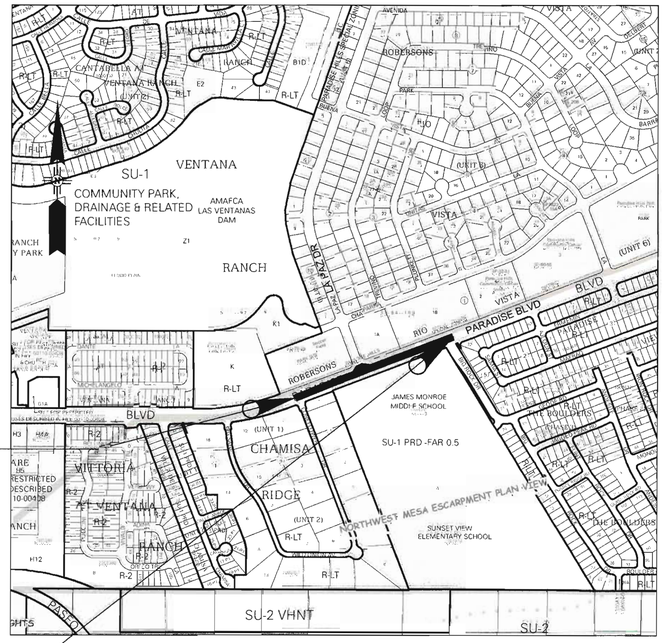
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
CONSTRUCTION PLANS

PARADISE BOULEVARD AND LA PAZ DRIVE TRAFFIC SIGNAL
COA Project 9045.04



BEGINNING OF PROJECT
PARADISE BOULEVARD
STA. 2+07.10

END OF PROJECT
PARADISE BOULEVARD
STA. 7+51.33

VICINITY MAP
ZONE ATLAS MAPS : B10
SCALE 1:500
PROJECT LENGTH = 550 FT

PROJECT DESCRIPTION:
TRAFFIC SIGNAL INSTALLATION AND INTERSECTION IMPROVEMENTS

REV.	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE

ENGINEERS STAMP & SIGNATURE APPROVALS ENGINEER DATE **********

DRC Chairman	1/30/17
Transportation	1/12/17
Water/Wastewater	1-12-17
Hydrology	1/12/17
Parks	
Constr. Coord.	
Traffic Eng.	
AMAFCA	

KENDRA V. CHAVEZ NEW MEXICO 21574 REGISTERED PROFESSIONAL ENGINEER 1-6-16

APPROVED FOR CONSTRUCTION

City Engineer 1/31/17 Date

PROJECT NO. COA 9045.04

SHEET 1–1

WSP | PARSONS BRINCKERHOFF

SHEET NO.	DESCRIPTION	GROUP
1-1	COVER SHEET	GENERAL PROJECT INFORMATION
1-2	INDEX OF SHEETS	
1-3	GENERAL NOTES	
1-4	SUMMARY OF QUANTITIES	
1-5	REMOVAL PLAN	
1-6	EXISTING ROADWAY TYPICAL SECTIONS	
1-7	TYPICAL SECTION PAVEMENT DETAILS	
3-1	HORIZONTAL LAYOUT AND SURVEY CONTROL	
3-2	CURB RAMP DETAILS	
3-3 TO 3-14	NMDOT CURB RAMP AND DRIVEPAD STANDARD DRAWINGS	
5-1	PERMANENT SIGNING AND STRIPING NOTES AND QUANTITIES	PERMANENT SIGNING AND STRIPING PLANS
5-2	PERMANENT SIGNING AND STRIPING PLAN	
5-3	PERMANENT SIGNING AND STRIPING DETAILS	
5-4 TO 5-6	COA STANDARD SIGNING AND STRIPING DETAILS (2900)	
5-7	TRAFFIC SIGNAL NOTES	TRAFFIC SIGNAL PLANS
5-8	TRAFFIC SIGNAL LEGEND AND QUANTITIES	
5-9	TRAFFIC SIGNAL PLAN	
5-10	TRAFFIC SIGNAL CONDUITS AND CABLES	
5-11	TRAFFIC SIGNAL FUNCTIONS AND DETECTORS	
7-1	EXISTING UTILITY PLAN	UTILITY PLANS

AS BUILT INFORMATION

CONTRACTOR
WORK STAKED BY — DATE
INSPECTOR'S ACCEPTANCE BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE
MICRO-FILM INFORMATION
RECORDED BY — DATE
NO.

BENCH MARKS

COA GEODETIC CONTROL STATION "11-B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ
NEW MEXICO
21574
REGISTERED PROFESSIONAL ENGINEER
1-5-16

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY: SEA, KVC — DATE 12/20/16
DRAWN BY: SEA, KVC — DATE 12/20/16
CHECKED BY: PFS — DATE 12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

INDEX OF SHEETS

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR. | MO./DAY/YR.

City Project No. 9045.04 | Zone Map No. B10 | Sheet 1-2

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 - Paradise_La Paz\04 Engineering - PCN#\Plans\1_Sheets\INDEX OF SHEETS.dwg Dec 27, 2016 - 9:57am Saved By: apodacase

1. SPECIFICATIONS ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS, 1986 EDITION, UPDATE 9.

2. BUSINESS ACCESS THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO LOCAL BUSINESSES AS WELL AS RESIDENCES FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL ADVISE OF AND SCHEDULE ACCESS CLOSURES, AT LEAST 48 HOURS IN ADVANCE, WITH PROPERTY OWNERS AND THE CITY ENGINEER. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE PROJECT.

3. CONSTRUCTION SCHEDULE SEVEN (7) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION SERVICES DIVISION A CONSTRUCTION SCHEDULE, THAT SHALL BE SUBMITTED AND UPDATED IN ACCORDANCE WITH THE CONTRACT. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION COORDINATION DIVISION. THE CONTRACTOR SHALL NOTIFY BARRICADE ENGINEER (924-3400) PRIOR TO OCCUPYING AN INTERSECTION. THIS WORK SHALL BE INCLUDED IN PAY ITEM 19.010 (CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPL.)

4. THE CONTRACTOR SHALL NOT BEGIN WORK BEFORE 7:00 AM NOR CONTINUE WORK AFTER 7:00 PM WITHOUT THE APPROVAL OF THE COA CONSTRUCTION ENGINEER.

5. NM ONE-CALL TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT N.M. ONE-CALL SYSTEM, 260-1990, FOR LOCATION OF EXISTING UTILITIES.

6. PERMITS CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ALL PERMITS NECESSARY FOR CONSTRUCTION. PERMITS SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED WORK PERFORMED.

7. 24-HOUR CONSTRUCTION ALL WORK IMPACTING ARTERIAL ROADWAY MAY REQUIRE 24-HOUR CONSTRUCTION IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE'S ORANGE BARREL POLICY. THE CONSTRUCTION COORDINATION ENGINEER SHALL DETERMINE IF MARATHON CONSTRUCTION IS REQUIRED AND COORDINATE WITH THE CONTRACTOR.

8. 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.

9. OVERNIGHT PARKING OVERNIGHT PARKING OF CONSTRUCTION VEHICLES ON PRIVATE PROPERTY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

10. CLEAR ZONE THE CONSTRUCTION CLEAR ZONE FOR THIS PROJECT IS 3 FEET FROM THE FACE OF CURB. THE CONTRACTOR SHALL NOT STORE EQUIPMENT OR MATERIAL WITHIN THE CONSTRUCTION CLEAR ZONE UNLESS THE EQUIPMENT OR MATERIAL IS PROPERLY SHIELDED UTILIZING CURRENT SAFETY DESIGN AND INSTALLATION METHODS. THE SAFETY DESIGN FOR SHIELDING SHALL BE PROVIDED BY THE CONTRACTOR AND MUST BE APPROVED BY THE CONSTRUCTION ENGINEER BEFORE IMPLEMENTING. THIS WORK, INCLUDING DESIGN, INSTALLATION, AND REMOVAL OF THE SHIELDING, SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.

11. REGULATORY SIGNS THE CONTRACTOR SHALL NOTIFY THE ALBUQUERQUE TRAFFIC ENGINEERING DIVISION THREE (3) WORKING DAYS IN ADVANCE OF ANY WORK REQUIRED REGARDING ALL EXISTING REGULATORY SIGNS AND SIGNALS THAT NEED TO BE REMOVED, RELOCATED, OR REINSTALLED. CALL 857-8680. REFER TO SECTION 18.4.4 OF THE SPECIFICATIONS.

12. SURVEY MONUMENTS 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. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY SURVEYOR AND SHALL NOTIFY THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE CITY SURVEYOR. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATION OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT THE CONTRACTOR'S 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.

13. CONSTRUCTION LIMITS THE CONTRACTOR WILL BE REQUIRED TO CONFINE THEIR WORK WITHIN THE CONSTRUCTION LIMITS AND/OR R.O.W. TO PRESERVE EXISTING VEGETATION AND PRIVATE PROPERTY. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAY OPENINGS OR DESIGNATED TRAFFIC LANES.

14. BUILDING DAMAGE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT BUILDING STRUCTURES ADJACENT TO THE PROJECT NOT BE DAMAGED DUE TO ANY CONSTRUCTION ACTIVITIES. DAMAGE CAUSED TO ANY BUILDING STRUCTURE WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR, INCLUDING ALL COSTS INCURRED IN RESTORING/REPAIRING SAID DAMAGE.

15. 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 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, CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPL.

16. 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.

17. GRAFFITI THE CONTRACTOR SHALL MAINTAIN A GRAFFITI FREE WORK SITE AND SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM EQUIPMENT AND ROADWAY FEATURES, WHETHER PERMANENT OR TEMPORARY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASURE OR PAYMENT WILL BE MADE THEREFOR.

18. CONSTRUCTION SIGNING CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL CONSTRUCTION SIGNING UNTIL PROJECT IS ACCEPTED BY THE CITY.

19. 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.

20. EXISTING TIE-IN CURB AND GUTTER, SIDEWALKS, AND DRIVE PADS SHALL MATCH THE ELEVATIONS OF ABUTTING EXISTING AREAS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.

21. PULL BOX WHERE PULL BOXES ABUT BACK OF CURB OR ARE LOCATED IN A CONCRETE PAVED AREA, PROVIDE 3/4" EXPANSION MATERIAL AROUND THE PULL BOX. ALL PULL BOXES TO BE FLUSH WITH SURFACE OF CONCRETE.

22. CURB RAMPS 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.

23. SAW CUT WHEN ABUTTING NEW PAVEMENT TO EXISTING, CONTRACTOR SHALL SAW CUT, TO FULL PAVEMENT DEPTH, THE EXISTING PAVEMENT TO A NEAT VERTICAL STRAIGHT LINE AS REQUIRED TO REMOVE ANY BROKEN OR CRACKED PAVEMENT AND MATCH NEW TO EXISTING. THIS WORK SHALL BE PAID FOR UNDER ITEM NO. 343.03, EXISTING PAVEMENT, ASPHALT CONCRETE, MORE THAN 4" THICK, SAWCUT, REMOVE & DISPOSE, COMPL.

24. FIELD VERIFICATION THE CONTRACTOR SHALL VERIFY ALL EXISTING FIRE HYDRANT FLANGES, PADS, VALVE BOXES, MANHOLE RIMS AND TOP OF PIPE ELEVATIONS IN THE FIELD. ELEVATIONS SHALL BE ADJUSTED TO FINISHED GRADE TO COMPLY WITH THE REQUIREMENTS OF THE STANDARD CITY DETAILS.

25. DAMAGE REPAIR THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENTS, PAVEMENT STRIPING & MARKINGS, CURB AND GUTTER, DRIVEPADS, CURB RAMPS, SIGNAGE AND SIDEWALK DURING CONSTRUCTION APART FROM THOSE SECTIONS INDICATED FOR REMOVAL ON THE PLANS, AND SHALL REMOVE AND REPLACE AS PER PROWAG STANDARDS AT THEIR OWN EXPENSE. DAMAGED PAVEMENT STRIPING & MARKINGS SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO THE SAME LOCATION AS EXISTING OR AS INDICATED BY THIS PLAN SET.

26. REMOVALS THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REMOVALS REQUIRED TO COMPLETE THE PROJECT. SEE SHEETS 1-5 OF PLANS FOR REMOVAL QUANTITIES.

27. CONCRETE REMOVAL WHEN REMOVAL OF EXISTING CURB AND GUTTER OR SIDEWALK IS REQUIRED, CONTRACTOR SHALL REMOVE TO NEAREST JOINT.

28. DISPOSALS ALL CONSTRUCTION DEBRIS, SPOIL AND NON-SALVAGEABLE ITEMS BECOME THE PROPERTY OF THE CONTRACTOR AND PROPER DISPOSAL OF THESE ITEMS IS THE RESPONSIBILITY OF THE CONTRACTOR. THIS WORK SHALL BE PAID FOR UNDER ITEM NO. 201.01, CLEARING & GRUBBING.

29. BACKFILL COMPACTION ALL TRENCH EXCAVATION BACKFILL WITHIN THE ROADWAY PRISM SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR PER ASTM D-698 OR D-1557 AND COA STD. DWG. 2465 AS APPLICABLE.

30. EXISTING STRUCTURES THE CONTRACTOR SHALL CLEAN ALL EXISTING STRUCTURES WITHIN THE CONSTRUCTION AREA THAT ARE TO REMAIN OPERATIONAL. ALL STRUCTURES (NEW AND EXISTING) SHALL BE CLEAN AT THE TIME OF FINAL PROJECT ACCEPTANCE. THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO CONSTRUCTION. NO SEPARATE MEASUREMENT AND PAYMENT WILL BE MADE FOR CLEANING OF STRUCTURES.

31. OSHA REQUIREMENTS EXCAVATION, TRENCHING AND SHORING ACTIVITIES MUST BE CARRIED OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.650 SUBPART P. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR EMPLOYEES SAFETY.

32. EXISITNG UTLITIES IN PLAN ALL EXISTING UTILITIES SHOWN HEREIN WERE COMPILED BY COBB FENDLEY & ASSOC., AND TAKEN FROM RECORD DRAWINGS, FIELD SURVEYS, C.O.A. SYSTEMS UTILITIES MAPS AND INFORMATION PROVIDED BY THE UTILITY OWNERS AND ARE APPROXIMATE. IT WILL BE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS AND TYPE OF EXISTING UTILITIES TO BE ADJUSTED OR EXTENDED AND TO PROVIDE PROTECTION FOR ALL UTILITIES WITHIN THE CONSTRUCTION AREA.

33. AVOIDING UTILITIES THE CONTRACTOR IS TO EXERCISE DUE CARE TO AVOID DISTURBING ANY EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE UTILITY COMPANIES IN ORDER TO PREVENT ANY SERVICE DISRUPTION THAT MIGHT RESULT FROM PROJECT CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT AND PRESERVE UTILITY EQUIPMENT AFFECTED BY PROJECT CONSTRUCTION. SHOULD THE CONTRACTOR BREAK AN EXISTING UTILITY LINE DURING CONSTRUCTION ACTIVITIES THE CONTRACTOR SHALL BE RESPONSIBLE FOR UTILITY REPAIR COSTS.

34. ADJUSTING UTILITIES ALL GAS VALVE BOXES, GAS MANHOLES, ELECTRICAL MANHOLES, AND TELEPHONE MANHOLES WILL BE ADJUSTED TO GRADE BY OTHERS. THIS WORK SHALL BE COORDINATED WITH EACH UTILITY. A UTILITY COORDINATION MEETING SHALL BE SET UP BY THE CONTRACTOR A MINIMUM OF ONE (1) WEEK PRIOR TO ANY CONSTRUCTION ACTIVITY. COORDINATION OF UTILITY RELOCATION SCHEDULES SHALL BE DETAILED AT THIS MEETING. EACH UTILITY WILL BE RESPONSIBLE FOR THE COST OF THE WORK. THIS WORK WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.

35. CENTURY LINK RELOCATION THE CONTRACTOR SHALL COORDINATE WITH CENTURY LINK ON RELOCATION OF ANY TELEPHONE BOXES. THIS WORK WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.

36. CABLE RELOCATION THE CONTRACTOR SHALL COORDINATE WITH COMCAST CABLE ON RELOCATION OF ANY CABLE TELEVISION SERVICES. THIS WORK WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.

37. UTILITY RELOCATIONS THE CONTRACTOR IS HEREBY ADVISED THAT UTILITY RELOCATION WORK BY THE UTILITY OWNERS MAY HAVE TO BE PERFORMED CONCURRENT WITH CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE FOR UTILITY WORK IN CONJUNCTION WITH CONSTRUCTION OPERATIONS AND SHALL BE REQUIRED TO COORDINATE THE SCHEDULING OF WORK WITH THE RESPECTIVE UTILITY OWNERS.

38. MATCHING EXISTING GRADES WHERE A PROFILE GRADE IS NOT PROVIDED IN THE PLANS, STREET CENTERLINE GRADES SHALL BE RESTORED BY THE CONTRACTOR TO THE EXISTING CENTERLINE GRADES. CROSS SECTION THE EXISTING ROAD PRIOR TO CONSTRUCTION AS NEEDED TO MATCH EXISTING (50' MIN.). MINOR ADJUSTMENTS TO THE STREET GRADES MAY BE NECESSARY AND WILL BE DIRECTED BY THE PROJECT ENGINEER. MINOR ADJUSTMENTS TO THE STREET GRADES WILL BE CONSIDERED INCIDENTAL TO THE PAVING BID ITEMS. SMOOTH TRANSITIONS SHALL BE MADE BETWEEN EXISTING PAVEMENT WHICH REMAINS IN PLACE AND PAVEMENT WHICH IS BEING REPLACED. TRAFFIC CONTROL DEVICES, INCLUDING PAVEMENT MARKINGS, MUST BE RESTORED TO THE SAME OR BETTER CONDITION AS BEFORE CONSTRUCTION. THIS WORK WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION. CONTRACTOR SHALL GRADE THE MEDIANS TO DRAIN TO DRAINAGE STRUCTURES. FINAL MEDIAN GRADING WILL BE DONE BY OTHERS, POST-CONSTRUCTION.

39. IF HUMAN REMAINS ARE ENCOUNTERED, THE CONTRACTOR SHALL CEASE ALL WORK, AND CONTACT THE OFFICE OF MEDICAL EXAMINER FOR FURTHER INSTRUCTIONS.

40. DROP-OFF POLICY IF A PAVEMENT DROP-OFF IS CREATED DURING CONSTRUCTION, THE CONTRACTOR SHALL INITIATE PROTECTIVE ACTION IN ACCORDANCE WITH THE NMDOT'S CURRENT "DROP-OFF-GUIDELINE". THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.

41. VIBRATION MONITORING AND VIDEO TAPING DOCUMENTATION SHALL BE PERFORMED IN AND AROUND ALL STRUCTURES AS SHOWN ON THE DRAWINGS. "STRUCTURE" IS DEFINED AS BUILDINGS, RETAINING AND PRIVACY WALLS, END WALLS, DROP INLETS, CATCH BASINS, SEWER AND SERVICE PIPES, DRAINS AND OTHER FEATURES THAT MY BE ENCOUNTERED DURING CONSTRUCTION. THE CONSTRUCTION AREA AND AREAS ADJACENT TO THE LIMITS OF CONSTRUCTION SHALL BE VIDEO TAPED. VIBRATION MONITORING AND VIDEO TAPING DOCUMENTATION SHALL BE PAID FOR UNDER ITEM 621.XX1 - VIBRATION MONITORING, AND ITEM 621.XX2 - VIDEO TAPING.

42. CURB AND GUTTER, SIDEWALKS, AND DRIVEPADS SHALL MATCH THE ELEVATIONS OF THE ABUTTING EXISTING AREAS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER.

43. SUBGRADE PREPARATION THE SUBGRADE PREP SHALL EXTEND ONE FOOT BEYOND THE FREE EDGE OF NEW CURB AND GUTTER AND SIDEWALK, OR TO THE RIGHT-OF-WAY.

44. R-VALUE 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 ENGINEER IMMEDIATELY SO THE PAVEMENT SECTION CAN BE MODIFIED.

45. 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 WELL COLLECTORS, TRANSMISSION LINES, OR FACILITIES DESIGNATED AS MASTER PLAN FACILITIES MUST BE COORDINATED WITH THE WATER AUTHORITY FOURTEEN (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_Procedures.aspx.

46. IRRIGATION LINES THE CONTRACTOR SHALL RELOCATE EXISTING IRRIGATION LINES AND SPRINKLER HEADS WHILE MAINTAINING THE FUNCTIONALITY OF THE SYSTEM.

47. PUBLIC INFORMATION : COORDINATION WITH THE CITY OF ALBUQUERQUE PUBLIC INFORMATION OFFICE (PIO), WHO WILL ADVISE THE PUBLIC OF CONSTRUCTION FOR THE DURATION OF THE PROJECT. ANY IMPACT TO THE ACCESS OF BUSINESSES SHALL BE COORDINATED SEVEN (7) DAYS IN ADVANCE WITH THE CITY OF ALBUQUERQUE AND BUSINESS.

48. BICYCLE ACCESS : SHARE THE ROAD SIGNING SHALL BE INSTALLED ALONG THE NORTH AND SOUTH SIDE OF PARADISE BOULEVARD WHERE THE EXISTING BIKE LANE IS IMPACTED DURING CONSTRUCTION.

49. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL COSTS FOR THE REPAIR OF ANY AND ALL DAMAGE TO THE WORK OR ANY UTILITY (WHICH PREVIOUSLY KNOWN AND DISCLOSED BY THE UTILITY) AS MAY BE CAUSED BY THEIR OPERATIONS. UTILITIES NOT SHOWN ON THE DRAWINGS TO BE RELOCATED OR ALTERED SHALL BE PROTECTED AND MAINTAINED BY THE CONTRACTOR. UTILITIES WHICH ARE RELOCATED BY OTHERS IN ORDER TO AVOID INTERFERENCE WITH STRUCTURES AND WHICH CROSS THE WORK SHALL BE MAINTAINED IN THEIR RELOCATED POSITIONS BY THE CONTRACTOR. ALL COST FOR SUCH WORK SHALL BE AT THE CONTRACTOR'S EXPENSE WITHOUT CHANGE IN THE CONTRACT PRICE.

50. THE CONTRACTOR SHALL NEVER UNNECESSARILY INTERFERE WITH OR INTERRUPT THE SERVICES OF ANY PUBLIC OR PRIVATE UTILITY HAVING PROPERTY WITHIN OR ADJACENT TO THE STREETS, ALLEYS AND EASEMENTS INVOLVED IN THE WORK AND SHALL TAKE ALL NECESSARY PRECAUTION AND EFFORT TO LOCATE AND PROTECT ALL UNDERGROUND CONDUIT, CABLES, PIPES, WATERLINES, SEWERS, STRUCTURES, GAS LINES, TREES, MONUMENTS, POWER LINES, TELEPHONE AND TELEGRAPH LINES, TRAFFIC CONTROL DEVICES AND OTHER STRUCTURES, BOTH BELOW AND ABOVE GROUND. THE CONTRACTOR SHALL GIVE ALL PUBLIC AND PRIVATE UTILITY COMPANIES PRIOR WRITTEN NOTICE, IN NO EVENT LESS THAN FORTY EIGHT (48) HOURS, FOR ANY WORK THAT THE CONTRACTOR CONTEMPLATES, WHICH WOULD INTERFERE IN ANY WAY WHATSOEVER WITH THE SERVICE OF ANY EXISTING PUBLIC OR PRIVATE UTILITY AND WATER AUTHORITY OR CITY-OWNED FACILITIES. IF SUCH PUBLIC OR PRIVATE UTILITY DOES NOT COOPERATE FOR THE PROTECTION OF ITS SERVICES, CONTRACTOR SHALL NOTIFY THE ENGINEER. UTILITY LINES IDENTIFIED ON PLANS SHALL BE LOCATED BY THE CONTRACTOR FAR ENOUGH IN ADVANCE OF CONSTRUCTION WORK IN ORDER THAT THE OWNER OF SUCH LINES MAY RAISE, LOWER, REALIGN OR REMOVE LINES AND STRUCTURES, IF NECESSARY, AND IN ORDER THAT ENGINEER MAY MAKE ANY LINE AND GRADE CHANGES NECESSARY SHOULD THE EXISTING UTILITY LINES CONFLICT WITH THE WORK UNDER CONSTRUCTION, PROVIDING SUCH ADJUSTMENTS DO NOT MATERIALLY AFFECT THE WORK. IN THE EVENT AN UNPLANNED CONFLICT BETWEEN AN EXISTING, BUT PREVIOUSLY UNIDENTIFIED, UTILITY LINE AND NEW CONSTRUCTION ARISES, BOTH THE OWNER OF SUCH LINE AND THE ENGINEER WILL BE NOTIFIED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DAMAGES TO PUBLIC OR PRIVATE PROPERTY TO THE OWNER OF THE PROPERTY INVOLVED, AND TO THE ENGINEER.

UTILITY CONTACTS:

Bustamante, Clara	Office phone: (505) 697-4212 Office fax: 344-0091	New Mexico Gas 4625 Edith Blvd. NE Albuquerque, NM 87107
Guy, Brianne	Office phone: (303) 241-3458	PNM - Electric Co. of NM 4201 Edith Blvd. NE Albuquerque, NM 87107
Mortus, Mike	Office phone: (505) 761-6252 Office fax: (505) 761-0599	Comcast/XFINITY Planning and Design Supervisor 4611 Montbel Place NE Albuquerque, NM 87107
Aragon, James	Office phone: (505) 767-7446	CENTURY LINK/QWEST 4301 Boga NE Albuquerque, NM 87109
Luna, Damian	Office phone: (505) 289-3031	ABCWUA P.O. Box 568 Albuquerque, NM 87103 NEW MEXICO ONE CALL SYSTEM CALL BEFORE YOU DIG (505) 260-1990

INCIDENTAL ITEMS:

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, STANDARD DRAWINGS, SUPPLEMENTAL SPECIFICATIONS, OR THE STANDARD SPECIFICATIONS.

1. BUSINESS ACCESS. SEE GENERAL NOTE 2.
2. ALL NECESSARY CONSTRUCTION WORK PERMITS, SEE GENERAL NOTE 6.
3. CLEAR ZONE SHIELDING. SEE GENERAL NOTE 10.
4. AS-BUILT PLANS. SEE GENERAL NOTE 16.
5. GRAFFITI MAINTENANCE, SEE GENERAL NOTE 17.
6. CLEANING OF EXISTING STRUCTURES. SEE GENERAL NOTE 30.
7. ADJUSTING UTILITIES COORDINATION. SEE GENERAL NOTE 34.
8. CENTURY LINK FACILITIES RELOCATION. SEE GENERAL NOTE 35.
9. COMCAST FACILITIES RELOCATION. SEE GENERAL NOTE 36.
10. MATCHING GRADES. SEE GENERAL NOTE 38.
11. DROP OFF PROTECTION. SEE GENERAL NOTE 40.

AS BUILT INFORMATION

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

MICRO-FILM INFORMATION

RECORDED BY	DATE
NO.	

