

# **Appendix J**

I-40 Proposed  
Typical Sections



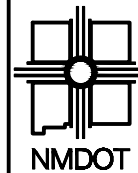
## I-40 Proposed Typical Sections Overview

TYPICAL SECTION	BEGIN MP	END MP	SEGMENT LENGTH	EXISTING MEDIAN WIDTH INCLUDING SHOULDERS	AVG. MEDIAN WIDTH	ENHANCED 2-LANE ALTERNATIVE	3-LANE ALTERNATIVE	CWB NEEDED?
2A/3A	0.0	1.6	1.6	58'-64'	61'	Widen to inside with median CWB.	Widen to outside.	YES
2C/3B	1.6	7.5	5.9	107'-109'	108'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO
2A/3A	7.5	10.0	2.5	36'-38'	37'	Widen to inside with median CWB.	Widen to outside. Will impact aux lanes at Exit 8 (Defiance). Retaining wall may be necessary to separate frontage road on south side from ~MP 9.0-10.0.	YES
2C/3B	10.0	14.6	4.6	81'-86'	84'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO
2A/3A	14.6	21.3	6.7	34'-36'	35'	Widen to inside with median CWB. Widening to the inside will require minor realignment of I-40 to avoid conflicts with the Bridge 9330 at MP 20.84.	Widen to outside. Will impact aux lanes at Exit 16 (W. Gallup) and Exit 20 (US 491). Retaining wall may be necessary on both sides due to steep fill slopes at ~MP 16.5. Retaining wall may be necessary on north side due to steep cut slopes at ~MP 18.3. Retaining wall may be necessary on both sides due to steep cut slopes from ~MP 18.7-18.9. Retaining wall may be necessary on both sides due to steep fill slopes on west end of Gallup at ~MP 21.3.	YES
2A/3A	21.3	25.5	4.2	59'-62'	61'	Widen to inside with median CWB.	Widen to outside.	YES
2A/3A	25.5	27.0	1.5	34'-40'	37'	Widen to inside with median CWB.	Widen to outside. Will impact aux lanes at Exit 26 (E. Gallup).	YES
2A/3A	27.0	30.3	3.3	59'-62'	61'	Widen to inside with median CWB.	Widen to outside.	YES
2B/3A	30.3	38.0	7.7	59'-62'	61'	Widen to inside with 50' median. Conflicts with Bridge 9616 overpass at MP 36.80 regardless of widening direction.	Widen to inside with 26' median and CWB. Conflicts with Bridge 9616 overpass at MP 36.80 regardless of widening direction.	3-LANE
2A/3A	38.0	40.0	2.0	59'-62'	61'	Widen to inside with median CWB.	Widen to outside.	YES
2A/3A	40.0	42.1	2.1	26'	26'	Only outside shoulder widening needed. Maintain 26' flush median w/ CWB.	Widen WB only to outside. Existing EB climbing lane and CWB in median. Retaining wall may be necessary due to steep cut/fill slopes on both sides at ~MP 41.0.	EXIST.
2A/3A	42.1	47.0	4.9	34'-40'	37'	Widen to inside with median CWB.	Widen to outside. Will impact aux lanes at Exit 44 (Coolidge). Retaining wall may be necessary on both sides due to slopes and frontage road proximity from ~MP 44.3-45.5.	YES
2A/3A	47.0	48.0	1.0	22-34'	28'	Only outside shoulder widening needed. Maintain 26' flush median w/ CWB.	Widen to outside. Existing CWB in median. Will impact aux lanes at Exit 47 (Continental Divide) and conflicts with Bridge 9659 overpass at MP 48.00 regardless of widening direction.	EXIST.
2A/3A	48.0	50.8	2.8	33'	33'	Widen to inside with median CWB.	Widen to outside. Retaining wall may be necessary to separate frontage road and on-ramp aux lane on south side from ~MP 48.1-48.3.	YES
2C/3B	50.8	55.2	4.4	84'-86'	85'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO
2C/3B	55.2	58.8	3.6	110'	110'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO
2A/3A	58.8	59.8	1.0	60'	60'	Widen to inside with median CWB.	Widen to outside.	YES
2C/3B	59.8	62.6	2.8	104'	104'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO

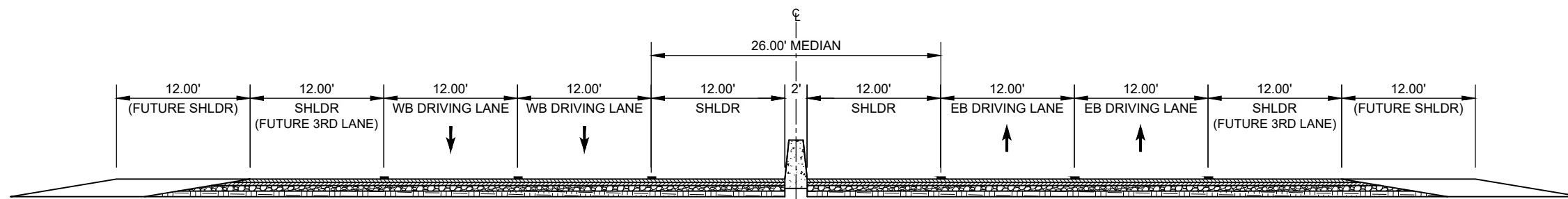
## I-40 Proposed Typical Sections Overview

TYPICAL SECTION	BEGIN MP	END MP	SEGMENT LENGTH	EXISTING MEDIAN WIDTH INCLUDING SHOULDERS	AVG. MEDIAN WIDTH	ENHANCED 2-LANE ALTERNATIVE	3-LANE ALTERNATIVE	CWB NEEDED?
2C/3B	62.6	82.6	20.0	83'-87', widens to ~690' at lava field	85'	Widen to inside, maintain depressed median. Conflicts with Bridge 6380 overpass at MP 63.40 and Bridge 7143 overpass at MP 81.94 regardless of widening direction.	Widen to inside, maintain depressed median, no CWB. Conflicts with Bridge 6380 overpass at MP 63.40 and Bridge 7143 overpass at MP 81.94 regardless of widening direction.	NO
2C/3B	82.6	84.4	1.8	83'-87', widens to ~690' at lava field	85'	Shoulder widening to inside. Maintain depressed median.	Widen to the outside. Constrained on both sides by lava field, but slightly more room to the outside.	NO
2B/3A	84.4	89.7	5.3	54'-59'	57'	Widen to inside with 50' median	Widen to inside with 26' median and CWB. Conflicts with Bridge 5973 overpass at MP 89.47 regardless of widening direction.	3-LANE
2A/3A	89.7	92.0	2.3	48'-54'	51'	Widen to inside with median CWB.	Widen to outside.	YES
2C/3B	92.0	93.9	1.9	84'-111'	97'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO
2A/3A	93.9	95.1	1.2	34'-38'	36'	Widen to inside with median CWB. Conflicts with railroad Bridge 6226 overpass at MP 94.77 regardless of widening direction.	Widen to outside. Conflicts with railroad Bridge 6226 overpass at MP 94.77 regardless of widening direction. Retaining wall may be needed to separate frontage road on north side from ~MP 94.8-95.0.	YES
2B/3A	95.1	103.0	7.9	54'-64'	59'	Widen to inside with 50' median	Widen to inside with 26' median and CWB. Conflicts with Bridge 6390 overpass at MP 100.09 regardless of widening direction.	3-LANE
2A/3A	103.0	107.1	4.1	54'-64'	59'	Widen to inside with median CWB.	Widen to outside.	YES
2C/3B	107.1	108.1	1.0	84'	84'	Widen to inside, maintain depressed median. Conflicts with Bridge 6490 overpass at MP 108.00 regardless of widening direction.	Widen to inside, maintain depressed median, no CWB. Conflicts with Bridge 6490 overpass at MP 108.00 regardless of widening direction.	NO
2A/3A	108.1	112.7	4.6	59'-62'	61'	Widen to inside with median CWB.	Widen to outside.	YES
2A/3A	112.7	114.1	1.4	36'-48'	42'	Widen to inside with median CWB.	Widen to outside.	YES
2A/3A	114.1	116.2	2.1	26'	26'	Only outside shoulder widening needed. Maintain 26' flush median w/ CWB. Conflicts with Bridge 6491 overpass at MP 114.26 regardless of widening direction.	Widen to outside. Will impact aux lanes at Exit 114 (Laguna). Conflicts with Bridge 6491 overpass at MP 114.26 regardless of widening direction. Major terrain conflicts from MP 114 to 116. Would likely require design exception for narrower shoulders.	EXIST.
2A/3A	116.2	117.2	1.0	36'	36'	Widen to inside with median CWB.	Widen to outside.	YES
2B/3A	117.2	137.2	20.0	59'-62'	61'	Widen to inside with 50' median	Widen to inside with 26' median and CWB. Conflicts with Bridge 6121 overpass at MP 117.76 and Bridge 6122 overpass at MP 119.38 regardless of widening direction.	3-LANE
2C/3B	137.2	143.1	5.9	106'-108'	107'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO
2C/3B	143.1	145.7	2.6	106'-108'	107'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB. Existing EB climbing lane.	NO
2C/3B	145.7	148.1	2.4	105'-109'	107'	Widen to inside, maintain depressed median.	Widen to inside, maintain depressed median, no CWB.	NO
2C/3B	148.1	150.0	1.9	100'-106'	103'	N/A	Widen to inside, maintain depressed median, no CWB. Existing WB climbing lane.	NO

Orange Typical 2A/3A: Enhanced 2-Lane widen to inside with median CWB. Future 3-Lane widen to outside.	50.3
Green Typical 2B/3A: Enhanced 2-Lane widen to inside with 50' median. Future 3-Lane widen to inside with median CWB.	40.9
Blue Typical 2C/3B: Enhanced 2-Lane widen to inside, maintain depressed median. Future 3-Lane widen to inside, maintain depressed median, no CWB.	58.8
<b>Total</b>	<b>150.0</b>

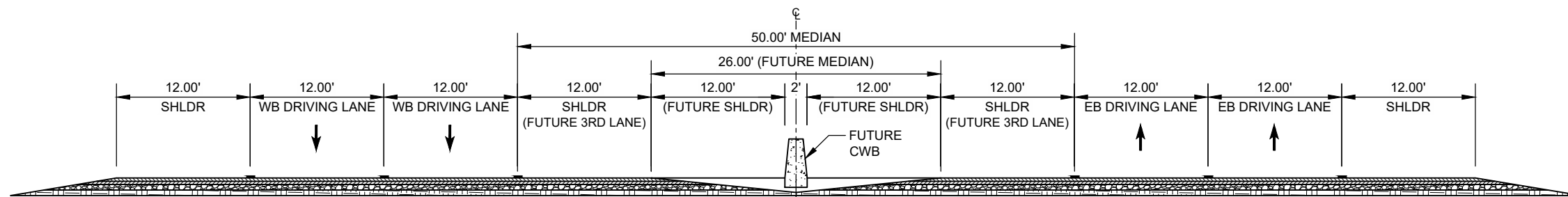


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



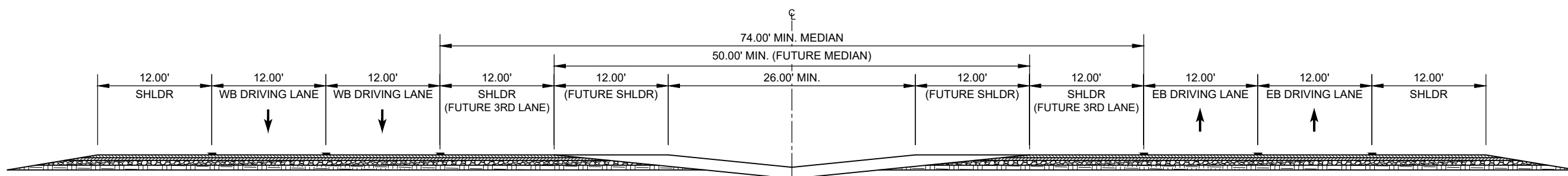
2A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
FUTURE WIDENING TO OUTSIDE

MP 0.0 TO MP 1.6  
MP 7.5 TO MP 10.0  
MP 14.6 TO MP 30.3  
MP 38.0 TO MP 50.8  
MP 58.8 TO MP 59.8  
MP 89.7 TO MP 92.0  
MP 93.9 TO MP 95.1  
MP 103.0 TO MP 107.1  
MP 108.1 TO MP 117.2



2B ENHANCED 2-LANE - DEPRESSED MEDIAN (FUTURE FLUSH MEDIAN WITH CWB)  
FUTURE WIDENING TO INSIDE

MP 30.3 TO MP 38.0  
MP 84.4 TO MP 89.7  
MP 95.1 TO MP 103.0  
MP 117.2 TO MP 137.2

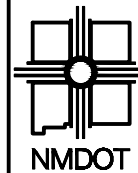


2C ENHANCED 2-LANE - DEPRESSED MEDIAN  
FUTURE WIDENING TO INSIDE

MP 1.6 TO MP 7.5  
MP 10.0 TO MP 14.6  
MP 50.8 TO MP 58.8  
MP 59.8 TO MP 84.4  
MP 92.0 TO MP 93.9  
MP 107.1 TO MP 108.1  
MP 137.2 TO MP 150.0

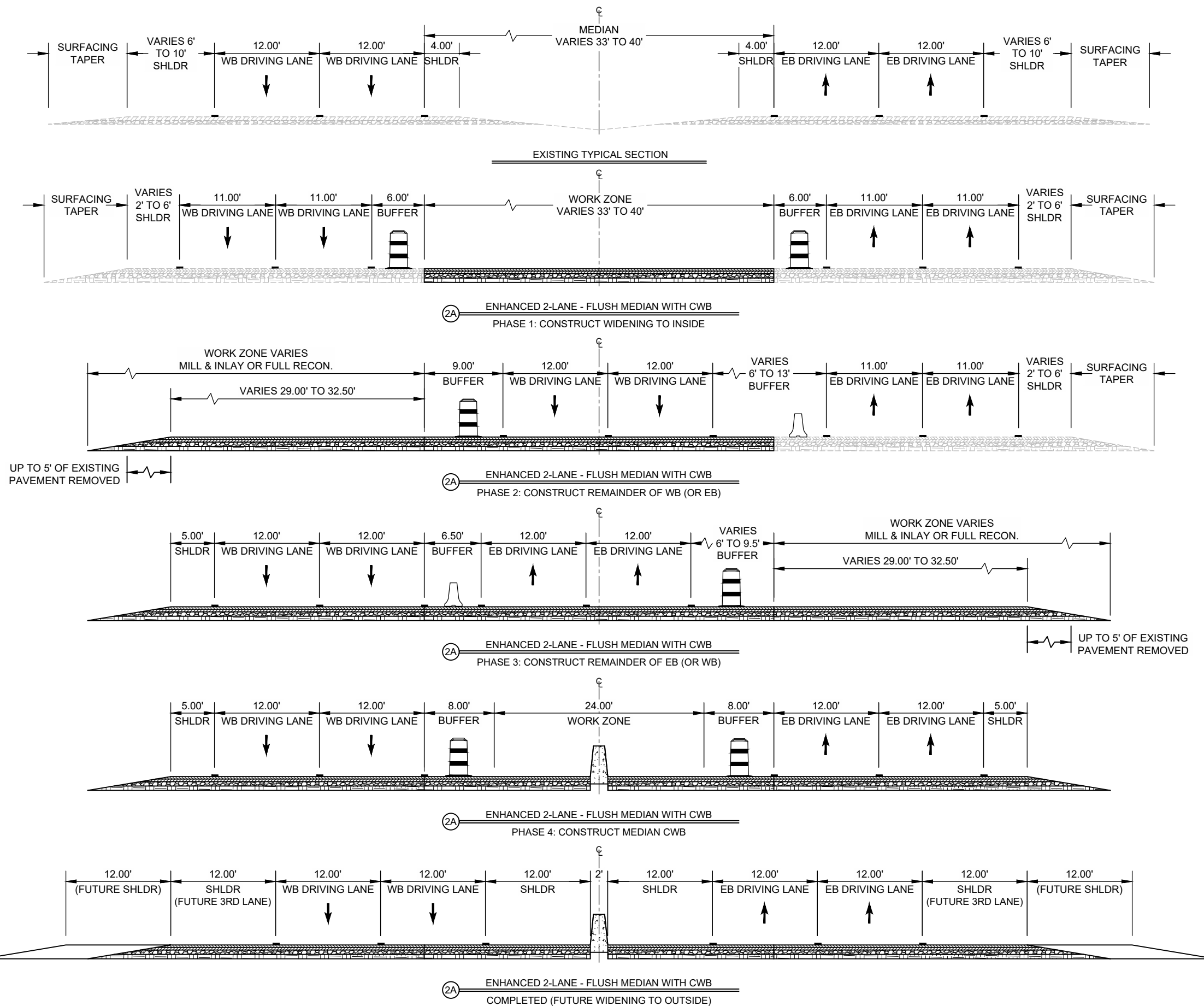
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PHASE B STUDY  
I-40 CONCEPTUAL TYPICAL SECTIONS



