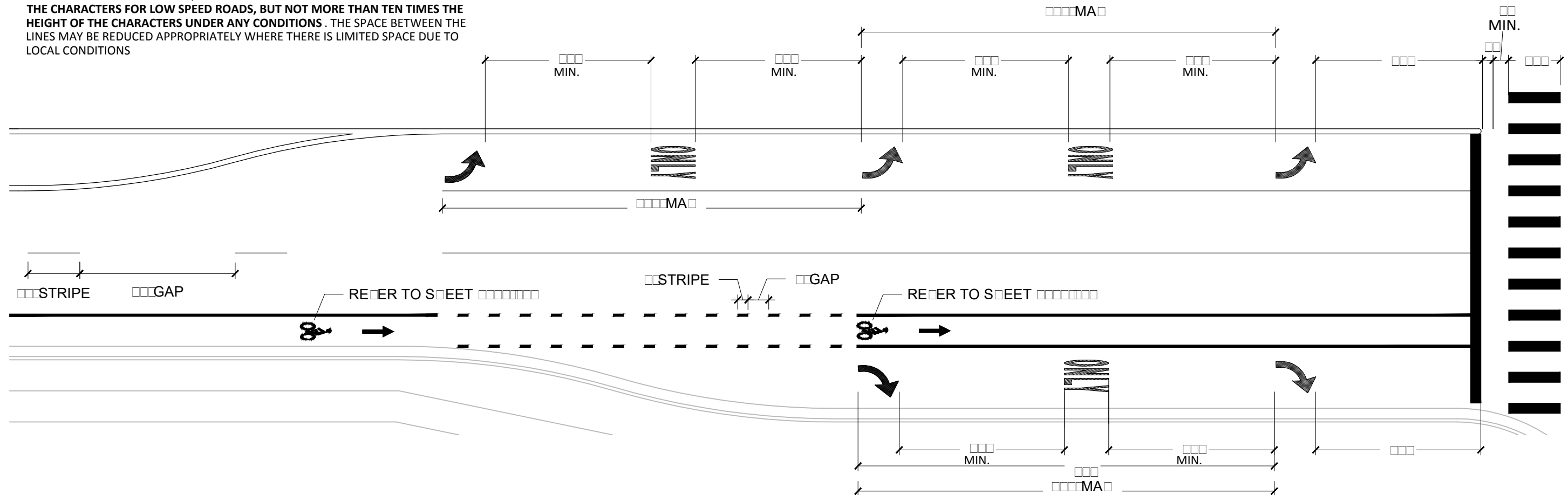
STRIPING KEY:

- A. 4" SOLID DOUBLE YELLOW RETROREFLECTIVE PAVEMENT STRIPE
- B. 4" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (STRIPE) (GAP)
- C. NOT USED
- D. 4" SOLID YELLOW RETROREFLECTIVE PAVEMENT STRIPE (USE WITH PINNED OR HEADER CURB)
- E. 4" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE

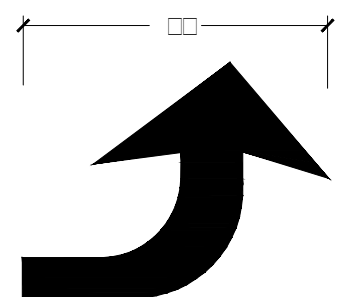
REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING LANE STRIPING
	DWG. 2900-103 FEBRUARY 2014

PAVEMENT MARKING DETAILS - TURN BAY

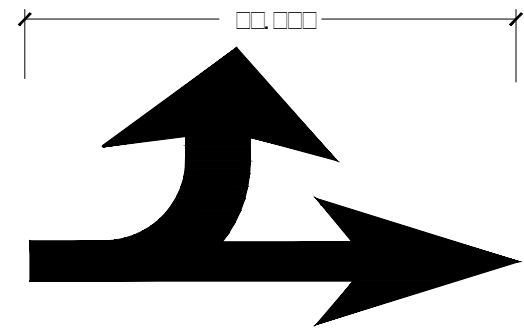
- 1. FOR TURN BAYS LESS THAN 100' IN LENGTH, APPLY JUST ONE (1) ARROW.
- 2. FOR TURN BAYS 100' OR GREATER IN LENGTH, APPLY ADDITIONAL ARROWS AS SHOWN.
- 3. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS , INCLUDING ARROW MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS . THE SPACE BETWEEN THE LINES MAY BE REDUCED APPROPRIATELY WHERE THERE IS LIMITED SPACE DUE TO LOCAL CONDITIONS



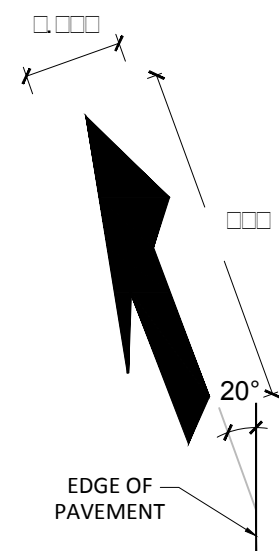
THROUGH LANE-USE ARROW



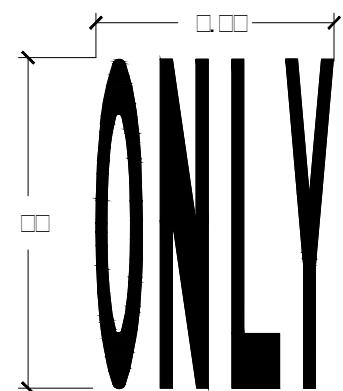
TURN LANE-USE ARROW



TURN AND THROUGH LANE-USE ARROW



LANE-REDUCTION ARROW

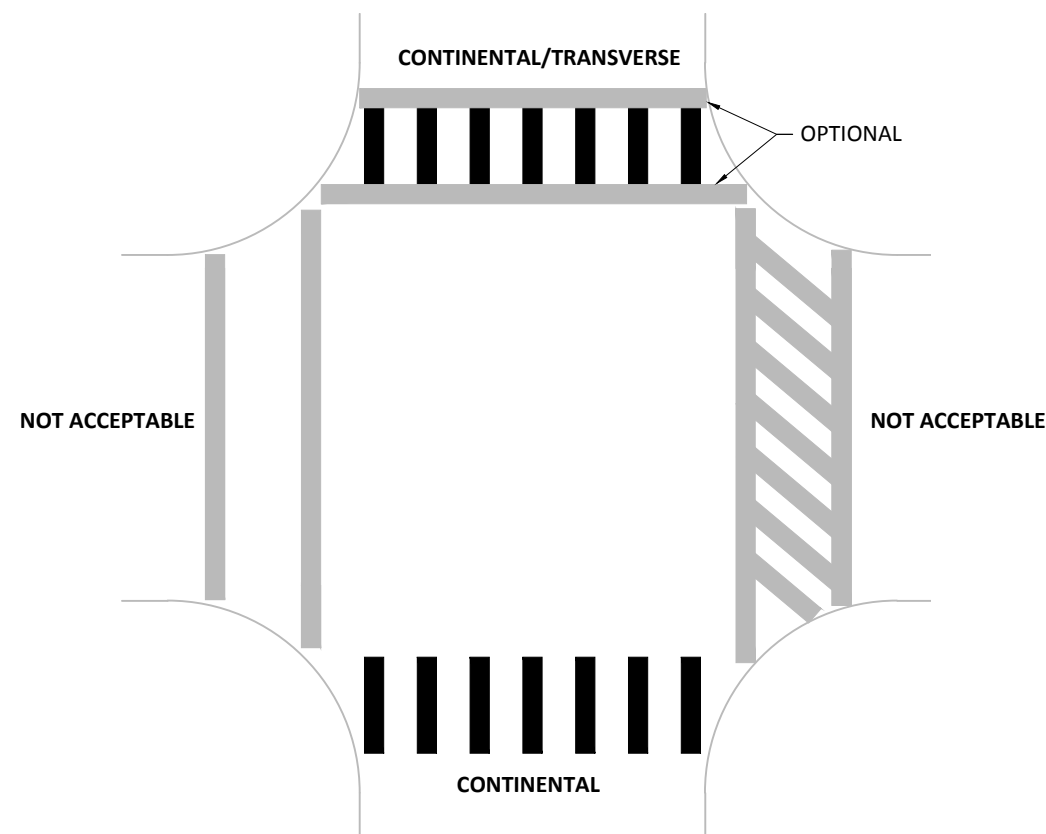
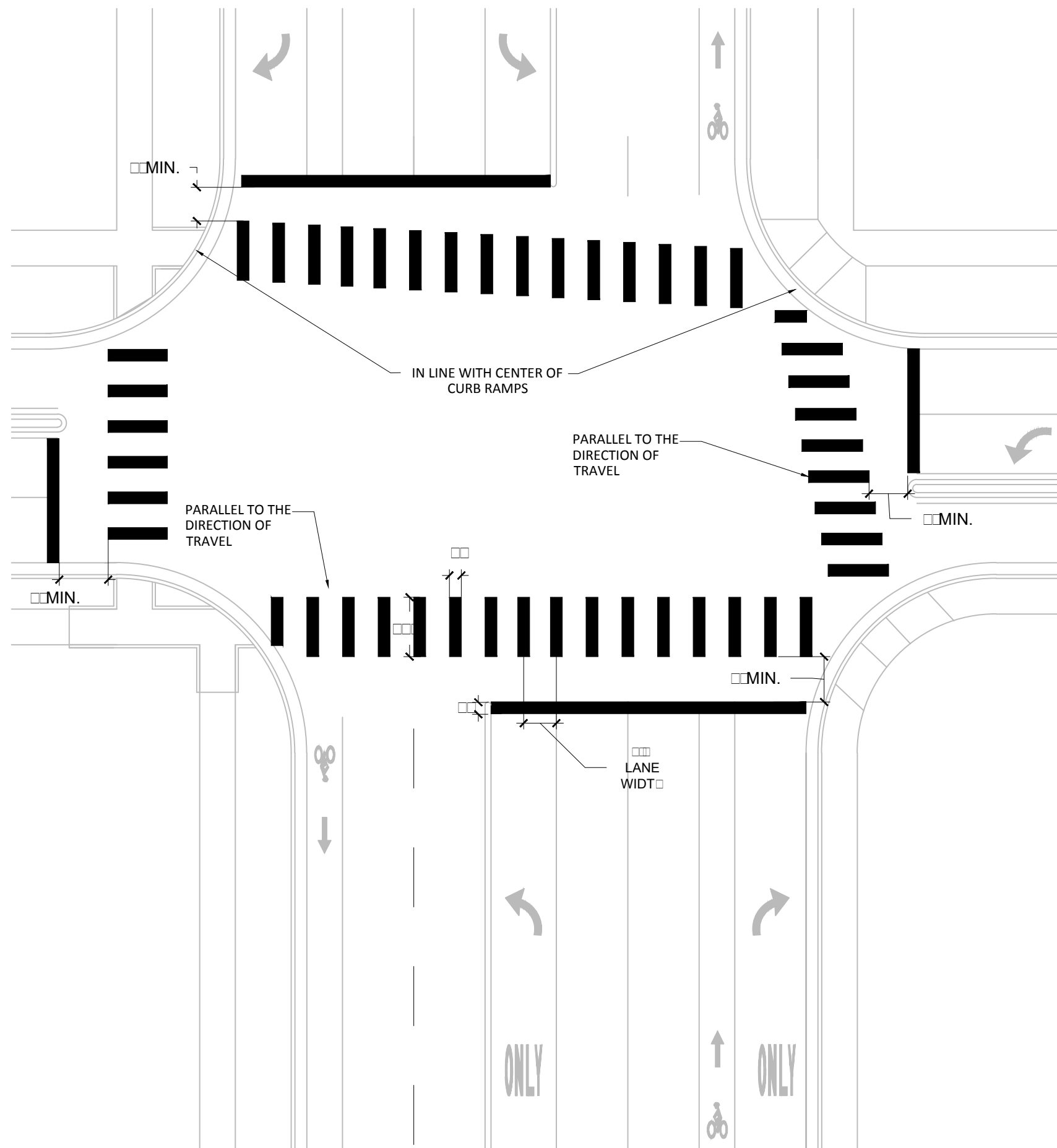


WORD PAVEMENT MARKING

STANDARD ARROWS FOR PAVEMENT MARKINGS

REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING
	TURN BAY PAVEMENT MARKING DETAILS
	DWG. 2900-105 FEBRUARY 2014

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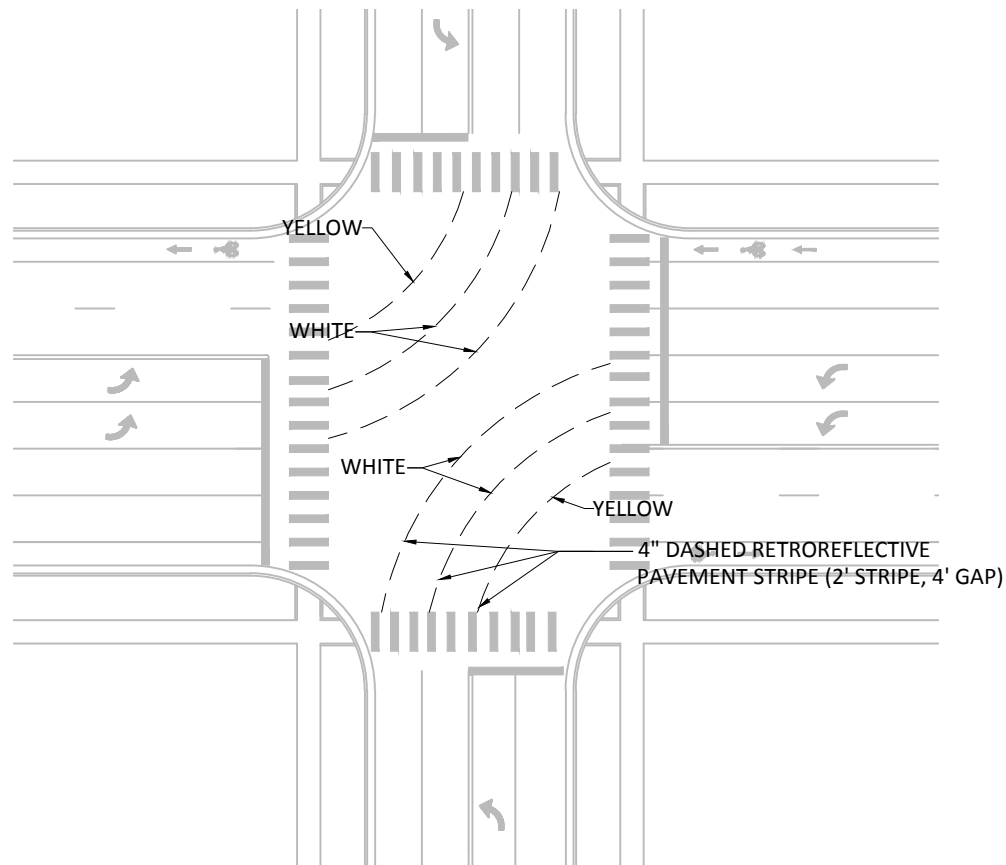
CROSSWALK MARKING NOTES:

- WHEN CROSSWALK LINES ARE APPLIED THE "CONTINENTAL" TYPE SHALL BE USED, CONSISTING OF SOLID WHITE LONGITUDINAL LINES 4 FEET IN LENGTH AND 4 FEET WIDE.
- THE DESIGN OF THE LINES SHALL BE INSTALLED AT THE CENTER OF EACH DRIVING LANE, RIGHT TURN LANE AND LEFT TURN LANE, CENTERED BETWEEN EACH LANE PARALLEL TO THE DIRECTION OF TRAVEL AS SHOWN.
- CROSSWALK LINES SHOULD EXTEND ACROSS THE FULL WIDTH OF THE ROADWAY PAVEMENT OR TO THE EDGE OF THE INTERSECTING CROSSWALK TO DISCOURAGE DIAGONAL WALKING BETWEEN CROSSWALKS.
- CROSSWALK MARKING SHOULD BE LOCATED SO THAT THE CURB RAMPS ARE WITHIN THE EXTENSION OF THE CROSSWALK MARKINGS.

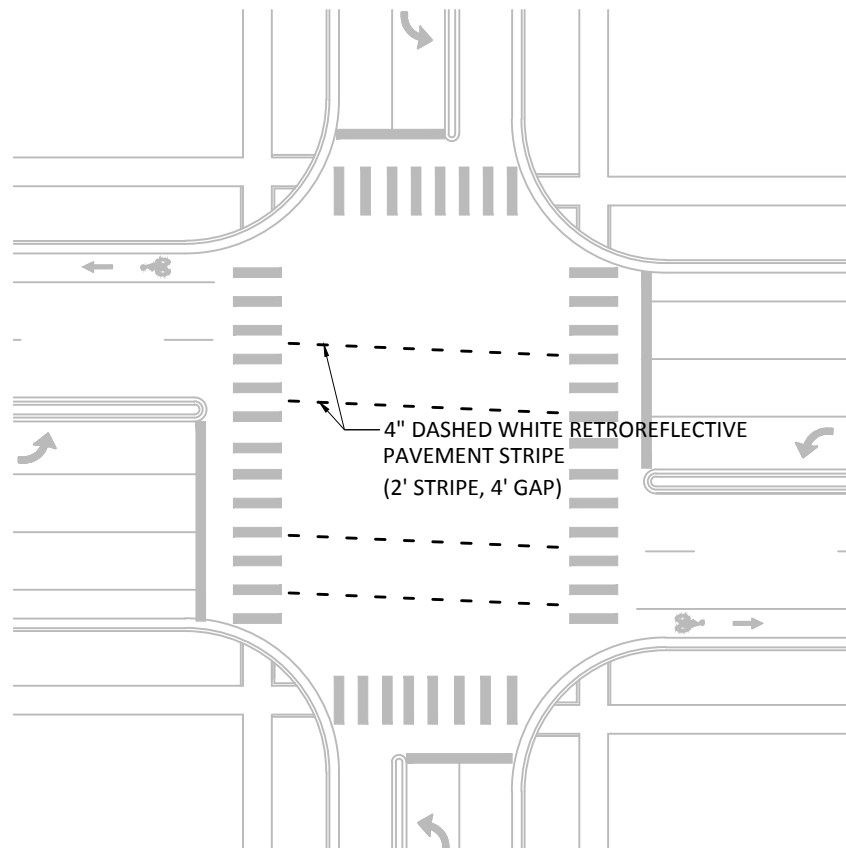
NOTE: MID-BLOCK CROSSINGS SHALL NOT BE PERMITTED WITHIN ALBUQUERQUE CITY LIMITS UNLESS APPROVED BY CITY OF ALBUQUERQUE TRAFFIC ENGINEERING.

REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING
	CROSSWALK MARKING DETAILS
	DWG. 2900-106 FEBRUARY 2014

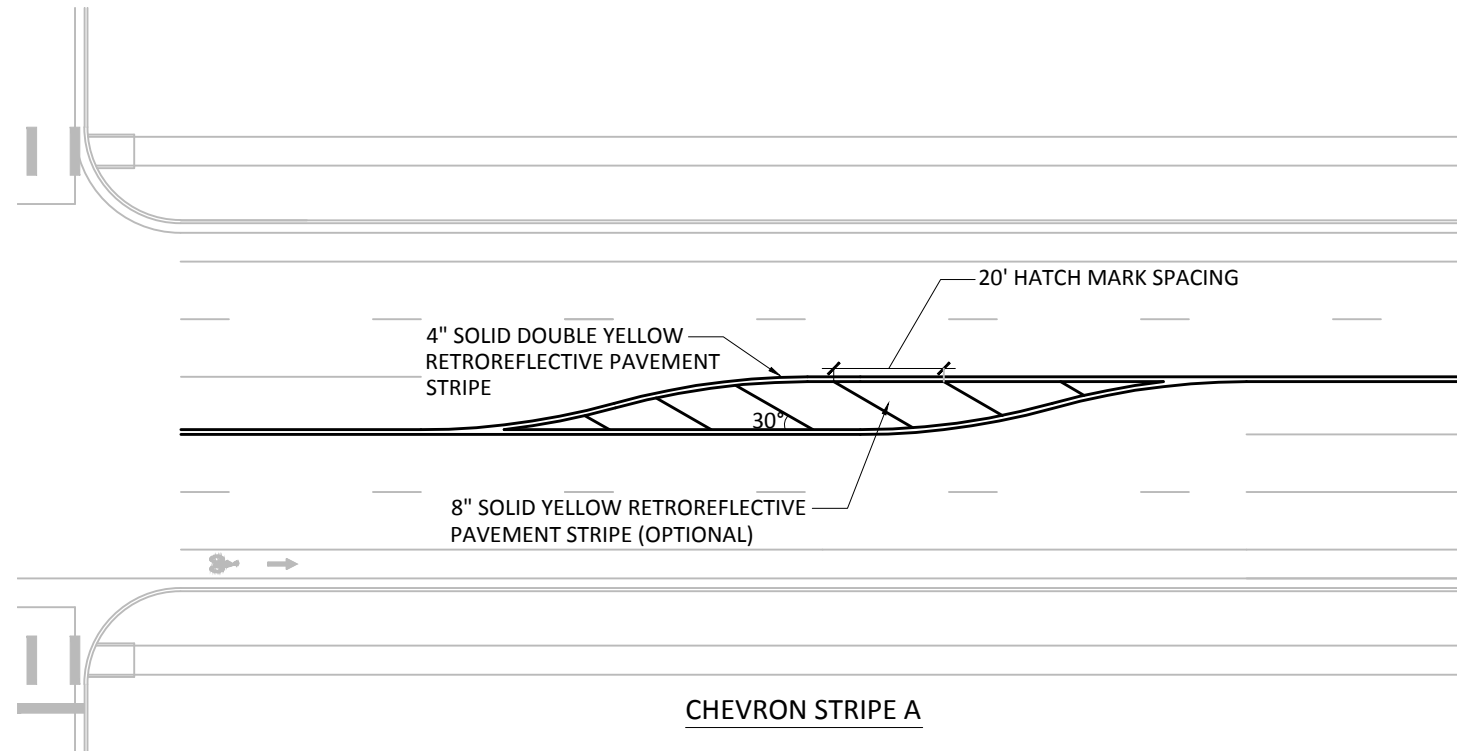
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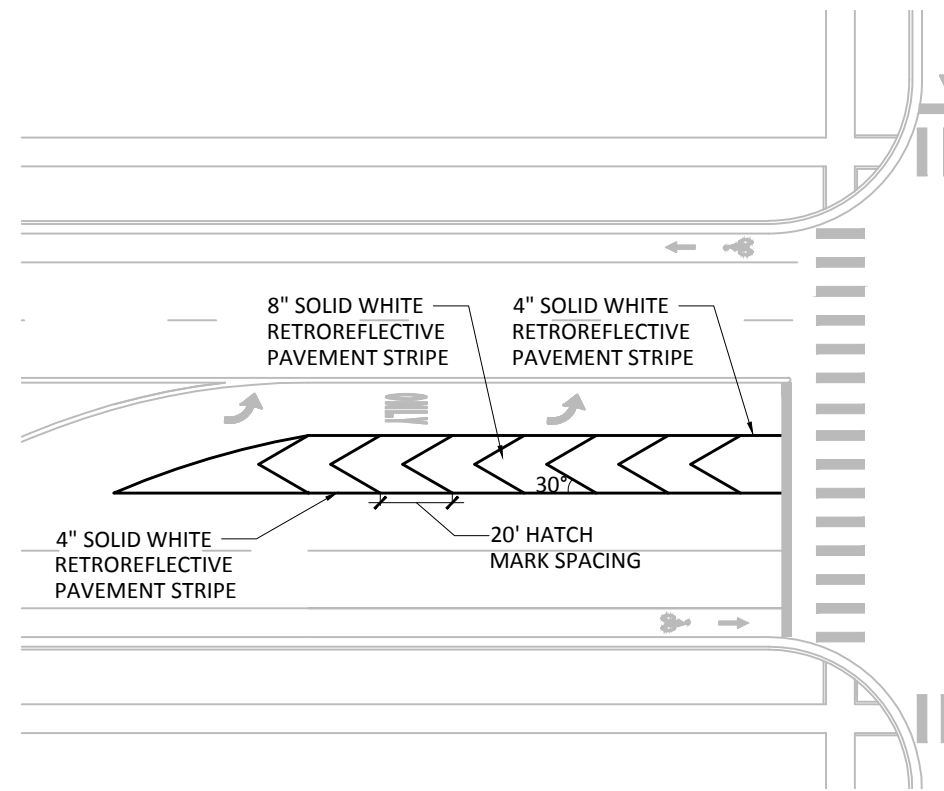
LANE LINE EXTENSION FOR DUAL LEFT TURN LANE
"PUPPY TRACKS"