BENCH MARKS

COA GEODETIC CONTROL STATION "11-B11".	
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.	
NM STATE PLANE COORDS. (NAD 88)	
N=1528350.344	
E=1504957.688	
NAVD 88 ELEV. = 5348.5	

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ
NEW MEXICO
21570
REGISTERED PROFESSIONAL ENGINEER
12-20-16

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

GENERAL NOTES

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	1-3

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 - Paradise_La Paz\04 Engineering - PCN#\Plans\1_Sheets\General Notes.dwg Dec 27, 2016 - 9:59am Saved By: apodacase

SUMMARY OF QUANTITIES

ITEM NUMBER	LONG DESCRIPTION	UNIT	QUANTITY
	CONSTRUCTION		
4.010	CONSTRUCTION STAKING, COMPL.	LS	LS
4.020	CONSTRUCTION SURVEYING, COMPL.	LS	LS
6.050	CONSTRUCTION MOBILIZATION, COMPL.	LS	LS
6.060	CONSTRUCTION DEMOBILIZATION ,COMPL.	LS	LS
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPL.	LS	LS
30.020	NPDES PERMITTING, COMPL.	LS	LS
621.XX1	VIBRATION MONITORING	LS	LS
	ROADWAY		
116.012	ARTERIAL ASPHALT CONCRETE, SP-III, MATERIAL, COMPL.	TON	25
301.020	SUBGRADE PREP. 12" AT 95% COMPACTION, CIP.	SY	171
302.010	AGGREGATE BASE COURSE, CRUSHED, 6" AT 95% COMPACTION, CIP. SD 2408	SY	139
336.010	PRIME COAT, EMULSIFIED ASPHALT, CIP.	SY	76
336.08c	PLACEMENT ARTERIAL ASPHALT CONCRETE, 3" THICK, WITHOUT MACHINE LAYDOWN, CIP.	SY	152
336.120	TACT COAT, CATIONIC EMULSIFIED ASPHALT, CIP.	SY	76
340.010	SIDEWALK, 4" THICK, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE COMPACTION, CIP. SD 2430	SY	25
340.023	CURB ACCESS RAMP, 4" PCC, STD. CURB, CIP SD 2418	SY	95
340.0231	DETECTABLE WARNING SURFACE, CIP.	SF	60
340.050	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPARATION, CIP. SD 2415	LF	155
340.130	CURB & GUTTER, DEPRESSED, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREP. , CIP.	LF	45
	REMOVALS		
201.010	SITE CLEARING AND GRUBBING, COMPL.	AC	0.10
343.020	EXISTING PAVEMENT, ASPHALT CONCRETE, SAWCUT, REMOVE AND DISPOSE, 6" OR LESS, COMPL.	SY	76
343.080	EXISTING CURB & GUTTER OR VALLEY GUTTER, PC CONCRETE ,REMOVE & DISPOSE, COMPL.	LF	200
343.085	EXISTING SIDEWALK AND DRIVEPAD, 4"-6" PC CONCRETE, REMOVE & DISPOSE,COMPL.	SY	120
	SIGNALIZATION		
421.005	SERVICE RISER (SIGNAL), CIP.	EA	1
421.010	METER PEDESTAL (SIGNAL), CIP.	EA	1
421.015	SERVICE CONNECTION (SIGNAL), CIP.	EA	1
422.002	TRAFFIC SIGNAL PEDESTAL POLE ,10, CIP.	EA	2
422.004	TRAFFIC SIGNAL PEDESTAL POLE, 15', CIP.	EA	1
422.016	TRAFFIC SIGNAL MASTARM, 30' ARM, TYPE II, TROMBOME, CIP.	EA	1
422.018	TRAFFIC SIGNAL MASTARM, 35' ARM, TYPE II, TROMBOME, CIP.	EA	2
422.020	TRAFFIC SIGNAL MASTARM, 40' ARM, TYPE II, TROMBOME, CIP.	EA	1
423.001	TRAFFIC SIGNAL FOUNDATION FOR PEDESTAL POLE, CIP.	EA	3
423.002	TRAFFIC SIGNAL MASTARM FOUNDATION, CIP.	EA	4
423.003	TRAFFIC SIGNAL CONTROLLER FOUNDATION, (TYPE M & P CABINET), CIP.	EA	1
424.006	ELECTRICAL CONDUIT, 2", ICL. TRENCHING, BACKFILL & PATCHING, PUSHING, BORING, & JACKING, CIP.	LF	20
424.011	ELECTRICAL CONDUIT, 3", ICL. TRENCHING, BACKFILL & PATCHING, PUSHING, BORING, & JACKING, CIP.	LF	965
425.003	ELECTRICAL PULL BOX, (LARGE), CIP.	EA	8
426.001	SINGLE CONDUCTOR, #2, CIP.	LF	90
426.003	SINGLE CONDUCTOR, #6, CIP.	LF	1,230
426.005	SINGLE CONDUCTOR, #10, CIP.	LF	115
426.010	MULTI-CONDUCTOR CABLE, #5, CIP.	LF	1,200
426.014	MULTI-CONDUCTOR CABLE, #20, CIP.	LF	1,090
426.10X	REMOVAL, SLAVAGE AND DELIVERY OF EXISTING TEMPORARY SIGNAL EQUIPMENT, COMPL.	LS	LS
427.002	3 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP.	EA	14
427.021	PEDESTRIAN COUNTDOWN SIGNAL (LED), CIP.	EA	6
427.031	3 SECTION BACKPLATE, CIP.	EA	8
428.001	LOOP VEHICLE DETECTOR, CIP.	EA	4
428.010	PUSH BUTTON STATION, CIP.	EA	6
428.022	DUCTED LOOP DETECTOR WIRE, CIP.	LF	3,300
428.050	LOOP LEAD-IN CABLE, CIP.	LF	400
428.060	DETECTOR SAW CUT, COMPL.	LF	1,200
428.070	PHASE SELECTOR RACK,4 CHANNELS, CIP.	EA	1
428.071	PHASE SELECTOR MODULE 2 CHANNEL, CIP.	EA	2
428.075	OPTICAL DETECTOR, 1 DIRECTION, 1 CHANNEL, CIP.	EA	3
428.078	OPTICAL DETECTOR CABLE, CIP.	LF	725
429.001	TRAFFIC ACTUATED CONTROLLER, CIP.	EA	1

SUMMARY OF QUANTITIES

	SIGNING AND STRIPING		
440.035	NON-REFLECTORIZED PAINT MARKING, ANY COLOR OR SHAPE INCLUDING CURB FACES, CIP.	SF	60
441.001	RETROREFLECTORIZED PLASTIC PAVEMENT MARKINGS, 4" WIDTH, CIP.	LF	1,900
441.002	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 6" WIDTH, CIP.	LF	900
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24" WIDTH, CIP.	LF	550
441.031	REFLECTORIZED PLASTIC SYMBOL, BICYCLE , CIP.	EA	2
441.040	REFLECTORIZED PLASTIC ARROW, SYMBOL, OR WORD, CIP.	EA	14
443.101	REMOVAL OF PAVEMENT STRIPE, ANY WIDTH, PAINTED OR PLASTIC, COMPL.	LF	2,300
443.102	REMOVAL OF PAVEMENT ARROW, SYMBOL, OR WORD, PAINTED OR PLASTIC, COMPL.	EA	8
450.001	ALUMINUM PANEL SIGN, CIP.,	SF	50
450.010	SQUARE TUBE STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGN, CIP.	LF	40
450.101	SIGN, POST, AND BASE POST, REMOVE AND SALVAGE, COMPL.	EA	5

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY | DATE
INSPECTOR'S ACCEPTANCE BY | DATE
FIELD VERIFICATION BY | DATE
DRAWINGS CORRECTED BY | DATE
MICRO-FILM INFORMATION
RECORDED BY | DATE
NO.

BENCH MARKS
COA GEODETIC CONTROL STATION "11-B11"
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL
KENDRA V. CHAVEZ
NEW MEXICO
21577
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY: SEA, KVC — DATE 12/20/16
DRAWN BY: SEA, KVC — DATE 12/20/16
CHECKED BY: PFS — DATE 12/20/16

WSP PARSONS BRINCKERHOFF

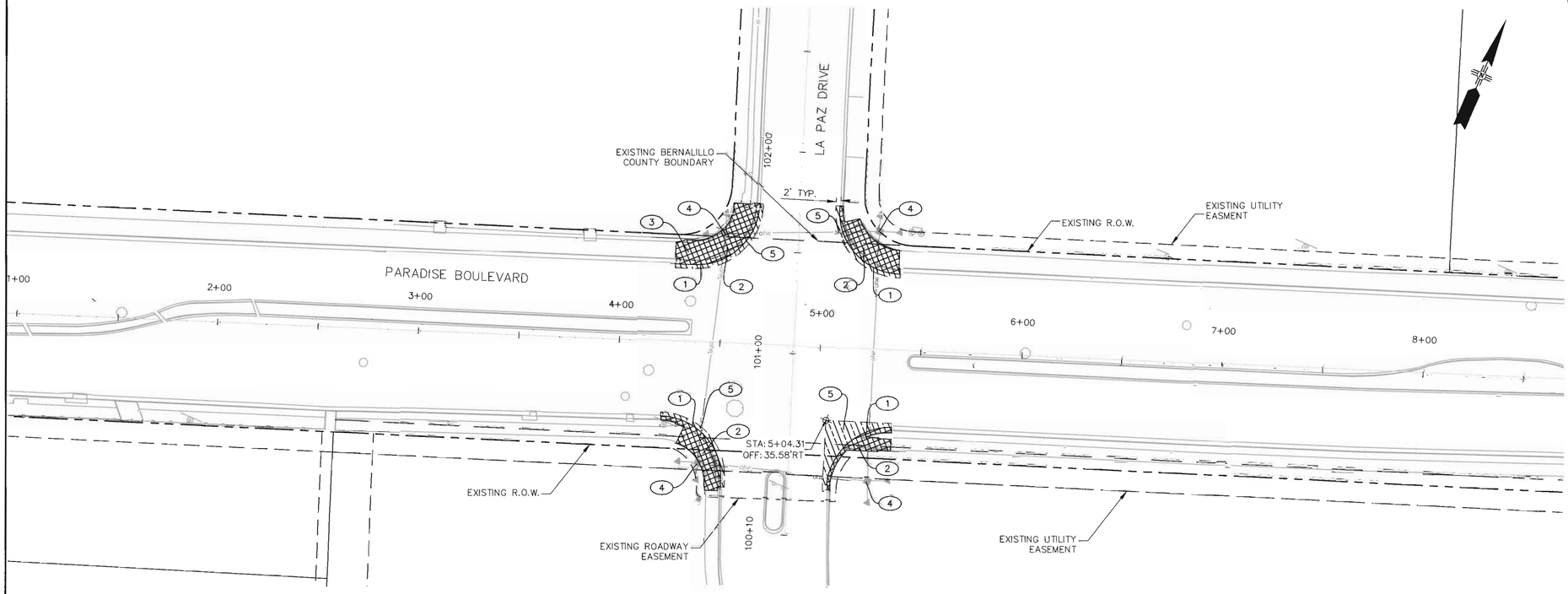
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION
PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

SUMMARY OF QUANTITIES

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER
MO./DAY/YR. | MO./DAY/YR.

City Project No. 9045.04 | Zone Map No. B10 | Sheet 1-4

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 -- Paradise_La Paz\04 Engineering -- PCN#\Plans\1_Sheets\Summary of Quantities.dwg Jan 05, 2017 - 3:33pm Saved By: chavez



LEGEND:

EXISTING ASPHALT PAVEMENT TO BE REMOVED

EXISTING CONCRETE SIDEWALK/CURB AND GUTTER/VALLEY GUTTER TO BE REMOVED

—ohe— EXISTING SPAN WIRE TEMPORARY SIGNAL

KEYED NOTES:

1. REMOVE EXISTING STANDARD CURB & GUTTER TO NEAREST JOINT.
2. REMOVE EXISTING CURB RAMP.
3. REMOVE EXISTING CONCRETE SIDEWALK TO NEAREST JOINT.
4. REMOVE EXISTING TEMPORARY SIGNAL. SALVAGE EXISTING SIGNAL EQUIPMENT TO COA PINO YARD.
5. REMOVE EXISTING ASPHALT CONCRETE.

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

AS BUILT INFORMATION

CONTRACTOR

WORK STAKED BY | DATE
INSPECTOR ACCEPTANCE BY | DATE
FIELD VERIFICATION BY | DATE
DRAWINGS CORRECTED BY | DATE

MICRO-FILM INFORMATION

RECORDED BY | DATE
NO.

BENCH MARKS

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SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ
NEW MEXICO
21570
REGISTERED PROFESSIONAL ENGINEER
12-12-16

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

REMOVAL PLAN

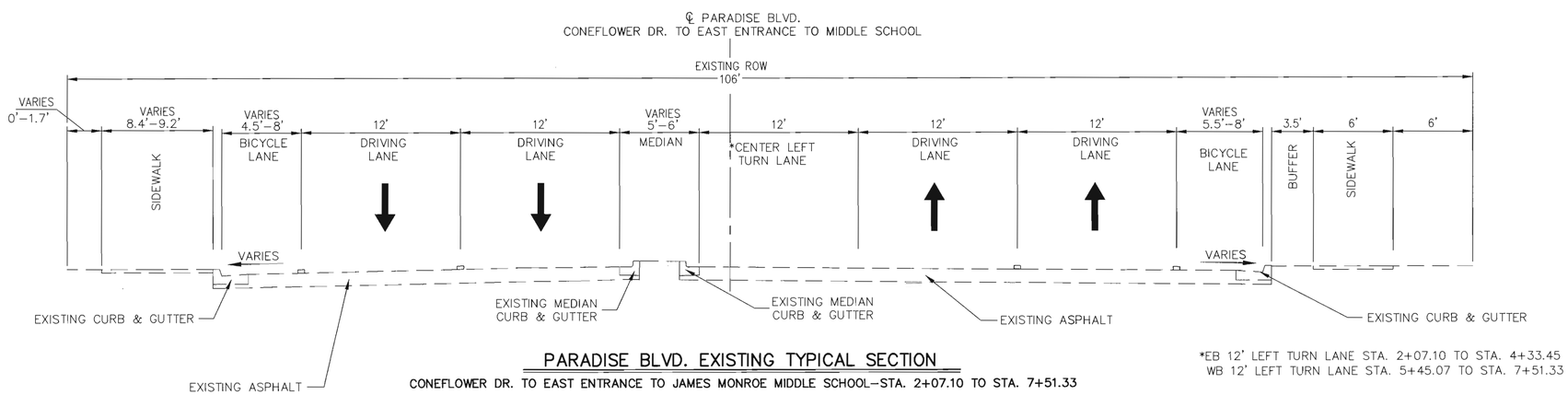
DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	1-5

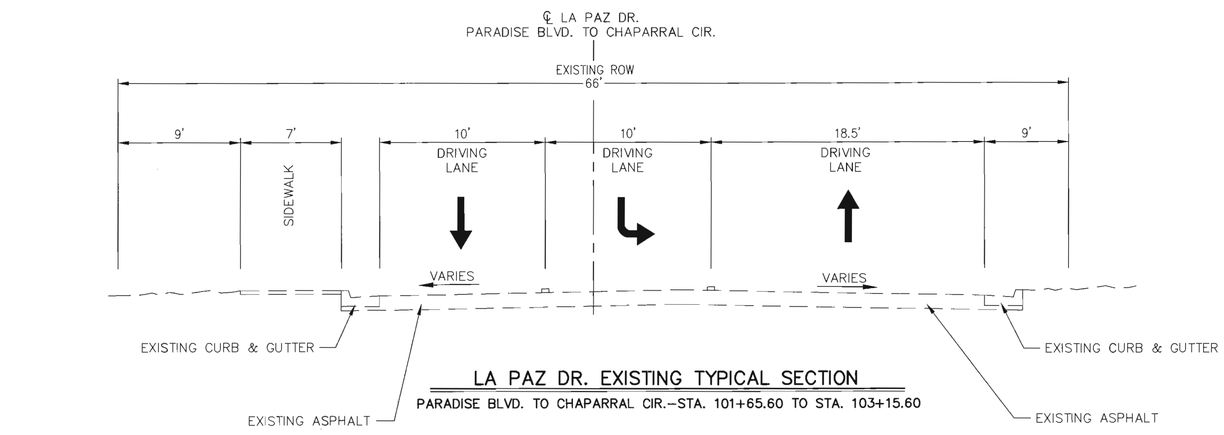
J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 - Paradise_La Paz\04 Engineering - PCN#\Plans\2_Sheets\Removals.dwg Jan 05, 2017 - 3:15pm Saved By: chavez



PARADISE BLVD. EXISTING TYPICAL SECTION

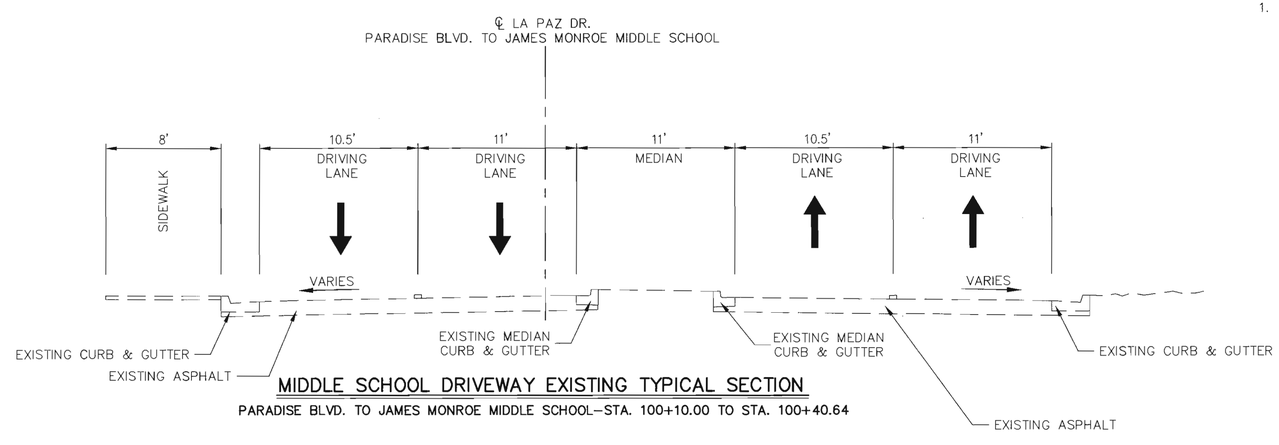
CONEFLOWER DR. TO EAST ENTRANCE TO JAMES MONROE MIDDLE SCHOOL–STA. 2+07.10 TO STA. 7+51.33

*EB 12' LEFT TURN LANE STA. 2+07.10 TO STA. 4+33.45
WB 12' LEFT TURN LANE STA. 5+45.07 TO STA. 7+51.33



LA PAZ DR. EXISTING TYPICAL SECTION

PARADISE BLVD. TO CHAPARRAL CIR.–STA. 101+65.60 TO STA. 103+15.60



MIDDLE SCHOOL DRIVEWAY EXISTING TYPICAL SECTION

PARADISE BLVD. TO JAMES MONROE MIDDLE SCHOOL–STA. 100+10.00 TO STA. 100+40.64

GENERAL NOTES FOR TYPICAL SECTIONS:

1. ALL ROADWAY IMPROVEMENTS WILL BE TO THE EXISTING CURB RETURNS AT THE INTERSECTIONS. THERE WILL BE NO IMPACTS TO THE DRIVING LANES OR SHOULDERS.

GRAPHIC SCALE

5 0 2.5 5 10

(IN FEET)
1 inch = 5 ft.

SURVEY INFORMATION		
FIELD NOTES		
NO.	BY	DATE

BENCH MARKS	
COA GEODETIC CONTROL STATION "11–B11".	
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.	
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CONTRACTOR	
WORK STAKED BY	DATE
INSPECTORS ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE
MICRO–FILM INFORMATION	
RECORDED BY	DATE
NO.	

ENGINEER'S SEAL

KENDRA V. CHAVEZ
NEW MEXICO
21574
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

DESIGN		
DESIGNED BY:	SEA, KVC	DATE 12/20/16
DRAWN BY:	SEA, KVC	DATE 12/20/16
CHECKED BY:	PFS	DATE 12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

EXISTING ROADWAY TYPICAL SECTIONS

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	MO./DAY/YR.	MO./DAY/YR.
APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE	APPROVED JAN 31 2017 CITY ENGINEER		

City Project No.	Zone Map No.	Sheet
9045.04	B10	1–6

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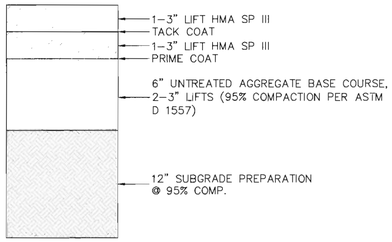
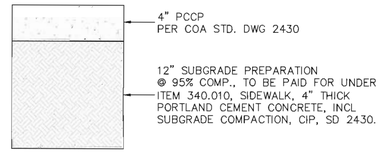


PAVEMENT SECTION #1

N.T.S.

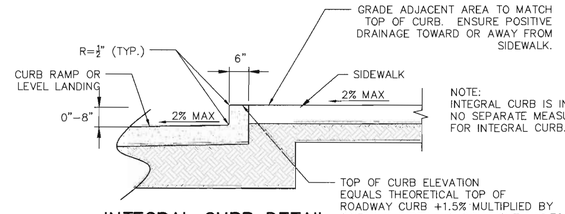
NOTE:

PAVEMENT SECTION FOR QUANTITY ESTIMATING PURPOSES ONLY (TAKEN FROM DPM). CONTRACTOR TO MATCH EXISTING PAVEMENT SECTION



CONCRETE SIDEWALK SECTION

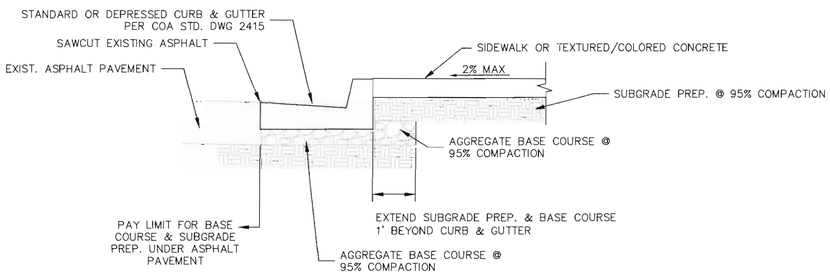
N.T.S.



NOTE:
INTEGRAL CURB IS INCLUDED AS A FEATURE OF THE CURB RAMP. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR INTEGRAL CURB.

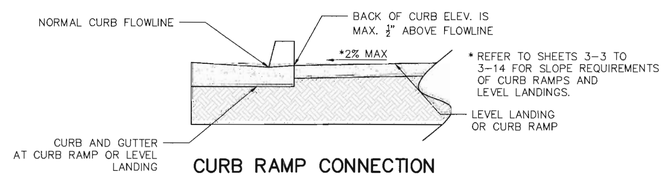
INTEGRAL CURB DETAIL

NTS



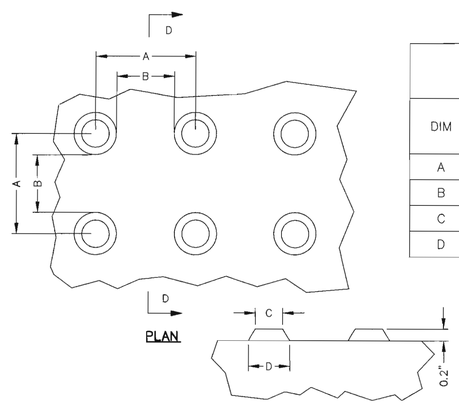
CURB & GUTTER BEDDING DETAIL

NTS



CURB RAMP CONNECTION

NTS



PLAN

SECTION D-D

TRUNCATED DOME DIMENSIONS		
DIM	MIN mm (inches)	MAX mm (inches)
A	1.6"	2.4"
B	0.65"	1.5"
C	(13)	(13)
D	0.9"	1.4"

DETECTABLE WARNING SURFACE (DWS) TRUNCATED DOME DETAILS

NOTE: DETECTABLE WARNING SURFACE SHALL BE CAST-IN-PLACE AND REPLACEABLE.

NTS

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY | DATE
INSPECTOR'S ACCEPTANCE BY | DATE
FIELD VERIFICATION BY | DATE
DRAWINGS CORRECTED BY | DATE
MICRO-FILM INFORMATION
RECORDED BY | DATE
NO.

BENCH MARKS
COA GEODETIC CONTROL STATION "11-B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
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SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL
KENDRA V. CHAVEZ NEW MEXICO 21574 REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY: SEA, KVC DATE 12/20/16
DRAWN BY: SEA, KVC DATE 12/20/16
CHECKED BY: PFS DATE 12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION
PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

TYPICAL SECTION PAVEMENT DETAILS

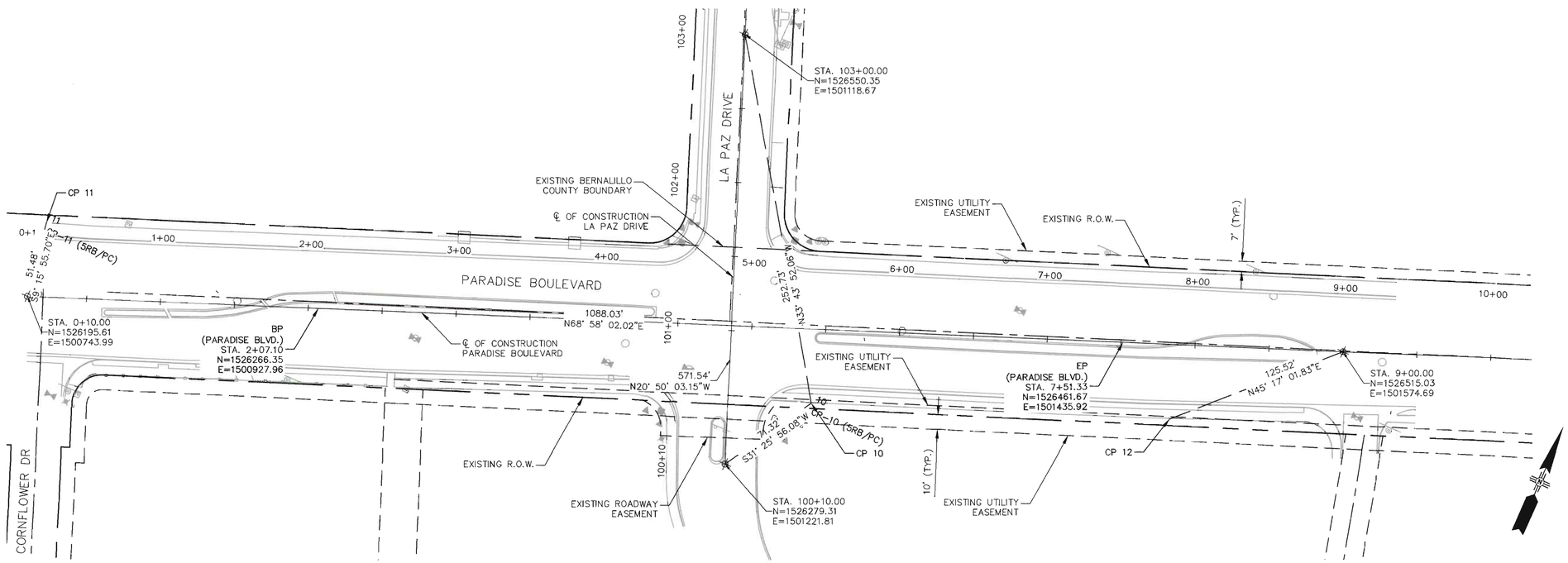
DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER
MO./DAY/YR. | MO./DAY/YR.

City Project No. 9045.04 | Zone Map No. B10 | Sheet 1-7

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 - Paradise_La Paz\04 Engineering - PCN#\Plans\2_Sheets\TypicalSection.dwg Jan 05, 2017 - 3:38pm Saved By: chavez

PANEL POINT NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
10	1526340.17	1501256.01	5384.89	10 HVP
11	1526246.42	1500735.70	5392.8	11 HVP
12	1526426.72	1501485.50	5382.19	12 HVP

NOTE: COORDINATES LISTED ARE LOCAL, GROUND PROJECT VALUES



GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

AS BUILT INFORMATION

CONTRACTOR

WORK STAKED BY

INSPECTOR'S ACCEPTANCE BY

FIELD VERIFICATION BY

DRAWINGS CORRECTED BY

MICRO-FILM INFORMATION

RECORDED BY

NO.

