

• L E G E N D •

MATERIALS

CONCRETE

RIP-RAP



LINES

SUBDIVISION BOUNDARY

PROPERTY LINE (PLAN)

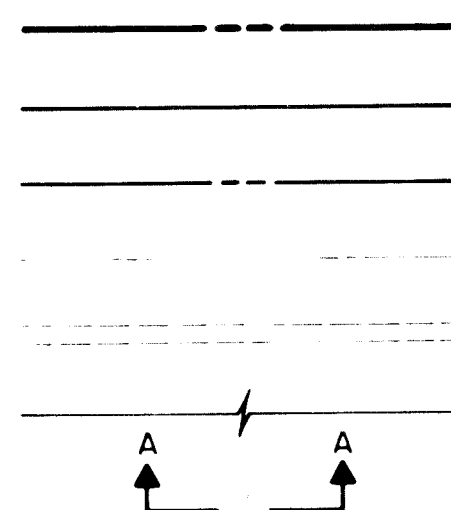
PROPERTY LINE (SECTION)

CENTERLINE

EASEMENT LINE

MATCH LINE

SECTION CUT LINE



EARTHWORK

CONTOUR LINE

SPOT ELEVATION

PROJECT / PHASE BOUNDARY

SWALE

DIRECTION OF FLOW



MISCELLANEOUS UTILITIES

GAS LINE

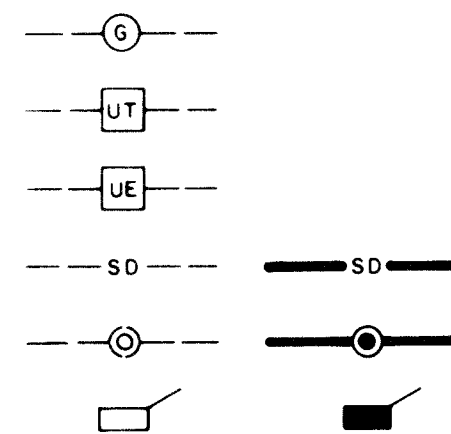
UNDERGROUND TELEPHONE

UNDERGROUND ELECTRICAL

STORM DRAIN

STORM DRAIN MANHOLE

STORM DRAIN INLET



SANITARY SEWER

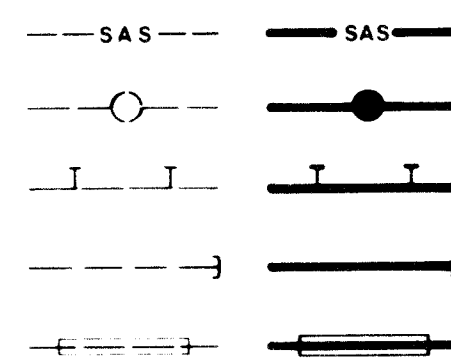
SANITARY SEWER LINE

SANITARY SEWER MANHOLE

SAS SERVICE CONNECTIONS

SAS CAP OR PLUG

ENCASEMENT



WATER

WATER LINE

WATER SERVICE CONNECTIONS

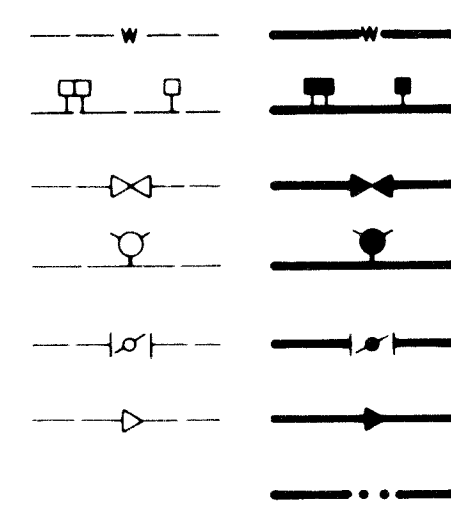
GATE VALVE

FIRE HYDRANT

BUTTERFLY VALVE

REDUCER

WATER PRESSURE ZONE BOUNDARY



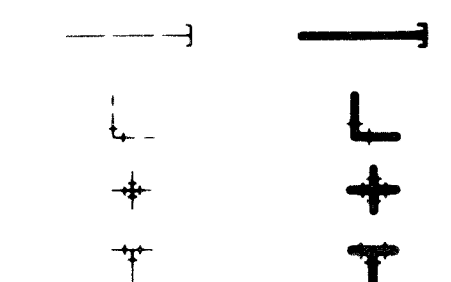
WATER FITTINGS

CAPS AND PLUGS

ELBOW

CROSS

TEE



MISCELLANEOUS

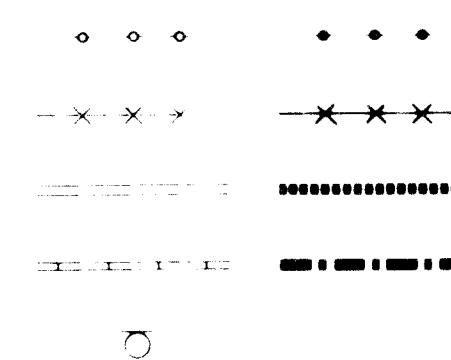
CHAINLINK FENCE

FIELD FENCE

COMMON YARD WALL

RETAINING WALL

POWER OR TELEPHONE POLE



CITY OF ALBUQUERQUE
TRANSPORTATION DEPARTMENT
CONSTRUCTION PLANS FOR

**NEW YORK AVE. AND WEST CENTRAL AVE.
CHANNELIZATION AND
INTERSECTION IMPROVEMENTS**

INCLUDING MONTOKA ST. N.W.
FROM
NEW YORK AVE. N.W. TO THOMPSON RD. N.W.
ALBUQUERQUE, NEW MEXICO
MARCH, 1985

INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE, INDEX, LEGEND, & GENERAL NOTES
2	CENTRAL AVE. 1" = 40'
3	MONTOKA ST. 1" = 50'
4	CENTRAL AVE./NEW YORK AVE. INTERSECTION AND NEW YORK AVE. 1" = 20'
5	MONTOKA ST./THOMPSON RD. INTERSECTION AND ALAMEDA CROSSING 1" = 20'
6	MISCELLANEOUS DETAILS AND SECTIONS
7	BOX CULVERT DETAILS
8	WINGWALL DETAILS
9	BRIDGEWALL DETAILS
10	BRIDGEWALL DETAILS
11	TRAFFIC CONTROL PLAN
12	TRAFFIC CONTROL PLAN
13	TRAFFIC CONTROL PLAN - DETAILS AND NOTES

- ① THESE DRAWINGS WERE REVISED JULY, 1985:
1. THE SANITARY SEWER FORCE MAIN WAS DELETED FROM THE PROJECT.
 2. THE STORM DRAIN SYSTEM MODIFICATIONS WERE REDUCED IN SCOPE.
 3. PAVEMENT REMOVAL AND REPLACEMENT IN CENTRAL AVE. WAS REDUCED.
 4. THE PHASING OF THE PROJECT WAS MODIFIED TO ALLOW CONSTRUCTION OF THE BOX CULVERT TO TAKE PLACE DURING THE IRRIGATION OFF-SEASON.
 5. THE EXISTING ASPHALTIC MATERIAL IN MONTOKA WAS UTILIZED AS SUBBASE.
 6. PLANT MIX SEAL COAT WAS DELETED FROM THE PROJECT.

② AS-BUILT CERTIFICATION

I, Thomas T. Mann, Jr., Registered Professional Engineer in the State of New Mexico, do hereby certify that these drawings represent the "as-built" conditions of this project to the best of my knowledge and belief.

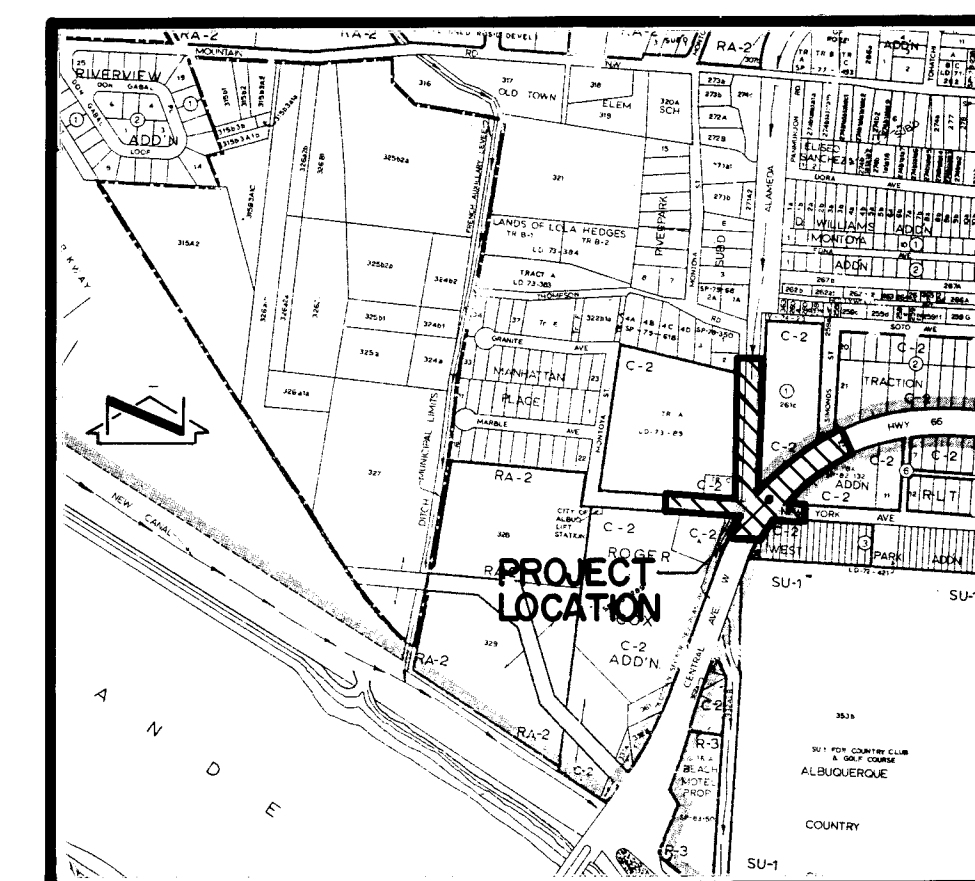
All vertical and horizontal dimensions were field verified prior to construction of the project.

THOMAS T. MANN, JR.
REGISTERED PROFESSIONAL ENGINEER
STATE OF NEW MEXICO
NO. 1772
DATE 7-17-86

APPROVAL SIGNATURES

DIRECTOR, TRANSPORTATION DEPARTMENT Date 4/29/85

CITY ENGINEER Date 4/29/85



VICINITY MAP
SCALE: 1" = 800'

GENERAL NOTES

1. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION - 1979 EDITION (REFERRED TO HEREIN AS THE STANDARD SPECIFICATIONS) AND THE SUPPLEMENTAL SPECIFICATIONS FOR THIS PROJECT.
2. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, 766-1234, FOR LOCATION OF EXISTING UTILITIES.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL POTENTIAL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.
5. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
6. SANITARY SEWER LINES WILL BE ACCEPTED BY THE CITY OF ALBUQUERQUE ONLY AFTER TELEVISION INSPECTION HAS BEEN COMPLETED.
7. THE CONTRACTOR WILL BE REQUIRED TO CONFINED HIS WORK WITHIN THE CONSTRUCTION LIMITS AND/OR ROW TO PRESERVE EXISTING VEGETATION AND PRIVATE PROPERTY. OVERNITE PARKING OF CONSTRUCTION EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAY OPENINGS OR DESIGNATED TRAFFIC LANES. OVERNITE PARKING OF EQUIPMENT WITHIN THE ROADWAY OR MEDIAN WILL NOT BE PERMITTED UNLESS THE AREA IS COMPLETELY BARRICADED OFF DUE TO CONSTRUCTION OPERATIONS.
8. FIFTY (50) TON ROLLER OPERATION SHALL NOT BE USED ON THIS PROJECT WHERE UNDERGROUND UTILITIES ARE PRESENT. THE REQUIRED COMPACTION AT THESE LOCATIONS SHALL BE EFFECTED BY MEANS OF OTHER TYPES OF ROLLING AVAILABLE.
9. MATCH FLOWLINE OF GUTTERS WHEN CONNECTING NEW CURB AND GUTTER TO EXISTING.
10. CURB AND GUTTER SHOWN AS EXISTING AND NOT TO BE REMOVED UNDER THIS CONTRACT WHICH IS DAMAGED OR DISPLACED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
11. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT AND MAINTAIN IN SERVICE ALL EXISTING UTILITIES.
12. THE CONTRACTOR IS TO EXERCISE DUE CARE WHEN REMOVING EXISTING PAVEMENT TO AVOID DISTURBING ANY EXISTING UNDERGROUND UTILITIES. IT SHALL BE HIS RESPONSIBILITY TO COORDINATE WITH THE UTILITY COMPANIES IN ORDER TO PREVENT ANY SERVICE DISRUPTION.

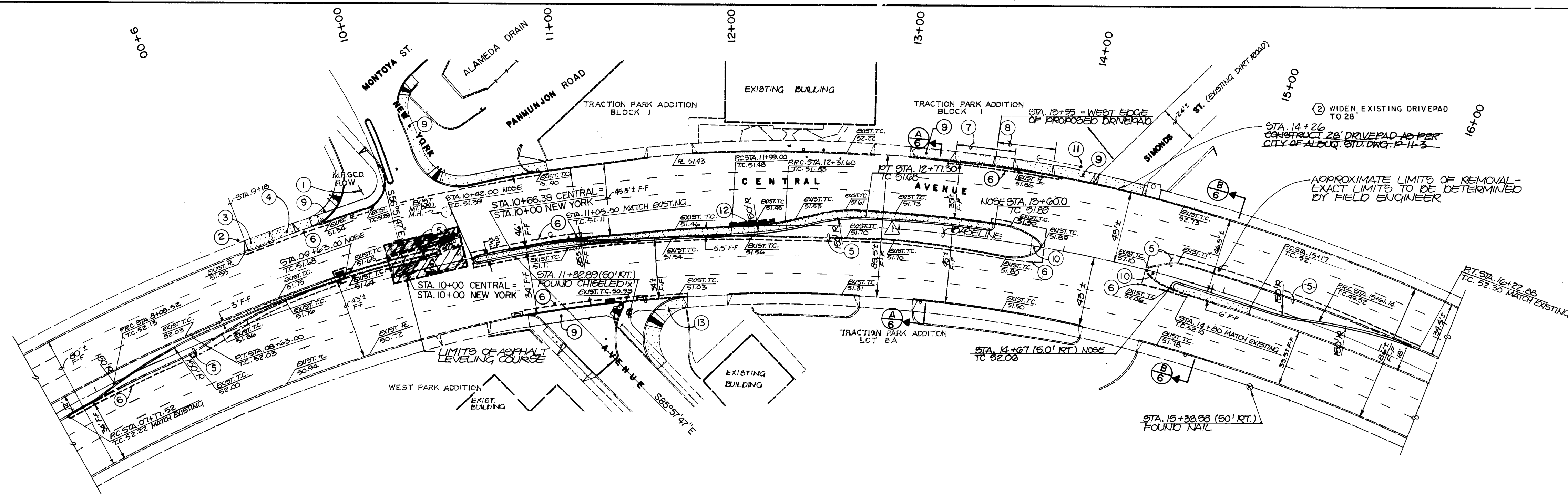
SCOPE ADJUSTMENT APPROVALS ①

David W. Hanger TRAFFIC ENGINEER	8/22/85
Richard P. Peña CITY ENGINEER	8/22/85
Joseph G. Martin DIRECTOR, TRANSPORTATION DEPT.	8-21-85
August R. Olson ACE DESIGN	8-26-85
Richard P. Peña LIQUID WASTE	8/22/85
Richard P. Peña WATER	8/22/85
Joe Hoppe HYDROLOGIST	8/22/85

26 19870186

REV	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE
②	1,2,3,4,5						
①	2,3,4,5,6,11,12,13						
APPROVAL OF REVISIONS							

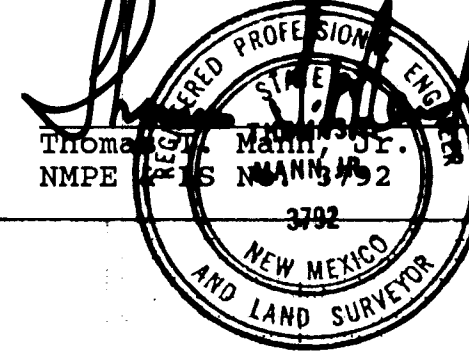
APPROVAL SIGNATURES	APPROVED FOR CONSTRUCTION
DIRECTOR, TRANSPORTATION DEPARTMENT Date 4/29/85	C.E.
CITY ENGINEER Date 4/29/85	
1987	SHEET 1 OF 13



② AS-BUILT CERTIFICATION

I, Thomas T. Mann, Jr., Registered Professional Engineer in the State of New Mexico, do hereby certify that these drawings represent the "as-built" conditions of this project to the best of my knowledge and belief.

All vertical and horizontal dimensions should be field verified prior to use on future projects.

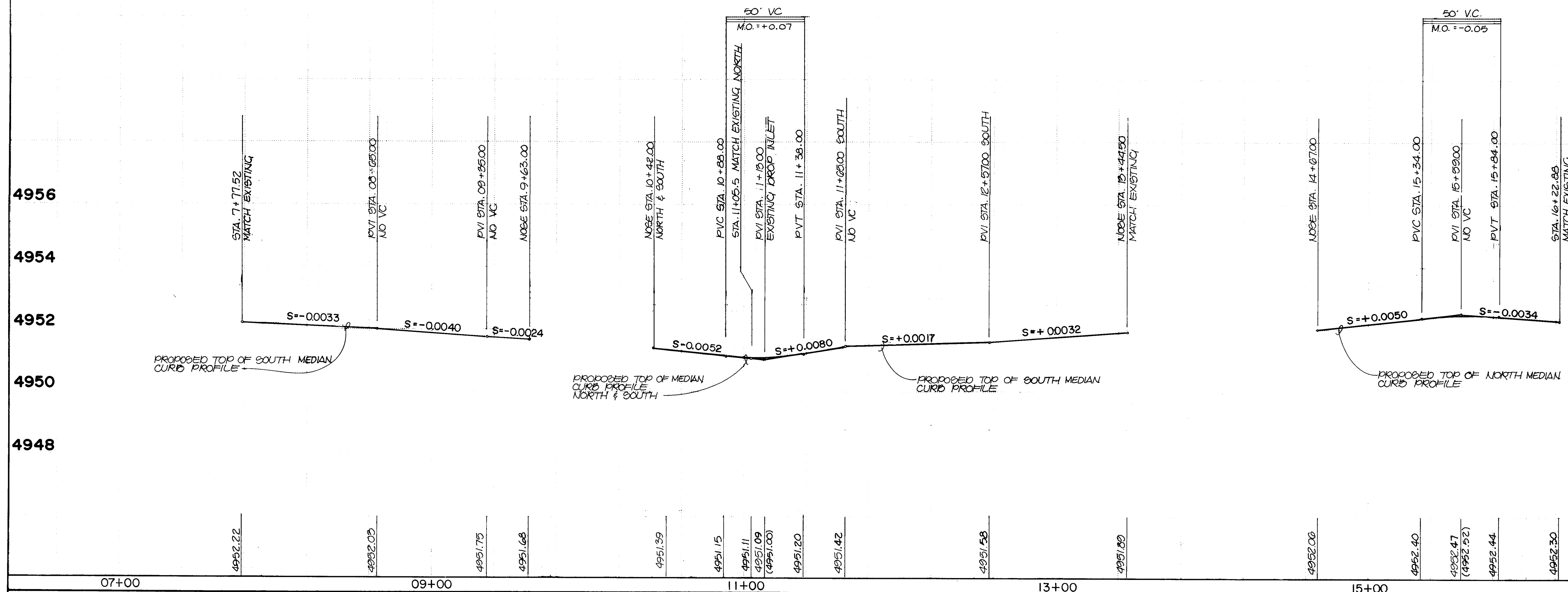


7.17.86
Date

℄ CURVE DATA
 $\Delta = 30^\circ 22' 05''$
 $R = 881.47'$
 $L = 467.20'$

2 CURVE DATA
 $\Delta = 04^{\circ}18'53''$
 $R = 881.47'$
 $L = 66.38'$

HORIZONTAL SCALE : 1" = 40'
VERTICAL SCALE : 1" = 2'



KEYED NOTES

1. Existing sign to be relocated by others.
2. Existing sign.
3. Construct 30' driveway as per City of Albuquerque Standard Drawing P-11-3.
4. Remove existing driveway and reconstruct as per City of Albu. Standard Drawing P-11-3.
5. Remove existing median curb and gutter
6. Limits of asphalt pavement and replacement. See pavement section, Sheet #6.
7. Remove existing 35' driveway.
8. Construct 35' driveway.
9. Construct 6' RCC sidewalk.
10. Remove existing RCC median pavement.
11. Utility pole and/or anchor to be relocated.

