PUEBLO de SAN ILDEFONSO, NEW MEXICO
SEPTEMBER 2020
FINAL DESIGN
POVI KAA DRIVE PROJECT LENGTH 3,639 FT.

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LEGEND
STATE OR NATIONAL LINE
COUNTY LINE
TOWNSHIP OR RANGE LINE
SECTION LINE
QUARTER SECTION LINE
FOREST OR RESERVATION LINE
HIGHWAY ROW LINE
CONTROL OR ACCESS LINE
UNFENCED PROPERTY
SECTION AND QUARTER CORNERS
POWER LINE
POWER POLE
TELEPHONE LINE
GATE
GUARDRAIL
GUIDE POST
STANDARD BARBED WIRE FENCE
WOOD FENCE
PIPE FENCE
CATTLE GUARD
PIPE CULVERT
CONCRETE BOX CULVERT
GROUND LINE - EARTH
GROUND LINE - ROCK
EXISTING ROAD
SIDE ROAD TURNOUT
TREES AND SHRUBS
CHANNEL OR DITCH
DIKE OR LEVEE
BANK PROTECTION
RETAINING WALL
RAILROAD TRACK
GAS LINE
IRRIGATION LINE
WELL OR PUMP HOUSE
SURVEY MONUMENT
R/W MARKER
CONSTRUCTION LIMIT CUT
CONSTRUCTION LIMIT FILL
WATER LINE

GOVERNOR
DATE

CERTIFICATION
I, RAYMOND J. SMITH, REGISTERED PROFESSIONAL ENGINEER NO. 18738 HEREBY CERTIFY THAT THE FOLLOWING PLANS AND DESIGNS WERE MADE UNDER MY SUPERVISION AND DIRECTION AND THAT SAME IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

Raymond J. Smith
REGISTERED PROFESSIONAL ENGINEER

THE FHWA STANDARD SPECIFICATION FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAYS SHALL GOVERN AND 2016 EDITION OF NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SHALL SUPPLEMENT CONSTRUCTION OF THIS PROJECT.

SOUDER, MILLER & ASSOCIATES
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POVI KAA DRIVE SURVEY CONTROL PLAN AND HORIZONTAL CONTROL
INITIATING CONSTRUCTION. IF, DURING THE COURSE OF CONSTRUCTION, HIGHWAY AND BRIDGE CONSTRUCTION, 2014 EDITION. UTILITY LOCATES (811) AREA PRESERVATION CENTER, NOAA. TELEPHONE (505)768-3606. SET NEW PROTECTION OF SURVEY MONUMENTS: REMOVALS: NEGOTIATE AN AGREEMENT WITH THE PUEBLO. ENVIRONMENTAL CLEARANCE OF A MATERIAL PLACED SHALL NOT HAVE AN "R" VALUE LESS THAN 27 OR BE ALLOWED TO PROJECT MANAGER FOR APPROVAL PRIOR TO COMMENCING ANY CONSTRUCTION. GUIDEBOOK”. NATIONAL GEODETIC SURVEY, MARCH, 1990. CONTACT: NGS MARK. CONSTRUCTION WITH ALL UTILITIES WHEN WORKING AROUND UTILITIES WITHIN CONTRACTOR COORDINATION WITH UTILITIES. STANDARDS AND PROCEDURES SET FORTH IN THE “GEODETIC MARK PRESERVATION OBSTRUCTIONS” AND THE CONTRACTOR WILL NOT RECEIVE ADDITIONAL COMPLETE THIS PROJECT. THIS WORK WILL BE CONSIDERED AS INCLUDED IN THE CONTRACTORS CONSTRUCTION YARD WILL BE REQUIRED AND COPY AVAILABLE TO ON THE PLAN HAVE BEEN DERIVED FROM FIELD SURVEYS, FIELD INSPECTION AND VERIFYING EXISTING: MATERIALS NEEDED:.fontface{font-family:inherit}>

17. SUPPLEMENTARY MATERIALS NEEDED: THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS TO LOCAL BUS TRAFFIC FOR THE DURATION OF THE PROJECT. LANES CLOSURES: THROUGHOUT THE LIFE OF THIS PROJECT THE CONTRACTOR SHALL KEEP THE PUEBLO DE SAN ILDEFONSO INFORMED OF LANE CLOSURES WHICH RESTRICT THE NORMAL FLOW OF TRAFFIC. THERE WILL BE NO DIRECT MEASUREMENT OR PAYMENT MADE FOR THE AVOIDANCES.

