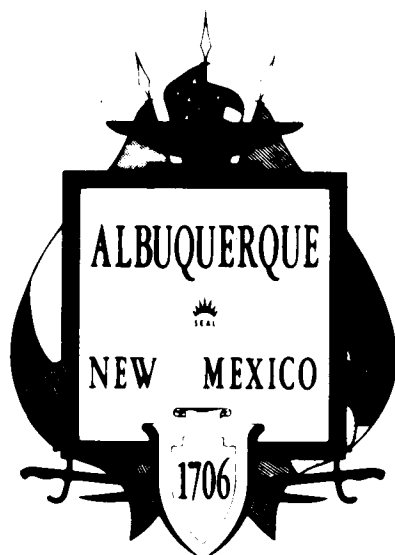


SAGE ROAD IMPROVEMENTS

NMSHTD PROJECT No. SP-HM-7501(203)
NMSHTD PROJECT No. SP-HM-7501(215)

DESCRIPTION	INDEX	SHEET NO.
TITLE SHEET & INDEX.....		1
PAVING PLAN & PROFILE		
STA. 5+00 TO STA. 15+00.....		2
STA. 15+00 TO STA. 25+00.....		3
STA. 25+00 TO STA. 35+00.....		4
STA. 35+00 TO STA. 46+00.....		5
STA. 46+00 TO STA. 56+00.....		6
STA. 56+00 TO STA. 66+89.24.....		7
TYPICAL STREET SECTIONS & TYPICAL PAVEMENT SECTIONS.....		8
TYPICAL STREET SECTIONS.....		9
MISCELLANEOUS DETAILS.....		10
STRIPING PLAN.....		11 THRU 13
TYPICAL TRAFFIC CONTROL.....		14
STREET CROSS SECTIONS.....		15 THRU 23

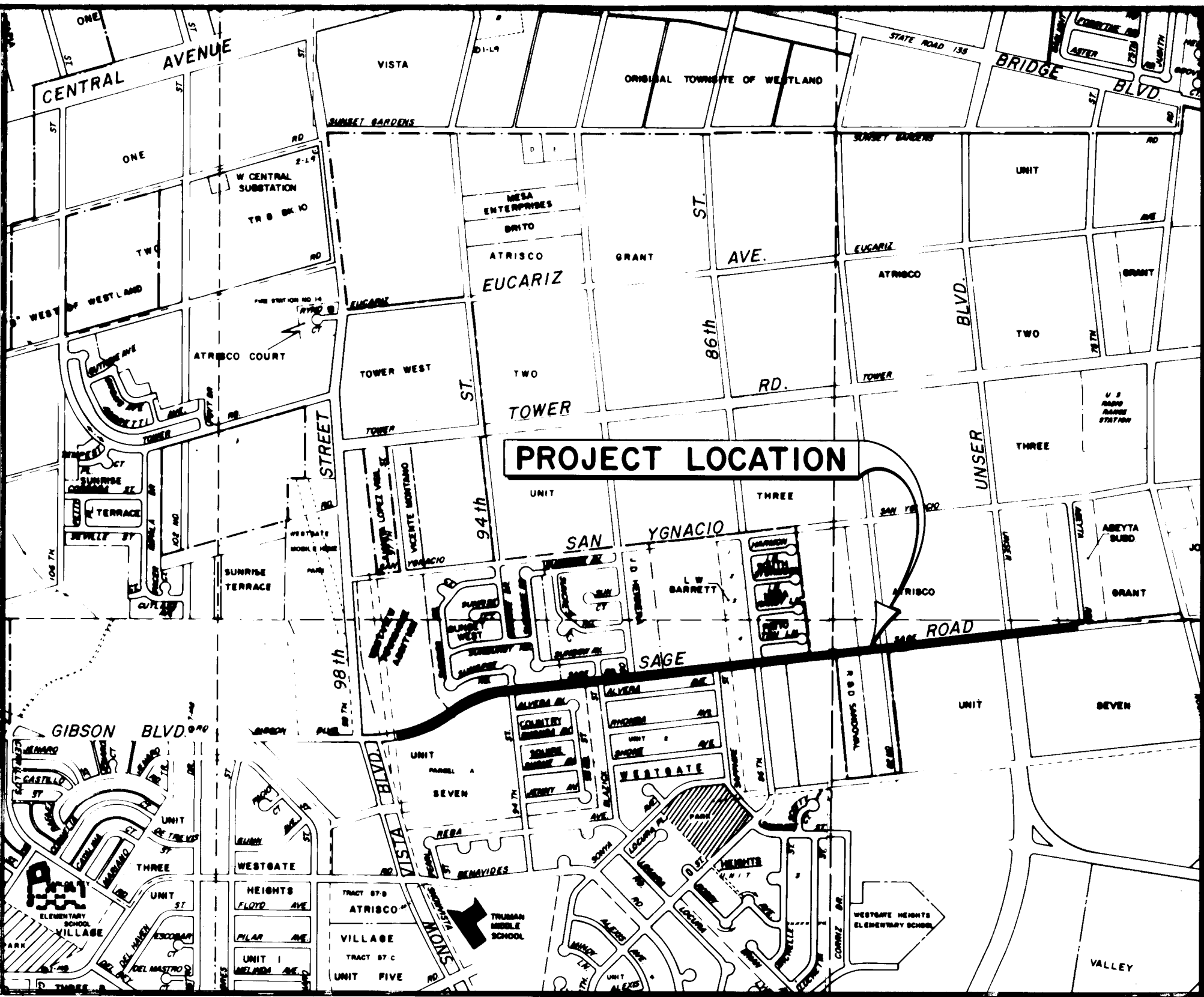
CITY OF ALBUQUERQUE
NEW MEXICO



APPROVAL OF AS BUILT DRAWINGS
CHIEF CONSTRUCTION ENGINEER
DATE 10-7-92

RECORD DRAWING
RECORD DRAWINGS WERE PREPARED BY
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

SET NUMBER



LOCATION MAP

ZONE ATLAS M-9, M-10
SCALE: 1" = 1000'

GENERAL NOTES

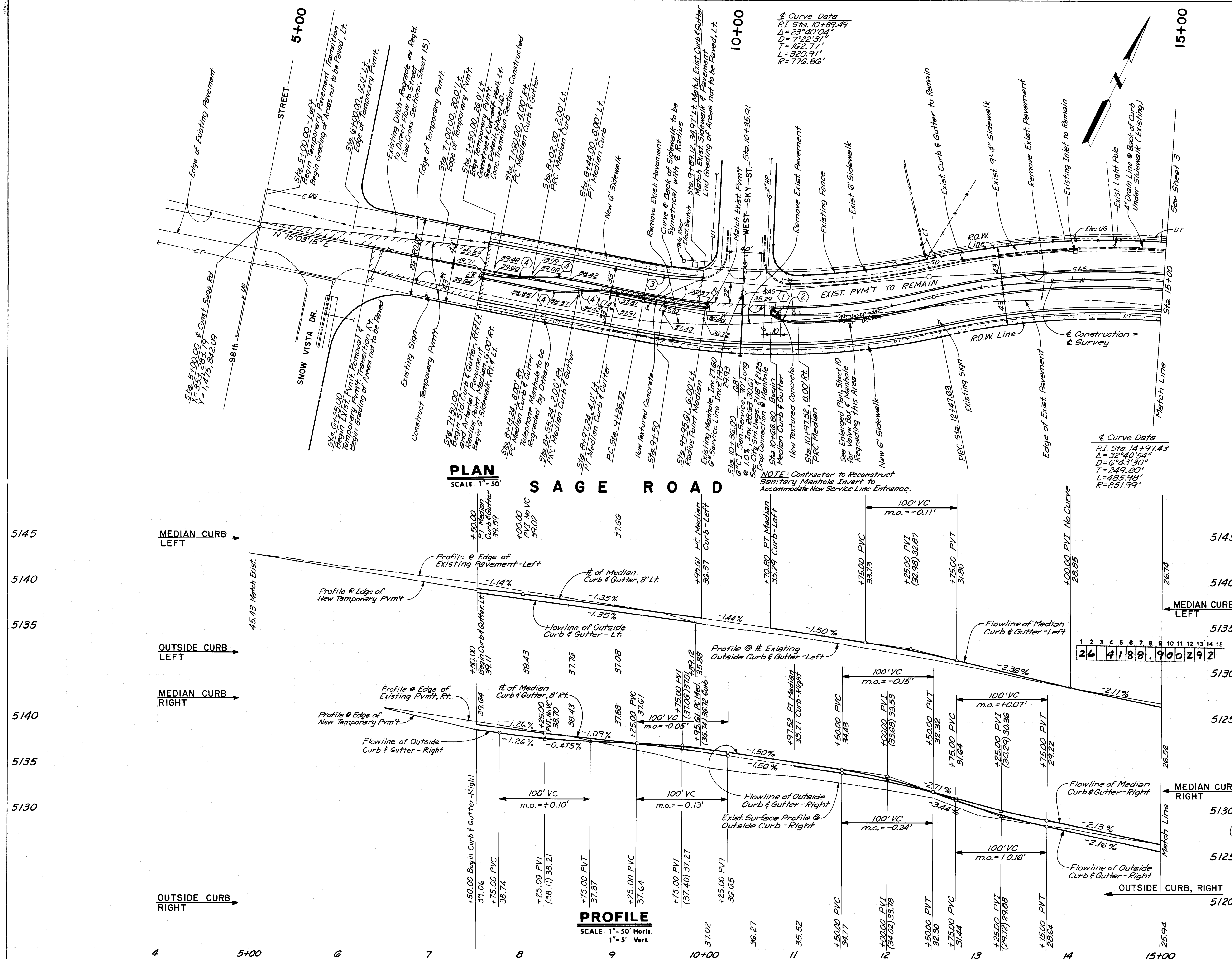
- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER THIS CONTRACT SHALL, EXCEPT OTHERWISE STATED OR PROVIDED FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION.
- REFERENCES MADE TO STANDARD DRAWINGS REFER TO CITY OF ALBUQUERQUE STANDARD DRAWINGS.
- TWO WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT THE NEW MEXICO ON 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 WILL NOTIFY THE ENGINEER OR SURVEYOR SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
- BACKFILL COMPACTION SHALL BE ACCORDING TO SPECIFIED STREET USE.
- TACK COAT REQUIREMENTS SHALL BE DETERMINED BY ENGINEER.
- CONTRACTOR SHALL PROVIDE 12" SUBGRADE PREPARATION UNDER ALL NEW PAVEMENT, CURBS & GUTTERS, VALLEY GUTTERS, AND CONCRETE FILLETS.
- WHEN ABUTTING NEW PAVEMENT TO EXISTING, CUT BACK EXISTING PAVEMENT TO A NEAT STRAIGHT LINE AS REQUIRED TO REMOVE ANY BROKEN OR CRACKED PAVEMENT, AND MATCH NEW TO EXISTING. NO SEPARATE PAYMENT SHALL BE MADE FOR SUCH CUTTING OF EXISTING PAVEMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. CUTTING OF PAYMENT SHALL BE IN CONFORMANCE WITH THE SPECIFICATIONS.
- WHERE REMOVAL OF EXISTING CURB & GUTTER OR SIDEWALK IS REQUIRED, SUCH REMOVAL SHALL BE MADE BACK TO THE NEAREST JOINT BEYOND THE REMOVAL REQUIRED.
- CURB & GUTTER SHOWN AS EXISTING AND NOT TO BE REMOVED UNDER THE CONTRACT WHICH IS DAMAGED OR DISPLACED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- WHEN CONSTRUCTION UNDER THIS PROJECT CONNECTS TO EXISTING IMPROVEMENTS, THE CONTRACTOR SHALL PROVIDE AN EASY RIDING CONNECTION.
- MATCH FLOWLINES OF GUTTER WHEN CONNECTING NEW CURB & GUTTER TO EXISTING.
- ALL WATER VALVE BOXES AND SEWER OR WATER MANHOLES IN THE CONSTRUCTION AREA ARE TO BE ADJUSTED TO FINISH GRADE UNDER THE CONTRACT.

GENERAL NOTES CONTINUED ON SHEET 2 (SEE SHEET 14 FOR TRAFFIC CONTROL NOTES)

REV	SHEETS	DATE	USER	DEPT.	DATE	USER	DEPT.	DATE
1	2,10,11,15	4-9-91	City Engr.		4-9-91			

APPROVAL OF REVISIONS

	ANDREWS, ASBURY & ROBERT, INC. CONSULTING ENGINEERS ALBUQUERQUE 80-572A NEW MEXICO	APPROVED FOR CONSTRUCTION CITY ENGINEER DATE 12-2-91
	4188.90	SHEET 1 OF 23



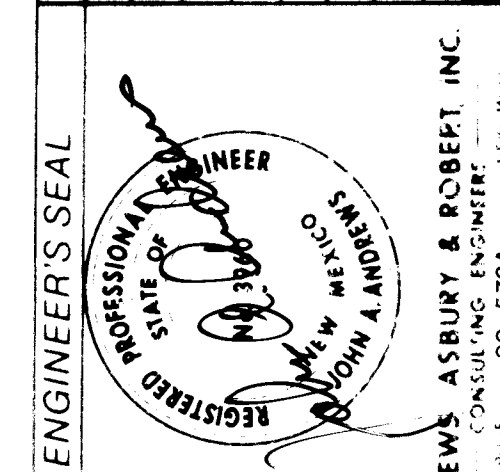
GENERAL NOTES (CONT.)

- A DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL, ASPHALT PAVING, CONCRETE PAVING, CURB & GUTTER, SIDEWALKS, DRIVEWAYS, AND OTHER REMOVAL ITEMS SHALL BE OBTAINED BY THE CONTRACTOR. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE AND HAUL THERE TO SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM TO WHICH THE WORK APPLIES AND NO DIRECT PAYMENT WILL BE MADE THEREFOR.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL OR ANY BORROW MATERIALS. ALL BORROW MATERIAL SHALL BE APPROVED BY THE ENGINEER PRIOR TO INCORPORATING ANY MATERIAL FROM SUCH AREAS IN THE PROJECT. NO SEPARATE PAYMENT WILL BE MADE FOR THE BORROW MATERIALS. ANY BORROWING AND/OR HAULING OF MATERIALS REQUIRED SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION OF THE PROJECT.
- ALL CLEARING AND GRUBBING NECESSARY SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION OF THIS PROJECT AND NO DIRECT PAYMENT WILL BE MADE THEREFOR.
- TRAFFIC PAVEMENT MARKERS, INCLUDING INSTALLATION, SHALL CONFORM TO THE REQUIREMENTS OF THE NEW MEXICO STATE HIGHWAY DEPARTMENT.
- PRIOR TO ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL CLEAN ALL STREET AREAS WITHIN THE PROJECT LIMITS INCLUDING EXISTING PAVEMENT, CURB & GUTTER AND ADJACENT SIDEWALKS OF ALL EXCESS WIND BLOWN SAND AND OTHER FOREIGN MATERIAL.
- GRADING WORK INCLUDING ALL EXCAVATIONS AND EMBANKMENTS FOR ALL AREAS ON WHICH SUBGRADE PREPARATION IS PROVIDED SHALL BE INCLUDED UNDER THE BID ITEM FOR SUBGRADE PREPARATION. GRADING OUTSIDE SUBGRADE PREPARATION AREAS SHALL BE INCLUDED UNDER THE BID ITEM FOR GRADING AREAS NOT TO BE PAVED.
- MEASUREMENT OF AREAS FOR PAYMENT UNDER THE BID ITEM FOR GRADING AREAS NOT TO BE PAVED SHALL BE MADE FOR AREAS GRADED BASED ON A WIDTH OF 10 FEET PARALLEL AND ADJACENT TO EACH OUTSIDE CURB AND GUTTER, EDGE OF NEW PAVEMENT CONSTRUCTION AND/OR EDGE OF NEW STABILIZED SHOULDER AND IN MEDIAN AREAS FROM BACK OF MEDIAN CURB TO BACK OF MEDIAN CURB. ALL GRADING INCLUDING ALL EXCAVATIONS AND EMBANKMENTS BEHIND CURBS, AND OUTSIDE THE EDGES OF NEW PAVEMENT AND SHOULDERS INCLUDING DITCH GRADING SHALL BE INCLUDED IN THIS BID ITEM. ALL WORK TO BE PERFORMED OUTSIDE THE LIMITS OF MEASUREMENT DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR WHICH PAYMENT IS ALLOWED.
- CEMENT TREATED BASE COURSE FOR EROSION PROTECTION WILL BE PAID FOR UNDER THE CONTRACT ITEM FOR CEMENT TREATED BASE COURSE (CTB) 6" THICK. NO ADDITIONAL PAYMENT WILL BE MADE FOR ADDED CEMENT TO PROVIDE A MINIMUM COMPRESSIVE STRENGTH OF 600 PSI BUT SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OF THE PROJECT.
- 6" SUBGRADE PREPARATION TO BE PROVIDED UNDER CTB EROSION PROTECTION WILL BE PAID FOR UNDER THE CONTRACT ITEM FOR SUBGRADE PREPARATION FOR RESIDENTIAL ROADWAYS, 6".

SAGE ROAD IMPROVEMENTS
NMSHTD PROJ. No. SP-HM-750(203) & NMSHTD PROJ. No. SP-HM-750(215)
PLAN & PROFILE STA. 5+00 TO STA. 15+00

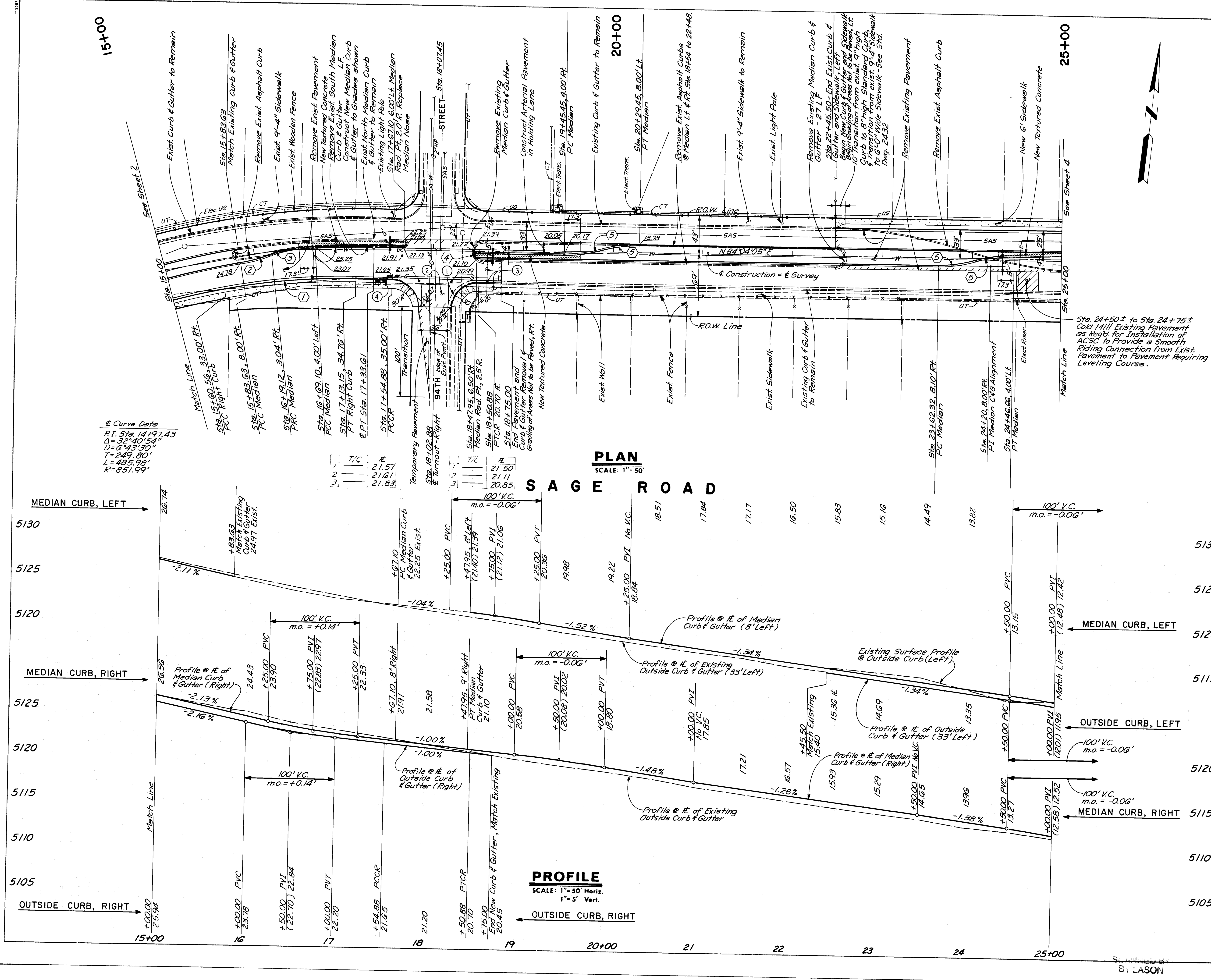
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. CHAIRMAN	Reginald	1-24-91	WATER	1-24-91	
TRANSPORTATION	1-24-91		WASTE WATER	1-24-91	
HYDROLOGY	1-24-91				

DRAWING NO.	MAP NO.	SHEET	OF
4188.90	M-9	2	23



NO.	DATE	REVISIONS	DESIGN
1	4-1-91	Revise Plan & Profile 5+00 to 10+00 AMP	
DESIGNED BY	JA	DATE	Dec. 1990
DRAWN BY	JCS, TL	DATE	Dec. 1990
CHECKED BY	JA	DATE	Dec. 1990

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP



CURVE DATA

94TH STREET INTERSECTION, RT.

