

VICINITY MAP

INSPECTION OF EXISTING CONDITIONS

BY SUBMISSION OF A BID THE CONTRACTOR IS ASSERTING THAT IT HAS CONDUCTED A PROPER AND REASONABLE INSPECTION OF EXISTING CONDITIONS. IF THAT INSPECTION REVEALS A VISIBLE PHYSICAL CONDITION THAT IS NOT SPECIFICALLY REFERENCED IN THE CONTRACT DOCUMENTS, THAN THAT CONDITION IS NOT CONSIDERED UNFORESEEN, UNKNOWN OR OF AN UNUSUAL NATURE AND THE CONDITION WILL NOT BE JUSTIFICATION FOR CHANGES TO THE WORK AS DEFINED BY THE CONTRACT FOR CONSTRUCTION.

BY SUBMISSION OF A BID THE CONTRACTOR ACKNOWLEDGES THAT IT HAS SATISFIED ITSELF AS TO THE CHARACTER, QUALITY AND QUANTITY OF MATERIALS OR OBSTACLES TO BE ENCOUNTERED INSOFAR AS THIS INFORMATION IS REASONABLY ASCERTAINABLE FROM AN INSPECTION OF THE SITE IN CONJUNCTION WITH REVIEW OF THESE DRAWINGS AND SPECIFICATIONS. ANY FAILURE OF THE CONTRACTOR TO TAKE THE ACTIONS DESCRIBED AND ACKNOWLEDGED BY THESE PARAGRAPHS WILL NOT RELIEVE THE CONTRACTOR FROM RESPONSIBILITY FOR ESTIMATING PROPERLY, THE DIFFICULTY AND COST OF SUCCESSFULLY PERFORMING THE WORK, OR FOR PROCEEDING TO SUCCESSFULLY PERFORM THE WORK WITHOUT ADDITIONAL EXPENSE TO THE OWNER.

FAILURE TO CONDUCT AN INSPECTION DOES NOT CONSTITUTE GROUNDS FOR CLAIM OF ADDITIONAL FEES TO REMOVE, PROTECT, OR PATCH VISIBLE EXISTING CONDITIONS IMPACTED BY THE WORK OF THE CONTRACT.

REGARDING HAZARDOUS MATERIALS:

WHILE NONE ARE KNOWN, IF HAZARDOUS MATERIALS ARE SUSPECTED OR ENCOUNTERED, DO NOT DISTURB; IMMEDIATELY NOTIFY THE OWNER. HAZARDOUS MATERIALS WILL BE REMOVED BY OWNER UNDER A SEPARATE CONTRACT.

DESCRIPTION	REV DATE	REV NO	NUMERIO CON E CONFIDMATION
			NUMERIC SCALE CONFIRMATION
			DRAWINGS ARE DEPICTED AT INTENDED
			NUMERIC SCALES
			IF THIS BAR EQUALS ONE INCH

CITY OF BELEN 100 S. MAIN ST BELEN, NEW MEXICO 87002

SEPTEMBER 2021

construction plans for the

SIXTH STREET IMPROVEMENTS

CONTROL NO. L300261

CITY OF BELEN, NEW MEXICO 87002

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CIVIL ENGINEERS

Molzen Corbin Melinna Boyd

CITY CONTACTS

Development Services Director Steven Tomita 505-270-8181

CERTIFICATION:

I, MELINNA L. BOYD, REGISTERED PROFESSIONAL ENGINEER NO. 24510 HEREBY CERTIFY THAT THE FOLLOWING PLANS AND DESIGN WERE MADE UNDER MY SUPERVISION AND DIRECTION AND THAT SAME IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. MELINNA L. BOYD, N.M.P.È NO. 24510

MOLZENCORBIN

ENGINEERS | ARCHITECTS | PLANNERS

2701 Miles Road SE, Albuquerque, New Mexico 87106 505 242 5700 office Molzencorbin.com

Molzen Corbin Project Number: BLN205-11

THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR THE CONSTRUCTION SAFETY WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.

ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS INSTRUMENT ARE OWNED BY AND THE PROPERTY OF MOLZEN-CORBIN & ASSOCIATES. AND WERE CREATED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. THESE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL NOT BE USED BY ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN CONSENT OF MOLZEN-CORBIN & ASSOCIATES.

THESE DRAWINGS REFLECT INFORMATION ON UTILITIES GATHERED BY SITE INSPECTION, DISCUSSIONS WITH MUNICIPAL OFFICIALS, AND PREVIOUS CONSTRUCTION DOCUMENTS. IT IS POSSIBLE THAT THE EXACT LOCATION OF LINES AND UTILITY CONNECTION POINTS IN THE VICINITY OF REQUIRED WORK MAY BE DIFFERENT FROM THE LOCATION SHOWN ON THESE DRAWINGS. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHALL A CONFLICT EXIST THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.





PROJECT VICINITY MAP SCALE: NONE

UTILITY CONTACTS

<u>COMCAST</u>

MIKE MORTUS, PROJ. ENGR.
4611 MONTBEL PLACE NE
ALBUQUERQUE NM 87107
(505)761-6252-OFFICE
(505)269-4006-CELL
Mike_mortus@cable.comcast.com

NEW MEXICO GAS CO.

ROBERT SMITH, PROJ. MANAGER 4625 EDITH BLVD NE ALBUQUERQUE NM 87101 (505)697-3154-OFFICE (505)269-1213-CELL robert.smith@nmgco.com

PNM ELECTRIC SERVICES

ARTHUR CHAVEZ, SNR. ENGR. 19377 N HWY 314 BELEN NM 87002 (505)241-3398-OFFICE (505)401-7891-CELL (505)341-3620-FAX Achavez1@pnm.com

CENTURY LINK

LEONARD MANZANARES, FIELD ENGR. 19374 N HWY 314 BELEN NM 87002 (505)765*7111-OFFICE (505)604-9768-CELL leonard.manzanares1@qwest.com

WATER/SEWER, CITY OF BELEN

RALPH JARAMILLO, PUBLIC WORKS DIRECTOR 100 SOUTH MAIN STREET NW. BELEN NM 87002 (505)XXX-XXXX-OFFICE (505)XXX-XXXX-CELL

MOLZENCORBIN

2701 Miles Road SE Albuquerque, New Mexico 87106 505 242 5700 office 505 242 0673 fax MolzenCorbin.com

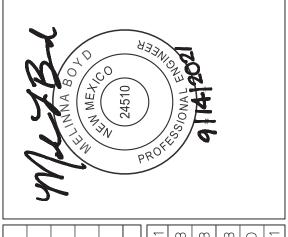
NOTICE OF EXTENDED PAYMENT PROVISION: THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN 45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR PAYMENT

NUMERIC SCALE CONFIRMATION

DRAWINGS ARE DEPICTED AT INTENDED

NUMERIC SCALES

IF THIS BAR EQUALS ONE INCH



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PROJECT NUMBER:	NUMBER:		BLN205-11
DESIGNED BY:	BY:		ALB
DRAWN BY:	;;		ALB
CHECKED BY:	BY:		MLB
PRIME DE	PRIME DESIGN PROFESSIONAL:	ESSIONAL:	MELINNA BOYD
PROJECT DATE:	DATE:		SEPTEMBER 2021

G-002

GENERAL NOTES

- 1. THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO ALL LOCAL BUSINESSES AND RESIDENCES FOR THE DURATION OF THIS PROJECT. THE CONTRACTOR SHALL ADVISE AND SCHEDULE ALL ACCESS CLOSURES, AT LEAST TWENTY—FOUR (24) HOURS IN ADVANCE, WITH THE AFFECTED PROPERTY OWNERS AND WITH THE ENGINEER.
- 2. UTILITY COORDINATION

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS.

IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE OWNER OF SAID UTILITY, AND THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES. THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY UTILITY LINE, PIPELINE, OR UNDERGROUND UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY HIS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES. IN PLANNING AND CONDUCTING EXCAVATION, THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING IN ADVANCE OF CONSTRUCTION OPERATIONS, IF OVERHEAD UTILITY LINES SUPPORT STRUCTURES, POLES, GUYS, ETC. ARE AN OBSTRUCTION TO CONSTRUCTION OPERATIONS. IF ANY OBSTRUCTIONS TO CONSTRUCTION OPERATIONS IS EVIDENT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY OWNER TO REMOVE OR SUPPORT THE UTILITY OBSTRUCTION. ANY COST ASSOCIATED WITH THIS EFFORT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO SEPARATE PAYMENT WILL BE MADE.

CONTRACTOR IS TO SUPPORT AND MAINTAIN THE INTEGRITY OF ALL UNDERGROUND TELEPHONE, ELECTRIC CABLES, AND CABLE TELEVISION UTILITIES AT NO ADDITIONAL COST TO THE OWNER. CABLE IS TO BE SUPPORTED EVERY 15' (MINIMUM). CONTRACTOR SHALL COORDINATE WITH AND MAKE NECESSARY PAYMENT (IF ANY) TO UTILITY OWNER FOR DEENERGIZATION OF CABLES OR SUPPORT OF CABLES BY THE UTILITY OWNER.

