PROJECT CHARACTERISTICS
LENGTH: 4,680 FT. = 0.89 MI.
LOCAL
PROPOSED BIKE BOULEVARD (DEL REY TO 98TH)
SPEED LIMIT: 25 MPH (15 MPH SCHOOL ZONE)
ADJACENT TO BENNIE J ARAGON PARK AND
CARLOS REY ELEMENTARY SCHOOL

PAVE TO WEST END OF BENAVIDES

19'

10'

40' PAVEMENT WIDTH

15'

BENAVIDES RD.

MATCH LINE - A

DEL MONTE TRAIL

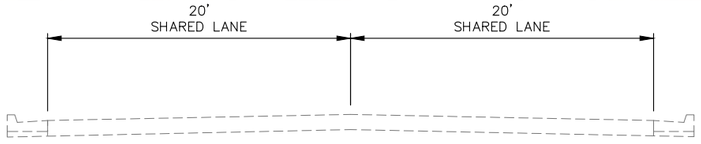
18'

10'

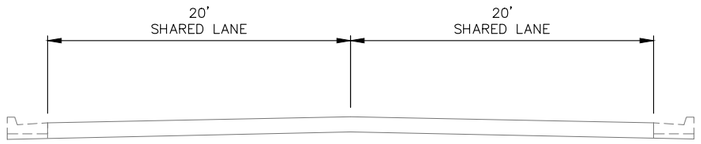
ELFEGO BACA DR.

15'

CANYON TRAIL



BENAVIDES RD.
EXISTING TYPICAL SECTION 1–1
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 1–1
WEST END TO 98TH ST.
N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/27/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

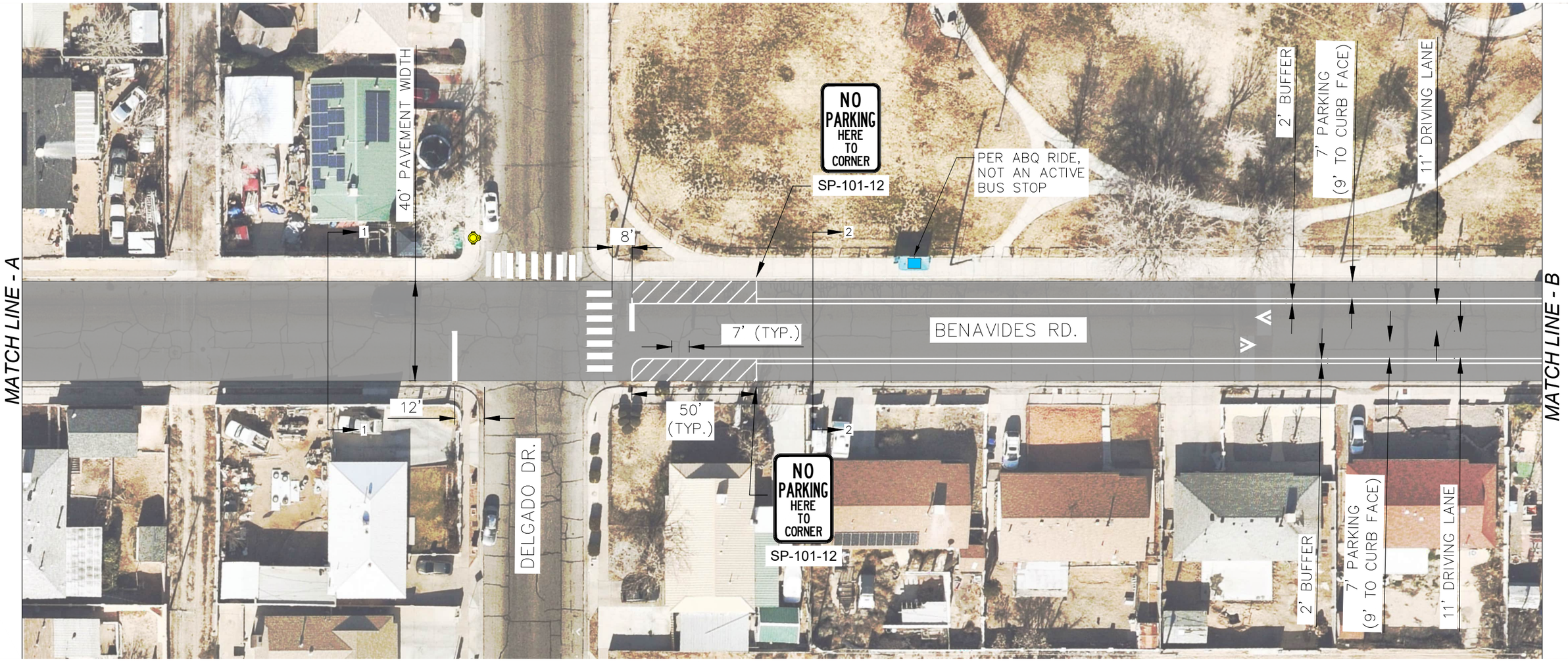
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

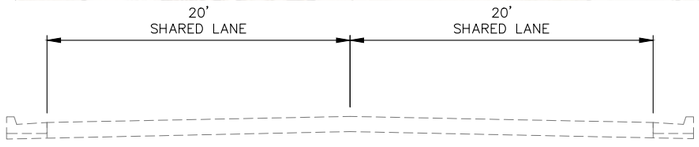
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
BENAVIDES RD. – WEST END TO 98TH ST.

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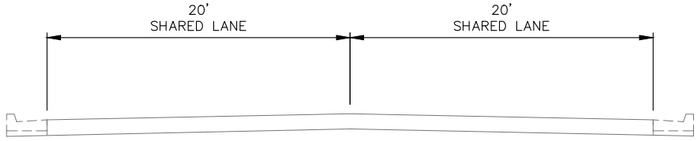
MO./DAY/YR.
05/21/2026

Sheet
1 OF 9

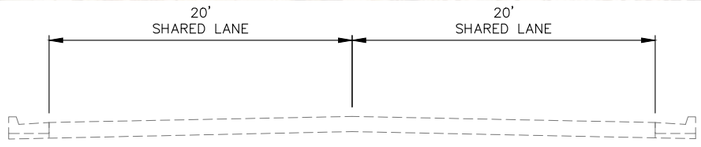




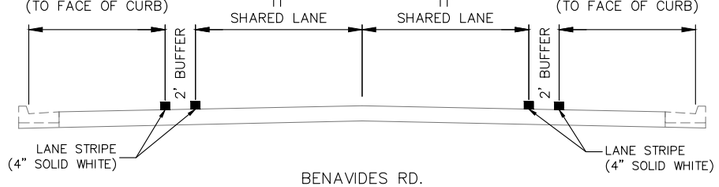
BENAVIDES RD.
EXISTING TYPICAL SECTION 1–1
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 1–1
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
EXISTING TYPICAL SECTION 2–2
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 2–2
WEST END TO 98TH ST.
N.T.S.

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	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
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ALBUQUERQUE, NM 87110
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
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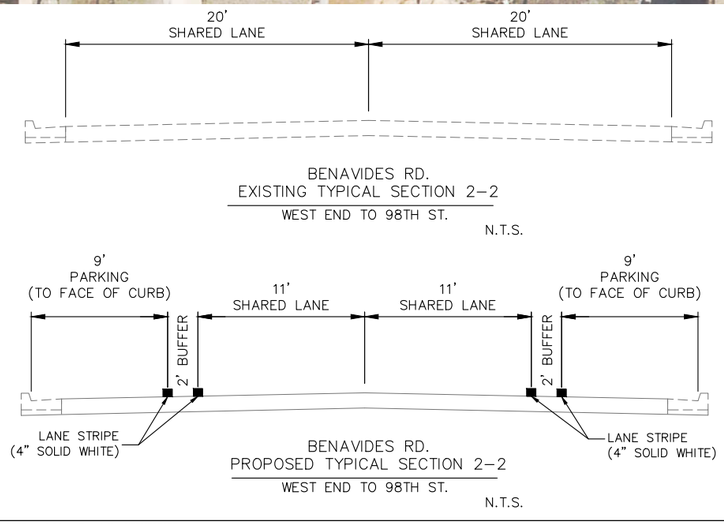
COMPLETE STREETS STRIPING IMPLEMENTATION CONCEPT
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MO./DAY/YR.
05/21/2026

Sheet 2 OF 9





BENAVIDES RD.
EXISTING TYPICAL SECTION 2–2
WEST END TO 98TH ST.
N.T.S.

BENAVIDES RD.
PROPOSED TYPICAL SECTION 2–2
WEST END TO 98TH ST.
N.T.S.

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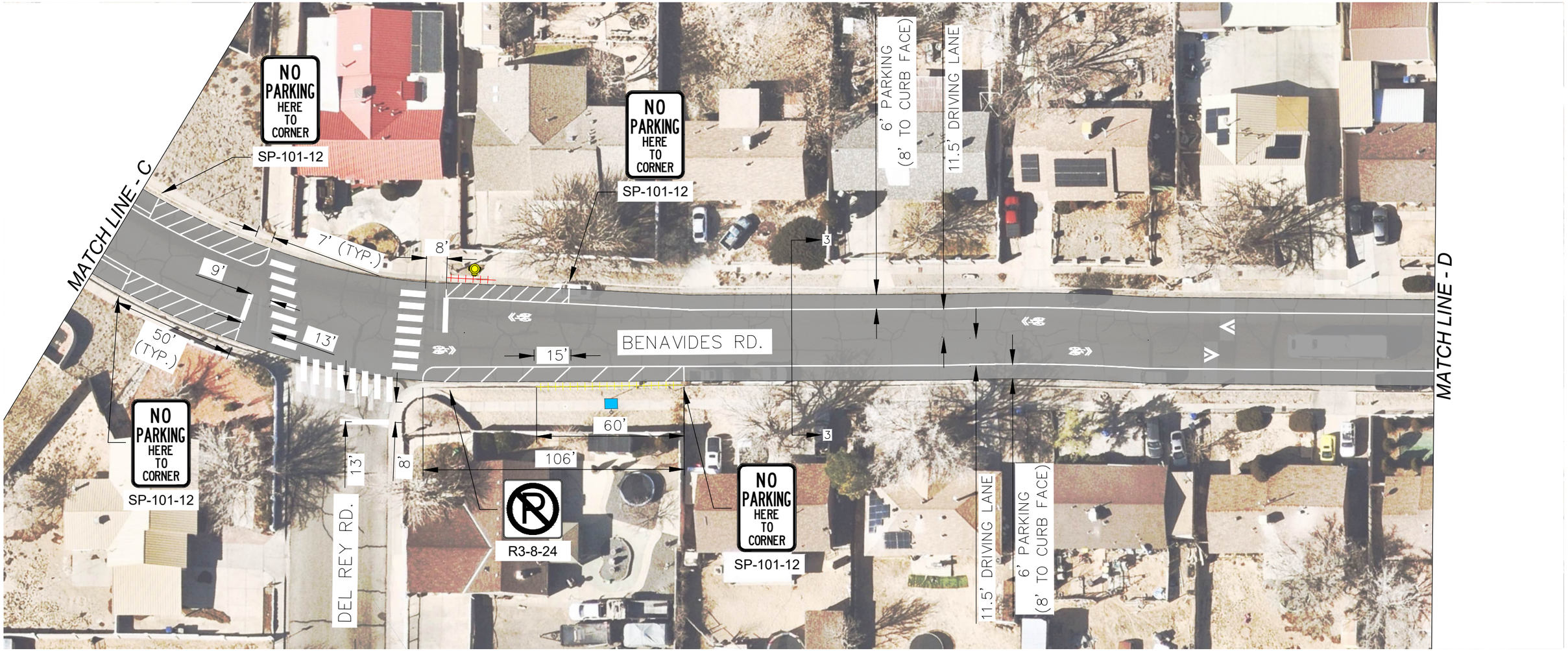
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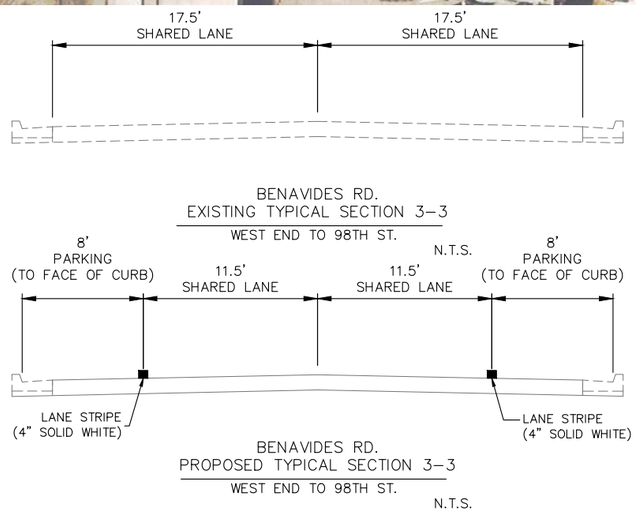
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05/21/2026

Sheet 3 OF 9





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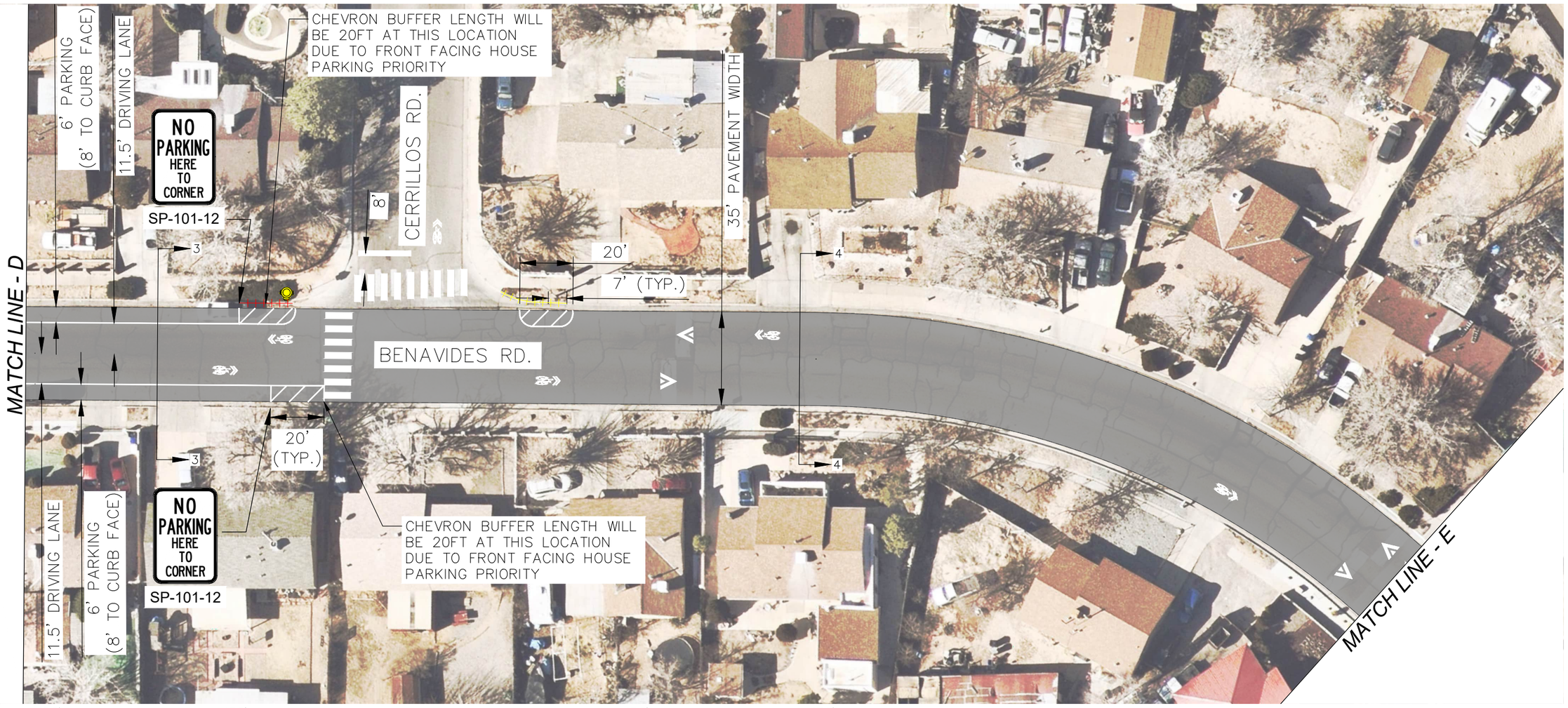
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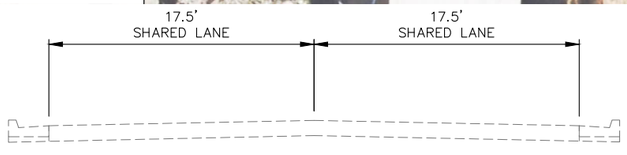
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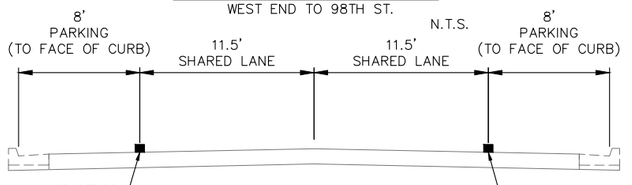
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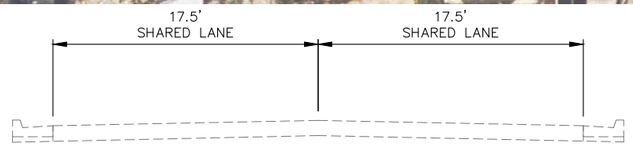




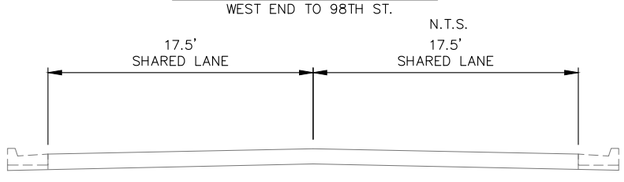
BENAVIDES RD.
EXISTING TYPICAL SECTION 3–3
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 3–3
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
EXISTING TYPICAL SECTION 4–4
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 4–4
WEST END TO 98TH ST.
N.T.S.

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5/21/2026

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	EDGE OF PAVEMENT

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2440 LOUISIANA BLVD. NE
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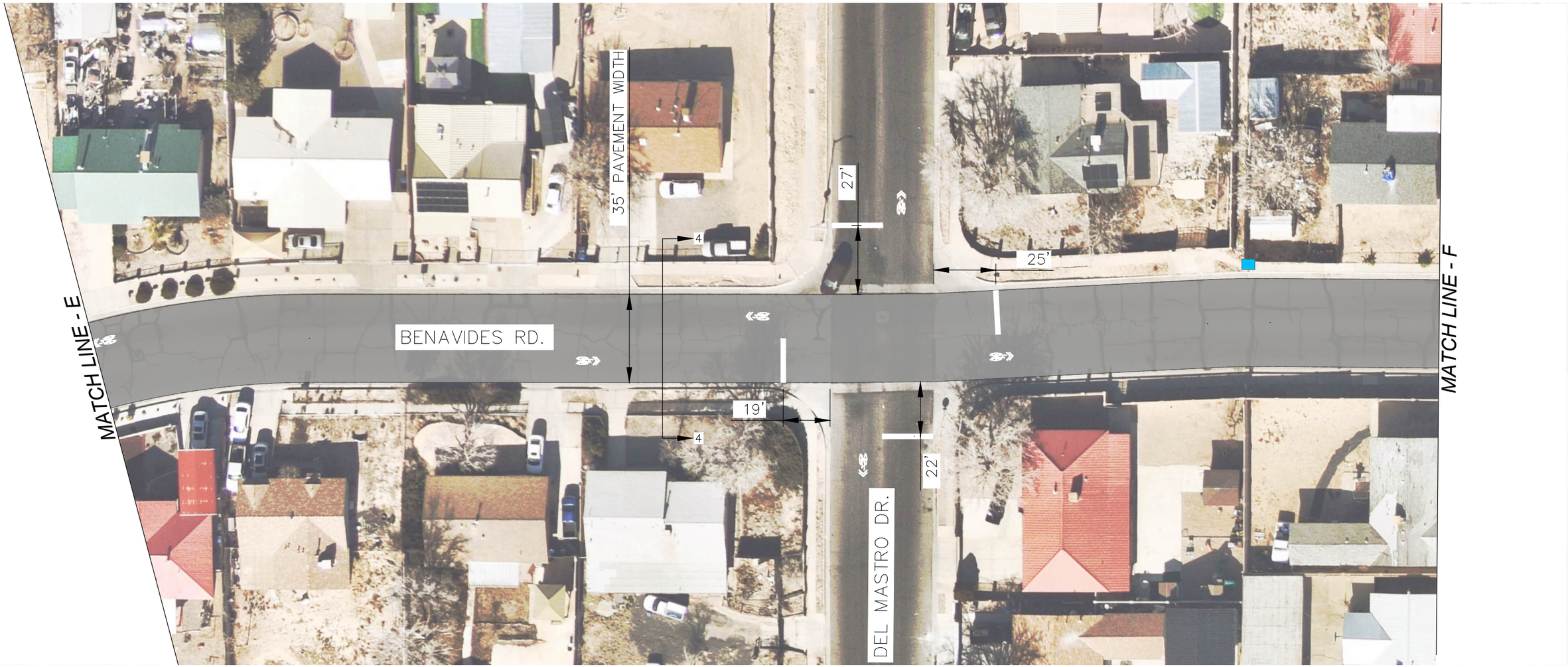
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

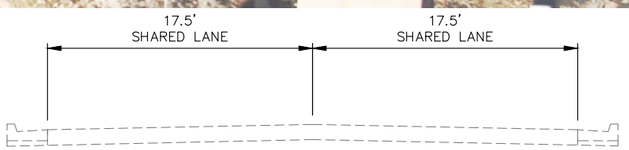
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IMPLEMENTATION CONCEPT
BENAVIDES RD. – WEST END TO 98TH ST.

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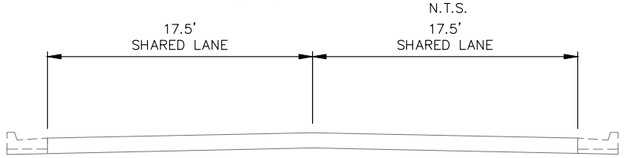
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BENAVIDES RD.
EXISTING TYPICAL SECTION 4–4
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 4–4
WEST END TO 98TH ST.
N.T.S.

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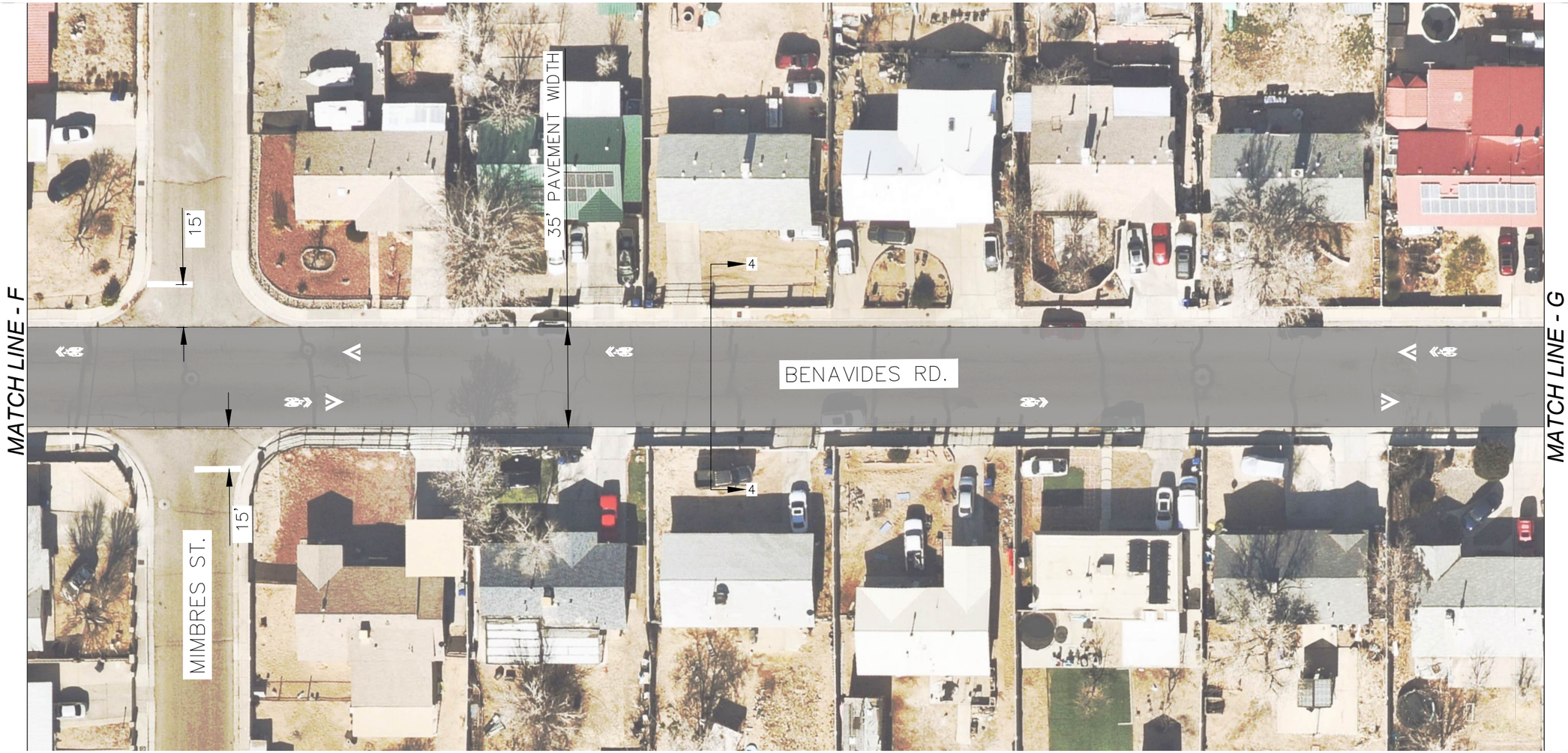
CITY OF ALBUQUERQUE
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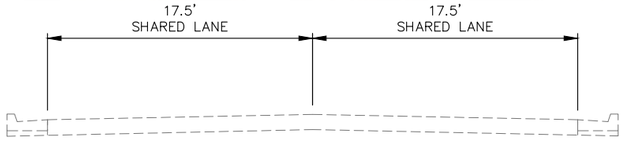
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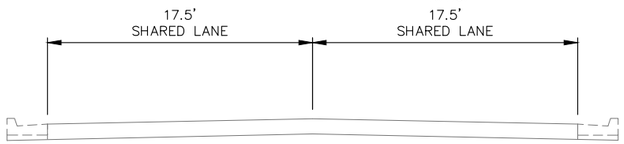
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BENAVIDES RD.
EXISTING TYPICAL SECTION 4–4
WEST END TO 98TH ST.
N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 4–4
WEST END TO 98TH ST.
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5/27/2026

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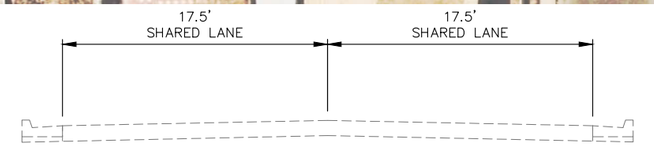
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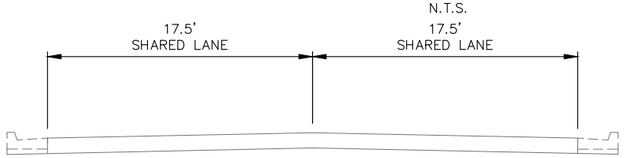
MO./DAY/YR.
05/21/2026

Sheet
7 OF 9





BENAVIDES RD.
EXISTING TYPICAL SECTION 4–4
WEST END TO 98TH ST.
N.T.S.



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PROPOSED TYPICAL SECTION 4–4
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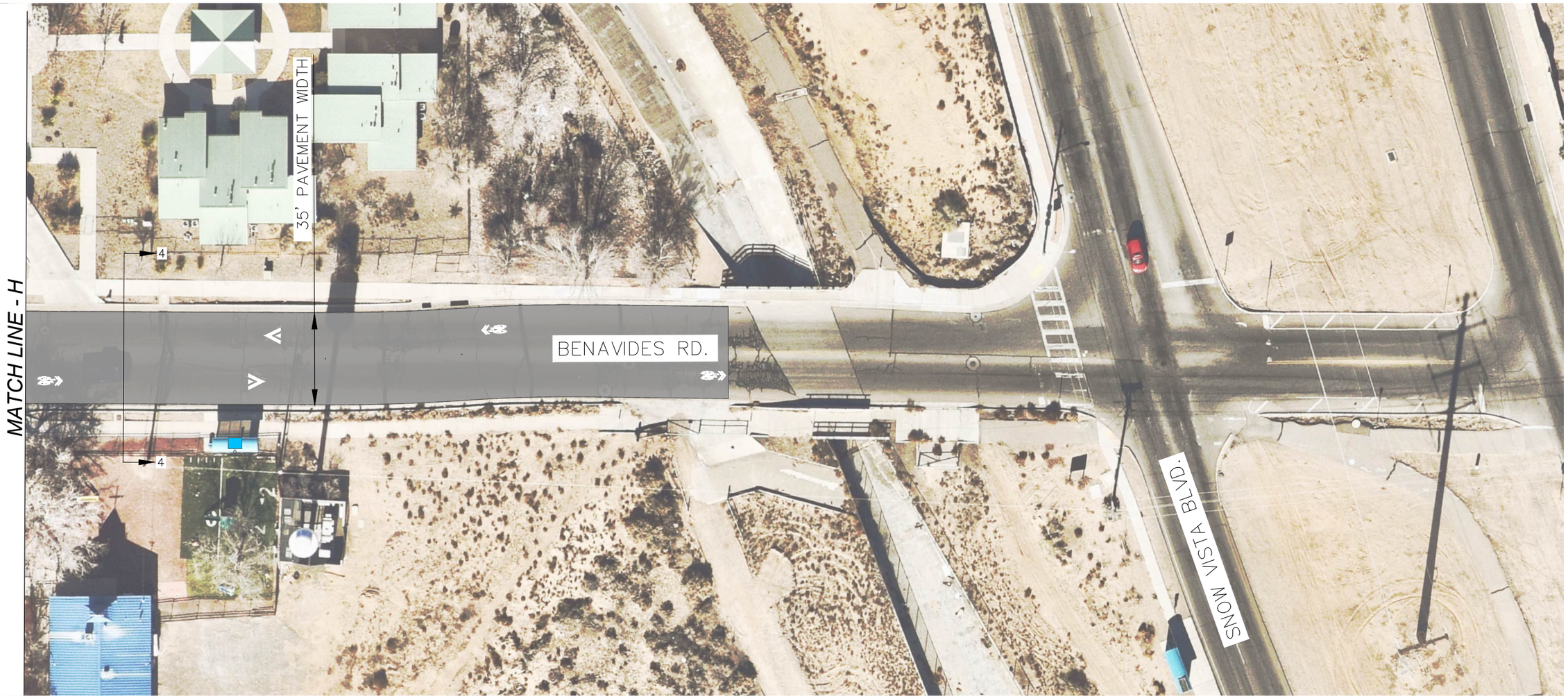
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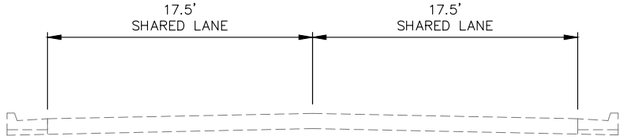
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IMPLEMENTATION CONCEPT
BENAVIDES RD. – WEST END TO 98TH ST.

NOTE: THE SCOPE OF THIS PROJECT IS ROADWAY STRIPING MODIFICATIONS, AND THE STRIPING DESIGN HAS BEEN DEVELOPED AND APPROVED BY THE CITY OF ALBUQUERQUE COMPLETE STREETS COMMITTEE. NO EXISTING ROADWAY OR TRAFFIC ANALYSIS HAS BEEN PERFORMED OUTSIDE THE SCOPE OF THIS PROJECT. NO SURVEY WAS COLLECTED, AND THE DESIGN IS SUBJECT TO FIELD CHANGES APPROVED BY THE CITY.

MO./DAY/YR.
05/21/2026

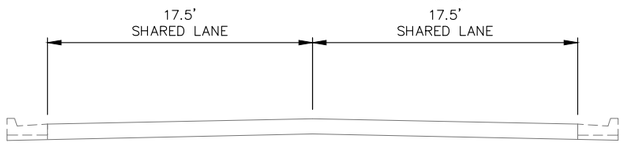
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BENAVIDES RD.
EXISTING TYPICAL SECTION 4–4
WEST END TO 98TH ST.

N.T.S.



BENAVIDES RD.
PROPOSED TYPICAL SECTION 4–4
WEST END TO 98TH ST.

N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
- ALL ADDITIONAL SIGNS ARE RECOMMENDATIONS AND MAY BE INSTALLED SEPARATE FROM THIS PROGRAM.

RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/27/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
BENAVIDES RD. – WEST END TO 98TH ST.

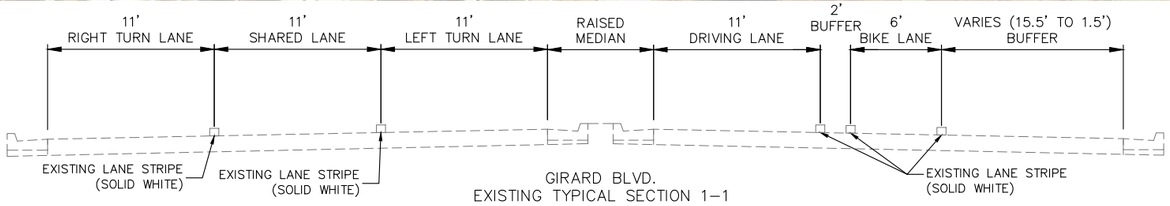
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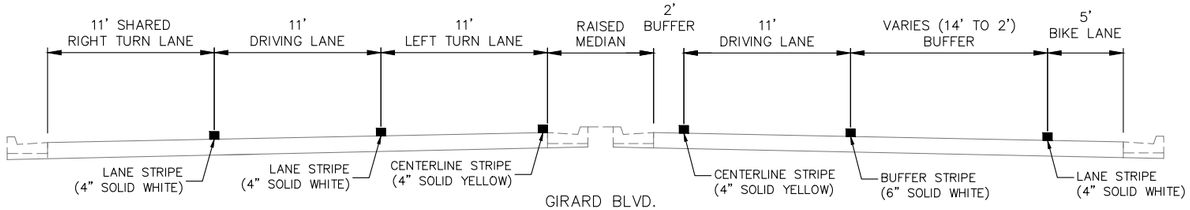
Sheet
9 OF 9

PROJECT CHARACTERISTICS
LENGTH: 2,250 FT. = 0.43 MI.
MAJOR COLLECTOR
EXISTING BUFFERED BIKE LANES
SPEED LIMIT: 30 MPH
EAST OF UNM CAMPUS

CENTRAL AVE.
ONLY
BUS
11' SHARED RIGHT LANE
11' DRIVING LANE
11' DRIVING LANE
12'
109'
GIRARD BLVD.
2' BUFFER
SUGGEST ADDING BICYCLE LOOP DETECTOR AND DETECTOR SYMBOL
RESET VEHICLE LOOP DETECTORS
8'
90'
292'
20' (TYP.)
237'
MONTE VISTA BLVD.
2' BUFFER
5' BIKE LANE
11' DRIVING LANE
2' BUFFER
MATCH LINE - A



GIRARD BLVD.
EXISTING TYPICAL SECTION 1–1
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.



GIRARD BLVD.
PROPOSED TYPICAL SECTION 1–1
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
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5/21/2026

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(IN FEET)
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
GIRARD BLVD. – CENTRAL AVE. TO LOMAS BLVD.

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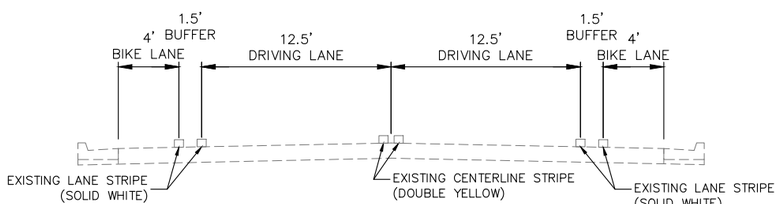
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05/21/2026

Sheet 1 OF 5

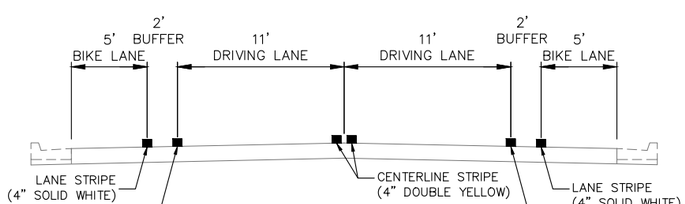


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GIRARD BLVD.
EXISTING TYPICAL SECTION 2–2
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.



GIRARD BLVD.
PROPOSED TYPICAL SECTION 2–2
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.

RISA LUJAN
NEW MEXICO
29849
5/21/2026
PROFESSIONAL ENGINEER

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
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	EDGE OF PAVEMENT

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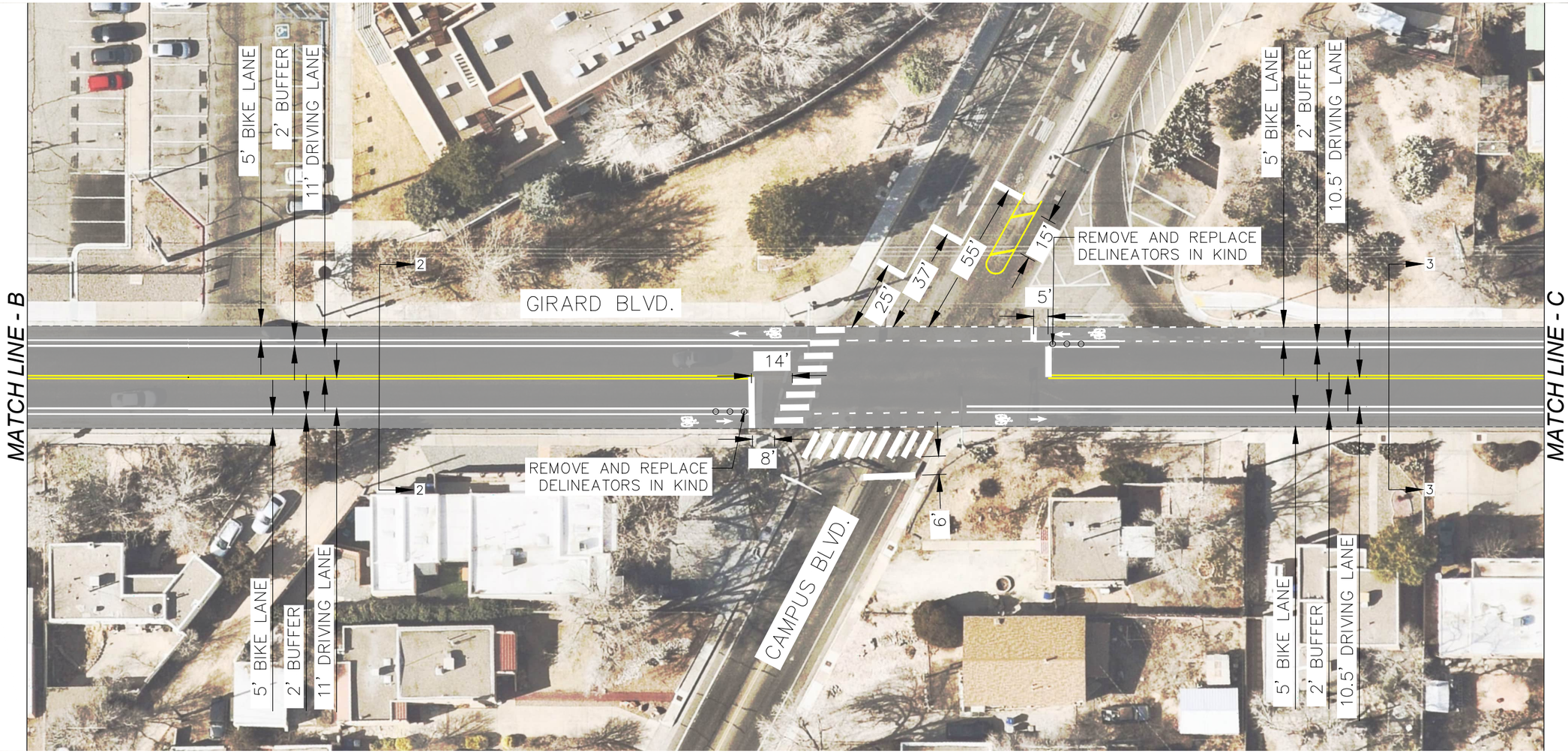
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
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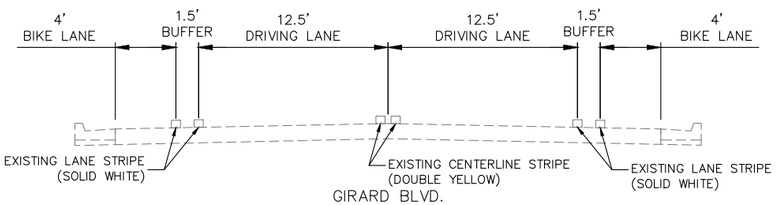
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
GIRARD BLVD. – CENTRAL AVE. TO LOMAS BLVD.