REMOVE EXISTING CURB & GUTTER AND SIDEWALK AT 1300' EAST CURB RETURN.

CONSTRUCT CONCRETE CURB RETURN FILLET, VALLEY GUTTER AND SIDEWALK WITH WHEEL CHAIR RAMP. TRANSITION FROM 8" HIGH CURB TO 52" HIGH CURB IN CURB RETURN. L = 30.80'

REMOVE EXISTING PAVEMENT IN CURB RETURN AREA AND REPLACE WITH RESIDENTIAL PVM.

REMOVE EXISTING PAVEMENT, CURB & GUTTER AND SIDEWALK - RT. (EAST BOUND LANES) AND REPLACE TO GRADES SHOWN. THIS EXISTING SECTION OF CURB IS 12" HIGH AND NEW CURB SHALL MATCH EXISTING.

GAS COMPANY OF NEW MEXICO TO EXTEND GAS LINE TO BACK OF CURB AT SOUTHWEST CORNER OF SAGE ROAD AND 94TH STREET PRIOR TO CONSTRUCTION OF SOUTH TURN-OUT TO 94TH STREET. CONTRACTOR SHALL COORDINATE WORK BY GAS COMPANY OF NEW MEXICO WITH HIS WORK.

DELETED - NOT CONSTRUCTED

CURVE DATA

① $\Delta = 11^{\circ}38'15''$
 $R = 721.74'$
 $T = 73.55'$
 $L = 146.59'$

② $\Delta = 13^{\circ}37'54''$
 $R = 150.00'$
 $T = 17.93'$
 $L = 35.69'$

③ $\Delta = 19^{\circ}22'46''$
 $R = 150.00'$
 $T = 25.61'$
 $L = 50.74'$

④ $\Delta = 180^{\circ}00'00''$
 $R = 2.50'$
 $L = 7.85'$

⑤ $\Delta = 16^{\circ}15'37''$
 $R = 150.00'$
 $T = 21.43'$
 $L = 42.57'$

Sta. 24+50± to Sta. 24+75±
Cold Mill Existing Pavement as Req'd. for Installation of ACSC to Provide a Smooth Riding Connection from Exist. Pavement to Pavement Requiring Leveling Course.

PLAN
SCALE: 1" = 50'

PROFILE
SCALE: 1" = 50' Horiz.
1" = 5' Vert.

RECORD DRAWING
RECORD DRAWINGS WERE PREPARED BY THE CITY OF ALBUQUERQUE.

APPROVALS

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. CHAIRMAN	Randy	1-24-91	WATER	1-24-91	
TRANSPORTATION	Randy	1-24-91	WASTE WATER	1-24-91	
HYDROLOGY	CAM	1-24-91			

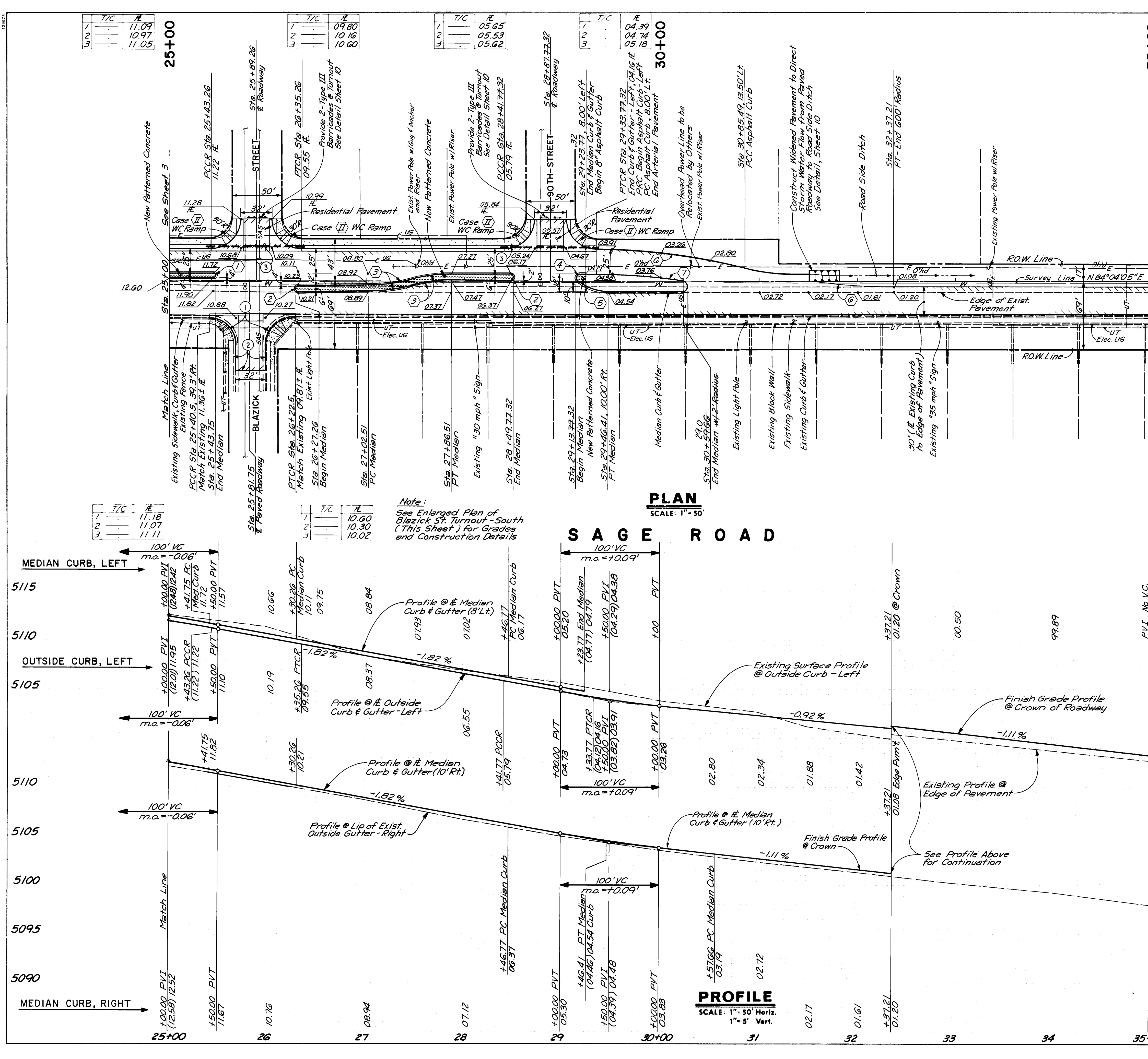
CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

SAGE ROAD IMPROVEMENTS
NMSHTD PROJ. No. SP-HM-7501(203) & NMSHTD PROJ. No. SP-HM-7501(215)
PLAN & PROFILE STA. 15+00 TO STA. 25+00

DESIGNED BY JA
DRAWN BY JCS:TL
CHECKED BY JA

DATE Dec. 1990
DATE Dec. 1990
DATE Dec. 1990

DRAWING NO. 4188.90
MAP NO. M-9
SHEET 3 OF 23



BLAZICK ST. TURNOUT-SOUTH

1 REMOVE EXISTING CURB & GUTTER AND SIDEWALK AT CURB RETURN AND AS SHOWN.

2 REMOVE EXISTING CURB & GUTTER, SIDEWALK AND PAVEMENT TO 30' BACK FROM CURB RETURNS AND REPLACE TO NEW GRADES SHOWN.

3 SLEEVES FOR FUTURE GAS LINES TO BE INSTALLED BY GAS CO. OF NEW MEXICO PRIOR TO CONSTRUCTION OF NORTH TURNOUTS ON BLAZICK AND 98TH STREETS. CONTRACTOR SHALL COORDINATE WORK BY GAS CO. OF NEW MEXICO WITH HIS WORK.

DELETED-NOT CONSTRUCTED

ENLARGED PLAN

BLAZICK ST. TURNOUT-SOUTH

SCALE: 1" = 20'

CURVE DATA

1	$\Delta = 180^{\circ}00'00''$ $R = 2.00'$
2	$\Delta = 180^{\circ}00'00''$ $R = 3.00'$
3	$\Delta = 16^{\circ}15'37''$ $R = 150.00'$ $T = 21.43'$ $L = 42.57'$
4	$\Delta = 141^{\circ}30'00''$ $R = 4.00'$ $T = 11.45'$ $L = 9.88'$
5	$\Delta = 38^{\circ}30'00''$ $R = 50.00'$ $T = 17.46'$ $L = 33.60'$
6	$\Delta = 14^{\circ}38'50''$ $R = 600.00'$ $T = 77.11'$ $L = 153.39'$
7	$\Delta = 12^{\circ}41'29''$ $R = 875.00'$ $T = 63.94'$ $L = 127.37'$

26 4188.90 9100492

RECORD DRAWING

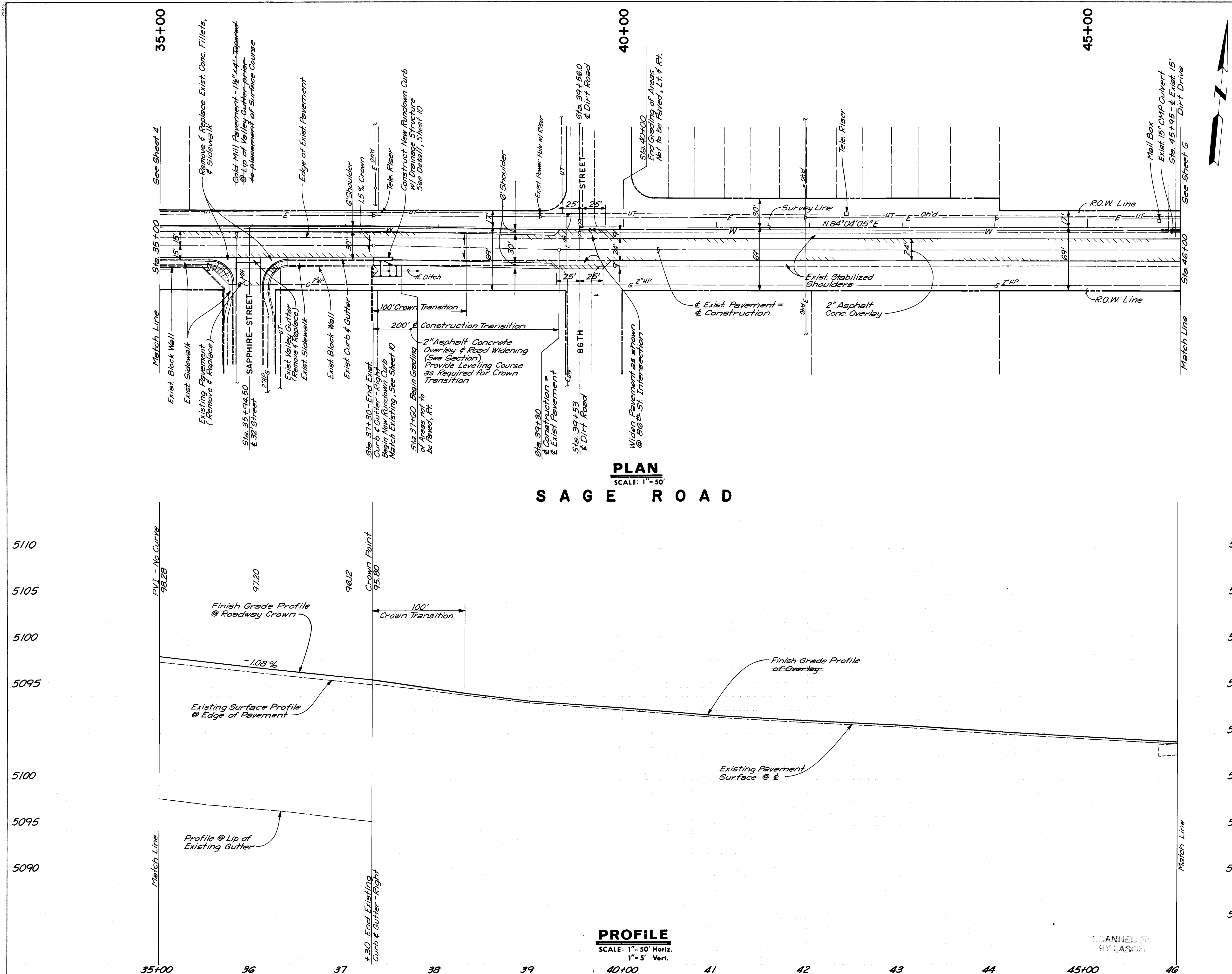
SCANNED BY LASON

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

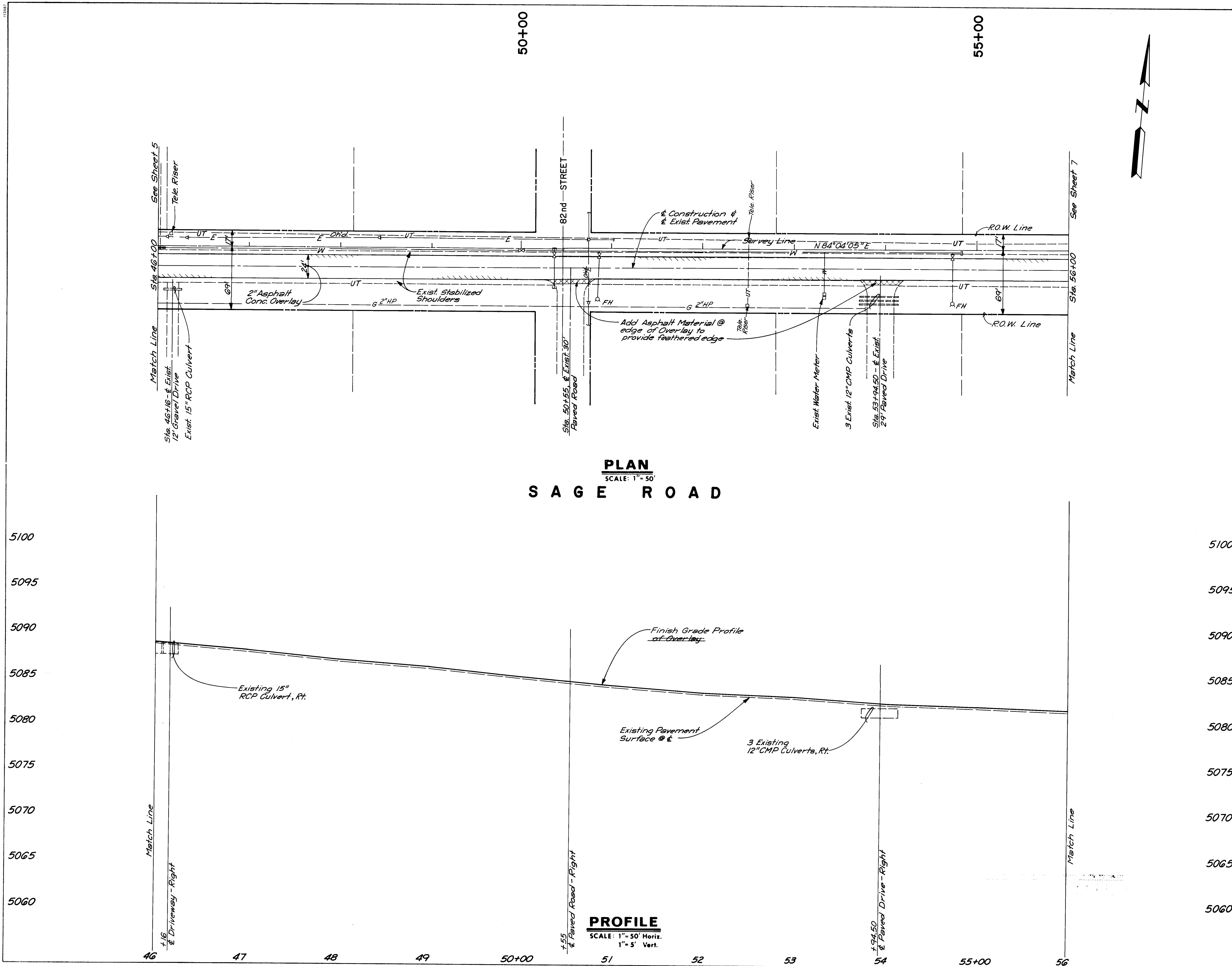
SAGE ROAD IMPROVEMENTS
NMSHTD PROJ. No. SP-HM-7501(203) & NMSHTD PROJ. No. SP-HM-7501(215)
PLAN & PROFILE STA. 25+00 TO STA. 35+00

APPROVALS	ENGINEER	DATE	APPROVALS	DATE
D.R.C. CHAIRMAN	1-24-91	WATER	4/11/91	1-24-91
TRANSPORTATION	1-24-91	WASTE WATER	4/11/91	"
HYDROLOGY	1-24-91			

DRAWING NO. 4188.90 MAP NO. M-9 SHEET 4 OF 23

[illegible]

121845



AS BUILT INFORMATION

ALBUQUERQUE ASPHALT, INC.

DATE 3-91

BENCH MARKS

STATION ACS 5-M9, ELEVATION 5150.917.

AN X-CUT ON THE NORTHEAST CORNER BOLT OF FIRE HYDRANT, LOCATED ON THE WEST SIDE OF 98TH STREET, S.W., 150 FEET NORTH OF THE INTERSECTION OF GIBSON BOULEVARD, S.W. AND 98TH STREET, S.W.

SURVEY INFORMATION

FIELD NOTES

DATE 9-90

BY A, A & R

ENGINEER'S SEAL

ANDREWS, ASBURY & POBERT, INC.

CONSULTING ENGINEERS

ALBUQUERQUE, N.M.

REVISIONS

NO. DATE

REMARKS

DESIGNED BY JA

DATE Dec. 1990

DRAWN BY JCS, TL

DATE Dec. 1990

CHECKED BY JA

DATE Dec. 1990

CITY OF ALBUQUERQUE

PUBLIC WORKS DEPARTMENT

ENGINEERING GROUP

SAGE ROAD IMPROVEMENTS

NMSHTD PROJ. No. SP-HM-7501(203) & NMSHTD PROJ. No. SP-HM-7501(215)

PLAN & PROFILE STA. 46+00 TO STA. 56+00

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. CHAIRMAN		1-24-91	WATER		1-24-91
TRANSPORTATION		1-24-91	WASTE WATER		"
HYDROLOGY	C.A.M.	1-24-91			

DRAWING NO.

4188.90

MAP NO.