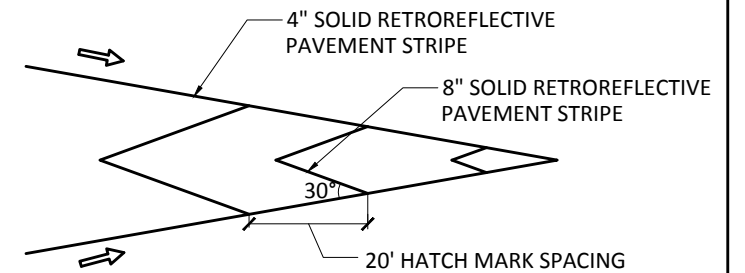
LANE LINE EXTENSION THROUGH INTERSECTION
USED WHEN LANE OFFSETS ARE GREATER THAN 3 FT.



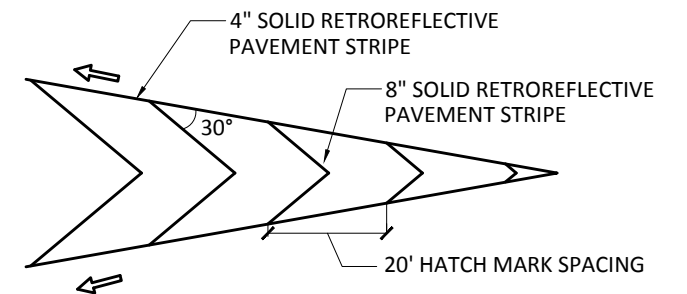
CHEVRON STRIPE A



CHEVRON STRIPE B



CHEVRON STRIPE C



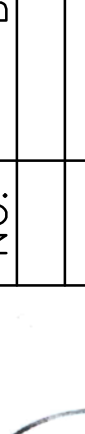
CHEVRON STRIPE D


REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING
	LANE LINE EXTENSION
	CHEVRON STRIPE DETAILS
	DWG. 2900-107 FEBRUARY 2014

1. THIS PROJECT INCLUDES INSTALLATION OF A NEW TRAFFIC SIGNAL AND INTERCONNECT AT THE WYOMING BOULEVARD AND PALOMAS AVENUE INTERSECTION.
2. ALL WORK ON THESE PLANS TO BE PERFORMED UNDER THIS CONTRACT SHALL CONFORM TO THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), NATIONAL ELECTRIC CODE, THE STANDARDS OF THE NATIONAL BOARD OF FIRE UNDERWRITERS FOR ELECTRICAL WIRING AND APPARATUS, AND THE CITY OF ALBUQUERQUE'S TRAFFIC ENGINEERING OPERATIONS SPECIFICATIONS SECTION 2900 (CURRENT EDITION).
3. LOCATIONS OF CONDUITS, FOUNDATIONS, CONTROL CABINETS, POLES, PULL BOXES, MANHOLES AND SPLICE CABINETS SHOWN ON THE PLANS ARE SCHEMATIC AND MAY BE ADJUSTED IN THE FIELD TO MAXIMIZE CLEAR SPACE AVAILABLE FOR PEDESTRIANS AND WHEELCHAIRS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT AND/OR TO CLEAR EXISTING UTILITIES. 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.
4. CONSTRUCTION OF NEW FOUNDATIONS SHALL BE COORDINATED WITH OTHER CONSTRUCTION ACTIVITIES TO ASSURE THAT THE TOPS OF ALL FOUNDATIONS ARE FLUSH WITH ADJACENT SIDEWALK, THAT ALL STRAIGHT SIDES ARE PARALLEL TO SIDEWALK JOINTS AND BACK OF CURBS, AND THAT FOUNDATIONS WILL BE OUTSIDE OF RAMP SLOPES.
5. THE CONTRACTOR IS WARNED THAT EXISTING CONDUITS MAY CONTAIN AC POWER AND CAUTION SHALL BE EXERCISED IN INTERCEPTING OR INSTALLING CABLE IN EXISTING CONDUIT.
6. THE CONTRACTOR SHALL BORE, DRILL, OR PUSH CONDUITS 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 ALL LINES THAT CROSS ANY PROPOSED BORES. THESE EXCAVATIONS SHALL REMAIN OPEN UNTIL AFTER THE BORE IS COMPLETE. THE 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.
7. ALL LOOP LEAD-IN CABLES SHALL BE TAGGED AT THE CONTROL CABINET TO IDENTIFY EACH CABLE BY PHASE AND LOOP NUMBER. ALL EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE SHALL BE TAGGED AT THE CONTROL CABINET TO IDENTIFY EACH CABLE BY DIRECTION AND LOCATION.
8. ALL PULL BOXES SHALL BE REINFORCED POLYMER MORTAR HEAVY DUTY TYPE WITH REINFORCED POLYMER MORTAR HEAVY DUTY COVERS. CONCRETE COVERS, METAL COVERS, AND CONCRETE PULL BOXES WILL NOT BE ACCEPTABLE.
9. WATER-TIGHT SPLICING OF TRAFFIC SIGNAL MULTI-CONDUCTOR CABLE WILL BE PERMITTED IN LARGE PULL BOXES INCLUDING LARGE MEDIAN PULL BOXES. SPLICING OF PREEMPTION DETECTOR CABLE WILL NOT BE PERMITTED FROM THE FIELD UNIT TO THE CONTROLLER CABINET.
10. THE CONTRACTOR SHALL NOTIFY THE CITY OF ALBUQUERQUE '311' 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 '311' EACH TIME A TRAFFIC SIGNAL CONTROL DOOR IS OPENED.
11. THE CONTRACTOR SHALL NOTIFY PNM 30 DAYS IN ADVANCE OF ANY ANTICIPATED POWER SERVICE CONNECTIONS OR MODIFICATIONS. THE CONTRACTOR SHALL COORDINATE WITH PNM TO ESTABLISH THE ELECTRICAL SERVICE IN THE CITY'S NAME. THE CONTRACTOR SHALL OBTAIN ALL PERMITS ASSOCIATED WITH PROVIDING ELECTRICAL SERVICE. THESE COSTS AND WORK WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
12. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNS AS NOTED IN PLANS TO BE DELIVERED TO THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING YARD ON PINO AVENUE NE WHEN TRAFFIC SIGNALS ARE PUT INTO OPERATION.
13. ALL CONDUIT GROUNDS SHALL BE INSULATED GREEN #6 AWG CONDUCTORS IN LIEU OF THE SPECIFIED BARE COPPER.
14. LIVE UNUSED CONDUCTORS WILL NOT BE ALLOWED AT MASTARM POLES AND PEDESTAL POLES. ALL UNUSED CONDUCTORS SHALL BE CAPPED AND WATERPROOFED WITH CRIMPED-ON NYLON WIRE CAPS.

1. ALL COPPER SPLICES SHALL USE SILICONE GEL FILLED WIRE NUTS.
16. 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.
17. THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS PERSONNEL WILL PROGRAM ALL TRAFFIC SIGNAL CONTROLLERS.
18. EXISTING CONDUITS TO BE REMOVED OR ABANDONED SHALL HAVE ALL WIRING REMOVED. IF EXISTING CONDUIT IS NOT UTILIZED, TRACER WIRE SHOULD BE INSTALLED.
19. 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.
20. EXISTING SIDEWALKS IMPACTED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR.
21. 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 AND SHALL POT-HOLE TO LOCATE EXISTING UTILITIES IN THE LOCATIONS WHERE SIGNAL FOUNDATIONS ARE PROPOSED. COST OF LOCATING UTILITY LINES INCLUDING EXPLORATORY TRENCHING AND POT-HOLING WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
22. ALL PEDESTRIAN RAMPS SHALL BE AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANT WITH APPROPRIATE RAMP SLOPES AND TRUNCATED DOMES (DETECTABLE WARNING SURFACES).
23. ALL PEDESTRIAN PUSH BUTTON LOCATIONS SHALL BE ADA COMPLIANT AND BE INSTALLED AT A HEIGHT OF 42 INCHES FROM FINISHED GRADE. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED NO MORE THAN 18 INCHES HORIZONTALLY FROM THE SIDEWALK OR THE PEDESTRIAN REFUGE AREA OF A MEDIAN.
24. PEDESTRIAN PUSH BUTTON SIGNS SHALL BE INSTALLED WITH THE ARROW POINTING IN THE DIRECTION OF THE PEDESTRIAN MOVEMENT.
25. NEW TRAFFIC SIGNAL POLES SHALL BE CITY OF ALBUQUERQUE STANDARD TYPE II OR TYPE III GALVANIZED STEEL. ALUMINUM POLES MAY BE USED ONLY WHEN PRE-APPROVED BY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS. MIXING OF STEEL AND ALUMINUM POLES AND MASTARMS AT AN INTERSECTION IS HIGHLY DISCOURAGED AND MUST BE APPROVED BY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS.
26. LOOP DETECTORS SHALL BE CENTERED ON LANE AS INDICATED ON THE PLANS. LOOPS SHALL BE 6'X40' QUADRUPOLE PRESENCE DETECTORS (2 TURNS) FOR LEFT TURN LANES AND SHALL BE 6'X40' BIPOLE PRESENCE DETECTORS (2 TURNS) FOR THROUGH LANES.

NEW	EXISTING	ITEM
		PULL BOX (LARGE)
		PULL BOX (STANDARD)
		SERVICE RISER (SIGNAL)
		METER PEDESTAL
		CONTROLLER CABINET
		CONDUIT RUN (SIGNALS)
		CONDUIT RUN (INTERCONNECT)
		CONDUIT RUN NUMBER (SIGNAL)
		CONDUIT RUN NUMBER (POWER SERVICE)
		TYPE II STANDARD POLE WITH MASTARM, TRAFFIC SIGNAL, BACKPLATE, PREEMPTION DETECTOR AND IISNS
		TYPE III STANDARD POLE WITH MASTARM, TRAFFIC SIGNAL, BACKPLATE, PREEMPTION DETECTOR, LUNIMAIRE, VIDEO CAMERA AND IISNS
		PEDESTRIAN COUNTDOWN SIGNALS ON PEDESTAL POLE (PUSH BUTTONS MOUNTED ON SIDE OF POLE WHERE INDICATED)
		TRAFFIC SIGNAL PEDESTAL POLE (WITH PROTECTED TURN SIGNAL)
		TRAFFIC SIGNAL PEDESTAL POLE (WITH PROTECTED+PERMITTED TURN SIGNAL)
		LOOP DETECTOR
		SPLICE VAULT
		VIDEO CAMERA
		EMERGENCY VEHICLE PREEMPTION DETECTOR
		IISNS (INTERNALLY ILLUMINATED STREET NAME SIGN)

ENGINEERS SEAL				SURVEY INFORMATION			BENCH MARKS			AS BUILT INFORMATION		
 <i>Nancie L. Adams</i>				FIELD NOTES			The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6'x6' concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.			CONTRACTOR		
				NO.	BY	DATE						
NO.	DATE	REVISIONS		BY								
DESIGN												
DESIGNED BY	NLA	DATE	12/12/17									
DRAWN BY	NLA	DATE	12/12/17									
CHECKED BY	SOL	DATE	12/15/17									
							MICRO-FILM INFORMATION			RECORDED BY		
										NO.		

	CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION												
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN TRAFFIC SIGNAL GENERAL NOTES & LEGEND													
Design Review Committee	City Engineer Approval	Last Design Update	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Mo. / Day / Yr.</th> <th style="width: 50%;">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. <div style="text-align: center; font-size: 1.2em;">770340</div>		Zone Map No. <div style="text-align: center; font-size: 1.5em;">D19</div>	Sheet Of <div style="text-align: center; font-size: 1.5em;">19 38</div>										

TRAFFIC SIGNAL EQUIPMENT REQUIREMENTS

1.

ALL TRAFFIC SIGNAL EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF ALBUQUERQUE AND SHALL BE APPROVED BY CITY STAFF BEFORE BEING INSTALLED. THE CONTRACTOR SHALL FURNISH AND INSTALL THE FOLLOWING:

A.

ALL TRAFFIC SIGNAL CONTROLLERS SUPPLIED FOR THIS PROJECT SHALL BE COBALT OR EQUAL APPROVED BY THE CITY OF ALBUQUERQUE.

B.

ALL TRAFFIC SIGNAL CONTROLLER CABINETS SUPPLIED FOR THIS PROJECT SHALL BE TYPE "P" CABINETS.
2.

SERVICE PEDESTALS SUPPLIED FOR THIS PROJECT SHALL BE TESCO TYPE B AS PER CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS.
3.

EMERGENCY VEHICLE PREEMPTION DETECTOR SYSTEM EQUIPMENT SHALL BE 3M "OPTICOM" MODEL 762 (OR MOST CURRENT ACCEPTABLE MODEL) PHASE SELECTORS MOUNTED ON 3M "OPTICOM" MODEL 760 RACKS, OR APPROVED EQUAL. ALL RACKS SHALL BE CAPABLE OF PROVIDING FOUR CHANNELS OF DETECTION. PHASE SELECTOR MODULES SHALL BE CAPABLE OF TWO CHANNELS OF DETECTION EACH. A MANUFACTURER'S REPRESENTATIVE SHALL ASSIST THE CONTRACTOR IN THE FIELD AS WORK PROGRESSES TO COMPLETE THE INSTALLATION OF ALL EMERGENCY VEHICLE PREEMPTION DETECTOR EQUIPMENT AND ASSIST IN SETTING UP, TURNING ON, PROGRAMMING AND FIELD TESTING PREEMPTION EQUIPMENT, INCLUDING EMITTERS, TO ENSURE THAT THE EQUIPMENT IS OPERATIONAL.
4.

ALL INDICATIONS OF ALL VEHICLE SIGNAL ASSEMBLIES AND ALL PEDESTRIAN SIGNAL INDICATORS SHALL BE TINTED L.E.D. SIGNALS OF A TYPE AND MANUFACTURER APPROVED BY THE CITY OF ALBUQUERQUE. PEDESTRIAN SIGNALS SHALL INCLUDE "COUNTDOWN" INDICATIONS FOR CLEARANCE TIME.
5.

ALL PEDESTRIAN PUSH BUTTONS SHALL BE STANDARD PELCO BUTTONS.
6.

ALL SIGNAL ASSEMBLIES, PEDESTRIAN SIGNALS, PEDESTRIAN PUSH BUTTONS, AND FITTINGS SHALL COMPLY WITH THE CITY OF ALBUQUERQUE TYPE AND COLOR (BLACK) FINISH REQUIREMENTS.
7.

LOOP DETECTION SHALL BE THE PREFERRED CHOICE FOR VEHICLE DETECTION AT AN INTERSECTION. VIDEO DETECTION OR OTHER DETECTION OPTIONS MAY NOT BE ALLOWED UNLESS PRE-APPROVED BY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS.
8.

ALL BACKPLATES SHALL BE STANDARD.
9.

PEDESTRIAN PUSH BUTTON CABLE SHALL BE 16 AWG SINGLE TWISTED PAIR. THIS SHALL BE PAID UNDER ITEM 426.02X COMMUNICATION CABLE, ONE PAIR.

TRAFFIC SIGNAL INCIDENTAL ITEMS *

1.

CABLE TESTING AND DIAGRAMS.
2.

LOCATION OF UTILITY LINES INCLUDING EXPLORATORY TRENCHING AND EXPOSING GAS LINES WHEN BORING.
3.

DESIGN, MATERIALS, INSTALLATION AND REMOVAL OF SAFETY BARRIER FOR SHIELDING EQUIPMENT OR MATERIAL.
4.

APPRIISING PUBLIC THROUGH THE LOCAL NEWS MEDIA.
5.

OFF-DUTY POLICE OFFICER FOR TRAFFIC CONTROL.
6.

COST FOR PNM TO PROVIDE ELECTRICAL SERVICE.
7.

CONDUIT TRACE WIRE.

* 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.

TRAFFIC SIGNAL INTERCONNECT REQUIREMENTS


1.

PER PLAN, FIBER OPTIC INTERCONNECT SHALL BE PROVIDED FOR SIGNAL CONSTRUCTION. THIS SHALL INCLUDE BUT IS NOT LIMITED TO INSTALLING SPLICE CLOSURES, INTERCONNECT CONDUIT AND CABLE, AND APPROPRIATE SIGNAL CONTROLLER INTERFACES (FIELD SWITCH, TERMINAL SERVERS, ETC.).
2.

SIGNAL CONDUCTORS SHALL NOT SHARE CONDUIT OR PULL BOXES WITH FIBER OPTIC COMMUNICATIONS CABLE. FIBER OPTIC CABLE SHALL BE INSTALLED IN SEPARATE CONDUIT AND PULL BOXES.
3.

SPLICING OF COMMUNICATION CABLE WILL NOT BE PERMITTED IN PULL BOXES. SPLICING OF COMMUNICATIONS CABLE (CONNECTIONS) WILL BE PERMITTED ONLY AT SPLICE CABINETS, SPLICE VAULTS WITH SPLICE CLOSURES OR CONTROLLER CABINETS WITH SPLICE BLOCKS.
4.

FOR CONDUITS CONTAINING ONLY LOW VOLTAGE COMMUNICATIONS CABLES OR FIBER OPTIC CABLE, AN INSULATED SINGLE CONDUCTOR COPPER #6 AWG WILL BE USED AS A TRACER WIRE.

<div><div></div><div>CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION</div></div>			
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN EQUIPMENT & INCIDENTAL ITEMS, INTERCONNECT REQUIREMENTS			
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ENGINEERS SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
		FIELD NOTES		The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6'x6' concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum. N=1518799.515, E=1547297.145, Elev.=5378.235'.		CONTRACTOR	
		NO.	BY	DATE	WORK STARTED BY	DATE	DATE
					DESIGNED BY	DATE	DATE
					ACCEPTANCE BY	DATE	DATE
					FIELD VERIFICATION BY	DATE	DATE
					DRAWINGS CORRECTED BY	DATE	DATE
					MICRO-FILM INFORMATION		
					RECORDED BY	DATE	DATE
					NO.		