- 2. ANY STAGING ARRANGEMENT WITH A PRIVATE OWNER SHALL EXCLUDE THE CITY. STAGING ON CITY OF BELEN RIGHT OF WAY (SIDE STREETS) IS POSSIBLE, BUT THE CONTRACTOR MUST RESTORE THE PAVED AREA AFTER DEMOBILIZING. CONTRACTOR MUST ALSO PROVIDE POLLUTION PREVENTION MEASURES.
- 3. THE CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT—OF—WAY SO THAT THE EXCAVATED MATERIAL IS NOT SUSCEPTIBLE TO BEING WASHED DOWN THE STREET.
- 4. THESE DRAWINGS DO NOT INCLUDE THE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
- 5. THE CONTRACTOR SHALL COORDINATE ANY WATER SHUT-OFF OPERATION WITH THE UTILITY MANAGER NOT LESS THAN THREE (3) WORKING DAYS PRIOR TO INITIATING ANY WORK AFFECTING EXISTING WATER UTILITIES. WATER SERVICE SHUT-OFF SHALL BE LIMITED TO FOUR (4) HOURS.
- 6. THE CONTRACTOR SHALL MAINTAIN AN UP TO DATE SET OF "RECORD DRAWINGS" FOR THIS PROJECT. THESE PLANS SHALL BE KEPT CURRENT, WITHIN TWO (2) WEEKS, AT ALL TIMES AND SHALL BE SUBJECT TO REVIEW BY THE ENGINEER THROUGHOUT THIS PROJECT AND WILL BE REVIEWED BY THE ENGINEER FOR ACCURACY AND COMPLETENESS AT A MINIMUM OF ONCE EVERY THIRTY (30) DAYS. THE FINAL "RECORD DRAWINGS" SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO FINAL PAYMENT.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPORTING AND CLEANUP OF SPILLS WHICH ARE ASSOCIATED WITH THIS PROJECT'S CONSTRUCTION AND SHALL REPORT AND RESPOND TO SPILLS OF HAZARDOUS MATERIALS SUCH AS GASOLINE, DIESEL, MOTOR OILS, SOLVENTS, CHEMICALS, TOXIC AND CORROSIVE SUBSTANCES, AND ANY OTHER MATERIALS WHICH MAY BE CONSIDERED A THREAT TO THE PUBLIC HEALTH OR THE ENVIRONMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REPORTING OF ANY PAST SPILLS WHICH WERE ENCOUNTERED DURING THIS PROJECT'S CONSTRUCTION AND OF ANY CURRENT SPILLS NOT ASSOCIATED WITH THIS PROJECT'S CONSTRUCTION. THESE REPORTS SHALL BE MADE IMMEDIATELY TO THE NEW MEXICO ENVIRONMENTAL DEPARTMENT'S EMERGENCY RESPONSE TEAM AT EITHER 827-4308 OR 470-3657 AND TO THE ENGINEER.
- 8. A TEMPORARY TRAFFIC CONTROL PLAN SHALL, BE SUBMITTED TO THE VILLAGE AND REVIEWED PRIOR TO INITIATING ANY WORK
- 9. EXISTING MAILBOXES, AND OTHER MINOR OBSTRUCTIONS TO REMAIN UNDISTURBED
- 10. TRAFFIC SIGNS SHALL CONFORM TO NMDOT STANDARD SPECIFICATION 701000, INCLUDE SQUARE BREAKAWAY POST. SIGN FACE TO BE SET AT 5' FROM GROUND TO BOTTOM OF SIGN FACE. PANEL SHALL FEATURE ANTI—GRAFFITI COATING.
- 11. CONTRACTOR SHALL PARK EQUIPMENT AND VEHICLES SO AS TO NOT INTERFERE WITH THE NORMAL ACTIVITIES OF RESIDENTS OR OTHER CONTRACTORS ON—SITE.

- 12. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO EXISTING WALLS, FENCES, TRAIL SURFACES, UTILITY LINES, LANDSCAPING ETC. DURING CONSTRUCTION AND SHALL REPAIR OR REPLACE AT CONTRACTOR'S EXPENSE.
- 13. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY TRAFFIC SIGNS AND PAVEMENT MARKINGS THAT ARE DAMAGED OR REMOVED.
- 14. WHEN ABUTTING EXISTING AREAS, ALL NEW STREET PAVING AND DRIVEWAYS SHALL MATCH THE ELEVATIONS OF THOSE
- 15. THE FINAL SURFACE OF THE REPLACEMENT PAVEMENT SHALL CONFORM TO A GRADE LINE SET BY THE CONTRACTOR SUCH THAT THE PAVEMENT WILL READILY DRAIN AND DOES NOT VARY SIGNIFICANTLY FROM ADJACENT EXISTING GRADES.
- 16. PAVEMENT DROP-OFF POLICY: IF A PAVEMENT DROP-OFF IS CREATED DURING CONSTRUCTION, THE CONTRACTOR SHALL INITIATE PROTECTIVE ACTION IN ACCORDANCE WITH THE NMDOT CURRENT DROP-OFF POLICY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THIS PROJECT AND NO SEPARATE PAYMENT SHALL BE MADE.
- 17. ALL TRAFFIC SIGNS AND CODING SHALL BE IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCO), LATEST EDITION. COORDINATE NEW SIGN LOCATIONS WITH PROJECT ENGINEER PRIOR TO INSTALLATION.
- 18. THE CONTRACTOR SHALL COORDINATE WITH NMDOT DISTRICT 3 FOR CONSTRUCTION ACTIVITIES WITHIN NMDOT RIGHT—OF—WAY.
- 19. ALL WORK SHALL COMPLY WITH THE NMDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, 2019 EDITION.

GENERAL SHEET LEGEND

EX. INDEX CONTOUR 5320 EX. INTERMEDIATE CONTOUR INDEX CONTOUR - 5320 - INTERMEDIATE CONTOUR --5321--- POWER POLE ELECTRIC BOX TRAFFIC SIGNAL LIGHT \bowtie WATER VALVE WM WATER METER WATER LINE MARKER FO FIBER OPTIC POST COMMUNICATION BOX sas SANITARY SEWER MANHOLE SEWER LINE MARKER $\overline{}$

