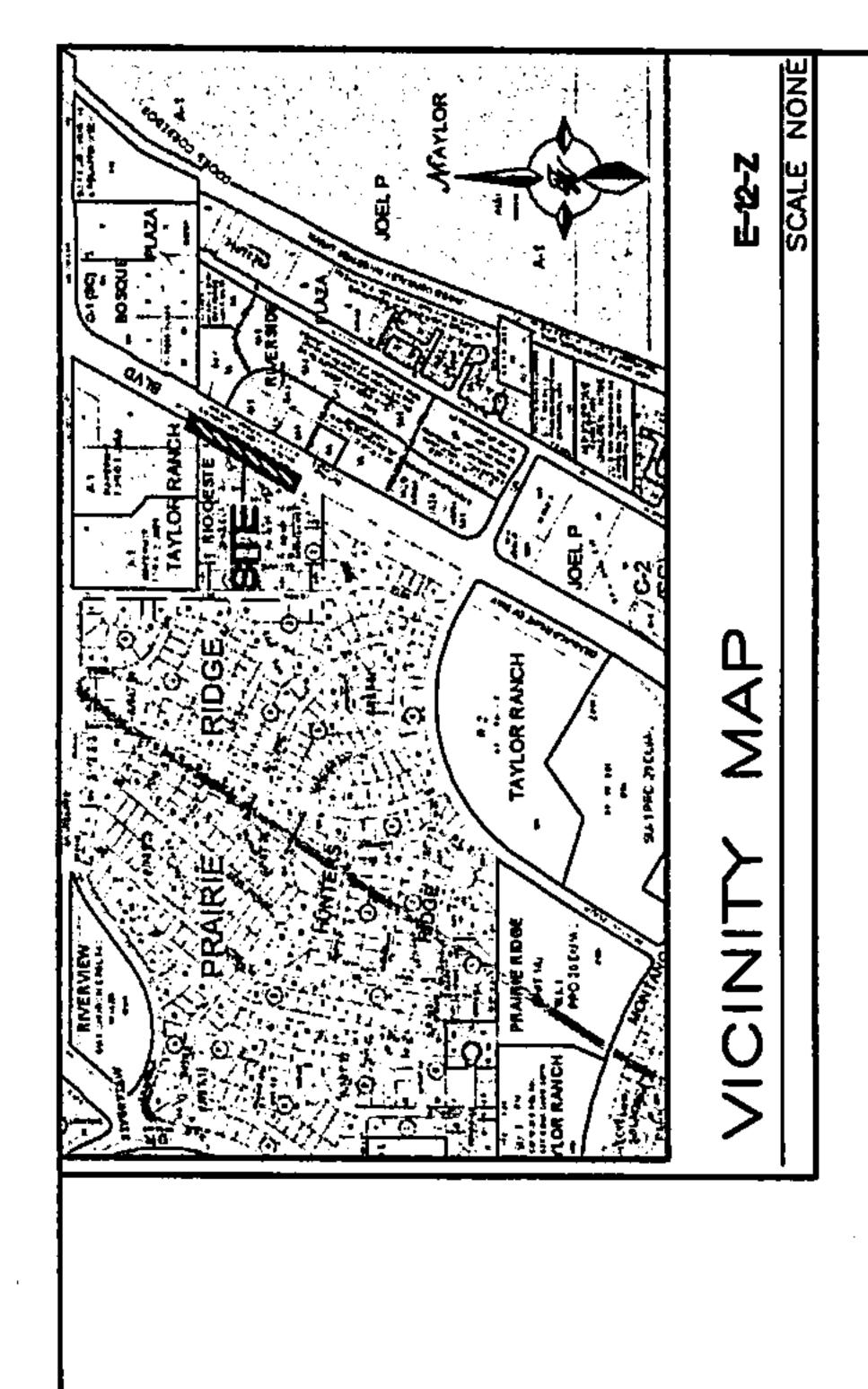


-					
TITLE SHEET	DRAINAGE IMPROVEMENTS	CONSTRUCTION DETAILS	TRAFFIC CONTROL - WORK HOURS	TRAFFIC CONTROL - OFF WORK HOURS	TRAFFIC CONTROL STANDARDS
C-1	C-2	C-3	C-4	C-5	9 0



THE FOLLOWING GUIDELINES ARE TO PROVIDE INFORMATION ON NUMBER CONSTRUCTOR. GOVERNMENTS THAT ARE BUILDING PROPERTY IMPROVEMENTS. THAT REDUING 18.31.6 NUMC, STATE HIGHWAY ACCESS MANWOEMENT REDUINEMENTS, AND FOR THE STATE HIGHWAY SYSTEM. IT IS THE APPLICANT'S RESPONSIBILITY TO ENSURPROPOSED IMPROVEMENTS IN ACCORDANCE WITH THE NUMBER'S SPECIFICATIONS

HOARD SPECIFICATIONS FOR HIGHMAY IE DISTRICT TRAFFIC ENGINEER, THE W.N.W.SHITD.STATE.N.W.US/MANASP?SEC SPECIFICATIONS

THE APPLICANT SHALL COMPLY WITH THE REQUIREMENTS OF THE NADOT'S S

(CURRENT EDITION), STANDARD DRAWINGS, AND ANY REVISIONS PROVIDED BY

HAVE AN ISSUE DATE OF AUGUST 2006 AND CAN BE ACCESSED AT HTTP:///

EXCAMATION, BORROW, AND EMEANNAMENT

SUBGRADE PREPARATION

BASE COURSE (NON-OC/OA))

PAMEMENT SMOOTHNESS MEASUREMENTZ

BITUARINOUS MATERALS, HYDRATED UME, AND L.

OPEN-GRADED FRETTON COURSE (NON-OC/OA)

TACK COAT

COLD MILLING

LINNOR PAWANCS

PLANT-LICK BITUARINOUS PAMEMENT (SUPERPARE
PORTILAND CEMENT CONCRETE PAMEMENT

DALLOND-GRINOING AND GROOVING OF PCCP

PIPE CULVERTS

LIETAL AND CONCRETE WILL BARRIER

SIDEMAURS, DRIVE PACS, AND CONCRETE MEDAN

CURB AND GUITTER

CATTLE GUANDS

DROP INLETS

1 — TYPE I ONLY
2 — AT A MEMBURA, STRAIGHTEDGING WILL BE APPLIED TO ALL SURFACE AN ANY NECESSARY CORRECTIVE WORK METHODS WILL BE DETERMINED BY THE 3 — THE DEPARTMENT WILL REQUIRE CERTIFIED TEST REPORTS PER SUBSEX NECOURE ADJUSTIMENT FROM THAT SHOWN IN APPROVED MIX DESIGN TO ACK 4 — TYPE I ONLY 5 — 4500 TONS OR LESS AT THE DEPARTMENT'S DISCRETION 6 — GREATER THAN 4600 TONS AT THE DEPARTMENT'S DISCRETION 10 MAPPROVEMENTS.

