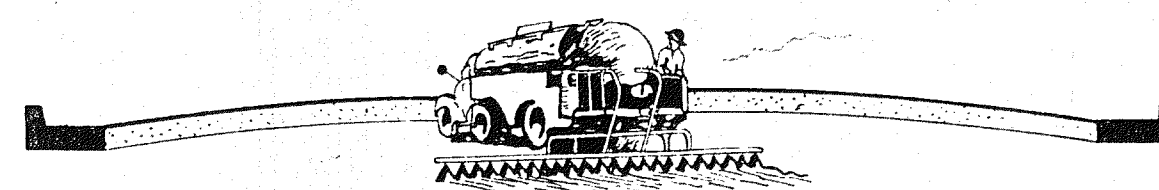


RECEIVED
JUL 30 1963
CITY ENGINEER

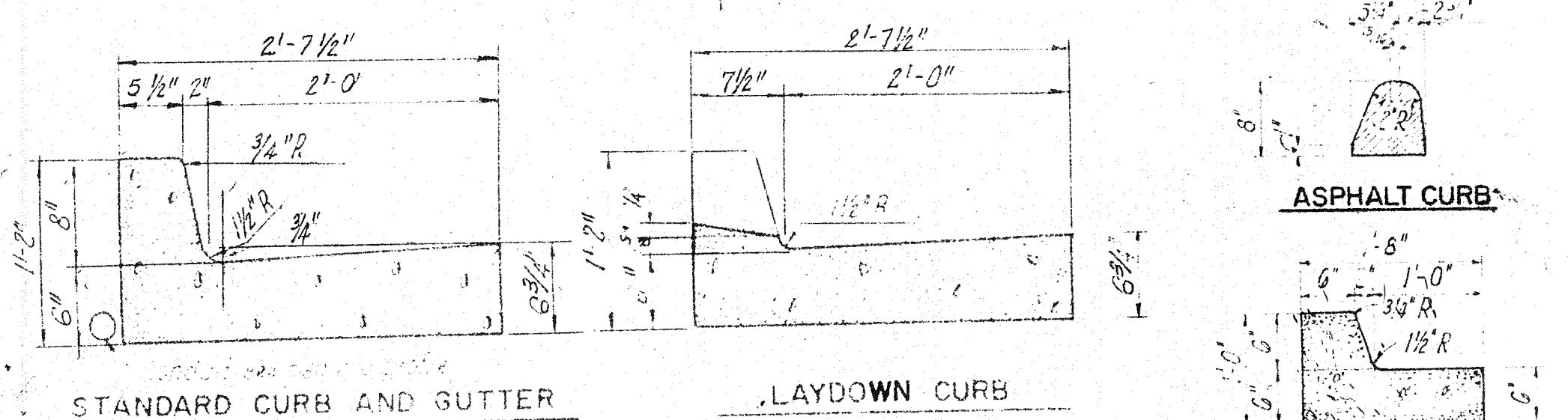


10	146	0163									05			
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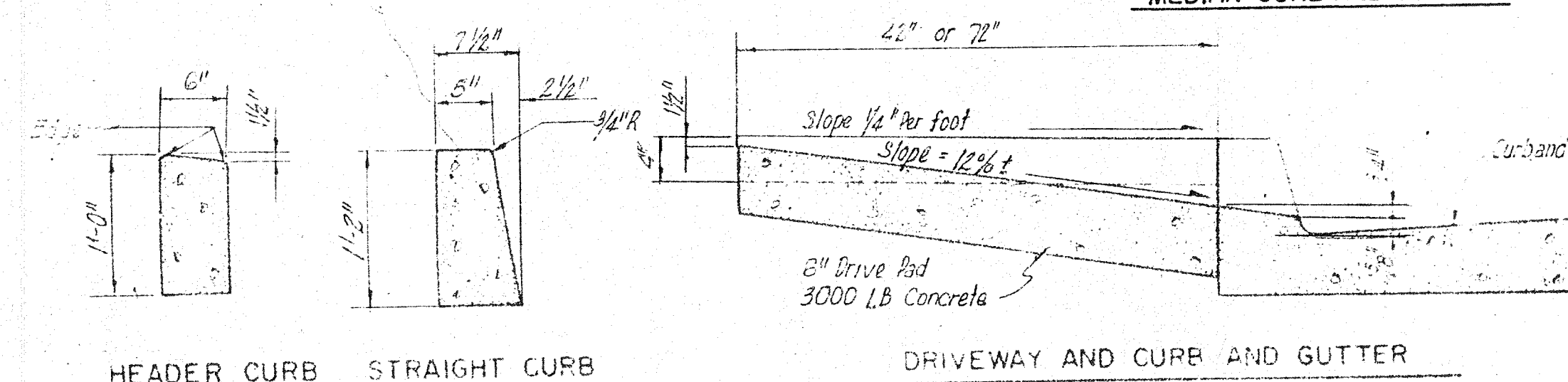
SHEET 1 OF 14



ALBUQUERQUE, NEW MEXICO			
PAVING DISTRICT NO. 146 AND CHELWOOD BLVD. STORM SEWER			
LOCATION MAP			
GORDON HERKENHOFF & ASSOCIATES, INC. CONSULTING ENGINEERS			
ALBUQUERQUE		NEW MEXICO	
SCALE 1"=1000'	DATE JUNE 1963	DRAWN: J.E.W.	CHECKED: G.A.J.
		SHEET 12	OF 14



LAYDOWN CURB

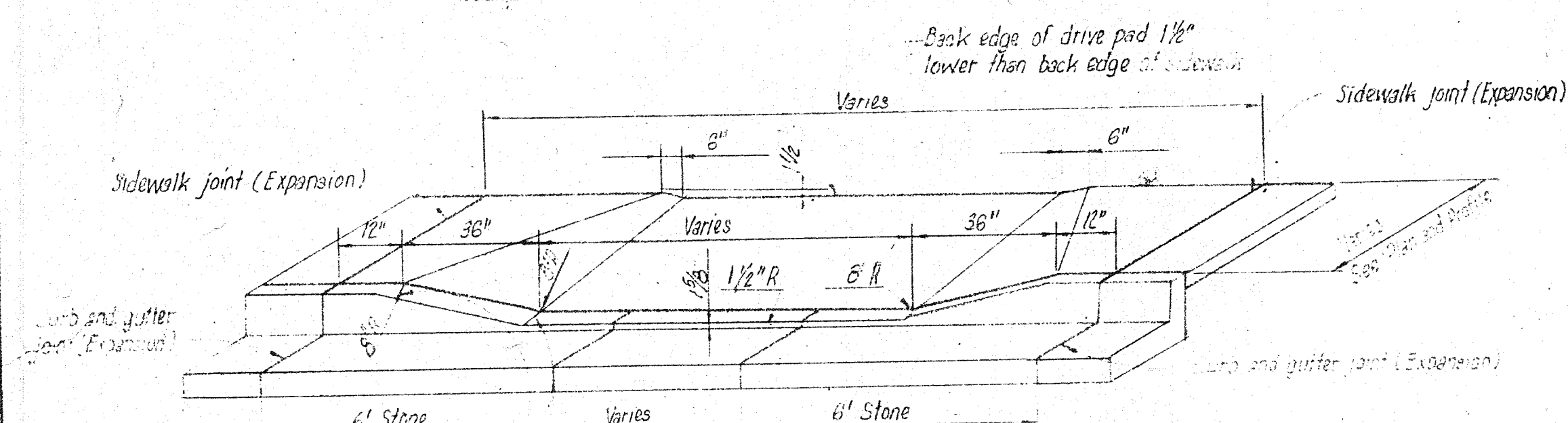


HEADER CURB

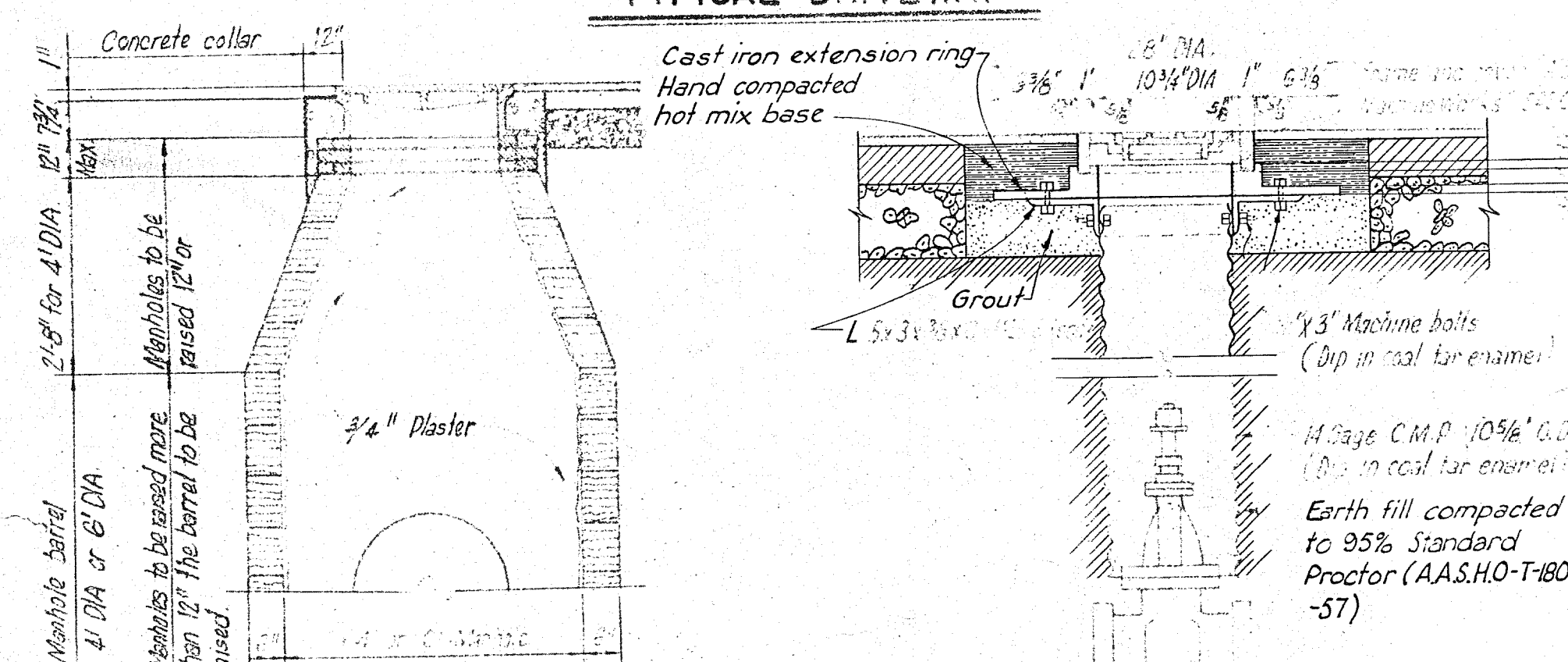
STRAIGHT CURB

DRIVEWAY AND CURB AND GUTTER

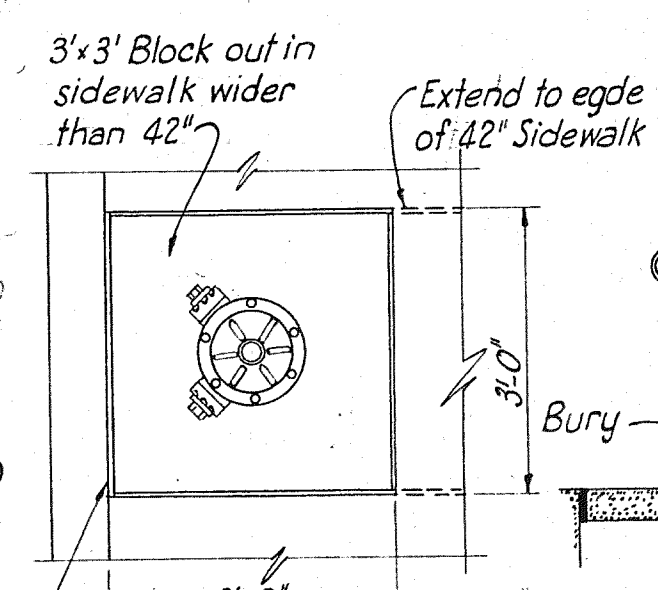
TYPICAL CURB AND GUTTER DETAILS



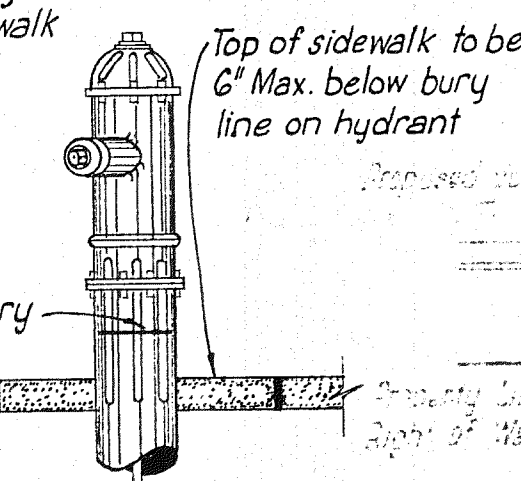
TYPICAL DRIVEWAY



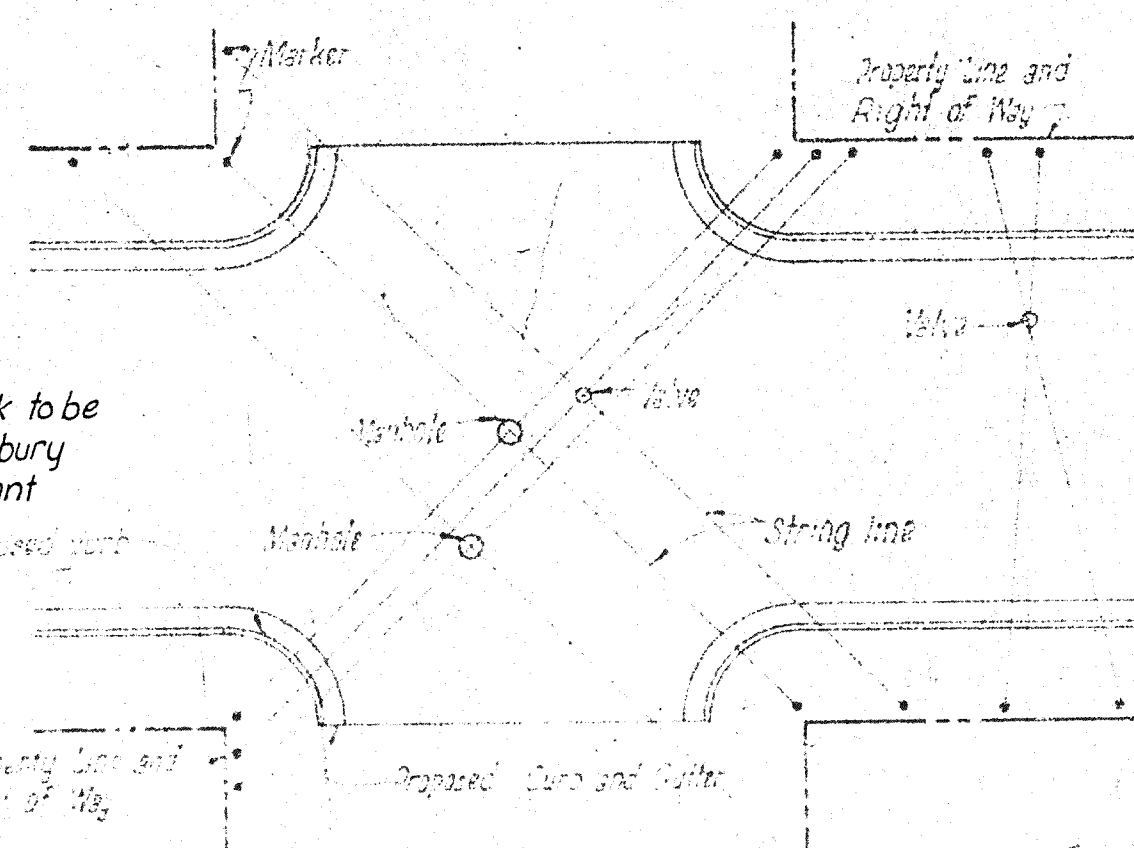
VALVE BOX DETAIL



FIRE HYDRANT DETAIL

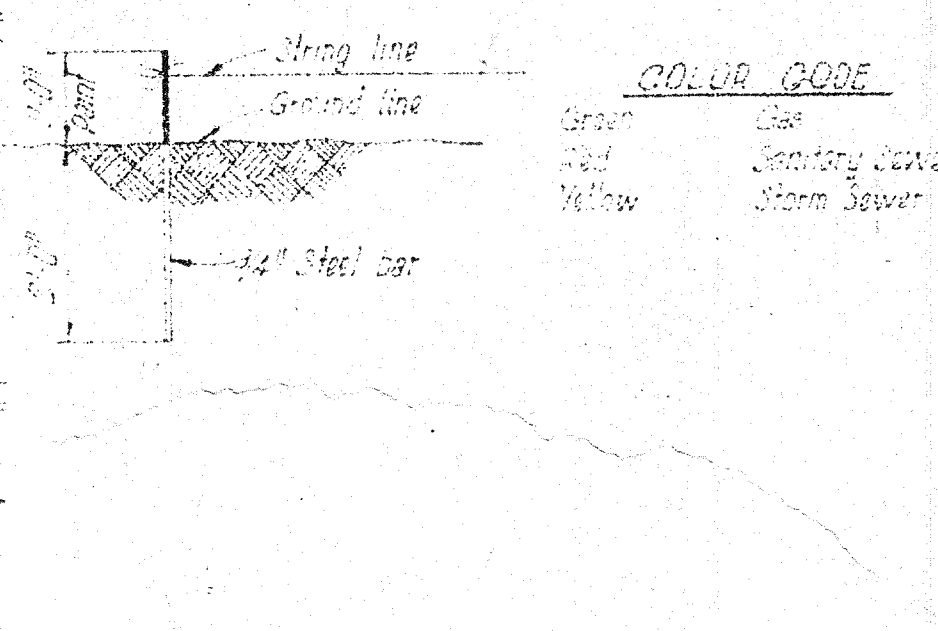


ELEVATION

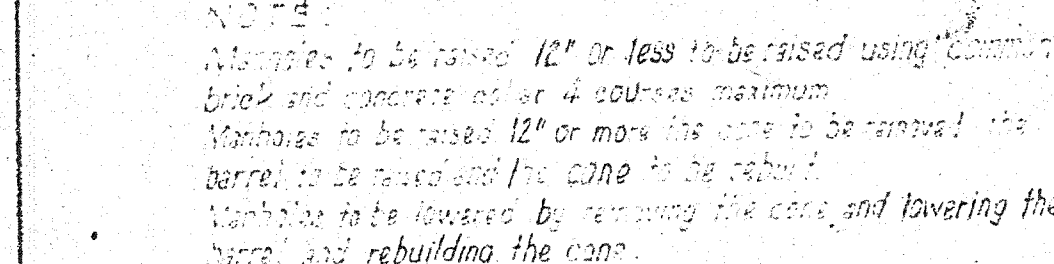


LOCATION PLAN

PLAN FOR LOCATING UNDERGROUND UTILITIES

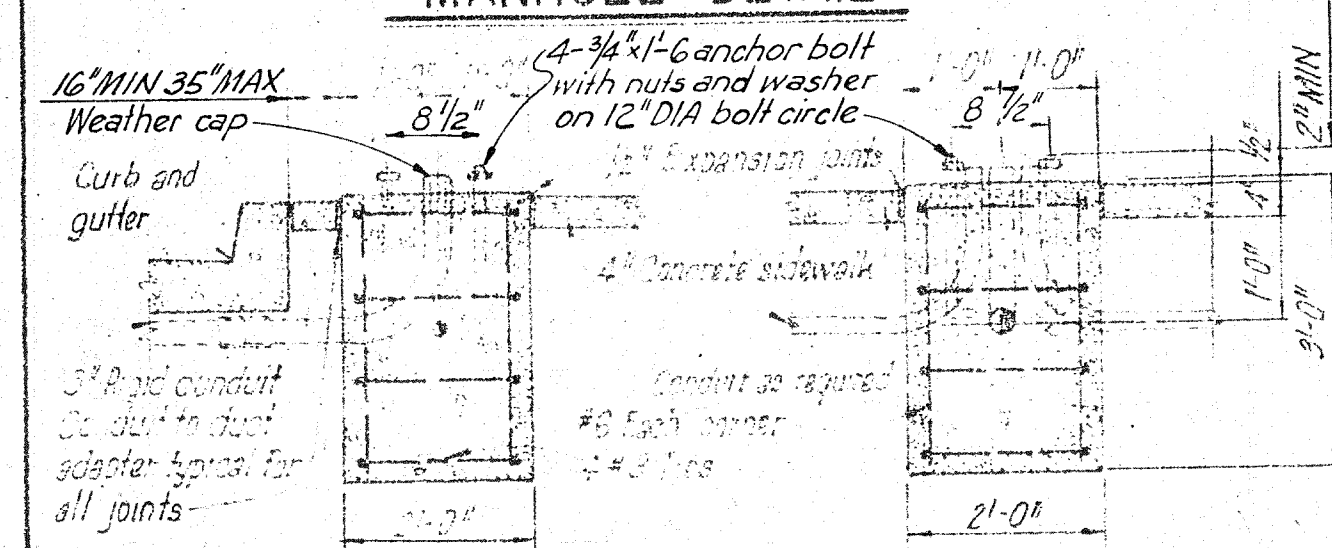


MARKER DETAIL



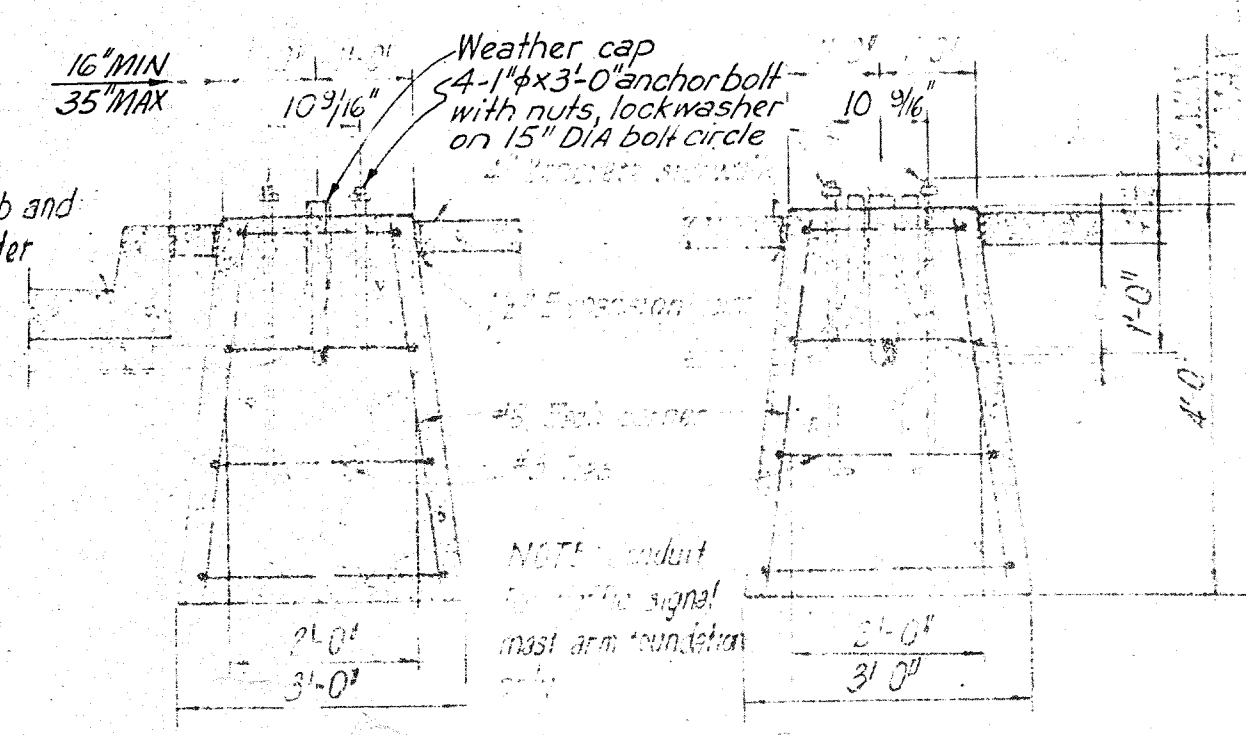
SECTION

MANHOLE DETAIL



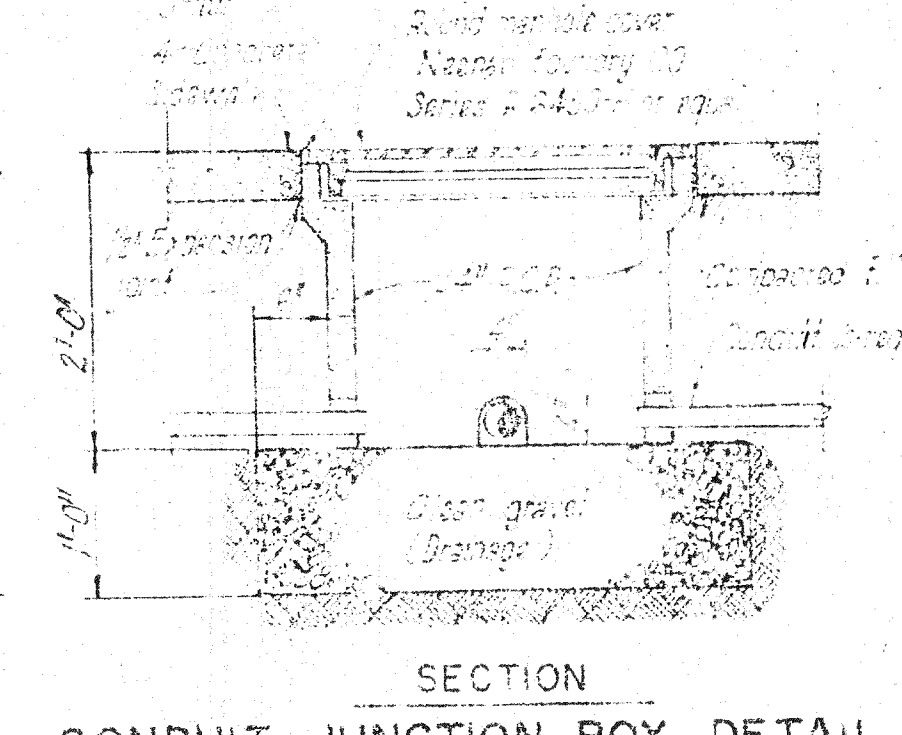
FOUNDATION SECTIONS TYPE S.P.

