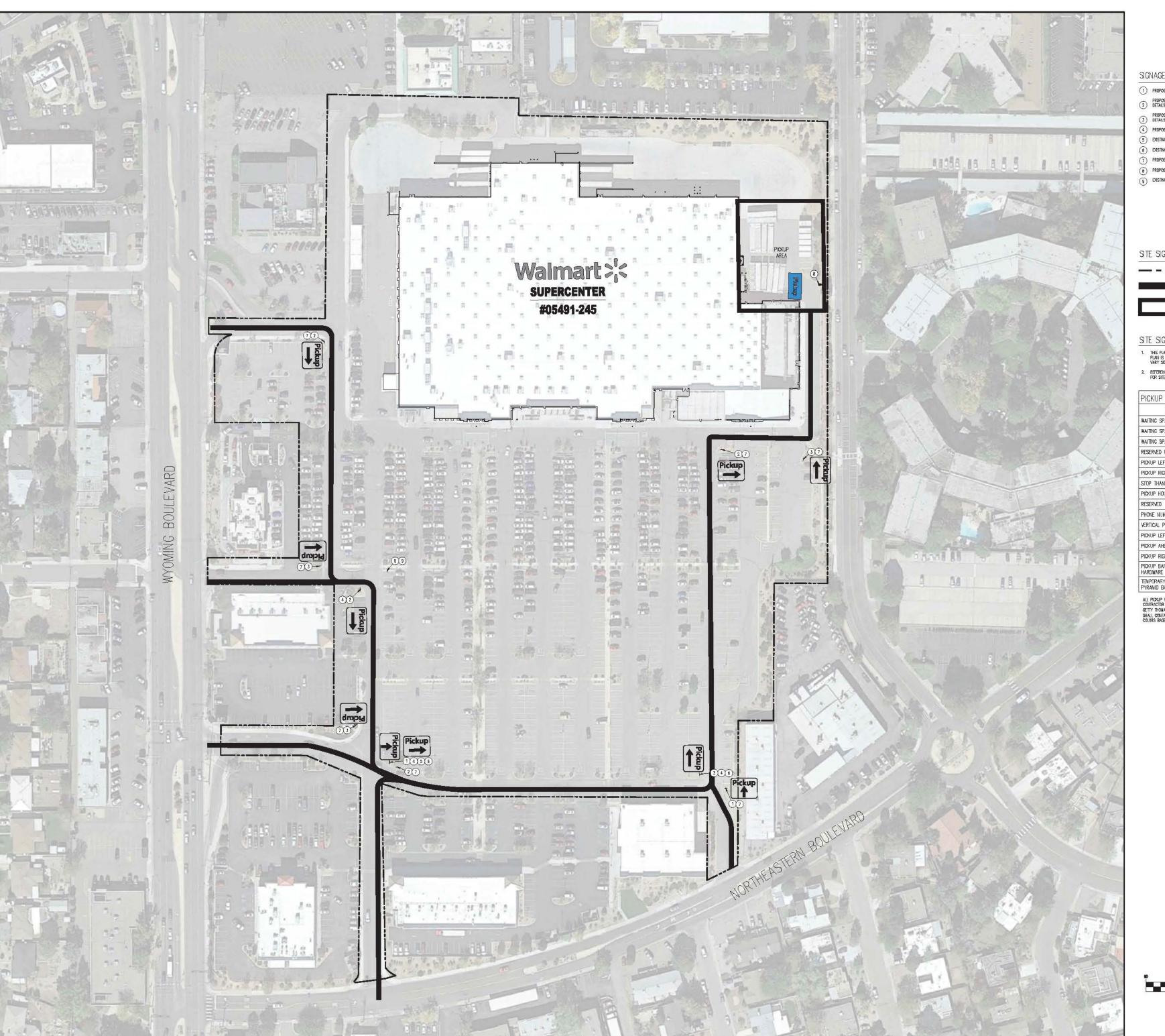
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1) PROPOSED PICKUP SIGNAGE, STRAIGHT, SEE DETAIL SHEET CS3 FOR SIGNAGE AND LOCATION DETAILS.

21

- PROPOSED PICKUP SIGNAGE, RIGHT, SEE DETAIL SHEET CS3 FOR SIGNAGE AND LOCATION DETAILS.
- PROPOSED PICKUP SIGNAGE, LEFT, SEE DETAIL SHEET CS3 FOR SIGNAGE AND LOCATION DETAILS.
- 5 EXISTING PICKUP SIGNAGE TO BE REMOVED AND PROPERLY DISPOSED OF.
- (6) EMSTING SIGN POST AND BASE TO REMAIN. BOLLARD (WHERE APPLICABLE) TO BE RE—PAINTED.
- g) existing sign post and base to be renoved and properly disposed of.

# SITE SIGNAGE LEGEND

PROPERTY LINE

PROPOSED PATH OF TRAVEL FOR PICKUP CUSTOMER.

# SITE SIGNAGE NOTES

THS PLAN WAS PREPARED BASED ON AN AERIAL CAPTURED 10/04/2020. THS PLAN IS FOR ILLUSTRATIVE PURPOSES CALLY, ACTUAL FIELD CONDITIONS MAY VARY SIGNIFICANTLY FROM THIS DRAWING.

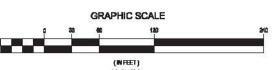
PROPOSED PICKUP AREA

REFERENCE SITE DETAILS FOR SIGN LOCATION & VESTIBULE CROSSWALK DETAILS FOR SITE SIGNAGE OFFSETS.

DESCRIPTIONS	DIMENSIONS	QUANTITY
WAITING SPACED LEFT	18 X 24	20
WAITING SPACES RIGHT	18 X 24	228
WAITING SPACES AHEAD	18 X 24	258
RESERVED WAITING	18 X 24	526
PICKUP LEFT PHARMACY RIGHT	18 X 24	228
PICKUP RIGHT PHARMACY LEFT	18 X 24	178
STOP THANKS FOR ORDERING	18 X 36	- Tak
PICKUP HOURS	18 X 36	
RESERVED	1B X 1B	34
PHONE NUMBER	8 X 18	34
VERTICAL PICKUP	18 X 36	34
PICKUP LEFT	18 X 24	4
PICKUP AHEAD	18 X 24	2
PICKUP RIGHT	18 X 24	4
PICKUP BANNER AND MOUNTING HARDWARE	24 X 60	1
TEMPORARY PARKING SIGN WITH PYRAMID BASE	24 X 60	<b>340</b>

ALL PICKUP MAYFINDING AND STALL SIGNS ARE WALMART SUPPLIED AND CONTRACTOR INSTALLED. CONTRACTOR TO PLACE SIGN ORDER AT LEAST 3 WEEKS IN ADVANCE. CROSER SHALL BE SENT VIA EMAIL TO SETTY THOMAS (SettyThomas@walmart.com). AND BRAD KETHER (BrudleyKeener@walmart.com). REQUEST SHALL CONTRAIN A DEJUSERY ONDERSS, DESIRED DELIVERY DATE, AND ANY SITE SPECIFIC SIGN SIZE AND/OR COLORS BASED ON APPROVED PLAYS.









ALBUQUERQUE (EC), NM
2266 WYOMING BLVD NE 2023 SUPERCENTER REMODEL

CHECKED BY:

ISSUE BLOCK



PROTO CYCLE: 06/30/2023 DOCUMENT DATE: 09/12/2023

DRAWN BY:

SITE SIGNAGE **PLAN** 

CS2

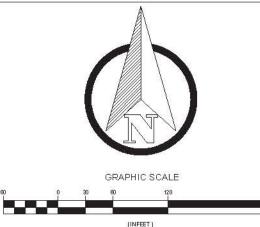
# SITE AND DEMOLITION LEGEND

17

- A EXISTING PEDESTRIAN CROSSING SIGN TO BE REMOVED.
- B EXISTING STOP SIGN TO BE REMOVED.
- © EXISTING SIGN POST, BASE, AND BOLLARD BASE (WHERE APPLICABLE) TO BE REMOVED.
- (D) EXISTING SIGN POST AND BASE TO REMAIN, BOLLARD (WHERE APPLICABLE) TO BE RE-PAINTED.
- E EXISTING CROSSWALK STRIPING TO BE REMOVED.
- F EXISTING YIELD PAVENENT MARKING TO BE REMOVED.
- (G) EXISTING CENTERLINE STRIPING TO BE REMOVED
- H EXISTING CENTERLINE STRIPING TO REMAIN AND BE RE-PAINTED.
- (J) EXISTING SOLID DOUBLE YELLOW STRIPING TO BE REMOVED.
- (K) EXISTING STOP SIGN TO REMAIN.
- L EXISTING PEDESTRIAN CROSSING SIGN TO REMAIN.
- W EXISTING STOP BAR AND STOP TEXT PAVEMENT MARKING TO BE REMOVED.
- N EXISTING ARROW PAVENENT MARKINGS TO BE REMOVED.
- P EXISTING FIRE LANE STRIPING TO REMAIN AND BE RE-PAINTED.
- EXISTING STOP SIGN TO BE RAISED TO WATCH CURRENT DETAILS/GUIDELINES.
- R) NEW "STOP HERE FOR PEDESTRIANS" (R1-58) SIGN.
- S NEW 30"X30" STOP SKIN.
- T NEW 36"X36" STOP SKIN.
- U NEW SIGN MOUNTING AND BASE WITH BOLLARD.
- V NEW STOP TEXT AND STOP BAR PAVEMENT MARKINGS.
- NEW 4" WIDE PAINTED YELLOW STRPES AT 45" @ 2"-0" D.C.
- NEW CROSSMALK NARKINGS 8" MIDE PAINTED WHITE STRIPING PARALLEL TO DIRECTION OF TRAFFIC AT 2"-0" Q.C. AND (1)-6" MHITE STRIPE PERPENDIXULAR ON BOTH ENDS LINLESS NOTED OTHERWISE. ENTIRE CROSSMALK SHALL BE RE-STRIPED.
- Z) NEW 4" WIDE PAINTED YELLOW STRIPES 6' LONG WITH 18' GAPS.
- (AA) NEW OPEN ARROW PAVEMENT MARKINGS.
- (BB) NEW SOLID ARROW PAVEMENT WARRINGS.
- © NEW 4" WIDE DOUBLE SOLID YELLOW STRIPE.
- (DD) NEW SIGN MOUNTING AND BASE WITH BREAK AWAY POST.
- (E) NEW SIGN MICUNTING AND BASE WITH DOUBLE BREAK AWAY POSTS.
- (FF) NEW FIRE LANE STRIPING.
- (65) Existing pavement markings/striping to be inspected and revised/refreshed to match current details/guidelines.
- (HH) EXISTING WISIBLITY CONFLICT WITH SIGNAGE. CONTRACTOR SHALL TRIM LANDSCAPING AS REQUIRED TO CREATE UNDOSTRUCTED VEW OF SIGNAGE.
- NEW "ONCOMING TRAFFIC DOES NOT STOP" PLAQUE.
- (KK) NEW "TRAFFIC FROM LEFT DOES NOT STDP" PLAQUE.
- LL NEW "TRAFFIC FROM RIGHT DOES NOT STOP" PLAQUE.
- NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE
- (NN) EXISTING "PICK-UP" PAVEMENT MARKINGS TO BE REMOVED.
- (PP) EXISTING ISLAND STRIPING TO BE REMOVED.
- (QQ) NEW OGP CROSSWALK MARKINGS.
- (RR) NEW CHANNELIZATION AT OGP DOOR. SEE DETAIL
- (SS) NEW 8" SOUD WHITE LINE AT CONCRETE EDGE.
- NEW "CHLY" PAVEMENT MARKINGS.
- (UU) EXISTING STOP SIGN SIGN TO BE SALVAGED FOR RE-USE.
- W NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE.
- PE-STRIPE EXISTING ROW CROSSWALK STRIPING TO WEET CURRENT DETAILS/QUIDELINES.
- (RI-5B) SIGN TO BE ROTATED TO FACE ONCOMING TRAFFIC ALONG BAR.
- YY) EXISTING YELLOW STRIPE TO BE REMOVED.
- ZZ) EXISTING FIRE LANE STRIPING TO BE REMOVED.