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TYPICAL SECTION 2A - 33' TO 40' EX. MEDIAN



RANGES:  
MP 7.5 TO MP 10.0  
MP 14.6 TO MP 21.3  
MP 25.5 TO MP 27.0  
MP 42.5 TO MP 47.0  
MP 48.0 TO MP 50.8  
MP 93.9 TO MP 95.1  
MP 112.7 TO MP 114.1  
MP 116.2 TO MP 117.2

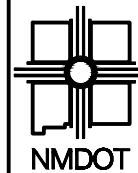
NOTE:  
SEE SHEETS J-3 & J-4  
FOR VERTICAL OFFSET  
MOT TYPICAL SECTIONS  
(FOR SUPERELEVATED  
LOCATIONS)

UP TO 5' OF EXISTING  
PAVEMENT REMOVED

UP TO 5' OF EXISTING  
PAVEMENT REMOVED

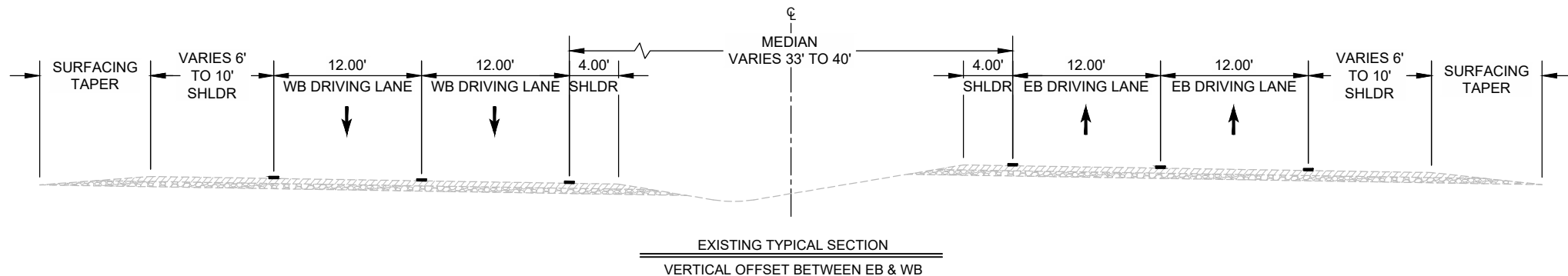
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

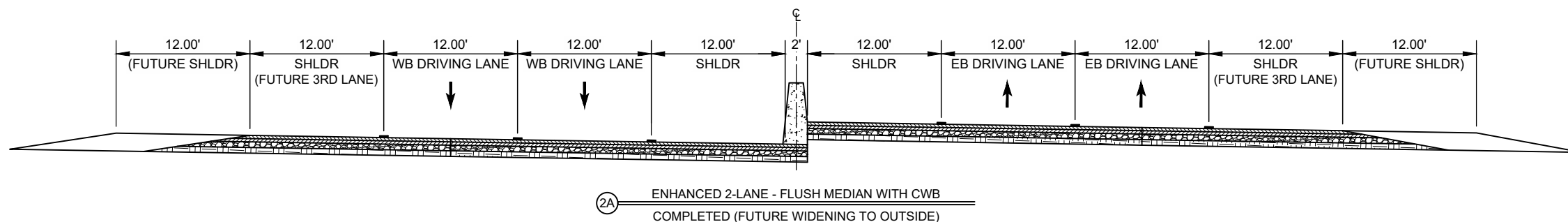
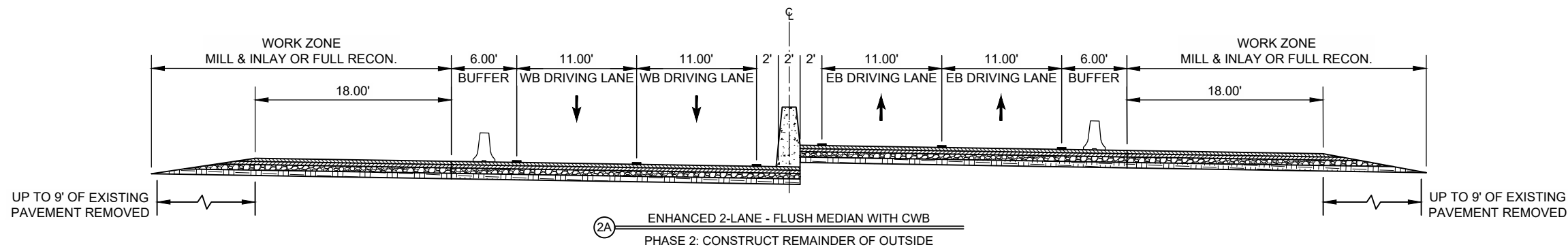
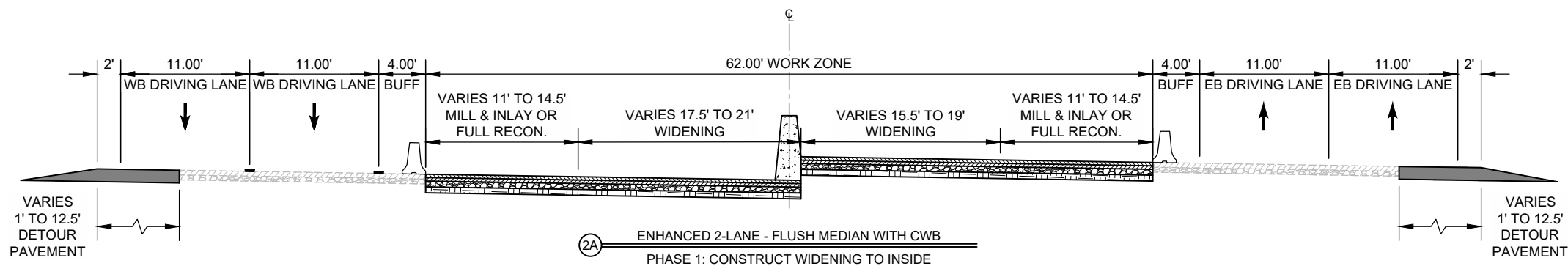


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OF TRANSPORTATION

**TYPICAL SECTION 2A - 33' TO 40' EX. MEDIAN  
VERTICAL OFFSET OPTION 1  
GRADE SEPARATION WITH OFFSET MEDIAN CWB**

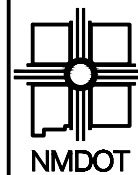


RANGES:  
MP 7.5 TO MP 10.0  
MP 14.6 TO MP 21.3  
MP 25.5 TO MP 27.0  
MP 42.5 TO MP 47.0  
MP 48.0 TO MP 50.8  
MP 93.9 TO MP 95.1  
MP 112.7 TO MP 114.1  
MP 116.2 TO MP 117.2  
(SUPERELEVATED LOCATIONS ONLY)



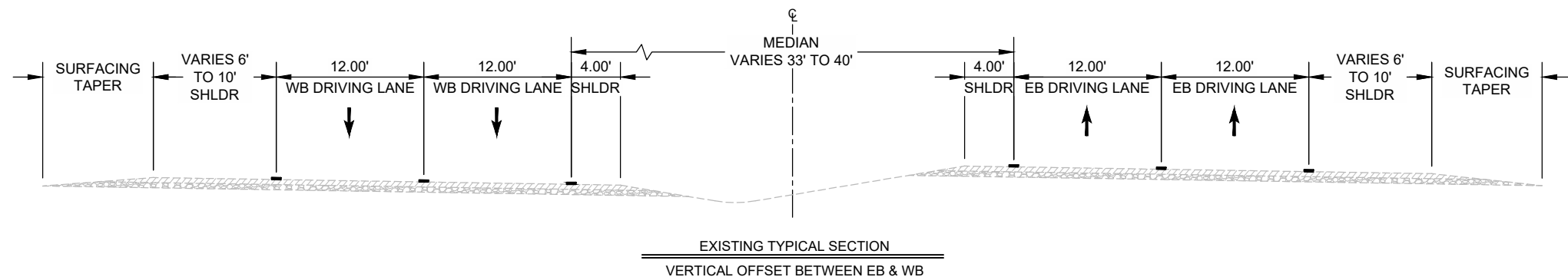
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

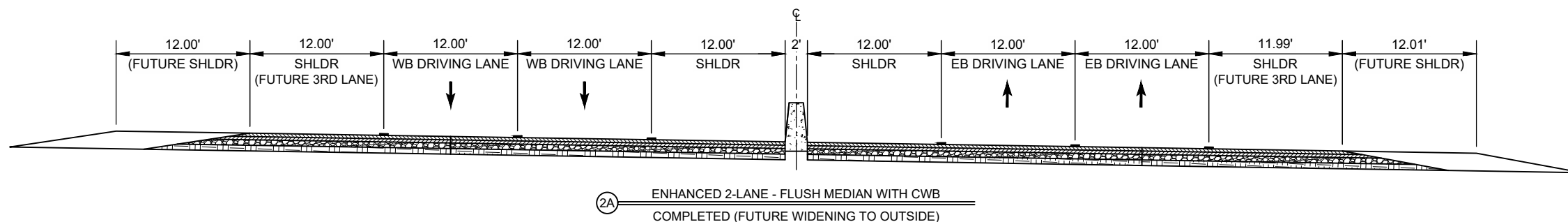
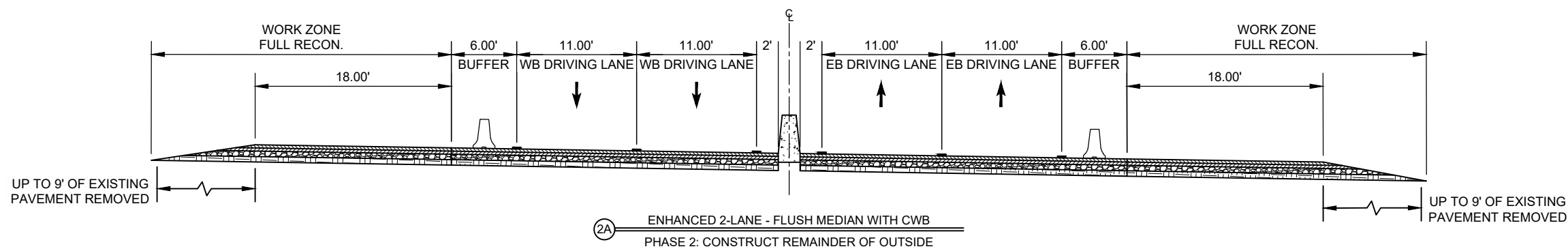
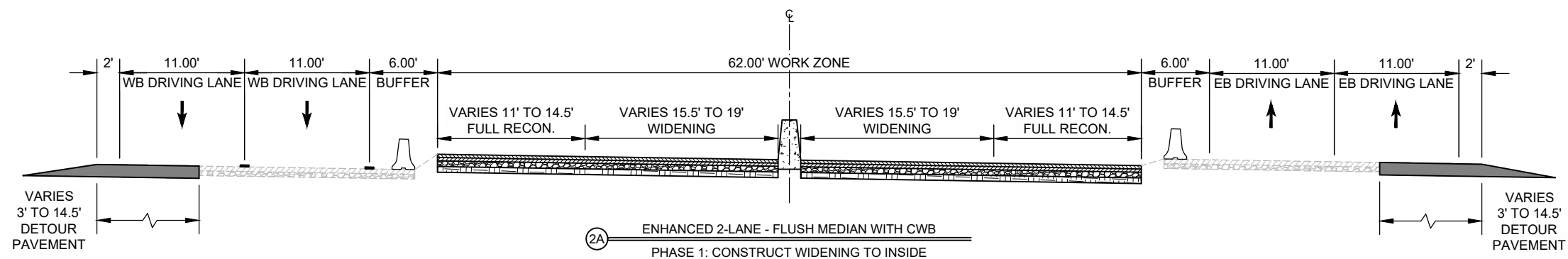


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OF TRANSPORTATION

**TYPICAL SECTION 2A - 33' TO 40' EX. MEDIAN  
VERTICAL OFFSET OPTION 2  
PLANAR CROSS-SLOPE CORRECTION**



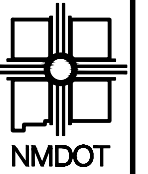
RANGES:  
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MP 14.6 TO MP 21.3  
MP 25.5 TO MP 27.0  
MP 42.5 TO MP 47.0  
MP 48.0 TO MP 50.8  
MP 93.9 TO MP 95.1  
MP 112.7 TO MP 114.1  
MP 116.2 TO MP 117.2  
(SUPERELEVATED LOCATIONS ONLY)



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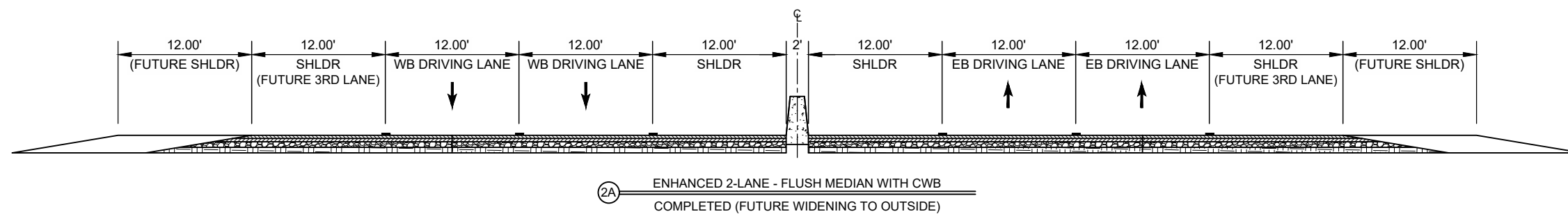
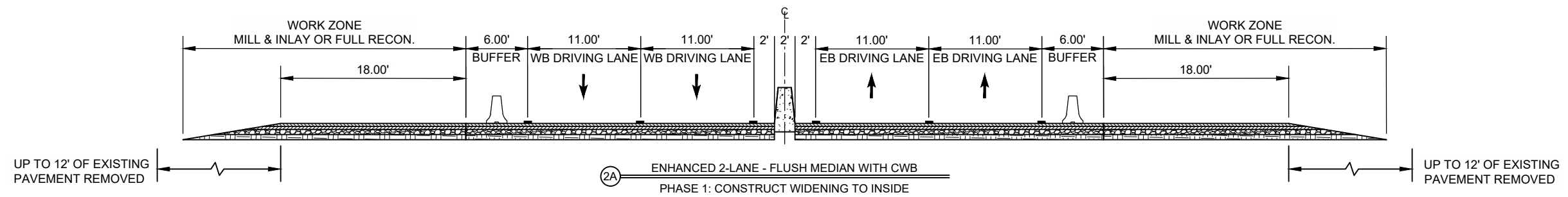
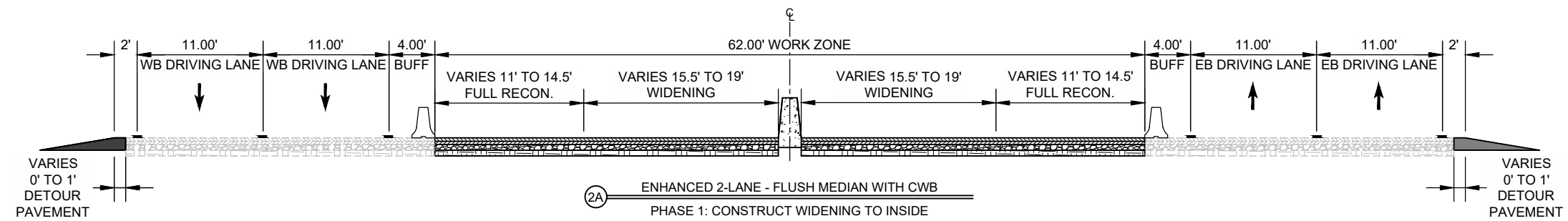
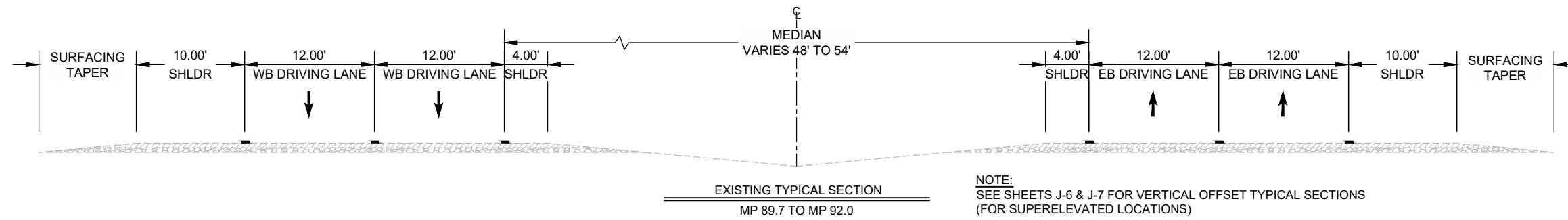
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS





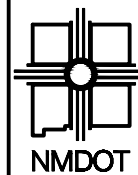
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TYPICAL SECTION 2A - 48' TO 54' EX. MEDIAN



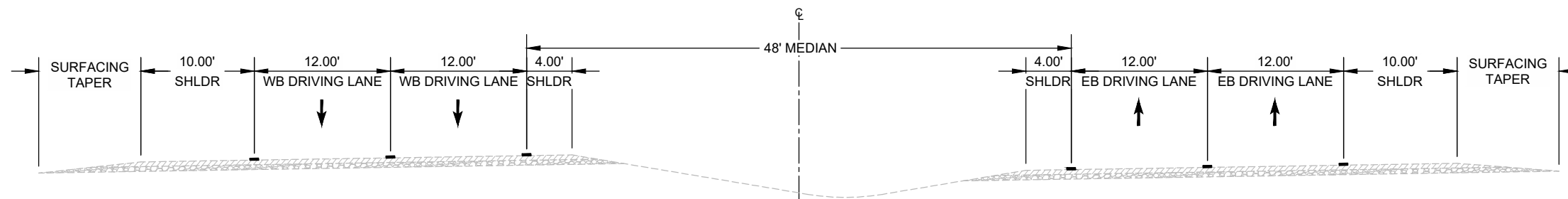
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

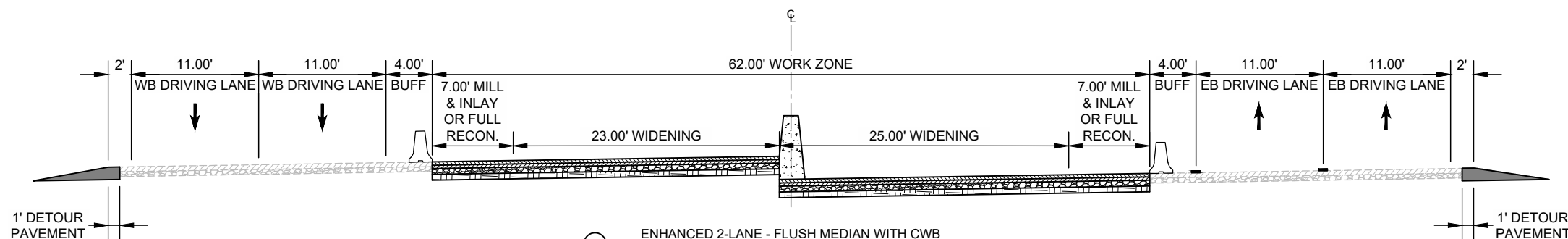


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OF TRANSPORTATION

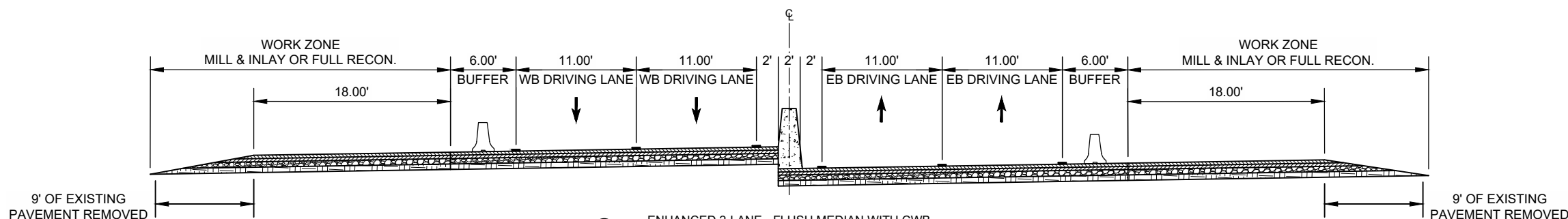
**TYPICAL SECTION 2A - 48' TO 54' EX. MEDIAN  
VERTICAL OFFSET OPTION 1  
GRADE SEPARATION WITH OFFSET MEDIAN CWB**



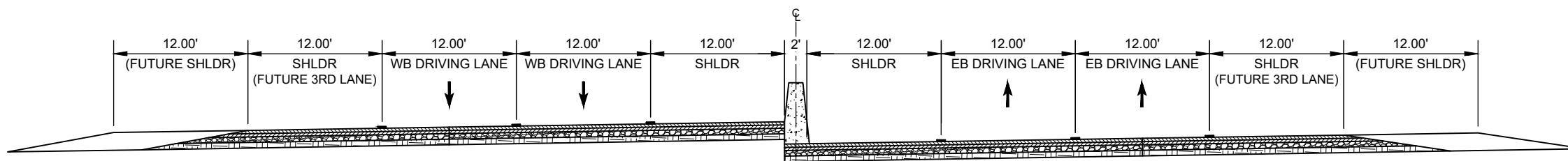
EXISTING TYPICAL SECTION  
MP 89.7 TO MP 92.0  
(SUPERELEVATED LOCATIONS ONLY)  
VERTICAL OFFSET BETWEEN EB & WB



2A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



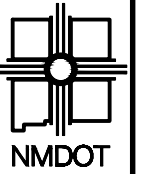
2A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



2A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
COMPLETED (FUTURE WIDENING TO OUTSIDE)

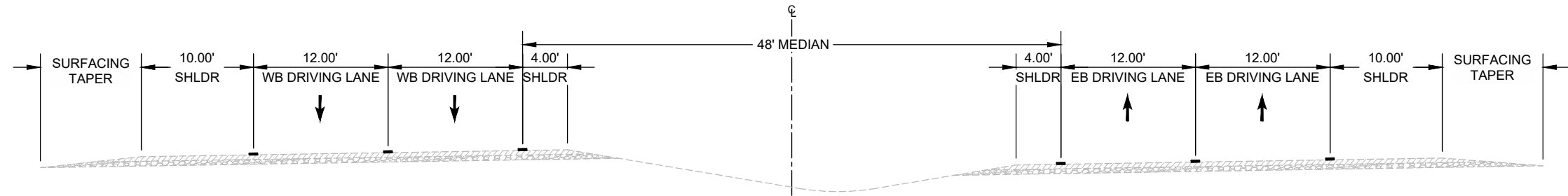
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

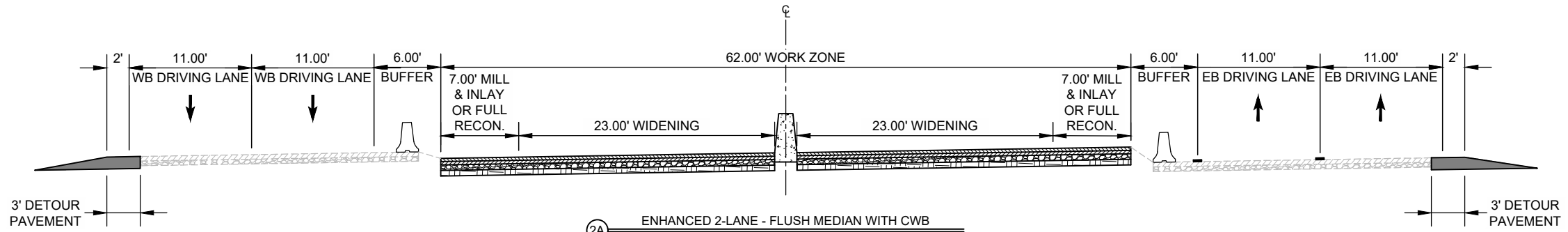


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OF TRANSPORTATION

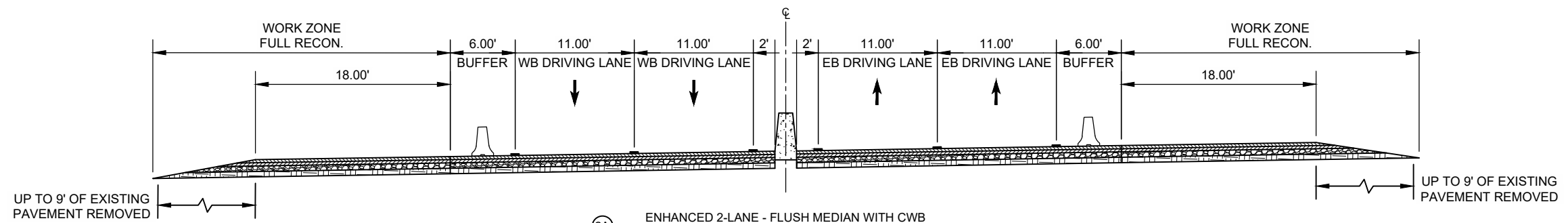
**TYPICAL SECTION 2A - 48' TO 54' EX. MEDIAN  
VERTICAL OFFSET OPTION 2  
PLANAR CROSS-SLOPE CORRECTION**



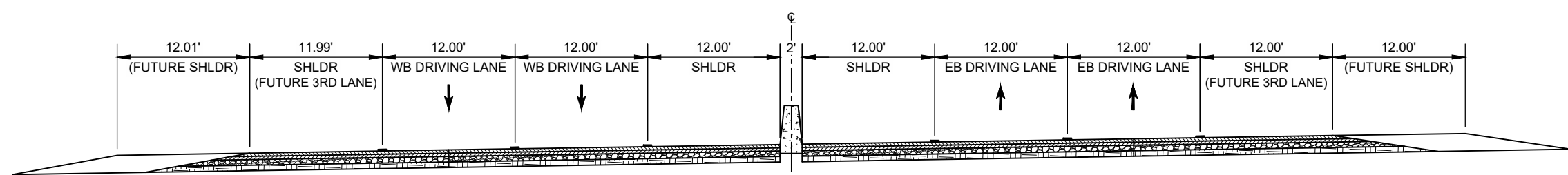
EXISTING TYPICAL SECTION  
MP 89.7 TO MP 92.0  
(SUPERELEVATED LOCATIONS ONLY)  
VERTICAL OFFSET BETWEEN EB & WB



②A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



②A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



②A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
COMPLETED (FUTURE WIDENING TO OUTSIDE)

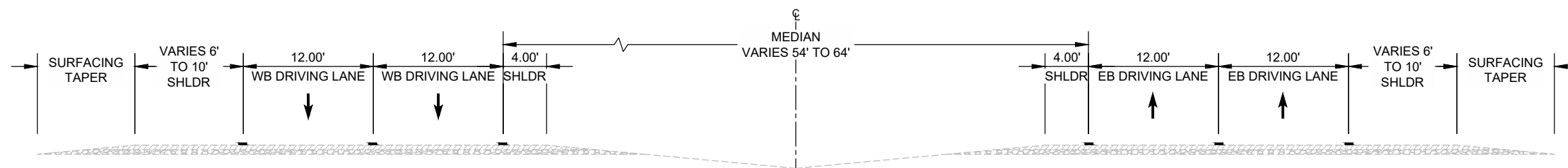
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS



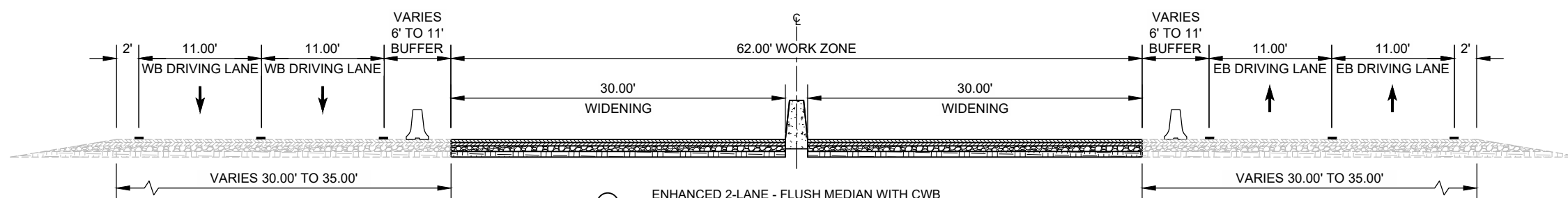
NEW MEXICO DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION 2A - 54' TO 64' EX. MEDIAN

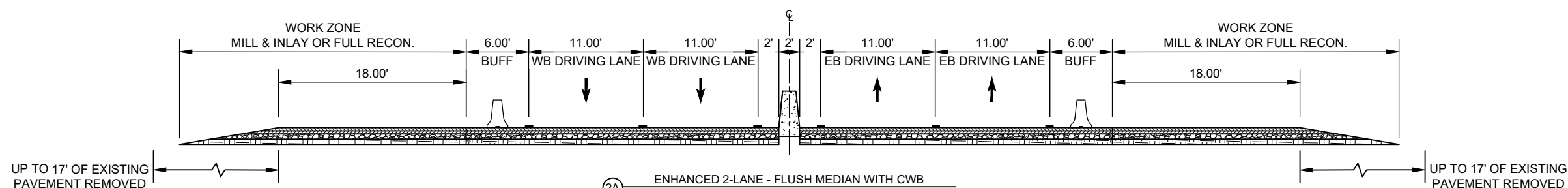


EXISTING TYPICAL SECTION

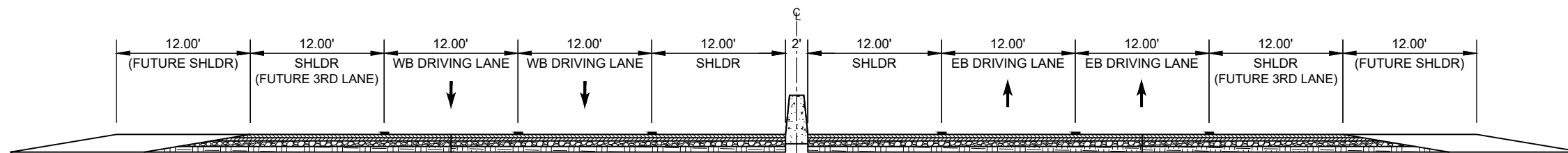
- MP 0.0 TO MP 1.6
- MP 21.3 TO MP 25.5
- MP 27.0 TO MP 30.3
- MP 38.0 TO MP 40.0
- MP 58.8 TO MP 59.8
- MP 103.0 TO MP 107.1
- MP 108.1 TO MP 112.7



2A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



2A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE

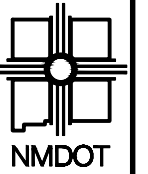


2A ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
COMPLETED (FUTURE WIDENING TO OUTSIDE)

NOTE:  
MAY REQUIRE VERTICAL OFFSET  
MEDIAN CWB DUE TO GRADE  
DIFFERENCE BETWEEN EB AN WB

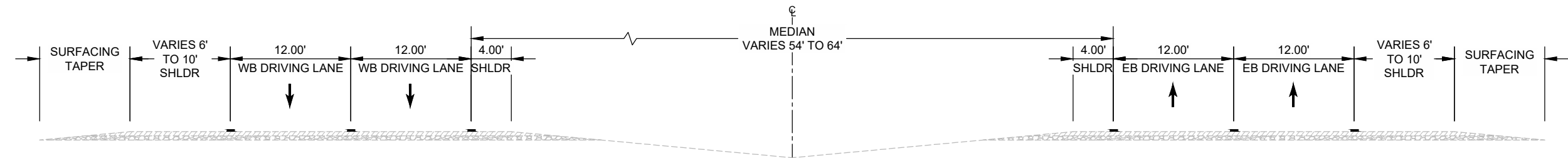
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS



NEW MEXICO DEPARTMENT OF TRANSPORTATION

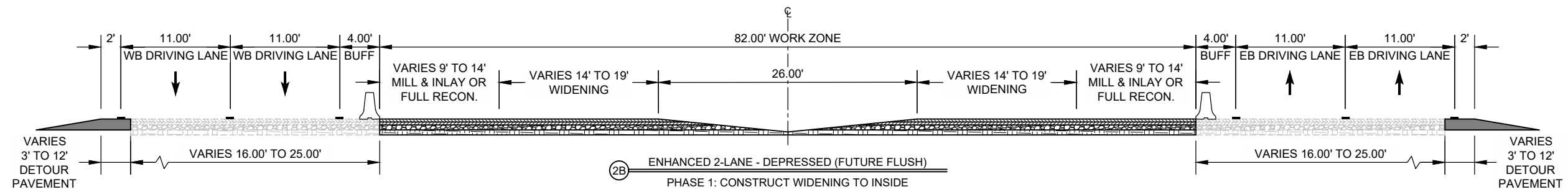
TYPICAL SECTION 2B - 54' TO 64' EX. MEDIAN



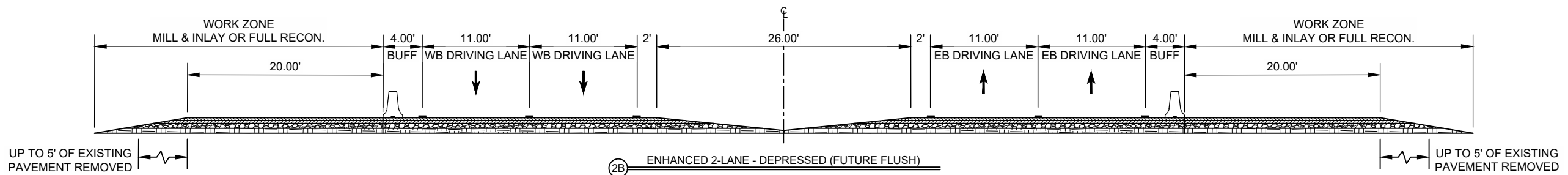
EXISTING TYPICAL SECTION

MP 30.3 TO MP 38.0  
MP 84.4 TO MP 89.7  
MP 95.1 TO MP 103.0  
MP 117.2 TO MP 137.2

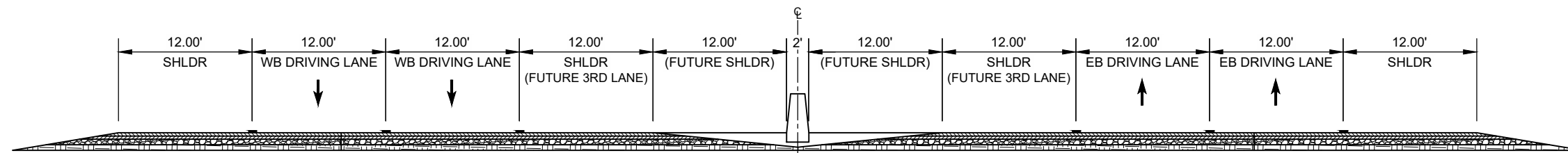
NOTE:  
SEE SHEETS J-11 & J-12 FOR VERTICAL OFFSET TYPICAL SECTIONS  
(FOR SUPERELEVATED LOCATIONS FROM MP 117.2 TO MP 137.2)



2B ENHANCED 2-LANE - DEPRESSED (FUTURE FLUSH)  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



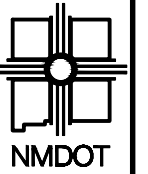
2B ENHANCED 2-LANE - DEPRESSED (FUTURE FLUSH)  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



2B ENHANCED 2-LANE - DEPRESSED (FUTURE FLUSH)  
COMPLETED (FUTURE WIDENING TO INSIDE)

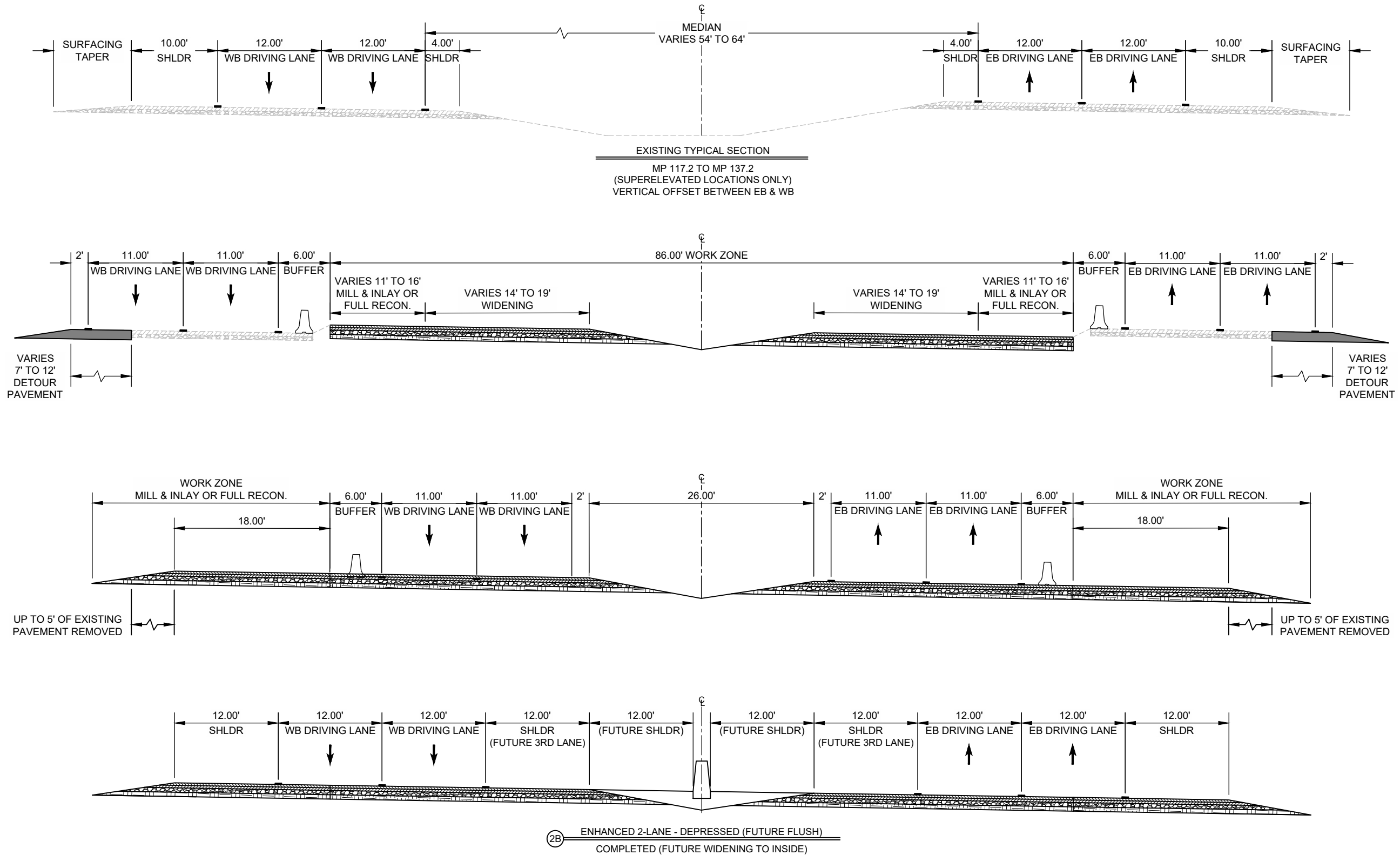
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CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS



NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

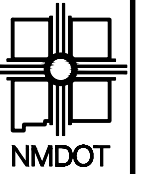
**TYPICAL SECTION 2B - 54' TO 64' EX. MEDIAN  
VERTICAL OFFSET OPTION 1  
PLANAR CROSS-SLOPE CORRECTION**



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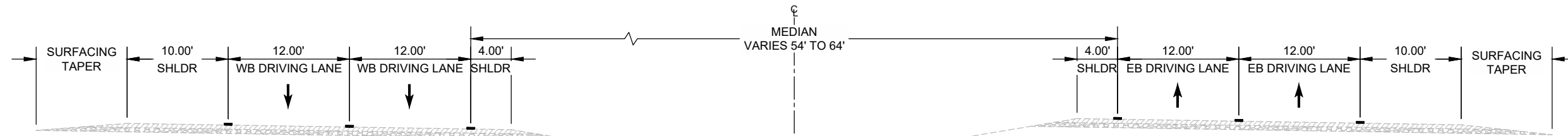
CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

②B ENHANCED 2-LANE - DEPRESSED (FUTURE FLUSH)  
COMPLETED (FUTURE WIDENING TO INSIDE)

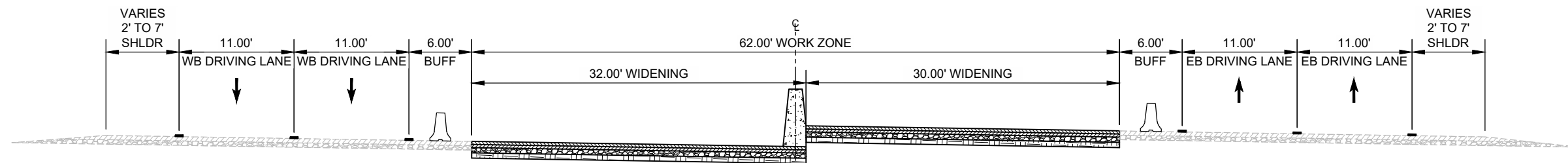


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

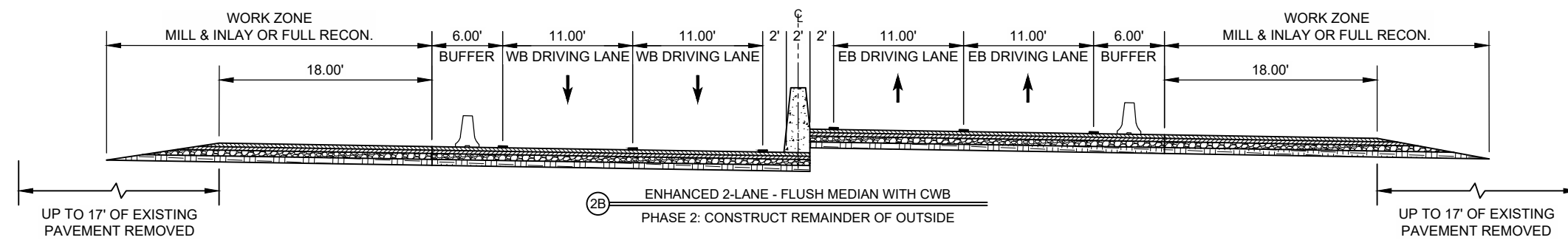
**TYPICAL SECTION 2B - 54' TO 64' EX. MEDIAN  
VERTICAL OFFSET OPTION 2  
GRADE SEPARATION WITH OFFSET MEDIAN CWB**



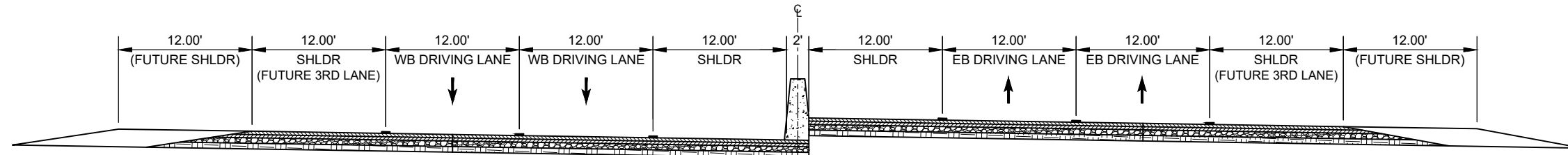
EXISTING TYPICAL SECTION  
MP 117.2 TO MP 137.2  
(SUPERELEVATED LOCATIONS ONLY)  
VERTICAL OFFSET BETWEEN EB & WB



②B ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



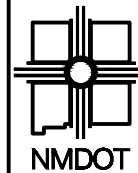
②B ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



②B ENHANCED 2-LANE - FLUSH MEDIAN WITH CWB  
COMPLETED (FUTURE WIDENING TO OUTSIDE)

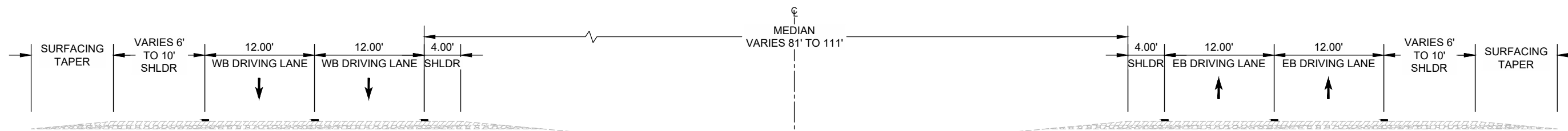
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CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS



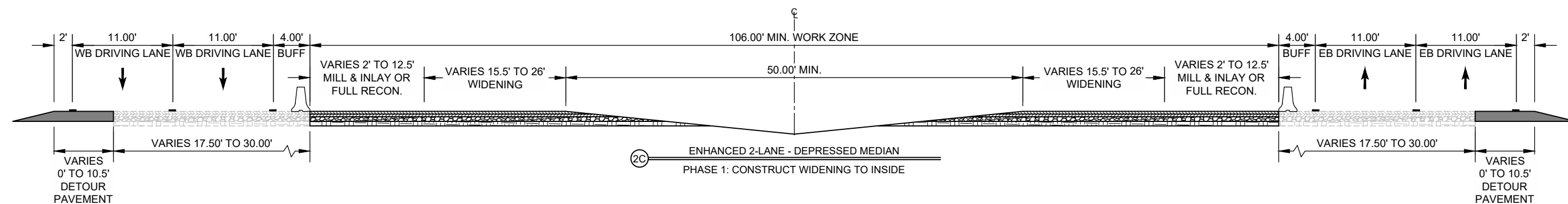
NEW MEXICO DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION 2C - 81' TO 111' EX. MEDIAN

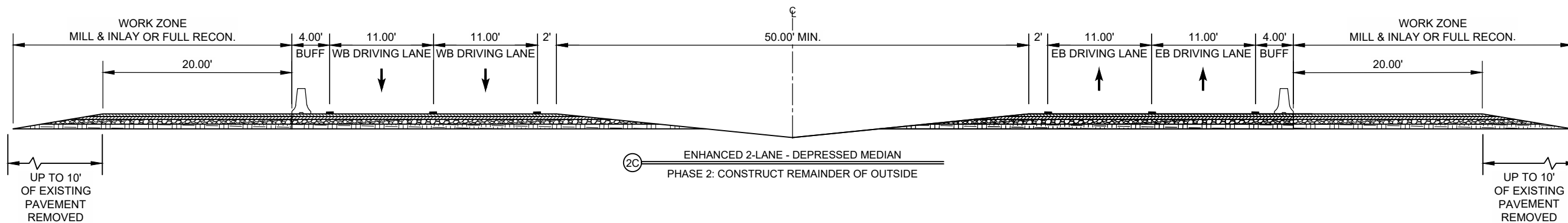


EXISTING TYPICAL SECTION

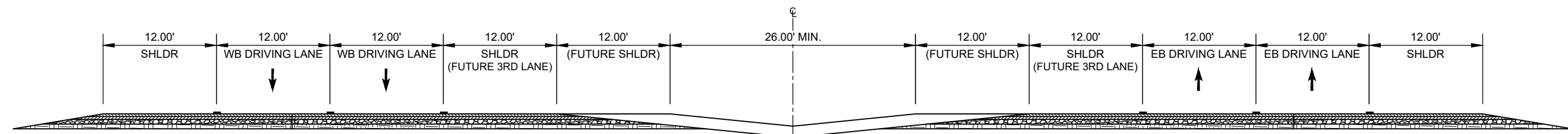
MP 1.6 TO MP 7.5  
 MP 10.0 TO MP 14.6  
 MP 50.8 TO MP 58.8  
 MP 59.8 TO MP 84.4  
 MP 92.0 TO MP 93.9  
 MP 107.1 TO MP 108.1  
 MP 137.2 TO MP 150.0



2C ENHANCED 2-LANE - DEPRESSED MEDIAN  
 PHASE 1: CONSTRUCT WIDENING TO INSIDE



2C ENHANCED 2-LANE - DEPRESSED MEDIAN  
 PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



2C ENHANCED 2-LANE - DEPRESSED MEDIAN  
 COMPLETED (FUTURE WIDENING TO INSIDE)  
 (MP 82.6 TO MP 84.4 - FUTURE WIDENING TO OUTSIDE)

