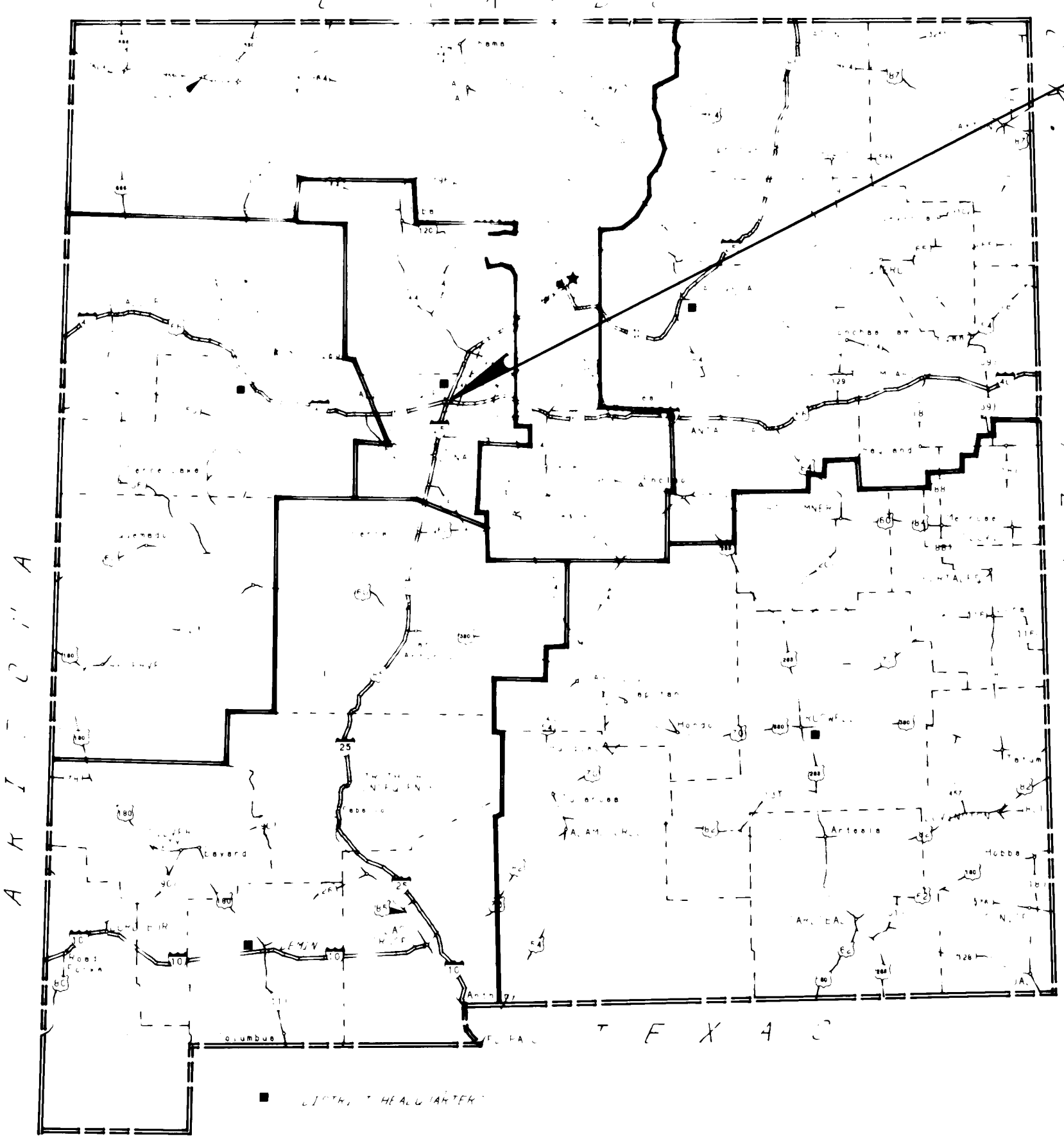
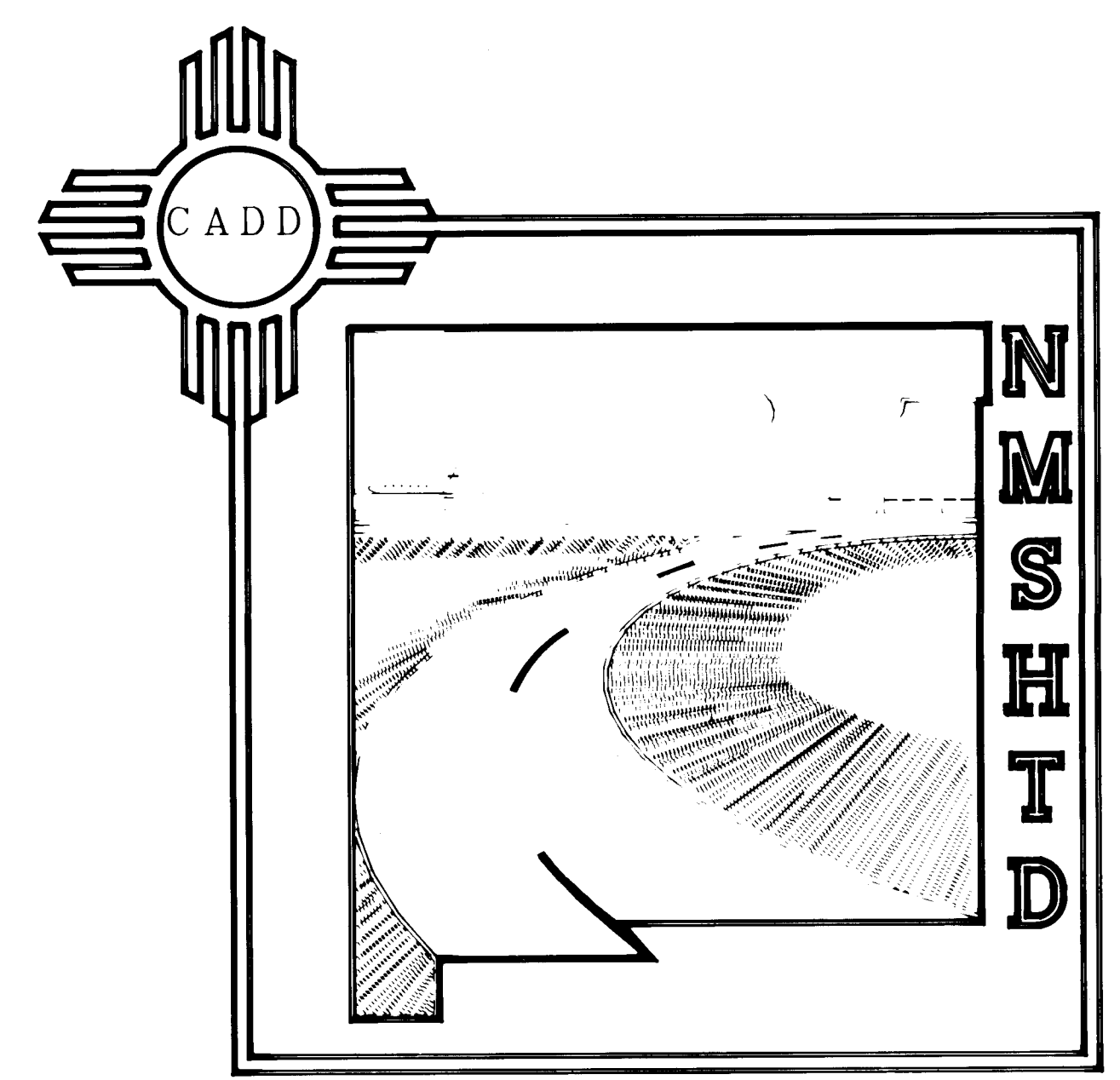


NEW MEXICO STATE HIGHWAY & TRANSPORTATION DEPARTMENT CONSTRUCTION PLANS

4 TH. STREET RECONSTRUCTION
MAP-2351(900)

CITY OF ALBUQUERQUE
PROJECT NUMBER 3527.90

BERNALILLO COUNTY



N.M.P. M.A.P. - 235(900)
4TH ST. LOMAS BOULEVARD
NORTH TO ALAMEDA DRAIN
CITY OF ALBUQUERQUE
PROJECT NO. 3527

26 3527.900193

Russell D. Smith
7-8-93



RECORD DRAWING
JUN 15 1993
This drawing has been reviewed based on the information provided by the City of Albuquerque and is not a final design. It is subject to change without notice.

APPROVED:

[Signature]
SECTION DIVISION DIRECTOR
P.E. NO. 5680

DATE:

7/25/96

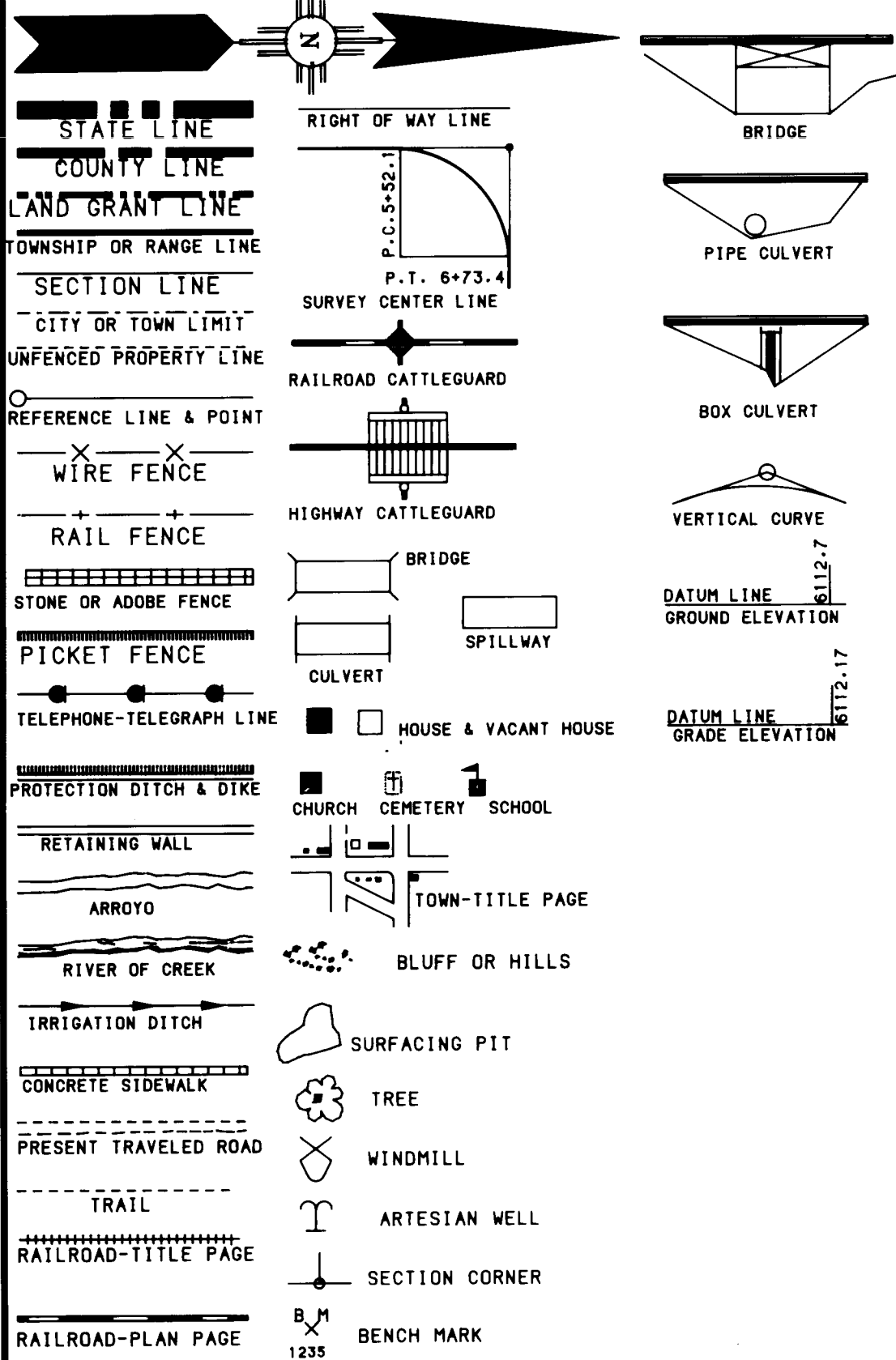
APPROVED FOR
CONSTRUCTION

CITY ENGINEER
P.E. NO. 7093

DATE:

7/25/96

CONVENTIONAL SIGNS ON PLAN ON PROFILE



BOOK NUMBERS

ALBUQUERQUE SURVEYING COMPANY, INC.

689
690
691

SCALES

{ PLAN: 1" = 20'
PROFILE: 1" = 5'
LAYOUT: 1" = 1060'

SHIPPING POINTS

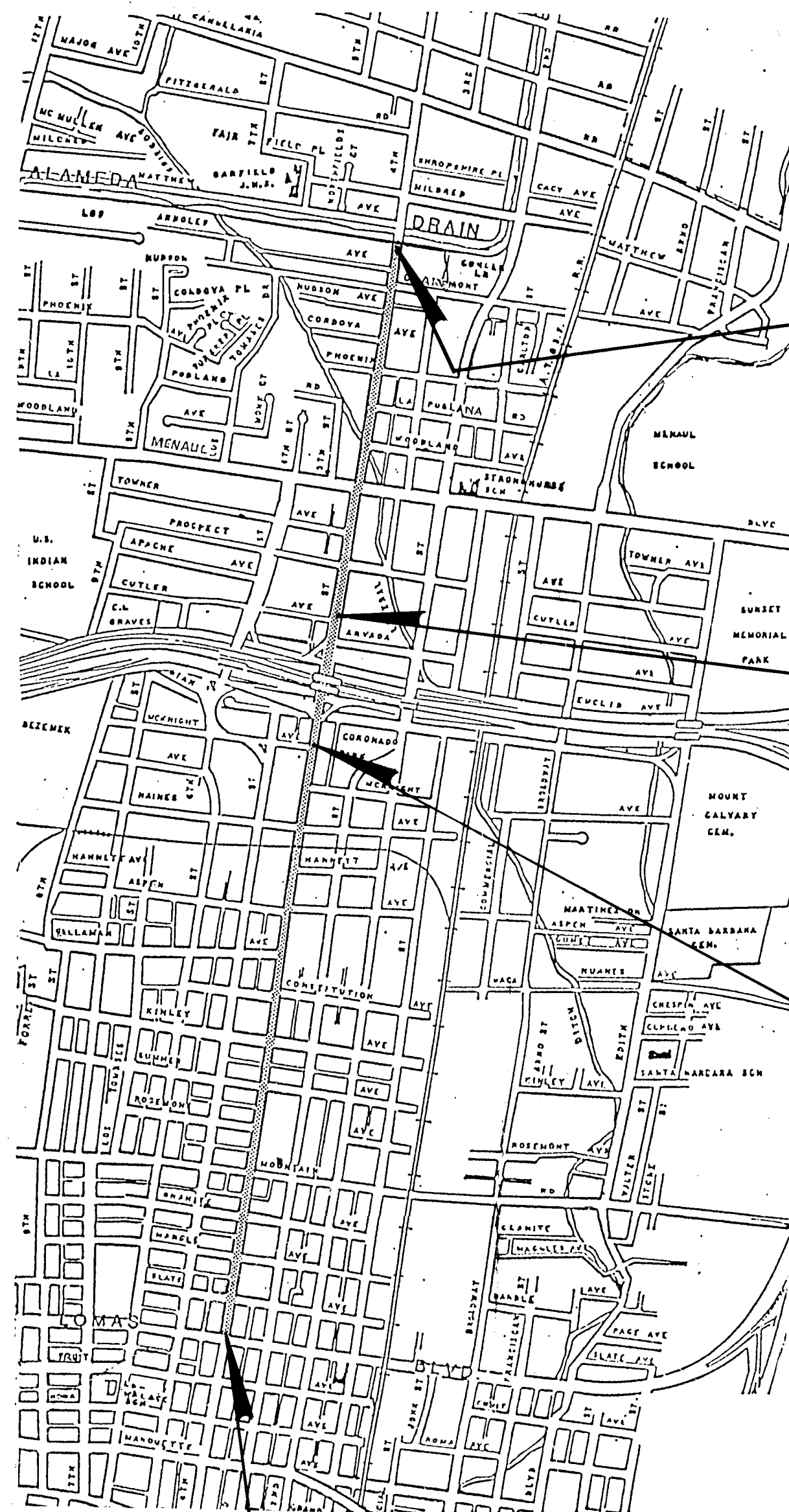
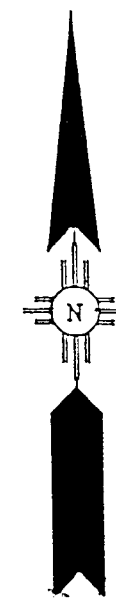
ALBUQUERQUE, N.M.

THIS PROJECT WILL BE GOVERNED
BY CITY SPECIFICATIONS.

LEGEND

THIS CONTRACT
BITUMINOUS SURFACED
GRAVEL SURFACED
GRADED AND DRAINED
UNIMPROVED
PRIMITIVE
CONCRETE SURFACED

LENGTH OF PROJECT 1.777 IN MILES



28' RT. STA. 103+70 ϕ SURVEY =
STA. 103+69.94 ϕ CONSTRUCTION

END CONSTRUCTION, N.M.P.
MAP-2351(900)
SECTION 5, T. 10 N., R. 3 E.

32' RT. STA. 71+38.71 ϕ SURVEY =
STA. 71+38.71 ϕ CONSTRUCTION

13' RT. STA. 71+38.71 ϕ SURVEY =
STA. 11+26.20 S.B.L. ϕ CONSTRUCTION
33' RT. STA. 71+38.71 ϕ SURVEY =
STA. 11+28.82 N.B.L. ϕ CONSTRUCTION

24' RT. STA. 60+14.92 ϕ SURVEY =
STA. 60+14.97 ϕ CONSTRUCTION

14.8' RT. STA. 60+14.92 ϕ SURVEY =
STA. 0+00.00 S.B.L. ϕ CONSTRUCTION
34.8' RT. STA. 60+14.92 ϕ SURVEY =
STA. 0+00.00 N.B.L. ϕ CONSTRUCTION

24' RT. STA. 9+89.80 ϕ SURVEY =
STA. 9+89.80 ϕ CONSTRUCTION

BEGIN CONSTRUCTION, N.M.P.
MAP-2351(900)
SECTION 17, T. 10 N., R. 3 E.

TYPE OF CONSTRUCTION

ASPHALT CONCRETE SURFACE COURSE, GRAVEL BASE COURSE,
COLD MILLING PORTLAND CEMENT CONCRETE PAVEMENT, CONCRETE
CURB AND GUTTER, SIDEWALKS, WHEELCHAIR RAMPS, STORM DRAIN
IMPROVEMENTS, SANITARY SEWER REHABILITATION, TRAFFIC CONTROL
(PHASES), CONSTRUCTION SIGNING, PERMANENT SIGNING, PAVEMENT
MARKINGS, LIGHTING, SIGNALIZATION, UTILITY RELOCATIONS AND
MISCELLANEOUS CONSTRUCTION.
SURFACING TO BE COMMERCIAL SOURCE.

RECORD DRAWING

JUN 15 1993

Please check this drawing for any errors or omissions. If any errors or omissions are found, the designer shall be responsible for correcting them. The contractor shall be responsible for verifying the accuracy of the data used in the design. The designer shall not be responsible for any errors or omissions in the data used in the design.

F.H.W.A. REGION NO. 6
NEW MEXICO PROJECT NO.
MAP-2351(900)
SHEET NO.
1-2

CITY OF ALBUQUERQUE PROJECT NO. 3527
WILL APPLY TO ALL SHEETS IN THIS SET
OF PLANS.



NO.	DESCRIPTION	DATE	BY
3			
2			
1			

NEW MEXICO
STATE HIGHWAY DEPARTMENT

VICINITY MAP

THE PLANS WERE DESIGNED AND/OR ASSEMBLED BY:
DESIGNER LEEDSHILL-HERKENHOFF PHONE NO. (505) 982-1036
1221 LUISA ST. SANTA FE,
N.M. 87501

N.M.P. NO. MAP-2351(900) SHEET NO. 1-2

INDEX OF SHEETS

F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	1-3	

SHT. NO.	TO	SHT. NO.	T I T L E	SERIAL NO.	REVISION DATE	SHT. NO.	TO	SHT. NO.	T I T L E	SERIAL NO.	REV. DATE
1-1			COVER SHEET								
1-2			VICINITY MAP								
1-3			INDEX OF SHEETS								
1-4			SURVEY DATA CONTROL								
1-5		1-6	SUMMARY OF QUANTITIES								
1-7			GENERAL NOTES								
			SUB-TOTAL 7								
2-1		2-3	TYPICAL SECTIONS								
2-4			SURFACING SCHEDULE								
2-5		2-9	ESTIMATED STRUCTURE QUANTITIES								
2-10		2-14	MISCELLANEOUS QUANTITIES								
2-15		2-16	MISCELLANEOUS CITY OF ALBUQUERQUE PAVING & DRAINAGE STANDARDS								
2-17			MISCELLANEOUS CITY OF ALBUQUERQUE DRAINAGE & INCIDENTAL PIPE PLUG DETAILS								
2-18			MISCELLANEOUS CITY OF ALBUQUERQUE SEWER STANDARDS								
2-19	TO	2-20	MISCELLANEOUS DETAILS & MISCELLANEOUS CITY OF ALBUQUERQUE WATER STDs.								
2-21			BUS BAY LAYOUT AND DETAILS								
			SUB-TOTAL 21								
3-1	TO	3-16	ROADWAY PLAN & PROFILES 1" = 20'								
3-17	TO	3-24	STORM DRAIN PLAN & PROFILE								
3-25	TO	3-27	SANITARY SEWER PLAN & PROFILES								
3-28	TO	3-29	WATER SHUT OFF PLAN								
			SUB-TOTAL 29								
4-1		4-3	4 TH STREET RAILROAD CROSSING								
4-4		4-6	3 RD STREET RAILROAD CROSSING								
4-7		4-9	5 TH STREET RAILROAD CROSSING								
4-10			TYPICAL PAVEMENT MARKER FOR RAILROAD CROSSING								
			SUB-TOTAL 10								
5-1		5-7	CONSTRUCTION SIGNING								
			SUB-TOTAL 7								
6-1	TO	6-2	SIGNALIZATION & LIGHTING DETAILS								
6-3			STRIPING PLAN								
			SUB-TOTAL 3								

26 3527.900393

RECORD DRAWING
JUN 15 1993

These drawings have been revised based on the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the engineer will not be responsible for any errors or omissions which may appear in the record document as a result of the revision.

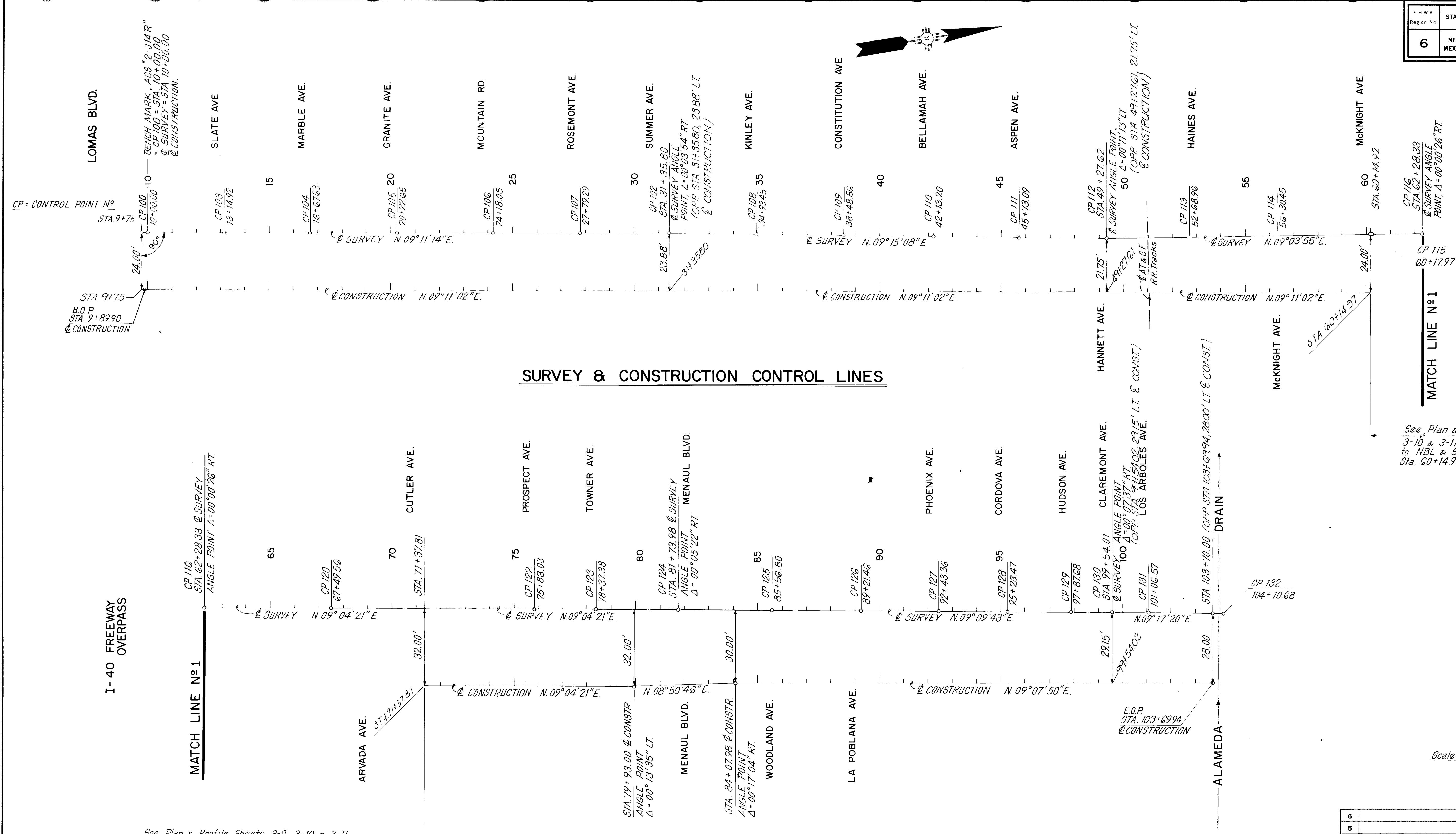
LEEDSHILL ENGINEERS — HERKENHOFF, INC. ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

INDEX OF SHEETS

JOB NO. _____
DRAWN _____
DESIGNED _____
CHECKED _____
TINA G. WILLIAMS
TRACED _____
CHECKED _____

F H W A Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235I (900)	1-4	



See Plan & Profile Sheets 3-9, 3-10 & 3-11 for Geometry ties to NBL & SBL Construction Lines Sta. 60+14.97 to Sta. 71+38.71

Scale: 1" = 200' Horiz.
1" = 20' Vert.

SURVEY & CONSTRUCTION CONTROL LINES

- COORDINATES ARE BASED ON THE FOLLOWING CONTROL STATIONS:
ACS "2-J14 R" N=1488710.64
E=380395.95
- COORDINATES SHOWN ARE GROUND COORDINATES BASED ON NEW MEXICO STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE.
- GROUND-TO-GRID FACTOR = .999678963 (1.000321140 GRID-TO-GROUND).

26 3527.900493

RECORD DRAFTER
JUN 15 1993
This drawing has been prepared by a registered professional engineer on the construction records of the owner. While the engineer is not responsible for the accuracy of the information furnished by the owner, the engineer will not be responsible for the accuracy of the information furnished by the owner. The engineer will not be responsible for the accuracy of the information furnished by the owner.

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

SURVEY DATA CONTROL

S U M M A R Y O F Q U A N T I T I E S

(REVISED) 10/30/90

F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	M.A.P.-2351(900)	1-5	

ITEM NO.	ITEM	UNIT	ROADWAY PARTICIPATING		ROADWAY NON-PARTICIPATING		LIGHTING PARTICIPATING		SIGNALIZATION PARTICIPATING		CONSTRUCTION SIGNING		4TH STREET R.R. CROSSING PARTICIPATING		3RD STREET R.R. CROSSING NON-PARTICIPATING		5TH STREET R.R. CROSSING NON-PARTICIPATING		PROJECT TOTAL	
			ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL
0000.XX	FURNISH, INSTALL & REMOVE INFO. SIGNS FOR ACCESS TO LOCAL BUSINESSES WITHIN THE CONSTRUCTION AREA.	S.F.																		
XXXX.XX	REMOVE AND RELAY EXIST. PERMANENT SIGNING INCLUDING FURNISHING AND INSTALLING ANCHOR FOUNDATION.	EA.	100								1,600								1,600	
004.01	CONSTRUCTION STAKING BY CONTRACTOR	L.S.	L.S.																	
006.01	TRAFFIC CONTROL, CIP.	L.S.																	L.S.	
006.05	MOBILIZATION	L.S.	L.S.								L.S.								L.S.	
XXXX.XX	SILICONE JOINT SEALANT	L.F.	400																L.S.	
201.XX	REMOVAL OF STURCTURES & OBSTRUCTIONS	L.S.	L.S.												215		100		715	
202.01	EXCAVATE & DISPOSE UNCLASSIFIED, UNSUITABLE MATERIAL.	C.Y.	5,000																L.S.	
205.01	BORROW, HAULING AND COMPACTION OF SUITABLE FILL MATERIAL	C.Y.	5,000																5,000	
301.02	SUBGRADE PREPARATION FOR ARTERIAL/COLLECTOR ROADWAYS	S.Y.	39,300																5,000	
302.XX	GRAVEL BASE COURSE, CRUSHED, 4" AT 95% COMP.	S.Y.	8,600																39,000	
302.XX	GRAVEL BASE COURSE, CRUSHED, 4" AT 95% COMP.	TON																	8,600	
329.01	SEAL COAT, PLANT MIX, 5/8" THICK	S.Y.													68		30		98	
413	PAVING FABRIC, WITH TACK COAT	S.Y.	10,500												385		325		710	
604055	GEOTEXTILE SEPARATOR FABRIC	S.Y.	7,900												120		110		10,730	
336.12	TACK COAT, CATIONIC EMULSIFIED ASPHALT, CIP.	S.Y.	39,200																7,900	
336.XX	SURFACE COURSE, ASPHALT CONCRETE 3" THICK	S.Y.	71,300																39,200	
	1800# STABILITY, CIP.														740		620		72,660	
336.18	SURFACE COURSE, ASPHALT CONCRETE 2" THICK 1800# STABILITY, CIP.	S.Y.	38,700												385		325		39,410	
340.01	SIDEWALK 4", PORTLAND CEMENT CONCRETE, CIP.	S.F.	48,420																48,420	
340.02	DRIVE PAD - 6", PORTLAND CEMENT CONCRETE, CIP.	S.F.	18,000																	
340.XX	DRIVE PAD - 8" SPECIAL CL. STA. 47+58.5, LT., CIP.	S.Y.	72																18,000	
340.03	VALLEY GUTTER & CURB, PORTLAND CEMENT CONCRETE, CIP.	S.F.	1,450																72	
340.05	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, CIP.	L.F.	11,390																1,450	
340.09	ROLL TYPE MOUNTABLE CURB & GUTTER, CIP.	L.F.	130												166		140		11,696	
340.10	ESTATE TYPE, MOUNTABLE CURB & GUTTER, CIP.	L.F.	2,220																130	
340.XX	CONCRETE SIDEWALK - SPECIAL @ BUS BAY.	S.Y.	230																2,220	
340.XX	CONCRETE BARRIER CURB& GUTTER, TYPE D 9"x18", CIP.	L.F.	500																230	
343.01	EXIST. PAVEMENT, ASPHALT CONCRETE, REMOVE & DISPOSE SAWCUT NOT REQUIRED, ANY THICKNESS	S.Y.													570		310		500	
343.03	EXIST. PAVEMENT, ASPHALT CONCRETE REMOVE & DISPOSE >4" SAWCUT	S.Y.	39,200																880	
343.08	EXIST. CURB & GUTTER OR VALLEY GUTTER, PORTLAND CEMENT CONCRETE, REMOVE & DISPOSE	L.F.													166		163		329	
414	COLD MILLING, PORTLAND CEMENT CONCRETE PAVEMENT 2"	S.Y.	10,500																	
346.11	4" MEDIAN PAVEMENT, PORTLAND CEMENT CONCRETE -COLORED AND PATTERNED, CIP.	S.F.	990																10,500	
																			990	
420.03	TRAFFIC SIGNAL MASTARM FOUNDATION, TYPE II, CIP.	EA.								2									2	
420.04	TRAFFIC SIGNAL PEDESTAL FOUNDATION, CIP.	EA.								2										
420.10	ELECTRICAL CONDUIT - 2"	L.F.					8,730			8,780									2	
420.16	TRAFFIC STREET LIGHT FOUNDATION, TYPE II, CIP.	EA.					39												17,510	
420.17	TRAFFIC STREET LIGHT FOUNDATION, DAVIT TYPE, CIP.	EA.					15												39	
0440.XX	PLASTIC MARKINGS, REFLECTORIZED 4", CIP.	L.F.	42,500																15	
717015	TYPE "G" RAISED REFLECTORIZED MARKER, INSTALLED, CIP.	EA.	140												875		604		43,979	
420.XX	SERVICE POLE (LIGHTING)	EA.																	140	
420.12	ELECTRICAL CONDUIT, 3", CIP.	L.F.					4												4	
718035	REFLECTORIZED PLASTIC RAILROAD CROSSING	EA.	2							680									680	
XXXX.XX	ASPHALT CONCRETE REPAIR OF PARKING LOTS, INCLUDE REMOVAL, COMPACTION, AND REPLACEMENT, CIP.	TON	50												2		2		6	
																			50	
414	COLD MILLING, ASPHALT CONCRETE PAVEMENT, 2"	S.Y.	120																	
0801.XX	NEW FIRE HYDRANT	EACH				8													120	
0802.XX	3/4" TO 1" SERVICE LINE, REPLACEMENT AND TRANSFER, INCLUDE NEW METER BOX, TUBING, CONNECTION, CIP.	EACH				8													8	
0802.50	3/4" TO 1" WATER METER BOX, CIP.	EACH				10													8	
																			10	

26 3527.900593

RECORD DRAWING

DATE JUN 15 1993

These drawings have been prepared and based on the construction records of the owner. While the engineer has made a diligent effort to verify the information, the engineer does not warrant the accuracy of the information. The engineer is not responsible for any errors or omissions which may appear in these drawings.



LEEDSHILL - HERKENHOFF, INC.

ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

SUMMARY OF QUANTITIES

M.A.P. - 2351(900)

SHEET 1-5 (REVISED)

LIZ LOPEZ

DRAWN

TRACED

CHECKED

JOB NO.

DESIGNED

CHECKED

CADD REVISION DATE 10/30/90

S U M M A R Y O F Q U A N T I T I E S

(REVISED) 10/30/90

F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	M.A.P.-2351(900)	1-6	

ITEM NO.	ITEM	UNIT	ROADWAY PARTICIPATING		ROADWAY NON-PARTICIPATING		LIGHTING PARTICIPATING		SIGNALIZATION PARTICIPATING		CONSTRUCTION SIGNING		4TH STREET R.R. CROSSING PARTICIPATING		3RD STREET R.R. CROSSING NON-PARTICIPATING		5TH STREET R.R. CROSSING NON-PARTICIPATING		PROJECT TOTAL	
			ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL	ESTIMATE	FINAL
420.21	ELECTRICAL PULL BOX, 17"x30", CIP.	EACH					5		41										46	
430.02	INSTALL TRAFFIC SIGNAL LOOP VEHICLE DETECTOR, CITY FURNISHED EQUIPMENT.	EACH							8										8	
510.XX	STRUCTURAL, REINFORCED PORTLAND CEMENT CONCRETE 4000 PSI	C.Y.											40		87		36		163	
550.05	STATIONARY GUARD POST, CIP.	EACH	158																158	
0701.01	TRENCHING, BACKFILLING & COMPACTION FOR 4"-15" SAS, <8' DEEP.	L.F.	1,370		1,000														2,370	
701.XX	TRENCHING, BACKFILLING, COMPACTION FOR 4"-15" PIPE, OVER 8'	L.F.			1,316														1,316	
701.XX	TRENCHING, BACKFILLING, COMPACTION FOR 18" TO 36" SEWER PIPE, ANY DEPTH	L.F.	3,614																3,614	
710.XX	4" CASING, BORE AND JACK (CASING INCLUDED), CIP.	L.F.	50																50	
720.XX	UNDERGROUND UTILITY EXPLORATORY EXCAVATION	EACH	20																20	
801.110	EXISTING WATER VALVE BOX, ADJUST TO GRADE, CIP.	EACH	50																50	
801.XXX	EXIST. FIRE HYDRANT, REMOVE & RELAY NEW FH, COMPL.	EACH	8																8	
801.11	6" DUCTILE IRON WATERLINE W/FIT & RES CL 50 WL, CIP.	L.F.			800														800	
0801.XX	6" TRANSITION COUPLING, CIP.	EA.			72														72	
0801.58	PRESSURE CONNECTION TO EXISTING WATERLINE, W/FITTINGS COMPLETE	EA.			12														12	
0801.59	NON-PRESSURIZED CONNECTION, W/FITTINGS, WL.	EA.			84														84	
0801.65	CI/DI FITTINGS, MJ, 4"-14", INCL. RESTRAINT JOINT FITTINGS, WL, CIP.	LBS.			10,000														10,000	
0801.76	TAPPING SLEEVE, C.I., 4"-6" ON 6" WL, CIP.	EA.			12														12	
0801.81	6" GATE VALVE, W/BOX, LID, PAD & RESTRAINTS, CIP.	EA.			12														12	
0802.XX	1-1/2" TO 2" SERVICE LINE, REPLACEMENT & TRANSFER INCL. NEW METER BOX, TUBING & CONNECTION, CIP.	EACH			7														7	
802.XX	WATER METER BOX, ADJUST TO GRADEBOX, CIP.	EACH	77																77	
802.51	1-1/2" TO 2" WATER METER BOX, CIP	EACH			10														10	
806.XX	REMOVE EXIST. WATER MAIN AND FITTINGS	L.F.			800														800	
901.03	8" PVC SEWERLINE PIPE, SDR 35, CIP.	L.F.			1,316														1,316	
901.15	12" DUCTILE IRON PIPE (STORM SEWER)	L.F.	1,358																1,358	
901.61	WET CONNECTION, NEW 8" SAS INTO EXIST. M.H.	EACH			30														30	
901.63	PUMP SEW. BETWEEN MH'S-BECAUSE OF SAS REPAIR OR REPL.	HRS.			100														100	
905.XX	4" SAS, NEW SERVICE LINE OR REPLACEMENT, FROM MAIN LINE TO PROPERTY LINE, INCL. SERVICE-TO-MAIN CONNECTION, CIP.	EACH			36														36	
905.XX	6" SAS, NEW SERVICE LINE OR REPLACEMENT, FROM MAIN LINE TO PROPERTY LINE, INCL. SERVICE-TO-MAIN CONNECTION, CIP.	EACH			21														21	
910.06	18" REINFORCED CONCRETE PIPE CLASS IV	L.F.	376																376	
910.10	24" REINFORCED CONCRETE PIPE CLASS IV	L.F.	1,886																1,886	
910.XX	10" STORM DRAIN PIPE	L.F.	12																12	
910.12	27" REINFORCED CONCRETE PIPE CLASS IV	L.F.	536																536	
910.18	36" REINFORCED CONCRETE PIPE CLASS IV	L.F.	816																816	
915.01	CATCH BASIN, TYPE "A" SINGLE GRATE	EACH	56																56	
915.05	CATCH BASIN, TYPE "D" SINGLE GRATE	EACH	1																1	
920.01	MANHOLE 4' DIA., TYPE "C" LESS THAN 6' DEEP	EACH	15		10														25	
920.13	MANHOLE 6' DIA., TYPE "C" LESS THAN 6' DEEP	EACH	8																8	
920.42	SEWER MANHOLE FRAME & COVER, ADJUST TO PAVEMENT GRADE	EACH	60																60	
920.43	MANHOLE FRAME & COVER, REMOVE AND REPLACE	EACH			60														60	
920.53	MANHOLE FLOOR, REHABILITATION, ALL SIZES	EACH			5														5	
920.58	MANHOLE, ABANDONED IN PLACE, CTB FILLED.	EACH			10														10	
920.59	INTERCONNECT MANHOLE	EACH	1																1	
SP-10	A.T. & S.F. RR FLAGMEN	L.S.	L.S.												L.S.		L.S.		L.S.	
802.62	NEW 1" WATER SERVICE LINE, SINGLE SERVICE, INCL. METER BOX, ETC. CIP.	EACH			6														6	
802.64	NEW 1-1/2" WATER SERVICE LINE, SINGLE SERVICE, INCL. METER BOX, ETC. CIP.	EACH			6														6	
0901.71	≤ 8" SAS REMOVAL & DISPOSAL TRENCHING NOT INCL., CIP.	L.F.			10,000														10 00	
0920.XX	MANHOLE, 4' DIA., EXTRA DEPTH >6'	V.F.			25															

RECORD DRAWING

Date: JUN 15 1993.

Those drawings have been revised base on this set of drawings made of the owner. While the drawings are submitted by the Designer, the Designer is responsible for the accuracy of the drawings for the project. The Designer is not responsible for any errors or omissions that may appear in the drawings.

26 3527.900693



LEEDSHILL — HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

SUMMARY OF QUANTITIES

M.A.P. — 2351(900)

SHEET 1-6 (REVISED)

JOB NO. _____
DESIGNED _____
CHECKED _____
DRAWN LIZ LOPEZ
TRACED _____
CHECKED _____

CADD REVISION DATE 10/30/90

LEGEND

PROPOSED

EXISTING

DESCRIPTION

PROPOSED

EXISTING

DESCRIPTION

●	○	SANITARY SEWER MANHOLE	NA	-----	PUBLIC EASEMENTS
⊙	⊕	STORM DRAIN MANHOLE	-----	N A	CONSTRUCTION THIS PROJECT SPECIFIED ON DIFFERENT SHEET
NA	⊙ ^{TMH}	TELEPHONE MANHOLE	■ ^{LB}	N A	LIGHT POLE BASE
— SAS — 8" CP	— SAS — 18" CP	SANITARY SEWER LINE W/SIZE & TYPE	▬	EXISTING	RESIDENTIAL PAVING
— SD — 48" RCP	— SD — 36" RCP	STORM DRAIN LINE W/SIZE & TYPE	▨	▨	ARTERIAL PAVING
— W — 6" CI	— W — 6" PVC	WATER LINE W/SIZE & TYPE	▩	▩	TEMPORARY PAVING
NA	— [E] —	OVERHEAD ELECTRICAL LINES	▩	▩	WHEELCHAIR RAMPS
— [UE] —	— [UE] —	UNDERGROUND ELECTRICAL/TRAFFIC CONTROL	▩	▩	
NA	— [UT] —	UNDERGROUND TELEPHONE	▩	▩	
NA	— [G] —	GAS LINES W/SIZE & TYPE	▩	▩	
NA	— [CT] —	CABLE TELEVISION LINES	▩	▩	
▬	▬	ENCASEMENT	▩	▩	
▬	▬	STORM DRAIN INLETS (GRADE ELEV. GIVEN IN PLANS IS EXTENDED FLOW LINE)	▩	▩	
▬	▬	GATE VALVE	▩	▩	
▬	▬	BUTTERFLY VALVE	▩	▩	
▬	▬	FIRE HYDRANTS	▩	▩	
▬	▬	REDUCERS	▩	▩	
▬	▬	SAS SERVICE CONNECTION	▩	▩	
▬	▬	WATER SERVICE CONNECTION	▩	▩	
▬	▬	TEES	▩	▩	
▬	▬	CROSSES	▩	▩	
▬	▬	BENDS	▩	▩	
▬	▬	CAPS & PLUGS	▩	▩	
NA	⊙ ^{WM}	WATER METER	▩	▩	
● ^{VB}	⊙ ^{VB}	VALVE BOX	▩	▩	
NA	□ ^{PP}	POWER POLE	▩	▩	
NA	○ ^{PP}	METAL POWER POLE	▩	▩	
NA	▬ ^{LP}	LIGHT POLE	▩	▩	
● ^{TL}	⊙ ^{TL}	TRAFFIC LIGHT	▩	▩	
■ ^{TC}	□ ^{TC}	TRAFFIC CONTROL BOX	▩	▩	
▬ ^{PB}	▬ ^{PB}	PULL BOX	▩	▩	
NA	▬ ^{TB}	TELEPHONE BOOTH	▩	▩	
▬	▬	CURB & GUTTER	▩	▩	
▬	▬	SIDEWALK	▩	▩	
▬	▬	BLOCK WALL	▩	▩	
▬	▬	CHAIN LINK FENCE	▩	▩	
▬	▬	FIELD FENCE	▩	▩	
▬	NA	SPOT ELEVATIONS	▩	▩	
NA	▬	PROJECT/PHASE BOUNDARY	▩	▩	
NA	▬	RIGHT-OF-WAY LINES	▩	▩	
NA	▬	PROPERTY LINES (SIDE)	▩	▩	

- UTILITY NOTES
- THE LOCATION OF ALL EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, ARE APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING FINAL UTILITY LOCATION DETERMINATION IN THE FIELD DURING CONSTRUCTION; THIS IS INCIDENTAL TO CONTRACT.
 - THE CONTRACTOR SHALL EXERCISE DUE CARE TO AVOID DISTURBING EXISTING UNDERGROUND UTILITIES. IT SHALL BE HIS RESPONSIBILITY TO COORDINATE WITH THE UTILITY COMPANIES IN ORDER TO PREVENT ANY SERVICE DISRUPTION.
 - THE CONTRACTOR SHALL CONFINE HIS WORK TO WITHIN THE CONSTRUCTION LIMITS AND/OR RIGHT-OF-WAY TO PRESERVE EXISTING VEGETATION AND PRIVATE PROPERTY. OVERNIGHT PARKING OF CONTRACTOR'S EQUIPMENT SHALL NOT OBSTRUCT DRIVEWAY OPENINGS OR DESIGNATED TRAFFIC LANES. THE CONTRACTOR SHALL SCHEDULE HIS TRENCHING INSTALLATION AND BACKFILL OPERATIONS SO THAT ACCESS TO ANY DRIVEWAY IS NOT DISRUPTED LONGER THAN ONE WORKING DAY.
 - THE CONTRACTOR SHALL COORDINATE HIS ACTIVITIES WITH THE PROJECT MANAGER TO MINIMIZE TRAFFIC DISRUPTIONS.
 - WATER SYSTEMS DIVISION SHALL BE THE ONLY AUTHORIZED PERSONNEL TO OPERATE EXISTING VALVES, FIRE HYDRANTS, ETC. ALL WATER SHUTOFFS MUST BE COORDINATED WITH SAID DIVISION THREE (3) FULL WORKING DAYS PRIOR TO PROPOSED SHUTOFFS. CALL 857-8200. THE WATER SYSTEMS DIVISION SHALL PROVIDE NEW FIRE HYDRANTS WHERE PROJECT MANAGER DETERMINES REPLACEMENT OF EXISTING FIRE HYDRANTS IS NECESSARY.
 - WATER SYSTEMS DIVISION SHALL HAVE THE AUTHORITY TO CANCEL ALL SCHEDULED SHUTOFFS.
 - THE CONTRACTOR SHALL COMPLETE ALL SANITARY SEWER WORK INTENDED FOR A STREET BEFORE MOVING ONTO ANOTHER STREET IN THE PROJECT. UNLESS OTHERWISE AUTHORIZED BY THE PROJECT MANAGER, ONCE ALL SANITARY SEWER WORK HAS BEEN DONE IN A STREET, THE CONTRACTOR SHALL HAVE TWO (2) WEEKS TO LAY CURB AND GUTTER, SIDEWALK, AND SUBGRADE ONLY WITHIN THE STREET. SURFACE COURSE SHALL BE LAID ONLY AFTER SUCCESSFUL TESTING OF ALL OTHER WORK WITHIN THE STREET.
 - THE CARE AND PROTECTION OF ALL OTHER UTILITIES, CURB AND GUTTER, SIDEWALK, AND OTHER STREET APPURTENANCES THAT ARE NOT A PART OF THE INTENDED WORK AS SHOWN ON PLANS ARE THE RESPONSIBILITY OF THE CONTRACTOR. IF DAMAGED, LOST IN TRENCH, OR OTHERWISE HARMFULLY DISTURBED, THESE ITEMS WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 - WHEN EXISTING SANITARY SEWER SERVICES HAVE BEEN RECONNECTED TO REPLACEMENT MAINS, THE CONTRACTOR SHALL STAMP OR CHISEL A 3-INCH SIZE "S" ON TOP OF CURB OVER THE LOCATION OF THE SERVICE LINE. THE CURB CUT FOR THE "S" MUST BE MINIMUM 1/4 INCH DEEP.
 - NO EXTRA PAYMENT SHALL BE MADE FOR REMOVING EXISTING SANITARY SEWER PIPE AND MANHOLES WHEN THE REPLACEMENT MAIN LINE HAS THE SAME LOCATION AS THE EXISTING LINE.
 - TOP OF GRATE ELEVATIONS SHOWN FOR NEW CATCH BASINS ARE APPROXIMATE AND SHOULD BE CONSISTENT WITH PROJECTED FLOWLINE ELEVATIONS AT THAT LOCATION.
 - WHERE TRENCHING BENEATH EXISTING UTILITY LINES OCCURS, THE CONTRACTOR WILL BE RESPONSIBLE FOR SUPPORTING THE LINE DURING CONSTRUCTION AND ASSURE THAT IT IS ADEQUATELY BACKFILLED AND COMPACTED.
 - TELEPHONE MANHOLE RIMS AND GAS VALVE COVERS WILL BE ADJUSTED TO FINAL GRADE BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE RESPECTIVE UTILITY COMPANIES AT LEAST TWO WEEKS PRIOR TO NEEDING THE WORK PERFORMED.
 - UTILITY POLES WILL BE SUPPORTED DURING CONSTRUCTION BY PNM IF NECESSARY TO PREVENT DAMAGE, ROTATION, OR SETTLEMENT. THE FIRST 24 HOURS OF SUPPORT OF EACH POLE WILL BE PROVIDED AT PNM'S EXPENSE; ANY ADDITIONAL ASSISTANCE MUST BE PAID FOR BY CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THIS EFFORT WITH PNM.
 - IF DURING PROPOSED CONSTRUCTION, AND/OR UTILITY INSTALLATION, EXISTING CLAY SANITARY SEWER SERVICE LINES ARE EXPOSED, THE CLAY LINES WILL BE REMOVED AND REPLACED WITH PVC PIPING PER CURRENT COA STANDARD SPECIFICATIONS. PAYMENT FOR THIS WORK WILL BE CONSISTENT WITH THE BTD ITEM AMOUNT SET FORTH IN THE CONTRACT DOCUMENTS.
 - IF EXISTING WATER LINES ARE ENCOUNTERED WHICH ARE FOUND TO BE ABANDONED IN-PLACE, THE ABANDONED LINES WILL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. THE COST OF THIS WORK WILL BE INCIDENTAL TO THE COST OF CONSTRUCTION.
 - CONTRACTOR SHALL IMPROVE EXISTING SANITARY SEWER MANHOLE INVERTS TO THE STANDARD REQUIREMENT OF CITY STANDARDS FOR NEW MANHOLE INVERT CONSTRUCTION. SPEC. #920 AS DIRECTED BY THE PROJECT MANAGER.
 - CONTRACTOR SHALL BE PAID FOR LOWERING OF EXISTING WATER LINES ON A LINEAR FOOT BASIS WHICH WILL INCLUDE ALL MATERIALS AND LABOR INCLUDING FITTINGS, RESTRAINED JOINTS AND CONNECTIONS TO EXISTING LINES.
 - AFTER SEWER MANHOLE INVERTS ARE CLEANED, MANHOLE REPLACEMENTS MAY BE REQUIRED AS DIRECTED BY THE PROJECT MANAGER.

GENERAL NOTES

- THIS PROJECT WILL BE GOVERNED BY CITY SPECIFICATIONS.
- TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT SERVICE, NEW MEXICO ONE CALL SYSTEM, 260-1990, FOR LOCATION OF EXISTING UTILITIES.
- 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 PROJECT MANAGER SO THAT THE CONFLICT CAN BE RESOLVED WITH MINIMUM AMOUNT OF DELAY.
- THE REPLACEMENT OF THE EXISTING SANITARY SEWER LINES AND THE INSTALLATION OF NEW STORM DRAIN LINES WILL BE COMPLETED IN ADVANCE OF STARTING THE PAVEMENT WORK. TEMPORARY PAVEMENT WILL BE PLACED IN ALL TRENCHES REQUIRED FOR THE UTILITY REPLACEMENTS UNTIL THE PAVEMENT WORK STARTS IN EACH AREA. SOME OF THE EXTENSIONS OF EXISTING STORM DRAIN LINES MAY BE INCORPORATED INTO THE VARIOUS PAVEMENT PHASES OF THE INTERSECTION.
- TACK COAT FOR SURFACE COURSE REQUIREMENTS SHALL BE DETERMINED BY THE PROJECT MANAGER.
- ALL EXISTING MANHOLES AND VALVE BOXES SHALL BE ADJUSTED TO THE NEW FINISH GRADE AS PART OF THE PAVING OPERATIONS.
- THE CONTRACTOR SHALL CONTACT THE CITY OF ALBUQUERQUE TRAFFIC DIVISION ONE (1) WEEK IN ADVANCE OF ANY CHANGES REQUIRED IN THE TRAFFIC SIGNALIZATION OF LOMAS BOULEVARD, MOUNTAIN ROAD, I-40, OR MENAUL BOULEVARD INTERSECTIONS.
- ALL STREET WIDTHS, SIDEWALK WIDTHS, AND STREET ALIGNMENTS SHALL REMAIN THE SAME AS THE EXISTING, UNLESS OTHERWISE SHOWN ON THE PLANS.
- ALL NEW STREET PAVING, DRIVEWAYS, SIDEWALKS, AND CURB AND GUTTERS, ABUTTING EXISTING AREAS SHALL MATCH THE ELEVATION OF THOSE AREAS UNLESS OTHERWISE NOTED ON THE PLANS.
- THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING CURB AND GUTTER DURING CONSTRUCTION, APART FROM THOSE SECTIONS INDICATED FOR REMOVAL ON THE PLANS, AND SHALL REPAIR OR REPLACE SAME AT HIS OWN EXPENSE. HE SHALL SUITABLY PROTECT THE CURB AND GUTTER FROM INCIDENTAL SPLASHING DURING THE TACK COAT APPLICATION AND SHALL BE RESPONSIBLE FOR CLEANING SAME AT HIS OWN EXPENSE SHOULD SPLASHING OCCUR.
- EXCAVATED MATERIALS WILL ONLY BE PLACED AS APPROVED BY THE PROJECT MANAGER.
- THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH OTHER CONTRACTORS AND UTILITY COMPANIES WORKING IN THE SAME AREA. THE GAS CO. OF N.M. WILL BE PERFORMING EXTENSIVE WORK IN THE CONSTRUCTION AREA CONCURRENTLY WITH THE CONTRACTORS OPERATIONS. NO ADDITIONAL COMPENSATION OR TIME EXTENSIONS SHALL BE GRANTED DUE TO DELAYS EXPERIENCED AS A RESULT OF WORK BY OTHERS.
- WHEN ABUTTING NEW PAVEMENT TO EXISTING, CONTRACTOR SHALL SAW CUT EXISTING PAVEMENT TO A STRAIGHT LINE, AS REQUIRED, TO REMOVE ANY BROKEN OR CRACKED PAVEMENT AND MATCH NEW TO EXISTING. SEE SHEET 2-20.
- A DISPOSAL SITE FOR ALL EXCESS EXCAVATION AND REMOVAL MATERIALS SHALL BE OBTAINED BY THE CONTRACTOR AND APPROVED BY THE PROJECT MANAGER. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE, Hauling there to and proper disposal thereof, shall be considered incidental to construction and no direct payment will be made therefore.
- EXISTING MEDIAN CURB AND GUTTER AND STANDARD CURB AND GUTTER, NOT DISTURBED BY CONTRACTOR, BUT OUT OF ALIGNMENT, DISPLACED VERTICALLY, BADLY BROKEN AND/OR DETERIORATED, WILL BE REPLACED AS DIRECTED BY THE PROJECT MANAGER AND PAID FOR AT CONTRACT UNIT PRICES.
- ALL REFERENCE TO CITY STANDARD DRAWINGS WILL BE PER CITY OF ALBUQUERQUE CONTRACT DOCUMENTS FOR PUBLIC WORKS CONTRACT NO. 84-1.
- MATCH FLOWLINES OF GUTTERS WHEN CONNECTING NEW CURB AND GUTTER TO EXISTING.
- THE REMOVAL AND REPLACEMENT OF PRIVATE SIGNS AND OBSTRUCTIONS SHALL BE BY THE RESPECTIVE PROPERTY OWNERS UNLESS OTHERWISE NOTED. COORDINATION SHALL BE THE RESPONSIBILITY OF THE PROJECT MANAGER.
- ALL TRAFFIC CONTROL DEVICES REQUIRED FOR DRIVEWAY CLOSURES, UTILITY CONSTRUCTION OR FOR OTHER REASONS AND NOT SHOWN ON SIGNING PLANS SHALL BE FURNISHED BY THE CONTRACTOR AND SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK AND NO SEPARATE PAYMENT SHALL BE MADE. PRIOR TO PLACING THE TRAFFIC CONTROL DEVICES, THE CONTRACTOR SHALL NOTIFY THE AFFECTED OWNERS IN ACCORDANCE WITH SUBPARAGRAPH 6-20.3 OF THE CITY SUPPLEMENTAL GENERAL CONDITIONS. TRAFFIC CONTROL WILL BE IN ACCORDANCE WITH M.U.T.C.D.
- ALL EXCAVATED MATERIAL THAT IS NOT REQUIRED TO BE REUSED MUST BE REMOVED FROM THE PROJECT AREA WITHIN FOUR DAYS OF EXCAVATION. SPOIL PILES WILL BE ALLOWED ONLY AS DIRECTED BY THE PROJECT MANAGER.
- CONTRACTOR SHALL NOTIFY OWNER(S) TWO DAYS PRIOR TO BLOCKING ACCESS TO DRIVEWAY.
- THE DESIGN R VALUES FOR THIS PROJECT ARE: B.O.P. TO I-40 IS 18 AND I-40 TO E.O.P. IS 41. MATERIAL WITH AN R VALUE OF LESS THAN 18 OR 41 SHALL NOT BE PLACED OR BE ALLOWED TO REMAIN WITHIN TWO FEET OF THE FINISHED SUBGRADE IN AREAS OF FULL CONSTRUCTION.
- CONTRACTOR SHALL NOT COVER ANCHOR BOLTS OR NUTS ON STEEL/ALUMINUM POLES WITH CONCRETE SIDEWALK.
- CONTRACTOR SHALL MAINTAIN A CONSTRUCTION WORKING SURFACE IN SUCH A MANNER THAT ADVERSE WEATHER CONDITIONS DO NOT HINDER CONSTRUCTION PROGRESS.
- NO MATERIALS HAVE BEEN DESIGNATED FOR THIS PROJECT. SUBBASE, BASE COURSE AND ASPHALT CONCRETE SURFACE COURSE MATERIAL SHALL BE GOVERNED BY SECTION 13 OF THE ALBUQUERQUE STANDARDS SPECIFICATIONS.
- EXISTING STREET LIGHT STANDARDS, MAST ARMS, LUMINAIRES AND WIRING WILL BE REMOVED BY OTHERS. EXISTING STREET LIGHT BASES WILL BE REMOVED BY CONTRACTOR AND PAID FOR AS REMOVAL OF STRUCTURES AND OBSTRUCTIONS. WHERE BASES ARE REMOVED FROM EXISTING SIDEWALK THAT IS TO REMAIN, THE CONTRACTOR SHALL REPAIR SIDEWALK AFTER REMOVAL OF BASE. COST OF REPAIR TO BE INCIDENTAL TO THE COST OF CONSTRUCTION.
- THE CONTRACTOR WILL PROVIDE SHORING TO PROTECT ADJACENT UTILITIES AS NECESSARY DURING CONSTRUCTION. THE COST OF SHORING WILL BE INCIDENTAL TO THE WORK.
- THE CONTRACTOR SHALL BE RESTRICTED TO THE USE OF A 35 TON NON-VIBRATING ROLLER MAXIMUM TO OBTAIN REQUIRED COMPACTION IN EMBANKMENT AND SUBGRADES IN URBAN OR OTHER AREAS WHERE THE USE OF HEAVIER EQUIPMENT COULD DAMAGE UNDERGROUND UTILITIES OR OTHER PERMANENT STRUCTURES.
- ALL PRESENT SIGNS WHICH WILL NEED TO BE REMOVED DUE TO CONSTRUCTION ACTIVITY WILL BE REINSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MUTCD REQUIREMENTS. PAYMENT FOR REINSTALLATION OF SIGNS WILL BE CONSIDERED INCIDENTAL TO SIDEWALK CONSTRUCTION AND NO SEPARATE PAYMENT WILL BE MADE. ANY SIGNS WHICH ARE DAMAGED DURING REMOVAL AND REINSTALLATION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT HIS COST.

F.H.W. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235I(900)	I-7	

RECORD DRAWING
JUN 15 1993

When drawings have been used in the construction of a project, the information contained therein shall be used as a guide only. The contractor shall be responsible for the accuracy of the information used for construction. No warranty is made by the engineer for the accuracy of the information used for construction.

No.	DESCRIPTION	DATE	BY
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3			
2			
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REVISIONS (OR CHANGE NOTICES)			

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS - ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

GENERAL NOTES

26 3527.900793

THWA Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	2-1	

LENGTH OF PROJECT

STATION	TO	STATION	LIN. FT.	MILES	REMARKS
9+89.80		60+14.97 BK	5,025.17		
0+00 AHD		II+26.20 SBL BK= II+28.82 NBL BK= 71+38.71 AHD	*1,127.51		*SBL & NBL AVG. LENGTH
71+38.71 AHD		103+69.94	3,231.23		
TOTAL N.M.P. MAP- 235(900)			9,383.91	1.777	

DESIGN SPEED

30 M.P.H.----- B.O.P TO I-40
45 M.P.H.----- I-40 TO E.O.P.

TRAFFIC VOLUME ESTIMATES

STA. 9+89.80 TO STA. 23+90.00
(LOMAS TO MOUNTAIN)
ADT (1985) ACTUAL 11600
ADT (2010) 11200 DHV (2010) 941
% HEAVY COMMERCIAL (1985) ACTUAL 1.5
% HEAVY COMMERCIAL (2010) 1.5
ADL= (82) FLEX= (20)

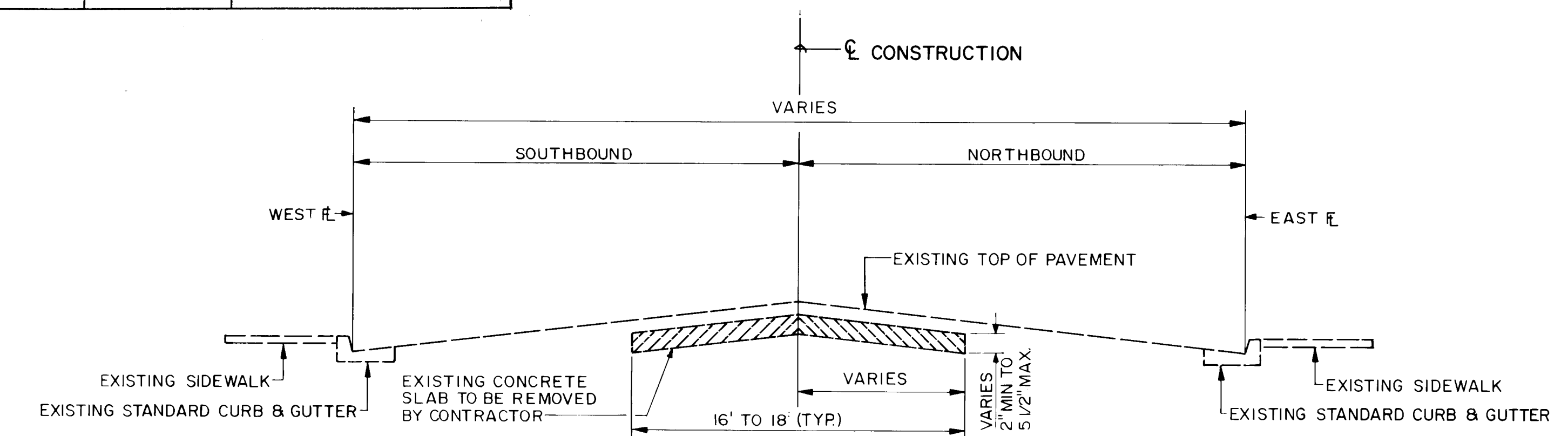
STA. 23+90 TO STA. 64+00
(MOUNTAIN TO I-40)
ADT (1985) ACTUAL 12700
ADT (2010) 10200 DHV (2010) 857
% HEAVY COMMERCIAL (1985) ACTUAL 1.5
% HEAVY COMMERCIAL (2010) 1.5
ADL= (82) FLEX= (20)

STA. 64+00 TO STA. 82+25
(I-40 TO MENAUL)
ADT (1985) ACTUAL 15500
ADT (2010) 17200 DHV (2010) 1479
% HEAVY COMMERCIAL (1985) ACTUAL 2.0
% HEAVY COMMERCIAL (2010) 2.0
ADL= (135) FLEX= (20)

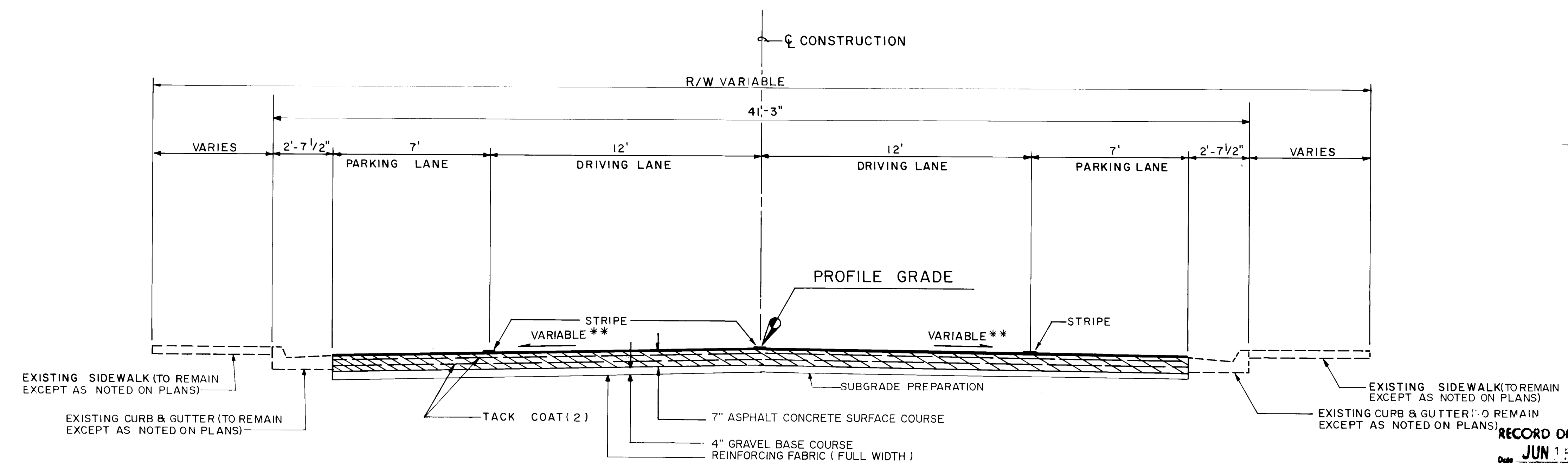
STA. 82+25 TO STA. 103+70
(MENAUL TO ALAMEDA DRAIN)
ADT (1985) ACTUAL 20400
ADT (2010) 19600 DHV (2010) 1686
% HEAVY COMMERCIAL (1985) ACTUAL 2.0
% HEAVY COMMERCIAL (2010) 2.0
ADL= (162) FLEX= (20)

DRAWN _____
TRACED _____
CHECKED _____

JOB NO. _____
DESIGNED _____
CHECKED _____



EXISTING ROADWAY SECTION (4TH ST. N.W.)
(TYPICAL) EXCLUSIVE OF I-40 INTERCHANGE & MENAUL BLVD.



NOTE: WHERE CURB & GUTTER IS BEING PLACED, BASE COURSE & FABRIC WILL BE EXTENDED UNDER NEW CURB & GUTTER

TYPICAL ROADWAY SECTION

STA. 9+89.80 TO STA. 60+14.97
SCALE: 1"=3'

** ROADWAY SLOPES TO BE DETERMINED BY THE ELEVATION OF EXISTING CURB & GUTTER OR TOP OF CURB ELEVATION SHOWN ON PLAN & PROFILE SHEETS. SLOPES WERE CALCULATED FOR 3% MAX. & 1% MIN.

RECORD DRAWING
JUN 15 1993

These drawings have been revised based on the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the accuracy of this information may vary due to omissions or errors which may appear in the construction records.

No.	DESCRIPTION	DATE	BY
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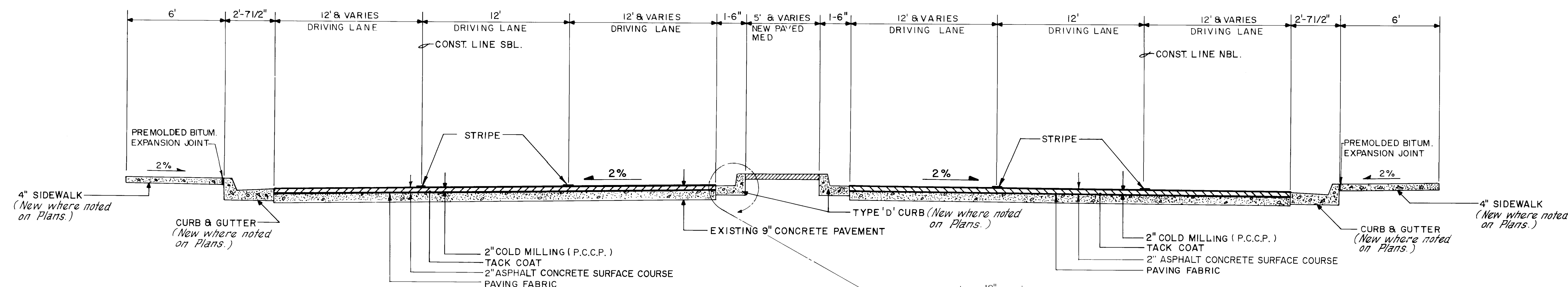
LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO
NEW MEXICO STATE HIGHWAY DEPARTMENT

TYPICAL ROADWAY SECTIONS

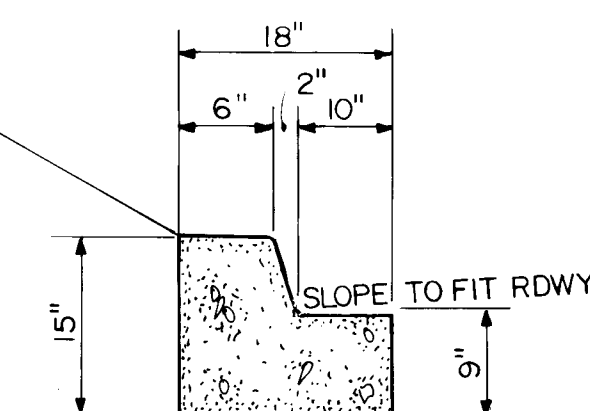
The diagram illustrates the cross-section of a road with the following dimensions and components:

- Dimensions (from left to right):**
 - 6' (Shoulder)
 - 2'-7 1/2" (Shoulder)
 - 6' & VARIES (Shoulder)
 - 12' & VARIES (Driving Lane)
 - 12' & VARIES (Driving Lane)
 - 6' & VARIES (Shoulder)
 - 2'-7 1/2" (Shoulder)
 - 5' (Shoulder)
- Key Features:**
 - PREMOLDED BITUM. EXPANSION JOINT** (located at the 6' shoulder boundary)
 - 4" SIDEWALK** (New where noted on Plans.)
 - CURB & GUTTER** (New where noted on Plans.)
 - STRIPES** (located in the driving lanes)
 - TACK COAT** (located between the existing pavement and the new surface course)
 - CONSTRUCTION** (indicated by a vertical line in the center of the driving lanes)
 - S.B.L. CONST. LINE** (Subgrade Boundary Line Construction Line)
 - N.B.L. CONST. LINE** (New Boundary Line Construction Line)
- Pavement Layers (from top to bottom):**
 - EXISTING 9" CONCRETE PAVEMENT
 - 2" COLD MILLING (P.C.C.P.)
 - 2" ASPHALT CONCRETE SURFACE COURSE
 - PAVING FABRIC
- Profile View (Right):**
 - Shows a cross-section of the curb and gutter with a 2'-7 1/2" width.
 - Dimensions: 2'-0" (top width), 2" (top thickness), 5 1/2" (top width of gutter), 8" (height of curb), 6" (height of gutter).
 - Grades: 2% (top of curb), 7 1/2" (bottom of gutter).

STA. 60+14.90 @ CONST.=STA 0+00
TO STA. 1+78±



STA. 1+73± TO STA. 8+54±
S.B.L. & CONST.



These drawings have been revised based on the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the accuracy of this information may appear on the construction records may appear on the drawings.