# NOTES TO CONTRACTOR

- REFERENCE SITE CONSTRUCTION PLAN FOR SITE SPECIFIC DIMENSIONS OF CROSSWALK STRIPING AND LOCATION OF SIGNAGE.
- PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK, IT IS TO PROVIDE FOR DATE, TIMES AND DURATIONS OF LANE CLOSURES, TEMPORARY VEHICLE AND TRAFFIC CONTROL.
- ALL EXISTING STRIPING AND PAVEMENT MARKINGS OR TEXT ALONG THE BFR (BUILDING FRONTAGE ROAD) SHALL BE REMOVED. GRIND OUT ANY DIRECTIONAL ARROWS OR STOP BARS/TEXT THAT ARE NOT CORRECTLY LOCATED ON OR INCONSISTENT WITH THE DETAILS PROVIDED, APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR TEXT HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOW ON THE SITE CONSTRUCTION PLAN.
- ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.
- ALL LIGHT POLE BASES SHALL BE REPAINTED AND BOLT COVERS REPLACED WHERE MISSING OR DAMAGED, PREVIOUS OR NEW OVERSPRAY ON SURROUNDING PAVEMENT SHALL BE REMOVED. SEE ARCHITECTURAL SPECIFICATION SECTION 099000 FOR ADDITIONAL INFORMATION.
- REFRESH ENTIRE PARKING LOT STRIPING AND MARKINGS. MATCH EXISTING EXCEPT WHERE MODIFIED IN THESE DRAWINGS OR PICKUP PLAN SET (SEPARATE PLAN SET). SEE PAVEMENT MARKING SPECIFICATIONS PROVIDED WITH THIS PLAN SET. IF SIMILAR WORK SEEMS TO HAVE BEEN PERFORMED WITHIN THE LAST YEAR, CONTRACTOR SHALL NOT PLAN TO RE-STRIPE/REFRESH PAVEMENT MARKING. CONTRACTOR SHALL COORDINATE WITH THE PROJECTS CONSTRUCTION MANAGER FOR CONFIRMATION OF THIS SCOPE OF WORK.







Walmarts ALBUQUERQUE 2023 SUPERCENTER REMODEL

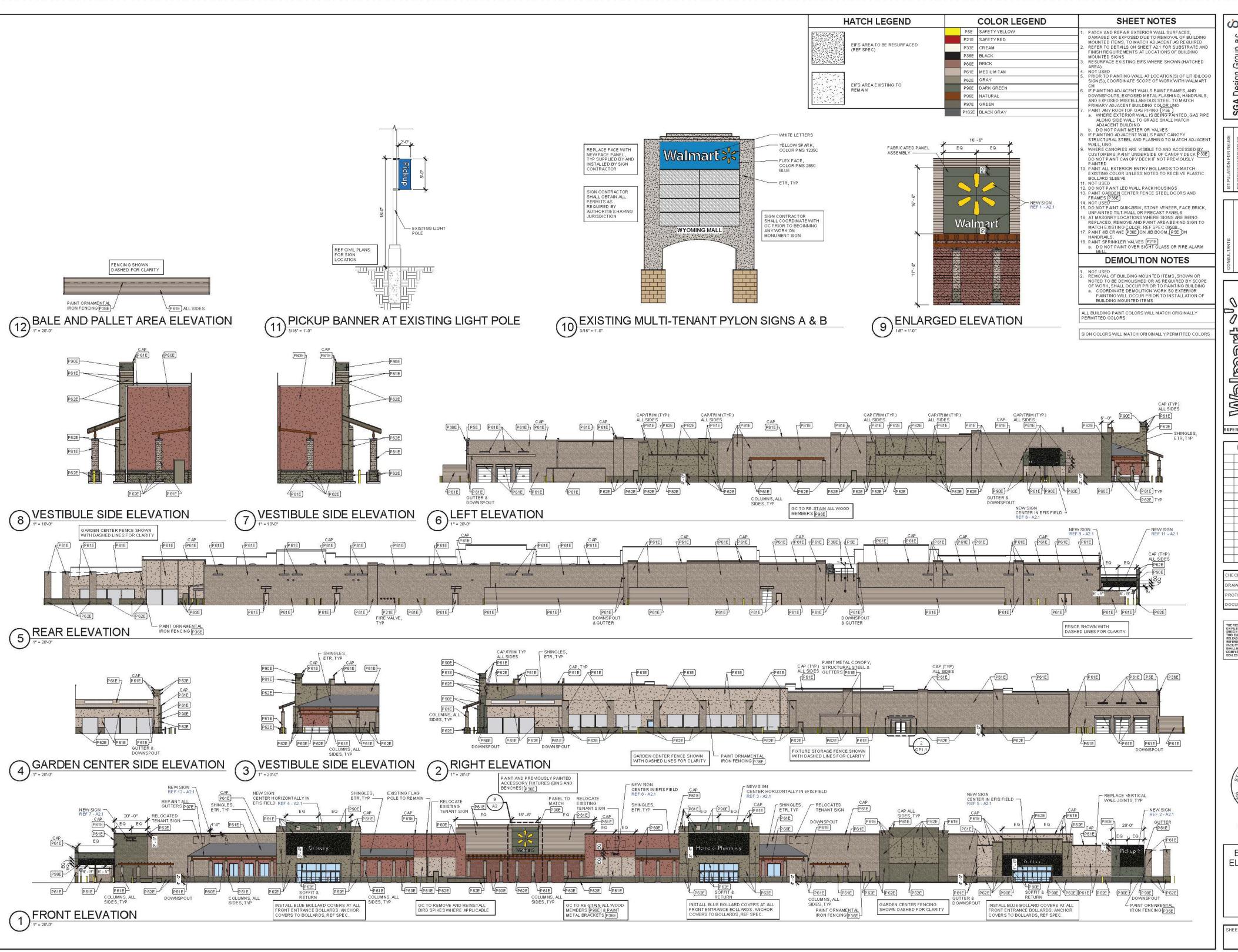
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STOP SIGNS AND MARKINGS PLAN





A Design Group, P.C. S., 1437 South Boulder, Suite 550 Tulsa, Oklahoma 74119,3609 p. 918,587,8800 f. 918,587,8801 www.sgadesigngroup.com

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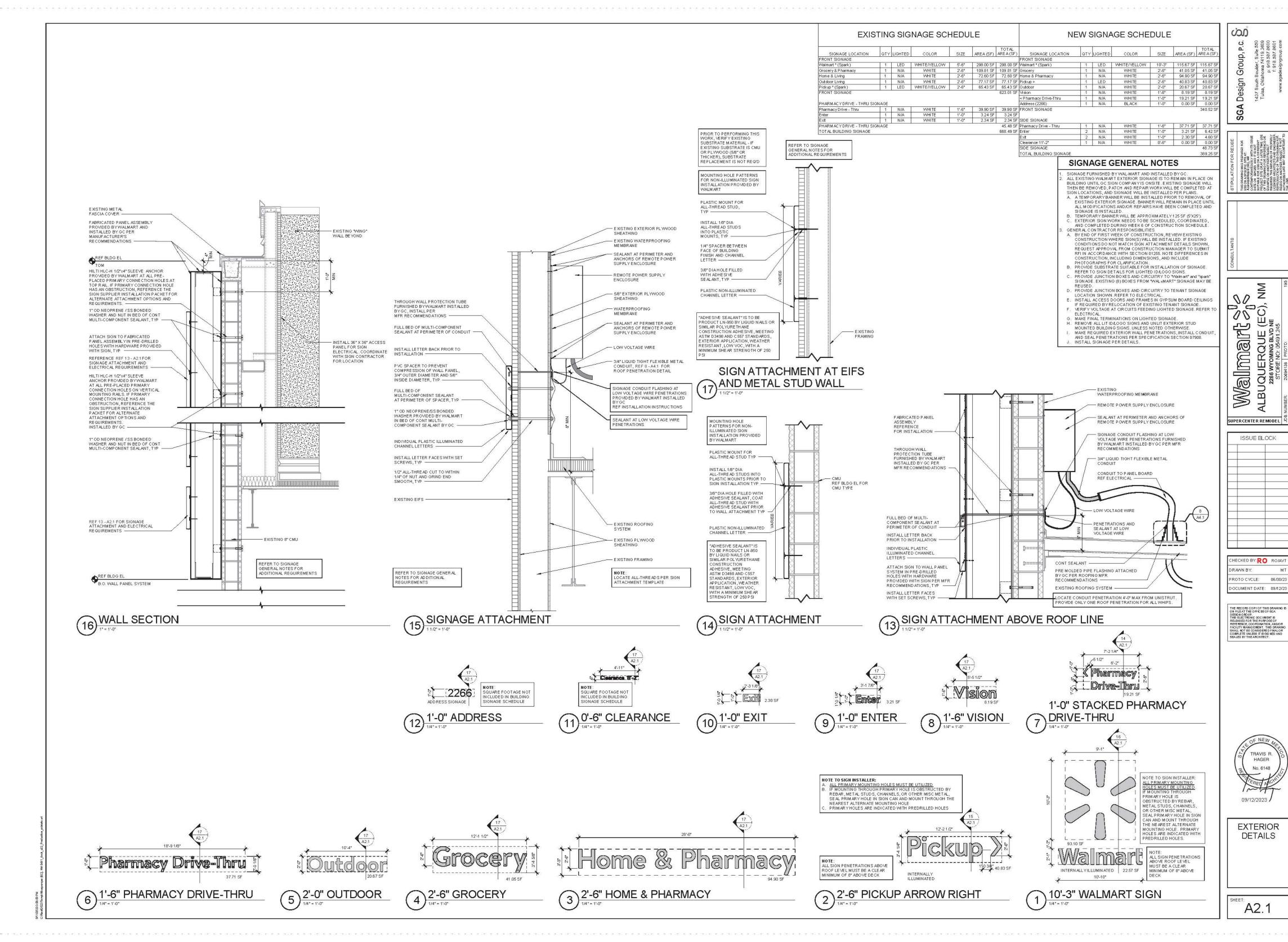
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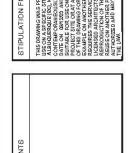
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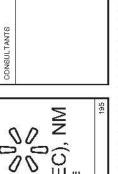
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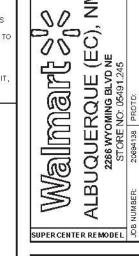


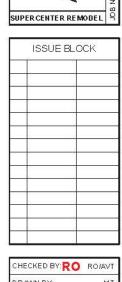
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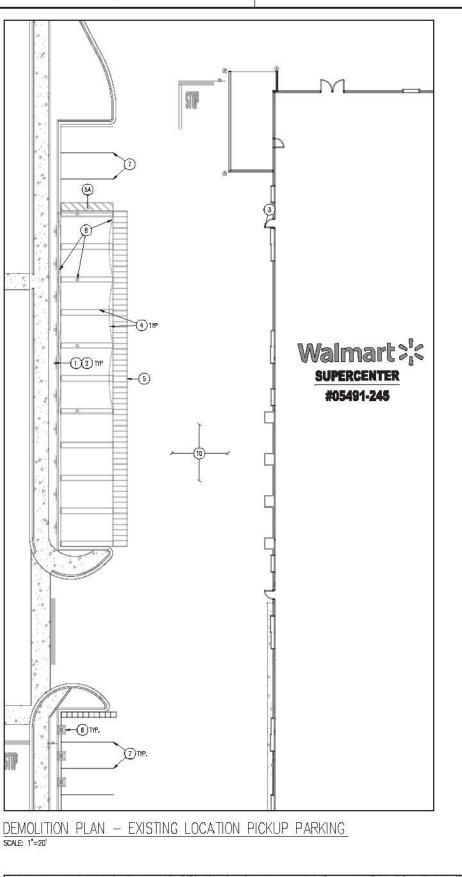
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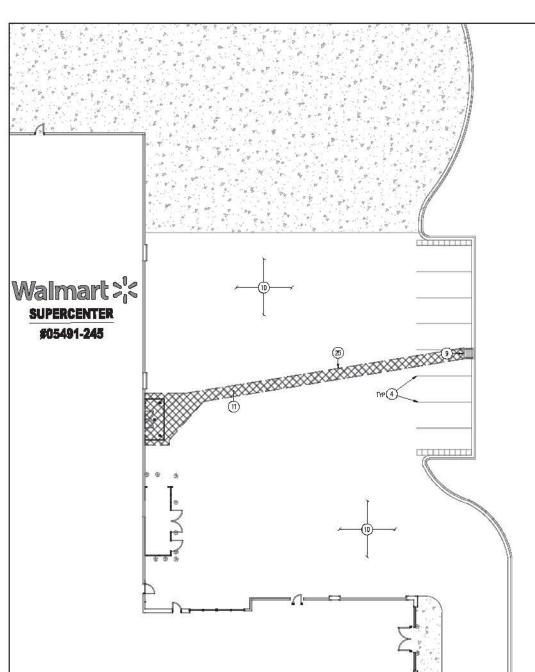
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**EXTERIOR DETAILS** 