PEDESTAL AND MAST ARM FOUNDATION DETAILS



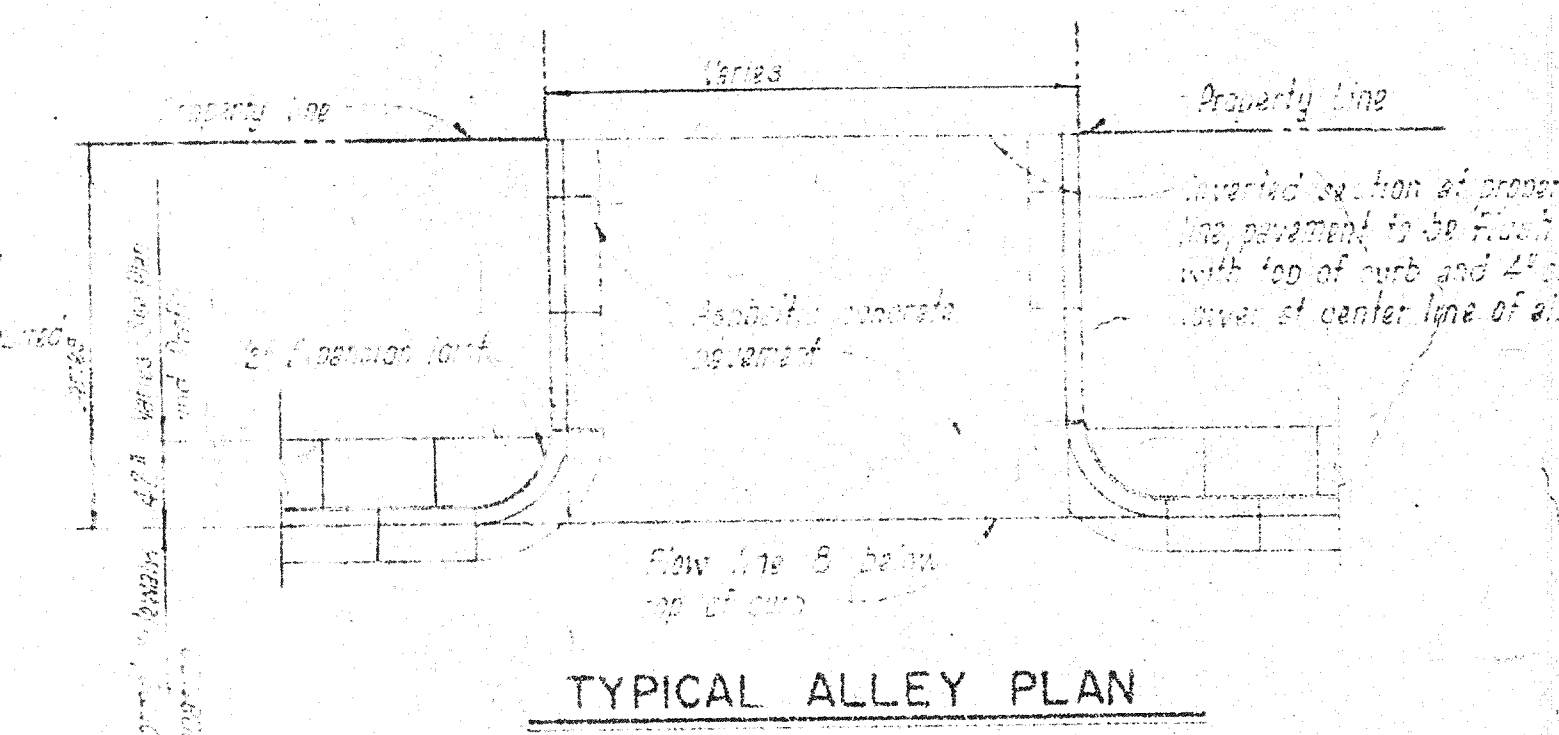
FOUNDATION SECTIONS TYPE M.A.

CONDUIT JUNCTION BOX DETAIL



SECTION

TYPICAL ALLEY PLAN



GENERAL NOTES:

GENERAL NOTES:

CURBS AND GUTTERS to be constructed of 3000 psi concrete and to be laid in lengths of 8 feet between construction joints. All normal expansion joints to be located at intervals not to exceed 50 feet of the curb and 100 feet between and away from drive pads.

DRIVE PADS to be constructed of 3000 psi concrete 4 inches thick. Drive pads longer than 18 feet to have a normal expansion joint at the midpoint. Drive pads more than 18 feet long to have 1/4" expansion joints with not more than 12 feet between joints.

SIDEWALKS to be constructed of 3000 psi concrete 4 inch thick with a transverse slope of 1/4 inch per foot. 12 inch normal expansion joints to be located where the sidewalks adjoin existing walls, buildings, drive pads, immovable objects and 8 feet on centers on straight runs. Dummy groove joints to be located at intervals of 8 feet on centers maximum. Width of sidewalk to be 42 inches wide when placed adjacent to the curb and gutter and 48 inches wide when placed adjacent to the property line. Sidewalks in front of business establishments shall be laid from the back of curb to the edge of building or property line. No sidewalk to be constructed until curb and gutter is in place.

ASPHALT EMULSION STABILIZED BASE

ASPHALT EMULSION STABILIZED BASE
Emulsified asphalt to be used in treated base to be 3% to 6%
by total weight, add water to obtain optimum moisture

HYDRATED LIME FILLER FOR TOP COURSE SURFACING

HYDRATED LIME FILLER FOR TOP COURSE SURFACING
hydrated lime to be added to the filler material, of the.
Function of the Epoxies - estimated amount 2%

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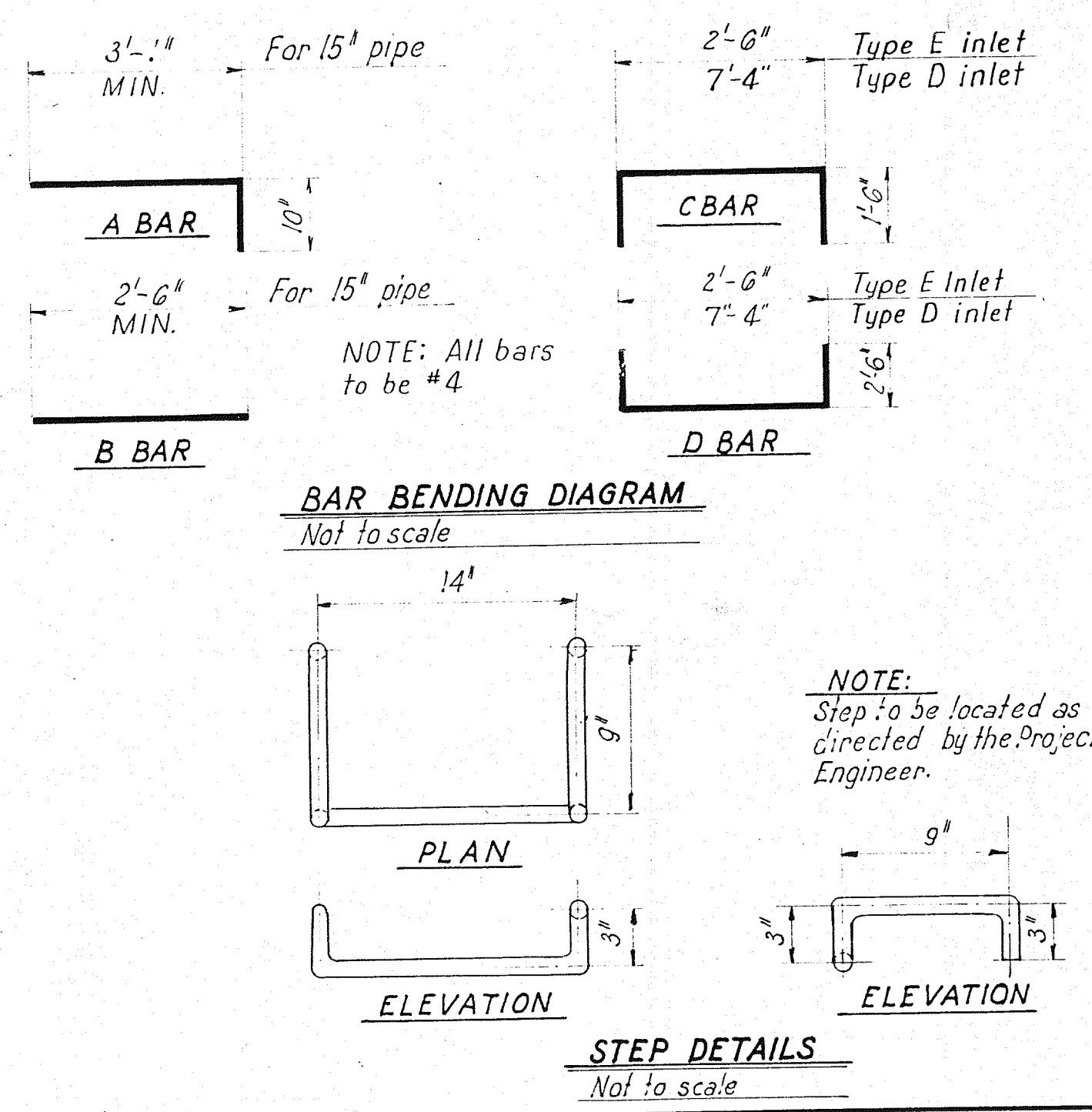
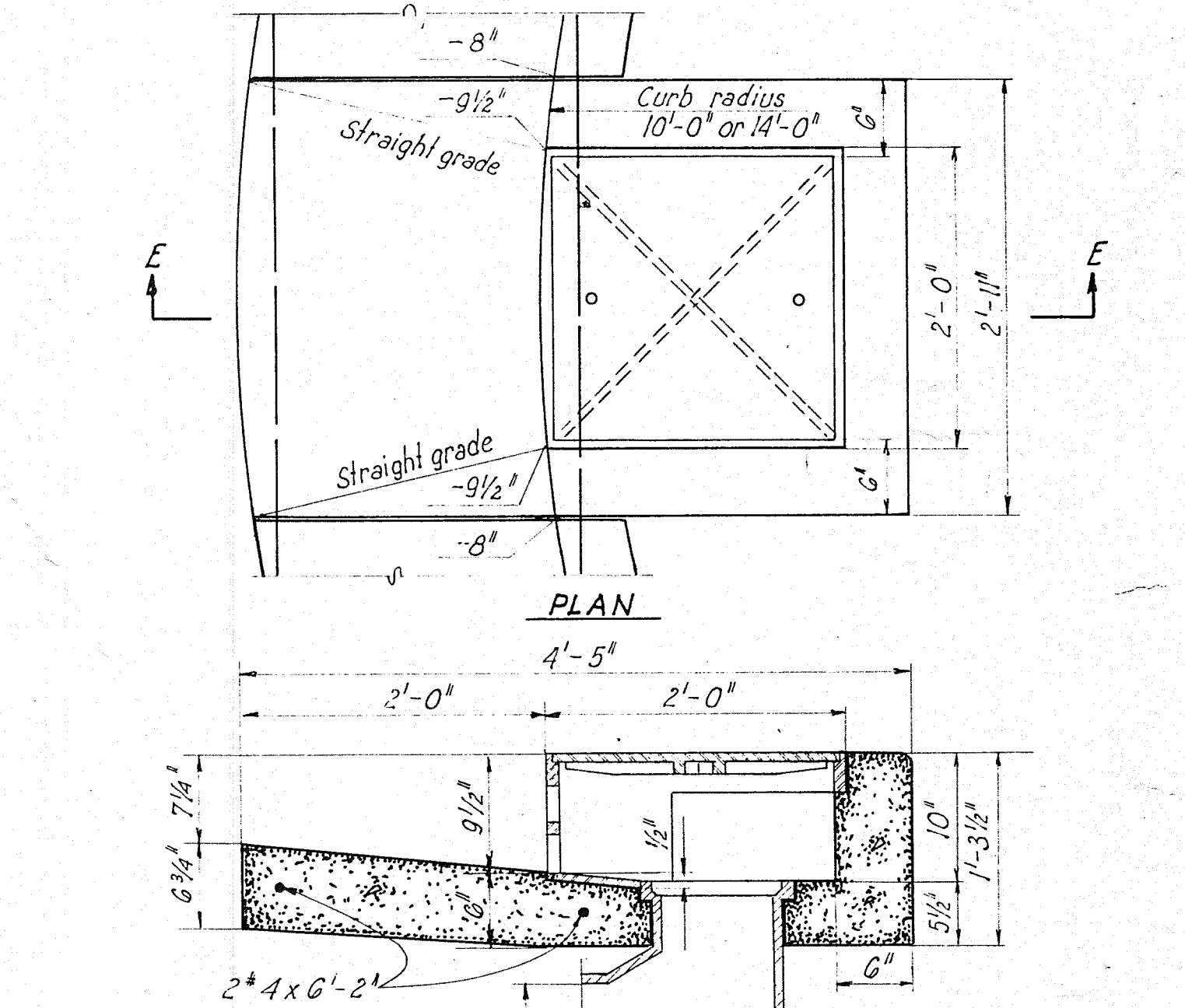
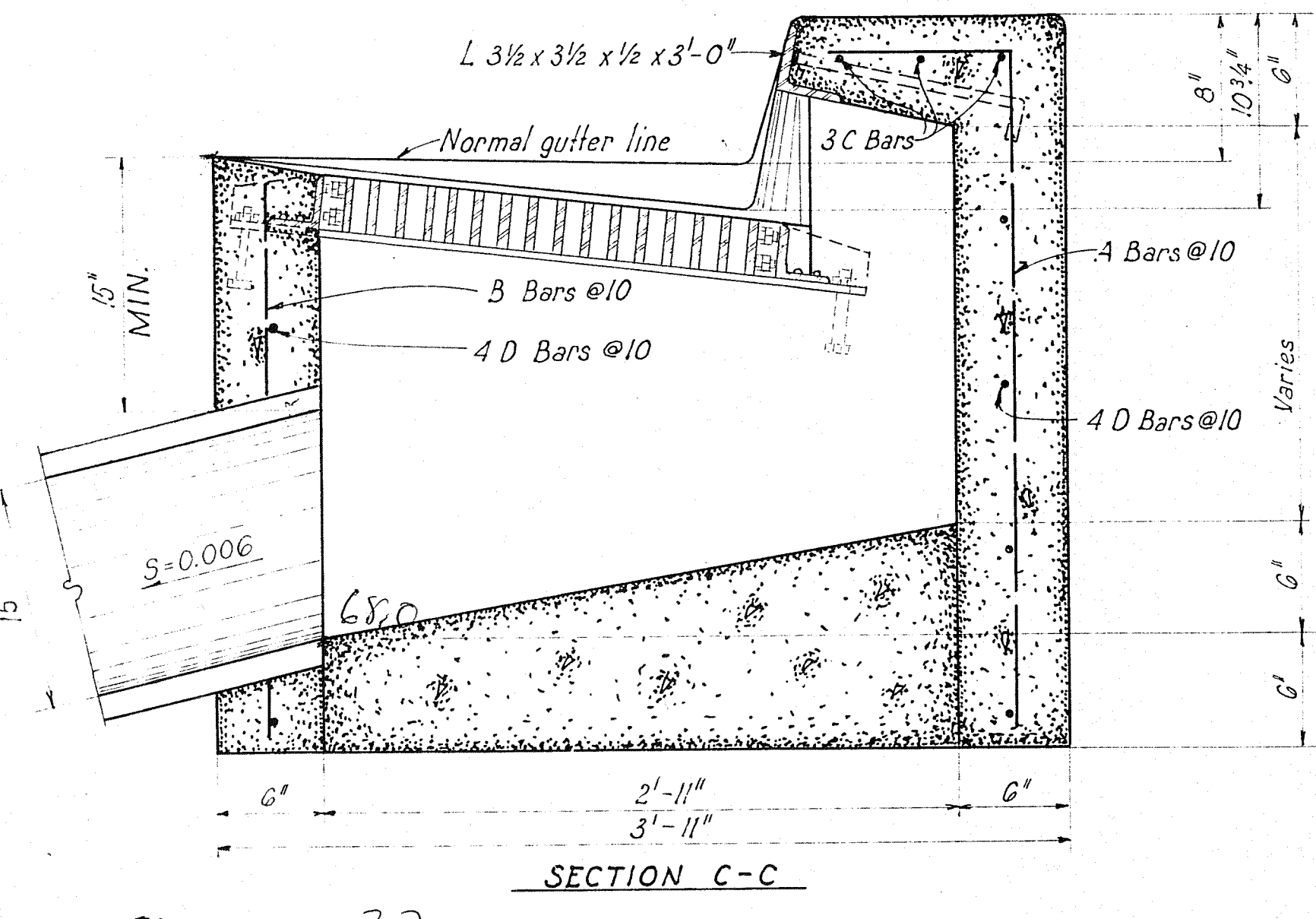
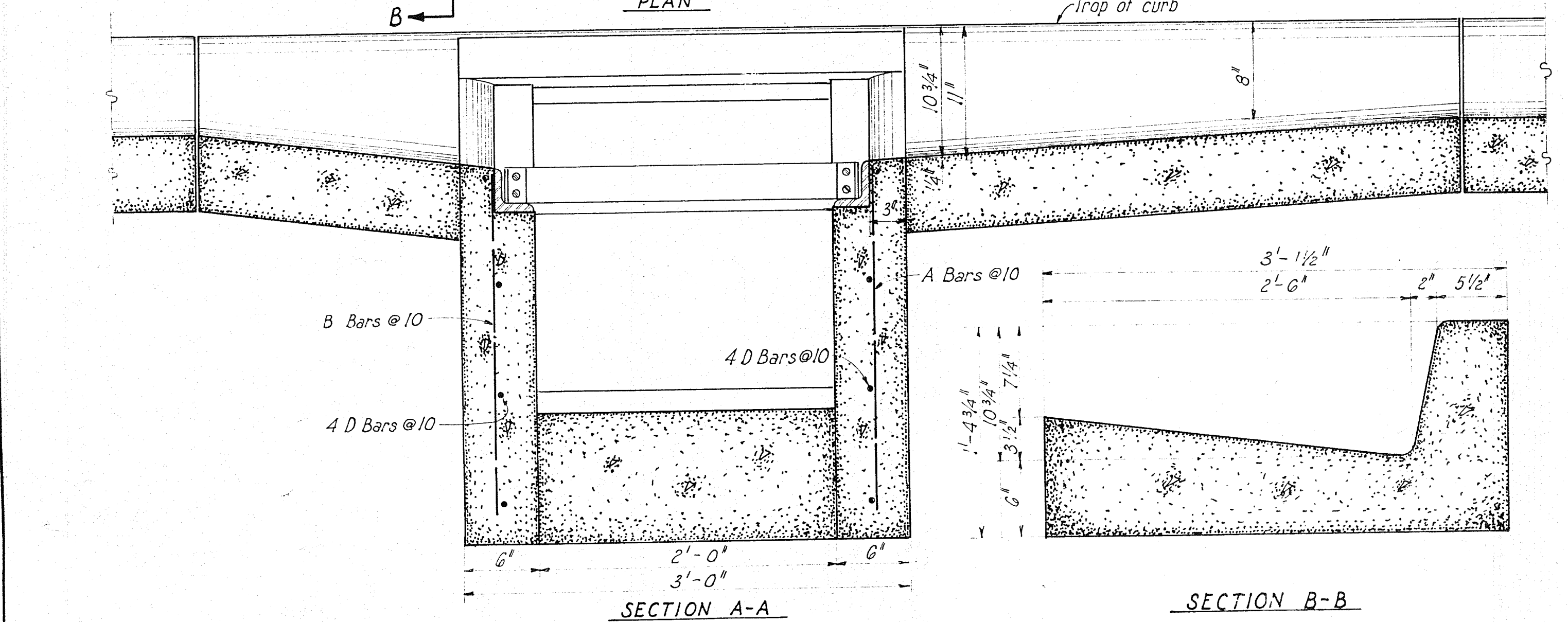
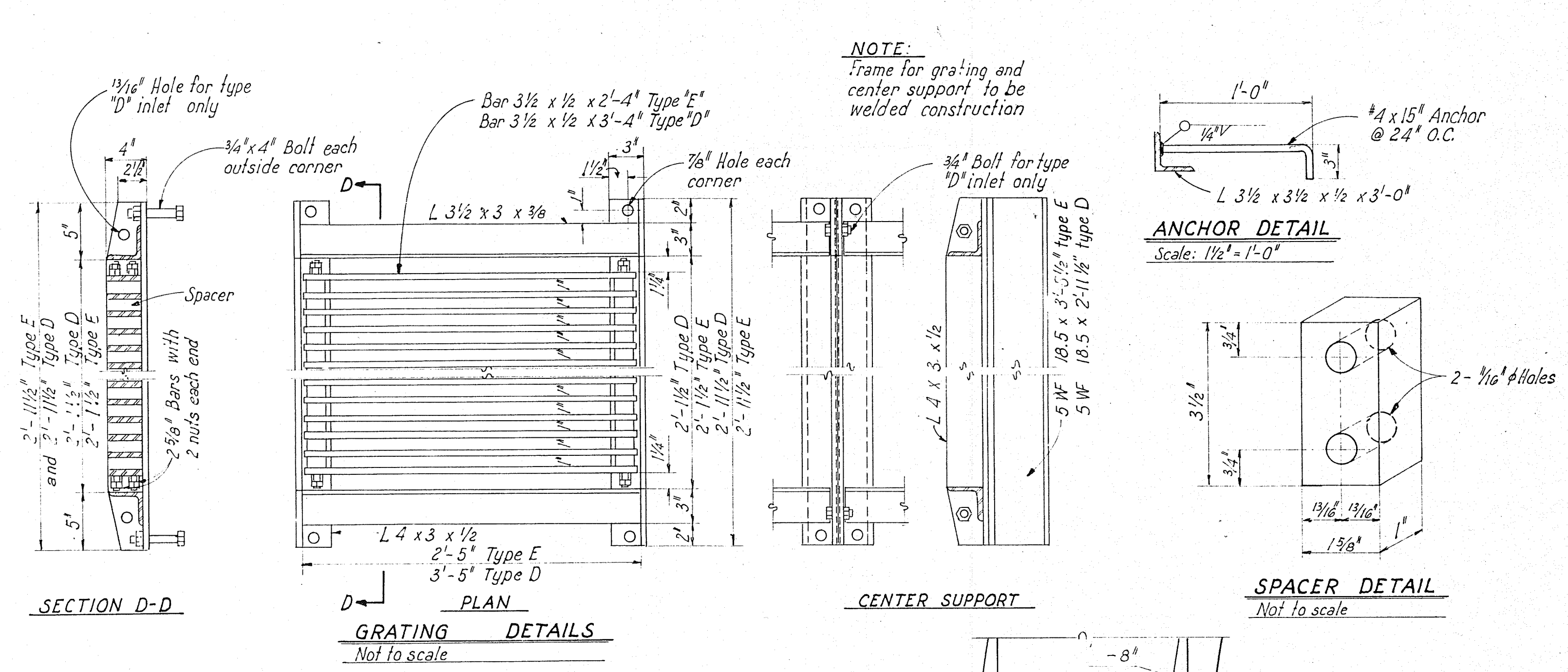
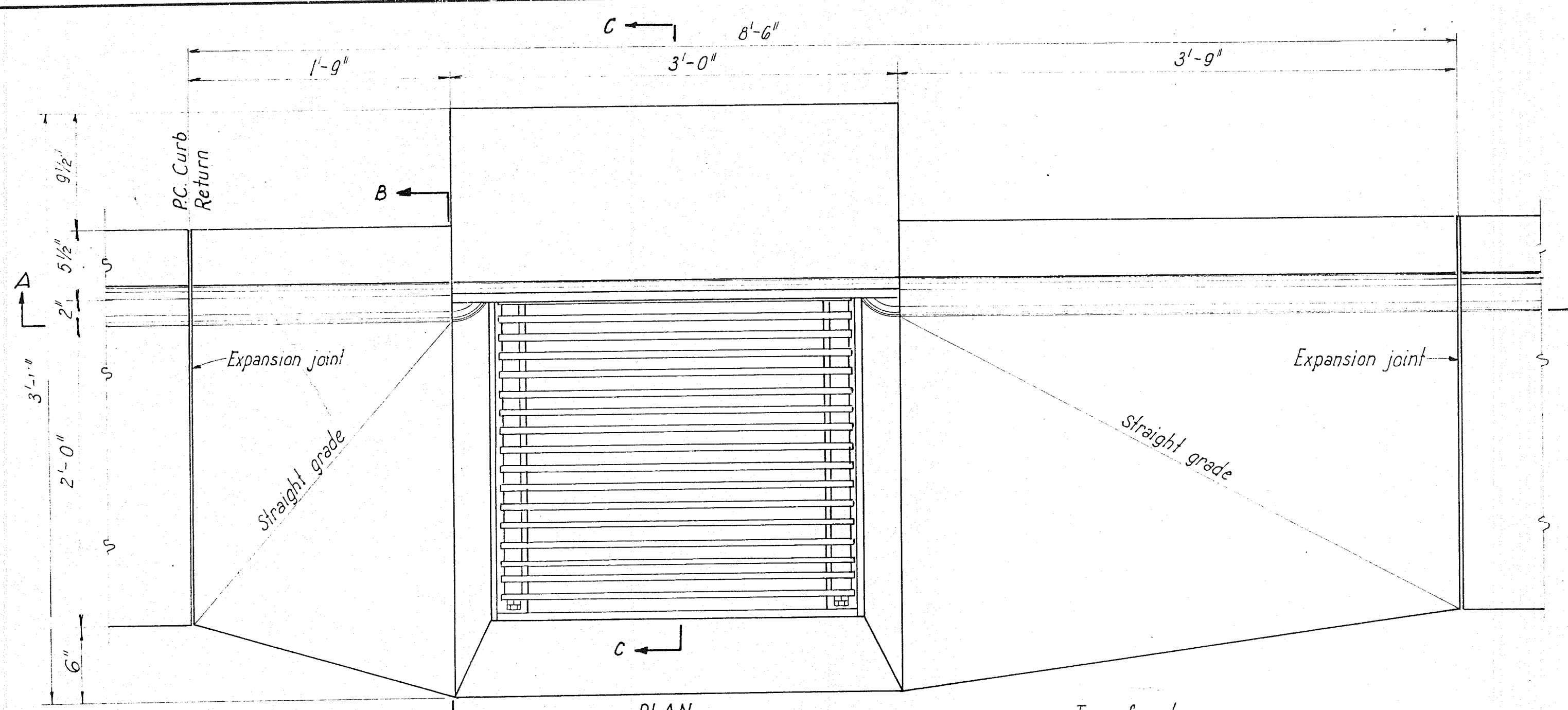
ALBUQUERQUE , NEW MEXICO

