Form A-600
New 10/61

NEW MEXICO STATE HIGHWAY DEPARTMENT
RECORDS CONTROL — PLANS

CARD 1 OF 3

Project Number(s): U-216-003-3(13)

STAGE: [ ] As Let [X] As Built

TYPE: [X] Construction [ ] Right-of-Way

County (s): Bernalillo District: 3 Plans Approved: 3-7-61 (Date) Microfilmed: 3-15-63 (Date)

DESCRIPTION OF SHEETS	SHEET NUMBER	APERTURE CARD NUMBER
Title Sheet	1	1 of 29
Typical Roadway Sections	2	2 of "
Typical Curb and Gutter Sections	3	3 of "
Est. Structure Quant.	4	4 of "
Gen. Notes & Misc.	5	5 of "
Schedules of Const. Items	6	6 of "
Surfacing Requirements	7	7 of "
Detour Layout	8	8 of "
Alts. and Profile	9	9 of "
" "	10	10 of "
" "	11	11 of "
" "	12	12 of "
" "	13	13 of "

Form A-600
New 10/61

NEW MEXICO STATE HIGHWAY DEPARTMENT
RECORDS CONTROL — PLANS

CARD 2 OF 3

Project Number(s): U-216-003-3(13)

STAGE: [ ] As Let [X] As Built

TYPE: [X] Construction [ ] Right-of-Way

County (s): Bern. District: 3 Plans Approved: 3-7-61 (Date) Microfilmed: (Date)

DESCRIPTION OF SHEETS	SHEET NUMBER	APERTURE CARD NUMBER
Grading Contours	8	14 of 29
Storm Drainage " Layout	9	15 of "
" " Profile	10	16 of "
" " "	11	17 of "
Jointing Layout - Concrete Pavement	12	18 of "
STD. Joint Details	13	19 of "
Signal and Traffic Light Layout	14	20 of "
Light Foundation and Junction Box	15	21 of "
Cross Sections	23	22 of "
"	24	23 of "
"	25	24 of "
P&P	26	25 of "
"	27	26 of "

Form A-600
New 10/61

NEW MEXICO STATE HIGHWAY DEPARTMENT
RECORDS CONTROL — PLANS

CARD 3 OF 3

Project Number(s): U-216-003-3(13)

STAGE: [ ] As Let [X] As Built

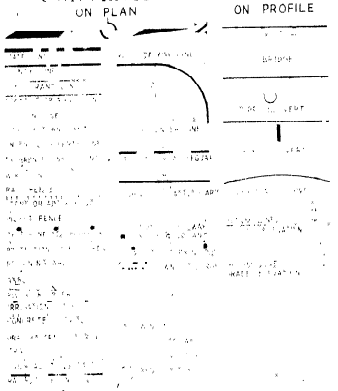
TYPE: [X] Construction [ ] Right-of-Way

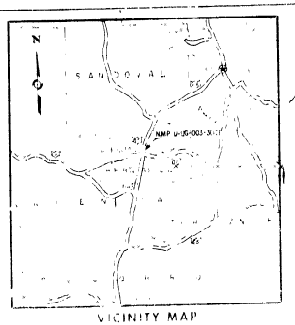
County (s): Bern. District: 3 Plans Approved: 3-7-61 (Date) Microfilmed: (Date)

DESCRIPTION OF SHEETS	SHEET NUMBER	APERTURE CARD NUMBER
P&P	28	27 of 29
"	29	28 of "
"	30	29 of "

CONVENTIONAL SIGNS

ON PLAN | ON PROFILE





VICINITY MAP

NEW MEXICO
STATE HIGHWAY COMMISSION
PLAN & PROFILE
OF PROPOSED
STATE HIGHWAY
NEW MEXICO PROJECT
U-UG-003-3(13)
BERNALILLO COUNTY

SCALES: 1"=20' 1"= 20' 1"= 1,000' 1"= 2'

LENGTH OF PROJECT IN MILES 0.418

LENGTH OF R/W IN MILES 0418

R/W ACQUIRED UNDER PROJECT F-003-3(6)

INDEX OF SHEETS

NUMBER	DESCRIPTION	SERIES	REVISED DATE
1	TITLE SHEET		
2-	TYPICAL ROADWAY SECTIONS		
2b	TYPICAL CURB & GUTTER SECTIONS & MEDIAN LAYOUT		
2c	ESTIMATED STRUCTURE QUANTITIES		
2d	GENERAL NOTES & SUMMARY OF QUANTITIES		
2e	SCHEDULES OF CONST ITEMS		
2f	MATERIAL PIT		
3-6	PLAN & PROFILE LOMAS BLVD		
7	BROADWAY INTERSECTION & MASS DIAGRAM		
8	GRADING CONTOURS FOR INTERSECTIONS		
9 11	STORM DRAINAGE LAYOUT AND ELEVATIONS		
12	JOINTING LAYOUT - CONCRETE PAVEMENT		
13	STANDARD JOINT DETAILS		
14	STREET & TRAFFIC LIGHTING LAYOUT		
15	LIGHT FOUNDATION & JUNCTION BOX DETAILS		
16	CONSTRUCTION IDENTIFICATION SIGN	GI5-1	
17	DROP INLET DETAILS	D6-1	
18	CONCRETE PIPE BEDDING DETAILS	M-16.51	
19	MANHOLE DETAILS TYPE II	MH-2	
20	STANDARD CHAIN LINK FENCE	C-11	
21	STANDARD FEDERAL AID PROJECT MARKER FM-1		
22-24	CROSS SECTIONS		
25	DETOUR LAYOUT		
** 26 to 28 GP	POWER RELOCATION SHEETS		
** 29 to 31 GT	SEWER RELOCATION SHEETS		
** 32 to 34 GV	TELEPHONE RELOCATION SHEETS		
	WATER RELOCATION SHEETS		

NEW MEXICO
PROJECT NO.
U-UG-003-3(13) 1 24

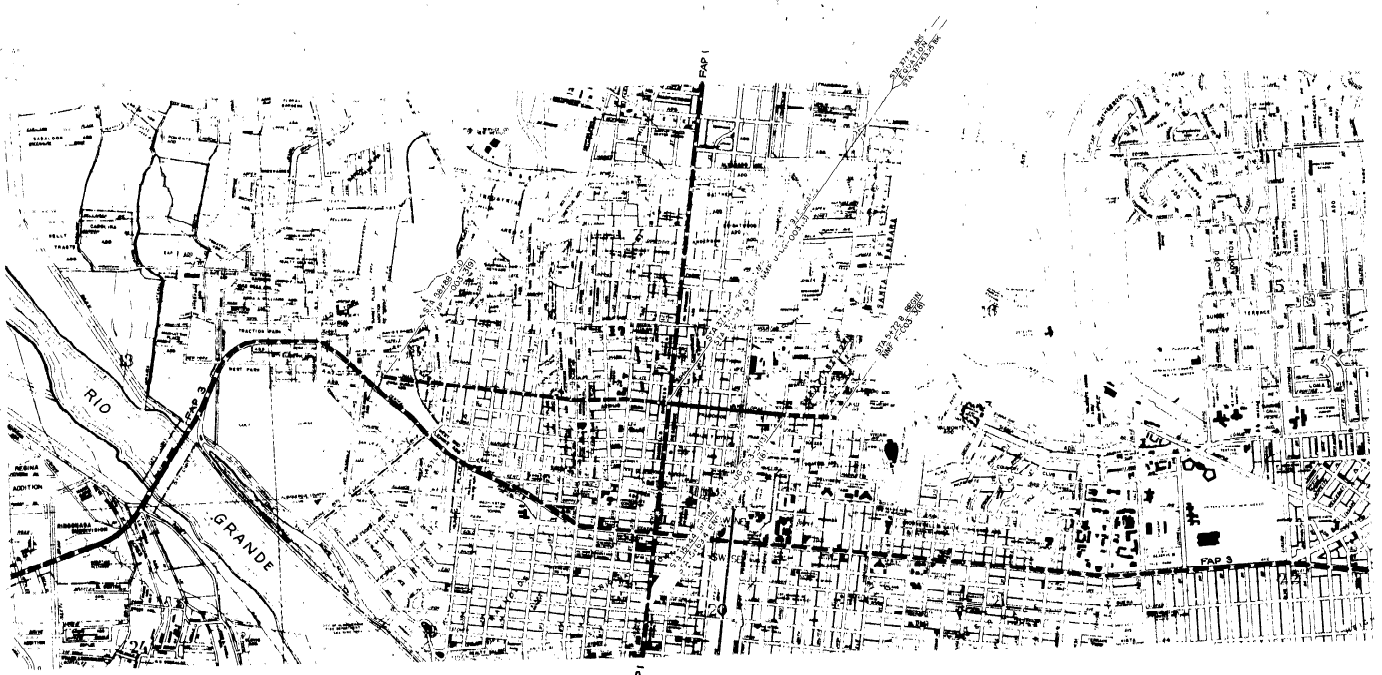
REVISIONS: 2-28-61 BRO
Revised Stationing
003-3(9)

3-15-61 EOA
Inserted sheet 2g
Detour Layout

3-22-61 Added Utility Sheets to Index. Added FAP Routes.

Date 4/4/61

A.S. Wade



NOTE: BOOK NO. 6064 T

NOTE: SURFACING MATERIAL AND CONCRETE AGGREGATE TO BE OBTAINED FROM COMMERCIAL SOURCES.

LEGEND

Bituminous surface
Gravel surface
Concrete pavement
Right of way

SHIPPING POINT
ALBUQUERQUE

New Mexico Standards and Specifications (1944 Edition) on file in Office of Public Roads Administration

GORDON HERKENHOFF & ASSOCIATES INC.
CONSULTING ENGINEERS
ALBUQUERQUE NEW MEXICO

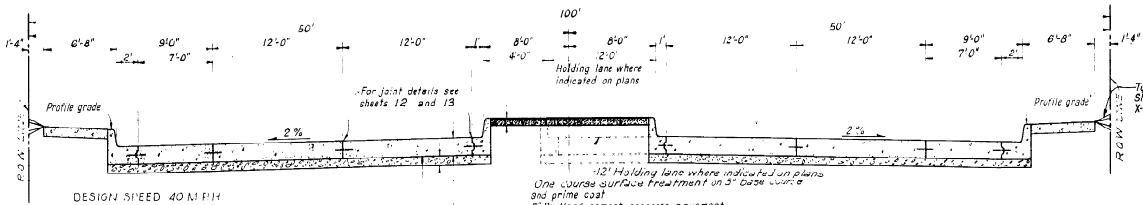
APPROVED 4-4-61 DATE 19
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED: District Engineer
W. F. Keller APR 7 1961
DIVISION ENGINEER DATE

NMP NO. U-UG-003-3(13) SHEET NO. 1

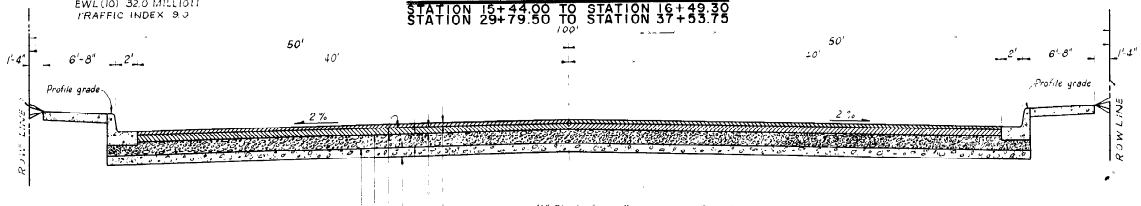
1

FED. RD DIV. NO.	STATE	NMP	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	2	29

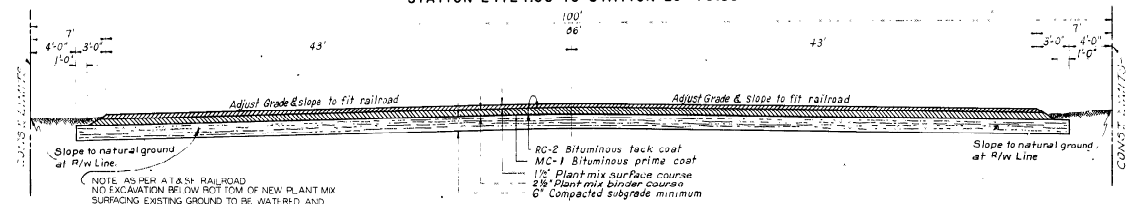


DESIGN SPEED 40 M.P.H.
1984 AVERAGE DAILY TRAFFIC
COUNT 13,500 VEHICLES
1979 ADT 30300 DIR. 3 YR.
COMMERCIAL 1969 4% 1970 3%
EWL (10) 32.0 MILLION
TRAFFIC INDEX 9.0

CONCRETE PAVEMENT SECTION
STATION 15+44.00 TO STATION 16+49.30
STATION 29+79.50 TO STATION 37+53.75

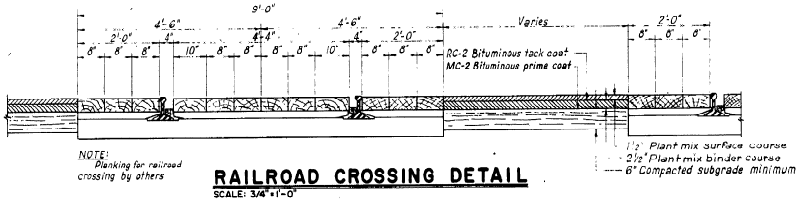


BITUMINOUS PAVEMENT SECTION
STATION 16+49.30 TO STATION 23+24.33
STATION 24+24.33 TO STATION 29+79.50



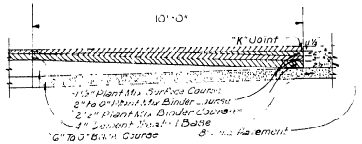
NOTE: AS PER A.T.&S.F. RAILROAD
NO EXCAVATION BELOW BOTTOM OF NEW PLANT MIX SURFACING EXISTING GROUND TO BE WATERED AND ROLLED TO SECURE REQUIRED COMPACTION

BITUMINOUS PAVEMENT SECTION
STA. 23+24.33 TO STA. 24+24.33 (RAILROAD CROSSING)



NOTE:
Planking for railroad crossing by others

RAILROAD CROSSING DETAIL
SCALE: 3/4"=1'-0"



SECTION X-X
SECTION X-X shows the flow of Concrete Pavement with Plant Mix (Plant Mix to be placed and rolls to Specifications in layers as shown, increasing in total depth from 4" to 9" in Feet. Concrete Pavement to be placed prior to Plant Mix.

TYPICAL ROADWAY SECTION NOTES

1. GENERAL NOTE:
See table of estimated quantities sheet 2a of plans for estimated amounts of rolling, watering and bituminous materials required for subgrade and surfacing. Subgrade and surfacing to be compacted as per standard specifications and/or special provisions modifying standard specifications.

2. SUBGRADE:
The natural ground upon which fills are to be made and bottom of cuts (except rock) shall be scarified and finally broken up to a minimum 6" depth. The loose material shall then be consolidated by watering and rolling. Embankment shall be constructed in accordance with sections 18 and 21 of standard specifications.

3. BASE COURSE AND CLASS "B" CEMENT TREATED BASE COURSE:
Cement treated base is to be placed in accordance with Special Provisions on prepared subgrade to the compacted depth and width as shown on the typical roadway section.

The "G" base course shall be placed in accordance with specifications, and watered and rolled to secure compaction. The entire surface of cement treated base under base course shall receive a curing seal of bituminous material, Type RC-2. Use water seal under concrete pavement. See Special Provisions.

4. BITUMINOUS MATERIALS AND SURFACING:
PRIME AND TACK COATS
After the base course has been placed, shaped and compacted to a true grade and cross-section, a prime coat of bituminous material, Type MC-1, is to be applied at rate shown in table and to the widths as shown on typical sections. If directed by the engineer, a tack coat of bituminous material, Type RC-2, shall be applied immediately prior to placing plant mix and between courses of plant mix. Tack coat to be rolled with pneumatic tired roller immediately after application to secure even distribution of asphalt.
PLANT MIX
Plant mix surface course and plant mix binder course to be laid to compacted depths and widths as shown on typical sections.
Plant mix to be laid in two courses (1½" surface course on 2½" binder course) as shown. Total compacted depth = 4". Bituminous material, Type 85-100, to be used in plant mix.
MEDIAN TREATMENT
Median treatment to consist of one course surface treatment including cover material as per section 66 of standard specifications on 3" compacted base course. Bituminous material, Type 120-150, to be used for one course surface treatment. Prime coat of MC-1 to be applied prior to one course surface treatment.

5. CONCRETE PAVEMENT:
Concrete pavement to be poured true to grades and cross-sections as shown on the plans and in accordance with section 76 of standard specifications. Joint details and joint locations shall conform to the plans.

NOTES:
See table of estimated quantities on sheet 2a for amounts of watering, rolling, asphalt, cement, etc.
No payment to be made for rolling of plant mix surface course, tack coats or cement treated base.
No payment will be made for haul of cement treated base material.
Prime coat of bituminous material, Type MC-1, to be applied under one course surface treatment and under plant mix surface course. No prime coat where RC-2 curing seal is used.
There will be no payment for ton mile haul on this project.
If samples pulled from the finished subgrade indicate that additional support is necessary, surfacing shall be increased in accordance with written recommendations from Central Laboratory.

GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS

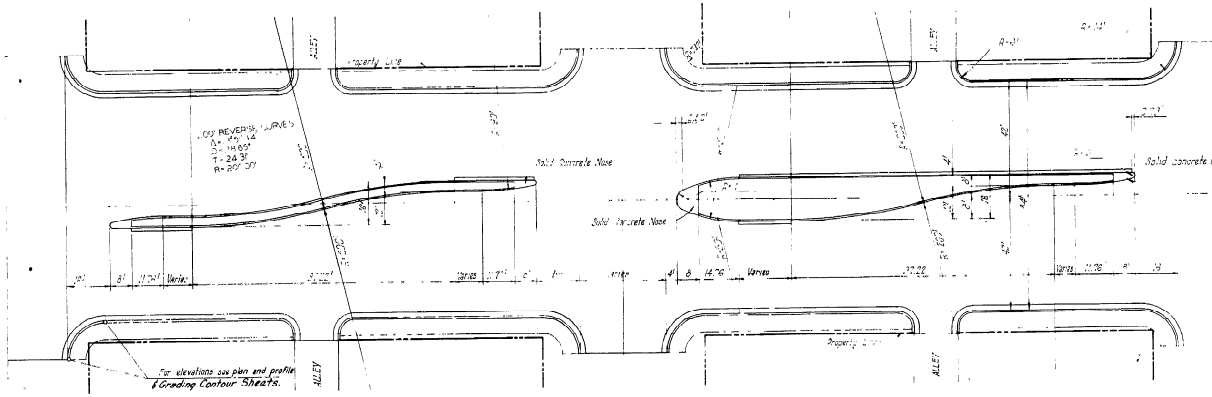
NEW MEXICO STATE HIGHWAY DEPARTMENT

TYPICAL ROADWAY SECTIONS

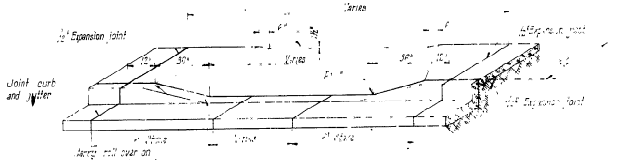
NMP NO. U-UG-003-3(13) SHEET 2 OF 29

DRAWN R.D.M.
TRACED R.D.M.
CHECKED S.A.J.
CHECKED A.J.
DESIGNED A.D.

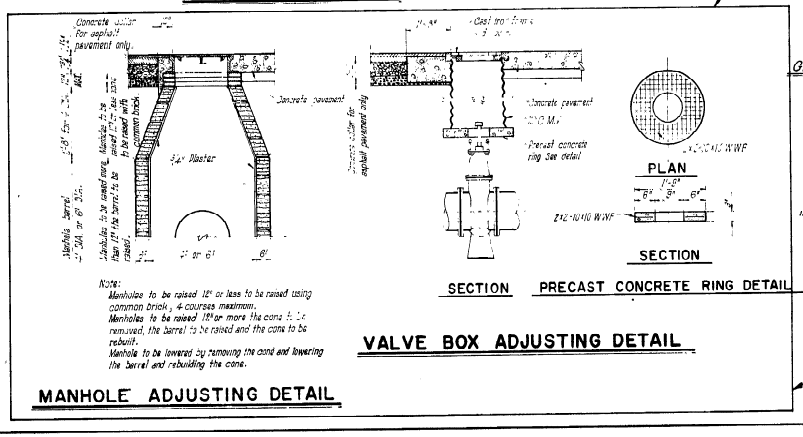
FED RD. DIV. No.	STATE	NMP	SHEET No.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	26	29



TYPICAL MEDIAN LAYOUT



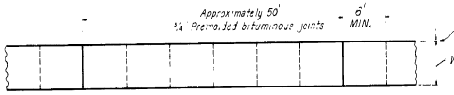
TYPICAL DRIVEWAY



VALVE BOX ADJUSTING DETAIL

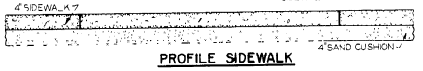
MANHOLE ADJUSTING DETAIL

NOTE: Manhole, water and gas valve boxes to be raised to grade by owners



PLAN SIDEWALK

Note: For sidewalk notes, see general notes.



PROFILE SIDEWALK

TYPICAL SIDEWALK DETAILS

GENERAL NOTES

CURB AND GUTTER to be constructed of CLASS "A" concrete and to be laid in lengths of 10'-0" between construction joints. ¾" Premolded Bituminous joints to be located at intervals not to exceed 50 feet at P.C. and P.T. of curb returns and each side of drive pads. Every third joint to be opposite dowled joint in concrete pavement.

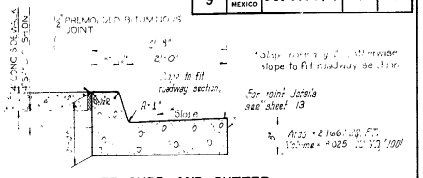
DRIVE PADS to be constructed of CLASS "A" concrete 6" thick. Drive pads longer than 18 feet to have at ½ preformed expansion joint at the midpoint. Drive pads more than 18 feet long to have 2 - ½" expansion joints with not more than 18 feet between joints.

SIDEWALKS to be constructed of CLASS "A" concrete 4" thick with a transverse slope of ¼" per foot. ½" PreFormed bituminous and ¾" Premolded Bituminous Joints at approx. 50' intervals to be located between the sidewalk and the back of the curb, where sidewalks abut with existing walks, buildings drive pads and immovable objects and 15 feet on centers on straight runs. Dummy groove joints to be located at intervals of 6' feet on centers maximum. Width of sidewalk to be 72" placed adjacent to the curb and gutter.

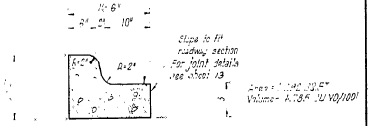
MEDIAN NOSE Curb noses to be measured and paid for per linear foot. Solid concrete median between curbs to be measured and paid for per cubic yard of concrete.

EXCAVATION AND PREMOLDED BITUMINOUS JOINTS to be included in the unit price bid for concrete curb and gutter or median curb and gutter.

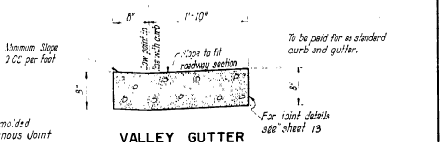
For Information of Contractor Only.
Work is not a part of this Contract.



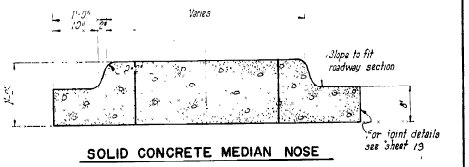
CONCRETE CURB AND GUTTER



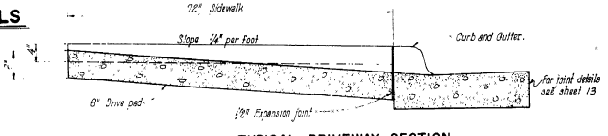
CONCRETE MEDIAN CURB AND GUTTER



VALLEY GUTTER



SOLID CONCRETE MEDIAN NOSE



TYPICAL DRIVEWAY SECTION

TYPICAL CURB DETAILS

No.	DESCRIPTION	DATE	BY
4			
3			
2			
1	Revised General Notes	3-61	J.M.O.

REVISIONS (OR CHANGE NOTICES)

GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS

NEW MEXICO STATE HIGHWAY DEPARTMENT

TYPICAL CURB AND GUTTER SECTIONS AND MEDIAN LAYOUT

NMP NO U-UG-003-3(13) SHEET 25 OF 29

CHECKED GAJ DRAWN R.A.G.
CHECKED J.O. TRACED R.A.G.
DESIGNED J.O. CHECKED R.A.G.