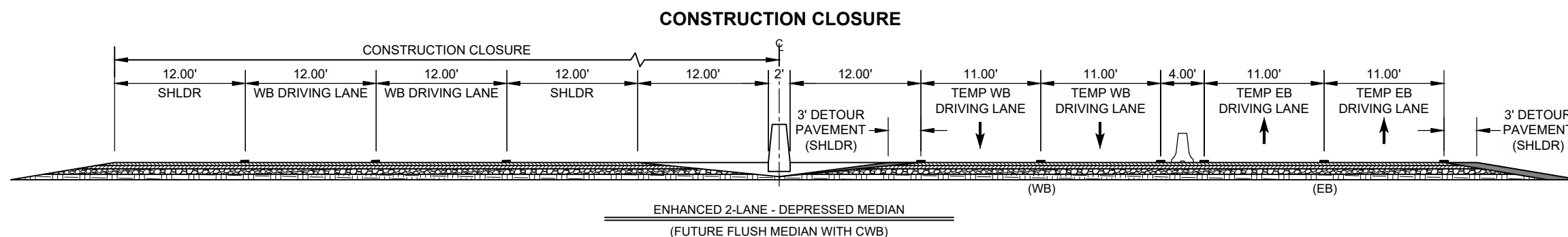
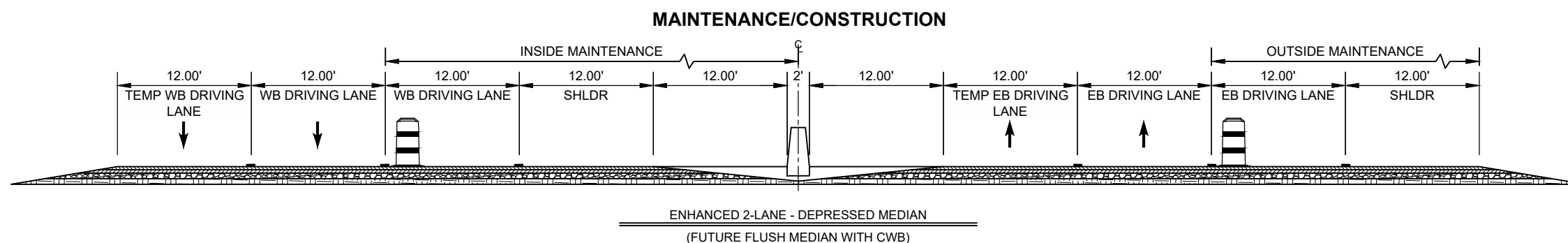
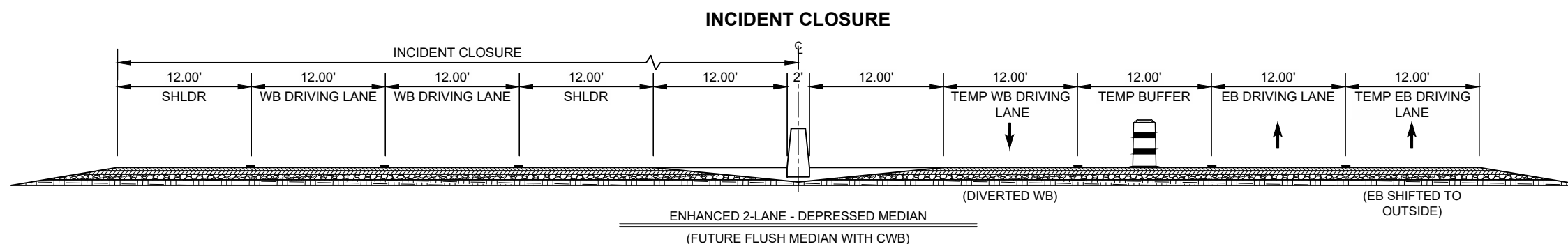
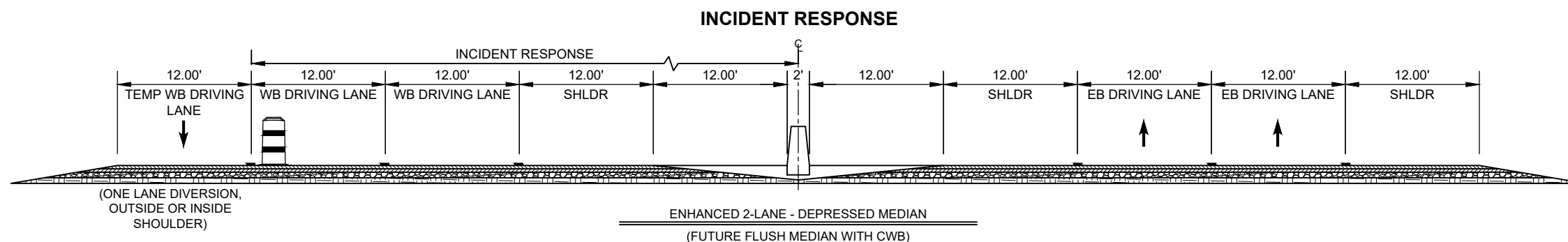
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 PHASE B STUDY  
 I-40 CONCEPTUAL MOT TYPICAL SECTIONS



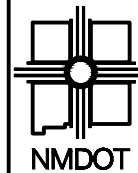


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

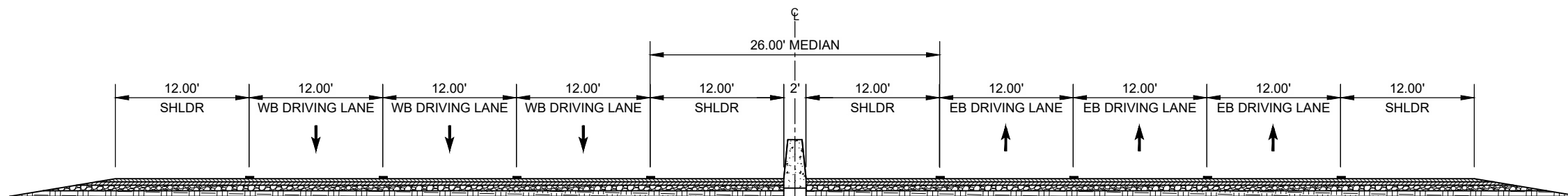


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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

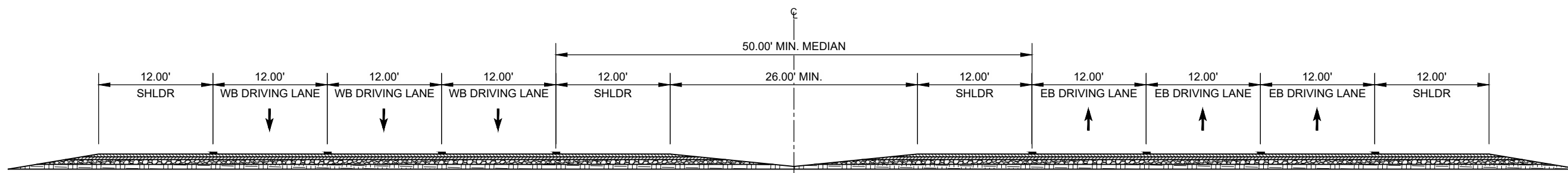


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



3A 3-LANE - FLUSH MEDIAN WITH CWB

- MP 0.0 TO MP 1.6
- MP 7.5 TO MP 10.0
- MP 14.6 TO MP 50.8
- MP 58.8 TO MP 59.8
- MP 84.4 TO MP 92.0
- MP 93.9 TO MP 107.1
- MP 108.1 TO MP 137.2

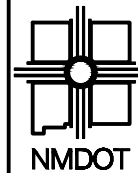


3B 3-LANE - DEPRESSED MEDIAN

- MP 1.6 TO MP 7.5
- MP 10.0 TO MP 14.6
- MP 50.8 TO MP 58.8
- MP 59.8 TO MP 84.4
- MP 92.0 TO MP 93.9
- MP 107.1 TO MP 108.1
- MP 137.2 TO MP 150.0

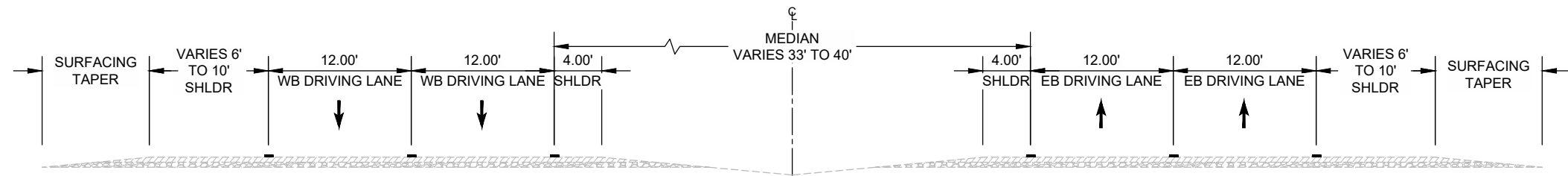
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PHASE B STUDY  
I-40 CONCEPTUAL TYPICAL SECTIONS



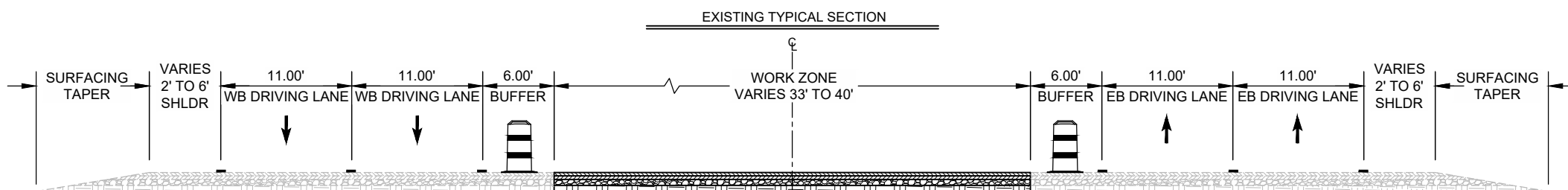
NEW MEXICO DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION 3A - 33' TO 40' EX. MEDIAN

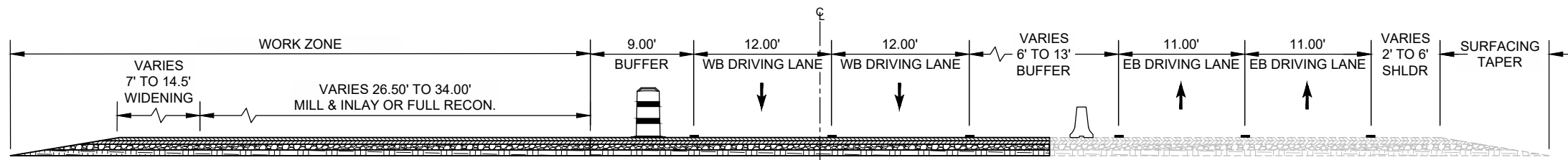


RANGES:  
 MP 7.5 TO MP 10.0  
 MP 14.6 TO MP 21.3  
 MP 25.5 TO MP 27.0  
 MP 42.5 TO MP 47.0  
 MP 48.0 TO MP 50.8  
 MP 93.9 TO MP 95.1  
 MP 112.7 TO MP 114.1  
 MP 116.2 TO MP 117.2

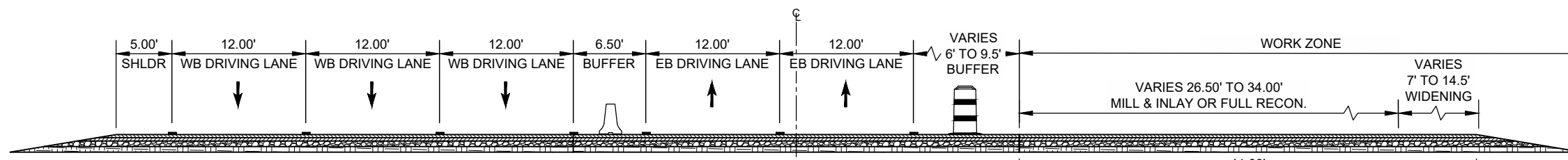
NOTE:  
 SEE SHEETS J-16 & J-17  
 FOR VERTICAL OFFSET  
 MOT TYPICAL SECTIONS  
 (FOR SUPERELEVATED  
 LOCATIONS)



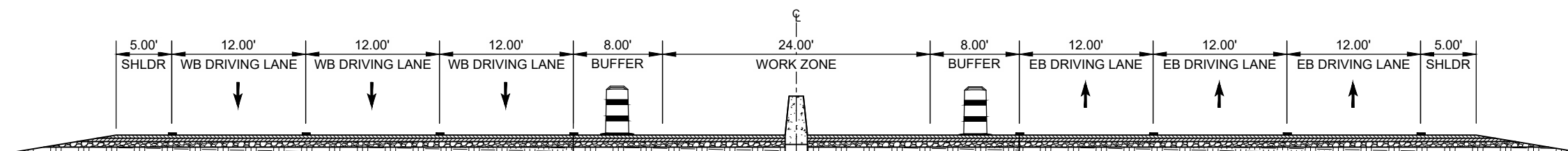
3A 3-LANE - FLUSH MEDIAN WITH CWB  
 PHASE 1: CONSTRUCT WIDENING TO INSIDE



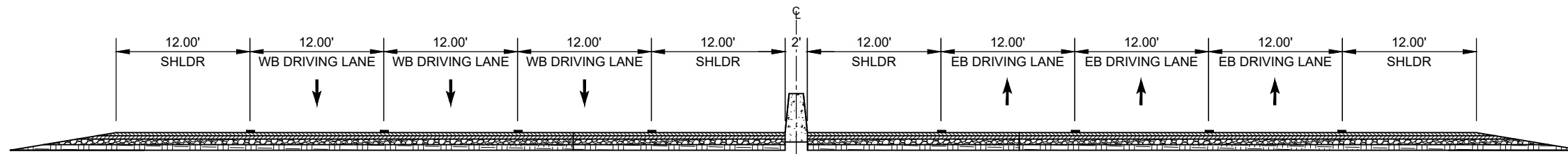
3A 3-LANE - FLUSH MEDIAN WITH CWB  
 PHASE 2: CONSTRUCT REMAINDER OF WB (OR EB)



3A 3-LANE - FLUSH MEDIAN WITH CWB  
 PHASE 3: CONSTRUCT REMAINDER OF EB (OR WB)



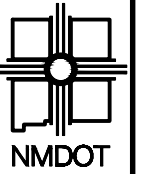
3A 3-LANE - FLUSH MEDIAN WITH CWB  
 PHASE 4: CONSTRUCT MEDIAN CWB



3A 3-LANE - FLUSH MEDIAN WITH CWB  
 COMPLETED

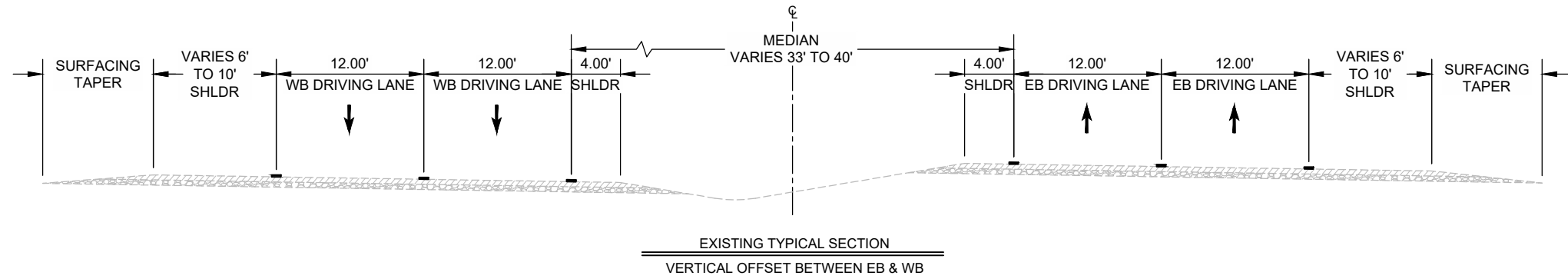
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CN 6101580  
 PHASE B STUDY  
 I-40 CONCEPTUAL MOT TYPICAL SECTIONS

