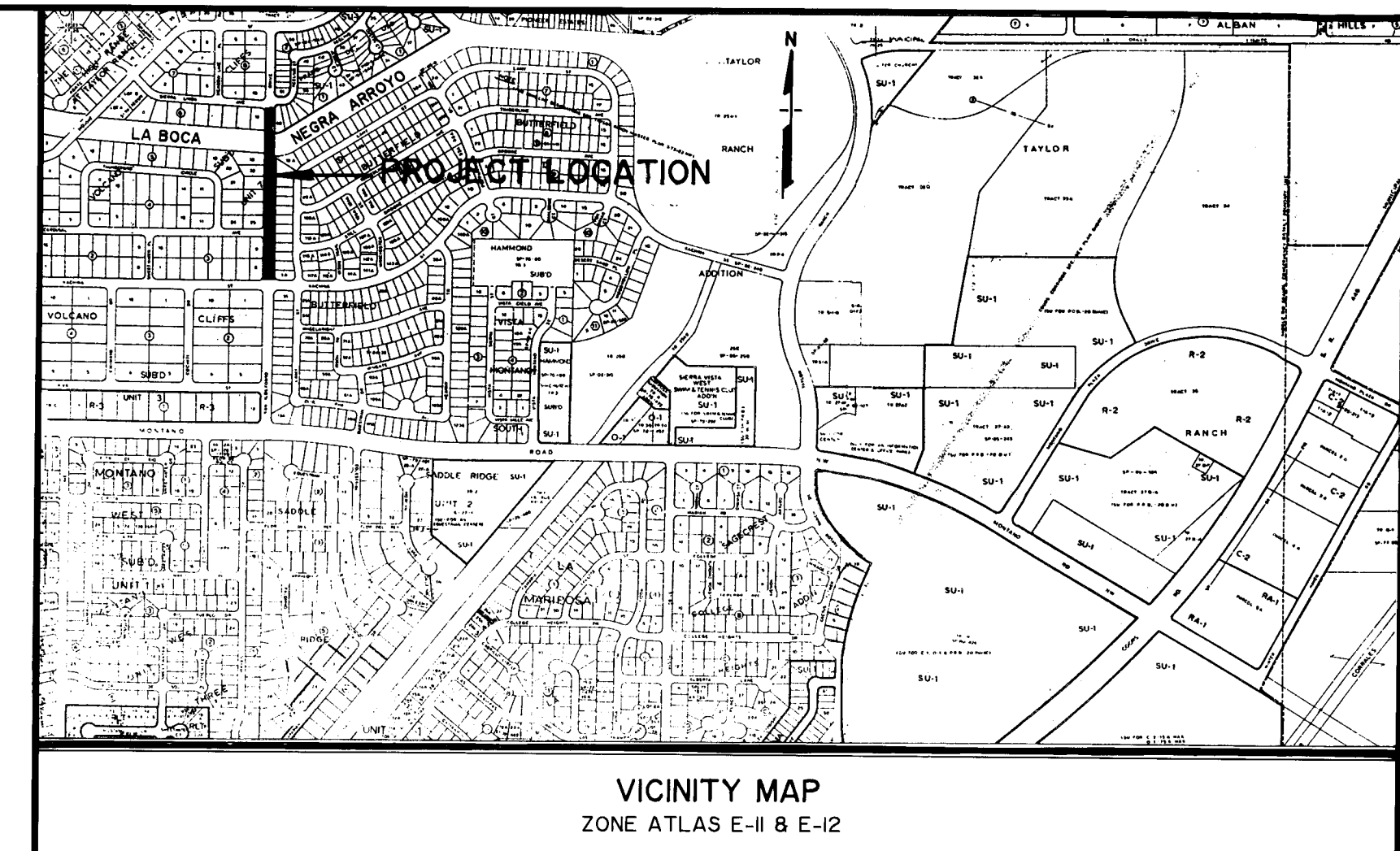


CITY OF ALBUQUERQUE

SAN ILDEFONSO DRIVE

CROSSING OF THE BOCA

NEGRA ARROYO

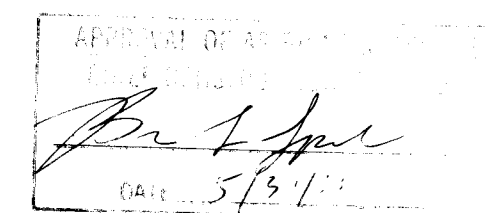


General Notes:

1. All work detailed on these plans to be performed under this Contract shall, except as otherwise stated or provided for in the Special Provisions of the Contract, be constructed in accordance with the City of Albuquerque Interim Standard Specifications - Public Works Construction - 1985 Edition.
2. Two (2) working days prior to any excavation, Contractor must contact Line Location Service, 765-1234, for locating of existing utilities.
3. Prior to construction, the Contractor shall excavate and verify the horizontal and vertical locations of all obstructions. Should a conflict exist, the Contractor shall notify the engineer so that the conflict can be resolved with minimum amount of delay.
4. All utilities and utility service lines shall be installed prior to paving.
5. Backfill compaction shall be according to specified street use.
6. Tack coat requirements shall be determined by the Field Engineer.
7. Sidewalks and wheelchair ramps within the curb returns shall be constructed wherever a new curb return is constructed.
8. If curb is depressed for a drivepad or handicap ramp, the drivepad or ramp shall be constructed prior to acceptance of the curb and gutter.
9. All storm drainage facilities shall be completed prior to final acceptance.
10. Disposal of all waste material shall be the responsibility of the Contractor as specified in Section 6.14 of the General Conditions in the City of Albuquerque Interim Standard Specifications - Public Works Construction - 1985 Edition.
11. Contractor shall obtain barricading permit prior to any work on San Ildefonso Drive.
12. See Bridge General Notes on Sheet 6.
13. During the month of July, August, September, the Contractor shall provide a Erosion & Diversion Plan for Safe Passage of the 10 year Design Storm Runoff.
14. Installation of utility sleeves through bridge piers and gasline hangers on bridge deck is to be incidental to construction and included in the cost of the appropriate bid items. Conduit materials for utility sleeves and bridge hangers are to be supplied by others.
15. Final location of utility sleeves through bridge piers will be determined by the field engineer after verification of existing utility locations. Following sleeve installations, contractor shall notify Mountain Bell and Jones Intercable to relocate their utilities. PNM is also to be contacted for their proposed utility location. Privately owned utility crews will be performing utility relocations within project area during contract time.
16. It will be the responsibility of the contractor to support all exposed utilities during trenching and excavation. Service shall be maintained at all times unless otherwise provided by the utility owner.

INDEX TO DRAWINGS

- 1) TITLE SHEET, VICINTY MAP, & GENERAL NOTES
- 2) EXISTING CONDITIONS & DETOUR
- 3) SAN ILDEFONSO PLAN & PROFILE
- 4) SAN ILDEFONSO STORM SEWER PLAN & PROFILE
- 5) STORM SEWER & STREET DETAILS
- 6) BRIDGE GENERAL NOTES & ESTIMATED QUANTITIES
- 7) STRUCTURE PLAN & PROFILE
- 8) SUPERSTRUCTURE DECK PLAN & SECTION
- 9) SUPERSTRUCTURE DETAILS
- 10) PIER DETAILS
- 11) ABUTMENT DETAILS
- 12) METAL BRIDGE RAILING, TYPE "C" NMSHD SERIAL
- 13) METAL BRIDGE RAILING NMSHD SERIAL
- 14) EXCAVATION AND BACKFILL FOR BRIDGES NMSHD SERIAL
- 14a) REINFORCED CONCRETE BRIDGE APPROACH SLABS, NMSHD SERIAL



AS BUILT, RECORD DRAWINGS

This Certification States That These Drawings Have Been Revised in Accordance With Information Furnished by the City of Albuquerque Surveyor And Inspector to Reflect the Construction as Actually Accomplished.

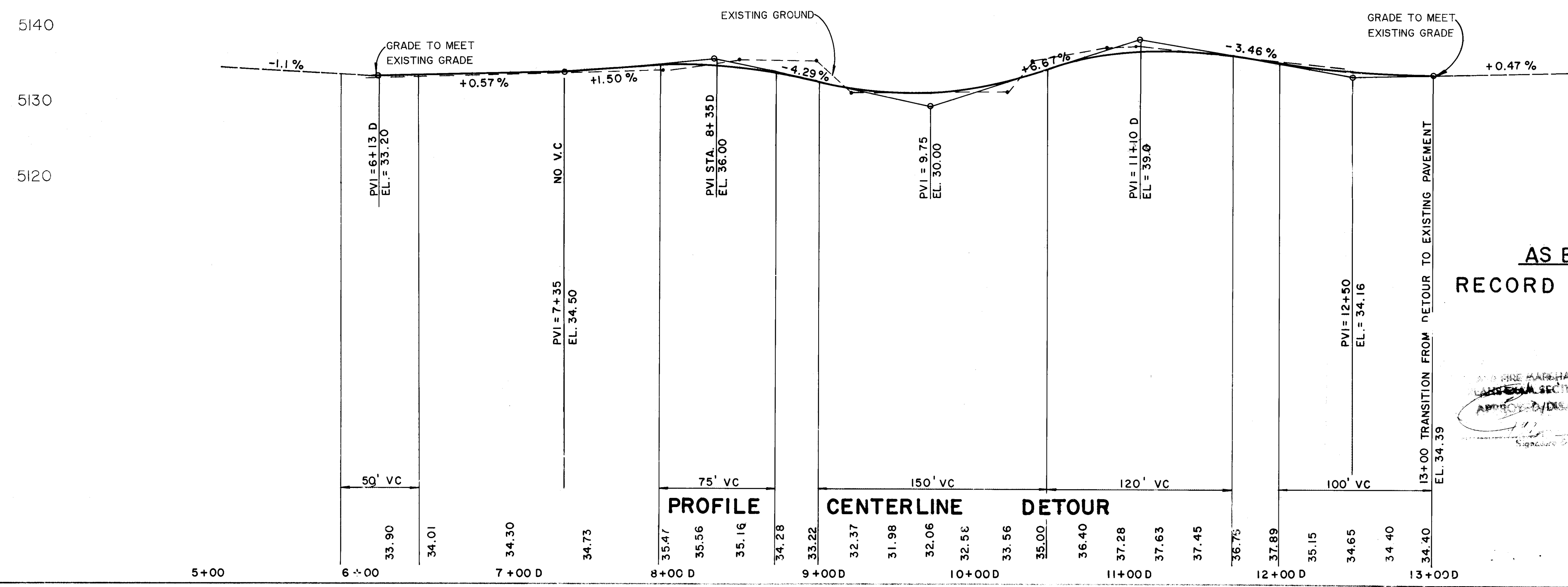
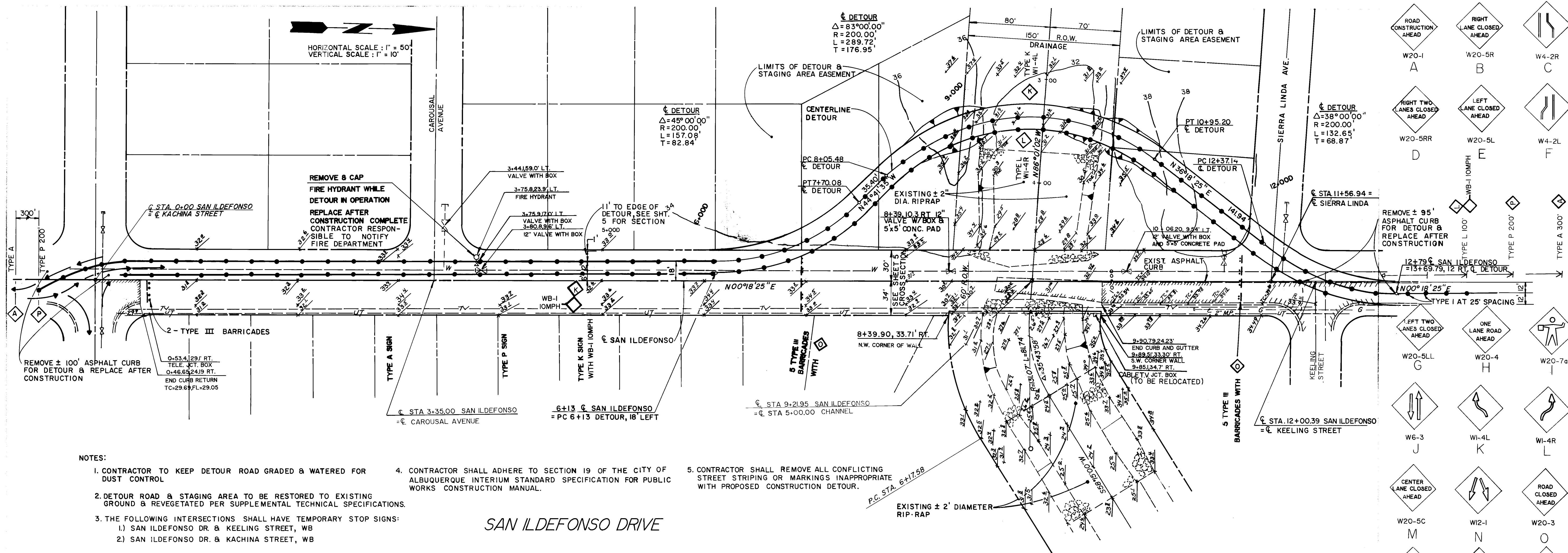
RICHARD CATANACH

REV.	3								
4									
5, 7, 14A									
REV. SHEETS	CITY ENGR.	DATE	DURING CONST.	DATE	USER DEPT.	DATE			

APPROVAL OF REVISIONS

	TEC TIERRA ENGINEERING CONSULTANTS INC. 632 Paseo De Peralta Santa Fe, New Mexico 87501 505/982-2845	APPROVED FOR CONSTRUCTION CITY ENGINEER 6/11/11
	105 Sixth St. S.W. Suite 202 Albuquerque, New Mexico 87103 505/242-2270	
3079		SHEET 1 OF 14

SET NO.
DATE



ROAD CONSTRUCTION AHEAD	RIGHT LANE CLOSED AHEAD	W20-1	W20-5R	W4-2R
RIGHT TWO LANES CLOSED AHEAD	LEFT LANE CLOSED AHEAD	W20-5RR	W20-5L	W4-2L
REMOVE ± 100' ASPHALT CURB FOR DETOUR & REPLACE AFTER CONSTRUCTION	REMOVE ± 95' ASPHALT CURB FOR DETOUR & REPLACE AFTER CONSTRUCTION	TYPE I AT 25' SPACING	TYPE I AT 25' SPACING	TYPE I AT 25' SPACING
LEFT TWO LANES CLOSED AHEAD	ONE LANE ROAD AHEAD	W20-5LL	W20-4	W20-7d
W20-5C	W2-1	W20-3	W20-2	W8-1
DETOUR AHEAD	BUMP	ROAD NARROWS	W20-1	W5-1
W20-2	W8-1	W5-1	W20-2	W8-1
KEEP RIGHT	R3-2	R3-1	R4-7d	R3-1
S	T	U	S	T
W1-7	M4-10	R11-2	AA	V
ROAD CLOSED TO THRU TRAFFIC	DETOUR	DETOUR	ROAD CLOSED TO THRU TRAFFIC	DETOUR
R11-4	M4-9R	M4-SL	W1-6	BB
X	Y	Z	BB	BB

LEGEND

- BARRICADE - TYPE I, TYPE II, OR A BARREL
- SIGN
- VERTICAL PANEL
- BARRICADE - TYPE III

26 30790288

EXISTING CONDITIONS AND DETOUR

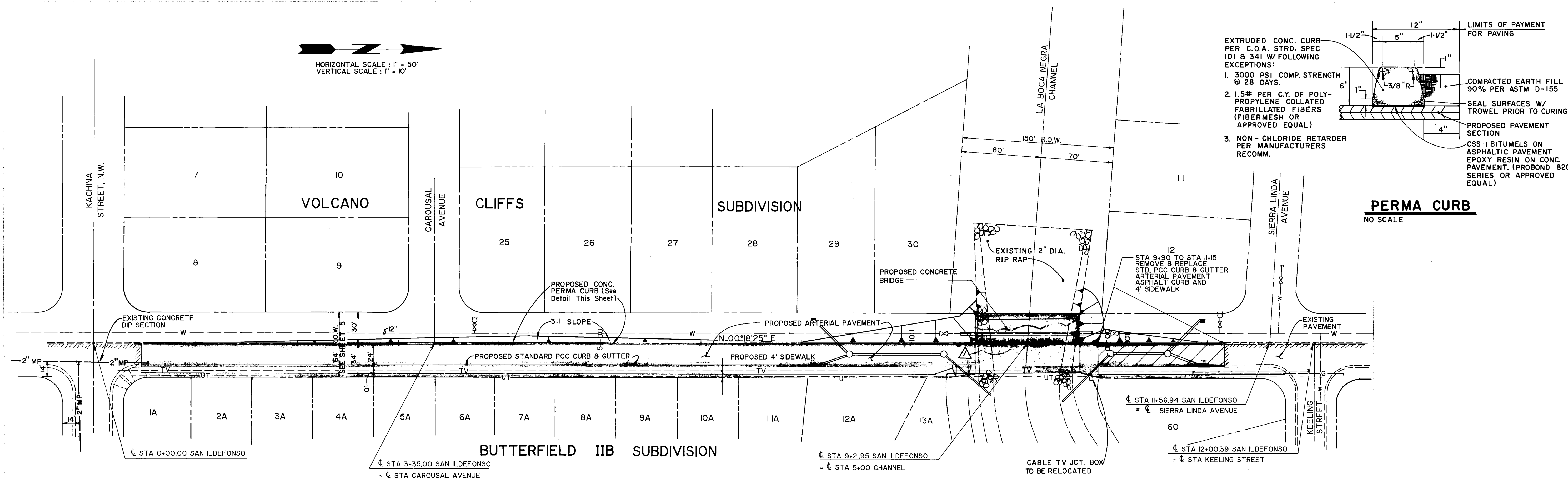
DATE: 5/26/87
 DRAWING NO: 3079
 MAP NO: 14
 SHEET: 2 OF 14

PRIDE CONSTRUCTION
 CITY OF ALBUQUERQUE
 TONY ARCHULETA
 TIERRA ENG.

BENCHMARK USED FOR THESE PLANS IS AN A.C.S. "7 - EIT", A BRASS CAP SET IN CONCRETE AT THE INTERSECTION OF MANTANO ROAD AND SAN ILDEFONSO DRIVE IN THE NORTHEAST QUADRANT OF INTERSECTION.

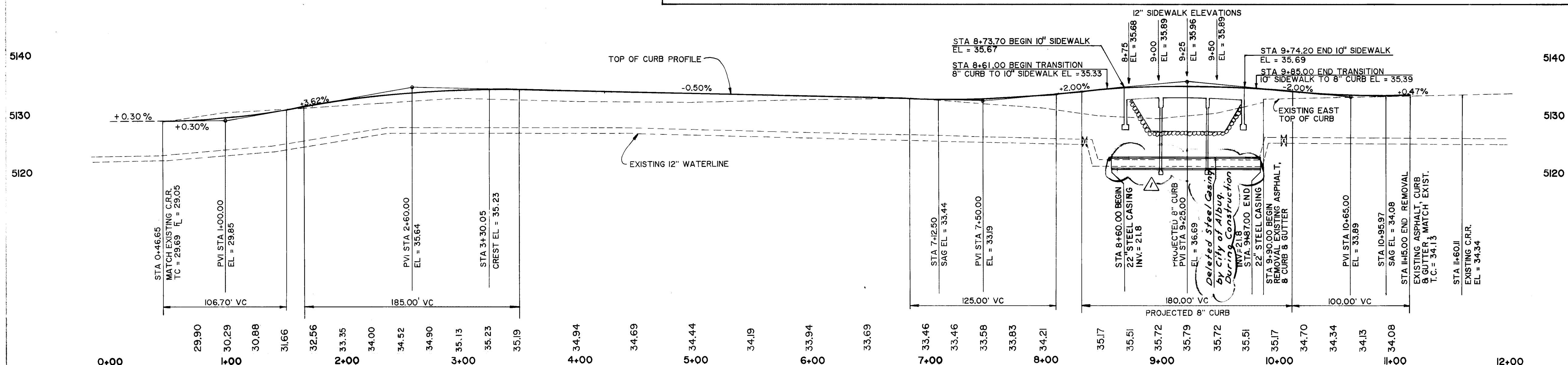
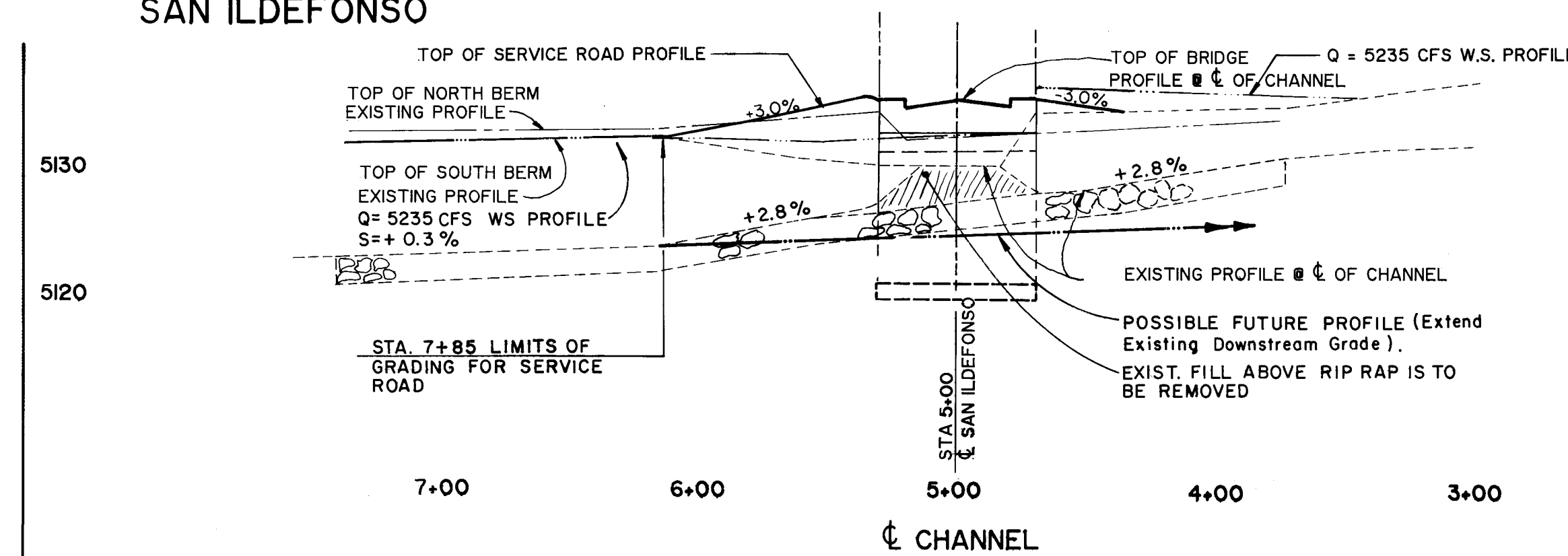
REMARKS:
 REVISIONS
 DESIGN

24 FEB. 87
 24 FEB. 87



- EXTRUDED CONC. CURB**
PER C.O.A. STRD. SPEC 101 & 341 W/ FOLLOWING EXCEPTIONS:
- 2000 PSI COMP. STRENGTH @ 28 DAYS
 - 1.5# PER C.Y. OF POLY-PROPYLENE COLLATED FABRICATED FIBERS (FIBERMESH OR APPROVED EQUAL)
 - NON-CHLORIDE RETARDER PER MANUFACTURERS RECOMM.
- PERMA CURB**
NO SCALE
- LIMITS OF PAYMENT FOR PAVING
- COMPACTED EARTH FILL 90% PER ASTM D-155
- SEAL SURFACES W/ TROWEL PRIOR TO CURING
- PROPOSED PAVEMENT SECTION
- CSS-1 BITUMELS ON ASPHALTIC PAVEMENT EPOXY RESIN ON CONC. PAVEMENT (PROBOND 820 SERIES OR APPROVED EQUAL)

SAN ILDEFONSO



**AS BUILT
RECORD DRAWINGS**

26 30790388

**SAN ILDEFONSO
PLAN & PROFILE**

DRAWING NO. 3079

MAP NO.

