

Appendix K

I-40 Conceptual
Alternatives



NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- - - - EXIST. CWB
- ▬▬▬ CITY BOUNDARY
- ▨▨▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧▧▧ PVMT - POOR COND.
- ▩▩▩ PVMT - VERY POOR CONDITION
- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- ▭▭▭ PROPOSED FULL RECON. LIMITS
- ▬▬▬ PROPOSED CWB (2A)
- ▬▬▬ PROPOSED CWB (3A)
- ▬▬▬ TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
- ▬▬▬ TYPICAL SECTION 2B
50' DEPRESSED MEDIAN
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74' DEPRESSED MEDIAN
- ▬▬▬ TYPICAL SECTION 3A
26' FLUSH MEDIAN W/ CWB
- ▬▬▬ TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

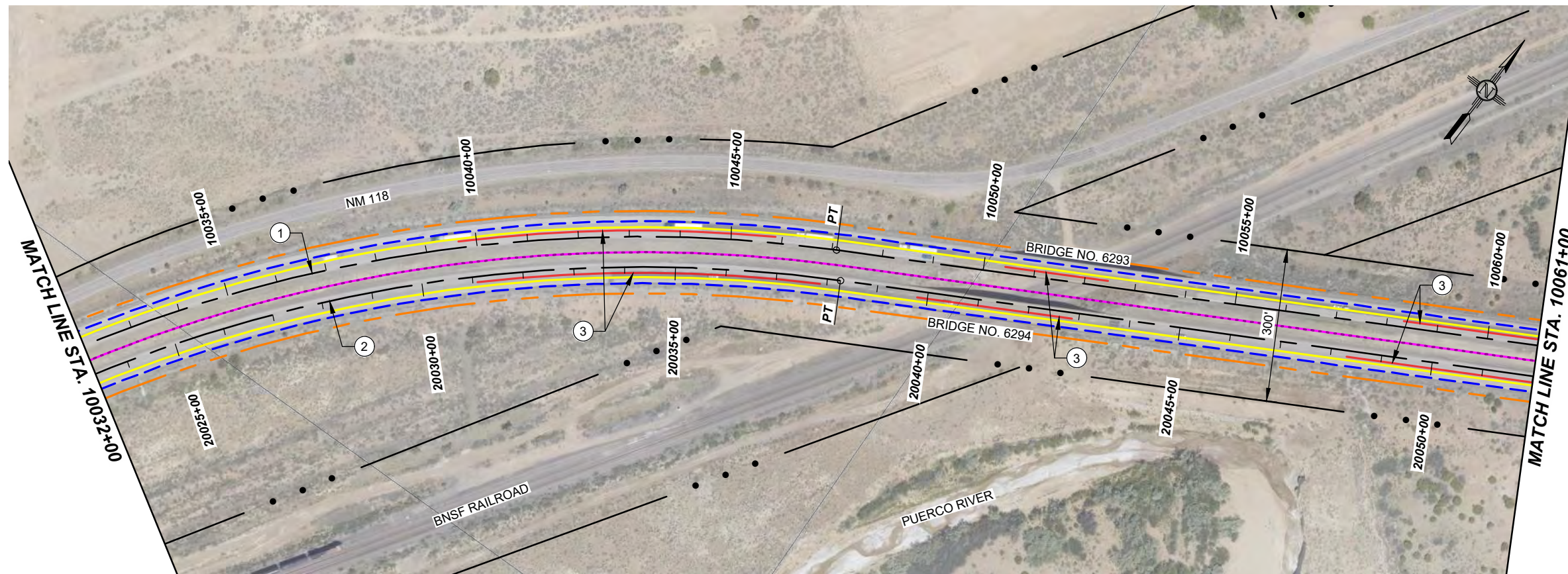
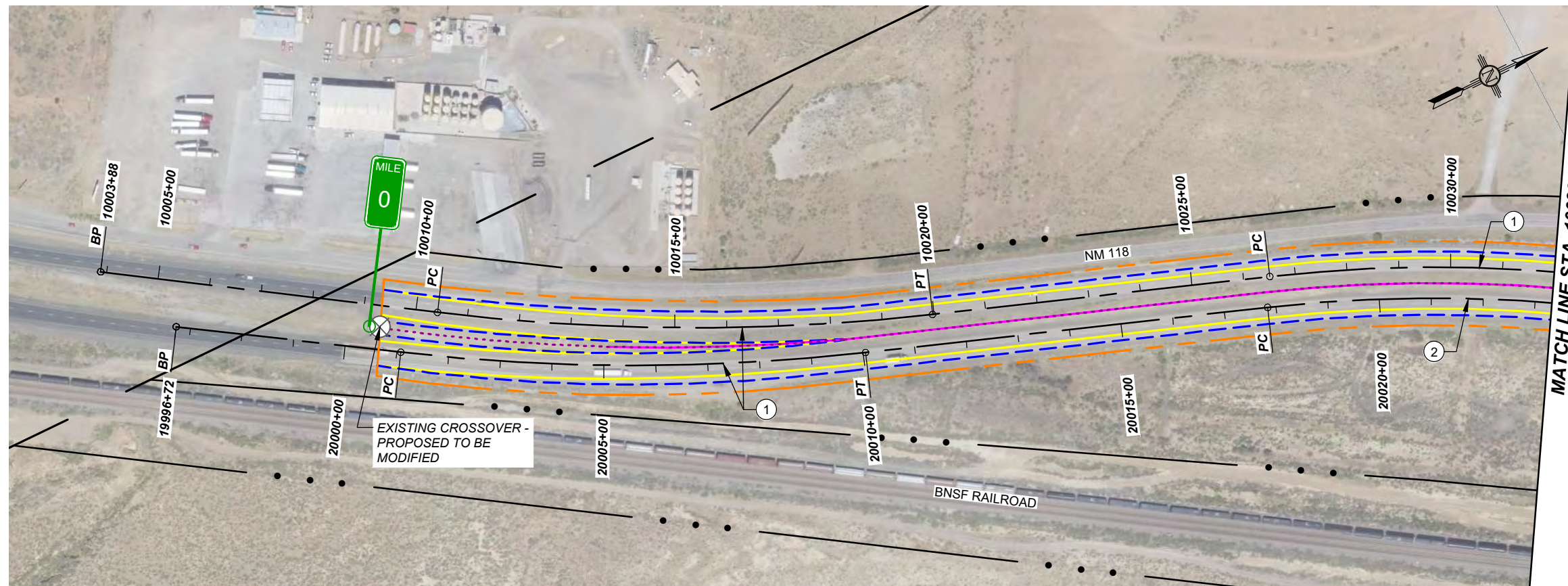
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NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

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I-40 CONCEPTUAL ALTERNATIVES





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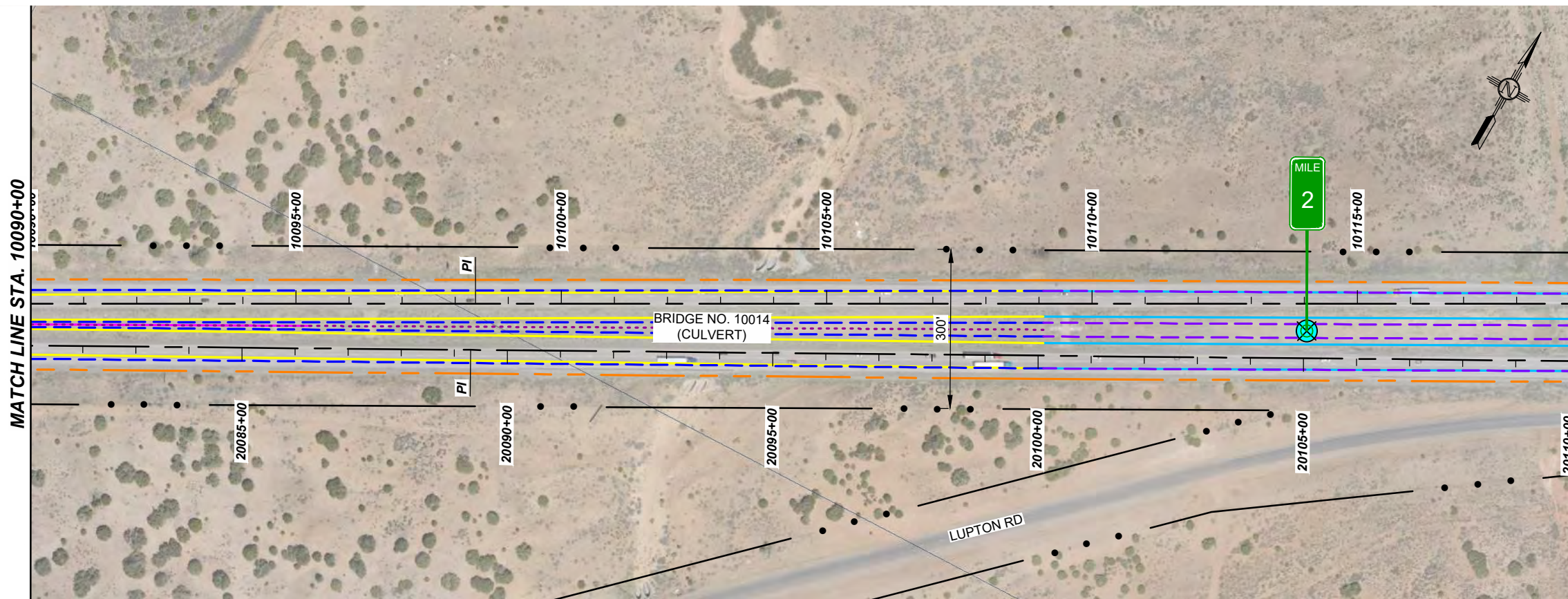
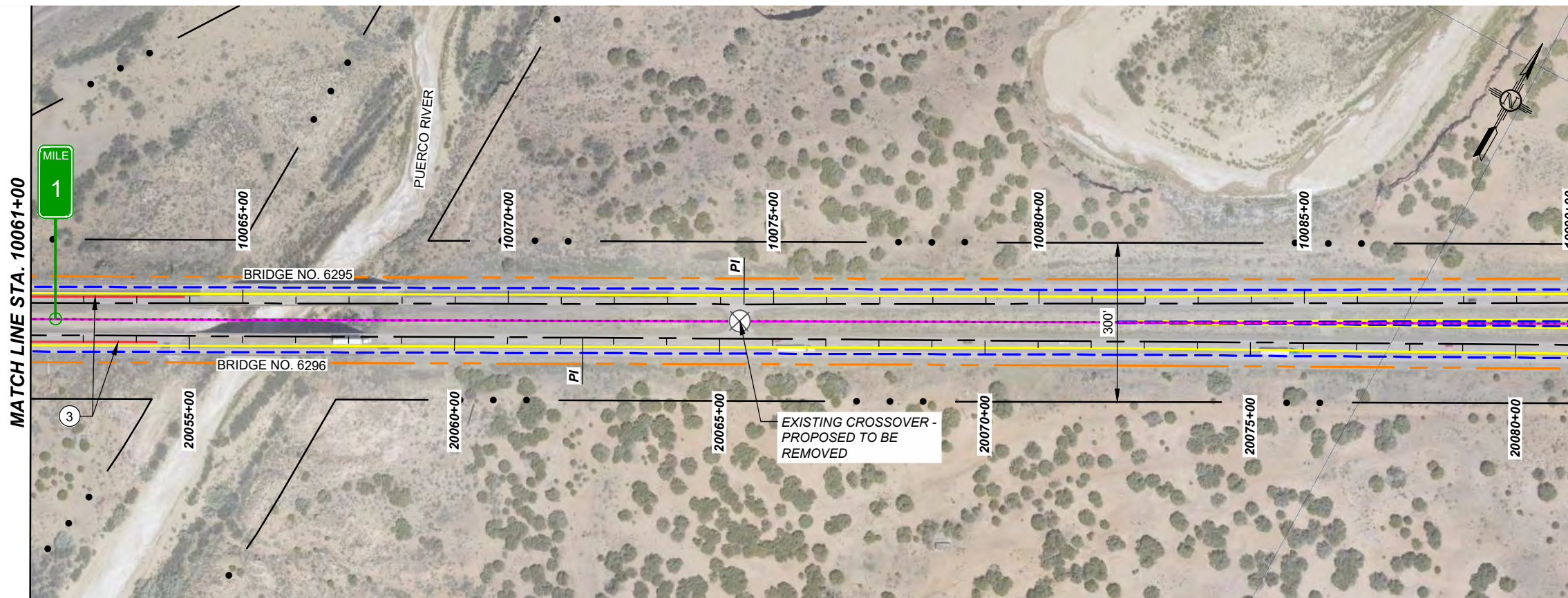
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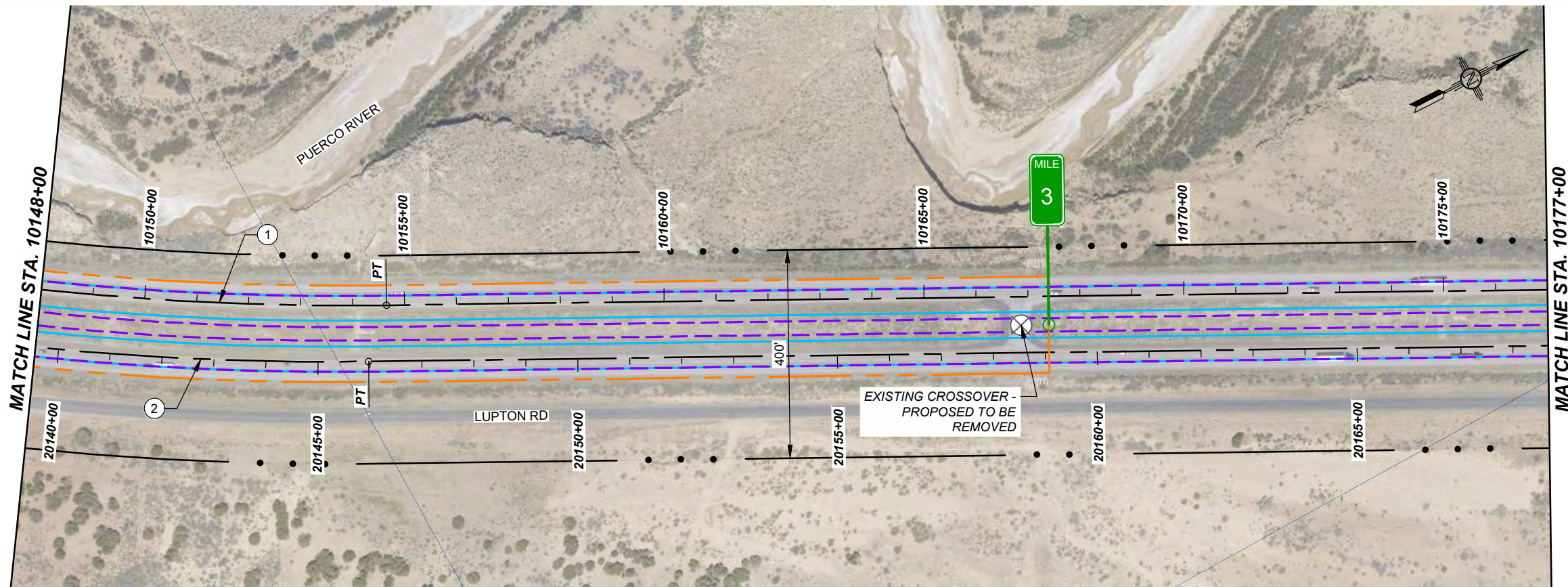
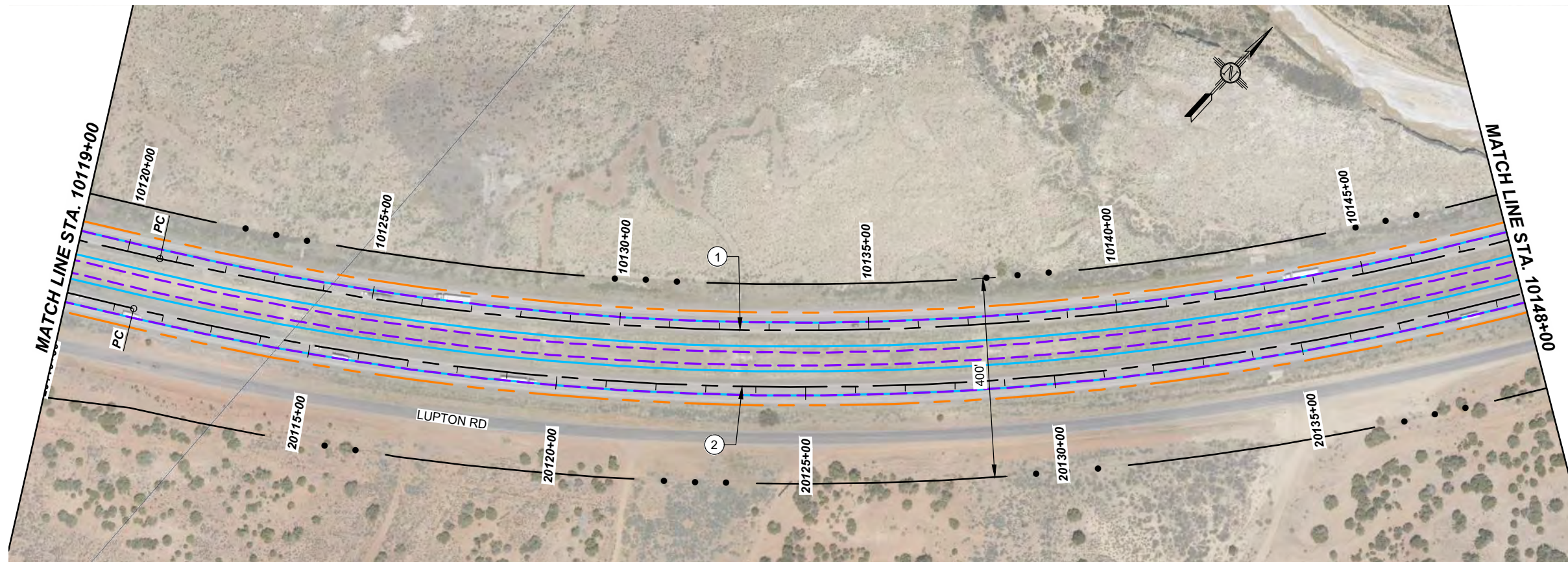
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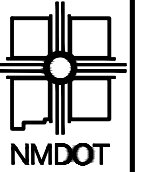
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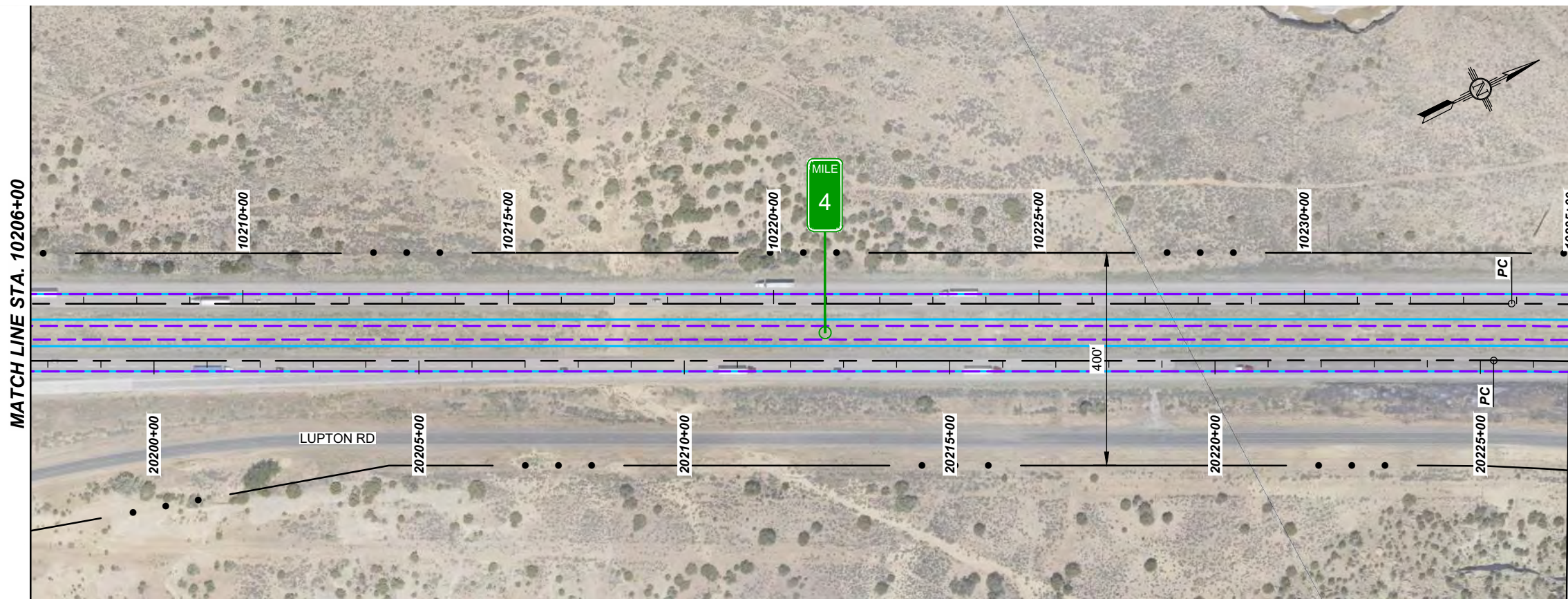
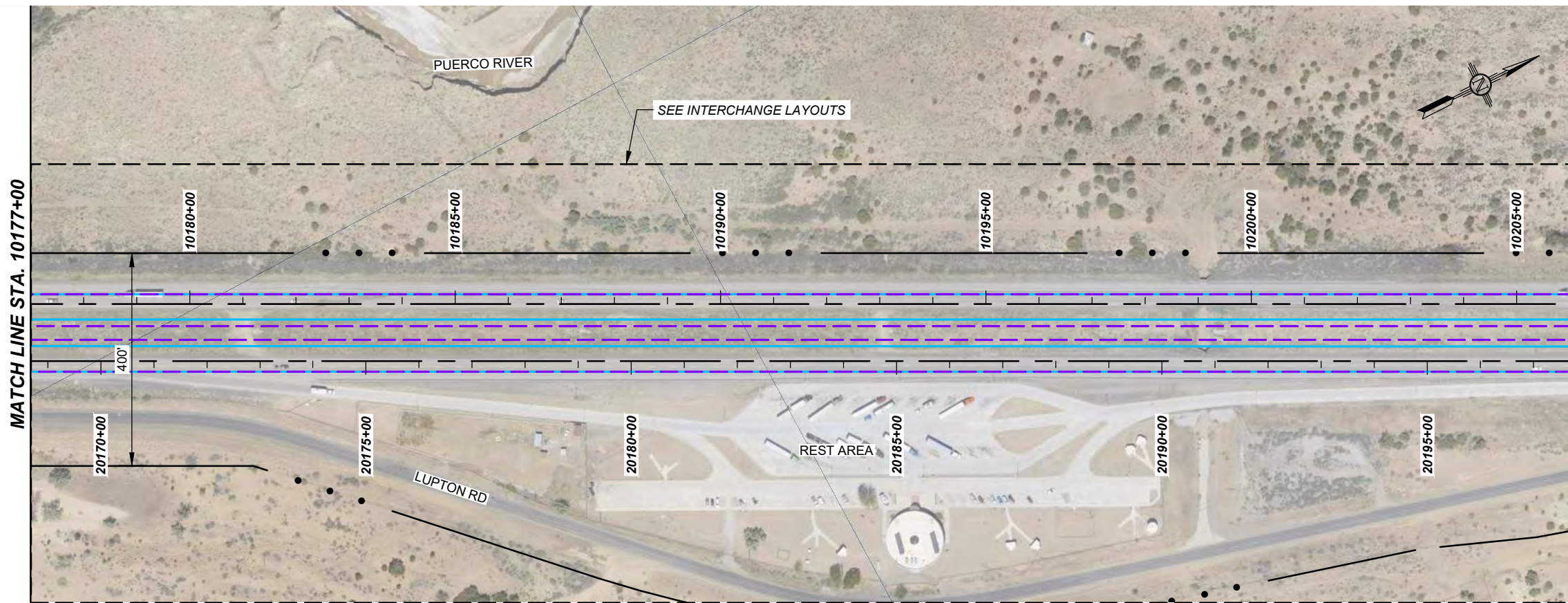
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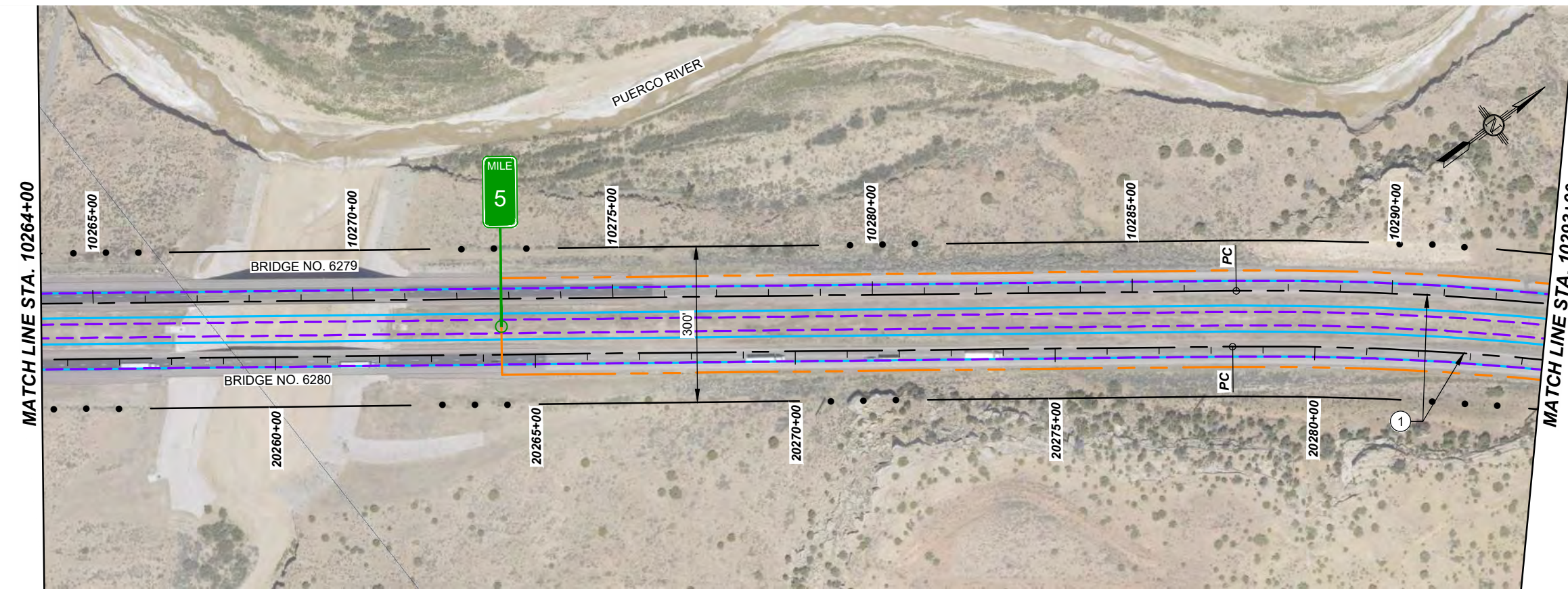
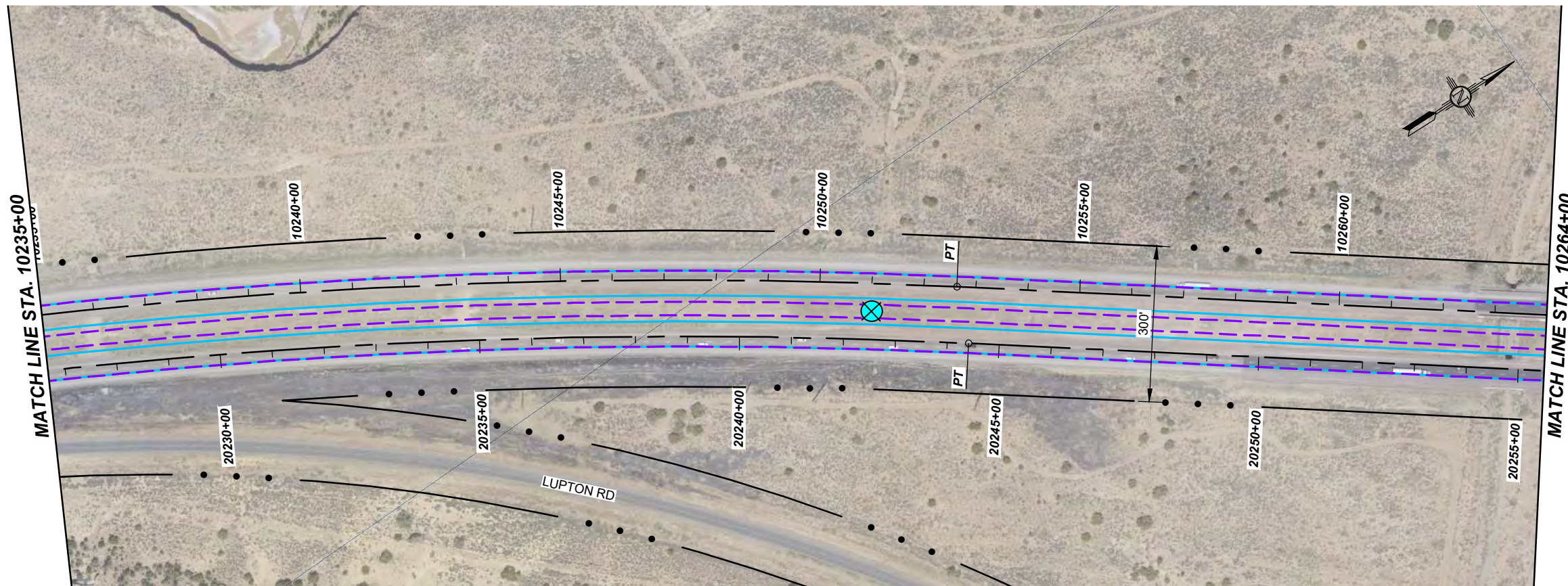
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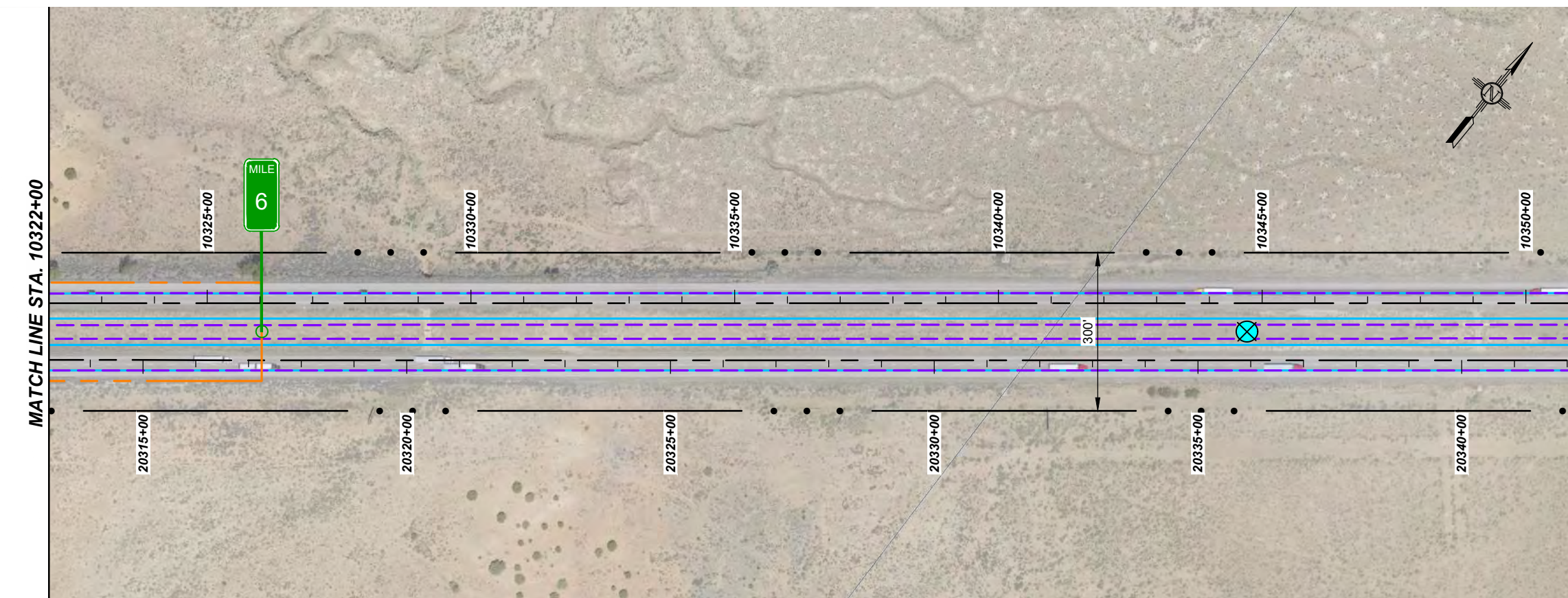
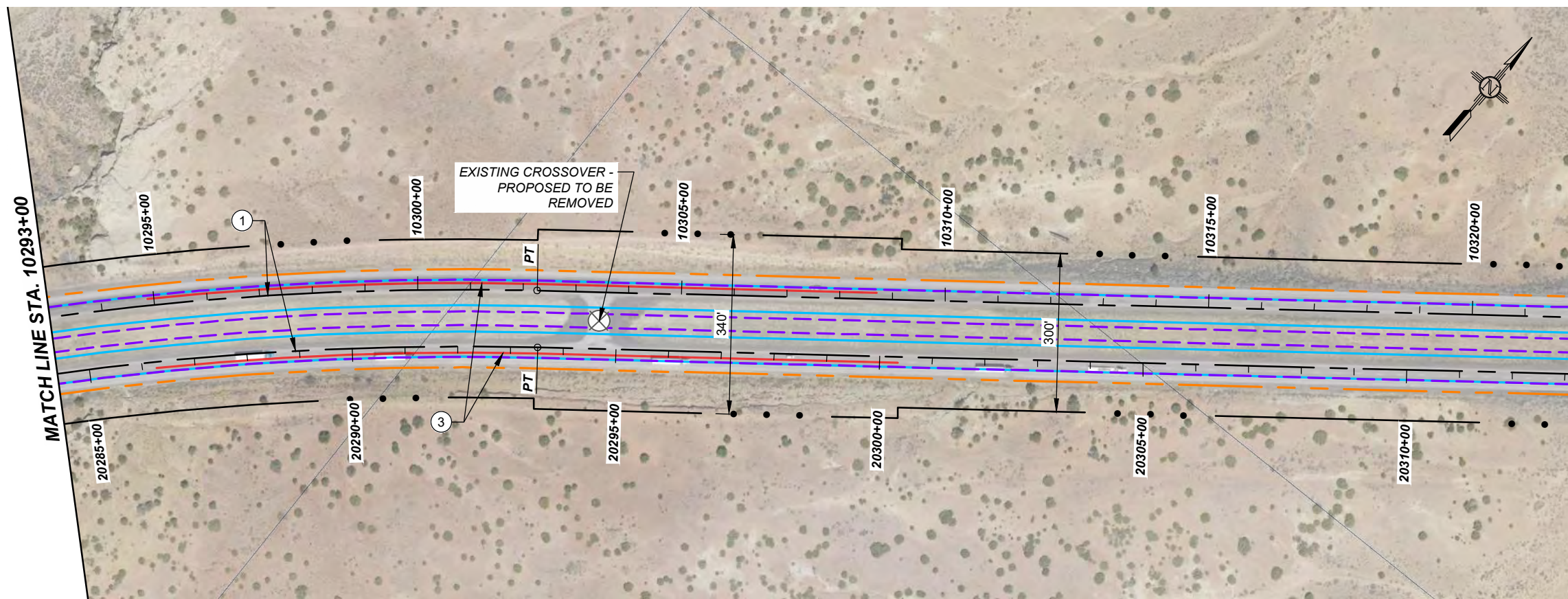
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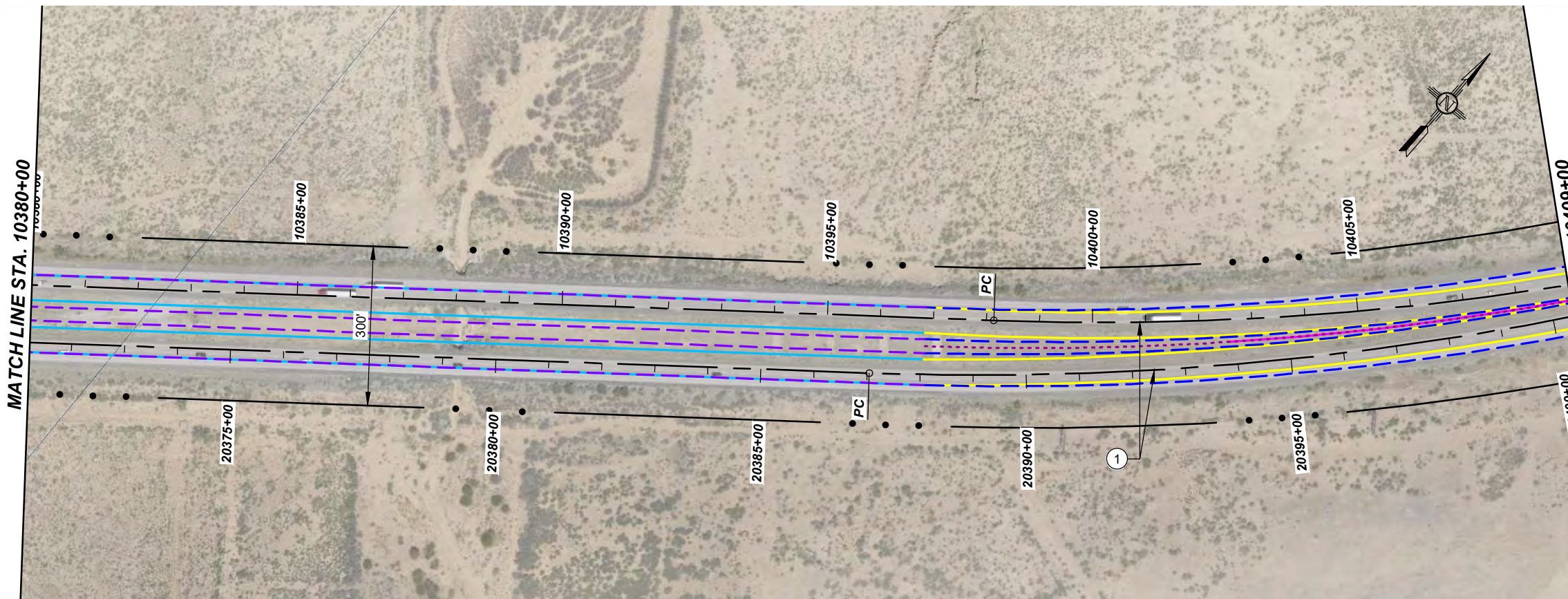
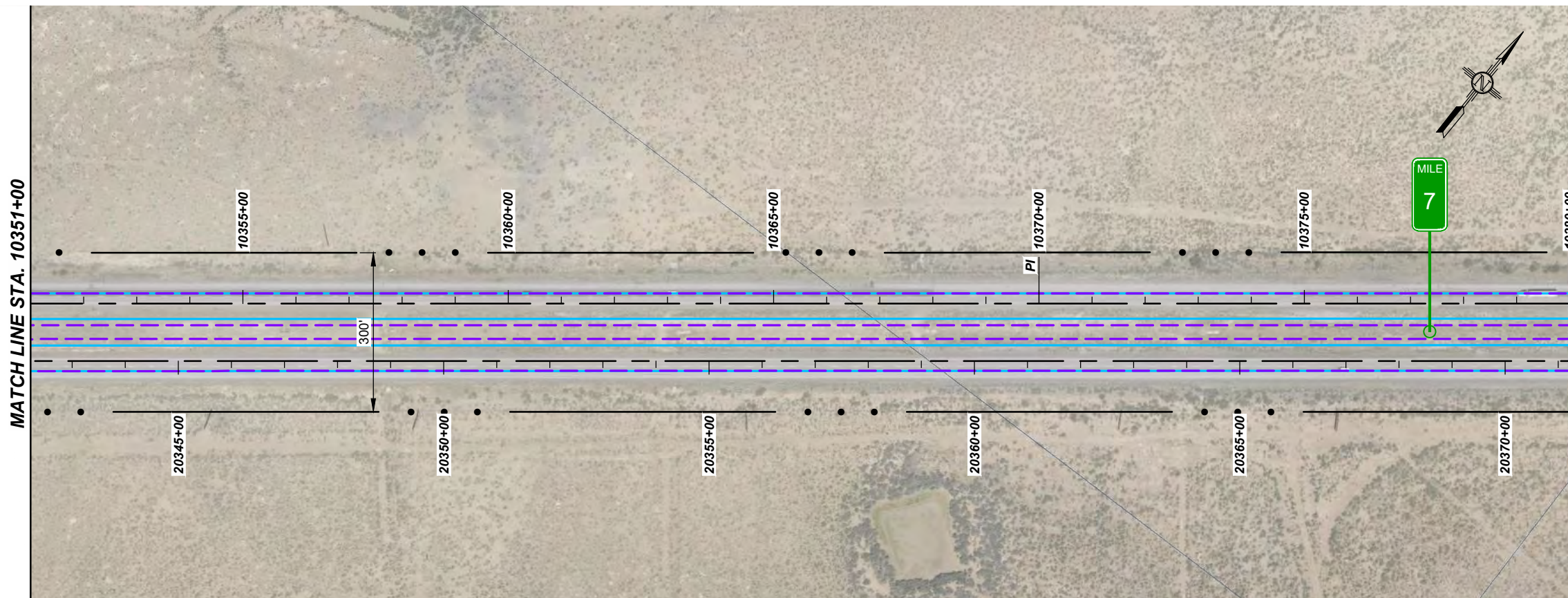
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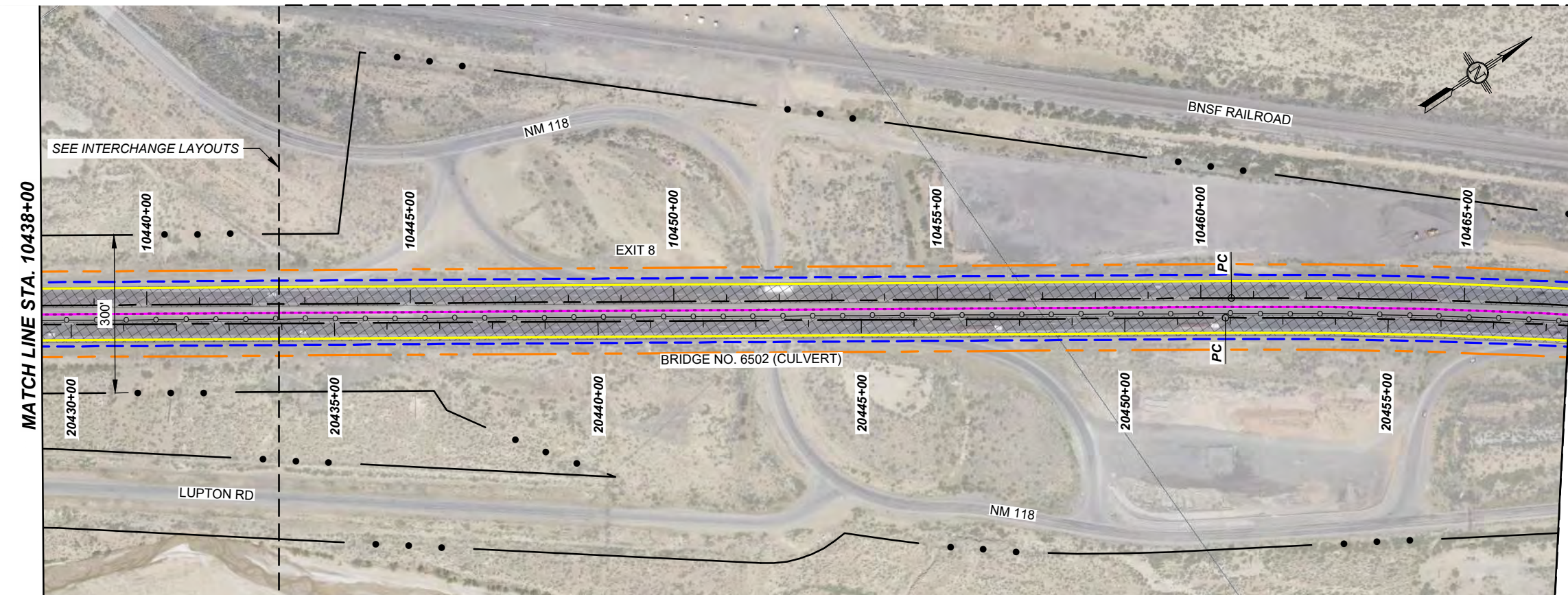
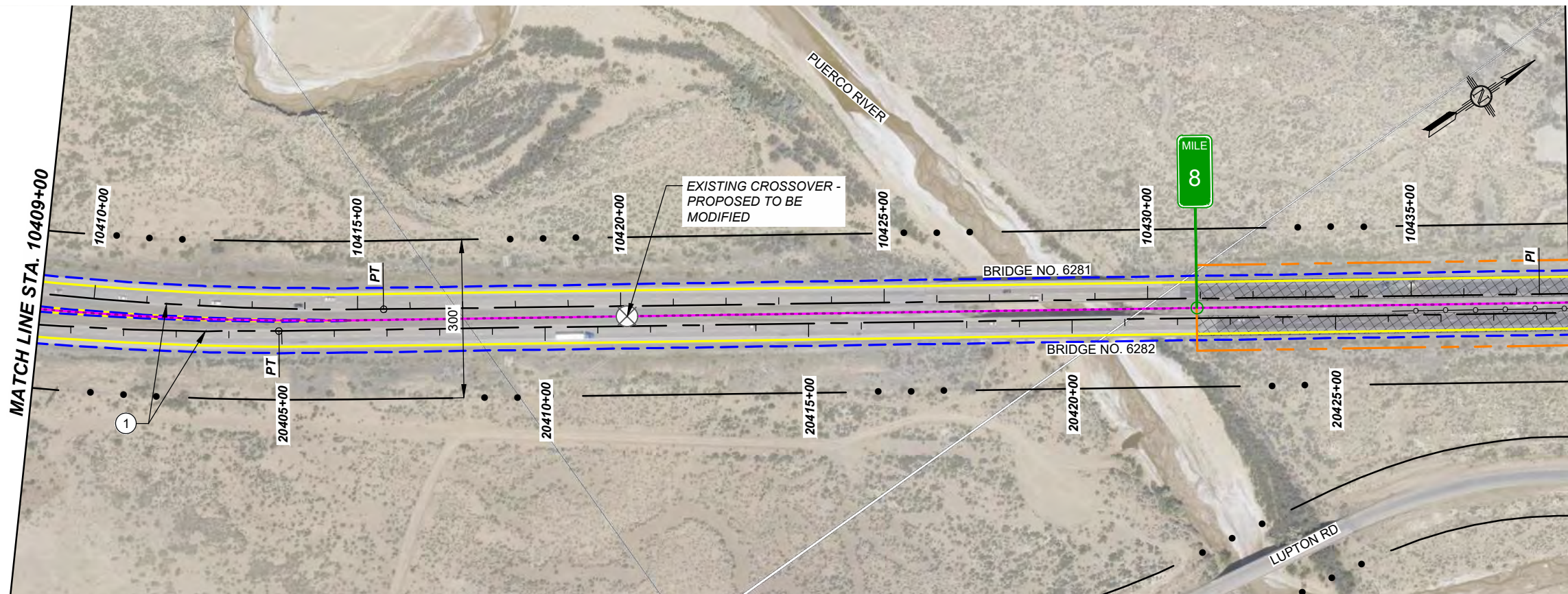
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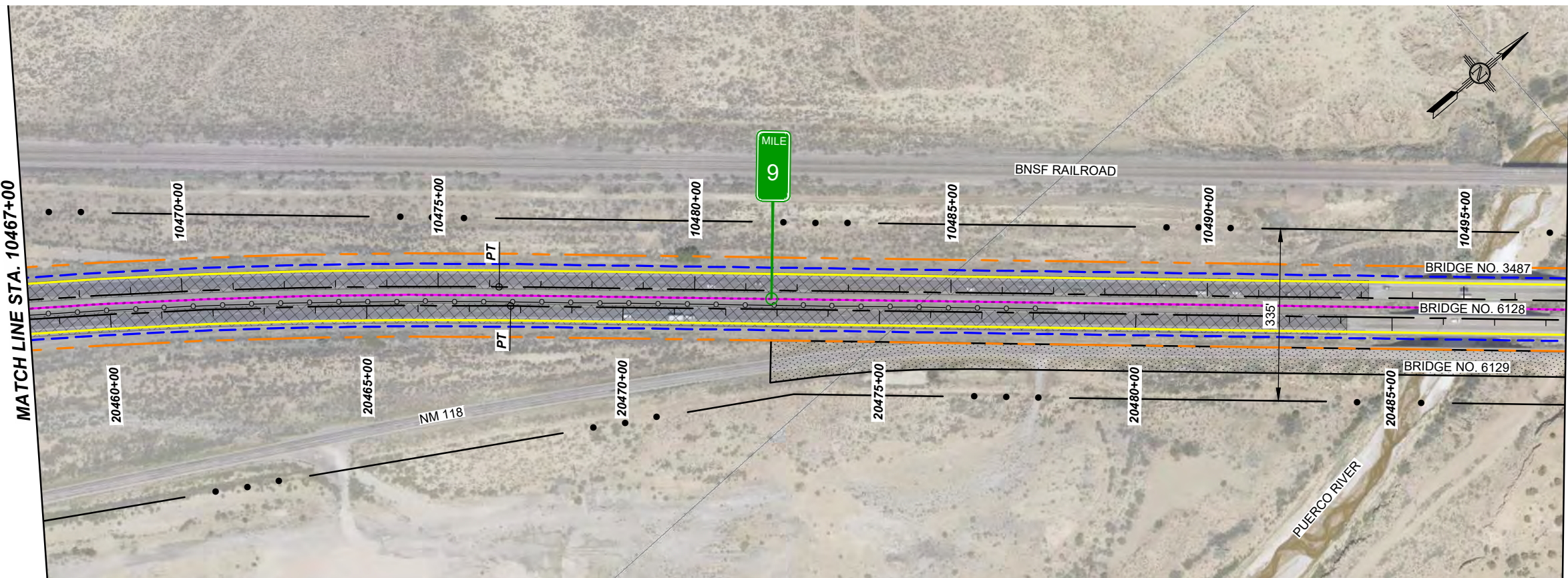


