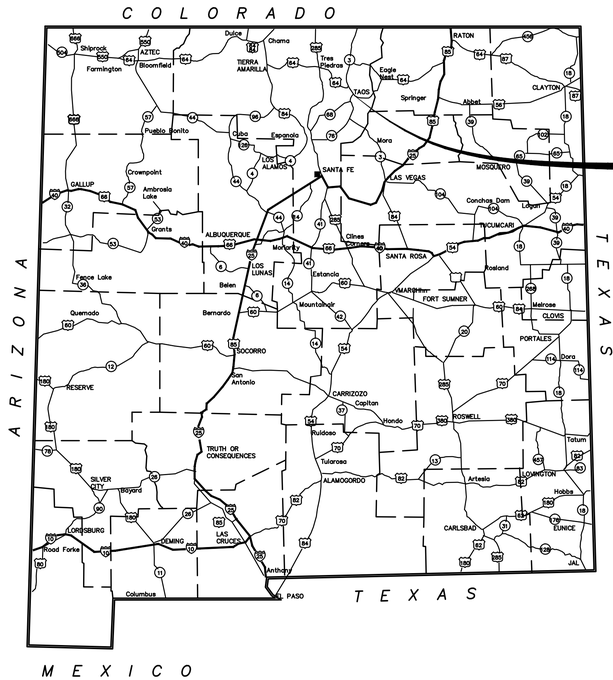
WEIMER-MAESTAS INTERSECTION IMPROVEMENTS

TAOS, NEW MEXICO



PREPARED FOR

The Town of Taos

PREPARED BY

Abeyta Engineering, Inc.

209-D Camino de la Merced
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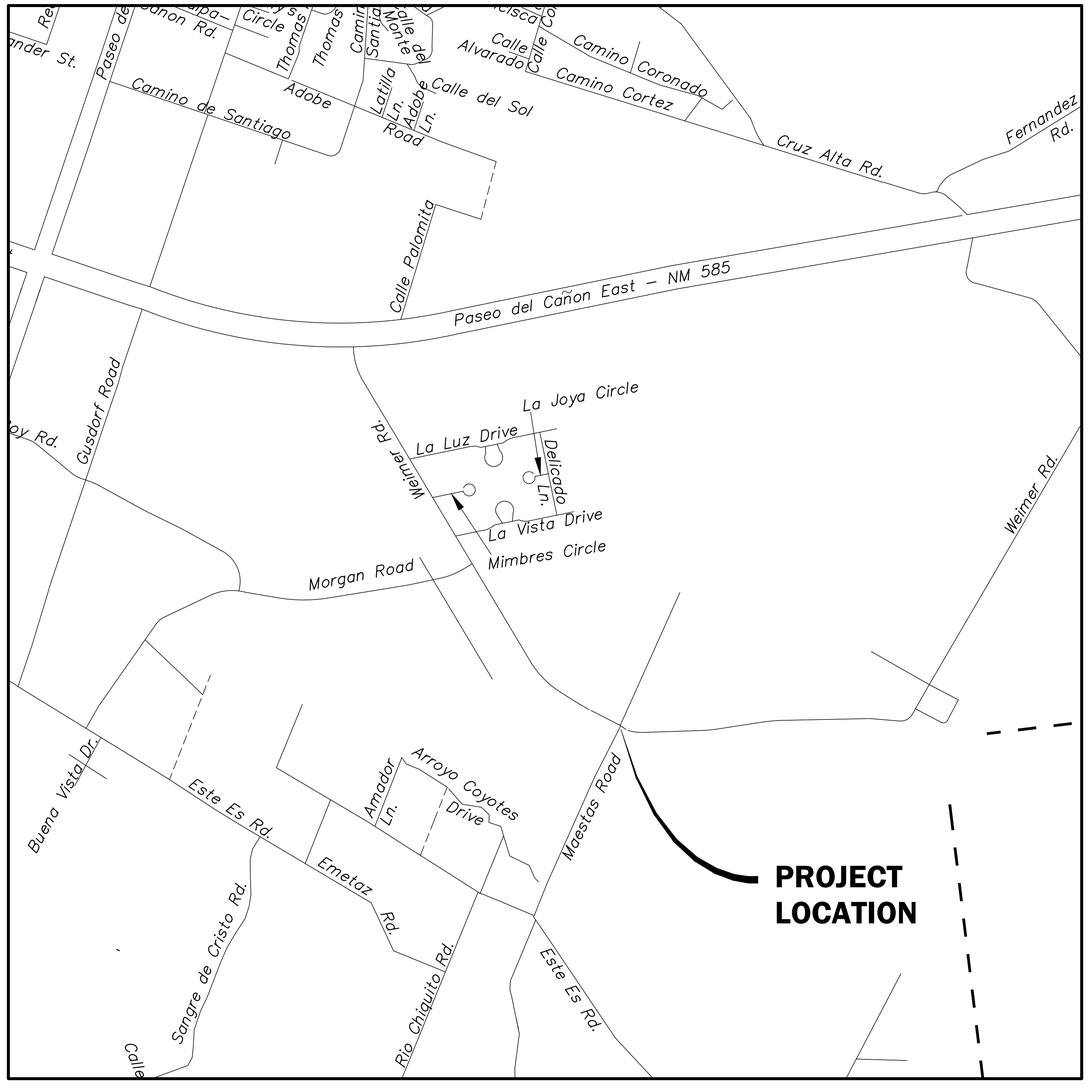
1716B WEIMER-MAESTAS INTERSECTION IMPROVEMENTS