SHEET 3 OF 14

DATE: 5-22-87

BY: [Signature]

CHECKED: [Signature]

APPROVED: [Signature]

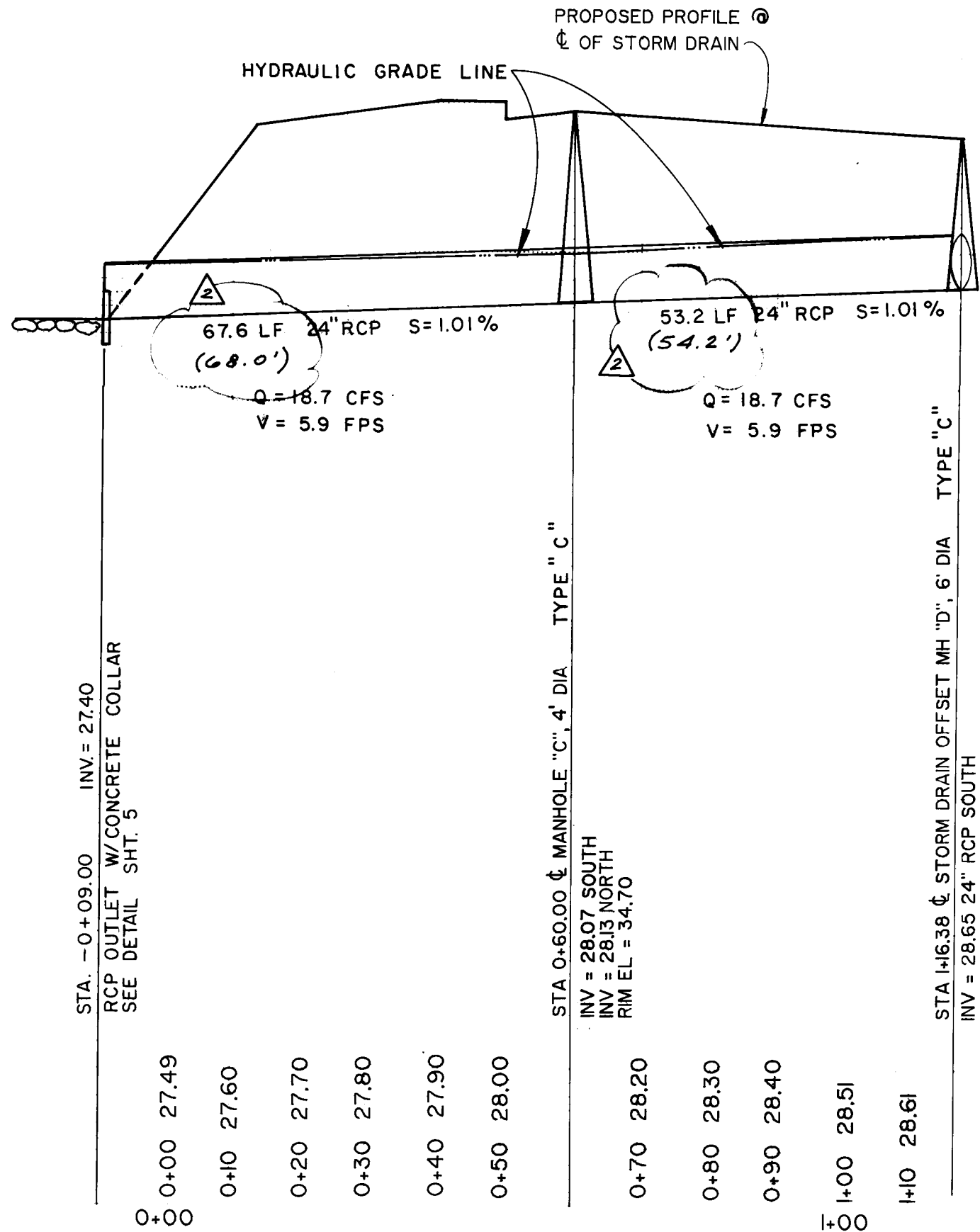
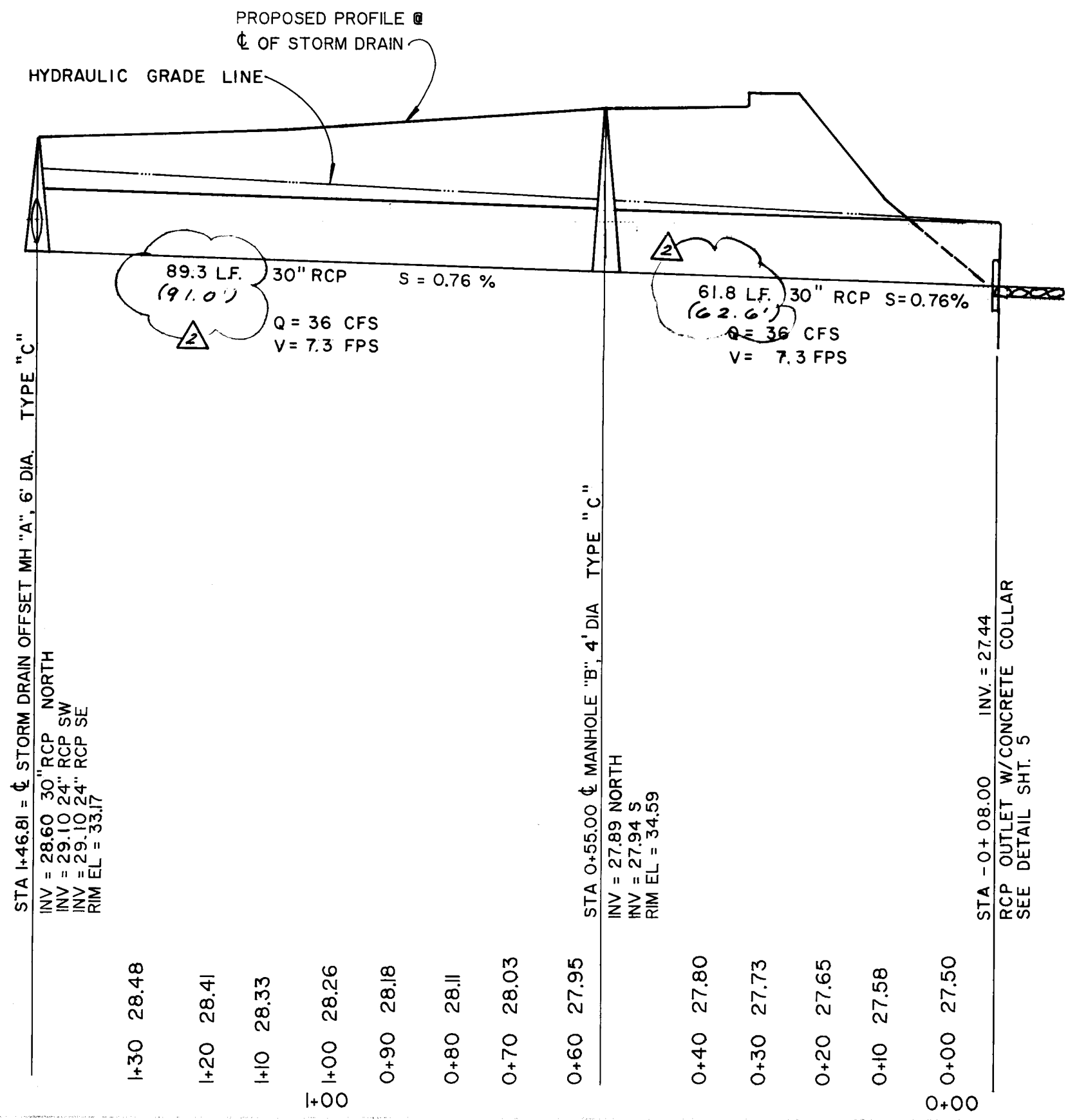
REMARKS: [Text]

BENCHMARK USED FOR THESE PLANS IS AN A.C.S. "7" - EII". A BRASS CAP SET IN CONCRETE AT THE INTERSECTION OF MANTANO ROAD AND SAN ILDEFONSO DRIVE IN THE NORTHEAST QUADRANT OF INTERSECTION.

PRIDE CONSTRUCTION
CITY OF ALBUQ.
TONY ARCHULETA
TIERRA ENG.

3-14-88
3-14-88
3-14-88

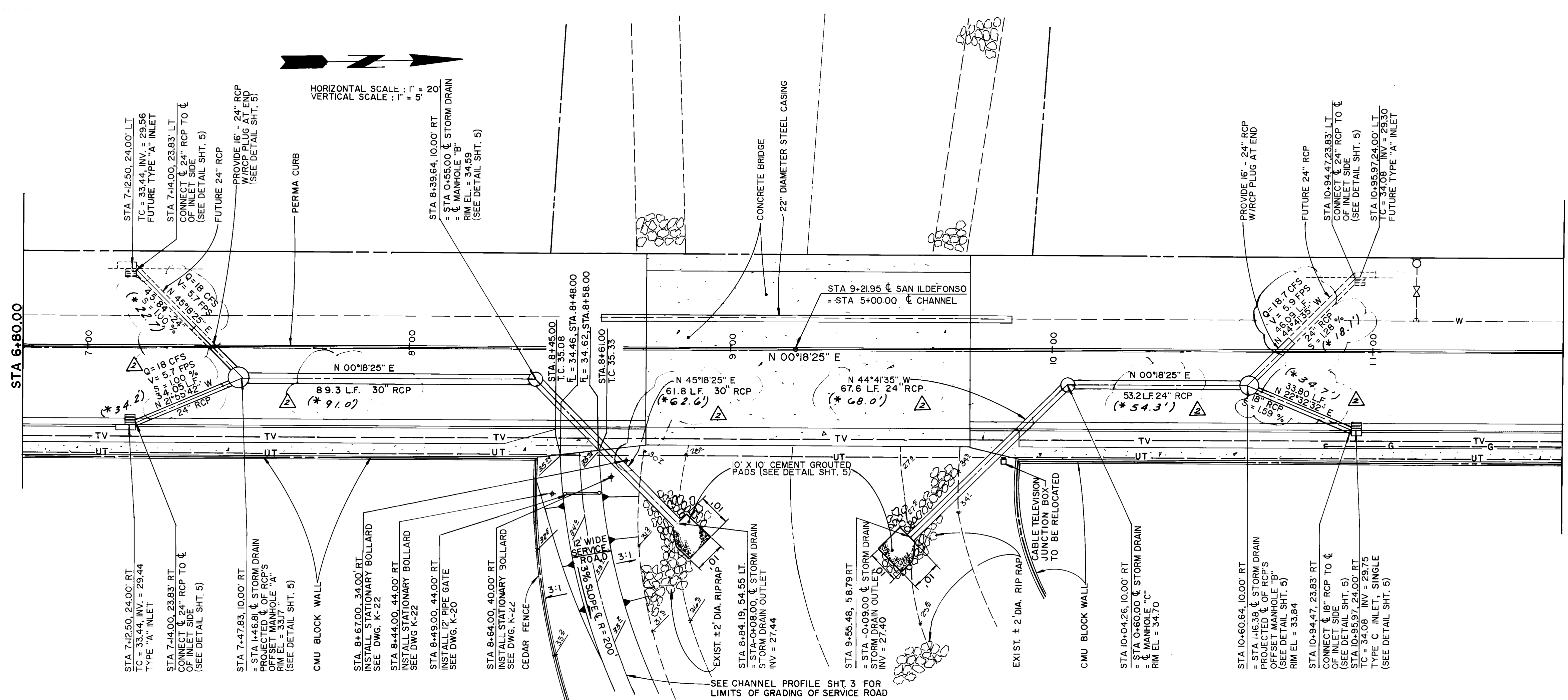
5135
5130
5125



2+00

2+00

STA 6+80.00

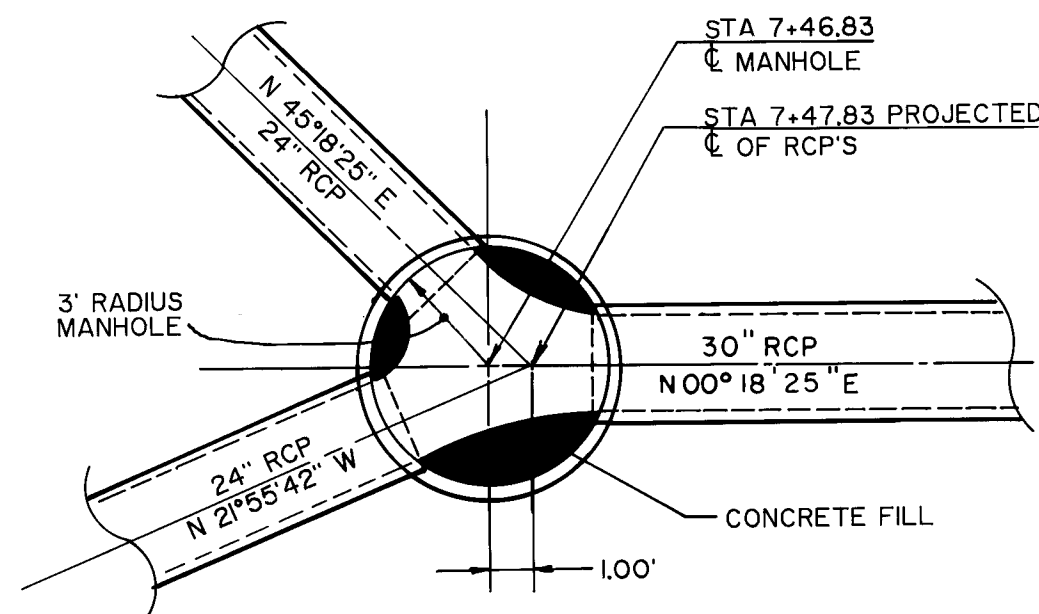


- General Notes:
- Shop Drawings shall be furnished with details for a complete system including layout dimensions and stationing, curve data, etc. shown on the plans may be adjusted as required to fit the Manufacturers standard sections provided the intent of the design features are preserved.
 - All circular RCP Pipe shall be Class III.
 - Bedding for all RCP Pipe shall be Class "C" as a minimum.
 - Drawings K-20 & K-22 Refer to City of Albuquerque, Std. Dwg. See Sheet 1, General Note 1.
 - USE MANHOLE STEPS PER DWG. K-25 CITY OF ALBUQUERQUE STD. DWGS. SPACING TO BE @ 12" O.C.

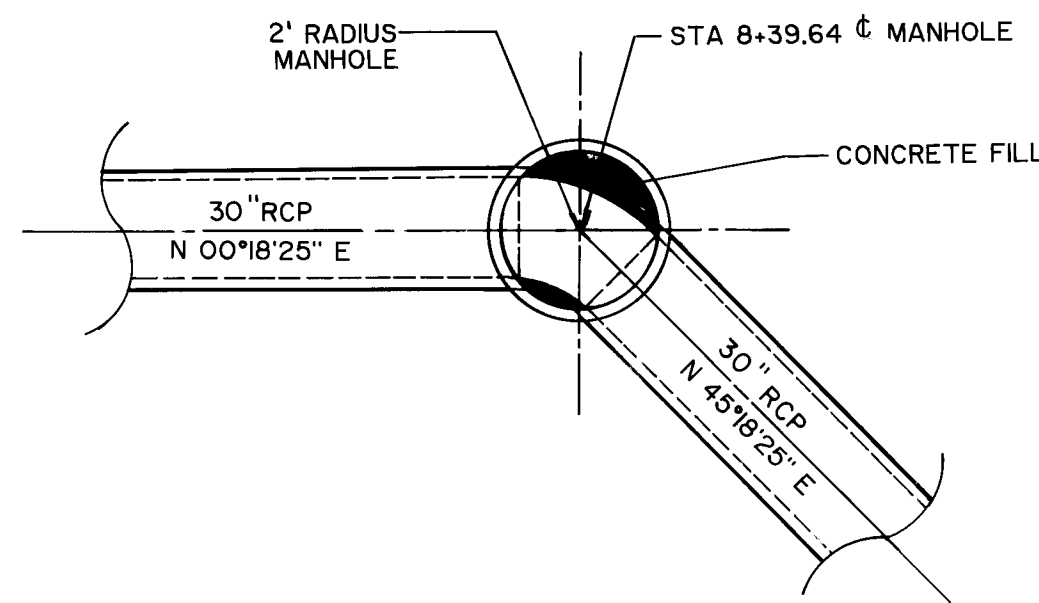
AS BUILT
RECORD DRAWINGS

26 30790488

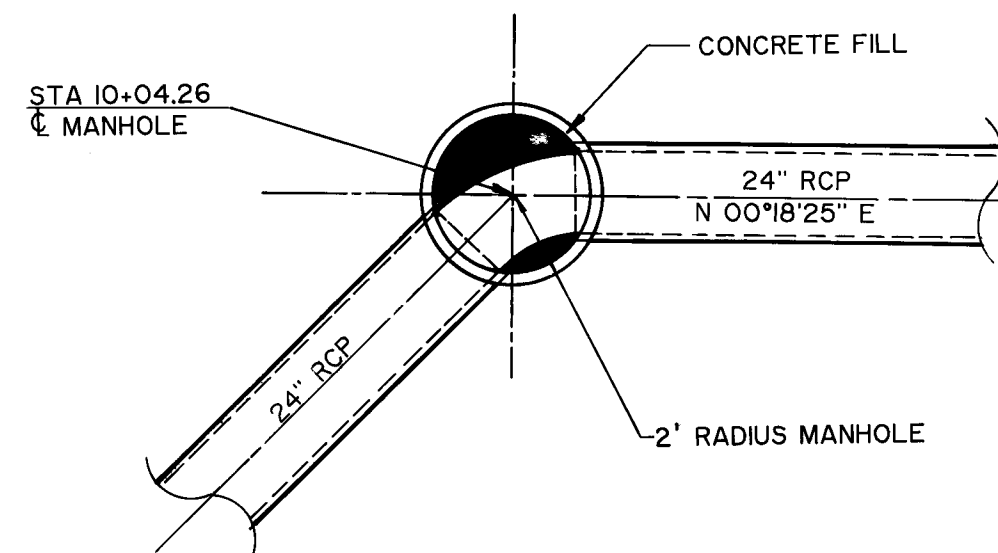
CITY OF ALBUQUERQUE MUNICIPAL DEVELOPMENT DEPARTMENT ENGINEERING DIVISION			
TITLE STORM SEWER			
DESIGNED BY City Engineer J. L. HARRIS	DATE 6/1/87	APPROVED BY City Engineer J. L. HARRIS	DATE 5/22/87
DESIGNED BY City Engineer J. L. HARRIS	DATE 5/22/87	APPROVED BY City Engineer J. L. HARRIS	DATE 5/22/87
DESIGNED BY City Engineer J. L. HARRIS	DATE 5/22/87	APPROVED BY City Engineer J. L. HARRIS	DATE 5/22/87
DRAWING NO. 3079		SHEET 4 OF 14	



