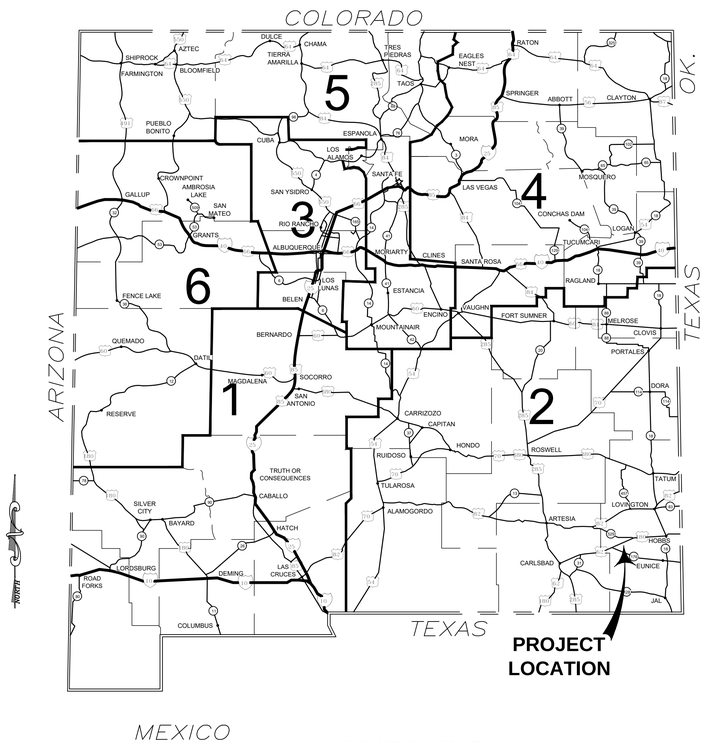
CR 27A MARATHON ROAD

RECONSTRUCTION

NM 176 TO US 62

LEA COUNTY, NEW MEXICO



LOCATION MAP

NOT TO SCALE

VICINITY MAP

NOT TO SCALE

811 Know what's **below.** **Call** before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

SHEET SIZE

ORIGINAL SHEET SIZE: 24" X 36"

FLOOD NOTE

THIS PROJECT IS LOCATED IN A "ZONE D" AREA OF UNDETERMINED FLOOD HAZARD AS DESCRIBED IN FEMA FIRM MAP NUMBERS 35025C1275D AND 35025C1450D WITH AN EFFECTIVE DATE OF DECEMBER 16, 2008

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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER

09/24/2020

PROJECT ENGINEER:	JEREMY BAKER, PE
PROJECT DESIGNER :	LAXMI P. PANERU, EI
DRAWN BY:	LPP

REVISIONS

No.	DATE	DESCRIPTION

COVER SHEET
AND VICINITY MAP

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
1-1

GENERAL NOTES

1. NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2019 EDITION SHALL APPLY TO THIS PROJECT.
2. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO PERFORM WORK WITHIN THE ROAD RIGHT-OF-WAY.
3. THROUGHOUT THE LIFE OF THE PROJECT, CONTRACTOR SHALL KEEP LOCAL NEWS MEDIA, INCLUDING BOTH NEWSPAPER AND RADIO MEDIA, INFORMED OF ANY LANE CLOSURES WHICH WILL RESTRICT THE NORMAL FLOW OF TRAFFIC. THE CONTRACTOR SHALL REPORT ANY SUCH CLOSURE AT LEAST 48 HOURS IN ADVANCE. THIS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, AND NO MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
4. ACCESS TO LOCAL BUSINESSES AND RESIDENCES SHALL BE KEPT OPEN AS FAR AS POSSIBLE. ACCESS CLOSURE MUST BE SCHEDULED AT LEAST TEWENTY-FOUR (24) HOURS IN ADVANCE WITH PROPERTY OWNERS AND APPROVED BY ENGINEER. ACCESS FOR FIRE PROTECTION AND EMERGENCY SERVICES MUST BE OPEN AT ALL TIMES. SCHEDULES FOR THE RELEASE OF WORK WILL BE DETERMINED AT THE PRE-CONSTRUCTION CONFERENCE. ADDITIONAL OR SUPPLEMENTAL SCHEDULES MAY BE REQUIRED AS THE PROJECT PROGRESSES, AS REQUESTED BY ENGINEER.
5. CONTRACTOR TO COORDINATE WITH LOCAL WASTE COLLECTION DURING CONSTRUCTION FOR RESIDENTIAL AND COMMERCIAL TRASH PICK UP.
6. CONTRACTOR SHALL HAVE PERSONNEL AVAILABLE 24 HOURS PER DAY, 7 DAYS PER WEEK TO INSPECT AND MAINTAIN TRAFFIC CONTROL DEVICES, AS DIRECTED BY THE PROJECT ENGINEER. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK, BUT SHALL BE CONSIDERED AS INCIDENTAL TO ITEM No. 618000 TRAFFIC CONTROL PLAN AND MANAGEMENT.
7. ALL CONSTRUCTION TRAFFIC SIGNING IN THIS CONTRACT SHALL BE PROVIDED WITH HIGH RETROREFLECTIVITY TYPE VII OR IX SHEETING OR BETTER. TYPE "H" BARRELS SHALL HAVE TYPE VII OR IX SHEETING.
8. MAINTENANCE AND REPLACEMENT OF DAMAGED OR DIRTY TRAFFIC CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF CONTRACTOR. THIS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
9. INSTALLATION OF TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) LATEST EDITION SECTION 2A.08 AND 2A.22, AND NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS.
10. CONTRACTOR SHALL CONFINE ITS OPERATIONS TO THE CONSTRUCTION LIMITS OF THIS PROJECT AND WILL BE HELD RESPONSIBLE FOR ANY AGREEMENTS NECESSARY OR DAMAGE CAUSED BY ITS EQUIPMENT TO PUBLIC OR PRIVATE PROPERTY.
11. CONTRACTOR SHALL, AT ITS EXPENSE, REFERENCE AND RESET ACCIDENTALLY DESTROYED ROW MONUMENTS AND/OR PROPERTY CORNERS IN ACCORDANCE WITH GOVERNMENT REGULATIONS AND STATE LAW. THIS WORK SHALL BE PERFORMED BY A LICENSED PROFESSIONAL SURVEYOR.
12. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO SECURE AND SUPPLY WATER FOR THE PROJECT. THE COST WILL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
13. IF A PAVEMENT DROP-OFF IS CREATED DURING CONSTRUCTION, CONTRACTOR SHALL FOLLOW THE NEW MEXICO DEPARTMENT OF TRANSPORTATION'S CURRENT GUIDELINE (8/1/2010) FOR "PAVEMENT DROP-OFF FOR CONSTRUCTION WORK ZONES".
14. WHEN ABUTTING NEW PAVEMENT TO EXISTING PAVEMENT CUT BACK EXISTING PAVEMENT TO A NEAT STRAIGHT LINE (SAW CUT) AS REQUIRED TO REMOVE ANY BROKEN OR CRACKED PAVEMENT AND MATCH NEW TO EXISTING. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR SAW CUTS BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE BID ITEM TO WHICH IT PERTAINS.
15. NO MATERIAL PITS HAVE BEEN DESIGNATED FOR THIS PROJECT. CONTRACTOR MAY OBTAIN MATERIAL FROM ANY ACCEPTABLE SOURCE. ALL MATERIALS PIT ACTION SHALL BE GOVERNED BY SECTION 106 OF THE STANDARD SPECIFICATIONS.
16. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DEVELOP AND IMPLEMENT A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT (CGP) OF THE EPA. THE SWPPP SHALL INCLUDE DEVELOPING, PERMITTING, INSTALLING, AND MAINTAINING SWPPP BMP'S AS WELL AS PERMANENT SEEDING WHEN THE PROJECT IS COMPLETED. THE CONTRACTOR SHALL PROVIDE AN ELECTRONIC COPY OF THE SWPPP TO THE OWNER AND SHALL KEEP A COPY OF THE SWPPP ONSITE AT ALL TIMES.
17. CONTRACTOR SHALL CONFORM TO ALL CITY, COUNTY, STATE, AND FEDERAL DUST AND EROSION CONTROL REGULATIONS. THE CONTRACTOR SHALL PREPARE AND OBTAIN ANY NECESSARY DUST OR EROSION CONTROL PERMITS FROM REGULATORY AGENCIES.
18. CONTRACTOR SHALL USE WATERING EQUIPMENT FOR DUST POLLUTION ABATEMENT AS REQUIRED OR AS DIRECTED BY ENGINEER.
19. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ITS WORK FROM RAINFALL, STORM DRAINAGE, OR FLOOD SO THAT IT DOES NOT DELAY CONSTRUCTION OR DAMAGE COMPLETED WORK OR DOWNSTREAM PROPERTIES.
20. CONTRACTOR SHALL COMPLY WITH SWPPP TO ENSURE ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OR-WAY DOES NOT WASH OFF THE PROJECT SITE.
21. CONTACT NM 811 AT LEAST TWO DAYS PRIOR TO ANY EXCAVATION.
22. HAUL SHALL BE CONSIDERED INCIDENTAL TO THE ITEM TO WHICH IT PERTAINS.
23. ALL DATA SHOWN HEREIN CONCERNING EXISTING PRIVATE AND/OR PUBLIC OWNED UTILITIES HAVE BEEN OBTAINED FROM THE OWNERS' RECORDS AND/OR FIELD OBSERVATION. THESE MAY OR MAY NOT BE ACCURATE. CONTRACTOR IS CAUTIONED THAT IT IS RESPONSIBLE FOR THE EXACT LOCATION AND PROTECTION OF ALL LINES DURING CONSTRUCTION.
24. CONTRACTOR IS HEREBY ADVISED THAT ANY UTILITY RELOCATION BY THE UTILITY COMPANIES WILL BE DONE CONCURRENTLY WITH CONSTRUCTION. CONTRACTOR SHALL PROVIDE FOR UTILITY WORK IN CONJUNCTION WITH ITS OWN WORK AND SHALL BE REQUIRED TO COORDINATE THE SCHEDULING OF WORK WITH THE RESPECTIVE UTILITY COMPANIES. CONTRACTOR SHALL PROTECT AND MAINTAIN IN SERVICE ALL EXISTING UTILITIES. ENGINEER SHALL BE PROMPTLY NOTIFIED OF ANY PROBLEMS OR CONFLICTS THAT ARE ENCOUNTERED. NO CLAIMS FOR DELAYS WILL BE ALLOWED AND CONTRACTOR MUST PROVIDE FOR THESE CONTINGENCIES WHEN BIDDING THE PROJECT.
25. CONTRACTOR SHALL NOT STORE EQUIPMENT OR MATERIAL WITHIN THE RIGHT OF WAY UNLESS THE EQUIPMENT OR MATERIAL IS PROPERLY SHIELDED, UTILIZING CURRENT SAFETY DESIGN AND INSTALLATION METHODS. THE SAFETY DESIGN FOR SHIELDING SHALL BE PROVIDED BY CONTRACTOR AND MUST BE APPROVED BY ENGINEER BEFORE IMPLEMENTING. THIS WORK, INCLUDING DESIGN, INSTALLATION, AND REMOVAL OF THE SHIELDING, SHALL BE CONSIDERED INCIDENTAL TO THE COMPLETION OF THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE THEREFOR.
26. CONTRACTOR SHALL BE RESTRICTED TO USE OF A 35 TON NON-VIBRATING ROLLER MAXIMUM TO OBTAIN REQUIRED COMPACTION IN SHOULDERS AND SUBGRADES IN AREAS WHERE THE USE OF HEAVIER EQUIPMENT COULD DAMAGE UNDERGROUND UTILITIES OR OTHER PERMANENT STRUCTURES.
27. THERE WILL BE NO MEASUREMENT OR PAYMENT FOR ANY ITEMS OF WORK NOT SPECIFICALLY LISTED IN THE BID PROPOSAL. ALL OTHER ITEMS OF WORK OR MATERIALS SHOWN AS REQUIRED TO COMPLETE THE PROJECT SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OR TO OTHER ITEMS OF WORK.
28. MATERIALS TESTING AND INSPECTION. A PROFESSIONAL ENGINEERING TESTING FIRM WILL BE RETAINED BY OWNER TO PERFORM ALL QUALITY ASSURANCE TESTING. CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A MINIMUM OF 24 HOURS NOTICE FOR ANY SOILS, ASPHALT OR CONCRETE TESTING AND/OR INSPECTION SERVICES REQUIRED TO ENSURE CONSTRUCTION IS COMPLETED IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS. ANY ITEM INSTALLED WITHOUT BEING TESTED, INSPECTED, OR CERTIFIED SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. TESTING FREQUENCY SHALL BE IN ACCORDANCE WITH NMDOT MINIMUM TESTING REQUIREMENTS.
29. CONSTRUCTION STAKING SHALL BE PERFORMED BY A PROFESSIONAL SURVEYOR LICENSED IN THE STATE OF NEW MEXICO AND IN GOOD STANDING. CONTROL INFORMATION IS PROVIDED AS PART OF THESE CONSTRUCTION DOCUMENTS.
30. BIDDER WILL BE REQUIRED TO GUARANTEE MATERIALS AND WORKMANSHIP FOR A PERIOD OF ONE YEAR.
31. RE-VEGETATE OPEN DISTURBED SOILS WITH CERTIFIED WEED-FREE NATIVE SEED APPROPRIATE FOR THE AREA AS APPROVED BY THE COUNTY.
32. NO SEPARATE PAYMENT WILL BE MADE FOR TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES SHALL BE INCLUDED WITH TRAFFIC CONTROL MANAGEMENT (BID ITEM NO. 618000).
33. ALL EXISTING FENCES AND MAIL BOXES SHALL BE RELOCATED TO THE ROW LINE.
34. ANY MATERIAL HAUL OFF IS INCIDENTAL TO THE ITEM TO WHICH IT PERTAINS.

Draft Only

CONTACTS

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LEGEND

- EXIST. GRADE 1.0' CONTOUR
- EXIST. GRADE 5.0' CONTOUR
- CENTERLINE ALIGNMENT
- GRADING LIMITS FILL
- GRADING LIMITS CUT
- EXISTING EDGE OF ROAD
- PROPOSED EDGE OF ROAD
- RIGHT OF WAY
- X — EXISTING FENCE
- W — EXISTING WATER LINE
- GAS — EXISTING GAS LINE
- OHE — EXISTING OVERHEAD ELECTRIC
- T — EXISTING TELEPHONE LINE
- SAW CUT
- RELOCATED CULVERT
- CONCRETE
- ASPHALT
- CATTLE GUARD
- CLASS A SEEDING
- STORM FLOW DIRECTION
- CHECK DAM
- TRAFFIC SIGN
- EXISTING POWER POLE
- CONTROL POINT
- SECTION CORNER
- QUARTER SECTION CORNER

TYPICAL ABBREVIATIONS

BOP	BEGINNING OF PROJECT
EOP	END OF PROJECT
EG	EXISTING GRADE
FG	FINISH GRADE
BVCS	BEGINNING VERTICAL CURVE STATION
BVCE	BEGINNING VERTICAL CURVE ELEVATION
PVI	POINT OF VERTICAL INTERSECTION
LVC	LENGTH OF VERTICAL CURVE
PC	POINT OF CURVE
EOR	EDGE OF ROAD
PT	POINT OF TANGENT
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF RESERVE CURVE
N.	NORTHING
E.	EASTING
ELEV.	ELEVATION
PI	POINT OF INTERSECTION
MAX	MAXIMUM
MIN	MINIMUM
NTS	NOT TO SCALE
DEG.	DEGREE
MIN.	MINUTE
SEC.	SECOND
℄	CENTER LINE
FT.	FEET
IN.	INCHES
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
MO	MIDDLE ORDINANCE
STA	STATION
OFF	OFFSET

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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

REVISIONS

No.	DATE	DESCRIPTION

GENERAL NOTES

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
1-2

SUMMARY OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	FINAL QUANTITY
201000	CLEARING AND GRUBBING	ACRE	39	
203000	UNCLASSIFIED EXCAVATION	C.Y.	15,970	
203100	BORROW	C.Y.	7,611	
207000	SUBGRADE PREPARATION	S.Y.	149,705	
303210	10" FLEXIBLE BASE	S.Y.	92,088	
407000	ASPHALT MATERIAL FOR TACK COAT	S.Y.	98,616	
409000	AGGREGATE PRIMER	S.Y.	64,374	
423270	HMA SP-IV 2" COMPLETE	S.Y.	160,448	
450060	CONCRETE PAVEMENT-6"	S.Y.	356	
499000	SINGLE PENETRATION 3/8" CHIPSEAL	S.Y.	157,786	
540060	REINFORCING BARS GRADE 60	LB	4,272	
603220	CHECK DAM TYPE I	L.F.	950	
603281	SWPPP PLAN PREPARATION AND MAINTENANCE	LS	1	
618000	TRAFFIC CONTROL MANAGEMENT	LS	1	
621000	MOBILIZATION	LS	1	
632000	CLASS A SEEDING	ACRE	24	
701000	PANEL SIGNS	S.F.	930	
701030	REMOVE AND RESET PANEL SIGN	EACH	2	
701100	STEEL POST AND BASE POST FOR ALUMINIUM PANEL SIGNS	L.F.	1,485	
703002	OBJECT MARKER TYPE 2	EACH	2	
704000	RETROREFLECTORIZED PAINTED MARKINGS 4" (SOLID YELLOW)	L.F.	41,800	
704000	RETROREFLECTORIZED PAINTED MARKINGS 4" (BROKEN YELLOW)	L.F.	17,050	
704000	RETROREFLECTORIZED PAINTED MARKINGS 4" (SOLID WHITE)	L.F.	156,350	
801000	CONSTRUCTION STAKING BY CONTRACTOR	LS	1	
802000	POST CONSTRUCTION PLANS	LS	1	

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7-12	PERMANENT SIGNING AND STRIPING STA 294+50 TO 324+00
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	SHEET SUBTOTAL-NOT USED
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	SHEET SUBTOTAL-NOT USED
	SHEET TOTAL- 74

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SUMMARY OF QUANTITIES AND INDEX OF SHEETS

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER: 2020.1033

SHEET: 1-3

SURFACING SCHEDULE																			
STA:	TO	STA :	DESCRIPTION	LENGTH (FT)	203000-UNCLASSIFIED EXCAVATION (C.Y.)	203100-BORROW (C.Y.)	207000-SUBGRADE		303210-10" FLEXIBLE BASE		407000-TACK COAT		409000-AGGREGATE PRIMER		423270-HMA SP-IV 2"		499000-3/8" CHIPSEAL	
							AVG WIDTH (FT)	AREA (S.Y.)	AVG WIDTH (FT)	AREA (S.Y.)	AVG WIDTH (FT)	AREA (S.Y.)	AVG WIDTH (FT)	AREA (S.Y.)	AVG WIDTH (FT)	AREA (S.Y.)	AVG WIDTH (FT)	AREA (S.Y.)
00+97.23		70+47.29	ROADWAY SECTION 1	6950.06	2805.59	821.97	30.48	23537.54	18.74	14471.57	20.00	15444.58	13.06	10085.31	32.54	25128.33	32.00	24711.32
70+47.29		71+96.63	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 2	149.34	76.07	15.55	30.09	499.29	18.53	307.47	20.00	331.87	13.05	216.46	32.54	539.95	32.00	530.99
71+96.63		73+57.48	ROADWAY SECTION 2	160.85	104.21	12.44	29.70	530.80	18.32	327.42	20.00	357.44	13.03	232.88	32.54	581.56	32.00	571.91
73+57.48		74+45.67	TRANSITION FROM ROADWAY SECTION 2 TO ROADWAY SECTION 1	88.19	35.64	1.70	30.09	294.85	18.53	181.57	20.00	195.98	13.05	127.83	32.54	318.86	32.00	313.56
74+45.67		75+33.86	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 3	88.19	16.07	22.36	30.09	294.85	18.53	181.57	20.00	195.98	13.05	127.83	32.54	318.86	32.00	313.56
75+33.86		78+79.92	ROADWAY SECTION 3	346.06	27.24	208.57	29.70	1142.00	18.32	704.42	20.00	769.02	13.03	501.02	32.54	1251.20	32.00	1230.44
78+79.92		80+24.45	TRANSITION FROM ROADWAY SECTION 3 TO ROADWAY SECTION 1	144.53	8.46	65.19	30.09	483.21	18.53	297.57	20.00	321.18	13.05	209.49	32.54	522.56	32.00	513.88
80+24.45		147+24.34	ROADWAY SECTION 1	6699.89	1216.86	1844.02	30.48	22690.29	18.74	13950.66	20.00	14888.64	13.06	9722.28	32.54	24223.82	32.00	23821.83
147+24.34		148+84.84	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 2	160.50	19.55	70.38	30.09	536.61	18.53	330.45	20.00	356.67	13.05	232.64	32.54	580.30	32.00	570.67
148+84.84		165+60.28	ROADWAY SECTION 2	1675.44	150.66	1247.98	29.70	5528.95	18.32	3410.45	20.00	3723.20	13.03	2425.66	32.54	6057.65	32.00	5957.12
165+60.28		167+33.06	TRANSITION FROM ROADWAY SECTION 2 TO ROADWAY SECTION 1	172.78	14.34	72.54	30.09	577.66	18.53	355.73	20.00	383.96	13.05	250.44	32.54	624.70	32.00	614.33
167+33.06		169+05.84	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 3	172.78	14.66	59.71	30.09	577.66	18.53	355.73	20.00	383.96	13.05	250.44	32.54	624.70	32.00	614.33
169+05.84		185+81.38	ROADWAY SECTION 3	1675.54	126.02	819.19	29.70	5529.28	18.32	3410.65	20.00	3723.42	13.03	2425.81	32.54	6058.01	32.00	5957.48
185+81.38		187+41.88	TRANSITION FROM ROADWAY SECTION 3 TO ROADWAY SECTION 1	160.50	46.85	20.22	30.09	536.61	18.53	330.45	20.00	356.67	13.05	232.64	32.54	580.30	32.00	570.67
187+41.88		317+28.99	ROADWAY SECTION 1	12987.11	6602.79	557.95	30.48	43983.01	18.74	27042.05	20.00	28860.24	13.06	18845.74	32.54	46955.62	32.00	46176.39
317+28.99		318+89.49	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 2	160.50	39.90	13.47	30.09	536.61	18.53	330.45	20.00	356.67	13.05	232.64	32.54	580.30	32.00	570.67
318+89.49		326+23.62	ROADWAY SECTION 2	734.13	178.96	106.20	29.70	2422.63	18.32	1494.36	20.00	1631.40	13.03	1062.86	32.54	2654.29	32.00	2610.24
326+23.62		327+84.12	TRANSITION FROM ROADWAY SECTION 2 TO ROADWAY SECTION 1	160.50	144.12	3.15	30.09	536.61	18.53	330.45	20.00	356.67	13.05	232.64	32.54	580.30	32.00	570.67
327+84.12		329+44.62	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 3	160.50	270.76	4.91	30.09	536.61	18.53	330.45	20.00	356.67	13.05	232.64	32.54	580.30	32.00	570.67
329+44.62		336+98.28	ROADWAY SECTION 3	753.66	325.66	127.44	29.70	2487.08	18.32	1534.12	20.00	1674.80	13.03	1091.13	32.54	2724.90	32.00	2679.68
336+98.28		338+58.78	TRANSITION FROM ROADWAY SECTION 3 TO ROADWAY SECTION 1	160.50	69.55	6.24	30.09	536.61	18.53	330.45	20.00	356.67	13.05	232.64	32.54	580.30	32.00	570.67
338+58.78		414+58.69	ROADWAY SECTION 1	7599.91	2550.18	1010.30	30.48	25738.36	18.74	15824.70	20.00	16888.69	13.06	11028.31	32.54	27477.90	32.00	27021.90
414+58.69		415+08.22	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 4	49.53	32.49	0.93	29.76	163.78	18.36	101.04	20.00	110.07	13.03	71.71	32.52	178.97	32.00	176.11
415+16.19		415+65.73	TRANSITION FROM ROADWAY SECTION 4 TO ROADWAY SECTION 1	49.54	38.98	0.00	29.76	163.81	18.36	101.06	20.00	110.09	13.03	71.72	32.52	179.00	32.00	176.14
415+65.73		415+79.19	ROADWAY SECTION 1	13.46	9.44	0.00	30.48	45.58	18.74	28.03	20.00	29.91	13.06	19.53	32.54	48.67	32.00	47.86
TOTAL					14925.05	7112.42		139910.29		86062.87		92164.45		60162.29		149951.35		147463.09
PROJECT USE					15970	7611		149705		92088		98616		64374		160448		157786

704000-RETROREFLECTORIZED PAINTED MARKING 4" (SOLID WHITE)					
STATION	OFFSET	TO	STATION	OFFSET	L.F.	REMARKS
00+97.23	12 RT		02+90.00	12 RT	193	4" SOLID WHITE
04+10.00	12 RT		34+63.00	12 RT	3053	4" SOLID WHITE
35+94.00	12 RT		68+53.00	12 RT	3259	4" SOLID WHITE
69+93.00	12 RT		84+14.00	12 RT	1421	4" SOLID WHITE
84+70.00	12 RT		91+86.00	12 RT	716	4" SOLID WHITE
92+56.00	12 RT		94+41.00	12 RT	185	4" SOLID WHITE
95+08.00	12 RT		120+10.00	12 RT	2502	4" SOLID WHITE
121+05.00	12 RT		122+48.00	12 RT	143	4" SOLID WHITE
124+27.00	12 RT		158+50.00	12 RT	3423	4" SOLID WHITE
159+50.00	12 RT		184+37.00	12 RT	2487	4" SOLID WHITE
185+43.00	12 RT		186+55.00	12 RT	112	4" SOLID WHITE
187+42.00	12 RT		188+00.00	12 RT	58	4" SOLID WHITE
188+91.00	12 RT		207+73.00	12 RT	1882	4" SOLID WHITE
209+38.00	12 RT		221+33.00	12 RT	1195	4" SOLID WHITE
223+20.00	12 RT		234+14.00	12 RT	1094	4" SOLID WHITE
235+58.00	12 RT		241+50.00	12 RT	592	4" SOLID WHITE
242+26.00	12 RT		247+38.00	12 RT	512	4" SOLID WHITE
248+35.00	12 RT		259+42.00	12 RT	1107	4" SOLID WHITE
260+44.00	12 RT		269+38.00	12 RT	894	4" SOLID WHITE
270+84.00	12 RT		314+32.00	12 RT	4348	4" SOLID WHITE
315+93.00	12 RT		331+53.00	12 RT	1560	4" SOLID WHITE
332+33.00	12 RT		348+79.00	12 RT	1646	4" SOLID WHITE
350+38.00	12 RT		376+14.00	12 RT	2576	4" SOLID WHITE
377+14.00	12 RT		381+80.00	12 RT	466	4" SOLID WHITE
382+80.00	12 RT		415+08.00	12 RT	3228	4" SOLID WHITE
415+16.00	12 RT		415+85.00	12 RT	69	4" SOLID WHITE
00+97.23	0		00+97.23	12 LT	72	24" SOLID WHITE
00+97.23	12 LT		12+53.00	12 LT	1156	4" SOLID WHITE
13+30.00	12 LT		15+37.00	12 LT	207	4" SOLID WHITE
16+26.00	12 LT		28+00.00	12 LT	1174	4" SOLID WHITE
29+47.00	12 LT		54+43.00	12 LT	2496	4" SOLID WHITE
55+65.00	12 LT		63+66.00	12 LT	801	4" SOLID WHITE
65+14.00	12 LT		72+75.00	12 LT	761	4" SOLID WHITE
74+80.00	12 LT		123+62.00	12 LT	4882	4" SOLID WHITE
124+45.00	12 LT		125+18.00	12 LT	73	4" SOLID WHITE
126+17.00	12 LT		180+50.00	12 LT	5433	4" SOLID WHITE
181+81.00	12 LT		234+17.00	12 LT	5236	4" SOLID WHITE
235+60.00	12 LT		247+10.00	12 LT	1150	4" SOLID WHITE
248+34.00	12 LT		314+31.00	12 LT	6597	4" SOLID WHITE
316+17.00	12 LT		331+36.00	12 LT	1519	4" SOLID WHITE
332+22.00	12 LT		341+54.00	12 LT	932	4" SOLID WHITE
342+78.00	12 LT		355+10.00	12 LT	1232	4" SOLID WHITE
356+30.00	12 LT		376+31.00	12 LT	2001	4" SOLID WHITE
377+23.00	12 LT		410+32.00	12 LT	3309	4" SOLID WHITE
410+92.00	12 LT		413+26.00	12 LT	234	4" SOLID WHITE
413+86.00	12 LT		415+08.00	12 LT	122	4" SOLID WHITE
415+16.00	12 LT		415+73.00	12 LT	57	4" SOLID WHITE
TOTAL (1 APPLICATION)					78165.00	
TOTAL (2 APPLICATIONS)					156330.00	
PROJECT USE					156350.00	