6			
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REVISIONS (OR CHANGE NOTICES)

26 35 27, 900993

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
 ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO
NEW MEXICO STATE HIGHWAY DEPARTMENT

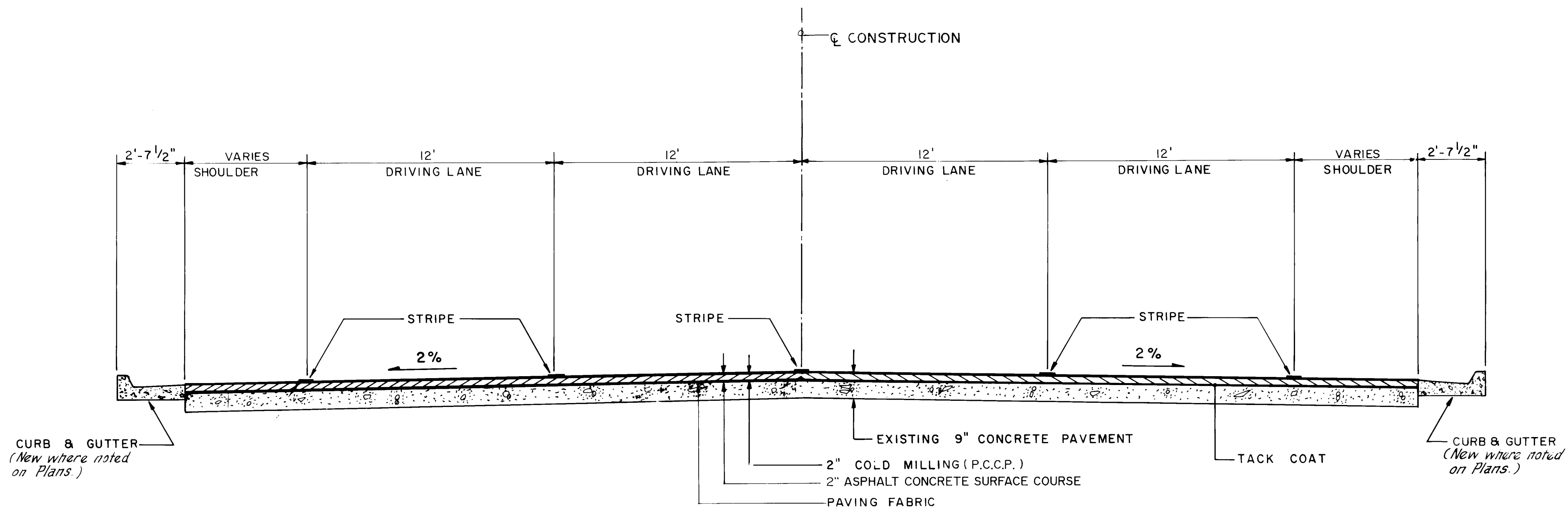
TYPICAL ROADWAY SECTIONS

DRAWN _____
RACED _____
CHECKED _____

JOB NO. _____
 DESIGNED _____
 CHECKED _____

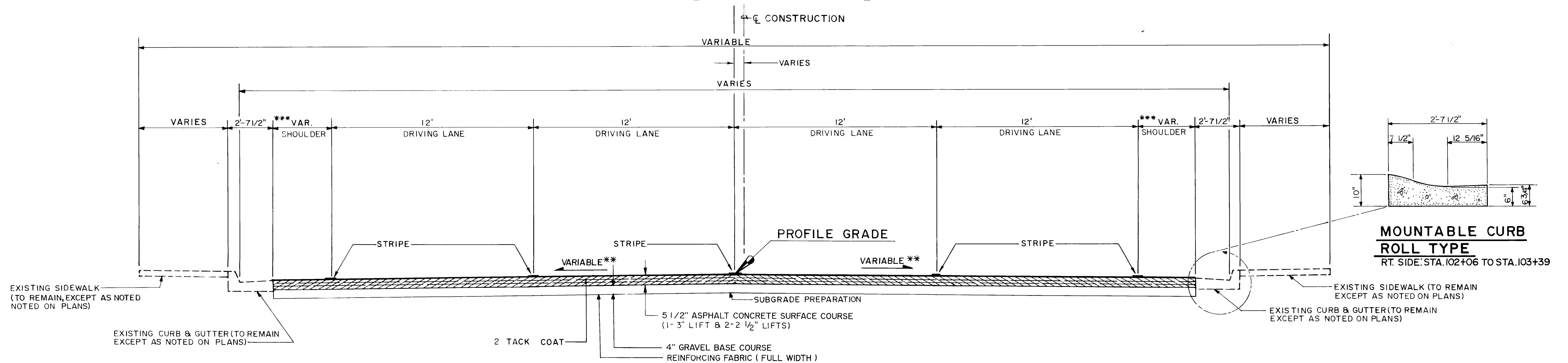
BRUNING 44-242 73906

STATE	MAP	SHEET	TOTAL
NEW MEXICO	2351(900)	2-3	SHEETS



ROADWAY SECTION

STA. 8+51± TO STA. 11+28.82 N.B.L. = STA. 71+38.70 CL CONST.
 STA. 8+54± TO STA. 11+26.20 S.B.L. = STA. 71+38.70 CL CONST.
 STA. 71+38.70 CL CONST. TO STA. 73+89.19 CL CONST.



TYPICAL ROADWAY SECTION

STA. 73+89.19 TO STA. 79+88.36
 STA. 84+07.00 TO STA. 103+69.94

**ROADWAY SLOPES TO BE DETERMINED BY THE ELEVATION OF EXISTING CURB AND GUTTER OR TOP OF CURB ELEVATIONS SHOWN ON PLAN & PROFILE SHEETS. SLOPES WERE CALCULATED FOR 3% MAX & 1% MIN.

26 3527.901093

***REFER TO PLAN SHEETS FOR DIMENSIONS

RECORD DRAW
 JUN 15 1993

These drawings have been prepared by the Engineer as the construction records of the owner. While the information submitted by the Engineer will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for any omissions which may appear in the same document as a result thereof.

LEEDSHILL - HERKENHOFF, INC.
 ENGINEERS ARCHITECTS
 ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

TYPICAL ROADWAY SECTIONS

N.M. PROJECT NO. MAP-2351(900)

SHEET 2-3

SURFACING QUANTITIES

REVISION DATE 10-19-90				
STATE	N M P	SHEET	TOTAL	
6	NEW MEXICO	MAP-2351(900)	2-4	SHEETS

(REVISED)

STATION	TO	STATION	LENGTH	DESCRIPTION	SUBGRADE	GRAVEL BASE COURSE-4"		PAVING FABRIC W/ TACK COLD MILLING (P.C.C.P. & A.C.P.) ASPHALT CONCRETE SURFACE COURSE 2"		ASPHALT CONCRETE SURFACE COURSE 3"		ASPHALT CONCRETE SURFACE COURSE 7"		ASPHALT CONCRETE SURFACE COURSE 8"		GEOTEXTILE SEPARATOR FABRIC				ASPHALT FOR TACK COAT	
					PREPARATION	WIDTH	SQ. YDS.	WIDTH	SQ. YDS.	WIDTH	SQ. YDS.	WIDTH	SQ. YDS.	WIDTH	SQ. YDS.	WIDTH	SQ. YDS.	WIDTH	SQ. YDS.	WIDTH	SQ. YDS.
9+89.80	"	50+84.54	4094.74	2-12' LANES & 2-7' SHLDS.	17288.90									38.00	17288.90					38.00	17288.90
9+89.80	"	10+21.80	-	EXTERNAL AREAS @ 30' RS. RT. & LT.	48.83									CALC.	48.83					CALC.	48.83
51+21.75	"	60+14.97	893.22	2-12' LANES & 2-7' SHLDS.	3771.37									38.00	3771.37					38.00	3771.37
50+84.54	"	50+86.65	-	TAPERS RT. & LT.	8.44									CALC.	8.44					CALC.	8.44
51+15.84 & 51+19.66	"	50+90.45 51+21.75	-	TAPERS RT. & LT.	8.44									CALC.	8.44					CALC.	8.44
				SLATE AVE. INTERSECTION RT. & LT.	184.20									CALC.	184.20					CALC.	184.20
				MARBLE AVE. INTERSECTION RT. & LT.	195.42									CALC.	195.42					CALC.	195.42
				GRANITE AVE. INTERSECTION RT. & LT.	153.86									CALC.	153.86					CALC.	153.86
				MOUNTAIN RD. INTERSECTION RT. & LT.	212.39									CALC.	212.39					CALC.	212.39
				ROSEMONT AVE. INTERSECTION LT.	62.61									CALC.	62.61					CALC.	62.61
				SUMMER AVE. INTERSECTION RT. & LT.	210.64									CALC.	210.64					CALC.	210.64
				KINLEY AVE. INTERSECTION RT. & LT.	139.84									CALC.	139.84					CALC.	139.84
				CONSTITUTION AVE. INTERSECTION RT. & LT.	197.86									CALC.	197.86					CALC.	197.86
				BELLAMAH AVE. INTERSECTION LT.	88.65									CALC.	88.65					CALC.	88.65
				ASPEN AVE. INTERSECTION RT. & LT.	97.04									CALC.	97.04					CALC.	97.04
				HANNETT AVE. INTERSECTION RT.	58.66									CALC.	58.66					CALC.	58.66
				HAINES AVE. INTERSECTION RT. & LT.	109.53									CALC.	109.53					CALC.	109.53
				McKNIGHT AVE. INTERSECTION RT.	115.77									CALC.	115.77					CALC.	115.77
				McKNIGHT AVE. INTERSECTION LT.	105.15									CALC.	105.15					CALC.	105.15
60+14.97	"	73+89.19	-	RDWY, SHLDS, INTERSECTIONS & TAPERS				CALC.	10475.42												
73+89.19	"	75+62	172.81	52.5'± AVG. ROADWAY	1008.06									52.50	1008.06					52.50	1008.06
75+62	"	79+93	431.00	52.5'± AVG. ROADWAY	2514.17	52.50	2514.17			52.50	2514.17					52.50	2514.17			52.50	2514.17
				PROSPECT AVE. INTERSECTION LT.	38.87	CALC.	38.87			CALC.	38.87					CALC.	38.87			CALC.	38.87
77+40	"	78+46		TOWNER AVE. INCL BUS LANE LT.	106.24	CALC.	106.24			CALC.	106.24					CALC.	106.24			CALC.	106.24
77+40	"	78+65		BUS BAY RT.	52.32	CALC.	52.32			CALC.	52.32					CALC.	52.32			CALC.	52.32
79+93	"	80+57	64.00	26' ROADWAY LT.	184.89	26.00	184.89			26.00	184.89					26.00	184.89			26.00	184.89
83+28	"	84+07	79.00	24' ROADWAY RT.	210.67	24.00	210.67			24.00	210.67					24.00	210.67			24.00	210.67
84+07	"	88+03	-	ROADWAY VARIES 48' TO 54'	2216.30	VARIES	2216.30			VARIES	2216.30					VARIES	2216.30			VARIES	2216.30
				WOODLAND AVE. INTERSECTION RT.	24.11	CALC.	24.11			CALC.	24.11					CALC.	24.11			CALC.	24.11
88+03	"	92+25	422.00	54.00'± ROADWAY	2532.00	54.00	2532.00			54.00	2532.00					54.00	2532.00			54.00	2532.00
92+25	"	93+42	117.00	54.00'± ROADWAY	702.00	54.00	702.00					54.00	702.00							54.00	702.00
				LA POBLANA RD. INTERSECTION RT.	53.53					CALC.	53.53					CALC.	53.53			CALC.	53.53
				PHOENIX AVE. INTERSECTION RT & LT.	121.97					CALC.	121.97					CALC.	121.97			CALC.	121.97
93+42	"	96+02		VARIABLE ROADWAY	1474.17					VARIES	1474.17					VARIES	1474.17			VARIES	1474.17
				CORDOVA AVE. INTERSECTION LT.	44.20					CALC.	44.20					CALC.	44.20			CALC.	44.20
96+02	"	03+69.94	767.94	55.00'± ROADWAY	4692.97	55.00	4692.97			55.00	4692.97					55.00	4692.97			55.00	4692.97
				HUDSON AVE. INTERSECTION LT.	44.20					CALC.	44.20					CALC.	44.20			CALC.	44.20
				CLAREMONT AVE. INTERSECTION RT. & LT.	75.07					CALC.	75.07					CALC.	75.07			CALC.	75.07
				LOS ARBOLES INTERSECTION LT.	35.88					CALC.	35.88					CALC.	35.88			CALC.	35.88
				TOTALS	39189.22			8581.57		10,475.42		7879.57		7243.99		24,065.66		7879.57		39189.22	
				USE	39,300			8,100		10,620		7900		7300		24,100		7900		39,200	

ESTIMATED SURFACING FACTORS

ITEM	EST. WGT. LBS./CU.YD.	HYDRATED LIME	BITUM. MATERIAL		TACK SECT. 407	GALLONS PER TON
			60-70 / AC-20			
GRAVEL BASE COURSE	3900					
ASPHALT CONCRETE SURFACE COURSE	3980	1.5%	5%			
ASPHALT FOR TACK COAT				0.02 TO 0.15 GAL/SV		235.66

NOTE:
AMOUNTS OF ASPHALT MATERIAL SHOWN ON SURFACING FACTORS ARE FOR ESTIMATING PURPOSES ONLY
CORRECT AMOUNTS WILL BE DETERMINED BY THE MATERIALS AND TESTING LABORATORY.
AC-20 VISCOSITY GRADE ASPHALT MAY BE SUBSTITUTED FOR 60-70 PENETRATION GRADE ASPHALT IN THE ASPHALT CONCRETE SURFACE COURSE.

RECORD DRAWING

DATE JUN 15 1993
These drawings have been revised based on the construction records of the owner. With the information submitted by the owner will be retained in the materials of the project. The accuracy of this information is not guaranteed by the owner.

LEEDSHILL
ENGINEERS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

HERKENHOFF, INC.
ARCHITECTS
SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

SURFACING QUANTITIES

ESTIMATED STRUCTURE QUANTITIES

STATE	NMP	SHEET	TOTAL
6	MAP-2351 (900)	2-5	
NEW MEXICO			

STRUCTURE NO.	SHT REF NO.	PLAN X-SECTION	LOCATION	STATION	STRUCTURE	SKEW	203001				UNCLASSIFIED EXCAVATION	INLET	OUTLET	TOTAL	EXCAVATION FOR MINOR STRUCTURES	*																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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6			
5			
4			
3			
2			
1			
No.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

* FOR INFORMATION OF CONTRACTOR ONLY.

NOTE:

- ALL REINFORCED CONCRETE PIPE (R.C.P.) IS CLASS IV PIPE.
- ALL DUCTILE IRON PIPE (D.I.P.) IS CLASS 50 PIPE.
- ALL REFERENCE STATIONS ARE ALONG C CONSTRUCTION 4TH ST.

26 3527.901293

RECORD DRAWING

JUN 15 1999

These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor the validity of construction under any circumstances.

LEEDSHILL-HERKENHOFF, INC.
CONSULTING ENGINEERS
1221 LUISA ST. SANTA FE, NEW MEXICO

NEW MEXICO STATE HIGHWAY DEPARTMENT

ESTIMATED STRUCTURE QUANTITIES

FWA Region No.	STATE	NMP MAP-2351 (900)	SHEET No.	TOTAL SHEETS
6	NEW MEXICO		2-6	

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

221 LUISA ST.
SANTA FE.
NEW MEXICO

SHEET 2-6

Date ~~1-15-1999~~ 1-15-1999
These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in the construction document as provided to the client.

F H W A Region No	STATE	N M P MAP-2351 (900)	SHEET No.	TOTAL SHEETS
6	NEW MEXICO		2-7	

6				
5				
4				
3				
2				
1				
No.	DESCRIPTION	DATE	BY	

REVISIONS (OR CHANGE NOTICES)

These drawings have been submitted here on the construction records of the project. While the information submitted to the Owner will be assumed to be that of the Engineer, will not be a representation for the accuracy of this information nor for any omissions there may exist. A full record document at a later date.

ESTIMATED STRUCTURE QUANTITIES

SHEET 2-7

F I L E N O 100-100-100	STATE NEW MEXICO	N M P MAP-2351 (900)	SHEET No. 2-8	TOTAL SHEETS 1
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6			
5			
4			
3			
2			
1			
No.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

ESTIMATED STRUCTURE QUANTITIES

NEW MEXICO	STATE	N M P MAP-2351 (900)	SHEET No.	TOTAL SHEETS
6	NEW MEXICO		2-9	

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

These drawings have been reviewed based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in the record documents as a result thereof.

NEW MEXICO STATE HIGHWAY DEPARTMENT

SHEET 2-9

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

STATION TO STATION		LOCATION	DESCRIPTION	REMARKS
10+23		LT.	22' DRIVEPAD	
10+44		RT.	20' DRIVEPAD	
9+89.80	12+74	RT.	300± L.F. CURB & GUTTER	
10+73		RT.	10' DRIVEPAD	
9+89.80	10+68	RT.	SIDEWALK	
10+99		RT.	20' DRIVEPAD	
11+08	12+74	RT.	SIDEWALK	
11+38		LT.	30' DRIVEPAD	
9+89.80	12+72	LT.	298± L.F. CURB & GUTTER (INCL. CURB RET.)	
9+89.80	11+23	LT.	SIDEWALK (INCL. CURB RET.)	
11+53	12+72	LT.	SIDEWALK	
11+56	12+72	LT.	116± L.F. CURB & GUTTER	
12+15		LT.	32' DRIVEPAD	
12+23		RT.	38' DRIVEPAD	
13+06	13+24	RT.	24± L.F. CURB & GUTTER	
13+06	14+00	RT.	SIDEWALK	
13+08	13+71	LT.	SIDEWALK	
13+08	14+00	LT.	100± L.F. CURB & GUTTER	
13+83		LT.	28' DRIVEPAD	
14+16	16+30	RT.	214± L.F. CURB & GUTTER (INCL. CURB RET.)	
14+00	14+71	LT.	71± L.F. CURB & GUTTER (INCL. CURB RET.)	
14+83	15+03	LT.	SIDEWALK	
14+81	15+66	LT.	85± L.F. CURB & GUTTER	
14+91	16+30	RT.	SIDEWALK	
15+91	16+30	LT.	SIDEWALK (INCL. CURB RET.)	
16+67	16+89	RT.	22± L.F. CURB & GUTTER	
16+67	16+89	RT.	SIDEWALK	
16+67	17+10	LT.	43± L.F. CURB & GUTTER	
17+33	17+67	LT.	SIDEWALK	
17+41.5		RT.	11' DRIVEPAD	
17+66		RT.	24' DRIVEPAD	
18+10	18+17.5	LT.	7.5± L.F. CURB & GUTTER (CURB RET.)	
18+10	18+17.5	LT.	SIDEWALK (CURB RET.)	
18+10	18+17.5	RT.	7.5± L.F. CURB & GUTTER (CURB RET.)	
18+10	18+17.5	RT.	SIDEWALK (CURB RET.)	
18+29.5	18+38.5	RT.	9± L.F. CURB & GUTTER (CURB RET.)	
18+28	18+38.5	RT.	SIDEWALK (CURB RET.)	
18+29.5	18+68	LT.	39± L.F. CURB & GUTTER (INCL. CURB RET.)	
18+29.5	18+68	LT.	SIDEWALK (INCL. CURB RET.)	
18+61		RT.	10' DRIVEPAD	
19+79.5	19+87.5	LT.	8± L.F. CURB & GUTTER	
19+79.5	19+87.5	LT.	SIDEWALK	
19+33	19+87.5	RT.	55± CURB & GUTTER (INCL. CURB RET.)	
19+65		RT.	29' DRIVEPAD	
19+70.5	19+87.5	RT.	SIDEWALK (CURB RET.)	
20+15	20+37	LT.	22± L.F. CURB & GUTTER	
20+15	20+37	LT.	SIDEWALK	
20+17.5	21+07	RT.	SIDEWALK (INCL. CURB RET.)	
21+15		RT.	16' DRIVEPAD	
20+15	21+04	RT.	89± L.F. CURB & GUTTER (INCL. CURB RET.)	
21+03.11	21+73	LT.	73± L.F. CURB & GUTTER (INCL. CURB RET.)	
21+26	21+75	RT.	49± L.F. CURB & GUTTER (INCL. CURB RET.)	
21+91	22+84	RT.	93± L.F. CURB & GUTTER	
22+16.5		LT.	20' DRIVEPAD	
23+10	23+53	RT.	43± L.F. CURB & GUTTER	
22+90.5	23+53	LT.	63± L.F. CURB & GUTTER	
22+97		RT.	20' DRIVEPAD	
22+77.5		LT.	20' DRIVEPAD	
24+46.5		RT.	29' DRIVEPAD	
24+13	25+62.5	LT.	150± L.F. CURB & GUTTER (INCL. CURB RET.)	
24+64	26+00	RT.	136± L.F. CURB & GUTTER	

REMOVAL OF STRUCTURES AND OBSTRUCTIONS
(CONT.)

STATION TO STATION		LOCATION	DESCRIPTION	REMARKS
24+61	26+00	RT.	SIDEWALK	
25+83.5	26+00	LT.	16.5± L.F. CURB & GUTTER	
25+83.5	26+00	LT.	SIDEWALK	
26+00	27+35	LT.	140± L.F. CURB & GUTTER	
26+00	26+50	LT.	SIDEWALK	
26+00	26+53.5	RT.	SIDEWALK	
26+63		LT.	26' DRIVEPAD	
26+70		RT.	1 - 33' DRIVEPAD	
26+76	27+35	LT.	SIDEWALK	
27+52		RT.	20' DRIVEPAD	
26+86.5	27+99.5	RT.	SIDEWALK	
26+00	30+93	RT.	500± L.F. CURB & GUTTER	
28+07		RT.	15' DRIVEPAD	
28+29		LT.	20' DRIVEPAD	
28+14.5	29+03	RT.	SIDEWALK	
29+14		RT.	22' DRIVEPAD	
29+25	30+93	RT.	SIDEWALK	
30+78	30+99	LT.	32± L.F. CURB & GUTTER	
30+78	30+97	LT.	SIDEWALK	
31+21	31+45	RT.	35± L.F. CURB & GUTTER (CURB RET.)	
31+27	32+00	LT.	65± L.F. CURB & GUTTER (INCL. CURB RET.)	
31+27	31+57	LT.	SIDEWALK (INCL. CURB RET.)	
31+68		LT.	17' DRIVEPAD	
32+24	32+28	RT.	SIDEWALK	
32+00	32+72	LT.	72 L.F. CURB & GUTTER	
32+72		LT.	20' DRIVEPAD	
32+28	32+77	RT.	80± L.F. CURB & GUTTER	
32+49.5	32+80	RT.	SIDEWALK	
32+93	34+53	RT.	160± L.F. CURB & GUTTER	
33+40		LT.	21' DRIVEPAD	
32+95	33+91	RT.	SIDEWALK	
33+51.5	34+59	LT.	105± L.F. CURB & GUTTER	
34+38		RT.	4' X 4' STONE SIDEWALK	
34+12		RT.	42' DRIVEPAD	
34+80	38+00	RT.	325± L.F. CURB & GUTTER	
34+82	38+00	RT.	SIDEWALK	
35+88		RT.	42' DRIVEPAD	
34+87	35+07.5	LT.	24 L.F. CURB & GUTTER	
34+89	35+07.5	LT.	SIDEWALK	
36+25	37+54	LT.	129 L.F. CURB & GUTTER	
36+39		LT.	22' DRIVEPAD	
36+25	36+54	LT.	SIDEWALK	
36+53		RT.	20' DRIVEPAD	
37+14		RT.	12' DRIVEPAD	
37+29		LT.	22' DRIVEPAD	
37+99		RT.	32' DRIVEPAD	
37+95	38+13	LT.	24 L.F. CURB & GUTTER	
37+95	38+13	LT.	SIDEWALK	
38+00	38+54	RT.	60± L.F. CURB & GUTTER	
38+00	38+54	RT.	SIDEWALK	
38+40	41+76	LT.	340± L.F. CURB & GUTTER	
38+40	41+76	LT.	SIDEWALK	
38+82	43+38	RT.	460± L.F. CURB & GUTTER	
38+84	42+76	RT.	SIDEWALK	
39+40		RT.	24' DRIVEPAD	
39+91		LT.	42' DRIVEPAD	
40+42.5		RT.	21' DRIVEPAD	
40+75		LT.	24' DRIVEPAD	
40+79		RT.	20' DRIVEPAD	
41+39		LT.	24' DRIVEPAD	
41+17		RT.	22' DRIVEPAD	
42+43		RT.	22' DRIVEPAD	
42+05	44+00	LT.	200± L.F. CURB & GUTTER	
42+07	42+21.5	LT.	SIDEWALK	
44+00	42+42	LT.	SIDEWALK	
44+00	42+53	LT.	53 L.F. CURB & GUTTER	
44+38		RT.	14' DRIVEPAD	
44+29	45+77	RT.	SIDEWALK	
44+29	45+79	RT.	155± L.F. CURB & GUTTER	
45+13		RT.	75' DRIVEPAD	
45+23	45+40	LT.	24 L.F. CURB & GUTTER	
45+23	45+40	LT.	SIDEWALK	
46+05.5	49+08	RT.	SIDEWALK	
46+05.5	49+10	RT.	308± L.F. CURB & GUTTER	
46+75.5		RT.	24' DRIVEPAD	
47+26.5		RT.	9' DRIVEPAD	
45+65	47+75	LT.	213± L.F. CURB & GUTTER	
47+58.5		LT.	41' DRIVEPAD	

REMOVAL OF STRUCTURES AND OBSTRUCTIONS
(CONT.)

STATION TO STATION		LOCATION	DESCRIPTION	REMARKS
45+67	47+75	LT.	SIDEWALK	
48+42	50+00	LT.	158 L.F. CURB & GUTTER	
48+42	50+00	LT.	SIDEWALK	
49+45	50+00	RT.	55 L.F. CURB & GUTTER	
49+76		RT.	24' DRIVEPAD	
50+00	50+79	LT.	SIDEWALK	
50+00	50+79	LT.	79 L.F. CURB & GUTTER	
50+00	50+79	RT.	79 L.F. CURB & GUTTER	
50+60		LT.	31' DRIVEPAD	
51+48	52+63	RT.	SIDEWALK	
51+28	52+75	LT.	SIDEWALK	
51+64.5		LT.	15' DRIVEPAD	
51+72		RT.	36' DRIVEPAD	
51+28	52+78	RT.	155± L.F. CURB & GUTTER	
51+28	52+78	LT.	155± L.F. CURB & GUTTER	
52+29		LT.	40' DRIVEPAD	
52+41		RT.	35' DRIVEPAD	
53+12	53+29	LT.	20± L.F. CURB & GUTTER	
53+05	54+67	RT.	165± L.F. CURB & GUTTER	
53+91.5		LT.	35' DRIVEPAD	
53+70	55+58	LT.	188 L.F. CURB & GUTTER	
53+70	55+58	LT.	SIDEWALK	
54+87		LT.	28' DRIVEPAD	
55+37		LT.	35' DRIVEPAD	
55+81	56+00	RT.	19 L.F. CURB & GUTTER	
55+81	56+00	RT.	SIDEWALK	
56+00	56+37	RT.	57± L.F. CURB & GUTTER	
56+00	56+37	RT.	SIDEWALK	
56+00	56+28.5	LT.	28.5 L.F. CURB & GUTTER	
56+63	58+93	RT.	235± L.F. CURB & GUTTER	
57+14		LT.	35' DRIVEPAD	
56+63	56+91	RT.	SIDEWALK	
57+64		RT.	24' DRIVEPAD	
57+68		LT.	26' DRIVEPAD	
57+94		RT.	12' DRIVEPAD	
58+03	58+23.5	LT.	SIDEWALK	
58+03	59+80	LT.	192± L.F. CURB & GUTTER	
58+41		LT.	38' DRIVEPAD	
59+34		LT.	43' DRIVEPAD	
1+93	2+07	RT. NBL ☺	14 L.F. CURB & GUTTER	
2+44	2+65	LT. NBL ☺	40 L.F. MEDIAN CURB & GUTTER	
2+22.5	2+69	LT. SBL ☺	60 L.F. CURB & GUTTER (CURB RET.)	
2+41	2+68	RT. NBL ☺	50 L.F. CURB & GUTTER (INTERS. ISLAND)	
3+10	3+21	LT. SBL ☺	40 L.F. CURB & GUTTER (CURB RET. PLUS)	
3+40	5+48	LT. NBL ☺	395 L.F. CURB & GUTTER (MEDIAN ISLAND)	
3+49	5+88.5	LT. SBL ☺	240 L.F. CURB & GUTTER	
2+89	5+80	RT. NBL ☺	330 L.F. CURB & GUTTER	
6+17	6+62	RT. NBL ☺	60 L.F. CURB & GUTTER (CURB RET.)	
6+23	6+51	LT. NBL ☺	65 L.F. CURB & GUTTER (MEDIAN ISLAND)	
6+16	6+85	LT. SBL ☺	100 L.F. CURB & GUTTER (INTERS. ISLAND)	
6+25	6+56	RT. NBL ☺	SIDEWALK (@ CURB RET.)	
8+41	8+66	LT. SBL ☺	25 L.F. CURB & GUTTER	
8+49	8+67	RT. NBL ☺	40 L.F. CURB & GUTTER (CURB RET.)	
8+49	8+67	RT. NBL ☺	SIDEWALK (CURB RET.)	
9+16	9+39	RT. NBL ☺	SIDEWALK (CURB RET.)	
9+12	11+28.82BK	RT. NBL ☺	218 L.F. CURB & GUTTER	
71+38.71AH	73+63	RT.	225 L.F. CURB & GUTTER	
10+34	10+61	LT. SBL ☺	40 L.F. CURB & GUTTER	
10+85	11+00	LT. SBL ☺	20 L.F. CURB & GUTTER	
71+90	72+11	RT.	SIDEWALK	
73+44	74+00	LT.	56 L.F. CURB & GUTTER	
73+44	74+00	LT.	SIDEWALK	
74+25.5	74+71	RT.	SIDEWALK	

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RECORD DRAWING

DATE: JUN 15 1993

These drawings have been prepared based on the information furnished by the owner. While the information is believed to be reliable, the owner will be responsible for the accuracy of the information and for any errors or omissions which may appear in the record documents as a result thereof.

LEEDSHILL ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

MISCELLANEOUS QUANTITIES

T. WILLIAMS

DRAWN

TRACED

CHECKED

C.B. MC

DESIGNED

CHECKED

REMOVAL OF STRUCTURES AND OBSTRUCTIONS
(CONT.)

F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)		

STATION TO STATION		LOCATION	DESCRIPTION	REMARKS
74+25.5	74+71	RT.	45.5 L.F. CURB & GUTTER	
74+40		LT.	12' DRIVEPAD	
74+00	75+51	LT.	160 L.F. CURB & GUTTER	
74+00	74+50	LT.	SIDEWALK	
75+74	75+86	LT.	SIDEWALK	
75+74	77+15	LT.	140 L.F. CURB & GUTTER	
76+79	79+61	RT.	282 L.F. CURB & GUTTER	
76+79	79+61	RT.	SIDEWALK	
77+86	77+99	LT.	10 L.F. CURB & GUTTER	
77+86	77+99	LT.	SIDEWALK	
78+34	80+00	LT.	170 L.F. CURB & GUTTER	
78+37	80+00	LT.	SIDEWALK	
79+07		LT.	40' DRIVEPAD	
80+00		LT.	SIDEWALK	
80+00	80+59	LT.	59 L.F. CURB & GUTTER	
80+07		LT.	28' DRIVEPAD	
83+75	84+32	RT.	SIDEWALK	
83+75	85+58	RT.	185 L.F. CURB & GUTTER	
84+41		RT.	18' DRIVEPAD	
85+54		LT.	12' DRIVEPAD & LAYDOWN CURB	
85+85	86+00	RT.	20 L.F. CURB & GUTTER	
85+87	86+00	RT.	SIDEWALK	
85+87		LT.	26' DRIVEPAD & LAYDOWN CURB	
86+00	88+84	RT.	280 L.F. CURB & GUTTER	
86+00	92+00	LT.	600 L.F. CURB & GUTTER	
86+00	88+84	RT.	SIDEWALK	
86+40.5		RT.	29' DRIVEPAD	
87+15		LT.	20' DRIVEPAD	
87+19		RT.	30' DRIVEPAD	
87+74		RT.	23' DRIVEPAD	
88+50		RT.	20' DRIVEPAD	
88+41		LT.	42' DRIVEPAD	
87+89	90+75	LT.	SIDEWALK	
88+98.5		LT.	41' DRIVEPAD	
89+19	92+00	RT.	301 L.F. CURB & GUTTER	
89+41	92+00	RT.	SIDEWALK	
89+90		RT.	24' DRIVEPAD	
90+49.5		LT.	50' DRIVEPAD	
92+00	92+11	LT.	SIDEWALK	
92+00	92+11	LT.	20 L.F. CURB & GUTTER	
92+00	92+14	RT.	20 L.F. CURB & GUTTER	
92+00	92+14	RT.	SIDEWALK	
92+41	98+00	RT.	562 L.F. CURB & GUTTER	
92+38	94+25	LT.	135 L.F. CURB & GUTTER	
92+40	93+03	LT.	SIDEWALK	
92+43	95+78	RT.	SIDEWALK	
92+93		LT.	16' DRIVEPAD	
94+02		LT.	40' DRIVEPAD	
94+03		RT.	36' DRIVEPAD	
95+17.5		RT.	17' DRIVEPAD	
95+18	97+54	LT.	244 L.F. CURB & GUTTER	
95+20	97+52	LT.	SIDEWALK	
95+67		RT.	18' DRIVEPAD	
95+69.5		LT.	17' DRIVEPAD	
96+71		RT.	26' DRIVEPAD	
96+95		LT.	84' DRIVEPAD	
97+09		RT.	14' DRIVEPAD	
97+46	98+00	RT.	SIDEWALK	
97+82.5	98+00	LT.	20 L.F. CURB & GUTTER	
98+00	98+69	LT.	SIDEWALK	
98+00	99+30	RT.	SIDEWALK	
98+00	99+32	RT.	130 L.F. CURB & GUTTER	
98+00	99+28	LT.	130 L.F. CURB & GUTTER	
98+28		RT.	28' DRIVEPAD	
98+92		RT.	27' DRIVEPAD	
99+46	100+65	LT.	120 L.F. CURB & GUTTER	
99+64	100+65	LT.	SIDEWALK	
99+78.5		LT.	25' DRIVEPAD	
100+62.5		RT.	45' DRIVEPAD	
99+59	103+77	RT.	426 L.F. CURB & GUTTER	
99+61	103+77	RT.	SIDEWALK	
101+05	103+74	LT.	270 L.F. CURB & GUTTER	
101+07	103+74	LT.	SIDEWALK	
101+20		RT.	40' DRIVEPAD	
101+93		RT.	26' DRIVEPAD	
102+42.5		LT.	17' DRIVEPAD	
103+12		LT.	24' DRIVEPAD	
103+56		RT.	34' DRIVEPAD	
103+54		LT.	34' DRIVEPAD	

STATION TO STATION	LOCATION	DESCRIPTION	REMARKS
9+89.80	32' LT.	CRATE & CAP (DROP INLET)	D.I. TO REMAIN
9+89.80	20' RT.	CRATE & CAP (DROP INLET)	D.I. TO REMAIN
12+65	23' LT.	DROP INLET "P" TYPE	
13+19	20' RT.	DROP INLET "P" TYPE	
13+08	33' LT.	DROP INLET "P" TYPE	
13+29	20' LT.	DROP INLET "P" TYPE	
13+21	20' RT.	DROP INLET "P" TYPE	
16+28	31' LT.	DROP INLET	
16+57	30' LT.	DROP INLET	
16+75	20' RT.	DROP INLET	
	31' LT. TO		
16+28	20' RT.	52" ± I.F. STORM DRAIN	
18+55	20' LT.	DROP INLET	
19+87	31' LT.	DROP INLET	
20+31	20' LT.	DROP INLET "P" TYPE	
20+33	24' RT.	DROP INLET "P" TYPE	
23+65	25' LT.	DROP INLET	
24+10	23' LT.	DROP INLET	
30+87	23' RT.	DROP INLET "P" TYPE	
31+24	32' RT.	DROP INLET "P" TYPE	
31+29	31' LT.	DROP INLET "P" TYPE	
30+96	32' LT.	DROP INLET "P" TYPE	
34+45	23' RT.	DROP INLET "P" TYPE	
34+51	24' LT.	DROP INLET "P" TYPE	
34+92	22' LT.	DROP INLET "P" TYPE	
34+87	23' RT.	DROP INLET "P" TYPE	
38+44	23' LT.	DROP INLET "P" TYPE	
38+85	24' RT.	DROP INLET "P" TYPE	
52+72	22' RT.	DROP INLET	
53+06	24' RT.	DROP INLET	
56+85	20' RT.	DROP INLET	
59+80	37' LT.	DROP INLET	
60+08	35' LT.	DROP INLET	
60+24	20' LT.	DROP INLET	
8+57	12' RT. NRI	DROP INLET	
78+51	28' RT.	DROP INLET	
16+72	15' LT.	STORM MANHOLE	
9+89.80	60+28.5	CONST. ②	CONC. SLAB 9" THICK 17'W X 50'38.70 = 9517.54 S.Y.
73+88.5	79+93	CONST. ④	9" THICK CONC. SLAB 17'W X 604.50' = 1141.83 S.Y.
84+07	103+69.94	CONST. ②	9" THICK CONC. SLAB 17'W X 1962.94' = 3707.78 S.Y.
10+47	103+33	LT. ②	46-CONCRETE LIGHT BASES

S U M M A R Y

REMOVE DRIVEPADS	2,496 FT.
REMOVE DRIVEPADS & LAYDOWN CURB	38 FT.
REMOVE L. F. CURB & GUTTER	13,635.5 L.F.
REMOVE SIDEWALK	7,973.9 FT.
REMOVE GRATE & CAP - DROP INLET (D.I. TO REMAIN)	2 EA.
REMOVE DROP INLET "P" TYPE	17 EA.
REMOVE DROP INLET	15 EA.
REMOVE STORM MANHOLE	1 EA.
REMOVE 9" THICK CONC. SLAB	14,367.15 S.Y.
REMOVE CONC. LIGHT BASE	46 EA.

ADJUST MANHOLE TO GRADE (STORM)

PARTICIPATING-ADJUST MANHOLE TO GRADE: 20 EACH
NON-PARTICIPATING - NEW MANHOLE RING AND COVER: 20 EACH

ADJUST MANHOLE TO GRADE (SANITARY)

PARTICIPATING-ADJUST MANHOLE TO GRADE: 40 EACH
NON-PARTICIPATING - NEW MANHOLE RING AND COVER: 40 EACH

ADJUST WATER VALVE TO GRADE

PARTICIPATING-ADJUST WATER VALVE TO GRADE: 77 EACH

ADJUST WATER METER TO GRADE

PARTICIPATING - ADJUST WATER METER TO GRADE: 77 EACH

ADJUST FIRE HYDRANT

PARTICIPATING-ADJUST FIRE HYDRANT - 8 EACH

CONCRETE CURB & GUTTER - TYPE "D" MODIFIED 9" X 18"

STATION TO STATION		LOCATION	LIN. FT.	REMARKS
2+41	2+68	NBL C RT.	54.00	INTERSECTION ISLAND
2+44	2+63.5	SBL C RT.	40.00	MEDIAN ISLAND
3+41.5	5+47	NBL C RT.	<u>404.00</u>	MEDIAN ISLAND
TOTAL			498.00	
USE			500	

MEDIAN PAVEMENT - 4" (COLORED & PATTERNED)

STATION TO STATION		LOCATION	SQ. YD.	REMARKS
3+41.50	5+47.00	NBL @ LT.	104.83	"BAJA RED" ALBO. CITY SPEC. NO. 740
TOTAL USE			104.83 110	

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RECORD DRAWING

JUN 15 1997

These drawings have been marked based on the construction records of the owner. While the information submitted by the Contractor is assumed to be reliable, it has not been independently verified by the Department of the Interior. The drawings are submitted as a courtesy and are not to be used for any purpose other than the one for which they were submitted.

LEEDSHILL — HERKENHOFF, INC.
ENGINEERS ARCHITECTS
 ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

MISCELLANEOUS QUANTITIES

JOB NO. _____
DESIGNED _____
CHECKED _____
T. WILLIAMS
DRAWN _____
TRACED _____
CHECKED _____

CADD REVISION DATE: 6/15/90

REMOVAL OF SURFACING

STATION TO STATION	LENGTH	WIDTH	SQ. YD.	REMARKS
9+89.80	50+84.54	4094.74	38.00	17288.90
9+89.80	10+21.80	—	CALC.	48.83
51+21.75	60+14.97	893.22	38.00	3771.37
50+84.54	50+86.63& 50+90.45	—	CALC.	8.44
51+15.84& 51+19.66	51+21.75	—	CALC.	8.44
			CALC.	184.20
			CALC.	195.42
			CALC.	153.86
			CALC.	212.39
			CALC.	62.61
			CALC.	210.64
			CALC.	139.84
			CALC.	197.86
			CALC.	88.65
			CALC.	97.04
			CALC.	58.66
			CALC.	109.53
			CALC.	115.77
			CALC.	105.15
73+89.19	79+93	603.81	52.50	3522.23
			CALC.	38.87
77+40	78+46		CALC.	106.24
77+74±	78+65		CALC.	52.32
79+93	80+57	64.00	26.00	184.89
83+28	84+07	79.00	24.00	210.67
84+07	88+03	—	VARIES	2716.30
			CALC.	24.11
88+03	93+42	539.00	54.00	3234.00
			CALC.	53.53
			CALC.	121.97
93+42	96+02	260.00	VARIES	1474.17
			CALC.	44.20
96+02	103+69.94	767.94	55.00	4692.97
			CALC.	44.20
			CALC.	75.07
			CALC.	35.88
			TOTAL	39189.22

SPECIAL PATTERNED SIDEWALK

STATION TO STATION	LOCATION	WIDTH	SQ. YD.	REMARKS
76+79.00	77+35.65	RT.	6.00	37.77
77+35.65	77+92.27	RT.	6.00	39.11
77+92.27	78+24.34	RT.	6.00	31.33
78+24.34	78+60.34	RT.	15.00	60.08
78+60.34	79+02.13	RT.	6.00	28.47
79+02.13	79+61.00	RT.	6.00	39.25
			TOTAL	226.01
			USE	230

CONCRETE SIDEWALK

STATION TO STATION	LOCATION	WIDTH	SQ. YD.	REMARKS
9+91.80	10+21.80	RT.	6.00	27.75
10+21.80	12+52	RT.	9.00	230.20
12+52	12+72.00	RT.	6.00	12.04
13+08.5	13+23	RT.	6.00	12.04
13+23	14+00	RT.	6.00	51.33
9+91.80	10+21.80	LT.	7.00	31.77
10+21.80	12+55	LT.	7.00	181.38
12+55	12+70	LT.	7.00	13.44
13+10	13+30	LT.	6.00	17.28
13+30	13+98	LT.	6.00	45.33
14+91	16+03	RT.	7.00	112.00
16+03	16+28	RT.	6.00	22.51
16+57	16+74	RT.	6.00	12.04
17+33	17+81	RT.	7.50	40.00
18+06	18+39	RT.	7.50	27.50
19+33	19+70	RT.	7.00	28.78
19+70	19+85	RT.	10.00	16.58
14+61	15+03	LT.	7.00	32.67
15+91	16+03	LT.	8.00	10.67
16+03	16+28	LT.	7.00	25.66
16+59	16+79	LT.	6.00	17.28
17+33	17+64	LT.	7.00	24.11
18+86	19+06	LT.	8.00	17.78
19+70	19+85	LT.	6.00	12.04
20+13	20+37	RT.	6.00	17.28
20+37	21+26	RT.	8.00	79.11
24+30	26+00	RT.	8.00	151.11
20+15	20+37	LT.	VAR.	40.00
21+65	21+97	LT.	7.00	24.89
22+64	23+53	LT.	7.00	69.22
24+27	25+83	LT.	7.00	121.33
25+83	26+00	LT.	6.00	11.33
26+00	30+66.5	RT.	8.00	414.67
30+66.5	30+91.5	RT.	6.00	22.51
31+21	31+45	RT.	6.00	19.37
26+00	27+08	LT.	8.00	96.00
27+08	27+33	LT.	6.00	22.51
27+71	27+88	LT.	6.00	12.04
30+78	30+97	LT.	6.00	17.28
31+29	31+54	LT.	6.00	22.51
31+54	31+81	LT.	8.00	24.00
32+24	32+28	RT.	10.00	4.44
32+49	34+41	RT.	7.00	149.33
34+81	35+05	RT.	7.00	21.99
35+05	38+00	RT.	8.50	278.61
32+04	32+30	LT.	8.00	23.11
33+26.5	33+53.5	LT.	8.00	24.00
34+87	35+07.5	LT.	6.00	12.04
36+25	37+24	LT.	8.00	114.67
37+96	38+11	LT.	6.00	12.04
38+00	38+31.5	RT.	6.00	31.50
38+31.5	38+51	RT.	6.00	17.28
38+83	39+08	RT.	6.00	22.51
39+08	42+76	RT.	9.50	388.44
38+42.5	38+67.5	LT.	6.00	22.51
38+67.5	41+59	LT.	9.00	291.50
41+59	41+74	LT.	6.00	12.04
42+07	42+21.5	LT.	6.00	22.51
44+29	45+53	RT.	9.00	124.00
45+53	45+67	RT.	6.00	9.33
45+67	45+77	RT.	6.00	11.91
46+07	46+22	RT.	6.00	12.18
46+22	48+96	RT.	8.50	258.78
48+96	49+08	RT.	6.00	8.28
44+00	44+42	LT.	9.00	42.00
45+23	45+38	LT.	9.00	15.70
45+67	45+92	LT.	VAR.	21.38
45+92	47+75	LT.	9.50	193.17
48+41.5	50+00	LT.	8.00	140.88
51+27.55	52+61	RT.	8.00	118.62
55+81	56+00	RT.	6.50	13.72
50+00	50+86.63	LT.	9.50	91.44
51+15.84	52+61	LT.	9.00	145.16
53+70	55+58	LT.	8.50	177.56
56+00	56+09.5	RT.	6.00	6.33
56+09.5	56+34	RT.	6.00	22.51
56+66	56+91	RT.	6.00	22.51
57+85	58+03	RT.	6.50	13.00
57+52	57+81	LT.	10.00	32.22
58+03	58+64	LT.	9.00	61.00

CONCRETE SIDEWALK (CONT.)

STATION TO STATION	LOCATION	WIDTH	SQ. YD.	REMARKS
59+58	59+78	LT.	6.00	17.28
60+09	60+34	LT.	6.00	22.51
8+51.5	8+67	RT. NBL	6.00	22.51
9+12	9+39	RT. NBL	6.00	15.01
71+90	72+11	RT. NBL	6.00	14.00
73+41	74+00	LT.	6.00	39.44
74+42.5	74+71	RT.	6.00	19.00
74+00	74+34	LT.	6.00	22.67
75+76	75+86	LT.	6.00	6.81
77+87	77+97	LT.	6.00	6.81
78+50	80+00	LT.	5.50	91.67
83+75	84+32	RT.	4.00	25.32
85+89	86+04	RT.	6.00	12.04
80+00	80+59	LT.	6.00	39.33
86+04	88+72	RT.	5.00	148.89
88+72	88+82	RT.	5.00	6.11
89+12	89+32	RT.	6.00	17.28
89+32	92+00	RT.	6.00	178.67
87+89	90+75	LT.	7.00	222.44
92+00	92+02	RT.	6.00	1.33
92+02	92+12	RT.	6.00	6.81
92+43	92+53	RT.	5.00	6.11
92+53	93+28.5	RT.	5.00	41.94
93+28.5	93+71.5	RT.	9.50	45.39
93+71.5	95+78	RT.	6.00	137.67
97+46	98+00	RT.	6.00	36.00
91+93	92+08	LT.	6.00	12.04
92+40	92+60	LT.	6.00	17.28
92+60	93+03	LT.	6.00	28.67
95+20	95+30	LT.	6.00	6.81
95+30	97+42	LT.	7.00	164.88
97+42	97+54	LT.	6.00	6.81
98+00	99+20	RT.	6.00	80.00
99+20	99+30	RT.	6.00	6.81
99+61	99+71	RT.	6.00	6.81
99+71	100+47.5	RT.	10.00	85.00
100+47.5	101+80	RT.	6.00	88.33
101+80	103+27	RT.	10.00	163.33
103+27	103+77	RT.	6.00	33.33
98+00	99+14	LT.	5.00	63.33
99+64	100+65	LT.	5.00	56.11
101+07	101+15	LT.	5.00	4.36
101+15	102+72	LT.	5.00	87.22
102+72	103+37	LT.	8.00	57.78
103+37	103+74	LT.	5.00	20.56
	SUB-TOTAL			7,370.49
	LESS DRIVEPADS			1,999.84
	TOTAL			5,370.65
	USE			5380

REVISIONS

DATE: JUN 15 1993

REVISIONS
1. 5/15/93
2. 5/15/93
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JOB NO. _____
DRAWN T. WILLIAMS
DESIGNED _____
CHECKED _____

CADD REVISION DATE: 6/4/90

DRIVEPAD - 6"

STATION	LOCATION	WIDTH	DEPTH	SQ. YD.	REMARKS
10+88	RT.	40'	9'	40.00	
11+38	LT.	30'	8'	26.67	
13+83	LT.	24'	8'	21.33	
17+66	RT.	24'	8'	21.33	
18+61	RT.	10'	8'	8.89	
21+15	RT.	16'	8'	14.22	
22+16.5	LT.	20'	7'	15.16	
22+77.5	LT.	20'	7'	15.16	
22+97	RT.	20'	8'	17.78	
24+46.5	RT.	29'	8'	25.78	
26+63	LT.	26'	11'	31.78	
26+70	RT.	33'	8'	29.33	
28+07	RT.	15'	8'	13.33	
28+28	LT.	26'	10'	28.89	
29+14	RT.	22'	8'	19.56	
34+12	RT.	42'	7'	32.67	
36+53	RT.	23'	9'	23.00	
36+39	LT.	22'	9'	22.00	
37+14	RT.	12'	9'	12.00	
37+29	LT.	22'	8'	19.56	
39+99	RT.	32'	9'	32.00	
39+91	LT.	42'	9'	42.00	
40+42.5	RT.	21'	12'	28.00	
40+75	LT.	24'	8'	21.33	
40+79	RT.	20'	12'	26.67	
41+17	RT.	22'	12'	29.33	
41+39	LT.	24'	8'	21.33	
44+38	RT.	14'	10'	15.56	
45+17	RT.	20'	12'	26.67	
46+77.5	RT.	24'	9'	24.00	
49+76	RT.	24'	11'	29.33	
50+52.35	LT.	17'	8'	15.11	
51+64.5	LT.	15'	10'	16.67	
52+29	LT.	40'	9'	40.00	
52+08	RT.	72'	9'	70.00	
53+91.5	LT.	35'	9'	35.00	
55+37	LT.	35'	9'	35.00	
57+14	LT.	35'	10'	38.89	
57+64	RT.	24'	8'	21.33	
58+41	LT.	38'	9'	38.00	
59+34	LT.	43'	10'	47.78	
74+40	LT.	12'	6'	8.00	
79+07	LT.	40'	7'	31.11	
80+07	LT.	28'	6'	18.67	
84+41	RT.	18'	5'	10.00	
85+54	LT.	12'	6'	8.00	
86+40.5	RT.	29'	5'	16.11	
87+19	RT.	30'	5'	16.67	
87+15	LT.	20'	6'	13.33	
87+74	RT.	23'	4'	10.22	
88+41	LT.	42'	7'	32.67	
88+50	RT.	20'	4'	8.89	
88+98.5	LT.	41'	5'	22.78	
89+79	LT.	50'	6'	33.33	
89+90	RT.	24'	7'	18.67	
90+49.5	LT.	50'	6'	33.33	
92+93	LT.	16'	6'	10.67	
94+02	LT.	40'	6.5'	28.89	
94+03	RT.	36'	7'	28.00	
95+17.5	RT.	19'	7'	14.78	
95+67	RT.	18'	6'	12.00	
95+69.5	LT.	17'	7'	13.22	
96+40	RT.	14'	6'	9.33	
96+71	RT.	26'	6'	17.33	
96+95	LT.	84'	8'	74.67	
97+09	RT.	14'	6'	9.33	
98+28	RT.	28'	6'	18.67	
98+85	LT.	32'	2'	7.11	
98+92	RT.	27'	6'	18.00	
99+78.5	LT.	25'	3'	8.33	
100+62.5	RT.	45'	6'	30.00	

DRIVEPAD - 6" (CONT.)

STATION	LOCATION	WIDTH	DEPTH	SQ. YD.	REMARKS
101+20	RT.	40'	11'	48.89	
101+93	RT.	26'	11'	31.78	
102+42.5	LT.	17'	3'	5.67	
103+56	RT.	36'	6'	24.00	
TOTAL USE				1,999.84 2,000	

LAYDOWN CURB

STATION TO STATION		LOCATION	LIN. FT.	REMARKS
10+68	11+08	RT.	40.00	
11+23	11+53	LT.	30.00	
13+71	13+95	LT.	24.00	
14+69	14+83	RT.	14.00	ALLEY INTERSECTION
17+54	17+78	RT.	24.00	
18+16	18+30	LT.	14.00	ALLEY INTERSECTION
18+56	18+66	RT.	10.00	
18+15.5	18+30.5	RT.	15.00	ALLEY INTERSECTION
21+07	21+23	RT.	16.00	
21+72	21+88	LT.	16.00	ALLEY INTERSECTION
22+06.50	22+26.5	LT.	20.00	
21+74	21+88	RT.	14.00	ALLEY INTERSECTION
22+67.50	22+87.5	LT.	20.00	
22+87	23+07	RT.	20.00	
24+32.0	24+61	RT.	29.00	
25+65.50	25+80.5	LT.	15.00	ALLEY INTERSECTION
26+50	26+76	LT.	26.00	
26+53.5	26+86.5	RT.	33.00	
27+99.50	28+14.5	RT.	15.00	
28+12	28+38	LT.	26.00	
29+03	29+25	RT.	22.00	
29+26.5	29+41.5	LT.	15.00	ALLEY INTERSECTION
33+91	34+33	RT.	42.00	
32+80	32+94	RT.	14.00	ALLEY INTERSECTION
36+41.5	36+64.50	RT.	23.00	
36+28	36+50.00	LT.	22.00	
37+08	37+20.00	RT.	12.00	
37+18	37+40	LT.	22.00	
37+83	38+15	RT.	32.00	
39+70	40+12	LT.	42.00	
40+32	40+53	RT.	21.00	
40+63	40+87	LT.	24.00	
40+69	40+89	RT.	20.00	
41+06	41+28	RT.	22.00	
41+27	41+51	LT.	24.00	
41+31	41+45	RT.	14.00	
45+07	45+27	RT.	20.00	
46+65.5	46+89.50	RT.	24.00	
49+64	49+88	RT.	24.00	
50+43.85	50+60.85	LT.	17.00	
51+59.50	51+69.50	LT.	15.00	
52+09	52+49	LT.	40.00	
51+72	52+44	RT.	72.00	
53+74.0	54+09	LT.	35.00	
55+19.50	55+54.50	LT.	35.00	
56+96.50	57+31.50	LT.	35.00	
57+52	57+76	RT.	24.00	
58+41	58+60	LT.	38.00	
59+12.50	59+55.50	LT.	43.00	
74+34	74+46	LT.	12.00	
78+87	79+27	LT.	40.00	
79+93	80+21	LT.	28.00	
84+32	84+50	RT.	18.00	
85+48	85+60	LT.	12.00	
86+26	86+55	RT.	29.00	

LAYDOWN CURB (CONT.)

STATION TO STATION		LOCATION	LIN. FT.	REMARKS
87+04	87+34	RT.	30.00	
87+05	87+25	LT.	20.00	
87+62.50	87+85.50	RT.	23.00	
88+20	88+62	LT.	42.00	
88+40	88+60	RT.	20.00	
88+78	89+19.50	LT.	41.00	
89+54	90+04	LT.	50.00	
89+78	90+02	RT.	24.00	
90+24.50	90+74.50	LT.	50.00	
92+85	93+01	LT.	16.00	
93+82	94+22	LT.	40.00	
93+85	94+21	RT.	36.00	
95+08	95+27.0	RT.	19.00	
95+58	95+76	RT.	18.00	
95+61	95+78	LT.	17.00	
96+33	96+47	RT.	14.00	
96+58	96+84	RT.	26.00	
96+53	97+37	LT.	84.00	
97+02	97+16	RT.	14.00	
98+14	98+42	RT.	28.00	
98+69	99+01	LT.	32.00	
98+78.5	99+05.5	RT.	27.00	
99+66	99+91	LT.	25.00	
100+40	100+85	RT.	45.00	
101+00	101+40	RT.	40.00	
101+80	102+06	RT.	26.00	
102+34	102+51	LT.	17.00	
103+38	103+74	RT.	36.00	
TOTAL USE			2,213.00 2,220	

SIGNALIZATION

INTERCONNECT MANHOLE

STATION	LOCATION	EACH	REMARKS
51+31	RT.	1	
TOTAL USE		1	

DUCTILE IRON PIPE - 4", CLASS 50

STATION TO STATION		LOCATION	LIN. FT.	REMARKS
50+81	51+31	RT.	50.00	
TOTAL USE			50.00 50	

4" CASING BORE & JACK

STATION TO STATION		LOCATION	LIN. FT.	REMARKS
50+81	51+31	RT.	50.00	
TOTAL USE			50.00 50	

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RECORD DRAWING

JUN 15 1999

These drawings have been prepared and issued on the construction records of the owner. While the information submitted by the owner is to be assumed to be reliable, the engineer will not be responsible for any errors or omissions which may appear in it from documents or records.

L

LEEDSHILL
ENGINEERS

HERKENHOFF, INC.

ARCHITECTS

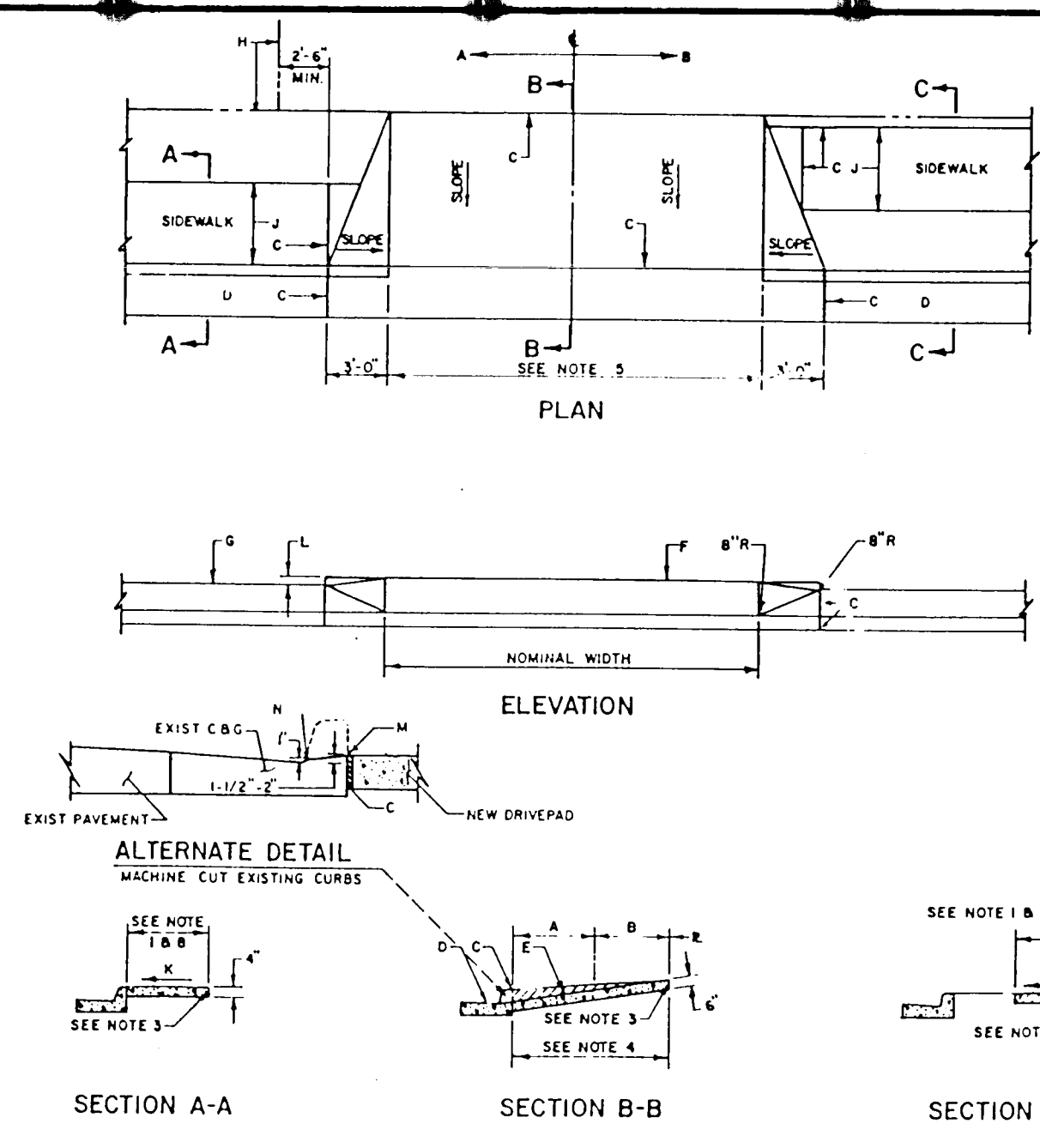
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

MISCELLANEOUS QUANTITIES

JOB NO. _____
DESIGNED _____
CHECKED _____

DRAWN _____
TRACED _____
CHECKED _____



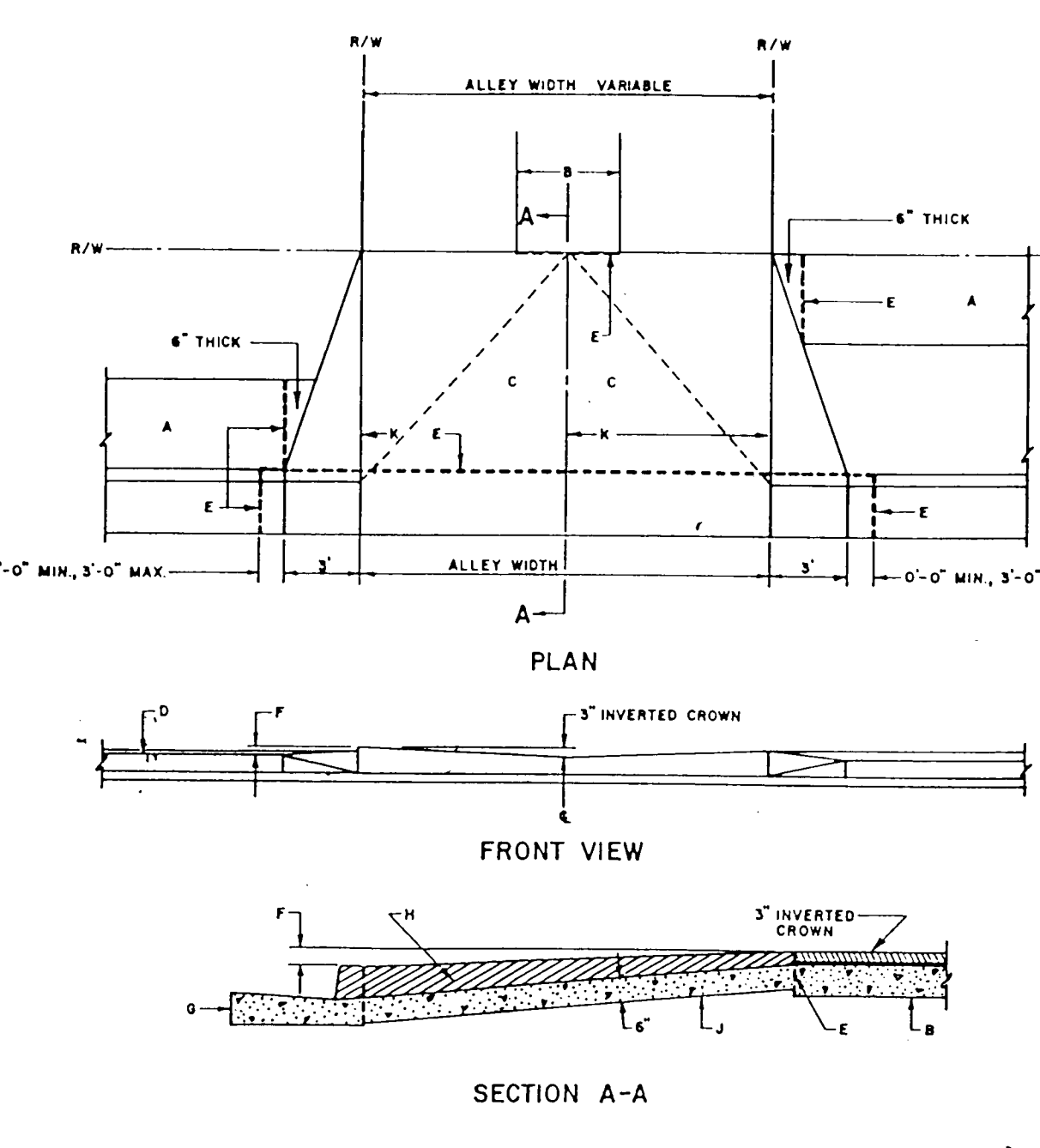
GENERAL NOTES:

1. DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE ENGINEER AND/OR TRAFFIC ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
2. REQUEST FOR SIDEWALK VARIANCES SHALL BE SUBMITTED TO THE DEVELOPMENT REVIEW BOARD.
3. USE 1/2" EXP. JT. WHERE SIDEWALK OR DRIVEPAD ABUTS BLOSSES, FENCES, WALLS OR OTHER IMMOVABLE OBJECTS.
4. DRIVEPADS SHALL BE A MIN. OF 4' IN DEPTH OR SHALL BE CONSTRUCTED FROM BACK OF CURB TO P.L., WHICHEVER IS GREATER.
5. DRIVEPADS WIDER THAN 14' (NOMINAL) SHALL HAVE 1/2" EXP. JT. AT MIDPOINT. DRIVEPADS WIDER THAN 36' SHALL HAVE 1/2" EXP. JT. AT 18' MAX. SPACING.
6. CURB TYPE SIDEWALK SHALL BE USED ONLY WHEN VARIANCE IS APPROVED.
7. FOR SIDEWALK WIDTH, SEE CHAP. 23 THE DEVEL. PROC. MANUAL.
8. SUBGRADE UNDER SIDEWALK & DRIVEPAD SHALL BE COMPACTED TO 90% MAX. DENSITY TO A DEPTH OF 6".

CONSTRUCTION NOTES:

- A. CURB TYPE SIDEWALK
- B. OFFSET SIDEWALK
- C. 1/2" EXP. JT. ADJUST TO FIELD CONDITIONS ON REPLACEMENT WORK
- D. CURB & GUTTER
- E. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN SIDEWALK & DRIVEPAD
- F. TOP OF DRIVEPAD
- G. TOP OF CURB
- H. PROPERTY LINE
- I. VARIABLE WIDTH
- J. SLOPE 1/4" PER FT.
- K. FINISH GRADE AT PROPERTY LINE SHALL BE 0.33' ABOVE TOP OF CURB (TYPICAL) IN CASES OF INSUFFICIENT R/W THIS REQUIREMENT CONFLICTS WITH SIDEWALK SLOPE REQUIREMENTS. DEVIATIONS MUST BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
- L. SAW CUT EXISTING CONCRETE FROM BACKSIDE OF CURB WITH SLOPE TOWARD FLOWLINE
- M. EXPOSED CUT EDGES TO BE GROUND SMOOTH/ ROUNDED TO REMOVE SHARP EDGE

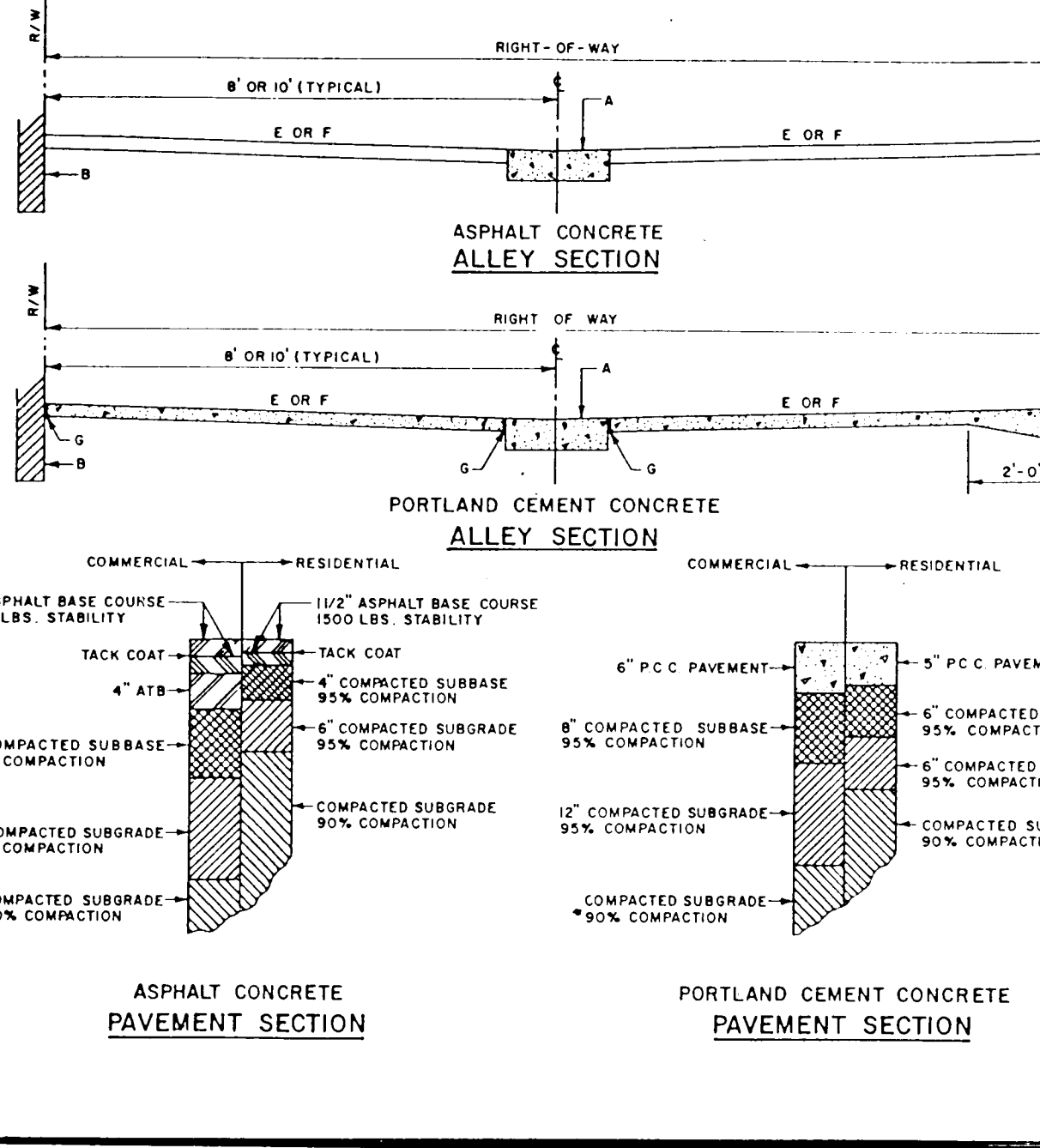
CITY OF ALBUQUERQUE
PAVING
DRIVEPADS
DWG. 2425
AUG. 1986



CONSTRUCTION NOTES:

- A. SIDEWALK
- B. ALLEY GUTTER, SEE DWG. 2411, 2415
- C. TRANSITION FROM 3" INVERTED ALLEY CROWN TO NO CROWN AT BACK OF CURB
- D. TOP OF CURB
- E. 1/2" EXP. JOINT
- F. TOP OF SIDEWALK AT PROPERTY LINE SHALL BE 0.33' ABOVE TOP OF CURB
- G. CURB & GUTTER
- H. SLOPE TO BE ADJUSTED TO PROVIDE A UNIFORM TRANSITION BETWEEN DRIVEPAD AND SIDEWALK
- I. DRIVEPAD, PORTLAND CEMENT CONCRETE
- J. WEAKENED PLANE, (SAW CUT ON SCORE TO 1/2" DEPTH OF SLAB)

CITY OF ALBUQUERQUE
PAVING
ALLEY INTERSECTION
DWG. 2428
AUG. 1986



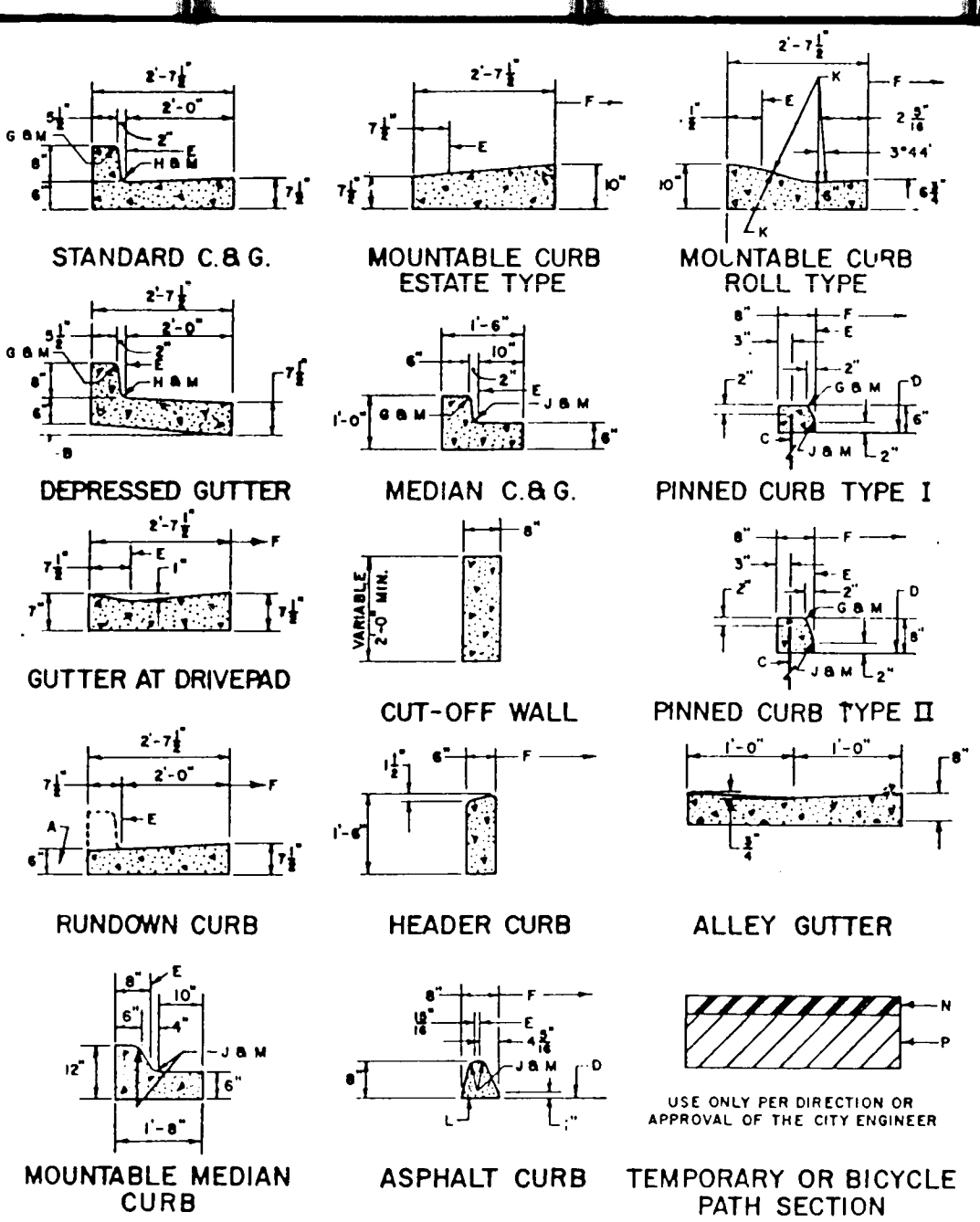
GENERAL NOTES:

1. REQUIREMENT FOR COMMERCIAL OR RESIDENTIAL PAVEMENT SECTION SHALL BE DETERMINED BY THE ENGINEER.
2. TRANSVERSE SLOPE OF ALLEY PAVEMENT SURFACE SHALL BE 2% MIN.
3. TYPE AND LOCATION OF JOINTS SHALL BE DEFINED ON THE PROJECT CONSTRUCTING PLANS.

CONSTRUCTION NOTES:

- A. ALLEY GUTTER, SEE DWG. 2415
- B. PROPERTY LINE ON BUILDING WALL
- C. USE 6" X 18" P.C.C. CUT-OFF WALL OR 2" X 8" RED-WOOD PLANK
- D. RIGHT-OF-WAY ADJACENT TO OPEN AREA
- E. USE RESIDENTIAL SECTION FOR RESIDENTIAL ALLEY USE
- F. USE ALLEY SECTION FOR COMMERCIAL ALLEY USE
- G. USE 1/2" EXP. JT. WHERE P.C.C. PAVEMENT ABUTS WALLS, ALLEY GUTTER, RIGID PAVEMENT, POLES, TRANSFORMERS, ETC.