POST

ASPHALT PAVING



DEMOLITION / REMOVAL ITEM

MOLZENCORBIN

2701 Miles Road SE
Albuquerque, New Mexico 87106
505 242 5700 office
505 242 0673 fax
MolzenCorbin.com

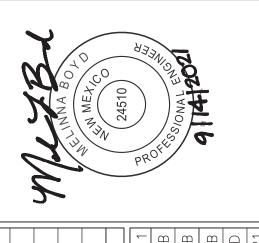
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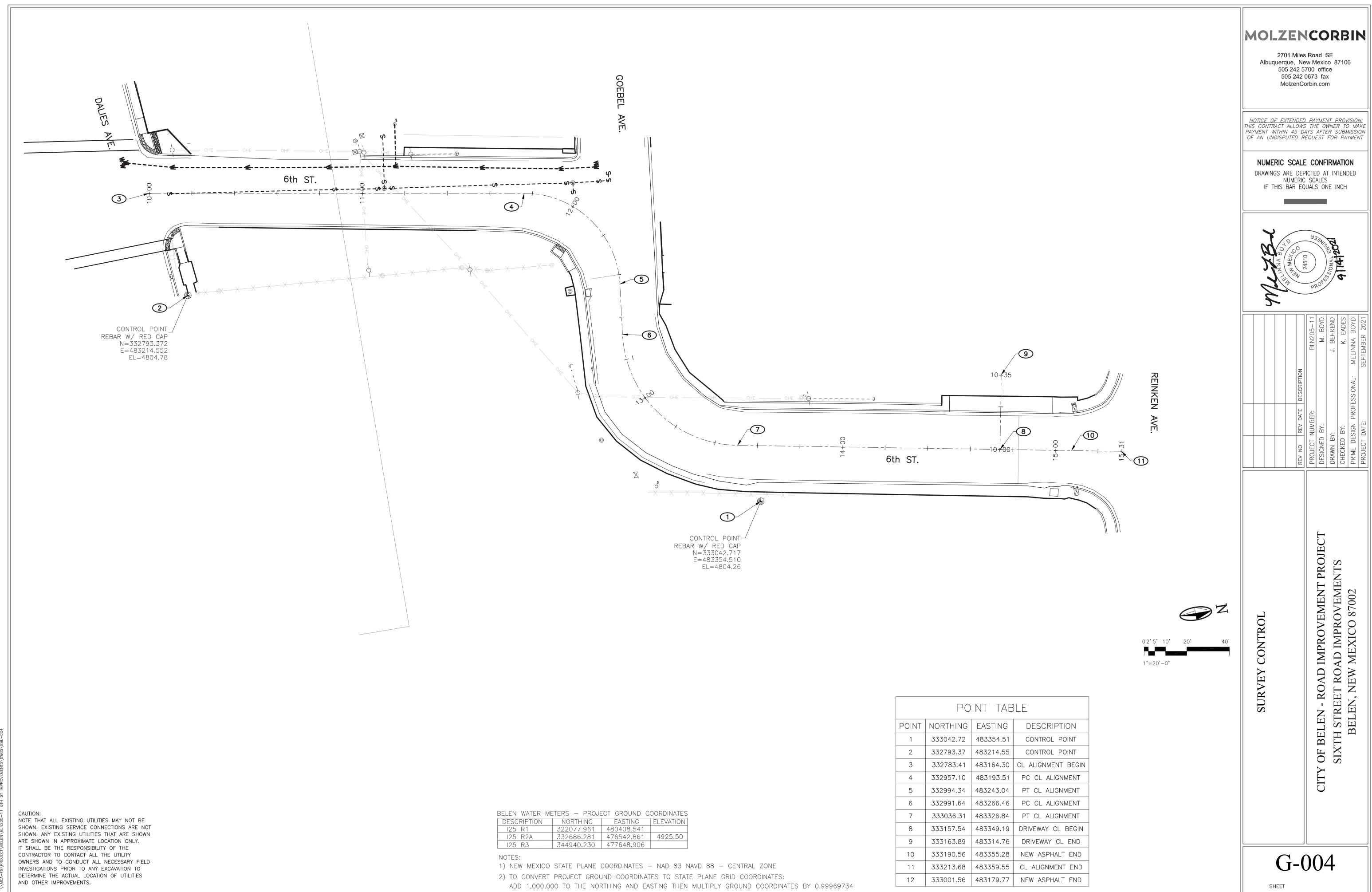
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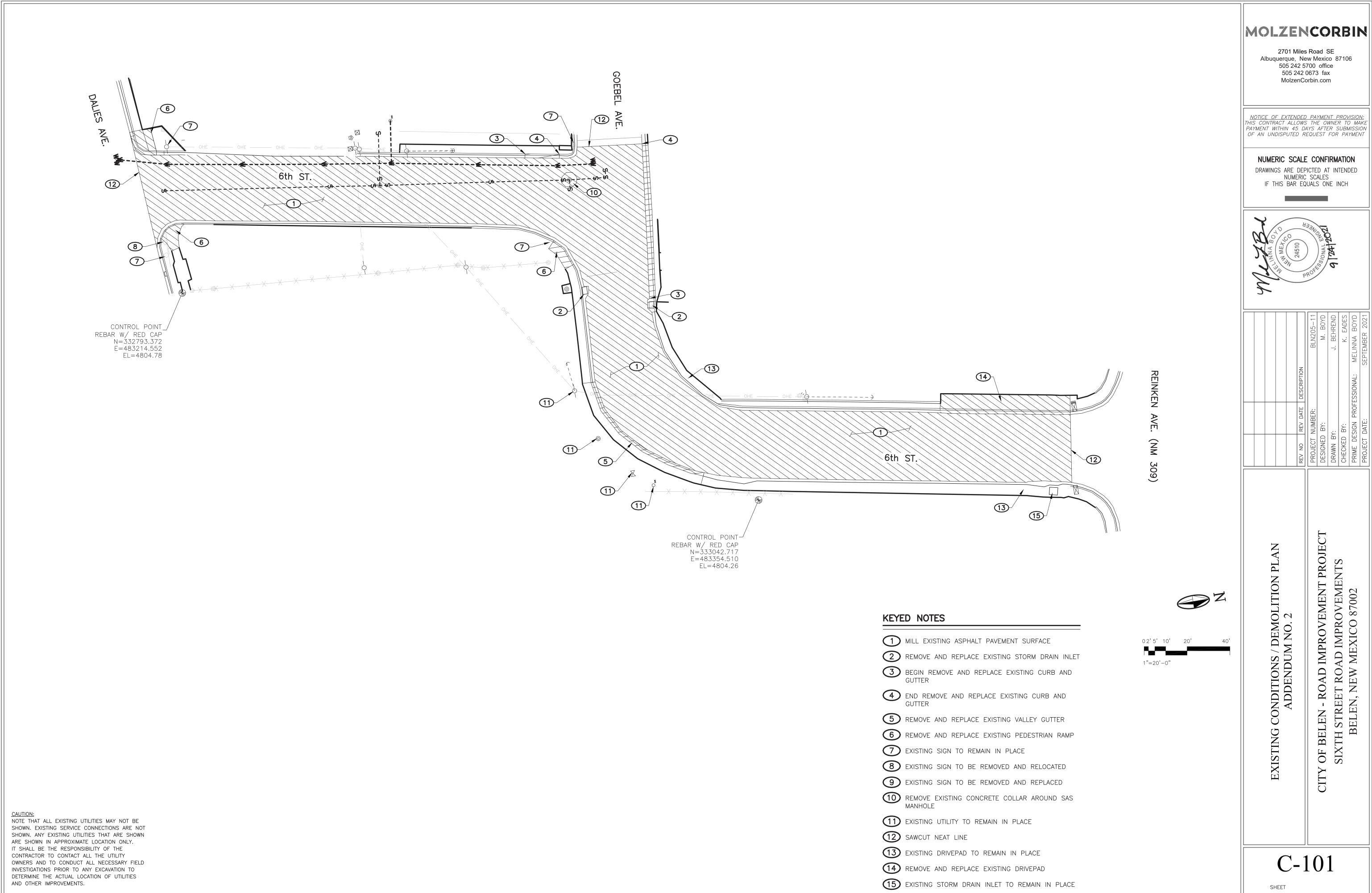
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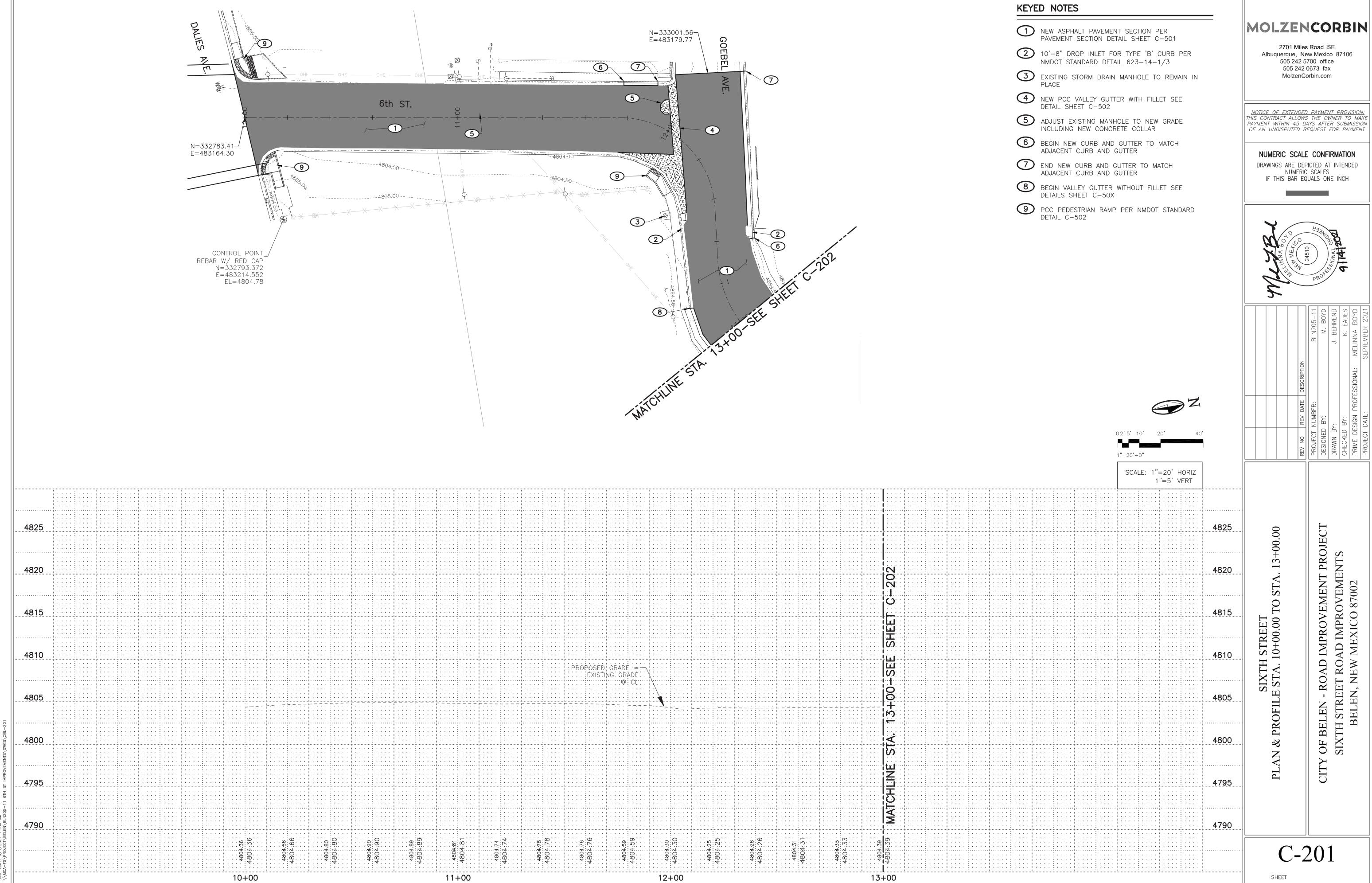
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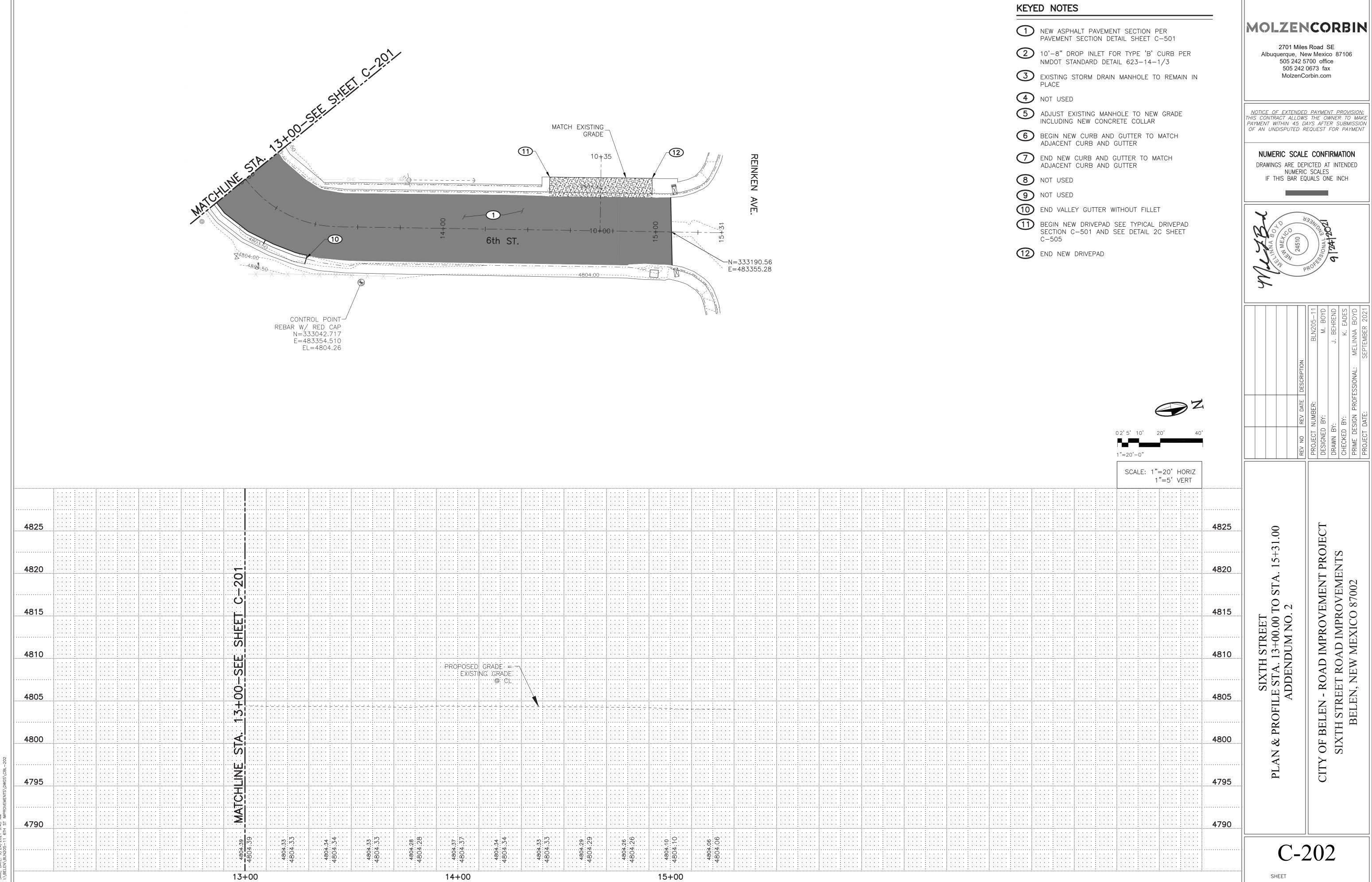
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TRAFFIC CONTROL GENERAL NOTES:

- TRAFFIC CONTROL: All Temporary Traffic Control (TTC) devices shall be placed in accordance with the NMDOT Standard Specifications for Highway and Bridge Construction (latest edition) and the Manual on Uniform Traffic Control Devices (latest edition) and current revisions with the following constraints:
 - a. No substitutions will be allowed for channelization devices type drum unless otherwise noted in the plans.
 - b. Temporary portable sign stands are an unnecessary hazard when not in use. Unused temporary sign stands shall be removed from the roadway. If temporary sign stands are staged for future use (approved by the project manager) they shall be folded up and stored away from the paved shoulder.
 - c. Use of Type I or II barricades on roadways with speed limit greater than 40 mph is strictly prohibited.
 - d. The work zone shall comply with, but not limited to, NCHRP 476 Guidelines for Design and Operation of Nighttime Traffic Control.
- 2. BOP AND EOP SIGNING: BOP and EOP signing in accordance with Standard Drawing 702-03-1/1 and/or 702-04-1/1 shall be placed at the project limits prior to construction operations commencing and shall remain in place throughout the duration of the project or as directed by the Project Manager. Advance warning signs shall be placed at all side streets.
- 3. FLAGGING: Flagging shall be provided for safety per the plan or as directed by the project manager and shall conform to the MUTCD latest edition. The flaggers, applicable signs and other related items shall be considered incidental to the completion of the project and no separate measurement or payment will be made.
 - a. All flaggers shall be certified and shall have their certification available for review at all times when on duty.
 - Flagging operations shall adhere to NCHRP 476 Guidelines for Design and Operation of Nighttime Traffic Control; Flaggers shall wear high-visibility safety apparel that meets Performance Class 2 or 3.
- 4. INGRESS AND EGRESS: The Contractor shall provide ingress and egress to local residences and businesses for the duration of the project. If access closure is required, the contractor shall request the closure through the Project Manager. Upon approval, the Contractor shall coordinate such closure with the property owners and the Project Manager at least 48 hours in advance. All work associated with this shall be considered incidental to the completion of the project and no separate payment or measurement will be made.
- 5. PORTABLE CHANGEABLE MESSAGE SIGNS: The Contractor shall supply Portable Changeable Message Signs (PCMS), which will be retained by the contractor. The message PCMS shall be utilized to convey messages, expected delays, and detours to motorists as required. Messages should be determined by the Contractor and approved by the Project Manager. Two (2) Weeks prior to start of construction: name locations, and number of PCMS to be placed.
- 6. TRAFFIC CONTROL PLANS: This traffic control plan (TCP) represents a suggested method for traffic control during construction. Adjustments to the details of this TCP and requirements within the plan may be necessary due to construction activities, or as directed by the Project Manager. If the contractor elects to make any changes to the TCP or sequence of construction, the Contractor shall submit four (4) 11" X 17" copies of the proposed TCP to the Project Manager at least two (2) weeks prior to implementation. The TCP shall conform to the current editions of the MUTCD, NMDOT Standard Specifications and AASHTO Roadside Design Guide. The TCP shall be in computer drafted format and shall be designed, stamped, and revised as necessary by a current New Mexico Licensed professional engineer and submitted to the Project Manager for approval. All costs associated with developing the TCP and any additional devices associated with the TCP shall be incidental to Item No. 618000, "Traffic Control Management," and no separate measurement or payment will be made, unless otherwise noted in the contract.
- 7. <u>PUBLIC INFORMATION</u>: The Contractor / TCP firm shall contact the Project Manager or District Public Information Officer, as preferred by the district through the district office, to confirm the actual start dates of the construction and the contractor's schedule a minimum of 48 hours before any work listed in the TCP is performed.
- 8. REMOVAL OF CONSTRUCTION SIGNING: All temporary traffic control signs, sign posts and post bases installed with the construction project shall be REMOVED by the Contractor at the completion of the project. Removal shall consist of complete extraction of the bases from the ground. This work shall be incidental to the completion of the project and no separate measurement or payment will be made.
- 9. CONFLICTING SIGNS: All conflicting signs within or in advance of the work zone shall be covered completely with an opaque non-light transmitting material so as not to damage the sign. The Contractor is to use an approved method of covering existing signs so as not to damage/distort the sign sheeting or markings. The Contractor shall not place tape directly on the face of the sign. Failure to adhere to this requirement will result in the Contractor replacing the sign at no cost to the NMDOT.
- 10. TEMPORARY STRIPING: The use of black paint to cover existing lane lines or symbols is strictly prohibited. All temporary striping shall be placed before opening any work zone or portion of a work zone in accordance with the MUTCD and the approved traffic control plan. This work shall be included in Item No. 704100, "Removable Marking Tape" and no separate measurement or payment will be made, unless otherwise noted in the contract.

- 11. CONSTRUCTION SIGNING: All construction signing shall meet retroreflectivity requirements listed in section 702.2.1
 "Construction Signing" of the NMDOT Standard Specifications.
 - a. All construction signing on the interstate and on high speed (greater or equal to 45 MPH) multilane divided facilities shall be double indicated (left and right shoulders).
 - b. All signs that are part of work zone that are in place for more than 3 days shall be placed on breakaway posts. If there are physical restrictions at the site that prohibit the sign from being placed on posts, the Contractor shall notify the District Traffic Engineer and obtain a waiver.
 - . All warning and regulatory signs shall meet the following size requirements:

Interstate: Warning sign 48"x48" Regulatory 48"x60"

Non-Interstate: Warning sign 36"x36" Regulatory 36"x42"

d. The following reflectivity material shall be used on all construction signing placed on NMDOT roadways.

SIGN	SIGN CODE	COLOR	LETTER SHEETING	BACKGROUND
APPROACH SIGNS	W20-XX	BLK/FLUORESCENT ORANGE		TYPE VIII, IX, XI
CHEVRONS	W1-8	BLK/FLUORESCENT ORANGE	1	TYPE VIII, IX, XI
CURVES	W1-2	BLK/FLUORESCENT ORANGE	COLUMN	TYPE VIII, IX, XI
REVERSE CURVE	W1-4	BLWFLUORESCENT ORANGE		TYPE VIII, IX, XI
MERGE	W4-1	BLK/FLUORESCENT ORANGE		TYPE VIII, IX, XI
NO PASSING ZONE	W14-3	BLWFLUORESCENT ORANGE	_	TYPE VIII, IX, XI
FLAGGER PADDLE		BLK/FLUORESCENT ORANGE on Side 1 with RED on Side 2		TYPE VIII, IX, XI Type IV White
ALL DRUMS	G-rain-back	WHITE/FLUORESCENT ORANGE		TYPE VIII, IX, XI Type IV white
All Other Const. Signs		BLWFLUORESCENT ORANGE		TYPE VIII, IX, XI

- 12. REMOVAL OF TEMPORARY STRIPING: All relevant temporary striping shall be removed upon completion of each phase of construction. The only approved method of stripe removal is water blasting. The contractor is to ensure that there is no conflicting striping through the work zone or through detours. This work shall be included in Item No. 618000, "Traffic Control Management," and no separate measurement or payment will be made, unless otherwise noted in the contract.
- 13. SATISFACTORY WORKING CONDITION: All traffic control devices used on this project shall be in satisfactory working condition and shall function equivalently to new equipment in accordance with the MUTCD (latest edition). Traffic Control work zone shall comply with requirements of FHWA 23CFR 630 Subpart K for traffic control devices. At the beginning of the project 100% of signs/devices shall be in acceptable condition (new or like new). After 2 weeks at no time shall less than 75% of devices be in acceptable condition. 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.
- 14. TRAFFIC CONTROL FIELD ADJUSTMENTS: 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 should be approved by the District Traffic Engineer or his/her designee. All field adjustments of signs should be approved by the District Traffic Engineer. This work shall be considered incidental to Item No. 618000 "Traffic Control Management" and no additional measurement or payment will be made, unless noted in the contract.
- 15. <u>PEDESTRIANS:</u> Routes/paths shall not be closed without providing a detour. ADA requirements shall be adhered to; ADA compliant devices shall be used for channelization.
- 16. BICYCLES: Shall be accommodated or rerouted per MUTCD recommendations.