603220-CHECK DAM TYPE I						
STATION	OFFSET	TO	STATION	OFFSET		L.F.
00+97.23	16	LT	00+97.23	55	LT	39
00+97.25	16	RT	00+97.25	51	RT	35
02+96.00	16	RT	02+96.00	52	RT	36
12+53.00	16	LT	12+53.00	51	LT	35
28+16.00	16	LT	28+16.00	56	LT	40
34+84.00	16	RT	34+84.00	41	RT	25
54+43.00	16	LT	54+43.00	50	LT	34
63+71.00	16	LT	63+71.00	36	LT	20
68+72.00	16	RT	68+72.00	40	RT	24
72+90.00	16	LT	72+90.00	26	LT	10
84+14.00	16	RT	84+14.00	46	RT	30
91+87.00	16	RT	91+87.00	42	RT	26
120+23.00	16	RT	120+23.00	46	RT	30
123+68.00	16	LT	123+68.00	40	LT	24
158+50.00	16	RT	158+50.00	52	RT	36
180+51.00	16	LT	180+51.00	34	LT	18
184+38.00	16	RT	184+38.00	50	RT	34
209+21.00	16	RT	209+21.00	39	RT	23
223+07.00	16	RT	223+07.00	46	RT	30
235+42.00	16	RT	235+42.00	42	RT	26
235+42.00	16	LT	235+42.00	40	LT	24
248+26.00	16	LT	248+26.00	50	LT	34
248+26.00	16	RT	248+26.00	43	RT	27
260+33.00	16	RT	260+33.00	51	RT	35
270+82.00	16	RT	270+82.00	63	RT	47
315+82.00	16	RT	315+82.00	39	RT	23
316+03.00	16	LT	316+03.00	39	LT	23
332+16.00	16	LT	332+16.00	34	LT	18
332+26.00	16	RT	332+26.00	50	RT	34
342+55.00	16	LT	342+55.00	32	LT	16
350+23.00	16	RT	350+23.00	44	RT	28
356+06.00	16	RT	356+06.00	35	RT	19
377+15.00	16	LT	377+15.00	32	LT	16
382+75.00	16	RT	382+75.00	38	RT	22
TOTAL						941
PROJECT USE						950

632000-CLASS A SEEDING					
STATION	OFFSET	TO	STATION	OFFSET	ACRE
00+97.23	LT		12+62.00	LT	0.37
13+15.00	LT		15+46.00	LT	0.11
16+00.00	LT		28+20.00	LT	0.41
29+15.00	LT		54+50.00	LT	0.69
55+40.00	LT		63+77.00	LT	0.25
64+89.00	LT		72+96.00	LT	0.26
74+58.00	LT		123+75.00	LT	1.51
124+36.00	LT		125+31.00	LT	0.03
126+02.00	LT		180+56.00	LT	1.53
181+65.00	LT		234+41.00	LT	1.4
235+40.00	LT		247+36.00	LT	0.35
248+18.00	LT		314+57.00	LT	2.3
315+90.00	LT		331+53.00	LT	0.43
332+11.00	LT		341+80.00	LT	0.33
342+46.00	LT		355+20.00	LT	0.38
356+00.00	LT		376+43.00	LT	0.59
377+10.00	LT		410+03.00	LT	0.99
410+93.00	LT		413+24.00	LT	0.06
414+54.00	LT		415+68.00	LT	0.04
00+97.23	RT		03+02.00	RT	0.06
03+98.00	RT		34+98.00	RT	1.04
35+70.00	RT		68+82.00	RT	1.05
69+74.00	RT		84+20.00	RT	0.45
84+67.00	RT		91+95.00	RT	0.2
92+48.00	RT		94+47.00	RT	0.06
95+00.00	RT		120+32.00	RT	0.63
121+00.00	RT		122+58.00	RT	0.04
124+12.00	RT		158+60.00	RT	0.91
159+46.00	RT		184+45.00	RT	0.62
185+38.00	RT		186+66.00	RT	0.04
187+29.00	RT		188+14.00	RT	0.03
188+78.00	RT		208+15.00	RT	0.58
209+10.00	RT		221+58.00	RT	0.33
222+98.00	RT		234+48.00	RT	0.3
235+36.00	RT		241+62.00	RT	0.21
242+08.00	RT		247+60.00	RT	0.19
248+15.00	RT		259+52.00	RT	0.43
260+23.00	RT		269+60.00	RT	0.3
270+71.00	RT		314+50.00	RT	1.59
315+70.00	RT		331+68.00	RT	0.46
332+20.00	RT		349+07.00	RT	0.49
350+14.00	RT		376+23.00	RT	0.67
377+17.00	RT		381+76.00	RT	0.14
382+60.00	RT		415+90.00	RT	0.97
TOTAL					23.82
PROJECT USE					24

NOTE
INSTALL CLASS A SEEDING FROM PROPOSED EOR TO CUT/FILL GRADING LIMITS ON BOTH SIDES OF ROAD

450060-CONCRETE PAVEMENT-6"										
STATION	OFFSET	TO	STATION	OFFSET	LENGTH	WIDTH	DEPTH	S.Y.	REMARKS
84+47.77	16 RT		84+47.77	31 RT	15	VARIES	0.5	57.41	RECONSTRUCT EXISTING DRIVEWAY
92+21.55	16 RT		92+21.55	31 RT	15	VARIES	0.5	86.78	RECONSTRUCT EXISTING DRIVEWAY
94+72.33	16 RT		94+72.33	32 RT	16	VARIES	0.5	92.80	RECONSTRUCT EXISTING DRIVEWAY
159+06.20	16 RT		159+06.20	28 RT	12	VARIES	0.5	94.92	RECONSTRUCT EXISTING DRIVEWAY
TOTAL								331.91	
PROJECT USE								356	

540060-REINFORCING BARS GRADE 60										
STATION	OFFSET	TO	STATION	OFFSET	SPACING	SIZE	DEPTH	LB	REMARKS
84+47.77	16 RT		84+47.77	31 RT	12"	#4	0.5	691	RECONSTRUCT EXISTING DRIVEWAY
92+21.55	16 RT		92+21.55	31 RT	12"	#4	0.5	1043	RECONSTRUCT EXISTING DRIVEWAY
94+72.33	16 RT		94+72.33	32 RT	12"	#4	0.5	1116	RECONSTRUCT EXISTING DRIVEWAY
159+06.20	16 RT		159+06.20	28 RT	12"	#4	0.5	1142	RECONSTRUCT EXISTING DRIVEWAY
TOTAL								3992	
PROJECT USE								4272	

704000-RETROREFLECTORIZED PAINTED MARKING 4" (SOLID YELLOW)						
STATION	OFFSET	TO	STATION	OFFSET	L.F.	REMARKS
00+97.23	1 LT		05+47.23	1 LT	450	4" SOLID YELLOW
00+97.23	1 RT		05+47.23	1 RT	450	4" SOLID YELLOW
62+50.00	1 RT		78+99.00	1 RT	1649	4" SOLID YELLOW
69+50.00	1 LT		88+00.00	1 LT	1850	4" SOLID YELLOW
137+50.00	1 RT		186+17.00	1 RT	4867	4" SOLID YELLOW
148+49.00	1 LT		197+17.00	1 LT	4868	4" SOLID YELLOW
307+50.00	1 RT		337+34.00	1 RT	2984	4" SOLID YELLOW
318+50.00	1 LT		348+34.00	1 LT	2984	4" SOLID YELLOW
411+74.00	1 LT		415+08.00	1 LT	334	4" SOLID YELLOW
411+74.00	1 RT		415+08.00	1 RT	334	4" SOLID YELLOW
415+16.00	1 LT		415+79.00	1 LT	63	4" SOLID YELLOW
415+16.00	1 RT		415+79.00	1 RT	63	4" SOLID YELLOW
TOTAL (1 APPLICATION)					20896.00	
TOTAL (2 APPLICATIONS)					41792.00	
PROJECT USE					41800.00	

704000-RETROREFLECTORIZED PAINTED MARKING 4" (BROKEN YELLOW)						
STATION	OFFSET	TO	STATION	OFFSET	L.F.	REMARKS
05+48.00	0		62+50.00	0	1426	4" BROKEN YELLOW
62+50.00	1 LT		69+50.00	1 LT	175	4" BROKEN YELLOW
78+99.00	1 RT		88+00.00	1 RT	225	4" BROKEN YELLOW
88+00.00	0		137+50.00	0	1238	4" BROKEN YELLOW
137+50.00	1 LT		148+49.00	1 LT	275	4" BROKEN YELLOW
186+17.00	1 RT		197+17.00	1 RT	275	4" BROKEN YELLOW
197+17.00	0		307+50.00	0	2758	4" BROKEN YELLOW
307+50.00	1 LT		318+50.00	1 LT	275	4" BROKEN YELLOW
337+34.00	1 RT		348+34.00	1 RT	275	4" BROKEN YELLOW
348+34.00	0		411+74.00	0	1585	4" BROKEN YELLOW
TOTAL (1 APPLICATION)					8507.00	
TOTAL (2 APPLICATIONS)					17014.00	
PROJECT USE					17050	

Draft only

PETTIGREW & ASSOCIATES PA
ENGINEERING | SURVEYING | TESTING
DEFINING QUALITY SINCE 1965
100 E. Navajo Drive Suite 100 Hobbs New Mexico 88240
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Pettigrew.us

JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER : LAXMI P. PANERU, EI
DRAWN BY: LPP

REVISIONS

No.	DATE	DESCRIPTION

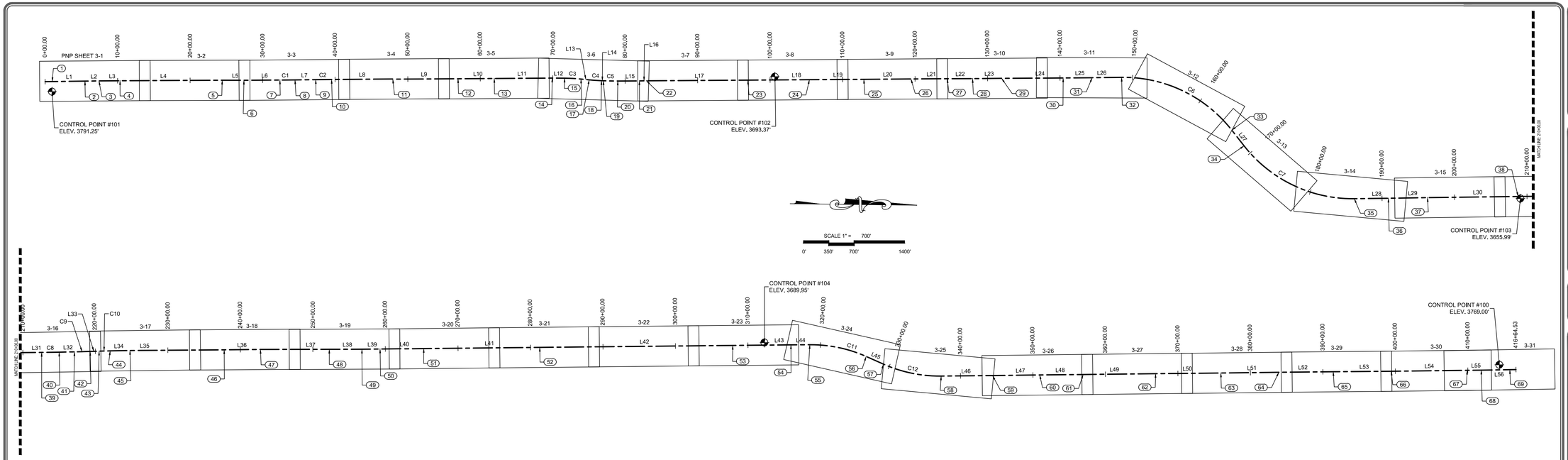
SCHEDULE OF QUANTITIES

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
1-4



LINE TABLE

LINE #	BEGINNING STA	LENGTH	LINE/CORD DIRECTION
L1	0+00.00	550.00	N0° 49' 15.70"W
L2	5+50.00	192.99	N0° 42' 26.44"W
L3	7+42.99	290.46	N0° 28' 58.43"W
L4	10+33.44	1409.50	N0° 17' 09.28"W
L5	24+42.94	300.05	N0° 07' 03.27"E
L6	27+42.99	495.57	N0° 20' 37.04"W
L7	34+46.95	286.68	N0° 42' 35.56"W
L8	39+51.88	841.10	N0° 29' 07.09"W
L9	47+92.99	900.00	N0° 19' 41.22"W
L10	56+92.99	500.01	N0° 27' 51.43"W
L11	61+92.99	799.99	N0° 23' 45.52"W
L12	69+92.98	171.65	N0° 26' 56.08"E
L13	73+89.48	114.05	N5° 37' 59.65"E
L14	76+73.07	24.18	N2° 10' 24.08"E
L15	78+98.59	298.00	N0° 14' 57.52"W
L16	81+96.58	96.40	N1° 01' 32.26"W
L17	82+92.99	1399.99	N0° 21' 52.23"W
L18	96+92.97	850.00	N0° 25' 02.11"W
L19	105+42.97	750.00	N0° 23' 07.49"W

LINE TABLE

LINE #	BEGINNING STA	LENGTH	LINE/CORD DIRECTION
L20	112+92.97	650.00	N0° 27' 08.88"W
L21	119+42.97	500.00	N0° 22' 37.65"W
L22	124+42.97	350.00	N0° 13' 23.26"W
L23	127+92.97	400.00	N0° 33' 56.90"W
L24	131+92.97	850.00	N0° 19' 43.24"W
L25	140+42.97	399.99	N0° 31' 36.45"W
L26	144+42.96	406.21	N0° 43' 49.82"W
L27	165+95.94	274.24	N51° 55' 03.24"E
L28	186+17.04	469.90	N0° 42' 58.34"W
L29	190+86.93	540.43	N0° 56' 16.68"W
L30	196+27.37	1250.00	N0° 43' 48.32"W
L31	208+77.37	381.62	N0° 29' 11.02"W
L32	215+00.69	211.13	N1° 10' 57.13"W
L33	219+27.69	124.72	N1° 48' 14.81"W
L34	222+05.05	272.31	N1° 01' 40.86"W
L35	224+77.36	1300.00	N0° 25' 16.34"W
L36	237+77.36	500.00	N0° 36' 12.43"W
L37	242+77.36	949.92	N0° 06' 44.45"W
L38	252+27.28	450.01	N0° 10' 06.24"W

LINE TABLE

LINE #	BEGINNING STA	LENGTH	LINE/CORD DIRECTION
L39	256+77.29	250.00	N0° 35' 30.11"W
L40	259+27.29	600.00	N0° 45' 26.22"W
L41	265+27.29	1600.01	N0° 35' 35.51"W
L42	281+27.30	2663.35	N0° 34' 40.35"W
L43	307+90.65	802.33	N0° 33' 55.04"W
L44	315+92.98	260.85	N0° 26' 02.52"W
L45	326+54.29	259.65	N23° 57' 10.05"E
L46	337+33.94	708.95	N0° 33' 57.87"W
L47	344+42.89	650.02	N0° 44' 44.15"W
L48	350+92.91	599.96	N0° 33' 18.57"W
L49	356+92.87	1000.05	N0° 40' 21.18"W
L50	366+92.92	899.98	N0° 34' 01.23"W
L51	375+92.90	800.01	N0° 44' 57.44"W
L52	383+92.91	750.01	N0° 34' 11.20"W
L53	391+42.92	800.01	N0° 27' 13.97"W
L54	399+42.92	1049.99	N0° 44' 06.78"W
L55	409+92.91	192.27	N0° 31' 52.74"W
L56	411+85.19	479.35	N0° 56' 54.36"W

CURVE TABLE

CURVE #	BEGINNING STA	DELTA	TAN	RADIUS	LENGTH	CHORD DIRECTION
C1	32+38.56	0°21'59"	104.19'	32599.22	208.39	N0° 31' 36.30"W
C2	37+33.63	0°13'28"	109.13'	55683.10	218.25	N0° 35' 51.33"W
C3	71+64.63	5°11'04"	112.50'	2484.95	224.85	N3° 02' 27.87"E
C4	75+03.53	3°27'36"	84.80'	2807.58	169.54	N3° 54' 11.87"E
C5	76+97.25	2°25'22"	100.68'	4761.64	201.34	N0° 57' 43.28"E
C6	148+49.17	52°38'53"	940.51'	1900.97	1746.77	N25° 35' 36.71"E
C7	168+70.18	52°38'02"	940.52'	1901.59	1746.86	N25° 36' 02.45"E
C8	212+58.99	0°41'46"	120.85'	19892.87	241.70	N0° 50' 04.08"W
C9	217+11.82	0°37'18"	107.94'	19898.86	215.87	N1° 29' 35.97"W
C10	220+52.41	0°46'34"	76.32'	11268.96	152.64	N1° 24' 57.84"W
C11	318+53.83	24°23'13"	406.39'	1880.65	800.46	N11° 45' 33.77"E
C12	329+13.94	24°31'08"	416.37'	1916.18	820.00	N11° 41' 36.09"E

HORIZONTAL CONTROL TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	554857.382	791304.747	BOP
2	555310.137	791298.214	PI
3	555503.143	791295.831	PI
4	555793.592	791293.383	PI
5	557203.075	791286.350	PI
6	557503.120	791286.965	PI
7	557998.680	791283.993	PC
8	558207.057	791282.077	PT
9	558493.718	791278.526	PC
10	558711.960	791276.249	PT
11	559553.033	791269.125	PI
12	560453.018	791263.971	PI
13	560953.010	791259.919	PI
14	561752.977	791254.391	PI
15	561924.621	791255.735	PC
16	562149.075	791267.660	PT
17	562262.576	791278.856	PC
18	562431.697	791290.395	PT

HORIZONTAL CONTROL TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
19	562455.860	791291.312	PC
20	562657.156	791294.692	PT
21	562955.149	791293.395	PI
22	563051.536	791291.669	PI
23	564451.494	791282.763	PI
24	565301.470	791276.573	PI
25	566051.453	791271.528	PI
26	566701.431	791266.395	PI
27	567201.420	791263.104	PI
28	567551.417	791261.741	PI
29	567951.397	791257.791	PI
30	568801.382	791252.915	PI
31	569201.359	791249.237	PI
32	569607.539	791244.058	PC
33	571128.074	791972.366	PT
34	571297.223	792188.226	PC
35	572817.776	792916.776	PT
36	573287.635	792910.902	PI

HORIZONTAL CONTROL TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
37	573827.994	792902.055	PI
38	575077.893	792886.128	PI
39	575459.503	792882.888	PC
40	575701.174	792879.368	PT
41	575912.258	792875.011	PC
42	576128.058	792869.385	PT
43	576252.712	792865.459	PC
44	576405.308	792861.686	PT
45	576677.575	792856.801	PI
46	577977.540	792847.244	PI
47	578477.511	792841.978	PI
48	579427.428	792840.115	PI
49	579877.437	792838.793	PI
50	580127.424	792836.211	PI
51	580727.371	792828.281	PI
52	582327.294	792811.716	PI
53	584990.510	792784.854	PI
54	585792.803	792776.939	PI

HORIZONTAL CONTROL TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
55	586053.645	792774.963	PC
56	586831.406	792936.870	PT
57	587068.695	793042.284	PC
58	587865.564	793207.211	PT
59	588574.475	793200.207	PI
60	589224.440	793191.748	PI
61	589824.373	793185.935	PI
62	590824.357	793174.197	PI
63	591724.289	793165.291	PI
64	592524.228	793154.829	PI
65	593274.199	793147.370	PI
66	594074.181	793141.033	PI
67	595124.083	793127.560	PI
68	595316.349	793125.777	PI
69	595710.646	793119.892	EOP
100	595566.248	793053.485	CONTROL POINT
101	554855.627	791443.941	CONTROL POINT
102	564825.048	791237.181	CONTROL POINT

HORIZONTAL CONTROL TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
103	575111.480	792916.013	CONTROL POINT
104	585428.506	792746.212	CONTROL POINT

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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER

09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

	CENTERLINE ALIGNMENT
	CONTROL POINT
BOP	BEGINNING OF PROJECT
EOP	END OF PROJECT
PC	POINT OF CURVE
PT	POINT OF TANGENT
PI	POINT OF INTERSECTION
ELEV.	ELEVATION
PNP	PLAN AND PROFILE

REVISIONS

No.	DATE	DESCRIPTION

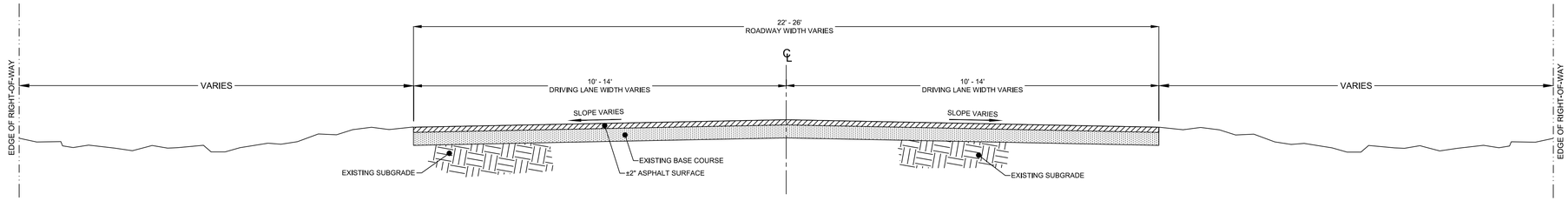
HORIZONTAL ALIGNMENT CONTROL

MARATHON ROAD
CR 27A

LEA COUNTY, NM

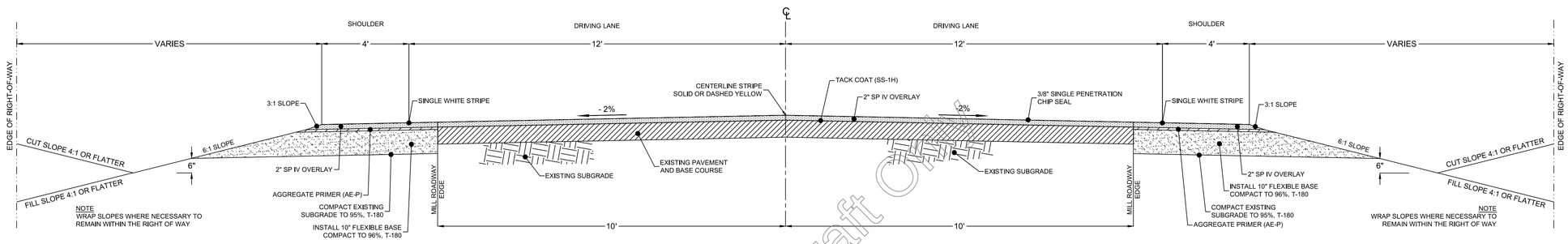
PROJECT NUMBER: 2020.1033

SHEET: 1-5



1 EXISTING ROAD SECTION

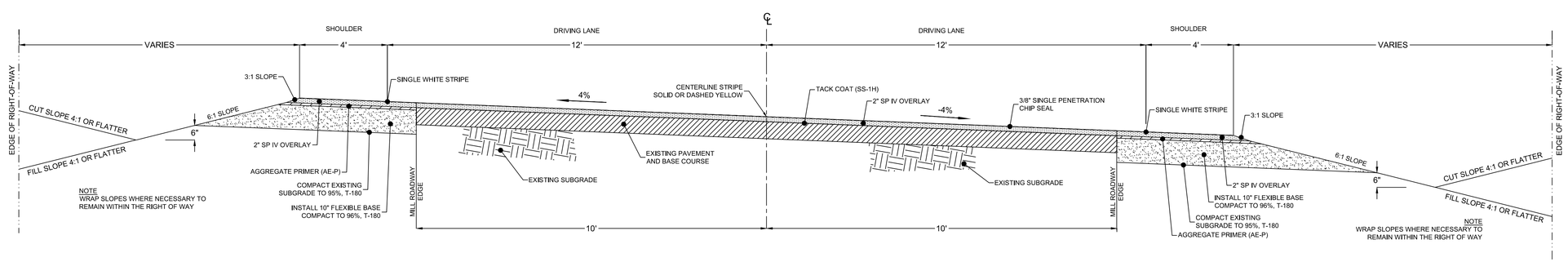
SCALE: NTS



2 PROPOSED ROADWAY SECTION 1

SCALE: NTS

Draft Only



3 PROPOSED ROADWAY SECTION 2

SCALE: NTS

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LICENSED PROFESSIONAL ENGINEER

09/24/2020

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PROJECT DESIGNER:	LAXMI P. PANERU, EI
DRAWN BY:	LPP

REVISIONS

No.	DATE	DESCRIPTION

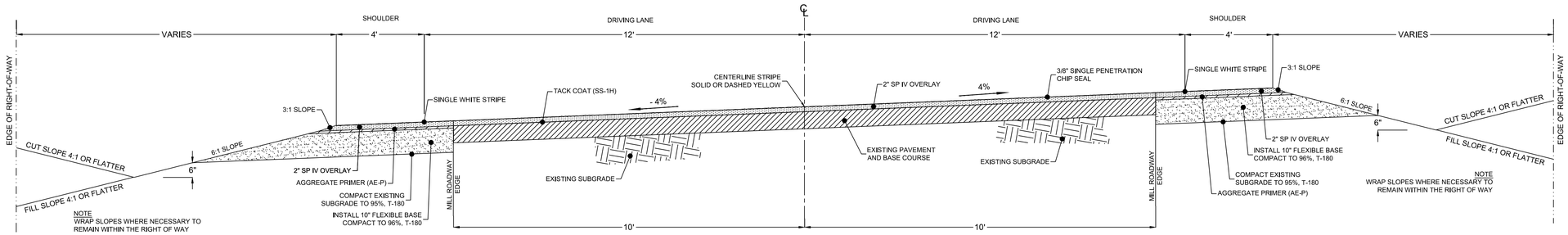
ROADWAY SECTIONS

MARATHON ROAD
CR 27A

LEA COUNTY, NM

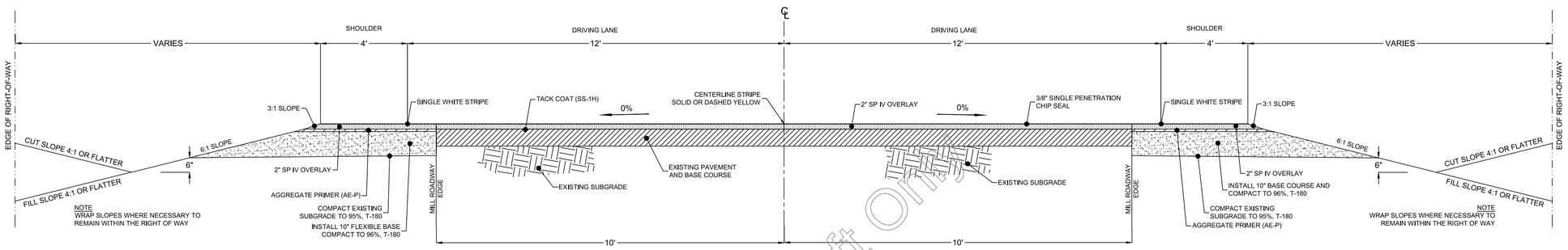
PROJECT NUMBER:
2020.1033

SHEET:
2-1



4 PROPOSED ROADWAY SECTION 3

SCALE: NTS



5 PROPOSED ROADWAY SECTION 4

SCALE: NTS

Draft Only

STATION	TO	STATION	ROADWAY SECTION
97.23		70+47.29	ROADWAY SECTION 1
70+47.29		71+96.63	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 2
71+96.63		73+57.48	ROADWAY SECTION 2
73+57.48		74+45.67	TRANSITION FROM ROADWAY SECTION 2 TO ROADWAY SECTION 1
74+45.67		75+33.86	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 3
75+33.86		78+79.92	ROADWAY SECTION 3
78+79.92		80+24.45	TRANSITION FROM ROADWAY SECTION 3 TO ROADWAY SECTION 1
80+24.45		147+24.34	ROADWAY SECTION 1
147+24.34		148+84.84	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 2
148+84.84		165+60.28	ROADWAY SECTION 2
165+60.28		167+33.06	TRANSITION FROM ROADWAY SECTION 2 TO ROADWAY SECTION 1
167+33.06		169+05.84	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 3
169+05.84		185+81.38	ROADWAY SECTION 3
185+81.38		187+41.88	TRANSITION FROM ROADWAY SECTION 3 TO ROADWAY SECTION 1
187+41.88		317+28.99	ROADWAY SECTION 1
317+28.99		318+89.49	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 2
318+89.49		326+23.62	ROADWAY SECTION 2
326+23.62		327+84.12	TRANSITION FROM ROADWAY SECTION 2 TO ROADWAY SECTION 1
327+84.12		329+44.62	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 3
329+44.62		336+98.28	ROADWAY SECTION 3
336+98.28		338+58.78	TRANSITION FROM ROADWAY SECTION 3 TO ROADWAY SECTION 1
338+58.78		414+58.69	ROADWAY SECTION 1
414+58.69		415+08.22	TRANSITION FROM ROADWAY SECTION 1 TO ROADWAY SECTION 4
415+16.19		415+65.73	TRANSITION FROM ROADWAY SECTION 4 TO ROADWAY SECTION 1
415+65.73		415+79.19	ROADWAY SECTION 1

