CONSTRUCTION PLANS

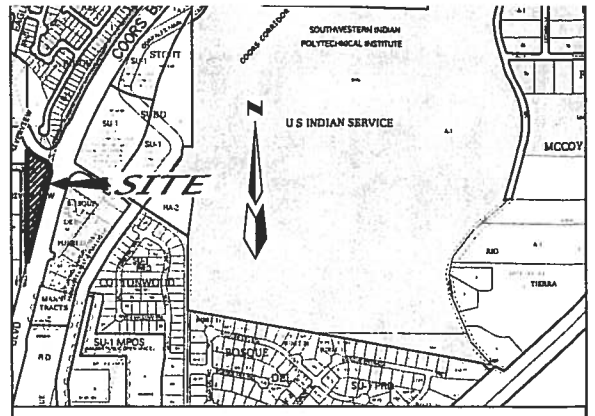
FOR

NEW MEXICO DEPARTMENT OF TRANSPORTATION

PAVING & UTILITY IMPROVEMENTS

COORS BOULEVARD, N.W.

TEAM RADIO



VICINITY MAP — ZONE ATLAS # P-10-Z

SCALE: NONE

NOTICE TO CONTRACTORS

1. A DRIVEWAY PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN THE N.M.D.O.T RIGHT-OF-WAY.
2. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
4. ALL WORK AFFECTING ARTERIAL ROADWAYS REQUIRES TWENTY-FOUR HOUR CONSTRUCTION.
5. ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO THE SAME LOCATION AS WAS EXISTING, OR AS INDICATED BY THIS PLAN SET.
6. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY GRAFFITI FROM ALL EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.
7. ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES MUST BE CARRIED OUT IN ACCORDANCE WITH OSHA 29 CFR 1926.650 SUBPART P.
8. ALL EXISTING UTILITIES MAY NOT BE SHOWN. ALL EXISTING SERVICE CONNECTIONS ARE NOT SHOWN. ANY EXISTING UTILITIES THAT ARE SHOWN ARE APPROXIMATE LOCATION ONLY. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL THE UTILITY OWNERS AND TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO ANY EXCAVATIONS TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS.

INDEX TO DRAWINGS

SPECIAL SURVEY NOTE:

CONVERSION FACTOR: THE CORRECTION FACTOR FOR THE PROJECT TO GO FROM NAVD 29 TO NAVD 88 IS +2.68 FEET.

APPROVAL: NEW MEXICO DEPARTMENT OF TRANSPORTATION DATE:

NEW MEXICO DEPARTMENT OF TRANSPORTATION

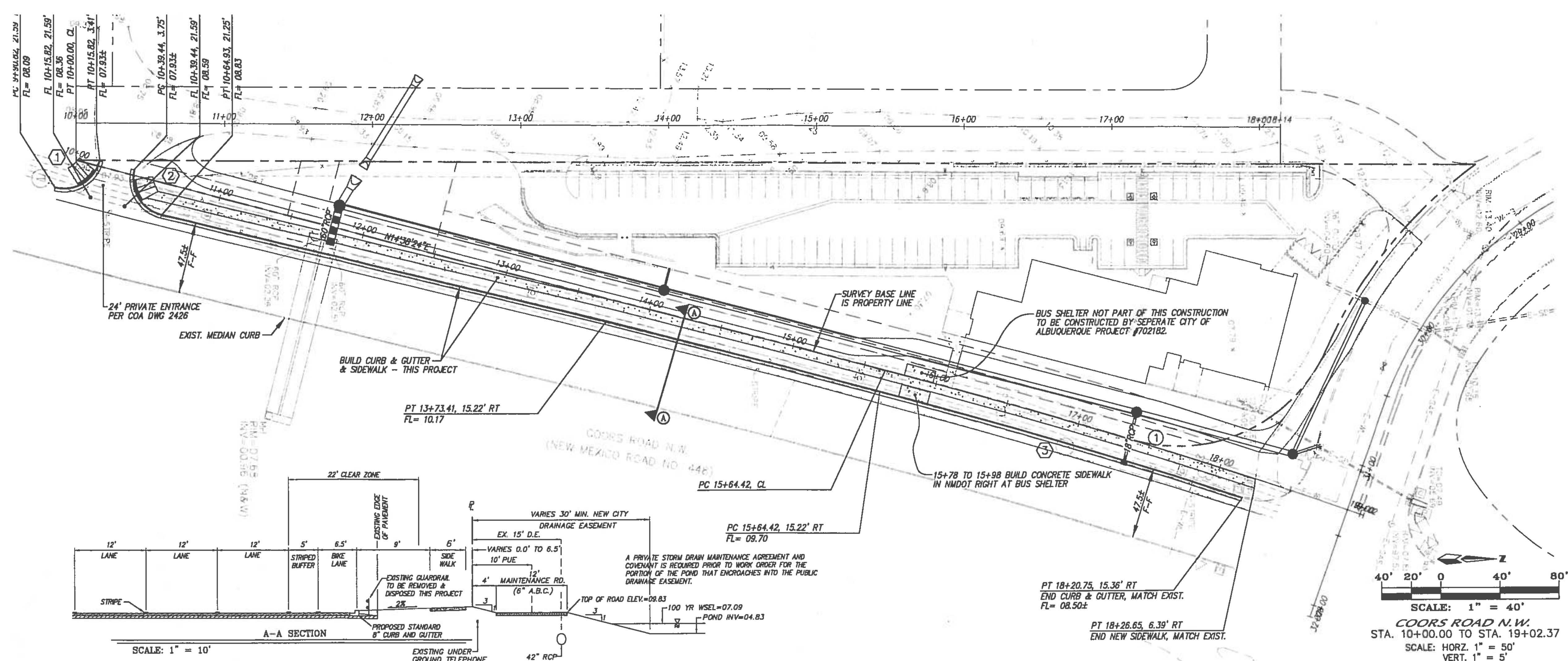
ENGINEERS STAMP & SIGNATURE

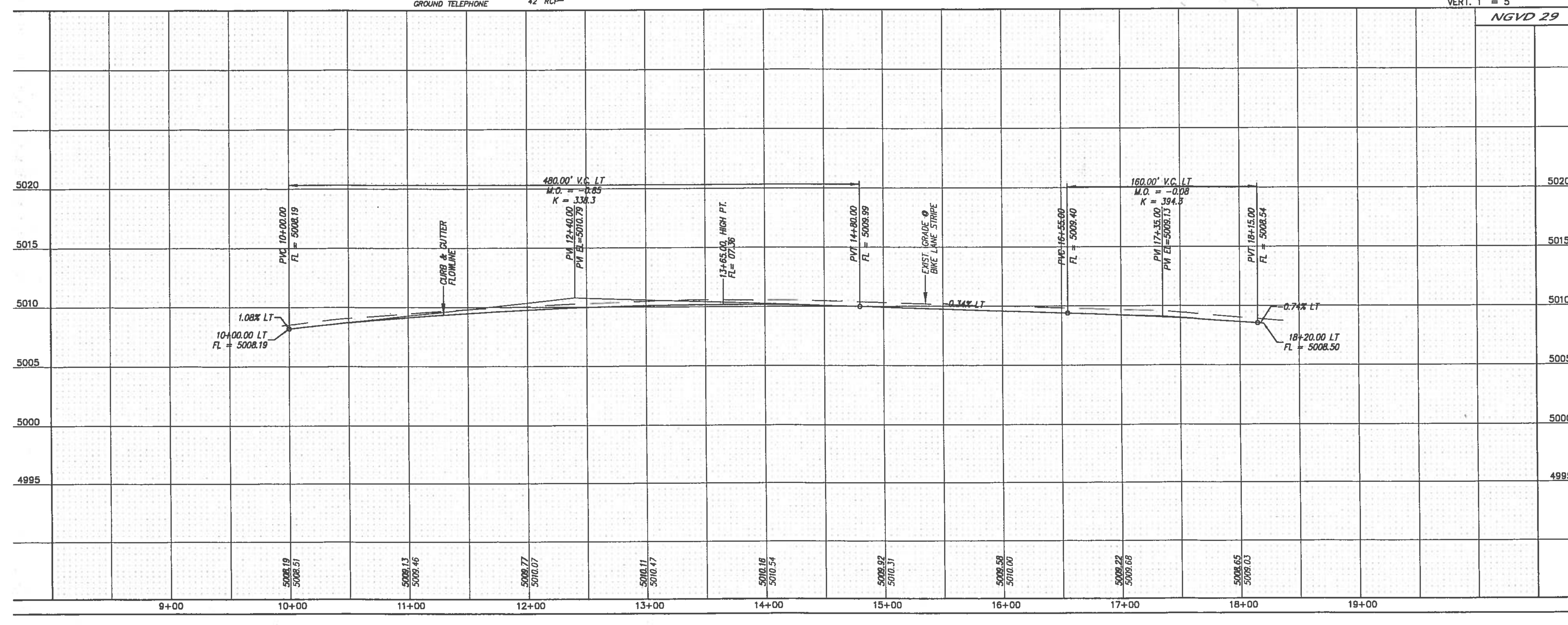
JAMES D. HALL — NEW MEXICO — REGISTERED PROFESSIONAL ENGINEER

11-24-2014

dmg D. MARK GOODWIN & ASSOCIATES, P.A.
CONSULTING ENGINEERS
P. O. BOX 90606
ALBUQUERQUE, NEW MEXICO 87199
(505) 828-2200, FAX (505) 797-9536

SHEET 1 OF 6





1. ALL STATIONING IS BASED ON SURVEY BASELINE, (RIGHT-OF-WAY) AND 10+00.00 IS AT SOUTH CORNER OF THIS SITE.

CURVE DATA - DESCRIBES FLOWLINE

①	②	③
Δ=89°59'55" L=39.27 R=25.00 Tan=25.00	Δ=91°07'16" L=39.76 R=25.00 Tan=25.49	Δ=3°48'15" L=255.36 R=3846.13 Tan=127.73