VICINITY MAP

SCALE: 1" = 600'

INDEX OF SHEETS

SUMMARY OF QUANTITIES

BID NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	SAMPLING AND TESTING	L.S.	1		
2	CONSTRUCTION STAKING BY CONTRACTOR	L.S.	1		
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.S.	1		
4	TRAFFIC CONTROL MANAGEMENT	L.S.	1		
5	MOBILIZATION	L.S.	1		
6	UNCLASSIFIED EXCAVATION / HAUL	CU. YD.	200		
7	SUBGRADE PREP	SQ. YD.	1,550		
8	PITRUN FILL	SQ. YD.	1,546		
9	BASE COURSE 4"	SQ. YD.	60		
10	BASE COURSE 6"	SQ. YD.	1,546		
11	4" PMBP, SPIV (2 LIFTS)	SQ. YD.	1,325		
12	3' CONCRETE VALLEY GUTTER	LIN. FT.	94		
13	STANDARD CURB AND GUTTER	LIN. FT.	215		
14	4" CONCRETE SIDEWALK (INCLUDES RAMPS)	SQ. YD.	60		
15	6" CONCRETE FILLET	SQ. YD.	31		
16	TYPE B CURBRAMP	EA.	2		
17	MOVE PANEL SIGN	EA.	2		
18	STRIPING	L.S.	1		
19	ADJUST MANHOLE LID TO GRADE	EA.	1		
20	ADJUST WATER VALVE LID TO GRADE	EA.	3		

ALEX R. ABEYTA NEW MEXICO 10529 REGISTERED PROFESSIONAL ENGINEER

3/5/18

THE TOWN OF TAOS

WEIMER-MAESTAS INTERSECTION IMPROVEMENTS

TAOS, NEW MEXICO

VICINITY MAP, INDEX OF SHEETS & SUMMARY OF QUANTITIES

Abeyta Engineering, Inc.

CHECKED: ARA	DATE: MARCH, 2018	ENGR'S. FILE NO.	SHEET NO.
DRAWN: ABH	SCALE: AS SHOWN	1716B	C2

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. FOR ALL CONCRETE USED, THE DESIGN COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 3500 PSI, 6 BAG MIX AND MAXIMUM AGGREGATE SIZE OF 3/4 INCH. SLUMP NOT MORE THAN 3", PERCENTAGE OF AIR ENTRAINMENT IN THE CONCRETE AT THE PROJECT SITE SHALL BE IN THE RANGE OF 5 TO 7 PERCENT.