FED. ROAD DIV. NO.	STATE	N.M.P. U-UG-003-3 (13)	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO			2c	29

STATION	LOCATION	STRUCTURE	SKEW	SERIAL	16 EXCAVATION FOR STRUCTURES CU.YDS.	28 MECHANICAL TAMPING STD.FED.AID PROJECT MARKER, TYPE III HOUR	28 EACH	49c CLASS "A" CONCRETE CU.YDS.	74a REINFORCEMENT FOR CONC. STRUCTURES LBS.	75a STD. REINFORC. PIPE 12" DIAMETER LIN.FT.	85a STD. REINFORC. PIPE 18" DIAMETER LIN.FT.	85b STD. REINFORC. PIPE 24" DIAMETER LIN.FT.	85c STD. REINFORC. PIPE 42" DIAMETER EACH	74b FRAME & COVER EACH	92 EXCAVATION FOR PIPE CULVERT CU.YDS.	92 STRUCTURAL STEEL LBS.
15+44.00	B.O.P.	1-Std. Federal Aid Project Marker Type III		FM-1			1									
37+53.75	E.O.P.	" " " " " "		FM-1			1									
STORM SEWER TRUNK LINE																
30+35 to 31+50.4		1-24" x 712.00' R.C.P.				~~28~~						712.0		~~49.3~~		
30+08.5 to 30+35		1-24" x 32.00' R.C.P.				~~1~~						32.0		~~2.7~~		
STORM SEWER MANHOLES																
16+17.2	65.0' Lt.	Build 1-Type II Manhole, H = 8.86'		MH-2	~~22.46~~	~~26.38~~ 38		~~2.59~~	~~2,854~~					1		
16+17.2	42.0' Rt.	" " " " H = 9.08'		"		26.97 40		2.67	2,944					1		
16+17.2	90.0' Rt.	" " " " H = 9.29'		"		27.51 40		2.75	3,029					1		
16+51.5	5.0' Lt.	" " " " H = 9.09'		" 27.78		~~27.00~~ 40		2.75	3,029					1		
30+08.5	20.15-6' Rt.	" " " " H = 3.55'		" 13.33		12.18 18		1.26	1,387					1		
30+~~35~~ 23.5	5.0' Lt.	" " " " H = 3.76'		" 13.89		~~12.14~~ 19		1.33	1,465					1		
33+90.2	5.0' Lt.	" " " " H = 5.11'		" 16.27		~~16.35~~ 24		1.79	1,974					1		
35+50.0	5~~4.5~~' Lt.	" " " " H = 5.45'		" 16.14		~~17.26~~ 25		1.85	2,038					1		
~~2+94.95~~	℄	" " " " H = 1.00				13.50		3.921	194.4					1		
16+70	℄	" " " " H = 4.40				14.66		3.692	159.8					1		
DROP INLET AND INLET LINE																
15+67.45	48.0' Lt.	Adjust 1-Type "F" Inlet to grade, Build 1-12'X6' R.C.P.	See Plans					2.35	2,588	6				~~4.56~~		
15+67.45	42.0' Lt.	Build 1-Type II, 2 Unit Inlet & 1-18'x58' R.C.P.	"	D.I.C.-1		~~3.8~~		~~3.36~~ 2.70	~~2,453~~ 2,453		58			~~42.59~~		857
15+67.45	42.0' Rt.	Build 1-Type II, 2 Unit Inlet & 1-18'x42' R.C.P.	—"—	"		~~3.3~~		~~3.41~~ 2.50	~~3,541~~ 2,590		42			~~34.47~~		857
15+86.90	79.5' Rt.	Build 1-Type II, 2 Unit Inlet & 1-18'x30' R.C.P.	See Plans	"		~~3.0~~		~~3.68~~ 2.73	~~3,818~~ 2,838		30			~~22.00~~		857
15+86.90	~~104~~ 8' Lt.	Build 1-Type I, 1 Unit Inlet & 1-18'x34' R.C.P.	"	"		~~2.5~~		~~2.93~~ 2.17	~~3,042~~ 2,252		34			~~22.00~~		411
16+35.50	72.0' Rt.	Build 1-Type II, 2 Unit Inlet & 1-18'x24' R.C.P.	"	"		~~2.8~~		~~3.23~~ 2.54	~~3,354~~ 2,636		24			~~19.00~~		857
16+54.95	42.0' Lt.	Build 1-Type II, 2 Unit Inlet & 1-18'x34' R.C.P.	"	"		~~3.1~~		~~3.41~~ 2.64	~~3,541~~ 2,741		34			~~25.67~~		857
16+54.95	42.0' Rt.	Build 1-Type II, 2 Unit Inlet & 1-18'x34' R.C.P.	—"—	"		~~3.1~~		~~3.41~~ 2.64	~~3,541~~ 2,741		34			~~6.40~~		857
18+20.00	42.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x60' R.C.P.	See Plans	"		~~3.3~~		~~2.60~~ 1.83	~~2,700~~ 1,900		60			~~43.47~~		411
18+20.00	42.0' Lt.	Build 1-Type I, 1 Unit Inlet & 1-18'x52' R.C.P.	"	"		~~3.0~~		~~2.60~~ 1.83	~~2,700~~ 1,900		52			~~38.07~~		411
19+84.10	42.0' Lt.	Build 1-Type I, 1 Unit Inlet & 1-18'x60' R.C.P.	"	"		~~3.3~~		~~2.60~~ 1.83	~~2,700~~ 1,900		60			~~44.00~~		411
19+84.10	42.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x66' R.C.P.	"	"		~~3.4~~		~~2.60~~ 1.83	~~2,700~~ 1,900		66			~~48.87~~		411
29+73.75	42.0' Rt.	Build 1-Type II, 2 Unit Inlet & 1-18'x42' R.C.P.	"	"		~~3.3~~		~~3.36~~ 2.58	~~3,482~~ 2,682		42			55.00		857
29+73.75	42.0' Lt.	Build 1-Type II, 2 Unit Inlet & 1-18'x70' R.C.P.	"	"		~~4.2~~		~~3.36~~ 2.70	~~3,482~~ 2,800		70			~~51.33~~		857
29+93.30	36~~60~~.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x44' R.C.P.	"	"		~~2.8~~		~~2.60~~ 1.83	~~2,700~~ 1,900		44			~~33.73~~		411
30+55.50	42.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x~~50~~' R.C.P.	"	"		~~2.9~~		1.90 1.33	1,970 1,380		~~50~~			~~39.13~~		411
30+55.50	42.0' Lt.	Build 1-Type I, 1 Unit Inlet & 1-18'x40' R.C.P.	"	"		~~2.7~~		~~2.60~~ 1.83	~~2,700~~ 1,900		40			~~32.00~~		411
33+58.00	54~~60~~.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x68' R.C.P.	"	"		~~3.5~~		~~2.60~~ 1.83	~~2,700~~ 1,900		68			~~52.00~~		411
33+91.00	36~~60~~.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x62' R.C.P.	"	"		~~3.3~~		~~2.60~~ 1.83	~~2,700~~ 1,900		62			~~46.93~~		411
35+73.95	42.0' Lt.	Build 1-Type I, 1 Unit Inlet & 1-18'x42' R.C.P.	"	"		~~2.7~~		~~2.60~~ 1.83	~~2,700~~ 1,900		42			~~27.07~~		411
35+79.12	42.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x54' R.C.P.	"	"		~~3.1~~		~~2.60~~ 1.83	~~2,700~~ 1,900		54			~~35.16~~		411
37+14.10	54~~60~~.0' Rt.	Build 1-Type I, 1 Unit Inlet & 1-18'x70' R.C.P.	"	"		~~3.8~~		~~2.60~~ 1.83	~~2,700~~ 1,900		70			~~52.80~~		411
22+08.00	42.0' Lt.	Build 1-Sidewalk Underdrain						~~0.47~~							~~129~~ 182	
TOTALS					196.1	140.15	2	100.73	6089	6	1,036	744.0	10	0	1411.46	12366
USE					~~163.39~~ 196	~~120.3~~ 140	2	~~94.30~~ 100.8	~~5413.3~~ 6090	6	1,036	~~744.0~~ 744	~~8~~ 10	0		~~12338~~ 12366

No.	DESCRIPTION	DATE	BY
6			
5			
4			
3			
2	Changed Wardingly Prod From 5' Manhole Cover	4/84	C.K.P.
1	Deleted Structural Exc. For Drop Inlets	March 74	W.H.

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
STATE HIGHWAY DEPARTMENT

ESTIMATED STRUCTURE QUANTITIES

FED. ROAD DIV. NO.	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(18)		2d	

• GENERAL NOTES •

1.— New Mexico State Highway Department Standard Specifications (1954 Edition) shall govern construction of this project unless otherwise noted.
2.— When the material encountered in excavation is of a satisfactory quality, the material shall be hauled to the top of the embankment after the lower part of the embankment has been completed.
3.— The contractor shall provide for and assume all responsibility for haul roads between plants and the job.
4.— For estimating purposes only, earthwork quantities are based on a shrinkage factor of 25% in roadway embankment.
5.— The contractor shall provide for handling traffic during construction of this project, for which no compensation will be allowed. The contractor will be required to keep the sections used in good riding condition and free from any hazards to traffic. The safety and comfort of the traveling public shall be the prime consideration. Sequence of work and detouring of traffic shall be approved by the city.
6.— No work within the *Atchison Topeka & Santa Fe Railroad Company* right of way shall be performed without first contacting their Chief Engineer for permission, approval and coordination of the work.
7.— Excess material shall be disposed of as noted on the plans or as directed by the Engineer.
8.— All concrete on this project shall be Class "A" Concrete.
9.— All existing fences within the Right of Way are to be removed by the contractor. Payment for this removal to be included in the lump sum bid for *Clearing & Grubbing*. Post and wire to be disposed of as directed by the Engineer.
10.— Quantities shown on the plans for Chain Link Fence, and Gates are approximate only. Correct quantities for these items furnished by the Engineer.
11.— **Lump Sum bid for "Removal of Obstructions" shall include removal of all remaining foundations, conc. slabs and debris, and filling of basement foundations, Cleaning and Leveling of that property adjacent to North Right of Way of Lomas Blvd. Where previous removal work has been done.**
12.— All reinforcing bars used on this project shall be new billet steel, intermediate grade.
13.— All utility removals or adjustments necessary on this project will be made by the owners, as arranged by the State Highway Department and are noted on these plans.
14.— No construction stakes shall be set in areas to be cleared of old building foundations, sidewalks or other obstructions, until such obstructions have been removed. After construction area has been cleared, construction stakes will be set as soon as practicable.
15.— Structure Placement Sections are not included in these plans. See "*Drop Inlet and Manhole Details*" for typical inverts at structures. Grade and elevation of connecting RCP storm sewers to be determined at the time of construction by the Engineer, using minimum slopes as shown.
16.— **Item 15a "Excavation Unclassified" includes removal of all materials within 100 ft. R/W except old "Drainage Structures." For the information of the contractor, following are the Approx. quantities of materials included as excavation. Existing Asphalt Pavement 11,900 Sq. Yds, Concrete Drive Pads 1130 Sq. Yds, Concrete Sidewalks 1340 Sq. Yds, Concrete Curb and Gutter 4405 Lin. Ft. and Misc. Building Foundations, Steps, Cellars etc.**

• SUMMARY OF QUANTITIES •

(FOR INFORMATION OF CONTRACTOR ONLY)

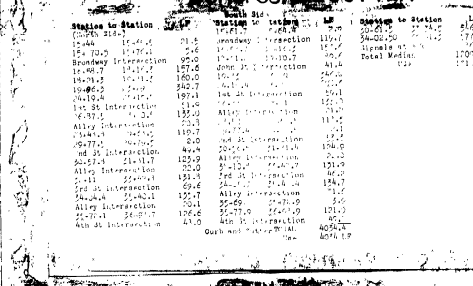
Item No.	Estim. Quan.	Final Quan.	Unit	Item
10	L.S.	L.S.	L.S.	Removal of Old Structures
12	L.S.	L.S.	L.S.	Cleaning and Grubbing
15a	7500	11870	Cu.Yd.	Excavation, Unclassified
16	170	196	Cu.Yd.	Excavation For Structures
22	245	273	M.Gal.	Watering
23	8	6	Hour	Rolling (*Tamping Roller*)
24	21	14	Hour	Rolling (*Pneumatic Tired*)
25	6	5	Hour	Rolling (*Steel Tired*)
27		14	Hour	Fifty (50) Ton Roller Operation
28	120	140	Hour	Mechanical Tamping
47a	149	140	Lin. Ft.	Chain Link Fence
47b	1	0	Each	Chain Link Drive Gate - 12' Wide
49c	2	2	Each	Std. Fed. Aid Proj. Mrkrs. - Type III.
54	3000	3933	Ton	Base Course
54a	4500	4787	Ton	Base Course (Cement Treated)
59a	7.0	7.64	Bbl.	Portland Cement
59b	20020	21,724	Sq. Yd.	Cement Treated Base Course Class "B"
59d	70	91.4	Bbl.	Bitum. Curing Seal Material - Type RC-2
63a	120	106.6	Bbl.	Bituminous Material - Type MC-1
66a	3	4.3	Bbl.	Bituminous Material - Type 120-150
66b	5	6	Ton	Cover Material
70a	980	1125	Ton	Plant Mix Surface Course - Type I
70b	1340	1537	Ton	Plant Mix Binder Course - Type I
70c	760	752	Bbl.	Bitum. Material - Type 85-100 (Plant Mix)
70d	112	0	Bbl.	Bitum. Material (Tack Coat) Type RC-2
74a	95	100.3	Cu.Yd.	Class "A" Concrete
74b	8	10	Each	Frame and Manhole Cover
20b	0	2844		Selected Borrow
75a	5425	6030	Pound	Reinforcement for Conc. Structures
76a	8215	8283	Sq.Yd.	Concrete Pavement
78a	4140	4074	Lin.Ft.	Concrete Curb and Gutter
78b	1200	1210	Lin.Ft.	Median Conc. Curb and Gutter
78d	6	7.5	Cu.Yd.	Concrete for Solid Medians
79a	1340	1349	Sq.Yd.	Concrete Sidewalks - 4" Thick
79b	420	734	Sq.Yd.	Concrete Driveways - 6" Thick
85a	6	6	Lin.Ft.	Std. Reinforced Conc. Pipe - 12" Diam.
85b	1036	1036	Lin.Ft.	Std. Reinforced Conc. Pipe - 18" Diam.
85c	744	750	Lin.Ft.	Std. Reinforced Conc. Pipe - 24" Diam.
92	12250	12366	Pound	Structural Steel
102a	1370	1641	Lin.Ft.	Galvanized Conduit - 2" Diam.
102b	320	311	Lin.Ft.	Galvanized Conduit - 3" Diam.
102c	2030	2031	Lin.Ft.	Asbestos Cement Conduit - 2" Dia.
102d	145	140	Lin.Ft.	Galvanized Conduit 1" Diam.
102f	10	10	Each	Junction Boxes, Electrical
102g	12	14	Each	Pedestal Footings - Type SP
102h	31	33	Each	Mast Arm Footings - Type M.A.
11	L.S.	L.S.	L.S.	Removal of Obstructions
79a	765	583	Sq.Yd	Concrete Sidewalk - 4" Thich

LIGHTING ITEMS — Non-Part.

Note: The Contractor, at his option, may construct Cement Treated Base in conformity with either Special Provisions Modifying Section 59-*Central Plant Mixed Cement Treated Base* or Section 59-*Road Mixed Cement Treated Base*.

(ITEM 78a & 78b)

CONC. CURB & GUTTER •



(ITEM 78d)

CONC. SOLID MEDIANS •

STATION	STATION	THICKNESS INCHES	AREA Sq.Yd.	CU.YD.
30+54.00	30+62.00	14	1.66	0.65
33+34.00	33+42.00	14	1.66	0.65
33+56.00	34+04.00	14	10.20	3.77
36+90.50	36+98.50	14	1.66	0.65
		TOTAL	15.18	5.92
		USE		6.00

(ITEM 47a)

• CHAIN LINK FENCE •

STATION	STATION	LOC.	LENGTH FEET	GATES	HEIGHT FEET
~~10+12.3~~	~~11+15.5~~		~~100.6~~		
~~10+16.19~~	10+16.50	50'RT	~~33.4~~		6'
~~20+24.80~~	20+63.30	50'RT	~~38.5~~		6'
~~70+63.30~~	70+94.80	50'RT	~~31.5~~	1	6'
		TOTAL	140.4	1	
		USE	140	1	

SPECIAL PROVISIONS FOR THIS PROJECT ARE LISTED BELOW. SEE CONTRACT ASSEMBLY FOR SUPPLEMENTAL SPECIFICATIONS TO BE USED AS A SEPARATE APPENDIX TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, (1954 EDIT. 2d.)

• SPECIAL PROVISIONS •

- For Minimum Wage Rates.
- Relating to Domestic Materials. 9-16-60
- For Handling Traffic. 2-16-61
- For Insurance Coverage 3-23-59
- Supplementing Requirements of N.M.S.H. Commission Standard Specifications Relative to Responsibility for Damage Claims. 5-25-60
- Modifying Section 4 - *Scope of Work* (Detours) 2-7-61.
- Modifying Section 7 *Legal Relations and Responsibility to Public.* 10-29-59
- Modifying Section 7 - *Legal Relations and Responsibility to Public.* 11-30-60
- Modifying Section 7 - *Legal Relations and Responsibility to Public* (Relative to Contractor Operations on Railroad Right-of-Way.) 10-3-60
- Modifying Section 12 - *Clearing and Grubbing.* 1-13-60
- Modifying Section 15 - *Roadway and Drainage Excavation.* 10-9-59
- Modifying Section 51 - *Flexible Bare.* 11-18-54
- Amending Section 59 - *Central Plant Mixed Cement Treated Base.* 11-10-60
- Amending Section 60 - *Cement Modified Base (Machine Road Mix).* 11-10-60
- Modifying Section 73 - *Portland Cement Concrete* and Section 76 - *Portland Cement Concrete Pavement.* 12-5-60
- Modifying Section 76 - *Portland Cement Concrete Pavement (Weakened Plane Joints).* 10-4-60
- For Traffic Control Bases, Light Standard Bases, Junction Boxes, and Conduits. 2-16-61
- Modifying Section 62 - *Materials and Equipment* 3-22-60
- For Manhole Frames and Covers 7-22-60
- For Sequence of work 2-16-61
- ~~Amending Section 9 - Measurement and Payment 3-7-61~~
- ~~Amending Section 18 Chain Link Wire Fence Fence~~
- Modifying Section 61 - Bituminous Materials 2-28-61
- Modifying Section 70 - Plant Mix Surface Course 2-27-61
- Amending Section 21 - Compaction 3-8-61

STATION	TO	STATION	LIN. FT.	MILES
15+44	"	37+53.75	2209.75'	0.418

Note: Two Construction Identification Signs will be required on this Project. One to be located at the B.O.P. the other at the E.O.P.

No.	DESCRIPTION	DATE	BY
6			
5			
4	Prov. deleted	3-16-61	
3	Prov. added	3-13-61	
2	Changed Wording to Read Frame & Manhole Cover Only	March 24, 61	L.A.S.
1	Revised Summary of Quantities Curb & Gutter	March 24, 61	L.A.S.

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
STATE HIGHWAY DEPARTMENT
• GENERAL NOTES;
• SPECIAL PROVISIONS;
• SUMMARY OF QUANTITIES;
• LENGTH OF PROJECT;
• CONSTRUCTION ITEMS •

5

U-UG NO 003-3(18) SHEET NO 2d

HW 2662

FED. ROAD DIV. NO.	STATE	N M P	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U UG 003 3(13)		20	24

SURFACING

FROM STATION	TO STATION	REMARKS	BASE COURSE: LENGTH IN FEET	THICKNESS IN INCHES	SQUARE YARDS	CUBIC YARDS	TOTAL TONS ITEM 54	CONCRETE PAVEMENT CL "B" CEMENT TREATED BASE COURSE: LENGTH IN FEET	SQUARE YARDS ITEM 16	LENGTH IN FEET	THICKNESS IN INCHES	SQUARE YARDS ITEM 54	CUBIC YARDS	TOTAL TONS ITEM 54
151 44.00	161 49.30	Broadway Intersection (Conc. Pavt.)						105.30	1,515	105.30	4"	1,515	168	328
161 49.30	191 44.35	Broadway To John St (Bit. Pavt.)	295.05	6"	2,903	967	911			295.05	4"	2,903	322	601
191 44.35	231 24.33	John St To Railroad (Bit. Pavt.	379.98	6"	3,640	607	1,164			379.98	4"	3,640	400	760
231 24.33	241 54.33	Railroad Crossing (Bit. Pavt.)			SEE NOTE: TYPICAL SECTION, SHEET 2									2.16
241 54.33	261 54.78	Railroad to 19th St (Bit. Pavt.)	230.46	6"	2,253	376	733	90	230.46	5"	2,253	348	681	
261 54.78	291 39.50	19th St to 29th St (Bit. Pavt.)	324.71	6"	3,174	529	1,032	-11	323.71	4"	3,174	149	681	
291 39.50	294 79.50	29th St to 30th St (Conc. Pavt.)	340.00		340	40	75	395.00	3,510	395.00	4"	3,511	130	839
334 74.50	371 53.75	30th St to 49th St (Conc. Pavt.)	378.75		2,110	2,109	3,160	379.05	3,187	379.25	4"	3,638	299	778
		TOTAL			11,810	1,973	3,860		9,212			10,685	2,124	4,961
		USE					3,860		9,216			10,020		4,500

BITUMINOUS SURFACING

PLANT MIX SURFACE COURSE: LENGTH IN FEET	THICKNESS IN INCHES	SQUARE YARDS	CUBIC YARDS	TOTAL TONS ITEM 501b	PLANT MIX BINDER COURSE: LENGTH IN FEET	THICKNESS IN INCHES	SQUARE YARDS	CUBIC YARDS	TOTAL TONS ITEM 501b
295.05	1½"	2,661	111	222	295.05	2½"	2,661	185	370
379.98	1½"	3,416	142	284	379.98	2½"	3,416	237	474
100.00	1½"	515	21	42	100.00	2½"	539	38	76
324.71	1½"	2,994	125	250	324.71	2½"	2,994	208	416
		11,711	488	976			11,735	816	1,632
				980					1,640

MEDIANS BASE COURSE

1 COURSE SURFACE TREATMENT SQUARE YARDS	THICKNESS IN INCHES	SQUARE YARDS	CUBIC YARDS	TOTAL TONS ITEM 54
474	3"	83	7	14
317	3"	317	26	61
400		400	33	65

ITEM 11 REMOVAL OF OBSTRUCTIONS

STATION	LOC.	DESCRIPTION
116 1.90	Rt	Conc. Driveway
118 1.00	Rt	Conc. Floor & Footings
121 1.00	Rt	"
122 1.28	Rt	Platform Scales (per. Engr.)
122 1.47	Rt	Conc. Floor & Footings (per. Engr.)
127 1.50	Rt	"
128 1 to 291	Rt	"
311 1.60	Rt	"
312 1.25	Rt	Conc. Slab & Footings
321 1.60	Rt	Conc. Slab
341 1.40	Rt	Conc. Steps, Slabs and Footings fill Cellar
351 1.30	Rt	Conc. Steps, Walks & Footings fill Cellar
361 1.65	Rt	Conc. Slab & Footings (per. Engr.)
361 1.55	Rt	Conc. Floor & Footings (per. Engr.)
* 241 1.85	Rt	3.5 x 5' Conc. Steps

ITEM 10 REMOVAL OF OLD STRUCTURES

STATION	LOC.	DESCRIPTION
151 70.00	Rt	1-Double "C" Drop Inlet
151 69.70	Lt	1-Double "C" Drop Inlet
151 69.70	Lt	1-Single "C" Drop Inlet
151 86.90	Rt	1-"F" Drop Inlet
151 49.70	Lt	1-"F" Drop Inlet
161 35.50	Rt	1-Double "C" Drop Inlet
161 54.70	Lt	1-Double "C" Drop Inlet
181 01.70	Rt	1-Single "C" Drop Inlet
181 15.50	Lt	1-Single "C" Drop Inlet
191 75.80	Rt	1-Single "C" Drop Inlet
191 82.30	Lt	1-Single "C" Drop Inlet
261 24.00	Lt	1-"F" Drop Inlet
261 34.00	Lt	" " "
261 34.60	Rt	" " "
261 74.70	Rt	" " "
291 83.40	Lt	" " "
291 83.50	Lt	" " "
291 93.30	Rt	" " "
301 37.70	Rt	" " "
301 46.50	Lt	" " "
331 45.00	Lt	" " "
331 58.00	Rt	" " "
331 90.20	Lt	1-"B" Manhole
331 90.20	Rt/Lt	61 x 12" R.C.P.
331 90.20	Lt	360.20 x 12" R.C.P.
331 91.00	Rt	1-"F" Drop Inlet
341 06.70	Lt	" " "
371 34.20	Lt	" " "
371 05.20	Lt	" " "
371 14.10	Rt	" " "

WATER & GAS VALVE BOXES TO GRADE (To be done by Owners)

STATION	LOC.	NUMBER: MANHOLES	WATER VALVES	GAS VALVES
151 81.8	36.5 Lt	1		
151 99.1	12.0 Rt	1		
161 13.0	22.7 Lt	1		
161 17.2	6.7 Lt	1		
161 23.1	43.5 Lt		1	
161 47.7	13.4 Lt		1	
171 79.3	6.0 Lt	1		
191 35.8	5.2 Lt	1		
191 43.5	21.0 Lt	1		
231 06.3	20.2 Lt	1		
261 22.2	12.8 Lt		1	
261 55.0	20.4 Lt	1		
261 61.2	10.3 Lt	1		
261 64.6	7.5 Rt		1	
261 79.0	19.5 Lt		1	
281 38.2	34.0 Lt			1
301 12.0	40.8 Lt	1		
301 15.8	20.2 Lt	1		
301 5.8	30.0 Lt	1		
301 17.3	40.7 Lt	1		
301 24.9	12.4 Rt		1	
301 26.6	4.5 Lt	1		
331 74.6	29.3 Lt	1		
331 80.0	6.8 Lt	1		
331 81.5	10.0 Rt		1	
331 90.2	4.9 Lt	1		
371 27.9	33.0 Lt	1		
371 28.5	29.9 Lt	1		
371 28.9	33.8 Lt	1		
371 30.7	16.1 Lt	1		
371 34.6	34.2 Lt	1		
371 44.5	23.5 Lt		1	
371 50.4	5.0 Lt	1		
TOTALS		24	8	1

ESTIMATED SUBGRADE & SURFACING FACTORS

ITEM	ROLLING: TOTAL ROLLING REQUIRED	PNEUMATIC TIRED ROLLER	STEEL TIRED ROLLER	TAMPING ROLLER	50 TON ROLLER	WATERING: WATER REQUIRED	BITUMINOUS MATERIAL: MC-1	RC-2	85-100 BY WGT. TOT MIX	120-150	ESTIMATED WGT. LBS. PER CU YD.	PORTLAND CEMENT	COVER MATERIAL
NATURAL GROUND	2000 sq yds	—	—	50%	50%	5 gals/sq yd	—	—	—	—	—	—	—
SUB-GRADE	150 sq yds/hr	20%	—	40%	40%	30 gals/sq yd	—	—	—	—	—	—	—
BASE COURSE	150 tons/hr	40%	20%	—	40%	25 gals/ton	—	—	—	—	3900 lbs	—	—
PRIME COAT	1200 sq yds/hr	100%	—	—	—	0.4 gals/sq yd	—	—	—	—	—	—	—
TACK COAT	—	—	—	—	—	—	—	0.2 gals/sq yd	—	—	—	—	—
TYPE I PLANT MIX SURFACE COURSE	—	—	—	—	—	—	—	—	55%	—	4000 lbs	—	—
TYPE I PLANT MIX BINDER COURSE	—	—	—	—	—	—	0.6 gals/sq yd on Untreated Base Course	—	50%	—	4000 lbs	—	—
ONE COURSE SURFACE TREATMENT	1200 sq yds/hr	40%	60%	—	—	—	0.4 gals/sq yd Prime Coat	—	—	0.3 gals/sq yd	—	—	15 lbs/sq yd
CEMENT TREATED BASE COURSE CLASS "B"	—	—	—	—	—	—	—	—	—	—	3900 lbs	Max 3.0%	—

0.25 gals/sq yd

To be used under hot plant mix only. Use water seal under concrete.

