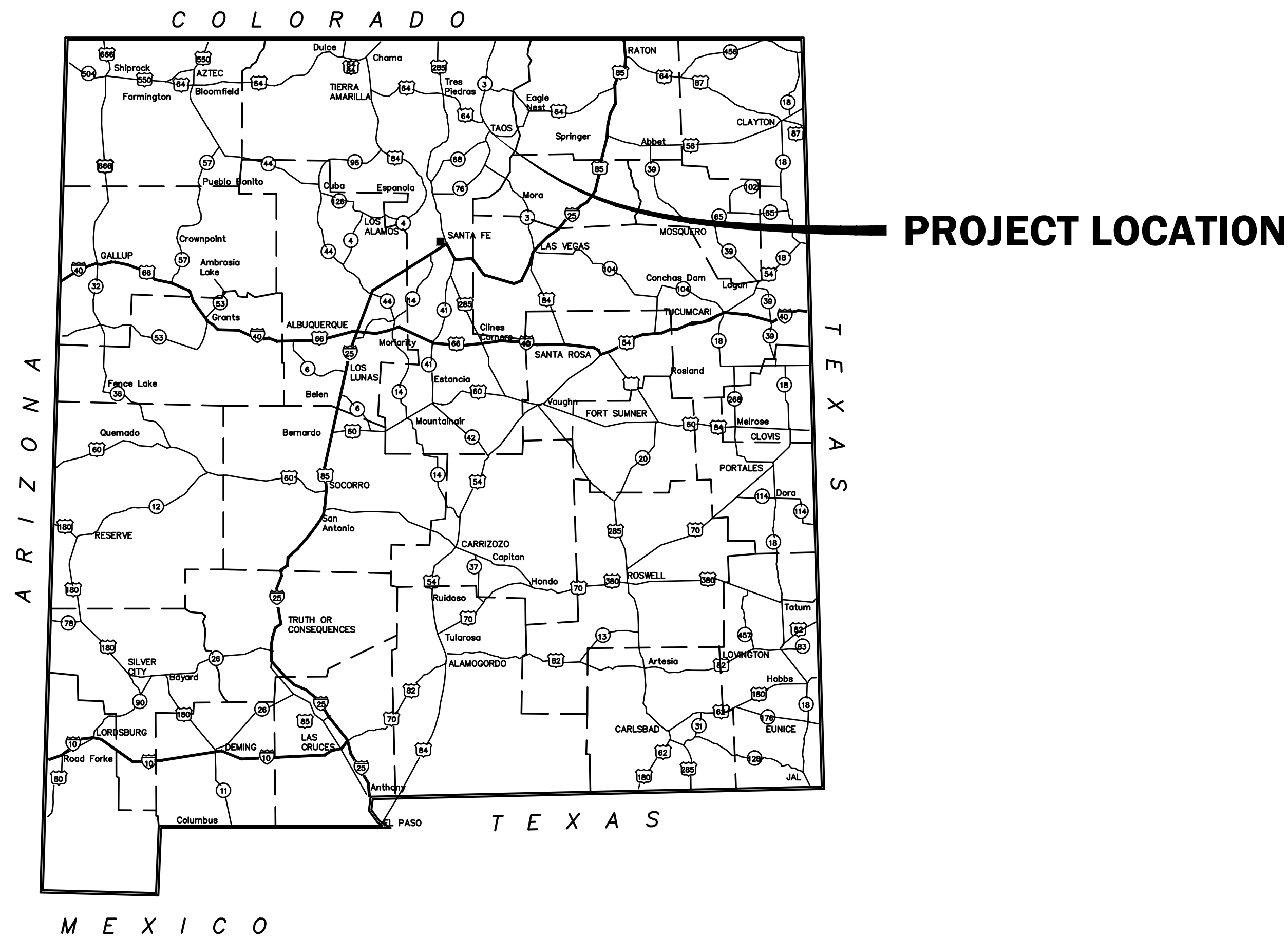


# WEIMER ROAD IMPROVEMENTS

## TAOS, NEW MEXICO



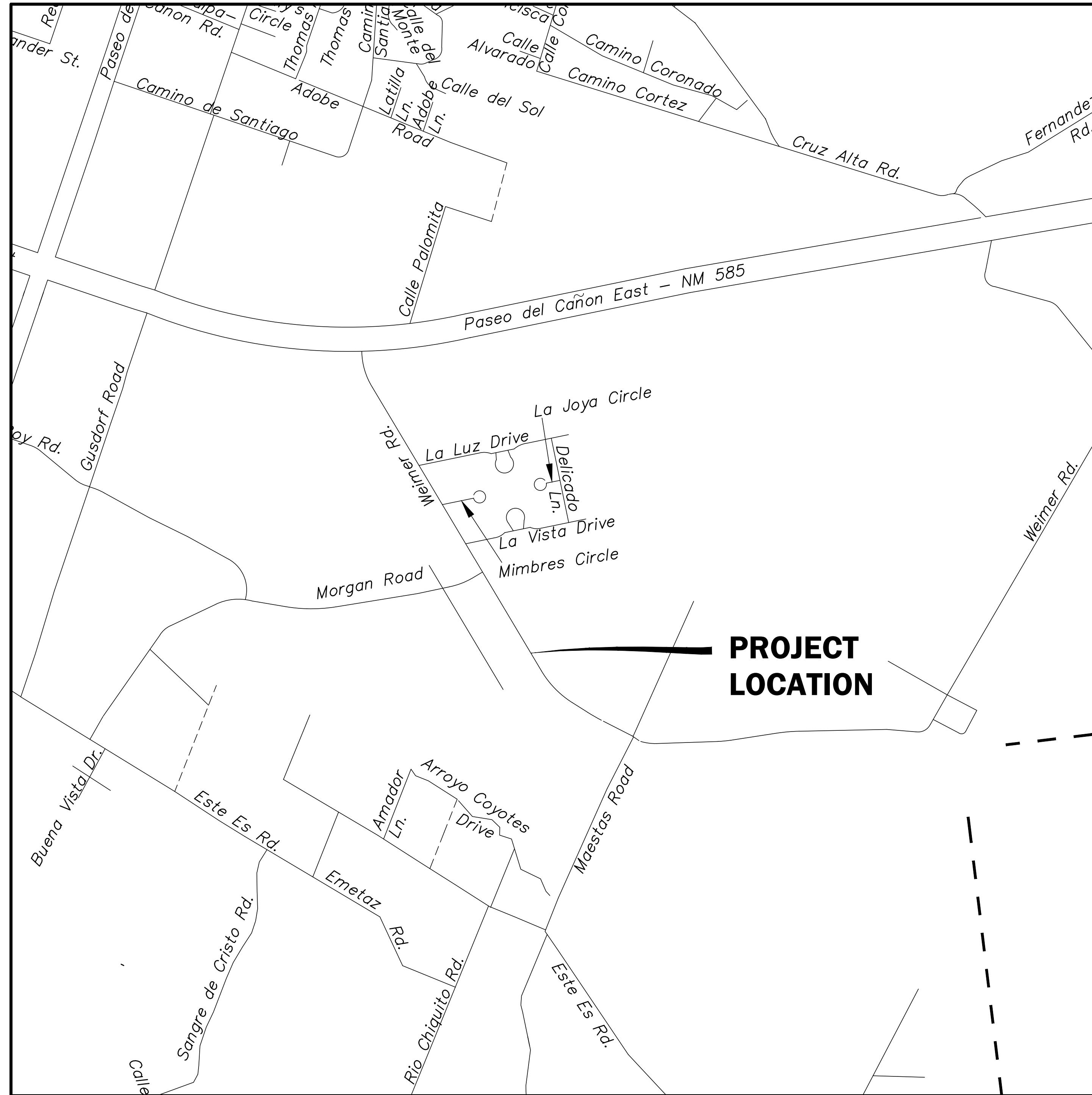
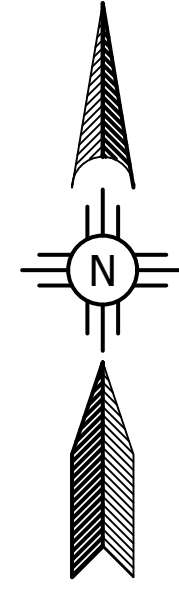
PREPARED FOR

The Town of Taos

PREPARED BY

Abeyta Engineering, Inc.

