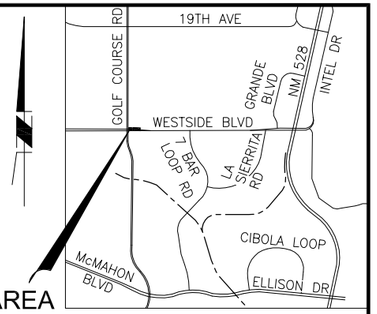
CITY OF ALBUQUERQUE NEW MEXICO

DEPARTMENT OF MUNICIPAL DEVELOPMENT

CONSTRUCTION PLANS FOR



PROJECT AREA

LENGTH OF = 0.1 MILES
PROJECT

VICINITY MAP

1"=500'

ZONE ATLAS – A12

DESCRIPTION OF WORK:
INTERIM INTERSECTION IMPROVEMENTS ON WESTSIDE BOULEVARD AND GOLF COURSE ROAD, INCLUDING TRAFFIC SIGNAL MODIFICATIONS AND WESTBOUND TO NORTHBOUND RIGHT TURN LANE EXTENSION.

WESTSIDE BOULEVARD AND GOLF COURSE ROAD INTERIM INTERSECTION IMPROVEMENTS

COA PROJECT NO. 9042.17

Two working days before you dig
CALL NEW MEXICO ONE CALL SYSTEM
260-1990

UTILITY COMPANY CONTACTS:

COMCAST
8440 WASHINGTON ST NE
ALBUQUERQUE, NM 87103
CONTACT: MIKE MORTUS
(505) 271–3644
(505) 269–4006

PNM ELECTRIC &
PNM–RIO RANCHO
4201 EDITH BLVD. NE, ES–10
ALBUQUERQUE, NM 87107
CONTACT: LARRY ROSE
(505) 697–3169

CITY OF ABQ
ONE CIVIC PLAZA, TRAFFIC OPS
P.O. BOX 1293
ALBUQUERQUE, NM 87103
CONTACT: MATTHEW YANNONI
(505) 238–5697

CENTURY LINK NORTH
4301 BOGAN AVE NE
ALBUQUERQUE, NM 87109
CONTACT: ABDUL BHUIYAN
(505) 767–7443

CABLE ONE OF RIO RANCHO
7501 NITA PL NE
RIO RANCHO, 87144
CONTACT: ANTHONY LOVATO
(505) 249–9479

NEW MEXICO GAS
MAIL STOP GS66
4625 EDITH BLVD NE
ALBUQUERQUE, NM 87107
CONTACT: AILEEN STUART–MARDAHL
(505) 697–3169

CENTURY LINK SOUTH
4301 BOGAN AVE NE
ALBUQUERQUE, NM 87109
CONTACT: JAMES ARAGON
(520) 767–7446

ABCWUA
ONE CIVIC PLAZA
P.O. BOX 568
ALBUQUERQUE, NM 87103
CONTACT: MARTY SANCHEZ
(505) 768–2537

T·Y· LIN INTERNATIONAL
engineers | planners | scientists
500 4th Street NW Suite 403
Bank of America Centre
Albuquerque, NM 87102

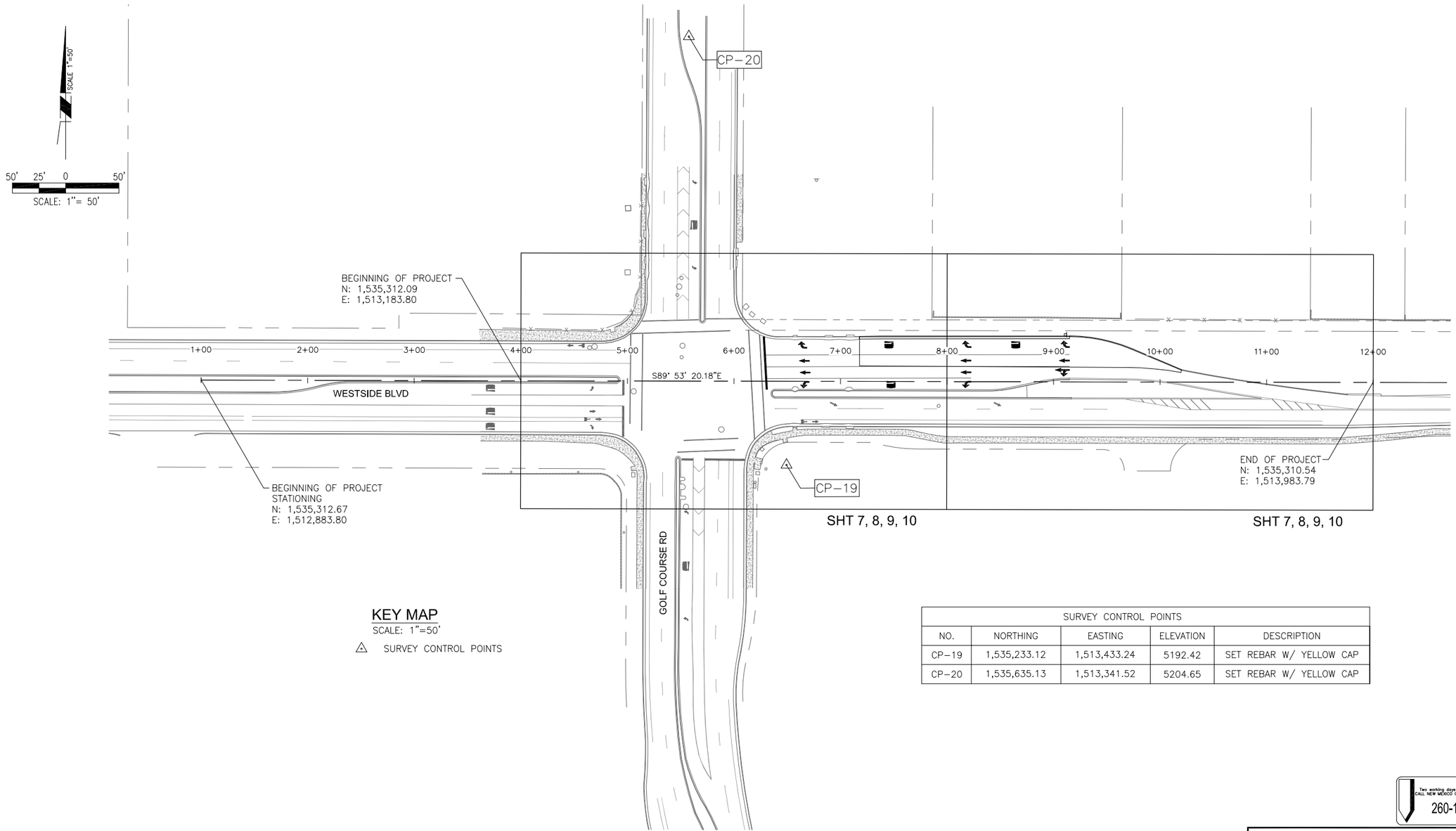
REV.	DATE	CITY ENGINEER	DATE	USER DEPARTMENT DATE	USER DEPARTMENT	DATE

ENGINEERS STAMP & SIGNATURE	APPROVALS	ENGINEER	DATE
ERIC J. FROBERG NEW MEXICO 18855 PROFESSIONAL ENGINEER 02/7/2017	DRC Chairman		
	Transportation		
	Water/Wastewater		
	Hydrology		
	Parks		
	Constr. Mngmt.		
	Constr. Coord.		
	City Project No.	9042.17	

****
APPROVED FOR CONSTRUCTION

City Engineer Date

Sheet 1 Of 21



KEY MAP

SCALE: 1"=50'

△ SURVEY CONTROL POINTS

SURVEY CONTROL POINTS				
NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP-19	1,535,233.12	1,513,433.24	5192.42	SET REBAR W/ YELLOW CAP
CP-20	1,535,635.13	1,513,341.52	5204.65	SET REBAR W/ YELLOW CAP

SHEET INDEX:

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4

AS BUILT INFORMATION
CONTRACTOR DATE
WORK STAKED BY DATE
INSPECTED BY
ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE

MICRO-FILM INFORMATION
RECORDED BY DATE
NO.

ENGINEER'S SEAL
ERIC J. FROBERG
NEW MEXICO
18855
PROFESSIONAL ENGINEER
02/7/2017

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	
		DESIGNED BY: B.LONG	DATE: 02/2017
		DRAWN BY: T.JENSEN	DATE: 02/2017
		CHECKED BY: E.FROBERG	DATE: 02/2017

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
SHEET INDEX AND KEY MAP

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

City Project No. 9042.17 | Zone Map No. A12 | Sheet 2 Of 21

GENERAL NOTES

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

2. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION, THROUGH UPDATE #9, AND WILL BE REFERRED TO HEREIN AS "STANDARD SPECIFICATIONS".

3. ALL CONSTRUCTION WITHIN CITY RIGHT-OF-WAY OR EASEMENTS MUST BE DONE FROM APPROVED WORK ORDER DOCUMENTS FROM THE CITY.

4. THE CONTRACTOR SHALL ASSUME THE SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OWNER AND ENGINEER FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.

6. THE 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. THE 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. ONLY THE CITY SURVEYOR SHALL REPLACE SURVEY MONUMENTS. 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.

7. ALL STREET STRIPING, ALTERED OR DESTROYED, SHALL BE REPLACED WITH THERMOPLASTIC REFLECTORIZED PAVEMENT MARKINGS BY THE CONTRACTOR TO SAME LOCATION AS EXISTING, OR AS INDICATED BY THIS PLAN SET.

8. SEVEN (7) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO DMD, CONSTRUCTION SERVICES DIVISION, A DETAILED CONSTRUCTION SCHEDULE. THE CONTRACTOR SHALL OBTAIN EXCAVATION AND BARRICADE PERMIT TWO (2) DAYS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL ALSO PROVIDE THE DETAILED CONSTRUCTION SCHEDULE TO NMDOT.

9. NO PAVING ACTIVITIES SHALL BE STARTED UNTIL THE LOCATION AND SERVICEABILITY OF ALL UNDERGROUND UTILITIES WITHIN THE ROADWAY ARE APPROVED BY THE UTILITY OWNER AND THE CITY.

10. THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UNDERGROUND UTILITY LINES, MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY, AND PRESERVE ANY AND ALL EXISTING UTILITIES.

11. THE CONTRACTOR IS TO SUPPORT AND MAINTAIN THE INTEGRITY OF ALL UNDERGROUND WATER, WASTEWATER, REUSE WATER, TELEPHONE, ELECTRIC CABLES AND CABLE TELEVISION UTILITIES AT NO ADDITIONAL COST TO THE OWNER. CABLE IS TO BE SUPPORTED AT A MAXIMUM OF EVERY FIFTEEN (15) FEET. THE CONTRACTOR SHALL COORDINATE WITH AND MAKE NECESSARY PAYMENT (IF ANY) TO UTILITY OWNER FOR DE-ENERGIZATION OF CABLES OR SUPPORT OF CABLES BY THE UTILITY OWNER.

12. CONTRACTOR IS RESPONSIBLE FOR DRAINAGE MANAGEMENT AND EROSION CONTROL AT ALL TIMES DURING THE CONSTRUCTION PERIOD.

13. THE CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY OR PRIVATE ROADWAY EASEMENTS SO THAT THE EXCAVATED MATERIAL IS NOT SUSCEPTIBLE TO BEING WASHED DOWN THE STREET OR INTO ANY PUBLIC DRAINAGE FACILITY.

14. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AND MAINTAIN ALL CONSTRUCTION SIGNING UNTIL THE PROJECT HAS BEEN ACCEPTED BY THE CITY OF ALBUQUERQUE.

15. ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES MUST BE CARRIED-OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.650 SUBPART P AND COA STD. DWG. 2465.

16. 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 PROJECT COMPLETION.

17. A FOG SEAL COAT SHALL BE APPLIED TO ALL NEW AND EXISTING PAVEMENTS PRIOR TO FINAL STRIPING OF THE PROJECT. LIMITS OF THE COAT SHALL BE AS SHOWN ON SHEET 9.

18. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL POTENTIAL OBSTRUCTIONS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE CITY PROJECT MANAGER OR CONSTRUCTION INSPECTOR SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY AND COVERED THROUGH THE ALLOWANCE ESTABLISHED FOR THIS PROJECT.

19. 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.

20. 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.

21. 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 INSPECTOR.

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

23. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE, AT HIS EXPENSE, ANY AND ALL PROPERTY CORNERS DESTROYED DURING CONSTRUCTION. ALL PROPERTY CORNERS MUST BE RESET BY A REGISTERED LAND SURVEYOR.

24. ALL BARRICADES AND CONSTRUCTION SIGNING SHALL CONFORM TO APPLICABLE SECTIONS OF THE M.U.T.C.D., U.S. DEPARTMENT OF TRANSPORTATION, LATEST EDITION.

25. 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.

26. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENTS, PAVEMENT MARKINGS, SIGNAGE, CURB & GUTTER, DRIVEPADS, ADA CURB RAMPS, 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.

27. CONTRACTOR MUST OBTAIN A TOPSOIL DISTURBANCE PERMIT FROM THE ENVIRONMENTAL HEALTH DIVISION PRIOR TO CONSTRUCTION.

28. THE CONTRACTOR SHALL ENSURE THAT NO SOIL ERODES FROM THE PROJECT SITE INTO PUBLIC RIGHT-OF-WAY.

29. THE CONTRACTOR SHALL CONFORM TO ALL CITY, COUNTY, STATE AND FEDERAL DUST CONTROL MEASURES AND REQUIREMENTS AND WILL BE RESPONSIBLE FOR PREPARING AND OBTAINING ALL NECESSARY APPLICATIONS AND APPROVALS.

30. ANY DISTURBED OR CONSTRUCTED SLOPE EXCEEDING 3:1 SHALL BE RE-VEGETATED/SEEDED WITH CLASS "A" NATIVE SEED WITH STRAW MULCH.

31. CONTRACTOR SHALL MAKE EVERY EFFORT TO REMOVE GRAFFITI FROM ANY EXISTING OR PROPOSED SURFACE WITHIN THE PROJECT CORRIDOR WITHIN 24 HOURS. GRAFFITI REMOVAL SHALL BE INCIDENTAL TO THE COMPLETION OF THE PROJECT.

32. ALL SIDEWALKS AND CURB RAMPS SHALL BE INSTALLED IN ACCORDANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.

33. WARPING OF SLOPES: THE CONTRACTOR SHALL WARP SLOPES WHERE NECESSARY TO STAY WITHIN THE RIGHT-OF-WAY OR CONSTRUCTION EASEMENT LIMITS, SUBJECT TO THE APPROVAL OF THE CITY PROJECT MANAGER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE THEREFORE.

34. BEFORE SCHEDULING DELIVERY OF CONCRETE, CONTRACTOR SHALL MEET WITH CITY INSPECTOR/PROJECT MANAGER TO ENSURE THE CONCRETE FORMWORK IS CONSTRUCTED TO DIMENSIONS AND GRADES SHOWN ON PLANS AND MEETS PROWAG, 2011 TECHNICAL DESIGN CRITERIA. CONTRACTOR SHALL CALIBRATE 24" ELECTRONIC DIGITAL LEVEL PRIOR TO VERIFYING MEASUREMENTS. CONTRACTOR SHALL VERIFY MEASUREMENTS MEET REQUIREMENTS OR REQUIRE CORRECTION OF ALL DISCREPANCIES BEFORE SCHEDULING OF CONCRETE TO ENSURE THE FINISHED CONCRETE WILL MEET PROWAG REQUIREMENTS. WHEN ALL MEASUREMENTS MEET REQUIREMENTS THEN THE INSPECTOR SHALL PERMIT CONCRETE POUR. CONTRACTOR SHALL REPEAT THE PROCEDURE AFTER CONCRETE POUR TO ENSURE THE CURB RAMP MEETS PROWAG COMPLIANCE. FINAL ACCEPTANCE OF A CURB RAMP DOES NOT OCCUR UNTIL THE FINAL INSPECTION OF THE PROJECT. THIS PROCEDURE SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE ADA CURB RAMPS AND THE PROJECT.

35. BASE COURSE SHALL BE REQUIRED UNDER (AND 12" BEHIND) THE PROPOSED CURB AND GUTTER PER COA DWG 2408. THE BASE COURSE UNDER/BEHIND THE CURB AND GUTTER IS INCIDENTAL TO THE CURB AND GUTTER BID ITEMS (BID ITEMS #8 & #9) AND NO ADDITIONAL PAYMENT SHALL BE MADE.

36. CONTRACTOR TO REMOVE EXISTING SIDEWALK AND CURB & GUTTER TO NEAREST JOINT WHEN TYING IN PROPOSED IMPROVEMENTS. SIDEWALK AND CURB & GUTTER REPLACEMENT TO NEXT JOINT SHALL BE INCIDENTAL TO THE PROJECT.

37. CURB, GUTTER, AND SIDEWALKS SHALL MATCH ELEVATIONS OF ABUTTING EXISTING AREA AS SHOWN ON PLAN OR DIRECTED BY ENGINEER.

38. TWO (2) WEEKS PRIOR TO CONSTRUCTION, CONTRACTOR TO NOTIFY ABQ RIDE TRANSIT DEPARTMENT TO DISCUSS THE TRAFFIC CONTROL PLAN.

39. SURFACES SHALL BE STABLE, FIRM, AND SLIP RESISTANT. SIDEWALK AND CURB RAMP SURFACES SHALL PROVIDE CONSISTENT SLOPES WITHIN EACH SECTION.

40. ALL BROOM FINISHES SHALL BE PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.

41. A VERTICAL CHANGE OF 1/4 INCH (6mm) OR LESS IS ALLOWED. IF BETWEEN 1/4 INCH AND 1/2 INCH (6mm AND 13mm), THEN IT NEEDS TO BE BEVELED 2:1. CHANGES GREATER THAN 1/2 INCH SHALL BE RAMPED.

42. OPENINGS OR CRACKS IN SIDEWALK SURFACES SHALL NOT EXCEED 1/2 INCH (13mm). ELONGATED OPENINGS SHOULD BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR OR DIAGONAL.