CITY OF ALBUQUERQUE
PAVING
COMMERCIAL & RESIDENTIAL ALLEY SECTION
DWG. 2411
AUG. 1986



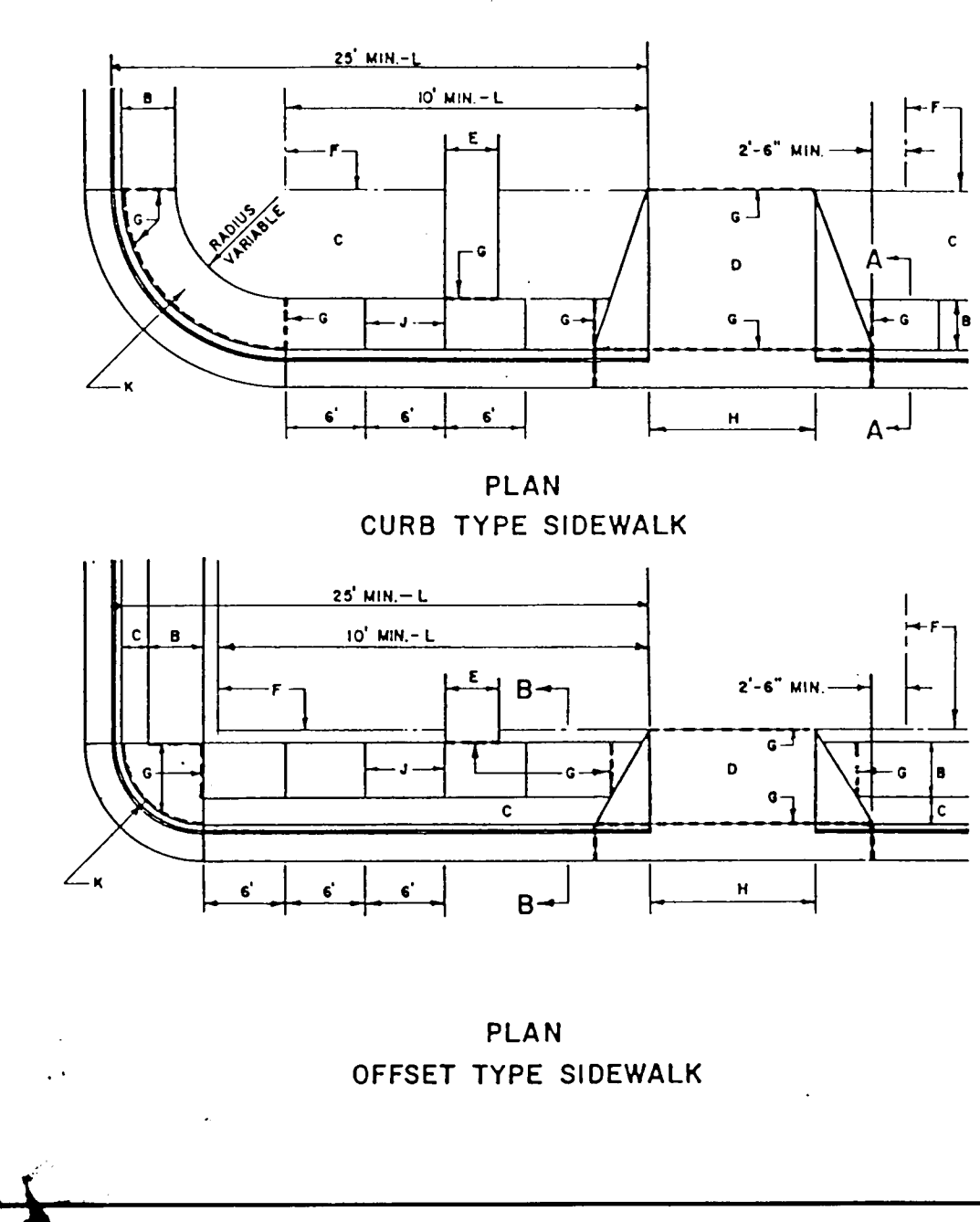
GENERAL NOTES:

1. CURBS, GUTTERS & CUT-OFF WALL TO BE CONSTRUCTED OF P.C.C.
2. FOR STANDARD AND MED. C.B.G. PROVIDE CONTRACTION JTS. C.U.C. JAK. ALSO PROVIDE 1/2" EXP. JTS. 4'-8" MAX. AT CURB RETURN & AT EACH SIDE OF DRIVEWAY
3. FOR ALL OTHER C.B.G. PROVIDE CONTR. JTS. AT 10' O.C. PROVIDE EXP. JTS. 50' O.C. & ADJACENT TO BUILDINGS & WALLS
4. EDGES NOT SPECIFIC DIMENSIONED SHALL BE EGGED WITH A 3/8" EGGING TOOL
5. STD. C.B. & G. SHALL BE USED FOR NEW CONSTR. UNLESS OTHERWISE APPROVED BY THE ENGINEER
6. REMOVE & REPLACE 12" WIDE STRIP OF PAVEMENT BEYOND LIP OF GUTTER WHEN CONSTRUCTING C.B.G. ADJACENT TO EXIST. A.C. PAVEMENT
7. STD. C.B. & G. REQUIRE FULL FORM ON ALL FACES EXCEPT WITH PRIOR APPROVAL OF ENGINEER

CONSTRUCTION NOTES:

- A. RED CONC. CHANNEL LINING, OR CUT-OFF WALL PROVIDE 1/2" EXP. JT. BETWEEN BACK OF CURB & CONC. LINING OR WALL
- B. VARIABLE, DEPRESS AS NEEDED
- C. DRIVE NO. 4 BARS 18" DEEP IN HOLES DRILLED 2' O.C. IN EXIST. PAVEMENT, SEAL WITH EPOXY
- D. EXIST. A.C. OR P.C.C. PAVEMENT
- E. THEORETICAL FACE OF CURB OR FLOWLINE
- F. TRAFFIC SIDE
- G. 3/4" RADIUS
- H. 1 1/2" RADIUS
- I. 2" RADIUS
- J. 2 1/2" RADIUS
- K. TACK COAT
- L. DIMENSIONS AT ROUNDED CORNERS MEASURED TO INTERSECTION OF STRAIGHT LINES
- M. 2" A.C. SURFACE COURSE 1000 LBS. STABILITY
- P. 4" COMPACTED SUBGRADE 90% COMPACTION

CITY OF ALBUQUERQUE
PAVING
CURB & GUTTER & TEMPORARY PAVING SECTION
DWG. 2415
AUG. 1986



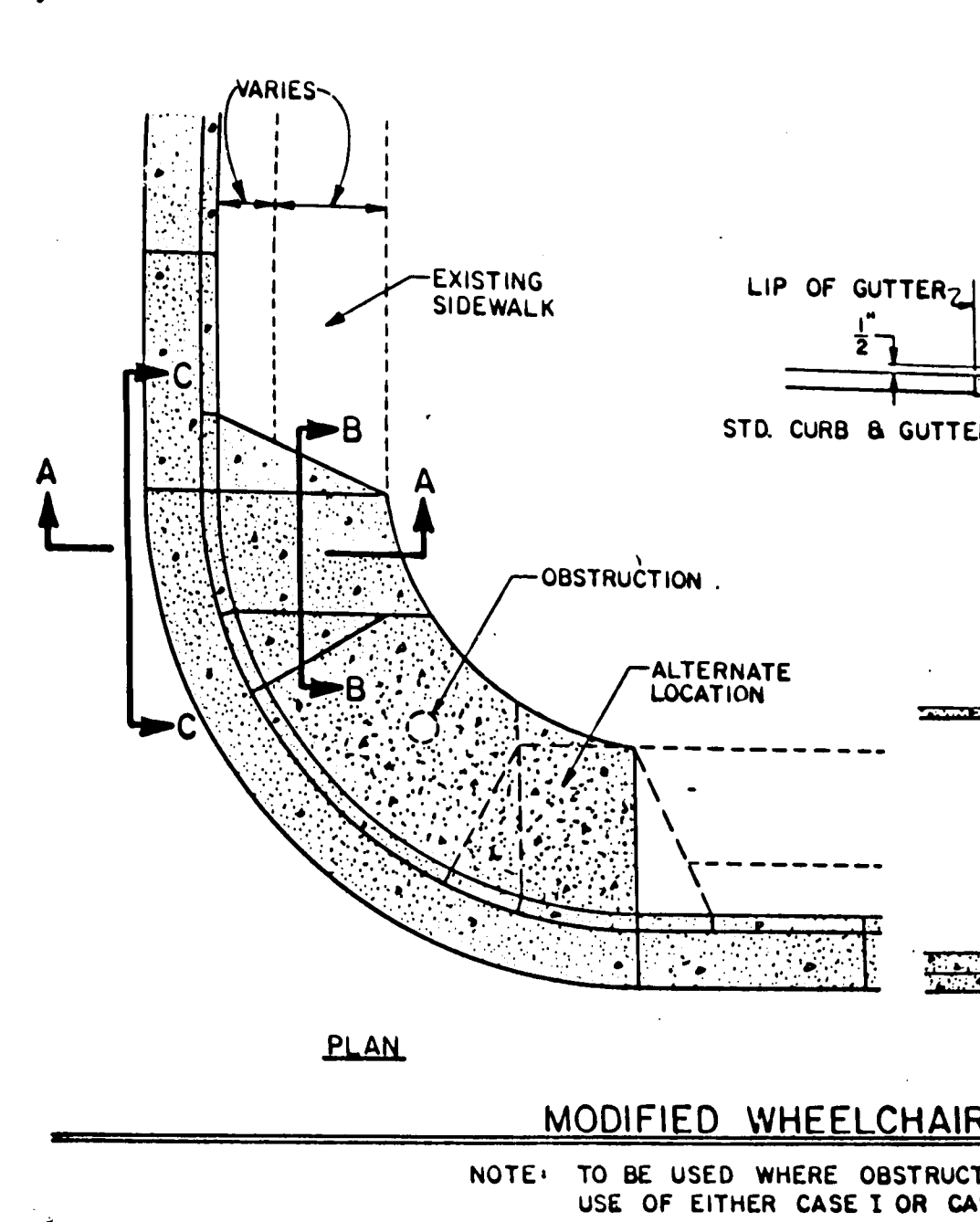
GENERAL NOTES:

1. DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER AND/OR CITY TRAFFIC ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
2. SUBGRADE UNDER SIDEWALKS AND DRIVEPADS SHALL BE COMPACTED TO 90% MAX. DENSITY TO A DEPTH OF 6".

CONSTRUCTION NOTES:

- A. SLOPE 1/4" PER FT.
- B. SIDEWALK WIDTHS SHALL BE IN ACCORDANCE WITH SIDEWALK ORDINANCE
- C. SETBACK TO BE DETERMINED BY AVAILABLE RIGHT-OF-WAY, SEE CHAPTER 23 OF THE DEVEL. PROC. MANUAL
- D. SEE DRIVEPAD DETAIL, DWG. 2425
- E. WALKWAY VARIABLE
- F. PROPERTY LINE
- G. 1/2" EXP. JOINTS WHERE SIDEWALK OR DRIVEPAD ABUTS BUILDINGS, FENCES, WALLS OR OTHER IMMOVABLE OBJECTS
- H. 12 FT. MIN. 22 FT. MAX. RESIDENTIAL
- I. 12 FT. MIN. 22 FT. MAX. LIGHT COMMERCIAL
- J. 20 FT. MIN. 35 FT. MAX. HEAVY COMMERCIAL
- K. FOR WHEEL CHAIR RAMPS, SEE DWG. 2440, 2441
- L. CHECK DIMENSION FROM BOTH PROPERTY LINE AND FLOW LINE, USE WHICHEVER PLACES DRIVEPAD FARTHEST FROM INTERSECTION

CITY OF ALBUQUERQUE
PAVING
SIDEWALK DETAILS
DWG. 2430
AUG. 1986



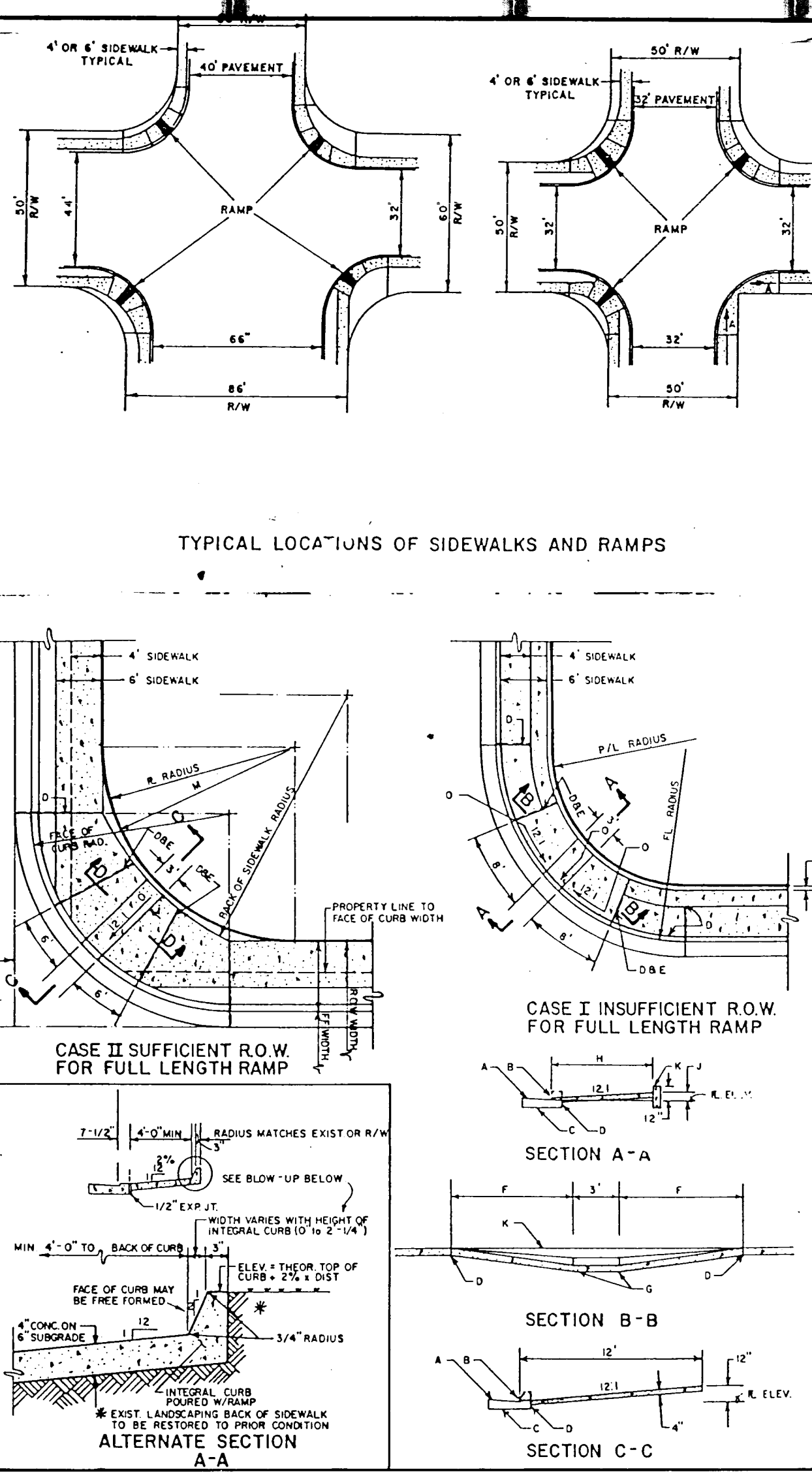
GENERAL NOTES:

1. DEVIATIONS FROM THESE STANDARDS SHALL BE SUBMITTED TO THE CITY ENGINEER AND/OR CITY TRAFFIC ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
2. SUBGRADE UNDER SIDEWALKS AND DRIVEPADS SHALL BE COMPACTED TO 90% MAX. DENSITY TO A DEPTH OF 6".

CONSTRUCTION NOTES:

- A. SLOPE 1/4" PER FT.
- B. SIDEWALK WIDTHS SHALL BE IN ACCORDANCE WITH SIDEWALK ORDINANCE
- C. SETBACK TO BE DETERMINED BY AVAILABLE RIGHT-OF-WAY, SEE CHAPTER 23 OF THE DEVEL. PROC. MANUAL
- D. SEE DRIVEPAD DETAIL, DWG. 2425
- E. WALKWAY VARIABLE
- F. PROPERTY LINE
- G. 1/2" EXP. JOINTS WHERE SIDEWALK OR DRIVEPAD ABUTS BUILDINGS, FENCES, WALLS OR OTHER IMMOVABLE OBJECTS
- H. 12 FT. MIN. 22 FT. MAX. RESIDENTIAL
- I. 12 FT. MIN. 22 FT. MAX. LIGHT COMMERCIAL
- J. 20 FT. MIN. 35 FT. MAX. HEAVY COMMERCIAL
- K. FOR WHEEL CHAIR RAMPS, SEE DWG. 2440, 2441
- L. CHECK DIMENSION FROM BOTH PROPERTY LINE AND FLOW LINE, USE WHICHEVER PLACES DRIVEPAD FARTHEST FROM INTERSECTION

CITY OF ALBUQUERQUE
PAVING
SIDEWALK DETAILS
DWG. 2430
AUG. 1986



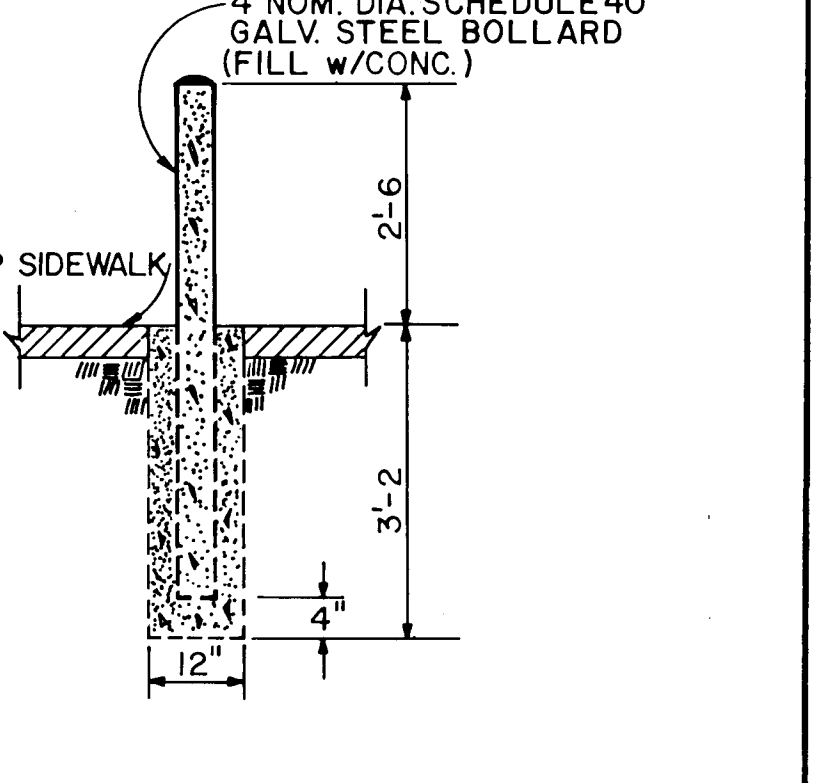
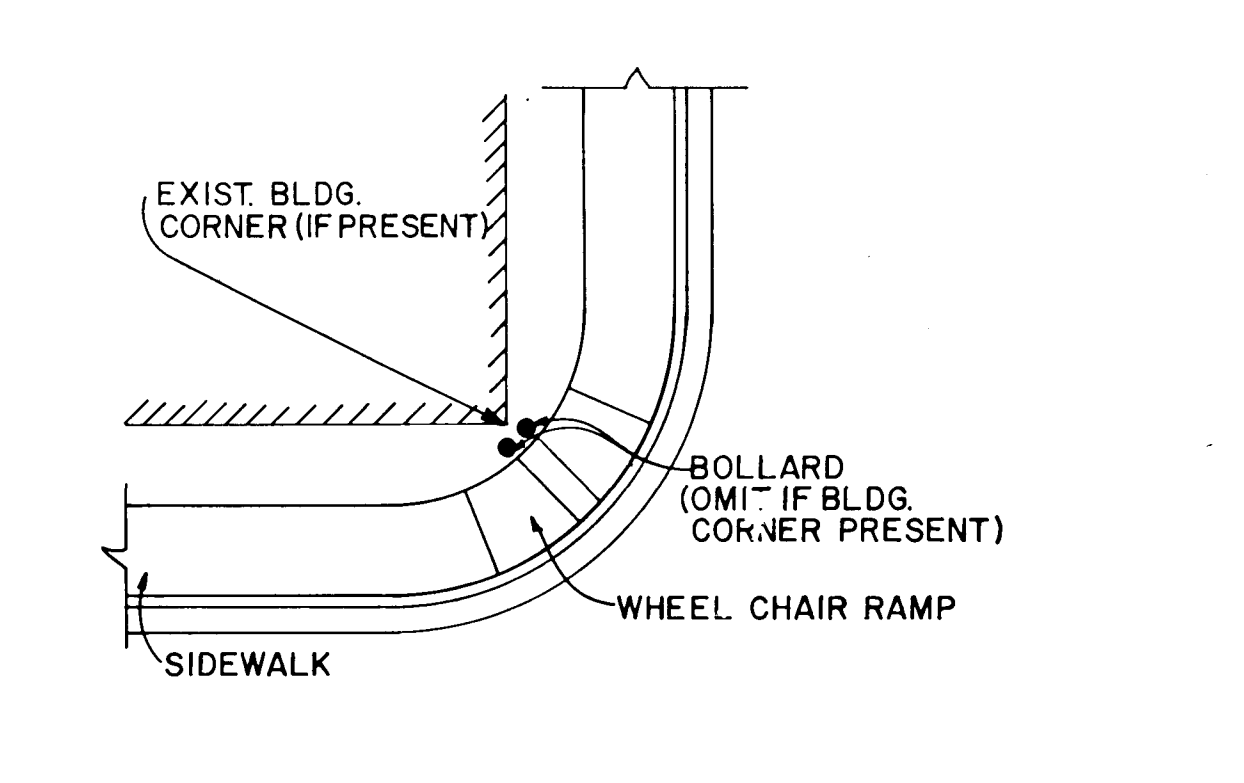
GENERAL NOTES:

1. WHERE AN INADEQUATE AREA FOR WHEEL CHAIR RAMP EXISTS, THE CITY TRAFFIC ENGINEER WILL SPECIFY LOCATION OF RAMP(S).
2. ALL CURB RADI ARE 25' UNLESS OTHERWISE SPECIFIED.
3. WHEEL CHAIR RAMPS SHALL BE PROVIDED AT ALL CORNERS OF STREET INTERSECTIONS WHERE THERE IS EXISTING OR PROPOSED SIDEWALK AND CURB AND GUTTER. RAMPS SHALL ALSO BE PROVIDED AT LOCATIONS AT MID-BLOCK IN THE VICINITY OF HOSPITALS, MEDICAL CENTERS AND ATHLETIC STADIUMS.

CONSTRUCTION NOTES:

- A. SLOPE SIDEWALK FROM P.C. OR P.T. OF CURB RETURN TO MIDPOINT OF CURB RETURN.

CITY OF ALBUQUERQUE
PAVING
WHEEL CHAIR RAMP
DWG. 2440
AUG. 1986



BOLLARD LOCATION PLAN
(SEE PLAN & PROFILE SHEETS FOR LOCATION) N.T.S.

NOTE: FOR STANDARD DRAWING NO. 2420 SEE SHEET 2-11

BOLLARD DETAIL
N.T.S.

26 3527.902293

RECORD DRAWING
JUN 15 1993

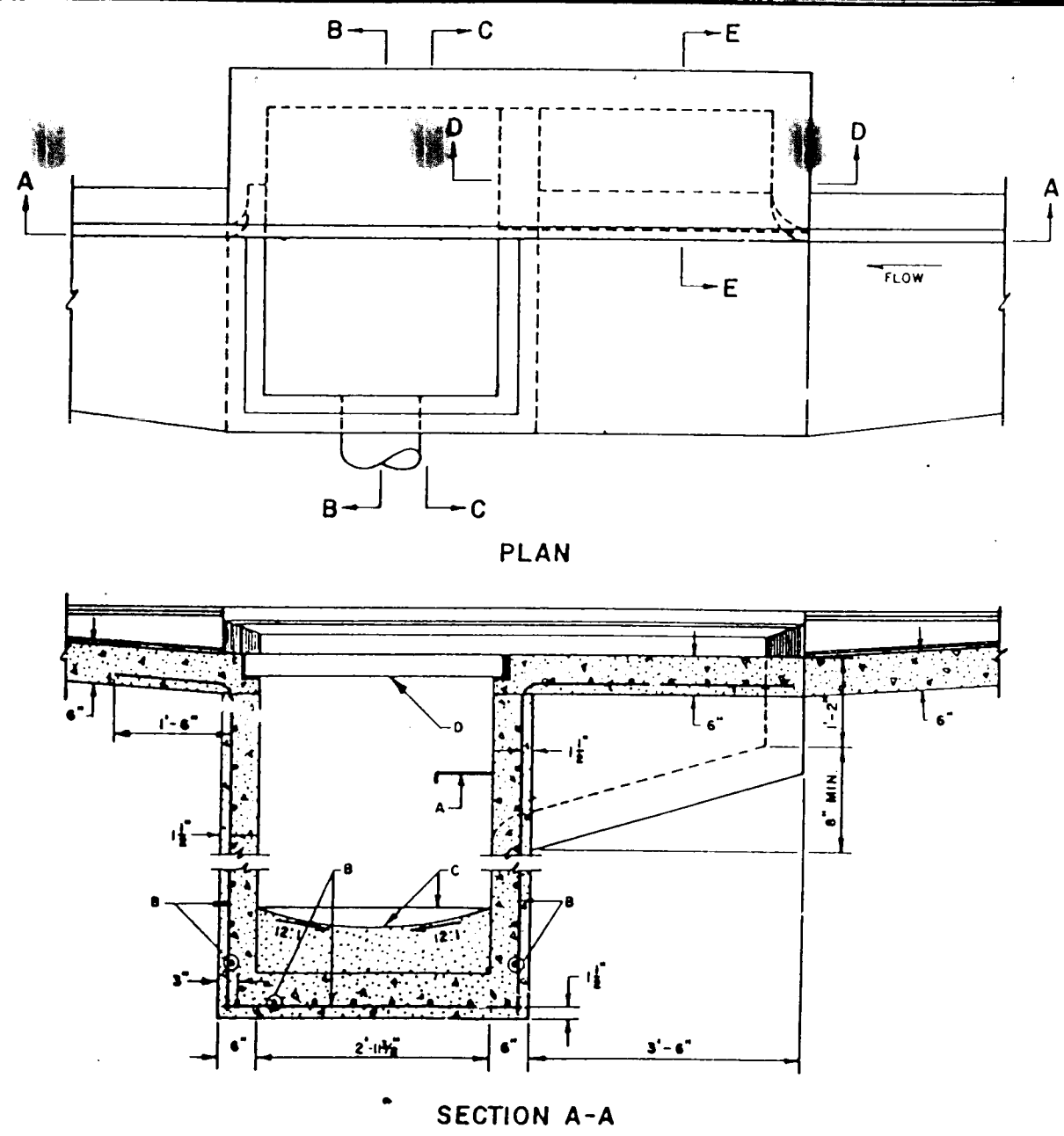
These drawings have been made by the construction department of the City of Albuquerque. The information herein is for the use of the City of Albuquerque and is not to be used for any other purpose without the written consent of the City of Albuquerque.

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS - ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

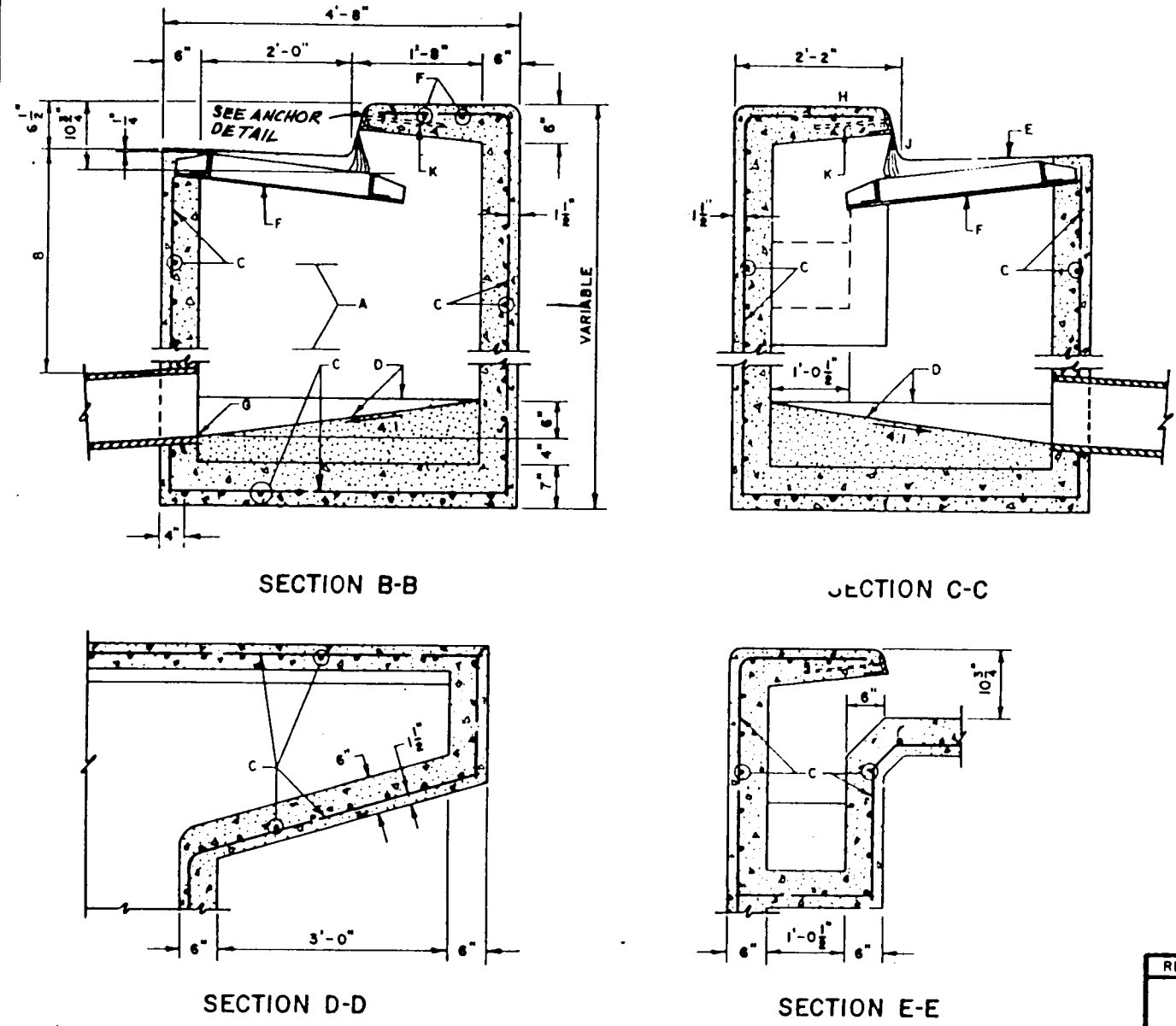
MISCELLANEOUS
CITY OF ALBUQUERQUE
PAVING STANDARDS

JOB NO. _____
DESIGNED _____
CHECKED _____
DRAWN _____
TRACED _____
CHECKED _____



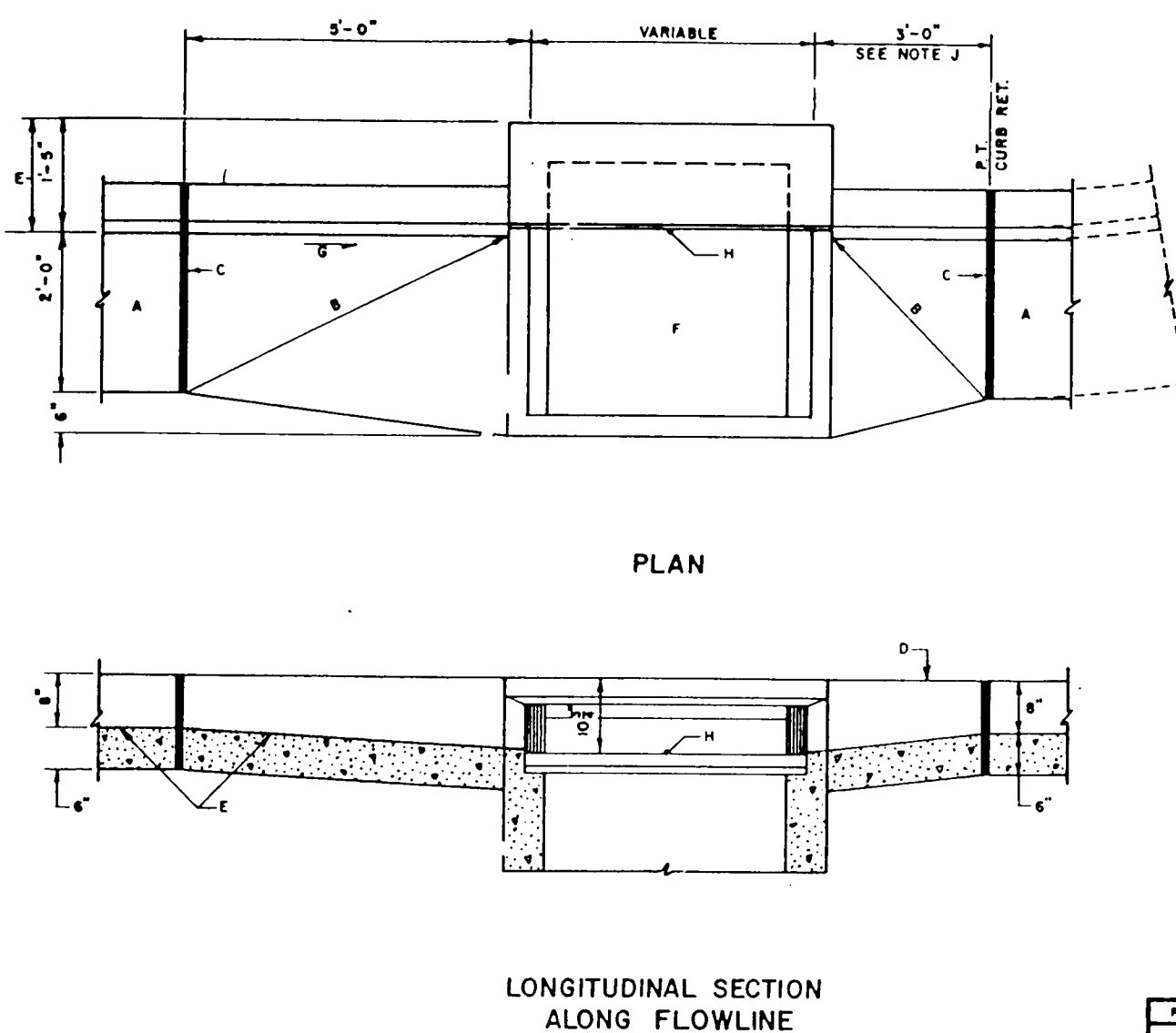
- GENERAL NOTES:**
1. SEE DWG 2202 FOR TYPE "A" INLET SECTIONS.
 2. FOR STORM INLET GUTTER TRANSITION SEE DWG 2202.
 3. OUTLET PIPE SIZE, PER DESIGN REQUIREMENT.
 4. FOR FRAME & GRATING, SEE DWG 2216, 2220 & 2221.
- CONSTRUCTION NOTES:**
- A. FOR STORM INLET DEPTHS GREATER THAN 4", INSTALL STD STEPS, SEE DWG 2229.
 - B. NO. 4 BARS AT 6" O.C. EACH WAY.
 - C. CONCRETE FILL, MINIMUM SLOPE SHOWN IN SECTION A-A.
 - D. GRATE.

CITY OF ALBUQUERQUE
DRAINAGE
STORM INLET TYPE "A"
PLAN AND SECTION A-A
DWG. 2201
AUG 1986



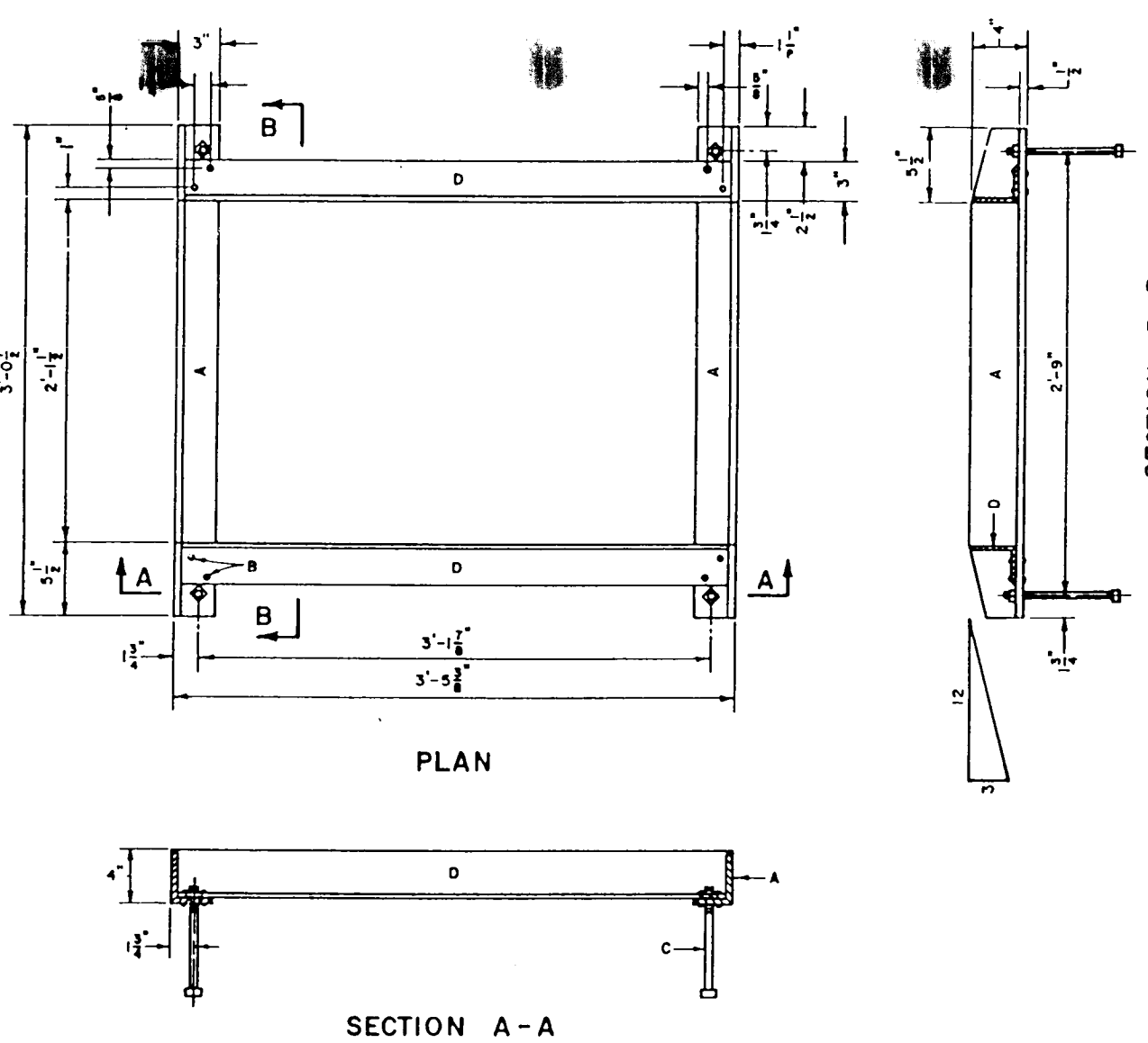
- GENERAL NOTES:**
1. SEE DWG 2201 FOR PLAN AND SECTION A-A.
 2. GENERAL NOTES 2, 3 & 4 ON DWG 2201 ALSO APPLY TO THIS DWG.
- CONSTRUCTION NOTES:**
- A. STORM INLET STEPS, SEE DWG 2229 FOR SPACING.
 - B. 1"-10" MIN. UNLESS OTHERWISE DIRECTED.
 - C. NO. 4 BARS AT 6" O.C. EACH WAY.
 - D. CONCRETE FILL, MINIMUM SLOPE SHOWN IN SECTIONS.
 - E. NORMAL CURB.
 - F. GRATE FRAME.
 - G. INVERT ELEVATION PER DESIGN.
 - H. TOP OF CURB.
 - I. FLOWLINE.
 - J. ANGLE ANCHOR.

CITY OF ALBUQUERQUE
DRAINAGE
STORM INLET TYPE "A"
SECTIONS B-B, C-C, D-D & E-E
DWG. 2202
AUG 1986



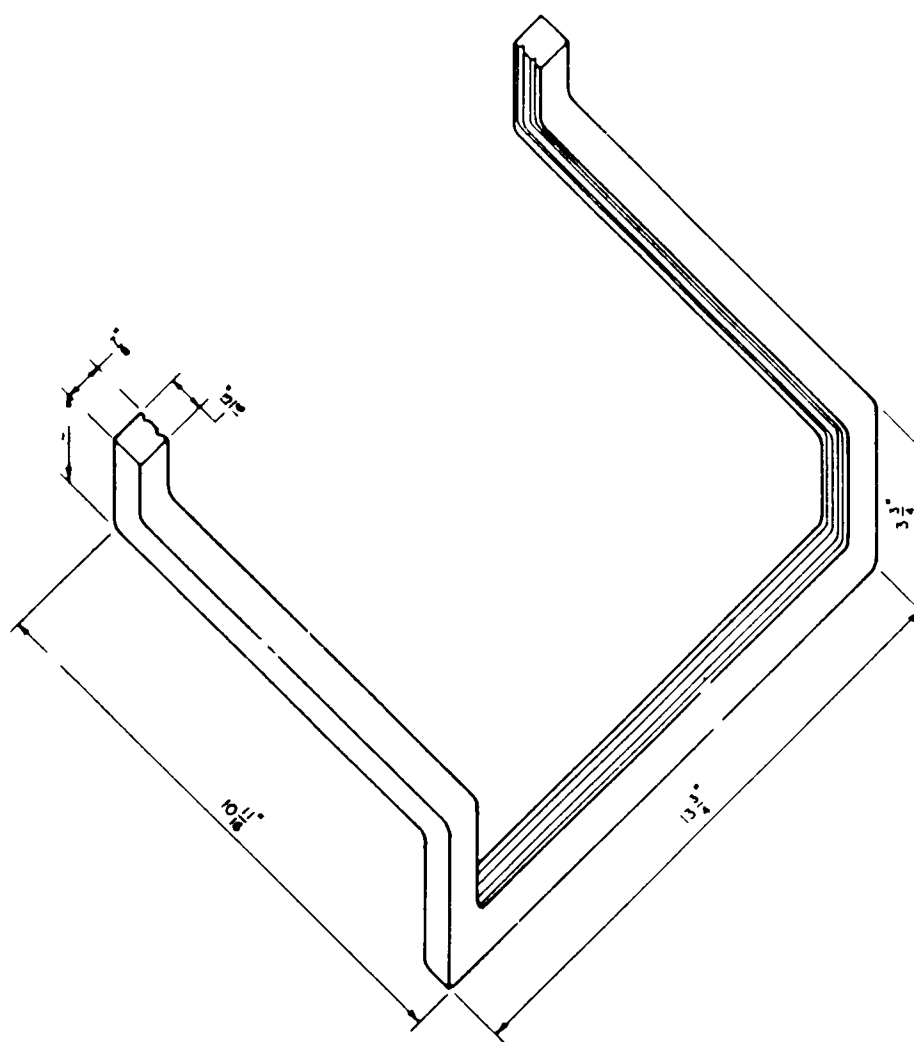
- GENERAL NOTES:**
1. DETAILS FOR PLACING CATCH BASINS, STANDARD CURB AND GUTTER.
- CONSTRUCTION NOTES:**
- A. STANDARD CURB AND GUTTER.
 - B. STRAIGHT GRADE.
 - C. EXPANSION JOINT.
 - D. TOP OF CURB.
 - E. FLOWLINE.
 - F. FOR FRAME & GRATE SEE DWG 2216, 2220 & 2221.
 - G. DIRECTION OF FLOW.
 - H. POINT OF MEASUREMENT FOR TOP OF GRATE ELEVATION.
 - J. PROVIDE 5 FEET TRANSITION EACH SIDE OF CATCH BASIN, WHEN INSTALLING AT SAG POINT IN INSTALLATIONS OTHER THAN AT CURB RETURN.

CITY OF ALBUQUERQUE
DRAINAGE
STORM INLET
GUTTER TRANSITION
DWG. 2207
AUG 1986



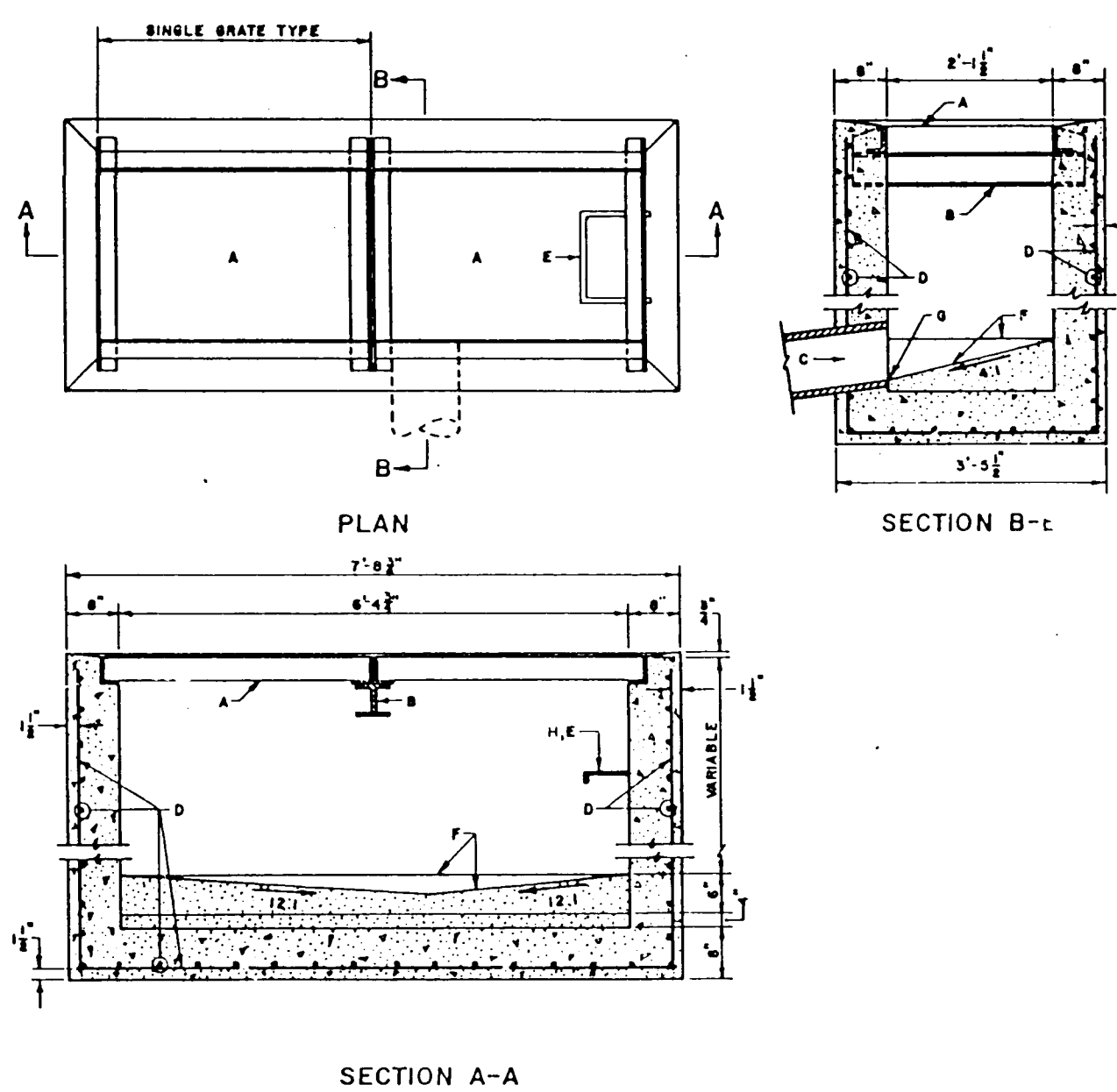
- GENERAL NOTES:**
1. ALL EXPOSED METAL PARTS SHALL BE PAINTED PRIOR TO ASSEMBLY. WELDING, MACHINING AND DRILLING SHALL BE DONE PRIOR TO PAINTING. ALL DIMENSIONS ARE FINISH DIMENSIONS.
 2. ALL BOLTS SHALL BE OF STRUCTURAL STEEL, GRADE 36.
 3. FOR CLEANING AND PAINTING OF FRAME SEE DWG 2215, GENERAL NOTE NO. 4.
 4. FRAME MAY BE WELDED OR RIVETED.
- CONSTRUCTION NOTES:**
- A. 4" x 3" x 1/2" x 3" x 1/2" L.
 - B. 2" x 3/8" RIVETS AT EACH CORNER, SEE GENERAL NOTE NO. 2.
 - C. 4" x 1/2" x 8" BOLTS WITH SQUARE HEAD & NUT AT EACH CORNER FOR ANCHORING FRAME INTO CONCRETE WALL.
 - D. 3" x 1/2" x 3" x 3/8" x 3" x 3/8" L.

CITY OF ALBUQUERQUE
DRAINAGE
STORM INLET FRAME
DWG. 2216
AUG 1986



- GENERAL NOTES:**
1. ALUMINUM STEP, ALCOA NO. 12633A OR APPROVED EQUAL. STEPS TO BE PLACED AS NOTED ON PLANS.
 2. STORM INLET: INLET GREATER THAN 4" DEEP SHALL HAVE ALUMINUM STEPS INSTALLED IN UPSTREAM FACE OF INLET WALLS. STEPS SHALL PROTRUDE 1" FROM THE WALL AND BE CENTERED 12" FROM FACE OF CURB. STEPS SHALL BE 12" APART, WITH THE TOP STEP 18" FROM TOP OF GRATE AND THE BOTTOM STEP NO MORE THAN 16" ABOVE THE CONCRETE FILL IN THE BOTTOM OF THE INLET.
 3. DRAINAGE CHANNELS: CHANNELS SHALL HAVE ALUMINUM STEPS FOR ACCESS AND RESCUE INSTALLED PER DETAILS ON DWG. 2201. STEPS SHALL BE INSTALLED ON BOTH SIDES OF THE CHANNEL AND SHALL BE LOCATED IMMEDIATELY BEFORE THE INLET AND AFTER OUTLET TRANSITION. FOR CROSSING STRUCTURES AND AT 100' MAXIMUM SPACING ALONG CHANNELS.

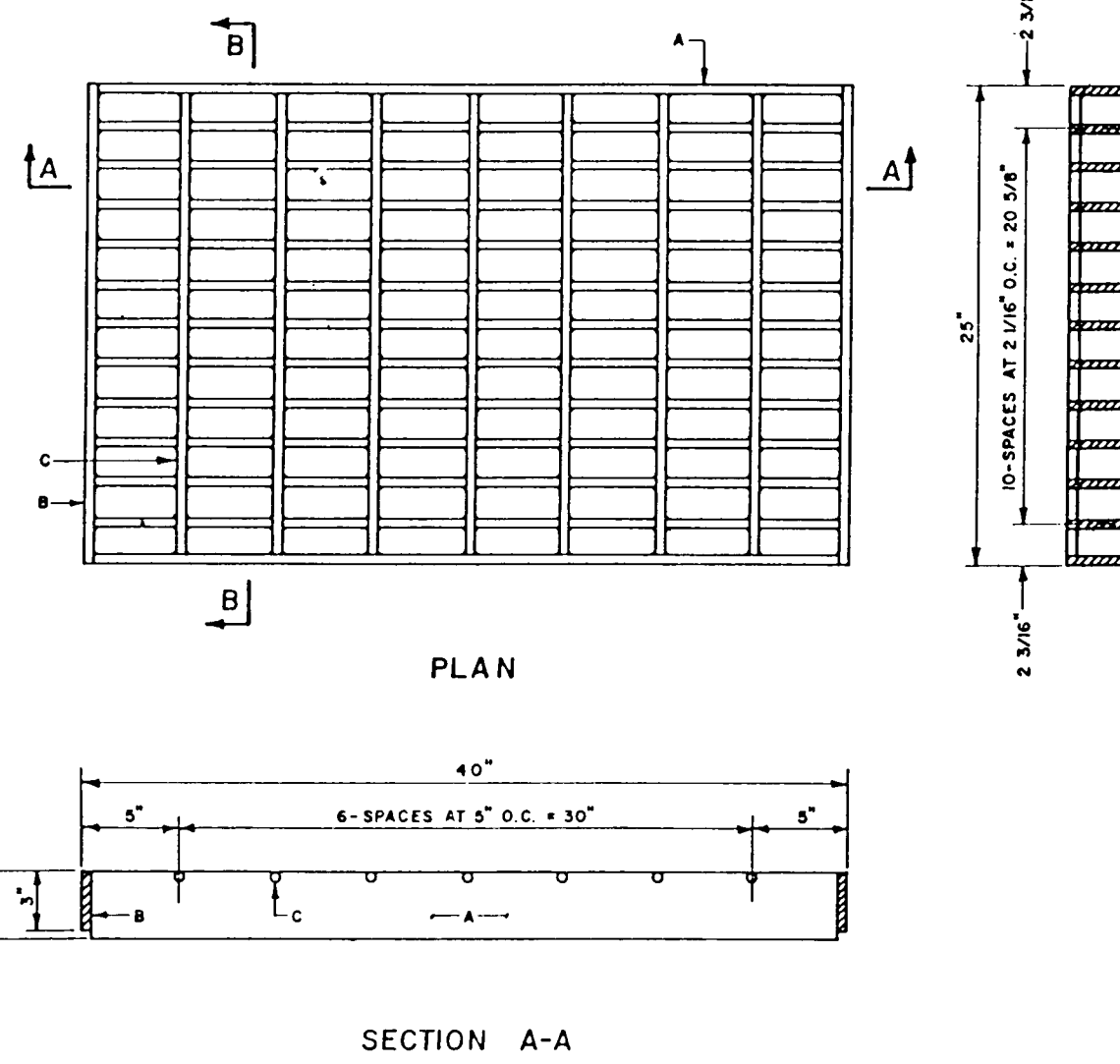
CITY OF ALBUQUERQUE
DRAINAGE
ALUMINUM STEP DETAIL
DWG. 2229
AUG 1986



- GENERAL NOTES:**
1. FOR SINGLE GRATE TYPE STORM INLET, BELLS CENTER SUPPORT AND MOVE ONE END WALL TO FORM NEW SINGLE GRATE INLET.
 2. STORM INLET GUTTER TRANSITION WILL BE SHOWN ON THE CONSTRUCTION PLANS.
 3. OUTLET PIPE SIZE, PER DESIGN REQUIREMENT.
 4. FOR FRAME & GRATING, SEE DWG 2216, 2220 & 2221.
 5. FOR CENTER SUPPORT ASSEMBLY, SEE DWG 2215.
- CONSTRUCTION NOTES:**
- A. FRAME & GRATE.
 - B. CENTER SUPPORT ASSEMBLY.
 - C. CUT ONE HORIZONTAL AND ONE VERTICAL BAR MAX. AT PIPE OPERING.
 - D. NO. 4 BARS AT 6" O.C. EACH WAY.
 - E. USE STANDARD STEPS, SEE DWG 2229.
 - F. CONC. FILL, SEE NOTE C DWG 2201.
 - G. INVERT PER DESIGN.
 - H. INSTALL STEPS ON UPSTREAM FACE.

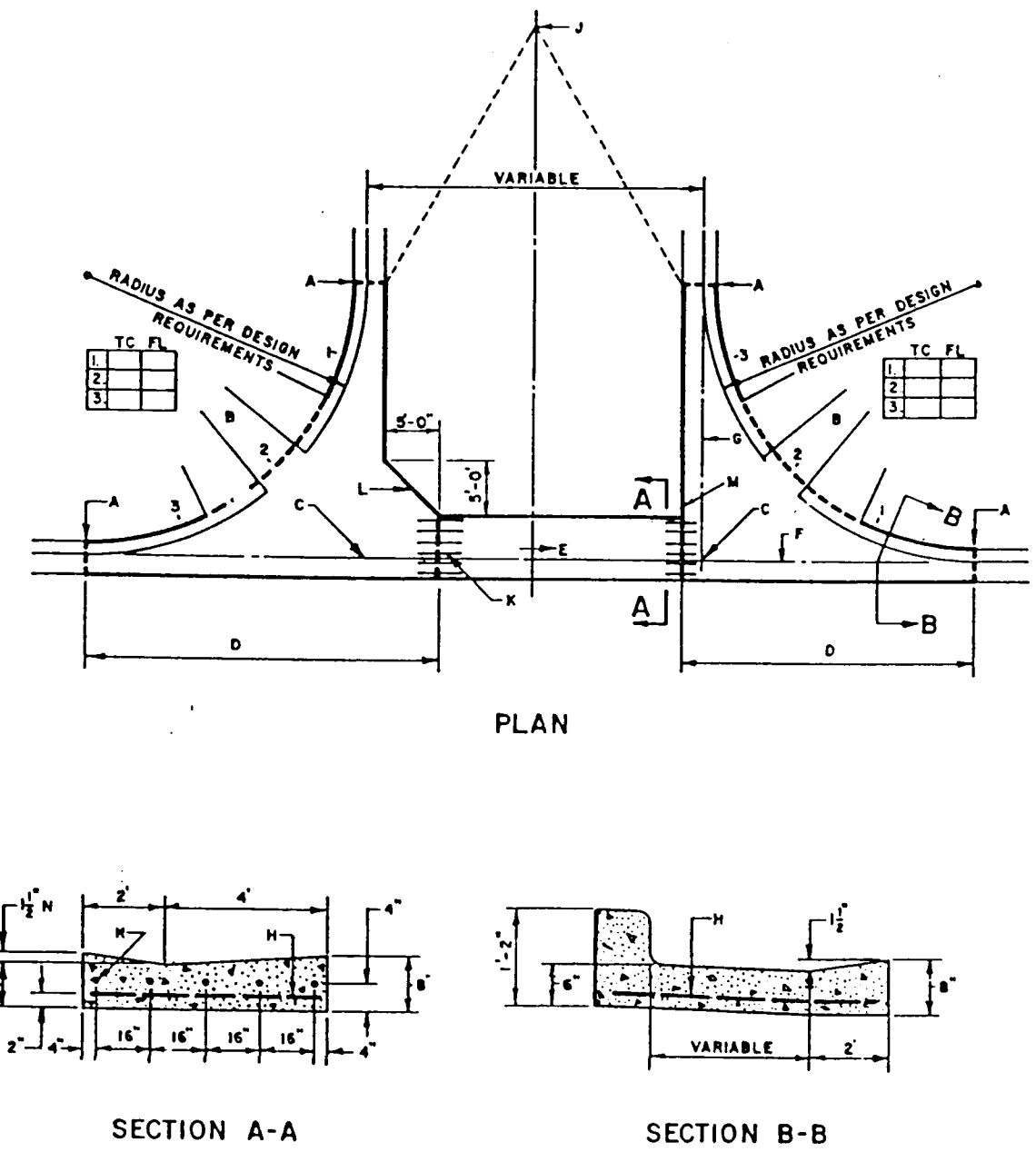
CITY OF ALBUQUERQUE
DRAINAGE
STORM INLET DOUBLE "D"
DWG. 2206
AUG 1986

STATE	N M P	SHEET	TOTAL
6	NEW MEXICO	2-16	



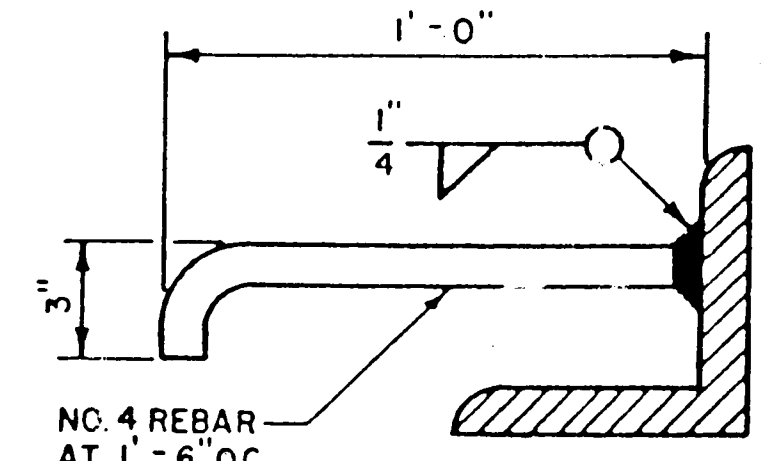
- GENERAL NOTES:**
1. ALL BARS SHALL BE STRUCTURAL GRADE STEEL, GRADE 36.
 2. THE GRATE SHALL BE WELDED WITH 1/8" FILLET WELD AROUND BOTH SIDES OF CROSS BARS, 1/4" FILLET WELD BOTH SIDES OF BEARING BARS TO END BARS.
 3. AFTER CLEANING SURFACE OF SCALE, RUST, OILS, ETC., PAINT GRATE WITH ONE SHOP COAT RED OIL, TWO FINISH COATS ALUMINUM PAINT (KASHTO M 89).
 4. TOP OF CROSS BARS SHALL BE FLUSH WITH TOP OF GRATE.
 5. GRIND WELDS FLUSH WITH BEARING BARS.
 6. WHEN INSTALLED IN FRAME, PUSH TIGHT TO ONE SIDE, OTHER SIDE SHALL HAVE 1/2" MAX. OPENING. SPACERS WELDED TO FRAME MAY BE USED IF REQUIRED TO KEEP 1/2" SPACE OR LESS.
- CONSTRUCTION NOTES:**
- A. BEARING BARS, (13) 1/2" x 3" x 1/2" x 35".
 - B. END BARS, (2) 1/2" x 3" x 25".
 - C. CROSS BARS, (7) 1/2" DIA. x 24".

CITY OF ALBUQUERQUE
DRAINAGE
STORM INLET
ALBUQUERQUE GRATE
DWG. 2220
AUG 1986



- GENERAL NOTES:**
1. DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
 2. ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY BUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
 3. THE VALLEY BUTTER TO BE REINFORCED WITH 6" x 6" NO. 6 GA. WIRE MESH.
 4. INVERT OF VALLEY BUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
 5. CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
 6. - - - DENOTES EXPANSION JOINT.
 7. FOR NEW CONSTRUCTION, VALLEY BUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY BUTTER.
 8. PRIOR TO CONSTRUCTION OF NEW VALLEY BUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON PLANS.
- CONSTRUCTION NOTES:**
- A. END OF CURB RETURN, SEE NOTE 1.
 - B. FOR RAMP DETAILS, SEE DWGS 2419, 2440, 2441.
 - C. INTERSECTION OF FLOWLINES, SEE NOTE 1.
 - D. SURFACE AND CURB TO BE MONOLITHIC.
 - E. DIRECTION OF FLOW.
 - F. FLOWLINE.
 - G. PROJECTED FLOWLINE OF 1/2" INVERT, SEE NOTE 2.
 - H. 6" x 6" NO. 6 GA. WIRE MESH.
 - J. BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
 - K. NO. 4 BARS 3'-0" LONG AT 16" O.C.
 - L. ALTERNATE A, WITH FILLET AS PER PLANS.
 - M. ALTERNATE B, NO FILLET AS PER PLANS.
 - N. THE 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

CITY OF ALBUQUERQUE
PAVING
CONCRETE VALLEY GUTTER
DWG. 2420
AUG 1986



ANCHOR DETAIL
RECORD DRAWING

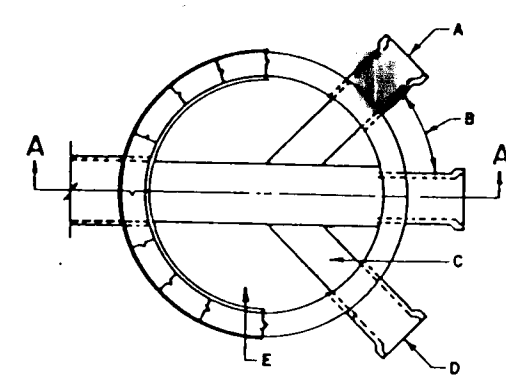
Date: JUN 15 1993
These drawings have been revised based on the construction records of the owner. While the information submitted by the owner will be used to be reliable, the engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in the drawings.

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

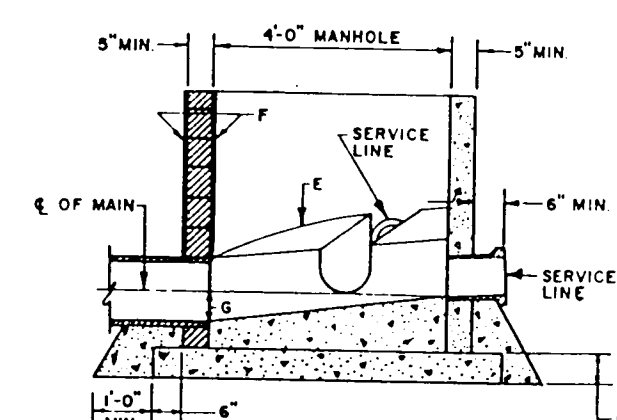
NEW MEXICO STATE HIGHWAY DEPARTMENT

MISCELLANEOUS
CITY OF ALBUQUERQUE
DRAINAGE STANDARDS

1. HWA Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	2-18	



SERVICE LINE AT DEAD END
OR CUL-DE-SAC



SECTION A-A

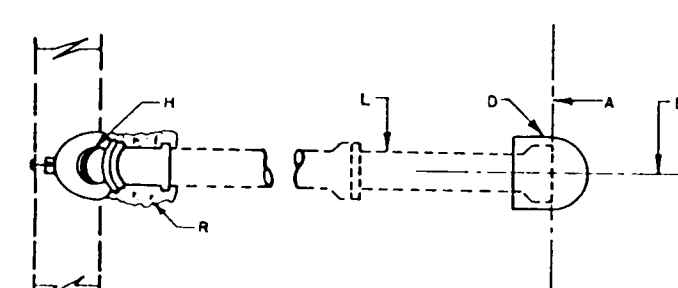
GENERAL NOTES:

1. ALL CONC. SHELFS SLOPE TO BE 1/4" INCH PER FT.
2. ONE FOURTH INCH PER FT. MIN. SLOPE FOR 4" OR 6" SERVICE LINE.
3. NEW SERVICE CONNECTIONS TO EXIST. MHS. MUST BE CORE DRILLED.
4. 8" OR LARGER SERVICE CONNECTIONS MUST BE MADE TO A MH.

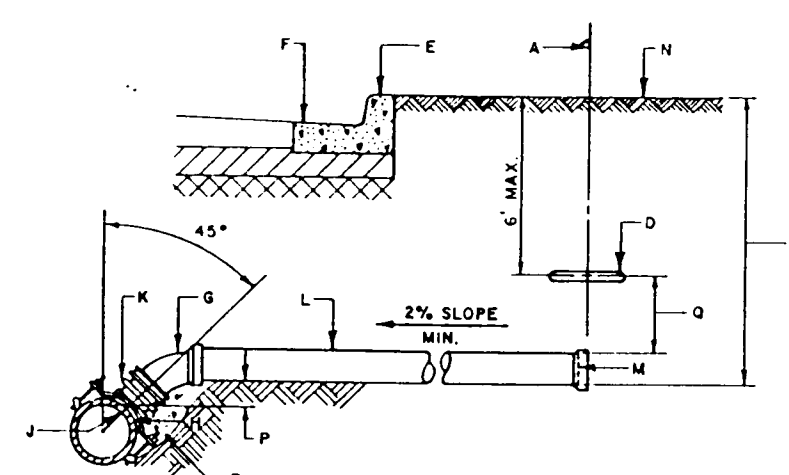
CONSTRUCTION NOTES:

- A. CAST IRON SERVICE STUB.
- B. VARIABLE WITH MAX. ANGLE OF 90°.
- C. FORM INVERT IN SHELVE.
- D. BELL END.
- E. CONC. FILL TO BE TYPE II CEMENT.
- F. PLASTER INSIDE AND OUTSIDE WITH 1/2" MORTAR.
- G. INVERT ELEVATIONS OF SERVICE LINES SHALL BE THE SAME AS THE SPRING LINE ELEVATION OF THE SEWER MAIN.

REVISIONS	CITY OF ALBUQUERQUE
	SEWER SERVICE LINE CONNECTIONS AT MANHOLE DWG. 2118 AUG. 1986



SERVICE LINE PLAN



CROSS SECTION

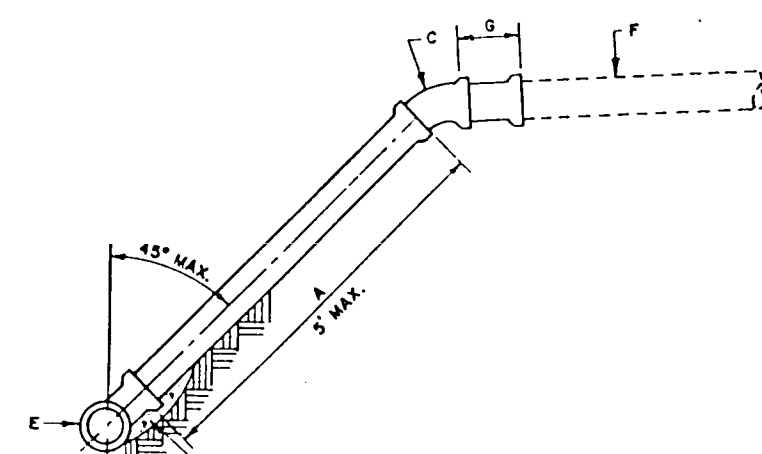
GENERAL NOTES:

1. ALL SERVICE LINES SHALL CONFORM TO THE PLUMBING CODE OF CITY OF ALBUQUERQUE AND TO CHAPTER 24 SECTION 2 PART E, DEVEL. PROG. MANUAL.

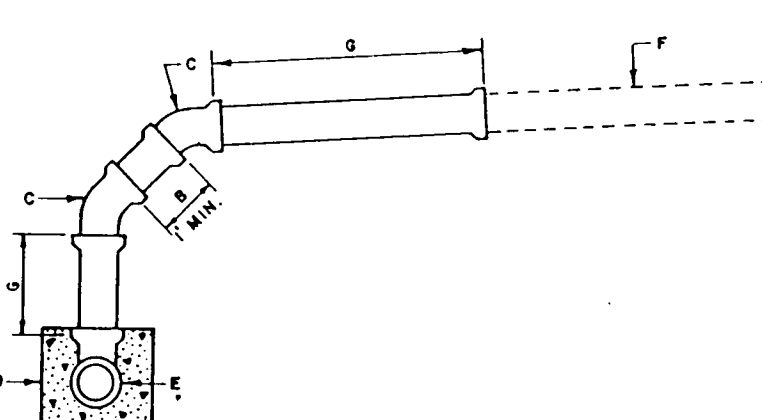
CONSTRUCTION NOTES:

- A. RIGHT-OF-WAY LINE.
- B. E. SERVICE LINE.
- C. MIN. OF 4 FT. FROM INVERT TO TOP OF CURB AT RIGHT-OF-WAY LINE.
- D. ELECTRONIC MARKER DISC, COLOR CODED GREEN, PLACED ONLY IF SERVICE HOOK-UP IS POSTPONED.
- E. STAMP OR CHISEL 1/2" SIZE "S" ON TOP OF CURB OVER LOCATION OF SERVICE LINE, MIN. 1/2" DEEP.
- F. CURB AND GUTTER.
- G. 22.5° OR 45° BEND.
- H. CORE DRILLED, USING TWELVE QUINCY DRILL SYSTEM, OR PILOT HOLE, "UTTER SYSTEM OR APPROVED SOIL."
- I. SERVICE LINE SHALL NOT PROTRUDE INTO SEWER MAIN.
- J. SANITARY SEWER TAPPING TEE, USING PIONEER OR GENERAL ENGINEERING CO. SADDLES OR APPROVED EQUAL, DO NOT OVER TIGHTEN SADDLE BOLTS WHICH WOULD PREVENT FREE PASSAGE OF REQUIRED MANHOLE.
- K. SERVICE LINE, (C.I. PIPE, SERVICE WEIGHT PVC SCH 40 OR ABS SCH 40).
- L. PLUG OR CAP.
- M. GROUND LEVEL.
- N. SAME ELEV. OR HIGHER.
- O. APPROX. 6" BUT DEPTH OF FILL SHALL NOT BE MORE THAN 6".
- P. BACKFILL UNDER SERVICE WITH MIN. 1 CUBIC FOOT OF PC CONCRETE (SACKCRETE) OR EQUAL ALLOWABLE IN THIS INSTALLATION.

REVISIONS	CITY OF ALBUQUERQUE
	SEWER SERVICE LINE DETAILS DWG. 2125 AUG. 1986



DETAIL I



DETAIL II

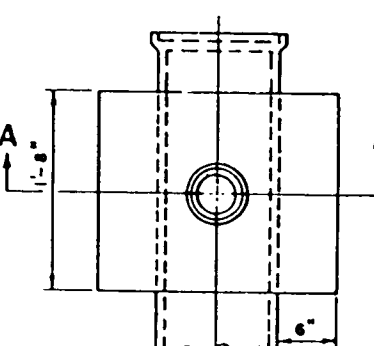
GENERAL NOTES:

1. IF SERVICE A IS 5' OR LESS, ROTATE MAIN SERVICE TEE AND RECONNECT SERVICE AS PER DETAIL I. IF A IS GREATER THAN 5' INSTALL RISER AS PER DETAIL II.
2. WHERE DEPTH IS INSUFFICIENT TO ALLOW RE-CONNECTION AS SHOWN IN DETAIL I OR II, RE-CONNECT SERVICE AS DIRECTED BY ENGINEER.

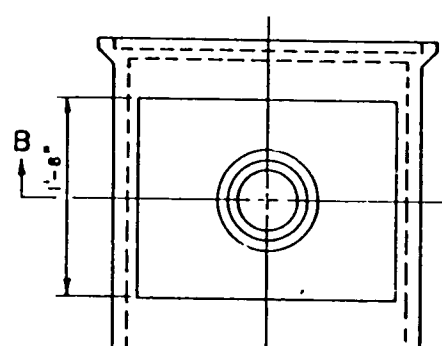
CONSTRUCTION NOTES:

- A. VARIABLE WITH A MAX. OF 5'.
- B. 1" MIN., 1.5" MAX.
- C. ELBOWS, 45° DEFLECTION MAX.
- D. INSTALL CONCRETE CRADLE ON TEE AS PER DWG. 2135, RIGID PIPE ONLY.
- E. SERVICE TEE.
- F. EXIST. SERVICE LINE.
- G. VARIABLE LENGTH.
- H. BACKFILL UNDER SERVICE WITH MIN. 1 CUBIC FOOT OF PC CONCRETE (SACKCRETE) OR EQUAL ALLOWABLE IN THIS INSTALLATION.