NOVIDED IN THE SPECIFICATIONS WILL THE APPLICANT'S RESPONSIBILITY TO TO DE PERFORMED. IN CENERAL, THE PAY FACTOR CHARTS AND ACCEPTANCE LIMITS THAT ARE PLONNEMAY PERMIT APPLICATION PROCESS AND OFFSITE IMPROVEMENTS. IT IS THE DISTINCT TRAFFIC ENGINEER PRIOR TO SOLICITING BIDS FOR THE WORK

SAMPLING AND TESTING.
MATERIAL, SAMPLING AND TESTING SHALL BE PERFORMED BY LABORATORNES ON THE DEPARTMENT'S APPROVED LIST AND TESTING AND TESTING OF APPROVED LABORATORNES MATCH (TECHNICAN TRAINING AND CERTIFICATION PROCRAW!) REGISTERED. A CURRENT LISTING OF APPROVED LABORATORNES MAY FROM THE NAMOOT STATE MATERIALS BUREAU, AND CURRENT REGISTERED TECHNICANS CAN BE VERIFIED WITH ACMIL (ASSOCIATE NEXACO). ALL TEST RESULTS SHALL BE SEALED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE OF NEW MEXICO). ALL TEST RESULTS SHALL BE SEALED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE PONENT MATERIAL SOURCES INUST BE USED FINE CURRENT APPROVED PRODUCTS LIST.
BITAINED FROM THE NADOT STATE MATERIALS INVED FROM THE NADOT STATE MANTENANCE. LATERALS

LATERALS

THAT HAVE CURRENTLY APPROVED NADOUT LICK DESIGNS AND COMPONENTS

LANUFACTURED LATERALS AND COMPONENTS LAUST BE ON 1

THE APPROVEL STATUS OF LICK DESIGNS AND LATERAL SOURCES CAN BE OF

RESPECTIVE DISTRICT. THE CURRENT APPROVED PRODUCTS LIST CAN BE OBT

PECAFICATIONS FOR THE WATERAL BEING PLACED, FAILURE OF THE THAT DO NOT FOLLOW APPROVED PROCEDURES WILL CAUSE THE TO REJECTION AS DETERMINED BY THE DISTRICT TRAFFIC ENCINEE ACATES OF COL MATERIAL TESTS SHULL BE PROMOED AT THE FREQUENCIES NOTED IN THE S APPLICANT TO PERFORM THE REQUIRED TESTING OR USE TESTING METHODS DRIVEWAY PERMIT APPLICATION OR OFFSITE HAPROVEMENTS TO BE SUBJECT 1

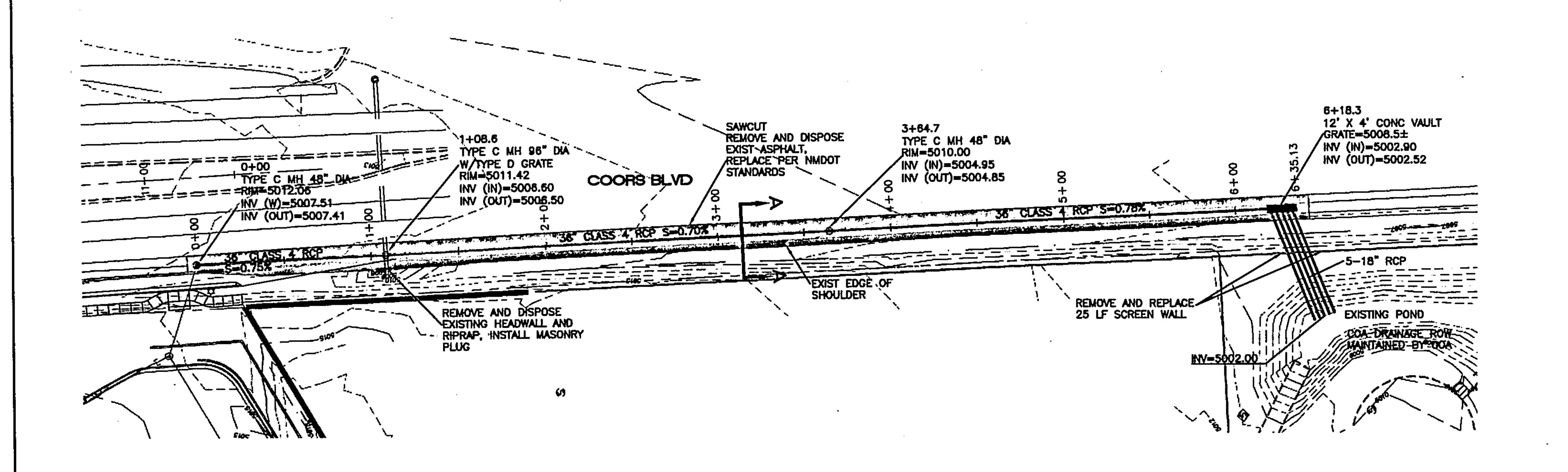
DETERMINATION OF WHICH APPLICANT'S PROPOSED IMPROVEMENTS WILL BE SUBJ.
WILL BE DONE BY RANDOM METHODS, HOWEVER, IF IN THE DEPARTMENT'S JUDG.
IMPROVEMENTS IS SIGNIFICANT, THE NAMOOT RESERVES THE RIGHT TO ARBITRARE.
TESTING TO ASSURE THAT THE PROPOSED IMPROVEMENTS ARE IN COMPLIANCE WHOSE PROPOSED IMPROVEMENTS WILL BE FULLY SUBJECT TO DEPARTMENT ACCONSTRUCTION SCHEDULE AND TRAFFIC CONTINOL PLAN ARE APPROVED AND BETSURED BY THE APPLICANT.
ACCEPTANCE OF LANUFACTURED MATERIALS WILL BE BASED ON WALD CERTIFICATION SUBJECTS TO BETATION THE APPLICANT.
ALL MATERIALS AND ITEMS THAT DO NOT MEET THE ACCEPTANCE REQUIREMENTS PERMIT IS APPROVED. LCCEPTANCE