6 ROADWAY SECTION SCHEDULE

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09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

REVISIONS

No.	DATE	DESCRIPTION

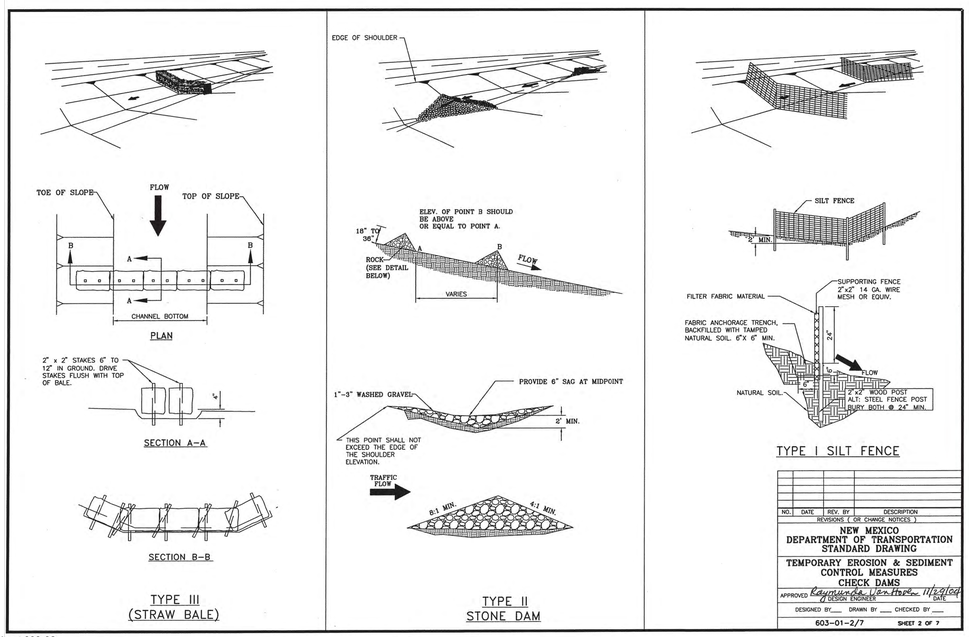
ROADWAY SECTIONS

MARATHON ROAD
CR 27A

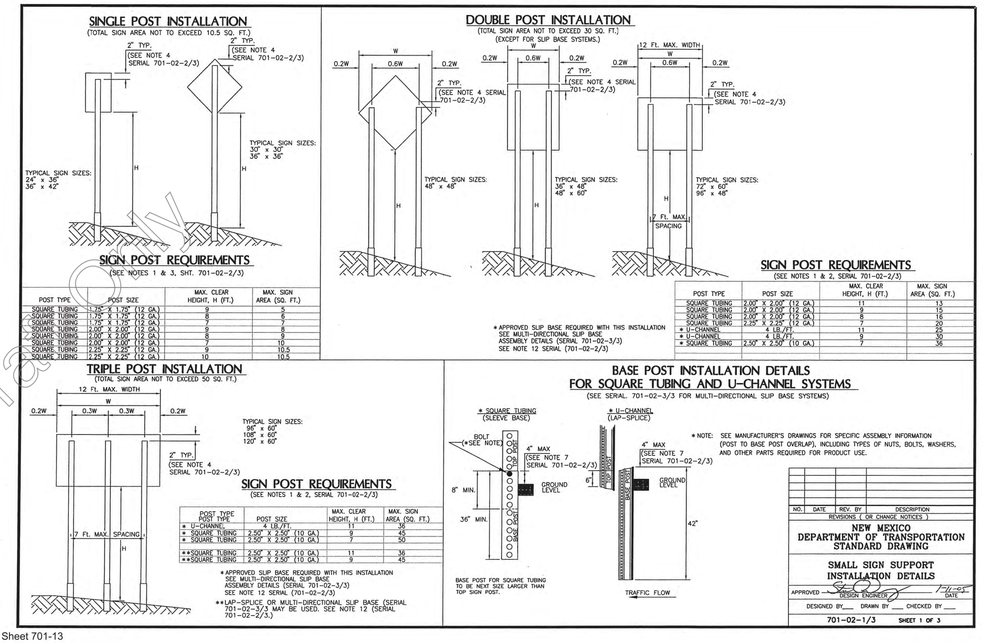
LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-2



Sheet 603-02



Sheet 701-13

Draft

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09/24/2020

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PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

REVISIONS

No.	DATE	DESCRIPTION

STANDARD DRAWINGS

MARATHON ROAD
CR 27A

LEA COUNTY, NM

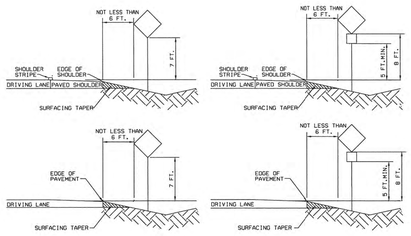
PROJECT NUMBER:
2020.1033

SHEET:
2-10

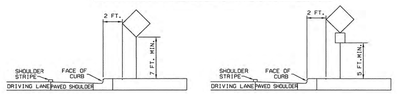
HORIZONTAL AND VERTICAL CLEARANCES

(SEE NOTE 9)

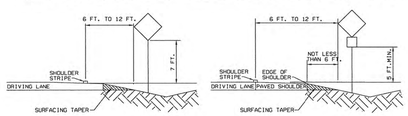
FREEWAYS/EXPRESSWAYS & RURAL AREAS



URBAN (BUSINESS, COMMERCIAL, & RESIDENTIAL AREAS) CONSTRUCTION ZONES IN URBAN AREAS



CONSTRUCTION ZONES IN FREEWAYS/EXPRESSWAYS AND RURAL AREAS



GENERAL NOTES:

1. ALL SQUARE TUBING SIGN POST REQUIREMENTS ARE BASED ON A 18 OR 12 GAUGE THICKNESS, ASTM A570 GRADE 50 STEEL, A MINIMUM YIELD STRENGTH OF 60,000 PSI AND A 70 MPH WIND LOAD. ALL U-CHANNEL SIGN POSTS REQUIREMENTS ARE BASED ON A MINIMUM YIELD STRENGTH OF 60,000 PSI AND 85 MPH WIND LOAD. SEE THE MUTCD & STANDARD HIGHWAY SIGNS MANUAL (CURRENT EDITION) FOR FURTHER GUIDANCE.
2. FOR CONSTRUCTION SIGNING & PERMANENT SINGLE AND TRIPLE POST INSTALLATIONS, SMALLER POST CROSS SECTIONS MAY BE USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND THE RECOMMENDATIONS DETAILED IN NOTE 1.
3. TOP EDGE OF POSTS SHALL NOT EXTEND PAST TOP EDGE OF SIGN.
4. STEEL POSTS, BASE POSTS, AND SLIP BASES FOR ALUMINUM PANEL SIGNS SHALL BE SELECTED FROM THE DEPARTMENT'S APPROVED PRODUCT LIST. ALL SIGNS MOUNTED WITHIN THE CLEAR ZONE SHALL BE MOUNTED ON A NCHRP REPORT 350 APPROVED SIGN POST/BASE POST BREAKAWAY SYSTEM UNLESS INSTALLATION IS LOCATED BEHIND A NON-DATING LONGITUDINAL BARRIER. OTHER INSTALLATIONS, CONFIGURATIONS OR SYSTEMS NOT SHOWN MAY BE USED AS RECOMMENDED BY THE MANUFACTURER WITH APPROVAL OF THE DISTRICT TRAFFIC ENGINEER.
5. FOR INSTALLATIONS ON WEAK (SOFT) SOIL, SOIL PLATES SHALL BE USED AS RECOMMENDED BY THE MANUFACTURER. PAYMENT FOR SOIL PLATES SHALL BE INCIDENTAL TO THE SIGN INSTALLATION.
6. BASE POSTS SHALL NOT EXTEND MORE THAN 4" ABOVE GROUND LEVEL AND SHALL BE OF THE SAME WEIGHT/GAUGE AND TYPE AS THE SIGN POST.
7. INTERMIXING OF U-CHANNEL AND SQUARE TUBING POSTS, POSTS OF DIFFERENT WEIGHTS/GAUGES OR PRODUCT BRANDS IS NOT ALLOWED EXCEPT WHERE RECOMMENDED BY THE MANUFACTURER.
8. HORIZONTAL CLEARANCES APPLY TO INSTALLATIONS ON LEFT AND RIGHT SIDE OF ROADWAY.
9. SUPPLEMENTAL SIGNS SHALL NOT BE ATTACHED DIRECTLY TO PRIMARY PANELS ON EITHER PERMANENT OR CONSTRUCTION SIGNING INSTALLATIONS.
10. SPACING BETWEEN SUPPLEMENTAL PANELS AND PRIMARY PANELS SHALL NOT EXCEED 6".
11. SIGN PANELS PLACED PARALLEL TO TRAFFIC SHALL BE MOUNTED ON A MULTI-DIRECTIONAL BREAKAWAY SYSTEM. (SEE SERIAL 701-02-3/3)

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

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

SMALL SIGN SUPPORT INSTALLATION DETAILS

APPROVED: DESIGN ENGINEER — DATE 2-3-07

DESIGNED BY___ DRAWN BY___ CHECKED BY___

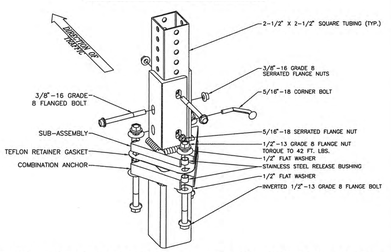
701-02-2/3 — SHEET 2 OF 3

Sheet 701-14

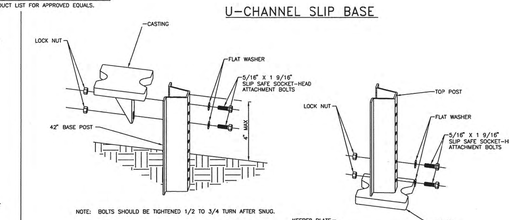
MULTI-DIRECTIONAL SLIP BASE DETAILS

SEE APPROVED PRODUCT LIST FOR APPROVED EQUALS.

SQUARE TUBING SLIP BASE



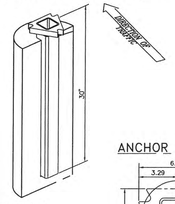
U-CHANNEL SLIP BASE



NOTE: BOLTS SHOULD BE TIGHTENED 1/2 TO 3/4 TURN AFTER SNUG.

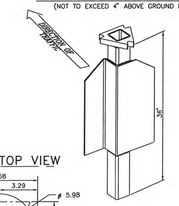
DETAIL "A"-CONCRETE ANCHOR

(NOT TO EXCEED 4" ABOVE GROUND LEVEL)

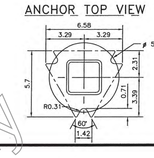


DETAIL "B"-SOIL ANCHOR

(NOT TO EXCEED 4" ABOVE GROUND LEVEL)

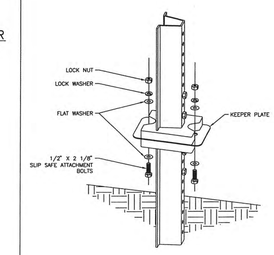


ANCHOR TOP VIEW



NOTES:

1. CONCRETE SHOULD BE A MINIMUM OF 12" IN DIAMETER AND 30" DEEP.
2. CLASS "A" CONCRETE SHALL BE USED. THE COST SHALL BE INCIDENTAL TO THE PRICE OF STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGNS.



NOTE: TIGHTEN NUT 1/3 TO 1/2 TURN AFTER SNUG.

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

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

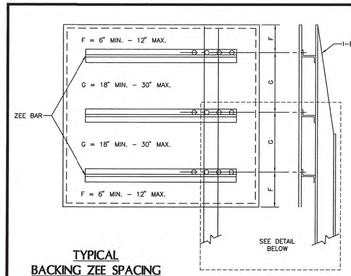
MULTI-DIRECTIONAL SLIP BASE POST DETAILS

APPROVED: DESIGN ENGINEER — DATE 2-3-07

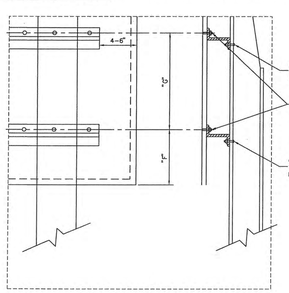
DESIGNED BY___ DRAWN BY___ CHECKED BY___

701-02-3/3 — SHEET 3 OF 3

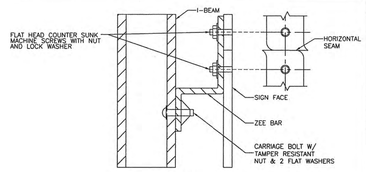
Sheet 701-15



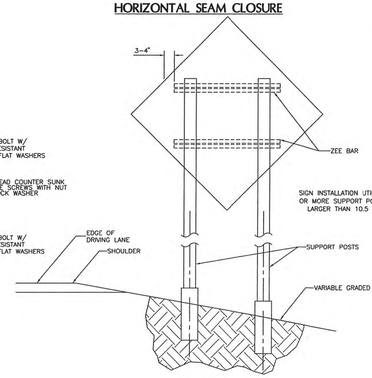
TYPICAL BACKING ZEE SPACING



TYPICAL MOUNTING DETAIL



TYPICAL HORIZONTAL SEAM CLOSURE



TYPICAL ZEE BACKING FOR DIAMOND SHAPED SIGN

GENERAL NOTES:

1. BACKING ZEE SHALL BE ALUMINUM ALLOY 6061-T6. EACH ZEE SHALL BE PROVIDED WITH A 9/16" X 2" HORIZONTAL SLOT FOR EACH POST MOUNTING BOLT.
2. BACKING ZEE SHALL BE FASTENED TO THE SIGN BLANK WITH 1/4" - 20 X 3/4" FLAT HEAD COUNTER SUNK MACHINE SCREWS WITH NUT AND LOCK WASHER (CADMIUM OR GALVANIZED OR 2024-T4 ALUMINUM-ALLOY) FASTENERS AT 9" ± 1/2" INTERVALS.
3. BACKING ZEE WITH SIGN FACES SHALL BE FASTENED TO THE SIGN SUPPORT POST WITH 5/16" CARRIAGE BOLT, TAMPER RESISTANT NUT & TWO WASHERS GALVANIZED OR CADMIUM PLATED TO ASTM B-766 SPECIFICATION.
4. BACKING ZEE IS NOT NEEDED WHERE SIGN IS TO BE MOUNTED ON ONE POST AND IS APPROXIMATELY TEN AND A HALF (10.5) SQUARE FEET OR LESS.
5. ALTERNATE BACKING MAY BE 1-1/2" PERFORATED SQUARE TUBING AND ASSOCIATED HARDWARE, DESCRIBED IN SERIAL 701-02-1/2 AND 701-02-2/2
6. ALUMINUM PANEL SIGNS UNDER 24" IN WIDTH SHALL BE 0.08" MINIMUM THICKNESS 6061-T6 OR 5052-H38 ALUMINUM ALLOY. ALUMINUM PANEL SIGNS 24" AND OVER IN WIDTH SHALL BE 1/8" MINIMUM THICKNESS 6061-T6 OR 5052-H38 ALUMINUM ALLOY.
7. BACKING ZEES SHALL BE 3" X 2-3/4" X 1/4" AT 2.33 LBS. PER FT. FOR 6061-T6 ALUMINUM.
8. EXPOSED BOLT HEADS ON THE FACE OF THE SIGN SHALL BE COLORED AND REFLECTORIZED TO MATCH THE SURROUNDING COLOR.

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

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ALUMINUM PANEL SIGN DETAILS

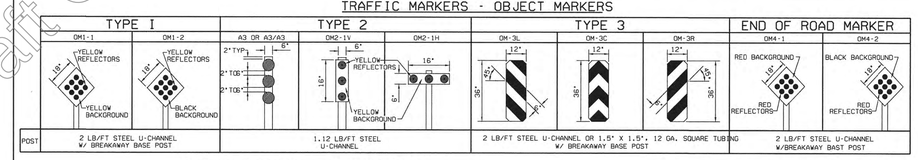
APPROVED: DESIGN ENGINEER — DATE 7-11-05

DESIGNED BY___ DRAWN BY___ CHECKED BY___

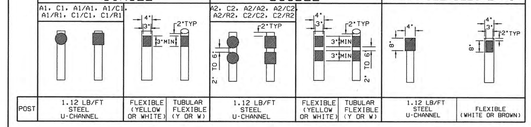
701-03-2/2 — SHEET 2 OF 2

Sheet 701-17

TRAFFIC MARKERS - OBJECT MARKERS



TRAFFIC MARKERS - DELINEATORS

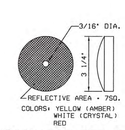


1. ALL HARDWARE SHALL MEET FHWA CRASHWORTHINESS REQUIREMENTS AS PER NCHRP 350 GUIDELINES AND SHALL BE ON THE DEPARTMENT'S APPROVED PRODUCT LIST.
2. SEE DEPARTMENT'S APPROVED PRODUCTS LIST FOR APPROVED U-CHANNEL & SQUARE TUBING, FLEXIBLE & TUBULAR TRAFFIC MARKER REFLECTOR MANUFACTURERS.
3. DELINEATOR POST & REFLECTOR UNIT COLOR SHALL CONFORM TO THE COLOR OF EDGE LINES.
4. BREAKAWAY BASE POST SYSTEMS FOR TYPE 1, TYPE 3 & END OF ROAD OBJECT MARKERS REQUIRED. SEE APPROVED PRODUCT LIST FOR APPROVED SYSTEMS & MANUFACTURER'S RECOMMENDATIONS.
5. STANDARD DELINEATORS ARE NOT TO CONFLICT WITH 1/10 MILE DELINEATORS. WHEN THE TWO COINCIDE, 1/10 MILE DELINEATORS WILL BE USED.
6. SEE SECTION 703 OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION FOR ADDITIONAL INFORMATION.
7. FOR SQUARE TUBING WITH BREAKAWAY BASE POST SEE STANDARDS 701-02-1/3, 701-02-2/3 AND 701-02-3/3.
8. 1/10 MILE DELINEATORS SHALL BE USED ON INTERSTATE ROAD WAYS AND MAY BE USED ON HIGH SPEED 4-LANE DIVIDED ROADWAYS.

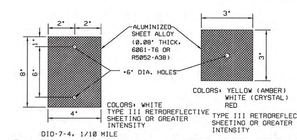
REFLECTOR UNIT TYPES

SINGLE SIDE MOUNT	A1	SINGLE YELLOW REFLECTOR
	A2	DOUBLE YELLOW REFLECTOR
	A3	TRIPLE YELLOW REFLECTOR (TYPE 2 OBJECT MARKER)
	C1	SINGLE WHITE REFLECTOR
	C2	DOUBLE WHITE REFLECTOR
DOUBLE SIDE MOUNT BACK TO BACK*	A1/A1	1 EACH
	A1/C1	1 EACH
	A1/R1*	1 EACH
	C1/C1	1 EACH
	C1/R1*	1 EACH
	A2/A2	2 EACH
	A2/C2	2 EACH
	A2/R2*	2 EACH
	C2/C2	2 EACH
	C2/R2*	2 EACH
	A3/A3	3 EACH (TYPE 2 OBJECT MARKER)

*BIDIRECTIONAL MOUNTING BRACKET REQUIRED TO ORIENT RED REFLECTOR

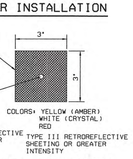


PRISMATIC REFLECTOR

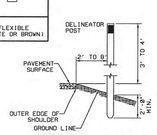


DIO-7-4, 1/10 MILE

PANEL REFLECTOR



PANEL REFLECTOR



TYPICAL 1/10 MILE DELINEATOR INSTALLATION

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

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

ROAD OBJECT MARKER DETAILS

APPROVED: DESIGN ENGINEER — DATE 3-16-05

DESIGNED BY___ DRAWN BY___ CHECKED BY___

703-01-1/3 — SHEET 1 OF 3

Sheet 703-01

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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER

09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

REVISIONS

No.	DATE	DESCRIPTION

STANDARD DRAWINGS

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER: 2020.1033

SHEET: 2-11

SWPPP INFORMATION

SITE DESCRIPTION AND NOI INPUTS

NATURE OF ACTIVITY	ROADWAY CONSTRUCTION
GENERAL LOCATION AND SITE MAP	REFER TO VICINITY MAP SHEET 1-1 AND TEMPORARY EROSION AND SEDIMENT CONTROL PLAN (TESCP) SHEETS 2-21 TO 2-35
DISTURBED AND UNDISTURBED AREAS	REFER TO TESCP SHEETS 2-21 TO 2-35
STRUCTURAL AND NON STRUCTURAL CONTROLS	REFER TO TESCP AND REVEGETATION/EROSION CONTROL PLAN SHEETS 2-21 TO 2-35
LOCATIONS WHERE STABILIZATION WILL OCCUR	REFER TO TESCP AND REVEGETATION/EROSION CONTROL PLAN SHEETS 2-21 TO 2-35
TOTAL SITE AREA	±56 ACRES, AREA WITHIN THE RIGHT OF WAY
RECEIVING WATER	LAGUNA GATUNA
TOTAL DISTURBED AREA	±39 ACRES
LATITUDE	32.522689 AT BOP
LONGITUDE	-103.522155 AT BOP
IS DISCHARGE CONSISTENT WITH APPROVED TMDL	N/A

DRAINAGE PARAMETERS

DRAINAGE PATTERNS	REFER TO TESCP
APPROXIMATE SLOPES AFTER MAJOR GRADING	REFER TO PLAN AND PROFILES SHEETS SHEETS 3-1 TO 3-31
RAINFALL 2-YEAR, 24 HR, INCH	2.43
RAINFALL 2-YEAR, 1 HR, INCH	1.35
INTENSITY 2-YEAR, IN/HR FOR Tc=7 HR	0.33
HYDROLOGIC SOIL GROUP	A
CURVE NUMBER UNDISTURBED AREA	63
CURVE NUMBER DISTURBED AREA	90
RUNOFF COEFFICIENT, PRIOR TO CONSTRUCTION	0.50
RUNOFF COEFFICIENT, DURING CONSTRUCTION	0.50
RUNOFF COEFFICIENT, AFTER CONSTRUCTION	0.90

RUNOFF & VOLUME CALCULATION

THE FOLLOWING PROCEDURES SHALL BE USED TO CALCULATE THE RUNOFF DISCHARGE AND VOLUME TO DESIGN THE EROSION CONTROL MEASURES

DISCHARGE Q = CIA (ENGLISH)
WHERE,
Q = DISCHARGE
C = RUNOFF COEFFICIENT
I = RAINFALL INTENSITY, IN/HR
A = AREA OF THE SITE, ACRES

VOLUME V = QTc
WHERE,
V = VOLUME, FT^3
$Tc = (1/60)(.0078)(L^{0.77})(S^{-0.385})$, MINUTES
ASSUME Tc = 10 MIN, FOR BASINS WITHIN THE PROJECT LIMITS
L = LENGTH OF WATERSHED, FT
S = SLOPE, FT/FT

GENERAL NOTES

1. NEW MEXICO DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION 2014 EDITION SHALL BE USED AS A MINIMUM REQUIREMENT TO DEVELOP OR MODIFY THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
2. THE NPDES PERMIT NUMBER FOR THE PROJECT OR A COPY OF THE NOTICE OF INTENT (NOI), IF A PERMIT NUMBER HAS NOT YET BEEN ASSIGNED, SHALL BE POSTED AT THE PROJECT SITE OR THE FIELD OFFICE AT ALL TIMES DURING CONSTRUCTION.
3. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND ALL MAINTENANCE AND INSPECTION REPORTS SHALL BE SIGNED BY A QUALIFIED INSPECTOR ASSIGNED BY CONTRACTOR. THE SWPPP AND THE INSPECTION REPORTS SHALL BE AVAILABLE TO EPA REPRESENTATIVE AT ALL TIMES DURING CONSTRUCTION.
4. ALL DRAINAGE INFORMATION NEEDED TO COMPLETE THE NOTICE OF INTENT (NOI) ARE PROVIDED IN THIS PLAN.
5. BEST MANAGEMENT PRACTICES (BMPS) SHOWN ON TESCP ARE DETERMINED USING THE EQUATIONS SHOWN ON THIS SHEET AND OTHER HYDROLOGICAL MODELS. BMP'S CONTROL SEDIMENT SO THAT NO ADDITIONAL SEDIMENT RESULTING FORM CONSTRUCTION ACTIVITIES DISCHARGE TO WATERWAYS.

REVEGETATION / EROSION CONTROL NOTES

1. NEW MEXICO DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION 2019 EDITION SECTION 632 - REVEGETATION SHALL APPLY TO THIS PROJECT.
2. THE CONTRACTOR SHALL USE SEEDING CLASS "A" OR CLASS "C" MATERIAL AND OPERATIONS USING WEED FREE SEED IN ACCORDANCE WITH THE SEED MIX PROVIDED BELOW.
3. REVEGETATION REQUIREMENTS OUTSIDE THE RIGHT-OF-WAY SHALL NOT APPLY UNLESS CONTRACTOR IS GRANTED PERMITS FOR TEMPORARY USE PRE-DESIGNATED STORAGE AND TURNAROUND AREAS, MATERIAL PITS OR ANY OTHER NON-DESIGNATED DISTURBED AREAS THROUGH BLM, SLO OR PRIVATE LAND WHERE LEA COUNTY IS SHOWN AS THE "APPLICANT" ON THE PERMIT.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT SEEDED AREAS UNTIL FINAL ACCEPTANCE.
5. EQUIPMENT SHALL NOT BE DRIVEN OVER SEEDED AREAS.
6. CERTIFICATION OF ALL SEEDING MATERIALS SHALL BE SUBMITTED TO THE ENGINEER AND APPROVED PRIOR TO ORDERING AND APPLYING THE SEED.
7. SEE TEMPORARY EROSION & SEDIMENT CONTROL PLANS (TESCP) ON SHEETS 2-21 TO 2-35.
8. SEED MIX FROM STA: 00+97.23 TO STA: 415+78.82 (CERTIFIED SEED OF NAMED VARIETIES ARE REQUIRED IF AVAILABLE)

COMMON NAME	BOTANICAL NAME	LBS. PURE LIVE SEED PER ACRE
ANNUAL QUICK-COVER GRASSES		
Oats	Avena sativa	0.50
Sterile triticale	Triticum aestivum X Secale cereale'Quickguard'	0.50
COOL-SEASON GRASSES		
Bottlebrush squirreltail	Elymu elymoides	1.75
New Mexico feathergrass	Hesperostipa neomexicana	1.00
Western Wheatgrass	Agropyron smithii	1.70
WARM-SEASON GRASSES		
Alkali Sacaton	Sporobolus airoides	0.20
Black Grama	Bouteloua gracilis var. Alma	0.20
Little Bluestem	Schizachyrium scoparium	0.50
Needle grama	Bouteloua aristidoides	0.30
Sand Dropseed	Sporobolus cryptandrus	0.08
Sideoats Grama	Bouteloua curtipendula var. Vaughn	0.75
WILDFLOWERS		
Blanket flower	Gaillardia pulchella	0.30
Desert marigold	Baileya multiradiata	0.10
Desert zinnia	Zinnia acerosa	0.20
Hairy golden aster	Heterotheca villosa	0.20
Lewis fax	Linum lewisii	0.20
Prairie aster	Machaeranthera tanacetifolia	0.20
Wild four o'clock	Mirabilis multiflora	0.30
White prairie clover	Dalea candida	0.30
Scarlet globernallow	Sphaeralcea coccinea	0.30
WOODY SHRUBS		
Four-wing saltbush	Atriplex canescens	0.40
Sand sage	Artemisia filifolia	0.05
Winterfat	Krascheninninkovia lanata	0.20
ACRE TOTAL		10.58

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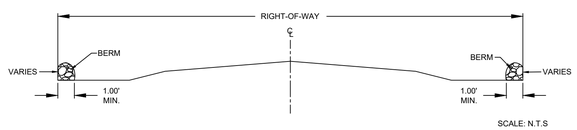
NOTES FOR SHEETS 2-21 TO 2-35

1. CLEARED AND GRUBBED MATERIAL MAY BE USED TO CONSTRUCT BERM AS SHOWN IN DETAIL 1 ON THIS SHEET.
2. EROSION PROTECTION BERM SHALL BE LOCATED AT THE EDGE OF THE RIGHT-OF-WAY ON BOTH SIDES, UNLESS AT OR NEAR DISCHARGE POINTS AND EXISTING DRAINAGE SWALES WHERE OTHER BMP'S MAY BE IMPLEMENTED.
3. USE TYPE I CHECK DAM PER STANDARD DRAWING 603-01-2/7 ON SHEET 2-10.