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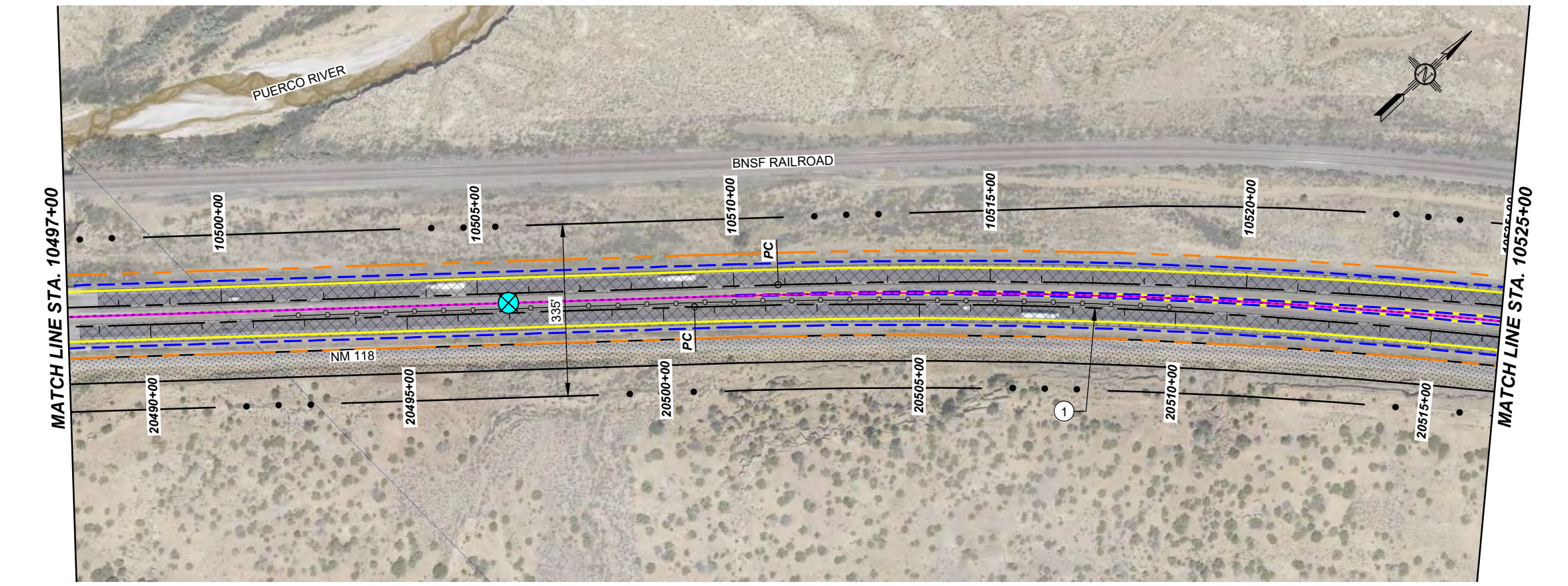
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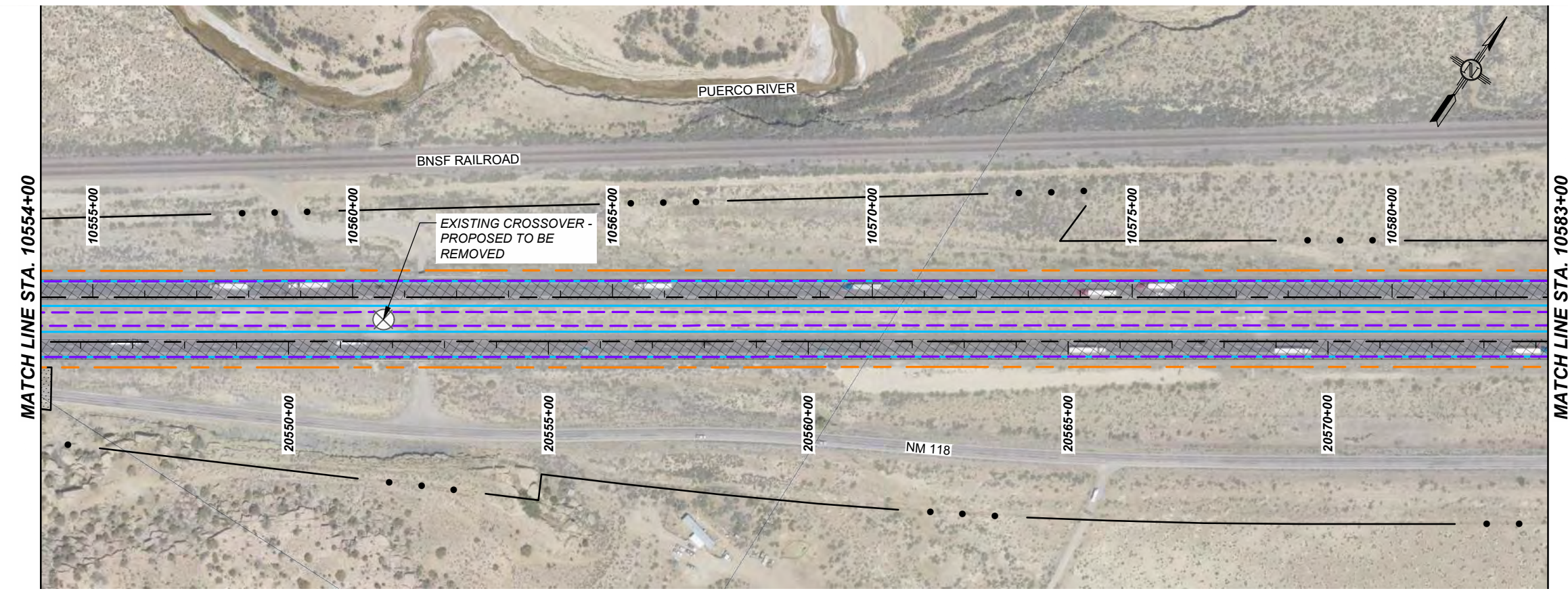
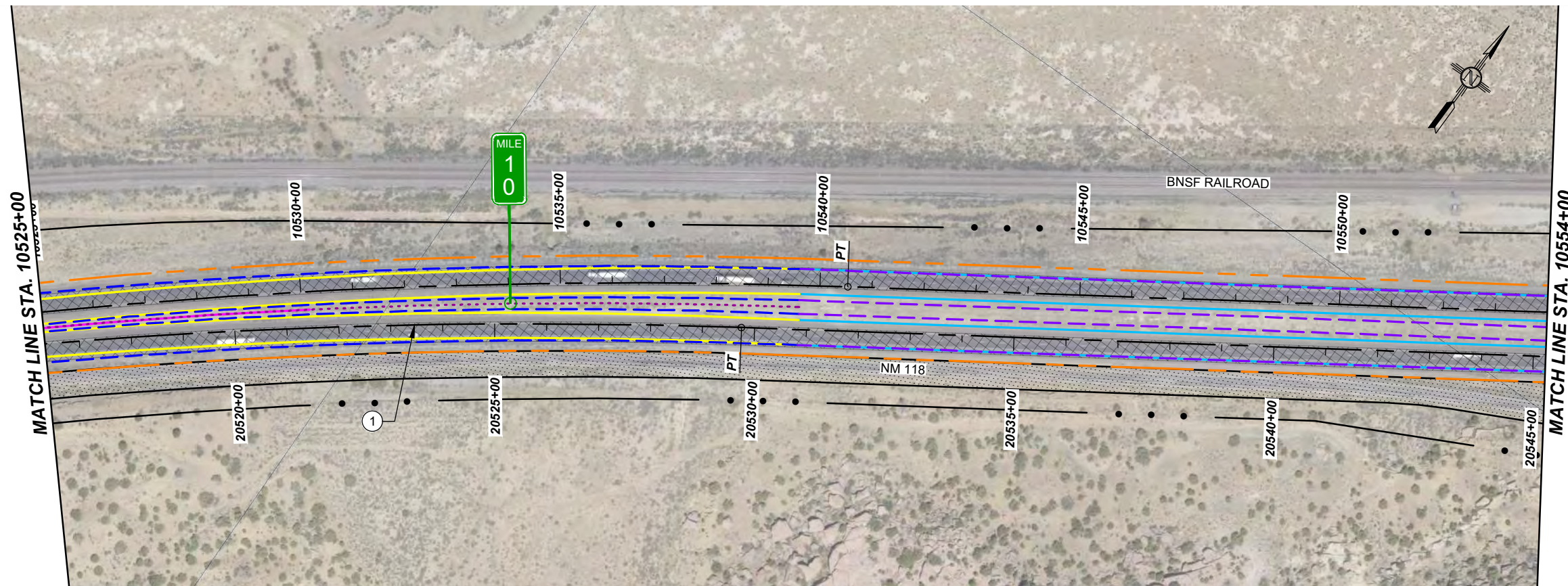
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LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- - - - EXIST. CWB
- ▬▬▬ CITY BOUNDARY
- ▨▨▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧▧▧ PVMT - POOR COND.
- ▩▩▩ PVMT - VERY POOR CONDITION
- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- - - - PROPOSED FULL RECON. LIMITS
- ▬▬▬ PROPOSED CWB (2A)
- ▬▬▬ PROPOSED CWB (3A)
- ▬▬▬ TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
- ▬▬▬ TYPICAL SECTION 2B
50' DEPRESSED MEDIAN
- ▬▬▬ TYPICAL SECTION 2C
74' DEPRESSED MEDIAN
- ▬▬▬ TYPICAL SECTION 3A
26' FLUSH MEDIAN W/ CWB
- ▬▬▬ TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

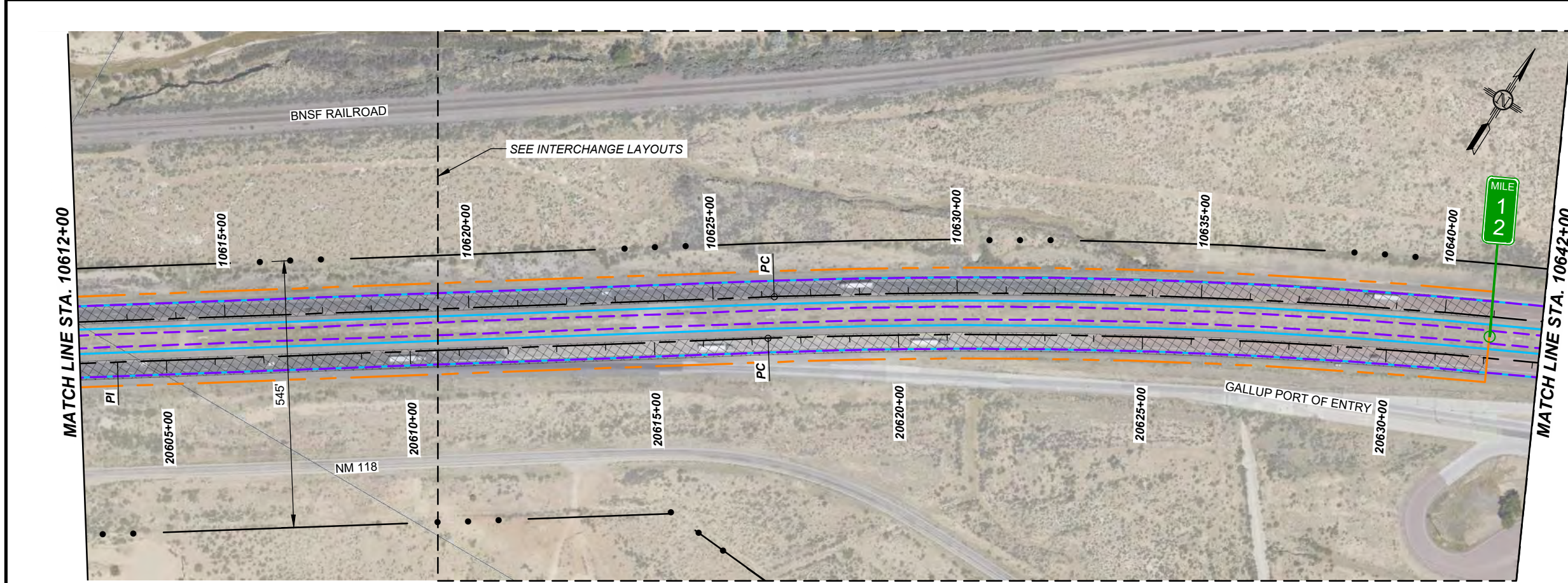
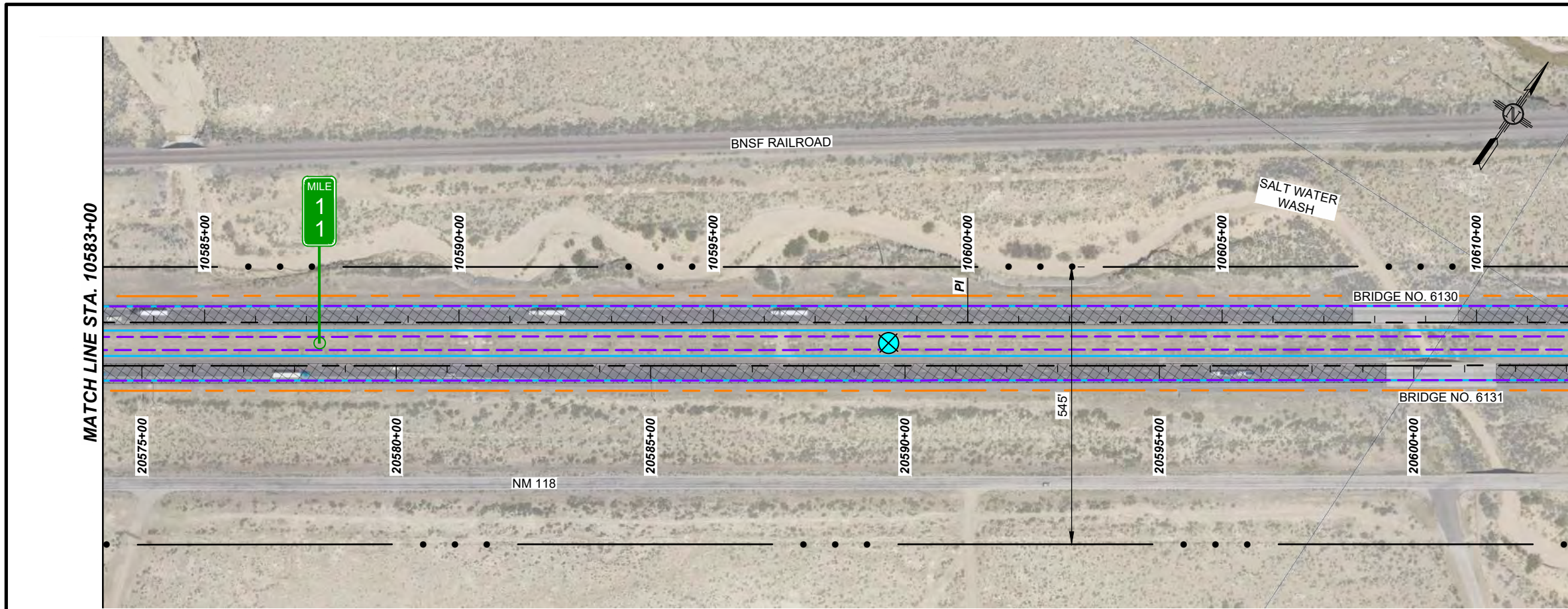
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

- ① HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ MILL & INLAY)
- ② HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ③ VERTICAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ④ BRIDGE - POOR CONDITION

NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

LEGEND

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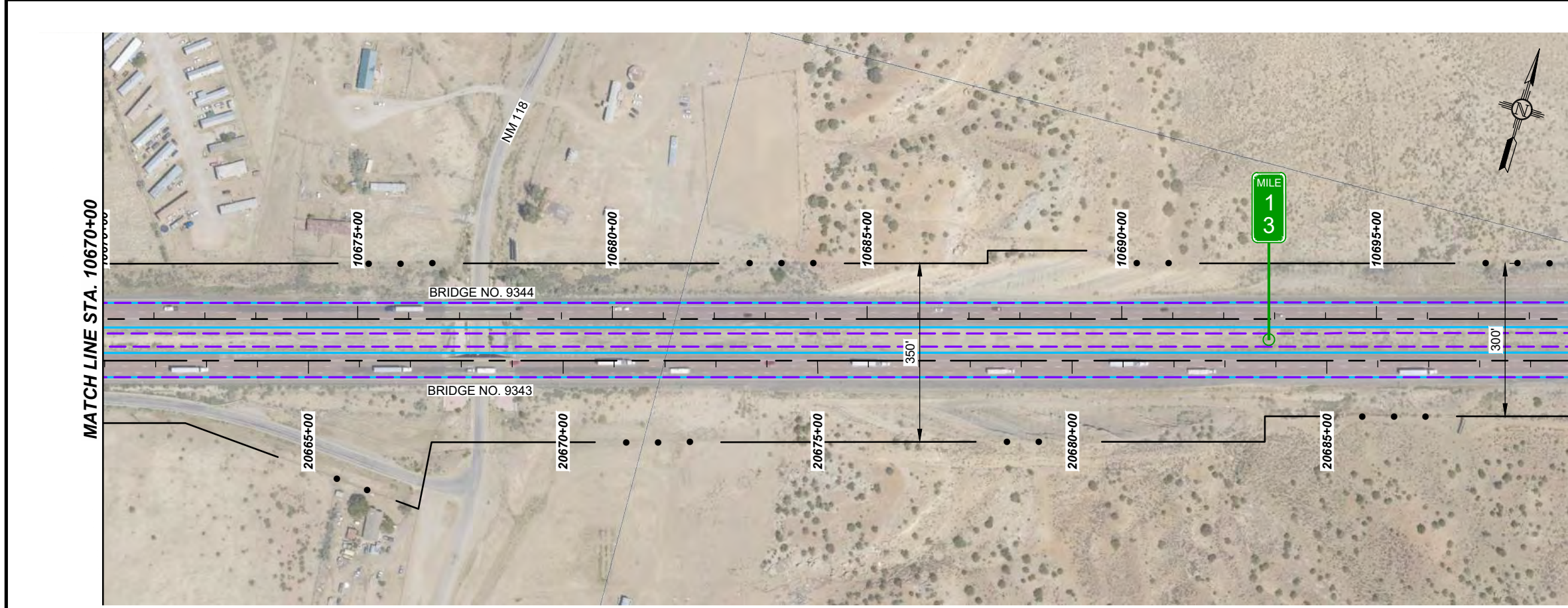
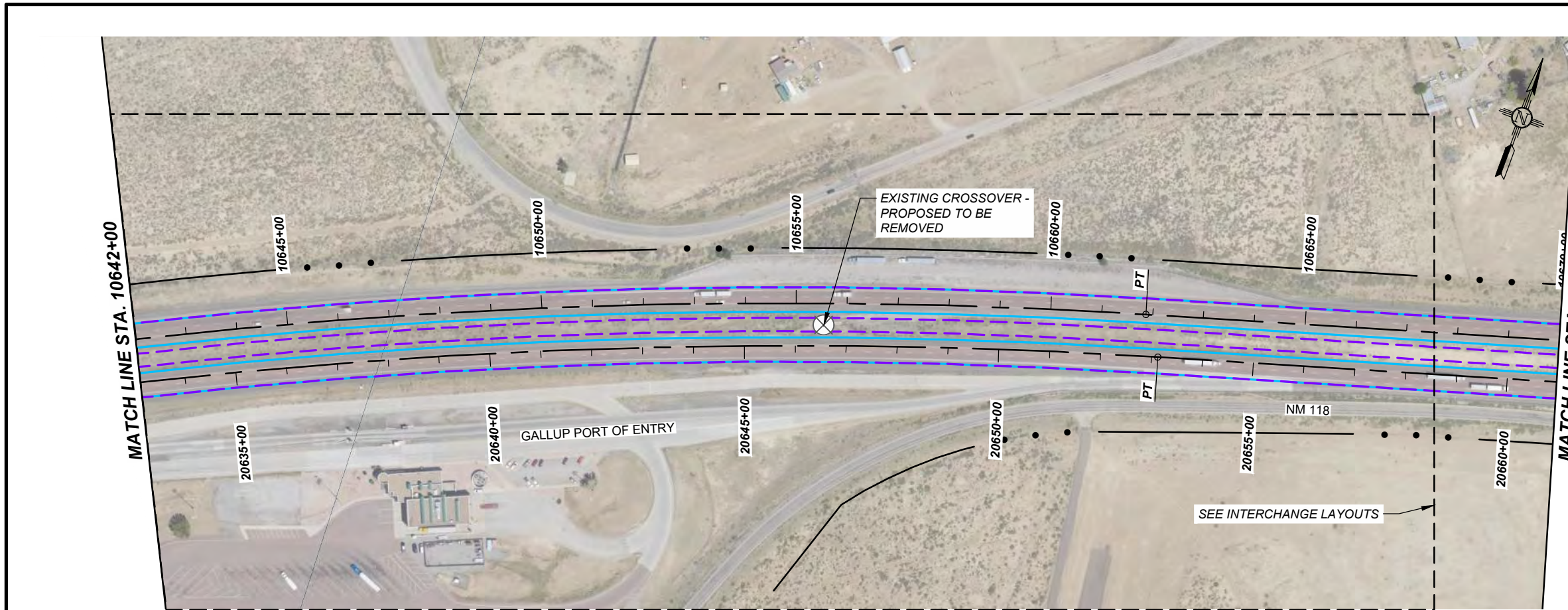
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

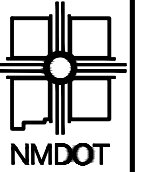
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CN 6101580
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I-40 CONCEPTUAL ALTERNATIVES