PAVING STANDARD

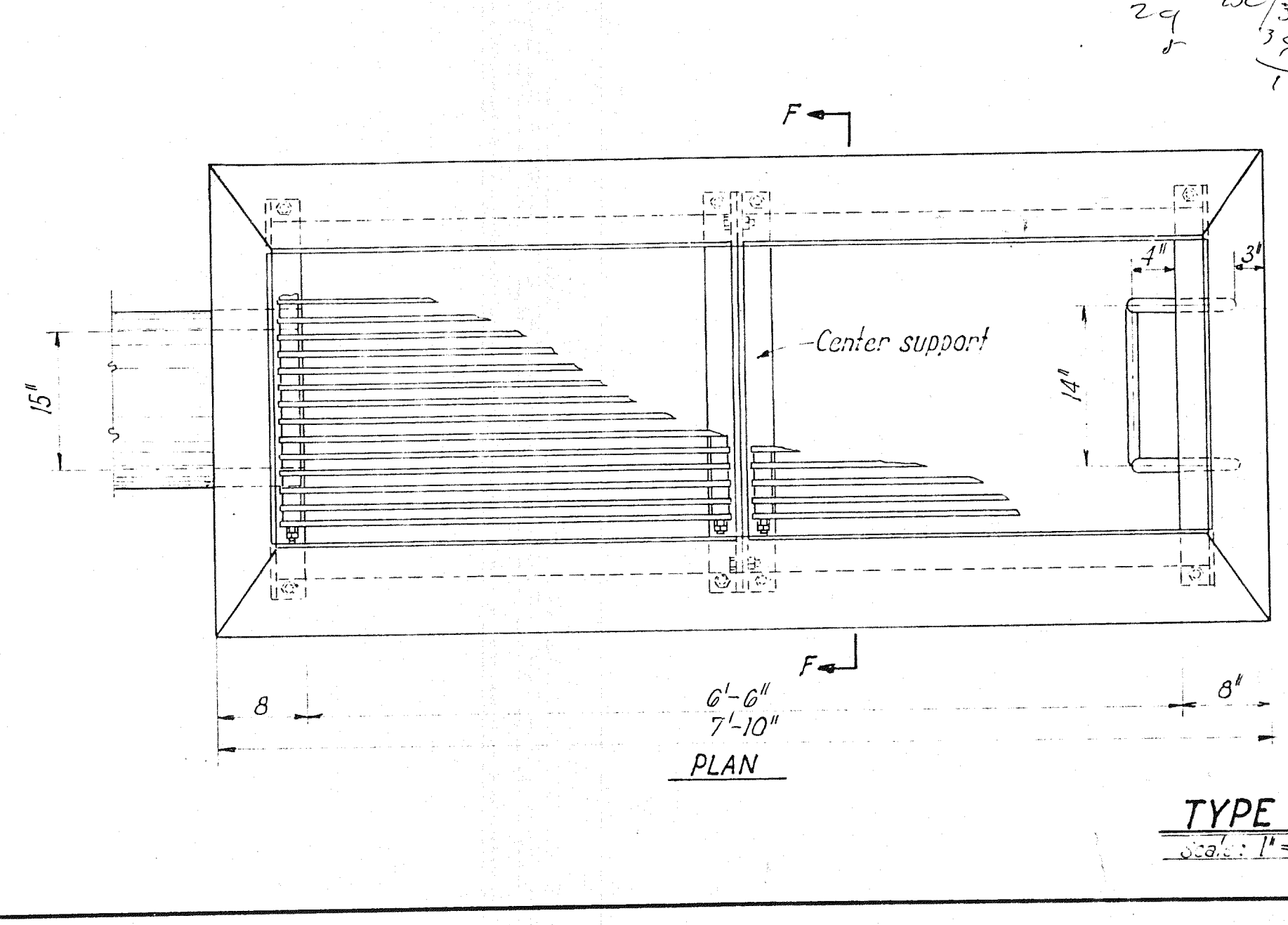
STAGE CONSTRUCTION ARTERIAL STREET PAVEMENT DETAILS

GORDON HERKENHOFF & ASSOCIATES INC.
CONSULTING ENGINEERS

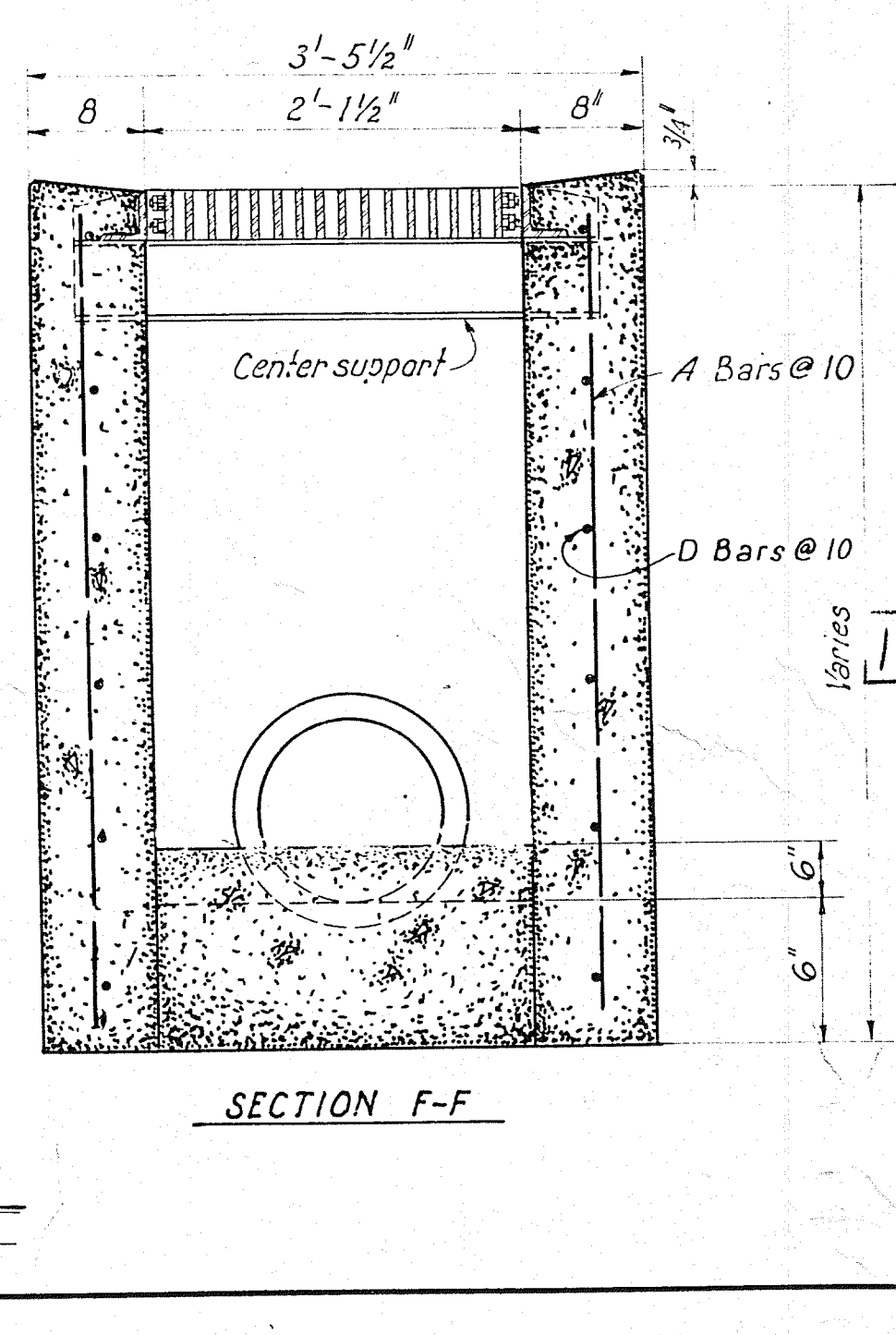
ALBUQUERQUE		NEW MEXICO	
SCALE	DATE	DRAWN: R.A.G	SHEET 3
NOT TO SCALE	JUNE 1963	CHECKED G.A.J.	OF 14



TYPE E INLET
Scale: 1/2" = 1'-0"



TYPE D INLET
Scale: 1" = 1'-0"

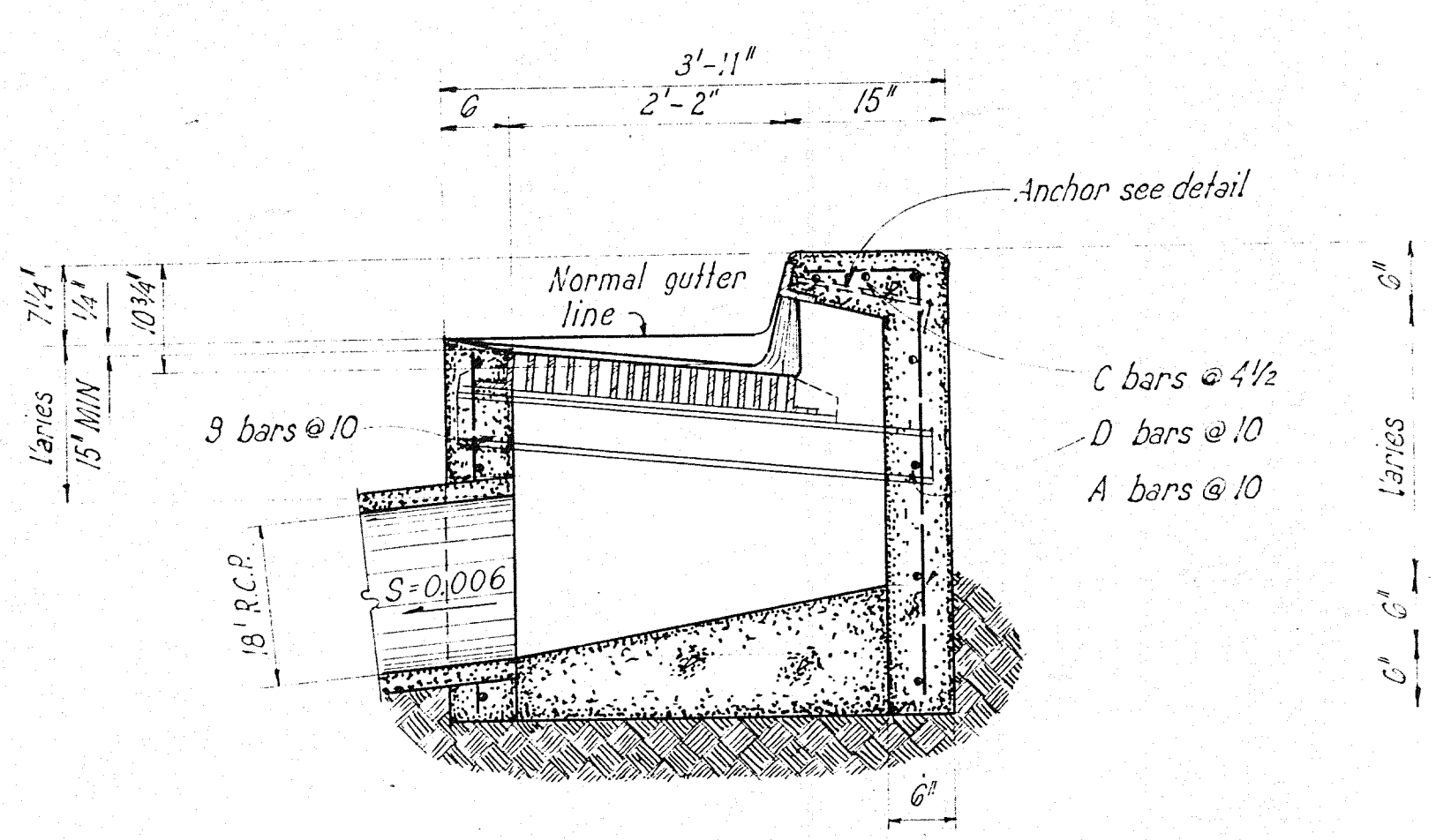
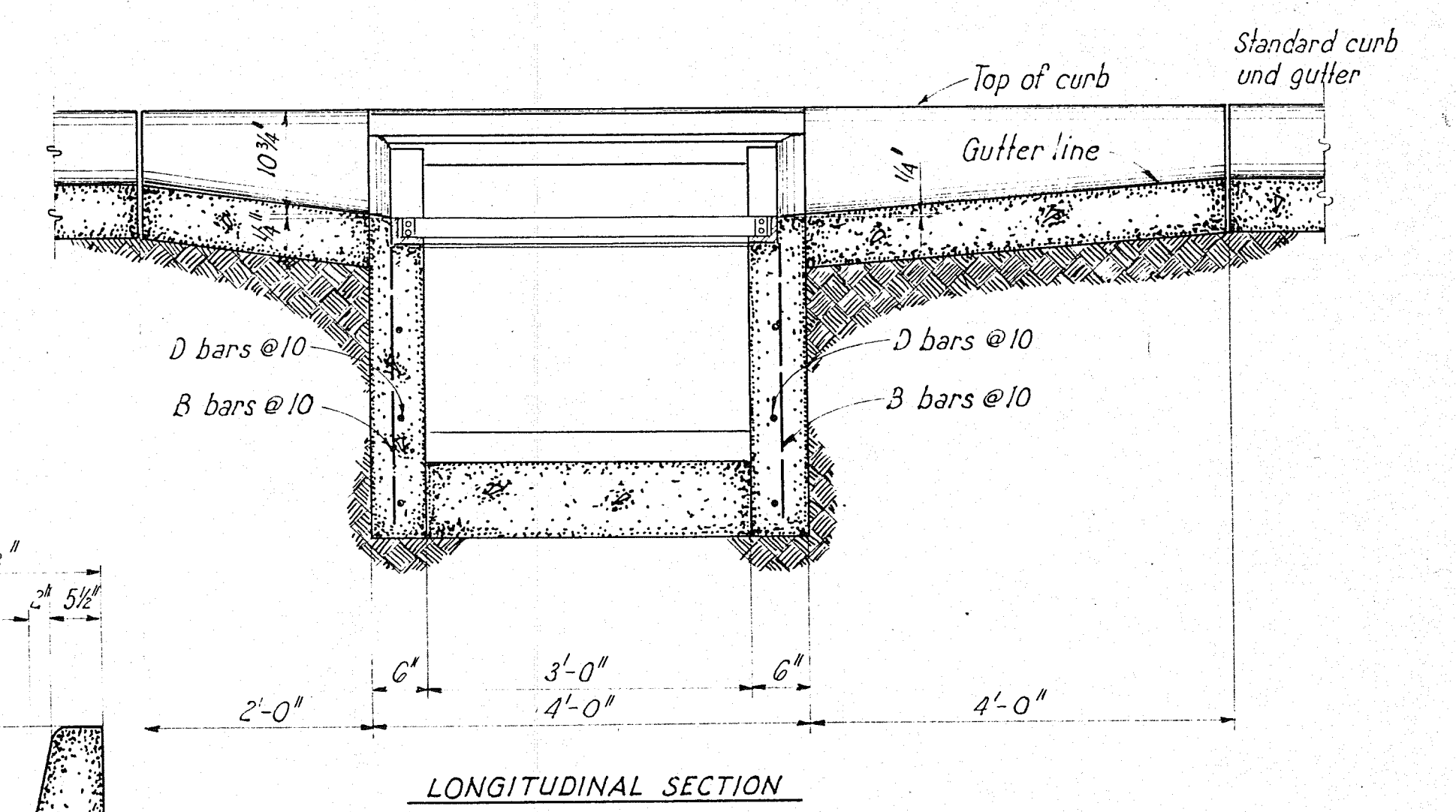
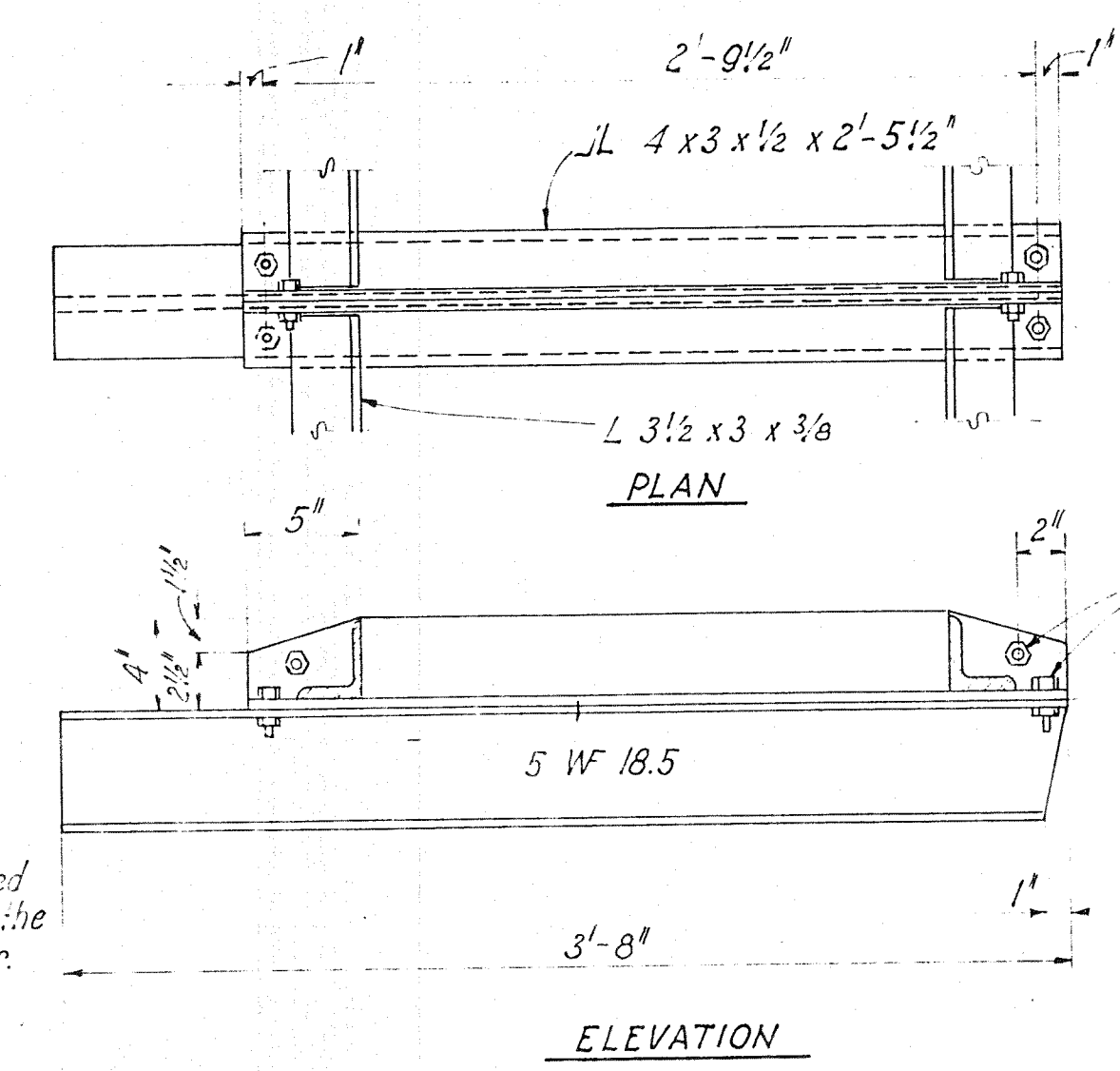
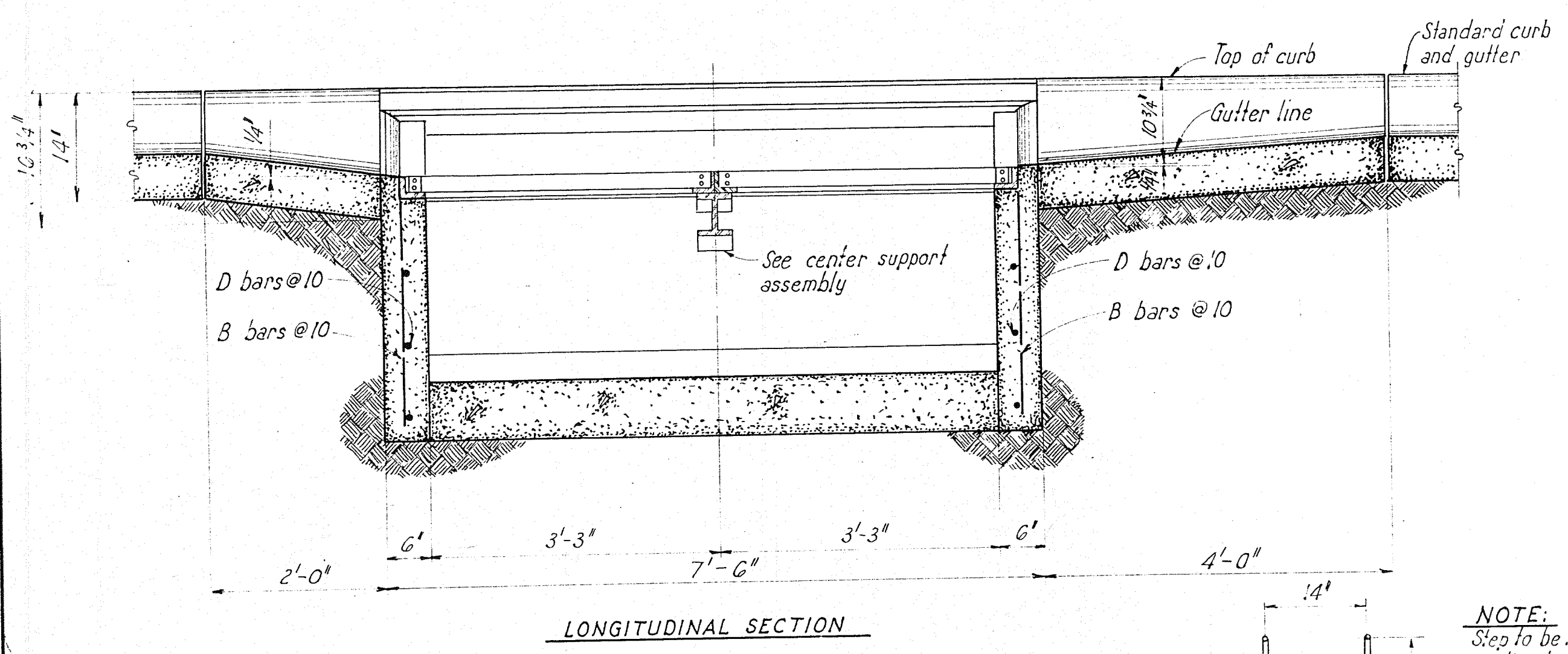
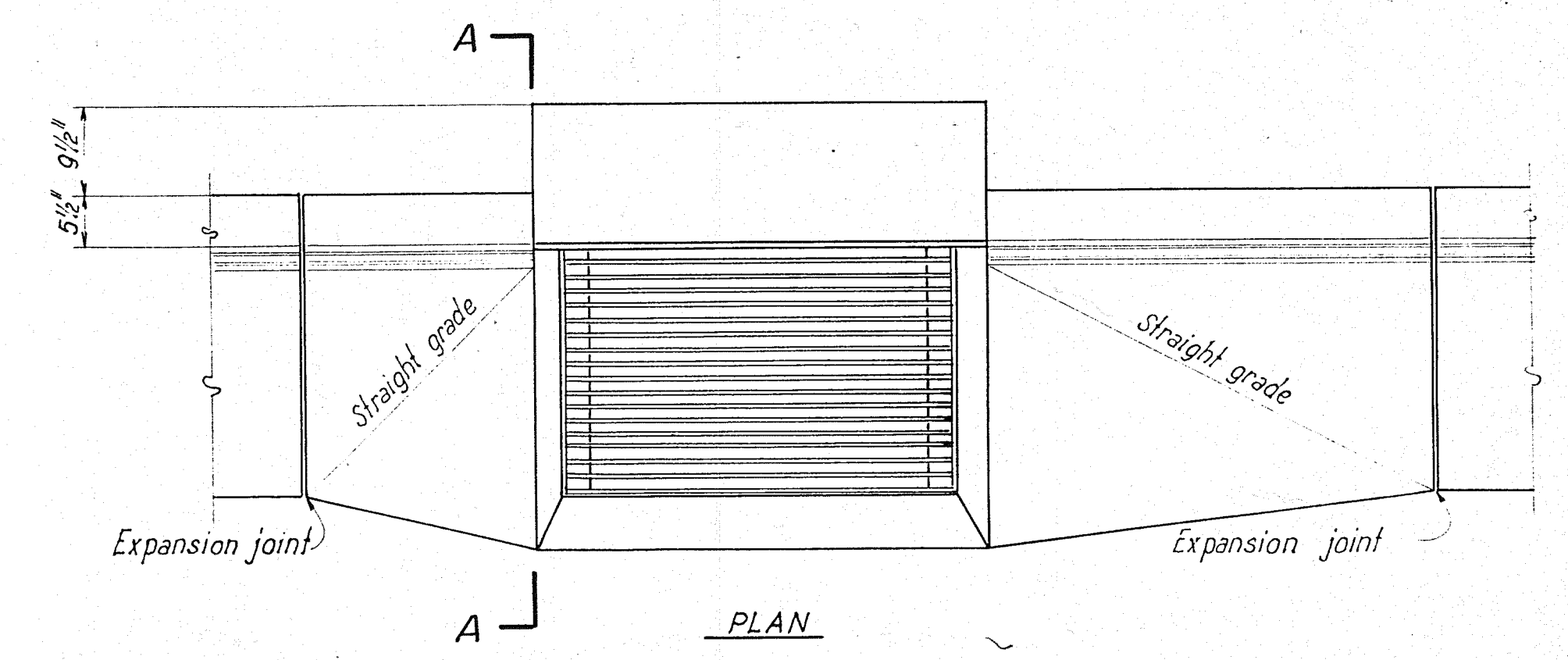
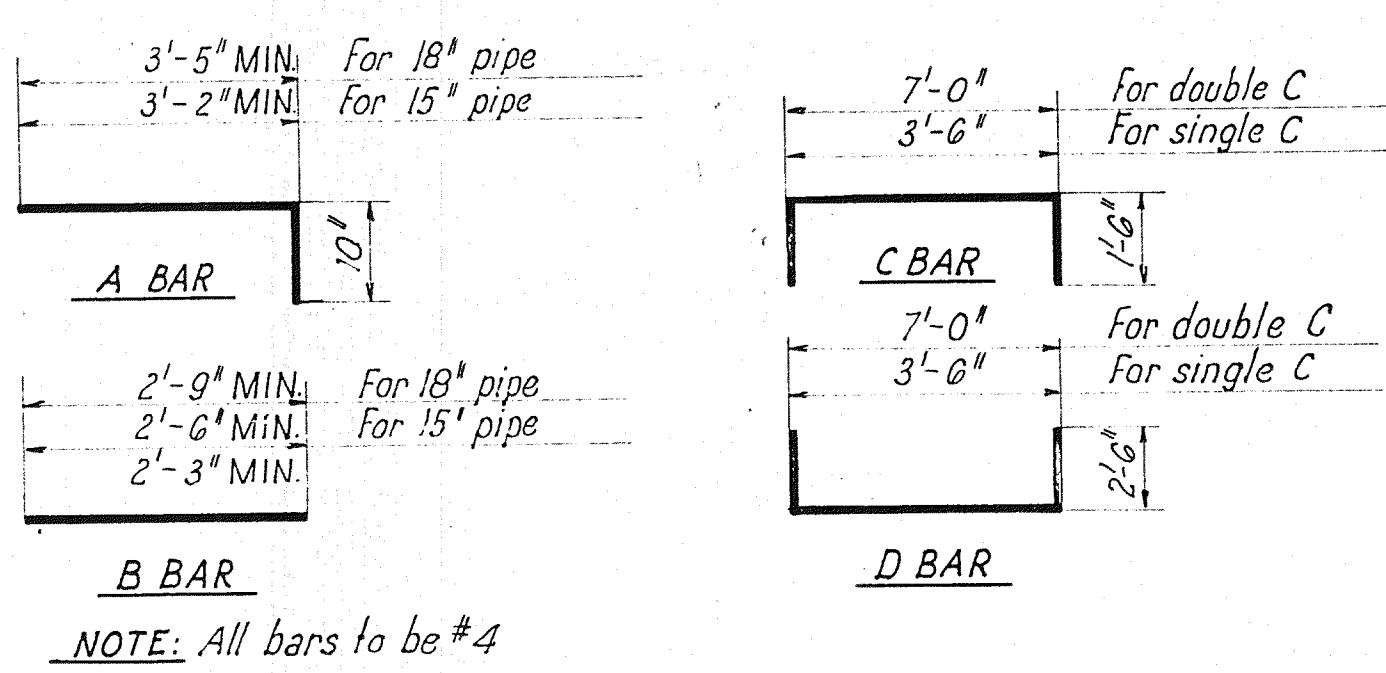
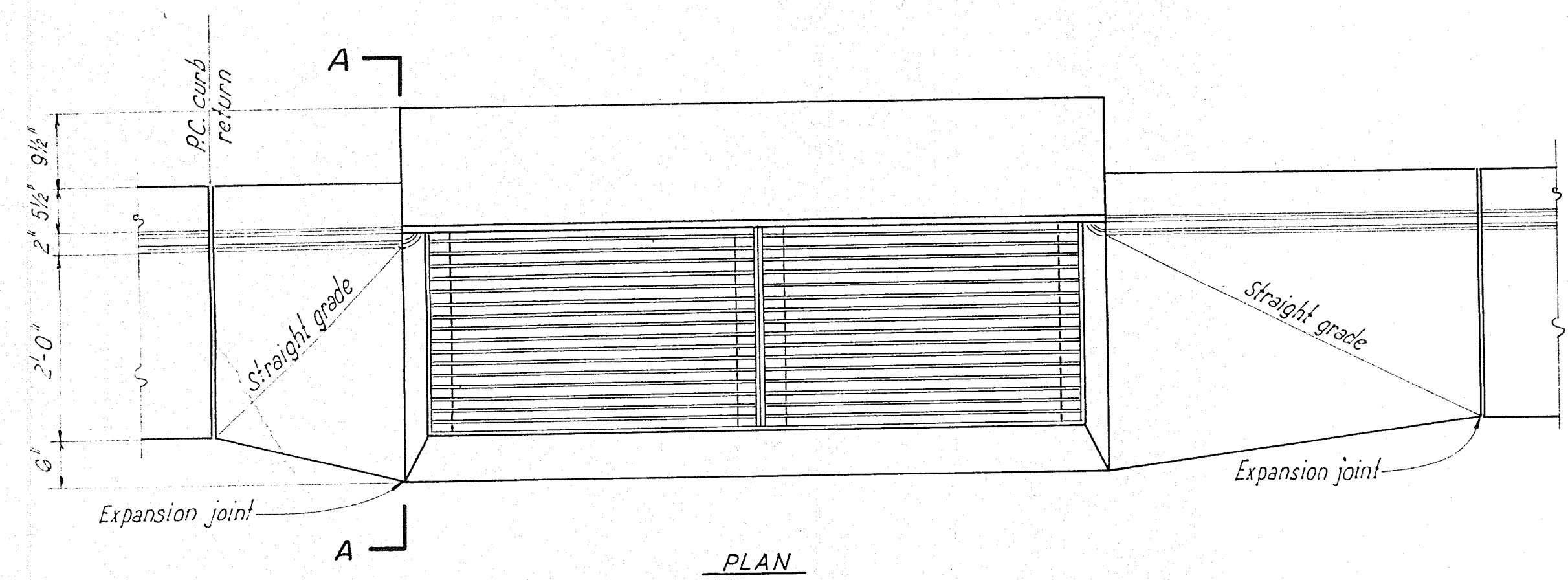