18. WEIGHT TICKETS: MATERIALS WEIGHT TICKETS USED ON THE PROJECT SHALL BE LEGIBLE COPIES, DELIVERED TO PROJECT MANAGER WITHIN 24 HOURS OF DELIVERY, AND IDENTIFY THE ROAD AND STATION WHERE THE MATERIAL WAS PLACED.

19. MAINTENANCE OF AS-BUILT PLANS: THE CONTRACTOR SHALL MAINTAIN AN UP-TO-DATE SET OF AS-BUILT PLANS FOR ALL WORK PERFORMED UNDER THE CONTRACT. THESE AS-BUILT PLANS SHALL BE KEPT CURRENT AT ALL TIMES, AND SHALL BE SUBJECT TO REVIEW BY THE PROJECT MANAGER THROUGHOUT THE LIFE OF THE PROJECT. THE PROJECT MANAGER WILL REVIEW THE AS-BUILT PLANS FOR ACCURACY AND COMPLETENESS AT LEAST ONCE EVERY 30 DAYS. FAILURE TO SUBMIT COMPLETE AND ACCURATE AS-BUILT PLANS WILL RESULT IN PROGRESS PAYMENTS BEING WITHHELD. ONE SET OF FINAL AS-BUILT PLANS SHALL BE SUBMITTED TO THE PROJECT MANAGER PRIOR TO FINAL PAYMENT. AS-BUILT PLANS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.

20. CONTRACTOR RESPONSIBILITIES: THE CONTRACTOR IS RESPONSIBLE FOR MAKING THE NECESSARY ADJUSTMENTS IN THE EQUIPMENT OR OPERATION FOR COMPACTION REQUIREMENTS AND SURFACING REMOVALS THAT UNDERGROUND UTILITIES AND PERMANENT STRUCTURES ARE NOT DAMAGED.


22. THE CONTRACTOR SHALL SALVAGE SIGNS TO THE PUEBLO DE SAN ILDEFONSO.

23. THE CONTRACTOR SHALL FURNISH ALL CONSTRUCTION WATER REQUIRED IN THE CONSTRUCTION OF THIS PROJECT.

24. THE CONTRACTOR SHALL STOCKPILE MILLINGS FROM SHU MAA PO FOR FUTURE USE. MILLINGS MAY BE BLENDED IN BASECOURSE. SEE NOTE 5 FOR STORAGE REQUIREMENTS.

25. THE MANHOLE LID AND MANHOLE FRAME SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE CONCRETE BOX CULVERT. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.

TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS” CURRENT EDITION, PUBLISHED BY THE US DEPARTMENT OF TRANSPORTATION. THE MANUAL IS PART OF THIS CONTRACT.

26. THE RELLOCATION OF THE EXISTING IRRIGATION GATE SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.

LIST OF INCIDENTALS

1. VERIFY PERMISSIVE AND VERTICAL NOTE 2
2. PUBLIC AWARENESS: NOTE 10
3. MAINTENANCE OF AS-BUILT PLANS: NOTE 14
4. PAYMENT. AS-BUILT PLANS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.
5. RELOCATION OF IRRIGATION GATE: NOTE 28
6. CAB-MAN AUCTION ON HOUSE AND FRAME: NOTE 37
7. PROVIDING INGRESS AND EGRESS: NOTE 3
8. VERIFY HORIZONTAL AND VERTICAL NOTE 2
9. MAINTENANCE OF AS-BUILT PLANS: NOTE 11
10. THE CONTRACTOR SHALL PAY THE PUEBLO DE SAN ILDEFONSO ALL PERMITS AND FEES REQUIRED TO CONDUCT BUSINESS ON THE PUEBLO.