ITEM 9a CONCRETE SIDEWALK

Station to	St-tion	Width	Length	S. F.
North Side				
15+44	15+ 52.1	7.6	51.1	374.36
15+65.5	15+74.4(Inlet) 0.097	"	"	67.68
Broadway Intersection				441.14
16+99.5	17+ 1.7	6.0	9.4	57.40
17+01.5	17+10.7(Inlet) 0.097	"	"	65.78
16+96.5	17+05.1	6.0	8.4	50.40
17+53.3	17+67.4	6.0	14.1	90.60
17+19.4	19+25	7.0	114.6	697.60
19+16.5	19+21.5(Inlet) 0.097	6.0	"	44.70
19+65.1	20+41.2	7.0	97.0	711.20
19+81.3	19+86.5(Inlet) 0.097	6.0	"	44.70
20+96	21+11.7	7.7	35.0	271.04
19+ 34.6	20+06.	1.7	1.4	2.51
21+71.0	21+79.1	6.0	6.4	47.10
21+75	22+16.1	6.0	40.1	310.60
22+58.7	22+91.9	6.0	33.2	319.20
23+17.3	23+29	6.0	11.7	84.20
24+19.4	24+95.4	6.0	76.0	684.00
25+03.6	25+49.4	6.0	45.8	274.80
254 77.4	26+16.5	6.0	39.1	234.60
1st St Intersection				705.15
26+87.5	27+01.6	6.0	11.0	366.00
27+26.2	29+70.6	6.0	32.6	209.40
Alley Intersection				356.94
28+63.8	29+70.6	6.0	120.70	724.20
29+63.5	29+77.5(Inlet) 0.09	6.0	"	44.70
2nd St Intersection				356.46
30+28.9	31+11.7	6.0	164.9	779.30
29+52.0	29+61.9(Inlet) 0.09	6.0	"	44.70
Alley Intersection				86.24
32+11	32+41	6.0	20.0	19.20
33+67	33+76.3	6.0	22.1	169.10
3rd St Intersection				340.60
34+04.4	34+09.5	6.0	1.1	30.70
34+43.1	34+47.7	6.0	15.2	95.60
34+34.4	34+91.5	6.0	2.9	17.40
35+08.7	35+40.1	6.0	11.4	61.40
Alley Intersection				57.14
35+67.1	35+76.1	6.0	5.0	30.00
"	"	(Inlet) 0.09	"	44.70
36+15.5	36+41.9	6.0	23.4	170.40
36+33.9	36+38.7	6.0	10.8	76.80
4th St Intersection				104.16
South Side				
15+61.7	15+73.5	6.0	11.9	71.40
15+64.2	15+73.6(Inlet) 0.09	6.0	"	44.94
Broadway Intersection				466.35
16+99.5	17+50.7	6.0	101.4	609.40
16+96.5	17+23.5(Inlet) 0.09	6.0	"	44.94
17+34.7	19+10.7	6.0	176.0	756.00
19+16.5	19+21.5(Inlet) 0.97	6.0	"	44.94
John St Intersection				191.77
19+79	19+95.5	6.0	17.5	105.00
19+75	19+85(Inlet) 0.92	6.0	"	44.80
20+23.5	20+47.7	7.0	63.7	329.20
20+77.2	20+86.6	7.5	9.4	7.50
20+90.4	20+01.0	7.5	97.5	693.75
22+01.9	22+09.4	6.0	7.5	45.00
22+50.4	23+29	6.0	76.6	459.60
24+19.4	24+29.2	7.4	10.3	146.52
24+09.1	26+ 29	7.4	130.9	968.66
1st St Intersection				957.05
26+83	26+95.2	6.0	4.2	49.70
27+39	28+21	6.0	32.0	492.00
Alley Intersection				56.54
29+89.2	29+49.1	6.0	30.9	197.40
29+68.5	29+79.5	6.0	11.0	66.00
"	29+77.5(Inlet) 0.92	"	9.0	54.00
2nd St Intersection				296.72
30+71.5	31+31.4	6.0	120.0	779.40
30+71.5	30+76.3(Inlet) 0.92	"	5.0	44.80
Alley Intersection				96.54
32+10.3	32+52.5	6.0	42.0	1256.00
32+76.1	33+43.2	6.0	66.6	599.60
3rd St Intersection				2654.22
34+27.1	34+09.9	6.0	97.2	583.20
Alley Intersection				56.54
35+09	35+38.4	6.0	15.4	92.40
35+78.9	35+77.9(Inlet) 0.92	"	5.0	44.80
36+06	36+40.1	6.0	16.1	96.60
36+35.3	36+40.1	6.0	15.9	95.40
4th St Intersection				188.26

Total Sidewalk 17,915.15 S. F.
1925.1 S. Y.
Total Concrete Sidewalk 4" Thick Participating 1,380 S. Y.
" " " Non-Participating 683.7 S. Y.
Use 684 S. Y.

ITEMS 9a & 9b CONCRETE SIDEWALK & CURB & GUTTER

STATION	TO STATION	REMARKS	LENGTH	WIDTH	SQ. YDS.	LENGTH	WIDTH	SQ. YDS.
231 8+10.10		Carried 20 Rt	139.70		155.60			
241 24.20	251 00.00	"	75.80	6	50.53			
251 00.00	251 20.00	"	20.00			20.00	6	13.33
251 20.00	251 57.50	"	37.50		25.00			
251 57.50	252 77.50	"				20.00	6	13.33
252 77.50	301 20.79	"	43.29	6	28.86			
301 20.79	301 88.12	"	13.33	Varies	5.12			
301 75.46	301 88.79	"	13.33	Varies	8.88			
301 88.79	311 50.00	"	61.21	6	40.81			
311 50.00	311 85.03	"				35.00	6	23.33
311 85.03	312 22.00	"	37.00	6	24.67			
312 22.00	281 22.00	"	4.33	Varies	2.12			
281 43.67	281 48.00	"	4.33	Varies	2.16			
281 48.00	291 79.50	"	131.50	6	87.67			
291 79.50	292 92.03	"	13.33	Varies	10.41			
301 38.17	301 51.50	"	13.33	Varies	9.59			
301 51.50	311 82.36	"	130.86	6	87.24			
311 92.36	311 86.69	"	4.33	Varies	2.12			
321 04.03	321 08.36	"	4.33	Varies	2.17			
321 08.36	331 44.50	"	136.14	6	90.76			
331 44.50	331 57.83	"	13.33	Varies	9.59			
331 91.17	341 04.50	"	13.33	Varies	9.59			
341 [illegible]	351 [illegible]	"	136.00	6	91.28			
351 41.39	351 45.72	"	4.33	Varies	2.12			
351 63.06	351 67.39	"	4.33	Varies	2.12			
351 67.39	351 86.00	"	18.61	6	12.41			
351 86.00	361 21.00	"				35.00	6	23.33
361 21.00	361 45.00	"	24.00	6	16.00			
361 [illegible]	361 [illegible]	"					6	21.33
361 80.00		"						
361 99.75		"						

BROADWAY IN[illegible] TION

0161 20.10	0166.90	East	46.80	6	31.20			
0166.90	0194.60	"				27.70	6	18.47
0194.60	0197.20	"	2.60	6	1.73			
2109.20	2145.20	"	36.00	6	24.00			
0161.20	0197.20	West	36.00	5.33	21.32			
2100.20	2140.20	"	31.50	5.33	14.65			
2140.70	2145.20	"				4.50	3.20	1.60
TOTAL					2,116.71			401.45
USE					2,105.0			420.0

TOTAL NEW SIDEWALK 2,116.71 sq.yds. USE 2,105.0 sq.yds.
REMOVAL OF OLD SIDEWALK 1,339.62 sq.yds. USE 1,340.0 sq.yds.
NEW SIDEWALK NON-PART. 763.76 sq.yds. USE 765.0 sq.yds.

See specials for rolling of plant mix surface, tack coat and cement treated base. Amounts of rolling, bituminous material etc. shown hereon are for estimating purposes only. The amount of rolling actually performed by each type of roller may be varied as directed by the engineer. Any watering or rolling performed in addition to that shown shall be ordered in writing by the engineer. Correct amounts of bituminous material will be determined by the Materials Laboratory. Tack coat to be rolled with pneumatic tired roller immediately following application to insure even distribution of the MC-2. There will be no direct payment for rolling of tack coat, plant mix surface or binder course, or cement treated base. There will be no payment for ten mile haul. Hos. proj.

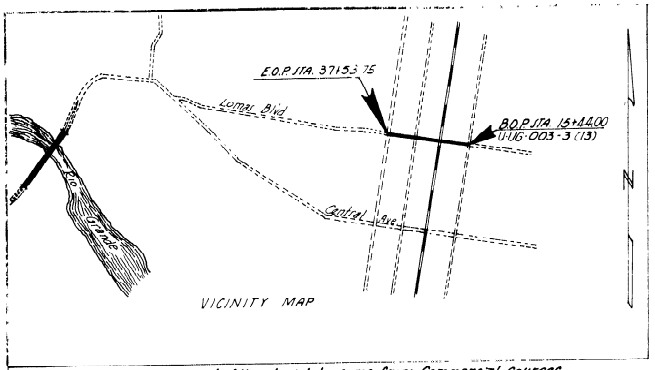
No.	DESCRIPTION	DATE	BY
6			
5			
4			
3	Added Cone Steps +	March 26	H.E.
2	Revised Removal of Old Structures	Feb 22 61	11/05
1	Revised Sidewalk Quantity	Feb 22 61	11/05

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
STATE HIGHWAY DEPARTMENT

SCHEDULES OF CONST. ITEMS

N.M.P. U UG 003 3(13) NO. SHEET NO. 20



VICINITY MAP

Note: No pit for this project. All material to come from Commercial Sources.

Henry 8-18-60

FED. ROAD DIV. NO.	STATE		SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	2-F	29

Lomas Blvd. - Broadway - 4th St.

Any sources for Base Course, Plant Mix, & Concrete may be obtained from any source after such material has been Tested & Approved by the Central Laboratory. This must be done before any material is produced for this project.

* For Estimate use 0.25 gal. RC-2 for Curing Seal over the Cement Treated Base under the Untreated Base material.
The Cement Treated Base under the Portland Cement Concrete Pavement to be cured with water.

The material Pit data presented is for informational purposes only and does not relieve the Contractor of determining for himself the accuracy of the information or the means necessary to produce specification material.

Exclusive Rights to Pit No. ____ are not granted to the Contractor under this Contract & the State reserves the Right to assign this pit to other projects for the production of aggregates.
It is therefore mandatory that the Contractor confine his operations to a minimum area necessary to produce the aggregate required for this project.

REQUIREMENTS FOR TREATED & UNTREATED SURFACING

Additives Req'd. Mixing Asphalt ____ % Concentrate Grade. Heat Stable.
Jetting Asphalt ____ % Concentrate Grade.
% Asphalt Recomm. Binder Course: Hot Mix Surfacing 3.0% @ 5:100 Pen. by wt. total mix
Surface Course: Hot Mix Surfacing 3.5% " " " " "
Linear Shrinkage of ____ shall be ____ % or less.
For Prime Seal, Estimate using: 0.2 Gal. MC-1 Per Sq. Yd.
For Curing Seal, Estimate using See Note* Gal. ____ Per Sq. Yd.
Cement Treated Base, Class "B" Estimate using 3.0 % Cement by weight
For Emulsified Asphalt Treated Base, Estimate using ____ % ____ by weight.
Surface Treatment ____
1st Course ____ Gal. ____ Sq. Yd.; ____ lbs. agg. Sq. Yd.
2nd Course ____ Gal. ____ Sq. Yd.; ____ lbs. agg. Sq. Yd.

SPECIFICATIONS FOR SURFACING AGGREGATES (% PASSING)

Sieve size	Base Course (Untreated)	Base Course Cement Treated	Plant Mix Type I Binder Course	Plant Mix Type I Surface Course	Cover Material
2"					
1½"	100	100	100		
¾"	80-100	80-100	70-100	100	
⅜"					100
½"			55-85	70-100	
¾"			45-70	55-85	
No. 4	30-60	30-60	30-55	40-65	0-20
No. 10	20-45	20-45	20-45	30-50	0-4
No. 40			10-25	15-30	
No. 80			7-18	8-20	
No. 200	4-12	4-12	4-8	4-8	
L.L.	Sandy	25 or less	Sandy	Sandy	
P.I.	Non-Plastic	6 or less	NP	N.P.	
Wear	50 or less	50 or less	40 or less	40 or less	40 or less

ESTIMATION FACTORS FOR SURFACING

Unit Weight of untreated Surfacing, 3900 lbs. Per Cu Yd.
lbs. Per Cu Yd.
Water requirements for untreated Surfacing, 25 Gallons Per Ton.
lbs. Per Cu Yd.
Unit Weight of Plant Mix Surfacing, 4000 lbs. Per Cu Yd.

DEVELOPMENT RECOMMENDATIONS FOR THE PRODUCTION OF SURFACING MATERIALS BASED ON:

1- Samples & Logs from the indicated Test holes.
2- Stripping overburden to depths recommended.
3- Working a vertical face, exposing the approved production depths in one lift after ripping as recommended.
4- If waste is necessary to produce specification Surfacing material, it shall be [illegible] before crushing and no additional payment will be allowed for waste so [illegible]

Concrete aggregates may be obtained from Approved Commercial Sources [illegible] from any other source when Tested & Approved by the Central Laboratory.
Portland Cement used in Cement Treated Base shall be Type I.
Mixing Water for Portland Cement Concrete, Cement Treated Base, etc. may be obtained from any source when Tested & Approved by the Central Laboratory.

FED ROAD DIV NO	STATE	U-UG	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	003-3(13)		23	24

DETOUR SIGNING GENERAL NOTES

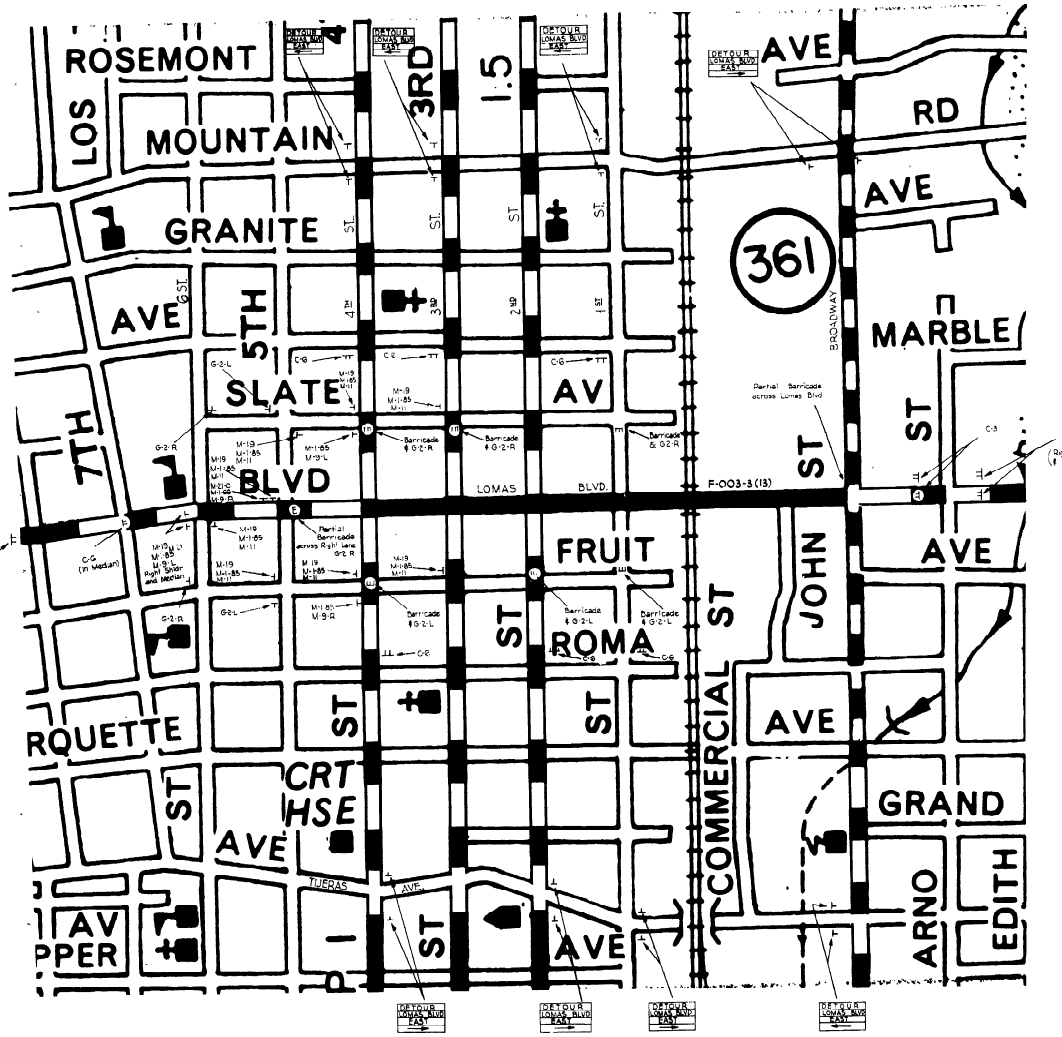
Signs Codes not shown in the Saftey Code Manual may be found in the New Mexico Manual on Uniform Traffic Control Devices available at the District Office.

Sign Types and locations shown hereon are subject to changes to the actual conditions encountered in the field. Signs not required by local conditions and as designated to be removed during construction will be removed or replaced when directed by the Project Engineer.

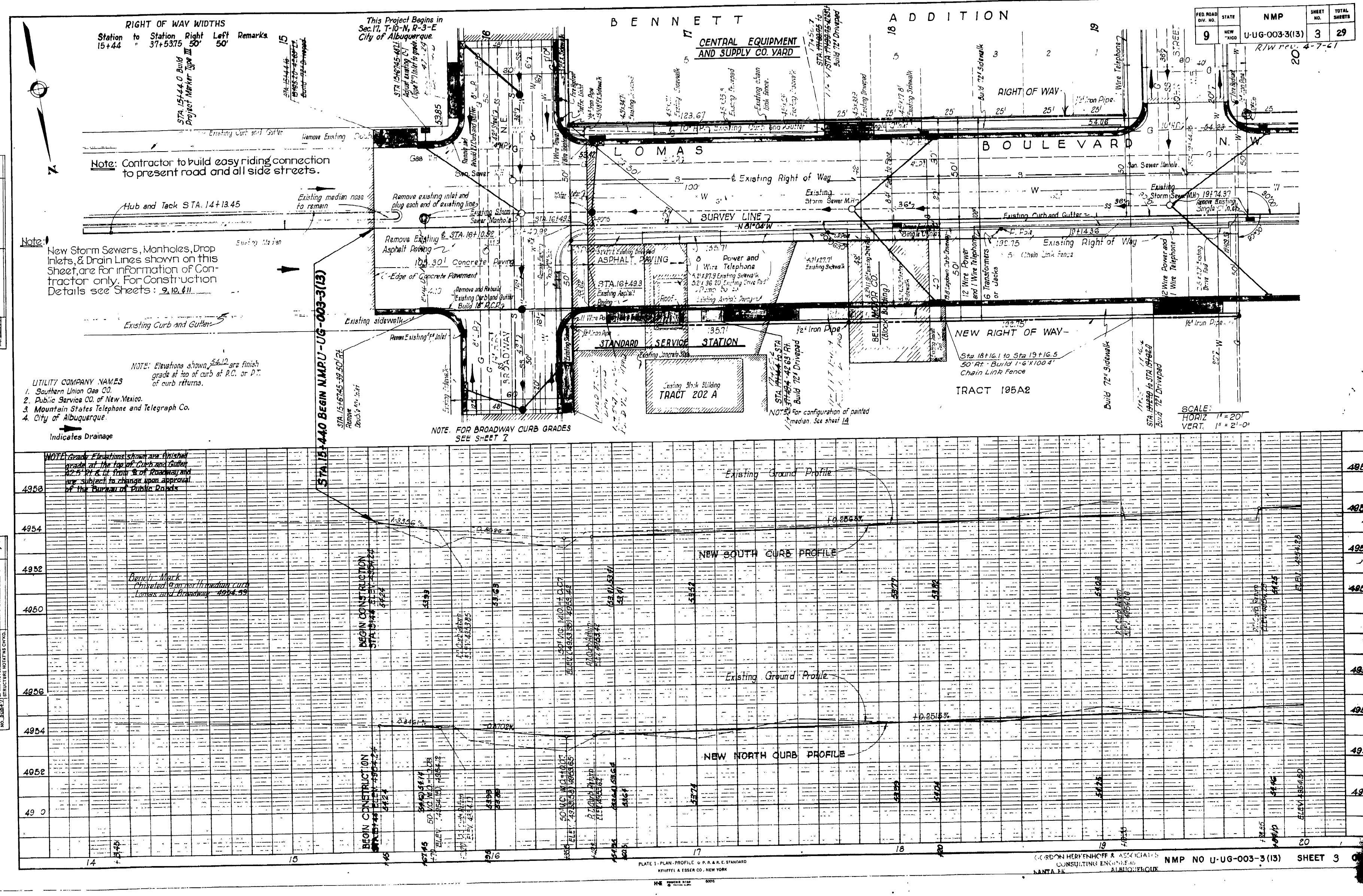
Additional markings and any special signs required by the Saftey Code for the guidance and protection of traffic shall be installed by the Contractor. Cost to be included in the unit prices of various bid items.