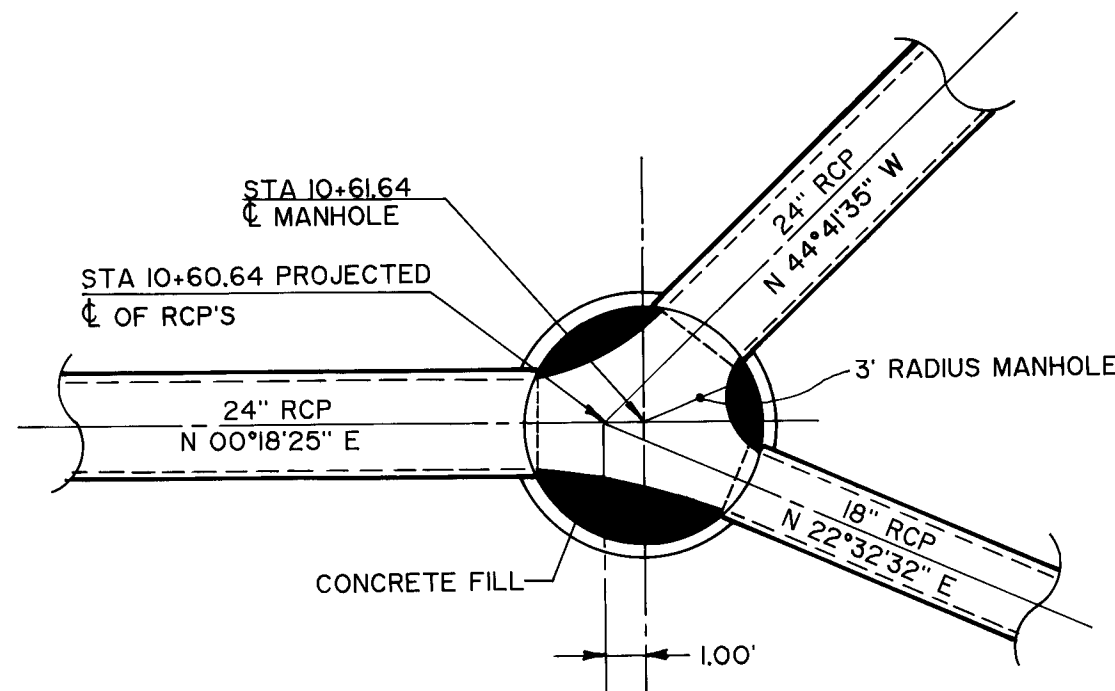
OFFSET MANHOLE "A"
SEE DWG. S-1 CITY SPECS FOR STRUCTURAL DETAIL
SCALE 1" = 5'-0"



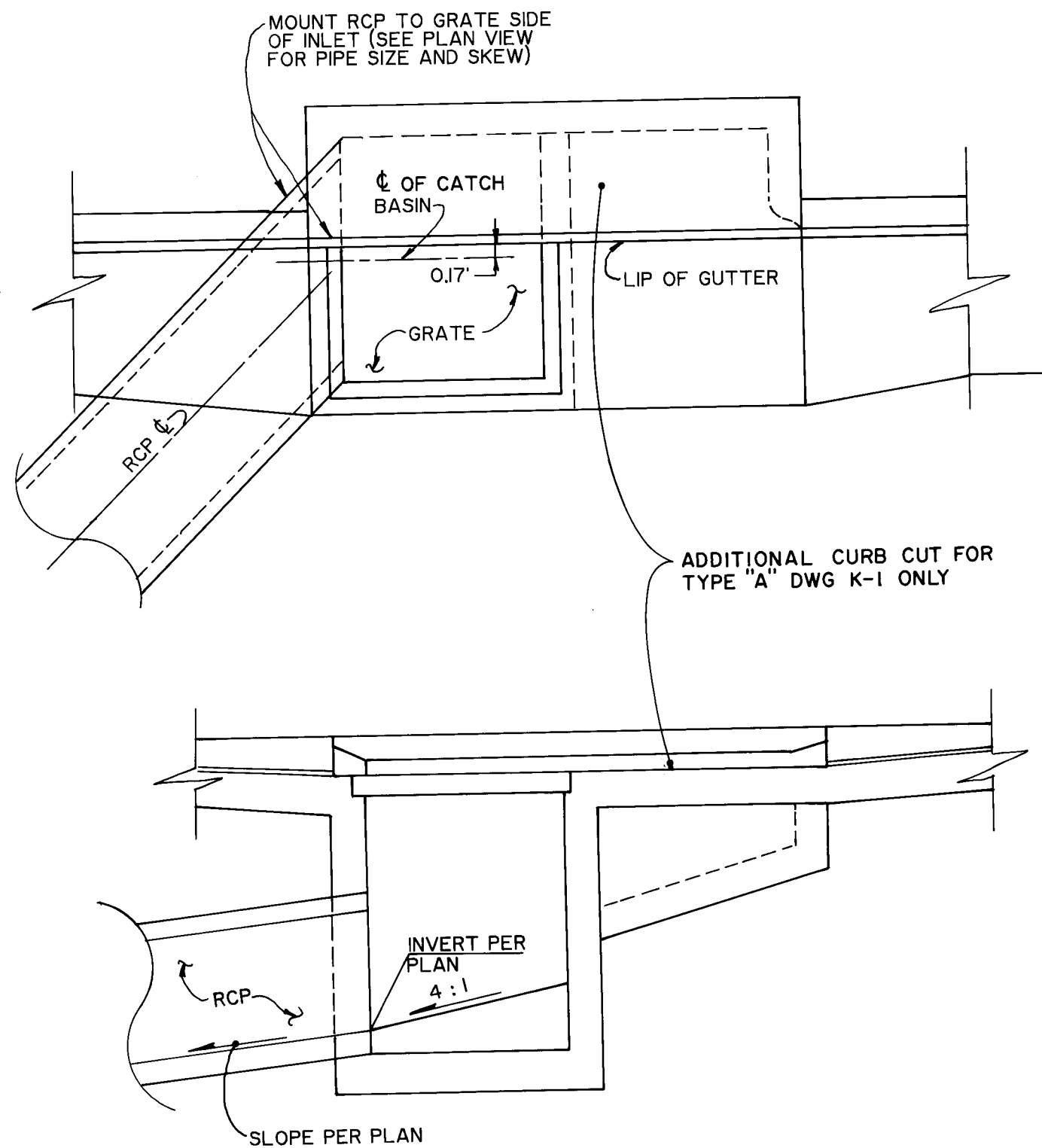
MANHOLE "B"
SEE DWG. S-1 CITY SPECS FOR STRUCTURAL DETAIL
SCALE 1" = 5'-0"



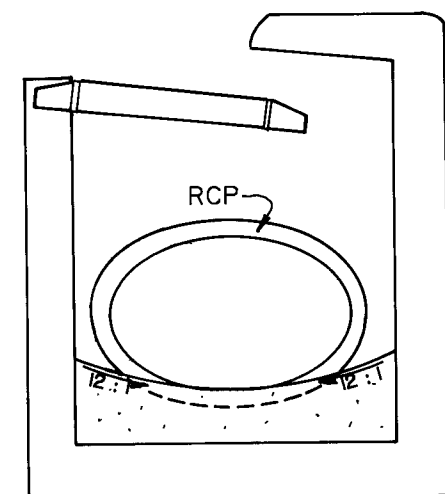
MANHOLE "C"
SEE DWG. S-1 CITY SPECS FOR STRUCTURAL DETAIL
SCALE 1" = 5'-0"



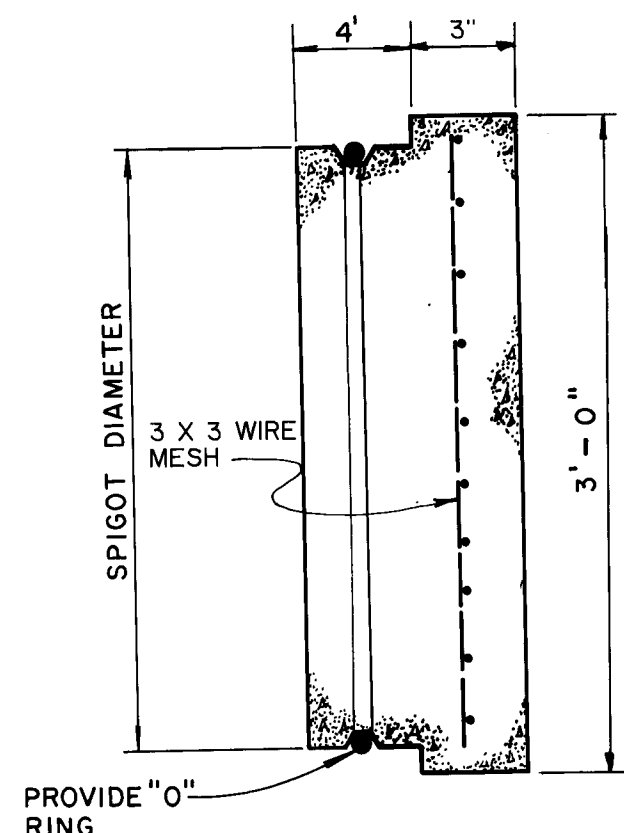
OFFSET MANHOLE "D"
SEE DWG. S-1 CITY SPECS FOR STRUCTURAL DETAIL
SCALE 1" = 5'-0"



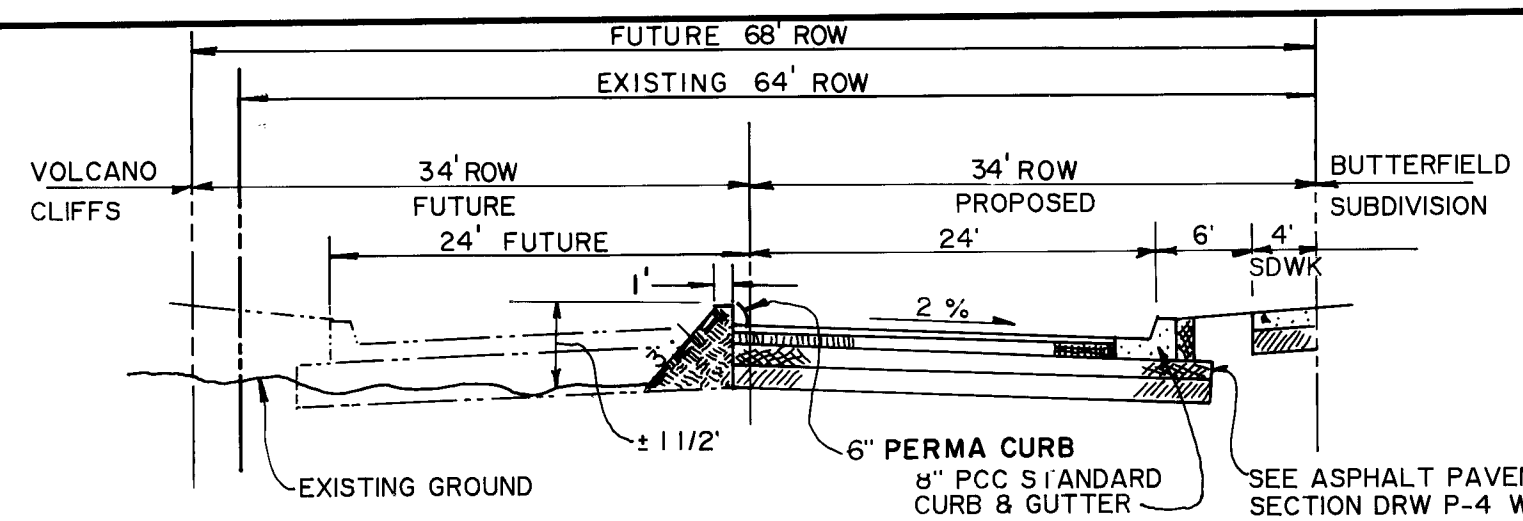
ALTERATION DRAWING K-1 & K-4
SEE DWG. K-1 CITY SPECS FOR STRUCTURAL DETAIL
N.T.S.



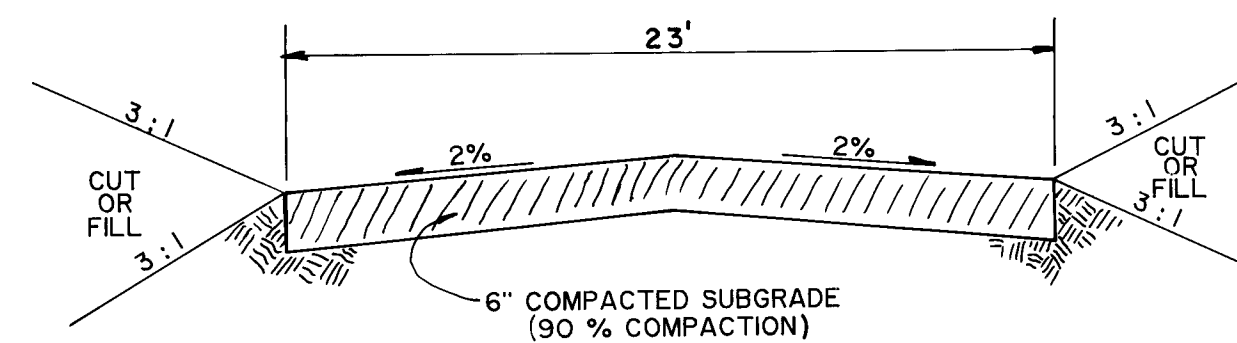
ALTERATION DRAWING K-2
SEE DWG. K-2 CITY SPECS FOR STRUCTURAL DETAIL
N.T.S.



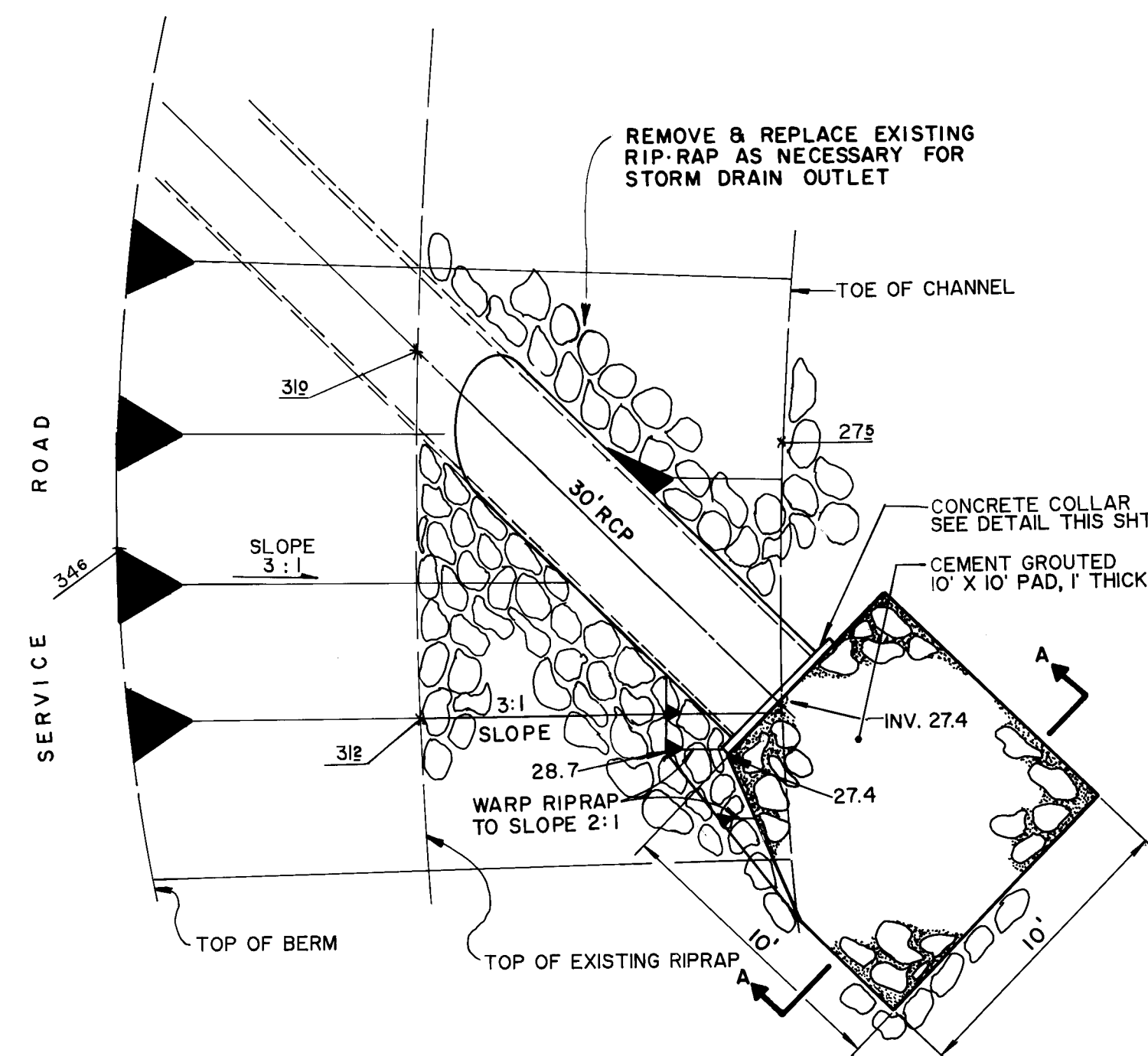
RCP PLUG
N.T.S.
PLUG SHALL BE INCIDENTAL TO COST OF STORM DRAIN SYSTEM.



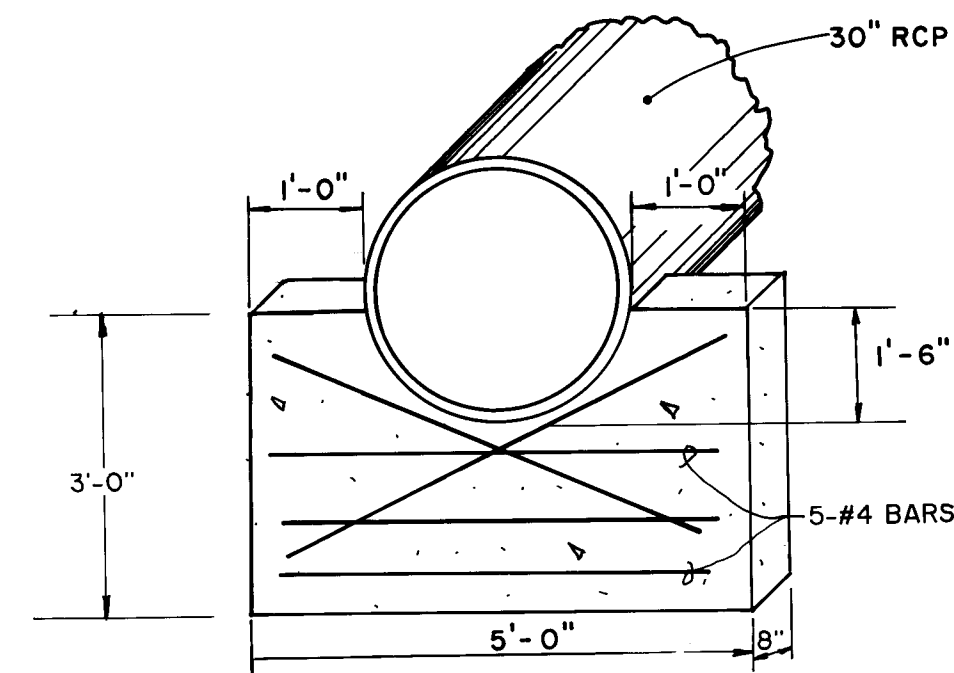
STREET SECTION
N.T.S.



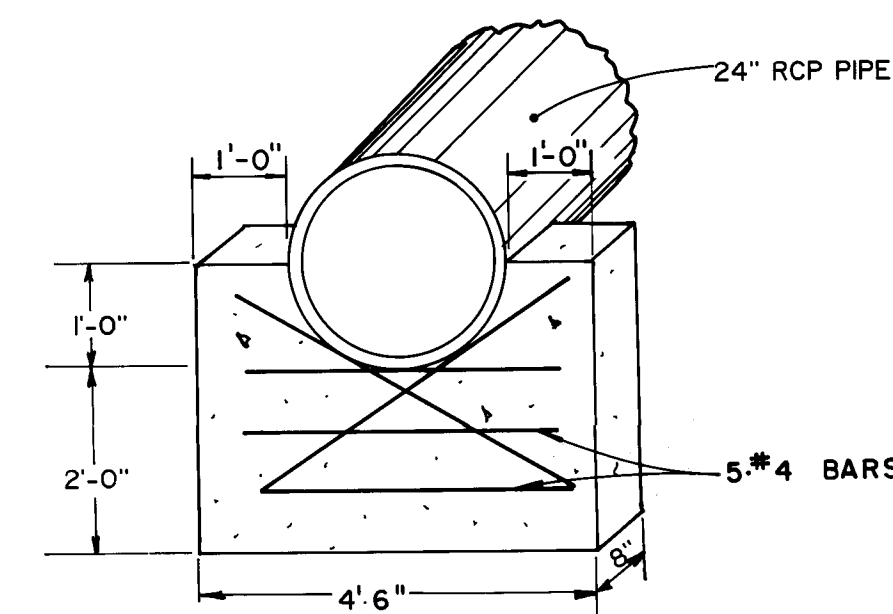
DETOUR SECTION
N.T.S.