11. THE CONTRACTOR SHALL FURNISH ALL CONSTRUCTION WATER REQUIRED IN THE CONSTRUCTION OF THIS PROJECT.

12. THE RELLOCATION OF THE EXISTING IRRIGATION GATE SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.

13. THE CONTRACTOR SHALL SALVAGE SIGNS TO THE PUEBLO DE SAN ILDEFONSO.

14. THE CONTRACTOR SHALL FURNISH ALL CONSTRUCTION WATER REQUIRED IN THE CONSTRUCTION OF THIS PROJECT.

15. THE RELLOCATION OF THE EXISTING IRRIGATION GATE SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFORE.
### SUMMARY OF QUANTITIES - BASE BID

<table>
<thead>
<tr>
<th>PCAS NO.</th>
<th>ITEM DESCRIPTION</th>
<th>UNIT</th>
<th>ESTIMATE</th>
<th>FINAL</th>
</tr>
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<tbody>
<tr>
<td>6K3109</td>
<td>CLEARING AND GRUBBING</td>
<td>L.S.</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>REMOVAL OF STRUCTURES AND OBSTRUCTIONS</td>
<td>L.S.</td>
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<tr>
<td>6K3109</td>
<td>ROADWAY Excavation</td>
<td>CU.YD.</td>
<td>2480</td>
<td>2480</td>
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<tr>
<td>6K3110</td>
<td>SUBGRADE Stabilization</td>
<td>SQ.YD.</td>
<td>13220</td>
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<td>6K3113</td>
<td>SPEED Hump</td>
<td>EACH</td>
<td>2</td>
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</tr>
<tr>
<td>6K3109</td>
<td>CURB, CONCRETE 6-INCH DEPTH</td>
<td>LIN.FT.</td>
<td>24</td>
<td>24</td>
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<tr>
<td>6K3109</td>
<td>PORTLAND CEMENT CONCRETE VERTICAL CURB AND GUTTER TYPE B 6&quot;x24&quot;</td>
<td>LIN.FT.</td>
<td>700</td>
<td>700</td>
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<tr>
<td>6K3109</td>
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<td>LIN.FT.</td>
<td>250</td>
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<tr>
<td>6K3111</td>
<td>STRUCTURAL CONCRETE, CLASS A</td>
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<td>6K3109</td>
<td>REINFORCING STEEL, EPOXY COATED</td>
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<td>FIXTURE, PEDESTRIAN RAILING</td>
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<td>MANHOLE ADJUSTMENT</td>
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<tr>
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<td>ASPHALT CONCRETE PAVEMENT, TYPE 1</td>
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<td>PRIME COAT, METHOD 1</td>
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<td>TACK COAT, GRADE RS-1</td>
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<td>6K3111</td>
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<td>6K3111</td>
<td>SIGN INSTALLATION, W/ STEEL POST</td>
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<td>6K3111</td>
<td>PAVEMENT MARKINGS, TYPE A</td>
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<td>TEMPORARY TRAFFIC CONTROL PLAN</td>
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### SUMMARY OF QUANTITIES - ADDITIVE BID ALTERNATIVE

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<th>UNIT</th>
<th>ESTIMATE</th>
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<td>ASPHALT CONCRETE PAVEMENT, TYPE 1</td>
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<tr>
<td>6K3111</td>
<td>PRIME COAT, METHOD 1</td>
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</table>
### STATION 18+81.65
- **LOCA**
  - 1
- **EACH**
  - W-1