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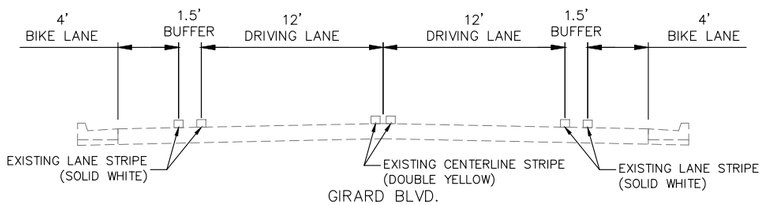
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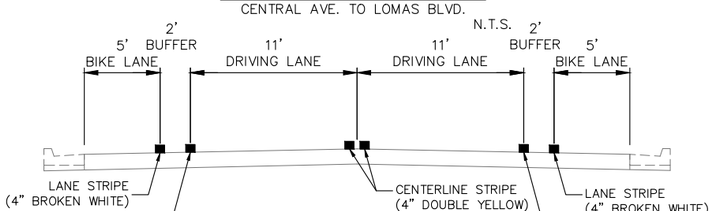




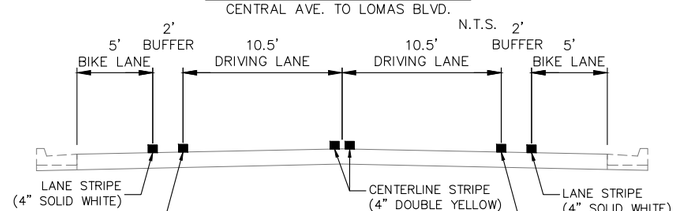
GIRARD BLVD.
EXISTING TYPICAL SECTION 2–2
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.



GIRARD BLVD.
EXISTING TYPICAL SECTION 3–3
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.



GIRARD BLVD.
PROPOSED TYPICAL SECTION 2–2
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.



GIRARD BLVD.
PROPOSED TYPICAL SECTION 3–3
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.

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NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

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20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
GIRARD BLVD. – CENTRAL AVE. TO LOMAS BLVD.

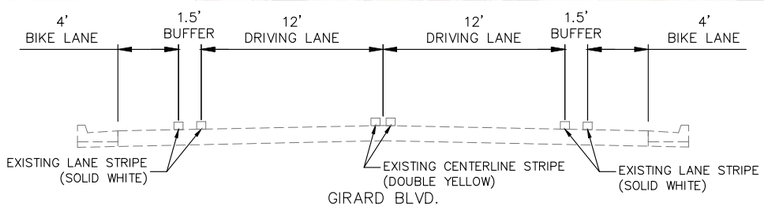
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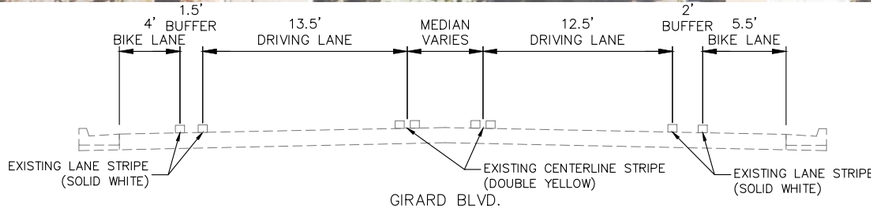
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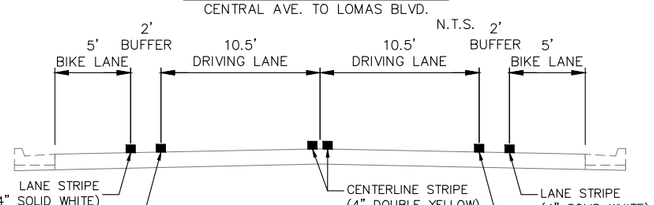


GIRARD BLVD.
EXISTING TYPICAL SECTION 3–3
CENTRAL AVE. TO LOMAS BLVD.



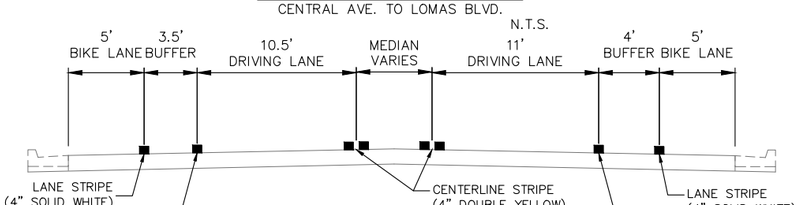
GIRARD BLVD.
EXISTING TYPICAL SECTION 4–4
CENTRAL AVE. TO LOMAS BLVD.

N.T.S.



GIRARD BLVD.
PROPOSED TYPICAL SECTION 3–3
CENTRAL AVE. TO LOMAS BLVD.

N.T.S.



GIRARD BLVD.
PROPOSED TYPICAL SECTION 4–4
CENTRAL AVE. TO LOMAS BLVD.

N.T.S.

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NEW MEXICO
29949
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
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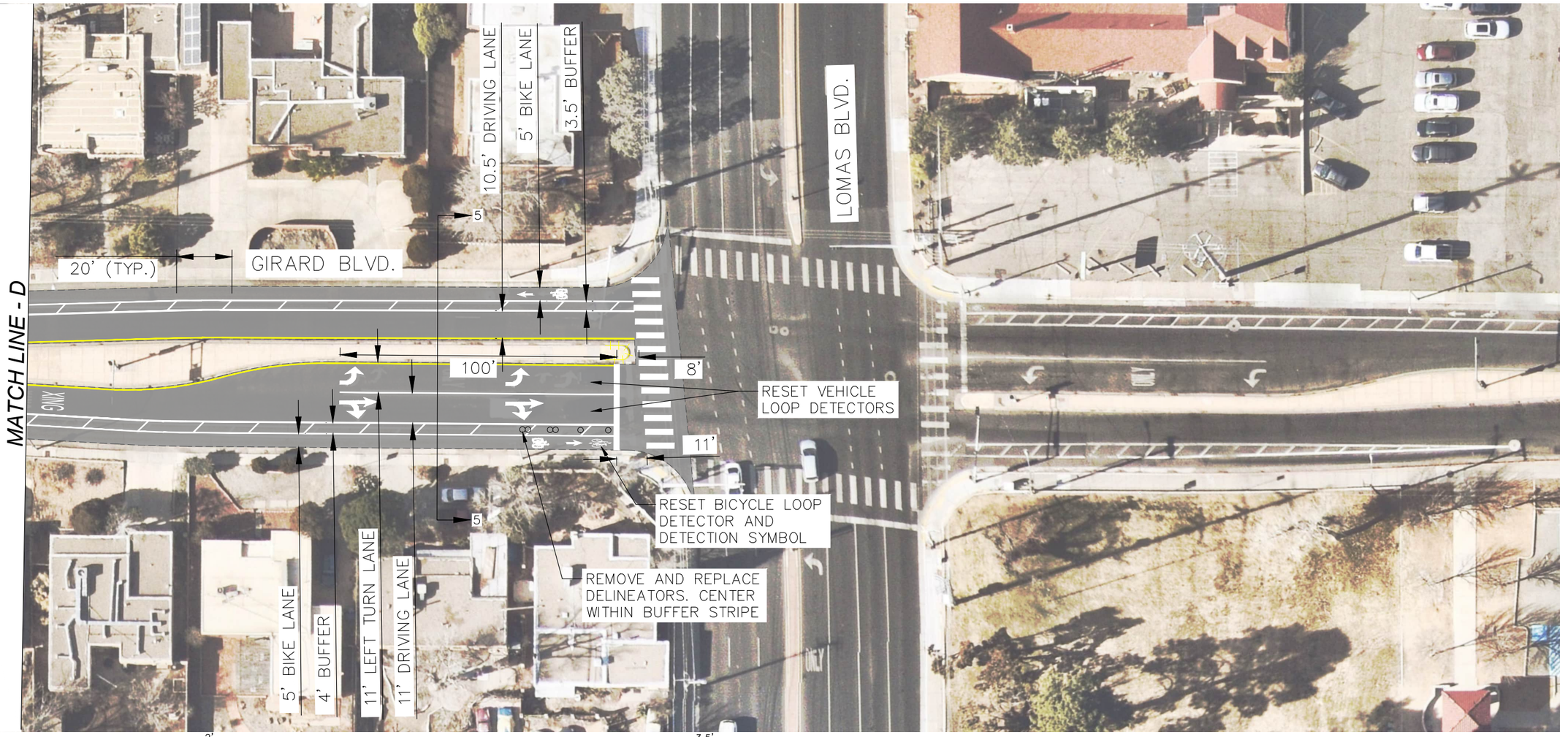
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
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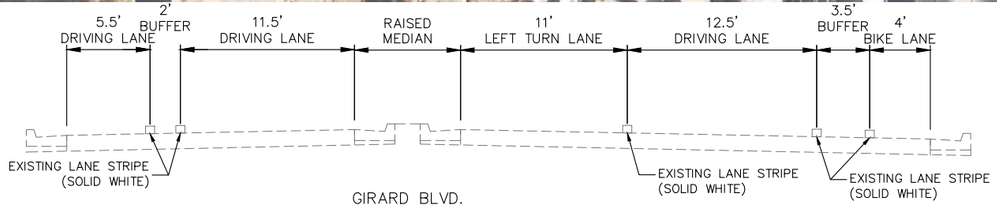
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
GIRARD BLVD. – CENTRAL AVE. TO LOMAS BLVD.

NOTE: THE SCOPE OF THIS PROJECT IS ROADWAY STRIPING MODIFICATIONS, AND THE STRIPING DESIGN HAS BEEN DEVELOPED AND APPROVED BY THE CITY OF ALBUQUERQUE COMPLETE STREETS COMMITTEE. NO EXISTING ROADWAY OR TRAFFIC ANALYSIS HAS BEEN PERFORMED OUTSIDE THE SCOPE OF THIS PROJECT. NO SURVEY WAS COLLECTED, AND THE DESIGN IS SUBJECT TO FIELD CHANGES APPROVED BY THE CITY.

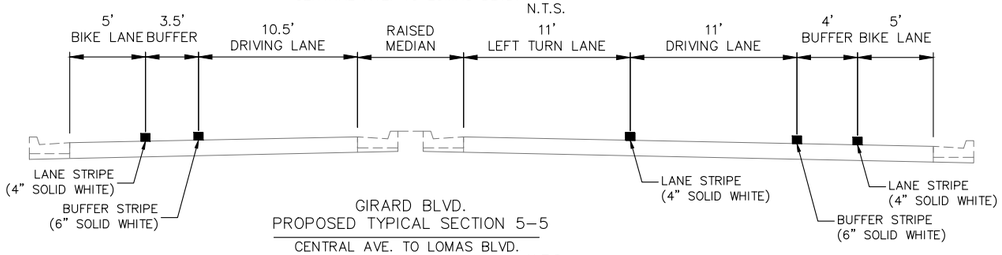
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05/21/2026

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GIRARD BLVD.
EXISTING TYPICAL SECTION 5–5
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.



GIRARD BLVD.
PROPOSED TYPICAL SECTION 5–5
CENTRAL AVE. TO LOMAS BLVD.
N.T.S.

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5/21/2026

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20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
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COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
GIRARD BLVD. – CENTRAL AVE. TO LOMAS BLVD.

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05/21/2026

Sheet 5 OF 5

PROJECT CHARACTERISTICS
LENGTH: 2,760 FT. = 0.52 MI.
MINOR ARTERIAL
PROPOSED BUFFERED BIKE LANES
SPEED LIMIT: 35 MPH

PROPOSED SIGN MODIFICATION AND RE-USE OF EXISTING SIGN POST.

BICYCLE LOOP DETECTOR AND DETECTOR SYMBOL

NEW R1-5L-24

REMOVE AND SALVAGE SIGN FACE, POST TO REMAIN >

W3-3

LANE ENDS

SIGN TO REMAIN

BEGIN RIGHT TURN LANE YIELD TO BIKES

NEW R4-4-36

SIGN TO REMAIN

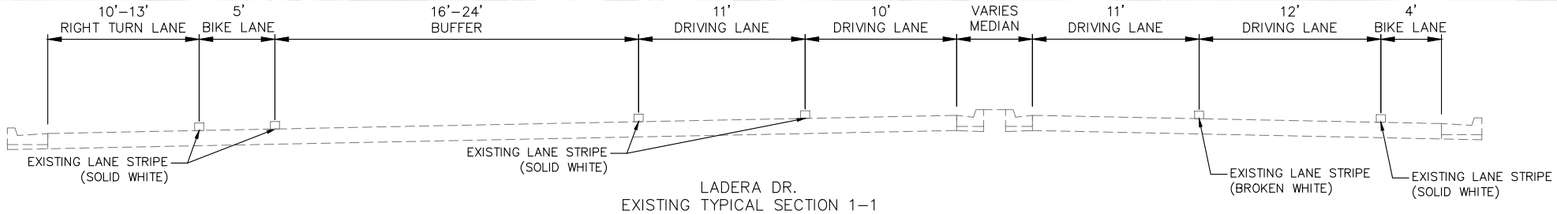
RESET VEHICLE LOOP DETECTORS

ARROYO VISTA BLVD.

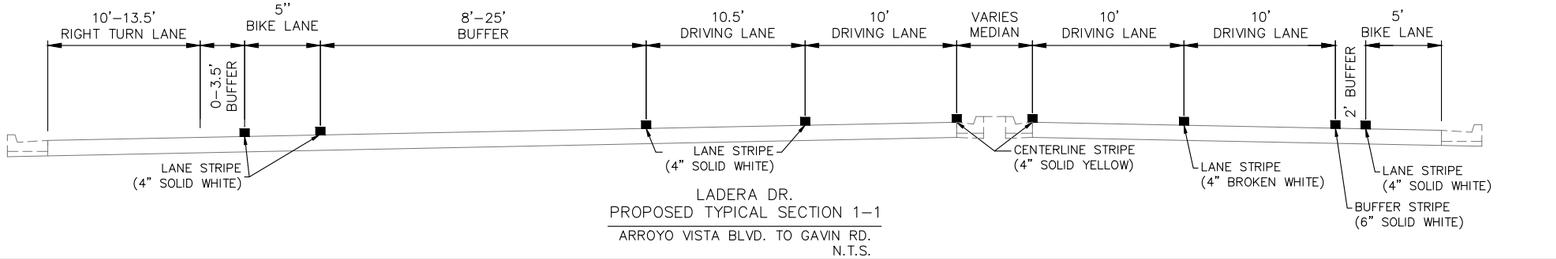
LADERA DR.

MATCH LINE - A

20'
10'
5'
8'
6'
209'
302'
6' BIKE LANE
11' RIGHT TURN LANE
10.5' LEFT TURN LANE
10' LEFT TURN LANE
10' DRIVING LANE
2' BUFFER
5' BIKE LANE
10' DRIVING LANE



LADERA DR.
EXISTING TYPICAL SECTION 1–1
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.



LADERA DR.
PROPOSED TYPICAL SECTION 1–1
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.

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LEGEND	
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	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

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CITY OF ALBUQUERQUE
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COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
LADERA DR. – ARROYO VISTA BLVD. TO GAVIN RD.

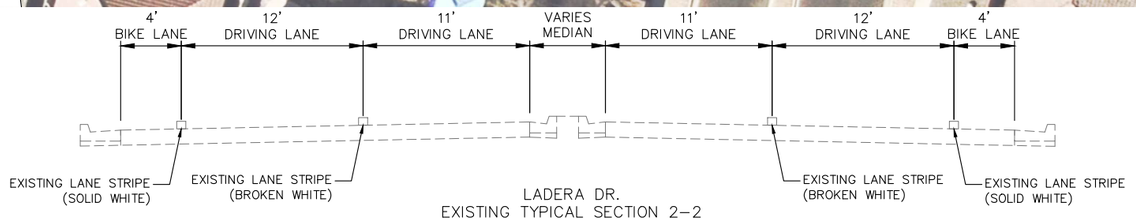
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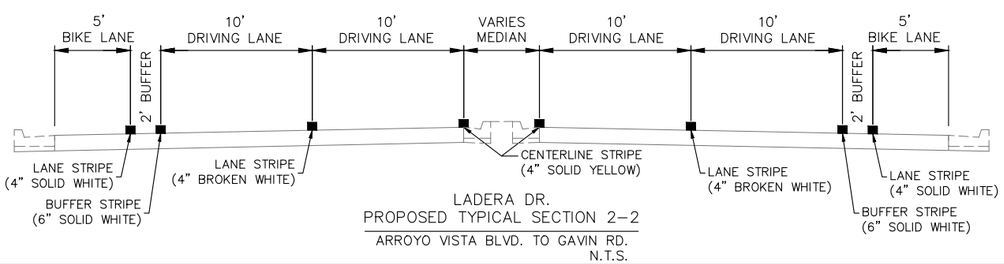
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LADERA DR.
EXISTING TYPICAL SECTION 2–2
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.



LADERA DR.
PROPOSED TYPICAL SECTION 2–2
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.

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NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

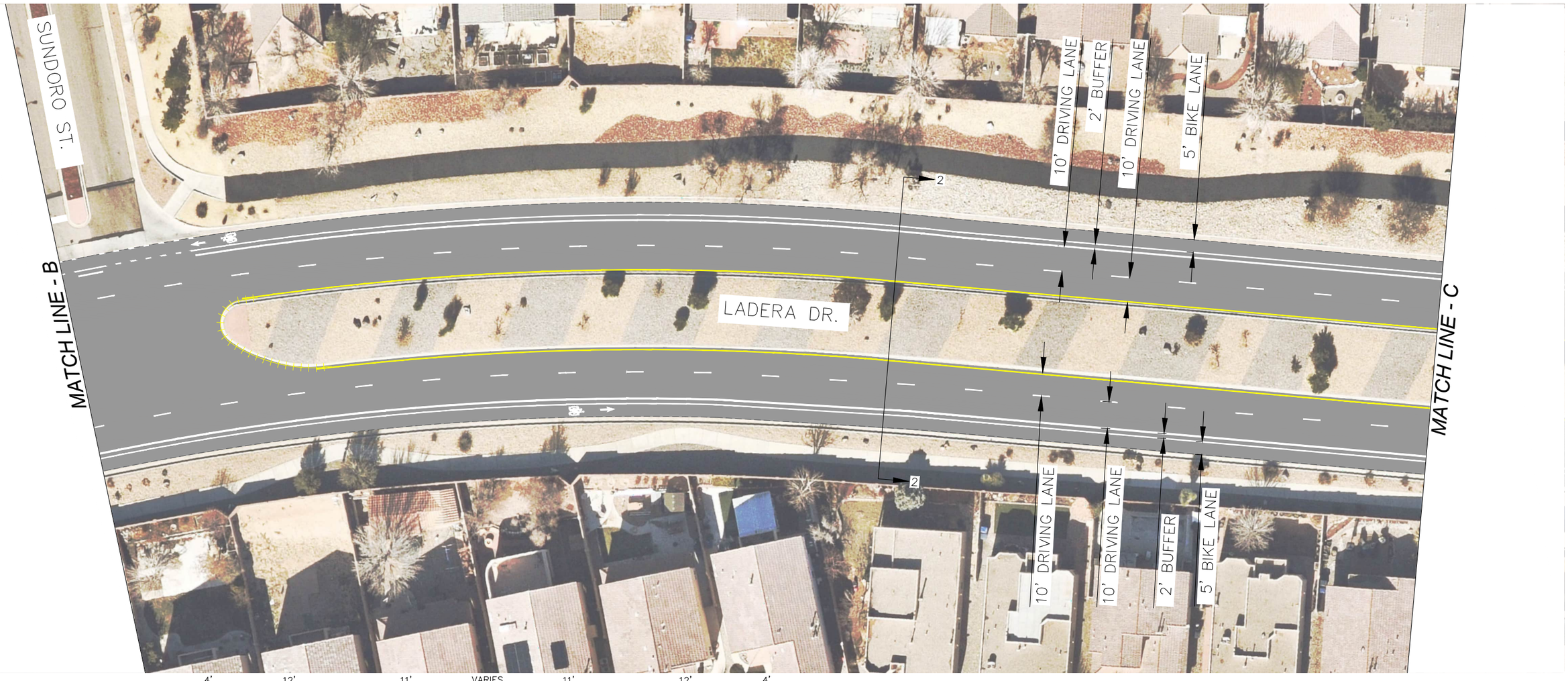
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

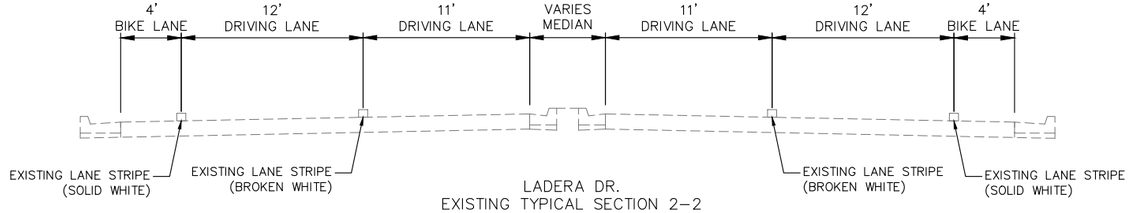
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
LADERA DR. – ARROYO VISTA BLVD. TO GAVIN RD.

NOTE: THE SCOPE OF THIS PROJECT IS ROADWAY STRIPING MODIFICATIONS, AND THE STRIPING DESIGN HAS BEEN DEVELOPED AND APPROVED BY THE CITY OF ALBUQUERQUE COMPLETE STREETS COMMITTEE. NO EXISTING ROADWAY OR TRAFFIC ANALYSIS HAS BEEN PERFORMED OUTSIDE THE SCOPE OF THIS PROJECT. NO SURVEY WAS COLLECTED, AND THE DESIGN IS SUBJECT TO FIELD CHANGES APPROVED BY THE CITY.

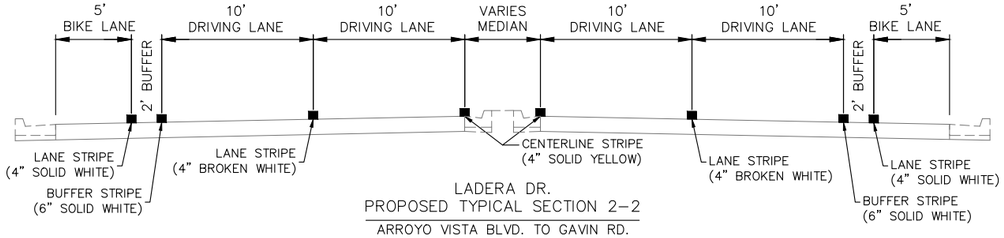
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LADERA DR.
EXISTING TYPICAL SECTION 2–2
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.



LADERA DR.
PROPOSED TYPICAL SECTION 2–2
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
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RISA LUJAN
NEW MEXICO
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PROFESSIONAL ENGINEER
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	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

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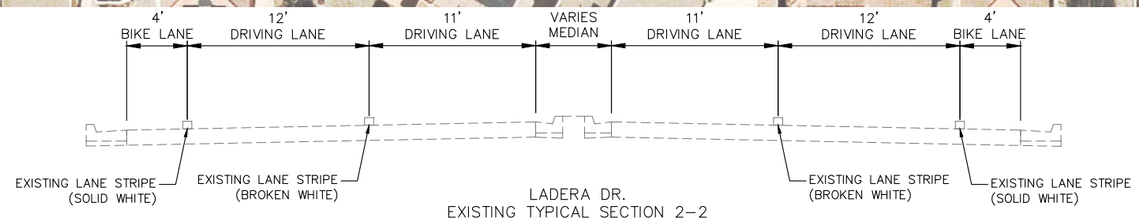
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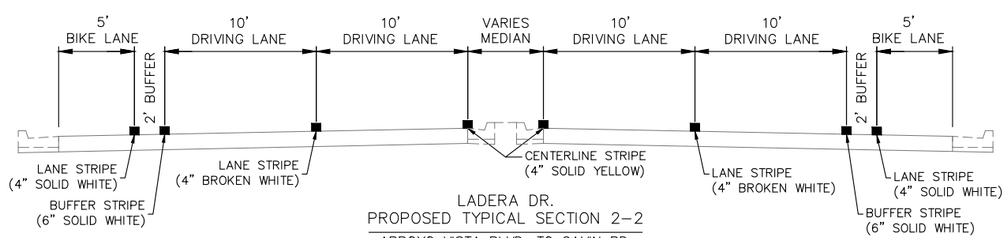
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Sheet 3 OF 6





LADERA DR.
EXISTING TYPICAL SECTION 2–2
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.



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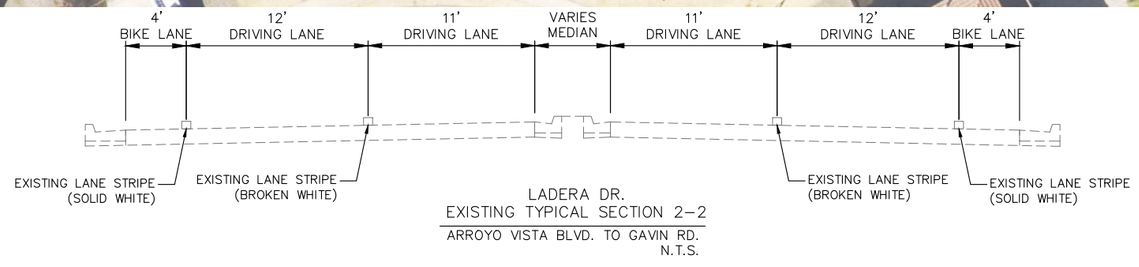
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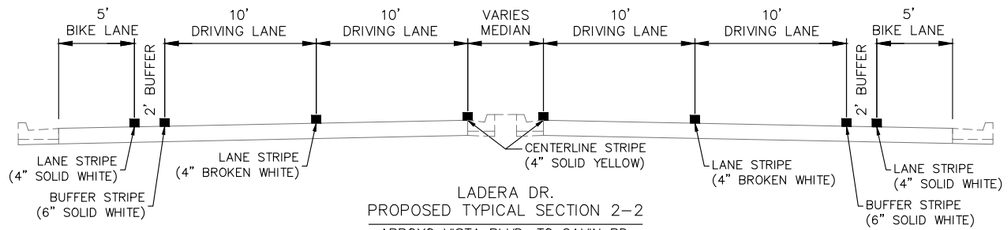
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LADERA DR.
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ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.



LADERA DR.
PROPOSED TYPICAL SECTION 2–2
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COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
LADERA DR. – ARROYO VISTA BLVD. TO GAVIN RD.

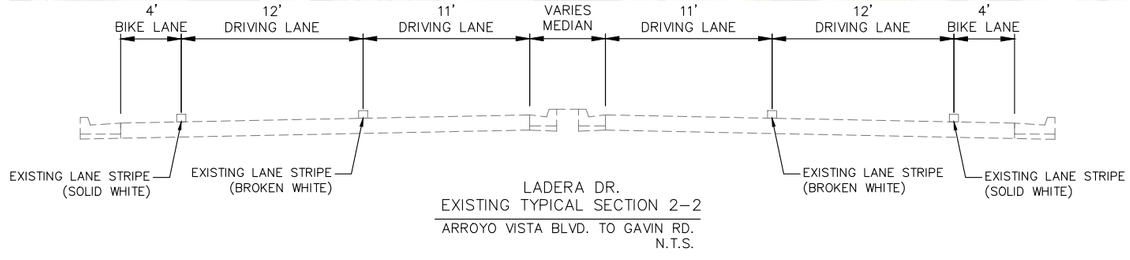
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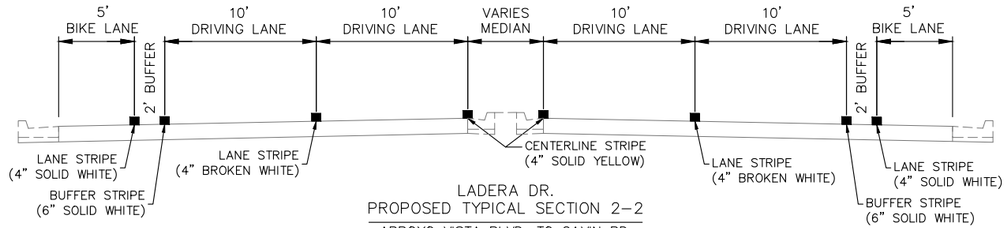
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LADERA DR.
EXISTING TYPICAL SECTION 2–2
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.



LADERA DR.
PROPOSED TYPICAL SECTION 2–2
ARROYO VISTA BLVD. TO GAVIN RD.
N.T.S.

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COMPLETE STREETS STRIPING IMPLEMENTATION CONCEPT
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Sheet 6 OF 6

PROJECT CHARACTERISTICS
LENGTH: 2,580 FT. = 0.49 MI.
MINOR ARTERIAL, MAJOR TRANSIT
SPEED LIMIT: 30 MPH
EXISTING BUFFERED AND STANDARD BIKE LANES WEST OF 6TH ST.
HIGH FATAL AND INJURY NETWORK

MENAUL BLVD.

75'

16'

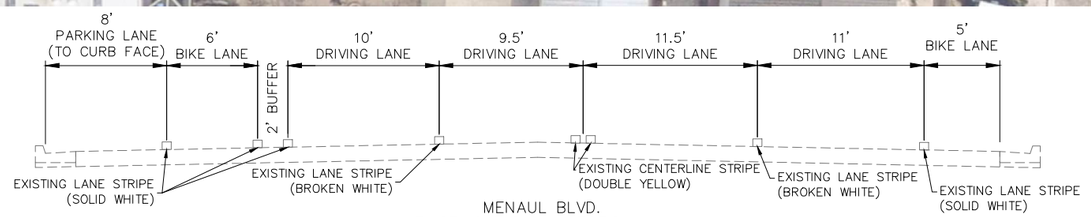
50'

STRIPING TRANSITION BETWEEN EXISTING 2.5 FT BUFFER AND PROPOSED 1 FT BUFFER

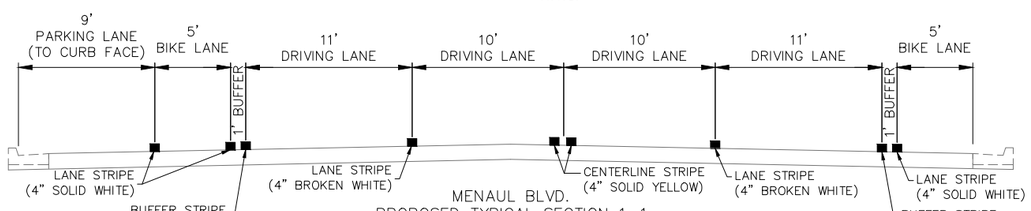
5' BIKE LANE
1' BUFFER
10' DRIVING LANE
11' DRIVING LANE
7' PARKING (9' TO CURB FACE)

11' DRIVING LANE
5' BIKE LANE
10' DRIVING LANE
1' BUFFER

MATCH LINE - A



MENAUL BLVD.
EXISTING TYPICAL SECTION 1–1
8TH ST. TO 2ND ST.
N.T.S.



MENAUL BLVD.
PROPOSED TYPICAL SECTION 1–1
8TH ST. TO 2ND ST.
N.T.S.

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NEW MEXICO
29849
Risa E. Lujan
5/29/2026
PROFESSIONAL ENGINEER

LEGEND	
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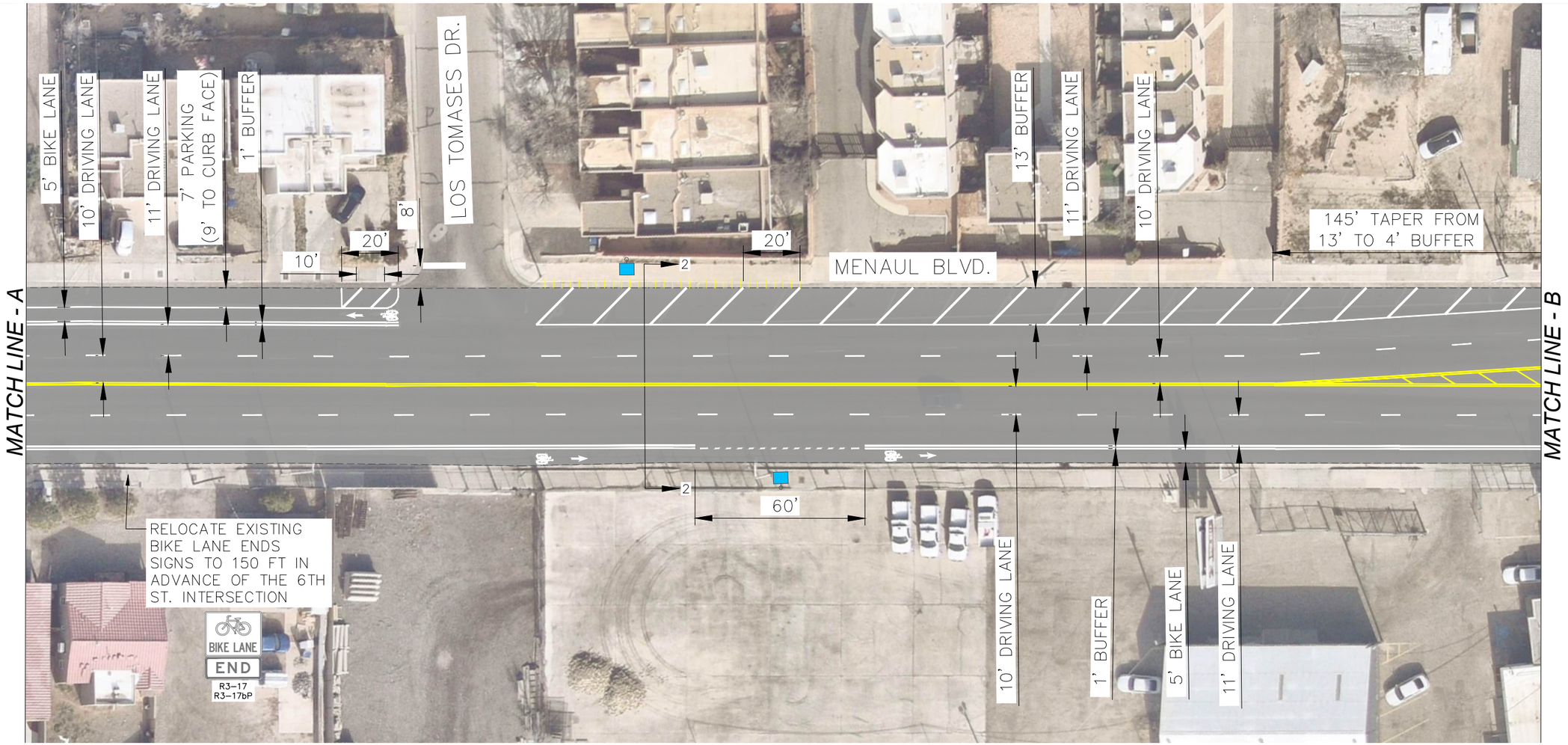
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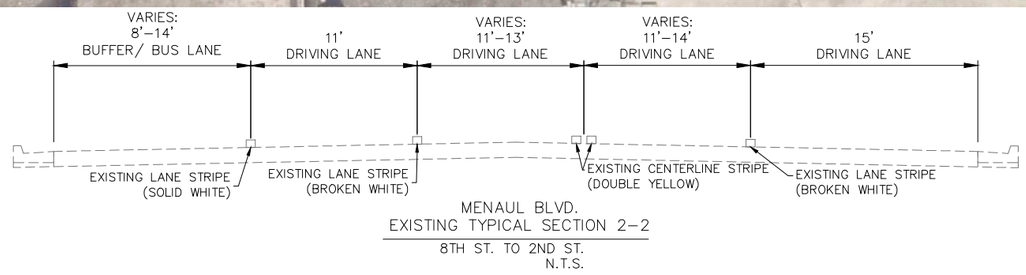
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MENAUL BLVD. – 2ND ST. TO 8TH ST.

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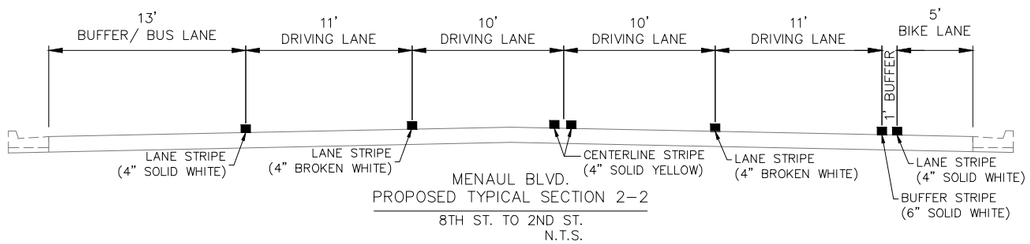
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05/21/2026

Sheet 1 OF 5





MENAUL BLVD.
EXISTING TYPICAL SECTION 2–2
8TH ST. TO 2ND ST.
N.T.S.



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PROPOSED TYPICAL SECTION 2–2
8TH ST. TO 2ND ST.
N.T.S.