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APPROVED A SOLD DESIGNED BY:

TEMPORARY TRAFFIC CONTROL

702-01-1/5

Sheet 702-01

C-401

TRAFFIC CONTROL GENERAL NOTES: STANDARD DRAWING 702-01-1/5

TEMPORARY NMDOT

MOLZENCORBIN

2701 Miles Road SE
Albuquerque, New Mexico 87106
505 242 5700 office
505 242 0673 fax
MolzenCorbin.com

<u>NOTICE OF EXTENDED PAYMENT PROVISION:</u> IIS CONTRACT ALLOWS THE OWNER TO MAKE

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O IMPROVEMENT PROJECT OAD IMPROVEMENTS V MEXICO 87002

OF BELEN - ROAD I SIXTH STREET ROA BELEN, NEW I

TRAFFIC CONTROL GENERAL NOTES (CONTINUED):

17. TEMPORARY CONCRETE WALL BARRIER (CWB): When flaring the leading end of a Temporary Wall Barrier (CWB) within a construction work zone, the flare rate shall be done in accordance with the rates shown in the table below: (NMDOT Standard Drawing 606-20-5/5)

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

- a. When temporary wall barrier is placed in a construction work zone, a 5' clear area is required between the CWB and the work zone to accommodate barrier deflection. When a 5' clear area is not attainable, CWB shall be anchored to the pavement surface.
- b. Temporary CWB shall be provided with reflective barrier delineators as indicated in NMDOT standard drawing 606-21-1/1.
- 18. CRASH ATTENUATORS: The crash cushion attenuators shall be designed as per the District Traffic Engineer's recommendations. The District may elect to either utilize the pre-construction posted speed, or the 85% speed in the layout of the crash cushion attenuators within the work zone.
- 19. DROP OFF POLICY: 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. (AD241)



- 20. Lane Closures: The Contractor/TCP firm shall not place a lane closure taper along a horizontal curve. The taper shall be placed in advance of the horizontal curve so that it is visible to all oncoming traffic. On crest vertical curves, the Contractor/TCP firm shall place lane closures in advance of, or at the beginning of the curve to enhance visibility of the lane closure to oncoming traffic.
- 21. Sequential Arrow Display: 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 1/2 the taper length. In all cases, the sequential arrow shall be placed behind the channelization devices. The shoulder shall be closed in advance of the merging taper to direct vehicular traffic to remain within the traveled way. (MUTCD 6F.61)
- 22. ADDITIONAL SIGNS: "BUMP", "LOOSE GRAVEL", "LANE DROP-OFF SIGN" sign placement: The contractor shall place W8-1 sign ("BUMP" - B/FO), W8-7 sign ("LOOSE GRAVEL" - B/FO) and/or W8-17 signs ("SHOULDER DROP-OFF" - 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.
- 23. CLEAR ZONE: 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.
 - a. Equipment, materials, or vehicles stored within Right -of-way (ROW) shall be outside of clear zone (based on existing posted speed).
 - Equipment, material or vehicles stored within clear zone shall be properly shielded.
 - c. Materials, work activities, equipment, and vehicles shall not be stored within the established buffer space of the project work zone.
 - d. All construction equipment, vehicles and materials shall remain behind traffic control devices.
- 24. TRAFFIC CONTROL MANAGEMENT: 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.

- INCIDENT MANAGEMENT: Contractor is required to comply with requirements of FHWA CFR 630 Subpart J for Work Zone Safety and Mobility 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:
 - a. Contacts for the contractor, local enforcement, safety agencies, municipal agencies, public information officer and NMDOT
 - b. Steps to be followed during incidents
 - c. Method of recording and reporting incidents

26. LIST OF INCIDENTALS - No Additional Payment Associated

LIST OF INCIDENTALS for Temporary Traffic ControlA MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS FOR PROJECT DURATION

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

MOLZENCORBIN

2701 Miles Road SE Albuquerque, New Mexico 87106 505 242 5700 office 505 242 0673 fax MolzenCorbin.com

NOTICE OF EXTENDED PAYMENT PROVISION: THIS CONTRACT ALLOWS THE OWNER TO MAKE PAYMENT WITHIN 45 DAYS AFTER SUBMISSION OF AN UNDISPUTED REQUEST FOR PAYMENT

