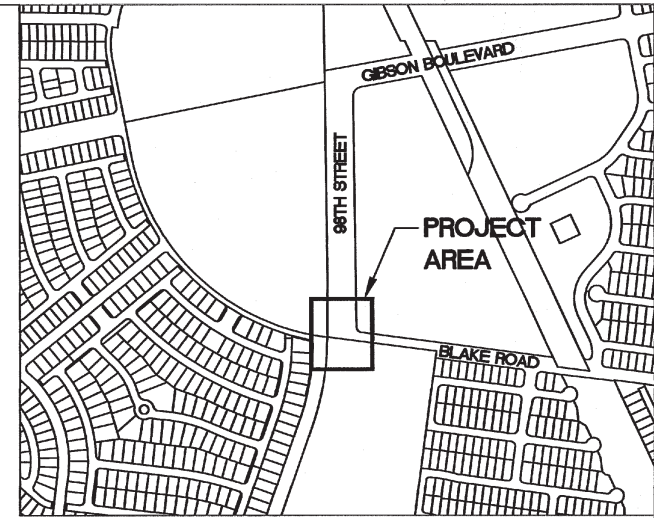


AS BUILT

CITY OF ALBUQUERQUE  
DEPARTMENT OF MUNICIPAL DEVELOPMENT  
CONSTRUCTION PLANS FOR

98TH STREET AND BLAKE ROAD  
TRAFFIC SIGNAL DESIGN

COA PROJECT NO. 770368



SCALE: 1"=500'

VICINITY MAP



PROJECT LENGTH: 0.145 MI. = 765 FT.  
ZONE ATLAS MAP: M-09-Z, N-09-Z

PROJECT DESCRIPTION:  
NEW TRAFFIC SIGNAL INSTALLATION AT 98TH STREET  
AND BLAKE ROAD INTERSECTION, MILL AND INLAY  
EXISTING PAVEMENT, MEDIAN AND CURB RETURN  
MODIFICATIONS, SIGNING AND STRIPING UPDATES AND  
APPROACH STREET LIGHTING.



I, NANCIE ADAMS, of PARAMETRIX, INC., A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE INFRASTRUCTURE INSTALLED AS PART OF THIS PROJECT HAS BEEN INSPECTED BY ME OR BY A QUALIFIED PERSON AND HAS BEEN CONSTRUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS APPROVED BY THE CITY ENGINEER AND THAT THE ORIGINAL DESIGN INTENT OF THE APPROVED PLANS HAS BEEN MET, EXCEPT AS NOTED ON THE RECORD DRAWINGS. THIS CERTIFICATION IS BASED ON THE INSPECTIONS CONDUCTED AND AS-BUILT SURVEY PERFORMED BY Breakline Engineering, ON March 2021.



APPROVED AS RECORD DRAWINGS  
DMD/CSD  
CITY CONSTRUCTION ENGINEER

*[Signature]*  
DATE: 04/14/2021

I, THE UNDERSIGNED, A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW MEXICO, DO HEREBY CERTIFY THAT THE INDICATED RECORD DRAWINGS ARE BASED UPON INFORMATION PROVIDED BY THE CONSTRUCTION CONTRACTOR IN THE FORM OF THE REDLINED CONSTRUCTION DRAWING MARKUPS TO THE ORIGINAL DESIGN DRAWINGS. THE TRANSFER OF INFORMATION HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; HOWEVER, I HAVE NOT VERIFIED THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED BY THE CONSTRUCTION CONTRACTOR AND SHALL NOT BE RESPONSIBLE FOR ERRORS AND OMISSIONS THAT MAY BE INCORPORATED AS A RESULT OF ERRONEOUS INFORMATION PROVIDED BY OTHERS. ALL INFORMATION INCLUDING VERTICAL AND HORIZONTAL DIMENSIONS SHOULD BE FIELD VERIFIED PRIOR TO USE ON FUTURE PROJECTS.

*[Signature]* 04/14/2021  
NAME DATE

SURVEYOR CERTIFICATION

I, Lenore R. Armijo, a licensed New Mexico Professional Surveyor, No. 15511, do hereby certify that this As Built was based on an actual ground survey by me or under my direct supervision; that this As Built survey was performed in the month of March 2021; that it meets all requirements listed under the standard drawings and standard specifications for surveying issued by the engineer of record; and is true and correct to the best of my knowledge and belief.

City Inspector:	Mark McConnell/Daiquiri Zozaya, P.E.
City Project Manager:	Jill Cuppernell
Contractor:	TLC Plumbing & Utility
Surveyor:	Lenore R. Armijo, PS Breakline Engineering
City Urban Program Supervisor:	N/A
City Construction Engineer:	Daiquiri Zozaya, P.E.
Letter of Acceptance Date:	04/14/2020

RECORD DRAWING

Parametrix

9900 San Mateo Blvd NE  
Albuquerque, NM 87113  
P. 505.821.4700 F. 505.821.7131  
www.parametrix.com

ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE
ENGINEER'S STAMP & SIGNATURE		APPROVED	ENGINEER	DATE	APPROVED FOR CONSTRUCTION		
		DRC Chairman	<i>[Signature]</i>	3/18/2020	<i>[Signature]</i> 3/19/20		
		Transportation	<i>[Signature]</i>	3/18/2020			
		ABCMIA	<i>[Signature]</i>	3/18/2020			
		Hydrology	<i>[Signature]</i>	2/26/20			
		CIP	<i>[Signature]</i>				
		AMAFCA					
		Constr. Coord.					
PROJECT NUMBER				ZONE ATLAS NO.		DRAWING NO. 1 OF 40	
770368				M-09-Z, N-09-Z			



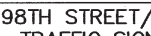


## AS BUILT

# INDEX OF SHEETS

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5 AND 6	EXISTING TYPICAL SECTIONS
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 <u>NMDOT STANDARD DRAWINGS:</u>	
33	608-001-1 PEDESTRIAN ACCESS ROUTE GENERAL NOTES
34	608-001-2 PERPENDICULAR CURB RAMPS
35	608-001-3 PARALLEL CURB RAMPS
36	608-001-4 DIAGONAL CURB RAMPS
37	608-001-5 COMBINATION CURB RAMPS
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39	608-001-7 CURB RAMP AND SIDEWALK TRANSITION DETAILS
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ENGINEERS SEAL				SURVEY INFORMATION			BENCH MARKS			AS BUILT INFORMATION					
							FIELD NOTES			CONTRACTOR					
							NO.	BY	DATE	STARTED BY					
										INSPECTED BY					
										FIELD VERIFICATION BY					
										CORRECTED BY					
										MICRO-FILM INFORMATION					
										RECORDED BY					
										DATE					
										NO.					
							The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002". The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd intersection. Datum: NAD 83. elev. based on NAVD 88 datum, N=1471730.928, E=1496215.383, Elev.=5082.551'								
 NANCIE L. ADAMS PROFESSIONAL ENGINEER MEXICO 14494 2/12/20 <i>Nancy Adams</i>															

	<b>CITY OF ALBUQUERQUE</b> <b>DEPARTMENT OF MUNICIPAL DEVELOPMENT</b> <b>ENGINEERING DIVISION</b>												
<b>TITLE:</b>	<b>98TH STREET/BLAKE ROAD</b> <b>TRAFFIC SIGNAL DESIGN</b> <b>INDEX OF SHEETS</b>												
<div style="border: 1px solid black; padding: 5px;"> <b>Design Review Committee</b>  <div style="border: 1px solid black; padding: 10px; text-align: center;">  </div> </div>	<div style="border: 1px solid black; padding: 5px;"> <b>City Engineer Approval</b>  <div style="border: 1px solid black; padding: 10px; text-align: center;">  </div> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> <b>Last Design Update</b> </div>												
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">Mo. / Day / Yr.</th> <th style="width: 50%; text-align: center;">Mo. / Day / Yr.</th> </tr> </thead> <tbody> <tr><td style="height: 30px;"></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td></tr> </tbody> </table>		Mo. / Day / Yr.	Mo. / Day / Yr.										
Mo. / Day / Yr.	Mo. / Day / Yr.												
<b>City Project No.</b> <div style="border: 1px solid black; padding: 5px; text-align: center;">770368</div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Zone Map No.</b></td> <td style="width: 50%;"><b>Sheet</b></td> </tr> <tr> <td style="text-align: center;">M-09-Z, N-09-Z</td> <td style="text-align: center;">2</td> </tr> <tr> <td></td> <td style="text-align: right;">Of 40</td> </tr> </table>	<b>Zone Map No.</b>	<b>Sheet</b>	M-09-Z, N-09-Z	2		Of 40						
<b>Zone Map No.</b>	<b>Sheet</b>												
M-09-Z, N-09-Z	2												
	Of 40												

**RECORD DRAWING**



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 AT 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, ADA 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. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR MUST CONTACT THE NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
22. 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.
23. TEN (10) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION SERVICES DIVISION A DETAILED CONSTRUCTION SCHEDULE. FOURTEEN (14) 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.
24. 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.
25. 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.
26. ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH THERMOPLASTIC REFLECTORIZED PAVEMENT MARKING BY THE CONTRACTOR TO THE SAME LOCATION AS EXISTING OR AS INDICATED BY THIS PLAN SET.
27. CONTRACTOR SHALL NOTIFY THE CITY SURVEYOR NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE CITY SURVEYOR MAY TAKE NECESSARY MEASURES TO 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.
28. 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.
29. 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. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASURE OR PAYMENT WILL BE MADE THEREFOR.
30. 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)

31. BUSINESS ACCESS: THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALBUQUERQUE DMD PUBLIC INFORMATION OFFICER (PIO), WHO WILL ADVISE THE PUBLIC OF CONSTRUCTION FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO LOCAL BUSINESSES AND RESIDENCES FOR THE DURATION OF THE PROJECT. ANY IMPACT TO ACCESS OF BUSINESSES OR RESIDENCES SHALL BE COORDINATED SEVEN (7) DAYS IN ADVANCE WITH THE CITY OF ALBUQUERQUE AND AFFECTED BUSINESSES/RESIDENCES. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE PROJECT.
32. 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.
33. 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 48" CLEAR PATH FOR PEDESTRIANS SO AS TO MEET ADA ACCESSIBILITY REQUIREMENTS. ALL TEMPORARY PEDESTRIAN FACILITIES IMPLEMENTED DURING CONSTRUCTION SHALL COMPLY WITH ADA STANDARDS. THIS WORK SHALL BE PAID FOR UNDER ITEM 19.010 TRAFFIC CONTROL & BARRICADING, COMPL.
34. 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.
35. 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.
36. 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.
37. 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.
38. 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.
39. REMOVAL OF EXISTING CURB AND GUTTER AND SIDEWALK SHALL BE TO THE NEAREST JOINT.
40. 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) BY WATER BLASTING ONLY.
41. EXISTING LANDSCAPING IMPACTED BY CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION. THIS WORK SHALL BE PAID UNDER THE UTILITY RELOCATION ALLOWANCE. ALL OTHER ADJACENT LANDSCAPING TO BE PROTECTED BY THE CONTRACTOR AND NO SEPARATE PAYMENT WILL BE MADE.
42. THE SUBGRADE PREP SHALL EXTEND ONE FOOT BEYOND THE FREE EDGE OF NEW CURB AND GUTTER AND SIDEWALK.
43. DETECTABLE WARNING SURFACE SHALL BE A MINIMUM OF 1/4" THICK, CAST-IN-PLACE AND REPLACEABLE.
44. IF A PAVEMENT DROP-OFF IS CREATED DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL INITIATE PROTECTIVE ACTION TO MAINTAIN A SMOOTH TRANSITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 336.024.
45. WATER SHUTOFFS INVOLVING TRANSMISSION, MASTER PLAN, COLLECTOR, WELL COLLECTOR, OR SAN JUAN CHAMA LINES MAY NOT BE PERMITTED DURING THE MONTHS OF MAY THROUGH SEPTEMBER DUE TO THE DEMAND ON THE SYSTEM. CONSTRUCTION SCHEDULES WILL NEED TO BE COORDINATED WITH THE WATER AUTHORITY, PLANT & FIELD DIVISIONS WHEN THESE TYPES OF WATERLINES ARE IMPACTED. ALL SUBSURFACE WORK AROUND SAN JUAN CHAMA TRANSMISSION LINES REQUIRE SPECIAL PROCEDURES OUTLINED IN THE WATER AUTHORITY ADMINISTRATIVE INSTRUCTION NO. 9.

AS-BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEERS SEAL	
CONTRACTOR	DATE	The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd Intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.928, E=1486215.383, Elev.=5082.551'		NO.	DATE	FRANCIS L. ADAMS NEW MEXICO 114494 REGISTERED PROFESSIONAL ENGINEER Seal of Francis L. Adams	
INSPECTED BY	DATE	BY					
FIELD VERIFICATION BY	DATE						
CONTRACTED BY	DATE						
MICRO-FILM INFORMATION		REVISIONS		DESIGN		DESIGNED BY NLA	
RECORDED BY	DATE	NO.	DATE	2/12/20	DATE	2/12/20	DRAWN BY NLA
NO.				2/13/20	DATE	2/13/20	CHECKED BY SCL

UTILITY COMPANY CONTACTS

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Engineering Tech  
4201 Edith Blvd., NE  
Albuquerque, New Mexico 87107  
(505) 241-3479

**NEW MEXICO GAS CO.**  
RYAN COSTANZA  
4625 Edith Blvd., NE  
MS GS-66  
Albuquerque, New Mexico 87107  
(505) 798-3346

**COMCAST CABLE**  
MIKE MORTUS  
Abq/Mountain West Region  
Construction Specialist  
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Albuquerque, NM 87113  
(505) 271-3644

**CENTURY LINK**  
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Area Engineer  
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(505) 245-6374

**ABCWUA  
(WATER & SEWER)**  
AMELIA SYMONDS  
P.O. Box 568  
Albuquerque, New Mexico 87103  
(505) 313-9609

**CITY OF ALBUQUERQUE**  
TIMOTHY BROWN  
Traffic Operations  
One Civic Plaza, Traffic Ops  
PO BOX 1293  
Albuquerque, NM 87103  
(505) 768-8621

RECORD DRAWING



CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION			
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN GENERAL NOTES			
Design-Review Committee	City Engineer Approval	Mn / Day / Yr.	
City Project No.	Zone Map No.	Sheet	Of
770368	M-09-Z, N-09-Z	3	40



CITY ITEM NO.	DESCRIPTION	UNIT	QTY.	USE
4.01	CONSTRUCTION STAKING, COMPL	LS	1	
4.02	CONSTRUCTION SURVEYING, COMPL	LS	1	
6.01	CONSTRUCTION PROJECT SIGN, PER CONTRACT SPECIAL PROVISIONS, CIP	EA	4	
6.05	CONSTRUCTION MOBILIZATION, COMPL	LS	1	
19.01	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPL	LS	1	
30.020	NPDES PERMITTING, COMPL	LS	1	
201.016	REMOVE EXISTING COBBLE FROM SLOPES, CLEAN AND SIFT, AND REDISTRIBUTE ON-SITE, INCLUDING WEED BARRIER, COMPL	SF	3600	
201.06	EROSION CONTROL, INCL. ALL PLANT, LABOR, EQUIP. & MATERIALS, EXCL. SILT FENCE, CIP	LS	1	
202.01	EXCAVATE & DISPOSE UNCLASSIFIED MATERIAL, MORE THAN 2' DEEP, FOR ROADWAYS, COMPL	CY	300	
301.02	SUBGRADE PREP, 12" AT 95% COMPACTION, CIP	SY	450	
302.02	AGGREGATE BASE COURSE, CRUSHED, AT 95% COMPACTION, CIP, SD 2408	TON	230	
331.01	SURFACE PREP, ASPHALT CONCRETE PAVEMENT OVERLAY, CIP	SY	6,400	
336.01	PRIME COAT, EMULSIFIED ASPHALT, CIP	SY	6,850	
336.024	ASPHALT CONCRETE, 3 INCH THICK, SUPERPAVE	SY	7,300	
336.12	TACK COAT, CATIONIC EMULSIFIED ASPHALT, CIP	SY	450	
340.01	SIDEWALK, 4" THICK, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE COMPACTION, CIP SD 2430	SY	80	
340.0231	CURB ACCESS RAMP, 4" PCC, STD. CURB, PER STD DWG 2418, CIP.	SY	40	
340.029	DETECTABLE WARNING SURFACES FOR ADA RAMPS	SF	60	
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP, SD 2415	LF	120	
340.06	CURB & GUTTER, MEDIAN, PORTLAND CEMENT CONCRETE, CIP, SD 2415B	LF	300	
340.11	HEADER CURB, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE, CIP, SD 2415	LF	50	
343.03	EXISTING PAVEMENT, ASPHALT CONCRETE, MORE THAN 4" THICK, SAWCUT, REMOVE & DISPOSE, COMPL.	SY	40	
343.04	EXISTING PAVEMENT, PC CONCRETE, UP TO 6" THICK, SAWCUT, REMOVE & DISPOSE, COMPL.	SY	60	
343.08	EXISTING CURB & GUTTER OR VALLEY GUTTER, PC CONCRETE, REMOVE & DISPOSE, COMPL.	LF	400	
343.085	EXISTING SIDEWALK, 4" PC CONCRETE, REMOVE & DISPOSE	SY	130	
344.05	COLD MILLING, ASPHALT CONCRETE PAVEMENT, 3" THICKNESS, INCL. DISPOSAL OF MILLINGS, COMPL.	SY	6,450	
346.1	TEXTURED MEDIAN PAVEMENT, 4" THICK, COLORED PC CONCRETE, INCL. SUBGRADE COMPACTION, CIP	SF	120	
421.01	METER PEDESTAL (SIGNAL), CIP	EA	1	
421.015	SERVICE CONNECTION (SIGNAL), CIP	EA	1	
421.016	SERVICE CONNECTION (LIGHTING), CIP	EA	1	
421.025	LIGHTING CONTROL CABINET, SIX CIRCUIT, METERED, CIP	EA	1	
422.002	TRAFFIC SIGNAL PEDESTAL POLE, 10', CIP	EA	2	
422.003	TRAFFIC SIGNAL PEDESTAL POLE, 13', CIP	EA	3	
422.004	TRAFFIC SIGNAL PEDESTAL POLE, 15', CIP	EA	2	
422.018	TRAFFIC SIGNAL MASTARM, 35' ARM, TYPE II, TROMBONE, CIP	EA	1	
422.02	TRAFFIC SIGNAL MASTARM, 40' ARM, TYPE II, TROMBONE, CIP	EA	2	
422.021	TRAFFIC SIGNAL MASTARM, 40' ARM, TYPE III, TROMBONE, CIP	EA	1	
422.03	STREET LIGHT STANDARD, SINGLE ARM, 30', (TYPE V, DAVIT), CIP	EA	11	
423.001	TRAFFIC SIGNAL FOUNDATION FOR PEDESTAL POLE, CIP	EA	7	
423.002	TRAFFIC SIGNAL MASTARM FOUNDATION, CIP	EA	4	
423.003	TRAFFIC SIGNAL CONTROLLER FOUNDATION (TYPE M & P CABINET), CIP	EA	1	
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP	EA	11	
424.001	ELECTRICAL CONDUIT, 1", INCL. TRENCHING, BACKFILL, PATCHING, PUSHING, BORING AND JACKING, CIP	LF	70	
424.006	ELECTRICAL CONDUIT, 2", INCL. TRENCHING, BACKFILL, PATCHING, PUSHING, BORING & JACKING, CIP	LF	1,500	
424.011	ELECTRICAL CONDUIT, 3", INCL. TRENCHING, BACKFILL, PATCHING, PUSHING, BORING AND JACKING, CIP	LF	2,270	
425.002	ELECTRICAL PULL BOX (STANDARD) CIP	EA	10	
425.003	ELECTRICAL PULL BOX (LARGE) CIP	EA	9	
425.004	ELECTRICAL PULL BOX, TYPE C, CIP	EA	1	
426.001	SINGLE CONDUCTOR #2, CIP	LF	4,665	
426.003	SINGLE CONDUCTOR #6, CIP	LF	2,020	
426.010	MULTI-CONDUCTOR CABLE, #5, CIP	LF	1,385	
426.011	MULTI-CONDUCTOR CABLE, #7, CIP	LF	270	
426.014	MULTI-CONDUCTOR CABLE, #20, CIP	LF	1,675	

CITY ITEM NO.	DESCRIPTION	UNIT	QTY.	USE
427.002	3 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP	EA	10	
427.004	5 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP	EA	9	
427.023	PEDESTRIAN SIGNAL, L.E.D., COUNTDOWN, CIP	EA	8	
427.031	3 SECTION BACKPLATE, CIP	EA	5	
427.033	5 SECTION BACKPLATE, CIP	EA	3	
428.001	LOOP VEHICLE DETECTOR, CIP	EA	8	
428.01	PUSH BUTTON STATION, CIP	EA	8	
428.022	DUCTED LOOP DETECTOR WIRE, CIP	LF	2,500	
428.05	LOOP LEAD-IN CABLE, CIP	LF	2,000	
428.06	DETECTOR SAWCUT, COMPL.	LF	900	
428.07	PHASE SELECTOR RACK, 4 CHANNELS, CIP	EA	1	
428.071	PHASE SELECTOR MODULE 2 CHANNEL, CIP	EA	1	
428.075	OPTICAL DETECTOR 1D1C, CIP	EA	4	
428.078	OPTICAL DETECTOR CABLE, CIP	LF	1,150	
428.210	CCTV (PTZ) CAMERA, CIP	EA	1	
429.001	TRAFFIC ACTUATED CONTROLLER, CIP	EA	1	
429.021	8 PHASE DUAL RING CONTROLLER CABINET, CIP	EA	1	
432.004	ROADWAY LUMINAIRE, LED, CIP	EA	11	
435.006	SINGLE MODE FIBER OPTIC CABLE (6)	LF	240	
435.600	SPLICE CLOSURE (FULL CABLE SPLICE)	EA	1	
435.702	MANAGED FIELD ETHERNET SWITCH	EA	1	
435.708	TESTING & TROUBLESHOOTING, HOUR	HR	4	
441.001	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 4" WIDTH, CIP	LF	1,900	
441.002	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 6" WIDTH, CIP	LF	1,850	
441.003	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 8" WIDTH, CIP	LF	450	
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24" WIDTH, CIP	LF	800	
441.01	REFLECTORIZED PLASTIC ARROW, RIGHT, CIP	EA	1	
441.011	REFLECTORIZED PLASTIC ARROW, LEFT, CIP	EA	5	
441.02	REFLECTORIZED PLASTIC WORD, ONLY, CIP	EA	2	
441.031	REFLECTORIZED PLASTIC SYMBOL, BICYCLE, CIP	EA	3	
441.04	REFLECTORIZED PLASTIC MARKING, ARROW, SYMBOL OR WORD, CIP (BIKE DETECTOR)	EA	2	
443.102	REMOVAL OF PAVEMENT ARROW, SYMBOL OR WORD, PAINTED OR PLASTIC, COMPL	EA	2	
450.001	ALUMINUM PANEL SIGN, CIP	SF	40	
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGN, CIP	LF	40	
450.101	SIGN, POST & BASE POST, REMOVE AND SALVAGE, COMPL	EA	6	
450.102	SIGN, POST & BASE POST, REMOVE AND RELOCATE, COMPL	EA	1	
1600.001	VIBRATION MONITORING & DIGITAL RECORDING, MEASUREMENT AND PAYMENT WILL BE IN ACCORDANCE WITH SUPPLEMENTAL TECHNICAL SPECIFICATION 1600 - VIBRATION MONITORING AND DIGITAL VIDEO RECORDING	LS	1	
	PROJECT SIGN SCREEN	ALLOW	1	
	UTILITY RELOCATION ALLOWANCE	ALLOW	1	
	MATERIALS LAB TESTING	ALLOW	1	

ABCWUA (WATER AND SEWER) ITEMS

CITY ITEM NO.	DESCRIPTION	UNIT	QTY.	USE
801.110	VALVE BOX, RING & COVER, REMOVE AND REPLACE, COMPL	EA	2	
801.111	VALVE BOX, ADJUST TO GRADE, CIP	EA	3	
920.4	EXISTING MANHOLE FRAME & COVER, ADJUST TO GRADE WITH METAL RINGS, 2" OR LESS, CIP SD 2111	EA	2	
920.42	EXISTING MANHOLE FRAME & COVER, ADJUST TO PAVEMENT GRADE WHERE ADJUSTMENT OF CONCRETE OR BLOCK BARREL IS REQUIRED, CIP	EA	1	
920.43	EXISTING MANHOLE FRAME & COVER, REMOVE AND REPLACE, COMPL	EA	2	

AS BUILT INFORMATION	
CONTRACTOR	DATE
INSPECTED BY	DATE
FIELD VERIFICATION BY	DATE
COMPILED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	


The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum, N=147730.928, E=1496215.383, Elev.=5082.551'

BENCH MARKS	
NO.	DATE
BY	

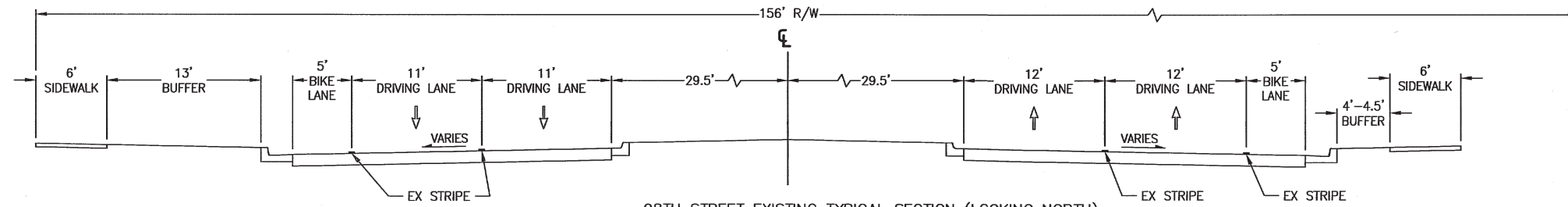
SURVEY INFORMATION	
NO.	DATE
BY	

ENGINEERS SEAL	
NO.	DATE
REVISIONS	
DESIGN	
DATE	2/12/2020
DATE	2/12/2020
DATE	2/13/2020
DESIGNED BY	NLA
DRAWN BY	NLA
CHECKED BY	SCL

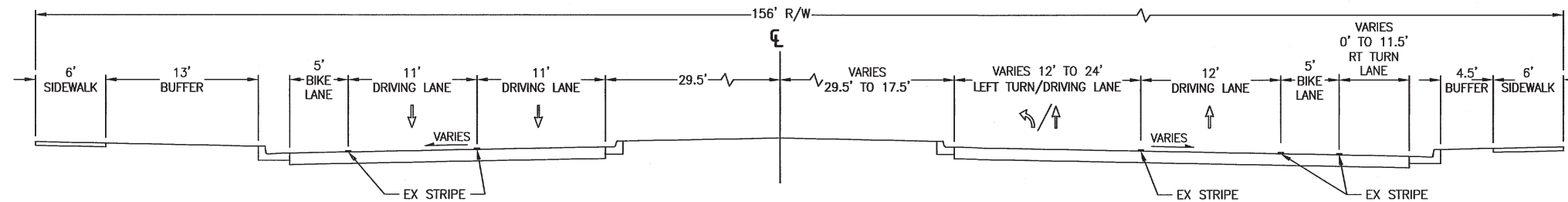
RECORD DRAWING

		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN SUMMARY OF QUANTITIES			
Design Review Committee APPROVED MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED MAR 19 2020 CITY ENGINEER	Min. / Day / Yr.	Min. / Day / Yr.
City Project No. 770368		Zone Map No. M-09-Z, N-09-Z	Sheet 4 of 40

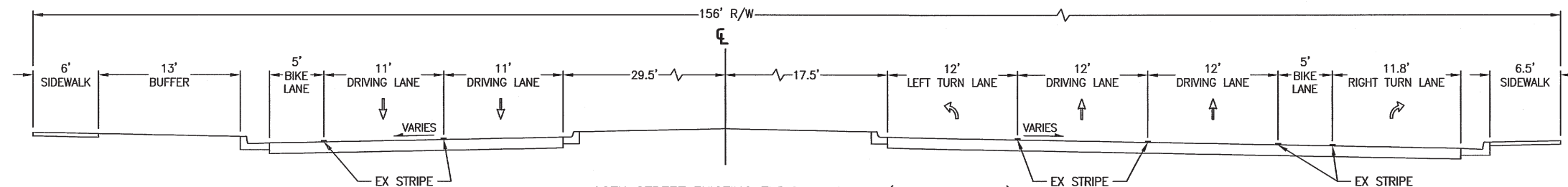




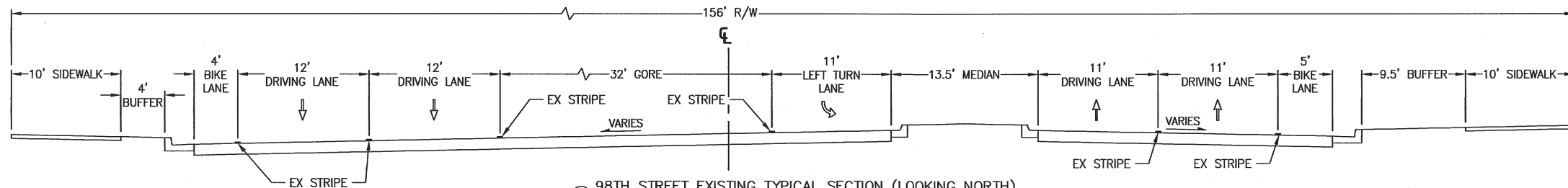
① 98TH STREET EXISTING TYPICAL SECTION (LOOKING NORTH)  
STA. 46+92.11 TO STA. 47+49.22



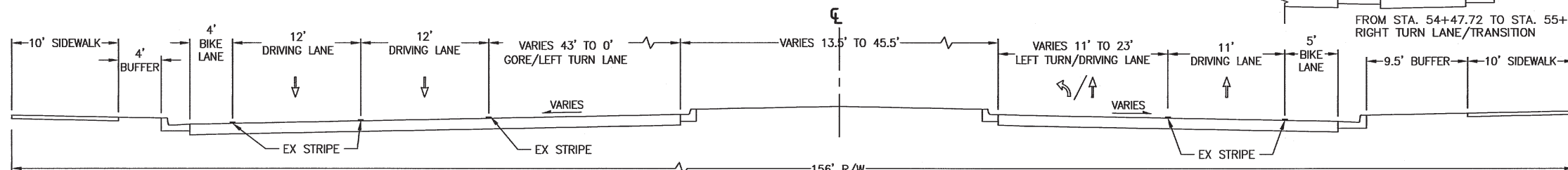
② 98TH STREET EXISTING TYPICAL SECTION (LOOKING NORTH)  
STA. 47+49.22 TO STA. 48+59.94,  
TRANSITION (WIDENING FOR TURN LANES)



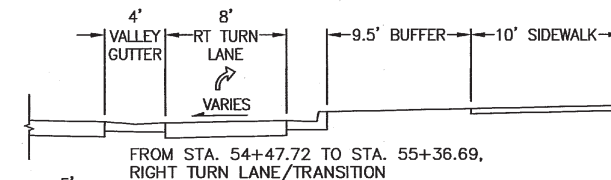
③ 98TH STREET EXISTING TYPICAL SECTION (LOOKING NORTH)  
STA. 48+59.94 TO STA. 49+59.28  
STA. 49+59.28 TO STA. 50+40.38 (BLAKE RD. INTERSECTION)



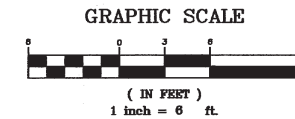
④ 98TH STREET EXISTING TYPICAL SECTION (LOOKING NORTH)  
STA. 50+40.38 TO STA. 53+39.59



⑤ 98TH STREET EXISTING TYPICAL SECTION (LOOKING NORTH)  
STA. 53+39.59 TO STA. 55+36.69,  
TRANSITION (WIDENING FOR TURN LANES)



FROM STA. 54+47.72 TO STA. 55+36.69,  
RIGHT TURN LANE/TRANSITION




## NOTES

1. SEE NEXT SHEET FOR EXISTING PAVEMENT SECTION.

<i>AS BUILT INFORMATION</i>	
CONTRACTOR	DATE
WORK STARTED BY	DATE
INSPECTOR'S	DATE
REFERENCE BY	DATE
FIELD	DATE
VERIFICATION BY	DATE
DRAWINGS	DATE
CONTRACTED BY	DATE
<i>MICRO-FILM INFORMATION</i>	
RECORDED BY	DATE
NO.	