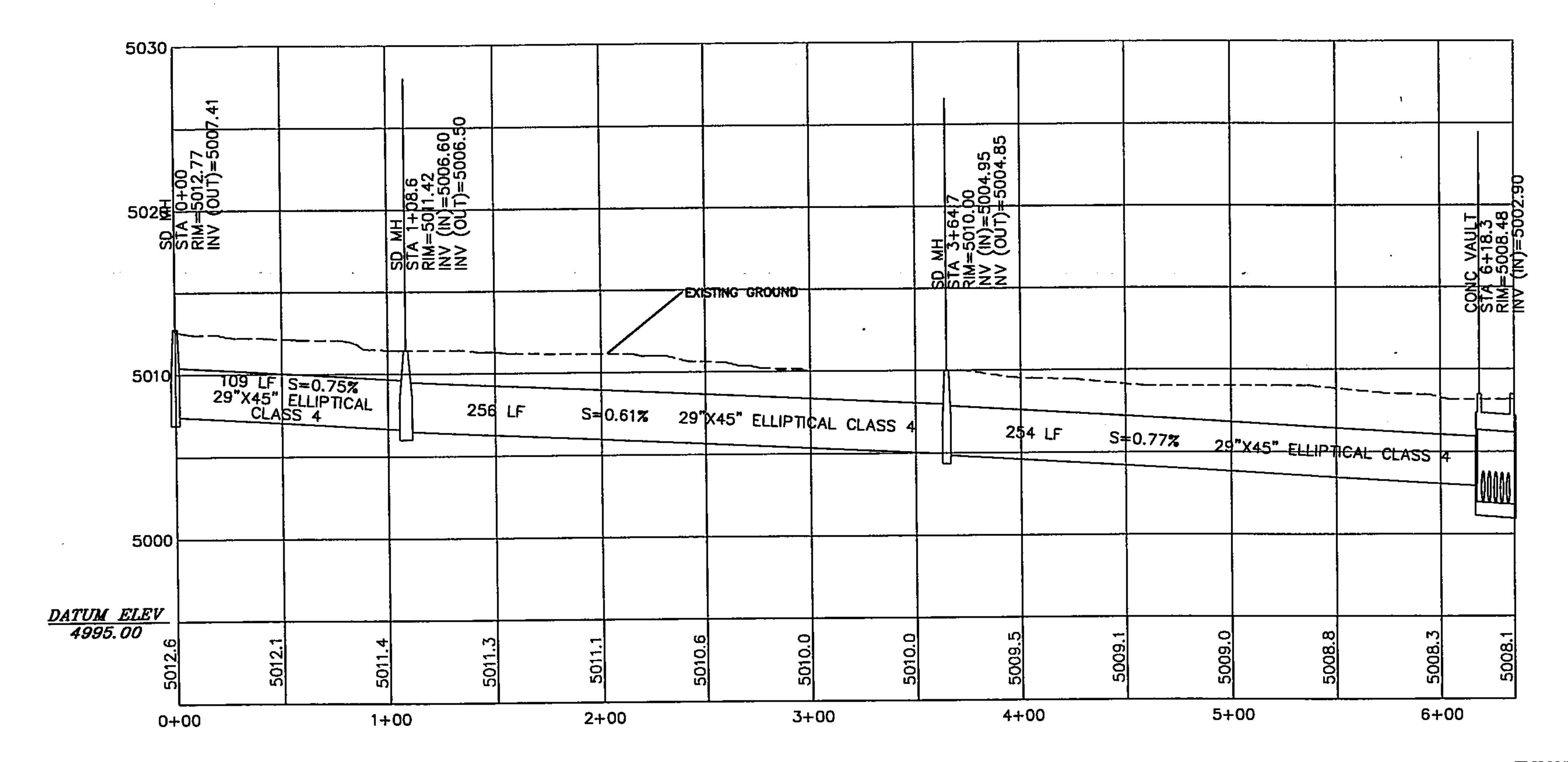
1 \$ 2 REV ENGINEE

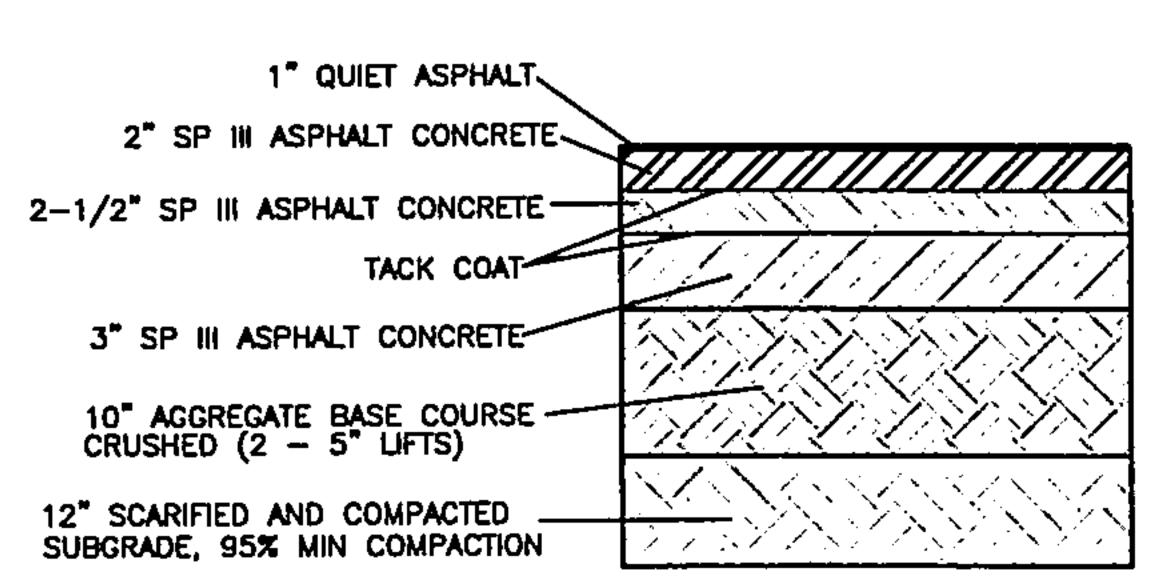
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TONY AMED CARLOS GRON BOS MEYERS TOM RAJOHT BRYAN LEGAN

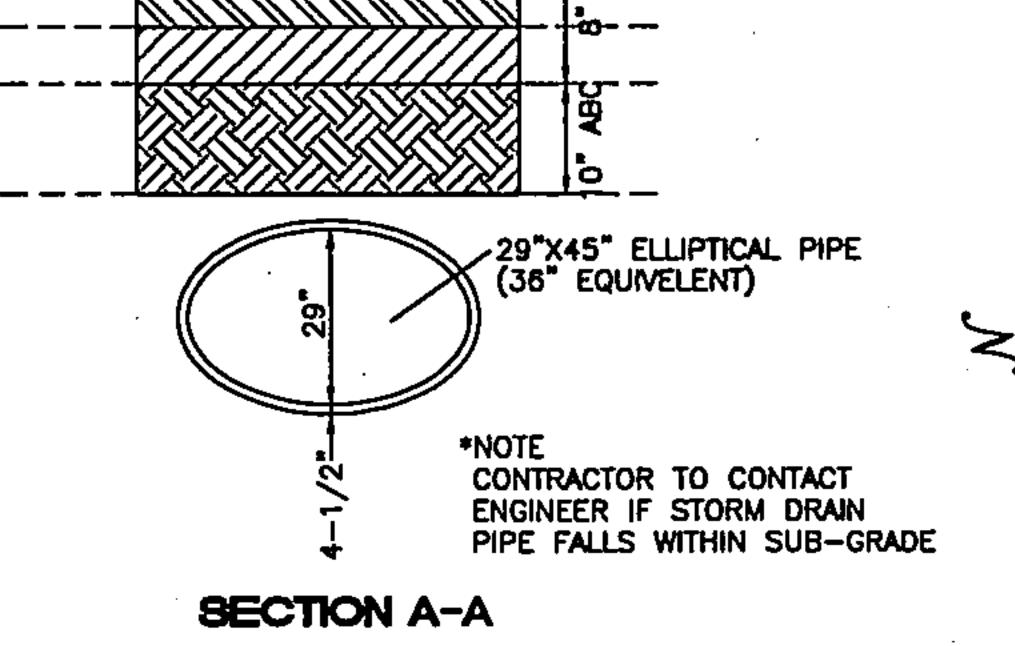
City Engineer SHEET C-1			MAFCA Sonstr. Mngmt. CITY PROJECT NO.	AMAFCA Constr. Mngmt. Constr. Coord. CITY PROJE	COMMUD R. BOHANNAN	OWWLD R. BOY
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APPROVED FOR CONSTRUCTION			- uo	ORC Chairmon		,
********	DATE	ENGINEER	ALS	APPROVALS	ERS STAMP & SIGNATURE	
TE USER DEPT. DATE	PA	USER DEPT.	DATE	GINEER	CITY ENGINEER	







COORS PAVEMENT SECTION PER CITY PROJECT NO 5885.91





GRAPHIC SCALE

(DN FEET)
1 inch = 40 ft.

TIERRA WEST, LLC 5571 MIDWAY PARK PLACE NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 COUNTY OF BERNALILLO DEPARTMENT OF PUBLIC WORKS ENGINEERING GROUP COORS BLVD DRAINAGE IMPROVEMENTS MO./DAY/YR. MO./DAY/YR. CITY ENGINEER APPROVAL DESIGN REVIEW COMMITTEE CITY PROJECT NO. ZONE MAP NO. SHEET # C-2E-12-Z

NOTICE TO CONTRACTORS

======= EXISTING CURB & GUTTER

-- BOUNDARY LINE

EXISTING CONTOUR

- SAWCUT LINE

ASPHALT REMOVAL

EXISTING INDEX CONTOUR

EXISTING SPOT ELEVATION

EXISTING STORM SEWER MANHOLE

EXISTING STORM SEWER INLET

EXISTING STORM SEWER LINE

EXISTING STORM SEWER LINE

PROPOSED STORM SEWER LINE

PROPOSED STORM SEWER MANHOLE

1. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.

LEGEND

- 2. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HERON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF ALBUQUERQUE INTERIM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1985.
- 3. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, 765-1234, FOR LOCATION OF EXISTING UTILITIES.
- 4. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL CONNECTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
- 5. BACKFILL COMPACTION SHALL BE ACCORDING TO TRAFFIC/STREET USE.
- 6. MAINTENANCE OF THESE FACILITIES SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY SERVED.
- 7. WORK ON ARTERIAL STREETS SHALL BE PERFORMED ON A 24-HOUR BASIS.