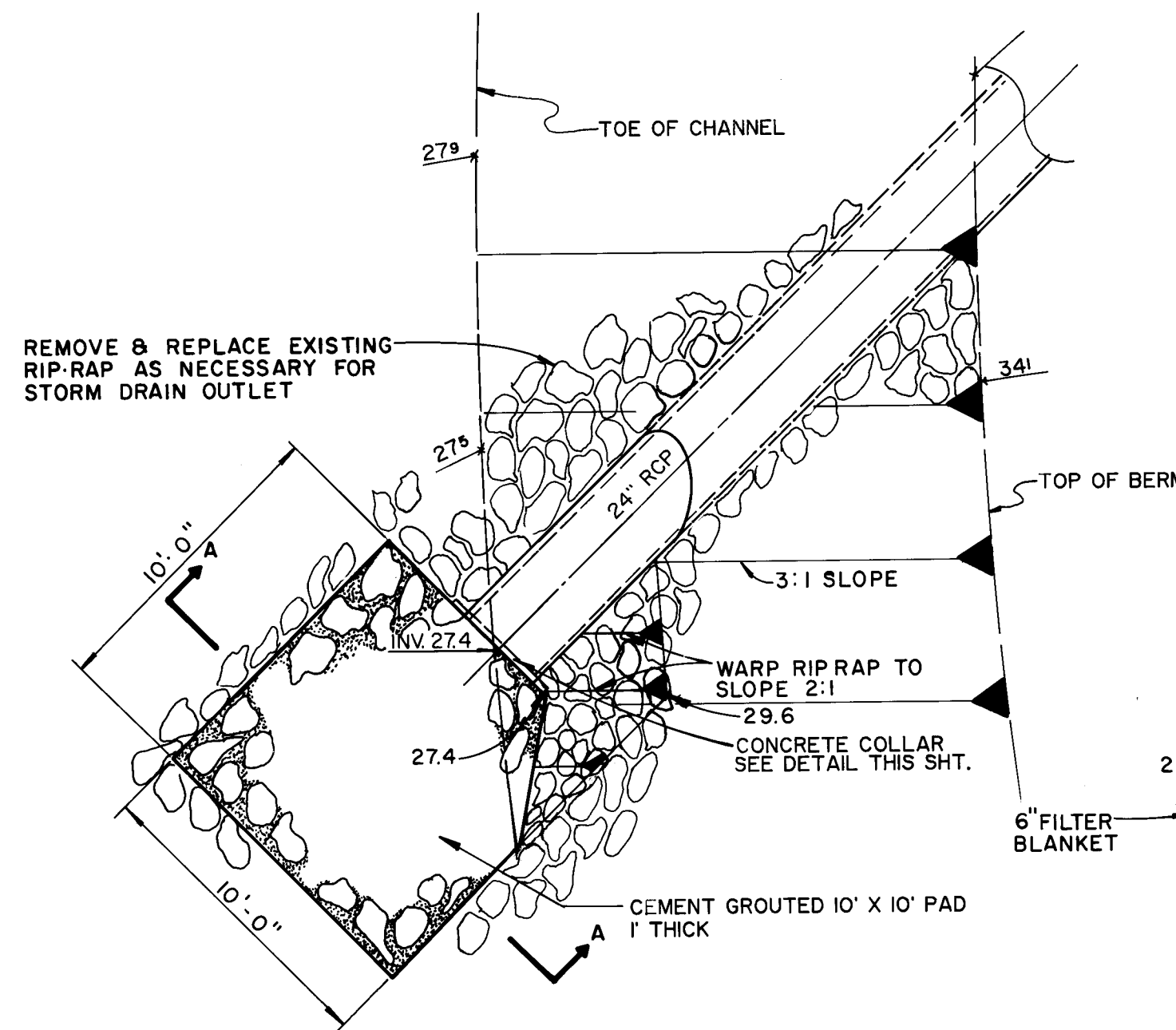
30" ARCH RCP OUTLET
SCALE 1" = 5'-0"



CONCRETE COLLAR FOR 30" RCP ARCH PIPE
SCALE 1" = 2'-0"



CONCRETE COLLAR FOR 24" RCP
SCALE 1" = 2'-0"



24" RCP OUTLET
SCALE 1" = 5'-0"

FILL VOIDS IN RIP-RAP TO A DEPTH OF 1' WITH A CEMENT GROUT COMPOSED OF 1 PART CEMENT TO 3 PARTS SAND BY WEIGHT & WATER AS NEEDED FOR A SMOOTH CONSISTENCY

SECTION "A"
NO SCALE

NOTES:
1. DRAWINGS K-1, K-2, K-4, S-1 AND DRW P-4. SEE SHEET 1, GENERAL NOTE 1 FOR REFERENCE

AS BUILT INFORMATION			BENCH MARKS			SURVEY INFORMATION			ENGINEER'S SEAL		
CONTRACTOR	PRIDE CONSTRUCTION	DATE	BENCHMARK USED FOR THESE PLANS IS AN	DATE	BY	FIELD NOTES	NO.	NO.	REMARKS	REVISIONS	DESIGN
INSPECTOR	CITY OF ALBUQU.	DATE 3-14-88	A.C.S. "7" - EIT. A BRASS CAP SET IN CONCRETE	DATE	BY						
VERIFICATION BY	RONY ARCHULETA	DATE 3-14-88	AT THE INTERSECTION OF MANTANO ROAD AND								
VERIFICATION BY	SAN ILDEFONSO DRIVE IN THE NORTHEAST		QUADRANT OF INTERSECTION.								
ENGINEER	TERRA ENGINEERING	DATE 3-14-88									
RECORDED BY		DATE									
NO											

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

STORM SEWER & STREET DETAILS

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	W/W	5-22-87	Liquid Waste	W/W	5-22-87
A.C.E. Design	W/W	5-22-87	Traffic	W/W	5-22-87
A.C. E-Hydrology	W/W	5-22-87	Water	W/W	5-22-87
DRAWING NO.	3079	MAP NO.	SHEET	5	OF 14

GENERAL NOTES

1. WORKMANSHIP AND MATERIALS SHALL CONFORM TO CITY OF ALBUQUERQUE INTERIM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1985 EDITION.
2. CONCRETE FOR STRUCTURAL CAST-IN-PLACE CONCRETE SHALL CONFORM TO SECTION 101 AND SECTION 510, F'c= 3000 PSI. CHAMFER ALL EXPOSED EDGES OF CONCRETE STRUCTURES 3/4 INCH UNLESS NOTED OTHERWISE ON THE DETAILS.
3. REINFORCING BARS. ALL REINFORCING BARS SHALL CONFORM TO SECTION 102 AND SECTION 103, ASTM A615, GRADE 60, UNLESS NOTED OTHERWISE ON THE DETAILS. DIMENSIONS REFER TO CENTERLINE OF BAR UNLESS NOTED OTHERWISE ON THE DETAILS.
4. STRUCTURAL STEEL TO BE CARBON STEEL CONFORMING TO AASHTO SPECIFICATION M-183 UNLESS NOTED OTHERWISE ON THE DETAILS. SHOP PLANS MUST BE APPROVED BY THE ENGINEER BEFORE FABRICATION IS STARTED.
5. FOUNDATION DATA. FOUNDATION DATA SHOWN ON PLANS ARE FOR DESIGNERS ONLY. THE ENGINEER IS NOT RESPONSIBLE FOR ANY INTERPRETATION OR ASSUMPTIONS MADE BY CONTRACTORS BASED ON THIS INFORMATION.
6. CONTRACTOR SHALL VERIFY IN THE FIELD ALL DIMENSIONS, ELEVATIONS AND DETAILS PERTAINING TO THE EXISTING STRUCTURE WHICH WILL BE INVOLVED IN THE NEW CONSTRUCTION, BEFORE PROCEEDING WITH THE NEW WORK.
7. TOP OF CONCRETE DECK ELEVATION AT ANY DESIRED POINTS WILL BE FURNISHED BY THE BRIDGE INSPECTOR UPON REQUEST.
8. ALL PREFORMED BITUMINOUS JOINT FILLER SHALL CONFORM TO SECTION 107, ASTM C1751. COST OF JOINT FILLER & ELASTOMERIC BEARING PAD IS INCIDENTAL TO THE COMPLETION OF THE WORK AND NO DIRECT PAYMENT WILL BE MADE THEREFORE.
9. METAL BRIDGE RAILING POSTS AND TUBES SHALL RECEIVE ONE PRIME COAT OF RED LEAD IN CONFORMANCE WITH SECTION 157 OF THE STANDARD SPECIFICATIONS AND TWO COATS OF PAINT CONFORMING TO AASHTO M-70, TYPE 1, CLASS B. PAINT SHALL BE TINTED, COLOR SAMPLES SHALL BE SUBMITTED TO THE CITY FOR APPROVAL.

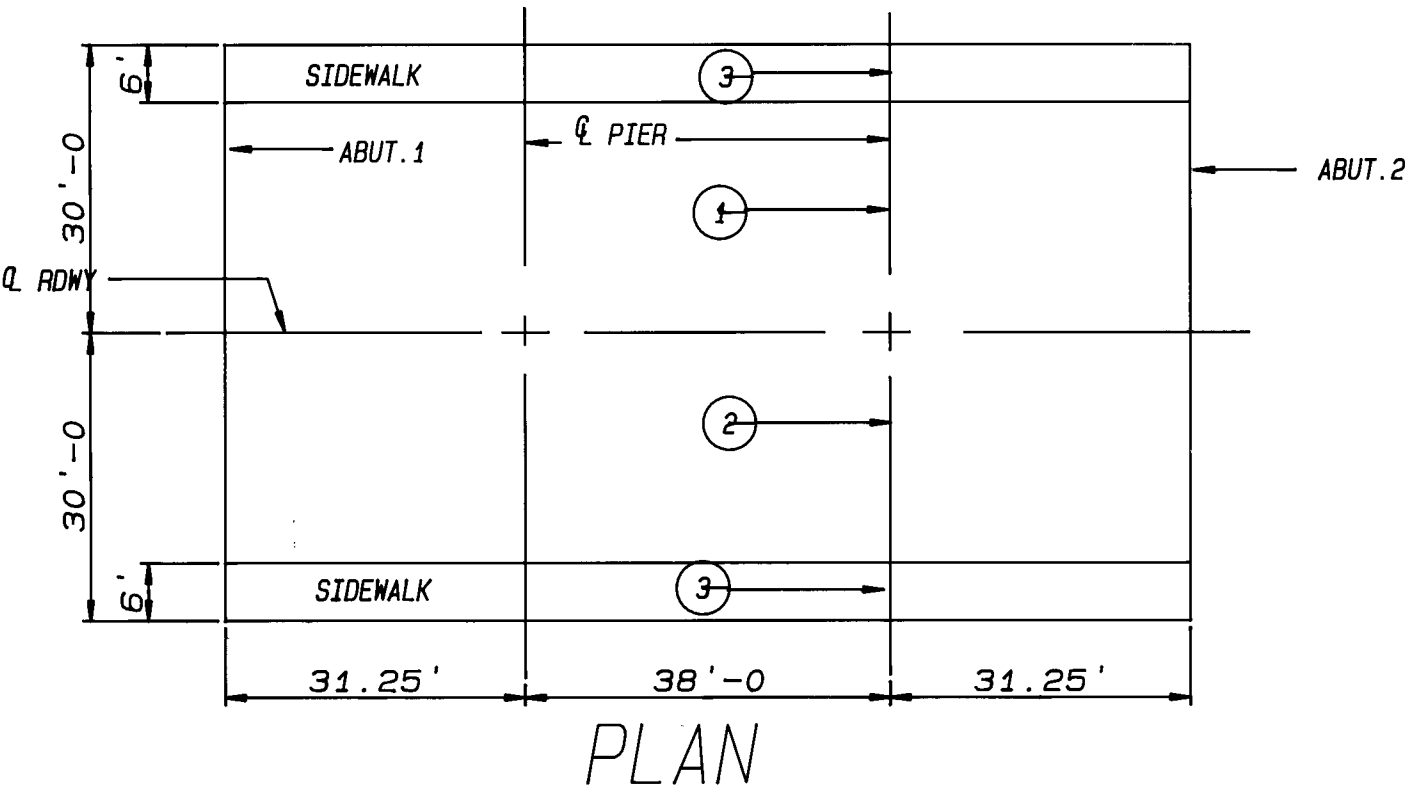
10. THE SURFACE OF THE CONCRETE BRIDGE DECK SHALL BE GIVEN A TINE FINISH. A STEEL-TINE COMB HAVING TINES APPROXIMATELY 0.03 INCHES THICK, 0.08 INCHES WIDE AND 4 TO 6 INCHES IN LENGTH SHALL BE USED. THE RESULTING GROOVES IN THE FINISHED SURFACE SHALL BE 1/2 TO 3/4 INCH CENTERS AND SHALL BE 0.08 TO 0.125 INCHES WIDE AND 0.125 TO 0.180 INCHES DEEP. THE STEEL TINED COMB MAY BE OPERATED WITH A MACHINE OR BY HAND, PROVIDED THE RESULTING GROOVES MEET THE AFOREMENTIONED REQUIREMENTS TO THE SATISFACTION OF THE ENGINEER. END THE TINE FINISH 1 FT. FROM THE FACE OF SIDEWALK.

CONCRETE DECK PLACEMENT - THE DECK SHALL BE PLACED AND MACHINE FINISHED IN THE FOLLOWING SEQUENCE UNLESS AN ALTERNATE PLACING SEQUENCE IS APPROVED BY THE BRIDGE INSPECTOR.

A. FULL WIDTH OF PHASE IN ONE CONTINUOUS OPERATION OVER TWO SPANS:

1. WHEN THE ATMOSPHERIC TEMPERATURE IS BELOW 60°F. THE FORWARD RATE OF PROGRESS OF CONCRETE PLACEMENT SHALL NOT BE LESS THAN 35 FEET PER HOUR. NO SET-RETARDANT SHALL BE USED.
2. WHEN THE ATMOSPHERIC TEMPERATURE IS 60°F. OR ABOVE THE FORWARD RATE OF PROGRESS OF CONCRETE PLACEMENT SHALL NOT BE LESS THAN 35 FEET PER HOUR WITH A SET RETARDANT OR 52 FEET PER HOUR WITHOUT A SET-RETARANT.

B. PLACE CONCRETE BY NUMERICAL ORDER AND DIRECTION SHOWN BELOW AT A FORWARD RATE PROGRESS OF NOT LESS THAN 20 FEET PER HOUR WITHOUT A SET-RETARDANT. CONCRETE SHALL NOT BE PLACED AGAINST PREVIOUSLY PLACED CONCRETE UNTIL IT HAS BEEN IN PLACE A MINIMUM OF 24 HOURS.



11. Prior to foundation placement, the existing soils should be overexcavated a minimum of four (4) feet. The overexcavation should extend a minimum of four (4) feet on either side of the footing line. The exposed natural ground at the bottom of the excavation should be scarified, moisture conditioned to near optimum (±2%) moisture content and compacted to a minimum of 95% of maximum density as determined by ASTM D-1557, with a minimum of twenty (20) passes of a minimum twenty (20) ton vibratory roller.

The fill materials shall be gravel, sand, silty, or clay mixtures which have a plasticity index not greater than twenty-five (25) and a liquid limit not greater than twelve (12). Material larger than six (6) inches shall not be placed in the fill, and material larger than four (4) inches shall not be placed within one (1) foot of the bearing surfaces of slabs or foundations. Materials shall be approved by the Soils Engineer. Should the use of vibratory compaction techniques threaten the structural integrity of nearby buildings, a heavy static roller may be used.

DESIGN DATA

DESIGN IS IN ACCORDANCE WITH A.A.S.H.T.O. SPECIFICATIONS, DATED 1983.

DESIGN STRESSES:
STRUCTURAL STEEL: A.A.S.H.T.O. M-183, fs=20,000 PSI
REINFORCED CONCRETE: f'c=3,000 PSI @ 21 DAYS
fc=1,200 PSI, fs=24,000 PSI
n=10

LIVELOAD: HS 20-44
WEARING SURFACE: 1/4" MONOLITHIC CONCRETE PLUS 15 PSF ALLOWANCE FOR FUTURE WEAR SURFACE.
HORIZONTAL EARTH PRESSURE: 36#/CU.FT. EQUIVALENT FLUID PRESSURE AND 2 FOOT SURCHARGE.
WIND VELOCITY: 80 M.P.H.

DRAWINGS REQUIRED

SHEETS

GENERAL NOTES AND ESTIMATED QUANTITIES
STRUCTURE PLAN AND PROFILE
SUPERSTRUCTURE DECK PLAN AND SECTION
SUPERSTRUCTURE DETAILS
PIER DETAILS
ABUTMENT DETAILS
METAL BRIDGE RAILING - TYPE C

METAL BRIDGE RAILING SERIAL BMR-001-05, 002-05, 004-04.
EXCAVATION AND BACKFILL SERIAL BEB-001
FOR BRIDGES

ESTIMATED QUANTITIES

ITEM	UNIT	SUPERSTRUCTURE	ABUT. 1	PIER 1	PIER. 1	ABUT. 2	TOTAL
STRUCTURE EXCAVATION FOR BRIDGES	CU. YDS.		82	118	118	82	400
REINFORCING BARS, GRADE 60	LBS.	26,673	1,803	6,554	6,554	1,803	43,387
EPOXY COATED REINFORCING BARS, GRADE 60	LBS.	24,010					24,010
SUPERSTRUCTURE CONCRETE, CLASS A	CU. YDS.	352.64					352.64
SUBSTRUCTURE CONCRETE, CLASS A	CU. YDS.		34.72	52.46	52.46	34.72	174.36
METAL RAILING, TYPE C	LIN.FT.	225.0					225.0
PLAIN RIPRAP	CU. YD.		27	63	63	27	180

26 30790688

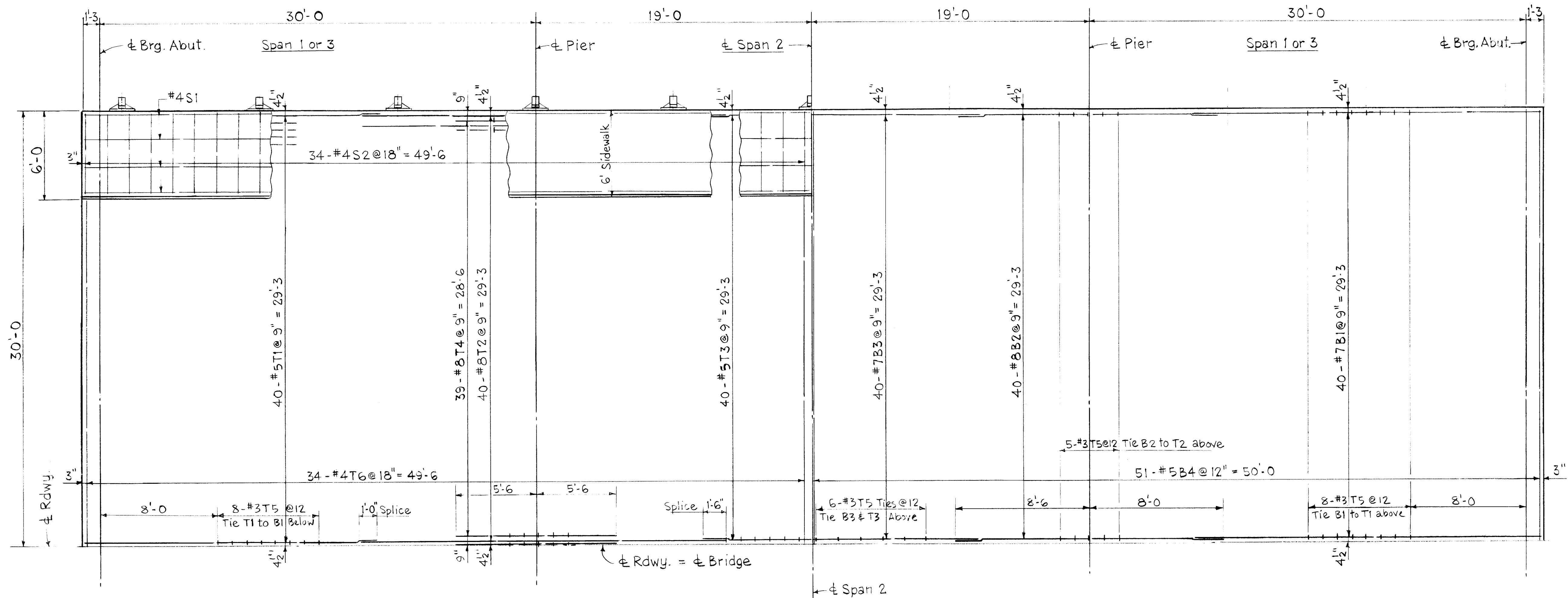
AS BUILT
RECORD DRAWINGS

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

TITLE:
BRIDGE GENERAL NOTES & QUANTITIES

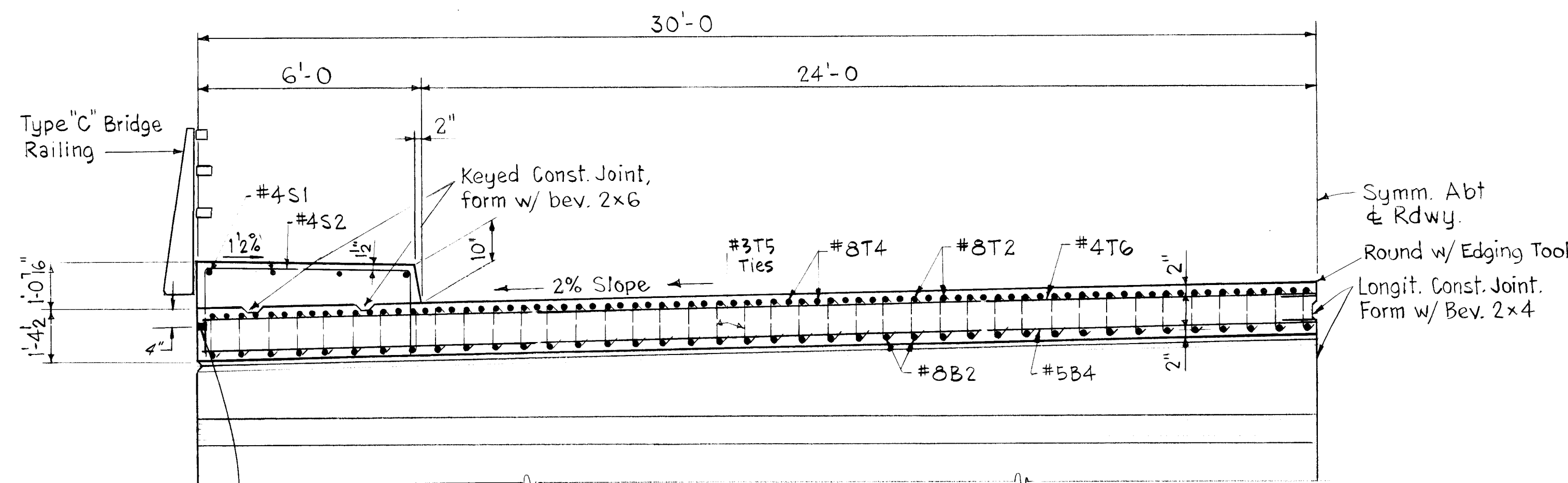
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	WJW	6/1/87	Liquid Waste	WJW	5-22-87
A.G.E. Design	NADWH	5-19-87	Traffic	NADWH	5/26/87
A.C.E.-Hydrology	WJW	6-1-87	Water	WJW	5-22-87

DRAWING NO. 3079 MAP NO. SHEET 6 OF 14



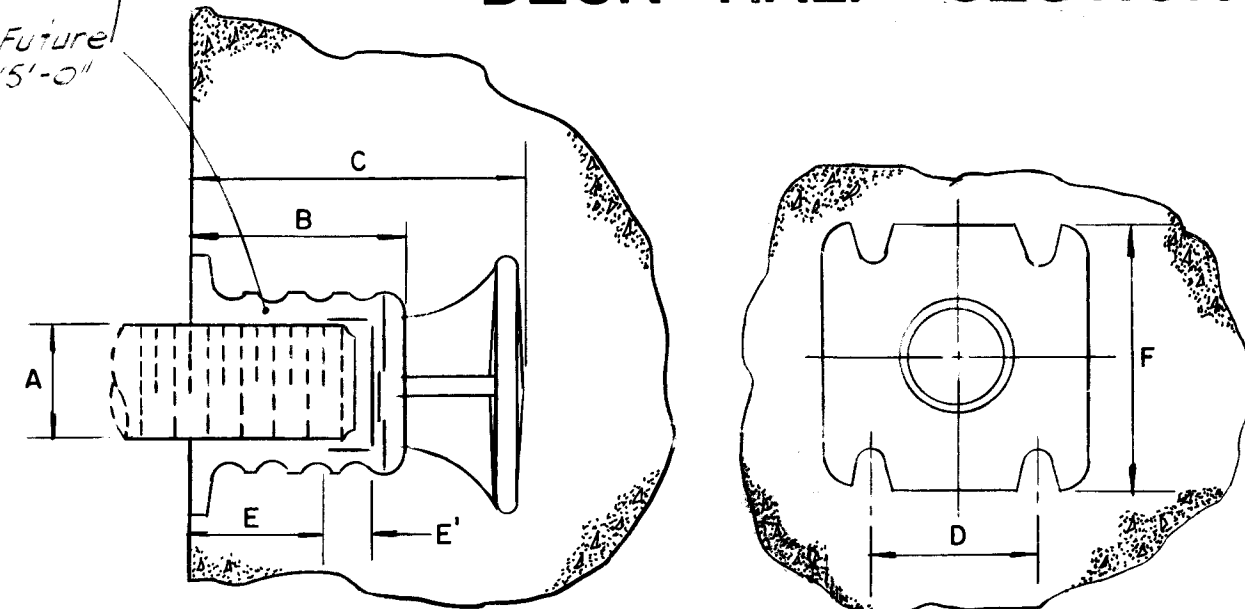
DECK HALF PLAN - SHOWING TOP OF DECK REINF.