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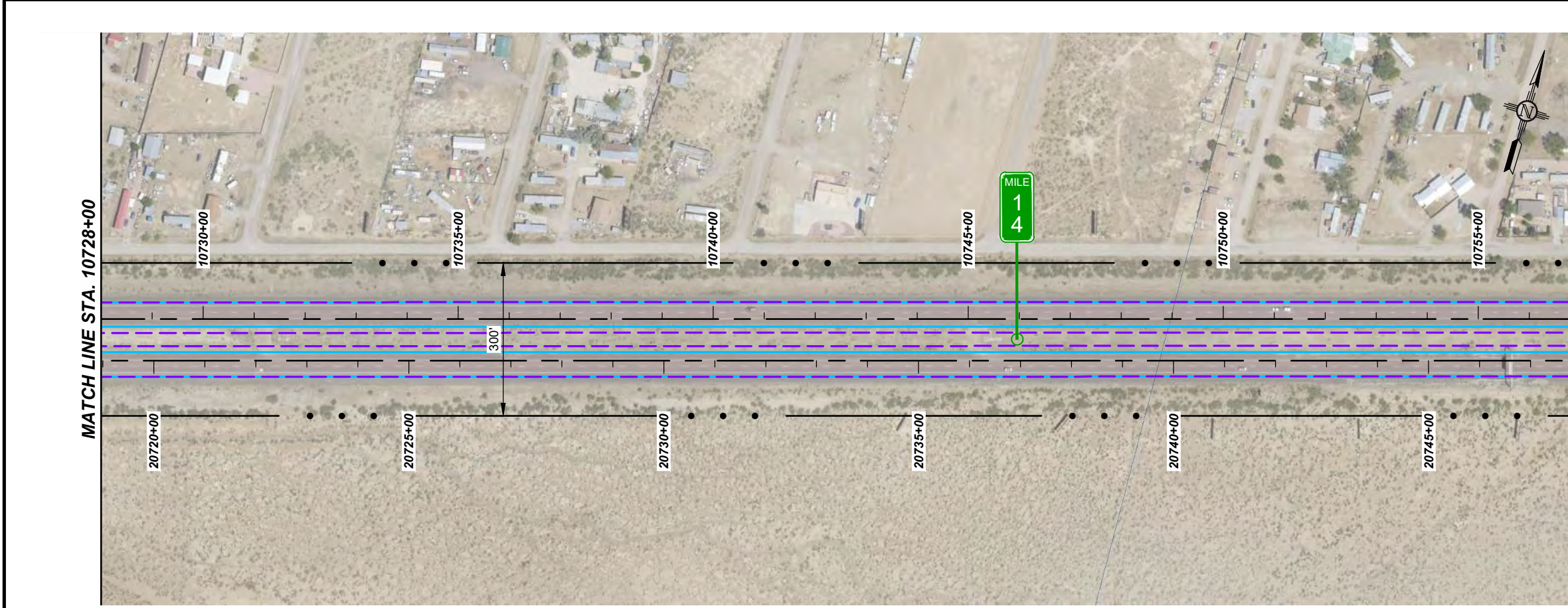
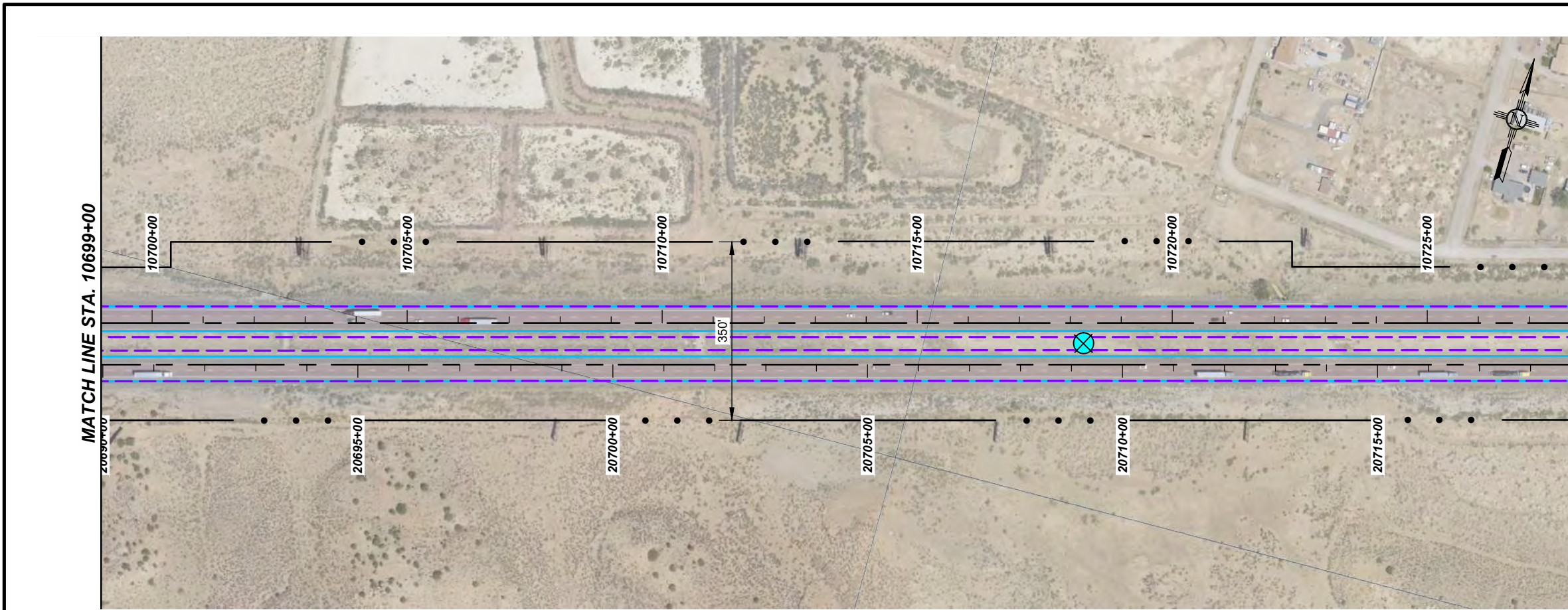
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I-40 CONCEPTUAL ALTERNATIVES

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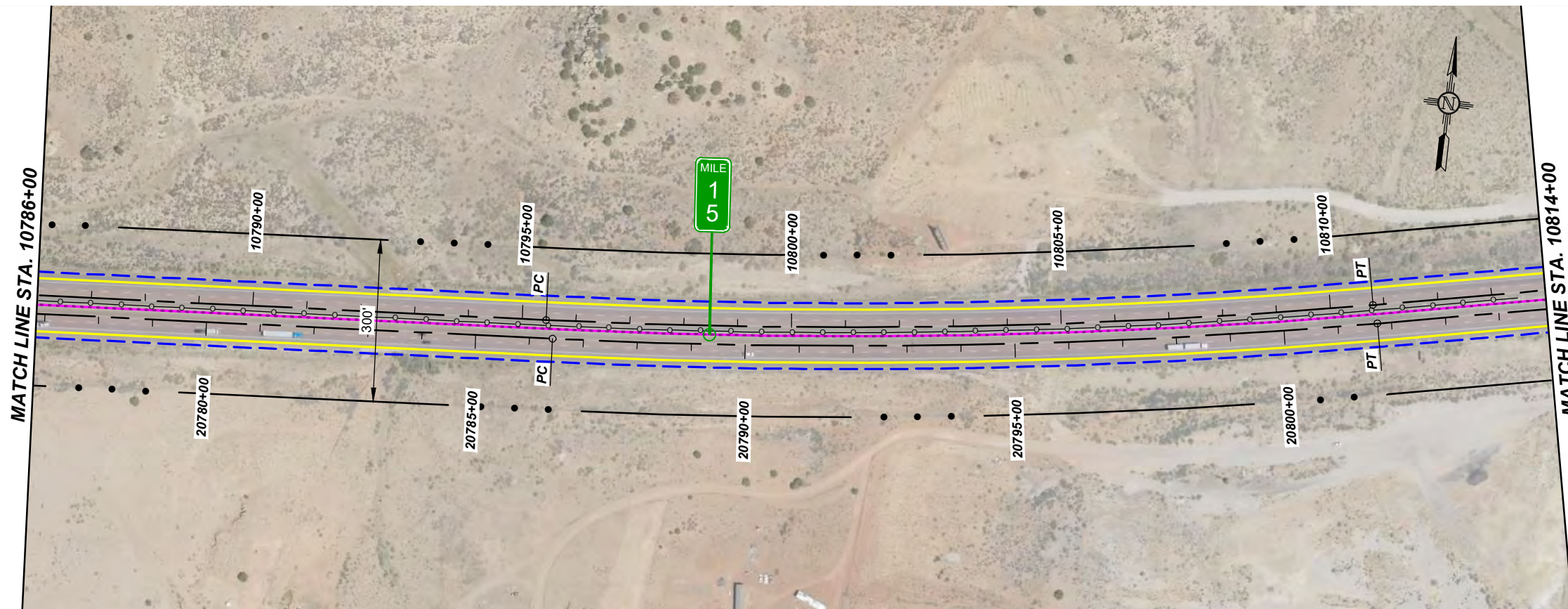
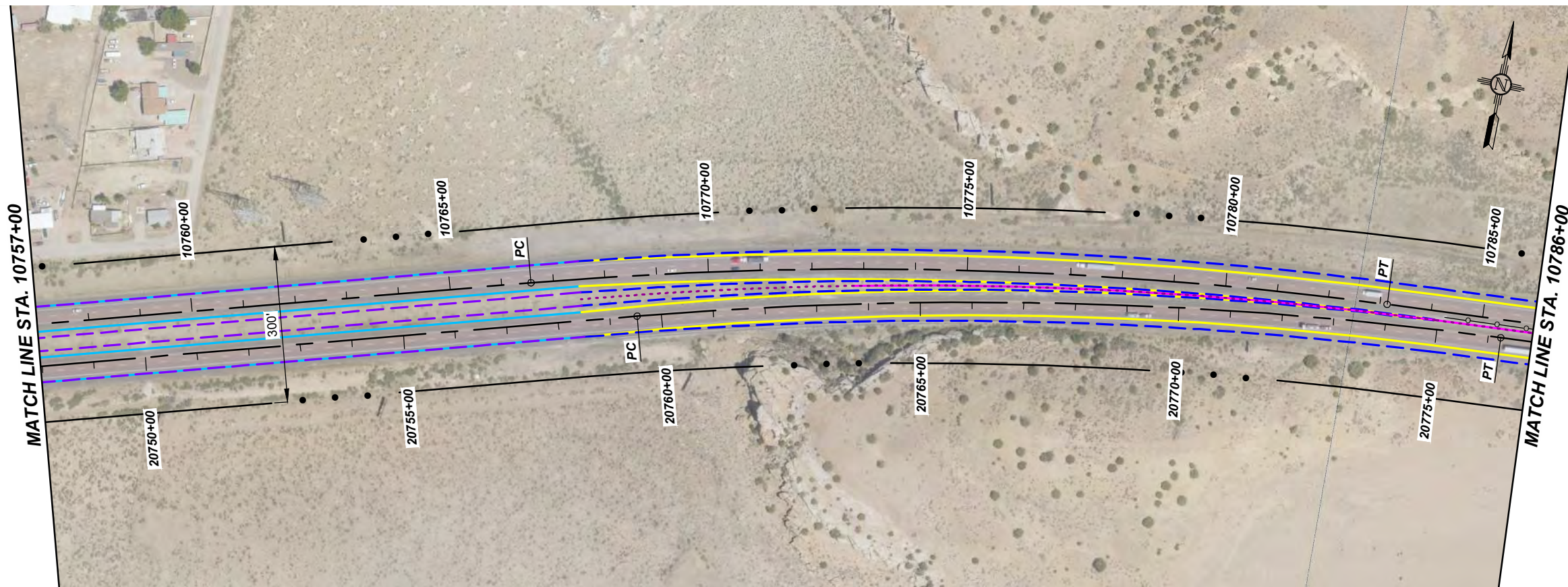
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NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊕ PRELIMINARY NEW CROSSOVER LOCATION
- PROPOSED FULL RECON. LIMITS
- PROPOSED CWB (2A)
- PROPOSED CWB (3A)
- TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
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26' FLUSH MEDIAN W/ CWB
- TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

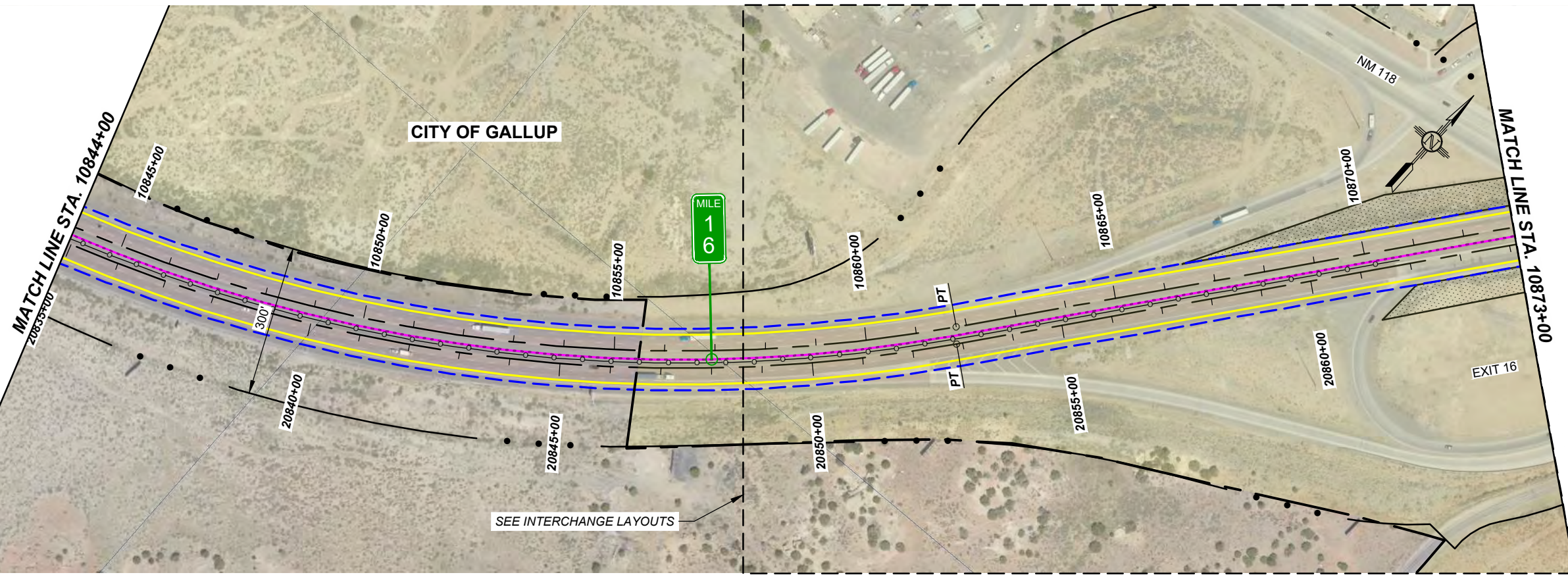
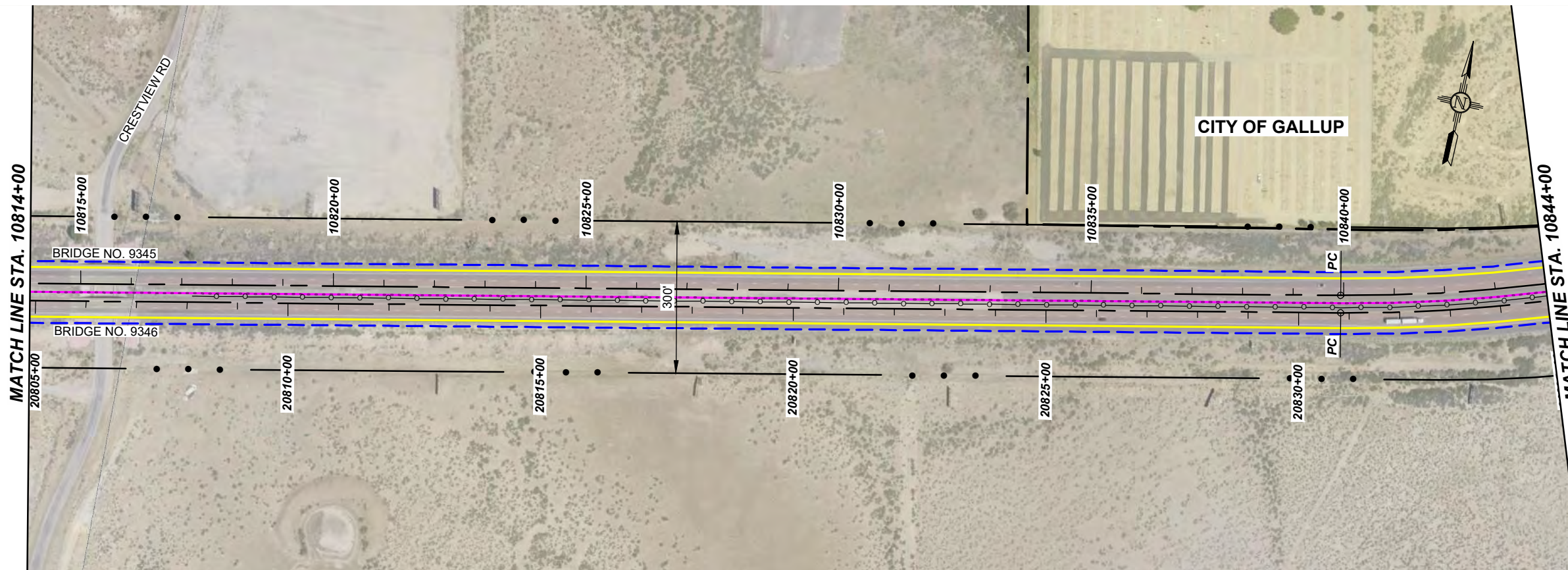
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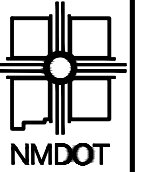
NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

LEGEND

- · · · - EXIST. RIGHT-OF-WAY
- - - EXIST. CABLE BARRIER
- - - EXIST. CWB
- - - CITY BOUNDARY
- [Pattern] INFRASTRUCTURE / TERRAIN CONSTRAINT
- [Pattern] PVMT - POOR COND.
- [Pattern] PVMT - VERY POOR CONDITION
- - - VERTICAL CURVE - SEE KEY NOTE 3
- [Symbol] EXISTING CROSSOVER
- [Symbol] PRELIMINARY NEW CROSSOVER LOCATION
- [Dashed] PROPOSED FULL RECON. LIMITS
- [Line] PROPOSED CWB (2A)
- [Dotted] PROPOSED CWB (3A)
- [Line] **TYPICAL SECTION 2A**
26' FLUSH MEDIAN W/ CWB
- [Line] **TYPICAL SECTION 2B**
50' DEPRESSED MEDIAN
- [Line] **TYPICAL SECTION 2C**
74' DEPRESSED MEDIAN
- [Line] **TYPICAL SECTION 3A**
26' FLUSH MEDIAN W/ CWB
- [Line] **TYPICAL SECTION 3B**
50' DEPRESSED MEDIAN

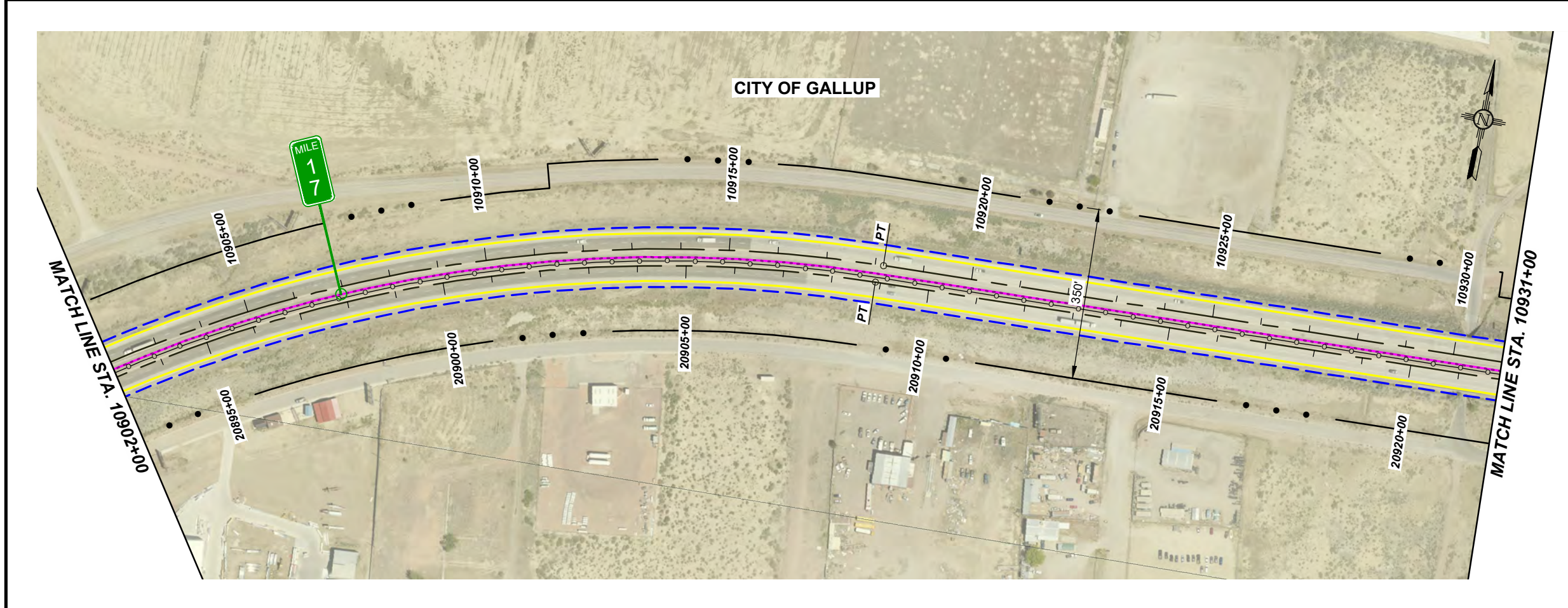
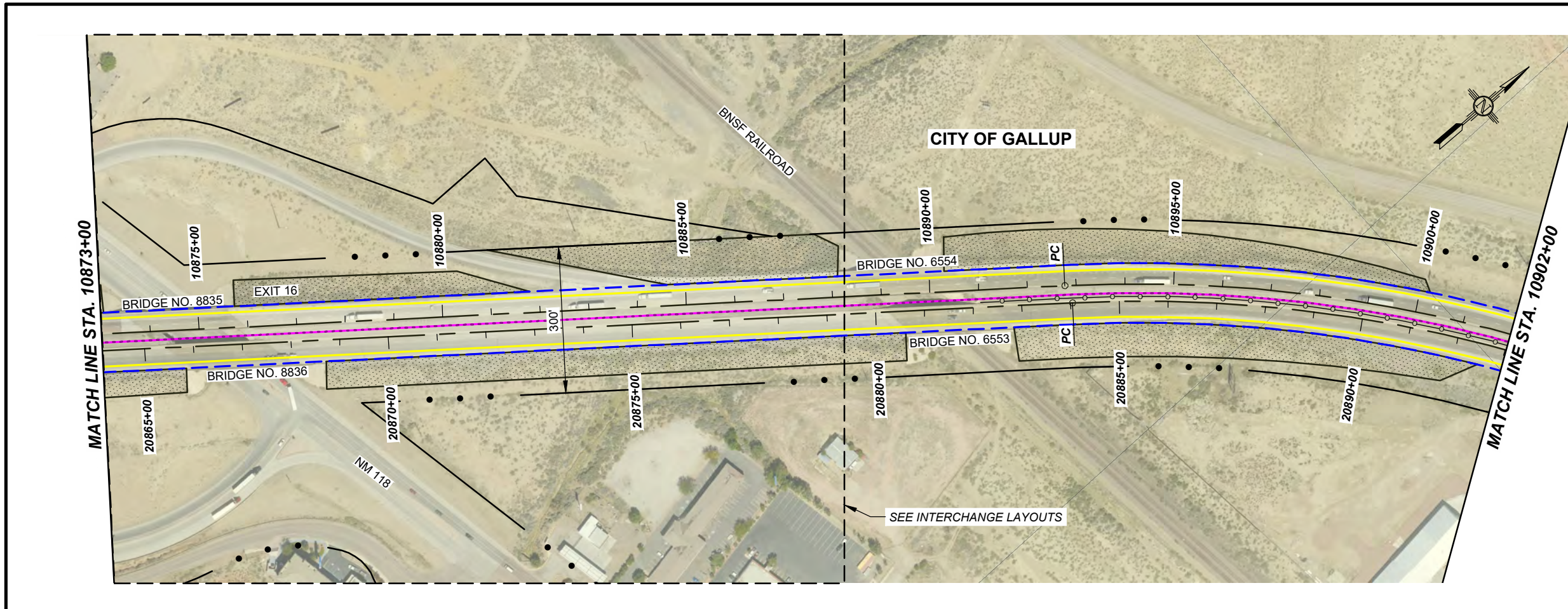
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

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NOT FOR CONSTRUCTION**





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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- ▧ PVMT - POOR COND.
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- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- ▭ PROPOSED FULL RECON. LIMITS
- ▬ PROPOSED CWB (2A)
- ▬ PROPOSED CWB (3A)
- ▬ TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
- ▬ TYPICAL SECTION 2B
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- ▬ TYPICAL SECTION 2C
74' DEPRESSED MEDIAN
- ▬ TYPICAL SECTION 3A
26' FLUSH MEDIAN W/ CWB
- ▬ TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

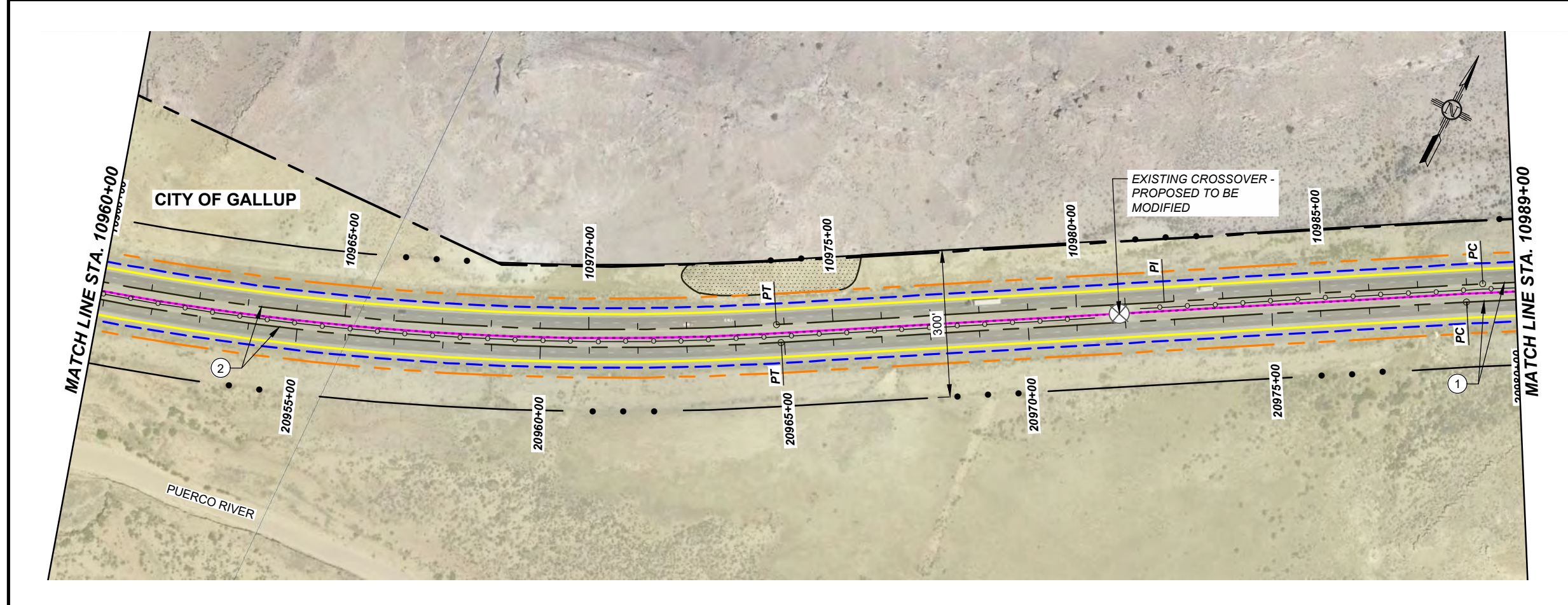
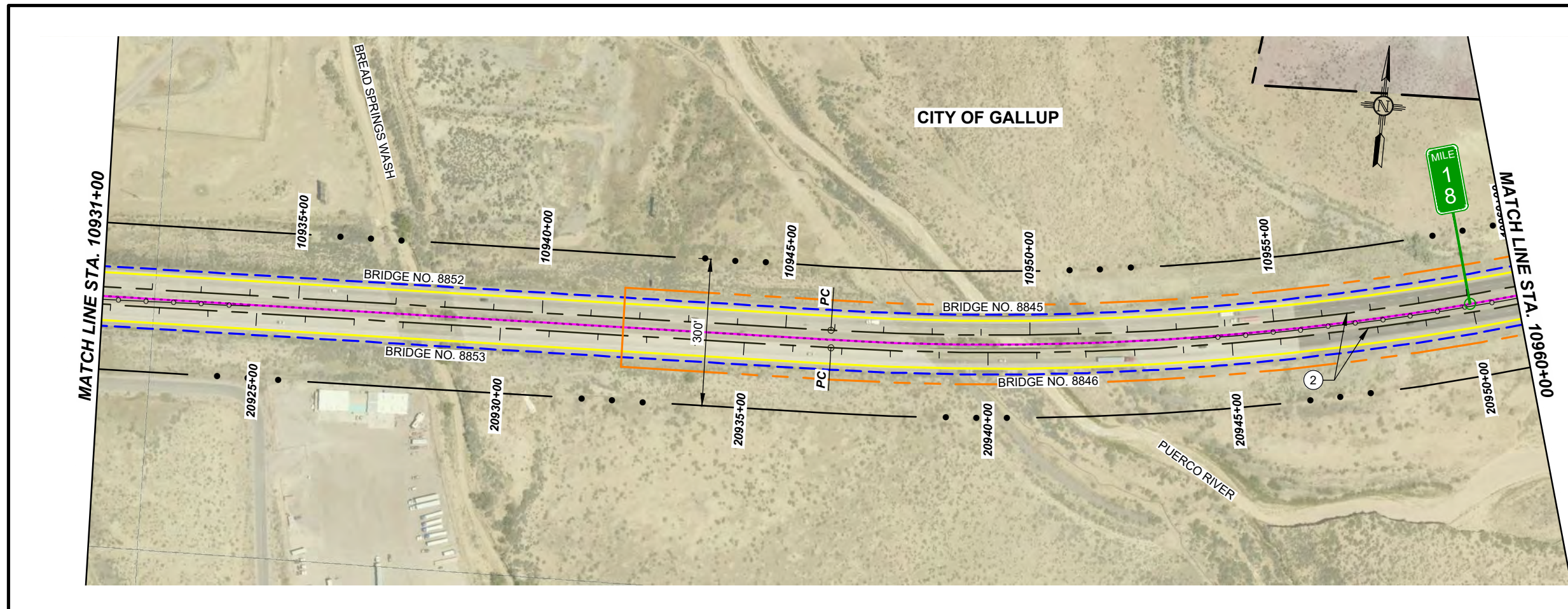
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

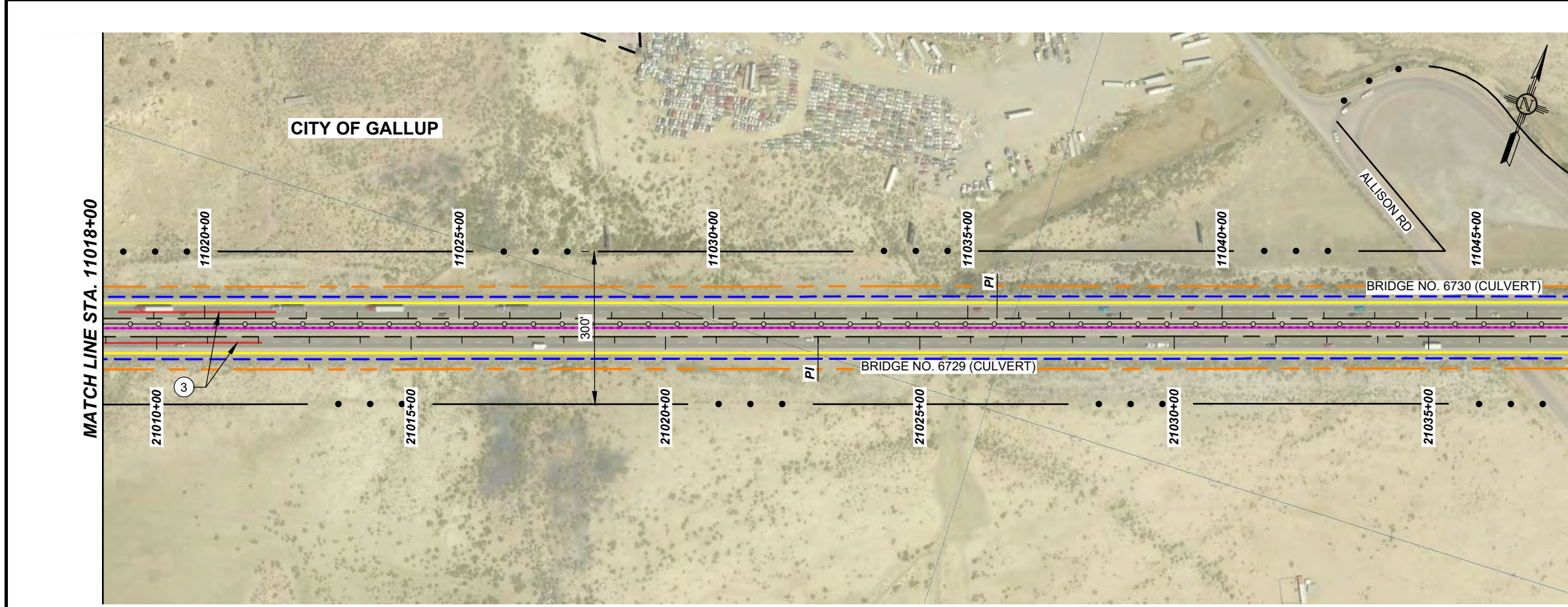
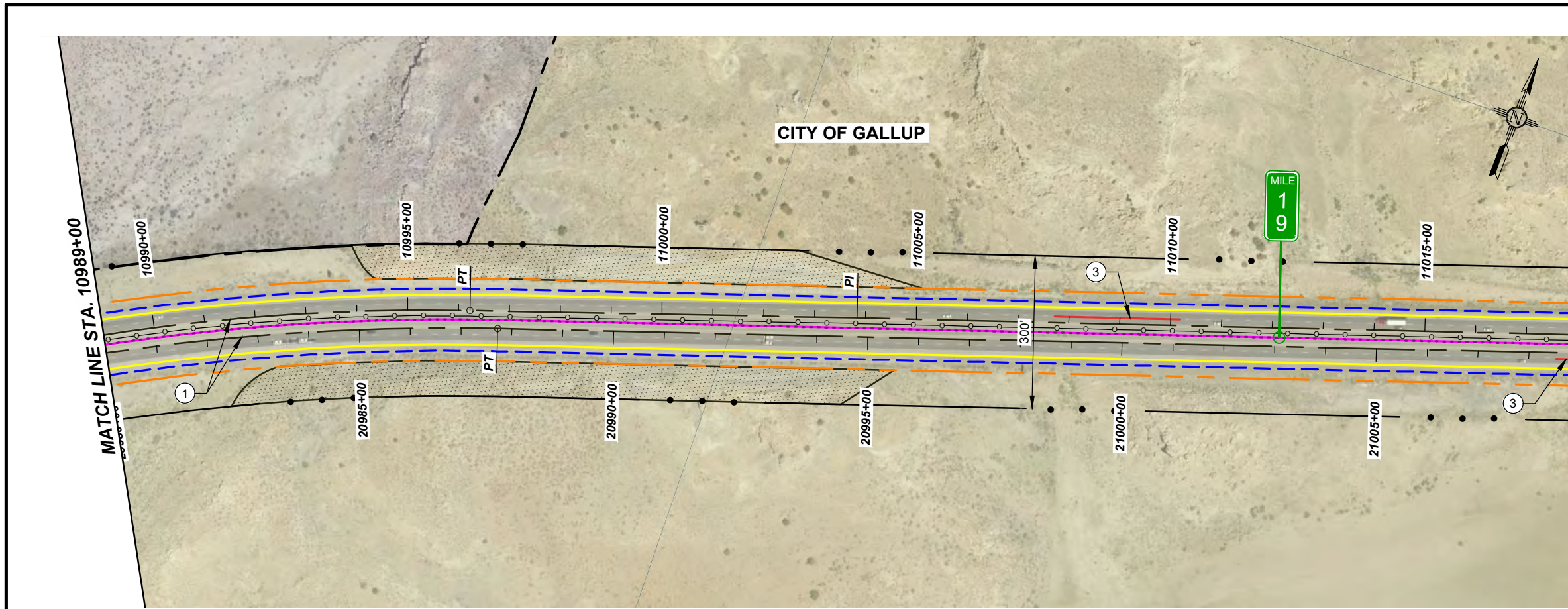
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PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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- [Pattern] PVMT - POOR COND.
- [Pattern] PVMT - VERY POOR CONDITION
- - - - VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- [Dashed] PROPOSED FULL RECON. LIMITS
- [Solid] PROPOSED CWB (2A)
- [Dotted] PROPOSED CWB (3A)
- [Yellow] TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
- [Green] TYPICAL SECTION 2B
50' DEPRESSED MEDIAN
- [Blue] TYPICAL SECTION 2C
74' DEPRESSED MEDIAN
- [Dashed Blue] TYPICAL SECTION 3A
26' FLUSH MEDIAN W/ CWB
- [Dashed Purple] TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