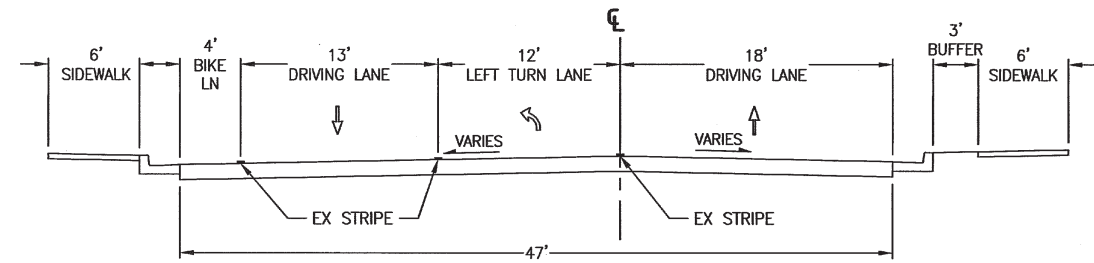
**BENCH MARKS**  
The station mark is a City of Albuquerque survey control 3  $\frac{1}{4}$  inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M 9002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd./Barbados Ave./83rd Rd. intersection. Datum: NAD 83, elev. based on NAVD 88 datum, N=1471730.928, E=1496215.383. Elev.=5082.551'.

[illegible][illegible]

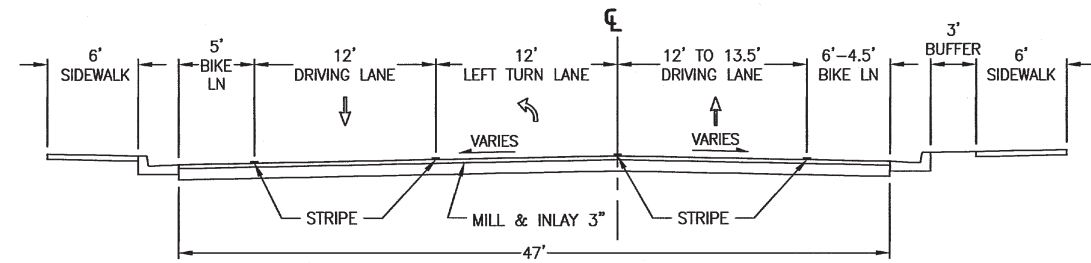
	CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION											
TITLE: <span style="float: right; font-size: 1.2em;">98TH STREET/BLAKE ROAD</span> <span style="float: right; font-size: 1.2em;">TRAFFIC SIGNAL DESIGN</span> <span style="float: right; font-size: 1.2em;">EXISTING TYPICAL SECTIONS – 98TH STREET</span>												
Design Review Committee <div style="border: 1px solid black; padding: 5px; text-align: center;">                     APPROVED                      MAR 06 2020                      DESIGN REVIEW COMMITTEE                 </div>	City Engineer Approval <div style="border: 1px solid black; padding: 5px; text-align: center;">                     APPROVED                      MAR 19 2020                      CITY ENGINEER                 </div>	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="font-size: 1.2em;">770368</div>	Zone Map No. <div style="font-size: 1.2em;">M-09-Z, N-09-Z</div>	Sheet <div style="font-size: 1.5em; float: right;">5      40</div>										

**RECORD DRAWING**

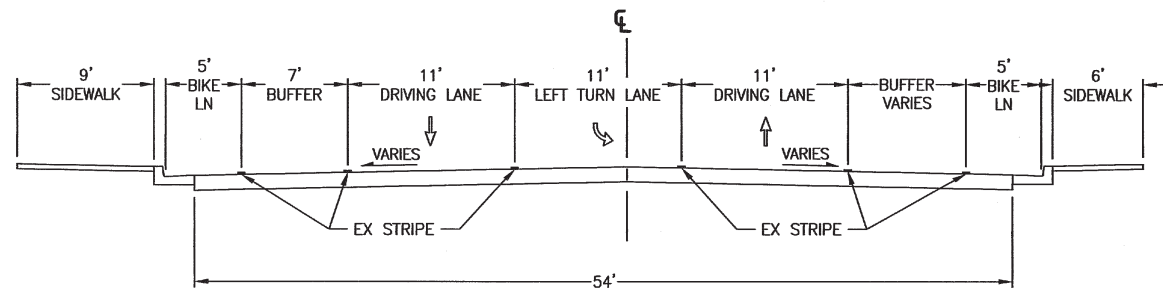




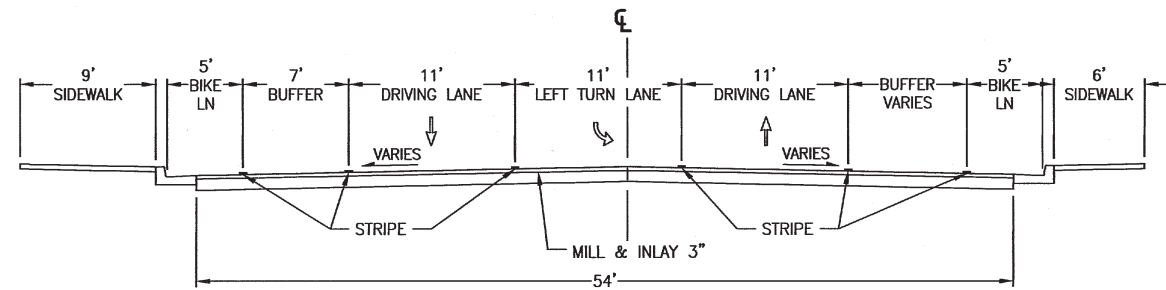
① BLAKE ROAD WEST LEG  
EXISTING TYPICAL SECTION (LOOKING EAST)  
STA. 13+26.23 TO STA. 15+29.0  
STA. 15+29.0 TO STA. 16+78.20 (98TH STREET INTERSECTION)



① BLAKE ROAD WEST LEG  
PROPOSED TYPICAL SECTION (LOOKING EAST)  
STA. 13+26.23 TO STA. 15+29.0  
STA. 15+29.0 TO STA. 16+78.20 (98TH STREET INTERSECTION)



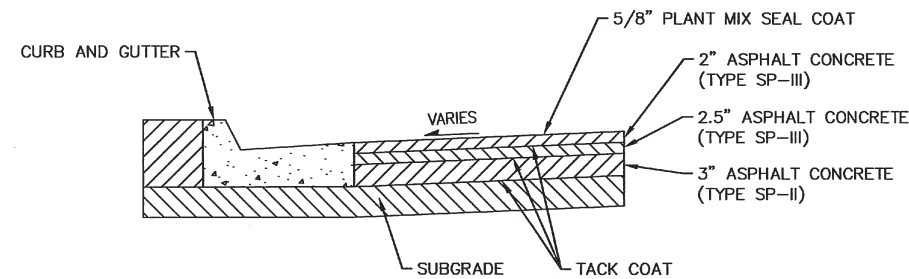
② BLAKE ROAD EAST LEG  
EXISTING TYPICAL SECTION (LOOKING EAST)  
STA. 16+78.20 TO STA. 17+15.95



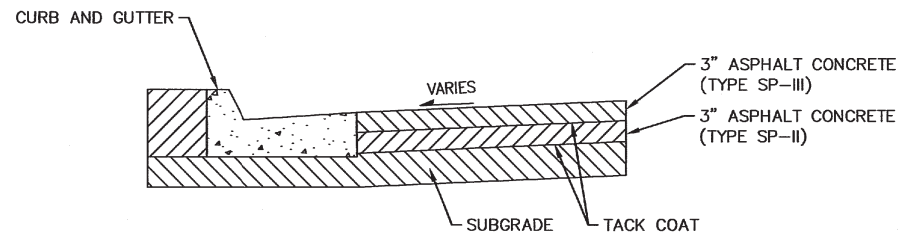
② BLAKE ROAD EAST LEG  
PROPOSED TYPICAL SECTION (LOOKING EAST)  
STA. 16+78.20 TO STA. 17+15.95

EXISTING TYPICAL SECTIONS

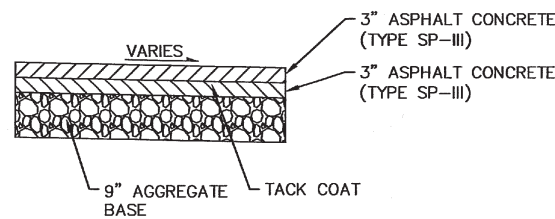
PROPOSED TYPICAL SECTIONS



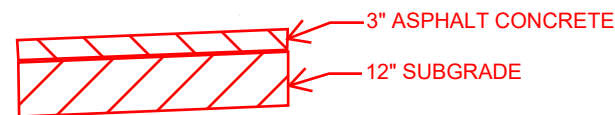
EXISTING PAVEMENT SECTION - 98TH STREET SB LANES,  
SOUTH OF BLAKE RD  
NOT TO SCALE



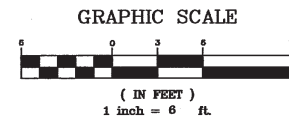
EXISTING PAVEMENT SECTION - BLAKE ROAD, WEST OF 98TH ST  
NOT TO SCALE



EXISTING PAVEMENT SECTION - 98TH STREET NB LANES,  
SOUTH OF BLAKE RD  
NOT TO SCALE



EXISTING PAVEMENT SECTION - BLAKE ROAD, EAST OF 98TH ST

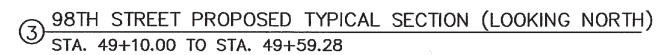
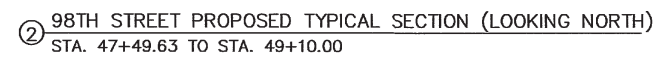
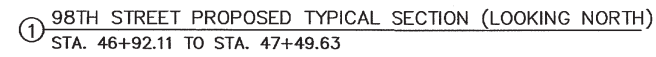


CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN EXISTING & PROPOSED TYPICAL SECTIONS - BLAKE ROAD	
Design Review Committee MAR 06 2020	City Engineer Approval MAR 19 2020
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 6	Of 40


RECORD DRAWING

AS BUILT INFORMATION				BENCH MARKS				SURVEY INFORMATION				ENGINEERS SEAL			
CONTRACTOR	DATE	INSPECTED BY	DATE	STATION	DATE	FIELD VERIFICATION BY	DATE	NO.	BY	DATE	NO.	REMARKS	BY	DATE	DATE
MICRO-FILM INFORMATION				REVISIONS				DESIGN				DESIGNED BY NLA			
RECORDED BY				DATE				DRAWN BY NLA				DATE 1/13/20			
NO.								CHECKED BY SCL				DATE 2/13/20			

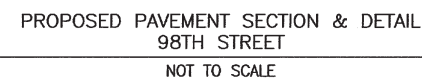






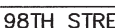
**GRAPHIC SCALE**



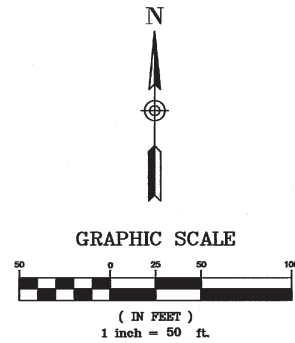
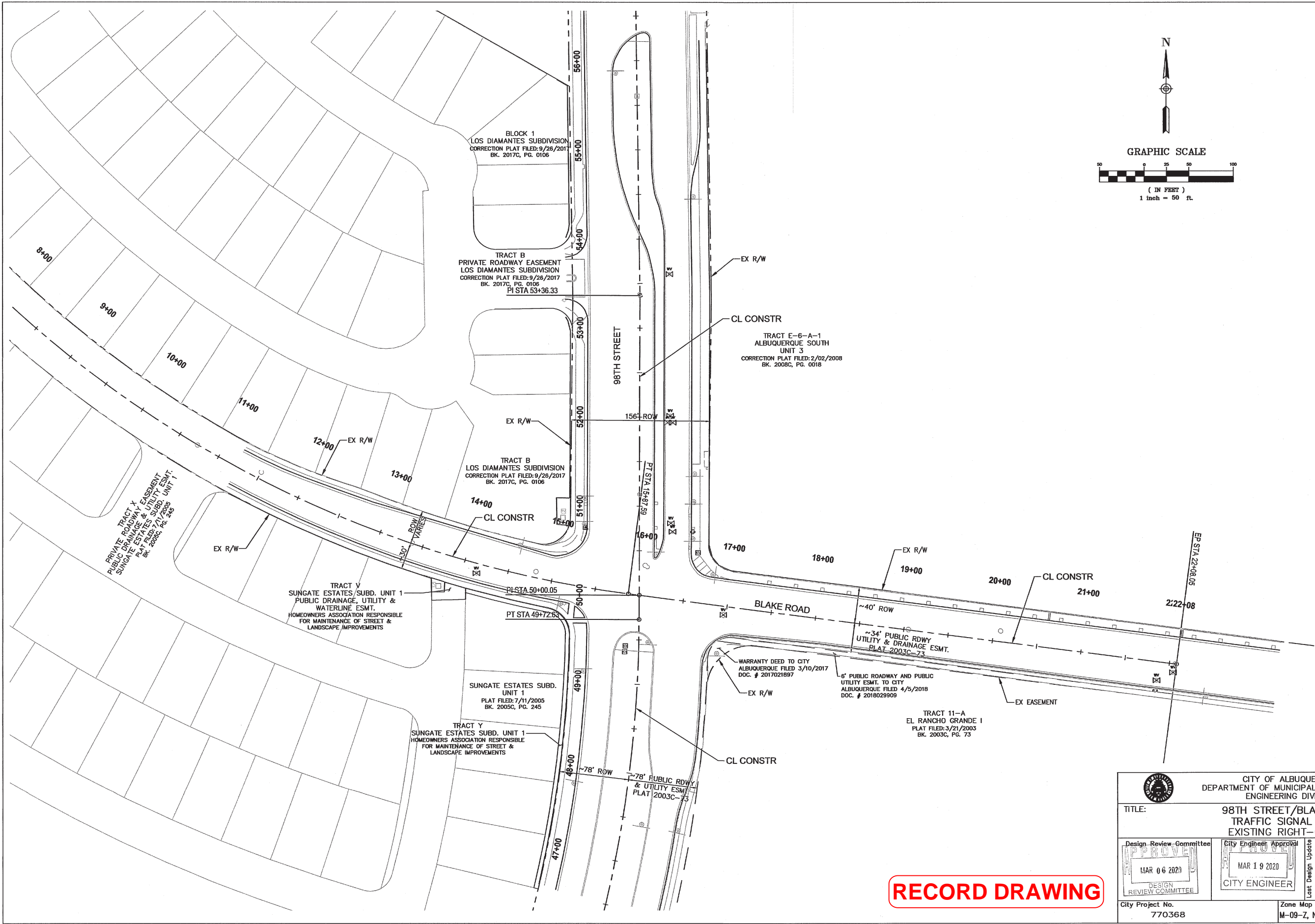
( IN FEET )  
1 inch = 6 ft.




**RECORD DRAWING**

	<b>CITY OF ALBUQUERQUE</b> <b>DEPARTMENT OF MUNICIPAL DEVELOPMENT</b> <b>ENGINEERING DIVISION</b>												
<b>TITLE:</b>	<b>98TH STREET/BLAKE ROAD</b> <b>TRAFFIC SIGNAL DESIGN</b> <b>PROPOSED TYPICAL SECTIONS – 98TH STREET</b>												
<b>Design Review Committee</b> <div style="border: 1px solid black; padding: 5px; text-align: center;">  <p>MAR 06 2021</p> <p>DESIGN REVIEW COMMITTEE</p> </div>	<b>City Engineer Approval</b> <div style="border: 1px solid black; padding: 5px; text-align: center;">  <p>MAR 19 2020</p> <p>CITY ENGINEER</p> </div>												
<b>Last Design Update</b>	<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> <tr><td> </td><td> </td></tr> </tbody> </table>	Mo. / Day / Yr.	Mo. / Day / Yr.										
Mo. / Day / Yr.	Mo. / Day / Yr.												
<b>City Project No.</b> <div style="text-align: center; font-size: 1.2em;">770368</div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><b>Zone Map No.</b></td> <td style="width: 33%;"><b>Sheet</b></td> <td style="width: 33%;"><b>Of</b></td> </tr> <tr> <td style="text-align: center;">M-09-Z, N-09-Z</td> <td style="text-align: center;">7</td> <td style="text-align: center;">40</td> </tr> </table>	<b>Zone Map No.</b>	<b>Sheet</b>	<b>Of</b>	M-09-Z, N-09-Z	7	40						
<b>Zone Map No.</b>	<b>Sheet</b>	<b>Of</b>											
M-09-Z, N-09-Z	7	40											

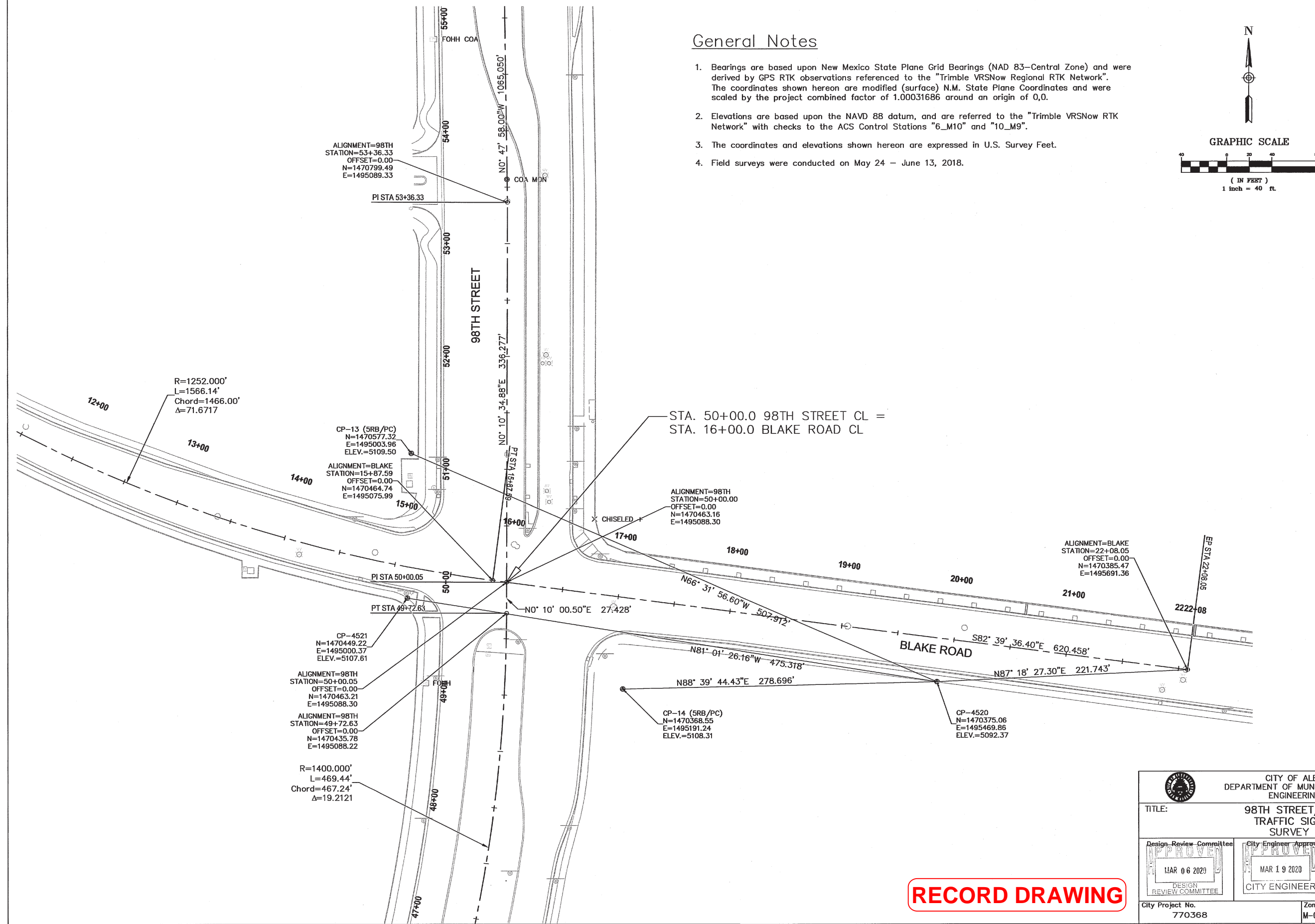




ENGINEERS SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
 NANCIE L. ADAMS PROFESSIONAL ENGINEER		FIELD NOTES		The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum, N=1471730.928, E=1496215.383, Elev.=5082.551'		CONTRACTOR	
		NO.		DATE		WORKED BY	
		BY		DATE		INSPECTED BY	
REMARKS		NO.		DATE		ACCEPTANCE BY	
DESIGN		BY		DATE		DRAWING BY	
DESIGNED BY NLA		DATE 10/21/19		DATE		MICRO-FILM INFORMATION	
DRAWN BY NLA		DATE 10/22/19		DATE		RECORDED BY	
CHECKED BY SOL		DATE 2/13/20		DATE		NO.	

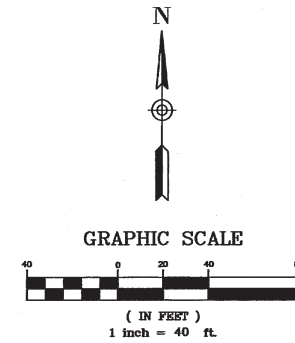
CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN EXISTING RIGHT-OF-WAY	
Design Review Committee APPROVED MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 8	Of 40






## General Notes

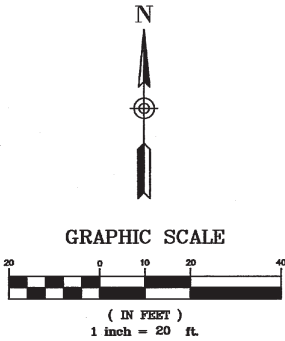
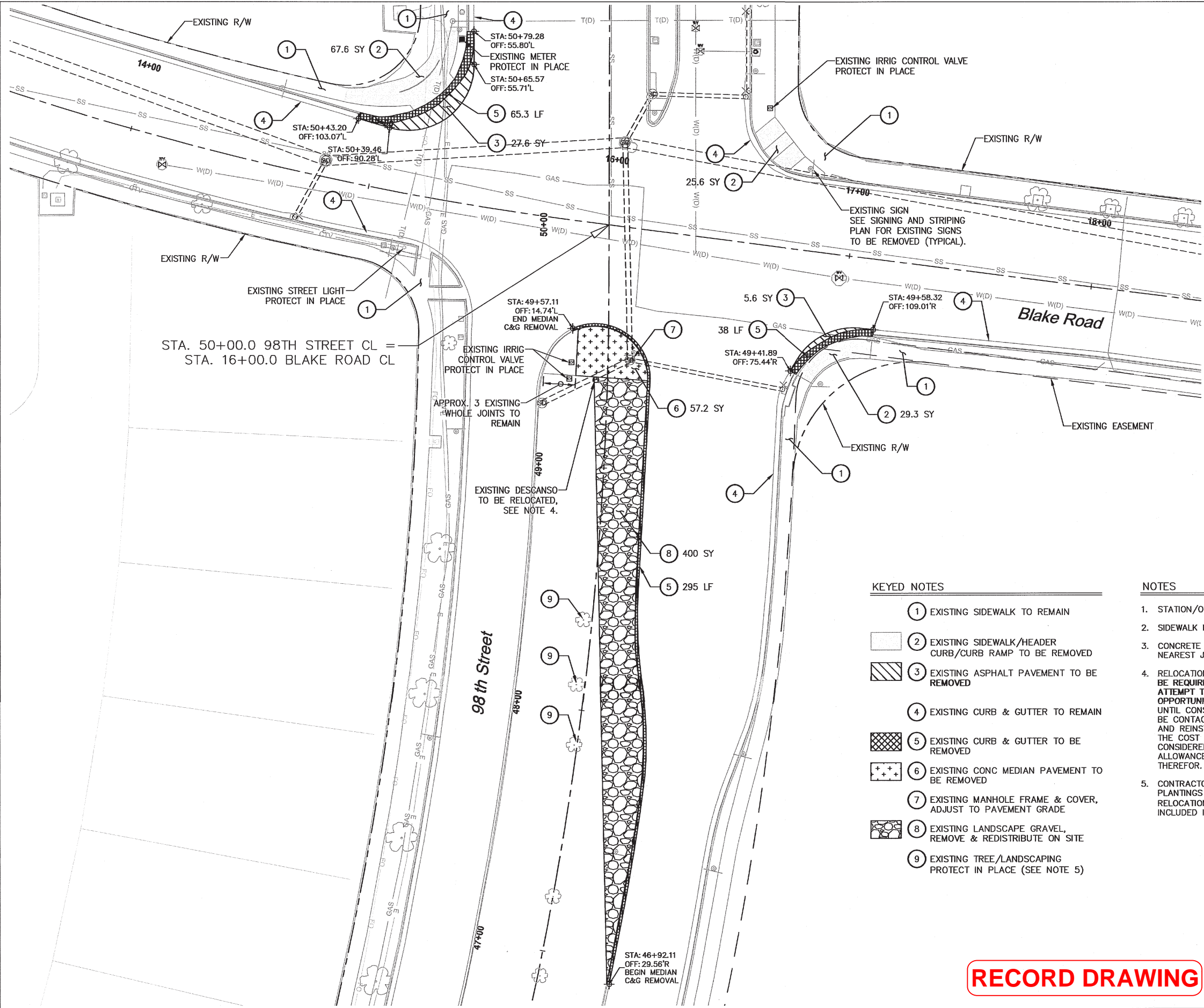
1. Bearings are based upon New Mexico State Plane Grid Bearings (NAD 83—Central Zone) and were derived by GPS RTK observations referenced to the "Trimble VRSNow Regional RTK Network". The coordinates shown hereon are modified (surface) N.M. State Plane Coordinates and were scaled by the project combined factor of 1.00031686 around an origin of 0,0.
2. Elevations are based upon the NAVD 88 datum, and are referred to the "Trimble VRSNow RTK Network" with checks to the ACS Control Stations "6\_M10" and "10\_M9".
3. The coordinates and elevations shown hereon are expressed in U.S. Survey Feet.
4. Field surveys were conducted on May 24 — June 13, 2018.

[illegible]

**RECORD DRAWING**

	<b>CITY OF ALBUQUERQUE</b> DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION																		
<b>TITLE:</b>	<h2 style="margin: 0;">98TH STREET/BLAKE ROAD</h2> <h2 style="margin: 0;">TRAFFIC SIGNAL DESIGN</h2> <h2 style="margin: 0;">SURVEY CONTROL</h2>																		
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">             Design Review Committee           </div> <div style="border: 1px solid black; padding: 10px; text-align: center;"> <div style="font-size: 2em; opacity: 0.5; transform: rotate(-90deg); position: absolute; left: -50px; top: 50%;">APPROVED</div> <div style="border: 1px solid gray; padding: 10px; display: inline-block;">MAR 06 2020</div> <p style="margin-top: 10px;">DESIGN REVIEW COMMITTEE</p> </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">             City Engineer Approval           </div> <div style="border: 1px solid black; padding: 10px; text-align: center;"> <div style="font-size: 2em; opacity: 0.5; transform: rotate(-90deg); position: absolute; left: -50px; top: 50%;">APPROVED</div> <div style="border: 1px solid gray; padding: 10px; display: inline-block;">MAR 19 2020</div> <p style="margin-top: 10px;">CITY ENGINEER</p> </div>																		
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 40%;">Mo. / Day / Yr.</th> <th style="width: 40%;">Mo. / Day / Yr.</th> </tr> </thead> <tbody> <tr><td style="writing-mode: vertical-rl; transform: rotate(180deg);">Last Design Update</td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td></tr> </tbody> </table>		Mo. / Day / Yr.	Mo. / Day / Yr.	Last Design Update														
	Mo. / Day / Yr.	Mo. / Day / Yr.																	
Last Design Update																			
<b>City Project No.</b>  <div style="font-size: 1.5em; font-weight: bold;">770368</div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Zone Map No.</b> <div style="font-size: 1.2em; font-weight: bold;">M-09-Z, N-09-Z</div></td> <td style="width: 50%;"> <b>Sheet</b>      <b>Of</b>  <div style="font-size: 2em; font-weight: bold; display: flex; justify-content: space-around;">9          40</div> </td> </tr> </table>	<b>Zone Map No.</b> <div style="font-size: 1.2em; font-weight: bold;">M-09-Z, N-09-Z</div>	<b>Sheet</b> <b>Of</b> <div style="font-size: 2em; font-weight: bold; display: flex; justify-content: space-around;">9          40</div>																
<b>Zone Map No.</b> <div style="font-size: 1.2em; font-weight: bold;">M-09-Z, N-09-Z</div>	<b>Sheet</b> <b>Of</b> <div style="font-size: 2em; font-weight: bold; display: flex; justify-content: space-around;">9          40</div>																		





KEYED NOTES


- 1 EXISTING SIDEWALK TO REMAIN
- 2 EXISTING SIDEWALK/HEADER CURB/CURB RAMP TO BE REMOVED
- 3 EXISTING ASPHALT PAVEMENT TO BE REMOVED
- 4 EXISTING CURB & GUTTER TO REMAIN
- 5 EXISTING CURB & GUTTER TO BE REMOVED
- 6 EXISTING CONC MEDIAN PAVEMENT TO BE REMOVED
- 7 EXISTING MANHOLE FRAME & COVER, ADJUST TO PAVEMENT GRADE
- 8 EXISTING LANDSCAPE GRAVEL, REMOVE & REDISTRIBUTE ON SITE
- 9 EXISTING TREE/LANDSCAPING PROTECT IN PLACE (SEE NOTE 5)

NOTES

- 1. STATION/OFFSET DATA REFER TO 98TH STREET CENTERLINE.
- 2. SIDEWALK REMOVAL SHALL BE TO NEAREST JOINT.
- 3. CONCRETE MEDIAN PAVEMENT REMOVAL SHALL BE TO NEAREST JOINT.
- 4. RELOCATION OF AN EXISTING DESCANSO IN THE MEDIAN WILL BE REQUIRED. CONTRACTOR SHALL MAKE A GOOD FAITH ATTEMPT TO CONTACT THE FAMILY TO OFFER THE OPPORTUNITY TO REMOVE THE DESCANSO AND RETAIN IT UNTIL CONSTRUCTION COMPLETION. IF THE FAMILY CANNOT BE CONTACTED, THE CONTRACTOR SHALL REMOVE, PROTECT AND REINSTALL THE DESCANSO UPON PROJECT COMPLETION. THE COST ASSOCIATED WITH THIS EFFORT SHALL BE CONSIDERED INCLUDED IN THE UTILITY RELOCATION ALLOWANCE AND NO SEPARATE PAYMENT WILL BE MADE THEREFOR.
- 5. CONTRACTOR SHALL PROTECT IN PLACE EXISTING TREES, PLANTINGS AND IRRIGATION LINES UNLESS OTHERWISE NOTED. RELOCATION/MODIFICATION OF IRRIGATION LINES SHALL BE INCLUDED IN THE UTILITY RELOCATION ALLOWANCE.