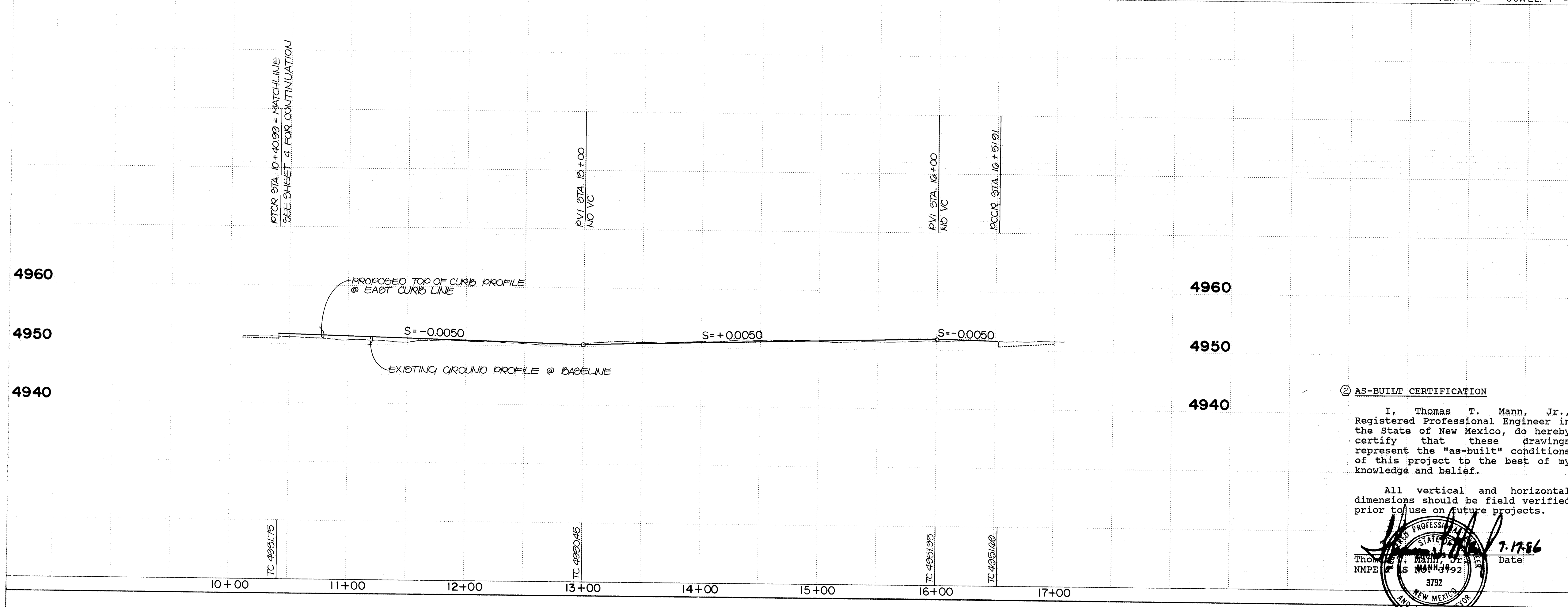
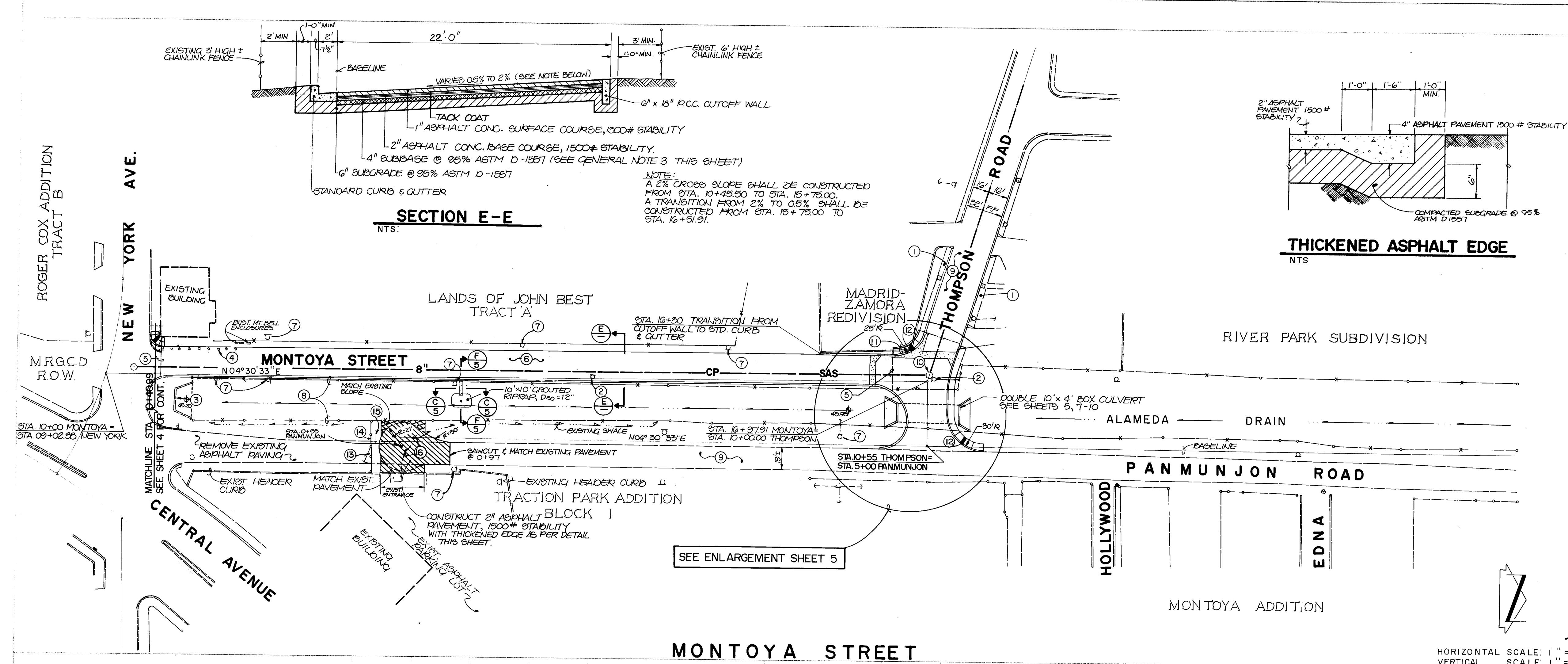
X. Remove and replace 4 median curb stones as necessary to remove existing low point.
 13. Construct wheelchair ramp. See Sheet #4.
GENERAL NOTES
 1. Median stationing is along baseline. Slopes are based on baseline lengths. All medians shall be 3' wide minimum face-to-face.
 2. Stationing and horizontal control is to face of curb unless otherwise noted.
 3. A constant median width of 5.50 feet face-to-face shall be maintained from Sta. 10+42 to Sta. 13+60. A constant median width of 6.00 feet face-to-face shall be maintained from Sta. 14+67 to Sta. 15+17. A constant median width of 3.00 feet face-to-face shall be maintained from Sta. 8+63 to Sta. 9+63.

(1)		8/65	SEE SCOPE ADJUSTMENT ITEMS 3 & 6.	SKS	ENGINEER'S SEAL	SURVEY INFORMATION		BENCH MARKS	AS BUILT INFORMATION
			SHEET#:	L.P.U.		FIELD NOTES		AN "X", CHISELED ON A BONNET BOLT OF A FIRE HYDRANT, LOCATED ON THE WEST SIDE OF CENTRAL AVE., IN THE 2000 BLOCK, IN FRONT OF THE CRANDE MOTEL."	CONTRACTOR
(2)			AS BUILT CORRECTIONS			NO.	BY	DATE	INSPECTORS STAMPED BY FIELD ENGINEER DATE
			REMARKS						VERIFICATION BY DATE
NO. DATE									FORWARDED BY DATE MICRO-FILM INFORMATION RECORDED BY DATE NO

APPROVALS	ENGINEER	DATE
Poste	R. <i>Rosen</i>	4/22/85
	Doris <i>Doris Hammer</i>	4/11/85
	R. <i>Rosen</i>	4/24/85

CITY OF ALBUQUERQUE TRANSPORTATION DEPARTMENT ENGINEERING DIVISION						
TITLE: NEW YORK AND CENTRAL CHANNELIZATION CENTRAL AVENUE						
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE	
City Engineer	<i>E. J. Lopez</i>	<i>4/25/85</i>	Liquid Waste	<i>R. P. [Signature]</i>	<i>4/22/85</i>	
A.C.E. - Design	<i>A. R. Oka</i>	<i>4/25/85</i>	Traffic	<i>David [Signature]</i>	<i>4/13/85</i>	
A.C.E. - Hydrology	<i>A. R. Oka</i>	<i>4/19/85</i>	Water	<i>R. P. [Signature]</i>	<i>4/25/85</i>	

DRAWING NO.	1987	MAP NO.	J-12	SHEET	2	OF	13
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AS-BUILT CERTIFICATION

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All vertical and horizontal dimensions should be field verified prior to use on future projects.

THOMAS T. MANN, JR.
REGISTERED PROFESSIONAL ENGINEER
NEW MEXICO
3792

7-17-86
Date

KEYED NOTES:		
1.	Existing 3.5' sidewalk.	
2.	Existing utility pole to be relocated by pole owner.	
3.	Existing concrete box culvert(2) REMOVED	
4.	Existing bollards to be relocated by others.	
5.	Existing edge of asphalt.	
6.	Existing 24' road. See General Note #3 below.	
7.	Existing utility pole including anchors if any to remain.	
8.	Existing chain link fence to remain.	
9.	Existing asphalt paving to remain.	
10.	Existing manhole - adjust to grade.	
11.	Existing adobe wall to be relocated by others.	
12.	Construct handicap ramp as per City of Albuquerque Standard Drawing P-17, Case 1.	
13.	Construct 12' pipe gate as per City of Albuquerque Standard Drawing K-20.	
14.	Construct 4' high chain link fence as per City of Albuquerque Standard Drawing K-22.	
15.	Construct Type III barricade as per Detail, Sheet #6.	
16.	Place new asphalt paving to drain.	

GENERAL NOTES:		
1.	Montoya horizontal control is established from base line in Central Avenue. See Sheet No. 4.	
2.	The contractor shall be responsible for diverting flows around the box culvert during construction. Construction of the box culvert should not take place during the irrigation season, March 1 through October 31. The cost of diversion and dewatering shall be incidental to the contract and no separate payment shall be made.	
3.	At the contractor's option, the existing asphaltic material in Montoya may be 1) scarified, regreded and compacted to form subbase, or 2) removed and disposed. In either case, payment shall be included in Bid Item #5, and no separate payment shall be made therefore.	

BENCH MARKS	
ANY "X" CHISELED ON A BONNET BOLT OF A FIRE HYDRANT LOCATED ON THE WEST SIDE OF CENTRAL AVE., IN THE 2000 BLOCK IN FRONT OF THE "CASA GRANDE MOTEL".	(ALB. BY 10-112) ELEV. = 4956.30 FEET MSL.

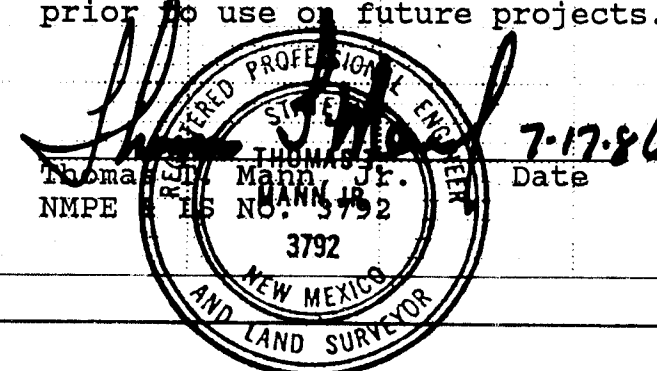
SURVEY INFORMATION	
FIELD NOTES	BY
NO.	DATE

ENGINEER'S SEAL	

ITEMS 4 & 5, S.K.S.	
8/85 SEE SCOPE ADJUSTMENT SHEET #1	AS BUILT CORRECTIONS
2	7/86
NO	DATE
REMARKS	

CITY OF ALBUQUERQUE TRANSPORTATION DEPARTMENT ENGINEERING DIVISION					
TITLE: NEW YORK AND CENTRAL CHANNELIZATION MONTOYA STREET					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	<i>C. J. ...</i>	4/22/85	Liquid Waste	<i>R. ...</i>	4/22/85
A.C.E. - Design	<i>R. ...</i>	4/15/85	Traffic	<i>D. ...</i>	4/15/85
A.C.E. - Hydrology	<i>N. ...</i>	4/15/85	Water	<i>R. ...</i>	4/22/85

DRAWING NO. 1987	
MAP NO. J-12	
SHEET 3 OF 13	



KEYED NOTES:		AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL		S.A.S.		REMARKS	
						FIELD NOTES				BY		DATE	
1.	Cap existing sprinklers and irrigation lines where necessary. Service lines for landscape irrigation are to be kept operable. Cost shall be considered incidental to the contract.												
2.	Remove and dispose of existing asphalt paving. Regrade and level to elevation of sidewalk and/or curb. Compact to 90% ASTM D-1557.												
3.	Remove existing single 'C' catch basin. Existing grate elev. = 50.04.												
4.	Construct single 'C' catch basin as per City of Albu. Standard Drawing K-4-3. Inv. elev. = 46.96; TC elev. = 50.71; Grate = 49.81.												
5.	Existing chiseled 'X' Sta. 11+32.89 (50.00') r15 Central Avenue.												
6.	Remove and dispose of existing curb, gutter and sidewalk.												
7.	Construct 4" RCC valley gutter.												
8.	Construct PCC standard curb and gutter per City of Albu. Standard Drawing P-8-4.												
9.	Construct median curb and gutter as per City of Albu. Standard Drawing P-8-4.												
10.	Existing sanitary sewer manhole. Adjust rim to elevation 51.00.												
11.	Construct wheel chair ramp as per Detail A, Sheet #6.												
12.	Existing 15" RCP to remain.												
13.	Construct 4' dia. Type "C" MH as per City of Albu. Standard Drawing S-1-4. Rim elev. = 51.04; inv. elev. = 47.20; inv. elev. out = 47.10.												
14.	Construct bollards as per detail, Sheet #6.												
15.	Remove and replace 42" LF - 15" RCP.												
16.	Construct wheelchair ramps as per City of Albu. Standard Drawing P-17 Type I. See Sheet #6 for median construction details.												
18.	Depress gutter at 2% from center of return to Sta. 10+95 Central (N.W. corner), and from center of return to Sta. 9+30 (S.W. corner).												
19.	Construct 4" diameter type 'E' MH at Sta. 9+46.5 New York (33' lt). Rm elev. = 51.38; inv. elev. = 41.93; inv. elev. out = 41.83. Remove existing manholes and return castings to City of Albuquerque. Install coupling and construct new 8" VCP as required, typical, two places.												
20.	Existing MH, Sta. 9+74.5 (46.5' lt) New York = Sta. 10+46.5 (27' lt) Central Ave. Rim = 51.18; inv. elev. = 45.58. Construct invert as per Detail, Sheet #6.												
21.	Construct 6' wide PCC sidewalk as per City Standards.												
22.	Construct pull box as per City of Albu. Standard Drawing T-4-1.												
23.	Construct SP foundation Type I as per City of Albu. Standard Drawing T-5-1.												
24.	Construct mast arm foundation Type II as per City of Albu. Standard Drawing T-6-1.												
25.	Construct 2" rigid conduit as per Specifications. Sawcut, remove and replace in kind 1' strip of asphalt at drivepads . Sawcut, remove and replace 1' wide strip of sidewalk elsewhere. All work shall be contained within Central Avenue R.O.W. City Surveyor shall be contacted to determine location of Central Avenue R.O.W.												
26.	Construct 150 LF - 2" rigid conduit at back of existing sidewalk. Construct pull box at back of curb at termination. Remove and replace 2' strip of sidewalk as necessary. Sawcut, remove and replace in kind 1' wide strip of asphalt at drivepads . All work shall be contained within Central Avenue R.O.W. City Surveyor shall be contacted to determine location of Central Avenue R.O.W.												
27.	Construct single 'C' catch basin as per City of Albu. Standard Drawing K-4-3. TC elev. = 51.56; inv. elev. = 47.90; grate = 50.66.												
28.	Construct 64 LF - 16" DIP at R = 0.011.												
29.	Remove and replace asphalt paving as necessary with 2" thick 1500# stability asphalt on 6" subgrade compacted to 95% ASTM D-1557 (sawcutting required).												
30.	Existing utility pole and guy wire to be relocated by pole owner.												
31.	Leveling course to be placed to remove existing low point. Grade shall be continuous east to west. Maximum thickness = 0.25' near drop inlet. Leveling course to be gradation 'D', 1800# stability. Provide arterial pavement where existing asphalt is removed for storm drain construction. See typical pavement section, Sheet #6.												
26 19870486													

CITY OF ALBUQUERQUE
TRANSPORTATION DEPARTMENT
ENGINEERING DIVISION

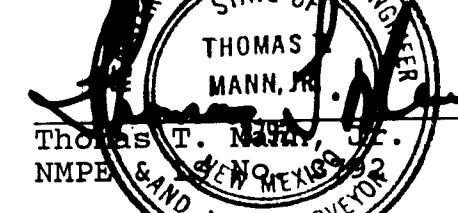
TITLE: NEW YORK AND CENTRAL CHANNELIZATION CENTRAL AVE. / NEW YORK AVE. INTERSECTION		
APPROVALS	ENGINEER	DATE
City Engineer	<i>E. J. Chapman</i>	4/26/85
ACE - Design	<i>A. J. Olson</i>	4/15/85
ACE - Hydrology	<i>Don Hyslop</i>	4/1/85
APPROVALS	ENGINEER	DATE
Liquid Waste	<i>R. J. Mann</i>	4/11/85
Traffic	<i>David W. Hume</i>	4/1/85
Water	<i>R. J. Mann</i>	4/26/85

DRAWING NO.	MAP NO.	SHEET	OF
1987	J-12	4	13

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CONSTRUCT 4' VALLEY CUTTER WITH 3/4" INVERT

CONSTRUCT STD CURB & DEPRESSED CUTTER AS PER CITY OF ALB. STD. DNG. P-8-4. STA. 16+03.91 TO STA. 16+54.00
STA. 16+03.91 (240' LT) CORNER OF EXISTING ADJOCE WALL

POC CUTOFF WALL - SEE TYPICAL SECTION SHEET # 3

MONTOYA STREET

EXIST. DIRT ROAD - POC STA. 16+59.01

NO4°30'33"E

BASELINE

TYPE 'C' END ANCHORAGE

CONSTRUCT 4' CURB GREENING

GRouted RIPRAP D₅₀ = 12"

CONSTRUCT 20' LF BRIDGE RAILING TYPE 'B' AS PER SHEET # 10

REMOVE EXIST. CHAINLINK FENCE (41 LF)

CONSTRUCT 4' CHAINLINK FENCE

CONSTRUCT 30' LF CHAINLINK RAIL AS PER CITY OF ALB. STD. DNG. P-19-2

CONSTRUCT 4' CHAINLINK FENCE

CONSTRUCT TYPE 'C' END ANCHORAGE AS PER C.O.A. STD. DNG. P-21-2 (TYP. 2 PLACES)