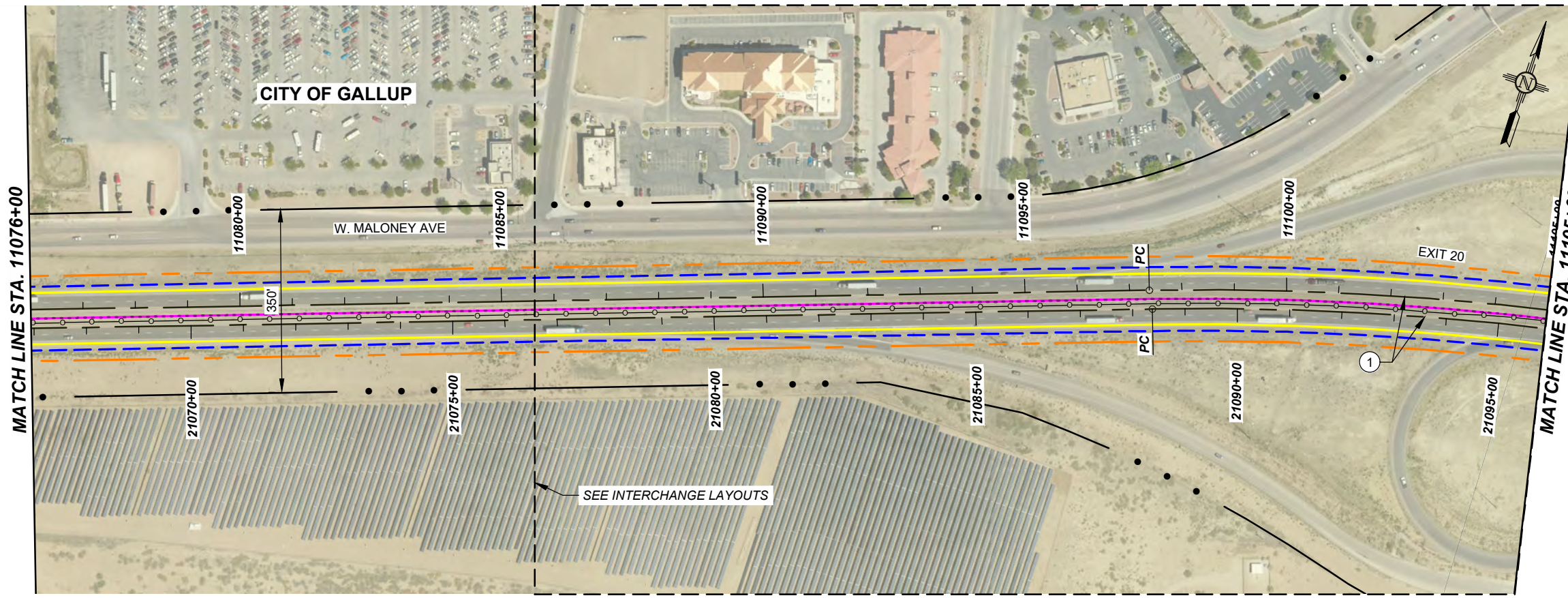
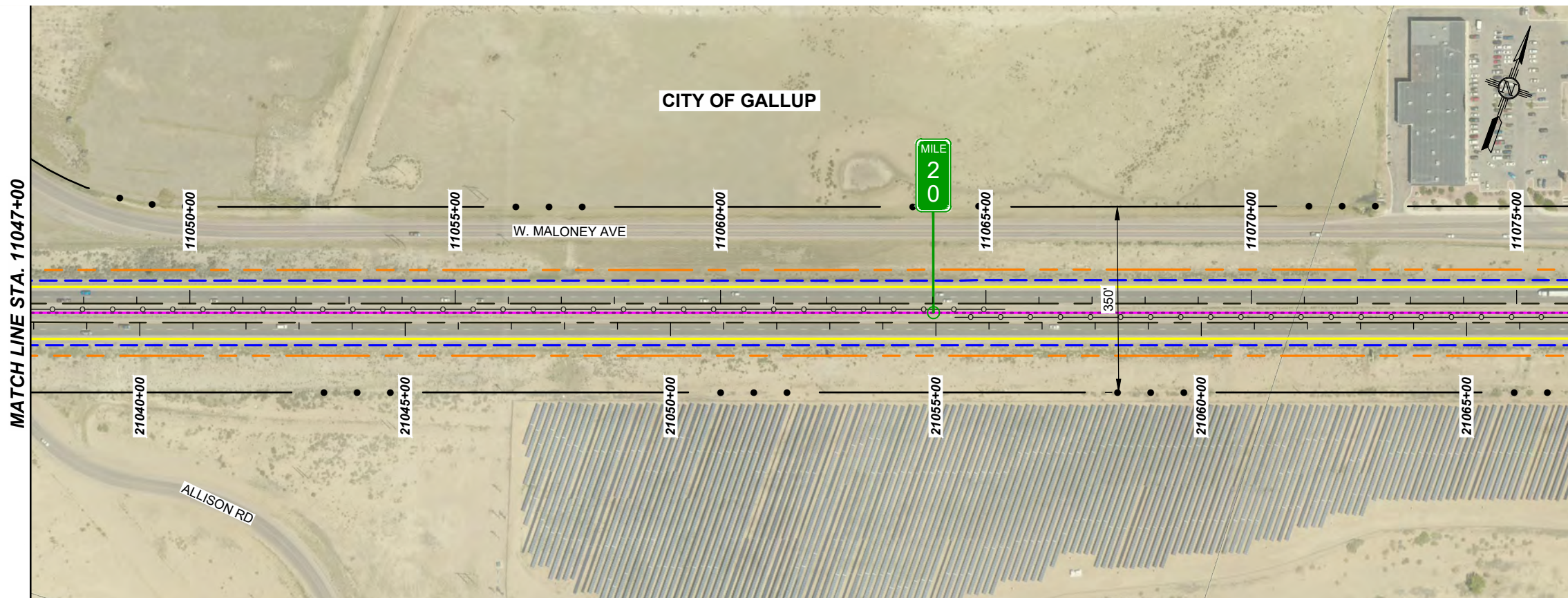
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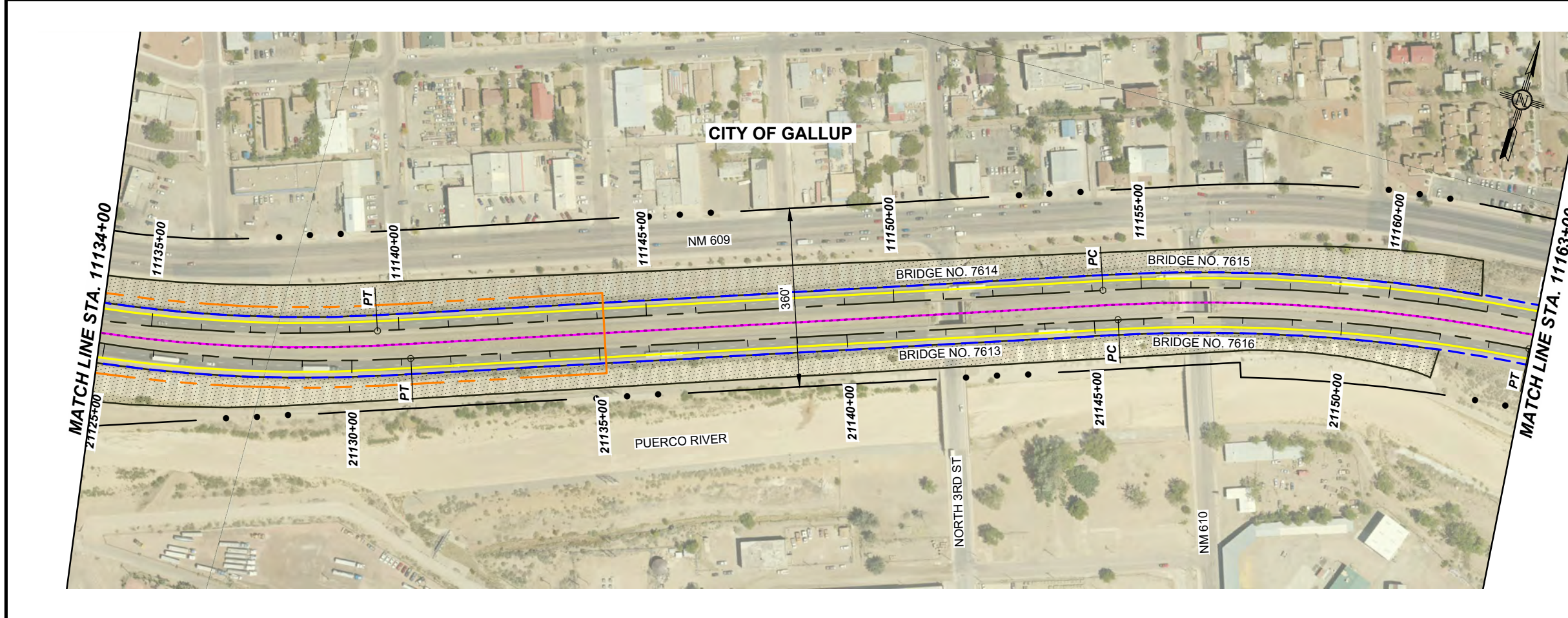
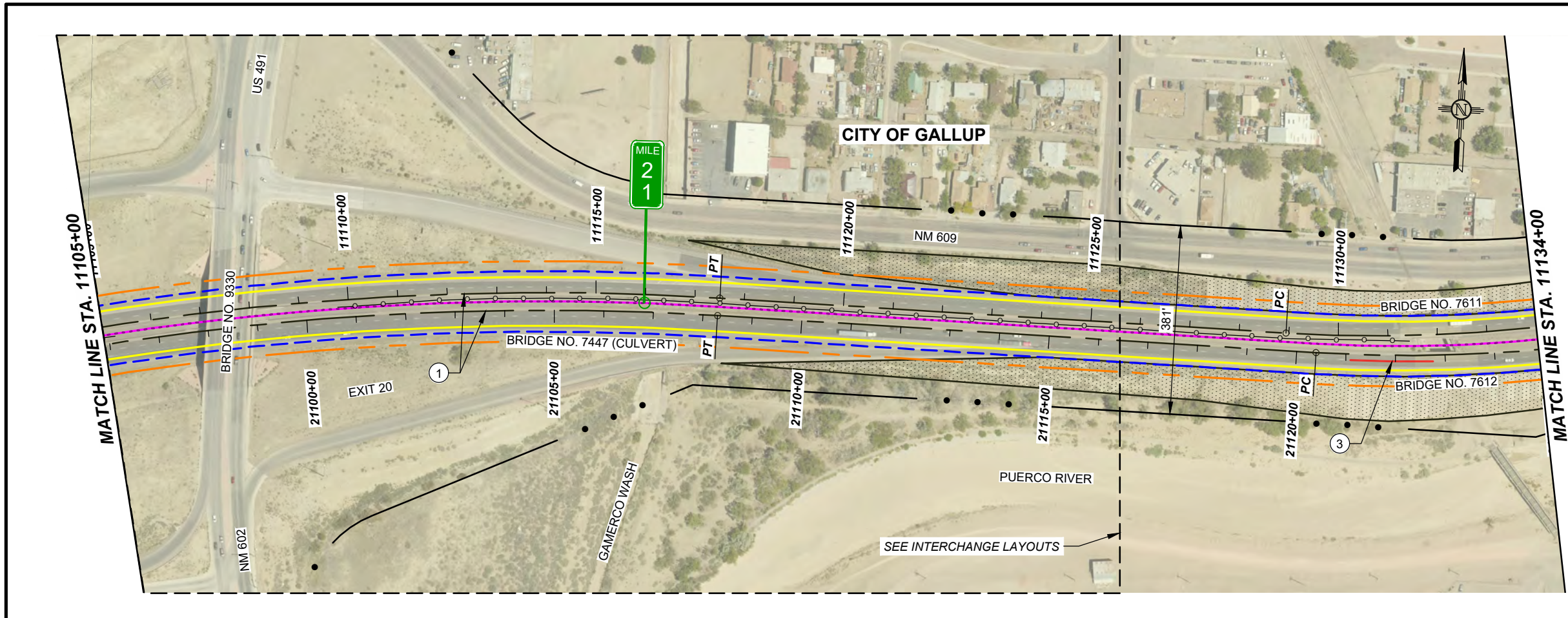
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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- - - - PROPOSED FULL RECON. LIMITS
- PROPOSED CWB (2A)
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- TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
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50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

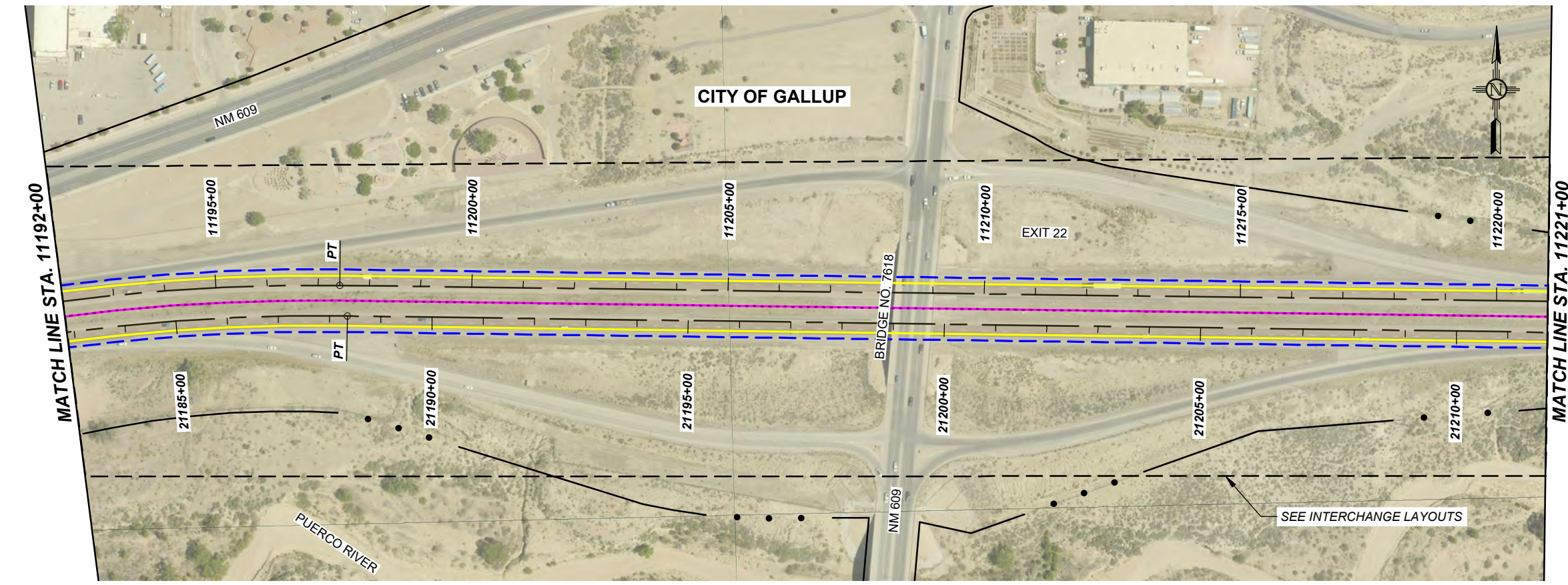
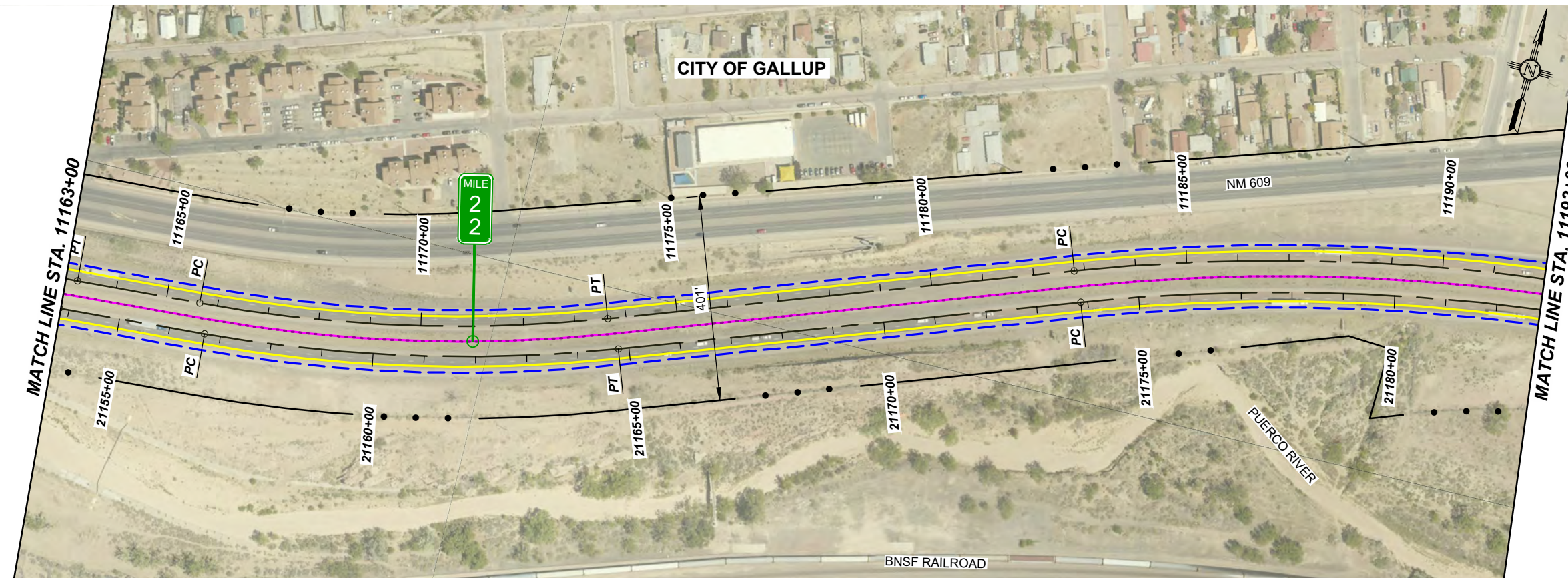
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NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- - - - EXIST. CWB
- ▭ CITY BOUNDARY
- ▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧ PVMT - POOR COND.
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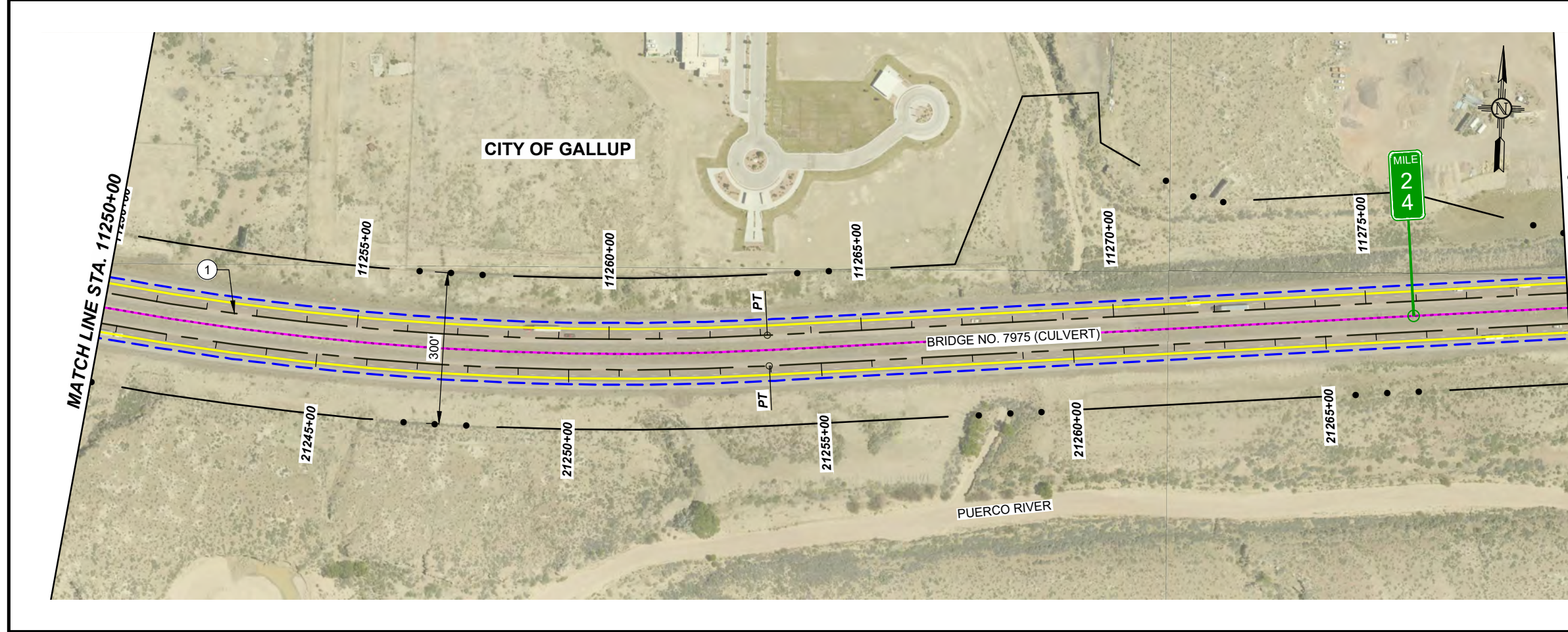
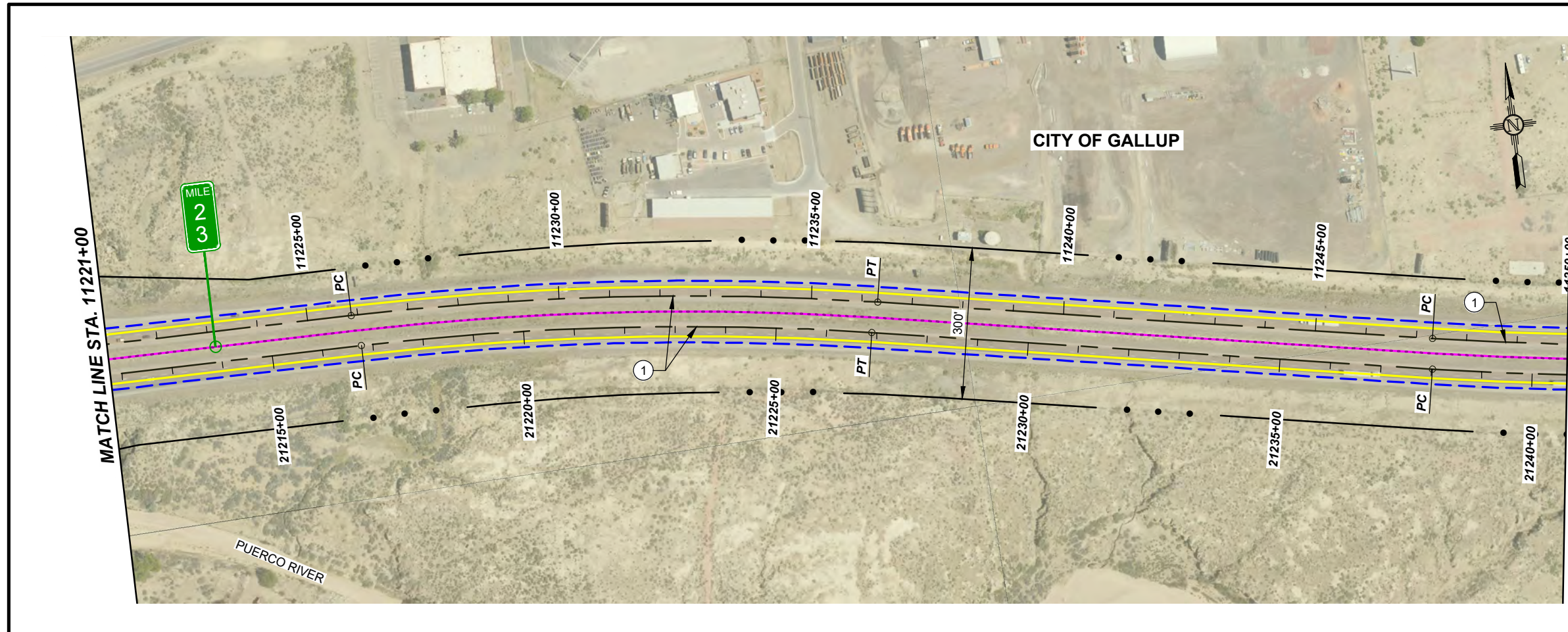
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**PRELIMINARY
NOT FOR CONSTRUCTION**