RECORD DRAWING

AS BUILT INFORMATION				BENCH MARKS				SURVEY INFORMATION				ENGINEERS SEAL			
CONTRACTOR	WORK BY	DATE	DATE	STATION	FLUSH	DATE	DATE	NO.	BY	DATE	NO.	DATE	REMARKS	BY	DATE
	DATE	DATE	DATE												
				MICRO-FILM INFORMATION				DESIGNED BY				DRAWN BY			
				RECORDED BY				DATE				DATE			
				NO.				NLA				NLA			
								2/10/2020				2/10/2020			
								2/13/20				2/13/20			



CITY OF ALBUQUERQUE  
DEPARTMENT OF MUNICIPAL DEVELOPMENT  
ENGINEERING DIVISION

TITLE: 98TH STREET/BLAKE ROAD  
TRAFFIC SIGNAL DESIGN  
REMOVAL PLAN

Design-Review Committee

MAR 06 2020

DESIGN REVIEW COMMITTEE

City Engineer Approval

MAR 19 2020

CITY ENGINEER

City Project No. 770368

Zone Map No. M-09-Z, N-09-Z

Sheet 10 of 40



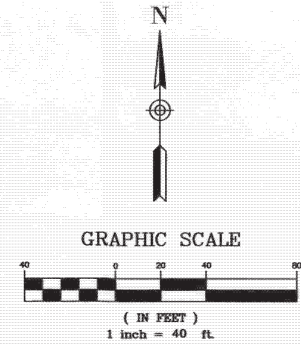
UTILITY LEGEND

(SEE SHEET 32 FOR ADDITIONAL UTILITY SYMBOLS LEGEND)

Quality Level B	Quality Level C/D	UTILITY:
		OVERHEAD TELEPHONE - Century Link
		TELEPHONE - Century Link
		CABLE TV - Comcast
		OVERHEAD ELECTRIC - PNM
		ELECTRIC - PNM / NMDOT / COA TRAFFIC
		OVERHEAD UTILITY - PNM / Century Link / Comcast
		FIBER OPTIC - Century Link / NMDOT / COA
		NATURAL GAS - New Mexico Gas
		UNKNOWN UTILITY - Unknown
		WATER - ABCWUA
		SANITARY SEWER - ABCWUA
		FORCE MAIN - ABCWUA
		STORM SEWER - ABCWUA / NMDOT

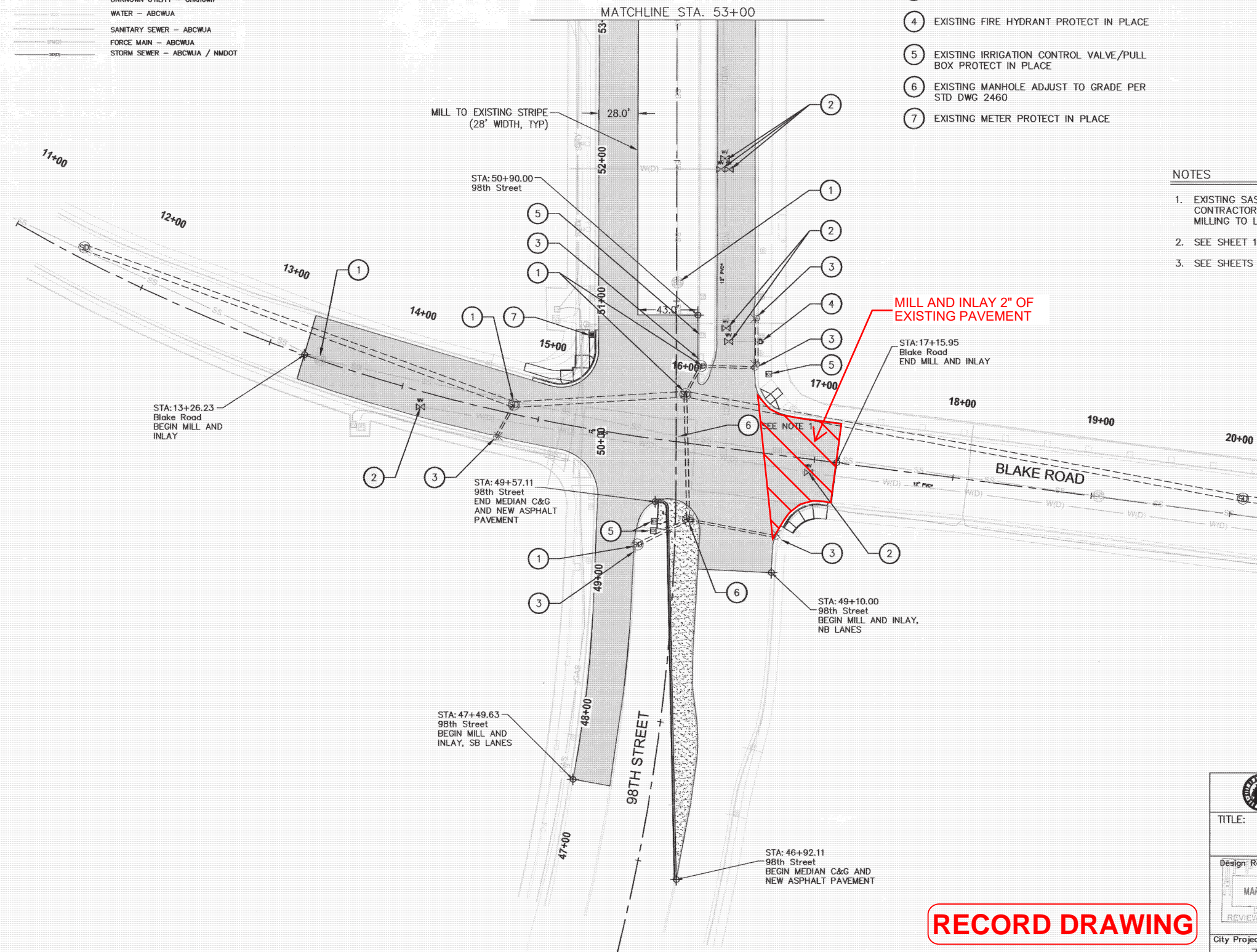
LEGEND

- MILL AND INLAY 3" OF EXISTING PAVEMENT  
W/ TYPE SP-III ASPHALT CONCRETE
- NEW ASPHALT CONCRETE PAVEMENT  
SEE PAVEMENT SECTION, SHEET 7
- EXISTING MANHOLE PROTECT IN PLACE
- EXISTING VALVE PROTECT IN PLACE
- EXISTING DROP INLET PROTECT IN PLACE
- EXISTING FIRE HYDRANT PROTECT IN PLACE
- EXISTING IRRIGATION CONTROL VALVE/PULL  
BOX PROTECT IN PLACE
- EXISTING MANHOLE ADJUST TO GRADE PER  
STD DWG 2460
- EXISTING METER PROTECT IN PLACE



NOTES

- EXISTING SAS MANHOLE NOT FOUND.  
CONTRACTOR TO EXERCISE CAUTION WHEN  
MILLING TO LOCATE MANHOLE.
- SEE SHEET 13 FOR MEDIAN DETAILS.
- SEE SHEETS 14 & 15 FOR CURB RAMP DETAILS.



RECORD DRAWING

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL		REVISIONS		REVISIONS	
CONTRACTOR	DATE	WORK BY	DATE	NO.	BY	NAME	DATE	NO.	DATE	DESIGNED BY	DATE
City of Albuquerque		Survey control 3 1/4 inch aluminum disc set				NAME: L. ADAMS	2/10/2020			N/A	2/10/2020
		flush on the top of a drop inlet and is				NEW MEXICO	2/11/2020			N/A	2/11/2020
		stamped "10-M9 2002." The station is				14404	2/13/20			N/A	2/13/20
		located 5.4 miles southwest of downtown				PROFESSIONAL				SCL	
		Albuquerque, at the northwest quadrant of									
		the Gibson Blvd/Barbados Ave/Stampede									
		Rd Intersection. Datum: NAD 83, elev.									
		based on NAVD 88 datum, N=1471730.928,									
		E=1496215.385, Elev.=5082.651'									

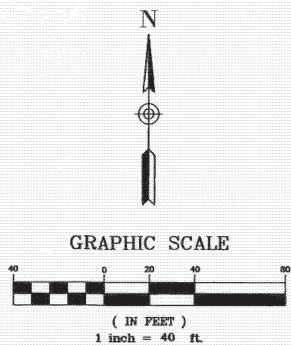
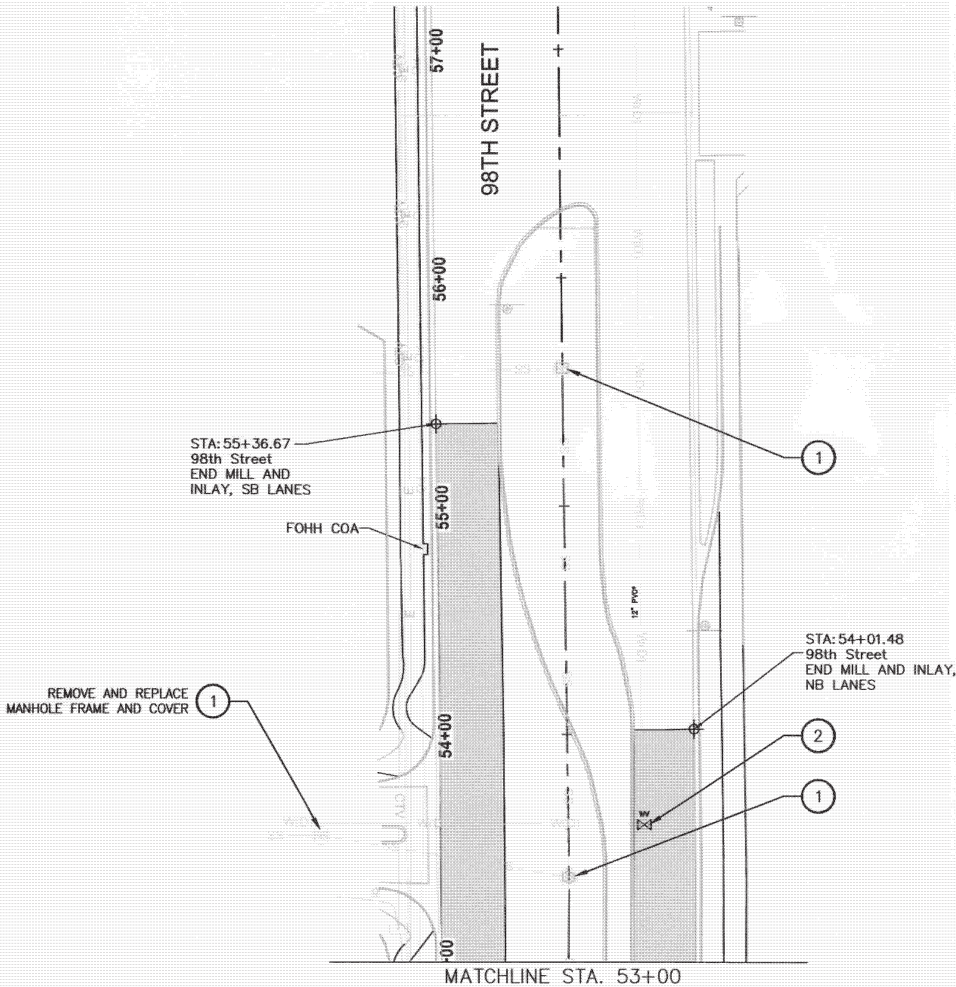
CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN PAVING PLAN	
Design Review Committee MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVE MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 11	Of 40



UTILITY LEGEND

(SEE SHEET 32 FOR ADDITIONAL UTILITY SYMBOLS LEGEND)

Quality Level B	Quality Level C/D	Utility:
		OVERHEAD TELEPHONE - Century Link
		TELEPHONE - Century Link
		CABLE TV - Comcast
		OVERHEAD ELECTRIC - PNM
		ELECTRIC - PNM / NMDOT / COA TRAFFIC
		OVERHEAD UTILITY - PNM / Century Link / Comcast
		FIBER OPTIC - Century Link / NMDOT / COA
		NATURAL GAS - New Mexico Gas
		UNKNOWN UTILITY - Unknown
		WATER - ABCWUA
		SANITARY SEWER - ABCWUA
		FORCE MAIN - ABCWUA
		STORM SEWER - ABCWUA / NMDOT



NOTES

1. SEE SHEET 13 FOR MEDIAN DETAILS.
2. SEE SHEETS 14 & 15 FOR CURB RAMP DETAILS.

LEGEND

- MILL AND INLAY 3" OF EXISTING PAVEMENT W/ TYPE SP-III ASPHALT CONCRETE
- NEW ASPHALT CONCRETE PAVEMENT SEE PAVEMENT SECTION, SHEET 7
- EXISTING MANHOLE PROTECT IN PLACE
- EXISTING VALVE PROTECT IN PLACE
- EXISTING DROP INLET PROTECT IN PLACE
- EXISTING FIRE HYDRANT PROTECT IN PLACE
- EXISTING IRRIGATION CONTROL VALVE/PULL BOX PROTECT IN PLACE
- EXISTING MANHOLE ADJUST TO GRADE PER STD DWG 2460
- EXISTING METER PROTECT IN PLACE

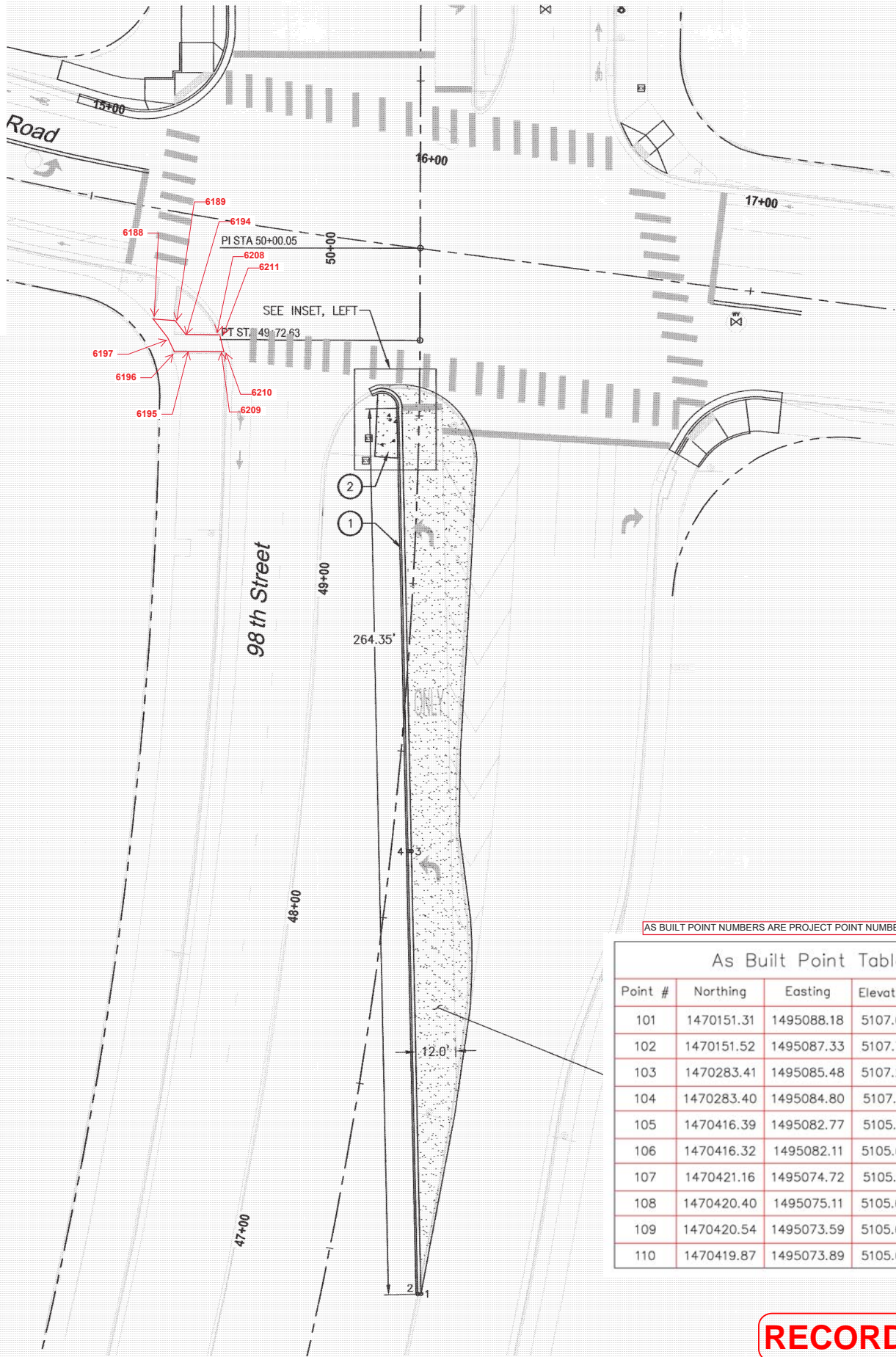
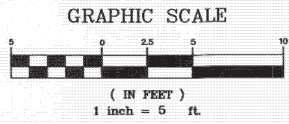
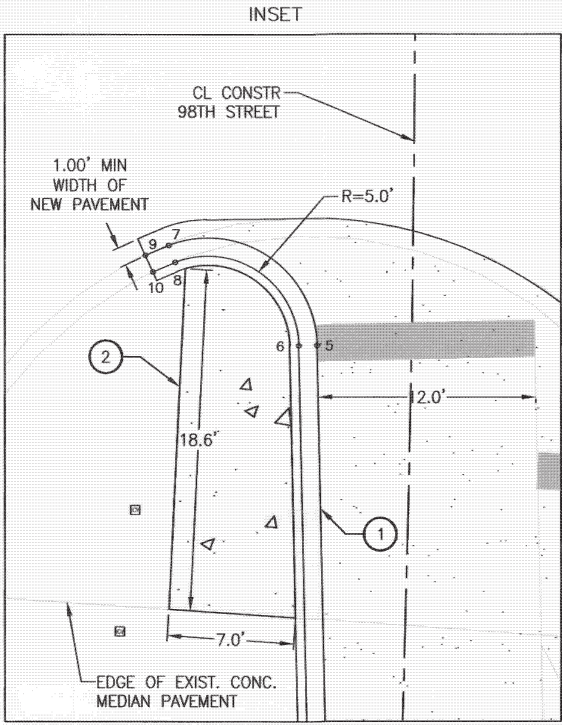
AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEERS SEAL	
CONTRACTOR	DATE	The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barabados Ave/Stamper Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.928, E=1496215.383, Elev.=5082.551'		NO.	BY	DATE	
WORK BY	DATE						
INSPECTED BY	DATE						
ACCEPTANCE BY	DATE						
VERIFICATION BY	DATE						
DRAWINGS CORRECTED BY	DATE						
MICRO-FILM INFORMATION	DATE						
RECORDED BY	DATE						
NO.							

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN PAVING PLAN	
Design-Review Committee MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 12	Of 40

RECORD DRAWING



As Built Point Table				
Point #	Northing	Easting	Elevation	Description
6188	1470441.99	1495007.91	5107.19	sidewalk
6189	1470441.50	1495014.63	5107.13	sidewalk
6194	1470437.52	1495017.45	5107.14	top ramp
6195	1470432.27	1495017.12	5107.21	top ramp
6196	1470431.83	1495013.90	5107.33	sidewalk
6197	1470437.43	1495011.21	5107.25	sidewalk
6208	1470437.25	1495027.13	5106.45	bot ramp
6209	1470432.29	1495028.58	5106.44	bot ramp
6210	1470432.43	1495029.53	5106.34	fl
6211	1470437.69	1495027.85	5106.33	fl



- KEYED NOTES
1. CONSTRUCT MEDIAN CURB AND GUTTER (PER SD 2415B)
  2. CONSTRUCT CONCRETE MEDIAN PAVEMENT MATCH EXISTING COLOR (PER SD 2408)

- NOTES
1. SEE SHEETS 14 & 15 FOR CURB RAMP DETAILS.

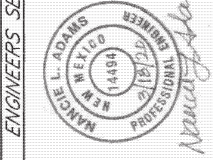
Point Table				
Point #	Northing	Easting	Elevation	Description
1	1470151.26	1495088.35	5107.66	LIP (MATCH EX)
2	1470151.24	1495087.35	5107.72	FL (MATCH EX)
3	1470283.40	1495085.57	5107.14	LIP @ MID
4	1470283.38	1495084.57	5107.20	FL @ MID
5	1470415.54	1495082.79	5105.88	LIP @ PC
6	1470415.52	1495081.79	5105.90	FL @ PC
7	1470421.01	1495074.62	5105.62	LIP @ PT
8	1470420.08	1495074.98	5105.64	FL @ PT
9	1470420.47	1495073.34	5105.63	LIP (MATCH EX)
10	1470419.56	1495073.76	5105.64	FL (MATCH EX)

AS BUILT POINT NUMBERS ARE PROJECT POINT NUMBERS PLUS 100

As Built Point Table				
Point #	Northing	Easting	Elevation	Description
101	1470151.31	1495088.18	5107.67	lip
102	1470151.52	1495087.33	5107.76	fl
103	1470283.41	1495085.48	5107.20	lip
104	1470283.40	1495084.80	5107.21	fl
105	1470416.39	1495082.77	5105.71	lip
106	1470416.32	1495082.11	5105.69	fl
107	1470421.16	1495074.72	5105.61	lip
108	1470420.40	1495075.11	5105.64	fl
109	1470420.54	1495073.59	5105.64	lip
110	1470419.87	1495073.89	5105.65	fl

RECORD DRAWING

		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN MEDIAN MODIFICATION DETAILS			
Design Review Committee	City Engineer Approval	No. / Day / Yr.	
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z	Sheet 13	Of 40



REVISIONS		REVISIONS	
NO.	DATE	BY	DATE
DESIGNED BY	NLA	DATE	2/10/2020
DRAWN BY	NLA	DATE	2/11/2020
CHECKED BY	SOL	DATE	2/13/2020

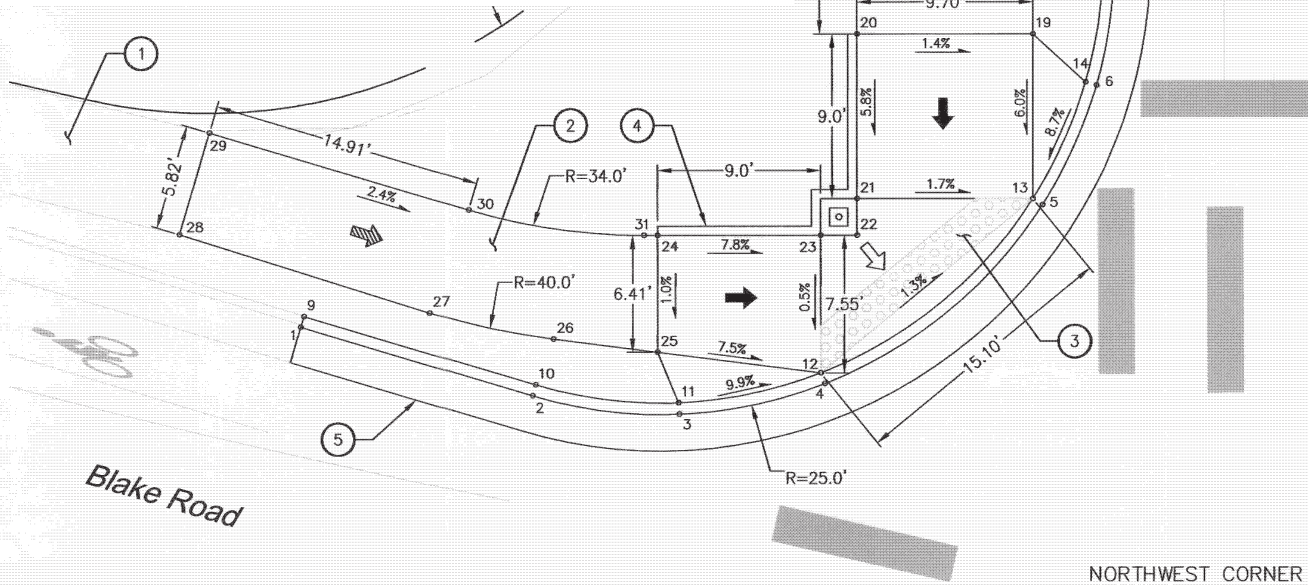
BENCH MARKS		AS BUILT INFORMATION	
The station mark is a City of Albuquerque survey control 3 1/2 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002". The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.928, E=1496215.383, Elev.=5082.551'		CONTRACTOR	NO.
WORK	DATE	DESIGNED BY	DATE
DRAWN BY	DATE	CHECKED BY	DATE
REVIEWED BY	DATE	RECORDED BY	DATE



AS BUILT POINT NUMBERS ARE PROJECT POINT NUMBERS PLUS 200

As Built Point Table				
Point #	Northing	Easting	Elevation	Description
201	1470508.42	1494986.01	5107.58	fl
202	1470505.42	1494996.21	5107.38	fl
203	1470504.48	1495007.17	5107.20	fl
204	1470505.34	1495014.49	5107.13	fl
205	1470515.25	1495026.75	5106.94	fl
206	1470522.12	1495029.29	5106.82	fl
207	1470532.36	1495030.54	5106.82	fl
208	1470542.39	1495030.59	5106.89	fl
209	1470509.12	1494986.28	5108.20	tbc
210	1470506.12	1494996.42	5108.10	tbc
211	1470505.27	1495007.00	5107.82	tbc
212	1470506.09	1495014.48	5107.22	bot ramp
213	1470515.70	1495026.11	5107.10	bot ramp
214	1470522.25	1495028.68	5107.52	tbc
215	1470532.33	1495029.80	5107.46	tbc

As Built Point Table				
Point #	Northing	Easting	Elevation	Description
216	1470542.44	1495029.89	5107.54	tbc
217	1470542.64	1495026.26	5107.60	sidewalk
218	1470543.01	1495016.51	5107.78	sidewalk
219	1470524.57	1495026.08	5107.56	top ramp
220	1470524.64	1495016.48	5107.71	top ramp
221	1470515.85	1495016.58	5107.15	bot ramp
222	1470513.79	1495016.55	5107.20	fg
223	1470513.68	1495014.51	5107.20	bot ramp
224	1470514.44	1495005.52	5107.87	top ramp
225	1470508.01	1495005.77	5107.83	top ramp
227	1470509.11	1494997.65	5108.03	sidewalk
228	1470513.16	1494980.96	5108.36	sidewalk
229	1470518.74	1494982.27	5108.44	sidewalk
230	1470515.43	1494998.66	5108.09	sidewalk



Point Table				
Point #	Northing	Easting	Elevation	Description
1	1470508.59	1494985.93	5107.54	FL (MATCH EX)
2	1470504.81	1494998.71	5107.34	FL @ PC
3	1470503.81	1495006.79	5107.20	FL
4	1470505.48	1495014.82	5107.04	FL
5	1470515.27	1495026.82	5106.84	FL
6	1470521.81	1495029.80	5106.84	FL
7	1470528.89	1495030.79	5106.84	FL @ PT
8	1470542.61	1495030.73	5106.85	FL (MATCH EX)
9	1470509.19	1494986.11	5108.18	TBC (MATCH EX)
10	1470505.41	1494998.88	5108.01	TBC @ PC
11	1470504.43	1495006.76	5107.87	TBC
12	1470506.06	1495014.60	5107.07	BOT RAMP
13	1470515.61	1495026.30	5106.87	BOT RAMP
14	1470521.98	1495029.20	5107.48	TBC
15	1470528.89	1495030.17	5107.51	TBC @ PT
16	1470542.61	1495029.91	5107.50	TBC (MATCH EX)
17	1470542.70	1495026.29	5107.59	SW (MATCH EX)
18	1470542.70	1495016.59	5107.76	SW (MATCH EX)
19	1470524.61	1495026.29	5107.41	TOP RAMP
20	1470524.61	1495016.59	5107.55	TOP RAMP

Point Table				
Point #	Northing	Easting	Elevation	Description
21	1470515.61	1495016.60	5107.03	BOT RAMP
22	1470513.61	1495016.60	5107.07	FG
23	1470513.61	1495014.60	5107.11	BOT RAMP
24	1470513.61	1495005.60	5107.81	TOP RAMP
25	1470507.19	1495005.60	5107.75	TOP RAMP
26	1470507.92	1494999.86	5107.87	PT
27	1470509.39	1494993.03	5108.01	PC
28	1470513.64	1494979.26	5108.31	SW (MATCH EX)
29	1470519.22	1494980.91	5108.42	SW (MATCH EX)
30	1470515.00	1494995.20	5108.06	PC
31	1470513.61	1495004.84	5107.83	PT

Point Table				
Point #	Northing	Easting	Elevation	Description
32	1470500.70	1495148.57	5103.88	TBC (MATCH EX)
33	1470493.65	1495152.14	5103.33	TBC @ BOT RAMP (MATCH EX)
34	1470489.70	1495155.72	5103.33	TBC @ BOT RAMP (MATCH EX)
35	1470485.53	1495162.48	5103.83	TBC (MATCH EX)
36	1470497.00	1495156.09	5103.43	BOT RAMP
37	1470492.93	1495159.53	5103.43	BOT RAMP
38	1470501.43	1495161.34	5103.85	SW (MATCH EX)
39	1470497.22	1495164.60	5103.81	SW (MATCH EX)

(POINT NUMBERS 40 AND 41 NOT USED)

SYMBOL LEGEND

- LANDING, 1.5% TYP, 2.0% MAX SLOPE
- RAMP, 5% TO 7.5%, 8.3% MAX RUNNING SLOPE
- SIDEWALK, 5% MAX RUNNING SLOPE
- PEDESTAL POLE

RECORD DRAWING

AS BUILT POINT NUMBERS ARE PROJECT POINT NUMBERS PLUS 200

As Built Point Table				
Point #	Northing	Easting	Elevation	Description
232	1470500.52	1495148.55	5103.84	tbc
233	1470493.68	1495152.28	5103.30	tbc
234	1470489.82	1495155.62	5103.25	tbc
235	1470485.62	1495162.21	5103.78	tbc
236	1470496.91	1495155.93	5103.36	bot ramp
237	1470492.87	1495159.43	5103.35	bot ramp
238	1470500.86	1495160.65	5103.60	sidewalk
239	1470496.77	1495163.87	5103.54	sidewalk