CURVE DATA - DESCRIBES SURVEY BASELINE ALIGNMENT

① Δ=4°48'33"
L=337.95
R=4026.36
Tan=169.07

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

BENCHMARK - NAVD88
AGRS MONUMENT
"6-D13"
ELEVATION=5009.852
THIS PROJECT IS BASED ON NAD27 AND NAVD88

SURVEY INFORMATION

FIELD NOTES		
NO.	BY	DATE

ENGINEER'S SEAL

JAMES D. HUGHES NEW MEXICO REGISTERED PROFESSIONAL ENGINEER

[illegible]

11-24-2014

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	
DESIGNED BY	JDH	DATE	11/14
DRAWN BY	ACH	DATE	11/14
CHECKED BY	DMG	DATE	11/14

CERTIFICATE OF SUBSTANTIAL COMPLIANCE

dmg MARK GOODWIN & ASSOCIATES, P.A.
CONSULTING ENGINEERS
P.O. BOX 90606
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OFFICE (505) 828-2200, FAX (505) 797-9539

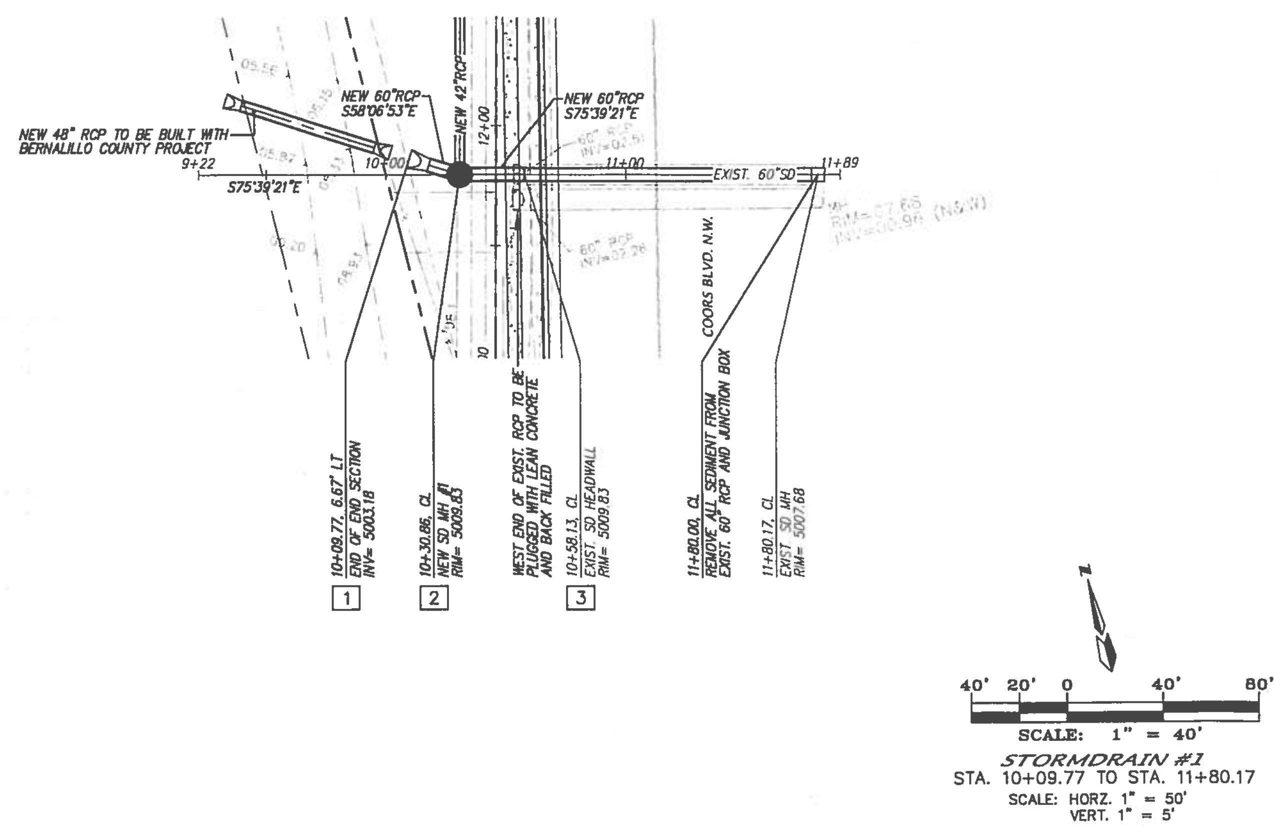
NEW MEXICO DEPARTMENT OF TRANSPORTATION

TITLE: TEAM RADIO PAVING IMPROVEMENTS

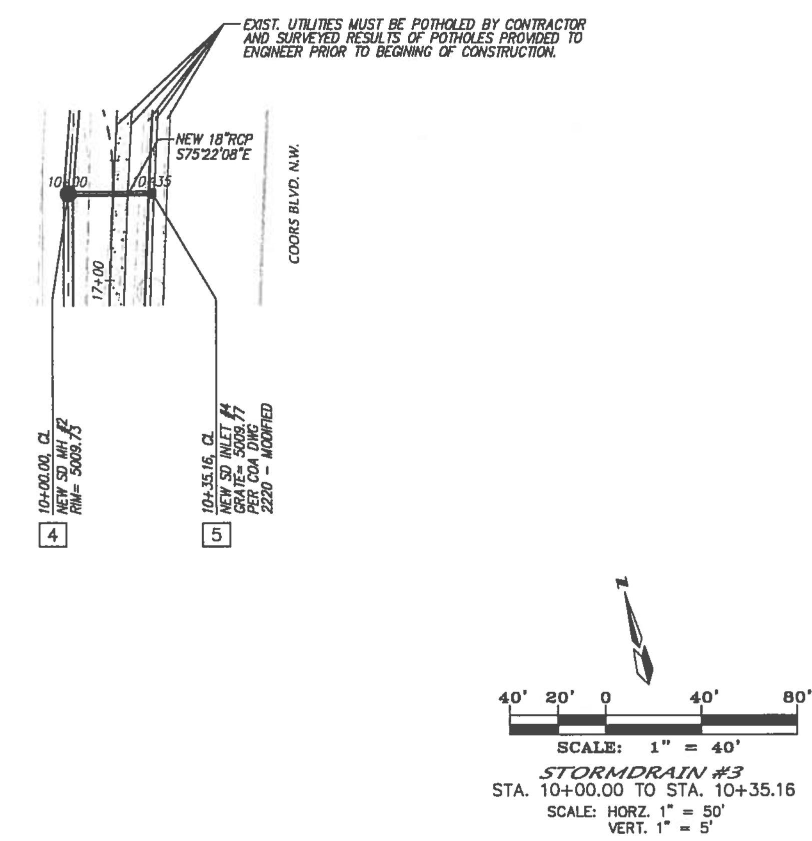
DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	LAST DESIGN UPDATE	MO./DAY/YR.	MO./DAY/YR.

NMDOT | ZONE MAP NO. C-13/D-13 | SHEET 2 OF 6

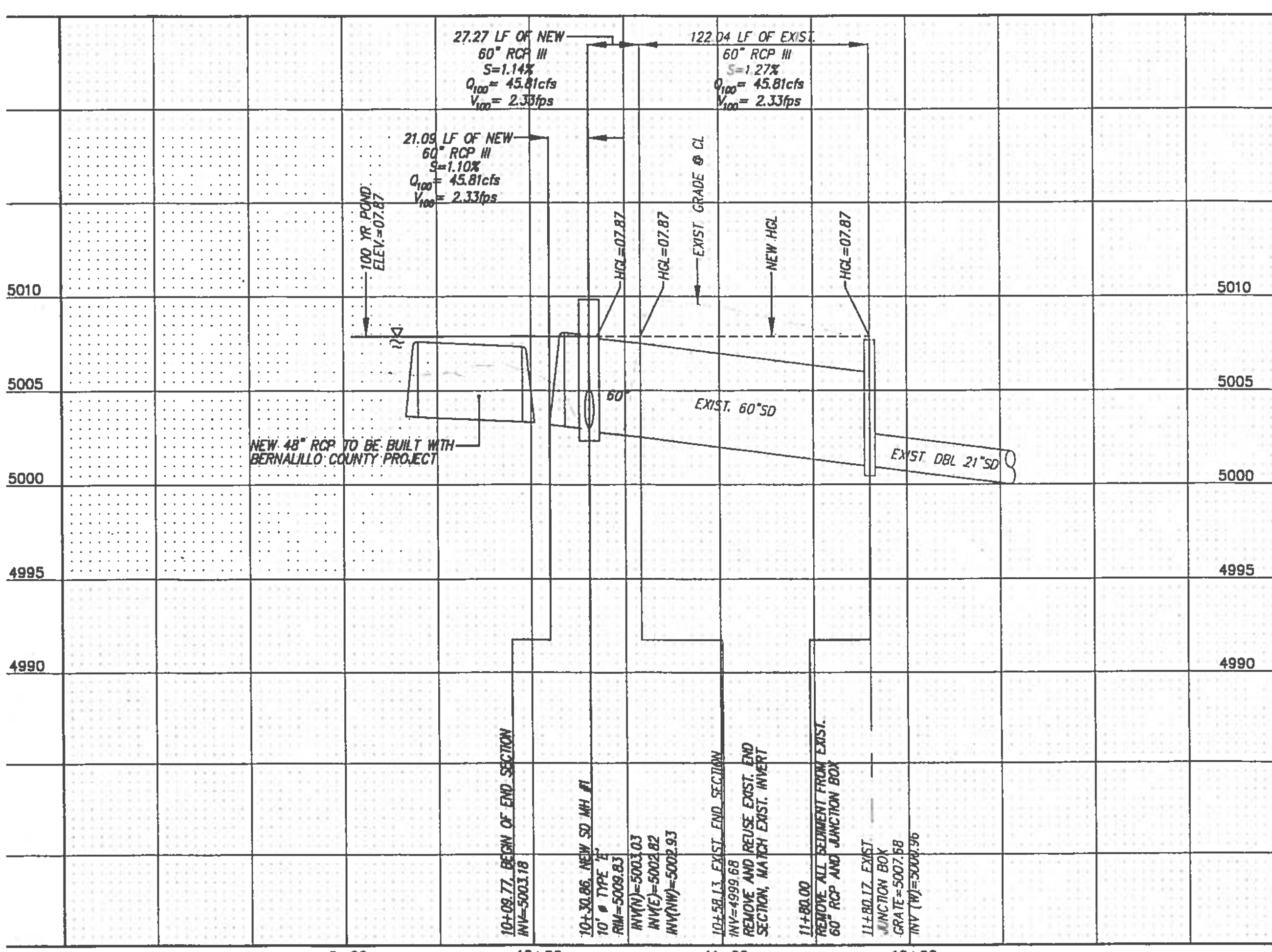
F:\A10JOBS\A10024 Grady's Radio Station\PLANS\PAVING\A10024-PAVING-PP1.dwg, Last saved by: Chris, 11/21/14