1 EROSION PROTECTION BERM
SCALE: NTS

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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

REVISIONS

No.	DATE	DESCRIPTION

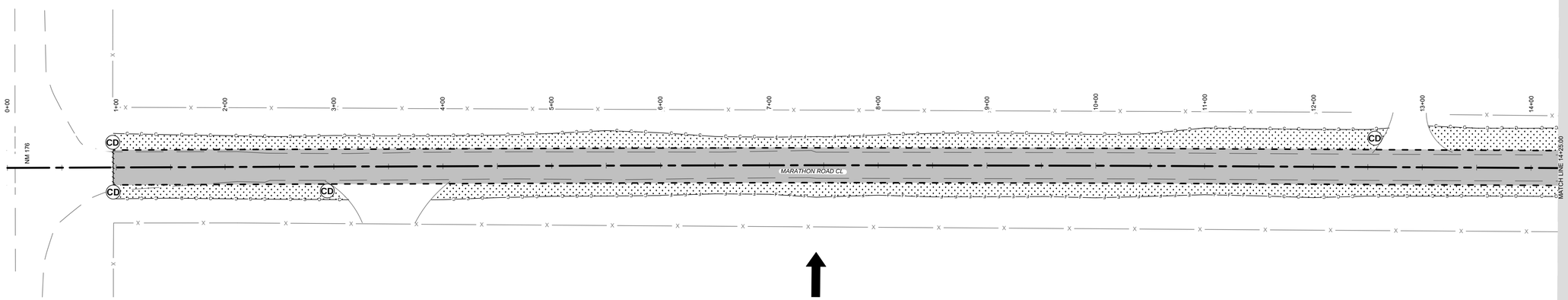
SWPPP INFORMATION AND REVEGETATION/EROSION CONTROL PLAN

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER: 2020.1033

SHEET: 2-20



SCALE 1" = 50'
0' 25' 50' 100'

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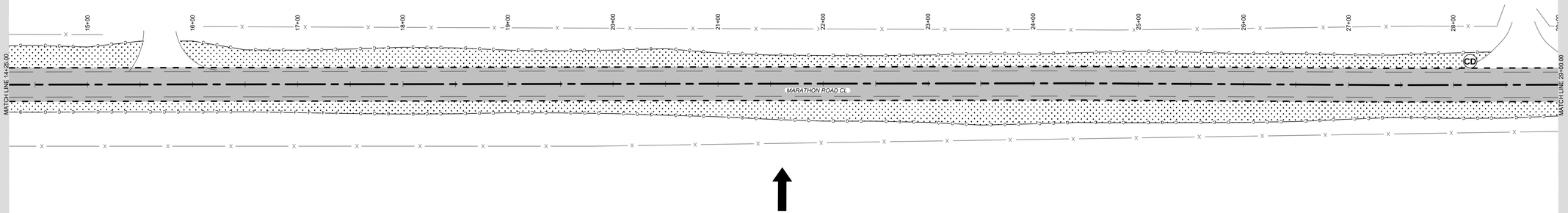

SCALE 1" = 50'
0' 25' 50' 100'

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09/24/2020

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DRAWN BY:	LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

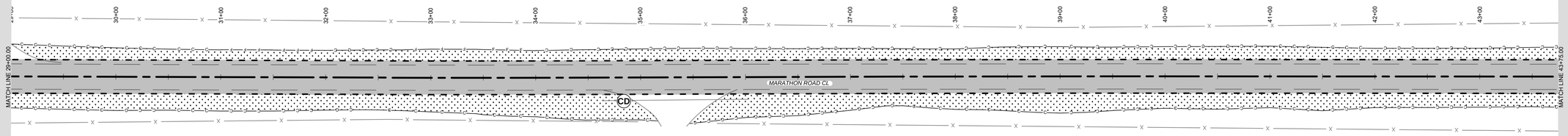
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 00+00
TO
STA: 29+00

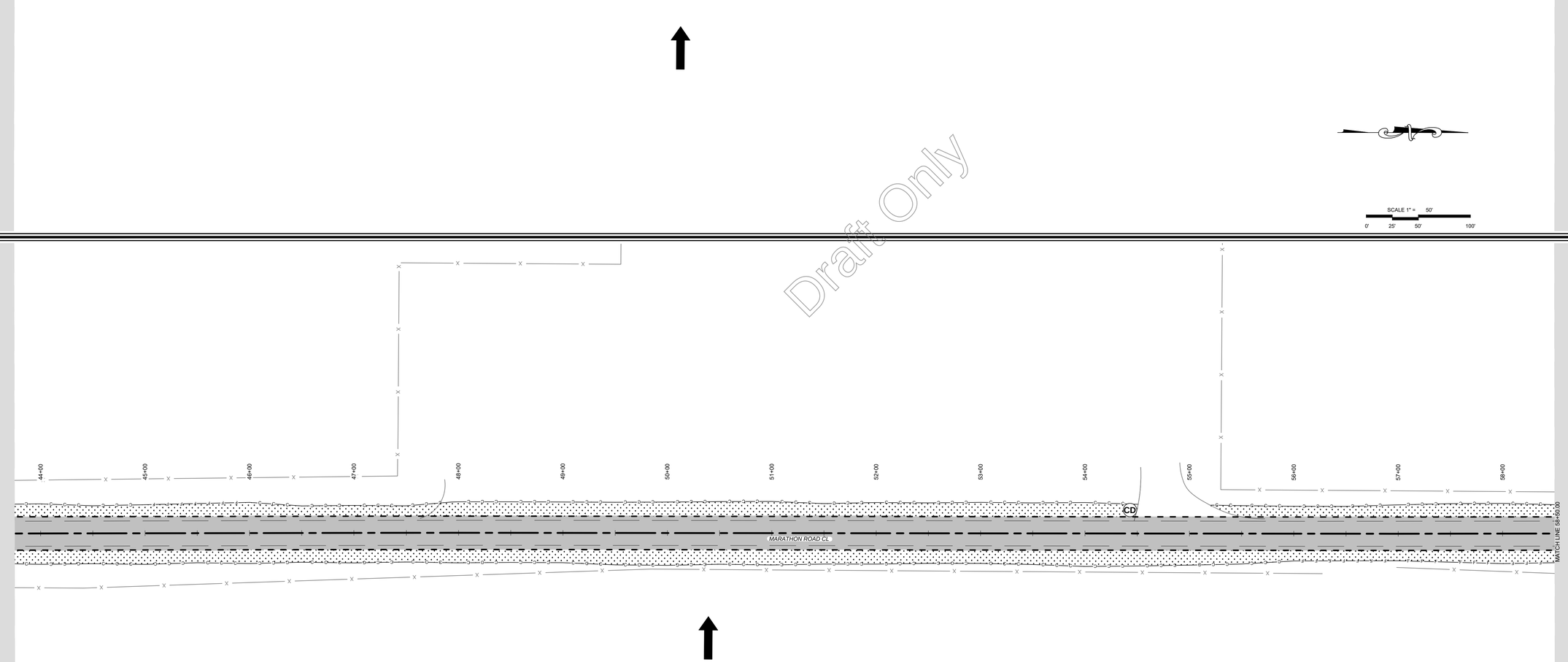
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-21





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SCALE 1" = 50'
0' 25' 50' 100'

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LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
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	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

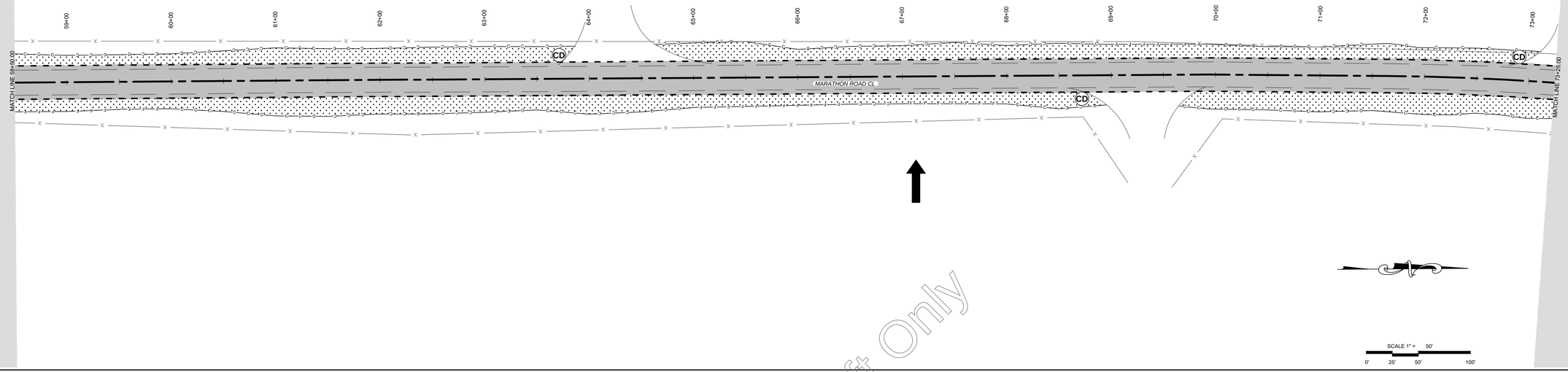
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 29+00
TO
STA: 58+50

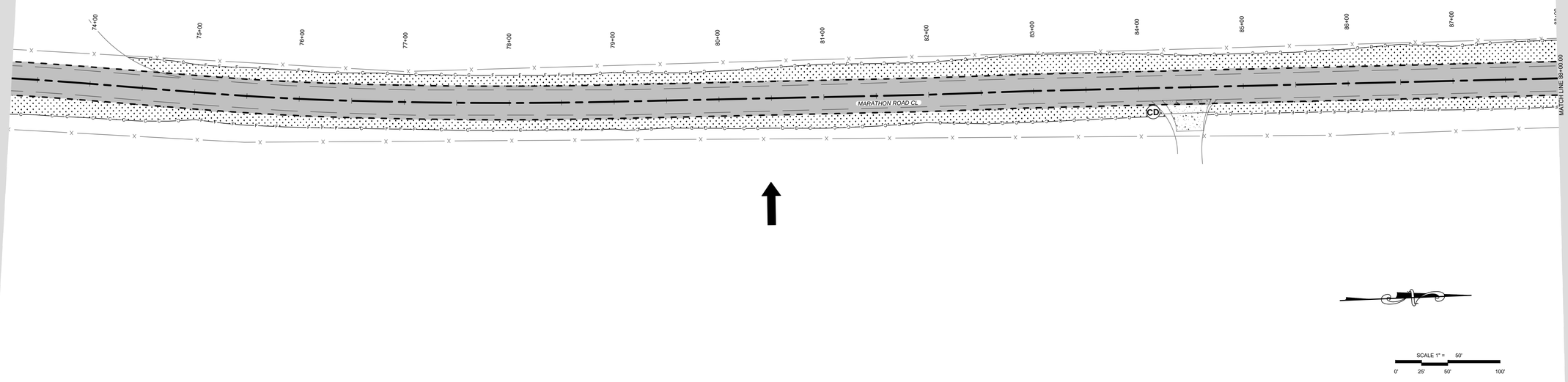
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-22





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DRAWN BY: LPP

LEGEND

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C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
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	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

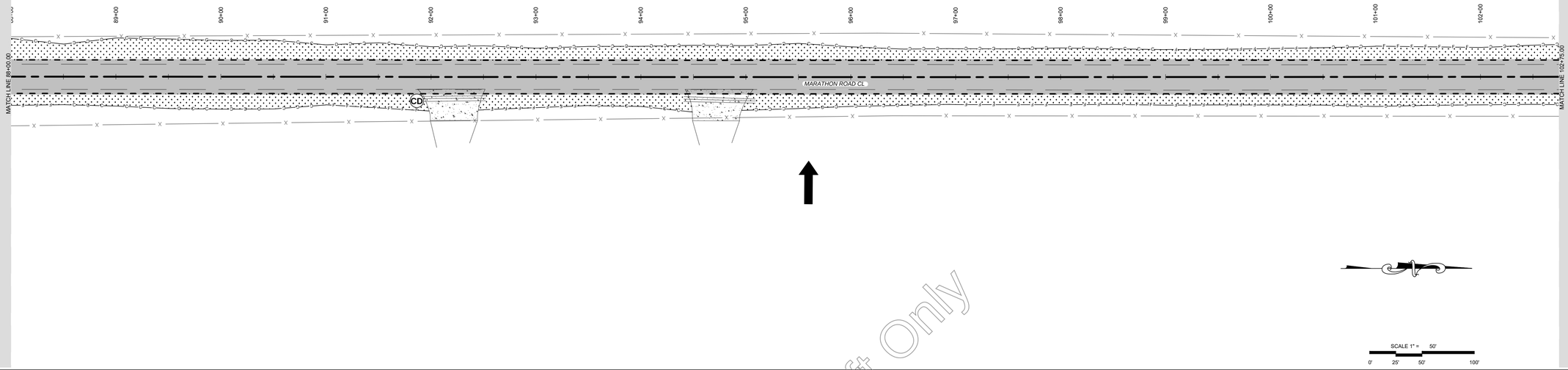
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 58+50
TO
STA: 88+00

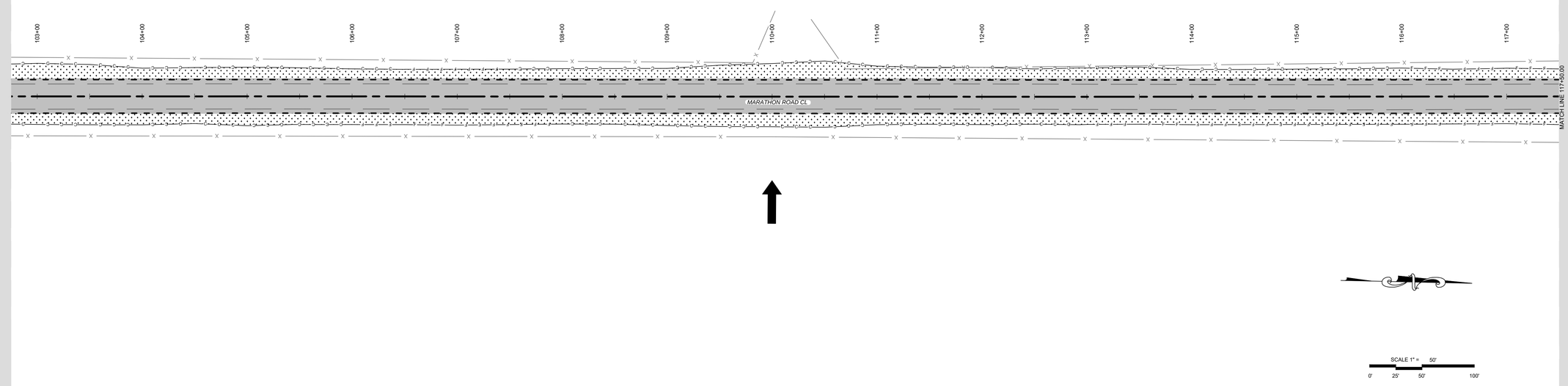
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-23





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LEGEND

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	PROPOSED EOR
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	CENTERLINE ALIGNMENT
	SAW CUT
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	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

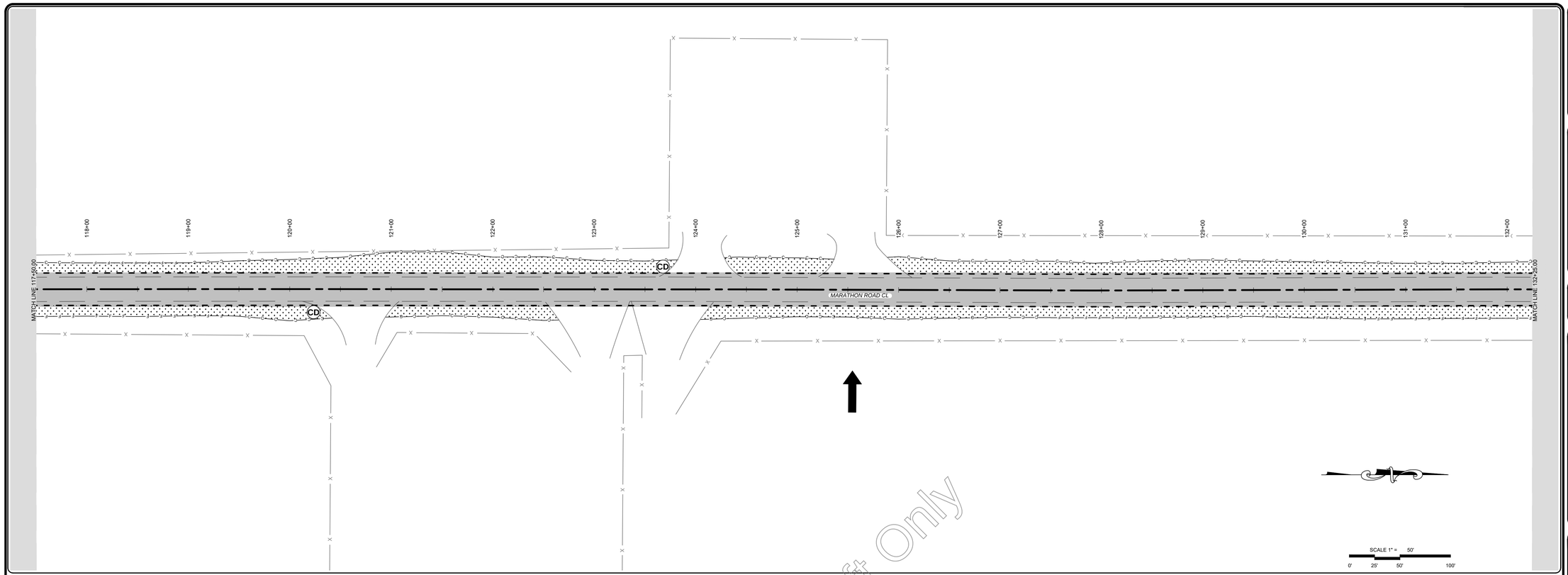
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 88+00
TO
STA: 117+50

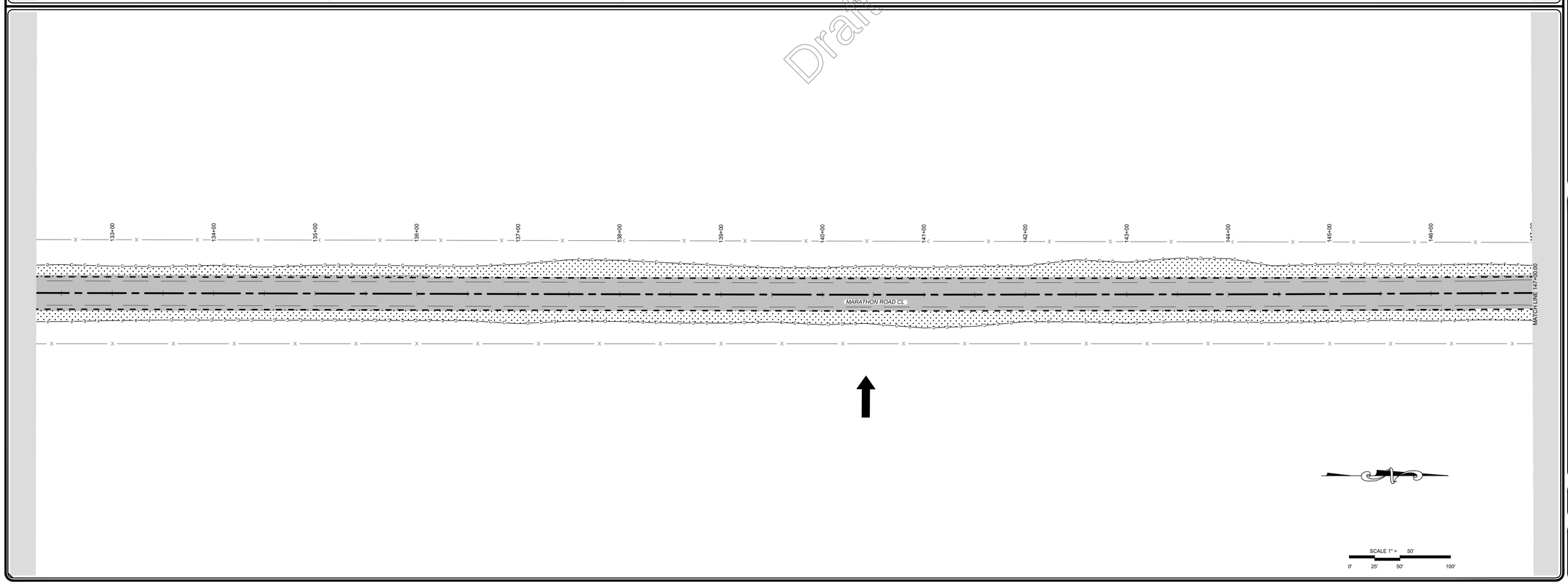
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-24





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JEREMY BAKER
NEW MEXICO
16207
LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER:	JEREMY BAKER, PE
PROJECT DESIGNER:	LAXMI P. PANERU, EI
DRAWN BY:	LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

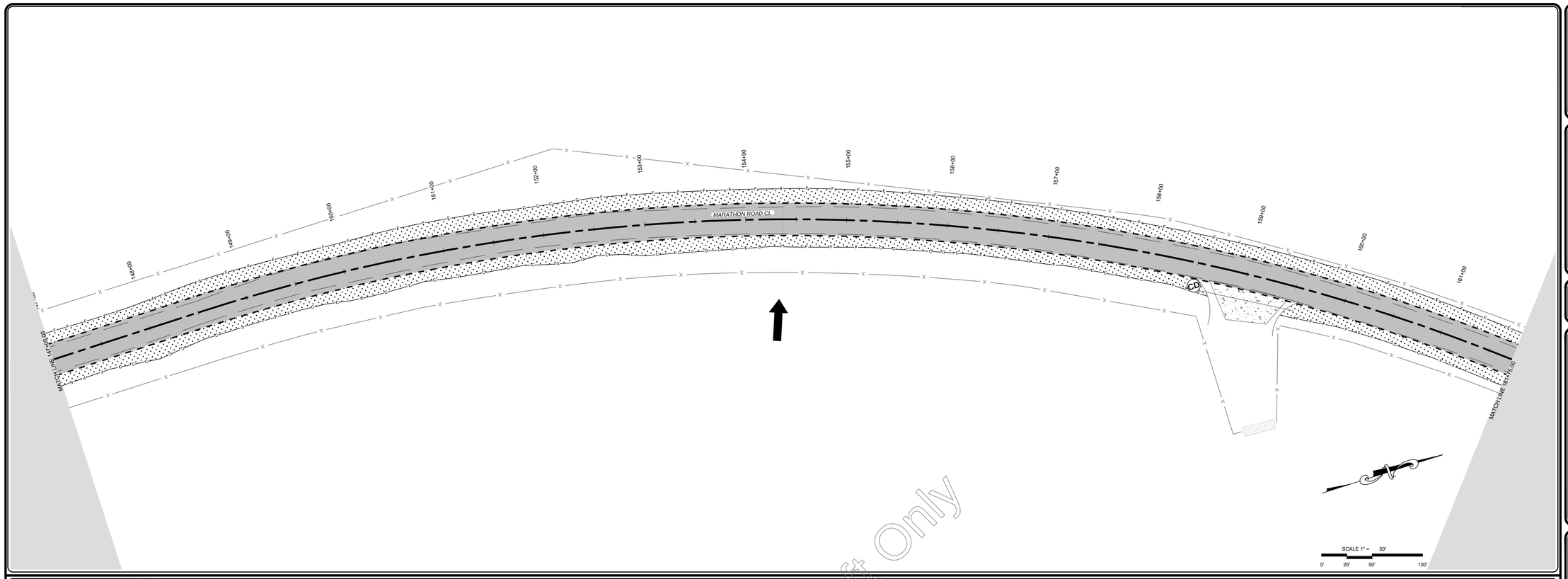
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 117+50
TO
STA: 147+00

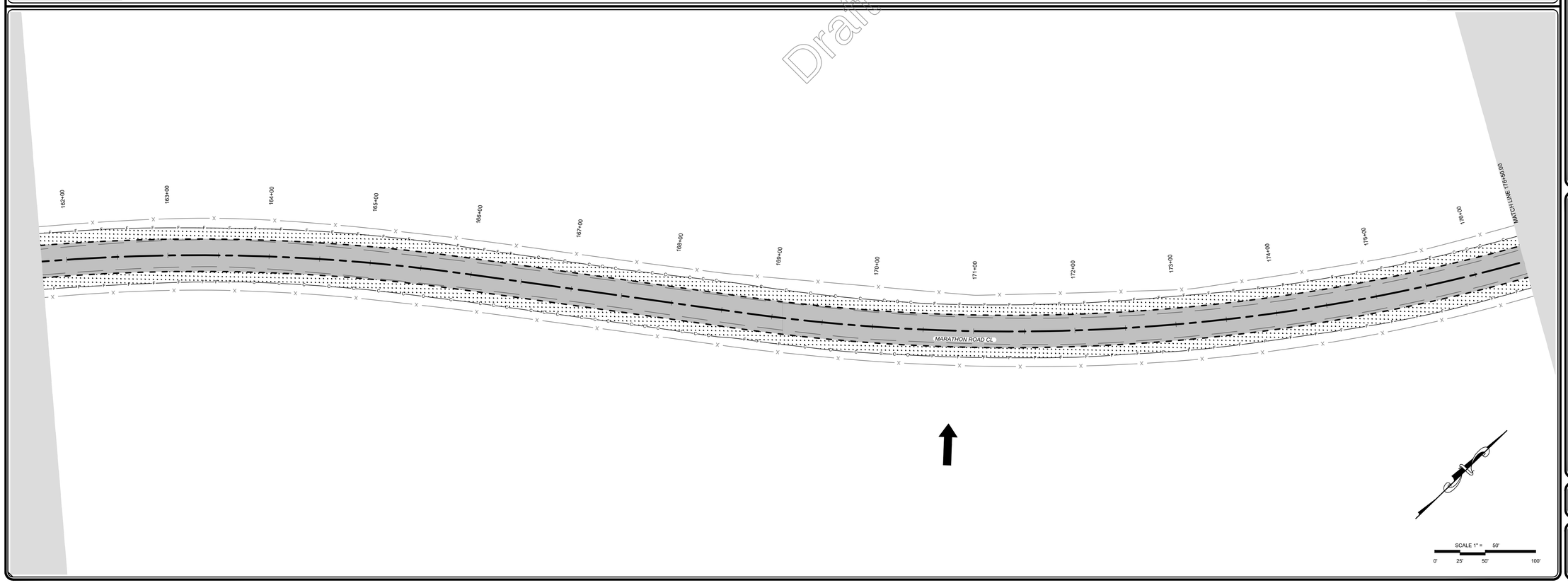
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-25