M-10

SHEET

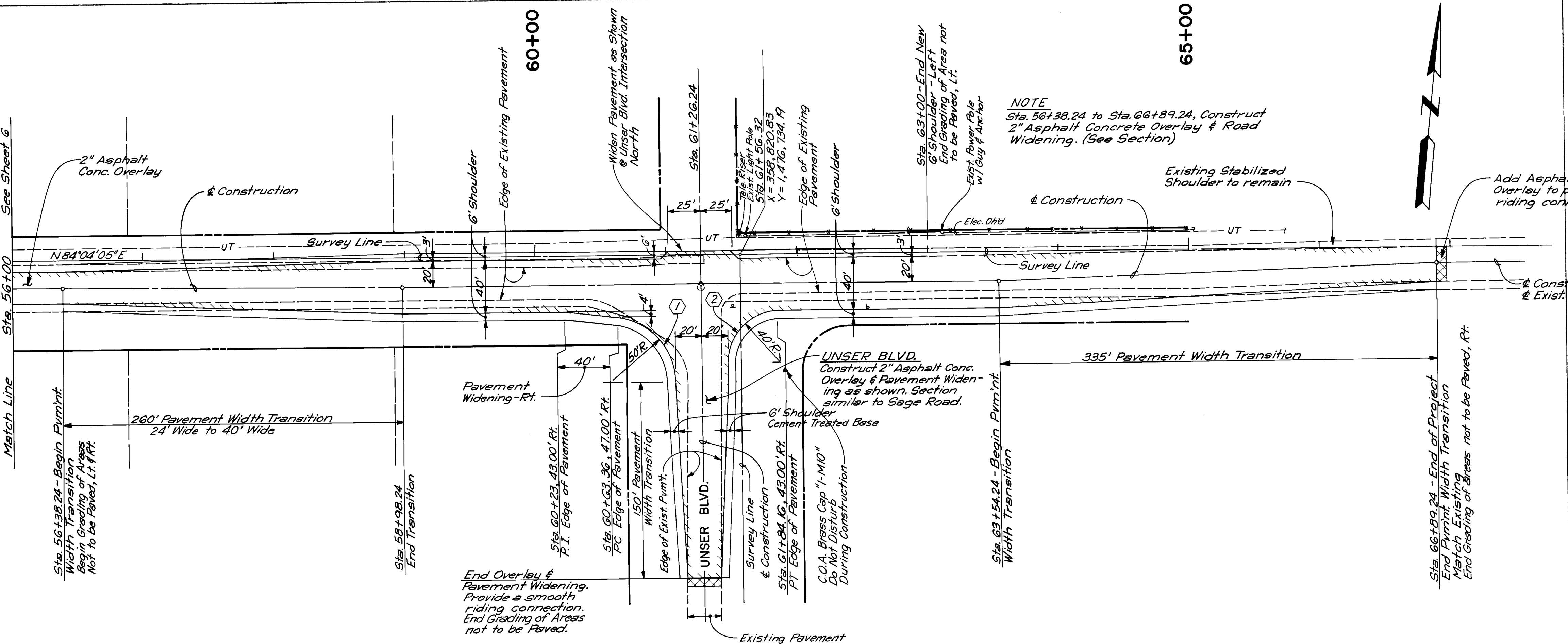
6

OF

23

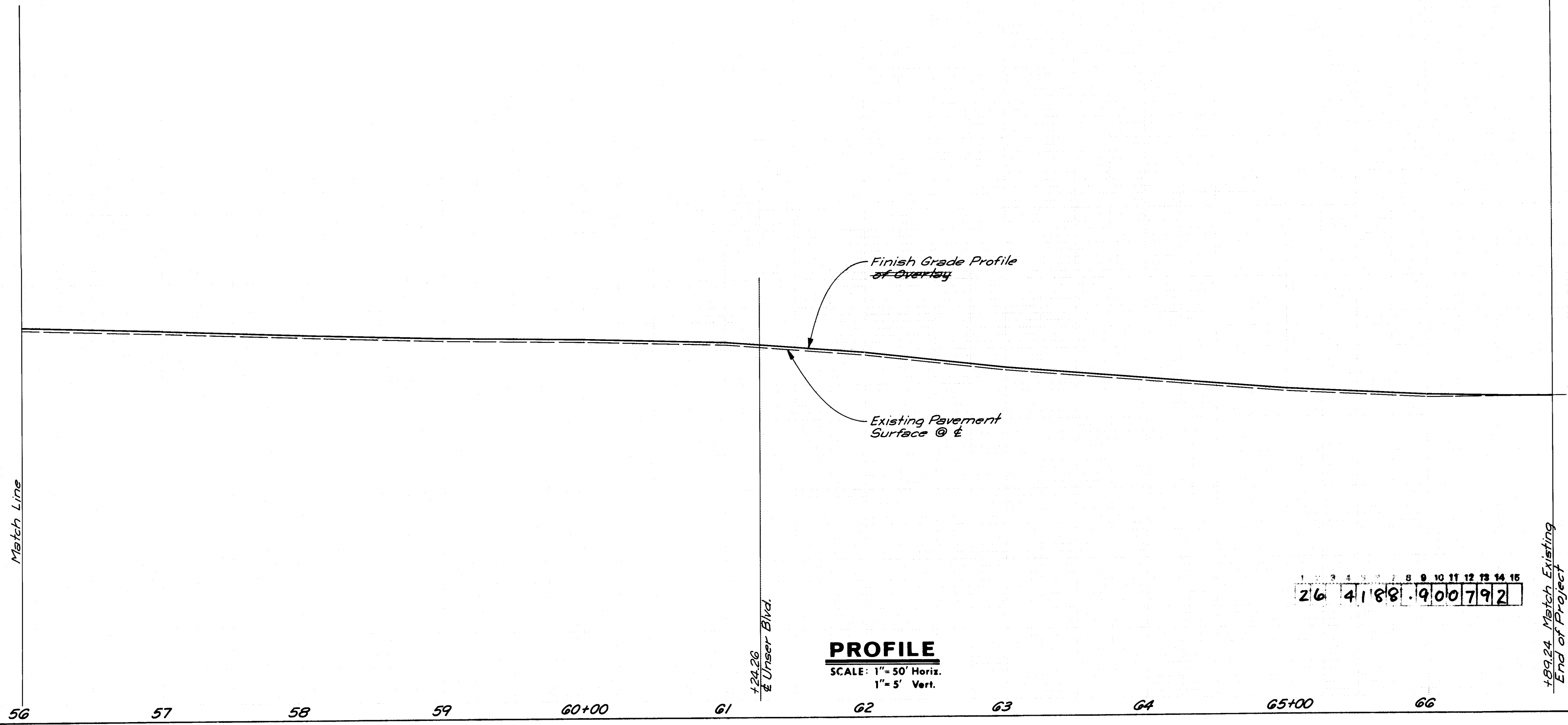
129574

5100
5095
5090
5085
5080
5075
5070
5065
5060



PLAN
SCALE: 1" = 50'

SAGE ROAD



PROFILE
SCALE: 1" = 50' Horiz.
1" = 5' Vert.

CURVE DATA

①	Δ = 81°14'12"
	R = 50.00'
	T = 42.88'
	L = 70.89'
②	Δ = 86°56'50"
	R = 40.00'
	T = 37.92'
	L = 60.70'

NOTE
Sta. 56+38.24 to Sta. 66+89.24, Construct 2" Asphalt Concrete Overlay & Road Widening. (See Section)

Add Asphalt Material @ End of Overlay to provide a smooth riding connection

Construction = Existing Pavement

Sta. 66+89.24 - End of Project
Add 2" Asphalt Concrete Overlay
End Grading of Areas not to be Paved, Rt.

Sta. 63+54.24 - Begin Pvm't
Width Transition

UNSER BLVD.
Construct 2" Asphalt Conc.
Overlay & Pavement Widen-
ing as shown. Section
similar to Sage Road.
Do Not Disturb
C.O.A. Brass Cap 1" M10"
During Construction

Pavement
Widening - Rt.

End Overlay &
Pavement Widening.
Provide a smooth
riding connection.
End Grading of Areas
not to be Paved.

260' Pavement Width Transition
24' Wide to 40' Wide

Match Line Sta. 56+00 See Sheet 6

Sta. 58+98.24
End Transition

Sta. 60+23.43, 43.00' Rt.
P.C. Edge of Pavement

Sta. 60+33.36, 47.00' Rt.
P.C. Edge of Pavement

150' Pavement
Width Transition

Edge of Exist. Pvm't.

Survey Line

Edge of Existing
Pavement

6' Shoulder
Cement Treated Base

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

6' Shoulder

Edge of Existing
Pavement

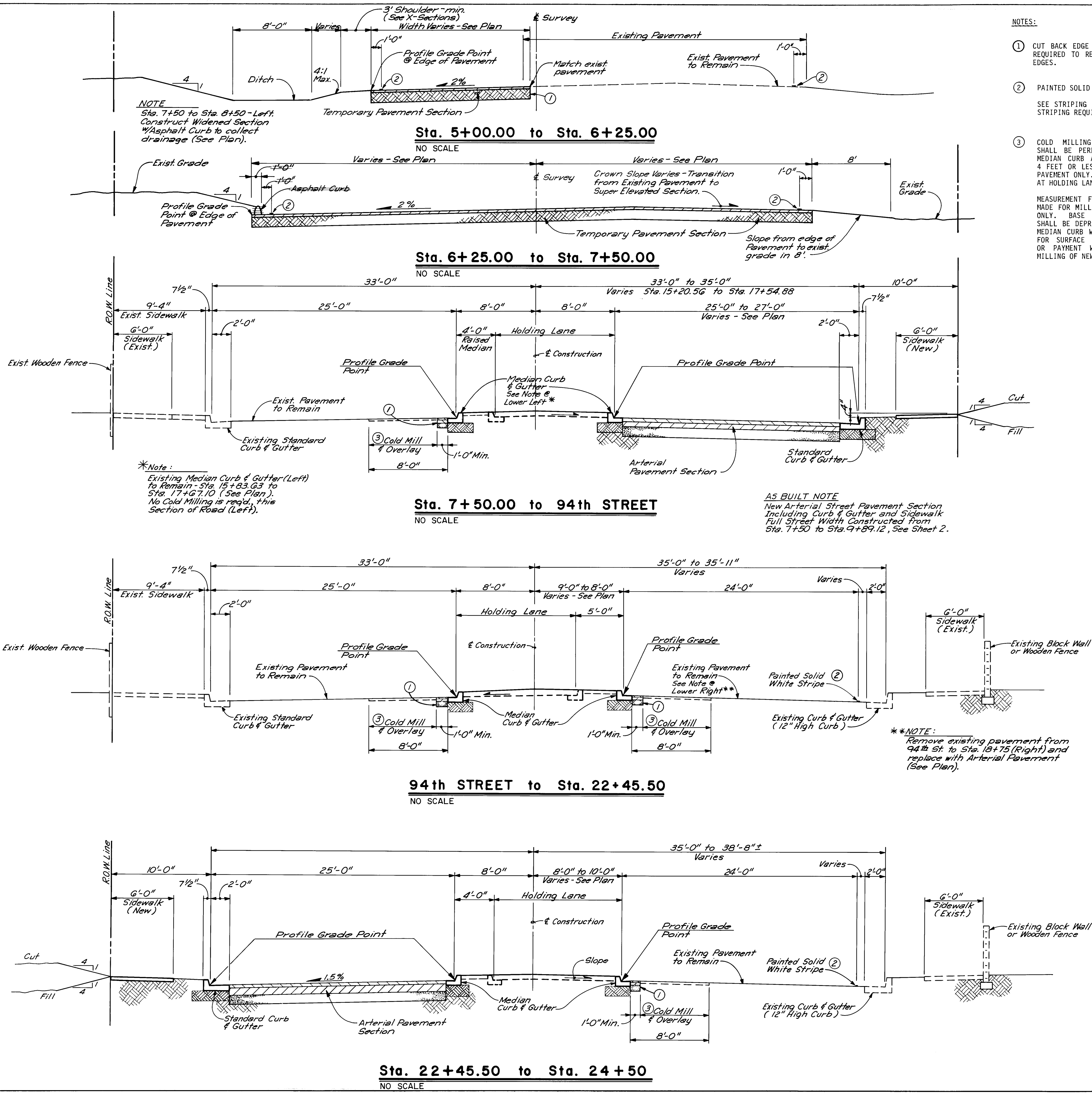
6' Shoulder

Edge of Existing
Pavement

RECORD DRAWING
DESIGNED BY JA
DRAWN BY JCS, TL
CHECKED BY JA
DATE Dec. 1990
DATE Dec. 1990
DATE Dec. 1990

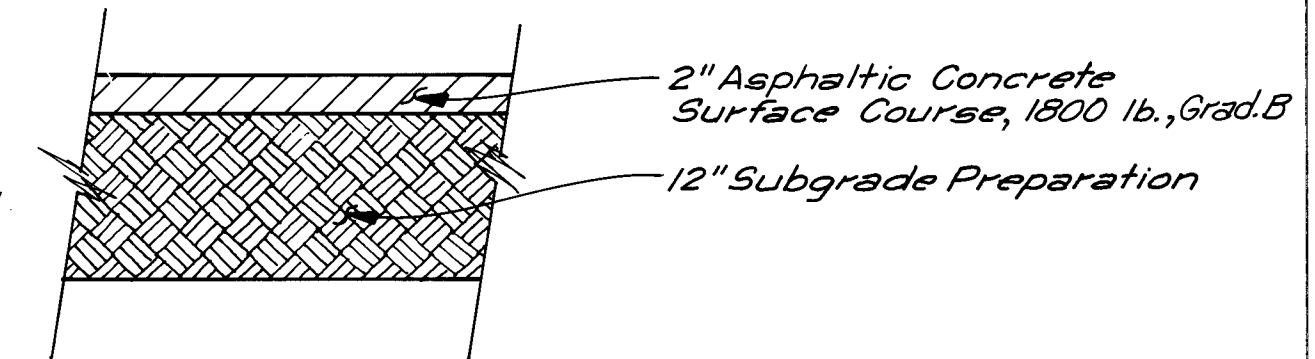
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP			
SAGE ROAD IMPROVEMENTS NMSHTD PROJ. No. SP-HM-7501(203) & NMSHTD PROJ. No. SP-HM-7501(215) PLAN & PROFILE STA. 56+00 TO STA. 66+89.24			
APPROVALS	ENGINEER	DATE	APPROVALS
D.R.C. CHAIRMAN	1-24-91	WATER	1-24-91
TRANSPORTATION	1-24-91	WASTE WATER	"
HYDROLOGY	1-24-91		
DRAWING NO. 4188.90 MAP NO. M-10 SHEET 7 OF 23			

120892



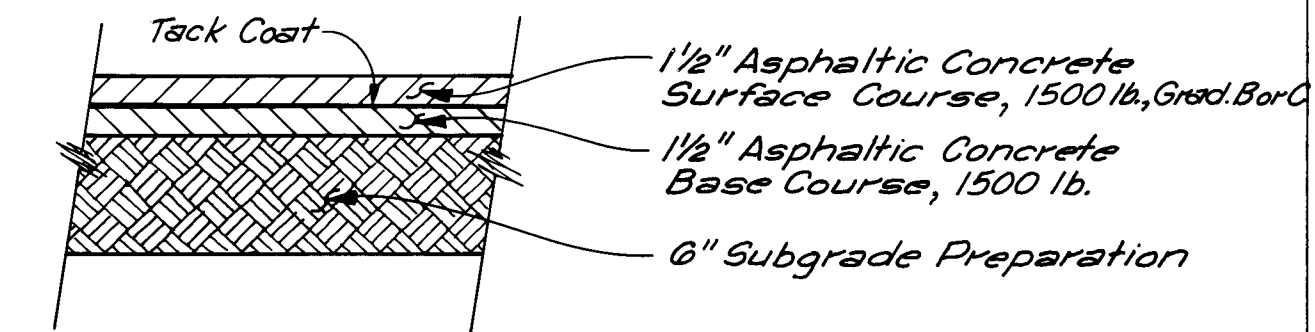
NOTES:

- CUT BACK EDGE OF EXISTING PAVEMENT AS REQUIRED TO REMOVE BROKEN AND RAVELED EDGES.
- PAINTED SOLID WHITE STRIP.
SEE STRIPING PLAN FOR COMPLETE ROADWAY STRIPING REQUIREMENTS.
- COLD MILLING OF EXISTING PAVEMENT SHALL BE PERFORMED WHERE LIP OF NEW MEDIAN CURB AND GUTTER IS INSTALLED 4 FEET OR LESS FROM EDGE OF EXISTING PAVEMENT ONLY. NO MILLING IS REQUIRED AT HOLDING LANES AND AT INTERSECTIONS.
MEASUREMENT FOR COLD MILLING WILL BE MADE FOR MILLING OF EXISTING PAVEMENT ONLY. BASE COURSE OF NEW PAVEMENT SHALL BE DEPRESSED ADJACENT TO LIP OF MEDIAN CURB WHEN INSTALLING TO ALLOW FOR SURFACE COURSE. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR COLD MILLING OF NEW PAVEMENT AREAS.



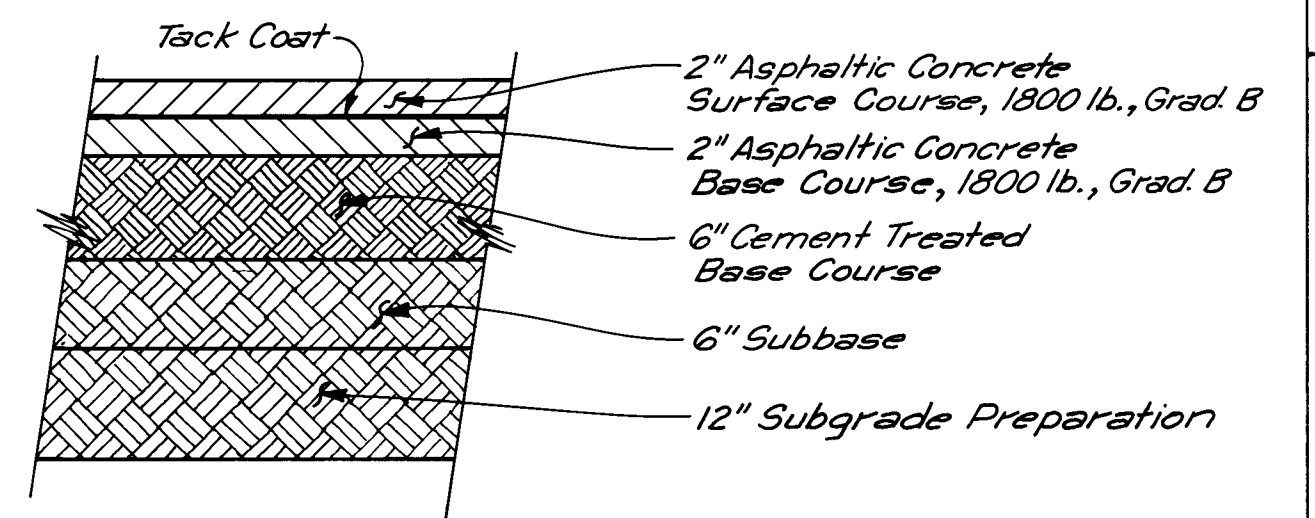
TEMPORARY PAVEMENT SECTION

NO SCALE



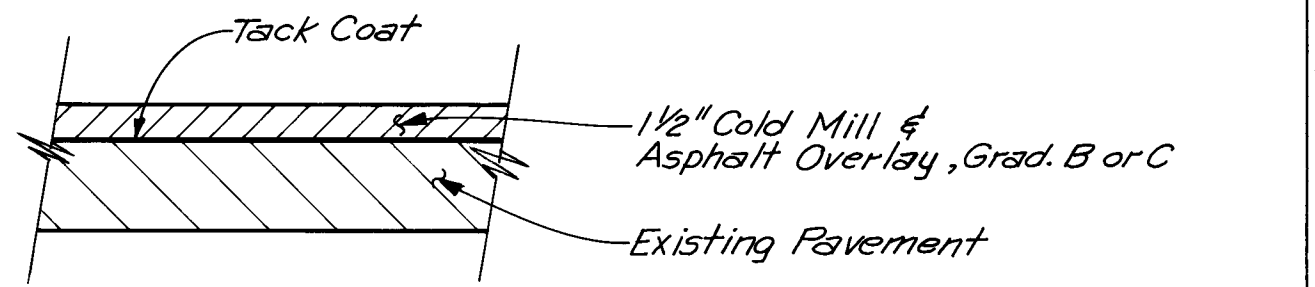
RESIDENTIAL PAVEMENT SECTION

NO SCALE



ARTERIAL PAVEMENT SECTION

NO SCALE



COLD MILL & ASPHALT OVERLAY SECTION

NO SCALE

ARTERIAL PAVEMENT NOTE

AT THE OPTION OF THE CONTRACTOR, HE MAY ELECT TO SUBSTITUTE 4" THICK ASPHALT TREATED BASE (ATB), 1000 LB STABILITY, FOR 6" CEMENT TREATED BASE COURSE (CTB) FOR THE ARTERIAL PAVEMENT SECTION.

IF THE CONTRACTOR ELECTS TO CONSTRUCT 4" THICK ATB AS A SUBSTITUTE FOR 6" CTB, PAYMENT FOR THE 4" ATB WILL BE MADE UNDER THE BID ITEM AND AT THE UNIT PRICE BID FOR 6" CTB.

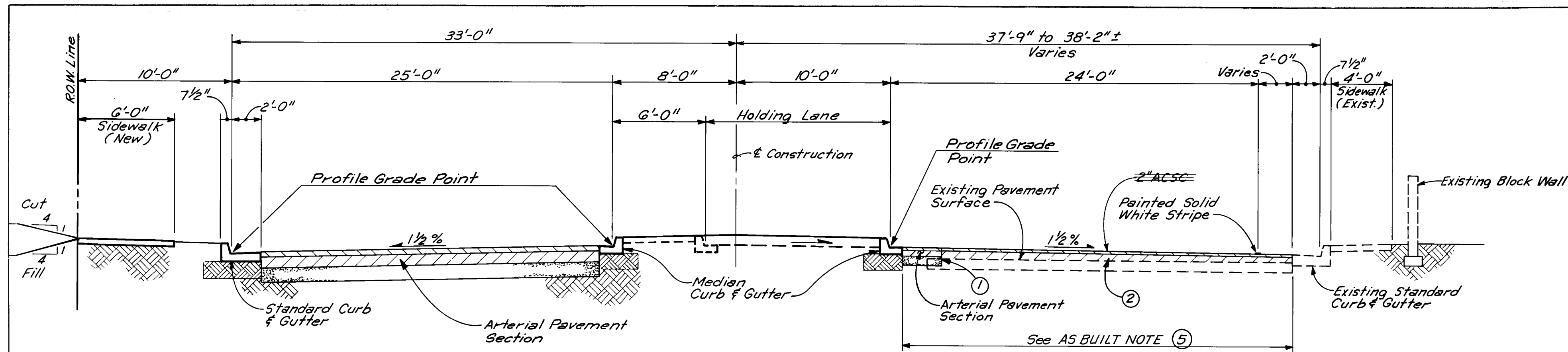
CONTRACTOR SHALL NOT SUBSTITUTE 4" ATB FOR 6" CTB FOR SHOULDER CONSTRUCTION.