DATE

BENCH MARKS

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WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

HORIZONTAL LAYOUT AND SURVEY CONTROL

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	3-1

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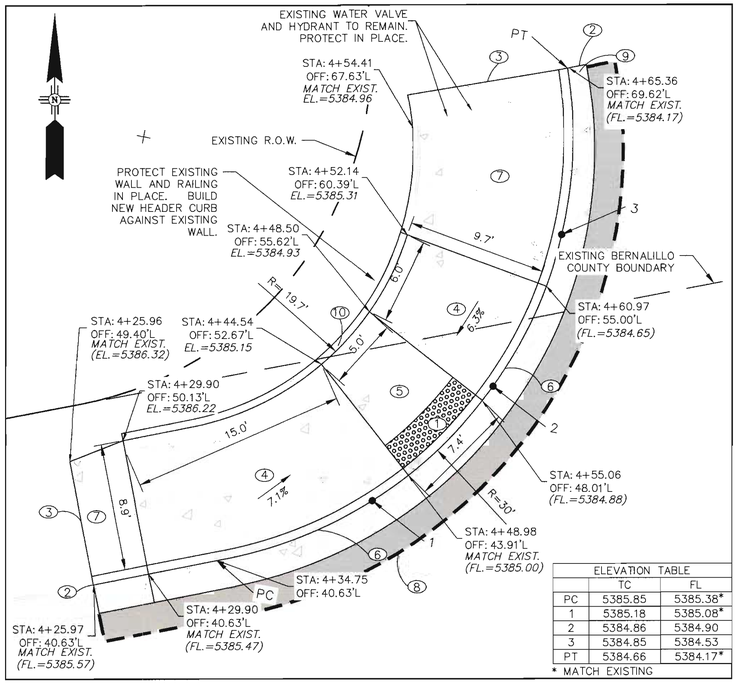
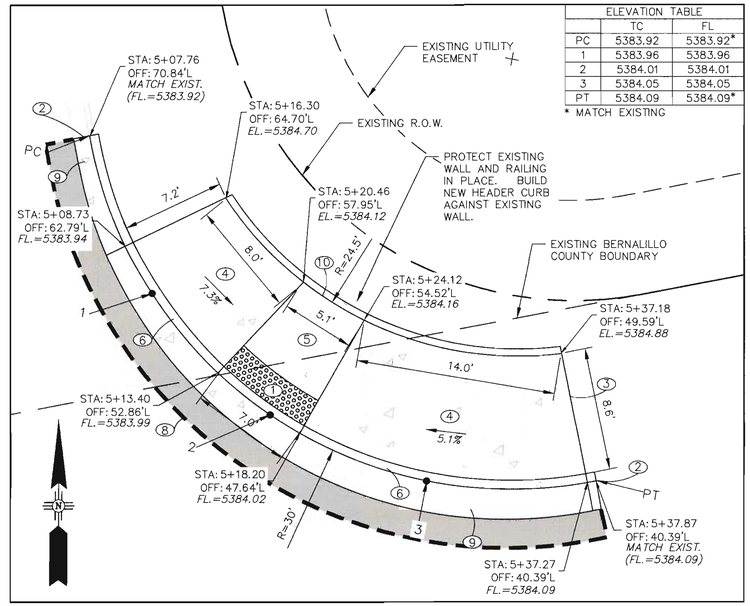


ELEVATION TABLE		
	TC	FL
PC	5385.85	5385.38*
1	5385.18	5385.08*
2	5384.86	5384.90
3	5384.85	5384.53
PT	5384.66	5384.17*

* MATCH EXISTING

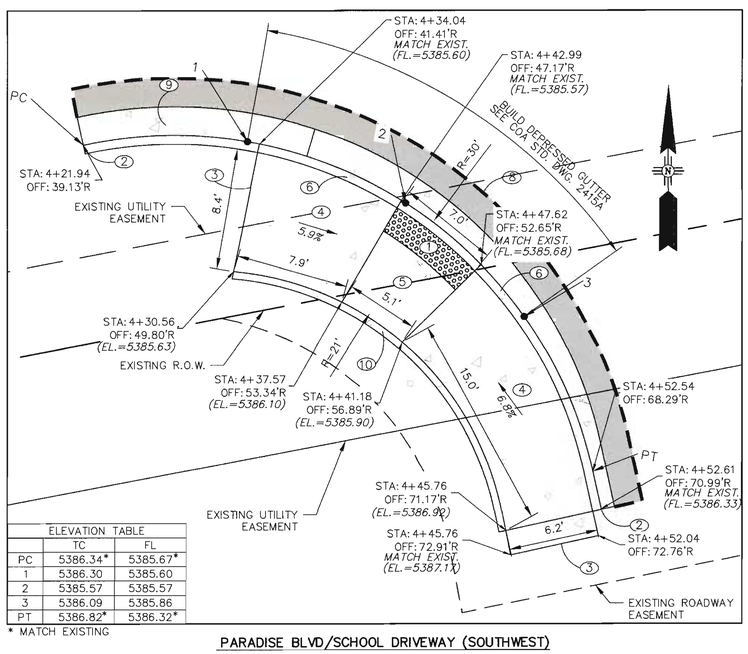
PARADISE BLVD/LA PAZ DR (NORTHWEST)



ELEVATION TABLE		
	TC	FL
PC	5383.92	5383.92*
1	5383.96	5383.96
2	5384.01	5384.01
3	5384.05	5384.05
PT	5384.09	5384.09*

* MATCH EXISTING

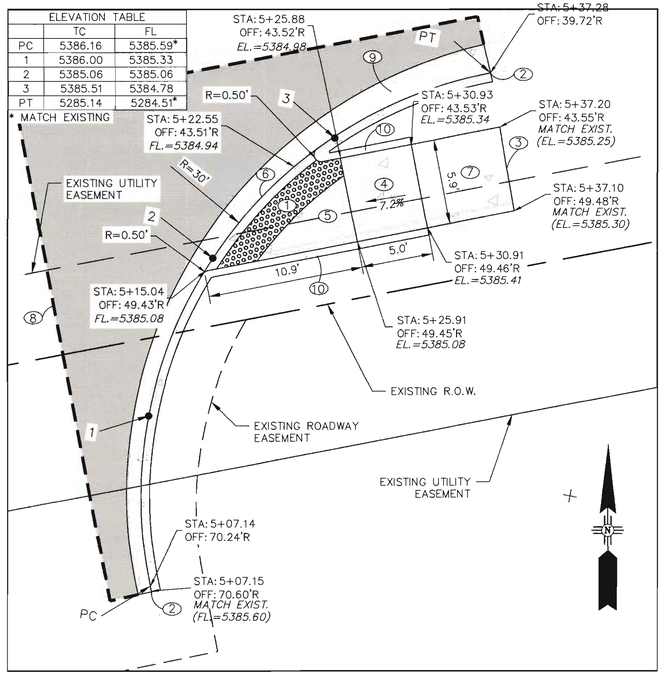
PARADISE BLVD/LA PAZ DR (NORTHEAST)



ELEVATION TABLE		
	TC	FL
PC	5386.34*	5385.67*
1	5386.30	5385.60
2	5385.57	5385.57
3	5386.09	5385.86
PT	5386.82*	5386.32*

* MATCH EXISTING

PARADISE BLVD/SCHOOL DRIVEWAY (SOUTHWEST)



PARADISE BLVD/SCHOOL DRIVEWAY (SOUTHEAST)

GENERAL NOTES

1. STATIONS, OFFSETS, CURVE DATA FOR CURB & GUTTER GIVEN TO FLOWLINE UNLESS OTHERWISE NOTED.
2. STATIONS, OFFSETS FOR BACK OF CURB RAMPS GIVEN TO FRONT FACE OF INTEGRAL CURB, UNLESS OTHERWISE NOTED.
3. CURB RAMPS SHALL BE CONSTRUCTED WITH 4" THICK CONCRETE.
4. SEE NMDOT STANDARD DRAWINGS 608-001-1 TO 608-001-12 FOR CURB RAMPS, SIDEWALKS, DRIVEWAYS, AND DETECTABLE WARNING SURFACE DETAILS. DETECTABLE WARNING SURFACE TO BE "CAST IN PLACE AND REPLACEABLE" AT ALL NEW RAMPS.
5. CROSS SLOPES OF CURB RAMPS, LANDINGS , SIDEWALKS SHALL BE 1.5% (2% MAX).
6. RUNNING SLOPES OF CURB RAMPS SHALL BE 7.5% (8.3% MAX).
7. STATIONS AND OFFSETS REFERENCE PARADISE BOULEVARD ALIGNMENT.

KEYED NOTES

1. INSTALL 2' WIDE DETECTABLE WARNING SURFACE, SEE GENERAL NOTES THIS SHEET. SEE DETAIL SHEET 1-7.
2. NEAT CUT LINE, MATCH EXISTING CURB AT NEAREST JOINT LOCATION.
3. NEAT CUT LINE, MATCH EXISTING SIDEWALK AT NEAREST JOINT LOCATION.
4. RAMP SLOPE, SEE GENERAL NOTES THIS SHEET
5. LANDING, SEE GENERAL NOTES THIS SHEET
6. SLOPED CURB TO MATCH RAMP
7. BUILD CONCRETE SIDEWALK, SEE COA STD. DWG. 2430.
8. SAW CUT LINE, MATCH EXISTING ASPHALT
9. TRANSITION FROM COA STANDARD CURB & GUTTER ON PARADISE BOULEVARD (SEE COA STD. DWG. 2415A) TO MEDIAN CURB AND GUTTER ON LA PAZ DRIVE (SEE COA STD. DWG 2415B).
10. BUILD INTEGRAL CURB, SEE DETAIL SHEET 1-7.
11. SAW CUT LINE, MATCH EXISTING ASPHALT.

LEGEND:

NEW CONCRETE

NEW ASPHALT

GRAPHIC SCALE

5 0 2.5 5 10

(IN FEET)
1 inch = 5 ft.

AS BUILT INFORMATION

CONTRACTOR

WORK STAKED BY | DATE
WORK INSPECTED ACCEPTANCE BY | DATE
FIELD VERIFICATION BY | DATE
DRAWINGS CORRECTED BY | DATE
MICRO-FILM INFORMATION
RECORDED BY | DATE
NO.

BENCH MARKS

COA GEODETIC CONTROL STATION "11-B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ
NEW MEXICO
21574
REGISTERED PROFESSIONAL ENGINEER
12-19-16

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

CURB RAMP DETAILS

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	3-2

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 FOR COMPLIANCE WITH THE **PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION** . THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS ROUTES (PAR).
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.

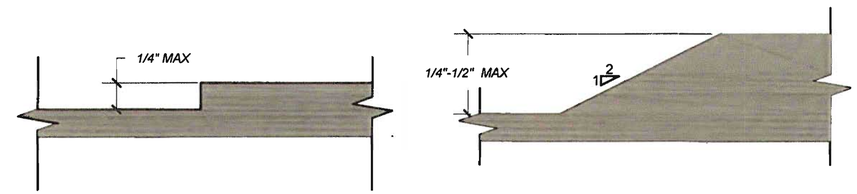
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

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.

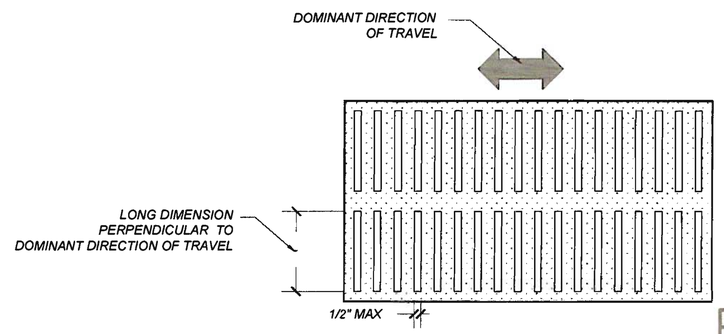
31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF 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 PROVDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



VERTICAL SURFACE DISCONTINUITIES
SCALE: NONE REFER TO NOTE 5



HORIZONTAL OPENINGS
SCALE: NONE REFER TO NOTE 6

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NEW MEXICO
15
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

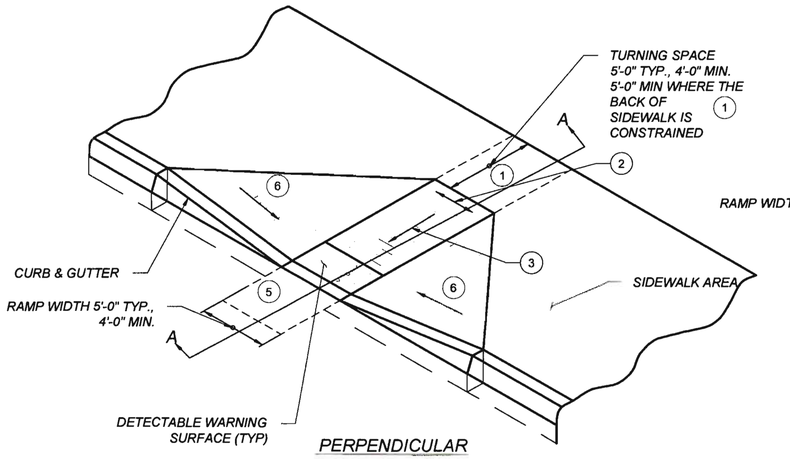
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

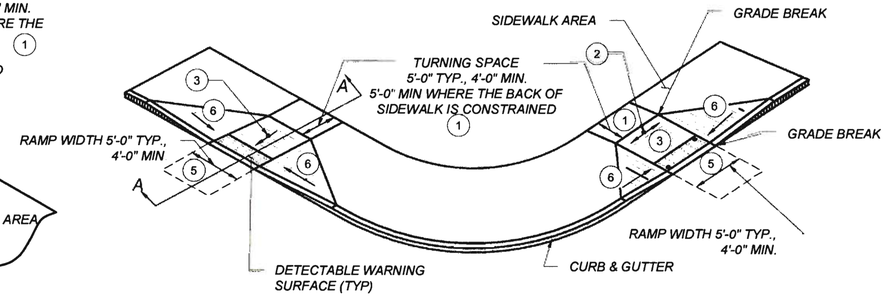
PEDESTRIAN ACCESS ROUTE
GENERAL NOTES

APPROVED DESIGN ENGINEER 1-13-15 DATE

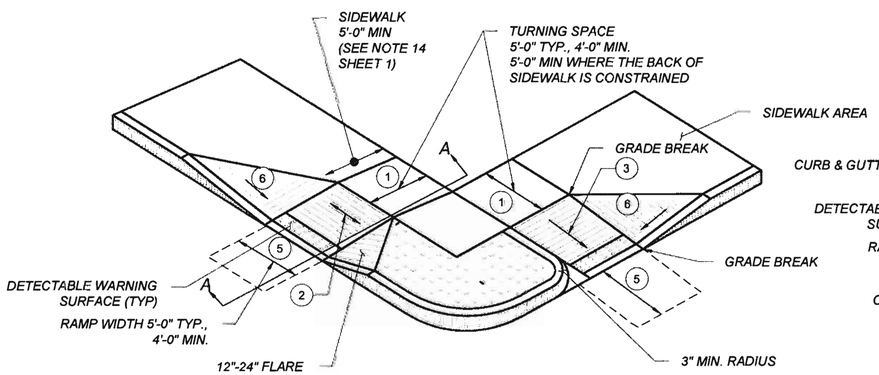
608-001- 1 608-1 of 12



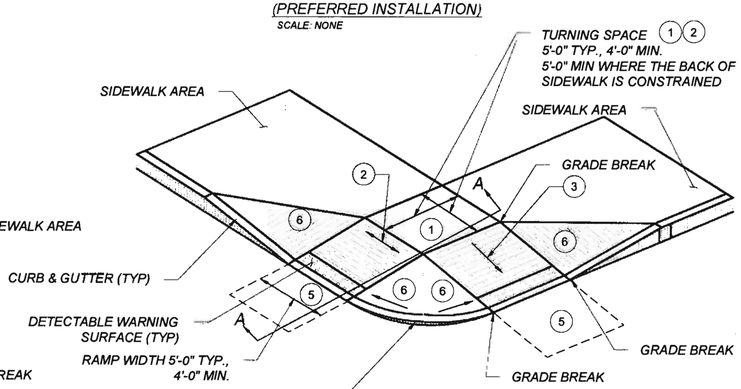
PERPENDICULAR
CURB RAMP
SCALE: NONE



DUAL PERPENDICULAR
CURB RAMP
(PREFERRED INSTALLATION)
SCALE: NONE



DUAL PERPENDICULAR
CURB RAMP
(ALTERNATE INSTALLATION)
SCALE: NONE



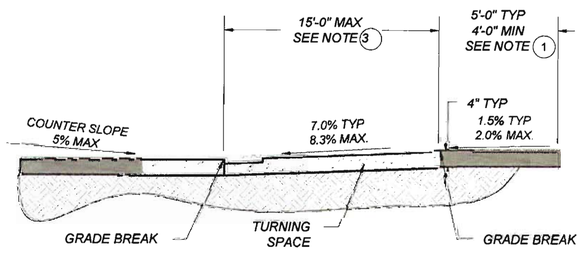
PERPENDICULAR
CURB RAMPS
WITH SHARED TURNING SPACE
SCALE: NONE

KEYED NOTES

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

NOTES:

- (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.



SECTION A-A
SCALE: NONE

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NEW MEXICO
15350
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PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

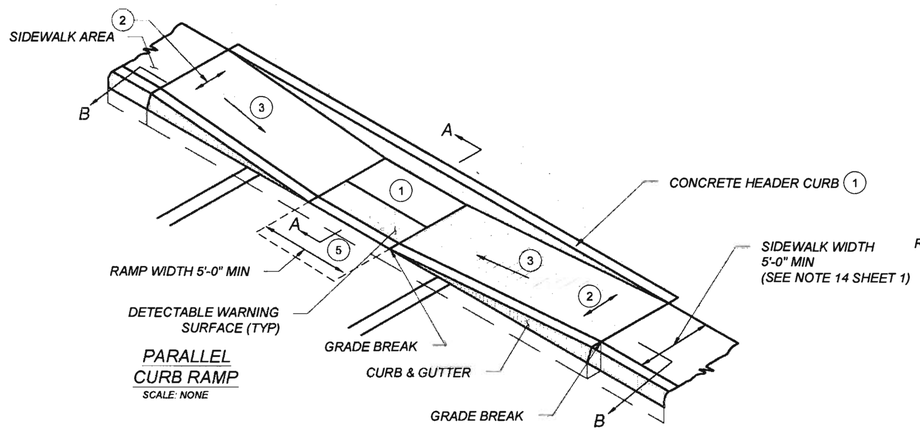
PERPENDICULAR
CURB RAMPS

APPROVED DESIGN ENGINEER 1-13-15 DATE

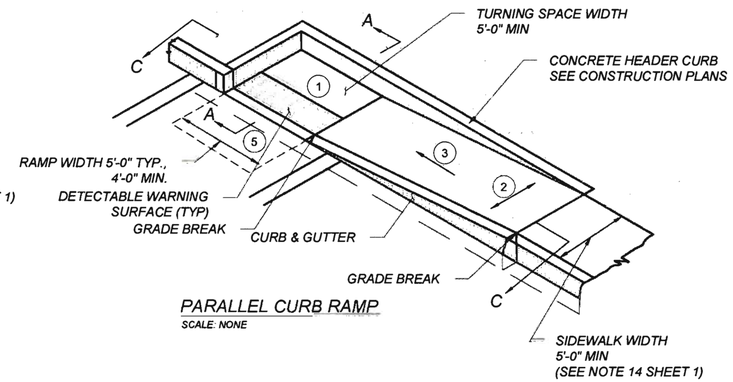
608-001-2

608- 2 of 12

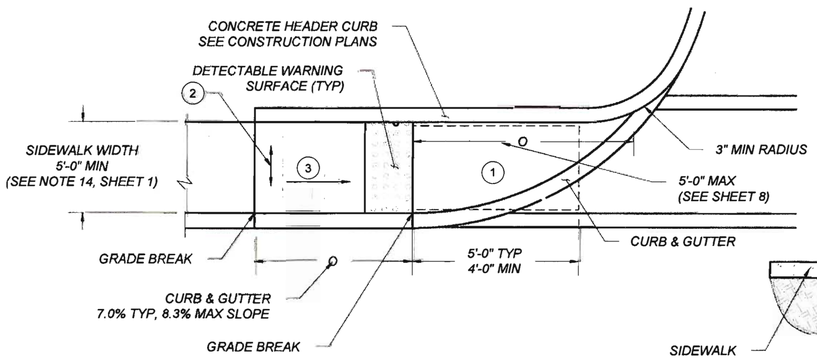
DRAWING SCALE = NOT TO SCALE



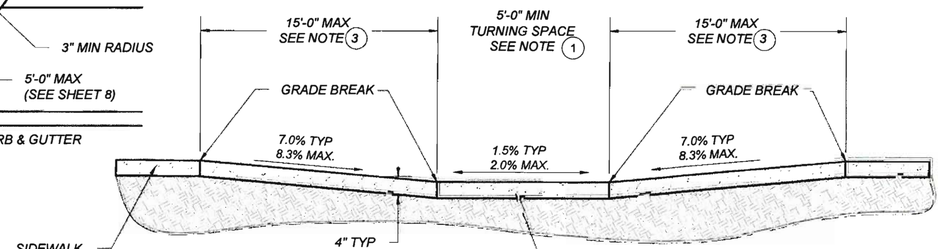
PARALLEL
CURB RAMP
SCALE: NONE



PARALLEL CURB RAMP
SCALE: NONE



PARALLEL CURB RAMP
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

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

NOTES:

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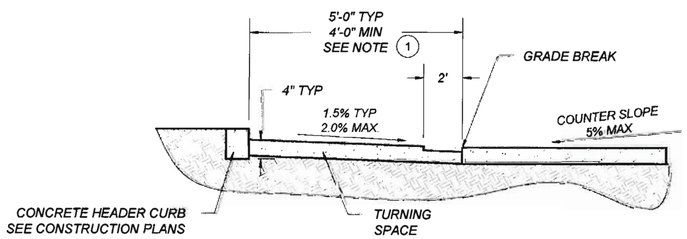
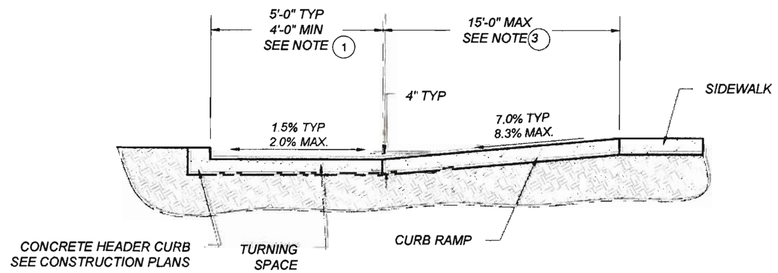
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED 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.



SECTION A-A
SCALE: NONE



SECTION C-C
SCALE: NONE

NO.	DATE	REV. BY	DESCRIPTION
REVISIONS & OR CHANGE NOTICES			

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

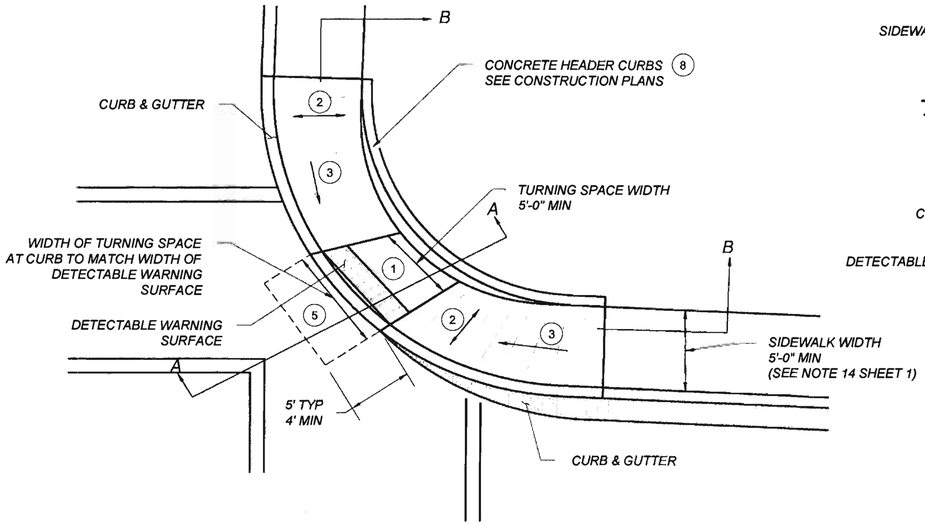
PARALLEL
CURB RAMPS

APPROVED: DESIGN ENGINEER — DATE

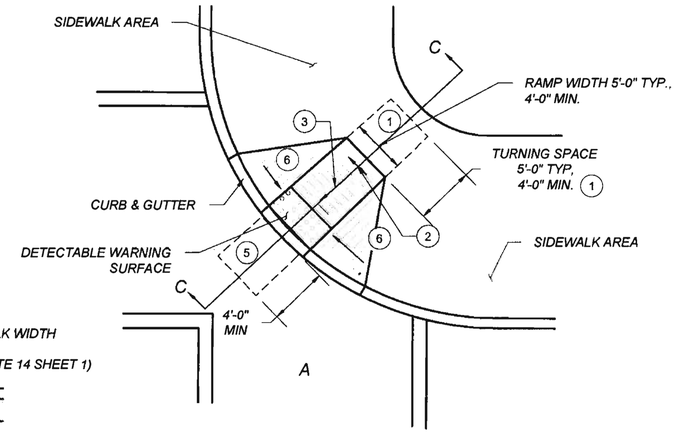
608-001-3

file path

DRAWING SCALE - NOT TO SCALE



SINGLE DIAGONAL
PARALLAL CURB RAMP
SCALE: NONE



SINGLE DIAGONAL
PERPENDICULAR CURB RAMP
SCALE: NONE

KEYED NOTES

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

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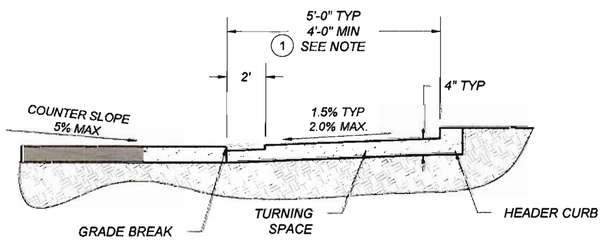
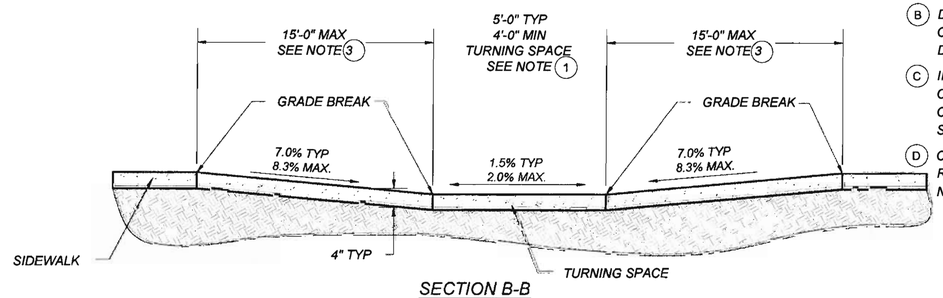
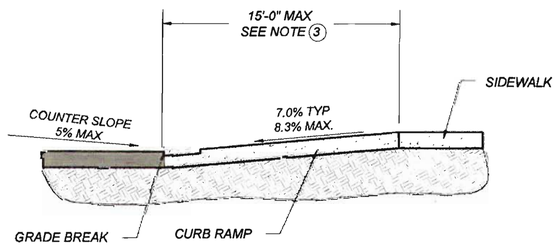


SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE



SECTION C-C
SCALE: NONE

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

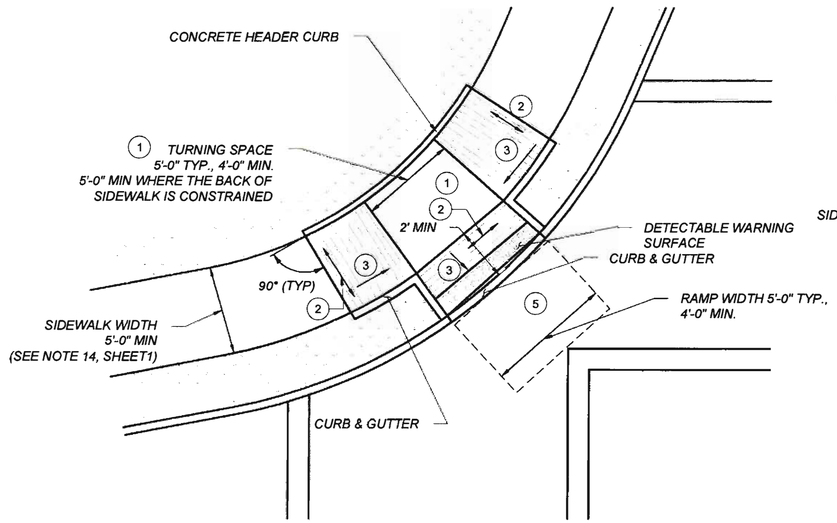
DIAGONAL
CURB RAMPS

APPROVED DESIGN ENGINEER 7-13-15 DATE

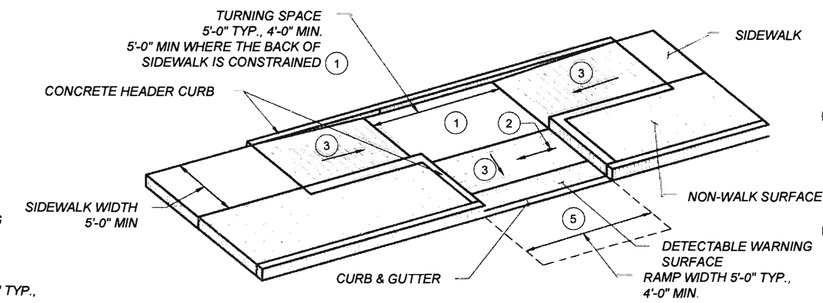
608-001-4

DRAWING SCALE = NOT TO SCALE

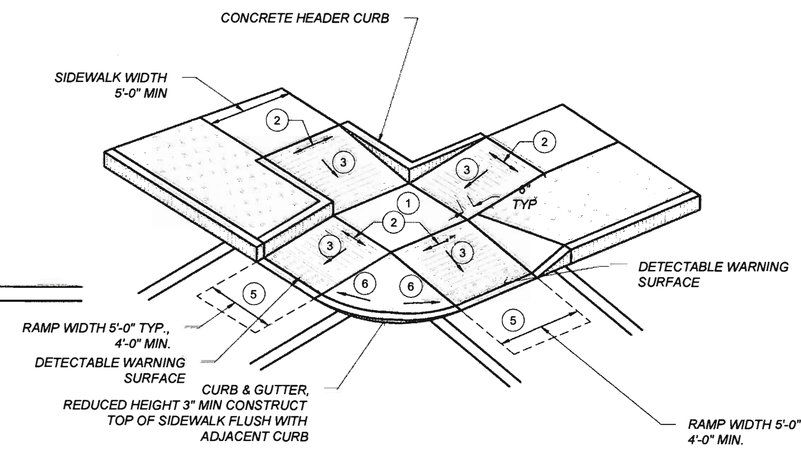
file path



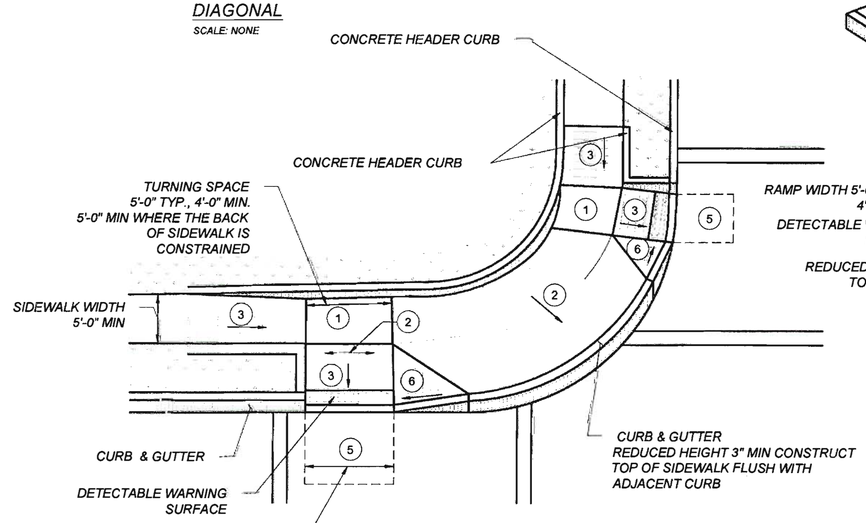
COMBINATION CURB RAMP (A)
DIAGONAL
SCALE: NONE



COMBINATION CURB RAMP (B)
SCALE: NONE



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



COMBINATION CURB RAMP (C)
SCALE: NONE

KEYED NOTES

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MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

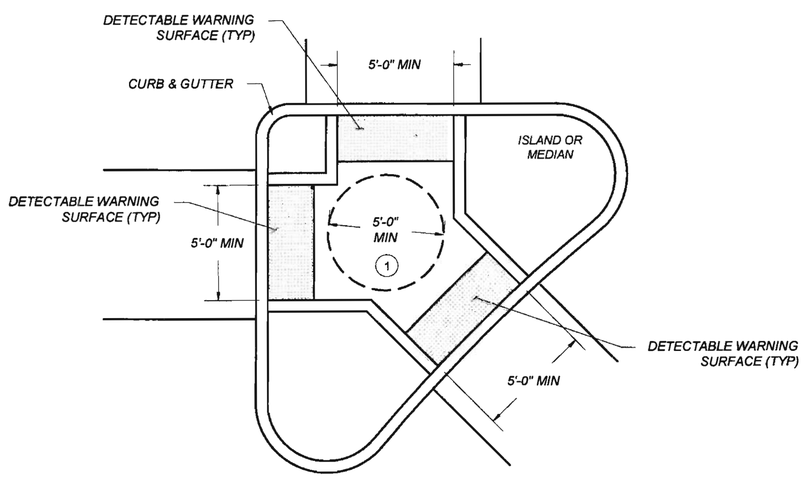
COMBINATION
CURB RAMPS

APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-5

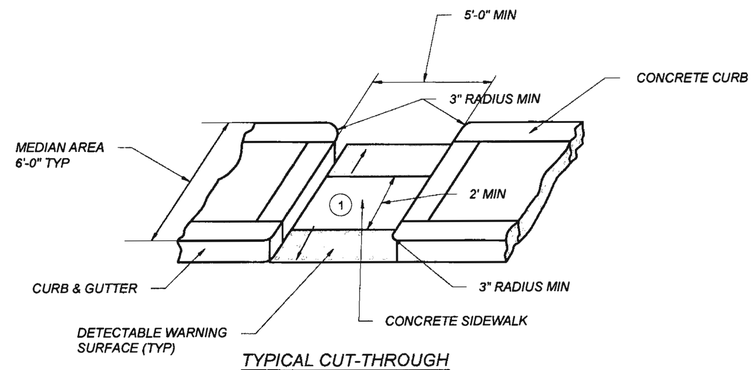
608- 5 of 12

DRAWING SCALE = NOT TO SCALE



PEDESTRIAN REFUGE ISLAND CURB RAMP

SCALE: NONE



TYPICAL CUT-THROUGH PEDESTRIAN REFUGE ISLAND OPENING WITH CURB SIDES

SCALE: NONE

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15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

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REVISIONS (OR CHANGE NOTICES)			

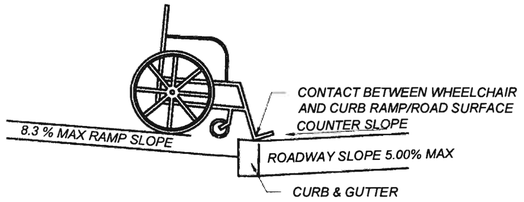
NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN REFUGE ISLAND

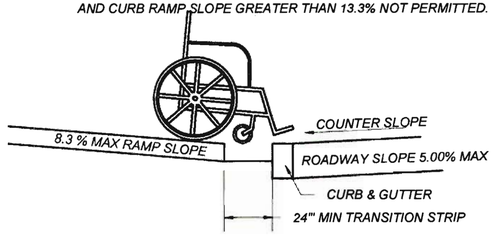
APPROVED: DESIGN ENGINEER — DATE 1-12-15

608-001-6 — 608- 6 of 12

DRAWING SCALE = NOT TO SCALE



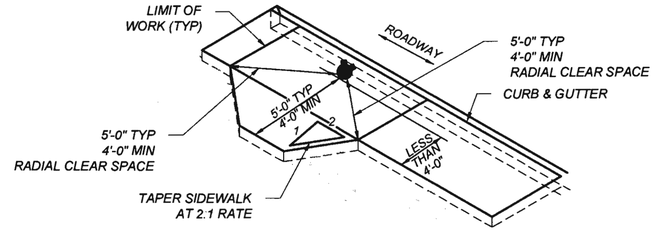
ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE GREATER THAN 13.3% NOT PERMITTED.



PROVIDE A 24" MIN TRANSITION STRIP IF ALGEBRAIC DIFFERENCES BETWEEN ROADWAY SLOPE AND CURB RAMP SLOPE ARE GREATER THAN 13.33%. TRANSITION STRIP SLOPE NOT TO EXCEED 5.00%

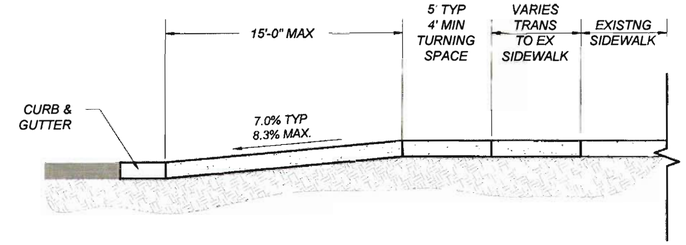
CHANGE OF GRADE LIMITATIONS

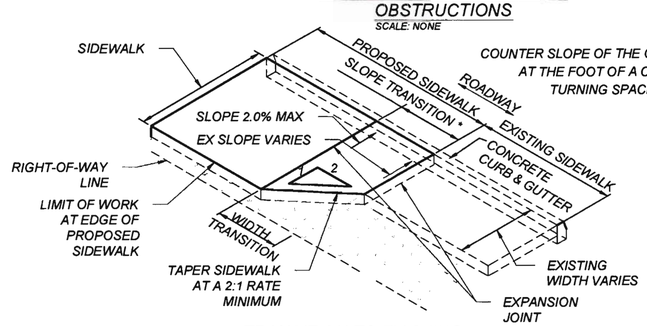
SCALE: NONE



SIDEWALK ADDITION DUE TO OBSTRUCTIONS

SCALE: NONE

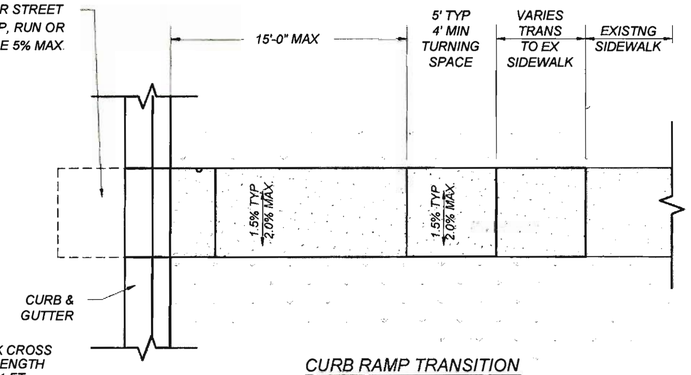




TRANSITION TO EXISTING SIDEWALK DETAIL

SCALE: NONE

COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 5% MAX.



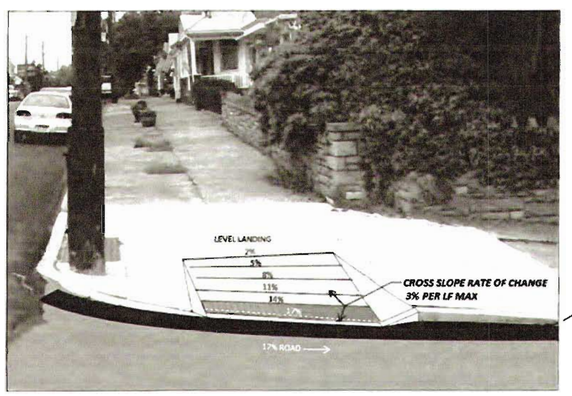
CURB RAMP TRANSITION TO EXISTING SIDEWALK DETAIL

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 % SLOPE X 0.5' OR MIN WIDTH OF 1 FT.

THE MINIMUM WIDTH TRANSITION SHALL BE CALCULATED USING THE FOLLOWING FORMULA:CHANGE IN WIDTH X 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.



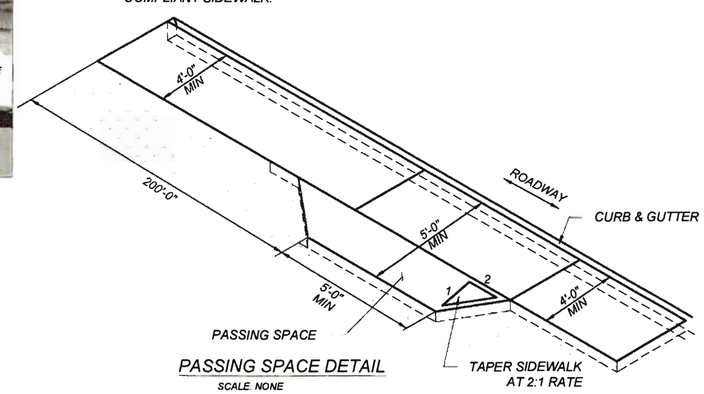
RAMP CROSS SLOPE TRANSITION TO MATCH ROADWAY PROFILE SLOPE

* 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



PASSING SPACE DETAIL

SCALE NONE

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

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

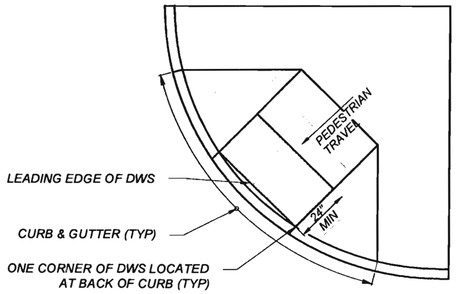
CURB RAMP AND SIDEWALK TRANSITION DETAILS

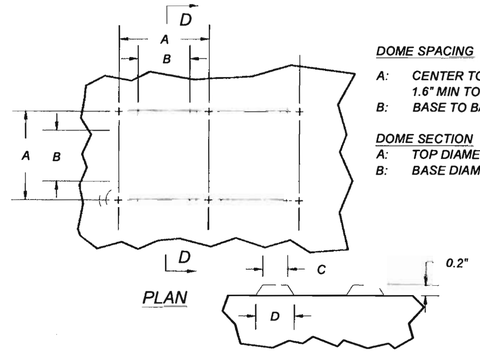
APPROVED DESIGN ENGINEER 1-13-15 DATE

608-001-7

608- 7 of 12

DRAWING SCALE = NOT TO SCALE





PLAN

SECTION D-D

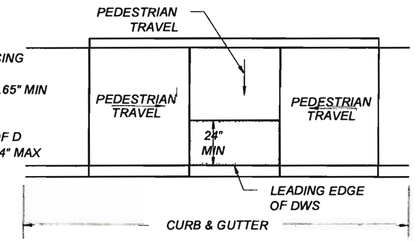
DETECTABLE WARNING SURFACE (DWS)
TRUNCATED DOME DETAILS
SCALE NONE

DOME SPACING

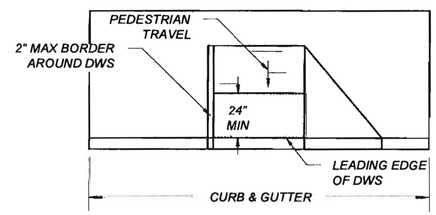
A: CENTER TO CENTER SPACING 1.6" MIN TO 2.4" MAX
B: BASE TO BASE SPACING 0.65" MIN

DOME 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 WARING 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.

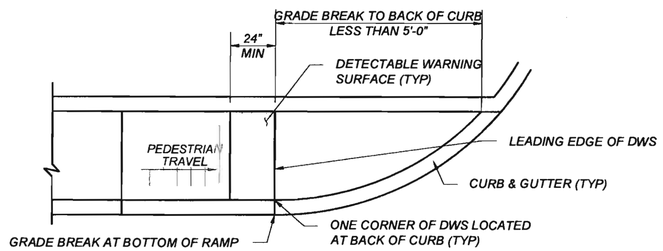
LOCATION:

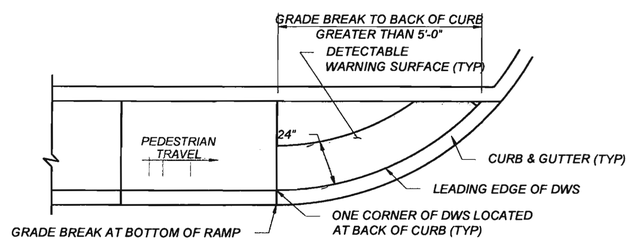
1. THE DETECTABLE WARNING SURFACE (DWS) SHALL BE 2.0 FT MINIMUM WIDTH AND EXTENDED THE FULL WIDTH OF THE CURB RAMP RUN, TURNING SPACE, BLENDED TRANSITION, AN EXCLUDING ANY THE FLARED SIDES
2. THE ROWS OF TRUNCATED DOMES SHALL BE ALIGNED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BACK OF THE CURB.
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.

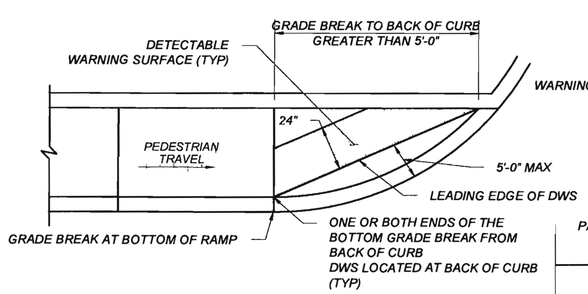
   EXCEPTION: DETECTABLE WARNINGS SHALL NOT BE REQUIRED ON CUT THROUGH ISLANDS WHERE THE CROSSING IS LESS THAN 6 FT IN THE DIRECTION OF PEDESTRIAN TRAVEL

NOTES:

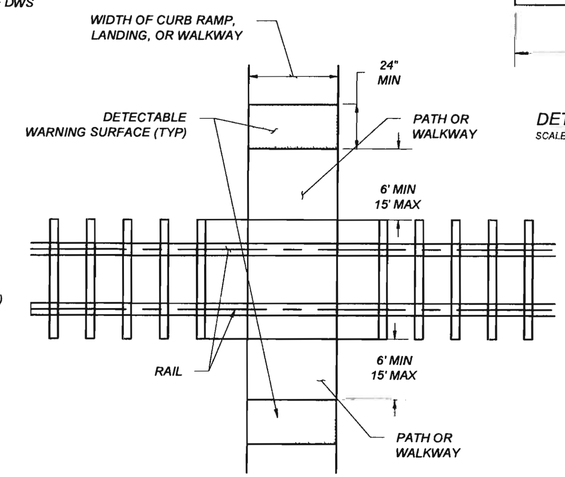
1. DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION OR RECONSTRUCTION OF STREETS, CURBS, OR SIDEWALKS BY ALL PUBLIC AGENCIES AND BY ALL PRIVATE ORGANIZATIONS CONSTRUCTING FACILITIES FOR PUBLIC USE
2. DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJACENT GUTTER, WALKWAY SURFACES, EITHER 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.



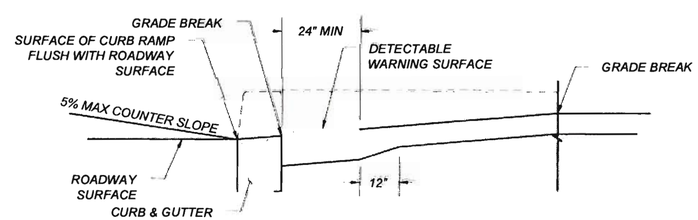




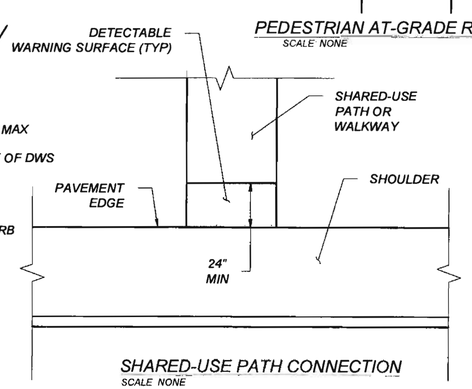
DETECTABLE WARNING SURFACE (DWS)ON CURVED SURFACES
SCALE NONE



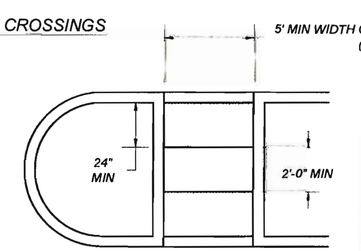
PEDESTRIAN AT-GRADE RAIL CROSSINGS
SCALE NONE



DETECTABLE WARNING SURFACE
SCALE NONE

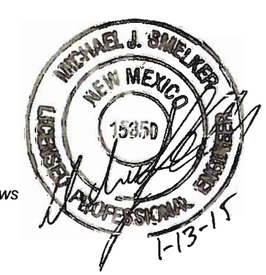


SHARED-USE PATH CONNECTION
SCALE NONE



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



NO.	DATE	REV. BY	DESCRIPTION

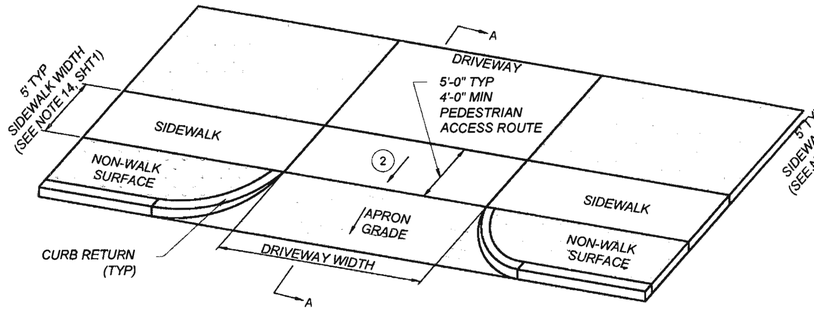
REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DETECTABLE WARNING SURFACE

APPROVED [signature] 1-13-15
CHIEF ENGINEER DATE

608-001-8 608- 8 of 12



TYPE 2
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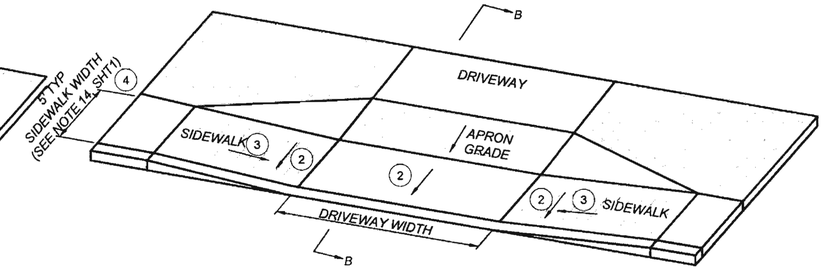
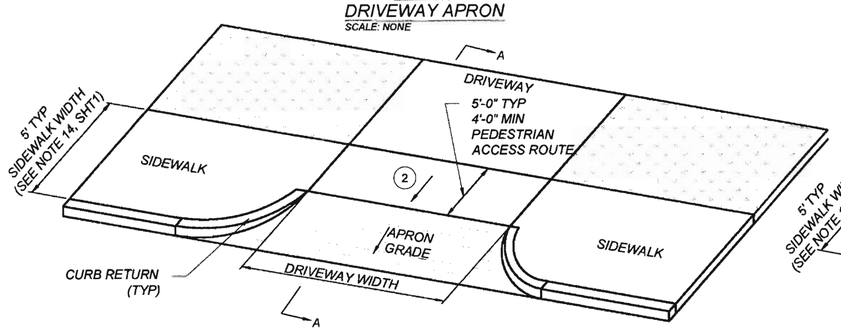
SCALE: NONE



TYPE 3A
DRIVEWAY APRON
SCALE: NONE



TYPE 2A
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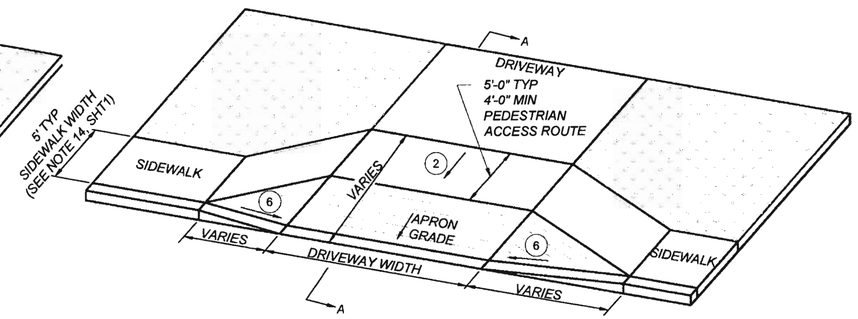
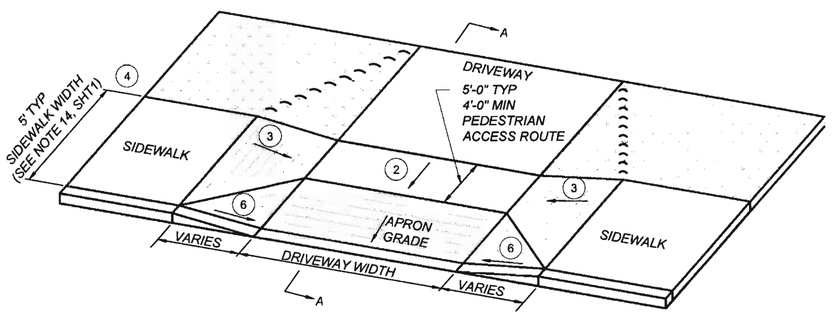
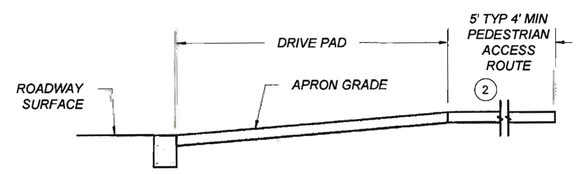


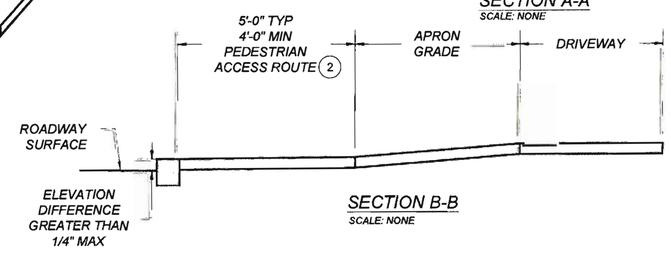
TYPE 2C
DRIVEWAY APRON
SCALE: NONE



TYPE 2B
DRIVEWAY APRON
SCALE: NONE



SECTION A-A
SCALE: NONE



SECTION B-B
SCALE: NONE

KEYED NOTES

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

NOTES:

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.