US or State Route Markers required for the project will be furnished by the Highway Department and installed by the Contractor.

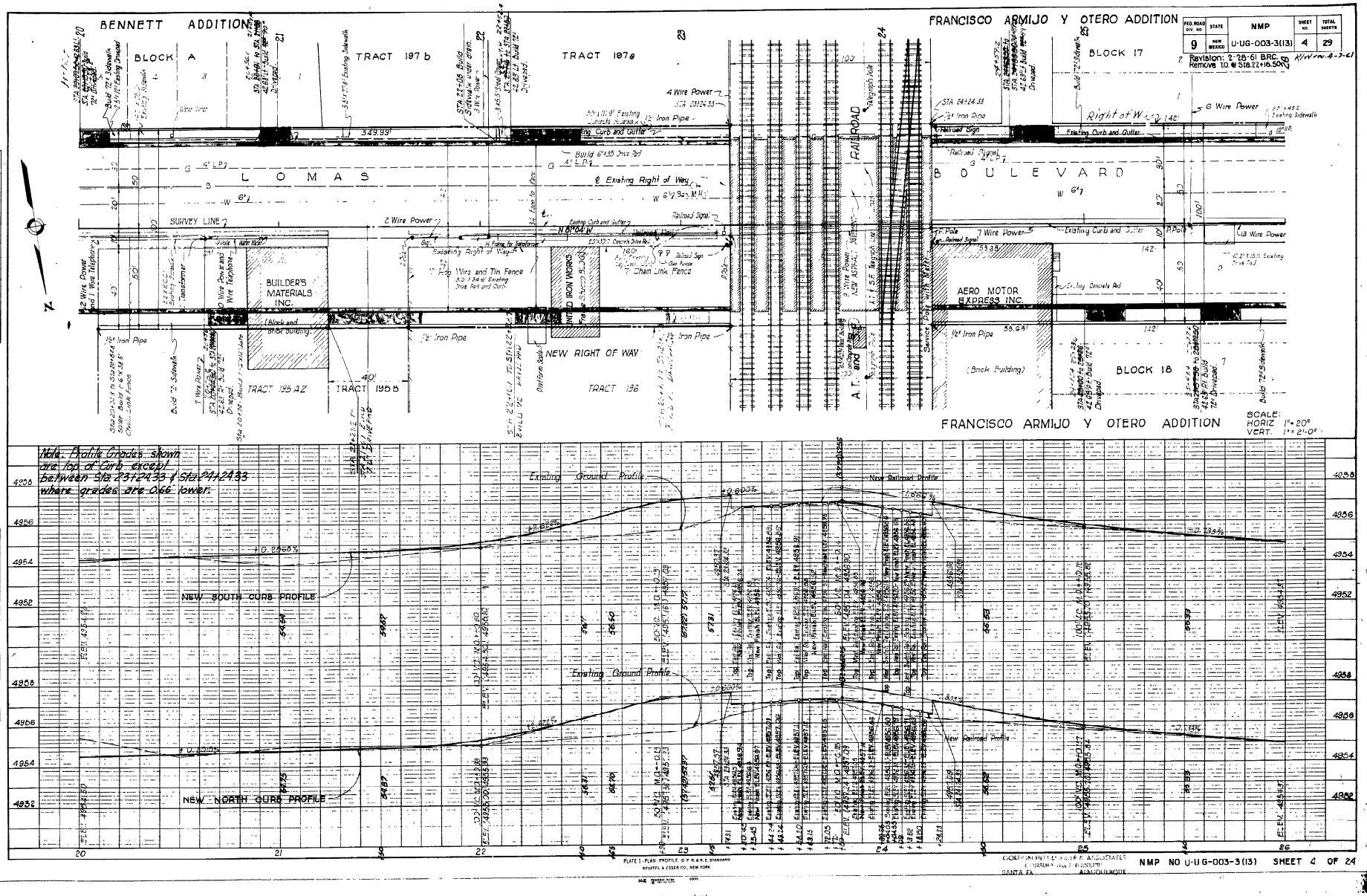
TT Barricade
T Sign - One post
TT Sign - Two post

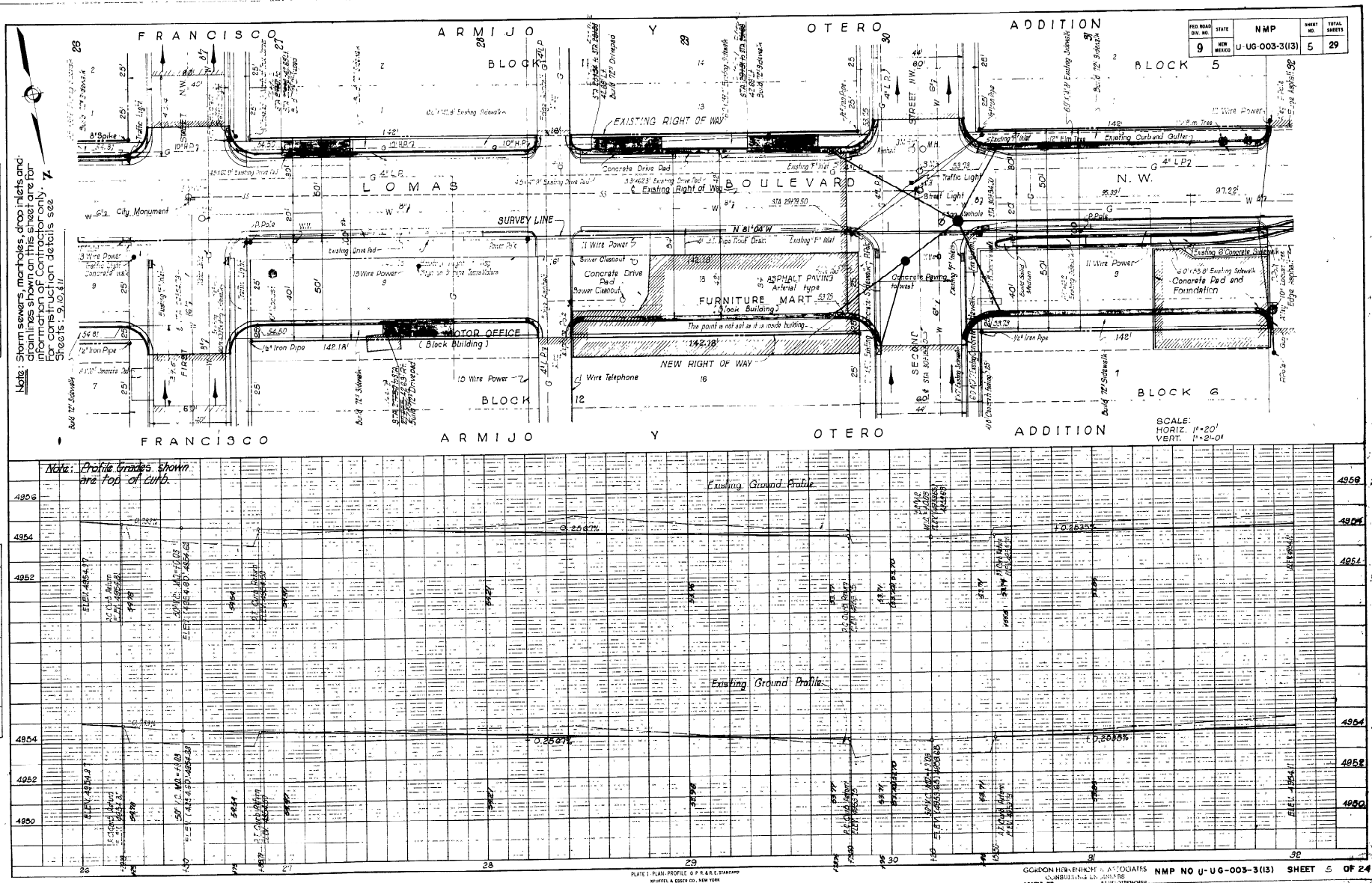


DETOUR LAYOUT


FED. ROAD DIV. NO. 9
STATE NEW MEXICO
NMP U-UG-003-3(13)
SHEET NO. 3
TOTAL SHEETS 29
R/W rev. 4-7-61
RIGHT OF WAY WIDTHS
Station 15+44 to Station 37+53.75 Right 50' Left 50' Remarks
This Project Begins in Sec.17, T-10-N, R-3-E City of Albuquerque.
STA. 15+44.0 Build Project Marker Type III
Note: Contractor to build easy riding connection to present road and all side streets.
Hub and Tack STA. 14+13.45
Note: New Storm Sewers, Manholes, Drop Inlets, & Drain Lines shown on this Sheet, are for information of Contractor only. For Construction Details see Sheets: 9, 10, & 11
Existing Curb and Gutter
NOTE: Elevations shown 54.10 are finish grade at top of curb at P.C. or P.T. of curb returns.
UTILITY COMPANY NAMES
1. Southern Union Gas CO.
2. Public Service CO. of New Mexico.
3. Mountain States Telephone and Telegraph Co.
4. City of Albuquerque.
Indicates Drainage
STA. 15+44.0 BEGIN N.M.P.U-UG-003-3(13)
B E N N E T T A D D I T I O N
CENTRAL EQUIPMENT AND SUPPLY CO. YARD
L O M A S B O U L E V A R D
BROADWAY N.E.
SURVEY LINE N 81°04'W
Existing Right of Way
RIGHT OF WAY
NEW RIGHT OF WAY
STANDARD SERVICE STATION
Existing Block Building TRACT 202 A
BELL MOTOR CO. (Block Building)
TRACT 195A2
Sta 18+16.1 to Sta 19+16.5 50' Rt. Build 1-6'X100.4' Chain Link Fence
Build 72" Sidewalk
Build 72" Drivepad
12 Wire Power and 1 Wire Telephone
6 Transformers or Jacks
Existing Storm Sewer M.H.
San. Sewer Manhole
Remove existing inlet and plug each end of existing line
Remove Existing Asphalt Paving
105.30' Concrete Paving
Edge of Concrete Pavement
Remove and Rebuild Existing Curb and Gutter Build 18" R.C.P.
NOTE. FOR BROADWAY CURB GRADES SEE SHEET 7
NOTE: For configuration of painted median. See sheet 14
SCALE: HORIZ 1" = 20' VERT. 1" = 2'-0"
NOTE: Grade Elevations shown are finished grade at the top of Curb and Gutter 42.5' Rt. & Lt. from ℄ of Roadway and are subject to change upon approval of the Bureau of Public Roads
Bench Mark Chiseled □ on north median curb Lomas and Broadway 4954.59
Existing Ground Profile
NEW SOUTH CURB PROFILE
NEW NORTH CURB PROFILE
BEGIN CONSTRUCTION STA. 15+44 ELEV. 4954.24
-1.3356%
-0.8026%
+0.2568%
-0.3461%
-0.8702%
+0.2515%
4956
4954
4952
4950
14
15
16
17
18
19
20
PLATE 1 - PLAN - PROFILE G. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK
GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS SANTA FE ALBUQUERQUE
NMP NO U-UG-003-3(13) SHEET 3

7


BENNETT ADDITION
FRANCISCO ARMIJO Y OTERO ADDITION
BLOCK A
TRACT 197 b
TRACT 197 a
BLOCK 17
BLOCK 18
L O M A S
B O U L E V A R D
RAILROAD
BUILDER'S MATERIALS INC.
AERO MOTOR EXPRESS INC.
UNITED IRON WORKS
TRACT 195 A2
TRACT 195 B
TRACT 196
NEW RIGHT OF WAY
SURVEY LINE
Existing Right of Way
Existing Curb and Gutter
Railroad Sign
Chain Link Fence
Wire and Tin Fence
(Brick Building)
(Block and Brick Building)
Existing Ground Profile
New Railroad Profile
NEW SOUTH CURB PROFILE
NEW NORTH CURB PROFILE
Note: Profile Grades shown are top of Curb except between Sta 23+24.33 & Sta 24+24.33 where grades are 0.66 lower.
SCALE: HORIZ 1"=20'
VERT. 1"=2'-0"
FED. ROAD DIV. NO. 9
STATE NEW MEXICO
NMP U-UG-003-3(13)
SHEET NO. 4
TOTAL SHEETS 29
Revision: 2-28-61 B.R.C. Remove 10 @ Sta 22+16.50
R/W rev. 4-3-61
PLATE 1 - PLAN - PROFILE O. P. R. & E. STANDARD
NMP NO U-UG-003-3(13) SHEET 4 OF 24



FED. ROAD DIV. NO.	STATE	NMP	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	5	29

Note: Storm sewers, manholes, drop inlets and drainlines shown on this sheet are for information of Contractor only. For construction details see Sheets: 9, 10, & 11

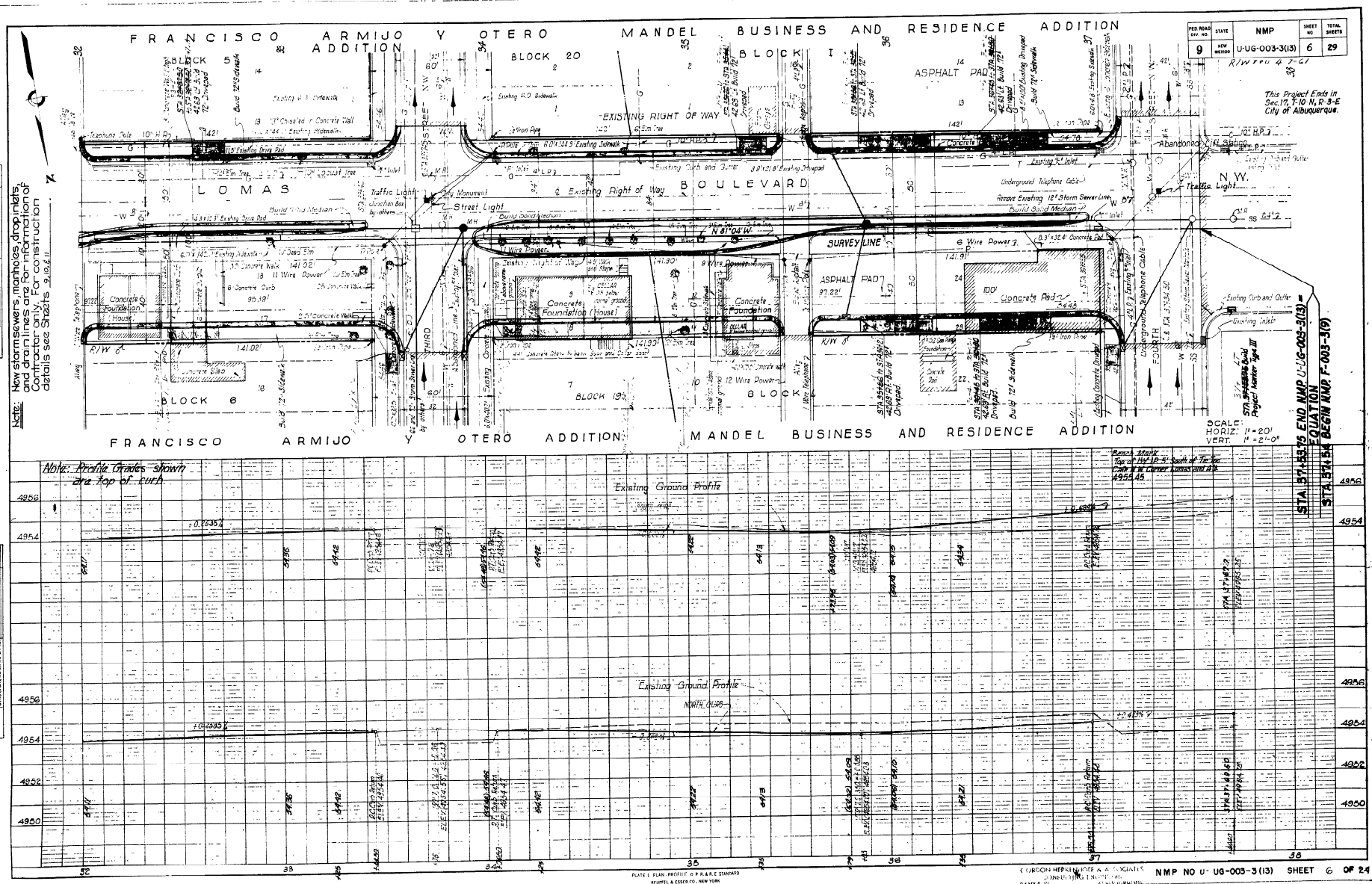
PLAN SURVEYED ... DRAWN ... NOTE BOOK (S) NOT CHECKED ... NO. BOOK(S) BY O.M.H. CHECKED.

PROFILE SURVEYED ... DRAWN ... NOTE BOOK (S) NOT CHECKED ... NO. BOOK(S) BY R.A. MYERS CHECKED BY O.M.H.

PLATE 1 - PLAN-PROFILE, G. P. R. & R. E. STANDARD
KUFFEL & ESSER CO., NEW YORK

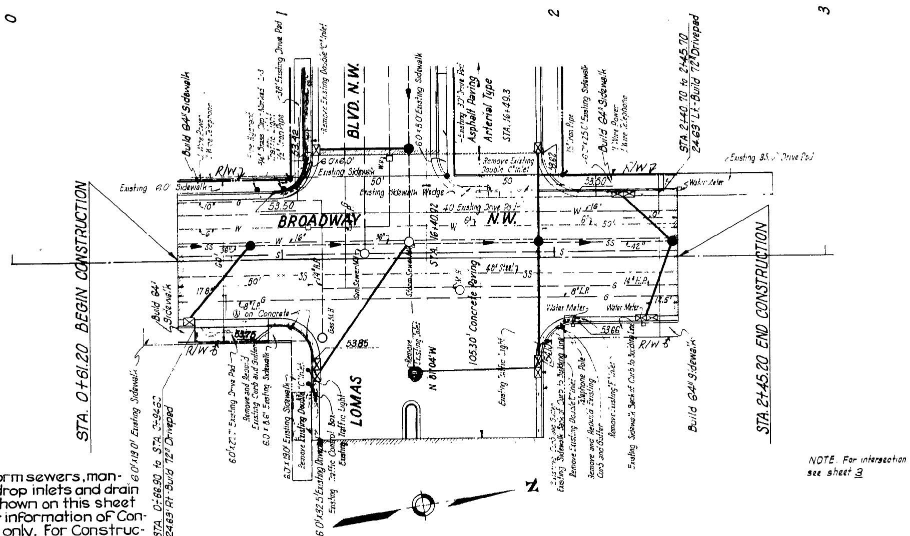
GORDON HENDRICKSON ASSOCIATES CONSULTING ENGINEERS
SANTA FE ALBUQUERQUE

NMP NO U-UG-003-3(13) SHEET 5 OF 29


FRANCISCO ARMIJO Y OTERO ADDITION
MANDEL BUSINESS AND RESIDENCE ADDITION
BLOCK 5
BLOCK 20
BLOCK I
ASPHALT PAD
LOMAS BOULEVARD
EXISTING RIGHT OF WAY
SURVEY LINE
Concrete Pad
Concrete Foundation (House)
BLOCK 6
BLOCK 19
BLOCK K
THIRD STREET N.W.
FOURTH STREET N.W.
Traffic Light
Street Light
Existing Right of Way
Abandoned Fl. Siding
Existing Curb and Gutter
Existing Inlet
Underground Telephone Cable
Underground Telephone Cable
Remove Existing 12" Storm Sewer Line
Build Solid Median
Build 12' Sidewalk
Existing Curb Opening Drainage Inlet
STA. 97+53.95 END NMP U-UG-003-3(13)
EQUATION
STA. 97+54.54 BEGIN NMP F-003-3(9)
This Project Ends in Sec 17, T-10 N, R-3-E City of Albuquerque.
R/W Red 4-7-67
SCALE:
HORIZ: 1" = 20'
VERT: 1" = 2'-0"
Note: New storm sewers, manholes, drop inlets, and drain lines are for information of Contractor only. For construction details see Sheets 9, 10 & 11
Note: Profile Grades shown are top of curb.
Existing Ground Profile
NORTH CURB
Bench Mark: Top of Nail 12.5' South of Tee Sta. Cap 'R W' Corner Tomas and Pile 4955.45
FED. ROAD DIV. NO. 9
STATE NEW MEXICO
NMP U-UG-003-3(13)
SHEET NO 6
TOTAL SHEETS 29
PLAN SURVEYED BY R.F.C. DRAWN BY R.A.J. NOTE BOOK, ALIGNMENT CHECKED R.A.J. NO. 60267 NOTE BOOK, GRADES CHECKED R.A.J. NO. 60267 BY WHOM CHECKED L.A.P.
PROFILE SURVEYED BY R.F.C. DRAWN BY R.A.J. NOTE BOOK, GRADES CHECKED R.A.J. NO. 60267 BY WHOM CHECKED L.A.P.
PLATE 1 PLAN - PROFILE O.P.R.A.R.E. STANDARD
KRUPPEL & ESSER CO., NEW YORK
CORDOVA HERRERA ORTIZ & ASSOCIATES
CONSULTING ENGINEERS
SANTA FE, NEW MEXICO
NMP NO U-UG-003-3(13) SHEET 6 OF 29

FED. ROAD DIV. NO.	STATE	NMP	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	7	29

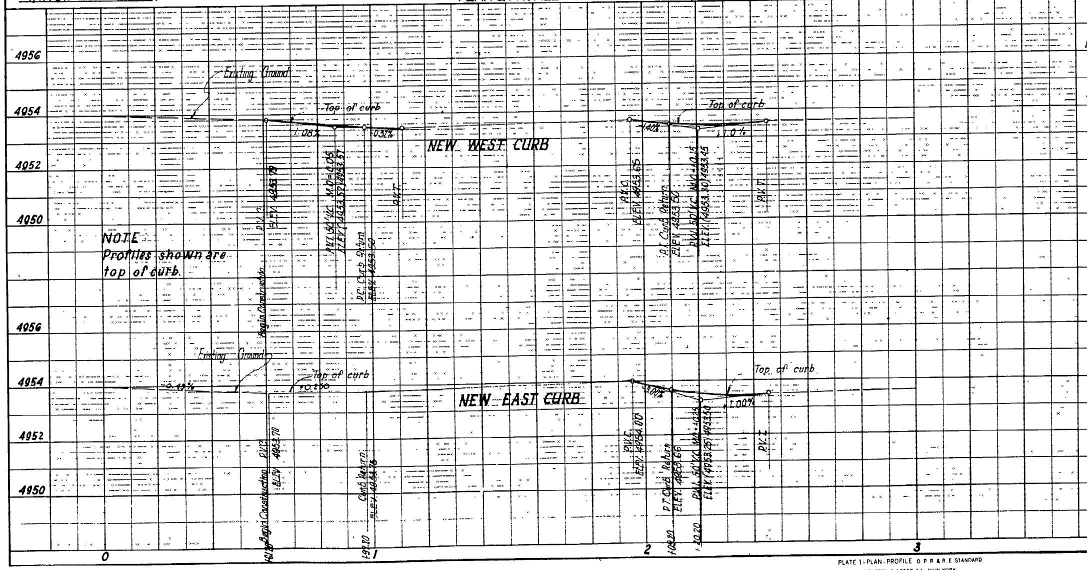
R/W REV. 4-7-61



NOTE: For intersection see sheet 3

Note: New storm sewers, manholes, drop inlets and drain lines shown on this sheet are for information of Contractor only. For Construction Details see Sheets: 9, 10, & 11