EROSION CONTROL NOTES

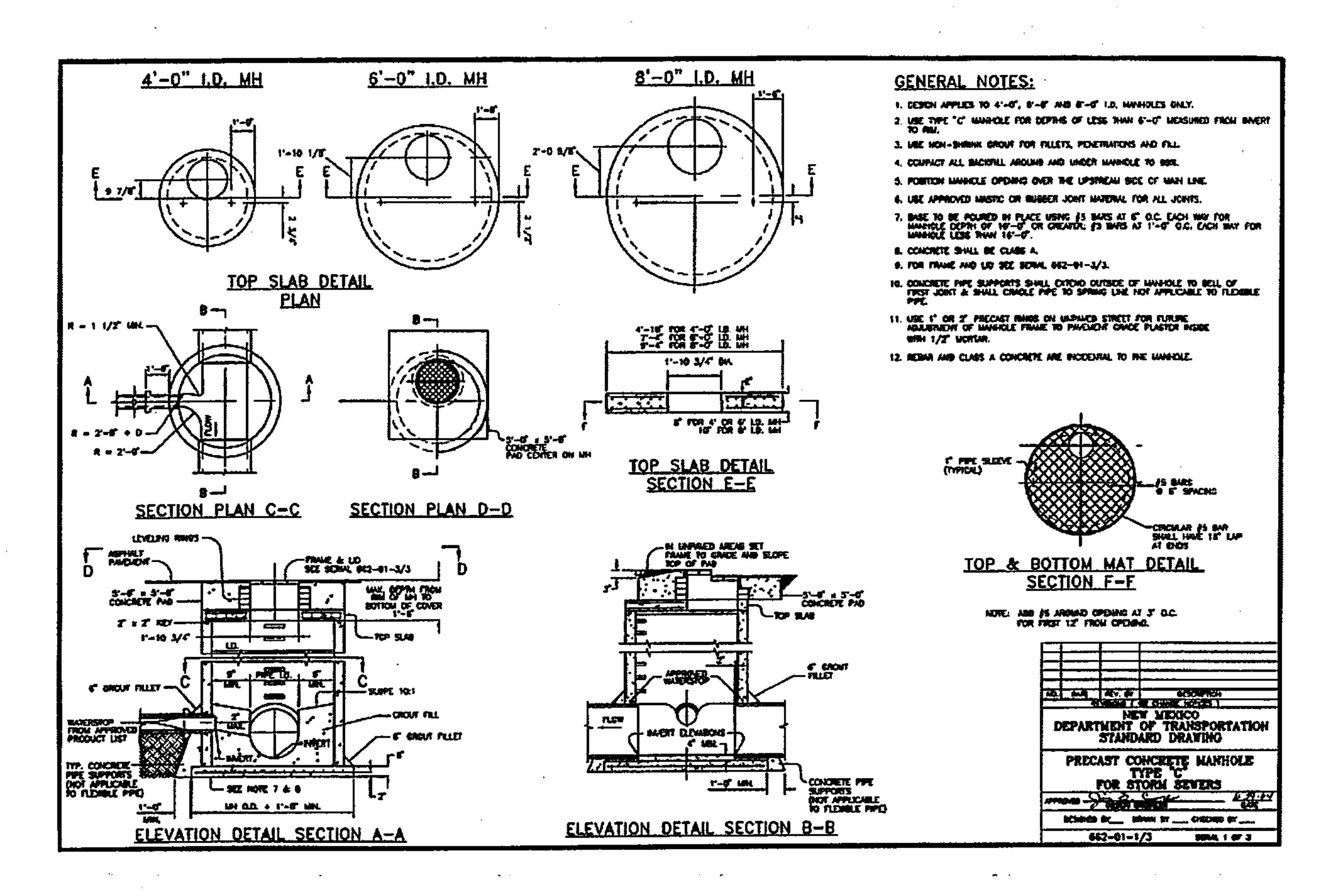
1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TOPSOIL DISTURBANCE PERMIT PRIOR TO BEGINNING WORK.

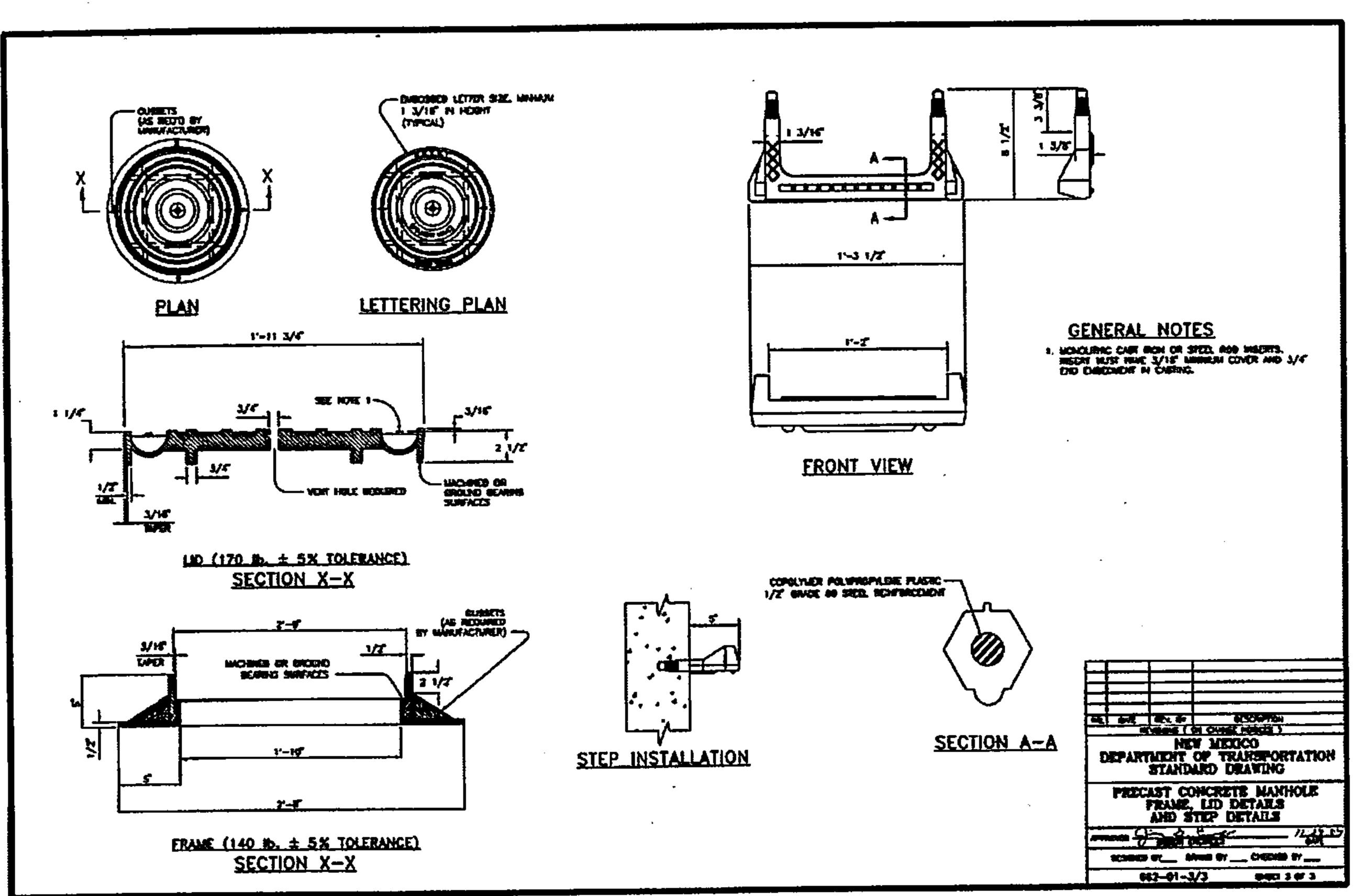
2. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RUN-OFF ON SITE DURING CONSTRUCTION.