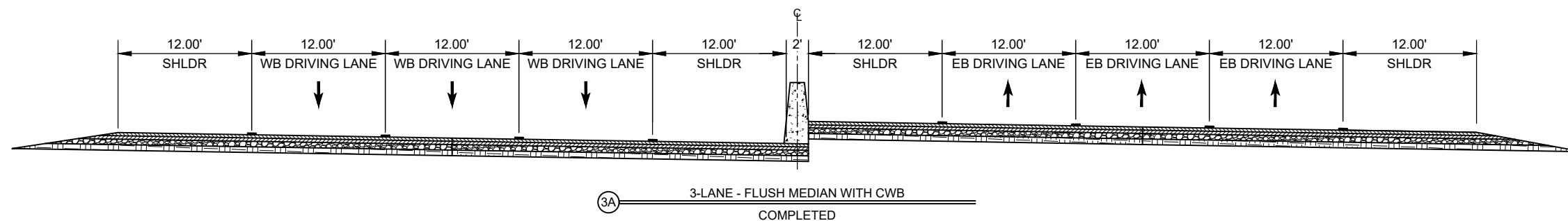
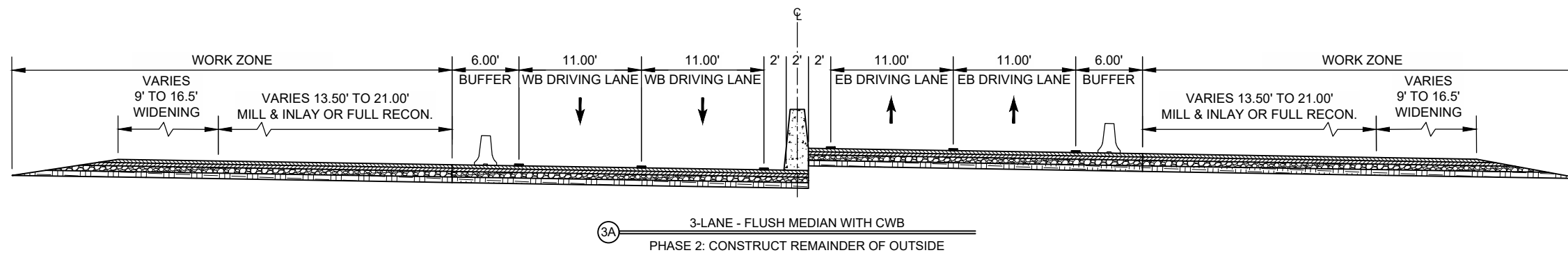
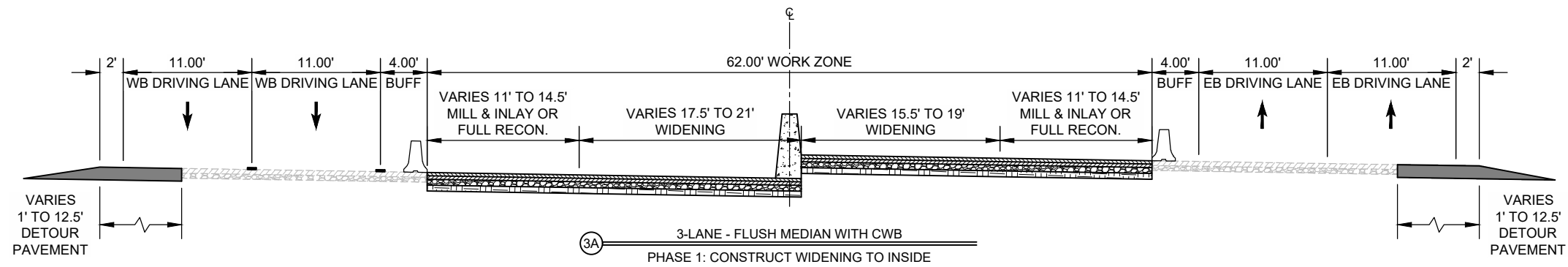


NEW MEXICO DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTION 3A - 33' TO 40' EX. MEDIAN  
VERTICAL OFFSET OPTION 1  
GRADE SEPARATION WITH OFFSET MEDIAN CWB**

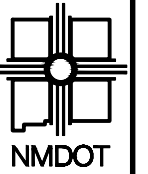


RANGES:  
MP 7.5 TO MP 10.0  
MP 14.6 TO MP 21.3  
MP 25.5 TO MP 27.0  
MP 42.5 TO MP 47.0  
MP 48.0 TO MP 50.8  
MP 93.9 TO MP 95.1  
MP 112.7 TO MP 114.1  
MP 116.2 TO MP 117.2  
(SUPERELEVATED LOCATIONS ONLY)



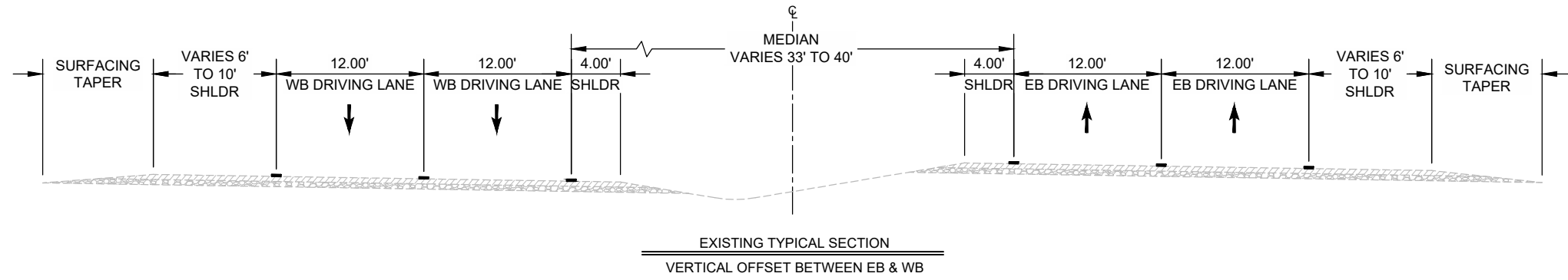
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CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

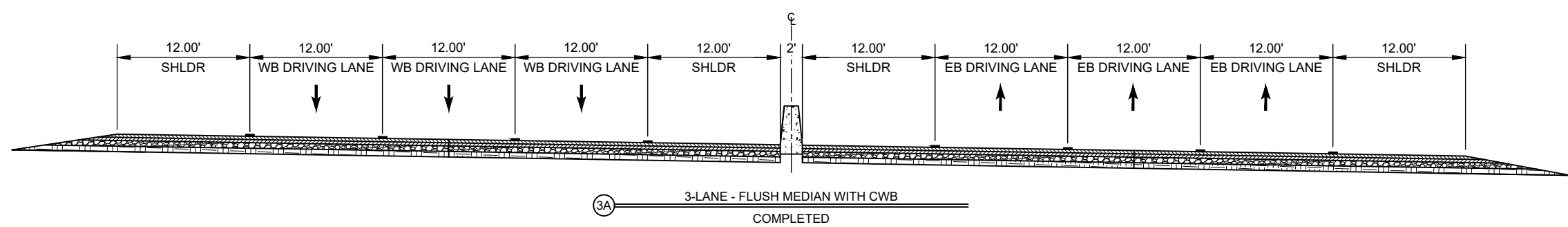
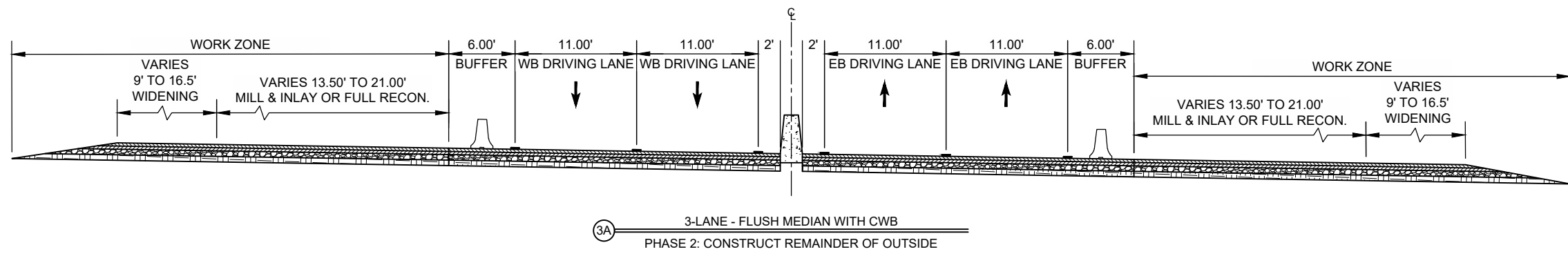
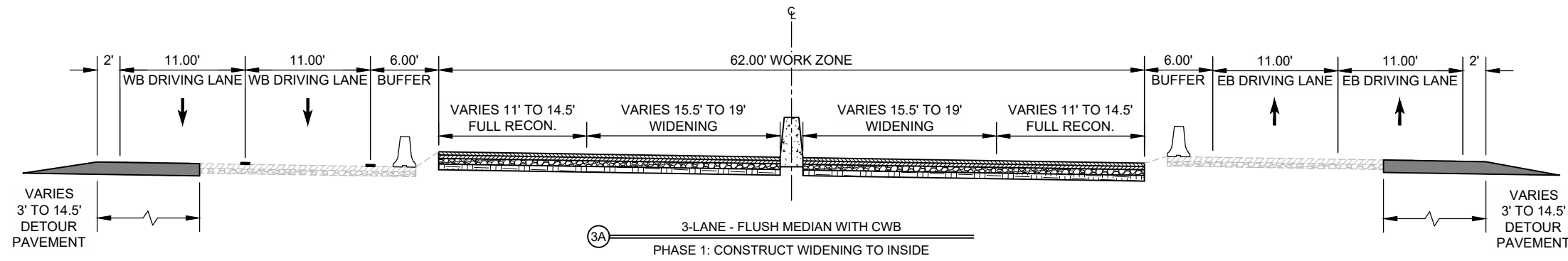


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

**TYPICAL SECTION 3A - 33' TO 40' EX. MEDIAN  
VERTICAL OFFSET OPTION 2  
PLANAR CROSS-SLOPE CORRECTION**

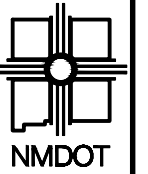


RANGES:  
MP 7.5 TO MP 10.0  
MP 14.6 TO MP 21.3  
MP 25.5 TO MP 27.0  
MP 42.5 TO MP 47.0  
MP 48.0 TO MP 50.8  
MP 93.9 TO MP 95.1  
MP 112.7 TO MP 114.1  
MP 116.2 TO MP 117.2  
(SUPERELEVATED LOCATIONS ONLY)



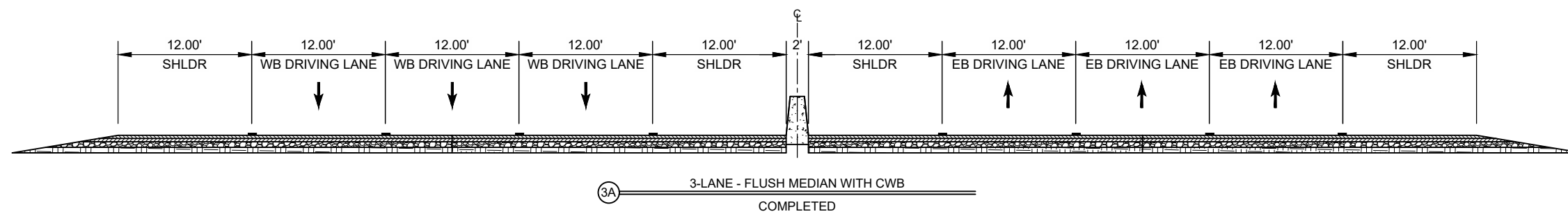
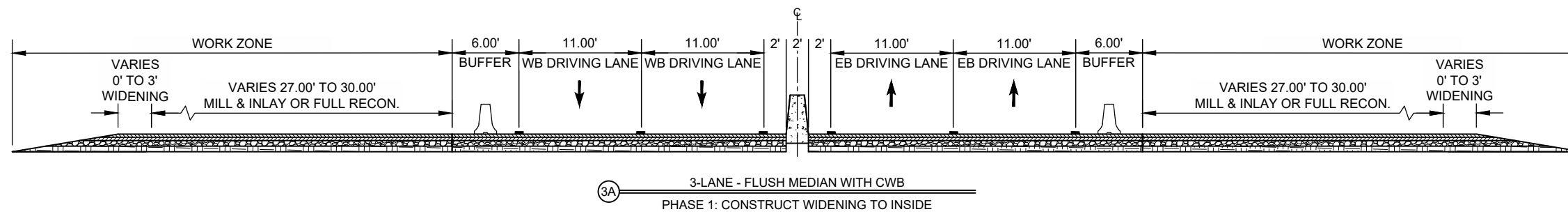
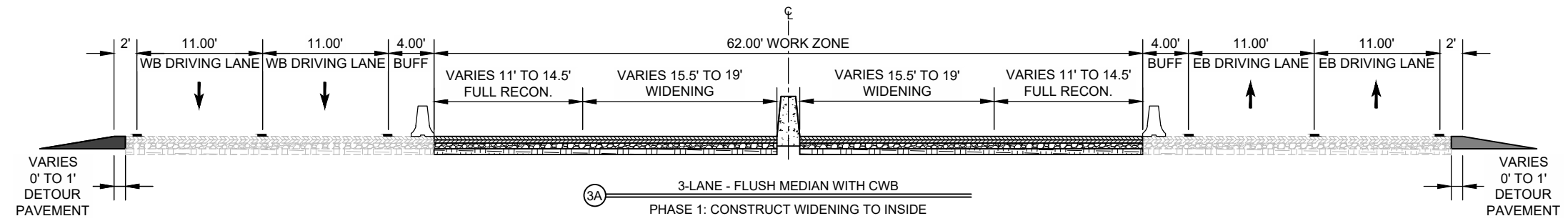
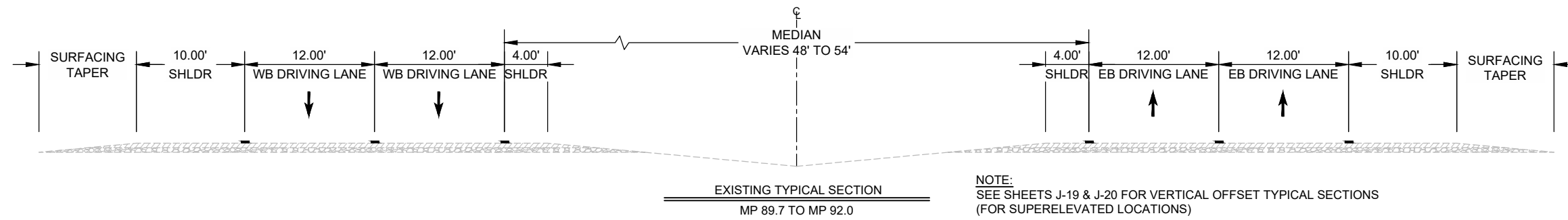
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CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS



NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

TYPICAL SECTION 3A - 48' TO 54' EX. MEDIAN



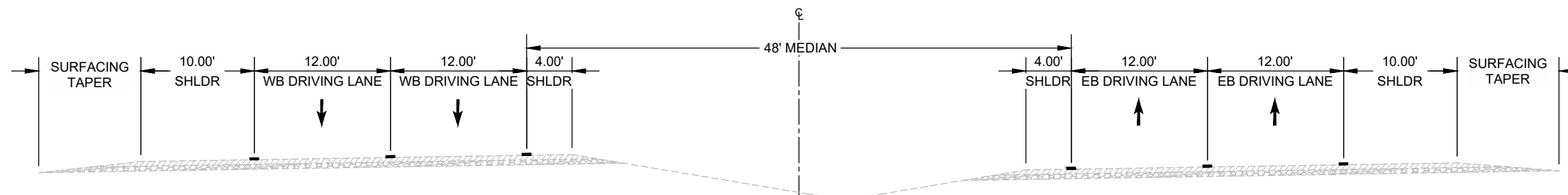
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