TRAFFIC SIGNAL ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
421.005	SERVICE RISER (SIGNAL), CIP	EA	1
421.011	METER PEDESTAL (SIGNAL) , CIP	EA	1
422.002	TRAFFIC SIGNAL PEDESTAL POLE, 10', CIP	EA	2
422.003	TRAFFIC SIGNAL PEDESTAL POLE, 13', CIP	EA	2
422.004	TRAFFIC SIGNAL PEDESTAL POLE, 15', CIP	EA	2
422.0XX	TRAFFIC SIGNAL MASTARM, 40' ARM, TYPE II, TROMBONE, CIP	EA	2
423.001	TRAFFIC SIGNAL FOUNDATION FOR PEDESTAL POLE, CIP	EA	6
423.002	TRAFFIC SIGNAL MASTARM FOUNDATION, CIP	EA	2
423.003	TRAFFIC SIGNAL CONTROLLER FOUNDATION (TYPE M & P CABINET), CIP	EA	1
424.001	ELECTRICAL CONDUIT, 1", INCLUDING TRENCHING, BACKFILL, PATCHING, PUSHING, BORING & JACKING, CIP	LF	60
424.012	ELECTRICAL CONDUIT, 3", INCLUDING PUSHING, BORING, AND JACKING, CIP.	LF	1,605
425.002	ELECTRICAL PULL BOX (STANDARD) CIP.	EA	2
425.003	ELECTRICAL PULL BOX (LARGE) CIP.	EA	6
426.001	SINGLE CONDUCTOR #2, CIP	LF	75
426.003	SINGLE CONDUCTOR #6, CIP	LF	1,635
426.010	MULTI-CONDUCTOR CABLE, #5, CIP	LF	1,100
426.011	MULTI-CONDUCTOR CABLE, #7, CIP	LF	30
426.014	MULTI-CONDUCTOR CABLE, #20, CIP	LF	1,350
426.02X	COMMUNICATION CABLE, ONE PAIR, CIP	LF	50
427.002	3 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP	EA	8
427.004	5 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP	EA	2
427.023	PEDESTRIAN SIGNAL, L.E.D., COUNTDOWN, CIP	EA	4
427.031	3 SECTION BACKPLATE, CIP	EA	4
428.001	LOOP VEHICLE DETECTOR, CIP	EA	3
428.01	PUSH BUTTON STATION, CIP	EA	5
428.022	DUCTED LOOP DETECTOR WIRE, CIP	LF	1,100
428.05	LOOP LEAD-IN CABLE, CIP	LF	500
428.06	DETECTOR SAW CUT, COMPL.	LF	500
428.07	PHASE SELECTOR RACK, 4 CHANNELS, CIP	EA	1
428.075	OPTICAL DETECTOR 1D/1C, CIP	EA	2
428.078	OPTICAL DETECTOR CABLE, CIP	LF	395
429.001	TRAFFIC ACTUATED CONTROLLER, CIP	EA	1
429.021	8 PHASE DUAL RING CONTROLLER CABINET, CIP	EA	1
435.006	SINGLE MODE FIBER OPTIC CABLE (6)	LF	1,115
435.600	SPLICE CLOSURE (FULL CABLE SPLICE)	EA	1
435.702	MANAGED FIELD ETHERNET SWITCH	EA	1

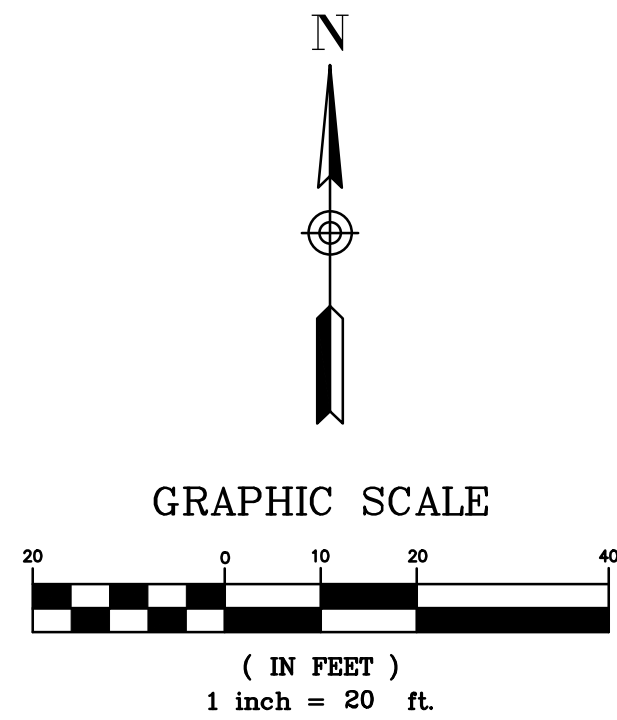
SIGNAL TIMING PLAN								
Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn			6	12		6		12
Walk:			7			7		
Ped Clr:			21			27		
Veh Ext:			2	4		2		4
Yellow:			3	4.5		3		4.5
RedClr			1	1.5		1		1.5
Recall To Max:				X				X

ENGINEERS SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
		NO.	BY	DATE	CONTRACTOR		WORK
					STARTED BY		DATE
					ACCEPTANCE BY		DATE
					FIELD		DATE
					DRAWINGS		DATE
					CORRECTED BY		DATE
					MICRO-FILM INFORMATION		DATE
					RECORDED BY		DATE
					NO.		

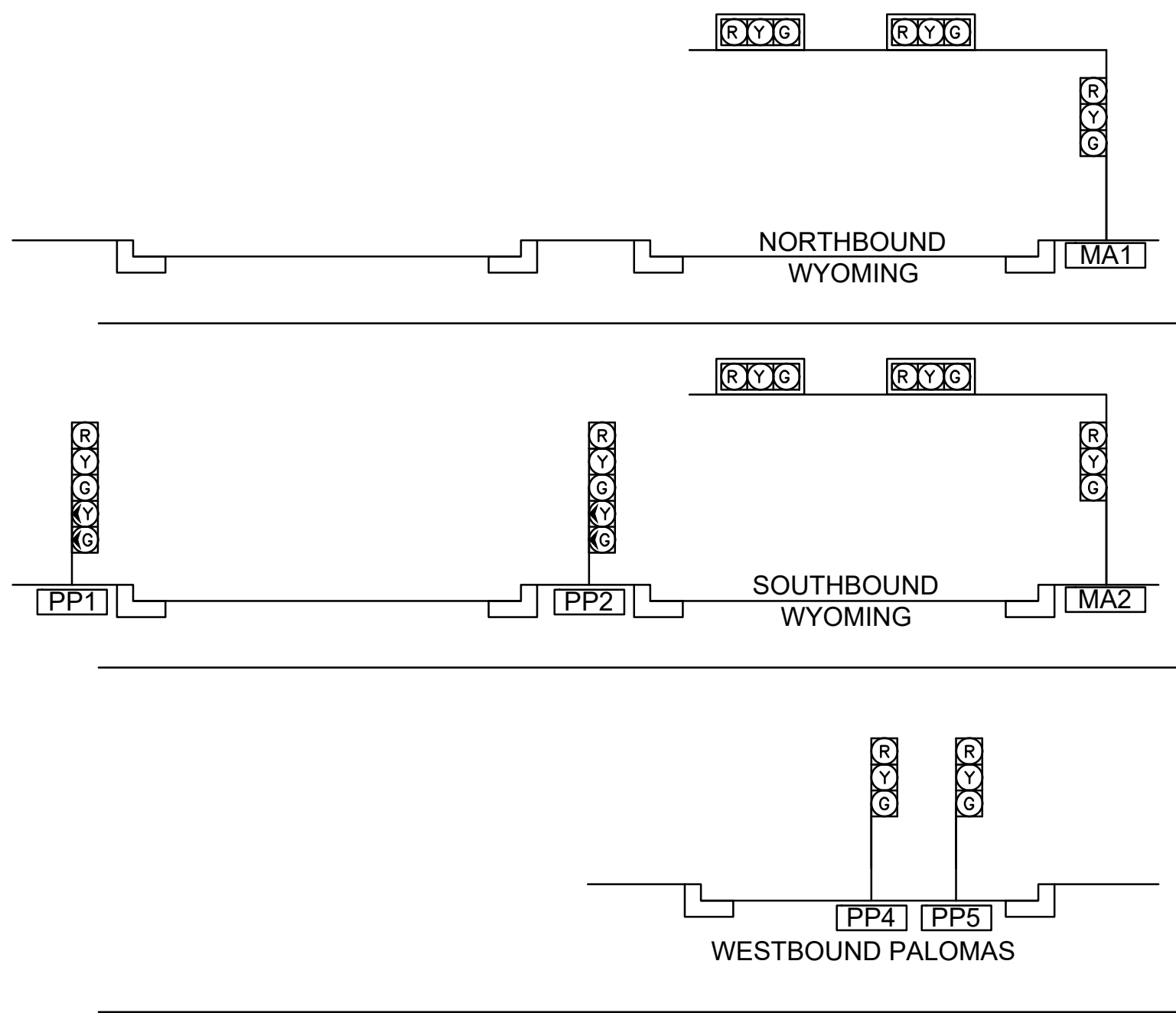


Mancie L. Adams

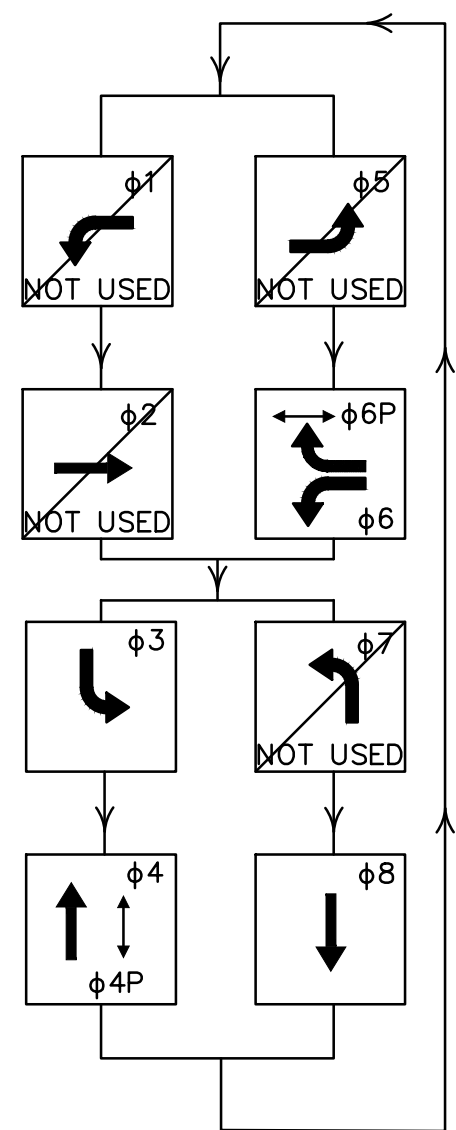
				CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION			
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN TRAFFIC SIGNAL ESTIMATED QUANTITIES							
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PROPOSED INTERSECTION APPROACH DETAILS



SIGNAL PHASING



INSTALL NEW
METER PEDESTAL

EXIST. WL
PROTECT IN PLACE

WYOMING BLVD.

PALOMAS AVENUE

LEGEND	PEDESTAL POLE HEIGHT	EQUIPMENT				POLE LOCATION
		↓	▽	■	●	
PP1	15'	0	1	2	2	2+76.96, 57.47' RT
PP2	15'	0	1	0	1	2+68.73, 2.0' RT
PP3	9'	0	0	1	1	2+68.21, 53.6' LT
PP4	13'	1	0	0	0	3+16.0, 57.0' LT
PP5	13'	1	0	0	0	3+28.0, 57.0' LT
PP6	9'	0	0	1	1	3+67.34, 64.45' RT

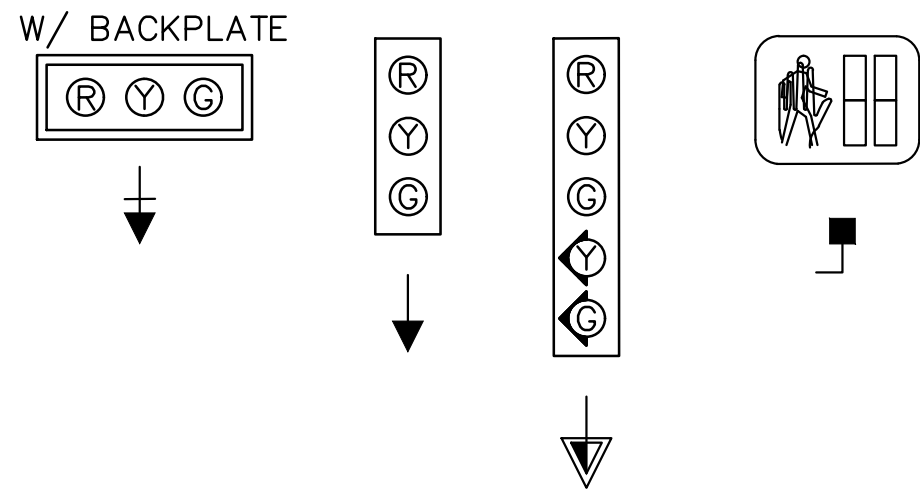
NOTES:
REFER TO CABQ STD. DWG. 2558, 2560, 2562C AND 2562D FOR
INSTALLATION OF PEDESTAL POLES AND FOUNDATION.

LEGEND	EQUIPMENT TYPE	LOCATION
CC	COBALT, TYPE "P" CABINET	3+87, 57.5' LT
□	TESCO TYPE B	3+99, 57.5' LT

LEGEND	MAST ARM TYPE	EQUIPMENT							POLE LOCATION
		↓	▽	↓	▽	■	●	●	
MA1	ALB-2-40-0	1	0	2	0	0	0	1	3+78.69, 69.93' RT
MA2	ALB-2-40-0	1	0	2	0	0	0	1	2+95.0, 58.0' LT

NOTES:
REFER TO CABQ STD. DWG. 2555, 2558, 2560, 2562A AND 2562B FOR INSTALLATION
OF CONTROL CABINET, SIGNAL POLES AND FOUNDATION.

TYPICAL SIGNAL FACE ASSEMBLIES AND LEGEND



ABBREVIATIONS

MA1 MAST ARM NUMBER
PP1 PEDESTAL POLE NUMBER
CC CONTROL CABINET
EVPD(φ2) EMERGENCY VEHICLE PREEMPTION
DETECTOR (PHASE)

FLASH CONDITION

RED HEADS - φ6
RED HEADS - φ3, φ4, φ8

INITIALIZATION

STEADY ALL RED, THEN φ4 AND φ8 GREEN

NOTES

- STATIONS AND OFFSETS REFER TO WYOMING BLVD. CL.
- LOOPS SHOWN ARE SCHEMATIC.
- PULL BOXES ARE LARGE SIZE UNLESS OTHERWISE NOTED.
- PULL BOXES IN MEDIAN NOSES ARE STANDARD SIZE.

AS BUILT INFORMATION			BENCH MARKS			SURVEY INFORMATION			ENGINEERS SEAL		
CONTRACTOR	WORK	DATE	The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6"x6" concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, N=1518799.515, E=1547297.145, Elev.=5378.235'.	FIELD	DATE	NO.	BY	DATE	NAME	SEAL	DATE
ACCEPTANCE BY	DATE	DATE							ELI L. ADAMS	14484	12/15/17
FIELD	DATE	DATE							PROFESSIONAL		
DRAWINGS	DATE	DATE									
CORRECTED BY	DATE	DATE									
RECORDED BY	DATE	DATE									
NO.	NO.	NO.									

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN TRAFFIC SIGNAL PLAN	
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NOTES:

**** REFER TO LOOP DETECTOR LEAD-IN CABLE TRACE AND PREEMPTION DETECTOR CABLE TRACE TABLES ON THIS SHEET FOR CONDUIT TRACE AND LENGTH CALCULATIONS.**

EXPLANATION OF POWER, HOME-RUN, RING, BRANCH, LUMINAIRE, LOOP AND PREEMPTION CABLE IS AS FOLLOWS:

POWER:	RISE TO METER HAS 3-SCC#2 AWG (STANDARD PNM WIRING), METER TO CC HAS 3-SCC#6
HOME-RUN:	1-MCC5, 2-MCC20 AND 2-SCC#6 WHITE & GREEN
RING:	1-MCC5, 2-MCC20 AND 2-SCC#6 WHITE & GREEN
BRANCH:	1-MCC5, 1-MCC20 AND 2-SCC#6 WHITE & GREEN
LOOP:	1-LOOP DETECTOR LEAD-IN CABLE
PREEMPTION CABLE:	1-PREEMPTION DETECTOR CABLE

Diagram illustrating a traffic signal system layout, showing poles, arms, and cables. The diagram includes a north arrow, a graphic scale (1 inch = 20 feet), and a table of abbreviations.


ABBREVIATIONS

MA1	MAST ARM NUMBER
PP1	PEDESTAL POLE NUMBER
CC	CONTROL CABINET
EVPD(φ2)	EMERGENCY VEHICLE PREEMPTION DETECTOR (PHASE)
PB1	PULL BOX NUMBER
DL1(1)	DETECTOR LOOP PHASE# (LOOP#)
SCC	SINGLE CONDUCTOR CABLE
MCC	MULTI-CONDUCTOR CABLE

QUANTITY	ESTIMATE	EQUATIONS	WHERE,
LOOP WIRE FOR 6' X 40' BP	=	$(8*L) + (4*W) + (2*S) + (2*T) + 5$	QP = QUADRUPOLE LOOP (2 TURNS)
LOOP WIRE FOR 6' X 40' QP	=	$(4*L) + (4*W) + (2*S) + (2*T) + 5$	BP = BIPOLE LOOP (2 TURNS)
PAVEMENT SAWCUT FOR 6' X 40' QP	=	$(3*L) + (2*W) + S$	L = DETECTOR LOOP LENGTH (FROM PLAN)
PAVEMENT SAWCUT FOR 6' X 40' BP	=	$(2*L) + (2*W) + S$	W = DETECTOR LOOP WIDTH (FROM PLAN)
			S = SAWCUT LENGTH FROM DETECTOR LOOP TO FACE OF CURB (FROM PLAN)
			T = LOOP WIRE TERMINAL LENGTH FROM FACE OF CURB TO PULL BOX (FROM PLAN)

CONDUCTORS FROM BASE OF POLES TO EQUIPMENTS ON MAST ARMS			
CONDUCTOR TYPE/LENGTH			
POLE	MCC5	MCC7	COMM. CABLE*
MA1	3	0	0
MA2	3	0	0
PP1	2	1	2
PP2	0	1	1
PP3	1	0	1
PP4	1	0	0
PP5	1	0	0
PP6	1	0	1
TOTAL LENGTH (FT)	320	30	50

* COMMUNICATION CABLE SHALL BE SHIELDED TWISTED PAIR (16 AWG) FOR PEDESTRIAN PUSH BUTTONS



CITY OF ALBUQUERQUE

DEPARTMENT OF MUNICIPAL DEVELOPMENT

ENGINEERING DIVISION

TITLE: WYOMING BOULEVARD/PALOMAS AVENUE

 TRAFFIC SIGNAL DESIGN

 TRAFFIC SIGNAL CABLES & CONDUITS — I

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

City Project No.

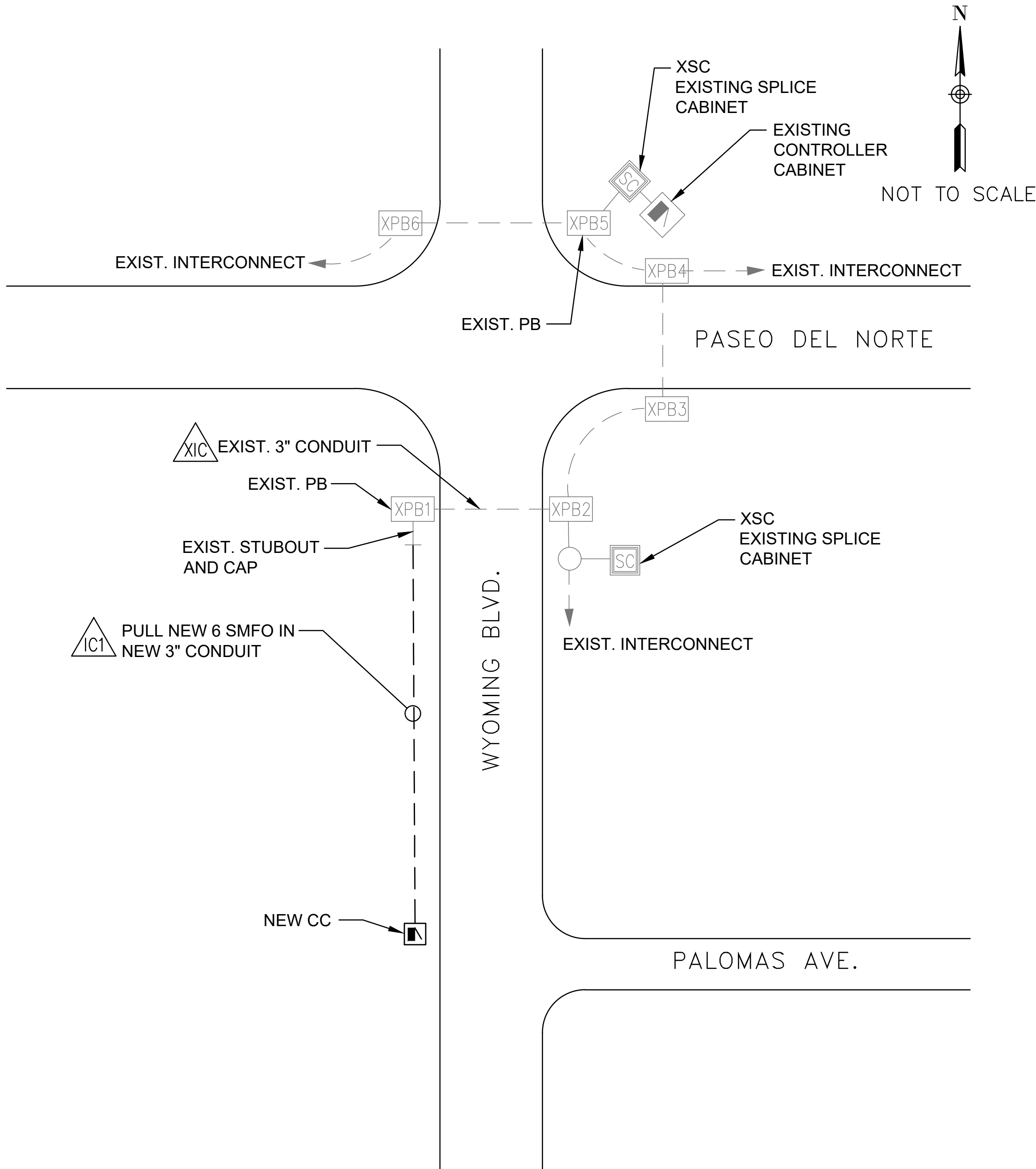
770340

Zone Map No.