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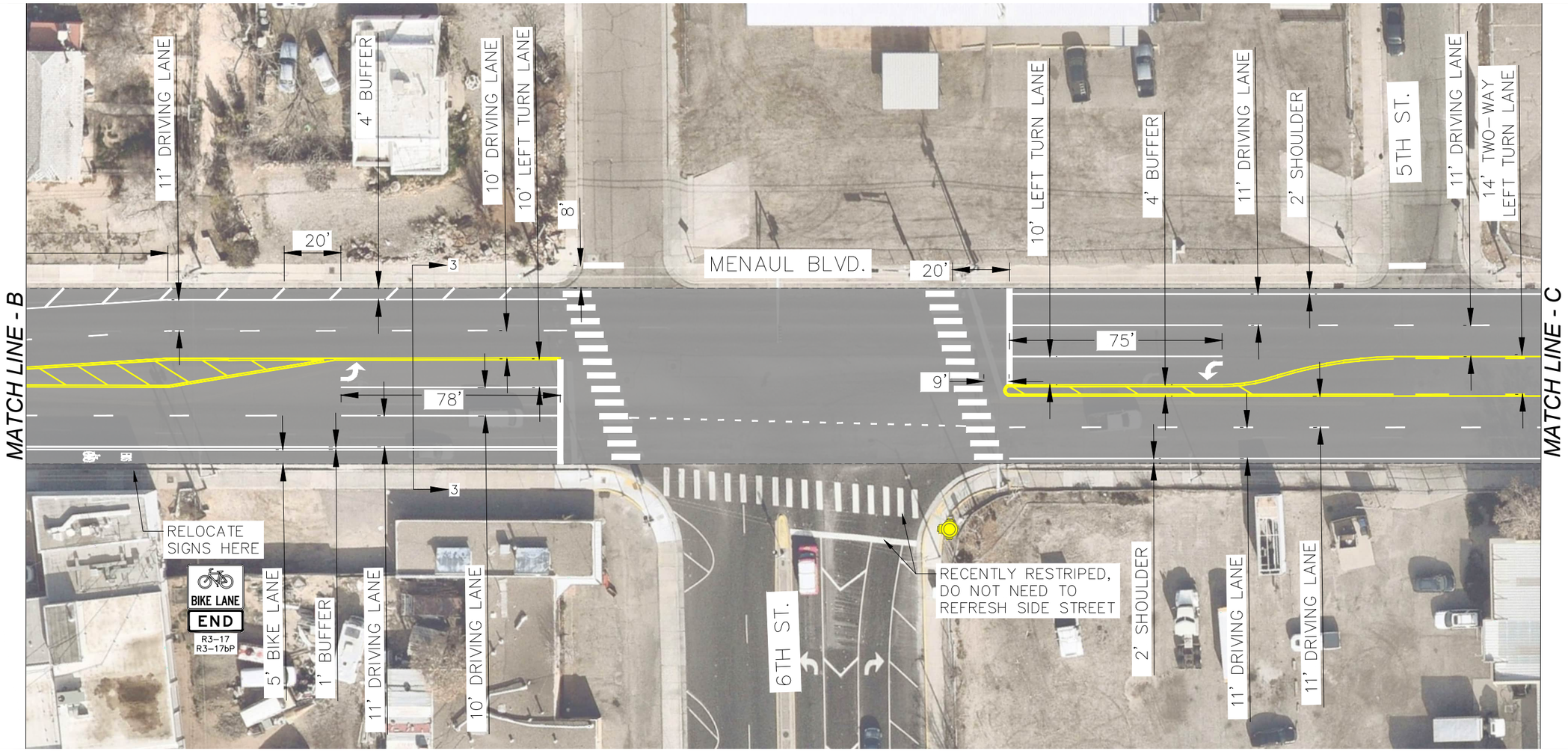
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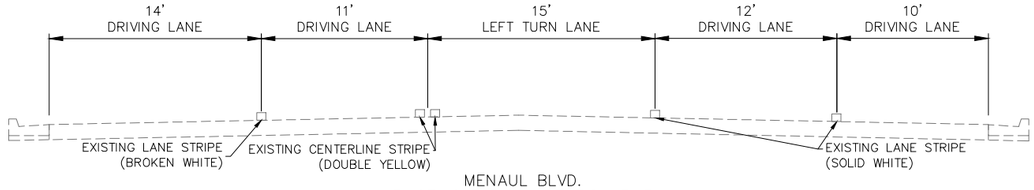
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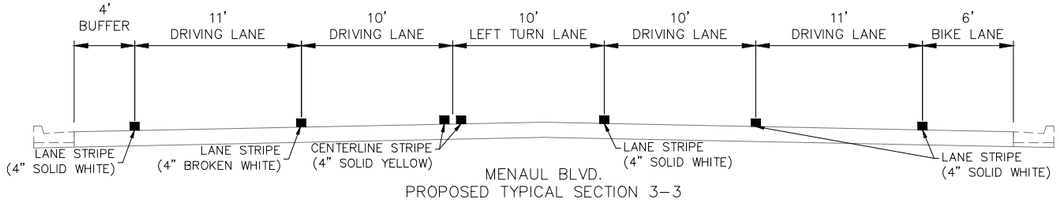
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MENAUL BLVD.
EXISTING TYPICAL SECTION 3-3
8TH ST. TO 2ND ST.
N.T.S.



MENAUL BLVD.
PROPOSED TYPICAL SECTION 3-3
8TH ST. TO 2ND ST.
N.T.S.

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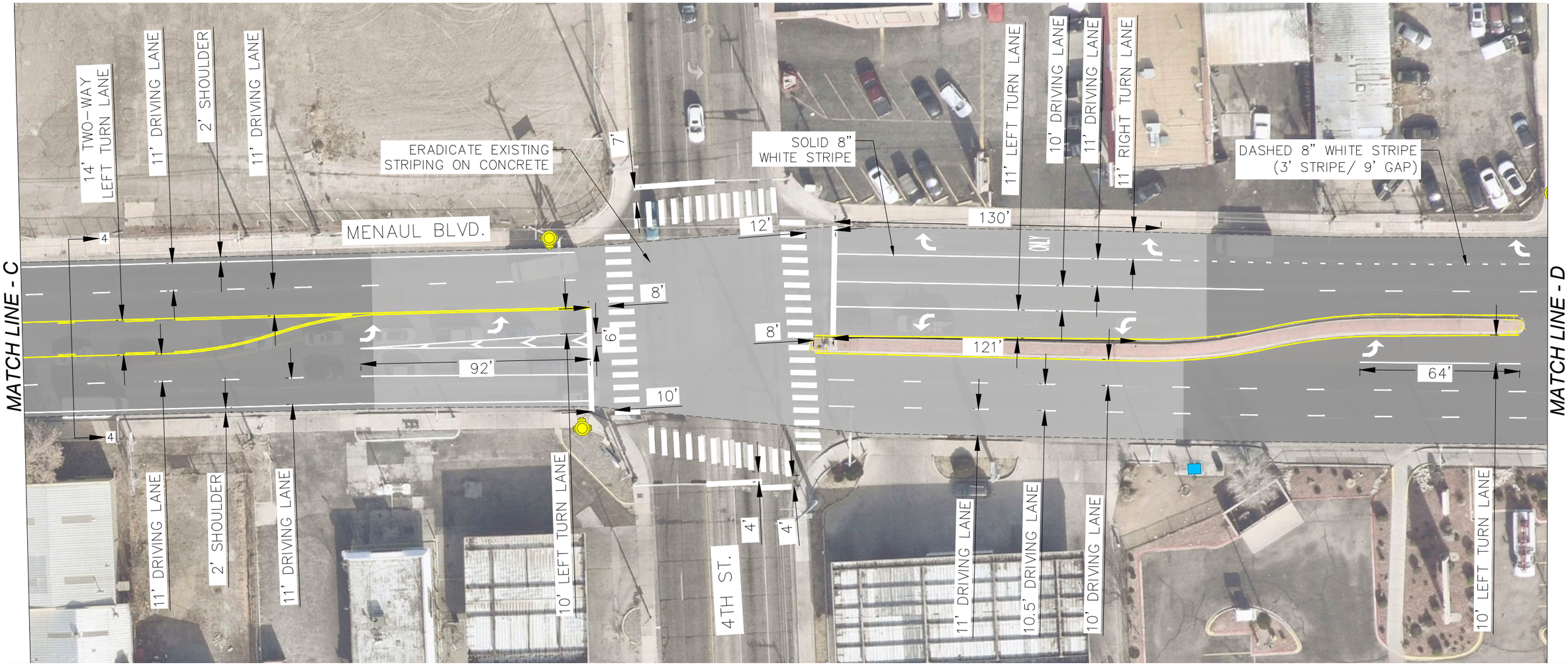
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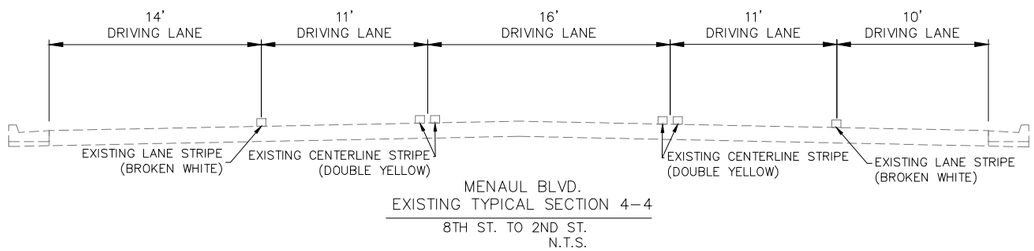
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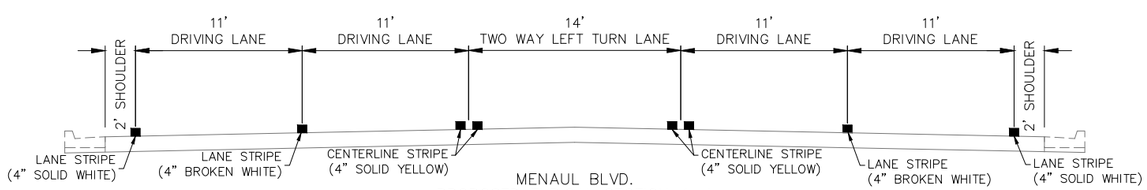
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05/21/2026

Sheet 3 OF 5





MENAUL BLVD.
EXISTING TYPICAL SECTION 4-4
8TH ST. TO 2ND ST.
N.T.S.



MENAUL BLVD.
PROPOSED TYPICAL SECTION 4-4
8TH ST. TO 2ND ST.
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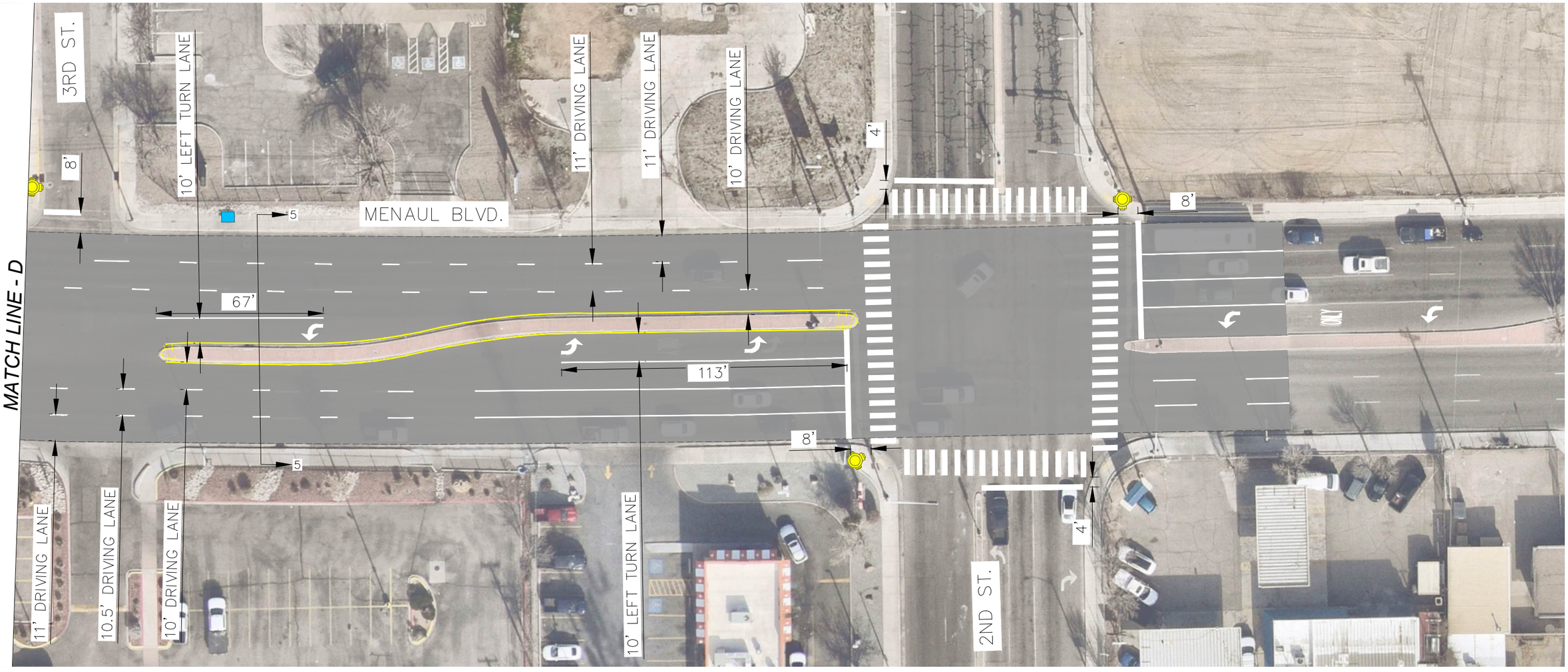
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ENGINEERING DIVISION

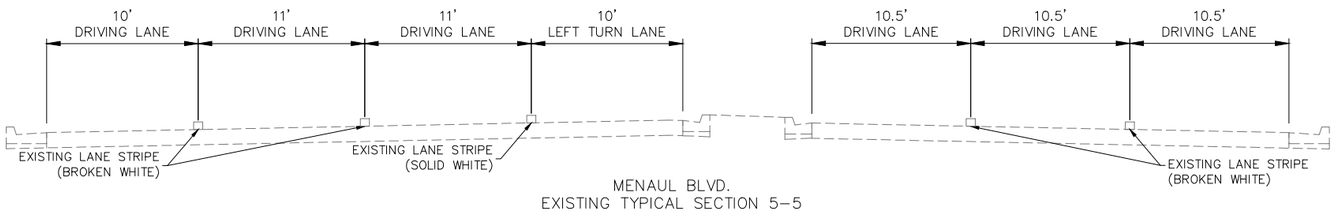
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
MENAUL BLVD. – 2ND ST. TO 8TH ST.

NOTE: THE SCOPE OF THIS PROJECT IS ROADWAY STRIPING MODIFICATIONS, AND THE STRIPING DESIGN HAS BEEN DEVELOPED AND APPROVED BY THE CITY OF ALBUQUERQUE COMPLETE STREETS COMMITTEE. NO EXISTING ROADWAY OR TRAFFIC ANALYSIS HAS BEEN PERFORMED OUTSIDE THE SCOPE OF THIS PROJECT. NO SURVEY WAS COLLECTED, AND THE DESIGN IS SUBJECT TO FIELD CHANGES APPROVED BY THE CITY.

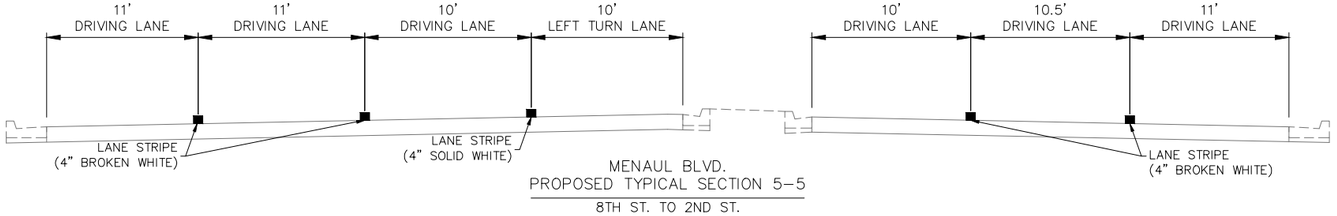
MO./DAY/YR.
05/21/2026

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MENAUL BLVD.
EXISTING TYPICAL SECTION 5–5
8TH ST. TO 2ND ST.
N.T.S.



MENAUL BLVD.
PROPOSED TYPICAL SECTION 5–5
8TH ST. TO 2ND ST.
N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
- ALL ADDITIONAL SIGNS ARE RECOMMENDATIONS AND MAY BE INSTALLED SEPARATE FROM THIS PROGRAM.

RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

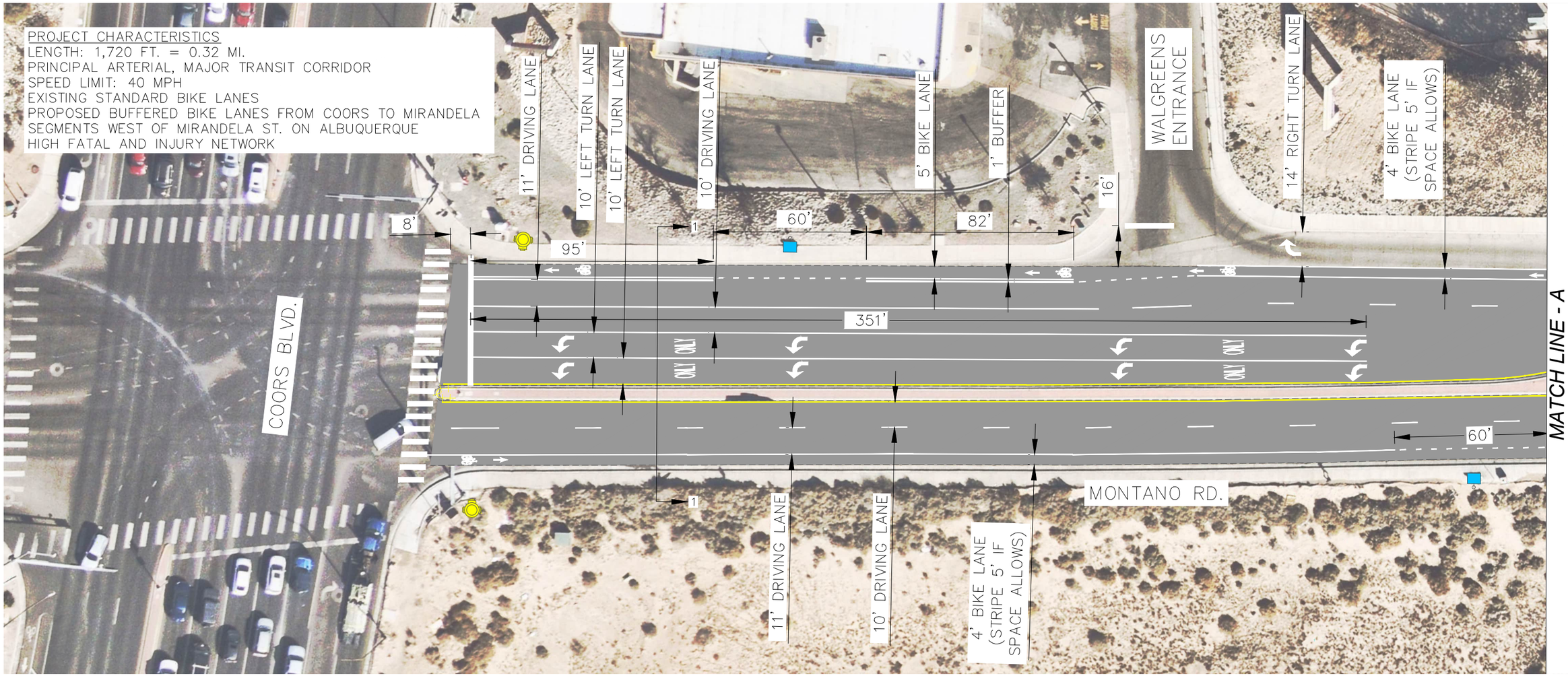
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
MENAUL BLVD. – 2ND ST. TO 8TH ST.

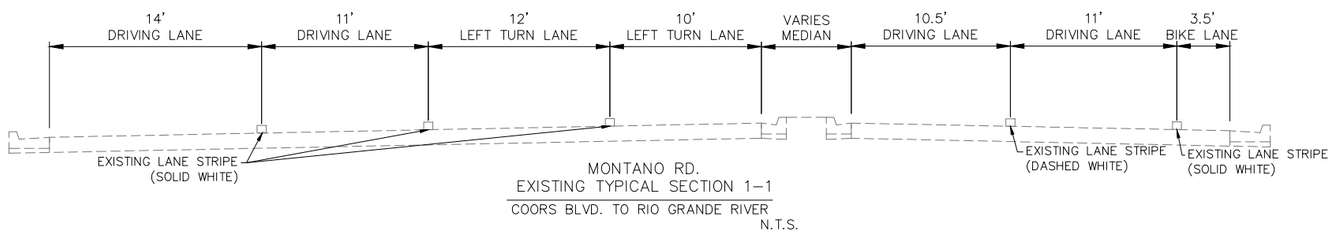
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MO./DAY/YR.
05/21/2026

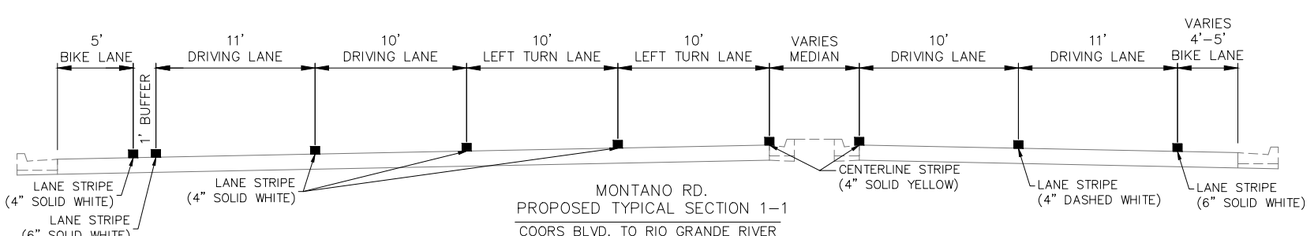
Sheet 5 OF 5

PROJECT CHARACTERISTICS
LENGTH: 1,720 FT. = 0.32 MI.
PRINCIPAL ARTERIAL, MAJOR TRANSIT CORRIDOR
SPEED LIMIT: 40 MPH
EXISTING STANDARD BIKE LANES
PROPOSED BUFFERED BIKE LANES FROM COORS TO MIRANDELA
SEGMENTS WEST OF MIRANDELA ST. ON ALBUQUERQUE
HIGH FATAL AND INJURY NETWORK





MONTANO RD.
EXISTING TYPICAL SECTION 1–1
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.



MONTANO RD.
PROPOSED TYPICAL SECTION 1–1
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/28/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

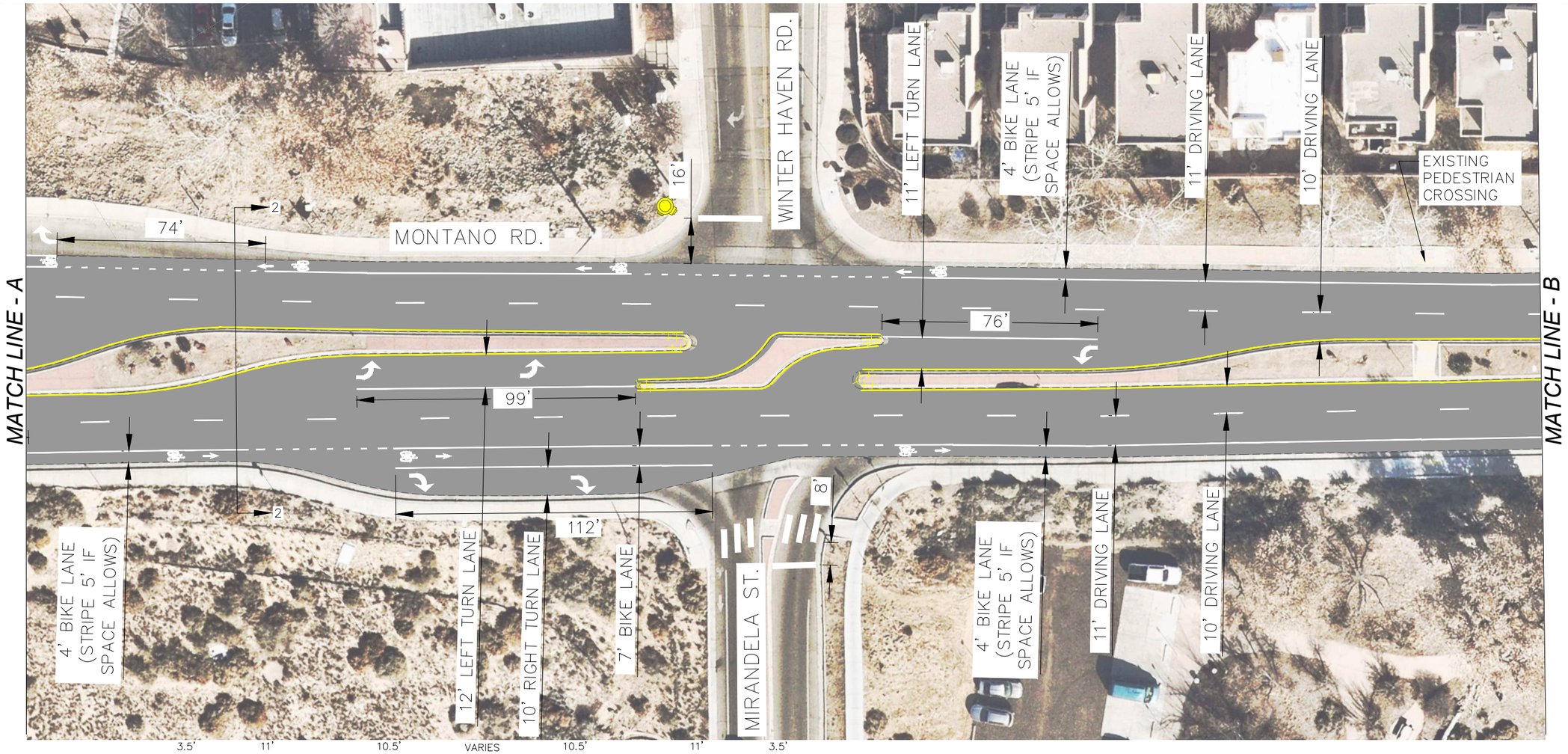
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
MONTANO RD. – COORS BLVD. TO RIO GRANDE RIVER

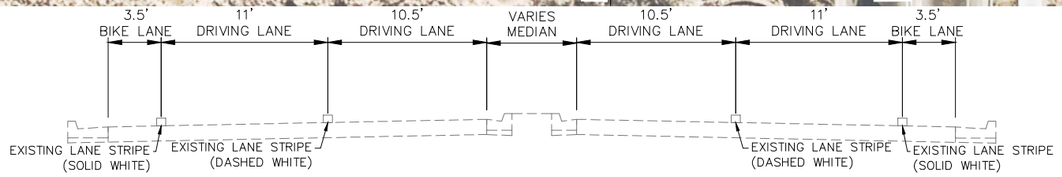
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MO./DAY/YR.
05/21/2026

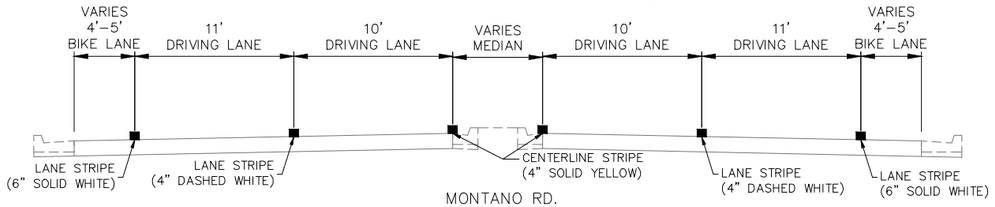
Sheet 1 OF 4

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MONTANO RD.
EXISTING TYPICAL SECTION 2–2
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.



MONTANO RD.
PROPOSED TYPICAL SECTION 2–2
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/28/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

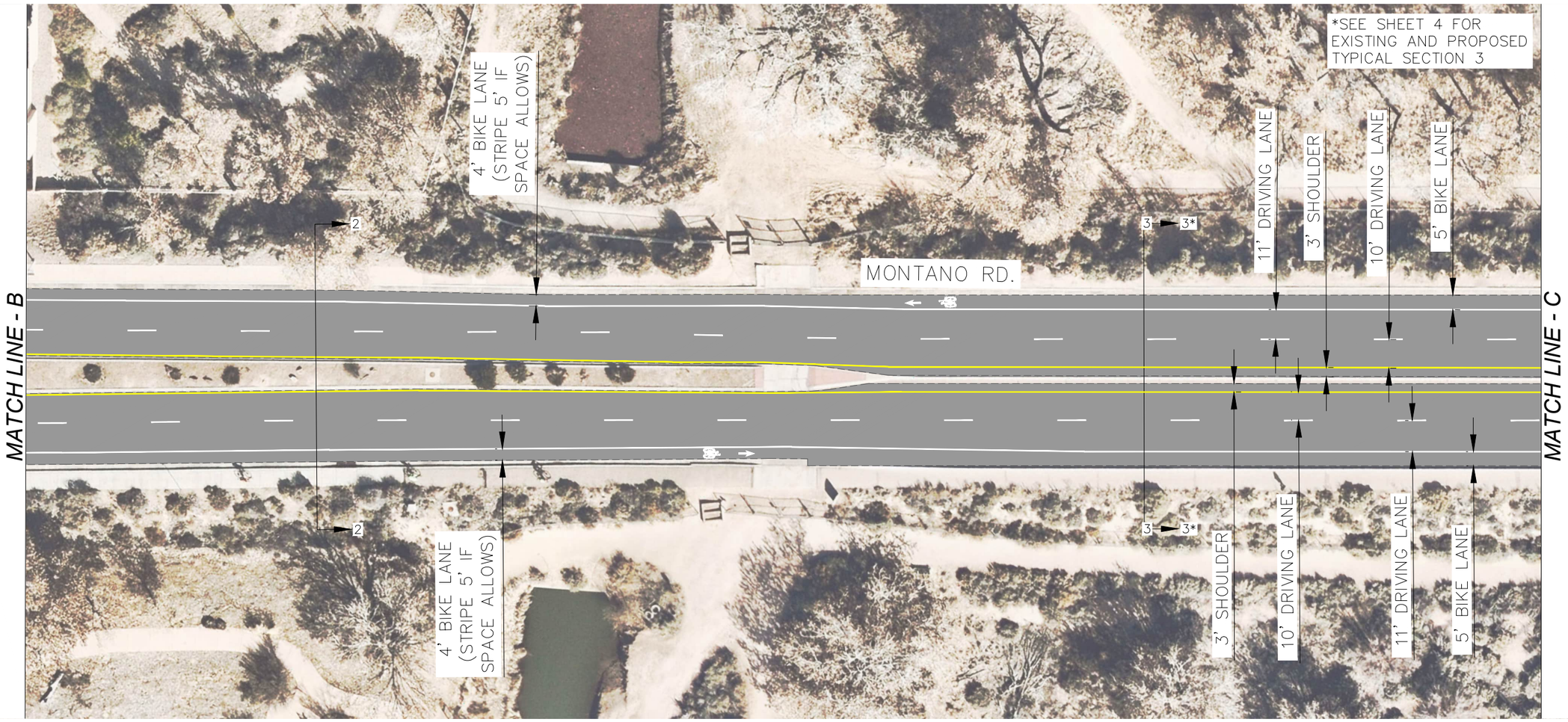
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

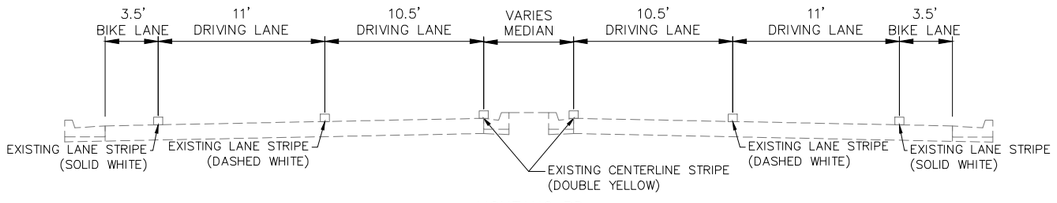
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
MONTANO RD. – COORS BLVD. TO RIO GRANDE RIVER

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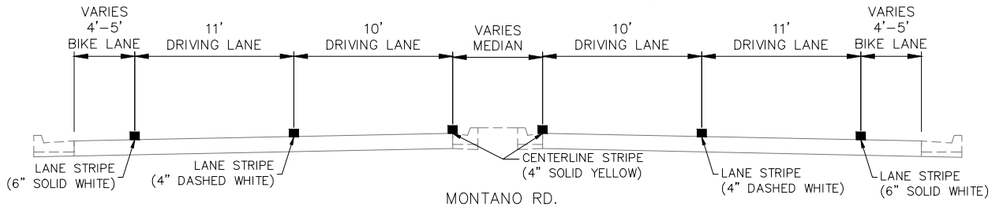
MO./DAY/YR.
05/21/2026

Sheet 2 OF 4





MONTANO RD.
EXISTING TYPICAL SECTION 2–2
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.



MONTANO RD.
PROPOSED TYPICAL SECTION 2–2
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/28/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

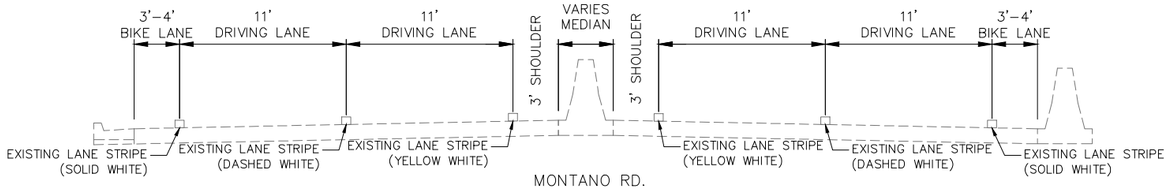
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
MONTANO RD. – COORS BLVD. TO RIO GRANDE RIVER

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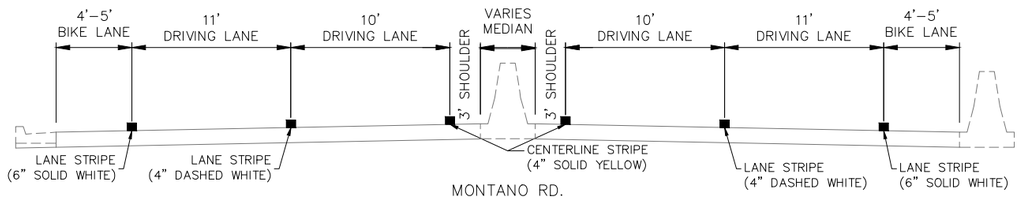
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MONTANO RD.
EXISTING TYPICAL SECTION 3–3
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.



MONTANO RD.
PROPOSED TYPICAL SECTION 3–3
COORS BLVD. TO RIO GRANDE RIVER
N.T.S.

GENERAL NOTES:
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NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
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ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
MONTANO RD. – COORS BLVD. TO RIO GRANDE RIVER

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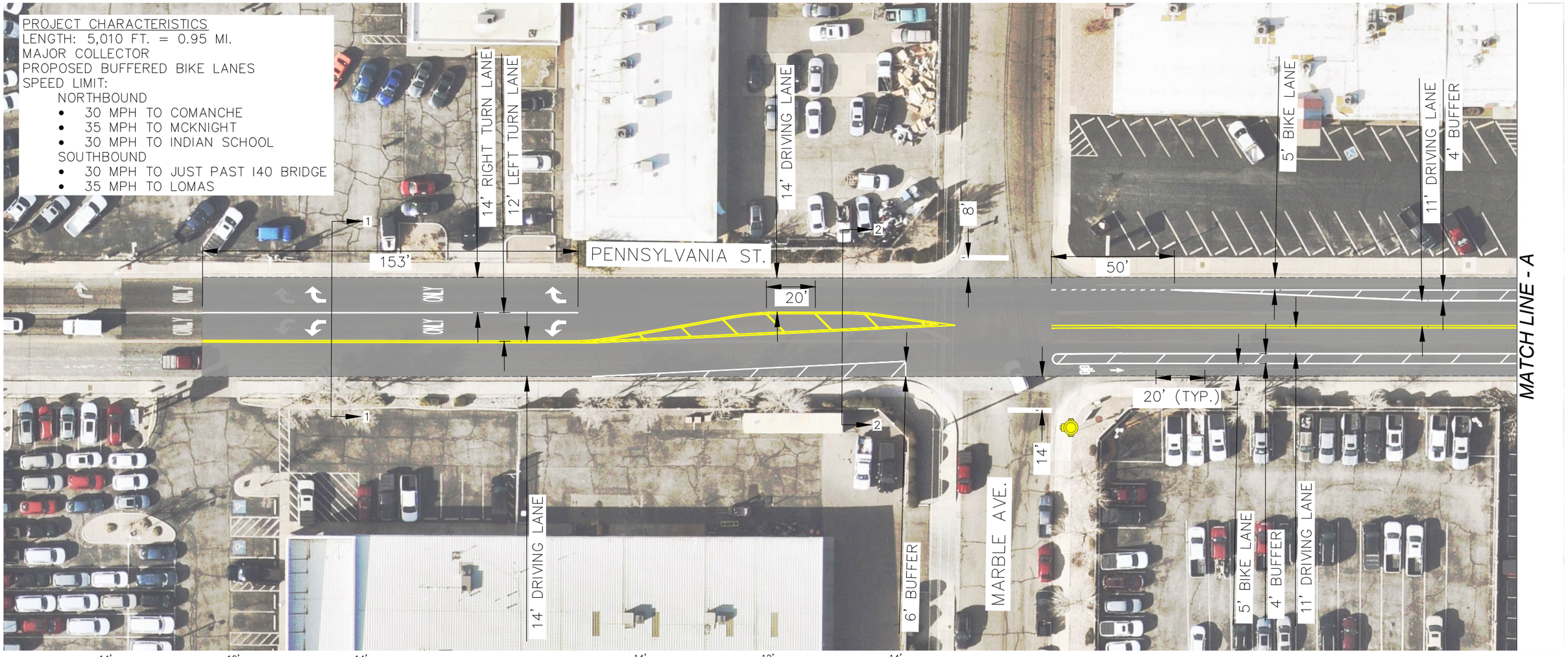
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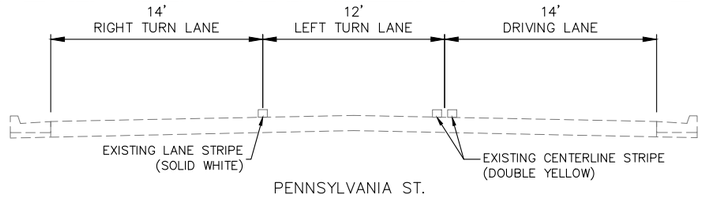
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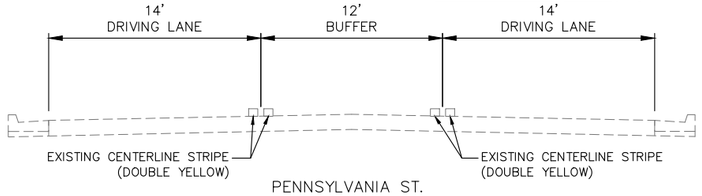
PROJECT CHARACTERISTICS
LENGTH: 5,010 FT. = 0.95 MI.
MAJOR COLLECTOR
PROPOSED BUFFERED BIKE LANES
SPEED LIMIT:
NORTHBOUND
- 30 MPH TO COMANCHE
- 35 MPH TO MCKNIGHT
- 30 MPH TO INDIAN SCHOOL