26 4188.90 900892

RECORD DRAWING
RECORD DRAWINGS WERE PREPARED BY THE CITY OF ALBUQUERQUE.

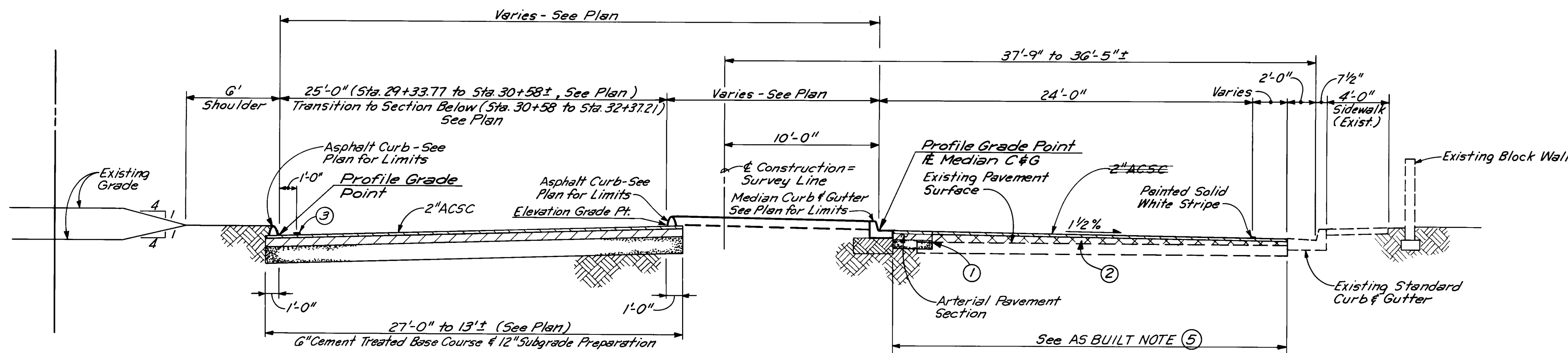
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP			
SAGE ROAD IMPROVEMENTS NMSHTD PROJ. No. SP-HM-750I(203) & NMSHTD PROJ. No. SP-HM-750I(215) TYPICAL STREET SECTIONS & TYPICAL PAVEMENT SECTIONS			
APPROVALS	ENGINEER	DATE	APPROVALS
D.R.C. CHAIRMAN	<i>[Signature]</i>	1-24-91	WATER
TRANSPORTATION	<i>[Signature]</i>	1-24-91	WASTE WATER
HYDROLOGY	<i>[Signature]</i>	1-24-91	
DRAWING NO.	4188.90	MAP NO.	M9, M10
		SHEET	8
		OF	23

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACT NO.	ALBUQUERQUE, INC.	STATION	ACS 5-M9, ELEVATION 5180.917.	NO.	BY	DATE	DATE
DATE	3-91	INSPECTOR	C.O.A.	DATE	9-90	DATE	9-90
DATE	9-91	FIELD ENGINEER	C.O.A.	DATE	9-90	DATE	9-90
DATE	12-91	VERIFICATION BY	C.O.A.	DATE	9-90	DATE	9-90
DATE	12-91	CONTRACTED BY	A, A & R	DATE	9-90	DATE	9-90
DATE	12-91	RECORDED BY	NO	DATE	9-90	DATE	9-90
DATE	12-91	NO	NO	DATE	9-90	DATE	9-90



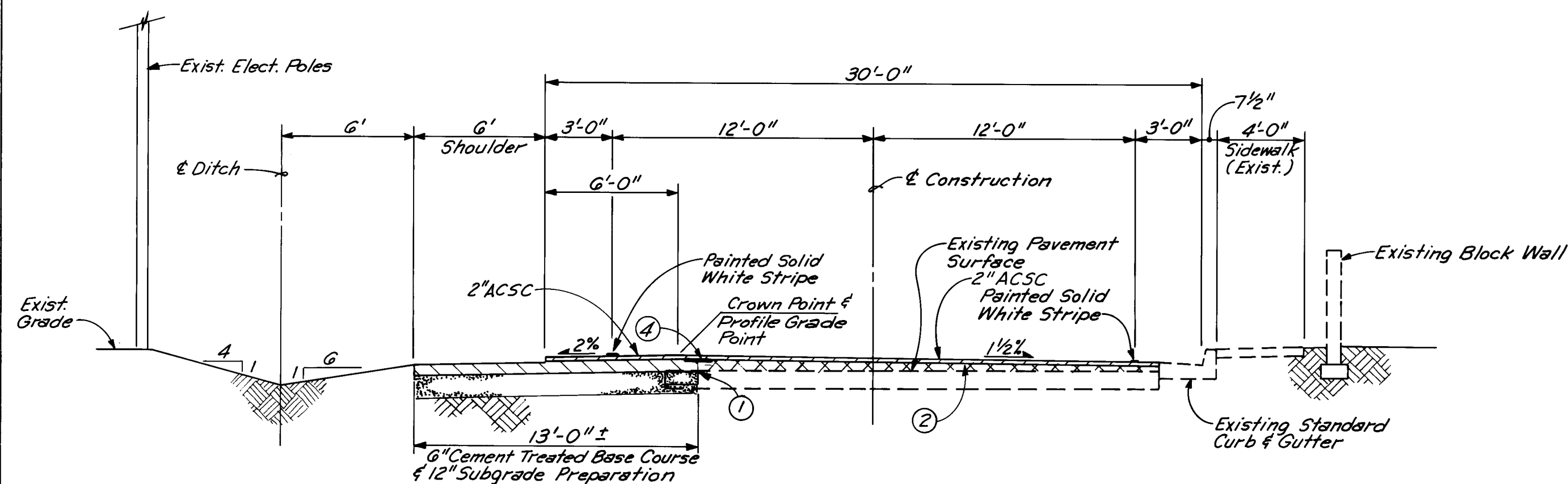
Sta. 24 + 50 to Sta. 29 + 33.77

NO SCALE



Sta. 29 + 33.77 to Sta. 32 + 37.21

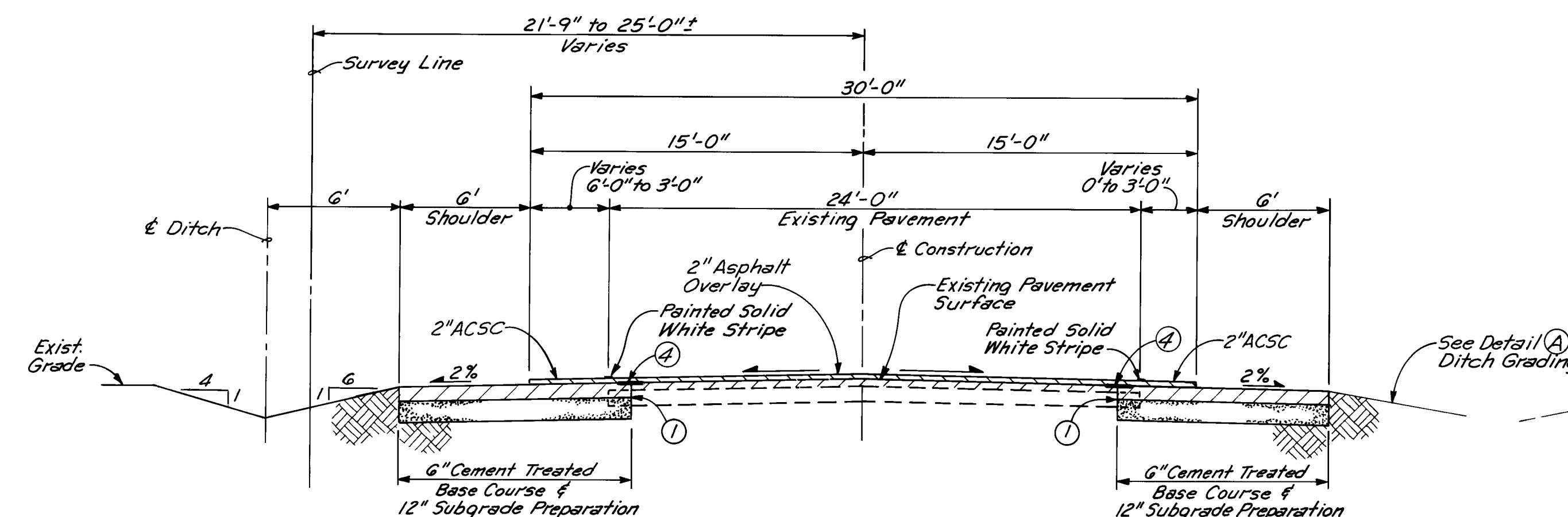
NO SCALE



See AS BUILT NOTE ⑥

Sta. 32 + 37.21 to Sta. 37 + 30.00

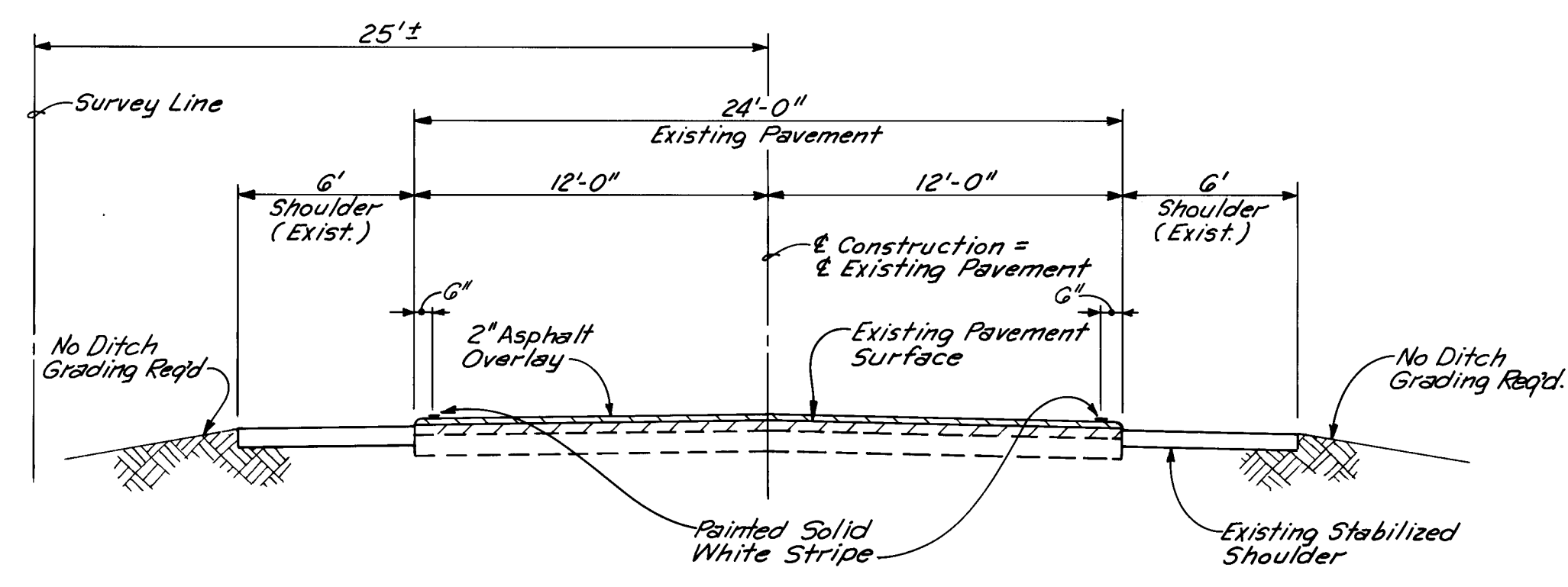
NO SCALE



See AS BUILT NOTE ⑥

Sta. 37 + 30.00 to Sta. 39 + 30.00

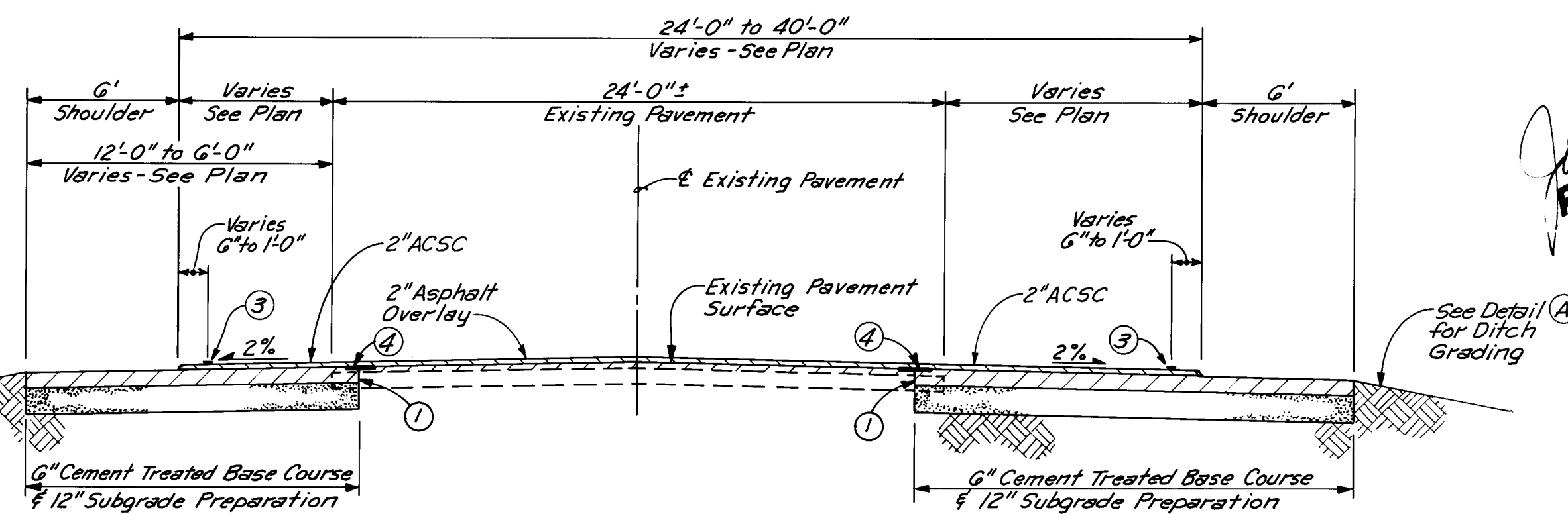
NO SCALE



See AS BUILT NOTE ⑥

Sta. 39 + 30.00 to Sta. 56 + 38.24

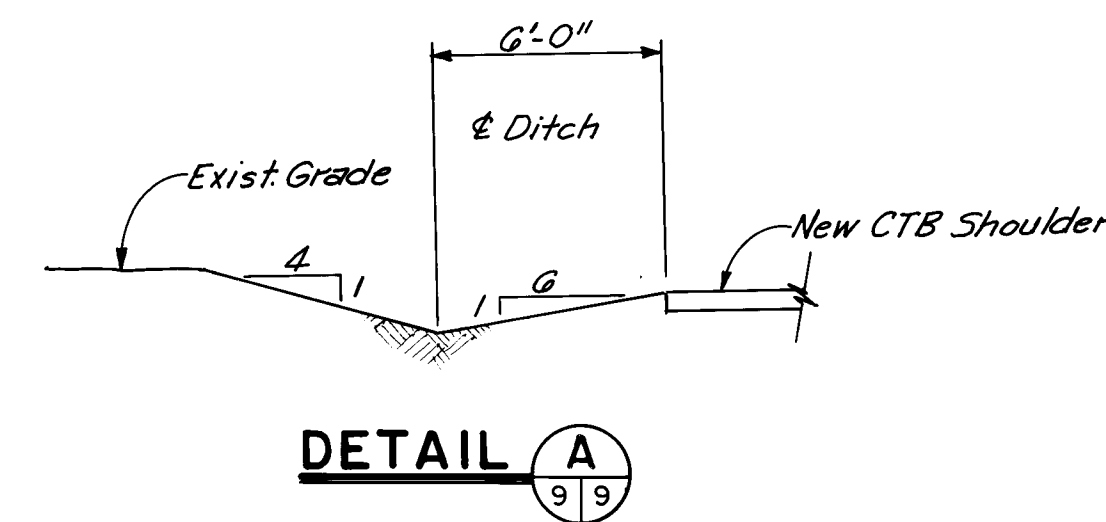
NO SCALE



See AS BUILT NOTE ⑥

Sta. 56 + 38.24 to Sta. 66 + 89.24 (AT UNSER BLVD.)

NO SCALE



DETAIL A

NOTES:

- CUT BACK EDGE OF EXISTING PAVEMENT AS REQUIRED TO REMOVE BROKEN AND RAVELED EDGES.
- PROVIDE ASPHALT TREATED BASE AS LEVELING COURSE (DEPTH AS REQUIRED) OVER EXISTING PAVEMENT TO PROVIDE 1.50 PERCENT CROWN SLOPE.
- PROVIDE 2" ACSC ON LEVELING COURSE FOR FINISHED SURFACE.

DELETED

- PAINTED SOLID WHITE STRIP.
- SEE STRIPING PLAN FOR COMPLETE ROADWAY STRIPING REQUIREMENTS.

- INSTALL 20" WIDE PAVING FABRIC, "PAVE-PRIP" OR APPROVED EQUAL, OVER LONGITUDINAL JOINT PRIOR TO LAYING SURFACE COURSE AND OVERLAY.

MEASUREMENT FOR THE 20" WIDE PAVING FABRIC WILL BE MADE BY THE LINEAR FEET OF 20" WIDE PAVING FABRIC INSTALLED AND ACCEPTED COMPLETE AND IN PLACE, AND SHALL INCLUDE TACK COAT. PAYMENT WILL BE MADE UNDER THE APPLICABLE BID ITEM IN THE BID PROPOSAL.

DELETED

AS-BUILT NOTE ⑤

EXISTING PAVEMENT SECTION REPROCESSED AND UTILIZED AS SUBGRADE. NEW ARTERIAL PAVEMENT SECTION CONSTRUCTED.

AS-BUILT NOTE ⑥

SECTION AS SHOWN NOT CONSTRUCTED. EXISTING PAVEMENT SECTION WAS REPROCESSED AND ASPHALT EMULSION ADDED THEN COMPACTED AS ASPHALT TREATED SUBGRADE. 2" THICK ASPHALT CONCRETE SURFACE COURSE PLACED ON SURFACE.

NOTE: SURFACE PREPARATION FOR ASPHALT CONCRETE OVERLAY

MEASUREMENT FOR PAYMENT OF SURFACE PREPARATION FOR ASPHALT CONCRETE OVERLAY WILL BE MADE FOR EXISTING PAVEMENT AREAS TO BE OVERLAYED ON SAGE ROAD FROM STATION 37+30 TO END OF PROJECT AND FOR UNSER BOULEVARD ONLY.

NO MEASUREMENT OR PAYMENT WILL BE MADE FOR SURFACE PREPARATION FOR ASPHALT OVERLAYS. FOR PAVEMENT AREAS TO RECEIVE LEVELING COURSES OR FOR COLD MILLING AREAS. ANY AND ALL SURFACE PREPARATION REQUIRED FOR THESE AREAS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION OF THE PROJECT.