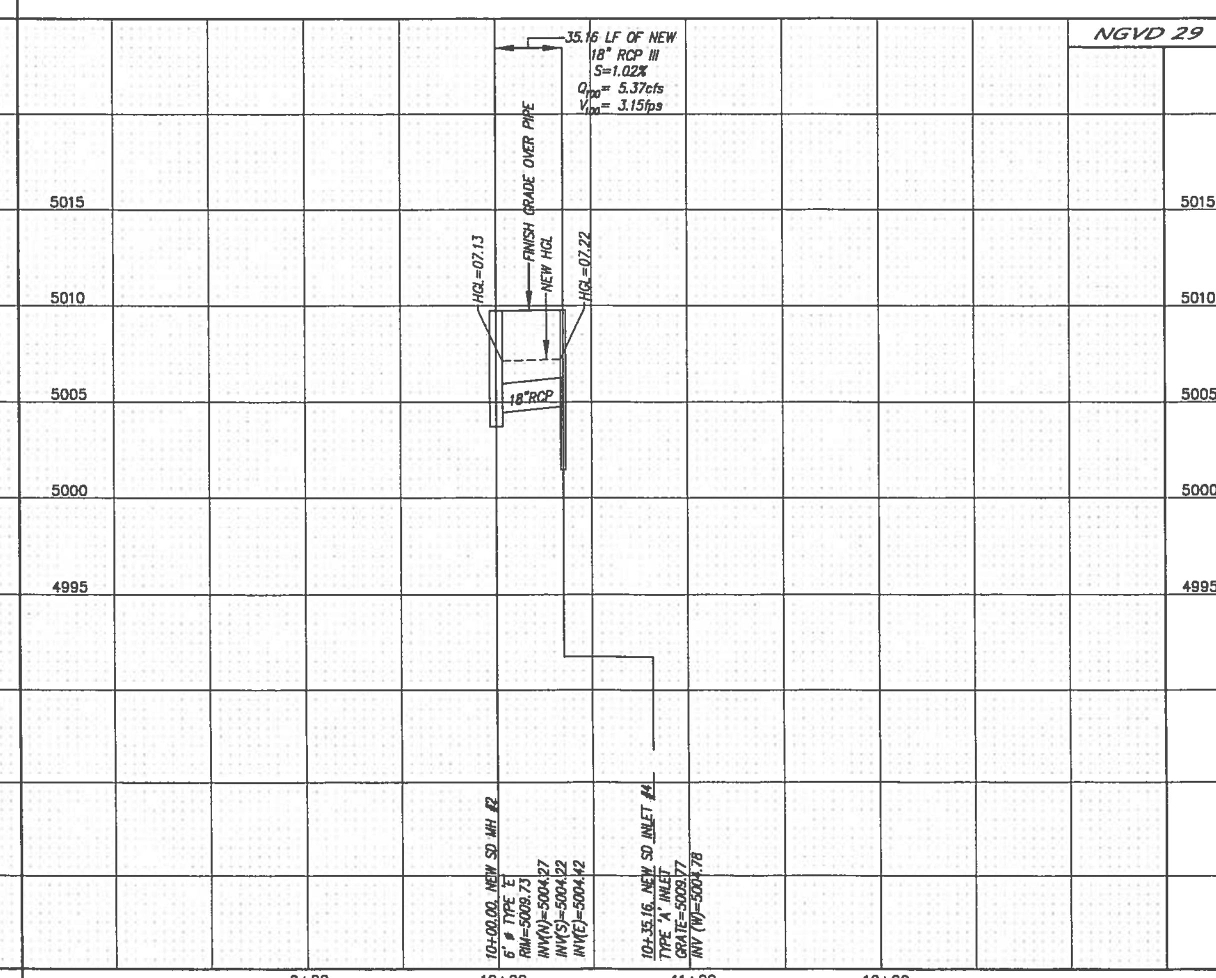
1. ALL STATIONING IS BASED ON CENTERLINE OF STORMDRAIN.
NEW 48" RCP TO BE BUILT WITH BERNALILLO COUNTY PROJECT
9+22
S75°39'21"E
NEW 60"RCP S58°06'53"E
NEW 42"RCP
12+00
NEW 60"RCP S75°39'21"E
11+00
EXIST. 60"SD
11+89
COORS BLVD. N.W.
1 10+09.77, 6.67' LT END OF END SECTION INV= 5003.18
2 10+30.86, CL NEW SD MH #1 RIM= 5009.83
WEST END OF EXIST. RCP TO BE PLUGGED WITH LEAN CONCRETE AND BACK FILLED
3 10+58.13, CL EXIST. SD HEADWALL RIM= 5009.83
11+80.00, CL REMOVE ALL SEDIMENT FROM EXIST. 60" RCP AND JUNCTION BOX
11+80.17, CL EXIST SD MH RIM= 5007.68
40' 20' 0 40' 80'
SCALE: 1" = 40'
STORMDRAIN #1
STA. 10+09.77 TO STA. 11+80.17
SCALE: HORZ. 1" = 50'
VERT. 1" = 5'



1. ALL STATIONING IS BASED ON CENTERLINE OF STORMDRAIN.
EXIST. UTILITIES MUST BE POTHOLED BY CONTRACTOR AND SURVEYED RESULTS OF POTHOLES PROVIDED TO ENGINEER PRIOR TO BEGINING OF CONSTRUCTION.
NEW 18"RCP S75°22'08"E
17+00
COORS BLVD. N.W.
4 10+00.00, CL NEW SD MH #2 RIM= 5009.73
5 10+35.16, CL NEW SD INLET #4 GRATE= 5009.77 PER COA DWG 2220 - MODIFIED
40' 20' 0 40' 80'
SCALE: 1" = 40'
STORMDRAIN #3
STA. 10+00.00 TO STA. 10+35.16
SCALE: HORZ. 1" = 50'
VERT. 1" = 5'



27.27 LF OF NEW 60" RCP III S=1.14% Q100= 45.81cfs V100= 2.33fps
122.04 LF OF EXIST. 60" RCP III S=1.27% Q100= 45.81cfs V100= 2.33fps
21.09 LF OF NEW 60" RCP III S=1.10% Q100= 45.81cfs V100= 2.33fps
100 YR POND ELEV.=07.87
HGL=07.87
HGL=07.87
EXIST GRADE @ CL
NEW HGL
HGL=07.87
60"
EXIST. 60"SD
EXIST DBL 21"SD
NEW 48" RCP TO BE BUILT WITH BERNALILLO COUNTY PROJECT
5010
5005
5000
4995
4990
10+09.77, BEGIN OF END SECTION INV=5003.18
10+30.86, NEW SD MH #1 10' ø TYPE 'E' RIM=5009.83 INV(N)=5003.03 INV(E)=5002.82 INV(NW)=5002.93
10+58.13, EXIST. END SECTION INV=4999.68 REMOVE AND REUSE EXIST. END SECTION, MATCH EXIST. INVERT
11+80.00 REMOVE ALL SEDIMENT FROM EXIST. 60" RCP AND JUNCTION BOX
11+80.17, EXIST JUNCTION BOX GRATE=5007.68 INV (W)=5000.96
9+00
10+00
11+00
12+00



NGVD 29
35.16 LF OF NEW 18" RCP III S=1.02% Q100= 5.37cfs V100= 3.15fps
HGL=07.13
FINISH GRADE OVER PIPE
NEW HGL
HGL=07.22
18"RCP
5015
5010
5005
5000
4995
10+00.00, NEW SD MH #2 6' ø TYPE 'E' RIM=5009.73 INV(N)=5004.27 INV(S)=5004.22 INV(E)=5004.42
10+35.16, NEW SD INLET #4 TYPE 'A' INLET GRATE=5009.77 INV (W)=5004.78
9+00
10+00
11+00
12+00

STATE PLANE DATA - NMDOT PLANS

1 NORTHERN= 1518341.1463 EASTERN= 373254.8675

2 NORTHERN= 1518329.4630 EASTERN= 373273.6480

3 NORTHERN= 1518322.7060 EASTERN= 373300.0720

4 NORTHERN= 1518867.8931 EASTERN= 373414.2994

5 NORTHERN= 1518859.0113 EASTERN= 373448.3214

CERTIFICATE OF SUBSTANTIAL COMPLIANCE

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

BENCHMARK - NAVD88
AGRS MONUMENT
"6-D13"
ELEVATION=5009.852
THIS PROJECT IS BASED ON NAD27 AND NAVD88

SURVEY INFORMATION

FIELD NOTES		
NO.	BY	DATE

ENGINEER'S SEAL

JAMES D. HUGHES PROFESSIONAL ENGINEER

11-24-2014

NO.	DATE	REMARKS	BY
		REVISIONS	
		DESIGN	
DESIGNED BY	JDH	DATE	11/14
DRAWN BY	ACH	DATE	11/14
CHECKED BY	DMG	DATE	11/14

dmg MARK GOODWIN & ASSOCIATES, P.A.
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ALBUQUERQUE, NEW MEXICO 87199
OFFICE (505) 828-2200, FAX (505) 797-9539

NEW MEXICO DEPARTMENT OF TRANSPORTATION

TITLE: TEAM RADIO
COORS ROAD UTILITY IMPROVEMENTS

DESIGN REVIEW COMMITTEE | CITY ENGINEER APPROVAL | LAST DESIGN UPDATE | MO./DAY/YR. | MO./DAY/YR.