SOUTHBOUND
- 30 MPH TO JUST PAST I40 BRIDGE
- 35 MPH TO LOMAS

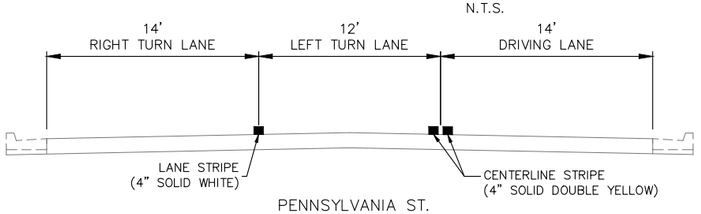




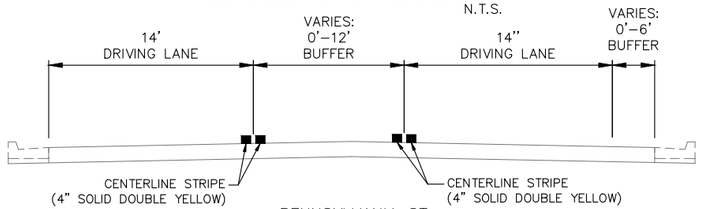
PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 1–1
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 2–2
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 1–1
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 2–2
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
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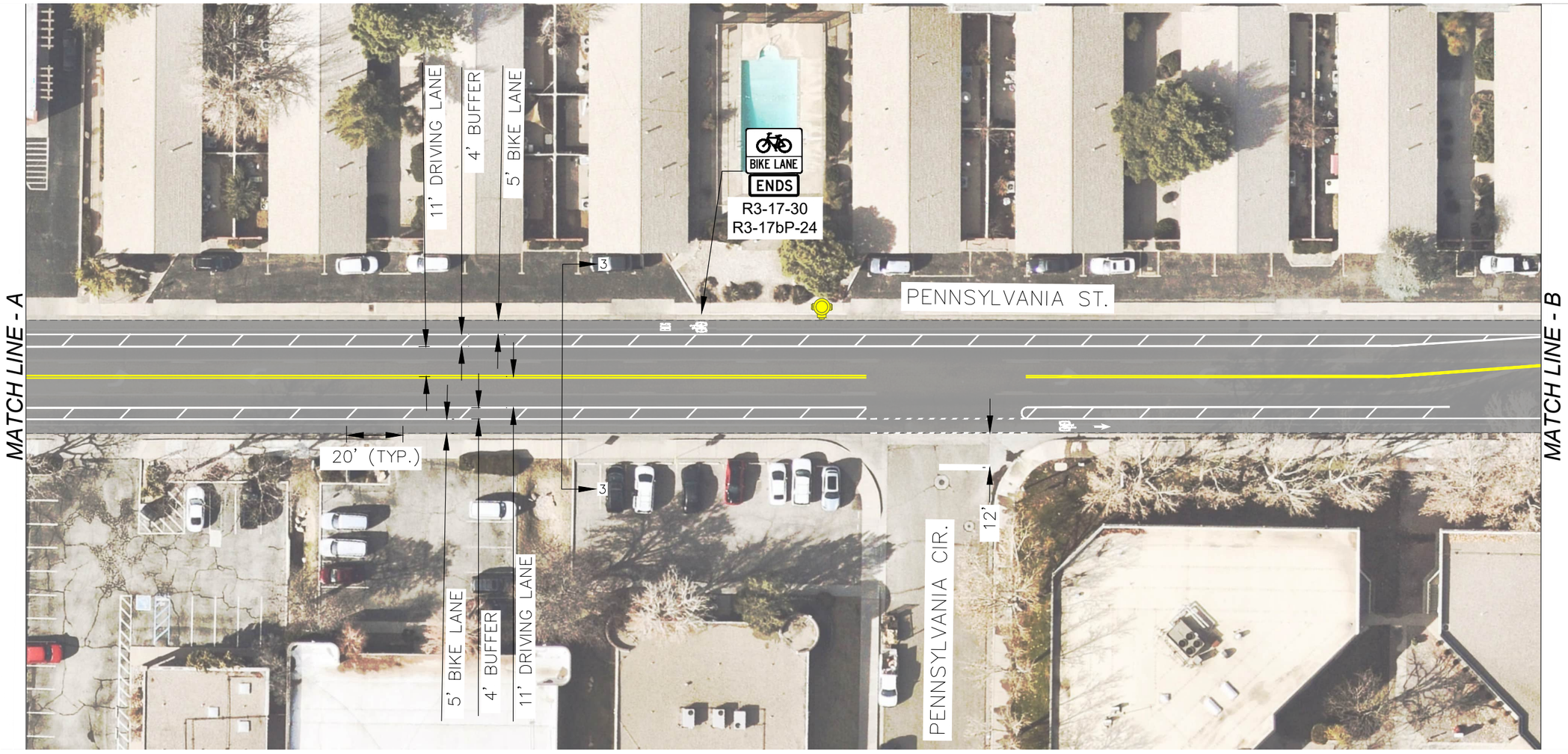
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

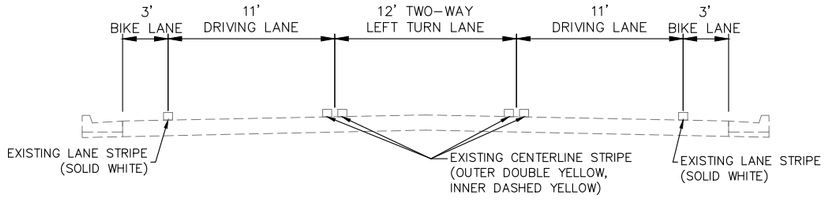
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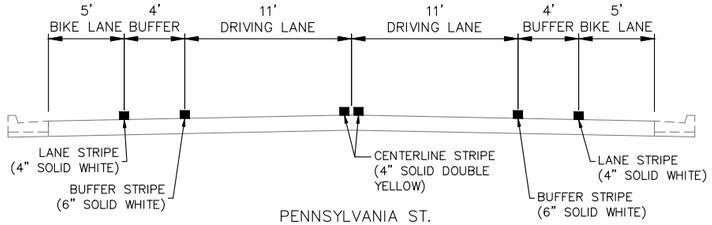
Sheet 1 OF 10

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PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 3–3
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 3–3
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
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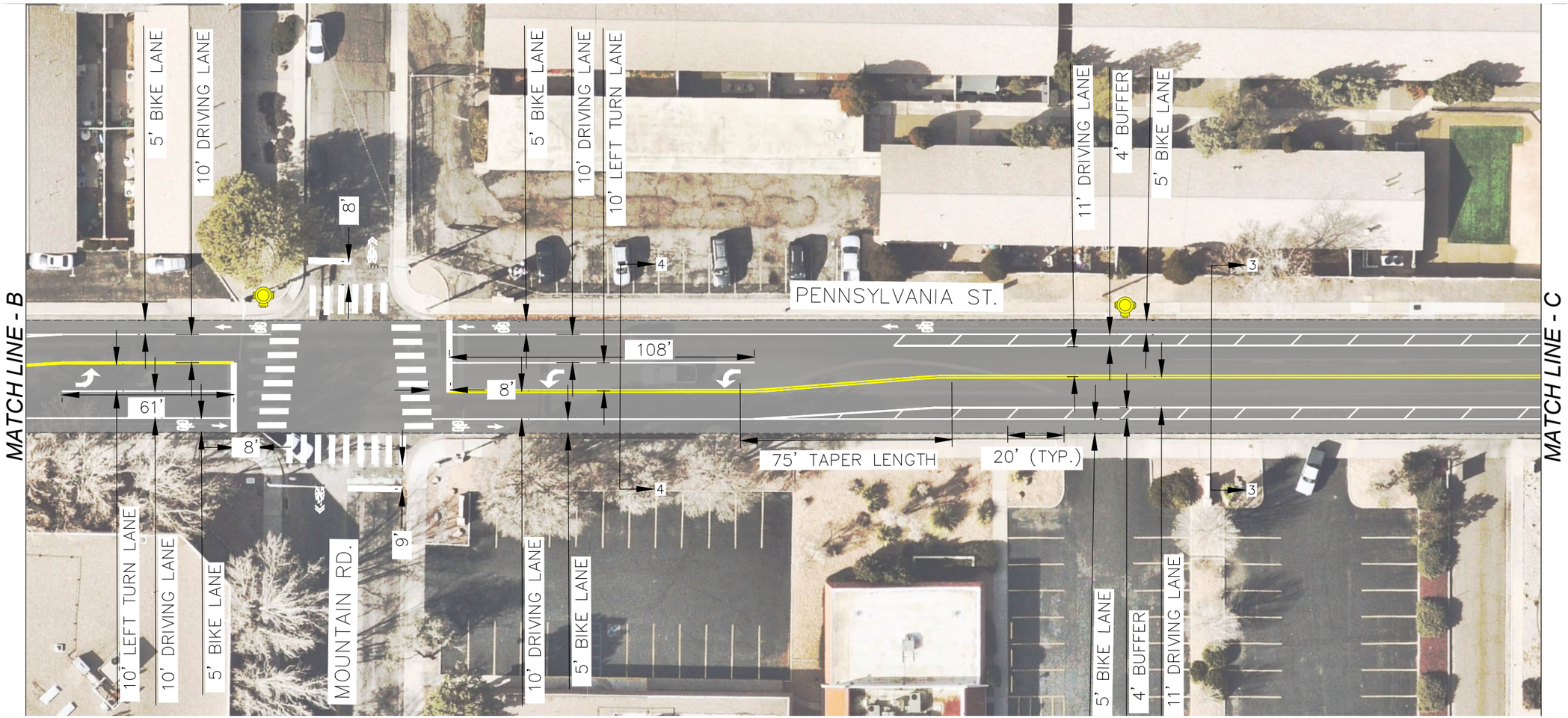
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

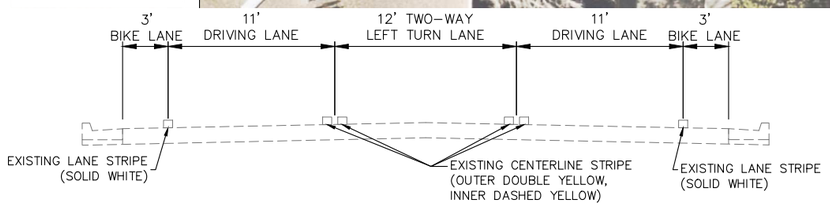
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

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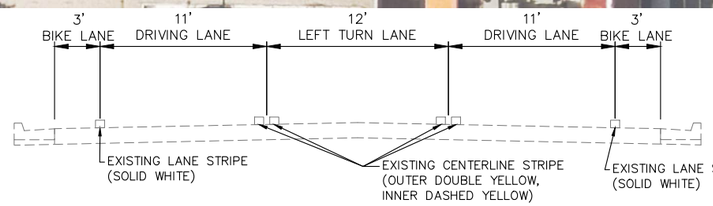
MO./DAY/YR.
05/21/2026

Sheet 2 OF 10

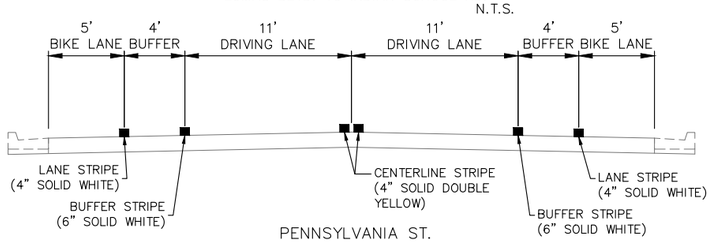




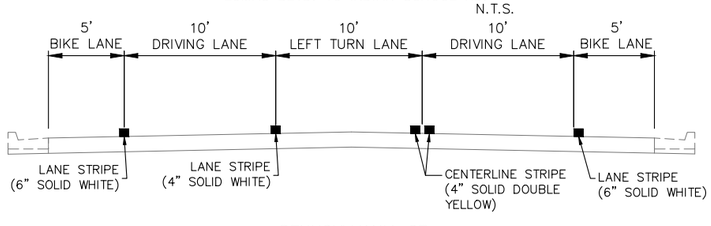
PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 3–3
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 4–4
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 3–3
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 4–4
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

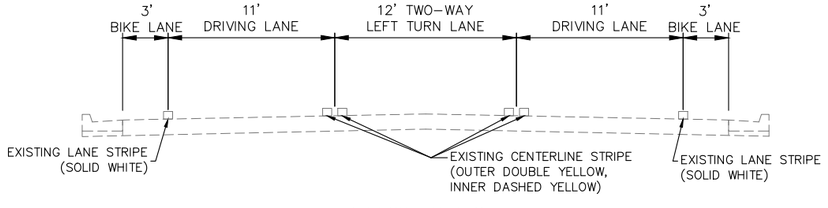
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

NOTE: THE SCOPE OF THIS PROJECT IS ROADWAY STRIPING MODIFICATIONS, AND THE STRIPING DESIGN HAS BEEN DEVELOPED AND APPROVED BY THE CITY OF ALBUQUERQUE COMPLETE STREETS COMMITTEE. NO EXISTING ROADWAY OR TRAFFIC ANALYSIS HAS BEEN PERFORMED OUTSIDE THE SCOPE OF THIS PROJECT. NO SURVEY WAS COLLECTED, AND THE DESIGN IS SUBJECT TO FIELD CHANGES APPROVED BY THE CITY.

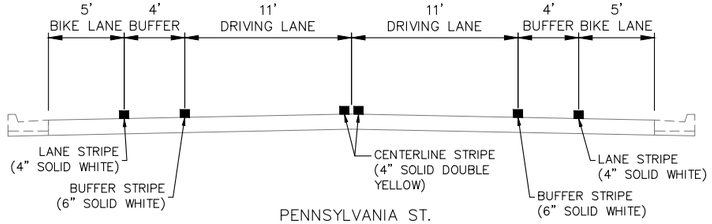
MO./DAY/YR.
05/21/2026

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PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 3–3
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 3–3
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/14/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
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ALBUQUERQUE, NM 87110
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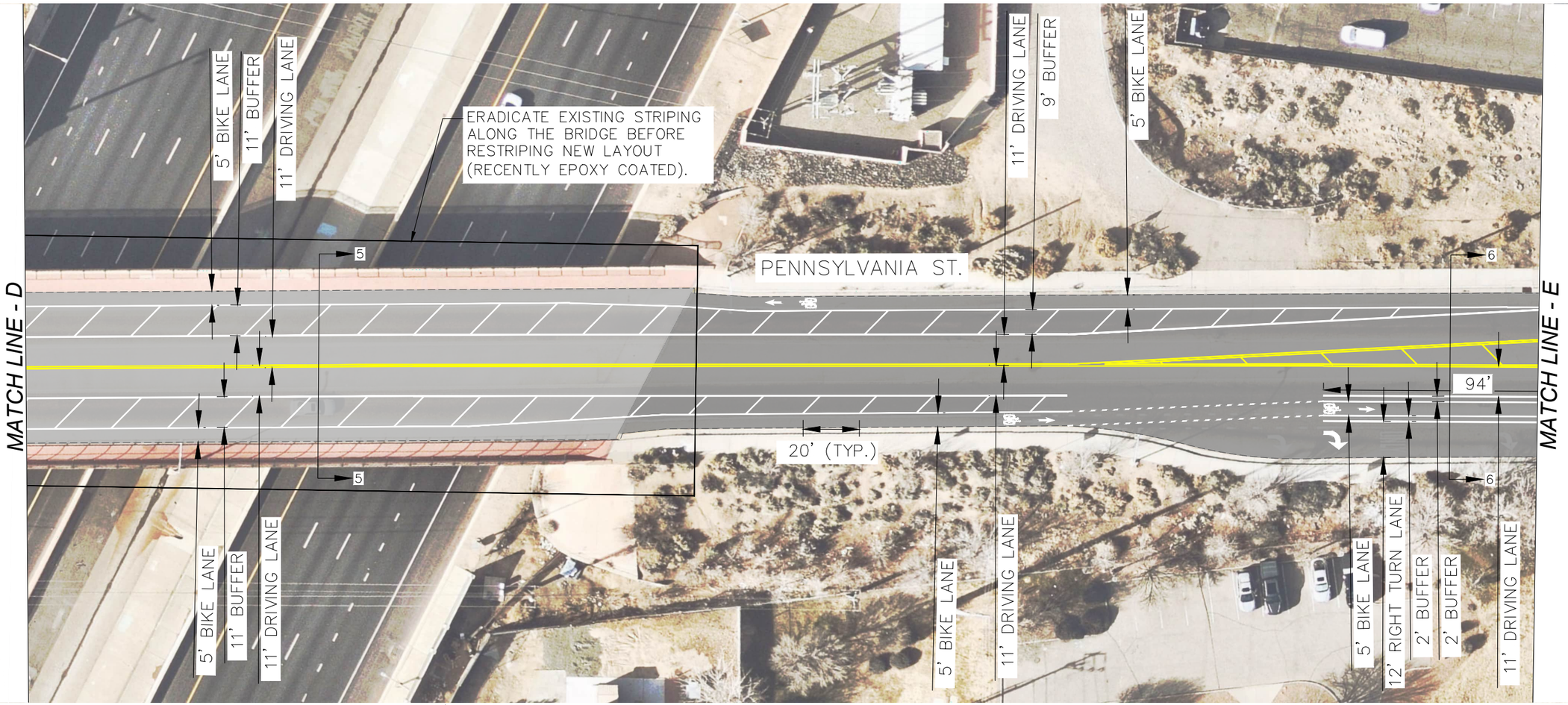
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

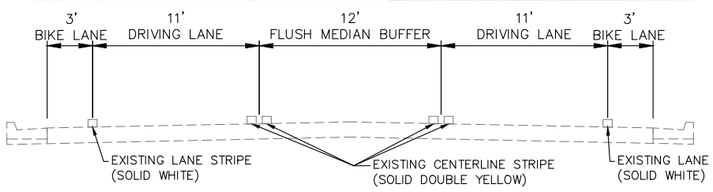
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

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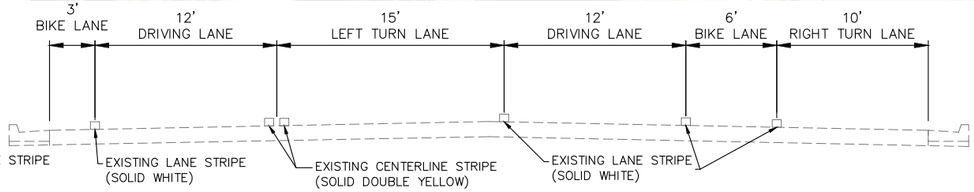
MO./DAY/YR.
05/21/2026

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4 OF 10

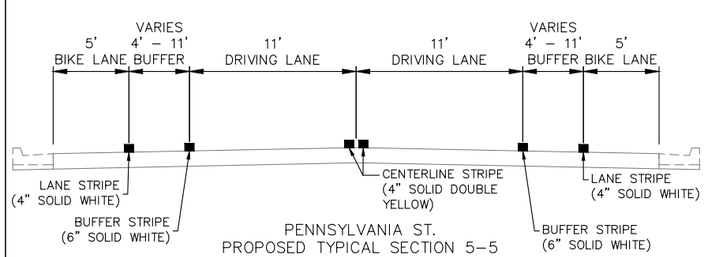




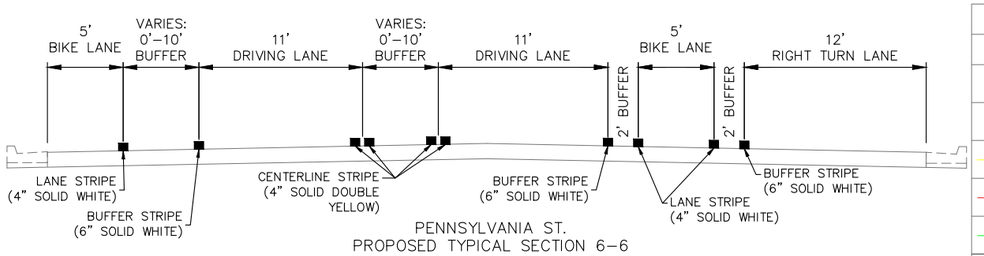
PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 5–5
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 6–6
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 5–5
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 6–6
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

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RISA LUJAN
NEW MEXICO
29849
5/21/2026
PROFESSIONAL ENGINEER

GRAPHIC SCALE
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

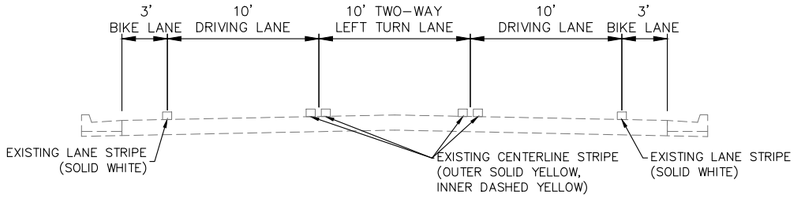
COMPLETE STREETS STRIPING IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

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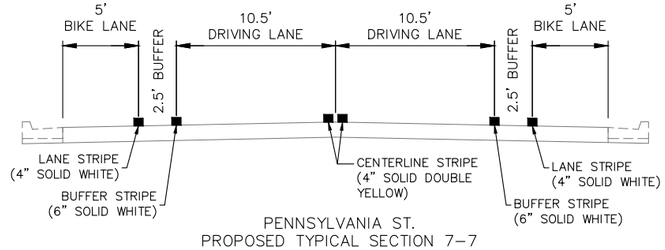
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05/21/2026

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PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 7–7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 7–7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

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RISA LUJAN
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29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
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(IN FEET)
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

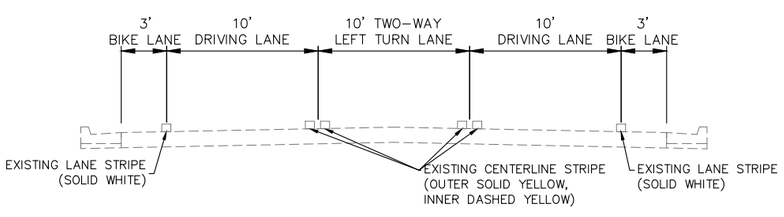
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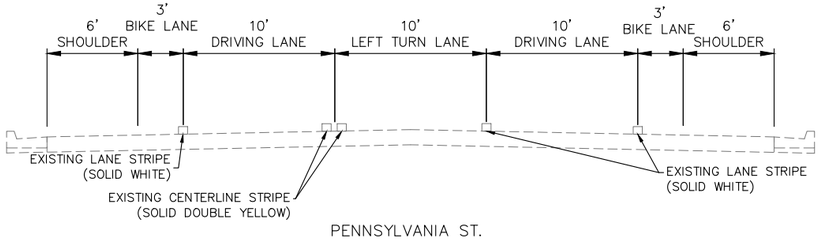
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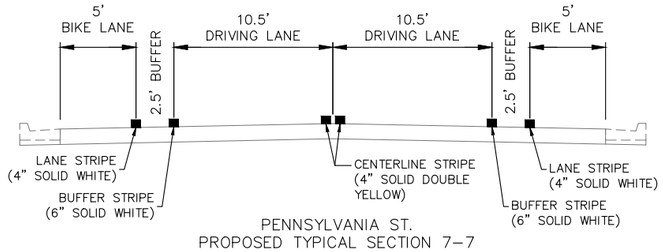




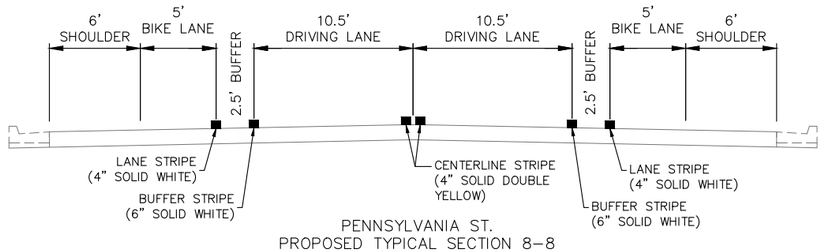
PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 7–7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 8–8
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 7–7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 8–8
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

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(IN FEET)
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

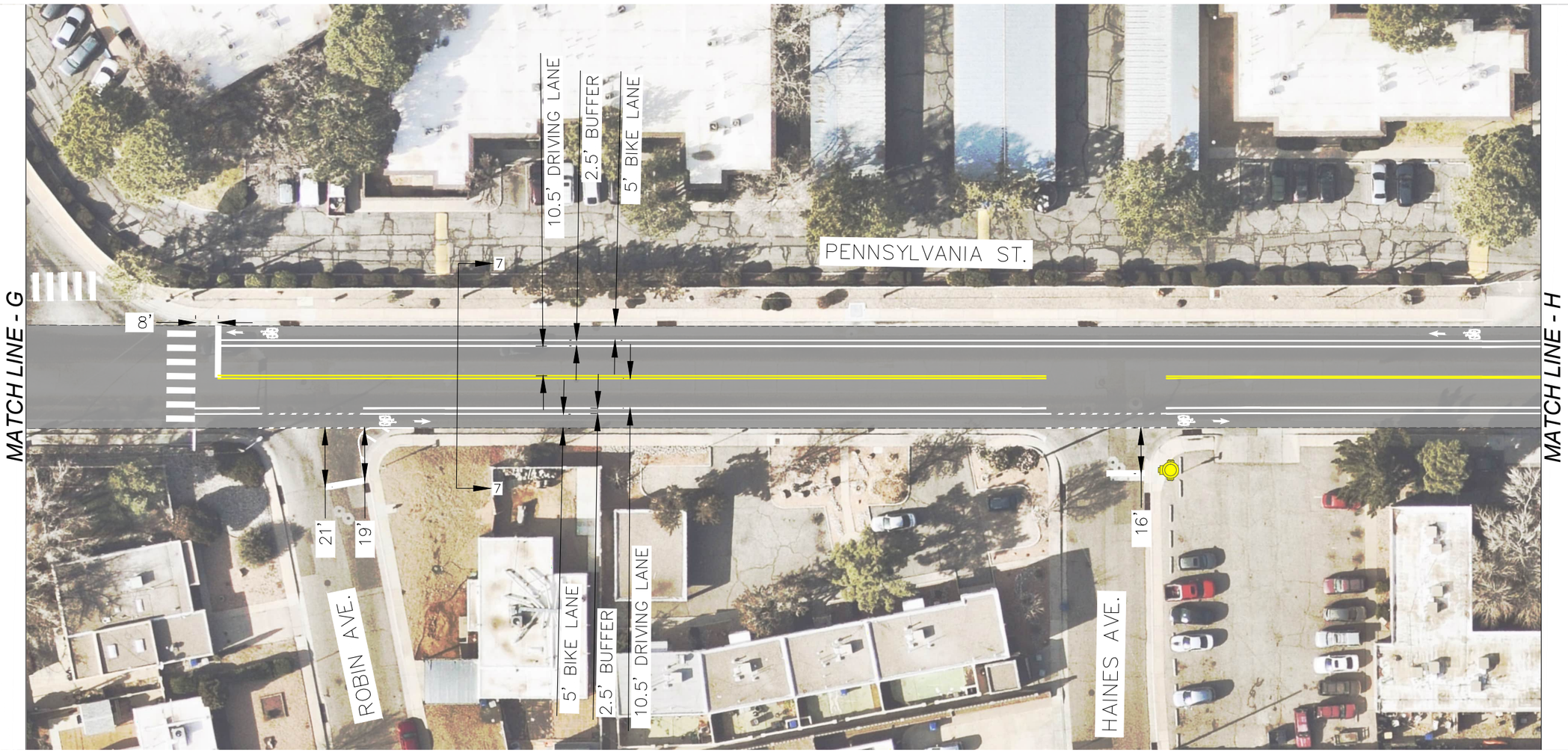
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

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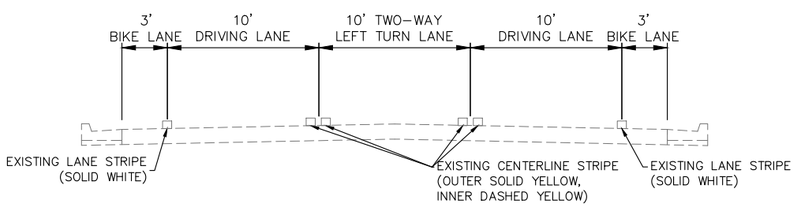
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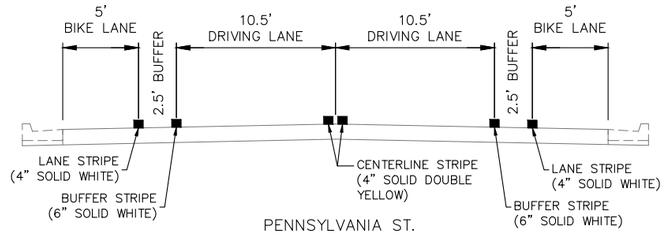


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PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 7-7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 7-7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

RISA LUJAN
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5/21/2026

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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
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COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

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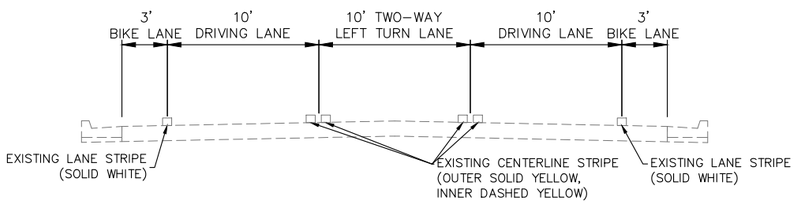
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Sheet
8 OF 10

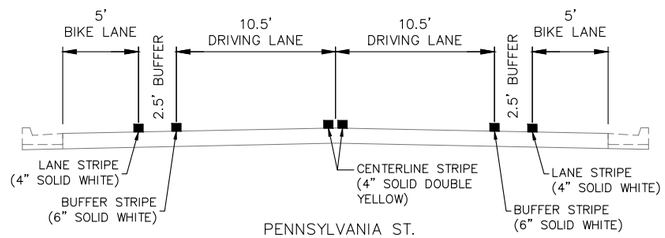


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PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 7-7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 7-7
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

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5/14/2026

GRAPHIC SCALE

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LEGEND	
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	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

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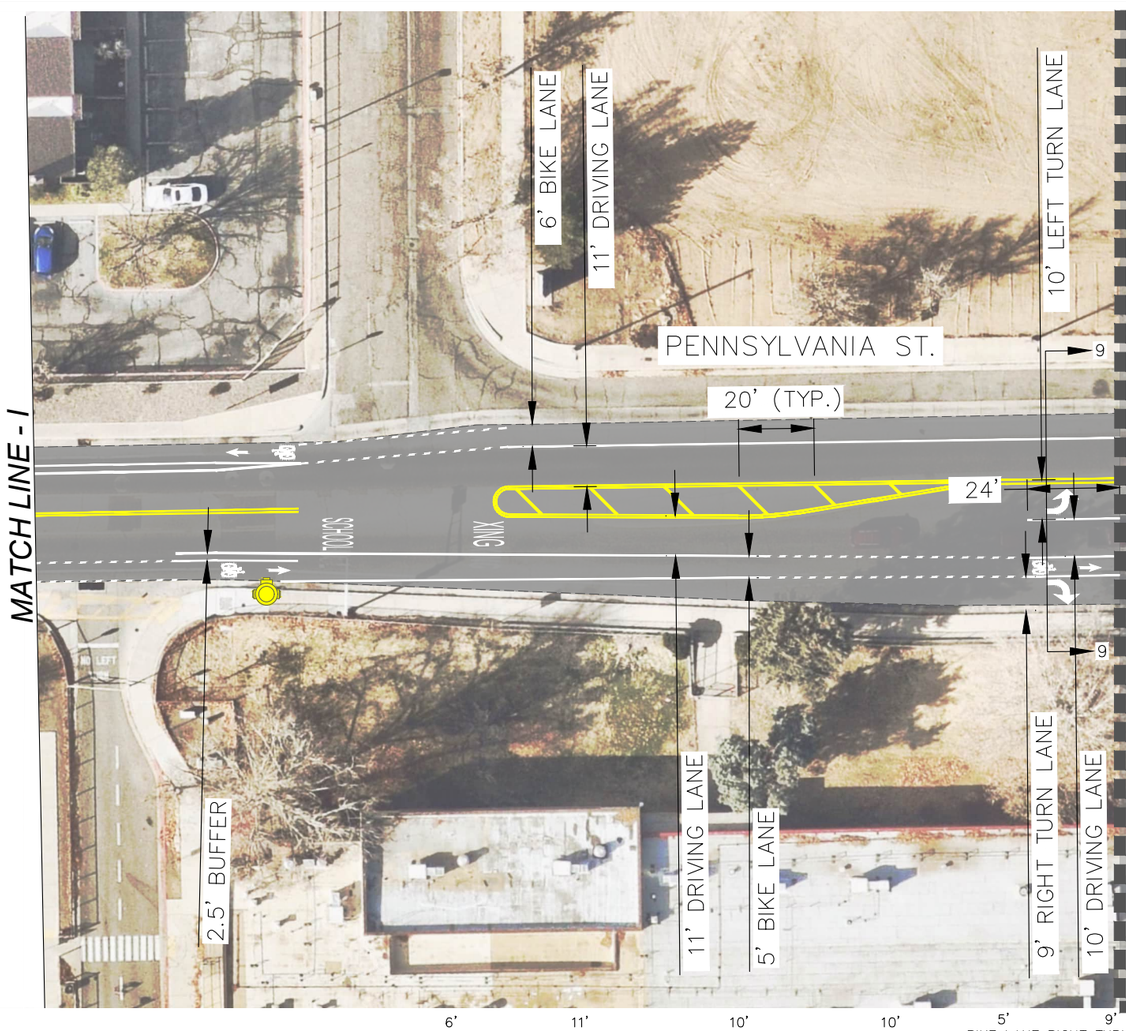
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

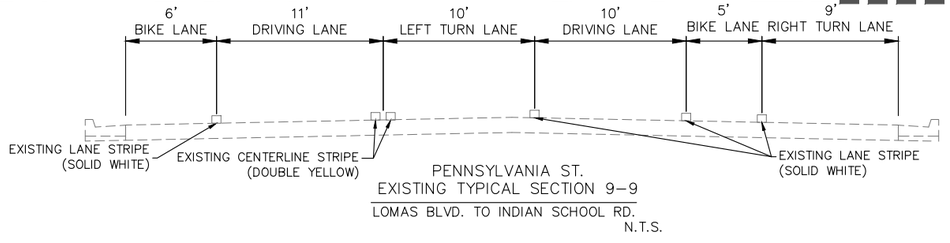
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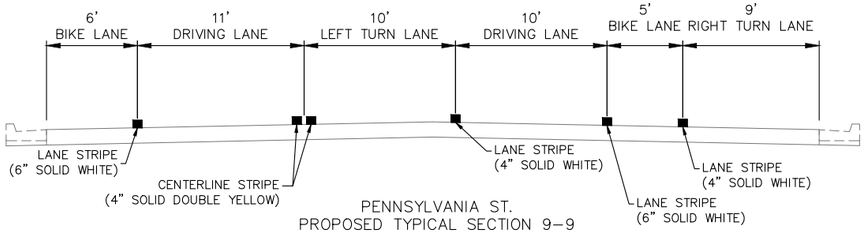
Sheet 9 OF 10







PENNSYLVANIA ST.
EXISTING TYPICAL SECTION 9–9
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.



PENNSYLVANIA ST.
PROPOSED TYPICAL SECTION 9–9
LOMAS BLVD. TO INDIAN SCHOOL RD.
N.T.S.

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COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
PENNSYLVANIA ST. – LOMAS BLVD. TO INDIAN SCHOOL RD.

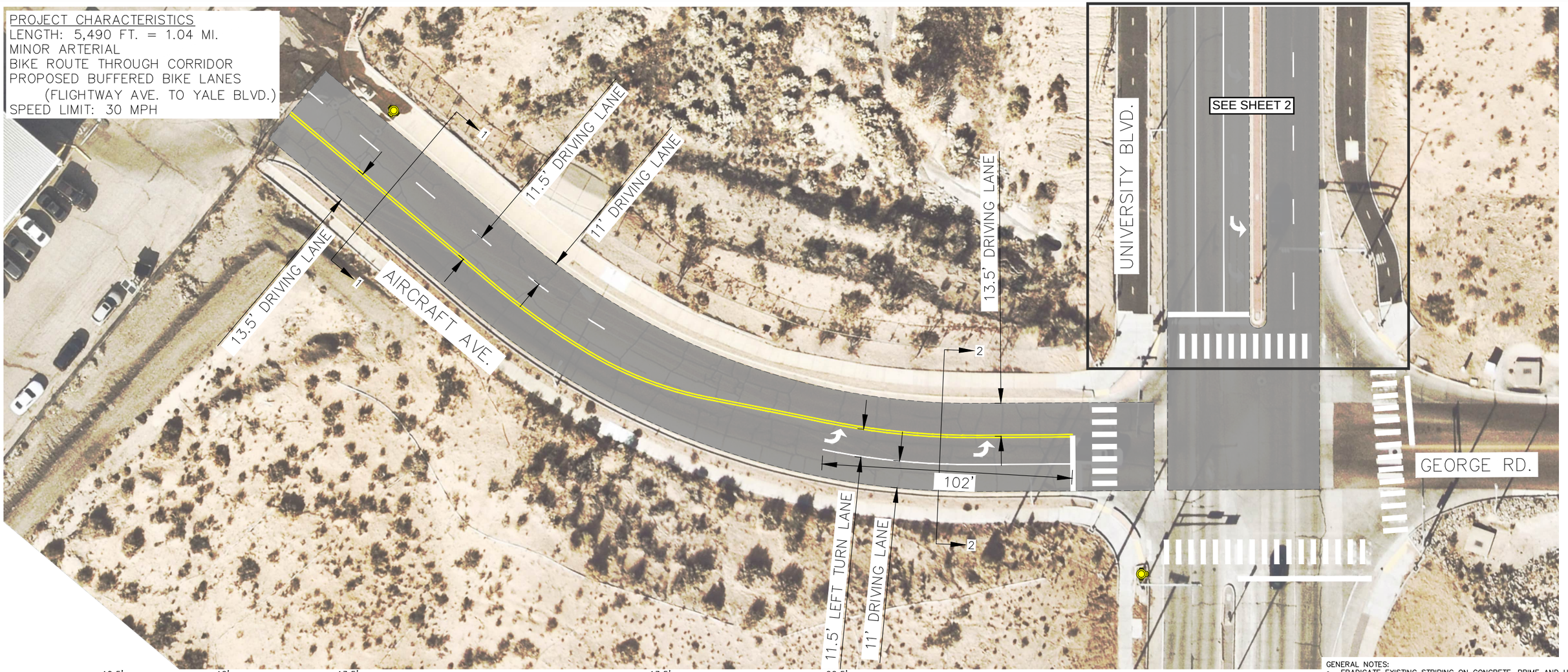
NOTE: THE SCOPE OF THIS PROJECT IS ROADWAY STRIPING MODIFICATIONS, AND THE STRIPING DESIGN HAS BEEN DEVELOPED AND APPROVED BY THE CITY OF ALBUQUERQUE COMPLETE STREETS COMMITTEE. NO EXISTING ROADWAY OR TRAFFIC ANALYSIS HAS BEEN PERFORMED OUTSIDE THE SCOPE OF THIS PROJECT. NO SURVEY WAS COLLECTED, AND THE DESIGN IS SUBJECT TO FIELD CHANGES APPROVED BY THE CITY.

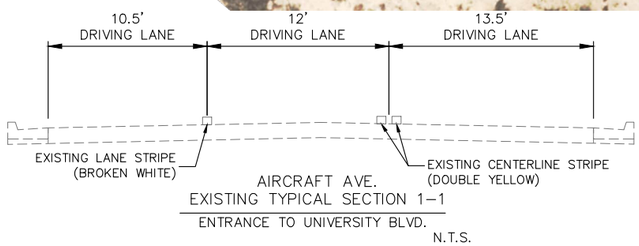
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10 OF 10

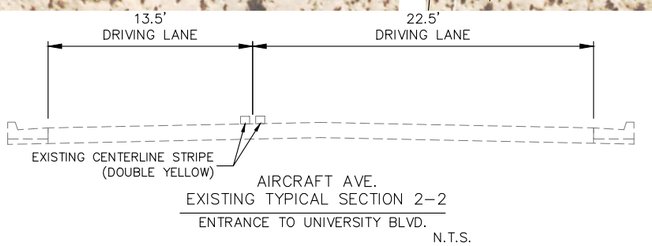
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PROJECT CHARACTERISTICS
LENGTH: 5,490 FT. = 1.04 MI.
MINOR ARTERIAL
BIKE ROUTE THROUGH CORRIDOR
PROPOSED BUFFERED BIKE LANES
(FLIGHTWAY AVE. TO YALE BLVD.)
SPEED LIMIT: 30 MPH

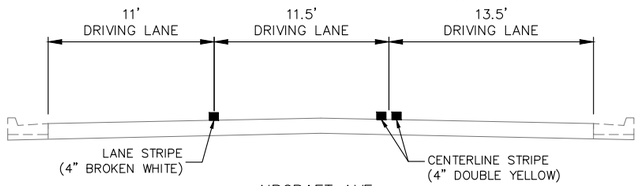




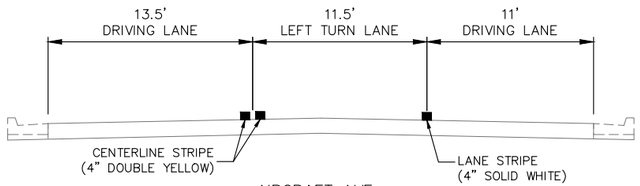
AIRCRAFT AVE.
EXISTING TYPICAL SECTION 1–1
ENTRANCE TO UNIVERSITY BLVD.
N.T.S.