### STATION 18+10.24
- **LOCA**
  - 1
- **EACH**
  - R-1-30

### STATION 37+59.15
- **LOCA**
  - 1
- **EACH**
  - W-1

### STATION 35+65.75
- **LOCA**
  - LT
- **EACH**
  - W-2L

### STATION 35+90.83
- **LOCA**
  - RT
- **EACH**
  - W-1

### STATION 36+12.72
- **LOCA**
  - LT
- **EACH**
  - R-2-1.5

### STATION 40+00.06
- **LOCA**
  - RT
- **EACH**
  - W-5.5-15

### STATION 42+00.07
- **LOCA**
  - RT
- **EACH**
  - W-1.1 WDM-3R

### STATION 42+21.38
- **LOCA**
  - LT
- **EACH**
  - OM-3L

### STATION 42+23.38
- **LOCA**
  - RT
- **EACH**
  - OM-JR

### STATION 45+64.62
- **LOCA**
  - LT
- **EACH**
  - R-2-1.5

### STATION 45+88.60
- **LOCA**
  - RT
- **EACH**
  - R-2-1.5

### STATION 46+21.41
- **LOCA**
  - LT
- **EACH**
  - W-1

**USE:** 21

#### REMARKS
- Stationing shown here are approximate only.

---

### STATION 18+81.65
- **LOCA**
  - 1
- **EACH**
  - R-1-30

### STATION 18+10.24
- **LOCA**
  - 1
- **EACH**
  - R-1-30

### STATION 37+59.15
- **LOCA**
  - 1
- **EACH**
  - W-1

### STATION 35+65.75
- **LOCA**
  - LT
- **EACH**
  - W-2L

### STATION 35+90.83
- **LOCA**
  - RT
- **EACH**
  - W-1

### STATION 36+12.72
- **LOCA**
  - LT
- **EACH**
  - R-2-1.5

### STATION 40+00.06
- **LOCA**
  - RT
- **EACH**
  - W-5.5-15

### STATION 42+00.07
- **LOCA**
  - RT
- **EACH**
  - W-1.1 WDM-3R

### STATION 42+21.38
- **LOCA**
  - LT
- **EACH**
  - OM-3L

### STATION 42+23.38
- **LOCA**
  - RT
- **EACH**
  - OM-JR

### STATION 45+64.62
- **LOCA**
  - LT
- **EACH**
  - R-2-1.5

### STATION 45+88.60
- **LOCA**
  - RT
- **EACH**
  - R-2-1.5

### STATION 46+21.41
- **LOCA**
  - LT
- **EACH**
  - W-1

**USE:** 21

#### REMARKS
- Stationing shown here are approximate only.

---

### PORTLAND CEMENT CONC. SLOPED CURB AND GUTTER TYPE A 6" X 24"
- **STATION TO STATION**
  - 42+10.65
  - LT.
  - USE: 250
  - LIN. FT.

### USE: 250 LIN. FT.

#### REMARKS
- Stationing shown here are approximate only.

---

### PORTLAND CEMENT CONC. SLOPED CURB AND GUTTER TYPE A 6" X 24"
- **STATION TO STATION**
  - 42+10.65
  - LT.
  - USE: 250
  - LIN. FT.

### TOTAL: 250 LIN. FT.

#### REMARKS
- Stationing shown here are approximate only.

---

### PORTLAND CEMENT CONC. VERTICAL CURB AND GUTTER TYPE B 6" X 24"
- **STATION TO STATION**
  - 43+30.50
  - LT.
  - USE: 210
  - LIN. FT.

### TOTAL: 210 LIN. FT.

#### REMARKS
- Stationing shown here are approximate only.

---

### PORTLAND CEMENT CONC. VERTICAL CURB AND GUTTER TYPE B 6" X 24"
- **STATION TO STATION**
  - 43+30.50
  - LT.
  - USE: 210
  - LIN. FT.