TYPE F INLET
Scale: 1" = 1'-0"

NOTE:
Provide the following slopes
for inlet pipes:
15" R.C.P. - S=0.006
18" R.C.P. - S=0.008
24" R.C.P. - S=0.010

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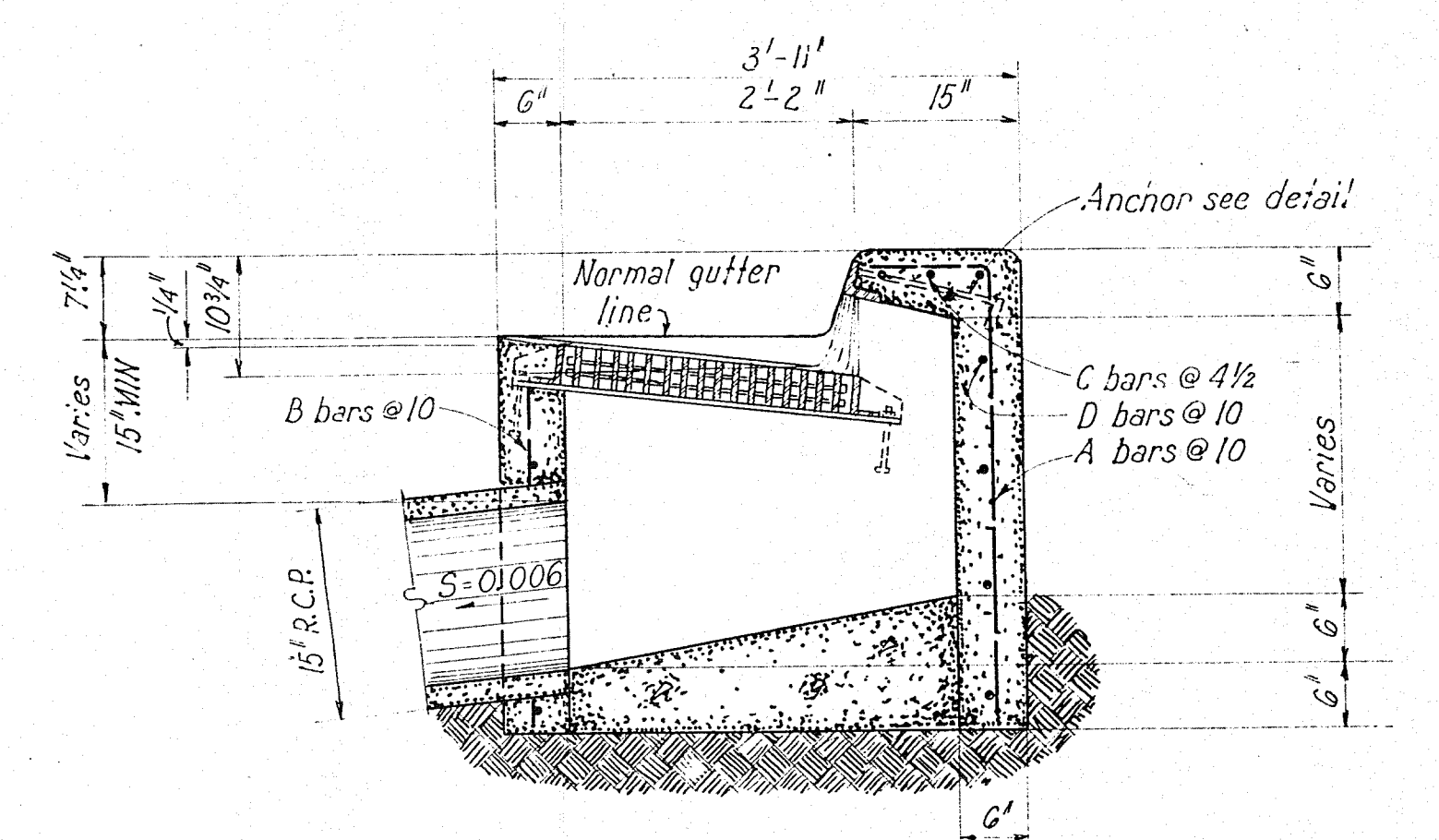
ALBUQUERQUE, NEW MEXICO			
STORM SEWER STANDARDS			
TYPE D, E, AND F DROP INLET DETAILS			
GORDON HERKENHOFF & ASSOCIATES, INC. CONSULTING ENGINEERS			
ALBUQUERQUE	NEW MEXICO		
SCALE AS SHOWN	DATE JUNE 1963	DRAWN: A.O.H.	SHEET 4 OF 14



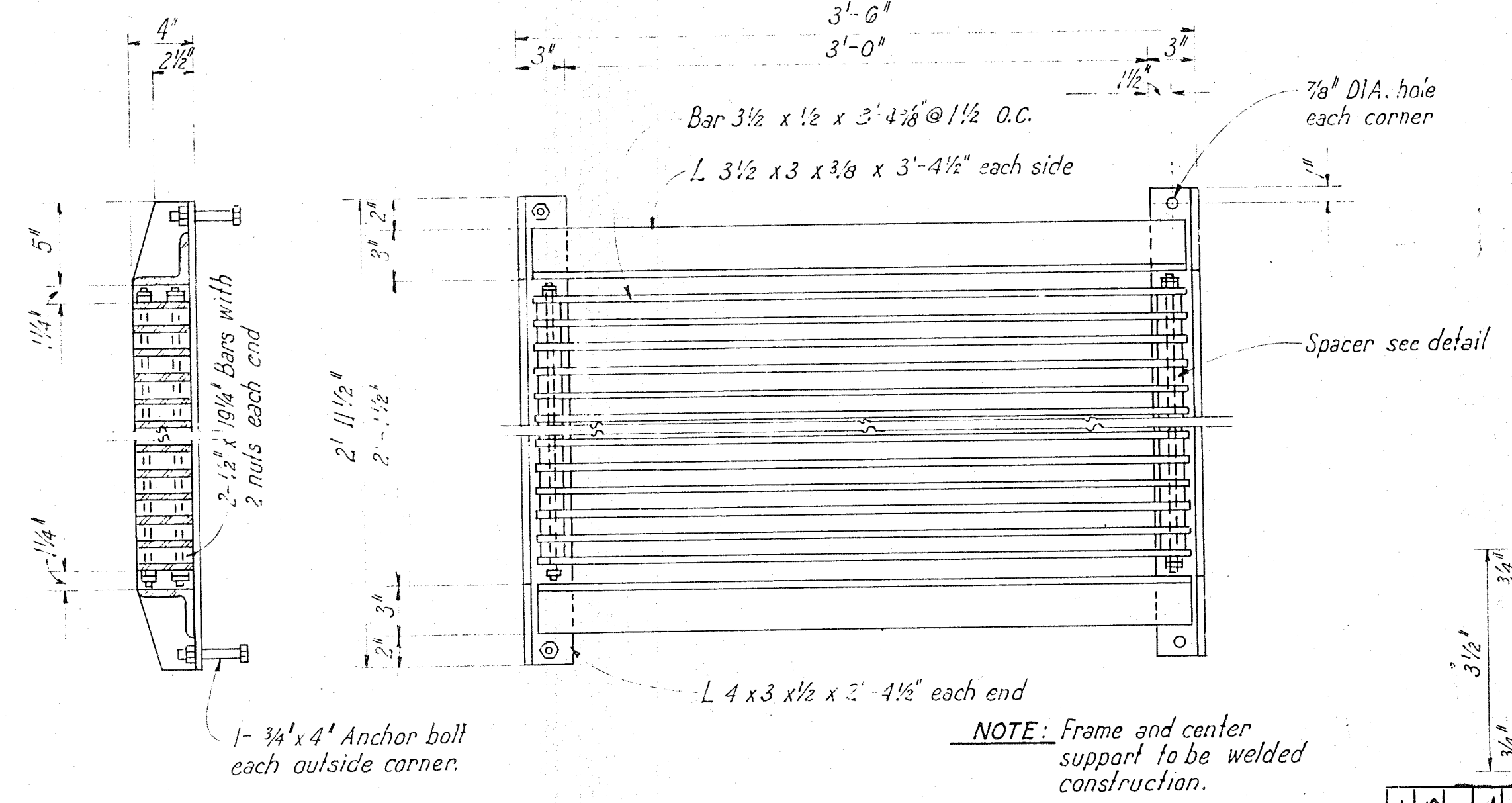
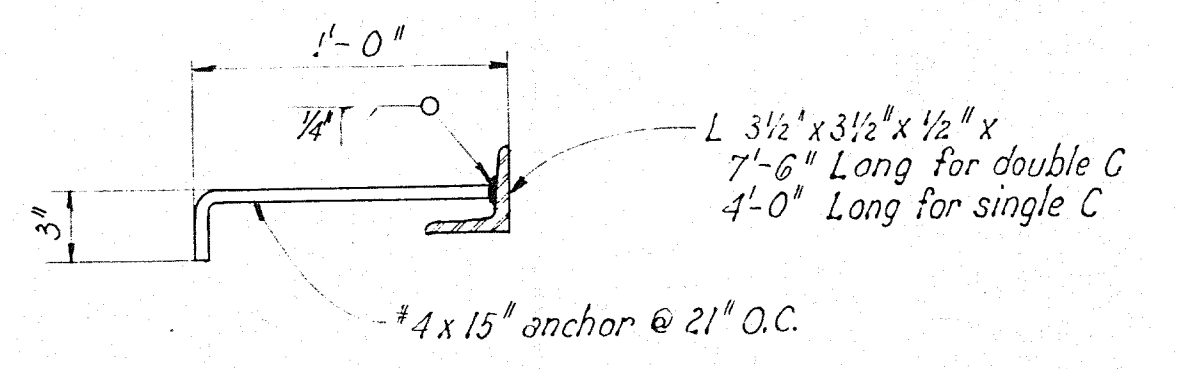
STEP DETAIL
Scale: 3/4" = 1'-0"

CENTER SUPPORT ASSEMBLY
Scale: 1/2" = 1'-0"

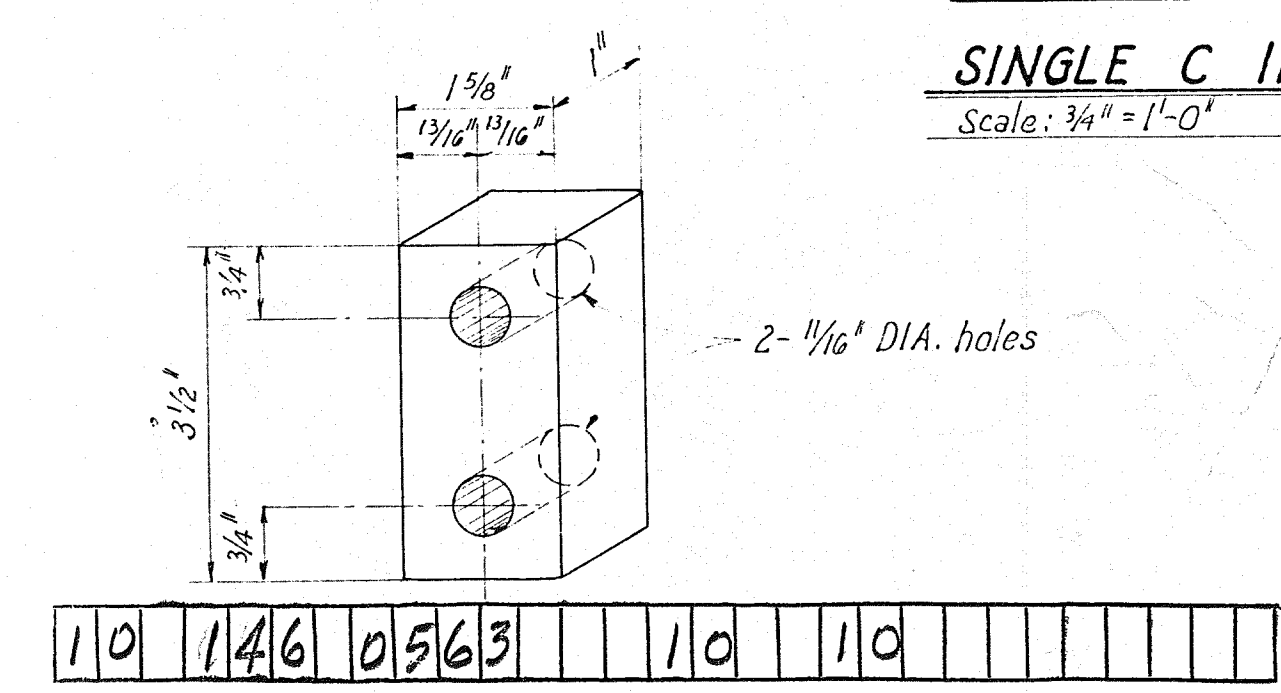
SECTION A-A
Scale: 3/4" = 1'-0"