NUMERIC SCALE CONFIRMATION

DRAWINGS ARE DEPICTED AT INTENDED NUMERIC SCALES IF THIS BAR EQUALS ONE INCH



TRAFFIC CONTROL GENERAL NOTES STANDARD DRAWING 702-01-2/5

O IMPROVEMENT PROJECT OAD IMPROVEMENTS W MEXICO 87002 OF BELEN - ROAD I SIXTH STREET ROA BELEN, NEW I

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO

DEPARTMENT OF TRANSPORTATION

STANDARD DRAWING

DESCRIPTION

DESIGNED BY

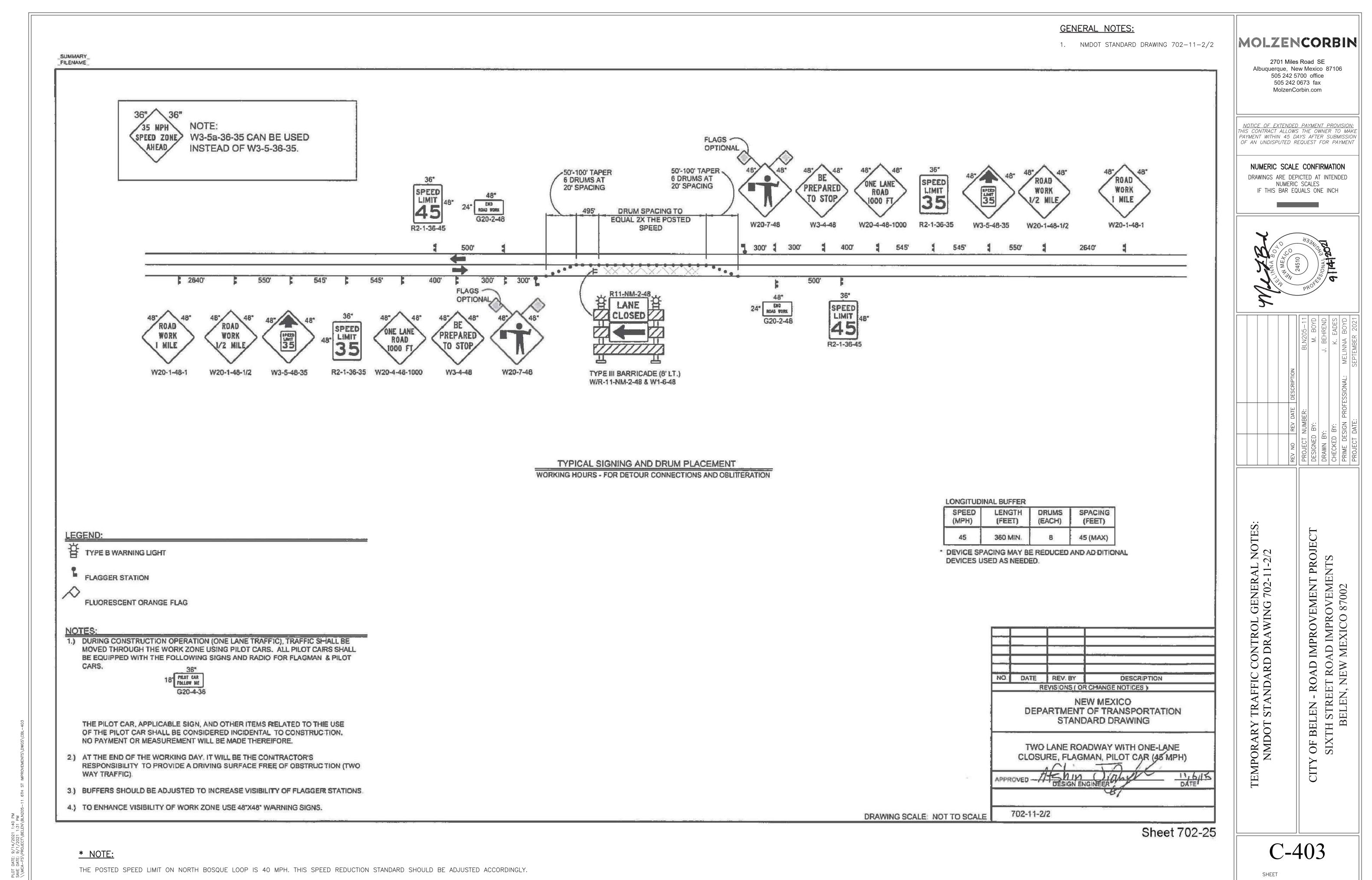
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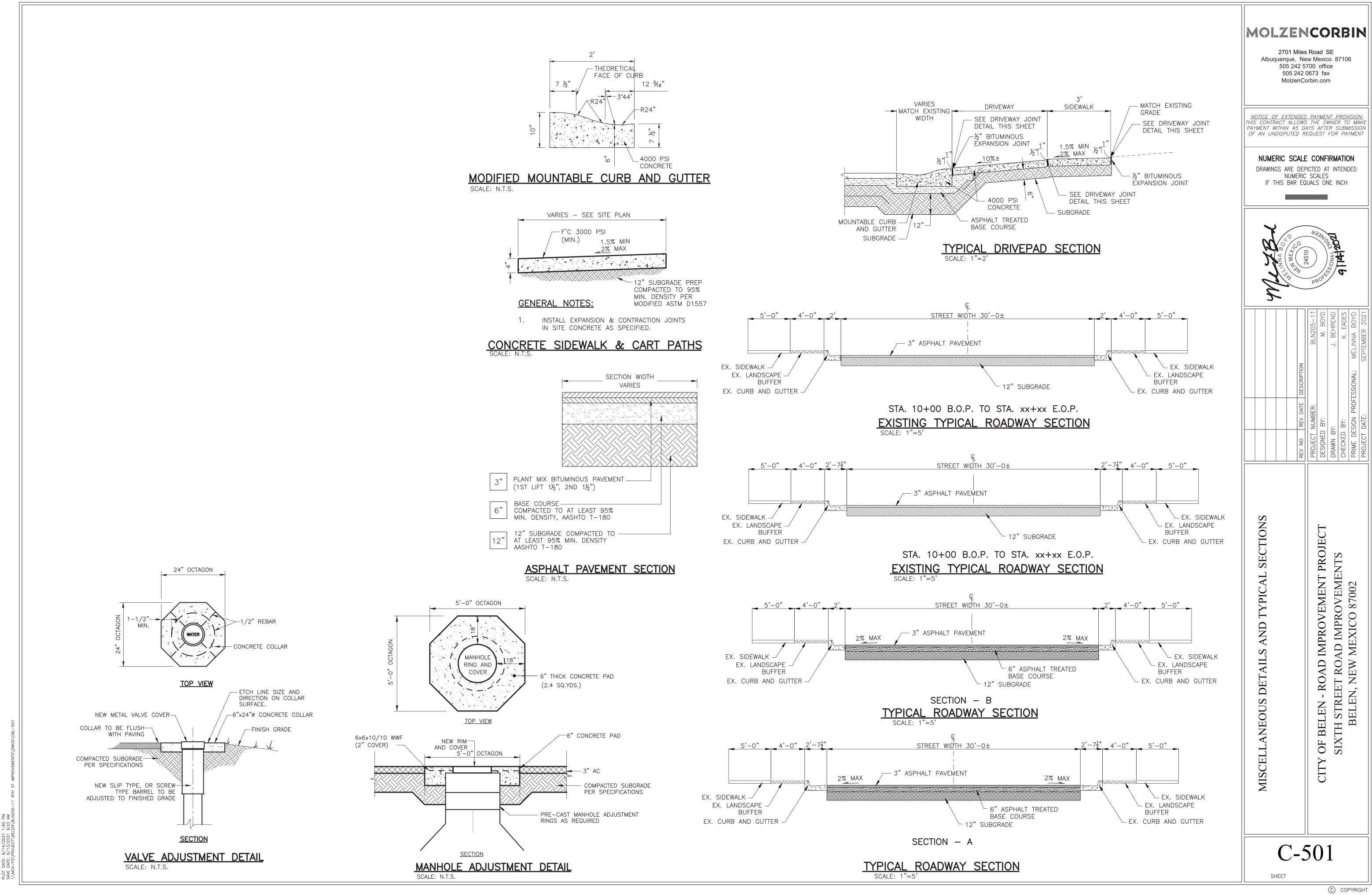
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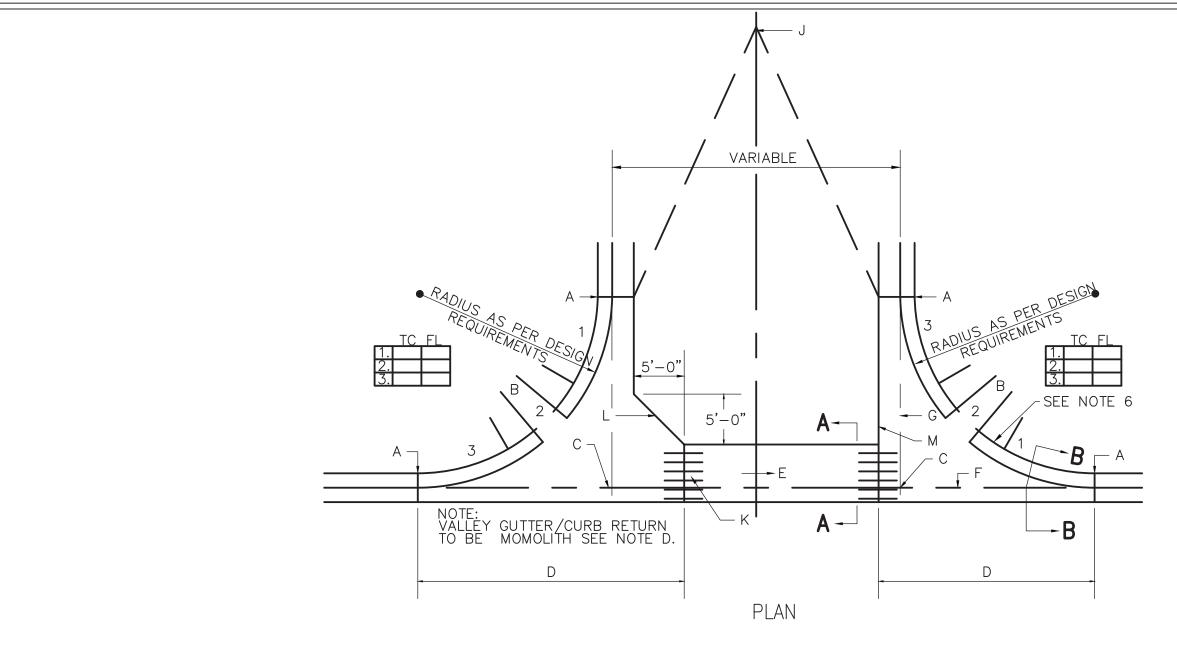
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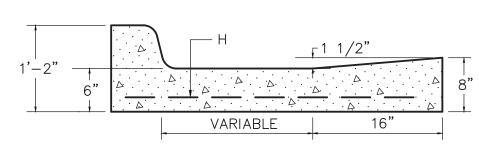


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SECTION A-A



SECTION B-B

GENERAL NOTES:

- DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
- 2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
- 3. THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
- 4. INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
- 5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
- 6. --- DENOTES 1/2" EXPANSION JOINT.
- 7. FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
- 8. PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWEN ON PLANS.

CONSTRUCTION NOTES:

- A. END OF CURB RETURN, SEE NOTE 1.
- B. FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441.
- C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
- D. SURFACE AND CURB TO BE MONOLITHIC.
- E. DIRECTION OF FLOW.
- F. FLOWLINE.
- G. PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
- H. 6" X 6" NO. 6 GA. WIRE MESH.
- J. BEGIN CROWN WARP TO NO CROWN SECTION AS PER DWGS. 2401 OR AS SPECIFIED ON PLANS OR INDICATED BY THE ENGINEER.
- K. NO. 4 BARS 3'-0" LONG AT 16" O.C. L. ALTERNATE A, WITH FILLET AS PER PLANS.
- M. ALTERNATE B, NO FILLET AS PER PLANS.
- N. THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

MOLZENCORBIN

2701 Miles Road SE
Albuquerque, New Mexico 87106
505 242 5700 office
505 242 0673 fax
MolzenCorbin.com

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CONCRETE VALLEY GUTTER SCALE: N.T.S.