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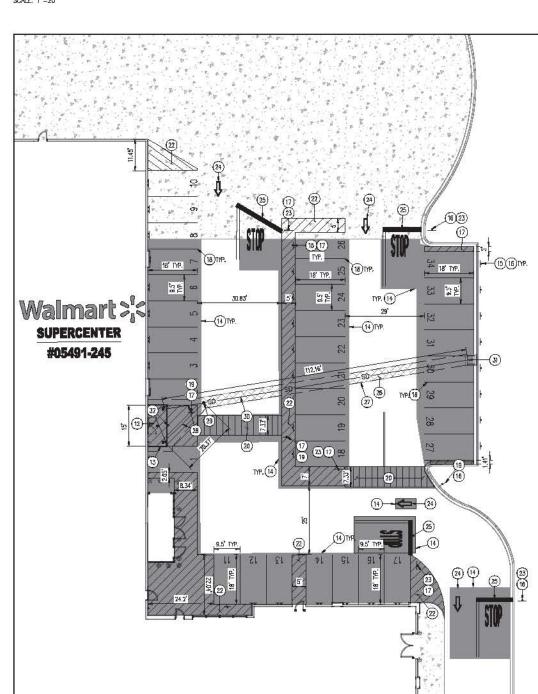


DEMOLITION PLAN - PROPOSED LOCATION PICKUP PARKING

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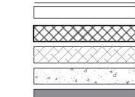
Walmart > 4 SUPERCENTER #05491-245 20

SITE PLAN - EXISTING LOCATION PICKUP PARKING



SITE PLAN - PROPOSED LOCATION PICKUP PARKING

LEGEND



EXISTING ASPHALT PAVENENT TO BE REMOVED

EXISTING ASPHAT PATCHBACK

EXISTING ASPHALT PAVEMENT TO REMAIN

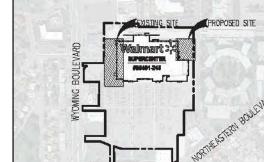
EXISTING CONCRETE PAVENENT TO REMAIN

SEAL COAT LIMITS

PROPOSED BOLLARD MOUNTED SIGN PROPOSED BREAK AWAY POST MOUNTED SIGN EXISTING SIGNAGE TO BE REMOVED

# SITE & DEMOLITION SCHEDULE

- 1) EXISTING PICKUP SIGNAGE TO BE RENOVED.
- 2 EXISTING SIGN POST AND BASE TO BE REMOVED.
- 3 EMSTING PICKUP DOOR TO BE RELOCATED (REF. ARCH PLANS).
- (4) EXISTING PARKING STALL STRIPING TO BE REMOVED. (5) EXISTING CROSSWALK TO BE REMOVED.
- (5A) EXISTING STRIPING TO BE REMOVED.
- B EXISTING PICKUP SIGNAGE ON TEMPORARY PYRAMID BASES TO BE REMOVED.
- (7) EXISTING PARKING STALL STRIPING TO REMAIN.
- EMSTING PICKUP CANOPY, COLUMNS TO BE REMOVED. EMSTING COLUMNS TO BE CUT,
  RUSH WITH EMSTING PAVEMENT AND FILLED WITH CONCRETE TO MATCH EMSTING
  GRADE.
- B EXISTING SINGLE C STORM INLET TO REMAIN.
- (10) EXISTING ASPHALT PAVEMENT TO REMAIN,
- (1) EXISTING ASPHALT PAVEMENT TO BE REMOVED.
- (12) PROPOSED PICKUP DOOR (REF ARCH PLANS).
- (13) PROPOSED ASSOCIATE CANOPY (REF. ARCH PLANS).
- (14) PROPOSED SEAL COAT OF EXISTING PAVENENT.
- (15) PROPOSED PICKUP SIGNAGE (REF. SITE DETAILS)
- (16) PROPOSED SIGN MOUNTING WITH BREAKAWAY POST (REF. SITE DETAILS).
- (17) PROPOSED SIGN MOUNTING AND BASE WITH BOLLARD (REF. SITE DETAILS).
- (18) PROPOSED PICKUP STALL STRIPING AND PICKUP NUMBER MARKING (REF. SITE DETALS).
- (19) PROPOSED RI-58 "STOP HERE FOR PEDESTRIANS" SIGNAGE (REF. SITE DETAILS).
- (21) PROPOSED 4" SINGLE YELLOW PARKING STALL STRIPE.
- 22) PROPOSED 4" WIDE PAINTED YELLOW STRIPES AT 45" AT 2" 0" ON DENTER.
- (23) PROPOSED 30°X30° STOP SION (REF. SITE DETAILS). (24) PROPOSED OPEN ARROW WARKINGS (REF. SITE DETAILS).
- (25) PROPOSED STDP BAR AND PAVEMENT MARKINGS (REF. SITE DETAILS).
- (26) PROPOSED ASPHALT PATCHBACK (REF. SITE DETAILS).
- 27) PROPOSED LIMITS OF SAWOUT
- (28) PROPOSED 4" PVC ROOF DRAIN, CONTRACTOR SHALL MAINTAIN MINIMUM OF 2.08% OF FALL ACROSS PROPOSED PIPE.
- (28) PROPOSED 4" STORN SEWER CLEAN DUT (REF. SITE DETAILS)
- (30) PROPOSED 6" PVC ROOF DRAIN, CONTRACTOR SHALL MAINTAIN MINIMUM OF 1,04% OF FALL PROPUSED ACROSS PROPUSED PPE.
- (3) PROPOSED STORM CONNECTION TO EXISTING STRUCTURE. CONTRACTOR SHALL FIELD VERBY AND EXISTING INVEST TO DETERMINE TRE-IN POINT IN ORDER TO MAINTAIN MINIMUM OF 1.04% SLOPE ACROSS PROPOSED STORM LINE.
- 32) PROPOSED SITE BOLLARD (REF. SITE DETAILS).



# DEMOLITION NOTES

- 1. THE CONTRACTOR IS RESPONSIBLE FOR THE DENOLITION, REMOVAL, AND DISPOSAL (IN A LOCATION APPROVED BY ALL COVERNING AUTHORITIES) ALL STRUCTURES, PADS, WALLS, FLUWES, FOUNDATIONS, PARNING, DRIVES, DRAINEGE STRUCTURES, UTILITIES, ELS, SUCH THAT THE INPROVEMENTS SHOWN OR THE PROPOSED PLAYS CAN BE CONSTRUCTED. ALL FACULTIES TO BE EXEMINED SHALL BE UDBERSOLT. SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS, PRIOR TO DEMOLITION DECURRING, ALL EROSION CONTROL DEMOCS ARE TO BE INSTALLED.
- THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS
  IN A LAWFUL MARKET. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR
  DEWOLITION AND DISPOSAL.
- 3. THE CONTRACTOR SHALL CORROBATE WITH RESPECTIVE UTILITY COMPANIES PROR TO THE REMOVAL AND/OR PELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY THEMSELVES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THER SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
- THE LOCATIONS OF ALL COSTING UTILITES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMED IN RESPONSIBILITY FOR THEIR ACCURACY, PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL MOTEY THE LITHLY COMPANIES FOR MARKING CHISTIE LOCATIONS OF EXISTING UTILITIES.
- 5. ALL EXISTING SEMERS, PIPING AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE CALLY DESTACLES THAT MAY DODUR ON THE SITE. WEREY EXISTING CONDITIONS AND PROCEED WITH CAUTION APOUND ANY ANTICIPATED FRATURES. GIVE NOTICE TO ALL LITLITY COMPANES RECAMDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LITLES BEFORE PROCEEDINGS WITH THE WORK. UTLITIES DETERMINED TO BE ABANDORED AND LEFT IN PLACE SHALL BE CROUTED IF UNDER BUILDING.
- 6. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FERCING, BARRICADES, ENCLOSURES, ETC., (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY CITY AND OWNER. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE EXISTING FACILITIES TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS/ STRUCTURES IN ACCONDANCE WITH THE COVITACT DOCUMENTS, EXCEPT FOR MATERIALS DESIGNED TO BE RELOCATED ON THIS PLAN, ALL OTHER CONSTRUCTION MATERIALS SHALL BE NEW, DAMAGE TO ALL EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTOR'S
- CONTRACTOR SHALL LIMIT SAW-CUT & PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS
  REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS, BUT IF ANY DAMAGE IS INCURRED ON ANY OF
  THE SURROUNDING PAVEMENT, ETC. THE DONTRACTOR SHALL BE RESPONSIBLE FOR IT'S REMOVAL AND
  REALING.
- 8. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY DOMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMERCING WORK. THE CONTRACTOR SHALL PROVIDE 72 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION.
- CONSTRUCTION.

  ALL DISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE PROBINED AT THE TIME THE DRAWINGS WERE PREPARED AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE DOMER OR THE EXCRIPER. CALRANTIES IS NOT MADE THAT ALL EXISTING LINDERSCAID UTILITIES BY THE DOMER OR THE EXCRIPER. CALRANTIES IS NOT MADE THAT ALL EXISTING LINDERSCAID UTILITIES OF ARY DOSTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE HE COMMENCES ANY WORK IN THE WORNTY, FURTHERMORE, THE CONTRACTOR SHALL BE SOLETY RESPONSIBLE FOR ANY AND ALL DAMAGE BUE TO THE CONTRACTOR'S FALLINGE TO EXACTLY LOCATE AND PRESERVE ANY MOL ALL UNDERSCAIDS. THE OWNER OR BROADLE TO SHOULD BE SOLETY RESPONSIBLE FOR ANY AND ALL DAMAGE DUE TO THE CONTRACTOR'S FALLINGE TO EXACTLY LOCATE AND PRESERVE ANY MOL ALL UNDERSCAIDS. THE OWNER OR BROADLES THE OWNER OF BROADLES OF THE OFFINATIONS IN THE MORNITY OF DISTING UTILITIES OR STRUCTURES, ROP FOR TEMPORARY BROADLE AND SHORING OF SAME. IF IT IS NOCESSARY TO SHORE, BRACE, SINGS OF RECOVERE A UTILITY THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTRACTOR BY THE CONTRACTOR AND THEIR PERMISSION OBTAINED RECARDING THE WETHOO TO USE FOR SUCH WORK.
- 10. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB STE AT ALL TIMES ONE COPY OF THE CONTRACT DOCUMENTS NOLUDING PLANS, SPECIFICATIONS, COPIES OF MAY REQUIRED CONSTRUCTION PERMITS, AND EROSION CONTROL PLANS AND INSPECTION REPORTS (SMPPP).
- 11. ANY DISCREPANAGES ON THE DRAWNISS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER/ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR CEMATICALS FROM DESIGN ARE TO BE MADE WITHOUT PROPE APPORAL OF THE OWNER AND ROTHICATION TO THE ENGINEER, NO OCKSIDERATION MILL BE GYPEN TO CHANGE GROOMS FOR WHICH THE OWNER AND ENGINEER WERE NOT CONTACTED PRIOR TO CONSTRUCTION OF THE AFFECTED ITEM.
- 12. CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST OSHA STANDARDS FOR EXCAVATION AND TREPCHIRG PROCEDURES. CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING, ETC. AS NECESSARY FOR THESE OPERATIONS, AND SHALL COMPLY WITH ALL OSHA PERFORMANCE CRITERIA.
- 13. DO NOT INTERRUPT ENSTRIE UTLINES SERVICING FACLINES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING DOCUPIED HOURS EXCEPT WHICH SUCH INTERRUPTIONS HAVE BEEN AUTHORIZED IN WRITING BY THE OWNER AND THE LOCAL MUNICIPALITIES. INTERRUPTIONS SHALL ONLY OCCUR AFTER ACCEPTABLE TEMPORARY SERVICE HAS BEEN FROMDED.
- 14. ARY RECYCLED MATERIAL TO BE STOCKPILED ON THE STE SHALL BE STURED IN AS SMALL AN AREA AS PRACTICAL AND THE LOCATION OF ARY STOCKPILE SHALL BE WELL CLEAR OF THE BUILDING PAD AREA AND THE LOCATION MUST BE PRE—APPROVED BY THE ENGINEER AND OWNER PRIOR TO STOCKPILING.
- 15. QUANTITIES SHOWN HERE ARE APPROXIMATE AND ARE PROVIDED FOR CONVENIENCE ONLY AND NOT FOR BIO PURPOSES, CONTRACTOR SHALL VERIFY QUANTITIES NECESSARY TO DEMO FACILITIES SHOWN.
- ASSESTOS OR HAZARDOUS MATERIAL, IF FOUND ON STE, SHALL BE REMONED BY A LICENSED HAZARDOUS MATERIAL CONTRACTOR. REFERENCE ARCHITECTURAL PLANS FOR LIMITS OF BUILDING DEMOLITION.