9. ONE SET OF CONCRETE SAMPLING (THREE CONCRETE CYLINDERS) TO BE TAKEN FOR EACH 500 LINEAR FEET OR 50 CUBIC YARDS PLACED OR A MINIMUM OF ONE SAMPLE PER DAY WHICHEVER IS THE GREATEST. CONCRETE CYLINDERS ARE TO BE TEST BROKEN AT 7-DAY, 28-DAY AND 45-DAY (IF NEEDED) INTERVALS WITH TEST RESULTS SUBMITTED DIRECTLY TO THE ENGINEER.

10. 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.

11. 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.

12. 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.

13. 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.

14. NEZ COORDINATES ARE DEFINED AS : N = NORTHING, E= EASTING, AND Z= ELEVATION AS REFERENCED FROM BENCHMARK. IN CERTAIN AREAS ONLY N & E OR Z MAY BE GIVEN. CONTRACTOR MAY USE DESIGN CONTOUR INFORMATION AND SCALING AS REQUIRED. Z ELEVATIONS WITH F.L. INDICATE GRADE AT FLOWLINE, B.O.C. = TOP BACK OF CURB, CO = CONCRETE EDGE, GR = GRADE AT SOIL/LANDSCAPING. SEE ROADWAY PLAN AND PROFILE SHEETS FOR BENCHMARK INFORMATION.

15. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONFORM WITH ALL EPA PERMITTING REQUIREMENTS (NPDES, SWPPP, ETC)

16. ALL HANDICAP RAMPS SHALL COMPLY WITH SECTIONS 405 & 406 OF THE ICC/ANSI A117.1-2003. DECTECTABLE WARNINGS SHALL COMPLY WITH SECTION 705. ALL SIDEWALKS SHALL CONFORM TO ACCESSIBLE ROUTE STANDARDS PER ICC/ANSI A117.1-2003. MAXIMUM RUNNING SLOPE OF 5%, AND MAXIMUM CROSS SLOPE OF 2%.

17. TOPSOIL SHALL BE STRIPPED TO A DEPTH WHERE SOIL IS FREE OF ALL ORGANIC MATTER.

18. 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.

20. 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.

21. CONTRACTOR SHALL PROVIDE WATER AS REQUIRED TO OBTAIN SPECIFIED COMPACTION.

22. SUBGRADE STABILIZATION SHALL BE AT THE DIRECTION OF THE ENGINEER, OR AS SPECIFIED IN SUBSURFACE GEOTECHNICAL REPORT.

23. CIVIL ENGINEER WILL NOT INTERPRET SOILS REPORTS OR ACCEPT RESPONSIBILITY FOR ALTERNATIVE METHODS PROPOSED BY THE CONTRACTOR.

24. 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.

25. 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 SORT SPOTS ARE PROPERLY OVEREXCAVATED AND REPLACED OR STABILIZED.

26. 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.

27. CONTRACTOR SHALL COORDINATE AND PROVIDE ALL STAKING NECESSARY TO INSTALL CONDUITS SUFFICIENT FOR UTILITY AND IRRIGATION SERVICES WHETHER OR NOT SHOWN ON THE CIVIL ENGINEER'S PLANS.

28. ALL PAINTED ASPHALT MARKINGS SHOWN SHALL BE APPLIED AND DIMENSIONSED 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.

29. ALL UTILITY CONSTRUCTION (WATER, GAS, ELECTRIC, TELEPHONE, SEWER, AND STORM WATER) SHALL BE COMPLETED PRIOR TO SUBGRADE PREPARATION.

30. SUBGRADE SHALL BE FREE OF ALL ORGANIC MATTER, TREATED, AND COMPACTED ACCORDING TO THE PLANS AND SPECIFICATIONS.

31. SUBGRADE STABILIZATION SHALL BE AT THE DIRECTION OF THE ENGINEER, OR AS SPECIFIED IN SUBSURFACE GEOTECHNICAL REPORT, IF AVAILABLE.