KEYED NOTES

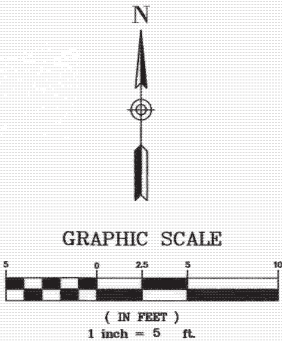
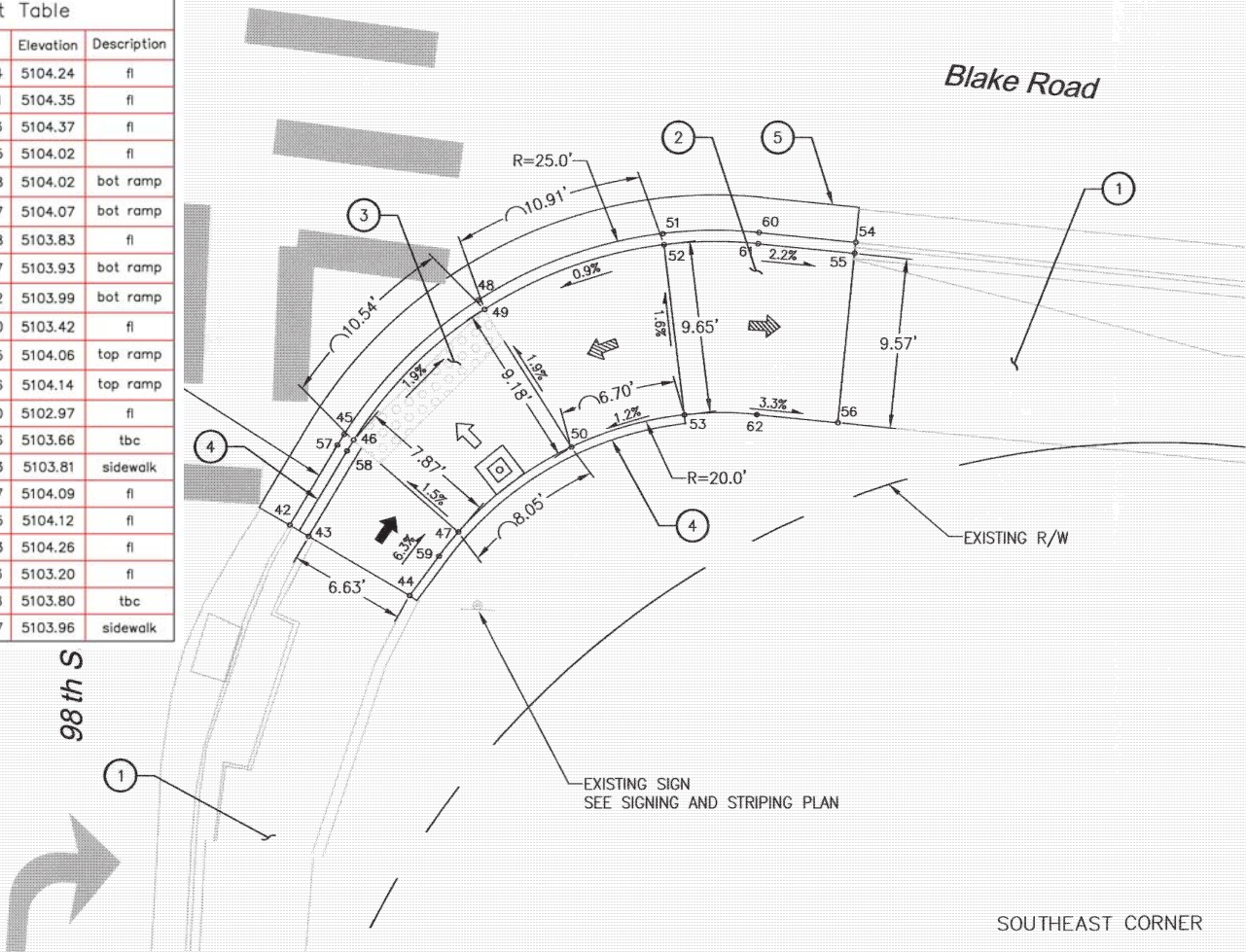
- EXISTING SIDEWALK TO REMAIN
- CONSTRUCT SIDEWALK (PER SD 2430)
- INSTALL DETECTABLE WARNING SURFACE, 2' WIDE (CAST IN PLACE & REPLACEABLE)
- CONSTRUCT HEADER CURB (PER SD 2415B AND 2441)
- CONSTRUCT STD CURB & GUTTER (PER SD 2415A)

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN CURB RAMP DETAILS - NW & NE CORNERS	
Design Review Committee MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 14	Of 40



AS BUILT POINT NUMBERS ARE PROJECT POINT NUMBERS PLUS 200

As Built Point Table				
Point #	Northing	Easting	Elevation	Description
242	1470402.23	1495164.84	5104.24	fl
243	1470401.36	1495166.11	5104.35	fl
244	1470397.65	1495171.53	5104.37	fl
245	1470407.38	1495167.95	5104.02	fl
246	1470406.60	1495168.88	5104.02	bot ramp
247	1470401.58	1495174.67	5104.07	bot ramp
248	1470414.96	1495175.48	5103.83	fl
249	1470414.29	1495175.87	5103.93	bot ramp
250	1470406.69	1495180.82	5103.99	bot ramp
251	1470418.75	1495186.00	5103.42	fl
252	1470417.98	1495186.05	5104.06	top ramp
253	1470408.45	1495187.66	5104.14	top ramp
254	1470418.08	1495197.50	5102.97	fl
255	1470417.26	1495197.36	5103.66	tbc
256	1470407.98	1495196.83	5103.81	sidewalk
257	1470406.37	1495167.27	5104.09	fl
258	1470405.68	1495168.45	5104.12	fl
259	1470398.85	1495172.33	5104.26	fl
260	1470418.75	1495191.03	5103.20	fl
261	1470417.89	1495191.08	5103.80	tbc
262	1470408.42	1495190.37	5103.96	sidewalk



KEYED NOTES

- 1 EXISTING SIDEWALK TO REMAIN
- 2 CONSTRUCT SIDEWALK (PER SD 2430)
- 3 INSTALL DETECTABLE WARNING SURFACE, 2' WIDE (CAST IN PLACE & REPLACEABLE)
- 4 CONSTRUCT HEADER CURB (PER SD 2415B AND 2441)
- 5 CONSTRUCT STD CURB & GUTTER (PER SD 2415A)

SYMBOL LEGEND

- LANDING, 1.5% TYP, 2.0% MAX SLOPE
- RAMP, 5% TO 7.5%, 8.3% MAX RUNNING SLOPE
- SIDEWALK, 5% MAX RUNNING SLOPE
- PEDESTAL POLE

Point Table				
Point #	Northing	Easting	Elevation	Description
42	1470402.23	1495164.84	5104.23	FL (MATCH EX)
43	1470401.59	1495165.91	5104.40	FL (MATCH EX)
44	1470398.25	1495171.64	5104.41	FL
45	1470407.33	1495167.92	5103.97	FL
46	1470407.01	1495168.46	5104.00	BOT RAMP
47	1470401.84	1495174.40	5104.12	BOT RAMP
48	1470414.91	1495175.53	5103.75	FL
49	1470414.38	1495175.87	5103.80	BOT RAMP
50	1470406.64	1495180.80	5103.97	BOT RAMP
51	1470418.65	1495185.98	5103.23	FL
52	1470418.03	1495186.06	5103.90	TOP RAMP
53	1470408.45	1495187.21	5104.05	TOP RAMP
54	1470418.16	1495196.92	5103.03	FL (MATCH EX)
55	1470417.54	1495196.85	5103.66	TBC (MATCH EX)
56	1470408.02	1495195.90	5103.76	SW (MATCH EX)

(COORDINATE DATA FOR PC'S AND PT'S)

Point Table			
Point #	Northing	Easting	Description
57	1470406.72	1495167.55	FL @ PC
58	1470406.40	1495168.08	TBC @ PC
59	1470400.47	1495173.29	FL @ PC
60	1470418.70	1495191.45	FL @ PT
61	1470418.08	1495191.38	TBC @ PT
62	1470408.47	1495191.30	SW @ PT

RECORD DRAWING

AS BUILT INFORMATION			
CONTRACTOR	DATE	BY	DATE
WORK BY	DATE	BY	DATE
DESIGNED BY	DATE	BY	DATE
DRAWN BY	DATE	BY	DATE
CHECKED BY	DATE	BY	DATE
APPROVED BY	DATE	BY	DATE
MICRO-FILM INFORMATION			
RECORDED BY	DATE	BY	DATE
NO.			

BENCH MARKS			
The station mark is a City of Albuquerque survey control 3 1/2 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-W9 2002". The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Baraditos Ave/Stampede Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.928, E=1496215.383, Elev.=5082.551'			

SURVEY INFORMATION			
FIELD NOTES			
NO.	BY	DATE	

ENGINEERS SEAL			

REVISIONS			
NO.	DATE	REMARKS	BY

DESIGNED BY	NLA	DATE	11/6/19
DRAWN BY	NLA	DATE	2/12/20
CHECKED BY	SOL	DATE	2/13/20

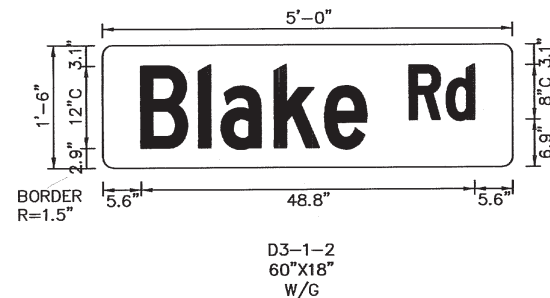
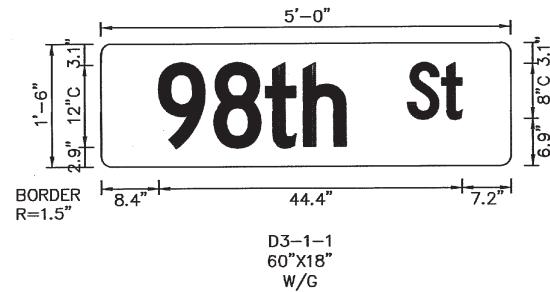
		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN CURB RAMP DETAILS - SE CORNER			
Design Review Committee	City Engineer Approval	Mo. / Day / Yr.	Mo. / Day / Yr.
City Project No.	Zone Map No.	Sheet	Of
770368	M-09-Z, N-09-Z	15	40



### SIGNING AND STRIPING ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
441.001	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 4" WIDTH, CIP	LF	1900
441.002	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 6" WIDTH, CIP	LF	1850
441.003	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 8" WIDTH, CIP	LF	450
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24" WIDTH, CIP	LF	800
441.01	REFLECTORIZED PLASTIC ARROW, RIGHT, CIP	EA	1
441.011	REFLECTORIZED PLASTIC ARROW, LEFT, CIP	EA	5
441.02	REFLECTORIZED PLASTIC WORD, ONLY, CIP	EA	2
441.031	REFLECTORIZED PLASTIC SYMBOL, BICYCLE, CIP	EA	3
441.04	REFLECTORIZED PLASTIC MARKING, ARROW, SYMBOL OR WORD, CIP (BIKE DETECTOR)	EA	2
443.102	REMOVAL OF PAVEMENT ARROW, SYMBOL OR WORD, PAINTED OR PLASTIC, COMPL	EA	2
450.001	ALUMINUM PANEL SIGN, CIP	SF	40
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGN, CIP	LF	40
450.101	SIGN, POST & BASE POST, REMOVE AND SALVAGE, COMPL	EA	6
450.102	SIGN, POST & BASE POST, REMOVE AND RELOCATE, COMPL	EA	1

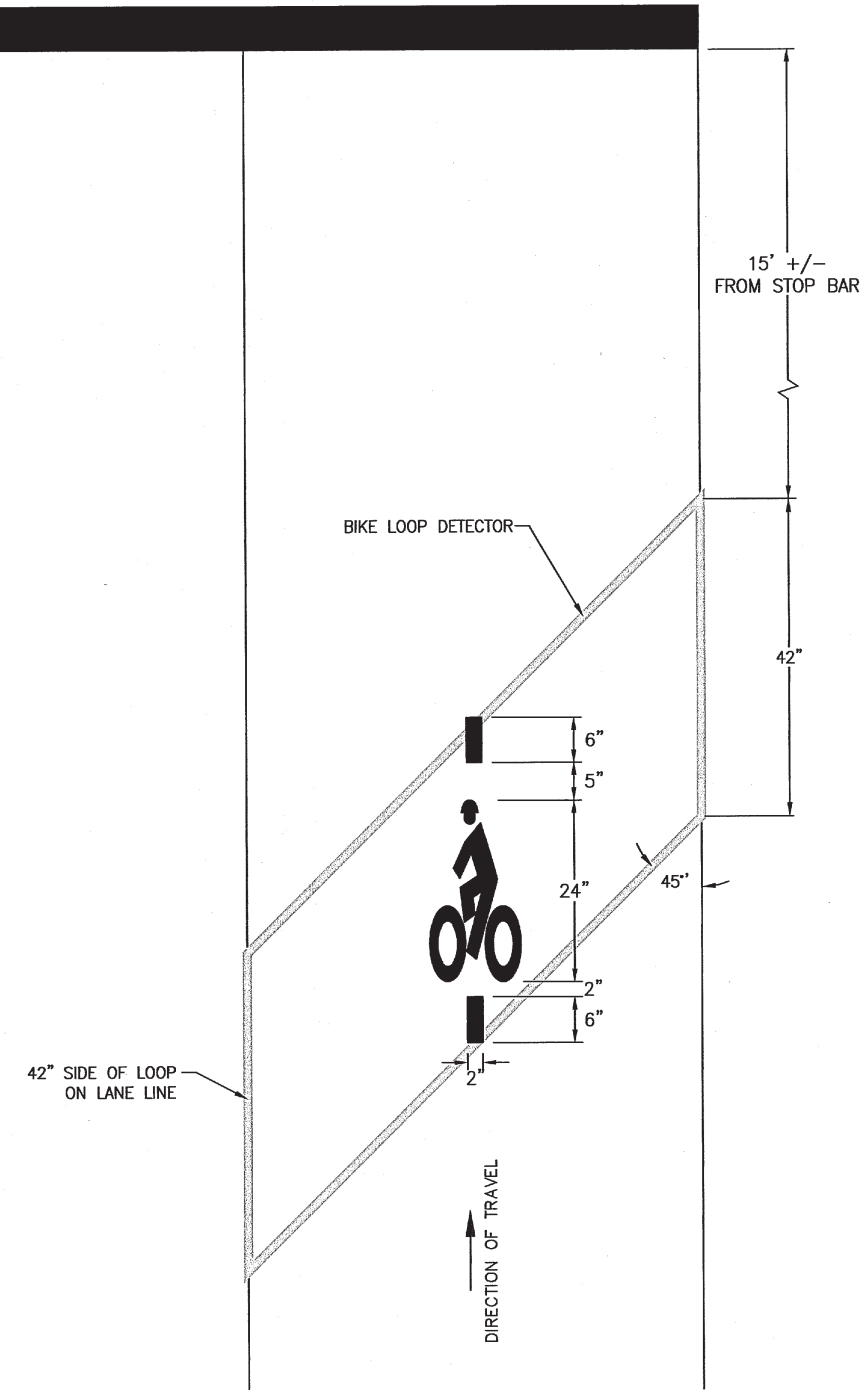
### **SIGN AND POST SCHEDULE**

[illegible]

R3-17  
24"X18"  
B/W



R10-22  
12"X18"  
B/W






BICYCLE LOOP DETECTOR &amp; PAVEMENT MARKING DETAIL

## NOTES

1. SEE COA DWGS. 2900-101, 2900-105 AND 2900-106 FOR STRIPING AND PAVEMENT MARKING DETAILS.
2. SEE COA DWG. 2900-301 FOR BICYCLE LANE PAVEMENT MARKING DETAILS.

**RECORD DRAWING**

	<b>CITY OF ALBUQUERQUE</b> <b>DEPARTMENT OF MUNICIPAL DEVELOPMENT</b> <b>ENGINEERING DIVISION</b>										
<b>TITLE:</b>	<b>98TH STREET/BLAKE ROAD</b> <b>TRAFFIC SIGNAL DESIGN</b> <b>SIGNING &amp; STRIPING ESTIMATED QUANTITIES &amp; DETAILS</b>										
<div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>Design Review Committee</b>   </div>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>City Engineer Approval</b>   </div>										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"> <b>Mo. / Day / Yr.</b> </td> <td style="width: 50%; text-align: center;"> <b>Mo. / Day / Yr.</b> </td> </tr> <tr><td style="height: 30px;"></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td></tr> </table>		<b>Mo. / Day / Yr.</b>	<b>Mo. / Day / Yr.</b>								
<b>Mo. / Day / Yr.</b>	<b>Mo. / Day / Yr.</b>										
<b>City Project No.</b> <div style="text-align: center; font-size: 1.2em;">770368</div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><b>Zone Map No.</b></td> <td style="width: 33%;"><b>Sheet</b></td> <td style="width: 34%; text-align: right;"><b>Of</b></td> </tr> <tr> <td style="text-align: center;">M-09-Z. N-09-Z</td> <td style="text-align: center;">16</td> <td style="text-align: right;">40</td> </tr> </table>	<b>Zone Map No.</b>	<b>Sheet</b>	<b>Of</b>	M-09-Z. N-09-Z	16	40				
<b>Zone Map No.</b>	<b>Sheet</b>	<b>Of</b>									
M-09-Z. N-09-Z	16	40									



NOTES

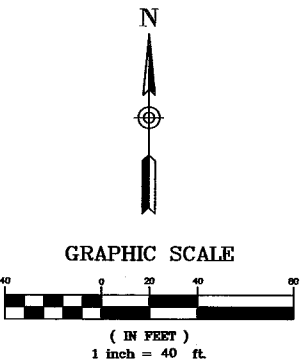
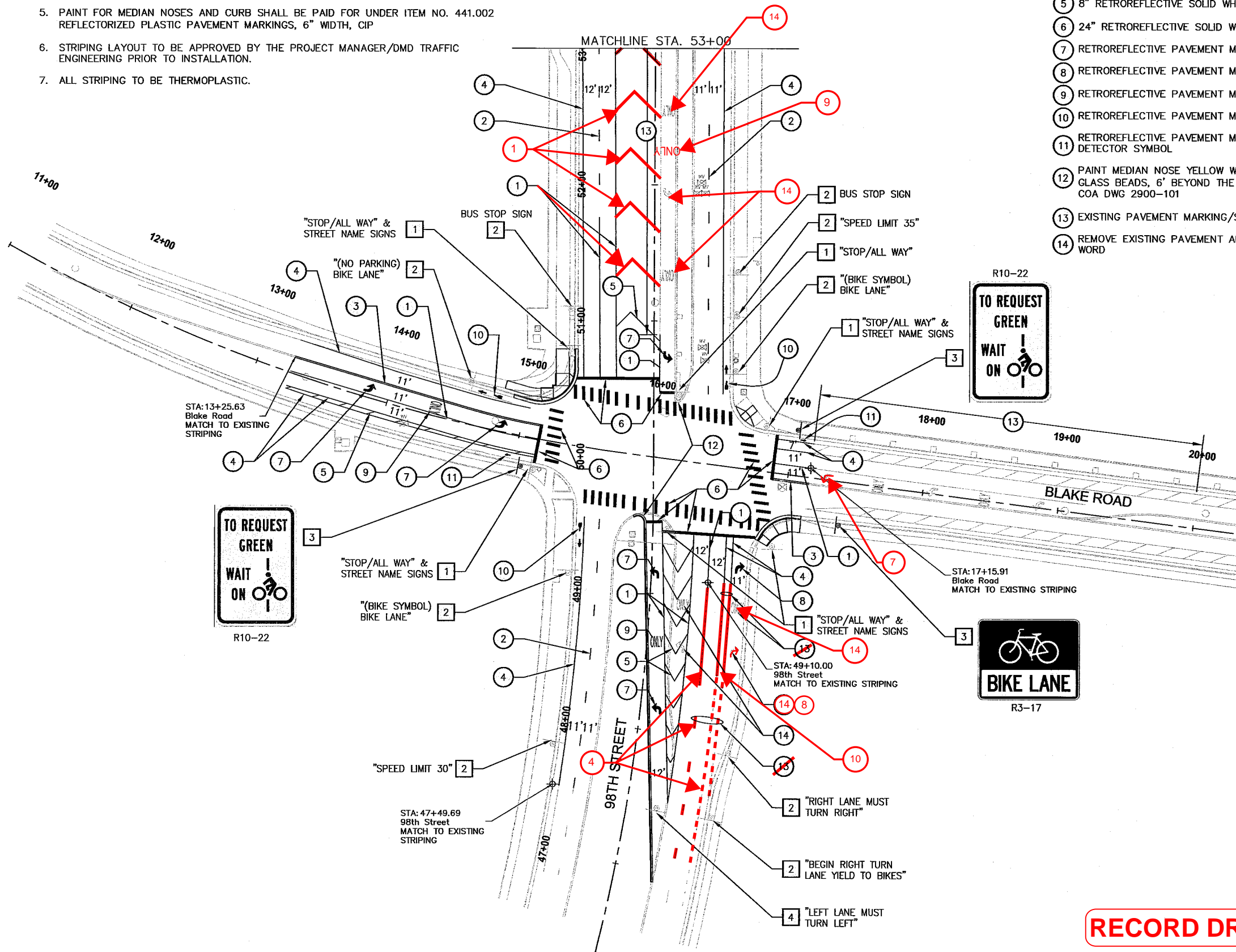
1. SEE COA DWGS. 2900-101, 2900-105 AND 2900-106 FOR STRIPING AND PAVEMENT MARKING DETAILS.
2. SEE COA DWG. 2900-301 FOR BICYCLE LANE PAVEMENT MARKING DETAILS.
3. CROSSWALK STRIPING SHALL BE CONTINENTAL STYLE AND SHALL NOT HAVE THE OPTIONAL TRANSVERSE STRIPING SHOWN ON COA DWG. 2900-106.
4. SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.
5. PAINT FOR MEDIAN NOSES AND CURB SHALL BE PAID FOR UNDER ITEM NO. 441.002 REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 6" WIDTH, CIP
6. STRIPING LAYOUT TO BE APPROVED BY THE PROJECT MANAGER/DMD TRAFFIC ENGINEERING PRIOR TO INSTALLATION.
7. ALL STRIPING TO BE THERMOPLASTIC.

SIGNING KEYED NOTES

- 1 REMOVE AND SALVAGE EXISTING SIGN(S) AND POST
- 2 EXISTING SIGN TO REMAIN
- 3 INSTALL NEW SIGN
- 4 REMOVE AND RESET EXISTING SIGN

STRIPING KEYED NOTES

- 1 4" RETROREFLECTIVE SOLID WHITE STRIPE
- 2 4" RETROREFLECTIVE DASHED WHITE STRIPE (10' STRIPE/30' GAP)
- 3 4" RETROREFLECTIVE SOLID DOUBLE YELLOW STRIPE
- 4 6" RETROREFLECTIVE SOLID WHITE STRIPE
- 5 8" RETROREFLECTIVE SOLID WHITE STRIPE
- 6 24" RETROREFLECTIVE SOLID WHITE STRIPE
- 7 RETROREFLECTIVE PAVEMENT MARKING LEFT ARROW
- 8 RETROREFLECTIVE PAVEMENT MARKING RIGHT ARROW
- 9 RETROREFLECTIVE PAVEMENT MARKING WORD "ONLY"
- 10 RETROREFLECTIVE PAVEMENT MARKING BIKE SYMBOL
- 11 RETROREFLECTIVE PAVEMENT MARKING BIKE DETECTOR SYMBOL
- 12 PAINT MEDIAN NOSE YELLOW WITH REFLECTORIZED GLASS BEADS, 6" BEYOND THE PC AND PT, PER COA DWG 2900-101
- 13 EXISTING PAVEMENT MARKING/STRIPING TO REMAIN
- 14 REMOVE EXISTING PAVEMENT ARROW, SYMBOL OR WORD



MOUNT ON SIGNAL MAST ARMS

**98th St**

D3-1-1

MOUNT ON SIGNAL MAST ARMS

**Blake Rd**

D3-1-2

**RECORD DRAWING**

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN SIGNING AND STRIPING PLAN	
Design Review Committee APPROVED MAR 06 2021 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 17	Of 40

AS BUILT INFORMATION			
CONTRACTOR	DATE	DATE	DATE
WORK	DATE	DATE	DATE
STATION	DATE	DATE	DATE
APPROVED BY	DATE	DATE	DATE
FIELD	DATE	DATE	DATE
REVISIONS	DATE	DATE	DATE
DESIGNED BY	DATE	DATE	DATE
DRAWN BY	DATE	DATE	DATE
CHECKED BY	DATE	DATE	DATE
MICRO-FILM INFORMATION			
RECORDED BY	DATE	DATE	DATE
NO.	DATE	DATE	DATE

BENCH MARKS	
The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum: N=1471730.928, E=1496215.383, Elev.=5082.551'	

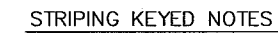
SURVEY INFORMATION	
FIELD NOTES	DATE
NO.	DATE

ENGINEERS SEAL	
MANUEL L. ADAMS NEW MEXICO 14494 2/18/20 PROFESSIONAL ENGINEER	

REVISIONS	
NO.	DATE
1	2/10/20
2	2/11/20
3	2/13/20



1. SEE COA DWGS. 2900-101, 2900-105 AND 2900-106 FOR STRIPING AND PAVEMENT MARKING DETAILS.
2. SEE COA DWG. 2900-301 FOR BICYCLE LANE PAVEMENT MARKING DETAILS.
3. CROSSWALK STRIPING SHALL BE CONTINENTAL STYLE AND SHALL NOT HAVE THE OPTIONAL TRANSVERSE STRIPING SHOWN ON COA DWG. 2900-106.
4. SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.
5. PAINT FOR MEDIAN NOSES AND CURB SHALL BE PAID FOR UNDER ITEM NO. 441.002 REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 6" WIDTH, CIP
6. STRIPING LAYOUT TO BE APPROVED BY THE PROJECT MANAGER/DMD TRAFFIC ENGINEERING PRIOR TO INSTALLATION.
7. ALL STRIPING TO BE THERMOPLASTIC.


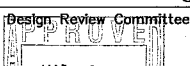
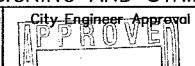



- ① 4" RETROREFLECTIVE SOLID WHITE STRIPE
- ② 4" RETROREFLECTIVE DASHED WHITE STRIPE  
(10' STRIPE/30' GAP)
- ③ 4" RETROREFLECTIVE SOLID DOUBLE YELLOW STRIPE
- ④ 6" RETROREFLECTIVE SOLID WHITE STRIPE
- ⑤ 8" RETROREFLECTIVE SOLID WHITE STRIPE
- ⑥ 24" RETROREFLECTIVE SOLID WHITE STRIPE
- ⑦ RETROREFLECTIVE PAVEMENT MARKING LEFT ARROW
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- ⑩ RETROREFLECTIVE PAVEMENT MARKING BIKE SYMBOL
- ⑪ RETROREFLECTIVE PAVEMENT MARKING BIKE  
DETECTOR SYMBOL
- ⑫ PAINT MEDIAN NOSE YELLOW WITH REFLECTORIZED  
GLASS BEADS, 6' BEYOND THE PC AND PT, PER  
COA DWG 2900-101
- ⑬ EXISTING PAVEMENT MARKING/STRIPING TO REMAIN

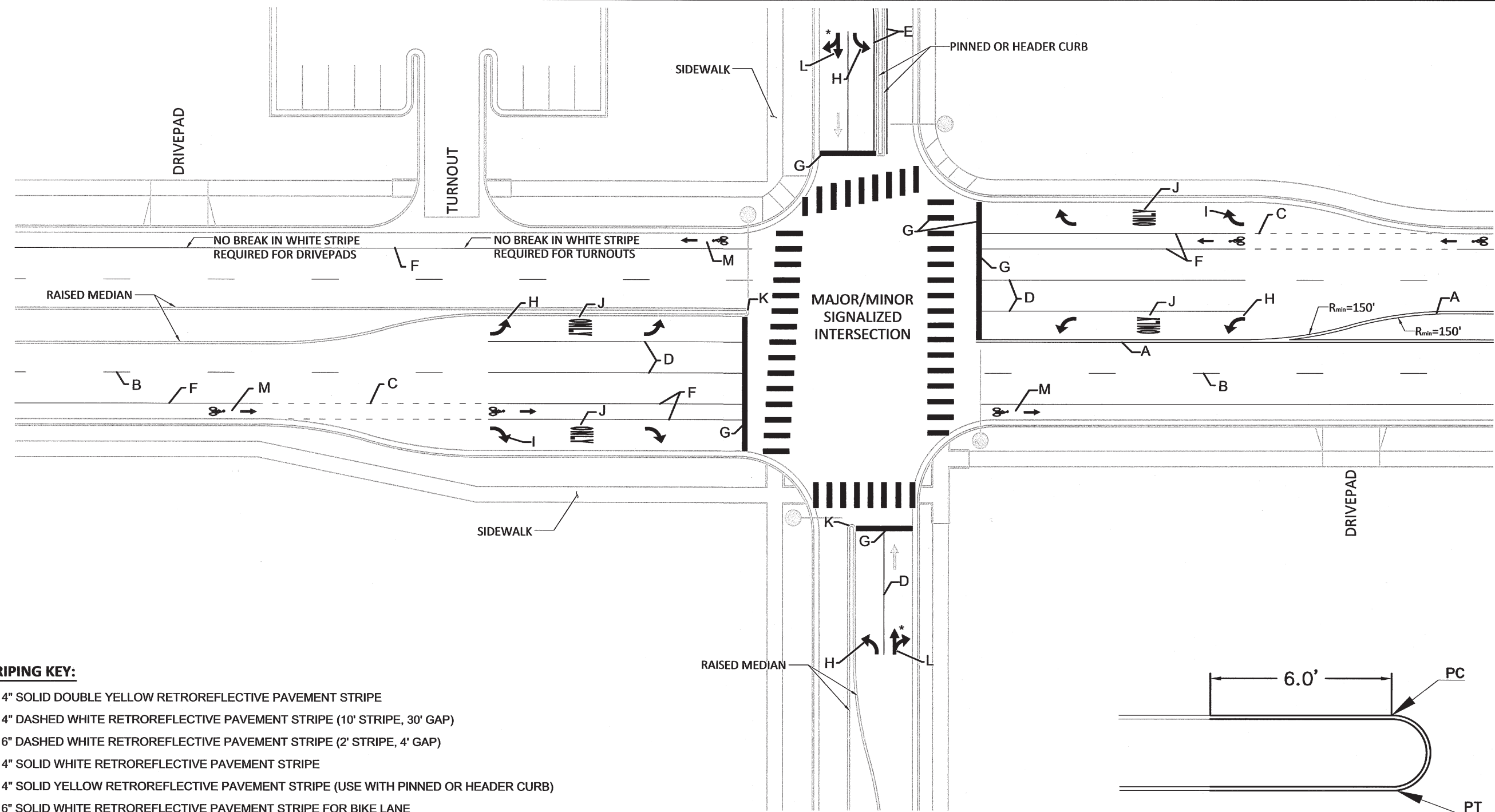
## SIGNING KEYED NOTES

- 1 REMOVE AND SALVAGE EXISTING SIGN(S) AND POST
- 2 EXISTING SIGN TO REMAIN
- 3 INSTALL NEW SIGN

**RECORD DRAWING**

		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE:		98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN SIGNING AND STRIPING PLAN	
Design Review Committee 	City Engineer Approval 	Last Design Update 	Mo. / Day / Yr.      
City Project No. 770368		Zone Map No. M-09-Z, N-09-Z	Sheet 18 of 40

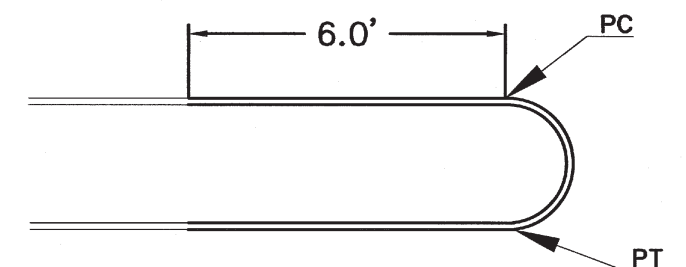




**STRIPING KEY:**

- A. 4" SOLID DOUBLE YELLOW RETROREFLECTIVE PAVEMENT STRIPE
- B. 4" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (10' STRIPE, 30' GAP)
- C. 6" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (2' STRIPE, 4' GAP)
- D. 4" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE
- E. 4" SOLID YELLOW RETROREFLECTIVE PAVEMENT STRIPE (USE WITH PINNED OR HEADER CURB)
- F. 6" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE FOR BIKE LANE
- G. 24" 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 "BIKE SYMBOL & ARROW" PAVEMENT MARKING. REFER TO SHEET 2900-301.