# SITE NOTES

- ALL WORK AND NATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND CLS.H.A.
- STANDARDS.
  STANDARDS.
  STANDARDS.
  CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTBALES. SUDFE PANNS, SIDEWALKS, EXIT PORCHES, TRUCK DOOKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY EXTRACE LOCATIONS.
  ALL STANDARDS STRUCTURES WITHIN CONSTRUCTURE UNLESS OTHERWISE ROTED.
  EX SING STRUCTURES WITHIN CONSTRUCTURE LIBITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS RECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
- HICESSARY, ALL COST SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE MOTED ON PLANS)

  NOLIDING BUT NOT LUMINED TO, ALL UTILITIES, STOME DRAWAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC.
  AS REQUIRED, ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES PROJECTIONS AND PROJECT STEE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUICH ALL COST SHALL BE INCUJUDED IN BASE BID.

  THE STE WORK FOR THIS PROJECT SHALL MEET OR EXCEED "THE STEE SPECIFIC SPECIFICATIONS".

  THICK TURN AREA ADMOCRIT TO COUNTE GROCERY PICKUP AREA TO BE CLEARED OF ALL BASES AND PALETTES. AREA TO SE MAINTAINED CLEAR FOR TRUCK TURN MOTIONS.

  ALL LIGHT OF IR BASES SHALL BE FERGURET AND BOY OF COMERS AND PRACTICES. ASSESSED AND THE AND ADMINISTRATION OF ALL AND AD
- PALE IES. AREA TO ELE MANIFARIED CLEAR FOR HOLD THOSE THOM MOTIONS.

  ALL LIGHT POLE BASES SHALL BE FEPARITED, AND BOLT COVERS REPLACED WHERE MISSING OR DAMAGED.

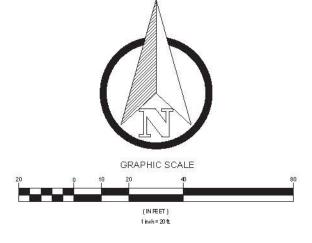
  PREMOUS OR IEST OVERSPRAY ON SURROUNDING PALEMENT SHALL BE REMOVED. SEE ARCHITECTURAL

  SPECIFICATION SECTION 0990 OF A DOITHORN INFORMATION.

  REFRESH ENTIRE PARKING LOT STRIPING AND MARKINGS. NATCH EXISTING EXCEPT WHERE MIDDIFIED IN
- THESE DRAWNINGS OR CYLL SSM-SEOP PLANS (SEPARATE PLANS SEE PARKENT MARKING SPECIFICATIONS PROVIDED WITH THE CHULL SSM-SEOP PLANS IF SMILLAR WORK APPEARS TO HAVE BEEN PERFORMED WITHIN THE LAST YEAR, CONTRACTOR SHALL NOT PLAN TO RESTRIPE/REFRESH PAKEMENT MARKINGS. CONTRACTOR SHALL COORDINATE WITH THE PROJECTS CONSTRUCTION MARKER FOR CONTRACTOR SHALL COORDINATE WITH THE PROJECTS CONSTRUCTION MARKER FOR CONTRACTOR OF WORK.

# CAUTION - NOTICE TO CONTRACTOR

- I. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION CHILLY. IT IS THE CONTRACTIONS RESPONSIBILITY TO FIELD VERIFY THE FELD LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR BUT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCES TO THE ENGINEER PRIOR TO CONSTRUCTION.
- WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S
  RESPONSIBILITY TO PIELD VENEY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH
  EXISTING UTILITY, EITHER I-PROGRAF DETOLING OR ALTERNATIVE METHOD. REPORT
  INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.





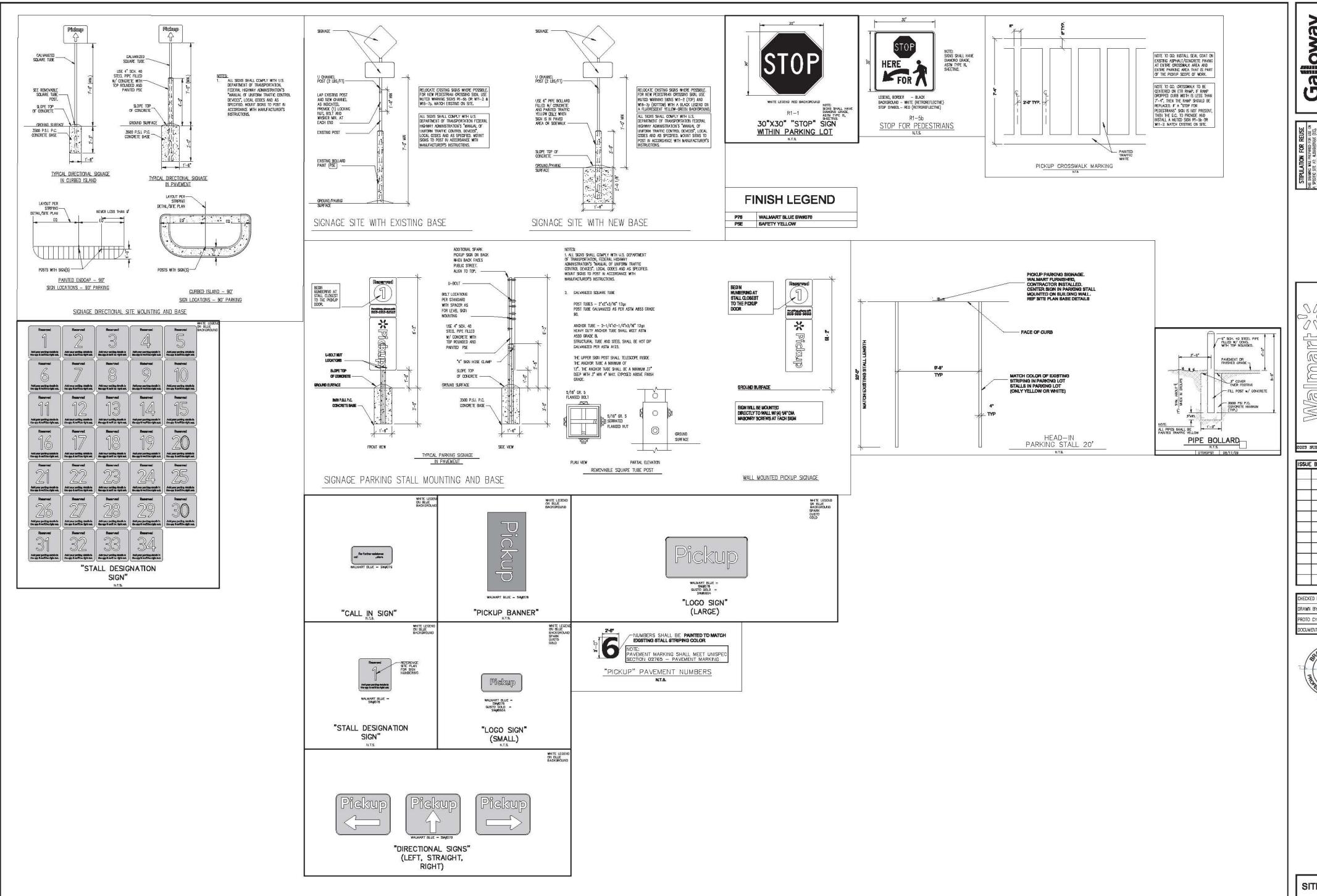
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DEMOLITION SITE PLAN

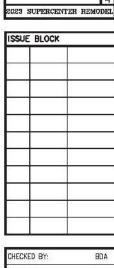
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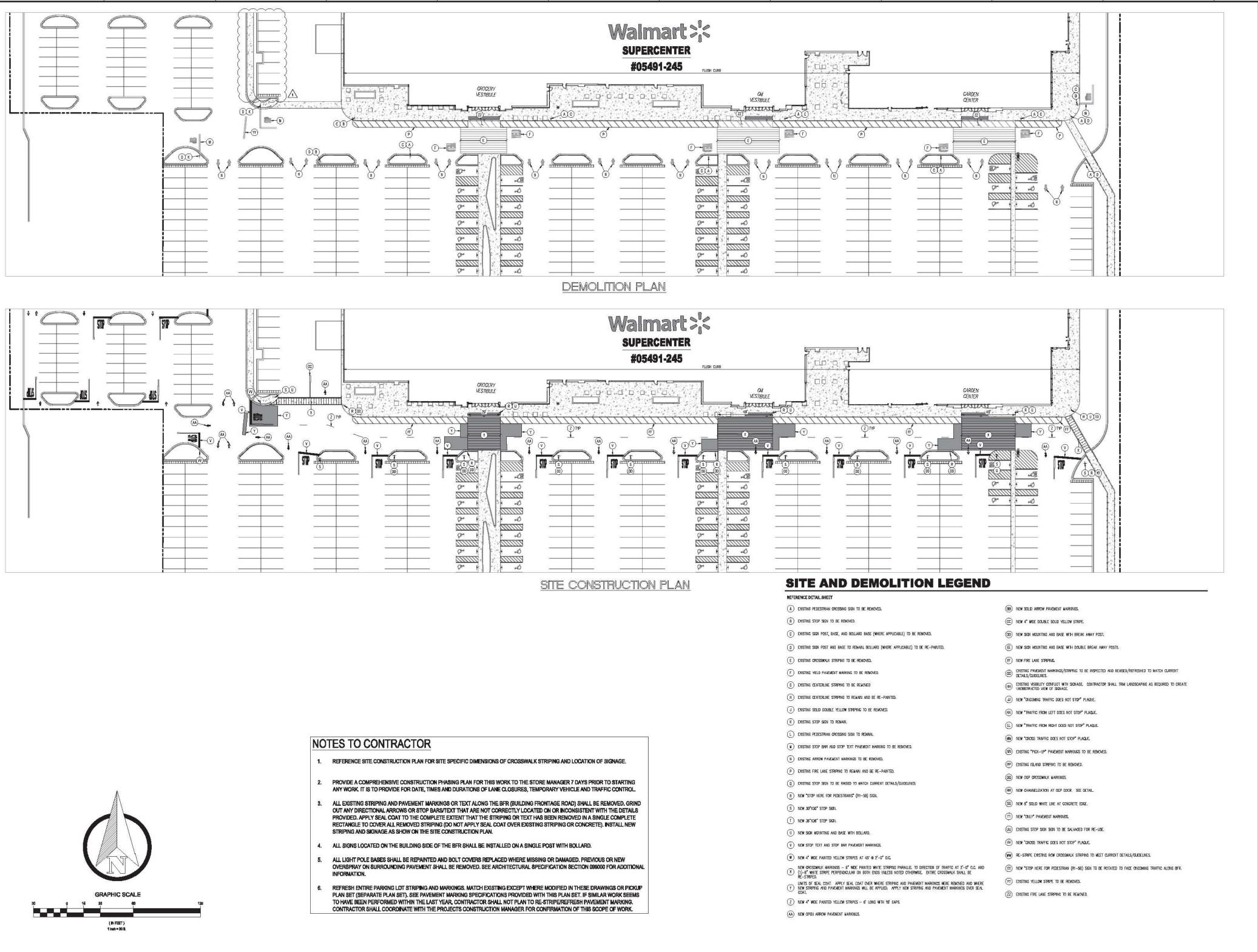