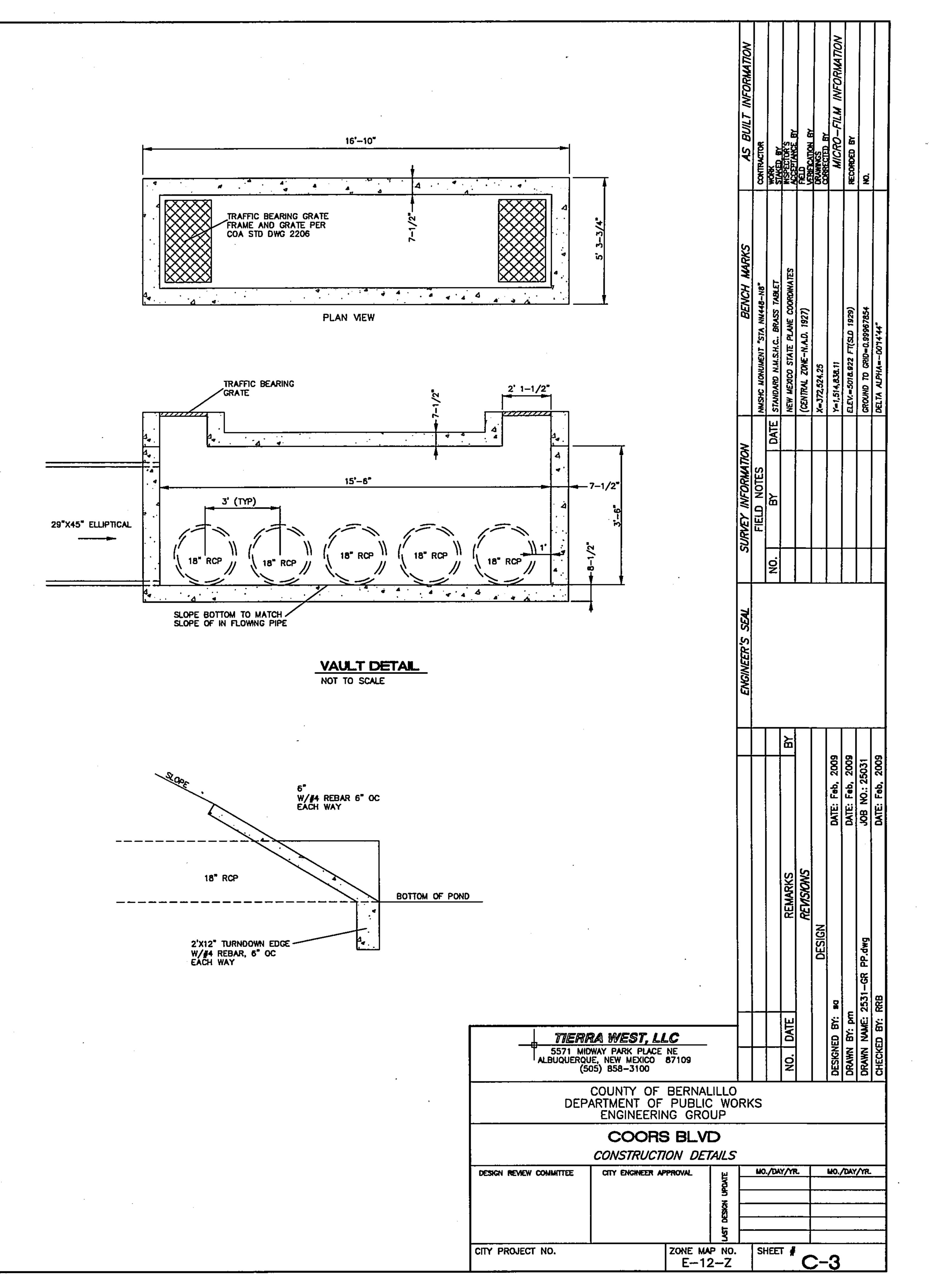
3. CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL SEDIMENT THAT GETS INTO EXISTING RIGHT-OF-WAY.

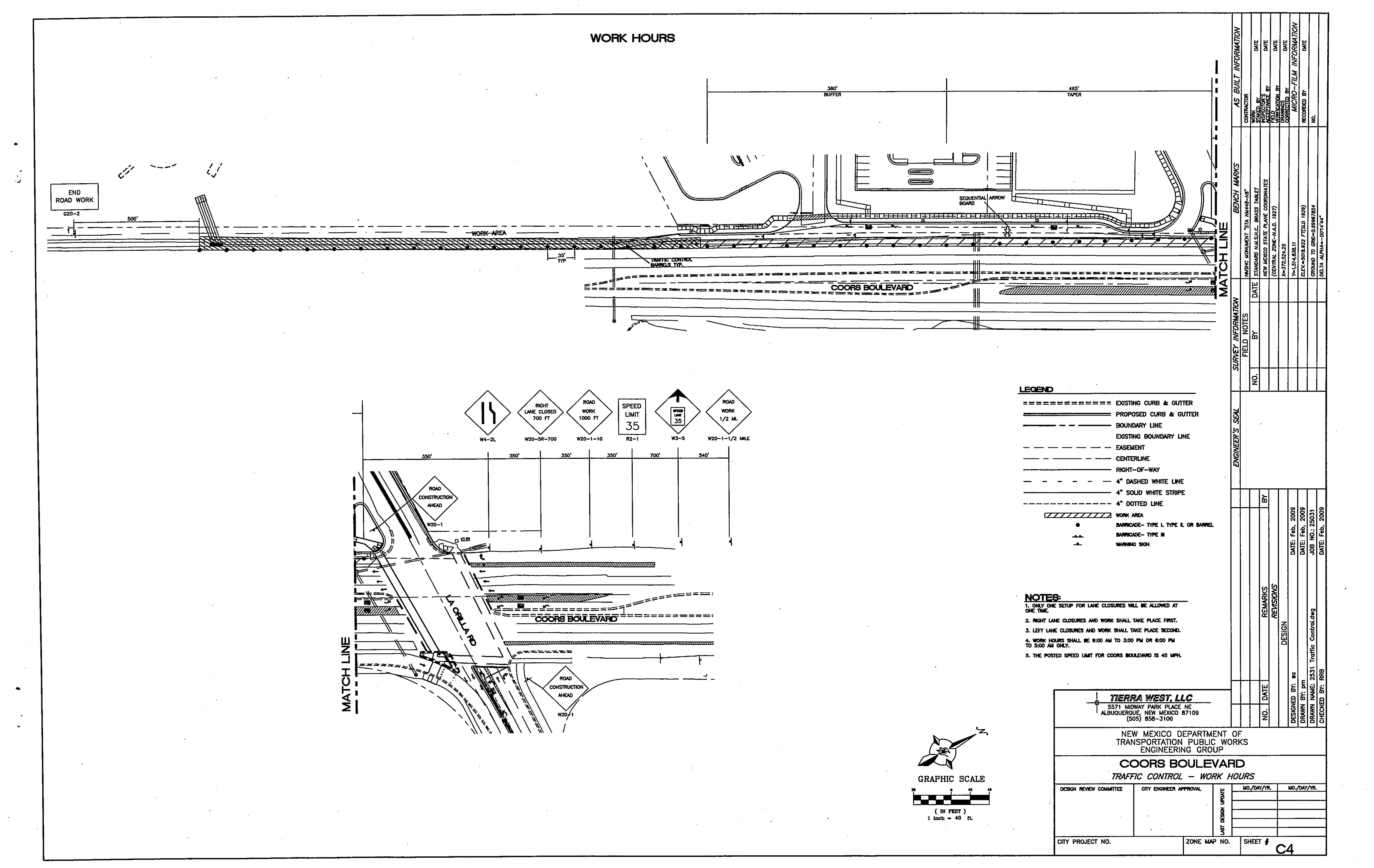
4. REPAIR OF DAMAGED FACILITIES AND CLEANUP OF SEDIMENT ACCUMULATIONS ON ADJACENT PROPERTIES AND IN PUBLIC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.