NMDOT | ZONE MAP NO. G-13/D-13 | SHEET 3 OF 6

Traffic Control Notes

1. The Contractor/TCP firm MUST adhere to the dates and times listed on the TCP permit/plan. Failure to do so will result in the permit being revoked.
2. The NMDOT reserves the right to make any changes and/or modifications to the approved Traffic Control Permit.
3. The Contractor/TCP firm shall adhere to all the requirements listed in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD) as well as the latest edition of AASHTO Roadside Design Guide.
4. In the areas of pavement operations or other activities within the traveled way and adjacent to the existing traveled lane, the contractor shall assure that no pavement drop-offs are left exposed during non-working hours. The contractor shall initiate corrective means as per "the New Mexico Department of Transportation Pavement Drop-off Guideline" to achieve a minimum 6:1 slope between traveled lanes and a minimum 3:1 slope adjacent to the existing traveled lane with two 11foot driving lanes as shown in the detail below.

5. The Contractor/TCP firm will be required to cover up all conflicting signs within or in advance of the work zone.
6. In covering up any conflicting signs, the contractor is to use an approved method of covering existing signing so as not to damage/distort the sign sheeting or markings. The Contractor/TCP firm shall not place tape directly to the face of the sign. Failure to adhere to this requirement will result in the Contractor/TCP firm being required to replace the sign at no cost to the NMDOT.
7. The Contractor/TCP firm shall not place a lane drop taper along a horizontal curve. The lane drop taper shall be placed in advance of the horizontal curve so that it is visible to all oncoming traffic.
8. On crest vertical curves, the Contractor/TCP firm shall place lane drops in advance or at the beginning of the curve to enhance visibility of the lane drop to oncoming traffic.
9. The Contractor/TCP firm SHALL contact the District Three Public Information Officer (PIO), at least 48 hours before any work listed in the TCP is performed, to confirm the actual start dates of the construction. The PIO will then publish the upcoming work in the District Three Traffic Report. The District Three Public Information Officer, Mr. Phil Gallegos, can be reached at (505) 798-6645 (direct office), (505) 220-4153 (mobile) or (505) 798-6600 (main office).
10. All traffic devices shall be kept clean throughout the duration of the project. Any sign that is tagged by graffiti shall be cleaned (as long as it does not affect the reflective sheeting) within 24 hours or removed and replaced.
11. "BUMP", "LOOSE GRAVEL", "LANE DROP-OFF SIGN" sign placement: The contractor shall place W8-1-48 signs ("BUMP" – B/FO), W8-7-48 signs ("LOOSE GRAVEL" – B/FO) and/or W8-9a-48 signs ("SHOULDER DROP-OFFS" – B/FO) in advance of bridge approaches or other locations during cold milling and overlay operations as needed or as directed by the project manager. See standard drawing 702-01-1/3 for sign details
12. Placement of the sequential arrow shall be at or near the beginning of the lane closure taper. In areas of insufficient pavement width, the sequential arrow may be placed within the taper, but not to exceed ½ the taper length. In all cases, the sequential arrow shall be placed behind the channelization devices. Shoulder shall be closed in advance of the margining taper to direct vehicular traffic to remain within the traveled way.
13. All construction signing on the interstate and on high speed (greater or equal to 45 MPH) multilane divided facilities shall be double indicated.
14. All signs that are part of work zone that is in place for more than 3 days shall be placed on posts. If there are physical restrictions at the site that prohibit the sign from being placed on posts, the contractor shall notify the NMDOT traffic section and obtain a waiver.
15. All temporary traffic control signs, posts and bases installed with the construction project shall be removed by the contractor at the completion of the project. Removal shall consist of extraction of the bases from the ground and NOT hammered into the ground. This work shall be incidental to the completion of the project.
16. Covering existing white and yellow stripes with black paint, as a method of stripe removal, is strictly prohibited. Water blasting is the only approved method of existing stripe removal within District Three.
17. The following reflectivity material shall be used on all construction signing placed on NMDOT roadways.

SIGN	SIGN CODE	COLOR	LETTER SHEETING	BACKGROUND SHEETING
APPROACH SIGNS	W20-1,2,3,4,5,7	BLK/FLUORESCENT ORANGE	--------	TYPE VIII OR IX
CHEVRONS	W1-8	BLK/FLUORESCENT ORANGE	--------	TYPE VIII OR IX
CURVES	W1-2	BLK/FLUORESCENT ORANGE	--------	TYPE VIII OR IX
REVERSE CURVE	W1-4	BLK/FLUORESCENT ORANGE	--------	TYPE VIII OR IX
MERGE	W4-1	BLK/FLUORESCENT ORANGE	--------	TYPE VIII OR IX
NO PASSING ZONE	W14-3	BLK/FLUORESCENT ORANGE	--------	TYPE VIII OR IX
FLAGGER PADDLE	--------	BLK/FLUORESCENT ORANGE on Side 1 with RED on Side 2	--------	TYPE VIII OR IX
ALL DRUMS	--------	WHITE/ FLUORESCENT ORANGE	--------	TYPE VIII OR IX
All Other Const. Signs	--------	BLK/FLUORESCENT ORANGE	--------	TYPE VIII OR IX

18. All warning and regulatory signs shall meet the following size requirements:
    a. Interstate: Warning sign 48"x48" Regulatory 48"x60"
    b. Non-Interstate. Warning sign 36"x36" Regulatory 36"x42"
19. All temporary wall barrier end sections, within the clear zone, have to be protected with an approved crash cushion attenuator (approved based on the design speed (not posted speed/reduced speed) of the road and the corresponding manufacturer's recommendation).
20. When flaring the leading end of a Temporary Wall Barrier (TWB) within a construction work zone, the flare rate shall be done in accordance with the rates shown in the table below:

Roadway Speed Limit	Minimum Taper/ Flare Rate	Desirable Taper/ Flare Rate
Less than 45 MPH	8:1	18:1
Between 45 MPH and 55 MPH	10:1	24:1
Greater than 55 MPH	15:1	30:1

21. When temporary wall barrier (steel or concrete) is placed in a construction work zone, a 5' clear area is strongly recommended between the Temporary Wall Barrier (TWB) and the work zone to accommodate barrier deflection. When a 5' clear area is not attainable, consideration shall be given to anchoring the TWB to the pavement surface. (See NMDOT Standard Drawing 606-20-1/5 thru 5/5 dated 3/01/2007).
22. The crash cushion attenuators shall be designed as per the District Traffic Engineer's recommendations. The District may elect to either utilize the posted/design speed or the 85% speed in the layout of the crash cushion attenuators within the work zone.
23. If any of the signs and/or traffic control devices, on the project TCP, are being used overnight the following minimum reflectivity standards shall be required:

New MUTCD Table 2A-3. Minimum Maintained Retroreflectivity Levels

SIGN COLOR	SHEETING TYPE (ASTM D4956-04) Beaded Sheeting I	II	III	Prismatic Sheeting III, IV, VI, VII, VIII, IX, X	ADDITIONAL CRITERIA
White on Green	W*; G ≥ 7	W*; G ≥ 15	W*; G ≥ 25	W ≥ 250; G ≥ 25	Overhead
White on Green	W*; G ≥ 7	W ≥ 120; G ≥ 15			Ground mounted
Black on Yellow or Black on Orange	[illegible]	[illegible]	Y ≥ 50; O ≥ 50		[illegible]
Black on Yellow or Black on Orange	[illegible]	[illegible]	Y ≥ 75; O ≥ 75		[illegible]
White on Red	W ≥ 35; R ≥ 7				④
Black on White	W ≥ 50				—

① The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m² measured at an observation angle of 0.2° and an entrance angle of -4.0°.
② For text and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs
③ For text and fine symbol signs measuring less than 1200 mm (48 in)
④ Minimum Sign Contrast Ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity)
* This sheeting type should not be used for this color for this application.