CONSTRUCT 4' CHAINLINK FENCE

CONSTRUCT 4' CHAINLINK FENCE

CONSTRUCT 4' CHAINLINK FENCE

CONSTRUCT 4' CHAINLINK FENCE

CONSTRUCT 4' CHAINLINK FENCE

CONSTRUCT 4' CHAINLINK FENCE

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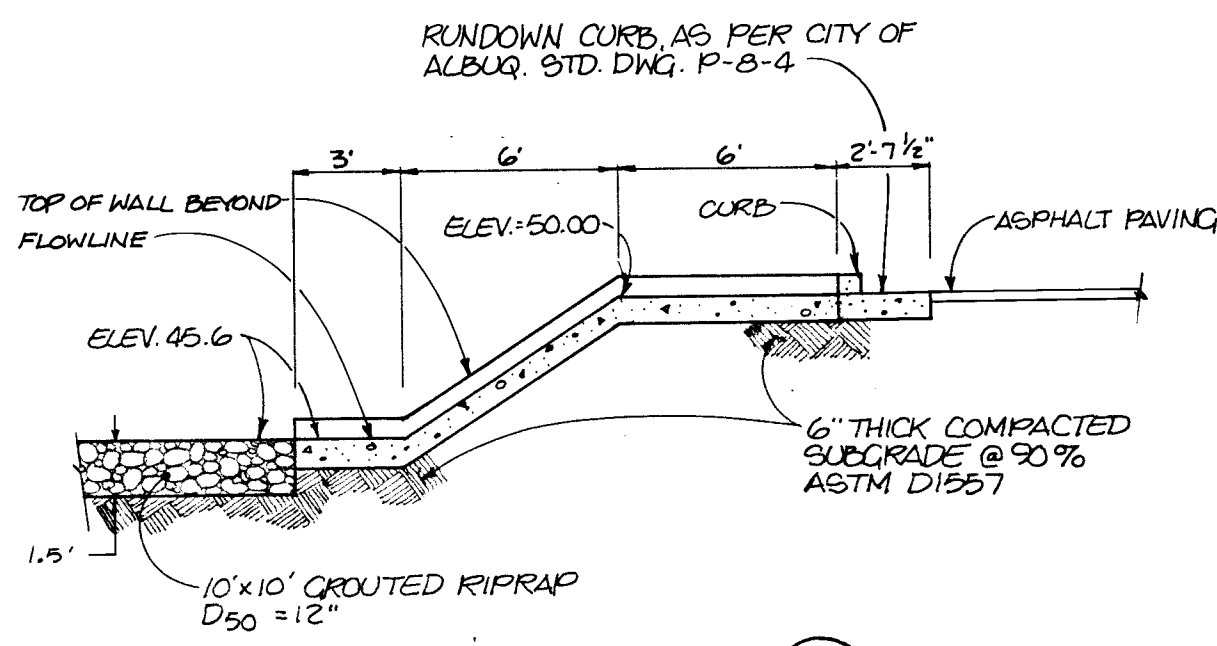
CONSTRUCT 4' CHAINLINK FENCE

LEGEND

BRIDGE & GUARD RAIL
CHAINLINK FENCE

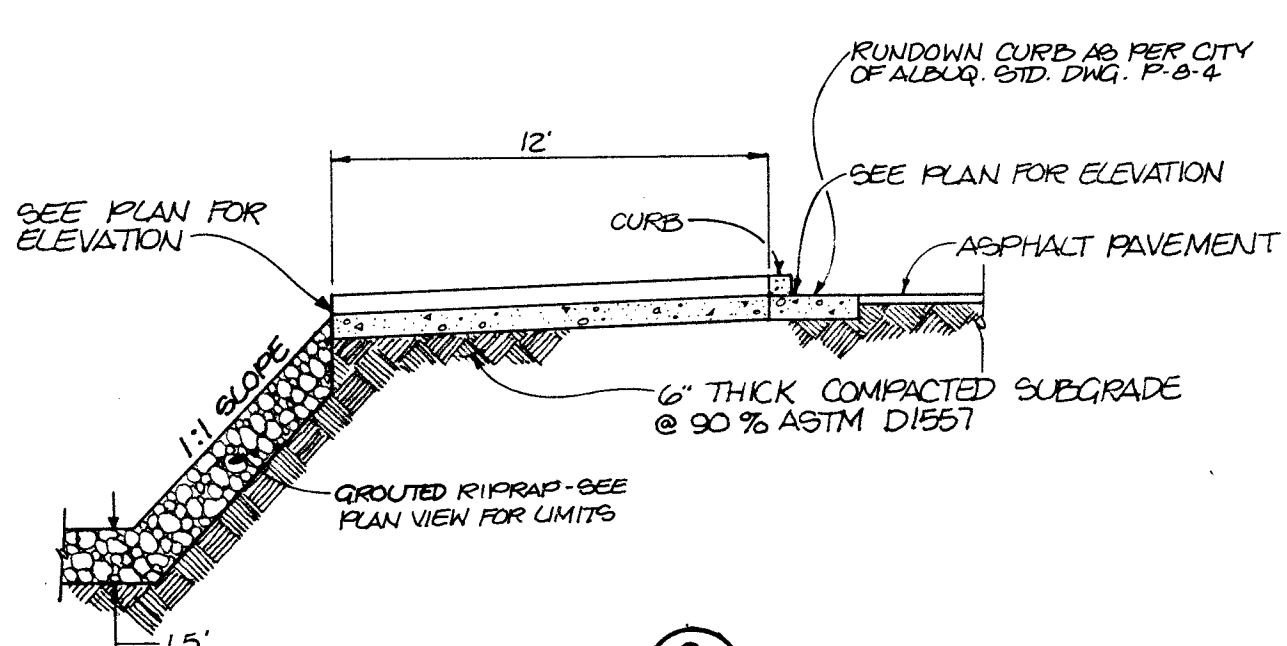
SECTION F-3

NTS



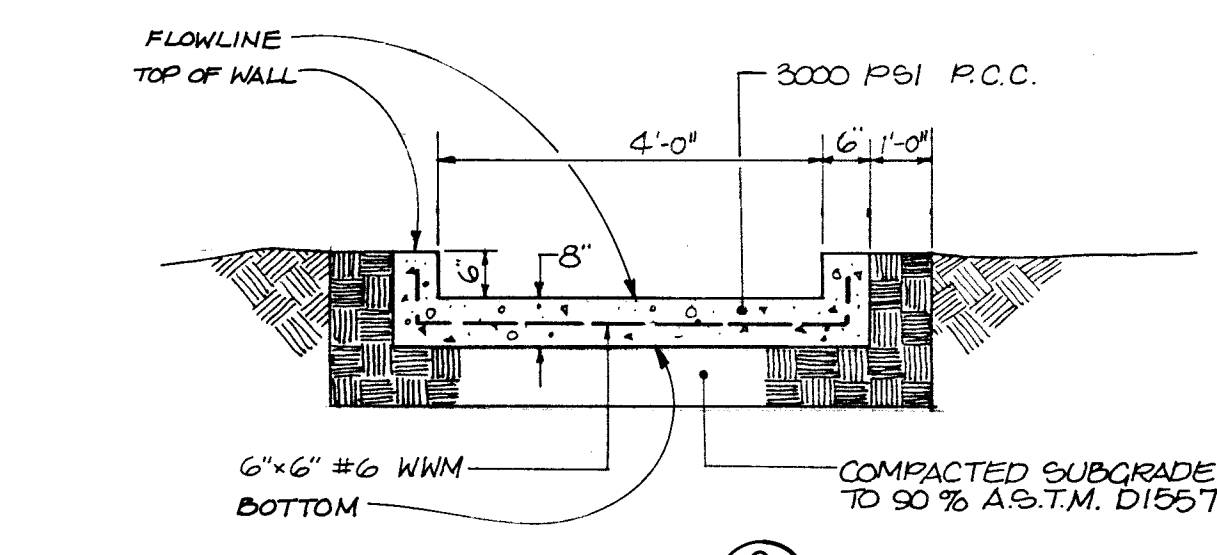
SECTION G-1

NTS



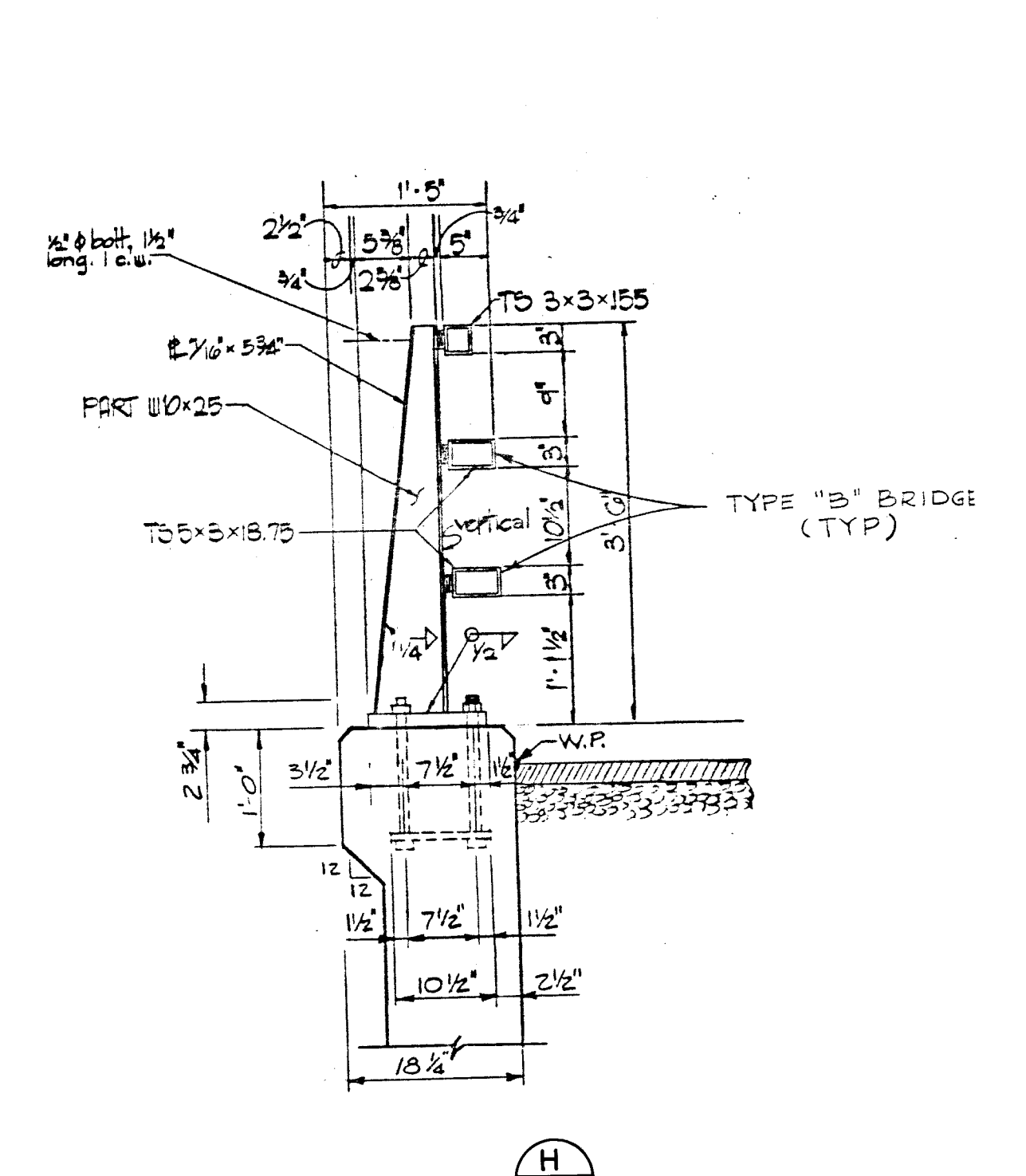
SECTION C-3

SCALE: 1" = 2'-0"



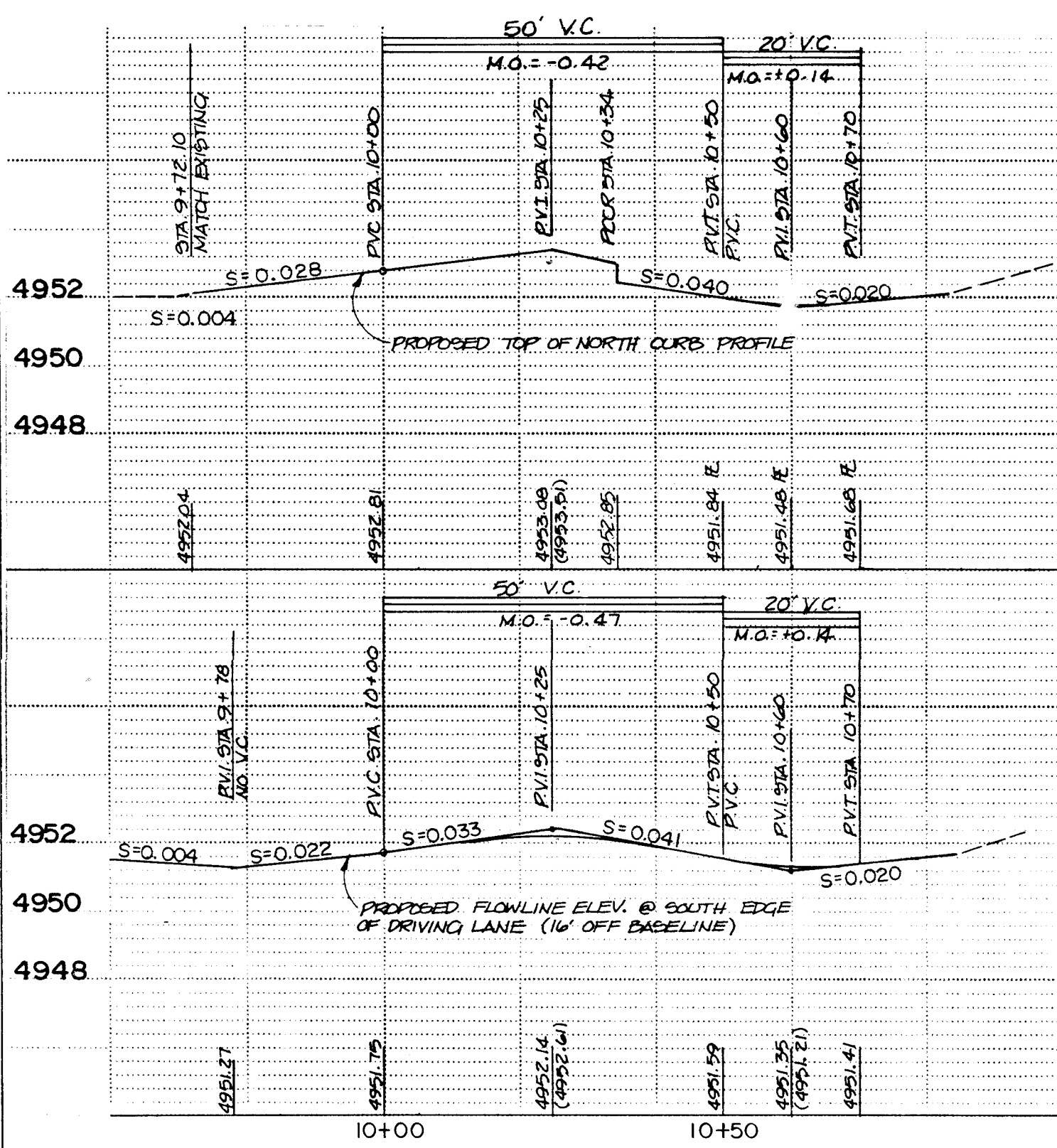
SECTION H-1

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



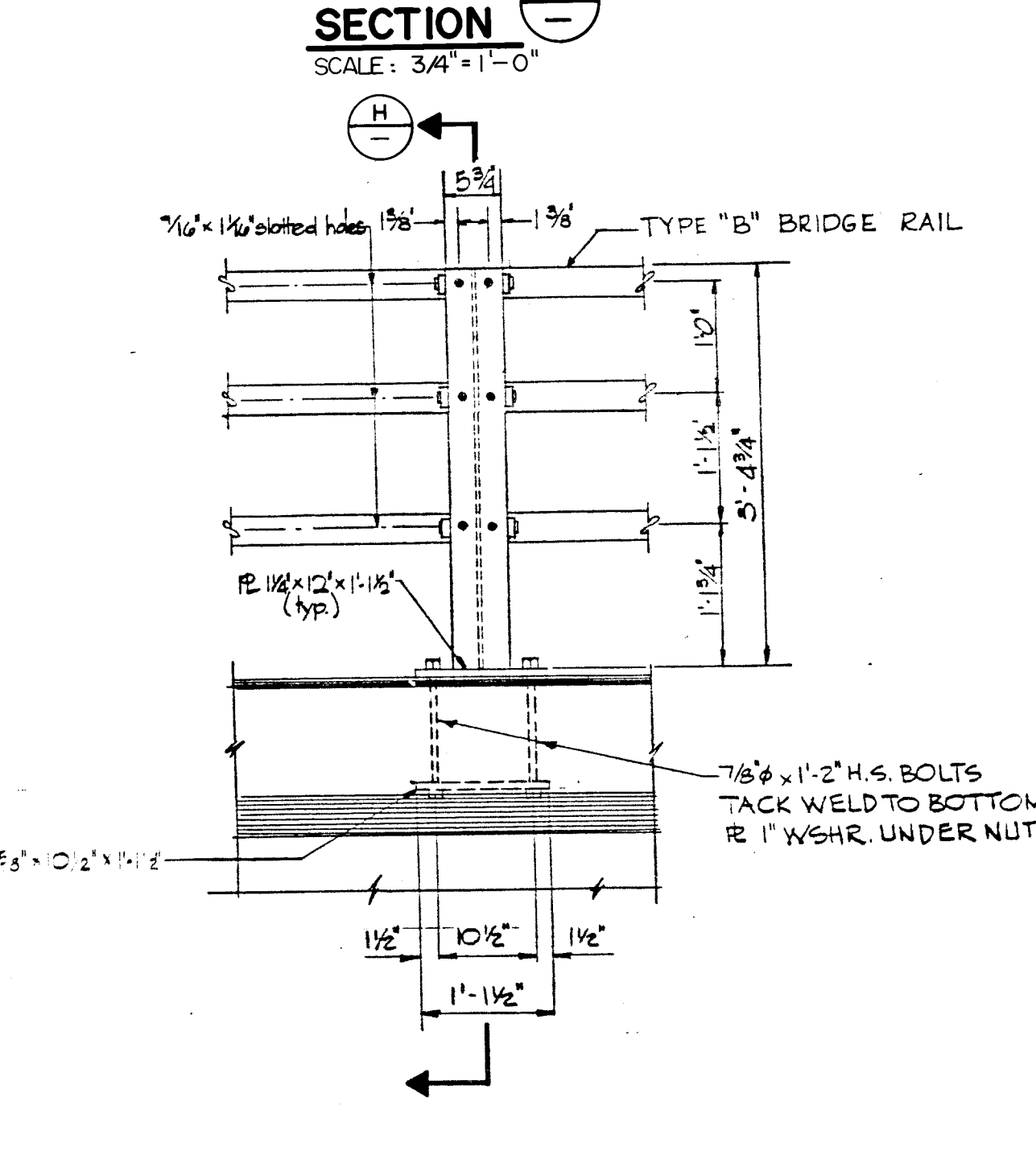
THOMPSON ROAD PROFILE

SCALE: 1" = 20' HORIZONTAL
1" = 4' VERTICAL



BRIDGE RAIL ELEVATION

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



MONTOYA / THOMPSON INTERSECTION DETAIL

SCALE: 1" = 20'

NOTES:

1. CONTRACTOR SHALL REMOVE EXISTING CONCRETE RUNDOWN AND CONSTRUCT PIPE PENETRATION AS PER SECTION J. THIS SHEET THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OF THIS PROJECT.