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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

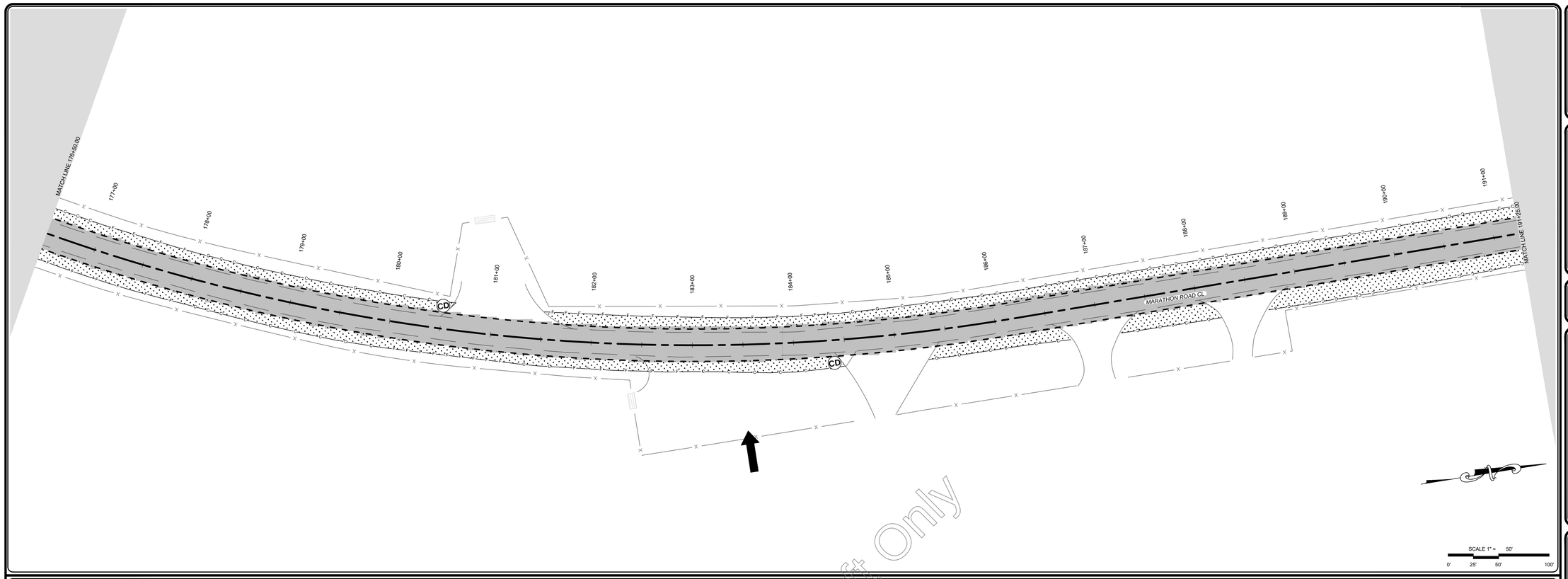
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 147+00
TO
STA: 176+50

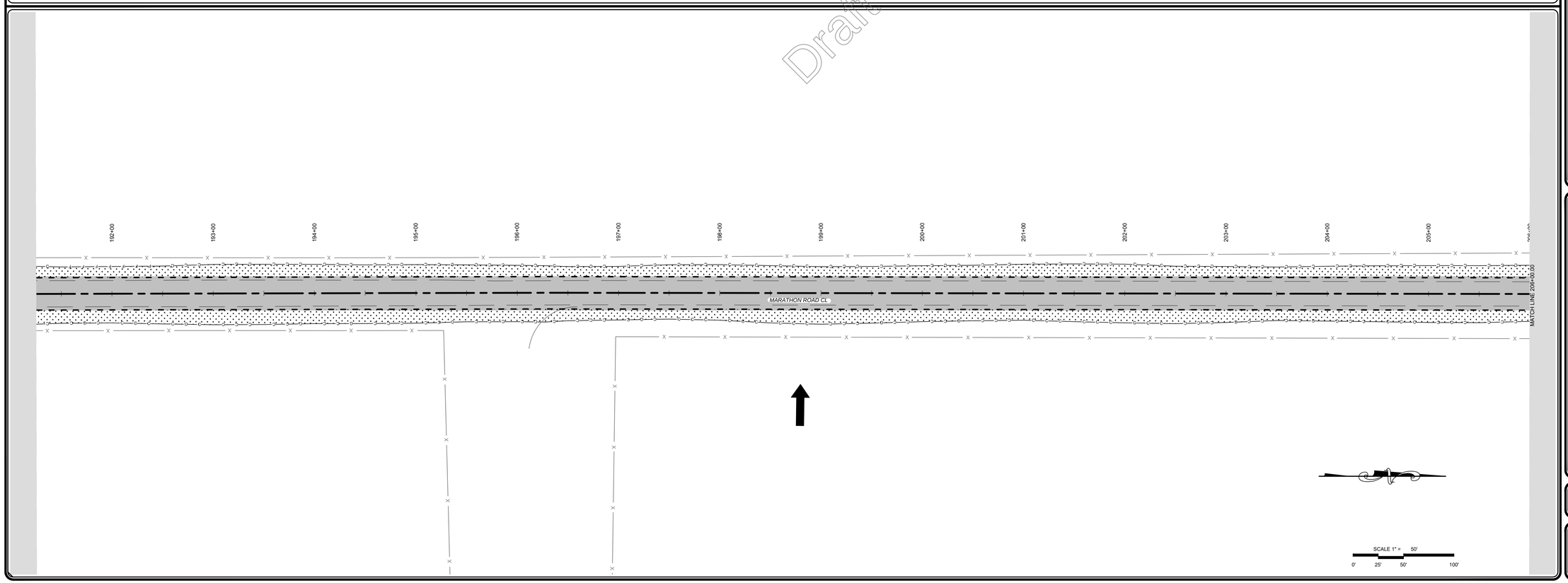
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-26





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09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
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DRAWN BY: LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

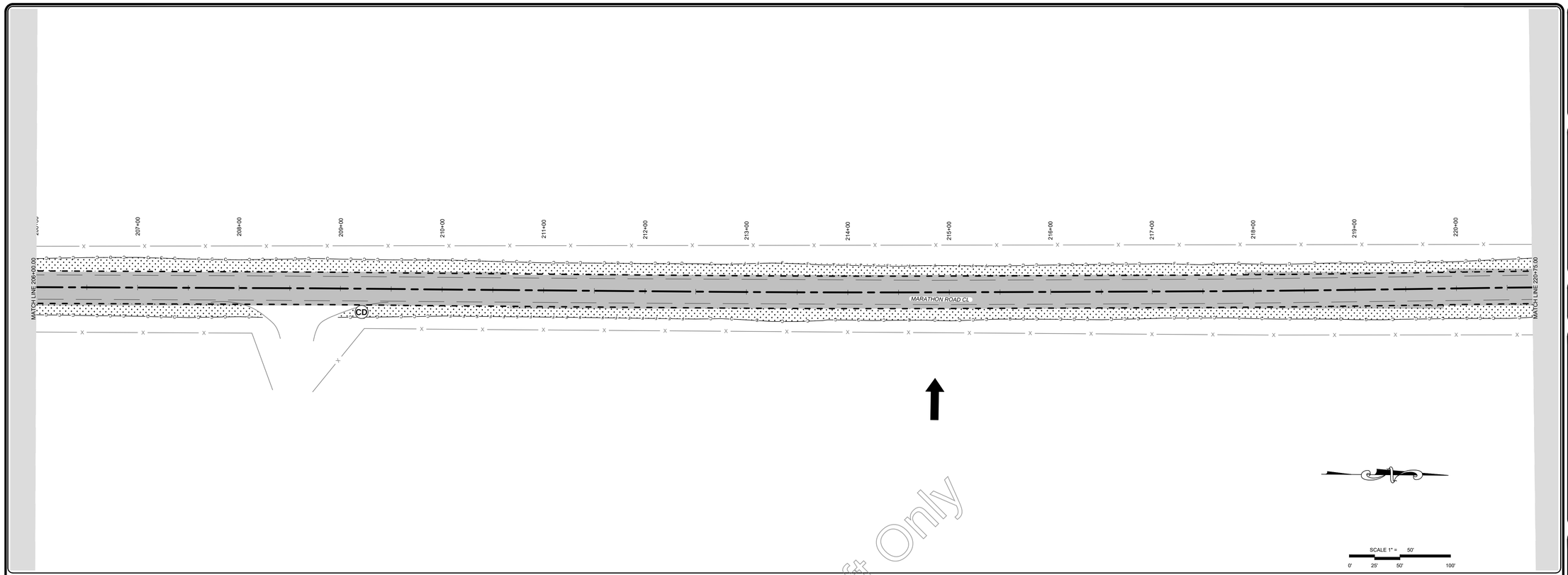
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 176+50
TO
STA: 206+00

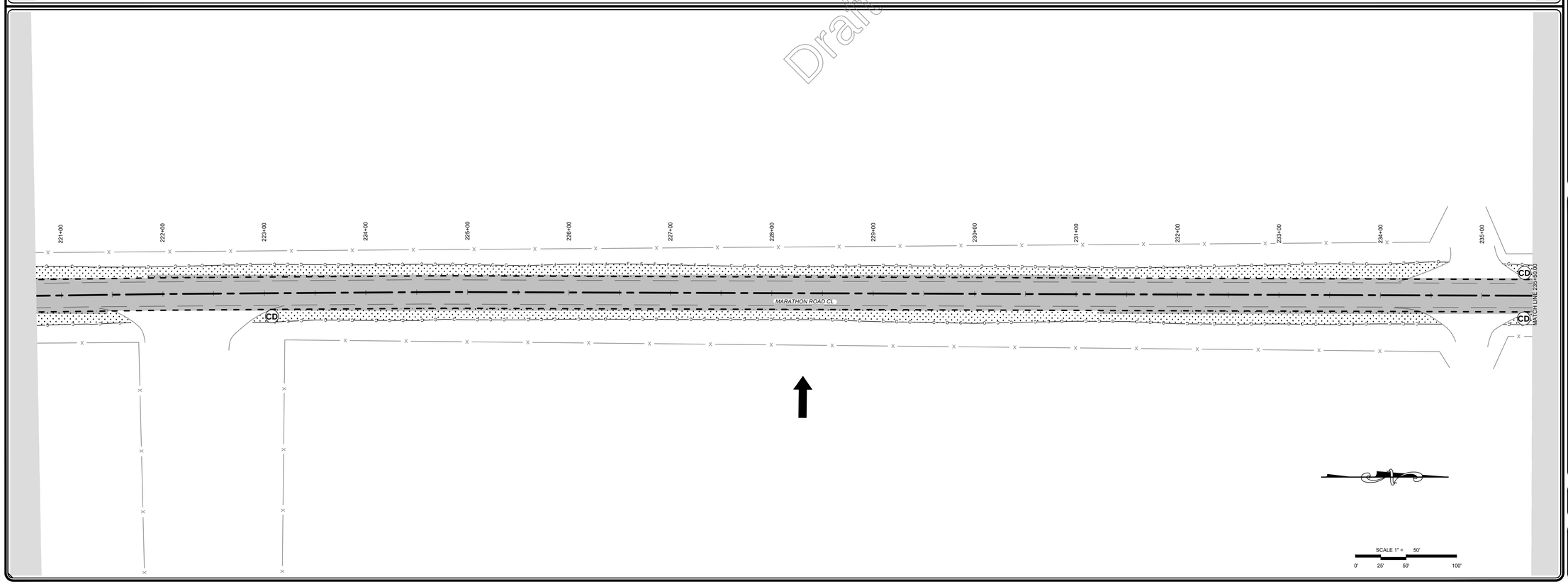
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-27





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DRAWN BY:	LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

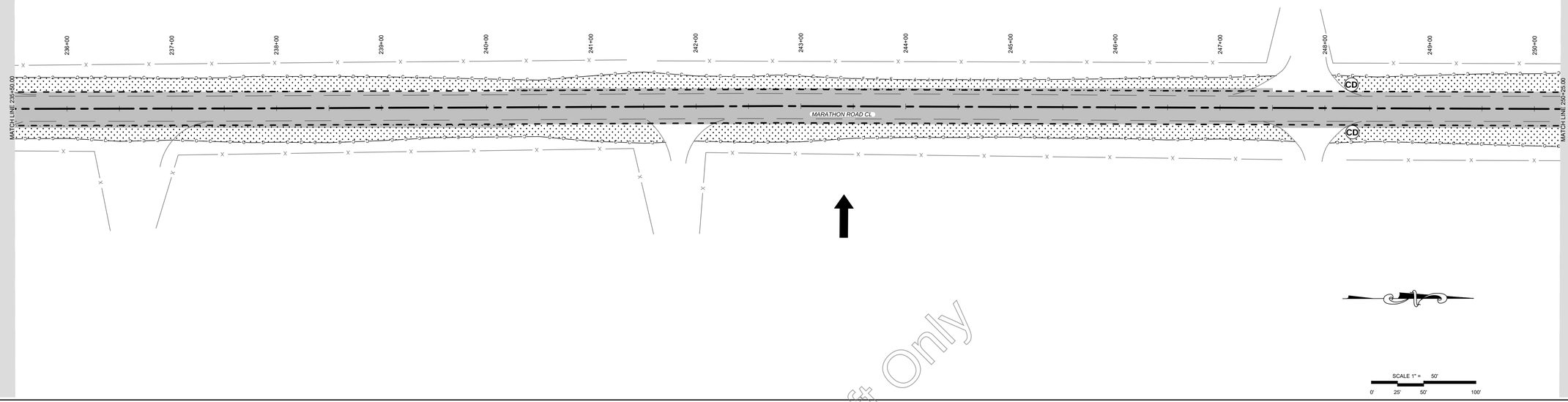
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 206+00
TO
STA: 235+50

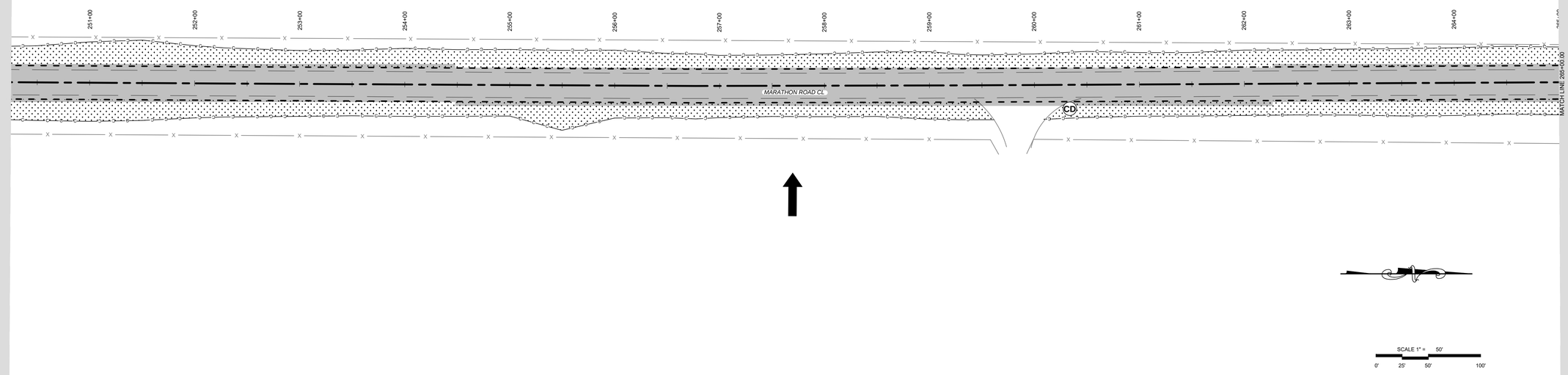
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-28





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09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

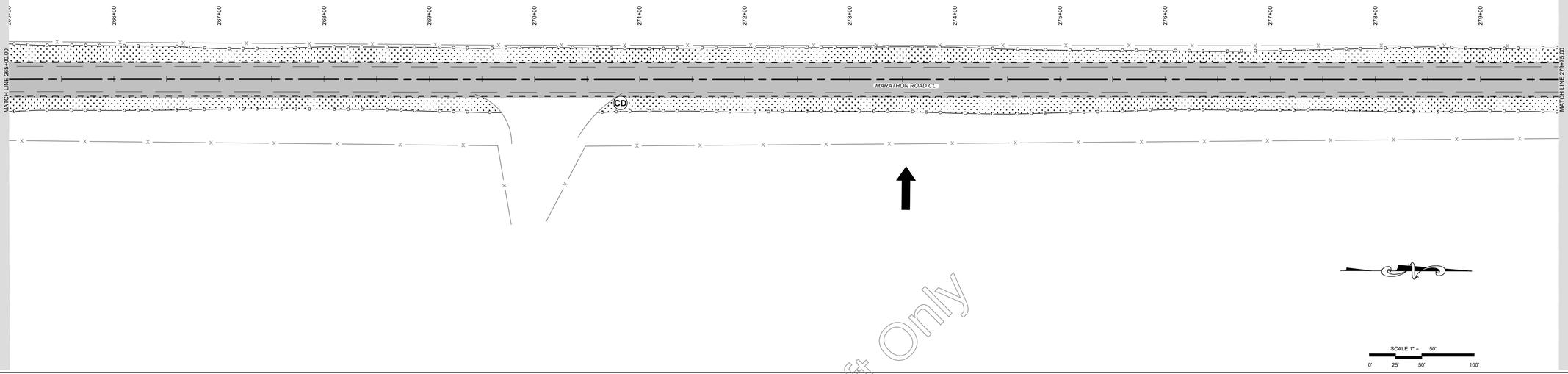
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 235+50
TO
STA: 265+00

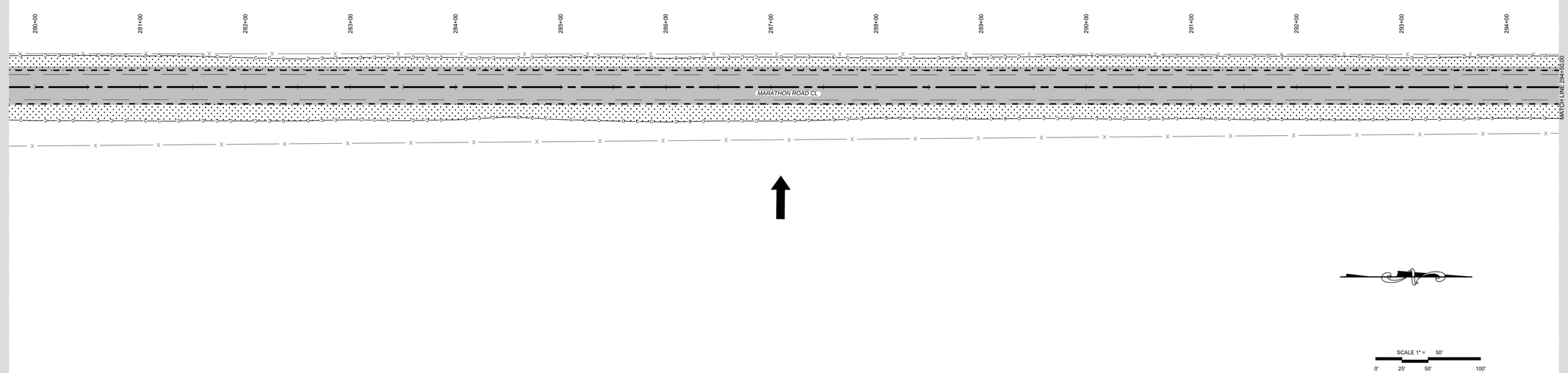
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-29





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DRAWN BY:	LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

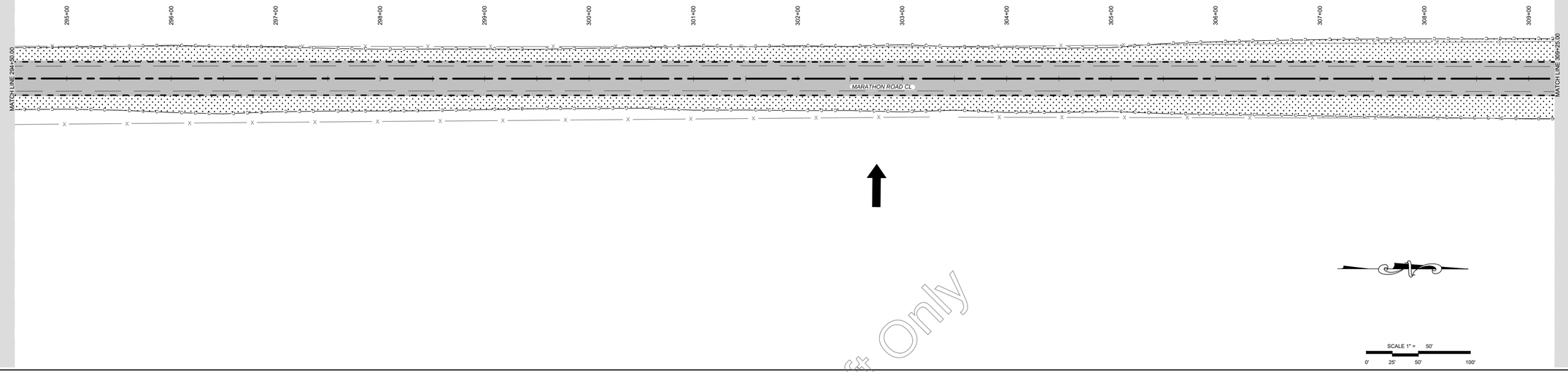
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 265+00
TO
STA: 294+50

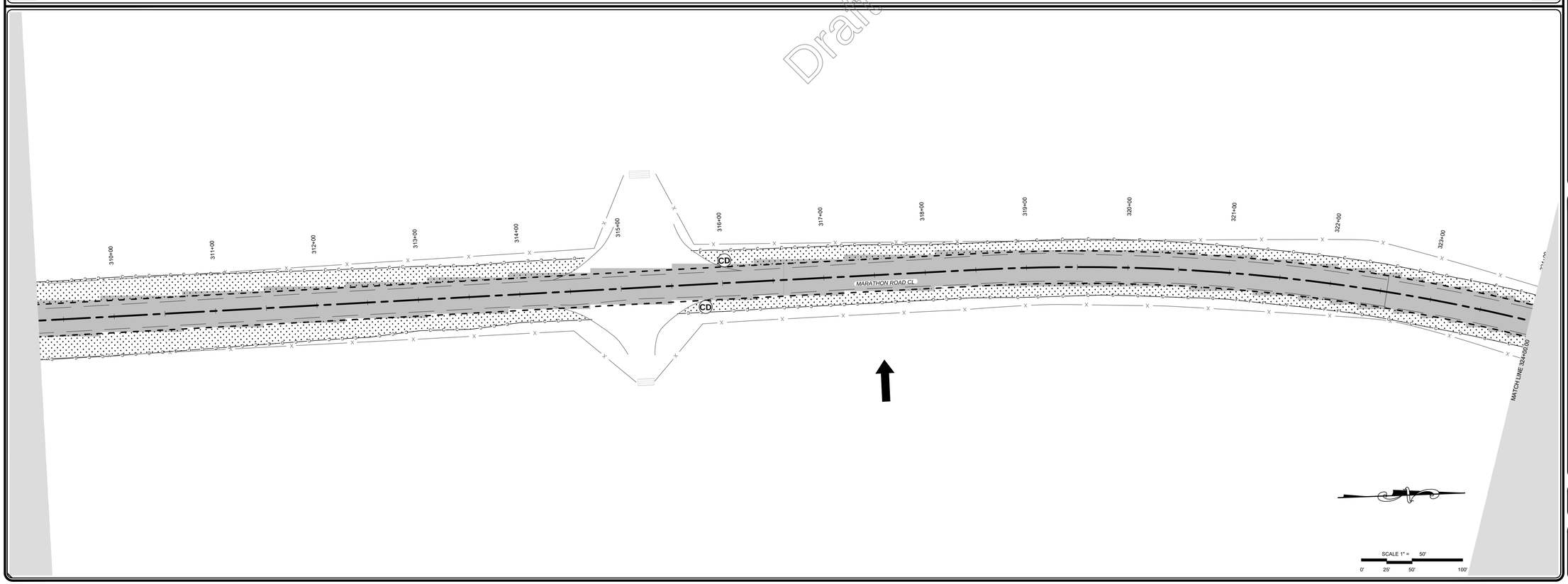
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-30





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JEREMY BAKER
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LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER:	JEREMY BAKER, PE
PROJECT DESIGNER:	LAXMI P. PANERU, EI
DRAWN BY:	LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

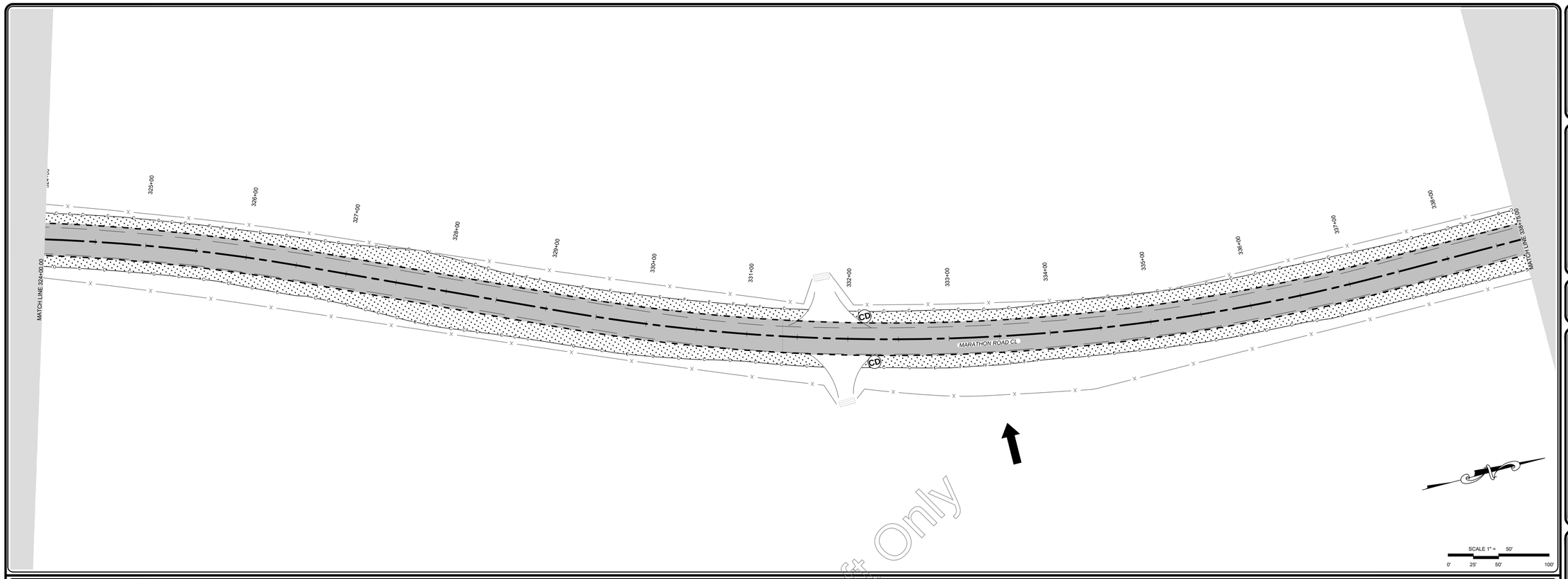
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 294+50
TO
STA: 324+00