43. THE LEAST POSSIBLE CURB RAMP SLOPE SHALL BE USED. CURB RAMPS RUNNING SLOPE SHALL NOT EXCEED 8.3%. WHERE EXISTING TERRAIN IS STEEP, CURB RAMPS NEED NOT EXCEED 15 FEET IN LENGTH.

44. PROVIDE A FLUSH TRANSITION BETWEEN CURB RAMPS, SIDEWALKS, GUTTER, AND EDGE OF PAVEMENT, FREE OF DRAINAGE LIP, ABRUPT GRADE CHANGES, DROP-OFFS, OR ANY SURFACE IRREGULARITIES. A 5% (20:1) OR FLATTER TRANSITION TAPER SHALL BE PROVIDED FROM THE STREET TO THE GUTTER FOR CURB RAMP LOCATIONS (THIS MAY REQUIRE SPECIAL TREATMENT OF THE EDGE OF OPEN GRADED FRICTION COURSE) WHEN DIAGONAL (NOT IN LINE WITH CROSSWALKS) CURB RAMPS ARE NECESSARY. A 2% (50:1) TRANSITION OR "LOWER LANDING" SHALL BE PROVIDED. THE GUTTER RUNNING SLOPE (FLOW LINE) SHALL NOT EXCEED 2% MEASURED ALONG THE BOTTOM OF THE RAMP.

45. CURB RAMPS SHALL BE LOCATED TO PROVIDE THE MOST DIRECT ROUTE OF TRAVEL ACROSS THE TRAFFIC LANES.

46. TWO DIRECTIONAL (IN LINE WITH THE CROSSWALKS) CURB RAMPS PER CORNER ARE USED IN ORDER TO PROVIDE SHORT AND DIRECT CROSSINGS FOR THE USER.

47. SIGN POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNAL STANDARDS, LIGHT POLES, PULL BOXES, METERS, VALVES, ETC., SHALL NOT BE, TO THE EXTENT POSSIBLE, LOCATED IN THE CURB RAMP INCLUDING SIDE FLARES AND LANDINGS.

48. IN ORDER TO BETTER ACCOMMODATE CONDITIONS IN THE FIELD, THE CONTRACTOR SHALL OBTAIN FINAL APPROVAL OF CURB RAMP LOCATIONS FROM THE PROJECT MANAGER AND THE CITY CONSTRUCTION ENGINEER. WHEN NECESSITATED BY EXISTING PHYSICAL CONDITIONS. ALTERNATE CURB RAMPS MUST BE SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL BY THE CITY CONSTRUCTION ENGINEER.

49. LANDINGS SHALL BE A MINIMUM OF 5' X 5'. SLOPES SHALL NOT EXCEED 2% (50:1) IN ALL DIRECTIONS.

50. DETECTABLE WARNINGS (24" WIDE) ARE REQUIRED AT ALL STREET INTERSECTIONS, SIGNALIZED DRIVEWAYS, COMMERCIAL DRIVEWAYS 30' WIDE OR GREATER, AND MARKED MID-BLOCK CROSSWALKS.

51. SUBMIT SPECIFICATIONS TO CONSTRUCTION ENGINEER FOR EVALUATION PRIOR TO CONSTRUCTION.

52. CONTRACTOR IS TO ENSURE THE PEDESTRIAN TRAVELED PATHS CROSSING INTERSECTIONS AND DRIVEWAYS ARE PROWAG/ADA COMPLIANT DURING CONSTRUCTION.

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

54. PEDESTRIAN ACCESS: 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 PROWAG REQUIREMENTS. ALL TEMPORARY PEDESTRIAN FACILITIES IMPLEMENTED DURING CONSTRUCTION SHALL COMPLY WITH PROWAG STANDARDS.

55. 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 PROJECT ENGINEER THROUGHOUT THE PROJECT AND WILL BE REVIEWED BY THE PROJECT ENGINEER FOR ACCURACY AND COMPLETENESS AT LEAST ONCE EVERY 30 DAYS. THE FINAL AS-BUILT PLANS SHALL BE SUBMITTED AND ACCEPTED BY THE PROJECT ENGINEER PRIOR TO FINAL PAYMENT. AS BUILT PLANS SHALL BE INCIDENTAL TO THE CONSTRUCTION OF THE PROJECT.

56. 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.

57. THE CONTRACTOR SHALL NOT BEGIN WORK BEFORE 7:00 AM OR CONTINUE WORK AFTER 7:00PM WITHOUT THE APPROVAL OF THE COA CONSTRUCTION ENGINEER.

58. 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.

59. THE CONTRACTOR SHALL TRANSPORT ALL EXISTING SIGNS TO BE REMOVED AND SALVAGED TO THE PINO YARD. THIS WORK SHALL BE INCIDENTAL TO THE PROJECT.

60. DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL, AND SUITABLE MATERIAL SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE ENVIRONMENTAL REGULATIONS AND APPROVED BY THE CONSTRUCTION INSPECTOR. IDENTIFICATION OF A SITE AND VERIFICATION OF SITE SUITABILITY IS CONSIDERED INCIDENTAL TO THE COST OF PROJECT BID ITEM #8 (ITEM 343.03-EXISTING PAVEMENT, ASPHALT CONCRETE, SAWCUT, REMOVE & DISPOSE, >6"-12" THICK, COMPL.).

Two working days before you dig CALL NEW MEXICO ONE CALL SYSTEM 260-1990

SURVEY INFORMATION
FIELD NOTES

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1	PRECISION SURVEYS	2009

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T-Y LIN INTERNATIONAL
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500 4th Street NW Suite 403
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
GENERAL NOTES

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

City Project No. 9042.17 | Zone Map No. A12 | Sheet 3 Of 21

LEGEND

- BENCHMARK
- CONSTRUCTION CENTER LINE
- COMBINED CURB & GUTTER/MEDIAN CURB – COA DETAIL 2415A/2415B
- EXISTING OR NEW R/W LINE
- NEW ROADWAY ASPHALT CONCRETE PAVEMENT
- EXISTING ASPHALT CONCRETE PAVEMENT TO BE DEMOLISHED
- EXISTING SIDEWALK
- EXISTING IRRIGATION CONTROL VALVE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING WATER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING STORM DRAIN CURB INLET
- EXISTING STORM DROP INLET
- EXISTING SEWER MANHOLE
- EXISTING TREE
- EXISTING ELECTRICAL METER
- EXISTING ELECTRICAL BOX/PEDESTAL
- EXISTING ELECTRICAL FEATURES
- EXISTING TELEPHONE PEDESTAL
- EXISTING TELEPHONE MANHOLE
- EXISTING TRAFFIC PULLBOX
- EXISTING TRAFFIC SIGNAL POLE AND POLE MAST
- EXISTING UTILITY POLE
- EXISTING WALL
- EXISTING CHAINLINK FENCE
- EXISTING WIRE FENCE
- EXISTING SINGLE AND DOUBLE POST SIGN
- EXISTING POST OR BOLLARD
- EXISTING POWER POLE GUY ANCHOR
- EXISTING LIGHT POLE
- ugtl — EXISTING TELEPHONE LINE
- ugtl(d) — EXISTING TELEPHONE LINE
- ugfo — EXISTING FIBER OPTIC LINE
- ugfo(d) — EXISTING FIBER OPTIC LINE
- ug — EXISTING GAS LINE
- ug(d) — EXISTING GAS LINE
- w — EXISTING WATER LINE
- w(d) — EXISTING WATER LINE
- ugtv — EXISTING CABLE TELEVISION LINE
- ugtv(d) — EXISTING CABLE TELEVISION LINE
- uge — EXISTING UNDERGROUND ELECTRIC LINE
- uge(d) — EXISTING UNDERGROUND ELECTRIC LINE
- ohe — EXISTING OVERHEAD POWER LINE
- sswr — EXISTING SANITARY SEWER LINE
- sswr(d) — EXISTING SANITARY SEWER LINE
- strm(c) — EXISTING STORM DRAIN LINE

ABBREVIATIONS DEFINITIONS

COA	CITY OF ALBUQUERQUE
TC	TOP OF CURB
BC	BACK OF CURB
ROW	RIGHT OF WAY
EX	EXISTING

STORM DRAIN NOTES

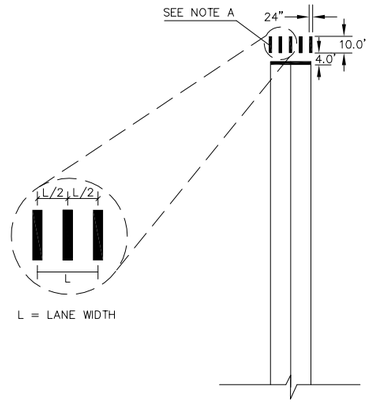
1. RCP SHALL BE INSTALLED SO THAT THE JOINT CAP AT THE HOME POSITION SHALL CONFORM TO THE APPROVED MANUFACTURER'S RECOMMENDATIONS. MANUFACTURER'S RECOMMENDED JOINING GAP TOLERANCES FOR EACH PIPE SIZE AND TYPE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PLACEMENT OF PIPE. RCP JOINTS SHALL NOT BE GROUTED UNLESS DIRECTED BY THE ENGINEER AFTER APPROVAL.
2. STORM DRAIN LINES ARE REFLECTED FROM ASBUILT PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING STORM DRAIN CONFLICTS DURING CONSTRUCTION.
3. IN THE CASE OF A CONFLICT BETWEEN CONDUIT OR EQUIPMENT PLACEMENT AND STORM DRAIN, CONTRACTOR SHALL INFORM THE CONSTRUCTION MANAGEMENT TEAM AND THE CITY PROJECT MANAGER, SAVANNAH TORRES, EI (505–768–3861) BEFORE PROCEEDING WITH ANY DEVIATIONS FROM THE PLANS.
4. SHOULD ANY IMPACT OCCUR TO STORM DRAIN PIPE DURING CONSTRUCTION EFFORTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE CITY OF ALBUQUERQUE STORM DRAIN MAINTENANCE TO INSPECT THE IMPACTED PIPE.
5. REPAIRS TO IMPACTED PIPE REQUIRED BY THE CITY OF ALBUQUERQUE STORM DRAIN MANAGEMENT PERSONNEL SHALL BE THE FINANCIAL AND CONSTRUCTION RESPONSIBILITY OF THE CONTRACTOR.

WATER AND SEWER NOTES

1. THE CONTRACTOR SHALL COORDINATE WITH THE WATER AUTHORITY SEVEN (7) WORKING DAYS IN ADVANCE OF PERFORMING ANY 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. SHUT OFF REQUESTS MUST BE MADE ONLINE AT HTTP://ABCWUA.ORG/CONTACT/VIEW/463/729/.
2. UTILITY WORK WITHIN THE SERVICE AREA OF ABCWUA SHALL BE CONSTRUCTED IN ACCORDANCE WITH ABCWUA SPECIFICATIONS FOR WATER AND WASTEWATER FACILITIES (MOST RECENT REVISIONS).
3. CONTRACTOR TO OBTAIN SAN JUAN CHAMA WATERLINE PERMIT PRIOR TO START OF CONSTRUCTION PER ADMINISTRATIVE INSTRUCTION http://www.abcwua.org/uploads/files/WUA_Admin_Inst_9.pdf
4. PROPOSED WATERLINE MATERIALS SHALL BE PVC PIPE MEETING AWWA C–900: DR18 REQUIREMENTS (6" – 12"), DUCTILE IRON PIPE MEETING AWWA C–150 REQUIREMENTS (6" – 64").
5. ALL FITTINGS ON WATERLINE SHALL HAVE RESTRAINED JOINTS AS NOTED ON THE PLANS OR AS SPECIFIED UNDER SECTION 801.12–13.
6. ELECTRONIC MARKER SPHERES (EMS) WILL BE PLACED ACCORDING TO SECTION 801.9.10 and 170 OF THE CITY OF ALBUQUERQUE SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION AS REVISED THROUGH UPDATE #9.
7. ALL WATER AND SEWER MANHOLE ADJUSTMENTS SHALL INCLUDE REPLACEMENT OF ALL RINGS AND COVERS. NEW RINGS AND COVERS SHALL INDICATE THE APPROPRIATE "WATER" OR "SEWER" DESIGNATION. THIS WORK IS AN ABCWUA REQUIREMENT AND SHALL BE INCIDENTAL TO COA PAY ITEMS 920.4 AND 920.41 MANHOLE ADJUSTMENTS. SEE COA STD DWG 2460 (PAVING MANHOLE AND VALVE BOX REGRADING) FOR DETAILS

SIGNING AND MARKING NOTES

1. ALL PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS, AND THESE PLANS.
2. CONTRACTOR SHALL MAKE EVERY EFFORT TO REMOVE GRAFFITI FROM ANY EXISTING OR RELOCATED SIGNS WITHIN THE PROJECT CORRIDOR. GRAFFITI REMOVAL SHALL BE INCIDENTAL TO THE COMPLETION OF THE PROJECT.
3. ALL PAVEMENT MARKING INSTALLATION SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED WITHIN THE PLAN SET. ALL PAVEMENT MARKINGS SHALL BE PER COA STD SPEC 440, 441, AND 442.
4. PAVEMENT MARKING REMOVAL SHALL BE PERFORMED PER COA STD SPEC 443. METHOD SHALL BE WATER BLASTING.
5. STOP BARS SHALL BE PLACED 4 FEET FROM PEDESTRIAN CROSSWALK.



PAVEMENT MARKING DETAIL

CROSSWALK AND APPROACH

NOTE A
24" X 10' LONGITUDINAL CROSSWALK MARKINGS SHALL BE INSTALLED CENTERED AT EACH DRIVING LANE AS SHOWN TO AVOID THE WHEEL PATHS. LAYOUT AT EACH INTERSECTION SHALL REQUIRE APPROVAL BY THE CITY PROJECT MANAGER PRIOR TO INSTALLATION.

AS BUILT INFORMATION

BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP–2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4

SURVEY INFORMATION
FIELD NOTES
NO. 1 BY PRECISION SURVEYS DATE 2009

MICRO–FILM INFORMATION
CONTRACTOR — DATE
WORK STAKED BY — DATE
INSPECTED & ACCEPTANCE BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE
RECORDED BY — DATE
NO.

ENGINEER'S SEAL
ERIC J. FROBERG NEW MEXICO 18855 PROFESSIONAL ENGINEER
02/7/2017

REVISIONS

NO.	DATE	REMARKS	BY
DESIGN	DATE: 02/2017	DESIGNED BY: B.LONG	
	DATE: 02/2017	DRAWN BY: T.JENSEN	
	DATE: 02/2017	CHECKED BY: E.FROBERG	

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS GENERAL NOTES & LEGEND

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

City Project No.	Zone Map No.	Sheet	Of
9042.17	A12	4	21

Two working days before you dig CALL NEW MEXICO ONE CALL SYSTEM 260-1990

P:\CoA On-call\Task 17_Westside Signal and Temporary Pavement\600_CADD\05_Official\DLV\General Notes.dwg
2/7/2017 2:22:37 PM Tate Jensen Phoenix Half Scale.ctb

ESTIMATED QUANTITIES				
BID ITEM	ITEM ID NO.	ITEM DESCRIPTION	UNIT	TOTAL
1	116.012	Arterial Asphalt Concrete, SP III, 3" Thick, Material, Compl.	TON	254
2	116.016b	Placement Arterial Asphalt Concrete, SP III, 3" Thick, Machine Laydown, CIP.	SY	1,556
3	301.02	Subgrade Prep. 12" at 95% Compaction, CIP	SY	778
4	302.01X	Aggregate Base Course, Crushed, 13" at 95% Compaction, CIP. SD 2407 & 2408	SY	778
5	336.XX	Fog Seal	SY	1,386
6	336.12	Tack Coat, Cationic Emulsified Asphalt, CIP.	SY	778
7	340.050a	Curb & Gutter, Standard, Portland Cement Concrete, Incl. Subgrade Preparation, CIP. SD 2415A	LF	197
8	341.01	Asphalt Concrete Curb, 6" or 8" Curb Height, Machine Extruded, CIP. SD 2415B	LF	111
9	343.03	Existing Pavement, Asphalt Concrete, Sawcut, Remove & Dispose, >6"–12" thick, Compl.	SY	111
10	343.08	Existing Curb and Gutter or Valley Gutter, Portland Concrete Cement, Remove and Dispose, Compl.	LF	314
11	441.001	Reflectorized Solid White Plastic Pavement Marking, 4" Width, CIP.	LF	764
12	441.005	Reflectorized Solid White Stop Bar Plastic Pavement Marking, 24" Width, CIP.	LF	50
13	441.040	Reflectorized Plastic Pavement Marking; Arrow, Symbol or Word, CIP.	EA	14
14	443.101	Removal or Eradication of Pavement Stripe, Any Width, Painted or Plastic, Compl.	LF	369
15	443.102	Removal or Eradication of Pavement Markings; Arrow, Symbol, or Word, Painted or Plastic, Compl.	EA	6
16	450.001	Panel Sign, Aluminum, CIP.	SF	9
17	450.01	Steel Post and Base for Signs, CIP.	LF	11

NOTES:

1. SEE SHEET 15 FOR TRAFFIC SIGNAL BID ITEMS 18–26.

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

BENCH MARKS

NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4

AS BUILT INFORMATION

CONTRACTOR DATE
WORK STAKED BY
INSPECTIONS DATE
ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE

MICRO–FILM INFORMATION

RECORDED BY DATE
NO.