RECORD DRAWING
RECORD DRAWING WAS PREPARED BY THE CITY OF ALBUQUERQUE

26 91 88 91010992

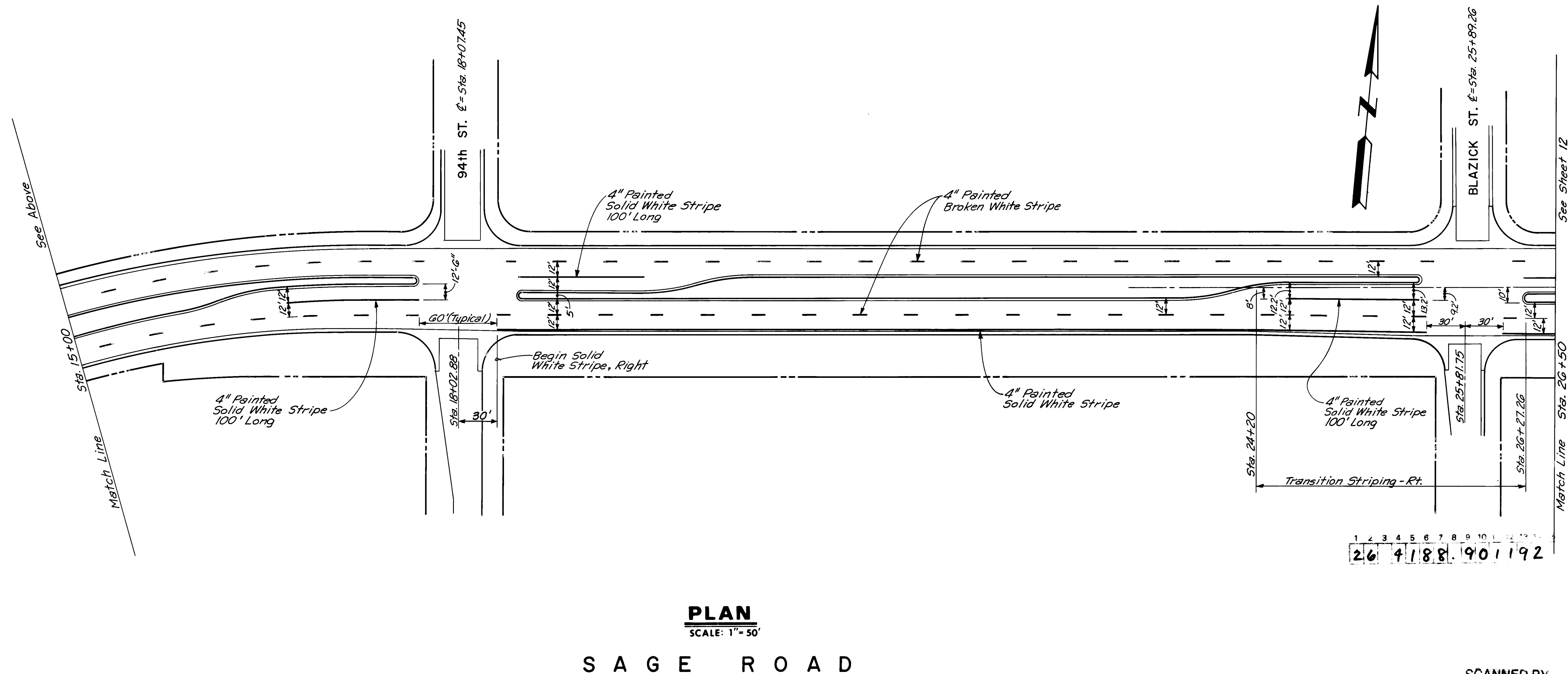
CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP

SAGE ROAD IMPROVEMENTS
NMSHTD PROJ. No. SP-HM-750I(203) & NMSHTD PROJ. No. SP-HM-750I(215)
TYPICAL STREET SECTIONS

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. CHAIRMAN	1-24-91	1-24-91	WATER	1-24-91	
TRANSPORTATION	1-24-91	1-24-91	WASTE WATER	1-24-91	
HYDROLOGY	1-24-91	1-24-91			

DRAWING NO. **4188.90** MAP NO. **M9, M10** SHEET **9** OF **23**

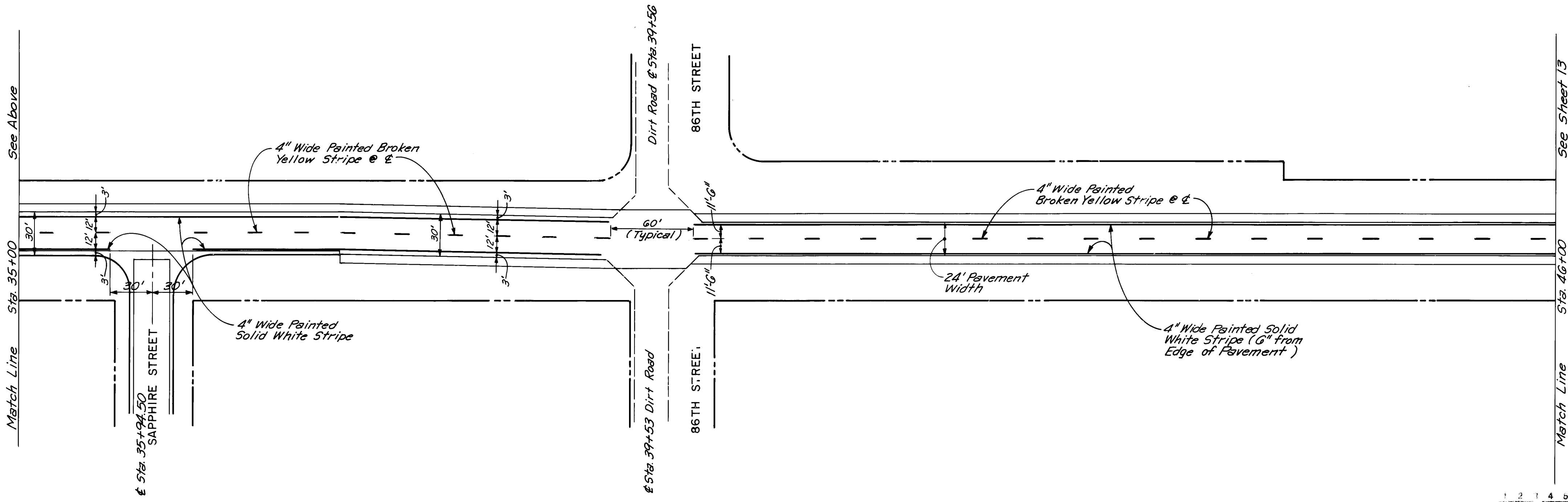
SCANNED BY
BY LASON



3. PERMANENT SIGNING WILL BE PERFORMED BY THE CITY OF ALBUQUERQUE TRAFFIC ENGINEERING DEPARTMENT. CONTRACTOR SHALL COORDINATE THE REMOVAL OF HIS CONSTRUCTION SIGNING WITH THE CITY OF ALBUQUERQUE PERMANENT SIGNING.

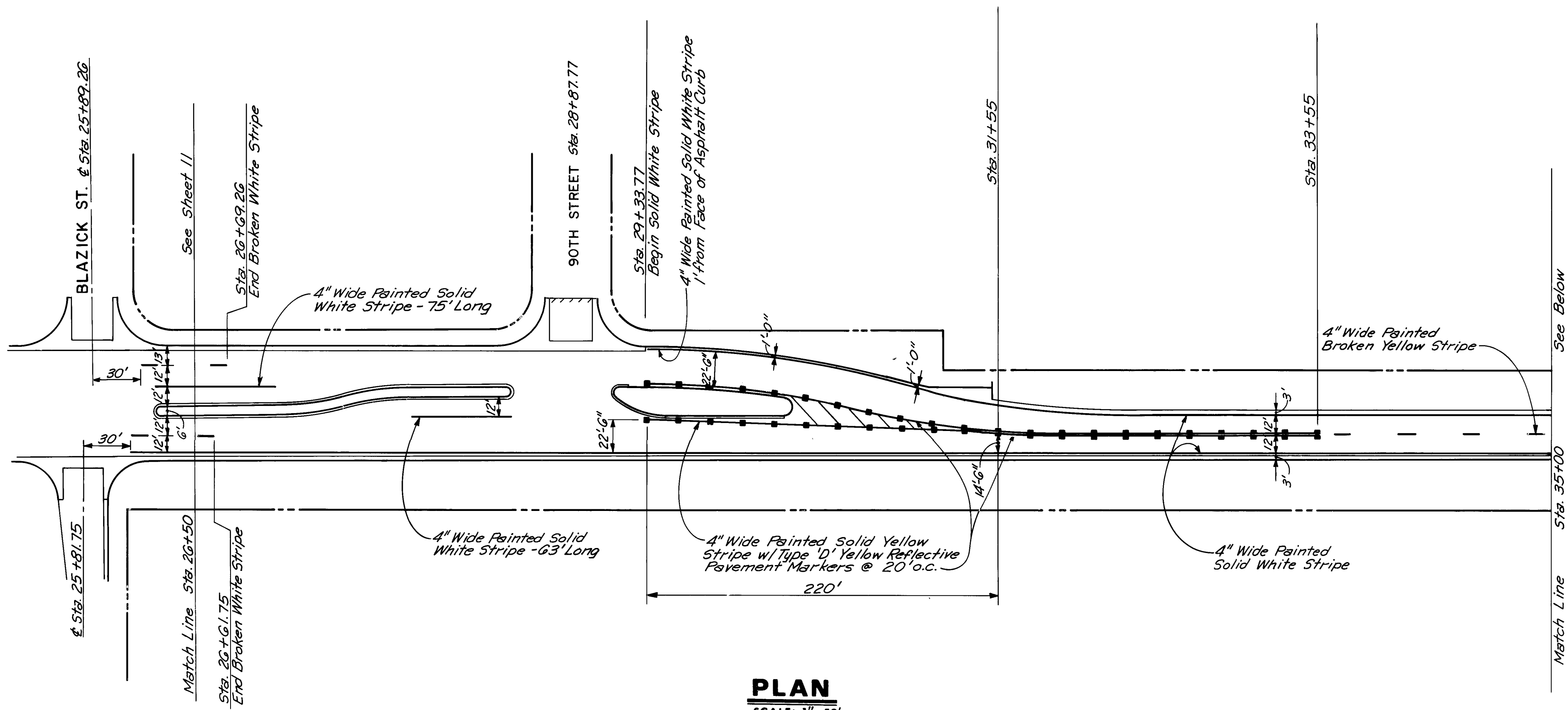
John A. Andrew
RECORD DRAWING
RECORD DRAWINGS WERE PREPARED
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D R C CHAIRMAN	<i>R.D. Dunc</i>	1-24-91	WATER	<i>NA</i>	
TRANSPORTATION	<i>R.D. Dunc</i>	1-24-91	WASTE WATER	<i>NA</i>	
HYDROLOGY	<i>C.R.M.</i>	1-24-91			
DRAWING NO.	4188.90	MAP NO.	M-9	SHEET	OF 23



PLAN
SCALE: 1" = 50'

S A G E R O A D



PLAN
SCALE: 1" = 50'

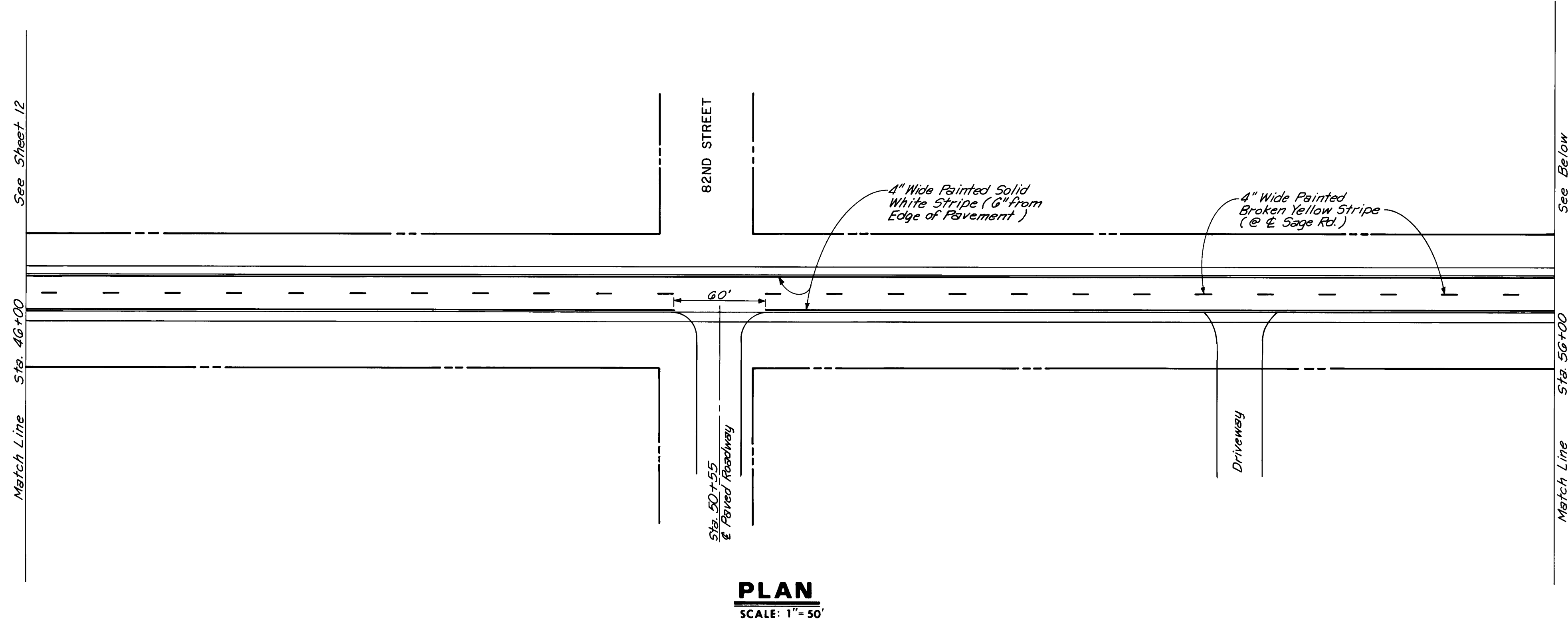
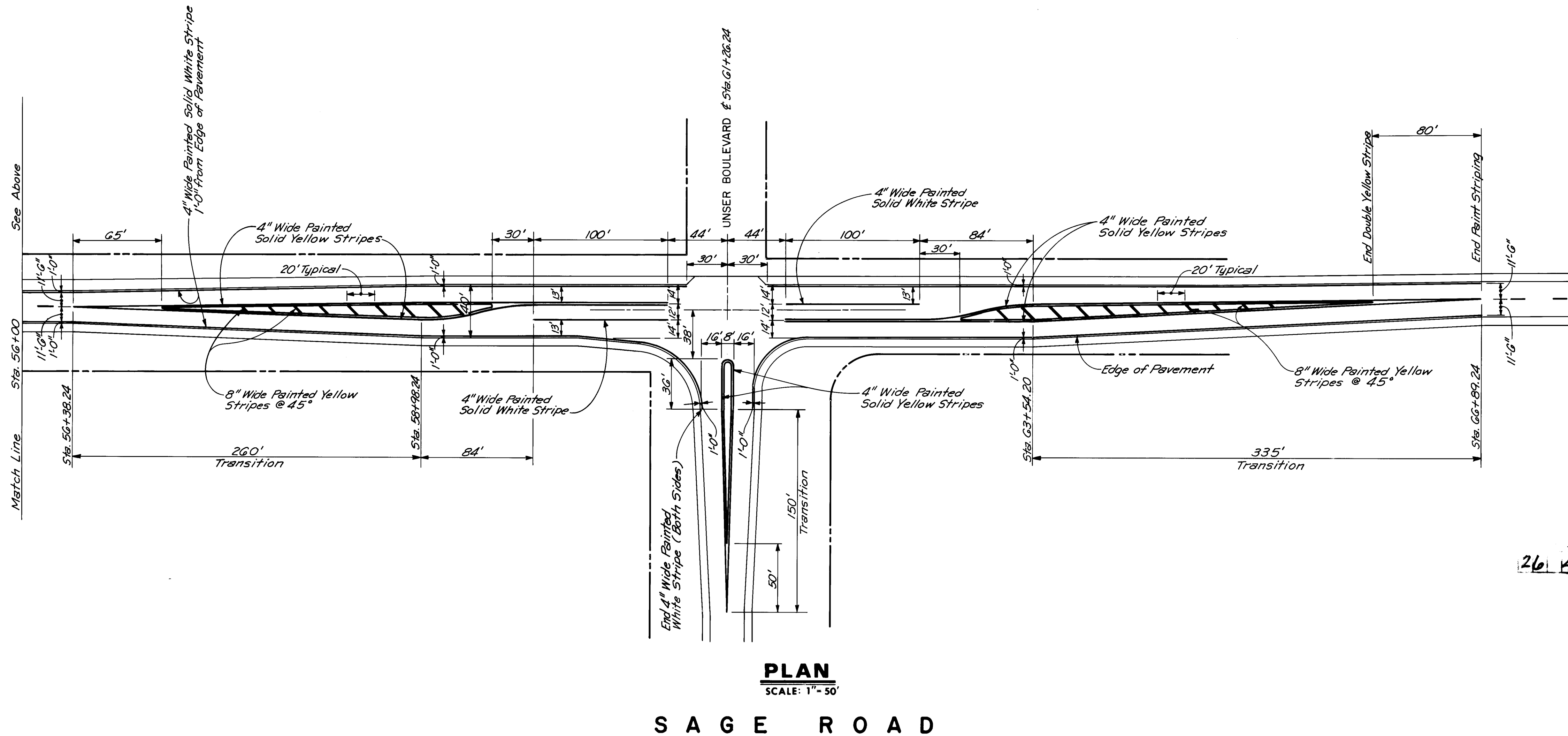
S A G E R O A D

SCANNED BY
BY LASON

RECORD DRAWING
RECORD DRAWINGS WERE PREPARED
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP					
SAGE ROAD IMPROVEMENTS NMSHTD PROJ. No. SP-HM-7501(203) & NMSHTD PROJ. No. SP-HM-7501(215) STRIPING PLAN					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D R C CHAIRMAN	<i>[Signature]</i>	1-24-91	WATER	<i>[Signature]</i>	
TRANSPORTATION	<i>[Signature]</i>	1-24-91	WASTE WATER		
HYDROLOGY	<i>[Signature]</i>	1-24-91			
DRAWING NO.		MAP NO.		SHEET OF	
4188.90		M-9		12 23	

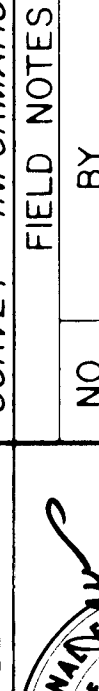
ENGINEER'S SEAL		SURVEY INFORMATION		BENCH MARKS		AS BUILT INFORMATION	
		FIELD NOTES		STATION ACS 5-M9, ELEVATION 5150.917. AN X, CUT ON THE NORTHEAST CORNER BOLT OF FIRE HYDRANT, LOCATED ON THE WEST SIDE OF 98TH STREET, S.W., 150 FEET NORTH OF THE INTERSECTION OF GIBSON BOULEVARD, S.W. AND 98TH STREET, S.W.		CONTRACTOR ALBUQ. ASPHALT, INC. WORKED BY C.O.A. INSPECTOR'S ACCEPTANCE BY C.O.A. VERIFICATION BY C.O.A. DRAWING BY A, A & R DATE 12-91 RECORDED BY A, A & R DATE 12-91 MICRO-FILM INFORMATION RECORDED BY NO DATE	
NO.		BY		DATE		DATE	
A, A & R		A, A & R		9-90		DATE 3-91	
REVISIONS		DESIGN		DATE Dec. 1990		DATE Dec. 1990	
DESIGNED BY J.A.		CHECKED BY J.A.		DATE Dec. 1990		DATE Dec. 1990	