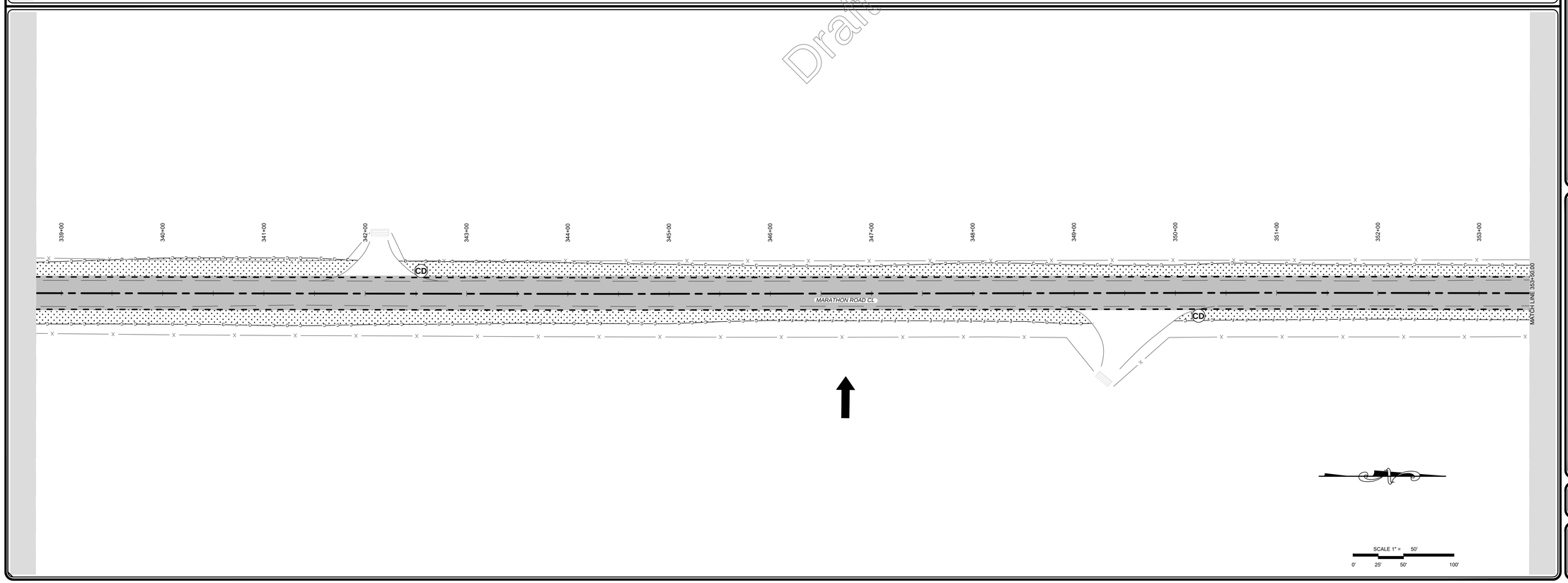
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-31





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JEREMY BAKER
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LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

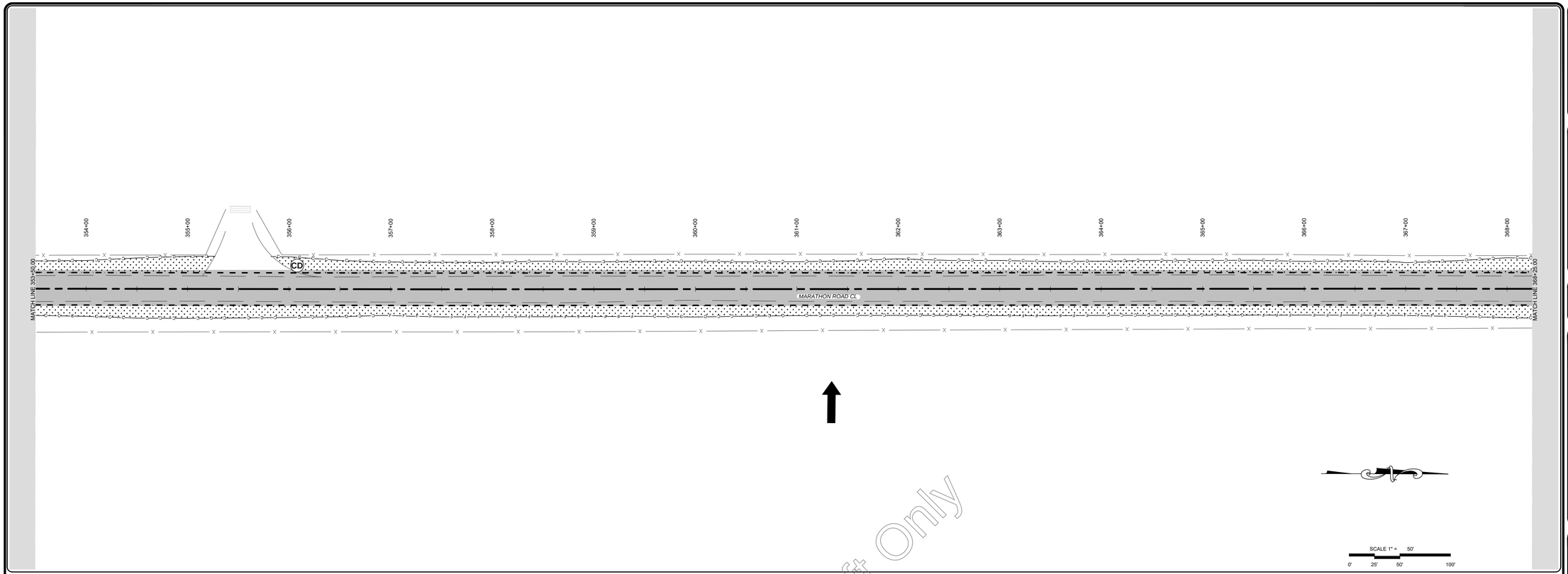
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 324+00
TO
STA: 353+50

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-32



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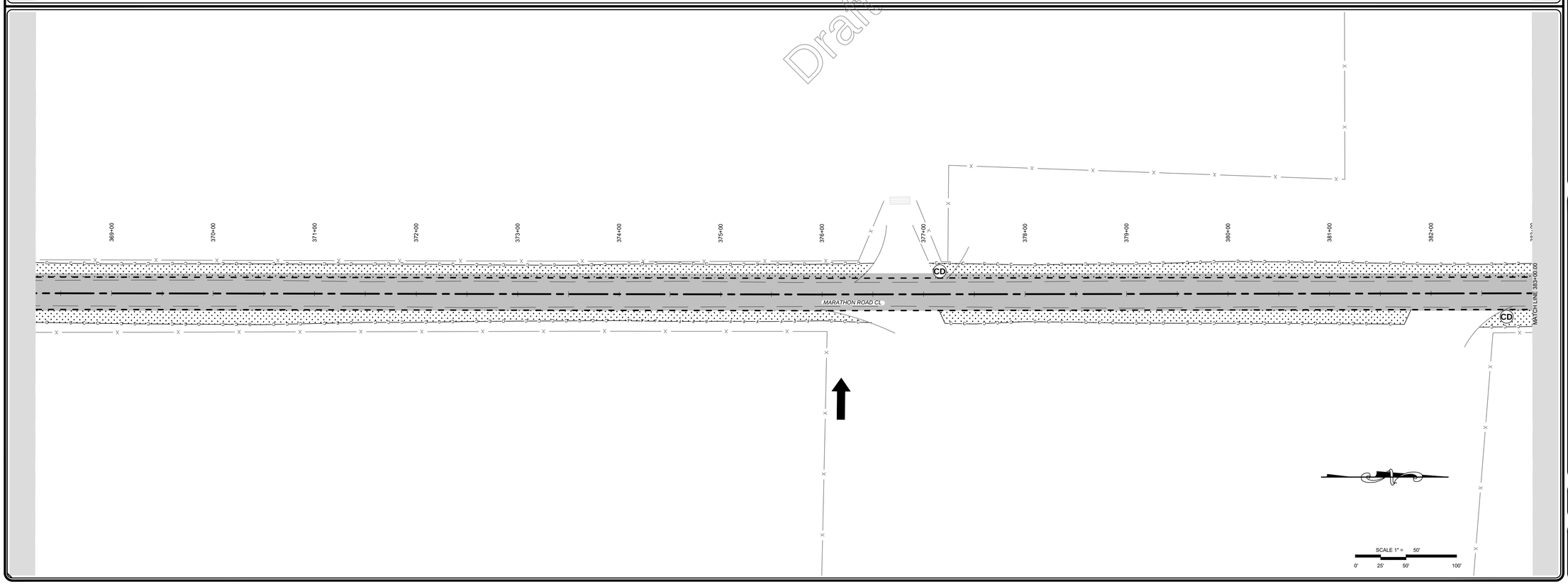

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JEREMY BAKER
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09/24/2020

PROJECT ENGINEER:	JEREMY BAKER, PE
PROJECT DESIGNER:	LAXMI P. PANERU, EI
DRAWN BY:	LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
CD	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

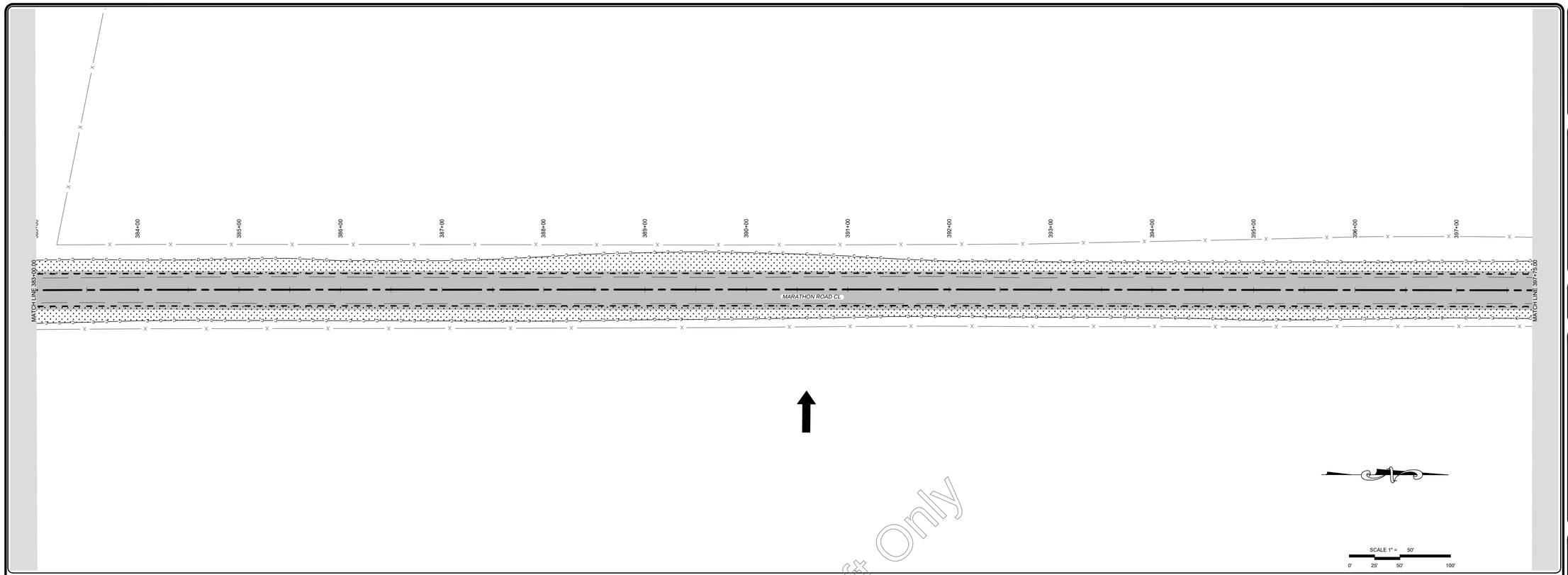
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 353+50
TO
STA: 383+00

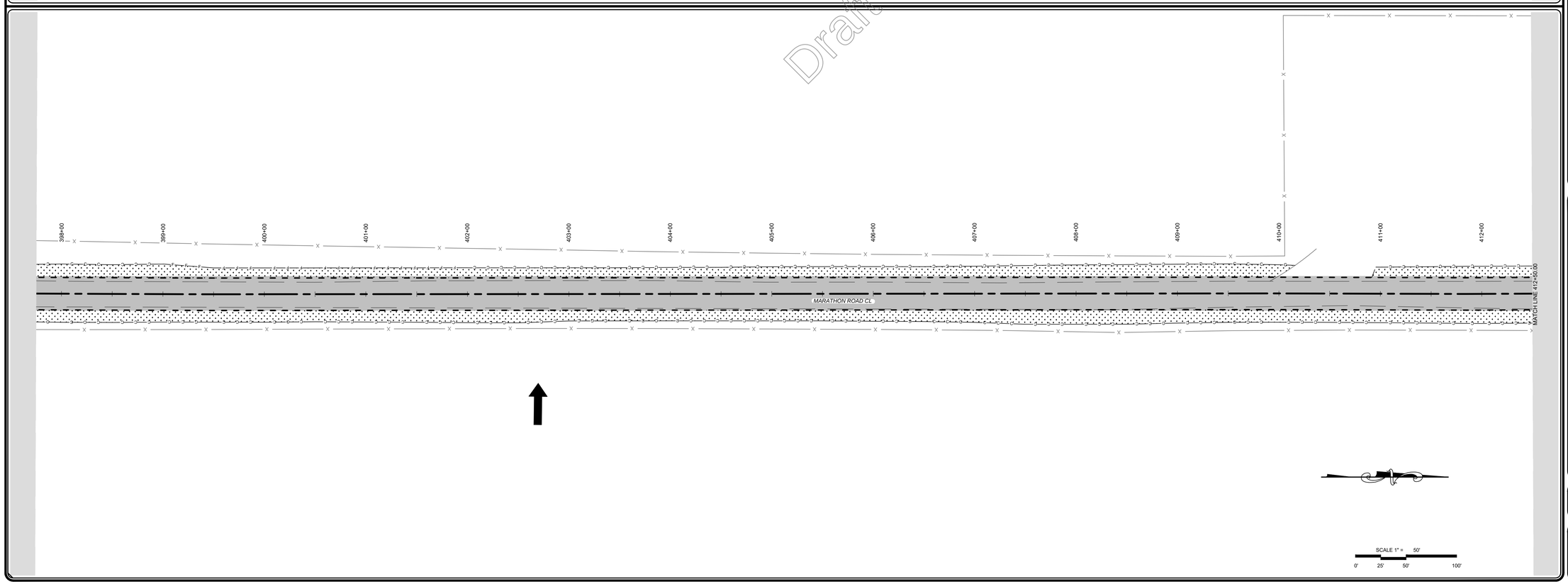
MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-33





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JEREMY BAKER
NEW MEXICO
16207
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09/24/2020

PROJECT ENGINEER:	JEREMY BAKER, PE
PROJECT DESIGNER:	LAXMI P. PANERU, EI
DRAWN BY:	LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

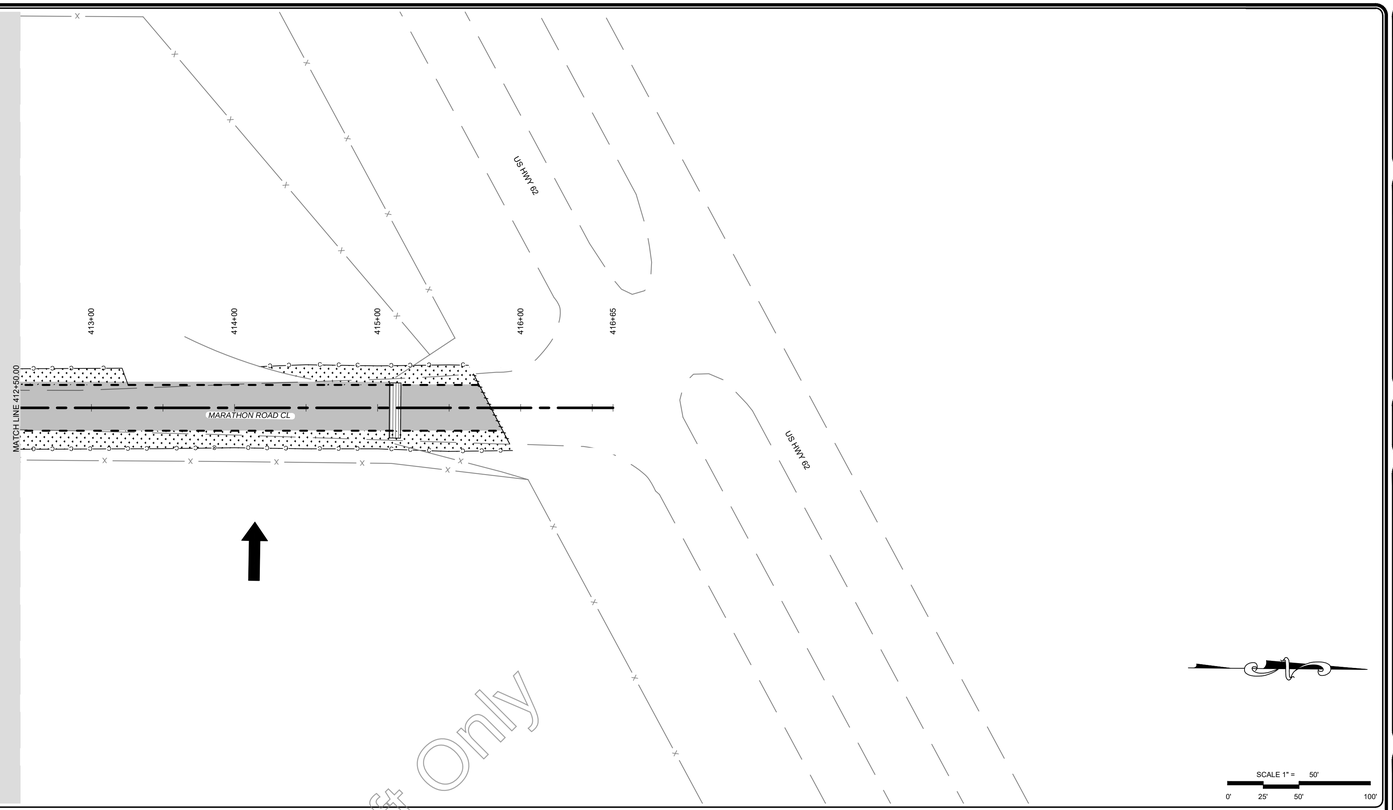
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 383+00
TO
STA: 412+50

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-34



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09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

X	EXISTING FENCE
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
	CENTERLINE ALIGNMENT
	SAW CUT
	CLASS A SEEDING
	ASPHALT
	CONCRETE
	STORM FLOW DIRECTION
	CHECK DAM
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

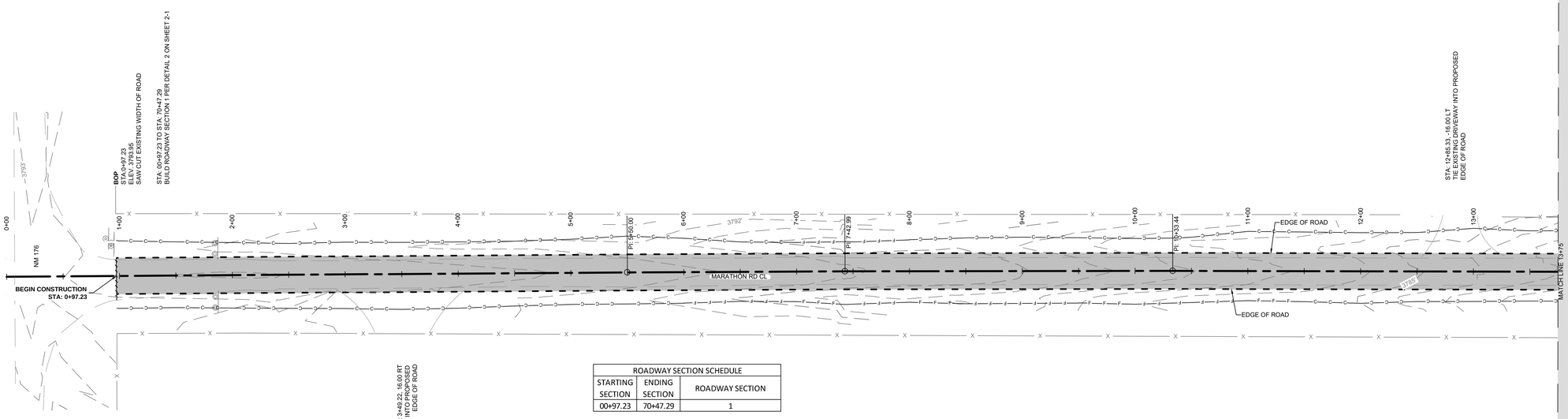
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
STA: 412+50
TO
STA: 416+65

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
2-35



ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
00+97.23	70+47.29	1

SCALE 1" = 50'
0' 25' 50' 100'

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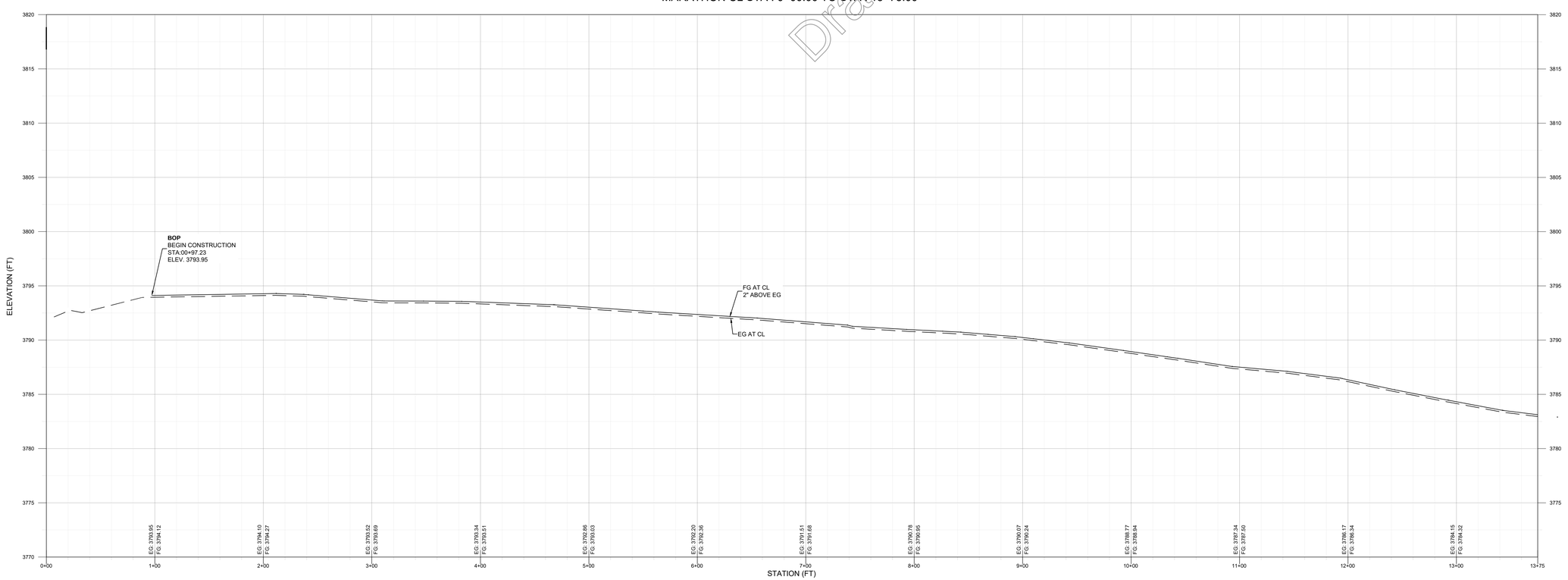
MARATHON CL STA : 0+00.00 TO STA : 13+75.00

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 5'



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PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

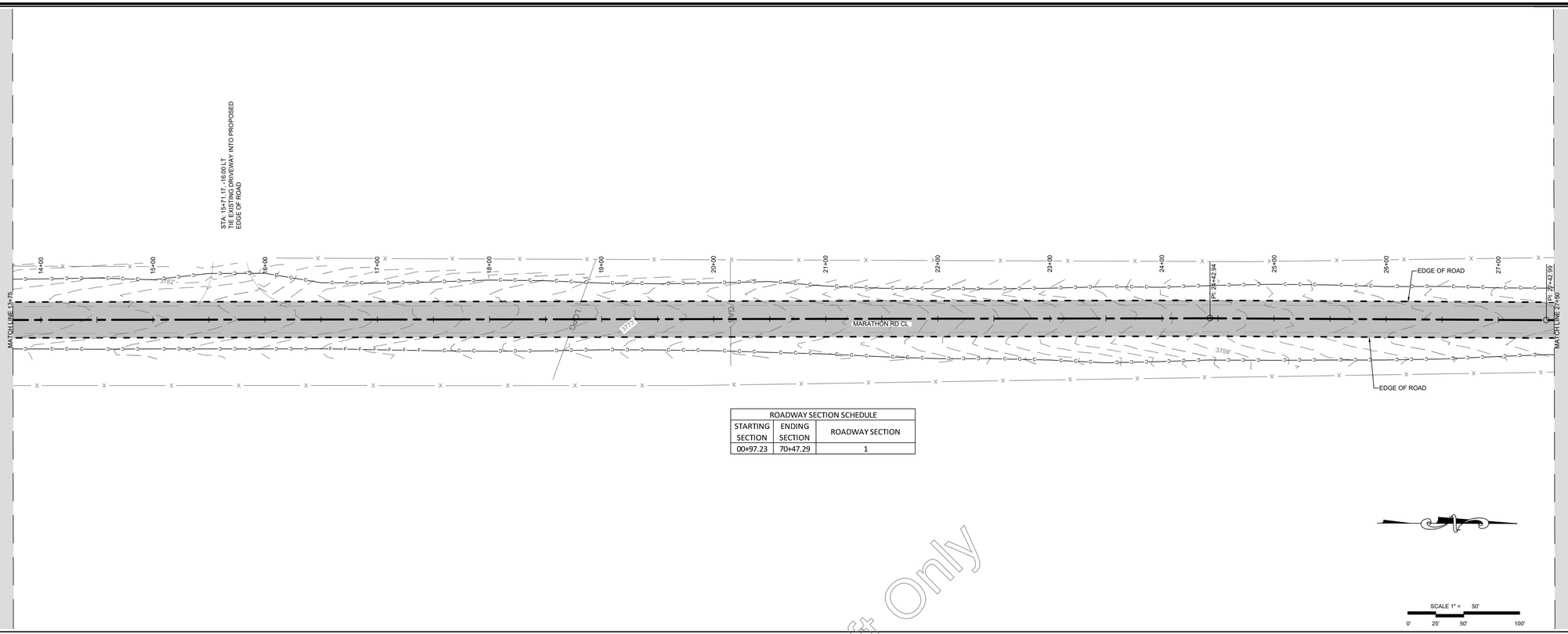
PLAN AND PROFILE
STA: 00+00
TO
STA: 13+75

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 1

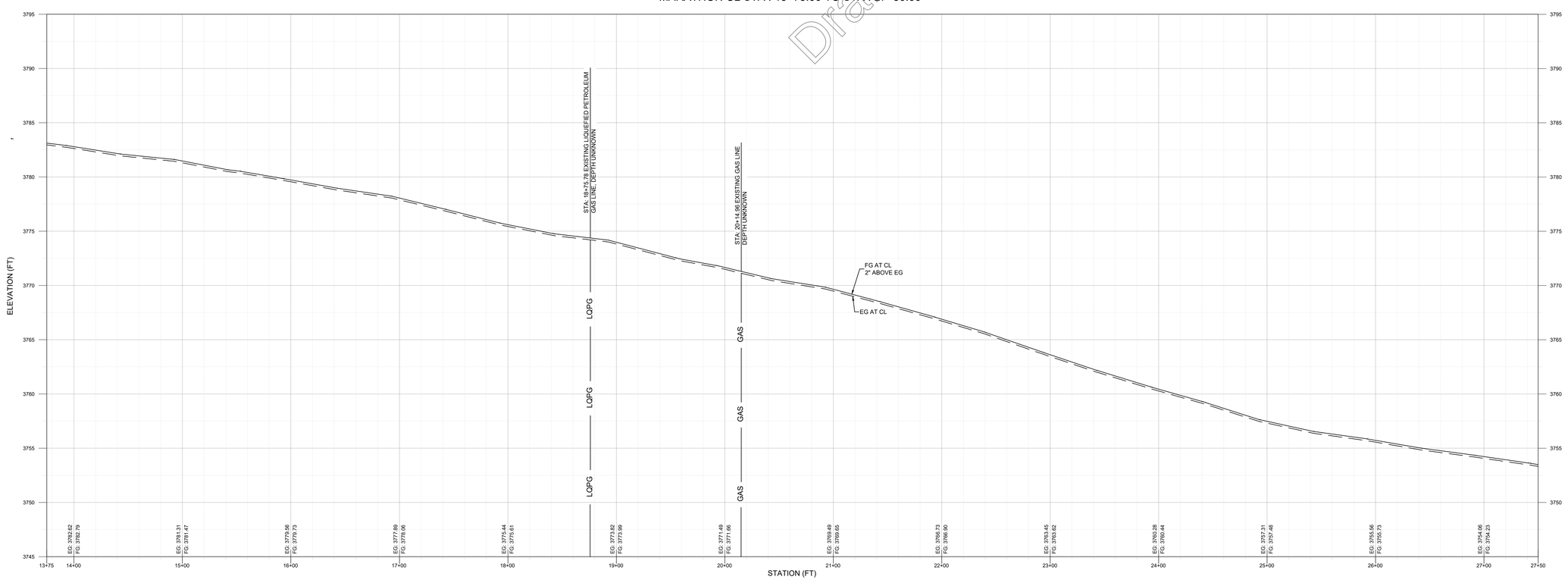


ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
00+97.23	70+47.29	1

Draft Only

MARATHON CL STA : 13+75.00 TO STA : 27+50.00

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 5'