### TOTAL: 210 LIN. FT.

#### REMARKS
- Stationing shown here are approximate only.

---

### CONSTRUCTION ENGINEERING & LUMP SUM ITEMS

### TABLE 1

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<thead>
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<th>DESCRIPTION</th>
<th>UNITS</th>
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<td>CLEARING AND GRUBBING</td>
<td>LUMP SUM</td>
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<td>15701-0000</td>
<td>SOIL EROSION CONTROL</td>
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<td>15301-0000</td>
<td>MOBILIZATION</td>
<td>LUMP SUM</td>
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<td>TRAFFIC CONTROL PLAN</td>
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<td>60901-0000</td>
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### TABLE 4

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<tr>
<td>64004-3000</td>
<td>PEDESTRIAN RAILING</td>
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### Item No. 63301-0000
- **SIGN SYSTEM**
  - SIGNS REQUIRED POVI KAA DRIVE

### Item No. 60901-0000
- **POVI KAA DRIVE**

### Item No. 63401-0100
- **PAVEMENT MARKINGS, TYPE A - POVI KAA DRIVE**

---

### Item No. 60901-1000
- **Curb, Concrete 12-Inch Depth**

---

### Item No. 64004-3000
- **PEDESTRIAN RAILING**

---

### Notes
- Items to be salvaged to Pueblo de San Ildefonso.
### SURFACING SCHEDULE

#### POVI KAA DRIVE

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<th>Description</th>
<th>Station</th>
<th>To</th>
<th>Station</th>
<th>Emplacement</th>
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<th>Asphalt Concrete Pavement, Type 1</th>
<th>Prime Coat, Method 1</th>
<th>Tack Coat, Grade B1</th>
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#### TURNOUTS

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<th>Emplacement</th>
<th>Aggregate Base Graded B &amp; C Depth</th>
<th>Asphalt Concrete Pavement, Type 1</th>
<th>Prime Coat, Method 1</th>
<th>Tack Coat, Grade B1</th>
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<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

### ESTIMATED SURFACING FACTORS

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit ((ft³ or Ton)</th>
<th>Weight (ton)</th>
<th>Hydrazine Line</th>
<th>Tack Coat</th>
<th>Prime Coat</th>
<th>Misc Coat</th>
<th>Unit Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMA TYPE 1</td>
<td>0.05</td>
<td>0.50</td>
<td>800</td>
<td>1.05</td>
<td>2.50</td>
<td>1.00</td>
<td>240.00</td>
</tr>
<tr>
<td>PRIME COAT MATERIAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASPHALT MATERIAL FOR TACK COAT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEN GRADED FRICTION COURSE</td>
<td>0.06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>240.00</td>
</tr>
<tr>
<td>SMA TREATED SUBGRADE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BASE COURSE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:**
- For estimating purposes only. Actual percent shall be determined by the district lab.
- **For estimating purposes only, actual percent shall be determined by approved mix design.**
- ***For estimating purposes only, application rate shall be determined by the project manager.***

### MISCELLANEOUS QUANTITIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Station</th>
<th>Loc</th>
<th>Width</th>
<th>Area</th>
<th>Length</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Provider of Primary Work (Oilfield)</td>
</tr>
</tbody>
</table>

### ITEM NO. 60405-0000 & 60409-0100

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Station</th>
<th>Loc</th>
<th>Adj. Frame</th>
<th>Cover</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANHOLE ADJUSTMENT &amp; MANHOLE FRAME AND COVER</td>
<td>50+00.02</td>
<td>6.70’ RT</td>
<td>1</td>
<td>1</td>
<td>SAE MANHOLE</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL:** 1 1

**USE:** 1 1
DITCH TO CULVERT DETAIL

IRRIGATION STRUCTURE CROSSING

CULVERT TO DITCH DETAIL

STA. 10+89.69 (0.00', )

BEGIN TRANSITION FROM NO CROWN TO 2% SLOPE

STA. 42+07.00 (0.00', )

3' x 2' - 10" CBC. SEE DETAILS SHEET 11

POVI KAA STA. 42+07 TO STA. 42+17
HEADWALL

EL=5568.97'