ENGINEER'S SEAL

ERIC J. FROBERG
NEW MEXICO
18855
PROFESSIONAL ENGINEER

02/7/2017

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	

DESIGNED BY: B.LONG DATE: 02/2017
DRAWN BY: T.JENSEN DATE: 02/2017
CHECKED BY: E.FROBERG DATE: 02/2017

Two working days before you dig
CALL NEW MEXICO ONE CALL SYSTEM
260-1990

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
SUMMARY OF QUANTITIES

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

City Project No. 9042.17 | Zone Map No. A12 | Sheet 5 Of 21

P:\CoA On-call\Task 17_Westside Signal and Temporary Pavement\600_CADD\05_Official\DLV\Summary of Quantities.dwg
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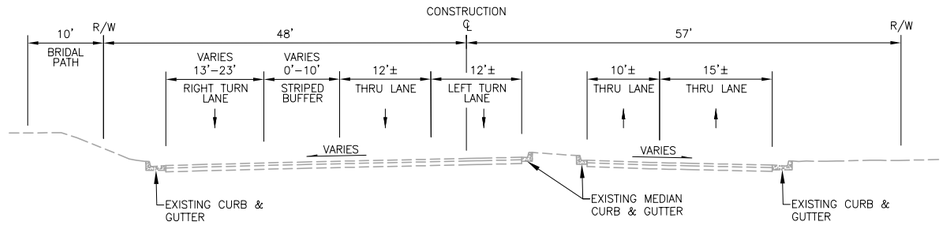
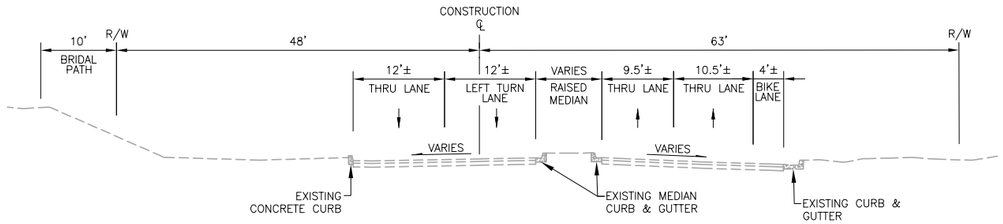


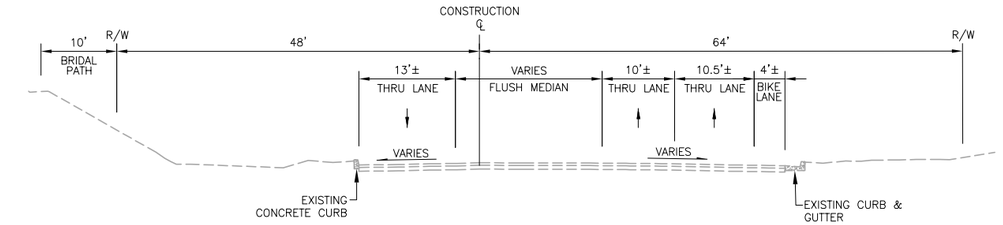
WESTSIDE BOULEVARD (LOOKING EAST) - EXISTING

STA 6+25.00 TO STA 7+41.36



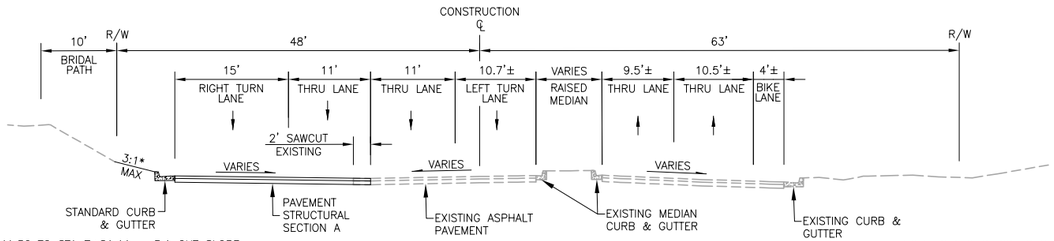
WESTSIDE BOULEVARD (LOOKING EAST) - EXISTING

STA 7+41.36 TO STA 9+15.95



WESTSIDE BOULEVARD (LOOKING EAST) - EXISTING

STA 9+15.95 TO STA 10+20.08

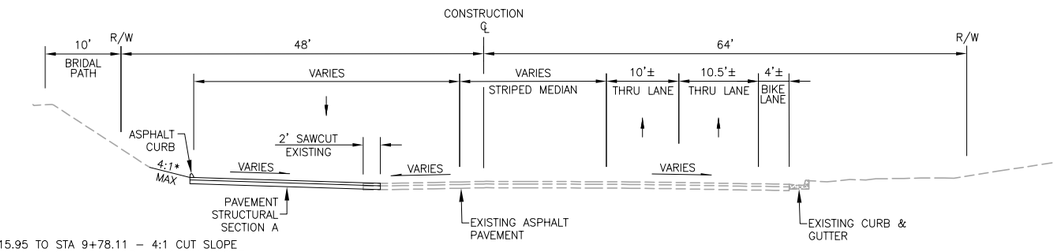


* STA 7+41.36 TO STA 7+81.11 – 3:1 CUT SLOPE
* STA 7+81.11 TO STA 9+15.95 – 4:1 CUT SLOPE

WESTSIDE BOULEVARD (LOOKING EAST) - PROPOSED

STA 7+41.36 TO STA 9+15.95

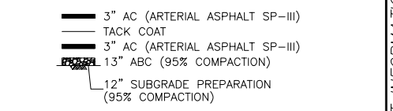
NOTE: STA 6+25.00 TO STA 7+41.36 PROTECT EXISTING ASPHALT PAVEMENT IN PLACE, PROPOSED PAVEMENT STRIPING AND LANE WIDTH MODIFICATIONS ONLY.



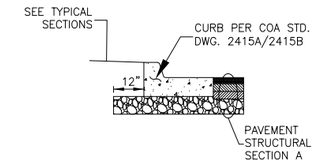
* STA 9+15.95 TO STA 9+78.11 – 4:1 CUT SLOPE
* STA 9+78.11 TO STA 10+20.08 – 4:1 FILL SLOPE

WESTSIDE BOULEVARD (LOOKING EAST) - PROPOSED

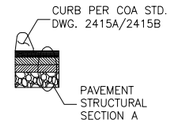
STA 9+15.95 TO STA 10+20.08



PAVEMENT STRUCTURAL SECTION A



STANDARD CURB DETAIL



TEMPORARY ASPHALT CURB DETAIL

Two working days before you dig CALL NEW MEXICO ONE CALL SYSTEM 260-1990

SURVEY INFORMATION			BENCH MARKS	AS BUILT INFORMATION	
FIELD NOTES			NEW MEXICO STATE PLANE GRID BEARINGS	CONTRACTOR	DATE
NO.	BY	DATE	S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"	WORK STAKED BY	
				INSPECTIONS BY	DATE
1	PRECISION SURVEYS	2009	NM STATE PLANE COORDINATES	ACCEPTANCE BY	DATE
			CENTRAL ZONE NAD 1983	FIELD VERIFICATION BY	DATE
				DRAWINGS CORRECTED BY	DATE
			ELEVATION= 5623.03 (NAVD 1988)	MICRO–FILM INFORMATION	
			SEE GENERAL NOTES ON SHEETS 3 & 4	RECORDED BY	DATE
				NO.	

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	
		DESIGNED BY: B.LONG	DATE: 02/2017
		DRAWN BY: T.JENSEN	DATE: 02/2017
		CHECKED BY: E.FROBERG	DATE: 02/2017

ENGINEER'S SEAL

ERIC J. FROBERG NEW MEXICO 18855 PROFESSIONAL ENGINEER

02/7/2017

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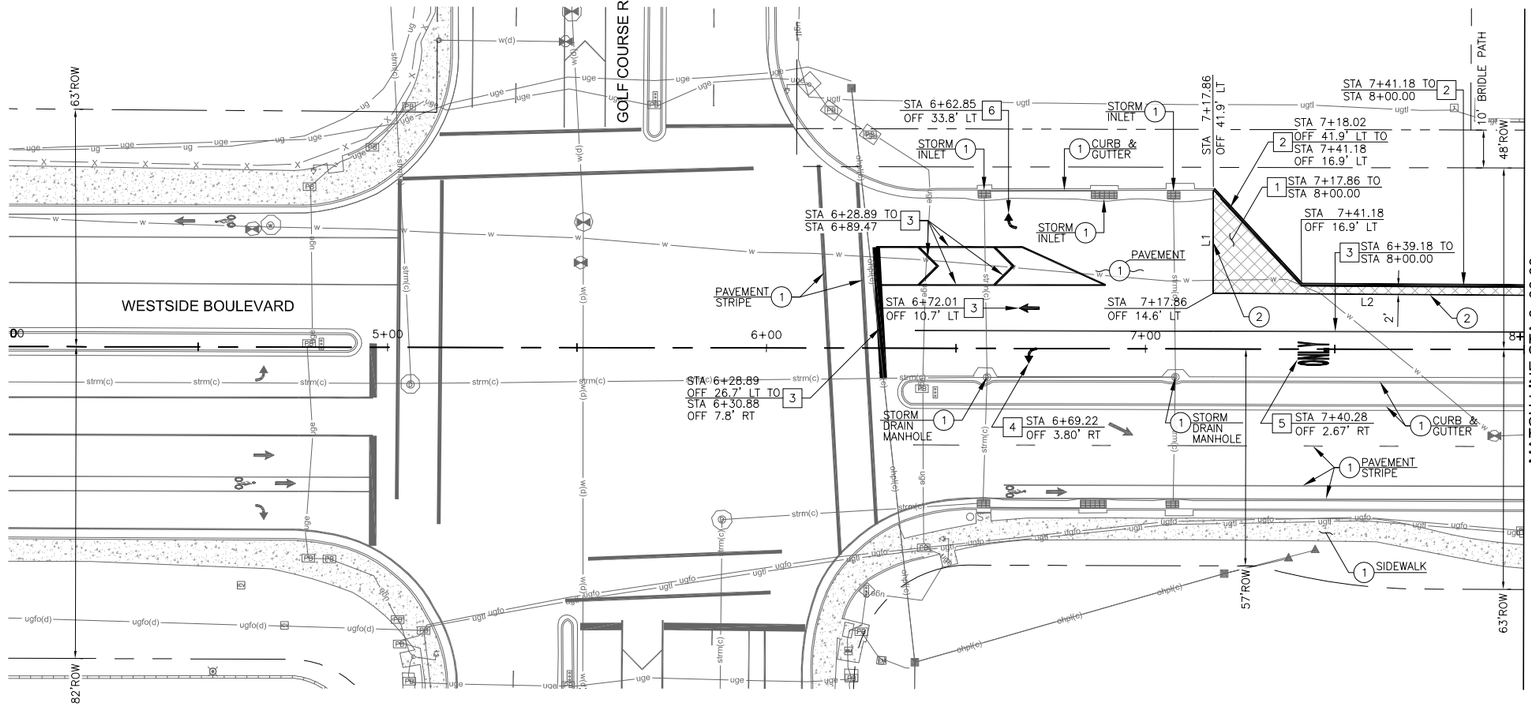
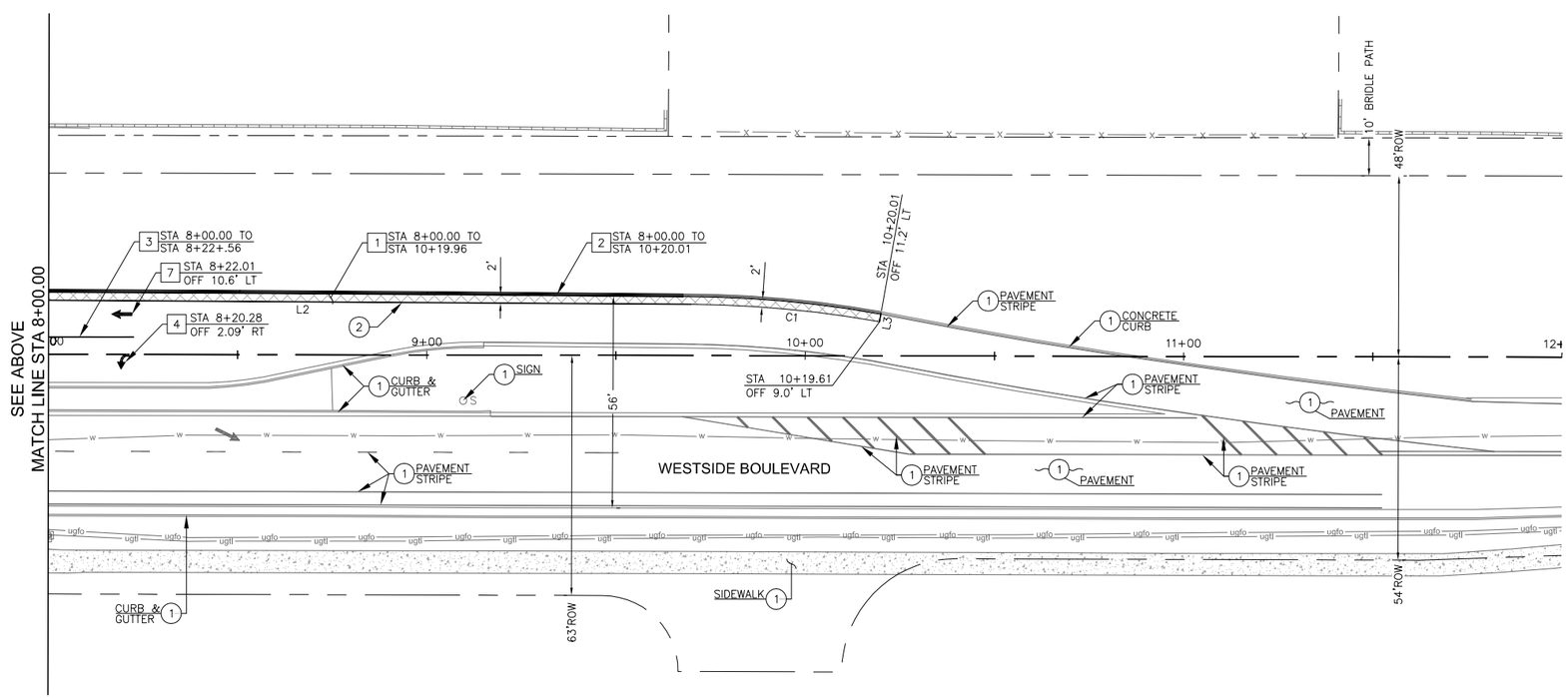
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: **WESTSIDE BOULEVARD INTERIM IMPROVEMENTS TYPICAL SECTIONS**

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

City Project No.	Zone Map No.	Sheet	Of
9042.17	A12	6	21





REMOVAL/RELOCATE

1	PROTECT IN PLACE	
2	SAWCUT AND MATCH EXISTING ASPHALT PAVEMENT	
1	SAWCUT, REMOVE, AND DISPOSE EXISTING ASPHALT PAVEMENT	111 SY
2	REMOVE AND DISPOSE EXISTING CONCRETE CURB TO NEAREST JOINT	314 LF
3	REMOVE EXISTING PAVEMENT STRIPE	369 LF
4	REMOVE EXISTING TURN LEFT ARROW MARKING	2 EA
5	REMOVE EXISTING WORD "ONLY" MARKING	1 EA
6	REMOVE EXISTING TURN RIGHT ARROW MARKING	1 EA
7	REMOVE EXISTING THROUGH LANE ARROW MARKING	2 EA

SAWCUT LINE TABLE		
LINE #	LENGTH	BEARING
L1	27.20	N0° 06' 39.82"E
L2	251.97	N89° 38' 02.47"W
L3	2.25	N10° 10' 16.64"E

SAWCUT CURVE TABLE				
CURVE #	RADIUS	ARC LENGTH	TANGENT LENGTH	DELTA
C1	293.18'	50.04'	25.08'	9°46'46"

Two working days before you dig CALL NEW MEXICO ONE CALL SYSTEM 260-1990

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02/7/2017

AS BUILT INFORMATION
CONTRACTOR DATE
WORK STARTED BY DATE
INSPECTOR'S ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE
RECORDED BY DATE
NO.

BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4
MICRO-FILM INFORMATION
RECORDED BY
NO.