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SITE DETAILS

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ALBUQUERQUE (EC), NM

2266 WYOMING BLVD NE

STORE NUMBER: 05491-245

JOB NUMBER: WATOOS. SIM-SECT

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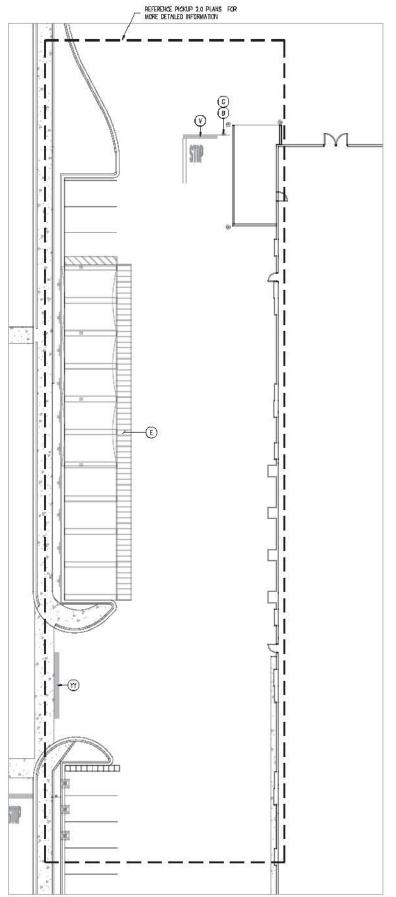
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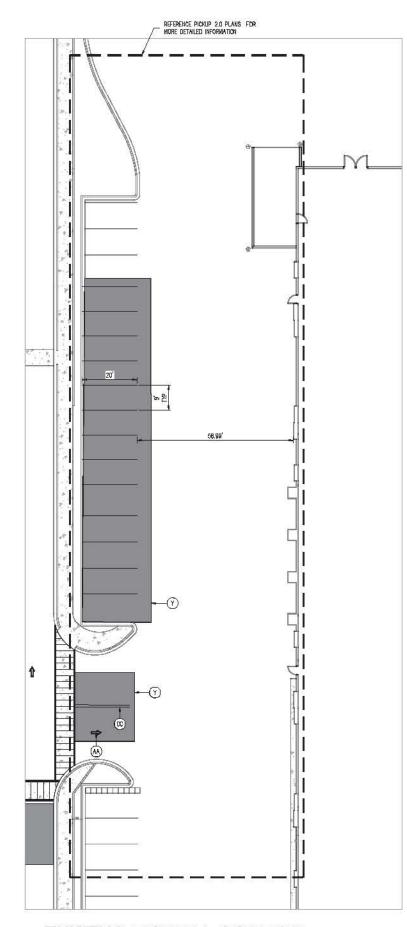


DEMOLITION
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PLAN

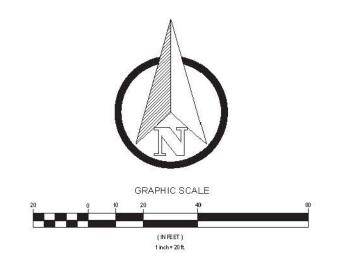
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EXISTING PICKUP LOCATION DEMOLITION PLAN

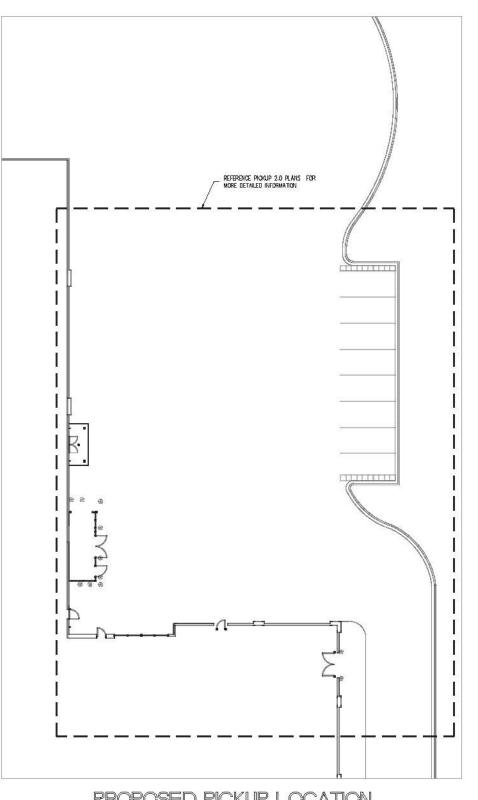


**EXISTING PICKUP LOCATION** SITE CONSTRUCTION PLAN

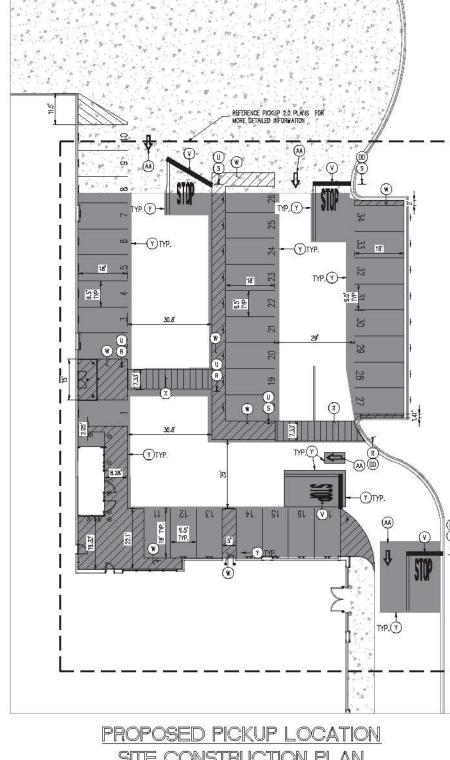


# NOTES TO CONTRACTOR

- 1. REFERENCE SITE CONSTRUCTION PLAN FOR SITE SPECIFIC DIMENSIONS OF CROSSWALK STRIPING AND LOCATION OF SIGNAGE.
- 2. PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK, IT IS TO PROVIDE FOR DATE, TIMES AND DURATIONS OF LANE CLOSURES, TEMPORARY VEHICLE AND TRAFFIC CONTROL.
- ALL EXISTING STRIPING AND PAVEMENT MARKINGS OR TEXT ALONG THE BFR (BUILDING FRONTAGE ROAD) SHALL BE REMOVED. GRIND OUT ANY DIRECTIONAL ARROWS OR STOP BARS/TEXT THAT ARE NOT CORRECTLY LOCATED ON OR INCONSISTENT WITH THE DETAILS PROVIDED, APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR TEXT HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOW ON THE SITE CONSTRUCTION PLAN.
- 4. ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.
- ALL LIGHT POLE BASES SHALL BE REPAINTED AND BOLT COVERS REPLACED WHERE MISSING OR DAMAGED, PREVIOUS OR NEW OVERSPRAY ON SURROUNDING PAVEMENT SHALL BE REMOVED, SEE ARCHITECTURAL SPECIFICATION SECTION 099000 FOR ADDITIONAL
- REFRESH ENTIRE PARKING LOT STRIPING AND MARKINGS, MATCH EXISTING EXCEPT WHERE MODIFIED IN THESE DRAWINGS OR PICKUP PLAN SET (SEPARATE PLAN SET). SEE PAVEMENT MARKING SPECIFICATIONS PROVIDED WITH THIS PLAN SET. IF SIM LAR WORK SEEMS TO HAVE BEEN PERFORMED WITHIN THE LAST YEAR, CONTRACTOR SHALL NOT PLAN TO RE-STRIPE/REFRESH PAVEMENT MARKING. CONTRACTOR SHALL COORDINATE WITH THE PROJECTS CONSTRUCTION MANAGER FOR CONFIRMATION OF THIS SCOPE OF WORK.







SITE CONSTRUCTION PLAN

# SITE AND DEMOLITION LEGEND

REFERENCE DETAIL SHEET

- (A) EXISTING PEDESTRIAN CROSSING SIGN TO BE RENOVED.
- B) EXISTING STOP SIGN TO BE REMOVED.
- © EXISTING SIGN POST, BASE, AND BOLLARD BASE (WHERE APPLICABLE) TO BE RENOVED.
- (I) EXISTING SIGN POST AND BASE TO REMAIN, BOLLARD (WHERE APPLICABLE) TO BE RE-PAINTED.
- E) EXISTING CROSSWALK STRIPING TO BE RENOVED.
- (F) EXISTING YIELD PAVENENT WARRING TO BE REMOVED.
- (G) EXISTING CENTERLINE STRIPING TO BE REMOVED
- (H) EXISTING CENTERLINE STRIPING TO REMAIN AND BE RE-PAINTED.
- J EXISTING SOUR DOUBLE YELLOW STRIPING TO BE REMOVED. K EXISTING STOP SKIN TO REMAIN.
- L EXISTING PEDESTRIAN CROSSING SIGN TO REMAIN.
- M EXISTING STOP BAR AND STOP TEXT PAVEMENT MARKING TO BE REMOVED.
- N EXISTING ARROW PAVEMENT WARKINGS TO BE REMOVED.
- (P) EXISTING FIRE LANE STRIPING TO REMAIN AND BE RE-PAINTED.
- Existing stop skin to be raised to match current details/guidelines. R) NEW "STOP HERE FOR PEDESTRIANS" (R1-68) SKIN.
- S) NEW 30 X30" STOP SIGN.
- T NEW 36"X36" STOP SIGN.
- U NEW SIGN WOUNTING AND BASE WITH BOLLARD.
- V NEW STOP TEXT AND STOP BAR PAVEMENT MARKINGS.
- NEW 4" WIDE PAINTED YELLOW STRIPES AT 45" @ 2"-0" C.C.
- (X) NEW CROSSWALK MARKINGS 6" WIDE PAINTED WHITE STRIPING PARALLEL TO DIFFETION OF TRAFFIC AT 2'-0" D.C. AND (1)-0" WHATE STRIPE PERFENDICULAR ON BOTH ENDS UNLESS MOTED OTHERWISE. ENTIRE CROSSWALK SHALL BE RE-STRIPED.
- Z NEW 4" WIDE PAINTED YELLOW STRIPES 6' LONG WITH 18' GAPS.
- (AA) NEW OPEN ARROW PAVEMENT MARKINGS.

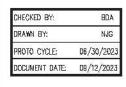
- (BB) NEW SOLID ARROW PAVEMENT MARKINGS
- (C) NEW +" WIDE DOUBLE SOLID YELLOW STRIPE
- (II) NEW SIGN MOUNTING AND BASE WITH BREAK AWAY POST.
- (EE) NEW SIGN MOUNTING AND BASE WITH DOUBLE BREAK AWAY POSTS.
- (FF) NEW FIRE LANE STRIPING.
- (GG) EXISTING PAVEMENT MARKINGS/STRIPING TO BE INSPECTED AND REVISED/REFRESHED TO MATCH CURRENT DETAILS/GUIDELINES.
- (HE) EXISTING VISIBILITY CONFLICT WITH SIGNAGE. CONTRACTOR SHALL TRIM LANDSCAPING AS REDURED TO CREATE UNOBSTRUCTED MEW OF SIGNACE.
- (JJ) NEW "DICOMING TRAFFIC DOES NOT STOP" PLAQUE.
- (KK) NEW "TRAFFIC FROM LEFT DOES NOT STOP" PLAQUE.
- LL NEW "TRAFFIC FROM RIGHT DOES NOT STOP" PLAQUE.
- (MM) NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE.
- (NH) EXISTING "PICK-UP" PAVENENT MARKINGS TO BE REMOVED.
- (PP) EXISTING ISLAND STRIPING TO BE REMOVED.
- (QQ) NEW OOP CROSSWALK MARKINGS.
- (RR) NEW CHANNELIZATION AT COSP DOOR. SEE DETAIL
- (SS) NEW 8" SOUD WHITE LINE AT CONCRETE EDGE. T) NEW "ONLY" PAVENENT MARKINGS.
- (UU) EXISTING STOP SIGN SIGN TO BE SALVAGED FOR RE-USE.
- W NEW "CROSS TRAFFIC DOES NOT STOP" PLAQUE.
- (WW) RE-STRIPE EXISTING ROW CROSSWALK STRPING TO MEET CURRENT DETAILS/GUIDELINES.
- (XX) NEW "STOP HERE FOR PEDESTRIAN (R1-58) SICH TO BE ROTATED TO FACE CHICONING TRAFFIC ALONG BFR. (YY) EXISTING YELLOW STRIPE TO BE RENOVED.
- (ZZ) EXISTING FIRE LAWE STRIPING TO BE REMOVED.