INV: =5569.02'

STA: 11+07.89

BEGIN NORMAL 2% CROWN SECTION

STA: 11+07.84

HEADWALL

EL=5572.56'

STA: 11+23.69

3' x 2' - 10" CBC. SEE DETAILS SHEET 11

POVI KAA DRIVE

EX. GROUND @

TIE TO EXISTING AS SOON AS POSSIBLE

POVI KAA STA. 42+07 TO STA. 42+17
NO CROWN ON POVI KAA DRIVE

HEADWALL

STA: 10+00.66
EL=5568.37'

STA: 10+42.99

HORIZ. SCALE: 1" = 10'

HEADWALL

STA: 11+23.69
EL=5572.56'

STA: 11+24.00
EL=5572.39'

POVI KAA STA. 42+14.60, 16.18' RIGHT

STA. 42+14.60, 16.18' RIGHT

3' x 2' - 10" CBC. SEE DETAILS SHEET 11

NONE

POVI KAA DITCH (1) PROFILE

NO CROWN ON POVI KAA DRIVE

IRIIGRATION STRUCTURE CROSSING

NONE

NONE

NONE

NONE

NONE

NONE

NONE

NONE

NONE

NONE

NONE

NONE
GENERAL NOTES:

1. STANDARD CAST IRON M.H. FRAME AND COVER
WEIGHTS: COVER = 180 LBS., FRAME = 145 LBS.
TOTAL = 325 LBS. (TOLERANCE = ± 5%)

2. REFERENCE SPEC. SECTION 130.

A. MACHINED OR GROUND BEARING SURFACES.

B. "SEWER", "WATER", OR "STORM" CAST ON COVER
TO IDENTIFY SANITARY SEWER, WATER OR
STORM DRAINAGE SYSTEMS RESPECTIVELY.

C. LETTER SIZE TO BE 1" MIN. IN HEIGHT, TYPICAL.

D. VENT HOLE REQUIRED.

E. MONOLITHIC CAST IRON OR STEEL ROD INSERTS
AT MANUFACTURER'S OPTION. IF INSERT IS
PROVIDED IT MUST HAVE 3/16" MIN. COVER AND
3/4" END EMBEDMENT IN CASTING.

F. GUSSETS OPTIONAL IF REQUIRED BY
MANUFACTURER.

CONSTRUCTION NOTES:

A. RADIUS EDGE
B. PROPOSED CONCRETE
CUT IN FIELD TO CLEAR
FRAME

PROPOSED CONCRETE
BOX CULVERT
SEE SHEET 11 FOR
DETAILS

PLAN

SECTION X-X

SECTION Y-Y

VENTED COVER (135 LB.)

TOP OF CONCRETE BOX
CULVERT

CUT IN FIELD TO CLEAR
FRAME

FRAME

SECTION X-X

PLAN

VENTED COVER (135 LB.)

TOP OF CONCRETE BOX
CULVERT

CUT IN FIELD TO CLEAR
FRAME

MANHOLE FRAME AND COVER DETAIL
STA: 42+11.61

MANHOLE FRAME W/ OPENING TO CBC
STA: 42+11.61

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SMA
Horiz: 9425386
Vert: 12

POVI KAA DRIVE
POVI KAA DRIVE IRRIGATION
STRUCTURE DETAILS

SAN ILDEFONSO, NEW MEXICO
SAN ILDEFONSO, NEW MEXICO

www.soudermiller.com
Phone (505) 299-0942  Toll-Free (877) 299-0942  Fax (505) 293-3430
5454 Venice Ave. NE, Suite D
Albuquerque, NM 87113
CONCRETE MOUNTABLE CURB AND GUTTER TYPE "A"

CONCRETE BARRIER CURB AND GUTTER TYPE "B"

CONCRETE BARRIER CURB AND GUTTER TYPE "C"