D19

Sheet Of

23 38

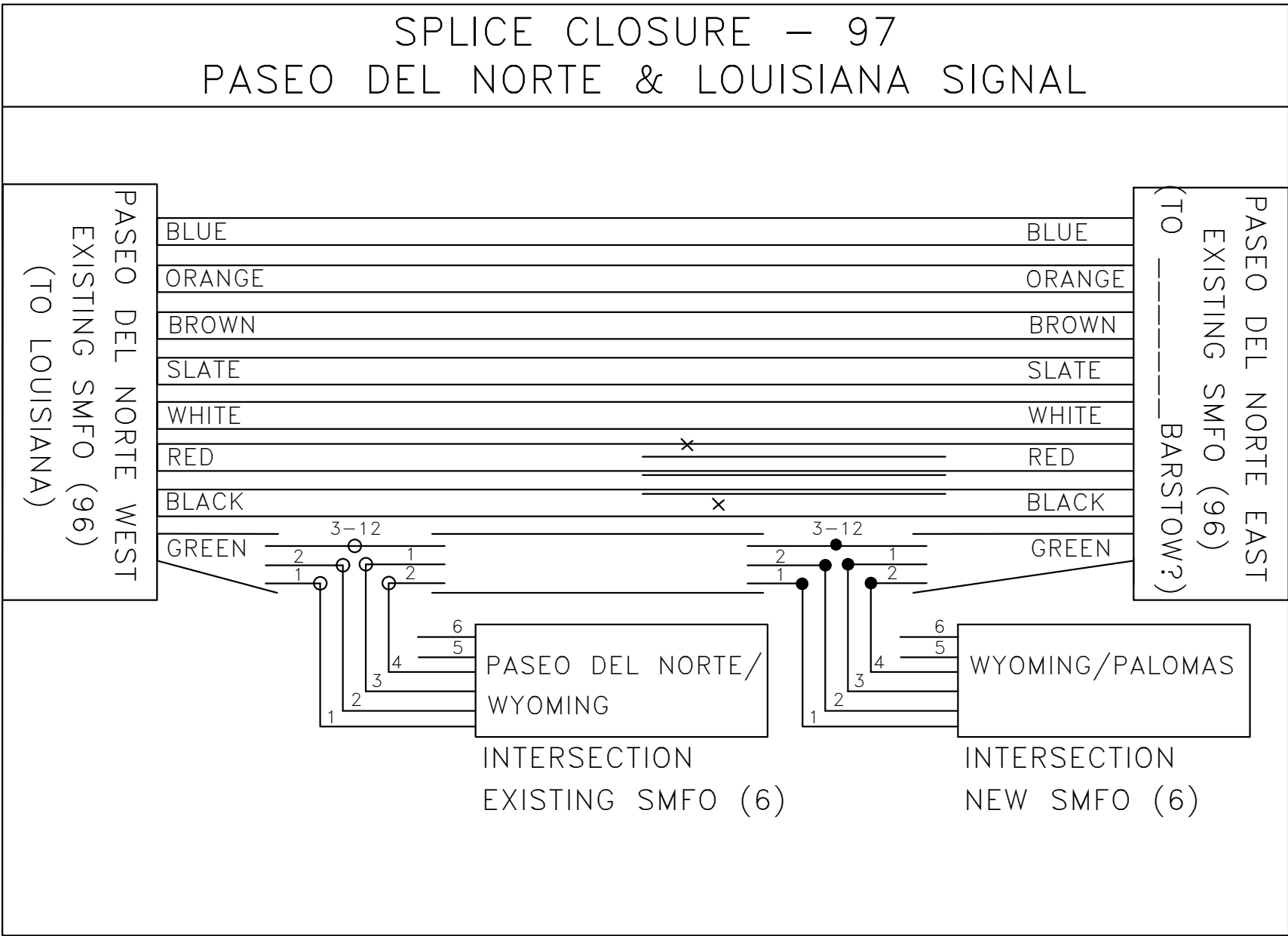


NOTE:
THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AN EXPERIENCED TEAM THROUGHOUT THE LIFE OF THE PROJECT FOR ALL SERVICES APPLYING TO THE CONSTRUCTION OF FIBER OPTIC SIGNAL COMMUNICATION EQUIPMENT. THE ENGINEER MUST APPROVE THE SUBSTITUTION OF A TEAM MEMBER. AN EXPERIENCED TEAM SHALL BE COMPOSED OF TRAINED PERSONNEL (BE IT MANAGERS, SUPERVISORS, FOREMEN, LABORER OR SUBCONTRACTOR) PRESENT DURING ALL INSTALLATION OF FIBER OPTIC COMMUNICATIONS CABLE AND EQUIPMENT. SPECIFICALLY, PERSONNEL SHALL HAVE TAKEN AND PASSED THE FIBER OPTICS 1-2-3 OR BSCI FIBER 300 COURSE OR AN APPROVED 3+ DAY CLASSROOM AND HANDS-ON TRAINING COURSE. THE ENGINEER MAY DIRECT THAT ACTIVITY ON THE PROJECT WILL CEASE AS A RESULT OF THE ABSENCE OF AN EXPERIENCED TEAM MEMBER FROM THE PROJECT. ACTIVITY WILL NOT BE ALLOWED TO RESUME UNTIL THE TEAM MEMBERS ARE ALL PRESENT. NO EXTENSION OF CONTRACT TIME WILL BE ALLOWED FOR SUCH CESSATION OF ACTIVITY.

DESCRIPTION OF FIBER OPTIC WORK

1. INSTALL NEW 3" CONDUIT FROM NEW CONTROLLER CABINET TO EXISTING PULL BOX IN THE SW CORNER OF PASEO DEL NORTE/WYOMING.
2. INSTALL NEW 6 SMFO IN NEW AND EXISTING 3" CONDUIT FROM NEW CONTROLLER CABINET TO EXISTING SPLICE CABINET AT THE SE CORNER OF PASEO DEL NORTE/ WYOMING.
3. INSTALL (1) MANAGED FIELD ETHERNET SWITCH (ITEM 435.702) IN NEW CONTROLLER CABINET.
4. INSTALL NEW SPLICE CLOSURE (ITEM 435.600) IN EXISTING SPLICE CABINET. SEE DETAIL THIS SHEET.

INTERCONNECT CONDUIT SCHEDULE			
RUN ID ##	SIZE/LENGTH		LOCATION
	2"	3"	
IC1		310	XPB TO CC
XIC		(EXIST)	XPB TO XSC
TOTAL LENGTH (FT)		310	SMFO (6)
			715



BUFFER TUBE ASSIGNMENTS
BLUE — BACKBONE (NON LOCAL)
ORANGE — LOCAL
GREEN — LOCAL
BROWN —
SLATE —
WHITE —
RED —
BLACK —

LEGEND:

- NEW FUSION SPLICE
- EXISTING FUSION SPLICE

AS BUILT INFORMATION			
CONTRACTOR	DATE	INSPECTOR'S FIELD BY	DATE
VERIFIED BY	DATE	COMPLETED BY	DATE
MICRO-FILM INFORMATION			
RECORDED BY	DATE	NO.	

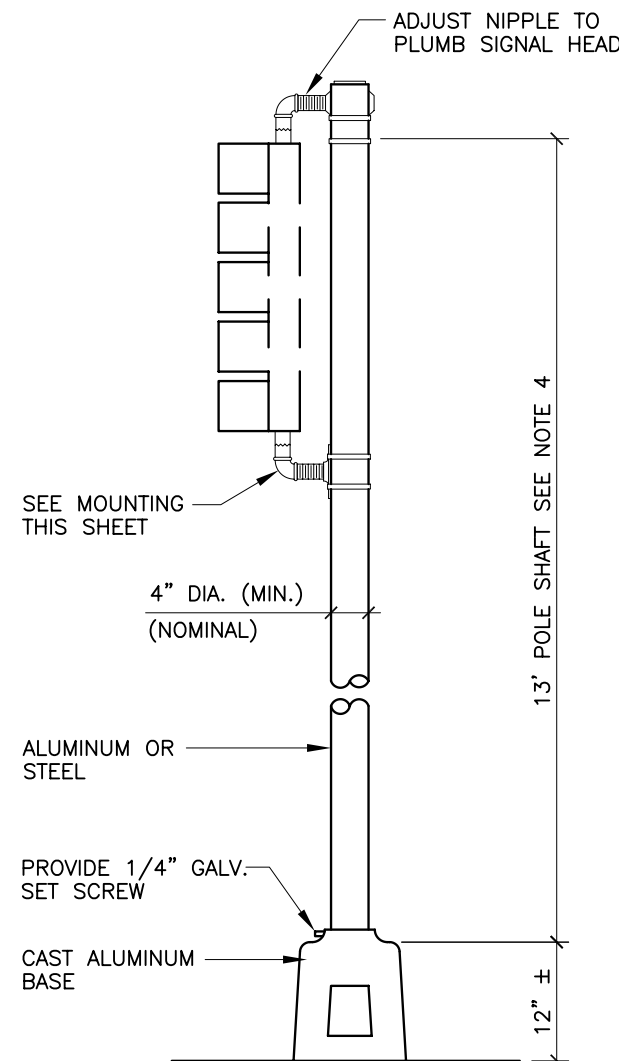
BENCH MARKS			
The station mark is a US&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6 x 6 concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum, N=1518799.515, E=1547297.145, Elev.=5378.235'.			

SURVEY INFORMATION			
FIELD NOTES	DATE	BY	
NO.			

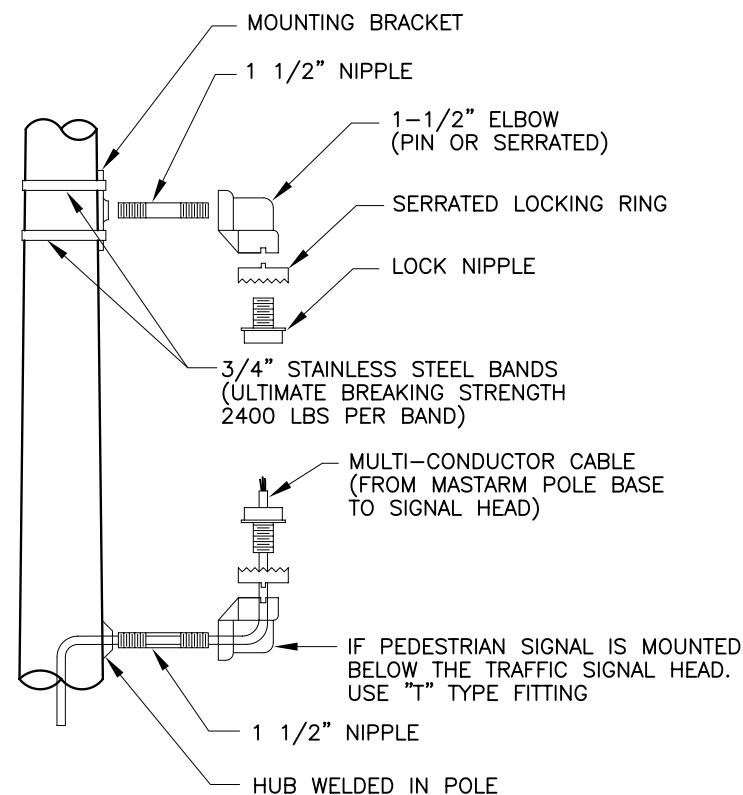
ENGINEER'S SEAL			

		BY	
		REMARKS	
		REVISIONS	
		DESIGN	
		DATE	12/12/17
		DATE	12/12/17
		DATE	12/15/17

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION			
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN INTERCONNECT PLAN AND FIBER OPTIC SPLICE			
Design Review Committee	City Engineer Approval	Mo. / Day / Yr.	
City Project No. 770340	Zone Map No. D19	Sheet 25	Of 38

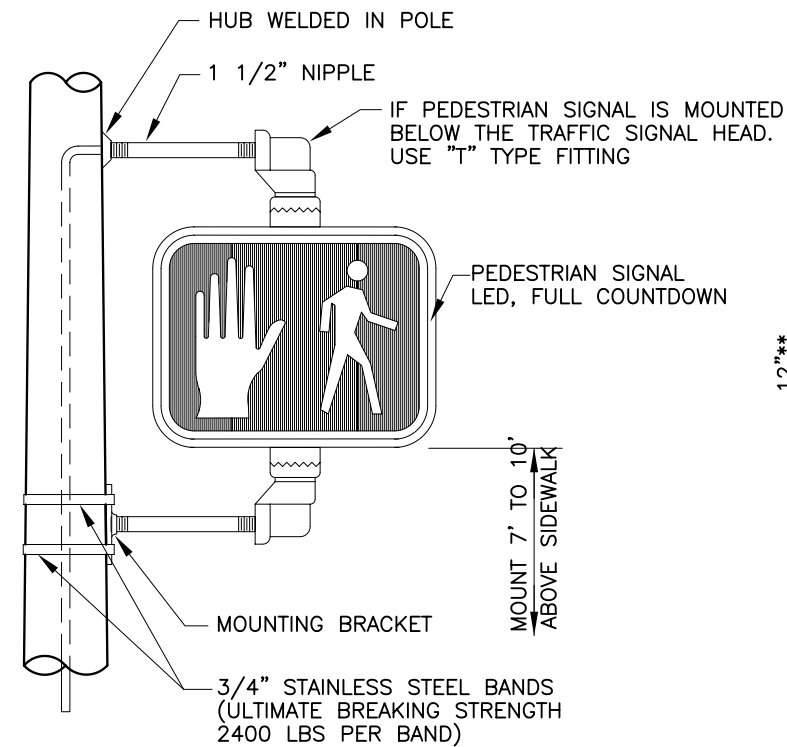


PEDESTAL POLE DETAILS

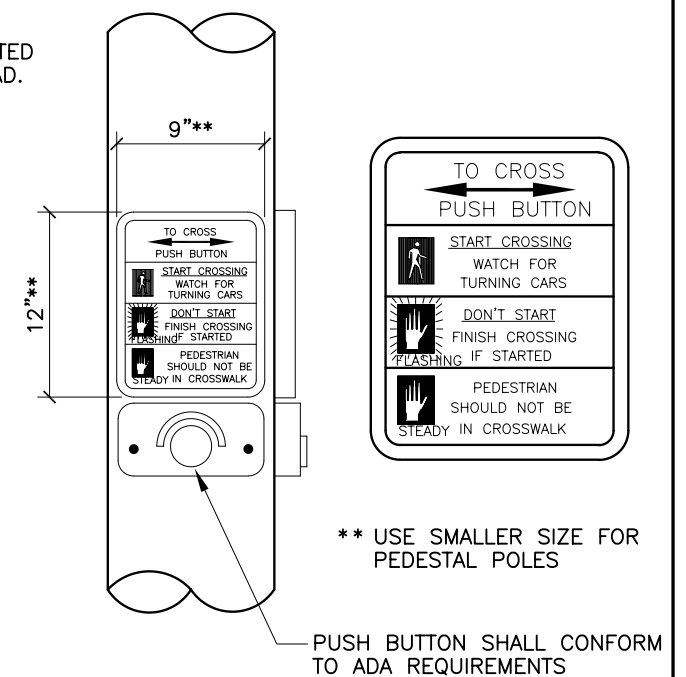


SIDE VIEW

MOUNTING DETAIL



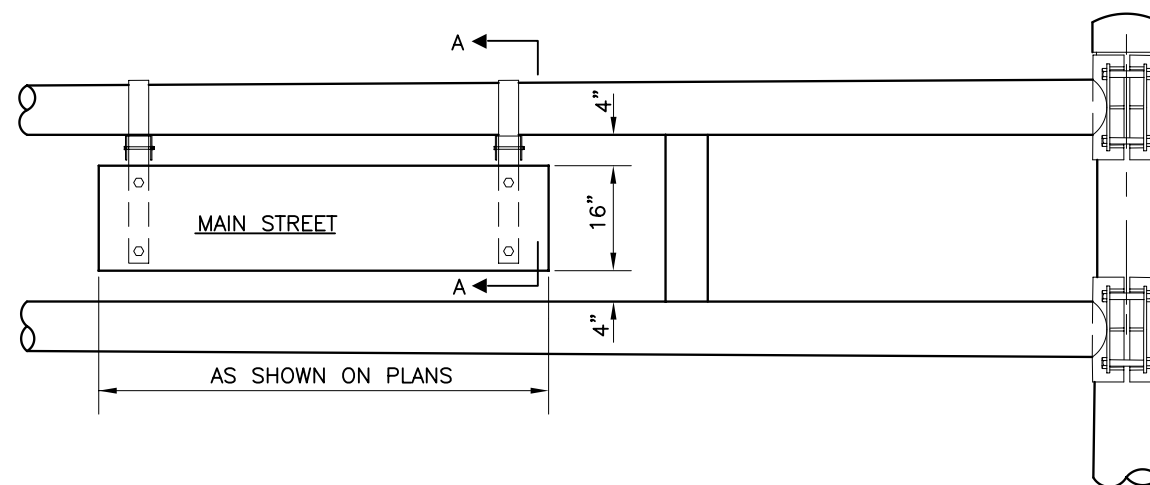
PEDESTRIAN SIGNAL DETAILS



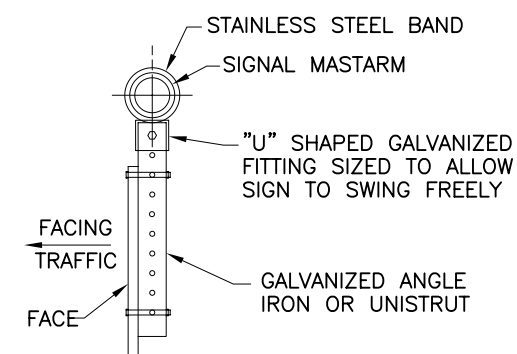
PUSH BUTTON DETAIL

NOTES:

1. STREET NAME SIGNS REQUIRED AS SHOWN ON PLANS.
2. STREET NAME SIGN SHALL BE 16" WIDE WITH 8" SERIES "C" LETTERS. SIGN SHALL BE NO MORE THAN 12 SQUARE FEET TOTAL AREA AND SHALL HAVE HIGH INTENSITY REFLECTIVE LEGEND, 1" BORDER AND BACKGROUND COLORS: WHITE ON GREEN, SIGN PANELS SHALL BE SINGLE SHEET 6061-T6 ALUMINUM .125 MINIMUM THICKNESS.
3. PEDESTRIAN ACTUATED CROSSING SHALL BE A MAXIMUM OF 42" ABOVE THE FINISHED PUBLIC SIDEWALK. A STABLE, FIRM, AND SLIP-RESISTANT AREA 30"x48" SHALL BE PROVIDED TO ALLOW FOR A FORWARD OR A PARALLEL APPROACH TO THE CONTROLS. WHERE A PARALLEL IS PROVIDED, CONTROLS SHALL BE WITHIN 10" HORIZONTALLY OF AND CENTERED ON THE CLEAR GROUND SPACE.
4. FOR INSTALLATIONS WITH ONLY PEDESTRIAN SIGNALS, CUT SHAFT TO 9'. USE 15' SHAFT FOR PEDESTAL POLES REQUIRING BOTH 5-SECTION SIGNAL ASSEMBLIES AND PEDESTRIAN SIGNALS.