AIRCRAFT AVE.
EXISTING TYPICAL SECTION 2–2
ENTRANCE TO UNIVERSITY BLVD.
N.T.S.



AIRCRAFT AVE.
PROPOSED TYPICAL SECTION 1–1
ENTRANCE TO UNIVERSITY BLVD.
N.T.S.



AIRCRAFT AVE.
PROPOSED TYPICAL SECTION 2–2
ENTRANCE TO UNIVERSITY BLVD.
N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
- ALL ADDITIONAL SIGNS ARE RECOMMENDATIONS AND MAY BE INSTALLED SEPARATE FROM THIS PROGRAM.

RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

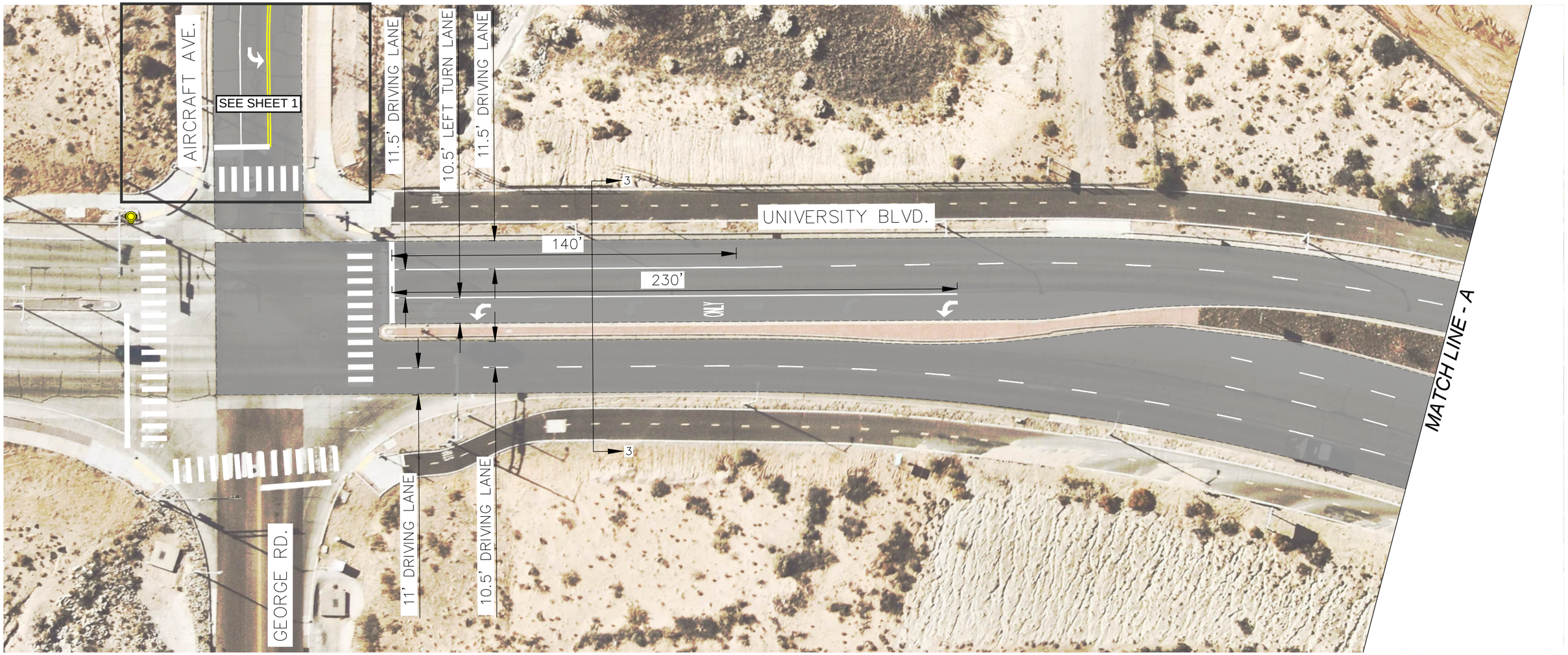
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

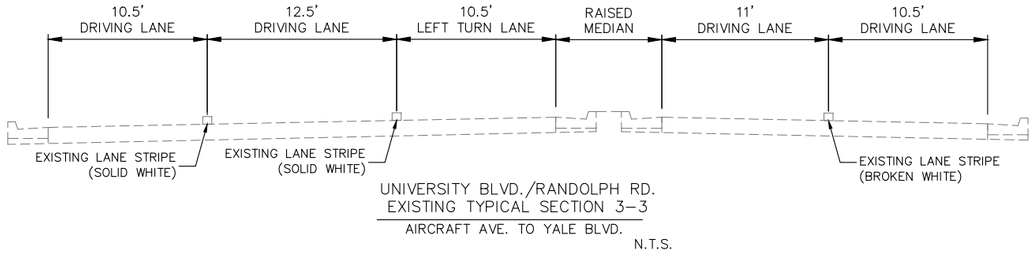
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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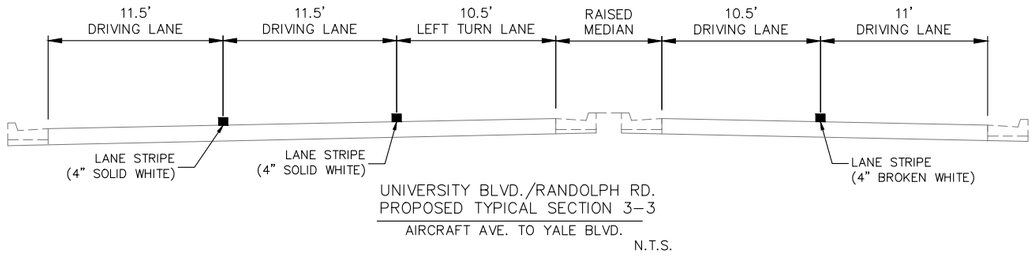
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UNIVERSITY BLVD./RANDOLPH RD.
EXISTING TYPICAL SECTION 3–3
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.



UNIVERSITY BLVD./RANDOLPH RD.
PROPOSED TYPICAL SECTION 3–3
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

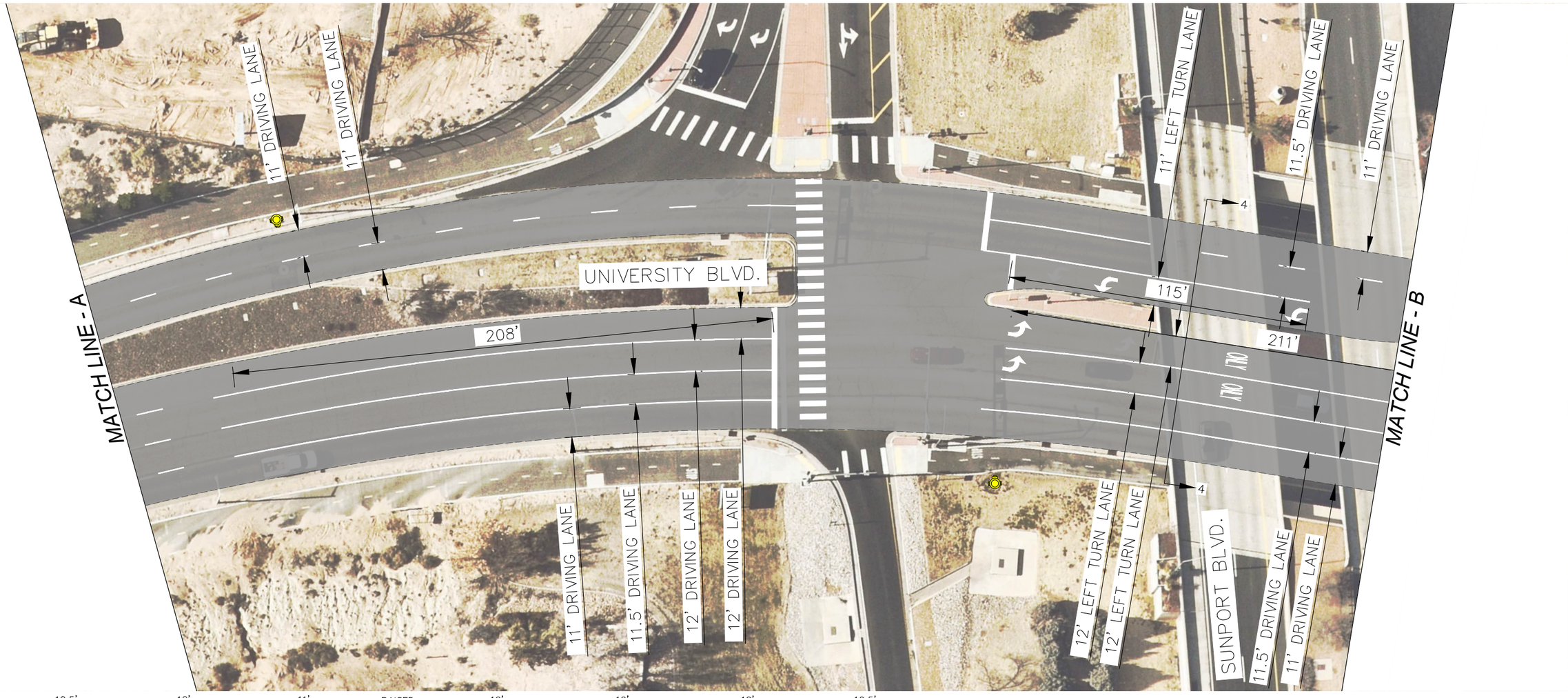
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

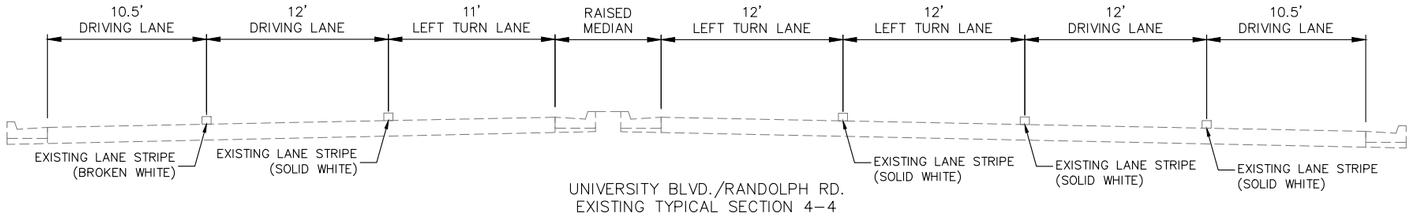
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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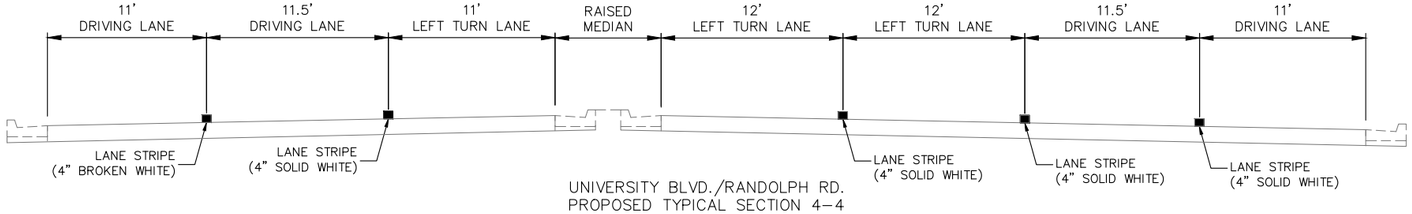
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05/21/2026

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UNIVERSITY BLVD./RANDOLPH RD.
EXISTING TYPICAL SECTION 4–4
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.



UNIVERSITY BLVD./RANDOLPH RD.
PROPOSED TYPICAL SECTION 4–4
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.

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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/21/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

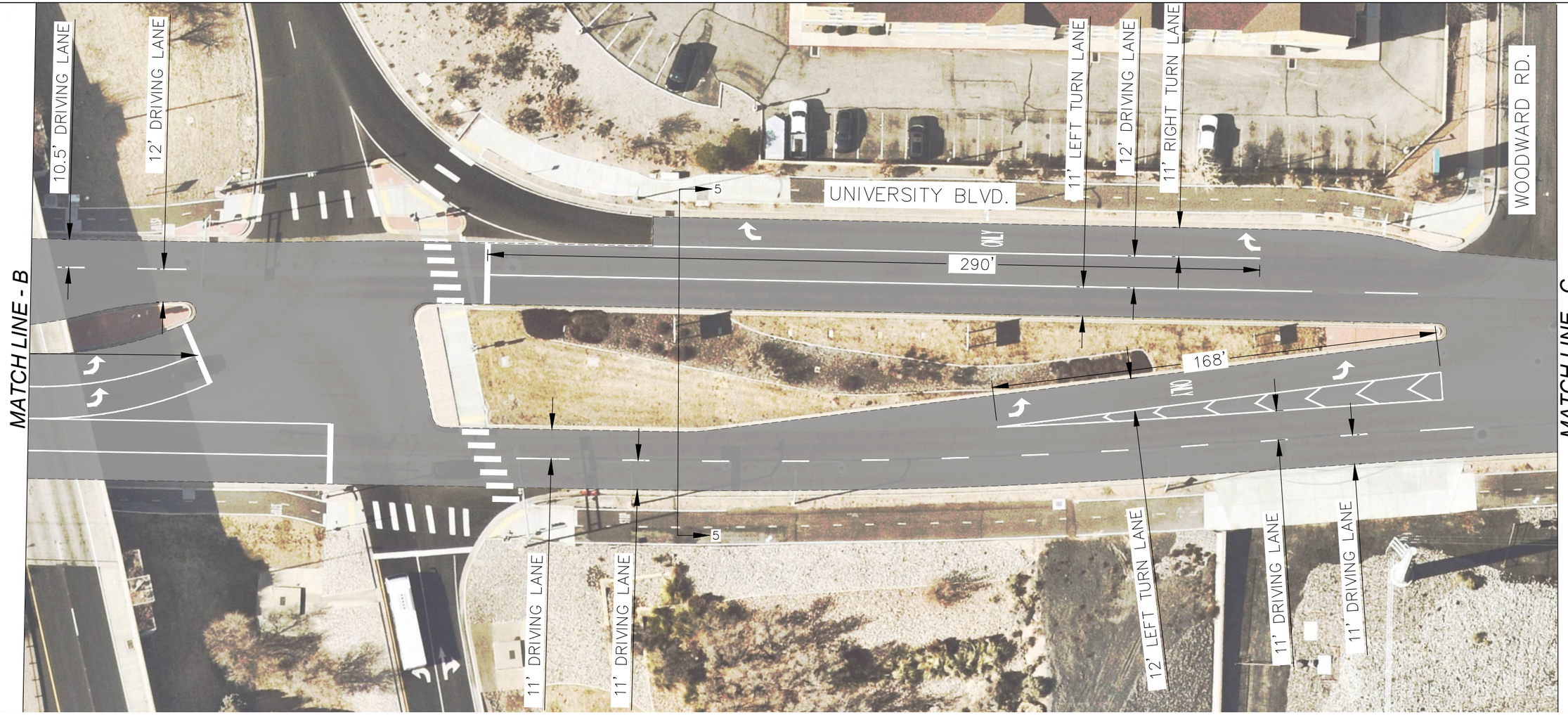
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

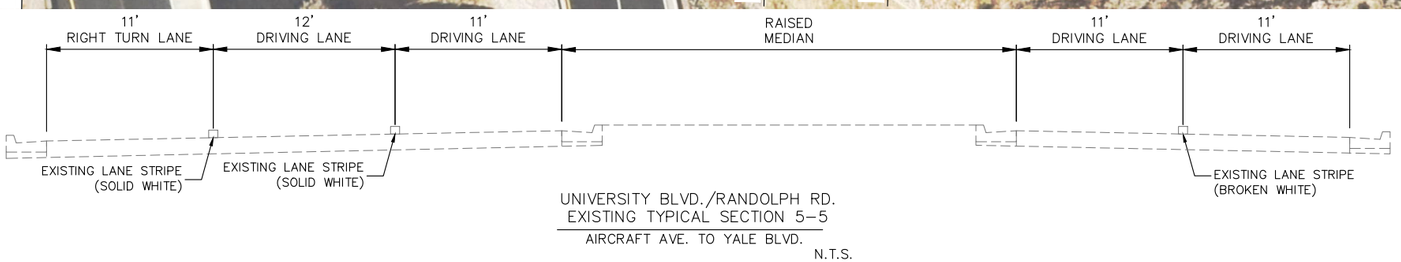
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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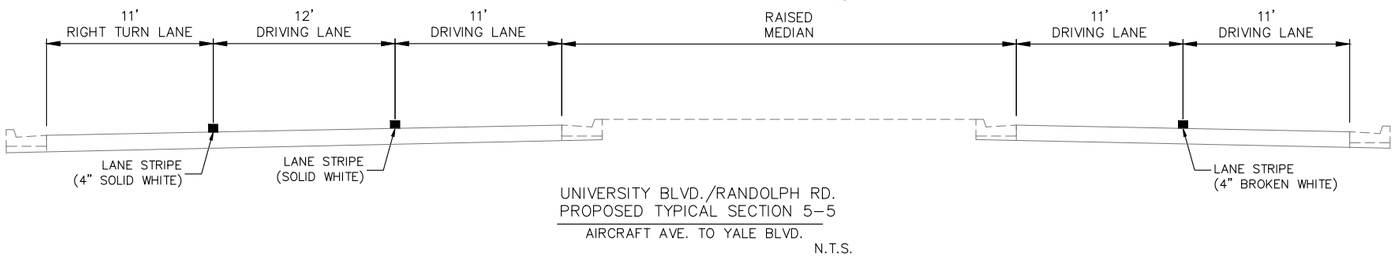
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05/21/2026

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UNIVERSITY BLVD./RANDOLPH RD.
EXISTING TYPICAL SECTION 5–5
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.



UNIVERSITY BLVD./RANDOLPH RD.
PROPOSED TYPICAL SECTION 5–5
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.

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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/19/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

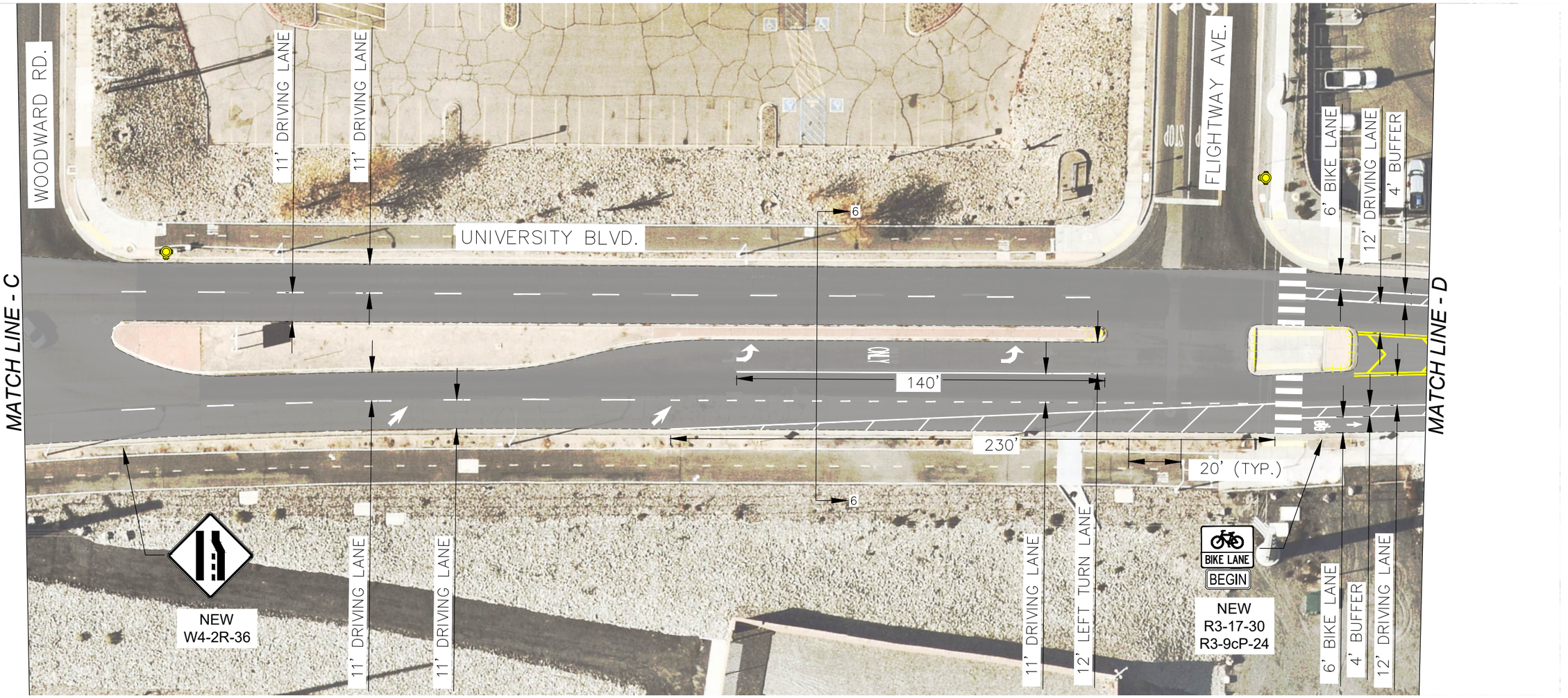
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

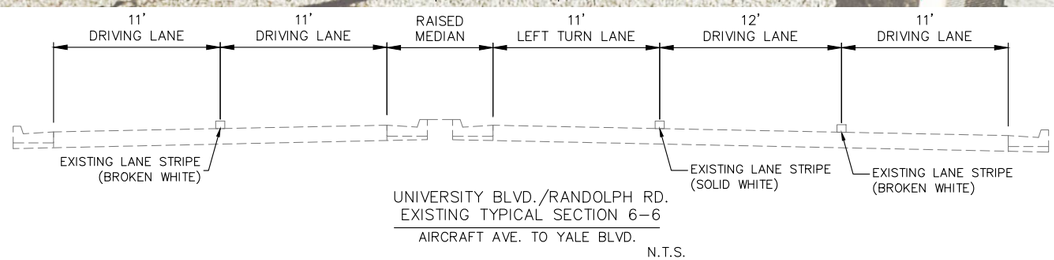
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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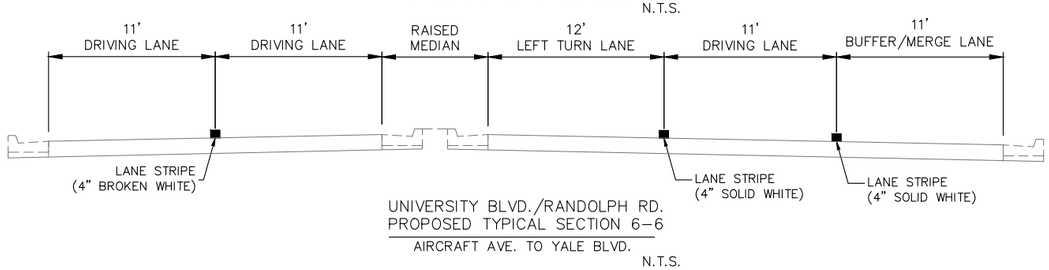
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UNIVERSITY BLVD./RANDOLPH RD.
EXISTING TYPICAL SECTION 6–6
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.



UNIVERSITY BLVD./RANDOLPH RD.
PROPOSED TYPICAL SECTION 6–6
AIRCRAFT AVE. TO YALE BLVD.
N.T.S.

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RISA LUJAN
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29849
PROFESSIONAL ENGINEER
5/19/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

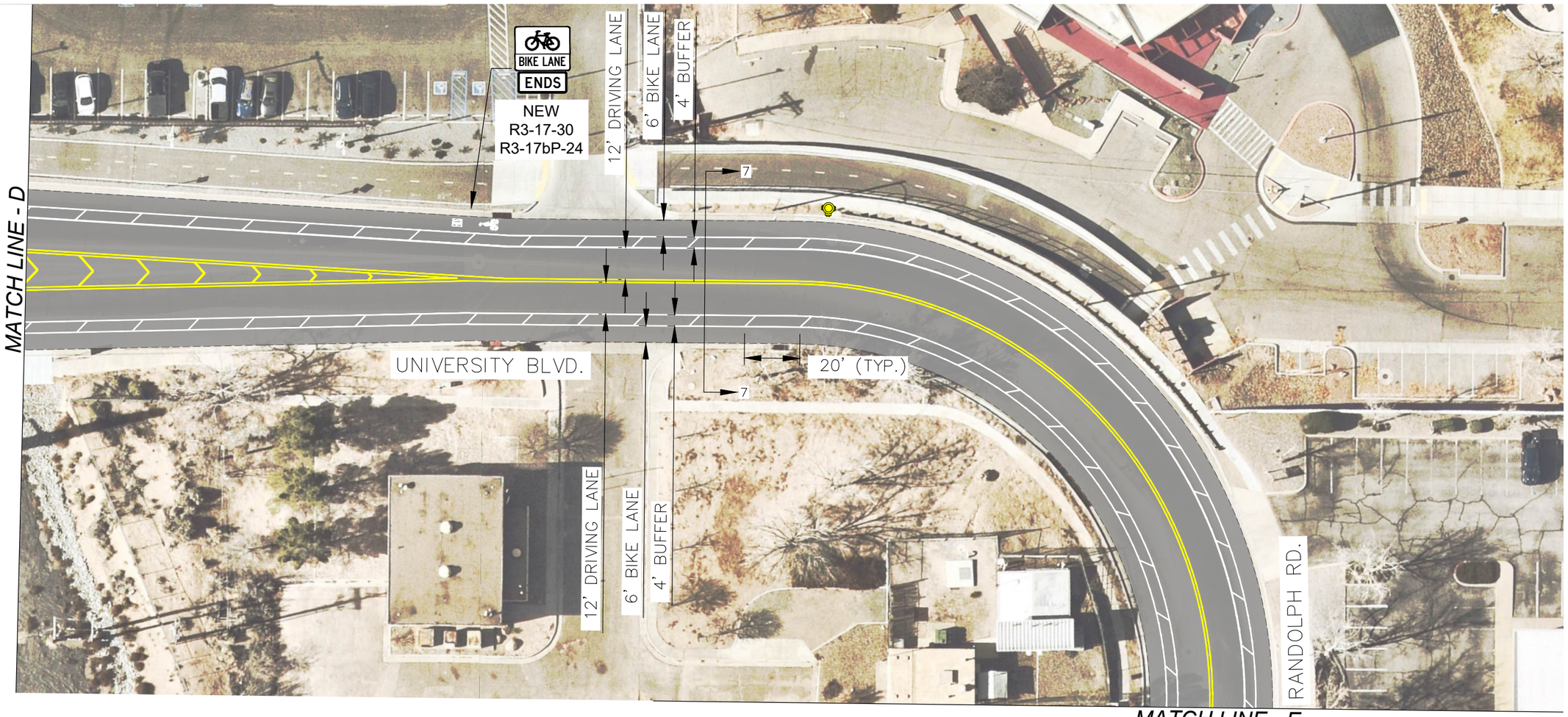
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

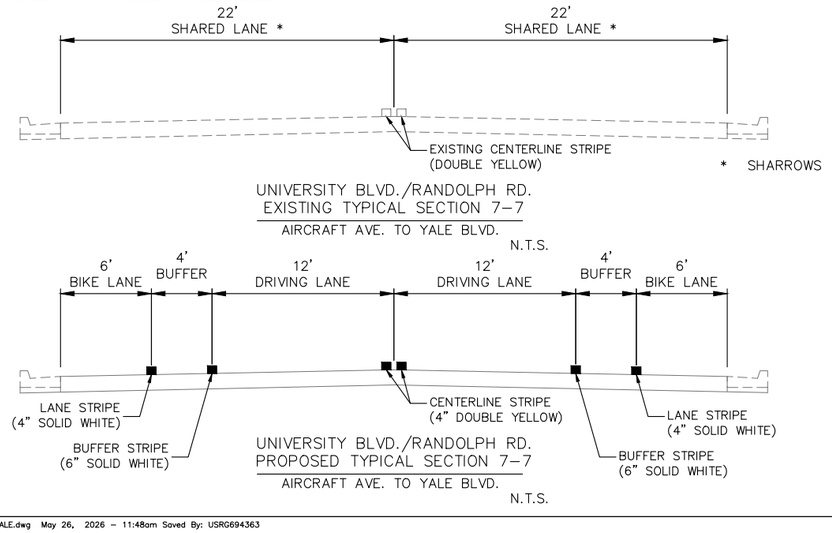
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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5/21/2026

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LEGEND	
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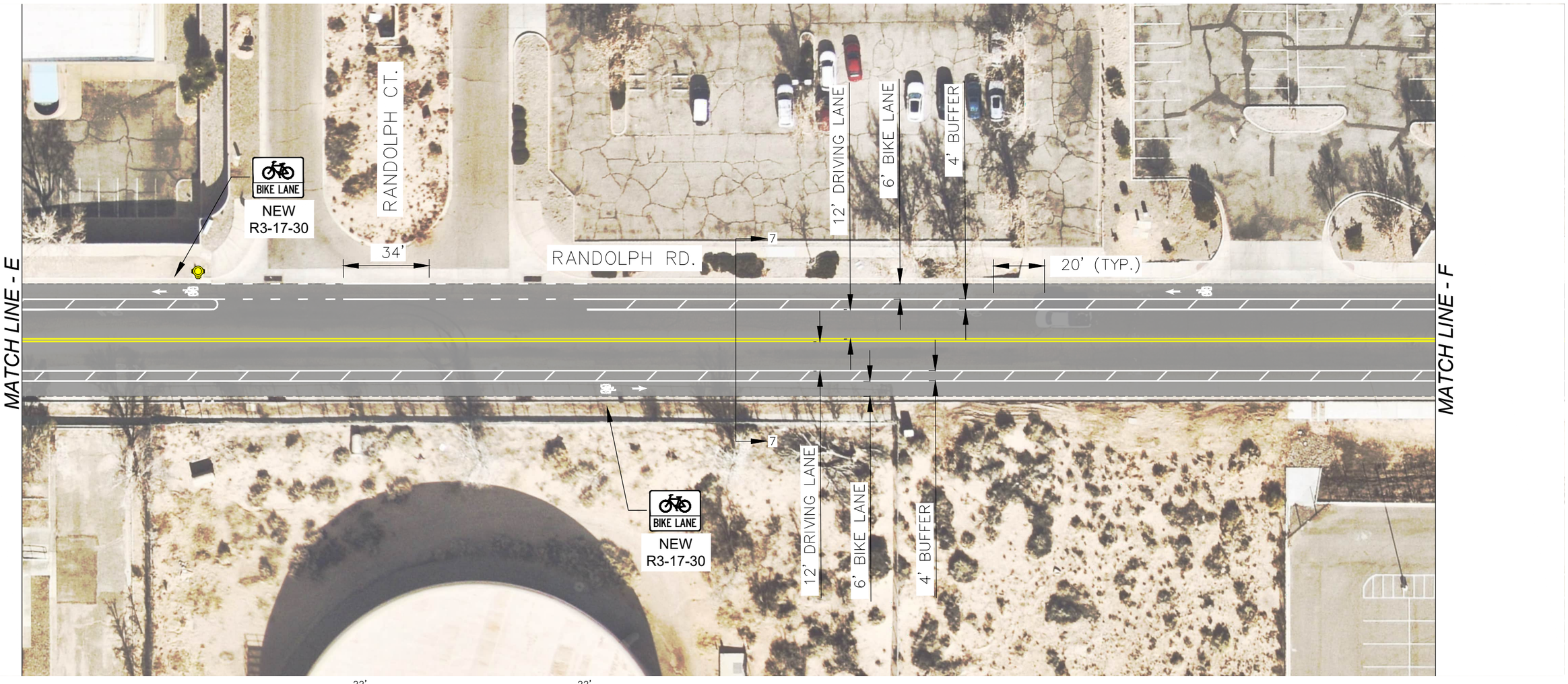
CITY OF ALBUQUERQUE
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ENGINEERING DIVISION

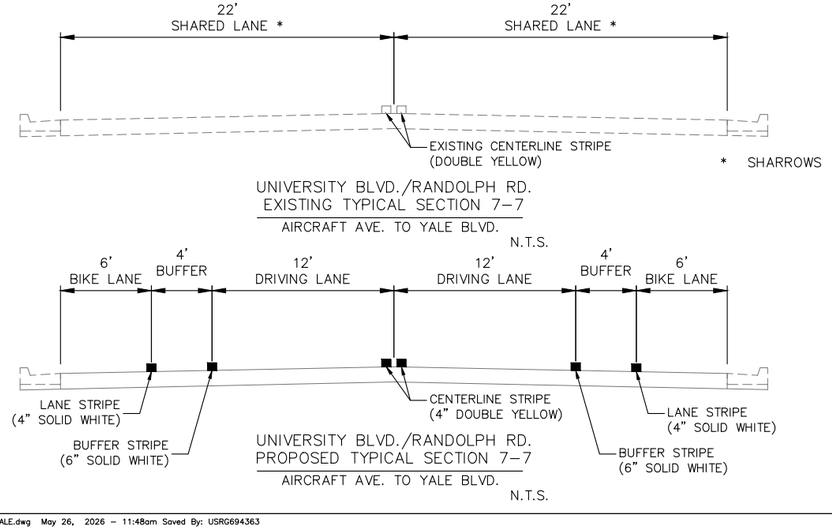
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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05/21/2026

Sheet
6 OF 11





GENERAL NOTES:

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5/21/2026

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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
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	EDGE OF PAVEMENT

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ALBUQUERQUE, NM 87110
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

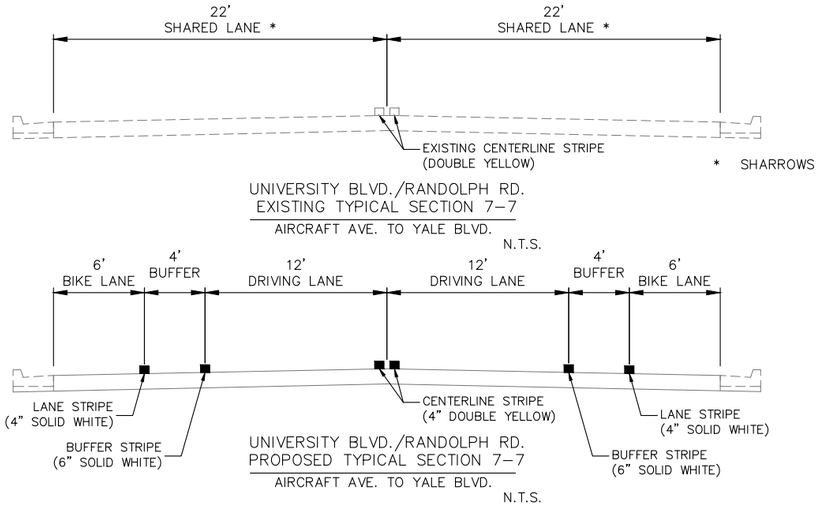
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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5/21/2026

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(IN FEET)
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LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
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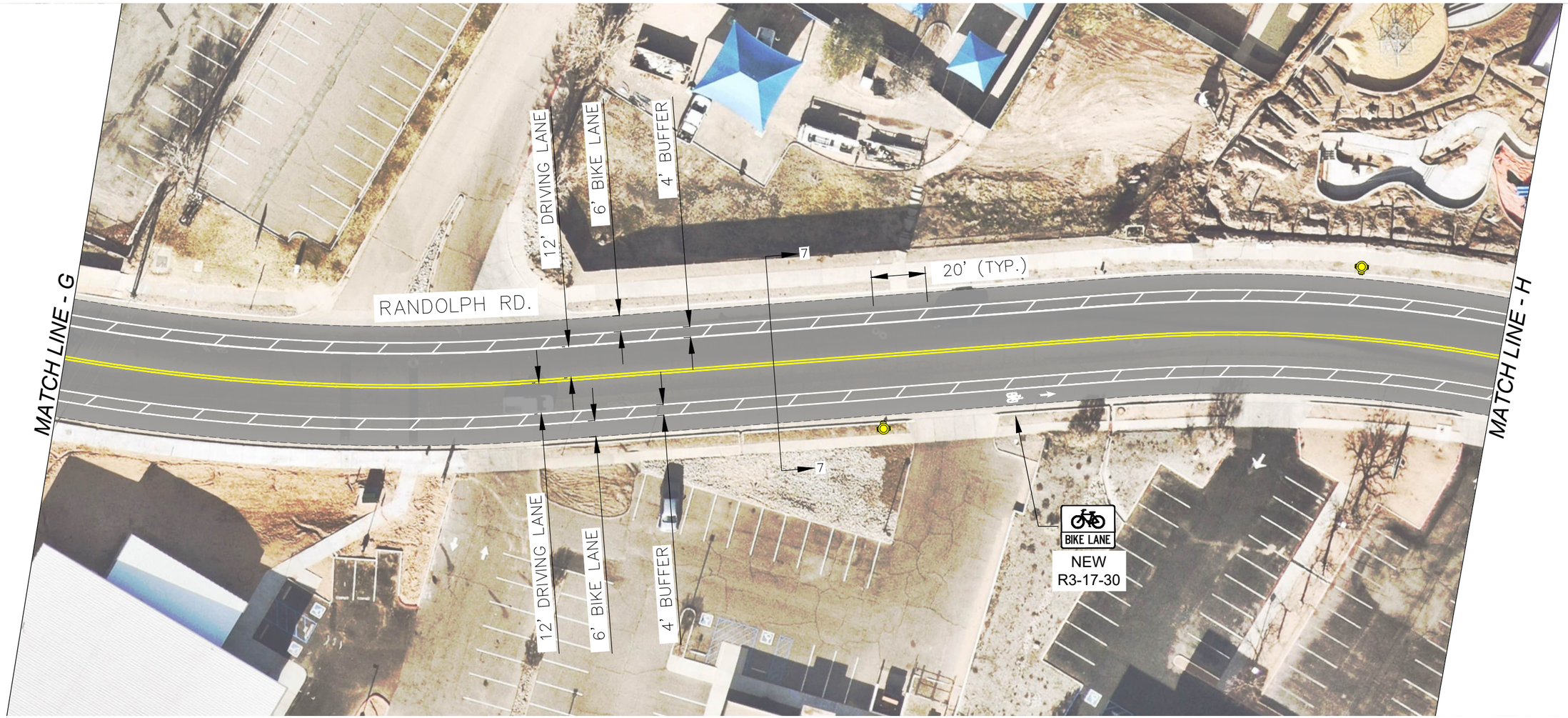
CITY OF ALBUQUERQUE
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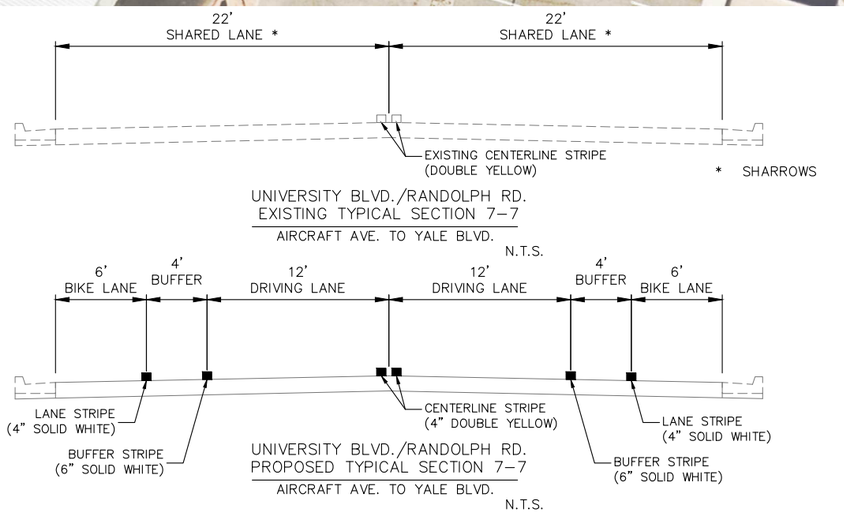
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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MO./DAY/YR.
05/21/2026

Sheet
8 OF 11





GENERAL NOTES:
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GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/26/2026

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

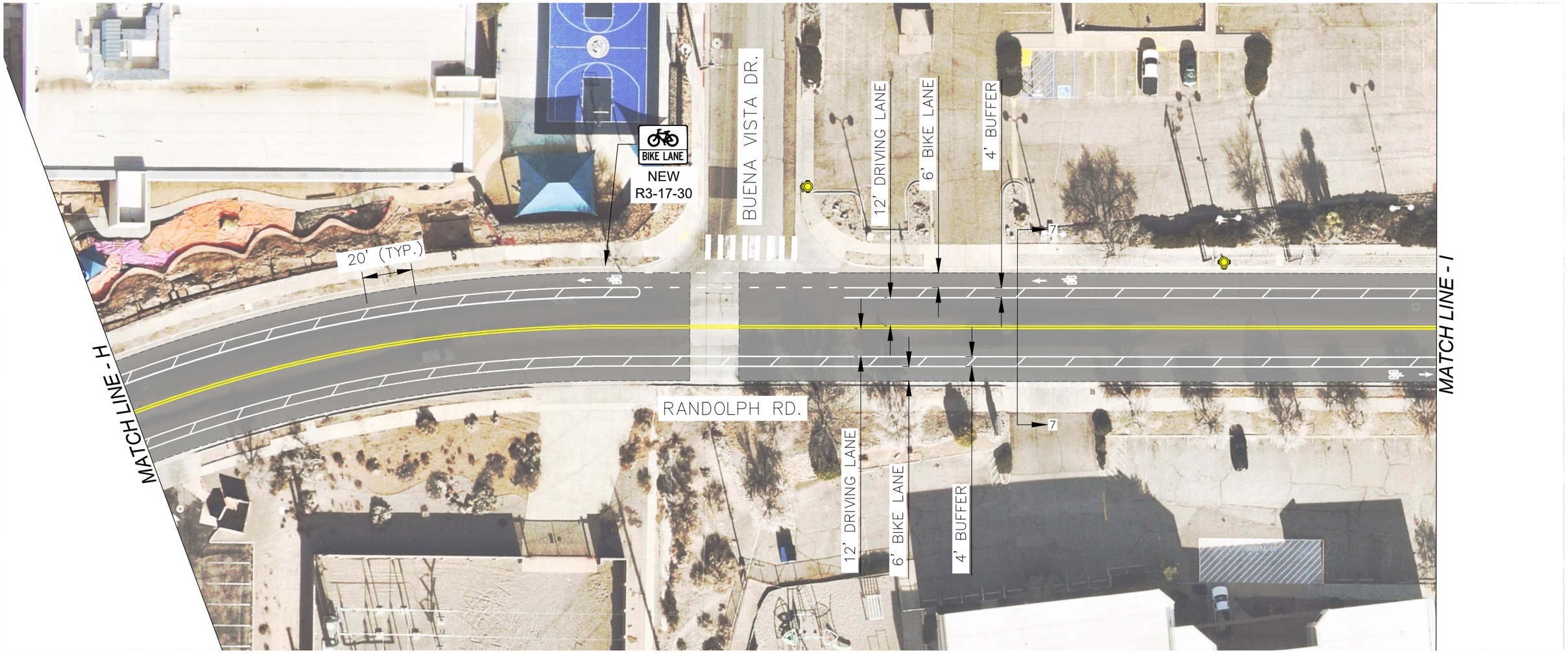
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

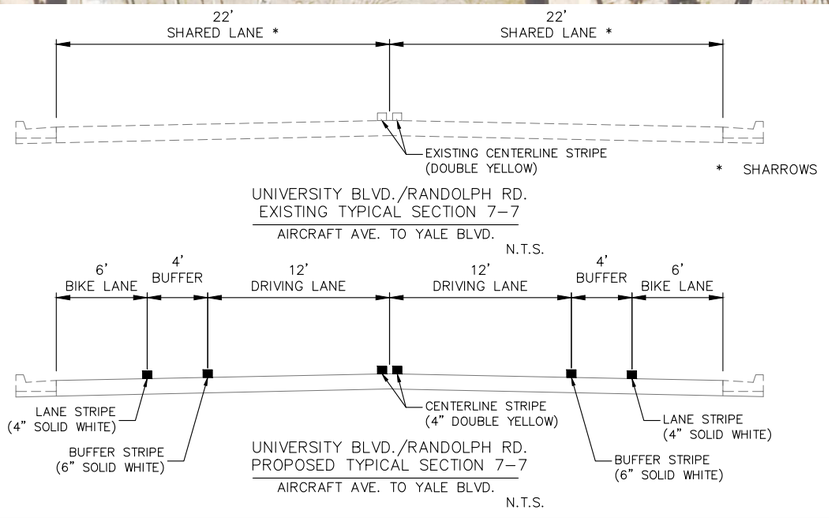
COMPLETE STREETS STRIPING
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UNIVERSITY BLVD./RANDOLPH RD.–AIRCRAFT AVE. TO YALE BLVD.