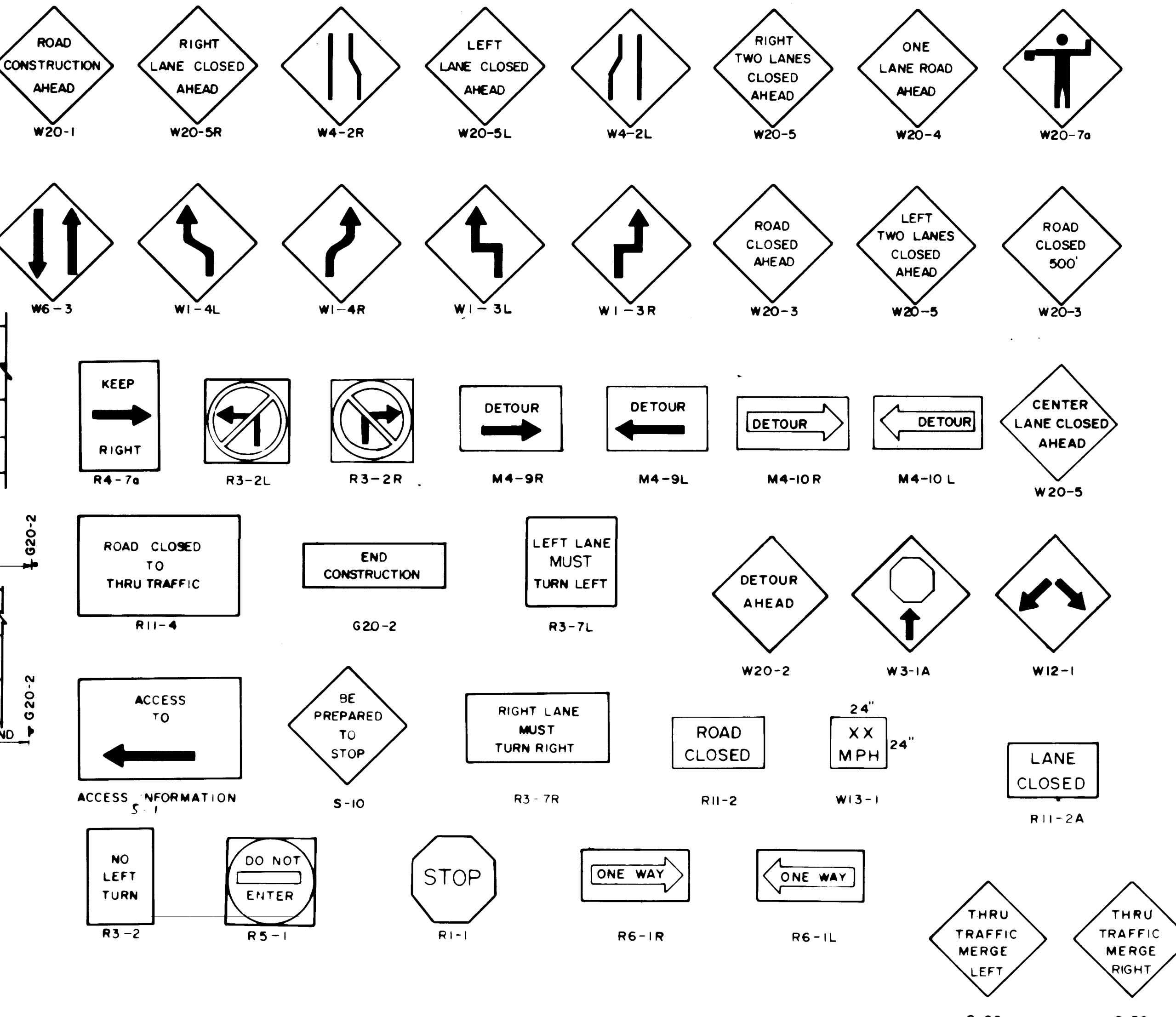
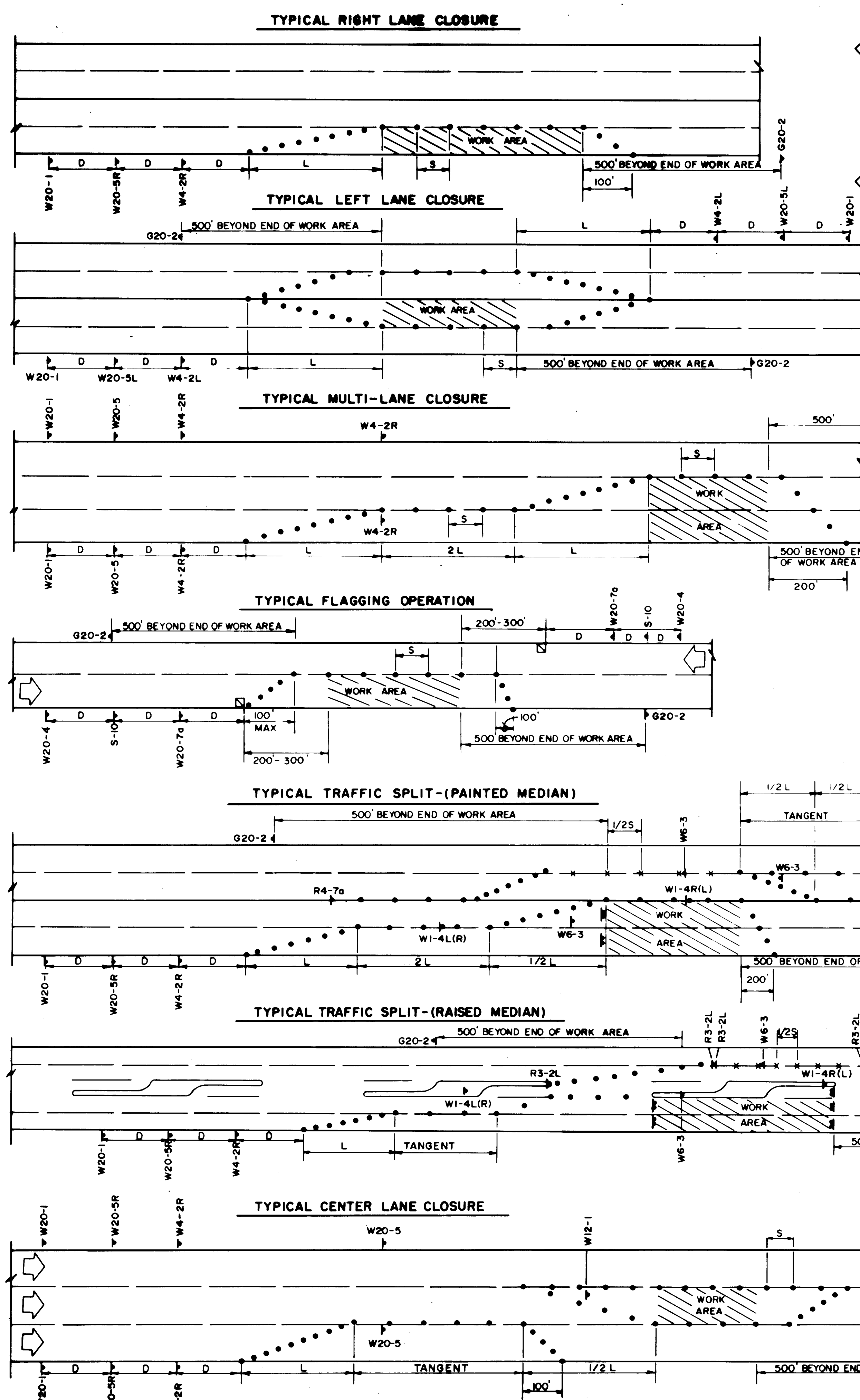


26 4188 901392

RECORD DRAWING
RECORD DRAWINGS WERE PREPARED
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING GROUP					
SAGE ROAD IMPROVEMENTS NMSHTD PROJ. No. SP-HM-7501(203) & NMSHTD PROJ. No. SP-HM-7501(215) STRIPING PLAN					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
D.R.C. CHAIRMAN	<i>Reg. A. Hume</i>	1-24-91	WATER	<i>NA, Hume</i>	1-24-91
TRANSPORTATION	<i>R. Davis</i>	1-24-91	WASTE WATER		
HYDROLOGY	<i>CAM NA</i>	1-24-91			
DRAWING NO.	4188.90	MAP NO.	M-10	SHEET	13 OF 23

ENGINEER'S SEAL		SURVEY INFORMATION		BENCH MARKS	AS BUILT INFORMATION	
		FIELD NOTES			CONTRACT - ALBUQUERQUE ASPHALT, INC.	
		NO.	BY A, A, B, R	DATE 9-90	STATION ACS 5+149, ELEVATION 5150.917. AN X, CUT ON THE NORTHEAST BONNET BOLT OF FIRE HYDRANT, LOCATED ON THE WEST SIDE OF 98TH STREET, S.W., 150 FEET NORTH OF THE INTERSECTION OF GIBSON BOULEVARD, S.W. AND 98TH STREET, S.W.	WORK STATION BY C.O.A. DATE 9-91 ACCEPTANCE BY C.O.A. DATE 9-91 FIELD LOCATION BY C.O.A. DATE 9-91 DRAWINGS CORRECTED BY DATE 12-91
						<i>MICRO-FILM INFORMATION</i>
						RECORDED BY DATE
						NO
						</



LEGEND

WORK AREA

TRAFFIC SIGN & QUANTITY (See this sheet for designation)

BARRICADE - TYPE I, TYPE II, OR BARREL

BARRICADE - TYPE III

VERTICAL PANEL

WARNING SIGN

DISTANCE BETWEEN SIGNS - 250' ± (AS FIELD CONDITIONS PERMIT)

FLAGMAN POSITION

SPACING BETWEEN BARRICADES - A DISTANCE MEASURED IN FEET EQUAL TO THE SPEED OF THE STREET

TAPER LENGTH - SEE CHART BELOW

TANGENT LENGTH - IS EQUAL TO THE TAPER LENGTH FOR A GIVEN STREET

NOTES

ALL ADVANCE WARNING SIGNS ARE TO BE DOUBLE INDICATED WHENEVER MEDIANS ARE PRESENT.

TRANSFORMATION FROM EXISTING SIGNALS TO SPAN WIRE IS TO OCCUR AT OFF PEAK HOURS.

ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON AN ORANGE REFLECTORIZED BACKGROUND.

ALL ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF FORTY EIGHT (48) INCHES BY FORTY EIGHT (48) INCHES IN SIZE.

- TRAFFIC CONTROL NOTES FOR SAGE ROAD**
- CONTRACTOR SHALL ADHERE TO SECTION 19 OF THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986.
 - CONTRACTOR SHALL MAINTAIN ACCESS TO EACH FACILITY, BUSINESS AND RESIDENCE AT ALL TIMES.
 - CONTRACTOR SHALL PROVIDE ACCESS SIGNS FOR BUSINESSES LOCATED WITHIN THE CONSTRUCTION AREA PER REQUEST OF THE TRAFFIC ENGINEER. EACH ACCESS SIGN SHALL HAVE 5-INCH LETTERING ON BLUE REFLECTORIZED BACKGROUND. ACCESS SIGNS SHALL BE CONSIDERED INCIDENTAL TO BID AND NOT PART OF CONTRACT.
 - CONTRACTOR SHALL REMOVE AND REPLACE ALL EXISTING PAVEMENT STRIPING THAT WOULD CONFLICT WITH EXISTING TRAFFIC PATTERNS. CONTRACTOR WILL BE RESPONSIBLE FOR TEMPORARY STRIPING.
 - CONTRACTOR MUST NOTIFY THE CONSTRUCTION COORDINATION OFFICE AT 768-2551, FOR MEDIA NOTIFICATION AND MUST COMPLY WITH SECTION 3 OF THE SPECIAL PROVISIONS RELATIVE TO MEDIA NOTIFICATION REQUIREMENTS.
 - PRIOR TO OCCUPYING THE ROADWAY, CONTRACTOR SHALL NOTIFY WITHIN 24 HOURS: POLICE, FIRE DEPARTMENT, AND AMBULANCES.
 - CONTRACTOR SHALL ENSURE THAT ALL TRAFFIC CONTROL DEVICES ARE PROPERLY MAINTAINED, AND SET ACCORDING TO THE TRAFFIC CONTROL PLAN. CONTRACTOR SHALL ENSURE THAT BARRICADE CONTRACTOR INSPECTS SITE TWICE DAILY AND ONCE DURING THE HOURS OF DARKNESS.
 - CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND ADEQUATE MEANS OF CHANNELIZING PEDESTRIAN TRAFFIC AROUND ALL WORK AREAS THROUGHOUT THE PERIOD OF CONSTRUCTION. ALL SUCH CHANNELIZATION SHALL BE ARRANGED TO PREVENT PEDESTRIANS FROM HAVING TO ENTER THE ROADWAY IN ORDER TO PASS AROUND THE WORK AREA.
 - ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH MUTCD (LATEST EDITION.)
 - THE CONTRACTOR SHALL PREPARE AND SUBMIT FOR APPROVAL TO THE CITY CONSTRUCTION COORDINATION ENGINEER A DETAILED CONSTRUCTION SCHEDULE AND A TRAFFIC CONTROL PLAN FOR EACH PHASE OF CONSTRUCTION AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION OF EACH PHASE. PREPARATION AND SUBMITTAL SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL.
 - THE TRAFFIC CONTROL DETAILS SHOWN HEREIN ARE TO BE USED AS A GUIDE IN PREPARING THE TRAFFIC CONTROL PLAN.
 - ALL MEDIAN REMOVALS, TEMPORARY CROSSOVERS, TEMPORARY PAVING, TEMPORARY STRIPING, REPLACEMENTS AND OTHER APPURTENANT WORK ARE INCIDENTAL TO TRAFFIC CONTROL.
- THE TRAFFIC CONTROL PLANS SHALL INCLUDE THE FOLLOWING GENERAL REQUIREMENTS:
- TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT FROM BEGINNING OF PROJECT (STATION 5+00) TO APPROXIMATELY STATION 31+50 AND DURING ALL PAVEMENT WIDENING OPERATIONS FULL LENGTH OF THE PROJECT.
 - CONTRACTOR SHALL UTILIZE FLAGMEN WHEN CONSTRUCTING LEVELING COURSES AND OVERLAYS ON THE TWO LANE PORTION OF THE STREET AND STREET SHALL BE OPENED TO TWO WAY TRAFFIC DURING NIGHT TIME HOURS.
 - ALTERNATE TRAFFIC ROUTES WITH REQUIRED OFF SITE SIGNING SHALL BE PROVIDED WHEN CONSTRUCTING VALLEY CUTTERS AND PAVEMENT ON INTERSECTING STREETS TO SAGE ROAD.

MINIMUM TAPER REQUIREMENTS

SPEED LIMIT (MPH)	TAPER LENGTH (FEET)			MAXIMUM DISTANCE BETWEEN DEVICES (FEET)	MINIMUM NUMBER OF DEVICES REQUIRED
	10' LANE	11' LANE	12' LANE		
25	105	115	125	25	6
30	150	165	180	30	7
35	205	225	245	35	8
40	270	295	320	40	9
45	450	495	540	45	13
50	500	550	600	50	13
55	550	605	660	55	13

John D. Anderson
RECORD DRAWING
 RECORD DRAWINGS WERE PREPARED BY THE CITY OF ALBUQUERQUE.

**CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING GROUP**

SAGE ROAD IMPROVEMENTS
 NMSHTD PROJ. No. SP-HM-7501(203) & NMSHTD PROJ. No. SP-HM-7501(215)
 TYPICAL TRAFFIC CONTROL (REF. M.U.T.C.D.)

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC CHAIRMAN	<i>Rogel</i>	1-24-91	WATER	NA	1/24/91
TRANSPORTATION	<i>R. Schuck</i>	1-24-91	WASTE WATER		
HYDROLOGY	<i>Chm NA</i>	1-24-91	CONSTRUCTION COORDINATOR	<i>RR</i>	1/24/91

DRAWING NO. **4188-90** MAP NO. **M9,M10** SHEET **14** OF **23**

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR: ALBUQUERQUE ASPHALT, INC.	STATION: ACS 5+19, ELEVATION 5150.917.	DATE: 9-90	BY: A, A & R	NO.	DATE	NO.	DATE
STATIONED BY: C.O.A.	AN X, CUT ON THE NORTHEAST CORNER BOLT OF FIRE HYDRANT, LOCATED ON THE WEST SIDE OF 98TH STREET, S.W., 150 FEET NORTH OF THE INTERSECTION OF GIBSON BOULEVARD, S.W. AND 98TH STREET, S.W.	DATE: 9-91	BY: A, A & R	NO.	DATE	NO.	DATE
FIELD ACCEPTANCE BY: C.O.A.		DATE: 9-91	BY: A, A & R	NO.	DATE	NO.	DATE
REVISIONS		DATE	BY	NO.	DATE	NO.	DATE
DESIGNED BY		DATE	BY	NO.	DATE	NO.	DATE
DRAWN BY		DATE	BY	NO.	DATE	NO.	DATE
CHECKED BY		DATE	BY	NO.	DATE	NO.	DATE

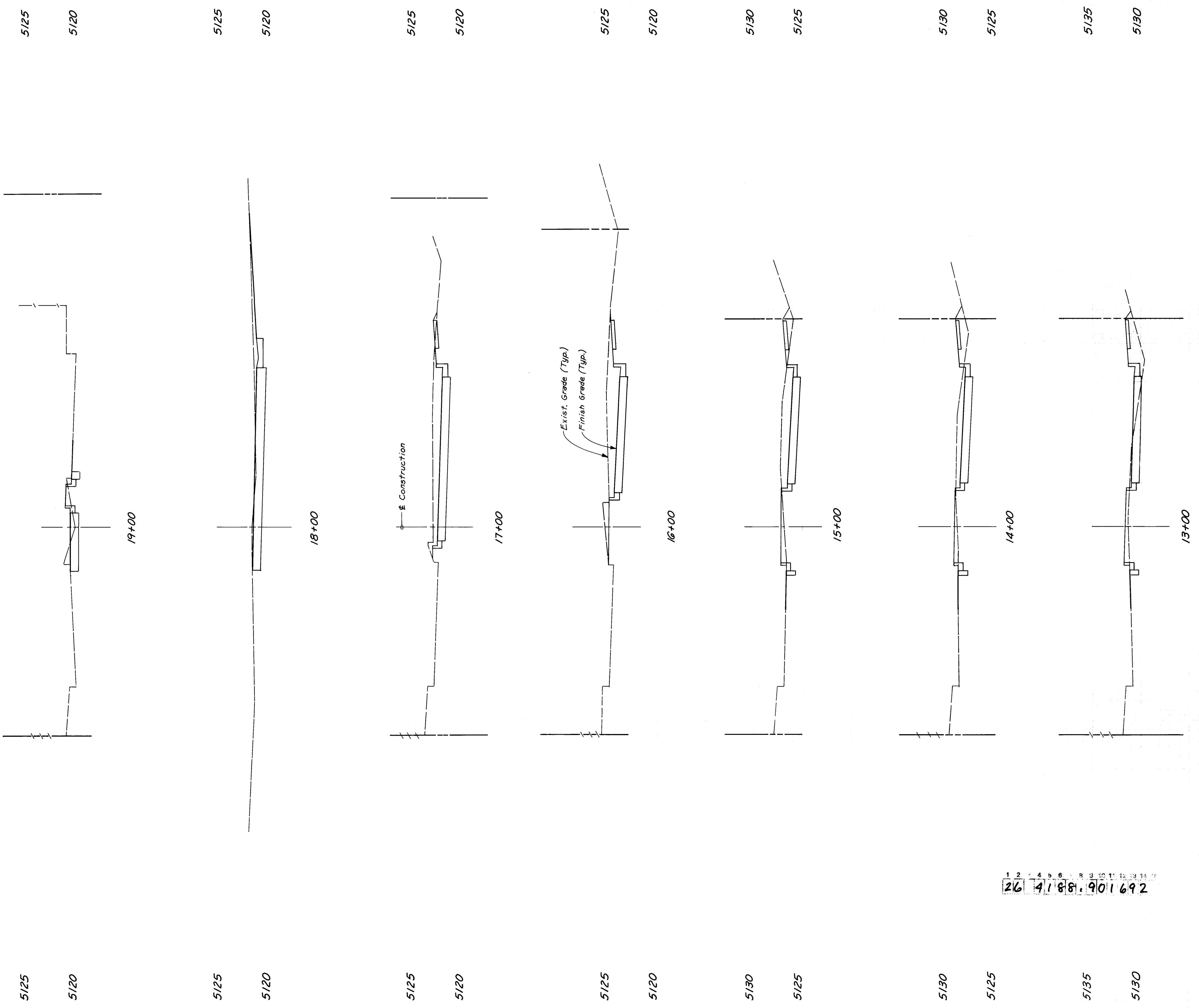
ENGINEER'S SEAL: *John D. Anderson*, REGISTERED PROFESSIONAL ENGINEER, STATE OF NEW MEXICO, NO. 90-5724, ALBUQUERQUE, NEW MEXICO.

ANDREWS, ASBURY & ROBERT, INC. CONSULTING ENGINEERS, 905-5724, ALBUQUERQUE, NEW MEXICO.