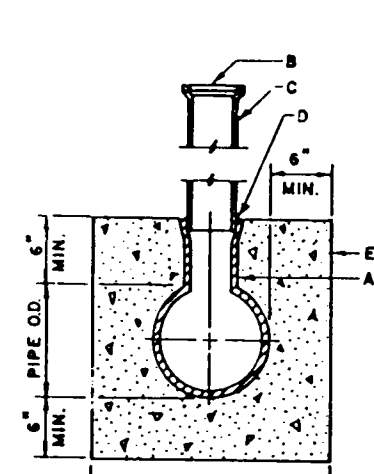
REVISIONS	CITY OF ALBUQUERQUE
	SEWER SERVICE REPLACEMENT DETAIL DWG. 2134 AUG. 1986



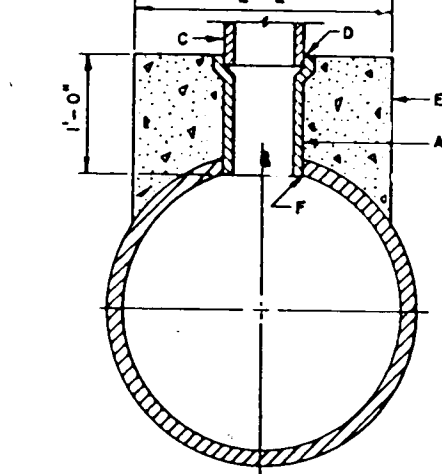
PLAN
FOR 8" TO 24" PIPE



PLAN
FOR GREATER THAN 24" PIPE



SECTION A-A



SECTION B-B

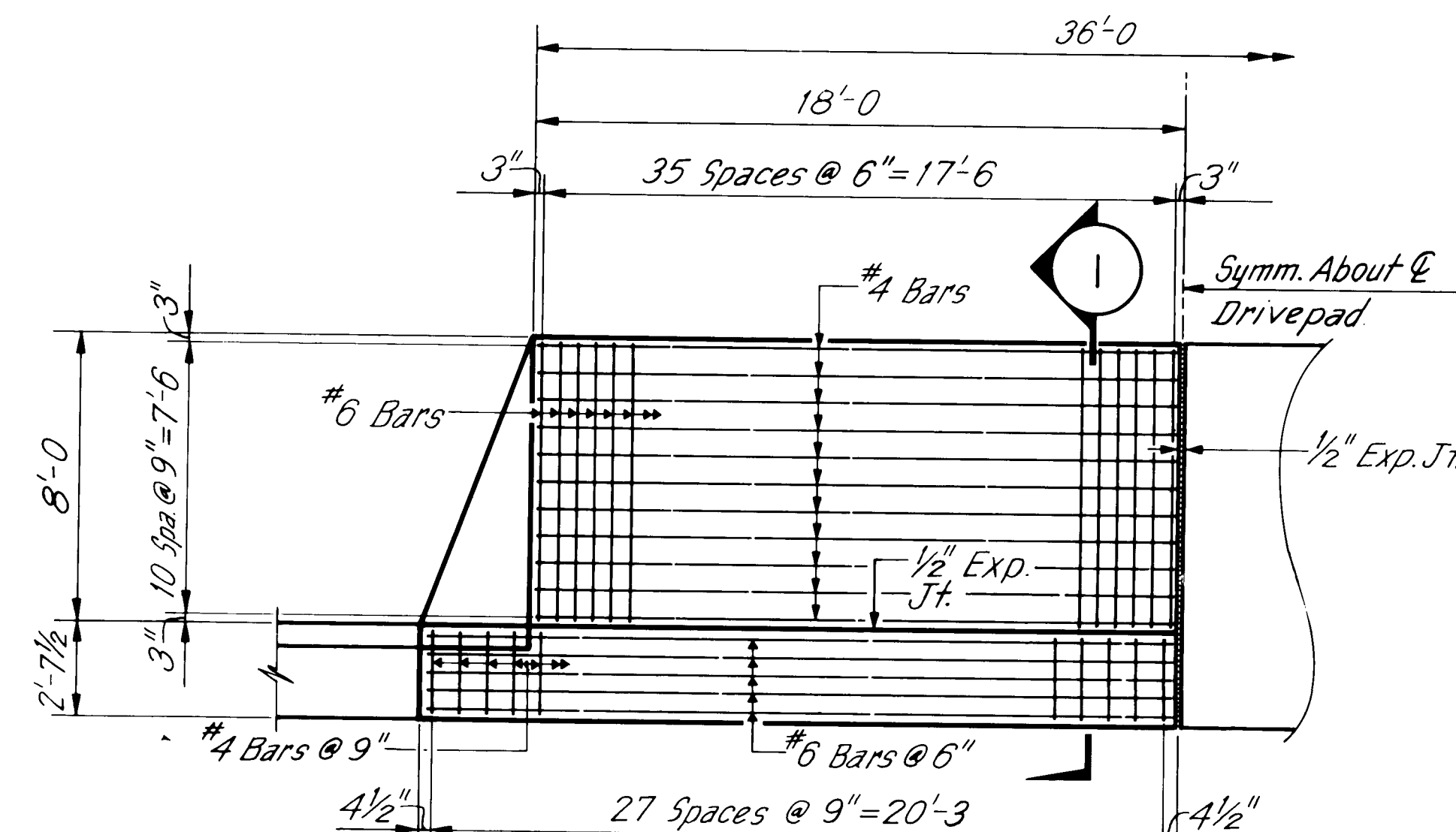
GENERAL NOTES:

1. RISERS WILL BE USED WHERE SEWER IS OVER 14 FT. IN DEPTH OR WHERE WATER TABLE IS ABOVE SEWER LINE. TOP OF RISER SHALL BE 10 FT. BELOW THE PAVEMENT ON GROUND SURFACE WHEN SEWER MAINS ARE INSTALLED DEEPER THAN 14 FT. OR SHALL BE 2 FT. ABOVE WATER TABLE.
2. BRACE RISER PIPE SECURELY BEFORE BACKFILLING. LAY EACH JOINT OF RISER PIPE AS BACKFILLING PROGRESSES. CAREFULLY TAMP BACKFILL AROUND EACH JOINT OF RISER PIPE. EXTREME CARE MUST BE TAKEN IN ORDER TO PREVENT SHOVING OF PIPE OUT OF PLUMB.
3. ELECTRONIC MARKER DISK SHALL BE PROVIDED OVER RISER AT A DEPTH OF APPROX. 4 FT. TO LOCATE PIPE.

CONSTRUCTION NOTES:

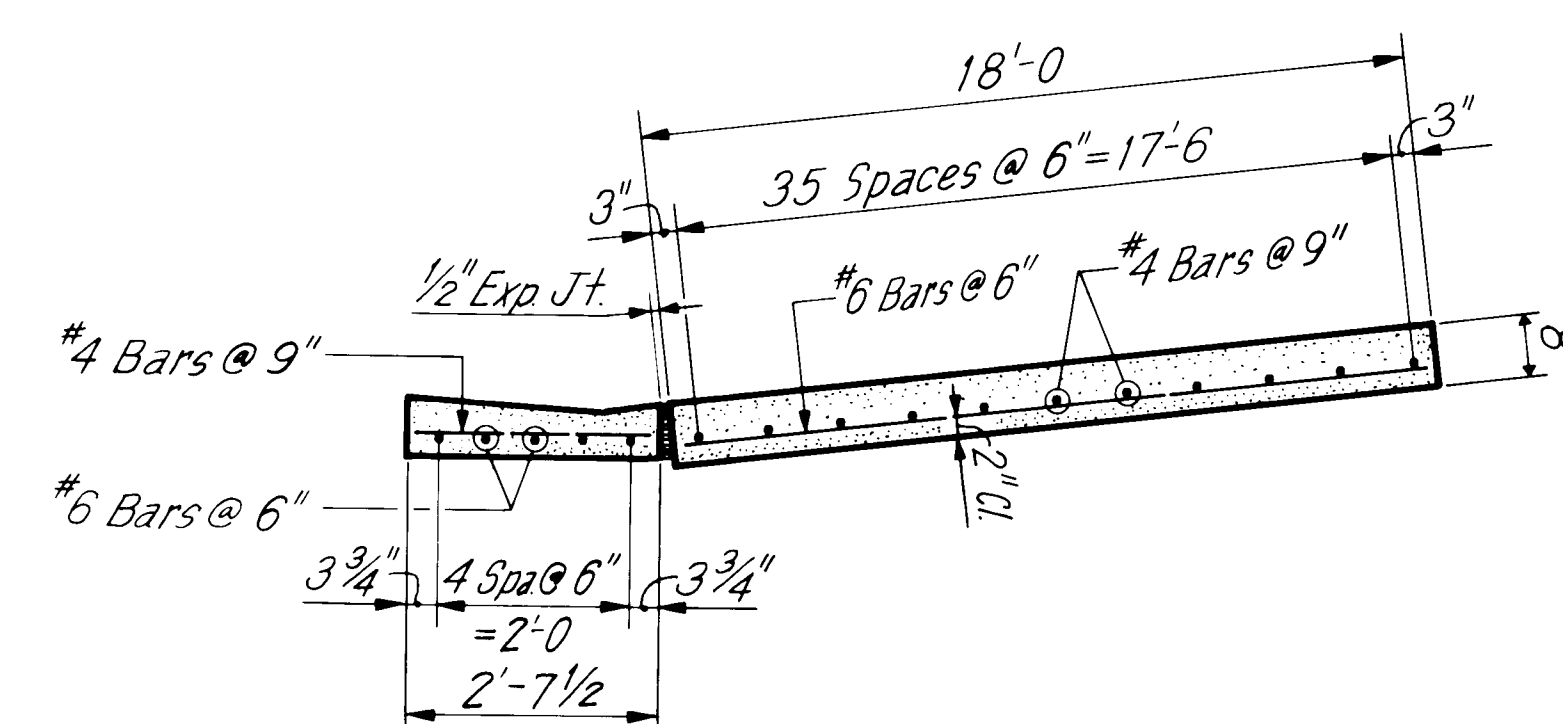
- A. TAPPING TEE, FOR CONNECTION TO EXIST. LINES WHERE NO EXIST. TEE - AVAILABLE OR STD. PIPE TEE FOR NEW CONSTRUCTION. SEE NOTE E, DWG. 2125.
- B. PROVIDE CONC. OR CLAY PLUG.
- C. 4" OR 6" RISER, (C.I. P.I.).
- D. WATER TIGHT GASKET PRESSURE RING JOINT.
- E. CONC. CRADLE & SUPPORT.
- F. CORE DRILLED TAP.

REVISIONS	CITY OF ALBUQUERQUE
	SEWER RISER DETAILS RIGID PIPE MAIN DWG. 2135 AUG. 1986



HALF PLAN

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



SECTION

SCALE: 1/2" = 1'-0"

DRIVEPAD DETAIL @ STA. 47+58.50

No.	DESCRIPTION	DATE	BY
6			
5			
4			
3			
2			
1			

REVISIONS (OR CHANGE NOTICES)

RECORD DRAWING
JUN 15 1993

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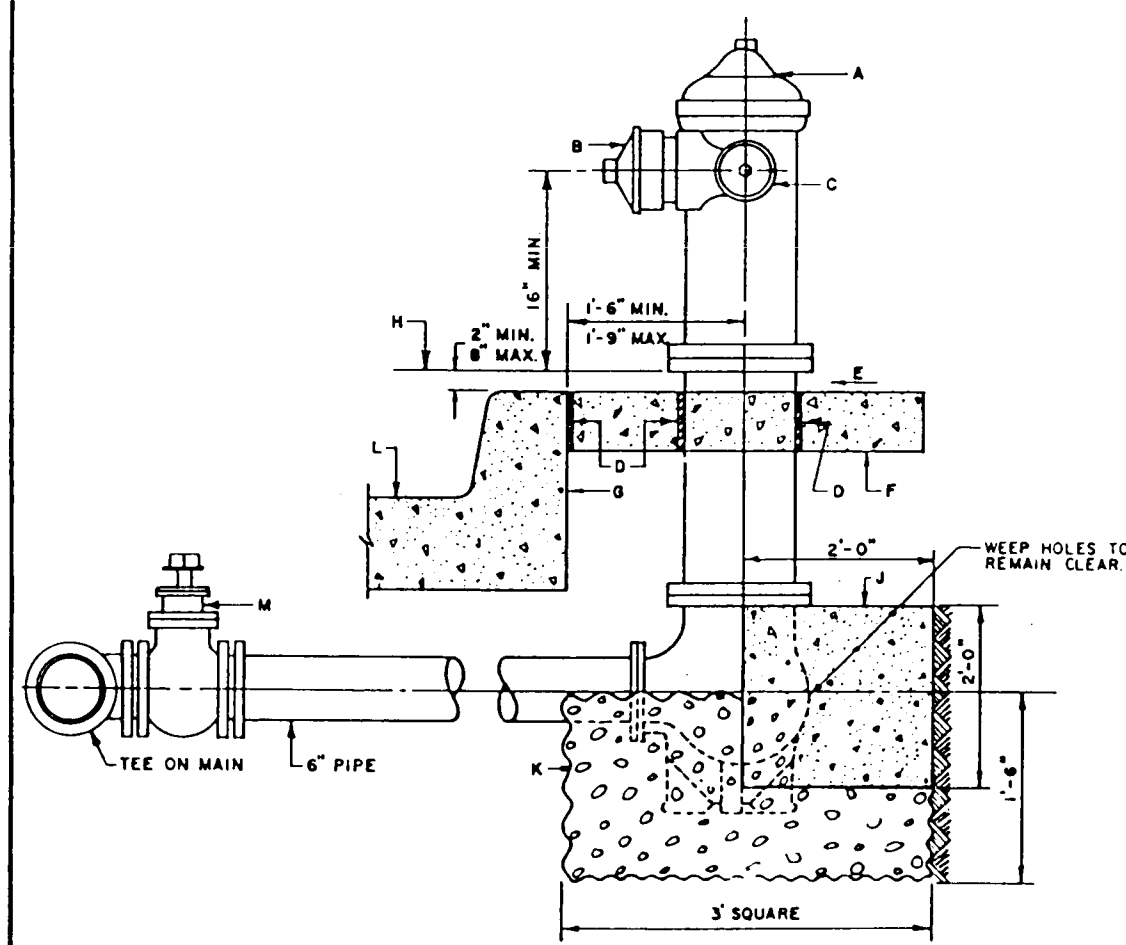
LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

MISCELLANEOUS DETAILS &
CITY OF ALBUQUERQUE
SEWER STANDARDS

MAP-235(900)

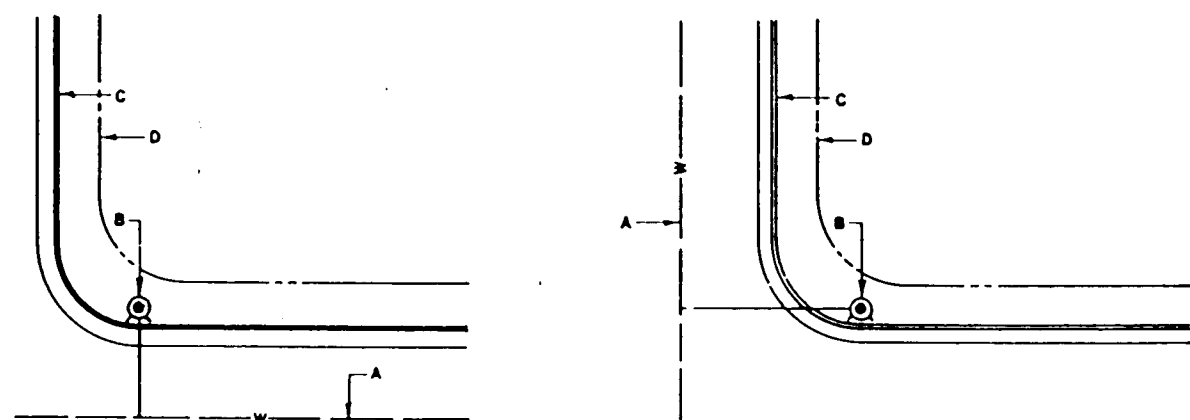
SHEET 2-18



DETAIL OF FIRE HYDRANT
SETTING WITH BLOCKING

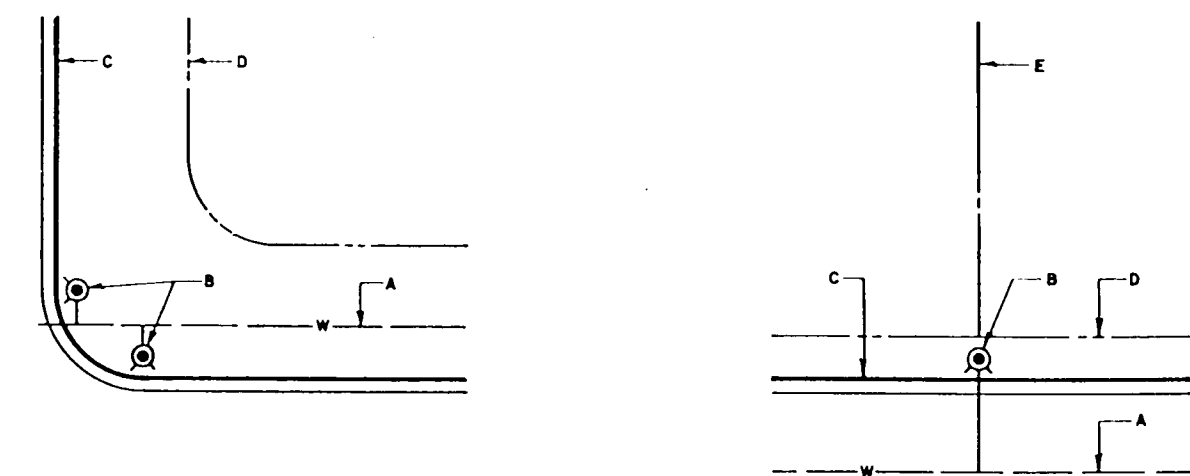
- GENERAL NOTES:**
1. NO OBSTRUCTIONS WILL BE PERMITTED WITHIN 3 FT. OF FIRE HYDRANT.
 2. HYDRANT LEG SHALL BE VALVED IN COMMERCIAL AND INDUSTRIAL AREAS, ARTERIAL STREETS AND ON ALL MAIN LINES 10\"/>
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR SETTING TOP FLANGE OF FIRE HYDRANT TO THE CONTROLLED ELEVATION LINE.
 4. FIRE HYDRANT SHALL BE LOCATED AT THE BEGINNING OF CURB RETURN OR AT THE PROPERTY LINE COMMON TO ADJOINING LOTS, UNLESS OTHERWISE SHOWN ON PLANS. SEE DWG. 2360 AND 2347.
 5. WHEN NEW OR EXISTING SIDEWALK ABUTS CURB, RECONSTRUCT SIDEWALK AS PER DWG. 2430, 2431.
 6. PUMPER NOZZLE TO BE SET FACING THE TRAVELED WAY, UNLESS OTHERWISE NOTED ON PLANS.
- CONSTRUCTION NOTES:**
- A. FIRE HYDRANT PER SPEC.
 - B. PUMPER NOZZLE, 1\"/>
 - C. HOSE NOZZLE, 1\"/>
 - D. EXPANSION JOINT MATERIAL
 - E. SLOPE 1\"/>
 - F. 3\" X 3\" X 6\" CONC. SO. PAD, TO BE CONSTRUCTED AROUND FIRE HYDRANT'S CENTER LINE WHEN NOT LOCATED WITHIN SIDEWALK OR CONC. AREA.
 - G. BACK OF CURB
 - H. CONTROLLED ELEV. LINE, LEVEL IN ALL DIRECTIONS
 - I. CONC. THRUST BLOCK, APPROX. 2' X 2' X 3' TO BE POURED AGAINST UNDISTURBED EARTH, P.H. WEEP HOLE MUST BE UNOBSTRUCTED.
 - J. GRAVEL DRAIN POCKET, COVER TOP SURFACE WITH TAR PAPER.
 - K. STANDARD CURB & BUTTER, FOR OTHER TYPES OF C. & B. OR WHERE NO C. & B. EXIST, THE PLACEMENT OF FIRE HYDRANT REQUIRES SPECIAL DESIGN.
 - L. IF VALVE IS REQUIRED, VALVE WILL BE CONNECTED TO TEE AT MAIN.

CITY OF ALBUQUERQUE	
REVISIONS	WATER FIRE HYDRANT INSTALLATION DWG. 2340 AUG. 1986



CASE 1

CASE 2



CASE 3

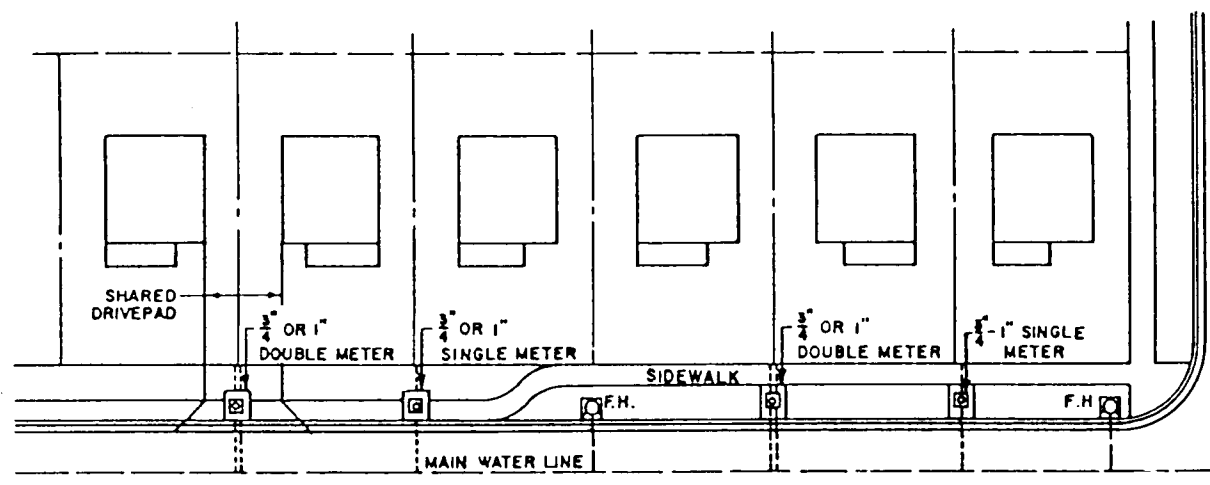
CASE 4

TYPICAL LOCATIONS

- GENERAL NOTES:**
1. NORMALLY FIRE HYDRANTS ARE LOCATED AT END OF CURB RETURN; HYDRANTS WILL NOT BE LOCATED WITHIN THE CURB RETURN AREA. FIRE HYDRANTS TO BE LOCATED WITHIN THE BLOCK LENGTH WILL BE INSTALLED AT A PROPERTY LINE (CASE 4).
 2. A MINIMUM CLEARANCE OF 5' WILL BE PROVIDED BETWEEN A FIRE HYDRANT AND A PERMANENT OBSTRUCTION (UTILITY POLE, LIGHT STANDARD, TRAFFIC SIGNAL, ETC.).
 3. FOR INSTALLATION OF FIRE HYDRANT SEE DWG. 2340.
 4. SEE DWG. 2431 FOR SIDEWALK CONFIGURATION WHEN FIRE HYDRANT IS LOCATED IN SIDEWALK.

- CONSTRUCTION NOTES:**
- A. WATER MAIN
 - B. FIRE HYDRANT
 - C. CURB AND CUTTER
 - D. RIGHT-OF-WAY LINE
 - E. PROPERTY LINE

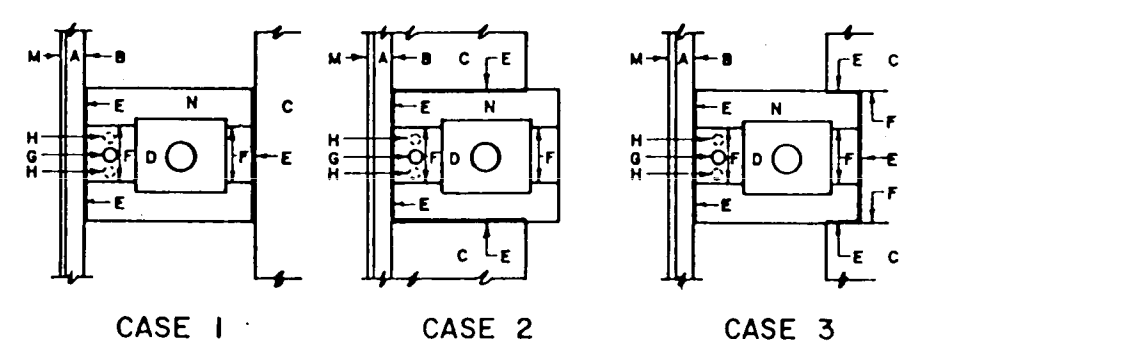
CITY OF ALBUQUERQUE	
REVISIONS	WATER DETAILS ON TYPICAL FIRE HYDRANT LOCATIONS DWG. 2347 AUG. 1986



TYPICAL LOCATIONS
3/4\"/>

- GENERAL NOTES:**
1. WHERE 2 SERVICE LINES ARE INSTALLED IN ONE TRENCH FROM MAIN LINE TO METERS, THE SERVICE LINES SHALL BE SPACED A MIN. OF 12\"/>
 2. SEE DWG. 2366 FOR TYPE OF METER BOX TO BE USED AND DWG. 2368 FOR METER BOX COVER AND LID.
 3. LOCATION OF METER BOXES WILL BE SHOWN ON PLAN SHEET FOR WATER LINES.
 4. FOR TYPICAL INSTALLATION SEE DWG. 2361.
 5. NO METER BOXES SHALL BE INSTALLED ON TRANSITIONS BETWEEN SIDEWALK AND DRIVEPADS.

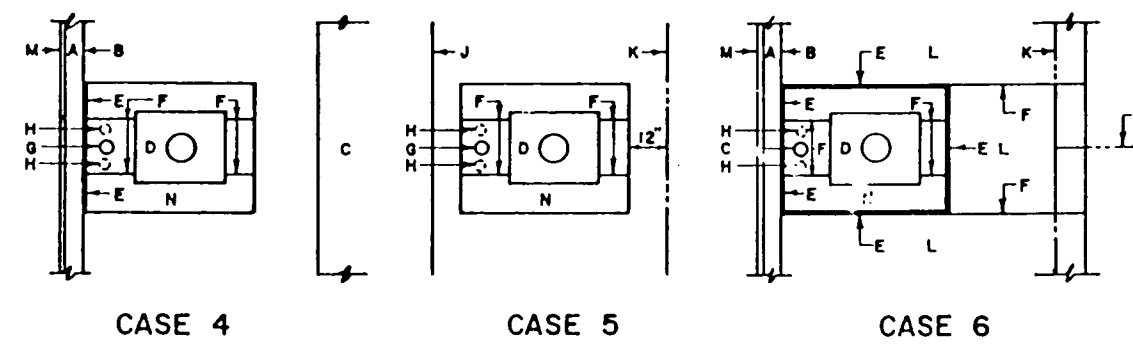
CITY OF ALBUQUERQUE	
REVISIONS	WATER METER BOX LOCATION DWG. 2360 AUG. 1986



CASE 1

CASE 2

CASE 3



CASE 4

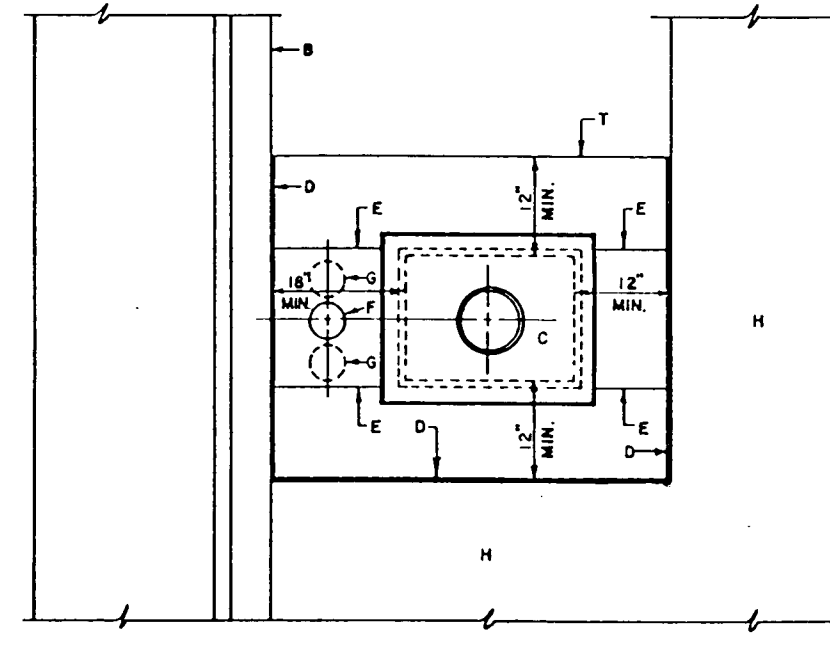
CASE 5

CASE 6

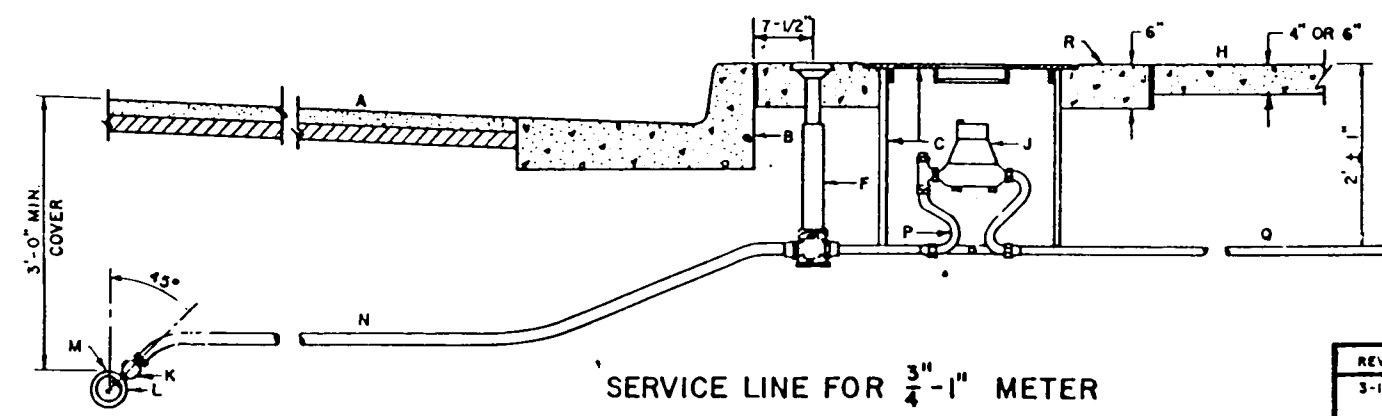
TYPICAL INSTALLATIONS
3/4\"/>

- GENERAL NOTES:**
1. FOR CONSTRUCTION AND DIMENSIONS OF WATER METER BOX AND CONC. PAD, SEE DWGS. 2362, 2363, 2368, 2369.
 2. RECAUSE OF LIMITED SPACE, METER BOXES MAY BE ROTATED 90\"/>
- CONSTRUCTION NOTES:**
- A. CURB
 - B. BACK OF CURB
 - C. SIDEWALK
 - D. METER BOX COVER, SEE DWGS. 2368 OR 2369.
 - E. 1\"/>
 - F. CONTRACTION JOINT.
 - G. CURB BOX, LOCATION PER SERVICE LINE DETAIL.
 - H. LOCATIONS OF CURB BOXES WHERE TWO METERS ARE INSTALLED IN A SINGLE METER BOX.
 - I. EDGE OF UNCURBED STREET OR GRADED STREET
 - J. PROPERTY LINE
 - K. DRIVEPAD
 - L. FLOW LINE
 - M. CONCRETE PAD SEE DWG. 2362.

CITY OF ALBUQUERQUE	
REVISIONS	WATER TYPICAL METER BOX INSTALLATIONS DWG. 2361 AUG. 1986



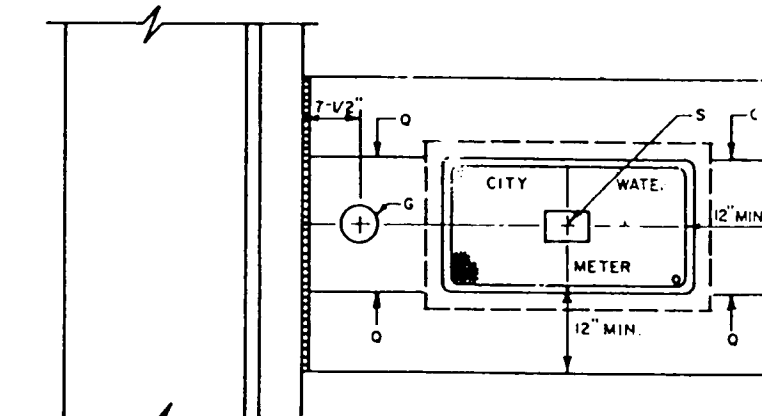
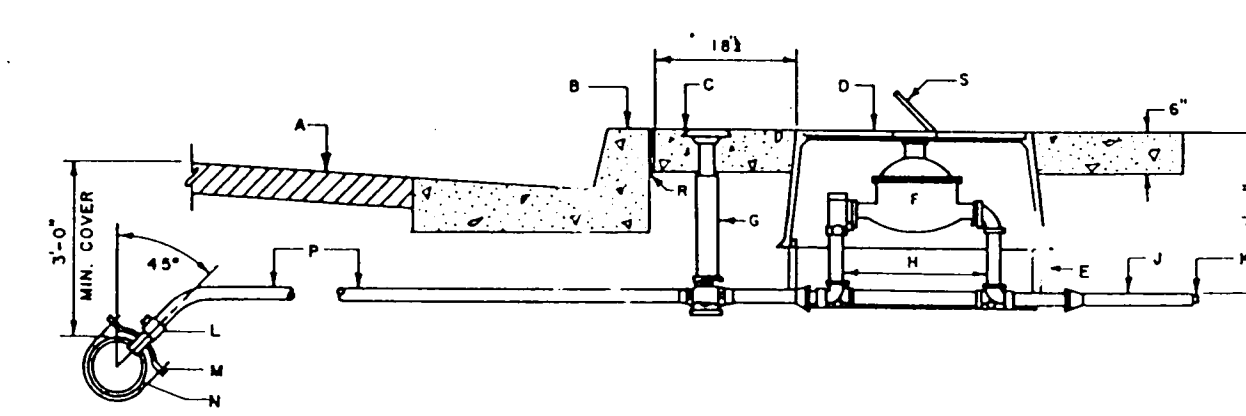
SEE DWG. 2361 FOR TYPICAL INSTALLATIONS



- GENERAL NOTES:**
1. THE METER SHALL BE SET UTILIZING A COPPER SETTER. COPPER SETTER HEIGHT 10\"/>
 2. THE VALVE AND METER REGISTER BOX SHALL BE LOCATED UNDER THE LID OPENING. WHERE TWO METERS ARE TO BE INSTALLED IN A SINGLE METER BOX, THE METER REGISTERS SHALL BE WITHIN READING RANGE OF THE LID OPENING.
 3. METER BOX LOCATION TO CONFORM TO DWG. 2361.
 4. WHEN CONTRACTOR DOES NOT INSTALL METER, HE SHALL PROVIDE REMOVAL PLUGS FOR END OF COPPER SETTER.

- CONSTRUCTION NOTES:**
- A. STREET SURF. E.
 - B. BACK OF CURB
 - C. METER BOX, COVER & LID.
 - D. 1/2\"/>
 - E. CONTRACTION JOINT.
 - F. CURB STOP & BOX FOR SINGLE METER.
 - G. LOCATION OF CURB STOP & BOX FOR DOUBLE METERS.
 - H. SIDEWALK OR DRIVEPAD.
 - I. METER
 - J. CORP. STOP
 - K. MAIN WATER LINE
 - L. TAPPING SADDLE
 - M. SERVICE LINE
 - N. YOKE W/INSERT 1/2\"/>
 - O. TAILPIECE TO P/L W/INSTATITE I.P.T. CAPPED FITTING
 - P. CONC. PAD REQUIRED IN ALL AREAS.

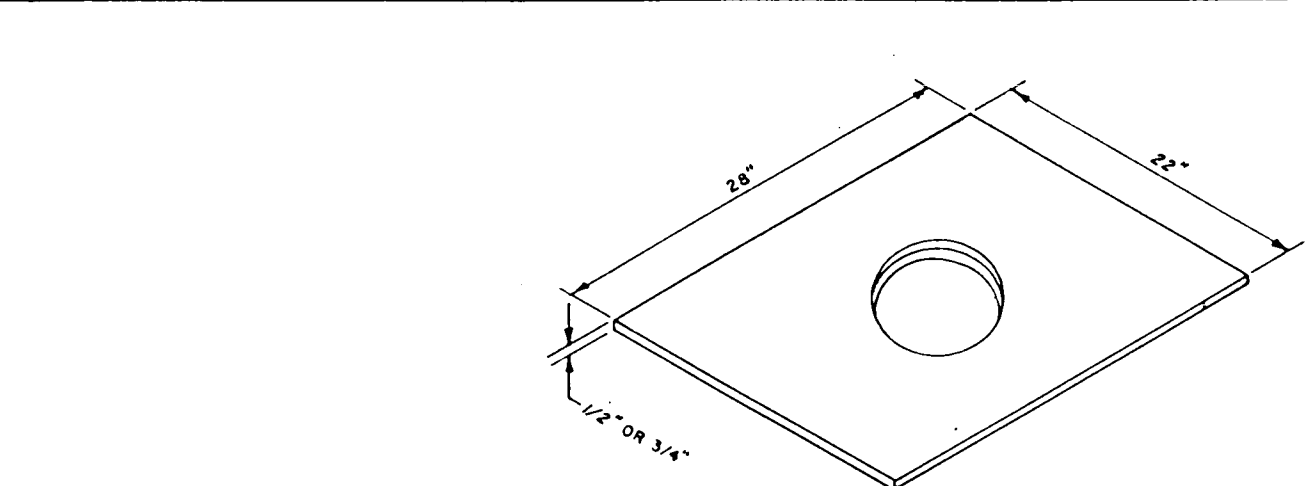
CITY OF ALBUQUERQUE	
REVISIONS	WATER METERED SERVICE LINE INSTALLATION DWG. 2362 AUG. 1986



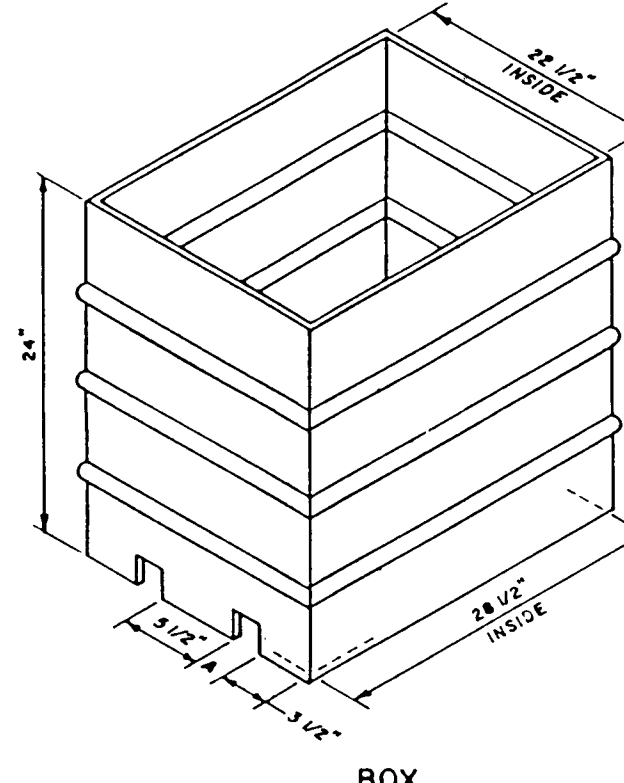
SERVICE LINE FOR 1 1/2\"/>

- GENERAL NOTES:**
1. METER BOX LOCATION TO CONFORM TO DWG. 2360, 2361.
- CONSTRUCTION NOTES:**
- A. STREET SURFACE
 - B. TOP OF CURB
 - C. 6\"/>
 - D. METER BOX W/COVER & LID, COVER TO BE FLUSH WITH SURFACE
 - E. EXTENSION TO METER BOX
 - F. METER
 - G. CURB STOP AND BOX
 - H. METER YOKE FOR 1/2\"/>
 - I. TAILPIECE TO P/L W/INSTATITE I.P.T. CAPPED FITTING
 - J. TEMPORARY PLUG
 - K. CORP. STOP
 - L. TAPPING SADDLE
 - M. MAIN WATER LINE
 - N. TUBING
 - O. CONTRACTION JOINT
 - P. 1/2\"/>
 - S. METER LID, CENTER OVER METER REGISTER

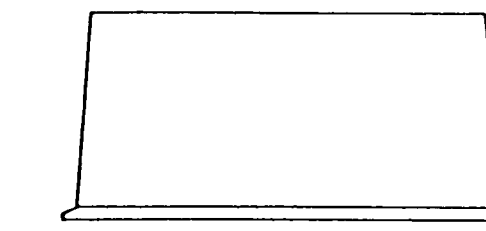
CITY OF ALBUQUERQUE	
REVISIONS	WATER METERED SERVICE LINE INSTALLATION DWG. 2363 AUG. 1986



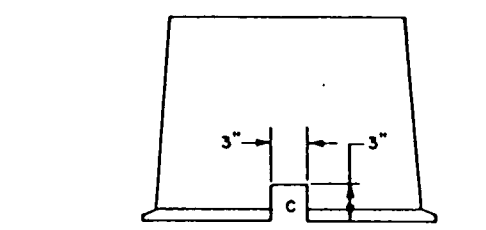
LID & COVER PER
DWG. 2368 OR 2369



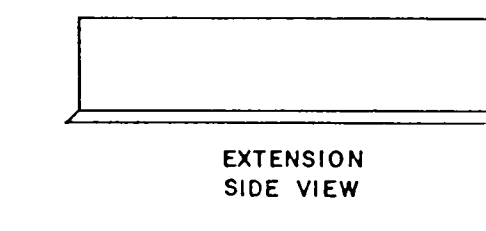
BOX



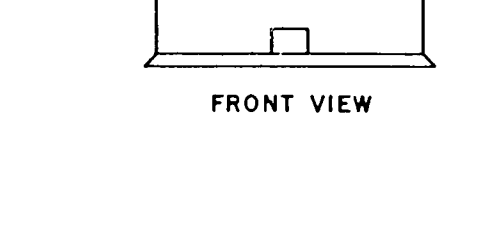
BOX
SIDE VIEW



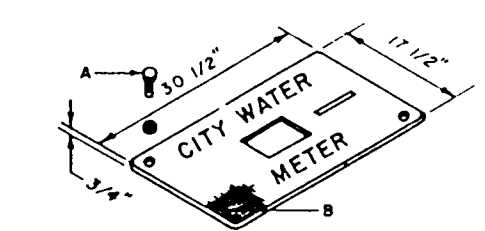
FRONT VIEW



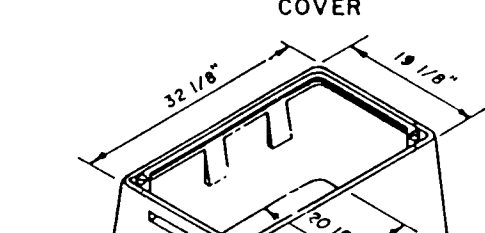
EXTENSION
SIDE VIEW



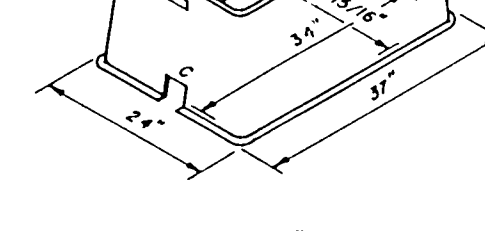
FRONT VIEW



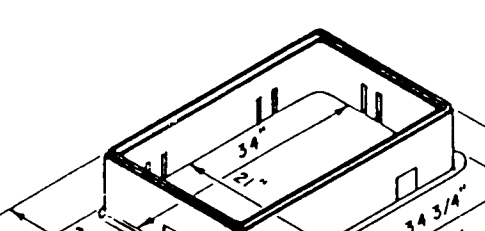
COVER



METER LID



BOX



EXTENSION

- GENERAL NOTE:**
1. METER BOX LOCATION TO CONFORM TO DWG. 2360 AND 2361.
 2. CONSTRUCTION OF METER BOX TO CONFORM TO SECTION FOR DOUBLE METER BOX, 3/4\"/>
- CONSTRUCTION NOTES:**
- A. PIPE HOLES, 2 AT EACH END, 2\"/>

CITY OF ALBUQUERQUE	
REVISIONS	WATER DOUBLE METER BOX FOR 3/4\"/>

- GENERAL NOTES:**
1. METER BOX W/COVER & LID FOR 1/2\"/>
- CONSTRUCTION NOTES:**
- A. 3/8\"/>
 - B. SKID RESISTANT SURFACE
 - C. 3\"/>

CITY OF ALBUQUERQUE	
REVISIONS	WATER SINGLE METER BOX & COVER FOR 1/2\"/>

RECORD DRAWING
JUN 15 1983

These drawings have been revised based on the construction records of the owner while the information submitted by the owner will be assumed to be reliable. In no event will the engineer be responsible for the accuracy of this information or for any omissions which may appear in the record documents.

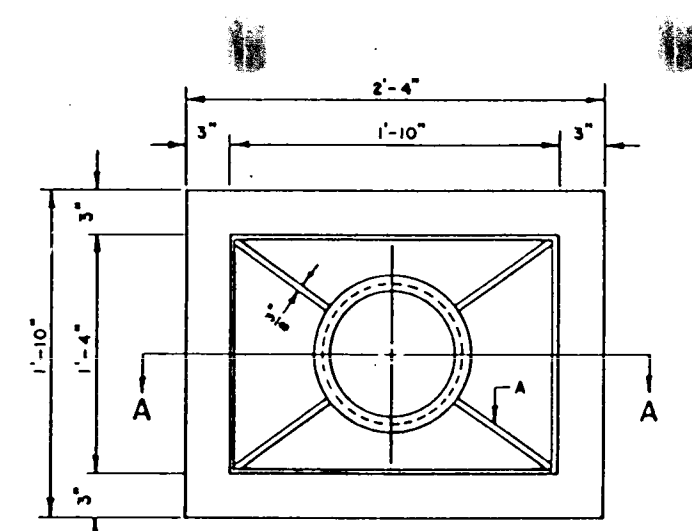
26 3527.902693

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

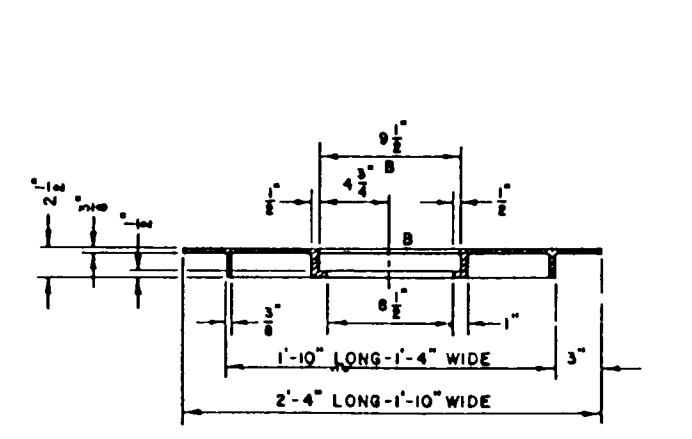
NEW MEXICO STATE HIGHWAY DEPARTMENT

MISCELLANEOUS
CITY OF ALBUQUERQUE
WATER STANDARDS

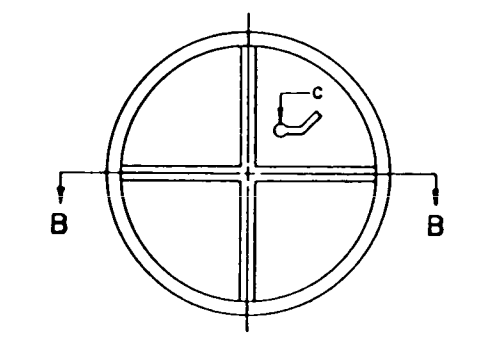
MAP-235(900) SHEET 2-19



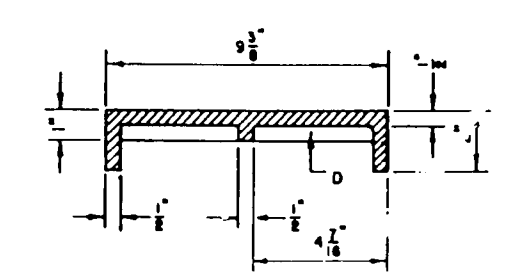
INVERTED PLAN VIEW
BOX COVER FOR 3/4-1" METERS



SECTION A-A



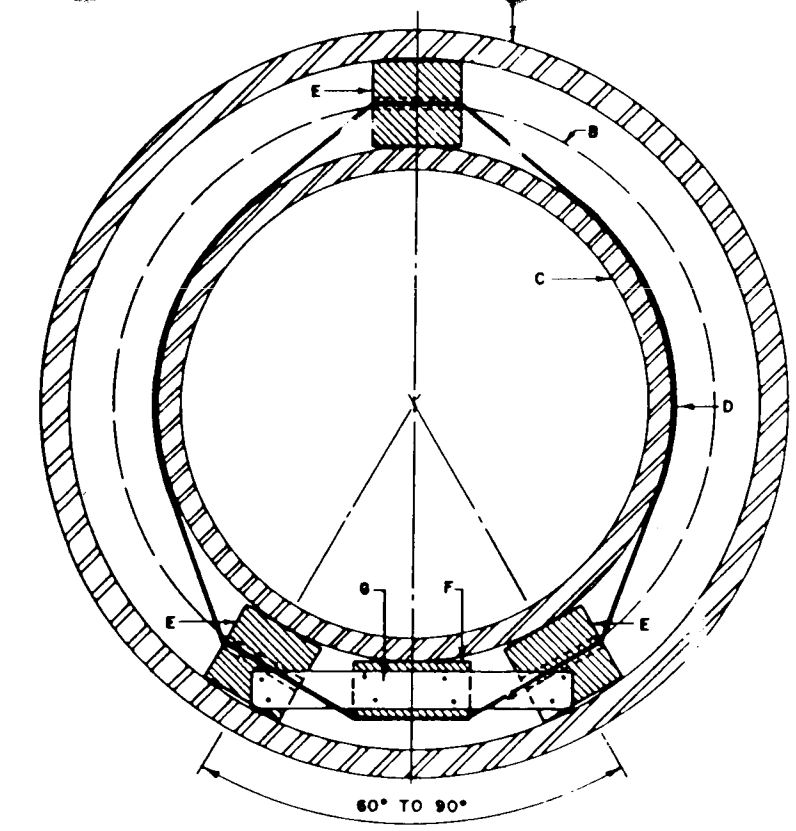
INVERTED PLAN VIEW
BOX LID



SECTION B-B

- GENERAL NOTES:**
- SEE DWG. 2369 WHEN LOCATED IN A DRIVEWAY OR ADJACENT TO MOUNTABLE CURB.
 - COVERS:**
 - MATERIAL - GRAY C.I.
 - ROUND ALL EDGES.
 - TOP TO BE ASPHALT PAINTED.
 - TOP OF COVER SHALL HAVE AN INTEGRATED CORRUGATED DESIGN TO PREVENT SLIPPING.
 - LID**
 - MATERIAL - GRAY C.I.
 - ROUND ALL EDGES.
 - TOP TO BE ASPHALT PAINTED.
 - TOP OF LID SHALL HAVE AN INTEGRATED CORRUGATED DESIGN TO PREVENT SLIPPING.
 - TOP OF LID SHALL HAVE INTEGRATED WORDS "CITY WATER METER".
 - TOP OF COVER SHALL HAVE INTEGRATED WORDS "CITY WATER METER".
 - LID SHALL NOT ROCK ON COVER AND SHALL BE EASILY OPENED.
 - THE TOP SURFACE OF THE LID SHALL BE FLUSH WITH TOP OF COVER.
- CONSTRUCTION NOTES:**
- 3/8" x 2 1/2" RIB (TYPICAL).
 - LID OPENING.
 - METER LID KEYHOLE.
 - 1/2" THICK RIB.

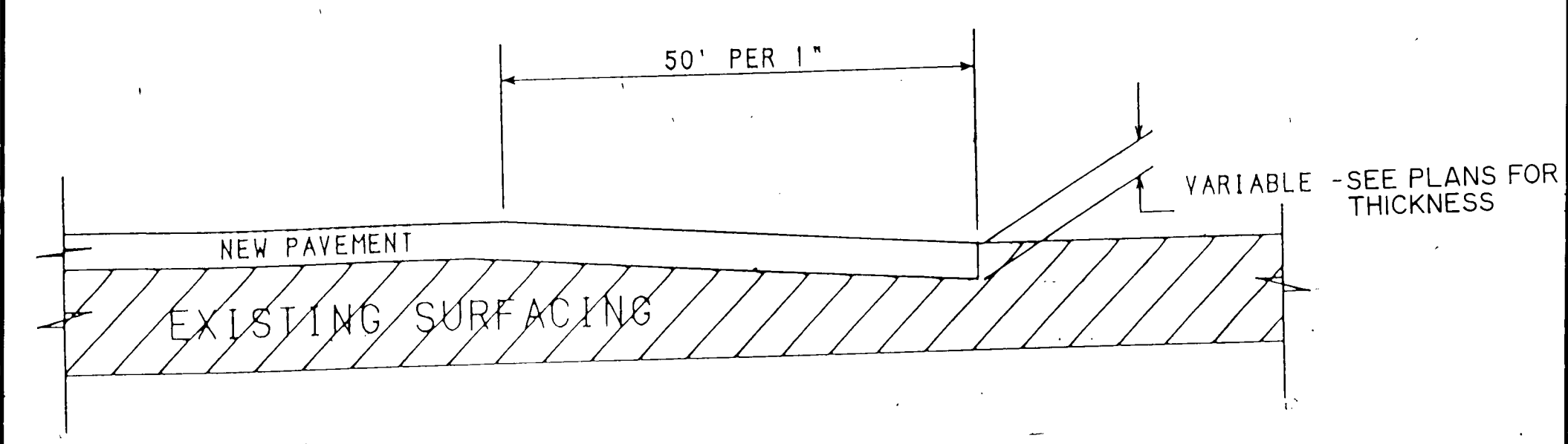
CITY OF ALBUQUERQUE
WATER
METER BOX COVER AND LID
DWG. 2368
AUG. 1988



TYPICAL SECTION

- GENERAL NOTES:**
- METHOD OF END CLOSURE TO BE DESIGNED TO SUIT CONDITIONS.
- CONSTRUCTION NOTES:**
- WELDED STEEL PIPE CASING
 - BELL DIA. OF CARRIER PIPE
 - CARRIER PIPE
 - 5-INCH STEEL STRAPS
 - 3 x 3 x 1/8" REDWOOD OR CEDAR SHD BLOCKS, TREATED WITH PENETRATING PRESERVATIVE, TO BE PLACED AT EACH END OF PIPE SECTIONS AND SPACED AROUND PIPE AS SHOWN. BLOCKS ARE STRAPPED TOGETHER WITH STAINLESS STEEL STRAPS. STRAPS WILL PASS THROUGH BLOCKS.
 - 2" x 4" BLOCK, TREATED REDWOOD OR CEDAR
 - 1" CLEAT TREATED REDWOOD OR CEDAR

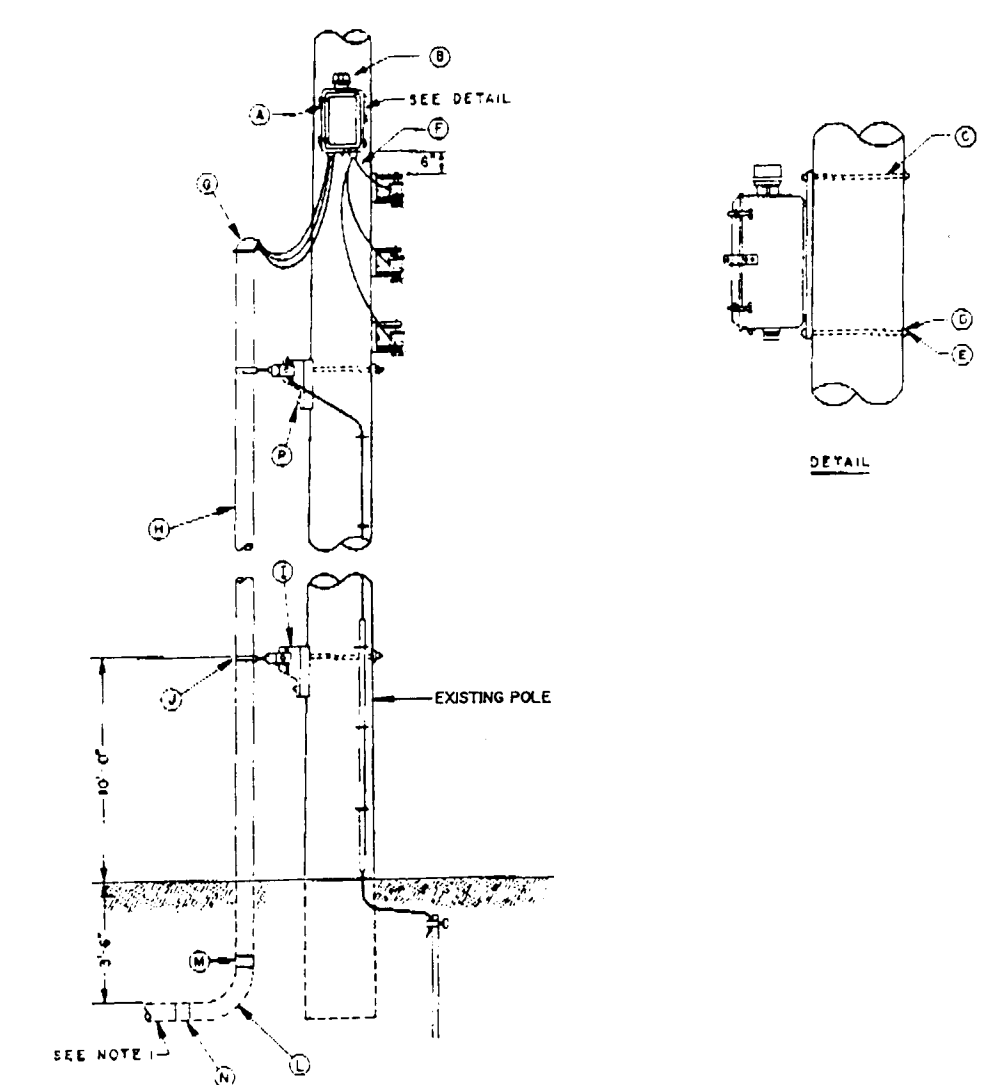
REFERENCE SPECIFICATION
SECTION 710
CITY OF ALBUQUERQUE
WATER
BORING INSTALLATION
DWG. 2380
AUG. 1988



REMOVE THE EXISTING SURFACING IMMEDIATELY PRIOR TO PLACING THE NEW PAVEMENT. IN ORDER TO CONSTRUCT A FLUSH SURFACE CONNECTION. PAYMENT FOR THE PAVEMENT REMOVAL WILL BE INCLUDED IN THE UNIT PRICE BID FOR ASPHALT CONCRETE SURFACE COURSE. THE METHOD USED FOR REMOVING EXISTING SURFACING MUST BE APPROVED BY THE PROJECT MANAGER. THE SURFACING CONNECTION LENGTH MAY BE MODIFIED IN THE FIELD BY THE PROJECT MANAGER.

SURFACING CONNECTION

PNM
DISTRIBUTION
STANDARD

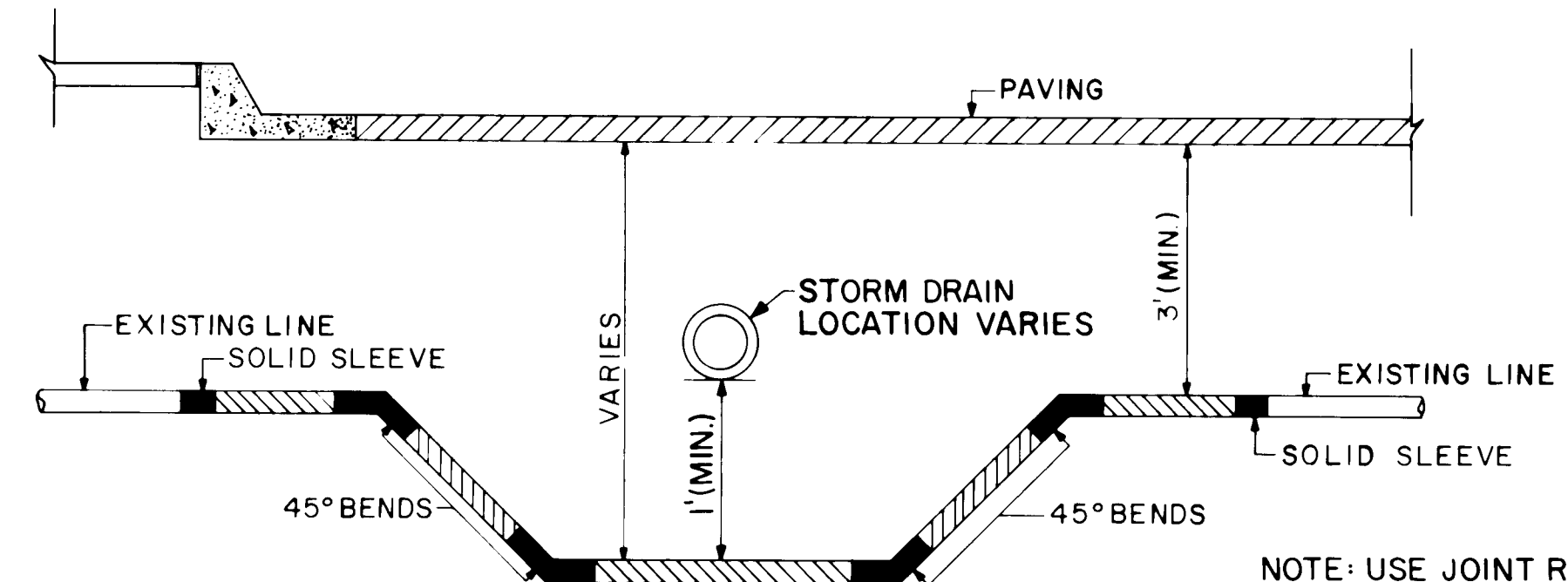


SERVICE ENTRANCE CONDUIT DETAIL

- NOTES:**
- CAN BE CONDUIT OR DIRECT BURIED.
- REFERENCES:**
- SEE DS-12-130 UNIVERSAL SUPPORT BRACKETS

ITEM	QUAN.	DESCRIPTION	STOCK NO.
1	1	CONTRACTOR	3848-12400
2	1	120V PHOTO-ELECTRIC CONTROL	3848-12401
3	1	1/2" x 1/2" MACHINE BOLT	3848-12402
4	1	1/2" x 1/2" SQUARE WASHER	3848-12403
5	1	3/8" x 1/2" LOCKWASHER	3848-12404
6	1	1/2" x 1/2" LOCKWASHER	3848-12405
7	1	1/2" x 1/2" LOCKWASHER	3848-12406
8	1	1/2" x 1/2" LOCKWASHER	3848-12407
9	1	1/2" x 1/2" LOCKWASHER	3848-12408
10	1	1/2" x 1/2" LOCKWASHER	3848-12409

UNDERGROUND STREET LIGHTING RISER POLE DS-12-9.0
6/20/88



EXISTING WATER LINE RELOCATION AT STORM DRAIN CROSSINGS

NOTE: USE JOINT RESTRAINTS INSTEAD OF THRUST BLOCKING (* DETAIL IN SPECS.)

26 3527-902793

RECORD DRAWING

DATE 1.5.1983

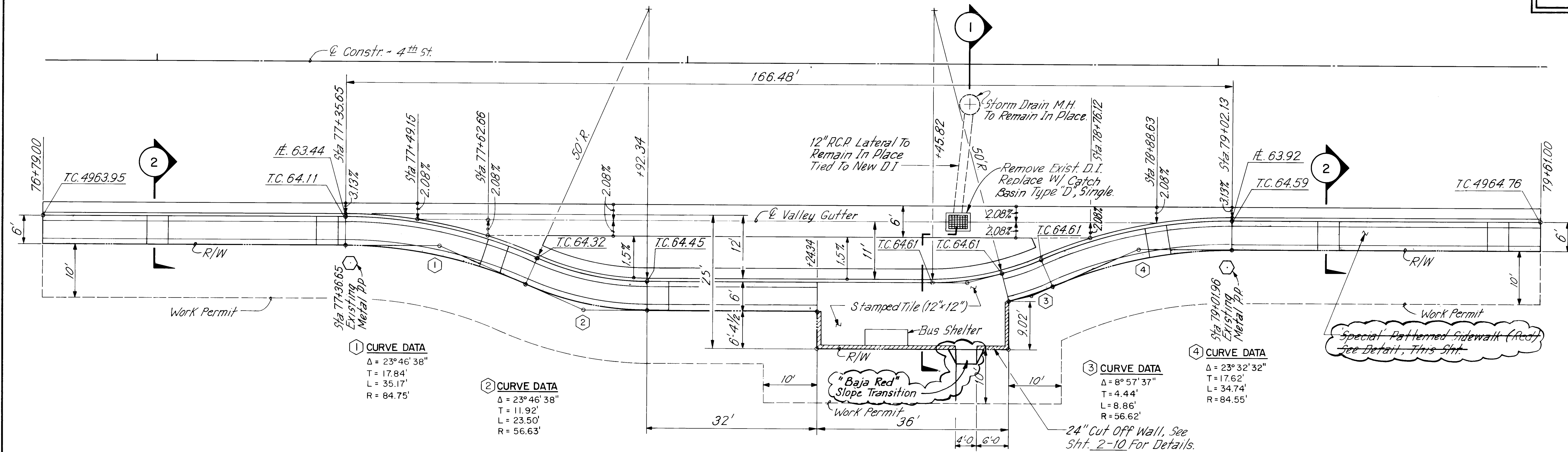
These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be used to be available, the Engineer will not be responsible for the accuracy of this information for error or omission which may appear in the same document.

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

MISCELLANEOUS DETAILS 8
MISCELLANEOUS CITY OF ALBUQUERQUE
WATER STANDARDS

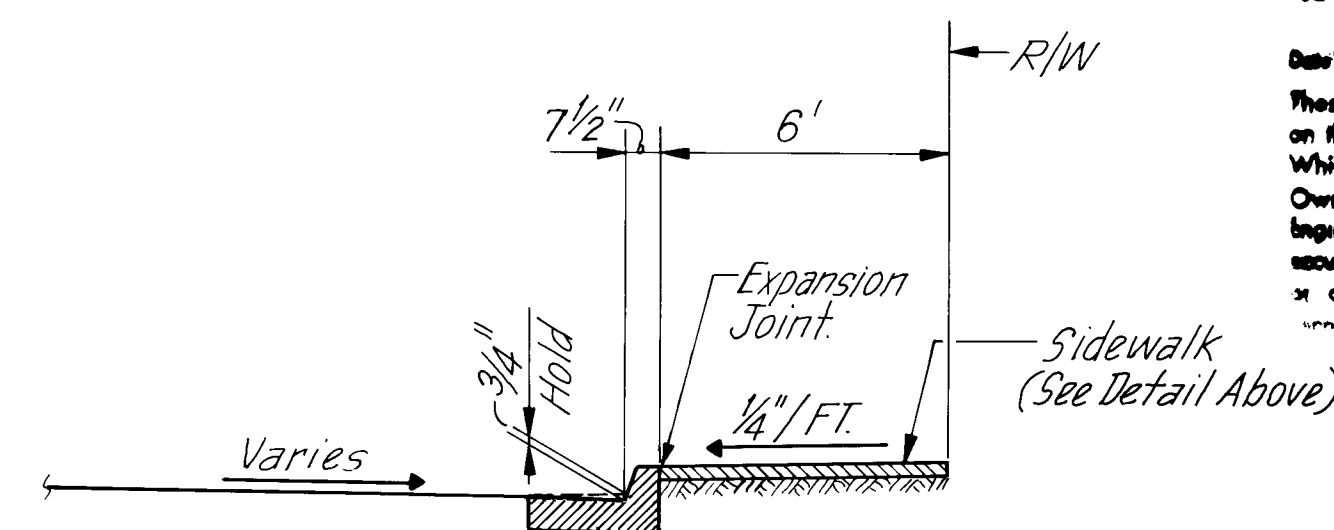
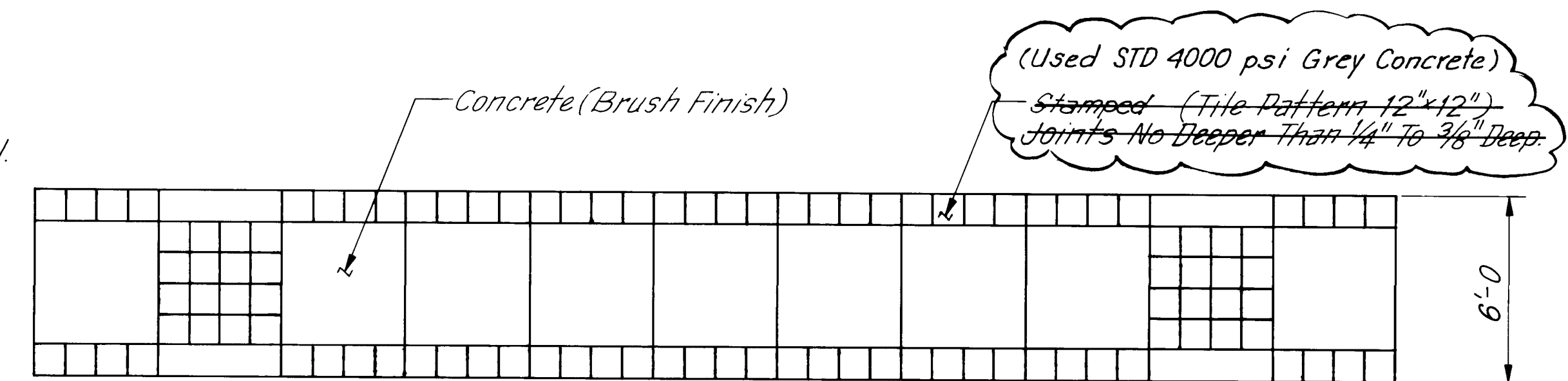
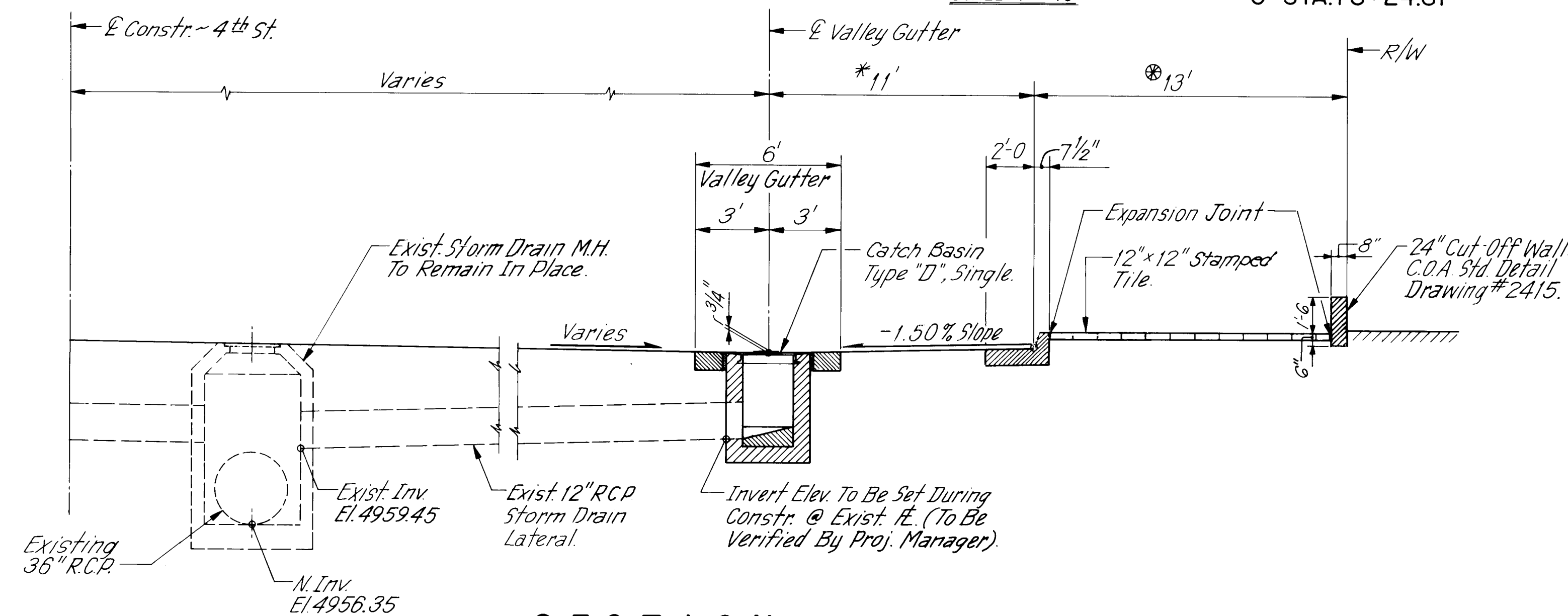
F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235I(900)	2-21	



LAYOUT PLAN ~ BUS BAY & SHELTER

SCALE: 1" = 10'

@ STA. 78+24.81



RECORD DRAWING

DATE: 15.10.03

These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be used to be reliable, the Engineer will not be responsible for the accuracy of this information nor for any omissions which may appear in the same document as a result of the same.

26 3527.902893

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

LEEDSHILL - HERKENHOFF, INC.
 ENGINEERS ARCHITECTS
 ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

**BUS BAY LAYOUT
AND DETAILS**

UTILITY OWNERS

GAS LINES
GAS CO. OF N.M.
CONTACT: TIM CYNORA PH. 889-2538
OR CURTIS TOLBERT PH. 889-2520

WATER LINES
CITY OF ALBUQUERQUE
CONTACT: SERGIO MIRANDA
PH. 823-4200

SEWER LINES
CITY OF ALBUQUERQUE
CONTACT: JOE POPOLATO
PH. 823-4206

STORM DRAIN LINES
CITY OF ALBUQUERQUE
CONTACT: ED ELWELL
PH. 291-6214

TELEPHONE LINES
U.S. WEST COMMUNICATIONS
CONTACT: DAVE FAIN
PH. 245-6736

POWER LINES
PUBLIC SERVICE CO. OF N.M.
CONTACT: ROSS MCCORCLE
PH. 848-3309

CABLE TV LINES
JONES INTERCABLE
CONTACT: YVETTE SUAZO
PH. 761-6200

TRAFFIC CONTROL
CITY OF ALBUQUERQUE
CONTACT: RICK ROYBAL
PH. 768-3623

THIS PROJECT BEGINS IN BERNALILLO
COUNTY, SECTION 17, T. 10 N., R. 3 E., NMPM

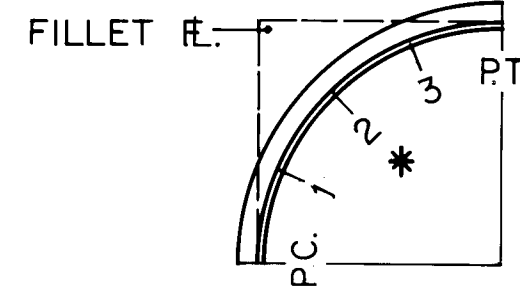
24' RT. STA. 9+89.80 @ SURVEY =
STA. 9+89.80 @ CONSTRUCTION
BEGIN CONSTRUCTION NMP
MAP-2351(900)

STA. 10+10 TO 12+54 New
8" PVC Waterline & Valve
w/ New FH Leg for Re-Adjust

NOTE: ALL DUCTILE IRON PIPE (12")
ON THIS PROJECT SHALL BE
CLASS 50

NOTE:
WHEEL CHAIR RAMPS WILL BE BUILT AT ALL
CURB RETURNS IN PROJECT AREAS.