BOLD SYMBOL SIGNS

- W1-1, -2 – Turn and Curve
- W1-3, -4 – Reverse Turn and Curve
- W1-5 – Winding Road
- W1-6, -7 – Large Arrow
- W1-8 – Chevron
- W1-10 – Intersection in Curve
- W1-15 – 270 Degree Loop
- W2-1 – Cross Road
- W2-2, -3 – Side Road
- W2-4, -5 – T and Y Intersection
- W2-6 – Circular Intersection
- W3-1 – Stop Ahead
- W3-2 – Yield Ahead
- W3-3 – Signal Ahead
- W4-1 – Merge
- W4-2 – Lane Ends
- W4-3 – Added Lane
- W4-6 – Entering Roadway Added Lane
- W6-1, -2 – Divided Highway Begins and Ends
- W6-3 – Two-Way Traffic
- W10-1, -2, -3, -4, -11, -12 Highway-Railroad Advance Warning
- W11-2 – Pedestrian Crossing
- W11-3 – Deer Crossing
- W11-4 – Cattle Crossing
- W11-5 – Farm Equipment
- W11-6 – Snowmobile Crossing
- W11 – Equestrian Crossing
- W11-8 – Fire Station
- W11-10 – Truck Crossing
- W12-1 – Double Arrow
- W16-5p, -6p, -7p – Pointing Arrow Plaques
- W20-7a – Flagger
- W21-1a – Worker

FINE SYMBOL SIGNS – Symbol Signs Not Listed As Bold Symbol Signs

SPECIAL CASES

- W3-1 – Stop Ahead: Red retroreflectivity ≥ 7
- W3-2 – Yield Ahead: Red retroreflectivity ≥ 7; White retroreflectivity ≥ 35
- W3-3 – Signal Ahead: Red retroreflectivity ≥ 7; Green retroreflectivity ≥
- W3-5 – Speed Reduction: White retroreflectivity ≥ 50
- For non-diamond shaped signs such W14-3 (No Passing Zone), W4-4p (Cross Traffic Does Not Stop), or W13-1, -2, -3, -5 (Speed Advisory Plaques), use largest sign dimension to determine proper minimum retroreflectivity level

24. All devices that are placed within the NMDOT R/W shall adhere to section 702 - Traffic Control Devices For Construction – in the latest edition of the NMDOT Specification book
25. All stationary objects within clear zone shall be properly shielded and outlined with drums mounted with Type "A" warning lights. Use of vertically mounted retro-reflective material in lieu of a Type A warning light is strictly prohibited.
26. Use of Type I or II barricades for approach tapers on rural/urban Interstate or secondary roadways is strictly prohibited.
27. Any equipment, materials, or vehicles stored within Right of-way (ROW) shall be outside of clear zone (based on existing posted speed).
28. Any equipment, material or vehicle stored within clear zone shall be properly shielded
29. Materials, work activities, equipment, and vehicles shall not be stored within the established buffer space of the project work zone.
30. All construction equipment, vehicles and materials shall remain behind traffic control devices.
31. All traffic control device types, quantities and spacing shall not deviate from the approved Traffic Control Plan Exact location of device spacing shall be field verified to account for existing roadway features which may obstruct placement and/or view of devices. Any changes to the traffic control plan must be approved by the District Traffic Engineer or his/her designee.
32. The following Taper lengths, buffer zone, and spacing of devices requirements shall be adhered to:

Operating Speed (MPH)	Formula [a]	Merging (L) & Shifting Taper (1/2L) Length (FT.) [a] 11' lane Merge	11' lane Shift	12' lane Merge	12' lane Shift	13' lane Merge	13' lane Shift	Shoulder Taper (Ft.) [a] 1/3 L 4'	6'	8'	10'	Transition Area/ Calming Zone [b] (2L) (Ft.)	Buffer Space or Distance to Flagger Station	Maximum Spacing of Devices (Ft.) [c] Taper	Tangent
20	$L=WS^2/60$	73	35	75	40	80	40	9	13	18	22	160	115	20	40
25		108	55	115	60	125	65	14	21	28	35	250	[illegible]	[illegible]	[illegible]
30		150	75	165	85	180	90	20	30	40	50	360	200	30	60
35		205	105	225	115	245	125	27	41	54	68	460	250	[illegible]	70
40		265	135	295	150	320	160	36	53	71	89	640	305	40	80
45	$L=WS$	495	250	540	270	585	295	[illegible]	[illegible]	120	150	1080	360	45	90
50		550	275	600	300	650	325	67	100	133	167	1200	425	50	100
55		605	305	[illegible]	330	715	360	[illegible]	[illegible]	147	183	1320	495	55	110
60		660	330	720	360	780	390	80	120	160	200	1440	570	60	120
65		715	360	[illegible]	390	845	425	[illegible]	[illegible]	[illegible]	217	1560	645	65	130
70		770	385	840	420	910	455	93	140	187	233	1680	730	70	140
75		825	415	[illegible]	450	975	490	100	150	200	250	1800	820	75	150
80		880	440	960	480	1040	520	107	160	213	267	1920	820	80	160

a From 2009 MUTCD Section 6C.08 Table 6C-3 and Table 6C-4 (page 557)
b From 2009 MUTCD Figure 6H-37 (page 707)
c From 2009 MUTCD Section 6C.08 Table 6C-2 (page 555)
d From 2009 MUTCD Section 6F.63 (page 604)

33. The contractor or the traffic Control Subcontractor Shall provide a Traffic Control Supervisor on site during working hours for response within 1 hour to traffic control issues/concerns.
34. Work Zone Interim Markings:
    a. The contractor shall place reflectorized painted markings on each lane line on each intermediate lift of surfacing or milled surface at the end of day's surfacing or milling operation. These markings shall be placed in accordance with the details shown in Figure 1 or Figure 1a on this sheet. In the event the painted markings cannot be placed as described above, the contractor shall, with the approval of the project manager, place marking tape or temporary reflective raised pavement markers in accordance with the details shown in Figure 1 or Figure 1a shown in these notes or as directed by the project manager. Payment for marking tape or temporary pavement markings will be paid for under the unit price of reflectorized painted markings, unless otherwise specified. The contractor will be responsible for maintaining the Temporary tabs/raised pavement markers when requested by the project manager and /or the District Traffic Engineer and/or their designees. Maintenance of the tabs will be considered incidental to the completion of the project.
    b. The contractor shall place removable marking tape or temporary reflective raised pavement markers after placement of the final lift of surfacing if permanent markings are not placed during the same working day. These markings shall be placed in accordance with the details shown in Figure 1 or Figure 1a shown in these notes or as directed by the project manager.
    c. On roadways with severe curvature, broken-line interim markings with half-cycle lengths and a minimum of 2 foot stripes or a group of two temporary reflective pavement markings spaced 2 feet apart may be used where passing is allowed. Interim edge lines or channelization lines for delineation may be used as needed or as directed by the project manager. Passing/no passing zone signing to supplement interim markings for delineation may be used as needed or as directed by the project manager. All interim markings shall be in accordance with the current edition of the MUTCD.
    d. Shoulder and gore area delineation will be required on each intermediate lift of surfacing or milled surface at the end of the day's pavement operation. Payment for marking tape or temporary pavement markings will be paid for under the unit price of reflectorized painted markings, unless otherwise specified. Contractor may substitute edge line pavement marking with traffic devices such as drums and/or vertical panels.

FIGURE 1
SHORT TERM WORK ZONE INTERIM MARKINGS
(IN PLACE FOR LESS THAN 14 CALENDAR DAYS)
(MINIMUM OF 2 COATS OR AS DIRECTED BY THE PROJECT MANAGER)

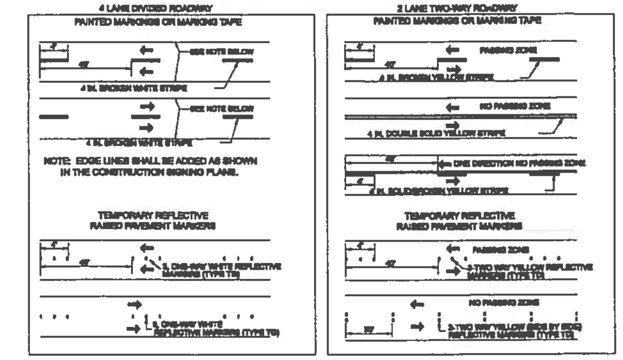
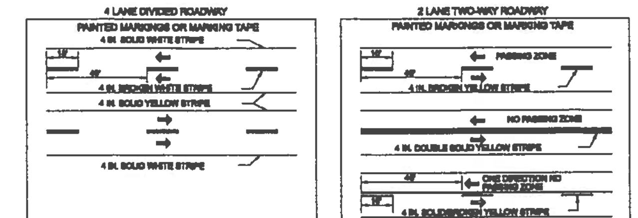


FIGURE 1A
STANDARD WORK ZONE INTERIM MARKINGS
(IN PLACE FOR 14 CALENDAR DAYS OR MORE)
(MINIMUM OF 2 COATS OR AS DIRECTED BY THE PROJECT MANAGER)



35. Traffic Control Work Zone shall comply with requirements of FHWA 23 CFR 630 Subpart K for traffic control devices.
36. Contractor is required to comply with requirements of FHWA CFR 630 Subpart J which shall include an Incident Management Plan to be utilized for the entire duration of the project. The Incident Management Plan shall contain a method to address traffic flow through the work zone during incidents. The Incident Management Plan must be reviewed and approved by the District Traffic Engineer. The plan shall contain the following as a minimum:
    1. Contacts for the contractor, local enforcement, safety agencies, municipal agencies, public information officer and NMDOT
    2. Steps to be followed during incidents
    3. Method of recording and reporting incidents
37. Due to impacts of regional events in the metropolitan area, the NMDOT District 3 Traffic Section, as part of the project traffic control permitting process, may impose additional restrictions (time of work, lane closure, complete suspension, etc.) other than those identified in the plans during regional events, such as but not limited to Balloon Fiesta and NM State Fair.

LIST OF INCIDENTALS – No Additional Payment Associated

	LIST OF INCIDENTALS for Temporary Traffic Control
A.	MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS FOR PROJECT DURATION

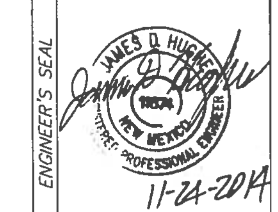
AS BUILT INFORMATION	
CONTRACTOR	
WORK STAKED BY	DATE
INSPECTOR'S ACCEPTANCE BY	DATE
FIELD VERIFICATION BY	DATE
DRAWINGS CORRECTED BY	DATE
MICRO-FILM INFORMAT	
RECORDED BY	DA
NO.	