B 3/4" INVERT B 3" CLR (TYP.) CLR. W2.9xW2.9 WELDED WIRE MESH (6"X6" NO. 6 WELDED WIRE MESH)

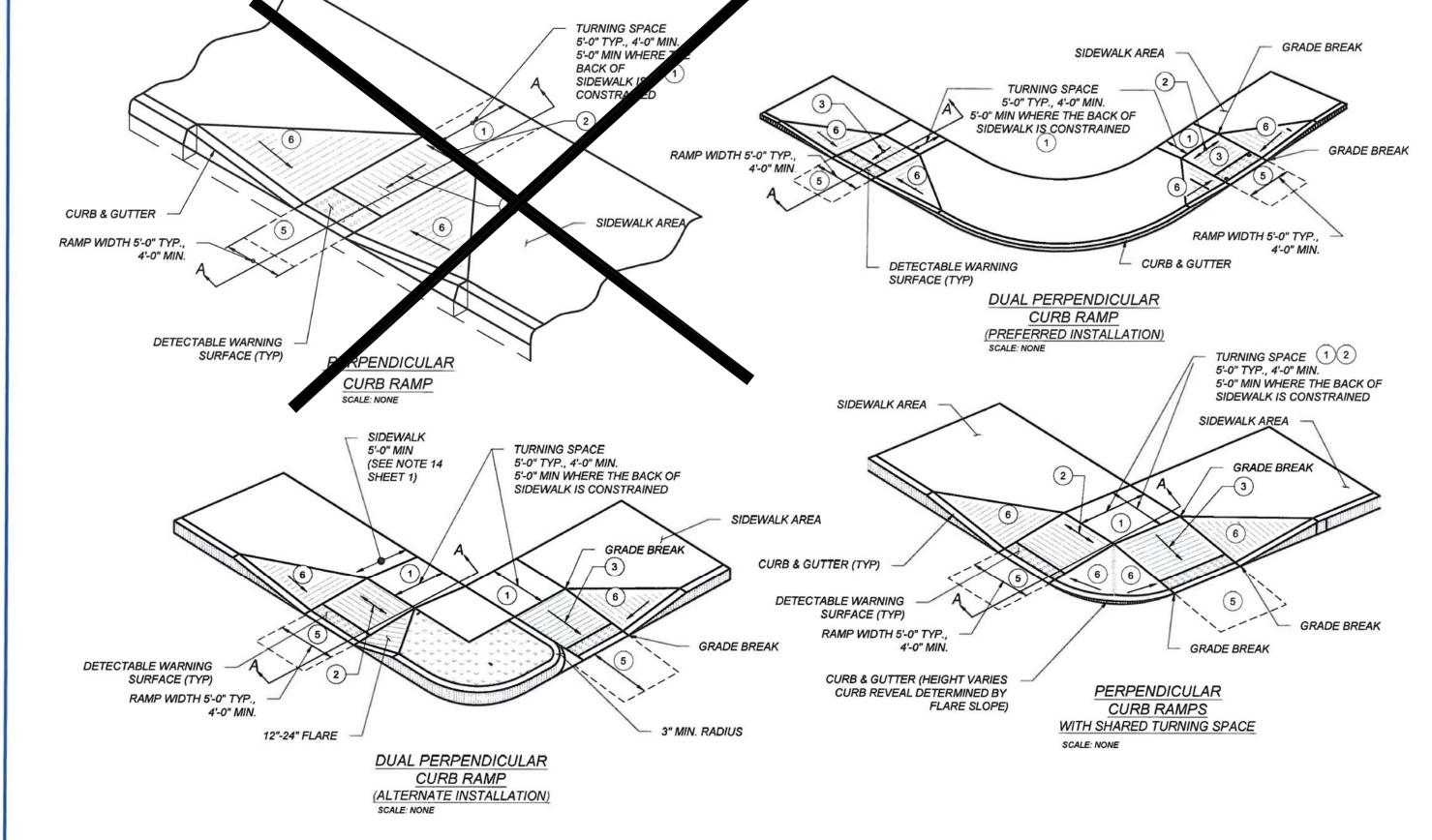
GENERAL NOTES:

- 1. TRANSVERSE VALLEY GUTTERS SHOWN IN THIS DRAWING ARE TO BE USED WHERE THERE IS A NON STOPPING CONDITION FOR VEHICLES CROSSING THE VALLEY GUTTER.
- 2. TRANSVERSE VALLEY GUTTERS ARE
 NOT TO BE USED AS STANDARD
 DESIGN FOR CROSSING WATER ACROSS
 COLLECTOR OR ARTERIAL ROADWAYS
 EXCEPT WITH WRITTEN AUTHORIZATION
 FROM THE CITY ENGINEER
- 3. TRANSVERSE VALLEY GUTTERS SHALL BE 4000 PSI P.C.C.

CONSTRUCTION NOTES:

- A. FOUNDATION FOR TRANSVERSE VALLEY GUTTERS SHALL BE EQUAL TO BASE, SUBBASE AND SUBGRADE REQUIREMENTS FOR ADJACENT PAVEMENT SECTION BELOW BOTTOM OF GUTTER, EXCEPT IN NO CASE SHALL IT BE LESS THAN 12" OF SUBGRADE COMPACTED TO 95% OF MODIFIED PROCTOR.
- B. TRANSVERSE VALLEY GUTTERS SHALL BE COMPLETED PRIOR TO PLACEMENT OF ADJACENT ASPHALT SURFACE COURSE.

TRANSVERSE VALLEY GUTTER SCALE: N.T.S.



5'-0" TYP

4" TYP

4'-0" MIN

SEE NOTE(1)

1.5% TYP 2.0% MAX.

GRADE BREAK

15'-0" MAX

SEE NOTE 3

8.3% MAX.

TURNING

SPACE

SECTION A-A

COUNTER SLOPE

5% MAX

GRADE BREAK

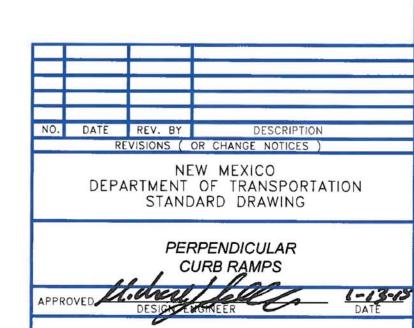
KEYED NOTES

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

NOTES:

- A DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- B DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- C IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
- D CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.

608-001-2



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V MEXICO 87002

OF BELEN - R SIXTH STREE BELEN,

MOLZENCORBIN

2701 Miles Road SE Albuquerque, New Mexico 87106 505 242 5700 office 505 242 0673 fax MolzenCorbin.com

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	7	BLN205-11	M. BOYD	J. BEHREND	K. EADES	MELINNA BOYD	SEPTEMBER 2021
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DETECTABLE WARNING SURFACE DETAIL

GENERAL NOTES;

- 1. NMDOT IS RECOGNIZED AS A TITLE II PUBLIC ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA), OF 1990 (PUBLIC LAW 101-336). A TITLE II ENTITY IS DEFINED AS ANY STATE OR LOCAL GOVERNMENT ENTITY AND PROHIBITS DISCRIMINATION ON THE BASIS OF DISABILITY. THE ADA EXTENDS THE PRINCIPLES OF SECTION 504 OF THE REHABILITATION ACT, OF 1973, AS AMENDED, TO PROTECT PERSONS WITH DISABILITIES IN ALL PUBLIC FACILITIES AND PROGRAMS IRRESPECTIVE OF THE FUNDING SOURCE.
- THESE DRAWINGS PROVIDE GUIDANCE FOR COMPLIANCE WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), JULY 26, 2011, OR LATEST EDITION THESE GUIDELINES SHALL APPLY TO ALL NEW AND ALTERED PEDESTRIAN ACCESS
- REFER TO CONSTRUCTION PLANS FOR THE DETAILED LAYOUTS AND DETAILS.
- PEDESTRIAN ACCESS ROUTES (PAR) SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP AND /OR PERPENDICULAR TO PEDESTRIAN TRAVEL. EXTEND TEXTURE THE FULL WIDTH AND LENGTH OF THE CURB RAMP INCLUDING SIDE FLARES. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATIONS ONLY.
- 5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 0.5 INCHES MAXIMUM. VERTICAL DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.5 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.
- HORIZONTAL OPENINGS IN GRATINGS AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 0.5 INCHES IN DIAMETER. ELONGATED OPENINGS IN GRATES SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.
- PROVIDE EXPANSION JOINT MATERIAL 0.5 INCHES THICK WHERE CURB RAMP ADJOINS ANY RIGID PAVEMENT, SIDEWALK OR STRUCTURE WITH THE TOP OF JOINT FILLER FLUSH WITH ADJACENT CONCRETE SURFACE.
- 8. SEAL ALL JOINTS WITH AN APPROVED SEALING MATERIAL. 9. INSTALL JOINTS WHERE CURB RAMPS, TURNING SPACES, FLARES, AND SIDEWALKS ABUT. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH. 10. VERTICAL WALLS OR HEADER CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE
- ACCOMMODATED BY CURB RAMP FLARES OR GRADING. GRADE NON-WALK AREAS AT 3:1 OR FLATTER. 11. CONSTRUCTION TOP / BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT
- PERMITTED AT THE BOTTOM OF CURB RAMP WHERE THE RAMP MEETS STREET LEVEL.

SIDEWALKS

- 12. SIDEWALK, AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 609-01-1/1.
- 13. SIDEWALK CROSS SLOPE IS RECOMMENDED TO BE CONSTRUCTED FOR CROSS SLOPE OF 1.5% TYPICAL, BUT SHALL NOT EXCEED 2.0% CROSS SLOPE ON THE PEDESTRIAN ACCESS ROUTE (PAR).
- 14. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT, EXCLUSIVE OF THE WIDTH OF THE CURB RETURN. EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 5.0 FT MINIMUM BY 5.0 FT MINIMUM.
- 15. ANY SIGNS POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH
- 16. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 5.0 FT MINIMUM.

CURB RAMPS

- 17. FOR NEW CONSTRUCTION AND ALTERATIONS, CONSTRUCT CURB RAMP AND FLARE SLOPES WITH THE FLATTEST SLOPE FEASIBLE. THE MAXIMUM SLOPE ALLOWABLE IS INDICATED IN NOTE 18 OF THE CURB RAMP STANDARD DETAILS. SLOPES THAT EXCEED THOSE INDICATED IN THE CURB RAMP STANDARD DETAILS, OR CONSTRUCTION PLANS, WILL NOT BE ACCEPTED AND WILL BE REMOVED AND RECONSTRUCTED.
- 18. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
- 19. CONSTRUCT THE CLEAR WIDTH OF CURB RAMP RUNS (EXCLUDING ANY FLARED SIDES), BLENDED TRANSITIONS, AND TURNING SPACES AS TYPICAL 5.0 FTX 5.0 FT AND MINIMUM 4.0 FT X 4.0 FT CLEAR SPACE BEYOND THE CURB FACE, WITHIN THE WIDTH OF THE CROSSWALK AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
- 20. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE. 21. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.3%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP RUNS, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED
- 22. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGE OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT PONDING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE. 23. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE CURB RAMP RUN. GRADE BREAKS
- SHALL NOT BE PERMITTED ON THE SURFACE OF CURB RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE 24. ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE. THEREFORE, THE LENGTH OF CURB RAMP IS NOT SOLELY DEPENDENT ON THE HEIGHT OF CURB. (FOR EXAMPLE, A 6" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 6.0 FT FOR AN 8.3% SLOPE).