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05/21/2026

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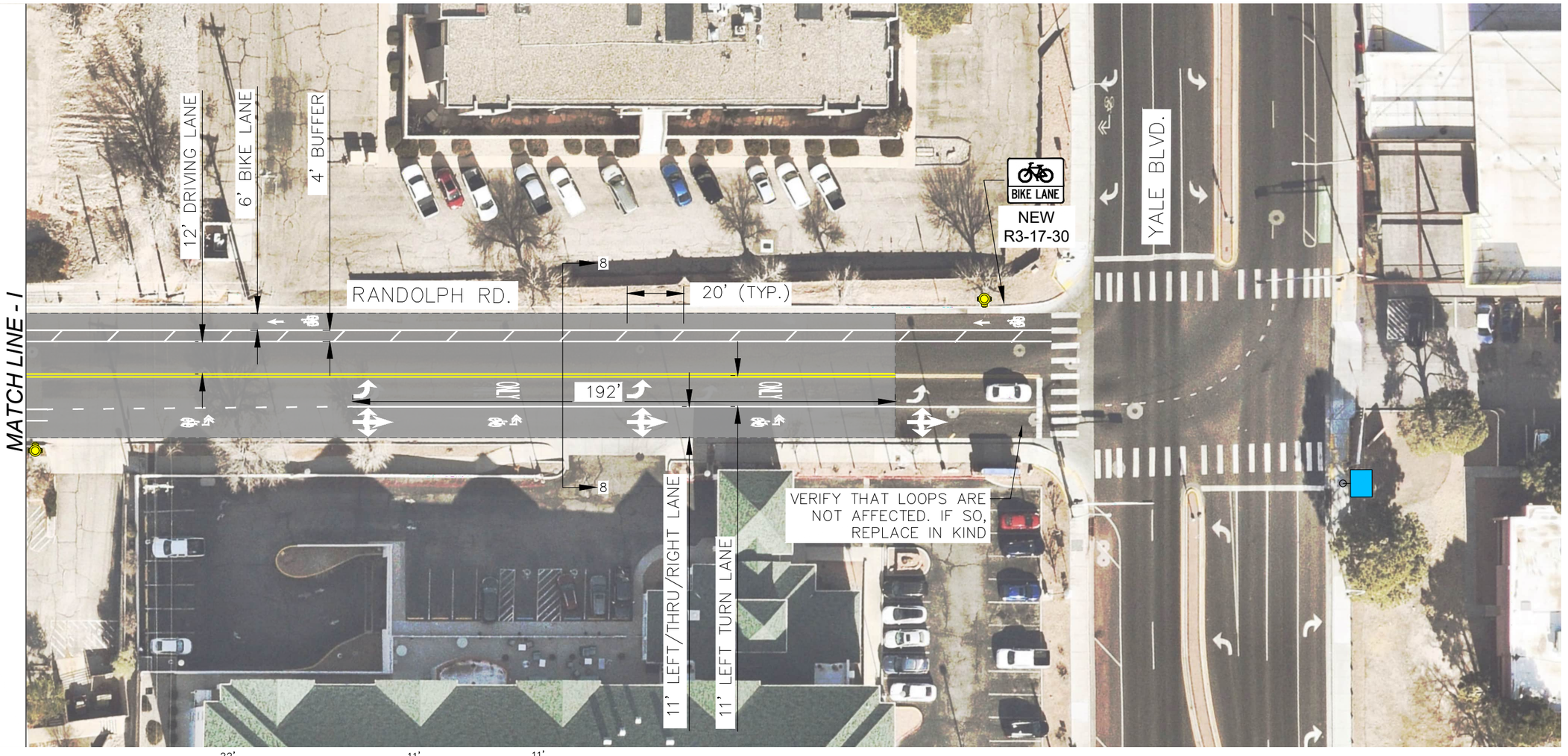
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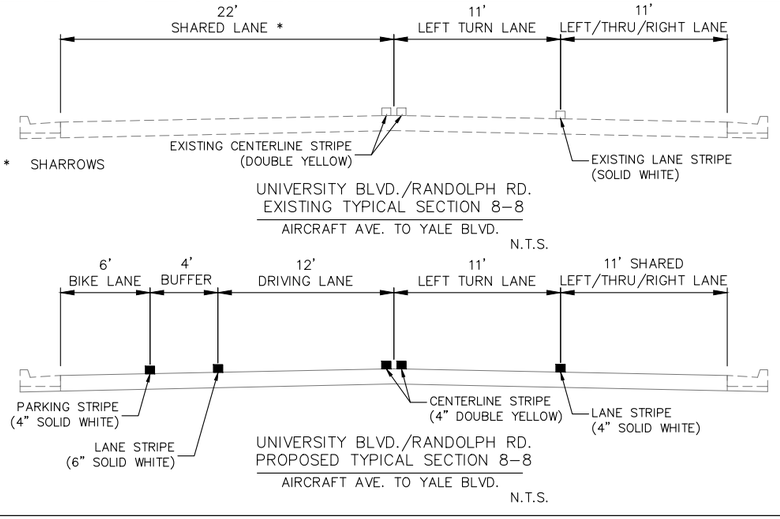
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Sheet
11 OF 11

PROJECT CHARACTERISTICS
LENGTH: 4,930 FT. = 0.93 MI.
PRINCIPAL ARTERIAL
PROPOSED BUFFERED BIKE LANES
SPEED LIMIT: 45 MPH

START OF NORTHBOUND LIMITS

ONE WAY

NEW R6-1R-36

UNSER BLVD.

116'

MATCH LINE - A

NEW R1-5L-24

SIPAPU AVE.

NEW R4-7-24

W11-2-30 REMOVE AND SALVAGE

REPLACE WITH NEW R1-5L-24

Unser Blvd
Sipapu Ave

STOP

D3-1(UNSER)
D3-1(SIPAPU)
R1-1-30
EXISTING ASSEMBLY

Unser Blvd
Sipapu Ave

REPLACE WITH NEW R1-2-36

11' DRIVING LANE

12' ACCELERATION LANE

11' DRIVING LANE

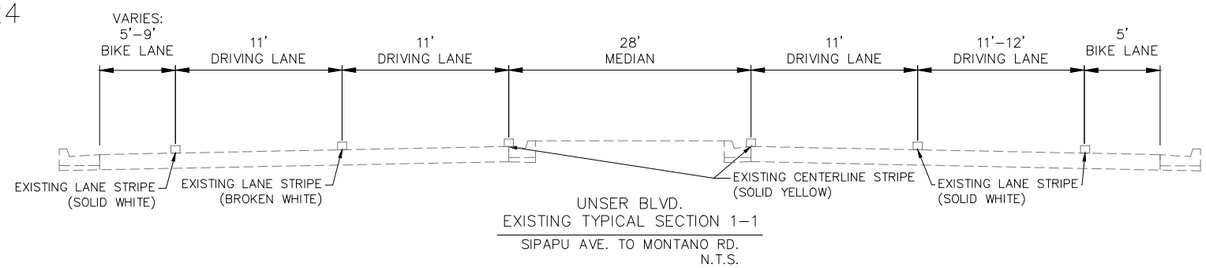
3' BUFFER

7' BIKE LANE

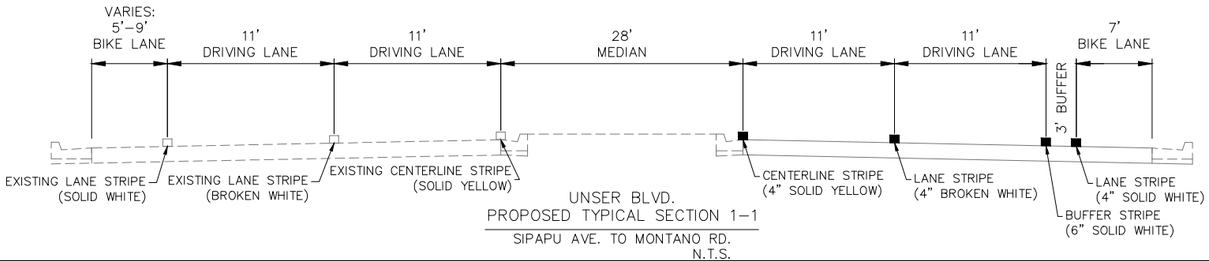
BIKE LANE AND BUFFER START TO NARROW AT CURVE

2' BUFFER

5' BIKE LANE



UNSER BLVD.
EXISTING TYPICAL SECTION 1–1
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 1–1
SIPAPU AVE. TO MONTANO RD.
N.T.S.

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UNSER BLVD. – SIPAPU AVE. TO MONTANO RD.

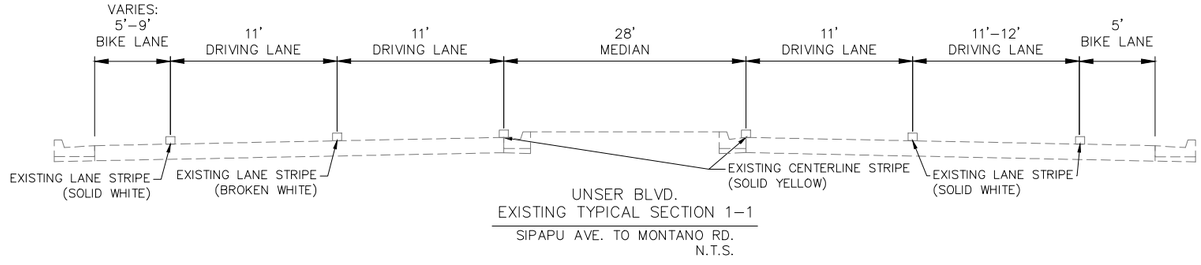
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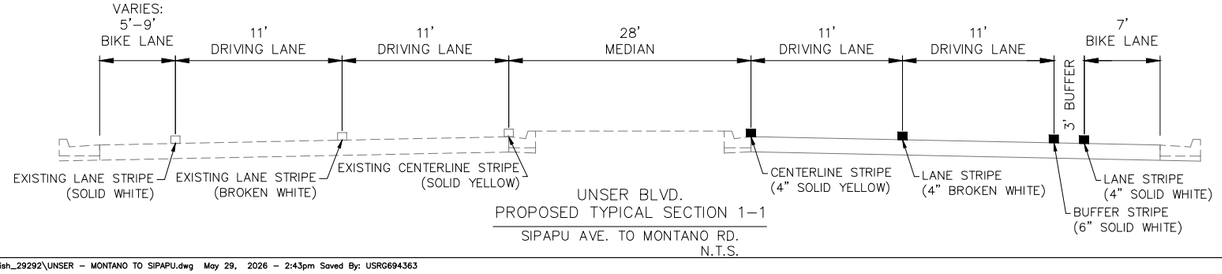
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UNSER BLVD.
EXISTING TYPICAL SECTION 1–1
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 1–1
SIPAPU AVE. TO MONTANO RD.
N.T.S.

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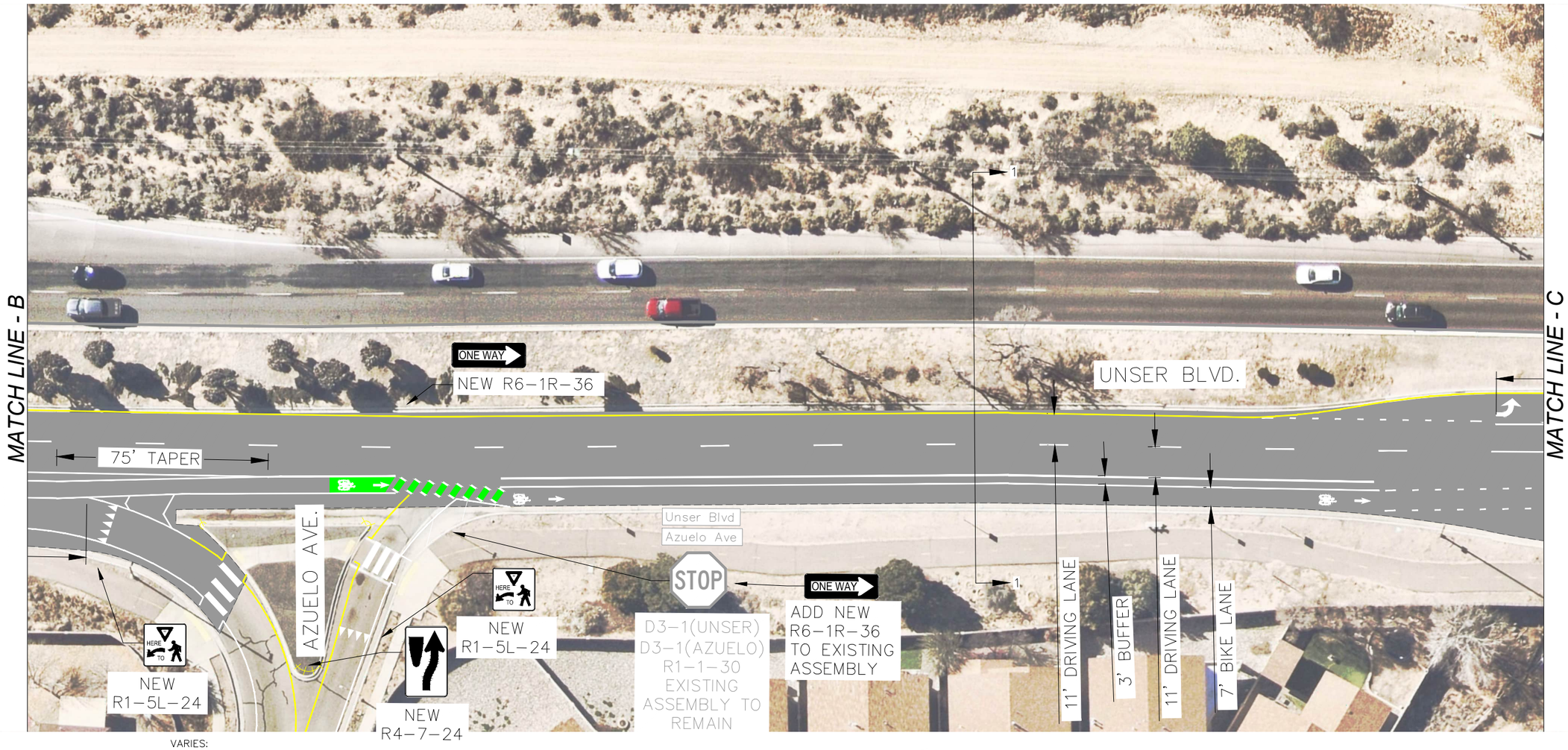
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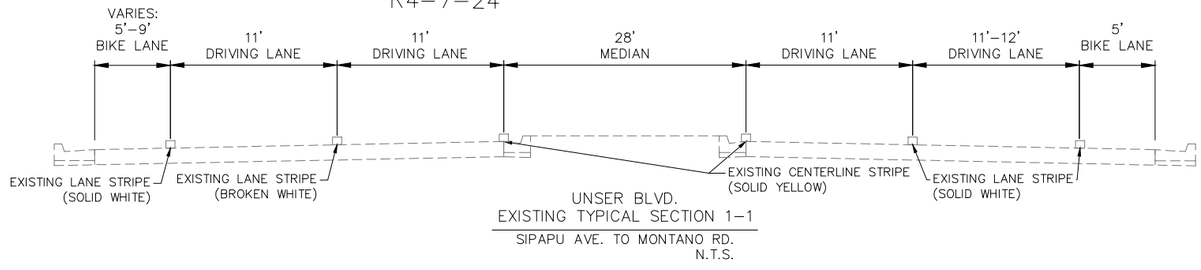
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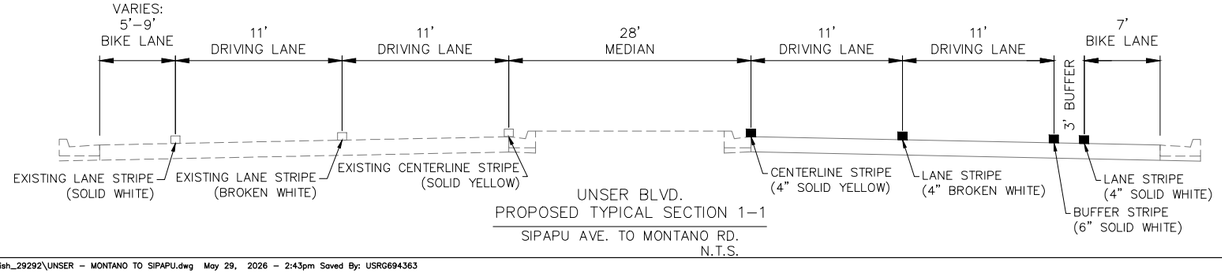
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UNSER BLVD.
EXISTING TYPICAL SECTION 1-1
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 1-1
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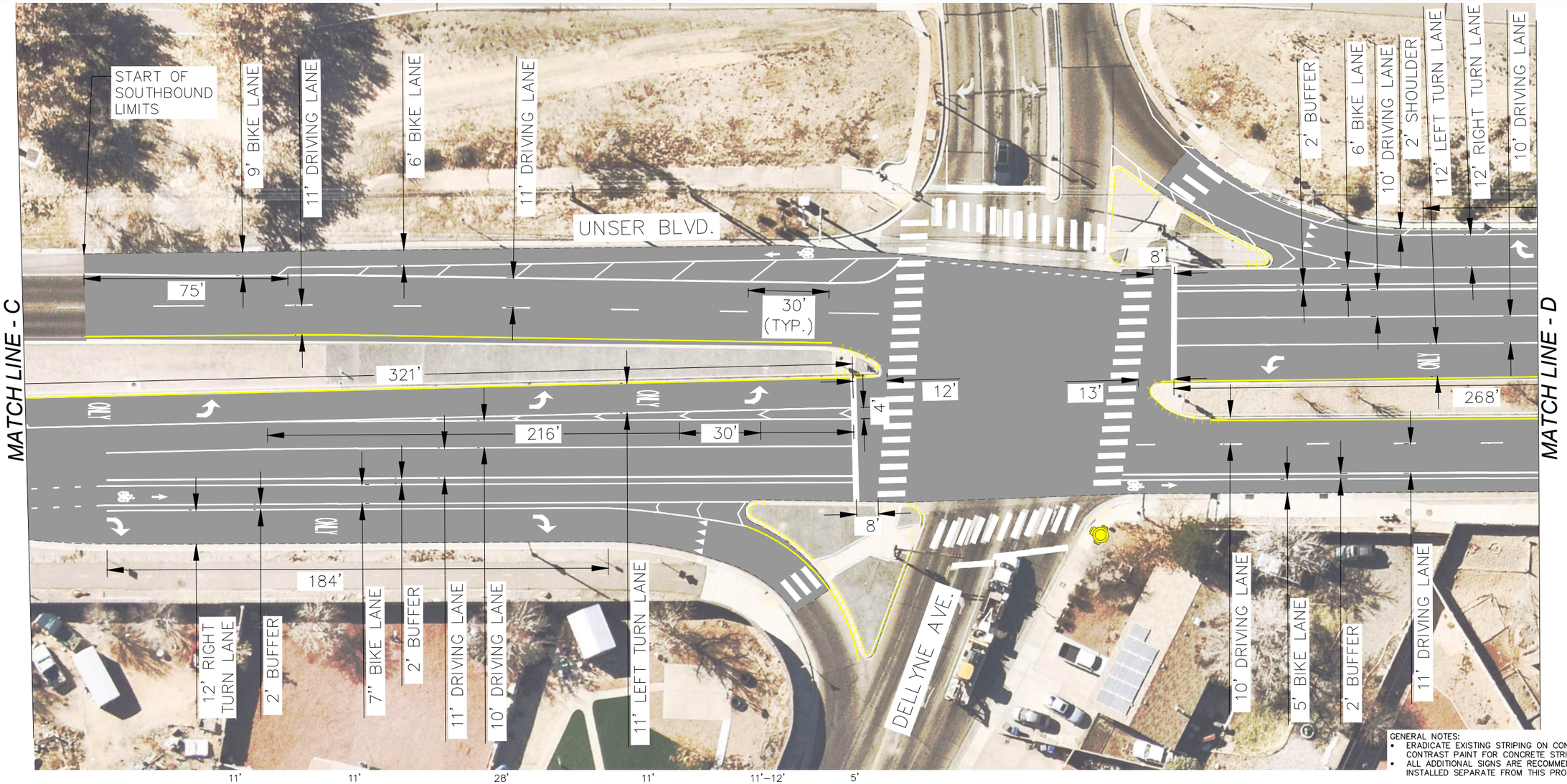
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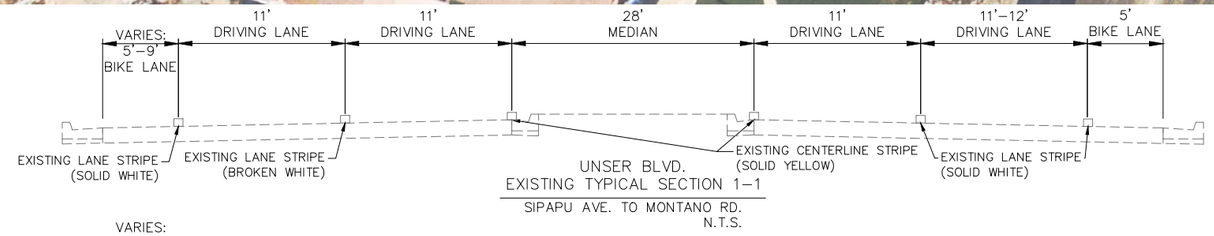
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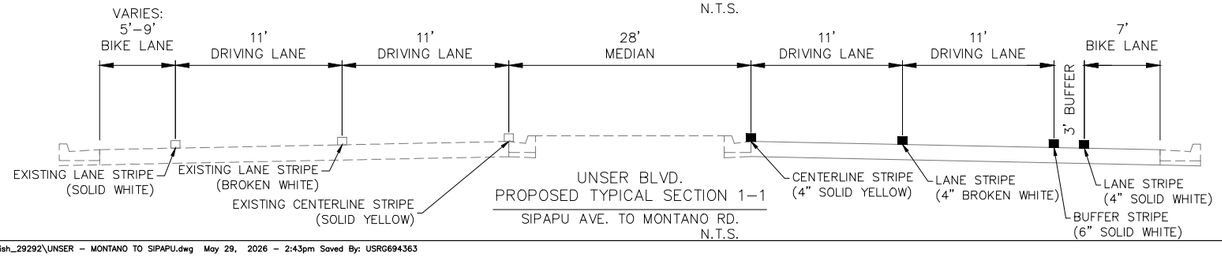
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UNSER BLVD.
EXISTING TYPICAL SECTION 1–1
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 1–1
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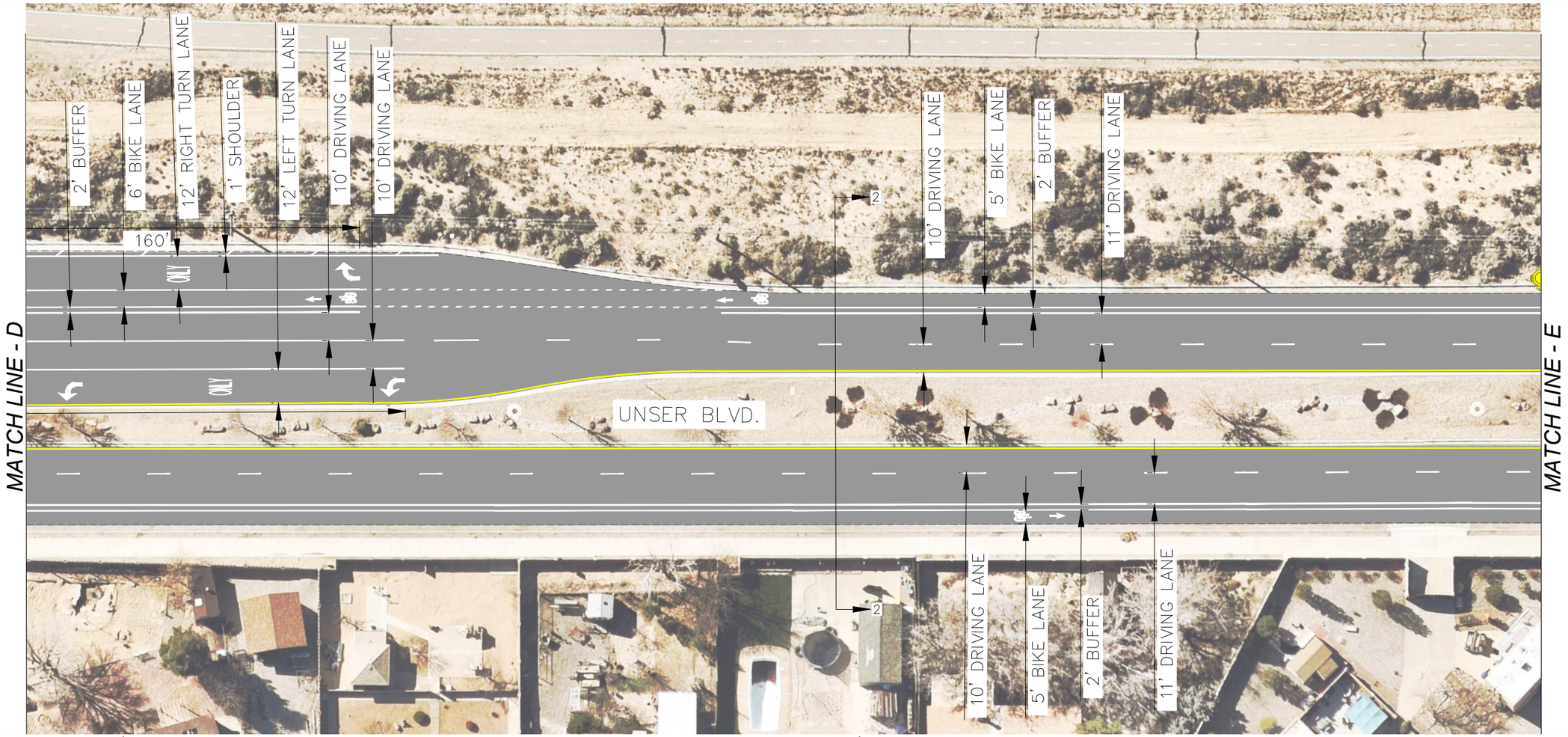
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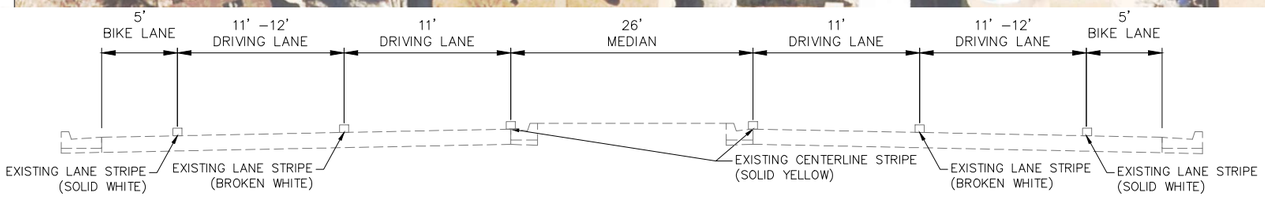
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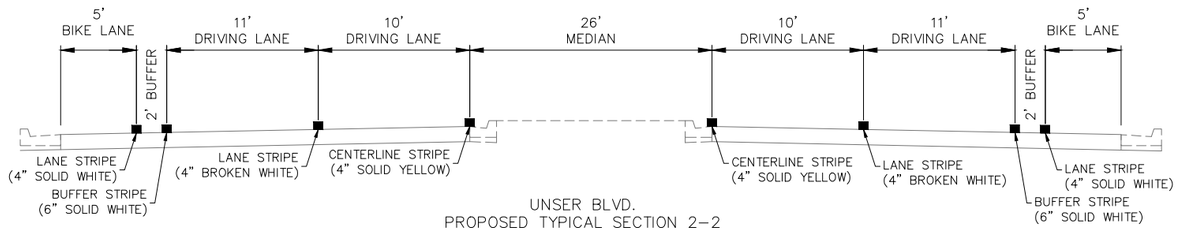
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UNSER BLVD.
EXISTING TYPICAL SECTION 2–2
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 2–2
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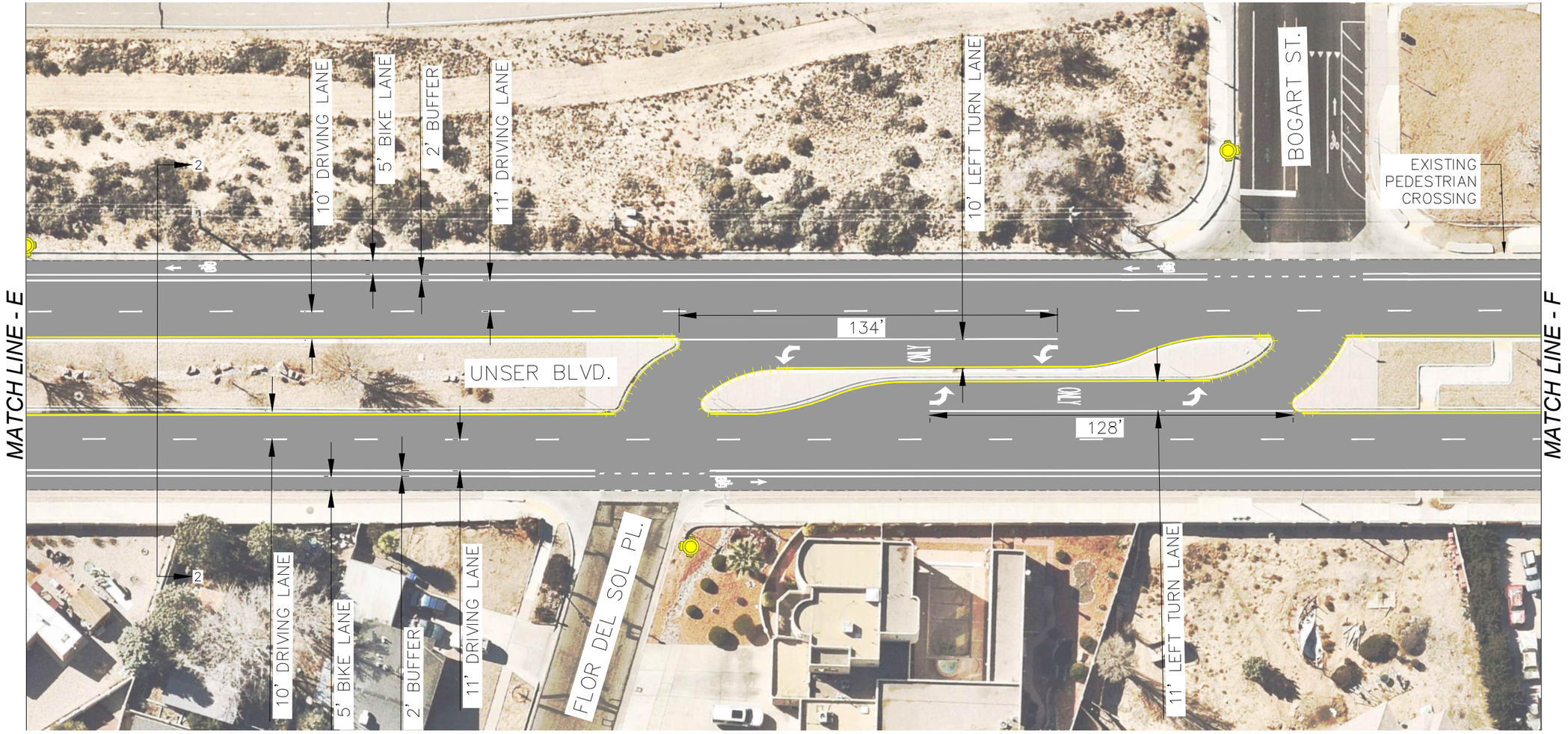
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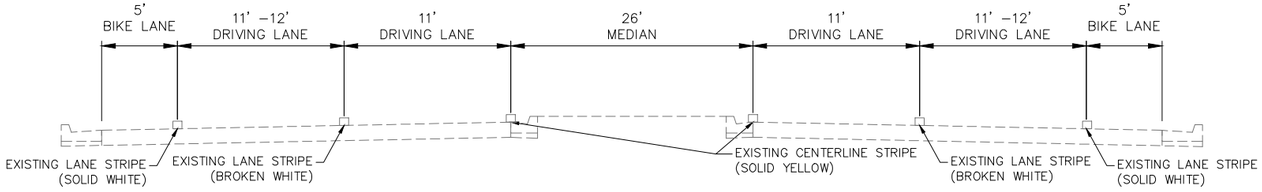
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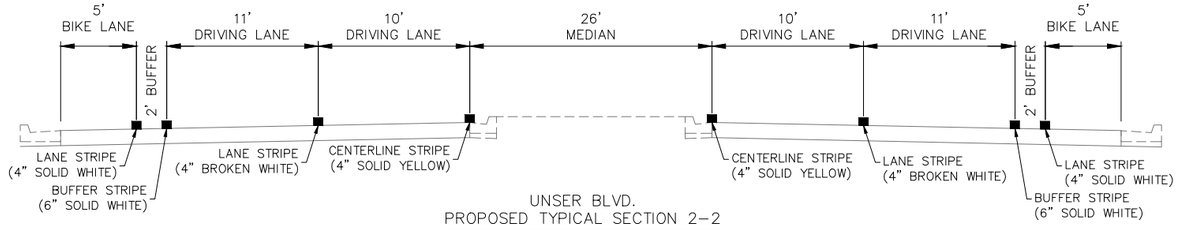
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UNSER BLVD.
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UNSER BLVD.
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20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
2440 LOUISIANA BLVD. NE
SUITE 400
ALBUQUERQUE, NM 87110
TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

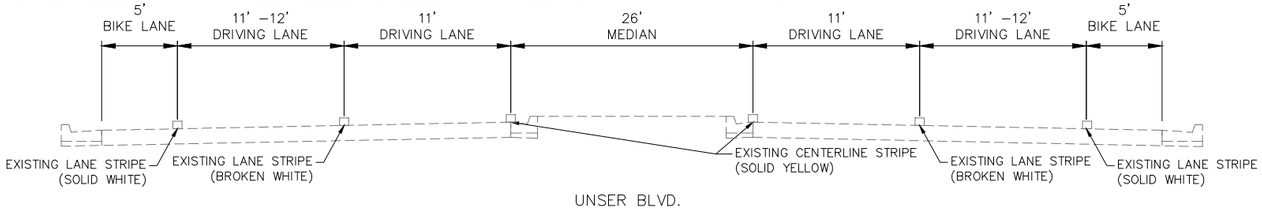
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNSER BLVD. – SIPAPU AVE. TO MONTANO RD.