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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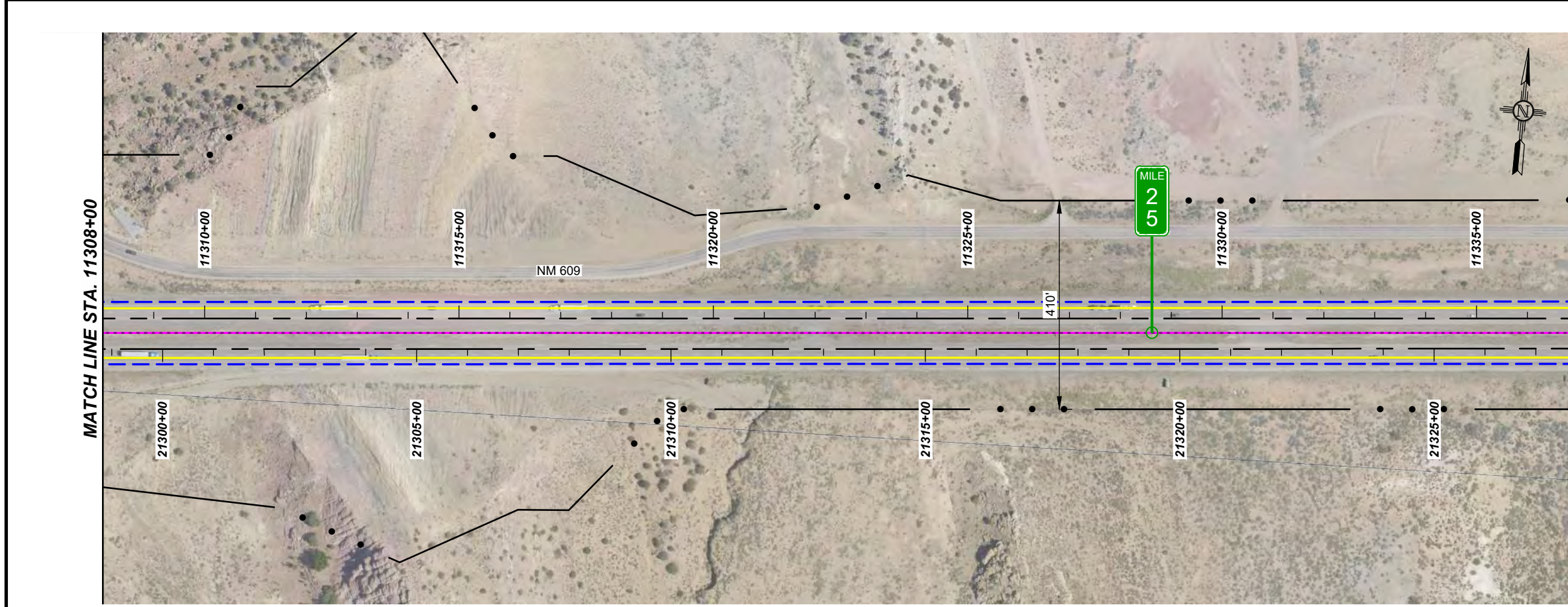
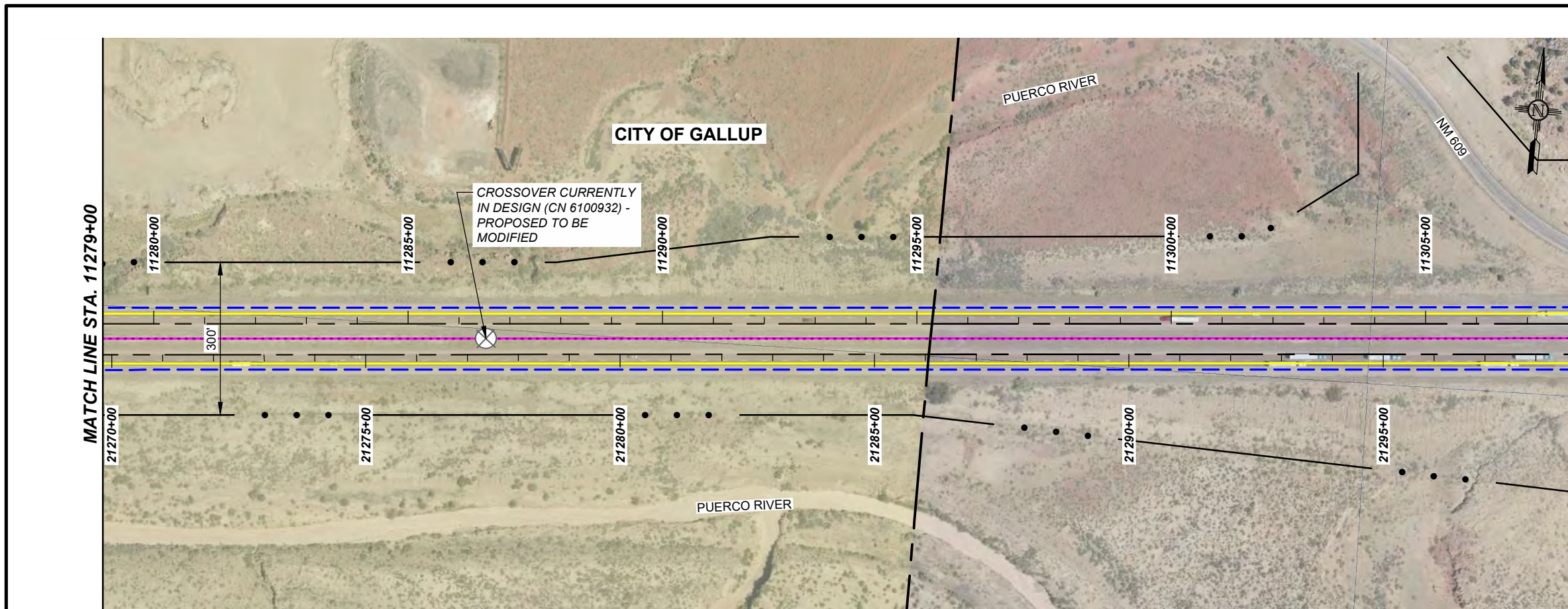
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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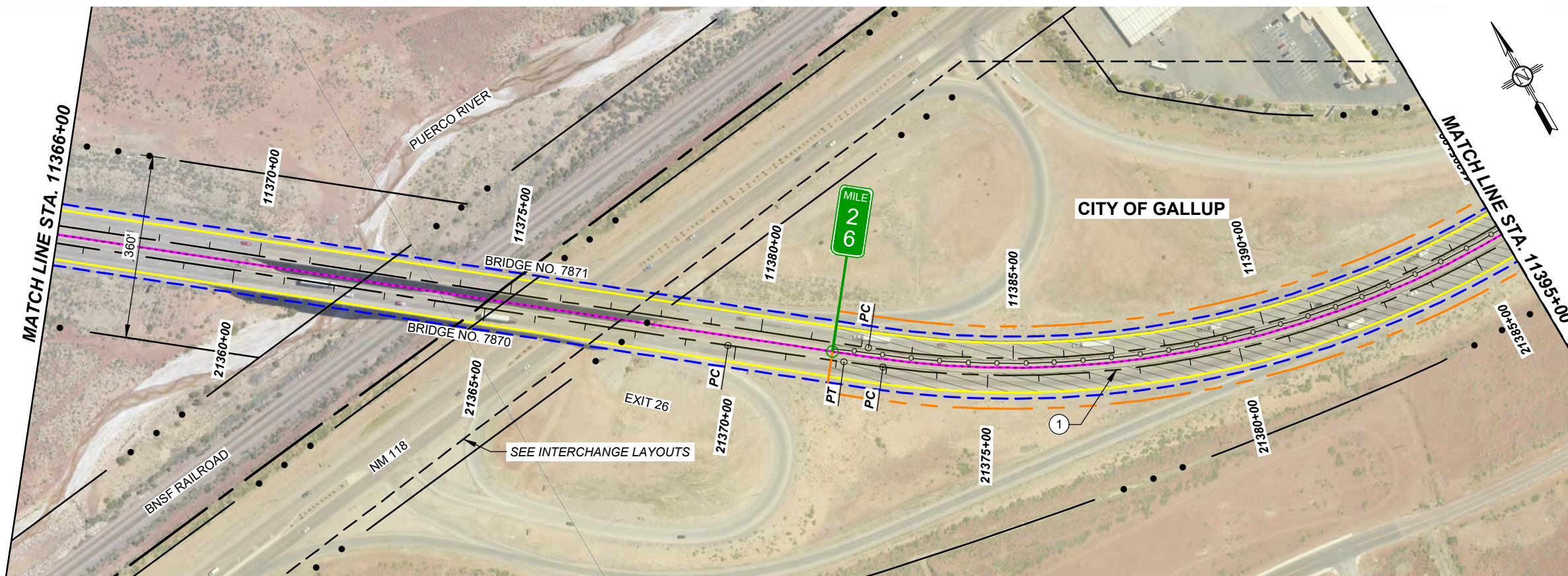
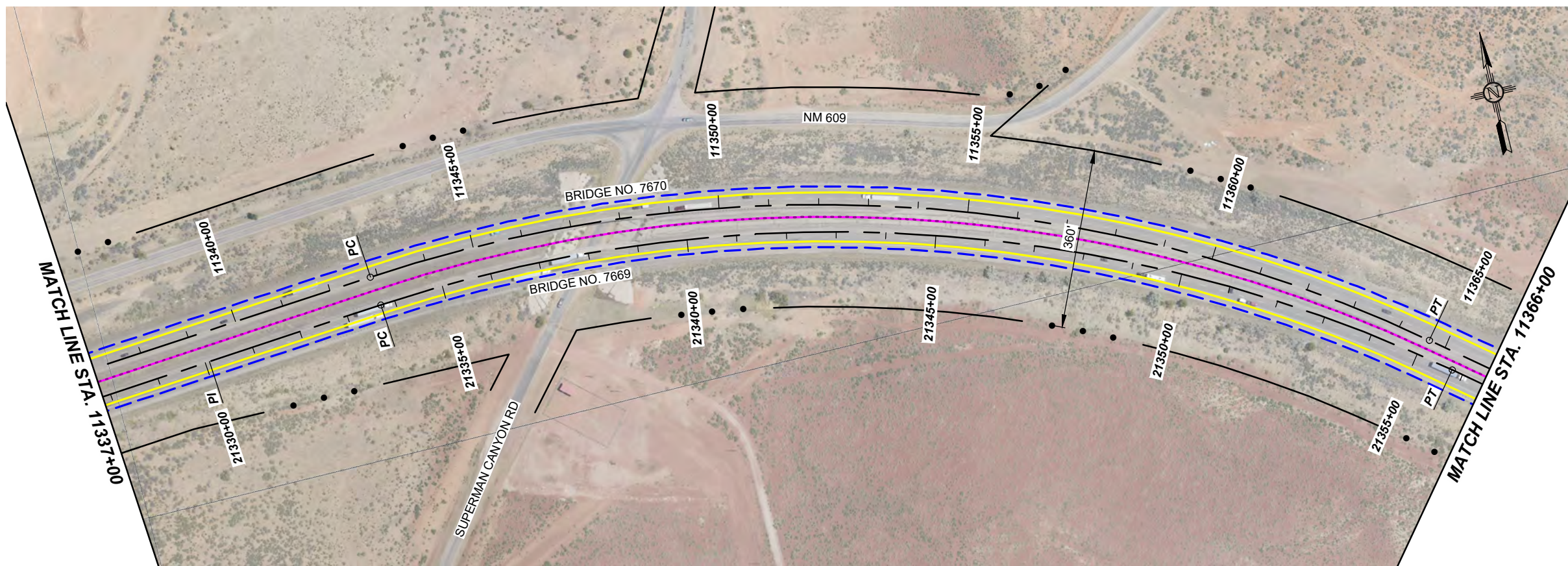
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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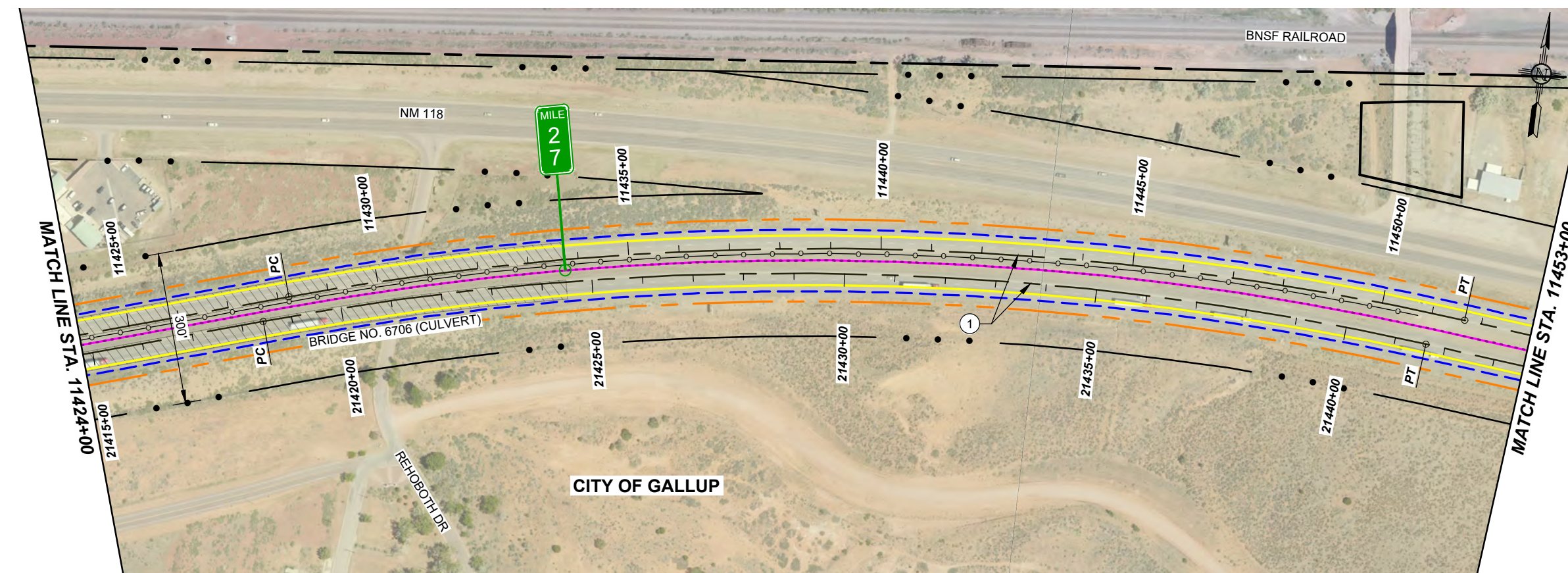
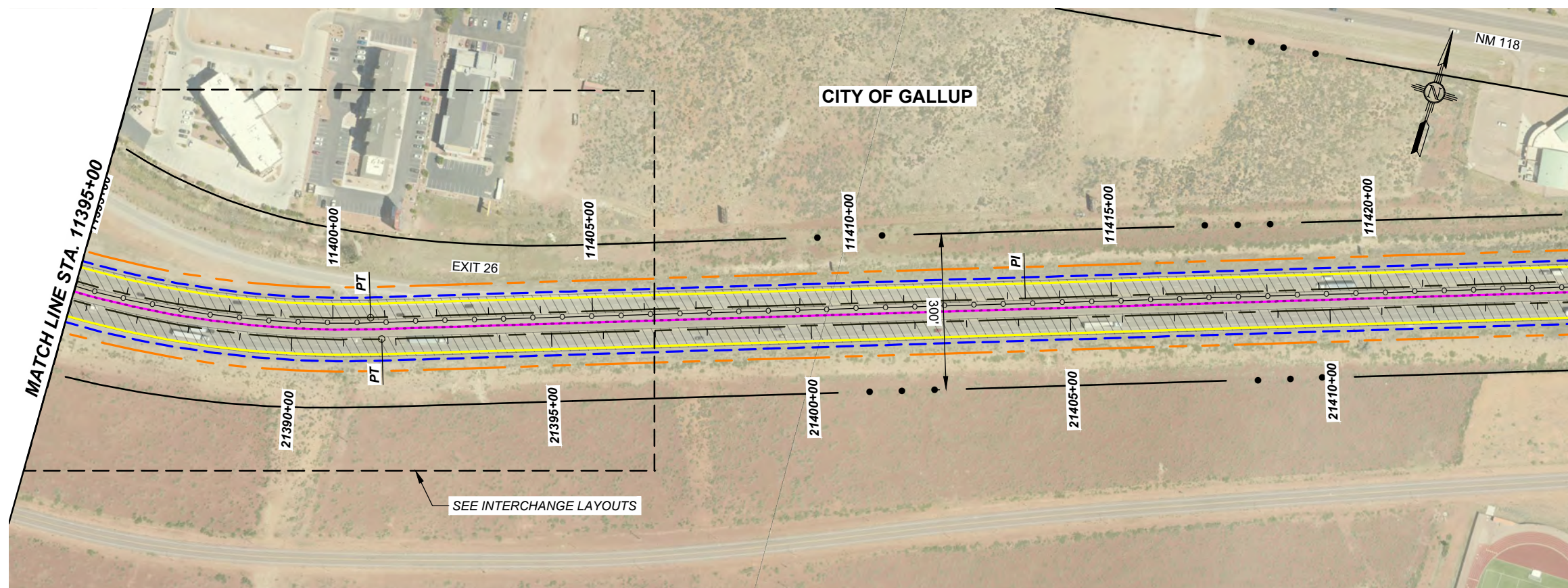
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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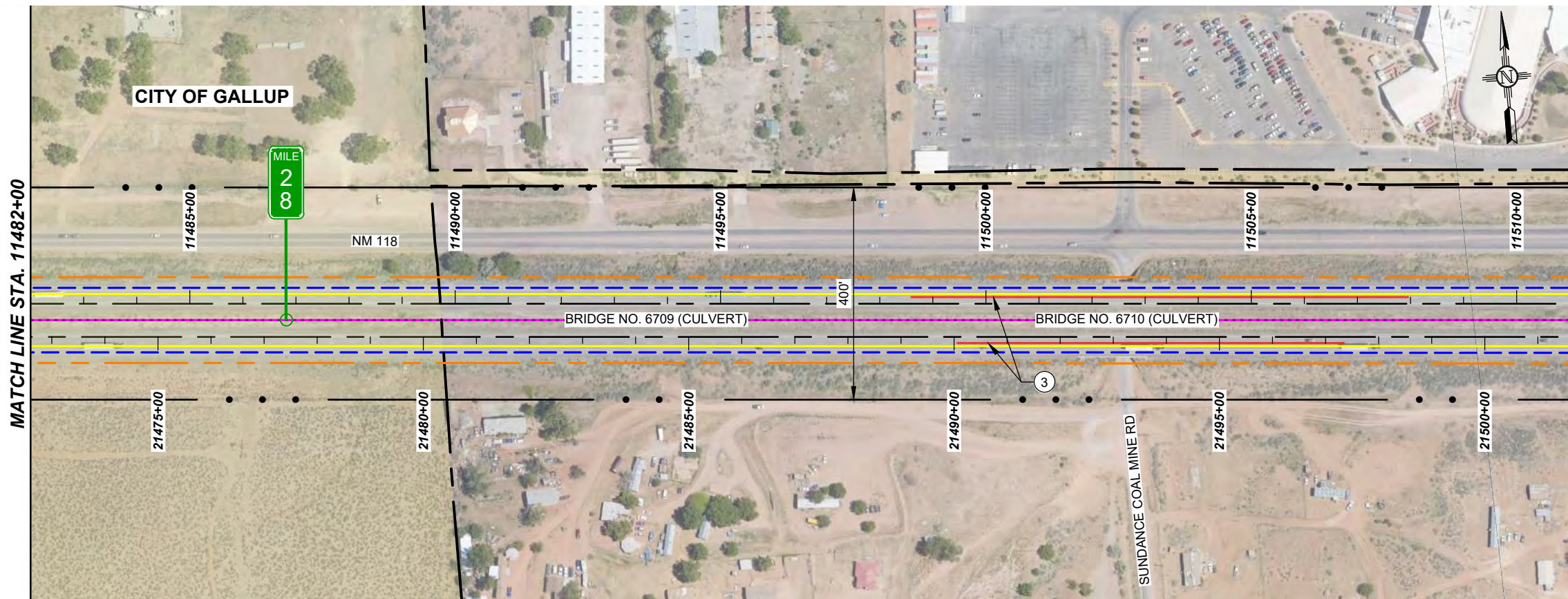
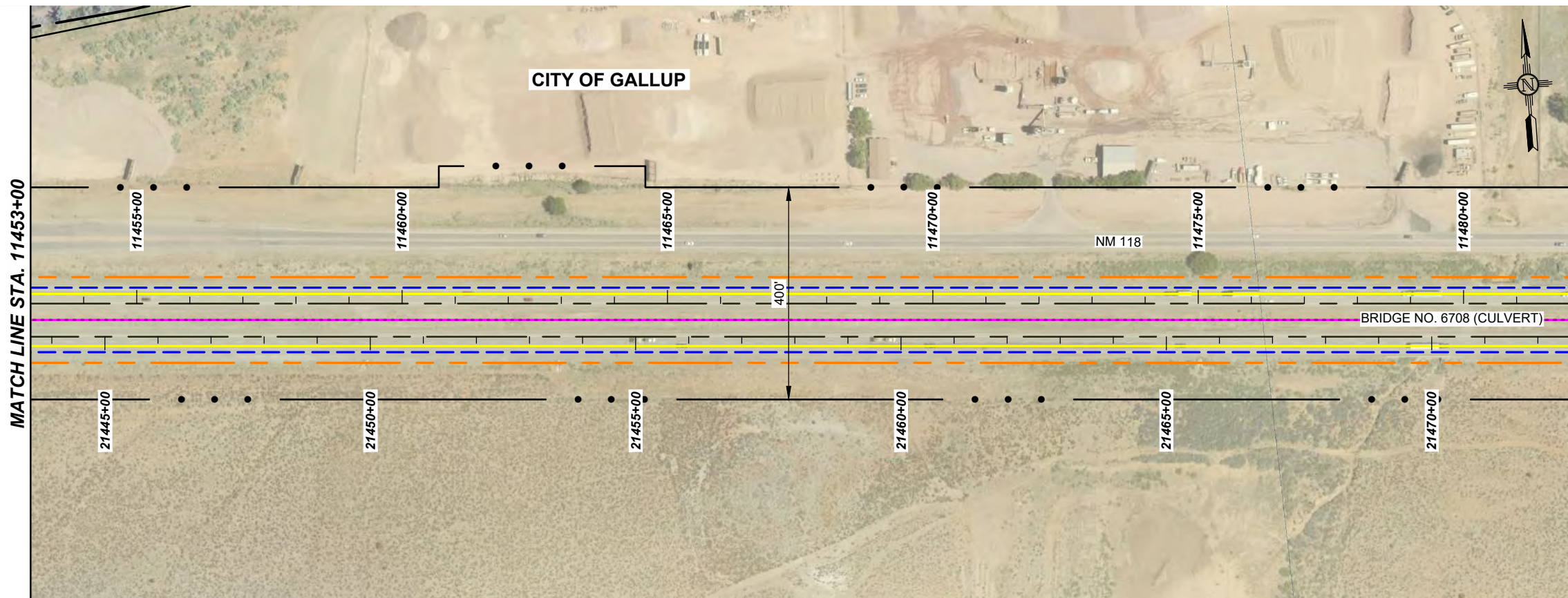
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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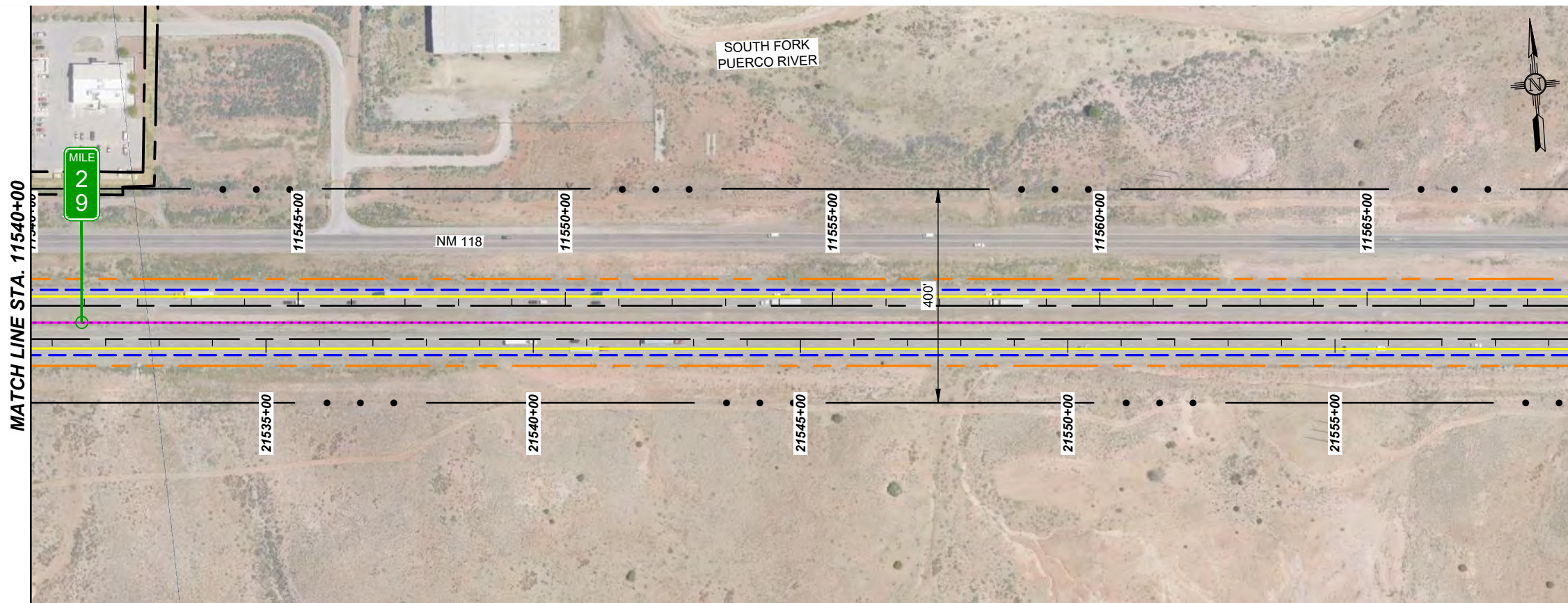
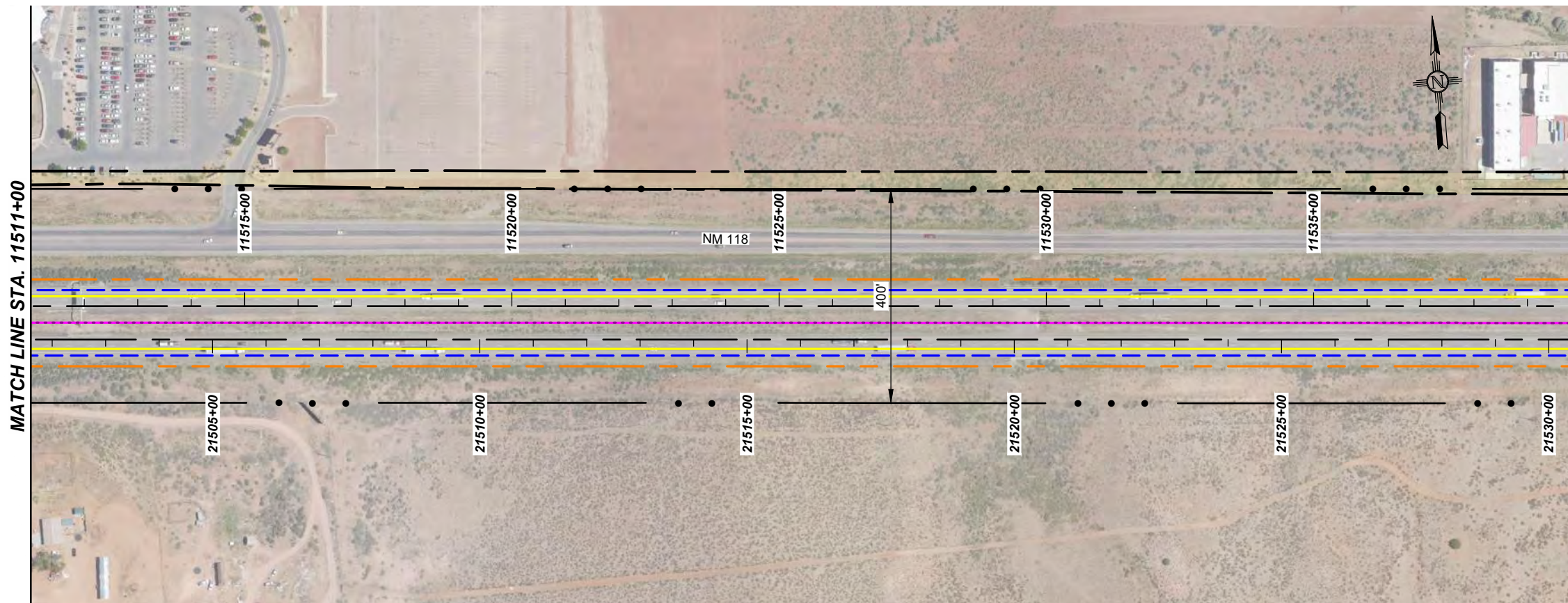
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**PRELIMINARY
NOT FOR CONSTRUCTION**





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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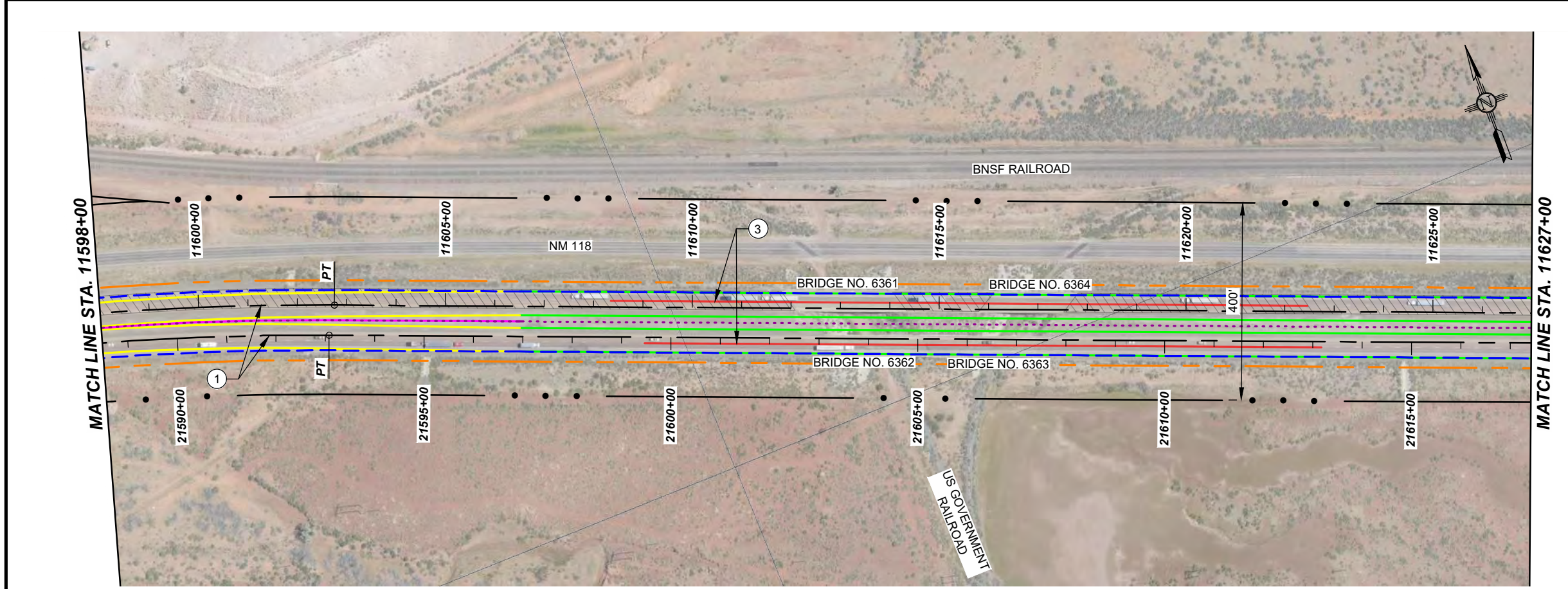
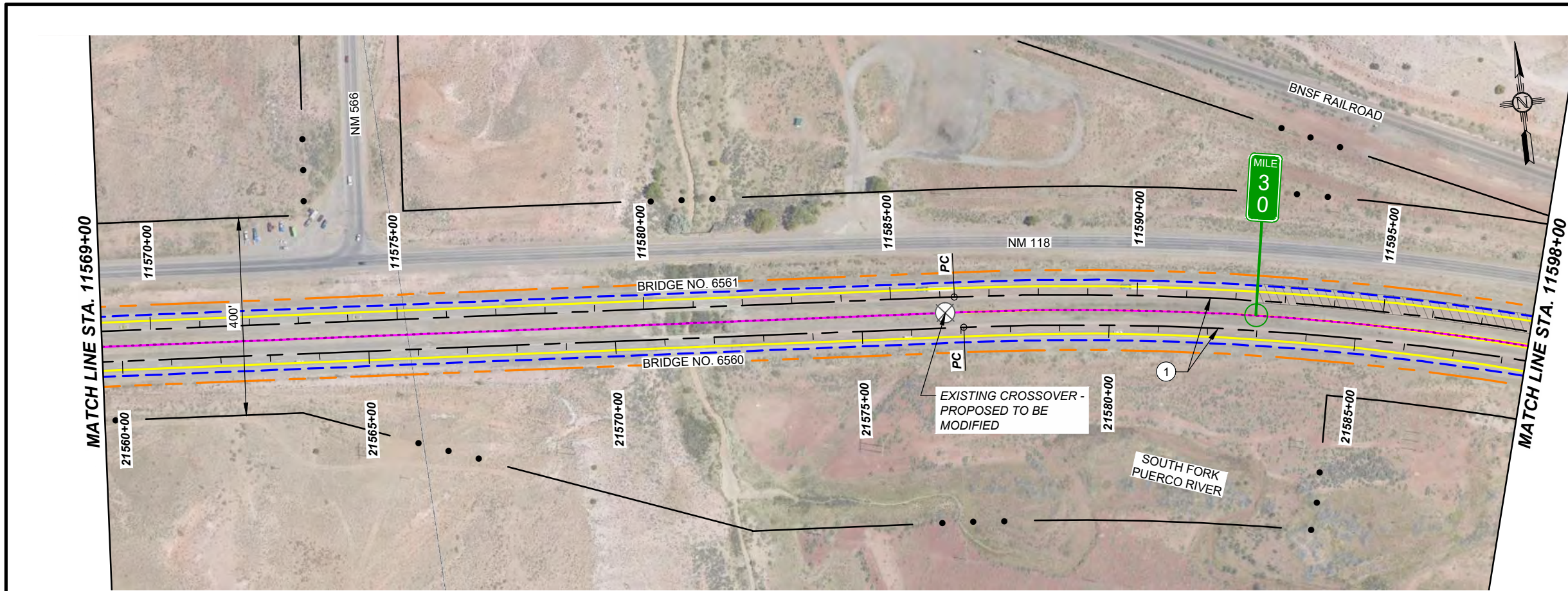
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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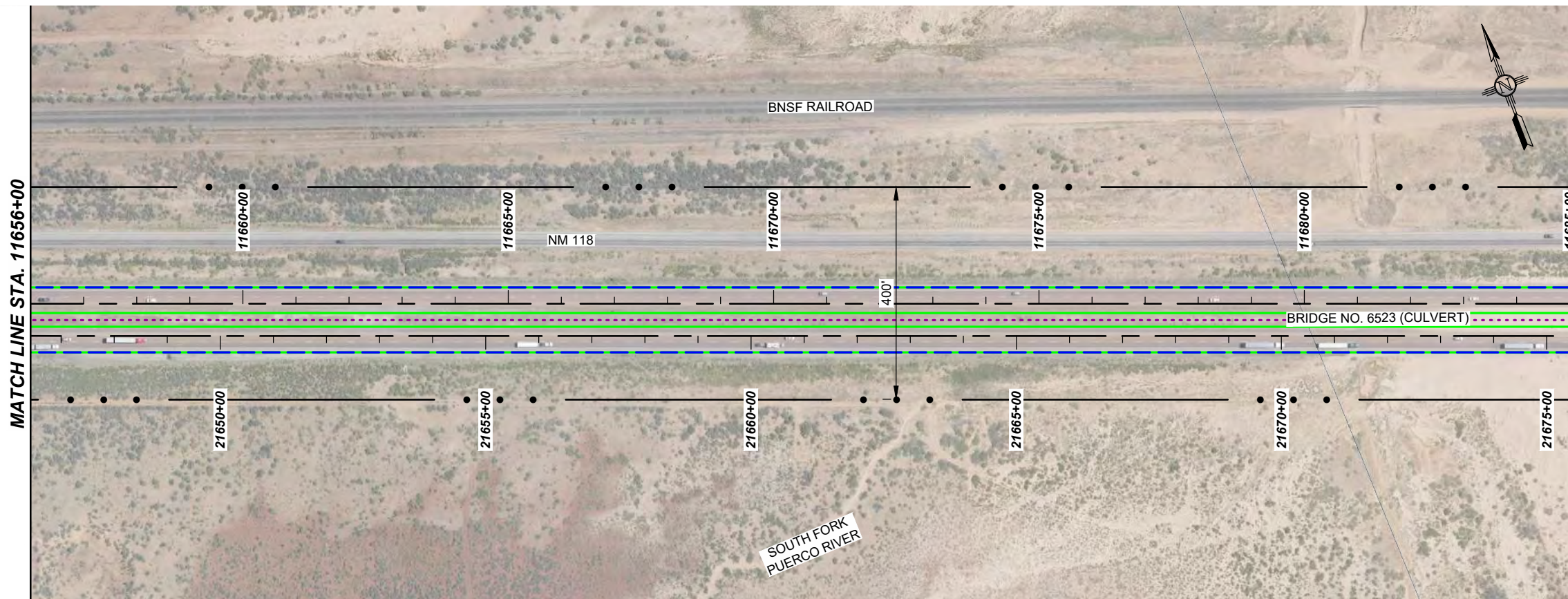
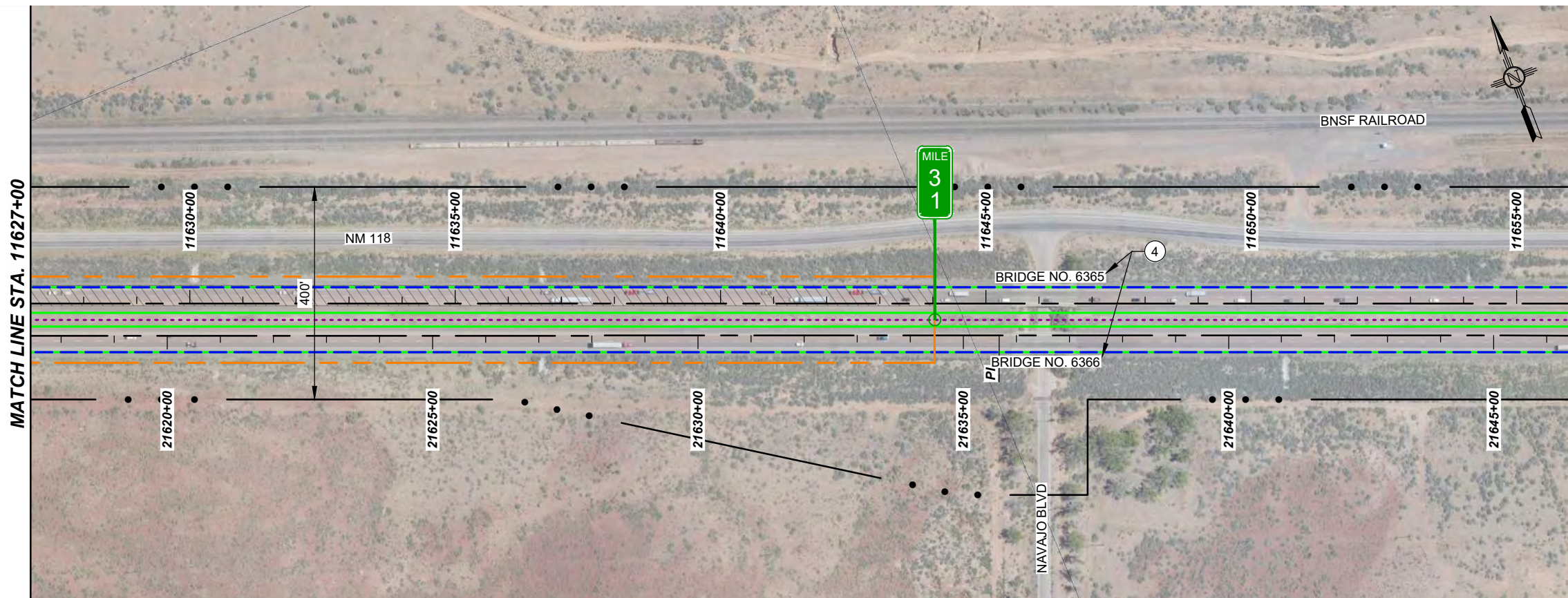
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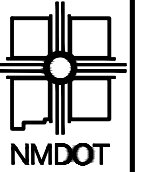
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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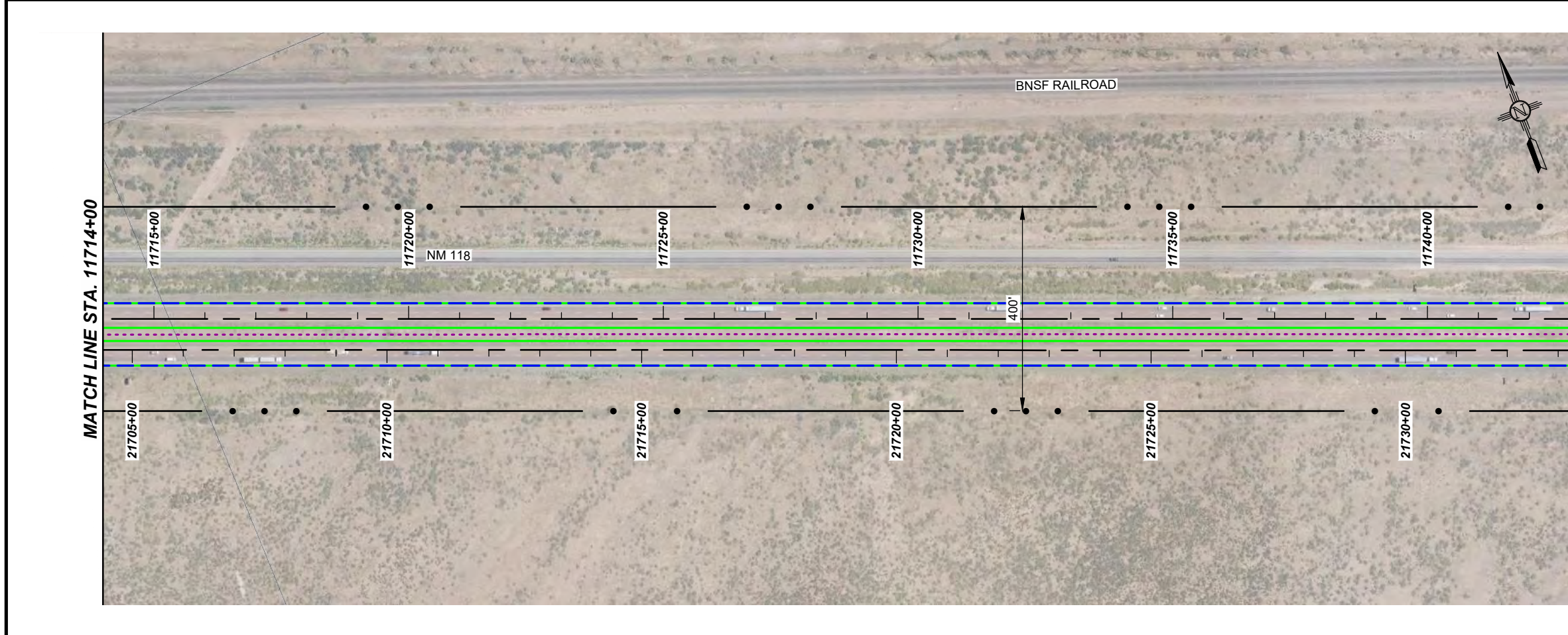
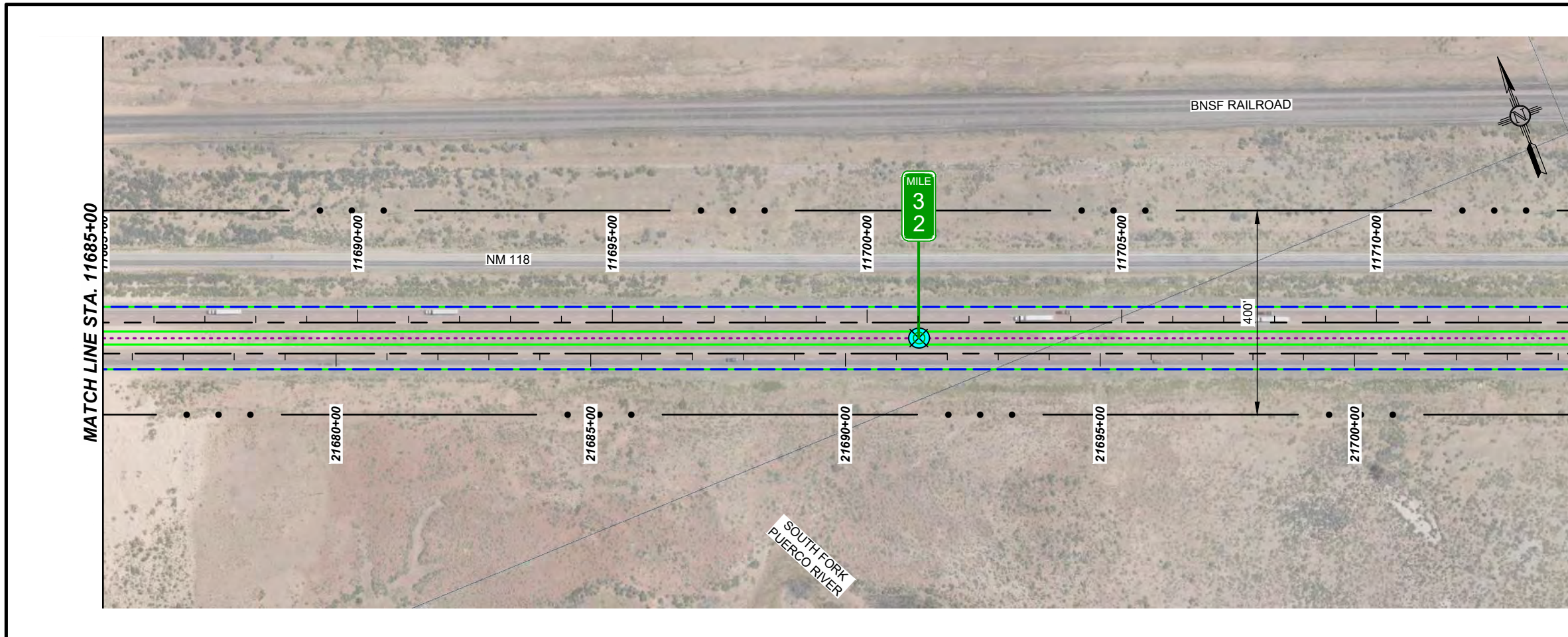
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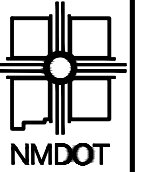
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**PRELIMINARY
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NEW MEXICO DEPARTMENT
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NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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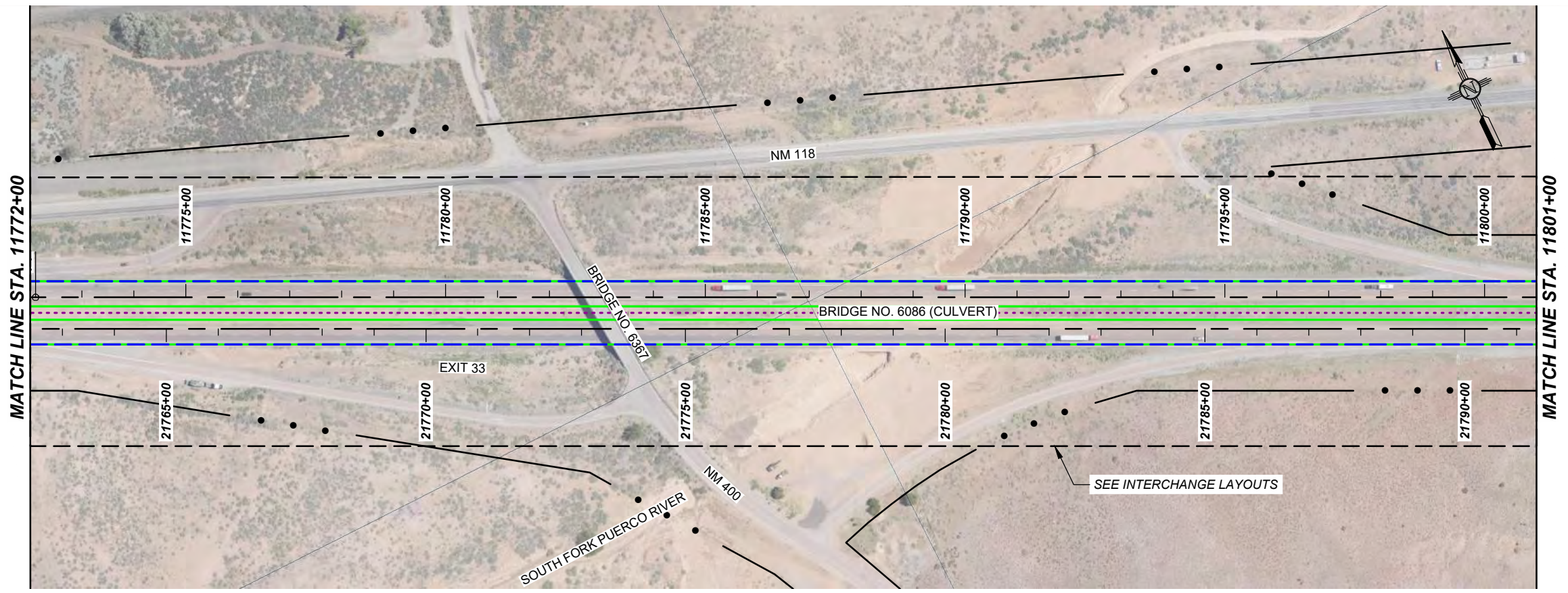
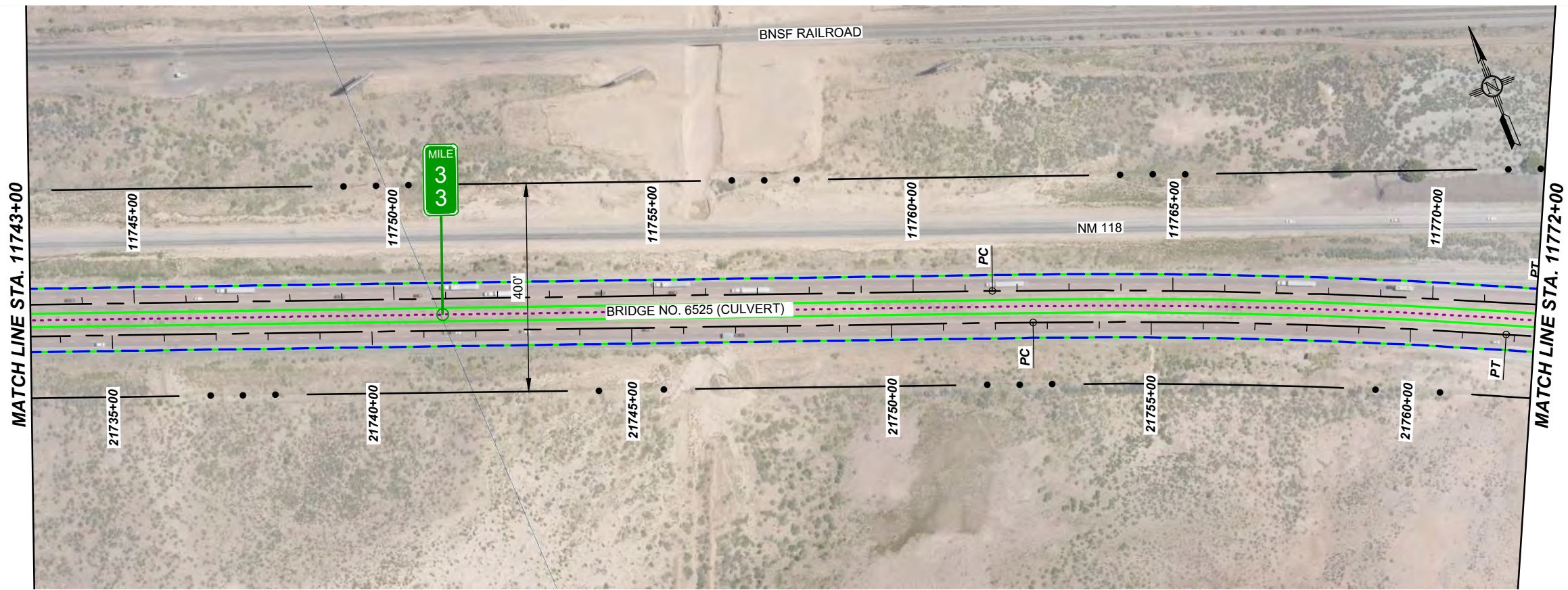
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