4961.92 INDICATES TOP OF CURB ELEVATIONS
AT CURB RETURNS.



TYPICAL TOP OF CURB
ELEVATIONS AT INTERSECTION
* -CLOCKWISE DIRECTION

NOTE: SEE SHT. 6-1 FOR
TRAFFIC SIGNAL
CONDUIT DETAILS
OF LOMAS BOULEVARD

STA. 9+89.80 @ CONSTRUCTION BEGIN
CONSTRUCTION NMP MAP-2351(900)

BM.2-J14R
STANDARD ALBQ. DISK-NW CORNER LOMAS BLVD.
84TH STREET.
ELEV. 4954.40

PLATE 1 SINGLE PLAN - PROFILE - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

N.M. PROJECT NO. MAP-2351(900) SHEET

F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)	3-1	

① SLATE AVE. NW
PC. 54.94
1 54.96
2 55.02
3 55.08
PT. 55.10
R. FILLET 54.96

② SLATE AVE. SW
PC. 55.15
1 55.16
2 55.18
3 55.19
PT. 55.20
R. FILLET 55.15

③ SLATE AVE. NE
PC. 55.25
1 55.26
2 55.28
3 55.29
PT. 55.30
R. FILLET 55.25

④ SLATE AVE. SE
PC. 55.35
1 55.36
2 55.38
3 55.39
PT. 55.40
R. FILLET 55.35

SCALES
1" = 20' HORIZ.
1" = 5' VERTICAL

RECORD DRAWING

JUN 15 1993

These drawings have been revised based
on the construction records of the owner.
While the information submitted by the
Owner will be used to be reliable, the
Engineer will not be responsible for the
accuracy of this information nor for any
inconsistency which may appear in the
same document as a result thereof.

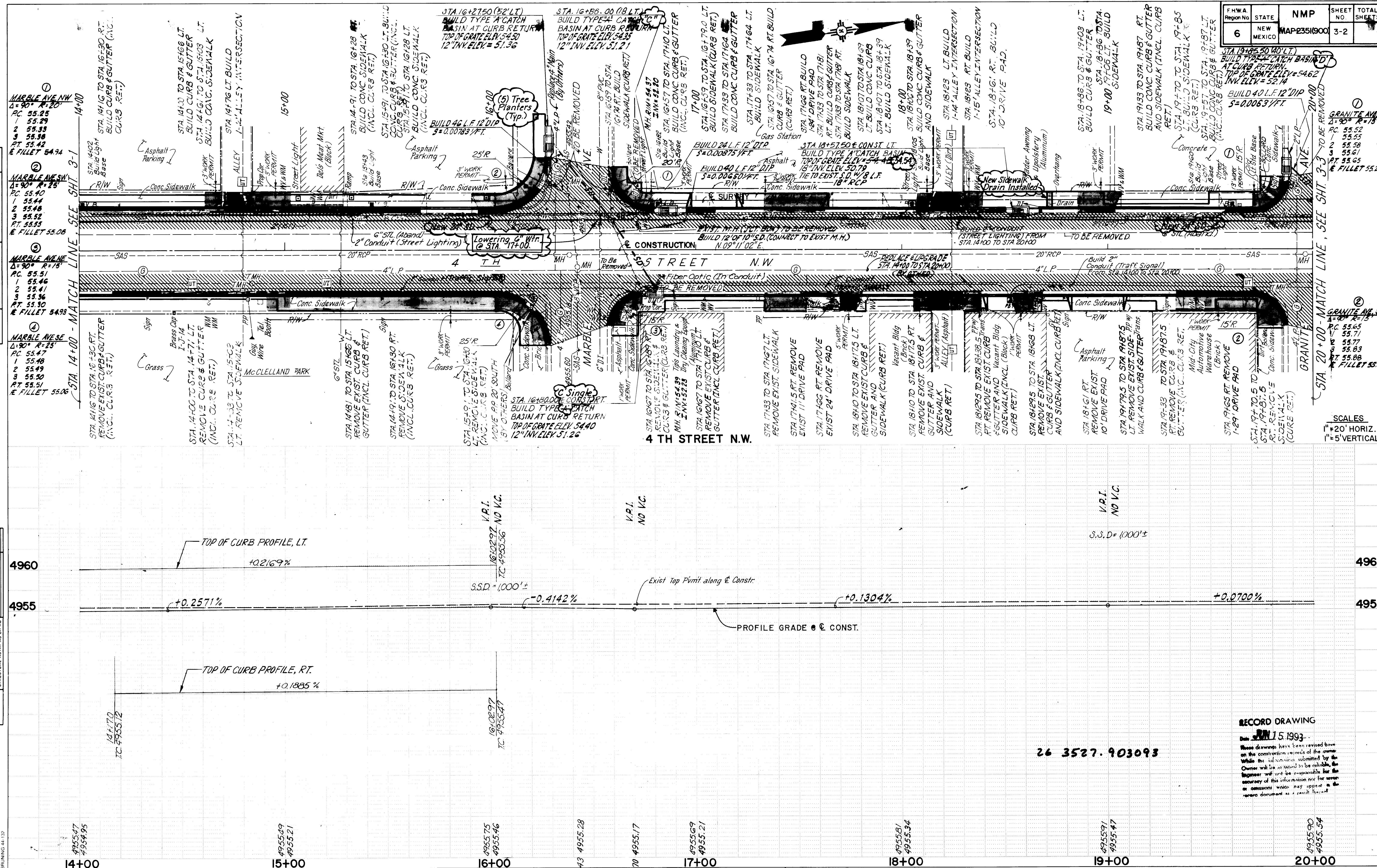
26 3527.902993

PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
	NOTE BOOK _____		
	GRADES CHECKED _____		
	B. M. NOTED _____		
NO. _____	STRUCTURE NOTATIONS CH.W.D.		

RECORD DRAWING

Date JUN 15 1993

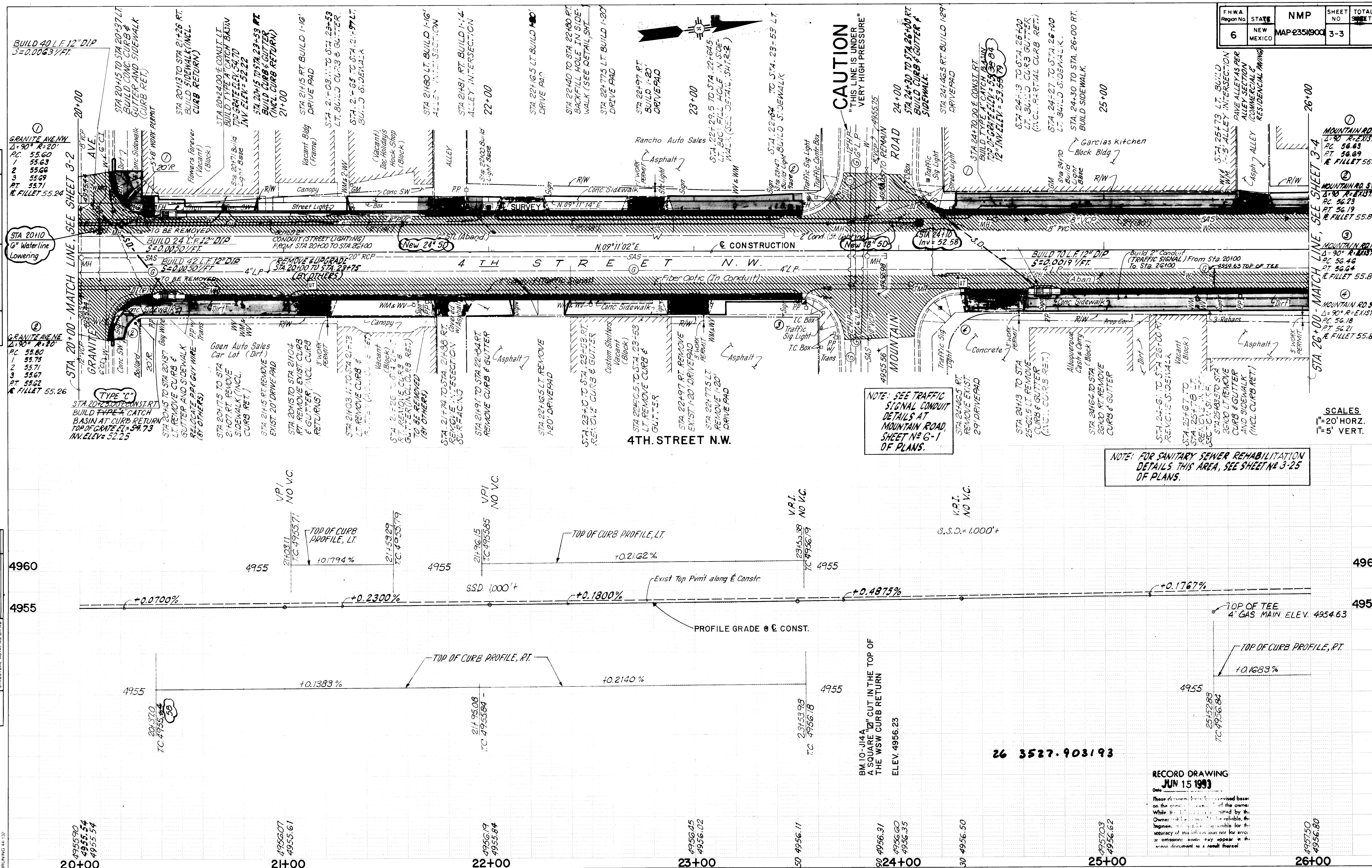
These drawings have been revised based on the construction records of the owner while the information submitted by the Owner will be assumed to be reliable. The Engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in the drawings unless a specific thereof.



PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
	GRADES CHECKED _____		
	B. M. NOTED _____		
	NO. _____		
	STRUCTURE NOTATIONS CHWD _____		

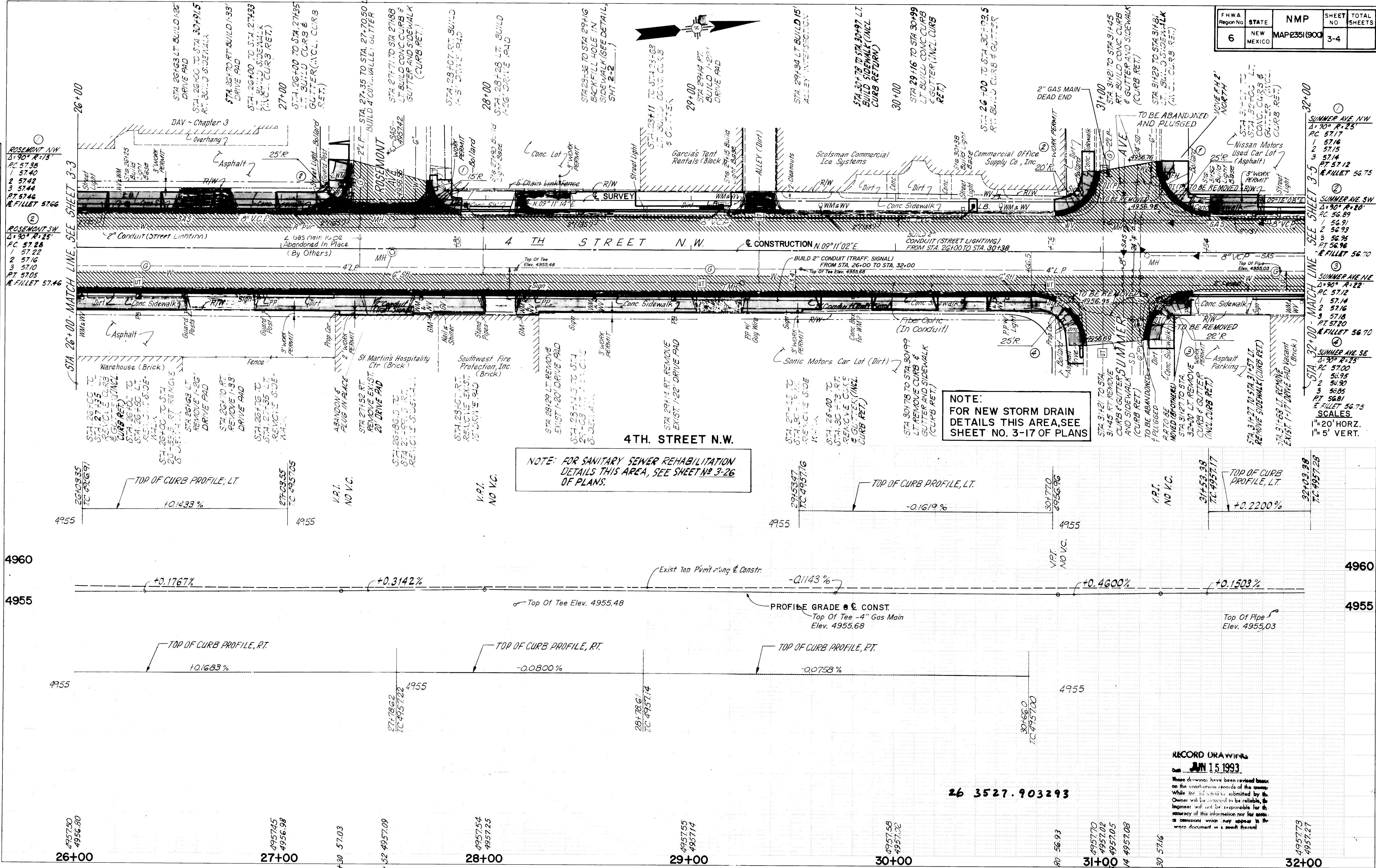
RECORD DRAWING
JUN 15 1993
Date _____

These drawings have been revised based on the construction of the owner. While the information is submitted by the Owner, it is not necessarily reliable, the Engineer is not responsible for the accuracy of this information nor for errors or omissions which may appear in the record document as a result thereof.



PLAN	DATE	BY
SURVEYED		
NOTE BOOK		
RT OF WAY CHECKED		
NO		

PROFILE	DATE	BY
SURVEYED		
GRADES CHECKED		
NOTE BOOK		
STRUCTURE NOTATIONS CHKD		
NO		



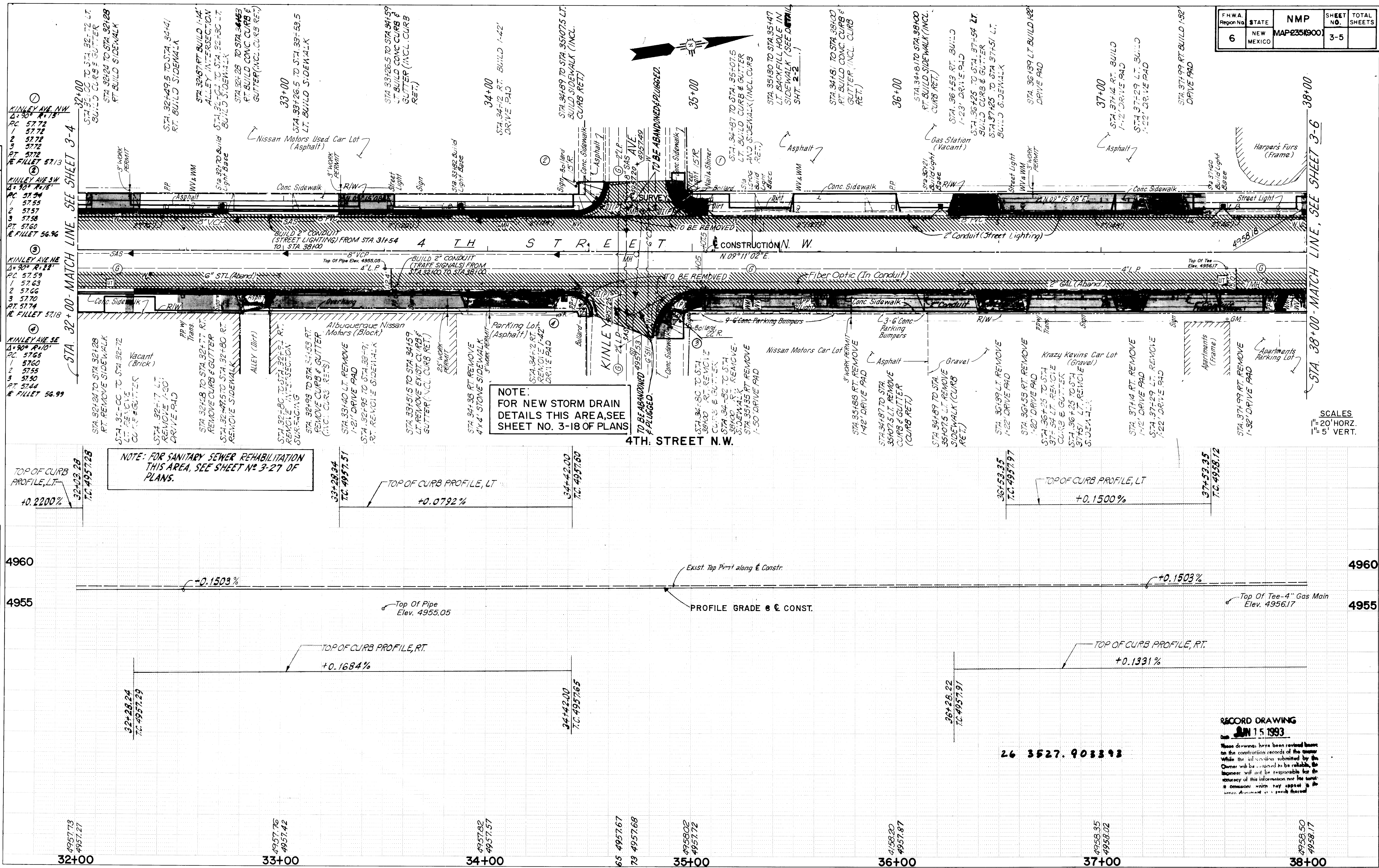
FHWA Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP 235(900)	3-4	

PLATE 1 SINGLE PLAN - PROFILE - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

N.M. PROJECT NO. 235(900) SHEET 3-4

PLAN	DATE	BY	NO.
NO. 1			
NO. 2			
NO. 3			
NO. 4			
NO. 5			
NO. 6			
NO. 7			
NO. 8			
NO. 9			
NO. 10			

PROFILE	DATE	BY	NO.
NO. 1			
NO. 2			
NO. 3			
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NO. 5			
NO. 6			
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NO. 10			

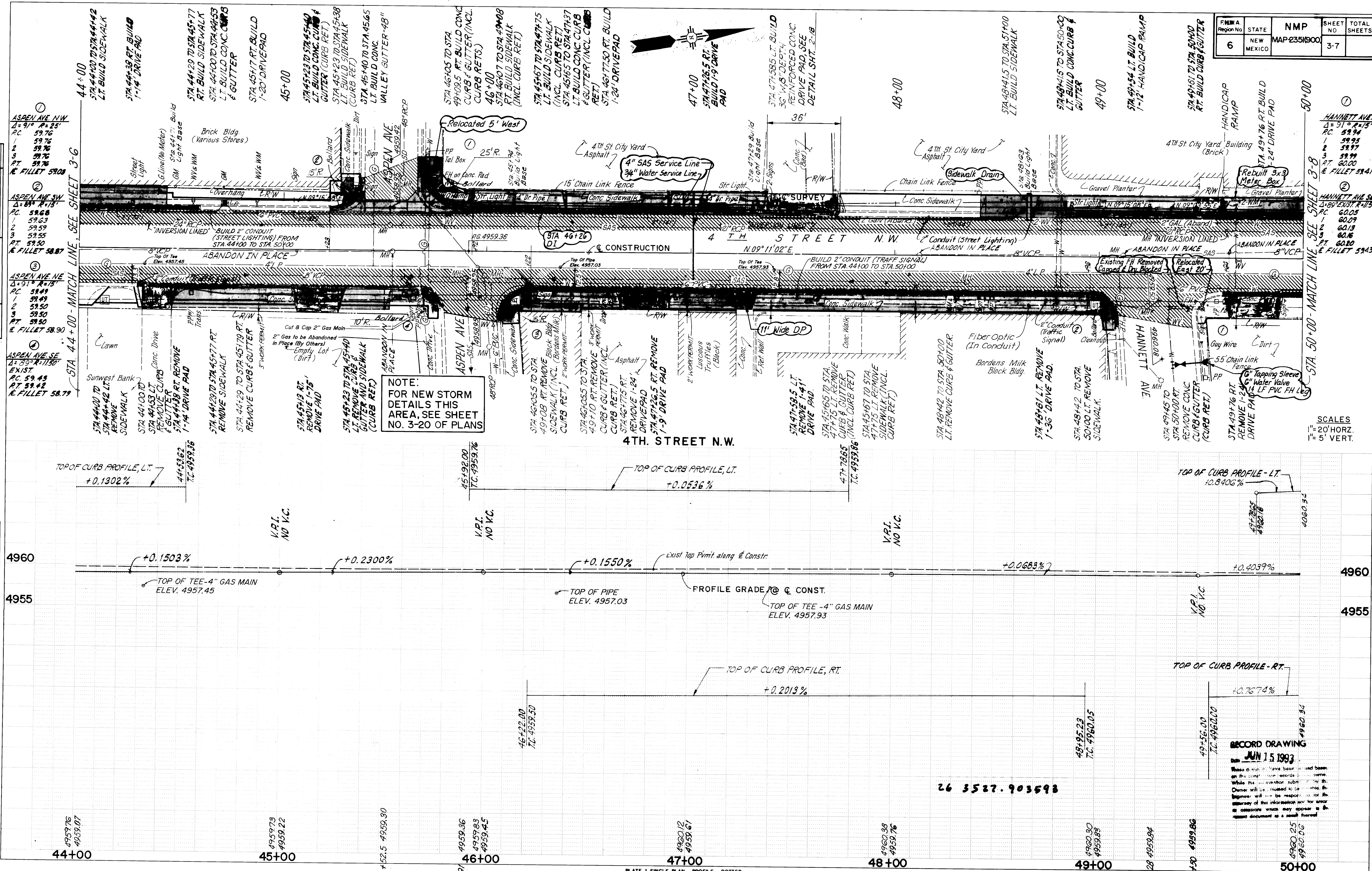


F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)	3-5	

SCALES
1" = 20' HORZ.
1" = 5' VERT.

PLAN	CURVING	BY	DATE
NO. 1	NO. 1		
NO. 2	NO. 2		
NO. 3	NO. 3		
NO. 4	NO. 4		
NO. 5	NO. 5		
NO. 6	NO. 6		
NO. 7	NO. 7		
NO. 8	NO. 8		
NO. 9	NO. 9		
NO. 10	NO. 10		

PROFILE	BY	DATE
NO. 1		
NO. 2		
NO. 3		
NO. 4		
NO. 5		
NO. 6		
NO. 7		
NO. 8		
NO. 9		
NO. 10		



FMWA	STATE	NMP	SHEET	TOTAL
6	NEW MEXICO	MAP 2351(900)	3-7	SHEETS

BRUNING 44-13

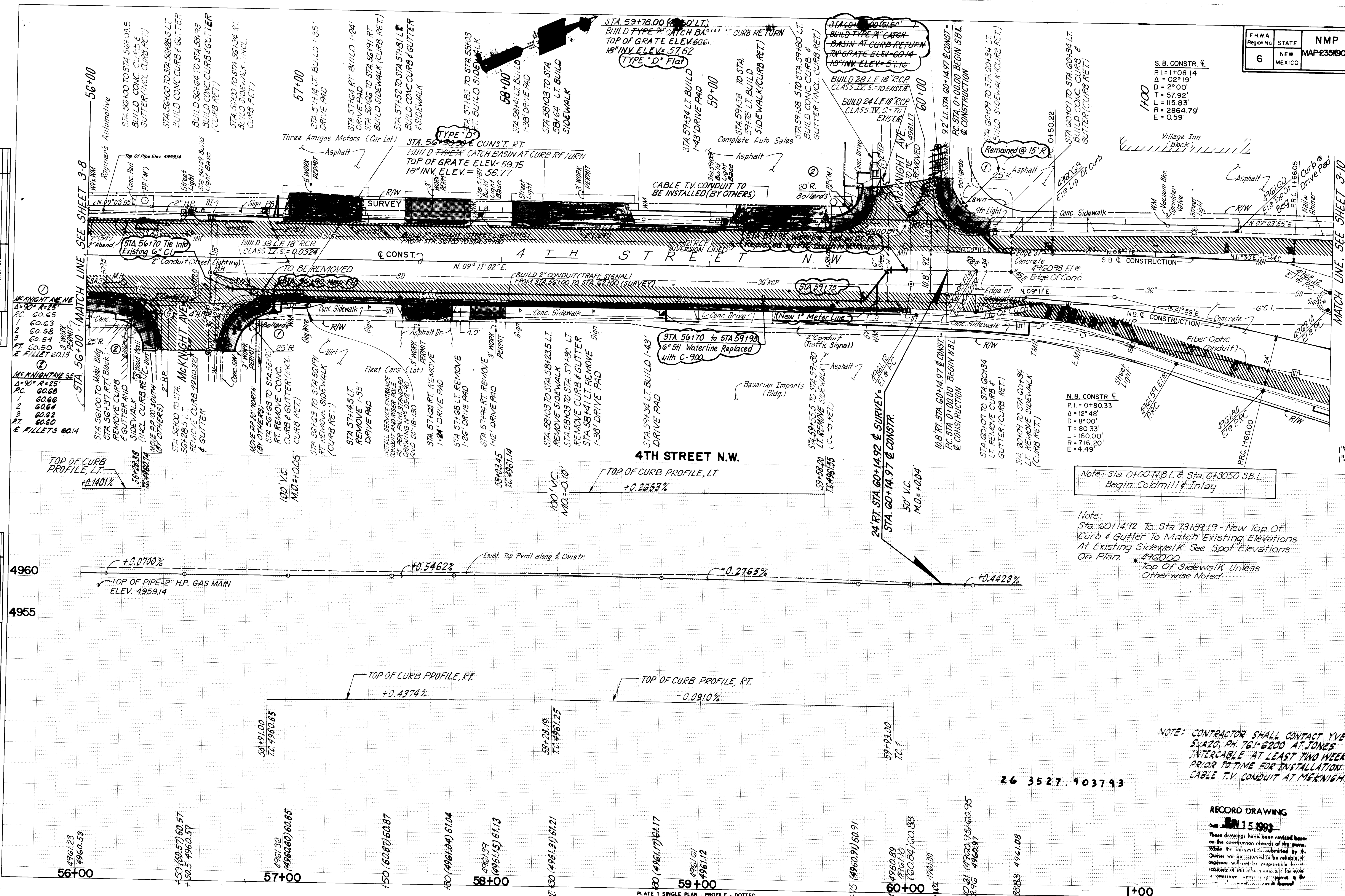
PLATE 1 SINGLE PLAN - PROFILE - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

N.M. PROJECT NO. MAP-2351(900) SHEET 3-7

PLAN	DATE
SURVEYED BY	
DESIGNED BY	
CHECKED BY	
IN CHARGE BY	
NOTE BOOK NO.	
ALIGNED CHECKED	
RT OF WAY CHECKED	

PROFILE	DATE
SURVEYED BY	
DESIGNED BY	
CHECKED BY	
IN CHARGE BY	
NOTE BOOK NO.	
STRUCTURE NOTATION CHKD	

F.H.W.A. Region No.	STATE	N.M.P. MAP-2351(900)	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO		3-9	



Note: Sta 0+00 N.B.L. & Sta 0+3050 S.B.L. Begin Coldmill & Inlay

Note: Sta 60+14.92 To Sta 73+89.19 - New Top Of Curb & Gutter To Match Existing Elevations At Existing Sidewalk. See Spot Elevations On Plan. 496000
Top Of Sidewalk Unless Otherwise Noted

NOTE: CONTRACTOR SHALL CONTACT YVETTE SUAZO, PH. 761-6200 AT JONES INTERCABLE AT LEAST TWO WEEKS PRIOR TO TIME FOR INSTALLATION OF CABLE T.V. CONDUIT AT MEKNIGHT AVE.

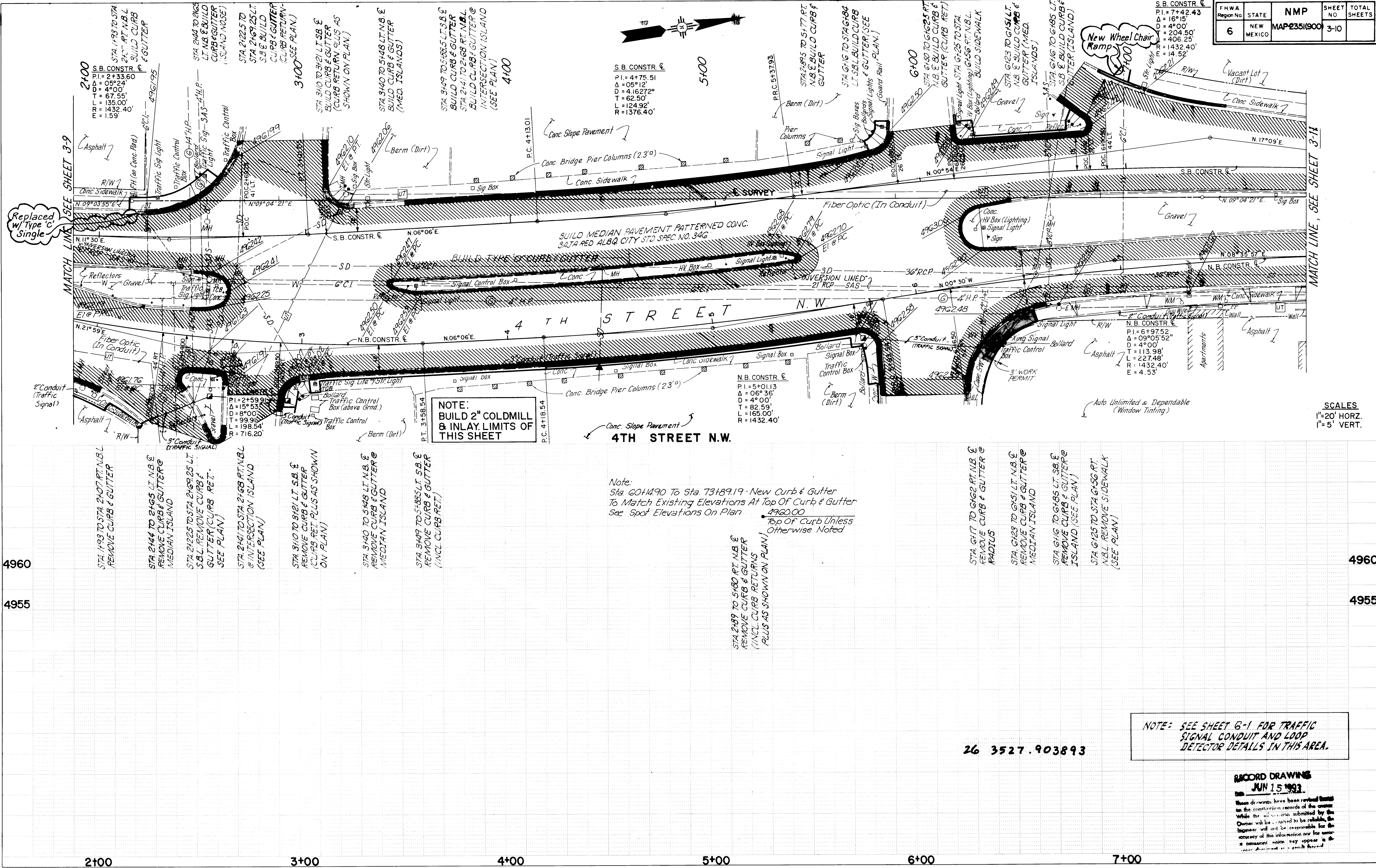
RECORD DRAWING

DATE: 11/15/93
These drawings have been revised based on the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the engineer will not be responsible for its accuracy. This information is for use by the owner and is not to be used for any other purpose without the written consent of the engineer.

PLATE 1 SINGLE PLAN - PROFILE - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

PLAN	DATE	BY	DATE
SURVEYED			
PLOTTED			
CHECKED			
NOTED			
NO			

PROFILE	DATE	BY	DATE
SURVEYED			
PLOTTED			
CHECKED			
NOTED			
NO			



FHWA	STATE	NMP	SHEET	TOTAL
Region No	NEW	MAP2351(900)	3-10	SHEETS
6	MEXICO			

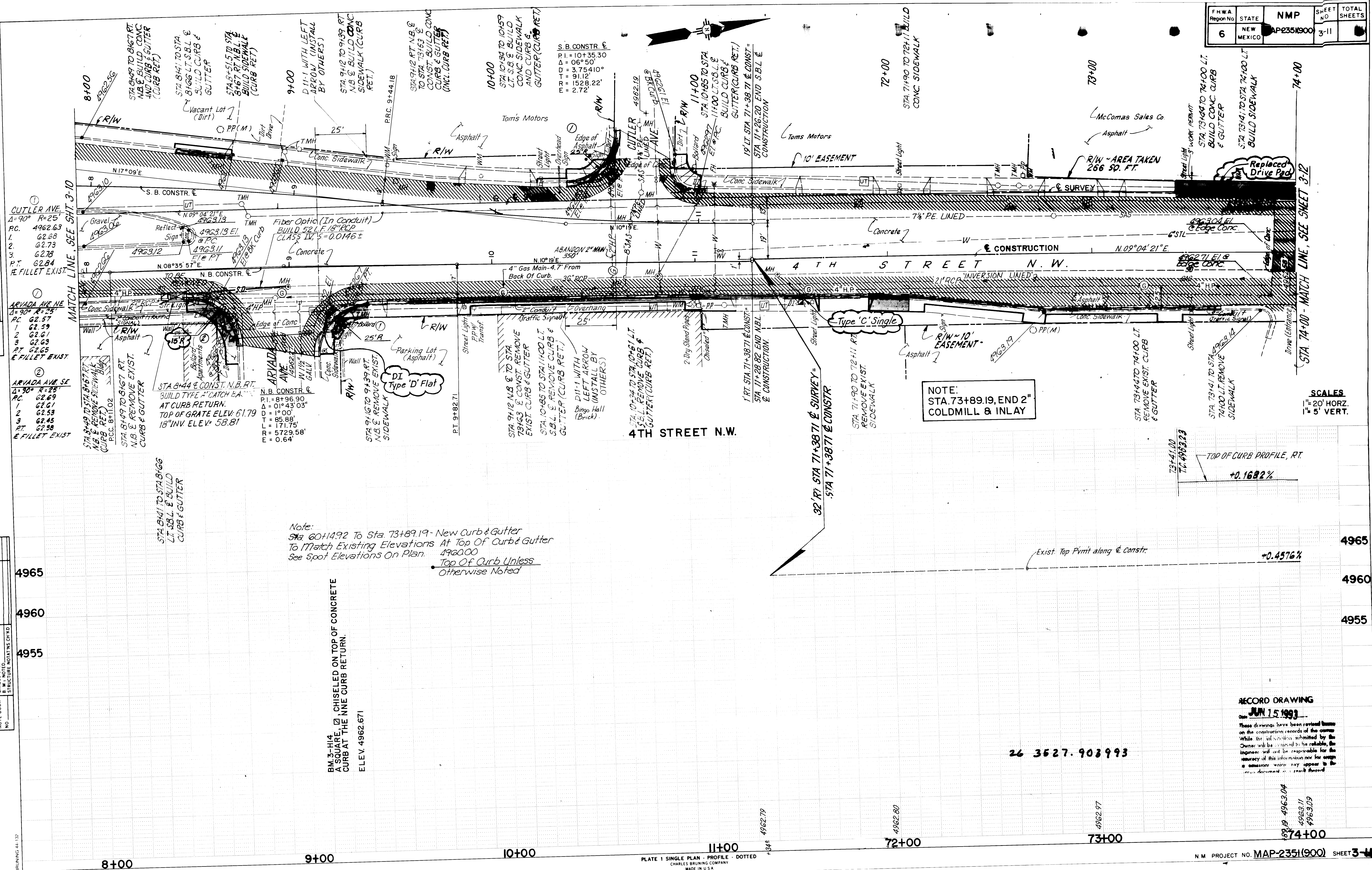
Note:
Sta. 60+490 To Sta. 73+89.19 - New Curb & Gutter
To Match Existing Elevations At Top Of Curb & Gutter
See Spot Elevations On Plan
4960.00
Top Of Curb Unless
Otherwise Noted

NOTE: SEE SHEET 6-1 FOR TRAFFIC
SIGNAL CONDUIT AND LOOP
DETECTOR DETAILS IN THIS AREA.

RECORD DRAWING
JUN 15 1991
These drawings have been reviewed and
approved for construction records of the owner
while the information submitted by the
owner will be returned to be reliable, the
engineer will not be responsible for the
accuracy of this information nor for any
omissions which may appear in the
drawings.

PLAN	SURVEYED _____		BY _____	DATE _____
	NOTE BOOK	PLOTTED _____ ALIGNMENT CHECKED _____ RT. OF WAY CHECKED _____		
NO. _____				

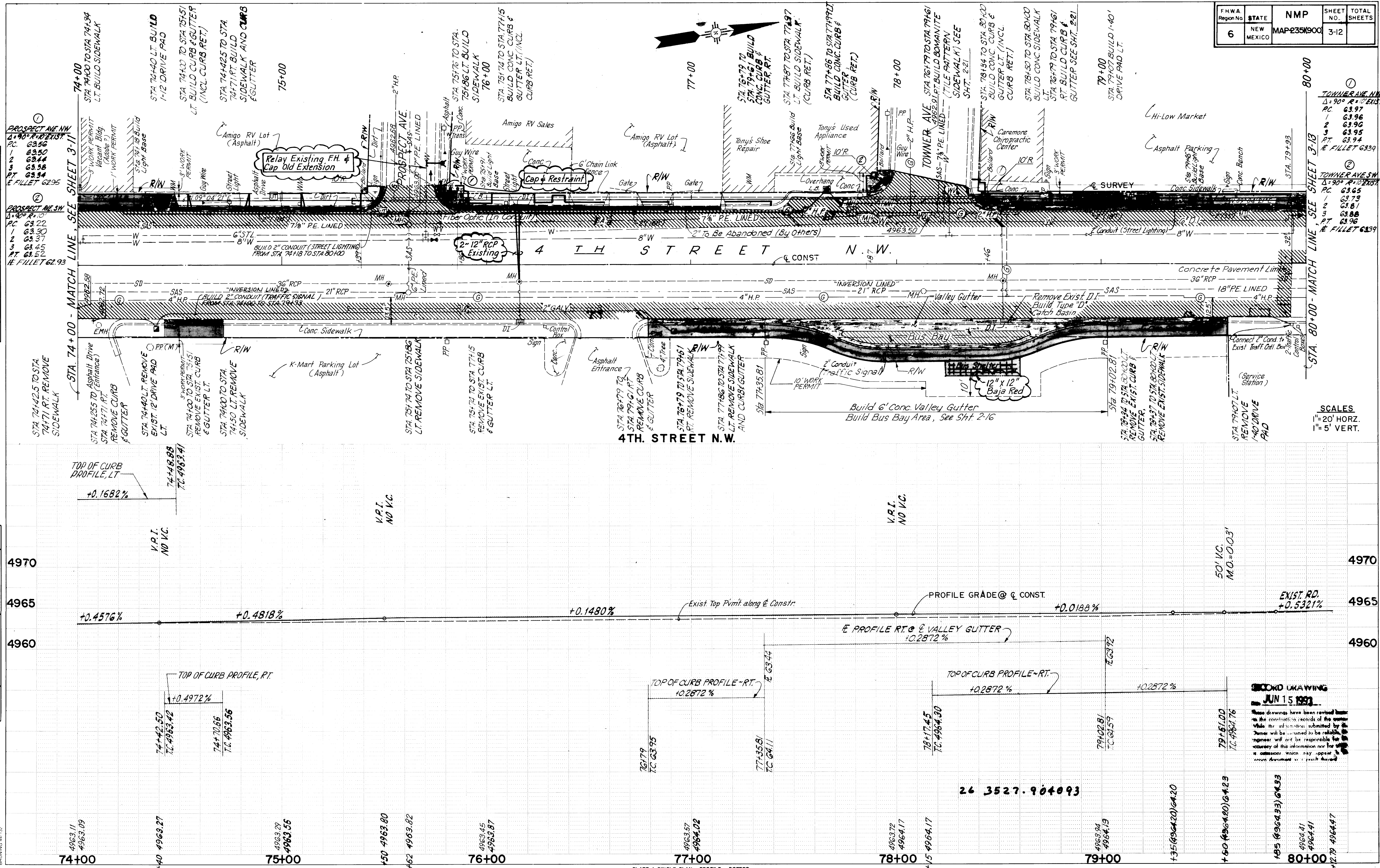
PROFILE	BY	DATE	SURVEYED
			PLOTTED
			GRADES CHECKED
			NOTE BOOK



These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in the record documents as a result thereof.

PLAN	DATE	BY	DATE	BY
SURVEYED				
PLOTTED				
CHECKED				
NOTED				
STRUCTURE NOTATIONS CHD				

PROFILE	DATE	BY	DATE	BY
SURVEYED				
PLOTTED				
CHECKED				
NOTED				
STRUCTURE NOTATIONS CHD				



F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	3-12	

①	TOWNER AVE. NW	Δ=90° R.O. EXIST.
PC	63.97	
1	63.96	
2	63.96	
3	63.95	
PT	63.94	
Δ	FILLET 63.94	

②	TOWNER AVE. SW	Δ=90° R.O. EXIST.
PC	63.65	
1	63.73	
2	63.81	
3	63.88	
PT	63.96	
Δ	FILLET 63.94	

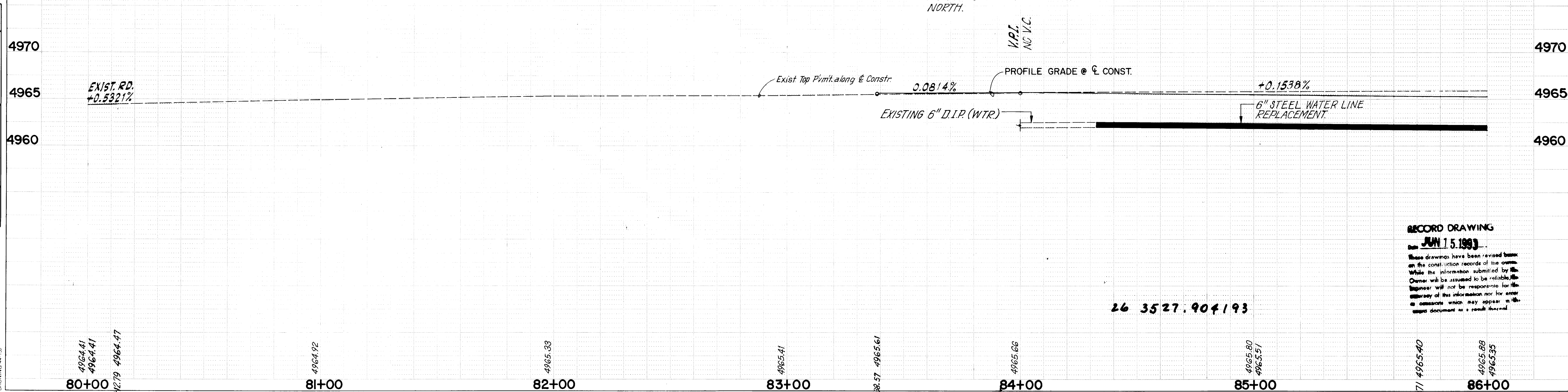
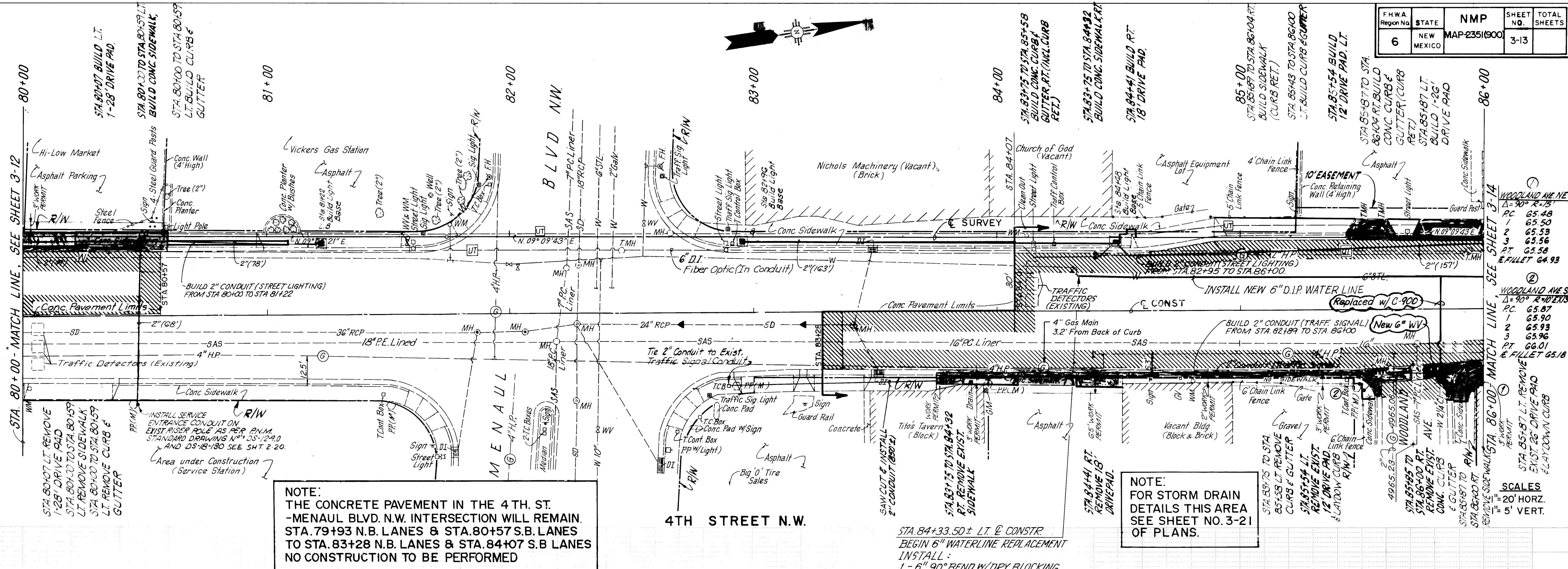
SCALES
1"=20' HORIZ.
1"=5' VERT.

SECOND DRAWING
JUN 15 1993
These drawings have been reviewed for the construction records of the owner. While the information submitted by the engineer will be assumed to be reliable, the engineer will not be responsible for the accuracy of this information nor for any omission which may appear in these drawings.

PLAN	DATE	BY
CONVISED		
NOTED		
NO		

PROFILE	DATE	BY
CONVISED		
NOTED		
NO		

F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)	3-13	



RECORD DRAWING

JUN 15 1993

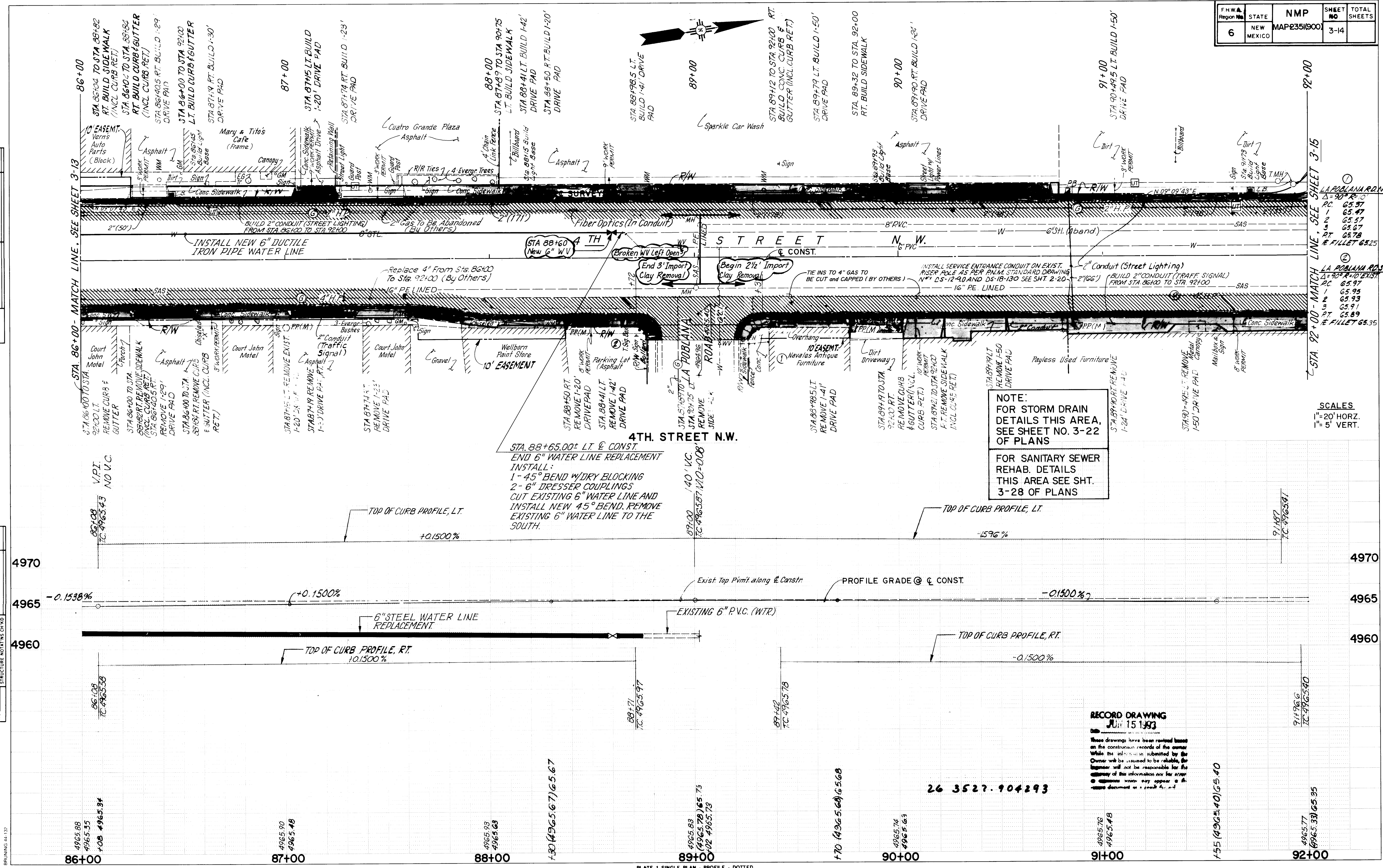
These drawings have been revised based on the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in the issued document as a result thereof.

26 3527.904193

F.H.W.A. Region No.	STATE NEW MEXICO	NMP MAP 2351(900)	SHEET NO 3-14	TOTAL SHEETS 3-14
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PLAN	DATE	BY	DATE
NO. 1			
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PROFILE	DATE	BY	DATE
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NO. 100			



NOTE:
FOR STORM DRAIN
DETAILS THIS AREA,
SEE SHEET NO. 3-22
OF PLANS

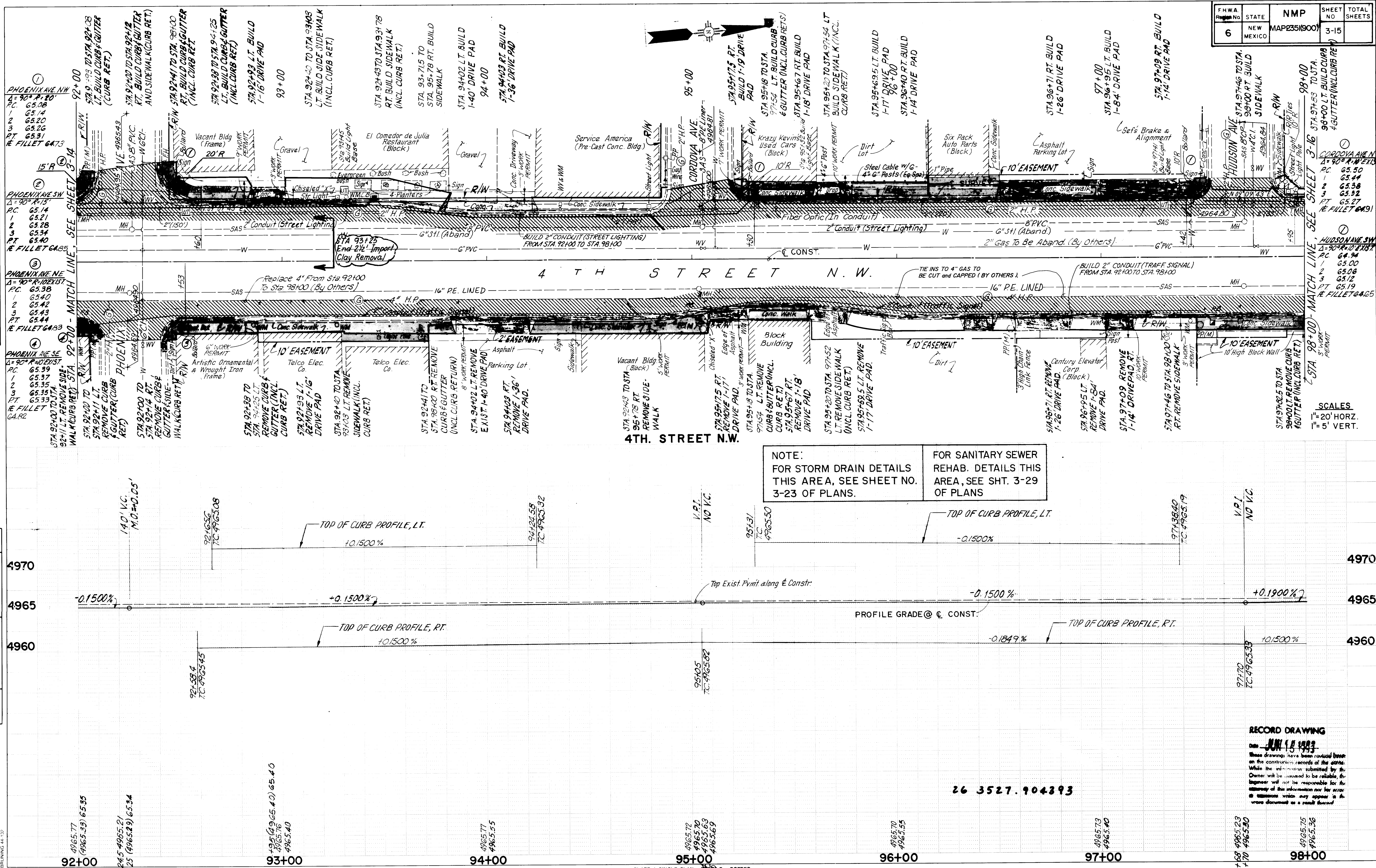
FOR SANITARY SEWER
REHAB. DETAILS
THIS AREA SEE SHT.
3-28 OF PLANS

RECORD DRAWING
JUN 15 1993

These drawings have been reviewed based on the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the engineer will not be responsible for the accuracy of this information nor for any errors or omissions which may appear in the record document as a result of its use.

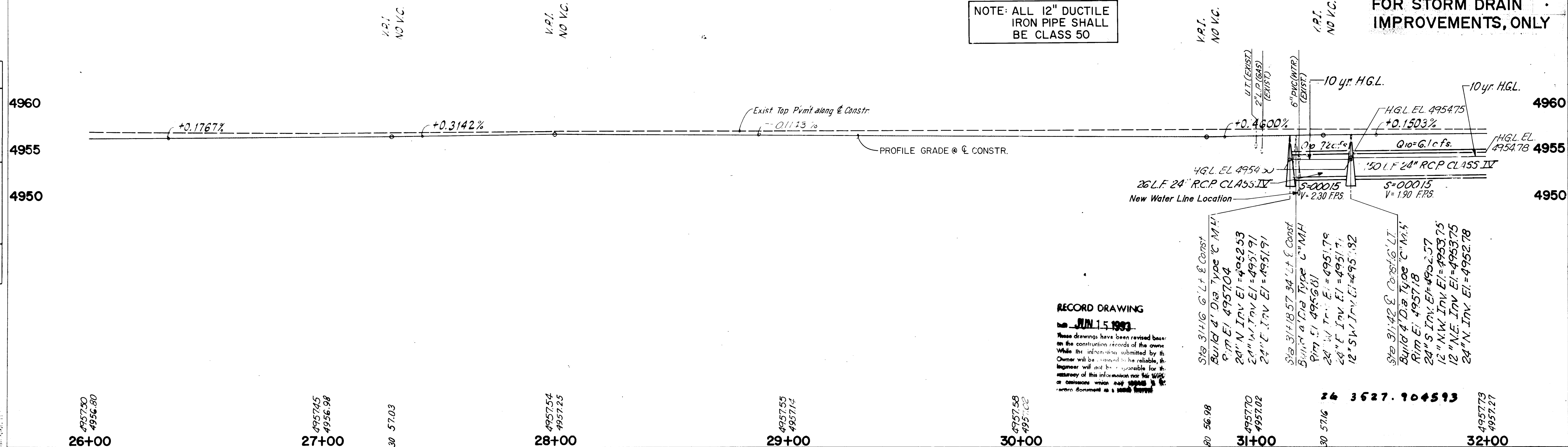
PLAN	SURVEYED	BY	DATE
NOTE BOOK - RT OF WAY CHECKED			

PROFILE	SURVEYED	BY	DATE
NOTE BOOK - GRADES CHECKED			
STRUCTURE NOTATIONS CHECKED			



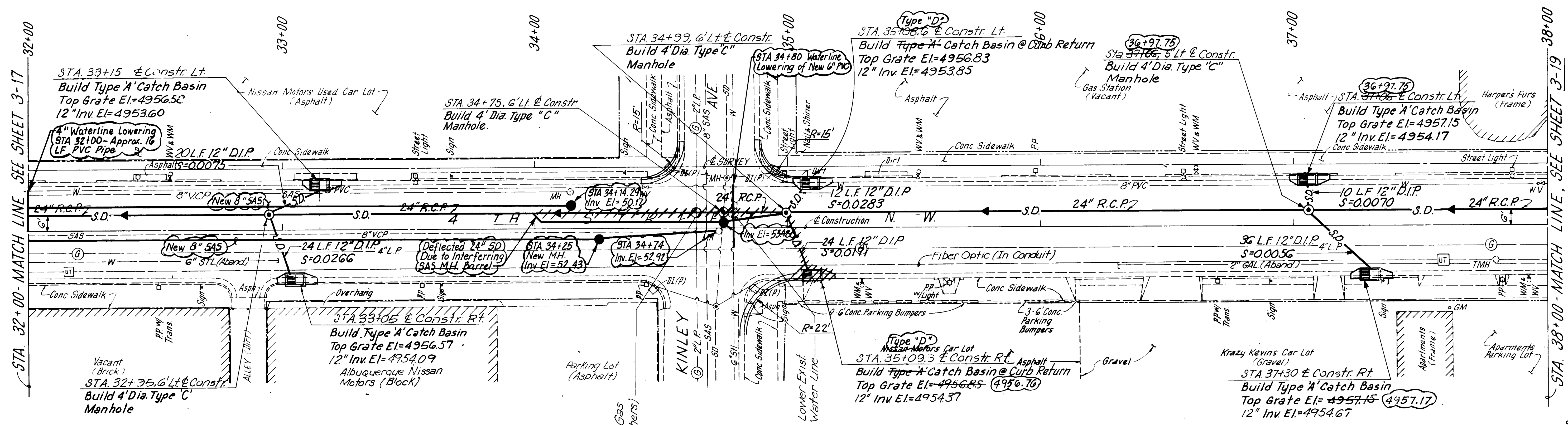
F.H.W.A. Region No.	STATE	N.M.P.	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP 2351(900)	3-15	

PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
	NOTE BOOK _____		
	GRADES CHECKED _____		
	B M NOTED _____		
NO _____	STRUCTURE NOTATIONS CH KD _____		



JUN 15 1993

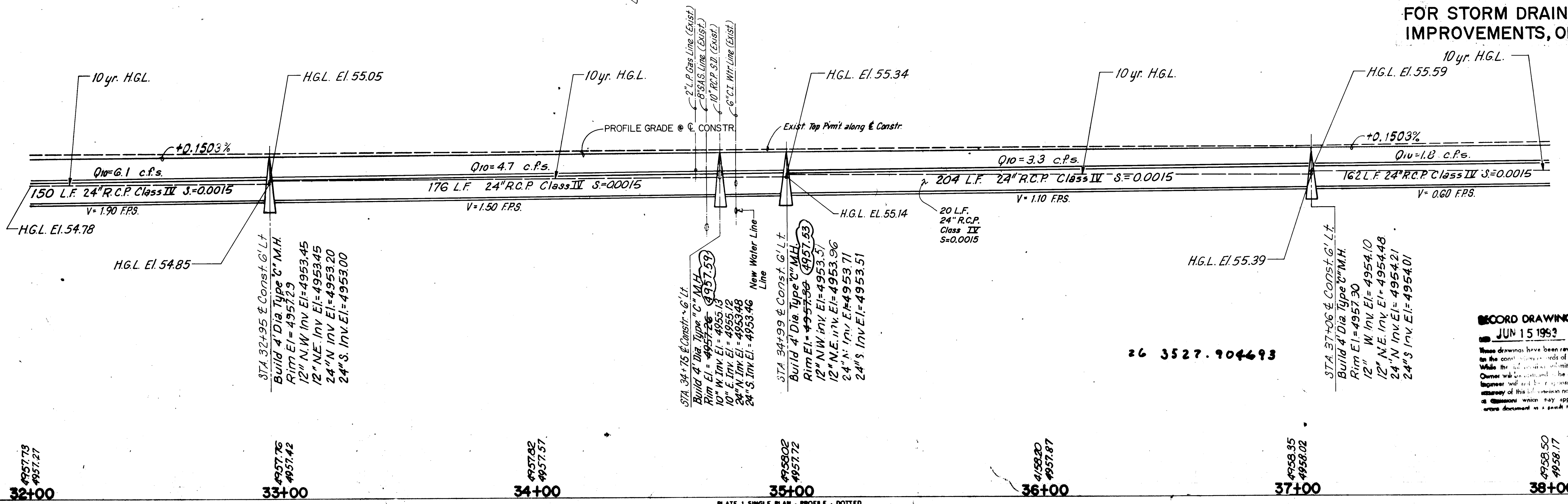
These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor the O&M or omissions which may appear in the record document as a result thereof.



**STORM DRAIN IMPROVEMENTS
4TH. STREET N.W.**

SCALES
1"=20' HORZ.
1"=5' VERT.

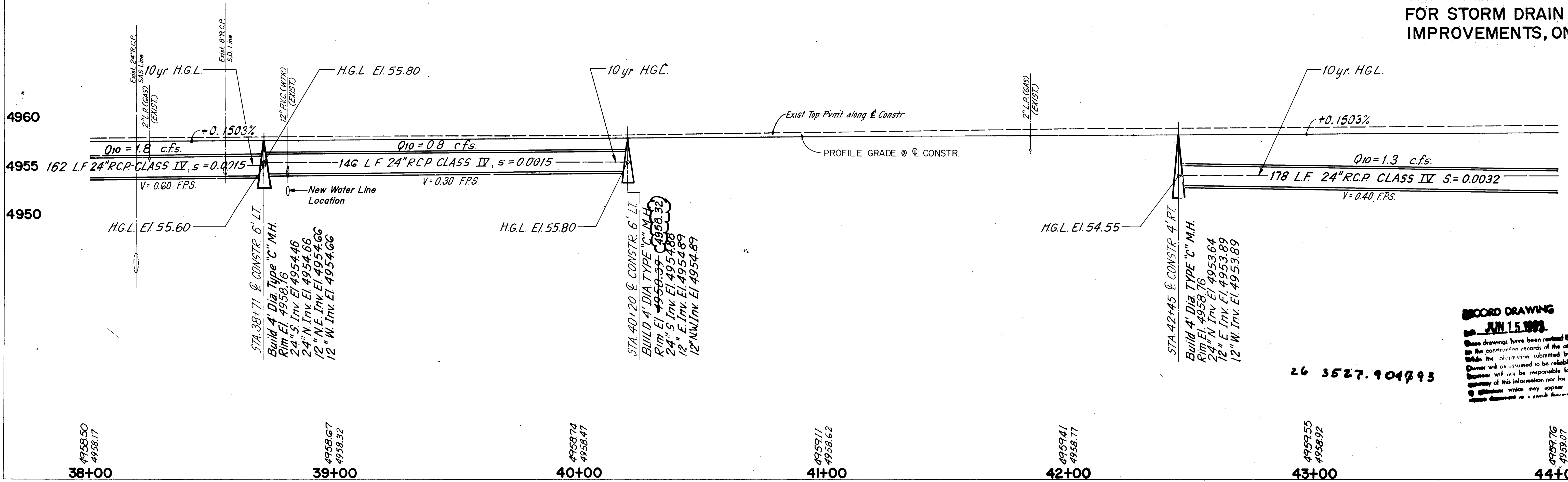
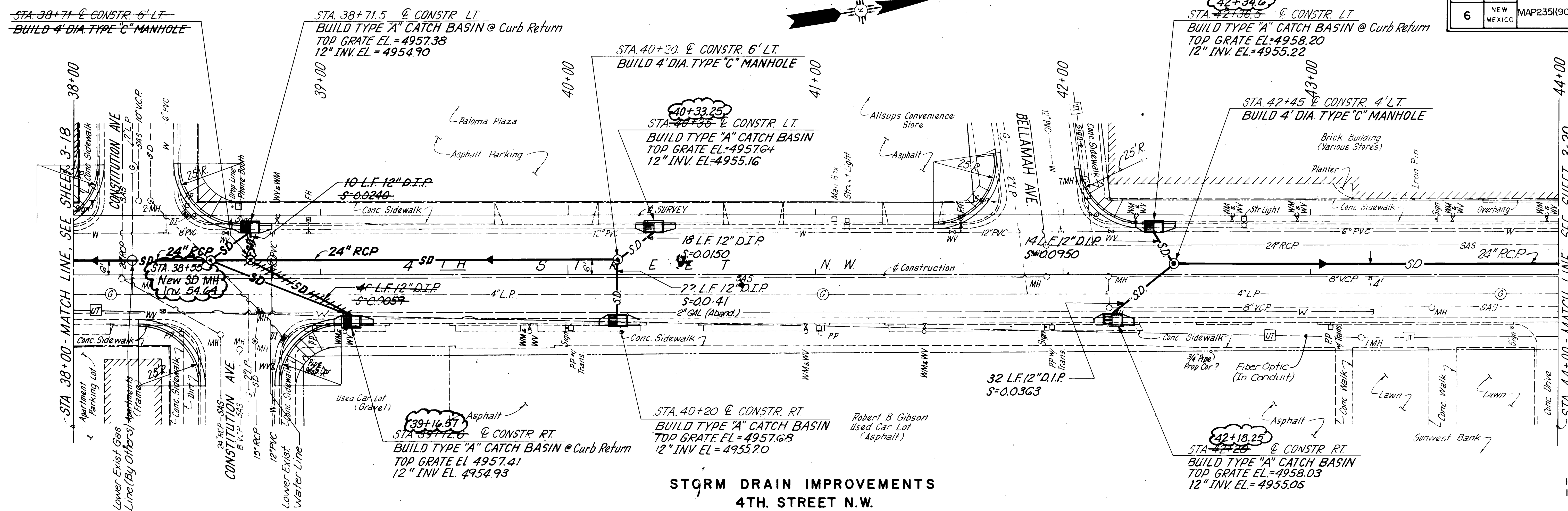
**THIS SHEET ACCURATE
FOR STORM DRAIN
IMPROVEMENTS, ONLY**



26 3527.904693

RECORD DRAWING
JUN 15 1993
These drawings have been revised based on the construction of the work. While the drawings are submitted by the engineer, the contractor is responsible for the accuracy of the information not for any errors which may appear in a record drawing as a result of the work.

F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP235(900)	3-19	



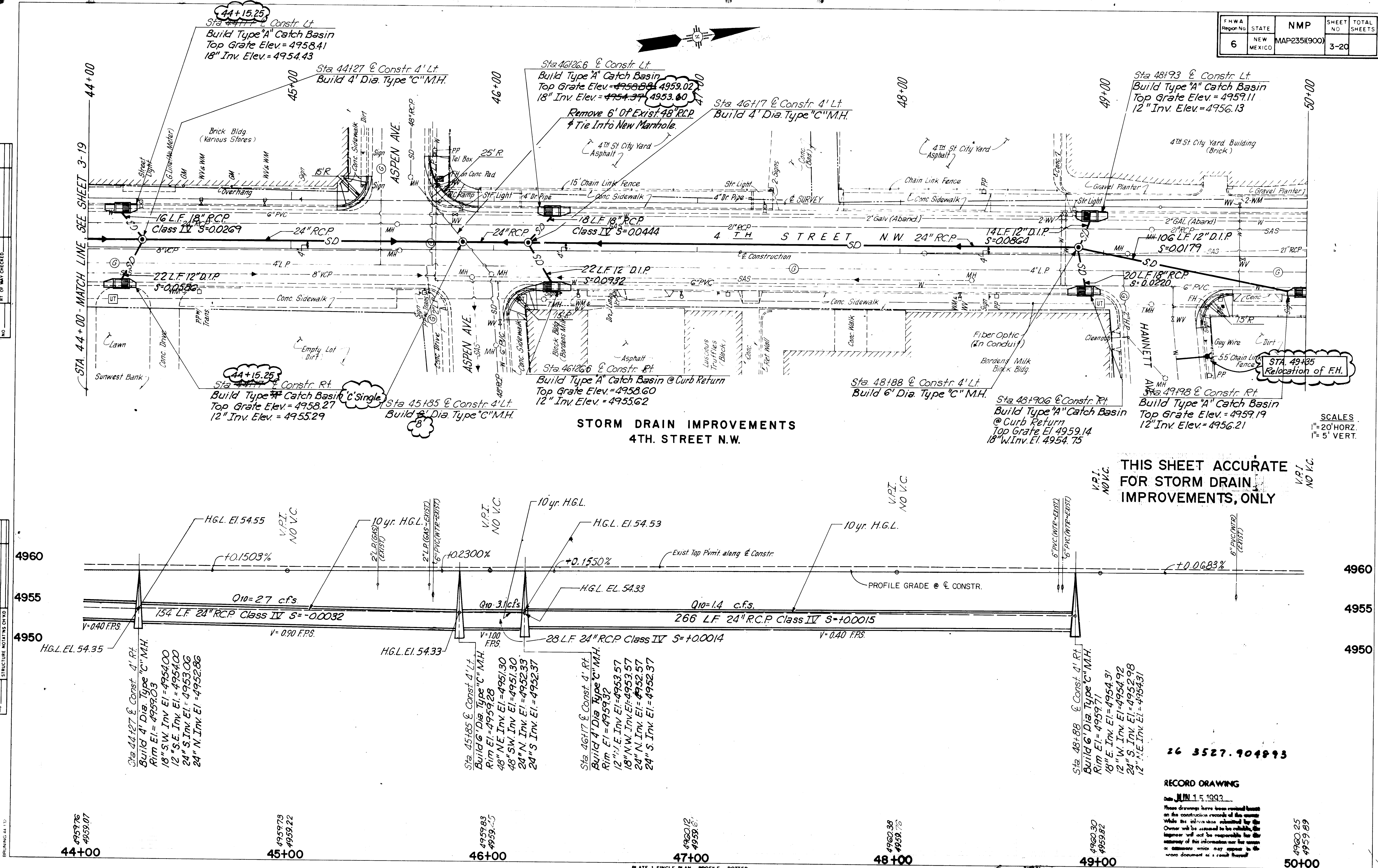
RECORD DRAWING
JUN 15 1999

These drawings have been retained on file in the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the engineer will not be responsible for the accuracy of this information nor for any errors or omissions which may appear in the record drawings.

F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	3-20	

PLAN	DATE	BY
SURVEYED PLOTTED ALIGNED CHECKED NOTE BOOK NO.		

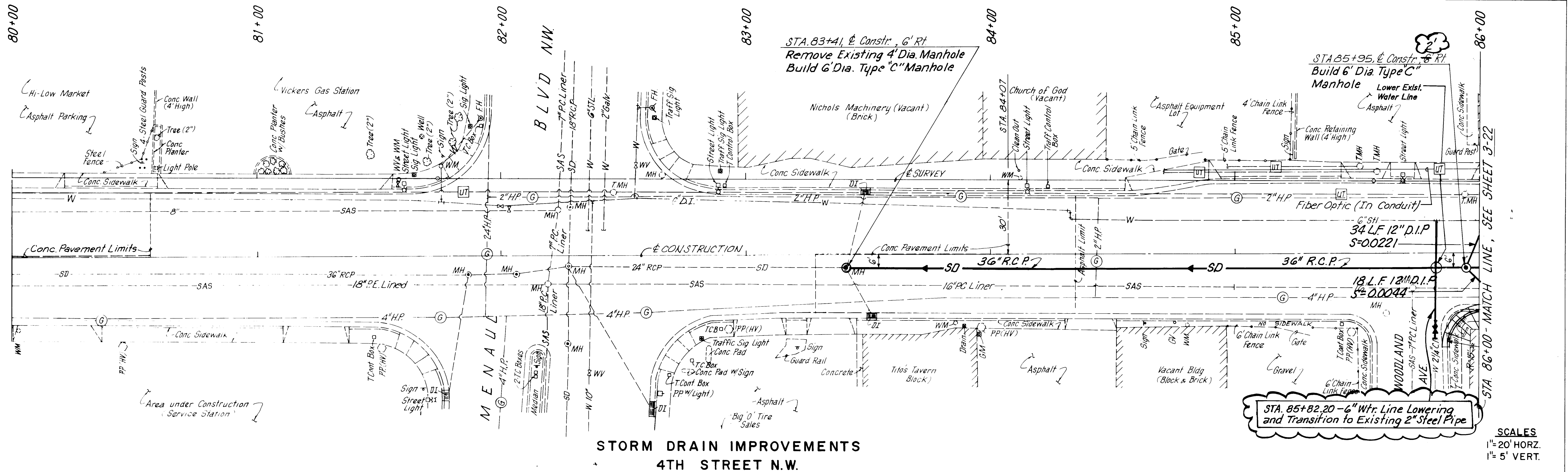
PROFILE	DATE	BY
SURVEYED PLOTTED CHECKED NOTE BOOK NO.		