32. PAVING CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF UNACCEPTABLE SUBGRADE AT ALL UTILITY, CABLE OR CONDUIT CROSSINGS.

33. 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.

34. 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.

35. COMPACTION TESTS SHALL BE TAKEN A MINIMUM OF ONCE EVERY 4,500 SQUARE FEET FOR EACH EIGHT INCH LIFT OF MATERIAL.

36. 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.

37. PORTLAND CEMENT CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF NOT LESS THAN 3,500 PSI. A SLUMP OF NOT MORE THAN 3", AND SHALL CONTAIN SIX PERCENT AIR, PLUS OR MINUS ONE PERCENT.

38. ASPHALTIC CONCRETE SHALL HAVE DENSITY OF NOT LESS THAN 94% NOR MORE THAN 96% AND HVEEM STABILITY OF NOT LESS THAN 40%.

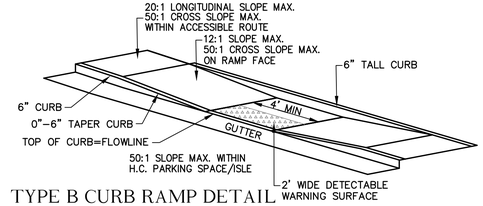
39. TESTING SHALL BE PROVIDED BY THE CONTRACTOR, ANY FAILING TEST SHALL BE RETESTED AT THE CONTRACTOR'S EXPENSE FOLLOWING CORRECTIVE ACTIONS. THE FOLLOWING TESTING SERVICES SHALL BE FURNISHED BY A REPUTABLE INDEPENDENT TESTING LABORATORY APPROVED BY THE OWNER OR HIS REPRESENTATIVE:
39.1 FIELD DENSITY 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 CONRETE 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.

40. 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.

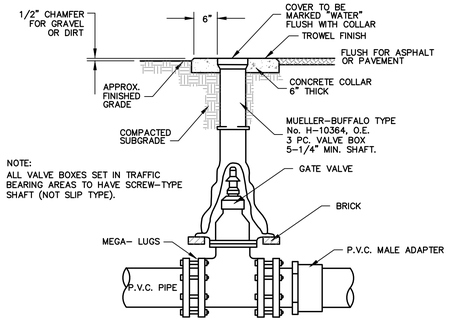
41. THE CONTRACTOR SHALL MEET COMPACTION REQUIREMENTS NOTED ABOVE, FOR ALL SOIL MATERIALS PLACED AROUND CULVERT PIPES.

42. ALL SIGNAGE AND STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.

43. CONTRACTOR SHALL OBTAIN COMPACTION TESTS FOR EXISTING FILL MATERIAL AT A DEPTH OF 3' IN TWO LOCATIONS (TO BE DETERMINED BY PROJECT MANAGER OR ENGINEER) TO VERIFY SUITABILITY FOR PROPOSED CONSTRUCTION.



TYPE B CURB RAMP DETAIL
N.T.S.



VALVE GRADE ADJUSTMENT
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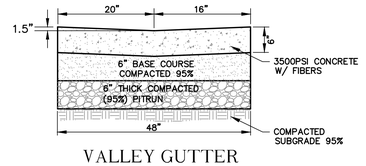

VALLEY GUTTER
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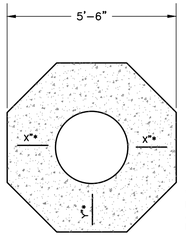
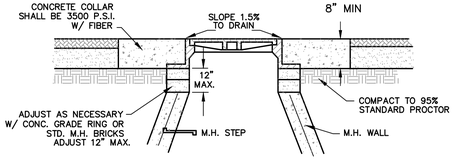
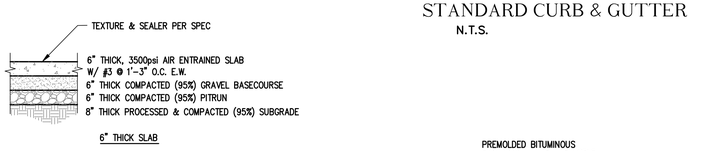
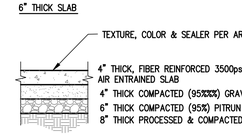