DECK HALF PLAN - SHOWING BOTTOM OF DECK REINF.



DECK HALF SECTION - NEAR PIER

Concrete insert for future deck line hanger w/ 15'-0" spacing on east side



CONCRETE INSERT

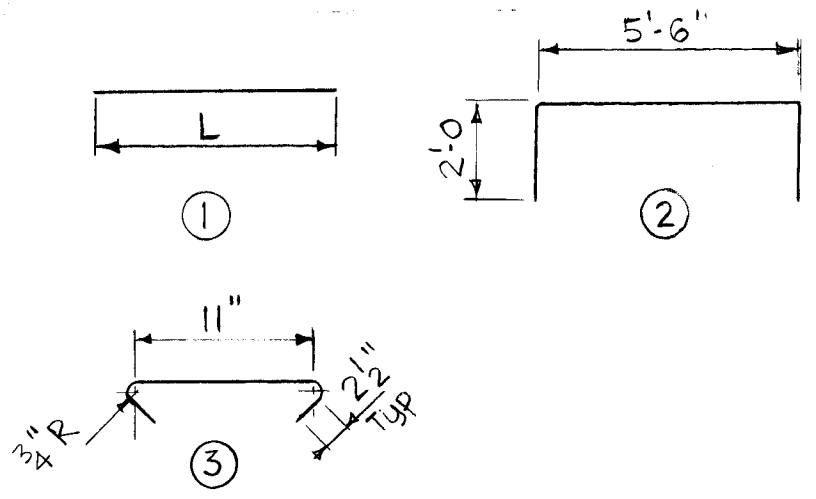
ROD SIZE						
A	B	C	D	E	E'	F
1/2"	13/32"	2-1/4"	1"	1/2"	3/8"	1-5/8"
3/4"	1-5/8"	2-1/2"	1-1/4"	15/16"	7/16"	2"

REINFORCING STEEL FOR SUPERSTRUCTURE

BAR TYPE	SIZE	LENGTH	NO.
EPOXY COATED GRADE 60			
T1	1	#5	20'-0
T2	1	#8	25'-0
T3	1	#5	15'-0
T4	1	#8	11'-0
T5	3	#3	1'-7"
T6	1	#4	30'-6

GRADE 60 REGULAR BARS

B1	1	#7	24'-0	160
B2	1	#8	16'-6	160
B3	1	#7	23'-0	80
B4	1	#5	30'-6	202
S1	1	#4	50'-6	16
S2	2	#4	9'-6	156
S3	1	#4	5'-6	16



AS BUILT
RECORD DRAWINGS

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

TITLE:
SUPERSTRUCTURE PLAN & SECTION

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	<i>[Signature]</i>	6/1/87	Liquid Waste	<i>[Signature]</i>	5-22-87
ACE-Design	<i>[Signature]</i>	5-22-87	Traffic	<i>[Signature]</i>	5-22-87
ACE-Hydrology	<i>[Signature]</i>	6-1-87	Water	<i>[Signature]</i>	5-22-87

DRAWING NO.	3079	MAP NO.	SHEET 8 OF 14
-------------	------	---------	---------------

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	PRIDE CONSTRUCTION			NO.	BY	DATE	
WORK ORDER	CITY OF ALBUQ. 04-14-88						
INSPECTOR	ARCHULETA 04-14-88						
FIELD ENGINEER	DATE						
DRAWINGS	DATE						
COMMENTS	DATE						
RECORDED BY	DATE						



Figure 10.10 consists of two diagrams, (a) and (b), showing the dimensions of a rectangular channel section. Diagram (a) is a top view showing a rectangle with length L and width $2'-10"$. Diagram (b) is an end view showing a trapezoidal cross-section with a top width of $2'-2"$, a height of $1'-0"$, and a bottom width of $1'-3"$. The diagrams are labeled with circled numbers 1 and 2.

AS BUILT
RECORD DRAWINGS

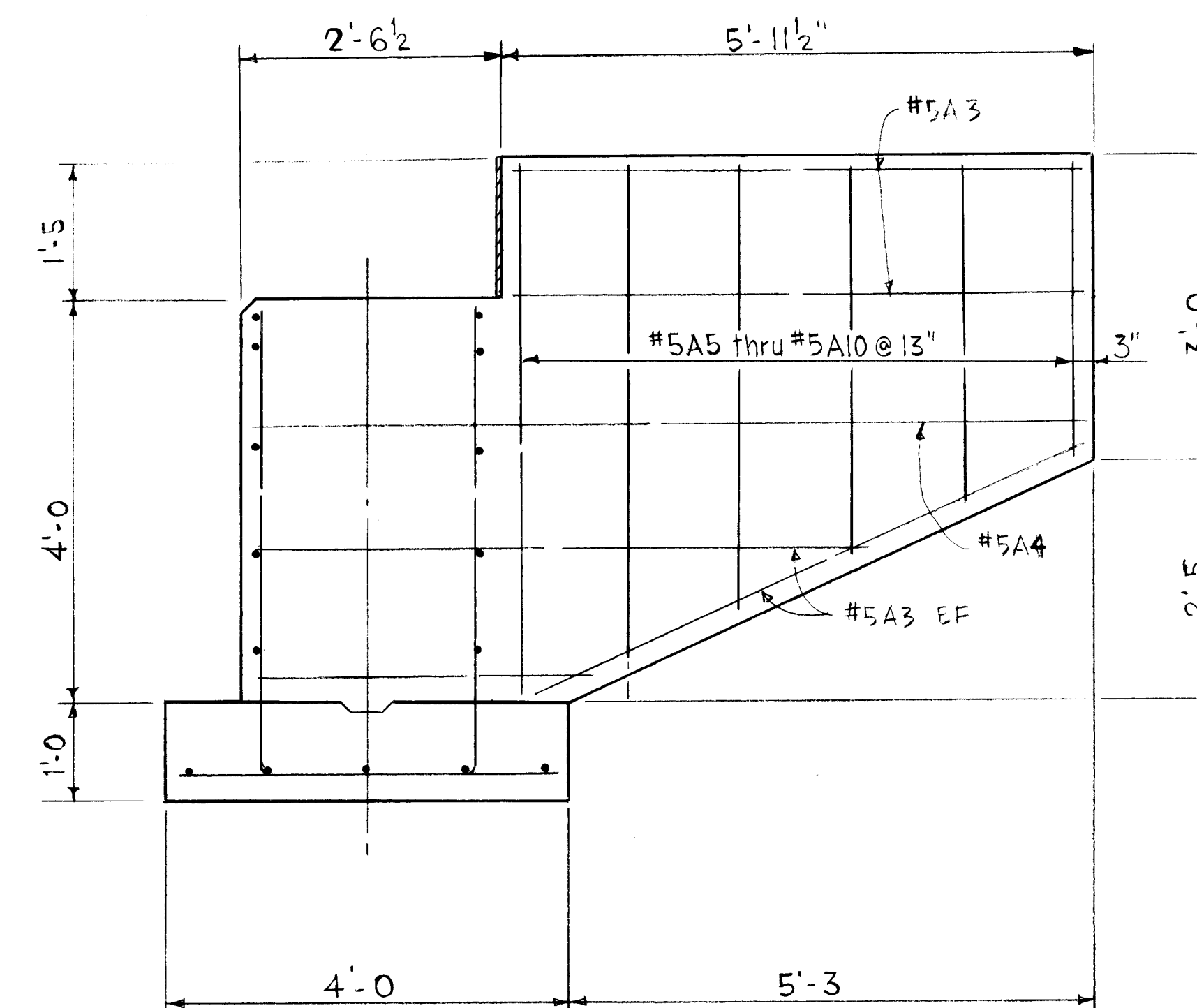
CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

PIER DETAILS

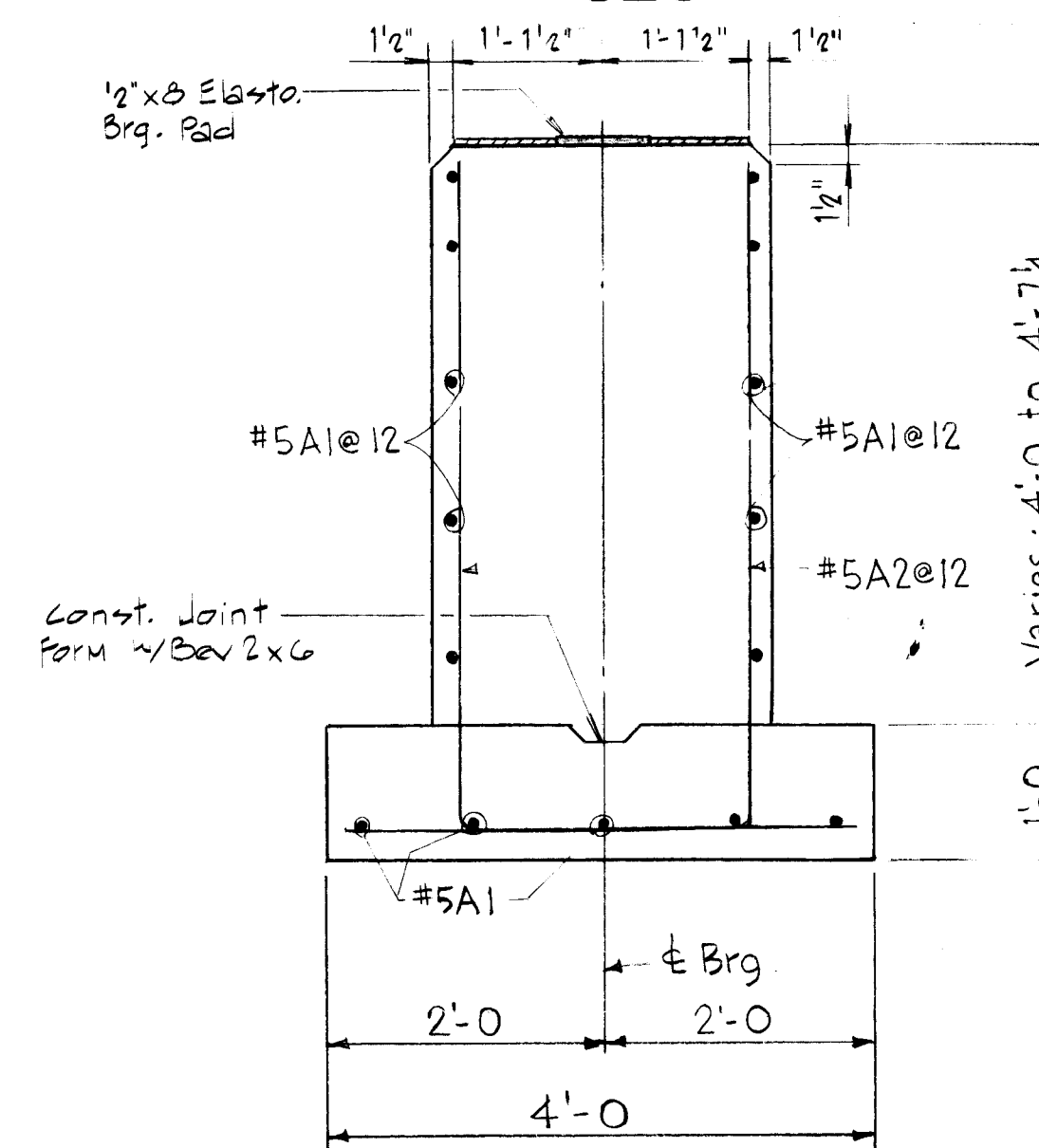
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	<i>[Signature]</i>	6/1/87	Liquid Waste	<i>[Signature]</i>	5-22-87
ACE-Design	<i>[Signature]</i>	5-29-87	Traffic	<i>[Signature]</i>	5/26/87
ACE-Hydrology	<i>[Signature]</i>	6-1-87	Water	<i>[Signature]</i>	5-22-87

DRAWING NO.	3079	MAP NO.	SHEET	OF	10	14.
----------------	-------------	---------	-------	----	-----------	------------

ENGINEER'S SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION													
		FIELD NOTES																	
		BY		DATE															
		NO.																	
REMARKS		BY																	
REVISIONS <table> <tr> <th>NO.</th> <th>DATE</th> <th>REMARKS</th> <th>BY</th> </tr> <tr> <td colspan="4"> </td> </tr> </table>								NO.	DATE	REMARKS	BY								
NO.	DATE	REMARKS	BY																
DESIGN <table> <tr> <td>DESIGNED BY</td> <td>C.S.</td> <td>DATE</td> <td>10 MARCH 87</td> </tr> <tr> <td>DRAWN BY</td> <td>C.S.</td> <td>DATE</td> <td>10 MARCH 87</td> </tr> <tr> <td>CHECKED BY</td> <td></td> <td>DATE</td> <td></td> </tr> </table>								DESIGNED BY	C.S.	DATE	10 MARCH 87	DRAWN BY	C.S.	DATE	10 MARCH 87	CHECKED BY		DATE	
DESIGNED BY	C.S.	DATE	10 MARCH 87																
DRAWN BY	C.S.	DATE	10 MARCH 87																
CHECKED BY		DATE																	
						CONTRACT NO.													
						KING'S D. B. CITY OF ALBUQ. 04-15-14-88													
						INSPECTION													
						ACCEPTANCE ARCHULETA 04-15-14-88													
						VERIFICATION BY													
						DATE													
						DRAWINGS													
						CONSULTED TO SUTERRA ENG. 04-15-14-88													
						MICRO-FILM INFORMATION													
						RECORDED BY													
						DATE													
						NO													



SECTION C-C



SECTION B-B

REINFORCING STEEL EA.ABUT.

GRADE 60 BARS				
BAR	TYPE	SIZE	LENGTH	NO. REQ'D
A1	1	#5	30'-6"	30
A2	2	#5	4'-9"	122
A3	1	#5	5'-9"	16
A4	1	#5	8'-3"	4
A5	1	#5	3'-3"	4
A6	1	#5	5'-3"	
Thru			By 6"	4 Ea.
A11	1	#5	2'-9"	

AS BUILT
RECORD DRAWINGS

CITY OF ALBUQUERQUE
MUNICIPAL DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

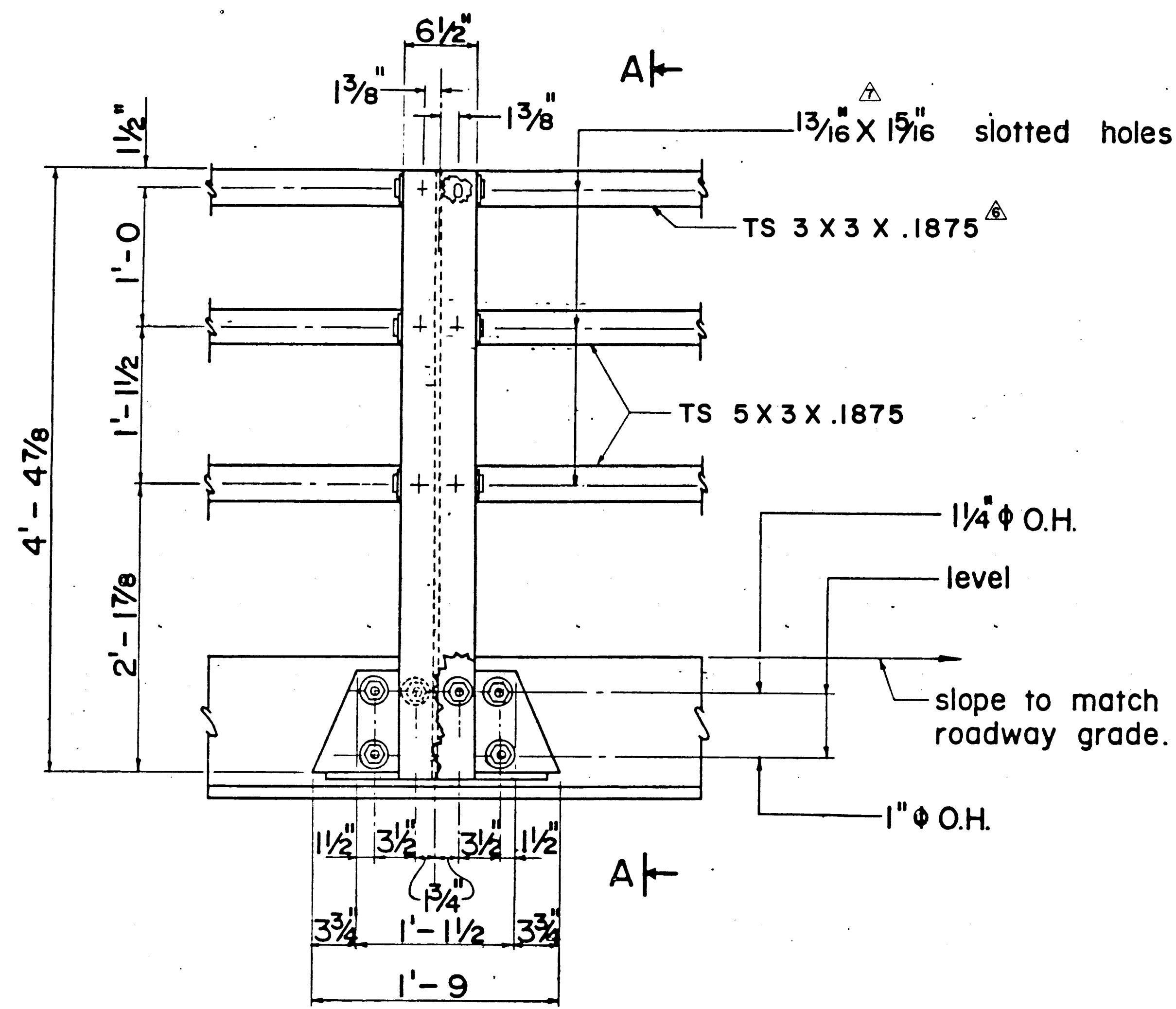
TITLE: **ABUTMENT DETAILS**

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
City Engineer	<i>[Signature]</i>	10/1/87	liquid Waste	W/W	5-22-87
ACE Design	<i>[Signature]</i>	5-20-87	Traffic	N.A. DWA	5/26/87
ACE-Hydrology	<i>[Signature]</i>	6-1-87	Water	W/W	5-22-87