BENCH MARKS
BENCHMARK – NAVD88
AGRS MONUMENT
"6-D13"
ELEVATION=5009.852
THIS PROJECT IS BASED ON NAD27 AND NAVD88

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL



11-24-2014

NO.	DATE	REMARKS	BY

REVISIONS

DESIGN

DESIGNED BY	JDH	DATE	11/14
DRAWN BY	ACH	DATE	11/14
CHECKED BY	DMG	DATE	11/14

dmg MARK GOODWIN & ASSOCIATES, P.A.
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NEW MEXICO DEPARTMENT OF TRANSPORTATION

TITLE: TEAM RADIO
NMDOT TRAFFIC CONTROL NOTES

LAST DESIGN UPDATE MO./DAY/YR. MO./DAY/YR.

ABCWUA PROJECT NO. # | ZONE MAP NO. C-13/D-13 | SHEET 4 OF 6

PERMANENT SIGNING & STRIPING NOTES

1. ALL REGULATORY, WARNING, SPECIAL, AND GUIDE SIGNS SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS. LEGEND AND BACKGROUND TO BE SAME SHEETING TYPE.

SIGN	SIGN CODE	COLOR	LEGEND SHEETING	BACKGROUND SHEETING
STOP	R1-1	WHITE/RED	TYPE VIII OR IX	TYPE VIII OR IX
YIELD	R1-2	WHITE/RED	TYPE VIII OR IX	TYPE VIII OR IX
DO NOT ENTER	R5-1	WHITE/RED	TYPE VIII OR IX	TYPE VIII OR IX
WRONG WAY	R5-1a	WHITE/RED	TYPE VIII OR IX	TYPE VIII OR IX
SCHOOL BUS STOP	S3-1	BLK/FLUORESCENT YELLOW GREEN	TYPE VIII OR IX	TYPE VIII OR IX
SCHOOL BUS CROSSING	S1-1	BLK/FLUORESCENT YELLOW GREEN	TYPE VIII OR IX	TYPE VIII OR IX
PEDESTRIAN CROSSING	W11-2	BLK/FLUORESCENT YELLOW GREEN	TYPE VIII OR IX	TYPE VIII OR IX
BIKE XING	W11-1	BLK/FLUORESCENT YELLOW GREEN	TYPE VIII OR IX	TYPE VIII OR IX
ALL SCHOOL/PED/BIKE SUPPLEMENTAL PLAQUES		BLK/FLUORESCENT YELLOW GREEN (WHEREVER BLK/YELLOW IS SPECIFIED AS COLOR IN MUTCD)	TYPE VIII OR IX	TYPE VIII OR IX
ALL OTHER WARNING SIGNS & SUPPLEMENTAL PLAQUES		BLK/FLUORESCENT YELLOW (WHEREVER BLK/YELLOW IS SPECIFIED AS COLOR IN MUTCD)	TYPE VIII OR IX	TYPE VIII OR IX
GUIDE & DESTINATION SIGNS INCLUDE EXTRUDED & NON-EXTRUDED (OVERHEAD & GROUND MOUNTED)	ALL	WHITE/GREEN (EXCEPT WHERE SPECIFIED IN THE MUTCD)	TYPE VIII OR IX	TYPE VIII OR IX
E-CODE SIGNS	E 11-1, 1a, 1b, 1c	BLK/FLUORESCENT YELLOW	TYPE VIII OR IX	TYPE VIII OR IX
RECREATIONAL & CULTURAL INTERESTS	ALL	WHITE/BROWN	TYPE VIII OR IX	TYPE VIII OR IX
GENERAL SERVICE	ALL	WHITE/BLUE	TYPE VIII OR IX	TYPE VIII OR IX
SPECIFIC SERVICE	ALL	WHITE/BLUE	TYPE VIII OR IX	TYPE VIII OR IX
ALL OTHER PERMANENT SIGNS		BLACK/WHITE (EXCEPT WHERE SPECIFIED OTHERWISE IN THE MUTCD)	TYPE VIII OR IX	TYPE VIII OR IX

Rev. March 2012

PERMANENT SIGNING & STRIPING NOTES (PAGE 2 OF 3)

2. ONLY 0.125 INCHES THICK ALUMINUM PANEL SIGNS ARE PERMITTED FOR WARNING AND REGULATORY SIGNS.

3. ANTI GRAFFITI COATING, WITH UV INHIBITOR, SHALL BE APPLIED ON ALL REGULATORY, WARNING, GUIDE, AND SPECIAL SIGNS.

4. QUANTITIES MAY VARY AS FIELD CONDITIONS DICTATE. THE CONTRACTOR WILL BE PAID FOR ACTUAL QUANTITIES USED.

5. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH N.M. STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (LATEST EDITION) AND ANY APPLICABLE SPECIAL PROVISION AND/OR SUPPLEMENTAL SPECIFICATION. ALSO THE DEVICES SHALL COMPLY WITH CURRENT EDITION, WITH REVISIONS, OF THE MUTCD.

6. EACH SIGN FACE SHOWN ON PLANS SHALL MEET THE SPECIFICATIONS IN THE STANDARD HIGHWAY SIGNS MANUAL (CURRENT EDITION) FOR PROPER ARRANGEMENT, SPACING OF LETTERS, LETTER HEIGHT, SYMBOLS AND BORDERS FOR THE SPECIFIED SIZE AND MESSAGE AS SHOWN ON PLANS. ALL SPECIAL SIGN FACE DETAILS SHALL BE SUBMITTED TO THE NMDOT FOR REVIEW AND APPROVAL.

7. POST LENGTHS ARE BASED ON A MINIMUM OF 5 FT FOR RURAL ROADWAY SECTIONS TO A MINIMUM OF 7 FT FOR URBAN AND INTERSTATE ROADWAY SECTIONS. THE LENGTHS ARE MEASURED FROM THE BOTTOM OF THE SIGN TO NEAR EDGE OF THE DRIVING LANE.

8. ALL SIGNING HARDWARE, INCLUDING, BUT NOT LIMITED TO, BRACKETS, BANDING, BUCKLES, FASTENERS, SCREWS, AND WASHERS, ETC. ARE CONSIDERED INCIDENTAL TO SIGN INSTALLATION. THEREFORE, NO PAYMENT WILL BE MADE.

9. THREE 4 LB/FT SIGN POST INSTALLATION APPROVED ONLY IF THE SPAN BETWEEN THE OUTER POSTS EXCEEDS 84" (SIGN WIDTH OF 96" OR GREATER).

10. 3'- 6" BASE POSTS ARE REQUIRED FOR ALL SMALL SIGN POSTS. SEE STANDARD DRAWING 701-02-1/3 FOR DETAILS. BASE POSTS SHALL BE 2.5" X 2.5" SQUARE.

11. **SIGN POSTS SHALL BE 2.25"X2.25" SQUARE TUBING OR AS APPROVED BY THE** PROJECT MANAGER, THE DISTRICT TRAFFIC ENGINEER OR HIS/HER DESIGNEE.

12. THE LATERAL CLEARANCE OF SIGNS SHALL BE NO CLOSER THAN THE 6 FT FROM THE EDGE OF SHOULDER OR 12 FT FROM THE EDGE OF TRAVELED WAY FOR RURAL AREAS AND NO CLOSER THAN 2 FT FROM FACE OF CURB FOR URBAN AREAS

13. CONTRACTOR SHALL FIELD VERIFY ALL SIGNING, TEXT, AND LOCATIONS PRIOR TO FABRICATION AND INSTALLATION. NEW SIGN LOCATIONS SHALL BE APPROVED BY THE PROJECT MANAGER OR THE DISTRICT TRAFFIC ENGINEER.

Rev. March 2012

PERMANENT SIGNING & STRIPING NOTES (PAGE 3 OF 3)

14. HOT THERMOPLASTIC PAVEMENT MARKING SHALL BE USED ON ALL STRIPING (LONG LINES, LEGENDS, SYMBOLS, ETC.). THE THERMOPLASTIC PAVEMENT MARKING SHALL BE APPLIED AT A THICKNESS OF 90 MIL. THE APPROVED THERMOPLASTIC MARKING APPLICATION METHOD SHALL BE EITHER GRAVITY EXTRUSION OR RIBBON APPLICATION.

15. THE CONTRACTOR SHALL MARK ALL LOCATIONS IN THE FIELD IN WHICH PAVEMENT MARKINGS, SUCH AS LEGENDS, ARROWS, CROSSWALKS, STOP BARS, ETC, ARE TO BE PLACED. THIS PAVEMENT MARKING LAYOUT SHALL BE CONSIDERED INCIDENTAL. THE CONTRACTOR SHALL OBTAIN CONCURRENCE FROM THE DISTRICT TRAFFIC ENGINEER (OR HIS/HER DESIGNEE) BEFORE THE FINAL MARKINGS ARE APPLIED.

16. WATER BLASTING IS THE ONLY APPROVED METHOD OF EXISTING STRIPE REMOVAL WITHIN DISTRICT THREE. THE USE OF BLACK PAINT AS A METHOD OF REMOVING OR COVERING EXISTING STRIPING IS STRICTLY PROHIBITED. WHEN WATER BLASTING ON OPEN GRADED FRICTION COURSE (OGFC) OR ON THE FINAL LIFT OF THE EXISTING PAVEMENT, THE CONTRACTOR SHALL APPLY A SEAL TO THE WATER BLASTED AREA AND SEAL SHALL BE INCIDENTAL TO REMOVAL OF PAVEMENT STRIPE.