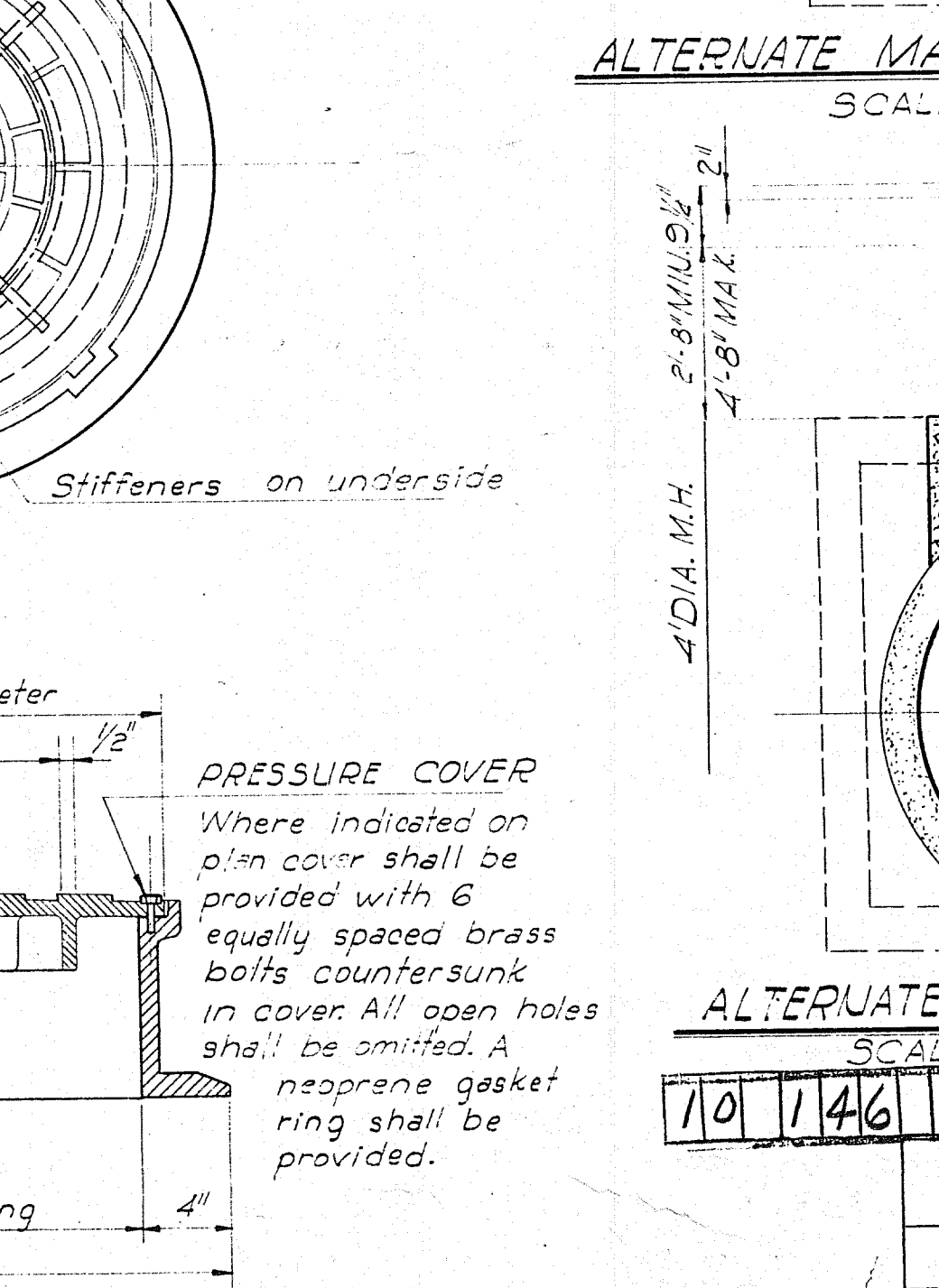
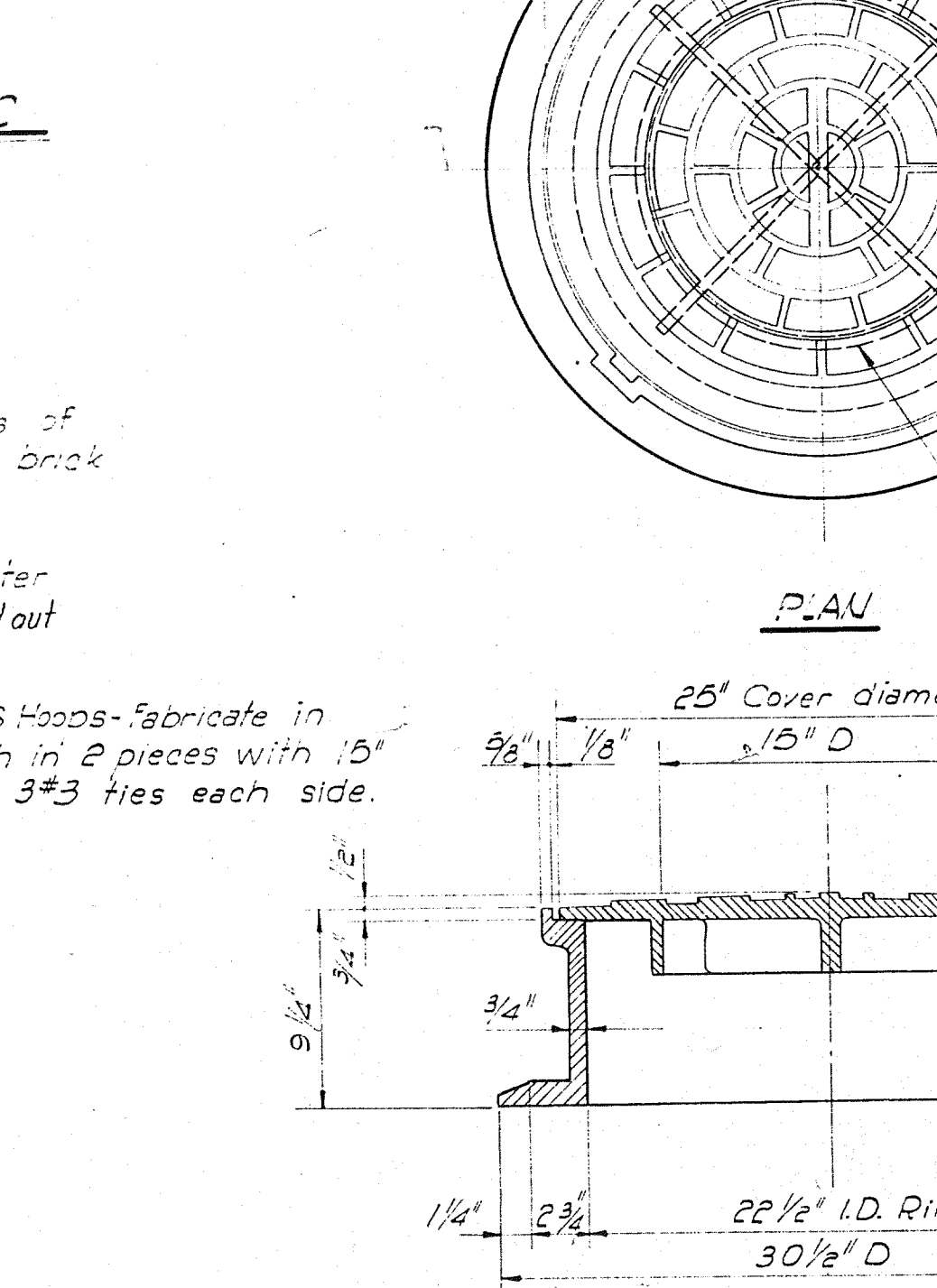
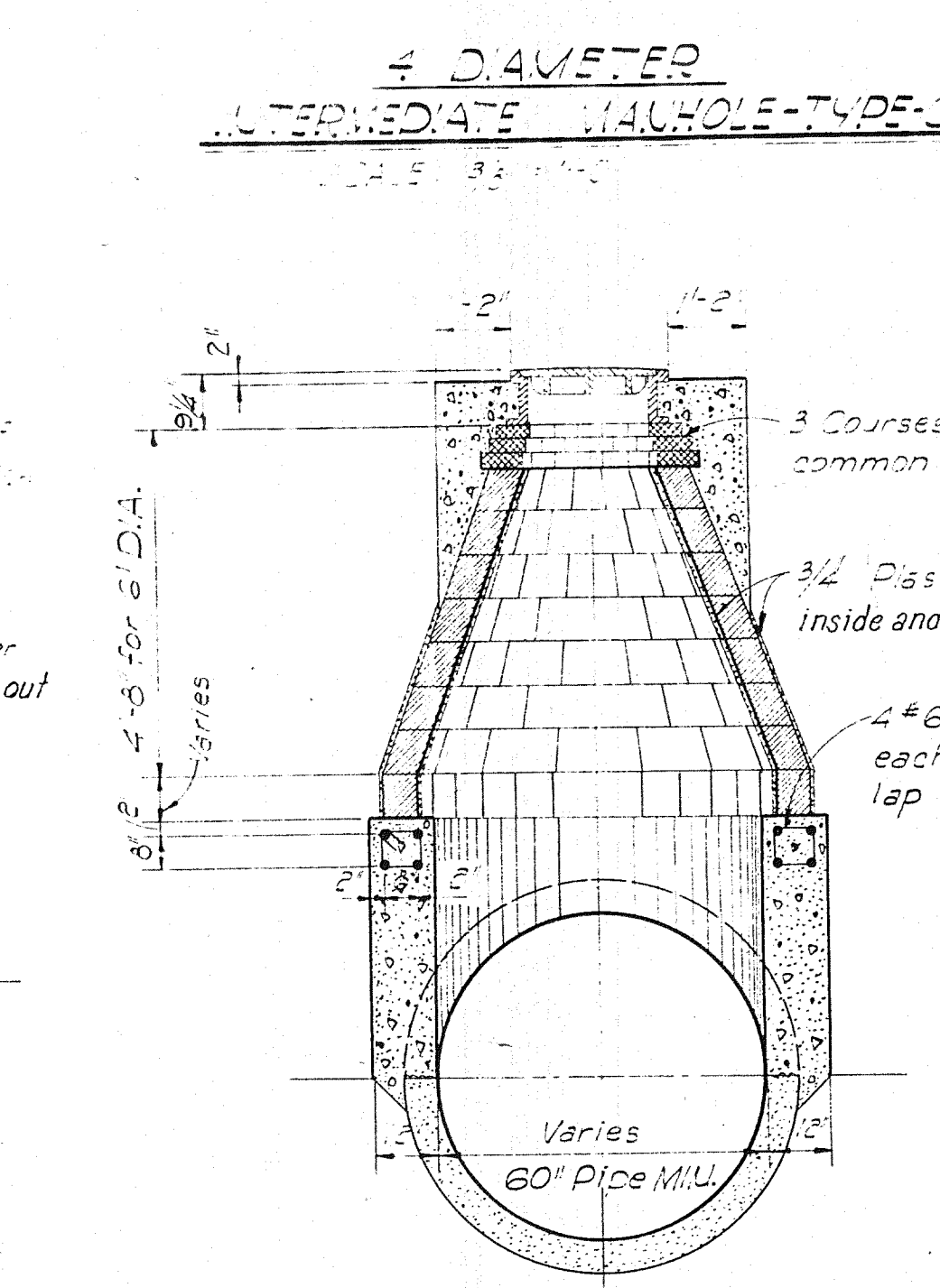
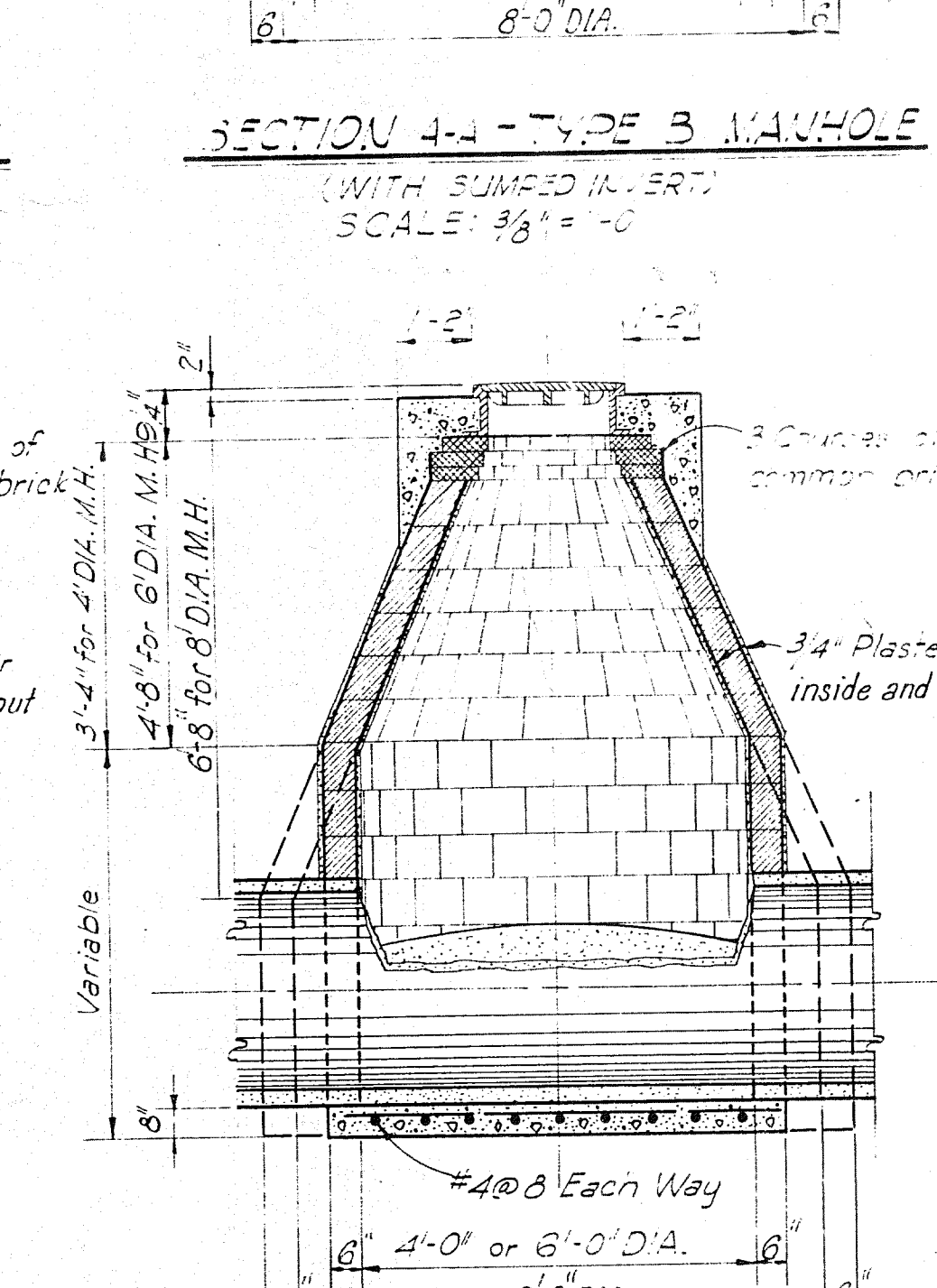
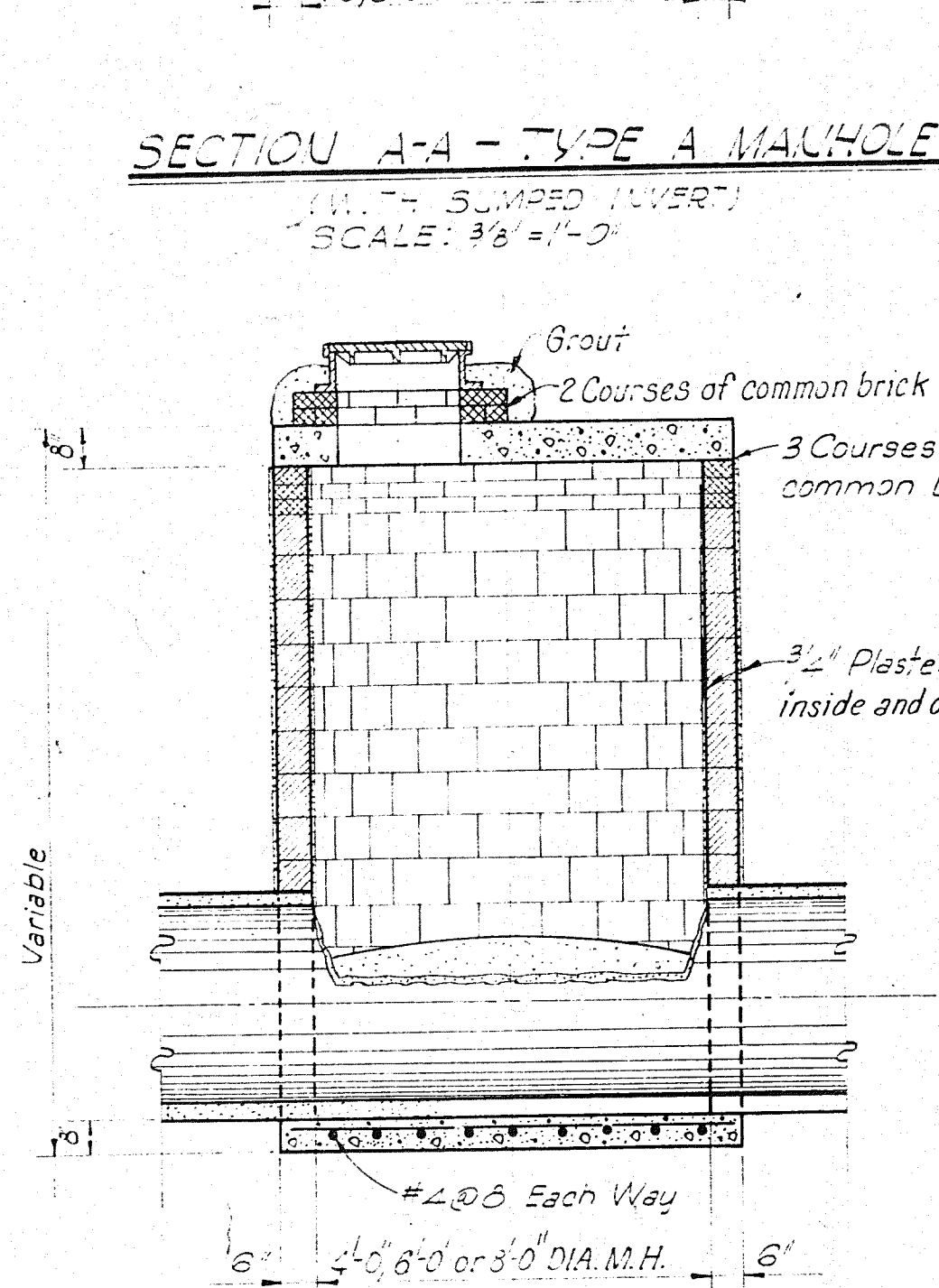
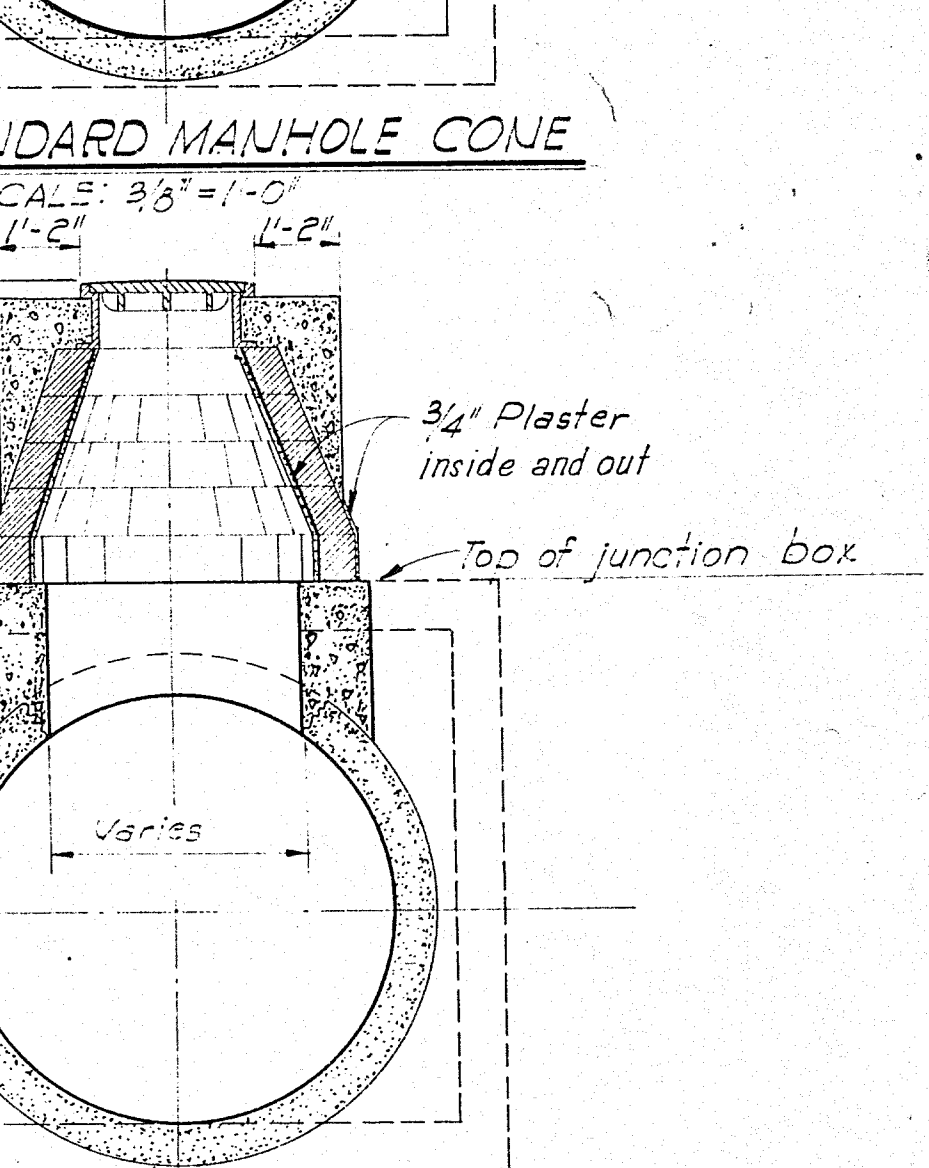
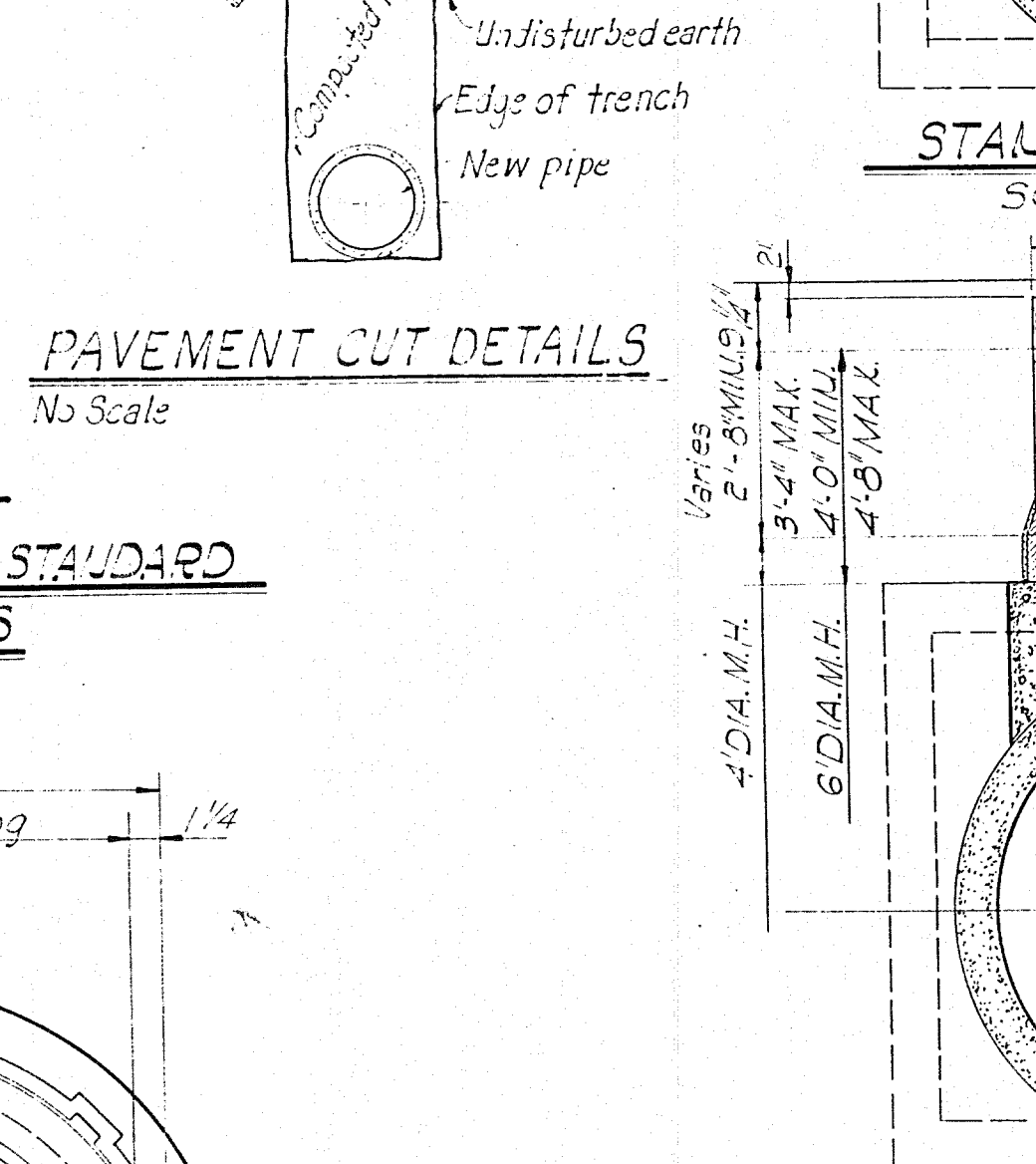
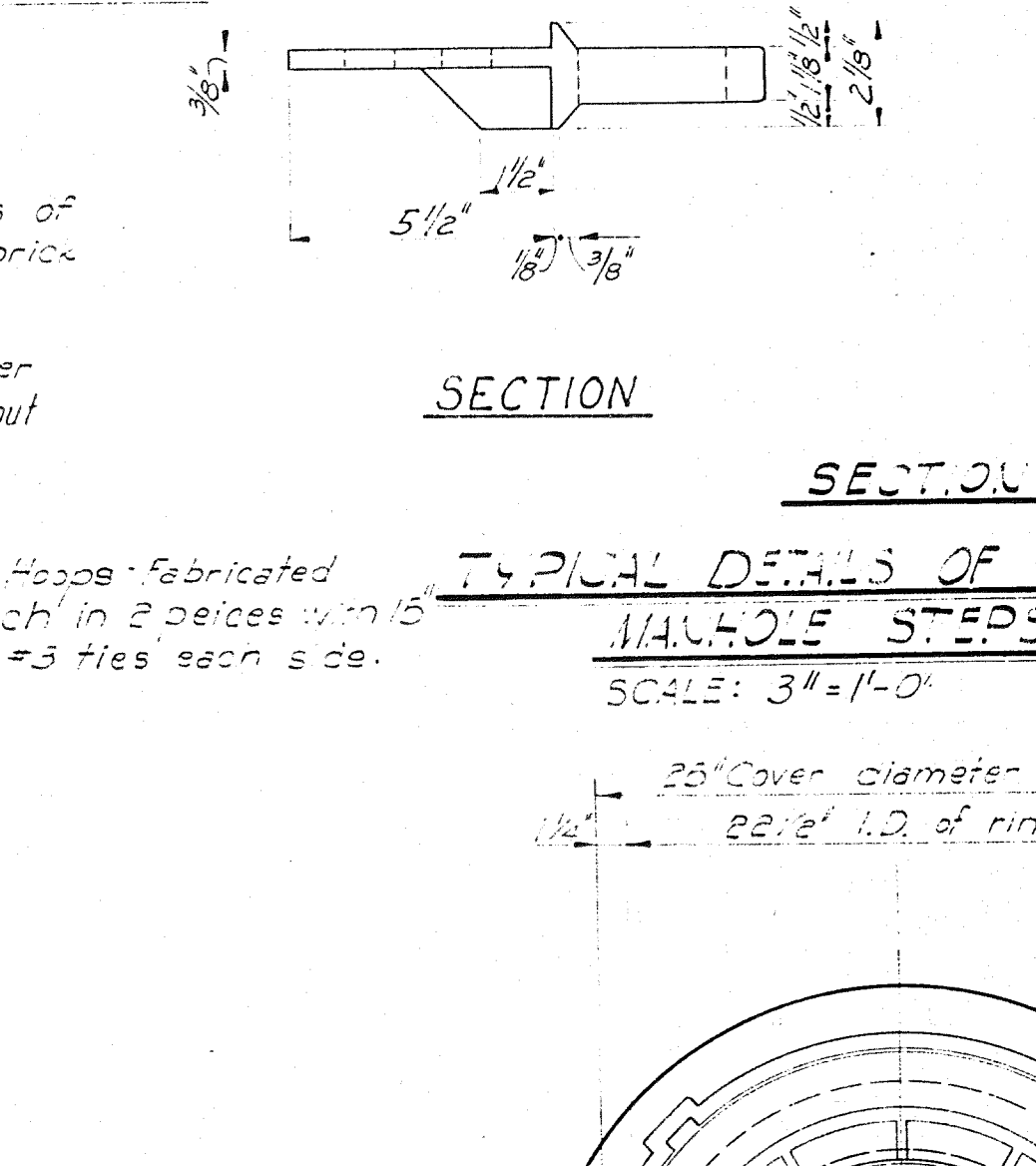
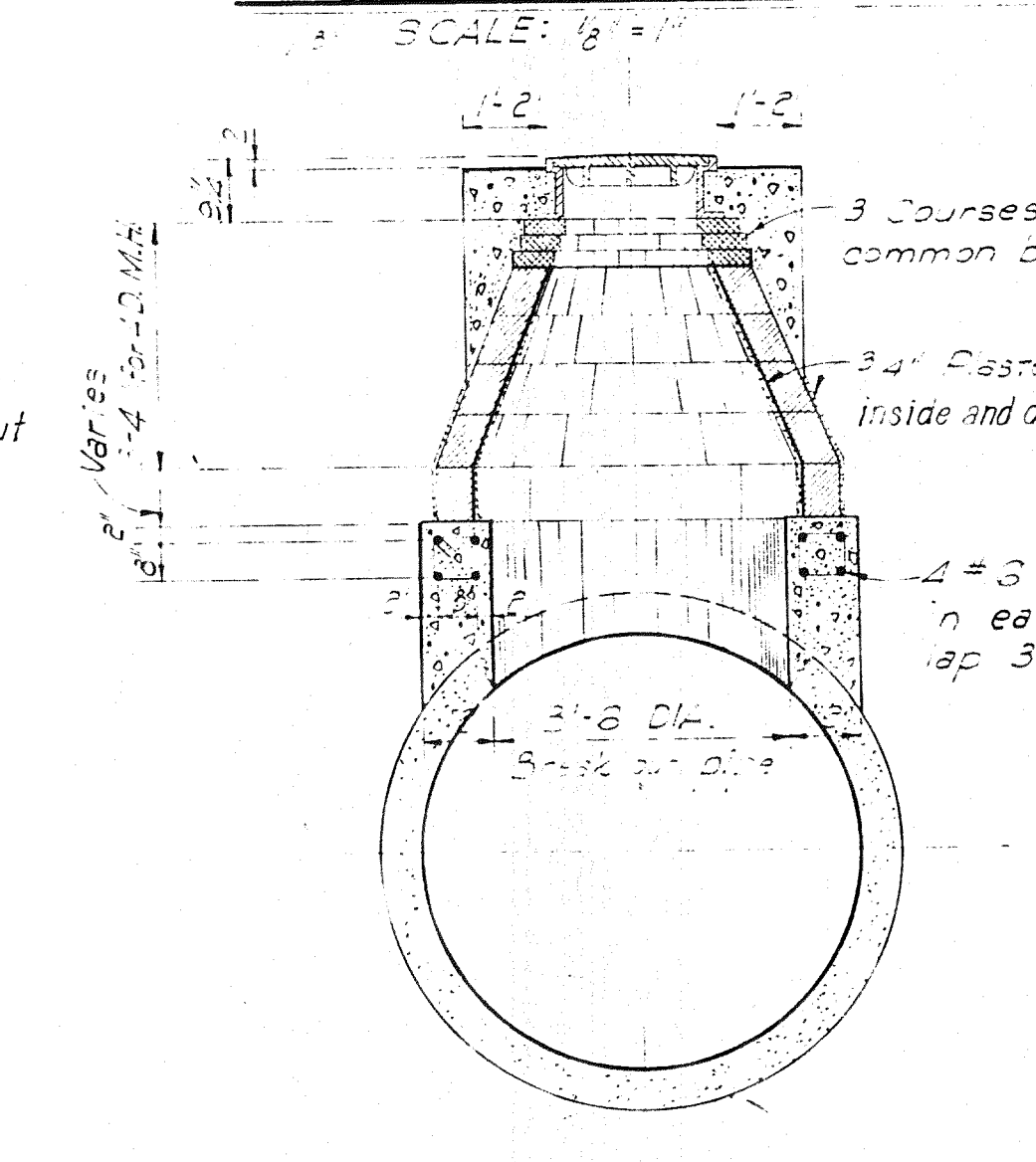
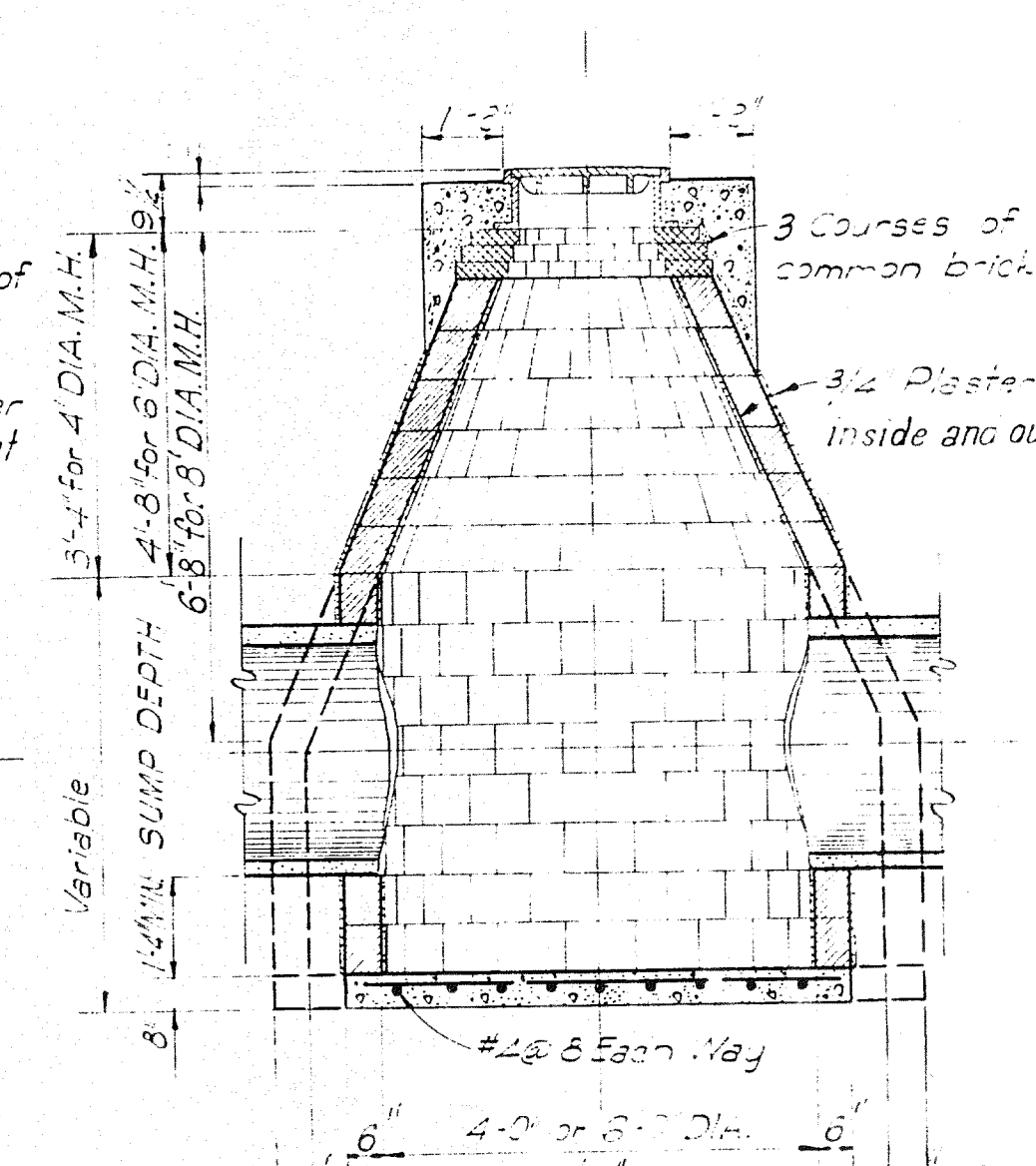
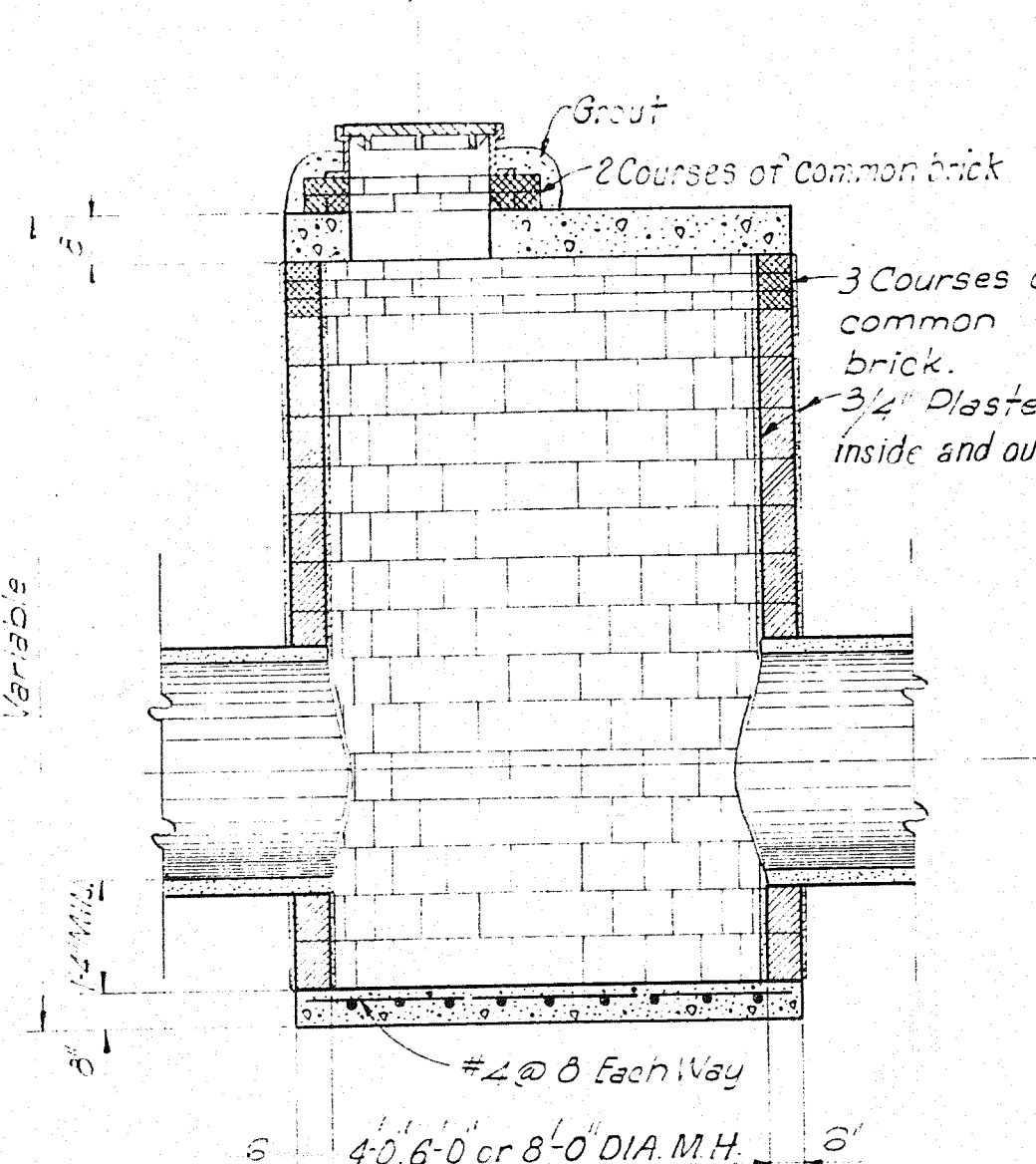
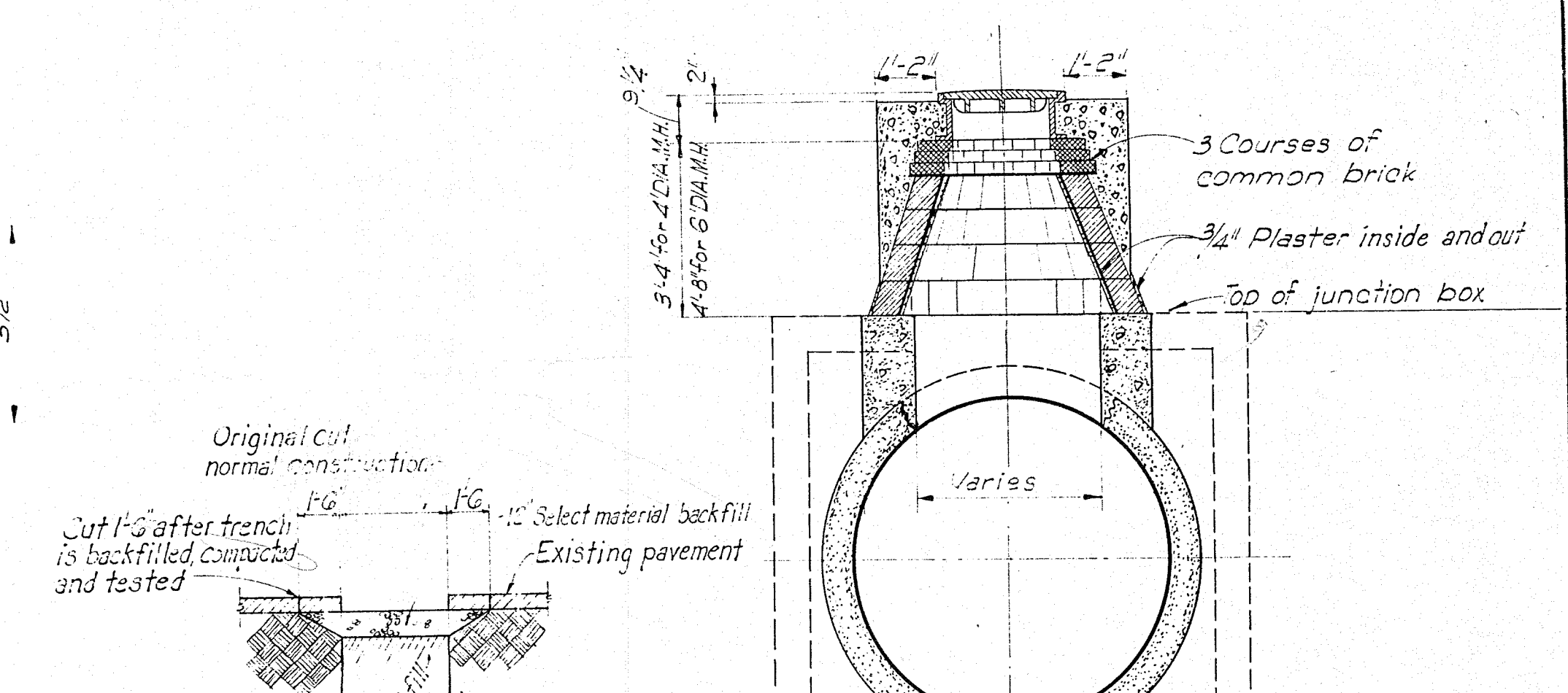
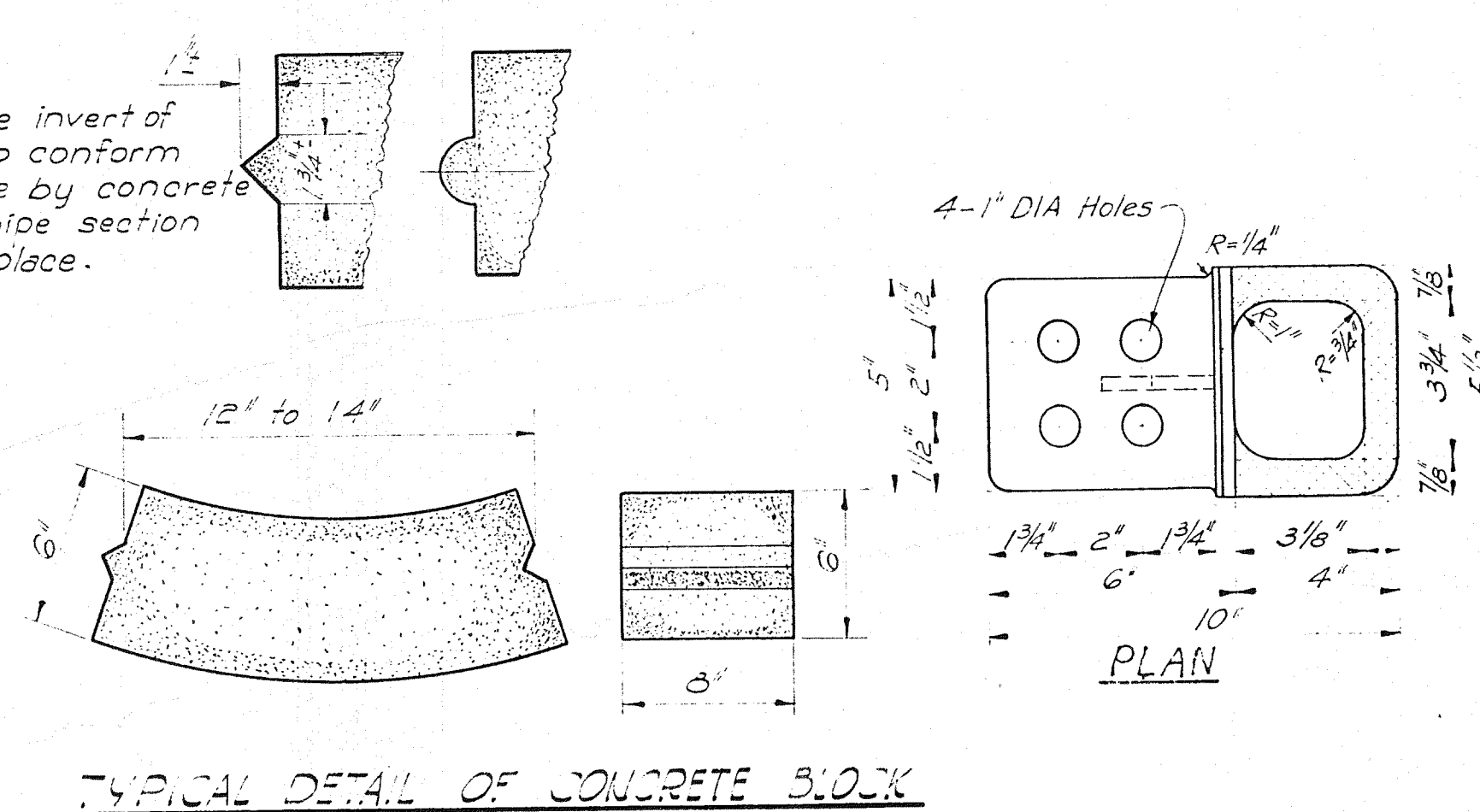
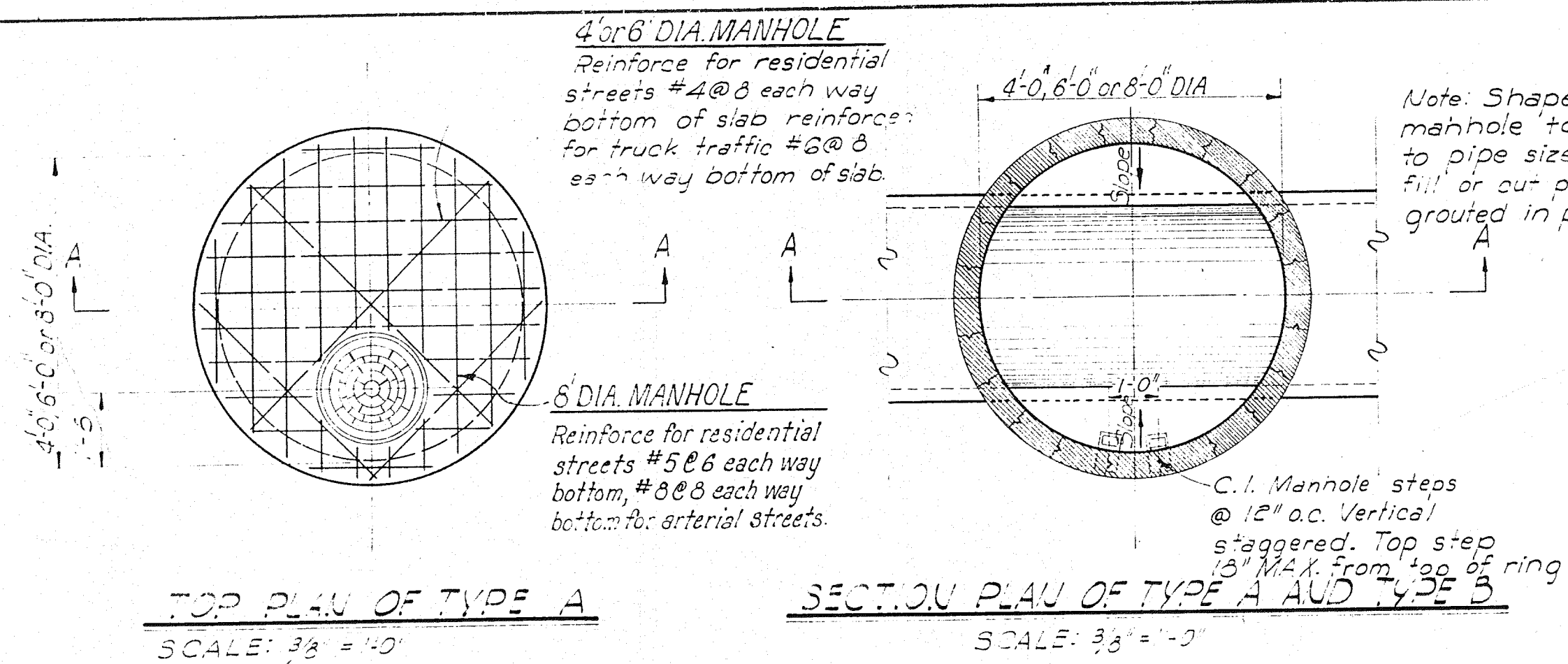
NOTE:
Provide the following slopes
for inlet pipes:
15" R.C.P. — S=0.006
18" R.C.P. — S=0.008
24" R.C.P. — S=0.008