STREET NAME SIGN DETAILS

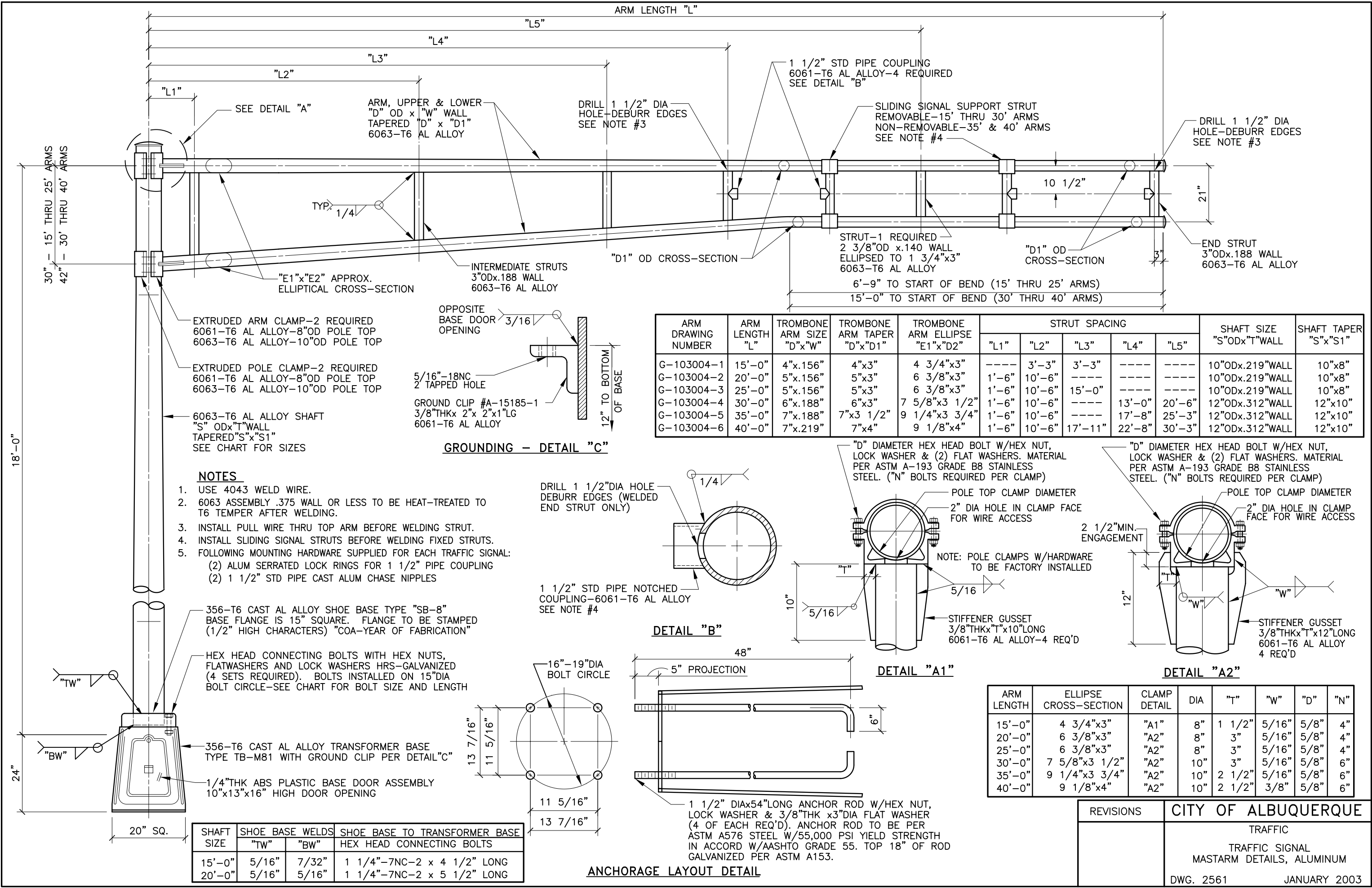


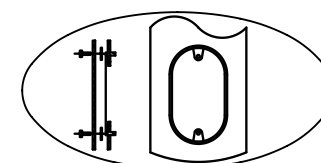
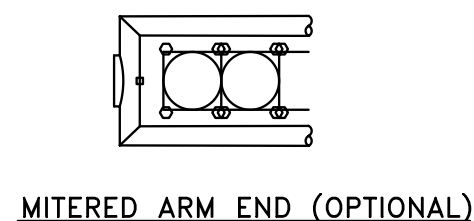
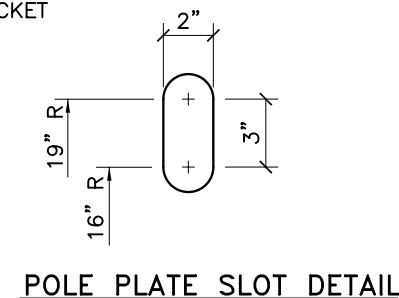
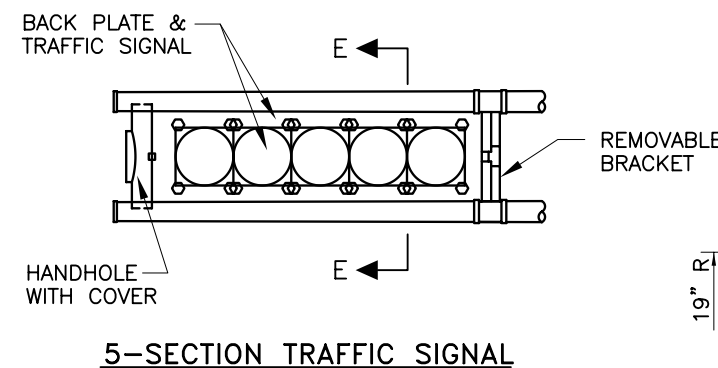
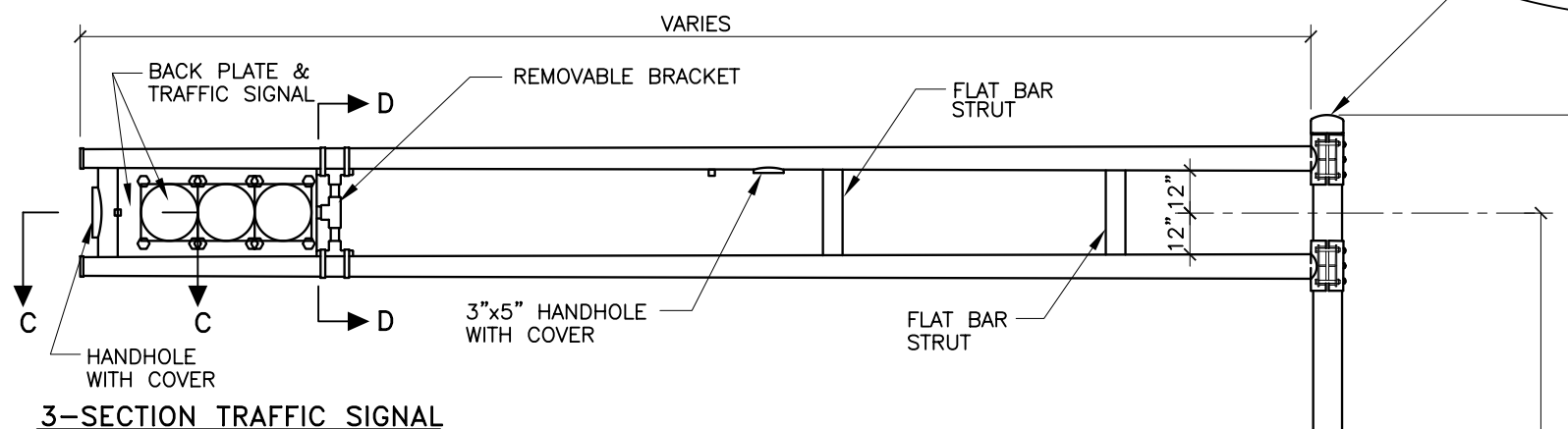
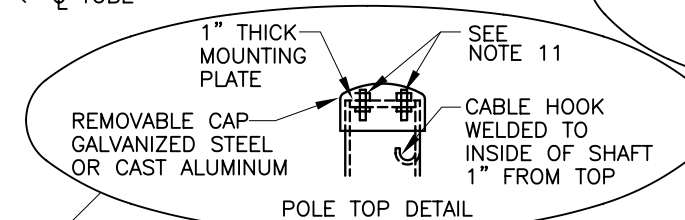
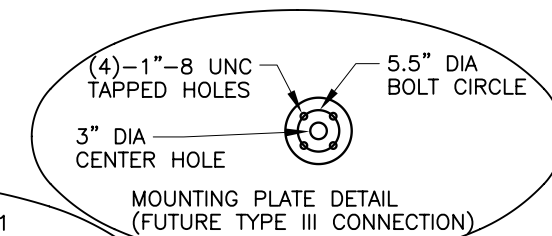
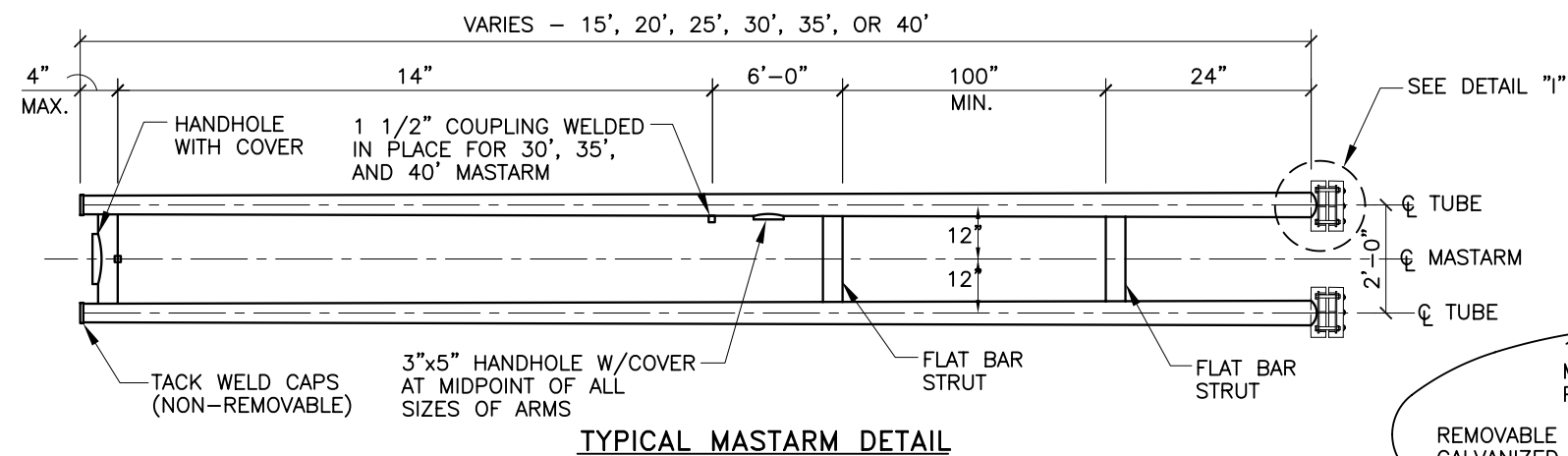
SECTION "A-A"

FINISH:

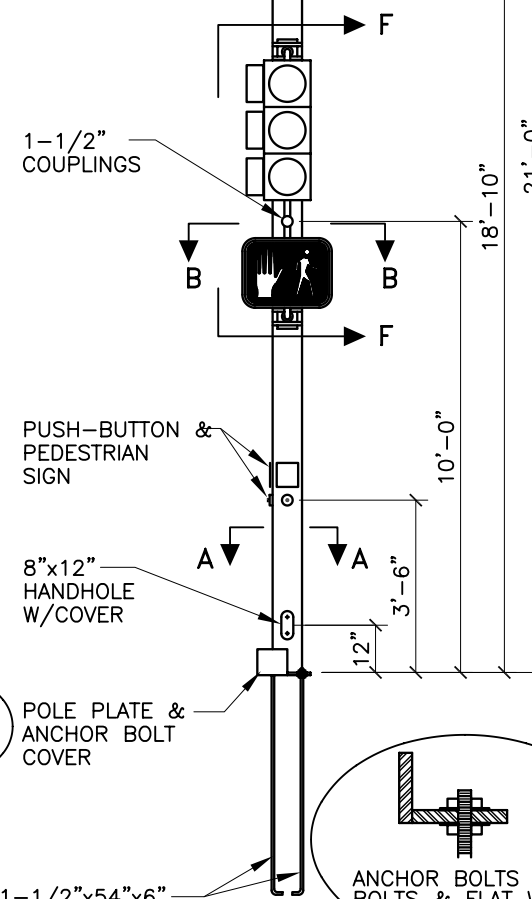
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<input type="checkbox"/>	POWDER COATED
	COLOR _____

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	TRAFFIC SIGNAL
	MISCELLANEOUS DETAILS
	DWG. 2560
	JANUARY 2003





ANCHOR BOLTS
15', 20', 25' ARM: 1-1/2"x54"x6"
30', 35', 40' ARM: 1-1/2"x54"x6"



TRAFFIC SIGNAL MASTARM NOTES:

- DESIGN IN ACCORDANCE WITH 1985 AASHTO SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS FOR AN 80 MPH WIND ZONE.
- POLES AND MASTARMS SHAFTS SHALL CONFORM TO ASTM A-595 GRADE A (MIN YIELD 55 KSI).
- BASE PLATE AND SIGNAL ARM CLAMP SHALL BE ASTM A-36 (MIN. YIELD 36 KSI).
- ANCHOR BOLTS SHALL BE ASTM A-36 MOD 55 (MIN. YIELD 55 KSI).
- SIGNAL ARM CONNECTING BOLTS SHALL BE ASTM A-325.
- WELDING SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICAN WELDING SOCIETY SPECIFICATIONS AWS D1.1. LATEST EDITION. ALL WELDS SHALL BE FREE FROM CRACKS, EXCESSIVE UNDERCUT, AND POROSITY. ANY WELD DEFECTS SHALL BE REPAIRED BY REMOVING THE DEFECTIVE MATERIAL AND REPLACING IT WITH SOUND WELD MATERIAL.
- ALL HOLES SHALL BE DRILLED AND DEBURRED.
- ALL POLES, MASTARMS, AND BOLTS SHALL BE GALVANIZED TO ASTM A-123 & A-153.
- MASTARM SHALL BE MARKED TO DESCRIBE WHICH IS TOP AND WHICH IS BOTTOM. POLE PLATE COVER SHALL BE MARKED IN MATED PAIRS. POLE SHAFTS SHALL BE MARKED "ALB" "15-25" OR "30-40", AND DATE OF FABRICATION (MONTH/YEAR).
- DETAILS SHOWN ARE FOR STEEL POLES. ALUMINIUM POLES MAY BE USED ONLY WHEN PRE-APPROVED BY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS DIVISION.
- BOLTS FOR TYPE III EXTENSIONS SHALL BE FURNISHED BY THE MANUFACTURER FOR ALL POLES INCLUDING TYPE II STANDARDS WITH NO EXTENSIONS.

NOTE: FOR SECTIONS A-A THROUGH G-G & DETAILS, SEE STD. DWG. 2562b

FINISH: GALVANIZED

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	TRAFFIC SIGNAL
	MASTARM DETAILS, TYPE II STANDARD
	DWG. 2562a
	JANUARY 2003

- THE CONTRACTOR SHALL PROVIDE THE CITY OF ALBUQUERQUE AND PNM WITH A SET OF AS-BUILT DRAWINGS OF THE STREET LIGHTING.
2. LOCATIONS OF CONDUIT, FOUNDATIONS, PULL BOXES, AND CONTROL CABINETS SHOWN ON THE PLANS ARE SCHEMATIC AND SHALL BE ADJUSTED IN THE FIELD TO AVOID UTILITIES AND TO MAXIMIZE CLEAR SPACE AVAILABLE FOR PEDESTRIANS AND WHEELCHAIRS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT. THE CONTRACTOR SHALL MEET WITH THE PROJECT MANAGER IN THE FIELD AT ALL LOCATIONS TO SPOT EQUIPMENT BEFORE BEGINNING THE WORK.
3. ALL EQUIPMENT SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY.
4. ALL WIRE ON THIS PROJECT TO BE TRI-FLEX ALUMINUM ONLY.
5. LIGHT STANDARDS SHALL HAVE BREAKAWAY SYSTEMS, WHICH SHALL BE CONSIDERED INCIDENTAL TO THE STANDARD.
6. ALL ROADWAY LIGHTING CIRCUITS ON THIS PROJECT SHALL BE 240 VOLTS.
7. DESIGN IS BASED ON AMERICAN NATIONAL STANDARDS PRACTICE FOR ROADWAY LIGHTING, RP-8-14 (ANSI/IES).
8. EACH CIRCUIT FOR ROADWAY LIGHTING SHALL BE INSTALLED IN A SEPARATE CONDUIT UNLESS OTHERWISE NOTED.
9. CONTRACTOR SHALL REMOVE EXISTING CONDUITS AND PULL BOXES THROUGHOUT THE PROJECT AS DIRECTED BY PROJECT MANAGER.
10. EACH TIME A ROADWAY LUMINAIRE IS TURNED ON OR OFF THE CONTRACTOR SHALL COORDINATE WITH THE FOLLOWING:
 - CITY OF ALBUQUERQUE PROJECT MANAGER
 - PNM
11. POWER SHALL NEITHER BE TURNED ON NOR OFF UNTIL THE RESPONSIBLE PARTY FOR THE LIGHTING SYSTEM HAS BEEN NOTIFIED.
12. RESPONSIBILITY AND MAINTENANCE OF THE LIGHTING SYSTEM INSTALLED AS PART OF THIS PROJECT SHALL BE AS FOLLOWS:

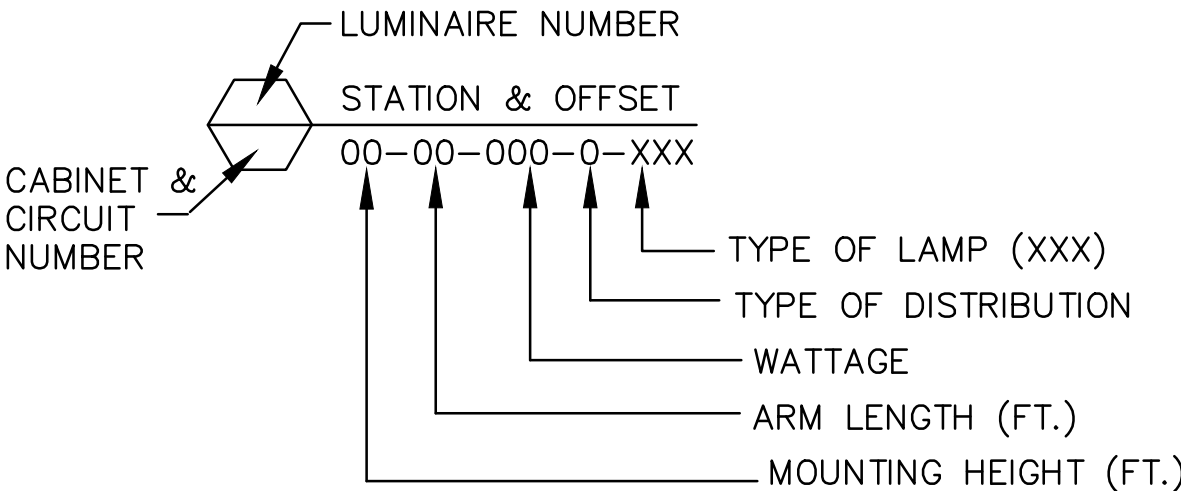
ROADWAY LIGHTING SHALL BE ACCEPTED AND MAINTAINED BY THE CITY OF ALBUQUERQUE AND PNM. THE CONTRACTOR SHALL PROVIDE PNM FIVE (5) WORKING DAYS' NOTICE IN ADVANCE OF TURNING ON THE SYSTEM TO ALLOW PNM TO INSPECT AND APPROVE THE SYSTEM BEFORE IT IS TURNED ON.
13. ALL LIGHTING CONTROL CABINETS SHALL INCLUDE PHOTO ELECTRIC CELLS.
14. THE CONTRACTOR SHALL ARRANGE A NIGHT INSPECTION OF THE LIGHTING SYSTEM WITH THE PROJECT MANAGER AND PNM TO ENSURE COMPLIANCE WITH THE NEW MEXICO NIGHT SKY PROTECTION ACT AND PROPER LEVELING OF LUMINAIRE HEADS.
15. PNM WILL ASSIST WITH IDENTIFICATION OF EXISTING CIRCUITS. CONTRACTOR SHALL BE REQUIRED TO TIE THE NEW CIRCUITS INTO EXISTING CIRCUITS. CONTRACTOR SHALL USE APPROPRIATE CAUTION WHEN INTERCEPTING EXISTING CIRCUITS.
16. LIGHTS NEAR EXISTING OVERHEAD TRANSMISSION LINES MUST MAINTAIN VERTICAL AND HORIZONTAL CLEARANCE FROM THE CLOSEST PHASE CONDUCTOR. PNM WILL ASSIST IN MEASUREMENT AND DETERMINATION OF CLEARANCE.
17. ALL CONDUIT INSTALLED IN A TRENCH SHALL BE A MINIMUM OF 30 INCHES DEEP AND FLAGGED WITH CAUTION TAPE ONE FOOT ABOVE THE CONDUIT.
18. CONDUCTORS SHALL BE LABELED WITH WATERPROOF TAGGING AT ALL PULL BOXES AND HAND HOLES ON LIGHTING STANDARDS, INDICATING WHAT EACH CONDUCTOR CONNECTS TO.
19. LUMINAIRES SHALL BE G.E. LIGHTING SYSTEMS M-250A2 POWR/DOOR LUMINAIRES WITH CUTOFF OPTICS, OR APPROVED EQUAL.
20. ALL LIGHTING COMPONENTS SHALL CONFORM TO PNM'S "LIGHTING STANDARDS" GUIDELINES. REFER TO THE SUPPLEMENTAL TECHNICAL SPECIFICATIONS.
21. STREET LIGHT STANDARDS AND MASTARMS SHALL BE HAPCO 30' DAVIT POLES, OR APPROVED EQUAL. REFER TO THE SUPPLEMENTAL TECHNICAL SPECIFICATIONS FOR DETAILS.


1. ANCHOR BOLTS FOR FOUNDATIONS.
2. GROUND RODS FOR FOUNDATIONS.
3. CONCRETE COLLARS FOR PULLBOXES.
4. BREAKAWAY SYSTEMS FOR LIGHTING STANDARDS.
5. SINGLE CONDUCTOR 8 GROUND WIRE IN EACH REC RUN.
6. WATERPROOF TAGGING.

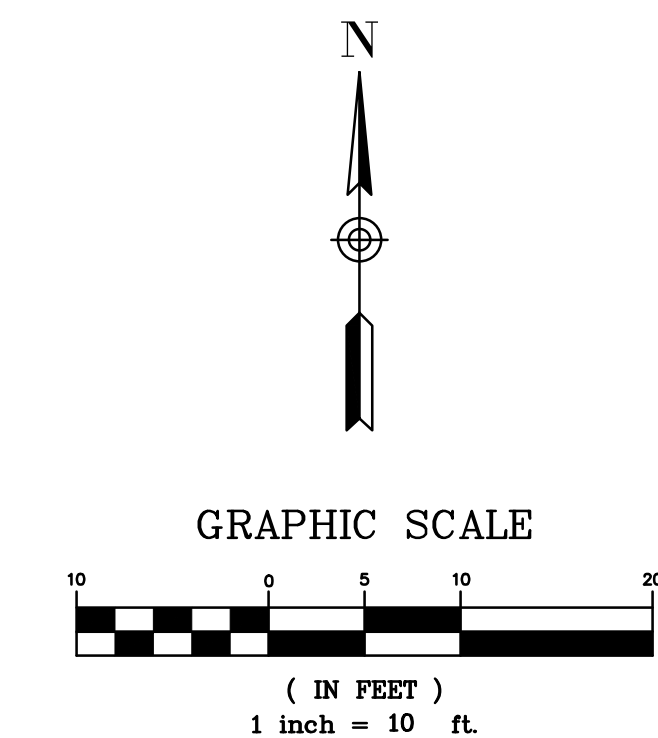
LIGHTING CONDUIT AND CONDUCTOR REQUIREMENTS							
CONDUIT LENGTH, SIZE AND TYPE					CONDUIT FILL BY CONDUCTOR LENGTH AND TYPE		
CIRCUIT/ RUN ID	SIZE/LENGTH			TYPE	SCC #2	SCC #6	SCC #8 *
	1"	2"	3"		(# @ FT)	(# @ FT)	(# @ FT)
EXISTING STREET LIGHT CIRCUIT							
EX LT TO LUM1		105		REC	2 @ 110		1 @ 110
PROJECT TOTAL		105			220		110
PROJECT USE		120			250		

POS - POINT OF SERVICE
LCC - LIGHTING CONTROL CABINET
REC - RIGID ELECTRICAL CONDUIT
SCC - SINGLE CONDUCTOR CABLE
LUM - LUMINAIRE
PB - PULL BOX


NEW	EXISTING	ITEM
		LIGHTING STANDARD WITH LUMINAIRE AS INDICATED
		LIGHTING STANDARD WITH DOUBLE ARM LUMINAIRE AS INDICATED
-----	-----	CONDUIT RUN
		PULL BOX
		JUNCTION BOX
		SERVICE POLE WITH SERVICE RISER
		LIGHTING CONTROL CABINET



	CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION			
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN LIGHTING GENERAL NOTES & LEGEND				
Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.	Mo. / Day / Yr.
City Project No. 770340	Zone Map No. D19	Sheet 29	Of 38	



- ① INSTALL 2" REC WITH (2)-SCC 2 AND GROUND
- ② INSTALL STREET LIGHT FOUNDATION (PER SD 2580)
- ③ INSTALL 30' STREET LIGHT POLE, WITH 10' ARM (PER SD 2581) WITH 100W LUMINAIRE

		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION			
TITLE: WYOMING BOULEVARD/PALOMAS AVENUE TRAFFIC SIGNAL DESIGN LIGHTING PLAN					
Design Review Committee	City Engineer Approval	Last Design Update	Mo. / Day / Yr.		Mo. / Day / Yr.
City Project No. 770340		Zone Map No. D19	Sheet 30	Of 38	

ENGINEERS SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
		FIELD NOTES				CONTRACTOR	
		NO.	BY	DATE			
					The station mark is a USC&GS survey control brass disc set in a concrete post beneath a 12" access cover in a 6"x6" concrete pad 2.35' below ground and is stamped "HEAVEN 1969". The station is located 8 miles NE of downtown Albuquerque, at the entrance to the "Gate of Heaven" cemetery. Datum: NAD 83, elev. based on NAVD 88 datum: N=1518799.515, E=1547297.145, Elev.=5378.235'.		
					WORK STAKED BY: _____		
					ACCEPTANCE BY: _____		
					FIELD STATION BY: _____		
					DRAWINGS CORRECTED BY: _____		
				MICRO-FILM INFORMATION			
					RECORDED BY: _____		
					NO. _____		

GENERAL NOTES:

- NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA), OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.
- THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION. THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
- REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
- PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND/OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.
- VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.
- HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
- PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
- SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
- INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
- VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.
- CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

- SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-1/1.
- SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
- SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.
EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
- ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
- THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

- FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
- RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
- CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FT X 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT. CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
- CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
- THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 5.0%.
- CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
- GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).