BROADWAY INTERSECTION
PLAN & PROFILE



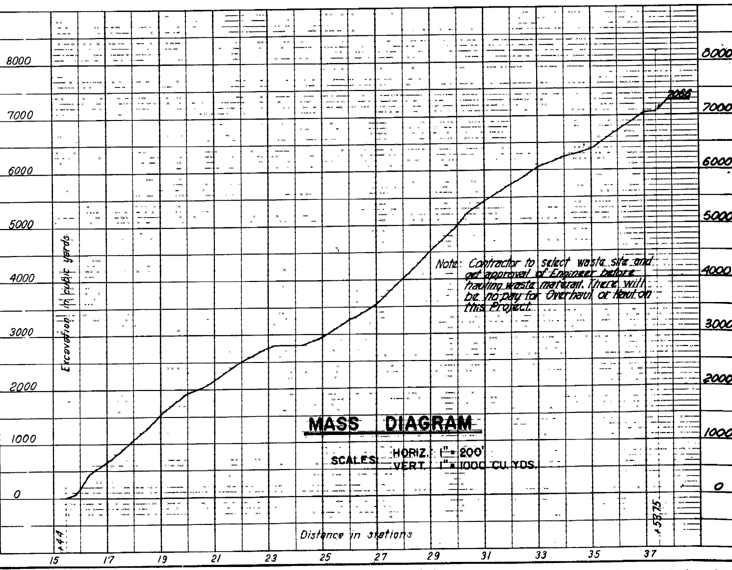


PLATE 1 - PLAN - PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

GORDON HERKENHOFF & ASSOCIATES

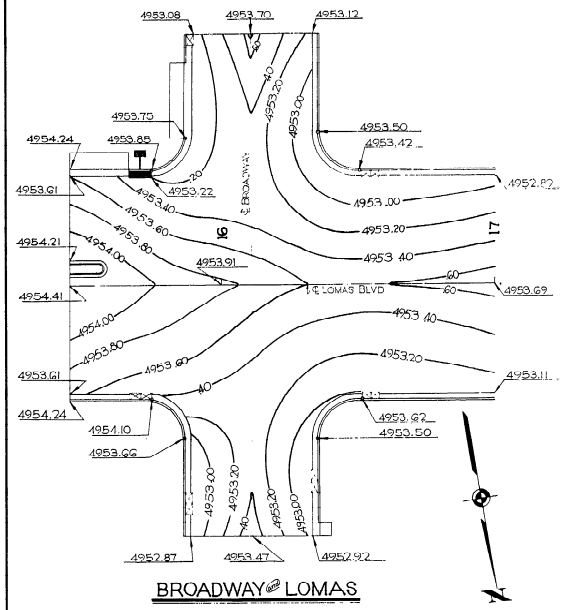
NMP NO. U-UG-003-3(13) SHEET 7 OF 29

7

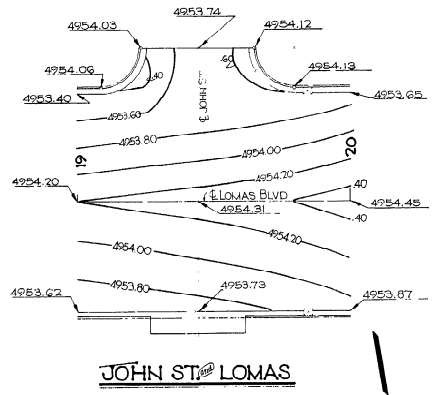
FED. RD. DIV. NO.	STATE	N M P	SHEET No.	TOTAL SHEETS
	NEW MEXICO	U-UG-003 3(13)	8	29

DRAWN _____ TRACED _____ CHECKED _____

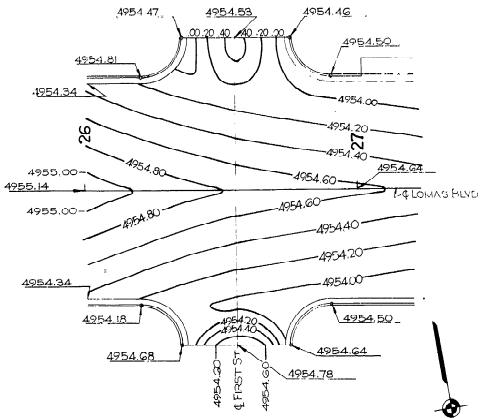
CHECKED _____ DESIGNED _____



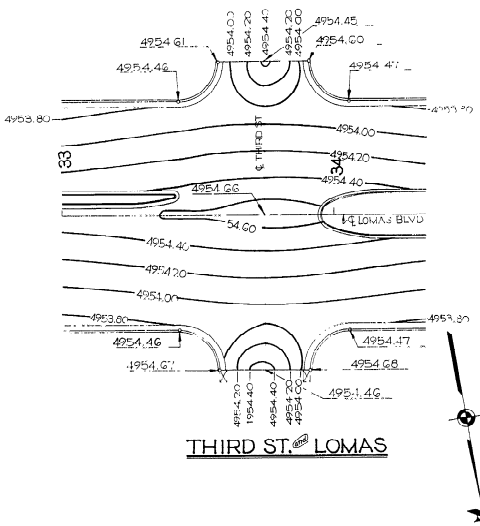
BROADWAY and LOMAS



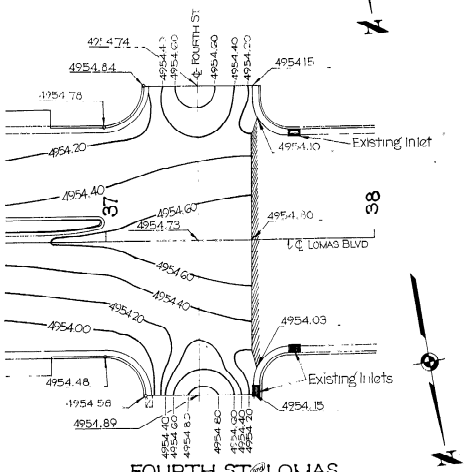
JOHN ST and LOMAS



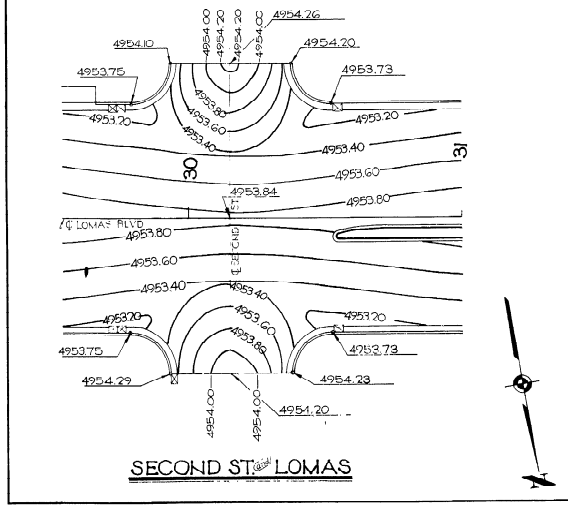
FIRST ST and LOMAS



THIRD ST and LOMAS



FOURTH ST and LOMAS



SECOND ST and LOMAS

• GRADING CONTOURS FOR INTERSECTIONS •

• SCALE : 1" = 20' • 4954.00 — Designates the Finished Grade Elevations. • CONTOUR INTERVAL = 0.20' •

GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS

NEW MEXICO STATE HIGHWAY DEPARTMENT

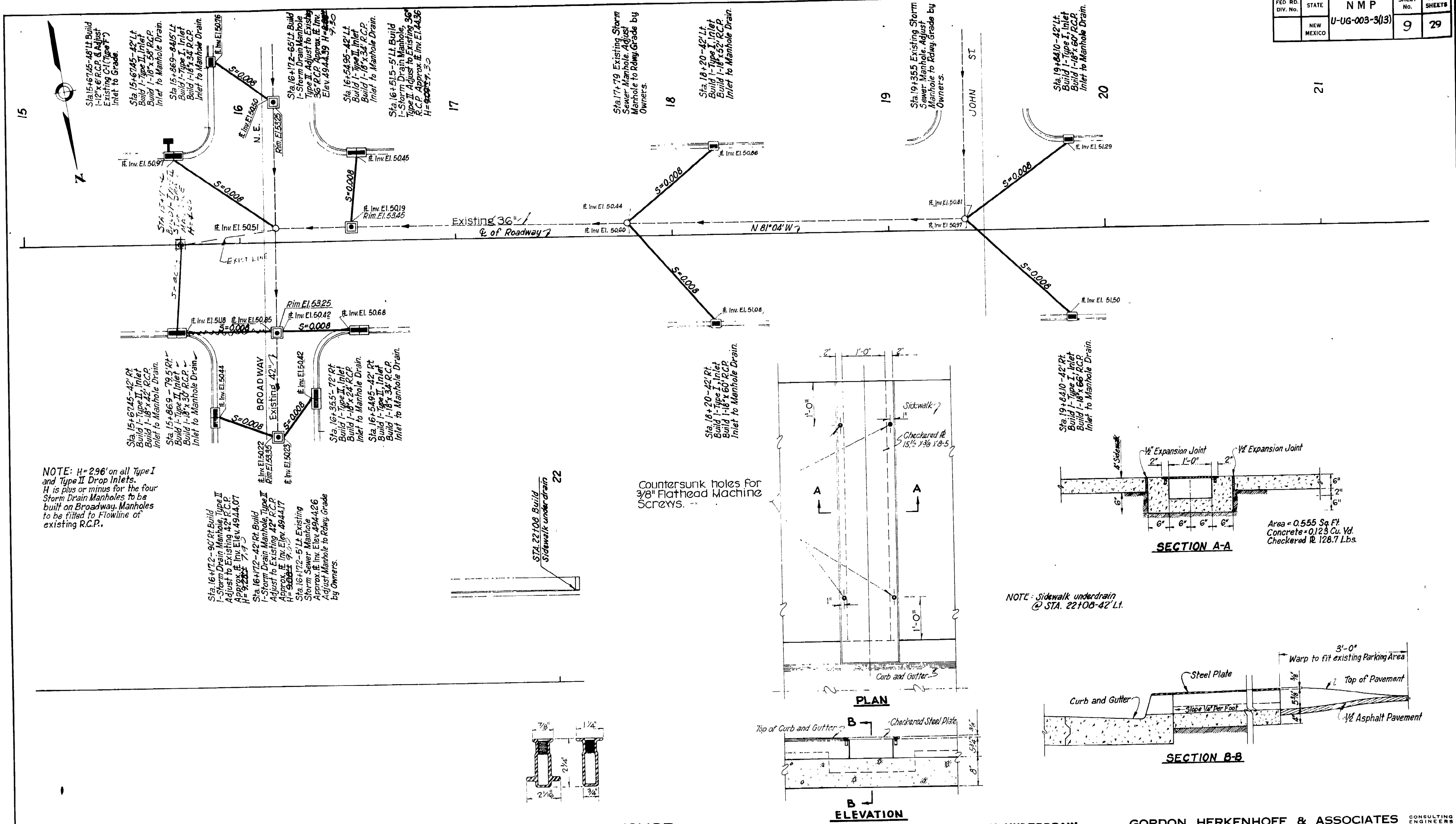
GRADING CONTOURS

SHEET 8 OF 29

N.M.P. U-UG-003-3(13)

APPROVED

FED. RD. DIV. No.	STATE	N M P	SHEET No.	TOTAL SHEETS
	NEW MEXICO	U-UG-003-3(13)	9	29



RICHMOND ANCHOR
UST 638, OR EQUAL.

NOTE: Payment for Inserts to be included in Unit Price Bid for "Structural Steel."

No.	DESCRIPTION	DATE	BY
6			
5			
4			
3			
2			
1	Added Anchor Details	3/6/63	

REVISIONS (OR CHANGE NOTICES)

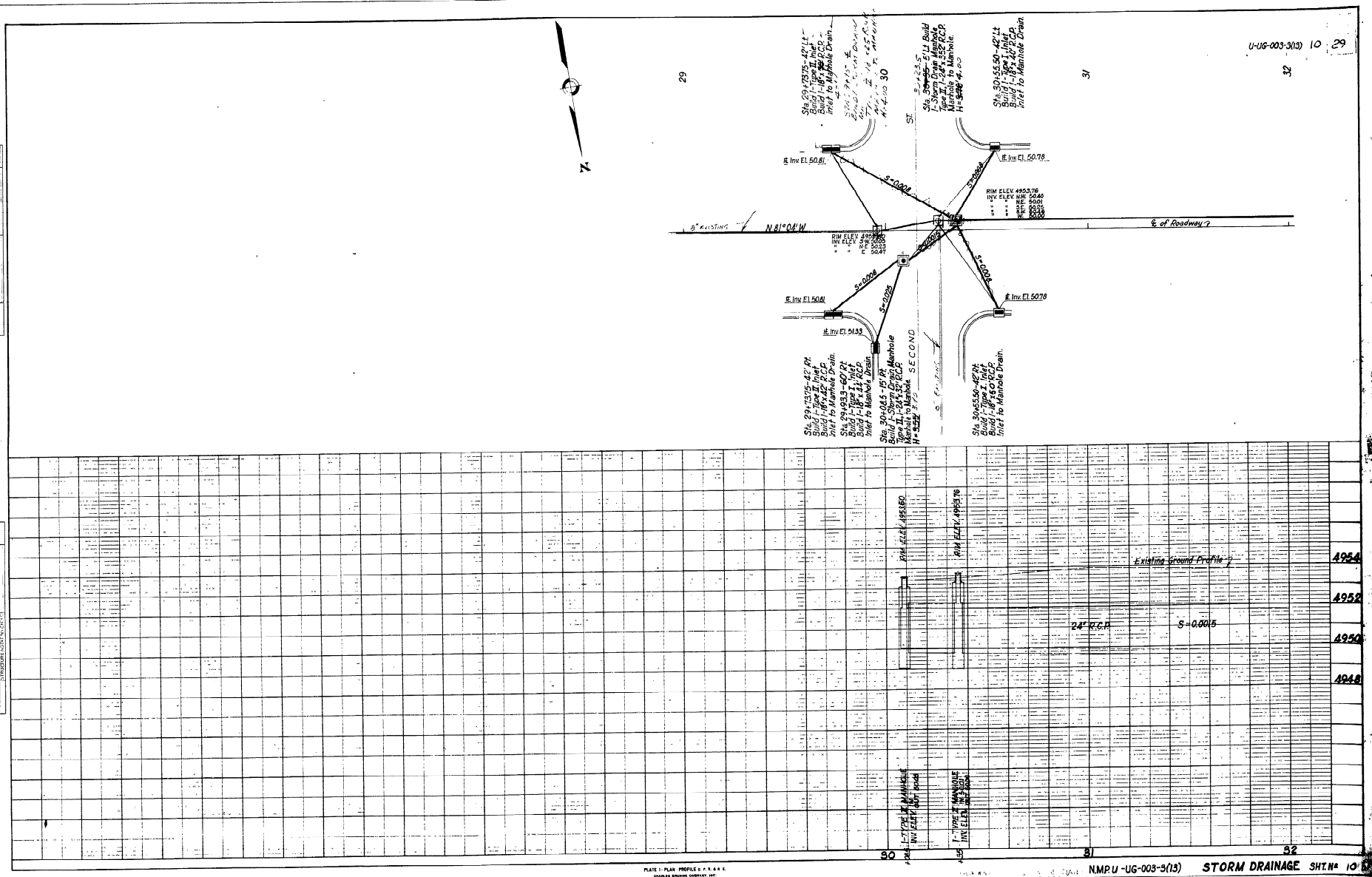
DRAWN ______ TRACED ______ CHECKED ______
CHECKED ______ DESIGNED ______

GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS

NEW MEXICO STATE HIGHWAY DEPARTMENT

STORM DRAINAGE LAYOUT

N.M.P. U-UG-003-3(13) SHEET 9 OF 29

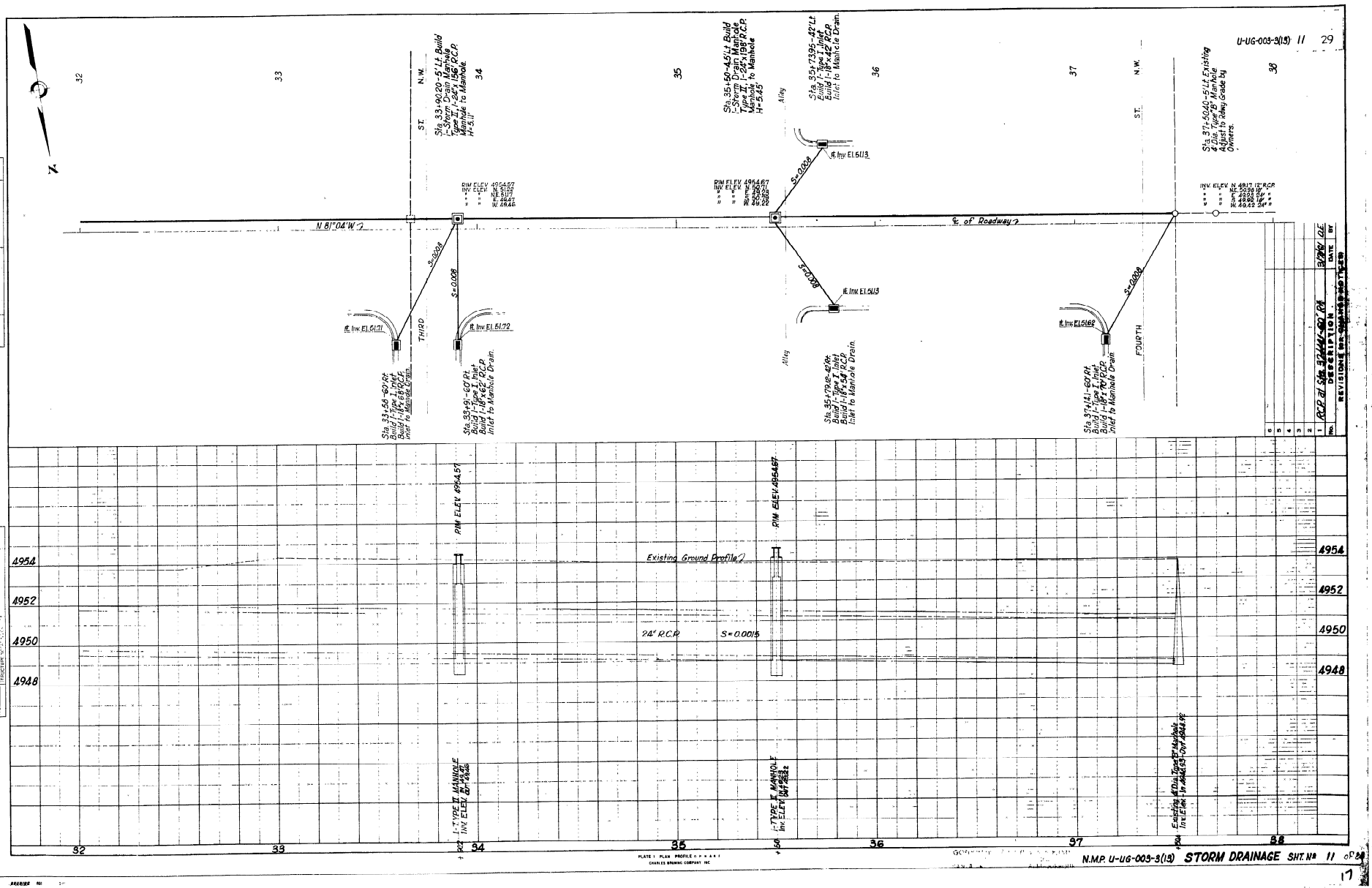


PLAN — SURVEYED, PLOTTED, GRADES CHECKED, AS-BUILT, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, AS-BUILT, NOTE BOOK, NO., STRUCTURE OUTLINE CHECKED, BY, DATE

PLATE 1 - PLAN - PROFILE & P. S. & E.
CHARLES ENGINE COMPANY, INC.

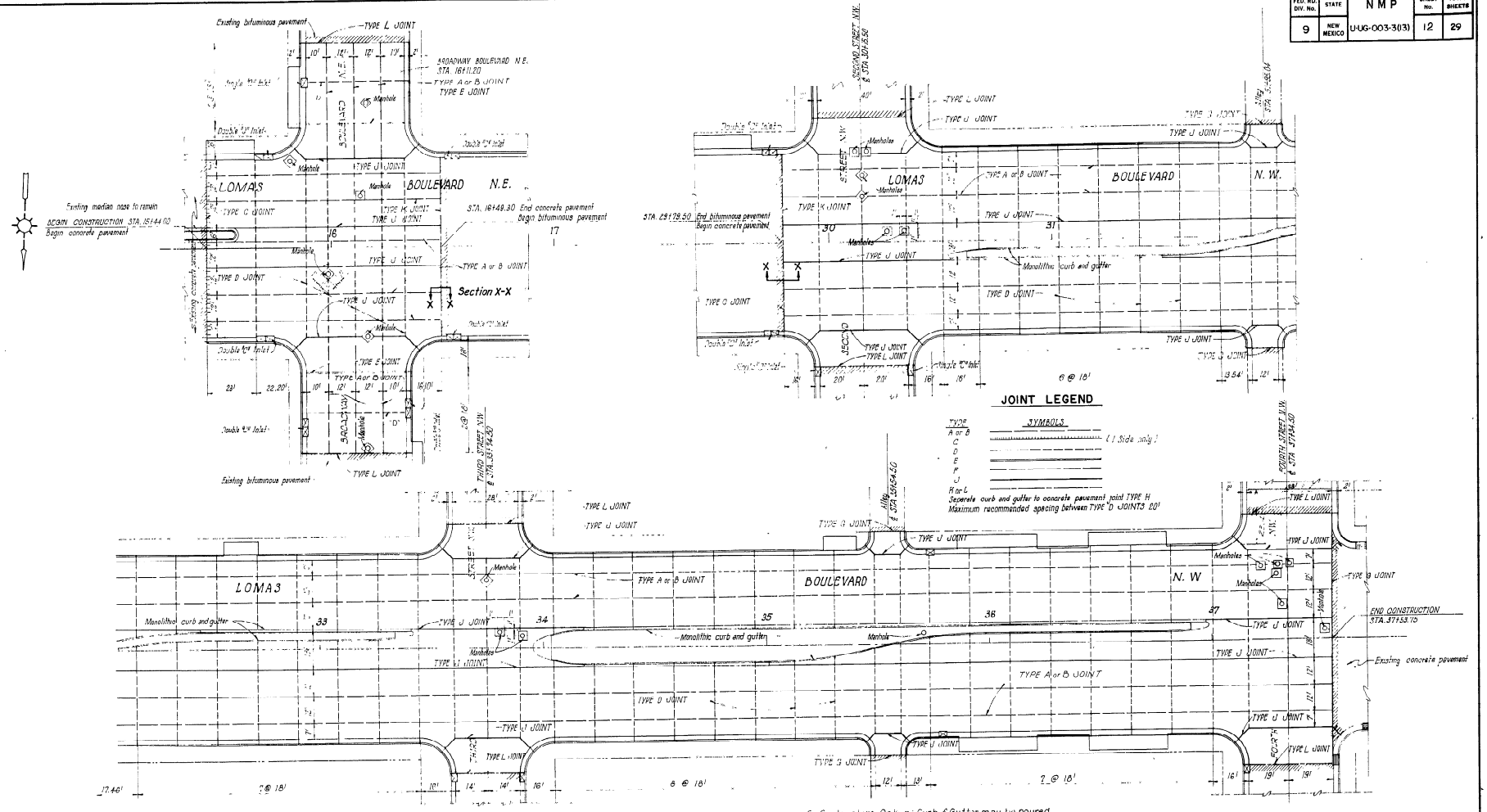
N.M.P.U -UG-003-3(13) STORM DRAINAGE SHT. No. 10


U-UG-003-3(13) 11 29
N 81°04'W ?
℄ of Roadway ?
N.W. ST.
THIRD
FOURTH
Alley
32
33
34
35
36
37
38
Sta 33+90.20 -5' Lt. Build 1-Storm Drain Manhole 1-24"x198" R.C.P. Manhole to Manhole H=5.11'
Sta 35+50-45' Lt Build 1-Storm Drain Manhole 1-24"x198" R.C.P. Manhole to Manhole H=5.45'
Sta 35+73.95-42' Lt. Build 1-Type I Inlet 1-18"x42" RCP. Inlet to Manhole Drain.
Sta 37+50.45-51' Lt. Existing 4 Dia. Type 'B' Manhole & Inlet to Alley Grade by Others.
PIM ELEV 4954.67
INV ELEV 4947.16
INV ELEV 4947.16
INV ELEV 4947.16
INV ELEV N 4917.15" RCP
S=0.008
S=0.008
S=0.008
S=0.008
S=0.008
℄ Inv El. 5113
℄ Inv El. 5113
℄ Inv El. 5171
℄ Inv El. 5172
℄ Inv El. 5162
Sta. 33+56-60' Rt. Build 1-Type I Inlet 1-18"x68" RCP. Inlet to Manhole Drain.
Sta. 33+91-60' Rt. Build 1-Type I Inlet 1-18"x62" RCP. Inlet to Manhole Drain.
Sta. 35+79.65-42' Rt. Build 1-Type I Inlet 1-18"x65" RCP. Inlet to Manhole Drain.
Sta. 37+14.1-60' Rt. Build 1-Type I Inlet 1-18"x76" RCP. Inlet to Manhole Drain
PIM ELEV 4954.67
PIM ELEV 4954.67
Existing Ground Profile ?
24" R.C.P. S=0.0015
1-TYPE 'B' MANHOLE INV. ELEV. N 4943.67 OUT 4943.46
1-TYPE 'B' MANHOLE INV. ELEV. N 4943.67 OUT 4943.22
Existing 4' Dia. Type 'B' Manhole Inv. Elev. In 4943.15' Out 4943.99'
4954
4952
4950
4948
32
33
34
35
36
37
38
PLAN
PROFILE
RCP at Sta 33+90.20' Rt
DESCRIPTION
DATE
BY
NO.
REVISIONS AS CONSTRUCTED
PLATE 1 PLAN PROFILE
CHARLES BROWNE COMPANY INC
N.M.P. U-UG-003-3(13) STORM DRAINAGE SHT. No 11 of 29