2. NO WORK SHALL TAKE PLACE WITHIN THE ALAMEDA DRAIN BETWEEN MARCH 1 AND OCTOBER 31.

TRAFFIC CONTROL SIGN TO BE ERECTED BY TRAFFIC ENGINEERING DIVISION PRIOR TO OPENING OF STREET

TRAFFIC CONTROL SIGN TO BE ERECTED BY TRAFFIC ENGINEERING DIVISION PRIOR TO OPENING OF STREET

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TRAFFIC CONTROL SIGN TO BE ERECTED BY TRAFFIC ENGINEERING DIVISION PRIOR TO OPENING OF STREET

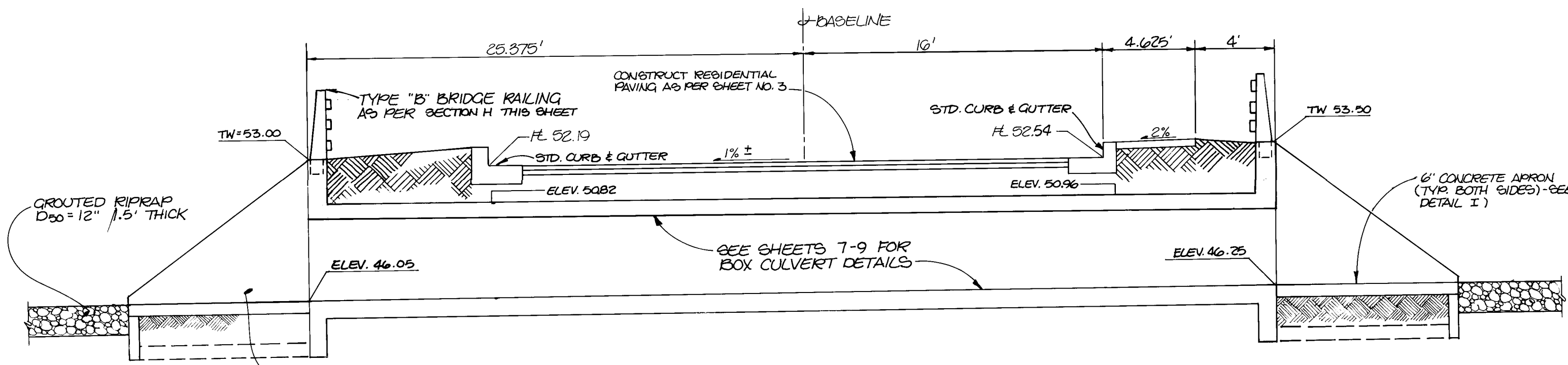
TRAFFIC CONTROL SIGN TO BE ERECTED BY TRAFFIC ENGINEERING DIVISION PRIOR TO OPENING OF STREET

TRAFFIC CONTROL SIGN TO BE ERECTED BY TRAFFIC ENGINEERING DIVISION PRIOR TO OPENING OF STREET

TRAFFIC CONTROL SIGN TO BE ERECTED BY TRAFFIC ENGINEERING DIVISION PRIOR TO OPENING OF STREET

SECTION B-B

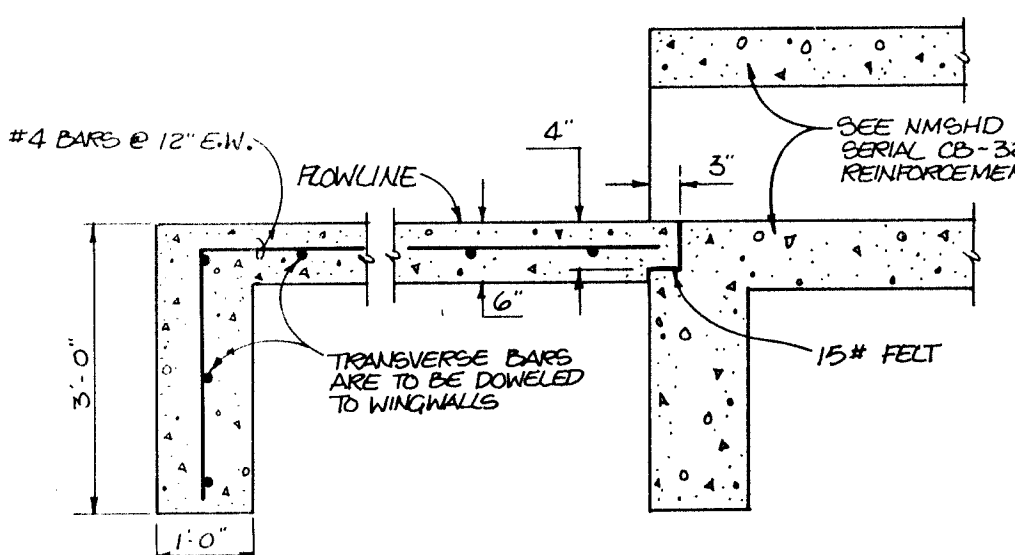
SCALE: 1" = 5'-0"



DETAIL I

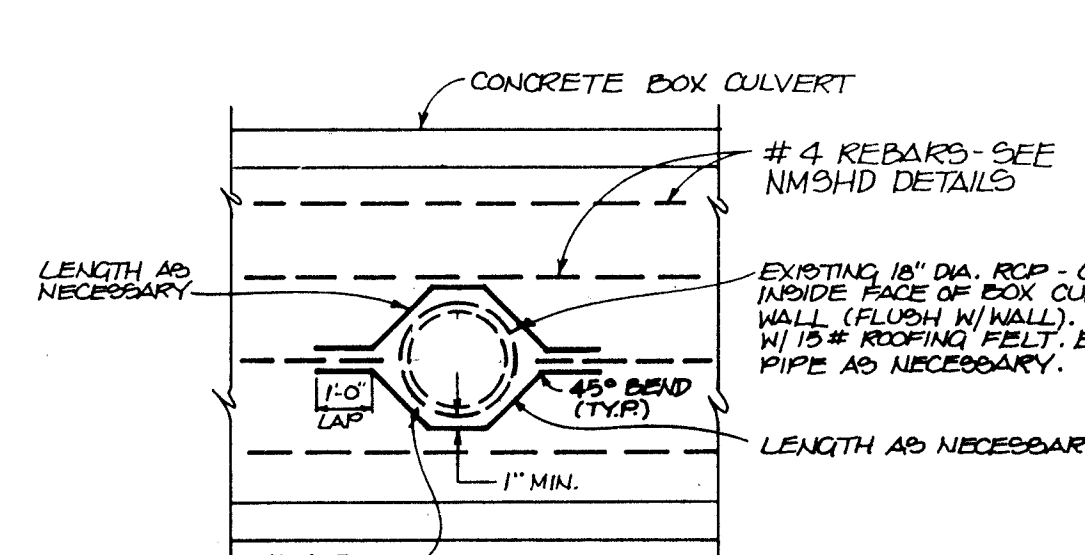
SECTION THRU CONCRETE APRON

NTS



PIPE PENETRATION DETAIL

NTS



CITY OF ALBUQUERQUE TRANSPORTATION DEPARTMENT ENGINEERING DIVISION

TITLE: NEW YORK AND CENTRAL CHANNELIZATION
MONTOYA / THOMPSON INTERSECTION
AND ALAMEDA CROSSING

APPROVALS

ENGINEER

DATE

APPROVALS

ENGINEER

DATE

APPROVALS

ENGINEER

DATE

APPROVALS

ENGINEER

DATE

APPROVALS

ENGINEER

DATE

DRAWING NO. 1987

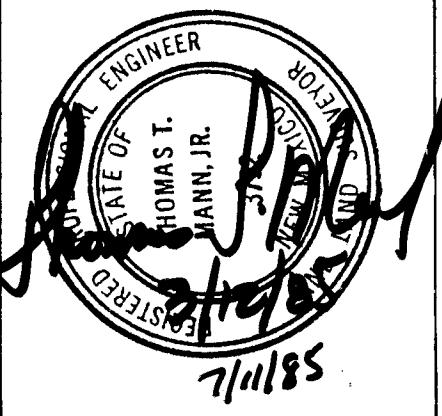
MAP NO. J-12

SHEET 5 OF 13

REMARKS

REMARKS

REMARKS



REMARKS

REMARKS

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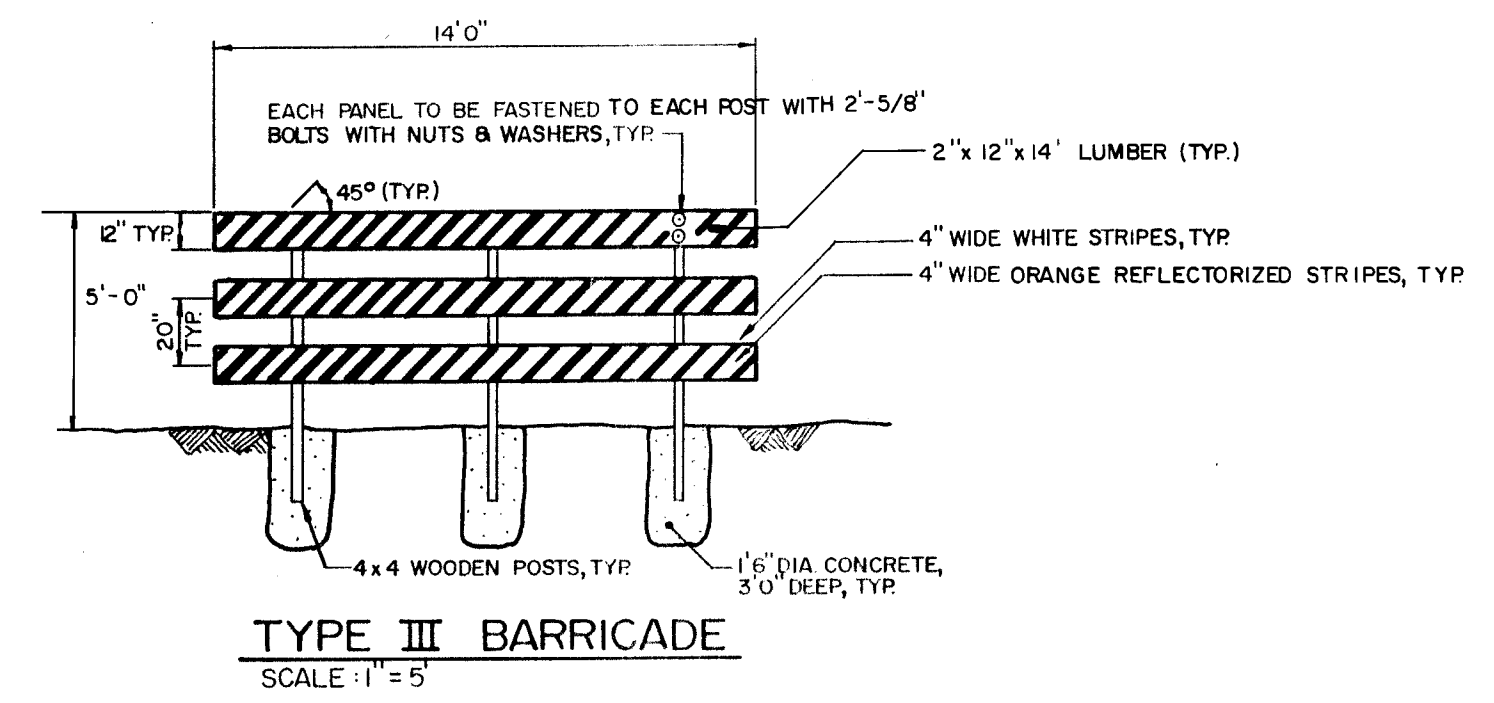
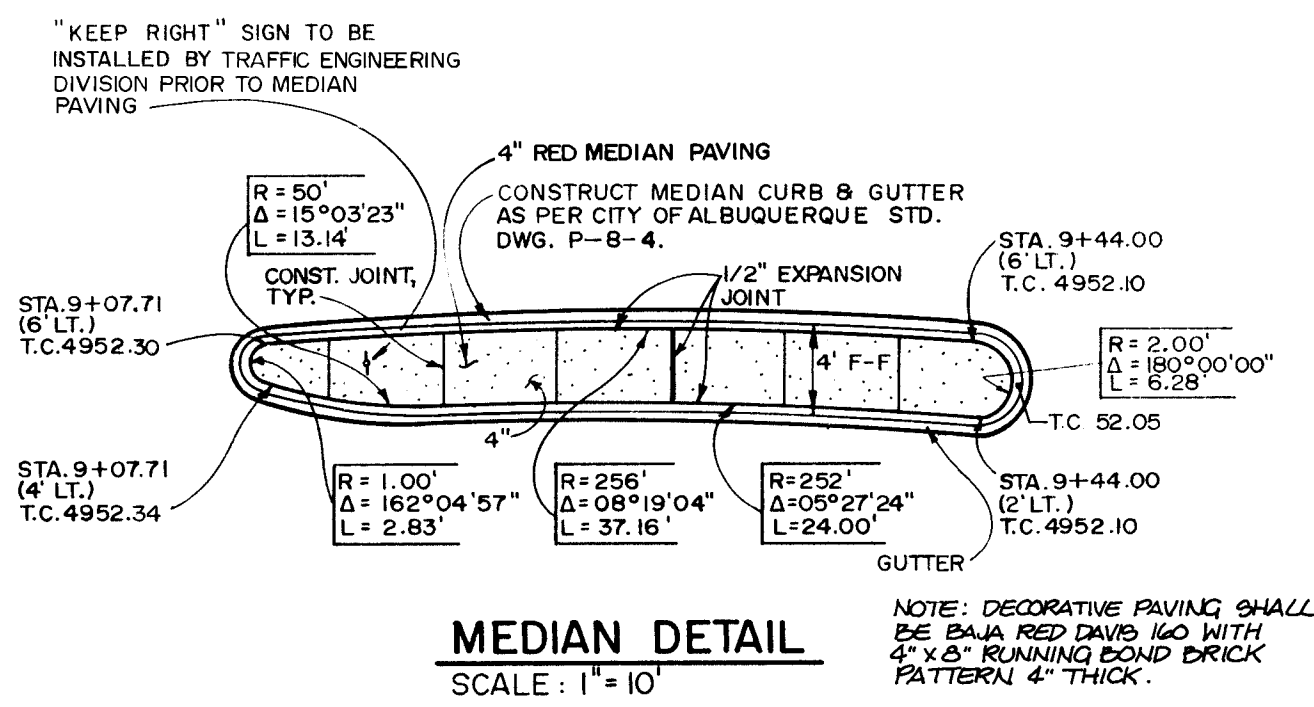
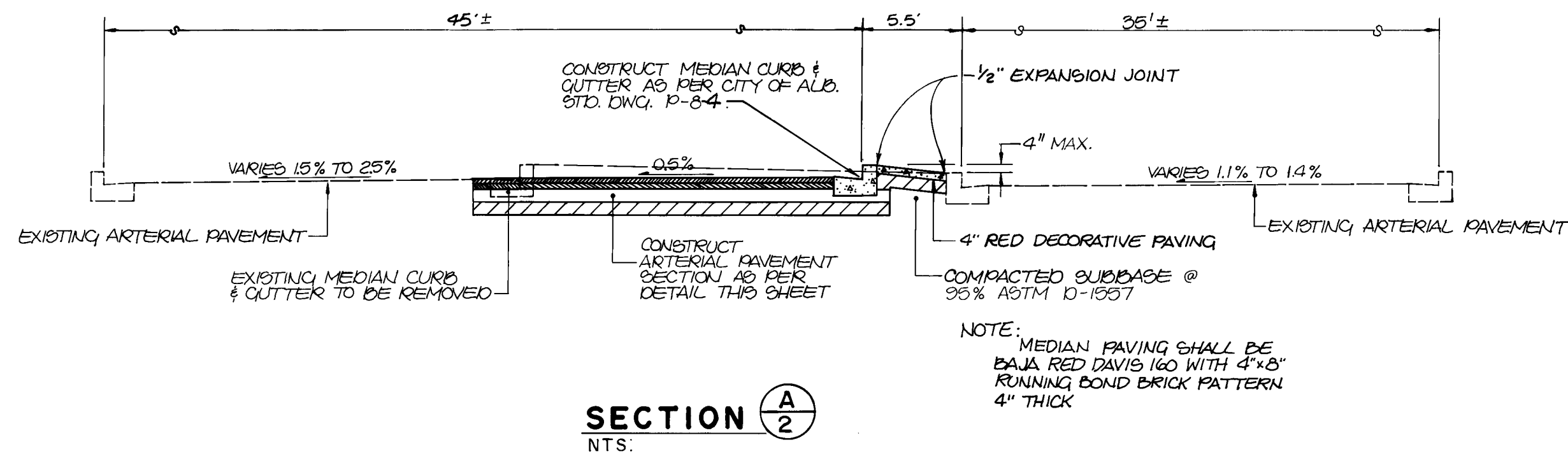
REMARKS

REMARKS

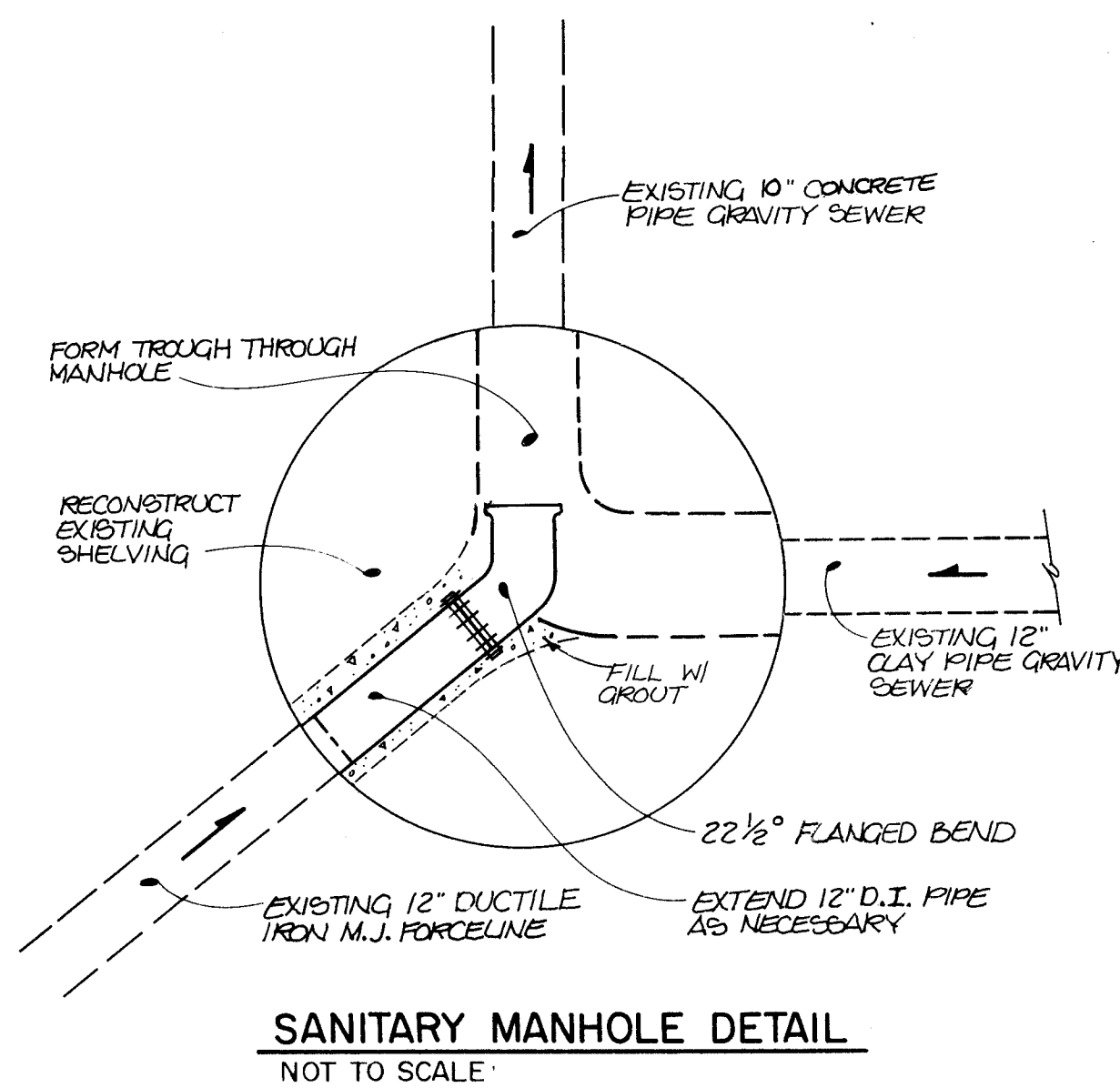
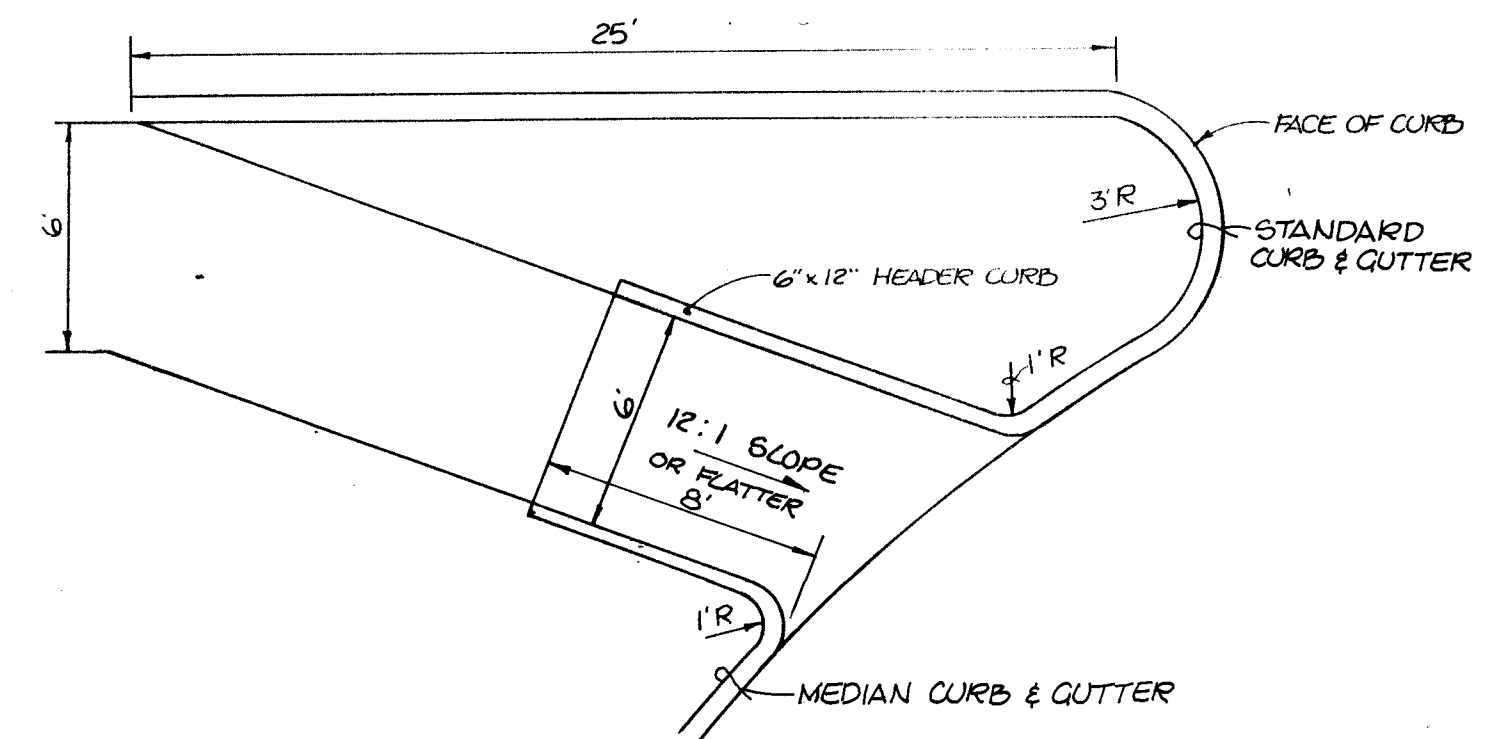
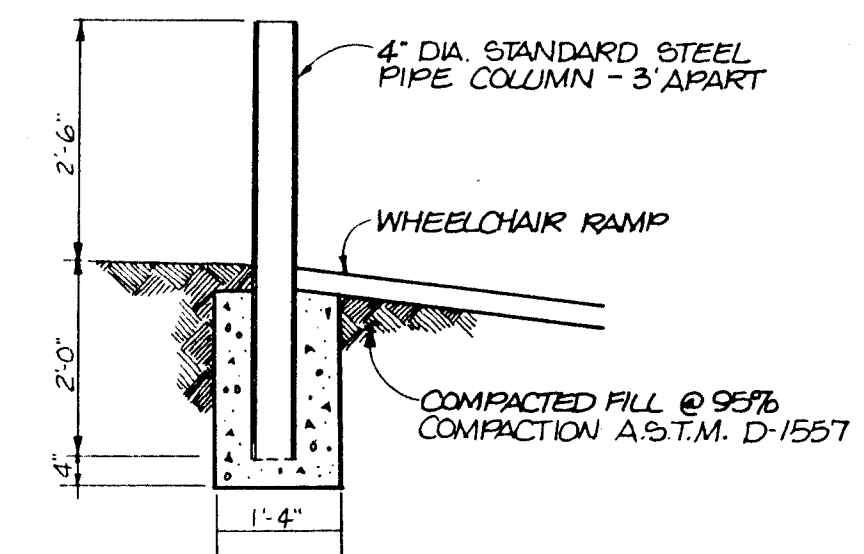
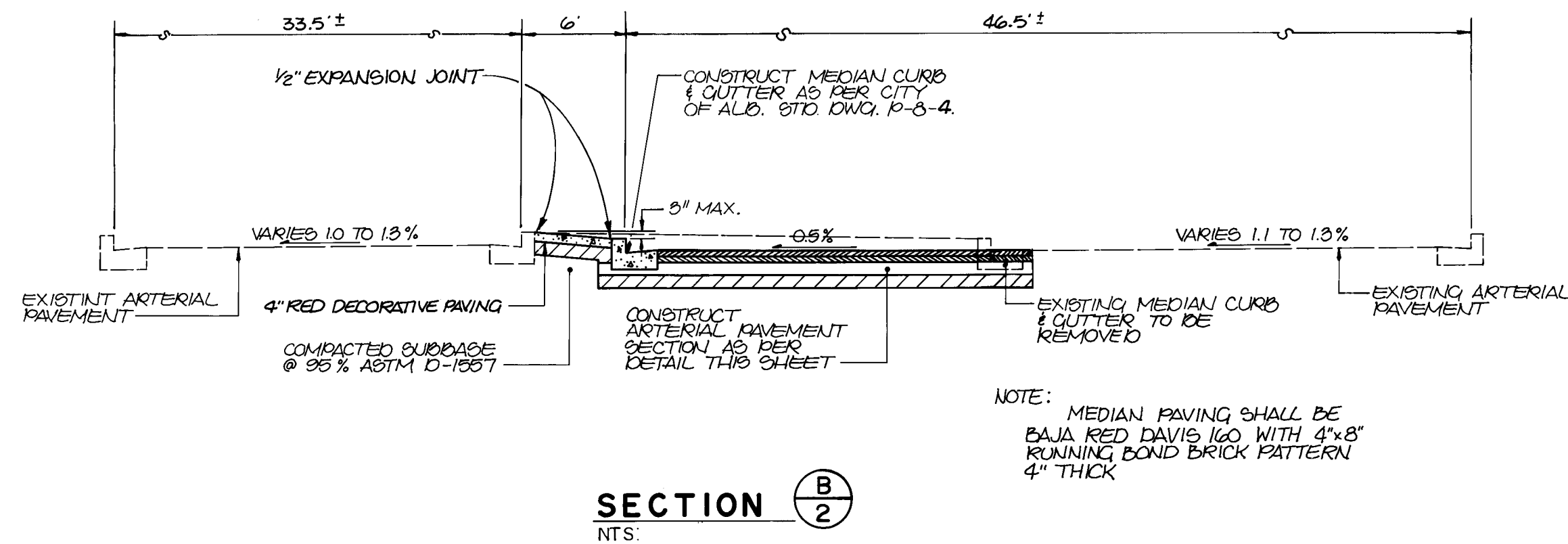
REMARKS