209-D Camino de la Merced  
Taos, New Mexico  
P.O. Box 1499  
Ranchos de Taos, NM 87557  
Phone: (575) 737-0377  
Fax: (575) 737-0373



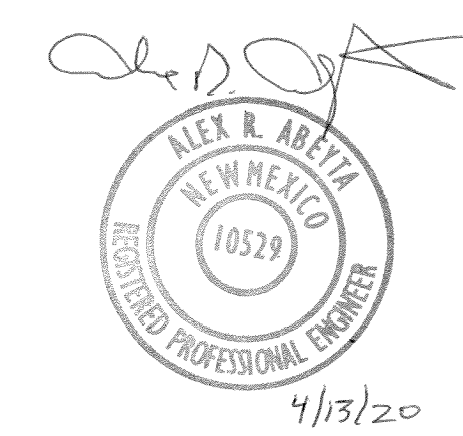
VICINITY MAP  
SCALE: 1" = 600'

### INDEX OF SHEETS

NUMBER	DESCRIPTION
C1	COVER SHEET
C2	VICINITY MAP, INDEX OF SHEETS & SUMMARY OF QUANTITIES
C3	GENERAL NOTES
C4	RECONSTRUCTION PLAN AND TYPICAL SECTION

### SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES					
BID NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	SAMPLING AND TESTING	L.S.	1		
2	CONSTRUCTION LAYOUT BY CONTRACTOR	L.S.	1		
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	1		
4	MOBILIZATION	L.S.	1		
5	STRIPING	L.S.	1		
6	TRAFFIC CONTROL DEVICES & MANAGEMENT	L.S.	1		
7	TEMPORARY STORMWATER MANAGEMENT	L.S.	1		
8	UNCLASSIFIED EXCAVATION (APPROXIMATED)	CU. YD.	350		
9	PITRUN FILL, 12"	SQ. YD.	455		
10	BASE COURSE 6"	SQ. YD.	455		
11	4" PMBP, SPIV (2 LIFTS)	SQ. YD.	440		
12	3/4" OPEN GRADED FRICTION COURSE	SQ. YD.	278		