17

FED. RD. DIV. No.	STATE	N M P	SHEET No.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	12	29

DRAWN A.A.G.
TRACED A.A.G.
CHECKED
CHECKED 40
DESIGNED GAJ



JOINT LEGEND

TYPE	SYMBOLS
A or B	
C	
D	
E	
F	
J	
K or L	

(1 Side only)

Seperate curb and gutter to concrete pavement joint TYPE H
Maximum recommended spacing between TYPE 'D' JOINTS 20'

JOINTING PLAN

SCALE: 1" = 20'

GENERAL NOTES

1. —— Double Solid Lines indicate Curb, See Layout & Construction Detail Sheet For Type
2. - - - - Long or Dashed Lines indicate Longitudinal Joint Normal spacing = 12'-0", Min. Spacing = 6'-0"
3. - - - - Dotted Lines indicate Transverse Sawed Joint Joints Normal Spacing = 18'-0", Min. Spacing = 9'-0", Max. Spacing = 24'-0"
4. Type "B" Joint Longitudinal Joint to be placed between the Lanes adjacent to Curb. Curb and Gutter Slags paving, unless the Slags paving ends at an Expansion Joint
5. Location of Joints shall be in accordance with drawings Spacing & other dimensions may be altered From drawings. Expansion Joints shall be constructed as shown on Plans & at direction of the Engineer. Number and Location of Expansion Joints will be dependent upon expansion quality of Concrete, Aggregate and the work Temper
6. Contractors Option: Curb & Gutter may be poured monolithic with Conc Pavmt with written permission of Engineer, thus eliminating Long. Cut Joints at Curb
7. Joints in Curb & Gutter to be in line with Sawed Joints in Conc Pavmt and are to be filled with Rubber Base Joint Filler
8. In all cases dowels in Transverse Joints to be parallel to & of Lane
9. For Curb & Gutter Details see Sheet 26 For Joint Details see Sheet 13

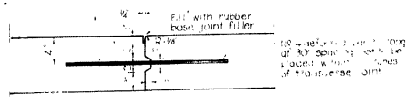
GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS

NEW MEXICO STATE HIGHWAY DEPARTMENT

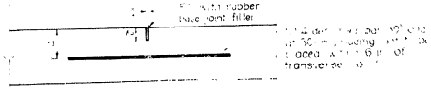
JOINTING LAYOUT CONCRETE PAVEMENT

NMP NO U-U G-003-3(13) SHEET 12 OF 24

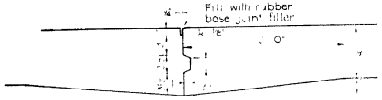
FED. ROAD PROJ. NO.	STATE		SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	13	29



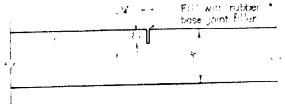
JOINT TYPE "A"
KEYED LONGITUDINAL CONSTRUCTION JOINT WITH TIEBARS
SCALE 1 1/2 IN = 1 FT



JOINT TYPE "B"
SAWED JOINT WITH TIEBARS
SCALE 1 1/2 IN = 1 FT

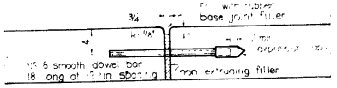


JOINT TYPE "C"
KEYED CONSTRUCTION JOINT WITH THICKENED EDGE
SCALE 1 1/2 IN = 1 FT

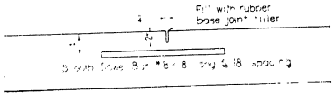


JOINT TYPE "D"
SAWED TRANSVERSE JOINT
SCALE 1 1/2 IN = 1 FT

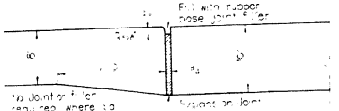
NOTE:
Estimated weight of Dowels and Tie Bars for this project = 4100 Lbs.



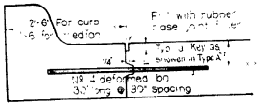
JOINT TYPE "E"
TRANSVERSE DOWELLED EXPANSION JOINT
SCALE 1 1/2 IN = 1 FT



JOINT TYPE "F"
TRANSVERSE DOWELLED SAWED CONTRACTION JOINT
SCALE 1 1/2 IN = 1 FT

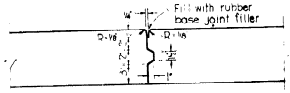


JOINT TYPE "G"
THICKENED EDGE RETURN TO EXISTING PAVEMENT
SCALE 1 1/2 IN = 1 FT



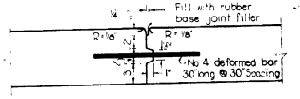
JOINT TYPE "H"
CURB AND MEDIAN CURB JOINT
SCALE 1 1/2 IN = 1 FT

If curb & gutter & adjoining lane or median curb gutter & adjoining lane are placed monolithically, joint & tie bars will not be required

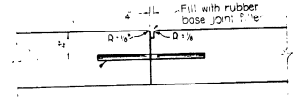


JOINT TYPE "J"
KEYED CONSTRUCTION JOINT WITHOUT TIEBARS
SCALE 1 1/2 IN = 1 FT

Note: If joint falls within middle third of regular joint spacing use tie bar, otherwise omit tie bar.



JOINT TYPE "K"
KEYED TRANSVERSE CONSTRUCTION JOINT WITH TIEBARS
SCALE 1 1/2 IN = 1 FT



JOINT TYPE "L"
ALTERNATE CONSTRUCTION (TRANSVERSE) JOINT WITH DOWELS
SCALE 1 1/2 IN = 1 FT
(ALTERNATE FOR TYPE "K")

Note: All No 8 smooth dowel bars to be heavily greased before concrete placement

No.	DESCRIPTION	DATE	BY
6			
5			
4			
3			
2			
1	Key Joint Opening	10 21 66	G.M.

REVISIONS (OR CHANGE NOTICES)

STANDARD JOINT DETAILS, JD-1

SCALE 1 1/2 IN = 1 FT
SANTA FE

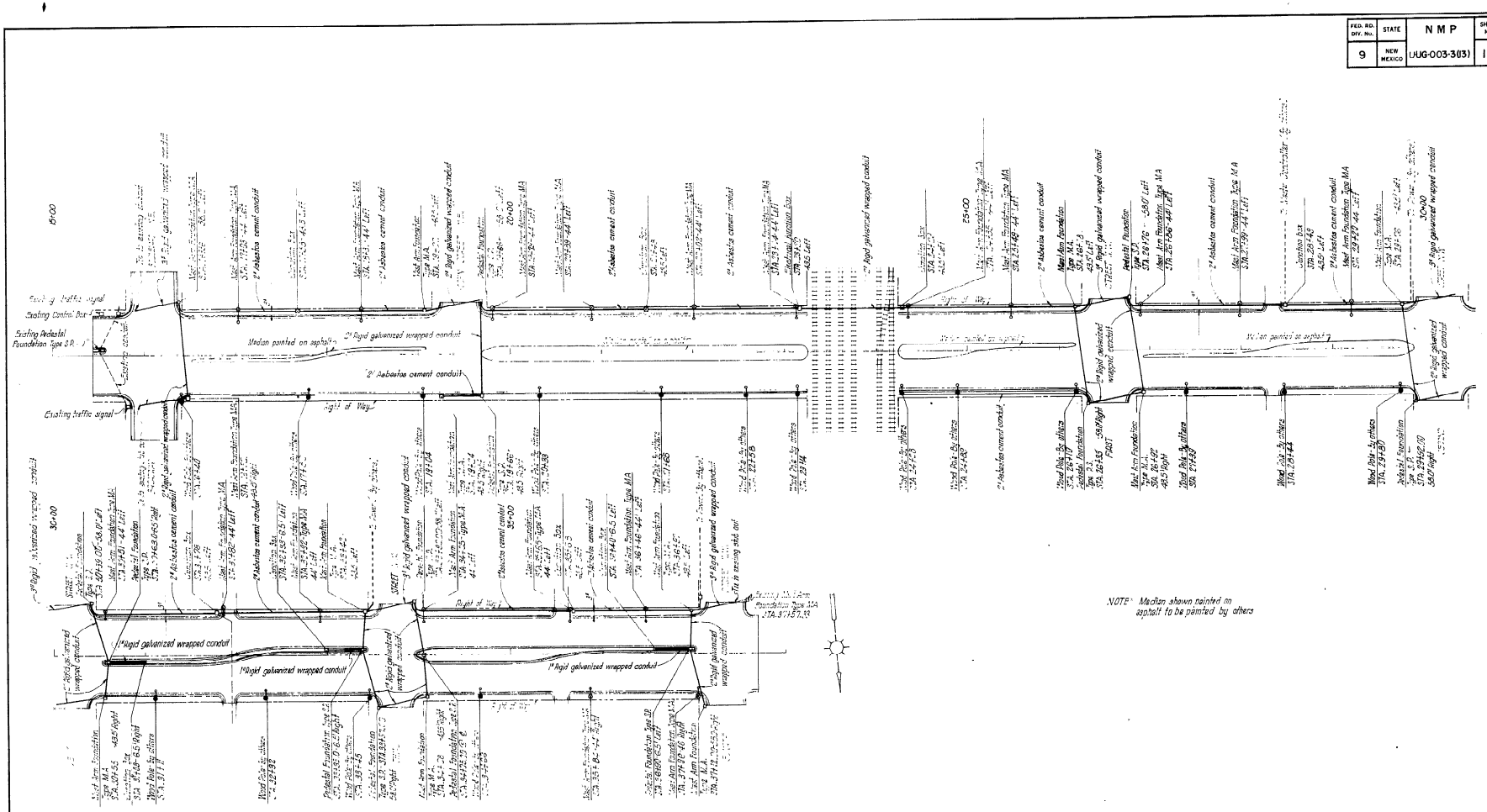
NMP NO. U-UG-003 3(13) SHEET 19 OF 29

FED. RD. DIV. No.	STATE	NMP	SHEET No.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	14	29

CHECKED G.A.J. DRAWN R.A.S.

DESIGNED A.D. TRACED R.A.S.

CHECKED G.A.



GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS

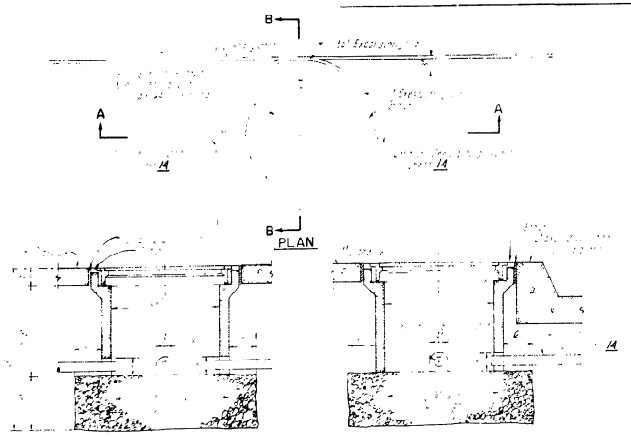
NEW MEXICO STATE HIGHWAY DEPARTMENT

STREET AND TRAFFIC LIGHT LAYOUT

NMP NO. U-UG-003-3(13) SHEET 14 OF 29

DENIED

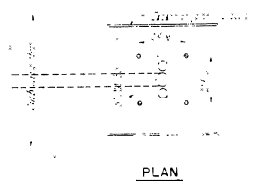
FED RD DIV No	STATE	NMP	SHEET No.	TOTAL SHEETS
9	NEW MEXICO	U UG 003 3(13)	15	29



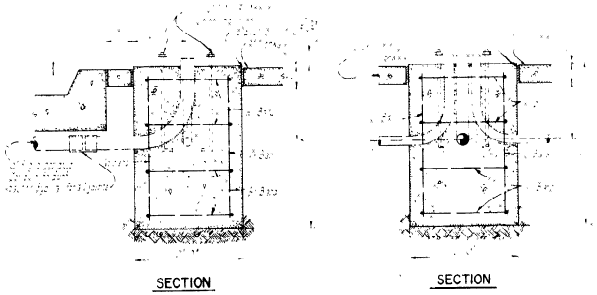
ELECTRICAL JUNCTION BOX DETAIL

SCALE 1"=1'-0"

DRAWN A.O.H.
TRACED A.O.H.
CHECKED G.E.J.
CHECKED A.O.H.
DESIGNED A.O.H.



REINFORCING STEEL AND CONCRETE
MAST ARM FOUNDATION (MA)
PEDESTAL FOUNDATION (SP)



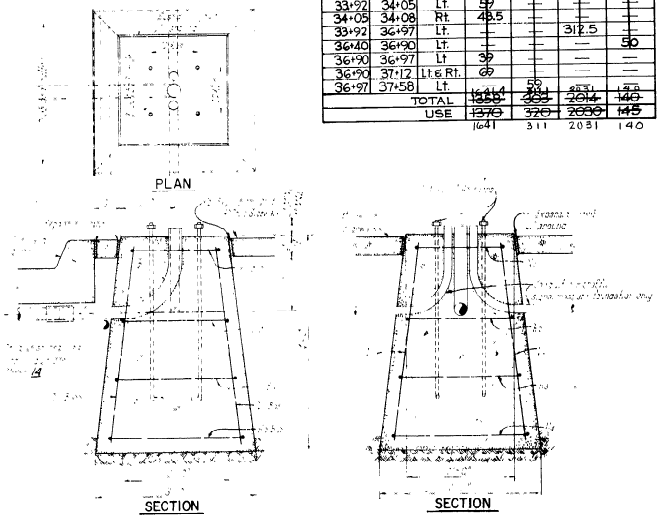
TRAFFIC SIGNAL PEDESTAL FOUNDATION TYPE S.P.

SCALE 1"=1'-0"

• TRAFFIC LIGHT CONDUIT •

From or at STATION	to STATION	Loc.	2" Rigid Galv. Wrapped Conduit FEET	3" Rigid Galv. Wrapped Conduit FEET	2" Asbestos Cement Conduit FEET	1" Rigid Galv. Wrapped Conduit FEET
15+85	16+52	Lt. & Rt.	68 Rt.	68 Lt.	—	—
16+36	16+52	Lt. & Rt.	108	—	—	—
16+36	19+07	Lt.	—	—	278	—
19+07	19+66	Lt.	62	—	—	—
19+24	19+66	Rt.	—	—	42	—
19+66	—	Lt. & Rt.	101.5	—	—	—
19+66	23+20	Lt.	—	—	362	—
23+20	24+29	Lt.	109	—	—	—
24+29	26+18	Lt.	—	—	189	—
24+28	26+33	Rt.	—	—	218	—
26+18	26+33	Lt. & Rt.	108	—	—	—
26+18	26+76	Lt.	—	62	—	—
26+33	26+92	Rt.	62	—	—	—
26+76	26+92	Lt. & Rt.	108	—	—	—
26+76	29+76	Lt.	—	—	307	—
29+76	29+92	Lt. & Rt.	108	—	—	—
29+76	30+39	Lt.	—	64	—	—
29+92	30+55	Rt.	64	—	—	—
30+39	30+63	Lt. & Rt.	69	—	—	—
30+55	30+63	Rt.	39	—	—	50
30+63	31+03	Rt.	—	—	—	40
32+93	33+33	Lt.	—	—	—	—
30+39	33+42	Lt.	—	—	310.5	—
33+33	33+42	Lt.	39	—	—	—
33+33	33+57	Lt. & Rt.	69	—	—	—
33+57	34+08	Rt.	50	—	—	—
33+42	33+92	Lt.	—	58	—	—
33+92	34+05	Lt.	59	—	—	—
34+05	34+08	Rt.	49.5	—	—	—
33+92	36+97	Lt.	—	—	312.5	—
36+40	36+90	Lt.	—	—	—	50
36+90	36+97	Lt	39	—	—	—
36+90	37+12	Lt. & Rt.	69	—	—	—
36+97	37+58	Lt.	—	58	—	—
		TOTAL	~~1358~~ 1641	~~388~~ 311	~~2614~~ 2031	~~145~~ 140
		USE	~~1370~~	~~320~~	~~2830~~	~~145~~

NOTE: Quantities shown for Pedestal Footings, Mast Arm Foundation and Manholes are for Information of the Contractor only. This is to be bid per each Junction Box, Pedestal Footing and Mast Arm Footings are included in Unit Price Bid per each for each item



TRAFFIC SIGNAL AND STREETLIGHTING MAST ARM FOUNDATION TYPE M.A.

SCALE 1"=1'-0"

• ELECTRICAL JUNCTION BOXES and BASES •

STATION	Loc.	ELECTRICAL JUNC BOX	TYPE S.P. BASE	TYPE M.A. BASE
16+36	58' Lt.	—	—	1
16+52	43.5' Rt.	—	—	1
17+09	44' Lt.	—	—	1
17+58	43.5' Lt.	1	—	—
18+37	44' Lt.	—	—	1
19+07	43.5' Lt.	—	—	1
19+24	43.5' Rt.	—	—	1
19+66	58' Lt.	—	1	—
19+66	43.5' Rt.	—	1	—
19+79	44' Lt.	—	—	1
20+89	44' Lt.	—	—	1
21+48	43.5' Lt.	1	—	—
22+02	44' Lt.	—	—	1
23+14	44' Lt.	—	—	1
23+20	43.5' Lt.	1	—	—
24+29	43.5' Lt.	1	—	—
24+35	44' Lt.	—	—	1
25+49	44' Lt.	—	—	1
26+18	43.5' Lt.	—	—	1
26+33	58' Rt.	—	1	—
26+76	58' Lt.	—	1	—
26+86	44' Lt.	—	—	1
26+92	43.5' Rt.	—	—	1
27+99	44' Lt.	—	—	1
28+49	43.5' Lt.	1	—	—
29+20	44' Lt.	—	—	1
29+76	43.5' Lt.	—	1	—
29+92	58' Rt.	—	1	—
30+39	58' Lt.	—	1	—
① 30+55	43.5' Rt.	—	—	1
30+63	6.5' Rt.	—	1	—
31+03	6.5' Rt.	1	—	—
31+78	44' Lt.	—	—	1
31+82	43.5' Lt.	—	—	1
32+92	44' Lt.	—	—	1
32+93	6.5' Lt.	1	—	—
33+33	6.5' Lt.	—	1	—
33+42	43.5' Lt.	—	—	1
33+57	58' Rt.	—	1	—
33+92	58' Lt.	—	1	—
34+05	℄	—	—	—
② 34+08	43.5' Rt.	—	—	1
35+65	44' Lt.	—	—	1
35+68	43.5' Lt.	1	—	—
35+84	44' Rt.	—	—	1
36+40	6.5' Lt.	1	—	—
③ 36+90	6.5' Lt.	—	1	—
36+97	43.5' Lt.	—	—	1
37+06	40' Rt.	—	—	1
37+12	58' Rt.	—	—	1
~~19+83~~	~~44' Lt.~~	~~—~~	~~—~~	~~1~~
① 30+51	44' Lt.	—	—	1
② 34+05	44' Lt.	—	—	1
③ 36+46	44' Lt.	—	—	1
	TOTALS	10	~~12~~14	~~31~~33

Broadway N.E. Corner S.E. "