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-18-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

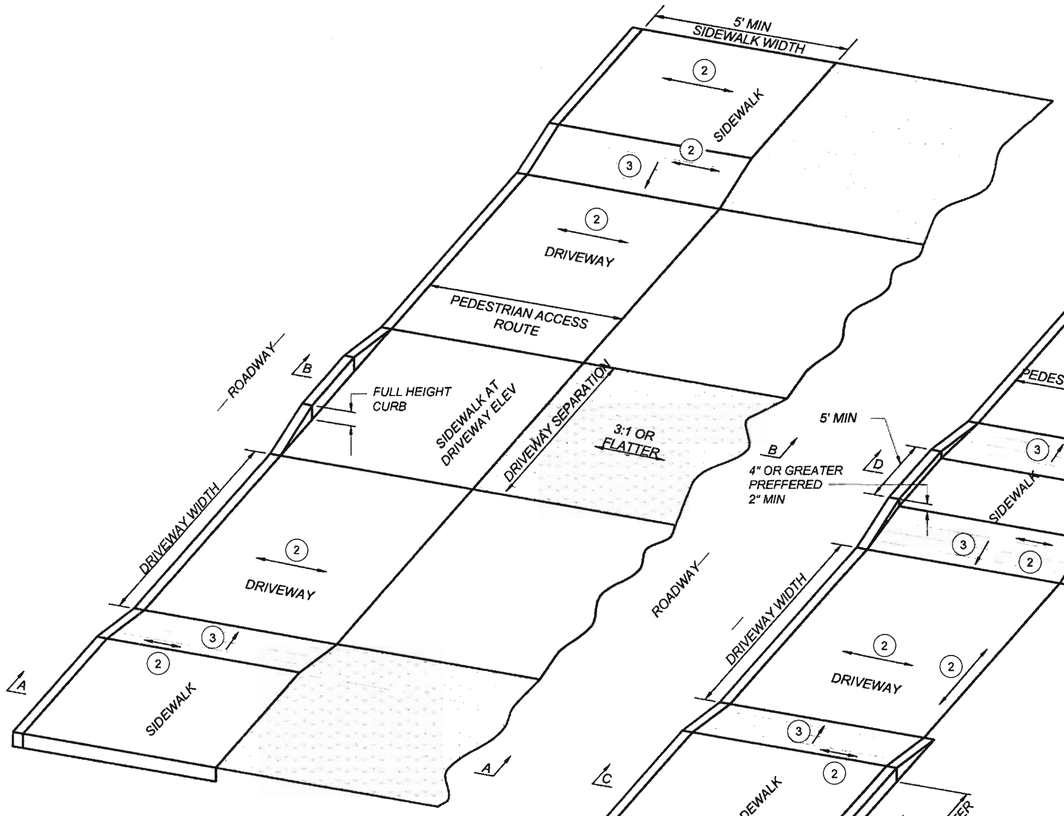
DRIVEWAY APRONS

APPROVED [illegible] ENGINEER DATE 1-18-15

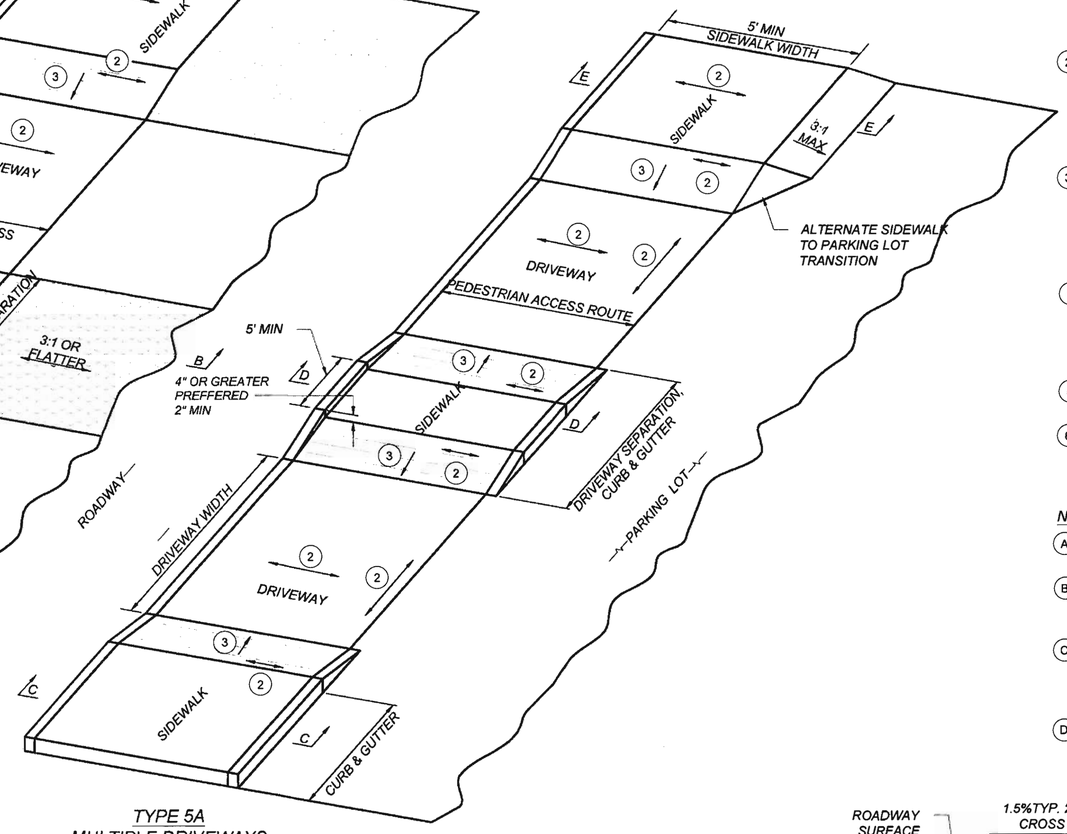
608-001-9

DRAWING SCALE – NOT TO SCALE

file path



TYPE 5
MULTIPLE DRIVEWAYS
SCALE: NONE



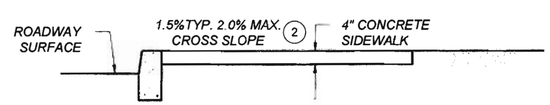
TYPE 5A
MULTIPLE DRIVEWAYS
SCALE: NONE

KEYED NOTES

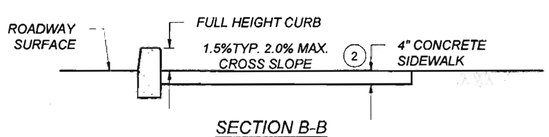
1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1 5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED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

NOTES:

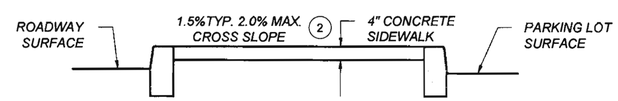
- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- (B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS 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.



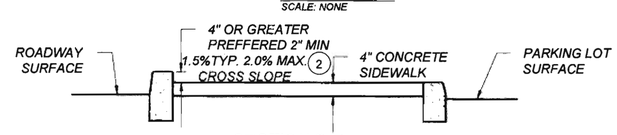
SECTION A-A
SCALE: NONE



SECTION B-B
SCALE NONE



SECTION C-C
SCALE: NONE



SECTION D-D
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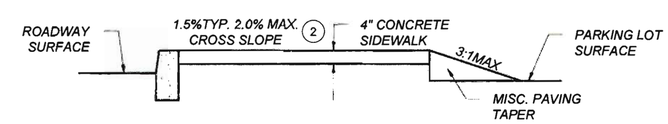


SECTION E-E
SCALE: NONE

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
1-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

DRIVEWAY APRONS

APPROVED [signature] ENGINEER 1-13-15 DATE

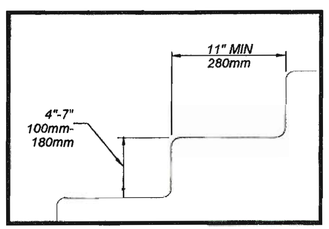
608-001-10

608- 10 of 12

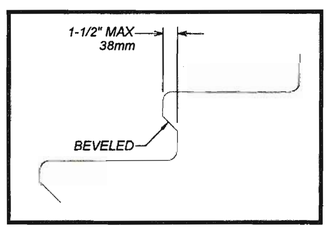
DRAWING SCALE = NOT TO SCALE

STAIRWAY REQUIREMENTS

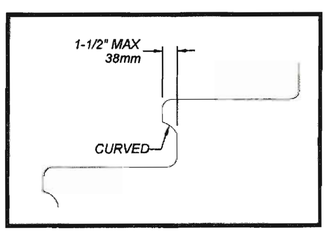
1. STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.
2. ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) HIGH MINIMUM AND 7 INCHES (180mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM RISER TO RISER.
3. OPEN RISERS SHALL NOT BE PERMITTED.
4. STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
5. THE RADIUS OF CURVATURE AT THE LENDING EDGE OF THE TREAD SHALL BE ½ INCH (13mm) MAXIMUM. NOSINGS THAT PROJECT BEYOND RISERS SHALL HAVE THE UNDERSIDE OF THE LANDING EDGE CURVED OR BEVELED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (38mm) MAXIMUM BEYOND THE TREAD BELOW.
6. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.
7. OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



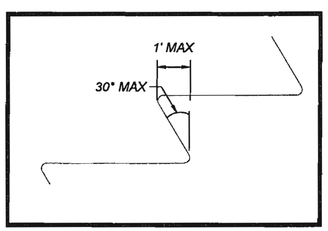
VERTICAL RISER



BEVELED RISER



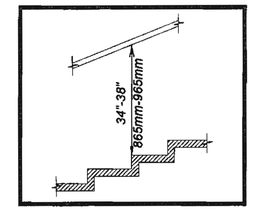
CURVED RISER



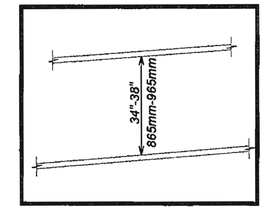
ANGLED RISER

HANDRAIL REQUIREMENTS

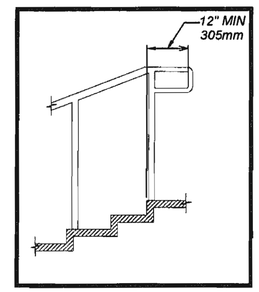
1. HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS.
2. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. INSIDE HANDRAILS ON SWITCH BACK OR DOGLEG STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.
3. TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 34 INCHES (865mm) MINIMUM AND 38 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.
4. CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (38mm) MINIMUM
5. GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.
   EXCEPTION:
   HANDRAIL BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
   A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
   B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (64mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND
   C. EDGES HAVE 11 INCH (32MM) MINIMUM RADIUS.
6. HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OD 1-1/4" or 1.25" INCH (32mm) MINIMUM AND 2 INCH (51mm) MAXIMUM OR SHALL PROVIDE EQUIVALENT GRASPABILITY.
   EXCEPTION: HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4 INCH (100mm) MINIMUM AND A 6.25 INCH(160mm) MAXIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2.25 INCH (57mm) MAXIMUM.
7. HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM, SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE 1 INCH (32mm) MINIMUM RADIUS.
8. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
9. HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS.
   EXCEPTIONS:
   A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE TURN OF STAIRS AND RAMPS
   B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE REQUIRED WHERE SUCH EXTENSIONS WOULD BE HAZARDOUS OR IMPOSSIBLE DUE TO PLAN CONFIGURATION.
10. RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND OF RAMP RUNS SUCH EXTENSION SHALL RETURN TO WALL GUARD OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.
11. AT THE TOP OF A STAIR FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.
12. AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT FOR A HORIZONTAL DISTANCE AT LEAST EQUAL TO ON TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WELL, GUARD, OR THE LANDING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.



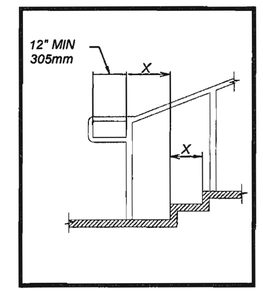
STAIR HANDRAIL HEIGHT



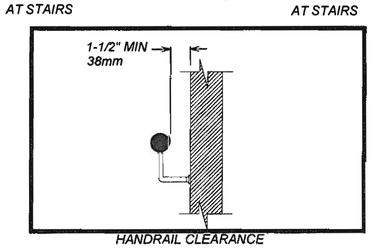
RAMP HANDRAIL HEIGHT



TOP HANDRAIL EXTENSION AT STAIRS



BOTTOM HANDRAIL EXTENSION AT STAIRS



HANDRAIL CLEARANCE

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
7-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS
STAIRWAY AND HANDRAILS

APPROVED DESIGN ENGINEER — DATE 7-13-15

608-001-11

608- 11 of 12

DRAWING SCALE = NOT TO SCALE

ACCESSIBLE ROUTES:

ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOPS, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC SIDEWALKS TO THE ACCESSIBLE BUILDING ENTRANCE THEY SERVE. ACCESSIBLE PARKING SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY

ACCESSIBLE PARKING REQUIREMENTS:

1. EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:

NUMBER OF ACCESSIBLE PARKING SPACES

TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE
1-25	1	1
26-35	2	1
36-50	3	1
51-100	4	1
101-300	8	2
301-500	12	2
501-800	16	3
801-1000	20	4
OVER 1,000	20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1,000	1 OF EVERY 6 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF

2. CAR SPACES SHALL BE 96 INCHES (2440 mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES AND SHALL HAVE AN ADJACENT ACCESS AISLE.

3. ACCESS AISLES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESS AISLE. THE VAN ACCESS AISLE IS PREFERRED TO BE AT THE RIGHT SIDE (PASSENGER SIDE) OF THE PARKING SPACE. (AN ACCESSIBLE SIDEWALK IS 60 INCHES (1525mm) MINIMUM CLEAR WIDTH, 50:1 MAXIMUM CROSS SLOPE WITH A RUNNING SLOPE OF 20:1 MAXIMUM OR THE RUNNING SLOPE MAY FOLLOW THE ADJACENT ROAD PROFILE GRADE.) PARKED VEHICLE OVERHANGS SHALL NOT REDUCE THE MINIMUM 48 INCH CLEAR WIDTH OF AN ACCESSIBLE ROUTE.

4. ACCESS AISLES SERVING CAR PARKING SPACES SHALL BE 60 INCHES (1525mm) WIDE MINIMUM. ACCESS AISLES SERVING VAN PARKING SPACES SHALL BE 96 INCHES (2440mm) WIDE MINIMUM.

5. ACCESS AISLES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.

6. PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.

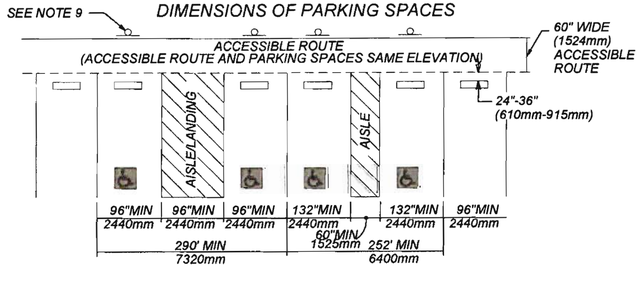
7. PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 98 INCHES (2490mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE THERETO.

8. EACH ACCESSIBLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF THE SIGN (R7-8) SHALL BE AT LEAST 7 FEET (2100mm), LOCATED AT THE HEAD OF THE PARKING SPACE. VAN ACCESSIBLE PARKING SPACES SHALL HAVE AN ADDITIONAL SIGN (R7-8A) MOUNTED BELOW THE INTERNATIONAL SYMBOL OF ACCESS IDENTIFYING THE SPACE AS "VAN ACCESSIBLE." SIGNS MUST INCLUDE THE LANGUAGE "VIOLATORS ARE SUBJECT TO A FINE AND/OR TOWING .

9. PARKING SPACE AND ACCESS AISLES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESS AISLES STRIPING SHALL BE 30 INCHES (760mm) ON CENTER ACCESS AISLE SHALL HAVE THE WORDS "NO PARKING" IN CAPITAL LETTER OF WHICH SHALL BE AT LEAST ONE FOOT HIGH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE SO AS TO BE CLOSE TO WHERE AN ADJACENT VEHICLES REAR TIRES WOULD BE PLACED.

10. EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE, CENTERED AT THE FOOT, A PAVEMENT MARKING OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED .

DIMENSIONS OF PARKING SPACES



ACCESSIBLE PASSENGER LOADING ZONE REQUIREMENTS:

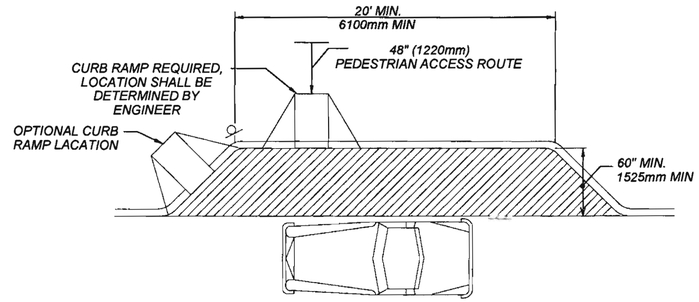
1. PASSENGER LOADING ZONES SHALL PROVIDE A 60 INCH (1525mm) WIDE ACCESS AISLE ADJACENT AND PARALLEL TO A VEHICLE PULL-UP SPACE. ACCESS AISLES SHALL BE 20 FEET (6100mm) LONG MINIMUM.

2. ACCESS AISLES SHALL BE PART OF THE ACCESSIBLE ROUTE TO THE BUILDING OR FACILITY ENTRANCE, AND MARKED TO DISCOURAGE PARKING.

3. VEHICLE PULL-UP SPACES IN PASSENGER LOADING ZONES AND ACCESS AISLES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 50:1. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE PULL-UP SPACE THEY SERVE.

4. VERTICAL CLEARANCE OF 114 INCHES (2895mm) MINIMUM SHALL BE PROVIDED AT PASSENGER LOADING ZONES AND ALONG VEHICLE ACCESS ROUTES TO SUCH AREAS FROM SITE ENTRANCES.

5. EACH ACCESSIBLE PASSENGER LOADING ZONE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY.



ACCESSIBLE PASSENGER LOADING ZONE
PLAN VIEW

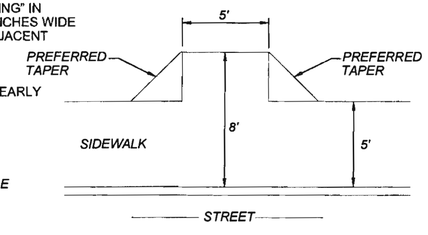
TRANSIT STOP REQUIREMENTS

1. TRANSIT STOPS SHOULD BE LOCATED SO THAT THERE IS A LEVEL AND STABLE SURFACE FOR BOARDING VEHICLES.

2. LOCATING TRANSIT STOPS AT SIGNALIZED INTERSECTIONS INCREASE THE USABILITY FOR PEDESTRIANS WITH DISABILITIES.

3. WHERE SECURITY BOLLARDS ARE INSTALLED AT TRANSIT STOPS, THEY MUST NOT OBSTRUCT THE CLEAR SPACE AT BOARDING AND ALIGHTING AREAS OR REDUCE THE REQUIRED CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES.

4. TRANSIT STOPS SHALL COMPLY WITH PROWAG SECTION R 308 TRANSIT STOPS AND TRANSIT SHELTERS.



TRANSIT STOP
PLAN VIEW

RAMP REQUIREMENTS:

1. RAMP RUNS SHALL HAVE A RUNNING SLOPE GREATER THAN 1:20 AND NOT STEEPER THAN 1:12. THE EXCEPTION SHALL REMAIN AS SHOWN, INCLUDING THE TABLE FOR EXISTING BUILDINGS AND FACILITIES.

2. RAMP PUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 12:1. EXCEPTION: RAMPS IN OR ON EXISTING BUILDINGS OR FACILITIES SHALL BE PERMITTED TO HAVE SLOPES STEEPER THAN 12:1 AND SHALL COMPLY WITH THE FOLLOWING TABLE WHERE SUCH SLOPES STEEPER THAN 8:1 SHALL NOT BE PERMITTED.

TABLE FOR EXISTING SITES, BUILDINGS AND FACILITIES

SLOPE	MAXIMUM RISE
STEEPER THAN 10:1 BUT NOT STEEPER THAN 8:1	3 INCHES (75mm)
STEEPER THAN 12:1 BUT NOT STEEPER THAN 10:1	6 INCHES (150mm)

3. CROSS SLOPE OF RAMP RUNS SHALL NOT BE STEEPER THAN 50:1.

4. FLOOR OR GROUND SURFACES OF RAMP RUN SHALL BE STABLE, FIRM, AND SLIP RESISTANT.

5. THE CLEAR WIDTH OF A RAMP RUN SHALL BE 48 INCHES (915mm) MINIMUM MEASURED BETWEEN HANDRAILS.

6. THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760mm) MAXIMUM.

7. RAMPS SHALL HAVE LANDINGS AT THE BOTTOM AND TOP OF EACH RUN. LANDINGS SHALL COMPLY WITH THE FOLLOWING:
   A. LANDINGS SHALL HAVE A SOPE NOT STEEPER THAN 50:1.
   B. CLEAR WIDTH OF LANDINGS SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING.
   C. LANDING LENGTH SHALL BE 60 INCHES (1525mm) MINIMUM CLEAR.
   D. RAMPS THAT CHANGE DIRECTION AT LANDINGS SHALL HAVE A 60 INCH BY 60 INCH (1525mm) MINIMUM LANDING.
   E. WHERE DOORWAYS ARE ADJACENT TO A RAMP LANDING, MANEUVERING CLEARANCES SHALL COMPLY WITH ***2010 AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN*** (2010 ADA) SECTION 404.

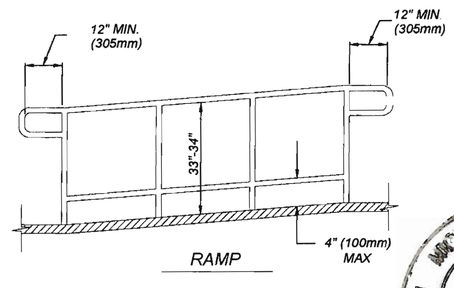
8. RAMPS WITH A RISE GREATER THAN 6 INCHES (150mm) SHALL HAVE HANDRAILS. HANDRAILS SHALL NOT REDUCE THE REQUIRED CLEARANCES OF A RAMP RUN OR LANDINGS.

9. EDGE PROTECTION SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.

   EXCEPTIONS:
   A. RAMPS NOT REQUIRED TO HAVE HANDRAILS WHERE SIDE FLARES ARE PROVIDED.
   B. SIDES OF RAMP LANDINGS SERVING AN ADJOINING RAMP RUN OR STAIRWAY.
   C. SIDES OF RAMP TURN SPACE HAVING A VERTICAL DROP-OFF OF 1/2 INCH (13mm) MAXIMUM WITHIN 10 INCHES (255mm) HORIZONTALLY OF THE MINIMUM LANDING AREA.

10. EDGE PROTECTION MAY BE PROVIDED BY EXTENDING A FLOOR OR GROUND SURFACE, OF THE RAMP RUN OR LANDING, 12 INCHES (305mm) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL OR AN EDGE PROTECTION CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4-INCH (100mm) DIAMETER SPHERE BELOW A HEIGHT OF 4 INCHES (100mm).

11. OUTDOOR RAMPS AND APPROACHES TO RAMPS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



RAMP

MICHAEL J. SMELKER
NEW MEXICO
15350
LICENSED PROFESSIONAL ENGINEER
6-13-15

NO.	DATE	REV. BY	DESCRIPTION

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

PEDESTRIAN ACCESS DETAILS PARKING AND PASSENGER LOADING ZONES

APPROVED DESIGN ENGINEER — DATE 6-13-15

608-001-12

608- 12 of 12

DRAWING SCALE = NOT TO SCALE

GENERAL NOTES FOR PAVEMENT MARKINGS:

1. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS, STANDARD DETAILS (SECTION 2900) AND THE CURRENT EDITION OF THE MUTCD (WITH REVISIONS).
2. ALL REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH SECTION 443 OF THE COA STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT EDITION. PAINTING OVER EXISTING DOES NOT CONSTITUTE APPROVED REMOVAL OR OBLITERATION.
3. THE PERMANENT PAVEMENT MARKINGS MAY BE MODIFIED AS DIRECTED BY THE PROJECT MANAGER.
4. THE CONTRACTOR MAY BE REQUIRED BY THE PROJECT MANAGER TO PREPARE AS-BUILT DRAWINGS OF THE EXISTING STRIPING AND PAVEMENT MARKINGS PRIOR TO CONSTRUCTION. THIS WORK WILL BE CONSIDERED INCIDENTAL TO SIGNING AND STRIPING AND NO ADDITIONAL PAYMENT SHALL BE MADE THEREFOR.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF THE PAVEMENT MARKINGS ON FINAL SURFACE COURSE FOLLOWING CONTROL POINTS THAT HAVE BEEN SET NO MORE THAN 50 FEET APART ALONG THE LINES TO BE STRIPED. THE LAYOUT OF ALL PAVEMENT MARKINGS SHALL BE APPROVED BY THE PROJECT MANAGER PRIOR TO THE APPLICATION OF MATERIALS.
6. ALL LANE DIMENSIONS ARE FROM CENTER OF LANE STRIPE, CENTER OF DOUBLE LANE STRIPE, FACE OF CURB, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
7. THE FINAL LONGITUDINAL STRIPING SHALL BE 120 MIL. (0.120") THICK PLASTIC RETROREFLECTORIZED STRIPING PLACED OVER THE TEMPORARY STRIPING WITHIN 14 TO 30 CALENDAR DAYS AFTER COMPLETION OF THE FINAL PAVEMENT SURFACE, OR AS DIRECTED BY THE PROJECT MANAGER. ALL OTHER MARKINGS SHALL BE APPLIED AT THE SAME TIME. TEMPORARY STRIPING SHALL BE PAINT UNLESS OTHERWISE NOTED.
8. ALL FINAL TRANSVERSE MARKINGS SHALL BE 120 MIL (0.120") PLASTIC RETROREFLECTORIZED STRIPING. ALL PAVEMENT ARROWS AND LEGENDS SHALL BE A RETROREFLECTORIZED PREFORMED PLASTIC PAVEMENT MARKING.
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE FINAL SURFACE COURSE IS PLACED SO THAT THE STRIPING IS OFFSET ONE (1) FOOT CLEAR OF THE PAVEMENT CONSTRUCTION JOINT, UNLESS OTHERWISE DIRECTED BY THE CONSTRUCTION ENGINEER .
10. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE PROJECT MANAGER BY SWEEPING AND AIR-JET BLOWING IMMEDIATELY PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS. THE TEMPERATURE SHALL NOT BE LESS THAN 50°F FOR THE PLACEMENT OF THERMOPLASTIC STRIPING, AND 40°F FOR THE PLACEMENT OF RAISED PAVEMENT MARKERS (RPM'S).
11. THE PAVEMENT MARKING DRAWINGS ARE SCHEMATIC ONLY. THE CONTRACTOR SHALL FOLLOW ALL DIMENSIONS, DETAILS AND STANDARDS WHEN INSTALLING STRIPING, PAVEMENT MARKINGS AND MARKERS.
12. STRIPING ERADICATION SHALL BE ACCOMPLISHED BY WATER BLASTING OR SURFACE PLANING OF THE ROADWAY TO A MAXIMUM DEPTH OF 0.25 INCHES AND FOR A WIDTH EQUAL TO TWO (2) TIMES THE WIDTH OF THE STRIPE OR MARKING TO BE REMOVED.
13. ALL VERTICAL CURBS AT RAMPS AND OTHER LOCATIONS NOTED IN THE PLANS SHALL BE PAINTED YELLOW WITH RETROREFLECTIVE GLASS BEADS.