THE TOWN OF TAOS

**WEIMER ROAD IMPROVEMENTS**

TAOS, NEW MEXICO  
**VICINITY MAP, INDEX OF SHEETS & SUMMARY OF QUANTITIES**

**Abeyta Engineering, Inc.**

CHECKED: ARA	DATE: APR, 2020	ENGR'S. FILE NO. 1716D	SHEET NO. C2
DRAWN: ABH	SCALE: AS SHOWN		

## GENERAL NOTES

1. ALL SITE WORK SHALL CONFORM TO THE NEW MEXICO STATE HIGHWAY AND TRANSPORTATION DEPARTMENT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2014 EDITION" OR LATER. IN ADDITION, ALL WORK SHALL CONFORM TO THE TOWN OF TAOS PUBLIC WORKS STANDARDS MANUAL.
2. THE CONTRACTOR SHALL NOTIFY THE TAOS PUBLIC WORKS DEPARTMENT OF THE PROPOSED COMMENCEMENT OF CONSTRUCTION AND PROPOSED WORK SCHEDULE AT LEAST 24 HOURS PRIOR TO THE ACTUAL COMMENCEMENT OF CONSTRUCTION. A COPY OF THE APPROVED PLANS SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS.
3. THE OWNER SHALL BE RESPONSIBLE, THROUGH HIS ENGINEER, FOR MAKING ALL ENGINEERING PLAN CHANGES AND REVISIONS TO THE ORIGINAL APPROVED ENGINEERING DRAWINGS. ALL CHANGES SHALL BE APPROVED BY THE TOWN PRIOR TO CONSTRUCTION. FINAL SEALED "RECORD DRAWINGS" SHALL BE FILED WITH THE TOWN BEFORE PROJECT ACCEPTANCE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES AND SHOULD NOT RELY SOLELY ON THESE PLANS FOR EXISTING UTILITY LOCATIONS.
5. THE CONTRACTOR SHALL PROVIDE AN AREA TO STORE CONSTRUCTION DEBRIS WHERE IT WILL NOT BE A NUISANCE TO THE SURROUNDING NEIGHBORHOOD. ALL DEBRIS SHALL BE CONTAINED IN SUCH A MANNER THAT WILL PREVENT SCATTERING. ALL DEBRIS INCLUDING TREES AND UNDERGROWTH SHALL BE DISPOSED OF PROPERLY WITHIN THE CITY LANDFILL. ALL DEBRIS SHALL BE REMOVED FROM THE SITE PRIOR TO FINAL SITE INSPECTION.
6. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE CONSTRUCTION LIMITS OF THE PROJECT AND IN NO WAY SHALL ENCROACHMENT OCCUR ONTO ADJACENT PROPERTIES UNLESS LEGAL EASEMENTS ARE OBTAINED. ALL FILL AND CUT SLOPES SHALL BE SETBACK FROM THE PROPERTY LINE IN ACCORDANCE WITH CHAPTER 70 OF THE UNIFORM BUILDING CODE. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY AGREEMENTS NECESSARY OR DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES TO PUBLIC OR PRIVATE PROPERTY INCLUDING UTILITIES.
7. ALL CHANGE ORDERS SHALL BE CERTIFIED BY A NEW MEXICO PROFESSIONAL ENGINEER AND RECEIVE ARCHITECT/OWNER APPROVAL PRIOR TO IMPLEMENTING CHANGE ORDER CONSTRUCTION.
8. THE DEVELOPER/CONTRACTOR DURING CONSTRUCTION SHALL MAINTAIN THE PROPER TRAFFIC CONTROL DEVICES IN COMPLIANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS APPROVED BY THE TOWN.