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ORIGINAL	BY	DATE
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FINAL	SURVEY	DATE
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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
26 4188.901692

John A. Andrew
RECORD DRAWING
RECORD DRAWINGS WERE PREPARED
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

SCALE:
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1"= 5' Vertical

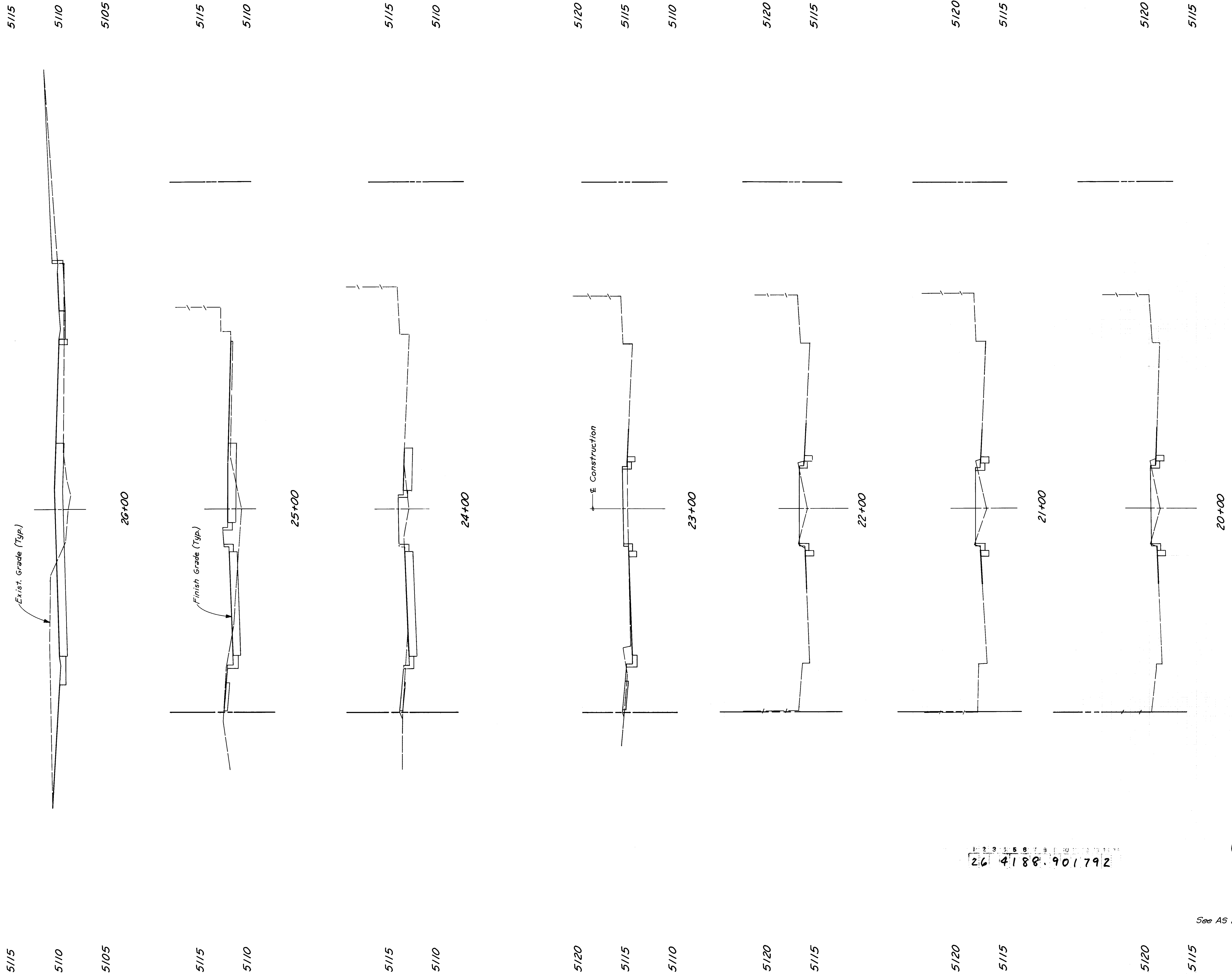
PLATE 3 CROSS SECTION - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

SAGE ROAD IMPROVEMENTS CROSS SECTIONS

SCANNED BY
BY LASON

FINAL	REVISED	DATE	BY	CHK
SURVEY	SURVEY			
NO.	NO.			
DATE	DATE			
CHECKED	CHECKED			

ORIGINAL	REVISED	DATE	BY	CHK
SURVEY	SURVEY			
NO.	NO.			
DATE	DATE			
CHECKED	CHECKED			



26 4188.901792

John Anderson
RECORD DRAWING
 RECORD DRAWINGS WERE PREPARED BY
 FROM INFORMATION PROVIDED BY
 THE CITY OF ALBUQUERQUE

See AS BUILT NOTE ⑤, Sheet 9

SCALE:
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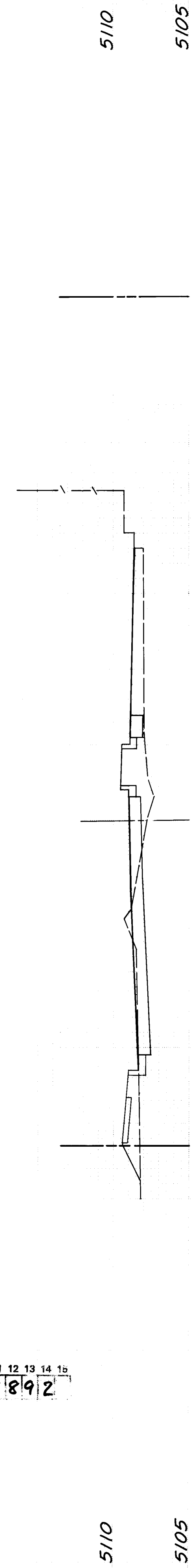
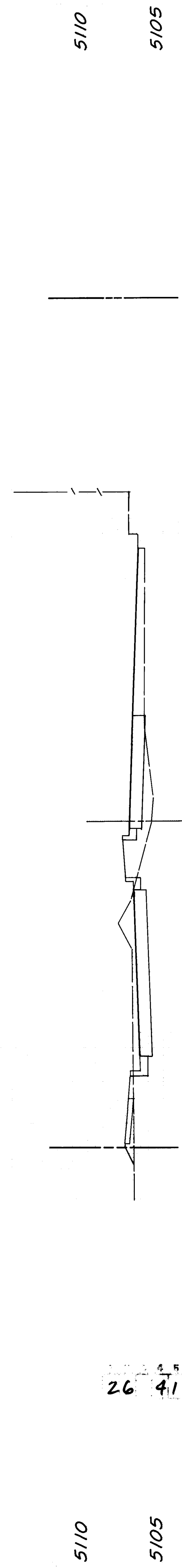
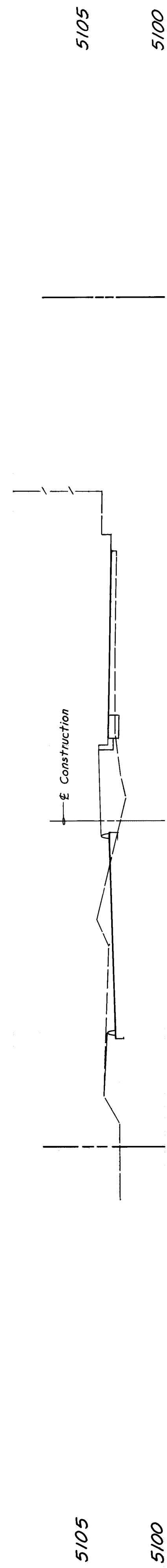
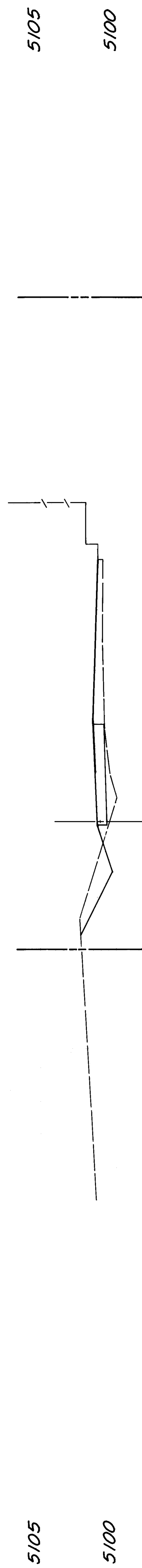
PLATE 3 CROSS SECTION - DOTTED
 CHARLES EDWIN COMPANY
 MADE IN U.S.A.

SAGE ROAD IMPROVEMENTS

CROSS SECTIONS

SCANNED BY
 BY LASON

FINAL SURVEY	SURVEYED	BY	DATE
NOT BOOK	PLOTTED		
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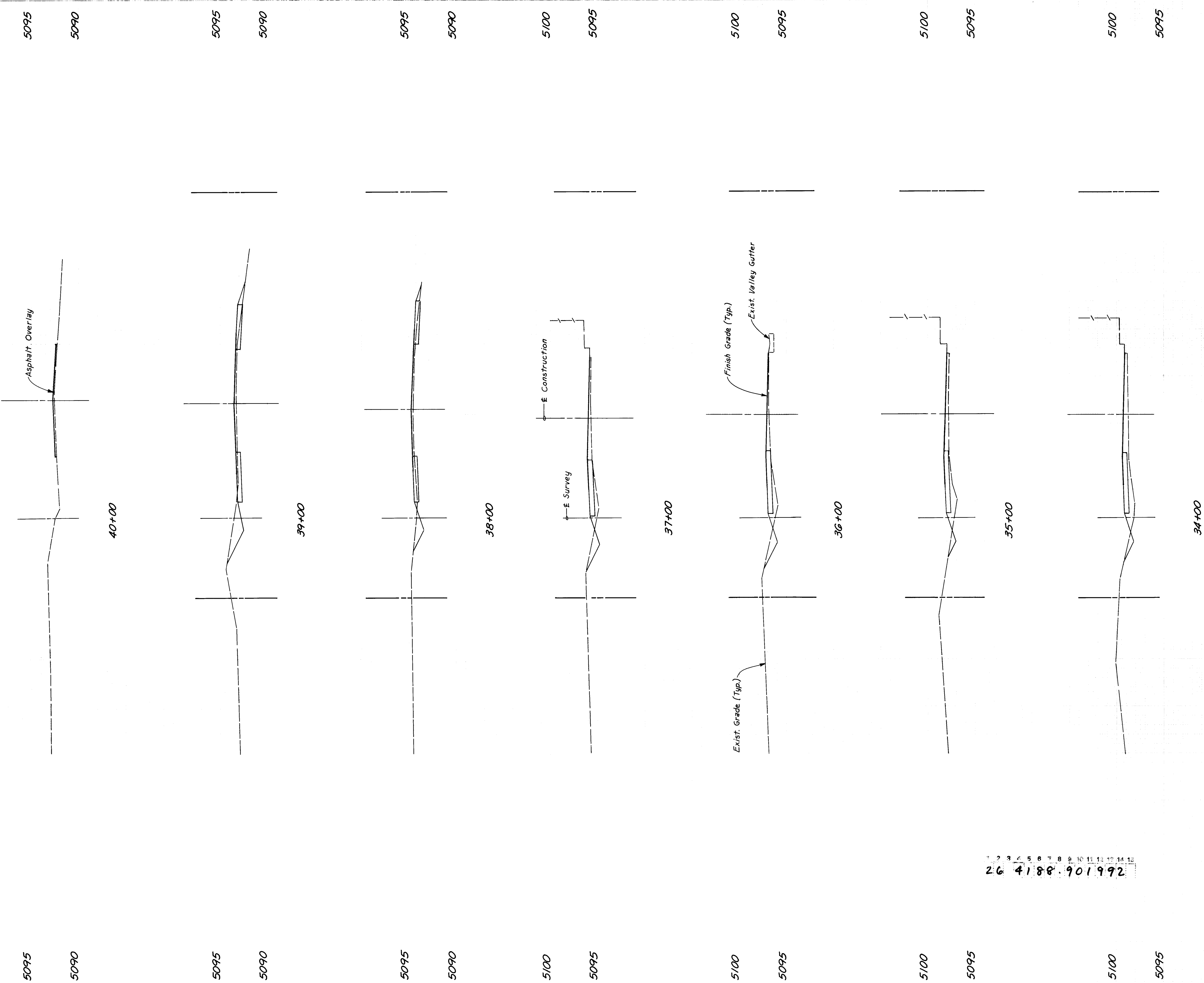
John D. Andrews
RECORD DRAWING
RECORD DRAWINGS WERE PREPARED
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

SCALE:
 $1'' = 10'$ Horizontal
 $1'' = 5'$ Vertical

SHEET 18 OF 23

DATE	BY	DATE
12/1/91	SA	12/1/91
SURVEY		
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DATE	BY	DATE
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John A. Anderson
RECORD DRAWING
 RECORD DRAWINGS WERE PREPARED BY
 FROM INFORMATION PROVIDED BY
 THE CITY OF ALBUQUERQUE.

See AS BUILT NOTE ⑥, Sheet 9

SCALE:
 1" = 10' Horizontal
 1" = 5' Vertical

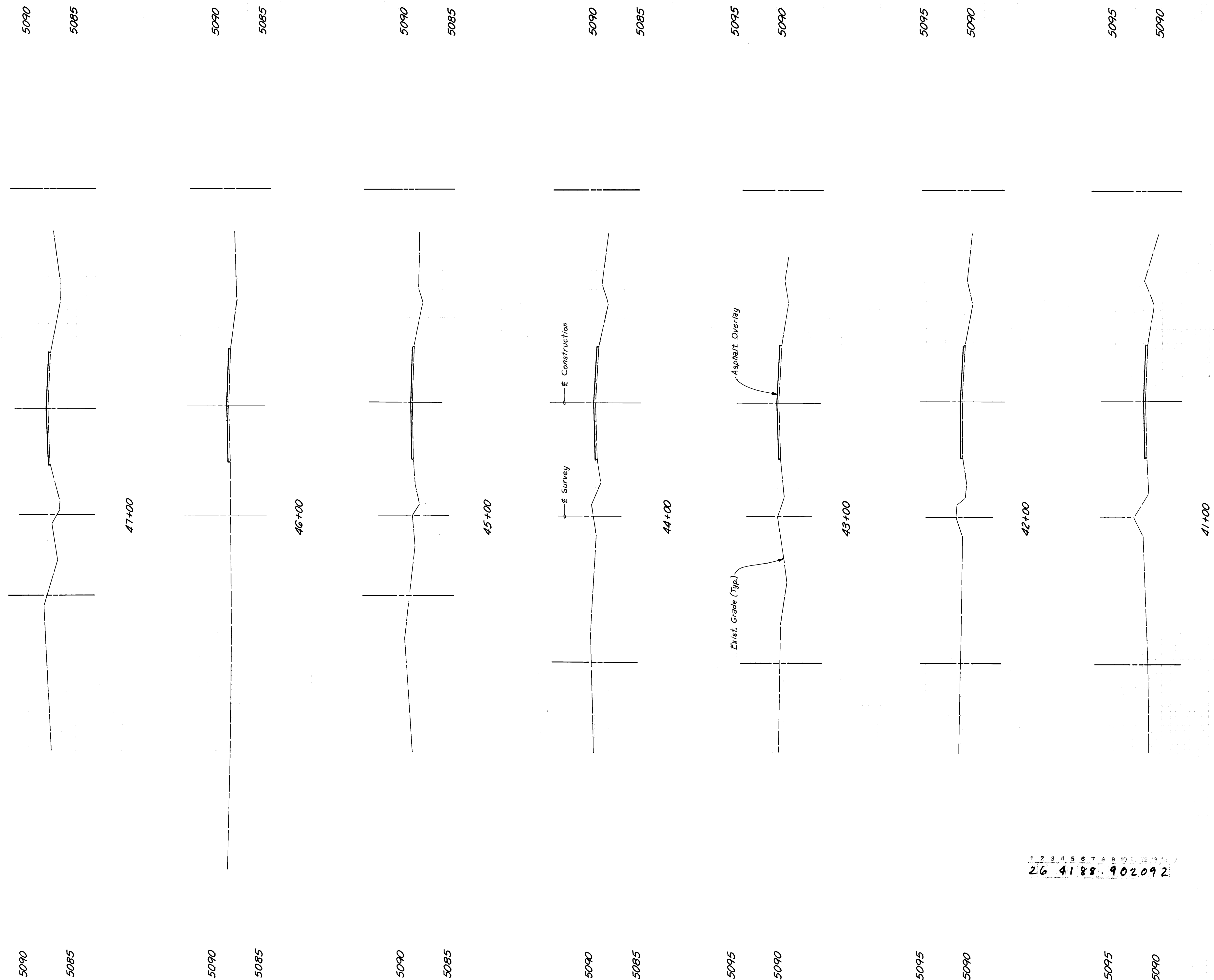
SCANNED BY
 BY LASON

PLATE 3 CROSS SECTION - DOTTED
 CHARLES BRUNING COMPANY
 MADE IN U.S.A.

SAGE ROAD IMPROVEMENTS

CROSS SECTIONS

ORIGINAL	SURVIVED	BY	DATE
SURVEY	POSTED		
NAT'L ROOM	TEMPLATE		
IN	AREAS		
	AREAS CHECKED		



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26	41	88	.	90	20	92							

John A. Andrews
RECORD DRAWING
RECORD DRAWINGS WERE PREPARED
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

See AS BUILT NOTE (6), Sheet 9

SCALE:
1" = 10' Horizontal
1" = 5' Vertical

SCANNED BY
BY LASON

SHEET 20 OF 23

PLATE 3 CROSS SECTION - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

SAGE ROAD IMPROVEMENTS

CROSS SECTIONS

DATE	TIME	REMARKS
1941	10:00	ARRIVED
1941	10:15	PLANNED
1941	10:30	DEPARTED
1941	10:45	ARRIVED
1941	11:00	PLANNED
1941	11:15	DEPARTED
1941	11:30	ARRIVED
1941	11:45	PLANNED
1941	12:00	DEPARTED
1941	12:15	ARRIVED
1941	12:30	PLANNED
1941	12:45	DEPARTED
1941	13:00	ARRIVED
1941	13:15	PLANNED
1941	13:30	DEPARTED
1941	13:45	ARRIVED
1941	14:00	PLANNED
1941	14:15	DEPARTED
1941	14:30	ARRIVED
1941	14:45	PLANNED
1941	15:00	DEPARTED
1941	15:15	ARRIVED
1941	15:30	PLANNED
1941	15:45	DEPARTED
1941	16:00	ARRIVED
1941	16:15	PLANNED
1941	16:30	DEPARTED
1941	16:45	ARRIVED
1941	17:00	PLANNED
1941	17:15	DEPARTED
1941	17:30	ARRIVED
1941	17:45	PLANNED
1941	18:00	DEPARTED
1941	18:15	ARRIVED
1941	18:30	PLANNED
1941	18:45	DEPARTED
1941	19:00	ARRIVED
1941	19:15	PLANNED
1941	19:30	DEPARTED
1941	19:45	ARRIVED
1941	20:00	PLANNED
1941	20:15	DEPARTED
1941	20:30	ARRIVED
1941	20:45	PLANNED
1941	21:00	DEPARTED
1941	21:15	ARRIVED
1941	21:30	PLANNED
1941	21:45	DEPARTED
1941	22:00	ARRIVED
1941	22:15	PLANNED
1941	22:30	DEPARTED
1941	22:45	ARRIVED
1941	23:00	PLANNED
1941	23:15	DEPARTED
1941	23:30	ARRIVED
1941	23:45	PLANNED
1941	24:00	DEPARTED
1941	24:15	ARRIVED
1941	24:30	PLANNED
1941	24:45	DEPARTED
1941	25:00	ARRIVED
1941	25:15	PLANNED
1941	25:30	DEPARTED
1941	25:45	ARRIVED
1941	26:00	PLANNED
1941	26:15	DEPARTED
1941	26:30	ARRIVED
1941	26:45	PLANNED
1941	27:00	DEPARTED
1941	27:15	ARRIVED
1941	27:30	PLANNED
1941	27:45	DEPARTED
1941	28:00	ARRIVED
1941	28:15	PLANNED
1941	28:30	DEPARTED
1941	28:45	ARRIVED
1941	29:00	PLANNED
1941	29:15	DEPARTED
1941	29:30	ARRIVED
1941	29:45	PLANNED
1941	30:00	DEPARTED
1941	30:15	ARRIVED
1941	30:30	PLANNED
1941	30:45	DEPARTED
1941	31:00	ARRIVED
1941	31:15	PLANNED
1941	31:30	DEPARTED
1941	31:45	ARRIVED
1941	32:00	PLANNED
1941	32:15	DEPARTED
1941	32:30	ARRIVED
1941	32:45	PLANNED
1941	33:00	DEPARTED
1941	33:15	ARRIVED
1941	33:30	PLANNED
1941	33:45	DEPARTED
1941	34:00	ARRIVED
1941	34:15	PLANNED
1941	34:30	DEPARTED
1941	34:45	ARRIVED
1941	35:00	PLANNED
1941	35:15	DEPARTED
1941	35:30	ARRIVED
1941	35:45	PLANNED
1941	36:00	DEPARTED
1941	36:15	ARRIVED
1941	36:30	PLANNED
1941	36:45	DEPARTED
1941	37:00	ARRIVED
1941	37:15	PLANNED
1941	37:30	DEPARTED
1941	37:45	ARRIVED
1941	38:00	PLANNED
1941	38:15	DEPARTED
1941	38:30	ARRIVED
1941	38:45	PLANNED
1941	39:00	DEPARTED
1941	39:15	ARRIVED
1941	39:30	PLANNED
1941	39:45	DEPARTED
1941	40:00	ARRIVED
1941	40:15	PLANNED
1941	40:30	DEPARTED
1941	40:45	ARRIVED
1941	41:00	PLANNED
1941	41:15	DEPARTED
1941	41:30	ARRIVED
1941	41:45	PLANNED
1941	42:00	DEPARTED
1941	42:15	ARRIVED
1941	42:30	PLANNED
1941	42:45	DEPARTED
1941	43:00	ARRIVED
1941	43:15	PLANNED
1941	43:30	DEPARTED
1941	43:45	ARRIVED
1941	44:00	PLANNED
1941	44:15	DEPARTED
1941	44:30	ARRIVED
1941	44:45	PLANNED
1941	45:00	DEPARTED
1941	45:15	ARRIVED
1941	45:30	PLANNED
1941	45:45	DEPARTED
1941	46:00	ARRIVED
1941	46:15	PLANNED
1941	46:30	DEPARTED
1941	46:45	ARRIVED
1941	47:00	PLANNED
1941	47:15	DEPARTED
1941	47:30	ARRIVED
1941	47:45	PLANNED
1941	48:00	DEPARTED
1941	48:15	ARRIVED
1941	48:30	PLANNED
1941	48:45	DEPARTED
1941	49:00	ARRIVED
1941	49:15	PLANNED
1941	49:30	DEPARTED
1941	49:45	ARRIVED
1941	50:00	PLANNED
1941	50:15	DEPARTED
1941	50:30	ARRIVED
1941	50:45	PLANNED
1941	51:00	DEPARTED
1941	51:15	ARRIVED
1941	51:30	PLANNED
1941	51:45	DEPARTED
1941	52:00	ARRIVED
1941	52:15	PLANNED
1941	52:30	DEPARTED
1941	52:45	ARRIVED
1941	53:00	PLANNED
1941	53:15	DEPARTED
1941	53:30	ARRIVED
1941	53:45	PLANNED
1941	54:00	DEPARTED
1941	54:15	ARRIVED
1941	54:30	PLANNED
1941	54:45	DEPARTED
1941	55:00	ARRIVED
1941	55:15	PLANNED
1941	55:30	DEPARTED
1941	55:45	ARRIVED
1941	56:00	PLANNED
1941	56:15	DEPARTED
1941	56:30	ARRIVED
1941	56:45	PLANNED
1941	57:00	DEPARTED
1941	57:15	ARRIVED
1941	57:30	PLANNED
1941	57:45	DEPARTED
1941	58:00	ARRIVED
1941	58:15	PLANNED
1941	58:30	DEPARTED
1941	58:45	ARRIVED
1941	59:00	PLANNED
1941	59:15	DEPARTED
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1941	72:15	ARRIVED
1941	72:30	PLANNED
1941	72:45	DEPARTED
1941	73:00	ARRIVED
1941	73:15	PLANNED
1941	73:30	DEPARTED
1941	73:45	ARRIVED
1941	74:00	PLANNED
1941	74:15	DEPARTED
1941	74:30	ARRIVED
1941	74:45	PLANNED
1941	75:00	DEPARTED
1941	75:15	ARRIVED
1941	75:30	PLANNED
1941	75:45	DEPARTED
1941	76:00	ARRIVED
1941	76:15	PLANNED
1941	76:30	DEPARTED
1941	76:45	ARRIVED
1941	77:00	PLANNED
1941	77:15	DEPARTED
1941	77:30	ARRIVED
1941	77:45	PLANNED
1941	78:00	DEPARTED
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1941	78:30	PLANNED
1941	78:45	DEPARTED
1941	79:00	ARRIVED
1941	79:15	PLANNED
1941	79:30	DEPARTED
1941	79:45	ARRIVED
1941	80:00	PLANNED
1941	80:15	DEPARTED
1941	80:30	ARRIVED
1941	80:45	PLANNED
1941	81:00	DEPARTED
1941	81:15	ARRIVED
1941	81:30	PLANNED
1941	81:45	DEPARTED
1941	82:00	ARRIVED
1941	82:15	PLANNED
1941	82:30	DEPARTED
1941	82:45	ARRIVED
1941	83:00	PLANNED
1941	83:15	DEPARTED
1941	83:30	ARRIVED
1941	83:45	PLANNED
1941	84:00	DEPARTED
1941	84:15	ARRIVED
1941	84:30	PLANNED
1941	84:45	DEPARTED
1941	85:00	ARRIVED
1941	85:15	PLANNED
1941	85:30	DEPARTED
1941	85:45	ARRIVED
1941	86:00	PLANNED
1941	86:15	DEPARTED
1941	86:30	ARRIVED
1941	86:45	PLANNED
1941	87:00	DEPARTED
1941	87:15	ARRIVED
1941	87:30	PLANNED
1941	87:45	DEPARTED
1941	88:00	ARRIVED
1941	88:15	PLANNED
1941	88:30	DEPARTED
1941	88:45	ARRIVED
1941	89:00	PLANNED
1941	89:15	DEPARTED
1941	89:30	ARRIVED
1941	89:45	PLANNED
1941	90:00	DEPARTED
1941	90:15	ARRIVED
1941	90:30	PLANNED
1941	90:45	DEPARTED
1941	91:00	ARRIVED
1941	91:15	PLANNED
1941	91:30	DEPARTED
1941	91:45	ARRIVED
1941	92:00	PLANNED
1941	92:15	DEPARTED
1941	92:30	ARRIVED
1941	92:45	PLANNED
1941	93:00	DEPARTED
1941	93:15	ARRIVED
1941	93:30	PLANNED
1941	93:45	DEPARTED
1941	94:00	ARRIVED
1941	94:15	PLANNED
1941	94:30	DEPARTED
1941	94:45	ARRIVED
1941	95:00	PLANNED
1941	95:15	DEPARTED
1941	95:30	ARRIVED
1941	95:45	PLANNED
1941	96:00	DEPARTED
1941	96:15	ARRIVED
1941	96:30	PLANNED
1941	96:45	DEPARTED
1941	97:00	ARRIVED
1941	97:15	PLANNED
1941	97:30	DEPARTED
1941	97:45	ARRIVED
1941	98:00	PLANNED
1941	98:15	DEPARTED
1941	98:30	ARRIVED
1941	98:45	PLANNED
1941	99:00	DEPARTED
1941	99:15	ARRIVED
1941	99:30	PLANNED
1941	99:45	DEPARTED
1941	100:00	ARRIVED