REMARKS

REMARKS



NOTE: BARRICADE IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE 1978 EDITION OF THE UNIFORM TRAFFIC CONTROL DEVICES



NOTE: CONTRACTOR SHALL CONTACT CITY OF ALBUQUERQUE LIQUID WASTE OPERATIONS AT 766-7140 OR 823-4035 IN ADVANCE OF PLANNED WORK ON THIS MANHOLE TO COORDINATE SHUT-DOWN OF LIFT STATION.

② AS-BUILT CERTIFICATION

I, Thomas T. Mann, Jr., Registered Professional Engineer in the State of New Mexico, do hereby certify that these drawings represent the "as-built" conditions of this project to the best of my knowledge and belief.

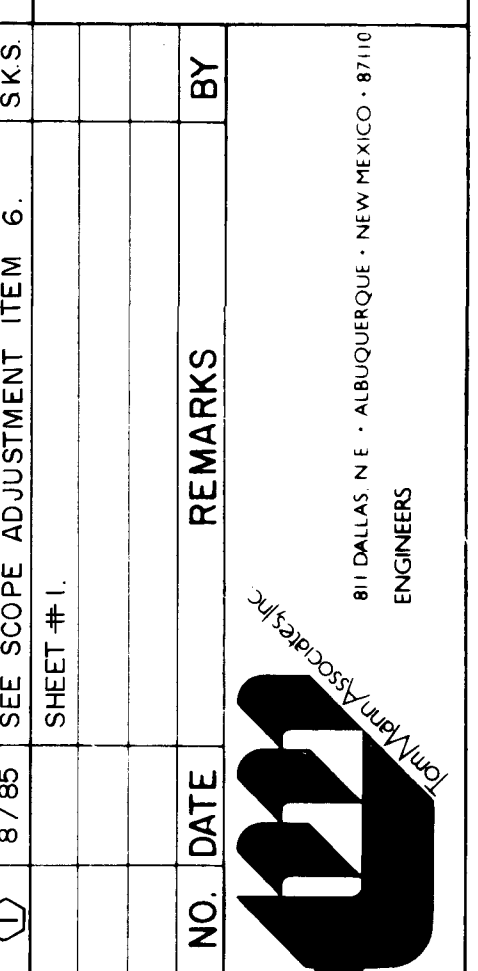
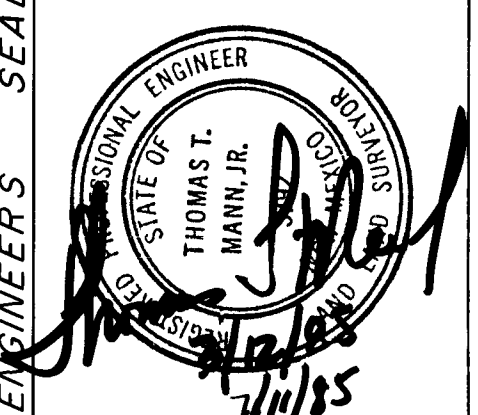
All vertical and horizontal dimensions should be field verified prior to construction of these projects.

THOMAS T. MANN, JR.
REGISTERED PROFESSIONAL ENGINEER
STATE OF NEW MEXICO
No. 3792
7-17-86

PAVEMENT SECTION
NTS.

NOTE: NO CTB CONSTRUCTION SHALL BE ALLOWED ON THIS PROJECT. CONTRACTOR SHALL CONSTRUCT A.T.B. OPTION

AS BUILT INFORMATION				BENCH MARKS				SURVEY INFORMATION				ENGINEER'S SEAL				REMARKS			
CONTRACTOR	WORK	DATE	NO.	CONTRACTOR	WORK	DATE	NO.	CONTRACTOR	WORK	DATE	NO.	CONTRACTOR	WORK	DATE	NO.	CONTRACTOR	WORK	DATE	NO.
INSPECTED BY	DATE	NO.		INSPECTED BY	DATE	NO.		INSPECTED BY	DATE	NO.		INSPECTED BY	DATE	NO.		INSPECTED BY	DATE	NO.	
FIELD ACCEPTANCE BY	DATE	NO.		FIELD ACCEPTANCE BY	DATE	NO.		FIELD ACCEPTANCE BY	DATE	NO.		FIELD ACCEPTANCE BY	DATE	NO.		FIELD ACCEPTANCE BY	DATE	NO.	
DRAWINGS BY	DATE	NO.		DRAWINGS BY	DATE	NO.		DRAWINGS BY	DATE	NO.		DRAWINGS BY	DATE	NO.		DRAWINGS BY	DATE	NO.	
CHECKED BY	DATE	NO.		CHECKED BY	DATE	NO.		CHECKED BY	DATE	NO.		CHECKED BY	DATE	NO.		CHECKED BY	DATE	NO.	
RECORDED BY	DATE	NO.		RECORDED BY	DATE	NO.		RECORDED BY	DATE	NO.		RECORDED BY	DATE	NO.		RECORDED BY	DATE	NO.	



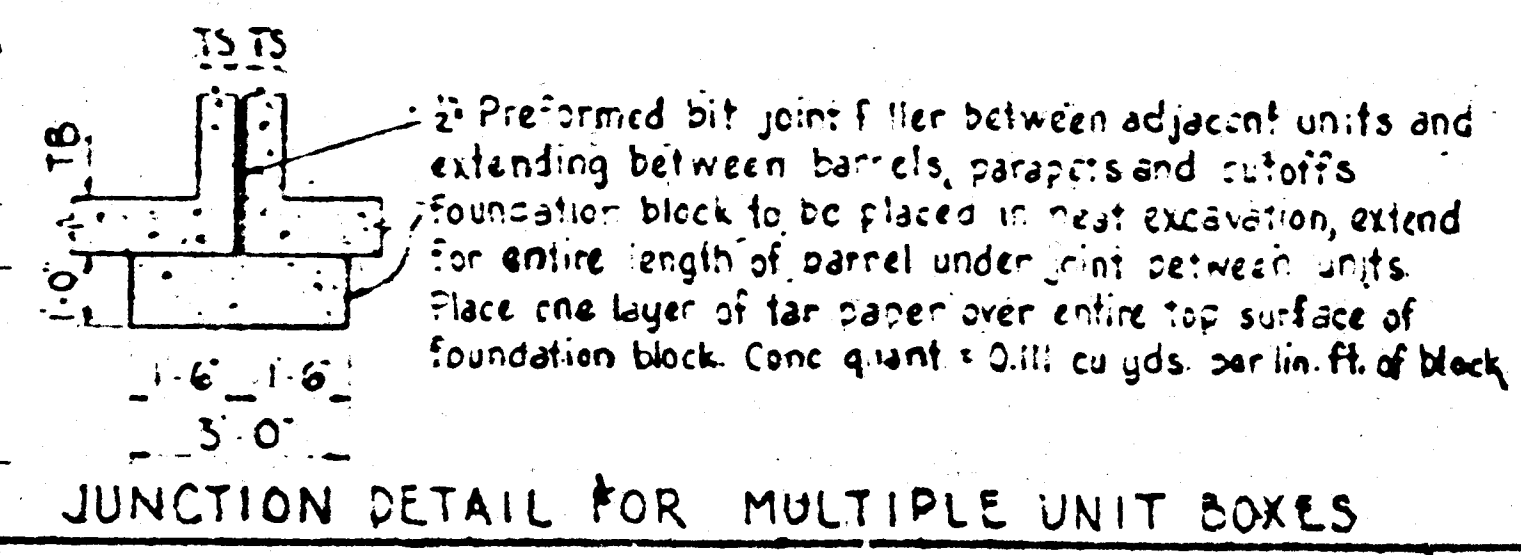
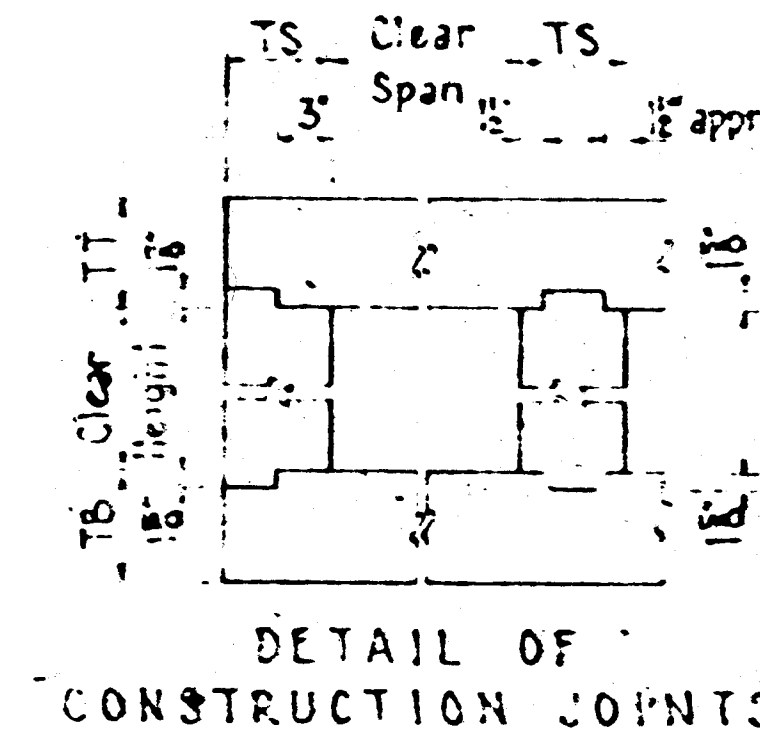
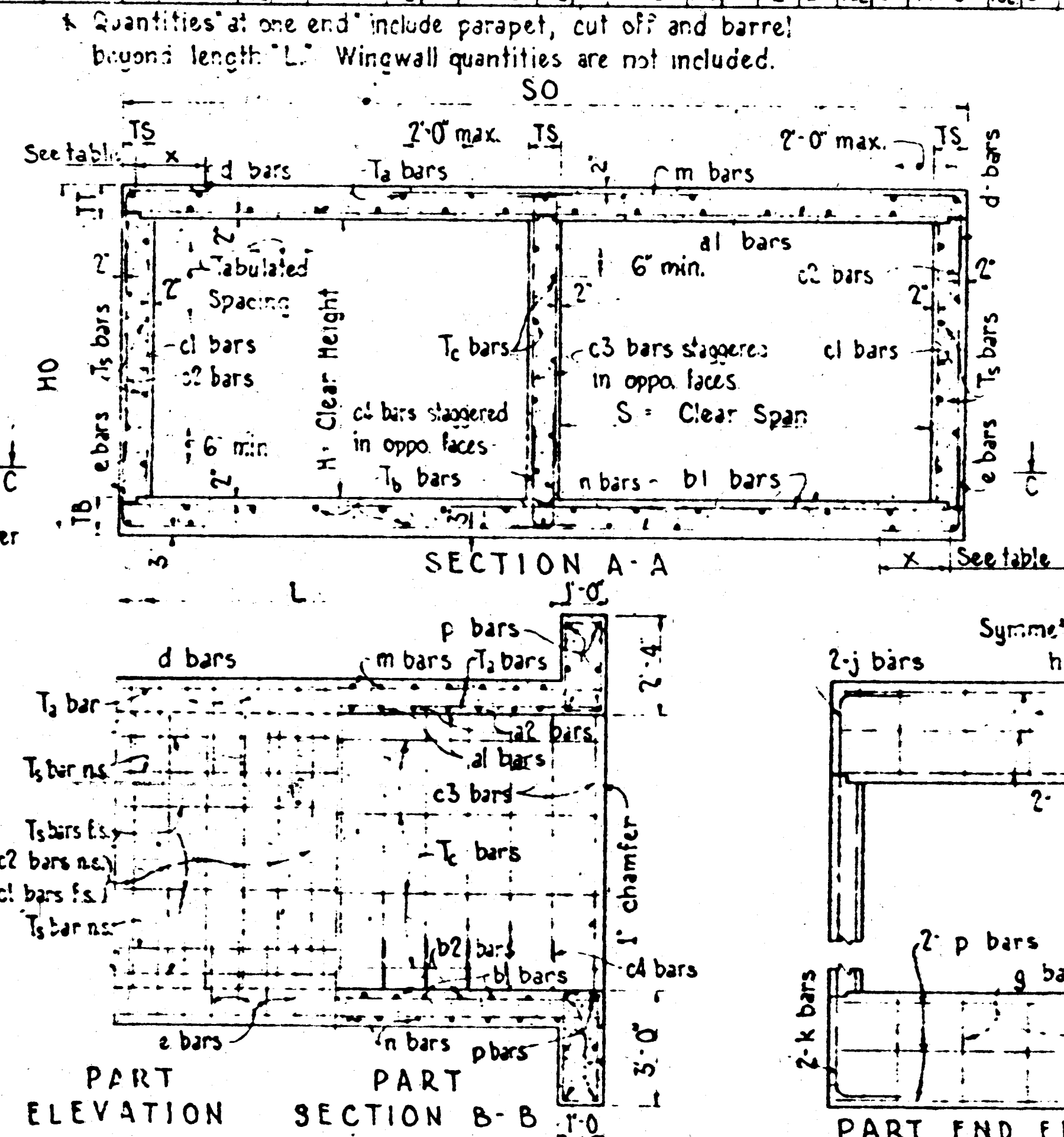
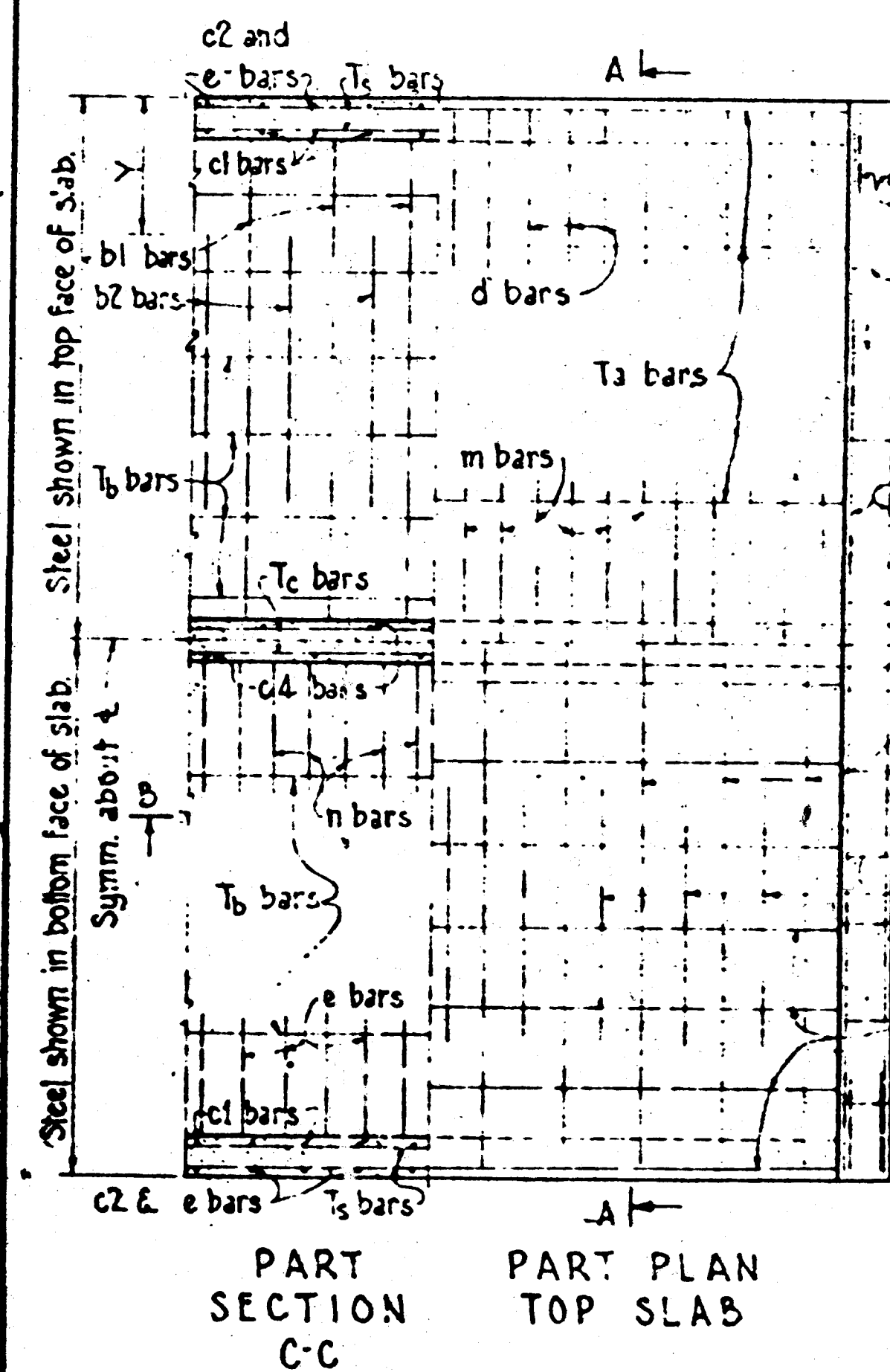
26 19870626