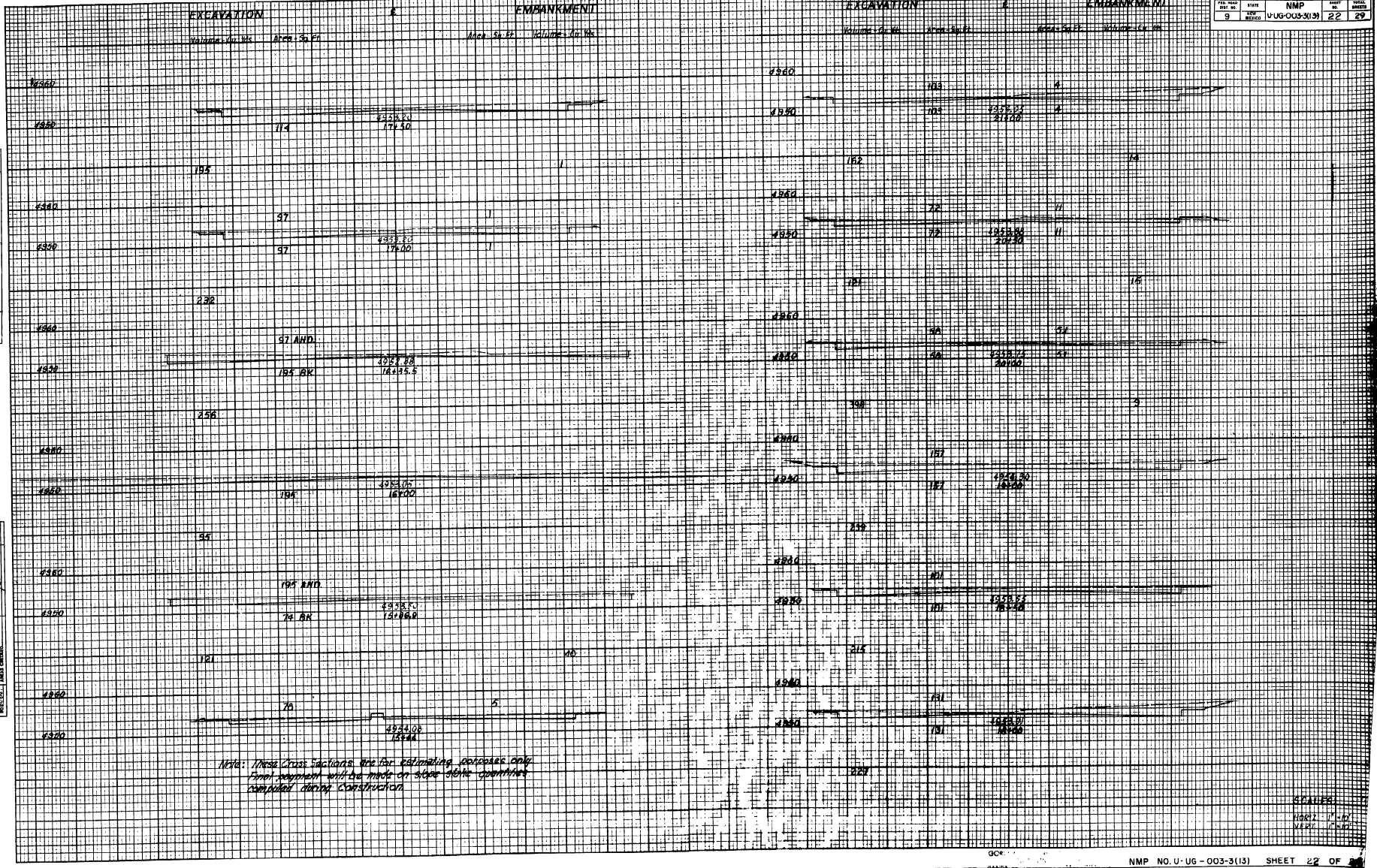
GORDON HERKENHOFF & ASSOCIATES CONSULTING ENGINEERS

NEW MEXICO STATE HIGHWAY DEPARTMENT

LIGHT FOUNDATION AND JUNCTION BOX

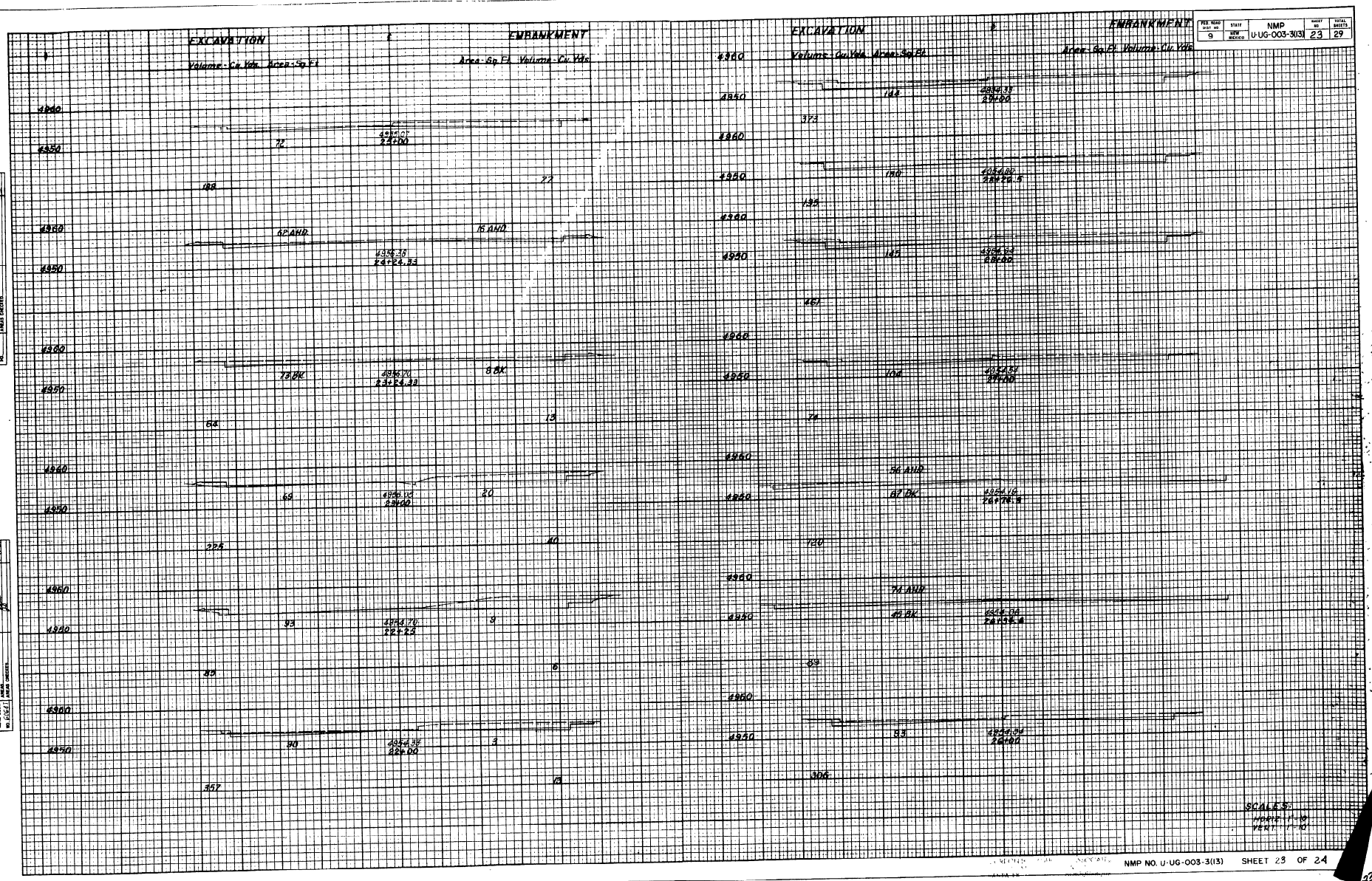
NMP NO U UG 003-3(13) SHEET 15 OF 24

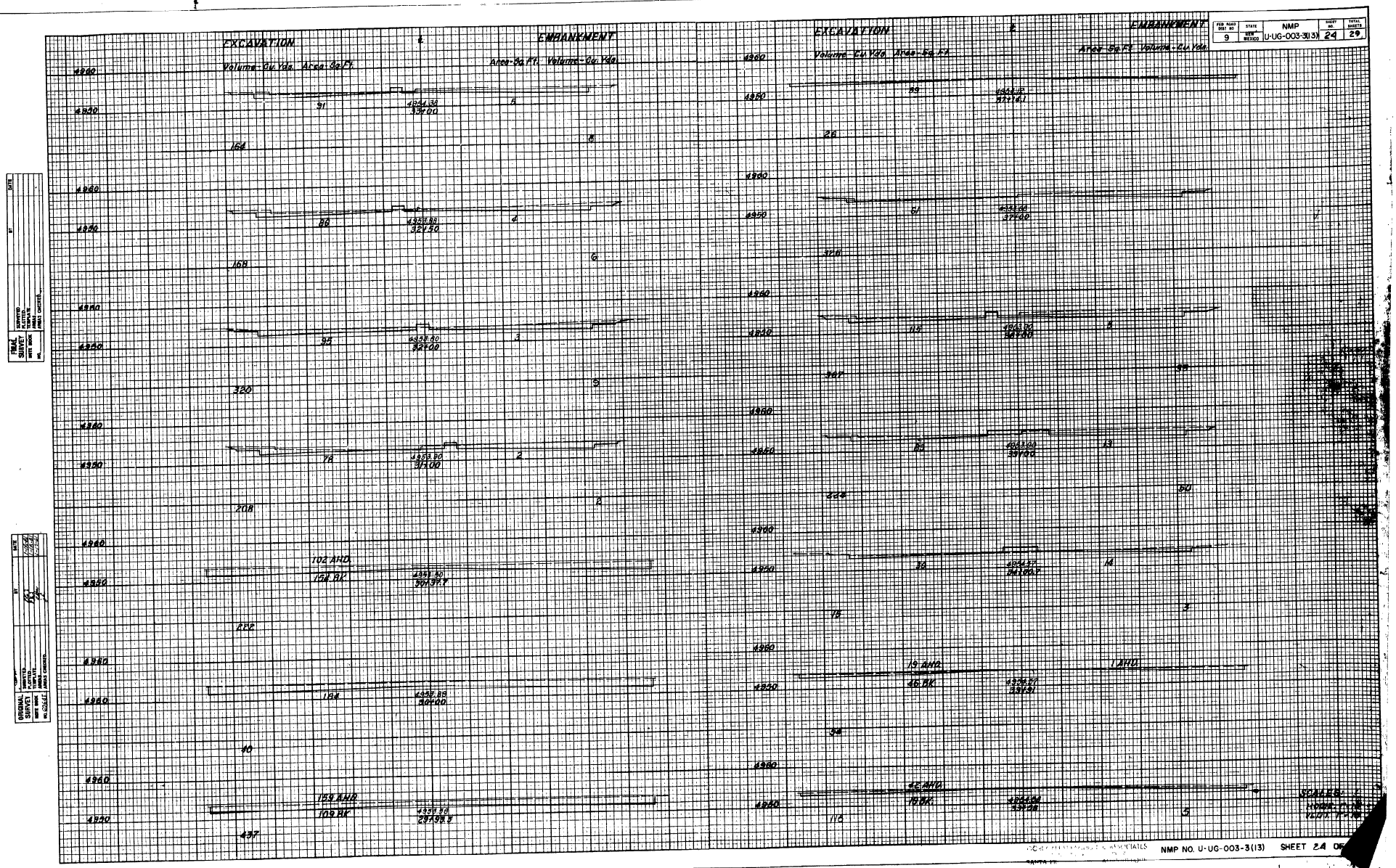
21



FED. ROAD DIST. NO.	STATE	NMP	SHEET NO.	TOTAL SHEETS
9	NEW MEXICO	U-UG-003-3(13)	22	29

FINAL SURVEY
SUBMITTED
APPROVED
TYPE PLOTTED
WATER BOOK
ENGR'S CERTIFIED
DATE
BY
ORIGINAL SURVEY
PLOTTED
APPROVED
WATER BOOK
ENGR'S CERTIFIED
DATE
BY


EXCAVATION
EMBANKMENT
Volume - Cu. Yds.
Area - Sq. Ft.
4960
4950
22+00
23+24.33
24+24.33
24+00
25+00
26+26.5
27+00
28+00
29+00
15 AHD
6P AHD
73 BK
68 BK
56 AHD
87 BK
74 AHD
42 BK
72
188
77
68
69
93
85
90
357
13
40
9
6
3
15
143
373
190
135
185
461
104
74
720
59
83
306
FINAL SURVEY
ORIGINAL SURVEY
SCALES:
HORIZ. 1" = 10'
VERT. 1" = 10'



FED. ROAD DIST. NO. 9 | STATE NEW MEXICO | NMP U-UG-003-3(13) | SHEET NO. 24 | TOTAL SHEETS 29

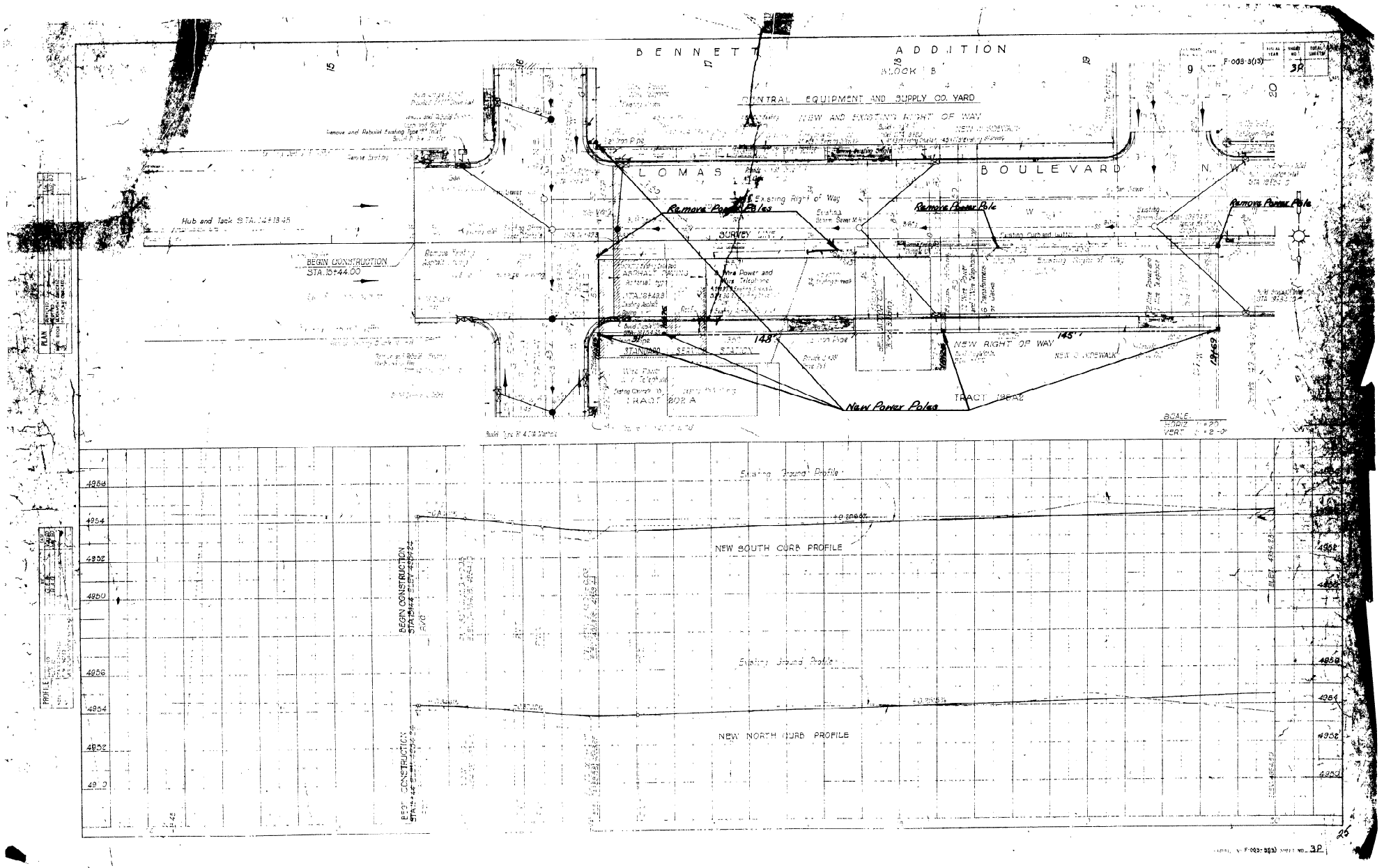
FINAL SURVEY — SURVEYED, PLOTTED, CHECKED, AREA BY, AREA CHECKED, NOTE BOOK, PG.

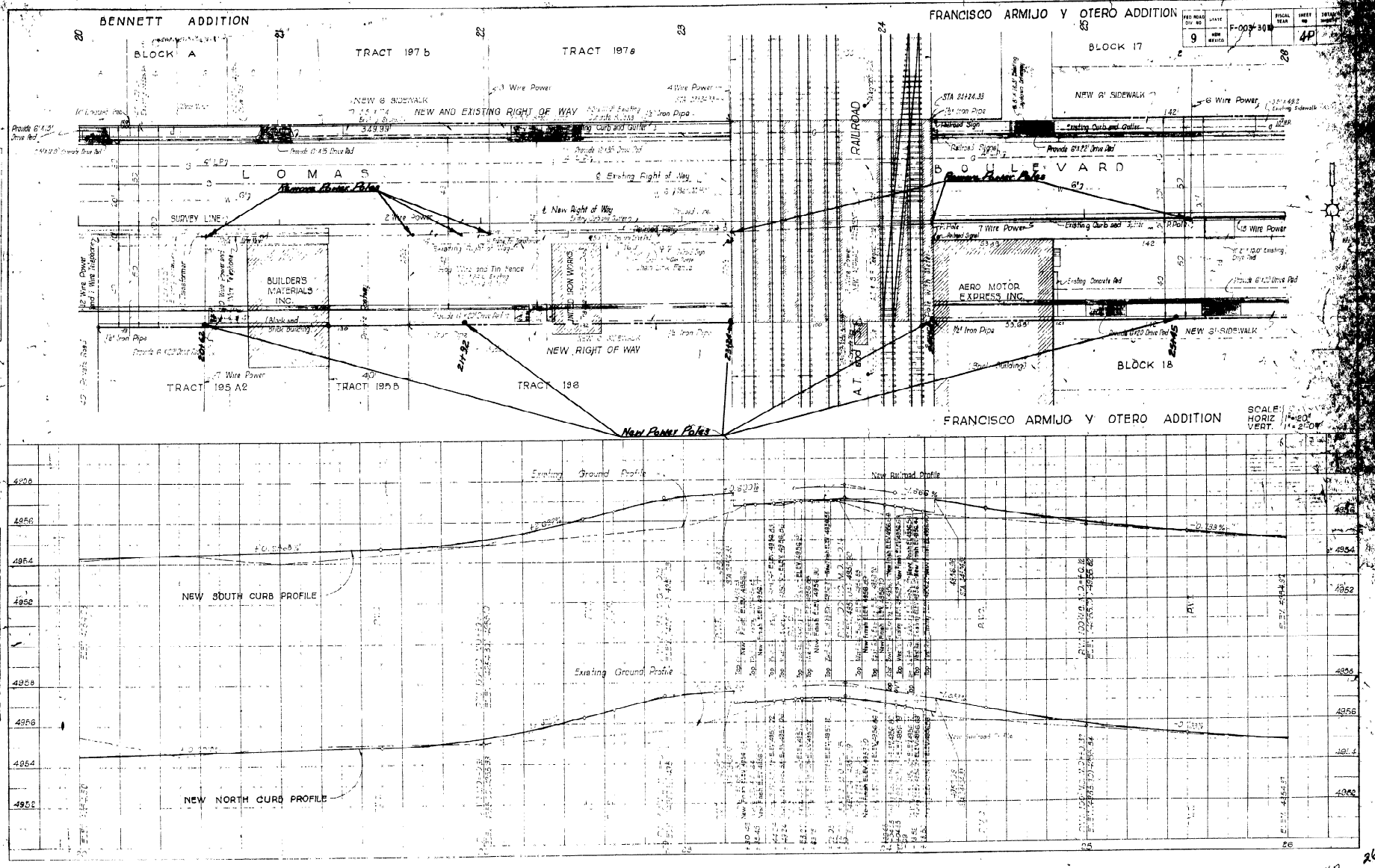
ORIGINAL SURVEY — SURVEYED, PLOTTED, CHECKED, AREA BY, AREA CHECKED, NOTE BOOK, PG.

PLATE 3 —CROSS SECTION A.A.S.H.T.O. STANDARD
FREDERICK POST CO., CHICAGO

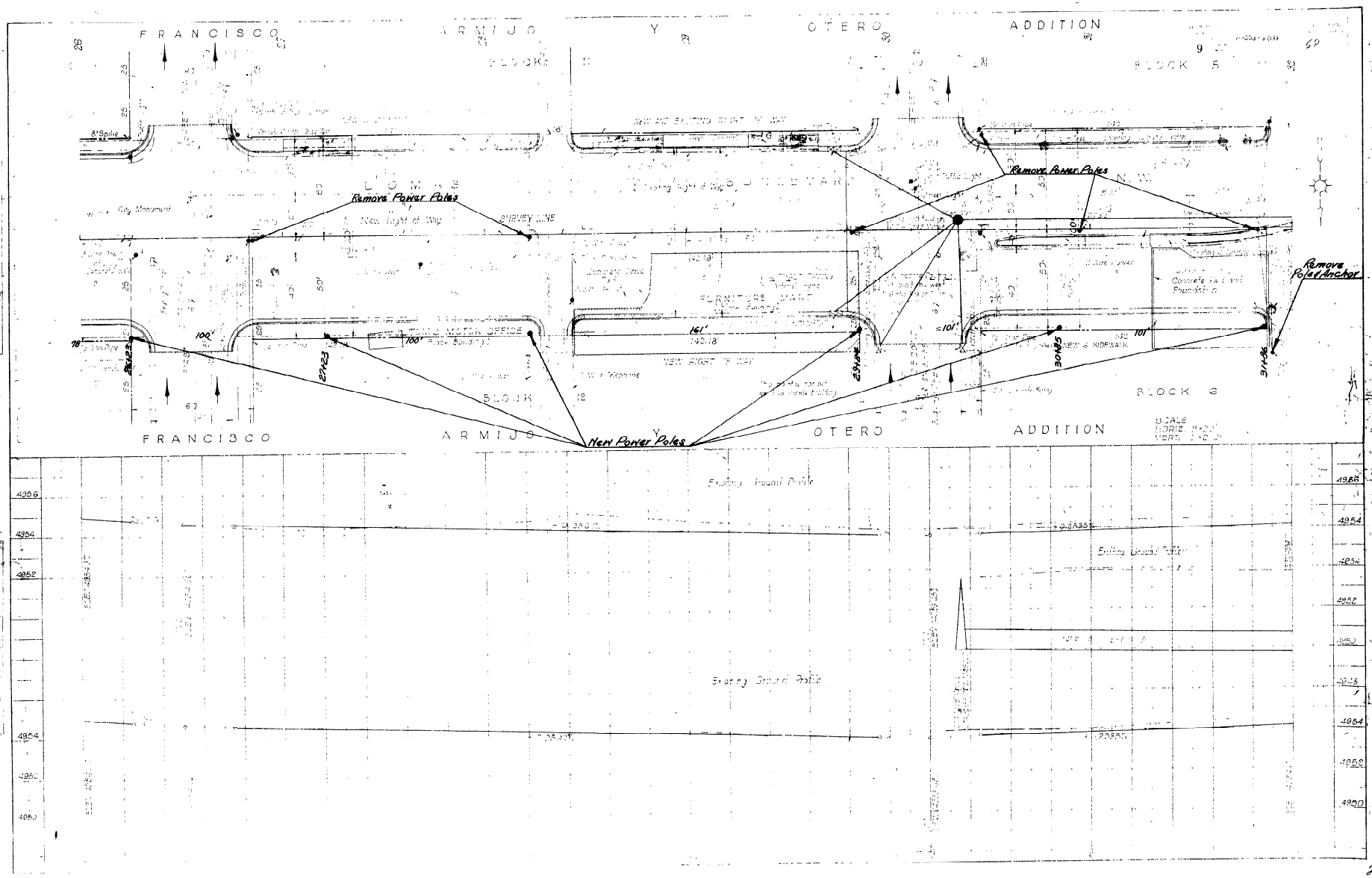
NMP NO. U-UG-003-3(13) SHEET 24 OF

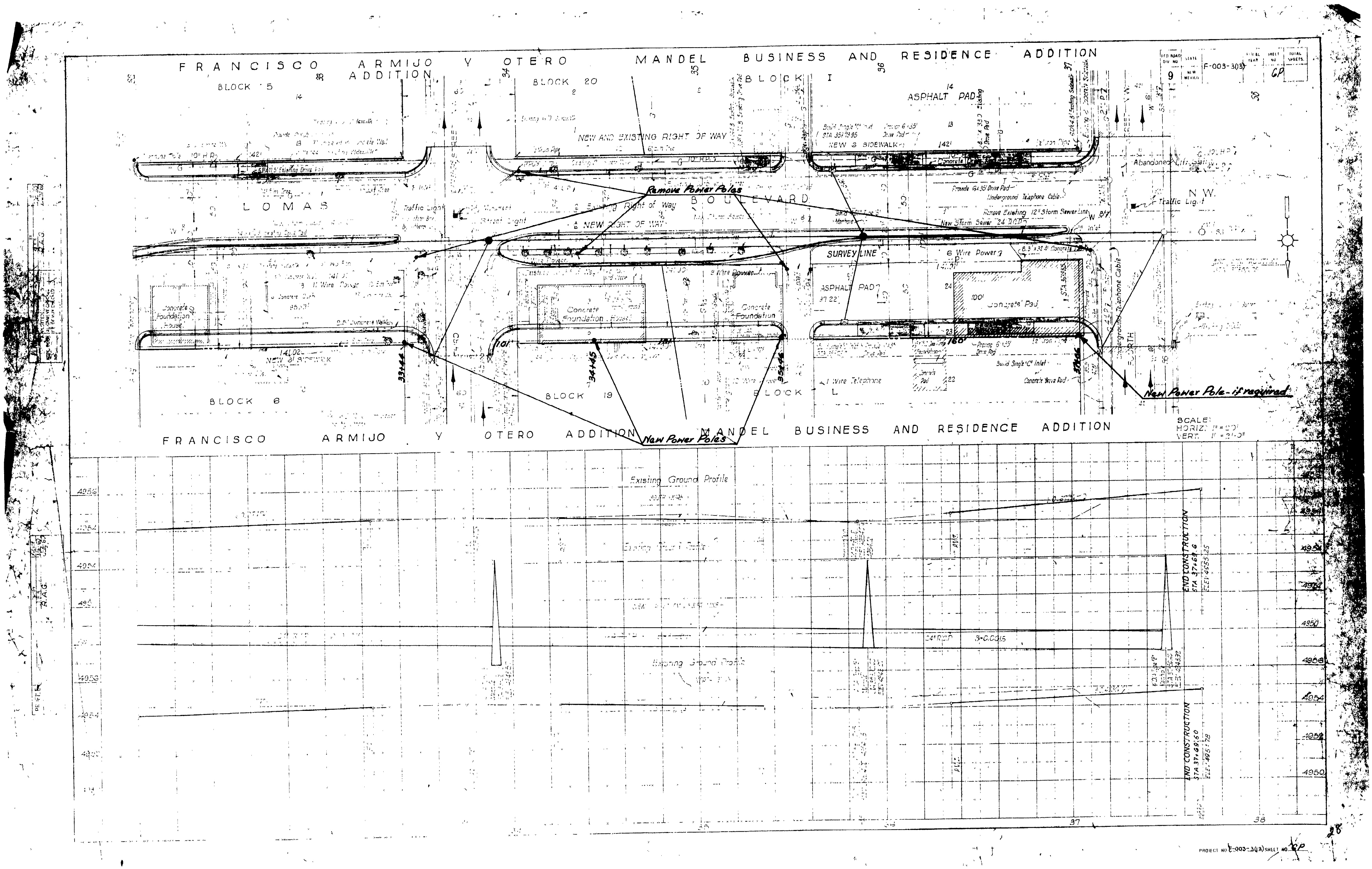
SCALES:

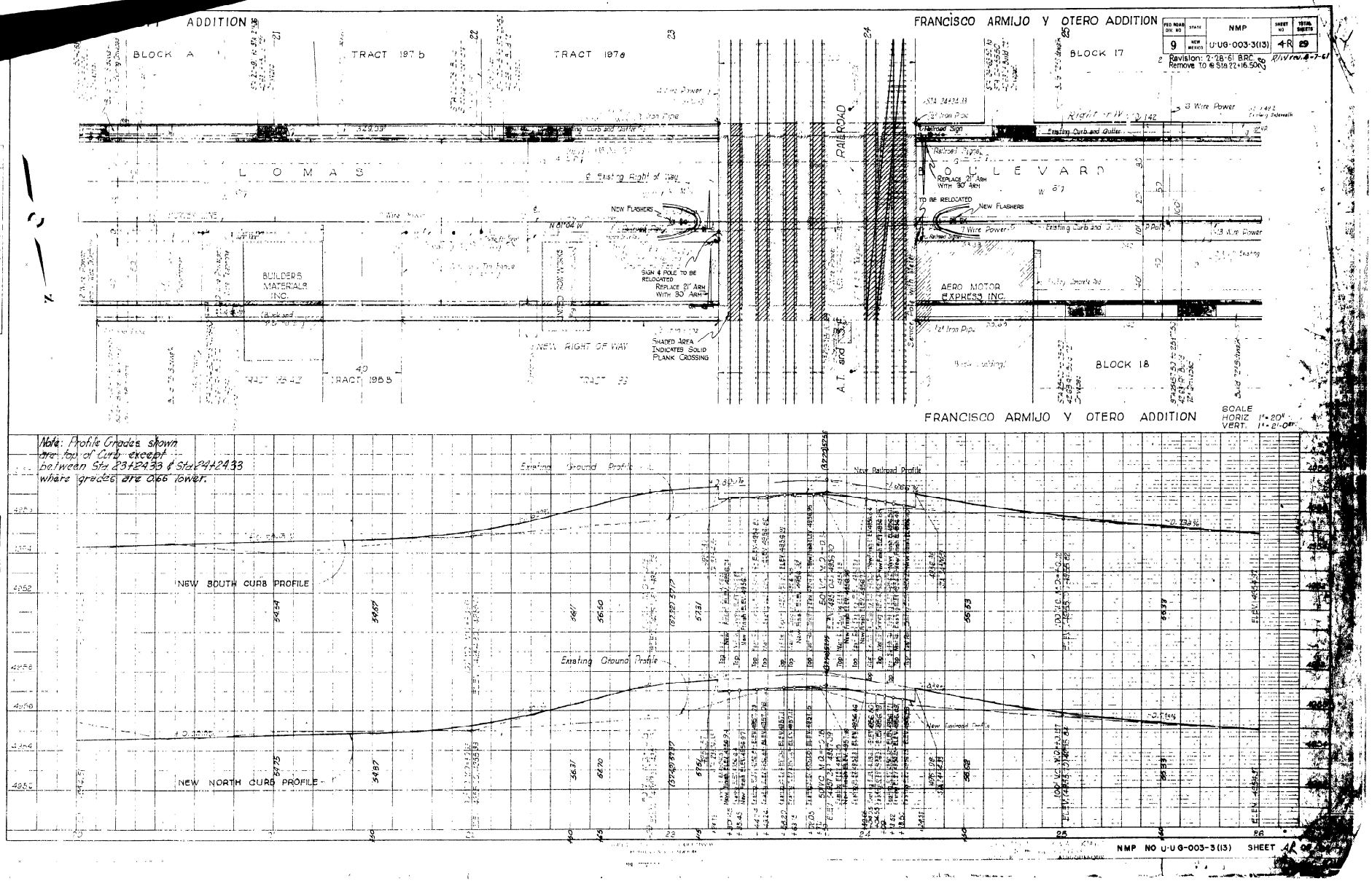

BENNETT ADDITION
BLOCK 18
CENTRAL EQUIPMENT AND SUPPLY CO. YARD
NEW AND EXISTING RIGHT OF WAY
LOMAS BOULEVARD N.W.
Existing Right of Way
Remove Power Poles
Remove Power Pole
Remove Power Pole
SURVEY LINE
Hub and Tack STA. 14+18.45
BEGIN CONSTRUCTION
STA. 15+44.00
3 Wire Power and Wire Telephone
ARROYO
148'
145'
NEW RIGHT OF WAY
NEW 6' SIDEWALK
TRACT 802 A
TRACT 1964 E
New Power Poles
SCALE
HORIZ. 1"=20'
VERT. 1"=2'-0"
Existing Ground Profile
NEW SOUTH CURB PROFILE
Existing Ground Profile
NEW NORTH CURB PROFILE
BEGIN CONSTRUCTION
STA 15+44 ELEV 4954.24
EVC
4956
4954
4952
4950
4948
4946
4944
4942
4940
PLAN
PROFILE
F-008-3(13)
3P
25



PROJECT NO. F-005-3(8) SHEET NO. 4P


FRANCISCO
ARMIJO
Y
OTERO
ADDITION
BLOCK 5
BLOCK 6
BLOCK 12
BLOCK 13
BLOCK 14
BLOCK 15
BLOCK 16
BLOCK 17
BLOCK 18
BLOCK 19
BLOCK 20
BLOCK 21
BLOCK 22
BLOCK 23
BLOCK 24
BLOCK 25
BLOCK 26
BLOCK 27
BLOCK 28
BLOCK 29
BLOCK 30
BLOCK 31
BLOCK 32
BLOCK 33
BLOCK 34
BLOCK 35
BLOCK 36
BLOCK 37
BLOCK 38
BLOCK 39
BLOCK 40
BLOCK 41
BLOCK 42
BLOCK 43
BLOCK 44
BLOCK 45
BLOCK 46
BLOCK 47
BLOCK 48
BLOCK 49
BLOCK 50
BLOCK 51
BLOCK 52
BLOCK 53
BLOCK 54
BLOCK 55
BLOCK 56
BLOCK 57
BLOCK 58
BLOCK 59
BLOCK 60
BLOCK 61
BLOCK 62
BLOCK 63
BLOCK 64
BLOCK 65
BLOCK 66
BLOCK 67
BLOCK 68
BLOCK 69
BLOCK 70
BLOCK 71
BLOCK 72
BLOCK 73
BLOCK 74
BLOCK 75
BLOCK 76
BLOCK 77
BLOCK 78
BLOCK 79
BLOCK 80
BLOCK 81
BLOCK 82
BLOCK 83
BLOCK 84
BLOCK 85
BLOCK 86
BLOCK 87
BLOCK 88
BLOCK 89
BLOCK 90
BLOCK 91
BLOCK 92
BLOCK 93
BLOCK 94
BLOCK 95
BLOCK 96
BLOCK 97
BLOCK 98
BLOCK 99
BLOCK 100
BLOCK 101
BLOCK 102
BLOCK 103
BLOCK 104
BLOCK 105
BLOCK 106
BLOCK 107
BLOCK 108
BLOCK 109
BLOCK 110
BLOCK 111
BLOCK 112
BLOCK 113
BLOCK 114
BLOCK 115
BLOCK 116
BLOCK 117
BLOCK 118
BLOCK 119
BLOCK 120
BLOCK 121
BLOCK 122
BLOCK 123
BLOCK 124
BLOCK 125
BLOCK 126
BLOCK 127
BLOCK 128
BLOCK 129
BLOCK 130
BLOCK 131
BLOCK 132
BLOCK 133
BLOCK 134
BLOCK 135
BLOCK 136
BLOCK 137
BLOCK 138
BLOCK 139
BLOCK 140
BLOCK 141
BLOCK 142
BLOCK 143
BLOCK 144
BLOCK 145
BLOCK 146
BLOCK 147
BLOCK 148
BLOCK 149
BLOCK 150
BLOCK 151
BLOCK 152
BLOCK 153
BLOCK 154
BLOCK 155
BLOCK 156
BLOCK 157
BLOCK 158
BLOCK 159
BLOCK 160
BLOCK 161
BLOCK 162
BLOCK 163
BLOCK 164
BLOCK 165
BLOCK 166
BLOCK 167
BLOCK 168
BLOCK 169
BLOCK 170
BLOCK 171
BLOCK 172
BLOCK 173
BLOCK 174
BLOCK 175
BLOCK 176
BLOCK 177
BLOCK 178
BLOCK 179
BLOCK 180
BLOCK 181
BLOCK 182
BLOCK 183
BLOCK 184
BLOCK 185
BLOCK 186
BLOCK 187
BLOCK 188
BLOCK 189
BLOCK 190
BLOCK 191
BLOCK 192
BLOCK 193
BLOCK 194
BLOCK 195
BLOCK 196
BLOCK 197
BLOCK 198
BLOCK 199
BLOCK 200
BLOCK 201
BLOCK 202
BLOCK 203
BLOCK 204
BLOCK 205
BLOCK 206
BLOCK 207
BLOCK 208
BLOCK 209
BLOCK 210
BLOCK 211
BLOCK 212
BLOCK 213
BLOCK 214
BLOCK 215
BLOCK 216
BLOCK 217
BLOCK 218
BLOCK 219
BLOCK 220
BLOCK 221
BLOCK 222
BLOCK 223
BLOCK 224
BLOCK 225
BLOCK 226
BLOCK 227
BLOCK 228
BLOCK 229
BLOCK 230
BLOCK 231
BLOCK 232
BLOCK 233
BLOCK 234
BLOCK 235
BLOCK 236
BLOCK 237
BLOCK 238
BLOCK 239
BLOCK 240
BLOCK 241
BLOCK 242
BLOCK 243
BLOCK 244
BLOCK 245
BLOCK 246
BLOCK 247
BLOCK 248
BLOCK 249
BLOCK 250
BLOCK 251
BLOCK 252
BLOCK 253
BLOCK 254
BLOCK 255
BLOCK 256
BLOCK 257
BLOCK 258
BLOCK 259
BLOCK 260
BLOCK 261
BLOCK 262
BLOCK 263
BLOCK 264
BLOCK 265
BLOCK 266
BLOCK 267
BLOCK 268
BLOCK 269
BLOCK 270
BLOCK 271
BLOCK 272
BLOCK 273
BLOCK 274
BLOCK 275
BLOCK 276
BLOCK 277
BLOCK 278
BLOCK 279
BLOCK 280
BLOCK 281
BLOCK 282
BLOCK 283
BLOCK 284
BLOCK 285
BLOCK 286
BLOCK 287
BLOCK 288
BLOCK 289
BLOCK 290
BLOCK 291
BLOCK 292
BLOCK 293
BLOCK 294
BLOCK 295
BLOCK 296
BLOCK 297
BLOCK 298
BLOCK 299
BLOCK 300
BLOCK 301
BLOCK 302
BLOCK 303
BLOCK 304
BLOCK 305
BLOCK 306
BLOCK 307
BLOCK 308
BLOCK 309
BLOCK 310
BLOCK 311
BLOCK 312
BLOCK 313
BLOCK 314
BLOCK 315
BLOCK 316
BLOCK 317
BLOCK 318
BLOCK 319
BLOCK 320
BLOCK 321
BLOCK 322
BLOCK 323
BLOCK 324
BLOCK 325
BLOCK 326
BLOCK 327
BLOCK 328
BLOCK 329
BLOCK 330
BLOCK 331
BLOCK 332
BLOCK 333
BLOCK 334
BLOCK 335
BLOCK 336
BLOCK 337
BLOCK 338
BLOCK 339
BLOCK 340
BLOCK 341
BLOCK 342
BLOCK 343
BLOCK 344
BLOCK 345
BLOCK 346
BLOCK 347
BLOCK 348
BLOCK 349
BLOCK 350
BLOCK 351
BLOCK 352
BLOCK 353
BLOCK 354
BLOCK 355
BLOCK 356
BLOCK 357
BLOCK 358
BLOCK 359
BLOCK 360
BLOCK 361
BLOCK 362
BLOCK 363
BLOCK 364
BLOCK 365
BLOCK 366
BLOCK 367
BLOCK 368
BLOCK 369
BLOCK 370
BLOCK 371
BLOCK 372
BLOCK 373
BLOCK 374
BLOCK 375
BLOCK 376
BLOCK 377
BLOCK 378
BLOCK 379
BLOCK 380
BLOCK 381
BLOCK 382
BLOCK 383
BLOCK 384
BLOCK 385
BLOCK 386
BLOCK 387
BLOCK 388
BLOCK 389
BLOCK 390
BLOCK 391
BLOCK 392
BLOCK 393
BLOCK 394
BLOCK 395
BLOCK 396
BLOCK 397
BLOCK 398
BLOCK 399
BLOCK 400
BLOCK 401
BLOCK 402
BLOCK 403
BLOCK 404
BLOCK 405
BLOCK 406
BLOCK 407
BLOCK 408
BLOCK 409
BLOCK 410
BLOCK 411
BLOCK 412
BLOCK 413
BLOCK 414
BLOCK 415
BLOCK 416
BLOCK 417
BLOCK 418
BLOCK 419
BLOCK 420
BLOCK 421
BLOCK 422
BLOCK 423
BLOCK 424
BLOCK 425
BLOCK 426
BLOCK 427
BLOCK 428
BLOCK 429
BLOCK 430
BLOCK 431
BLOCK 432
BLOCK 433
BLOCK 434
BLOCK 435
BLOCK 436
BLOCK 437
BLOCK 438
BLOCK 439
BLOCK 440
BLOCK 441
BLOCK 442
BLOCK 443
BLOCK 444
BLOCK 445
BLOCK 446
BLOCK 447
BLOCK 448
BLOCK 449
BLOCK 450
BLOCK 451
BLOCK 452
BLOCK 453
BLOCK 454
BLOCK 455
BLOCK 456
BLOCK 457
BLOCK 458
BLOCK 459
BLOCK 460
BLOCK 461
BLOCK 462
BLOCK 463
BLOCK 464
BLOCK 465
BLOCK 466
BLOCK 467
BLOCK 468
BLOCK 469
BLOCK 470
BLOCK 471
BLOCK 472
BLOCK 473
BLOCK 474
BLOCK 475
BLOCK 476
BLOCK 477
BLOCK 478
BLOCK 479
BLOCK 480
BLOCK 481
BLOCK 482
BLOCK 483
BLOCK 484
BLOCK 485
BLOCK 486
BLOCK 487
BLOCK 488
BLOCK 489
BLOCK 490
BLOCK 491
BLOCK 492
BLOCK 493
BLOCK 494
BLOCK 495
BLOCK 496
BLOCK 497
BLOCK 498
BLOCK 499
BLOCK 500
BLOCK 501
BLOCK 502
BLOCK 503
BLOCK 504
BLOCK 505
BLOCK 506
BLOCK 507
BLOCK 508
BLOCK 509
BLOCK 510
BLOCK 511
BLOCK 512
BLOCK 513
BLOCK 514
BLOCK 515
BLOCK 516
BLOCK 517
BLOCK 518
BLOCK 519
BLOCK 520
BLOCK 521
BLOCK 522
BLOCK 523
BLOCK 524
BLOCK 525
BLOCK 526
BLOCK 527
BLOCK 528
BLOCK 529
BLOCK 530
BLOCK 531
BLOCK 532
BLOCK 533
BLOCK 534
BLOCK 535
BLOCK 536
BLOCK 537
BLOCK 538
BLOCK 539
BLOCK 540
BLOCK 541
BLOCK 542
BLOCK 543
BLOCK 544
BLOCK 545
BLOCK 546
BLOCK 547
BLOCK 548
BLOCK 549
BLOCK 550
BLOCK 551
BLOCK 552
BLOCK 553
BLOCK 554
BLOCK 555
BLOCK 556
BLOCK 557
BLOCK 558
BLOCK 559
BLOCK 560
BLOCK 561
BLOCK 562
BLOCK 563
BLOCK 564
BLOCK 565
BLOCK 566
BLOCK 567
BLOCK 568
BLOCK 569
BLOCK 570
BLOCK 571
BLOCK 572
BLOCK 573
BLOCK 574
BLOCK 575
BLOCK 576
BLOCK 577
BLOCK 578
BLOCK 579
BLOCK 580
BLOCK 581
BLOCK 582
BLOCK 583
BLOCK 584
BLOCK 585
BLOCK 586
BLOCK 587
BLOCK 588
BLOCK 589
BLOCK 590
BLOCK 591
BLOCK 592
BLOCK 593
BLOCK 594
BLOCK 595
BLOCK 596
BLOCK 597
BLOCK 598
BLOCK 599
BLOCK 600
BLOCK 601
BLOCK 602
BLOCK 603
BLOCK 604
BLOCK 605
BLOCK 606
BLOCK 607
BLOCK 608
BLOCK 609
BLOCK 610
BLOCK 611
BLOCK 612
BLOCK 613
BLOCK 614
BLOCK 615
BLOCK 616
BLOCK 617
BLOCK 618
BLOCK 619
BLOCK 620
BLOCK 621
BLOCK 622
BLOCK 623
BLOCK 624
BLOCK 625
BLOCK 626
BLOCK 627
BLOCK 628
BLOCK 629
BLOCK 630
BLOCK 631
BLOCK 632
BLOCK 633
BLOCK 634
BLOCK 635
BLOCK 636
BLOCK 637
BLOCK 638
BLOCK 639
BLOCK 640
BLOCK 641
BLOCK 642
BLOCK 643
BLOCK 644
BLOCK 645
BLOCK 646
BLOCK 647
BLOCK 648
BLOCK 649
BLOCK 650
BLOCK 651
BLOCK 652
BLOCK 653
BLOCK 654
BLOCK 655
BLOCK 656
BLOCK 657
BLOCK 658
BLOCK 659
BLOCK 660
BLOCK 661
BLOCK 662
BLOCK 663
BLOCK 664
BLOCK 665
BLOCK 666
BLOCK 667
BLOCK 668
BLOCK 669
BLOCK 670
BLOCK 671
BLOCK 672
BLOCK 673
BLOCK 674
BLOCK 675
BLOCK 676
BLOCK 677
BLOCK 678
BLOCK 679
BLOCK 680
BLOCK 681
BLOCK 682
BLOCK 683
BLOCK 684
BLOCK 685
BLOCK 686
BLOCK 687
BLOCK 688
BLOCK 689
BLOCK 690
BLOCK 691
BLOCK 692
BLOCK 693
BLOCK 694
BLOCK 695
BLOCK 696
BLOCK 697
BLOCK 698
BLOCK 699
BLOCK 700
BLOCK 701
BLOCK 702
BLOCK 703
BLOCK 704
BLOCK 705
BLOCK 706
BLOCK 707
BLOCK 708
BLOCK 709
BLOCK 710
BLOCK 711
BLOCK 712
BLOCK 713
BLOCK 714
BLOCK 715
BLOCK 716
BLOCK 717
BLOCK 718
BLOCK 719
BLOCK 720
BLOCK 721
BLOCK 722
BLOCK 723
BLOCK 724
BLOCK 725
BLOCK 726
BLOCK 727
BLOCK 728
BLOCK 729
BLOCK 730
BLOCK 731
BLOCK 732
BLOCK 733
BLOCK 734
BLOCK 735
BLOCK 736
BLOCK 737
BLOCK 738
BLOCK 739
BLOCK 740
BLOCK 741
BLOCK 742
BLOCK 743
BLOCK 744
BLOCK 745
BLOCK 746
BLOCK 747
BLOCK 748
BLOCK 749
BLOCK 750
BLOCK 751
BLOCK 752
BLOCK 753
BLOCK 754
BLOCK 755
BLOCK 756
BLOCK 757
BLOCK 758
BLOCK 759
BLOCK 760
BLOCK 761
BLOCK 762
BLOCK 763
BLOCK 764
BLOCK 765
BLOCK 766
BLOCK 767
BLOCK 768
BLOCK 769
BLOCK 770
BLOCK 771
BLOCK 772
BLOCK 773
BLOCK 774
BLOCK 775
BLOCK 776
BLOCK 777
BLOCK 778
BLOCK 779
BLOCK 780
BLOCK 781
BLOCK 782
BLOCK 783
BLOCK 784
BLOCK 785
BLOCK 786
BLOCK 787
BLOCK 788
BLOCK 789
BLOCK 790
BLOCK 791
BLOCK 792
BLOCK 793
BLOCK 794
BLOCK 795
BLOCK 796
BLOCK 797
BLOCK 798
BLOCK 799
BLOCK 800
BLOCK 801
BLOCK 802
BLOCK 803
BLOCK 804
BLOCK 805
BLOCK 806
BLOCK 807
BLOCK 808
BLOCK 809
BLOCK 810
BLOCK 811
BLOCK 812
BLOCK 813
BLOCK 814
BLOCK 815
BLOCK 816
BLOCK 817
BLOCK 818
BLOCK 819
BLOCK 820
BLOCK 821
BLOCK 822
BLOCK 823
BLOCK 824
BLOCK 825
BLOCK 826
BLOCK 827
BLOCK 828
BLOCK 829
BLOCK 830
BLOCK 831
BLOCK 832
BLOCK 833
BLOCK 834
BLOCK 835
BLOCK 836
BLOCK 837
BLOCK 838
BLOCK 839
BLOCK 840
BLOCK 841
BLOCK 842
BLOCK 843
BLOCK 844
BLOCK 845
BLOCK 846
BLOCK 847
BLOCK 848
BLOCK 849
BLOCK 850
BLOCK 851
BLOCK 852
BLOCK 853
BLOCK 854
BLOCK 855
BLOCK 856
BLOCK 857
BLOCK 858
BLOCK 859
BLOCK 860
BLOCK 861
BLOCK 862
BLOCK 863
BLOCK 864
BLOCK 865
BLOCK 866
BLOCK 867
BLOCK 868
BLOCK 869
BLOCK 870
BLOCK 871
BLOCK 872
BLOCK 873
BLOCK 874
BLOCK 875
BLOCK 876
BLOCK 877
BLOCK 878
BLOCK 879
BLOCK 880
BLOCK 881
BLOCK 882
BLOCK 883
BLOCK 884
BLOCK 885
BLOCK 886
BLOCK 887
BLOCK 888
BLOCK 889
BLOCK 890
BLOCK 891
BLOCK 892
BLOCK 893
BLOCK 894
BLOCK 895
BLOCK 896
BLOCK 897
BLOCK 898
BLOCK 899
BLOCK 900
BLOCK 901
BLOCK 902
BLOCK 903
BLOCK 904
BLOCK 905
BLOCK 906
BLOCK 907
BLOCK 908
BLOCK 909
BLOCK 910
BLOCK 911
BLOCK 912
BLOCK 913
BLOCK 914
BLOCK 915
BLOCK 916
BLOCK 917
BLOCK 918
BLOCK 919
BLOCK 920
BLOCK 921
BLOCK 922
BLOCK 923
BLOCK 924
BLOCK 925
BLOCK 926
BLOCK 927
BLOCK 928
BLOCK 929
BLOCK 930
BLOCK 931
BLOCK 932
BLOCK 933
BLOCK 934
BLOCK 935
BLOCK 936
BLOCK 937
BLOCK 938
BLOCK 939
BLOCK 940
BLOCK 941
BLOCK 942
BLOCK 943
BLOCK 944
BLOCK 945
BLOCK 946
BLOCK 947
BLOCK 948
BLOCK 949
BLOCK 950
BLOCK 951
BLOCK 952
BLOCK 953
BLOCK 954
BLOCK 955
BLOCK 956
BLOCK 957
BLOCK 958
BLOCK 959
BLOCK 960
BLOCK 961
BLOCK 962
BLOCK 963
BLOCK 964
BLOCK 965
BLOCK 966
BLOCK 967
BLOCK 968
BLOCK 969
BLOCK 970
BLOCK 971
BLOCK 972
BLOCK 973
BLOCK 974
BLOCK 975
BLOCK 976
BLOCK 977
BLOCK 978
BLOCK 979
BLOCK 980
BLOCK 981
BLOCK 982
BLOCK 983
BLOCK 984
BLOCK 985
BLOCK 986
BLOCK 987
BLOCK 988
BLOCK 989
BLOCK 990
BLOCK 991
BLOCK 992
BLOCK 993
BLOCK 994
BLOCK 995
BLOCK 996
BLOCK 997
BLOCK 998
BLOCK 999
BLOCK 1000
Remove Power Poles
Remove Power Poles
Remove Pole & Anchor
New Power Poles
Existing Ground Profile
Existing Ground Profile
Existing Ground Profile
PLAN
PROFILE
SCALE
HORIZ 1"=20'
VERT 1"=2'
SURVEY LINE
New Right of Way
Existing Right of Way
FURNITURE MART
NEW SIDEWALK
NEW RIGHT OF WAY
City Monument
8' Spike
78' Standard
4956
4954
4952
4950
4948
4946
4944
4942
4940
4938
4936
4934
4932
4930


FRANCISCO ARMIJO Y OTERO ADDITION
MANDEL BUSINESS AND RESIDENCE ADDITION
BLOCK 5
BLOCK 20
BLOCK I
ASPHALT PAD
NEW AND EXISTING RIGHT OF WAY
NEW 5' SIDEWALK
Remove Power Poles
LOMAS BOULEVARD
Traffic Light
Street Light
Existing Right of Way
NEW RIGHT OF WAY
Remove Existing 12" Storm Sewer Line
New Storm Sewer 24" R.C.P.
Underground Telephone Cable
Provide 6x35' Drive Pad
Abandoned
N.W.
SURVEY LINE
6 Wire Power
9 Wire Power
11 Wire Power
Concrete Foundation House
Concrete Foundation
ASPHALT PAD
Concrete Pad
Concrete Walk
NEW 5' SIDEWALK
33+44
34+45
35+46
37+66
Build Single 'C' Inlet
Concrete Drive Pad
1 Wire Telephone
Underground Telephone Cable
FOURTH
New Power Pole - if required
BLOCK 6
BLOCK 19
BLOCK L
New Power Poles
FRANCISCO ARMIJO Y OTERO ADDITION
MANDEL BUSINESS AND RESIDENCE ADDITION
SCALE:
HORIZ. 1" = 20'
VERT. 1" = 2'-0"
FED. ROAD DIV. NO. 9
STATE NEW MEXICO
F-003-3(03)
SHEET NO. 6P
Existing Ground Profile
Existing Ground Profile
Existing Ground Profile
24" R.C.P.
S=0.0015
END CONSTRUCTION
STA 37+69.6
ELEV 4955.25
END CONSTRUCTION
STA 37+69.60
ELEV. 4951.78
4956
4954
4952
4950
35
36
37
38
R.A.G.
PROFILE
28
PROJECT NO. F-003-3(03) SHEET NO. 6P



Note: Profile Grades shown are top of Curb except -- between Sta 23+24.33 & Sta 24+24.33 where grades are 0.66 lower.

NMP NO U-UG-003-3(13) SHEET 4R OF