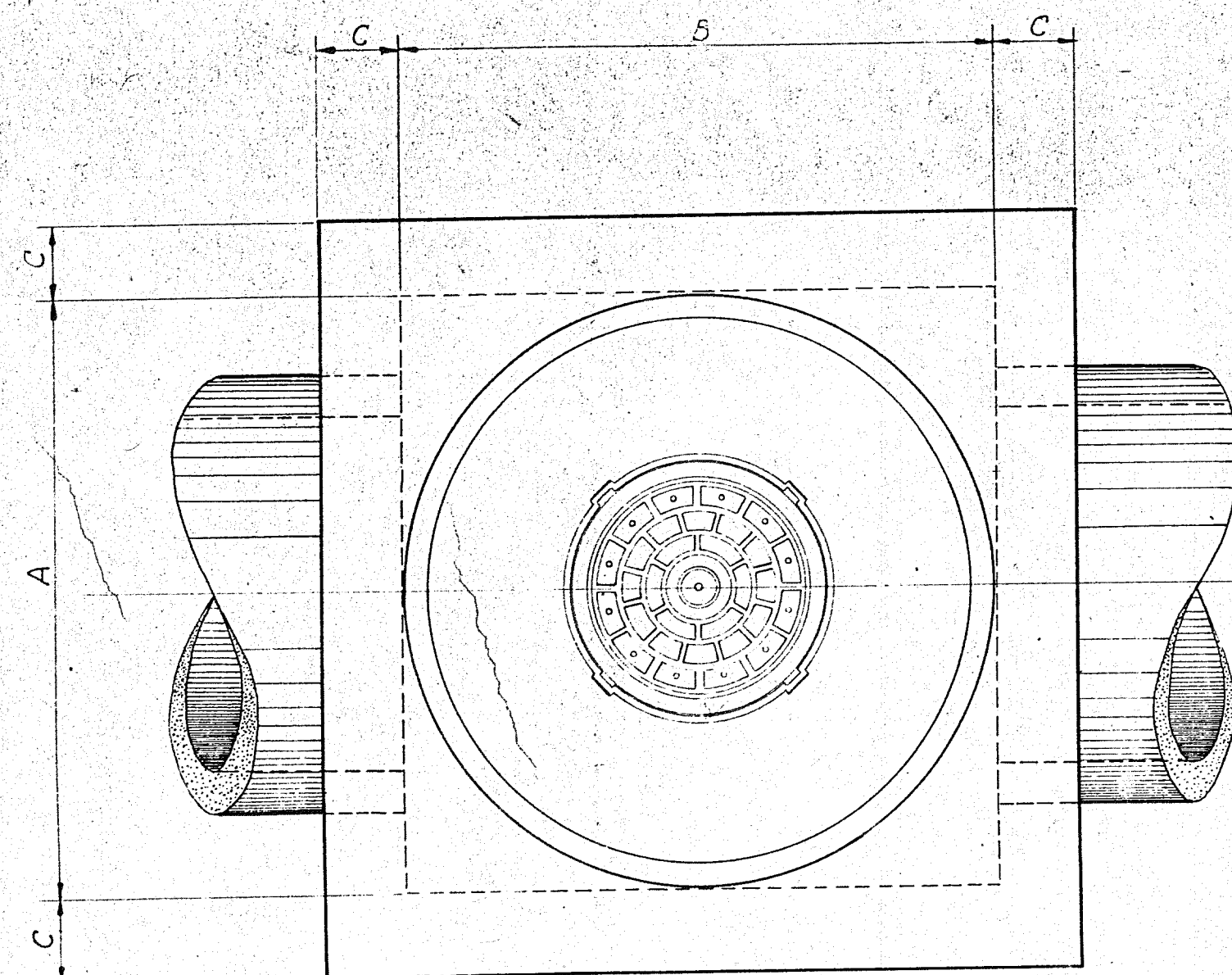
FRAME AND GRATING DETAILS
Scale: 1/2" = 1'-0"



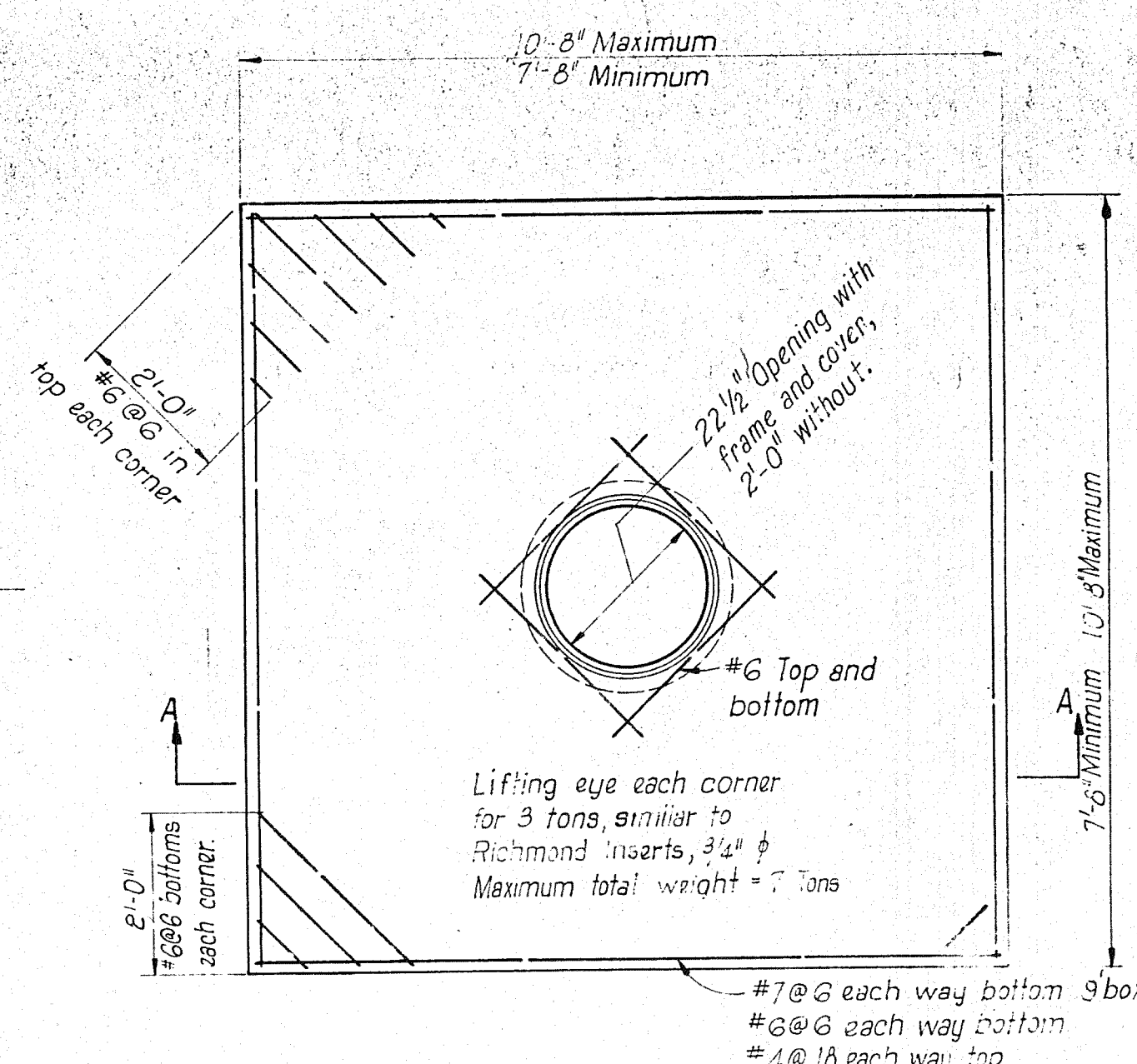
ALBUQUERQUE, NEW MEXICO			
STORM SEWER STANDARDS			
DOUBLE C AND SINGLE C DROP INLET DETAILS			
GORDON HERKENHOFF & ASSOCIATES, INC. CONSULTING ENGINEERS			
ALBUQUERQUE	NEW MEXICO		
SCALE AS SHOWN	DATE JUNE 1963	DRAWN: A.O.H.	SHEET 5 OF 14