Galloway



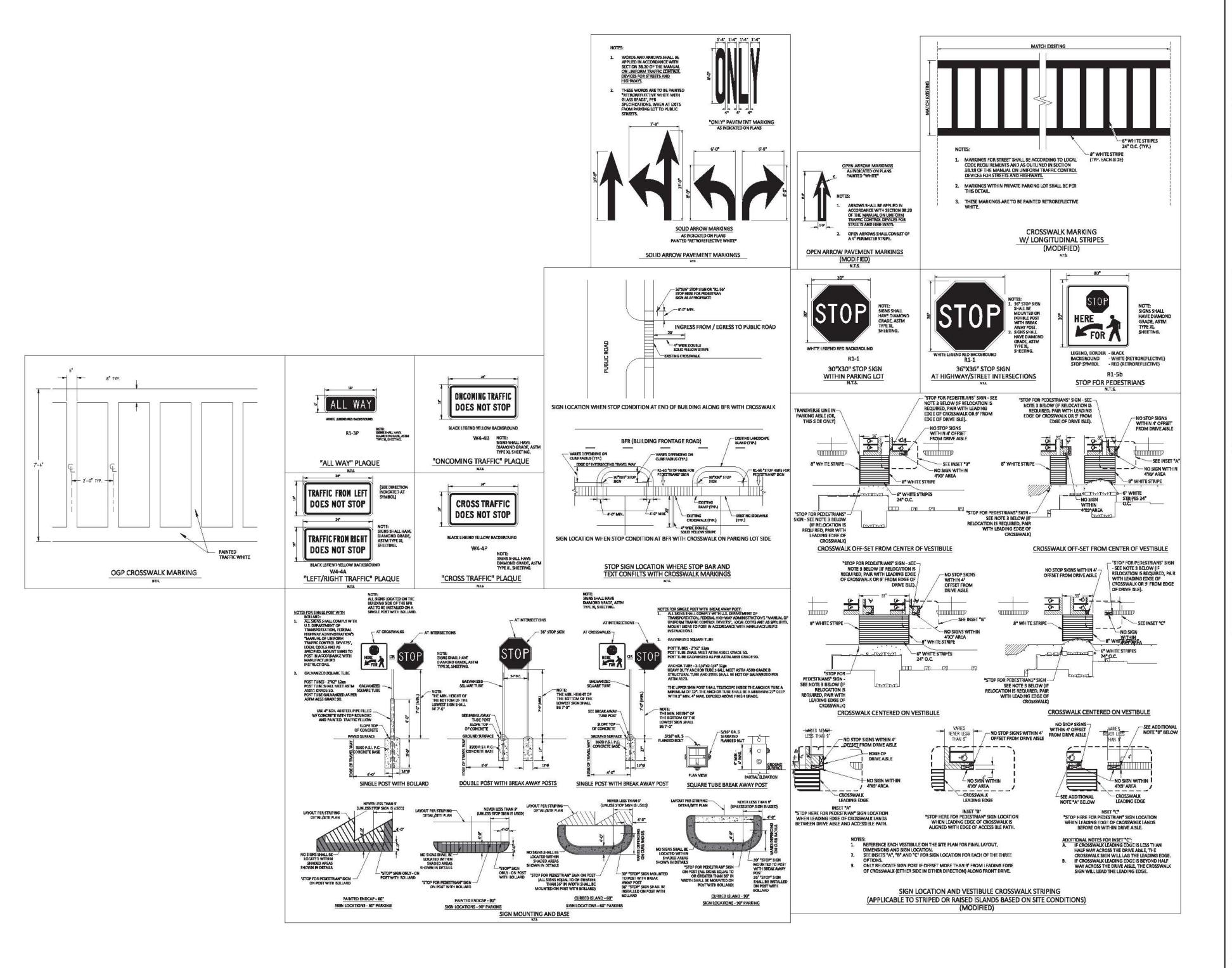
Walmarts ALBUQUERQUE 2023 SUPERCENTER REMODEL

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ALBUQUERQUE (EC), NM

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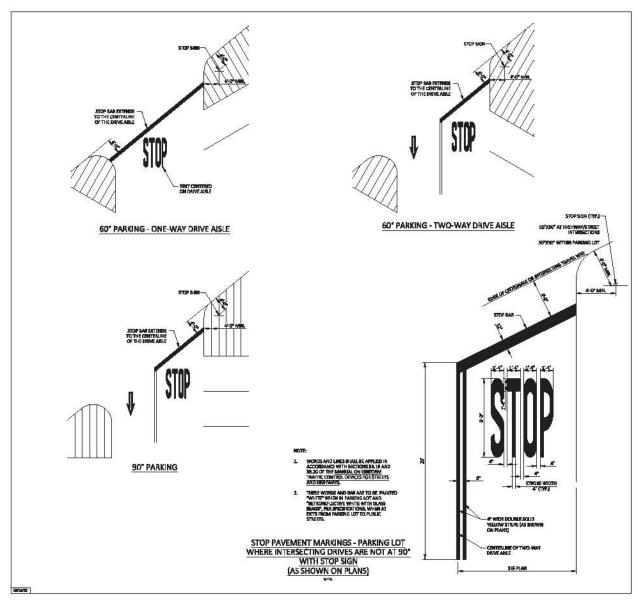
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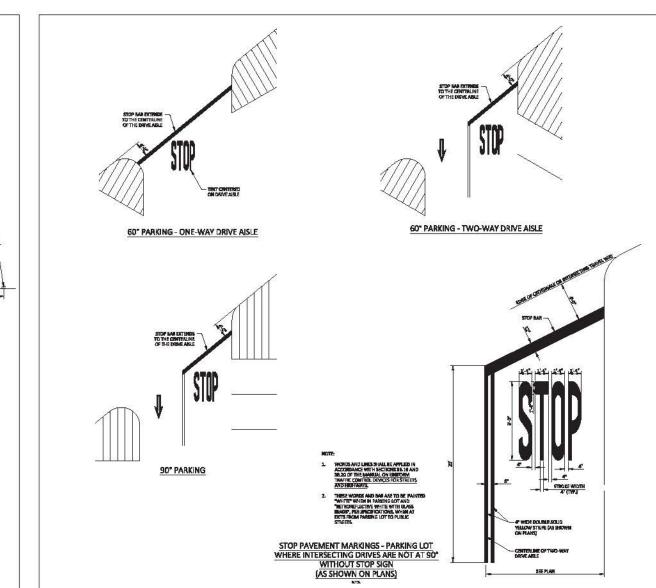
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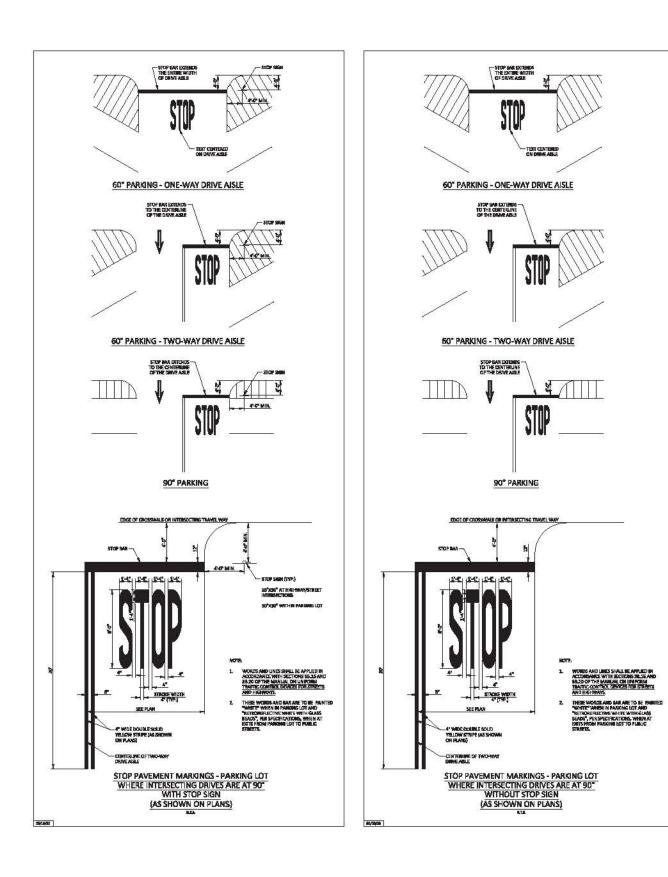


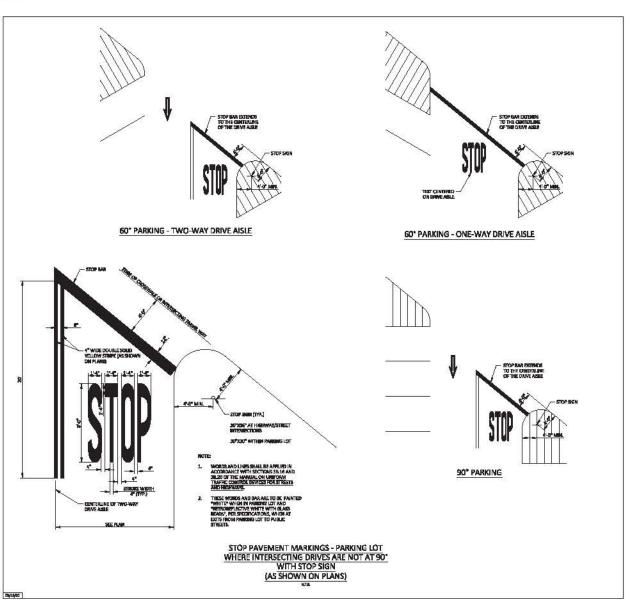
SECP AND STOP SIGNS AND MARKINGS DETAIL SHEET

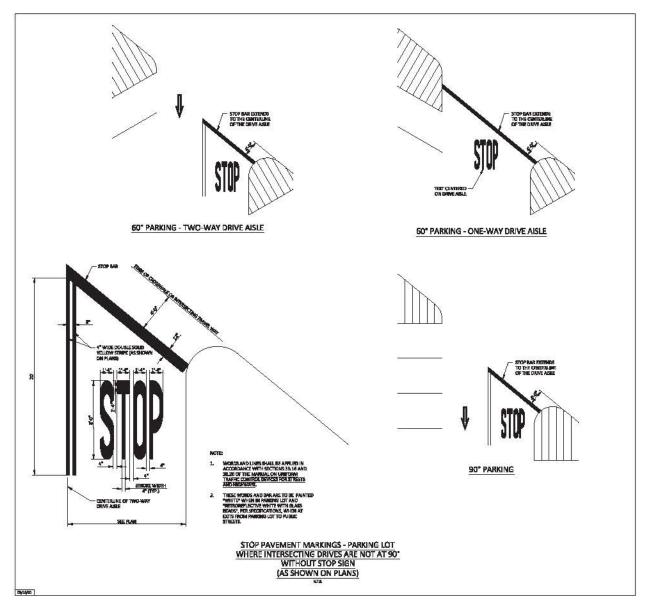
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ALBUQUERQUE (EC), NM
2266 WYOMING BLVD NE
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SECP AND STOP SIGNS AND MARKINGS DETAIL SHEET



# SITE DEMOLITION SPECIFICATION

# PART 1 - GENERAL

# 1.1 SUMMARY

A. Section Includes Demolition of structures, paving, and utilities.

- Patching and filling voids created as a result of removals or demolition
- 1.2 REGULATORY REQUIREMENTS
- A. Compliance with all laws, including Safety Laws, Rovironmental Laws, Stormwater Laws and Worker Verification Laws as well as requirements found within the Contract Documents and these Specifications, that pertain to Safety Compliance, Environmental Compliance, Stormwater Compliance and Worker Verification Compliance. Obtain required permits and licenses from appropriate authorities. Pay associated fees including disposal charges.
- B. Notify affected utility companies before starting work and comply with their requirements.
- C. Do not close or obstruct public or private roadways, sidewalks, or fire hydrants without appropriate permits or written
- D. If hazardous, contaminated materials or other environmental related conditions are discovered, stop work immediately and notify the Wal-Mart Construction Manager for action to be taken. Do not resume work until specifically authorized by the Construction

#### 1.3 PROJECT CONDITIONS

 A. Conditions existing at time of inspection for bidding purposes will be maintained by Owner as reasonably practical.
 B. Unless otherwise indicated in Contract Documents or specified by the Owner, items of salvageable value to Contractor shall be removed from site and structures. Storage or sale of removed items on site will not be permitted and shall not interfere with other

## PART 2 - PRODUCTS

# 2.1 FILL MATERIALS

A. Fill material shall be aggregate fill materials consisting of stone, gravel, or sand free from debris, trash, frozen materials, roots,

# 2,2 CONCRETE

- A. Mix concrete and deliver in accordance with ASTM C 94.
- B. Design mix to produce normal weight concrete consisting of Portland cement, aggregate, water\_reducing admixture, air\_entraining admixture, and water to produce following:
- Compressive Strength: 3,500 psi, minimum at 28 days, unless otherwise indicated on the Drawings
- Slump Range: 1 to 3-inches at time of placement
- 3. Air Entrainment: 5 to 8 percent

## PART 3 - EXECUTION

## 3.1 PREPARATION

- A. Provide, erect, and maintain erosion control devices, temporary barriers, and security devices at locations indicated on Construction Drawings. Provide a comprehensive construction phasing plan for this work to the store manager 7 days prior to starting any work. It is to provide for dates, times and duration of lane closures, temporary vehicle and pedestrian traffic control.