F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP 2351(900)	3-21	

PLAN	DATE	BY
SURVEYED		
DESIGNED		
CHECKED		
NOTED		
STRUCTURE NOTATIONS CHKD		

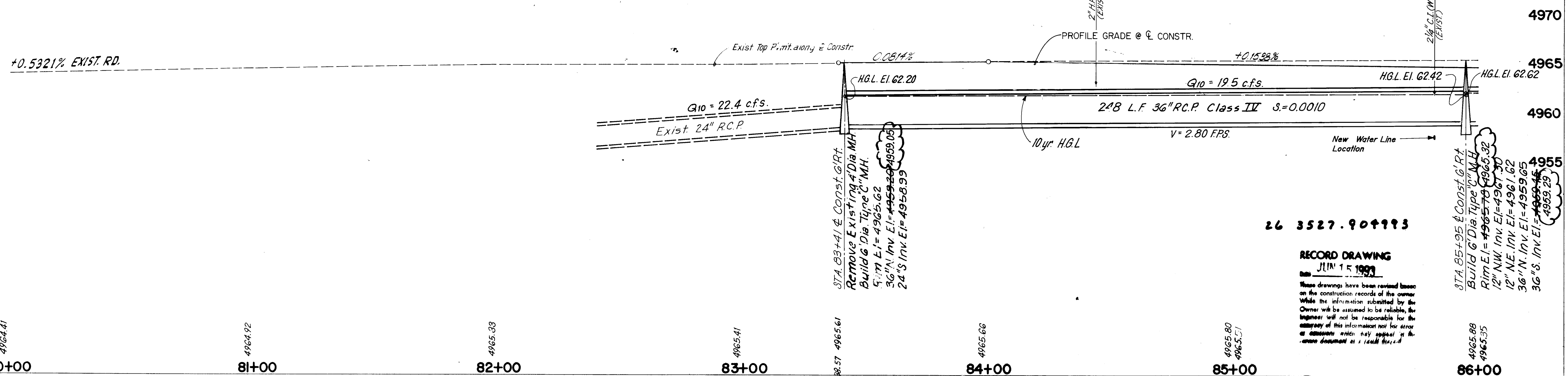
PROFILE	DATE	BY
SURVEYED		
DESIGNED		
CHECKED		
NOTED		
STRUCTURE NOTATIONS CHKD		



**STORM DRAIN IMPROVEMENTS
4TH STREET N.W.**

SCALES
1" = 20' HORZ.
1" = 5' VERT.

**THIS SHEET ACCURATE
FOR STORM DRAIN
IMPROVEMENTS, ONLY**



26 3527.904993

RECORD DRAWING

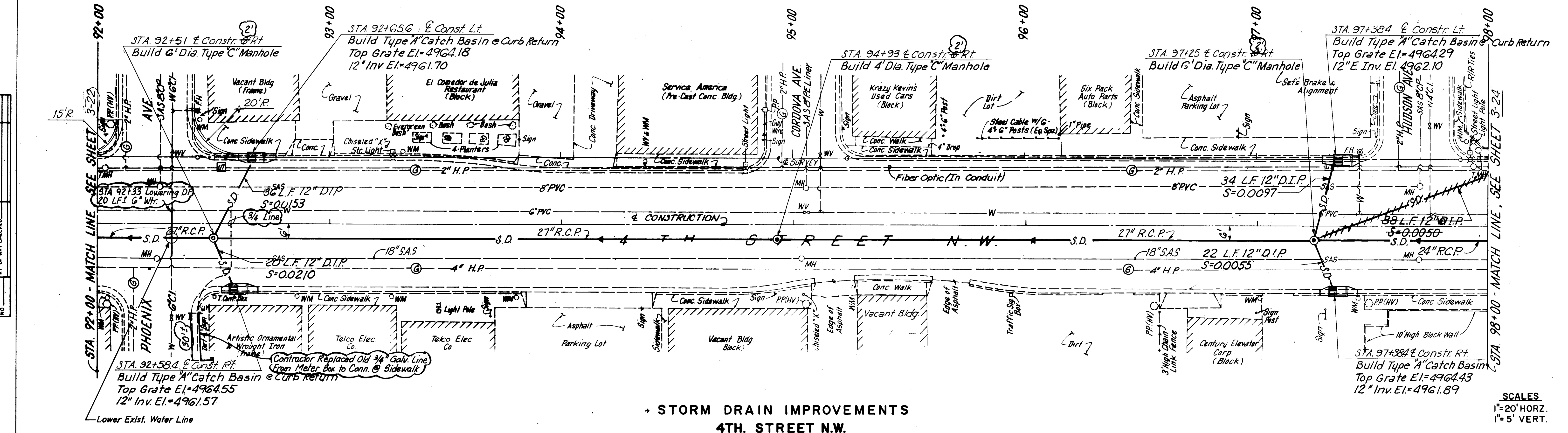
JUL 15 1993

These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for any errors or omissions which may appear in the same document as a result thereof.

F.H.W.A. Region No.	STATE	NMP	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	3-23	

PLAN	DATE
SURVEYED	
PLOTTED	
CHECKED	
NOTED	
NO	

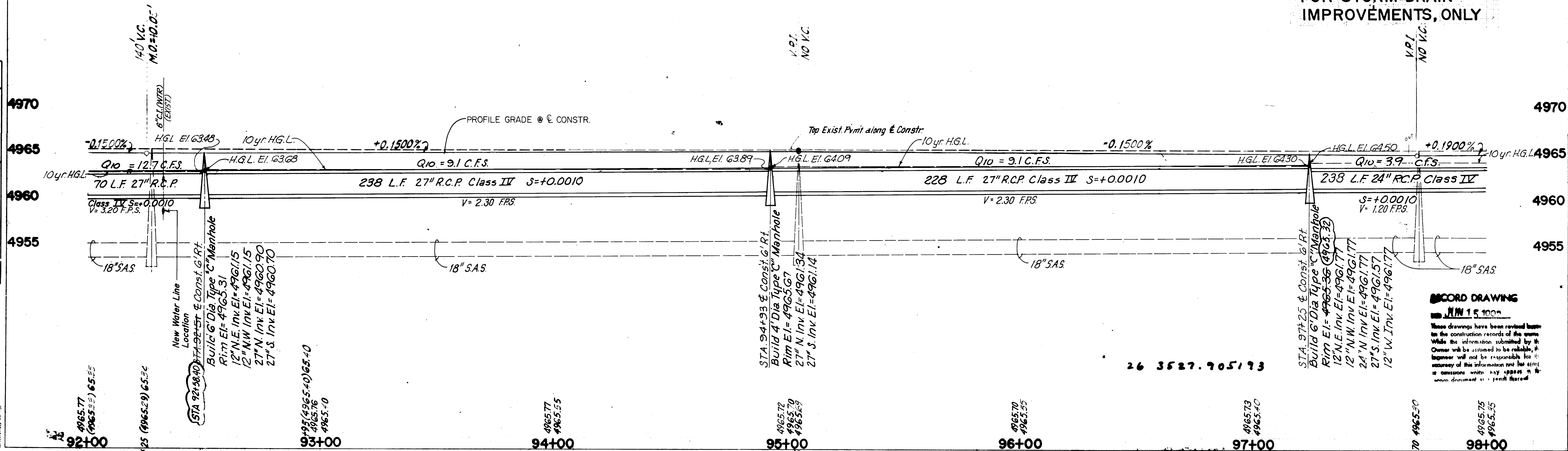
PROFILE	DATE
SURVEYED	
PLOTTED	
CHECKED	
NOTED	
NO	



STORM DRAIN IMPROVEMENTS
4TH. STREET N.W.

SCALES
1"=20' HORZ.
1"=5' VERT.

THIS SHEET ACCURATE
FOR STORM DRAIN
IMPROVEMENTS, ONLY

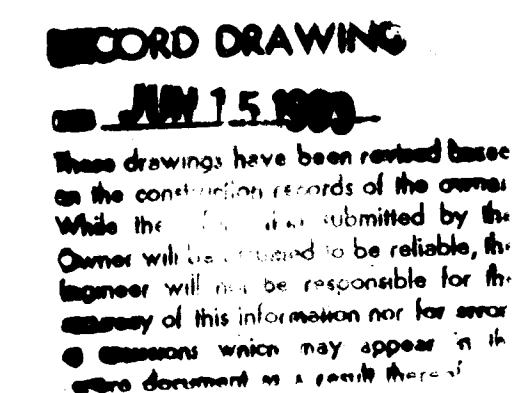


RECORD DRAWING

These drawings have been revised based on the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the engineer will not be responsible for the accuracy of this information nor for any omissions which may appear in the same document as is herein stated.

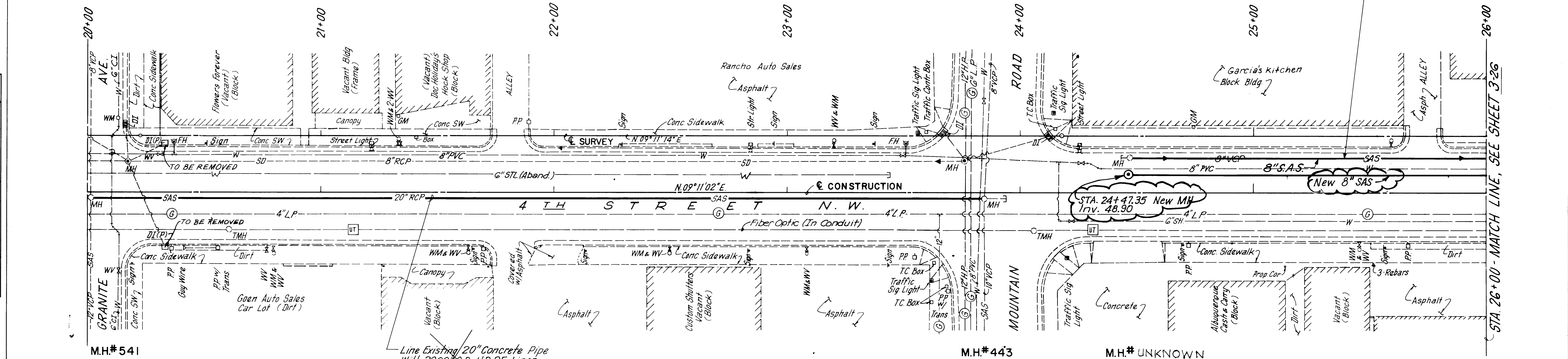
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	GRADES CHECKED		
NO	B M - NOTED		

FHWA Region No	STATE	NMP	SHEET NO	TOTAL SHEET
6	NEW MEXICO	MAP-235(900)	3-24	



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	RT OF WAY CHECKED		
NOTE BOOK			
NO			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
NOTE BOOK			
GRADES CHECKED			
B.M.'S. NOTED			
STRUCTURE NOTATIONS CH'KD			



SCALES
1" = 20' HORZ.
1" = 5' VERT.

THIS SHEET ACCURATE
FOR SANITARY SEWER
REHABILITATION, ONLY

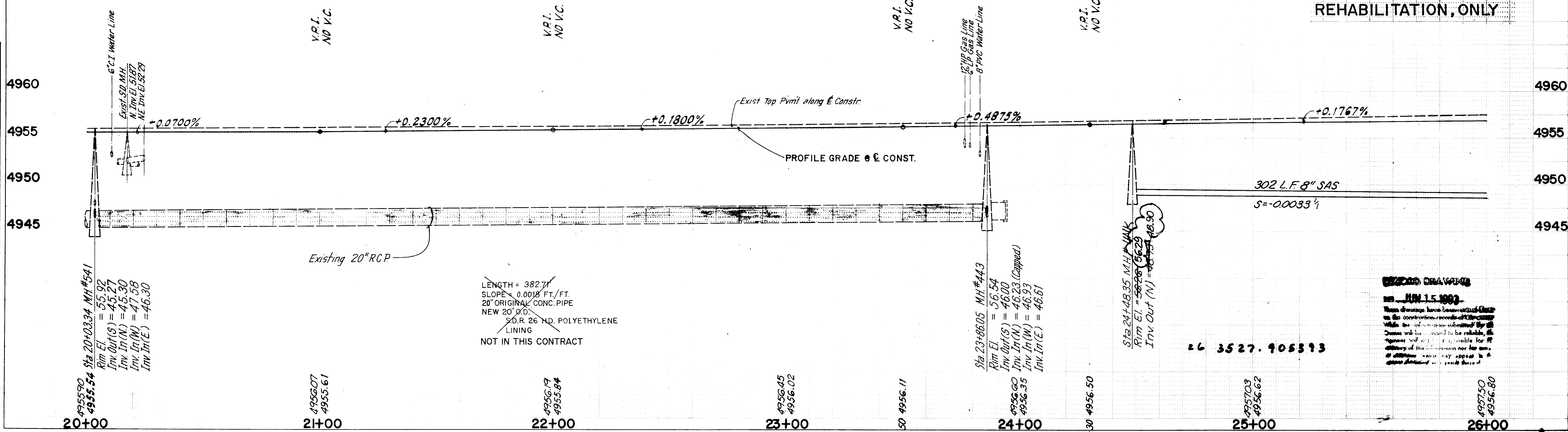


EXHIBIT DRAWING

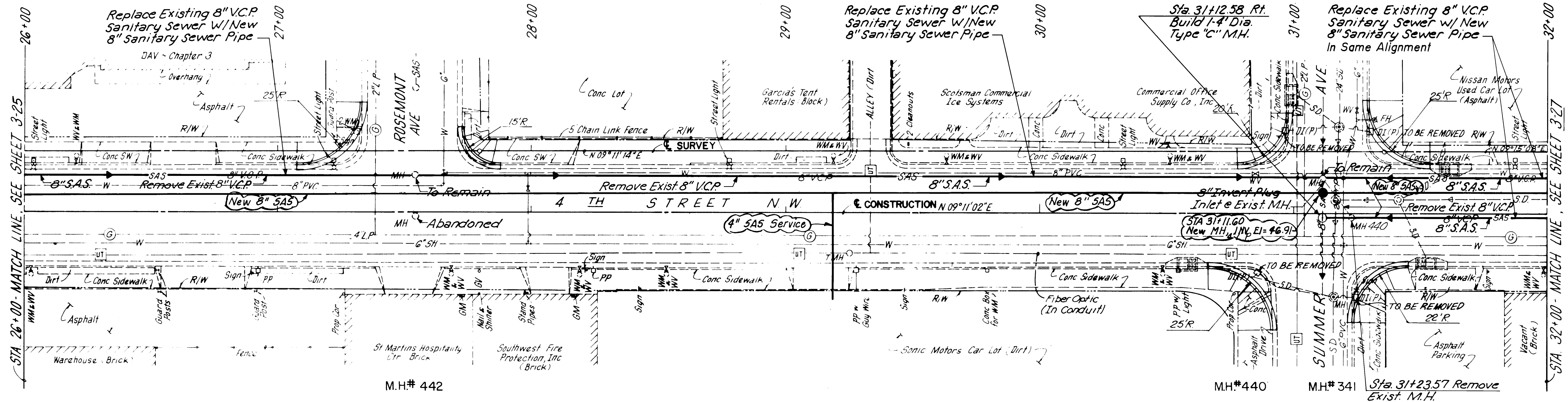
NOV 15 1993

When drawings have been submitted to the construction records office, the drawings will not be returned to the submitter. While the drawings are submitted by the submitter, the submitter is responsible for the delivery of this information not for any other reason, which may appear in the drawings themselves or any other drawings.

F.H.W.A. Region No.	STATE	N.M.P. MAP 235(900)	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO		3-26	

PLAN	DATE	BY	DATE
SURVEYED			
NOTED			
ALIGNED			
CHECKED			
NO.			

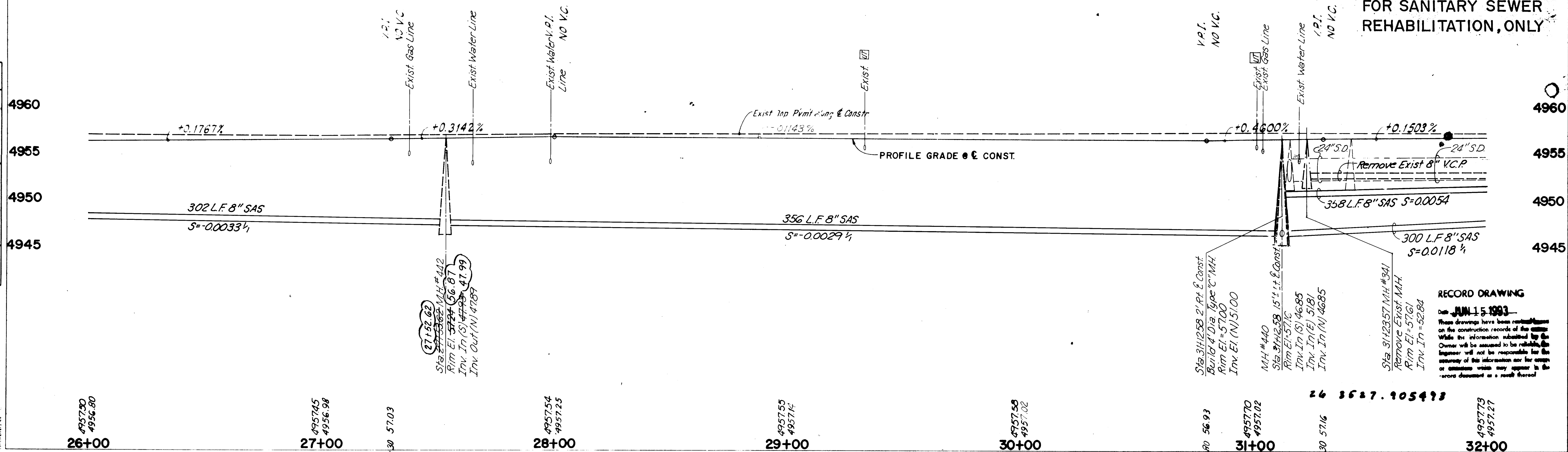
PROFILE	DATE	BY	DATE
SURVEYED			
NOTED			
ALIGNED			
CHECKED			
NO.			



**SANITARY SEWER REHABILITATION
4TH. STREET N.W.**

SCALES
1"=20' HORZ.
1"=5' VERT.

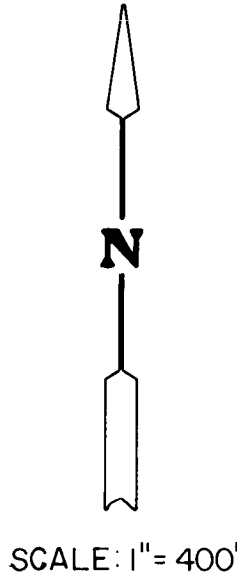
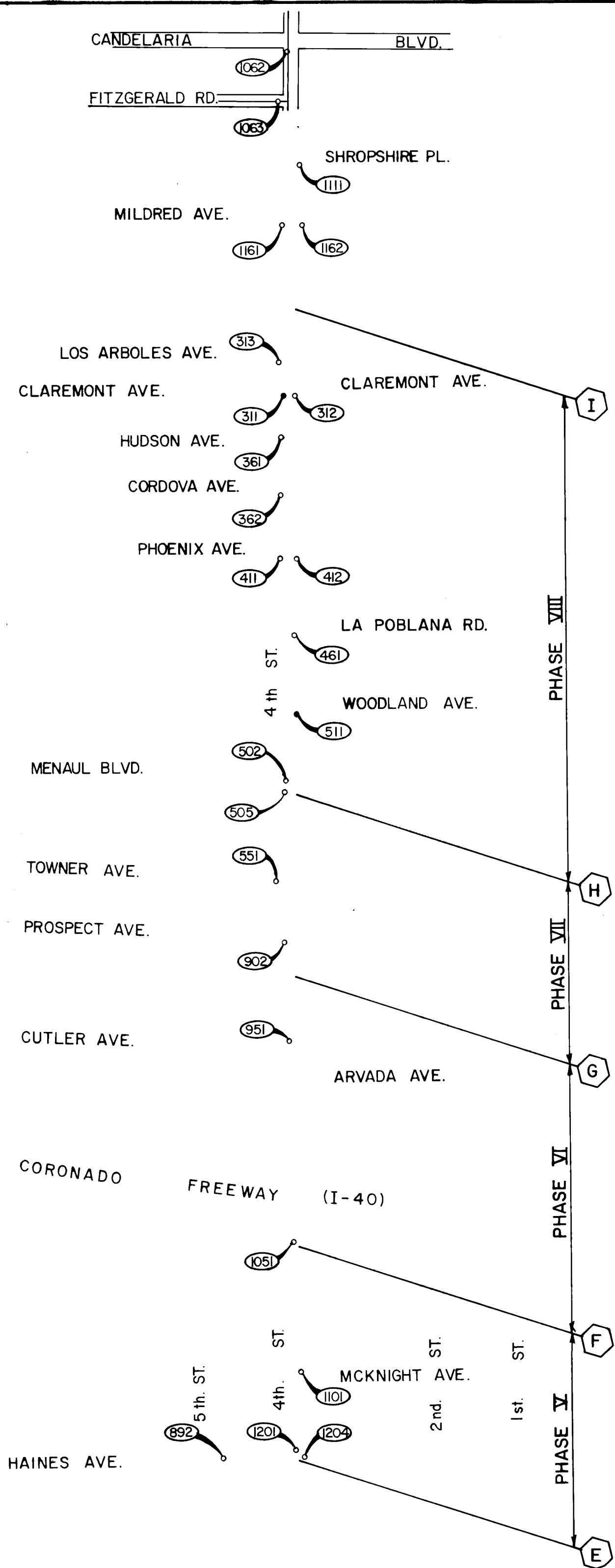
**THIS SHEET ACCURATE
FOR SANITARY SEWER
REHABILITATION, ONLY**



RECORD DRAWING

Date **JUN 15 1993**
These drawings have been reviewed based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in the record documents as a result thereof.

F H W A Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	3-29	



WATER VALVE SHUT-OFF PLAN

FOR ANY CONSTRUCTION WORK PERFORMED WHICH REQUIRES TEMPORARY SHUT DOWN OF THE WATER SYSTEM, THE FOLLOWING SHUT-OFF PLANS SHALL BE FOLLOWED. A SEPARATE WATER SHUT-OFF PLAN IS PROVIDED FOR EACH CONSTRUCTION PHASE. PHASES ARE CONSISTENT WITH THE TRAFFIC PHASE PRESENTED ON SHEETS 5 - 1 TO 5 - 6.

WATER SHUT-OFF SCHEDULE (BY PHASE)

PHASE V (E) TO (F)

CLOSE THE FOLLOWING VALVES:
892, 1201, 1204, 1101, 1051

PHASE VI (F) TO (G)

VALVE SHUTDOWN NOT REQUIRED IN THIS PHASE

PHASE VII (G) TO (H)

CLOSE THE FOLLOWING VALVES:
951, 902, 551, 505

PHASE VIII (H) TO (I)

CLOSE THE FOLLOWING VALVES:
502, 461, 411, 412, 362, 361, 312, 313, 1161, 1162, 1111, 1063, 1062, 311, 511

LEGEND	
	WATER VALVE FOUND
	WATER VALVE NOT FOUND

RECORD DRAWING
JUN 15 1993

These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be used to the maximum extent possible, the Engineer will not be responsible for the accuracy of the information nor for any omissions or errors that may appear in the same document or in any other phase of the project.

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No.	DESCRIPTION	DATE	BY
REVISIONS (OR CHANGE NOTICES)			

26 3527.905793

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO
NEW MEXICO STATE HIGHWAY DEPARTMENT

WATER SHUT-OFF PLAN
PHASES V TO VIII

APPROVED: _____
WATER OPERATIONS

N.M.P. MAP-235(900)

SHEET 3-29

F.H.W.A. Region No.	STATE	NMP MAP 2351(900)	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO		4-1	

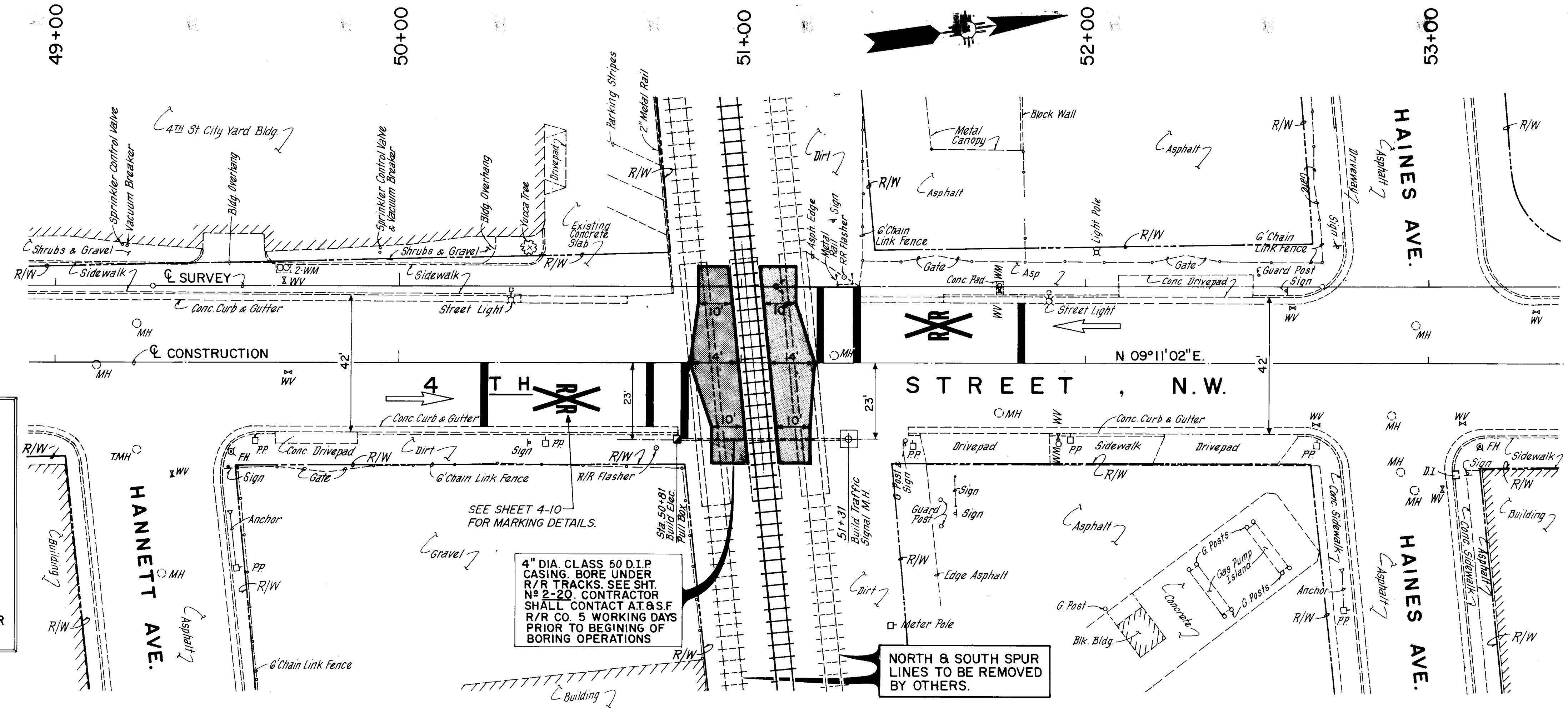
STA. 50+84.54 TO STA. 51+21.75 REMOVE
A.C. PAVEMENT AS REQUIRED FOR P.C.C.
PAVEMENT CONSTRUCTION.

STA. 50+84.54 TO STA. 51+21.75 BUILD P.C.C.
PAVEMENT (SEE SHEET 4-2 & 4-3)

SEE 4TH ST. PLANS FOR
LIMITS OF CONSTRUCTION
IN THIS AREA.

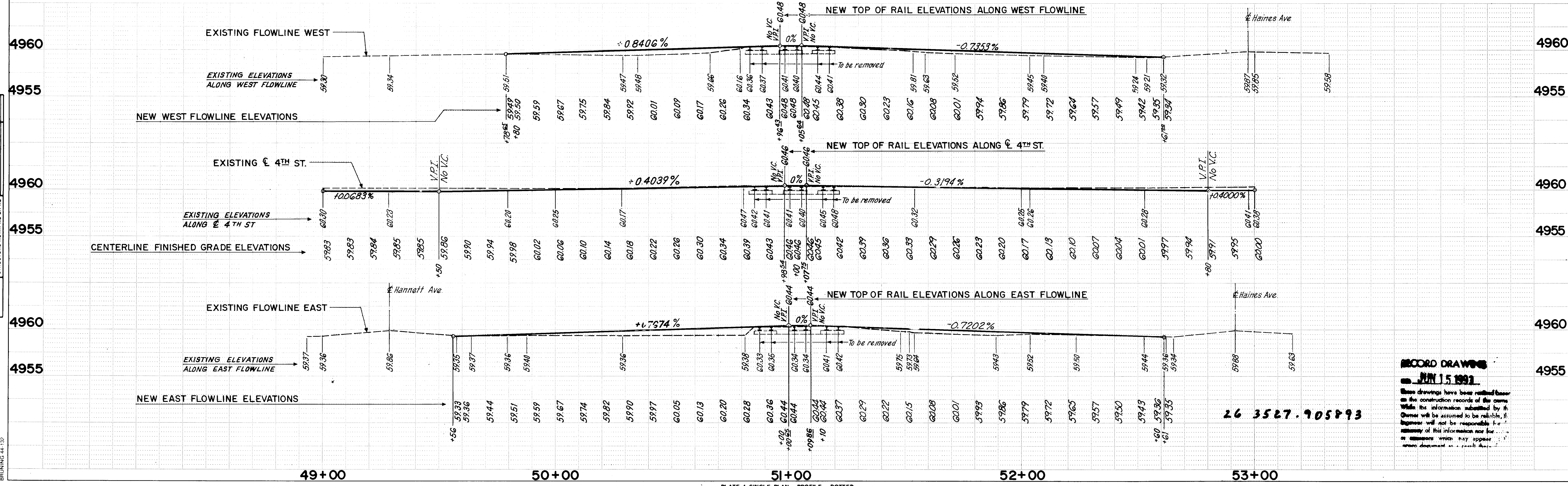
CONTRACTOR SHALL NOT PROCEED TO WORK
ON 4TH STREET RAILROAD CROSSING
UNTIL PROPER COST AND MAINTENANCE
AGREEMENTS HAVE BEEN CONSUMMATED
BETWEEN AT&SF RAILROAD AND THE CITY
OF ALBUQUERQUE. SUCH INFORMATION
SHALL BE PROVIDED TO THE CONTRACTOR
BY THE CONSTRUCTION ENGINEER UPON
ITS AVAILABILITY.

NOTE:
SEE PLAN & PROFILE SHEETS 3-7 & 3-8
FOR ALL REMOVAL & BUILD NOTES BETWEEN
HANNETT AVE. & HAINES AVE.
ADJUST MANHOLES, WATER VALVES & WATER
METERS TO NEW GRADE.



4 TH STREET, N.W.
PLAN
SCALE: 1" = 20'

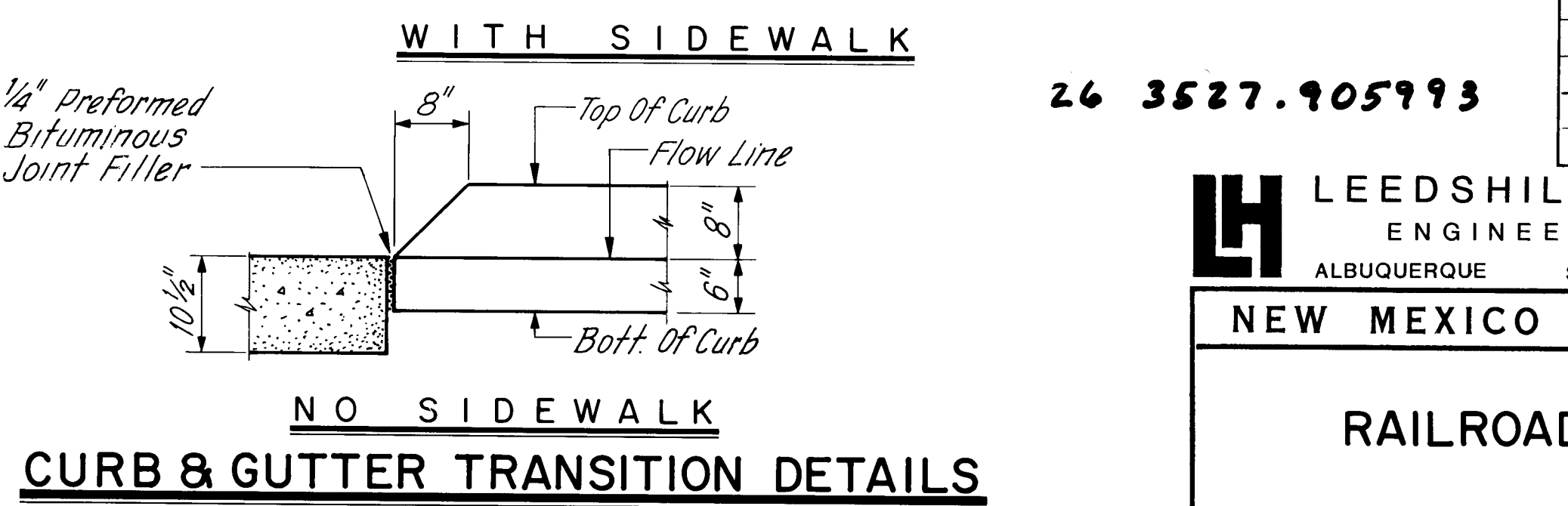
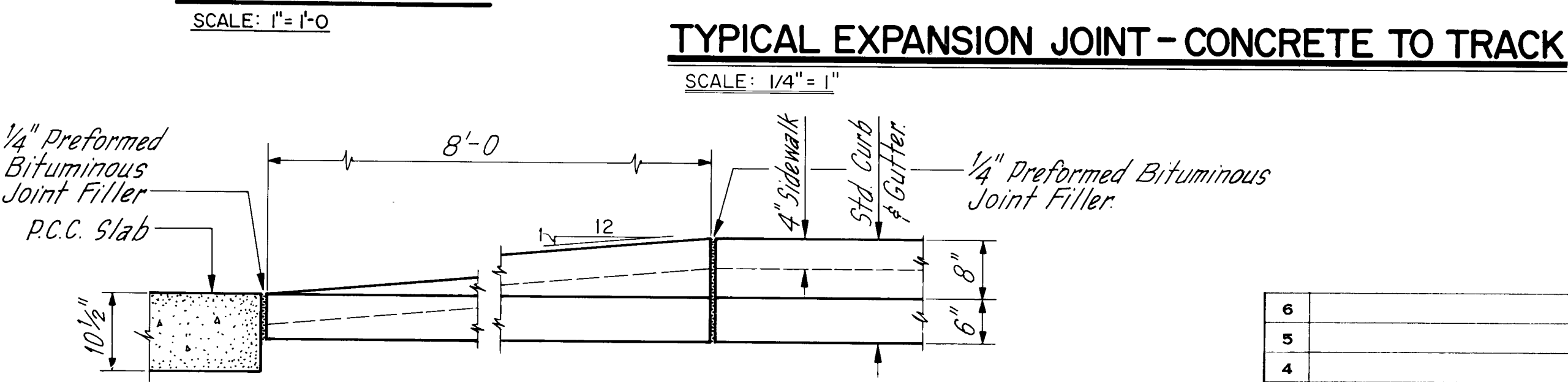
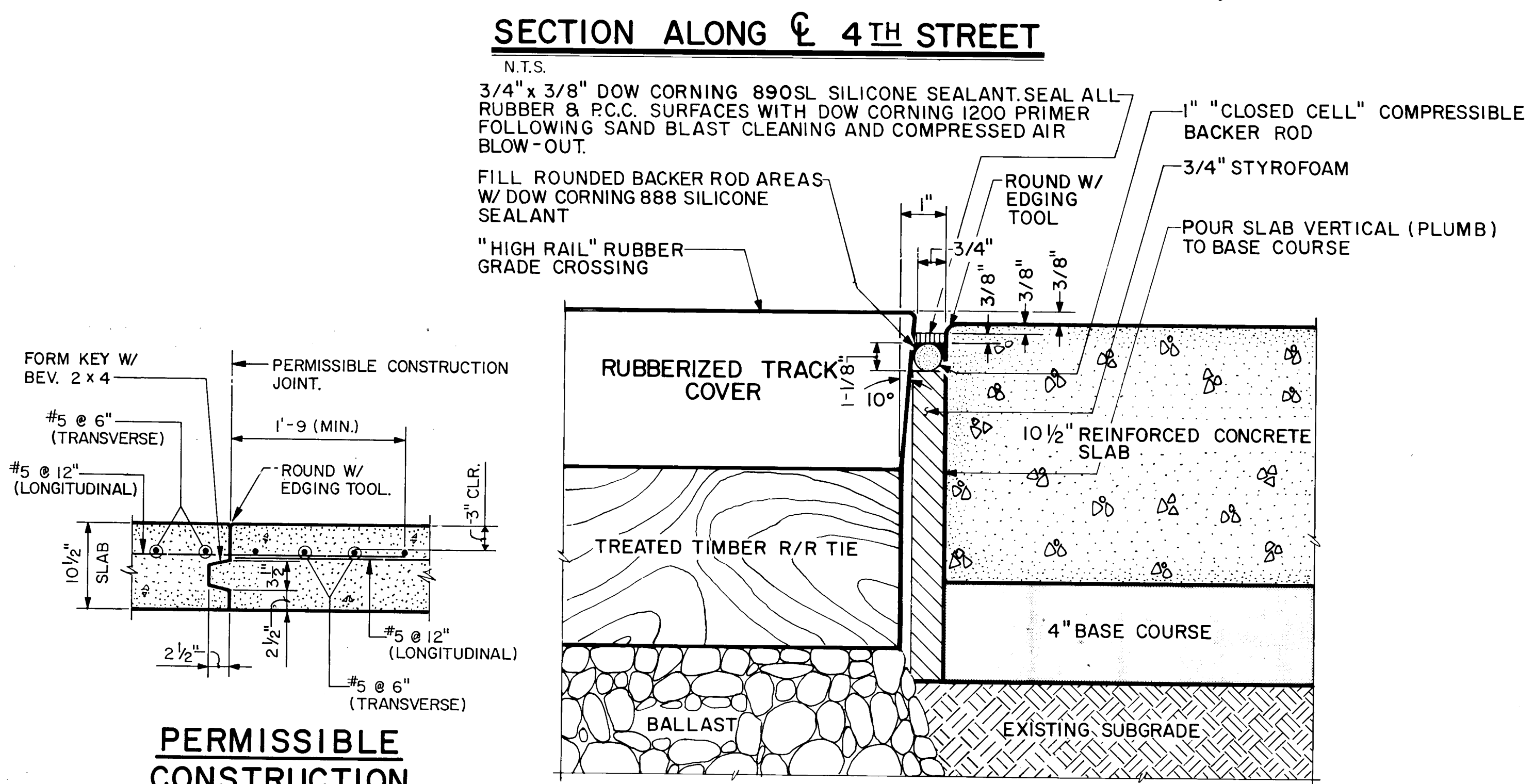
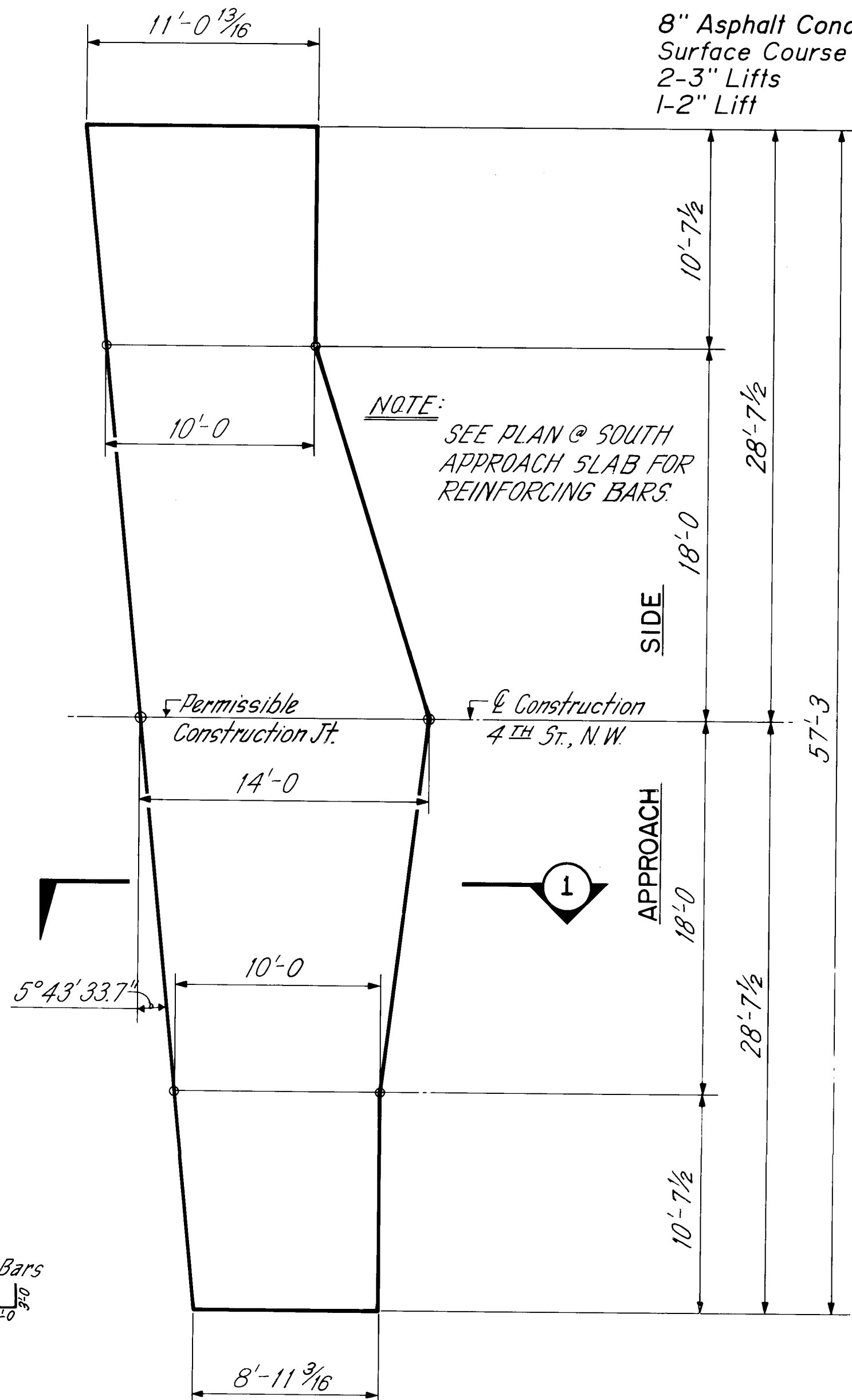
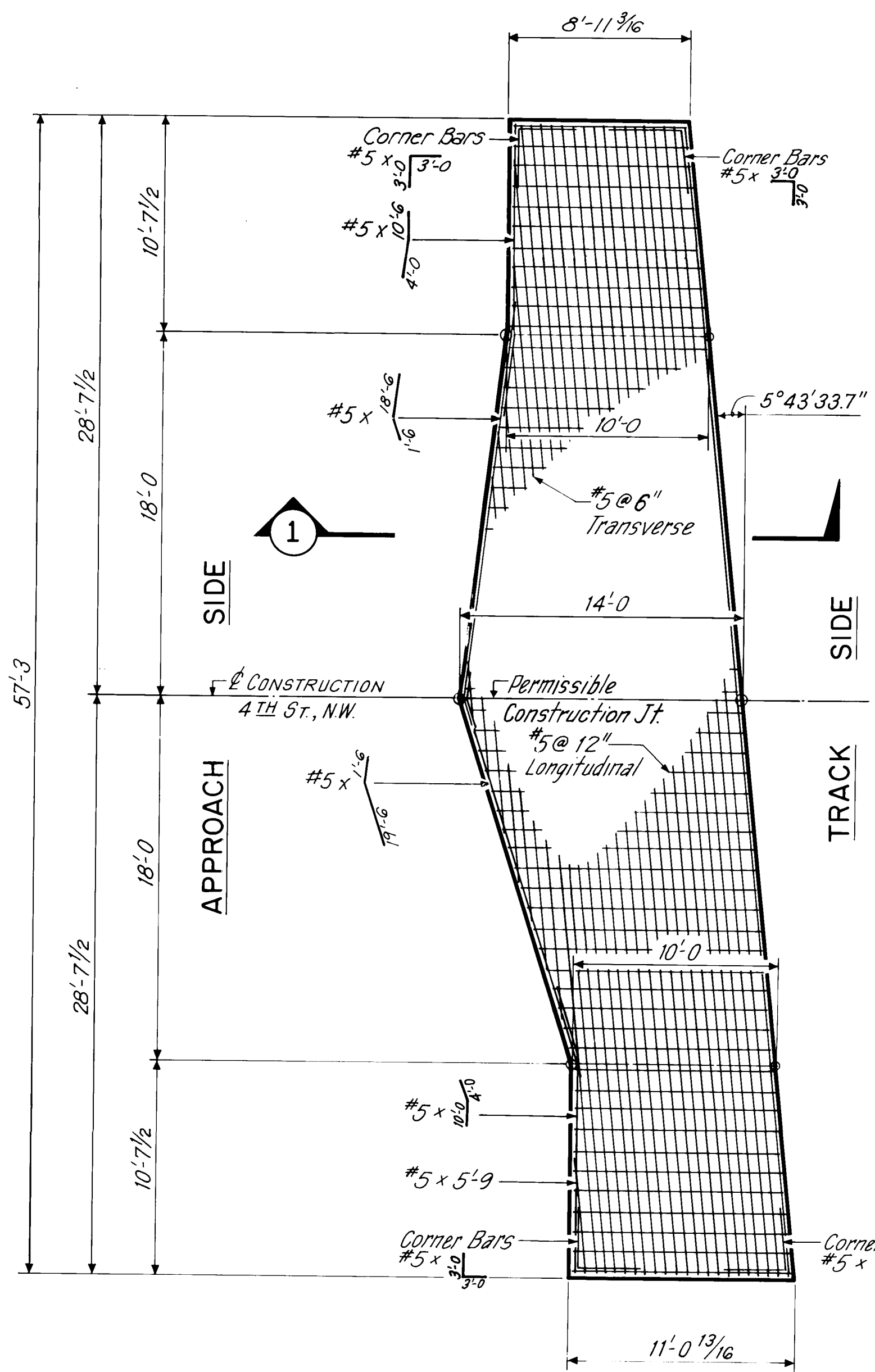
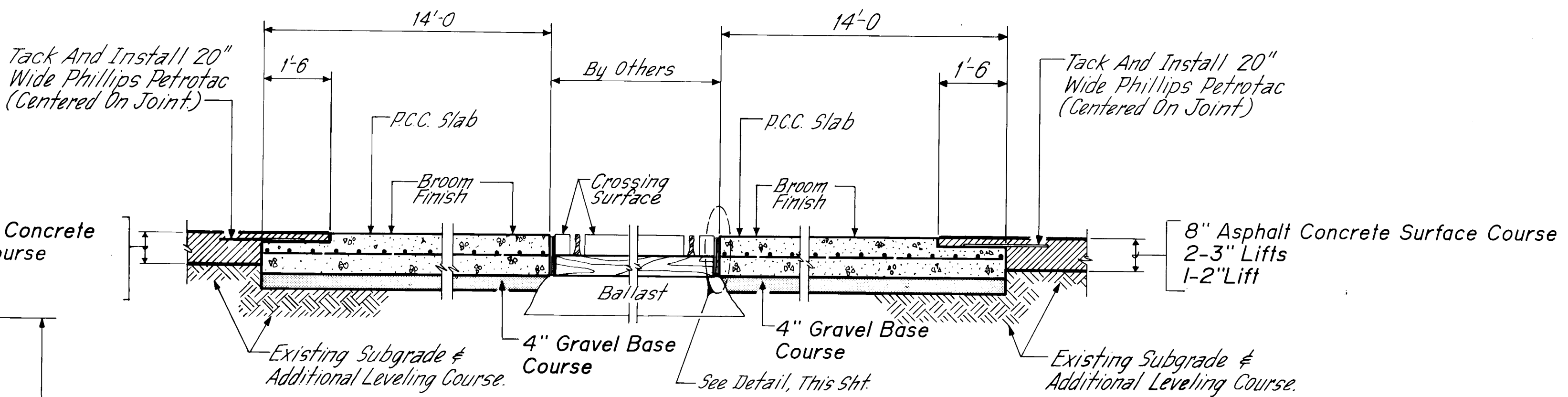
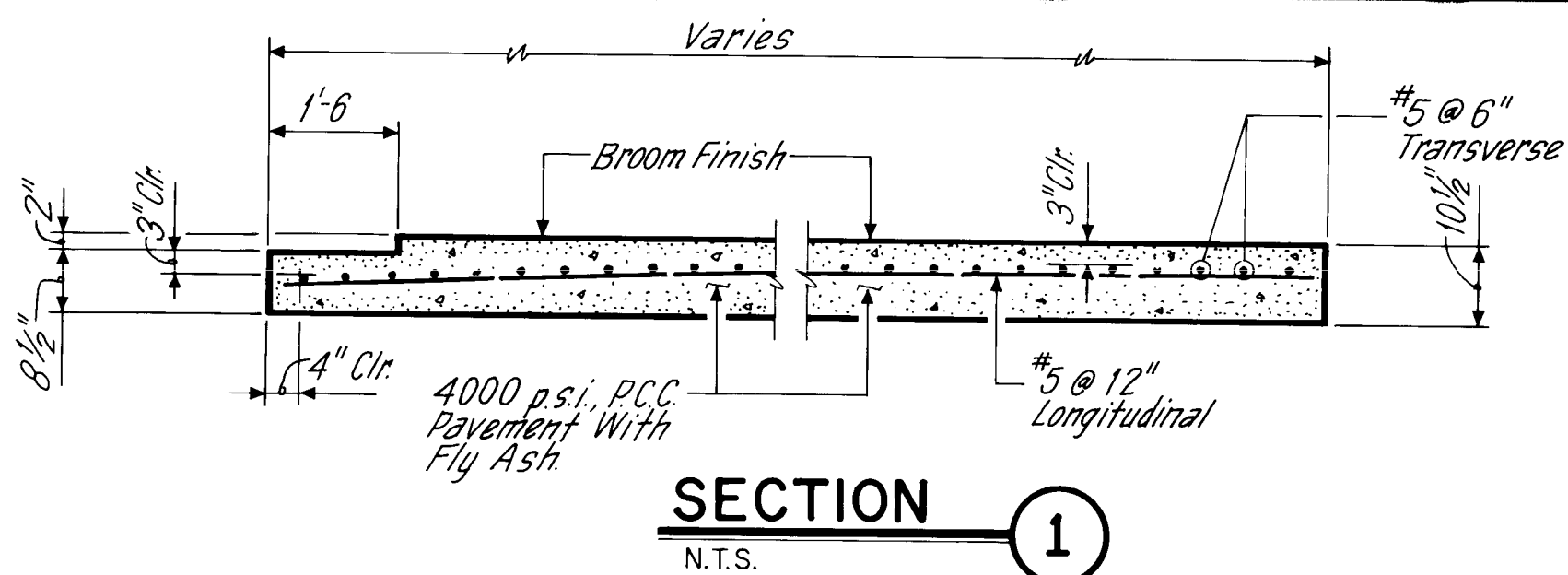
PROFILE
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.



RECORD DRAWING
JUN 15 1993
These drawings have been revised based
on the construction records of the owner.
While the information submitted by the
owner will be assumed to be reliable, the
engineer will not be responsible for
accuracy of this information nor for
any omissions which may appear
on drawings as a result of these
revisions.

26 3527.905893

F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)	4-2	



RECORD DRAWING
 JUN 15 1993
 These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will not be responsible for the accuracy of this information, nor for errors or omissions which may appear in the record drawing as a result thereof.

No.	DESCRIPTION	DATE	BY
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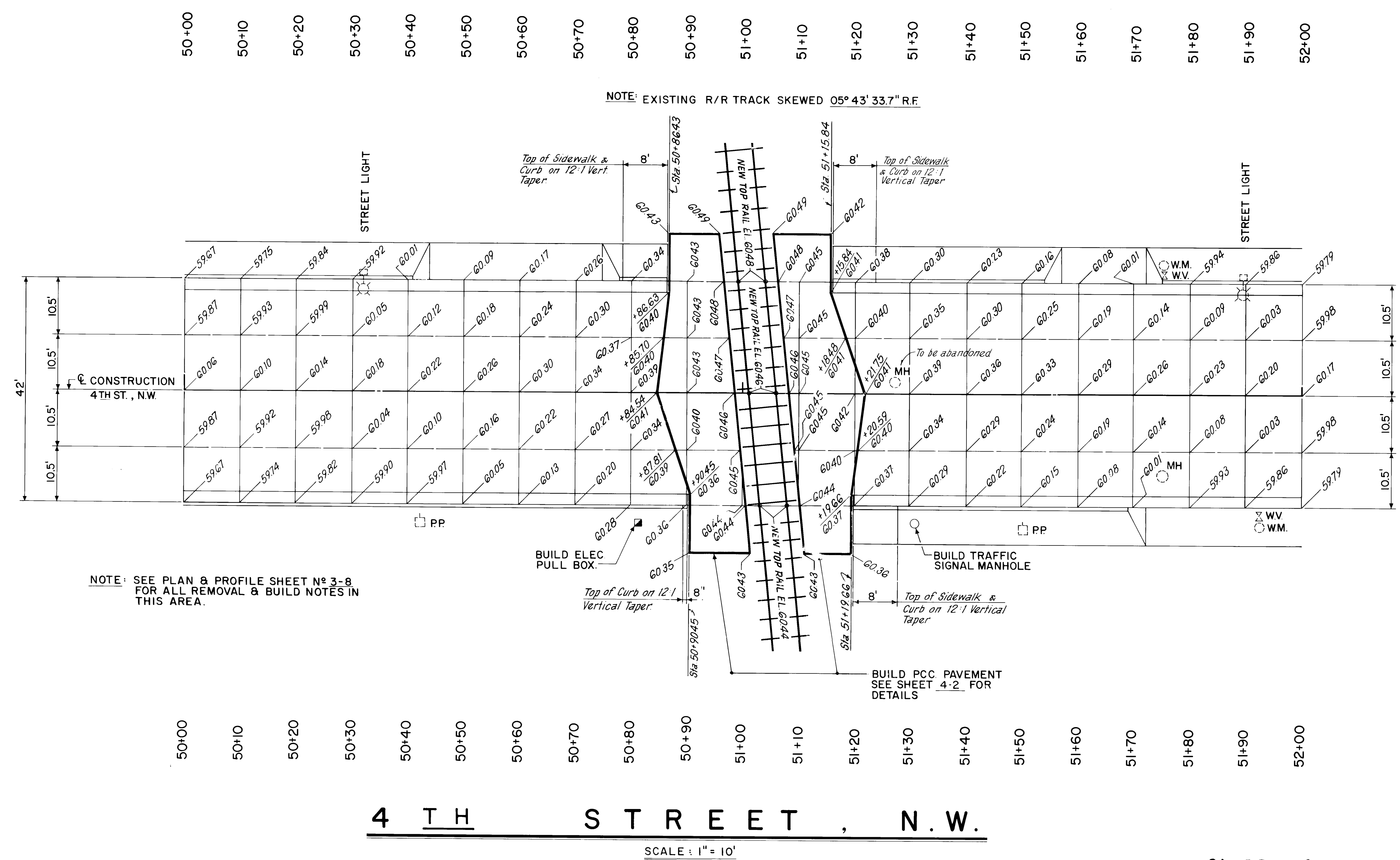
LEEDSHILL - HERKENHOFF, INC.
 ENGINEERS ARCHITECTS
 ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO
 NEW MEXICO STATE HIGHWAY DEPARTMENT

RAILROAD CROSSING @ 4TH ST., N.W.
SLAB DETAILS

JOB NO. 8081.30
 DRAWN: [Signature]
 TRACED: [Signature]
 CHECKED: [Signature]

DESIGNED: [Signature]
 CHECKED: [Signature]

THWA Region No.	STATE NEW MEXICO	NMP MAP-2351(900)	SHEET No.	TOTAL SHEETS
6			4-3	



SEE SHT. N° 4-1 FOR CONTINUATION OF PROFILE GRADE LINES.

RECORD DRAWING
JUN 15 1993
These drawings have been revised based on the construction records of the owner while the information submitted by the Owner will be used to be reliable, the Engineer will not be responsible for the accuracy of this information nor for error or omissions which may appear in the same drawings or as a result thereof.

No.	DESCRIPTION	DATE	BY
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1			
REVISIONS (OR CHANGE NOTICES)			

26 3527.906093

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

RAILROAD CROSSING @ 4TH ST., N.W.
ROADWAY ELEVATIONS

STA. 1 + 30 TO STA. 1 + 64+ RT., REMOVE CONC. CURB & GUTTER
STA. 1 + 30 TO STA. 1 + 64+ LT., REMOVE CONC. CURB & GUTTER
STA. 2 + 32 TO STA. 2 + 65.5+ LT., REMOVE CONC. CURB & GUTTER
STA. 2 + 65.5+ TO STA. 2 + 83 LT., REMOVE CONC. GUTTER PAN
STA. 2 + 98.5 TO STA. 3 + 00 LT., REMOVE CONC. CURB & GUTTER
STA. 1 + 30 TO STA. 1 + 71.17 LT., BUILD CONC. CURB & GUTTER
STA. 2 + 36.95 TO STA. 2 + 65.5+ LT., BUILD CONC. CURB & GUTTER
STA. 2 + 65.5+ TO STA. 2 + 83 LT., BUILD CONC. GUTTER PAN
STA. 2 + 41.32 TO STA. 2 + 83 RT., BUILD CONC. CURB & GUTTER

STA. 1 + 30 TO STA. 1 + 68.36 REMOVE ASPHALT CONC. PAVEMENT
STA. 1 + 68.36 TO STA. 2 + 44.14 REMOVE ASPHALT CONC. PAVEMENT
(AS REQ'D FOR P.C.C. PAVEMENT CONSTRUCTION)
STA. 2 + 44.18 TO STA. 2 + 83 REMOVE ASPHALT CONC. PAVEMENT
STA. 1 + 30 TO STA. 1 + 68.36 BUILD ASPHALT CONC. PAVEMENT
(AS SHOWN ON SHT. 4-5)
STA. 1 + 68.36 TO STA. 2 + 44.14 BUILD P.C.C. PAVEMENT
(AS SHOWN ON SHT. 4-5)
STA. 2 + 44.14 TO STA. 2 + 83 BUILD ASPHALT CONC. PAVEMENT
(AS SHOWN ON SHT. 4-5)

CONTRACTOR SHALL NOT PROCEED TO WORK ON 3RD STREET RAILROAD CROSSING UNTIL PROPER COST AND MAINTENANCE AGREEMENTS HAVE BEEN CONSUMMATED BETWEEN AT&SF RAILROAD AND THE CITY OF ALBUQUERQUE. SUCH INFORMATION SHALL BE PROVIDED TO THE CONTRACTOR BY THE CONSTRUCTION ENGINEER UPON ITS AVAILABILITY.

HANNETT AVE.

HAINES AVE.

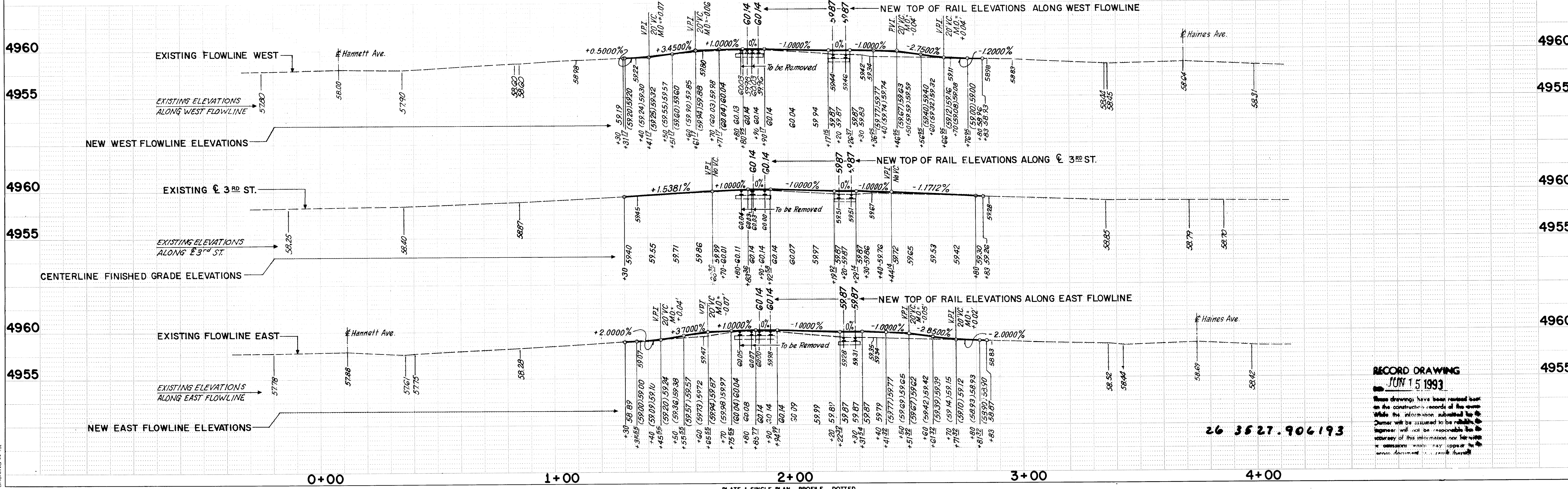
3 RD STREET

N. W.

3 RD STREET, N.W.

PLAN
SCALE: 1" = 20'

PROFILE
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

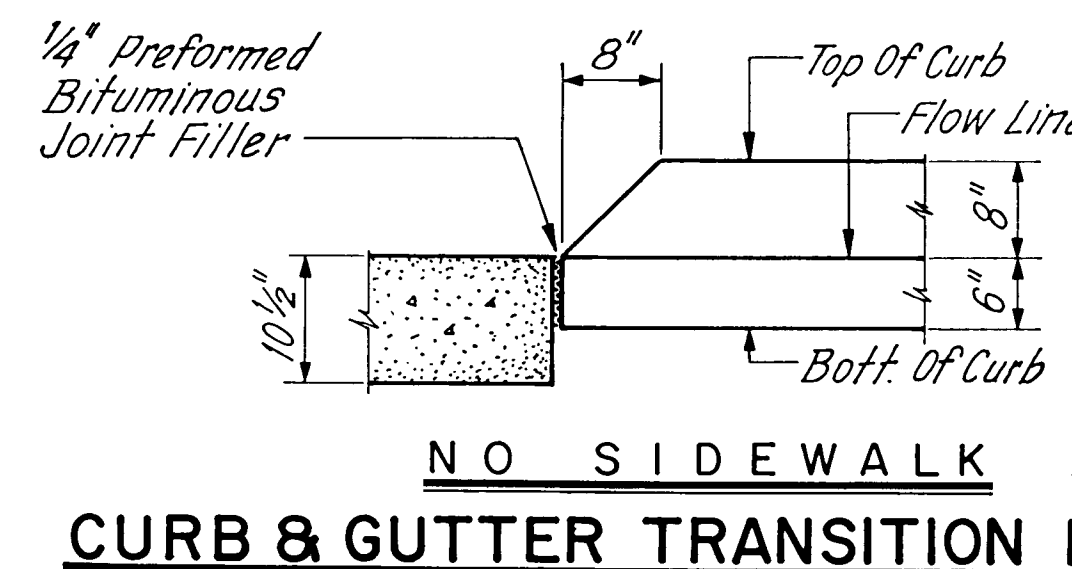
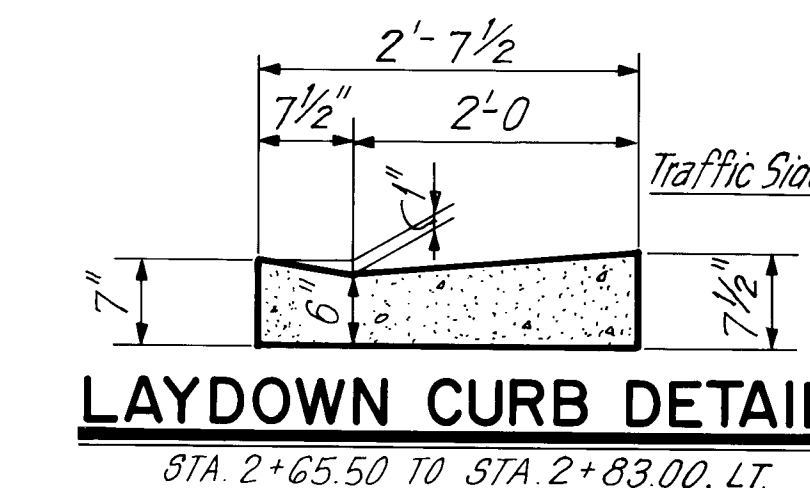
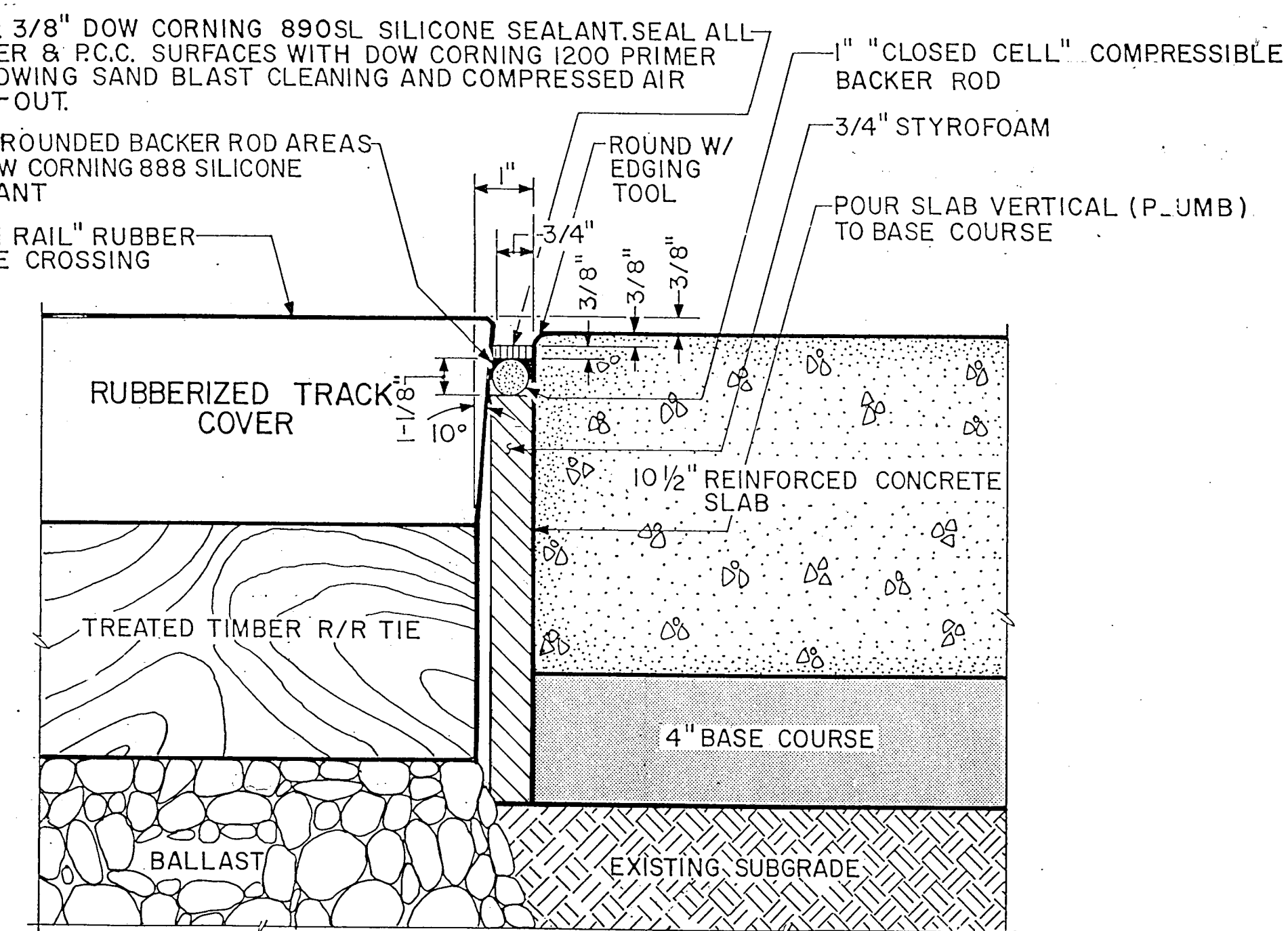
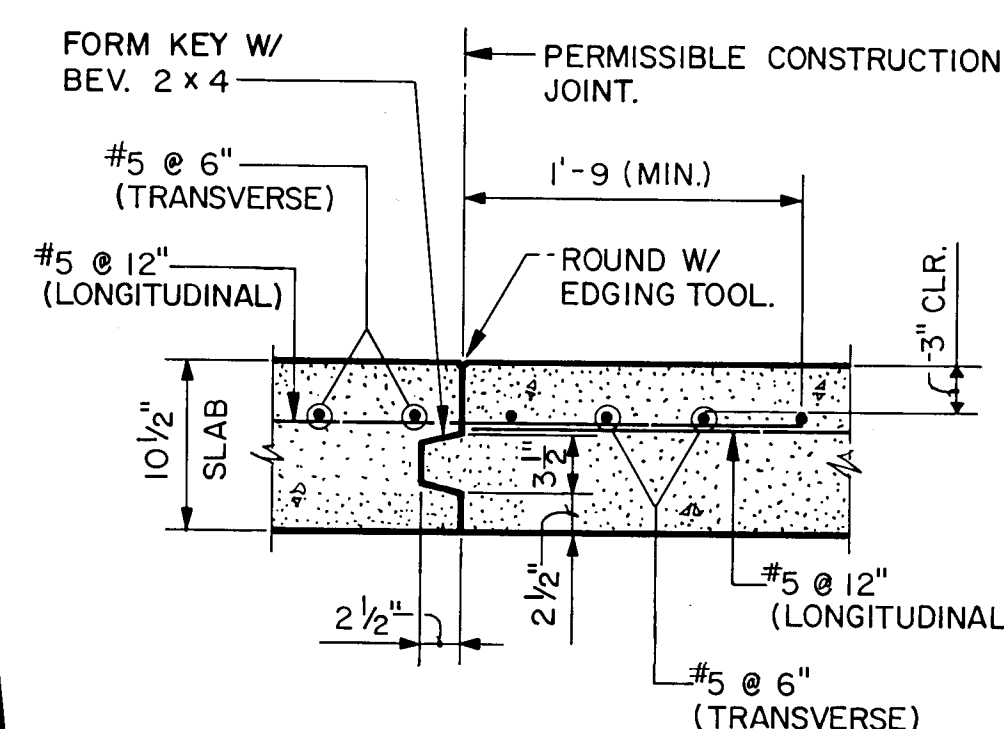
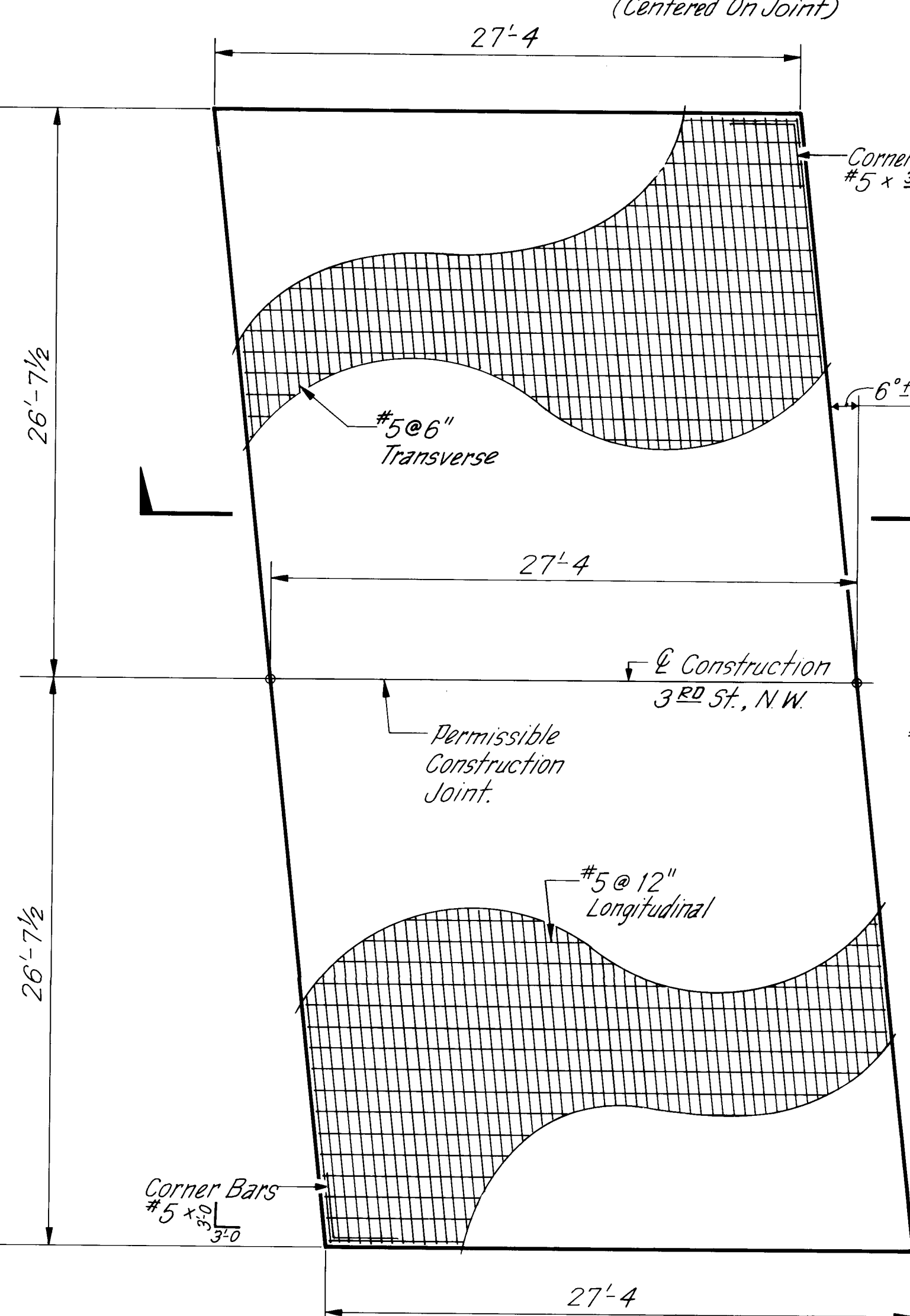
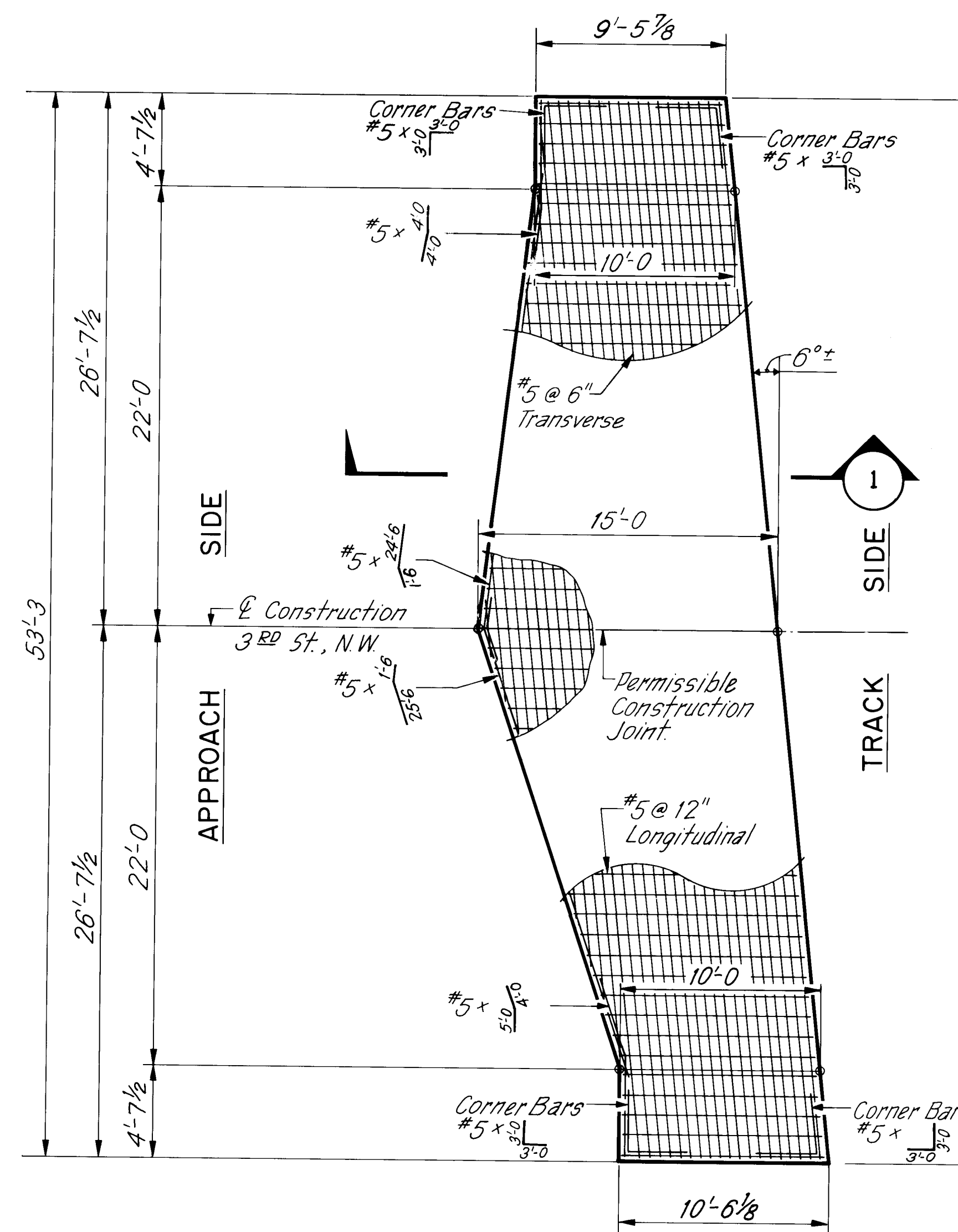
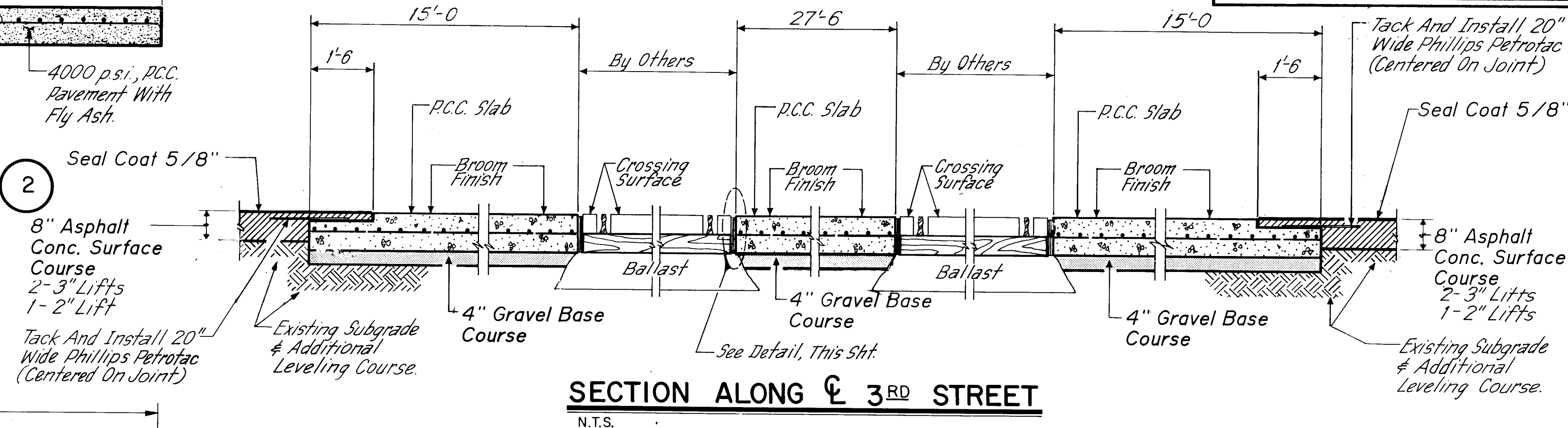
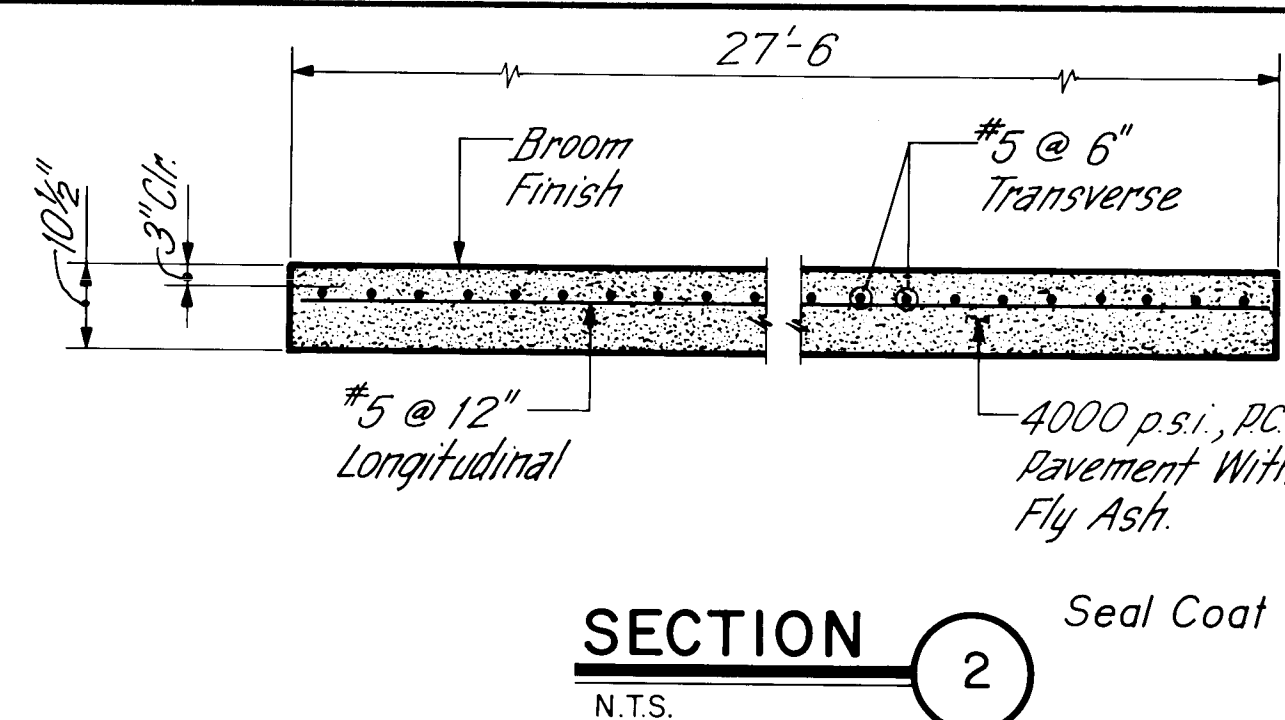
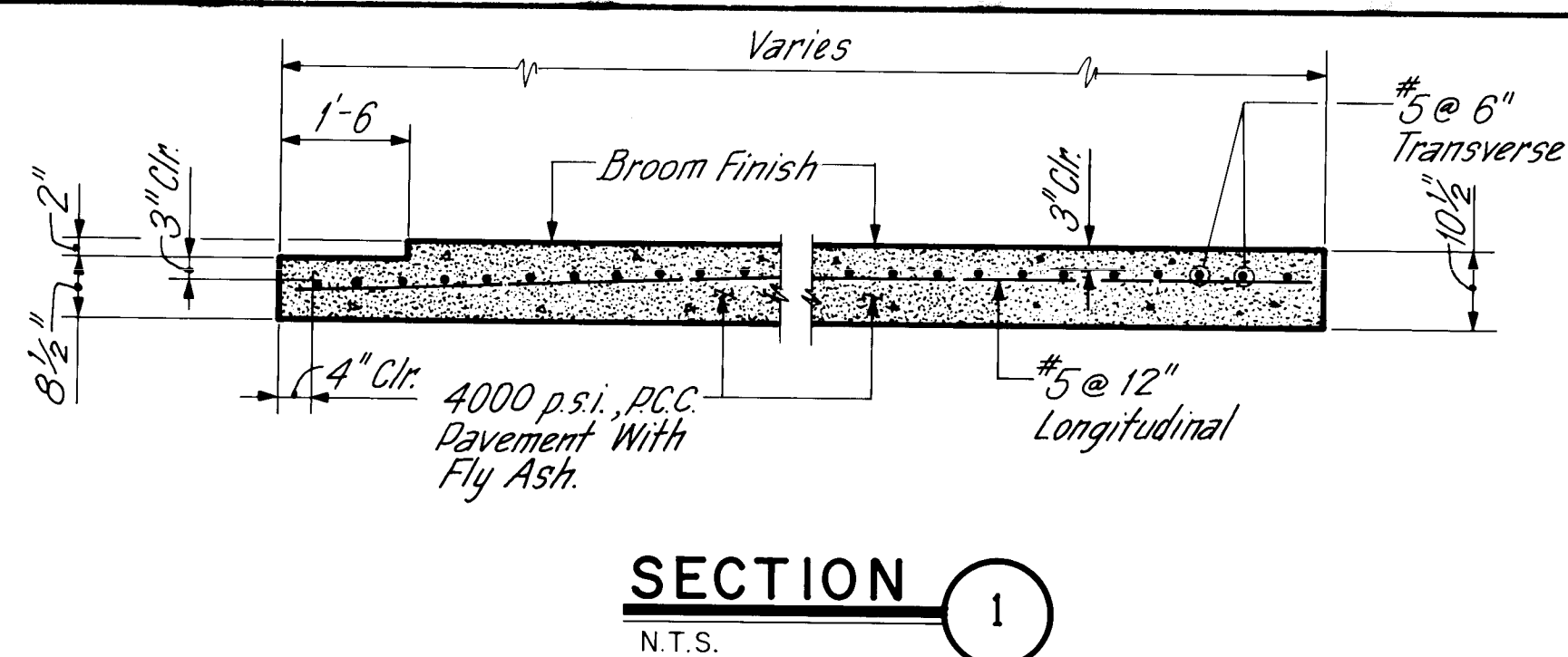


RECORD DRAWING
JUN 15 1993

These drawings have been reviewed based on the construction records of the owner. While the information submitted by the owner will not be responsible for the accuracy of this information nor for any errors or omissions which may appear in the same, the engineer will not be responsible for the same.