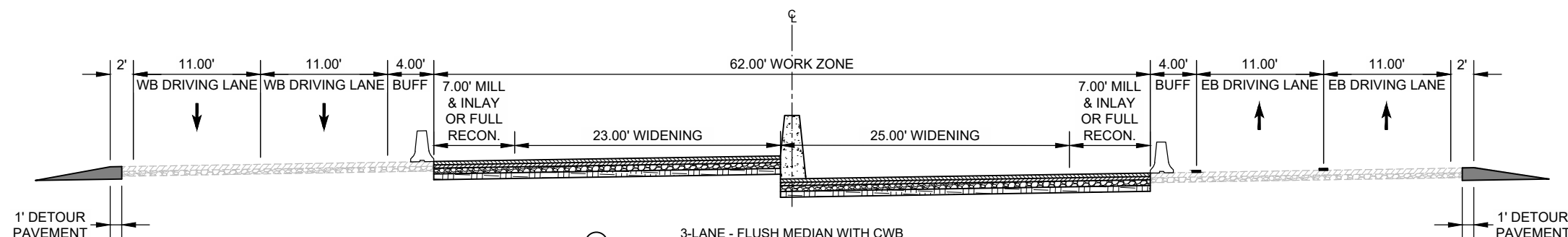


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

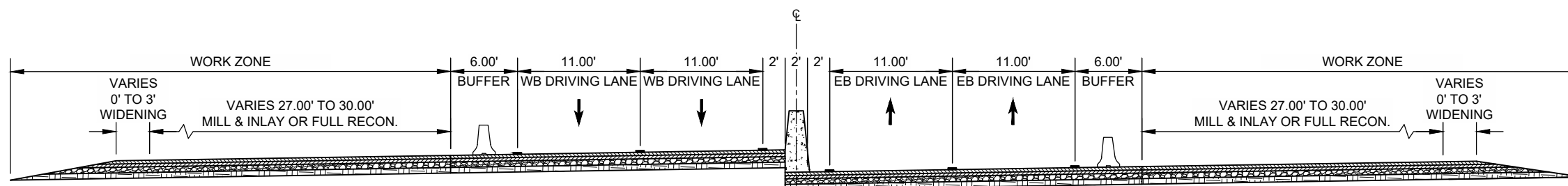
**TYPICAL SECTION 3A - 48' TO 54' EX. MEDIAN  
VERTICAL OFFSET OPTION 1  
GRADE SEPARATION WITH OFFSET MEDIAN CWB**



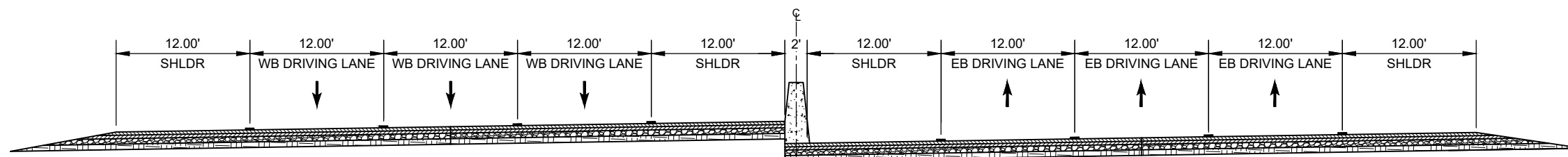
EXISTING TYPICAL SECTION  
MP 89.7 TO MP 92.0  
(SUPERELEVATED LOCATIONS ONLY)  
VERTICAL OFFSET BETWEEN EB & WB



3A 3-LANE - FLUSH MEDIAN WITH CWB  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



3A 3-LANE - FLUSH MEDIAN WITH CWB  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



3A 3-LANE - FLUSH MEDIAN WITH CWB  
COMPLETED

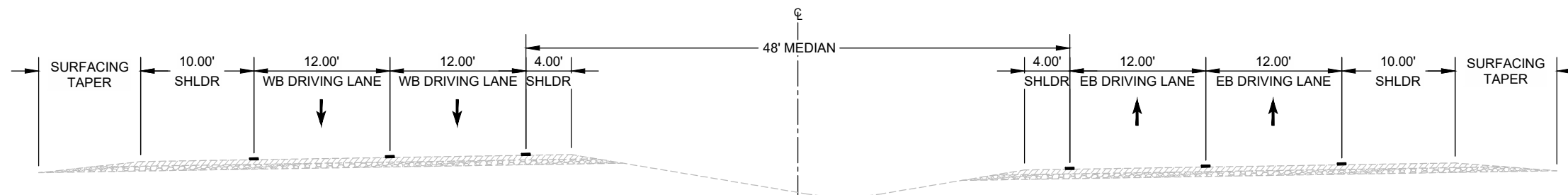
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

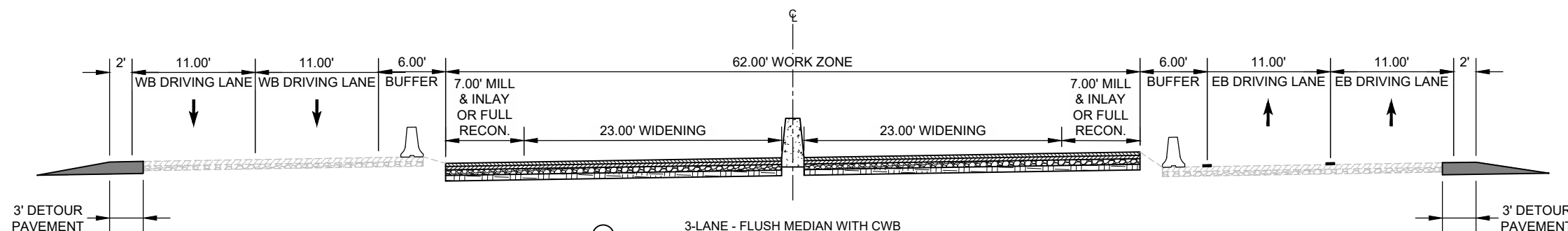


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION

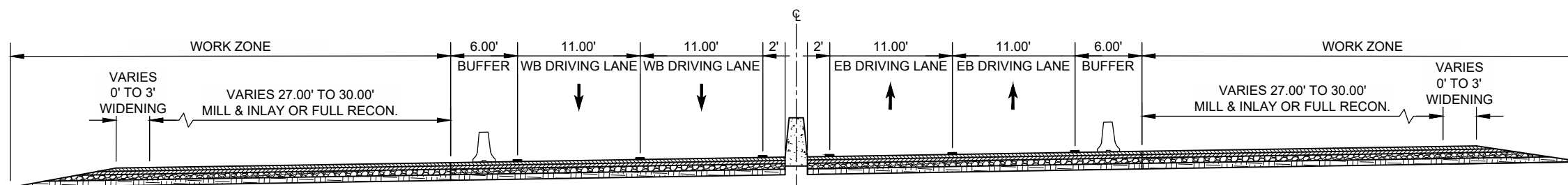
**TYPICAL SECTION 3A - 48' TO 54' EX. MEDIAN  
VERTICAL OFFSET OPTION 2  
PLANAR CROSS-SLOPE CORRECTION**



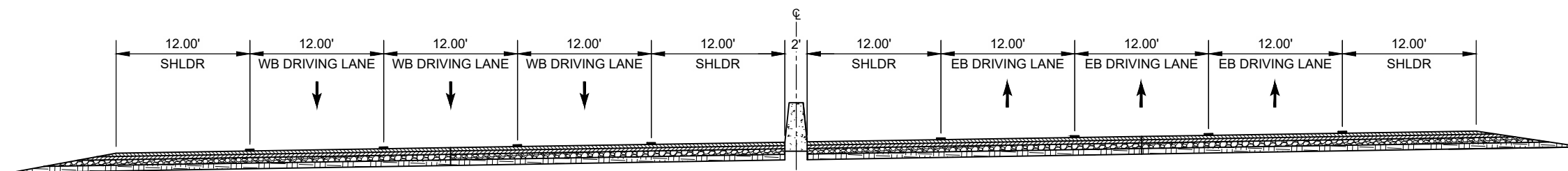
EXISTING TYPICAL SECTION  
MP 89.7 TO MP 92.0  
(SUPERELEVATED LOCATIONS ONLY)  
VERTICAL OFFSET BETWEEN EB & WB



3A 3-LANE - FLUSH MEDIAN WITH CWB  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



3A 3-LANE - FLUSH MEDIAN WITH CWB  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



3A 3-LANE - FLUSH MEDIAN WITH CWB  
COMPLETED

NO.	DESCRIPTION	DATE	BY
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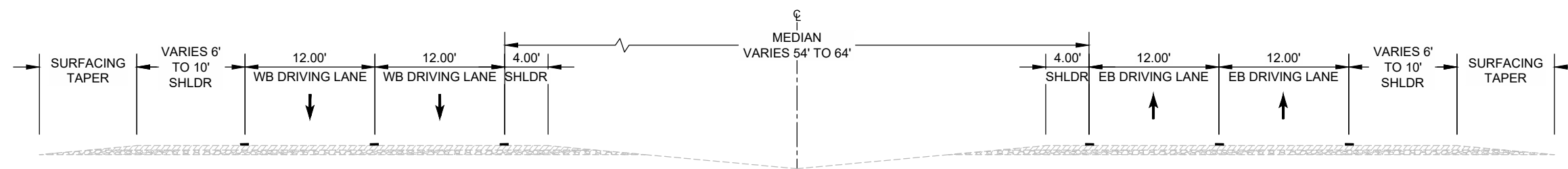
CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS





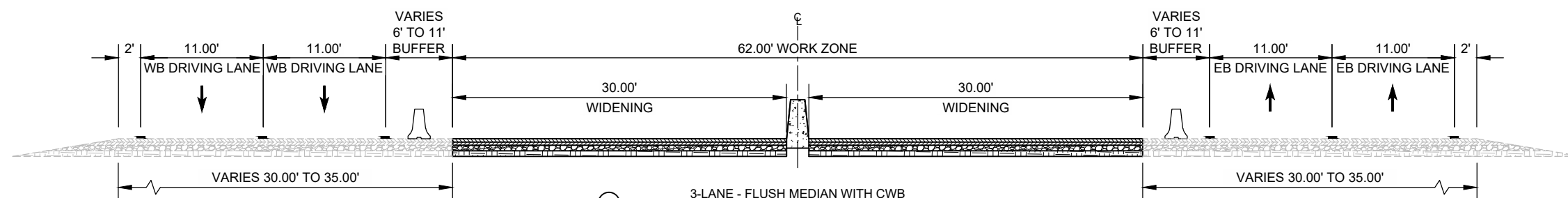
NEW MEXICO DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION 3A - 54' TO 64' EX. MEDIAN

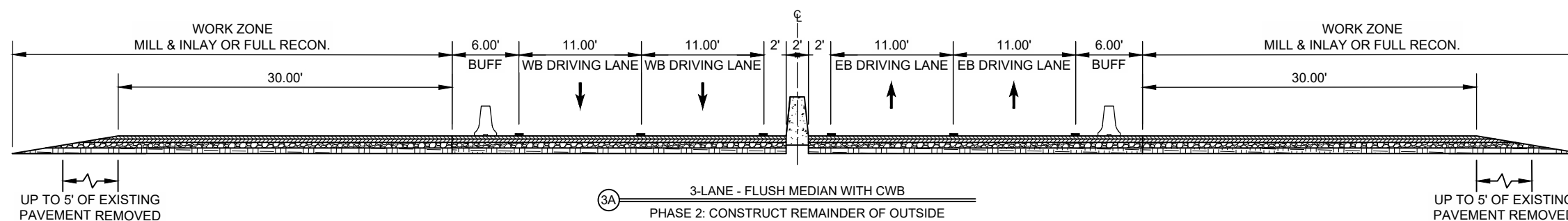


EXISTING TYPICAL SECTION

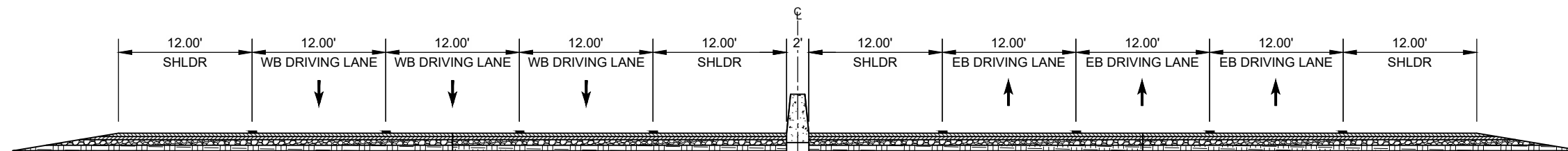
- MP 0.0 TO MP 1.6
- MP 21.3 TO MP 25.5
- MP 27.0 TO MP 40.0
- MP 58.8 TO MP 59.8
- MP 84.4 TO MP 89.7
- MP 95.1 TO MP 107.1
- MP 108.1 TO MP 112.7
- MP 117.2 TO MP 137.2



3A 3-LANE - FLUSH MEDIAN WITH CWB  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



3A 3-LANE - FLUSH MEDIAN WITH CWB  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE

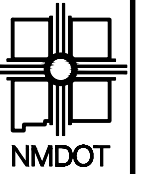


3A 3-LANE - FLUSH MEDIAN WITH CWB  
COMPLETED

NOTE:  
MAY REQUIRE VERTICAL OFFSET  
MEDIAN CWB DUE TO GRADE  
DIFFERENCE BETWEEN EB AN WB

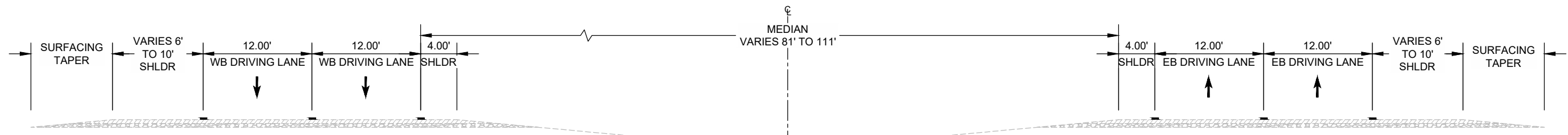
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PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS



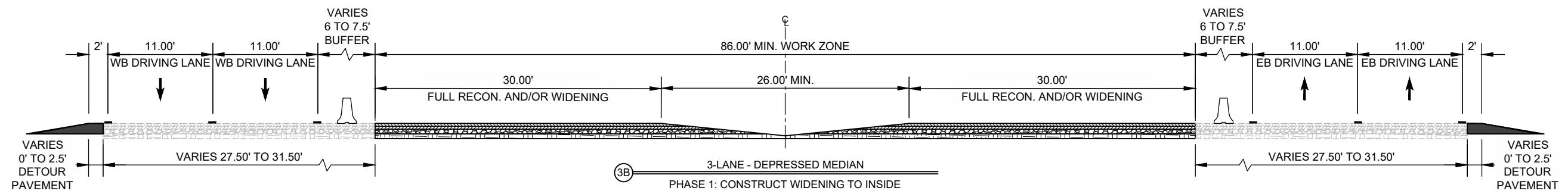
NEW MEXICO DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION 3B - 81' TO 111' EX. MEDIAN

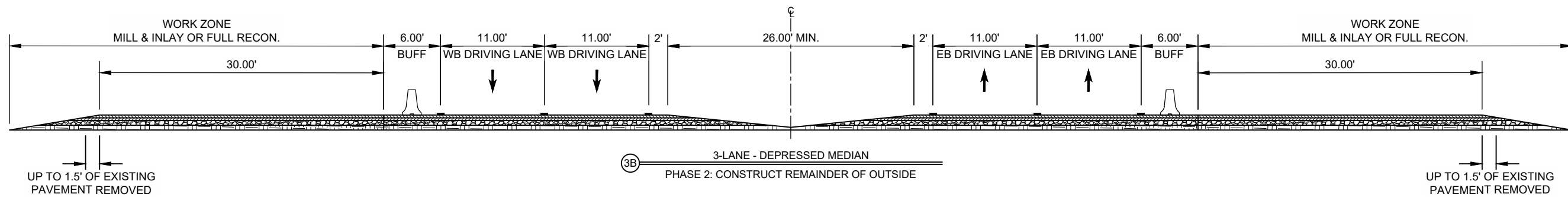


EXISTING TYPICAL SECTION

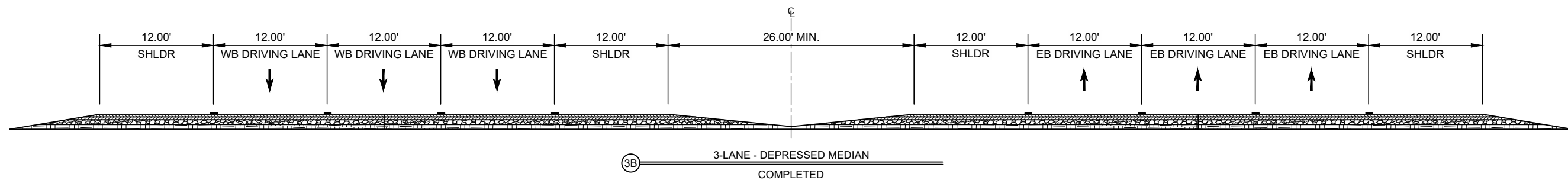
- MP 1.6 TO MP 7.5
- MP 10.0 TO MP 14.6
- MP 50.8 TO MP 58.8
- MP 59.8 TO MP 84.4
- MP 92.0 TO MP 93.9
- MP 107.1 TO MP 108.1
- MP 137.2 TO MP 150.0