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

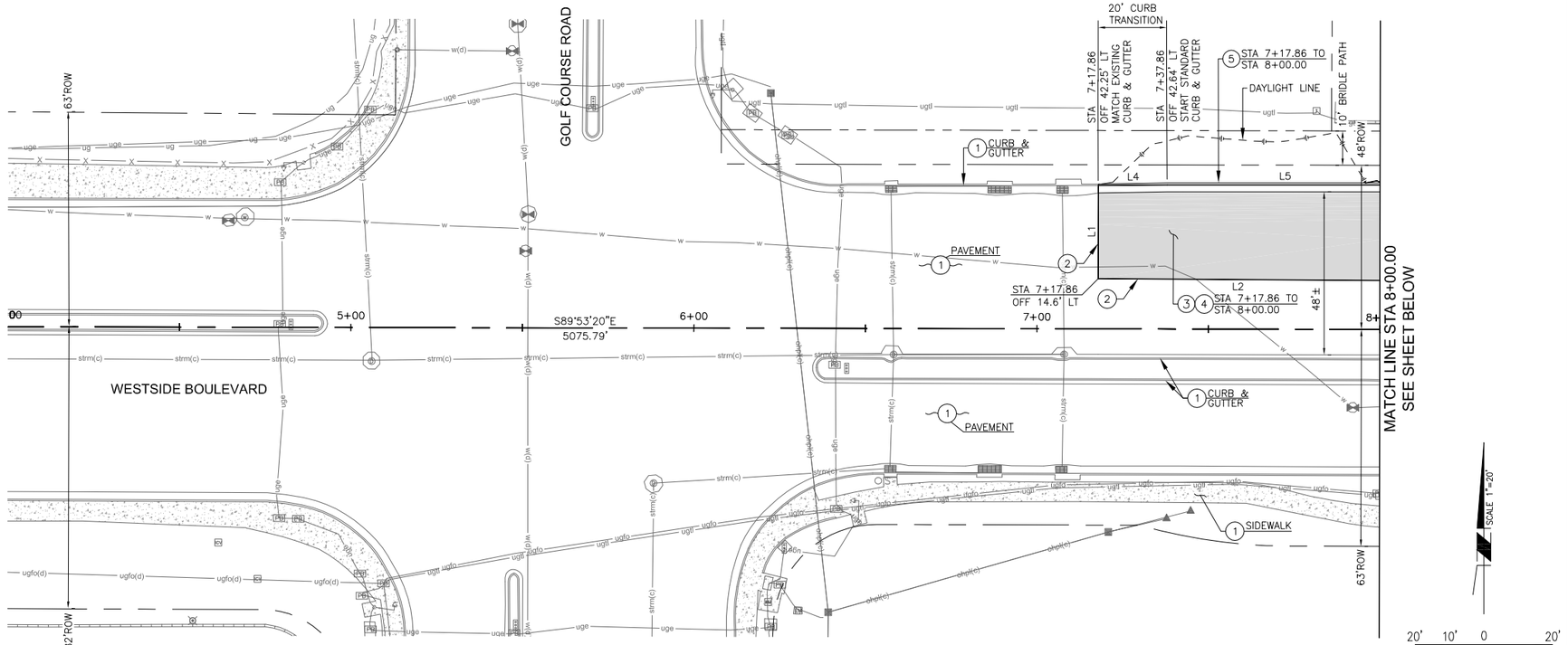
NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	
		DESIGNED BY: B.LONG	DATE: 02/2017
		DRAWN BY: T.JENSEN	DATE: 02/2017
		CHECKED BY: E.FROBERG	DATE: 02/2017

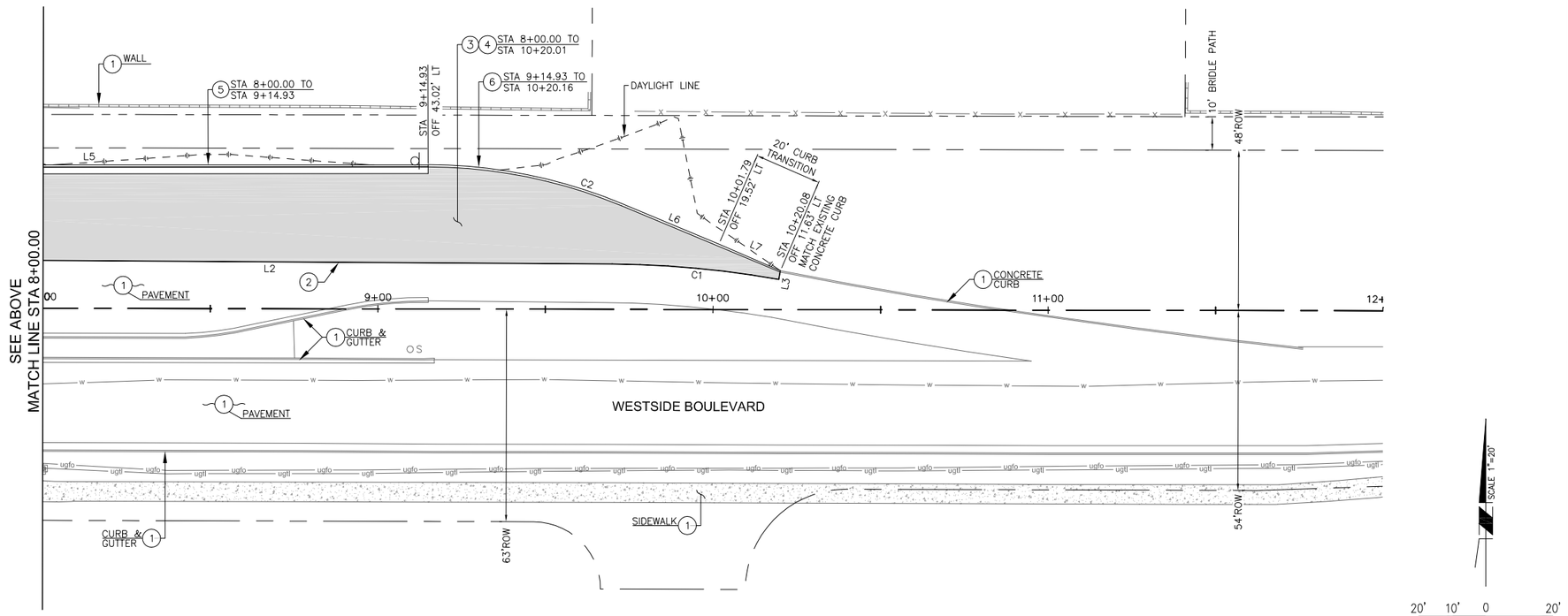
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: **WESTSIDE BOULEVARD INTERIM IMPROVEMENTS DEMOLITION PLAN STA 4+00 TO STA 12+00**

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

City Project No. 9042.17 | Zone Map No. A12 | Sheet 7 Of 21





CONSTRUCTION NOTES

1	PROTECT IN PLACE	
2	SAWCUT AND MATCH EXISTING ASPHALT PAVEMENT	
3	CONSTRUCT NEW PAVEMENT PER TYPICAL SECTIONS ON SEE SHEET 6	778 SY
4	SUBGRADE PREPARATION	778 SY
5	CONSTRUCT NEW STANDARD CURB & GUTTER PER COA DWG 2415A, SEE SHEET 6	197 LF
6	CONSTRUCT NEW ASPHALT CURB PER COA DWG 2415B, SEE SHEET 6	111 LF

EXISTING ELEVATION @ SAWCUT LINE	
STATION	2' OFFSET FROM EXISTING EOP
7+25	5192.34
7+50	5192.91
7+75	5192.93
8+00	5193.06
8+25	5193.53
8+50	5193.59
8+75	5194.01
9+00	5194.44
9+25	5195.04
9+50	5195.49
9+75	5196.14
10+00	5197.18

BACK OF CURB AND SAWCUT LINE TABLE		
LINE #	LENGTH	BEARING
L1	27.20	N0° 06' 39.82"E
L2	251.97	N89° 38' 02.47"W
L3	2.25	N10° 10' 16.64"E
L4	20.00	N88° 59' 43.66"E
L5	177.06	N89° 59' 13.99"E
L6	31.23	N67° 19' 55.38"W
L7	20.00	N66° 32' 35.62"W

BACK OF CURB AND SAWCUT CURVE TABLE				
CURVE #	RADIUS	ARC LENGTH	TANGENT LENGTH	DELTA
C1	293.18'	50.04'	25.08'	9°46'46"
C2	150.67'	59.46'	30.12'	22°36'48"

Two working days before you dig
CALL NEW MEXICO ONE CALL SYSTEM
260-1990

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: **WESTSIDE BOULEVARD INTERIM IMPROVEMENTS**
ROADWAY PLAN VIEW
STA 4+00 TO STA 12+00

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

City Project No.	Zone Map No.	Sheet	Of
9042.17	A12	8	21

AS BUILT INFORMATION

	DATE
CONTRACTOR	
WORK STAKED BY	
INSPECTOR'S ACCEPTANCE BY	
FIELD VERIFICATION BY	
DRAWINGS CORRECTED BY	
RECORDED BY	

BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4

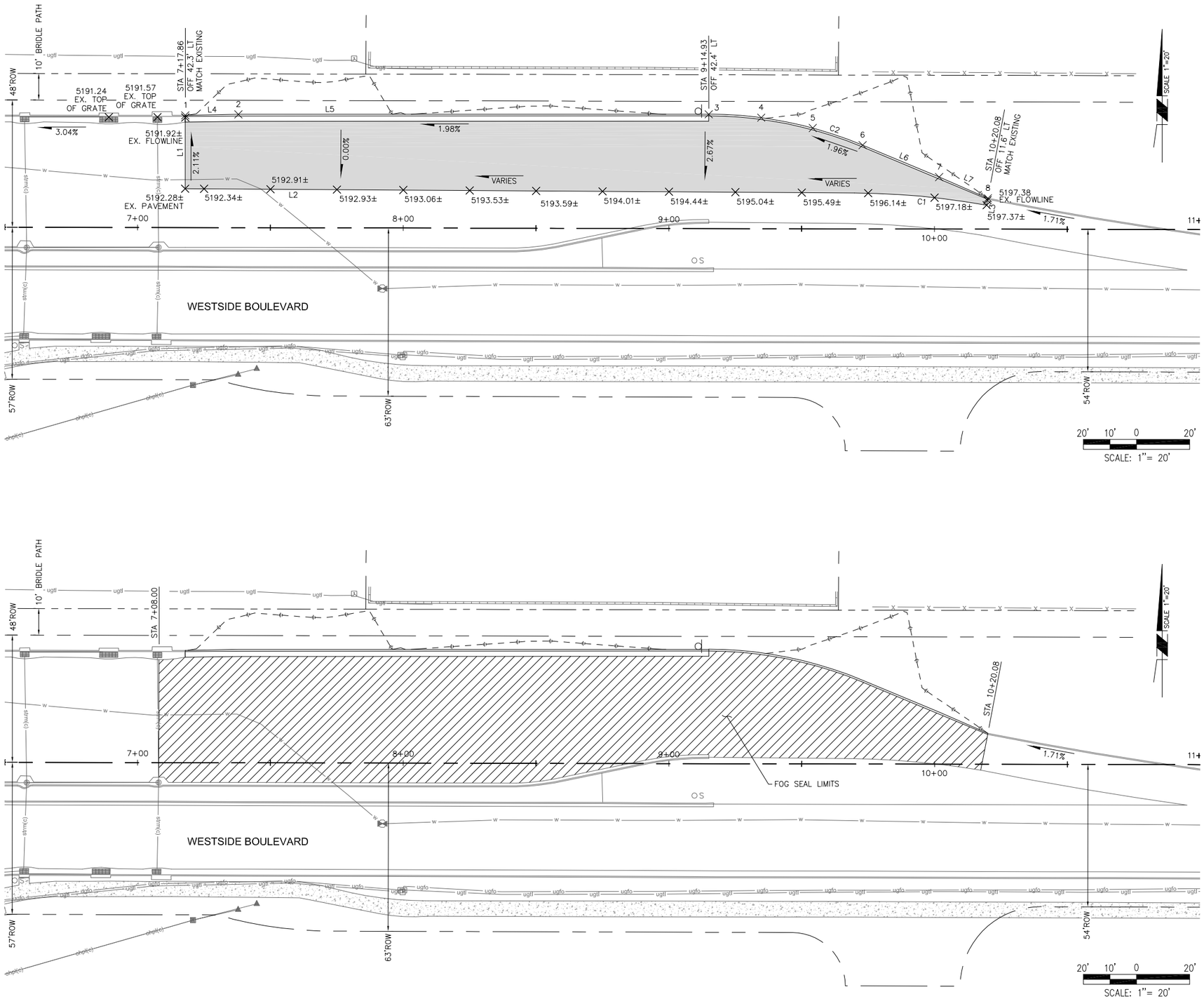
SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

MICRO-FILM INFORMATION
RECORDED BY
NO.

ENGINEER'S SEAL
ERIC J. FROBERG
NEW MEXICO
18855
PROFESSIONAL ENGINEER
02/7/2017

NO.	DATE	REMARKS
		REVISIONS
		DESIGN
		DESIGNED BY: B.LONG DATE: 02/2017
		DRAWN BY: T.JENSEN DATE: 02/2017
		CHECKED BY: E.FROBERG DATE: 02/2017



POINT TABLE				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
1	5192.27±	1535353.72	1513501.74	BC
2	5192.86	1535354.07	1513521.74	BC
3	5196.36	1535354.11	1513698.80	BC
4	5196.09	1535352.83	1513718.57	BC
5	5196.48	1535348.93	1513737.99	BC
6	5196.87	1535342.51	1513756.72	BC
7	5197.48	1535330.47	1513785.55	BC
8	5197.83	1535322.51	1513803.90	BC

EXISTING ELEVATION @ SAWCUT LINE	
STATION	2' OFFSET FROM EXISTING EOP
7+25	5192.34
7+50	5192.91
7+75	5192.93
8+00	5193.06
8+25	5193.53
8+50	5193.59
8+75	5194.01
9+00	5194.44
9+25	5195.04
9+50	5195.49
9+75	5196.14
10+00	5197.18

SEE SHEET 8 FOR BACK OF CURB CURVE & LINE TABLES

AS BUILT INFORMATION
CONTRACTOR — DATE
WORK STAKED BY — DATE
INSPECTION ACCEPTANCE BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE

BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4

MICRO-FILM INFORMATION
RECORDED BY — DATE
NO.

ENGINEER'S SEAL

ERIC J. FROBERG
NEW MEXICO
18855
PROFESSIONAL ENGINEER

02/7/2017

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	
		DESIGNED BY: B.LONG	DATE: 02/2017
		DRAWN BY: T.JENSEN	DATE: 02/2017
		CHECKED BY: E.FROBERG	DATE: 02/2017

Two working days before you dig CALL NEW MEXICO ONE CALL SYSTEM 260-1990

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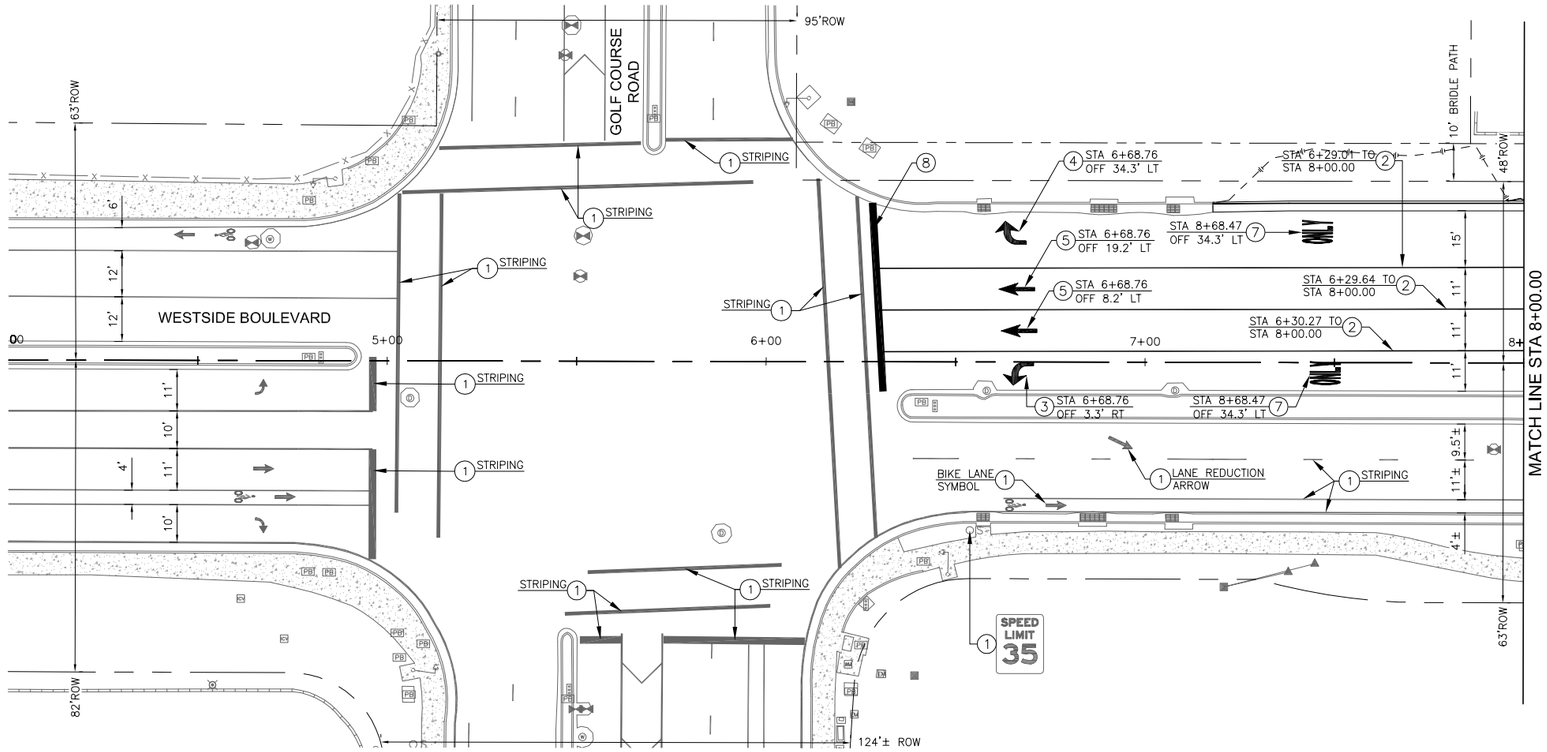
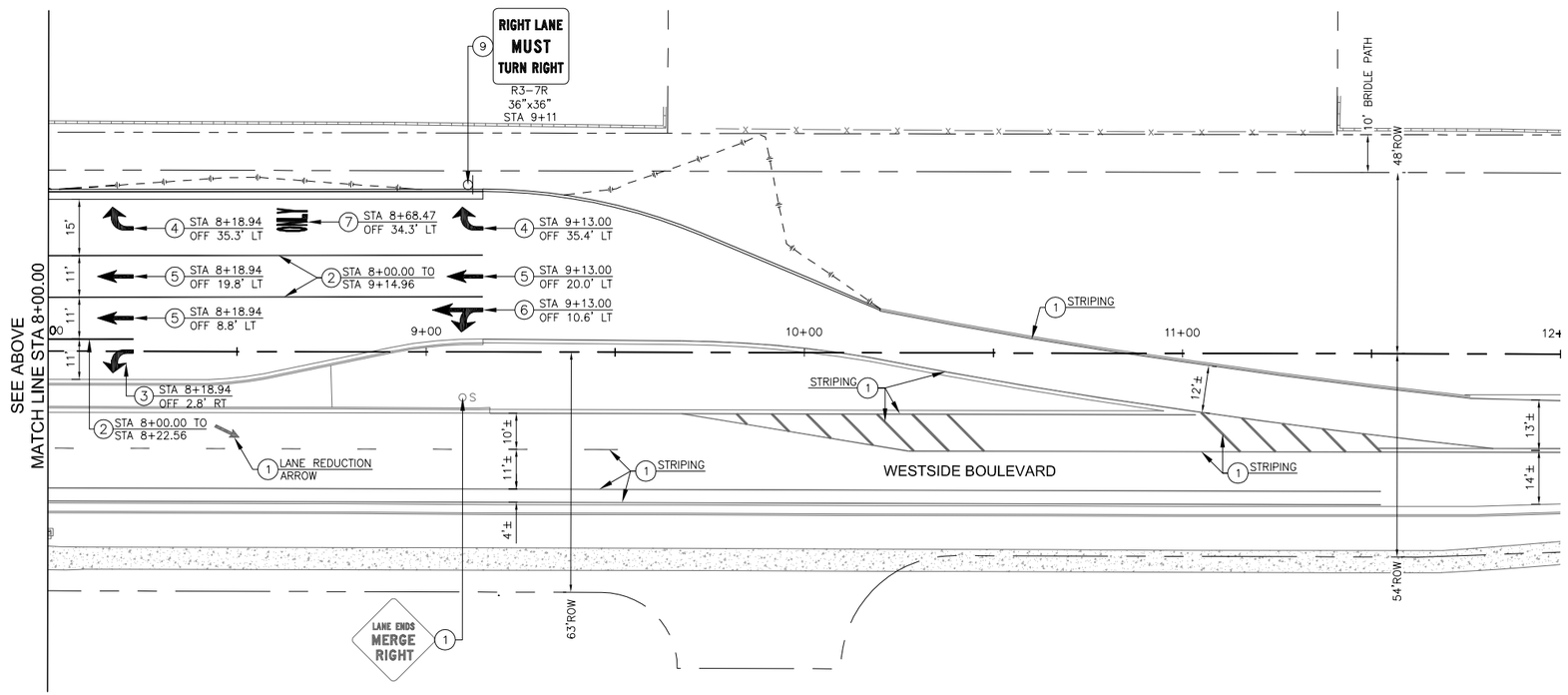
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
INTERSECTION DETAILS