\* OPTIONAL



### PAINTED MEDIAN NOSE DETAIL

N.T.S. MEDIAN NOSE PAINTING SHALL EXTEND 6 FEET  
PAST THE PC AND PT AT EACH END OF THE NOSE.

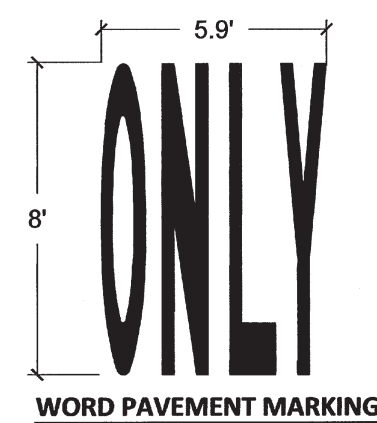
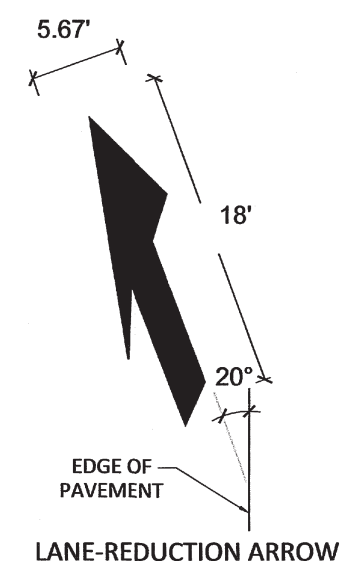
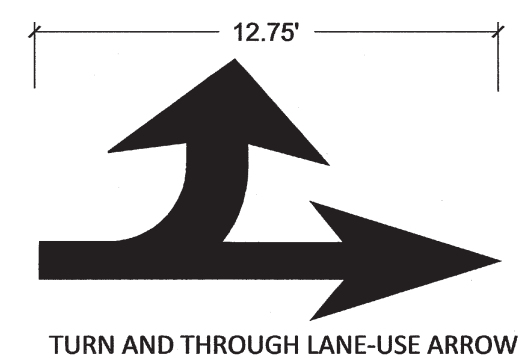
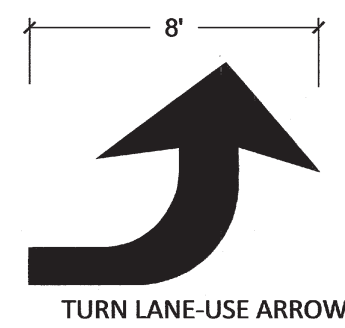
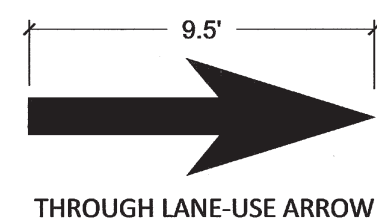
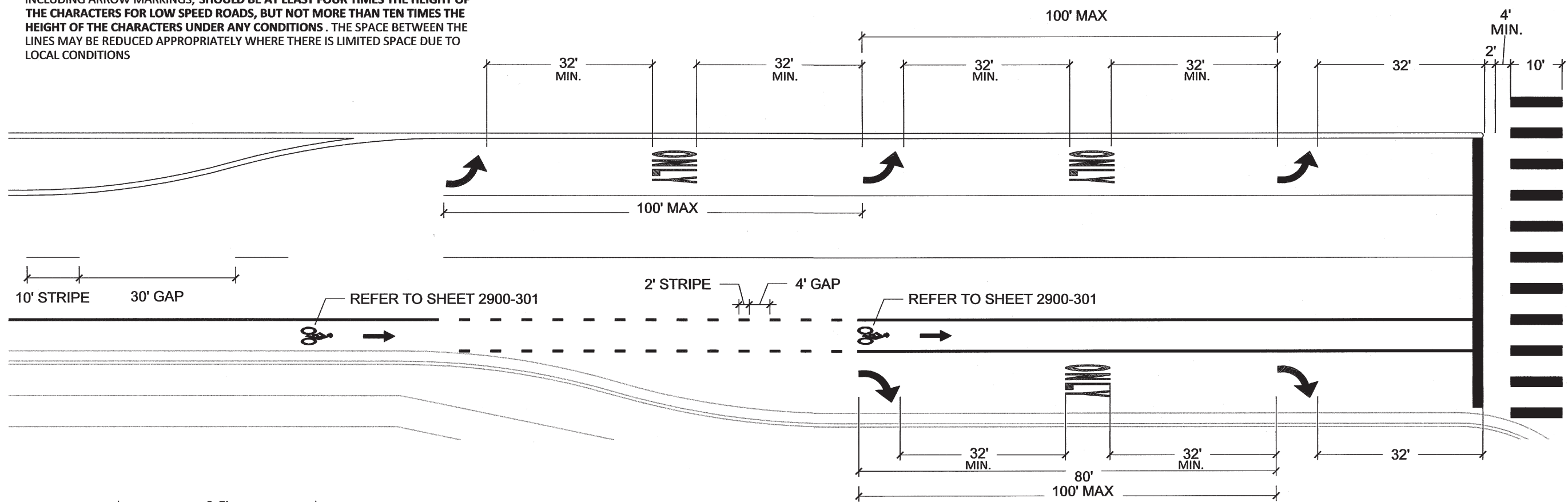
REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING
	SIGNALIZED INTERSECTION
	DWG. 2900-101 FEBRUARY 2014

**RECORD DRAWING**



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



STANDARD ARROWS FOR PAVEMENT MARKINGS

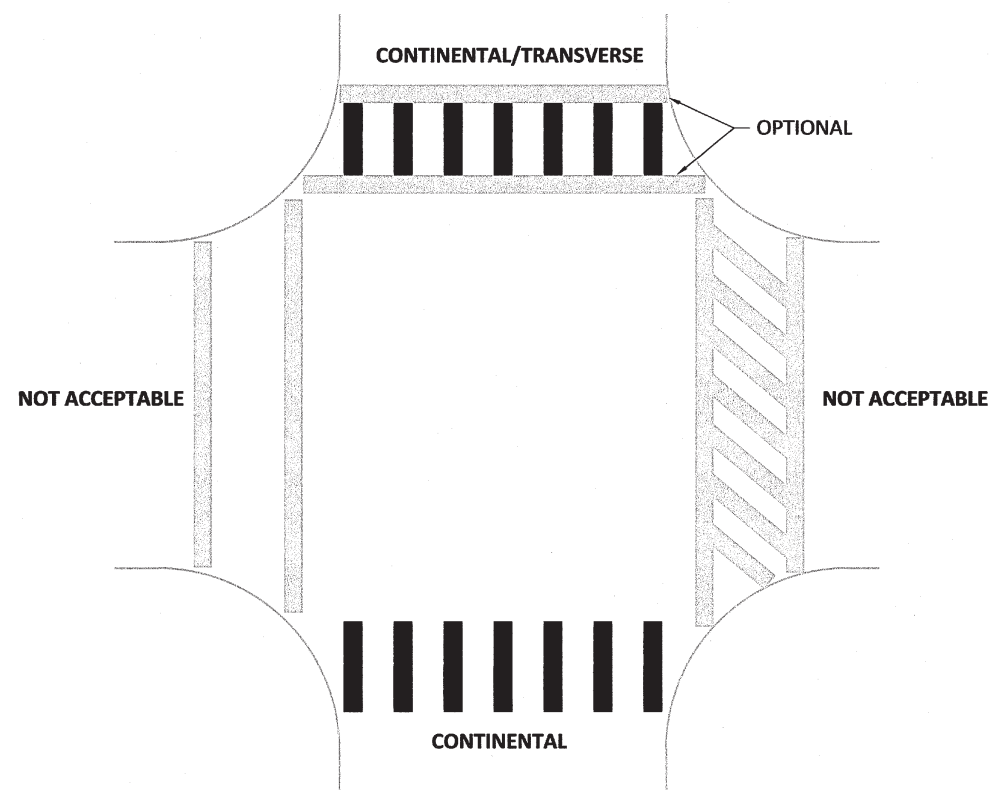
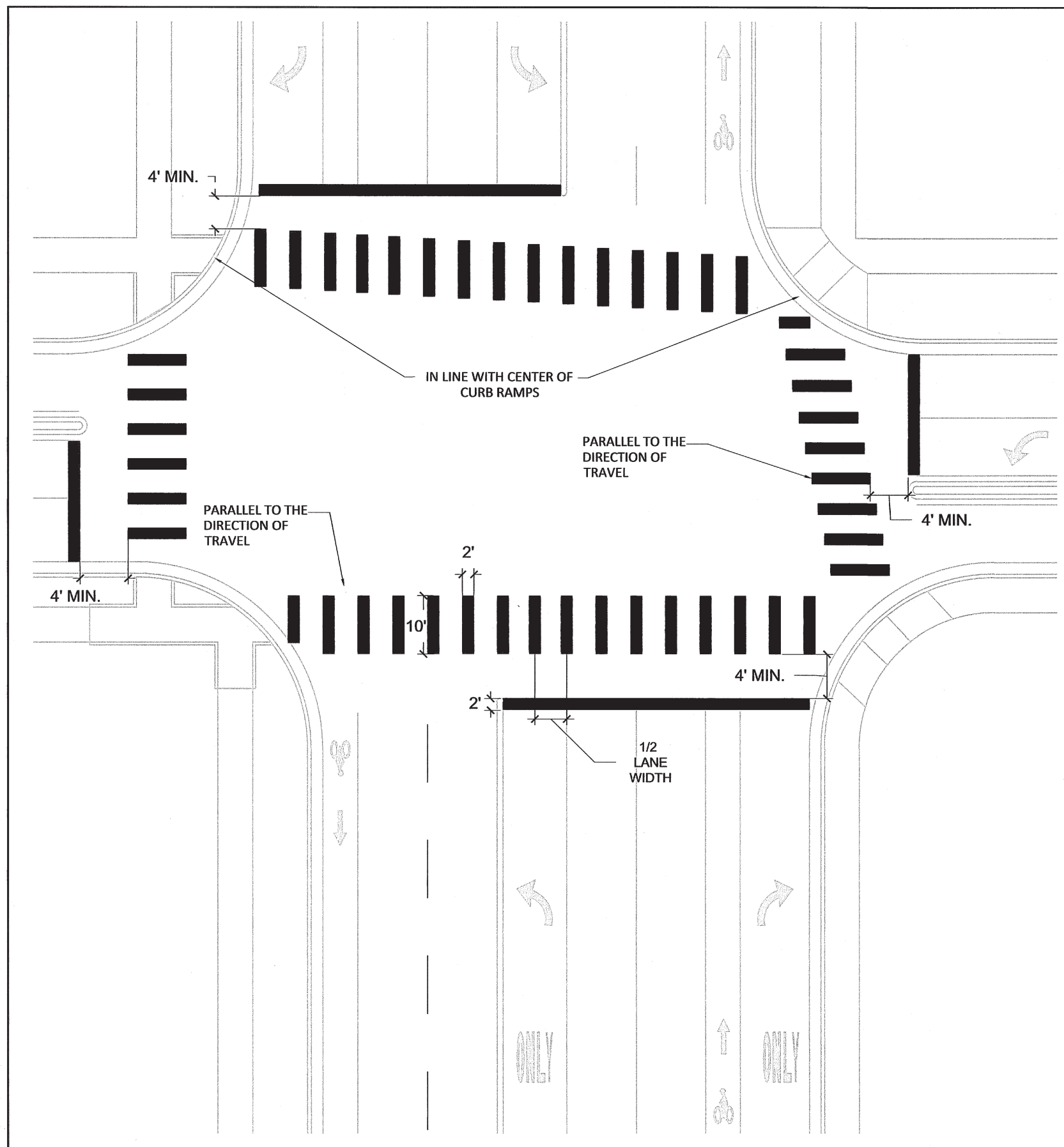
RECORD DRAWING

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

M:\TRM\11-100-216-00\CADD\SHEETS\STRIPING.DWG 2/11/2014 1:58 PM



M:\TRN\11-100-216-00\CADD\SHEETS\STRIPING.DWG 2/11/2014 11:44 AM



**CROSSWALK MARKING NOTES:**

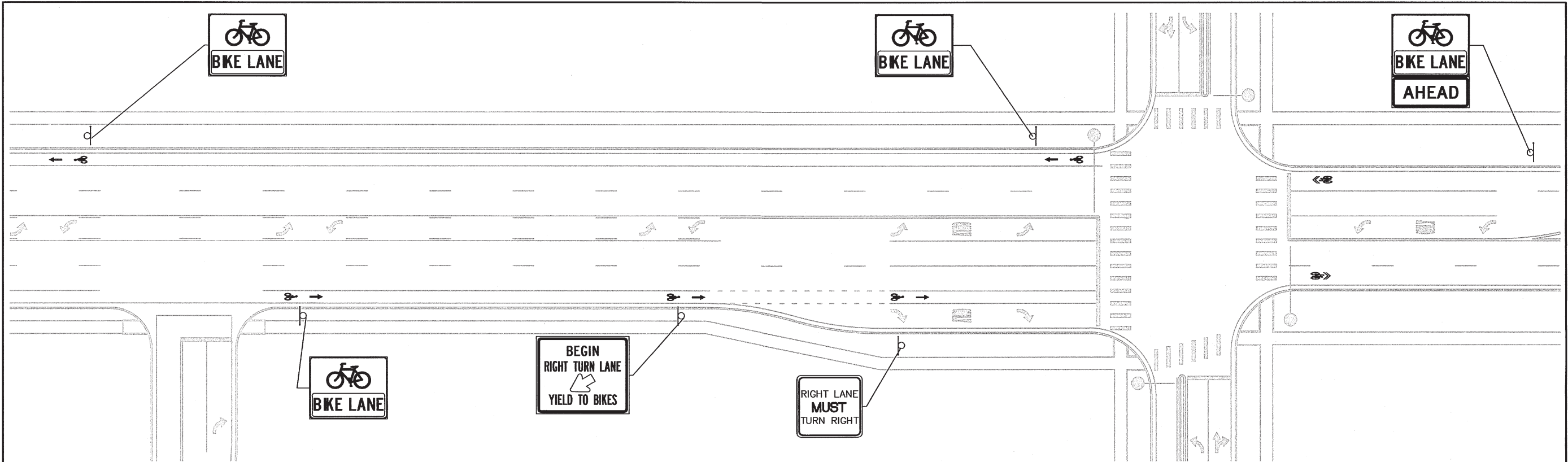
1. WHEN CROSSWALK LINES ARE APPLIED THE "CONTINENTAL" TYPE SHALL BE USED, CONSISTING OF SOLID WHITE LONGITUDINAL LINES 10 FEET IN LENGTH AND 2 FEET WIDE.
2. THE DESIGN OF THE LINES SHALL BE INSTALLED AT THE CENTER OF EACH DRIVING LANE, RIGHT TURN LANE, AND LEFT TURN LANE; CENTERED BETWEEN EACH LANE PARALLEL TO THE DIRECTION OF TRAVEL AS SHOWN.
3. 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.
4. 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.

**RECORD DRAWING**

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

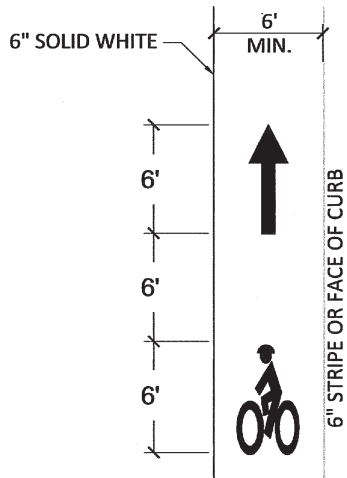




BIKE LANE SIGN AND BIKE SYMBOL LOCATION AND FREQUENCY

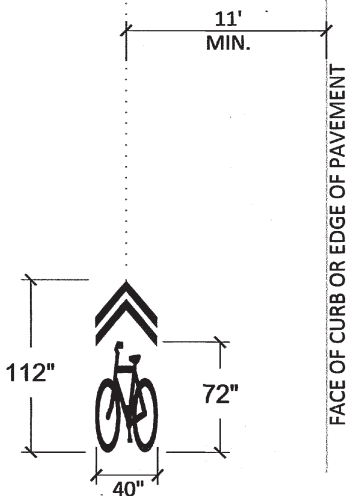
- 1. BIKE LANE SIGNS SHALL BE USED ONLY IN CONJUNCTION WITH MARKED BICYCLE LANES.
- 2. WHEN USED, BIKE LANE SIGNS SHOULD BE USED AT THE BEGINNING OF THE BICYCLE LANE, AT THE TERMINATION OF THE BICYCLE LANE, AND AT PERIODIC INTERVALS ALONG THE BICYCLE LANE AS DETERMINED BY ENGINEERING JUDGEMENT.
- 3. WHERE BIKE LANE SIGNS ARE PLACED, THEY SHALL BE ACCOMPANIED BY "BIKE SYMBOL" PAVEMENT MARKINGS .
- 4. "BIKE SYMBOL AND ARROW" PAVEMENT MARKINGS SHALL BE PLACED PRIOR TO RIGHT TURN BAY BREAK LINES, AT THE APPROACHES OF SIGNALIZED AND UNSIGNALIZED INTERSECTIONS, AND PLACED AFTER SIGNALIZED INTERSECTIONS.
- 5. ENGINEERING JUDGEMENT WILL BE USED WHEN PLACING "BIKE SYMBOL AND ARROW" PAVEMENT MARKINGS BEFORE/AFTER MINOR ROADWAY INTERSECTIONS AND ALONG CONTINUOUS STRETCHES OF ROADWAY.

RECORD DRAWING

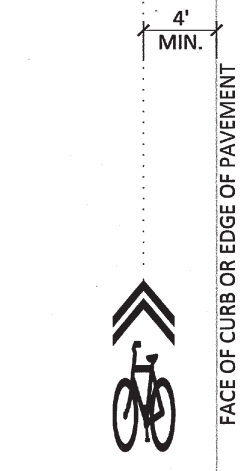


PAVEMENT MARKING DETAILS - BICYCLE LANE

ARROW AND BICYCLE SYMBOL DIMENSIONS SHALL MEET MUTCD REQUIREMENTS, AND SHALL REQUIRE APPROVAL BY THE PROJECT ENGINEER PRIOR TO INSTALLATION.



ON-STREET PARALLEL PARKING



NO ON-STREET PARKING & TRAVEL LANE <14'

PAVEMENT MARKING DETAILS - SHARED LANE "SHARROW"

- 1. SHARED LANE MARKINGS SHOULD NOT BE PLACED ON ROADWAYS THAT HAVE A SPEED LIMIT ABOVE 35 MPH.
- 2. SHARED LANE MARKINGS SHALL NOT BE USED ON SHOULDERS OR IN DESIGNATED BICYCLE LANES.
- 3. IF USED IN A SHARED LANE WITH ON-STREET PARALLEL PARKING, SHARED LANE MARKINGS SHOULD BE PLACED SO THAT THE CENTERS OF THE MARKINGS ARE AT LEAST 11' FROM THE FACE OF THE CURB, OR FROM THE EDGE OF THE PAVEMENT WHERE THERE'S NO CURB.
- 4. IF USED ON A STREET WITHOUT ON-STREET PARKING THAT HAS AN OUTSIDE TRAVEL LANE THAT IS LESS THAN 14' WIDE, THE CENTERS OF THE SHARED LANE MARKINGS SHOULD BE AT LEAST 4' FROM THE FACE OF THE CURB, OR FROM THE EDGE OF THE PAVEMENT WHERE THERE IS NO CURB.
- 5. IF USED THE SHARED LANE MARKING SHOULD BE PLACED IMMEDIATELY AFTER AN INTERSECTION AND SPACED AT INTERVALS NOT GREATER THAN 250 FEET THEREAFTER.

REVISIONS	CITY OF ALBUQUERQUE
	BICYCLE FACILITIES
	BIKE LANE SIGN & SYMBOL LOCATION
	DWG. 2900-301 FEBRUARY 2014



TRAFFIC SIGNAL GENERAL NOTES

1. THIS PROJECT INCLUDES INSTALLATION OF A NEW TRAFFIC SIGNAL AND INTERCONNECT AT THE 98TH STREET AND BLAKE ROAD 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 AT (505) 857-8044 THREE (3) 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 (505) 857-8044 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.

15. 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 AT THEIR COST.
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 BETWEEN 36 TO 42 INCHES FROM FINISHED GRADE. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED WITHIN A HORIZONTAL REACH OF 0 TO 10 INCHES.
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 (3 TURNS) FOR THROUGH LANES.
27. CONTROL CABINET DOOR SHALL OPEN AWAY FROM TRAFFIC.
28. THE CONTRACTOR SHALL PROVIDE GIS DATA FOR ALL NEW TRAFFIC SIGNAL AND ITS UTILITIES. ALL NEW SIGNAL AND ITS INFRASTRUCTURE SHALL BE GPS LOCATED AND AN ELECTRONIC GIS FILE SHALL BE PROVIDED TO THE CITY, IN SHAPE FILE FORMAT OR OTHER FORMAT SUITABLE FOR GIS USE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE SIGNAL INSTALLATION.

TRAFFIC SIGNAL LEGEND		
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)
		CCTV (PTZ) CAMERA

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEERS SEAL		REVISIONS		DESIGN		N/A		SCL	
CONTRACTOR	DATE	WORKED BY	DATE	NO.	BY	NO.	BY	NO.	DATE	DATE	DATE	DATE	DATE	DATE	DATE
INSPECTED BY	DATE	ACCEPTANCE BY	DATE												
VERIFICATION BY	DATE	DRAWING BY	DATE												
The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampepe Rd intersection. Datum: NAD 83 elev. based on NAVD 88 datum. N=1471730.928, E=1496215.383, Elev.=5082.551'															
MICRO-FILM INFORMATION															
RECORDED BY	DATE														
NO.															

RECORD DRAWING

CITY OF ALBUQUERQUE  
DEPARTMENT OF MUNICIPAL DEVELOPMENT  
ENGINEERING DIVISION

TITLE:

98TH STREET/BLAKE ROAD  
TRAFFIC SIGNAL DESIGN  
TRAFFIC SIGNAL GENERAL NOTES & LEGEND

Design/Review Committee

City Engineer Approval

Min. / Day / Yr.

Min. / Day / Yr.

APPROVED  
MAR 06 2023  
DESIGN REVIEW COMMITTEE

APPROVED  
MAR 19 2020  
CITY ENGINEER

Last Design Update

City Project No.

770368

Zone Map No.

M-09-Z, N-09-Z

Sheet

23

Of

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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.

CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALBUQUERQUE DMD PUBLIC INFORMATION OFFICER (PIO), WHO WILL ADVISE THE PUBLIC OF CONSTRUCTION FOR THE DURATION OF THE PROJECT. ANY IMPACT TO ACCESS OF BUSINESSES SHALL BE COORDINATED SEVEN (7) DAYS IN ADVANCE WITH THE CITY OF ALBUQUERQUE AND BUSINESSES.
5.

OFF-DUTY POLICE OFFICER FOR TRAFFIC CONTROL.
6.

COST FOR PNM TO PROVIDE ELECTRICAL SERVICE.
7.

CONDUIT TRACE WIRE.
8.

COST FOR PROVIDING GIS DATA OF TRAFFIC AND ITS UTILITIES.

\* 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.

RECORD DRAWING

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN EQUIPMENT & INCIDENTAL ITEMS, INTERCONNECT REQUIREMENTS	
Design Review Committee APPROVED MAR 06 2023 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 24	Of 40


ENGINEERS SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
		FIELD NOTES		The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-W9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stompede Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.926, E=1496216.363, Elev.=5082.561'		CONTRACTOR	
NO.		BY		DATE		DATE	
REMARKS		BY		DATE		DATE	
DESIGN		BY		DATE		DATE	
N/A		BY		DATE		DATE	
N/A		BY		DATE		DATE	
SOL		BY		DATE		DATE	



TRAFFIC SIGNAL ESTIMATED QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
421.01	METER PEDESTAL (SIGNAL) , CIP	EA	1
421.015	SERVICE CONNECTION (SIGNAL), CIP	EA	1
422.002	TRAFFIC SIGNAL PEDESTAL POLE, 10', CIP	EA	2
422.003	TRAFFIC SIGNAL PEDESTAL POLE, 13', CIP	EA	3
422.004	TRAFFIC SIGNAL PEDESTAL POLE, 15', CIP	EA	2
422.018	TRAFFIC SIGNAL MASTARM, 35' ARM, TYPE II, TROMBONE, CIP	EA	1
422.02	TRAFFIC SIGNAL MASTARM, 40' ARM, TYPE II, TROMBONE, CIP	EA	2
422.021	TRAFFIC SIGNAL MASTARM, 40' ARM, TYPE III, TROMBONE, CIP	EA	1
423.001	TRAFFIC SIGNAL FOUNDATION FOR PEDESTAL POLE, CIP	EA	7
423.002	TRAFFIC SIGNAL MASTARM FOUNDATION, CIP	EA	4
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	70
424.011	ELECTRICAL CONDUIT, 3", INCLUDING TRENCHING, BACKFILL, PATCHING, PUSHING, BORING AND JACKING, CIP	LF	2,270
425.002	ELECTRICAL PULL BOX (STANDARD) CIP	EA	4
425.003	ELECTRICAL PULL BOX (LARGE) CIP	EA	9
425.004	ELECTRICAL PULL BOX, TYPE C, CIP	EA	1
426.001	SINGLE CONDUCTOR #2, CIP	LF	1,215
426.003	SINGLE CONDUCTOR #6, CIP	LF	2,020
426.010	MULTI-CONDUCTOR CABLE, #5, CIP	LF	1,385
426.011	MULTI-CONDUCTOR CABLE, #7, CIP	LF	270
426.014	MULTI-CONDUCTOR CABLE, #20, CIP	LF	1,675
427.002	3 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP	EA	10
427.004	5 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP	EA	9
427.023	PEDESTRIAN SIGNAL, L.E.D., COUNTDOWN, CIP	EA	8
427.031	3 SECTION BACKPLATE, CIP	EA	5
427.033	5 SECTION BACKPLATE, CIP	EA	3
428.001	LOOP VEHICLE DETECTOR, CIP	EA	8
428.01	PUSH BUTTON STATION, CIP	EA	8
428.022	DUCTED LOOP DETECTOR WIRE, CIP	LF	2,500
428.05	LOOP LEAD-IN CABLE, CIP	LF	2,000
428.06	DETECTOR SAW CUT, COMPL.	LF	900
428.07	PHASE SELECTOR RACK, 4 CHANNELS, CIP	EA	1
428.071	PHASE SELECTOR MODULE 2 CHANNEL, CIP	EA	1
428.075	OPTICAL DETECTOR 1D/1C, CIP	EA	4
428.078	OPTICAL DETECTOR CABLE, CIP	LF	1,150
428.210	CCTV (PTZ) CAMERA, CIP	EA	1
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	240
435.600	SPLICE CLOSURE (FULL CABLE SPLICE)	EA	1
435.702	MANAGED FIELD ETHERNET SWITCH	EA	1
435.708	TESTING & TROUBLESHOOTING, HOUR	HR	4

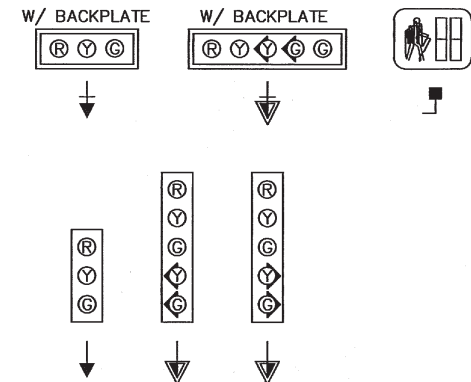
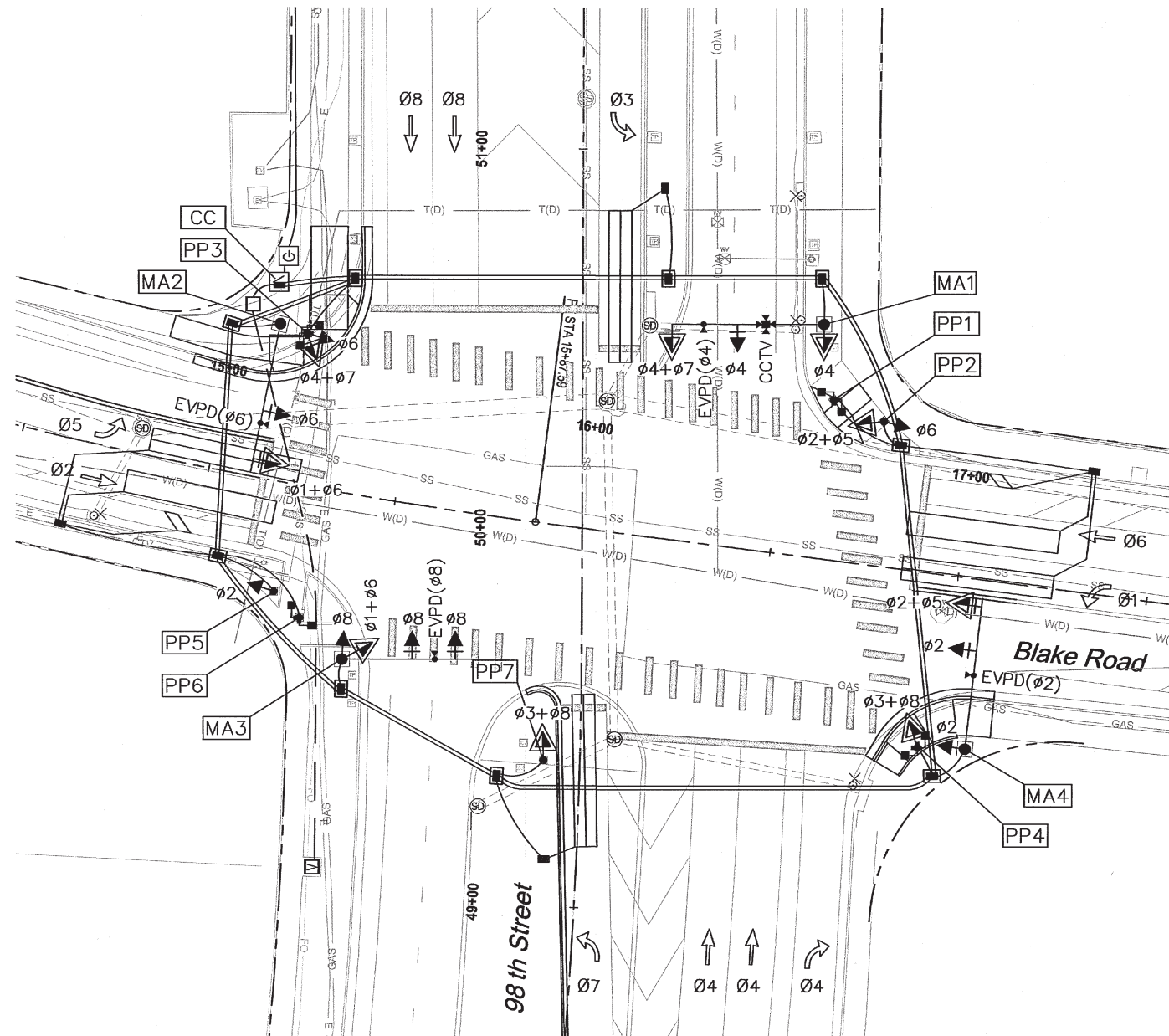
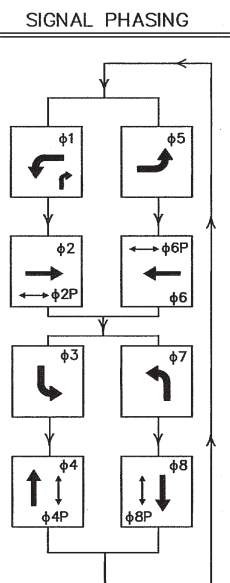
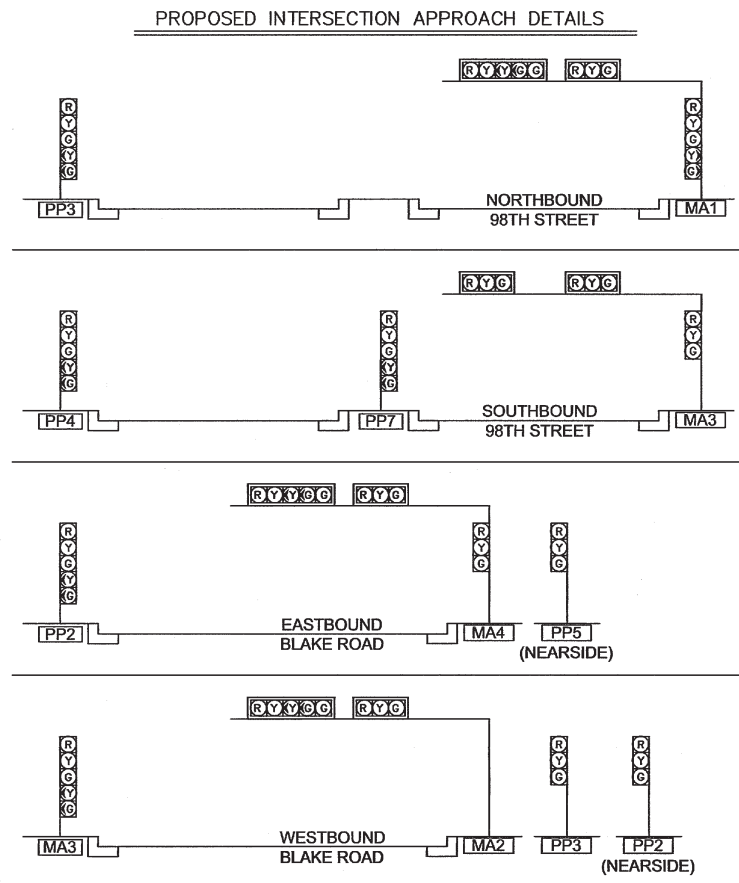
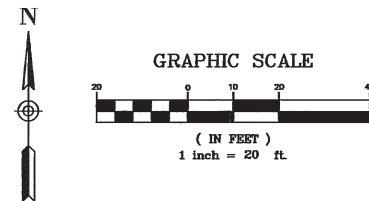
SIGNAL TIMING								
Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	10	3	16	3	10	3	16
Walk:		7		7		7		7
Ped Cir.:		33		17		28		13
Veh Ext.:	2.0	3.0	1.5	4.0	2.0	3.0	1.5	4.0
Veh Ext2:								
Max 1:	30	60	30	80	30	60	30	80
Max 2:								
Max 3:								
Yellow:	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Cir	0.5	2.0	0.5	1.5	0.5	2.0	0.5	2.0

ENGINEERS SEAL				SURVEY INFORMATION			BENCH MARKS			AS BUILT INFORMATION			
							The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-Mg 2002". The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stamper Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.928, E=1496215.383, Elev.=5082.551'			CONTRACTOR			
							NO.	BY	DATE	WORK STARTED BY	DATE	INSPECTOR'S FIELD CHANGE BY	DATE
										VERIFICATION BY	DATE	CORRECTED BY	DATE
										MICRO-FILM INFORMATION			
										RECORDED BY	DATE		
										NO.			