CROSSWALKS

25. PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED CROSSWALK. CURB RAMP LOCATIONS SHALL BE PLACED WITHIN THE WIDTH OF THE MARKED OR UNMARKED CROSSWALK AS SHOWN IN THE CONSTRUCTION PLANS.

DETECTABLE WARNING

- 26. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A FLUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET. ALLEY, TRAFFIC ISLAND, MEDIAN, OR RAILROAD. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS. DETECTABLE WARNING SURFACE MUST BE PROVIDED AT THE JUNCTION BETWEEN THE PAR AND COMMERCIAL DRIVEWAYS THAT ARE STOP OR YIELD CONTROLLED OR ARE CONTROLLED BY A SIGNAL.
- 27. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONTRACT PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

- 28. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN STUB POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
- 29. PEDESTRIAN SIGNAL PUSH BUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 0" TO 10" AND SHALL BE WITHIN 36" TO 46" ABOVE THE SIDEWALK SURFACE.
- 30. PEDESTRIAN SIGNAL SHALL HAVE 4FTx4FT MIN TURNING SPACE TO PROVIDE ACCESS TO PUSH BUTTONS.

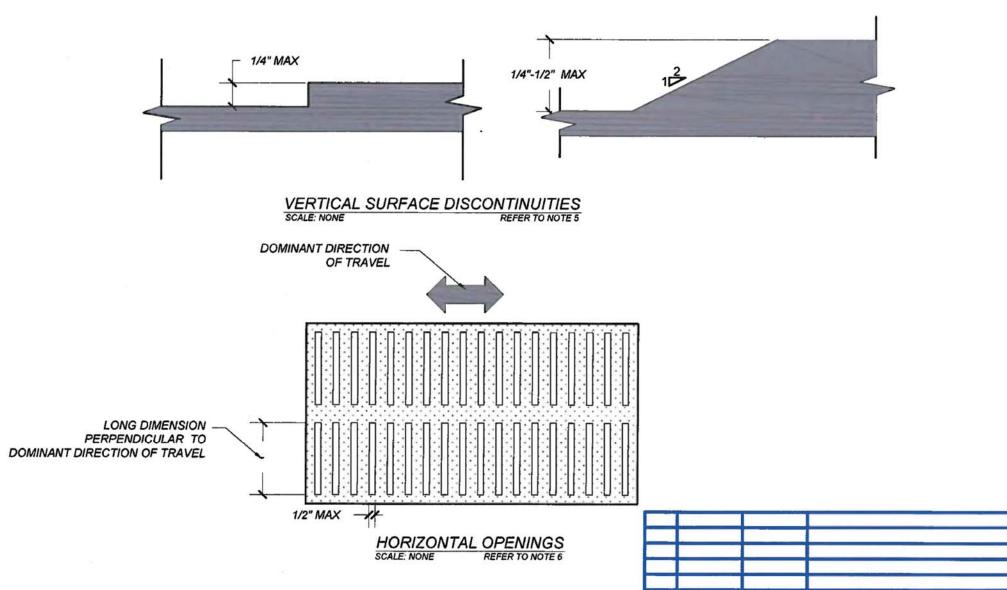
ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE NMDOT PEDESTRIAN ACCESS STANDARDS AND PROWAG 2011 OR LATEST EDITION. ANY DESIGN / CONSTRUCTION DEVIATION THAT IS DEEMED AN VARIANCE OR TECHNICALLY INFEASIBLE BY THE DEFINITION BELOW SHALL REQUIRE SUBMITTAL AND APPROVAL OF ADA DESIGN VARIANCE PROCEDURES.

31. EXCEPTION: IN ALTERATION WORK, IF COMPLIANCE IS TECHNICALLY INFEASIBLE, THE ALTERATION SHALL PROVIDE ACCESSIBILITY TO THE MAXIMUM EXTENT PRACTICABLE. ANY ELEMENTS OR FEATURES OF THE BUILDING OR FACILITY THAT IS BEING ALTERED AND CAN BE MADE ACCESSIBLE SHALL BE MADE ACCESSIBLE WITHIN THE SCOPE OF THE ALTERATION.

32. <u>TECHNICAL INFEASIBILITY:</u> MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR A FACILITY, THAT IT HAS LITTLE LIKELIHOOD OF BEING ACCOMPLISHED BECAUSE EXISTING STRUCTURAL CONDITIONS WOULD REQUIRE REMOVING OR ALTERING A LOAD-BEARING MEMBER WHICH IS AN ESSENTIAL PART OF THE STRUCTURAL FRAME; OR BECAUSE OTHER EXISTING PHYSICAL OR SITE CONSTRAINTS PROHIBIT.

33. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.



NO. DATE REV. BY NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING PEDESTRIAN ACCESS ROUTE

608-001-1 608-1 of 12

Sheet 608-01

C-504

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NUMERIC SCALE CONFIRMATION DRAWINGS ARE DEPICTED AT INTENDED NUMERIC SCALES IF THIS BAR EQUALS ONE INCH

DRAWING SCALE = NOT TO SCALE

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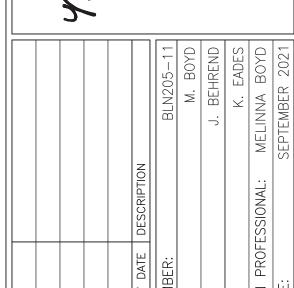
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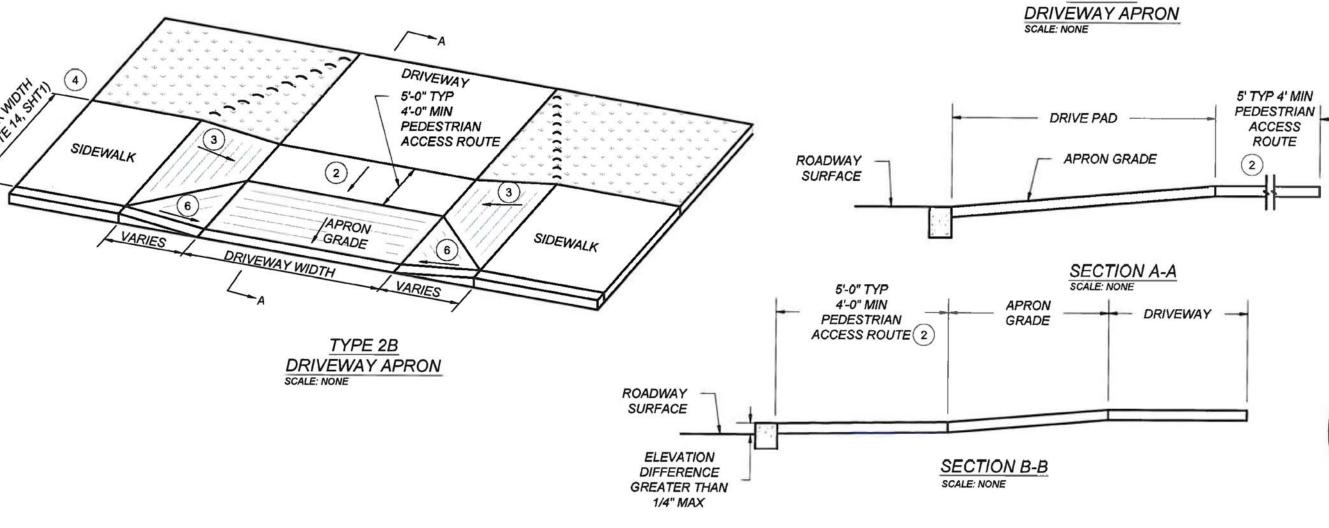
KEYED NOTES

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

- (A) DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
- B) DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-001-8/12 OF THE STANDARD DRAWINGS.
- (C) IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.

NO. DATE REV. BY

D CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 608004 AND NO SEPARATE PAYMENT WILL BE MADE.



5'-0" TYP

4'-0" MIN

5'-0" TYP

4'-0" MIN

PEDESTRIAN

ACCESS ROUTE

GRADE

DRIVEWAY APRON

DRIVEWAY WIDTH

DRIVEWAY WIDTH

TYPE 2A DRIVEWAY APRON SCALE: NONE

SIDEWALK

SURFACE

CURB RETURN

CURB RETURN (TYP)

PEDESTRIAN

ACCESS ROUTE

SIDEWALK

NON-WALK SURFACE

SIDEWALK

STANDARD DRAWING DRIVEWAY APRONS

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO DEPARTMENT OF TRANSPORTATION

DESCRIPTION

608-001-9 608-9 of 12

PEDESTRIAN ACCESS ROUTE GENERAL NOTES
SCALE: N.T.S.

DRAWING SCALE = NOT TO SCALE

DRIVEWAY

5'-0" TYP

4'-0" MIN **PEDESTRIAN**

TYPE 2C

ACCESS ROUTE

DRIVEWAY APRON

2/3 SIDEWALK