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

City Project No. 9042.17 | Zone Map No. A12 | Sheet 9 Of 21





CONSTRUCTION NOTES

1	PROTECT IN PLACE	
2	INSTALL 4" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE	764 LF
3	INSTALL RETROREFLECTIVE "LEFT" ARROW PAVEMENT MARKING SYMBOL	2 EA
4	INSTALL RETROREFLECTIVE "RIGHT" ARROW PAVEMENT MARKING SYMBOL	3 EA
5	INSTALL RETROREFLECTIVE "THROUGH" ARROW PAVEMENT MARKING SYMBOL	5 EA
6	INSTALL RETROREFLECTIVE "THROUGH AND LEFT" ARROW PAVEMENT MARKING SYMBOL	1 EA
7	INSTALL RETROREFLECTIVE "ONLY" PAVEMENT MARKING SYMBOL	3 EA
8	INSTALL 24" STOP BAR WHITE SOLID MARKINGS PER PAVEMENT MARKING DETAIL, SEE SHEET 4	50 LF
9	INSTALL NEW SIGN W/ NEW SIGN POST PER COA STD DETAIL 2900-70X/3 SEE SHEETS 11-13	

SIGNING LEGEND:

SPEED LIMIT 35	NEW SIGN	1 EA
SPEED LIMIT 35	PROTECT IN PLACE	

TOTAL NEW SIGN: 9 SF

TOTAL NEW SIGN POST 11 LF

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SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

BENCH MARKS

NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4

AS BUILT INFORMATION

CONTRACTOR — DATE
WORK STAKED BY — DATE
INSPECTION ACCEPTANCE BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE

MICRO-FILM INFORMATION

RECORDED BY — DATE
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ENGINEER'S SEAL

ERIC J. FROBERG NEW MEXICO 18855 PROFESSIONAL ENGINEER
02/7/2017

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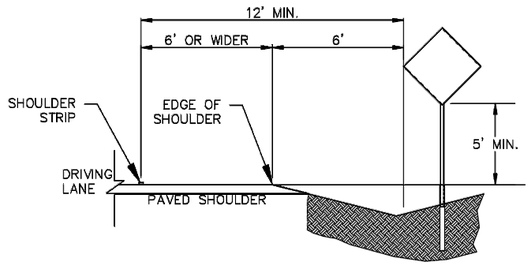
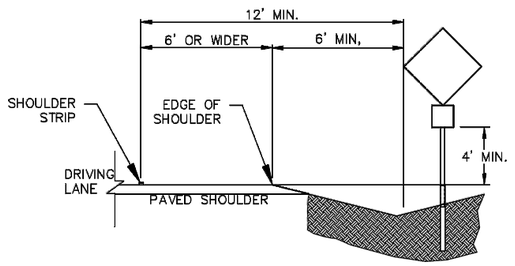
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

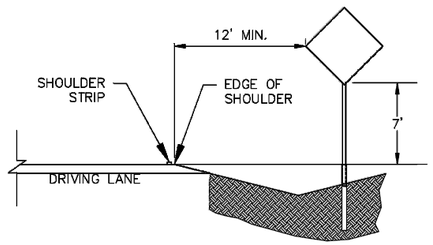
TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS SIGNING AND STRIPING STA 4+00 TO STA 12+00

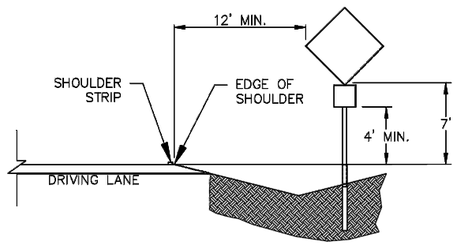
Design Review Committee	City Engineer Approval	Last Design Update	Mo./Day/Yr.	Mo./Day/Yr.

City Project No. 9042.17 | Zone Map No. A12 | Sheet 10 Of 21

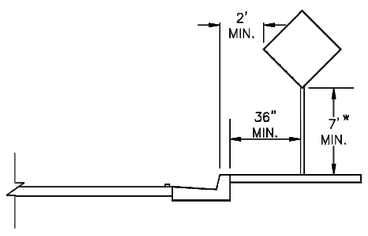


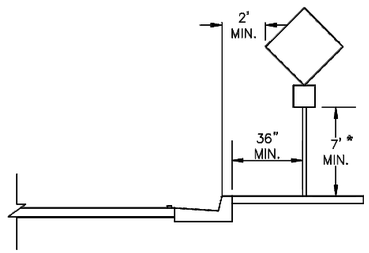






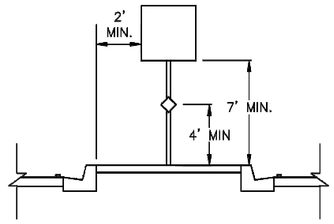
ROADSIDE SIGN IN RURAL AREAS



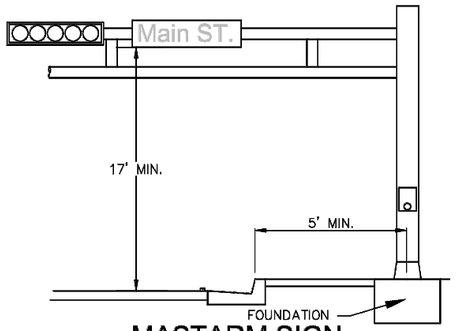


* WHERE PARKING OR PEDESTRIAN MOVEMENTS ARE LIKELY TO OCCUR.

ROADSIDE SIGN IN URBAN AREAS



SIGN ON MEDIAN NOSE



MASTARM SIGN

GENERAL NOTES:

1. HORIZONTAL CLEARANCES APPLY TO INSTALLATIONS LEFT AND RIGHT SIDE OF ROADWAY.
2. SUPPLEMENTAL SIGNS SHALL NOT BE ATTACHED DIRECTLY TO PRIMARY PANEL INSTALLATIONS.
3. SPACING BETWEEN SUPPLEMENTAL PANELS AND PRIMARY PANELS SHALL NOT EXCEED 6".
4. SIGN PANELS PLACED PARALLEL TO TRAFFIC SHALL BE MOUNTED ON A MULTI-DIRECTIONAL BREAKAWAY SYSTEM. SEE MULTI-DIRECTIONAL SLIP BASE POST DETAIL.

REVISIONS	CITY OF ALBUQUERQUE
	SIGN SUPPORT INSTALLATION DETAILS
	DWG. 2900-701 FEBRUARY 2014

SCALE: 1" = 5'

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

BENCH MARKS

NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEETS 3 & 4

AS BUILT INFORMATION

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WORK STAKED BY DATE
INSPECTOR'S ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE

MICRO-FILM INFORMATION

RECORDED BY DATE
NO.

ENGINEER'S SEAL

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NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	DATE: 02/2017
		DESIGNED BY: B.LONG	
		DRAWN BY: T.JENSEN	DATE: 02/2017
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CITY OF ALBUQUERQUE
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ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
COA SIGN SUPPORT INSTALLATION DETAILS
DETAIL 2900-701

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

City Project No.	Zone Map No.	Sheet	Of
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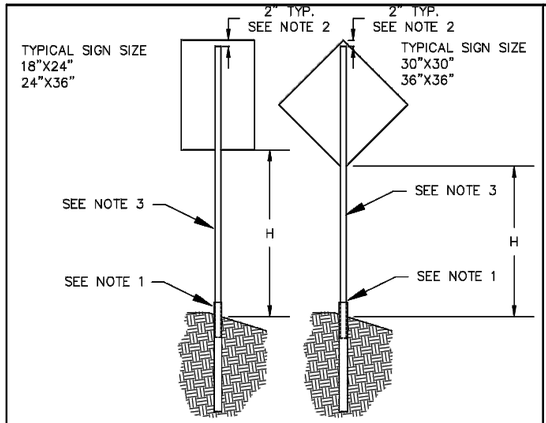
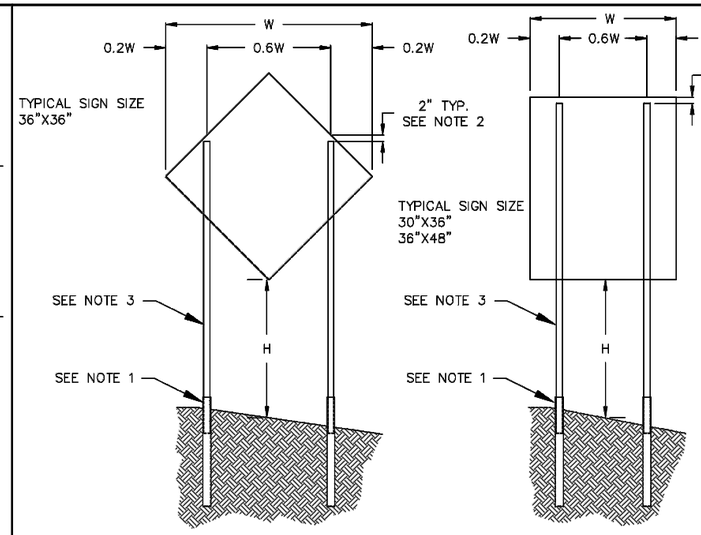


SIGN POST REQUIRMENTS			
POST TYPE	POST SIZE	MAX. CLEAR HEIGHT "H" (FT.)	MAX. SIGN AREA (SQ. FT.)
SQUARE TUBING	2"X2" (12 GA.)	9	8
SQUARE TUBING	2"X2" (12 GA.)	8	9
SQUARE TUBING	2"X2" (12 GA.)	7	10

SINGLE POST INSTALLATION

(TOTAL SIGN AREA NOT TO EXCEED 10 SQ. FT.)



DOUBLE POST INSTALLATION

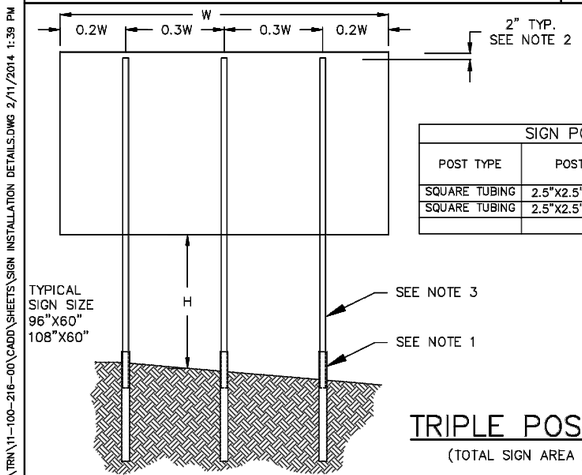
(TOTAL SIGN AREA NOT TO EXCEED 16 SQ. FT.)

*NOTE
ALL CITY OF ALBUQUERQUE SIGN POSTS SHALL BE 2"X2" SQUARE TUBING. WHILE REPLACING SIGN POSTS, U-CHANNEL POSTS SHALL BE REPLACED WITH SQUARE TUBING. U-CHANNEL POSTS SHALL ONLY BE USED FOR OBJECT MARKERS AND DELINEATORS.

SIGN POST REQUIRMENTS			
POST TYPE	POST SIZE	MAX. CLEAR HEIGHT "H" (FT.)	MAX. SIGN AREA (SQ. FT.)
SQUARE TUBING	2"X2" (12 GA.)	11	13
SQUARE TUBING	2"X2" (12 GA.)	9	15
SQUARE TUBING	2"X2" (12 GA.)	8	16

GENERAL NOTES:

1. STEEL POSTS, BASE POSTS, AND SLIP BASES FOR ALUMINUM PANEL SIGNS SHALL BE SELECTED FROM THE APPROVED PRODUCT LIST. ALL SIGNS MOUNTED WITHIN THE CLEAR ZONE SHALL BE MOUNTED ON A NCHRP REPORT 350 APPROVED SIGN POST/BASE POST BREAKAWAY SYSTEM UNLESS INSTALLATION IS LOCATED BEHIND A NON-GATING LONGITUDINAL BARRIER.
2. TOP EDGE OF POSTS SHALL NOT EXTEND PAST TOP EDGE OF SIGN.
3. ALL SQUARE TUBING SIGN POST REQUIREMENTS ARE BASED ON A 10 OR 12 GAUGE THICKNESS. ASTM A570 GRADE 50 STEEL. A MINIMUM YIELD STRENGTH OF 60,000 PSI AND 70 MPH WIND LOAD. SEE THE MUTCD FOR FURTHER GUIDANCE.
4. BASE POST SHALL NOT EXTEND MORE THAN 4" ABOVE GROUND LEVEL AND SHALL BE OF THE SAME WEIGHT/GAUGE AND TYPE AS THE SIGN POST.



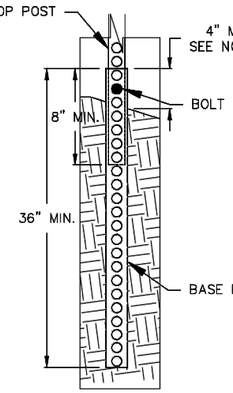
SIGN POST REQUIRMENTS			
POST TYPE	POST SIZE	MAX. CLEAR HEIGHT "H" (FT.)	MAX. SIGN AREA (SQ. FT.)
SQUARE TUBING	2.5"X2.5" (12 GA.)	9	45
SQUARE TUBING	2.5"X2.5" (12 GA.)	7	50

TRIPLE POST INSTALLATION

(TOTAL SIGN AREA NOT TO EXCEED 50 SQ. FT.)

BASE POST INSTALLATION

(SEE MULTI-DIRECTIONAL SLIP BASE SYSTEM DETAIL)



*NOTE: SEE MANUFACTURER'S DRAWINGS FOR SPECIFIC ASSEMBLY INFORMATION (POST TO BASE OVERLAP). INCLUDING TYPES OF NUTS BOLTS, WASHERS, AND OTHER PARTS REQUIRED FOR PRODUCT USE.

*SQUARE TUBING
(SLEEVE BASE)

REVISIONS	CITY OF ALBUQUERQUE
	SIGN SUPPORT INSTALLATION DETAILS
	DWG. 2900-702 FEBRUARY 2014

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

BENCH MARKS
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		DESIGN	

DESIGNED BY: B.LONG DATE: 02/2017
DRAWN BY: T.JENSEN DATE: 02/2017
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ENGINEERING DIVISION

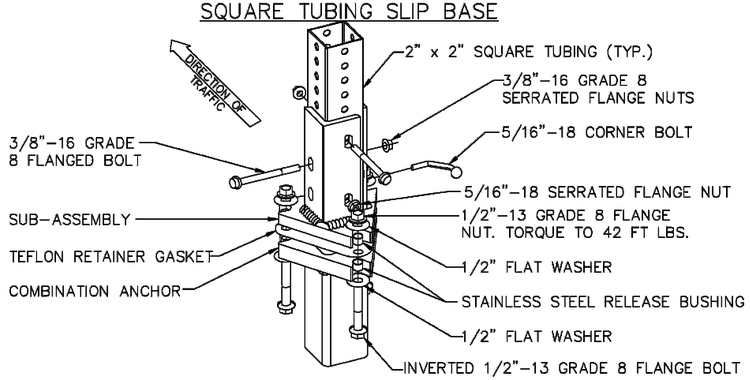
TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
COA SIGN SUPPORT INSTALLATION DETAILS
DETAIL 2900-702

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

City Project No.	Zone Map No.	Sheet	Of
9042.17	A12	12	21

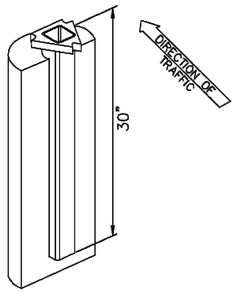
MULTI-DIRECTIONAL SLIP BASE DETAILS

SQUARE TUBING SLIP BASE



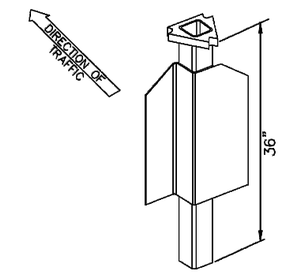
DETAIL "A"-CONCRETE ANCHOR

(NOT TO EXCEED 4" ABOVE GROUND LEVEL)

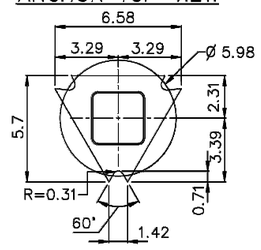


DETAIL "B"-SOIL ANCHOR

(NOT TO EXCEED 4" ABOVE GROUND LEVEL)



ANCHOR TOP VIEW



NOTES:
1. CONCRETE SHOULD BE A MINIMUM OF 12" DIA. AND 30" DEEP.
2. CLASS "A" CONCRETE SHALL BE USED. THE COST SHALL BE INCIDENTIAL TO THE PRICE OF STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGNS.