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NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

**PRELIMINARY
NOT FOR CONSTRUCTION**





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- — — — EXIST. CWB
- ▬▬▬▬ CITY BOUNDARY
- ▨▨▨▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
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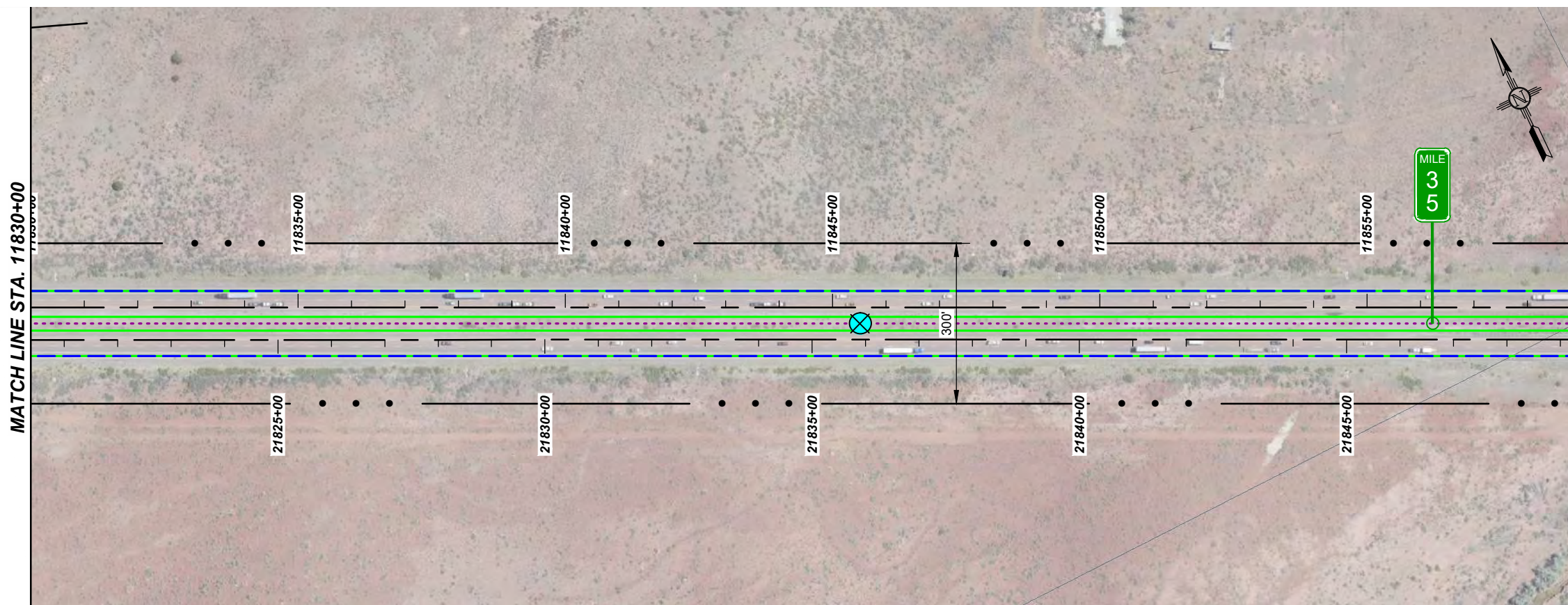
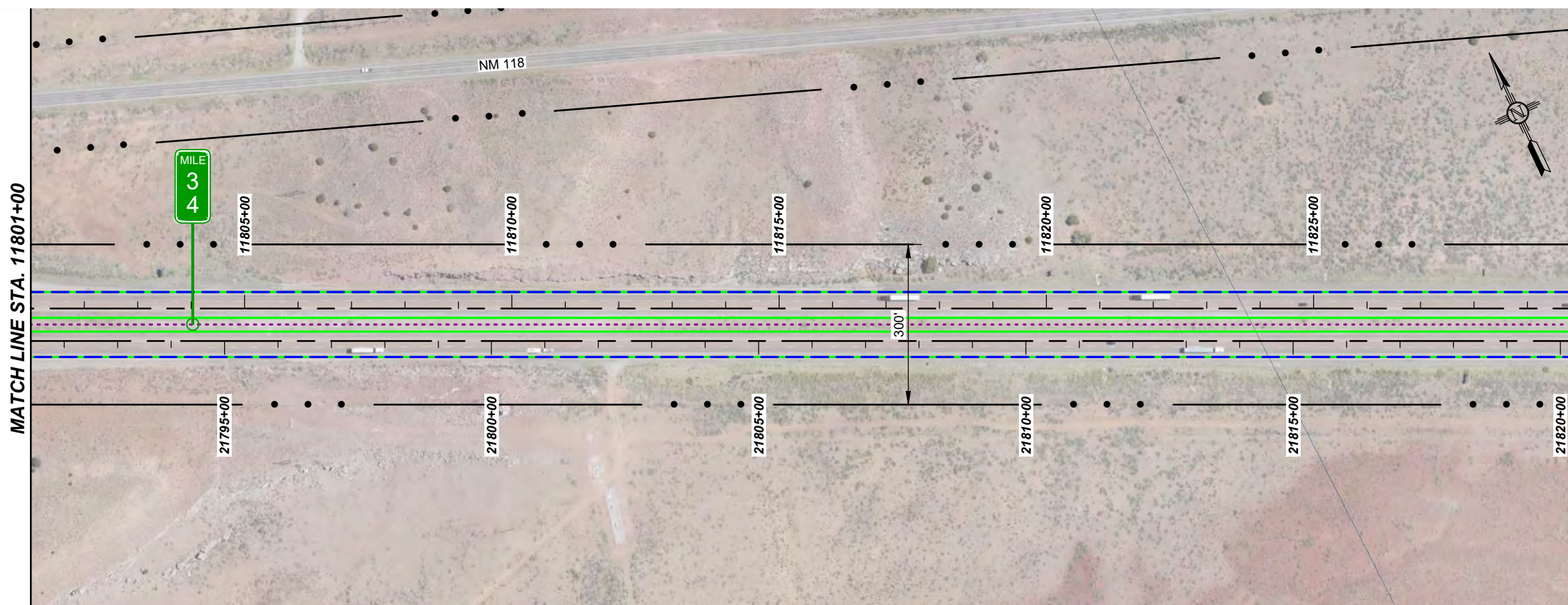
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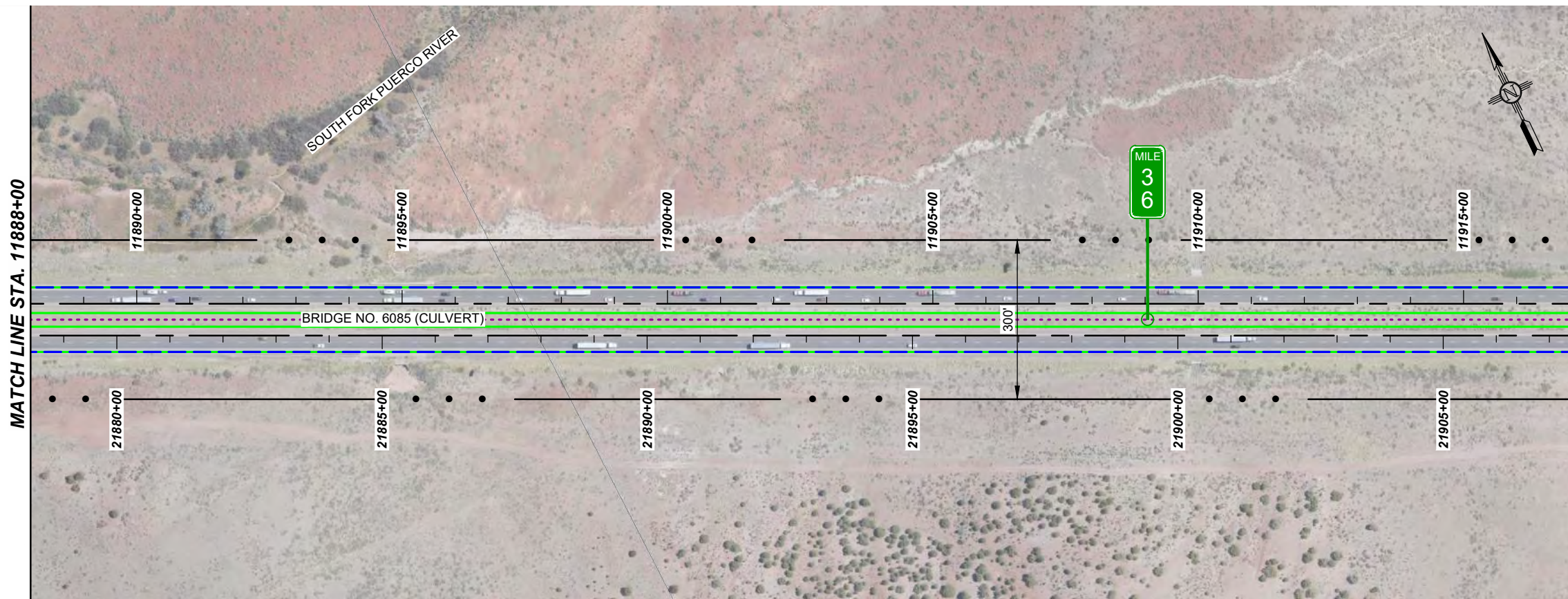
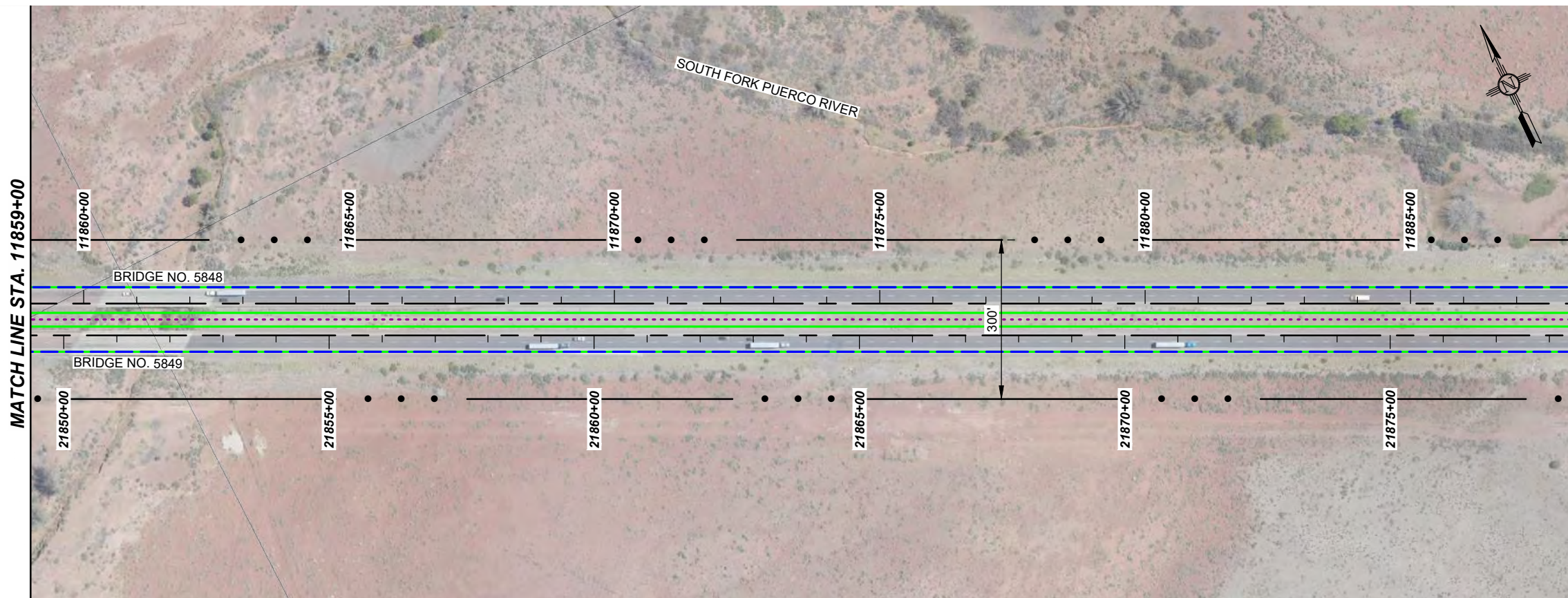
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NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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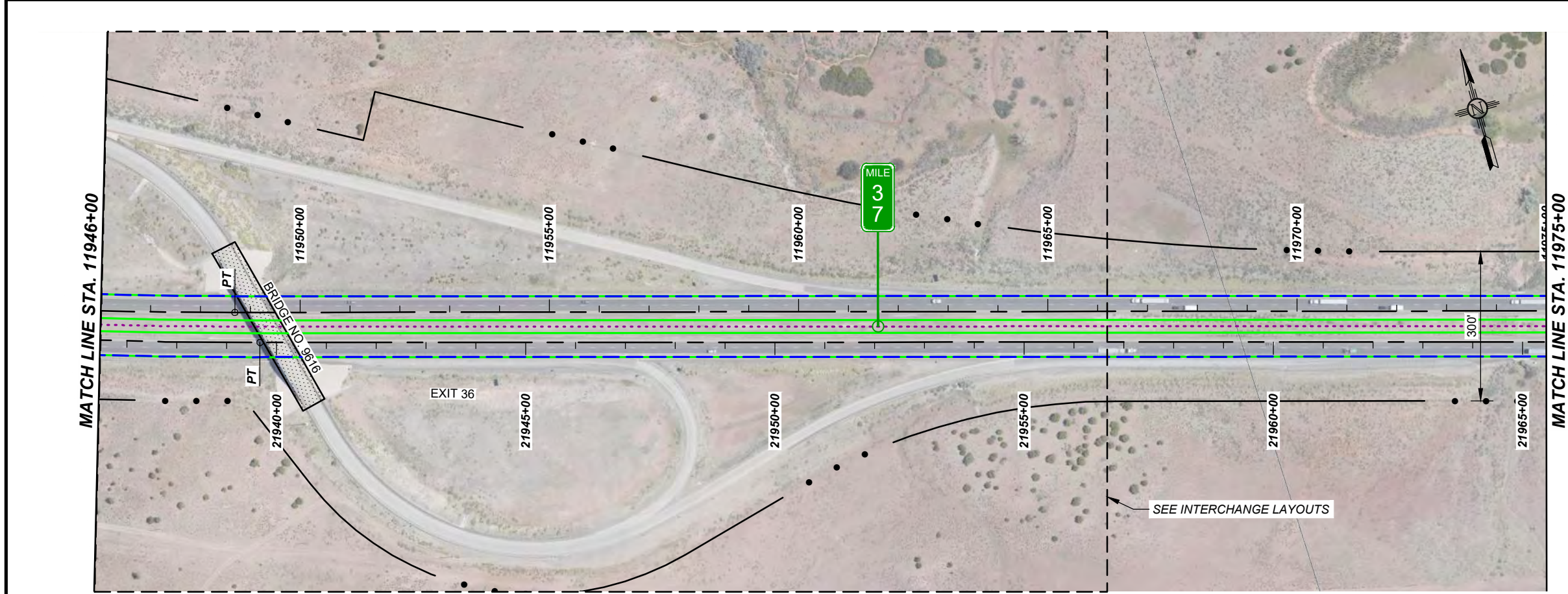
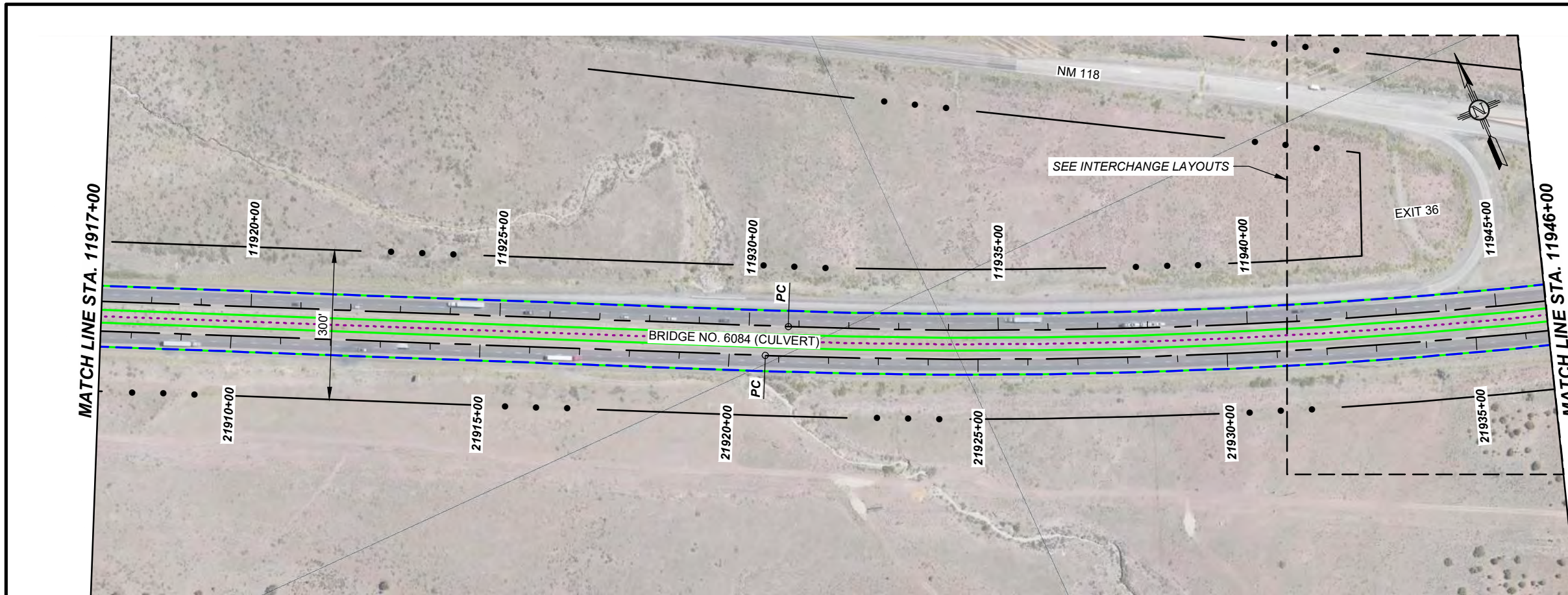
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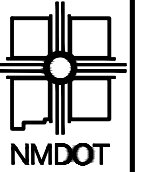
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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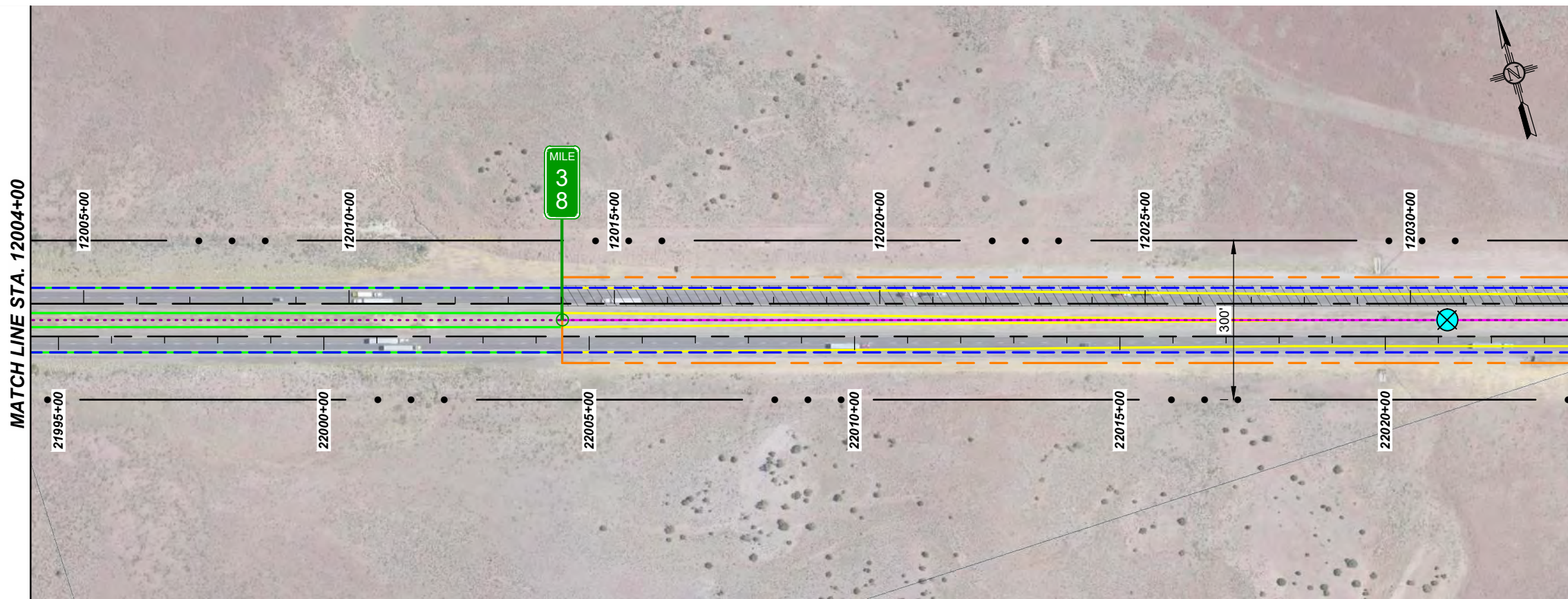
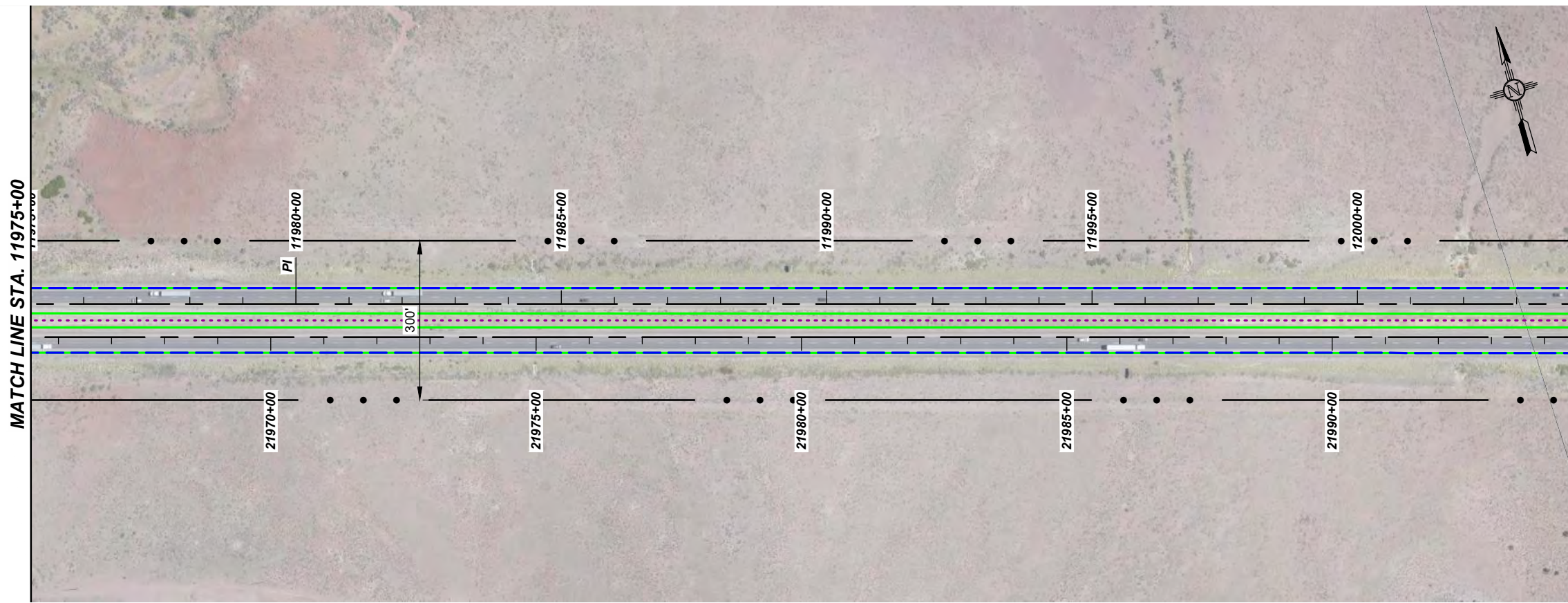
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
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I-40 CONCEPTUAL ALTERNATIVES

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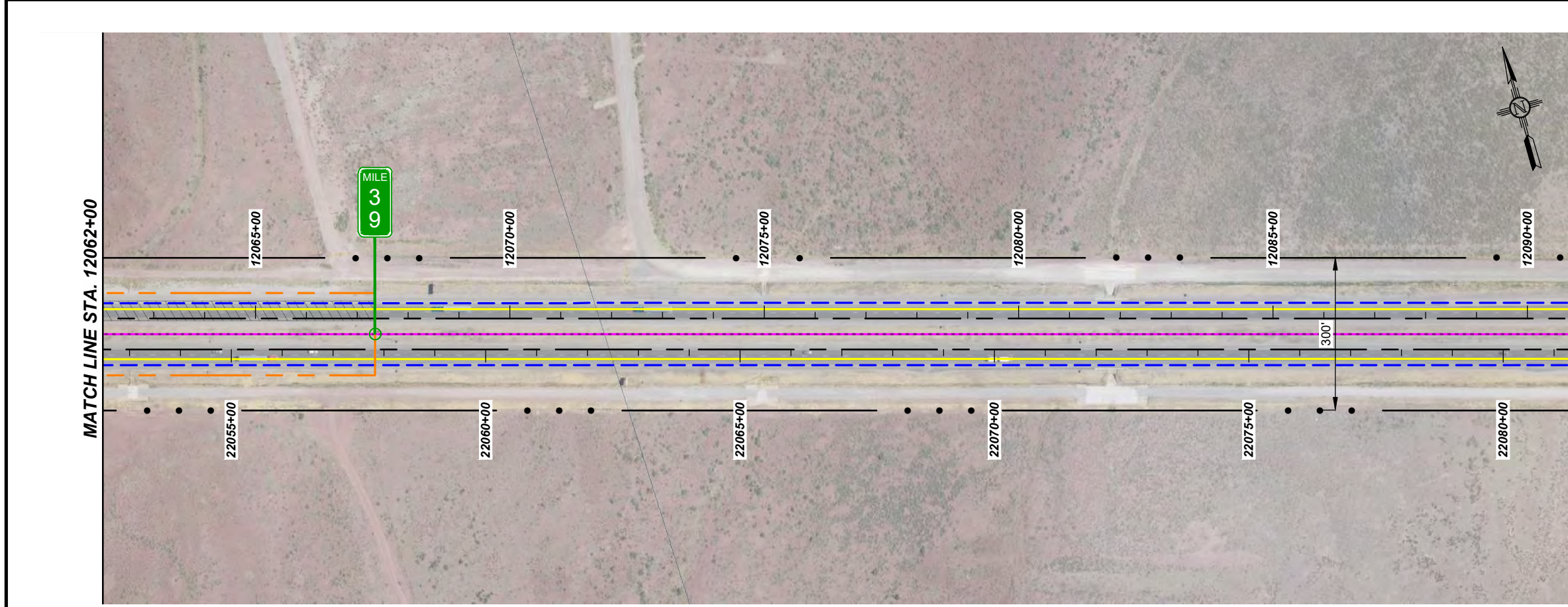
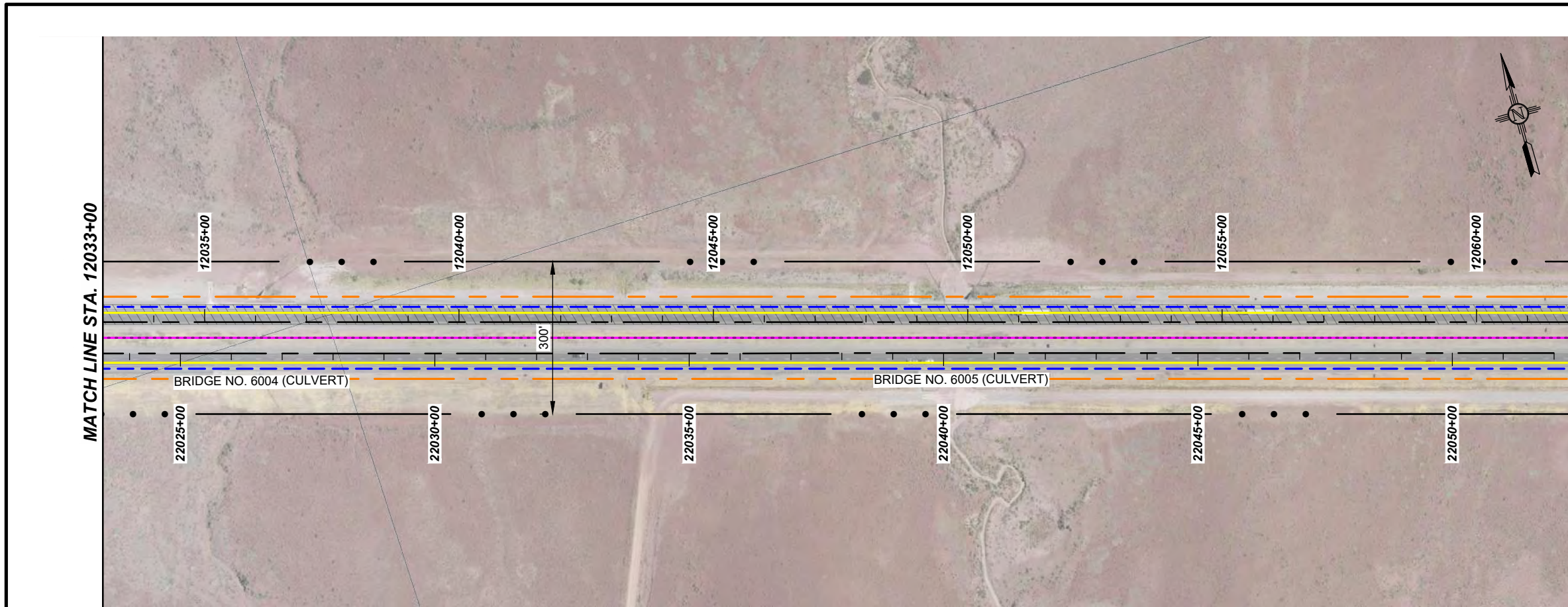
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I-40 CONCEPTUAL ALTERNATIVES