DRAWING NO.	3079	MAP NO.	SHEET	OF
			11	14

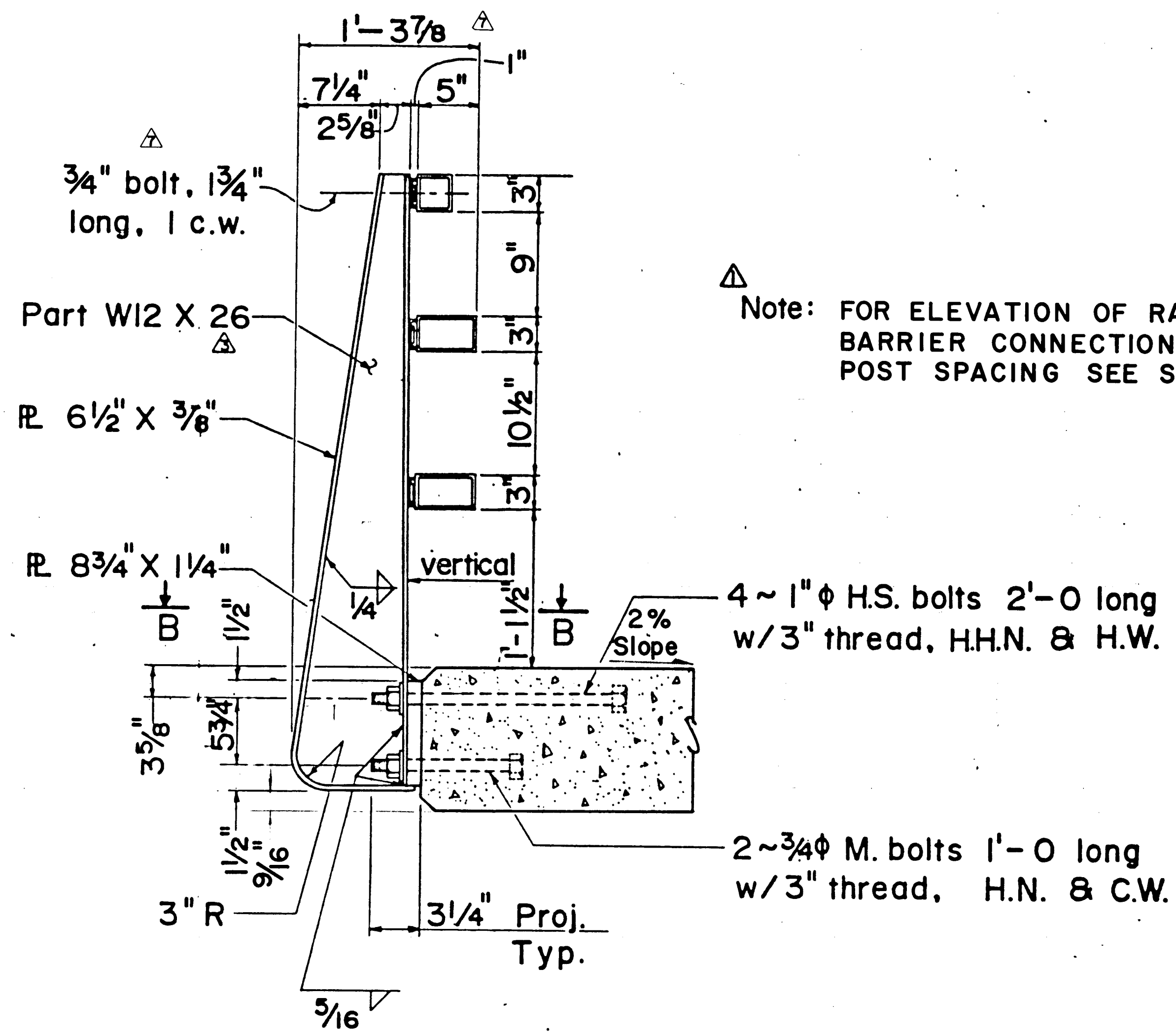
[illegible]

F.H.W.A. Project No.	STATE	SHEET NO.	TOTAL SHEETS
8	NEW MEXICO		

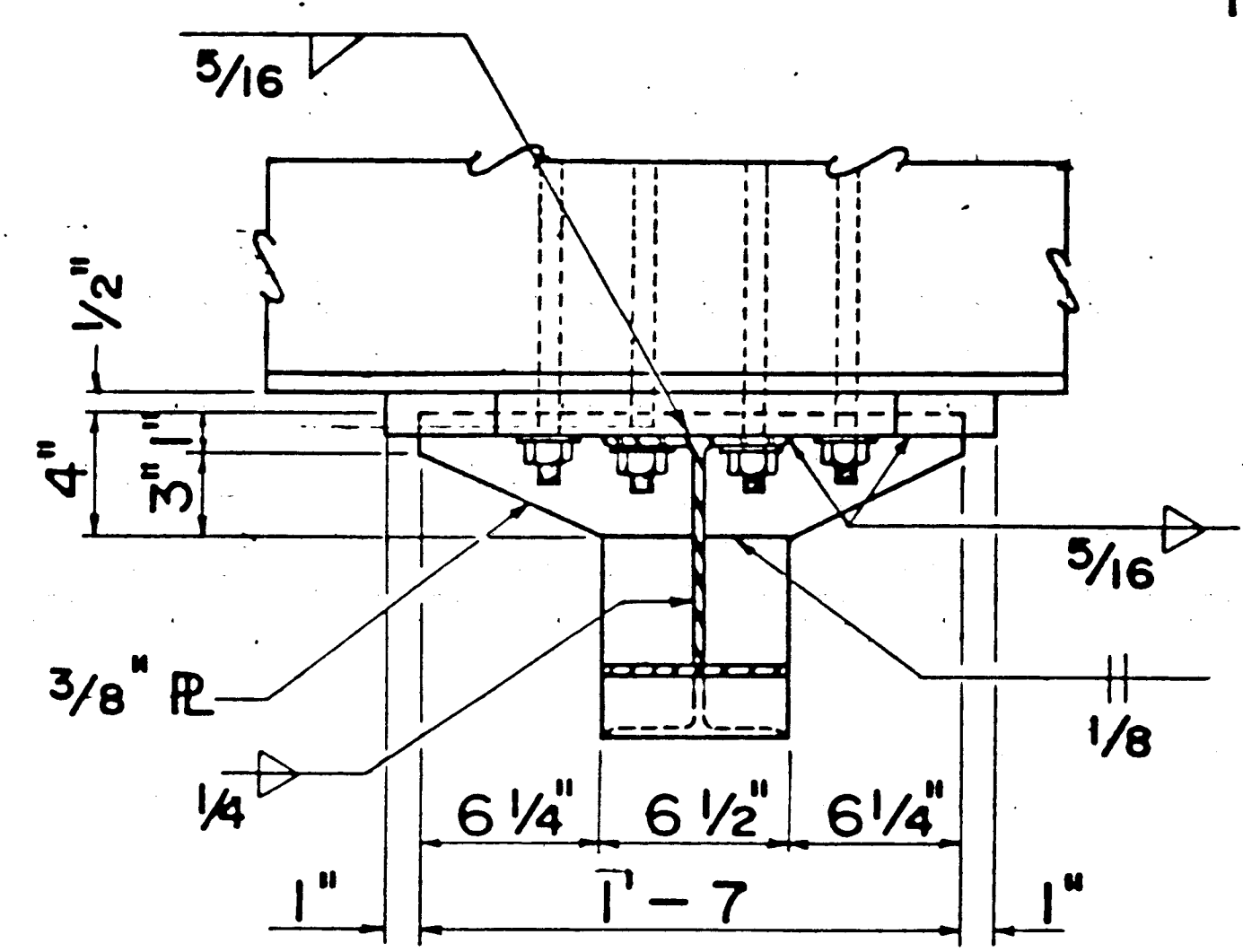


ELEVATION

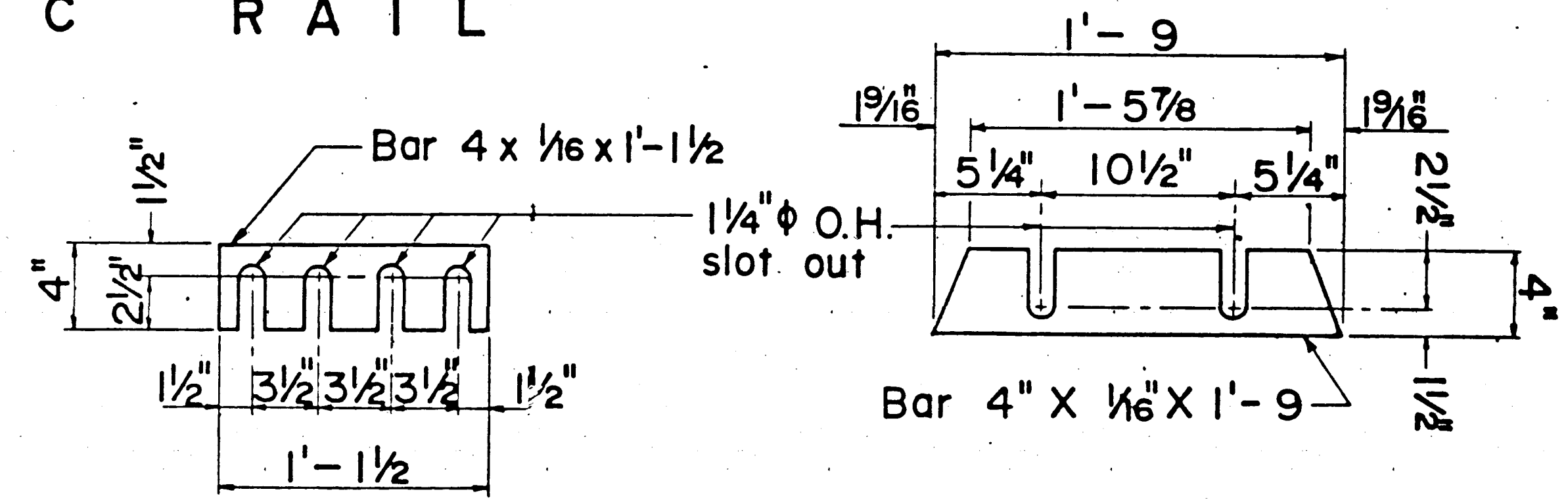
T Y P E C R A I L



SECTION A-A



SECTION B-B



P O S T S H I M S

Required: ONE OF EACH PER POST WHERE NECESSARY TO ACHIEVE VERTICAL AND LONGITUDINAL ALIGNMENT.

AS BUILT
RECORD DRAWINGS

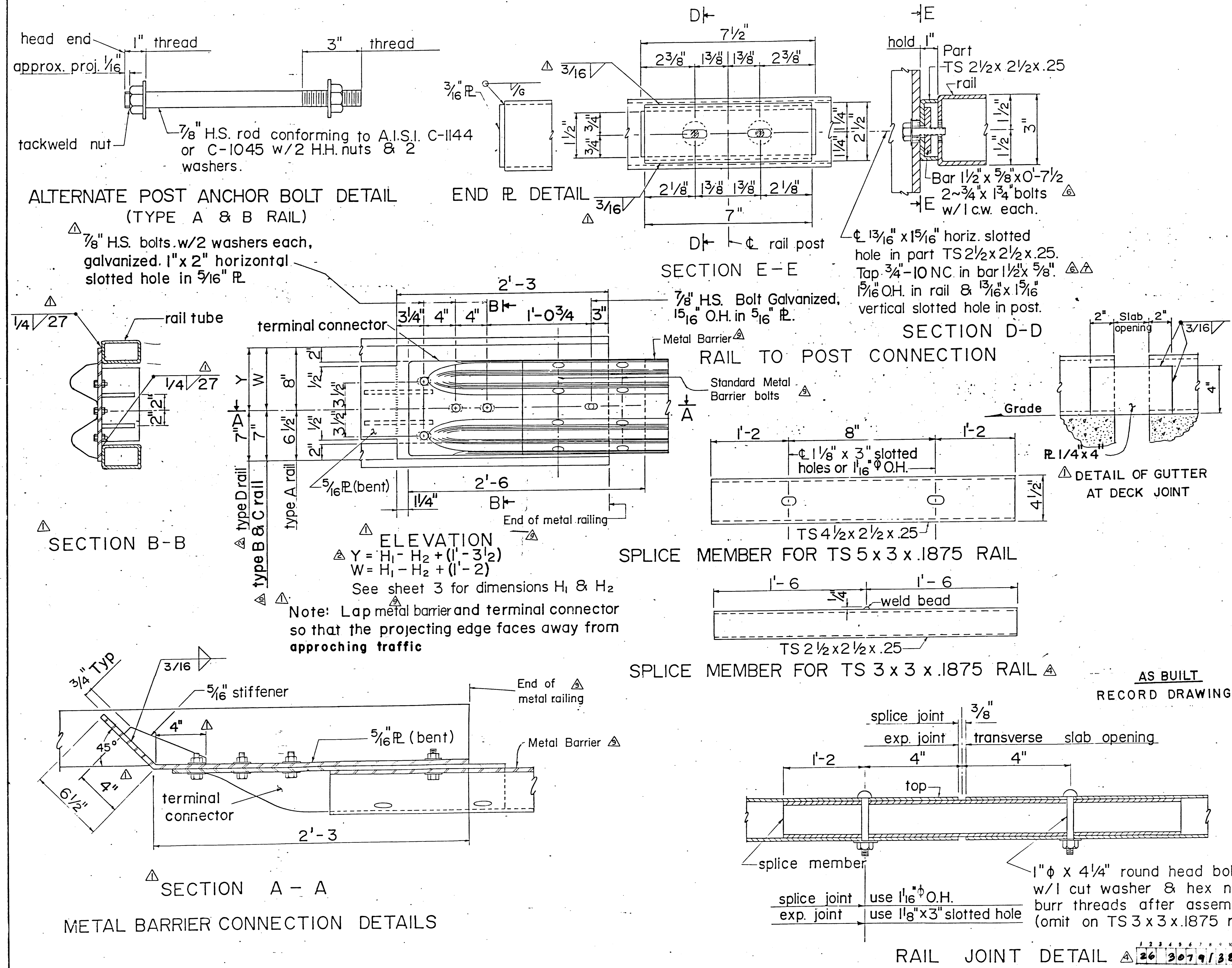
26 30791200

Note: FOR ELEVATION OF RAILING, METAL BARRIER CONNECTION AND MAX. POST SPACING SEE SERIAL BMR-003

Serial BMR-001 must accompany this sheet. THIS SERIAL REVISED 3-6-85			
UPDATE TUBE SIZE	3-16-81	ER.D	
ADDED CROSS REFERENCE	2-4-80	ER.D	
CHANGED SERIAL DESIGNATION	10-26-79	ER.D	
UPDATE POST SIZES	7-12-78	J.A.H.	
CHANGE GUARDRAIL TO METAL BARRIER, DEL. BRIDGE	3-6-85	P.A.Z.	
REVISE NOTE & DIMENSIONS	3-16-81	ER.D	
IDENT. NO.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			
NEW MEXICO STATE HIGHWAY DEPARTMENT METAL BRIDGE RAILING TYPE C			
DESIGNED BY <i>CP</i>	APPROVAL <i>G. Taylor</i>	2-16-76	
DRAWN BY G.V.	RECOMMENDED BRIDGE ENGINEER	DATE	
CHECKED BY <i>AT G</i>	APPROVED <i>Ray Coulter</i>	3-5-76	
	ENGINEER OF DESIGN	DATE	
SERIAL BMR-004-04			

THIS SERIAL REVISED: 4-19-82

STATE	SHEET NO.	TOTAL SHEETS
NEW MEXICO	6	

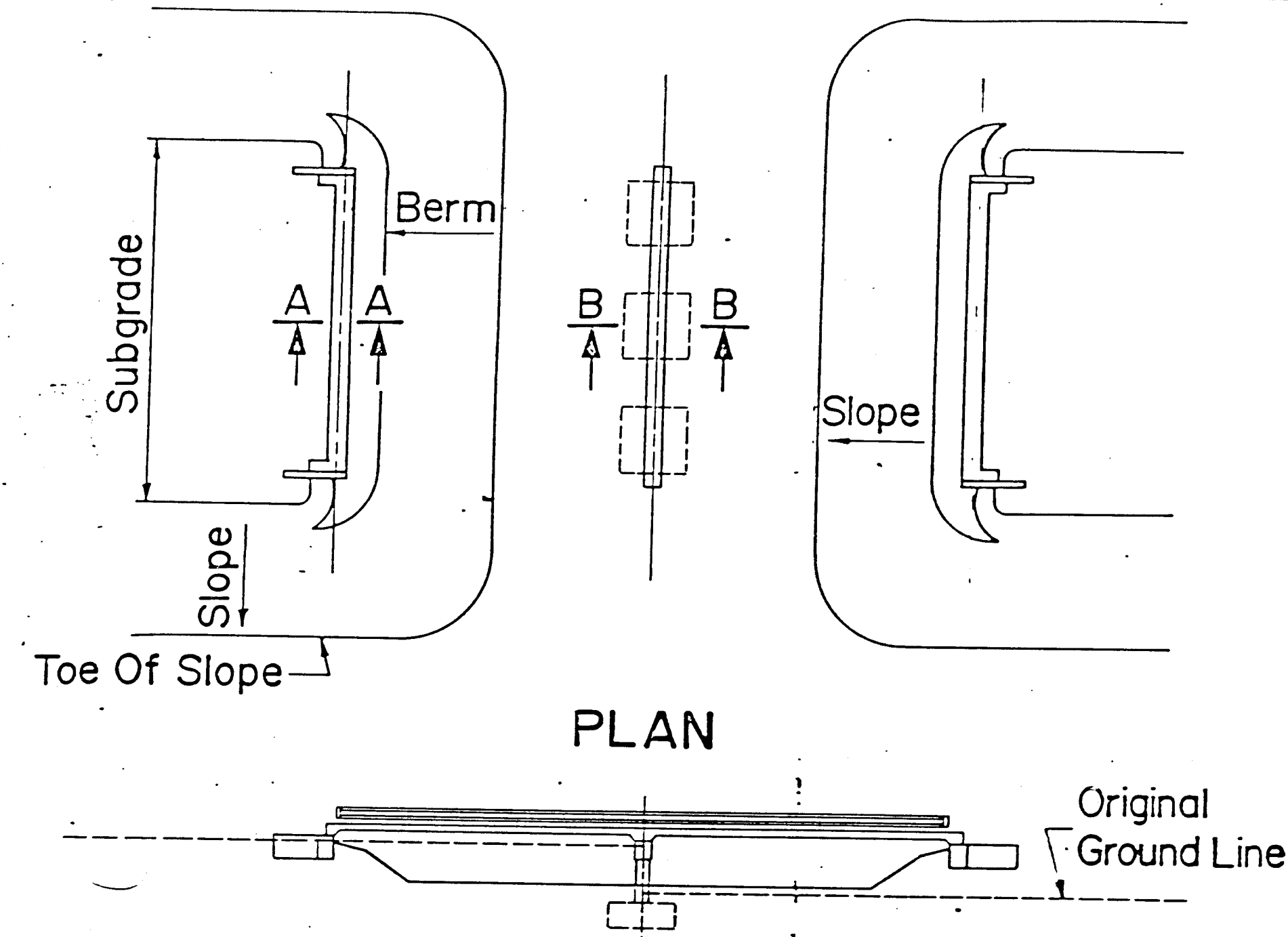


GENERAL NOTES

- Design in accordance with 1977 AASHTO Specifications.
- All rails to be parallel to grade unless otherwise shown.
- See structure details for post spacing and other details not shown.
- Details shown are for steel only. A steel or aluminum railing of an alternate design may be substituted for the railing shown on these sheets provided the alternate design is approved by the Engineer before fabrication.
- Steel rail tubes shall conform to the requirements of ASTM designation A500 or A501. Post spacing shown on the plans is based on the use of TS5x3x.1875 conforming to the requirements of ASTM designation A500 grade B. If the contractor elects to use tubes of another grade, the post spacing shown on the plans will be revised by the Bridge Design Section.
- Metal railing will be paid for at the unit price per foot.
- Terminal connector shall be AASHTO-ARBA STD HM-TF 13/RE-8, shall conform to AASHTO Specification M-180 be galvanized and of class B sheet thickness
- Caulking compound used under gutter channels and rail post base plates shall be a single component cold applied, non sagging compound having either a silicone rubber base or a synthetic rubber base of the chemically curing type and shall conform to the requirements of Federal Specifications TT-S-001543 A or TT-S-230C.

IDENT. NO.	DESCRIPTION	DATE	BY
1	STRENGTHENED RAIL-POST CONNECTION	2-6-80	E.R.D.
2	CHANGED SERIAL DESIGNATION	10-26-79	E.R.D.
3	ADDED TYPE C TO CONNECTION DETAIL	4-19-85	P.A.Z.
4	CHANGE GUARDRAIL TO METAL BARR. DEL. BRIDGE	3-6-85	P.A.Z.
5	ADDED GENERAL NOTE NO. 8	10-25-82	E.R.D.
6	UPDATE 3/4" THREAD	3-15-81	E.R.D.