LIST OF INCIDENTALS (NO ADDITIONAL PAYMENT ASSOCIATED):

	LIST OF INCIDENTALS for Permanent Striping and Signing
A.	ALL SIGNING HARDWARE, INCLUDING, BUT NOT LIMITED TO, BRACKETS, BANDING, BUCKLES, FASTENERS, SCREWS, WASHERS, ETC.
B.	PAVEMENT MARKING LAYOUT
C.	SEAL APPLIED TO PAVEMENT AFTER STRIPE REMOVAL

Rev. March 2012

TRAFFIC CONTROL PLAN The Contractor shall be required to submit and obtain approval of a Traffic Control Permit prior to commencing any construction activities on the project. The Contractor shall submit the permit to the Project Manager for review and approval by the District Three Traffic Engineer. Along with the permit, the contract will be required to submit a Traffic Control Plan that will reflect and coordinate the contractor's proposed construction phasing. These plans will have to be prepared and seals by a New Mexico Registered Professional Engineer. The plans shall be reviewed and approved by the District Three Traffic Engineer. The NMDOT's District Traffic Section reserves the right to make any changes to the traffic control plan to address site specific items that were not shown on the plans. The NMDOT also reserves the right to add devices and/or signs to the approved plan if it is determined by the traffic engineer that the sign and/or devices would be required to address safety concerns within or in advance of the work zone. Any changes to the plans which result in additional signs and/or devices will be considered incidental to the completion of the project and no measurement or payment shall be made.

The NMDOT's District Three Traffic Section will reserve the right to change the hours in which the contractor can work on the road. Those hours will be approved when the permit is issued. For bidding purposes, the contractor shall bid the project with the following criteria:

1. Lane Closures during the day: 9:00 AM to 3:30 PM
2. Night time lane closures 9:00 PM to 3:30 AM

The hours above supersede any hours listed in the traffic control plans.

The Traffic Control Permit along with the Traffic Control Plans shall be submitted to the NMDOT at least 10 working days prior to the Pre-Construction Meeting. The Traffic Control Plans shall be submitted on an 11X17 sheets. No hand drafted Traffic Control Plans will be accepted

A copy of the Traffic Control Permit may be obtained at the District Three Office.

ADJACENT PROJECT COORDINATION The Contractor shall coordinate with adjacent roadway improvements in the vicinity of the project plans.

PUBLIC AWARENESS Through the life of this project, the Contractor shall be responsible to keep the project manager and the District Three Public Relations contact, Phil Gallegos, informed of any lane closures that will restrict the existing traffic flow. All information regarding construction activities that affect traffic shall be provided to Mr. Gallegos (505) 841-2764 office, (505) 841-2790 fax, or Phillip.R.Gallegos@state.nm.us.

NMDOT District Three
Construction and Material Requirements for Developer Built Improvements within NMDOT Rights-of-Way

The following requirements are to provide information on NMDOT construction requirements for private parties, developers, and local governments that are building property improvements that require a driveway permit application in accordance with **18.31.6 NMAC, *State Highway Access Management Requirements***, and for off-system improvements required to mitigate impacts to the state highway system. It is the applicant's responsibility to ensure a contractor is hired that can construct the proposed improvements in accordance with the NMDOT specifications and standard drawings.

SPECIFICATIONS
The applicant shall comply with the requirements of the NMDOT's Standard Specifications for Highway and Bridge Construction (Current Edition), Standard Drawings, and any revisions provided by the District Traffic Engineer. The current specifications have an issue date of August 2007 and can be accessed at http://www.nmshtd.state.nm.us/main.asp?secid=11183.

Listed below are the most likely Sections to which the applicant may need to reference.

203 – Excavation, Borrow, and Embankment
207 – Subgrade Preparation
304 – Base Course (Non-QC/QA)[1]
401 – Pavement Smoothness Measurement[2]
402 – Bituminous Materials, Hydrated Lime, and Liquid Anti-Stripping Agents[3]
404 – Open-Graded Friction Course (Non-QC/QA)[4]
407 – Tack Coat
408 – Prime Coat
414 – Cold Milling
416 – Minor Paving[5]
422 – Plant-Mix Bituminous Pavement (Superpave Non-QC/QA)[6]
451 – Portland Cement Concrete Pavement
455 – Diamond-Grinding and Grooving of PCCP
570 – Pipe Culverts
606 – Metal and Concrete Wall Barrier
608 – Sidewalks, Drive Pads, and Concrete Median Pavement
609 – Curb and Gutter
610 – Cattle Guards
623 – Drop Inlets

[1]Type I only; Maximum 50% Recycled Asphalt Pavement (RAP)
[2]At a minimum, straightedging will be applied to all surface and friction course material and removal and replacement or any necessary corrective work methods will be determined by the Department
[3]The Department will require certified test reports per Subsection 402.21. PG binders and aggregate gradation may require adjustment from that shown in approved mix design to account for stopped or slow speed traffic.
[4]Type I only
[5]4500 tons or less at the Department's discretion

In addition, all sections of Division 700 – Traffic Control Devices shall apply, especially to driveway permits for commercial improvements.

In general, the pay factor charts and acceptance limits that are provided in the specifications will be modified for the driveway permit application process and offsite improvements. **It is the applicant's responsibility to obtain any revisions from the District Traffic Engineer prior to soliciting bids for the work to be performed.**

INSPECTION OF ACCESS
This is in accordance to the NMAC 18.31.6.14 (K) – Inspection of Access and also listed in the State Access Management Manual, September 2001 edition. An independent construction inspector shall be employed to ensure that the conditions of the access permit and development approval are met. Inspectors are authorized to enforce the conditions of the permit during construction. The inspector shall oversee and report on all aspects of construction such as, but not limited to, concrete forms, sub-grade testing, base course compaction and material specifications, pavement mix design, gradation, and compaction testing. The permittee may hire a New Mexico registered professional civil engineer to affirm to the best of the engineer's knowledge that the construction is in compliance with the permit and Department specifications.

MATERIALS
Materials that have approved NMDOT mix designs and component material sources must be used for the proposed improvements. The approval status of mix designs and material sources can be obtained from the NMDOT State Materials Bureau or the respective District. Manufactured materials and components must be on the current Approved Products List. The current Approved Products List can be accessed at http://nmshtd.state.nm.us/main.asp?secid=15122

SAMPLING AND TESTING
Material sampling and testing shall be performed by laboratories on the Department's approved list and technicians that are TTCP (Technician Training and Certification Program) registered. A current listing of approved laboratories may be obtained from the NMDOT State Materials Bureau and current registered technicians can be verified with ACNM (Associated Contractors of New Mexico). All test results shall be sealed and signed by a professional engineer licensed to practice in New Mexico. All Testing shall be submitted to the District Three Traffic Engineer when they become available.

Material tests shall be provided at the frequencies noted in the specifications for the material being placed or as determined by the NMDOT. Failure of the applicant to perform the required testing or use testing methods that do not follow approved procedures will cause the driveway permit application or offsite improvements to be subject to rejection as determined by the District Traffic Engineer.

ACCEPTANCE
Acceptance testing will usually be the responsibility of the applicant, but in some cases the Department may perform this function.

For manufactured items the applicant shall submit certificates of compliance for review and approval before inclusion in the proposed improvements.

Upon completion of the proposed improvements the applicant shall submit results of required materials tests to the District Lab Supervisor. Results and test methods will be analyzed to verify compliance with the acceptable limits in the specifications or the modifications noted in this guide.

Determination of which applicant's proposed improvements will be subject to acceptance testing provided by the Department will be done by random methods. However, if in the Department's judgment, the scope and public impact of proposed improvements is significant, the NMDOT reserves the right to arbitrarily choose when to perform full or partial verification testing to assure that the proposed improvements are in compliance with the specifications or any revisions. Applicant's whose proposed improvements will be fully subject to Department acceptance testing will be notified after the applicant's construction schedule and traffic control plan are approved and before the District Traffic Engineer gives the authorization to begin construction.

Acceptance of manufactured materials will be based on valid certificates of compliance from the product manufacturer and submitted by the applicant.

All materials and items that do not meet the acceptance requirements must be removed and replaced before the driveway permit is approved.

CONTACTS

District Three Traffic Engineer	Vacant	(505) 841-2700
District Three Laboratory Supervisor	Leopoldo Gutierrez	(505) 841-2700
State Materials Bureau	Bryce Simons	(505) 827-9811

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

BENCH MARKS
BENCHMARK – NAVD88
AGRS MONUMENT
"6-D13"
ELEVATION=5009.852
THIS PROJECT IS BASED ON NAD27 AND NAVD88

SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL
JAMES D. HUGHES
NEW MEXICO
PROFESSIONAL ENGINEER
[illegible]
11-24-2014

NO.	DATE	REMARKS	BY

REVISIONS
DESIGN

DESIGNED BY	JDH	DATE	11/14
DRAWN BY	ACH	DATE	11/14
CHECKED BY	DMG	DATE	11/14

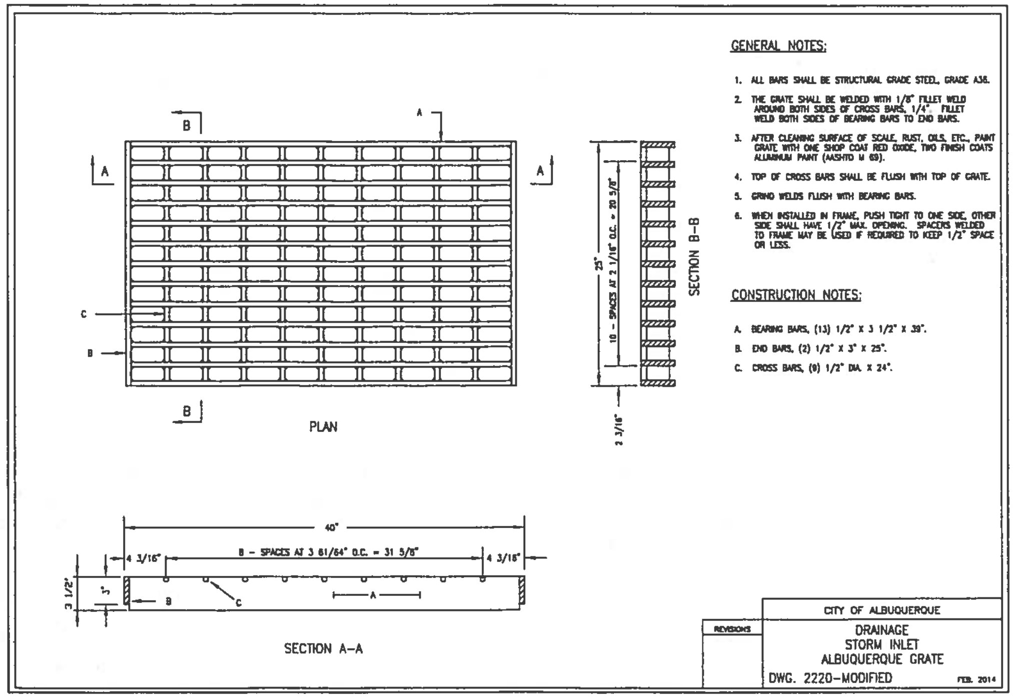
dmg MARK GOODWIN & ASSOCIATES, P.A.
CONSULTING ENGINEERS
P.O. BOX 90606
ALBUQUERQUE, NEW MEXICO 87199
(505) 828-2200, FAX (505) 797-9539