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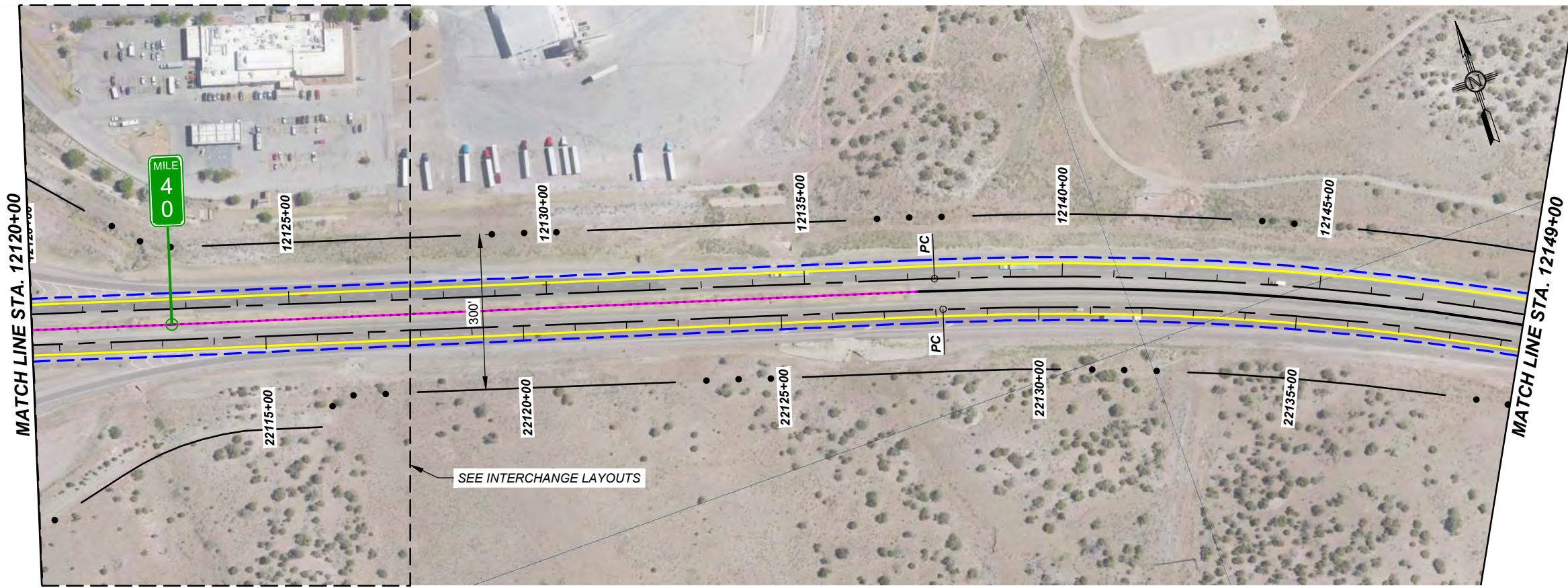
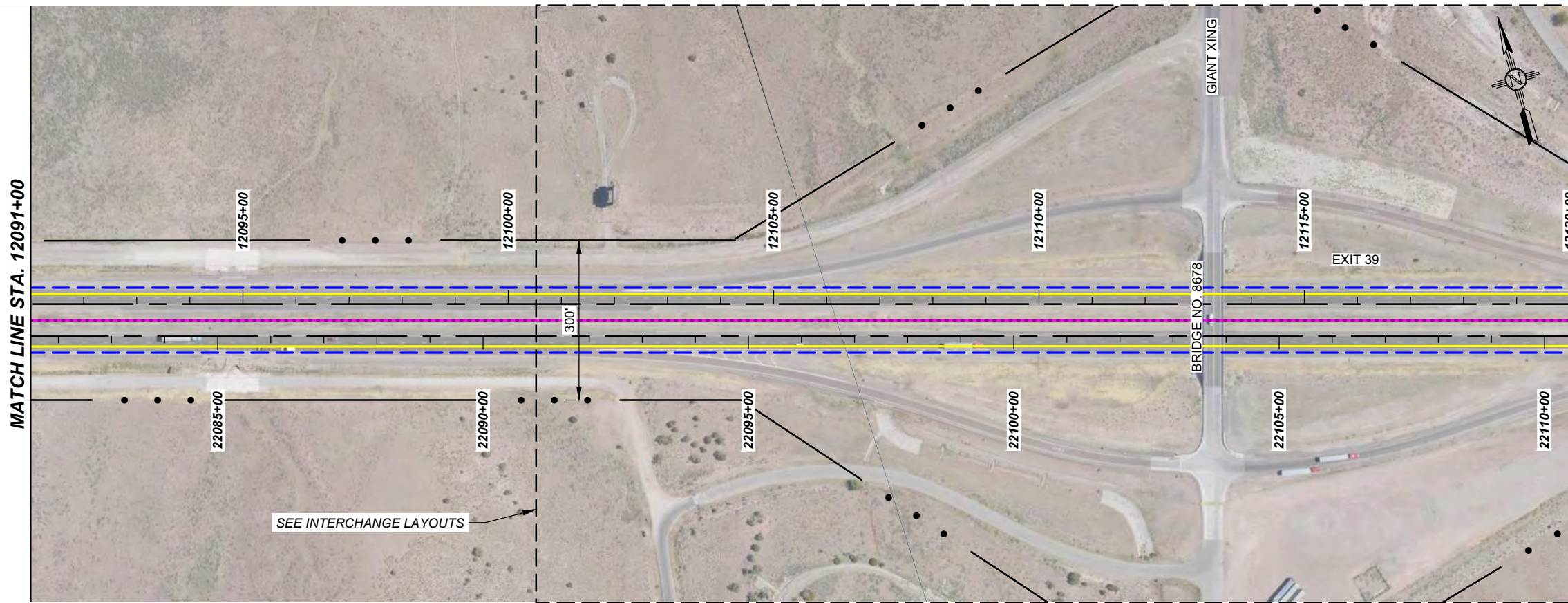
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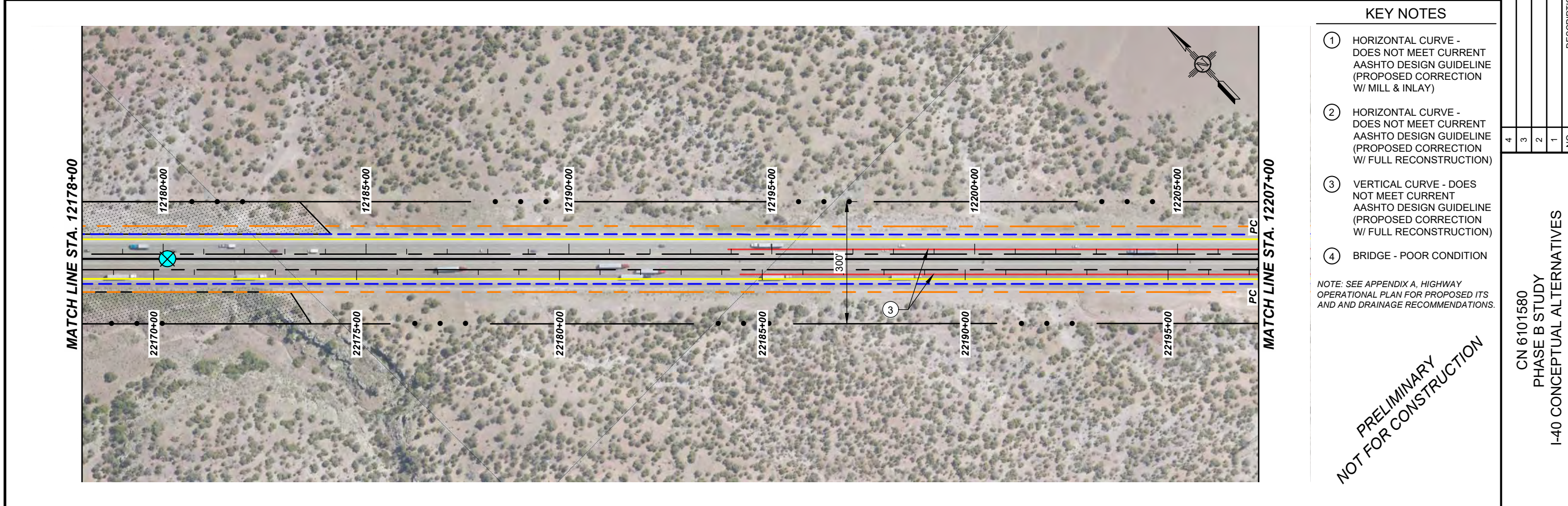
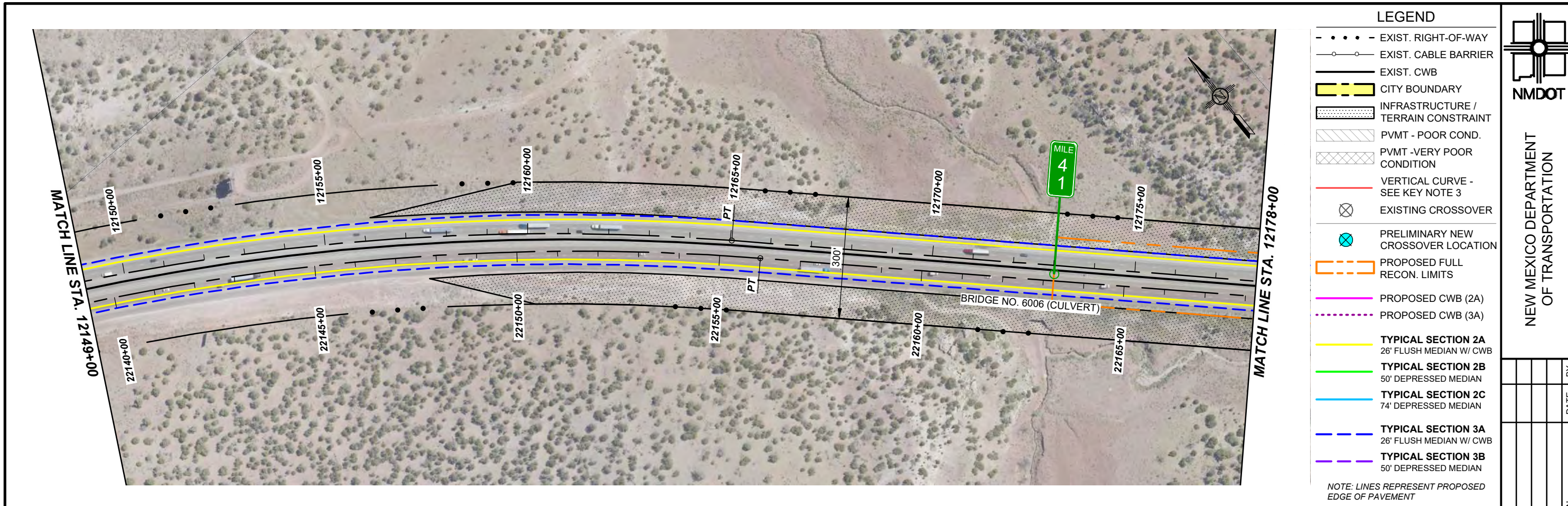
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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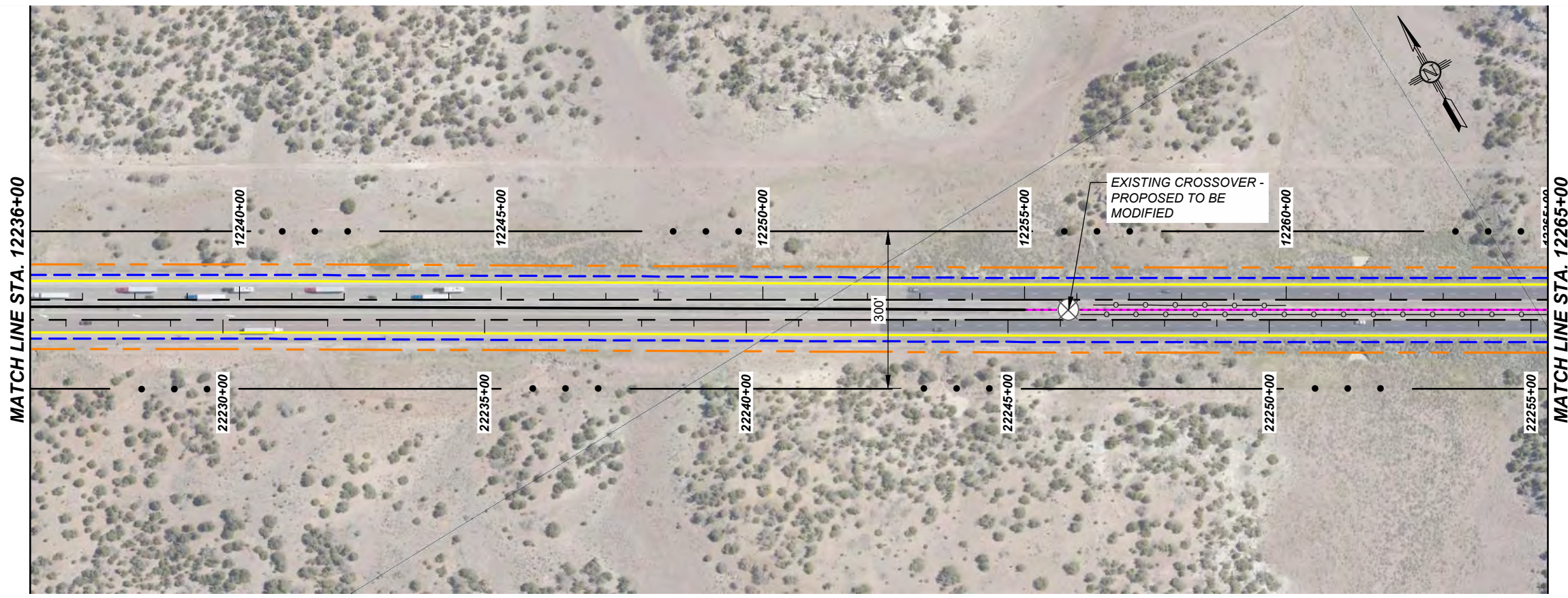
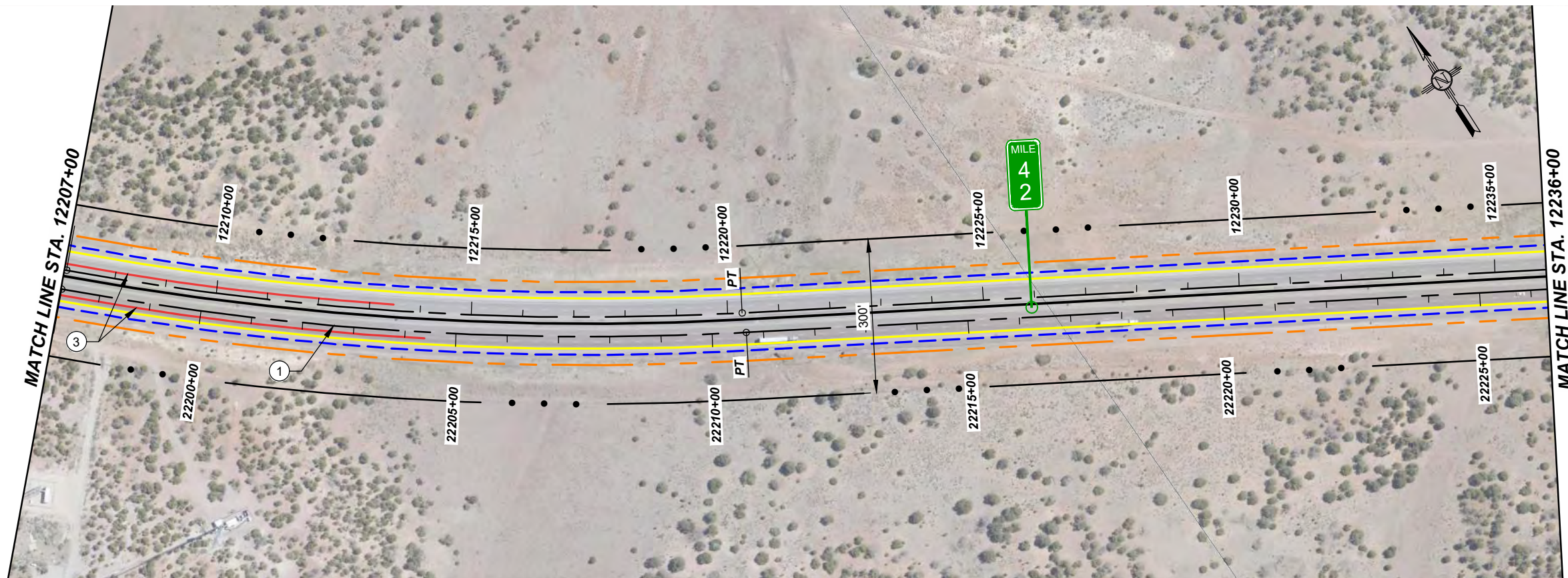
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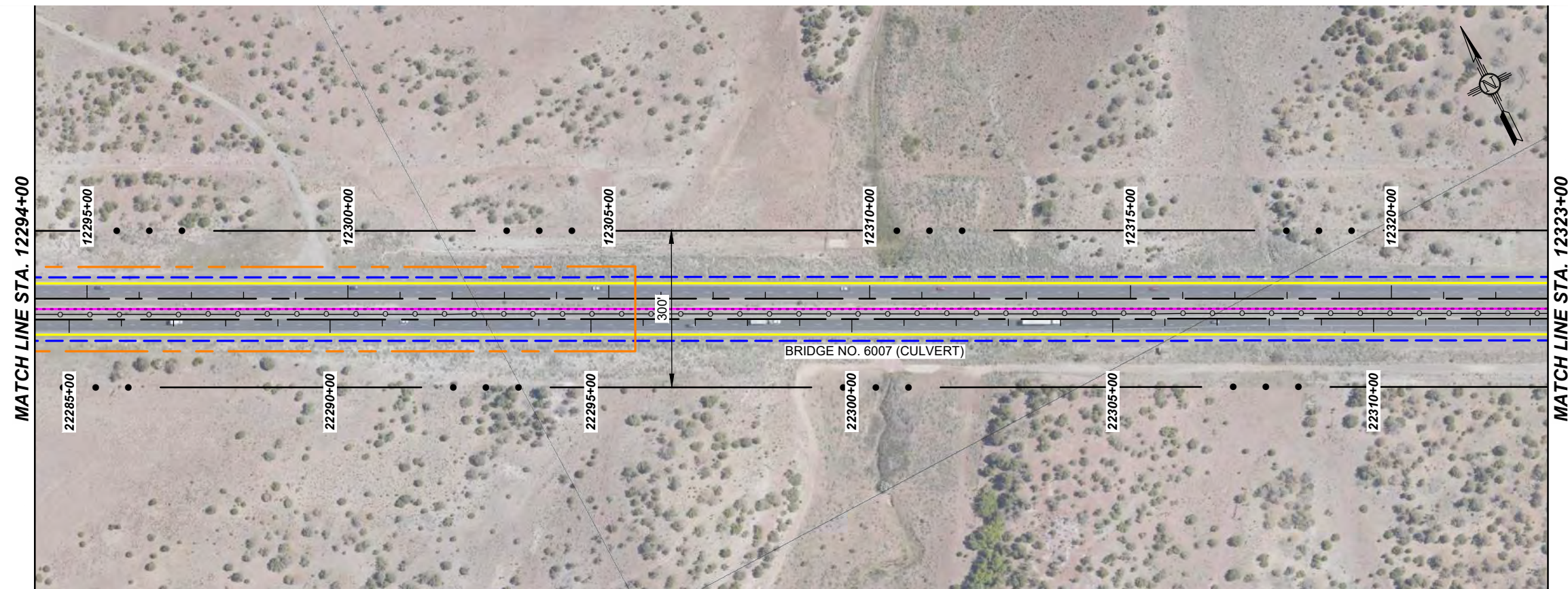
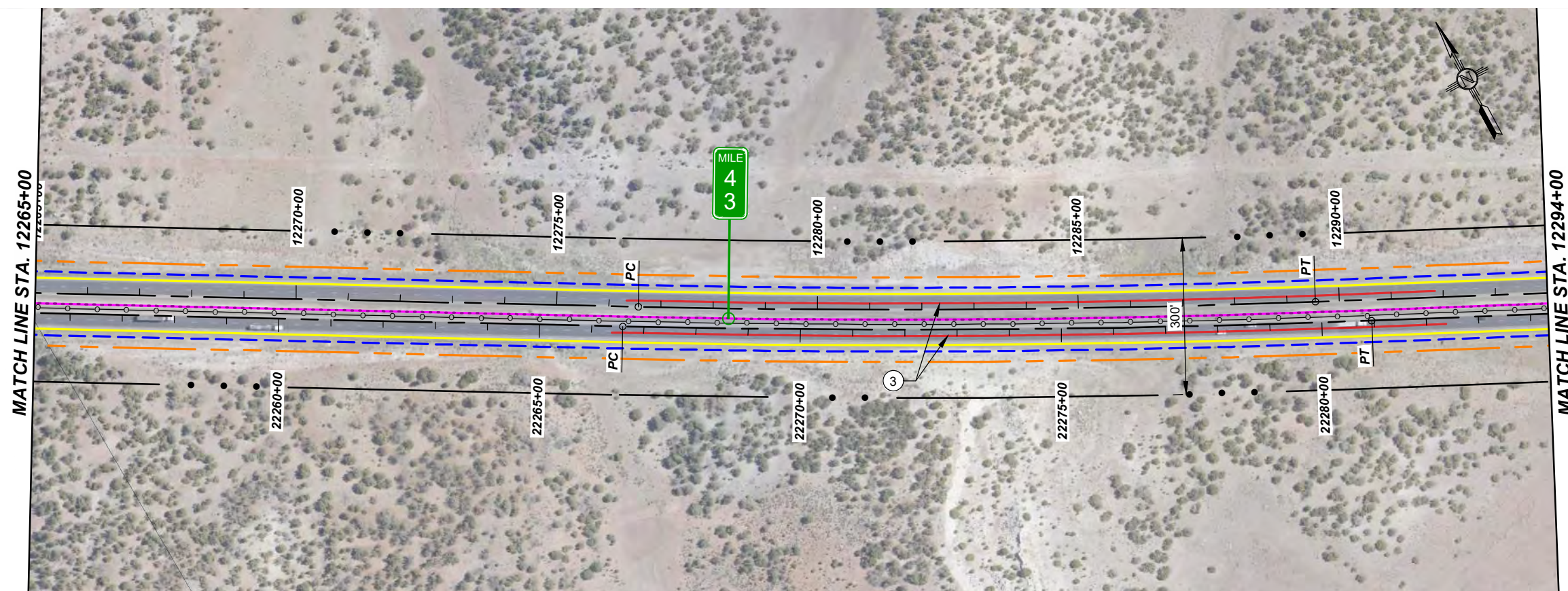
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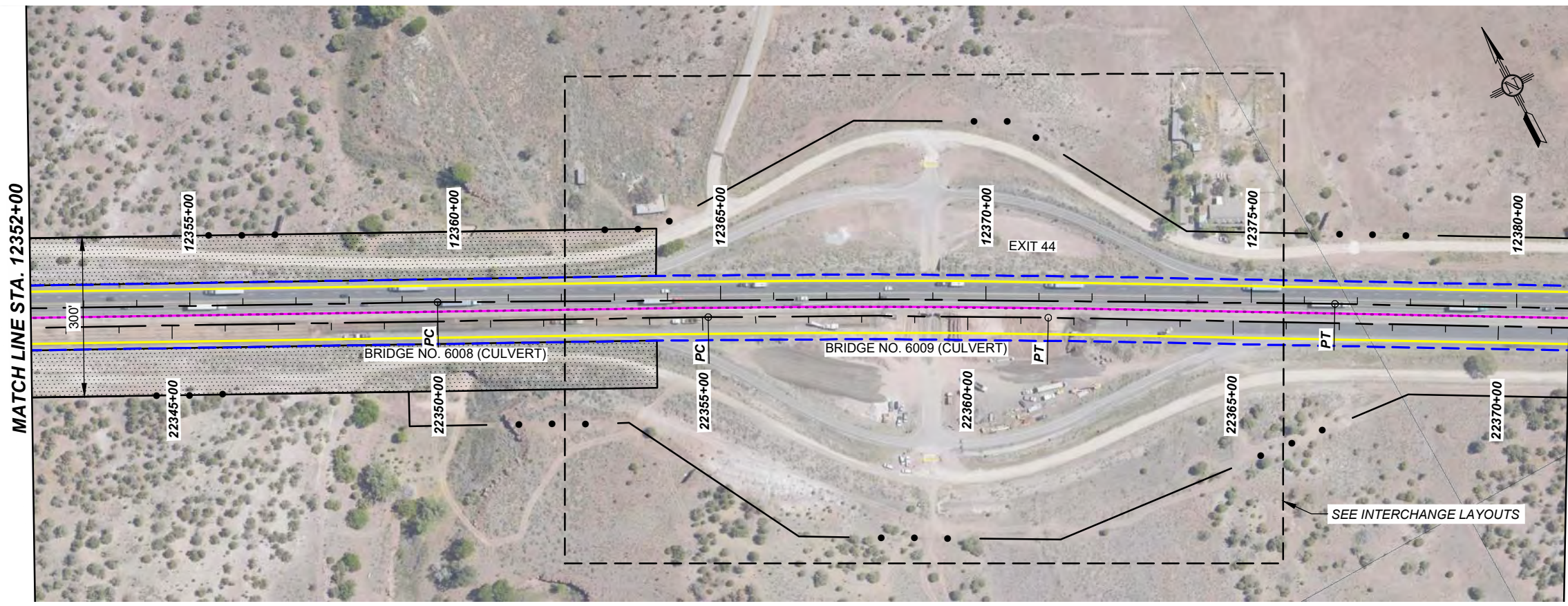
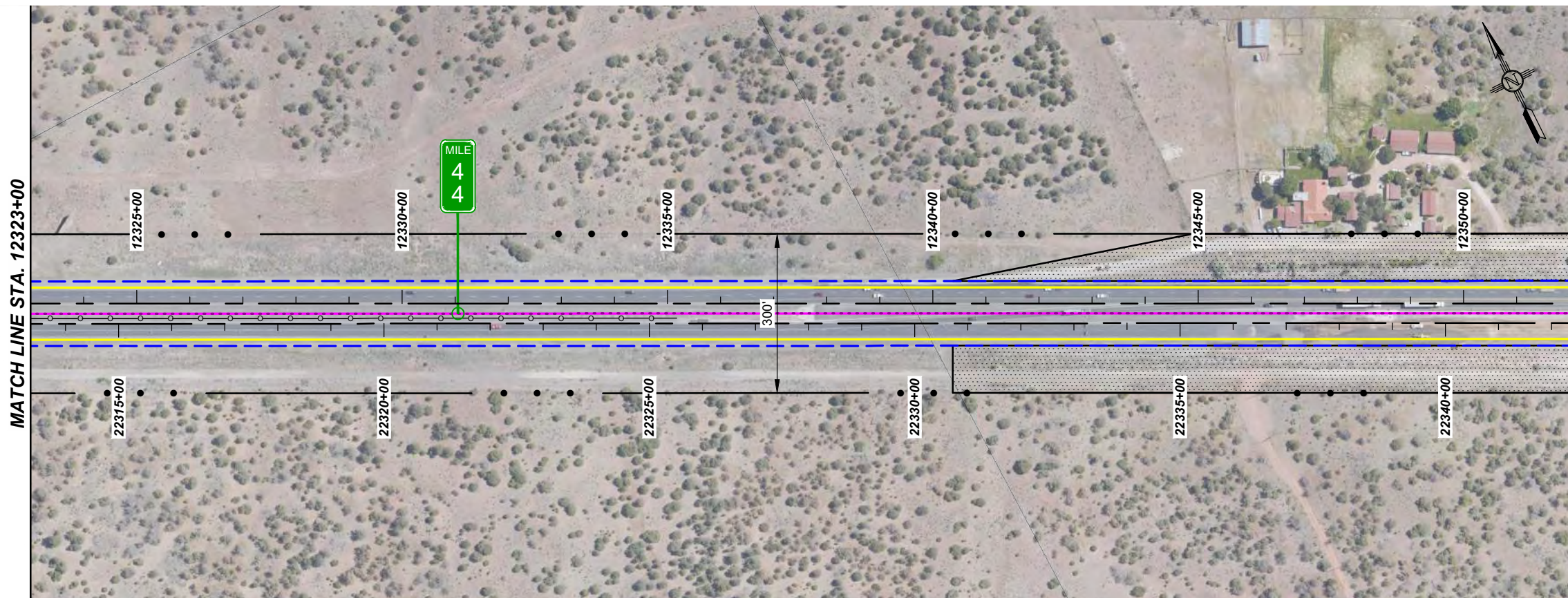
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NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

LEGEND

- · · · - EXIST. RIGHT-OF-WAY
- ○ - ○ - EXIST. CABLE BARRIER
- - - EXIST. CWB
- ▬▬▬ CITY BOUNDARY
- ▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧ PVMT - POOR COND.
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- - - VERTICAL CURVE - SEE KEY NOTE 3
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- ▬▬▬ PROPOSED CWB (2A)
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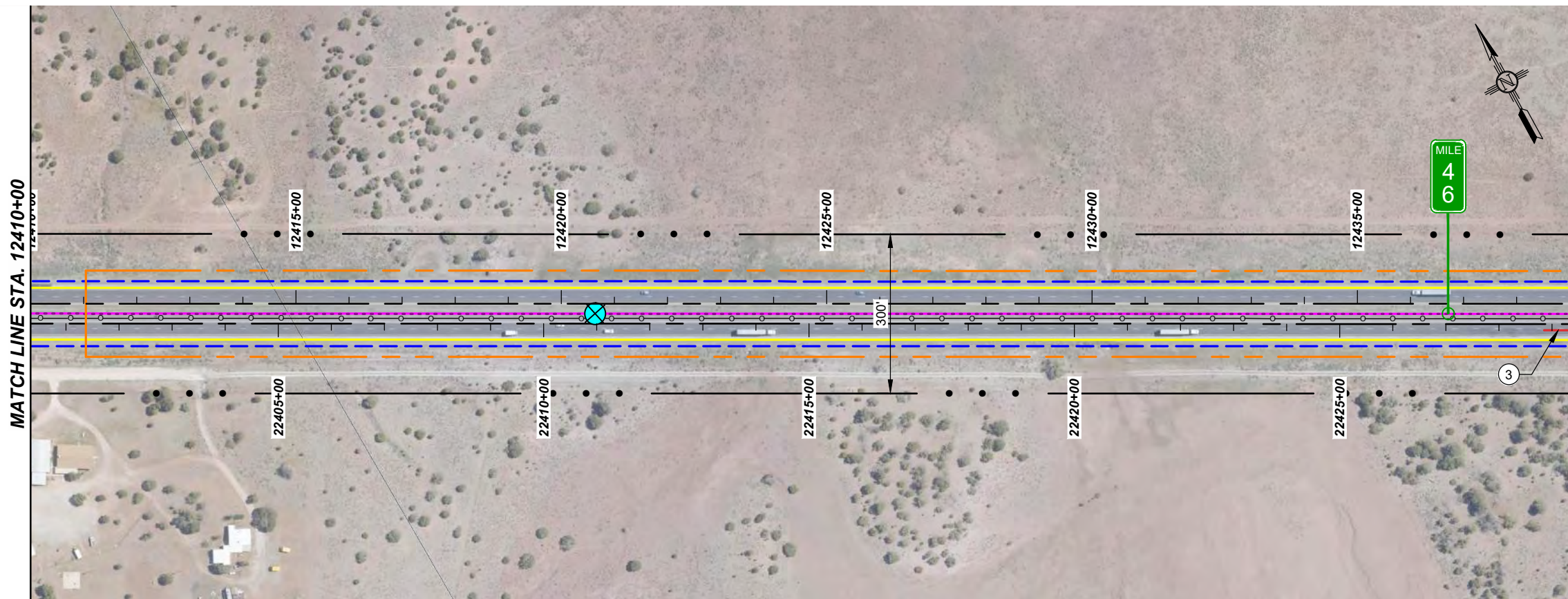
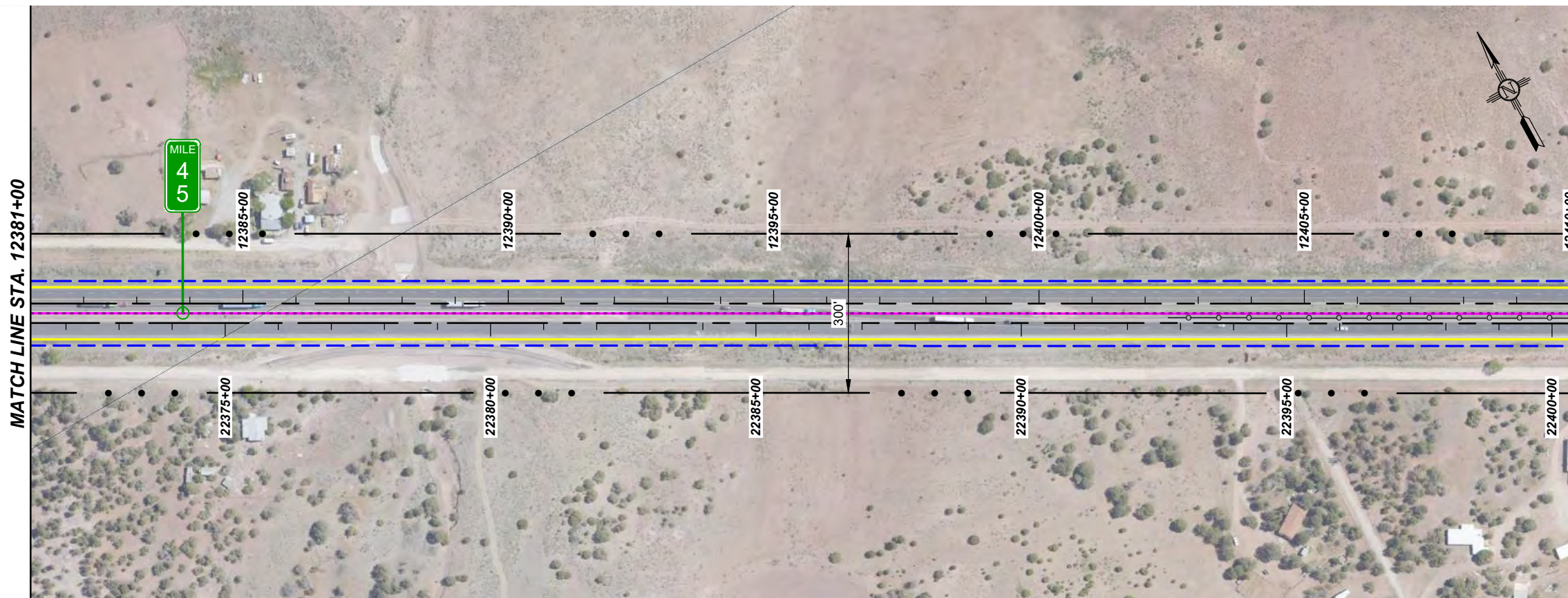
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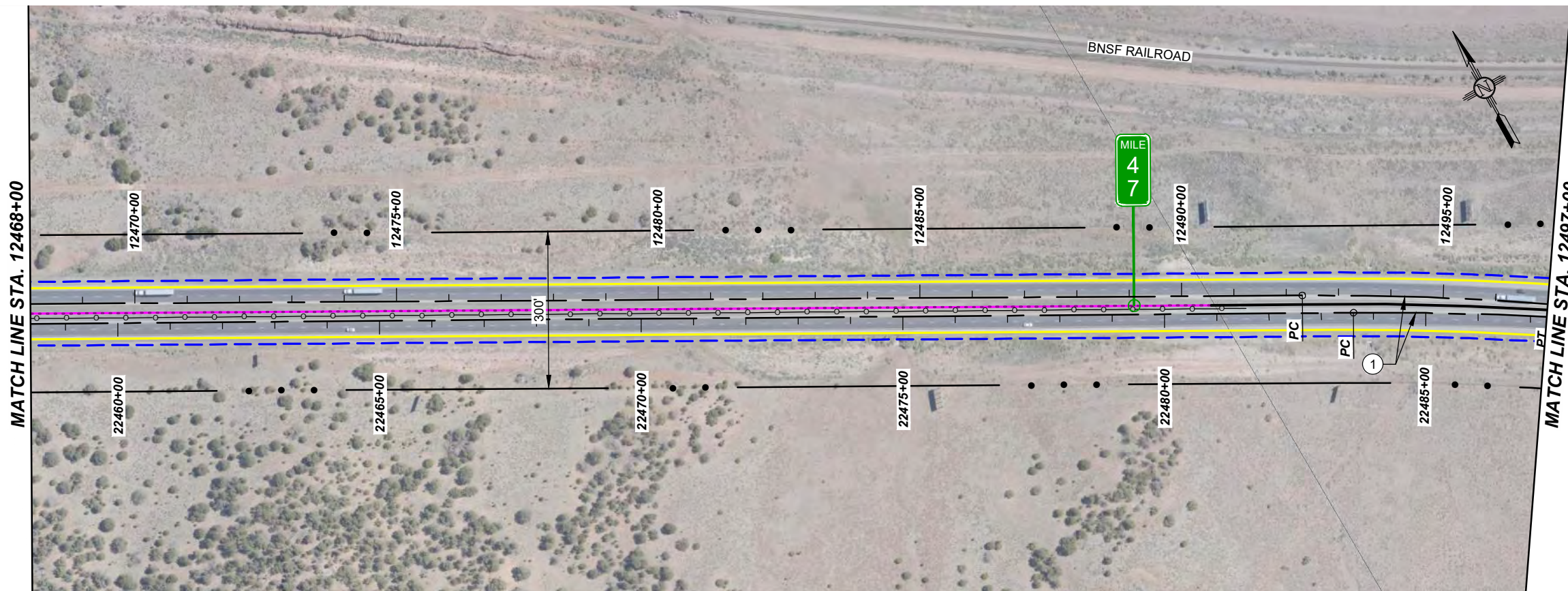
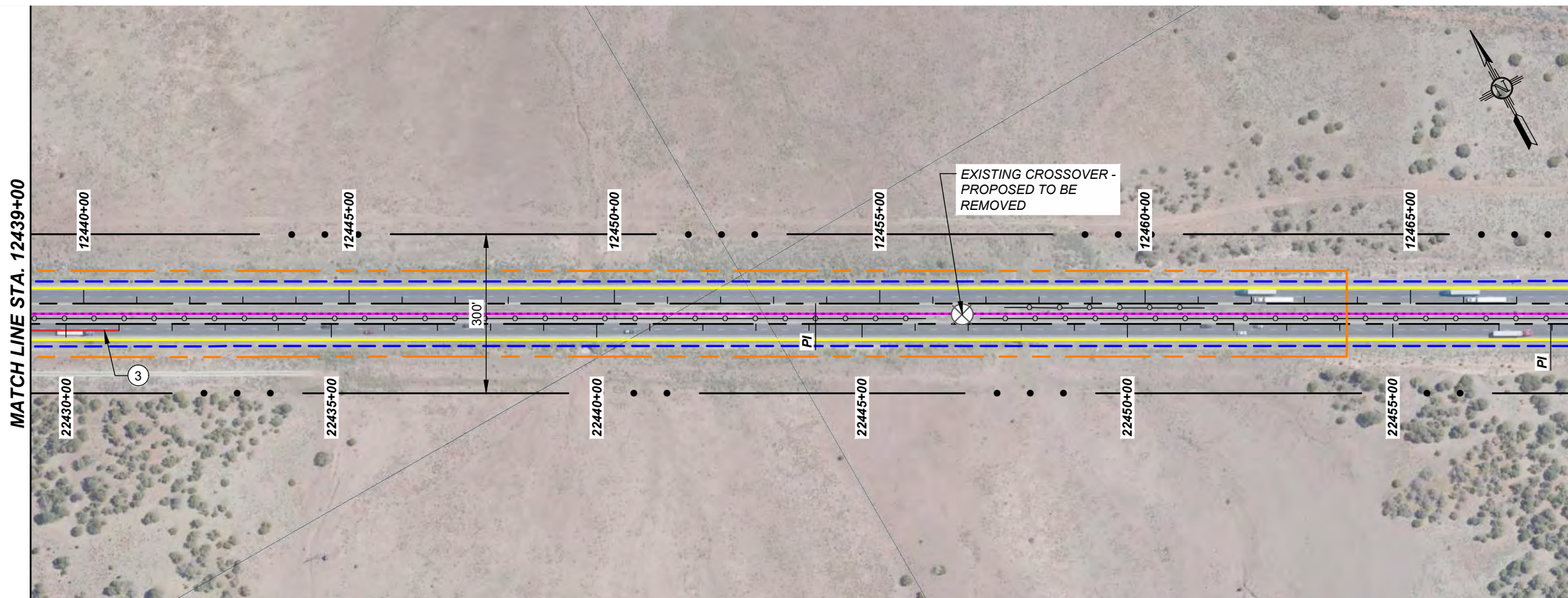
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PRELIMINARY
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NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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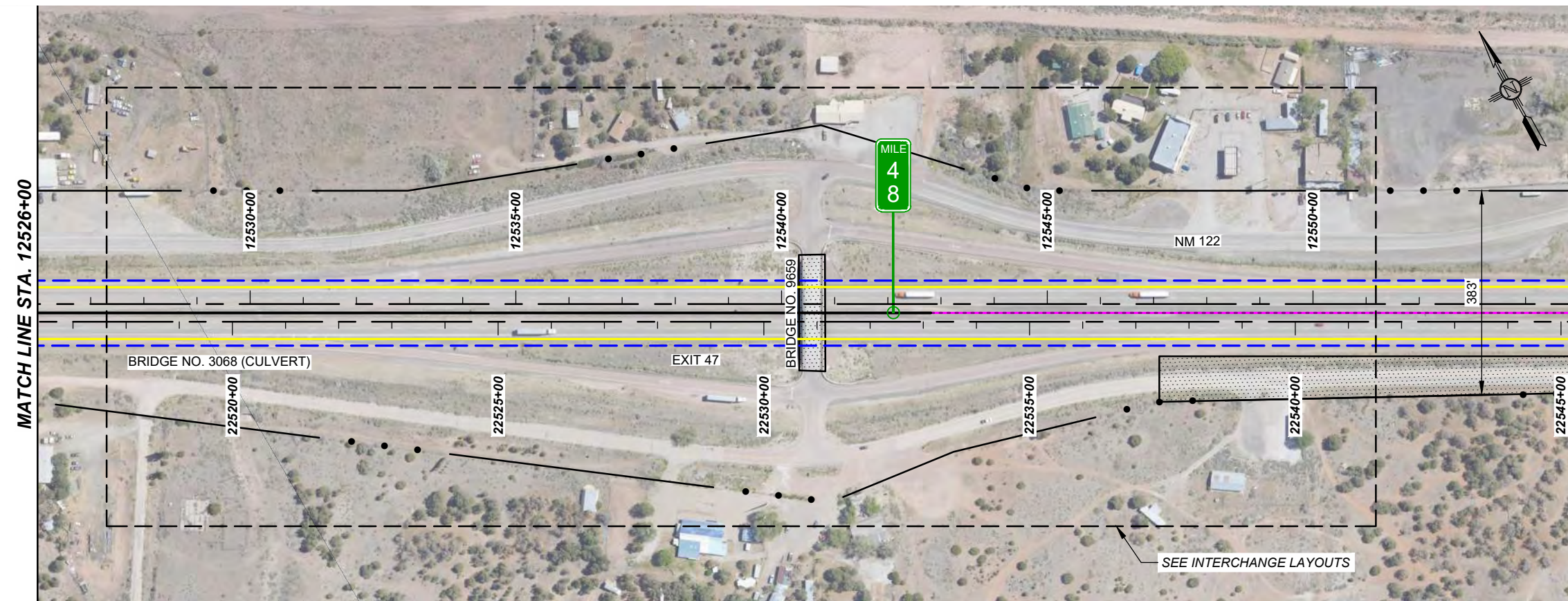
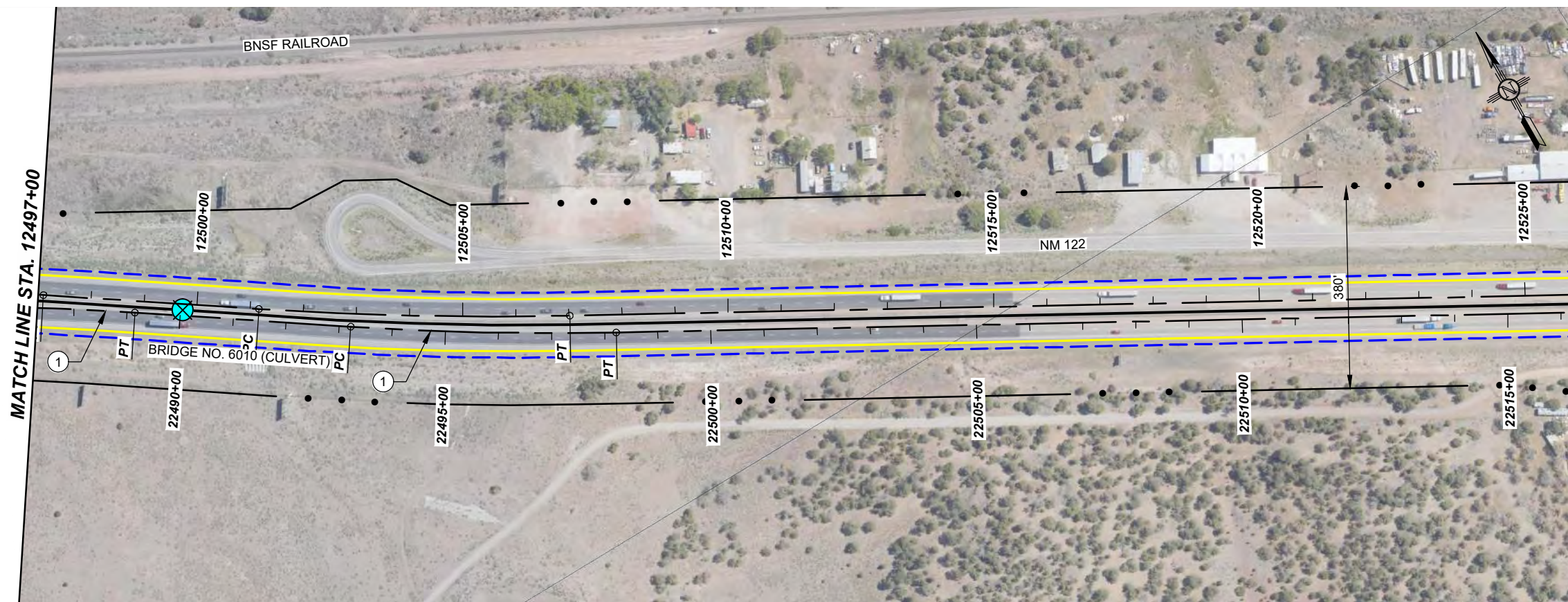
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I-40 CONCEPTUAL ALTERNATIVES