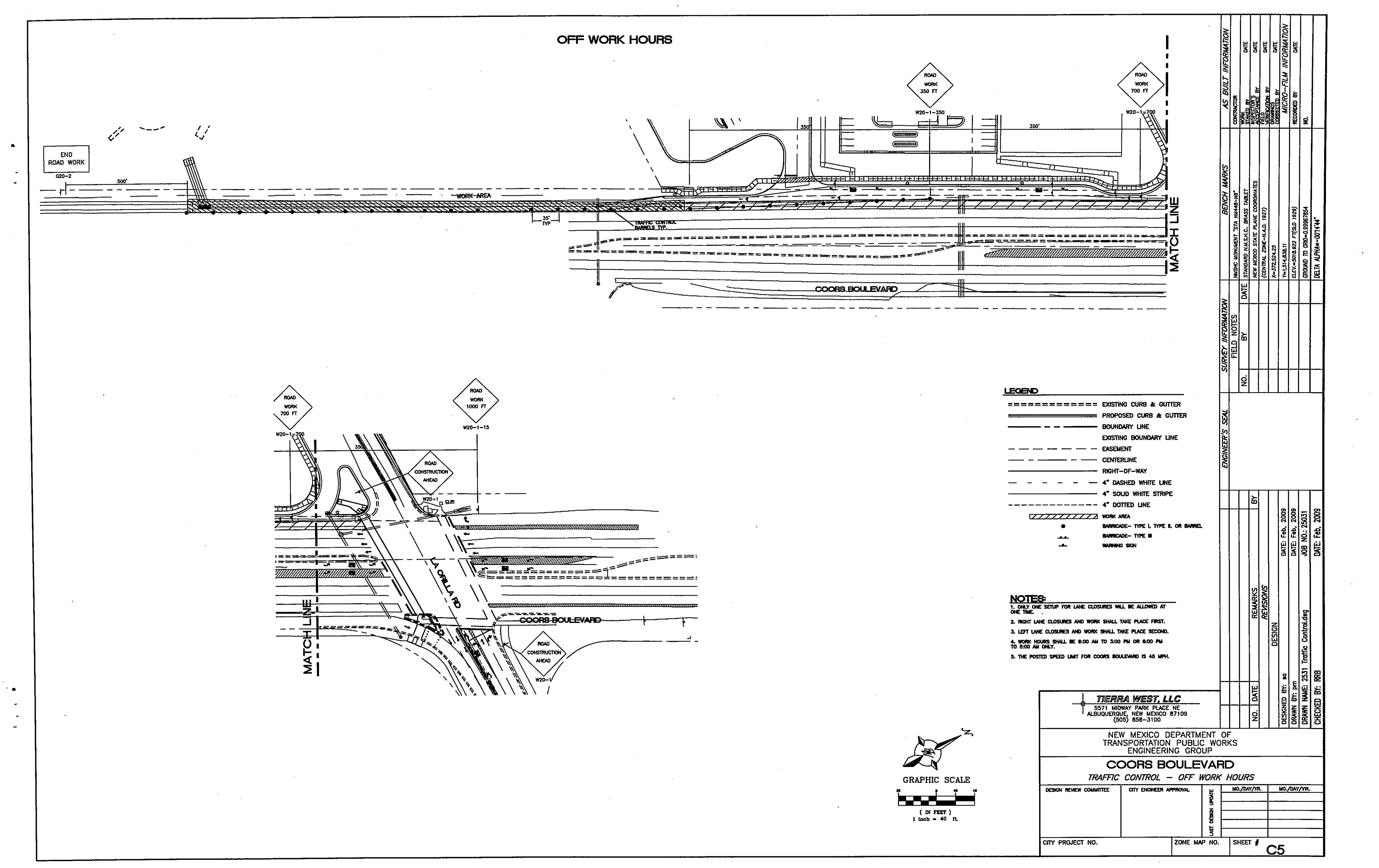
5. ALL EXPOSED EARTH SURFACES MUST BE PROTECTED FROM WIND AND WATER EROSION PRIOR TO FINAL (CITY) ACCEPTANCE OF ANY PROJECT.





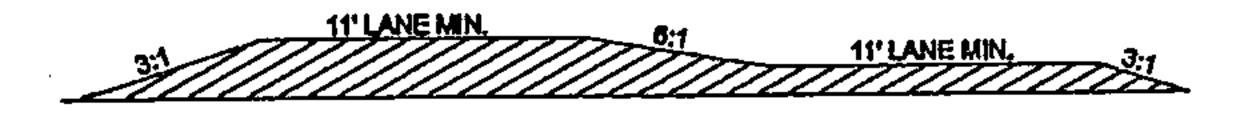






GENERAL TRAFFIC CONTROL NOTES:

- 1. The Contractor/TCP firm MUST adhere to the dates and times listed on the TCP permit. 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).
- 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 I foot 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 advanced 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 darmage/distort sign sheeting or markings. The Contractor/TCP firm shall not place a petch can the sign and tape the patch 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.
- 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 Mr. Phil Gallegos, D3 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. Mr. Gallegos can then publish the upcoming work in the District Three Traffic Report. Mr. Gallegos can be reached at 841-2700.
- 10. All traffic devices shall be kept clean throughout the duration of the project. Any sign that is tagged by Graffiti shall be cleaned 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 GRAVE" 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. The following reflectivity material shall be used on all signing placed on NMDOT roadways

SIGN	SIGN CODE	COLOR	Letter Sheeting	BACKGROUND SHEETING
APPROACH SIGNS	W20-1,2,3,4,5,7	(BLK/FLOURESCENT Orange)		Type VII, VIII or IX
CHEVRONS	W1-8	(BLK/FLOURESCENT Orange)	- 	Type VII, VIII or IX
CURVES	W1-2	(BLK/FLOURESCENT Orange)	*******	Type VII, VIII or IX
REVERSECURVE	W1-4	(BLK/FLOURESCENT Orange)		Type VII, VIII or IX
MERGE	W4-1	(BLK/FLOURESCENT Orange)		Type VII, VIII or IX
NO PASSING ZONE	W14-3	(BLK/FLOURESCENT Orange)	1 1	Type VII, VIII or IX
FILAGGER PADDLE		(BLK/FLOURESCENT Orange side one with Red on side 2)		Type VII, VIII or IX
ALL DRUMS		(BLK/FLOURBSCENT Orange)	and the second	Type VII, VIII or IX
All Other Const. Signs		Black on Orange		Type III

13. If any of the signs and/or traffic control devices, on the attached TCP, are being used overnight the following minimum reflectivity standards shall be required:

		SHEETING TYPE	(ASTM D4956-04)			
SIGN COLOR	 -	Besded Sheeting		Prismetic Sheeting	ADDITIONAL CRITERIA	
	1	11	111	111,1V,VI,VII,VIII, IX,X		
A 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	W*;G≥7	W%Ga 15	₩";G № 25	W ≥ 250; G ≥ 25	Overhead	
White on Green	W¹;G≥7		W ± 129; G ≥ 15		Ground-energeted	
- Black on Yellow or	Y:0-		Y ≥ 50; O ≥ 50			
Black on Orange	Y*,O*	A 188 4 10	* Y =75, O = 75			
White on Red		W≥3:	kR=7		•	
Bluck da While		ं 0,752 ° & ₩	50		<u> 전 30 m #4 (11)</u>	
P For text and fine a this insum Sign C This sheeting type VI-1,-2-Turn and C	ymbol signs recusaring a ymbol signs recusaring le anteast Ratio a 3:1 (white should not be used for th	es than 1200 ram (45 in) retrareflectivity — red re is color for this application BOLD SYM • W3-1 — Stop Ahoul	traceRectivity)	• W11-3 – Deer Cressing		
Tor text and fine a For text and fine a A Minimum Sign C	ymbol signs recusaring a ymbol signs messaring k instruct Ratio z 3:1 (white	es than 1200 rum (45 in) retrordoctivity — red re is color for this application BOLD SYM	traceRectivity)	<u> </u>	. <u></u>	
This sheeting type VI-1,-2-Turn and C VI-3,-4-Reverse Tu	ymbol signs recassing a ymbol signs measuring k instruct flatio a 3:1 (white should not be used for the larve en and Curve	es than 1200 rate (45 in) retroreflectivity — red to is color for this application BOLD SYM • W3-1 — Stop Ahead • W3-2 — Vield Ahead	traceRectivity)	• W11-3 – Deer Cressin • W11-4 – Cartic Cressin	ng.	
This sheeting type VI-1,-2-Turn and C VI-3,-4-Reverse Tu- VI-5-Winding Rose	ymbol signs recassing a ymbol signs measuring le instead Ratio a 3:1 (white should not be used for the larve en and Curve	es than 1200 rate (45 in) retroreflectivity — red to is color for this applicati BOLD SYM • W3-1 — Stop Ahead • W3-2 — Vield Ahead • W3-3 — Signal Ahead	traceRectivity)	• W11-3 – Deer Crossin • W11-4 – Cattle Crossic • W11-5 – Farm Equipm	ng nomi	
This sheeting type VI-1, -2 - Then and C VI-3, -4 - Reverse Tu VI-5 - Winding Rose VI-4, -7 - Large Acres	ymbol signs recassing a ymbol signs measuring le instead Ratio a 3:1 (white should not be used for the larve en and Curve	es than 1200 rate (45 in) retroreflectivity — red to is color for this application BOLD SYM • W3-1 — Stop Ahead • W3-2 — Yield Ahead • W3-3 — Signal Ahead • W4-1 — Merge	traceRectivity)	• W11-3 – Deer Crossin • W11-4 – Carde Crossic • W11-5 – Farm Equipm • W11-6 – Snowtnobile	ng nent Crossing	
This sheeting type VI-1, -2 - Then and C VI-3, -4 - Reverse Tu VI-5 - Winding Road VI-4, -7 - Large Acre VI-8 - Cherron	ymbol signs recassing a ymbol signs recassing le anteast Ratio a 3:1 (white should not be used for the larve en and Curve I	es than 1200 rate (45 in) retroreflectivity — red to is color for this application BOLD SYM • W3-1 — Stop Ahead • W3-2 — Vield Ahead • W3-3 — Signal Ahead • W4-1 — Merge • W4-2 — Lane Ends	traceRectivity)	• W11-3 – Deer Crossin; • W11-4 – Carde Crossin • W11-5 – Farm Equipm • W11-6 – Snowtnobile • W11-7 – Equestrian C	ng nent Crossing	
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This sheeting type "This sheeting type "This sheeting type "This sheeting type "VI-1,-2-Thin and C "VI-3,-4-Reverse Tu "VI-5-Winding Road "VI-6,-7-Large Acro "VI-8-Cherron "VI-18-Intersection "VI-18-270 Degree I "VZ-1-Gross Road "VZ-4,-5-T and Y In	ymbol signs recassing at symbol signs measuring to instead Ratio as 3:1 (white should not be used for the larve on and Curve in C	es than 1200 ram (45 in) retroreflectivity — red re is color for this application BOLD SYM • W3-1 — Stop Ahead • W3-2 — Vield Ahead • W3-3 — Signal Ahead • W4-1 — Merge • W4-2 — Lane Ends • W4-3 — Added Lane • W4-6 — Entering Rose • W4-6 — Entering Rose • W6-1, -2 — Divided H • W6-3 — Two-Yisy Test • W10-1, -2, -3, -4, -11, [tightery-Railroad Ad • W11-2 — Pulestrian C	incy Added Lanc Ighney Begins and Ends Tic -12 - vance Warning	• W11-3 - Deer Cressing • W11-4 - Carde Cressing • W11-5 - Farm Equipm • W11-5 - Snowmobile • W11-7 - Equestrian Co • W11-8 - Fire Station • W11-10 - Truck Cress • W12-1 - Double Arrow • W16-5p, -6p, -7p - Po • W20-7a - Plagger • W21-1a - Worker	ng nent Crossing ressing ing	
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This sheeting type VI-1,-2 - Turn and C VI-3, -1 - Reverse Tu VI-5 - Winding Rose VI-6, -7 - Large Acres VI-16 - Intersection VI-18 - Chevren VI-18 - Side Road VZ-1 - Cross Road VZ-2, -3 - Side Road VZ-4, -5 - Tand Y In VZ-6 - Circular Inter	ymbol signs recassing at ymbol signs recassing to the factor flat in a 3:1 (white should not be used for the factor of the care of the car	es than 1200 ram (45 in) retroreflectivity — red re is color for this application BOLD SYM • W3-1 — Stop Ahead • W3-2 — Vield Ahead • W3-3 — Signal Ahead • W4-1 — Merge • W4-2 — Lane Ends • W4-3 — Added Lane • W4-6 — Entering Rose • W4-6 — Entering Rose • W6-1, -2 — Divided H • W6-3 — Two-Yey Test • W10-1, -2, -3, -4, -11, Highway Railroad Ad • W11-2 — Podestrian C PL SIGNS — Symbol Si	incy Added Lanc Showy Begins and Ends The -12 - vance Warning Insting Sine Not Listed As Bole	• W11-3 - Deer Cressing • W11-4 - Carde Cressing • W11-5 - Farm Equipm • W11-5 - Snowmobile • W11-7 - Equestrian Co • W11-8 - Fire Station • W11-10 - Truck Cress • W12-1 - Double Arrow • W16-5p, -6p, -7p - Po • W20-7a - Plagger • W21-1a - Worker	ng nent Crossing ressing ing	
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- 14. Placerment of the sequential arrow shall be at or near the beginning of the lane closure taper. In areas of insufficient paverment width, the sequential arrow may be placed within the taper, but not to exceed 1/2 the taper length. In all cases, the sequential arrow shall be placed behind the channelization devices.
- 15. All signing on the interstate and on high speed 4 lane divided facilities shall be double indicated.
- 16. All signs that are part of work zone that is in place for more than 3 days shall be placed on posts.
- 17. Covering existing white and yellow stripes with black paint as a method of stripe removal is strictly probibited.
- 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. Att CWB ends, within the clear zone, have to be protected with an approved crash cushion attenuator (approved based on the design speed of the road).
- 20. When flaring the leading end of a Temporary Concrete Wall Barrier (TCWB) 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 CWB is placed in a construction work zone, a 5' buffer area is strongly recommended between the Temporary Concrete Wall Barrier and the work zone to accommodate barrier deflection. When a 5' buffer area is not attainable, consideration shall be given to anchoring the TCWB to the pavement surface. (See attachment "B" note 8 in standard drawing 606-20-1/4 dated 1/11/2005).
- 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 speed or the 85% speed in the layout of the crash cushion attenuators within the work zone.
- 23. All construction signing shall have a Type III or higher reflective background.
- 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 Interstate or secondary roadways are prohibited.
- 27. Any equipment, materials, or vehicles stored within 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.
- 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. 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:

Posted	}	Merging (L) & Shifting T		Taper (1/2L	sper (1/3L) Length (FT.) ¹			Shoulder Taper (FL) 2 1				Transition Area!	Buffer Space	Materiani	en Spealing
Speed	Formula	11'6	***	17	Lase	13'	Lane		1/3	L		Calming Zone 3	or Distance *	of De	vicus (FL) *
(2461-0		•••						4	•	8"	10	(21.) (우나)	to Plagger Station	Gn & Taper	On a Tanger
875 Z	200	能完装	10.30	1760°E	SET DE	2 86 72	275	193	W.132	2302	32		38021632	2024	45.00 TO
25	L=W3/00	115	80	125	65	135	70	14	<u>!</u> 21	20	36	250	156	25	68
430 F		% 185 S3	THE X	ASIA B	200	₹195 %	Riot.	230°	720	240	I T	为 第36 为来	MEA. 301	医沙区	1200 to M
36		225	115	245	125	265	135	l 27	l 41	14	9 60	490	240	35	76
	1782.625	7 206 H	MATERIAL	142213	30 101	53/65		5.92	松中王	THE	A BOY	367 10 XX	Table 200 2008	35 to 35	200
45		485	250	540	270	585	295	60_	80	120	150	1080	360	45	PO
20 P	不以	14 Sept 142	Z25 1.	2 000	4.00	2 660	130	2.77	31003	[<u>1</u> 22]	101	3 A 144 F.C.	300 372 43 220	. C. 60 2	332002
56	ζ.	605	305	660	330	716	350	בל	110	147	163	1320	. 465	66	110
	医乳红斑	A 840 7		33720	ATT NE	57.	进制码	LIV.	TIME.	(C) 60.	200,	建工作的	公司 100 100	15.00	经抵押
A4		715	360	780	390	8-45	425	_ 57_	130	1 173	217	1680 -	645	4 5	130
- X Z		5.770	化转玉	7/140 Z	101		新 (45)		£1393				125 DO 178 F	发 流	建筑的是
75	Γ	625	415	900	450	975	490	100	150	200	250	1800	820	73	150

See Section 6C 08 on page 6C-5 and Figure 6C-2 on page 6C-6 of the 2003 MUTCO. See Section 6C 08 on page 6C-5 and Figure 6C-2 on page 6C-6 of the 2003 MUTCO. See Figure 6H-37 on page 6H-79 of the 2003 MUTCO. See Section 6C-86 on page 6C-84 and 6C-05 of the 2003 MUTCO.

hours for immediate response to traffic control issues/concerns.