CITY OF ALBUQUERQUE MUNICIPAL DEVELOPMENT DEPARTMENT ENGINEERING DIVISION				TITLE: NEW YORK AND CENTRAL CHANNELIZATION DETAILS			
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER
City Engineer	<i>[Signature]</i>	4/22/85	Liquid Waste	<i>[Signature]</i>	4/22/85	City Engineer	<i>[Signature]</i>
A.C.E. - Design	<i>[Signature]</i>	4/22/85	Traffic	<i>[Signature]</i>	4/22/85	A.C.E. - Design	<i>[Signature]</i>
Hydrology	<i>[Signature]</i>	4/22/85	Water	<i>[Signature]</i>	4/22/85	Hydrology	<i>[Signature]</i>
DRAWING NO.	1987	MAP NO.	J-12	SHEET	6	OF	13

APPROVED FOR
CONSTRUCTION
CITY ENGINEER DATE

CLEAR SPAN	CLEAR HEIGHT	C L M E N S I O N S							R U A N . F L O S		K L I N Z F U K C I N G U																D A K U																															
		TT	TS	TB	SO	HO	Y	Z	Per Linear Ft.		At One End		a1		a2		b1		b2		c1		c2		c3		c4		m		n		d		e		Ta		Tb		Tc		Ts		g													
									Reinf. Steel Lbs./Lin. Ft.	Concrete Cu.Yd./Lin. Ft.	Reinforcing Steel-Lbs. Conc. Yds.	Size	Length	Spacing	Size	Length	Spacing	Size	Length	Spacing	Size	Length	Spacing	Size	Length	Spacing	Size	Length	Spacing	Size	Length	Spacing	Size	Length	Spacing	Size	Length	Spacing	No.	Size	Spacing	No.	Size	Spacing		No.	Size	Spacing	No.	Size	Spacing							
4	2	6 1/2	6	7	9'-6"	3'-1 1/2	—	—	77.2	0.507	239	1.99	6	9'-3"	9	—	none	—	4	9'-3"	12	—	none	—	none	none	4	2'-3"	12	4	2'-6"	12	5	4'-6"	9	5	4'-6"	12	13	4'-18"	13	4'-18"	3	4'-18"	4	4'-18"	6											
	3	7	6	7	9'-6"	4'-2"	—	—	80.9	0.577	245	2.05	6	9'-3"	9	—	none	—	4	3'-3"	12	—	none	—	none	none	4	2'-9"	12	4	2'-9"	12	5	4'-6"	9	5	4'-6"	12	13	4'-18"	13	4'-18"	4	4'-22"	4	4'-18"	6											
	4	7	6	7	9'-6"	5'-2"	—	—	86.4	0.633	247	2.10	6	9'-3"	9	—	none	—	4	9'-3"	12	—	none	—	none	none	4	3'-3"	12	4	2'-9"	12	5	4'-6"	9	5	4'-6"	12	13	4'-18"	13	4'-18"	5	4'-18"	6	4'-18"	6											
6	2	7 1/2	6	7 1/2	13'-6"	3'-3"	1'-4"	—	116.2	0.736	316	2.78	6	13'-3"	7 1/2	—	none	—	4	13'-3"	13	4	4'-3"	13	none	none	5	2'-6"	14	5	2'-6"	14	5	3'-3"	6 1/2	5	3'-3"	6 1/2	16	4'-18"	16	4'-18"	3	4'-18"	4	4'-18"	8											
	3	7 1/2	6	7 1/2	13'-6"	4'-3"	1'-4"	—	120.3	0.792	322	2.84	6	13'-3"	7 1/2	—	none	—	4	13'-3"	13	4	4'-3"	13	none	none	5	3'-3"	14	5	2'-9"	14	5	4'-3"	9 1/2	5	5'-6"	6 1/2	5	4'-3"	1'-9"	9	4	4'-0"	1'-8"	9	16	4'-18"	16	4'-18"	4	4'-3"	4	4'-22"	8			
	4	7 1/2	6	7 1/2	13'-6"	5'-3"	1'-4"	—	123.4	0.847	331	2.89	6	13'-3"	7 1/2	—	none	—	4	13'-3"	13	4	4'-3"	13	none	none	5	4'-3"	15	5	3'-0"	15	5	4'-3"	10	5	5'-6"	6 1/2	5	4'-3"	1'-9"	10	4	4'-6"	1'-8"	10	16	4'-18"	16	4'-18"	5	4'-18"	6	4'-18"	8			
	5	7 1/2	6	7 1/2	13'-6"	6'-3"	1'-4"	—	132.5	0.903	340	2.95	6	13'-3"	7 1/2	—	none	—	4	13'-3"	13	4	4'-3"	13	none	none	5	5'-3"	15	5	3'-0"	15	5	4'-3"	10	5	5'-6"	6 1/2	5	4'-3"	1'-9"	10	4	4'-6"	1'-8"	10	16	4'-18"	16	4'-18"	8							
8	6	7 1/2	6	7 1/2	13'-6"	7'-3"	1'-4"	—	138.4	0.958	374	3.01	6	13'-3"	7 1/2	—	none	—	4	13'-3"	13	4	4'-3"	13	none	none	5	6'-3"	15	5	3'-0"	15	5	4'-3"	10	5	5'-6"	6 1/2	6	6'-0"	1'-9"	10	4	4'-6"	1'-8"	10	16	4'-18"	16	4'-18"	8							
	4	8	6	8 1/2	17'-6"	5'-4"	1'-6"	1'-3"	176.5	1.113	553	3.68	6	17'-3"	18	6	6'-6"	18	4	17'-3"	11	4	6'-0"	11	none	none	6	3'-9"	16	6	3'-9"	16	6	5'-6"	7	6	6'-9"	7	6	5'-6"	1'-11"	11	5	4'-6"	1'-10"	11	24	4'-15"	22	4'-15"	5	4'-18"	6	4'-18"	12			
	5	8	6	8 1/2	17'-6"	6'-4"	1'-4"	0'-9"	193.7	1.169	559	3.74	6	17'-3"	14	7	7'-6"	14	4	17'-3"	14	5	6'-3"	14	none	none	5	5'-0"	16	5	3'-0"	16	6	6'-3"	7 1/2	6	7'-9"	7	6	5'-9"	2'-0"	11	5	5'-9"	2'-0"	11	27	4'-15"	25	4'-16"	7	4'-18"	8	4'-18"	12			
	6	8	6	8 1/2	17'-6"	7'-4"	1'-4"	—	238.3	1.225	571	3.80	7	17'-3"	8	7	7'-6"	10	4	17'-3"	10	4	6'-6"	10	none	4	10	5	6'-0"	16	5	3'-0"	16	6	7'-0"	8	7	7'-9"	7	6	4'-6"	2'-1"	10	5	4'-0"	1'-10"	10	29	4'-14"	25	4'-16"	9	4'-18"	10	4'-18"	12		
10	7	8	7	8 1/2	17'-9"	8'-4"	1'-6"	1'-0"	224.5	1.358	608	3.97	6	17'-3"	14	1	7'-6"	14	5	6'-3"	14	4	18	5	15	5	6'-0"	16	5	3'-0"	16	6	7'-0"	7 1/2	7	7'-9"	9	6	5'-3"	2'-6"	11	6	5'-3"	2'-6"	15	29	4'-14"	25	4'-16"	9	4'-18"	10	4'-18"	12				
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	4	9	6 1/2	10	21'-7 1/2	5'-7"	1'-8"	1'-6"	240.9	1.509	796	4.51	5	21'-3"	8 1/2	5	8'-0"	8 1/2	4	21'-3"	12	5	7'-9"	12	none	none	6	4'-9"	16	6	3'-0"	16	3	9'-9"	0	10	8	8'-6"	10	6	5'-3"	2'-0"	13	5	5'-3"	2'-0"	10	32	4'-12"	32	4'-12"	5	4'-18"	6	4'-18"	14		
	5	9	6	10	21'-6"	6'-7"	1'-6"	1'-6"	252.9	1.539	828	4.53	6	21'-3"	12	6	8'-0"	12	4	21'-3"	12	5	8'-0"	12	none	none	5	5'-6"	11 1/2	5	3'-0"	12	7	9'-3"	7 1/2	7	8'-3"	5	7	6'-0"	2'-3"	12	6	6'-0"	2'-3"	12	32	4'-12"	32	4'-12"	7	4'-18"	8	4'-18"	14			
12	6	9	6	10	21'-6"	7'-7"	1'-6"	1'-6"	251.9	1.594	827	4.59	5	21'-3"	12	6	8'-0"	12	4	21'-3"	12	5	8'-0"	12	none	none	4	6'-0"	7 1/2	4	3'-0"	7 1/2	7	8'-3"	7 1/2	7	8'-3"	7 1/2	7	5'-3"	2'-5"	12	6	8'-3"	2'-6"	12	29	4'-14"	25	4'-18"	9	4'-18"	10	4'-18"	14			
	7	9	7	10	21'-9"	8'-7"	1'-6"	1'-0"	285.4	1.729	855	4.76	5	21'-6"	14	7	8'-9"	14	4	21'-6"	14	5	8'-0"	14	none	4	12	5	7'-3"	8 1/2	5	3'-0"	8 1/2	7	8'-9"	7 1/2	7	7'-9"	7 1/2	7	7'-0"	3'-0"	12	6	6'-0"	2'-9"	12	24	5'-18"	24	4'-18"	9	4'-18"	10	4'-18"	14		
	8	9	8	10	22'-0"	9'-7"	1'-6"	—	289.8	1.883	881	4.94	7	21'-9"	9	—	none	—	5	21'-9"	16	6	8'-9"	16	4	18	4	12	5	8'-0"	8	4	3'-0"	8	7	9'-0"	8	7	7'-0"	8	7	7'-6"	3'-6"	12	6	6'-0"	2'-9"	12	25	5'-18"	24	4'-18"	11	4'-18"	20	4'-18"	14	
	9	9	8	10	22'-0"	10'-7"	1'-6"	—	312.2	1.957	919	5.04	7	21'-9"	9	—	none	—	5	21'-9"	15	5	8'-3"	15	4	17	4	13	5	9'-3"	12	5	3'-0"	12	7	9'-3"	8	7	7'-9"	7 1/2	7	7'-6"	3'-6"	11 1/2	7	6'-6"	3'-0"	13	25	5'-18"	24	4'-18"	12	4'-18"	20	4'-18"	14	
14	10	9	9	10	22'-3"	11'-7"	1'-6"	—	325.9	2.138	884	5.23	7	22'-0"	9	—	none	—	5	22'-0"	18	6	8'-6"	18	4	15	4	10	4	10'-0"	9	4	3'-0"	9	5	9'-6"	10 1/2	8	5'-6"	9 1/2	8	5'-0"	3'-9"	9	6	7'-0"	3'-3"	10	25	5'-18"	24	4'-18"	13	4'-18"	28	4'-18"	14	
	11	9	9	10	22'-3"	12'-7"	1'-6"	1'-0"	332.7	2.221	953	5.39	5	22'-0"	11	6	8'-9"	11	5	22'-0"	14	5	8'-3"	14	4	12	4	12	5	11'-3"	15	5	3'-0"	15	7	10'-0"	7 1/2	7	8'-3"	7	7	7'-6"	3'-6"	12	7	6'-9"	3'-3"	12	25	5'-18"	24	4'-18"	15	4'-18"	30	4'-18"	14	
	12	9	9	10	22'-3"	13'-7 1/2	1'-6"	1'-9"	373.2	2.339	954	5.54	5	22'-0"	14	7	8'-0"	14	4	22'-0"	15	6	8'-3"	15	5	14	4	8	7	13'-0"	14	7	3'-3"	14	7	10'-3"	8	7	8'-3"	7	7	7'-3"	3'-4"	8	6	7'-3"	3'-4"	8	30	4'-14"	25	4'-18"	15	4'-18"	30	4'-18"	14	
	10	10 1/2	8	11 1/2	26'-0"	9'-10"	2'-2"	1'-11"	342.6	2.358	1203	5.74	4	25'-9"	9	6	9'-6"	9	5	25'-3"	12	5	8'-9"	12	none	none	6	6'-9"	16	6	3'-3"	16	8	9'-6"	8	8	9'-6"	8	6	6'-3"	2'-1"	8	5	6'-6"	2'-0"	8	36	4'-12"	32	4'-14"	7	4'-18"	8	4'-18"	16			
16	8	10 1/2	9	11 1/2	26'-3"	11'-10"	2'-0"	2'-0"	372.5	2.616	1254	6.05	5	26'-0"	13	7	9'-6"	13	5	26'-9"	12	5	9'-3"	12	4	12	5	12	5	10'-6"	13	5	3'-3"	13	7	9'-3"	6 1/2	7	9'-3"	6 1/2	7	7'-9"	2'-8"	11	6	9'-0"	3'-5"	11	36	4'-12"	32	4'-14"	11	4'-18"	20	4'-18"	16	
	10	10 1/2	9	11 1/2	26'-3"	13'-10"	1'-10"	2'-0"	423.4	2.782	1360	6.33	5	26'-0"	13	7	9'-6"	13	5	26'-0"	18	7	9'-9"	18	5	16	5	13	6	12'-9"	10	6	3'-3"	10	7	9'-3"	6 1/2	7	9'-3"	6 1/2	7	7'-9"	3'-9"	3	8	7'-6"	2'-6"	13	36	4'-12"	30	4'-18"	15	4'-18"	30	4'-18"	16	
	8	12 1/2	8	13	30'-0"	10'-1 1/2	3'-1"	2'-2"	428.9	2.954	1686	6.53	5	29'-9"	12	7	11'-3"	12	5	29'-9"	13	6	9'-3"	13	4	18	none	5	8'-9"	14	5	3'-3"	14	5	14	5	12'-0"	7	8	12'-0"	7	8	10'-3"	4'-0"	13	7	8'-9"	3'-9"	13	32	5'-17"	38	4'-14"	11	4'-18"	20	4'-18"	20
	10	12	9	13	30'-3"	12'-1"	3'-1"	2'-2"	456.1	3.167	1729	6.84	5	30'-0"	12	7	11'-3"	12	5	30'-0"	12	6	9'-3"	12	4	18	6	11 1/2	5	10'-9"	14	5	3'-3"	14	8	11'-0"	7	8	10'-6"	7	8	8'-3"	4'-3"	13	7	7'-3"	4'-0"	11 1/2	32	5'-17"	39	4'-13"	13	4'-18"	26	4'-18"	20	
18	12	12	9	13	30'-3"	14'-1"	3'-1"	2'-2"	499.9	3.334	1777	7.12	5	30'-0"	12	7	11'-3"	12	5	30'-0"	10 1/2	5	9'-3"	10 1/2	4	18	6	10 1/2	5	12'-9"	14	5	3'-3"	14	8	11'-0"	7	8	10'-6"	7	8	8'-9"	4'-6"	12	32	5'-17"	38	4'-14"	13	4'-18"	26	4'-18"	20					
	14	12	10	13	30'-6"	16'-1"	3'-1"	2'-2"	553.1	3.650	1833	7.59	4	30'-3"	10 1/2	7	11'-3"	10 1/2	5	30'-3"	10 1/2	5	9'-3"	10 1/2	4	18	6	10 1/2	5	14'-9"	10 1/2	5	3'-3"	10																								

Designed by M.T.	10-50	Checked by WJC	10-60
Detailed by SFR	10-60	Checked by SFR	10-60



1. Workmanship and materials shall conform to New Mexico State Highway Commission Specifications.
 2. All concrete to be Class "A". Chamfer all exposed edges $\frac{3}{8}$ inch except as noted.
 3. All reinforcing steel to be deformed bars, intermediate grade, conforming to A.S.T.M. Specifications A-15 and A-305. All dimensions refer to $\frac{1}{2}$ of bar.
 4. T-bars may be spliced, when necessary, by lapping at least 20 bar diameters. Pay weight for reinforcing steel does not include splices. Cost of splice material to be included in unit price bid for reinforcing steel.
 5. Volume of concrete = (L) x (concrete quantity per lin. ft.) plus concrete at ends.
 6. Weight of reinforcing steel = (L) x (wt. of reinf. steel/lin. ft.) plus weight at ends.
 7. Place T₂-bars on a-bars and T₃-bars under b-bars, spaced as shown in the table. The remaining T₂- and T₃-bars are to be placed adjacent to d-, e-, m- and n-bars, as indicated in Section A-1.
 8. Place T₃-bars next to c1 bars, spaced as shown in the table. The remaining T₃-bars to be placed in sidewall next to c2, d- & e- bars. When c1 bars are not required place all T₃ bars next to c2, d- and e- bars.
 9. "Cover" is height of fill from top of box to finished grade.
- 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: ft = 3000 p.s.i., fc = 1200 psi.
fs = 20000 p.s.i., n = 10.

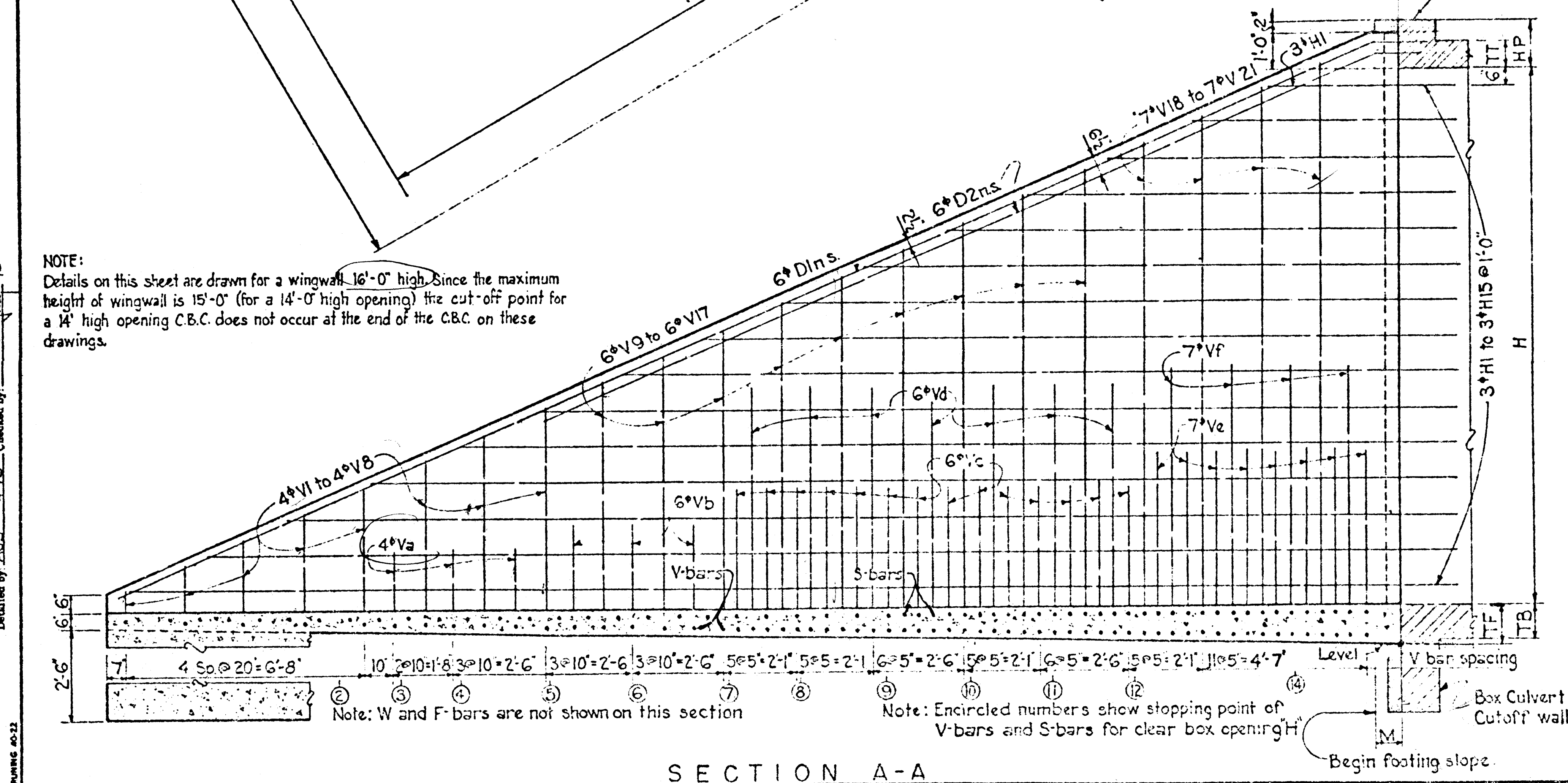
DESIGN DATA
 Design according to A.A.S.H.O Specifications, 1957.
 Live Load: H20-S16-44 & Interstate Alternate Loading
 Weight of fill on top of box: 84*/cu. ft.
 Horizontal Earth Pressure: 30*/cu ft, 2' surcharge
 Design Stresses: ft = 3000 p.s.i., fc = 1200 psi.
 fs = 20000 p.s.i., n = 10.