GENERAL NOTES FOR PERMANENT SIGNS:

1. ALL NEW SIGNS SHALL MEET THE MINIMUM REQUIREMENTS SPECIFIED IN THE CITY OF ALBUQUERQUE STANDARD DETAILS (SECTION 2900) AND THE CURRENT EDITION OF THE MUTCD (WITH REVISIONS).
2. ALL EXISTING SIGNS TO REMAIN, EXCEPT AS SHOWN ON PLANS OR AS DIRECTED BY THE PROJECT MANAGER.
3. ALL REMOVED SIGNS TO BE SALVAGED TO CITY OF ALBUQUERQUE PINO YARDS.
4. ALL EXISTING SIGNS SHALL BE CLEANED AND FREE OF GRAFFITI, DIRT, OR OTHER OBSTRUCTIONS. THIS WORK SHALL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL PAYMENT SHALL BE MADE THEREFOR.
5. ANY EXISTING SIGNS CONFLICTING WITH THE INTERSECTION OPERATION OR OTHER SIGNS SHALL BE REMOVED AS DIRECTED BY THE PROJECT MANAGER.
6. CONTACT CITY OF ALBUQUERQUE TRAFFIC ENGINEERING AT 857-8000 FOR HANDLING ARRANGEMENTS OF EXISTING SIGNS THAT ARE INDICATED TO BE REMOVED AND SALVAGED.
7. CONTRACTOR SHALL INSTALL A CORRESPONDINGLY SIZED 30 INCH LONG BASE POST WITH AN 18 INCH LONG BASE POST SLEEVE. SIGN POSTS SHOULD BE INSERTED 6 INCHES INTO THE BASE POST OR PER MANUFACTURER'S RECOMMENDATION.
8. LOCATIONS OF ALL SIGNS AND POSTS ARE SCHEMATIC. THE CONTRACTOR SHALL MEET WITH THE PROJECT MANAGER IN THE FIELD AT ALL LOCATIONS TO SPOT SIGN LOCATIONS PRIOR TO INSTALLATION.

INCIDENTAL ITEMS (TO CONSTRUCTION):

1. CLEANING AND REMOVAL OF DEBRIS FOR EXISTING SIGNS TO REMAIN PER GENERAL NOTE 4 (SIGNS).

SIGNING AND STRIPING ITEMS

ITEM ID NO.	ITEM DESCRIPTION	UNIT	TOTAL
440.035	NON-REFLECTORIZED PAINT MARKING, ANY COLOR OR SHAPE INCLUDING CURB FACES, CIP.	SQ. FT.	60
441.001	RETROREFLECTORIZED PLASTIC PAVEMENT MARKINGS, 4" WIDTH, CIP.	LIN. FT.	1,900
441.002	RETROREFLECTORIZED PLASTIC PAVEMENT MARKINGS, 6" WIDTH, CIP.	LIN. FT.	900
441.005	RETROREFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24" WIDTH CIP.	LIN. FT.	550
441.031	REFLECTORIZED PLASTIC SYMBOL, BICYCLE, CIP.	EACH	2
441.040	REFLECTORIZED PLASTIC ARROW, SYMBOL, OR WORD, CIP.	EACH	14
443.101	REMOVAL OF PAVEMENT STRIPE, ANY WIDTH, PAINTED OR PLASTIC, COMPL.	LIN. FT.	2,300
443.102	REMOVAL OF PAVEMENT ARROW, SYMBOL, OR WORD, PAINTED OR PLASTIC, COMPL.	EACH	8
450.001	ALUMINUM PANEL SIGN, CIP.	SQ. FT.	50
450.010	SQUARE TUBE STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGN, CIP.	LIN. FT.	40
450.101	SIGN, POST, AND BASE POST, REMOVE AND SALVAGE, COMPL.	EACH	5

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

BENCH MARKS
COA GEODETIC CONTROL STATION "11-B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION
FIELD NOTES
NO. | BY | DATE

ENGINEER'S SEAL
KENDRA V. CHAVEZ
NEW MEXICO
21570
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY: SEA, KVC DATE 12/20/16
DRAWN BY: SEA, KVC DATE 12/20/16
CHECKED BY: PFS DATE 12/20/16

WSP PARSONS BRINCKERHOFF

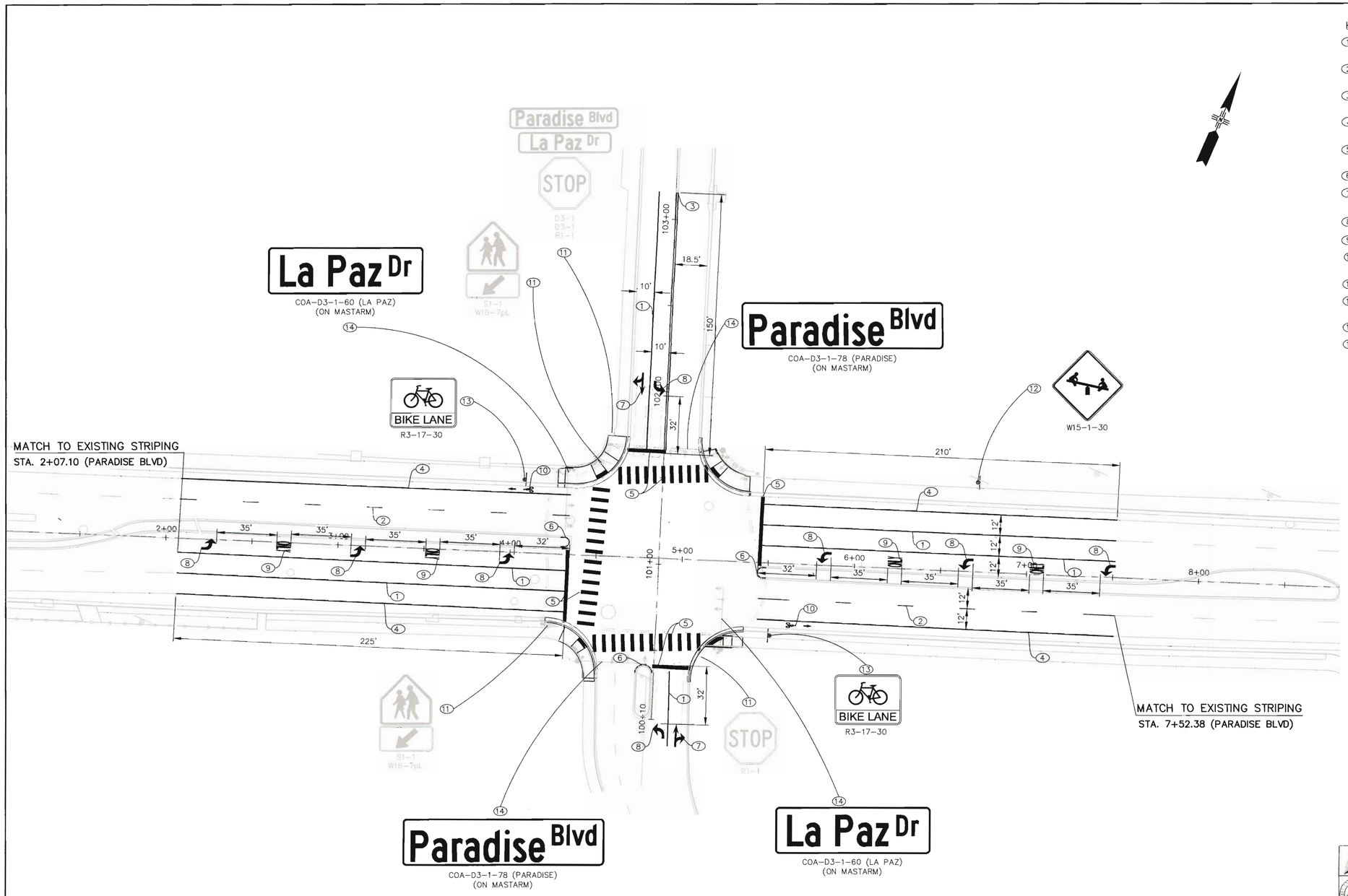
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION
PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

PERMANENT SIGNING AND STRIPING NOTES AND QUANTITIES

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER
MO./DAY/YR. | MO./DAY/YR.

City Project No. 9045.04 | Zone Map No. B10 | Sheet 5-1

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 - Paradise_La Paz\04 Engineering - PCN#\Plans\7_Sheets\PS-NOTES AND QUANTITIES.dwg Dec 27, 2016 - 10:14am Saved By: apodacase



KEYED NOTES:

1. 4" SOLID WHITE RETROREFLECTORIZED PLASTIC STRIPE.
2. 4" DASHED WHITE RETROREFLECTORIZED PLASTIC STRIPE.
3. 4" SOLID DOUBLE YELLOW RETROREFLECTORIZED PLASTIC STRIPE.
4. 6" SOLID WHITE RETROREFLECTORIZED PLASTIC STRIPE.
5. 24" SOLID WHITE RETROREFLECTORIZED PLASTIC STRIPE.
6. YELLOW RETROREFLECTIVE MEDIAN NOSE.
7. REFLECTORIZED PLASTIC MARKING "THRU & RIGHT" ARROW.
8. REFLECTORIZED PLASTIC MARKING "LEFT" ARROW.
9. REFLECTORIZED PLASTIC MARKING "ONLY".
10. REFLECTORIZED PLASTIC MARKING BIKE SYMBOL WITH ARROW (BIKEWAY).
11. REMOVE AND SALVAGE EXISTING SIGN AND POST.
12. REMOVE, SALVAGE AND REPLACE EXISTING SIGN AND POST.
13. NEW SIGN AND POST.
14. NEW SIGN, MOUNT ON MASTARM.

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

AS BUILT INFORMATION

CONTRACTOR
WORK STAKED BY
INSPECTOR'S FIELD TOLERANCE BY
VERIFICATION OF VOLUME CORRECTED BY
MICRO-FILM INFORMATION
RECORDED BY
NO.
DATE

BENCH MARKS

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FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ
NEW MEXICO
21574
REGISTERED PROFESSIONAL ENGINEER
1-6-16

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP | PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

PERMANENT SIGNING AND STRIPING PLAN

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR. | MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	5-2

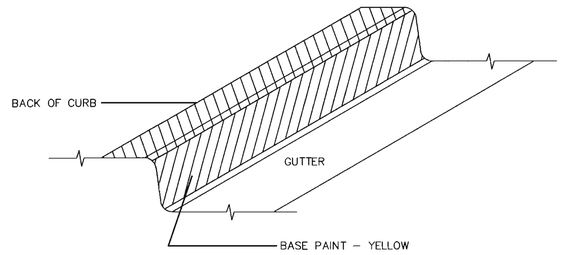
J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 - Paradise_La Paz\04 Engineering - PCN#\Plans\7_Sheets\Signing and Striping Plans.dwg Jan 05, 2017 - 3:20pm Saved By: chavez

COA-D3-1(PARADISE)
W/G
78" X 18"

COA-D3-1 (LA PAZ)
W/G
60" X 18"

R3-17-30
B/W
30" X 18"

W15-1-30
B/FY
30" X 30"

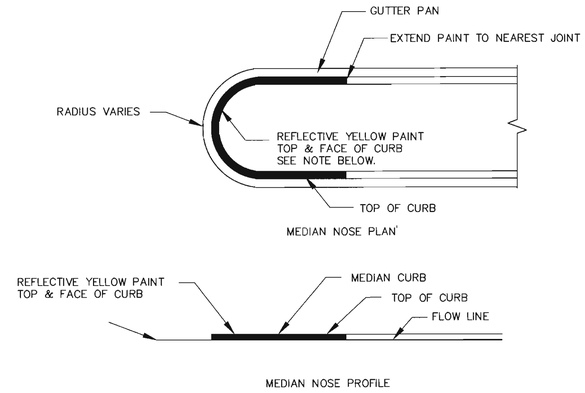


NOTE:

CURB PAINTING BASE:
SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF ALBUQUERQUE FOR TRAFFIC LINE PAINTS USED ON CONSTRUCTION PROJECTS.
(COMBINATION ALKYD AND HYPALON – FAST DRY TYPE)

PAINTED SURFACES SHALL INCLUDE THE FULL TOP OF CURB AND FACE OF CURB WITH NEAT FINISHED LINES, ALONG ALL SIDES

PAINTED CURB MARKING DETAIL
NTS



CURB MARKING TYPICAL DETAIL
NTS

NOTE:
TOP AND FACE OF MEDIAN CURB SHALL BE PAINTED WITH REFLECTIVE YELLOW PAINT FROM NOSE BACK 5' OR TO THE P.C., WHICH EVER IS GREATER.

SIGN AND POST SCHEDULE

SIGN CODE	NO. OF SIGNS	SIGN AREA (SQ. FT.)	TOTAL SIGN AREA (SQ. FT.)	POST LENGTHS				BASE POSTS	
				LEFT	CTR.	RIGHT	TOTAL	NO.	TOTAL LENGTH
R3-17-30	2	4	8		9		18	2	7
D3-1-78 (PARADISE-OVERHEAD)	2	10	20		*		*	*	*
D3-1-60 (LA PAZ-OVERHEAD)	2	8	15		*		*	*	*
W15-1-30	1	6	6		10		10	1	4
TOTAL	7		**48**				**28**		**11**
USE			**50**						**40**

* NO ADDITIONAL POST NEEDED (SIGN TO BE MOUNTED ON POST WITH ANOTHER SIGN)

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY DATE
INSPECTOR'S ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE

MICRO-FILM INFORMATION
RECORDED BY DATE
NO.

BENCH MARKS
COA GEODETIC CONTROL STATION "11-B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL
KENDRA V. CHAVEZ
NEW MEXICO
21571
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY: SEA, KVC DATE 12/20/16
DRAWN BY: SEA, KVC DATE 12/20/16
CHECKED BY: PFS DATE 12/20/16

WSP | PARSONS BRINCKERHOFF

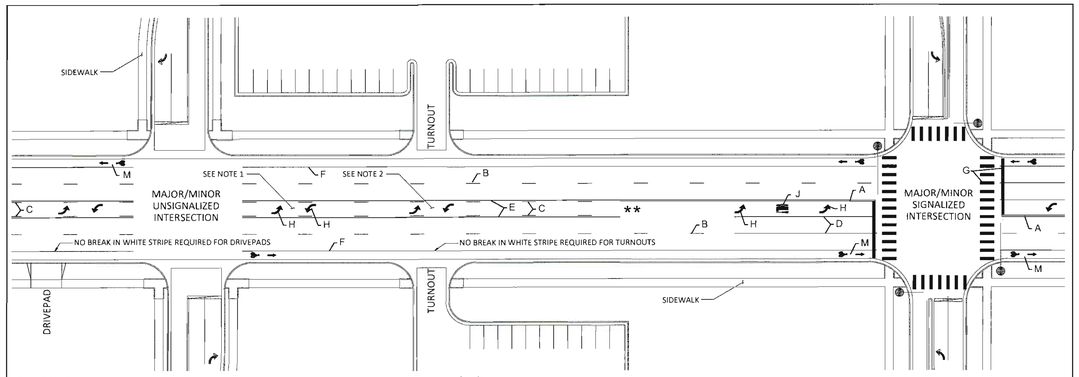
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION
PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

PERMANENT SIGNING AND STRIPING DETAILS

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER
MO./DAY/YR. MO./DAY/YR.

City Project No. 9045.04
Zone Map No. B10
Sheet 5-3

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 – Paradise_La Paz\04 Engineering – PCN#\Plans\7_Sheets\PS-NOTES AND QUANTITIES.dwg Dec 27, 2016 – 10:19am Saved By: apodacase



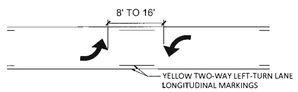
STRIPING KEY:

A. 4" SOLID DOUBLE YELLOW RETROREFLECTIVE PAVEMENT STRIPE
B. 4" DASHED WHITE RETROREFLECTIVE PAVEMENT STRIPE (10' STRIPE, 30' GAP)
C. 4" DASHED YELLOW RETROREFLECTIVE PAVEMENT STRIPE (10' STRIPE, 30' GAP)
D. 4" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE
E. 4" SOLID YELLOW RETROREFLECTIVE PAVEMENT STRIPE
F. 6" SOLID WHITE RETROREFLECTIVE PAVEMENT STRIPE FOR BIKE LANE
G. 24" SOLID WHITE RETROFEREFLECTIVE PAVEMENT STRIPE
H. RETROREFLECTIVE "LEFT" ARROW
I. NOT USED
J. RETROREFLECTIVE "ONLY" PAVEMENT MARKING
K. NOT USED
L. NOT USED
M. RETROREFLECTIVE "BIKE SYMBOL & ARROW" PAVEMENT MARKING. REFER TO SHEET 2900-301.

*OPTIONAL

GENERAL NOTES:

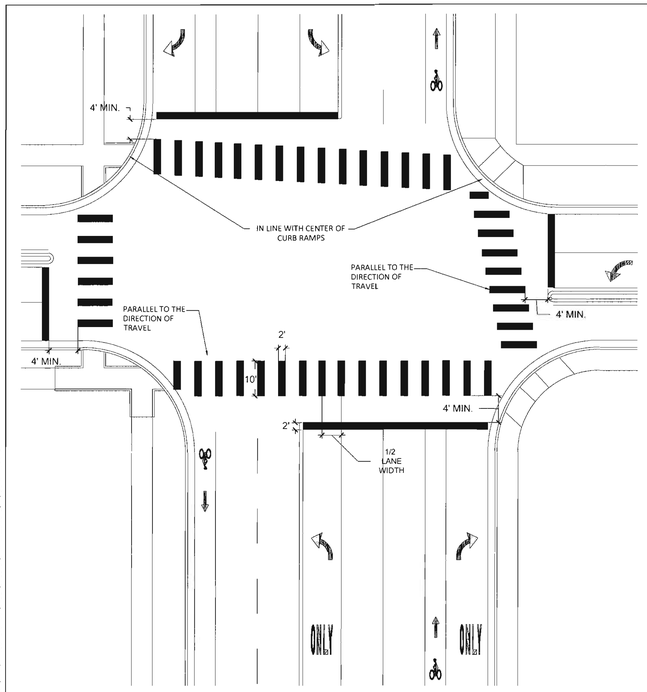
1. A TWO-WAY LEFT-TURN LANE-USE ARROW PAVEMENT MARKING, WITH OPPOSING ARROWS SPACED AS SHOWN, SHOULD BE USED AT OR JUST DOWNSTREAM FROM THE BEGINNING OF A TWO-WAY LEFT-TURN LANE.
2. ADDITIONAL TWO-WAY LEFT-TURN LANE-USE ARROW MARKINGS MAY BE USED AT OTHER LOCATIONS ALONG A TWO-WAY LEFT-TURN LANE WHERE ENGINEERING JUDGMENT DETERMINES THAT SUCH ADDITIONAL MARKING ARE NEEDED TO EMPHASIZE THE PROPER USE OF THE LANE.

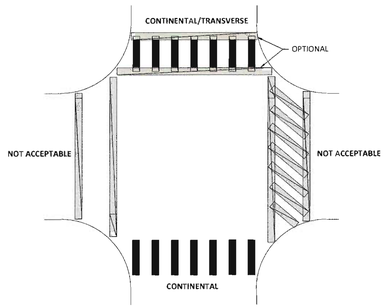


TWO-WAY LEFT-TURN ARROW PAVEMENT MARKING SPACING

**OPTIONAL TURN BAY PAVEMENT MARKING

REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING
	TWO-WAY LEFT-TURN LANE STRIPING
	DWG. 2900–104 FEBRUARY 2014



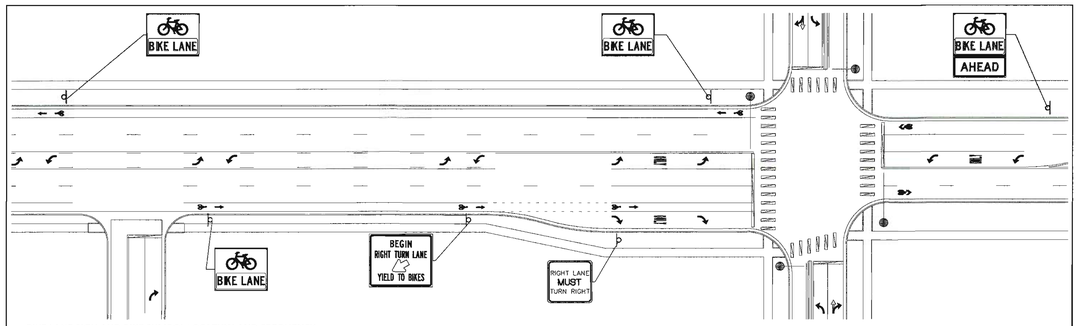


CROSSWALK MARKING NOTES:

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.

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

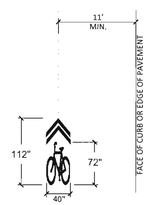


BIKE LANE SIGN AND BIKE SYMBOL LOCATION AND FREQUENCY

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.

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

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY — DATE
INSPECTOR'S CHANGES — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE
MICRO-FILM INFORMATION
RECORDED BY — DATE
NO.

BENCH MARKS
COA GEODETIC CONTROL STATION "11–B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP PARSONS BRINCKERHOFF

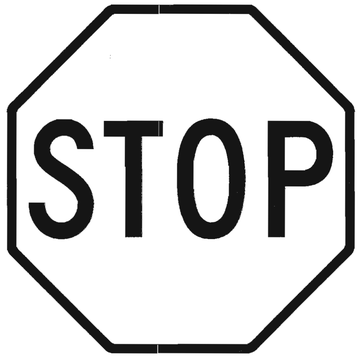
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL
CITY OF ALBUQUERQUE STANDARD
SIGNING & STRIPING DETAILS (2900)

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	5–4



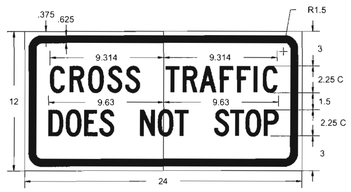
R1-1
R/W

Stop Sign Standards			
Street Type	Speed Limit	Letter Height	Sign Size
Single lane	40 MPH or less	10 in.	30 in.
Multi-lane	45 MPH or more	12 in.	36 in.

R1-3P
R/W

NOTES:

1. ALL DIMENSIONS SHOWN IN INCHES
2. 'STOP' SIGNS (R1-1) SHALL BE AN OCTAGON WITH A WHITE LEGEND AND BORDER ON A RED BACKGROUND.
3. WHEN IT IS DETERMINED THAT A FULL STOP IS REQUIRED ON AN APPROACH TO AN INTERSECTION, A 'STOP' SIGN (R1-1) SHALL BE USED.
4. WHERE SIDE ROADS INTERSECT A MULTI-LANE STREET OR HIGHWAY THAT HAS A SPEED LIMIT OF 45 MPH OR HIGHER, THE MINIMUM SIZE OF THE STOP SIGNS FACING THE SIDE ROAD APPROACHES, EVEN IF THE SIDE ROAD IS A ONE LANE APPROACH, SHALL BE 36 X 36 INCHES.
5. WHERE SIDE ROADS INTERSECT A MULTI-LANE STREET OR HIGHWAY THAT HAS A SPEED LIMIT OF 40 MPH OR LOWER, THE MINIMUM SIZE OF THE STOP SIGN FACING THE SIDE ROAD APPROACHES SHALL BE AS SHOWN IN THE TABLE GIVEN, BASED ON THE NUMBER OF APPROACH LANES ON THE SIDE STREET APPROACH.
6. SECONDARY LEGENDS SHALL NOT BE USED ON 'STOP' SIGN FACES.
7. AT INTERSECTIONS WHERE ALL APPROACHES ARE CONTROLLED BY 'STOP' SIGNS, AN 'ALL WAY' SUPPLEMENTAL PLAQUE (R1-3P) SHALL BE MOUNTED BELOW EACH 'STOP' SIGN. THE 'ALL WAY' PLAQUE SHALL HAVE A WHITE LEGEND AND BORDER ON A RED BACKGROUND.
8. THE 'ALL WAY' (R1-3P) PLAQUE SHALL ONLY BE USED IF ALL INTERSECTION APPROACHES ARE CONTROLLED BY 'STOP' SIGNS.
9. SUPPLEMENTAL PLAQUES WITH LEGENDS SUCH AS '2-WAY', '3-WAY', '4-WAY', OR OTHER NUMBERS OF WAYS SHALL NOT BE USED WITH 'STOP' SIGNS.
10. THE 'CROSS TRAFFIC DOES NOT STOP' (W4-4P) PLAQUE MAY BE USED IN COMBINATION WITH A STOP SIGN WHEN ENGINEERING JUDGEMENT INDICATES THAT CONDITIONS ARE PRESENT THAT ARE CAUSING OR COULD CAUSE DRIVERS TO MISINTERPRET THE INTERSECTION AS AN ALL-WAY STOP.
11. IF A R1-3P OR W4-4P PLAQUE IS USED, IT SHALL BE MOUNTED BELOW THE STOP SIGN.
12. WHEN STREET NAME SIGNS ARE USED, THEY SHALL BE MOUNTED ON TOP OF THE STOP SIGN. MOUNT LARGER HEIGHT STREET NAME SIGN ABOVE SMALLER HEIGHT STREET NAME SIGN. SIGN READ BY THE VEHICLES TRAVELING ON THE ARTERIAL/COLLECTOR ROADWAY SHALL BE 12" IN HEIGHT PER STANDARD DRAWING 2900-606. SIGN READ BY THE VEHICLES TRAVELING ON THE NON-ARTERIAL ROADWAY SHALL BE 10" IN HEIGHT PER STANDARD DRAWING 2900-606. SEE EXAMPLE SHOWN BELOW.



W4-4P
B/FY

SCALE:
1" = 0.5'

REVISIONS	CITY OF ALBUQUERQUE
	SIGN FACE DETAILS
	REGULATORY SIGN DETAILS
	DWG. 2900–601 FEBRUARY 2014

OVERHEAD MAST ARM SIGN AT SIGNALIZED INTERSECTIONS

NOTE: USE FOR INTERNALLY ILLUMINATED STREET NAME SIGNS

ARTERIAL/COLLECTOR ROADWAY SIGN

NON-ARTERIAL ROADWAY SIGN

NOTE: USE FOR RESIDENTIAL STREET NAME SIGNS

Street Name Standards					
			Letter Height		
Mounting Type	Street Type	Speed Limit	Upper Case	Lower Case	Plate Size
Overhead	All types	All speeds	12 in.	9 in.	18 in. *
Post-mounted	Multi-lane	More than 45 MPH	8 in.	6 in.	10 in.
Post-mounted	All types	45 MPH or less	6 in.	4.5 in.	8 in.

*EXCEPT WHEN AN OVERHEAD SIGN WITH TWO DIFFERENT STREET NAME SIGNS IS USED. SEE STANDARD DRAWING 2900-607 FOR FURTHER DETAILS.