REVISIONS	CITY OF ALBUQUERQUE
	MULTI-DIRECTIONAL SLIP BASE POST DETAILS
	DWG. 2900-703 FEBRUARY 2014

M:\VRA\11-100-216-00\CADD\SHEETS\SLIP BASE POST DETAILS.DWG 2/11/2014 2:03 PM

P:\CoA On-call\Task 17_Westside Signal and Temporary Pavement\600_CADD\05_Official\DLV\Signing and Striping Details.dwg 2/7/2017 2:36:25 PM Tate Jensen Phoenix Half Scale.ctb

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

BENCH MARKS

NEW MEXICO STATE PLANE GRID BEARINGS
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TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
COA MULTI-DIRECTIONAL SLIP BASE POST DETAILS
DETAIL 2900-703

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

City Project No.	Zone Map No.	Sheet	Of
9042.17	A12	13	21

TRAFFIC SIGNAL NOTES

1. 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 STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (UPDATED IN JULY 2003).
2. 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 PROVIDE MAXIMUM CLEAR SPACE AVAILABLE FOR PEDESTRIANS AND WHEELCHAIRS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT AND/OR TO CLEAR EXISTING UTILITIES.
3. THE CONTRACTOR IS WARNED THAT EXISTING CONDUITS MAY CONTAIN AC POWER AND CAUTION SHALL BE EXERCISED IN INTERCEPTING OR INSTALLING CABLE IN EXISTING CONDUIT.
4. THE CONTRACTOR SHALL BORE, DRILL, OR PUSH 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 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.
5. 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. (SEE STANDARD DETAIL DRAWING 2550 ON SHEET 19).
6. WATERTIGHT SPLICING OF TRAFFIC SIGNALS MULTI-CONDUCTOR CABLE WILL BE PERMITTED IN LARGE PULL BOXES INCLUDING LARGE MEDIAN PULL BOXES. SPLICING OF VIDEO DETECTION COAXIAL CABLE AND PREEMPTION DETECTOR CABLE WILL NOT BE PERMITTED FROM THE FIELD UNIT TO THE CONTROLLER CABINET.
7. THE CONTRACTOR SHALL NOTIFY THE CITY OF ALBUQUERQUE '311' 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 '311' EACH TIME A TRAFFIC SIGNAL CONTROL DOOR IS OPENED.
8. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNS AS NOTED IN PLANS TO BE DELIVERED TO THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING YARD ON PINO ROAD NE WHEN TRAFFIC SIGNALS ARE PUT INTO OPERATION.
9. ALL CONDUIT GROUNDS SHALL BE INSULATED GREEN #6 AWG CONDUCTORS IN LIEU OF THE SPECIFIED BARE COPPER.
10. LIVE UNUSED CONDUCTORS WILL NOT BE ALLOWED AT MASTARM POLES AND PEDESTAL POLES. ALL UNUSED CONDUCTORS SHALL BE CAPPED AND WATER PROOFED WITH CRIMPED ON NYLON WIRE CAPS.
11. ALL COPPER SPLICES SHALL USE SILICONE GEL FILLED WIRE NUTS.
12. IF TRENCH WIDTHS LESS THAN 12" ARE PROPOSED BY THE CONTRACTOR, APPROVED COMPACTION METHODS SHALL BE USED DURING BACKFILL TO PREVENT LATENT TRENCH FAILURES. THE CONTRACTOR SHALL USE GROUT OR LEAN FILL AS APPROVED BY THE PROJECT MANAGER IN LIEU OF EARTH BACKFILL.
13. THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS PERSONNEL WILL PROGRAM THE TRAFFIC SIGNAL CONTROLLER WITH THE TRAFFIC SIGNAL TIMING PLANS PROVIDED BY THE DESIGN ENGINEER.
14. 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.
15. EXISTING SIDEWALKS IMPACTED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL ARRANGE TO HAVE OFF-DUTY POLICE OFFICERS DIRECT TRAFFIC WHEN SIGNALS ARE TURNED OFF.
17. ALL DATA SHOWN HEREIN CONCERNING EXISTING UTILITIES HAS BEEN OBTAINED FROM "AS-BUILT" DRAWINGS AND FROM FIELD OBSERVATIONS WHICH MAY OR MAY NOT BE ACCURATE. THE CONTRACTOR WILL BE RESPONSIBLE FOR EXPLORATORY TRENCHING, IF NECESSARY, TO MORE SPECIFICALLY LOCATE UTILITY LINES. COST OF LOCATING UTILITY LINES INCLUDING EXPLORATORY TRENCHING WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
18. ANY TRAFFIC SIGNAL EQUIPMENT REMOVED AND NOT RELOCATED SHALL BE SALVAGED BY THE CONTRACTOR AND DELIVERED TO THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING YARD ON PINO ROAD NE WITH PROPER DOCUMENTATION (LETTER OF TRANSMITTAL).
19. THE CONTRACTOR SHALL TAKE DIGITAL PHOTOS OF EXISTING TRAFFIC SIGNAL EQUIPMENT PRIOR TO ANY REMOVALS OF SIGNAL EQUIPMENT AND ALL SIGNAL EQUIPMENT AFTER CONSTRUCTION. THE PICTURES SHALL BE PROVIDED TO THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING OPERATIONS IN .JPG FORMAT AND PLACED ON A CD-ROM. THE CD-ROM SHALL BECOME THE PROPERTY OF THE CITY AND MAY BE USED TO RESOLVE ANY QUESTIONS RELATED TO THE ORIGINAL CONDITION AND QUALITY OF EXISTING EQUIPMENT. ALL REMOVED EXISTING TRAFFIC SIGNAL EQUIPMENTS INCLUDING BUT NOT LIMITED TO POLES, SIGNAL HEADS, CONTROLLER CABINETS, CONFLICT MONITORS, AND DETECTORS SHALL BE DELIVERED TO THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING YARD ON PINO ROAD NE WITH PROPER DOCUMENTATION (LETTER OF TRANSMITTAL).
20. 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.
21. LOOP DETECTORS SHALL BE CENTERED ON LANE AS INDICATED ON THE PLANS. (SEE SHEETS 18 AND 20 FOR LOOP DETAILS).
22. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL CONDUCTORS IN THE FIELD FOR CONSISTENCY PURPOSES PRIOR TO WIRING OF SIGNAL INFRASTRUCTURE.

ABBREVIATIONS

MA1	MASTARM NUMBER
PP1	PEDESTAL POLE NUMBER
PPB1	PEDESTRIAN PUSH BUTTON NO.
CC1	CONTROL CABINET NUMBER
SC1	SPLICE CABINET NUMBER
PB1	PULL BOX NUMBER (SIGNALS)
PBS1	PULL BOX NUMBER (POWER)
3A	SIGNAL HEAD NUMBER
P1	PEDESTRIAN SIGNAL NUMBER
CAM	VEHICLE DETECTION CAMERA
OPT	OPTICOM DETECTOR
FY	FLASHING YELLOW ARROW
SY	SOLID YELLOW ARROW
DL1 (1)	DETECTOR LOOP PHASE # (LOOP #)

SYMBOL KEY

MAX	SIGNAL & CABINET ID
X	CONDUIT RUN ID (SIGNALS)
SX	CONDUIT RUN ID (POWER)
	EXISTING CONDUIT RUN

TRAFFIC SIGNAL LEGEND

NEW	EXISTING	ITEM
		PULL BOX (SIGNAL)
		SERVICE POLE WITH RISER (SIGNAL)
	M	METER PEDESTAL
		CONTROLLER CABINET
SC	SC	SPLICE CABINET
		CONDUIT RUN (SIGNALS)
		TRAFFIC SIGNAL PEDESTAL POLE
		TYPE II STANDARD WITH MASTARM, TRAFFIC SIGNAL, & BACKPLATE
		TYPE III STANDARD WITH MASTARM, TRAFFIC SIGNAL, BACKPLATE, & LUNIMAIRE
		TRAFFIC SIGNAL HEAD
		6X6 LOOP DETECTOR
		6X40 LOOP DETECTOR

AS BUILT INFORMATION

CONTRACTOR DATE

WORK STAKED BY DATE

INSPECTED BY DATE

ACCEPTANCE BY DATE

FIELD VERIFICATION BY DATE

DRAWINGS CORRECTED BY DATE

MICRO-FILM INFORMATION

RECORDED BY DATE

NO.

BENCH MARKS

NEW MEXICO STATE PLANE GRID BEARINGS

S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"

NM STATE PLANE COORDINATES

CENTRAL ZONE NAD 1983

ELEVATION= 5623.03 (NAVD 1988)

SEE GENERAL NOTES ON SHEET XX

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

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02-07-2017

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			DRAWN BY: S.BARRICKLOW DATE: 01/2017
			CHECKED BY: P.BYRD DATE: 01/2017

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
SIGNAL GENERAL NOTES

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

City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 14 Of 21

TRAFFIC SIGNAL ESTIMATED QUANTITIES				
BID ITEM #	ITEM ID #	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY
18	422.004	TRAFFIC SIGNAL PEDESTAL POLE, 15 FOOT, CIP.	EA	2
19	422.101	TRAFFIC SIGNAL PEDESTAL POLE, ANY SIZE, REMOVE & SALVAGE, COMPL.	EA	2
20	426.011	MULTI-CONDUCTOR CABLE, #7, CIP.	LF	110
21	426.101	EXISTING WIRE REMOVE AND DISPOSE	LS	1
22	427.004	5 SECTION TRAFFIC ASSEMBLY, CIP.	EA	4
23	427.101	TRAFFIC ASSEMBLY, ANY TYPE, REMOVE AND SALVAGE	EA	2
24	428.021	LOOP DETECTOR WIRE	LF	2560
25	428.050	LOOP LEAD-IN CABLE	LF	1205
26	428.060	DETECTOR SAW CUT	LF	960

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

BENCH MARKS

NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEET XX

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PROFESSIONAL ENGINEER
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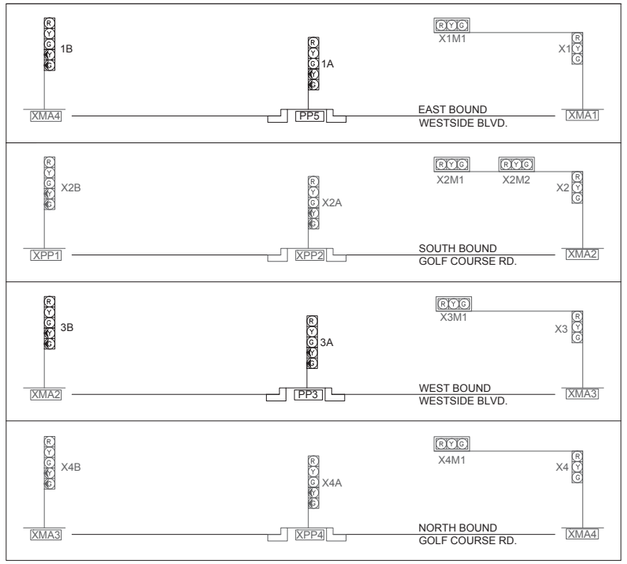
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD
INTERIM IMPROVEMENTS
SIGNAL EQUIPMENT & QUANTITIES

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

City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 15 Of 21

INTERSECTION APPROACH DETAILS

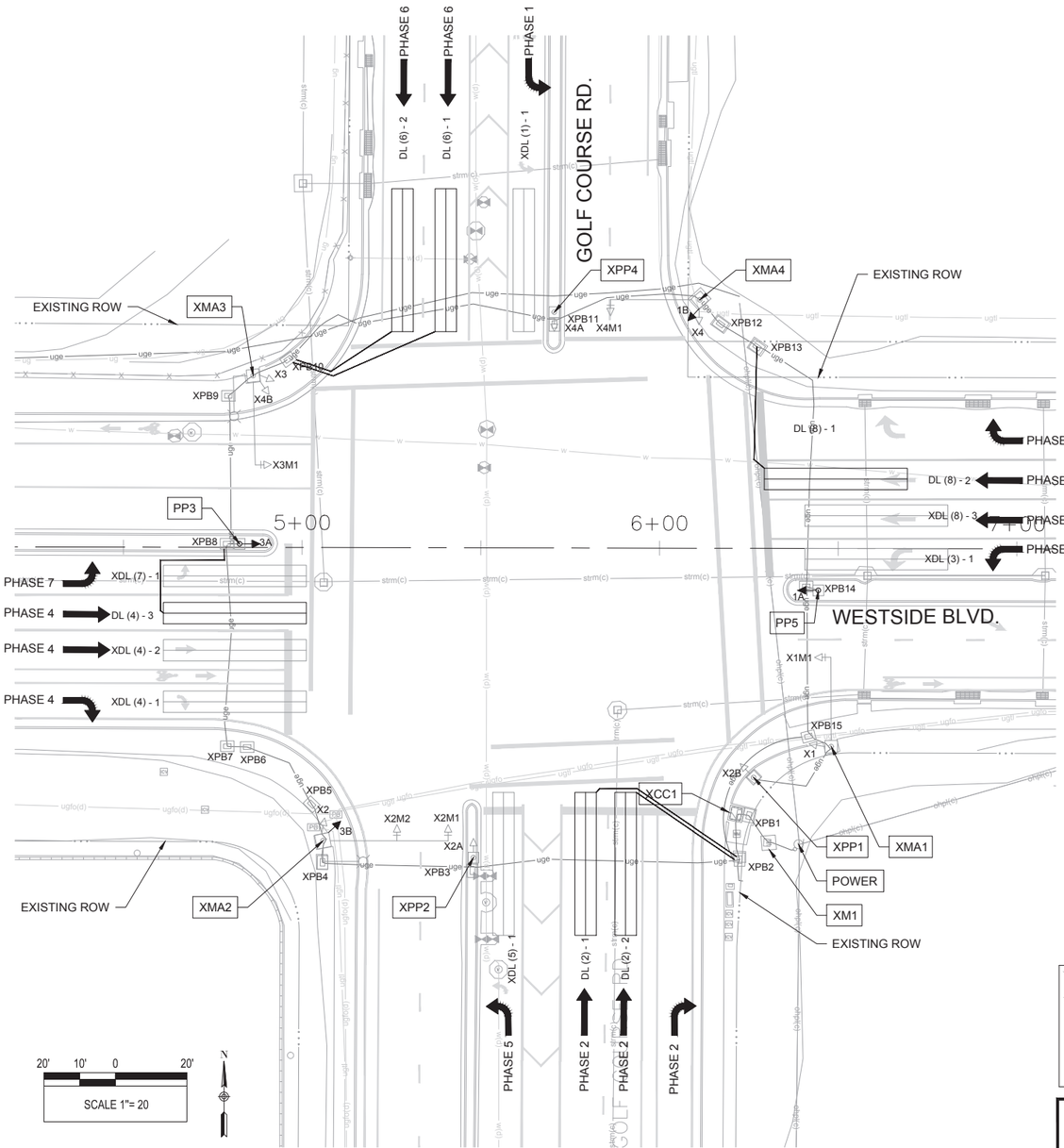


ABBREVIATIONS

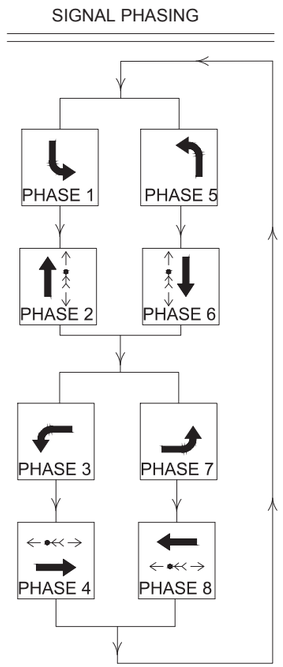
XMA 1	EXISTING MAST ARM NUMBER
XPP 1	EXISTING PEDESTAL POLE NUMBER
XCC1	EXISTING CONTROLLER CABINET
XPPB 1	EXISTING PEDESTRIAN PUSH BUTTON NUMBER
XPB 1	EXISTING PULL BOX NUMBER (SIGNALS)
XPBS1	EXISTNG PULL BOX (POWER)
X 3A	EXISTING SIGNAL HEAD NUMBER
X P1	EXISTING PEDESTRIAN SIGNAL NUMBER
M 1	METER PEDESTAL NUMBER
X CAM1	EXISTING TRAFFIC CAMERA
OPT 1	OPTICOM

NOTES

1. EXISTING PULL BOXES TO REMAIN AND PROTECT IN PLACE.
2. INSTALL NEW STANDARD PULL BOXES AT PB16 & PB17. (SEE PLACEMENT ON SHEET ##).
3. EXISTING CONTROLLER CABINET AND METER TO REMAIN.
4. EXISTING CONDUITS SHALL REMAIN.
5. INTERCONNECT INFRASTRUCTURE AND CONNECTIONS SHALL BE MAINTAINED.
6. FOR DETECTION INSTALLATIONS SEE SHEET 18.