CROSSWALKS

- PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

- DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
- DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.

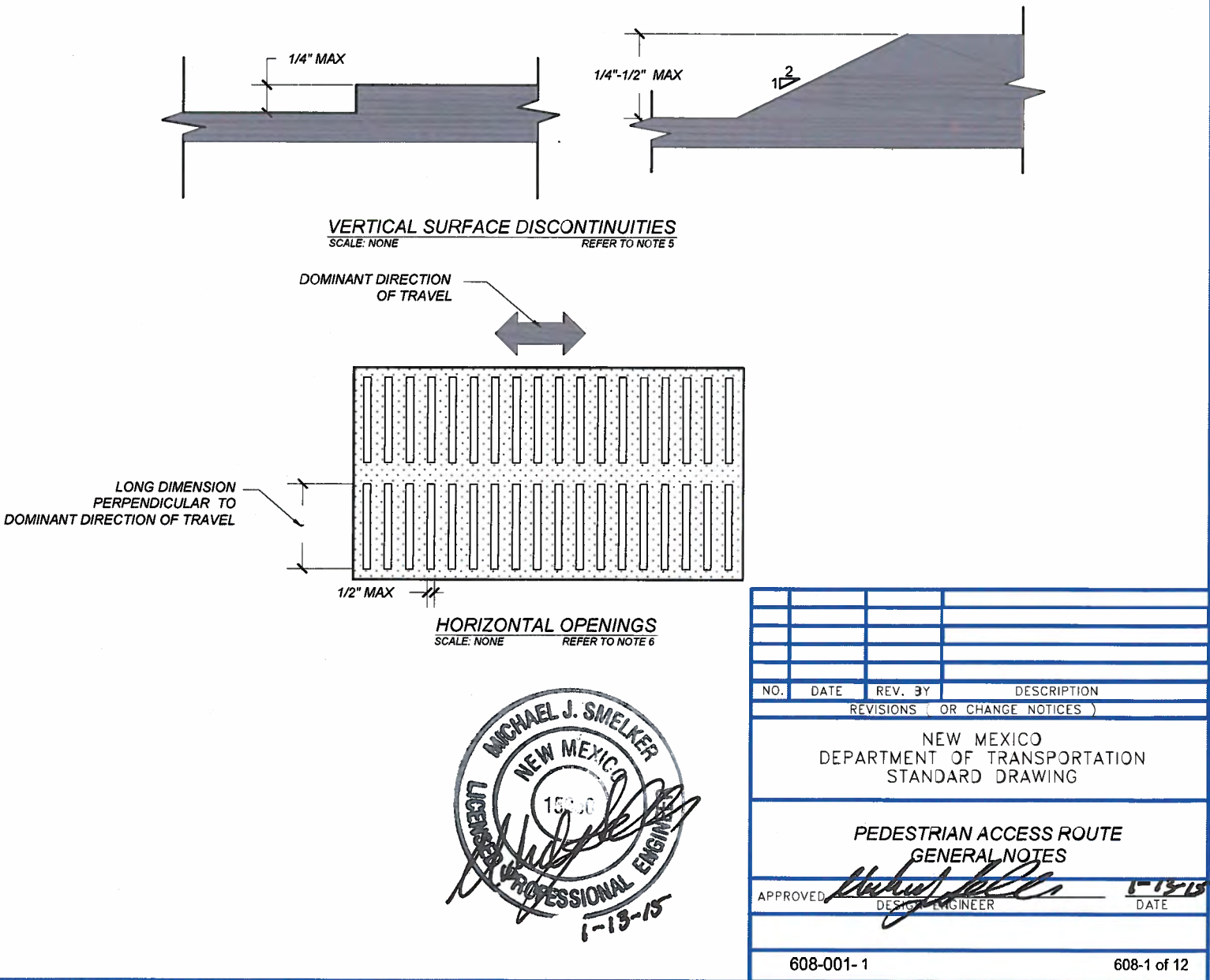
ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

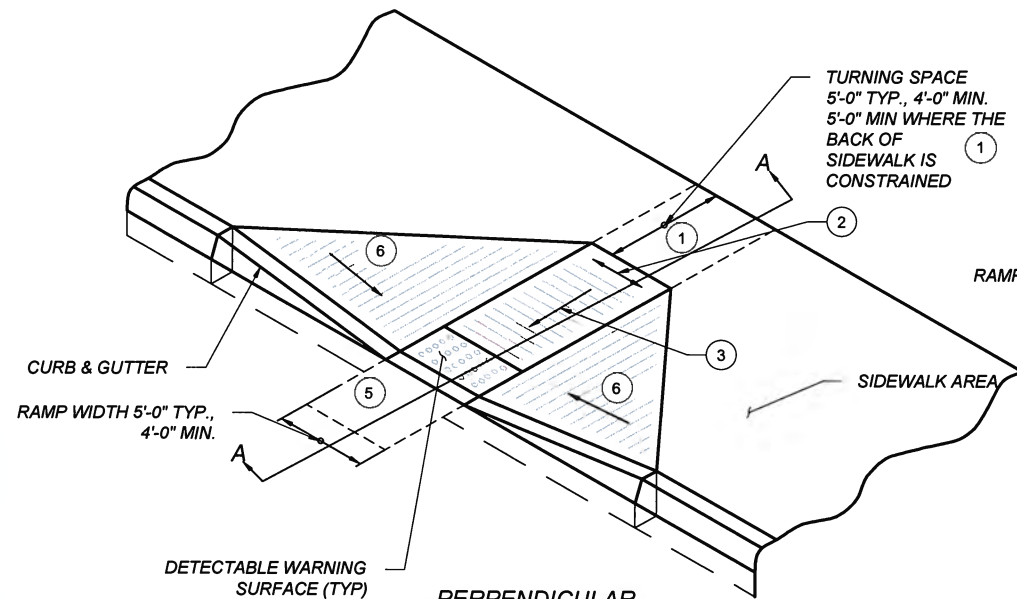
- FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
- PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0" TO 10" AND SHALL BE WITHIN 36" TO 46" ABOVE THE SIDEWALK SURFACE.
- PEDESTRIAN SIGNAL SHALL HAVE 4FTx4FT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

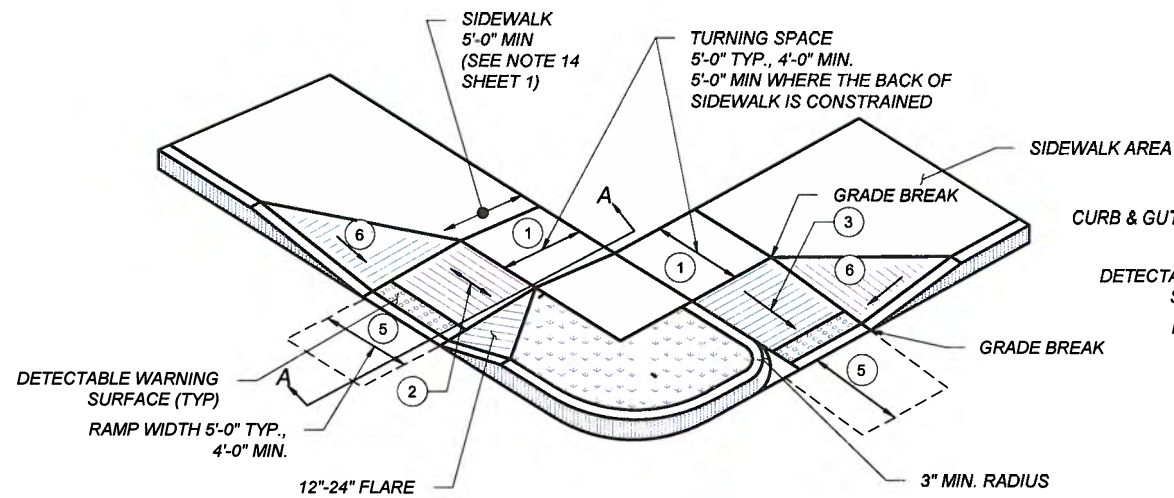
ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

- EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.
- TECHNICAL INFEASIBILITY: MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.
- IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

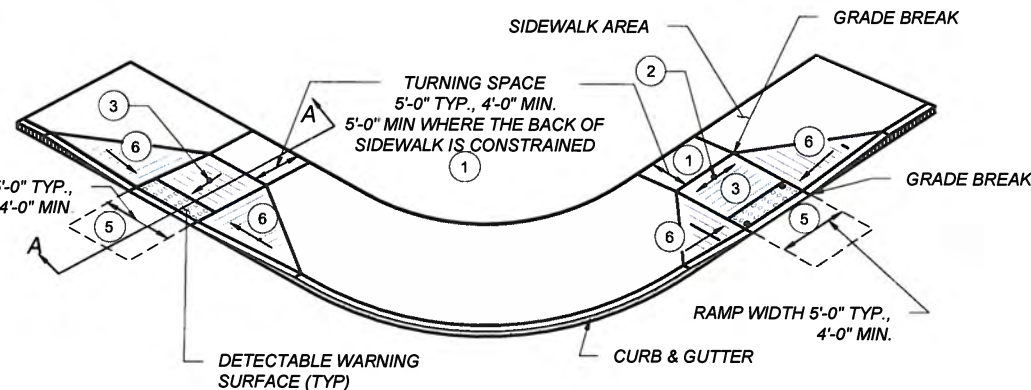




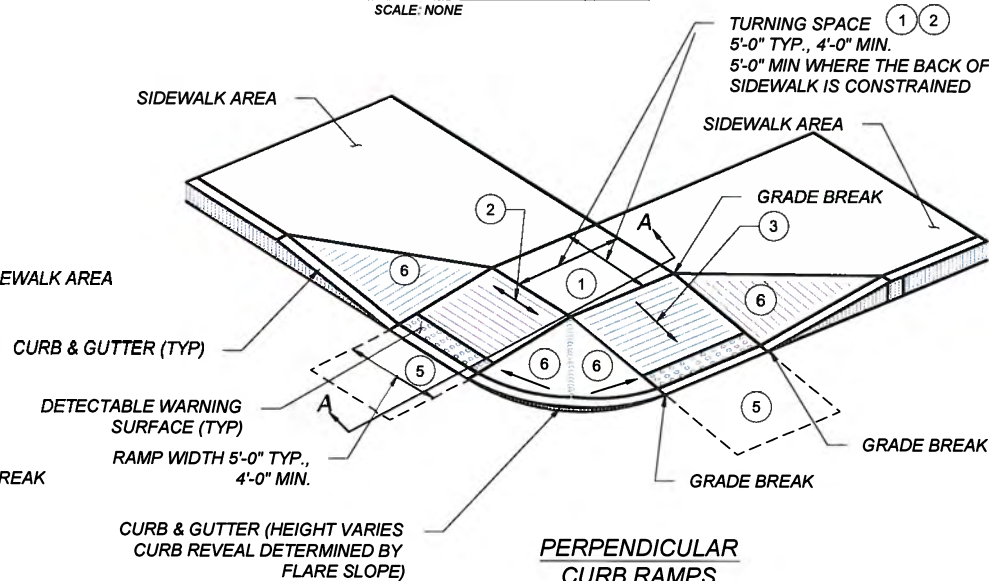
PERPENDICULAR CURB RAMP
SCALE: NONE



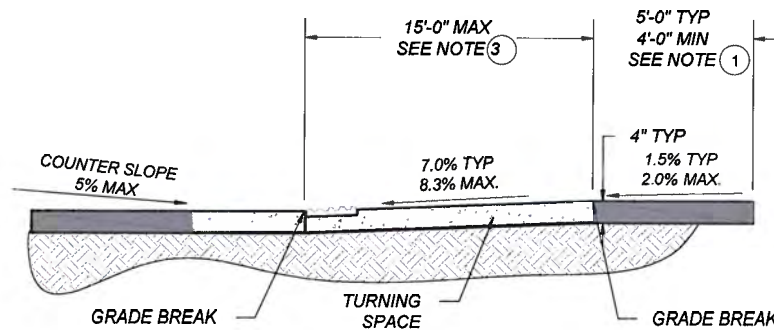
DUAL PERPENDICULAR CURB RAMP (ALTERNATE INSTALLATION)
SCALE: NONE



DUAL PERPENDICULAR CURB RAMP (PREFERRED INSTALLATION)
SCALE: NONE



PERPENDICULAR CURB RAMPS WITH SHARED TURNING SPACE
SCALE: NONE



SECTION A-A
SCALE: NONE

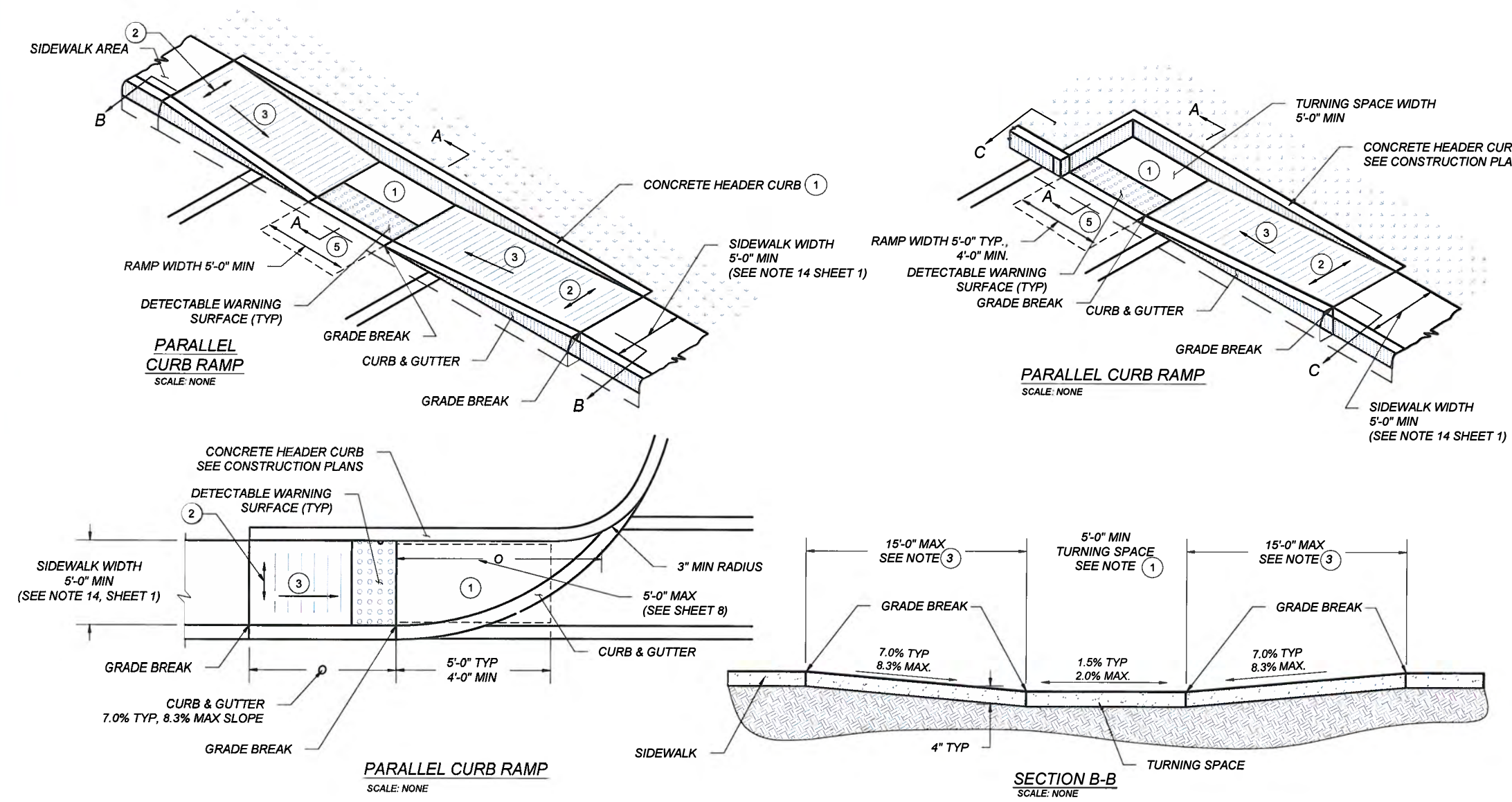
KEYED NOTES

- 1 TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 5.0 FT MIN. THE 5.0 FT SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
- 2 CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
- 3 RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3% MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
- 4 GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- 5 COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
- 6 FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHAINS, FENCING, OR RAILINGS.

NOTES:

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- C IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- D CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