NEW MEXICO
STATE HIGHWAY DEPARTMENT
CONCRETE BOX CULVERT BARRELS
DOUBLE OPENING ~ NORMAL
DESIGN NO. 1
0 TO 5' COVER
Sheet 1 of 4
SERIAL CB-37

Designed by: P.M. 10-74
Checked by: A.S. 4-75
Detailed by: A.S. 4-75

PRINTING 40-22

NOTE:
Details on this sheet are drawn for a wingwall 16'-0" high. Since the maximum height of wingwall is 15'-0" (for a 14'-0" high opening) the cut-off point for a 14' high opening C.B.C. does not occur at the end of the C.B.C. on these drawings.



PLAN
Right wing shown; left wing opp hand.

5a Sb or Sc bars @ 10'
Embed 17 bar diam.
min. into barrel.

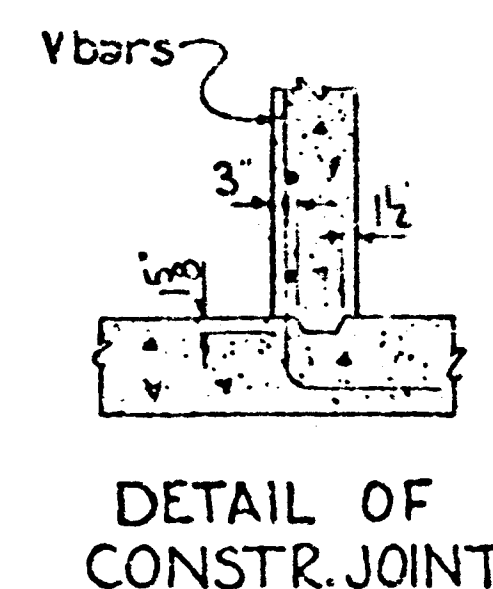
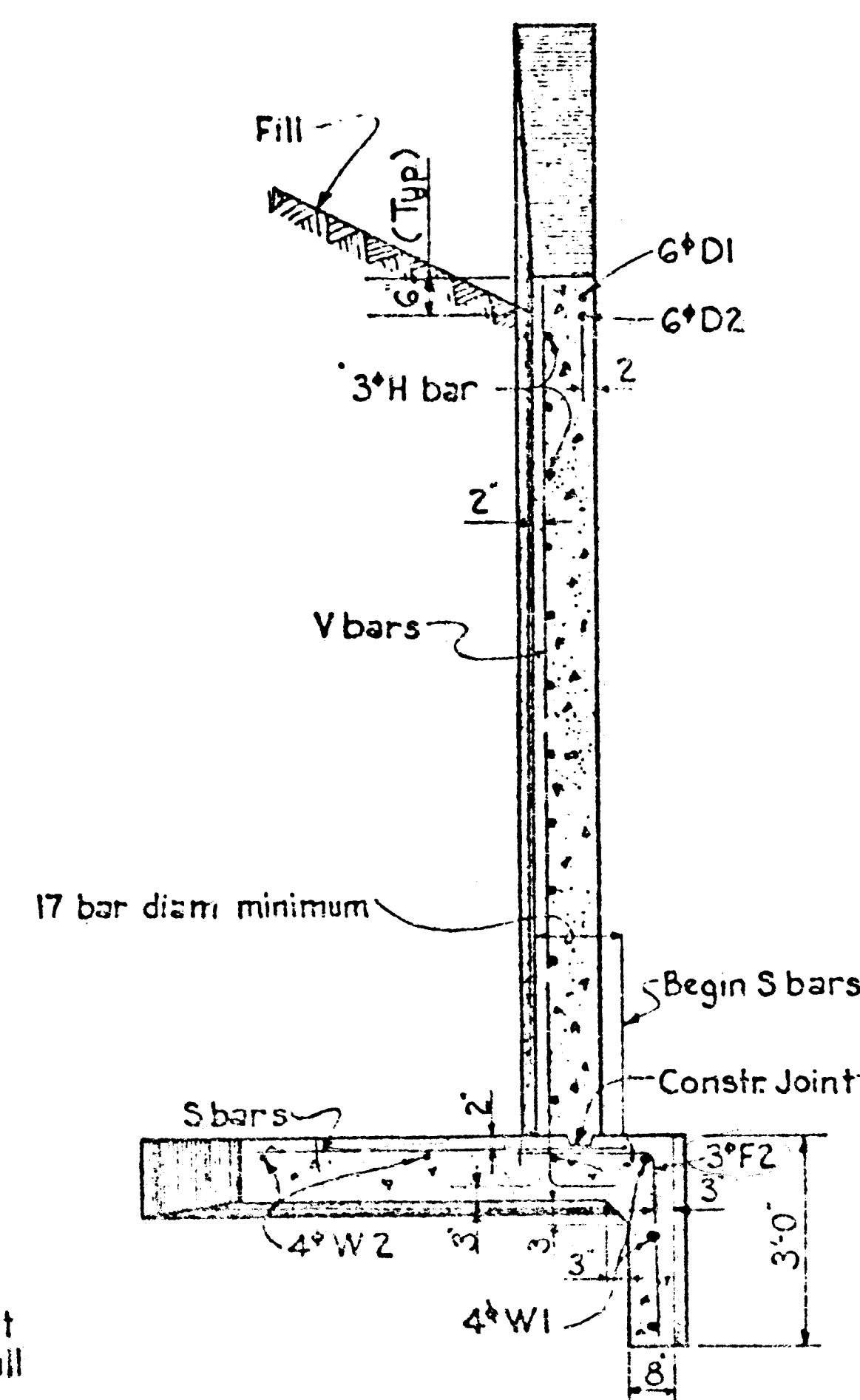
CTRS

REGION	STATE	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO		

WINGWALL DIMENSIONS													
H	2	3	4	5	6	7	8	9	10	11	12	14	
WL	6'-0"	8'-4"	10'-8"	12'-11"	15'-3"	17'-7"	19'-11"	22'-2"	24'-6"	26'-10"	29'-1"	33'-3"	
X	5'-3"	7'-3"	9'-3"	11'-3"	13'-3"	15'-3"	17'-3"	19'-3"	21'-3"	23'-3"	25'-3"	29'-3"	
Y	3'-0"	4'-2"	5'-4"	6'-6"	7'-7"	8'-9"	9'-11"	11'-1"	12'-3"	13'-5"	14'-7"	16'-10"	
TW	6'	6'	6'	6'	6'	6 1/2'	7 1/2'	8 1/2'	9'	10'	11'	1'-1"	
FF	8'	9'	10'	11'	1'-0"	1'-1 1/2'	1'-2 1/2'	1'-3 1/2'	1'-4 1/2'	1'-6"	1'-7"	1'-9"	
FB	1'-0 1/2'	1'-4 1/2'	1'-8 1/2'	2'-0 1/2'	2'-4 1/2'	2'-7 1/2'	2'-10 1/2'	3'-1 1/2'	3'-5"	3'-7 1/2'	3'-10 1/2'	4'-4 1/2'	
TF	7'	7 1/2'	8'	8 1/2'	9'	9 1/2'	10'	10 1/2'	11'	11 1/2'	1'-0"	1'-1"	
M	3 1/6'	3 1/6'	3 1/6'	3 1/6'	3 1/6'	3 3/8'	4 3/8'	4 5/8'	5 3/8'	5 3/4'	6 3/8'	7 1/2'	
TP	6 15/16'	6 15/16'	6 15/16'	6 15/16'	6 15/16'	7 1/2'	8 1/2'	9 1/2'	10 3/8'	11 9/16'	1'-0 1/2'	1'-3 1/2'	
FP	9 1/4'	10 13/16'	1'-0"	1'-1 1/8'	1'-2 1/8'	1'-4 1/8'	1'-5 5/8'	1'-6 9/16'	1'-7 3/4'	1'-9 3/8'	1'-10 1/8'	2'-0 1/4'	

* Note: Wingwalls may be built with a uniform thickness of TW throughout their entire length, providing vertical reinforcing in back face is kept 2" from back face of the concrete and the back of the footing is kept at least wide enough to prevent the wall from projecting beyond the footing and providing this modification is made at no additional cost to the state. Pay quantities to remain the same as shown on the standard plans.

Quantities for parapet and cut off wall are combined to make quantities for endwall.



NO.	DESCRIPTION	DATE	BY
1	REVISIONS (OR CHANGE NOTICES)		
2			
3			
4			
5			
6			

NEW MEXICO
STATE HIGHWAY DEPARTMENT

WINGWALLS FOR NORMAL
CONC. BOX CULVERTS

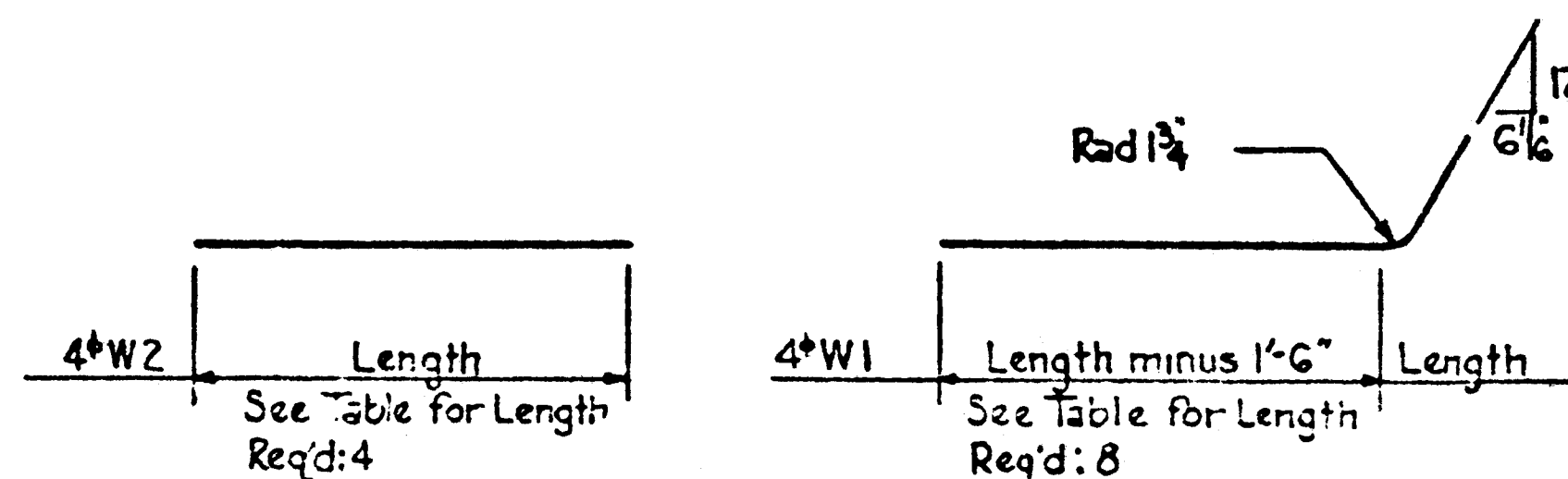
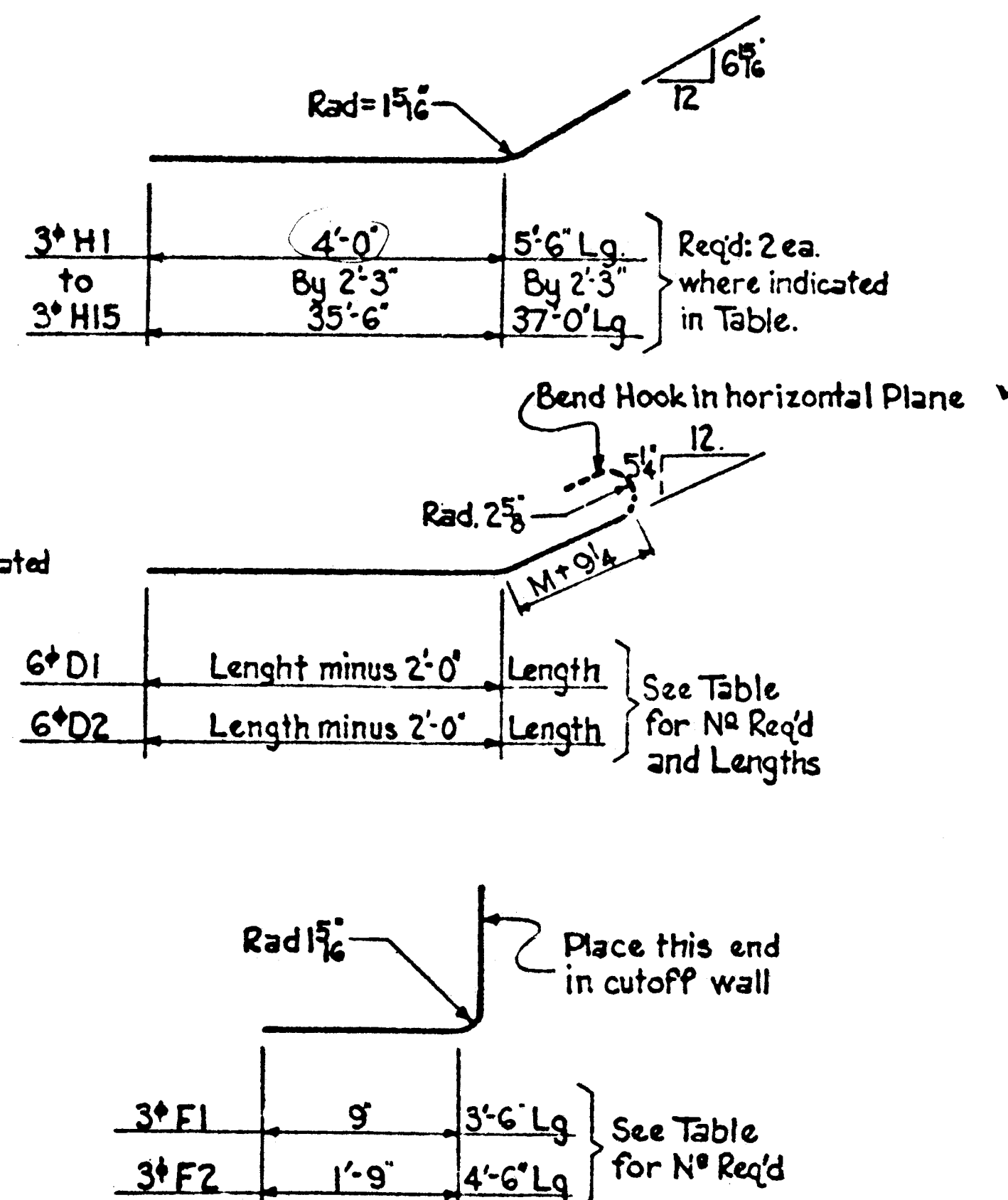
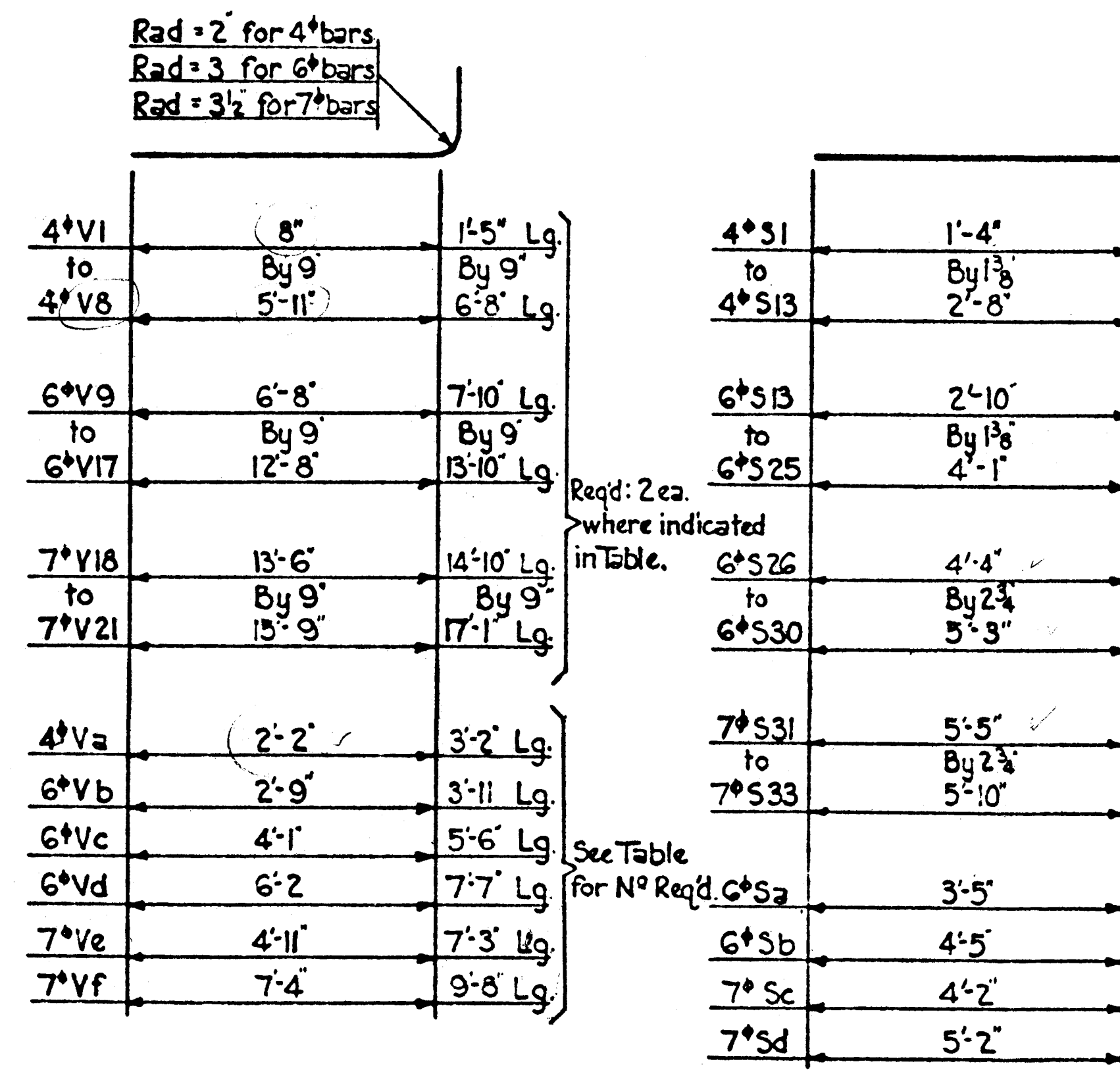
SHEET 1 of 2
SERIAL WSP-0

REINFORCING STEEL REQUIREMENTS																								QUANTITIES		H		
H	V1	V2	V3	V4	V5	V6	V7	H1	H2	6" D1	6" D2	3" S1	3" S2	3" S3	3" S4	3" S5	3" S6	3" S7	3" S8	3" S9	3" S10	Concrete	Rein. Steel					
	Bars	N°	N°	N°	N°	N°	N°	Bars	N°	Lgth	Lgth	Bars	N°	N°	N°	N°	N°	N°	N°	N°	N°	Lgth	Lgth	Cu Yd.	Lbs.			
2	1 to 4	0						1 to 2	2	8'-0"		1 to 6										14		8'-3"	5'-3"	1.61	119	2
3	1 to 5	2						1 to 3	2	10'-6"		1 to 8										20		10'-9"	7'-9"	2.46	196	3
4	1 to 6	4						1 to 4	2	13'-0"		1 to 11										26		13'-3"	10'-0"	3.48	261	4
5	1 to 8	6						1 to 5	2	15'-6"		1 to 14										32		15'-6"	12'-6"	4.65	352	5
6	1 to 9	6	4					1 to 6	2	18'-0"		1 to 16										36		18'-0"	14'-9"	6.00	462	6
7	1 to 11	6	6					1 to 7	2	20'-6"	2	16'-3"	1 to 19									42		20'-3"	17'-0"	7.65	664	7
8	1 to 12	6	6	6	2			1 to 8	2	23'-0"	2	18'-0"	1 to 22									42	6	22'-9"	19'-3"	9.76	858	8
9	1 to 13	6	6	10	6			1 to 9	2	25'-6"	2	20'-0"	1 to 25									42	12	25'-0"	21'-6"	12.22	1074	9
10	1 to 15	6	6	16	8			1 to 10	2	28'-0"	2	21'-9"	1 to 26	0	6	6						42	18	27'-6"	23'-9"	14.83	1346	10
11	1 to 16	6	6	22	10			1 to 11	2	30'-6"	2	23'-9"	1 to 27	0	10	6	6					42	22	29'-9"	26'-0"	18.08	1579	11
12	1 to 17	6	6	28	14			1 to 12	2	33'-0"	2	25'-6"	1 to 29	0	16	6	8					42	28	32'-0"	28'-3"	21.80	1852	12
14	1 to 20	6	6	28	14			1 to 14	2	38'-3"	2	29'-0"	1 to 32	0	20	0	8	4				42	40	37'-0"	32'-9"	31.68	2694	14

Note: Reinforcing steel requirements and quantities in the above table are tabulated for the two wings at one end of the culvert.