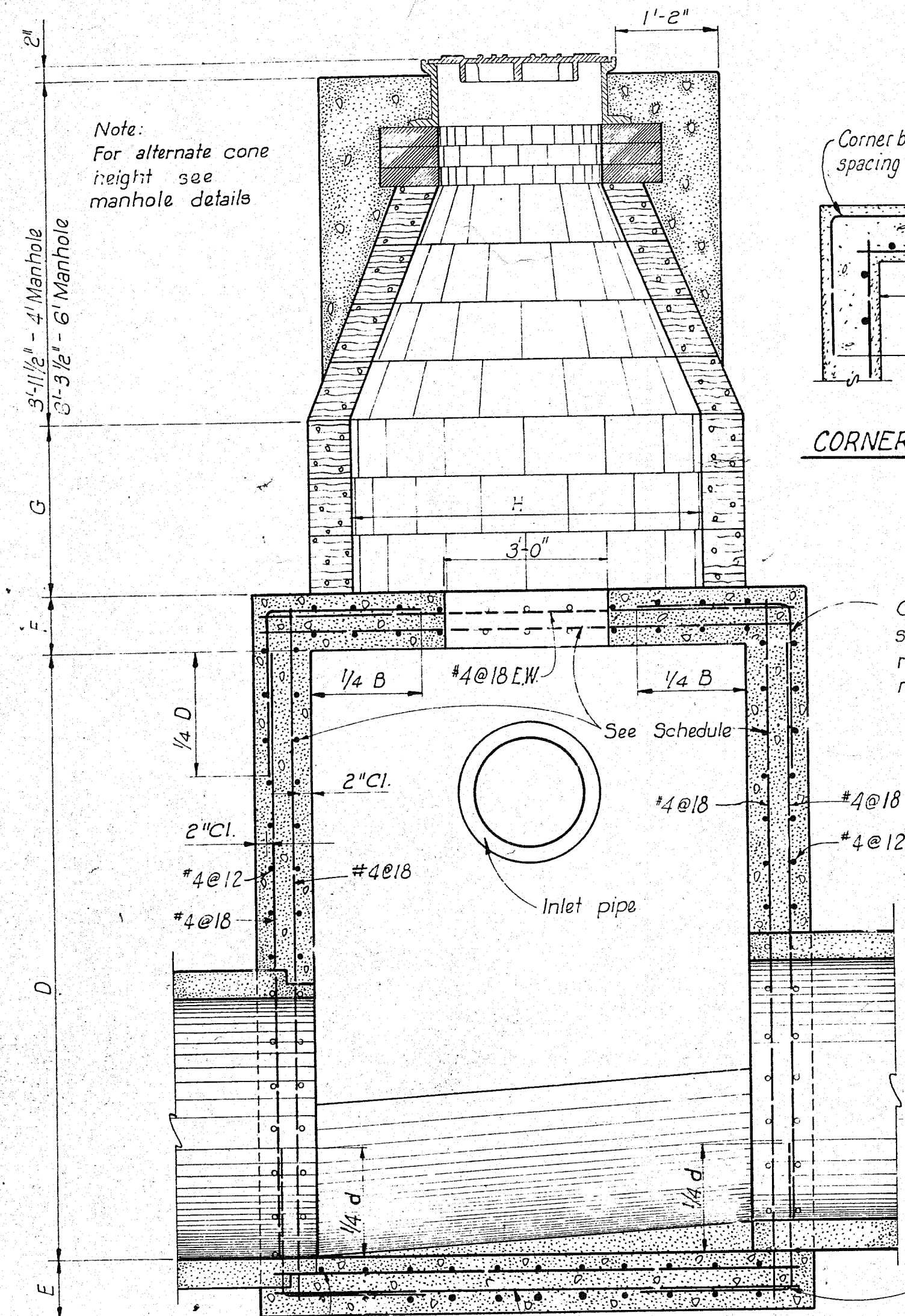
10 146 0663 10 10



PLAN



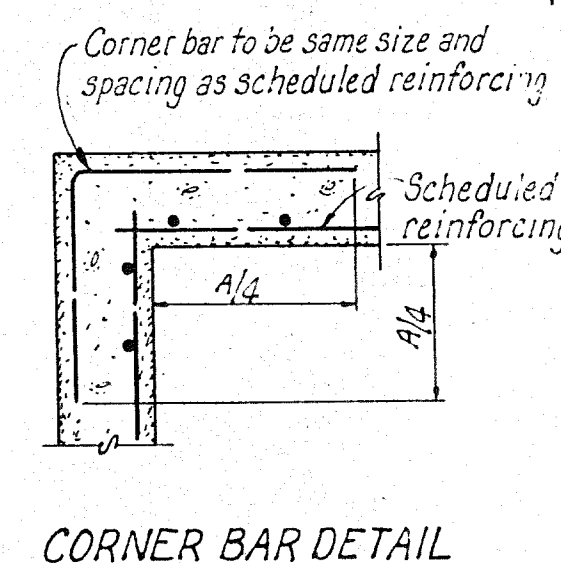
PLAN



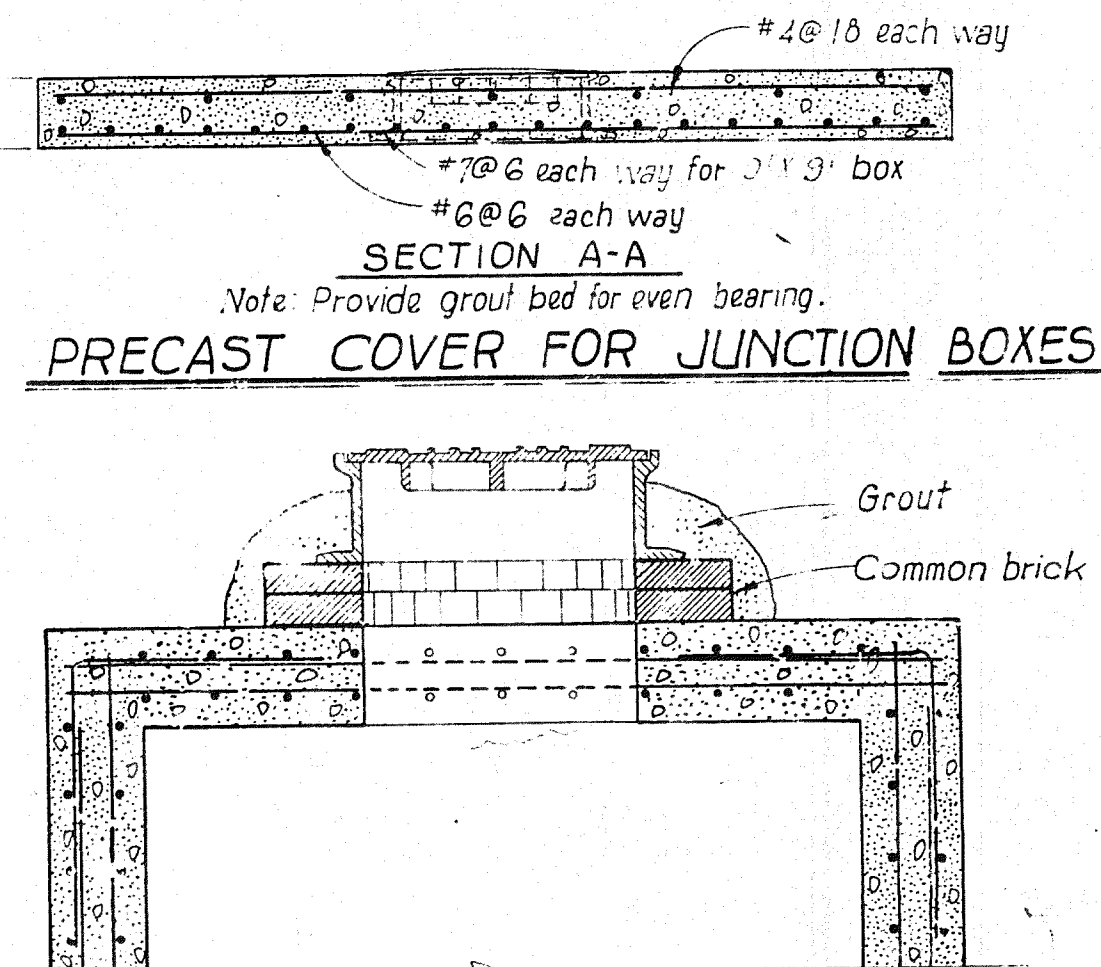
SECTION

JUNCTION BOX DETAILS

Scale: 3/4" = 1'-0"



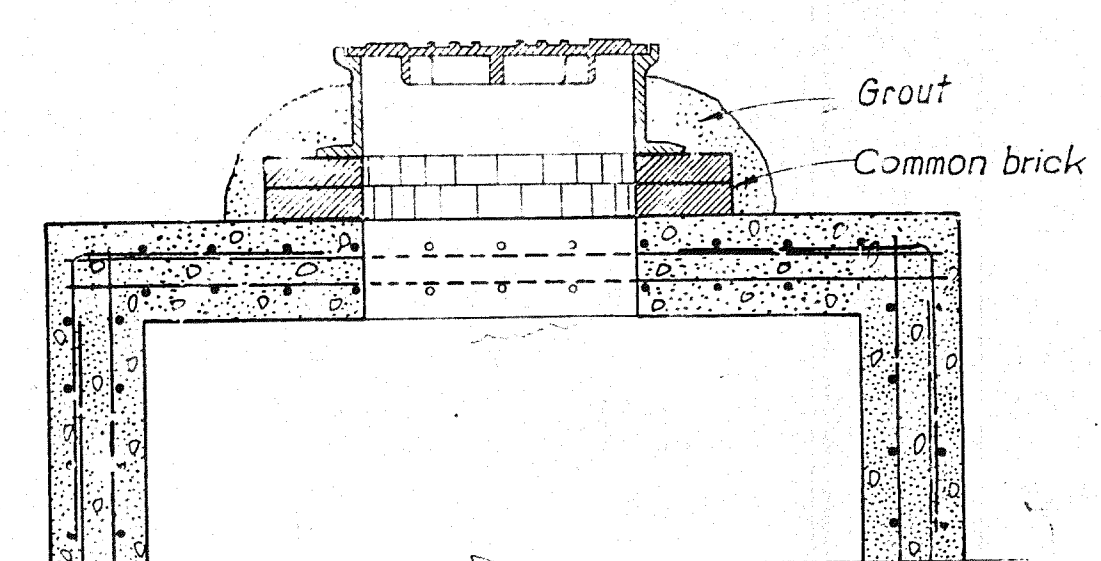
CORNER BAR DETAIL



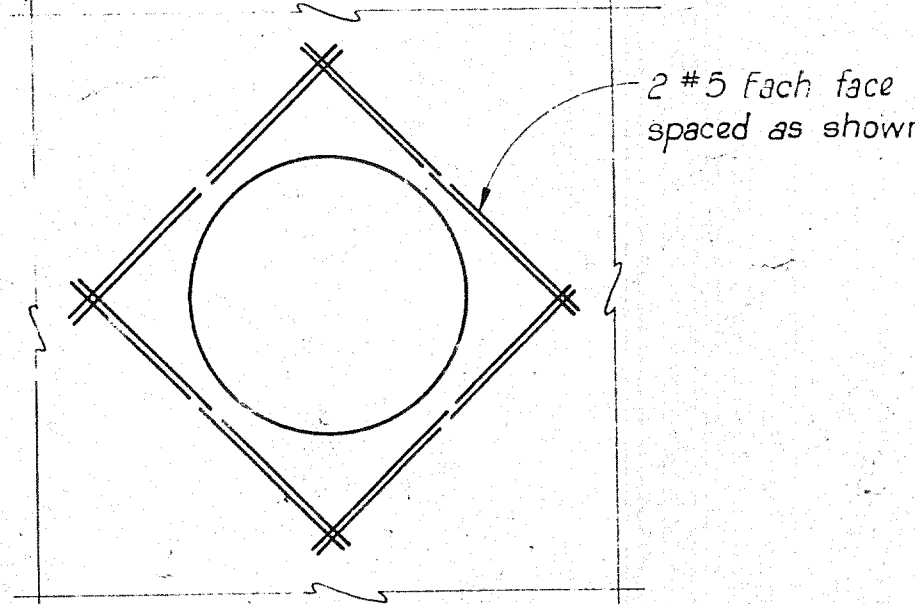
SECTION A-A

Note: Provide grout bed for even bearing.

PRECAST COVER FOR JUNCTION BOXES

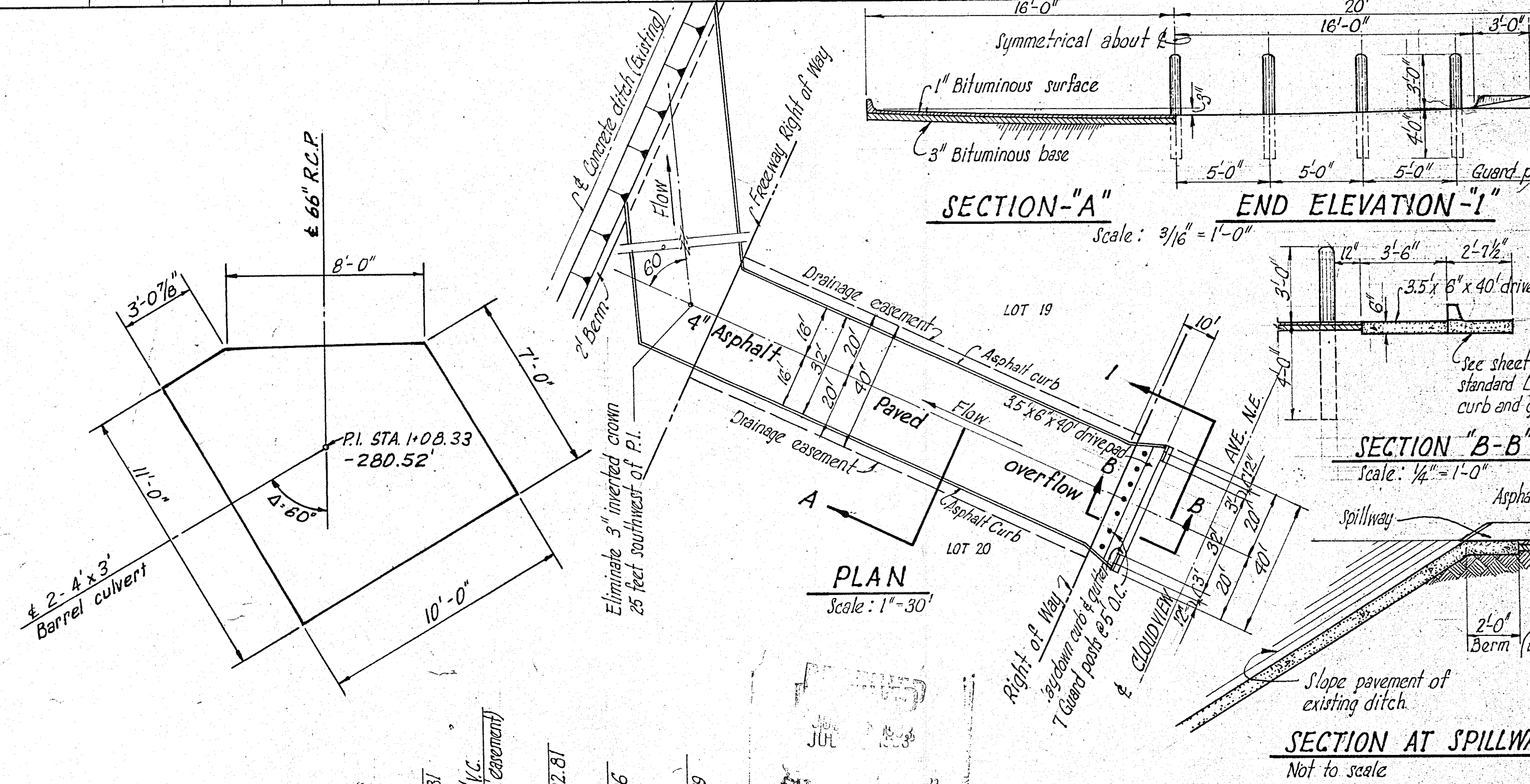


JUNCTION BOX



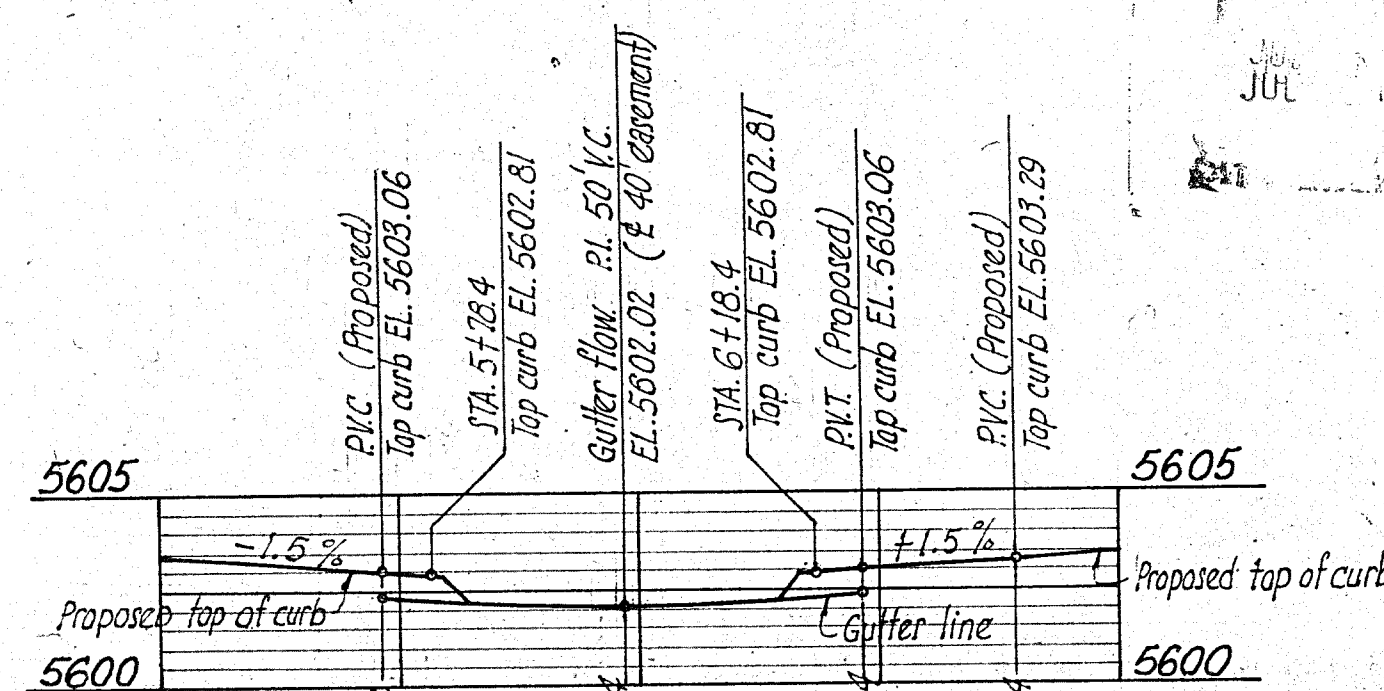
ADDITIONAL REINFORCING AT OPENINGS

STATION	PIPE IN	PIPE OUT	DIMENSIONS								ELEVATIONS		REINFORCING			ESTIMATED QUANTITIES	
			A	B	C	D	E	F	G	H	Invert	Roof	Walls	Floor		CU. YDS. CONCRETE	POUNDS STEEL
	66"	2 Barrel 3 Rise 4 Spd Box Culvert	See Special Detail	8"	6"	12"	8"	D			Invert 94.34 Invert 93.29	#5 @ 6"	#6 @ 6"	#4 @ 6"		12.76	4300



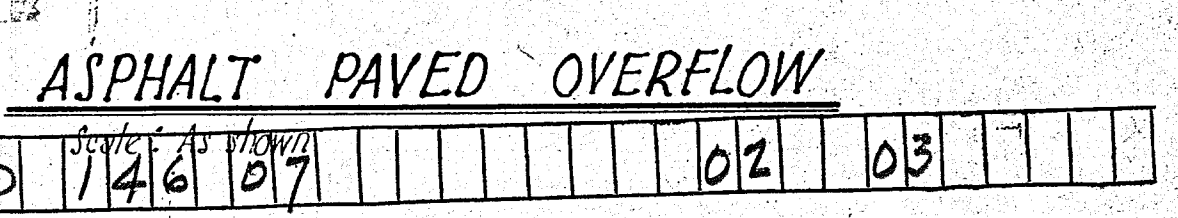
PLAN

Scale: 1" = 30'



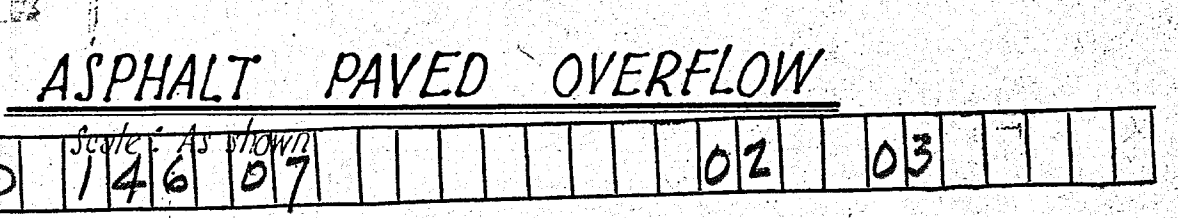
CURB PROFILE OF OVERFLOW

Scale: Horizontal 1" = 20'
Vertical 1" = 5'



SECTION AT SPILLWAY

Not to scale



SECTION A-A

Scale: 3/16" = 1'-0"

END ELEVATION I

Scale: 1/4" = 1'-0"

SECTION B-B

Scale: 1/4" = 1'-0"

SECTION AT SPILLWAY

Not to scale

ALBUQUERQUE, NEW MEXICO

PAVING DISTRICT NO. 146
AND CHELWOOD BLVD. STORM SEWER

JUNCTION BOX DETAILS

GORDON HERKENHOFF & ASSOCIATES, INC.
CONSULTING ENGINEERS

ALBUQUERQUE, NEW MEXICO

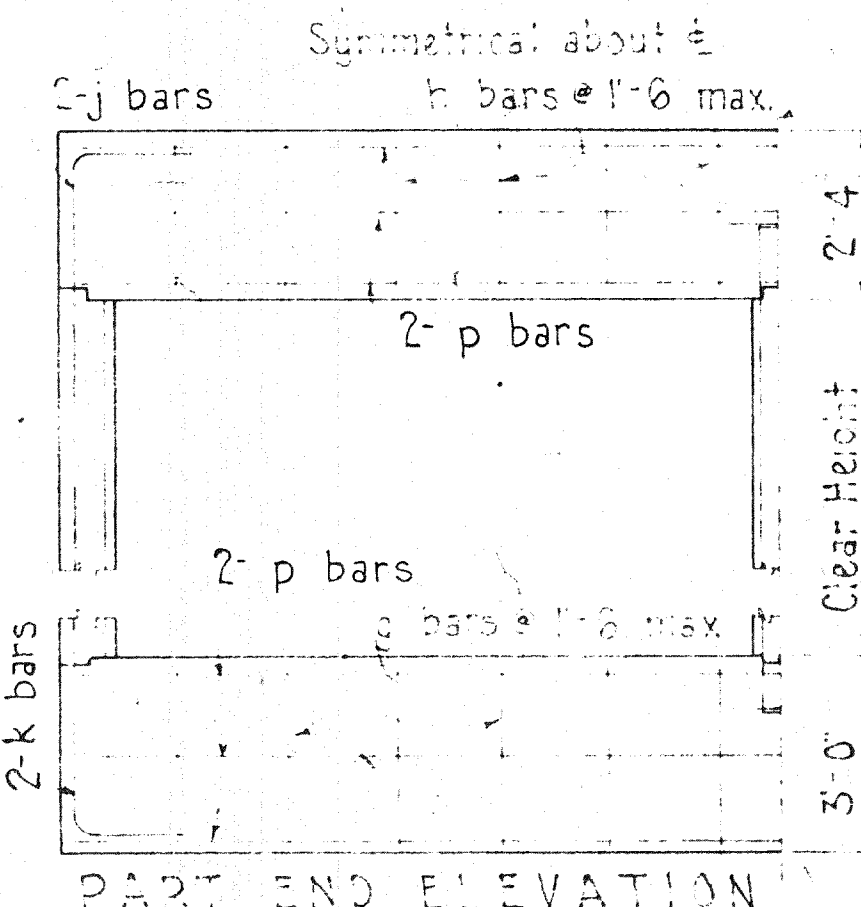
SCALE AS SHOWN DATE JUNE 1963 DRAWN: R.A.G. SHEET 7

CHECKED: OF 114

Designed by	A.T.	10-60	Checked by	WJC	10-60
Detailed by	SEE & BH	10-60	Checked by	AT	10-60

The drawing consists of two parts: a cross-section and a top plan.

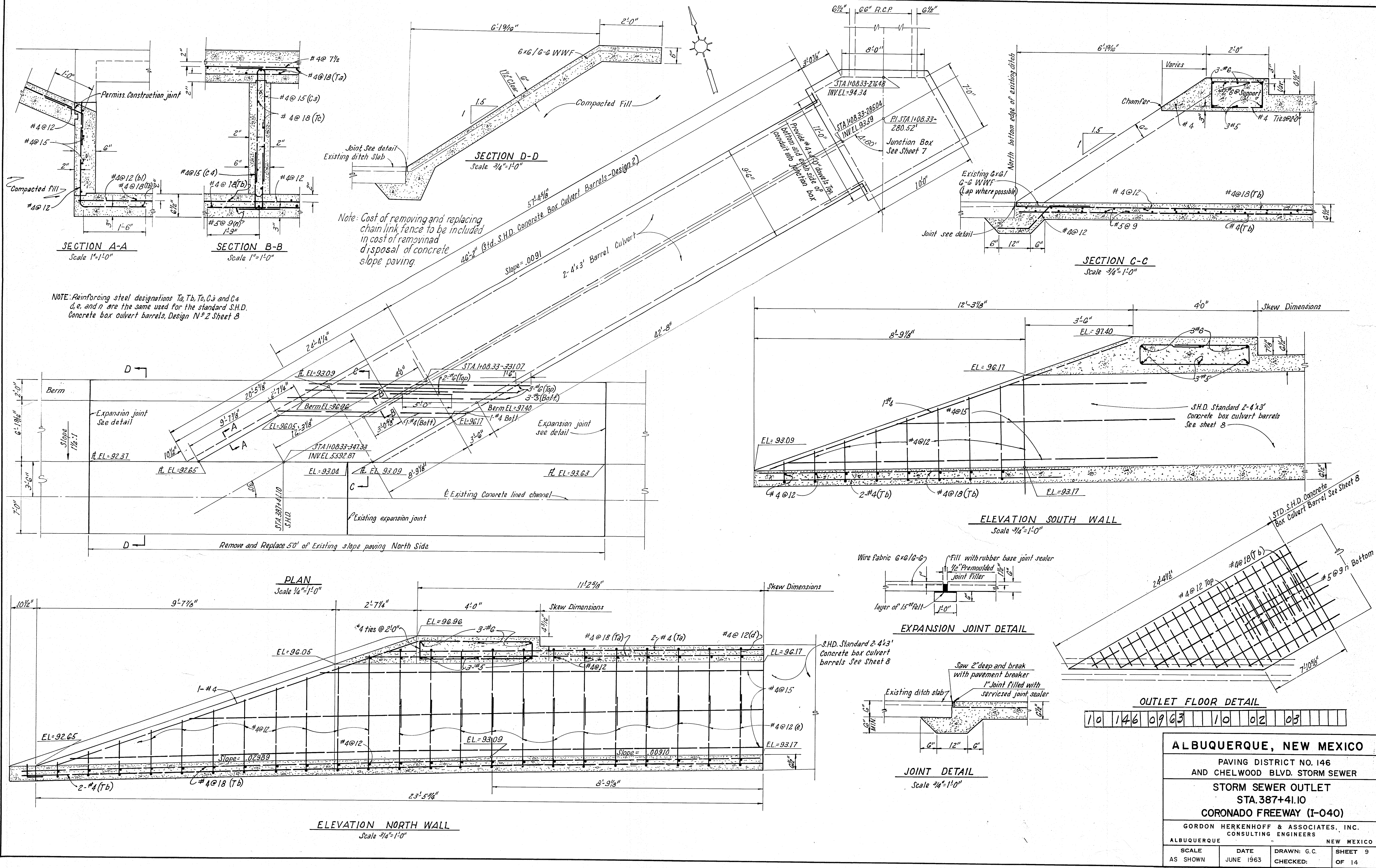
- Cross-Section (Left):**
 - Top Face:** Labeled "Steel shown in top face of slab." It shows reinforcement bars including c2 and e bars, Ts bars, c1 bars, b1 bars, and b2 bars.
 - Bottom Face:** Labeled "Steel shown in bottom face of slab." It shows reinforcement bars including c4 bars, n bars, and Tb bars.
 - Dimensions:** The total thickness of the slab is labeled "d". The effective depth from the top face to the center of the bottom reinforcement is labeled "D".
 - Section Label:** "PART SECTION C-C" is written below the cross-section.
- Top Plan (Right):**
 - Dimensions:** The overall width of the slab is labeled "A".
 - Reinforcement:** It shows the layout of reinforcement bars including c1 bars, b1 bars, b2 bars, c2 bars, e bars, Ts bars, n bars, and Tb bars.
 - Section Line:** A horizontal line labeled "A-A" indicates the location of the cross-section.
 - Plan Label:** "PART PLAN TOP SLAB" is written below the top plan.