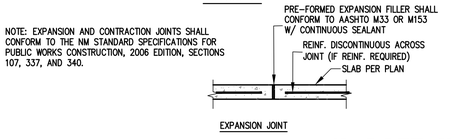


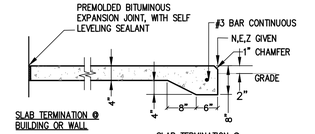
MANHOLE GRADE ADJUSTMENT
N.T.S.

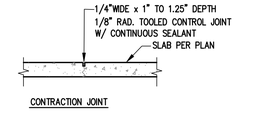
NOTE: ALL BACKFILL AND COMPACTION SHALL CONFORM TO ASTM D1557 REQUIREMENTS.



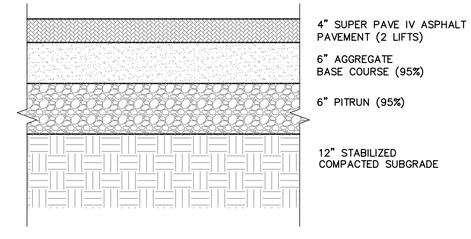








SLAB DETAILS



PAVEMENT DETAIL
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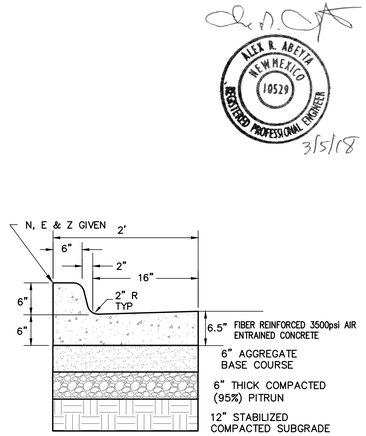

STANDARD CURB & GUTTER
N.T.S.

THE TOWN OF TAOS

WEIMER-MAESTAS INTERSECTION IMPROVEMENTS
TAOS, NEW MEXICO

GENERAL NOTES AND DETAILS

Abeyta Engineering, Inc.