Note: The number of S₁, S₂, & S₃ bars shown in the upper portion of tabulation are to be placed in footing adjacent to barrel. Number shown in the lower portion of tabulation are to be placed adjacent to wing.

BAR BENDING DIAGRAMS



DESIGN DATA

Design according to AASHTO Specification, 1973.
Active earth pressure determined from Rankine's Formula.
Weight of earth: 120 lb/ft³
Fill Slope 2:1
Angle of internal friction: 34°
Design stresses: f_c = 3000 psi, f_t = 1200 psi, f_s = 2000 psi, n = 10.
Maximum computed footing pressure = 2 tons per sq. ft.

GENERAL NOTES

- Workmanship and materials shall conform to N.M.S.H. Dept. Std. Specifications for Road & Bridge Construction.
- All concrete shall be Class "A". Chamfer all exposed edges 3/4".
- All reinforcing steel shall conform to A.S.T.M. specification A615, grade 40.
- Reinforcing bars may be spliced where necessary to avoid excessive lengths of bars. Splices shall lap a minimum of 20 bar diameters. Pay weight of reinforcing steel does not include weight of splices. Cost of splice material shall be included in the unit price bid for reinforcing steel.
- Dimensions to reinforcing steel refer to 1/2" bar. Cut bars to nearest 1" length; use shorter length when detailed length falls at 1/2".
- Wingwalls are to be placed monolithic with barrel.

NEW MEXICO
STATE HIGHWAY DEPARTMENT

WINGWALLS FOR NORMAL
CONC. BOX CULVERTS

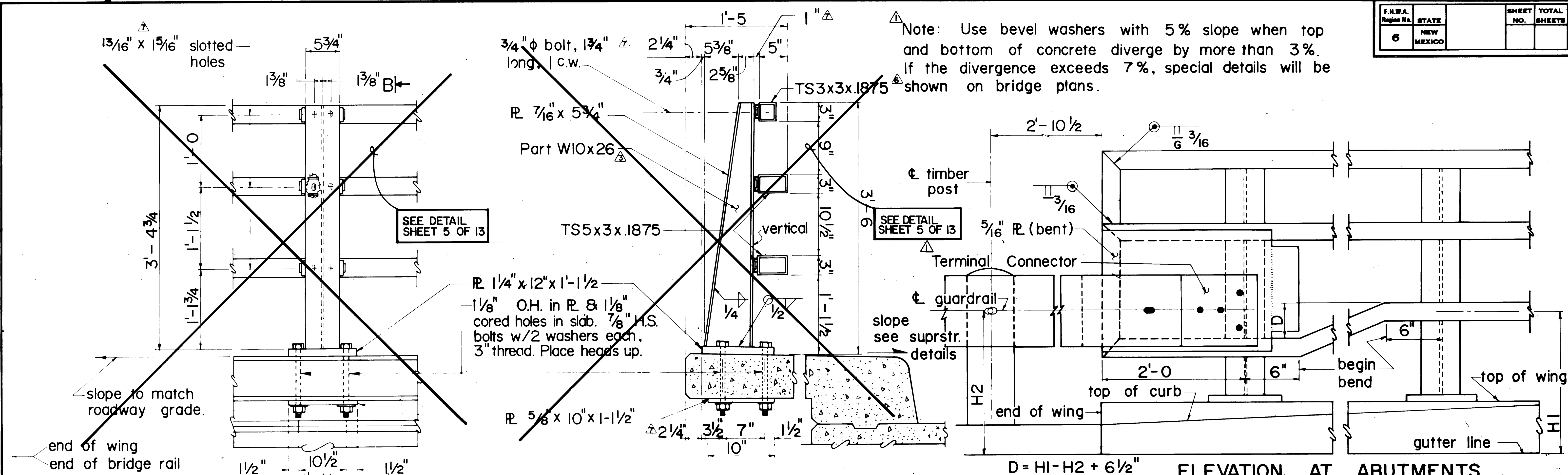
SHEET 2 of 2
SERIAL WSP-0

Approved: 2/22/75
By: Engineer

1987

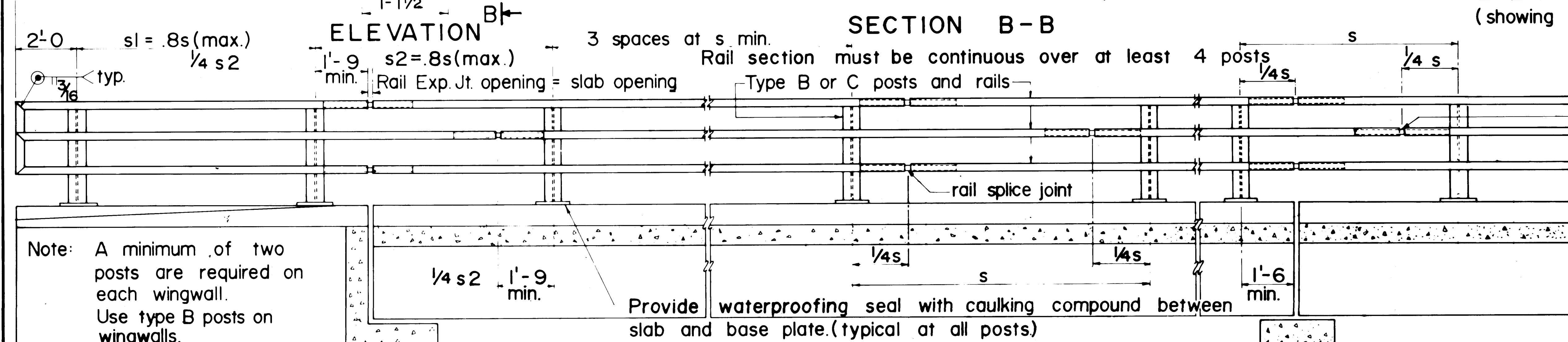
SHEET 9 OF 13

Designed By: P.H. 10-74
Checked By: PA. July 75
Detailed By: PA. July 75



ELEVATION AT ABUTMENTS

(showing guardrail connection) For details not shown see Sh.#1



— Rail expansion joint. Place near all piers in simple span bridges. Place at ends of continuous span units.

Serial BMR-001 must accompany this sheet.

	UPDATE TUBE SIZE	3-13-81	E.R.
	ADDED CROSS REFERENCE	2-4-80	E.R.
	CHANGED SERIAL DESIGNATION	10-26-79	E.R.
	UPDATE POST SIZES	7-12-78	J.A.
	CHANGED SHEET NUMBER	6-16-78	J.A.
	REVISE DIMENSIONS	3-13-81	E.R.
ITEM NO.	DESCRIPTION	DATE	BY

REVISIONS (OR CHANGE NOTICES)

NEW MEXICO
STATE HIGHWAY DEPARTMENT
METAL BRIDGE RAILING
TYPE B

DESIGNED BY <i>sfu</i>	APPROVAL <i>H. T. T. T. T.</i>	<i>3-16-7</i>
DRAWN BY <i>G.V.</i>	RECOMMENDED BRIDGE ENGINEER	DATE
CHECKED BY <i>M. G.</i>	APPROVED <i>Raymond L. T. T. T.</i>	<i>3-9-7</i>
	ENGINEER OF DESIGN	DATE

4 SERIAL BMR-003-07

1987

10 OF 13

* Basis for spacing shown on plans.
See note 6

Max. Δ S	Type of Steel	ASTM Desig.
7'-8	TS5 x 3 x 1875	TS3 x 3 x 1875
8'-10*	A501	A500 or A501
9'-10*	A500 Grade A	A500 or A501
	A500 Grade B	A500 or A501

$1\frac{1}{8}\phi$ O.H.
 slot out

$1\frac{1}{2}$ "

$2\frac{1}{2}$ "

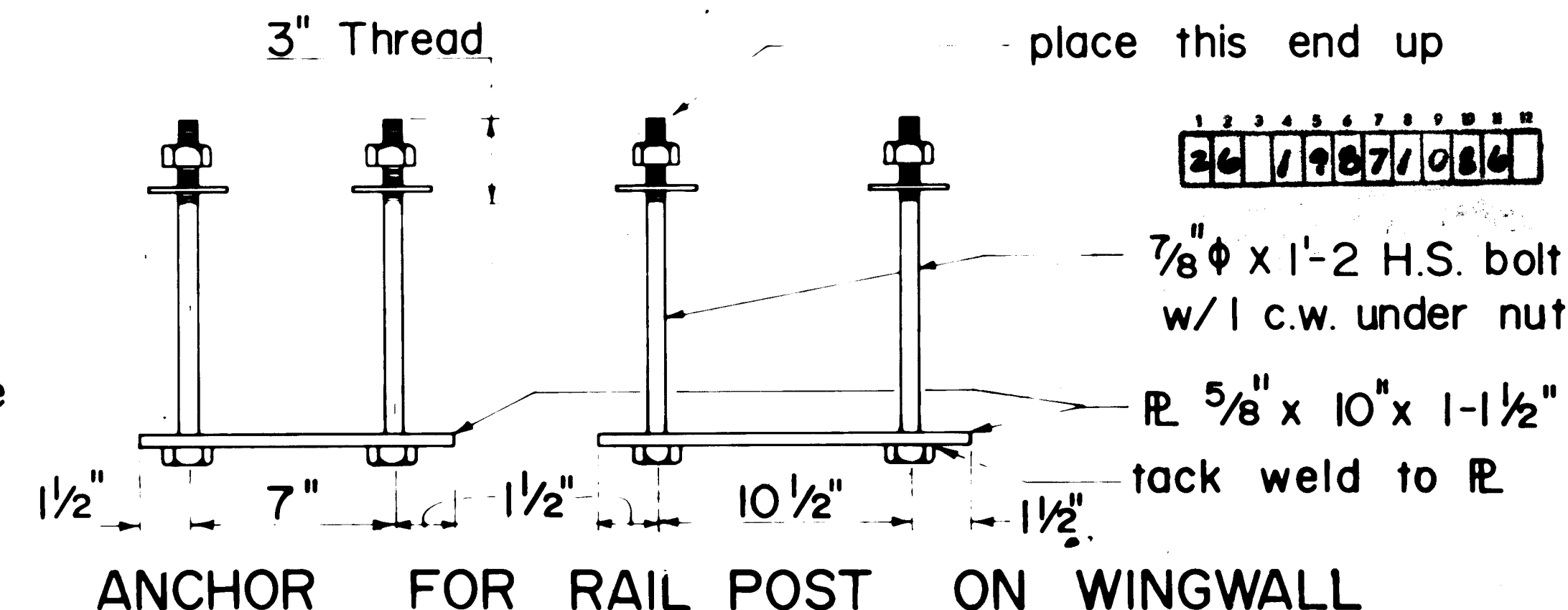
$4"$

$\frac{1}{16}"$

Bar $4" \times \frac{1}{16}"$

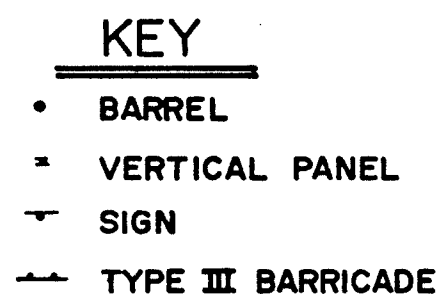
POST SHIMS ~ TYPE B RAIL

$P = 1'-1\frac{1}{2}$ & $1'-0 \sim Q = 10\frac{1}{2}$ & 7. One shim $P = 1'-1\frac{1}{2}$ & one shim $P = 1'-0$ for each Type B rail post. Post shims are to be used between post and concrete where necessary.



ANCHOR FOR RAIL POST ON WINGWALL

SCALE : 1" = 20'



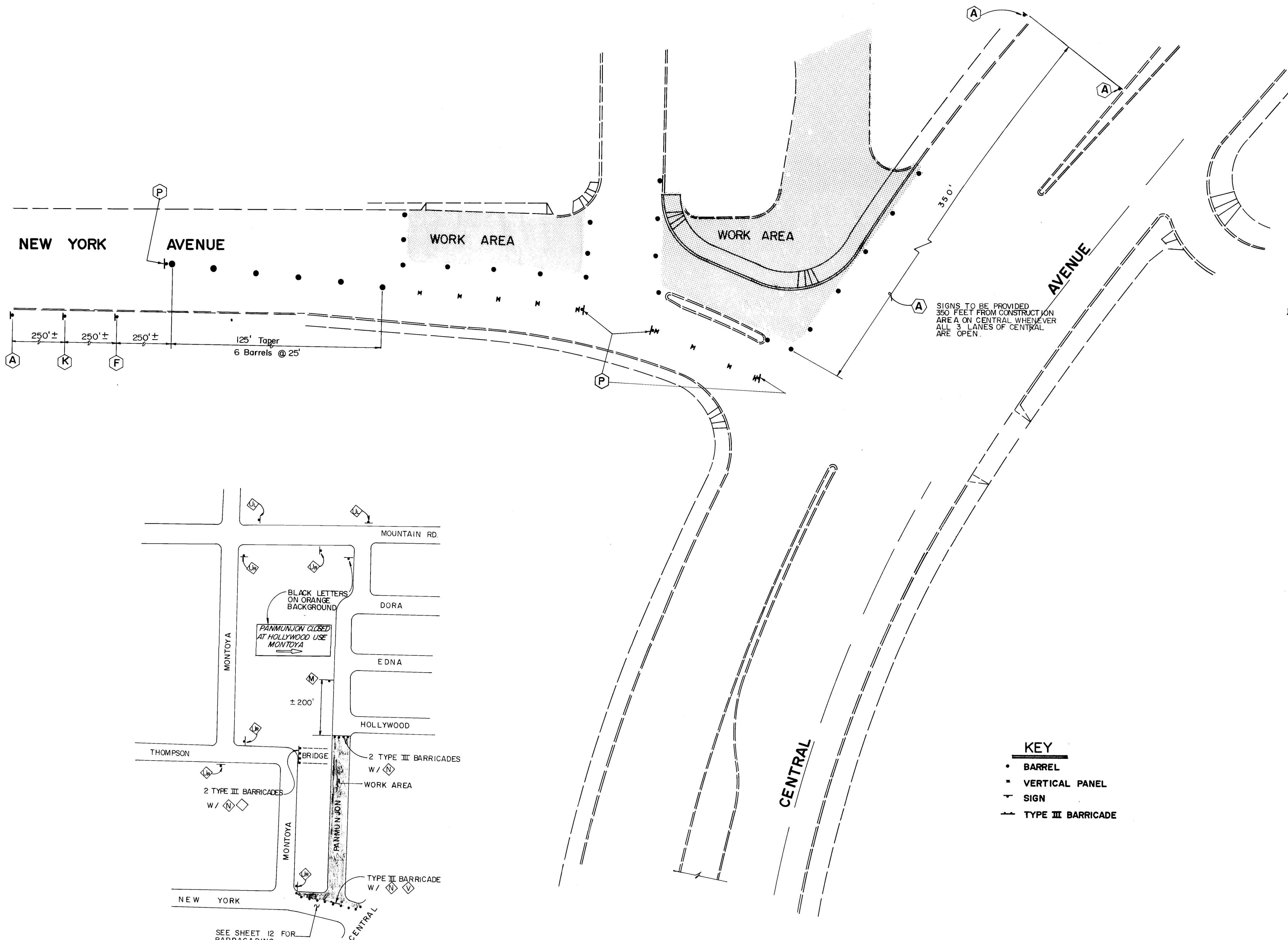
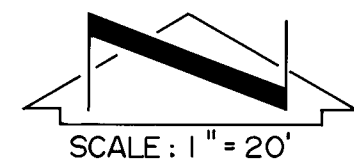
26 19871186



**APPROVED FOR
CONSTRUCTION**

CITY ENGINEER

CITY OF ALBUQUERQUE TRANSPORTATION DEPARTMENT ENGINEERING DIVISION					
TITLE: NEW YORK AND CENTRAL CHANNELIZATION TRAFFIC CONTROL PLAN					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	<i>[Signature]</i>	4/29/85	Liquid Waste	<i>[Signature]</i>	4/22/85
A C E - Design	<i>[Signature]</i>	4/15/85	Traffic	<i>[Signature]</i>	4/19/85
A C E - Hydrology	<i>[Signature]</i>	4/13/85	Water	<i>[Signature]</i>	4/22/85
DRAWING NO. 1987			SHEET 11 OF 13		



SIGNS TO BE PROVIDED
350 FEET FROM CONSTRUCTION
AREA ON CENTRAL WHENEVER
ALL 3 LANES OF CENTRAL
ARE OPEN.

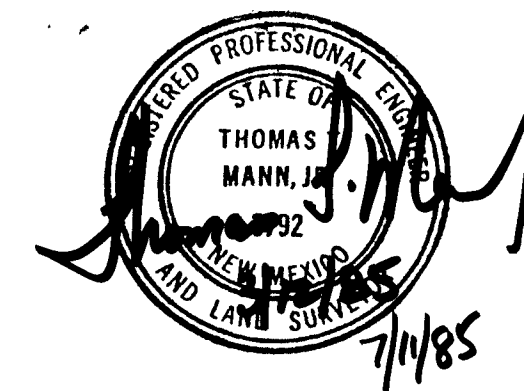
NOTES: Two-way traffic with two lanes open in each direction shall be maintained on Central Avenue at all times. Two-way traffic with one lane open in each direction must be maintained on New York Avenue west of Central at all times.

Phase 1. Maintain two way traffic on Montoya, Pannunjon at all times. Contractor may close a left lane on North bound Central and a left lane on South bound Central for a maximum of 10 working days in order to install the required utility relocations in Central, all median relocations in Central (except the median extension from St. 10+40 to St. 11+00), and all paving operations in the intersection (see typical left lane closure on sheet 13). Only after all work in the intersection has been completed may the contractor close a right lane on Central in each direction in order to complete the closure of New York to the East, the widening of New York to the West, and all drive pads on Central (see sheet 11). Construct Montoya from New York to Thompson including the valley gutters at Thompson.

Phase 2. Maintain two way traffic on Montoya. Close Pannunjon as shown on sheet 12. Construct the remaining portion of New York, the cul-de-sac, utilities in the area and the remaining paving on New York and Pannunjon. A right lane on South bound Central may be blocked for a maximum of 10 days in order to create a work area for installation of required curb, gutter, and pavement in Central. A left lane North bound along with the South bound turn bay on Central may be blocked for a maximum of 10 days in order to complete the median extension in Central. See sheet 13 for typical lane closures.

Phase 3. This phase includes the construction of the concrete box culvert and related drainage facilities, and the construction of paving above the box. Maintain the closure of Pannunjon. Phases 2 and 3 must both be completed within 90 days of commencement of construction of phase 2. Phase 3 shall not be constructed during the irrigation season, March through October 31.

- KEY
- BARREL
 - VERTICAL PANEL
 - SIGN
 - TYPE III BARRICADE



26- 1987/286

PHASE II
NTS

PHASE II

APPROVED FOR
CONSTRUCTION

CITY ENGINEER DATE

CITY OF ALBUQUERQUE TRANSPORTATION DEPARTMENT ENGINEERING DIVISION					
TITLE: NEW YORK AND CENTRAL CHANNELIZATION TRAFFIC CONTROL PLAN					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	<i>A.C. Hoge</i>	4/29/85	Liquid Waste	<i>R. Pano</i>	4/21/85
A.C.E - Design	<i>A.C. Hoge</i>	4/23/85	Traffic	<i>D. J. H. Homan</i>	4/1/85
A.C.E - Hydrology	<i>A.C. Hoge</i>	4/11/85	Water	<i>R. Pano</i>	4/21/85
DRAWING NO. 1987			SHEET 12 OF 13		