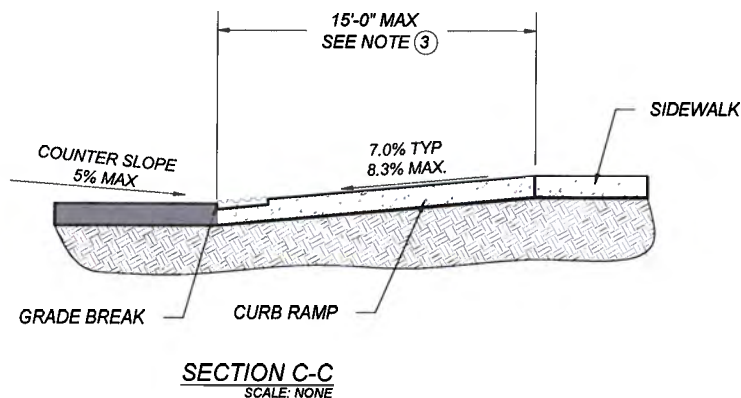
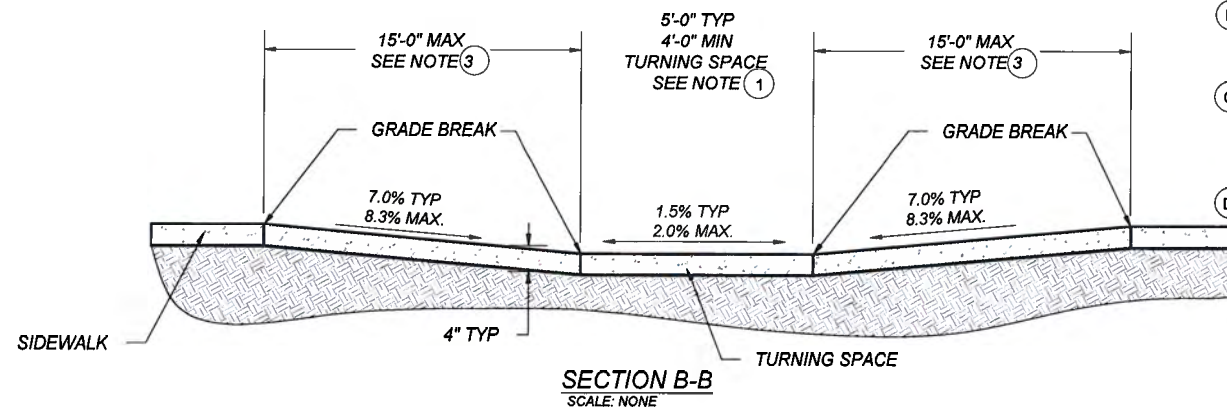
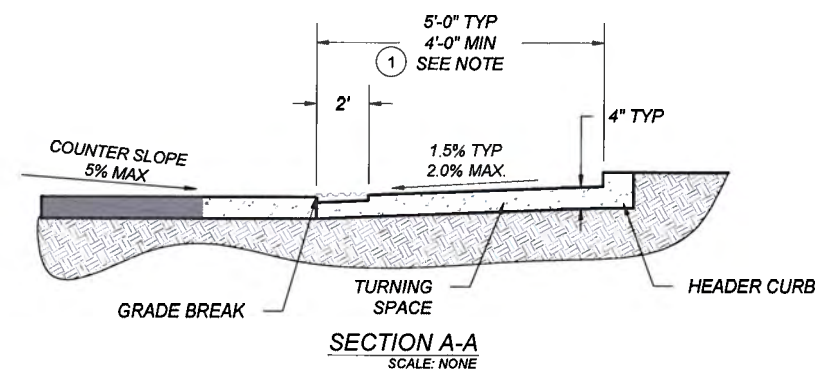
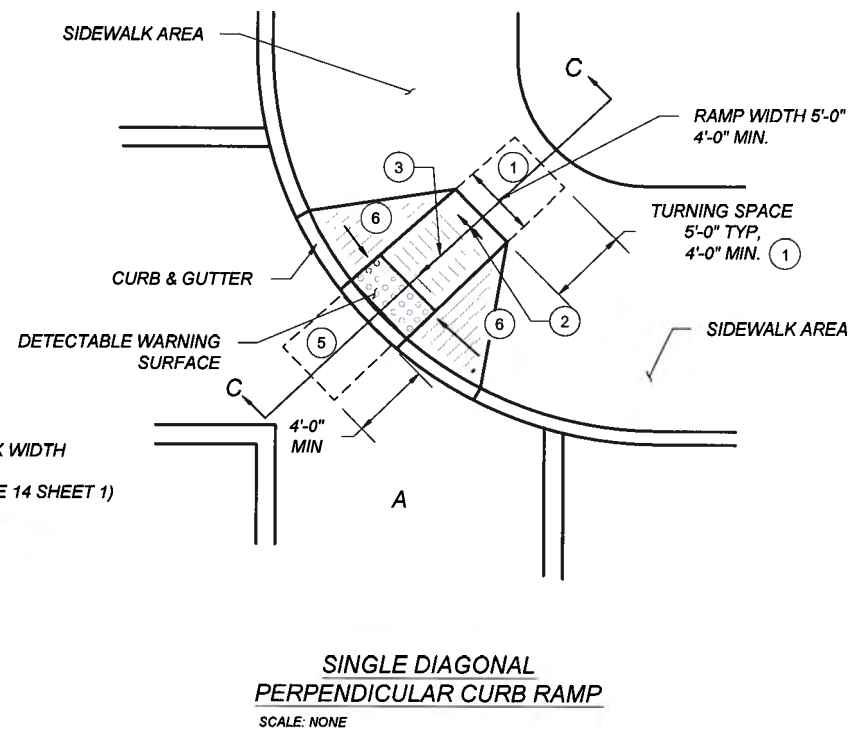
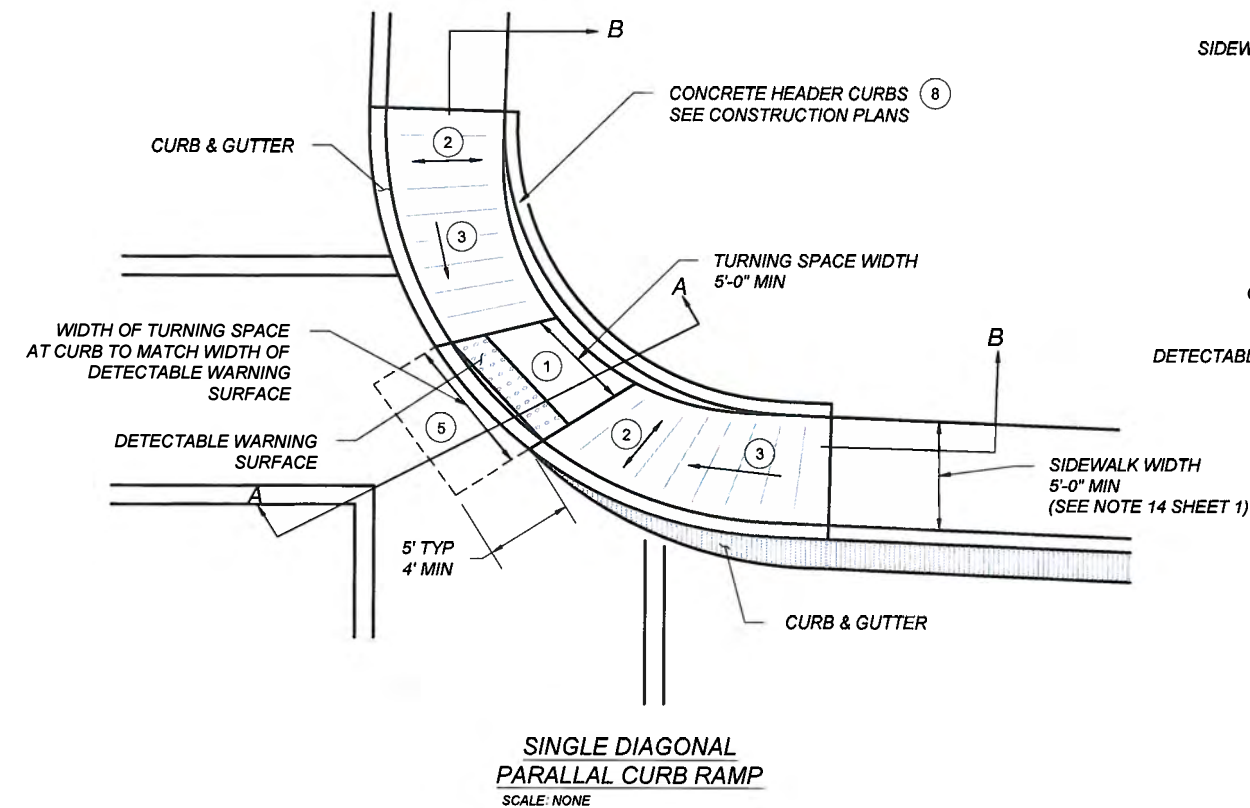




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PARALLEL CURB RAMPS			
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KEYED NOTES

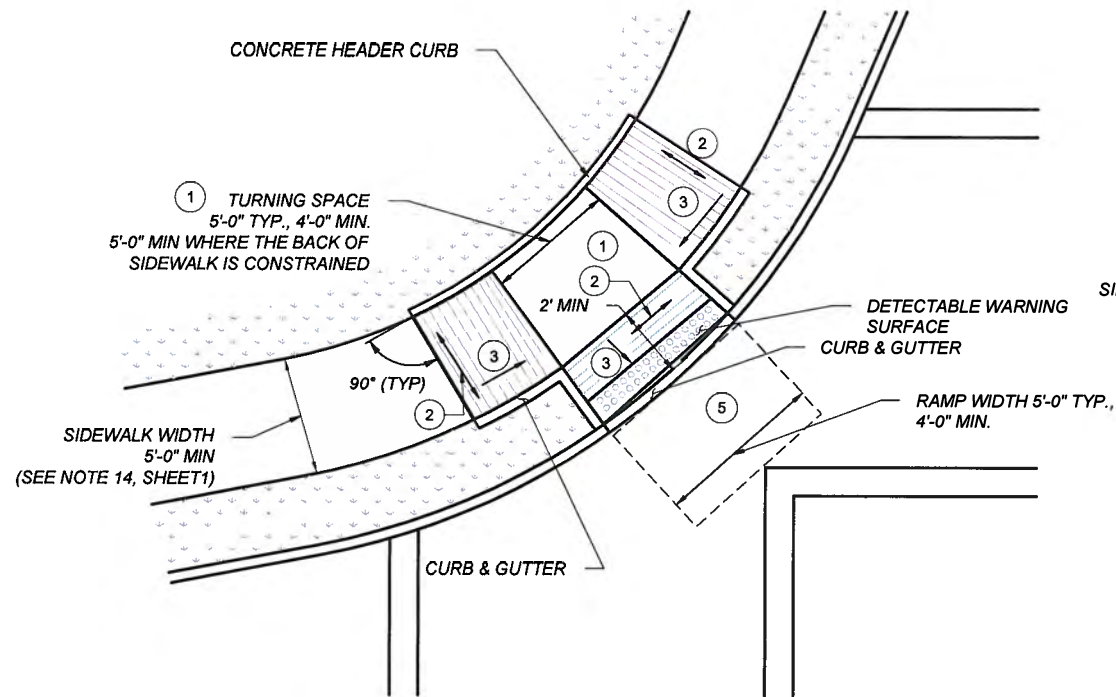
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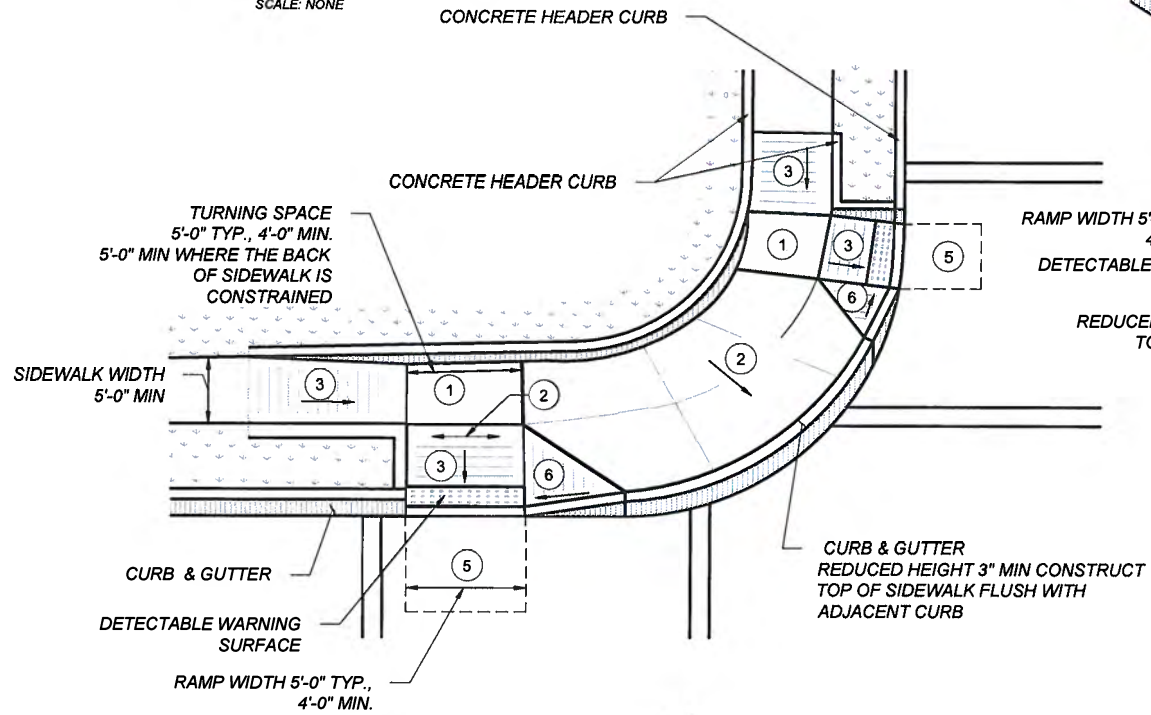
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
DIAGONAL CURB RAMPS			
APPROVED	DESIGN ENGINEER		DATE
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COMBINATION CURB RAMP (A)

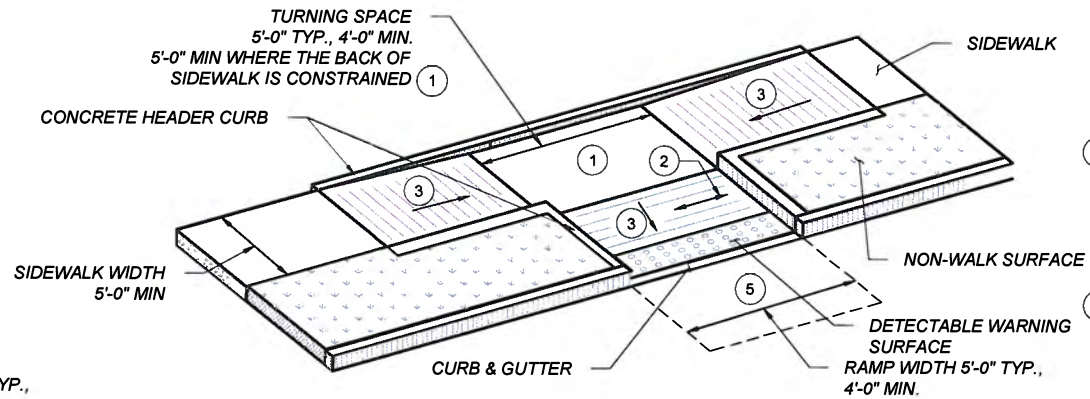
DIAGONAL

SCALE: NONE



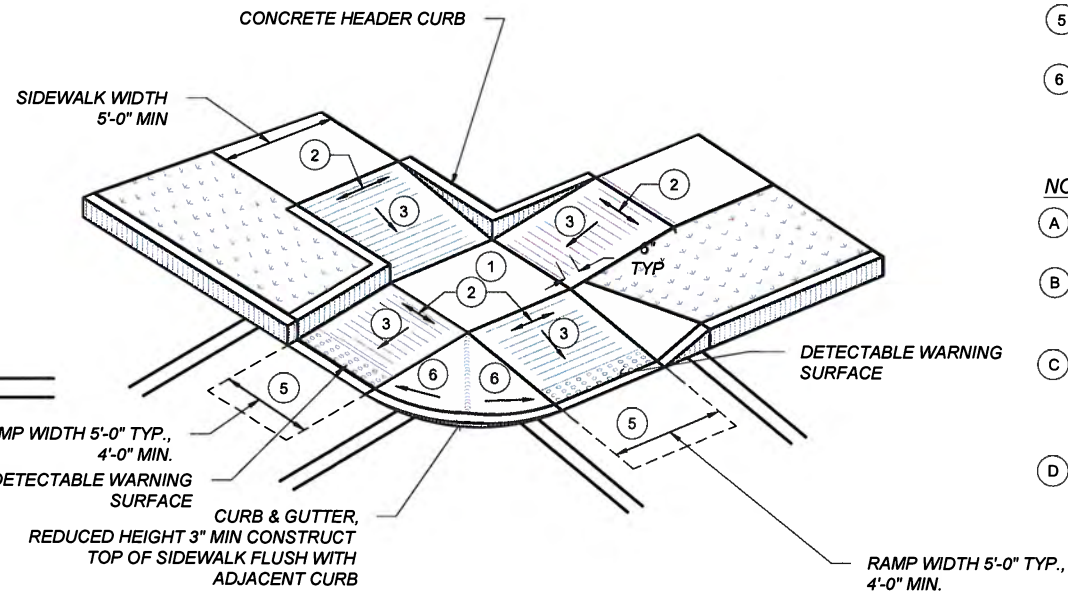
COMBINATION CURB RAMP (C)

SCALE: NONE



COMBINATION CURB RAMP (B)

SCALE: NONE



COMBINATION CURB RAMP (D)

WITH SHARED TURNING SPACE

SCALE: NONE

KEYED NOTES

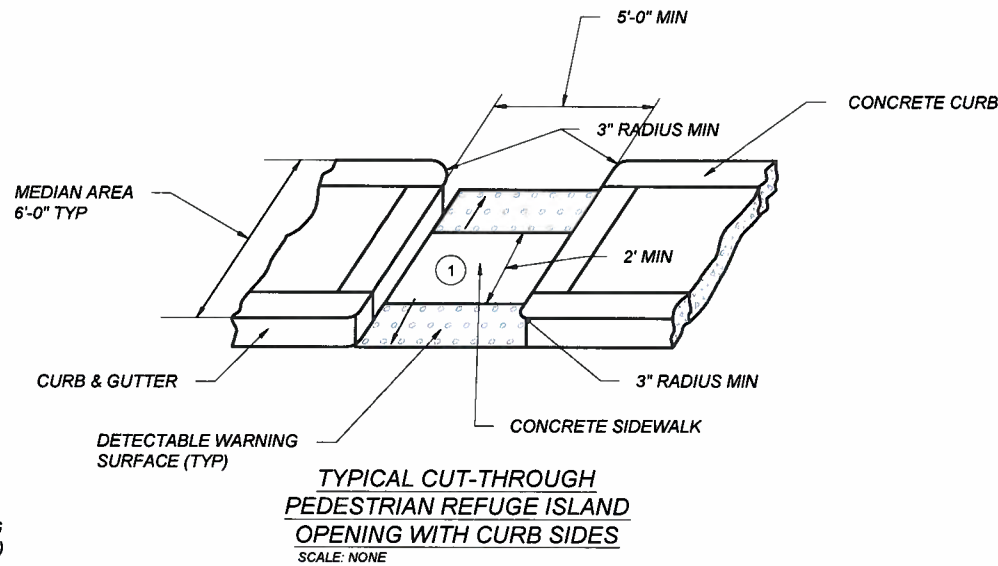
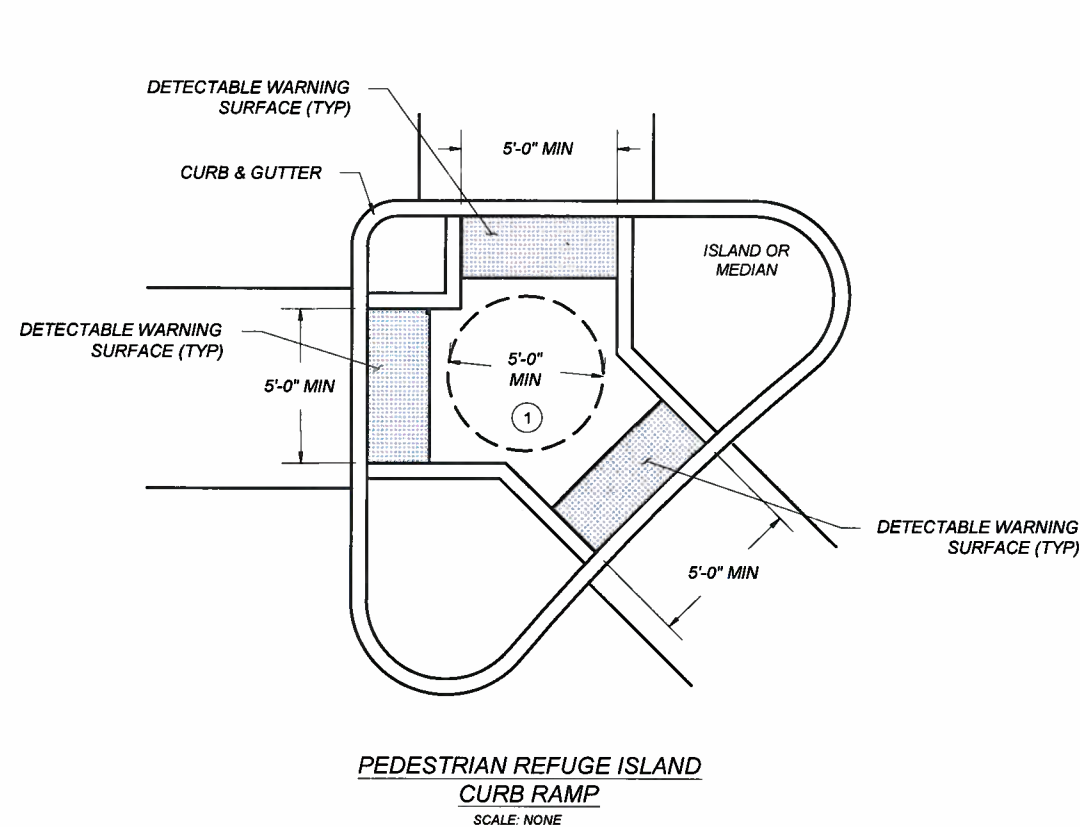
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COMBINATION CURB RAMPS			
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KEYED NOTES

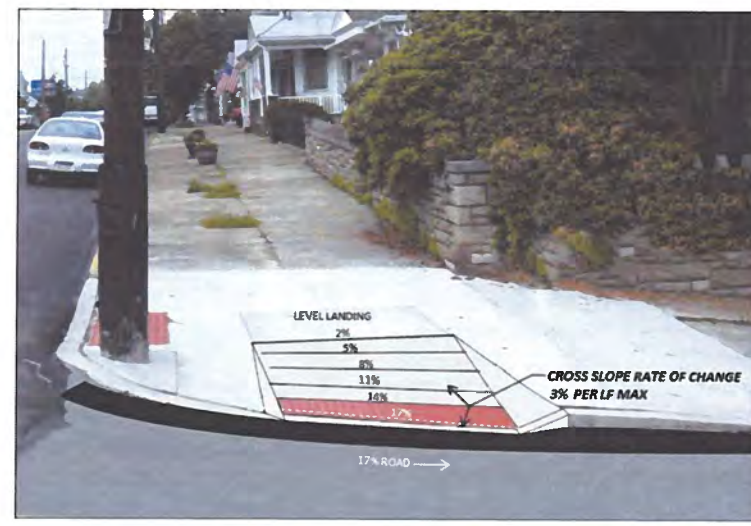
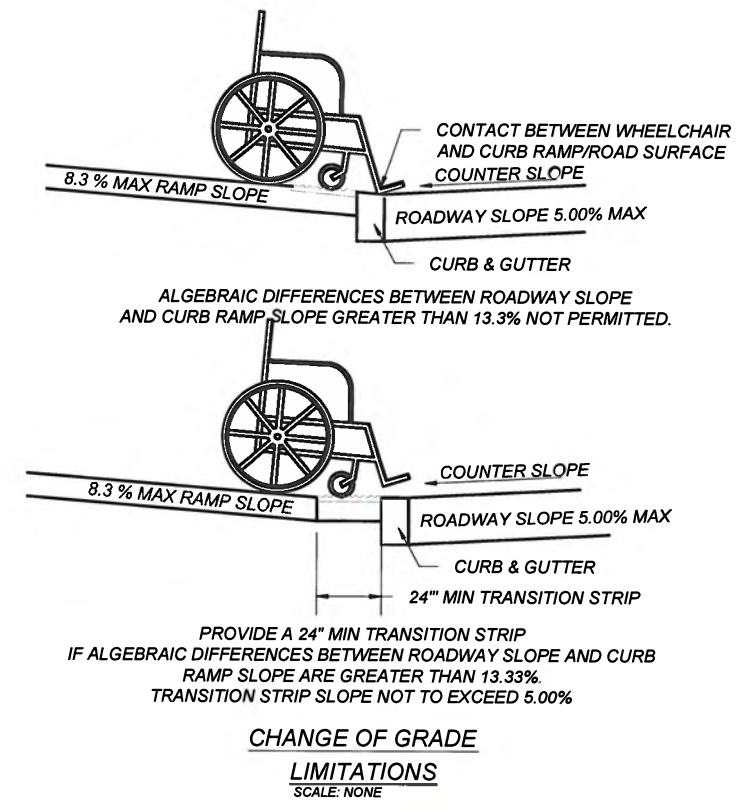
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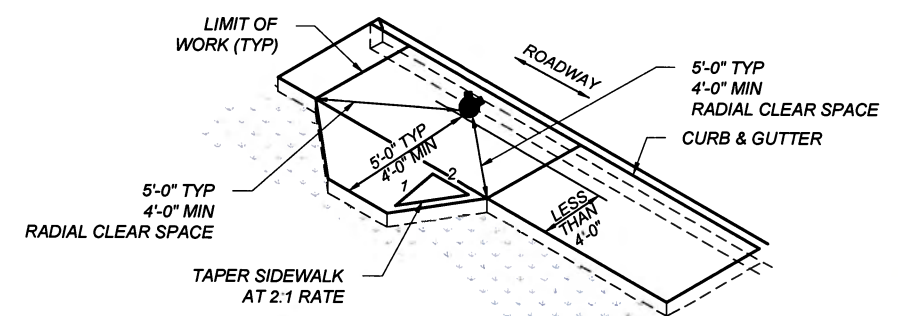
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
PEDESTRIAN REFUGE ISLAND			
APPROVED			1-13-15
	DESIGN ENGINEER		DATE
608-001-6			
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RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE