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DRAWN BY:	LPP

LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

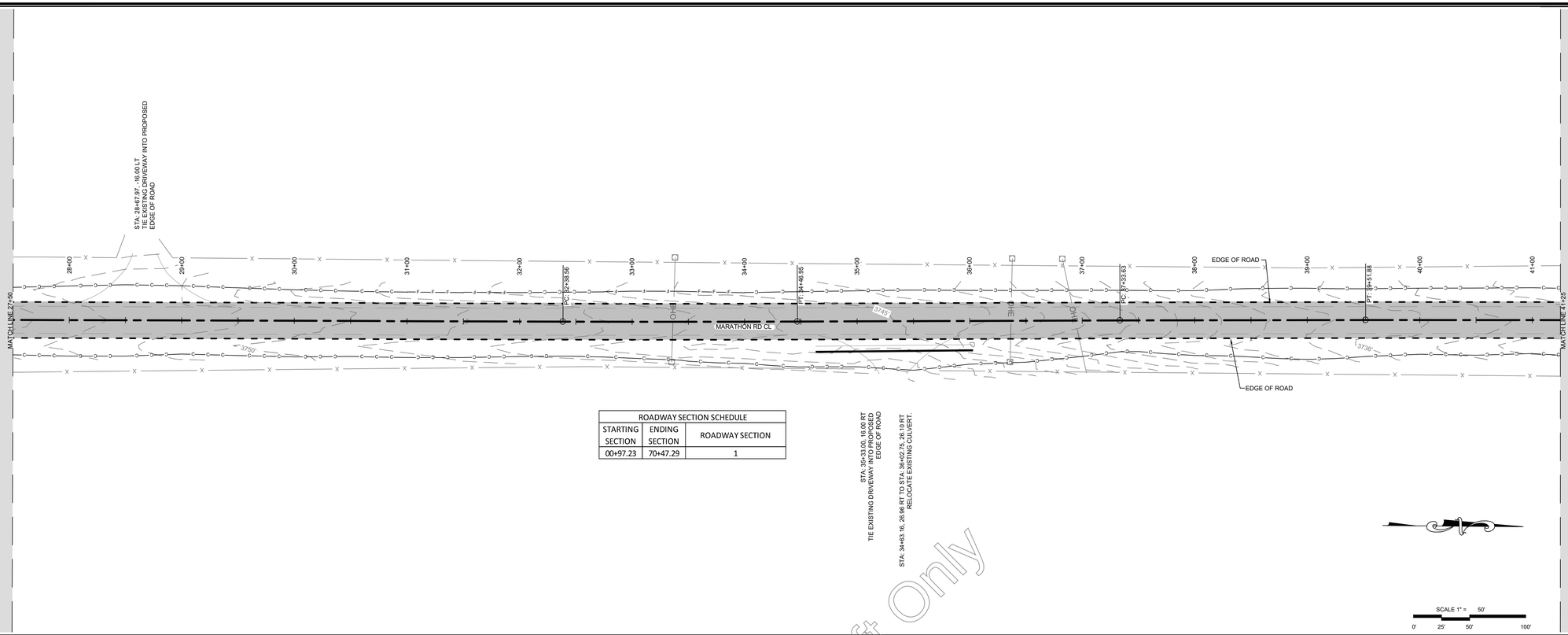
PLAN AND PROFILE
STA: 13+75
TO
STA: 27+50

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 2

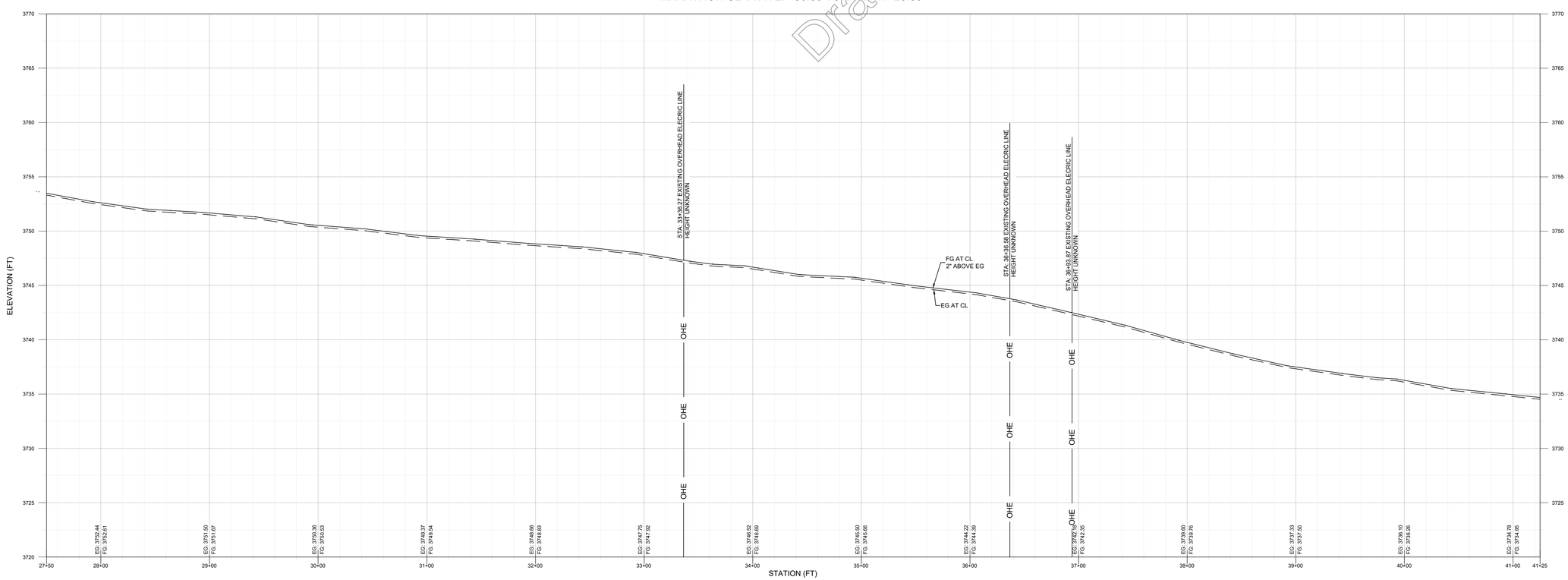


ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
00+97.23	70+47.29	1

Draft Only

MARATHON CL STA : 27+50.00 TO STA : 41+25.00

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 5'



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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER

09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

PLAN AND PROFILE
STA: 27+50
TO
STA: 41+25

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 3

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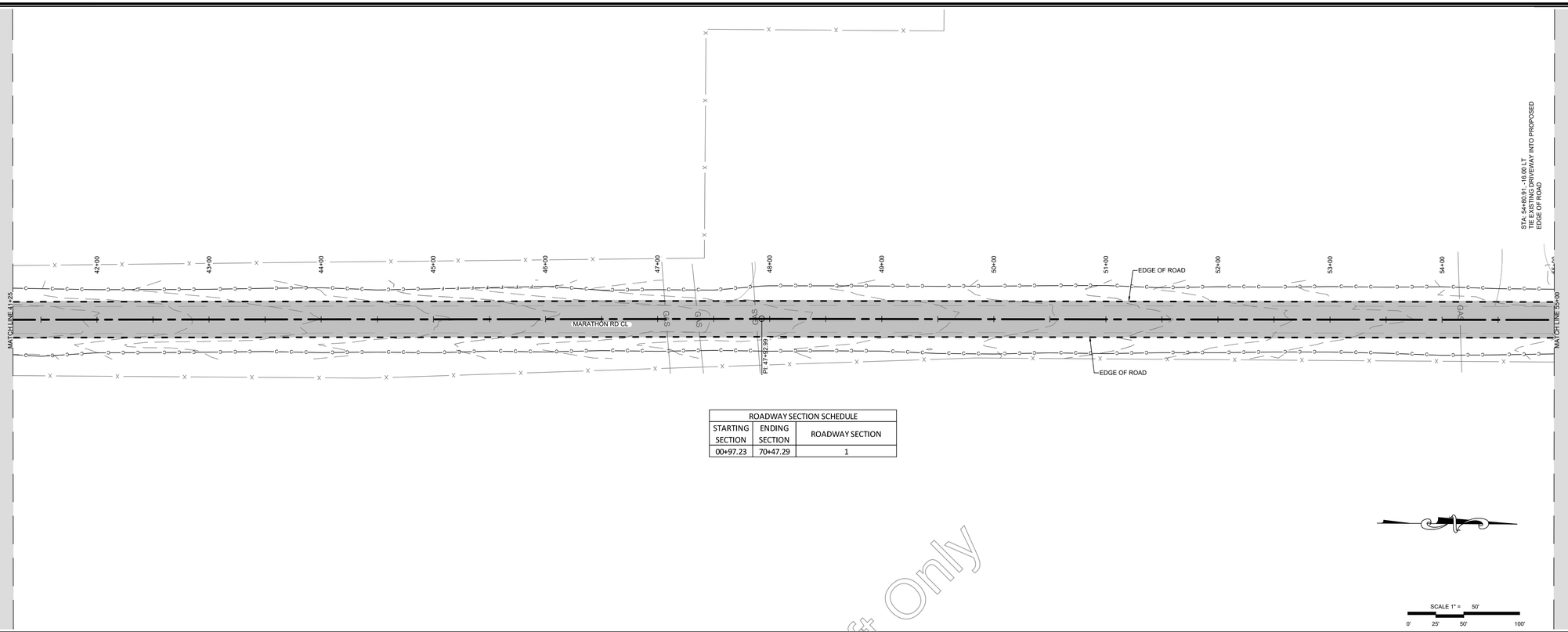
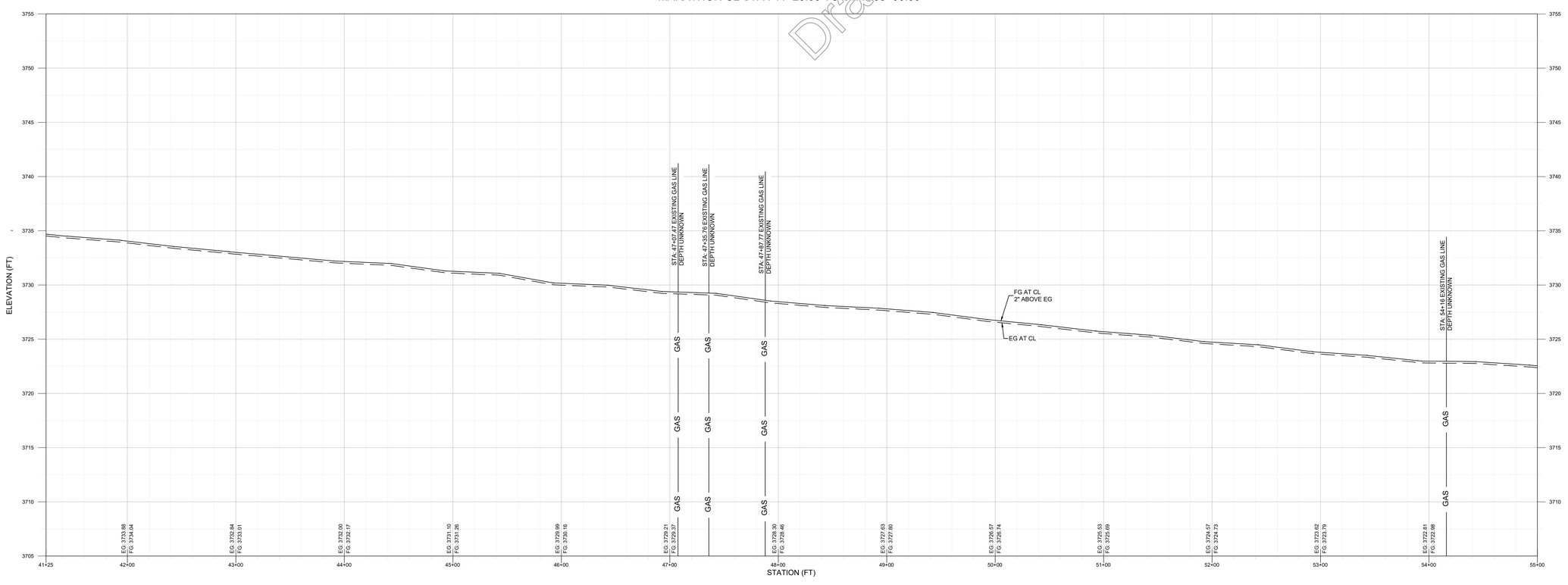


ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
00+97.23	70+47.29	1

Draft Only

MARATHON CL STA : 41+25.00 TO STA : 55+00.00

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 5'



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PROJECT DESIGNER : LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

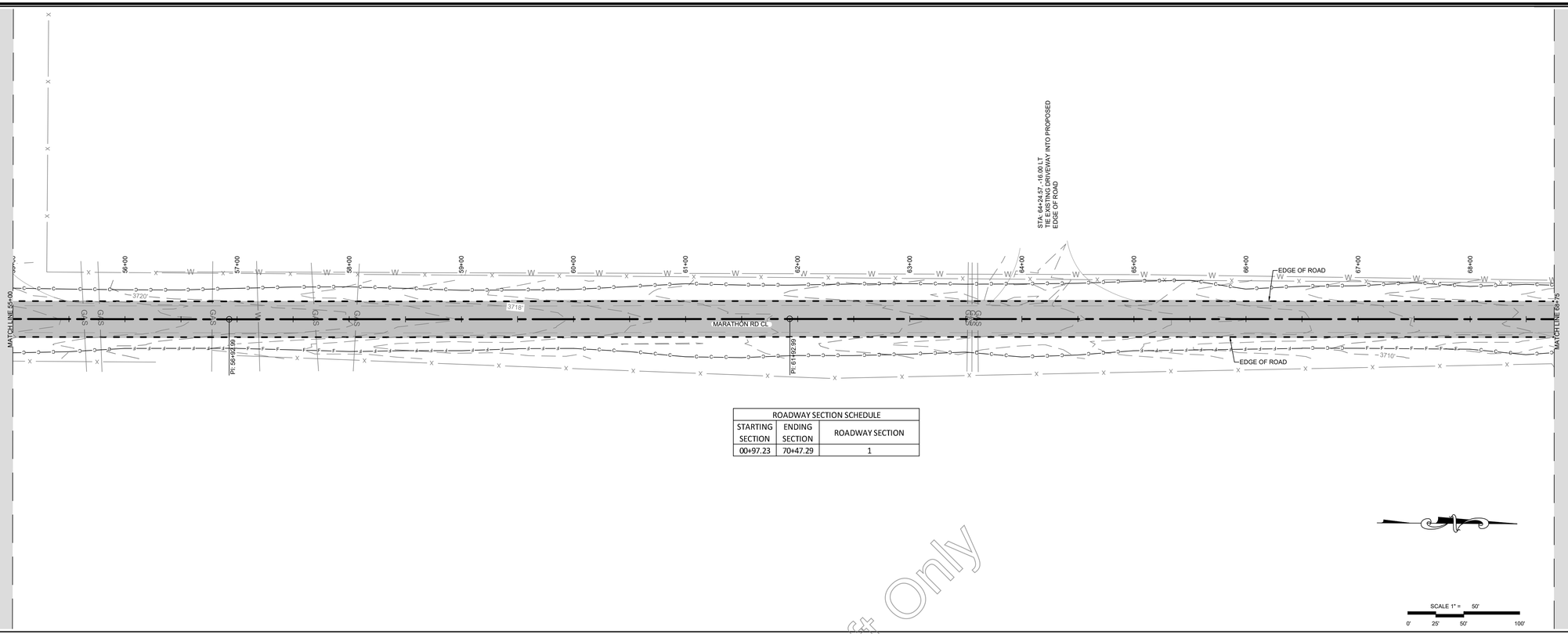
PLAN AND PROFILE
STA: 41+25
TO
STA: 55+00

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 4

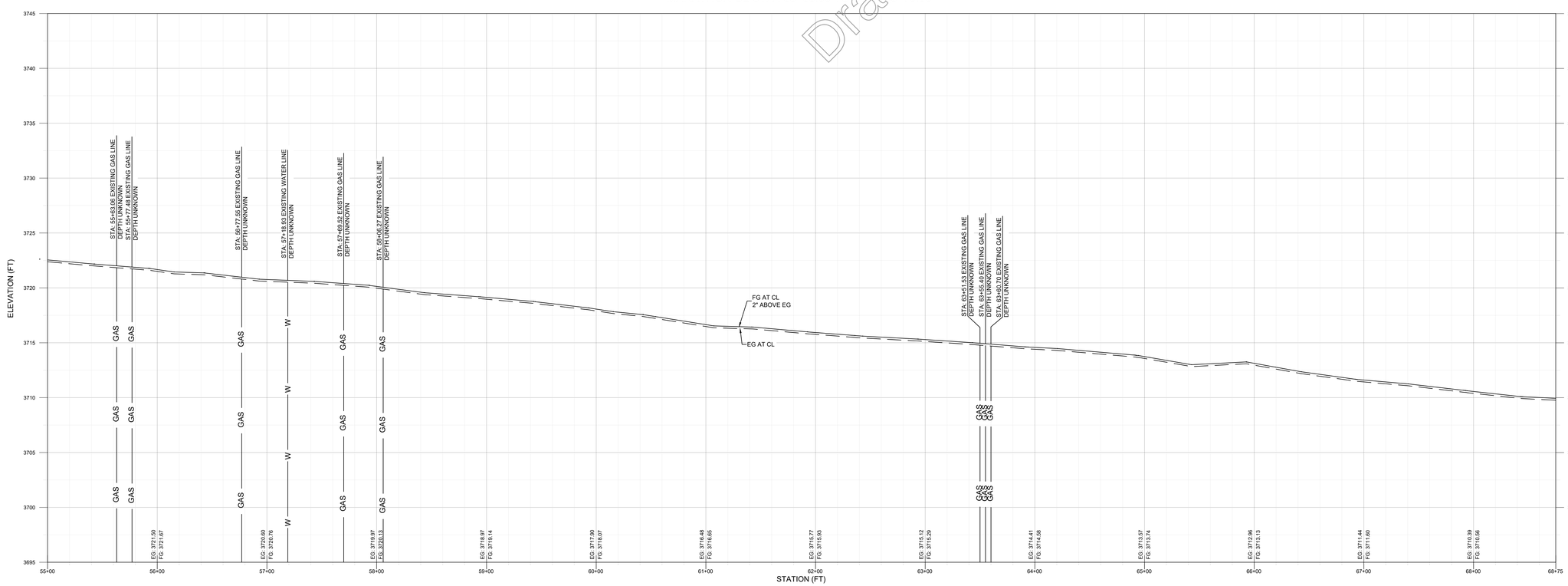


ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
00+97.23	70+47.29	1

Draft Only

MARATHON CL STA : 55+00.00 TO STA : 68+75.00

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 5'



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PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

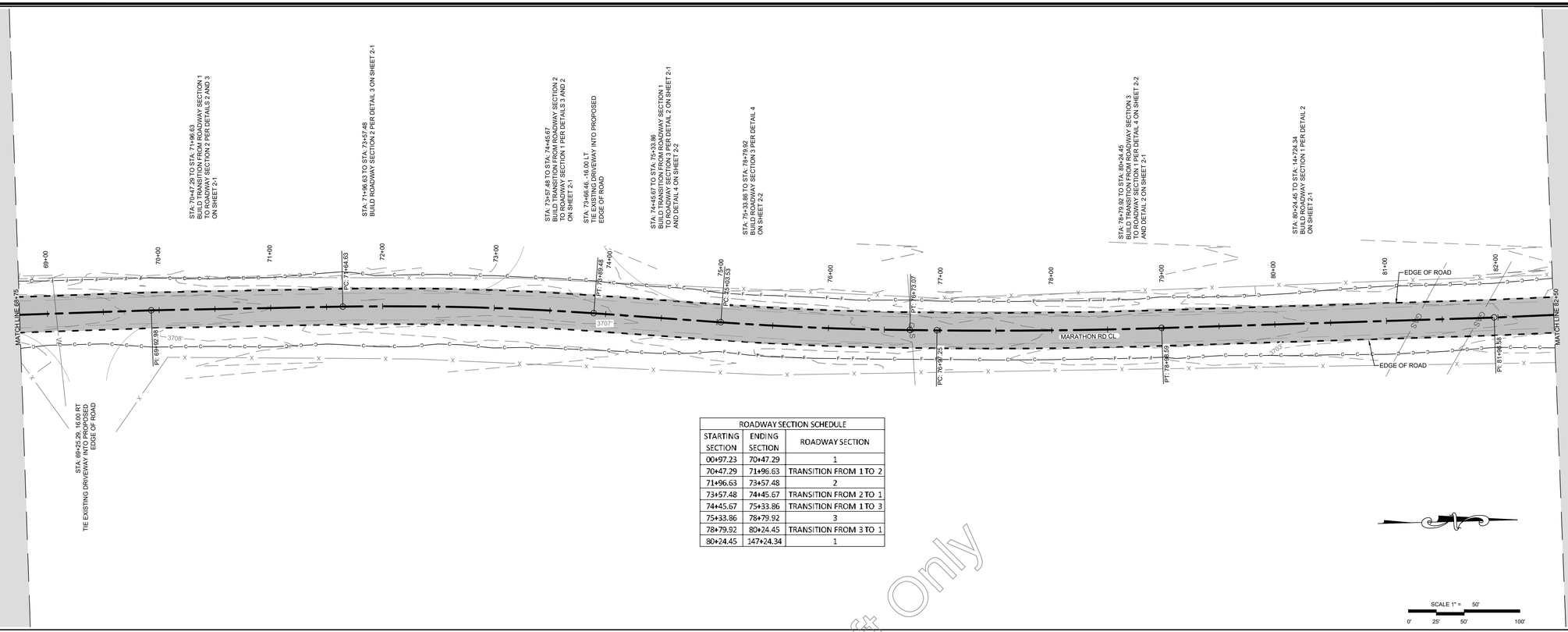
PLAN AND PROFILE
STA: 55+00
TO
STA: 68+75

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 5

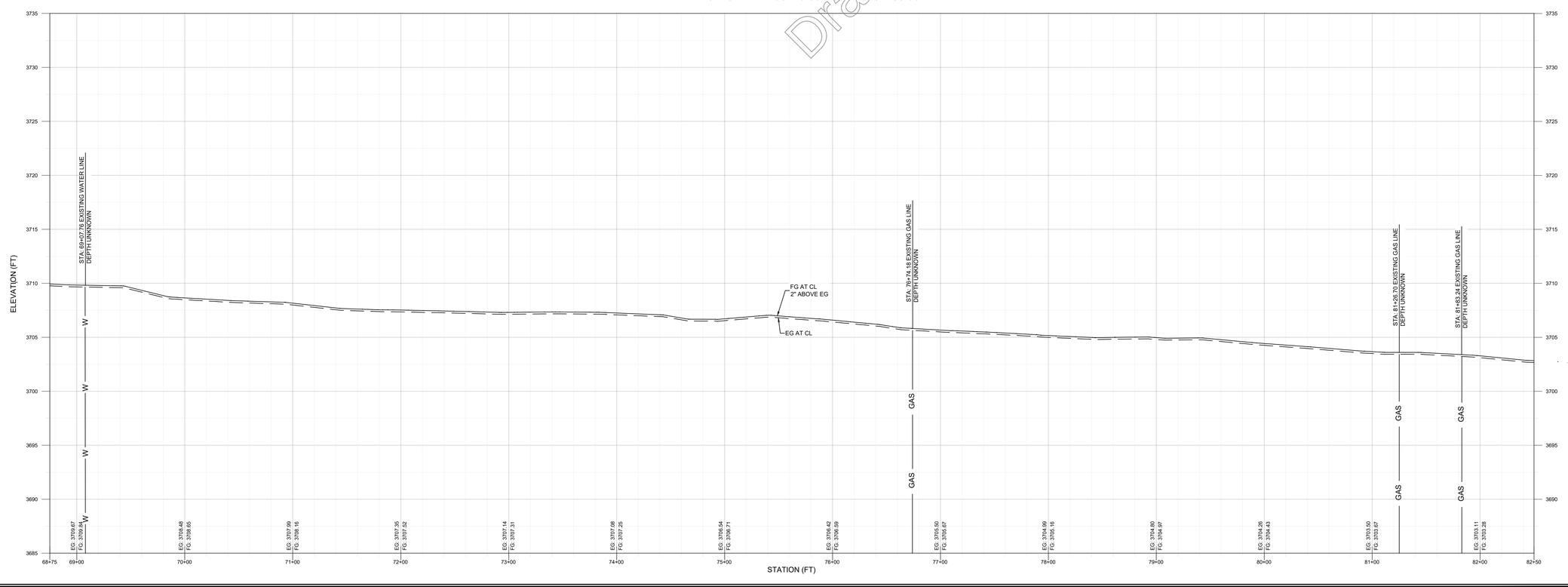


ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
00+97.23	70+47.29	1
70+47.29	71+96.63	TRANSITION FROM 1 TO 2
71+96.63	73+57.48	2
73+57.48	74+45.67	TRANSITION FROM 2 TO 1
74+45.67	75+33.86	TRANSITION FROM 1 TO 3
75+33.86	78+79.92	3
78+79.92	80+24.45	TRANSITION FROM 3 TO 1
80+24.45	147+24.34	1

Draft Only

MARATHON CL STA : 68+75.00 TO STA : 82+50.00

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 5'



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JEREMY BAKER
NEW MEXICO
16207
LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

- EXIST. GRADE 1' CONTOUR
- EXIST. GRADE 5' CONTOUR
- C — GRADING LIMITS CUT
- F — GRADING LIMITS FILL
- PROPOSED EOR
- EXISTING EOR
- X — EXISTING FENCE
- CENTERLINE ALIGNMENT
- SAW CUT
- RELOCATED CULVERT
- ASPHALT
- CONCRETE
- EOR — EDGE OF ROAD
- EG — EXISTING GRADE
- FG — FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

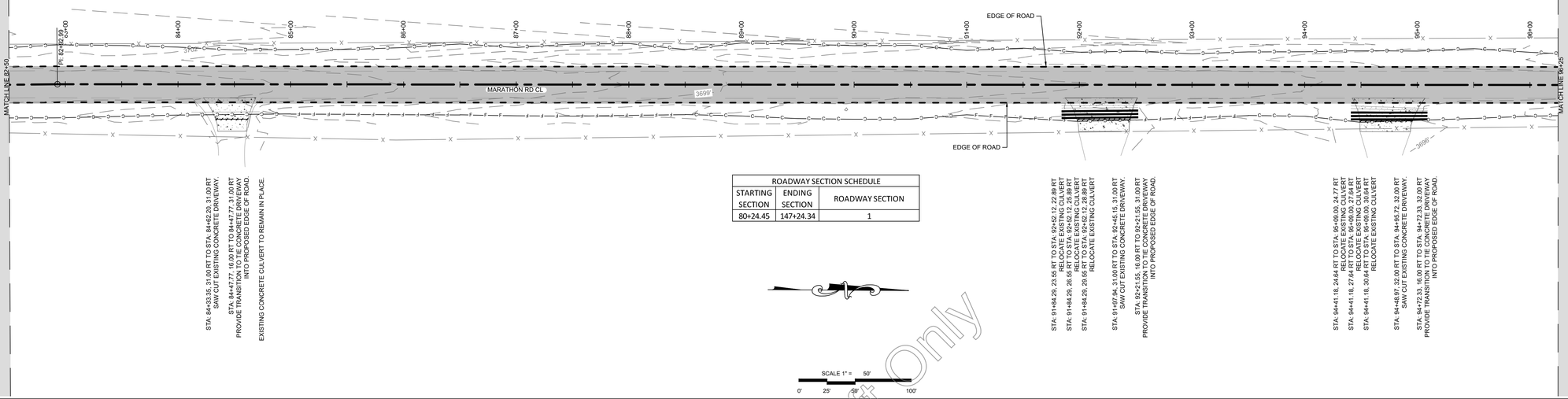
PLAN AND PROFILE
STA: 68+75
TO
STA: 82+50