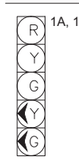
SIGNAL PHASING



PROPOSED & EXISTING SIGNAL POLES AND MASTARMS

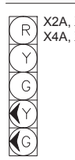
ID #	TYPE	STATION*	OFFSET*	REMARKS
XMA 1	EXISTING MASTARM - 25' TYPE II W/ STEEL POLE	EXISTING	EXISTING	PROTECT IN PLACE
XMA 2	EXISTING MASTARM - 35' TYPE III W/ STEEL POLE	EXISTING	EXISTING	PROTECT IN PLACE
XMA 3	EXISTING MASTARM - 25' TYPE III W/ STEEL POLE	EXISTING	EXISTING	PROTECT IN PLACE
XMA 4	EXISTING MASTARM - 25' TYPE II W/ STEEL POLE	EXISTING	EXISTING	PROTECT IN PLACE
XPP 1	EXISTING PEDESTAL POLE -15' TYPE I	EXISTING	EXISTING	PROTECT IN PLACE
XPP 2	EXISTING PEDESTAL POLE -15' TYPE I	EXISTING	EXISTING	PROTECT IN PLACE
PP 3	PEDESTAL POLE -15' TYPE I	04+83	1' LT	NEW POLE ON EXISTING FOUNDATION
XPP 4	EXISTING PEDESTAL POLE -15' TYPE I	EXISTING	EXISTING	PROTECT IN PLACE
PP 5	PEDESTAL POLE -15' TYPE I	06+45	12' RT	NEW POLE ON EXISTING FOUNDATION
XCC1	EXISTING CONTROLLER CABINET & EXISTING CONTROLLER	EXISTING	EXISTING	PROTECT IN PLACE
XM 1	EXISTING POWER METER POLE	EXISTING	EXISTING	PROTECT IN PLACE

NEW TYPICAL SIGNAL FACE ASSEMBLIES AND LEGEND

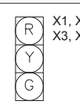


1A, 1B, 3A, 3B.

EXISTING TYPICAL SIGNAL FACE ASSEMBLIES AND LEGEND (TO REMAIN)



X2A, X2B, X4A, X4B.



X1, X2, X3, X4.

X1M1, X2M1, X2M2, X3M1, X4M1.

AS BUILT INFORMATION

CONTRACTOR — DATE
WORK STAKED BY
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BENCH MARKS

NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEET XX

MICRO-FILM INFORMATION

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FIELD NOTES

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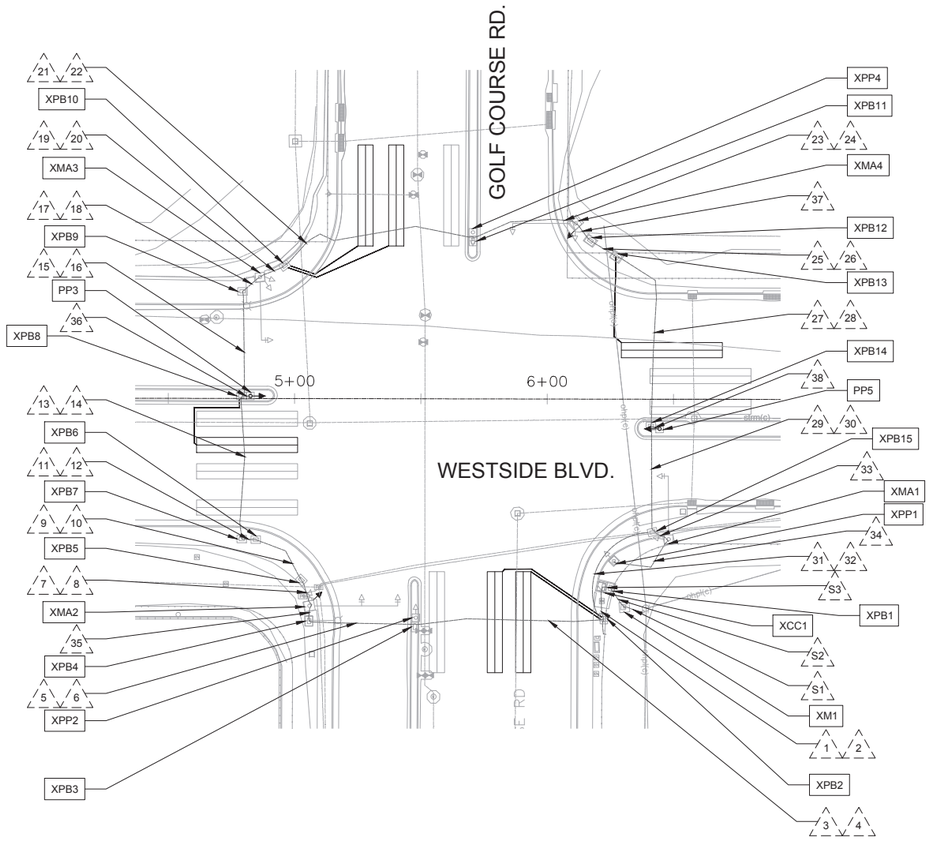
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD
INTERIM IMPROVEMENTS
SIGNAL - GOLF COURSE RD. & WESTSIDE BLVD.

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

City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 16 Of 21



ABBREVIATIONS

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XPB 1	EXISTING PULL BOX NUMBER (SIGNALS)
XPBS1	EXISTNG PULL BOX (POWER)
X 3A	EXISTING SIGNAL HEAD NUMBER
X P1	EXISTING PEDESTRIAN SIGNAL NUMBER
M 1	METER PEDESTAL NUMBER
X CAM1	EXISTING TRAFFIC CAMERA
X OP EB	EXISTING OPTICOM

30' 15' 0 30' N

SCALE 1"= 30

CONDUIT AND CONDUCTOR REQUIREMENTS*

CONDUIT LENGTH, SIZE, AND TYPE						CONDUIT FILL BY CONDUCTOR LENGTH AND TYPE						
RUN ID	NEW SIZE/LENGTH*			TYPE	REMARKS	MCC5	MCC7	MCC20	SCC #2	SCC #6	SCC #10	LLIC*
##	2"	3"	4"			(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)
S1	Exist.			REC	POWER TO XM1				EXIST			
S2		Exist.		REC	XM1 TO XPB1				EXIST			
S3		Exist.		REC	XPB1 TO XCC1				EXIST			
1		Exist.		REC	XCC1 TO XPB2	EXIST		EXIST		EXIST	EXIST	
2	Exist.			REC	XCC1 TO XPB2							**6 @ 20**
3		Exist.		REC	XPB2 TO XPB3	EXIST		EXIST		EXIST	EXIST	
4	Exist.			REC	XPB2 TO XPB3							**1 @ 80**
5		Exist.		REC	XPB3 TO XPB4	EXIST		EXIST		EXIST	EXIST	
6	Exist.			REC	XPB3 TO XPB4							**1 @ 50**
7		Exist.		REC	XPB4 TO XPB5	EXIST		EXIST		EXIST	EXIST	
8	Exist.			REC	XPB4 TO XPB5							**1 @ 20**
9		Exist.		REC	XPB5 TO XPB6	EXIST		EXIST		EXIST	EXIST	
10	Exist.			REC	XPB5 TO XPB6							**1 @ 25**
11		Exist.		REC	XPB6 TO XPB7	EXIST		EXIST		EXIST	EXIST	
12	Exist.			REC	XPB6 TO XPB7							**1 @ 10**
13		Exist.		REC	XPB7 TO XPB8	EXIST		EXIST		EXIST	EXIST	
14	Exist.			REC	XPB7 TO XPB8							**1 @ 65**
15		Exist.		REC	XPB8 TP XPB9	EXIST		EXSIT		EXIST	EXIST	
16	Exist.			REC	XPB8 TO XPB9							
17		Exist.		REC	XPB9 TO XMA3	EXIST		EXIST		EXIST	EXIST	
18	Exist.			REC	XPB9 TO XMA3							
19		Exist.		REC	XMA3 TO XPB10	EXIST		EXIST		EXIST		
20	Exist.			REC	XMA3 TO XPB10							
21		Exist.		REC	XPB10 TO XPB11	EXIST		EXIST		EXIST		
22	Exist.			REC	XPB10 TO XPB11							**2 @ 70**
23		Exist.		REC	XPB11 TO XPB12	EXIST		EXIST		EXIST		
24	Exist.			REC	XPB11 TO XPB12							**2 @ 55**
25		Exist.		REC	XPB12 TO XPB13	EXIST		EXIST		EXIST		
26	Exist.			REC	XPB12 TO XPB13							**2 @ 15**
27		Exist.		REC	XPB13 TO XPB14	EXIST		EXIST		EXIST		
28	Exist.			REC	XPB13 TO XPB14							**3 @ 80**
29		Exist.		REC	XPB14 TO XPB15	EXIST		EXIST		EXIST		
30	Exist.			REC	XPB14 TO XPB15							**3 @ 50**
31		Exist.		REC	XPB15 TO XPB2							**3 @ 55**
32		Exist.		REC	XPB15 TO XPB2	EXIST		EXIST		EXIST		
33	Exist.			REC	XPB15 TO XMA1	EXIST		EXIST		EXIST		
34		Exist.		REC	XMA1 TO XPP1	EXIST		EXIST		EXIST		
35		Exist.		REC	XPB4 TO XMA2	EXIST	**1 @ 15**	EXIST		EXIST	EXIST	
36		Exist.		REC	XPB8 TO PP3	EXIST	**1 @ 10**					
37		Exist.		REC	XPB12 TO XMA4	EXIST	**1 @ 15**	EXIST		EXIST		
38		Exist.		REC	XPB14 TO PP5	EXIST	**1 @ 10**					
TOTAL							50					1205

NOTES:
* ALL EXISTING SIGNAL CONDUITS AND CONDUCTORS SHALL BE MAINTAINED IN PLACE.

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BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEET XX

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE
1	PRECISION SURVEYS	2009

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NEW MEXICO
20027
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02-07-2017

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

TITLE: WESTSIDE BOULEVARD
INTERIM IMPROVEMENTS
CABLES AND CONDUITS

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

City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 17 Of 21

FUNCTION CHART - 115 VOLT CIRCUIT						
CONDUCTOR			RING 1-MULTI CONDUCTOR CABLE 20		RING 2-MULTI CONDUCTOR CABLE 20 *2	
NUMBER	BASE COLOR	TRACER	FUNCTION	FIELD CONNECTION	FUNCTION	FIELD CONNECTION
1	BLACK	-	SPARE	SPARE	SPARE	SPARE
2	WHITE	-	SPARE	SPARE	SPARE	SPARE
3	RED	-	PHASE 1 RED	EXISTING	PHASE 5 RED	EXISTING
4	GREEN	-	PHASE 1 GREEN	EXISTING	PHASE 5 GREEN	EXISTING
5	ORANGE	-	PHASE 1 YELLOW	EXISTING	PHASE 5 YELLOW	EXISTING
6	BLUE	-	SPARE	SPARE	SPARE	SPARE
7	WHITE	BLACK	SPARE	SPARE	SPARE	SPARE
8	RED	BLACK	PHASE 2 RED	EXISTING	PHASE 6 RED	EXISTING
9	GREEN	BLACK	PHASE 2 GREEN	EXISTING	PHASE 6 GREEN	EXISTING
10	ORANGE	BLACK	PHASE 2 YELLOW	EXISTING	PHASE 6 YELLOW	EXISTING
11	BLUE	BLACK	PHASE 2 WALK	EXISTING	PHASE 6 WALK	EXISTING
12	BLACK	WHITE	PHASE 2 DON'T WALK	EXISTING	PHASE 6 DON'T WALK	EXISTING
13	RED	WHITE	SPARE	SPARE	SPARE	SPARE
14	GREEN	WHITE	PHASE 3 GREEN	GREEN LEFT TURN ARROW 3A, 3B	PHASE 7 GREEN	PHASE 7 GREEN LEFT TURN ARROW 1A, 1B
15	BLUE	WHITE	PHASE 3 YELLOW	YELLOW LEFT TURN ARROW 3A, 3B	PHASE 7 YELLOW	PHASE 7 YELLOW LEFT TURN ARROW 1A, 1B
16	BLACK	RED	PHASE 4 RED	RED BALL EXISTING ADD 1A, 1B	PHASE 8 RED	RED BALL EXISTING ADD 3A, 3B
17	WHITE	RED	PHASE 4 GREEN	GREEN BALL EXISTING ADD 1A, 1B	PHASE 8 GREEN	GREEN BALL EXISTING ADD 3A, 3B
18	ORANGE	RED	PHASE 4 YELLOW	YELLOW BALL EXISTING ADD 1A, 1B	PHASE 8 YELLOW	YELLOW BALL EXISTING ADD 3A, 3B
19	BLUE	RED	PHASE 4 WALK	EXISTING	PHASE 8 WALK	EXISTING
20	RED	GREEN	PHASE 4 DON'T WALK	EXISTING	PHASE 8 DON'T WALK	EXISTING

FUNCTION CHART - 24 VOLT CIRCUIT			
MULTI CONDUCTOR CABLE 5			
CONDUCTOR NUMBER	BASE COLOR	FUNCTION	FIELD CONNECTION
1	BLACK	PHASE 2 PPB	EXISTING
2	WHITE	COMMON	EXISTING
3	RED	PHASE 4 PPB	EXISTING
4	GREEN	PHASE 6 PPB	EXISTING
5	ORANGE	PHASE 8PPB	EXISTING

CONDUIT AND CONDUCTOR REQUIREMENTS* IN POLE						
		CONDUIT FILL BY CONDUCTOR LENGTH AND TYPE				
RUN ID	REMARKS	MCC5	MCC7	MCC20	SCC #2	SCC #10
##		(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)
XMA2	BASE TO X2M1	EXIST				
XMA2	BASE TO X2M2	EXIST				
XMA2	**BASE TO 3B**		**1 @ 15**			
XMA2	BASE TO X2	EXIST				
XMA2	BASE TO LUMINAIRE					EXIST
PP3	**BASE TO 3A**		**1 @ 15**			
XMA4	BASE TO X4M1	EXIST				
XMA4	**BASE TO 1B**		**1 @ 15**			
XMA4	BASE TO X4	EXIST				
PP5	**BASE TO 1A**		**1 @ 15**			
TOTAL		0	**60**	0	0	0
* EXISTING CONDUCTORS SHOWN SHALL BE MAINTAINED IN PLACE.						

NOTES

*1. IDENTIFY CONDUCTORS LISTED AS "115 VOLTS".

*2. WRAP RING 2 CABLE AT EACH SPLICE POINT WITH COLORED ELECTRICAL TAPE. THE IDENTIFICATION MARKING SHALL BE PROVIDED ON EACH RING 2 CABLE AT EACH SPLICE AND LOCATED 6" BACK FROM THE END.

*3. IDENTIFY CONDUCTORS LISTED AS "PPB-LOW VOLTAGE" AT EACH SPLICE POINT. FIVE (5) CONDUCTOR CABLE SHALL BE 24 VOLTS AND USED FOR PUSH BUTTONS ONLY.

*4. CONDUCTOR CABLE RUNS TO TRAFFIC SIGNALS, PEDESTRIAN SIGNALS. AND PEDESTRIAN PUSH BUTTONS SHALL BE SPLICED INTO THE MAIN CONDUCTORS AT THE NEAREST PULLBOX AND WITHOUT ADDITIONAL SPLICES INTO EACH SIGNAL HEAD OR PUSH BUTTON ASSEMBLY.

DETECTOR RACK ASSIGNMENTS																			
UNIT NUMBER	POWER SUPPLY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CHANNEL 1		ø1	ø2	ø6	ø2 EC	ø3	ø4	ø8	ø4 EC	DUAL LEFT ø1	DUAL LEFT ø3	SD 1	SD 3	SD 5	SD 7	SD 9	Ped Isolation	OPTICOM 1	OPTICOM 3
CHANNEL 2		ø5	ø2	ø6	ø6 EC	ø7	ø4	ø8	ø8 EC	DUAL LEFT ø5	DUAL LEFT ø7	SD 2	SD 4	SD 6	SD 8	SD 10		OPTICOM 2	OPTICOM 4
DETECTOR MODULE REQUIRED	√	√	√	√	√		√	√	√								√		
* INCIDENTAL TO CONSTRUCTION																			

NOTE: CONTRACTOR SHALL VERIFY ALL EXISTING DETECTION TO REMAIN IS OPERATIONAL. CONTRACTOR SHALL RECONNECT MODULES PER RACK ASSIGNMENT SHOWN. PLEASE CONTACT ENGINEER OR TRAFFIC ENGINEERING DEPARTMENT IF ADDITIONAL EFFORTS ARE REQUIRED IN ORDER TO MAKE ALL DETECTION FUNCTIONAL.