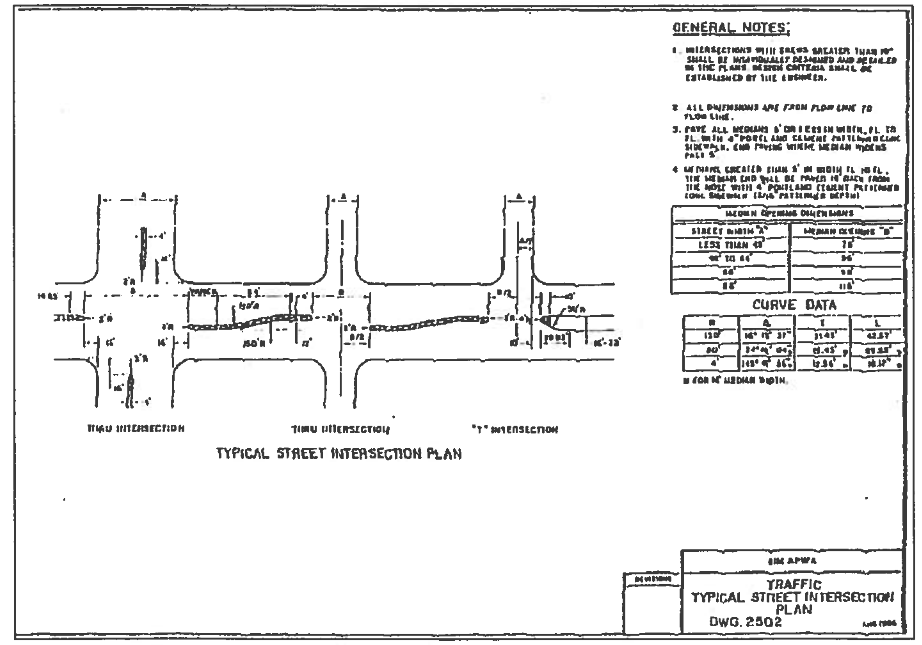
NEW MEXICO DEPARTMENT OF TRANSPORTATION

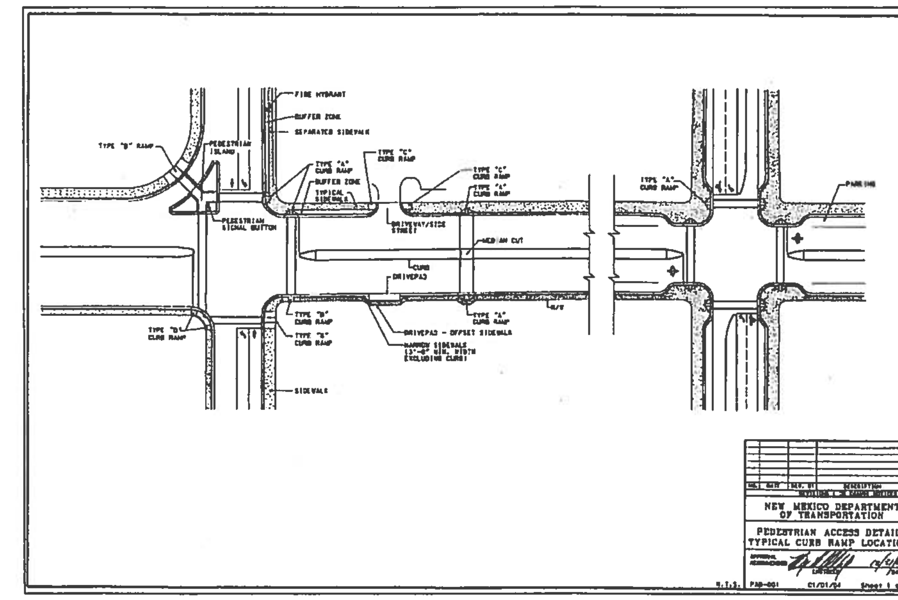
TITLE: TEAM RADIO
NMDOT TRAFFIC CONTROL NOTES

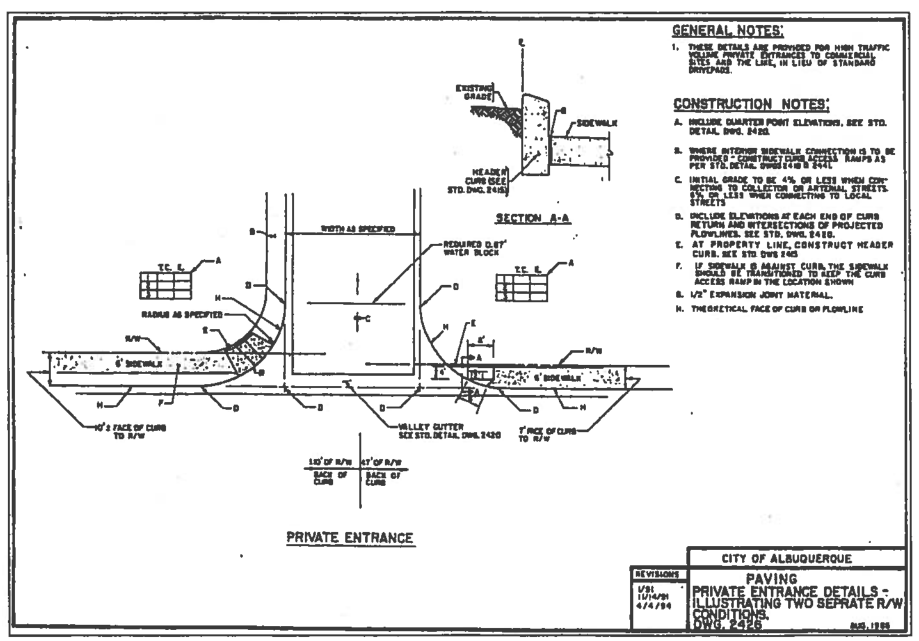
LAST DESIGN UPDATE | MO./DAY/YR. | MO./DAY/YR.

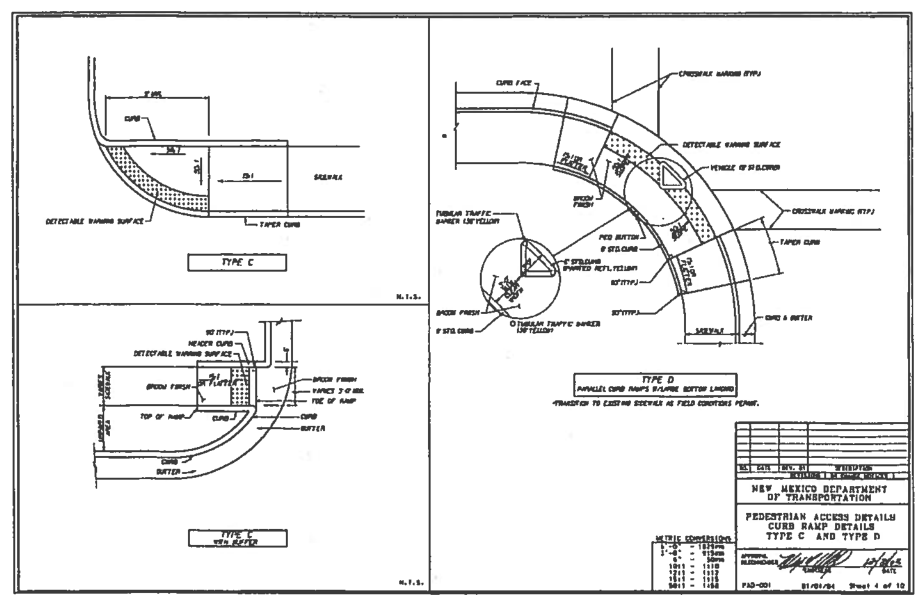
ABCWUA PROJECT NO. #
ZONE MAP NO. C-13/D-13











AS BUILT INFORMATION	
CONTRACTOR	
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BENCH MARKS

BENCHMARK – NAVD88
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SURVEY INFORMATION

FIELD NOTES		
NO.	BY	DATE

ENGINEER'S SEAL

JAMES D. HUGHES — REGISTERED PROFESSIONAL ENGINEER — NEW MEXICO

11-24-2014

NO.	DATE	REMARKS	BY
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		DESIGN	
DESIGNED BY	JDH	DATE	11/14
DRAWN BY	ACH	DATE	11/14
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NEW MEXICO DEPARTMENT OF TRANSPORTATION

TITLE:

TEAM RADIO
NMDOT TRAFFIC CONTROL DETAILS

LAST DESIGN UPDATE | MO./DAY/YR. | MO./DAY/YR.

ABCWUA PROJECT NO. #
ZONE MAP NO. C-13/D-13
SHEET 6 OF 6

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