  B. Protect existing landscaping materials, appurtenances, and structures, which are not to be demolished. Repair damage to existing
- items to remain caused by demolition operations.
- C. Prevent movement or settlement of adjacent structures. Provide bracing and shoring as necessary.
- D. Mark location of utilities. Protect and maintain in safe and operable condition utilities that are to remain. Prevent interruption of existing utility service to occupied or used facilities, except when authorized in writing by authorities having jurisdiction. Provide temporary services during interruptions to existing utilities as acceptable to governing authorities and Owner.
- B. For work on operating Walmart sites, prior to any underground excavation, contractor is expected to obtain current and representative underground utility plans from Walmart for private utilities that are not located by others. This is specifically intended to provide approximate locations for Walmart private utilities including water, sewer, electrical, telephone and data
- F. Notify adjacent property owners of work that may affect their property, potential noise, utility outages, or other disruptions. Obtain written permission from adjacent property owners when demolition equipment will traverse, infringe upon, or limit access to their property. Coordinate notice with Owner

# 3.2 GENERAL DEMOLITION REQUIREMENTS

- A. Conduct demolition to minimize interference with adjacent structures or pavements to remain.
- B. Cease operations immediately if adjacent structures appear to be in danger. Notify authority having jurisdiction. Do not resume operations until directed by authority.
- C. Conduct operations with minimum of interference to public or private access. Maintain ingress and egress at all times other than in specific areas where work is in progress.
- D. Sprinkle work with water to minimize dust. Provide hoses and water connections for this purpose
- E. Comply with governing regulations pertaining to environmental protection.
- F. Clean adjacent structures and improvements of dust, dirt, and debris caused by demolition operations. Return adjacent areas to condition existing prior to start of work.

- A. Demolish site improvements designated to be removed as shown on the drawings. Site improvements shall include but not be
- limited to structures, foundations, pavements, curbs and gutters, drainage structures, utilities, signage or landscaping. B. Disconnect and cap or remove utilities to be abandoned as shown on the drawings.
- C. Fill or remove piping and appurtenances as shown.
- D. Demolish concrete and masonry in small sections. Break up concrete slabs\_on\_grade that are 2-feet or more below proposed subgrade to permit moisture drainage. Remove slabs-on-grade and below grade construction within 2-feet of proposed subgrade

# 3.4 PATCHING

- A. Where improvements are removed from paved areas, pavements shall be sawcut in straight lines at the perimeter and patched.
- Damaged pavement adjacent to removed improvements shall also be removed and patched.

  B. Pavement patches shall be paved with minimum 6" concrete, broom finished and flush with adjacent grades.

- A. Completely fill below grade areas and voids resulting from demolition or removal of structures, etc., using aggregate fill materials
- consisting of stone, gravel, or sand free from debris, trash, frozen materials, roots, and other organic mat B. Areas to be filled shall be free of standing water, frost, frozen or unsuitable material, trash, and debris prior to fill placement.
- C. Place fill materials in lifts not to exceed 6 inches loose measure and compacted to 95 percent of maximum laboratory density per
- ASTM D698 with moisture content of not less than 1 percent below and not more than 3 percent above optimum moisture content. D. Grade surface to match adjacent grades and to provide flow of surface drainage after fill placement and compaction.

# 3.6 DISPOSAL OF DEMOLISHED MATERIALS

- A. Remove from site debris, rubbish, and other materials resulting from demolition operations. Leave areas of work in clean
- B. No burning of any material, debris, or trash on\_site or off\_site will be allowed. C. Transport materials removed from demolished structures with appropriate vehicles and dispose off-site to areas that are approved for disposal by governing authorities and appropriate property owners.

# **END OF SECTION**

#### PAVEMENT MARKINGS SPECIFICATION

## PART 1 - GENERAL

## 1.1 SUMMARY

- A. Section Includes:
- Painting and marking of pavements, curbs, and guard posts (bollards).

## 1.2 REFERENCES

- A. The publications listed below form a part of this specification to the extent referenced. Publications are referenced within the text by the basic designation
- B. American Association of State Highway and Transportation (AASHTO):
- AASHTO M247 Glass Beads Used in Traffic Paints
- AASHTO M248 Ready-Mixed White and Yellow Traffic Paints
- C. Master Painter's Institute (MPI):
- MPI 32 Traffic Marking Paint, Solvent Based. MPI 97 - Traffic Marking Paint, Latex.
- D. ASTM International (ASTM): ASTM D4414 - Standard Practice for Measurement of Wet Film Thickness by Notched Gauges
- - FS A-A-2886 Paint, Traffic, Solvent Based (supersedes FS TT-P-85 and FS TT-P-115, Type I)
- FS TT-B-1325 Beads (Glass Spheres) Retro-Reflective FS TT-P-1952 - Paint, Traffic And Airfield Marking, Waterborne

PROJECT CONDITIONS

A. Maintain access for vehicular and pedestrian traffic as required for other construction activities. Utilize flagmen, barricades, warning signs, and warning lights as required.

# PART 2 - PRODUCTS

# 2.1 MATERIALS

- A. Paint shall be waterborne or solvent borne, colors as shown or specified herein. Pevement marking paints shall comply with applicable state and local laws enacted to ensure compliance with Federal Clean Air Standards. Paint materials shall conform to the restrictions of the local Air Pollution Control District.
- B. Waterborne Paint: Paints shall conform to FS TT-P-1952 and have MPI 97 approval. C. Solvent Borne Paint: Paint shall conform to FS A-A-2886 or AASHTO M248 and have MPI 32 approval. Paint shall be non\_bleeding, quick\_drying, and alkyd petroleum base paint suitable for traffic bearing surface and be mixed in accordance with manufacturer's instructions before application for colors
- White, Yellow, Blue, and Red.

# D. Glass Beads: AASHTO M 247, Type 1 or FS TT-B-1325, Type 1, Gradation A.

## PART 3 - EXECUTION

# 3.1 EXAMINATION

A. Examine the work area and correct conditions detrimental to timely and proper completion of the work. Do not proceed until unsatisfactory conditions are corrected.

## 3.2 PREPARATION

- A. Sweep and clean surface to eliminate loose material and dust.
- B. Where existing pavement markings are indicated on Construction Drawings to be removed or would interfere with adhesion of new paint, a motorized abrasive device or soda blasting shall be used to remove the markings. Equipment employed shall not damage existing paving or create surfaces hazardous to vehicle or pedestrian traffic.

# CLEANING EXISTING PAVEMENT MARKINGS

A. Remove existing pavement markings which are in good condition but interfere or conflict with the newly applied marking patterns and as noted on plans. Deteriorated or obscured markings that are not misleading or confusing or do not interfere with the adhesion of the new marking material do not require removal. Conduct grinding, soda blasting or other operations in such a manner that the finished pavement surface is not damaged or left in a pattern that is misleading or confusing. Use dust collection system when removing existing pavement markings. Comply with the requirements of Section 01351 Regulatory Compliance Supplement for management and disposal of hazardous wastes.

# APPLICATION

- A. Apply two costs of same color of paint as specified below, at manufacturer's recommended rate, without addition of thinner, with maximum of 100 square feet per gallon or as required to provide a minimum wet film thickness of 15 mils and dry film thickness of 7 ½ mils per coat. Paint shall be applied for a total dry film thickness of 15 mils. Apply with mechanical equipment to produce uniform straight edges. At sidewalk curbs and crosswalks, use straightedge to ensure uniform, clean, and straight stripe.
- B. Install pavement markings according to manufacturer's recommended procedures for the specified material.
- C. Following items shall be painted with colors noted below:
- Pedestrian Crosswalks: White Exterior Sidewalk Curbs and Guard posts: Yellow
- Exterior Light Pole Bases: Yellow (unless otherwise noted on Construction Detail).
- Fire Lanes: Red or per local code Lane Striping where separating traffic moving in opposite directions: Yellow
- Lane Striping where separating traffic moving in the same direction: White. ADA Symbols: Blue or per local code.
- ADA parking space markings as shown on the drawings.
- Parking Stall Striping: Yellow, unless otherwise noted on Construction Drawings. Associate Parking Area: White, unless otherwise noted on Construction Drawings.
- D. Apply glass beads at pedestrian crosswalk striping and at lane striping and arrows at driveways connecting to public streets. Broadcast glass beads uniformly into wet markings at a rate of 6 lb/gal.

A. Field quality control shall be the responsibility of the Contractor. Field quality control testing and inspection shall be at the discretion of the Contractor as necessary to assure compliance with Contract requirements

# 3.6 CLEANING

A. Waste materials shall be removed at the end of each workday. Upon completion of the work, all containers and debris shall be removed from the site. Paint spots upon adjacent surfaces shall be carefully removed by approved procedures that will not damage the surfaces and the entire job left clean and acceptable.

#### TRAFFIC SIGNS AND SIGNALS SPECIFICATION

#### PART 1 - GENERAL

# 1.1 SUMMARY

- A. Section Includes Traffic control signs
- B. Related Requirements:
- Section 09900 Painting. Painting for painted posts where shown on the Drawings

# 1.2 REFERENCES

- A. The publications listed below form a part of this specification to the extent referenced. Publications are referenced within the text by the
- ASTM A53 Pipe, Steel, Black and Hot\_Dipped, Zinc\_Coated Welded and Seamless
- ASTM C94 Ready Mix Concrete
- ASTM D4956 Retroreflective Sheeting for Traffic Control. C. US Department of Transportation, Federal Highway Administration:

  1. Manual on Uniform Traffic Control Devices (MUTCD).

2.1 SIGNS

PART 2 - PRODUCTS

A. Conform to US Department of Transportation MUTCD. Sign classification, type, size, and color shall be as shown on the drawings B. Retroreflectivity: Microprismatic type, diamond grade reflective sheeting conforming to ASTM D 4956, Type XI.

- A. Square Post: Square tubular steel sign post, galvanized, 12 ga, perforated full-length with 7/16 inch holes on four sides. Post size shall
- B. Steel Pipe: ASTM A 53, Type E (electric-resistance welded) or Type S (scamless), Grade B, Schedule 40, size as shown on the

# 2.3 CONCRETE

- A. Mix concrete and deliver in accordance with ASTM C 94.
- B. Design mix to produce normal weight concrete consisting of Portland coment, aggregate, water reducing admixture, air entraining
- admixture, and water to produce following:
- Compressive Strength: 3,500 psi, minimum at 28 days, unless otherwise indicated on the Drawings
- Slump Range: 1 to 3-inches at time of placement Air Entrainment: 5 to 8 percent

# PART 3 - EXECUTION

## 3.1 PREPARATION

A. Field verify underground utilities prior to sign installation. Primary utilities of concern of shallow depths are lawn sprinkler systems, electric, telephone, fiber optic, cable and gas.