	<b>CITY OF ALBUQUERQUE</b> <b>DEPARTMENT OF MUNICIPAL DEVELOPMENT</b> <b>ENGINEERING DIVISION</b>												
<b>TITLE:</b>	<b>98TH STREET/BLAKE ROAD</b> <b>TRAFFIC SIGNAL DESIGN</b> <b>TRAFFIC SIGNAL ESTIMATED QUANTITIES</b>												
<div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>Design Review Committee</b>  <div style="border: 1px solid black; padding: 10px; margin: 5px 0;"> APPROVED  MAR 06 2021  DESIGN  REVIEW COMMITTEE </div> </div>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>City Engineer Approval</b>  <div style="border: 1px solid black; padding: 10px; margin: 5px 0;"> APPROVED  MAR 19 2020  CITY ENGINEER </div> </div>												
<div style="border: 1px solid black; padding: 5px;"> <b>Lost Design Update</b> </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">Mo. / Day / Yr.</th> <th style="width: 50%; text-align: center;">Mo. / Day / Yr.</th> </tr> </thead> <tbody> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </tbody> </table>	Mo. / Day / Yr.	Mo. / Day / Yr.										
Mo. / Day / Yr.	Mo. / Day / Yr.												
<b>City Project No.</b> <div style="text-align: center; font-size: 1.2em;">770368</div>	<div style="display: flex; justify-content: space-between;"> <div> <b>Zone Map No.</b>  M-09-Z, N-09-Z </div> <div> <b>Sheet</b>      of      <b>40</b> </div> </div>												

# RECORD DRAWING





## ABBREVIATIONS

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

FLASH CONDITION






RED HEADS –  $\phi 1, \phi 2, \phi 5, \phi 6$   
RED HEADS –  $\phi 3, \phi 4, \phi 7, \phi 8$

## INITIALIZATION


STEADY ALL RED, THEN  $\phi 4$  AND  $\phi 8$  GREEN











## NOTES

1. STATIONS AND OFFSETS REFER TO 98TH STREET C.
2. LOOPS SHOWN ARE SCHEMATIC.
3. PULL BOXES ARE LARGE SIZE UNLESS OTHERWISE NOTED.

LEGEND	PEDESTAL POLE HEIGHT	EQUIPMENT					AS BUILT POLE LOCATION
							
PP1	10'				2	2	50+35.36, 67.77' RT
PP2	13'	1		1			50+28.42, 79.35' RT
PP3	15'	1		1	2	2	50+51.31, 72.85' LT
PP4	15'			1	2	2	49+44.95, 90.13' RT
PP5	13'	1					48+82.36, 81.05' LT
PP6	10'				2	2	49+76.13, 72.92' LT
PP7	13'			1			49+38.41, 10.09' LT

NOTES:  
REFER TO CABQ STD. DWG. 2555 AND 2560 FOR INSTALLATION  
OF PEDESTAL POLES AND FOUNDATION.


AS BUILT		
LEGEND	EQUIPMENT TYPE	LOCATION
CC	COBALT, TYPE "P" CABINET	50+61.27, 78.79' LT
	ELECTRIC METERS	51+02.07, 74.64' LT 51+11.37, 74.93' LT

LEGEND	MAST ARM TYPE	EQUIPMENT										AS BUILT POLE LOCATION	
													
MA1	ALB-3-40-40		1			1	1			1		1	50+55.02, 63.04' RT
MA2	ALB-2-40-0		1			1				1			50+53.51, 80.28' LT
MA3	ALB-2-35-0	1	2		1					1			49+64.73, 64.49' LT
MA4	ALB-2-40-0	1	1			1				1			49+45.61, 103.16' RT

NOTES:  
REFER TO CABQ STD. DWG. 2555, 2558, 2561, 2562c AND 2562d FOR INSTALLATION OF CONTROL CABINET, SIGNAL POLES AND FOUNDATION.

**RECORD DRAWING**

[illegible]

	CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION												
	TITLE: <span style="font-size: 1.2em; font-weight: bold;">98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN TRAFFIC SIGNAL PLAN</span>												
Design Review Committee <div style="border: 1px solid black; padding: 10px; text-align: center; margin: 5px;">                     APPROVED                      MAR 06 2020                      DESIGN                      REVIEW COMMITTEE                 </div>	City Engineer Approval <div style="border: 1px solid black; padding: 10px; text-align: center; margin: 5px;">                     APPROVED                      MAR 19 2020                      CITY ENGINEER                 </div>	Last Design Update	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">Mo. / Day / Yr.</th> <th style="width: 50%; text-align: center;">Mo. / Day / Yr.</th> </tr> </thead> <tbody> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </tbody> </table>	Mo. / Day / Yr.	Mo. / Day / Yr.								
Mo. / Day / Yr.	Mo. / Day / Yr.												
City Project No. <span style="font-size: 1.2em; font-weight: bold;">770368</span>		Zone Map No. <span style="font-size: 1.2em; font-weight: bold;">M-09-Z, N-09-Z</span>	Sheet <span style="font-size: 1.5em; font-weight: bold;">26</span> Of <span style="font-size: 1.5em; font-weight: bold;">40</span>										



CONDUIT AND CONDUCTOR REQUIREMENTS								
RUN ID ##	SIZE/LENGTH		LOCATION	POWER	HOME-RUN	RING	BRANCH	LOOP
	2"	3"						
S1		400	EXPEDSTL TO METER	X				
S2		15	METER TO CC	X				
1		25	CC TO PB1		X			
2		25	CC TO PB1					X
3		90	PB1 TO PB2			X		
4		90	PB1 TO PB2					X
5		45	PB2 TO PB3			X		
6		45	PB2 TO PB3					X
7		55	PB3 TO PB4			X		
8		55	PB3 TO PB4					X
9		95	PB4 TO PB5			X		
10		95	PB4 TO PB5					X
11		120	PB5 TO PB6			X		
12		120	PB5 TO PB6					X
13		55	PB6 TO PB7			X		
14		55	PB6 TO PB7					X
15		55	PB7 TO PB8			X		
16		55	PB7 TO PB8					X
17		65	PB8 TO PB9			X		
18		65	PB8 TO PB9					X
19		40	PB9 TO PB1			X		
20		40	PB9 TO PB1					X
21		20	PB9 TO MA2				X	
22		25	PB1 TO PP3				X	
23		30	PB2 TO PB10					X
24		20	PB3 TO MA1				X	
25		25	PB4 TO PP1				X	
26		15	PB4 TO PP2				X	
27		60	PB4 TO PB11					X
28		15	PB5 TO PP4				X	
29		15	PB5 TO MA4				X	
30		20	PB6 TO PP7				X	
31		30	PB6 TO PB12					X
32		15	PB7 TO MA3				X	
33		35	PB8 TO PP6				X	
34		25	PB8 TO PP5				X	
35		50	PB8 TO PB13					X
CONDUIT (FT)		2105						
MCC5					30	665	285	
MCC20					60	1330	285	
SCC#2				1215				
SCC#6				60	60	1330	570	
LOOP								**
CABLE								**

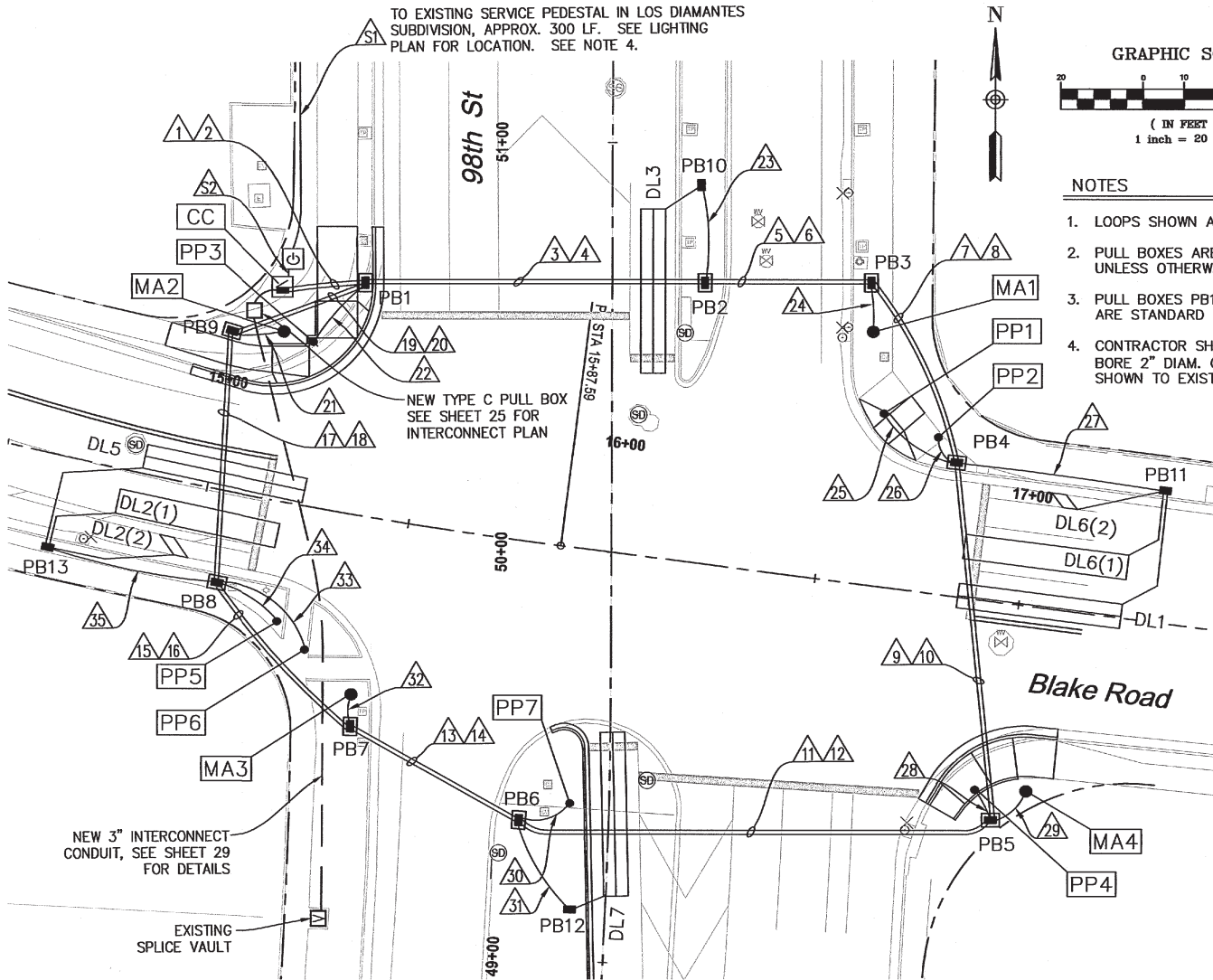
NOTES:  
\*\* REFER TO LOOP DETECTOR LEAD-IN CABLE TRACE AND PREEMPTION DETECTOR CABLE TRACE TABLES ON THIS SHEET FOR EXPLANATION OF POWER, HOME-RUN, RING, BRANCH, LUMINAIRE, LOOP AND PREEMPTION CABLE IS AS FOLLOWS:  
POWER: RISER TO METER HAS 3-SCC#2 AWG (STANDARD PNM WIRING), METER TO CC HAS 3-SCC#6  
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  
LUMINAIRE: 2-SCC#8  
LOOP: 1-LOOP DETECTOR LEAD-IN CABLE  
PREEMPTION CABLE: 1-PREEMPTION DETECTOR CABLE

PREEMPTION CABLE TRACE								
PREEMPTION DETECTOR	FROM	TO	LENGTH (FT) (A)	FROM	TO	CONDUIT TRACE	LENGTH (FT) (B)	LENGTH (FT) (A+B)
EVPD(Φ2)	MA4	POLE BASE	60	POLE BASE	CC	29-10-8-6-4-2	355	415
EVPD(Φ4)	MA1	POLE BASE	60	POLE BASE	CC	24-6-4-2	200	260
EVPD(Φ6)	MA2	POLE BASE	60	POLE BASE	CC	21-20-2	100	160
EVPD(Φ8)	MA3	POLE BASE	60	POLE BASE	CC	32-16-18-20-2	225	285
TOTAL								1120
USE								1150

CONDUCTORS FROM BASE OF POLES TO EQUIPMENTS ON MAST ARMS			
CONDUCTOR TYPE/LENGTH			
POLE	MCC5	MCC7	LOOP LEAD-IN
MA1	1	2	
MA2	1	1	
MA3	3	1	
MA4	2	1	
PP1	2		2
PP2	1	1	
PP3	3	1	2
PP4	2	1	2
PP5	1		
PP6	2		2
PP7		1	
TOTAL LENGTH (FT)	405	270	40

\* LOOP LEAD-IN CABLE FOR PEDESTRIAN PUSH BUTTONS

CCTV CABLE TRACE			
FROM	TO	CONDUIT TRACE	LENGTH (FT)
MA1	CC	24-6-4-2	200
TOTAL LENGTH (FT)			200



LOOP DETECTOR WIRE AND PAVEMENT SAWCUT											
LOOP #	PHASE #	VEHICLE DETECTOR			LOOP TYPE	LOOP DIMENSIONS (FT)				LOOP WIRE (FT)	PAVEMENT SAWCUT (FT)
		MODE	UNIT #	CHANNEL		L	W	S	T		
DL1	Φ1	PRESENCE	2	1	QP	40	6	35	5	429	167
DL2(1)	Φ2	PRESENCE	1	1	BP	40	6	20	5	331	112
DL2(2)	Φ2	PRESENCE	1	1	BIKE	6	3.5	10	25	113	29
DL3	Φ3	PRESENCE	4	1	QP	40	6	5	10	379	137
DL5	Φ5	PRESENCE	2	2	QP	40	6	35	5	429	167
DL6(1)	Φ6	PRESENCE	1	2	BP	40	6	20	5	331	112
DL6(2)	Φ6	PRESENCE	1	2	BIKE	6	3.5	15	5	83	34
DL7	Φ7	PRESENCE	4	2	QP	40	6	5	10	379	137
TOTAL										2474	895
USE										2500	900

QUANTITY ESTIMATE EQUATIONS

LOOP WIRE FOR 6' X 40' QP = (8\*L) + (4\*W) + (2\*S) + (2\*T) + 5  
LOOP WIRE FOR 6' X 40' BP = (6\*L) + (6\*W) + (2\*S) + (2\*T) + 5  
LOOP WIRE FOR 6' X 40' BIKE = (4\*L) + (4\*W) + (2\*S) + (2\*T) + 5  
PAVEMENT SAWCUT FOR QP AND BIKE = (3\*L) + (2\*W) + S  
PAVEMENT SAWCUT FOR 6' X 40' BP = (2\*L) + (2\*W) + S

WHERE,

QP = QUADRUPOLE LOOP (2 TURNS)  
BP = BIPOLE LOOP (3 TURNS)  
BIKE = BIKE LOOP (2 TURNS)  
L = DETECTOR LOOP LENGTH (FROM PLAN)  
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)

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN TRAFFIC SIGNAL CABLES & CONDUITS - I	
Design Review Committee MAR 06 2020	City Engineer Approval MAR 19 2020
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 27	Of 40

RECORD DRAWING

AS BUILT INFORMATION	
CONTRACTOR	DATE
INSPECTOR	DATE
ACCEPTANCE BY	DATE
VERIFICATION BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
RECORDED BY	DATE
NO.	

The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd intersection. Datum: NAD 83, elev. based on NAD 88 datum. N=1471730.928, E=1496215.383, Elev.=5082.551'

SURVEY INFORMATION	
FIELD NOTES	DATE
NO.	

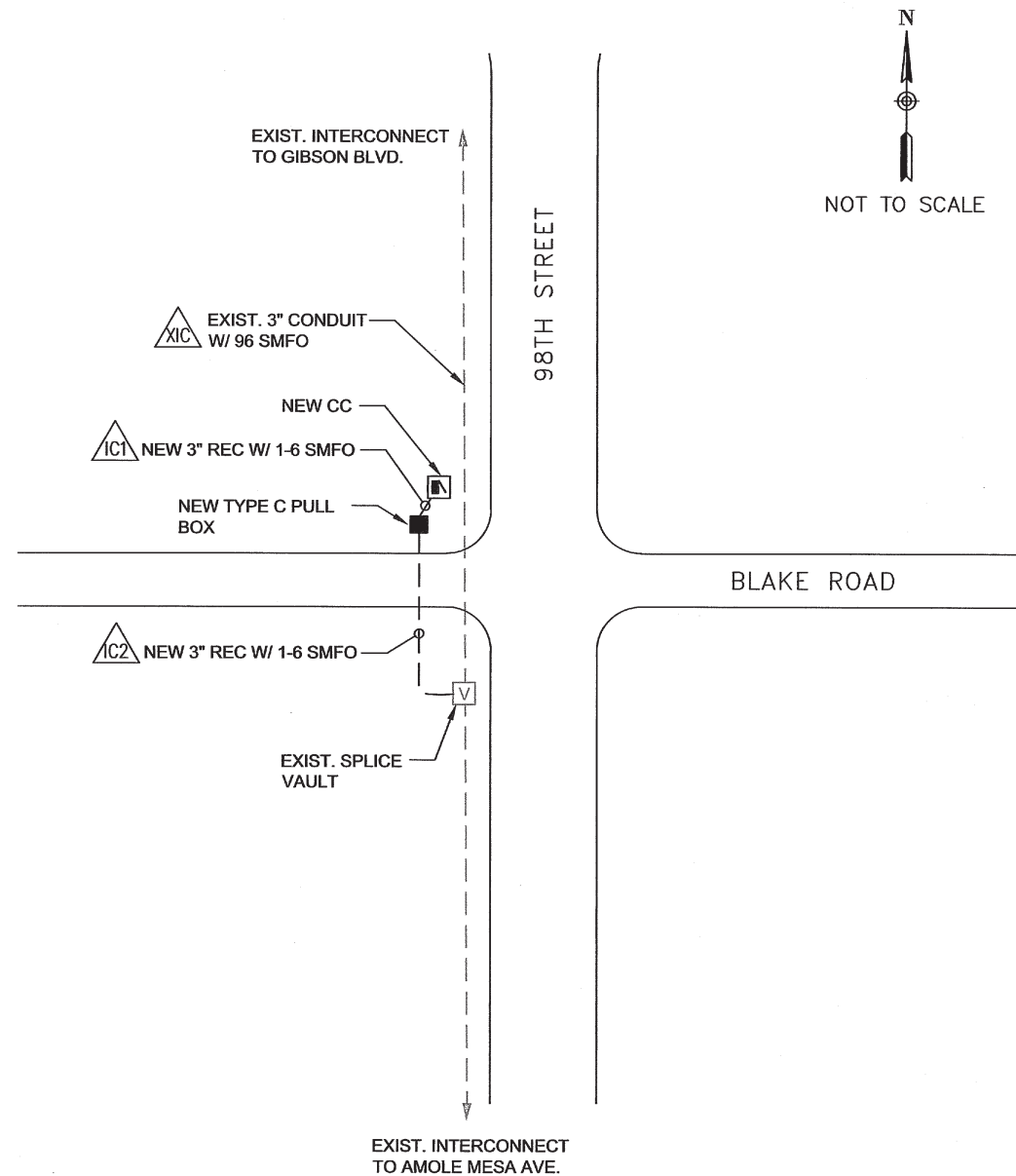
ENGINEERS SEAL	
MADEIRA L. ADAMS NEW MEXICO 14494 PROFESSIONAL ENGINEER	

REVISIONS	
NO.	DATE
DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE









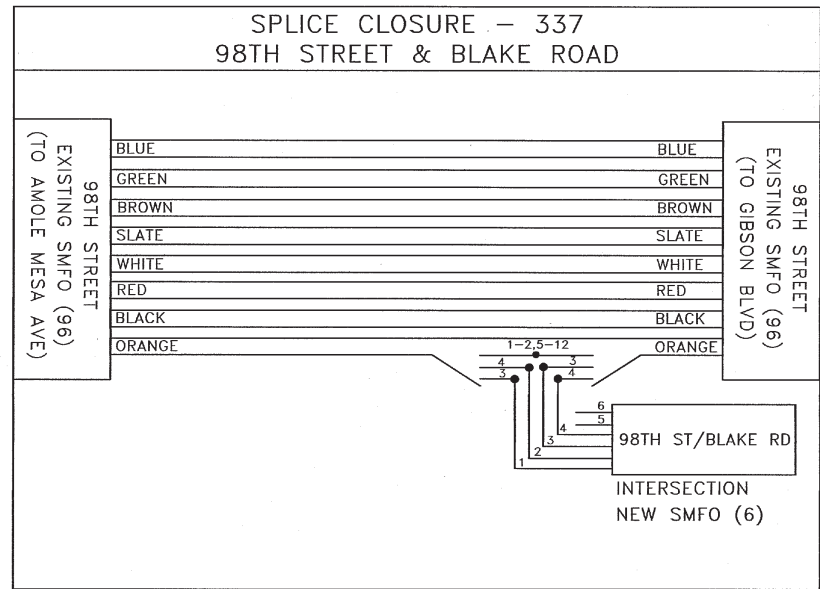
DESCRIPTION OF FIBER OPTIC WORK

1. INSTALL NEW TYPE C PULL BOX AT 98TH/BLAKE INTERSECTION. CONNECT TO NEW CONTROLLER CABINET WITH 3" CONDUIT.
2. CONNECT NEW TYPE C PULL BOX TO EXISTING SPLICE VAULT ON THE WEST SIDE OF 98TH ST, SOUTH OF BLAKE ROAD WITH NEW 3" CONDUIT.
3. INSTALL NEW 6 SMFO IN NEW 3" CONDUIT FROM NEW CONTROLLER CABINET TO EXISTING SPLICE VAULT.
4. INSTALL (1) MANAGED FIELD ETHERNET SWITCH (ITEM 435.702) IN NEW CONTROLLER CABINET.
5. INSTALL NEW SPLICE CLOSURE (ITEM 435.600) IN EXISTING SPLICE VAULT. SEE DETAIL THIS SHEET.

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 BISC1 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.

INTERCONNECT CONDUIT SCHEDULE			
RUN ID ##	SIZE/LENGTH		SMFO (6)
	2"	3"	
IC1		15	CC TO NEW TYPE C PULL BOX
IC2		150	NEW TYPE C PB TO EX SPL VAULT
TOTAL LENGTH (FT)		165	240



BUFFER TUBE ASSIGNMENTS  
BLUE - BACKBONE (NON LOCAL)  
ORANGE - LOCAL  
GREEN - LOCAL  
BROWN -  
SLATE -  
WHITE -  
RED - NMDOT  
BLACK - BERNALILLO COUNTY

LEGEND:

- NEW FUSION SPLICE
- EXISTING FUSION SPLICE

CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN INTERCONNECT PLAN AND FIBER OPTIC SPLICE	
Design Review Committee MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 29	Of 40

RECORD DRAWING

AS BUILT INFORMATION	
CONTRACTOR	DATE
WORK STARTED BY	DATE
DESIGNED BY	DATE
CHECKED BY	DATE
RECORDED BY	DATE
MICRO-FILM INFORMATION	
NO.	
BENCH MARKS	
The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002". The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampede Rd intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.928, E=1496215.383, Elev.=5082.551'	
SURVEY INFORMATION	
FIELD NOTES	DATE
NO.	BY
ENGINEER'S SEAL	
NANCIE L. ADAMS REGISTERED PROFESSIONAL ENGINEER 14493 NANCIE L. ADAMS	
REVISIONS	BY
NO.	DATE
DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE



ROADWAY LIGHTING GENERAL NOTES

- THE CONTRACTOR SHALL PROVIDE THE CITY OF ALBUQUERQUE/CITELUM AND PNM WITH A SET OF AS-BUILT DRAWINGS OF THE STREET LIGHTING.
- 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.
- ALL EQUIPMENT SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY.
- ALL WIRE ON THIS PROJECT TO BE TRI-FLEX ALUMINUM ONLY.
- LIGHT STANDARDS SHALL HAVE BREAKAWAY SYSTEMS, WHICH SHALL BE CONSIDERED INCIDENTAL TO THE STANDARD.
- ALL ROADWAY LIGHTING CIRCUITS ON THIS PROJECT SHALL BE 240 VOLTS.
- DESIGN IS BASED ON AMERICAN NATIONAL STANDARDS PRACTICE FOR ROADWAY LIGHTING, RP-8-14 (ANSI/IES).
- EACH CIRCUIT FOR ROADWAY LIGHTING SHALL BE INSTALLED IN A SEPARATE CONDUIT UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REMOVE EXISTING CONDUITS AND PULL BOXES THROUGHOUT THE PROJECT AS DIRECTED BY PROJECT MANAGER.
- EACH TIME A ROADWAY LUMINAIRE IS TURNED ON OR OFF THE CONTRACTOR SHALL COORDINATE WITH THE FOLLOWING:
  - CITY OF ALBUQUERQUE PROJECT MANAGER/CITELUM
  - PNM
- POWER SHALL NEITHER BE TURNED ON NOR OFF UNTIL THE RESPONSIBLE PARTY FOR THE LIGHTING SYSTEM HAS BEEN NOTIFIED.
- RESPONSIBILITY AND MAINTENANCE OF THE LIGHTING SYSTEM INSTALLED AS PART OF THIS PROJECT SHALL BE AS FOLLOWS:

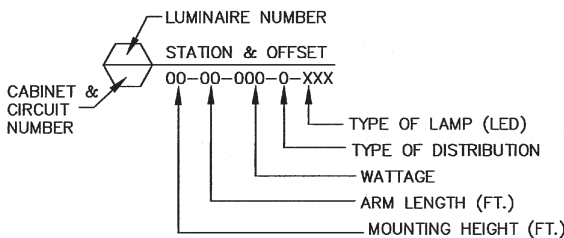
ROADWAY LIGHTING SHALL BE ACCEPTED AND MAINTAINED BY THE CITY OF ALBUQUERQUE AND CITELUM. THE CONTRACTOR SHALL PROVIDE PNM AND CITELUM FIVE (5) WORKING DAYS' NOTICE IN ADVANCE OF TURNING ON THE SYSTEM TO ALLOW PNM AND CITELUM TO INSPECT AND APPROVE THE SYSTEM BEFORE IT IS TURNED ON.
- ALL LIGHTING CONTROL CABINETS SHALL INCLUDE PHOTO ELECTRIC CELLS.
- THE CONTRACTOR SHALL ARRANGE A NIGHT INSPECTION OF THE LIGHTING SYSTEM WITH THE PROJECT MANAGER AND CITELUM TO ENSURE COMPLIANCE WITH THE NEW MEXICO NIGHT SKY PROTECTION ACT AND PROPER LEVELING OF LUMINAIRE HEADS.
- CITELUM WILL ASSIST WITH IDENTIFICATION OF EXISTING CIRCUITS. CONTRACTOR SHALL USE APPROPRIATE CAUTION WHEN WORKING NEAR EXISTING CIRCUITS.
- 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.
- ALL CONDUIT INSTALLED IN A TRENCH SHALL BE A MINIMUM OF 30 INCHES DEEP AND FLAGGED WITH CAUTION TAPE ONE FOOT ABOVE THE CONDUIT.
- CONDUCTORS SHALL BE LABELED WITH WATERPROOF TAGGING AT ALL PULL BOXES AND HAND HOLES ON LIGHTING STANDARDS, INDICATING WHAT EACH CONDUCTOR CONNECTS TO.
- LUMINAIRES SHALL BE AUTOBAHN SERIES ATBM ROADWAY LUMINAIRES (ATBM-3-MVOLT-R2, 13,400 LUMENS) WITH CUTOFF OPTICS, OR APPROVED EQUAL.
- ALL LIGHTING COMPONENTS SHALL CONFORM TO THE CITY'S/CITELUM'S LIGHTING STANDARDS. REFER TO THE SUPPLEMENTAL TECHNICAL SPECIFICATIONS.
- STREET LIGHT STANDARDS AND MASTARMS SHALL BE HAPCO 30' DAVIT POLES, OR APPROVED EQUAL. REFER TO THE SUPPLEMENTAL TECHNICAL SPECIFICATIONS FOR DETAILS.
- ALL LIGHTING SHALL BE LED WITH ALUMINUM WIRING, AND SHALL BE METERED.
- EXISTING SIDEWALKS IMPACTED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR EXPENSE.