SHEET **21** OF **23**

John A. Anderson
RECORD DRAWING
RECORD DRAWINGS WERE PREPARED BY
FROM INFORMATION PROVIDED BY
CITY OF ALBUQUERQUE.

SCALE:
1" = 10' Horizontal
1" = 5' Vertical

ORIGINAL	DATE
SURVEY	BY
TEMPLATE	
NOTES	
AREAS CHANGED	

FINAL	SURVEY	DATE
NOTES	BY	
AREAS CHANGED		

5080

5075

5085

5080

5085

5080

5085

5080

5085

5080

5085

5080

5085

5080

5080

5075

5085

5080

5085

5080

5085

5080

5085

5080

5085

5080

5085

5080

60+00

± Exist. Pvt. (Typ.) ± Construction (Typ.)

59+00

58+00

57+00

56+00

55+00

54+00

Exist. Grade (Typ.) Asphalt Overlay (Typ.)

± Survey (Typ.) ± Exist. Pvt.

26 4188.902292

See AS BUILT NOTE (C), Sheet 9

SCALE:
1"=10' Horizontal
1"=5' Vertical

John D. Anderson
RECORD DRAWING
RECORD DRAWINGS WERE PREPARED
FROM INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

PLATE 3 CROSS SECTION - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

SAGE ROAD IMPROVEMENTS

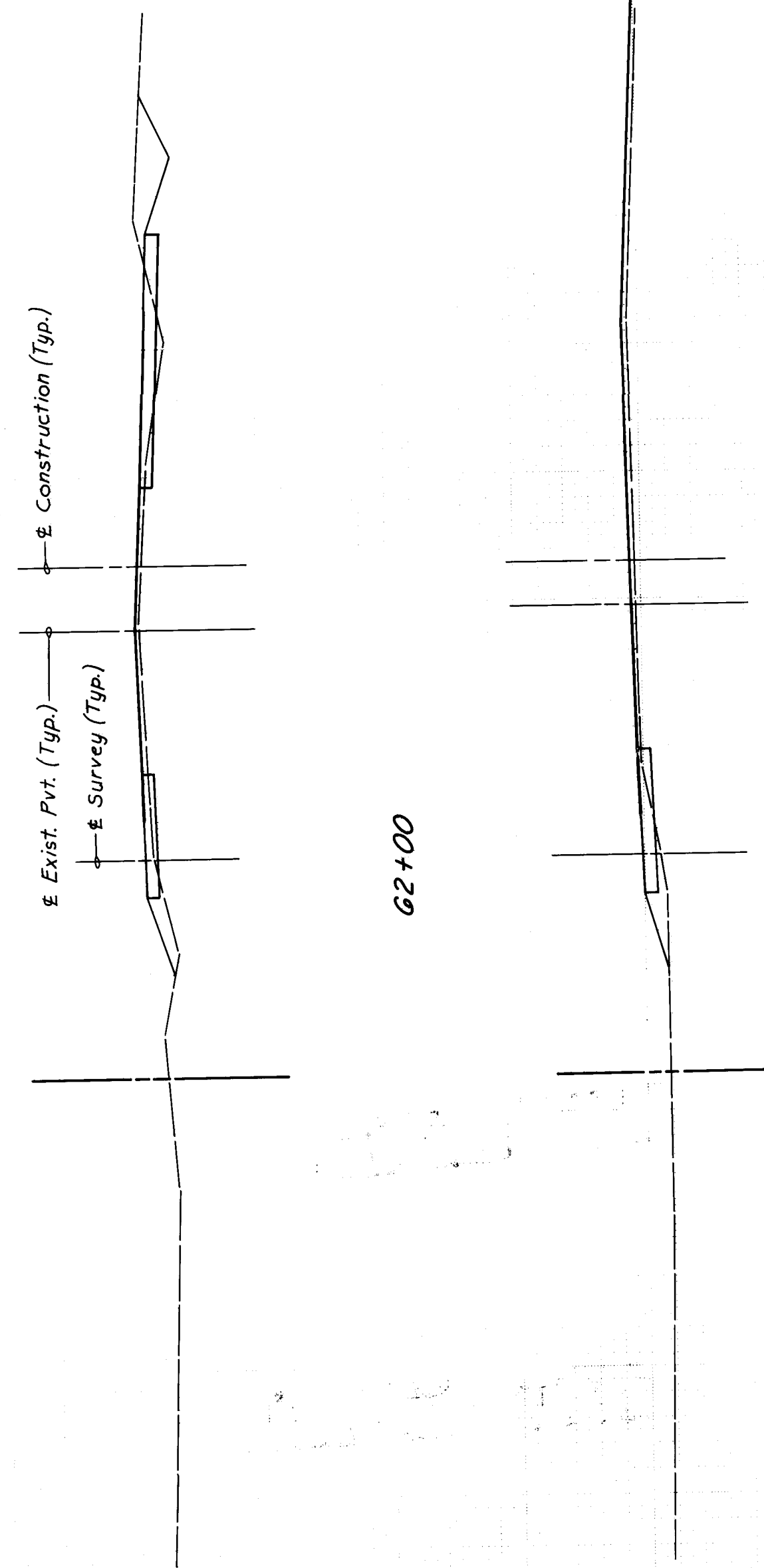
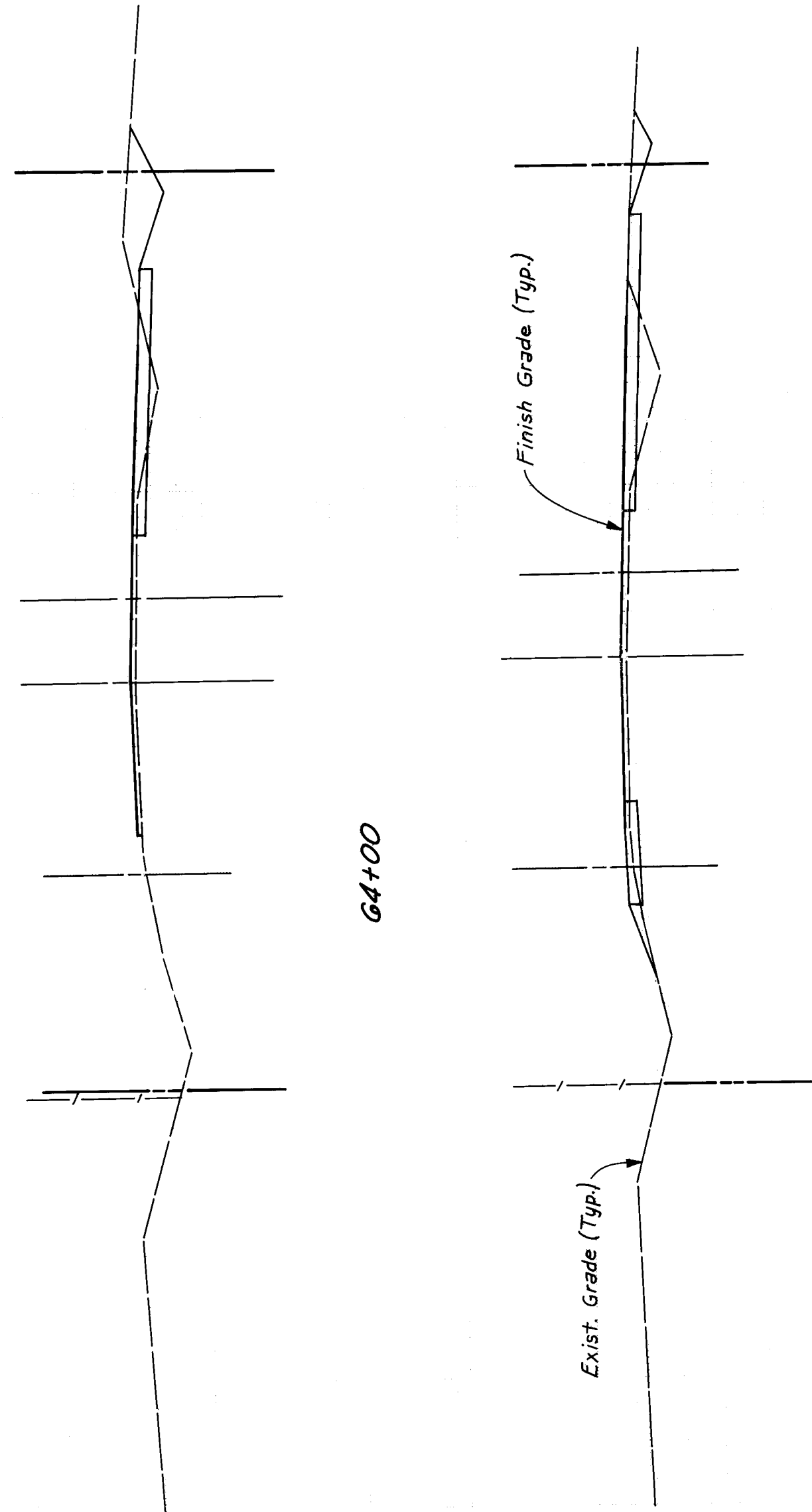
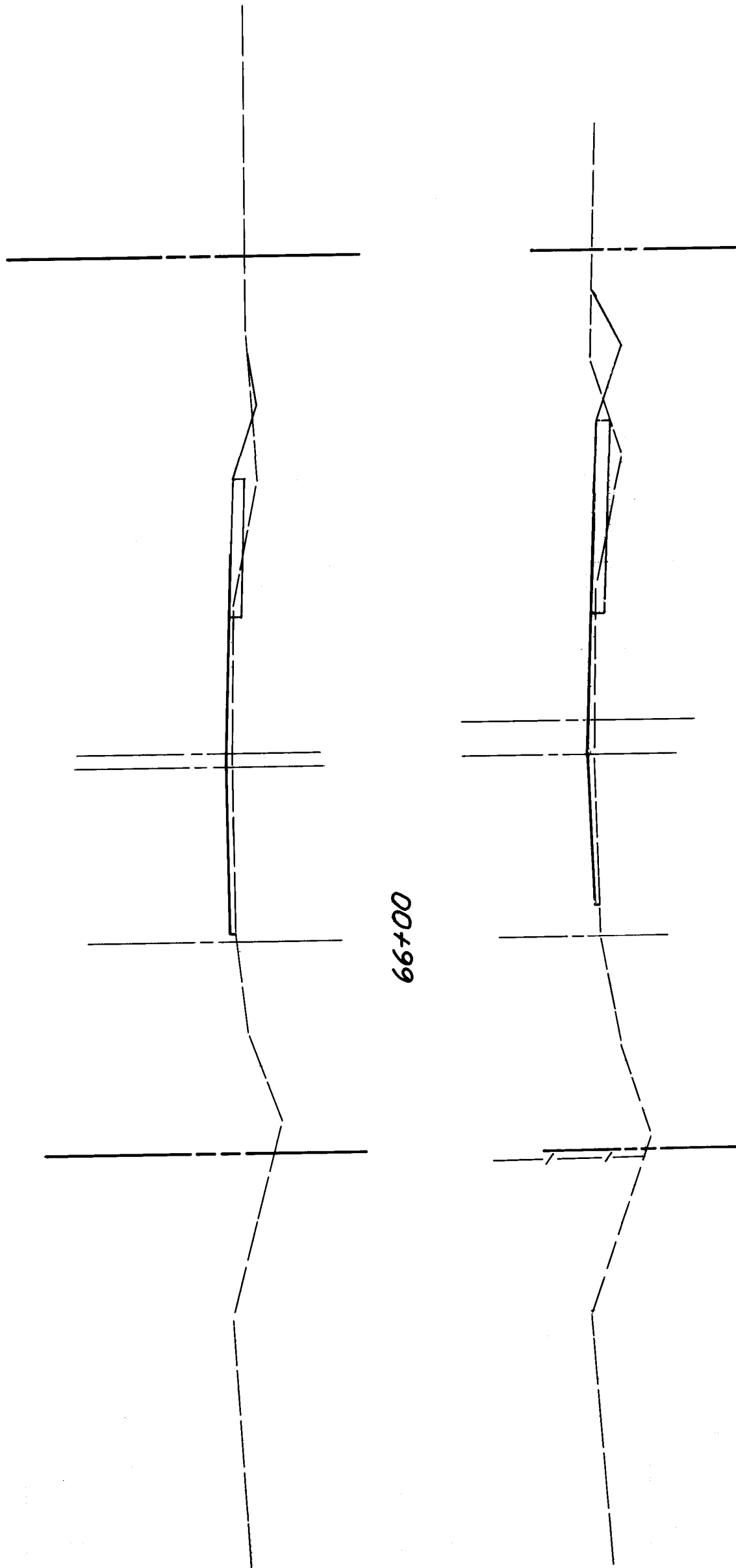
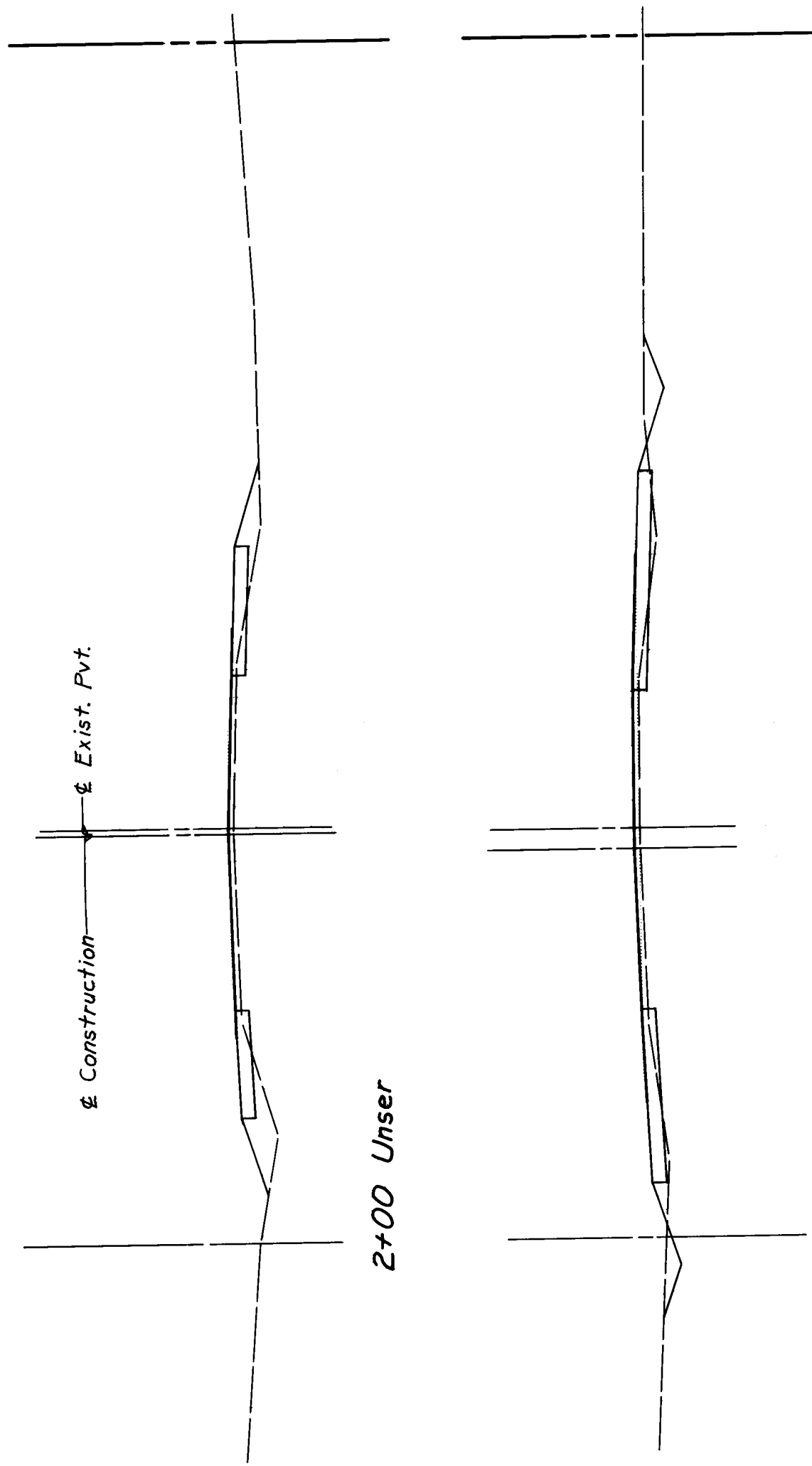
CROSS SECTIONS

SCANNED BY
BY LASON

SHEET 22 OF 23

ORIGINAL	SURVEY	DATE	BY

FINAL	SURVEY	DATE	BY



26 41 88 90 23 92

See AS BUILT NOTE ⑥, Sheet 9

SCALE:
1"=10' Horizontal
1"= 5' Vertical

John D. Anderson
RECORD DRAWING
DRAWINGS WERE PREPARED
FROM RECORD INFORMATION PROVIDED BY
THE CITY OF ALBUQUERQUE.

PLATE 3 CROSS SECTION - DOTTED
CHARLES BRUNING COMPANY
MADE IN U.S.A.

SAGE ROAD IMPROVEMENTS

CROSS SECTIONS

SCANNED BY
BY LASON

SHEET 23 OF 23