## 3.2 INSTALLATION

- A. Install signs as shown on the Drawings and in accordance with MUTCD and manufacturer's instructions
- B. Install signs of the type and at locations shown on the Drawings.
- C. Install posts of the type as shown on the drawing.
- D. Where shown as painted, field paint steel pipe posts in accordance with Section 09900.

# END OF SECTION

# SEAL COAT SHALL BE APPLIED WHERE EXISTING MARKINGS ARE REMOVED.

# SMALL PROJECT SEAL COAT SPECIFICATION:

CRACK FILLING AND OIL SPOT TREATMENTS ARE NOT REQUIRED PRIOR TO SEAL COAT. OTHER THAN THESE EXCEPTIONS, PREPARE AND CLEAN AREA TO BE SEAL COATED CONSISTENT WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATION.

# APPROVED MATERIALS:

- MICRO-PAVE PRO-BLEND WITH ADDED SAND
- SINGLE COAT
- POLYMER MODIFIED MASTERSEAL WITH ADDED SAND
- GEM SEAL BLACK DIAMOND XL

## WITH ADDED SAND SINGLE COAT

MATERIALS IDENTIFIED IN SPECIFICATION SECTION 02787 CAN BE USED. COAL TAR BASED SEAL COAT MATERIALS IN ANY FORM ARE PROHIBITED.



ALBUQUERQUE (EC), NM
2266 WYOMING BLVD NE
STORE NUMBER: 05491-245 2023 SUPERCENTER REMODEL

ISSUE BLOCK

CHECKED BY: DRAWN BY: PROTO CYCLE: 06/30/2023 DOCUMENT DATE: 09/12/2023

SPECIFICATIONS SHEET

CSS-1

# SEAL COAT SPECIFICATION

PART 1 - GENERAL

## 1.1 SUMMARY

- Seal coats using a polymer-modified asphalt emulsion blended with fine aggregate
- B. Related Requirements:
- Site Demolition Specification
- **Pavement Markings Specification** Traffic Signs and Signals Specification

#### 1.2 REFERENCES

- A. The publications listed below form a part of this specification to the extent referenced. Publications are referenced within the text by the basic designation only.
- B. ASTM International (ASTM)
- ASTM C 136 Method of Sieve Analysis of Fine and Coarse Aggregate
- ASTM D 217 Method for Cone Penetration of Lubricating Grease
- ASTM D 244 Test Methods for Emulsified Asphalts
- ASTM D 562 Method for Consistency of Paints Measuring Krebs Unit (KU) Viscosity Using a Stormer-Type Viscometer ASTM D 977 - Emulsified Asphalt
- ASTM D 2397 Cationic Emulsified Asphalt
- ASTM D 2042 Method for solubility of Asphalt Materials in Trichloroethylene
- ASTM D 3910 Practice for Design, Testing, and Construction of Slurry Seal
- ASTM D 6690 Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

# ADMINISTRATIVE REQUIREMENTS

- A. Pre\_installation Meeting: Convene a pre\_installation meeting at the site at least two weeks prior to commencing work of this Section. Require attendance of parties directly affecting work of this Section, including, but not limited to, the store manager, Contractor, and job
- Contact Wal\_Mart Construction Manager three weeks prior to pre\_installation conference to confirm schedule.

  Record discussions of meeting and decisions, agreements reached, and furnish copy of record to each party attending. Review foreseeable methods and procedures related to paving work, including the following:
  - a. Review preparation and installation procedures and coordinating and scheduling required with related work (including all required striping).
- Review proposed sources of materials. Tour, inspect, and discuss condition of existing pavement and other preparatory work such as patching and crack sealing. If crack sealing is needed (reference section 2.4.C below) or other areas of pavement distress are noted during tour, submit
- appropriate RFI to project team for review. d. Review requirements for protecting paving work, including restriction and redirection of traffic during installation and curing
- Review and finalize construction schedule and verify availability of materials, installer's personnel, equipment, traffic control
- devices, and facilities needed to make progress and avoid delays.
- Review paving requirements (drawings, specifications, and other contract documents).
- Review weather and forecasted weather conditions, and procedures for coping with unfavorable conditions.
- h. Review health and safety precautions relating to handling and placement of seal coat.

### QUALITY ASSURANCE

Contractor Qualifications: The seal coat applicator shall have not less than 3 years documented experience in the application of emulsion seal coats.

# 1.5 SITE CONDITIONS

- A. Weather Limitations: Apply seal coat only under the following weather conditions:
- 1. The atmospheric temperature is between 50 and 90 F and is expected to remain above 50 F for 24 hours.
- 2. Pavement temperature is above 55 F. 3. Surface is dry and no moisture is expected within 24 hours.
- 4. Weather and wind conditions are such that overspray is preventable and will allow proper curing and opening to traffic within a reasonable time.
- B. Maintain access for vehicular and pedestrian traffic as required by the Wal-Mart Store and Construction Manager. Utilize temporary striping, flagmen, barricades, warning signs, and warning lights as required.

# PART 2 - PRODUCTS

- A. Aggregate: Aggregate shall be 100 percent passing the No. 16 (1.18 mm) sieve when tested in accordance with ASTM C 136. Aggregate shall consist of hard, washed, dry natural or manufactured particles free of dust, trash, clsy, organic materials or other contaminants.
- B. Asphalt Emulsion: Comply with ASTM D977 or ASTM D2397 for SS-1h or CSS-1h. The penetration of the residue from the distillation test shall be 20 to 60. Clay stabilized emulsion, with a ph not greater than 7.0, and solids content not less than 45 percent may be used. The polymer material shall be milled or blended into the asphalt or emulsifier solution prior to the emulsification process. The minimum amount and type of polymer modifier shall be determined by the laboratory performing the mix design.
- C. Coal Tar; Coal tar emulsion or coal tar/asphalt emulsion shall not be used as a substitute for asphalt emulsion.
- D. Water: Water shall be potable and free of harmful soluble salts or reactive chemicals and any other contaminants and at least 50 F.
- E. Additives: Additives shall be included and approved as part of the mix design and be compatible with the other components of the mix. F. Crack Scalant: Crack scalant shall conform to ASTM D6690, Type II or higher and compatible with the specified scal coat emulsion.

A. Composition. Seal coat shall consist of a mixture of the specified emulsion, water, aggregate, and additives and be proportioned to meet the requirements shown in the following Table 1.

# TABLE 1 - Undiluted Scal Coat Design Properties

Method	Minimum	Maximum
Weight (per gallon), ASTM D 244, fbs	9.0	
Cone Penetration, ASTM D 217, mm	340	700
% Non-Volatile <sup>1</sup>	50	
% Non-Volatile Residue Soluble in Trichloroethylene, ASTM D 2042	10	35
Wet Track Abrasion Loss, ASTM D 3910, g		35
Viscosity, ASTM D 562, KU	75	
Dried Film Color	Black	

<sup>1</sup>Weigh 10 g of homogeneous product into a previously tared, small ointment can. Place in an oven at 325°F for 90 minutes. Cool, reweigh and calculate non-volatile residue as a percent of the original mass.

#### 2,3 EQUIPMENT

- A. Distributors. Distributors or spray units used for the spray application of the seal coat shall be self-propelled and capable of uniformly applying 0.10 to 0.30 gallons per square yard of material over the required width of application. Distributors shall be equipped with nometers, pressure gauges, and volume measuring devices. The mix tank shall have a mechanically powered, full sweep, mixer with sufficient power to move and homogeneously mix the entire contents of the tank.
- B. Spray Nozzles. Nozzles shall be free from clogs and debris and set at the same angle.
- C. Mixing Equipment. The mixing machine shall have a continuous flow mixing unit capable of accurately delivering a predetermined proportion of aggregate, water, and emulsion, and of discharging the thoroughly mixed product on a continuous basis. The mixing unit shall be capable of thoroughly blending all ingredients together and discharging the material without segregation.
- D. Spreading Equipment. Spreading equipment shall be a mechanical type squeegee/brush distributor attached to the mixing machine, equipped with flexible material in contact with the surface to prevent loss of slurry from the spreader box. It shall be maintained to prevent loss of slurry on varying grades and adjusted to assure uniform spread. There shall be a lateral control device and a flexible strike off capable of being adjusted to lay the slurry at the specified rate of application. The spreader box shall have an adjustable width. The box shall be kept clean. Emulsion and aggregate build up on the box shall not be permitted.
- E. Clean equipment with a petroleum solvent if previously used with a different material.
- F. Hand Squeegee or Brush Application. Hand spreading application shall be used only in places not accessible to the mechanized equipment or to accommodate neat trim work at curbs, etc. Material that is applied by hand shall meet the same standards as that applied
- G. Calibration. Spreading equipment shall be provided with a method of calibration by the manufacturer. Equipment shall be calibrated to assure that it will produce and apply a mix that conforms to the job mix formula. Calibrations shall be made with the approved job materials prior to application of the seal coat.

- A. Remove all existing striping in areas subject to seal coating as noted in plans. Reference applicable specification section in Site
- B. Remediate distressed areas of existing pavement by saw-cutting and removing existing pavement, regrading and compacting the underlying base course and replacing with full depth asphalt at locations and as shown on the drawings.
- 1. Repairs not specifically shown on the plans but considered necessary by the contractor, store manager or construction manager (CM) shall be identified and submitted as an RFI to the project team prior to commencement of repairs.
- 2. Repairs submitted by RFI and approved shall be performed as directed by the CEC. Cost for such work directed and performed will be paid for in accordance with the "Changes in the Work" Clause of the General Conditions.
- C. Longitudinal and traverse cracks in excess of 0.25 inch, but less than 1 inch shall be sealed with a crack sealant. Cracks that contain weed
- or other live vegetable matter shall be treated with a locally approved, non-oil based sterilant prior to applying the crack filler. D. Existing crack scalants in the parking lot shall be evaluated for compatibility with the specified emulsion. If not compatible with each other they can't be used together. Immediately prior to applying the seal cost, the surface shall be cleared of all loose material, dirt, dust, grease, oil, vegetation and other objectionable material. If water is used, cracks shall be allowed to dry thoroughly before applying the
- E. Protect existing manholes, inlets, vaults, valve boxes, meter boxes, etc. as necessary to maintain free accessibility upon completion of seal coat application. Surfaces adjacent to seal coat application areas such as sidewalks, curb and/or gutter, storefronts, etc. shall be protected
- by use of felt paper anchored with clean aggregate, or by shielding components with plywood during application.

  F. Coordinate limits of seal coat application operations with Owner's Construction Manager and Store Manager to avoid interruption to store operations. Protect adjacent areas of the parking lot outside of current seal coat application limits to avoid tracking onto adjacent areas,
- Partition off limits of current seal coat operations until surface is traffic ready.

  G. Coordinate with Store Manager to deactivate lawn sprinkler systems least 48 hours prior to placing the seal coat and remain off for at least 24 hours after the seal coat application.

# 2.5 APPLICATION

- A. Apply seal coat at a total rate (undiluted) of 0.17gal./SY.
- B. Dampen pavement with a fog spray of water if ambient temperatures exceed 80°F. No standing water shall remain on the surface.C. Apply the coat uniformly in a manner such that the combined application of the coat equals the total rate specified above.
- D. Suspend application when the distribution tank has less than 100 gallons left and refill to prevent irregular patterns or misses.
- E. The coat shall be allowed to dry and cure initially a minimum of 2-4 hours before applying any markings. The initial drying shall allow evaporation of water of the applied mixture, resulting in the coating being able to sustain light foot traffic. The initial curing shall enable the mixture to withstand vehicle traffic without damage to the seal coat
- F. The finished surface shall present a uniform texture with no streaks. G. The single coat shall be allowed to dry a minimum of eight hours in dry daylight conditions before opening to traffic, and initially cure
- enough to support vehicular traffic without damage to the seal coat.
- H. Where marginal weather conditions exist during the eight hour drying time, additional drying time shall be allowed. The length of time shall be as specified by the supplier. The surface shall be checked after the additional drying time for trafficability before opening the section to vehicle traffic.

# END OF SECTION







CHECKE	D BY:	BDA
DRAWN BY:		NJG

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SPECIFICATIONS SHEET

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