MARATHON ROAD
CR 27A

LEA COUNTY, NM

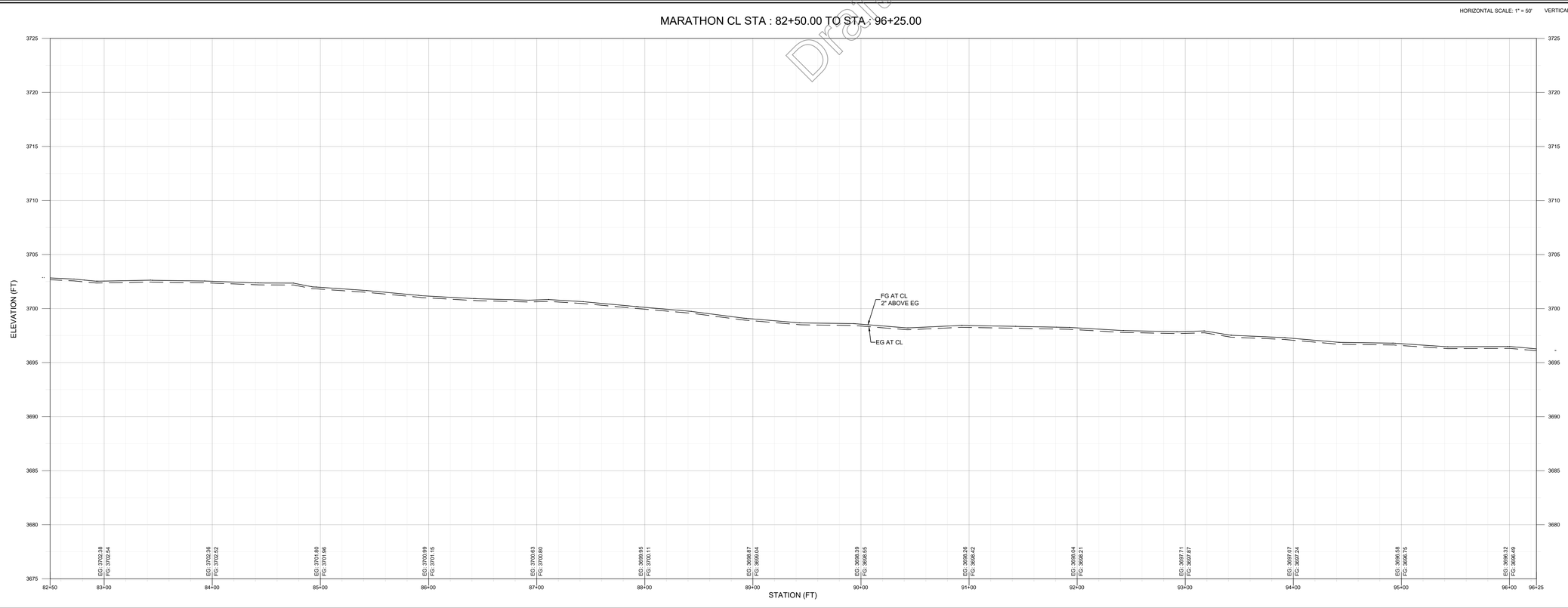
PROJECT NUMBER:
2020.1033

SHEET:
3 - 6



ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
80+24.45	147+24.34	1

Draft Only



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JEREMY BAKER NEW MEXICO 16207 LICENSED PROFESSIONAL ENGINEER
09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

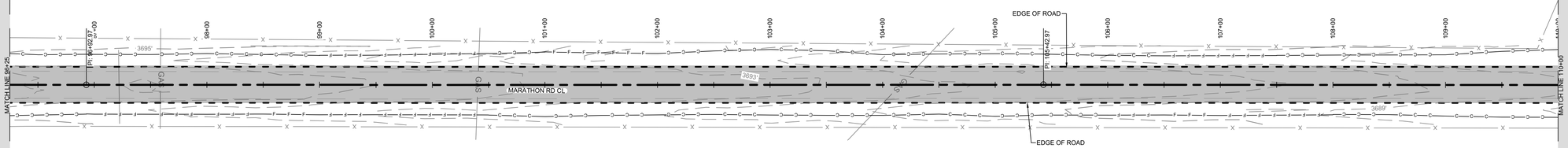
PLAN AND PROFILE
STA: 82+50
TO
STA: 96+25

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 7



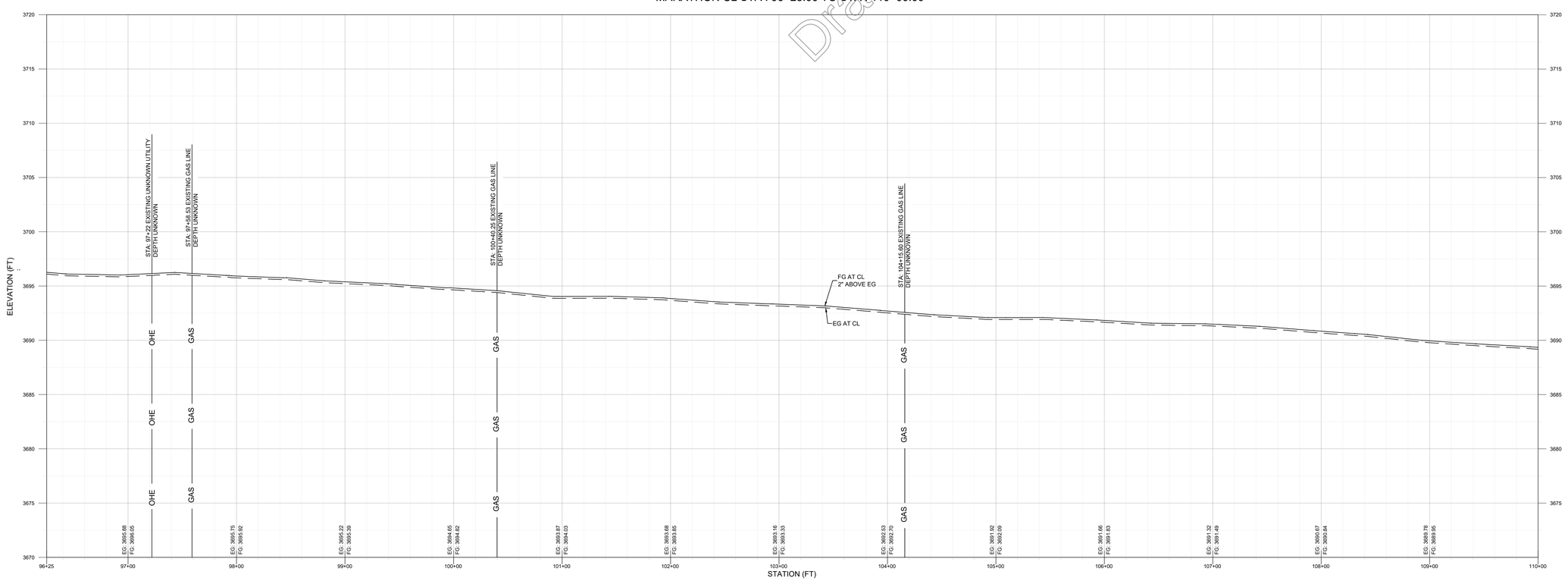
ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
80+24.45	147+24.34	1

SCALE 1" = 50'
0' 25' 50' 100'

Draft Only

MARATHON CL STA : 96+25.00 TO STA : 110+00.00

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 10'



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PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

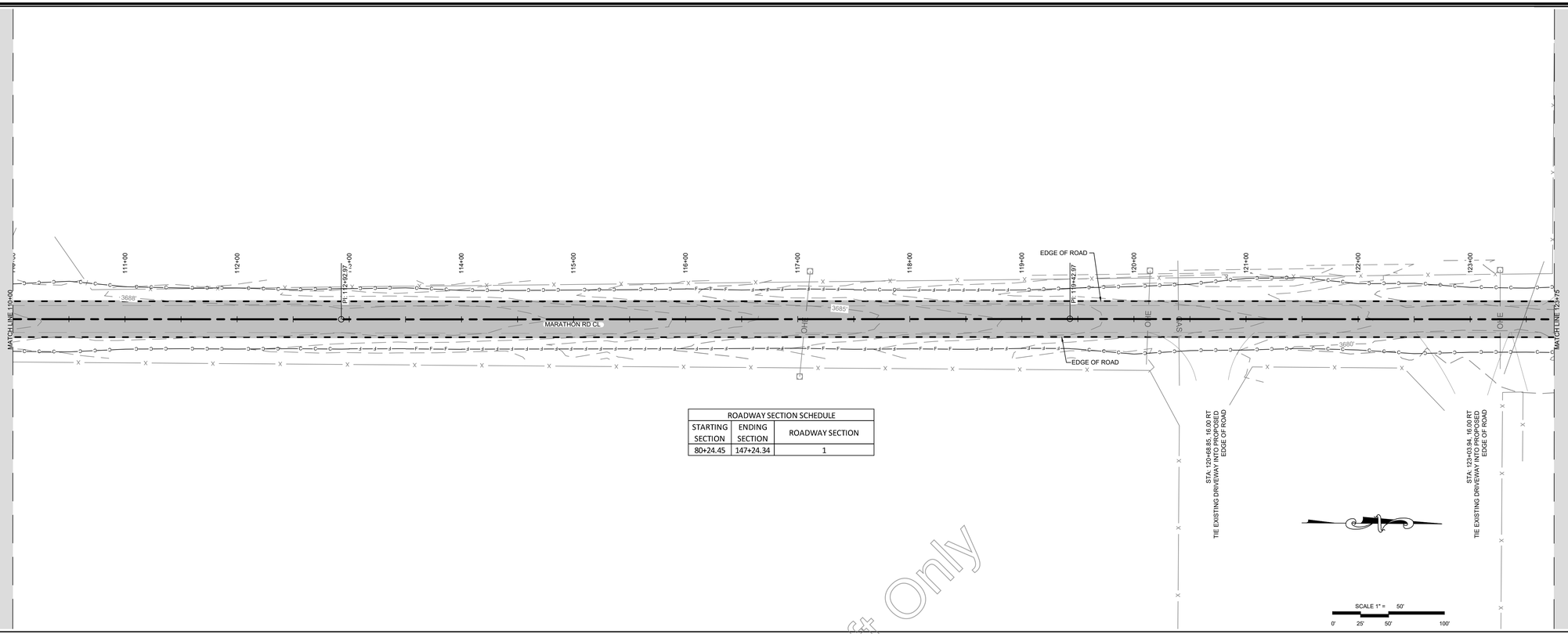
PLAN AND PROFILE
STA: 96+25
TO
STA: 110+00

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 8

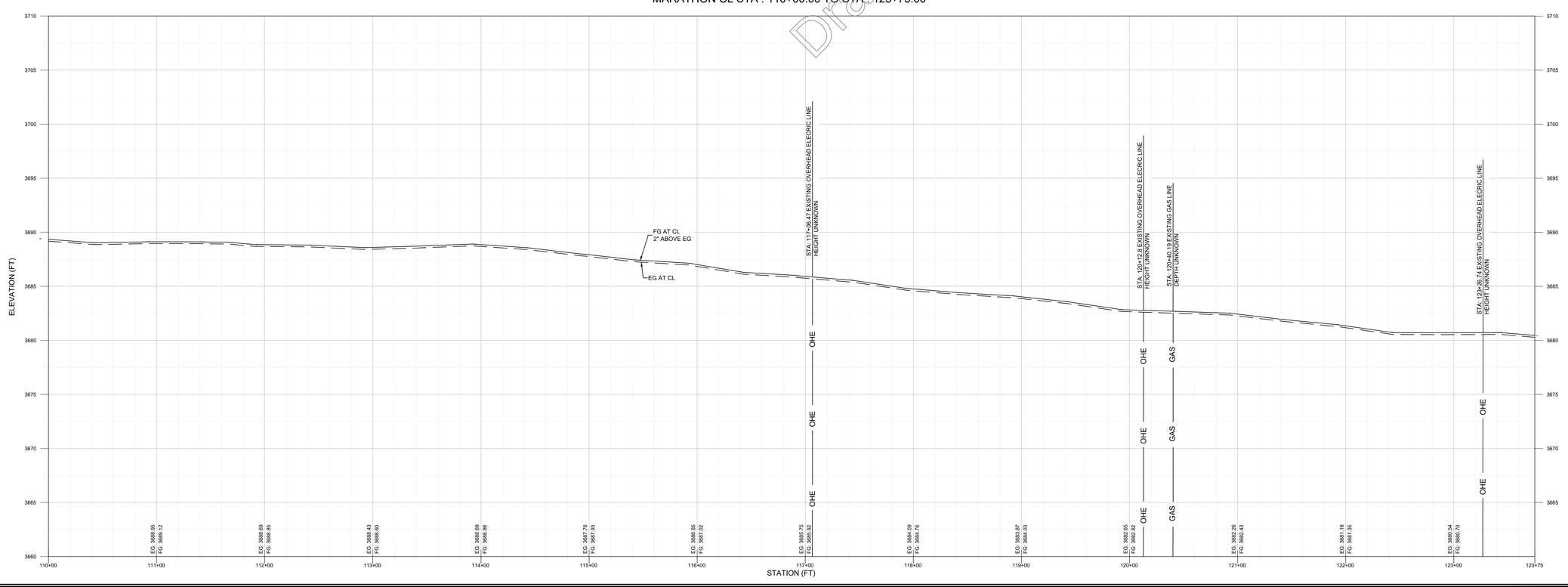


ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
80+24.45	147+24.34	1

Draft Only

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 10'

MARATHON CL STA : 110+00.00 TO STA : 123+75.00



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09/24/2020

PROJECT ENGINEER: JEREMY BAKER, PE
PROJECT DESIGNER: LAXMI P. PANERU, EI
DRAWN BY: LPP

LEGEND

- EXIST. GRADE 1' CONTOUR
- EXIST. GRADE 5' CONTOUR
- C — GRADING LIMITS CUT
- F — GRADING LIMITS FILL
- PROPOSED EOR
- EXISTING EOR
- X — EXISTING FENCE
- CENTERLINE ALIGNMENT
- SAW CUT
- RELOCATED CULVERT
- ASPHALT
- CONCRETE
- EOR — EDGE OF ROAD
- EG — EXISTING GRADE
- FG — FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

PLAN AND PROFILE
STA: 110+00
TO
STA: 123+75

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 9

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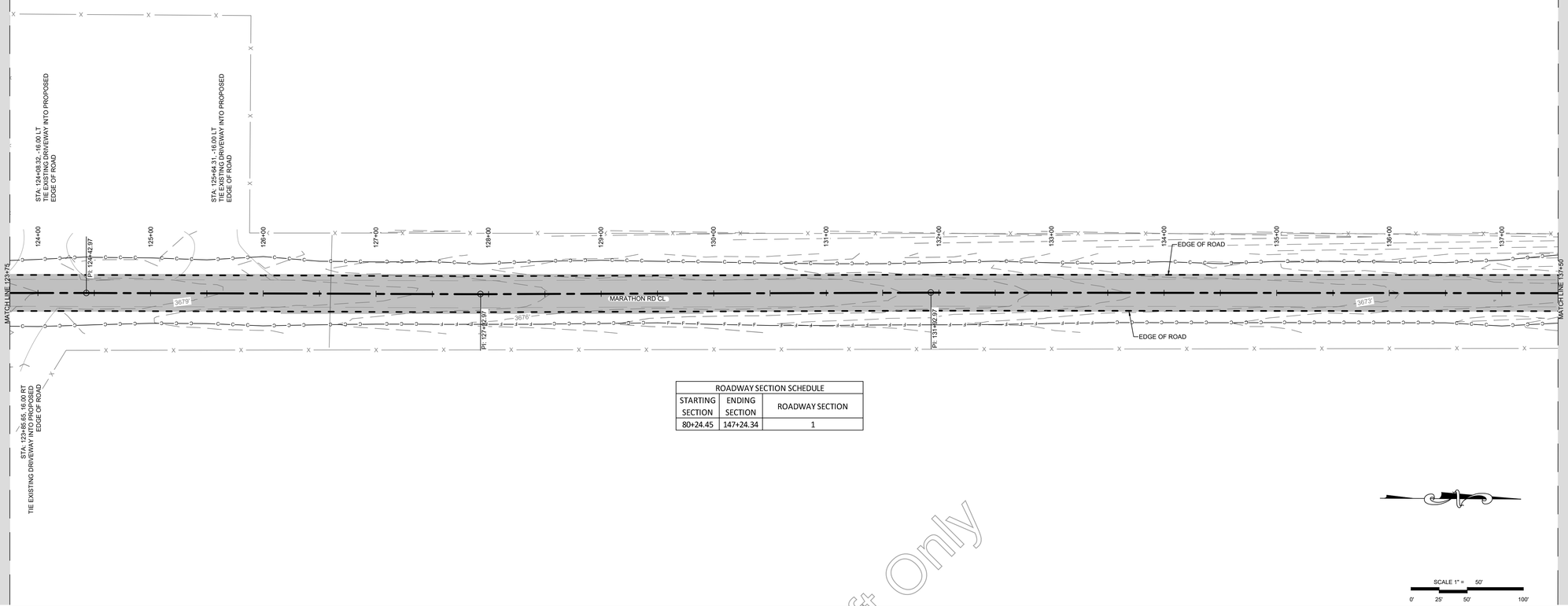
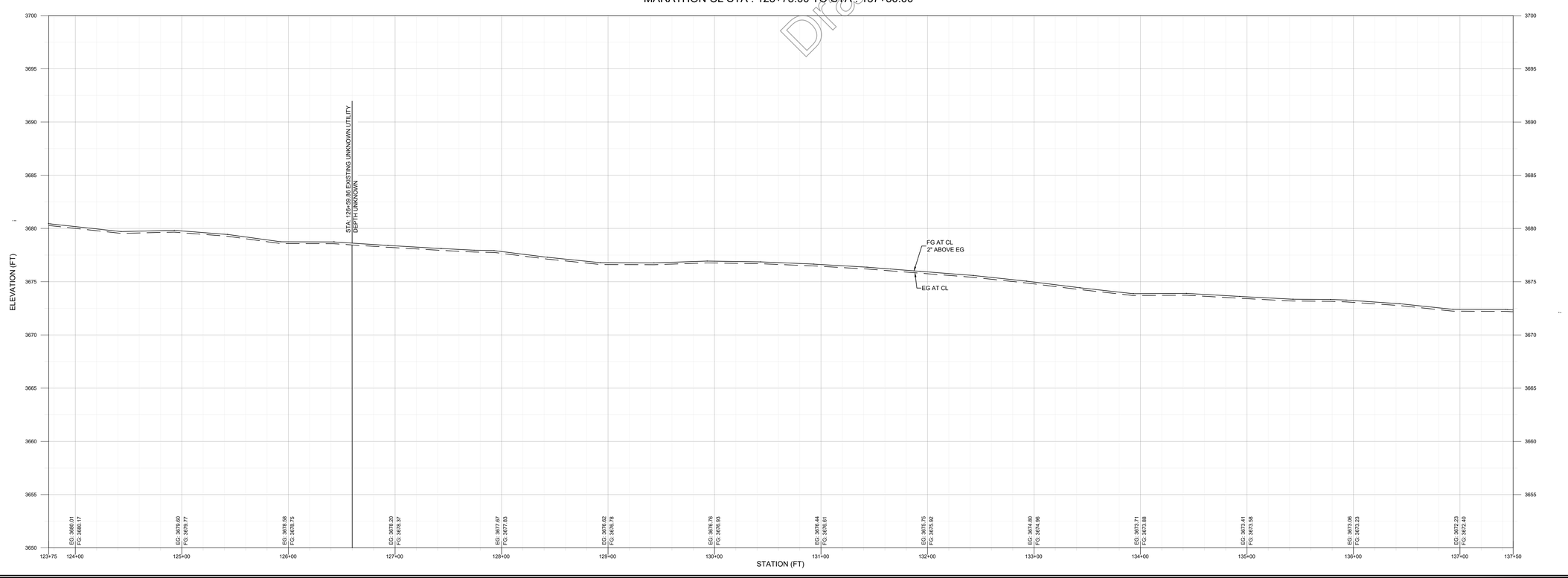


ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
80+24.45	147+24.34	1

Draft Only

HORIZONTAL SCALE: 1" = 50' VERTICAL SCALE: 1" = 5'

MARATHON CL STA : 123+75.00 TO STA : 137+50.00



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LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

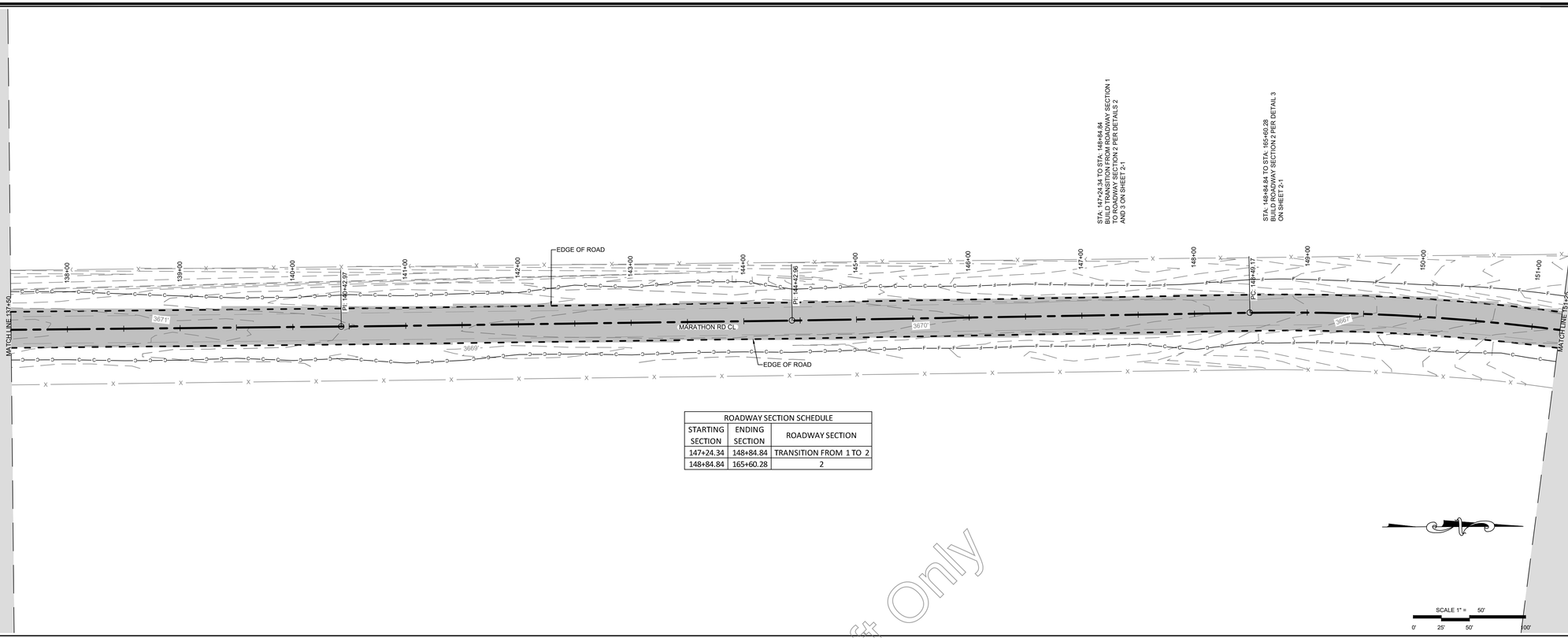
PLAN AND PROFILE
STA: 123+75
TO
STA: 137+50

MARATHON ROAD
CR 27A

LEA COUNTY, NM

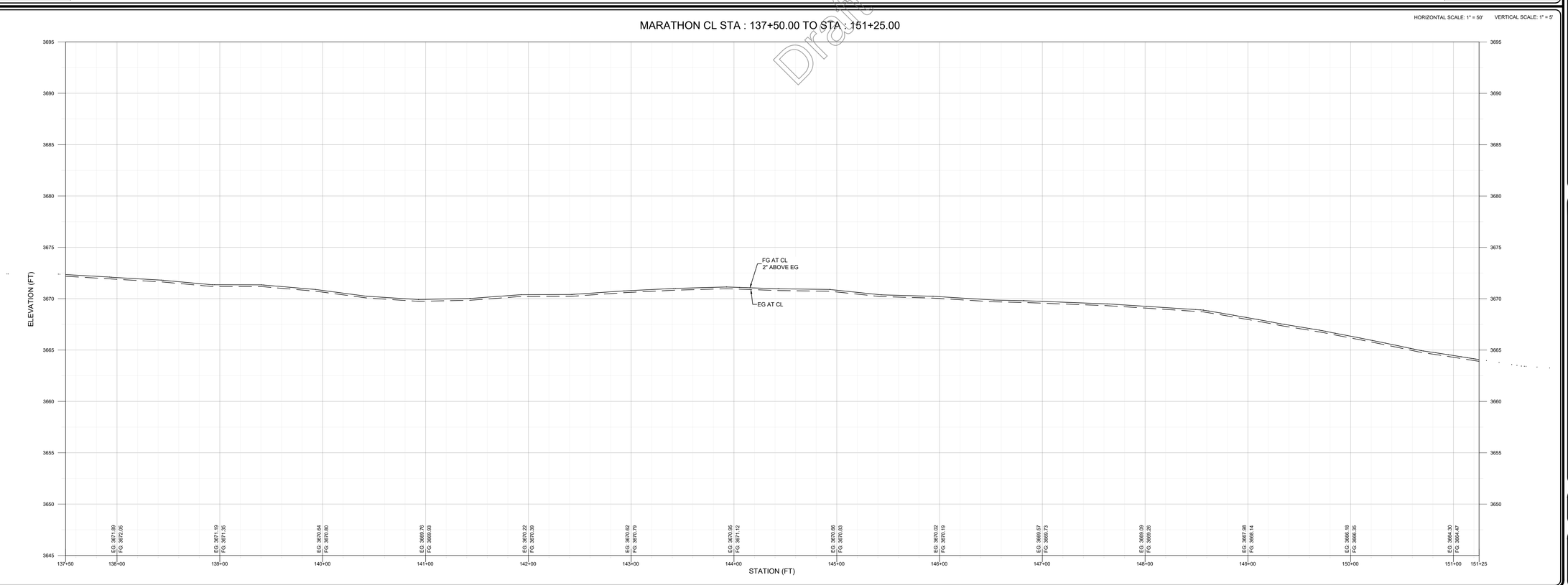
PROJECT NUMBER:
2020.1033

SHEET:
3 - 10



ROADWAY SECTION SCHEDULE		
STARTING SECTION	ENDING SECTION	ROADWAY SECTION
147+24.34	148+84.84	TRANSITION FROM 1 TO 2
148+84.84	165+60.28	2

Draft Only



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LEGEND

	EXIST. GRADE 1' CONTOUR
	EXIST. GRADE 5' CONTOUR
C	GRADING LIMITS CUT
F	GRADING LIMITS FILL
	PROPOSED EOR
	EXISTING EOR
X	EXISTING FENCE
	CENTERLINE ALIGNMENT
	SAW CUT
	RELOCATED CULVERT
	ASPHALT
	CONCRETE
EOR	EDGE OF ROAD
EG	EXISTING GRADE
FG	FINISH GRADE

REVISIONS

No.	DATE	DESCRIPTION

PLAN AND PROFILE
STA: 137+50
TO
STA: 151+25

MARATHON ROAD
CR 27A

LEA COUNTY, NM

PROJECT NUMBER:
2020.1033

SHEET:
3 - 11