CONCRETE BARRIER CURB AND GUTTER TYPE "D"

CONCRETE LAYDOWN CURB TYPE "E"

CONCRETE VALLEY GUTTER

GENERAL NOTES
1. CONCRETE SHALL BE STRUICTURAL CONCRETE CLASS "A".
2. END OF DAYS DRAIN, 5D MINUTES.
3. INTERSECTIONS, COLD JOINTS AND DRIP PITS SHALL EXTEND THE LOCATION OF A CONSTRUCTION JOINT AND A ¾" PREMOULED BITUMINOUS JOINT IS REQUIRED.
4. PLACE TRANSVERSE CONSTRUCTION JOINTS AT 5'-0" INTERVALS AND AT THE END OF CURB JOINTS.
5. BED, COURSE MATERIAL, ON WHICH SIDEWALK IS TO BE PLACED, SHALL BE CONSTRUCTED TO SIZE OF MAXIMUM DENSITY AS DETERMINED BY AADOT T 99, METHOD 21.
6. THE POLYMER-SEAL JOINTS SHALL BE CONSTRUCTED TO ACCORDANCE WITH SECTION 459 OF THE STANDARD SPECIFICATIONS.
7. FOR SUP-FORMED CURB AND GUTTER, FURNISH 3/4" SEALS EXPANSION JOINTS AT 90' INTERVALS, AND TRANSVERSE CONSTRUCTION JOINTS AT 5' INTERVALS.
8. FOR SIDEWALKS AND NON-SUP-FORMED CURB AND GUTTER, FURNISH 3/4" SEALS EXPANSION JOINTS AT 90' INTERVALS, AND TRANSVERSE CONSTRUCTION JOINTS AT 5' INTERVALS.

TRANSVERSE CONTRACTION JOINT

NEW MEXICO DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

SECTION A-A

SECTION B-B
PROJECT COORDINATE SYSTEM INFORMATION

UTM 1983 NAD 83
WGS 84

GRID TO GROUND SCALE FACTOR 1:1000000

SCALE FROM "577780.076872, 679985.398015"
TO "577780.076872, 679985.398015"

ELEVATION OR SURVEY SCALE: 0.12357

ALL DISTANCES ARE GROUND DISTANCES. UNITS ARE US SURVEY FEET

VERTICAL DATUM

ORTHOMEROID OR SURVEY HEIGHTS

METHODS

SURVEY WORK PERFORMED ON THIS PROJECT WAS OBSERVED AND SET ON AUGUST 9, 2016
BY AN AUTHORIZED SURVEYOR. ALL SURVEY WORK OBSERVED USING
TRIMBLE RS80 RECEIVERS USING RTK ULTRA NETWORK GPS METHODS.

LAMARRE, COMBS, A"MECULE PROFESSIONAL SURVEYS NO. 2010. DO HEREF
CERTIFY THAT THIS SURVEY REPORT WAS PREPARED BY ME OR UNDER MY
DIRECT SUPERVISION BASED ON MY ACTUAL OBSERVATIONS OF THE GROUND AS DESCRIBED
HEREIN; THAT I AM RESPONSIBLE FOR THIS SURVEY; AND THAT THE SURVEY AND
REPORT WERE MADE IN CONFORMITY WITH THE MINIMUM STANDARDS FOR SURVEYS IN NEW MEXICO.

Lamarre, Combs

Surveyor (NMSU) No. 2010
NOTE: RIGHT-OF-WAY DIMENSIONS SHOWN HEREIN ARE APPROXIMATE.
NOTE: RIGHT-OF-WAY DIMENSIONS SHOWN HEREIN ARE APPROXIMATE.
26+25.00

26+50.00

26+75.00

27+00.00

27+25.00

27+50.00
44+70.29

45+00.00

46+00.00

46+50.00

47+00.00

47+03.25

NOTE: RIGHT-OF-WAY DIMENSIONS SHOWN HEREIN ARE APPROXIMATE.