CHECKED: ARA	DATE: MARCH, 2018	ENGR'S. FILE NO. 1716B	SHEET NO. C3
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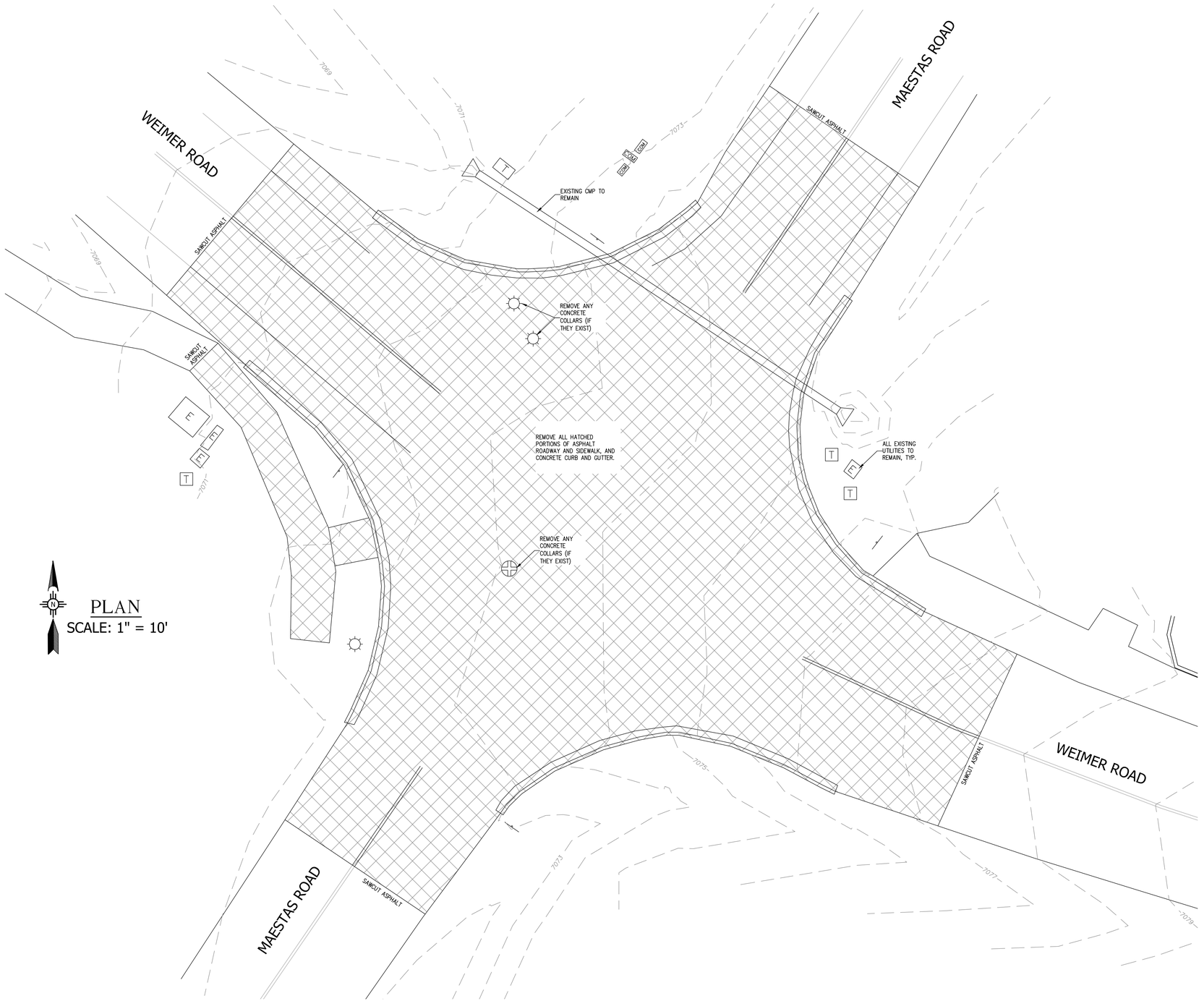

PLAN
SCALE: 1" = 10'

DEMOLITION NOTES:
1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT TOWN OF TAOS PUBLIC WORKS STANDARDS, AND THE NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2006 EDITION (SECTION 343 REMOVAL AND DISPOSAL OF EXISTING PAVEMENTS, CURB AND GUTTER, SIDEWALK, DRIVEPADS, AND SLOPE PAVEMENT).
2. ALL EXISTING VEGETATION (INCLUDING ALL EXISTING TREE ROOTS) SHALL BE REMOVED .
3. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING UTILITY LOCATIONS BEFORE EXCAVATING.
4. ASPHALT MILLINGS SHALL BE HAULED TO TOWN OF TAOS PUBLIC WORKS YARD.
5. ALL EXISTING UTILITIES TO REMAIN. WATER VALVE AND SEWER MANHOLE LIDS SHALL BE ADJUSTED TO DESIGN GRADE, AND NEW CONCRETE COLLARS BUILT.

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NEW MEXICO
10529
REGISTERED PROFESSIONAL ENGINEER
3/5/18

THE TOWN OF TAOS

WEIMER-MAESTAS INTERSECTION IMPROVEMENTS
TAOS, NEW MEXICO

DEMOLITION PLAN

Abeyta Engineering, Inc.