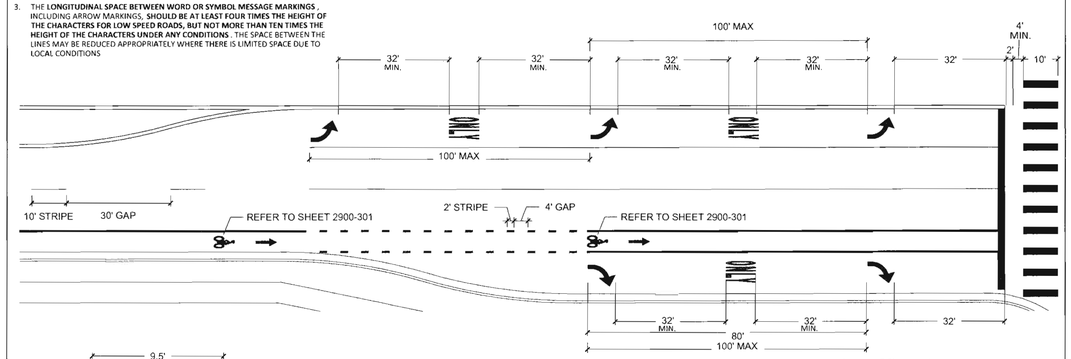
GENERAL NOTES:

1. THE LETTERING FOR NAMES OF STREETS AND HIGHWAYS ON STREET NAME SIGNS SHALL BE COMPOSED OF A COMBINATION OF LOWER-CASE LETTERS WITH INITIAL UPPER-CASE LETTERS.
2. A MINIMUM OF 6" LETTER HEIGHT FOR LETTERING ON POST MOUNTED STREET NAME SIGNS SHALL BE USED.
3. A MINIMUM OF 8" LETTER HEIGHT FOR LETTERING ON POST MOUNTED STREET NAME SIGNS ON MULTI-LANE STREETS WITH SPEED LIMITS GREATER THAN 40 MPH SHALL BE USED.
4. A MINIMUM OF 12" LETTER HEIGHT FOR LETTERING ON OVERHEAD STREET NAME SIGNS SHALL BE USED.
5. STREET NAME SIGNS (D3-1 SERIES) SHALL BE RETROREFLECTIVE (TYPE XI) OR INTERNALLY ILLUMINATED TO SHOW THE SAME SHAPE AND SIMILAR COLOR BOTH DAY AND NIGHT. THE COLOR OF THE LEGEND AND BORDER SHALL BE WHITE REGARDLESS OF BACKGROUND COLOR OF THE SIGN.
6. AN ALTERNATIVE BACKGROUND COLOR OTHER THAN THE NORMAL GUIDE SIGN COLOR OF GREEN MAY BE USED FOR STREET NAME SIGNS WHERE THE AGENCY DETERMINES THIS IS NECESSARY. THE ONLY ACCEPTABLE BACKGROUND COLORS SHALL BE BLUE, BROWN, OR WHITE. IF A WHITE BACKGROUND IS USED, THE LEGEND AND BORDER SHALL BE BLACK.
7. SIGNS TO BE SIZED IN 6" INCREMENTS FOR WIDTH.
8. SHIFT LETTERING UPWARD AS NEEDED WHEN LETTERS WITH A TAIL ARE USED AS SHOWN WITH WYOMING BLVD.
9. PUNCTUATION MARKS SUCH AS PERIODS, COMMAS, ETC. SHALL NOT BE USED.
10. ALL STREET NAME SIGNS SHALL USE "HWY C" FONT, SIGNS WITH 3-LETTERS OR LESS AND ALL #'S USE "HWY D" FONT. ANY SIGN GREATER THAN 8-FEET IN WIDTH SHALL USE "HWY B" FONT.

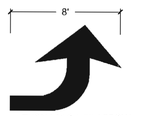
REVISIONS	CITY OF ALBUQUERQUE
	SIGN FACE DETAILS
	STREET NAME SIGN DETAILS
	DWG. 2900–606 FEBRUARY 2014

PAVEMENT MARKING DETAILS - TURN BAY

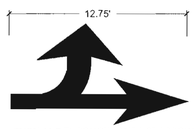
1. FOR TURN BAYS LESS THAN 100' IN LENGTH, APPLY JUST ONE (1) ARROW.
2. FOR TURN BAYS 100' OR GREATER IN LENGTH, APPLY ADDITIONAL ARROWS AS SHOWN.
3. THE **LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS**, INCLUDING ARROW MARKINGS, **SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS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



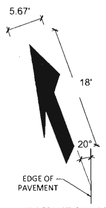
THROUGH LANE-USE ARROW



TURN LANE-USE ARROW



TURN AND THROUGH LANE-USE ARROW



LANE-REDUCTION ARROW

STANDARD ARROWS FOR PAVEMENT MARKINGS

WORD PAVEMENT MARKING

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

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY — DATE
WORK INSPECTED BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE
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NO.

BENCH MARKS
COA GEODETIC CONTROL STATION "11–B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
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SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP PARSONS BRINCKERHOFF

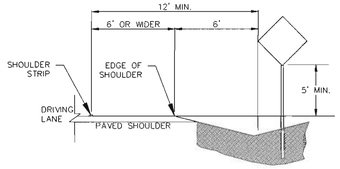
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

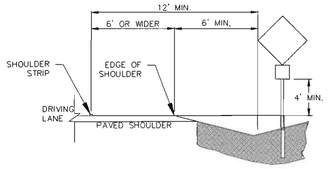
PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL
CITY OF ALBUQUERQUE STANDARD
SIGNING & STRIPING DETAILS (2900)

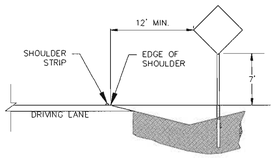
DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

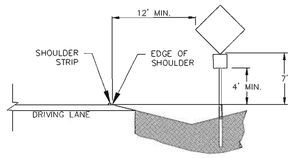
MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	5–5

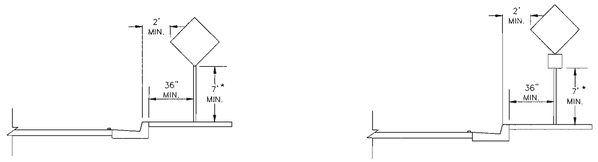






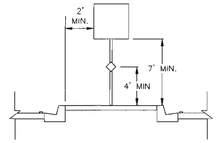


ROADSIDE SIGN IN RURAL AREAS

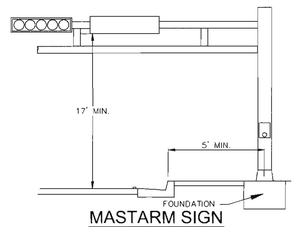


* WHERE PARKING OR PEDESTRIAN MOVEMENTS ARE LIKELY TO OCCUR.

ROADSIDE SIGN IN URBAN AREAS



SIGN ON MEDIAN NOSE

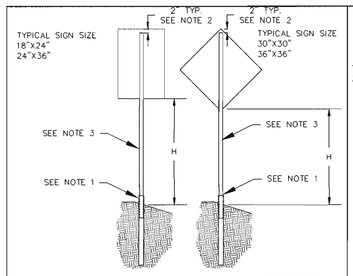


MASTARM SIGN

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.

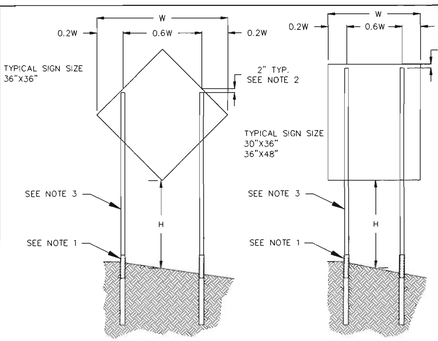
REVISIONS	CITY OF ALBUQUERQUE
	SIGN SUPPORT INSTALLATION DETAILS
SCALE: 1" = 5'	DWG. 2900-701 FEBRUARY 2014



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

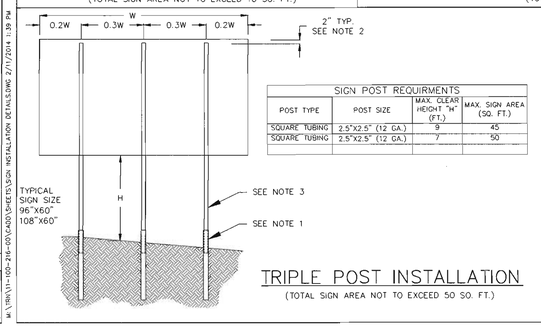
(TOTAL SIGN AREA NOT TO EXCEED 16 SQ. FT.)

*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.



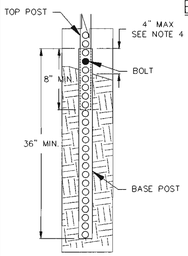
SIGN POST REQUIRMENTS			
POST TYPE	POST SIZE	MAX. CLEAR HEIGHT "H" (FT.)	MAX. SIGN AREA (SQ. FT.)
SQUARE TUBING	2.5"x2.5" (12 GA.)	9	45
SQUARE TUBING	2.5"x2.5" (12 GA.)	7	50

TRIPLE POST INSTALLATION

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

BASE POST INSTALLATION

(SEE MULTI-DIRECTIONAL SLIP BASE SYSTEM DETAIL)



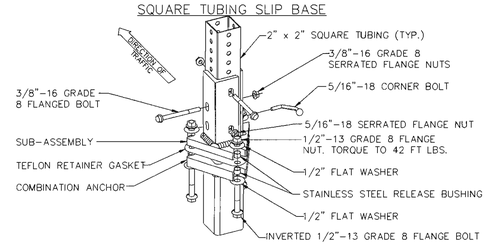
*NOTE: SEE MANUFACTURER'S DRAWINGS FOR SPECIFIC ASSEMBLY INFORMATION (POST TO BASE OVERLAP) INCLUDING TYPES OF NUTS BOLTS, WASHERS, AND OTHER PARTS REQUIRED FOR PRODUCT USE.

***SQUARE TUBING**
(SLEEVE BASE)

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

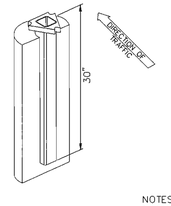
MULTI-DIRECTIONAL SLIP BASE DETAILS

SQUARE TUBING SLIP BASE



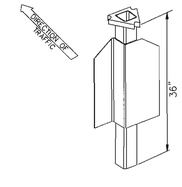
DETAIL "A"-CONCRETE ANCHOR

(NOT TO EXCEED 4" ABOVE GROUND LEVEL)

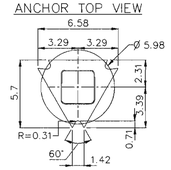


DETAIL "B"-SOIL ANCHOR

(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

AS BUILT INFORMATION

CONTRACTOR | DATE
STAKED BY | DATE
INSPECTOR'S CHANGE BY | DATE
FIELD VERIFICATION BY | DATE
DRAWINGS CORRECTED BY | DATE

MICRO-FILM INFORMATION

RECORDED BY | DATE
NO.

BENCH MARKS

COA GEODETIC CONTROL STATION "11-B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV = 5348.5

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL
CITY OF ALBUQUERQUE STANDARD
SIGNING & STRIPING DETAILS (2900)

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	5-6

M:\TRN\11-100-216-00\CADD\SHEETS\SIGN INSTALLATION DETAILS TWO.DWG 2/11/2014 1:39 PM
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TRAFFIC SIGNAL NOTES:

1. THE CONTRACTOR SHALL CONTACT THE CITY OF ALBUQUERQUE FOR APPROVED PRODUCTS LISTING FOR TRAFFIC SIGNAL COMPONENTS.
2. LOCATIONS OF CONDUITS, FOUNDATIONS, CONTROL CABINETS, POLES, PULL BOXES, MANHOLES, AND SPLICE CABINETS SHOWN ON THE PLANS ARE SCHEMATIC AND SHALL BE 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 SUCH EQUIPMENT SHALL BE INSTALLED WITHIN THE RIGHT-OF-WAY.
3. THE CONTRACTOR IS WARNED THAT EXISTING CONDUITS MAY CONTAIN AC POWER AND CAUTION SHALL BE EXERCISED IN INTERCEPTING OR INSTALLING CABLE IN EXISTING CONDUIT.
4. MASTARMS SHALL BE PLACED 90° TO THE CENTERLINE UNLESS OTHERWISE NOTED.
5. SPLICING OF OPTICAL DETECTOR AND VIDEO CABLE WILL NOT BE PERMITTED FROM THE OPTICAL DETECTOR OR VIDEO CAMERA TO THE CONTROLLER CABINET.
6. ALL OPTICAL DETECTOR CABLES AND VIDEO CABLE SHALL BE TAGGED AT THE CONTROL CABINET TO IDENTIFY EACH BY DIRECTION AND LOCATION.
7. THE CONTRACTOR SHALL NOTIFY THE CITY OF ALBUQUERQUE FIVE (5) WORKING DAYS IN ADVANCE OF ANY ANTICIPATED WORK ON SIGNALS, LIGHTING, AND POWER SERVICES. TRAFFIC ENGINEERING PERSONNEL MUST BE PRESENT WHEN SIGNALS ARE SHUT OFF OR TURNED ON. THE CONTRACTOR SHALL ALSO NOTIFY THE LOCAL MAINTAINING AGENCY EACH TIME A TRAFFIC SIGNAL CONTROL DOOR IS OPENED. THE CONTRACTOR SHALL NOTIFY THE CITY OF ALBUQUERQUE TWO (2) WEEKS PRIOR TO TURNING ON NEW SIGNALS.
8. THE CONTRACTOR SHALL NOTIFY PNM THIRTY (30) DAYS IN ADVANCE OF ANTICIPATED POWER SERVICE CONNECTIONS. THE CONTRACTOR SHALL COORDINATE WITH PNM TO ESTABLISH ELECTRICAL SERVICE IN THE CITY OF ALBUQUERQUE'S NAME. THE CONTRACTOR SHALL PAY PNM ALL COSTS TO PROVIDE ELECTRICAL SERVICE. THIS WORK WILL BE PAID THROUGH ITEM #421.015, SERVICE CONNECTION.
9. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNING AND DELIVER TO THE COA WHEN TRAFFIC SIGNALS ARE PUT INTO OPERATION.
10. FOR CONDUITS CONTAINING ONLY LOW VOLTAGE COMMUNICATION CABLES, THE REQUIREMENTS FOR SINGLE CONDUCTOR COPPER #6 AWG MAY BE WAIVED WHERE PERMITTED BY THE NATIONAL ELECTRIC CODE.
11. EXISTING CONDUITS TO BE REMOVED OR ABANDONED SHALL HAVE ALL WIRING REMOVED.
12. THE CONTRACTOR SHALL ARRANGE TO HAVE OFF-DUTY POLICE OFFICERS TO DIRECT TRAFFIC WHEN NEW SIGNALS ARE PLACED INTO OPERATION OR WHEN EXISTING SIGNALS ARE TEMPORARILY SHUT OFF. SIGNAL LAB WILL NOT DO THE INITIAL INSPECTION WITHOUT POLICE PRESENCE. OFF-DUTY POLICE OFFICERS FOR TRAFFIC CONTROL WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
13. THE CONTRACTOR SHALL FURNISH FOUNDATION ELEVATIONS TO THE PROJECT MANAGER FOR APPROVAL BEFORE INSTALLATION. THE CONTRACTOR SHALL GRADE AROUND THE FOUNDATIONS TO PROVIDE TRAVERSABLE SLOPES AS DIRECTED BY THE PROJECT MANAGER. THE CONTRACTOR SHALL SUBMIT CROSS-SECTIONS FOR APPROVAL BASED ON ACTUAL FIELD ELEVATIONS. ALL EXCAVATION AND/OR EMBANKMENT REQUIRED WILL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
14. ALL CONDUIT SHALL BE BORED.
15. ALL NEW SIGNAL CONSTRUCTION SHALL BE ADA COMPLIANT INCLUDING LOCATION OF MASTARMS, PEDESTAL POLES, AND PUSH BUTTONS.
16. SIGNAL HEADS SHALL BE COVERED WHEN NECESSARY WITH AN APPROVED BLACK NON-TRANSPARENT SIGNAL COVER.
17. THE CONTRACTOR IS HEREBY ADVISED THAT THE INTERSECTION SIGNALS SHALL NOT BE TURNED ON UNTIL THE SIGNAL IS COMPLETELY INSTALLED, INCLUDING FULLY ACTUATED OPERATION (PRE-EMPTION, AND ALL PUSH BUTTON WIRING SHALL BE OPERATIONAL).
18. THE CONTRACTOR SHALL INSTALL ALL POLE MOUNT TRAFFIC SIGNALS AND PEDESTRIAN SIGNALS ON THE BACKSIDE OF THE POLE IN REFERENCE TO THE ROAD IN ORDER TO AVOID TRUCK TURNING TRAFFIC.
19. ALL SIGNAL CONSTRUCTION PLANS SHALL BE REVIEWED AND APPROVED BY THE COA PRIOR TO LETTING.
20. CAP UNUSED WIRING.
21. ALL MASTARMS SHALL BE STEEL.
22. ALL CONDUIT INSTALLED IN A TRENCH SHALL BE FLAGGED WITH CAUTION TAPE ONE FOOT ABOVE THE CONDUIT. CAUTION TAPE SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
23. THE CONTRACTOR SHALL ENSURE THAT ALL MASTARM SIGNAL HEADS ARE LOCATED AS NEAR AS POSSIBLE TO THE CENTER OF THE LANE SERVED. ALL VERTICAL POLE MOUNTED DISPLAYS SHALL BE DIRECTED TOWARD THE LANE(S) SERVED.
24. ALL STREET NAME SIGNS SHALL BE INSTALLED WITH THE TRAILING EDGE OF THE SIGN ALIGNED WITH THE FACE OF CURB, OR AS CLOSE AS POSSIBLE.
25. ALL VEHICLE DISPLAYS SHALL BE LED TYPE APPROVED BY THE CITY OF ALBUQUERQUE.

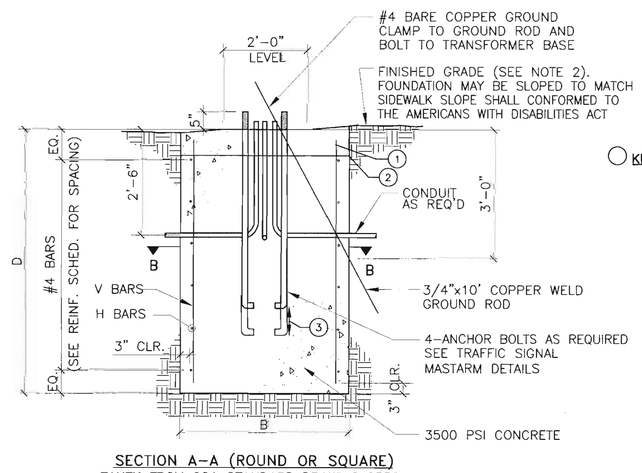
TRAFFIC SIGNAL EQUIPMENT REQUIREMENTS:

1. THIS PROJECT IS A NEW SIGNAL SYSTEM. THEREFORE THE CONTRACTOR SHALL FURNISH AND INSTALL THE FOLLOWING:
   A. ALL NEW TRAFFIC SIGNAL CONTROLLERS ON THIS PROJECT SHALL BE ECONOLITE ASC-3, TS1/NTCIP ACTUATED CONTROLLER AS DIRECTED BY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING DEPARTMENT.
   B. ALL EIGHT PHASE DUAL RING CONTROLLER CABINETS SUPPLIED FOR THIS PROJECT SHALL BE TS-1, "P" SIZE CABINETS WIRED FOR FULL EIGHT PHASE SYSTEM OPERATION, TELEMETRY BOARDS, "1T" TRANSIENT VOLTAGE SURGE SUPPRESSER AND ALL CONNECTING HARNESSES. THESE CABINETS SHALL BE CAPABLE OF LOOP DETECTION.
2. EMERGENCY VEHICLE PRE-EMPT 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 MANUFACTURERS REPRESENTATIVE SHALL ASSIST THE CONTRACTOR IN THE FIELD AS WORK PROGRESSES TO COMPLETE THE INSTALLATION OF ALL PRE-EMPTION EQUIPMENT AND TO ASSIST IN SETTING UP, TURNING ON, PROGRAMMING AND FIELD TESTING PREEMPTION EQUIPMENT INCLUDING EMITTERS TO INSURE THAT THE EQUIPMENT IS OPERATIONAL.

TRAFFIC SIGNAL INCIDENTAL ITEMS:

1. CABLE TESTING AND DIAGRAMS.
2. BORING, DRILLING, PUSHING, AND TRENCHING, INCLUDING REMOVAL AND REPLACEMENT OF PAVEMENT, SIDEWALKS, DRIVEPADS, VALLEY GUTTERS, WHEELCHAIR RAMPS, AND CURB AND GUTTER FOR INSTALLATION OF PULL BOXES, CONDUITS, AND SIGNAL FOUNDATIONS, EXCEPT AS NOTED ON THE PLANS.
3. LOCATION OF UTILITY LINES INCLUDING EXPLORATORY TRENCHING AND EXPOSING OF GAS LINES WHEN BORING.
4. DESIGN, MATERIALS, INSTALLATION AND REMOVAL OF SAFETY BARRIER FOR SHIELDING EQUIPMENT OR MATERIAL.
5. APPRISING PUBLIC THROUGH THE LOCAL NEWS MEDIA.
6. LEAN FILL FOR CONDUIT TRENCHES.
7. REMOVAL AND REPLACEMENT IN KIND OR BETTER OF LANDSCAPING INCLUDING SPRINKLERS, FOR INSTALLATION OF PULL BOXES, CONDUITS AND SIGNAL FOUNDATIONS.
8. 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.
9. LOCATOR WIRES INSTALLED WITH FIBER OPTIC CABLE. THESE LOCATOR WIRES SHALL BE #10 AWG. LOCATOR WIRES SHALL NOT BE REQUIRED TO HAVE MORE THAN FEET OF ADDITIONAL LENGTH IN EACH PULL BOX.
10. FAN-OUT KITS, PATCH CORDS, TEST CONNECTOR TERMINALS, AND ALL MISCELLANEOUS FIBER OPTIC CABLE HARDWARE CONNECTIONS AND HARDWARE NOT SPECIFIED ARE SUBJECT INCIDENTAL TO CONSTRUCTION. THESE ITEMS ARE SUBJECT TO APPROVAL BY THE CITY OF ALBUQUERQUE.
11. FIELD SPLICES.
12. CRIMP CLAMPS (CLOSED END CONNECTORS) ON ALL UNUSED CONDUCTORS.
13. GEL FILLED WIRE NUTS FOR ALL FIELD SPLICES.
14. OFF-DUTY POLICE OFFICER FOR TRAFFIC CONTROL, TRAFFIC SIGNAL NOTE 12.
15. USED WIRING, TRAFFIC SIGNAL NOTE 21.
16. CAUTION TAPE ABOVE CONDUIT, TRAFFIC SIGNAL NOTE 23.
17. REQUIRED EQUIPMENT FOR ADA COMPLIANCE, TRAFFIC SIGNAL PLAN NOTE 5.

CONSTRUCTION DETAIL FOR ALL FOUNDATIONS



SECTION A-A (ROUND OR SQUARE)
TAKEN FROM COA STANDARD DRAWING 2558

KEYED NOTES FOR FOUNDATION DETAIL:

1. FINAL 4" ON FOUNDATION SHALL BE POURED WITH ADJACENT SIDEWALK/RAMP AND GRADED AS REQUIRED.
2. CONSTRUCTION JOINT 4" BELOW TOP OF FOUNDATION FIRST STAGE OF CONSTRUCTION ROUGHEN SURFACE TO ¼" AMPLITUDE.
3. PROVIDE ADDITIONAL 4" LENGTH FOR ANCHOR BOLTS FOR STAGING THE COST OF ADDITIONAL LENGTH BOLTS SHALL BE INCIDENTAL TO THE FOUNDATION ITEMS.

AS BUILT INFORMATION
CONTRACTOR
WORK STAKED BY DATE
INSPECTOR'S ACCEPTANCE BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE
MICRO-FILM INFORMATION
RECORDED BY DATE
NO.

BENCH MARKS

COA GEODETIC CONTROL STATION "11-B11".	
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH	
OF FORDHAM DRIVE AND WEST OF LYON	
BOULEVARD.	
NM STATE PLANE COORDS. (NAD 88)	
N=1528350.344	
E=1504957.688	
NAVD 88 ELEV. = 5348.5	

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL
KENDRA V. CHAVEZ
NEW MEXICO
21574
REGISTERED PROFESSIONAL ENGINEER
12-19-16

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY: SEA, KVC DATE 12/20/16
DRAWN BY: SEA, KVC DATE 12/20/16
CHECKED BY: PFS DATE 12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION
PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

TRAFFIC SIGNAL NOTES

DESIGN REVIEW COMMITTEE: APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL: APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR.	MO./DAY/YR.

City Project No. 9045.04 | Zone Map No. B10 | Sheet 5-7

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 - Paradise_La Paz\04 Engineering - PCN#\Plans\9_Sheets\TrafficSignalNotes&Quantities.dwg Dec 27, 2016 - 10:22am Saved By: apodacase

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING	ITEM
		PULL BOX
		SERVICE POLE
M	M	METER PEDESTAL
CC	CC	CONTROLLER CABINET
SC	SC	SPLICE CABINET
		CONDUIT RUN
		LOOP DETECTOR
		TRAFFIC SIGNAL PEDESTAL POLE
Z	Z	CONDUIT RUN NUMBER (SIGNAL)
		TYPE II STANDARD W/MASTARM SIGNAL, BACKPLATE & OPTICAL DETECTOR
		TYPE III STANDARD W/MASTARM SIGNAL, BACKPLATE, LUMINAIRE & OPTICAL DETECTOR
		PEDESTRIAN PUSH BUTTON (MOUNTED TO SIDE OF POLE WHERE INDICATED)
		PEDESTRIAN SIGNALS (MOUNTED TO SIDE OF POLE WHERE INDICATED)
		TRAFFIC MANHOLE
S#	S#	CONDUIT RUN ID (POWER SERVICE)
		VIDEO CAMERA
		CCTV CAMERA

TRAFFIC SIGNAL

ITEM ID NO.	ITEM DESCRIPTION	UNIT	TOTAL
421.005	SERVICE RESER (SIGNAL), CIP.	EACH	1
421.010	METER PEDESTAL (SIGNAL), CIP.	EACH	1
421.015	SERVICE CONNECTION (SIGNAL), CIP.	EACH	1
422.002	TRAFFIC SIGNAL PEDESTAL POLE, 10', CIP.	EACH	2
422.004	TRAFFIC SIGNAL PEDESTAL POLE, 15', CIP.	EACH	1
422.016	TRAFFIC SIGNAL MASTARM, 30' ARM, TYPE II, TROMBOME, CIP.	EACH	1
422.018	TRAFFIC SIGNAL MASTARM, 35' ARM, TYPE II, TROMBOME, CIP.	EACH	2
422.020	TRAFFIC SIGNAL MASTARM, 40' ARM, TYPE II, TROMBOME, CIP.	EACH	1
423.001	TRAFFIC SIGNAL FOUNDATION FOR PEDESTAL POLE, CIP.	EACH	3
423.002	TRAFFIC SIGNAL MASTARM FOUNDATION, CIP.	EACH	4
423.003	TRAFFIC SIGNAL CONTROLLER FOUNDATION, (TYPE M & P CABINET), CIP.	EACH	1
424.006	ELECTRICAL CONDUIT, 2", ICL. TRENCHING, BACKFILL & PATCHING, PUSHING, BORING, & JACKING, CIP.	L.F.	20
424.011	ELECTRICAL CONDUIT, 3", ICL. TRENCHING, BACKFILL & PATCHING, PUSHING, BORING, & JACKING, CIP.	L.F.	965
425.003	ELECTRICAL PULL BOX (LARGE), CIP.	EACH	8
426.001	SINGLE CONDUCTOR, #2, CIP.	L.F.	90
426.003	SINGLE CONDUCTOR, #6, CIP.	L.F.	1,230
426.005	SINGLE CONDUCTOR, #10, CIP.	L.F.	115
426.010	MULTI-CONDUCTOR CABLE, #5, CIP.	L.F.	1,200
426.014	MULTI-CONDUCTOR CABLE, #20, CIP.	L.F.	1,090
427.002	3 SECTION TRAFFIC SIGNAL ASSEMBLY, CIP.	EACH	14
427.021	PEDESTRIAN COUNTDOWN SIGNAL (LED), CIP.	EACH	6
427.031	3 SECTION BACKPLATE, CIP.	EACH	8
428.001	LOOP VEHICLE DETECTOR, CIP.	EACH	4
428.010	PUSH BUTTON STATION, CIP.	EACH	6
428.022	DUCTED LOOP DETECTOR WIRE, CIP.	L.F.	3,300
428.050	LOOP LEAD-IN CABLE, CIP.	L.F.	400
428.060	DETECTOR SAW CUT, COMPL.	L.F.	1,200
428.070	PHASE SELECTOR RACK, 4 CHANNELS, CIP.	EACH	1
428.071	PHASE SELECTOR MODULE 2 CHANNEL, CIP.	EACH	2
428.075	OPTICAL DETECTOR, 1 DIRECTION, 1 CHANNEL, CIP.	EACH	3
428.078	OPTICAL DETECTOR CABLE, CIP.	L.F.	725
429.001	TRAFFIC ACTUATED CONTROLLER, CIP.	EACH	1
429.021	8 PHASE DOUBLE RING CONTROLLER CABINET, CIP.	EACH	1

AS BUILT INFORMATION

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

MICRO-FILM INFORMATION

RECORDED BY — DATE
NO.