LIGHTING INCIDENTAL ITEMS

- ANCHOR BOLTS FOR FOUNDATIONS.
- GROUND RODS FOR FOUNDATIONS.
- CONCRETE COLLARS FOR PULLBOXES.
- BREAKAWAY SYSTEMS FOR LIGHTING STANDARDS.
- SINGLE CONDUCTOR 8 GROUND WIRE IN EACH REC RUN.
- WATERPROOF TAGGING.

LIGHTING LEGEND

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



ROADWAY LIGHTING SUMMARY OF QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	TOTAL
421.016	SERVICE CONNECTION (LIGHTING), CIP	EACH	1
421.025	LIGHTING CONTROL CABINET, SIX CIRCUIT, METERED, CIP	EACH	1
422.03	STREET LIGHTING STANDARD, SINGLE ARM, 30', CIP	EACH	11
423.02	LUMINAIRE FOUNDATION FOR LUMINAIRE HEIGHT OF 40' OR LESS, CIP	EACH	11
424.006	ELECTRICAL CONDUIT, 2", INCL. TRENCHING, BACKFILL, PATCHING, PUSHING, BORING & JACKING, CIP	LF	1,500
425.002	ELECTRICAL PULL BOX (STANDARD), CIP	EACH	6
426.001	SINGLE CONDUCTOR #2, CIP	LF	3,450
432.XXX	ROADWAY LUMINAIRE, LED, CIP	EACH	11

LIGHTING CONDUIT AND CONDUCTOR REQUIREMENTS							
CONDUIT LENGTH, SIZE AND TYPE					CONDUIT FILL BY CONDUCTOR LENGTH AND TYPE		
CIRCUIT/ RUN	SIZE/LENGTH			TYPE	SCC #2	SCC #6	SCC #8 *
	1"	2"	3"		(# @ FT)	(# @ FT)	(# @ FT)
CIRCUIT 1							
EXPEDSTL TO LCC		270		REC	3 @ 275		1 @ 275
LCC TO PB5		25		REC	4 @ 30		2 @ 30
PB5 TO LUM1		110		REC	2 @ 115		1 @ 115
PB5 TO LUM2		30		REC	2 @ 35		1 @ 35
LUM2 TO PB1		40		REC	2 @ 45		1 @ 45
PB1 TO LUM3		15		REC	2 @ 20		1 @ 20
PB1 TO PB4		70		REC	2 @ 75		1 @ 75
PB4 TO LUM4		60		REC	2 @ 65		1 @ 65
PB4 TO LUM5		160		REC	2 @ 165		1 @ 165
CIRCUIT 2							
PB5 TO PB6		130		REC	2 @ 135		1 @ 135
PB6 TO LUM6		45		REC	2 @ 50		1 @ 50
LUM6 TO LUM7		45		REC	2 @ 50		1 @ 50
LUM7 TO PB2		20		REC	2 @ 25		1 @ 25
PB2 TO LUM8		160		REC	2 @ 165		1 @ 165
PB2 TO PB3		100		REC	2 @ 105		1 @ 105
PB3 TO LUM9		35		REC	2 @ 40		1 @ 40
PB3 TO LUM10		15		REC	2 @ 20		1 @ 20
LUM10 TO LUM11		135		REC	2 @ 140		1 @ 140
TOTAL		1465			3445		1585
USE		1500			3450		

NOTES:  
\* SCC #8 (GROUND) IS INCIDENTAL TO THE COST OF THE CONDUIT

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

RECORD DRAWING

		CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN LIGHTING GENERAL NOTES, QUANTITIES & LEGEND			
Design Review Committee APPROVED MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED MAR 19 2020 CITY ENGINEER	Last Design Update	Mo / Day / Yr.
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z	Sheet 30	Of 40



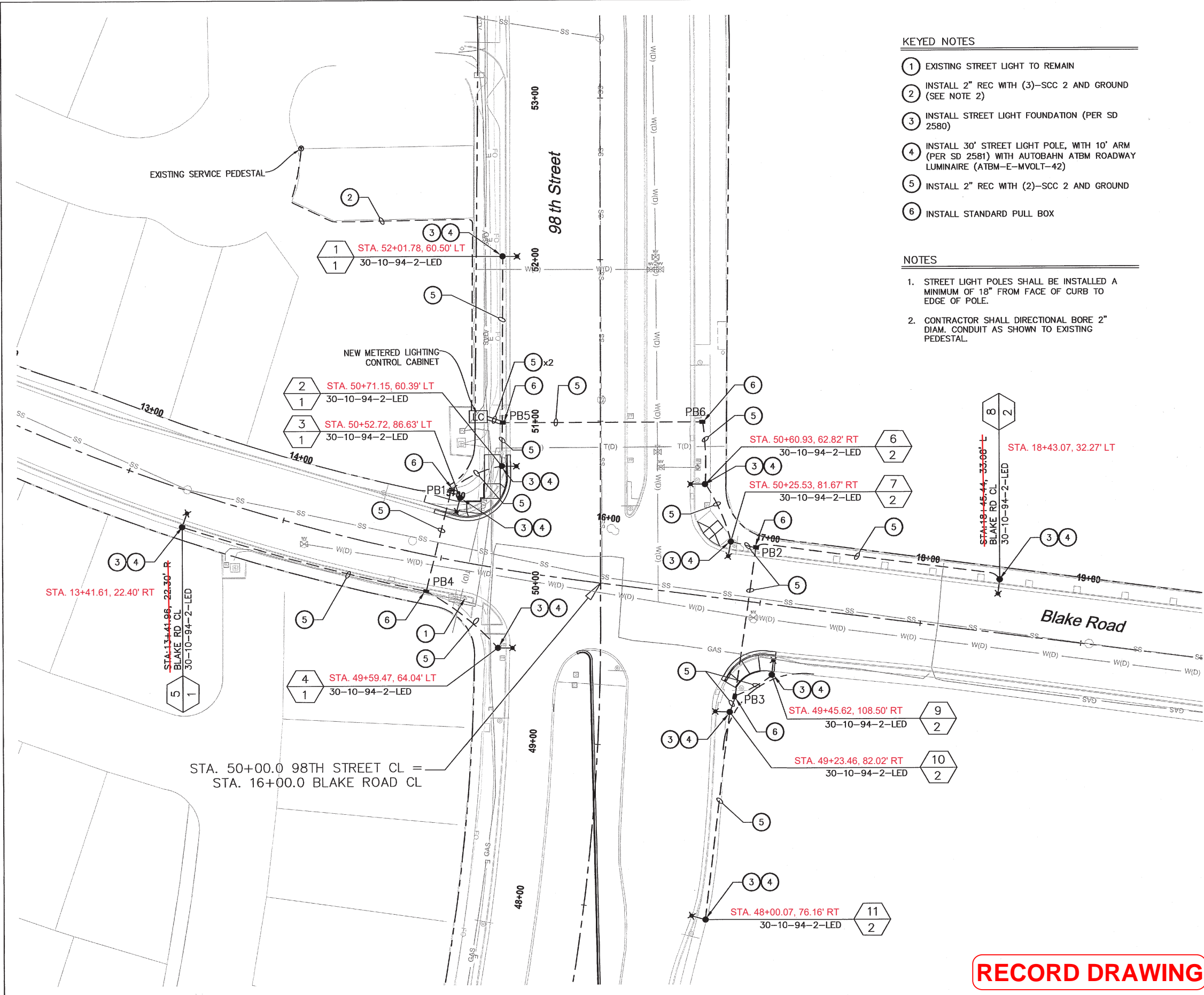
NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	
DESIGNED BY	NLA	DATE	2/4/2020
DRAWN BY	NLA	DATE	2/4/2020
CHECKED BY	SCL	DATE	2/13/20

AS-BUILT INFORMATION			
CONTRACTOR	WORK	DATE	
STARTED BY	AS-BUILT	DATE	
ACCEPTED BY	FIELD	DATE	
REVISION BY	REVISION	DATE	
CORRECTED BY	CORRECTED	DATE	
RECORDED BY	RECORDED	DATE	
NO.			

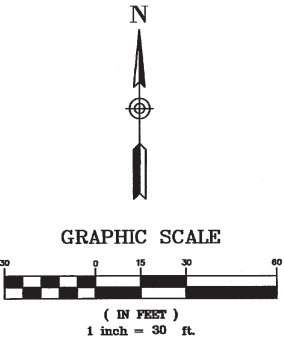
BEING MARKS  
The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-M9 2002." The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Scimpede Rd Intersection. Datum: NAD 83, elev. based on NAVD 88 datum. N=1471730.928 E=1496215.383, Elev.=5082.551'

SURVEY INFORMATION		FIELD NOTES	
NO.	DATE	BY	

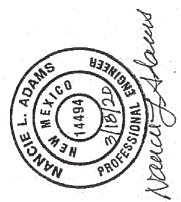




- KEYED NOTES**
- 1 EXISTING STREET LIGHT TO REMAIN
  - 2 INSTALL 2" REC WITH (3)-SCC 2 AND GROUND (SEE NOTE 2)
  - 3 INSTALL STREET LIGHT FOUNDATION (PER SD 2580)
  - 4 INSTALL 30' STREET LIGHT POLE, WITH 10' ARM (PER SD 2581) WITH AUTOBAHN ATBM ROADWAY LUMINAIRE (ATBM-E-MVOLT-42)
  - 5 INSTALL 2" REC WITH (2)-SCC 2 AND GROUND
  - 6 INSTALL STANDARD PULL BOX
- NOTES**
- 1. STREET LIGHT POLES SHALL BE INSTALLED A MINIMUM OF 18" FROM FACE OF CURB TO EDGE OF POLE.
  - 2. CONTRACTOR SHALL DIRECTIONAL BORE 2" DIAM. CONDUIT AS SHOWN TO EXISTING PEDESTAL.



AS BUILT INFORMATION				BENCH MARKS				SURVEY INFORMATION				ENGINEERS SEAL			
CONTRACTOR	DATE	BY	DATE	CONTRACTOR	DATE	BY	DATE	NO.	BY	DATE	NO.	NO.	BY	DATE	NO.
INSPECTED BY	DATE	FIELD	DATE	INSPECTED BY	DATE	FIELD	DATE								
VERIFIED BY	DATE	CONTRACTOR	DATE	VERIFIED BY	DATE	CONTRACTOR	DATE								
MICRO-FILM INFORMATION				MICRO-FILM INFORMATION				REVISIONS				DESIGN			
RECORDED BY	DATE	NO.		RECORDED BY	DATE	NO.		DESIGNED BY	N/A	DATE	2/4/2020	DRAWN BY	N/A	DATE	2/4/2020
								CHECKED BY	SCL	DATE	2/13/2020				











CITY OF ALBUQUERQUE DEPARTMENT OF MUNICIPAL DEVELOPMENT ENGINEERING DIVISION	
TITLE: 98TH STREET/BLAKE ROAD TRAFFIC SIGNAL DESIGN LIGHTING PLAN	
Design Review Committee APPROVED MAR 06 2020 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED MAR 19 2020 CITY ENGINEER
City Project No. 770368	Zone Map No. M-09-Z, N-09-Z
Sheet 31	Of 40

RECORD DRAWING





	Tele Hand Hole
	FO Hand Hole
	Comm Hand Hole
	CATV Hand Hole
	Elec Hand Hole
	Existing Single Post Sign
	Existing Double Post Sign
	Existing Bollard

**BENCH MARKS**

The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-W9 2002". The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampeed Rd Intersection. Datum: NAD 83, elev. based on NAVD 88 datum: N=1471730.926, E=1496215.383, Elev.=5082.551'.

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












DESIGN			
DESIGNED BY	NLA	DATE	10/21/19
DRAWN BY	NLA	DATE	10/22/19
CHECKED BY	SL	DATE	2/13/20
NO.	DATE	REMARKS	BY

QUE DEVELOPMENT ON	
E ROAD DESIGN S	
Mo. / Day / Yr.	Mo. / Day / Yr.
09-Z	Sheet      Of 32      40

**RECORD DRAWING**





	Electric Marker		Water Meter		Telephone/Fiber Optic Marker		Tele Hand Hole
	Electric Transformer		Water Valve		Telephone Pull Box		FO Hand Hole
	Electric Box		Fire Hydrant		Telephone Pedestal		Comm Hand Hole
	Electric Manhole		Water Well		Telephone Manhole		CATV Hand Hole
	Street Light		Monitor Well		Telephone Pole		Elec Hand Hole
	Power Pole		Water Manhole		Fiber Optic Pedestal		Existing Single Post Sign
	Service Pole		Water Test Station		Sanitary Sewer Manhole		Existing Double Post Sign
	Guy Anchor		Water Faucet		Storm Drain Manhole		Existing Bollard
	Electric Pull Box		Irrigation Control Box		Drop Inlet		
	Traffic Signal Pull Box		Gas Meter		Clean Out		
	Traffic Signal		Gas Valve		CATV Pedestal		
	Traffic Signal Man Hole		Gas Regulator				
	Traffic Signal Mast Arm		Gas Tank				
			Gas Test Station				
			Gas Marker				

**BENCH MARKS**

The station mark is a City of Albuquerque survey control 3 1/4 inch aluminum disc set flush on the top of a drop inlet and is stamped "10-W9 2002". The station is located 5.4 miles southwest of downtown Albuquerque, at the northwest quadrant of the Gibson Blvd/Barbados Ave/Stampond Rd Intersection. Datum: NAD 83, elev. based on NAVD 88 datum: N=1471730.926, E=1496215.383, Elev.=5082.551'.




[illegible]

ENGINEERS SEAL

MANUEL L. ADAMS  
NEW MEXICO  
14494  
PROFESSIONAL ENGINEER  
5/18/20

Manuel Adams

DESIGN			
DESIGNED BY	NLA	DATE	10/21/19
DRAWN BY	NLA	DATE	10/22/19
CHECKED BY	SCL	DATE	2/13/20
NO.	DATE	REMARKS	BY

	<b>CITY OF ALBUQUERQUE</b> <b>DEPARTMENT OF MUNICIPAL DEVELOPMENT</b> <b>ENGINEERING DIVISION</b>
<b>TITLE:</b>	<b>98TH STREET/BLAKE ROAD</b> <b>TRAFFIC SIGNAL DESIGN</b> <b>EXISTING UTILITIES</b>
<b>Design Review Committee</b> <div style="border: 1px solid black; padding: 5px; text-align: center;">   <b>APPROVED</b>  <b>MAR 06 2020</b>  <b>DESIGN REVIEW COMMITTEE</b> </div>	<b>City Engineer Approval</b> <div style="border: 1px solid black; padding: 5px; text-align: center;">   <b>APPROVED</b>  <b>MAR 19 2020</b>  <b>CITY ENGINEER</b> </div>
<b>City Project No.</b> <b>770368</b>	<div style="display: flex; justify-content: space-between;"> <div> <b>Zone Map No.</b>  <b>M-09-Z, N-09-Z</b> </div> <div> <b>Sheet</b>      <b>Of</b>  <b>32</b> <span style="color: red; font-weight: bold; font-size: 1.5em;">A</span>      <b>40</b> </div> </div>

**RECORD DRAWING**



GENERAL NOTES:

1. 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.
2. THESE DRAWINGS PROVIDE GUIDANCE 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).
3. REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
4. 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.
5. 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.
6. 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.
7. 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.
8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL.
9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. 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.
11. 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

12. SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-1/1.
13. 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).
14. 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.
15. 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.
16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

17. 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.
18. 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.
19. 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.
20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
21. 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%.
22. 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.
23. 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.
24. 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

25. 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

26. 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.
27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.

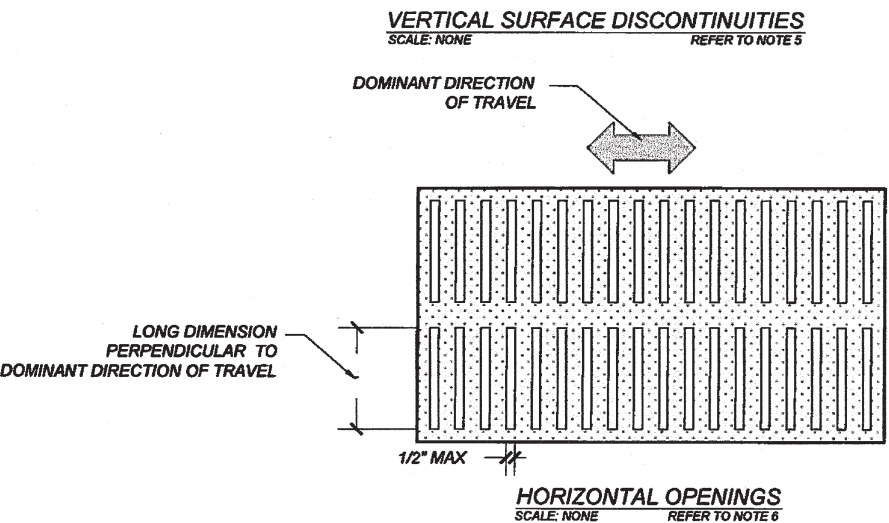
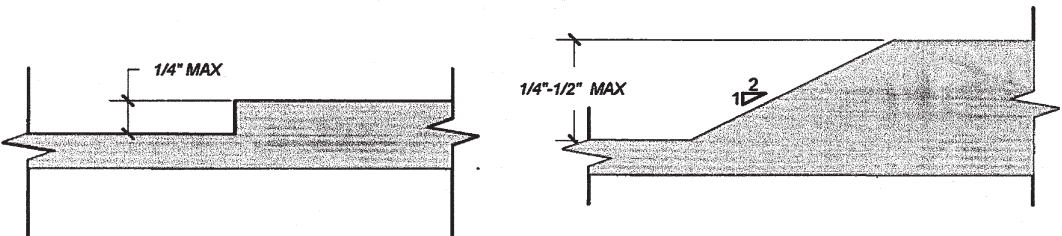
ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

28. 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.
29. 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.
30. 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.

31. 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.
32. 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.
33. 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.



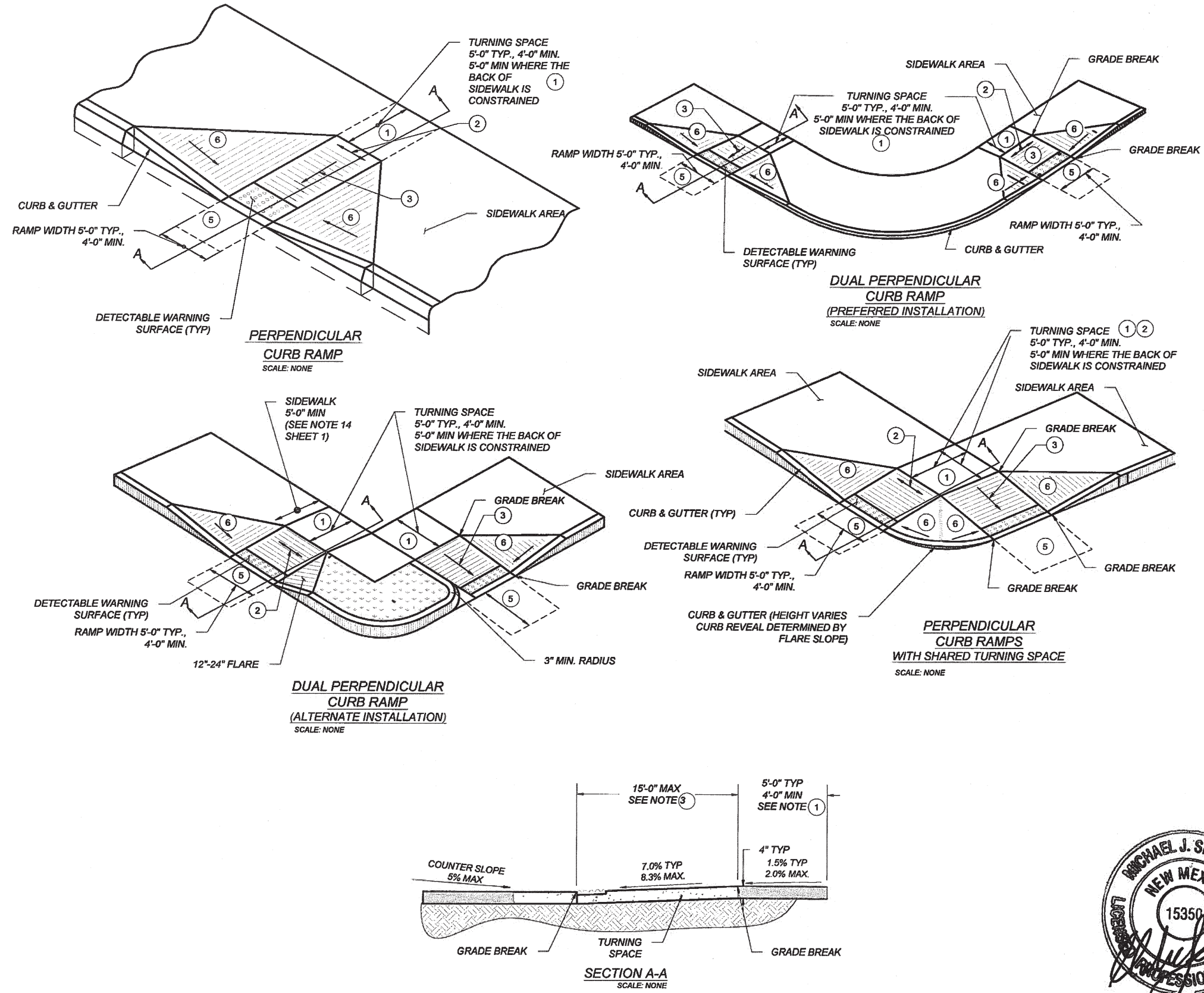
RECORD DRAWING



NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
PEDESTRIAN ACCESS ROUTE GENERAL NOTES			
APPROVED			6-13-15 DATE
		DESIGN ENGINEER	
608-001-1		608-1 of 12	



SUMMARY  
FILENAME



KEYED NOTES

- 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.
  - 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.
  - 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.
  - 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.
  - COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.
  - 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:
- A DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
  - B DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
  - 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.

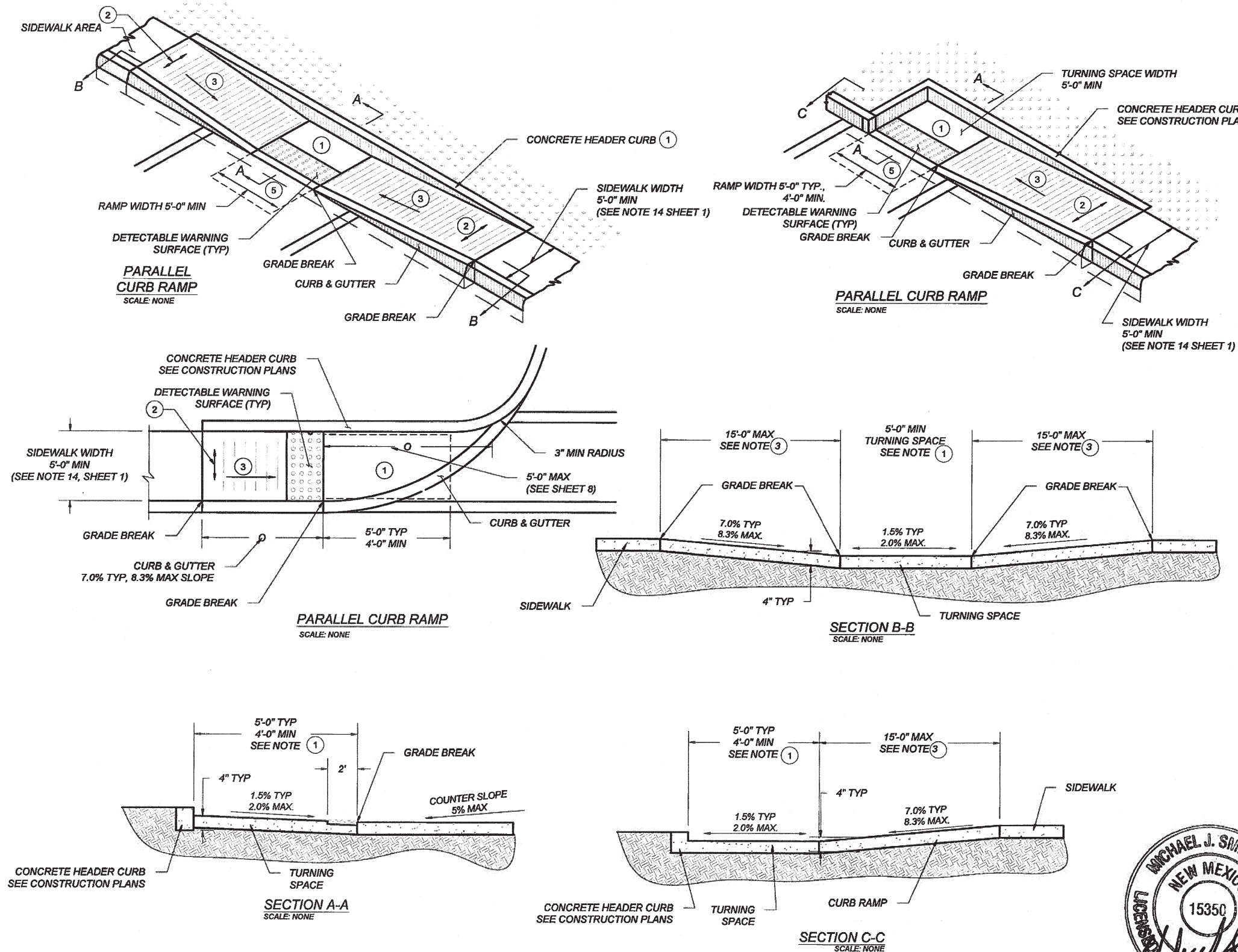
RECORD DRAWING



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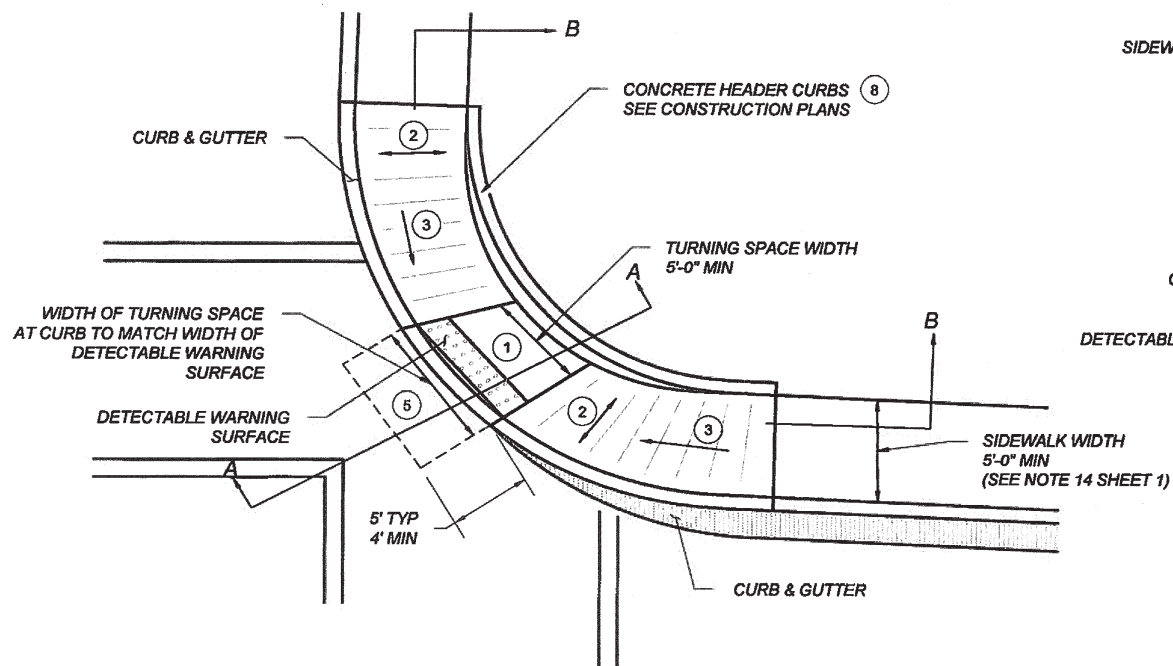
RECORD DRAWING

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
PARALLEL CURB RAMPS			
APPROVED	DESIGN ENGINEER		DATE
608-001-3		608-3 of 12	

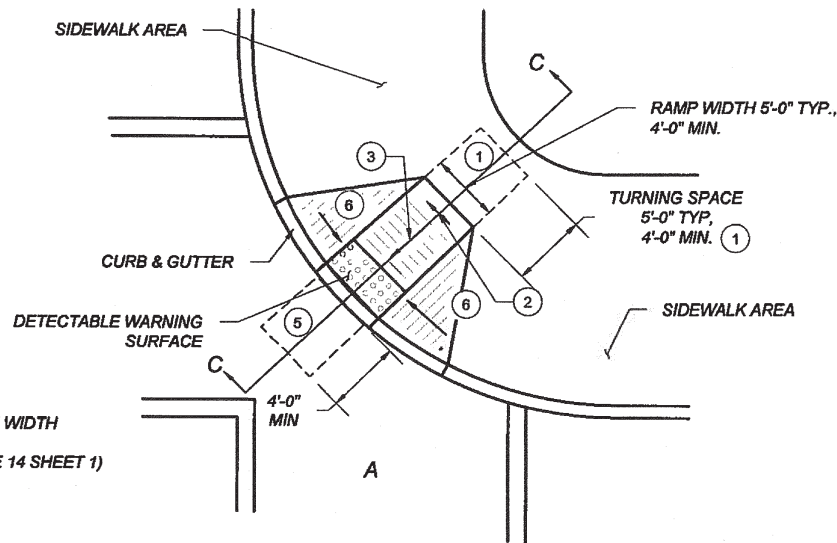




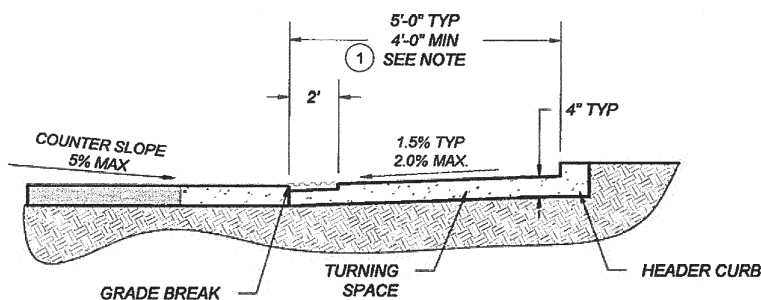
SUMMARY  
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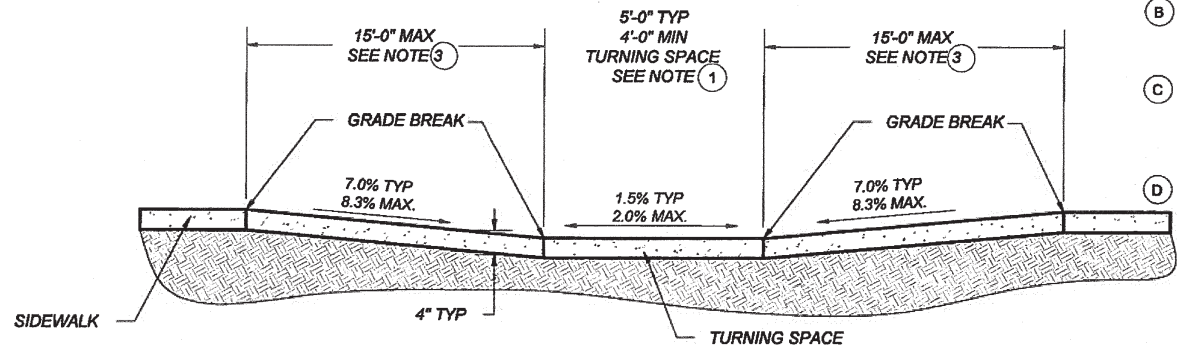
**SINGLE DIAGONAL  
PARALLAL CURB RAMP**  
SCALE: NONE