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		
XDL(1)1	Φ1	PRESENCE	1	1	EX	40	6	EX.	EX.	EX.	EX.
DL(2)1	Φ2	PRESENCE	2	1	QP	40	6	32	15	443	164
DL(2)2	Φ2	PRESENCE	2	2	QP	40	6	20	14	417	152
XDL(3)1	Φ3	PRESENCE	5	1	EX	40	6	EX.	EX.	EX.	EX.
XDL(4)1	Φ4	PRESENCE	6	1	EX	40	6	EX.	EX.	EX.	EX.
XDL(4)2	Φ4	PRESENCE	6	1	EX	40	6	EX.	EX.	EX.	EX.
DL(4)3	Φ4	PRESENCE	6	2	QP	40	6	36	1	423	168
XDL(5)1	Φ5	PRESENCE	1	2	EX	40	6	EX.	EX.	EX.	EX.
DL(6)1	Φ6	PRESENCE	3	1	QP	40	6	34	11	439	166
DL(6)2	Φ6	PRESENCE	3	2	QP	40	6	21	10	411	153
XDL(7)1	Φ7	PRESENCE	5	2	EX	40	6	EX.	EX.	EX.	EX.
DL(8)2	Φ8	PRESENCE	7	1	QP	40	6	23	12	419	155
XDL(8)3	Φ8	PRESENCE	7	2	EX	40	6	EX.	EX.	EX.	EX.
TOTAL (FT)										2,552	958
WHERE: L = LOOP LENGTH, W = LOOP WIDTH, S = SAWCUT FROM CURB FACE TO LOOP, T = LOOP WIRE TERMINAL FROM CURB FACE TO PULLBOX											

ABBREVIATIONS

DL	DETECTION LOOP
EXT	EXTENDED CALL LOOP
L	DETECTOR LOOP LENGTH
W	DETECTOR LOOP WIDTH
S	SAW CUT LOOP TO CURB
T	TERMINAL LENGTH
QP	QUADRAPOLE LOOP

AS BUILT INFORMATION
CONTRACTOR DATE
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INSPECTED BY
ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE

BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
SEE GENERAL NOTES ON SHEET XX

MICRO-FILM INFORMATION
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FIELD NOTES

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PATRICK S. BYRD
NEW MEXICO
20027
PROFESSIONAL ENGINEER
02-07-2017

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		DESIGNED BY: C.SOBIE	DATE: 01/2017
		DRAWN BY: S.BARRICKLOW	DATE: 01/2017
		CHECKED BY: P.BYRD	DATE: 01/2017

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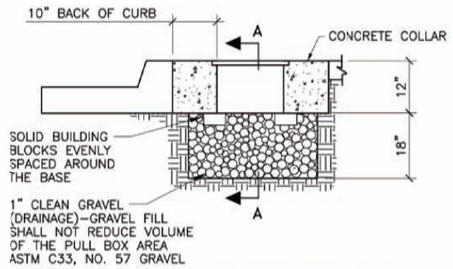
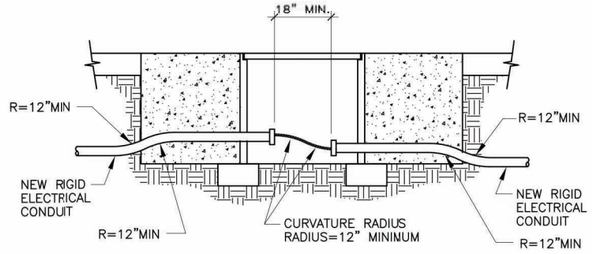
TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
CONDUITS & CONDUITS CONTINUED

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

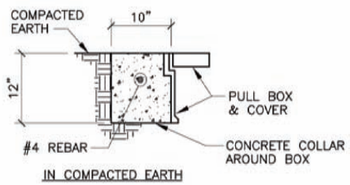
City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 18 Of 21



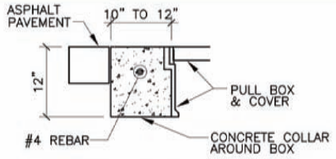
TYPICAL PULL BOX INSTALLATION
NOTE: SEE CONCRETE COLLAR DETAILS, THIS SHEET



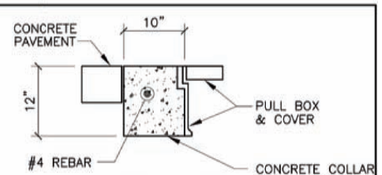
TRAFFIC SIGNAL PULL BOX (TYPICAL)
NEW CONDUIT INSTALLATION



IN COMPACTED EARTH



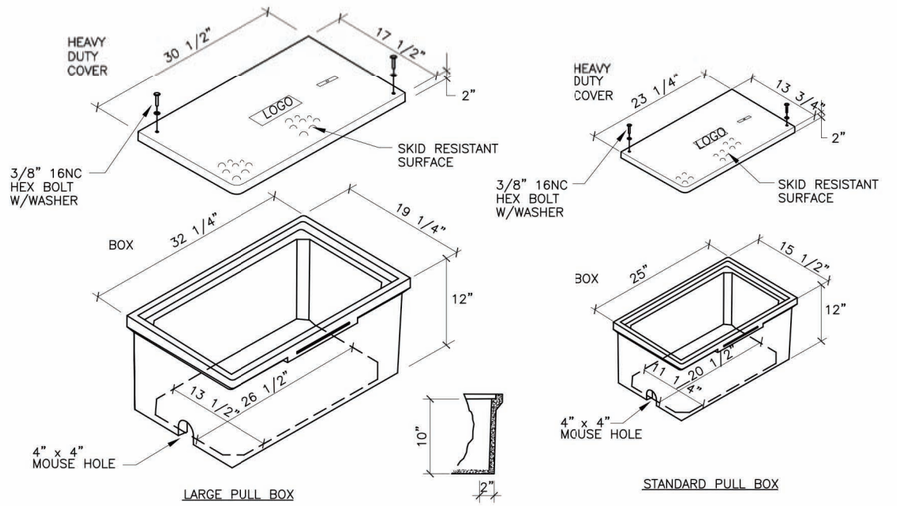
IN ASPHALT PAVEMENTS



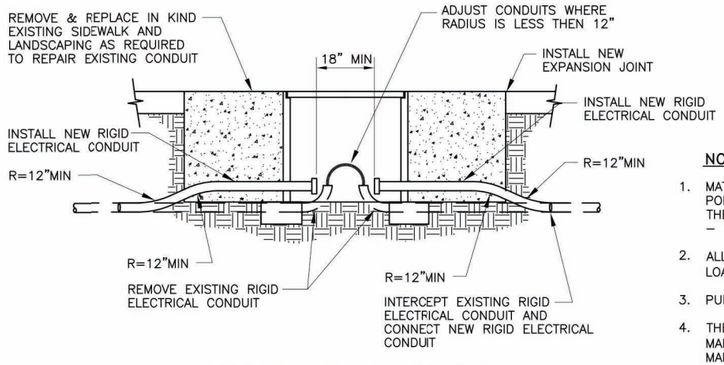
IN CONCRETE PAVEMENTS

CONCRETE COLLAR DETAILS

NOTES: 1. THE CONCRETE IN THE COLLAR SHALL BE PER SEC. 101, EXTERIOR CONCRETE, f'c=3500 PSI AT 28 DAYS.
2. THE CONCRETE COLLAR SHALL BE CONSIDERED INCIDENTAL TO THE PULL BOX BID ITEMS.



LARGE PULL BOX — PULL BOX DETAILS — STANDARD PULL BOX



TRAFFIC SIGNAL PULL BOX (TYPICAL)

NOTES FOR HEAVY DUTY REINFORCED POLYMER MORTAR PULL BOX AND COVERS

1. MATERIAL TO BE AN AGGREGATE CONSISTING OF SAND AND GRAVEL BOUND TOGETHER WITH A POLYMER AND REINFORCED WITH CONTINUOUS WOVEN GLASS STRANDS. THE MATERIAL MUST HAVE THE FOLLOWING MECHANICAL PROPERTIES: COMPRESSIVE STRENGTH – 11,000 PSI, TENSILE STRENGTH – 1,700 PSI, FLEXURAL STRENGTH – 7,500 PSI.
2. ALL PULL BOX COVERS SHALL BE HEAVY DUTY REINFORCED POLYMER MORTAR, HAVING A SERVICE LOAD OF 22,568 LBS OVER 10" SQUARE (225 PSI).
3. PULL BOX TYPE AND LOGO SHALL BE APPROVED BY THE PROJECT MANAGER.
4. THE DIMENSIONS OF THE PULL BOXES SHOWN ARE NOMINAL DIMENSIONS AND MAY VARY AS TO THE MANUFACTURER'S RECOMMENDATIONS. ALL DIMENSIONS SHALL BE VERIFIED BY THE PROJECT MANAGER.
5. ELECTRICAL PULL BOX (STANDARD) SHALL BE A HEAVY DUTY REINFORCED POLYMER MORTAR PULL BOX AND COVER MEASURING 13 3/4" x 23 1/4" x 2".

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC
	TRAFFIC SIGNAL PULL BOX DETAILS
	DWG. 2550 JANUARY 2003

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S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
CENTRAL ZONE NAD 1983
ELEVATION= 5623.03 (NAVD 1988)
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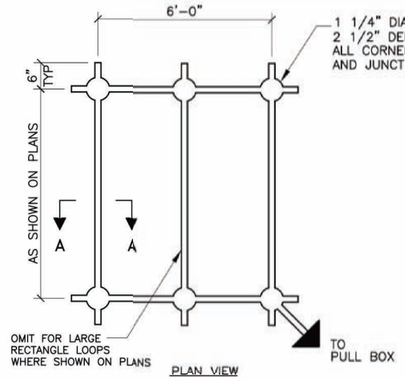
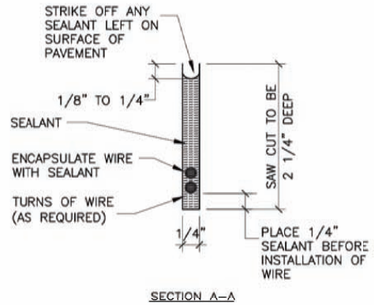
TITLE: WESTSIDE BOULEVARD INTERIM IMPROVEMENTS
TRAFFIC SIGNAL PULL BOX DETAILS

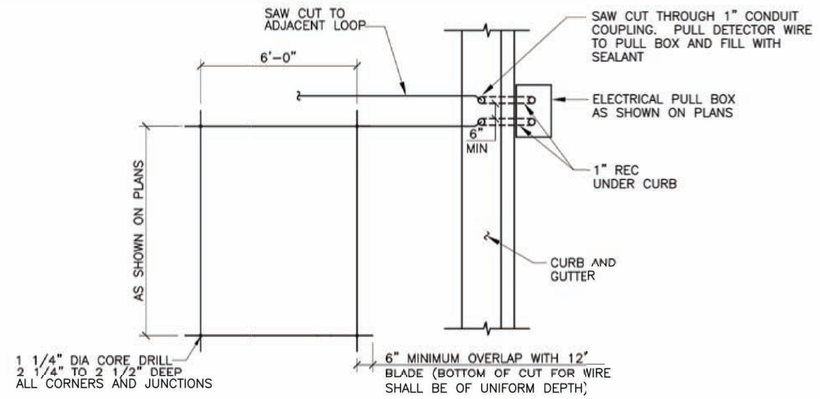
Design Review Committee	City Engineer Approval	Last Design Update Mo./Day/Yr.	Mo./Day/Yr.

City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 19 Of 21

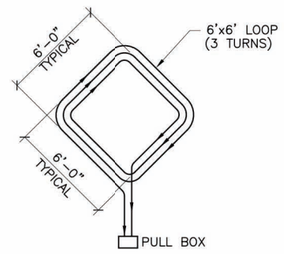




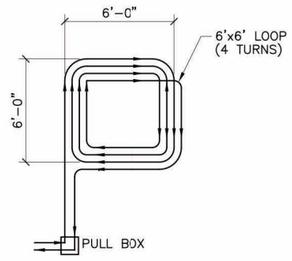
TYPICAL ROADWAY LOOP SAW CUT DETAIL



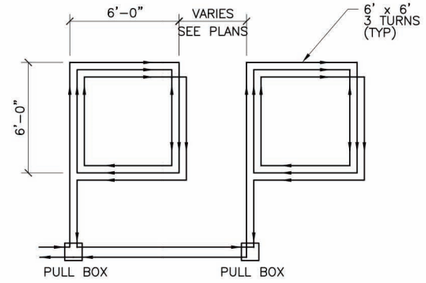
PLAN VIEW



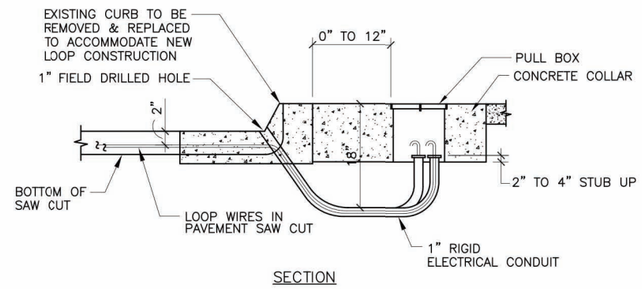
EXTEND CALL LOOP WIRING DETAIL



SYSTEM LOOP WIRING DETAIL

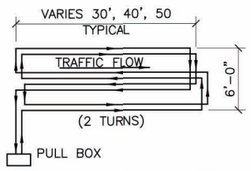


SERIES LOOP WIRING DETAIL

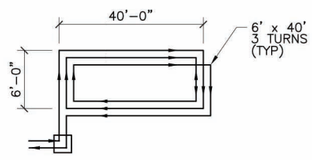


SECTION

LOOP WIRE TERMINATION DETAILS



QUADRUPOLE LOOP WIRING DETAIL



LARGE RECTANGULAR LOOP WIRING DETAIL

TYPICAL LOOP WIRE PLACEMENT DETAILS

LOOP DETECTOR NOTES

1. ALL LOOP DETECTOR WIRE SHALL BE #14 AWG STRANDED COPPER WIRE WITH CROSS-LINKED POLYETHYLENE INSULATION (INDUSTRY TYPE XHHW) CONFORMING TO THE REQUIREMENTS OF IMSA SPECIFICATIONS #51-3 1984. BACKER ROD SHALL NOT BE USED IN THE INSTALLATION OF LOOP (EXCEPT PIECES LESS THAN 12" WHICH MAY BE PLACED OVER THE WIRE AT THE SAW CUT CORNERS TO HOLD THE WIRE. A 1/4" LAYER OF SEALANT SHALL BE PLACED IN THE SAW CUT BEFORE PLACEMENT OF THE WIRE AND THEN THE WIRE SHALL BE ENCAPSULATED WITH SEALANT. HOT-MELT RUBBERIZED ASPHALT LOOP DETECTOR SEALANT MANUFACTURED BY CRAFCO SHALL BE AN ACCEPTABLE SEALANT ALTERNATE.
2. ALL LOOP LEAD IN CABLES SHALL BE TAGGED AT CABINET TO IDENTIFY. EACH CABLE BY LOOP AND PHASE NUMBER.
3. GROUND LOOP LEAD IN CABLE SHIELDING IN CONTROL CABINET.
4. SEPARATE 1" RIGID ELECTRICAL CONDUITS ARE REQUIRED FOR EACH PAIR OF DETECTOR WIRES.

NOTES

1. WIRES MUST BE WOUND IN THE DIRECTION SHOWN.
2. QUADRUPOLE LOOPS SHALL HAVE 2 TURNS.
3. EXTEND CALL LOOPS SHALL HAVE 3 TURNS.
4. SYSTEM DETECTOR LOOPS SHALL HAVE 4 TURNS.
5. LARGE RECTANGLE LOOPS SHALL HAVE 3 TURNS.

REVISIONS	CITY OF ALBUQUERQUE
	TRAFFIC TRAFFIC SIGNAL LOOP DETECTOR DETAILS DWG. 2552 JANUARY 2003

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BENCH MARKS
NEW MEXICO STATE PLANE GRID BEARINGS
S.S.C.A.F.C.A. CONTROL MONUMENT "SP-2"
NM STATE PLANE COORDINATES
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ELEVATION= 5623.03 (NAVD 1988)
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
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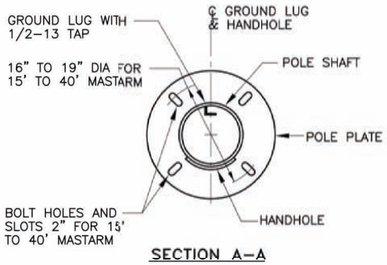
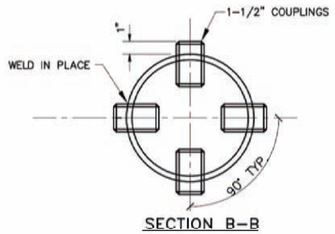
TITLE: WESTSIDE BOULEVARD
INTERIM IMPROVEMENTS
TRAFFIC SIGNAL LOOP DETECTOR DETAILS

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

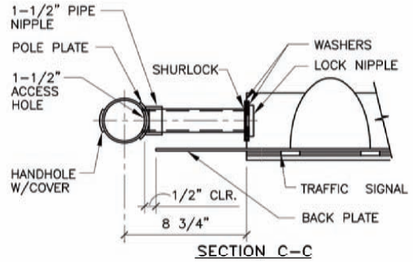
City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 20 Of 21



SECTION A–A



SECTION B–B



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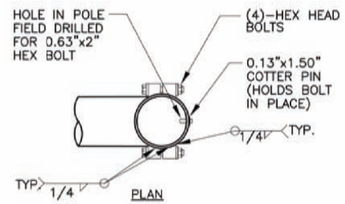
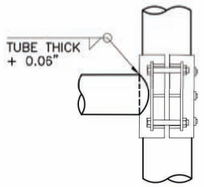
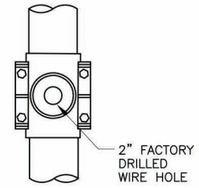


PLAN



ELEVATION

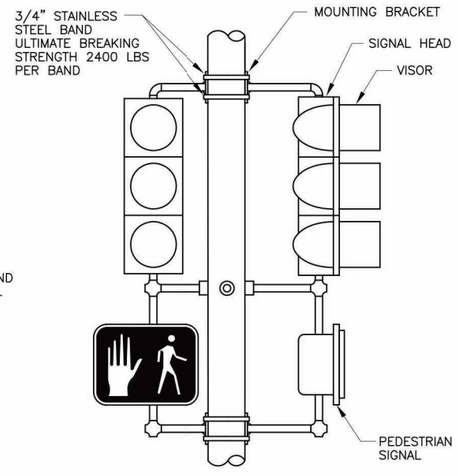


SECTION

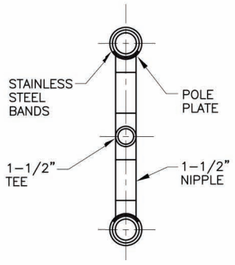
DETAIL I

NOTE:

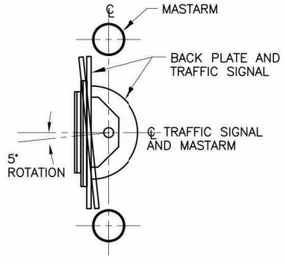
ONE SIZE ARM CLAMP FOR 15' TO 25' MASTARMS AND ONE SIZE FOR 30' TO 40' MASTARMS WILL BE ALLOWED



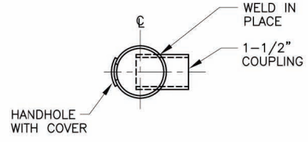
SECTION F–F



SECTION D–D



SECTION E–E



SECTION G–G

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

SURVEY INFORMATION

FIELD NOTES

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NM STATE PLANE COORDINATES
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TITLE: WESTSIDE BOULEVARD
INTERIM IMPROVEMENTS
TRAFFIC SIGNAL MASTARM DETAILS, TYPE II

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

City Project No. 9042.17 | Zone Map No. A12, A13 | Sheet 21 Of 21