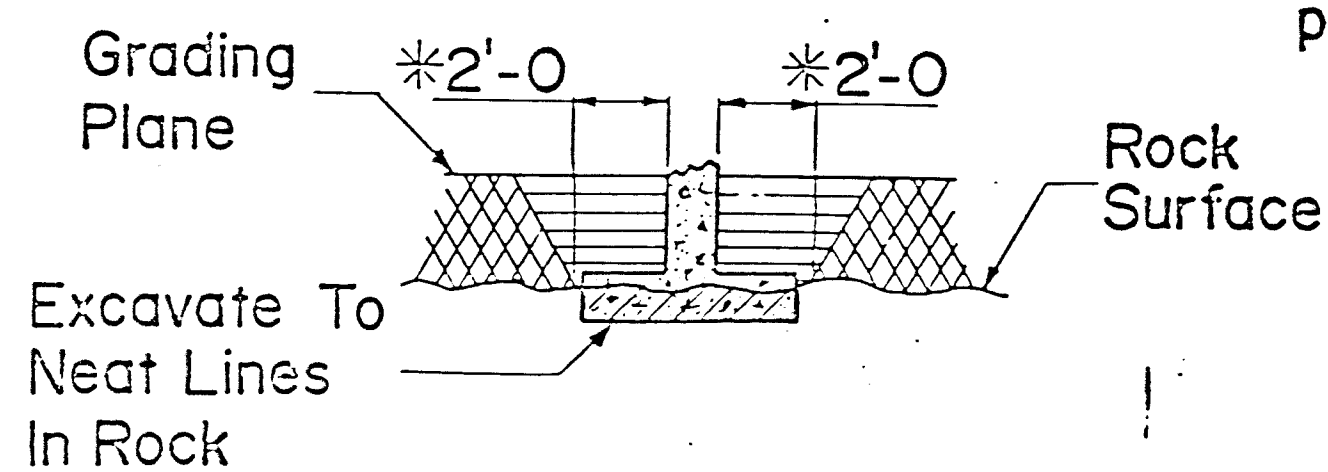
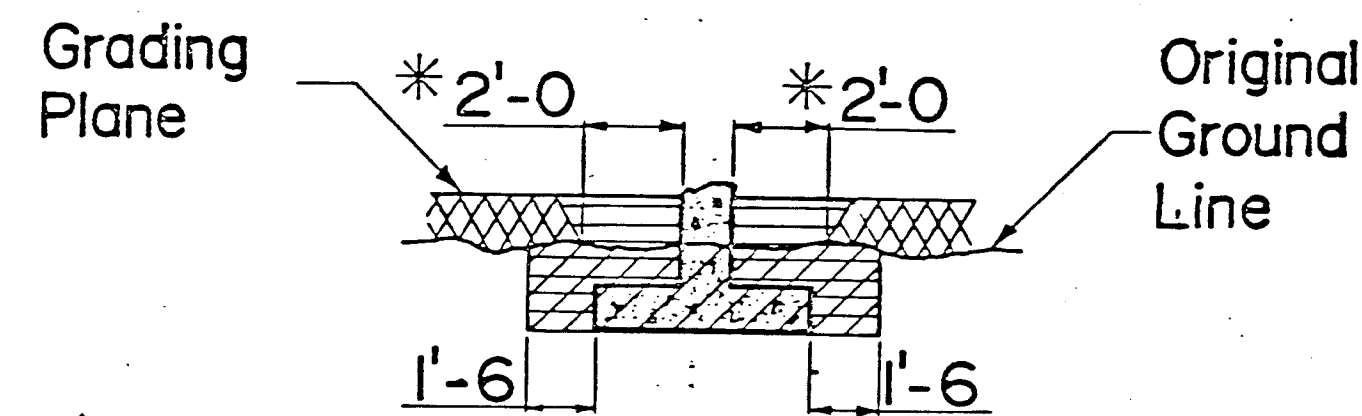
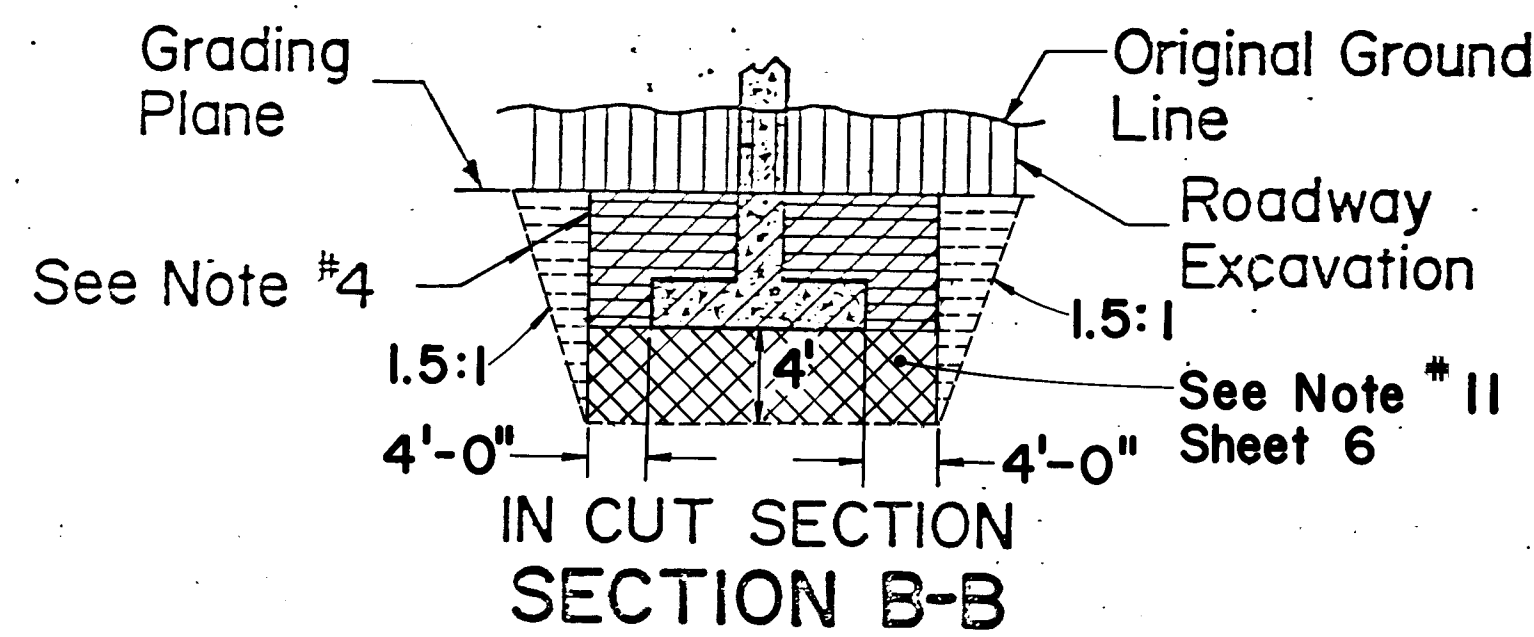
NEW MEXICO STATE HIGHWAY DEPARTMENT	
METAL RAILING GENERAL NOTES & TYPICAL DETAILS	
DESIGNED BY: <i>cfv</i>	APPROVAL: <i>H. Tachan</i> 2-16-76 RECOMMENDED BRIDGE ENGINEER DATE
DRAWN BY: G.V.	APPROVED: <i>Ray Cooper</i> 3-7-76 ENGINEER OF DESIGN DATE
CHECKED BY: M.G.	
SERIAL BMR-001-10	



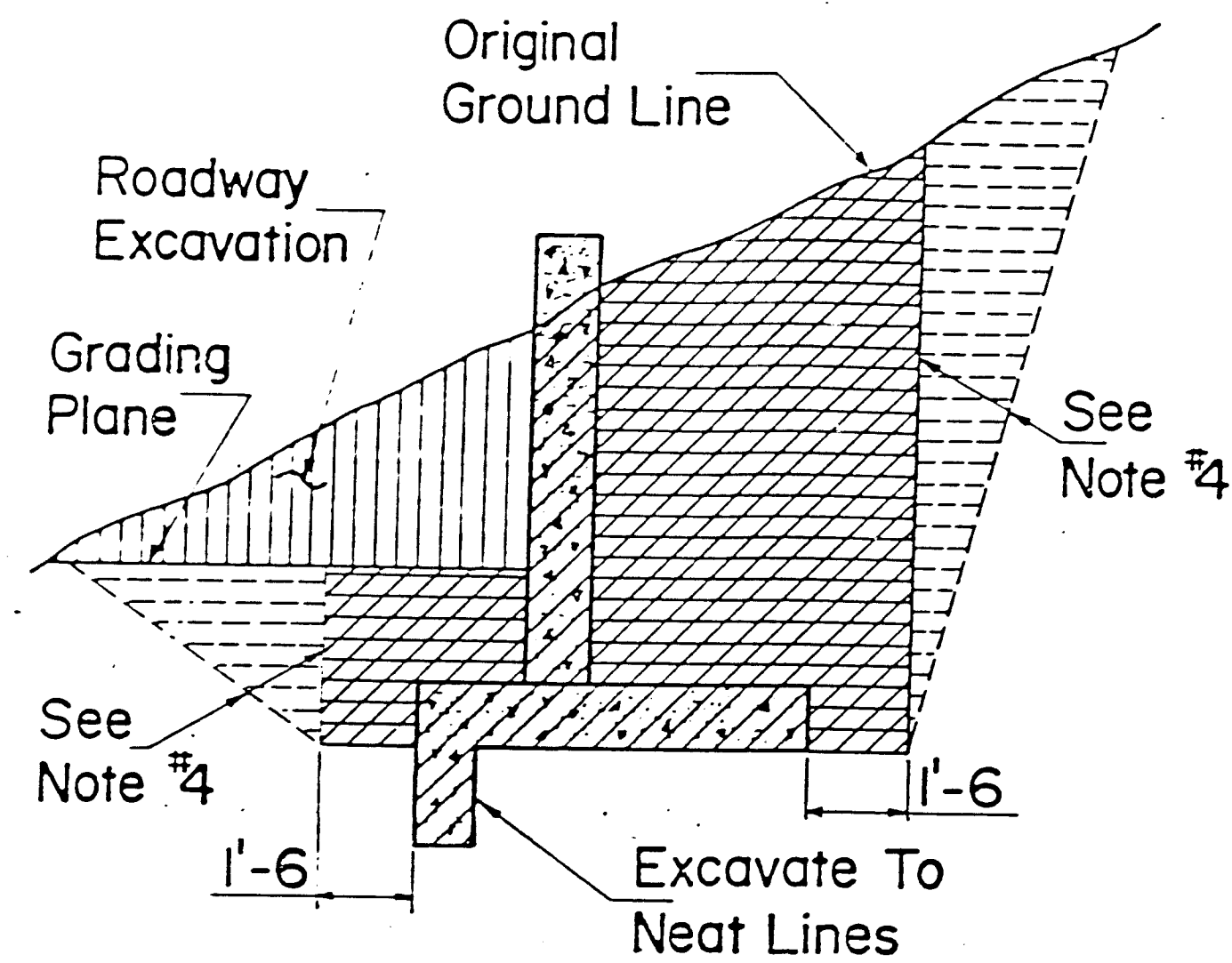
HALF ELEVATION
IN CUT SECTION

HALF ELEVATION
IN FILL SECTION

PROFILE

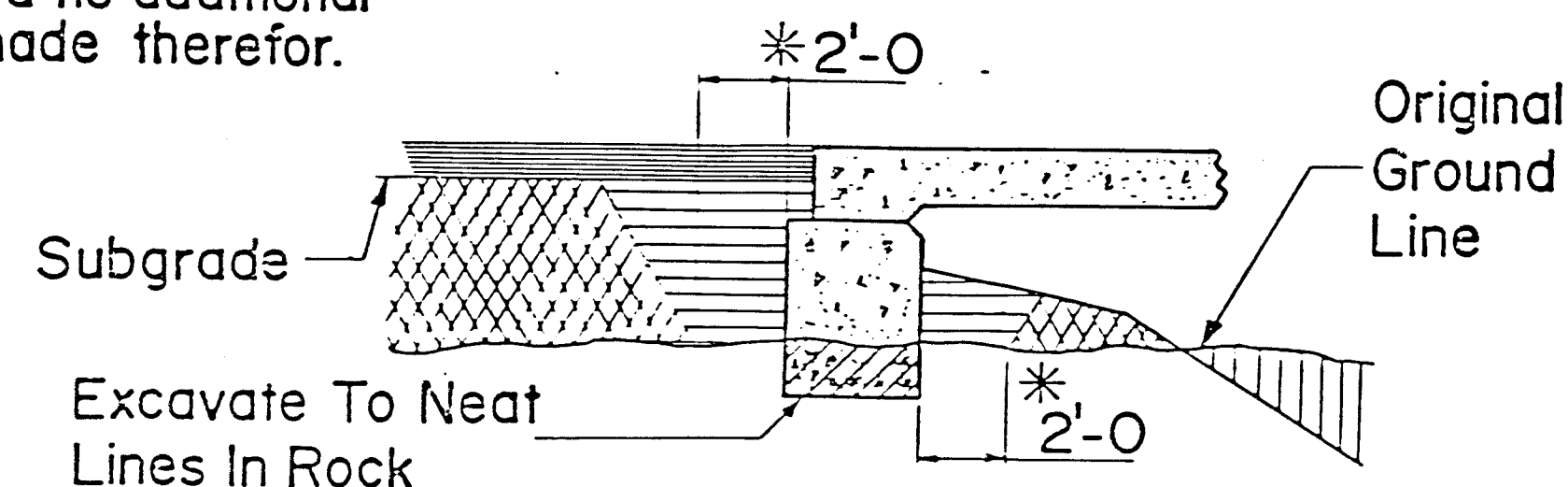
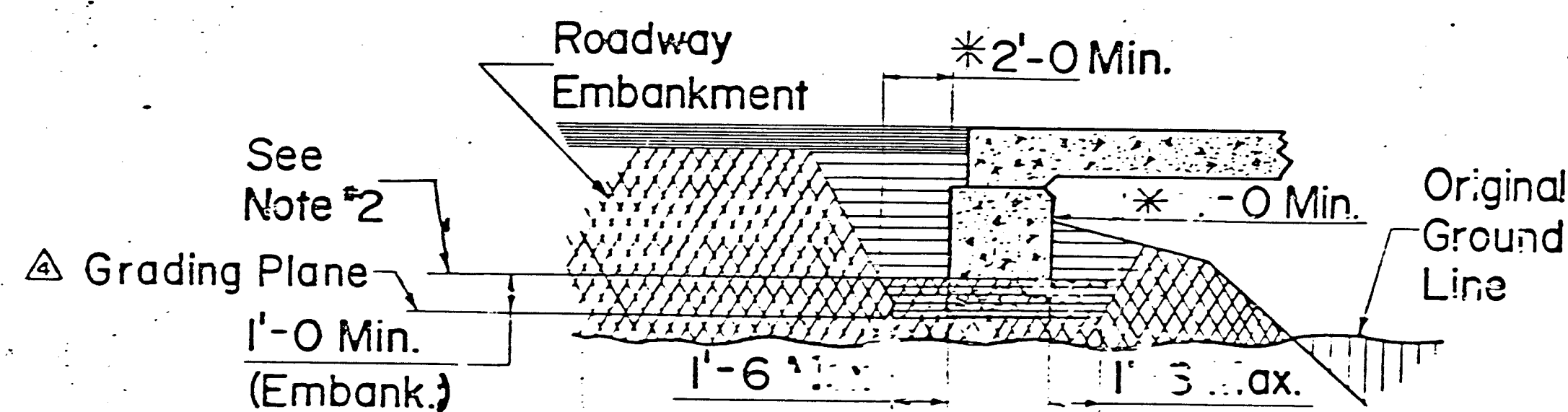
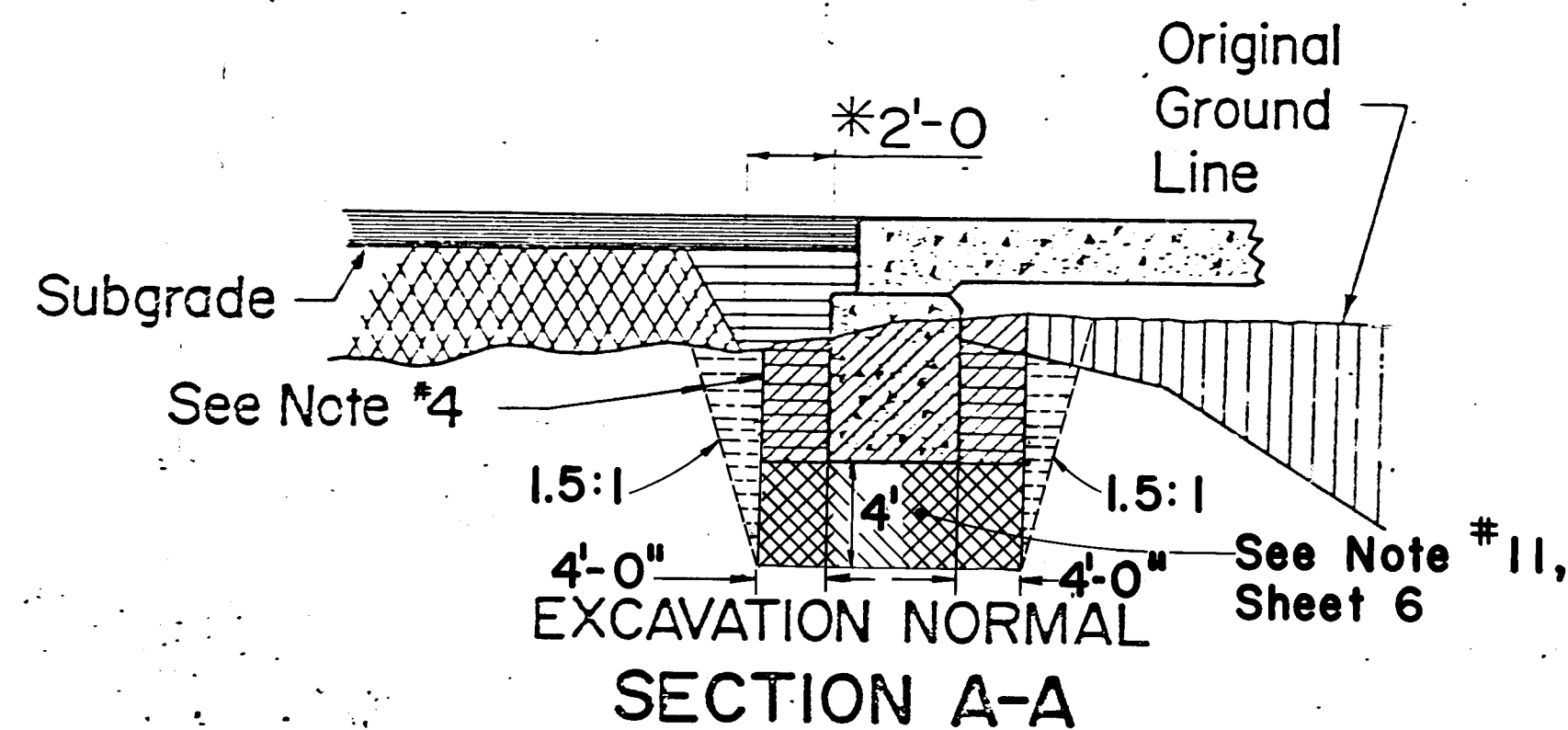


Note: The 1'-0" excavation back down to grading plane is incidental to the construction and no additional payment shall be made therefor.



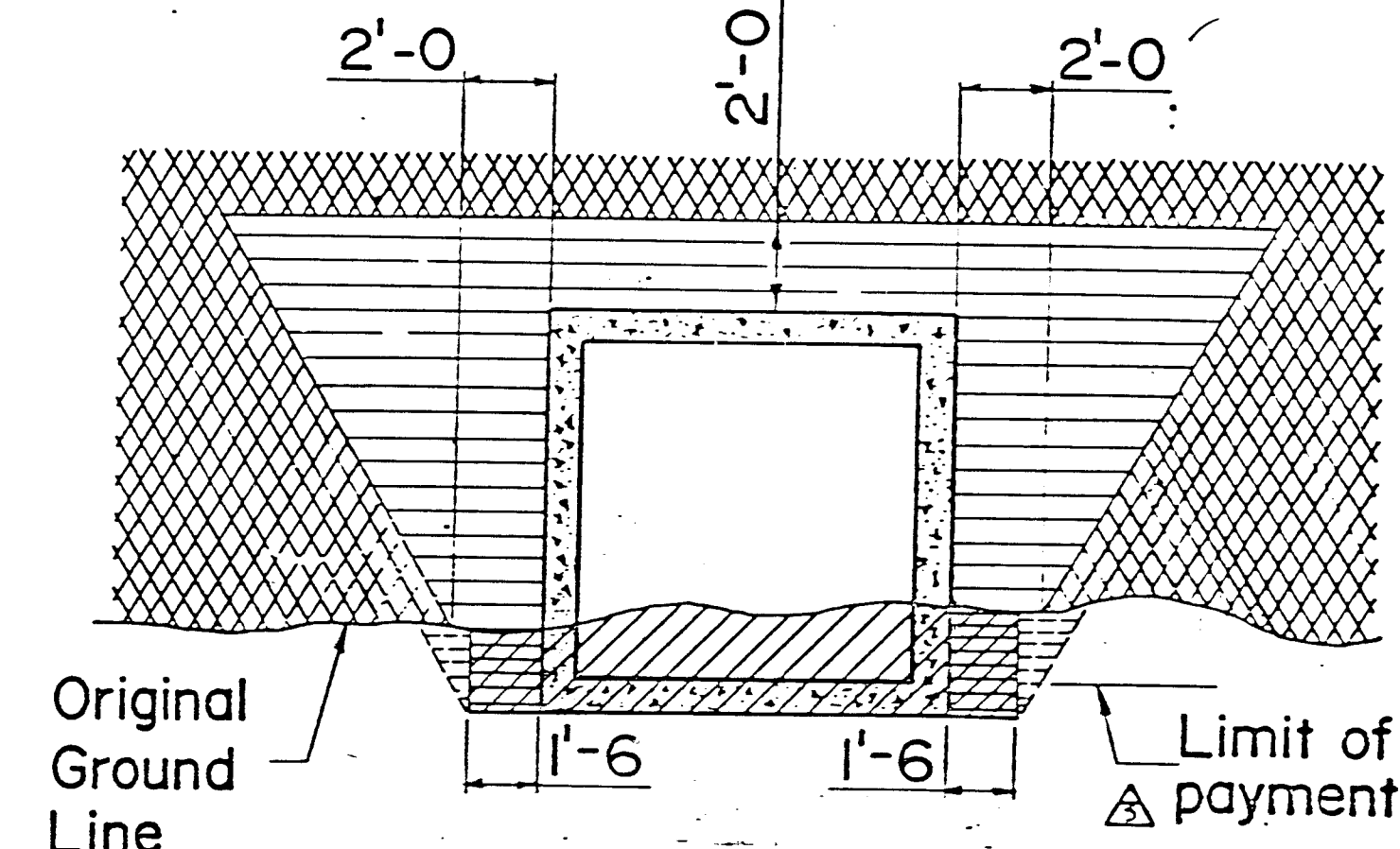
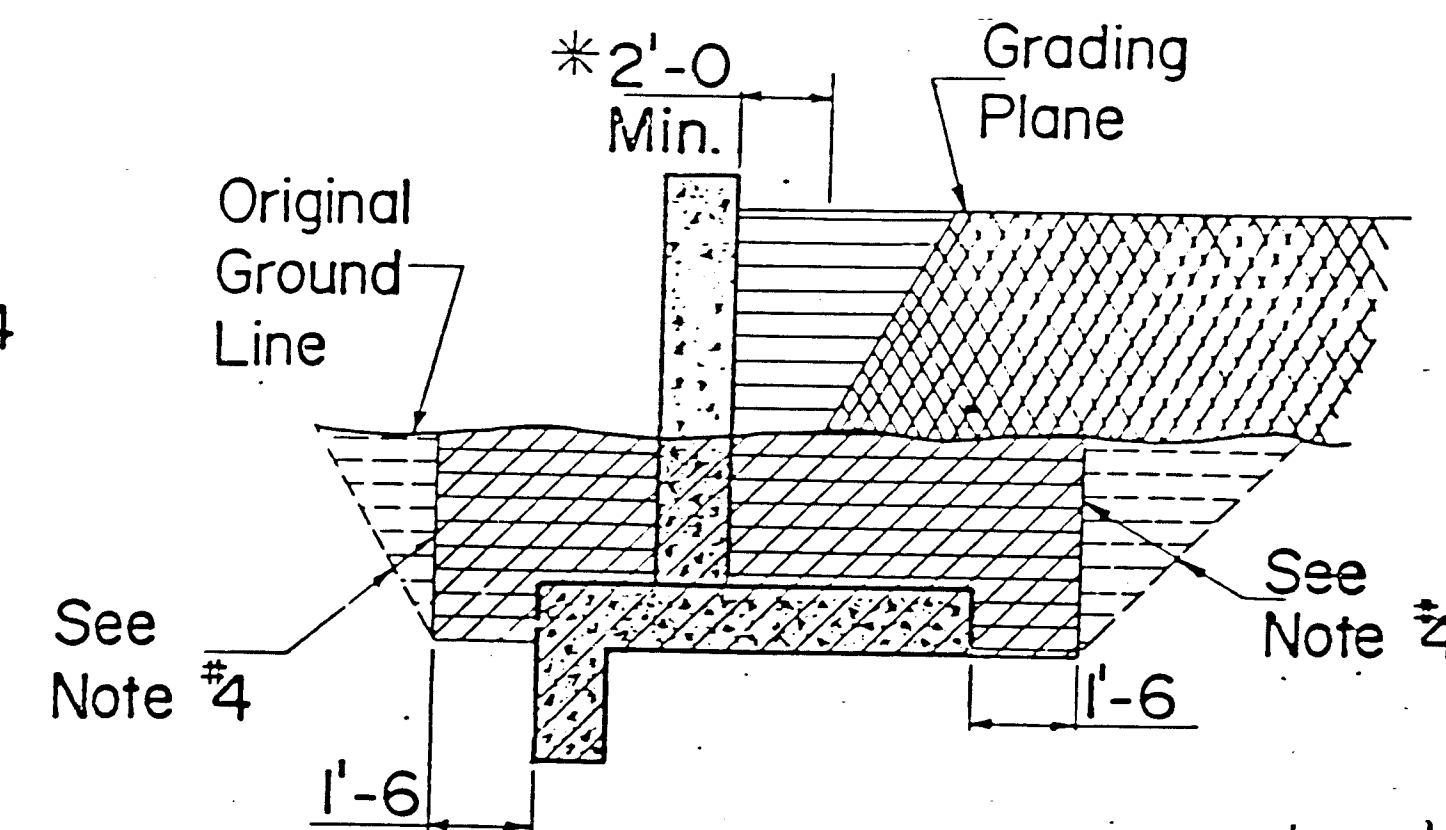
RETAINING WALLS

Note: Earthwork for CBC's to be in accordance with Section 206 of the Specifications.