CONSTRUCTION

ROAD

CLUGED

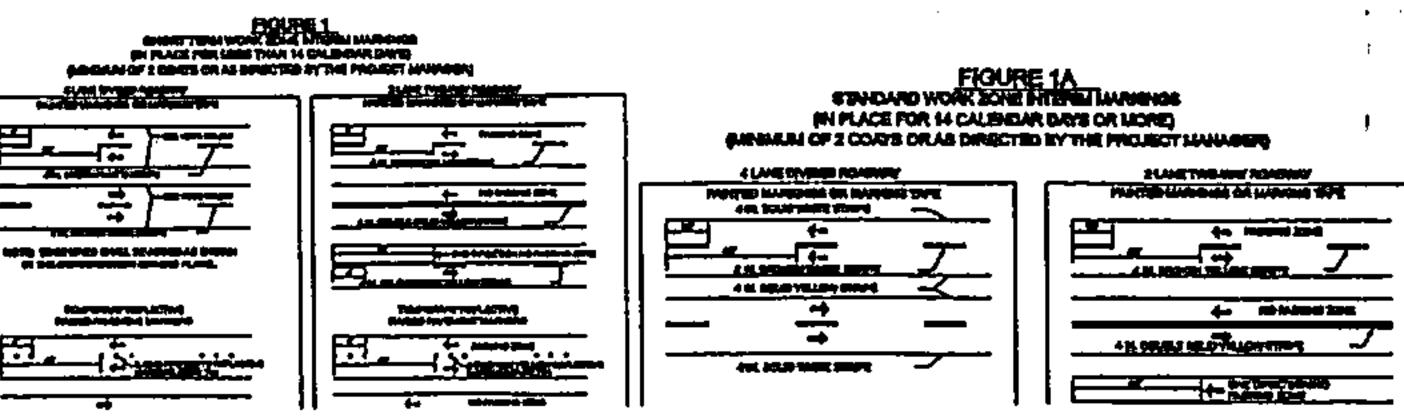
LEFT LANE

MUST

R3-7L 30"x30" -X- 24"x30"

48"x48"

- 33. The contractor or the traffic Control Subcontractor Shall provide a Traffic Control Supervisor on site during working
- 34. Work Zone Interim Markings:
- a. The contractor shall place reflectorized painted markings on each markings 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 on this sheet or as directed by the project manager. Payment for marking tape will be paid for under the unit price of reflectorized painted markings, unless otherwise specified.
- 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 1a on this sheet 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.



R3-2L 24"x24" -R-

RIGHT LANE

60"x24"

-A-A-

TAPER REQUIREMENTS

SPEED LIMIT	TA	PER LENG1 (FEET)	MAXIMUM DISTANCE BETWEEN	MINIMUM NUMBER OF		
(MPH)	10° LANE	11' LANE	12' LANE	DEVICES (FEET)	DEVICES REQUIRED	
25	104	115	125	25	6	
30	150	165	185	30	7	
35	204	225	245	35	8	
40	267	293	320	40	9	
45	450	495	540	45	13	
50	500	550	600	50	13	
55	550	605	660	55	13	

RECOMMENDED SIGN SPACING (D) FOR ADVANCE WARNING SIGN SERIES

SPEED MILES PER HOUR	MINIMUM DISTANCE IN FEET BETWEEN FROM LAST SIGNS SIGN TO TAPER	
0-20	10 X SPEED LIMIT 10 X SPEED LIMIT	
25-30	10 X SPEED LIMIT 10 X SPEED LIMIT	
30-35	10 X SPEED LIMIT 10 X SPEED LIMIT	
35-40	10 X SPEED LIMIT 10 X SPEED LIMIT	
40-45	10 X SPEED LIMIT 10 X SPEED LIMIT	
50-60	10 X SPEED LIMIT 10 X SPEED LIMIT	

LEGEND

WORK AREA

B2 TRAFFIC SIGN & QUANTITY (SEE THIS SHEET FOR DESIGNATION)

BARRICADE - TYPE I, TYPE II, OR BARREL

- BARRICADE TYPE II
- X VERTICAL PANEL
- WARNING SIGN
- DISTANCE BETWEEN SIGNS—A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET
- FLAGMAN POSITION

LANE ROAD

W20-4 48"x48"

W20-3

ROAD CLOSED

THRU TRAFFIC

R11-4 60"x60"

ROAD

CLOSED

R11-2 48"x30"

DETOUR

M4-10 30"x24" -T-

NOTE: ARROW DIRECTION TO BE ADJUSTED AS NEEDED.

M4-9 30"x24"

R3-2 24"x30" S SPACING BETWEEN BARRICADES—A DISTANCE MEASURED IN FEET EQUAL TO THE SPEED LIMIT OF THE STREET

TAPER LENGTH - ON CHART

TANGENT LENGTH - IS EQUAL TO THE TAPER LENGTH FOR A GIVEN STREET

ACCESS INFORMATION

TWO LANES

₩20-5 48"x48" --O-

ROAD WORK

G20-2 60"x24"

-W-

TAPER CRITERIA

DRUMS AS NEEDED.

TYPE I BARRICADE

--- 2' MINIMUM ---

TYPE II BARRICADE

8" TO 12"

8° TO 12°

TYPE III BARRICADE

NOTE: FLASHING OR STEADY BURN WARNING LIGHTS

SHOULD BE USED ON BARRICADES, PANELS, AND

t, MKAMAM —

8" TO 12"

TYPE OF TAPER

UPSTREAM TAPER:

MERGING TAPER:

SEE CHART

L MINIMUM

1/2 L MINIMUM

MERGING TAPER:

SHIFTING TAPER:

SHOULDER TAPER:

TWO—WAY TRAFFIC TAPER:

DOWNSTREAM TAPER:

L MINIMUM

1/2 L MINIMUM

1/2 L MINIMUM

1/0 FEET MAXIMUM

100 FEET PER LANE

-..----

L = WS

TAPER LENGTH COMPUTATION

_SPEED_LIMIT_ 45 MPH OR LESS:

- 45 MPH OR GRATER: L = TAPER LENGTH
- W = WIDTH OF OFFSET IN FEET
- S = POSTED SPEED OR OFF-PEAK 85-PERCENTILE SPEED IN MPH
- 1. ALL ADMANCE
 DOUBLE INDICE
 PRESENT.
 2. TRANSFORMAT
 TO SPAN WITH
 HOURS.
 3. THIS IS A STA
 AND SOME TE
 MAY BE SHOW
 ON THIS PART

 5571
 ALBUQU

NOTES

- ALL ADVANCE WARNING SIGNS ARE TO BE DOUBLE INDICATED WHENEVER MEDIANS ARE PRESENT.
 TRANSFORMATION FROM EXISTING SIGNALS TO SPAN WIRE IS TO OCCUR AT OFF PEAK HOURS.
- HOURS.

 3. THIS IS A STANDARD TRAFFIC CONTROL PLANARD SOME TRAFFIC CONTROL SITUATIONS MAY BE SHOWN THAT ARE NOT REQUIRED ON THE DARFICLE ARE DOCUMENT.

ON THIS PARTICULAR PROJECT.		 <u> </u>	**	_	2	
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TIERRA WEST, LLC		DATE	8	9	₹	
5571 MIDWAY PARK PLACE NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100		Š.	DESIGN	DRAWN	DRAWN	
NEW MEXICO DEPARTMENT	OF					

NEW MEXICO DEPARTMENT OF TRANSPORTATION PUBLIC WORKS ENGINEERING GROUP

COORS BOULEVARD

775	PAFFIC CONTROL STA	4NDARI	DS	
DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	l H	MO./DAY/YR.	MO./DAY/YR
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