NOTE: THE SCOPE OF THIS PROJECT IS ROADWAY STRIPING MODIFICATIONS, AND THE STRIPING DESIGN HAS BEEN DEVELOPED AND APPROVED BY THE CITY OF ALBUQUERQUE COMPLETE STREETS COMMITTEE. NO EXISTING ROADWAY OR TRAFFIC ANALYSIS HAS BEEN PERFORMED OUTSIDE THE SCOPE OF THIS PROJECT. NO SURVEY WAS COLLECTED, AND THE DESIGN IS SUBJECT TO FIELD CHANGES APPROVED BY THE CITY.

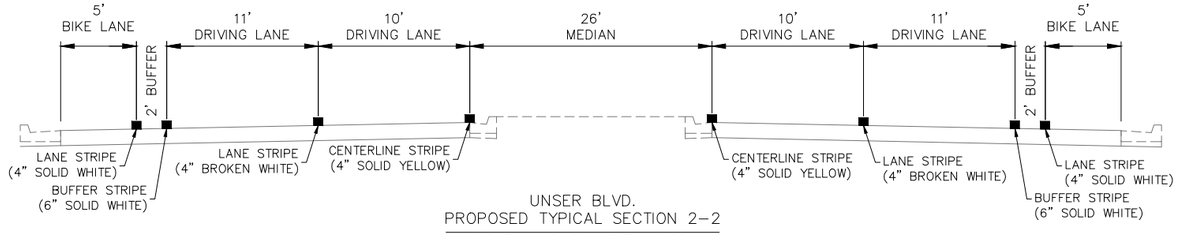
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05/21/2026

Sheet
6 OF 10





UNSER BLVD.
EXISTING TYPICAL SECTION 2–2
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 2–2
SIPAPU AVE. TO MONTANO RD.
N.T.S.

GENERAL NOTES:
- ERADICATE EXISTING STRIPING ON CONCRETE. PRIME AND USE CONTRAST PAINT FOR CONCRETE STRIPING INSTALLATION.
- ALL ADDITIONAL SIGNS ARE RECOMMENDATIONS AND MAY BE INSTALLED SEPARATE FROM THIS PROGRAM.

RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/29/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
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ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNSER BLVD. – SIPAPU AVE. TO MONTANO RD.

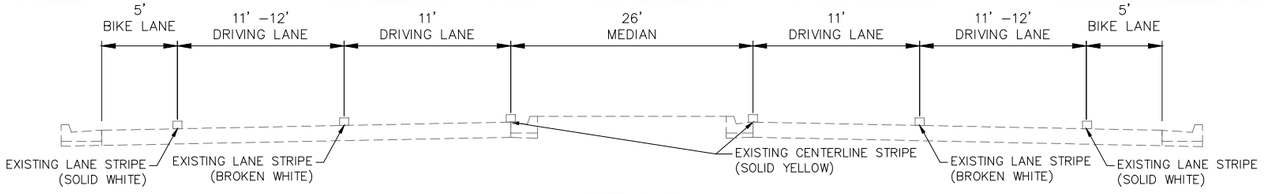
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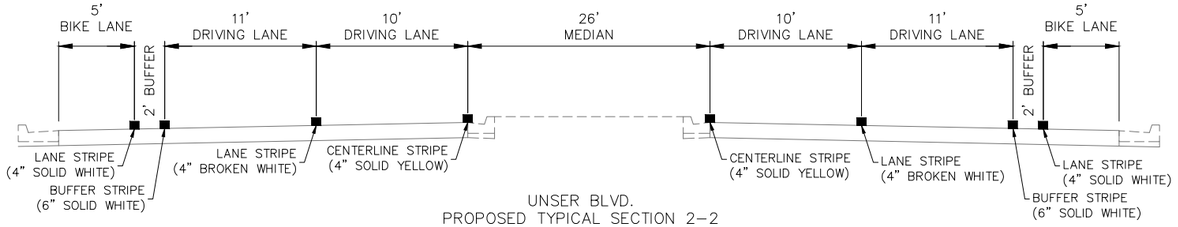
Sheet 7 OF 10

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UNSER BLVD.
EXISTING TYPICAL SECTION 2–2
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 2–2
SIPAPU AVE. TO MONTANO RD.
N.T.S.

GENERAL NOTES:
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RISA LUJAN
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5/19/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
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	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

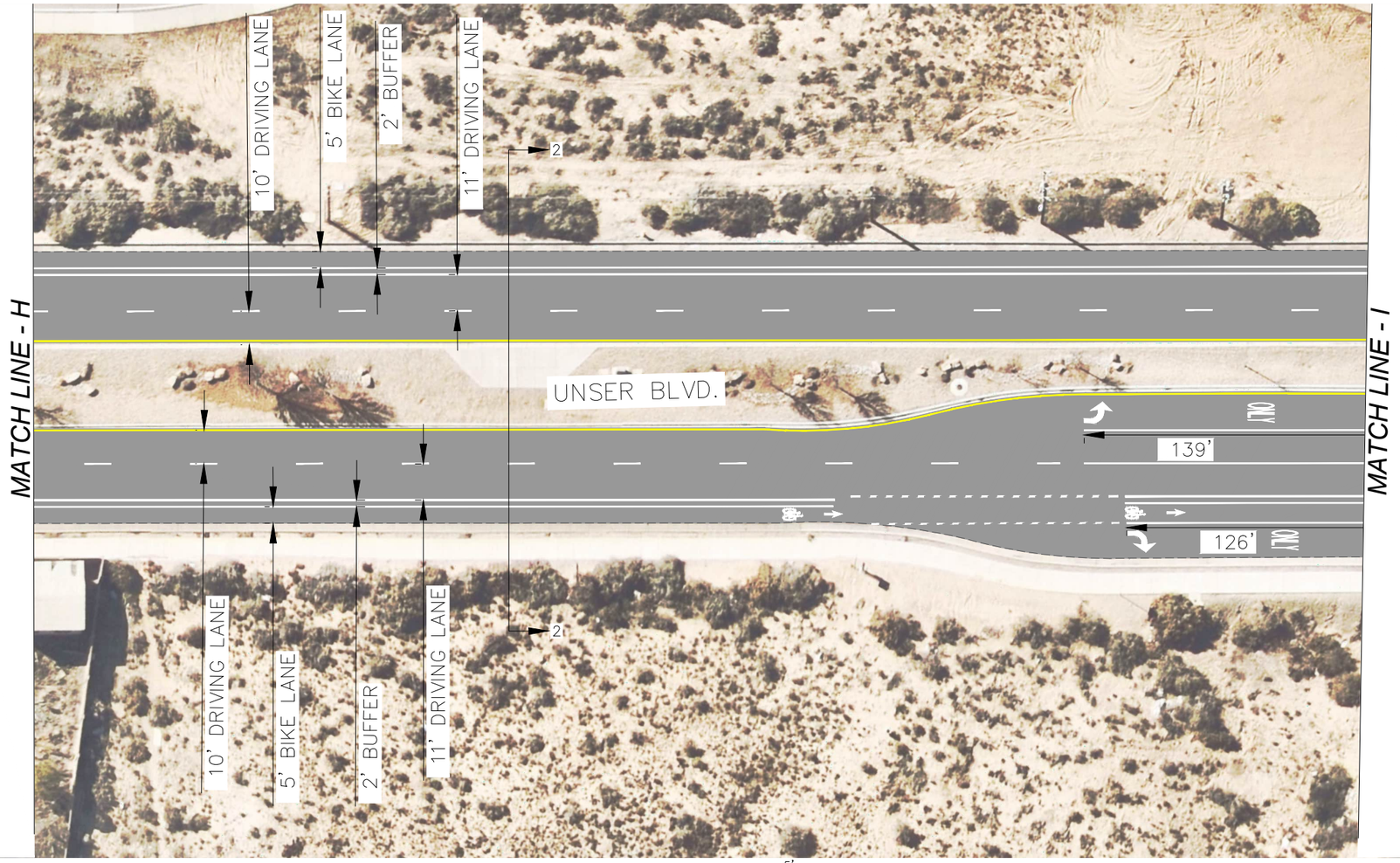
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNSER BLVD. – SIPAPU AVE. TO MONTANO RD.

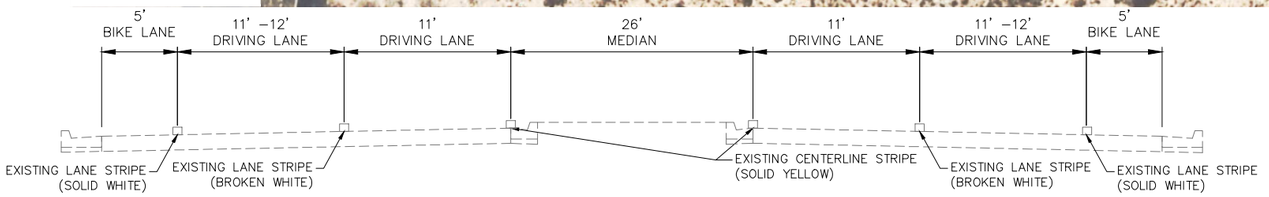
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05/21/2026

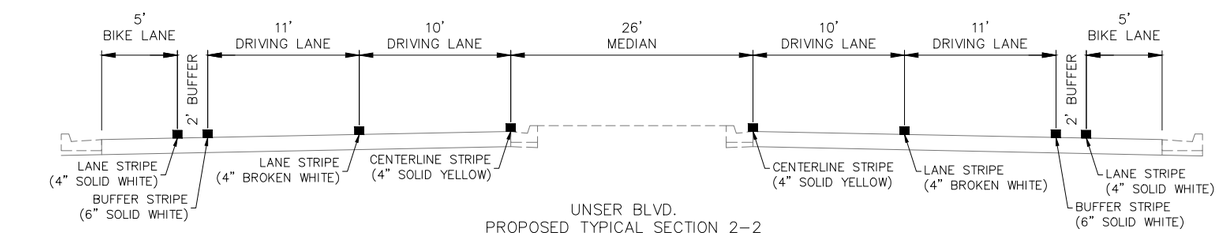
Sheet 8 OF 10

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UNSER BLVD.
EXISTING TYPICAL SECTION 2–2
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 2–2
SIPAPU AVE. TO MONTANO RD.
N.T.S.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
05/29/2026
PROFESSIONAL ENGINEER

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
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	FIRE HYDRANT
	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

WSP USA Inc.
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ALBUQUERQUE, NM 87110
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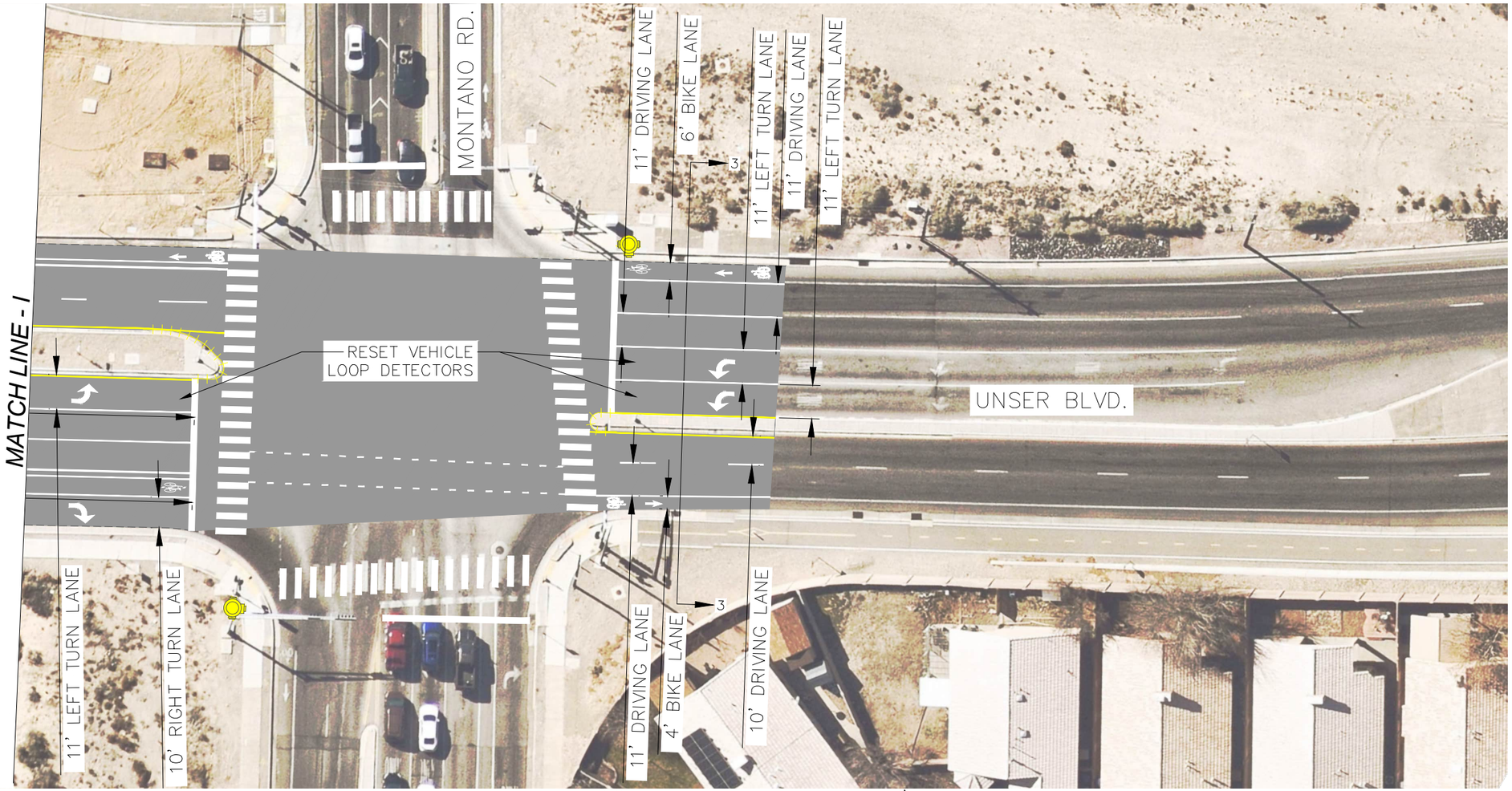
CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

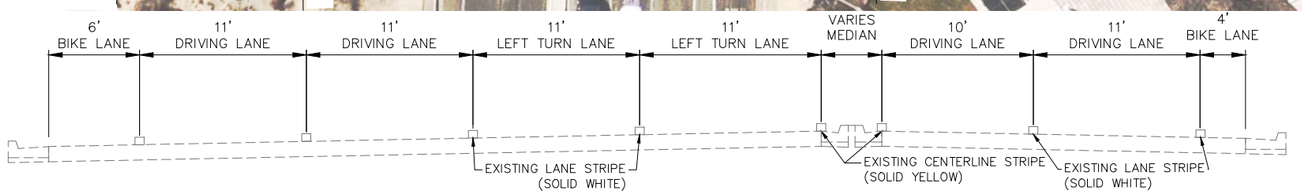
COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNSER BLVD. – SIPAPU AVE. TO MONTANO RD.

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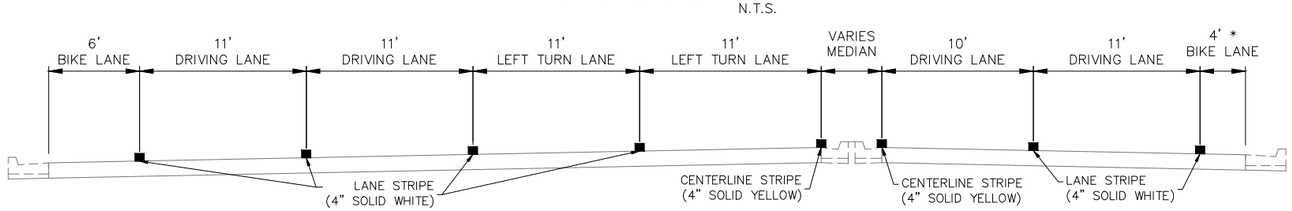
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05/21/2026

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UNSER BLVD.
EXISTING TYPICAL SECTION 3–3
SIPAPU AVE. TO MONTANO RD.
N.T.S.



UNSER BLVD.
PROPOSED TYPICAL SECTION 3–3
SIPAPU AVE. TO MONTANO RD.
N.T.S.

*SUB-STANDARD BIKE LANE BUT MATCHES TO EXISTING BIKE LANE WITH CONNECTION TO THE NORTH.

GENERAL NOTES:
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RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/29/2026

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
NOTE: SCALE IS BASED ON A FULL SIZE (22"X34") SHEET.

LEGEND	
ID.	DESCRIPTION
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	BUS STOP
	YELLOW CURB PAINT
	RED CURB PAINT
	GREEN CURB PAINT
	EDGE OF PAVEMENT

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TEL: +1 505.881.5357

CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

COMPLETE STREETS STRIPING
IMPLEMENTATION CONCEPT
UNSER BLVD. – SIPAPU AVE. TO MONTANO RD.

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MO./DAY/YR.
05/21/2026

Sheet 10 OF 10

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MEMO

TO: Bridgette Garrett, City of Albuquerque

FROM: Risa Lujan, PE, WSP

SUBJECT: **Complete Streets – Existing Conditions Summary for Five Points Rd/Goff Blvd**

DATE: May 26, 2026

Project Purpose

The City of Albuquerque (COA) has plans to resurface the existing pavement along Five Points Road from Atrisco Drive to 135 feet south of Goff Boulevard and from Goff Boulevard from Five Points Road to Bridge Boulevard and has requested an evaluation for implementing Complete Streets concepts through pavement striping. The pavement resurfacing limits along study corridor are from Atrisco Drive to Bridge Boulevard as shown in **Figure 1**.

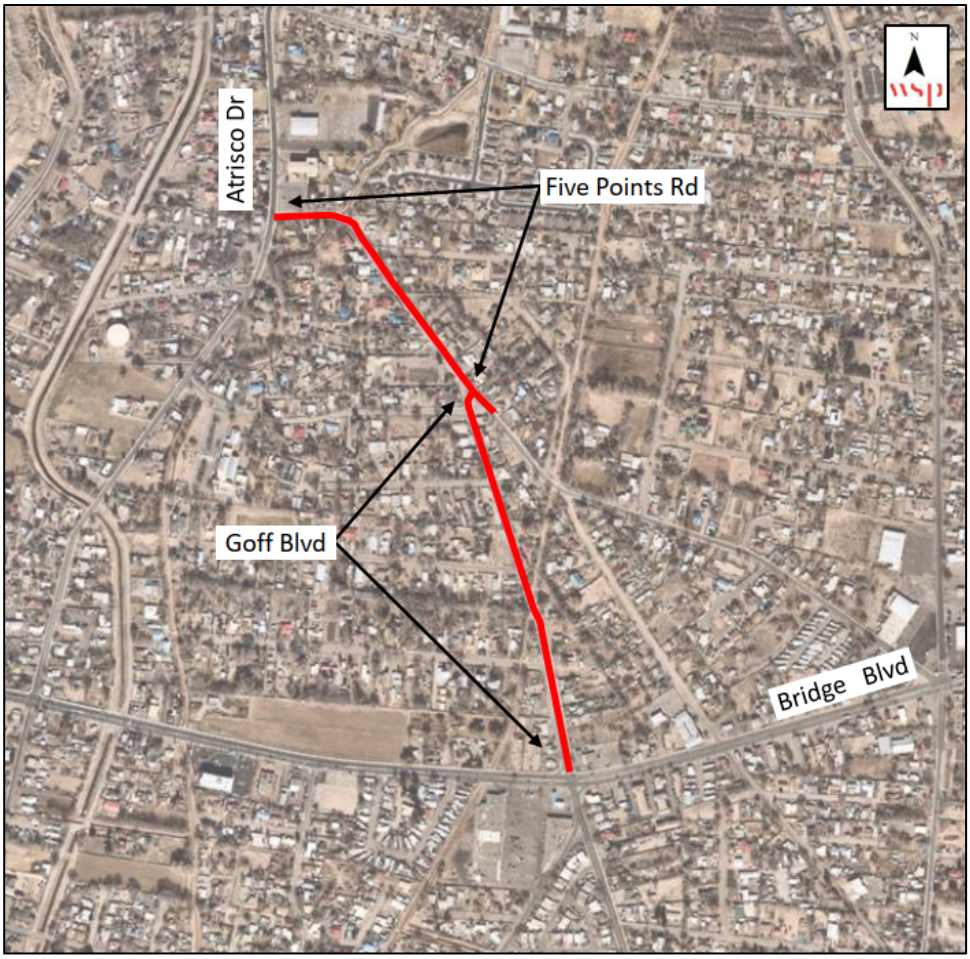


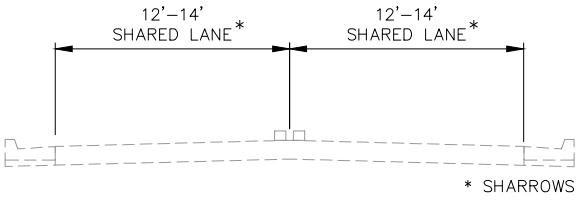
Figure 1. Study Limits

RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/26/2021

Existing Conditions Summary

Five Points Road/Goff Boulevard study corridor is classified as a major collector according to the Mid-Region Council of Governments (MRCOG) Long Range Roadway System (LRRS) Guide. The COA Transit Corridor Type map (per the City's Comprehensive Plan) does not identify Five Points Road/Goff Boulevard as a major transit corridor and ABQ Ride bus routes do not operate along this segment of roadway. However, transit stops exist near the project termini at the intersecting roadways of Atrisco Drive and Bridge Blvd. The MRCOG 2040 Long Range Bikeway System and City of Albuquerque Bikeway and Trail Facilities Plan (BTFP) indicates the study corridor as being an existing bike route and has no proposed bicycle infrastructure plans along this segment of Five Points Road/Goff Boulevard.

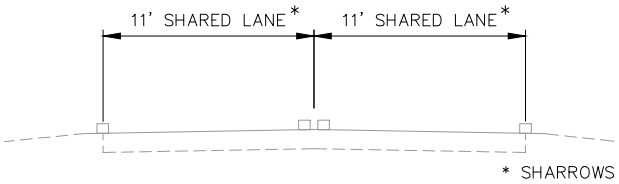
The typical pavement width along Five Points Road varies from 24-28 feet, consisting of two (2) travel lanes, one in each direction. Five Points Road has existing centerline striping and sharrow pavement markings. This segment of Five Points Road is not on the City's simplified High Fatal and Injury Network (HFIN). Five Points Road meets Goff Boulevard at a T-intersection with stop control on Goff Boulevard.



FIVE POINTS RD.
EXISTING TYPICAL SECTION

ATRISCO DR. TO 135' SOUTH OF GOFF BLVD.
N.T.S.

The typical pavement width along Goff Boulevard is about 22 feet, which consists of two (2) travel lanes, one in each direction. Goff Boulevard has existing centerline and shoulder striping. Due to lack of curb and gutter along Goff Boulevard, on-street parking is present along the wide shoulders outside of pavement width. This segment of Goff Boulevard is not on the City's prioritized High Fatal and Injury Network (HFIN).



GOFF BLVD.
EXISTING TYPICAL SECTION

FIVE POINTS DR. TO BRIDGE BLVD.
N.T.S.

Figure 2 shows an excerpt of the City of Albuquerque's 2024 Bikeway and Trail Facilities Plan (BTFP) for the Five Points Road/Goff Boulevard project limits and surrounding vicinity. The nearest bicycle facilities are the standard and buffered bike lanes on Bridge Boulevard traveling in the east to west direction (to the south of project limits) and the bike route on Atrisco Drive traveling in the north to south direction (to the west of project limits). Additionally, there is a proposed paved multi-use trail along Anthony Lane traveling in the north to south direction (to the west of the project limits).

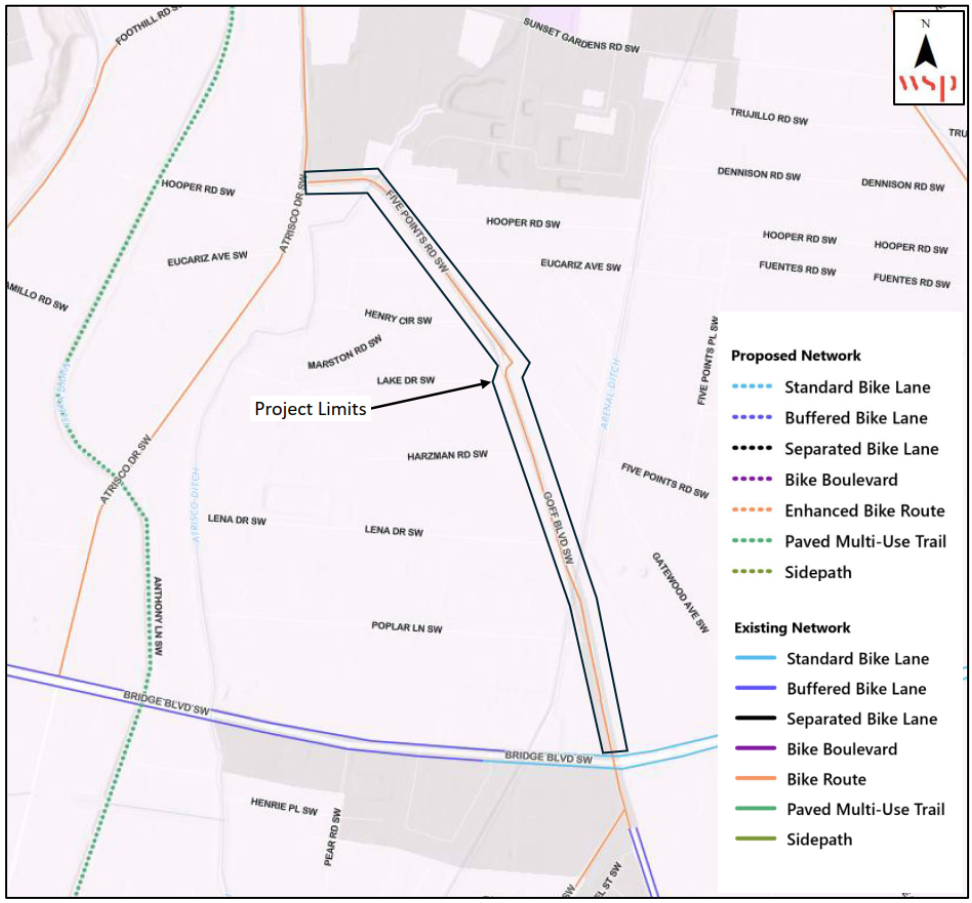


Figure 2. COA BTFP Plan Map for Five Points Rd/Goff Blvd Study Area

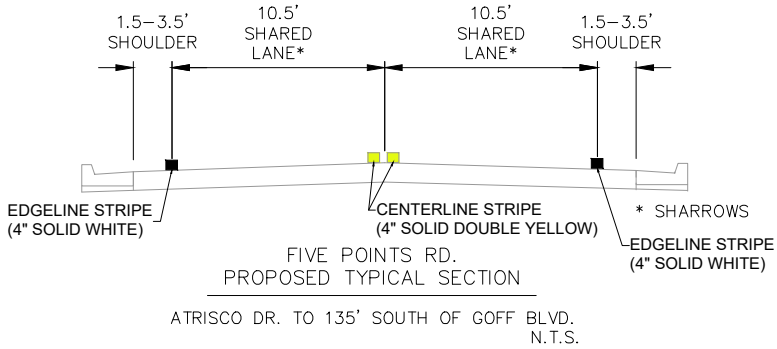
Evaluation of Complete Streets Striping Implementation

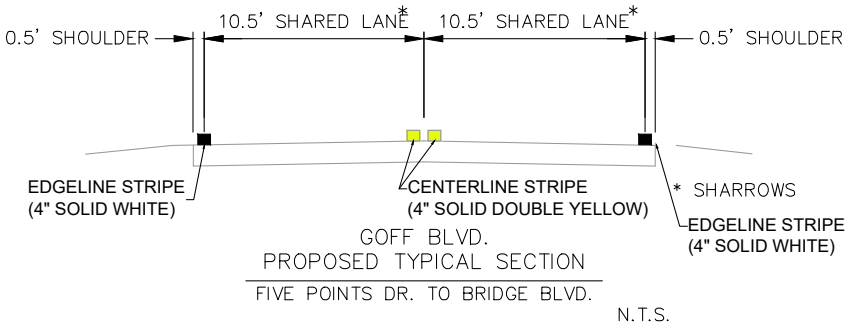
Given there are no planned proposed bicycle facilities, the addition of bike lanes is not a recommended treatment for this corridor. On-street parking is not a recommended treatment along the corridor due to the functional classification of the corridor, roadway widths, and absence of existing on-street parking. It is recommended to refresh/add shared lane markings "sharrows" to enhance the existing bike route and maintain connectivity to adjacent facilities.

It is recommended to implement safety treatments at intersections within study corridor, such as:

- Five Points Road at Atrisco Drive
    - Refresh crosswalk and stop bar pavement markings
- Five Points Drive at Goff Boulevard
    - Refresh stop bar
- Goff Boulevard at Bridge Boulevard
    - Refresh crosswalks, stop bar, yield bar (at channelized right-turn lane) and left-turn lane use arrow pavement markings

Traffic lane widths should remain or be reduced to COA Development Process Manual (DPM), recommended widths of 10.5 feet. The remainder of available pavement space is recommended to be striped as a shoulder or edge line to enhance road safety by defining the edge of the travel lanes and providing driver recovery space, especially for the Goff Boulevard roadway segment without curbing. Double yellow centerline median striping is also recommended to be refreshed throughout the study corridor, as this enhances delineation by clearly defining travel lanes (shown in proposed typical section).





Consider the following speed calming measures ahead of sharp curve on the north end of project limits for **future** implementation with neighborhood input:

- Installation of special pavement markings such as word messages ahead of curve such as "CURVE AHEAD" or "SLOW CURVE" to supplement existing advisory speeds signage.
- Installation of speed reduction markings along Five Points Road within the lanes (along both edges of the lane) in a pattern of progressively reduced spacing to give drivers the impression that their speed is increasing. These markings might be placed in advance of horizontal curve. If used, speed reduction markings shall be a series of white transverse lines on both sides of the lane that are perpendicular to the center line, edge line, or lane line. The longitudinal spacing between the markings shall be progressively reduced from the upstream to the downstream end of the marked portion of the lane (see **Figure 3**).

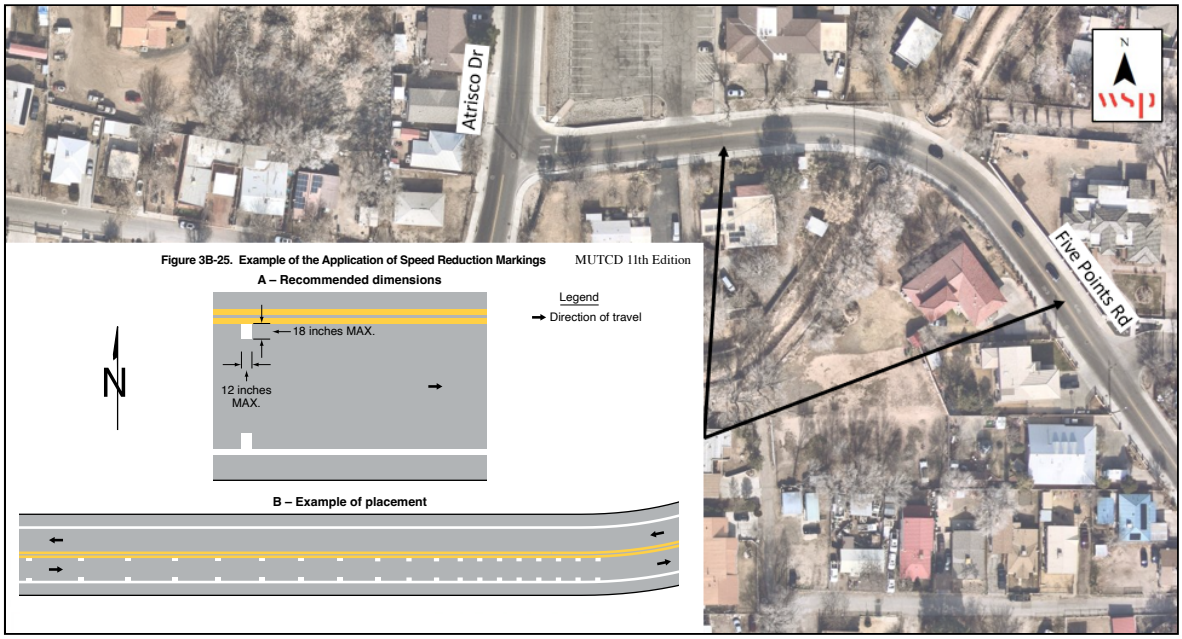
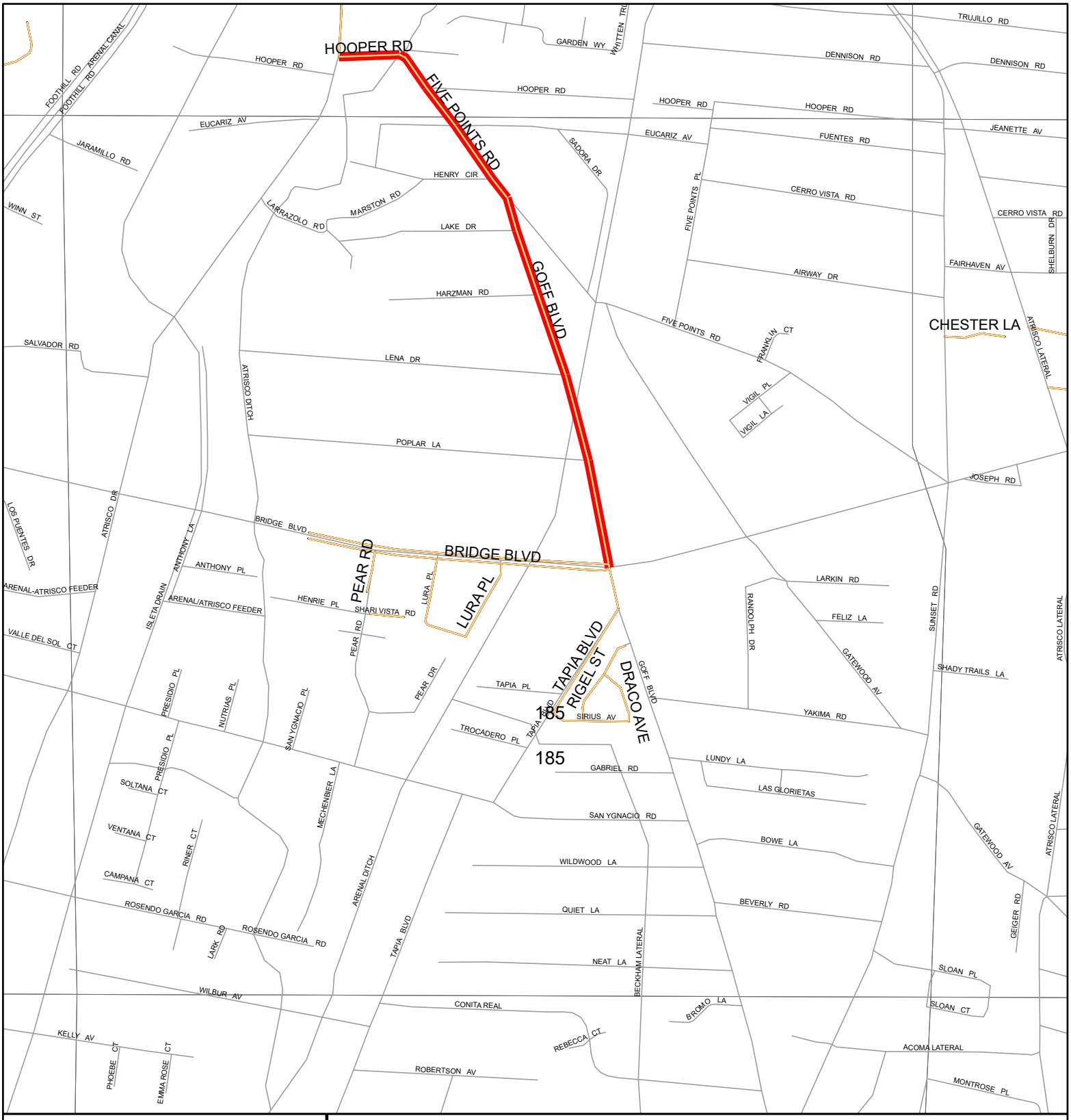
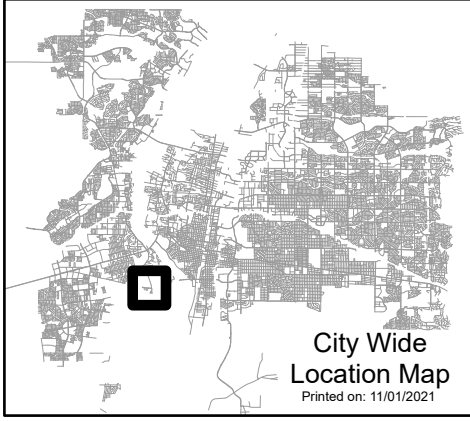


Figure 3. Example Application of Speed Reduction Markings (MUTCD Section 3B.28)

Attachments:
Attachment 1. Proposed FY27 CLMRs City Map Book L12





Department of Municipal Development
Street Maintenance Division

Legend

FY27 CLMRs

0 500 1,000 2,000

Feet

N W E S

L12

X:\MUNICIPAL DEVELOPMENT\SHARE\MD-Street Maintenance\

MEMO

TO: Bridgette Garrett, City of Albuquerque

FROM: Risa Lujan, PE, WSP

SUBJECT: **Complete Streets – Existing Conditions Summary for Gonzales Rd**

DATE: May 26, 2026

Project Purpose

The City of Albuquerque (COA) has plans to resurface the existing pavement along Gonzales Road from Atrisco Drive to City Limits (corridor length is about 1000 feet) and has requested an evaluation for implementing Complete Streets concepts through pavement striping. The pavement resurfacing limits along corridor are from Atrisco Drive to about 150 feet east of Hermanas Lane as shown in **Figure 1**.



Figure 1. Study Limits

RISA LUJAN
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5/26/2026

Existing Conditions Summary

Gonzales Road is classified as a local road according to the Mid-Region Council of Governments (MRCOG) Long Range Roadway System (LRRS) Guide. The COA Transit Corridor Type map (per the City's Comprehensive Plan) does not identify Gonzales Road as a major transit corridor and ABQ Ride bus routes do not operate along this segment of roadway. However, active transit stops exist at the intersecting roadway of Atrisco Drive are planned for future removal. The MRCOG 2040 Long Range Bikeway System and City of Albuquerque Bikeway and Trail Facilities Plan (BTFP) have identified no existing or proposed bicycle infrastructure along this segment of Gonzales Road. The typical pavement width along Gonzales Road varies from 22-24 feet, consisting of two (2) travel lanes, one in each direction. Gonzales Road has existing centerline striping and mid-block school crossing between Deluvina Place and Hermanas Lane. Due to the lack of curb and gutter along the corridor, on-street parking is present along the wide shoulders outside of the apparent pavement widths. This segment of Gonzales Road is not on the City's prioritized High Fatal and Injury Network (HFIN).

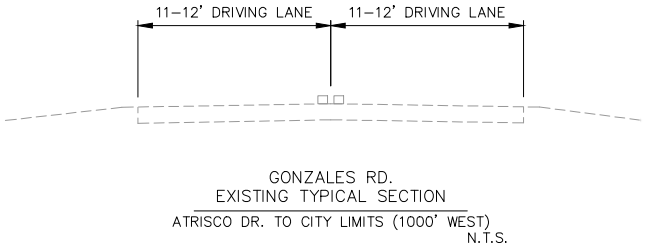


Figure 2 shows an excerpt of the City of Albuquerque's 2024 Bikeway and Trail Facilities Plan (BTFP) for the Gonzales Road project limits and surrounding vicinity. The nearest bicycle facility is the bike route on Atrisco Drive which travels in the north to south direction and connects to the west end of the project limits. Although there are no dedicated parallel east to west bike facilities in the area, the local residential street network provides a low-stress biking environment for all comfort levels.