BENCH MARKS

COA GEODETIC CONTROL STATION "11-B11"-
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV = 5348.5

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ
NEW MEXICO
21577
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

TRAFFIC SIGNAL LEGEND AND QUANTITIES

DESIGN REVIEW COMMITTEE — APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL — APPROVED JAN 31 2017 CITY ENGINEER

MO./DAY/YR. | MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	5-8

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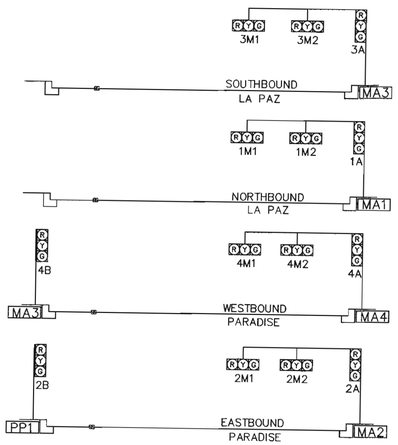


TRAFFIC SIGNAL CONFIGURATION BY APPROACH

ABBREVIATIONS

MA1	MASTARM #
CC	CONTROLLER CABINET #
PB1	PULL BOX # (SIGNALS)
3A	SIGNAL HEAD #
CAM	VIDEO CAMERA
LUM	LUMINAIRE
P1	PEDESTRIAN SIGNAL #
PPB1	PEDESTRIAN PUSH BUTTON #
SP1	ILLUMINATED SIGN #
DL1	DETECTOR LOOP #

SYMBOL KEY

MAX	SIGNAL ID
PP1	PEDESTAL POLE NO.
1	CONDUIT RUN ID
SY	CONDUIT RUN ID (POWER SERVICE)

FLASH CONDITION

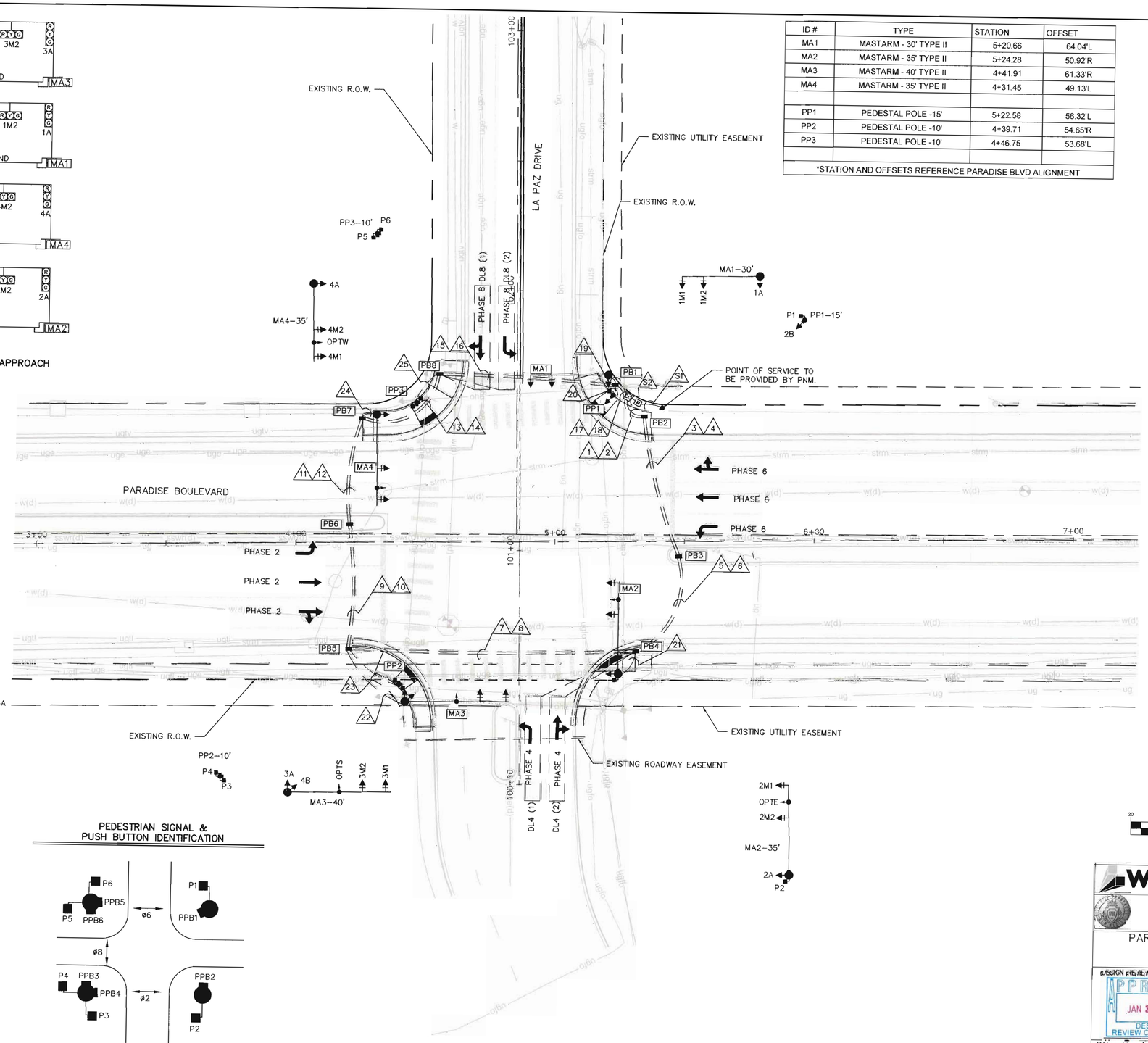
RED BALL	ALL RED 1M1, 1M2, 3M1, 3M2, 1A, 3A
YELLOW BALL	ALL RED 2M1, 2M2, 2B, 4M1, 4M2, 4B, 2A, 4A

INITIALIZATION

ALL RED, THEN PHASES 2 AND 6 GREEN

NOTES:

1. ALL EQUIPMENT SHALL BE CONSTRUCTED WITHIN THE COA RIGHT-OF-WAY
2. ALL SIGNAL POLE AND MASTARM LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION BY PROJECT MANAGER.
3. ALL PULL BOXES SHALL BE LARGE SIZE.
4. ADJUST SIGN PLACEMENT ON MASTARMS PER COA TRAFFIC ENGINEER.
5. THE PEDESTRIAN PUSH BUTTON MUST BE WITHIN 10" OF LEVEL LANDING. IF THIS IS NOT FEASIBLE THEN A PUSH BUTTON EXTENSION ARM SHALL BE INSTALLED (INCIDENTAL TO CONSTRUCTION). THE LENGTH OF THE EXTENSION ARM SHALL NOT EXCEED 12". THE PROJECT MANAGER SHALL USE ENGINEERING JUDGEMENT WHEN INSTALLING EXTENSION ARMS TO AVOID HAZARDS AND/OR EQUIPMENT DAMAGE.
6. CONTROLLER CABINET AND METER LOCATION ARE APPROXIMATE AND SHALL BE COORDINATED WITH THE PROJECT MANAGER.
7. DETECTOR LOOPS SHALL BE IN COMPLIANCE WITH CITY OF ALBUQUERQUE STANDARD DRAWING 2552.

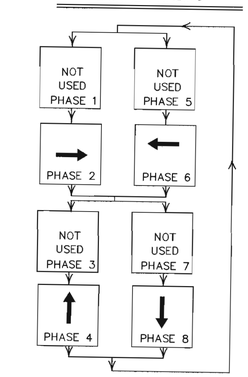


ID #	TYPE	STATION	OFFSET
MA1	MASTARM - 30' TYPE II	5+20.66	64.04'L
MA2	MASTARM - 35' TYPE II	5+24.28	50.92'R
MA3	MASTARM - 40' TYPE II	4+41.91	61.33'R
MA4	MASTARM - 35' TYPE II	4+31.45	49.13'L
PP1	PEDESTAL POLE -15'	5+22.58	56.32'L
PP2	PEDESTAL POLE -10'	4+39.71	54.65'R
PP3	PEDESTAL POLE -10'	4+46.75	53.68'L

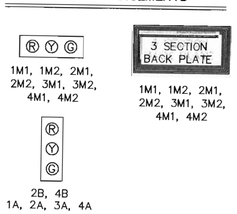
*STATION AND OFFSETS REFERENCE PARADISE BLVD ALIGNMENT

P1,P2,P3,
P4,P5,P6
ALL SHALL BE
COUNTDOWN PED HEADS

SIGNAL PHASING



SIGNAL FACE LENS ARRANGEMENTS



PEDESTRIAN SIGNAL & PUSH BUTTON IDENTIFICATION

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

AS BUILT INFORMATION

CONTRACTOR

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INSPECTED BY | DATE
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KENDRA V. CHAVEZ
NEW MEXICO
21577
REGISTERED PROFESSIONAL ENGINEER

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WSP | PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

TRAFFIC SIGNAL PLAN

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	MO./DAY/YR.	MO./DAY/YR.
APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE	APPROVED JAN 31 2017 CITY ENGINEER		

City Project No.	Zone Map No.	Sheet
9045.04	B10	5-9

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CONDUIT AND CONDUCTOR FILL REQUIREMENTS

RUN ID	CONDUIT RUN				CONDUCTOR LENGTH AND TYPE							
					MCC 5	MCC 20	SCC 2	SCC 6	SCC 10	DLLC	OPTICOM	STP*
##	2"	3"	TYPE	REMARKS	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)	(# @ FT)
S1	10'		REC	POS TO METER			3 @ 15'					
S2	10'		REC	METER TO CONTROLLER			3 @ 15'					
1		15'	REC	CONTROLLER TO PB2	1 @ 20'	2 @ 20'		2 @ 20'				
2		15'	REC	CONTROLLER TO PB2						2 @ 20'	1 @ 20'	
3		55'	REC	PB2 TO PB3	1 @ 60'	2 @ 60'		2 @ 60'				
4		55'	REC	PB2 TO PB3						2 @ 60'	1 @ 60'	
5		45'	REC	PB3 TO PB4	1 @ 50'	2 @ 50'		2 @ 50'				
6		45'	REC	PB3 TO PB4						2 @ 50'	1 @ 50'	
7		110'	REC	PB4 TO PB5	1 @ 115'	2 @ 115'		2 @ 115'				
8		110'	REC	PB4 TO PB5					1 @ 115'			
9		50'	REC	PB5 TO PB6	1 @ 55'	2 @ 55'		2 @ 55'				
10		50'	REC	PB5 TO PB6							1 @ 55'	
11		40'	REC	PB6 TO PB7	1 @ 45'	2 @ 45'		2 @ 45'				
12		40'	REC	PB6 TO PB7							1 @ 45'	
13		40'	REC	PB7 TO PB8	1 @ 45'	2 @ 45'		2 @ 45'				
14		40'	REC	PB7 TO PB8							2 @ 45'	
15		65'	REC	PB8 TO PB1	1 @ 70'	2 @ 70'		2 @ 70'				
16		65'	REC	PB8 TO PB1						2 @ 70'	2 @ 70'	
17		10'	REC	PB1 TO CONTROLLER	1 @ 15'	2 @ 15'		2 @ 15'				
18		10'	REC	PB1 TO CONTROLLER						2 @ 15'	2 @ 15'	
19		10'	REC	PB1 TO MA1		1 @ 15'		2 @ 15'				
20		10'	REC	PB1 TO PP1	1 @ 15'	1 @ 15'		2 @ 15'				
21		10'	REC	PB4 TO MA2	1 @ 15'	1 @ 15'		2 @ 15'			1 @ 15'	
22		30'	REC	PB5 TO MA3		1 @ 35'		2 @ 35'			1 35'	
23		20'	REC	PB5 TO PP2	1 @ 25'	1 @ 25'		2 @ 25'				
24		10'	REC	PB7 TO MA4		1 @ 15'		2 @ 15'			1 @ 15'	
25		15'	REC	PB8 TO PP3	1 @ 20'	1 @ 20'		2 @ 20'				
MA1				BASE TO 1M1	1 @ 55'							
MA1				BASE TO 1M2	1 @ 45'							
MA1				BASE TO 1A	1 @ 20'							
MA2				BASE TO 2M1	1 @ 60'							
MA2				BASE TO 2M2	1 @ 50'							
MA2				BASE TO 2A	1 @ 20'							
MA2				BASE TO OPTICOM							1 @ 55'	
MA2				BASE TO P2	1 @ 15'							
MA2				BASE TO PPB2								1 @ 10'
MA3				BASE TO 3M1	1 @ 65'							
MA3				BASE TO 3M2	1 @ 55'							
MA3				BASE TO 3A	1 @ 20'							
MA3				BASE TO OPTICOM							1 @ 60'	
MA3				BASE TO 4B	1 @ 20'							
MA4				BASE TO 4M1	1 @ 60'							
MA4				BASE TO 4M2	1 @ 50'							
MA4				BASE TO 4A	1 @ 20'							
MA4				BASE TO OPTICOM							1 @ 55'	
PP1				BASE TO 2B	1 @ 20'							
PP1				BASE TO P1	1 @ 15'							
PP1				BASE TO PPB1								1 @ 10'
PP2				BASE TO P3	1 @ 15'							
PP2				BASE TO PPB3								1 @ 10'
PP2				BASE TO P4	1 @ 15'							
PP2				BASE TO PPB4								1 @ 10'
PP3				BASE TO P5	1 @ 15'							
PP3				BASE TO PPB5								1 @ 10'
PP3				BASE TO P6	1 @ 15'							
PP3				BASE TO PPB6								1 @ 10'
PROJECT TOTALS	20'	965'			1,200'	1,090'	90'	1,230'	115'	430'	725'	60'

* SHIELDED TWISTED PAIR (STP) FOR CONTRACTORS INFORMATION ONLY. STP IS INCIDENTAL TO PEDESTRIAN PUSH BUTTON STATION.

AS BUILT INFORMATION

CONTRACTOR

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INSPECTOR ACCEPTANCE — DATE

FIELD VERIFICATION BY — DATE

DRAWINGS CORRECTED BY — DATE

MICRO-FILM INFORMATION

RECORDED BY — DATE

NO.

BENCH MARKS

COA GEODETIC CONTROL STATION "11-B11".

BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.

NM STATE PLANE COORDS. (NAD 88)

N=1528350.344

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NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ — NEW MEXICO — 21577 — REGISTERED PROFESSIONAL ENGINEER — 1-4-17

NO.	DATE	REMARKS	BY

DESIGN

DESIGNED BY: SEA, KVC — DATE 12/20/16

DRAWN BY: SEA, KVC — DATE 12/20/16

CHECKED BY: PFS — DATE 12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

TRAFFIC SIGNAL CONDUITS AND CABLES

DESIGN REVIEW COMMITTEE — APPROVED — JAN 30 2017 — DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL — APPROVED — JAN 31 2017 — CITY ENGINEER

MO./DAY/YR. | MO./DAY/YR.

City Project No. 9045.04 | Zone Map No. B10 | Sheet 5-10

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FUNCTION CHART - 115 VOLT CIRCUIT [1]						
CONDUCTOR			RING 1 - MULTI CONDUCTOR CABLE 20		RING 2 - MULTI CONDUCTOR CABLE 20 [2]	
CONDUCTOR 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	SPARE	PHASE 5 RED	SPARE
4	GREEN	-	PHASE 1 GREEN	SPARE	PHASE 5 GREEN	SPARE
5	ORANGE	-	PHASE 1 YELLOW	SPARE	PHASE 5 YELLOW	SPARE
6	BLUE	-	SPARE	SPARE	SPARE	SPARE
7	WHITE	BLACK	SPARE	SPARE	SPARE	SPARE
8	RED	BLACK	PHASE 2 RED	RED BALL 2M1, 2M2, 2A, 2B	PHASE 6 RED	RED BALL 4M1, 4M2, 4A, 4B
9	GREEN	BLACK	PHASE 2 GREEN	GREEN BALL 2M1, 2M2, 2A, 2B	PHASE 6 GREEN	GREEN BALL 4M1, 4M2, 4A, 4B
10	ORANGE	BLACK	PHASE 2 YELLOW	YELLOW BALL 2M1, 2M2, 2A, 2B	PHASE 6 YELLOW	YELLOW BALL 4M1, 4M2, 4A, 4B
11	BLUE	BLACK	PHASE 2 WALK	PEDESTRIAN WALK P2, P3	PHASE 6 WALK	PEDESTRIAN WALK P1, P6
12	BLACK	WHITE	PHASE 2 DON'T WALK	PEDESTRIAN DON'T WALK P2, P3	PHASE 6 DON'T WALK	PEDESTRIAN DON'T WALK P1, P6
13	RED	WHITE	PHASE 3 RED	SPARE	PHASE 7 RED	SPARE
14	GREEN	WHITE	PHASE 3 GREEN	SPARE	PHASE 7 GREEN	SPARE
15	BLUE	WHITE	PHASE 3 YELLOW	SPARE	PHASE 7 YELLOW	SPARE
16	BLACK	RED	PHASE 4 RED	RED BALL 1M1, 1M2, 1A	PHASE 8 RED	RED BALL 3M1, 3M2, 3A
17	WHITE	RED	PHASE 4 GREEN	GREEN BALL 1M1, 1M2, 1A	PHASE 8 GREEN	GREEN BALL 3M1, 3M2, 3A
18	ORANGE	RED	PHASE 4 YELLOW	YELLOW BALL 1M1, 1M2, 1A	PHASE 8 YELLOW	YELLOW BALL 3M1, 3M2, 3A
19	BLUE	RED	PHASE 4 WALK	SPARE	PHASE 8 WALK	PEDESTRIAN WALK P4, P5
20	RED	GREEN	PHASE 4 DON'T WALK	SPARE	PHASE 8 DON'T WALK	PEDESTRIAN DON'T WALK P4, P5

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.

FUNCTION CHART - 24 VOLT CIRCUIT [3]			
CONDUCTOR		RING 1 - MULTI CONDUCTOR CABLE 5	
NUMBER	BASE COLOR	FUNCTION	FIELD CONNECTION
1	BLACK	PHASE 2	PPB2, PPB3
2	WHITE	COMMON	COMMON
3	RED	PHASE 4	SPARE
4	GREEN	PHASE 6	PPB1, PPB6
5	ORANGE	PHASE 8	PPB4, PPB5

3 IDENTIFY CONDUCTORS LISTED AS "PP8 - LOW VOLTAGE" AT EACH SPLICE POINT. FIVE (5) CONDUCTOR CABLE SHALL BE 24 VOLTS AND USED FOR PUSH BUTTONS ONLY.

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		Φ1	Φ2	Φ6	Φ2 EC	Φ3	Φ4	Φ8	Φ4 EC	DUAL LEFT Φ1	DUAL LEFT Φ3	SD 1	SD 3	SD 5	SD 7	SD 9	PED ISOLATION	OPTICOM 1	OPTICOM 3
CHANNEL 2		Φ5	Φ2	Φ6	Φ6 EC	Φ7	Φ4	Φ8	Φ8 EC	DUAL LEFT Φ5	DUAL LEFT Φ7	SD 2	SD 4	SD 6	SD 8	SD 10		OPTICOM 2	OPTICOM 4
DECTOR MODULE REQUIRED	*						X	X									X	X	X

* INCIDENTAL TO CONSTRUCTION

DETECTOR LOOPS												
LOOP ID	VEHICLE DETECTOR				LOOP	LOOP DIMENSIONS				LOOP	PAVEMEN
	MODE	CALL	UNIT #	CHANNEL	TYPE	L	W	S	T	WIRE (FT)	T SAWCUT
DL4 (1)	PRESENCE		SIX	CH 1	QP	30	6	10	10	309'	112'
DL4 (2)	PRESENCE		SIX	CH2	QP	30	6	15	10	319'	117'
DL8 (1)	PRESENCE		SEVEN	CH1	QP	30	6	10	25	339'	112'
DL8 (2)	PRESENCE		SEVEN	CH2	QP	30	6	20	20	349'	122'
TOTALS										3304'	1185'
USE										3300'	1200'

QUANTITY ESTIMATING ASSUMPTIONS

LOOP WIRE
6' X 30' QUADRUPOLE LOOP = (8 x L) + (4 x W) + (2 x S) + (2 x T) + 5 = 269 + [2 x (S + T)]
6' X 40' QUADRUPOLE LOOP = (8 x L) + (4 x W) + (2 x S) + (2 x T) + 5 = 349 + [2 x (S + T)]

PAVEMENT SAWCUT
6' X 30' QUADRUPOLE LOOP = (3 x L) + (2 x W) + S = 102 + S
6' X 40' QUADRUPOLE LOOP = (3 x L) + (2 x W) + S = 132 + S

WHERE:
L = DETECTOR LOOP LENGTH (FROM PLANS)
W = DETECTOR LOOP WIDTH (FROM PLANS)
S = SAWCUT LENGTH FROM DETECTOR LOOP TO FACE OF CURB (FROM PLANS)
T = LOOP WIRE TERMINAL LENGTH FROM FACE OF CURB TO PULL BOX (FROM PLANS)

AS BUILT INFORMATION

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NO.	FIELD NOTES BY	DATE

ENGINEER'S SEAL
KENDRA V. CHAVEZ
NEW MEXICO
21577
1-6-16
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY: SEA, KVC — DATE 12/20/16
DRAWN BY: SEA, KVC — DATE 12/20/16
CHECKED BY: PFS — DATE 12/20/16

WSP PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION
PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

TRAFFIC SIGNAL FUNCTIONS AND DETECTORS

DESIGN REVIEW COMMITTEE — APPROVED JAN 30 2017 DESIGN REVIEW COMMITTEE
CITY ENGINEER APPROVAL — APPROVED JAN 31 2017 CITY ENGINEER
MO./DAY/YR. | MO./DAY/YR.

City Project No. 9045.04 | Zone Map No. B10 | Sheet 5-11

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GENERAL NOTES

1. CAUTION – ALL EXISTING UTILITIES SHOWN REFLECT THE BEST INFORMATION AVAILABLE AND ARE APPROXIMATE ONLY. TWO (2)WORKING DAYS PRIOR TO ANY EXCAVATION. THE CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM (PHONE NO.505–260–1990) FOR LOCATION OF EXISTING UTILITIES.

LEGEND

TRAFFIC SIGNAL	ELECTRIC BOX
ELECTRIC TRANSFORMER	ELECTRIC METER
PULL BOX	STREET LIGHT
ELECTRIC VAULT	POWER POLE
TRAFFIC SIGNAL PULL BOX	GUY
TRAFFIC SIGNAL CABINET	WATER METER
GAS METER	WATER VALVE
GAS VALVE	FIRE HYDRATE
TESTING STATION	DROP INLET
IRRIGATION CONTROL VALVE	CLEAN OUT
SANITARY SEWER MANHOLE	TPED
STORM DRAIN MANHOLE	TELEPHONE POLE
COMMUNICATION MANHOLE	TV PEDESTAL
G1.1 — NM GAS	
ohe — OVERHEAD ELECTRIC	
uge(d) — PNM ELECTRIC	
W1.1(D) — ABCWUA WATER	
FO1.1 — FIBER OPTIC	
NPW1.1(D) — NON–POTABLE WATER	
sswr(d) — STORM SEWER	
strm — STORM DRAIN	
CTV1.1 — CABLE TV	
ugtl — TELEPHONE	

EXISTING WATER VALVE AND HYDRANT TO REMAIN PROTECT IN PLACE.

CONTRACTOR SHALL COORDINATE WITH CENTURY LINK TO FIELD LOCATE UNDERGROUND FIBER OPTIC LINE PRIOR TO CONSTRUCTION. SIGNAL FOUNDATION SHALL BE HAND DUG.

EXISTING R.O.W.

CONTRACTOR SHALL COORDINATE WITH CENTURY LINK TO FIELD LOCATE UNDERGROUND FIBER OPTIC LINE PRIOR TO CONSTRUCTION. SIGNAL FOUNDATION SHALL BE HAND DUG.

PARADISE BOULEVARD

℄ OF CONSTRUCTION PARADISE BOULEVARD

CONTRACTOR SHALL COORDINATE WITH CENTURY LINK TO FIELD LOCATE UNDERGROUND FIBER OPTIC LINE PRIOR TO CONSTRUCTION. SIGNAL FOUNDATION SHALL BE HAND DUG.

CONTRACTOR SHALL COORDINATE WITH PNM TO RELOCATE UNDERGROUND ELECTRICAL SERVICE LINE.

EXISTING R.O.W.

CONTRACTOR SHALL COORDINATE WITH CENTURY LINK TO FIELD LOCATE UNDERGROUND FIBER OPTIC LINE PRIOR TO CONSTRUCTION. SIGNAL FOUNDATION SHALL BE HAND DUG.

CONTRACTOR SHALL COORDINATE WITH CENTURY LINK TO FIELD LOCATE UNDERGROUND FIBER OPTIC LINE PRIOR TO CONSTRUCTION. SIGNAL FOUNDATION SHALL BE HAND DUG.

LA PAZ DRIVE

EXISTING ROADWAY EASEMENT

EXISTING PNM ELECTRICAL SERVICES/PUBLIC UTILITY EASEMENT

GRAPHIC SCALE

10 0 5 10 20

(IN FEET)
1 inch = 10 ft.

WSP | PARSONS BRINCKERHOFF

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

PARADISE BLVD. AND LA PAZ DR. TRAFFIC SIGNAL

EXISTING UTILITY PLAN

DESIGN REVIEW COMMITTEE — APPROVED JAN 30 2017 — DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL — APPROVED JAN 31 2017 — CITY ENGINEER

MO./DAY/YR.	MO./DAY/YR.

City Project No.	Zone Map No.	Sheet
9045.04	B10	7–1

AS BUILT INFORMATION

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

MICRO–FILM INFORMATION

RECORDED BY	DATE
NO.	

BENCH MARKS

COA GEODETIC CONTROL STATION "11–B11".
BRASS DISC SET FLUSH IN CONCRETE 272' SOUTH OF FORDHAM DRIVE AND WEST OF LYON BOULEVARD.
NM STATE PLANE COORDS. (NAD 88)
N=1528350.344
E=1504957.688
NAVD 88 ELEV. = 5348.5

SURVEY INFORMATION

FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

KENDRA V. CHAVEZ — NEW MEXICO — 21574 — REGISTERED PROFESSIONAL ENGINEER — 12-20-16

NO.	DATE	REMARKS	BY

DESIGN

		DATE
DESIGNED BY:	SEA, KVC	12/20/16
DRAWN BY:	SEA, KVC	12/20/16
CHECKED BY:	PFS	12/20/16

J:\33739 CoA On-Call 2016\03 Task Orders\Task 04 – Paradise_La Paz\04 Engineering – PCN#\Plans\11_Sheets\Utility Plan.dwg Jan 05, 2017 – 3:30pm Saved By: chavez