26 3527.904193

F.H.W.A. Region No.	STATE	N.M.P.	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)	4-5	



PLAN @ SOUTH SLAB ~ AS SHOWN
NORTH SLAB - SYMMETRICAL ABOUT C 3RD ST.

PLAN @ CENTER SLAB

RECORD DRAWING
JUN 15 1993

These drawings have been constructed as the construction records of the owner. While the information submitted by the owner will be assumed to be reliable, the engineer will not be responsible for the accuracy of this information and the state of the drawings at the time of their preparation.

S L A B D E T A I L S
SCALE: 3/16" = 1'-0"

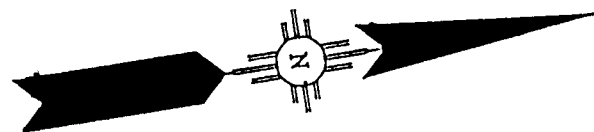
26 3527.906293

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

RAILROAD CROSSING @ 3RD ST., N.W.
SLAB DETAILS

F H W A	STATE	N M P	SHEET	TOTAL
Region No.		MAP-2351(900)	No.	SHEETS
6	NEW MEXICO		4-6	



1+30 1+40 1+50 1+60 1+70 1+80 2+00 2+10 2+30 2+40 2+50 2+60 2+70 2+80 2+83

NOTE: EXISTING R/R TRACKS ON AN
AVG. SKEW OF 6°15'00" ± R.F.



NOTE: SEE PLAN & PROFILE SHEET No 4-4
FOR ALL REMOVAL & BUILD NOTES
IN THIS AREA.

BUILD P.C.C. PAVEMENT
SEE SHEET 4-5 FOR
DETAILS.

3 R D S T R E E T , N . W . 26 3527.906393

SCALE: 1" = 10'

RECORD DRAWING
JUN 15 1993

These drawings have been retained based
on the construction records of the owner.
While the information submitted by the
owner will be assumed to be reliable, the
engineer will not be responsible for the
accuracy of this information nor for any
omissions which may appear in the
record document at a later date.

No.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)

L LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

RAILROAD CROSSING @ 3RD ST., N.W.
SLAB ELEVATIONS

JOB NO. 808130
DRAWN H Smith
DESIGNED H Smith
CHECKED

REMOVE EXIST. GUARD RAIL, RT. & LT. (WHERE SHOWN ON PLAN)

STA. 1 + 50 TO STA. 1 + 94±, LT. REMOVE EXIST. 32" LAYDOWN CURB.

STA. 1 + 50 TO STA. 1 + 92±, RT. REMOVE EXIST. 32" LAYDOWN CURB.

STA. 2 + 09± TO STA. 2 + 34±, LT. REMOVE EXIST. 32" LAYDOWN CURB.

STA. 2 + 34± TO STA. 2 + 50, LT. REMOVE EXIST. STD. CURB & GUTTER.

STA. 2 + 14± TO STA. 2 + 36±, RT. REMOVE EXIST. 32" LAYDOWN CURB.

STA. 2 + 36± TO STA. 2 + 50, RT. REMOVE EXIST. STD. CURB & GUTTER.

STA. 1 + 50 TO STA. 1 + 91.46, LT. BUILD CONC. CURB & GUTTER.

STA. 1 + 50 TO STA. 1 + 94.40, RT. BUILD CONC. CURB & GUTTER.

STA. 2 + 20.04 TO STA. 2 + 50, LT. BUILD CONC. CURB & GUTTER.

STA. 2 + 24.25 TO STA. 2 + 50, RT. BUILD CONC. CURB & GUTTER.

STA. 1 + 50 TO STA. 1 + 88.93, REMOVE ASPHALT CONC. PAVEMENT.

STA. 1 + 88.93 TO STA. 2 + 27.15, REMOVE ASPHALT CONC. PAVEMENT. (AS REQUIRED FOR P.C.C. PAVEMENT CONSTRUCTION)

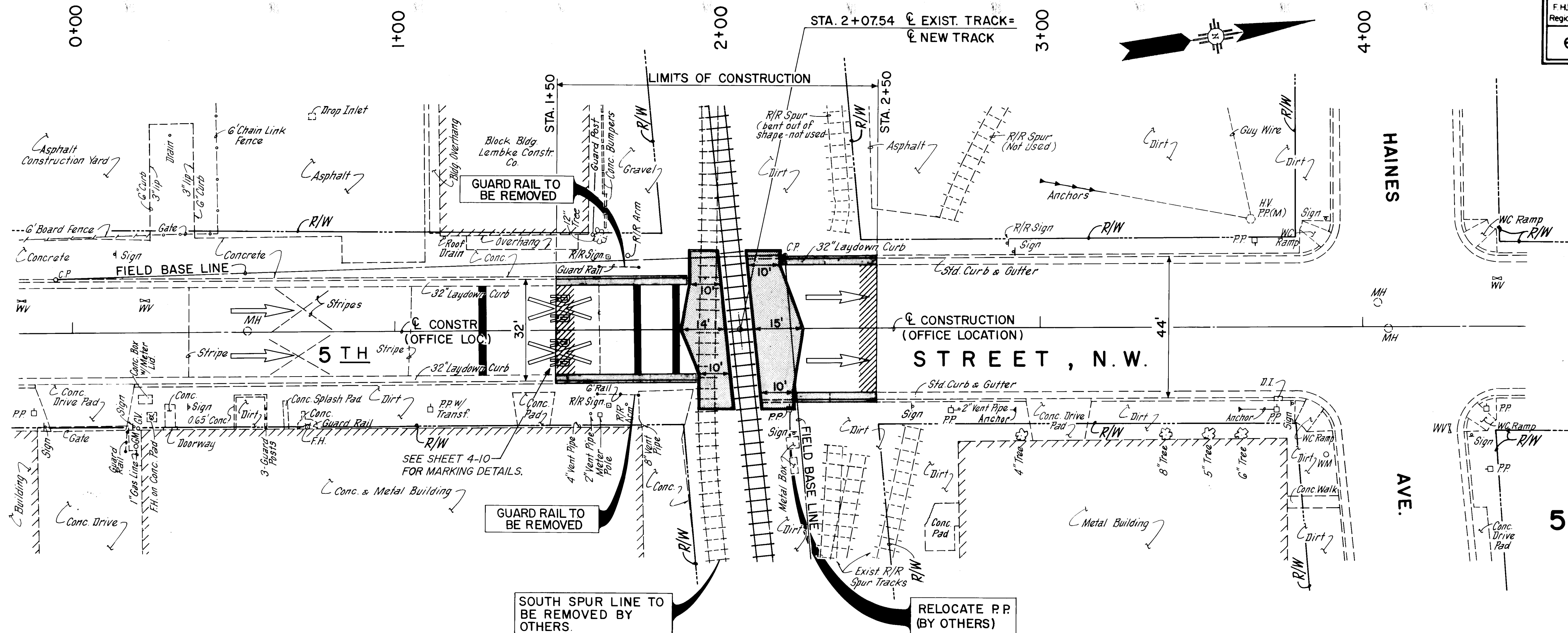
STA. 2 + 27.15 TO STA. 2 + 50, REMOVE ASPHALT CONC. PAVEMENT.

STA. 1 + 50 TO STA. 1 + 88.93, BUILD ASPHALT CONC. PAVEMENT. (AS SHOWN ON SHT. 4-8)

STA. 1 + 88.93 TO STA. 2 + 27.15, BUILD P.C.C. PAVEMENT. (AS SHOWN ON SHT. 4-8)

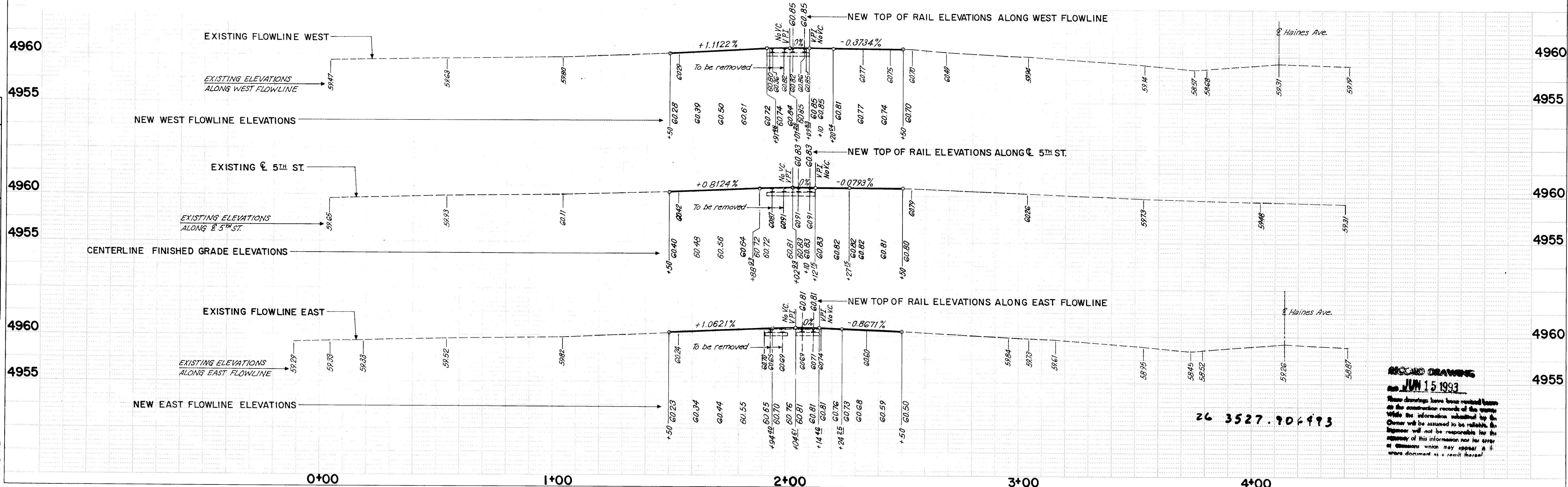
STA. 2 + 27.15 TO STA. 2 + 50, BUILD ASPHALT CONC. PAVEMENT. (AS SHOWN ON SHT. 4-8)

CONTRACTOR SHALL NOT PROCEED TO WORK ON 5TH STREET RAILROAD CROSSING UNTIL PROPER COST AND MAINTENANCE AGREEMENTS HAVE BEEN CONSUMMATED BETWEEN AT&SF RAILROAD AND THE CITY OF ALBUQUERQUE. SUCH INFORMATION SHALL BE PROVIDED TO THE CONTRACTOR BY THE CONSTRUCTION ENGINEER UPON ITS AVAILABILITY.



5 TH STREET, N.W.
PLAN
SCALE: 1" = 20'

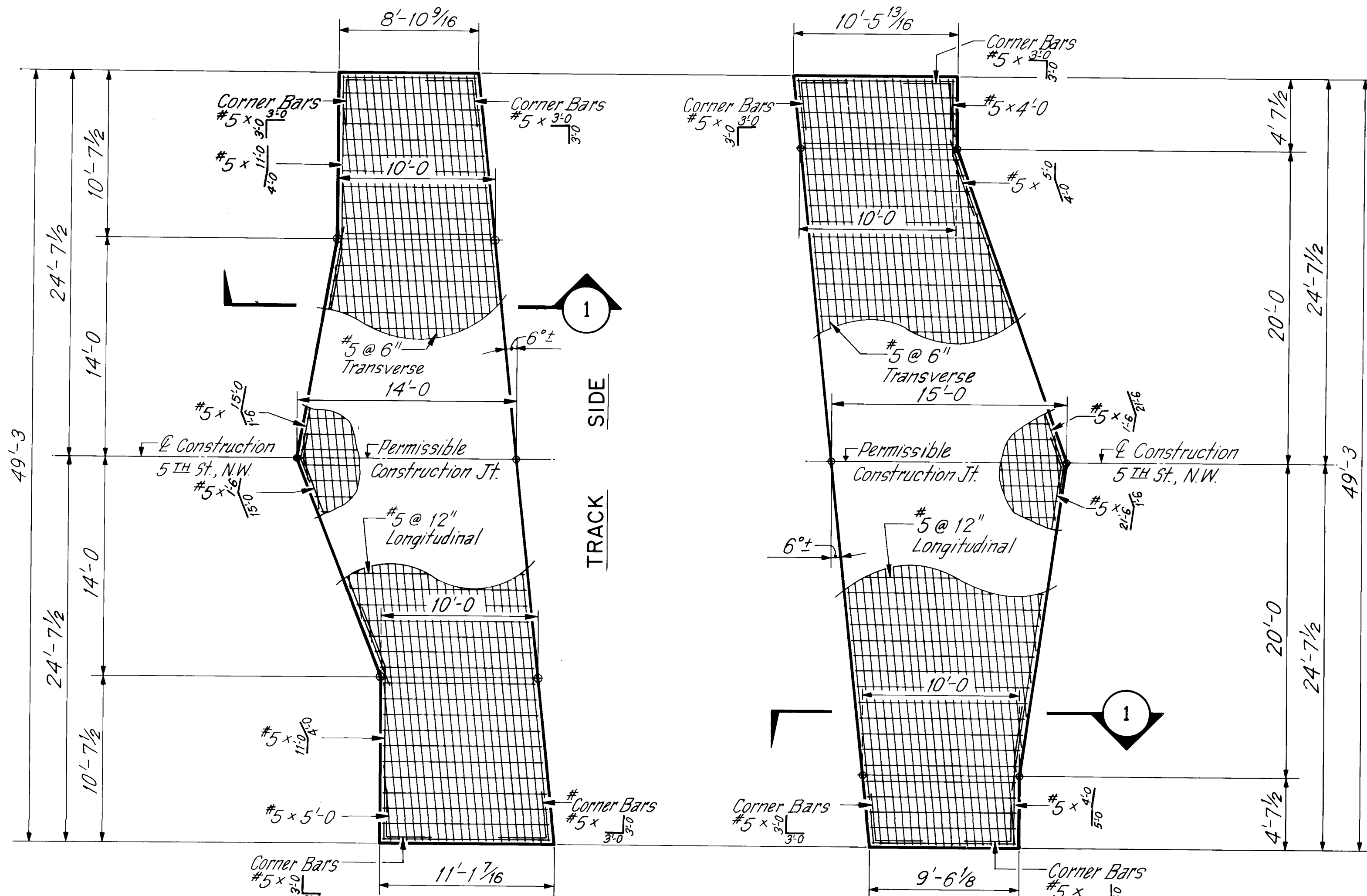
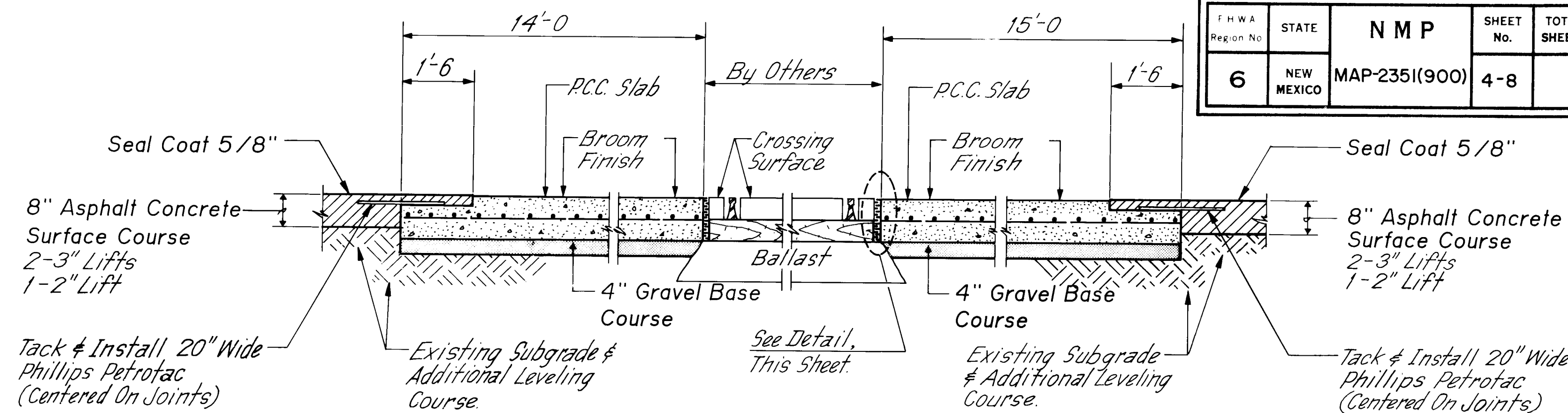
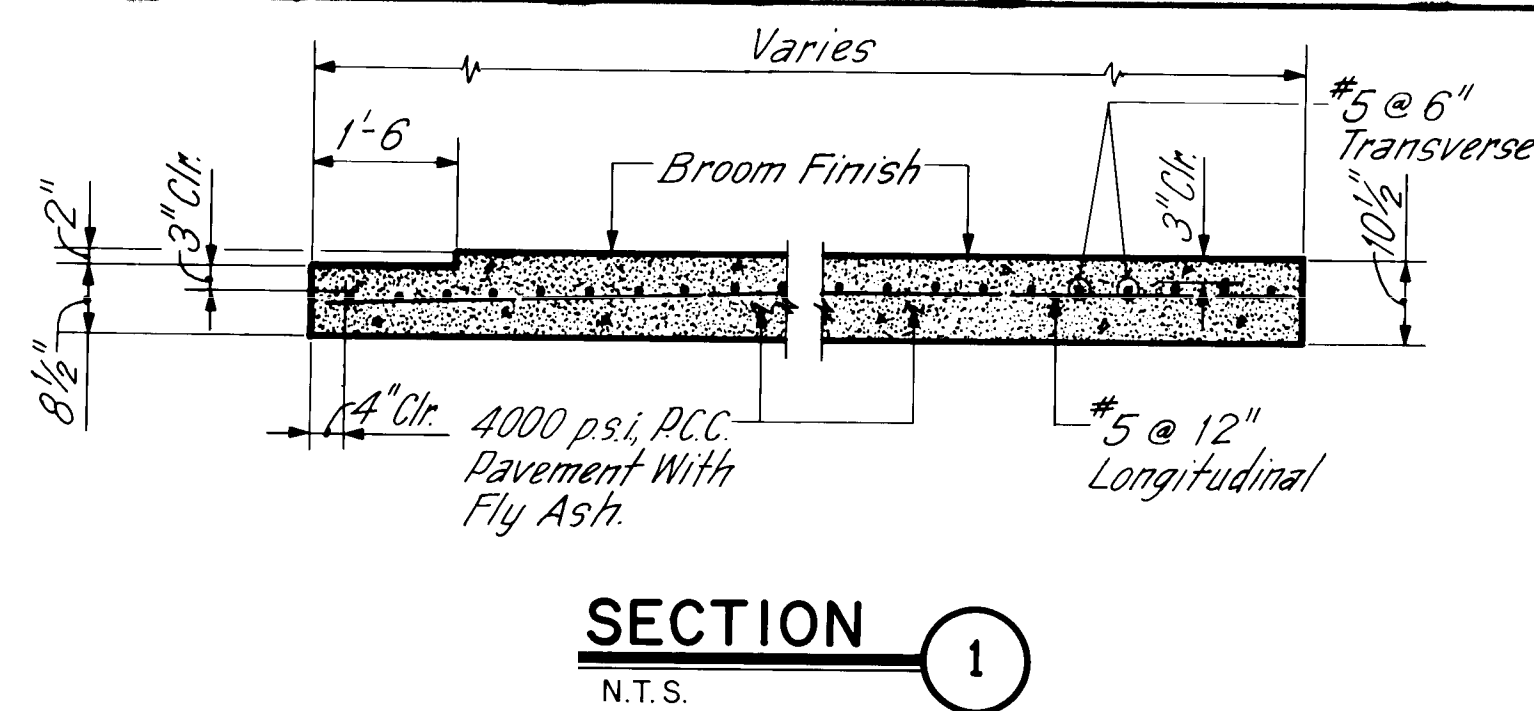
PROFILE
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.



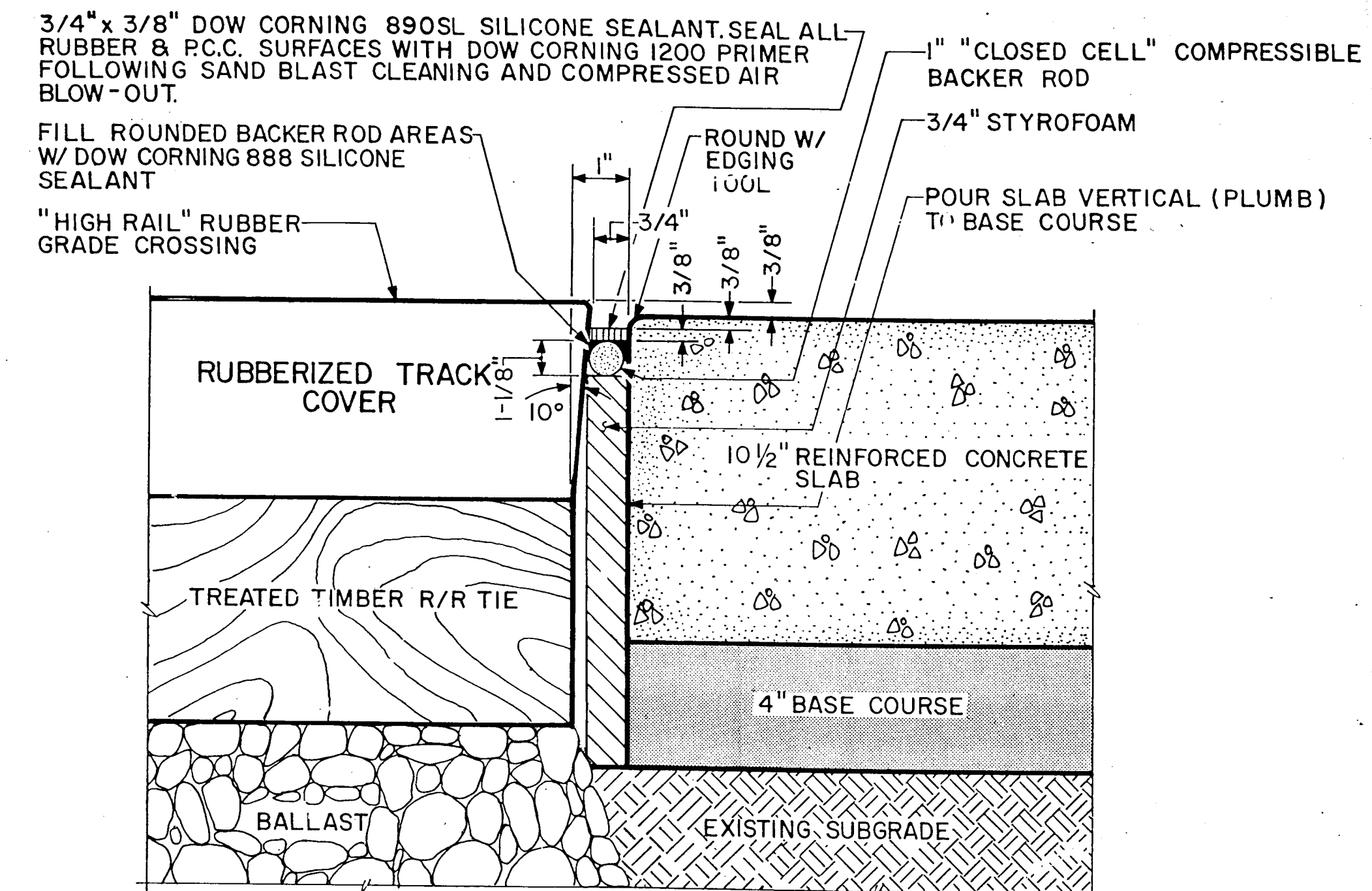
RECORD DRAWING
JUN 15 1993

These drawings have been revised based on the construction records of the project. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for any errors or omissions which may appear in it.

F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)	4-8	



SECTION ALONG 5TH STREET
N.T.S.

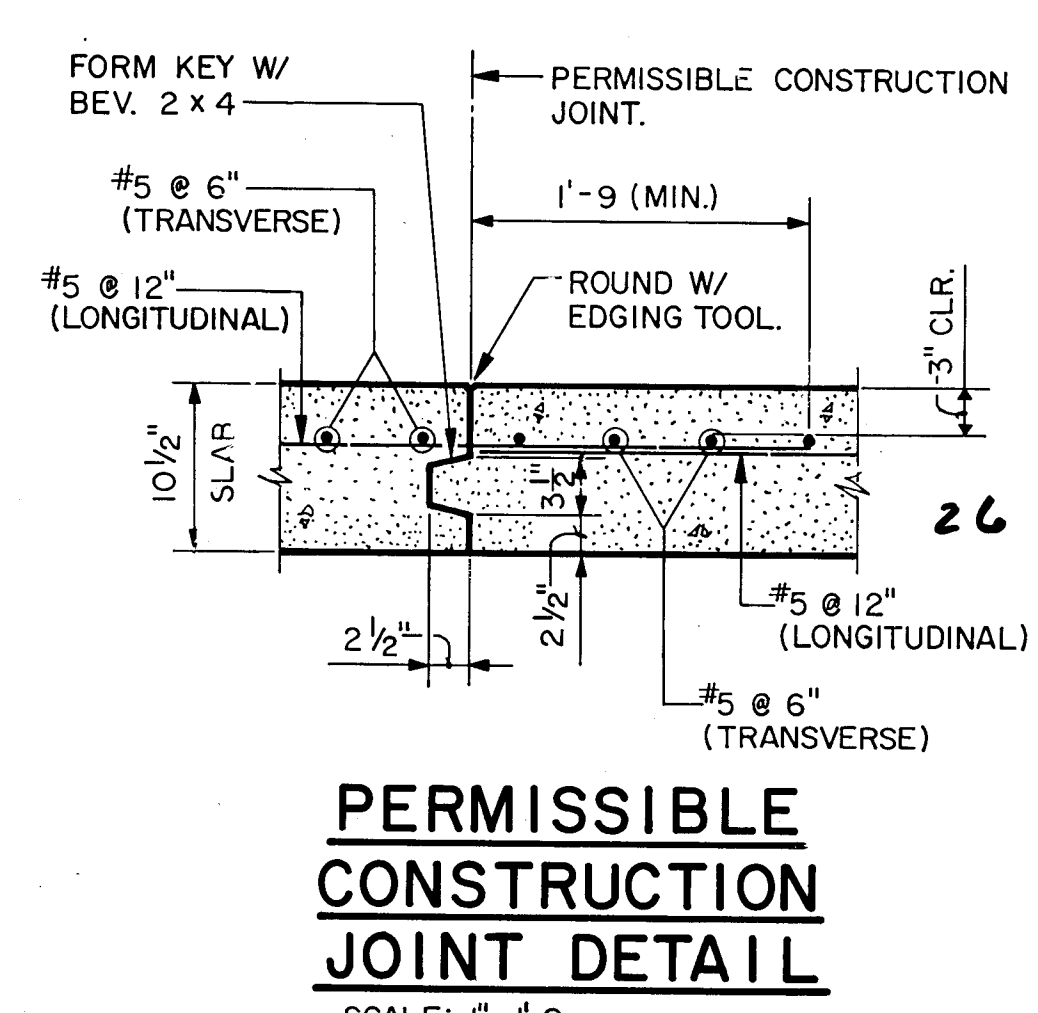
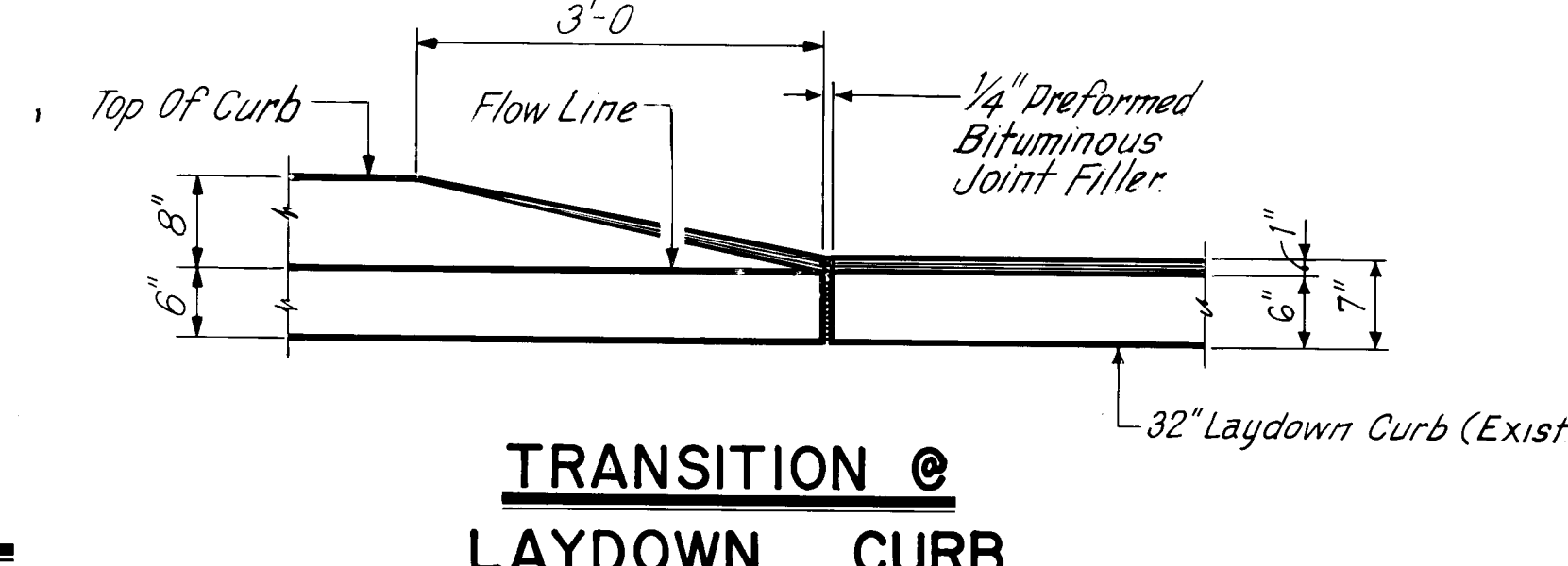
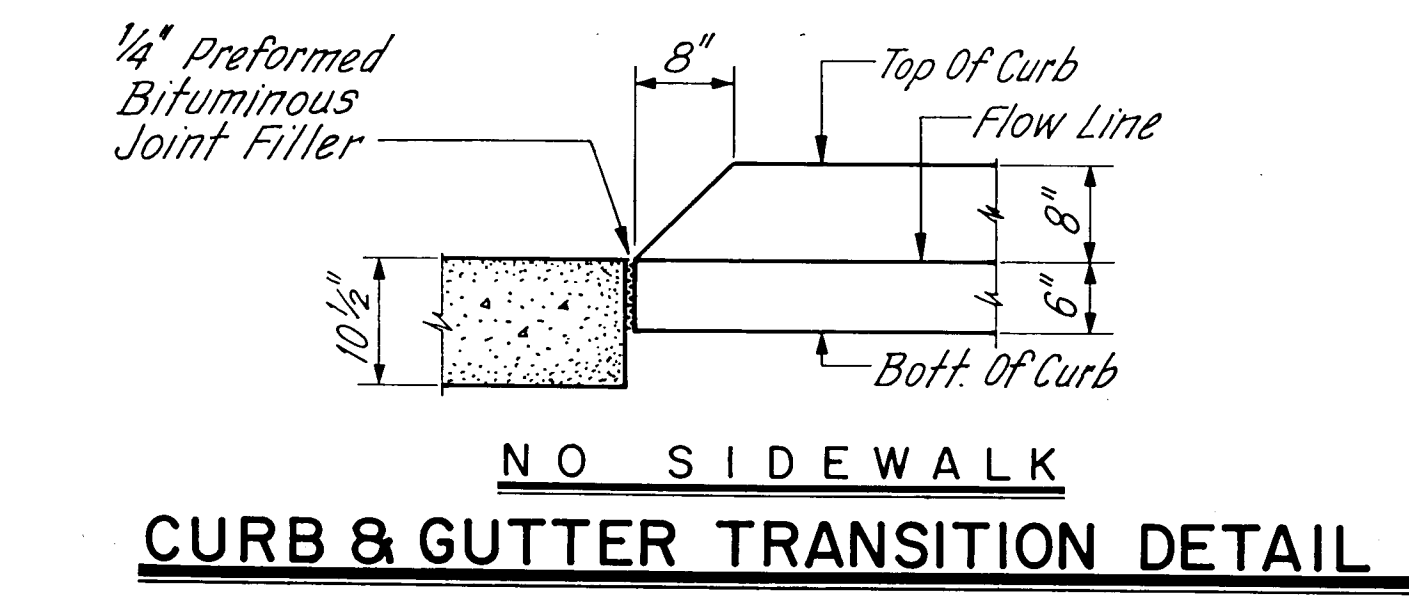


TYPICAL EXPANSION JOINT - CONCRETE TO TRACK
SCALE: 1/4" = 1"

PLAN @ SOUTH SLAB

PLAN @ NORTH SLAB

S L A B D E T A I L S
SCALE: 3/16" = 1'-0"



RECORD DRAWING
JUN 15 1993

These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be reviewed by the design engineer, the engineer will not be responsible for the accuracy of this information nor for any errors or omissions which may appear in the drawings as a result thereof.

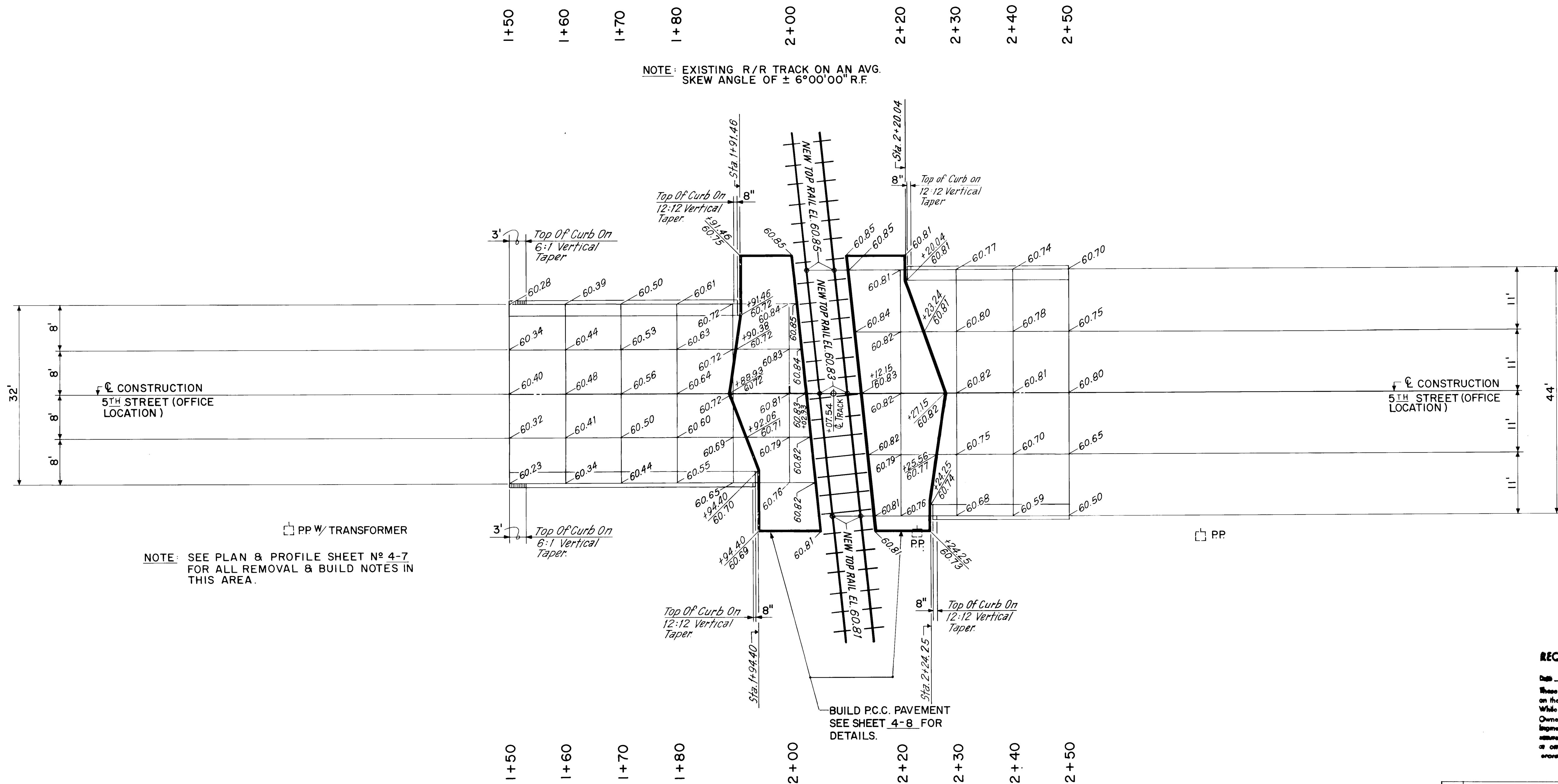
26 3527.906593

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

RAILROAD CROSSING @ 5TH ST., N.W.
SLAB DETAILS

F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235I (900)	4-9	



5 T H S T R E E T , N . W .

SCALE: 1" = 10'

RECORD DRAWING

DWG. JUN 15 1993

These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for error or omission which may appear in the same document as a result thereof.

No.	DESCRIPTION	DATE	BY
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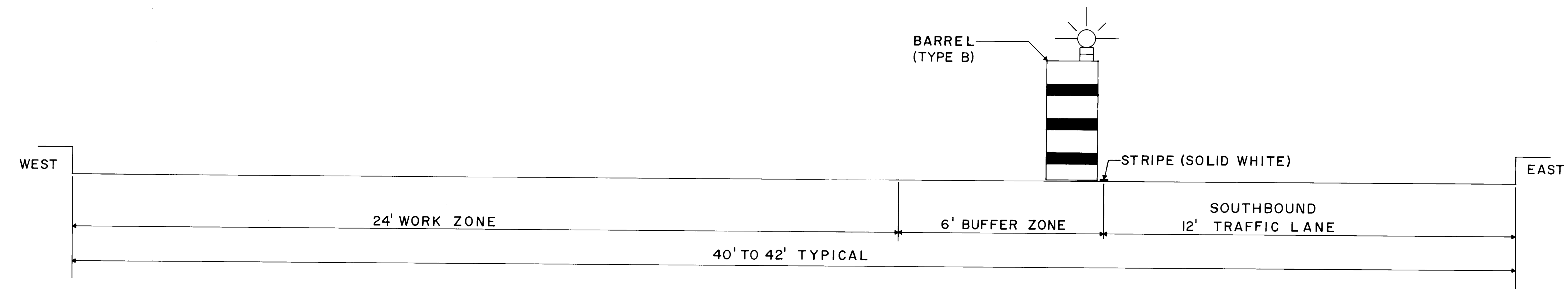
LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

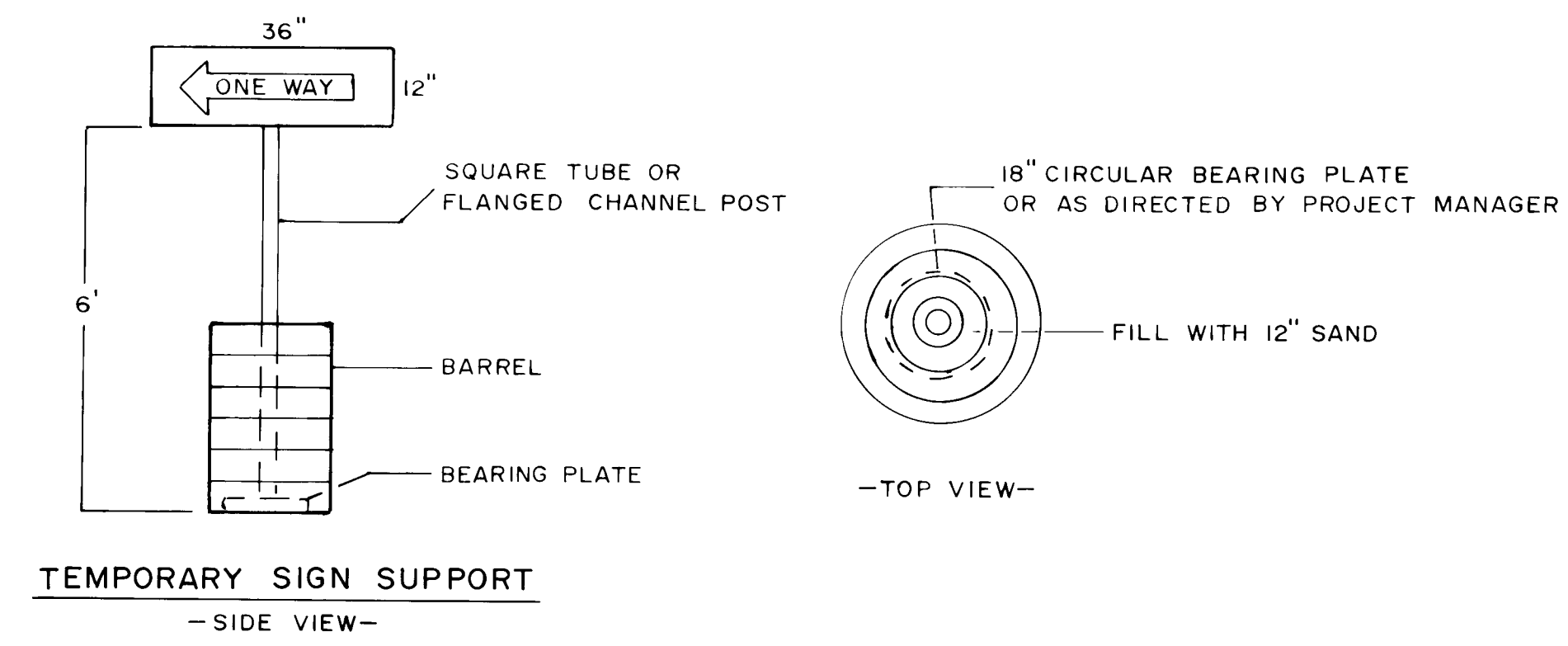
RAILROAD CROSSING @ 5TH ST., N.W.
ROADWAY ELEVATIONS

JOB NO. 806130
DRAWN [Signature]
DESIGNED [Signature]
CHECKED [Signature]

F H W A Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	5-2	

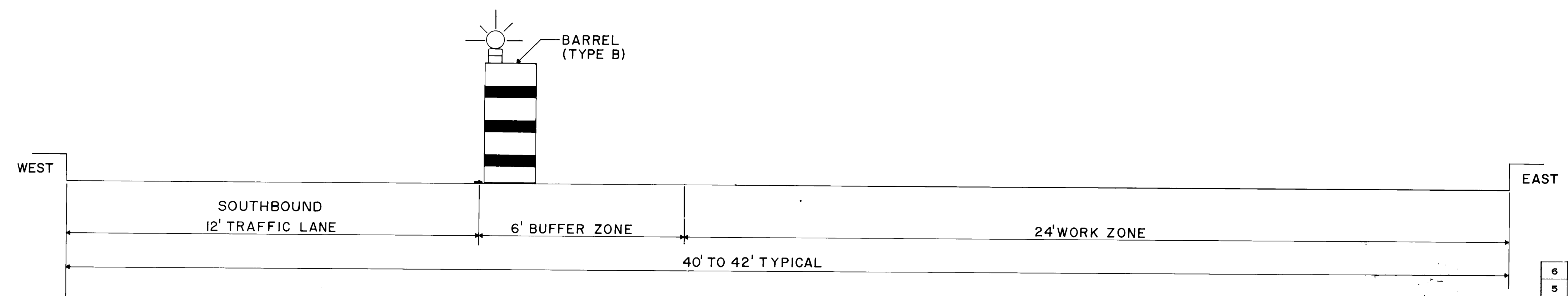


WESTSIDE WORK ZONE



TYPICAL X-SECTION FOR WORK ZONE DELINEATION

12' MIN. TRAVEL LANE (FACE OF CURB TO STRIPE)
6' MIN. BUFFER ZONE
15' MAX SPACING BETWEEN BARRELS



EASTSIDE WORK ZONE

RECORD DRAWING
JUN 15 1993

These drawings have been prepared based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in it, except inasmuch as a result thereof.

No.	DESCRIPTION	DATE	BY
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REVISIONS (OR CHANGE NOTICES)			

26 3527.906993



LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO
NEW MEXICO STATE HIGHWAY DEPARTMENT

X-SECTION FOR WORK ZONE DELINEATION

BRUNING 44-242-73906

4th STREET TRAFFIC CONTROL

GENERAL NOTES:

- ONE LANE OF SOUTH BOUND TRAFFIC IS TO BE MAINTAINED DURING THE CONSTRUCTION PHASES FROM SLATE AVE TO MCKNIGHT AVE.
- LANE WIDTH RESTRICTIONS SHALL BE 12 FT. MINIMUM.
- ACCESS FOR MOTORISTS AND PEDESTRIANS SHALL BE PROVIDED TO LOCAL BUSINESSES THROUGHOUT THE DURATION OF THE PROJECT.
- EACH PHASE IS TO BE COMPLETED BEFORE THE NEXT PHASE WILL BE ALLOWED TO BEGIN.
- A MINIMUM OF 6 FT. SHALL BE MAINTAINED AS A BUFFER ZONE FOR PHASES 2 THROUGH 6.

TRAFFIC CONTROL PHASING

- PHASE 1 CLOSE 4th STREET FROM LOMAS TO SLATE. POTHOLE UTILITY LOCATION TO TAKE PLACE DURING THIS PHASE.
- PHASE 2 SLATE TO MOUNTAIN. MAINTAIN ONE LANE OF SOUTHBOUND TRAFFIC.
- PHASE 3 MOUNTAIN TO KINLEY. MAINTAIN ONE LANE OF SOUTHBOUND TRAFFIC.
- PHASE 4 KINLEY TO HAINES. MAINTAIN ONE LANE OF SOUTHBOUND TRAFFIC.
- PHASE 5 HAINES TO MCKNIGHT. MAINTAIN ONE LANE OF SOUTHBOUND TRAFFIC.
- PHASE 6 AREA TO BE MILLED. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION.
- PHASE 7 MILL AREA TO STA. 73+89.19. TRAFFIC SPLIT WITH ONE LANE IN EACH DIRECTION.
- PHASE 8 STA. 73+89.19 TO E.O.P. TRAFFIC SPLIT WITH ONE LANE IN EACH DIRECTION.

TRAFFIC CONTROL PLAN FOR THE TREATMENT OF INTERSECTION WORK AT SLATE AVE., KINLEY AVE., AND HAINES AVE. FOR INCORPORATION INTO THE 4th STREET TRAFFIC CONTROL PLANS.

NOTES ON INTERSECTIONS:

THE WORK AT THE INTERSECTIONS OF SLATE AVE., KINLEY AVE., AND HAINES AVE. SHALL BE TREATED AS FOLLOWS.

UPON COMPLETION OF PHASE 1, PHASE 3, OR PHASE 5, THE TRAFFIC CONTROL DEVICES FOR THE NEXT PHASE SHALL BE SET WITH THE WORKZONE EXTENDING ONE BLOCK INTO THE COMPLETED PHASE, THE EXCEPTION BEING PHASE 8 SETUP WHICH WILL EXTEND TO ASPEN AVE.

TRAFFIC CONTROL DEVICES FOR THE ABOVE INTERSECTIONS SHALL BE SETUP AS A TYPICAL INTERSECTION WITHIN THE PHASE.

UPON COMPLETION OF INTERSECTION WORK ON THE FIRST HALF OF THE STREET, TRAFFIC SHALL BE SHIFTED TO ALLOW FOR WORK ON THE SECOND HALF OF THE INTERSECTION.

THE INTERSECTION SHALL BE OPENED AS SOON AS THE WORK IS COMPLETED. TRAFFIC CONTROL DEVICES FOR THE PHASE UNDER CONSTRUCTION SHALL BE INSTALLED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN.

TRAFFIC CONTROL DESIGNED BY: CITY OF ALBU.

PHASE II

Slate Ave. to Mountain Road including Slate Ave. Intersection.

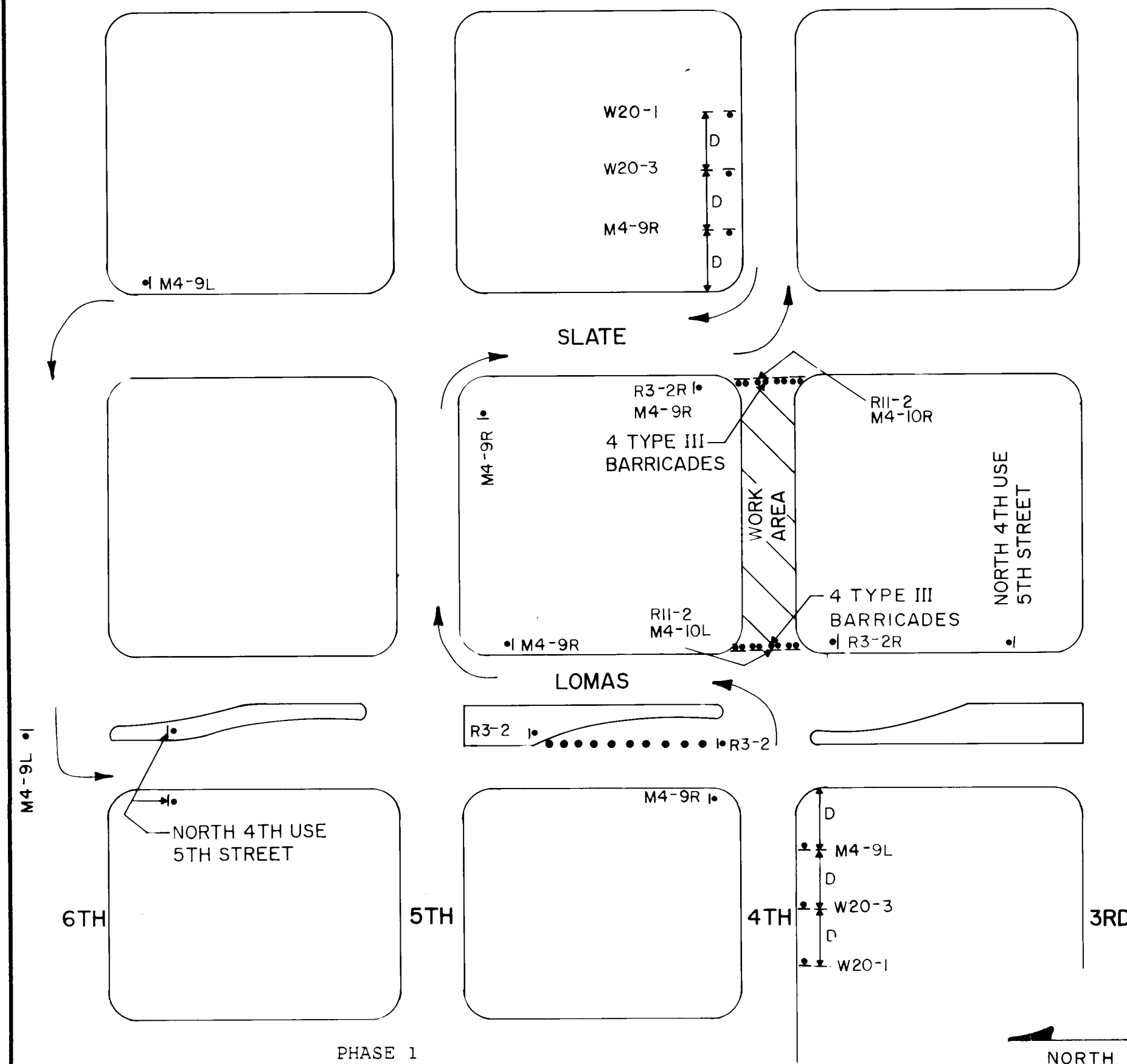
1st Setup - TCP Phase II East with work zone extended to Lomas Blvd. Remove barricades on west side of 4th Street at Lomas Blvd. Intersection. Place Do Not Enter Sign's double indicated facing Lomas Blvd. where barricades were removed. Traffic control devices for Detour Phase I on Lomas Blvd. to remain in place.

2nd Setup - Upon completion of east side Slate Ave. Intersection and 130' north, shift traffic to the east side of the intersection with a reverse curve so the west side of the intersection can be completed.

3rd Setup - Upon completing work within Slate Ave. Intersection setup Detour TCP plan for Phase II East.

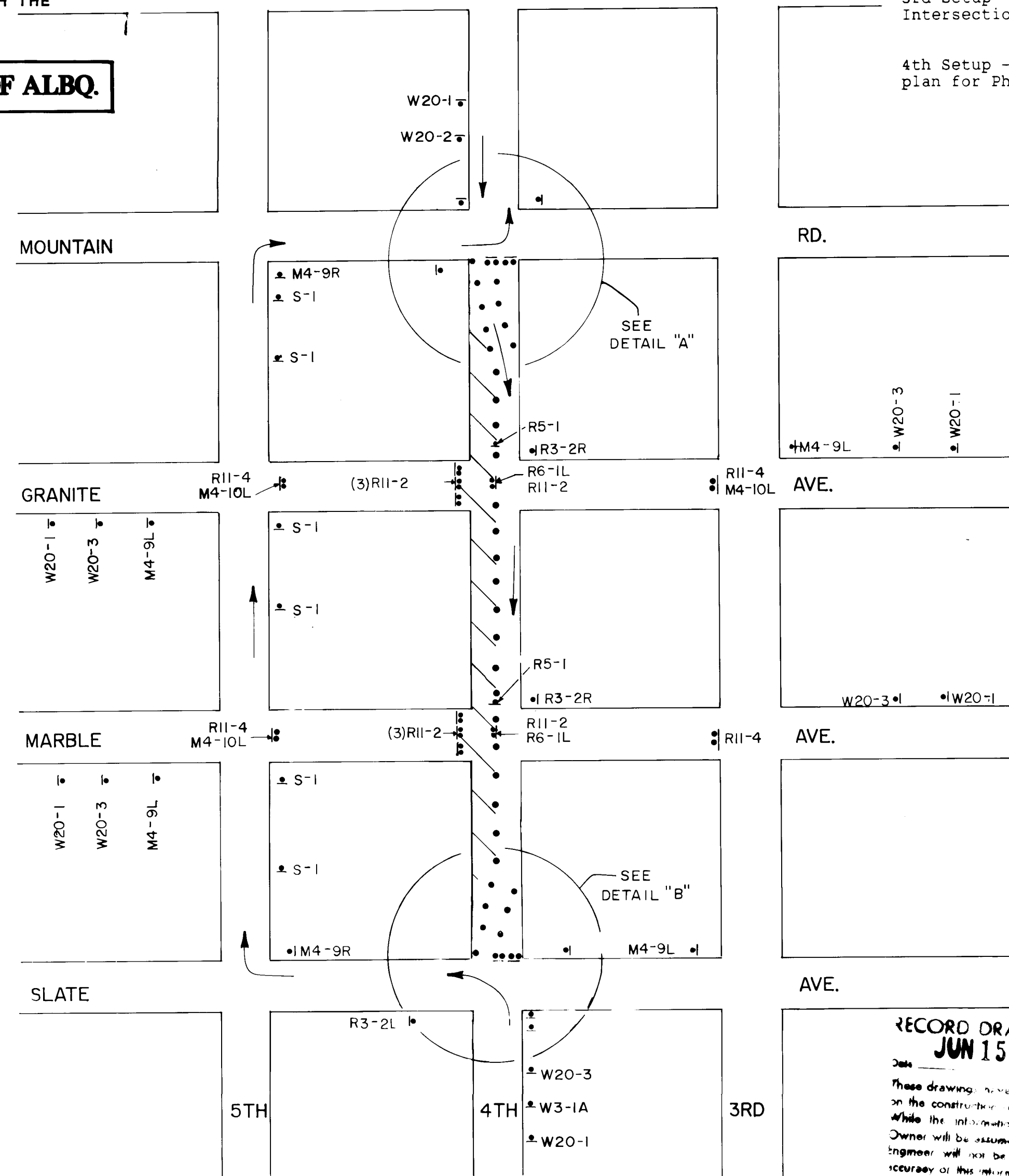
4th Setup - Upon completing work on the east side setup TCP plan for Phase II West.

F H W A	STATE	N M P	SHEET	TOTAL
Region No.			No.	SHEETS
6	NEW MEXICO	MAP-235(900)	5-3	

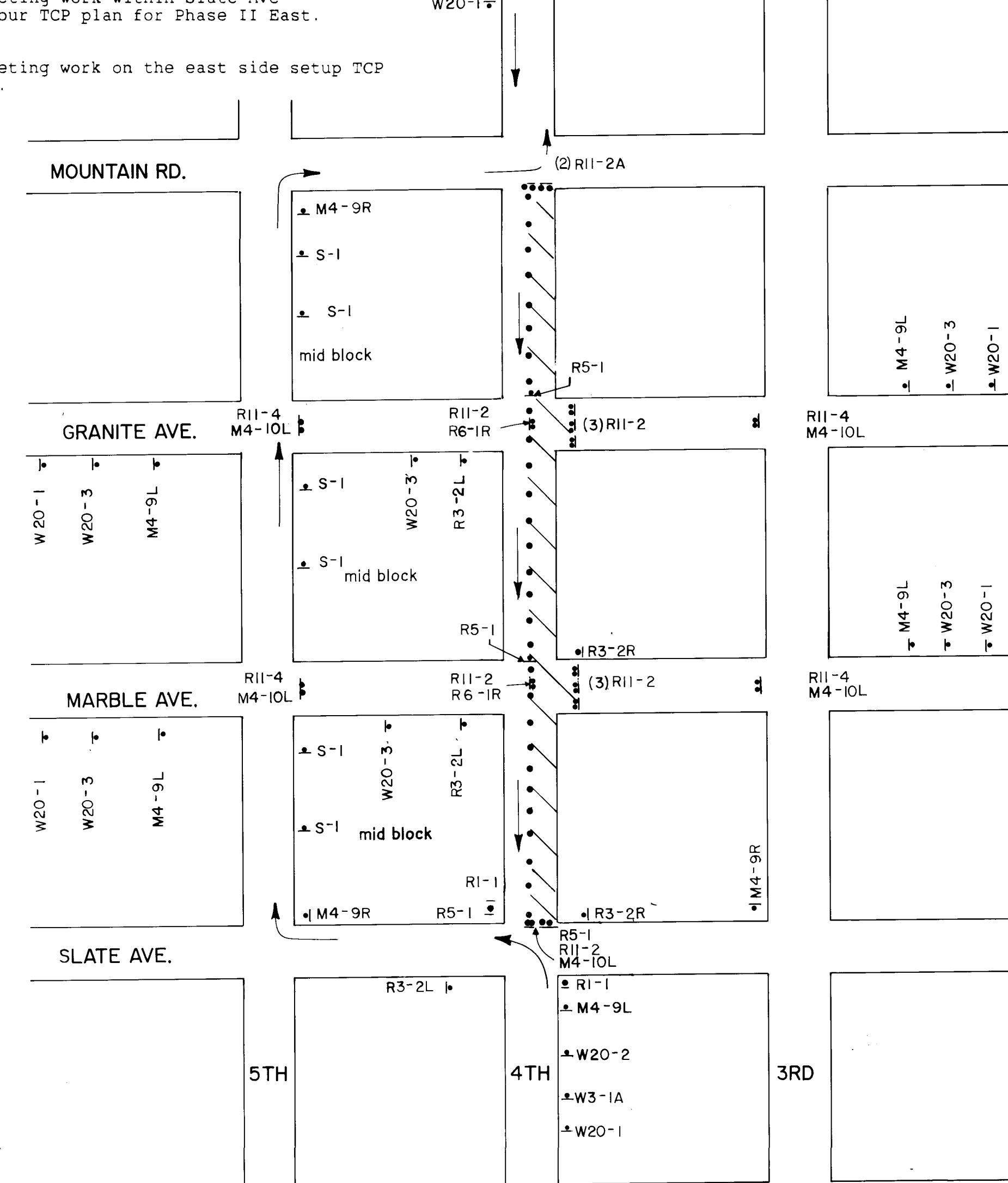


TRAFFIC CONTROL PLAN - PHASE-I

Lomas Blvd. to Slate Ave. Potholing throughout the rest of the project is to take place during this phase.



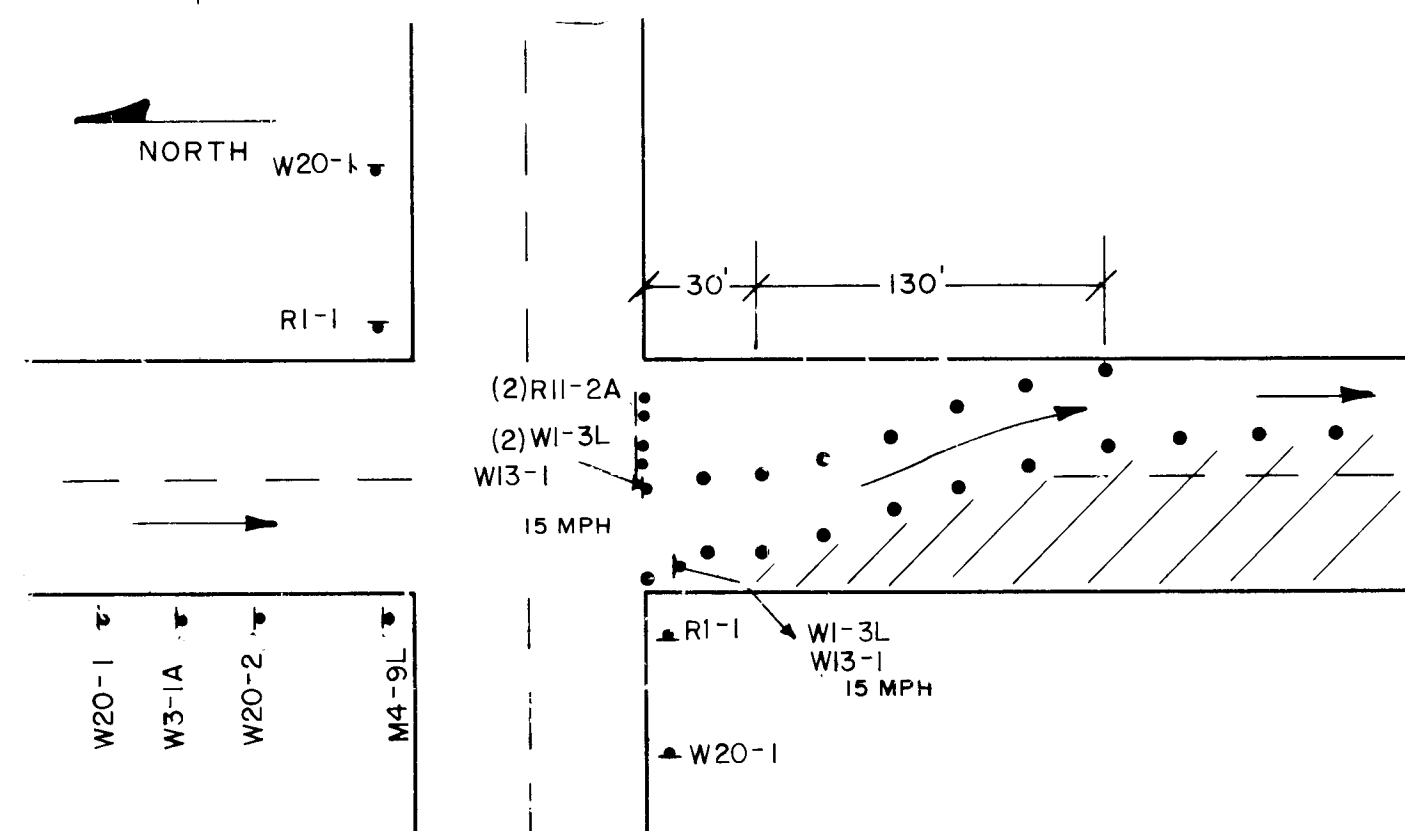
TRAFFIC CONTROL PLAN - PHASE II (WEST)



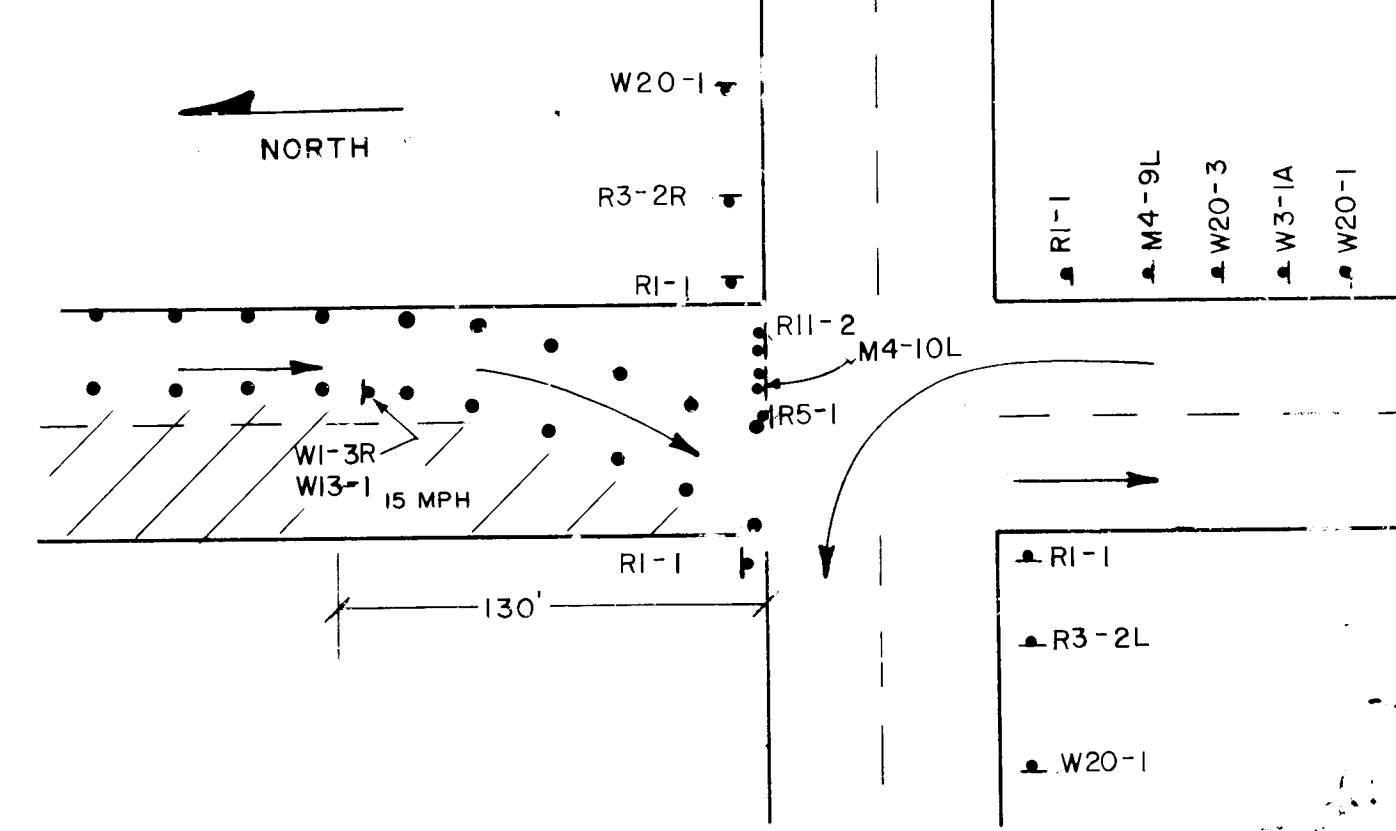
TRAFFIC CONTROL PLAN - PHASE-II (EAST)

RECORD DRAWING
JUN 15 1995

These drawings have been revised based on the contractor's records of the owner. While the contractor is responsible for the accuracy of this information, the engineer will not be responsible for the accuracy of this information nor for any omissions which may appear in the drawings.