9. THE MAXIMUM DEVIATION OF THE TOP SURFACE OF THE CURB AND GUTTER SHALL NOT EXCEED 1/8 INCH IN 10 FEET NOR SHALL THE INSIDE FACE DEVIATE MORE THAN 1/4 INCH IN 10 FEET FROM A STRAIGHT LINE. ALL AREAS WITH STANDING WATER SHALL BE REJECTED.
10. THE CONTRACTOR SHALL IMPLEMENT THE NECESSARY SITE EROSION CONTROL DEVICES FOR INHIBITING DUST, WIND AND AIR SEDIMENT MOVEMENT OFFSITE DURING ALL PHASES OR STAGES OF CONSTRUCTION.
11. SUBGRADE, BASE MATERIAL, ASPHALT TREATED BASE AND ASPHALT SURFACE COURSE REQUIRE COMPACTION TESTS FOR EACH 220 LINEAR FEET OF TRENCHING, AND 30 SQUARE YARDS OF EXTERIOR PAVING/CONCRETE WALK SUBBASE. ASPHALT SAMPLES FOR EACH 500 TONS INSTALLED OR ONE SAMPLE PER DAY IS REQUIRED TO BE ANALYZED WITH TEST RESULTS SENT TO THE ENGINEER. ALL BUILDING SUBGRADE COMPACTION TESTING PER ARCHITECTURAL SPECIFICATIONS.
12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONFORM WITH ALL EPA PERMITTING REQUIREMENTS (NPDES, SWPPP, ETC)
13. STRIPPINGS SHALL BE STOCKPILED OR WINDROWED ON SITE IN AREAS DESIGNATED BY OWNER, AND RE-SPREAD AS DIRECTED BY OWNER AFTER GRADING IS COMPLETE. TOPSOIL SHALL BE SPREAD TO A DEPTH NOT EXCEEDING SIX INCHES.
14. STRIPPING, PROOFROLLING, SUBGRADE SCARIFICATION AND COMPACTION, AND FILL CONSTRUCTION IN THE BUILDING AND PAVING AREAS SHALL BE PERFORMED ACCORDING TO THE SUBSURFACE GEOTECHNICAL REPORT, EMBANKMENT BENEATH BUILDING PADS OR FOR PAVING SUBGRADE SHALL BE PLACED IN LIFTS NOT EXCEEDING EIGHT INCHES AND COMPACTED TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY AT OPTIMUM MOISTURE CONTENT, UNLESS OTHERWISE SPECIFIED THEREIN.
15. CONTRACTOR SHALL PROVIDE WATER AS REQUIRED TO OBTAIN SPECIFIED COMPACTION.
16. SUBGRADE STABILIZATION SHALL BE AT THE DIRECTION OF THE ENGINEER, OR AS SPECIFIED IN SUBSURFACE GEOTECHNICAL REPORT.
17. DENSITY TESTING WILL BE PROVIDED BY THE CONTRACTOR, ANY FAILING TEST SHALL BE RE-TESTED AT THE CONTRACTOR'S EXPENSE UNTIL PASSING TESTS ARE OBTAINED.
18. UNDERCUTTING OF SOFT SPOTS AND PLACEMENT OF EARTHWORK IS GOVERNED FIRST BY THE GEOTECHNICAL REPORT. OBSERVATION AND TESTING SHALL BE PERFORMED BY THE GEOTECHNICAL ENGINEER TO VERIFY THAT THE SOFT SPOTS ARE PROPERLY OVEREXCAVATED AND REPLACED OR STABILIZED.
19. CORRECTIVE MEASURES DIRECTED BY THE ENGINEER MAY INCLUDE COMPLETE REMOVAL AND REPLACEMENT AT NO COST TO OWNER IN CASES OF POOR WORKMANSHIP OR UNSATISFACTORY IN-PLACE CONDITIONS.