DESIGN DATA

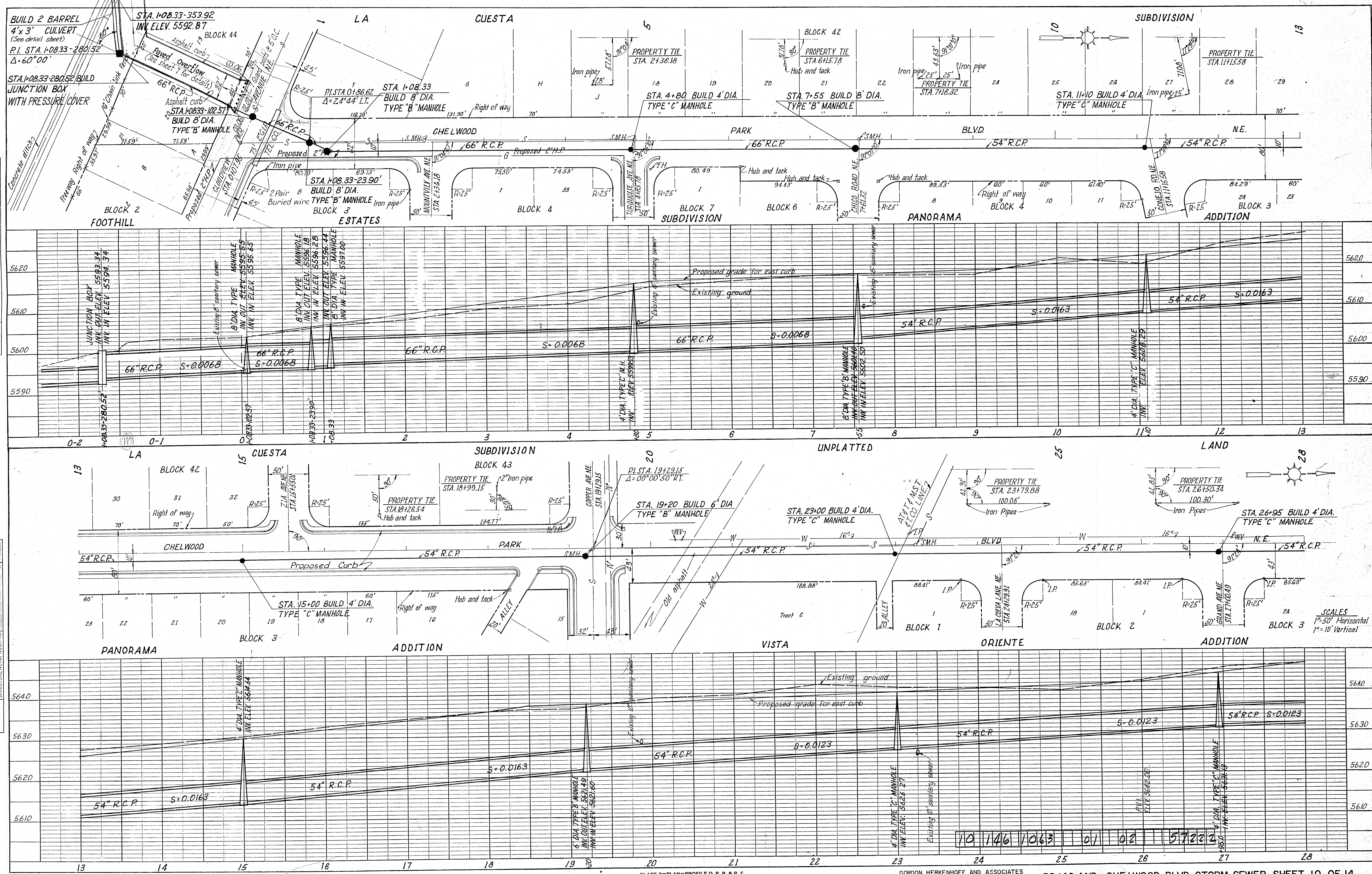
Design according to A.A.S.H.O. Specifications, 1957.
Live Load: H20-S16-44 & Interstate Alternate Loading
Weight of fill on top of box: 84#/cu. ft.
Horizontal Earth Pressure = 30#/cu. ft., 2' surcharge.
Design Stresses: $f_c = 3000$ p.s.i., $f_s = 12000$ p.s.i.
 $f_s = 20000$ p.s.i., $n = 10$.

APPROVED: *Charles E. Reed* 7-20-61



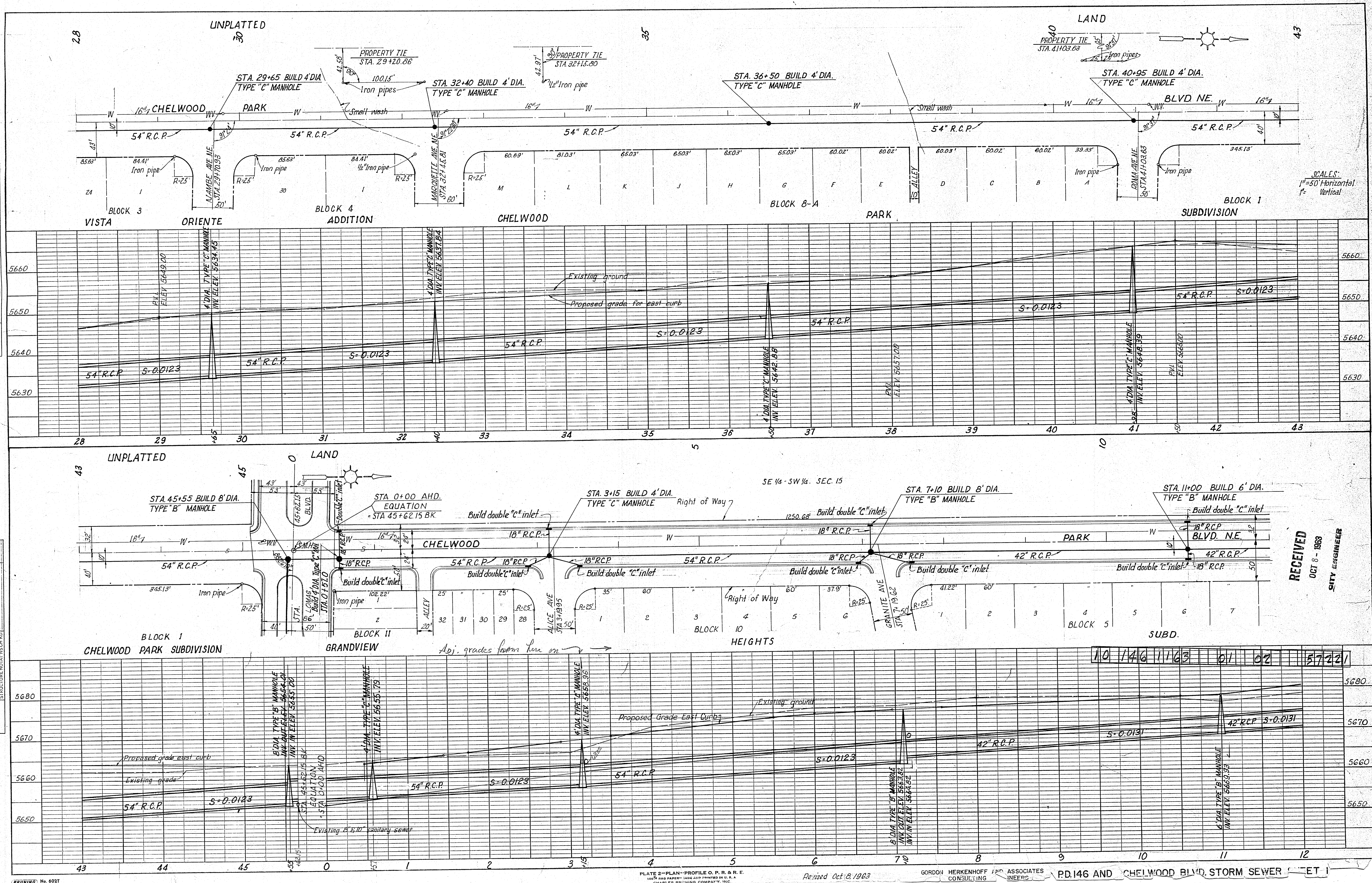
PLAN	DATE	12/62
	BY	22
	SURVEYED	
	NOTED	

PROFILE	DATE	
	BY	
	SURVEYED	
	NOTED	



PLAN	SURVEYED	DATE
NO. 2	BY GAB	12/62
	NOTE BOOK	
	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	

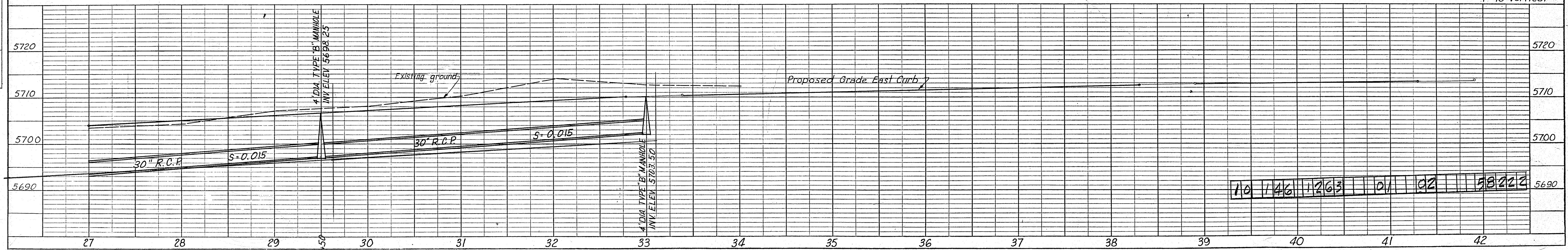
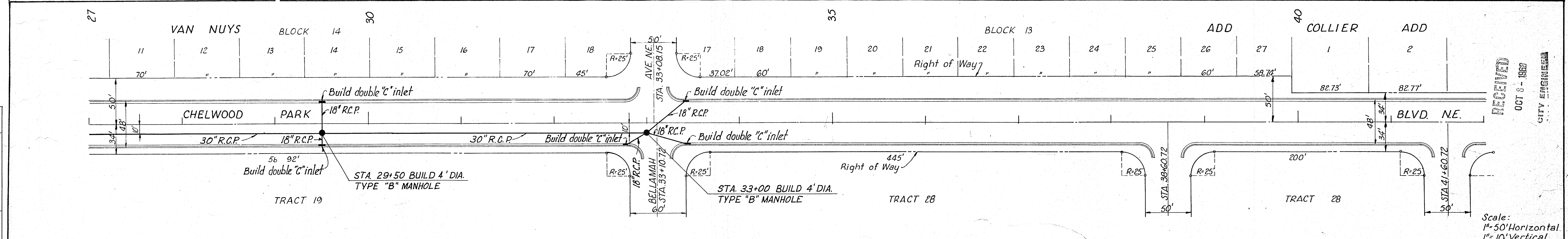
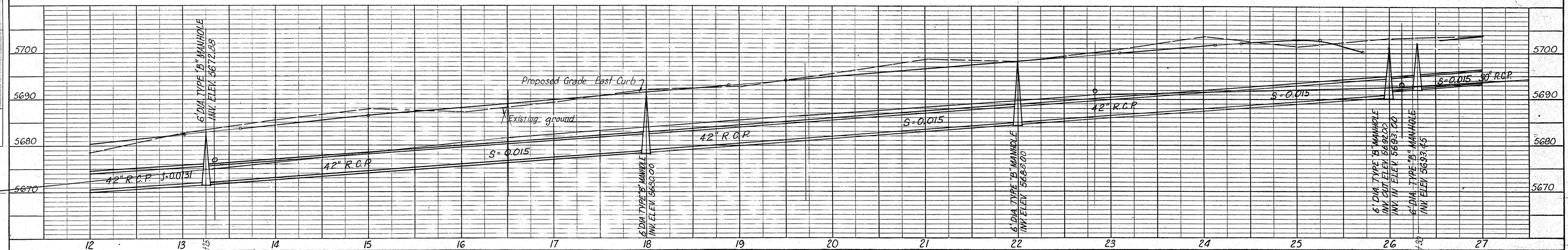
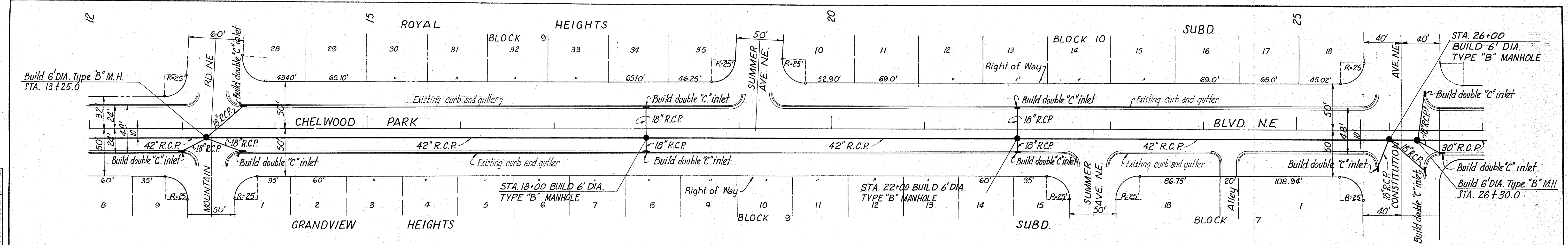
PROFILE	SURVEYED	DATE
NO. 2	BY GAB	12/62
	NOTE BOOK	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS	

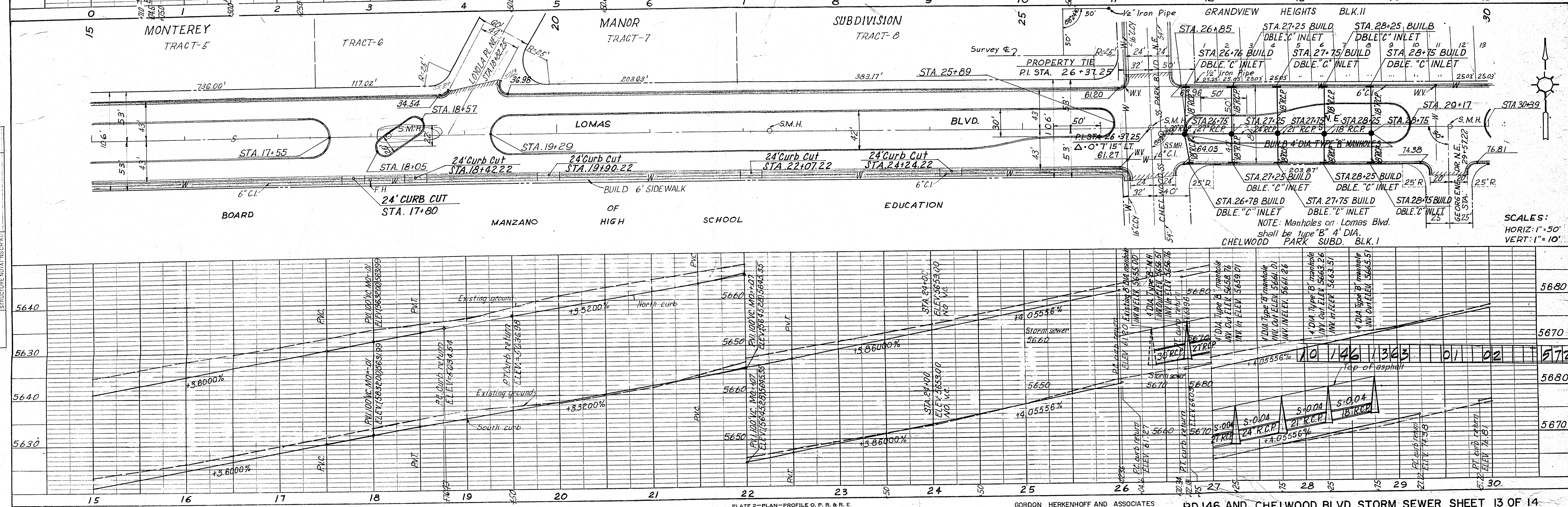
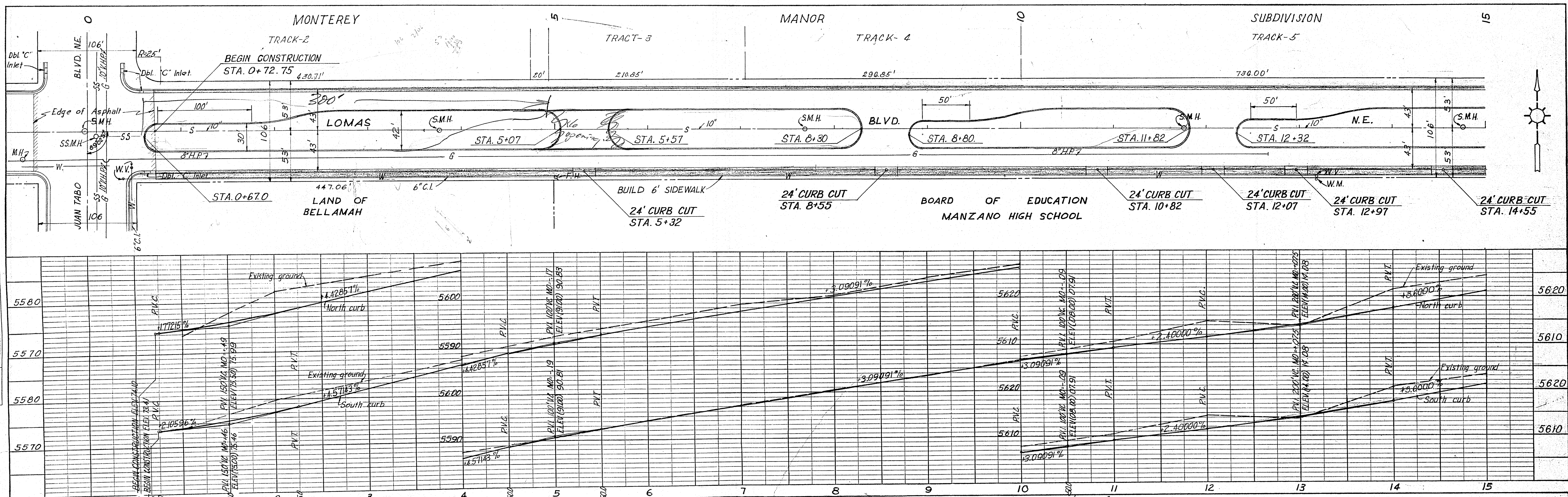


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PLAN	SURVEYED	DATE
NO.	PLOTTED	BY
	NOTE BOOK ALIGNMENT CHECKED	R. A. M.
	RT. OF WAY CHECKED	

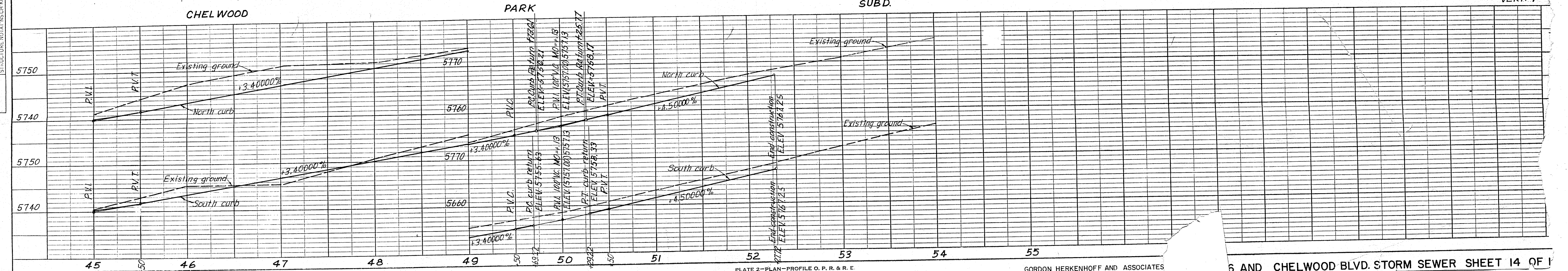
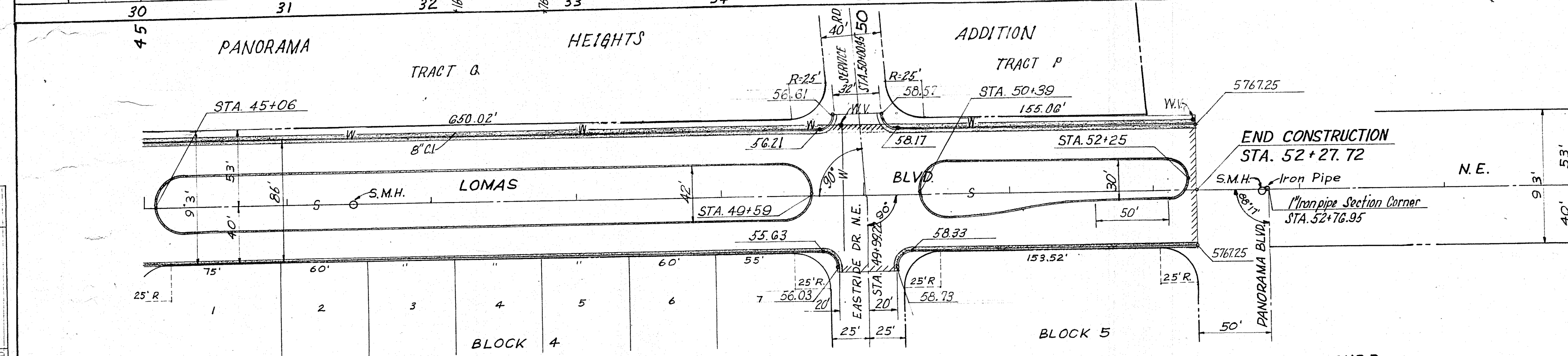
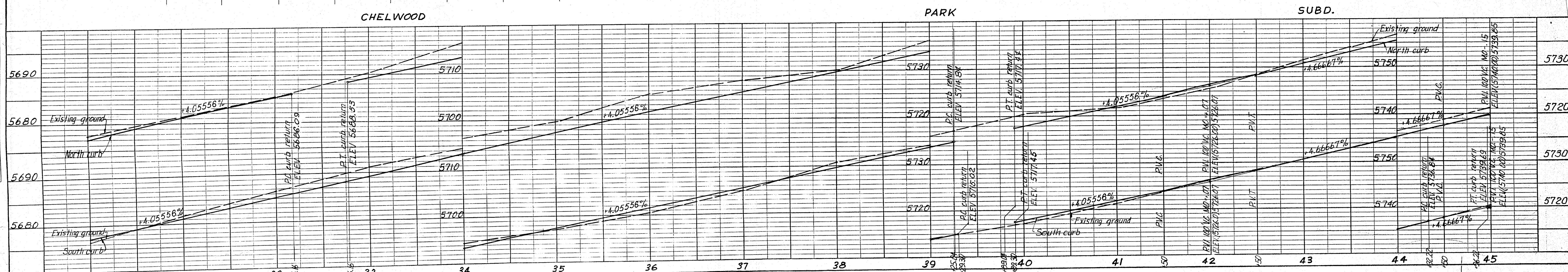
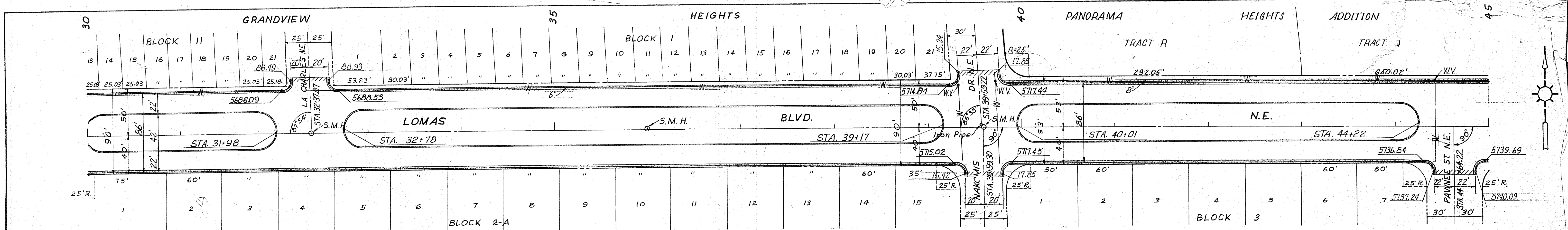
PROFILE	SURVEYED	DATE
NO.	PLOTTED	BY
	NOTE BOOK GRADES CHECKED	G. A. B.
	STRUCTURE NOTATIONS CHNG	





PLAN	DATE	5/63
	BY	G.B.
	SURVEYED	PLANNED
	NOTE BOOK	RT. OF WAY CHECKED

PROFILE	DATE	5/63
	BY	G.B.
	SURVEYED	GRADES CHECKED
	NOTE BOOK	STRUCTURE NOTATIONS



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SCALES:
HORIZ: 1" = 100'
VERT: 1" = 10'

6 AND CHELWOOD BLVD. STORM SEWER SHEET 14 OF 1

GORDON HERKENHOFF AND ASSOCIATES
CONSULTING ENGINEERS