3-LANE - DEPRESSED MEDIAN  
PHASE 1: CONSTRUCT WIDENING TO INSIDE



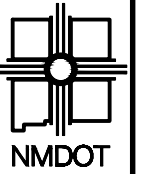
3-LANE - DEPRESSED MEDIAN  
PHASE 2: CONSTRUCT REMAINDER OF OUTSIDE



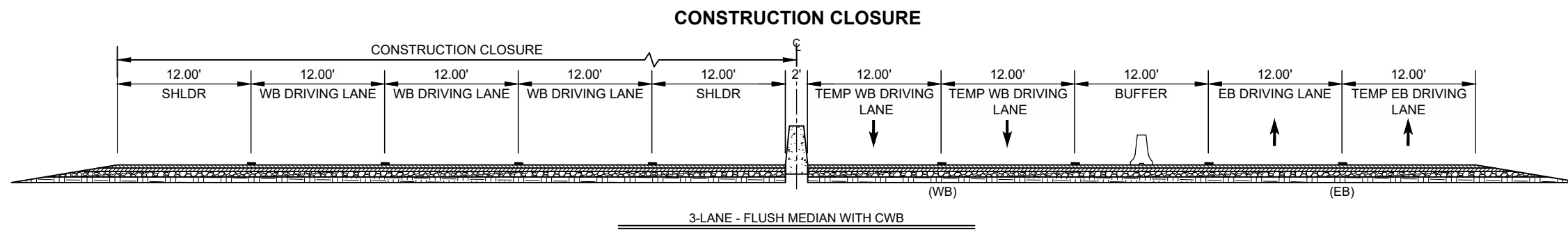
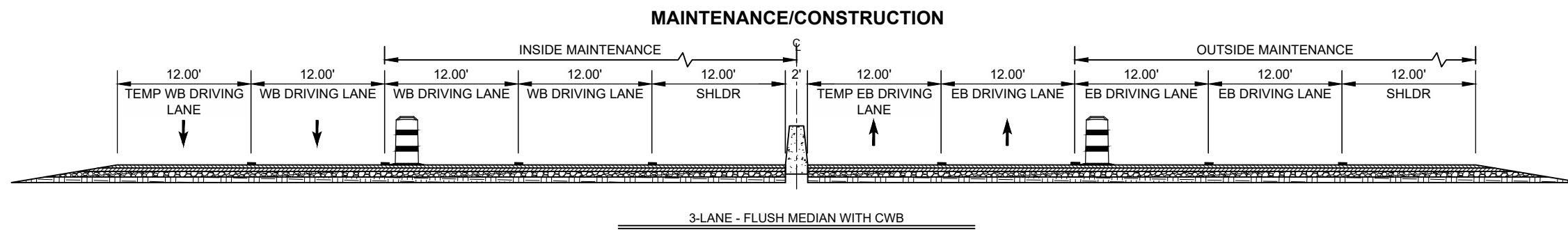
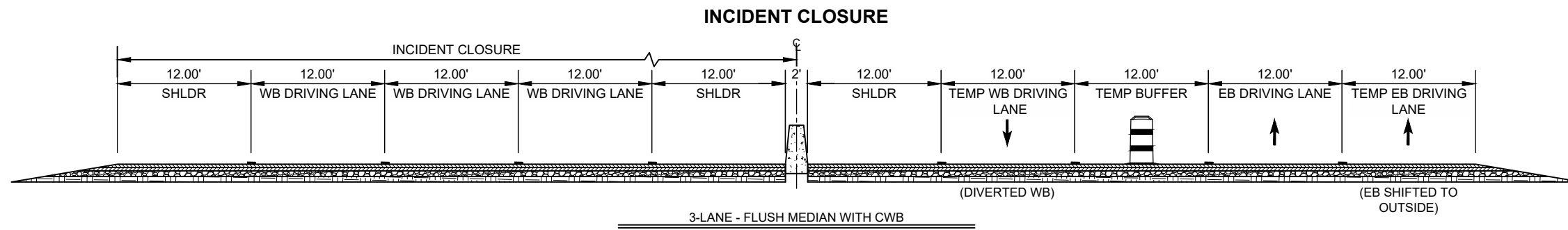
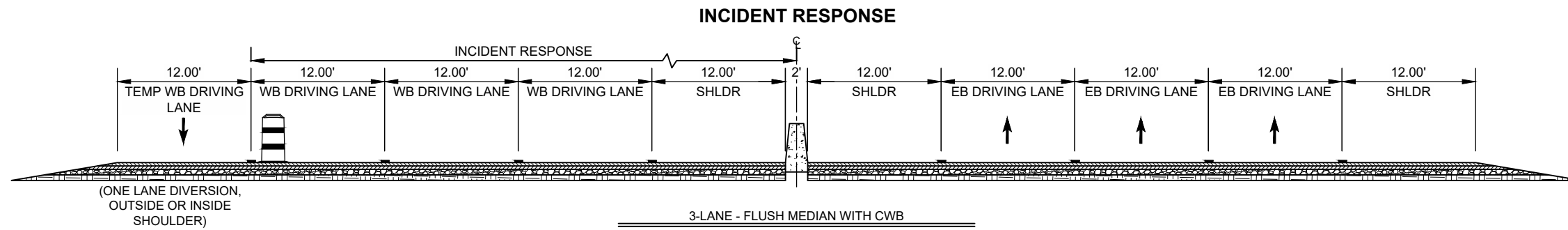
3-LANE - DEPRESSED MEDIAN  
COMPLETED

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS

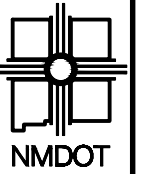


NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

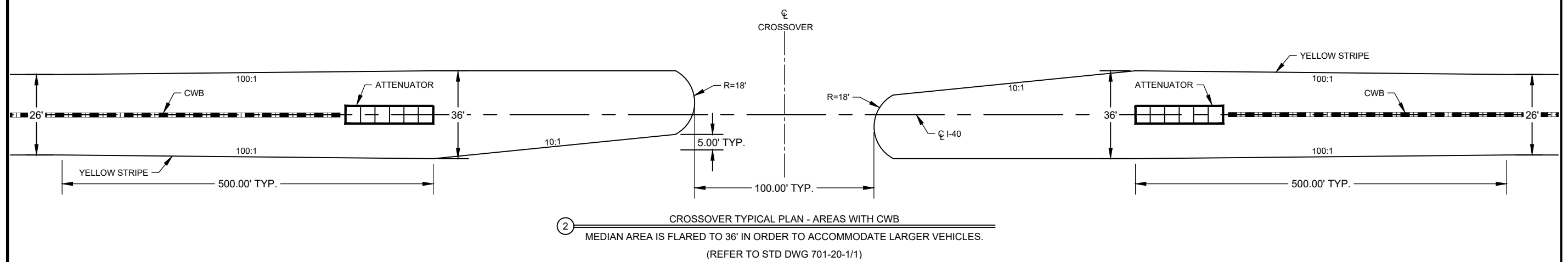
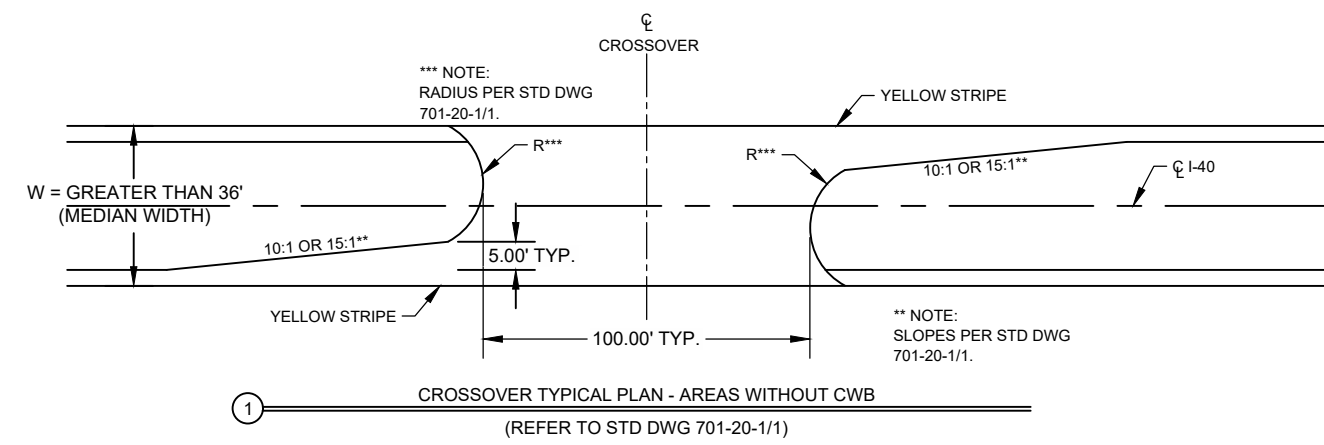
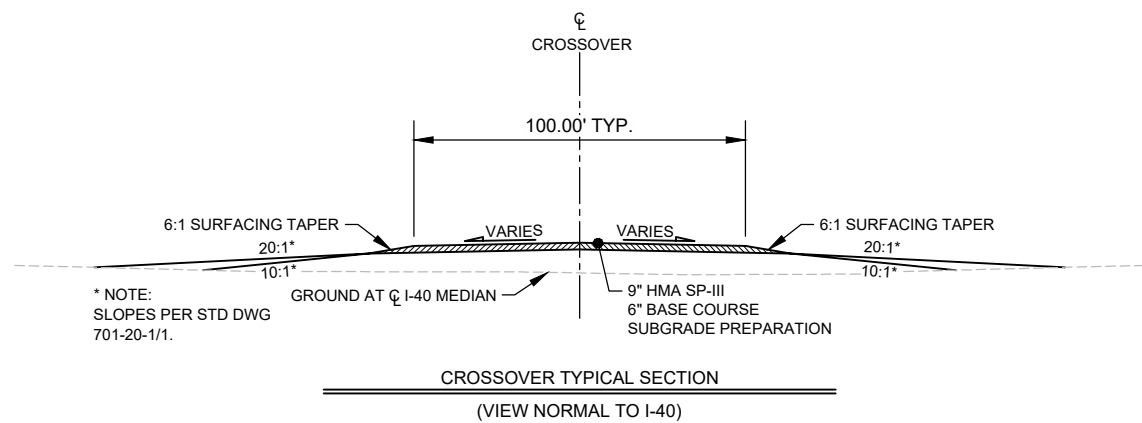
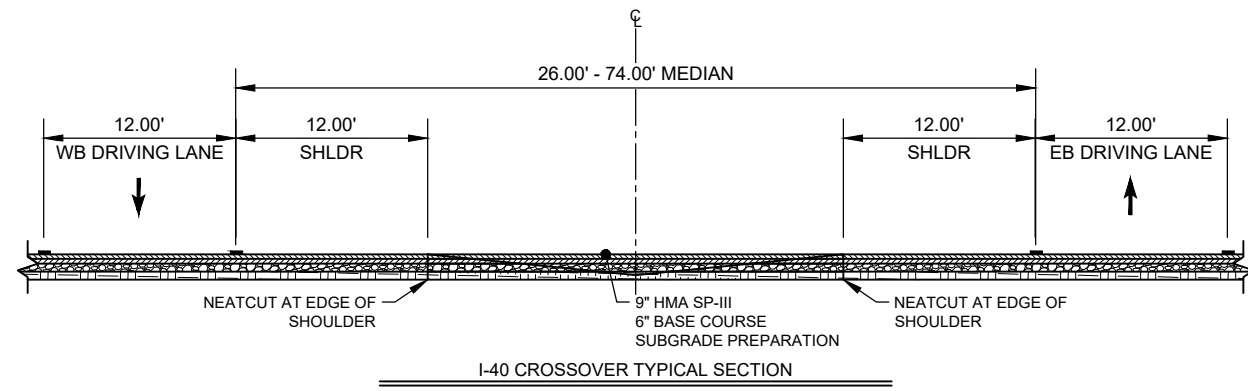
CN 6101580  
PHASE B STUDY  
I-40 CONCEPTUAL MOT TYPICAL SECTIONS



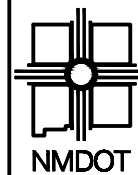
NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

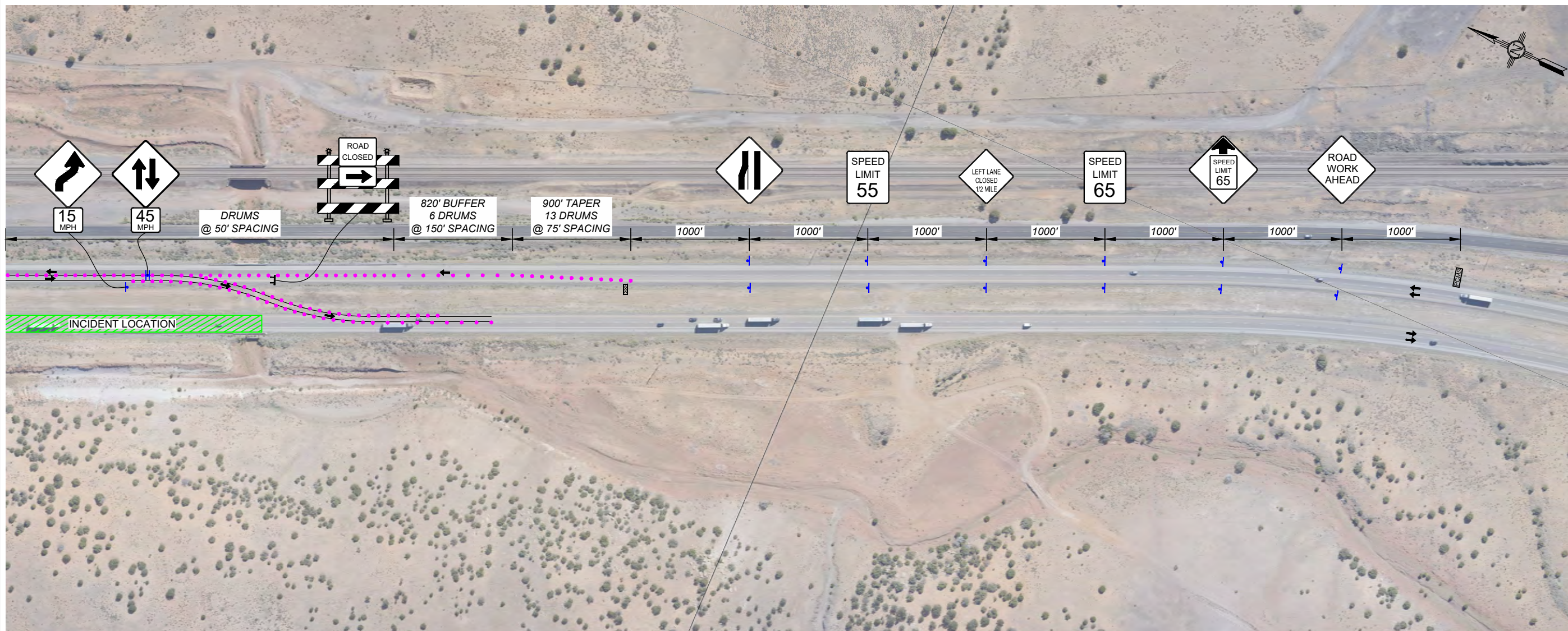
CN 6101580  
PHASE B STUDY  
I-40 CROSSOVER TYPICAL SECTION







NEW MEXICO DEPARTMENT  
OF TRANSPORTATION



LEGEND

- WORK ZONE
- DRUM
- TRAFFIC CONTROL SIGN
- SEQUENTIAL ARROW DISPLAY
- TYPE III BARRICADE
- TRAFFIC FLOW DIRECTION
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES

1. INSTALL SIGNS FOR BOTH DIRECTIONS AT 2,500' INTERVALS AT BEGINNING OF TWO-WAY TRAFFIC. INSTALL ONLY ONE ADVISORY SPEED PLAQUE FOR TRAFFIC APPROACHING INCIDENT LOCATION.

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
1			

CN 6101580  
PHASE B STUDY  
INCIDENT MANAGEMENT PLAN  
EASTBOUND INCIDENT