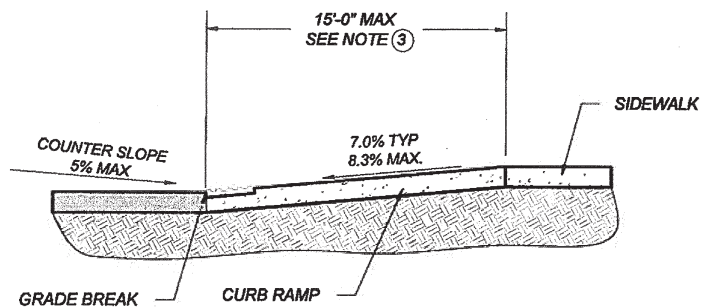
**SINGLE DIAGONAL  
PERPENDICULAR CURB RAMP**  
SCALE: NONE



**SECTION A-A**  
SCALE: NONE



**SECTION B-B**  
SCALE: NONE



**SECTION C-C**  
SCALE: NONE

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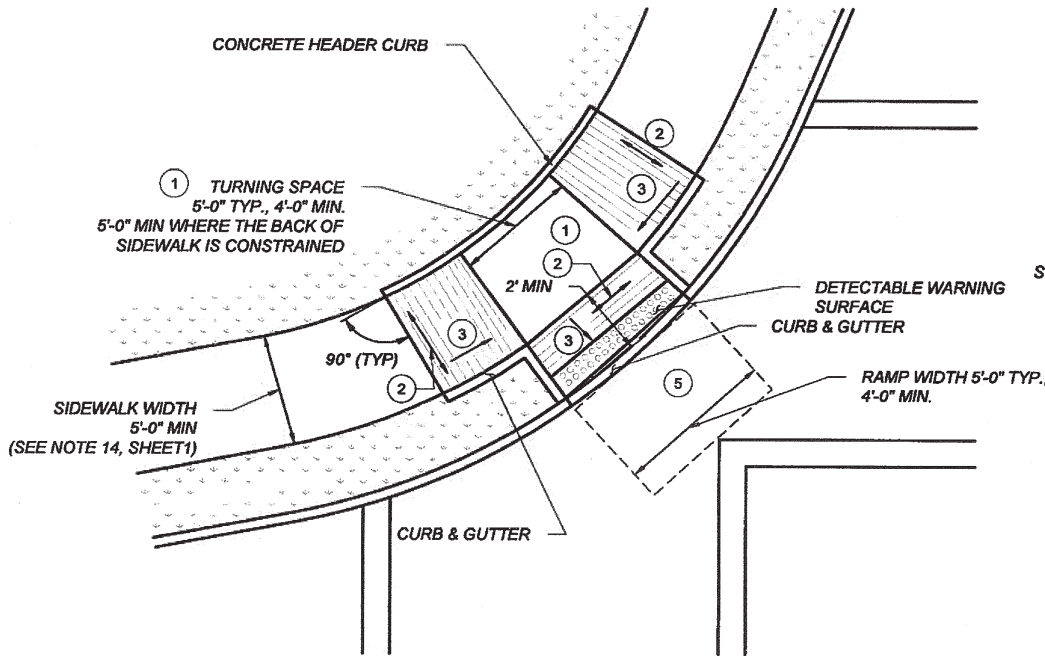
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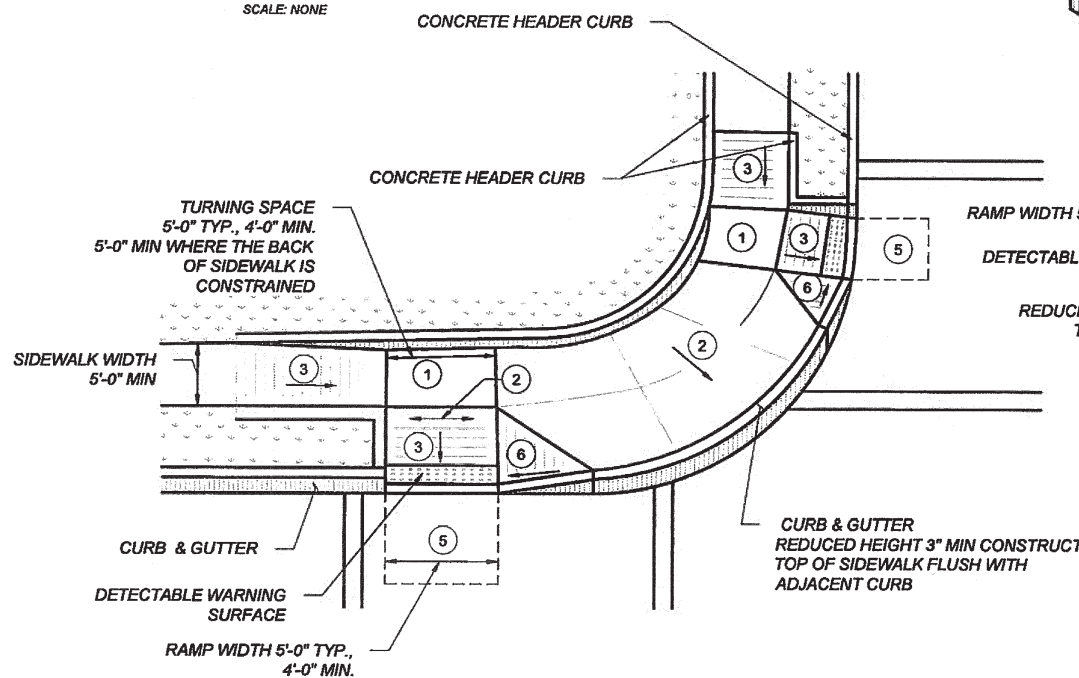
NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
DIAGONAL CURB RAMPS			
APPROVED	DESIGN ENGINEER		DATE
608-001-4		608-4 of 12	



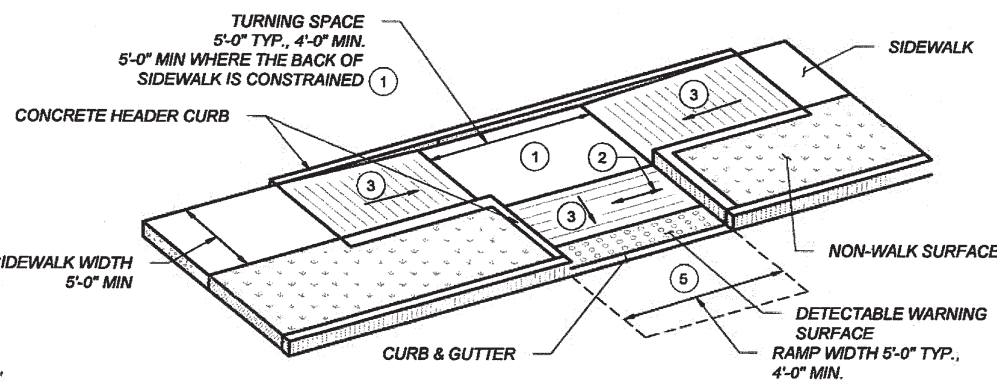
SUMMARY  
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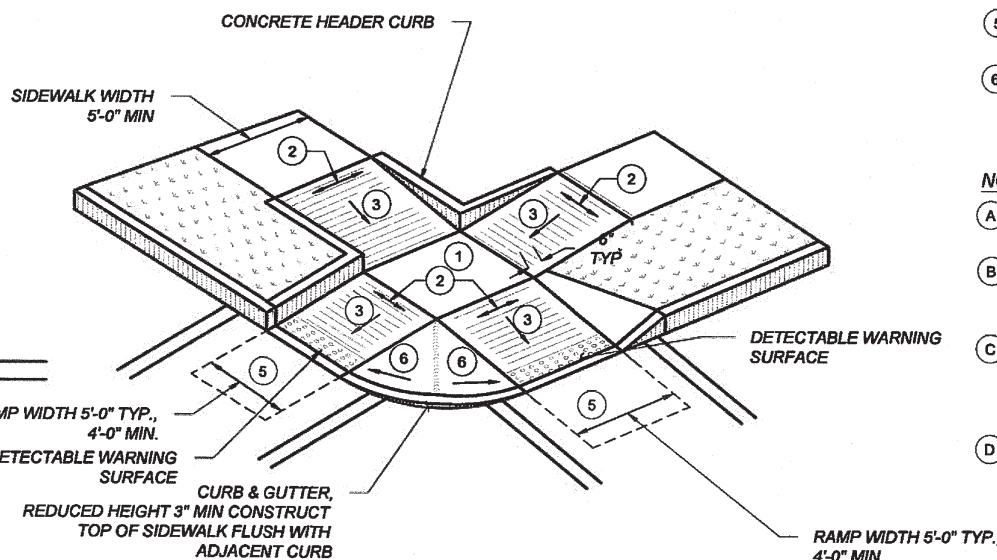
COMBINATION CURB RAMP (A)  
DIAGONAL  
SCALE: NONE



COMBINATION CURB RAMP (C)  
SCALE: NONE



COMBINATION CURB RAMP (B)  
SCALE: NONE



COMBINATION CURB RAMP (D)  
WITH SHARED TURNING SPACE  
SCALE: NONE

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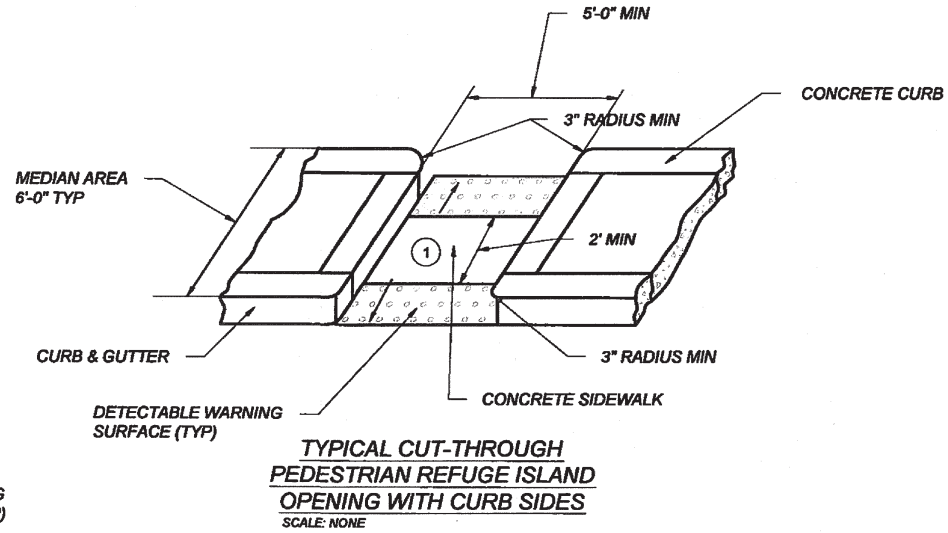
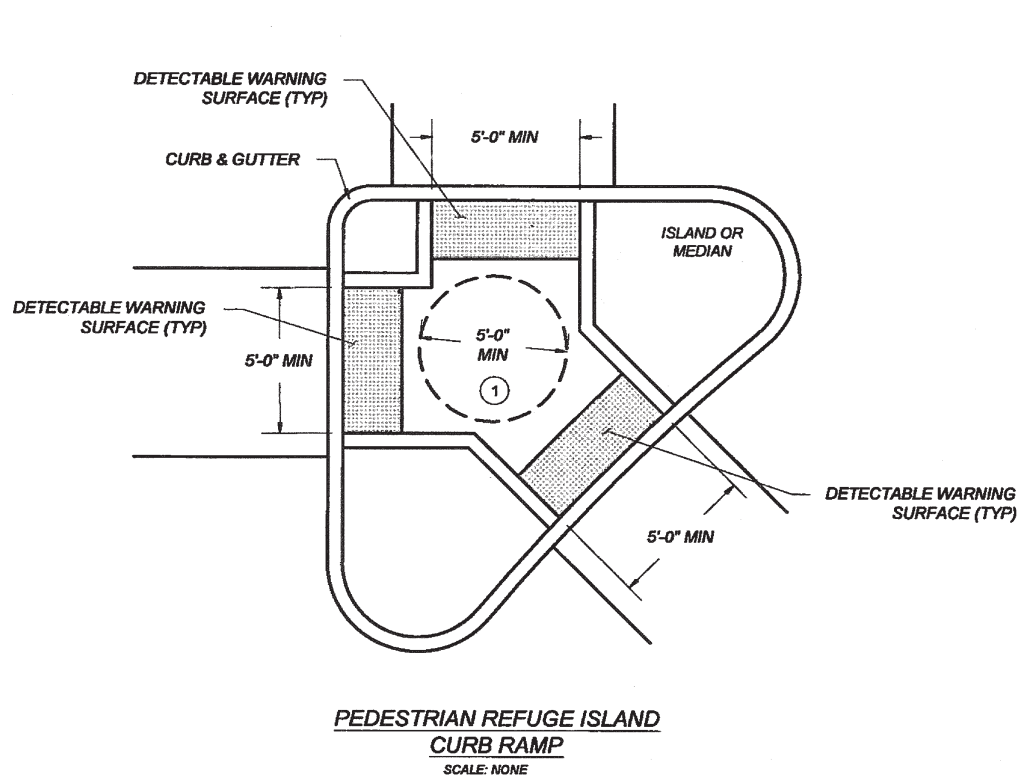
RECORD DRAWING



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NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
COMBINATION CURB RAMPS			
APPROVED	DESIGN ENGINEER		DATE
608-001-5	608-5 of 12		



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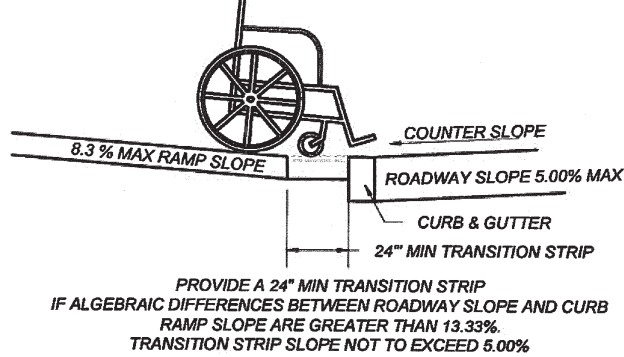
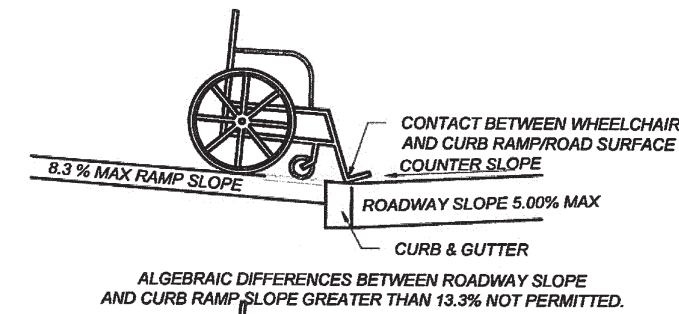
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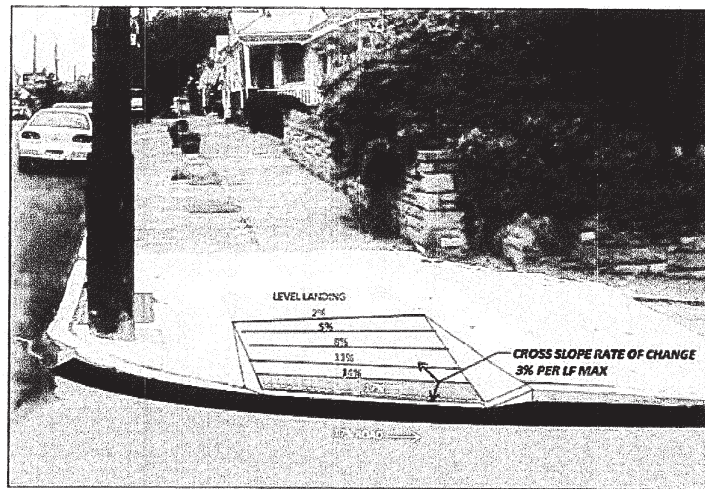



DRAWING SCALE = NOT TO SCALE





CHANGE OF GRADE  
LIMITATIONS  
SCALE: NONE

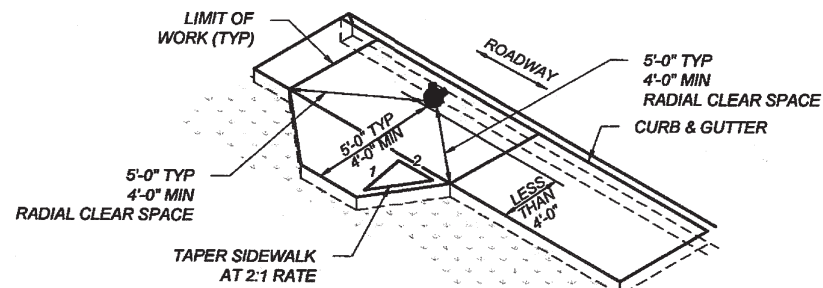


RAMP CROSS SLOPE TRANSITION  
TO MATCH ROADWAY PROFILE SLOPE

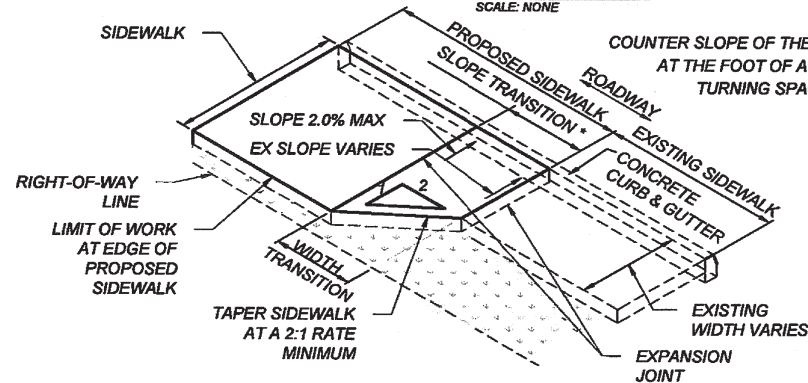
\* SLOPES SHOWN ARE FOR ILLUSTRATION ONLY.

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



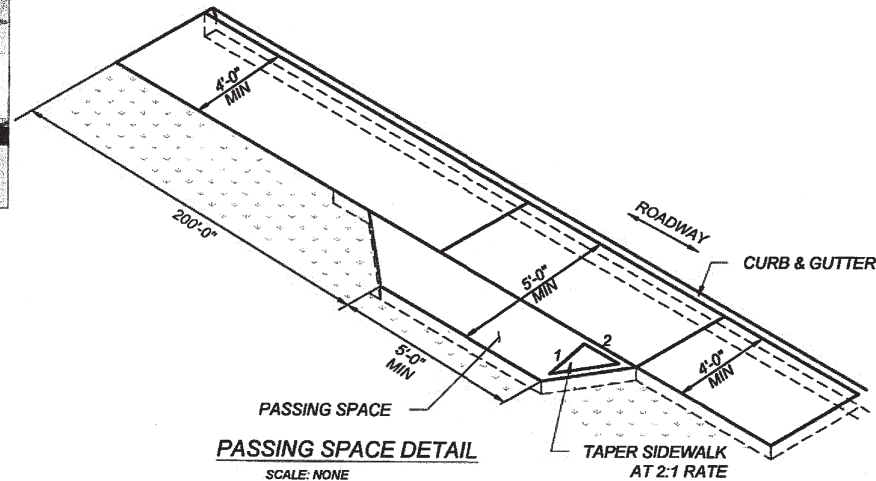
TRANSITION TO EXISTING  
SIDEWALK DETAIL  
SCALE: NONE

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:  $\text{CHANGE IN WIDTH} \times 2$ .

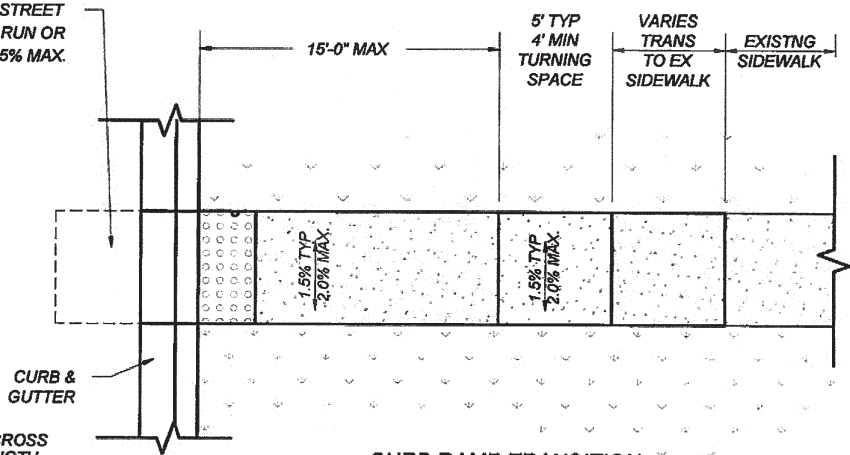
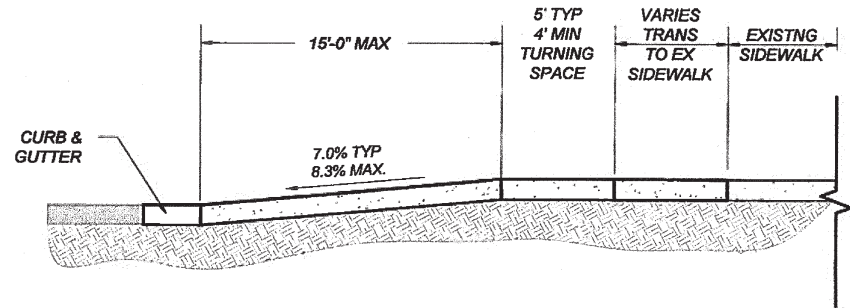
DEPENDING ON WHICH IS LONGEST, EITHER THE SLOPE TRANSITION OR WIDTH TRANSITION WILL CONTROL THE LENGTH OF SIDEWALK TRANSITION.

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 4R AND LESS THAN 5R, PASSING SPACES SHALL BE PROVIDED AT INTERVALS 200R MAXIMUM.
2. PASSING SPACES ARE PERMITTED TO OVERLAP PEDESTRIAN ACCESS ROUTES.



CURB RAMP TRANSITION  
TO EXISTING SIDEWALK  
DETAIL

RECORD DRAWING

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		1-13-15 DATE
608-001-7		608-7 of 12	





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.

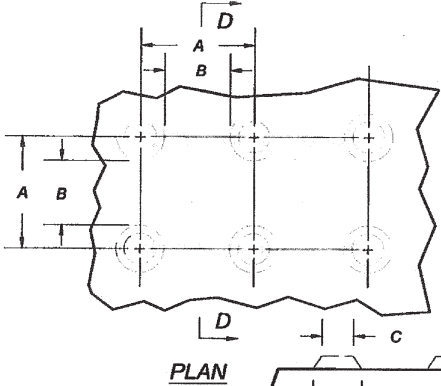
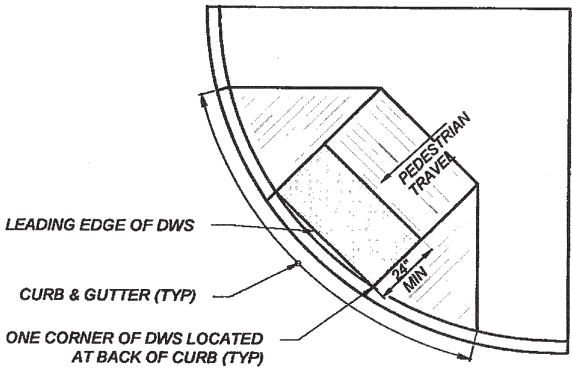
LOCATION:

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.

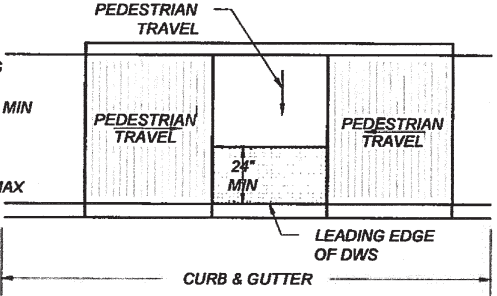


DOMES SPACING

- A: CENTER TO CENTER SPACING  
1.6" MIN TO 2.4" MAX  
B: BASE TO BASE SPACING 0.65" MIN

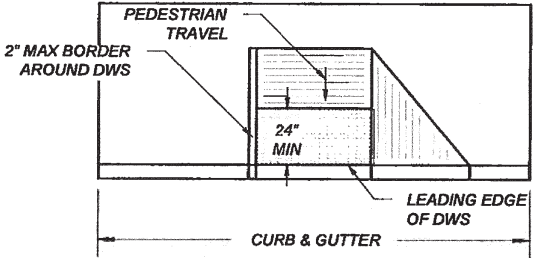
DOMES SECTION

- A: TOP DIAMETER 50%-65% OF D  
B: BASE DIAMETER 0.9" TO 1.4" MAX



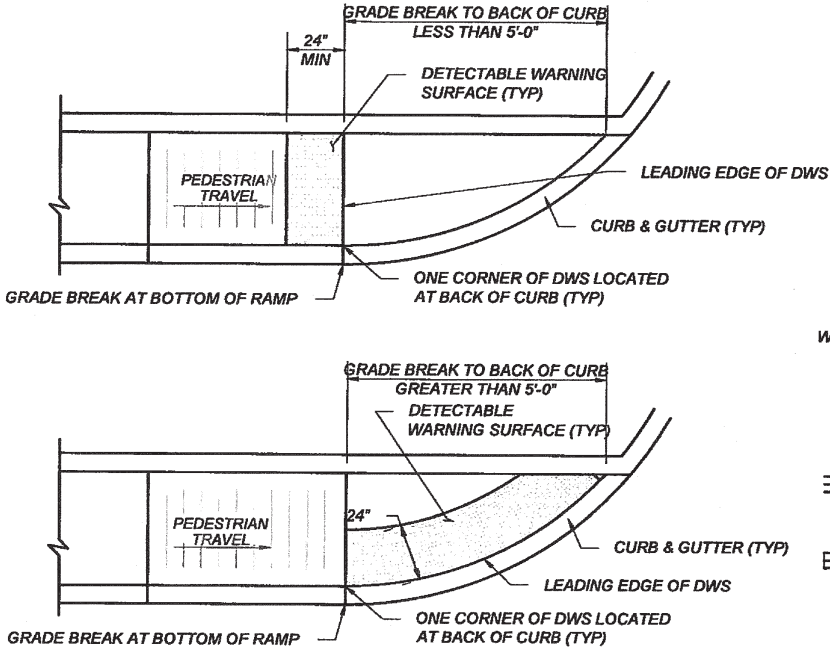
DETECTABLE WARNING SURFACE

SCALE: NONE



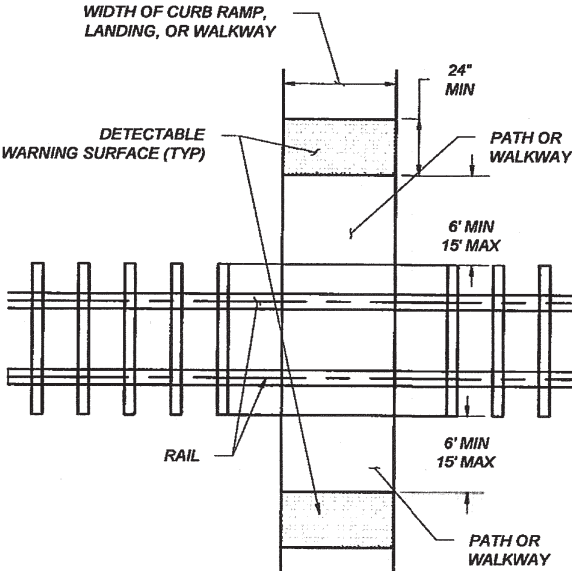
DETECTABLE WARNING SURFACE

SCALE: NONE



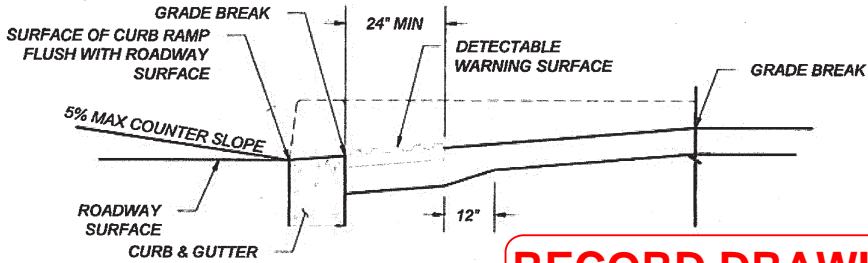
DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS

SCALE: NONE

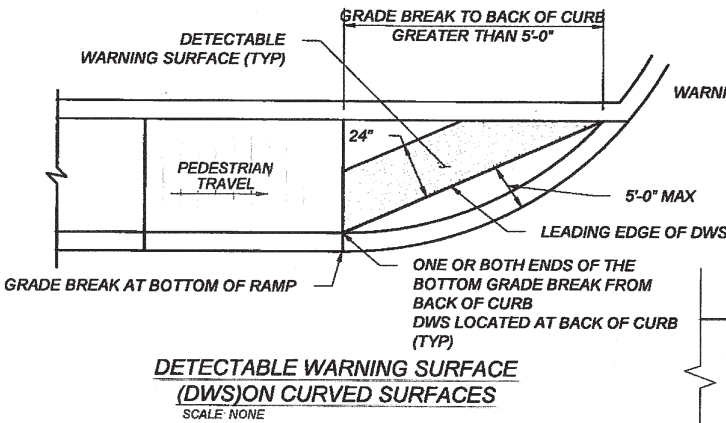


PEDESTRIAN AT-GRADE RAIL CROSSINGS

SCALE: NONE

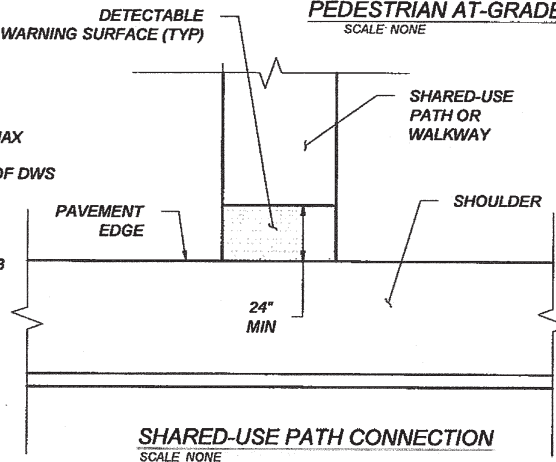


RECORD DRAWING



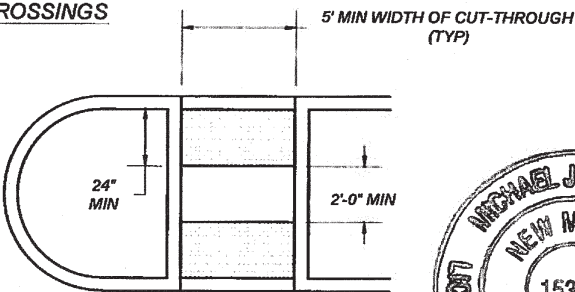
DETECTABLE WARNING SURFACE (DWS) ON CURVED SURFACES

SCALE: NONE



SHARED-USE PATH CONNECTION

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

SCALE: NONE

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS ( OR CHANGE NOTICES )			
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING			
DETECTABLE WARNING SURFACE			
APPROVED	DESIGN ENGINEER		DATE
608-001-8	608-8 of 12		