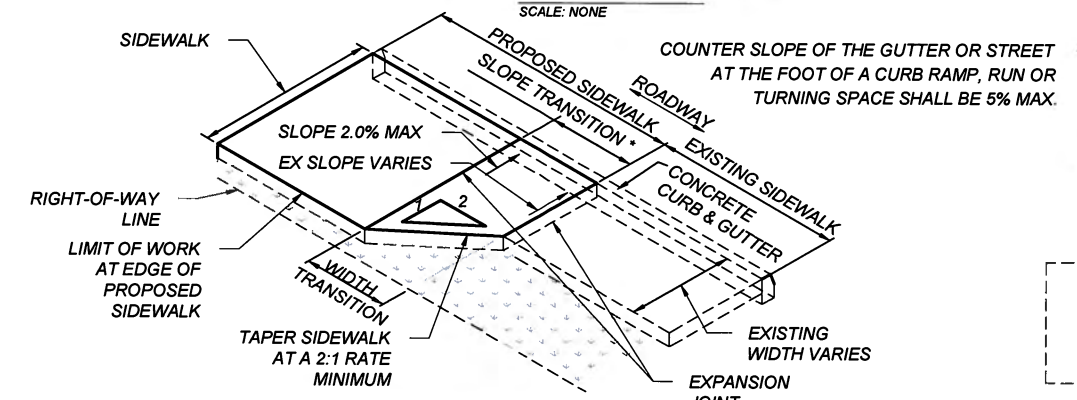
* SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

- NOTE:
- 1) CROSS SLOPE OF CURB RAMP AT PEDESTRIAN STREET CROSSING WITHOUT YIELD ON STOP CONTROL, AND AT MID BLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE ARE PERMITTED TO EQUAL THE STREET OR HIGHWAY GRADE.
 - 2) CROSS SLOPE IF CURB RAMP IS AT YIELD OR STOP CONTROL REQUIRES 2% MAX CROSS SLOPE AT CURB LINE



SIDEWALK ADDITION DUE TO OBSTRUCTIONS

SCALE: NONE



TRANSITION TO EXISTING SIDEWALK DETAIL

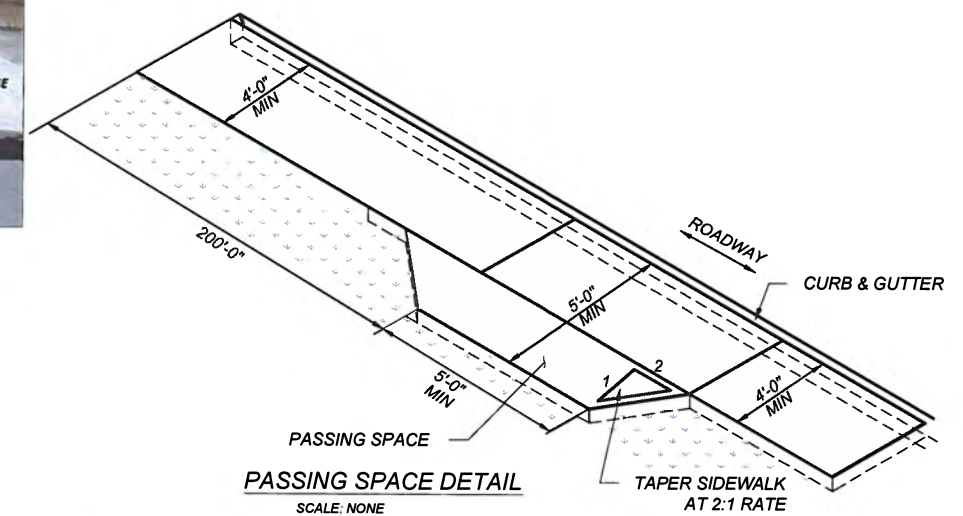
SCALE: NONE

MINIMUM SLOPE TRANSITION LENGTH BASED ON THE DIFFERENCE OF PROPOSED SIDEWALK CROSS SLOPE AND EXISTING SIDEWALK CROSS SLOPE AT THE LOCATION OF TIE IN. THIS MINIMUM LENGTH TO BE DETERMINED BY THE FOLLOWING FORMULA: $\Delta \% \text{ SLOPE} \times 0.5'$ OR MIN WIDTH OF 1 FT.

THE MINIMUM WIDTH TRANSITION SHALL BE CALCULATED USING THE FOLLOWING FORMULA: $\text{CHANGE IN WIDTH} \times 2$.

DEPENDING ON WHICH IS LONGEST, EITHER THE SLOPE TRANSITION OR WIDTH TRANSITION WILL CONTROL THE LENGTH OF SIDEWALK TRANSITION.

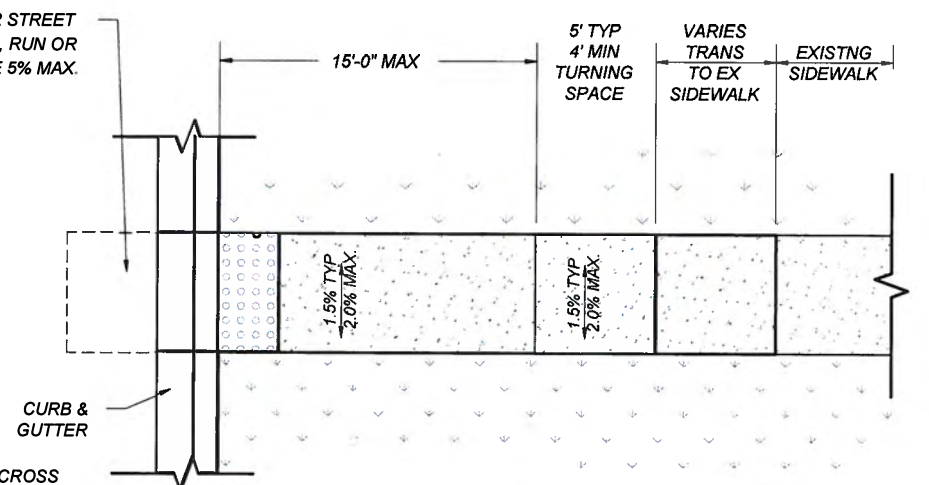
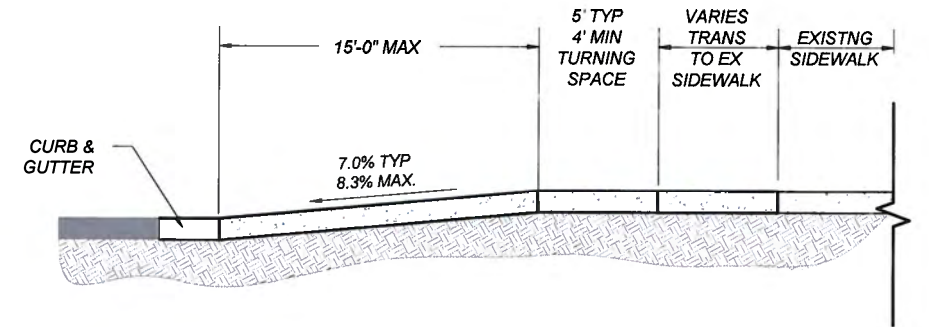
TRANSITION AREAS SERVE AS TEMPORARY CONNECTIONS OF THE PEDESTRIAN ACCESS ROUTE. FUTURE IMPROVEMENTS TO THE REMAINING PORTION OF EXISTING SIDEWALK SHALL INCLUDE REMOVING THE TRANSITION AREA AND CONSTRUCTING A FULLY COMPLIANT SIDEWALK.



PASSING SPACE DETAIL

SCALE: NONE

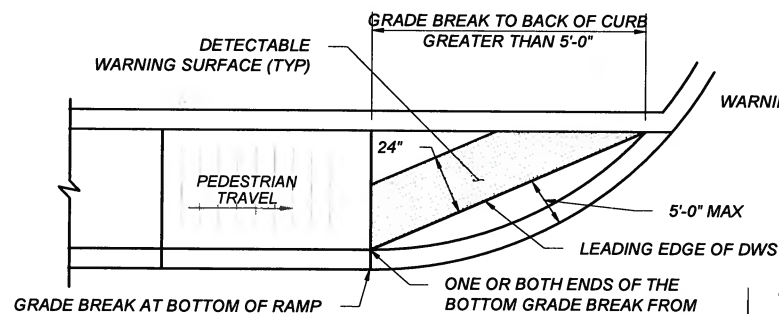
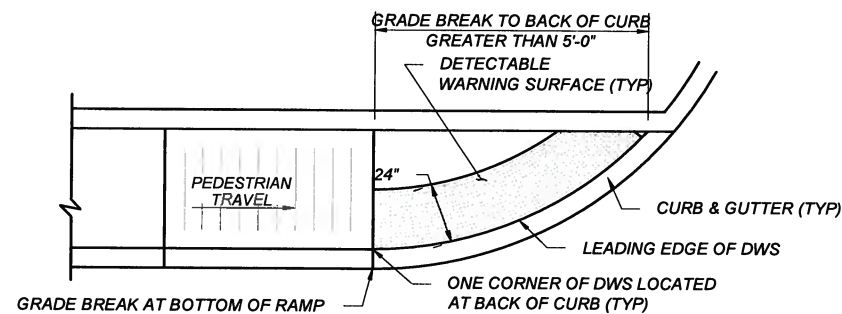
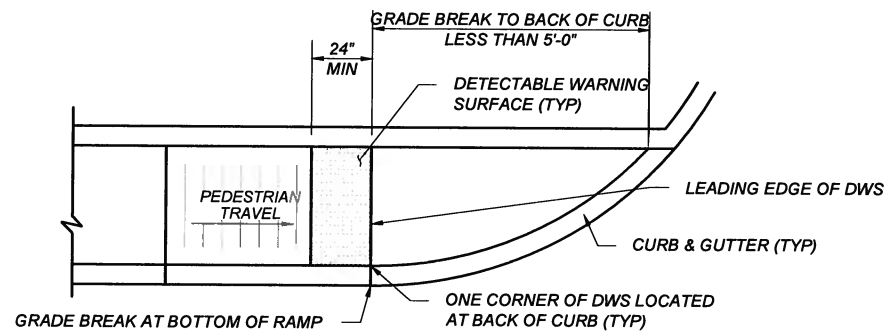
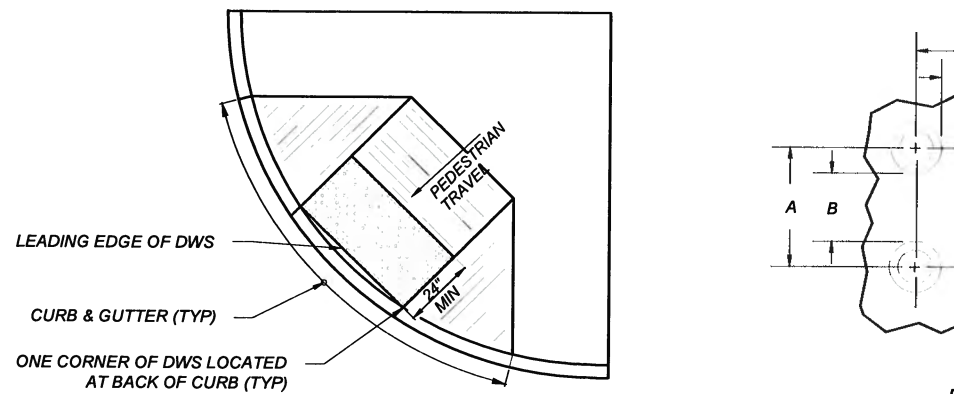
1. WHERE THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES IS GREATER THAN 4ft AND LESS THAN 5ft, PASSING SPACES SHALL BE PROVIDED AT INTERVALS 200ft MAXIMUM.
2. PASSING SPACES ARE PERMITTED TO OVERLAP PEDESTRIAN ACCESS ROUTES.



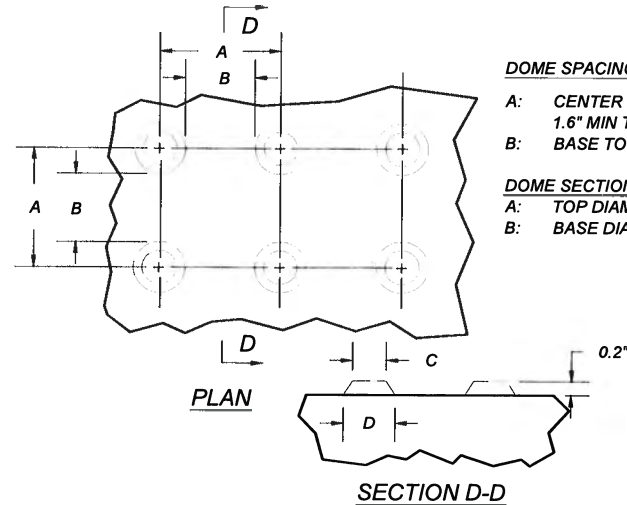
CURB RAMP TRANSITION TO EXISTING SIDEWALK DETAIL



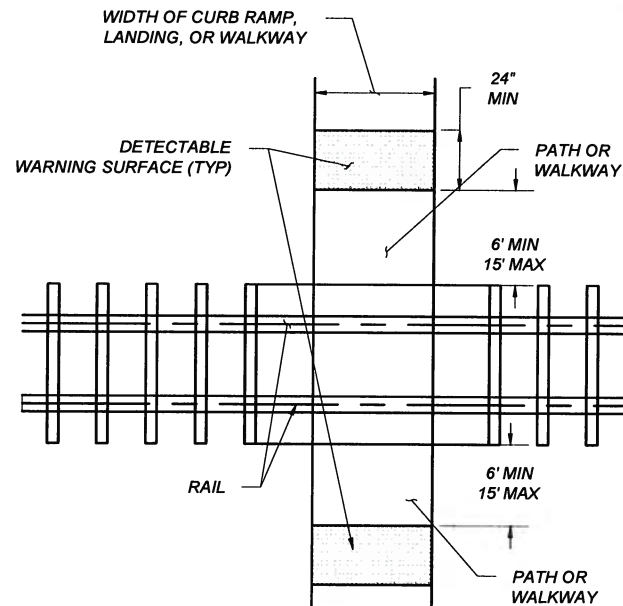
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
CURB RAMP AND SIDEWALK TRANSITION DETAILS			
APPROVED	DESIGN ENGINEER	DATE	1-13-15
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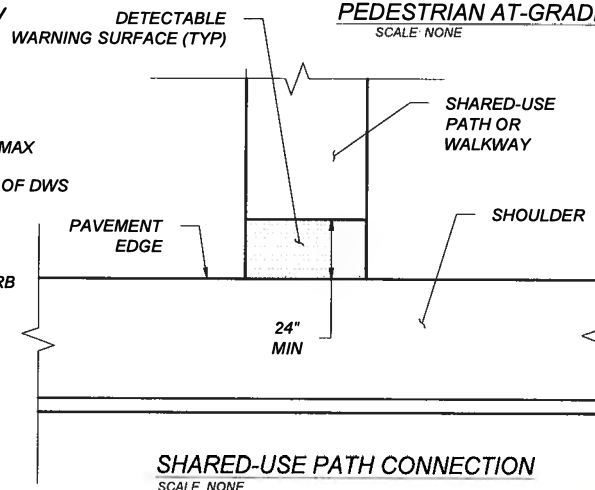
DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES
SCALE: NONE



DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS
SCALE: NONE



PEDESTRIAN AT-GRADE RAIL CROSSINGS
SCALE: NONE



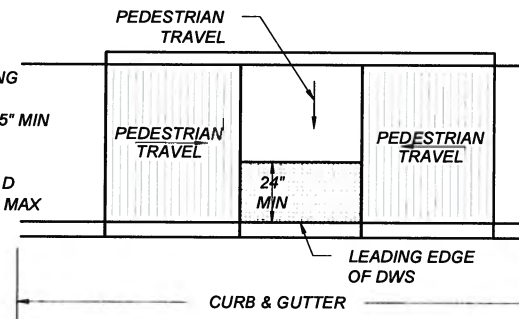
SHARED-USE PATH CONNECTION
SCALE: NONE

DOME SPACING

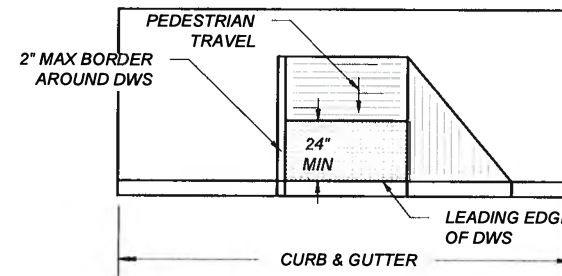
- A: CENTER TO CENTER SPACING 1.6\"/>

DOME SECTION

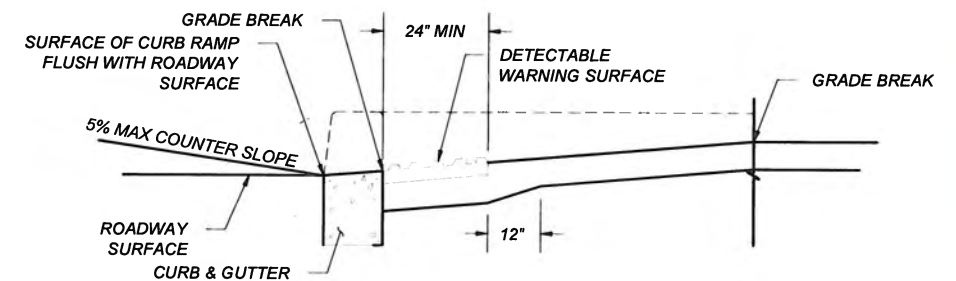
- A: TOP DIAMETER 50%-65% OF D
- B: BASE DIAMETER 0.9\"/>



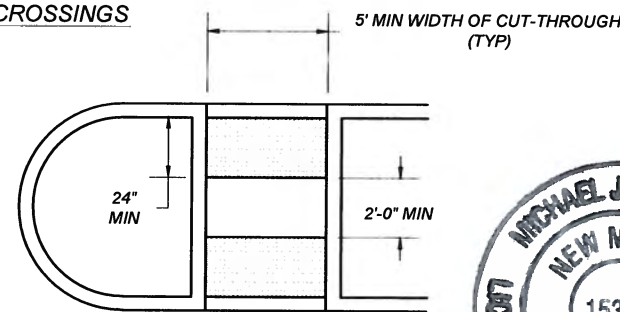
DETECTABLE WARNING SURFACE
SCALE: NONE



DETECTABLE WARNING SURFACE
SCALE: NONE



DETECTABLE WARNING SURFACE
SCALE: NONE



MEDIAN CUT-THROUGH
SCALE: NONE

EXCEPTION: IF THE LENGTH BETWEEN TWO DWS SURFACE IS LESS THAN 2' THEN DETECTABLE WARNING SURFACE WILL NOT BE INSTALLED

DETECTABLE WARNING SURFACE (DWS):

A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE DETECTABLE WARNING SURFACE (DWS): A STANDARDIZED TRUNCATED DOME GRID SURFACE BUILT IN OR APPLIED TO THE PEDESTRIAN ACCESS ROUTE TO WARN VISUALLY IMPAIRED PEOPLE OF HAZARDS. THE SURFACE IS PLACED WHERE PEDESTRIANS WILL ENCOUNTER THE PRESENCE OF HAZARDS IN THE LINE OF TRAVEL, SUCH AS THE EDGE OF ROADWAY AND AT-GRADE RAIL CROSSINGS, INDICATING THEY SHOULD STOP AND DETERMINE THE NATURE OF THE HAZARD BEFORE PROCEEDING.

LOCATION:

1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
3. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PARALLEL TO THE DIRECTION OF TRAVEL.
4. IF CURB AND GUTTER ARE NOT PRESENT, SUCH AS A SHARED-USE PATH CONNECTION, THE DETECTABLE WARNING SURFACE SHALL BE PLACED AT THE PAVEMENT EDGE.
5. PEDESTRIAN REFUGE ISLANDS SHALL HAVE DETECTABLE WARNINGS. DETECTABLE WARNINGS AT CUT THROUGH ISLANDS SHALL BE SEPARATED BY A 24 INCH MINIMUM LENGTH OF THE WALKWAY WITHOUT MARKINGS.

EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL.

NOTES:

1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE.
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT FOR THE FULL WIDTH OF RAMP.
3. ALL PRODUCTS USED FOR DETECTABLE WARNING SURFACES SHALL BE ON THE DEPARTMENT'S APPROVED PRODUCT LIST.