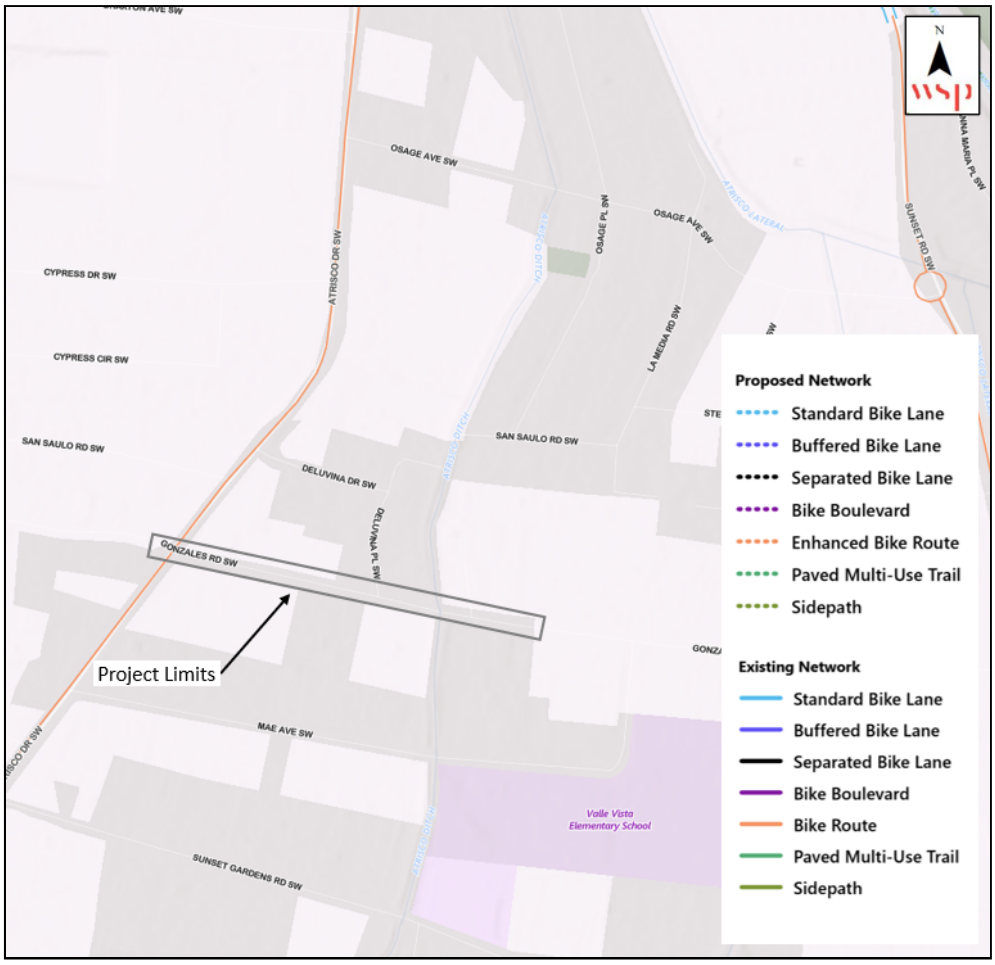


Figure 2. COA BTFP Plan Map for Gonzales Rd Study Area

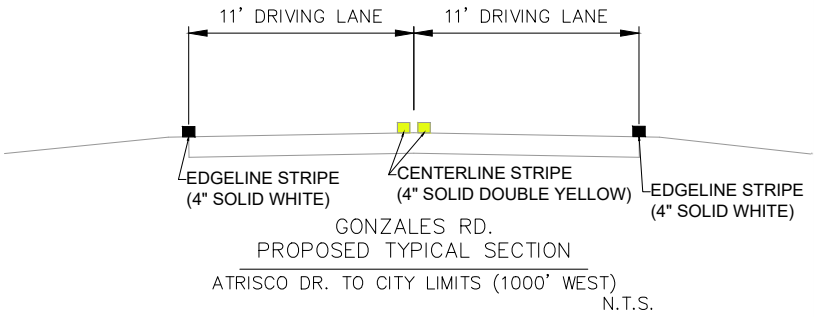
Evaluation of Complete Streets Striping Implementation

Given the absence of existing or planned bicycle facilities, the addition of bike lanes is not a recommended treatment for this corridor. The adjacent facility consisting of bike route along Atrisco Drive serves as a suitable option for bicyclists traveling in the north to south direction. On-street striped parking is not a recommended treatment along the corridor due to the roadway width of the corridor and presence of parking along the wide non-paved shoulders.

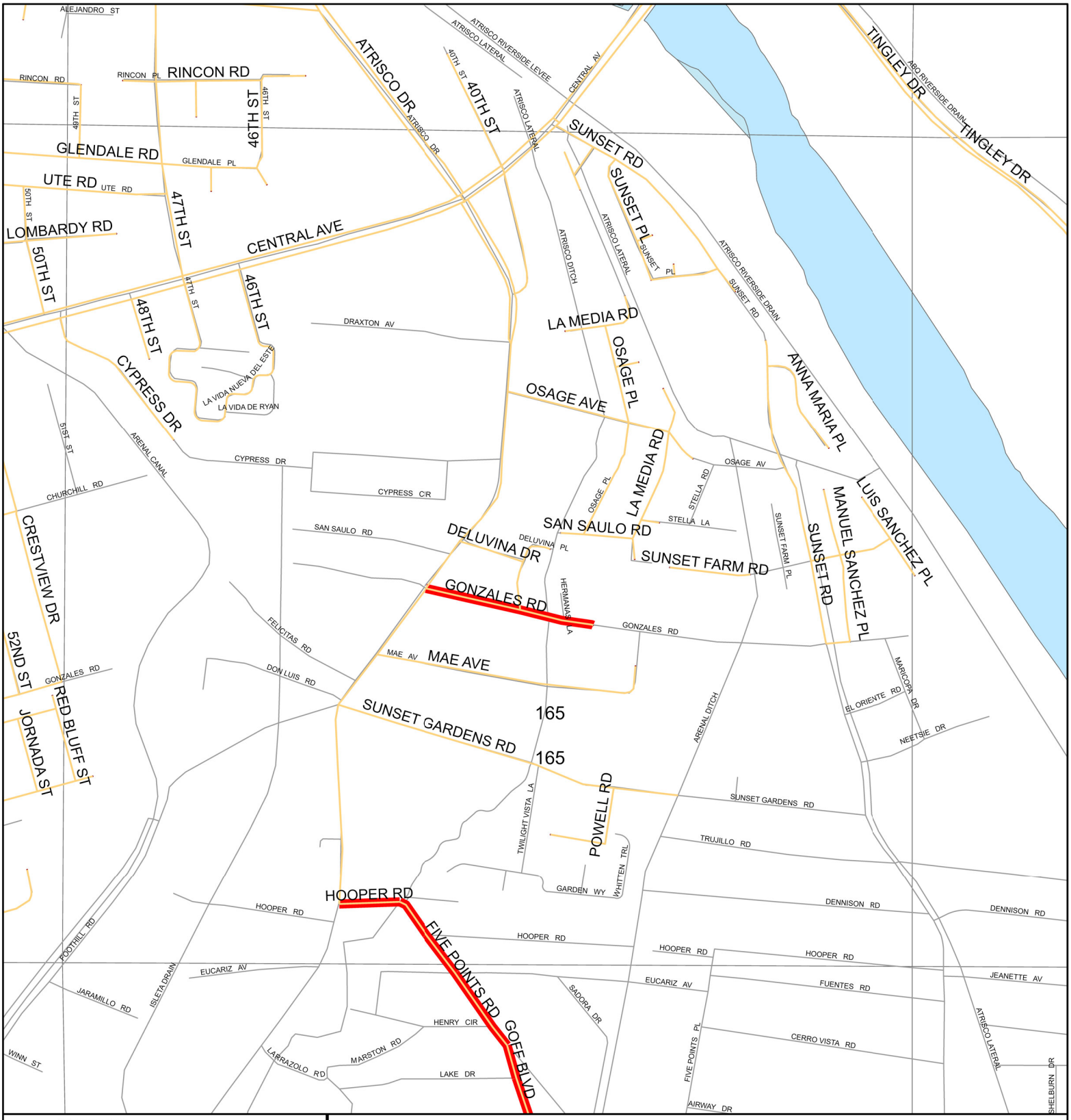
Traffic lane widths should remain or be reduced to COA Development Process Manual (DPM) recommended widths of 11 feet. The remainder of available pavement space is recommended to be striped as an edge line to enhance road safety by defining the edge of the travel lanes for roadway segments without curbing. Double yellow centerline median striping is also recommended to be refreshed throughout the study corridor, as this enhances delineation by clearly defining travel lanes (shown in proposed typical section).

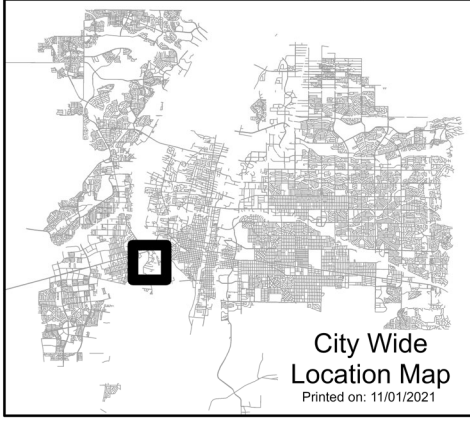
It is recommended to implement safety treatments at intersections and crossings within study corridor, such as:

- Gonzales Road at Atrisco Drive
    - Add stop bar pavement markings
- Mid-Block School Crossing between Deluvina Place and Hermanas Lane
    - Refresh Crosswalk and bring up to current standards with proper pavement markings and signing



Attachments:
Attachment 1. Proposed FY27 CLMRs City Map Book K12





Department of Municipal Development
Street Maintenance Division

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RISA LUJAN
NEW MEXICO
29849
Risa E. Lujan
5/26/2026
PROFESSIONAL ENGINEER

MEMO

TO: Bridgette Garrett, City of Albuquerque

FROM: Risa Lujan, PE, WSP

SUBJECT: **Complete Streets – Existing Conditions Summary for San Mateo Boulevard**

DATE: May 26, 2026

Project Purpose

The City of Albuquerque has plans to resurface the existing pavement along San Mateo Boulevard and has requested an evaluation for implementing Complete Streets concepts through pavement striping. The pavement resurfacing limits along San Mateo Boulevard are from Candelaria Road to Menaul Boulevard as shown in **Figure 1**.

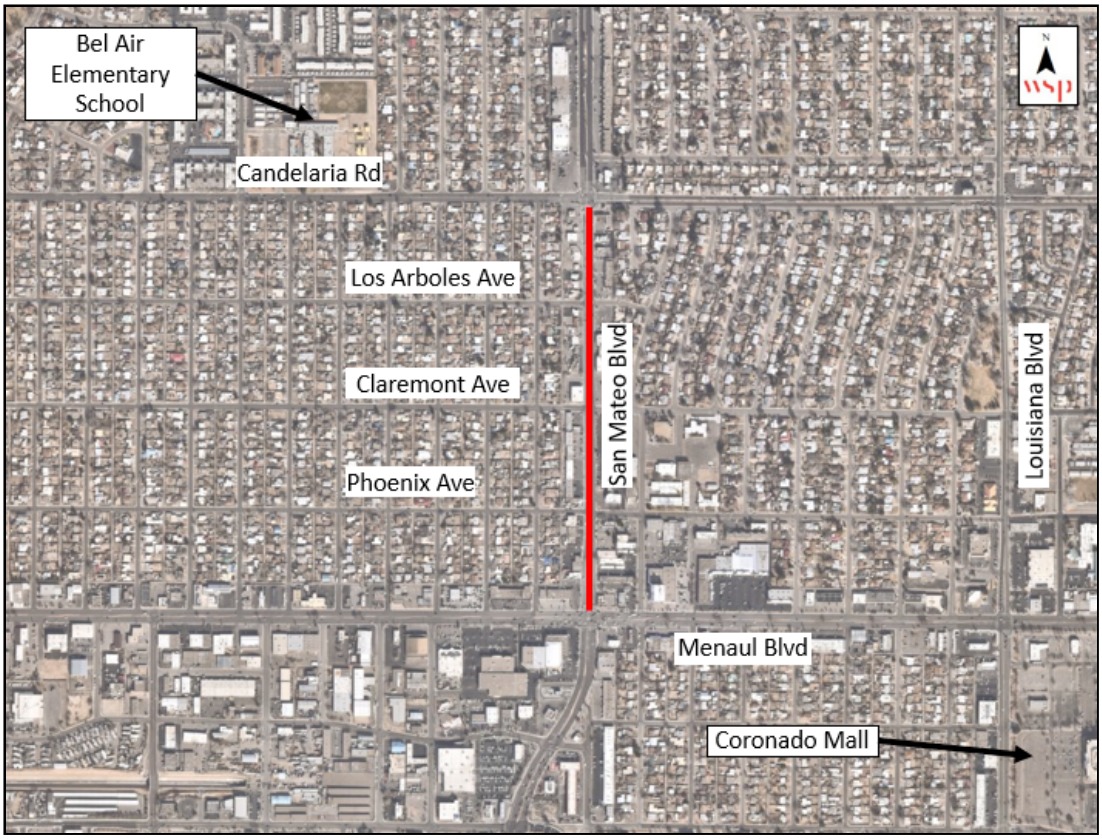


Figure 1. Study Limits

RISA LUJAN
NEW MEXICO
29849
PROFESSIONAL ENGINEER
5/24/2024

Existing Conditions Summary

San Mateo Boulevard is classified as a Community Principal Arterial according to the Mid-Region Council of Governments (MRCOG) Long Range Roadway System (LRRS) Guide. The COA Transit Corridor Type map (per the City's Comprehensive Plan) identifies San Mateo Boulevard as a major transit corridor with ABQ Ride bus routes 140 and 141 traveling along this segment of roadway. The MRCOG 2040 Long Range Bikeway System and City of Albuquerque Bikeway and Trail Facilities Plan (BTFP) have identified no existing or proposed bicycle infrastructure along this segment of San Mateo Boulevard. The typical pavement width is about 62 feet, which consists of three (3) travel lanes in the northbound direction, two (2) travel lanes in the southbound direction, and a two-way left turn lane in between. San Mateo Boulevard has existing lane striping, and there is no evidence of on-street parking being used on the corridor. This segment of San Mateo Boulevard is on the City's prioritized high fatal and injury network (HFIN) indicating that it is one of the dangerous corridors (Priority Tier 4) in the City based on recurring fatal and injury crashes, two to four times above the mean. Candelaria Road and Menaul Boulevard intersections at the project termini are above one to two times the mean according to the MRCOG HFIN.

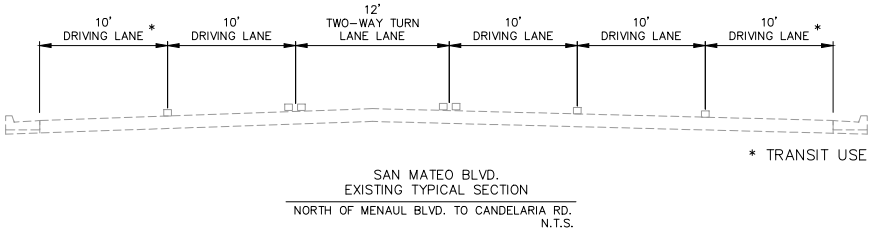


Figure 2 shows an excerpt of the City of Albuquerque's 2024 Bikeway and Trail Facilities Plan (BTFP) for the San Mateo Boulevard project limits and surrounding vicinity. The nearest parallel bicycle facilities are the bike routes on Truman Street (one block to the west) and Madeira Drive Pedro Drive (one block to the east). The BTFP network proposes a bike boulevard on Claremont Avenue, which intersects through the midpoint of the San Mateo Boulevard project limits. Proposed bike boulevards are also shown along Cuervo Drive and Alvarado Drive, which are parallel routes east of San Mateo Boulevard.

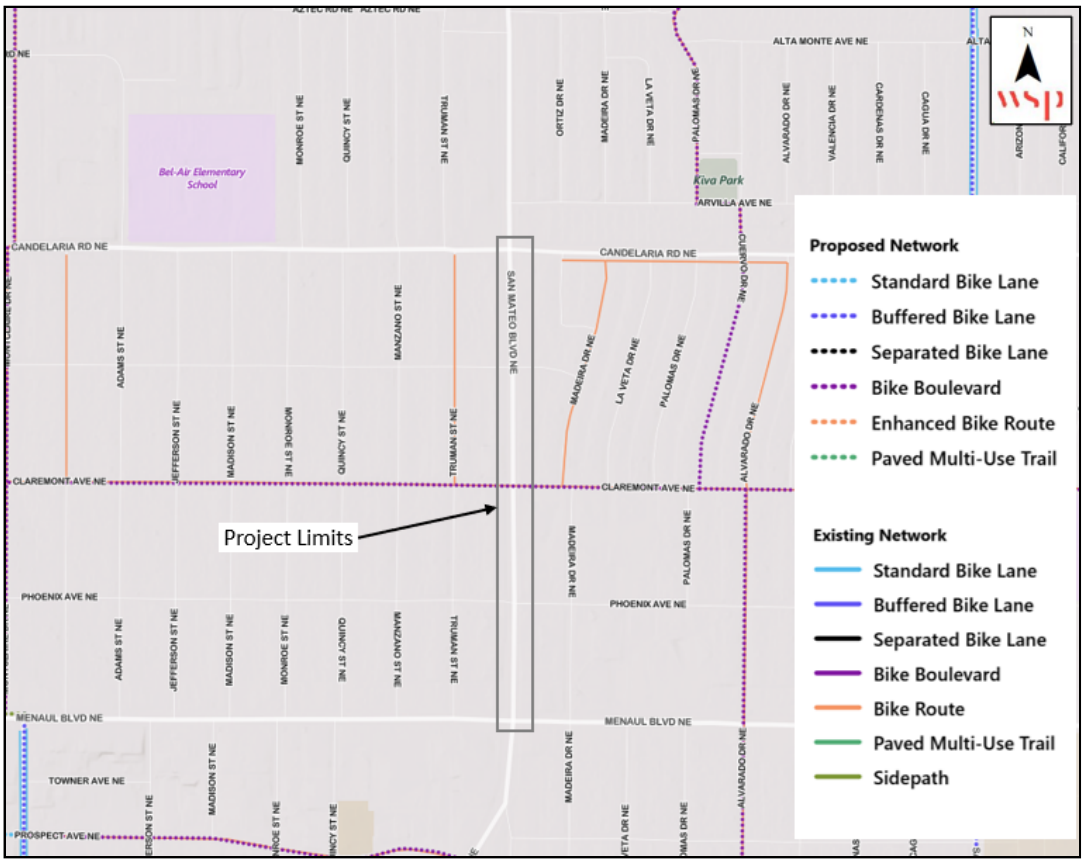
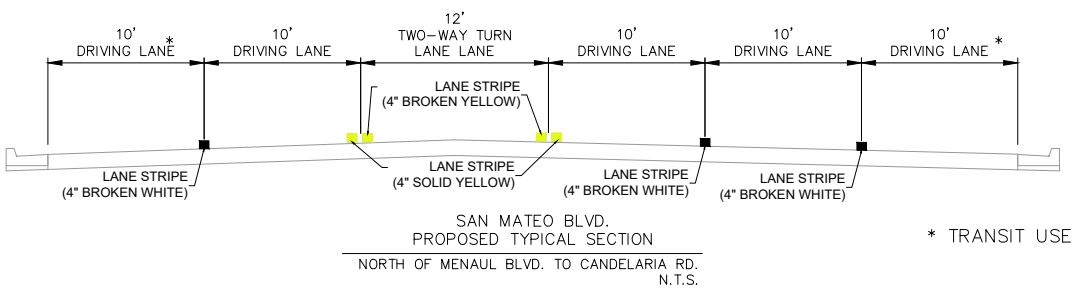


Figure 2. COA BTFP Plan Map for The San Mateo Boulevard Study Area

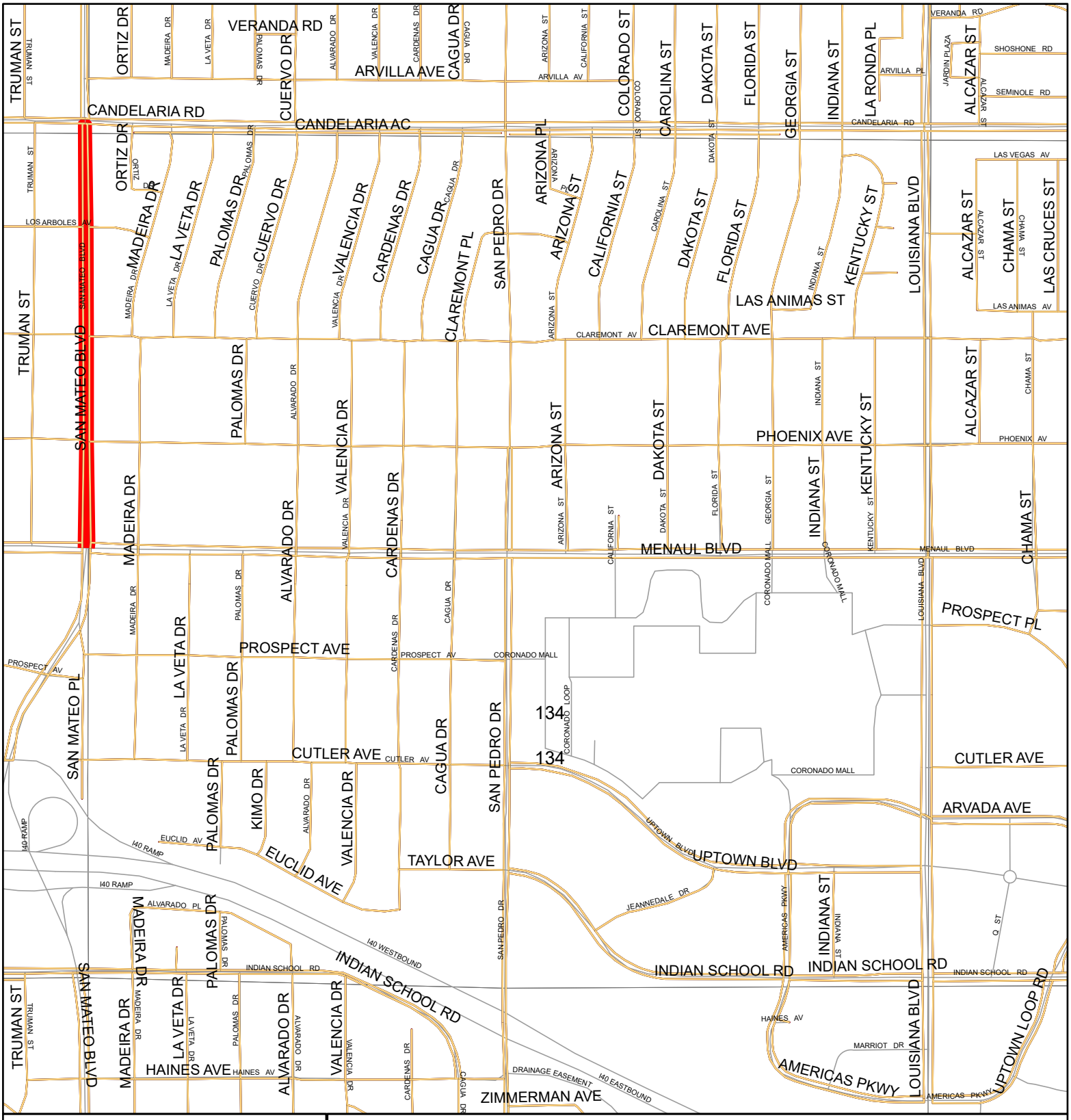
Evaluation of Complete Streets Striping Implementation

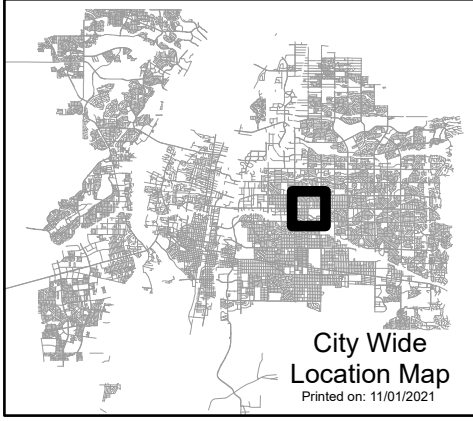
Given the absence of existing or planned bicycle facilities, the addition of bike lanes is not a recommended treatment for this corridor. The parallel facilities consisting of bike routes along Truman Street and Madeira Drive serve as a suitable option for bicyclists traveling in the north to south direction. On-street parking is not a recommended treatment along the corridor due to the functional classification of the corridor and absence of existing on-street parking. Additionally, the study corridor does not appear on the MRCOG list of potential road diet candidates. Reducing the number of through lanes for this segment is not recommended at this time, due to the potentially adverse effect to the continuity of the corridor by creating bottleneck traffic condition that could negatively impact roadway capacity.

Traffic lane widths should be restriped to DPM recommended widths of between 10-11 feet, with larger widths recommended for the outside lanes to be used by transit vehicles. Overall, pavement markings should match existing. Vehicle detection loops for the northbound approach at the signalized intersection of San Mateo Boulevard and Candelaria Rd should be removed and reset, in kind.



Attachments:
Attachment 1. Proposed FY27 CLMRs City Map Book H18





Department of Municipal Development
Street Maintenance Division

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MEMO

TO: Bridgette Garrett, City of Albuquerque

FROM: Risa Lujan, PE, WSP

SUBJECT: **Complete Streets – Existing Conditions Summary for Wyoming Boulevard**

DATE: May 26, 2026

Project Purpose

The City of Albuquerque has plans to resurface the existing pavement along Wyoming Boulevard and has requested an evaluation for implementing Complete Streets concepts through pavement striping. The pavement resurfacing limits along Wyoming Boulevard are from Academy Road to about 180 feet south of Spain Road as shown in **Figure 1**.



Figure 1. Study Limits

RISA LUJAN
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29849
PROFESSIONAL ENGINEER
5/24/2024

Existing Conditions Summary

Wyoming Boulevard is classified as a Principal Arterial according to the Mid-Region Council of Governments (MRCOG) Long Range Roadway System (LRRS) Guide. The COA Transit Corridor Type map (per the City's Comprehensive Plan) does not indicate Wyoming Boulevard as a major transit corridor, however ABQ Ride bus route 31 traveling along this segment of roadway. The MRCOG 2040 Long Range Bikeway System and City of Albuquerque Bikeway and Trail Facilities Plan (BTFP) indicate the study corridor has existing standard bike lanes and has no proposed bicycle infrastructure plans along this segment of Wyoming Boulevard. **Figure 2** shows the existing 4-foot curb and gutter, which is being treated as an existing bike lane. The typical pavement width is 32 feet on either side of a raised median which consists of three (3) travel lanes in each direction. Wyoming Boulevard has existing lane striping, and there is no evidence of on-street parking being used along the corridor. This segment of Wyoming Boulevard is on the City's prioritized high fatal and injury network (HFIN) indicating that it is one of the dangerous corridors (Priority Tier 4) in the City based on recurring fatal and injury crashes. The signalized intersections at the project termini (Academy Road and Spain Road) fall approximately one to one and half times above the mean, according to the HFIN.

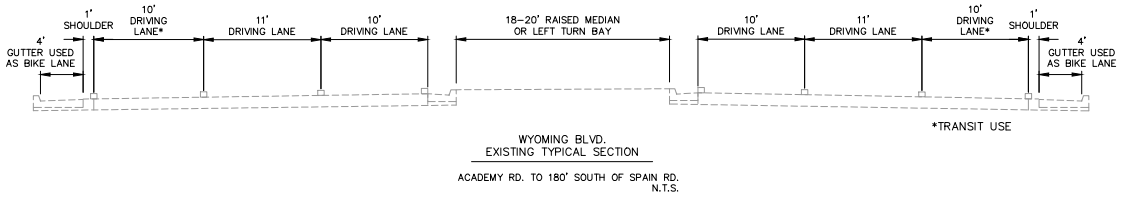




Figure 2. Existing Curb and Gutter along Wyoming Boulevard

Figure 3 shows an excerpt of the City of Albuquerque's 2024 Bikeway and Trail Facilities Plan (BTFP) for the Wyoming Boulevard project limits and surrounding vicinity. The surrounding roadway network provides a variety of existing bicycle facilities with connectivity in all directions. Notable existing and proposed bicycle facilities are the following:

- Wyoming Boulevard (north of project limits) – Existing buffered bike lanes and side-path in the northbound direction, proposed side-path in the southbound direction.
- Academy Boulevard – Existing standard bike lanes, proposed side-path to the east and proposes separated bike lanes to the west.
- Spain Road – Existing standard bike lanes, proposed buffered bike lanes
- Arroyo Del Oso Trail – Existing paved multi-use trail
- Osuna Road – Existing standard bike lanes and bike route at the intersection.



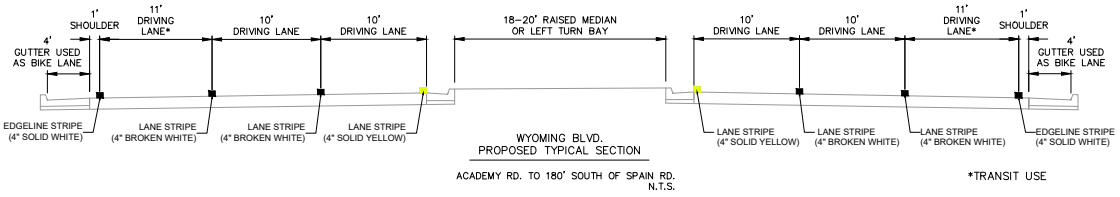
Figure 3. COA BTFP Plan Map for The Wyoming Boulevard Study Area

Evaluation of Complete Streets Striping Implementation

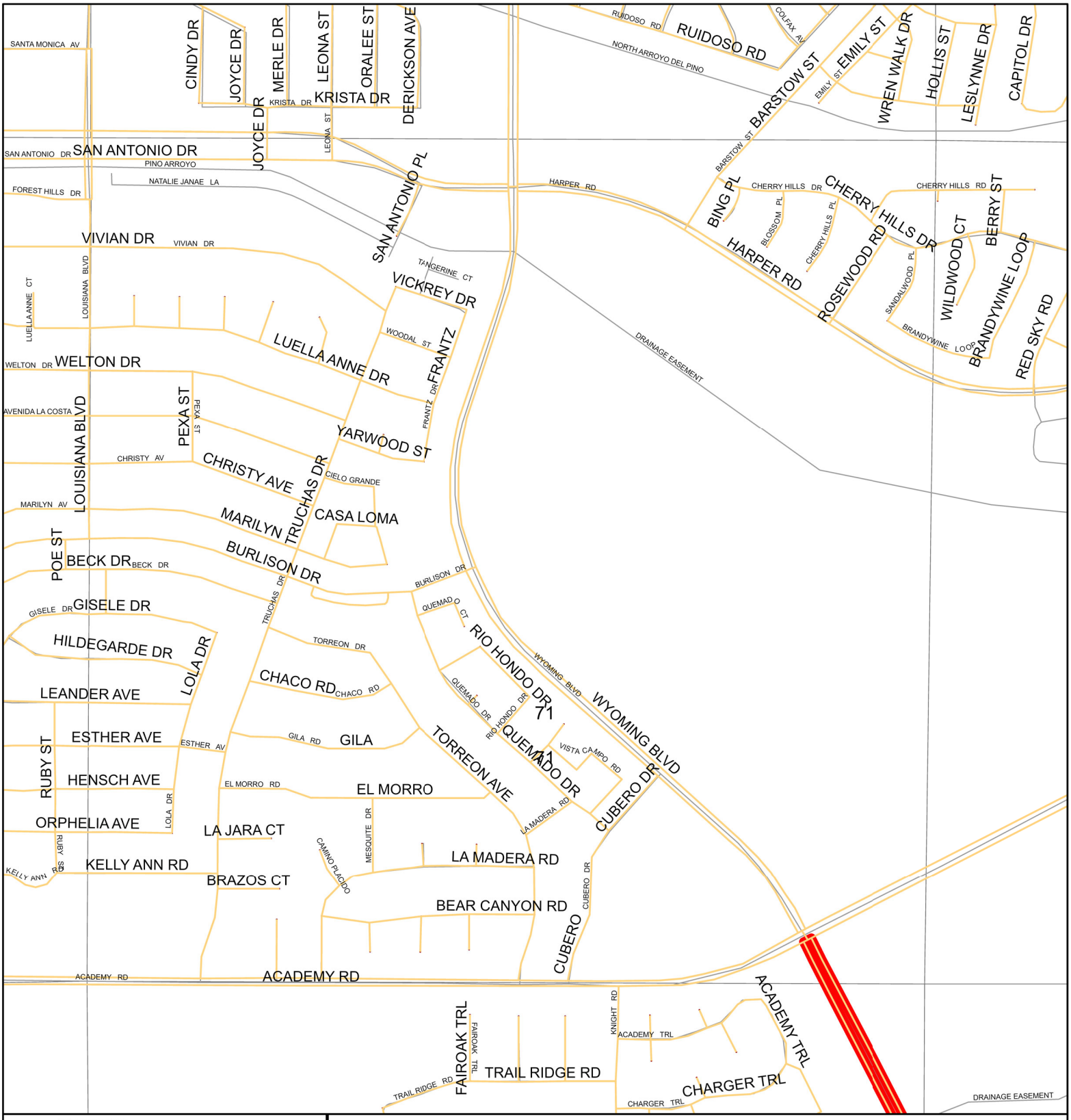
Given the absence of planned bicycle facility upgrades and the current pavement width limitations, no modifications to the existing bike lanes are recommended. Bringing existing bike lanes up to Development Process Manual (DPM) standard is not feasible without hard scape reconfiguration which is out of scope for this pavement rehabilitation program. The term bike lane should be used with caution along this segment due to the inadequacy of the conditions, as shown in **Figure 2**.

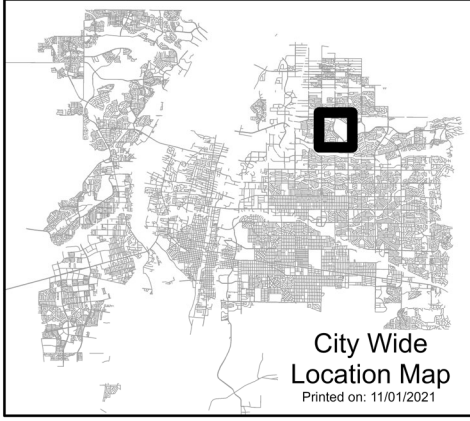
On-street parking is not a recommended treatment along the corridor due to the functional classification of the corridor and absence of existing on-street parking. Additionally, the study corridor does not appear on the MRCOG list of potential road diet candidates. Reducing the number of through lanes for this segment is not recommended at this time, due to the potentially adverse effect to the continuity of the corridor by creating bottleneck traffic conditions that could negatively impact roadway capacity.

It is recommended to implement safety treatments at the signalized intersections and at crossing within the study corridor such as refreshing crosswalks, stop bars, and turn-lane arrow pavement markings at turn bays. Traffic lane widths should be reduced to DPM recommended widths of 10-11 feet, with larger widths recommended for the outside lanes to be used by transit vehicles.



Attachments:
Attachment 1. Proposed FY27 Arterial Street Rehabilitation Map Book E19 and F20





City Wide
Location Map
Printed on: 11/01/2021

Department of Municipal Development
Street Maintenance Division

Legend

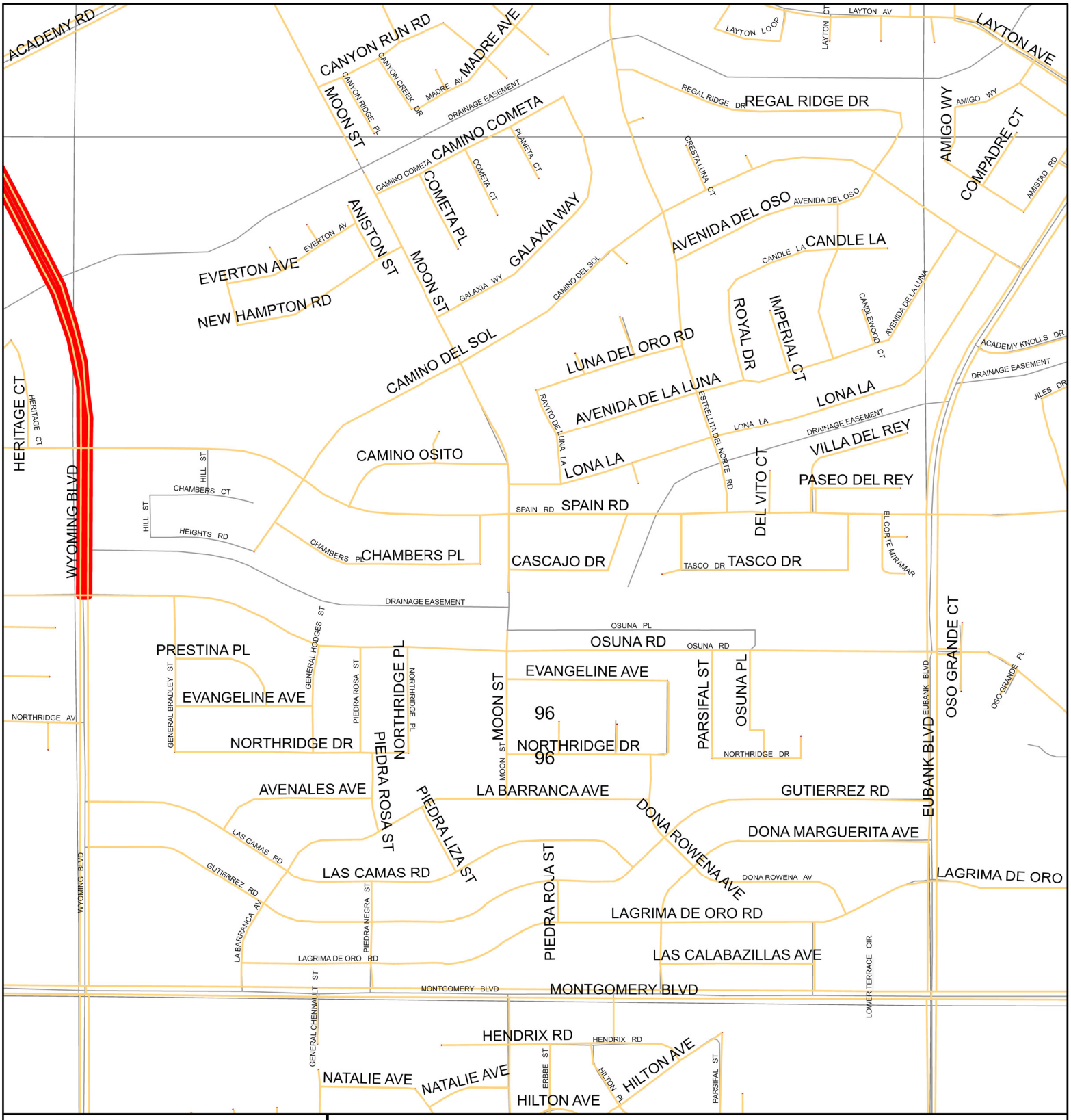
FY24-25 Arterial Street Rehabilitation

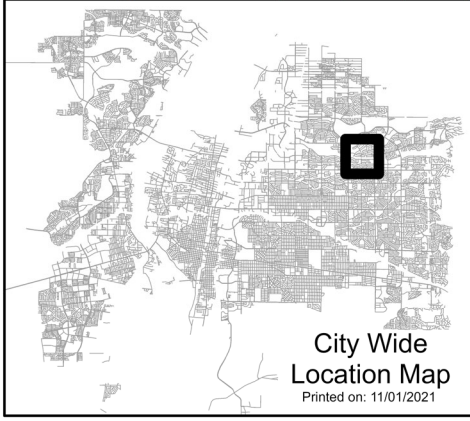
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