CHECKED: ARA	DATE: MARCH, 2018	ENGR'S. FILE NO. 1716B	SHEET NO. C4
DRAWN: ABH	SCALE: AS SHOWN		

LEGEND

EXISTING CONTOUR
DESIGN CONTOUR

WEIMER ROAD
MAESTAS ROAD
MATCH EXISTING ASPHALT GRADE
N=5070.21 E=871.32
N=5057.34 E=887.40 TBC=7071.56
3:1 CUT/FILL
N=5052.20 E=907.82 TBC=7072.55
N=5047.80 E=906.88 TBC=7072.48
N=5052.95 E=927.39 TBC=7073.18
RELOCATE STOP SIGN 2' NORTH
N=5066.48 E=953.04 TBC=7074.06
N=5081.53 E=963.78
N=5061.99 E=992.81
DOUBLE YELLOW STRIPE
SINGLE WHITE STRIPE
TYPE B CURBRAMP
R=50.0'
R=44.5'
N=5048.63 E=928.66 TBC=7073.11
N=5037.94 E=954.88 Z=7073.95
ADJUST WATER VALVE TO GRADE Z=7072.46
ADJUST WATER VALVE TO GRADE Z=7072.26
N=5046.37 E=982.90 TBC=7075.20
N=5034.08 E=974.62 TBC=7075.31
N=5041.19 E=846.79
N=5027.66 E=862.16 TBC=7071.43
N=5032.12 E=856.89 Z=7070.74
N=5026.77 E=851.44 Z=7070.69
N=5018.49 E=872.93 TBC=7072.00
N=5025.98 E=897.36 Z=7072.60
N=5019.46 E=906.32 Z=7072.80
CONNECT PATH TO SIDEWALK, 2" PMBP OVER 6" BASECOURSE
WALKWAY GRADE Z=7071.69
CROSSWALK STRIPING (6"X1' THERMO PLASTIC STRIPES AT 4' SPACING)
SINGLE WHITE STRIPE
EXISTING CULVERT TO REMAIN
4' VALLEY GUTTER
N=5007.91 E=969.45 TBC=7075.57
BENCHMARK N=5011.16 E=977.37 Z=7075.65
N=5007.25 E=882.47
RELOCATE STOP SIGN 3' SOUTHWEST ADD R1-6A CROSSWALK SIGNAGE TO POST TBC=7072.30
N=5004.95 E=878.60 TBC=7072.37
CROWN LINE
R=40.0'
R=44.5'
3:1 CUT/FILL
STOP SIGN TO REMAIN
TYPE B CURBRAMP
ADJUST MANHOLE LID TO GRADE Z=7073.17
N=4985.98 E=888.69 TBC=7072.65
N=4985.84 E=884.19 TBC=7072.72
R=55.0'
N=4985.86 E=984.49 TBC=7076.46
N=4980.26 E=994.64 TBC=7076.93
N=4972.02 E=1011.31
N=4972.81 E=970.77 Z=7075.98
DOUBLE YELLOW STRIPE
ADJUST WATER VALVE TO GRADE Z=7072.99
3:1 CUT/FILL
SINGLE WHITE STRIPE
N=4959.66 E=881.13 TBC=7073.17
N=4952.29 E=897.27 Z=7072.85
DOUBLE YELLOW STRIPE
R=44.5'
3:1 CUT/FILL
N=4950.10 E=968.21 TBC=7076.40
N=4944.85 E=978.30 TBC=7076.86
N=4937.52 E=995.38
MATCH EXISTING ASPHALT GRADE
WEIMER ROAD
N=4940.65 E=868.94
STOP SIGN TO REMAIN
N=4936.48 E=908.92 TBC=7073.16
MATCH EXISTING ASPHALT GRADE
MAESTAS ROAD
BENCHMARK N=4928.85 E=951.54 Z=7075.74
N=4921.11 E=897.97

PLAN
SCALE: 1" = 10'

ALEX R. ABEYTA NEW MEXICO 10529 REGISTERED PROFESSIONAL ENGINEER
3/5/18

THE TOWN OF TAOS

WEIMER-MAESTAS INTERSECTION IMPROVEMENTS
TAOS, NEW MEXICO

GRADING & DRAINAGE PLAN

Abeyta Engineering, Inc.

CHECKED: ARA	DATE: MARCH, 2018	ENGR'S. FILE NO.	SHEET NO.
DRAWN: ABH	SCALE: AS SHOWN	1716B	C5