20. ALL PAINTED ASPHALT MARKINGS SHOWN SHALL BE APPLIED AND DIMENSIONED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2003, PART 3. ALL SIGNAGE SHOWN SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2003, PART 2.
21. SUBGRADE SHALL BE FREE OF ALL ORGANIC MATTER, TREATED, AND COMPACTED ACCORDING TO THE PLANS AND SPECIFICATIONS.
22. SUBGRADE STABILIZATION SHALL BE AT THE DIRECTION OF THE ENGINEER, OR AS SPECIFIED IN SUBSURFACE GEOTECHNICAL REPORT, IF AVAILABLE.
23. PAVING CONTRACTOR SHALL INSPECT SUBGRADE PRIOR TO COMMENCING WORK; AND SHALL REPAIR AREAS WHERE GRADE VARIES MORE THAN 0.1 FEET, WHERE DENSITY IS LESS THAN 95% STANDARD PROCTOR OR WHERE SUBGRADE DRAINAGE IS INADEQUATE. AT THE UNIT PRICE BID FOR FINE GRADING IN THE PROPOSAL, SUBGRADE MODIFICATIONS, WHERE REQUIRED, SHALL NOT COMMENCE UNTIL SUBGRADE REPAIRS HAVE BEEN ACCEPTED BY THE ENGINEER.
24. SEQUENCE OF CONSTRUCTION FOR STABILIZED SUBGRADES SHALL BE BLUE TOP AND FINE GRADE, LIME OR FLY ASH TREAT AND STABILIZE, AND THEN FINAL FINE GRADING.
25. COMPACTION TESTS SHALL BE TAKEN A MINIMUM OF ONCE EVERY 1,500 SQUARE FEET FOR EACH EIGHT INCH LIFT OF MATERIAL.
26. SUBGRADES SHALL BE PROOFROLLED IF THE STABILITY OF THE MATERIAL IS QUESTIONED. ALSO, THE SUBGRADE EXPOSED AFTER STRIPPING AND COMPLETING ANY CUTS SHALL BE PROOFROLLED ACCORDING TO THE GEOTECHNICAL REPORT.
27. ASPHALTIC CONCRETE SHALL HAVE DENSITY OF NOT LESS THAN 94% NOR MORE THAN 96% AND HVEEM STABILITY OF NOT LESS THAN 40%.
28. TESTING SHALL BE PROVIDED BY THE CONTRACTOR, ANY FAILING TEST SHALL BE RETESTED AT THE CONTRACTOR'S EXPENSE FOLLOWING CORRECTIVE ACTIONS. THE FOLLOWING TESTING SERVICES SHALL BE FURNISHED BY A REPUTABLE INDEPENDENT TESTING LABORATORY APPROVED BY THE OWNER OR HIS REPRESENTATIVE:
  - 39.1 FIELD DENSITY TEST OF EMBANKMENT, SUBGRADE, OR BASE, AT LOCATIONS SPECIFIED BY THE INSPECTOR.
  - 39.2 PLASTICITY TEST OF THE SUBGRADE AT LOCATIONS SPECIFIED BY THE ENGINEER.
  - 39.3 MOISTURE DENSITY CURVES FOR MATERIAL TO BE USED FOR EMBANKMENT OR SUBGRADE CONSTRUCTION.
  - 39.4 MIX DESIGNS FOR PORTLAND CEMENT CONCRETE AND ASPHALTIC CONCRETE.
  - 39.5 AGGREGATE GRADATION TESTS.
  - 39.6 STABILITY, DENSITY, BITUMEN CONTENT AND GRADATION TESTS OF ASPHALTIC CONCRETE EVERY 200 TONS OR DAILY WHICHEVER IS LESS.
  - 39.7 COMPRESSION TEST OF CONCRETE CYLINDERS AT SEVEN AND TWENTY-EIGHT DAYS WITH ONE OF EACH TESTS CONDUCTED FOR EVERY 100 CUBIC YARDS PLACED.
  - 39.8 ONE ASPHALT CORE SAMPLE, AT A LOCATION SPECIFIED BY THE INSPECTOR FOR EVERY 8,000 SQUARE FEET OF ROADWAY PAVEMENT.
29. THE CONTRACTOR SHALL FURNISH CERTIFICATION FROM THE MANUFACTURER THAT ALL MATERIALS MEET APPLICABLE SPECIFICATIONS. COPIES OF MATERIAL CERTIFICATION SHALL BE FURNISHED TO THE OWNER OR HIS REPRESENTATIVE PRIOR TO INSTALLATION OR INCORPORATION OF MATERIAL IN THE WORK.
30. THE CONTRACTOR SHALL MEET COMPACTION REQUIREMENTS NOTED ABOVE, FOR ALL SOIL MATERIALS PLACED AROUND CULVERT PIPES.
31. ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