DETAIL "A"



DETAIL "B"

26 3527.907093

No.	DESCRIPTION	DATE	BY
6			
5			
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3			
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1			
REVISIONS (OR CHANGE NOTICES)			

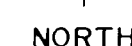


LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

TRAFFIC CONTROL PLAN - PHASE-I & II

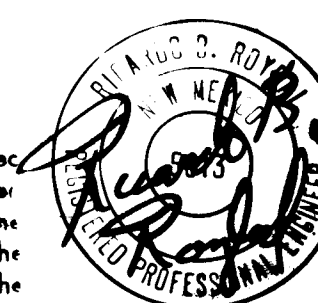
4th Setup - Upon completion of TCP West setup, TCP Phase III east.

[illegible]

DETAIL "A"



These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information nor for errors or omissions which may appear in this new document as a result thereof.

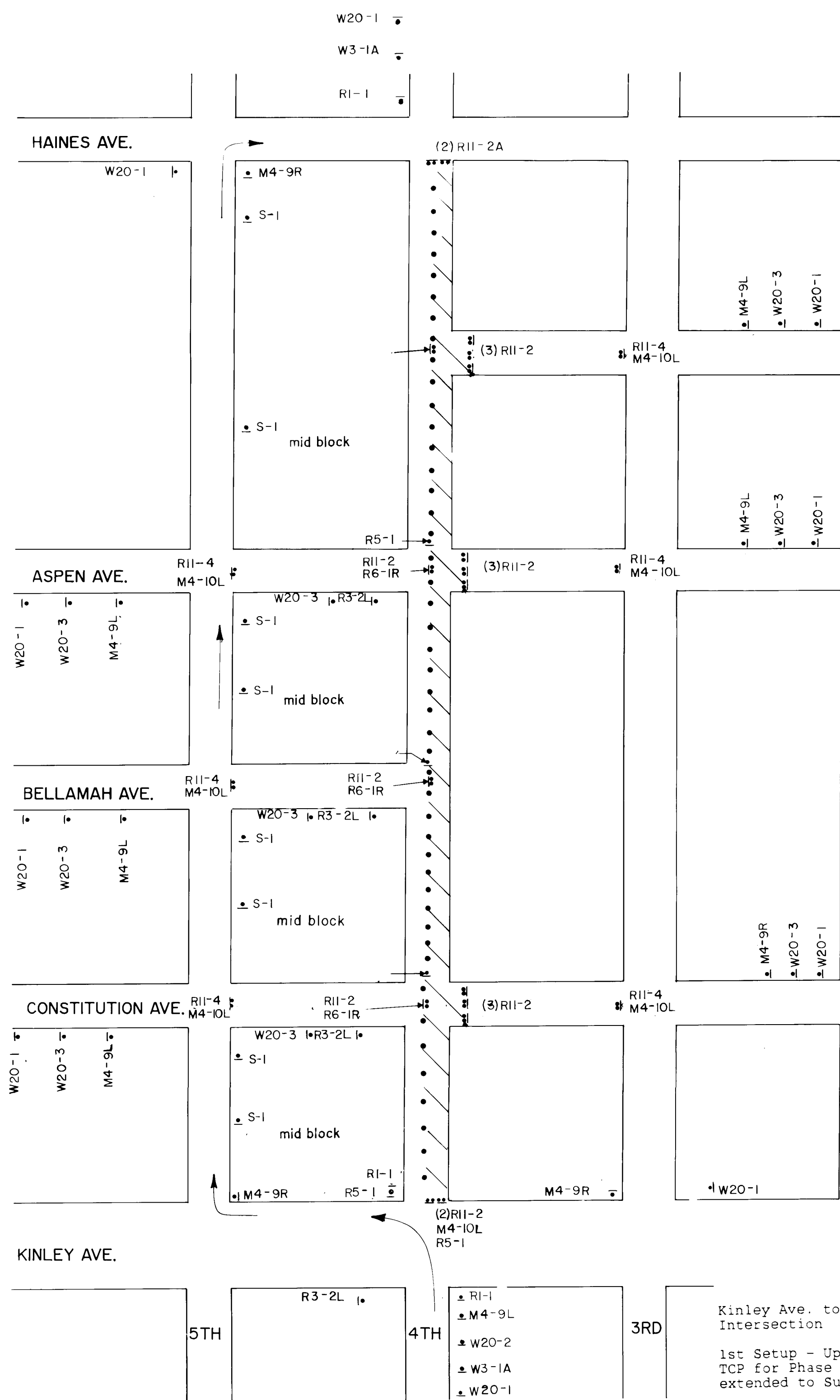


TRAFFIC CONTROL PLAN - PHASE-III & IV

F H W A Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	5-5	

JOB NO. _____
DESIGNED _____
CHECKED _____

DRAWN _____
TRACED _____
CHECKED _____



TRAFFIC CONTROL PLAN - PHASE-IV (EAST)

Kinley Ave. to Haines Ave. including Haines Ave. Intersection

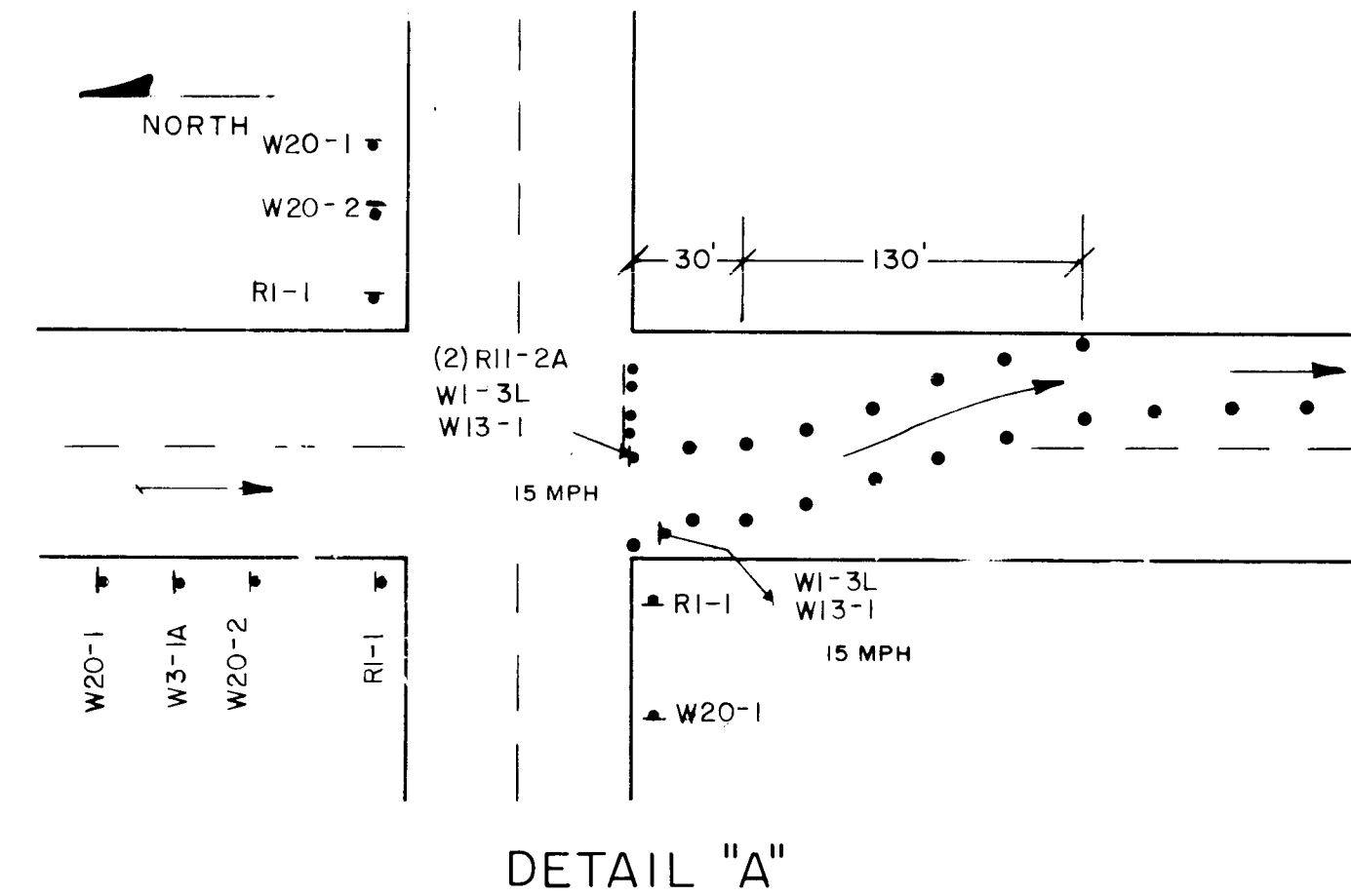
1st Setup - Upon completion of Summer Ave Intersection set TCP for Phase IV East side work zone with work zone extended to Summer Ave.

2nd Setup - Upon completion of 260' of Roadway North of Kinley Ave southbound traffic is to be shifted with a reverse curve to the east side to allow for Kinley Ave Intersection west side to be constructed.

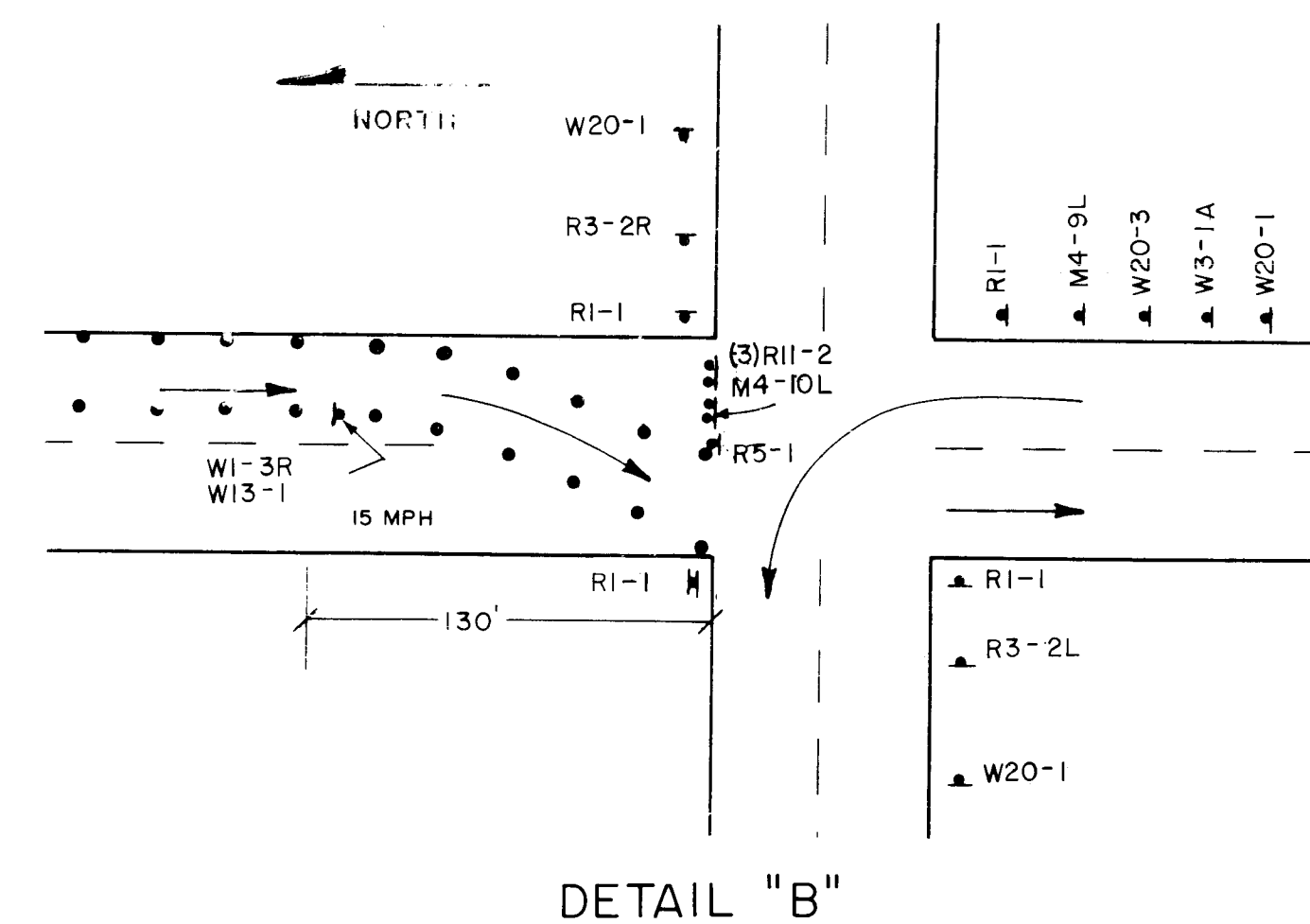
3rd Setup - Upon completion of Kinley Intersection and setup TCP Phase IV East.

4th Setup - Upon completion of TCP Phase IV East, setup TCP Phase IV west.

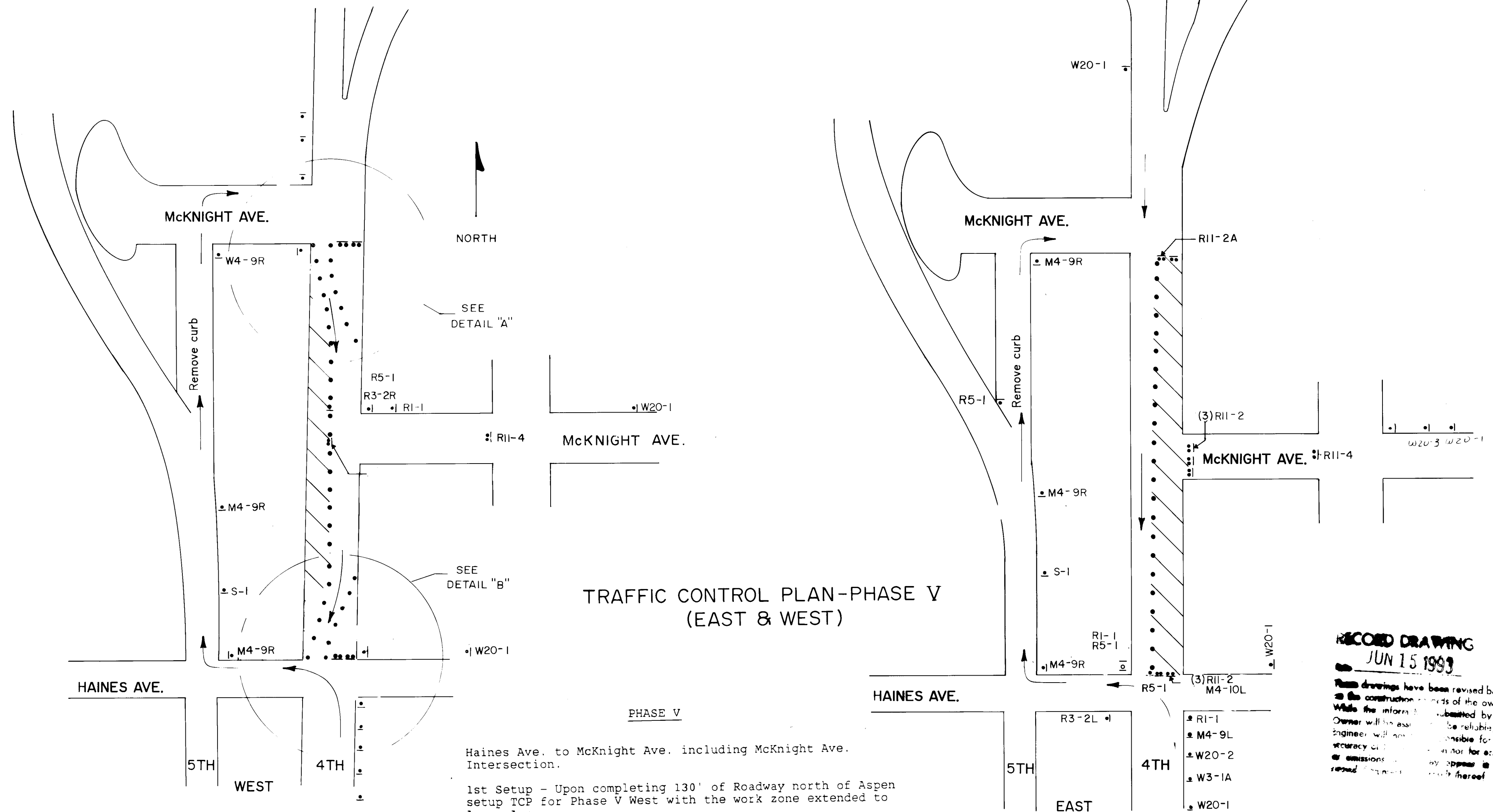
PHASE IV



DETAIL "A"



DETAIL "B"



TRAFFIC CONTROL PLAN-PHASE V
(EAST & WEST)

Haines Ave. to McKnight Ave. including McKnight Ave. Intersection.

1st Setup - Upon completing 130' of Roadway north of Aspen setup TCP for Phase V West with the work zone extended to Aspen Ave.

2nd Setup - Upon completing 130' north of Haines. Shift traffic with a reverse curve at Haines Ave Intersection so the Intersection on the east side can be completed.

3rd Setup - Upon completing Intersection at Haines setup TCP Phase V West.

4th Setup - Upon completing all work for west side Phase V. Setup TCP Phase V East.

5th Setup - McKnight Ave west Intersection and remaining west side 4th Street Construction shall use a typical traffic split on 4th Street. McKnight at 4th shall maintain a 12' eastbound exit only lane.

Richard B. Roy

RECORD DRAWING
JUN 15 1993

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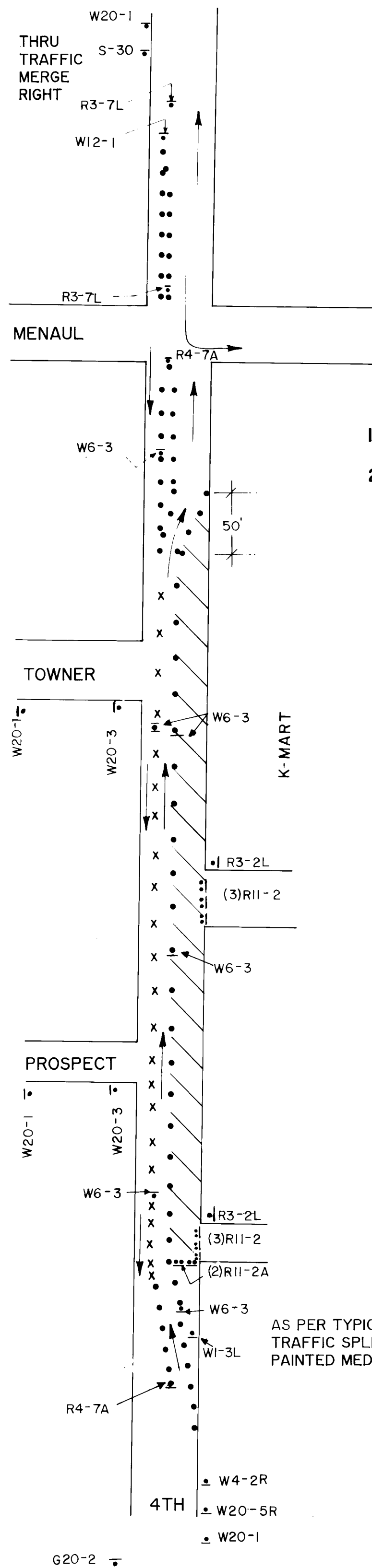
No.	DESCRIPTION	DATE	BY
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ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

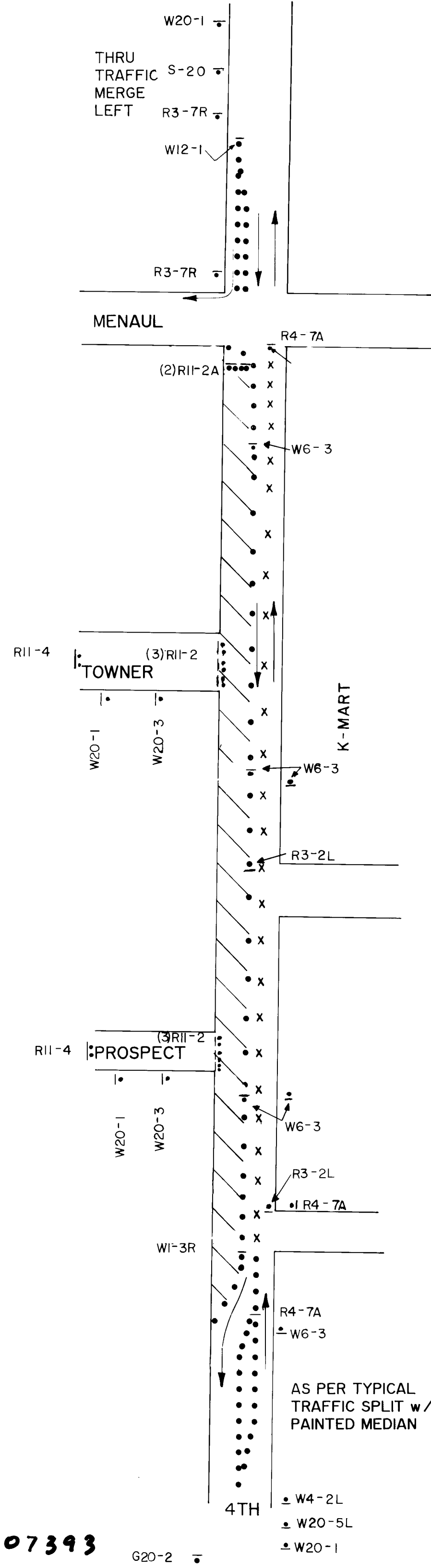
TRAFFIC CONTROL PLAN - PHASE-IV & V

F H W A Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-235(900)	5-6	



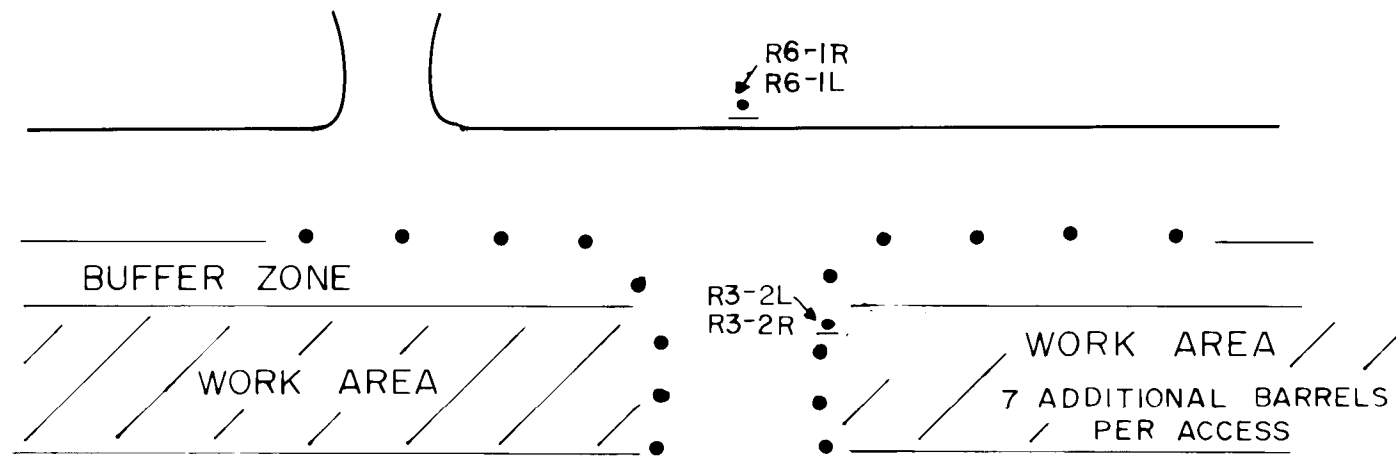
PHASE VI
Coldmill & Inlay Area.

1. MAINTAIN A MINIMUM OF ONE LANE IN EACH DIRECTION.
2. TYPICAL ONE LANE CLOSURES FOR WORK IN THIS AREA SEE TYPICAL SHEET.



PHASE VIII
Menaul to Alameda Drain.

1. TYPICAL TRAFFIC SPLIT FOR PAINTED MEDIAN SEE TYPICAL SHEET.
2. CONTRACTOR IS LIMITED TO A 660 ft. WORK AREA.



TYPICAL BUSINESS / RESIDENCE ACCESS
DETAIL "C"

TRAFFIC CONTROL PLAN - PHASE-VII (EAST)

TRAFFIC CONTROL PLAN - PHASE-VII (WEST)

26 3527.907393

RECORD DRAWING
JUN 15 1993

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ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

TRAFFIC CONTROL PLAN
PHASE-VI THRU VIII

No.	DESCRIPTION	DATE	BY
6			
5			
4			
3			
2			
1			

F.H.W.A. Region No.	STATE	N. M. P. MAP-235(900)	SHEET NO.	TOTAL SHEETS
6	NEW MEXICO		5-7	

SUMMARY OF QUANTITIES.

ITEM N°	BID ITEM	UNITS	TOTAL
702000	CONSTRUCTION SIGNING	SQ. FT.	3268
702103	STEEL POSTS AND BASE POSTS FOR CONSTRUCTION SIGNING	LIN. FT.	5,638
702205	BARRICADE, TYPE I	EACH	
702210	BARRICADE, TYPE II	EACH	
702215	BARRICADE, TYPE III 8 FT.	EACH	46
702014	BARRICADE TYPE III 6 FT.	EACH	
702330	VERTICAL PANEL, SINGLE TYPE	EACH	
702335	VERTICAL PANEL, BACK TO BACK TYPE	EACH	44
702360	CONSTRUCTION TRAFFIC MARKER	EACH	
702145	PORTABLE SIGN SUPPORT	EACH	
702349	CHANNELIZATION DEVICE - (BARREL) - TYPE "A"	EACH	16
702350	CHANNELIZATION DEVICE (BARREL) - TYPE "B"	EACH	368
702400	SEQUENTIAL ARROW DISPLAY	EACH	
703210	REFLECTIVE BARRIER DELINEATOR	EACH	
703120	TUBULAR TRAFFIC MARKER	EACH	
704010	REFLECTORIZED PAINTED MARKINGS (DETOURS)		
704010	REFLECTORIZED PAINTED MARKINGS (RDWYS)	LIN. FT.	
704015	ADHESIVE MARKING TAPE FOR CONSTRUCTION ZONES	LIN. FT.	
704016	ADHESIVE NON-METALLIC MARKING TAPE	LIN. FT.	37,530
720015	SAND-BARREL VEHICULAR IMPACT ATTENUATOR UNIT	EACH	
721001	REMOVAL OF PAVEMENT STRIPE	LIN. FT.	
606222	PRECAST CONCRETE WALL BARRIER	LIN. FT.	
606300	W-BEAM / BARREL BARRIER	LIN. FT.	
606405	HAULING PRECAST CONCRETE WALL BARRIER	LIN. FT.	
606410	RESETTING OF PRECAST WALL BARRIER	LIN. FT.	
717040	TEMPORARY REFLECTIVE PAVEMENT MARKER TYPE "TD"	EACH	
INCIDENTAL TO ITEM 702000	CLEANING OF REFLECTIVE SURFACES ON TRAFFIC CONTROL DEVICES	SQ. FT.	



NO.	DESCRIPTION	DATE	BY
1	REVISIONS (OR CHANGE NOTICES)		

NEW MEXICO
STATE HIGHWAY DEPARTMENT
TRAFFIC DESIGN SECTION
TRAFFIC CONTROL DEVICES
FOR CONSTRUCTION
SUMMARY OF QUANTITIES

SHEET OF

N.M.P. MAP-235(900)

SHEET NO. 5-7

NOTES.

1.) TRAFFIC CONTROL PLAN AND QUANTITIES MAY VARY AS FIELD CONDITIONS DICTATE. THE CONTRACTOR WILL BE PAID FOR ACTUAL QUANTITIES USED. PLACING, RELOCATION, AND MAINTENANCE OF TRAFFIC CONTROL DEVICES AS SHOWN ON THE PLAN, OR AS DIRECTED BY THE PROJECT MANAGER ARE TO BE INCIDENTAL TO THE UNIT BID PRICE.

2.) ALL TRAFFIC CONTROL DEVICES FOR DETOURS SHALL COMPLY WITH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION - SECTION 702 (1984 EDITION) AND CHAPTER VI OF THE 1978 EDITION MUTCD (LATEST EDITION)

3.) ALL CONSTRUCTION SIGNING SHALL BE BLACK ON REFLECTIVE ORANGE UNLESS OTHERWISE SPECIFIED. ALL CONSTRUCTION BARRICADES AND CHANNELIZATION DEVICES SHALL BE ORANGE ON WHITE REFLECTORIZED UNLESS OTHERWISE SPECIFIED.

4.) BID ITEM - (STEEL POSTS AND BASE POSTS FOR DETOUR SIGNS). THE CONTRACTOR SHALL HAVE THE OPTION OF SUPPLYING EITHER THE FLANGED CHANNEL OR THE DRIVEDOWN POST AS PER NEW MEXICO STANDARD SERIALS. REFER TO SERIALS SN 75-1, TBAC-001-10 AND TBAC-002-11.

5.) BID ITEM - (TYPE III BARRICADE-6' OR 8'). TYPE III BARRICADE SHALL BE ORANGE ON WHITE REFLECTORIZED. ATTACHED TYPE "A" FLASHING BEACONS, PLYWOOD ARROW AND ROAD CLOSED SIGNS ARE TO BE INCIDENTAL TO BID PRICE. BID UNIT - PER EACH.

6.) BID ITEM - (TYPE I BARRICADE-8'). TYPE I BARRICADE SHALL BE ORANGE ON WHITE REFLECTORIZED. ATTACHED HIGH INTENSITY FLASHING BEACON ARE TO BE INCIDENTAL TO BID PRICE. BID UNIT - PER EACH.

7.) BID ITEM - (VERTICAL PANELS, SINGLE TYPE OR BACK TO BACK 8"x24"). VERTICAL PANELS SHALL BE ORANGE ON WHITE REFLECTORIZED SHEETING .060 MIN 6061 T-6. PANELS TO BE MOUNTED ON DRIVE-DOWN POST EITHER 3' DRIVE OR ON STANCHION. BID UNIT - PER EACH.

8.) FLAGGING SHALL BE PROVIDED FOR SAFETY AND/OR AS DIRECTED BY THE PROJECT MANAGER. FLAGGERS SHALL USE STOP/SLOW PADDLES (18"x18" MIN.) IN ACCORDANCE WITH THE MUTCD. THE FLAGGER, APPLICABLE SIGNS AND OTHER RELATED ITEMS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, NO PAYMENT OR MEASUREMENT WILL BE MADE THEREFORE.

9.) BID ITEM - (CHANNELIZATION DEVICE BARREL TYPE "A" OR TYPE "B"). CHANNELIZATION DEVICE BARRELS SHALL BE ORANGE ON WHITE REFLECTORIZED. TYPE "A" REQUIRES NO BEACON. TYPE "B" SHALL BE EQUIPPED WITH BEACON AS SPECIFIED IN THE STANDARDS AND SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 702.021 (g), 1984 EDITION.

10.) THE PROVISIONS AS INCLUDED IN THE PLANS AND SPECIFICATIONS FOR HANDLING AND CONTROLLING TRAFFIC DURING CONSTRUCTION OF THE PROJECT MAY BE CHANGED BY THE DISTRICT HIGHWAY ENGINEER IF, BECAUSE OF FIELD CONDITION AS ACTUALLY ENCOUNTERED, SUCH CHANGES ARE DESIRABLE AT THE DISCRETION OF THE PROJECT MANAGER. THESE CHANGES WILL BE MADE BY WRITTEN INSTRUCTION TO THE CONTRACTOR, AND SHALL BE CONSIDERED AN AMENDMENT TO THE PLANS AND SPECIFICATION AS OF THE DATE OF THE CHANGE.

11.) THE CONTRACTOR SHALL SUBMIT ANY PROPOSED CHANGES IN THE TRAFFIC CONTROL PLAN TO THE DISTRICT HIGHWAY ENGINEER FOR APPROVAL.

12.) NO PAYMENT WILL BE MADE FOR ANY ADDITIONAL COST RESULTING FROM APPROVED TRAFFIC CONTROL PLAN CHANGES REQUESTED BY THE CONTRACTOR.

13.) ITEM 704010 IS INCLUDED FOR PAVEMENT STRIPING BETWEEN SURFACING LIFTS AS DIRECTED BY THE PROJECT MANAGER.

14.) BID ITEM - (SAND BARREL VEHICULAR IMPACT ATTENUATOR UNIT). SAND BARREL VEHICULAR ATTENUATOR UNLESS OTHERWISE SPECIFIED, SHALL BECOME THE PROPERTY OF STATE OF NEW MEXICO AT COMPLETION OF CONSTRUCTION AND SHALL NOT REVERT TO THE CONTRACTOR. THIS ITEM SHALL BE DELIVERED AND STOCK-PILED AT LOCATIONS DIRECTED BY THE PROJECT MANAGER.

15.) THE CONTRACTOR SHALL HAVE A RESPONSIBLE PERSON ON SITE DURING WORKING HOURS AND ON CALL DURING NON WORKING HOURS TO INSPECT AND MAINTAIN PROJECT TRAFFIC CONTROL, OR AS DIRECTED BY PROJECT MANAGER.

16.) ALL NON-APPLICABLE SIGNING SHALL BE REMOVED OR COVERED COMPLETELY WITH AN OPAQUE NON-LIGHT TRANSMITTING MATERIAL. ALL REMAINING, NON-APPLICABLE TRAFFIC CONTROL DEVICES ARE TO BE REMOVED AND STORED AT LOCATIONS DESIGNATED BY THE PROJECT MANAGER.

17.) BID ITEM - (PRECAST CONCRETE WALL BARRIER). PRECAST CONCRETE WALL BARRIER WHEN USED FOR TRAFFIC CONTROL PURPOSES, SHALL BECOME THE PROPERTY OF THE STATE OF NEW MEXICO AT COMPLETION OF THE PROJECT. PRECAST CONCRETE WALL BARRIER SHALL NOT REVERT TO THE CONTRACTOR OR UNLESS OTHERWISE SPECIFIED. PRECAST CONCRETE WALL BARRIER SHALL BE FABRICATED IN EITHER 10' UNITS OR 12.5' UNITS TO THE DIMENSIONS SHOWN ON PLANS. ALL PRECAST CONCRETE WALL BARRIER UTILIZED IN THE WORK SHALL BE OF THE SAME LENGTH AND DESIGN. INTERMIXING WILL NOT BE ALLOWED. WORK SHALL BE DONE IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECTION 503 - PORTLAND CEMENT CONCRETE, SECTION 504.022(C) - STEEL REINFORCEMENT.

WHEN NEW PRECAST CONCRETE WALL BARRIER IS CALLED FOR ON PLAN, THE WALL BARRIER SHALL BE DELIVERED TO THE DESIGNATED AREA AND SITE AT COMPLETION OF WORK. CONTRACTOR IS TO UNLOAD AND STOCKPILE PRECAST CONCRETE WALL BARRIER AS DIRECTED BY THE PROJECT MANAGER. HAULING AND STOCKPILING OF NEW PRECAST CONCRETE WALL BARRIER TO DESIGNATED AREA AND SITE SHALL BE INCIDENTAL TO THE ITEM FOR PRECAST CONCRETE WALL BARRIER. THE DESIGNATED AREA IS

RECORD DRAWING

DATE JUN 15 1993

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SPECIAL NOTE: QUANTITIES PROVIDED FOR CONTRACTOR INFORMATION ONLY.

26 3527-907493

() SIGN (S) AND/OR SUPPORT () USED IN OTHER CONSTRUCTION PHASE (S). NO ADDITIONAL PAYMENT THEREFORE.

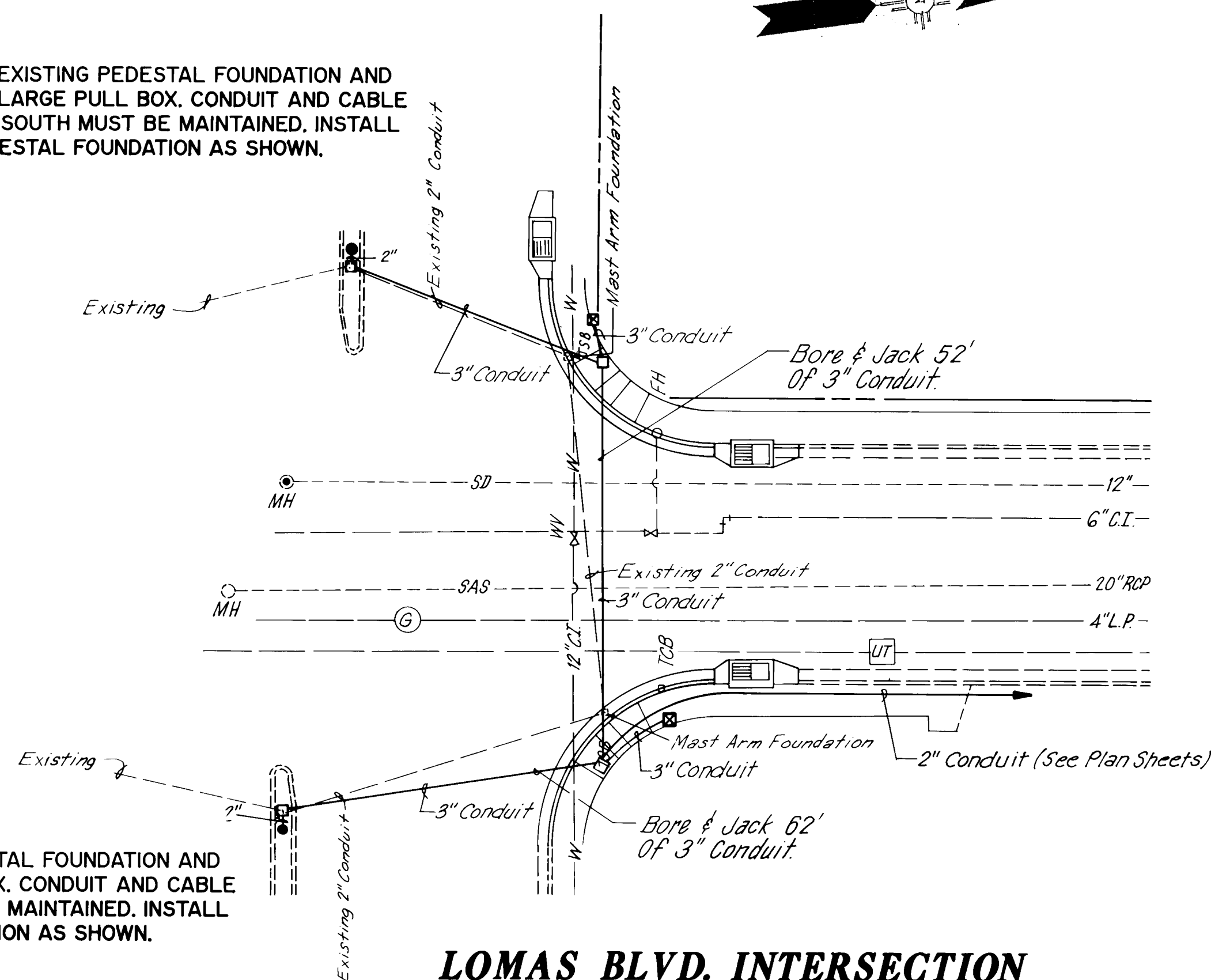
* NO ADDITIONAL POST NEEDED. SIGN TO BE MOUNTED ON COMMON POST WITH ANOTHER SIGN.

CHECKED BY

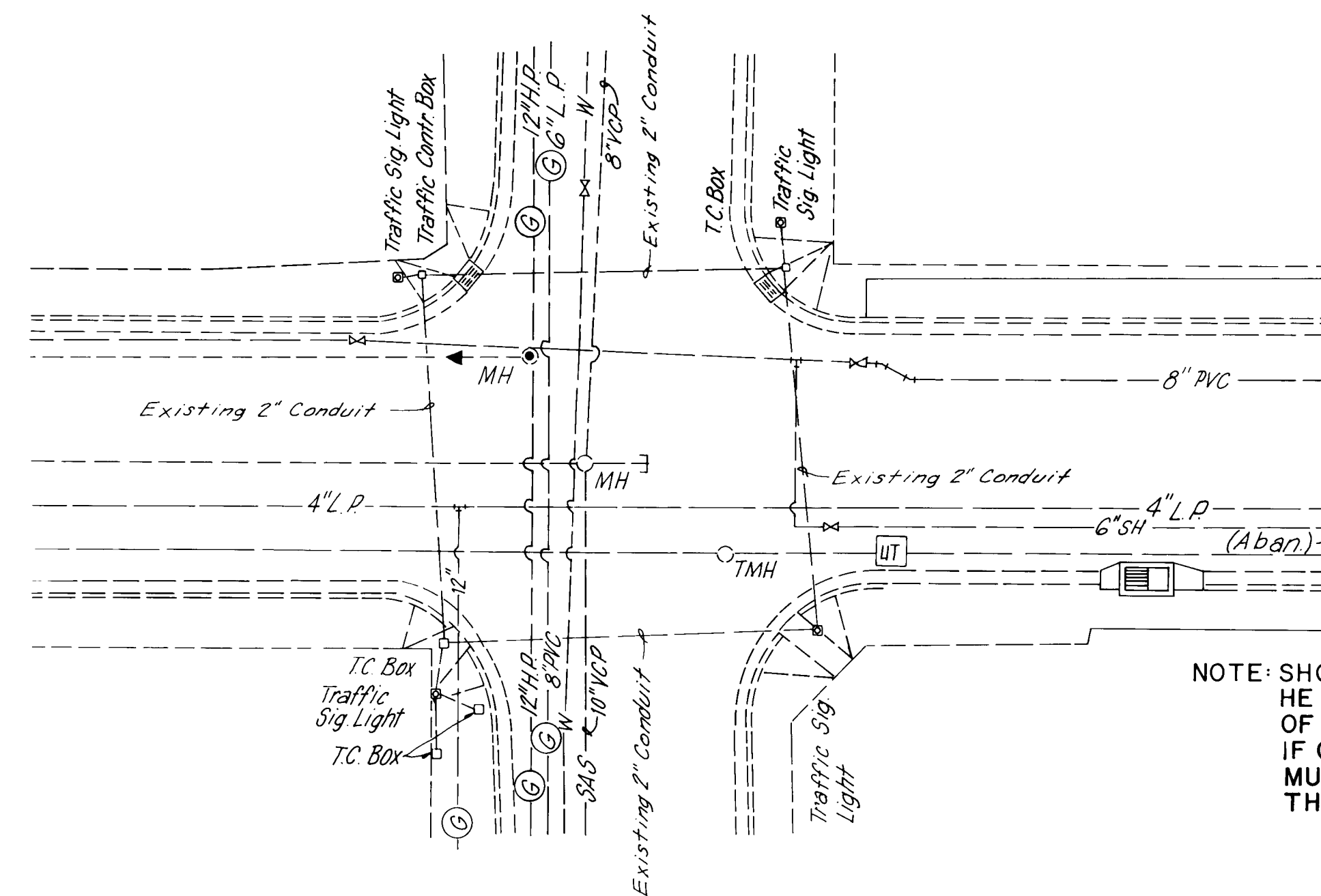
DRAWING 44132 8208

REMOVE EXISTING PEDESTAL FOUNDATION AND
INSTALL LARGE PULL BOX, CONDUIT AND CABLE
RUNNING SOUTH MUST BE MAINTAINED. INSTALL
NEW PEDESTAL FOUNDATION AS SHOWN.

- SIGNAL PEDESTAL FOUNDATION
- PULL BOX LARGE
- PULL BOX SMALL
- ⊠ MAST ARM FOUNDATION (TYPE II)



LOMAS BLVD. INTERSECTION



MOUNTAIN ROAD INTERSECTION

NOTE: SHOULD CONTRACTOR DAMAGE THE EXISTING CONDUIT, HE WILL BE REQUIRED TO REPLACE THE ENTIRE RUN OF CONDUIT WITH NEW 3" PVC BETWEEN PULL BOXES. IF CONDUIT RUNS INTO A SIGNAL FOUNDATION, CONTR. MUST INSTALL A PULL BOX AND INTERCEPT CONDUIT THAT RUNS INTO SIGNAL FOUNDATION.

STREET LIGHTING

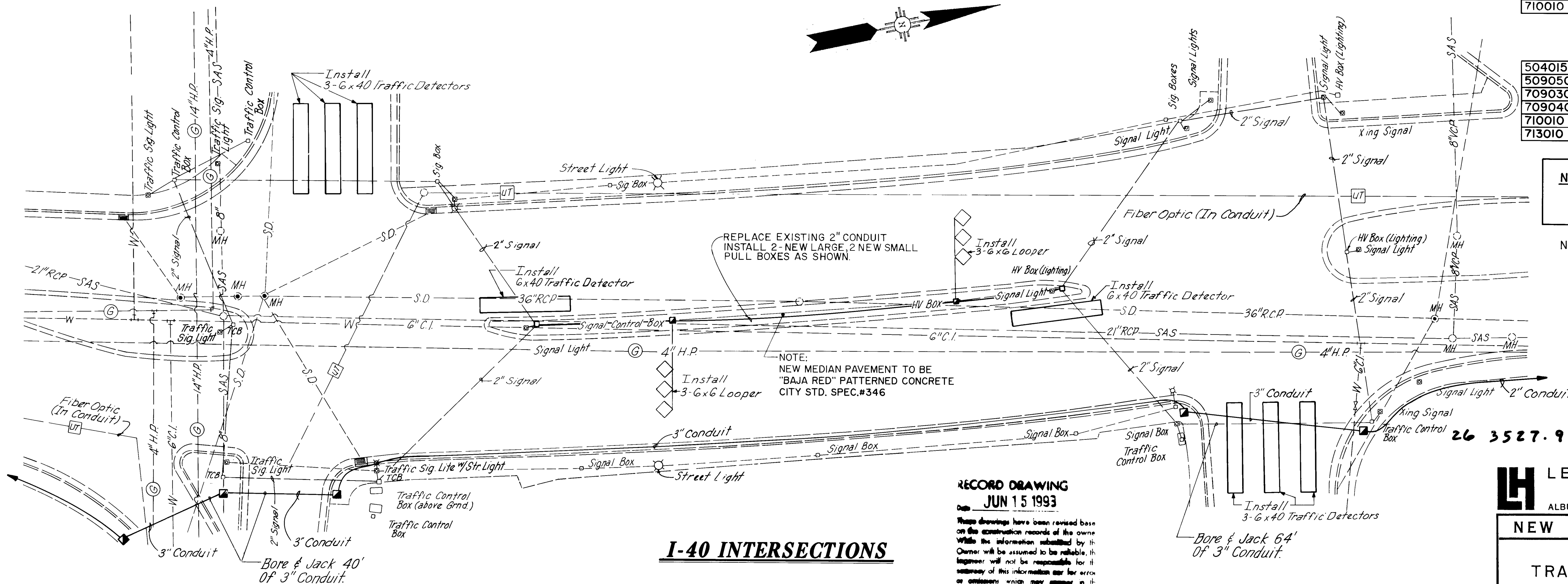
			USE
504015	REINFORCING BARS GRADE #60	LBS	2,251 2300
509050	STRUCTURAL CONCRETE CLASS A	CU. YD.	32.43 33
706015	SERVICE POLE	EA.	4 4
709030	2" RIGID ELECTRICAL CONDUIT	LIN. FT.	8730 8730
710010	ELECTRICAL PULL BOX	EA.	5 5

SIGNALIZATION

			USE
504015	REINFORCING BARS GRADE #60	LBS	3,314 350
509050	STRUCTURAL CONCRETE CLASS A	CU. YD.	4.54 5
709030	2" RIGID ELECTRICAL CONDUIT	LIN. FT.	8780 8780
709040	3" RIGID ELECTRICAL CONDUIT	LIN. FT.	672 680
710010	ELECTRICAL PULL BOX	EA.	41 41
713010	LOOP VEHICLE DETECTOR	EA.	8 8

NOTE: FOR TRAFFIC DETECTORS, SAW CUT 1" AFTER COLD MILLING, PLACE DETECTORS AND SEAL BEFORE FABRIC & PAVEMENT.

NOTE: LOOP DETECTOR LEADS TO BE CONNECTED TO NEAREST TRAFFIC SIGNAL CONTROL BOX AS DIRECTED BY TRAFFIC ENGINEERING DIVISION. CONTACT KEVIN BRODERICK, Ph. No. 291-6220 A MINIMUM OF 48 HOURS PRIOR TO LOOP DETECTOR CONSTRUCTION.



I-40 INTERSECTIONS

RECORD DRAWING
JUN 15 1993

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LEEDSHILL - HERKENHOFF, INC.
ENGINEERS ARCHITECTS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO

NEW MEXICO STATE HIGHWAY DEPARTMENT

TRAFFIC SIGNALIZATION INTERSECTION DETAILS

F.H.W.A.	STATE	N M P	SHEET	TOTAL
Region No.	NEW MEXICO	MAP-235I(900)	6-2	SHEETS

GENERAL NOTES:

- STREET LIGHT FOUNDATION TYPES AND LOCATIONS SHALL BE AS SHOWN ON PROJECT PLANS.
- STANDARD 30" AND 36" STREET LIGHT FEATURES.
- DAVIS TYPE FOUNDATION IS FOR 40" DAVIS STYLE LIGHT FEATURES.

CONSTRUCTION NOTES:

- FOUNDATION HEIGHT, PER INSTALLATION TABLE.
- 1" DIA. 8" LONG ANCHOR BOLTS WITH LEVELING NUT, GALVANIZED.
- WEATHERPROOF CAP, TYPICAL.
- 18" RADIUS, SHEEP BEND.
- 2" CONDUIT.
- 1/2" EXPANSION JOINT MATERIAL.
- 3,000 PSI P.C. CONCRETE.
- #6 REBAR AT EACH CORNER.
- #4 TIES AT 12" MAX. O.C.
- 3/4" CHAMFER 40 EXPOSED EDGES.
- 5/8" 18" COPPERWELD GROUND ROD.
- BOLT CIRCLE DIAMETER.
- BOLT SPACING.
- TOP OF FOUNDATION SHALL BE LEVEL AND FLUSH WITH HIGHEST ADJACENT SIDEWALK GRADE.

CITY OF ALBUQUERQUE

TRAFFIC
STREET LIGHT FOUNDATION
DWG. 2530

AUG 1986

GENERAL NOTES:

- TYPE I - 5' SQ. CONC. PAD REQUIRED.
- TYPE II - CONC. PAD NOT REQUIRED.
- TRAFFIC SIGNAL MANHOLE TO BE CONSTRUCTED IN AREAS OF NO VEHICULAR TRAFFIC.

CONSTRUCTION NOTES:

- 5' SQ. CONC. PAD TYPE I, TO BE CONSTRUCTED IF SPECIFIED.
- 24" ID. 14 GA. C.M.P. DIPPED IN COAL TAR ENAMEL OR COATED WITH POLYMERIC COATING (WHEELING PLASTICITE, MANUFACTURED BY WHEELING CORRUGATING CO. OR EQUAL).
- 3 MILS THICK MIN. MEETING REQUIREMENTS SET BY A.S.H.T.O. M 246.
- STANDARD SIZE BRICK FOOTING MINIMUM OF 8 PER MANHOLE.
- HEAVY DUTY CONDUIT, AS SHOWN ON PLANS.
- ROUND M.H. COVER, NEENAH FOUNDRY CO. MODEL N 3900-E.

CITY OF ALBUQUERQUE

TRAFFIC
TRAFFIC SIGNAL MANHOLE
TYPE I & II
DWG. 2524

AUG 1986

GENERAL NOTES:

- CONDUIT SCHEDULE IS FOR FUTU' USE BY CITY TRAFFIC CONTROL.

CONSTRUCTION NOTES:

- STANDARD OR MEDIAN CURB & GUTTER.
- TRAFFIC CONTROL PULL BOX LOCATION PER PROJECT PLANS.
- 1" DIAMETER SCHEDULE 40 PVC CONDUIT.
- TOE OF GUTTER.
- CEMENT PVC CAP TO END OF CONDUIT, SECURE (DO NOT CUT) FORM AND CAST INTO GUTTER WITH CAP FLUSH WITH SURFACE.
- FIND CAP AND PAINT ORANGE AFTER PAVING IS COMPLETE.

CITY OF ALBUQUERQUE

TRAFFIC
LOOP DETECTOR CONDUIT
STUBOUT DETAIL
DWG. 2522

AUG 1986

GENERAL NOTES:

- THE TOP OF THE MAST ARM AND PEDESTAL FOUNDATION SHALL BE LEVEL. WHEN PLACED IN MEDIAN WHERE MEDIAN IS CONC., THE TOP OF THE FOUNDATION SHALL BE FLUSH WITH THE TOP OF THE CONC. SURFACE. WHERE THE MEDIAN IS ASPHALT, THE TOP OF THE FOUNDATION SHALL BE FLUSH WITH THE FUTURE CONC. SURFACE, AS CALCULATED BY THE CITY ENGINEERING DIVISION. WHEN LOCATED IN OR ADJACENT TO SIDEWALKS, THE TOP OF THE FOUNDATION SHALL BE LEVEL WITH THE SIDEWALK ALONG THE PROPERTY SIDE OF THE FOUNDATION.

CONSTRUCTION NOTES:

- EXPANSION JOINT MATERIAL (TYPICAL).
- 4" x 1/2" x 1/2" ANCHOR BOLTS WITH NUTS AND WASHERS ON 12" DIA. BOLT CIRCLE.
- WEATHER CAP.
- FOR ELEVATIONS, SEE NOTE 1 ABOVE.
- RIGID CONDUIT.
- NO. 6 AT EACH CORNER.
- 4 NO. 4 TIES.
- 1/2" x 10'-0" COPPERWELD GROUND ROD WITH 3" OF ROD EXPOSED INSIDE BOLT CIRCLE.
- TOOL TOP EDGES OF PEDESTAL WITH 1/4" RADIUS.

CITY OF ALBUQUERQUE

TRAFFIC
PEDESTAL FOUNDATIONS
DWG. 2525

AUG 1986

GENERAL NOTES:

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- THE ABS PLASTIC BOX SHOWN IS FOR LARGE PULL BOX INSTALLATIONS. ONLY. IT IS BASED ON A SERIES 1730 BOX MANUFACTURED BY BROOKS PRODUCTS, INC., EL MONTE, CALIF.
- ALTERNATE PRODUCTS OF SIMILAR SIZE, MATERIAL AND PERFORMANCE MAY BE USED WITH PRIOR WRITTEN APPROVAL FROM THE ENGINEER.
- TRAFFIC BEARING DETAILS ARE NOT INTENDED FOR FULL STREET TRAFFIC. SUCH INSTALLATIONS REQUIRE A TYPE II SIGNAL MANHOLE OR SPECIAL DESIGN.

CONSTRUCTION NOTES:

- THRU J. DIMENSIONS PER TABLES.
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- BOX SHALL BE SET TO GRADE ON FOUR 2" x 8" x 16" CONC. BLOCKS AS SHOWN ON DWG. 2520; USE SIX (6) BLOCKS UNDER 7' x 7' BOXES.
- TOP OF BOX SHALL BE CONSTRUCTED FLUSH WITH ADJACENT FINISHED GRADE.
- BEND ELECTRICAL CONDUIT INTO BOX AS DETAILLED ON DWG. 2520.
- PULL BOXES INSTALLED IN DRIVEWAYS AND WHEELCHAIR RAMPS SHALL HAVE M-20 STEEL COVER AND SHALL BE ENCASED IN 3000 PSI CONC. PER ENCASMENT DETAIL. ABS BOXES SHALL NOT BE INSTALLED IN TRAFFIC BEARING LOCATIONS.
- NO. 4 REBAR, 24" LONGER THAN OUTSIDE DIMENSION OF BOX, CENTER ON EACH SIDE OF BOX, FIELD BEND AT BOX CORNERS WHEN NECESSARY TO CLEAR EDGE OF SLAB.
- LOAD SHALL BE "TRAFFIC SIGNAL" OR "ELECTRIC" AS APPROPRIATE.

CITY OF ALBUQUERQUE

TRAFFIC
ELECTRICAL PULL BOX
ALTERNATE INSTALLATIONS
DWG. 2521

AUG 1986

GENERAL NOTES:

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CONSTRUCTION NOTES:

- STANDARD OR MEDIAN CURB & GUTTER.
- TRAFFIC CONTROL PULL BOX LOCATION PER PROJECT PLANS.
- 1" DIAMETER SCHEDULE 40 PVC CONDUIT.
- TOE OF GUTTER.
- CEMENT PVC CAP TO END OF CONDUIT, SECURE (DO NOT CUT) FORM AND CAST INTO GUTTER WITH CAP FLUSH WITH SURFACE.
- FIND CAP AND PAINT ORANGE AFTER PAVING IS COMPLETE.

CITY OF ALBUQUERQUE

TRAFFIC
LOOP DETECTOR CONDUIT
STUBOUT DETAIL
DWG. 2522

AUG 1986

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CITY OF ALBUQUERQUE

TRAFFIC
ELECTRICAL PULL BOX
ALTERNATE INSTALLATIONS
DWG. 2521

AUG 1986

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CITY OF ALBUQUERQUE

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AUG 1986

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CITY OF ALBUQUERQUE

TRAFFIC
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ALTERNATE INSTALLATIONS
DWG. 2521

AUG 1986

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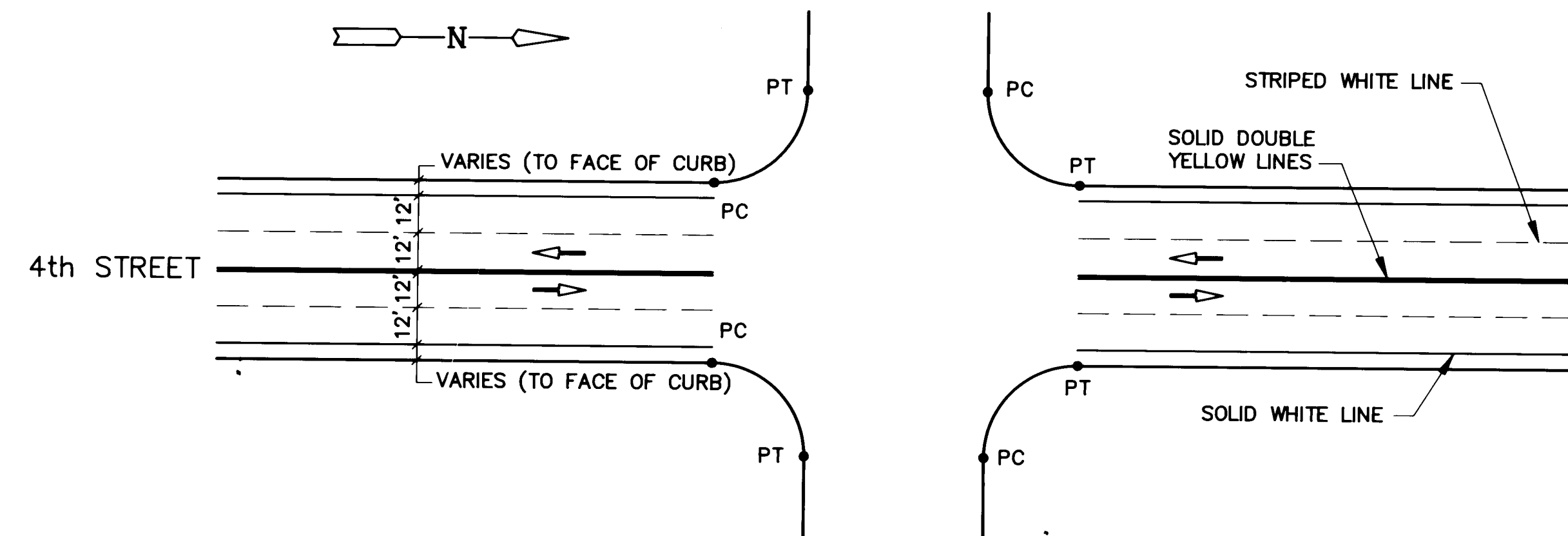
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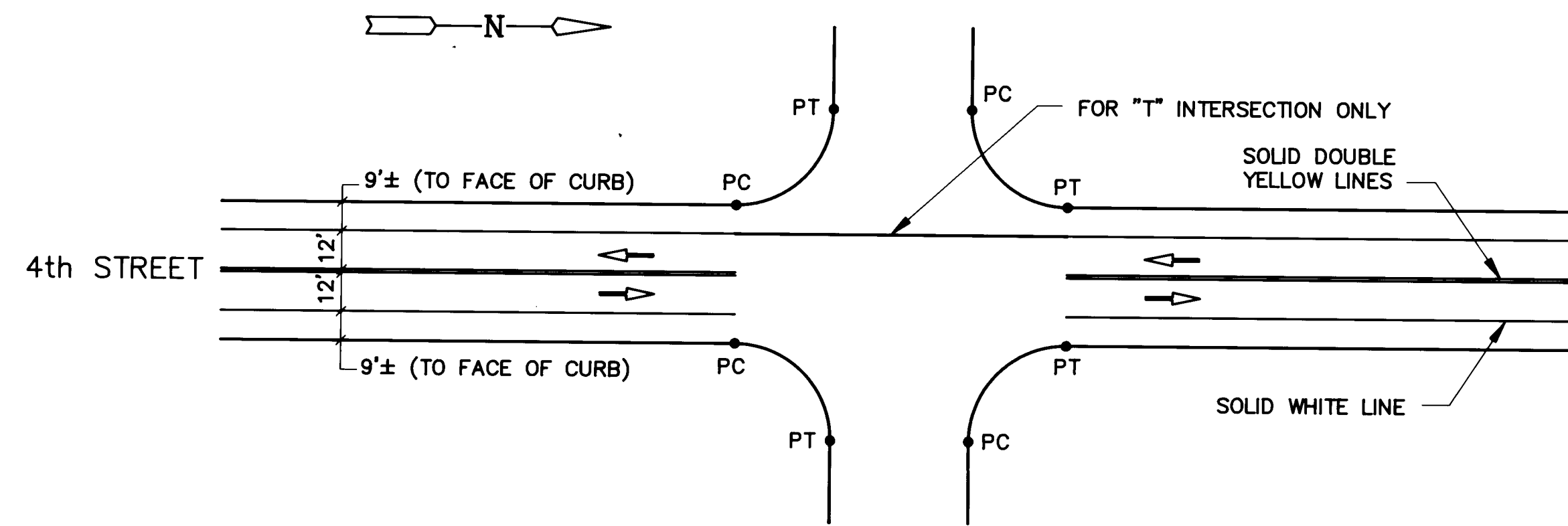
CITY OF ALBUQUERQUE

TRAFFIC
PEDESTAL FOUNDATIONS
DWG. 2525

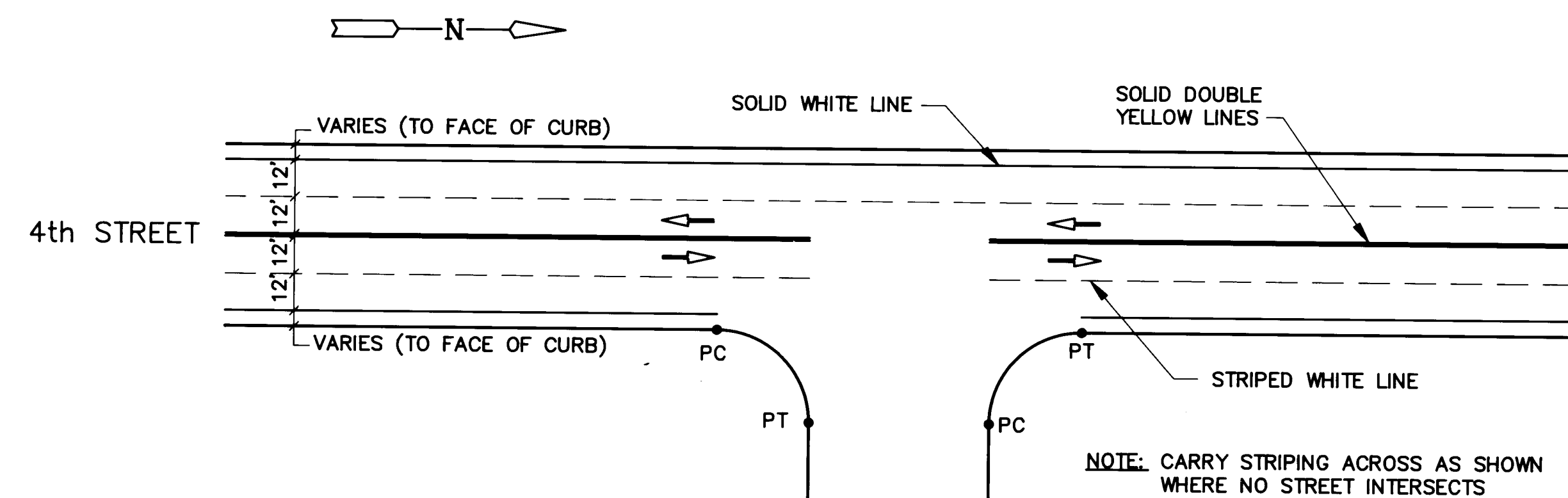
F.H.W.A. Region No.	STATE	N M P	SHEET No.	TOTAL SHEETS
6	NEW MEXICO	MAP-2351(900)	6-3	



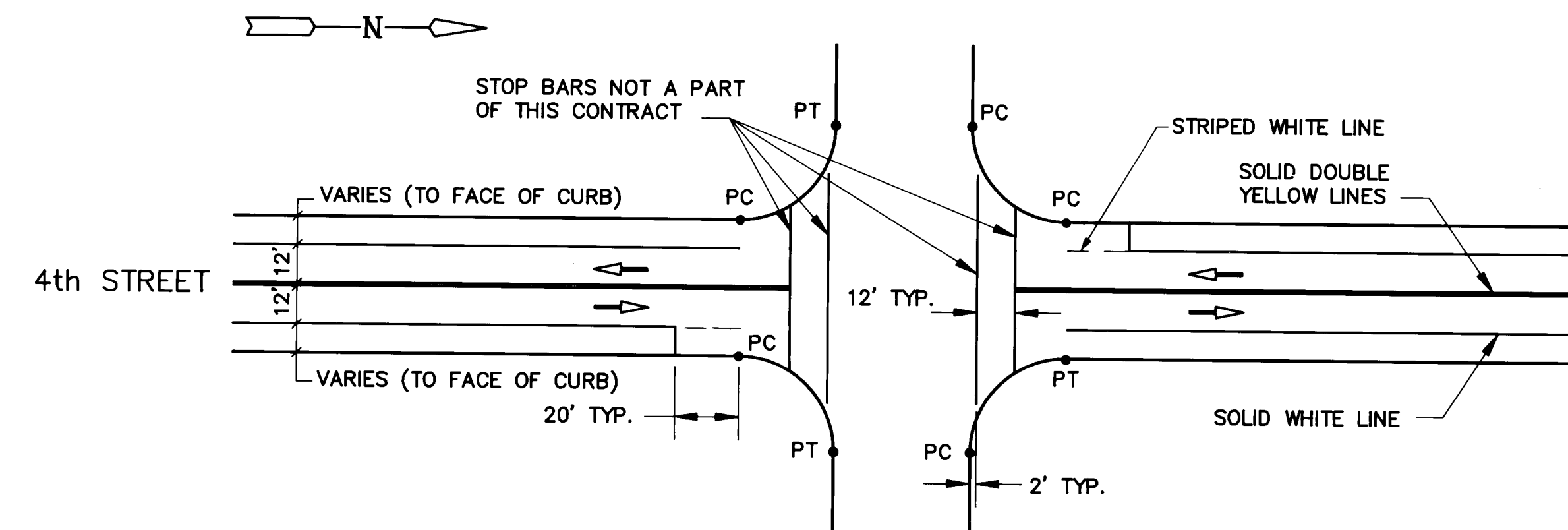
STRIPING PLAN FOR 4-WAY
INTERSECTION NORTH OF STA. 60+14.97



STRIPING PLAN FOR 4-WAY
INTERSECTION SOUTH OF STA. 16+40.90



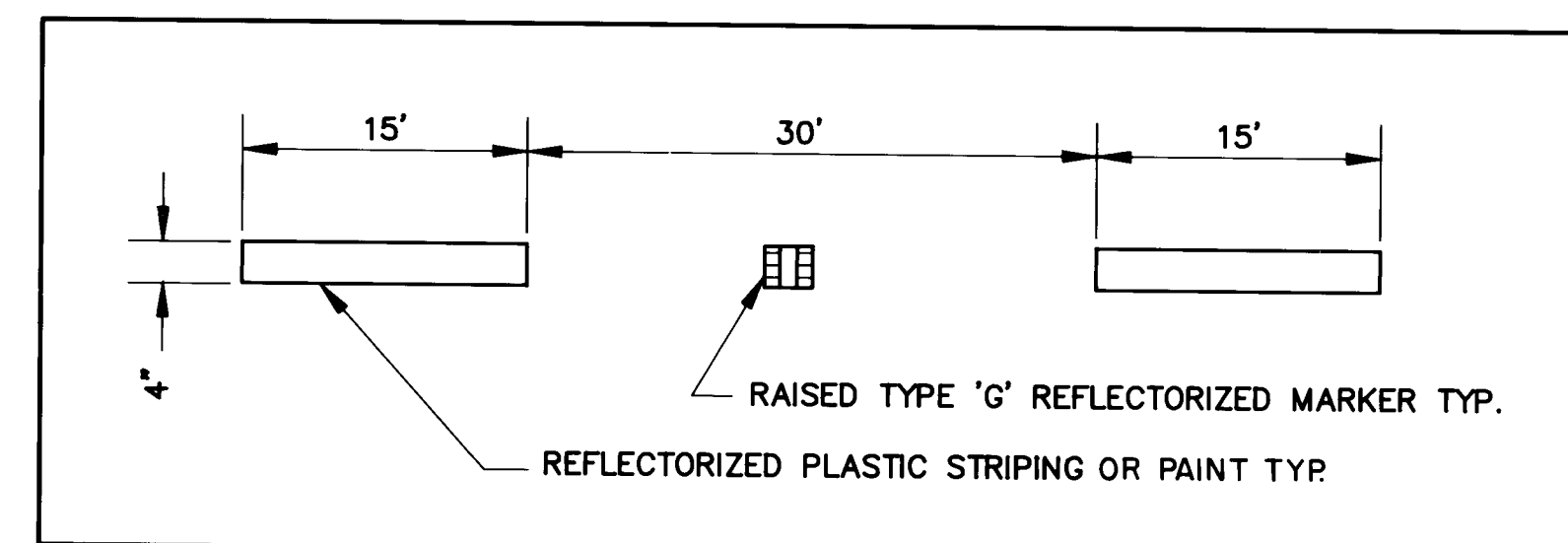
TYPICAL STRIPING PLAN FOR
T INTERSECTION NORTH OF STA. 60+14.97



STRIPING PLAN FOR
MOUNTAIN ROAD - SIGNALIZED INTERSECTION

NOTES

1. LANEING MATERIAL: 4" WIDE - 90 MIL. THICK REFLECTORIZED PLASTIC. PREFORMED COLD IN ACCORDANCE WITH SUPPLEMENTAL TECHNICAL SPECIFICATIONS.
2. STOP BARS NOT PART OF THIS CONTRACT.
3. DRAWING NOT TO SCALE



TYPICAL STRIPING DETAIL
N.T.S.

NOTE:
CURB PAINTING WILL BE DONE BY
CITY FORCES AFTER COMPLETION
OF CONSTRUCTION.

RECORD DRAWING

JUN 15 1993
These drawings have been revised based on the construction records of the owner. While the information submitted by the Owner will be assumed to be reliable, the Engineer will not be responsible for the accuracy of this information or for any errors or omissions which may appear in the record drawing as a result thereof.

No.	DESCRIPTION	DATE	BY
6			
5			
4			
3			
2			
1			

26 3527.907793

LEEDSHILL - HERKENHOFF, INC.
ENGINEERS
ALBUQUERQUE SANTA FE PHOENIX SAN DIEGO SAN FRANCISCO
NEW MEXICO STATE HIGHWAY DEPARTMENT

STRIPING PLAN

MAP-2351(900)

SHEET 6-3

JOB NO. 8081.21
DRAWN S.L.T.
DESIGNED
CHECKED

CADD REVISION DATE: 3/6/90

8081STR.DWG