AS BUILT
RECORD DRAWINGS

*SEE NOTE #3



Horizontal Lined Areas Indicate Backfill For The Full Length Of CBCs.

LEGEND

- Roadway Excavation
- Roadway Embankment
- Structure Backfill
- Structure Excavation

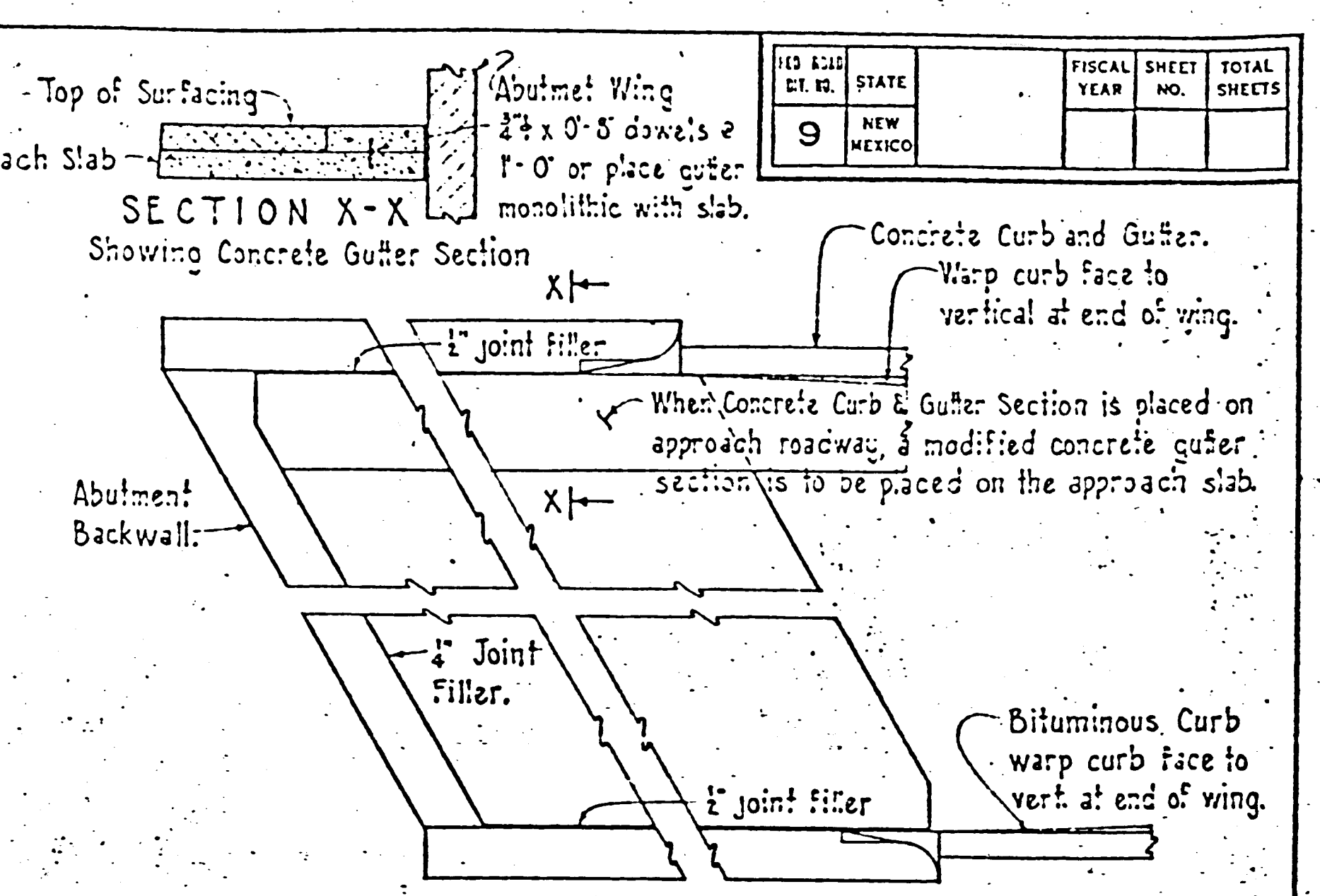
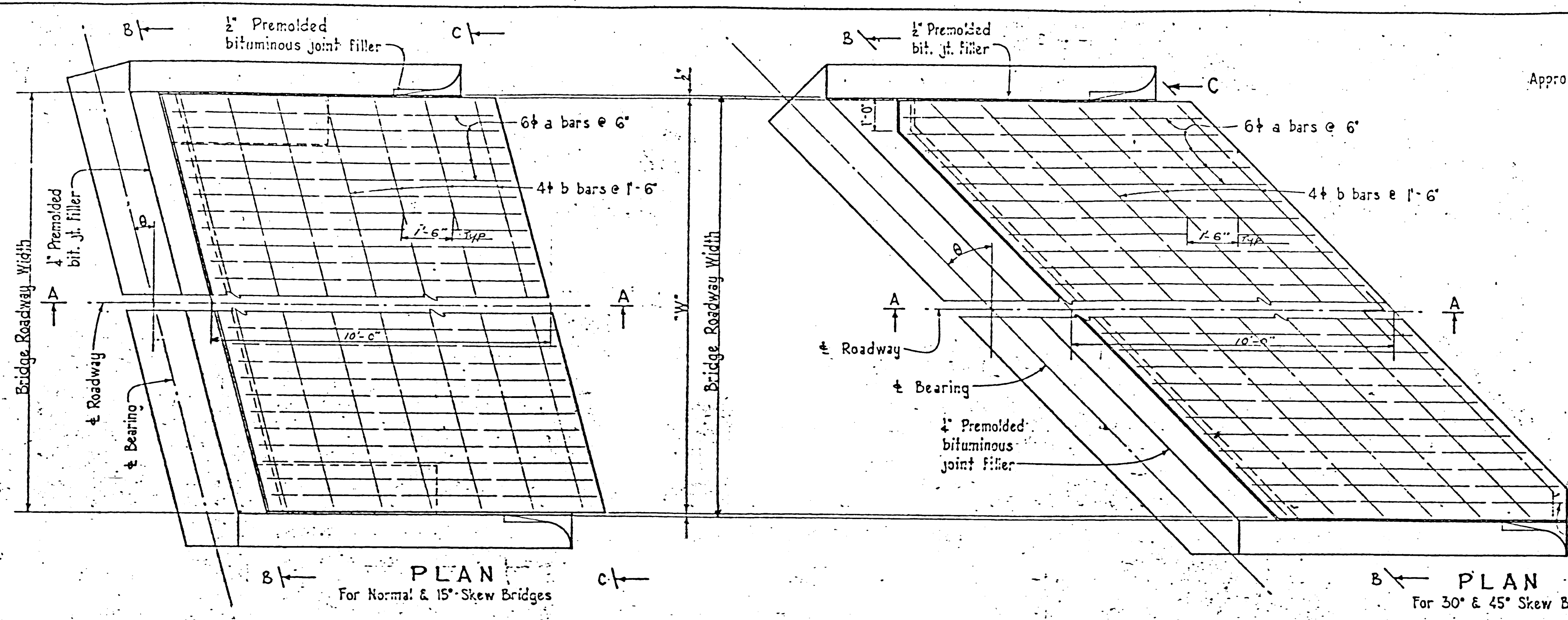
F.H.W.A. Region No.	STATE	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO		

GENERAL NOTES

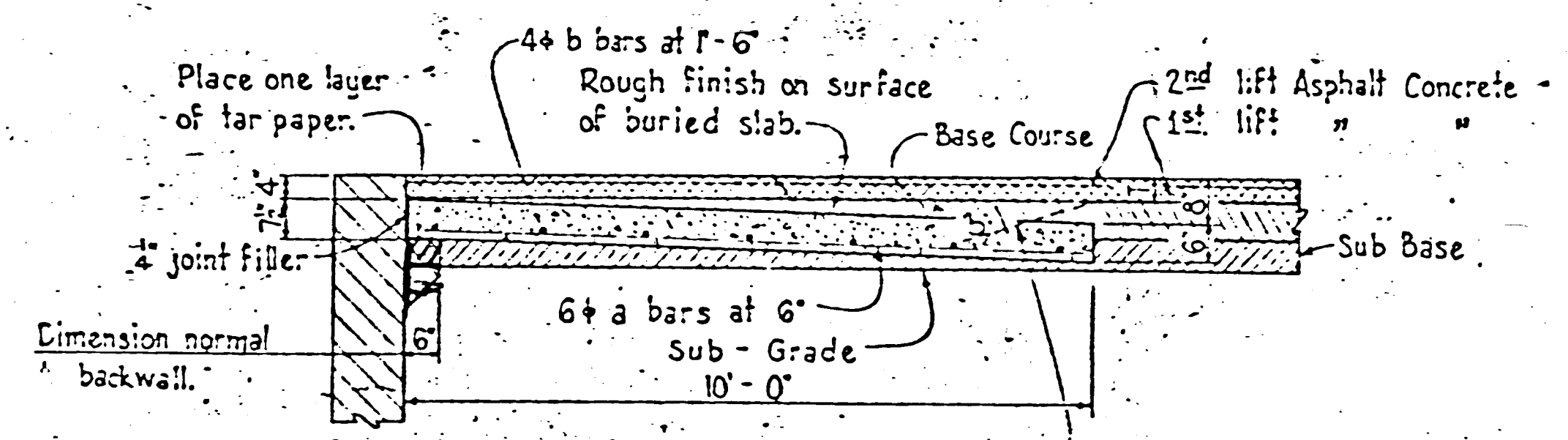
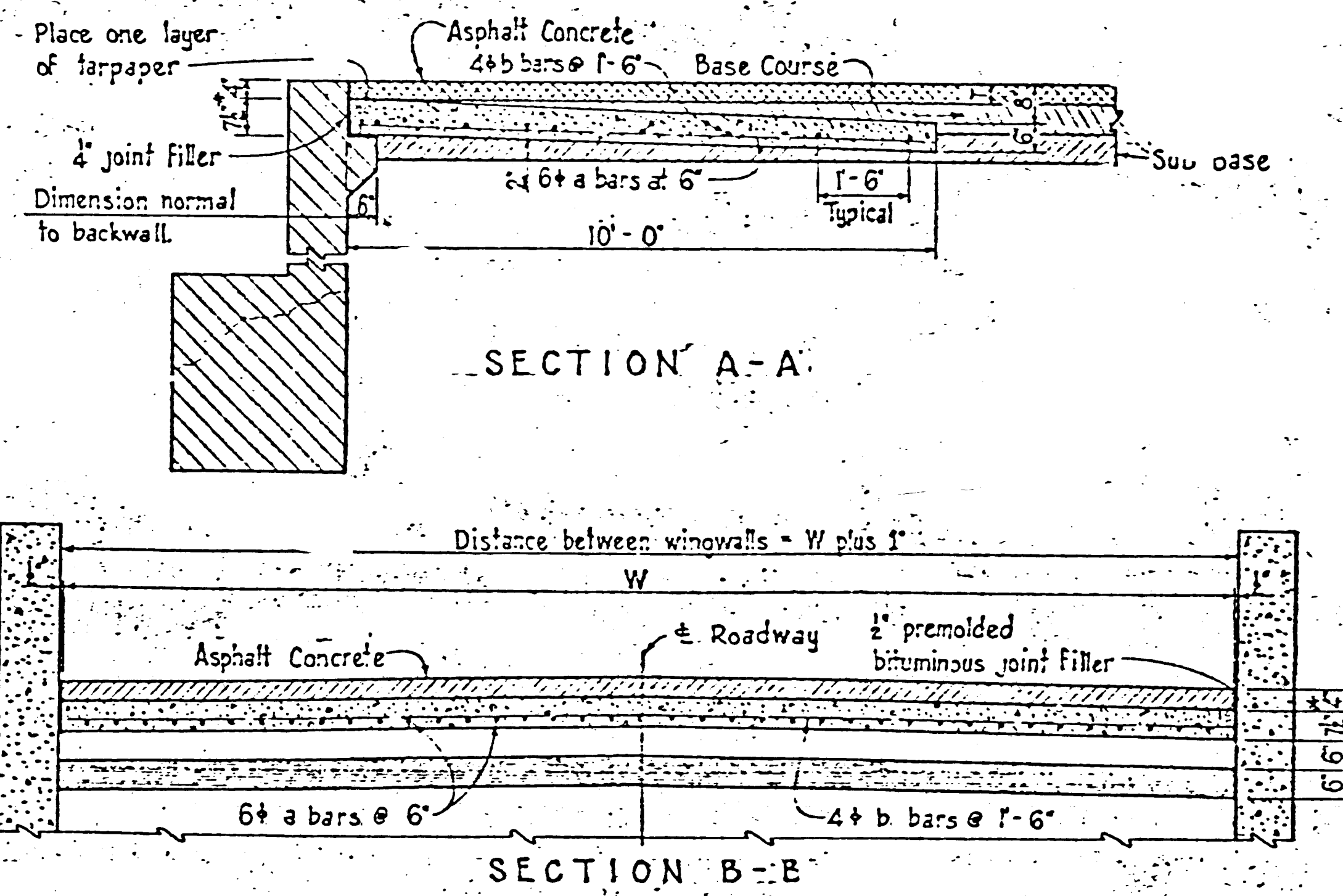
1. Earthwork shall be in accordance with Section 210 of the Specifications unless otherwise noted.
2. Compact Roadway Embankment 1.0' (Min.) above bottom of abutment. Excavation to bottom of abutment elevation shall be delayed until the contractor is ready to place the abutment forms and concrete.
3. All Details are shown with the Roadway Embankment placed first and the structural backfill material placed on top of it. The contractor shall use this placement order so the structural backfill can be compacted to the maximum density required. No embankment material shall be within 2'-0" of the concrete structure.
4. Where the site of work or character of material to be excavated requires a slope less than vertical and the contractor obtains approval from the Engineer to make a cut less than vertical, instead of using cofferdams, the slope of the cut shall not be steeper than the stability of the material permits. This additional excavation and backfill, beyond a vertical cut, shall be considered incidental to the completion of the work and no additional payment will be made therefor.
5. Grading Plane is the surface to which precise grading is finished such as subgrade under the template section of a road, roadway side slopes, ditches adjacent to piers, ditch slopes at wingwalls, subgrade under abutments and retaining walls.

6			
5			
4	FILL SECTION A-A ~ GENERAL NOTE 5	11-7-80	E.R.D.
3	ADDED NOTES TO CBC DETAIL	1-4-80	E.R.D.
2	REVISED GENERAL NOTE #1	1-4-80	E.R.D.
1	REVISED TITLE	1-4-80	E.R.D.
DESIGNED BY	J.D.G.	APPROVAL	
DRAWN BY	A.J.S.	RECOMMENDED -	BRIDGE ENGINEER
CHECKED BY	E.R.D.	APPROVED	DIRECTOR PROJECT DEVELOPMENT DIVISION
SERIAL BEB-001-04			

Designed by Tom A. J. S. J.
 Detailed by W. H. J. Checked by J. A. J. 12-65



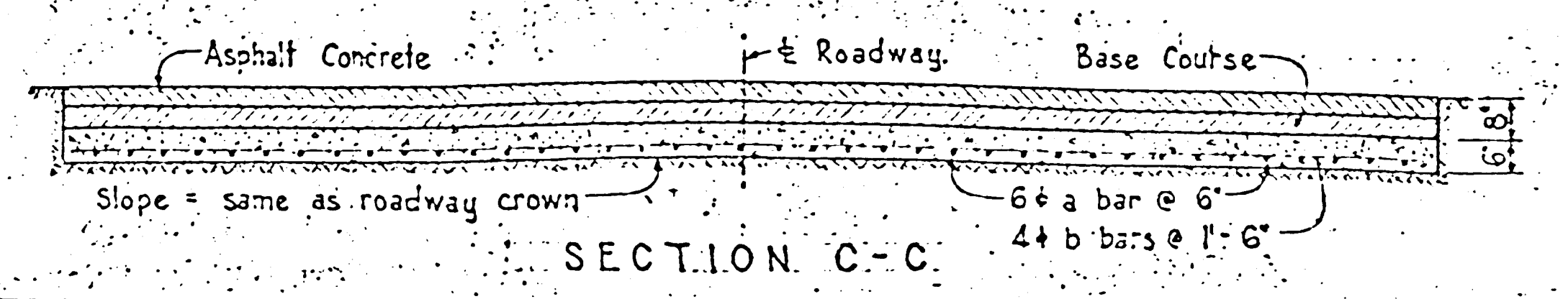
DETAIL OF APPROACH CURB AT ABUTMENTS
 Quantities for modified concrete gutter section on approach slab are not included in quantities for One Approach Slab.



Base Course to be fully compacted to dotted line. Cut out base course and sub-base course to neat lines of approach slab and place slab directly against base course and sub base course.
 If roadway is not to receive 2nd lift of asphalt concrete until some future date, 1st lift is to be brought up to top of backwall.

TYPICAL SECTION SHOWING PLACING OF SURFACING
 NOTE: T = total thickness of first & second lifts of asphalt concrete.
 See Typical Roadway Section.

NOTE: Section B-B and C-C show details where roadway is crowned. If roadway slopes to one side only, details to be the same except for slope.



6 # a	9' - 9"	Req'd: 2W
4 # b	(W-6') Sec. 0	7

REINFORCING STEEL FOR ONE APPROACH SLAB

ESTIMATED QUANTITIES FOR ONE APPROACH SLAB

ITEM	Normal $\theta = 0^\circ$	15° Skew $\theta = 15^\circ$	30° Skew $\theta = 30^\circ$	45° Skew $\theta = 45^\circ$
Approach Slab Concrete - Cu. Yd.	0.2083W	0.2083W	0.2083W - 0.012	0.2083W - 0.021
Reinforcing Steel Lbs.	(33.97W) - 2.34	(34.13W) - 2.42	(34.69W) - 2.70	(35.90W) - 3.31

26 307914884

GENERAL NOTES

- All material and workmanship shall conform to N.M.S.H. Comm. Specs.
- All concrete shall be Class "A".
- All reinforcing steel shall be deformed bars of intermediate grade and shall conform to A.A.S.H.O. Specifications M-31 and M-137.
- Premolded bituminous joint filler shall conform to ASTM Specification D-1751. Cost of joint filler and tar paper is to be included in the unit price bid for concrete.
- Slab shall be placed only on material compacted in conformance with the specifications.

AS BUILT RECORD DRAWINGS

No.	DESCRIPTION	DATE	BY
1	Revised Bridge Roadway width	3-25-66 M.K.	
2	show b bar spacing, added dim. on plan	6-16-67 M.K.	

NEW MEXICO
STATE HIGHWAY DEPARTMENT
DETAILS FOR REINFORCED CONCRETE BRIDGE APPROACH SLABS FOR USE WITH ASPHALT CONCRETE
SERIAL BAS-65-1

APPROVED: W. H. J. 12-65