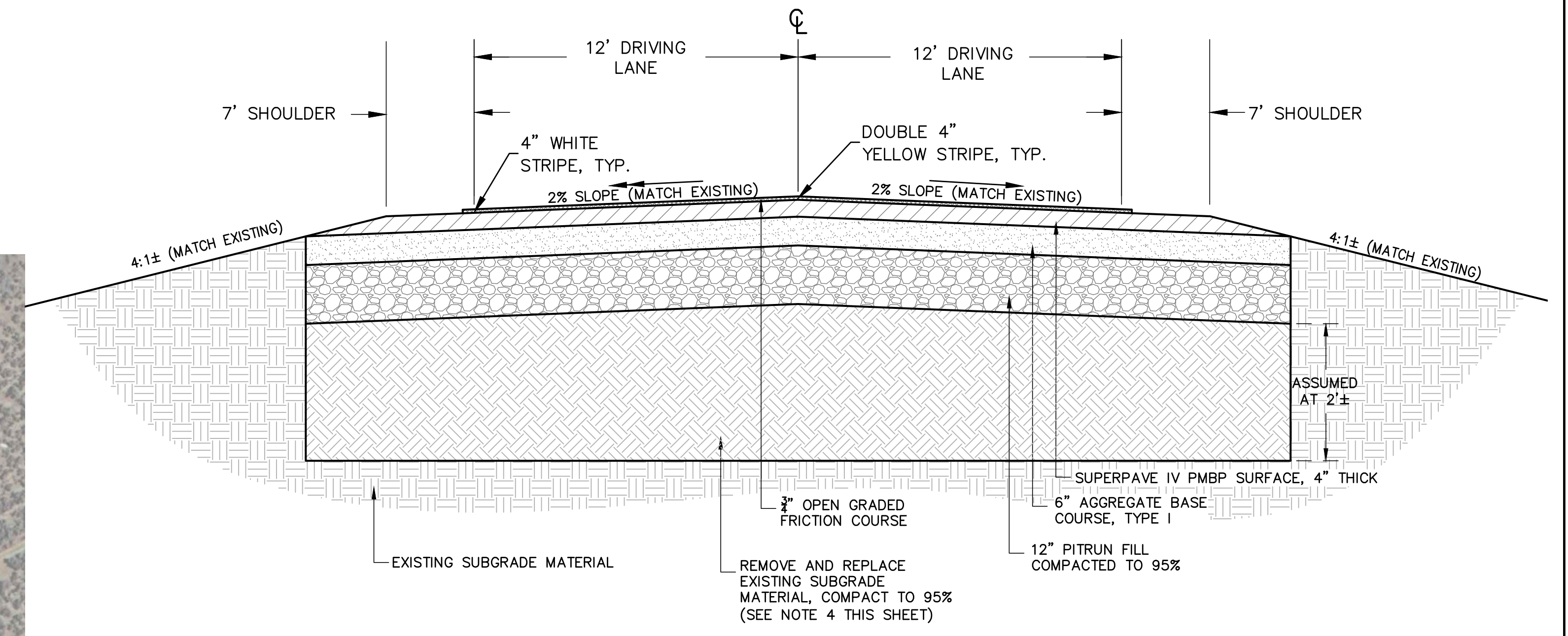
THE TOWN OF TAOS

**WEIMER ROAD  
IMPROVEMENTS  
TAOS, NEW MEXICO**  
GENERAL NOTES

**Abeyta Engineering, Inc.**

CHECKED: ARA	DATE: APR, 2020	ENGR'S. FILE NO.	SHEET NO.
DRAWN: ABH	SCALE: AS SHOWN	1716D	C3





**WEIMER ROAD TYPICAL SECTION**

- PROJECT NOTES:
1. THE SCOPE OF THIS PROJECT IS TO RECONSTRUCT A 100' LONG SECTION OF WEIMER ROAD THAT HAS SETTLED.
  2. THIS PROJECT WILL REQUIRE A FIELD DESIGN BY THE CONTRACTOR, THERE WILL BE NO SURVEY CONTROL. EXTENTS OF 100' RECONSTRUCTION TO BE DETERMINED IN THE FIELD BY ENGINEER.
  3. THE EXISTING ASPHALT SHALL BE SAWCUT ALL THE WAY THROUGH AT EITHER END OF THE RECONSTRUCTION.
  4. EXISTING ASPHALT AND SUBGRADE MATERIALS SHALL BE REMOVED FROM THE CONSTRUCTION LIMITS AS REQUIRED, IN ORDER TO REMOVE ALL UNCOMPACTED ROAD FILL (FILL <95%).
  5. THE EXISTING CULVERT (INCLUDING CONCRETE ENDSECTIONS WITH SAFETY GRATES) SHALL REMAIN UNDISTURBED. IT IS ASSUMED THAT THERE IS FLOWABLE FILL AROUND THE CULVERT, WHICH SHALL ALSO REMAIN.
  6. CONTRACTOR SHALL THEN RE-FILL AREAS TO EITHER SIDE OF THE CULVERT (& FLOWABLE FILL IF EXISTING) IN 8" LIFTS TO 95%, ACCORDING TO SPECIFICATIONS.
  7. CONTRACTOR SHALL BUILD ROADWAY TYPICAL SECTION SHOWN ON THIS SHEET.
  8. ROAD PROFILE SHALL MATCH EXISTING ROADWAY PROFILE. ANY HUMPS OR DIPS WILL BE REJECTED.
  9. CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL AND JOBSITE SAFETY, PER MUTCD 2009. ONE LANE TO REMAIN OPEN DURING ALL TIMES.
  10. CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY STORM-WATER CONTROL INTO/OUT OF CULVERT. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING WORKSITE FROM DAMAGE DUE TO STORM WATER RUNOFF.

*Alex R. Abeyta*

4/13/20

THE TOWN OF TAOS			
<b>WEIMER ROAD IMPROVEMENTS</b>			
TAOS, NEW MEXICO			
<b>RECONSTRUCTION PLAN &amp; TYPICAL SECTION</b>			
Abeyta Engineering, Inc.			
CHECKED: ARA	DATE: APR, 2020	ENGR'S. FILE NO.	SHEET NO.
DRAWN: ABH	SCALE: AS SHOWN	1716D	C4