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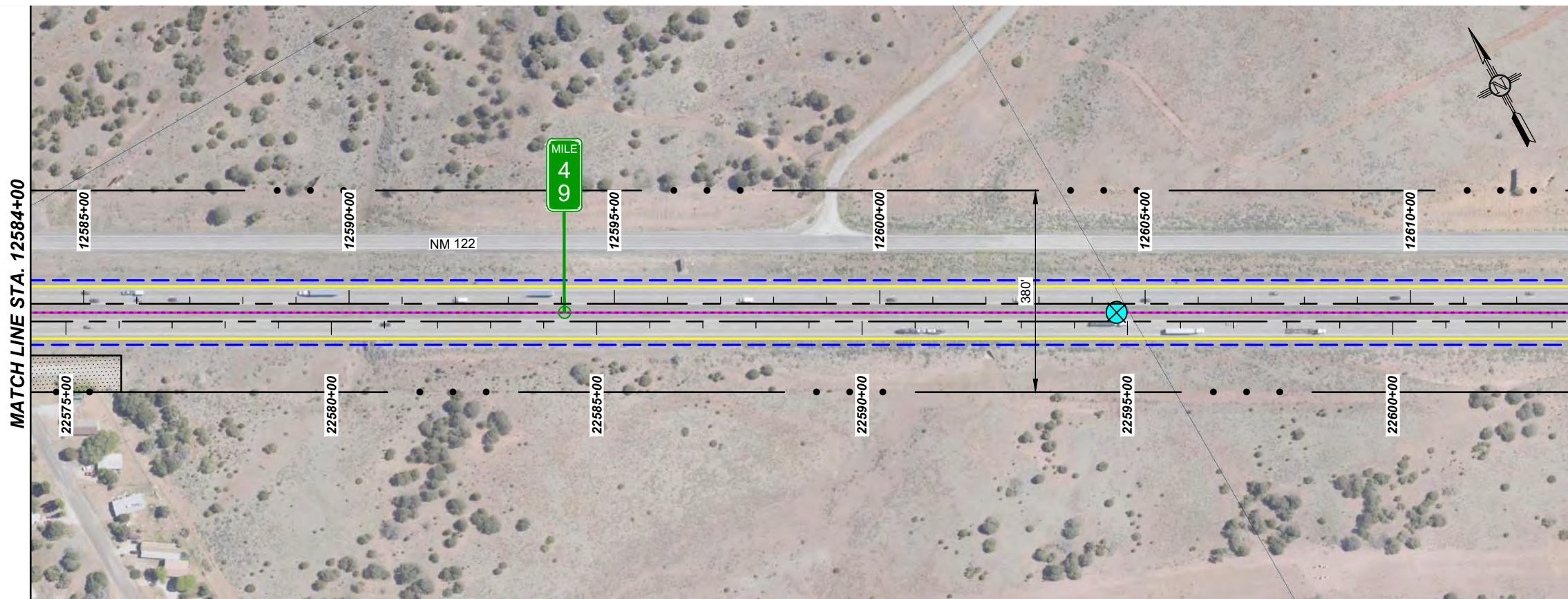
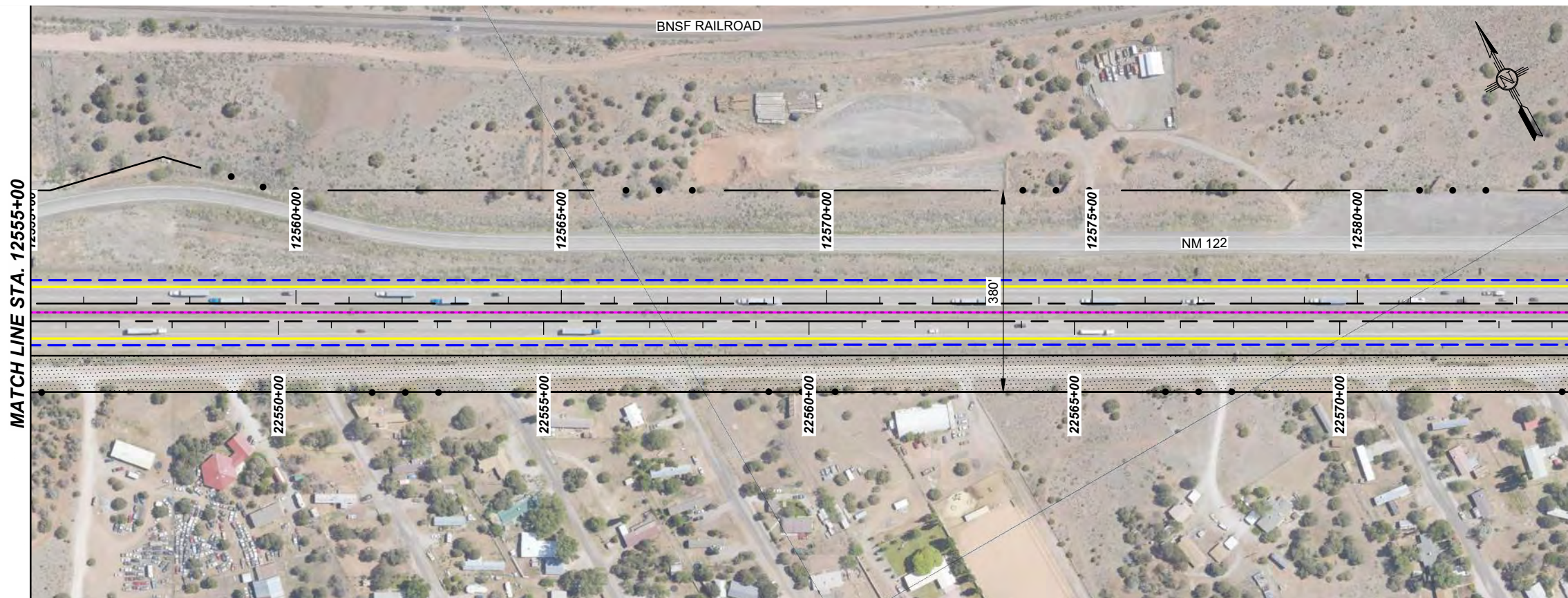
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PRELIMINARY
NOT FOR CONSTRUCTION





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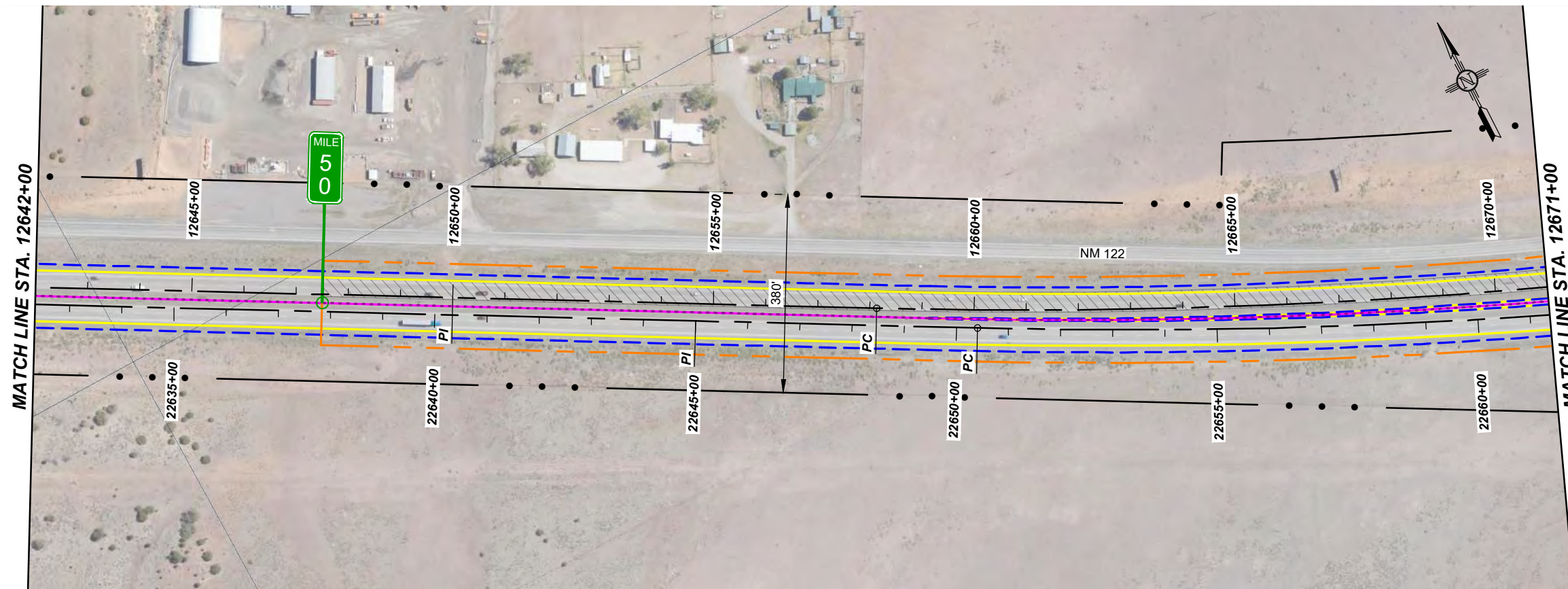
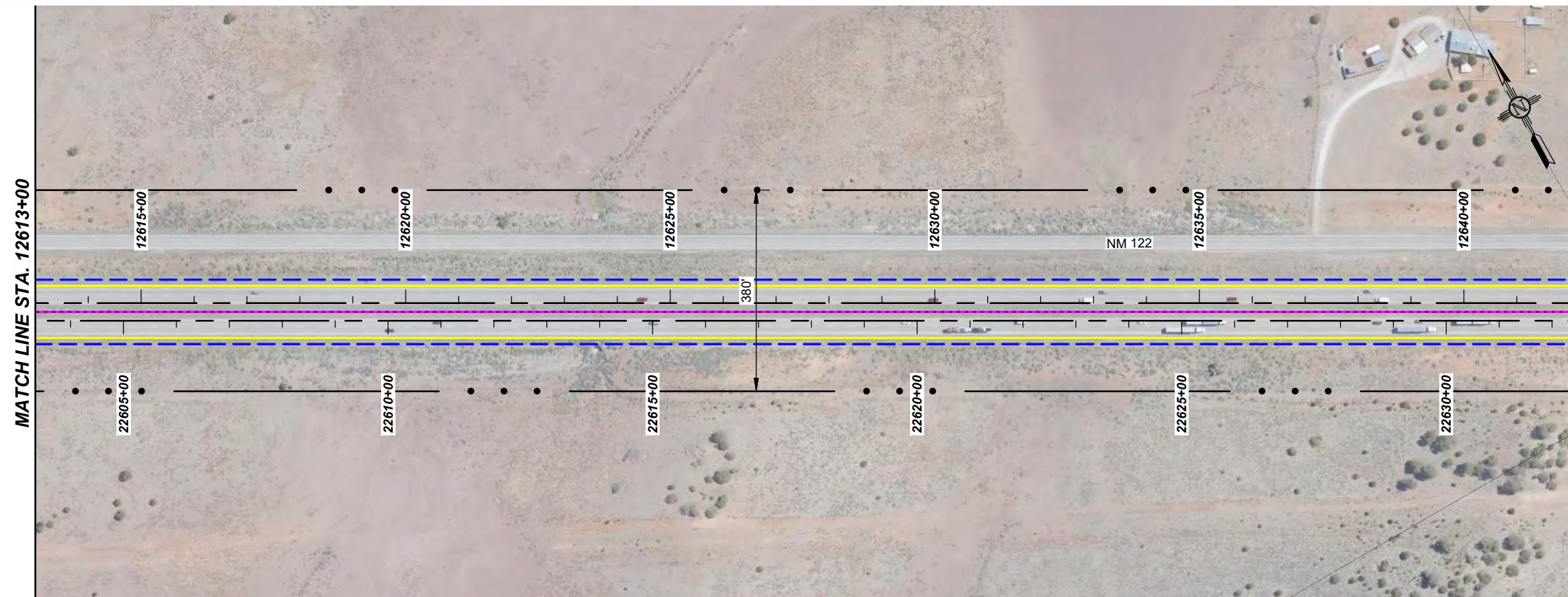
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**PRELIMINARY
NOT FOR CONSTRUCTION**

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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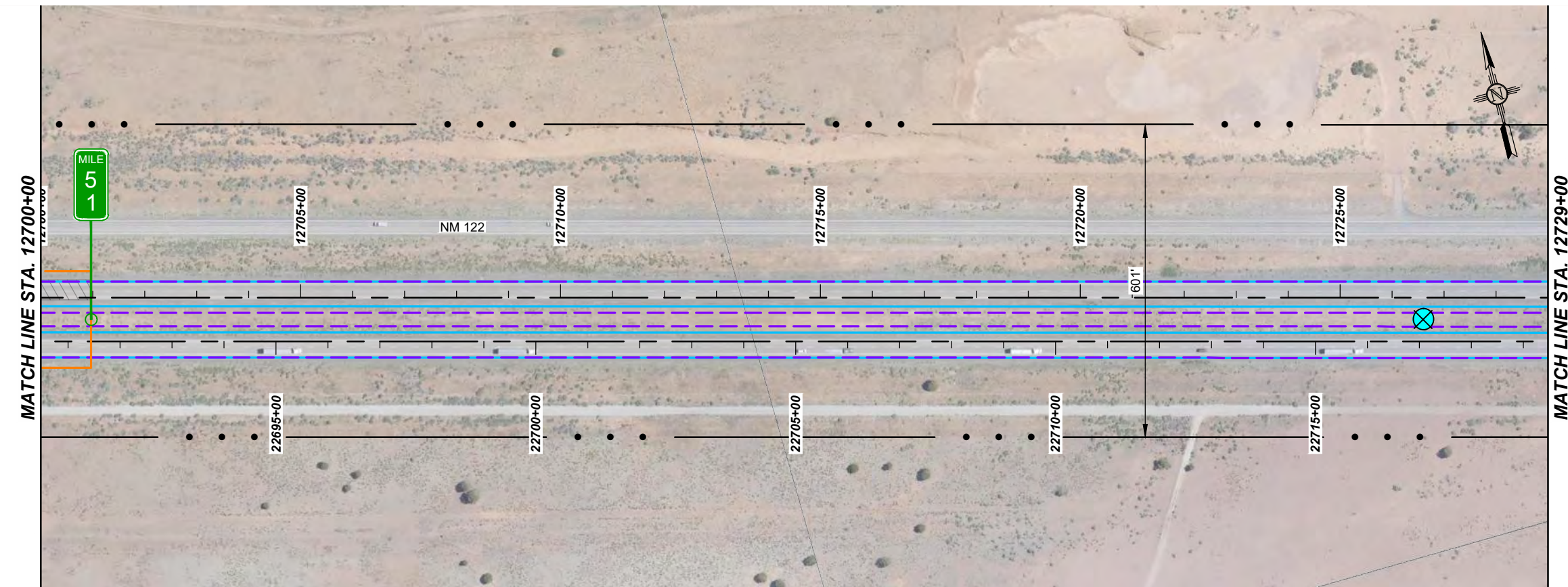
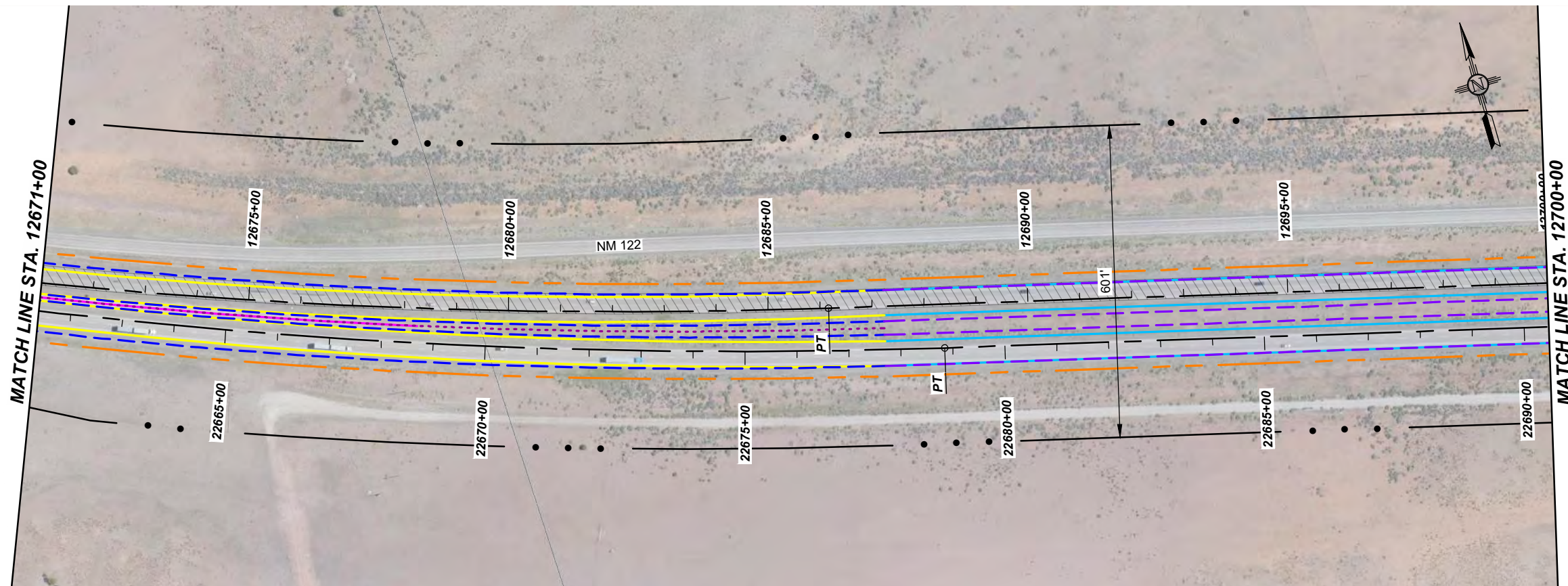
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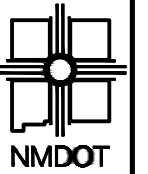
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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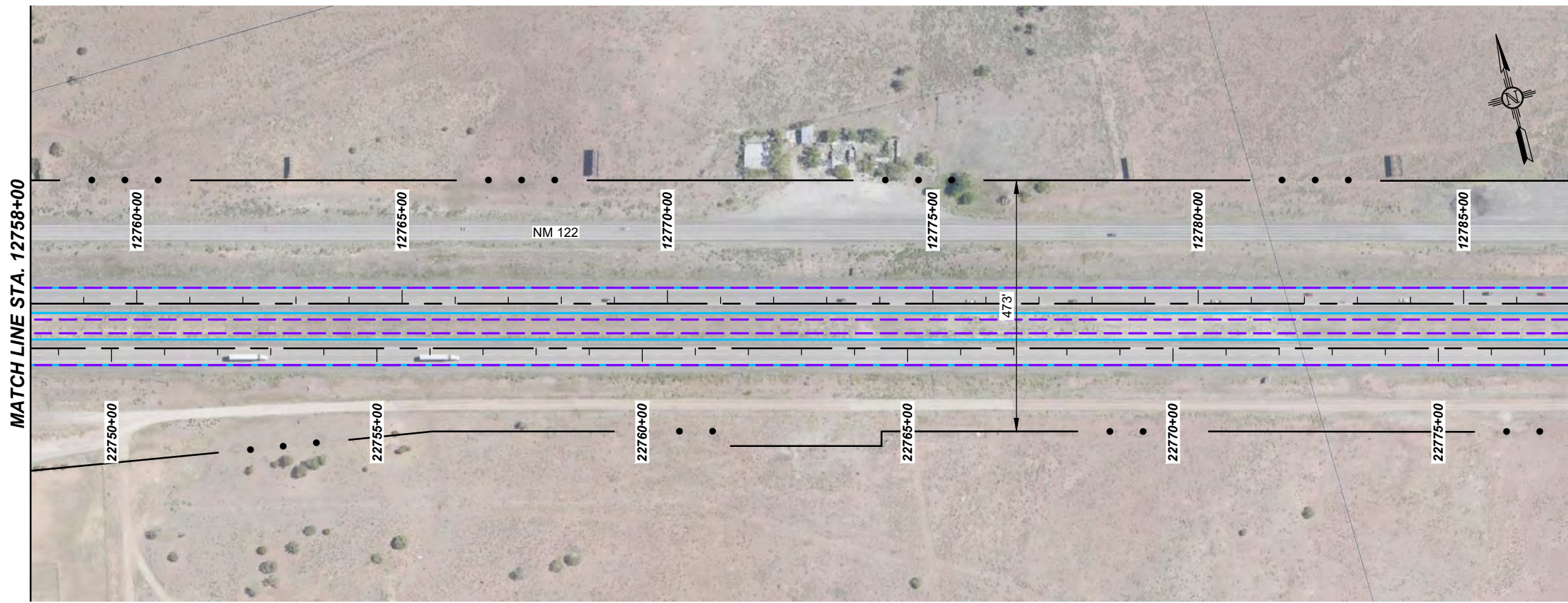
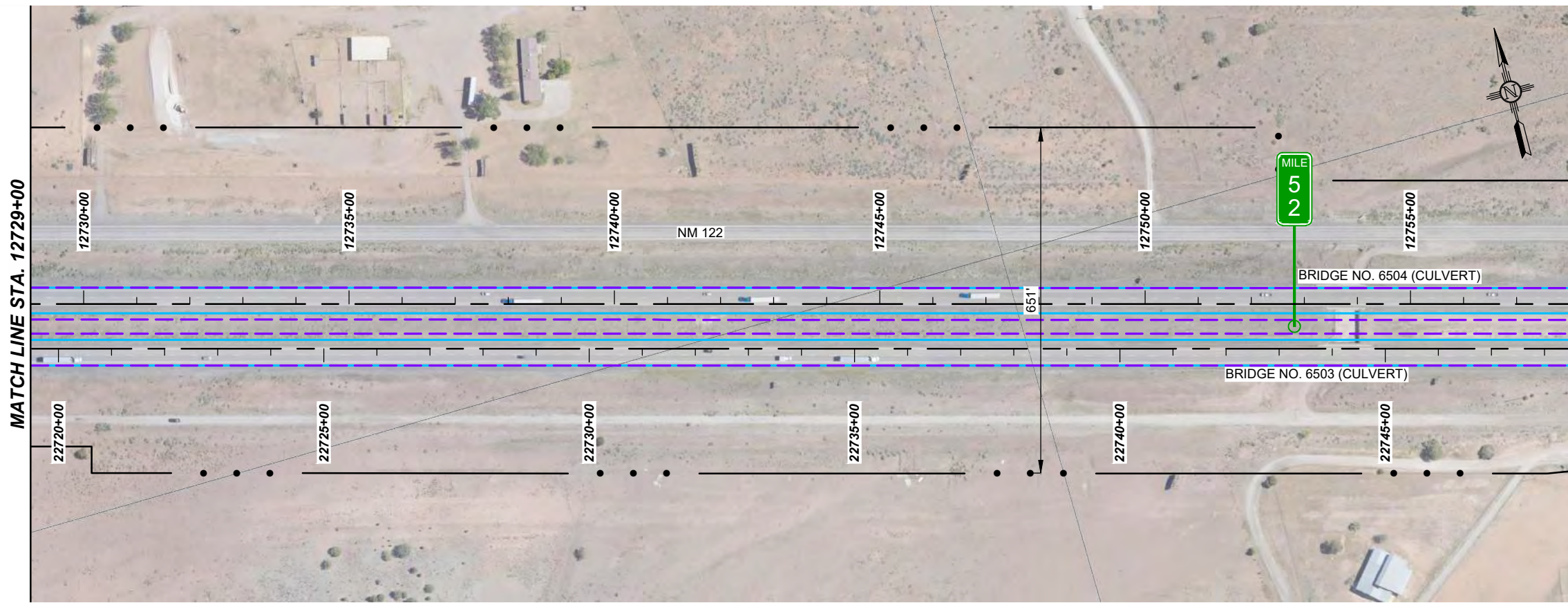
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4			
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PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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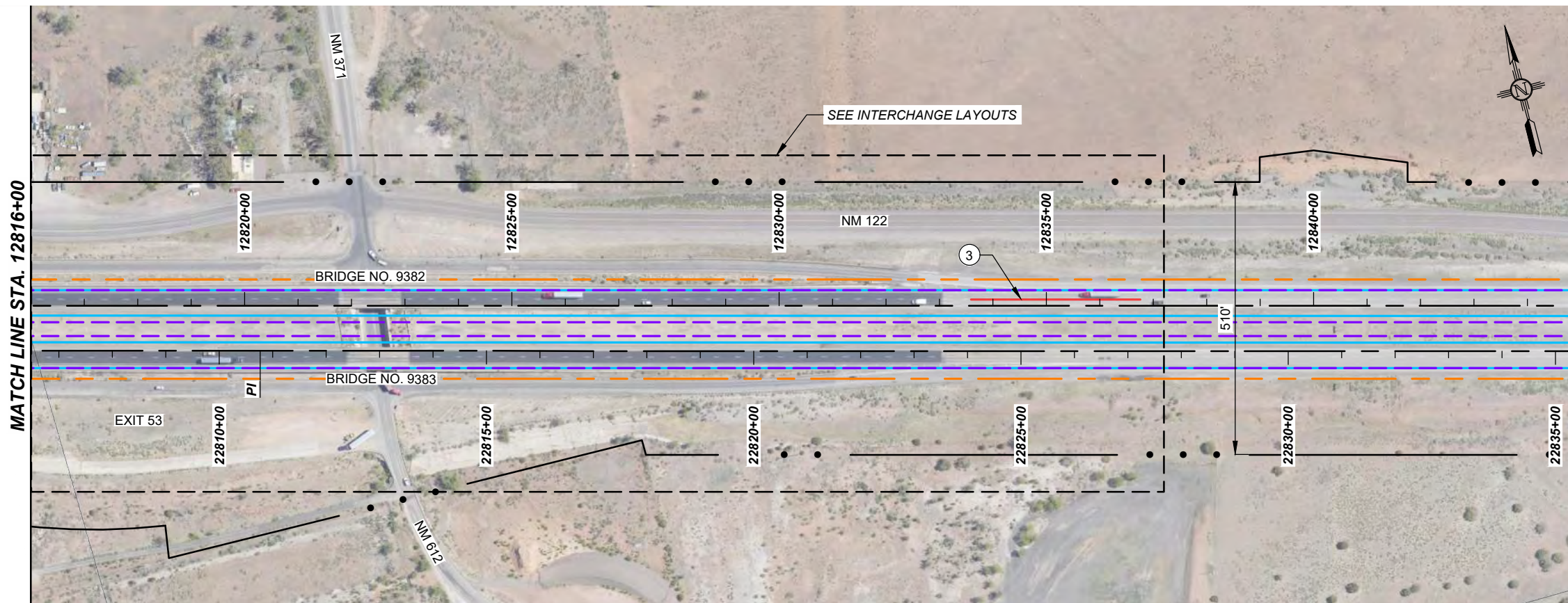
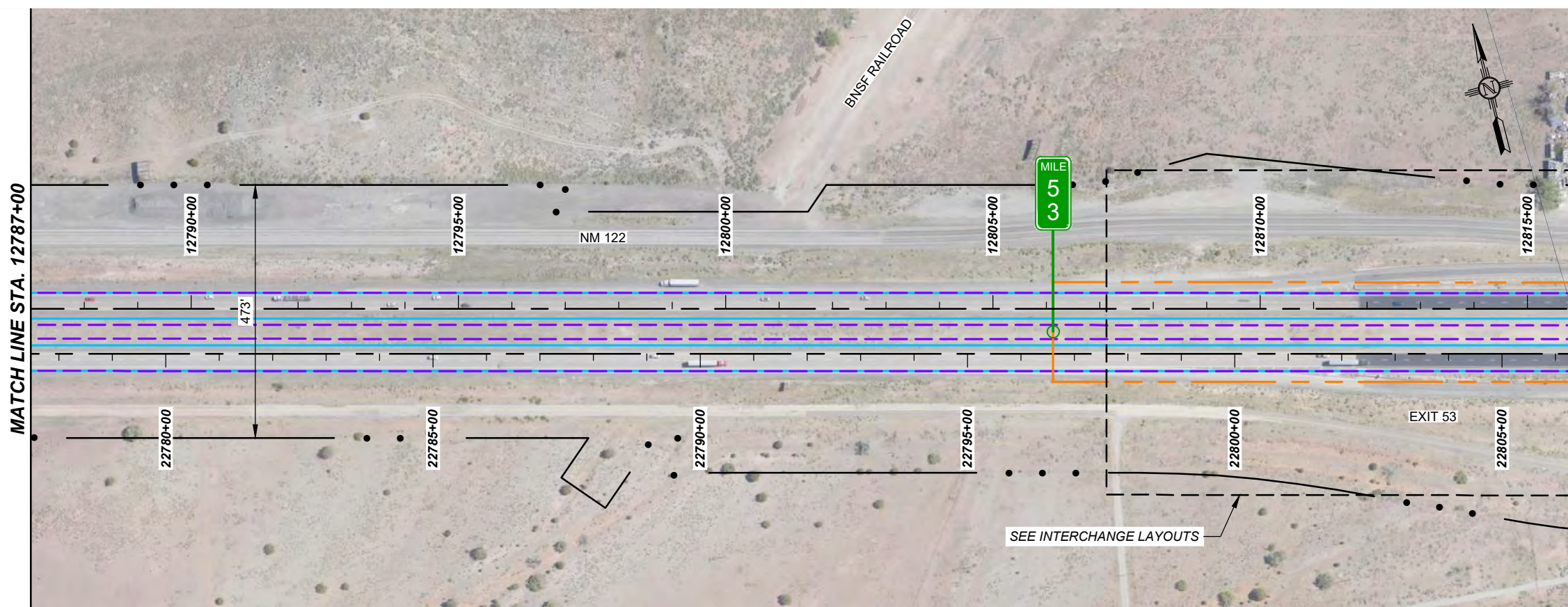
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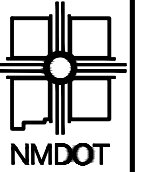
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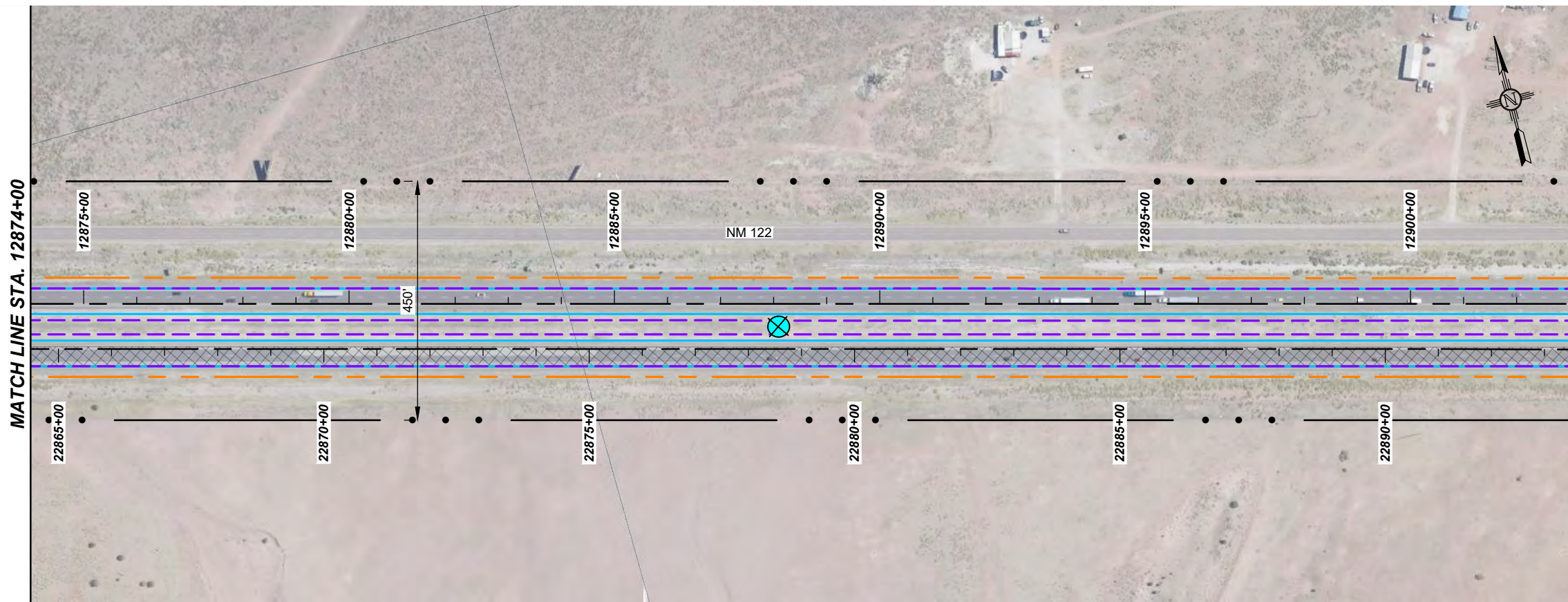
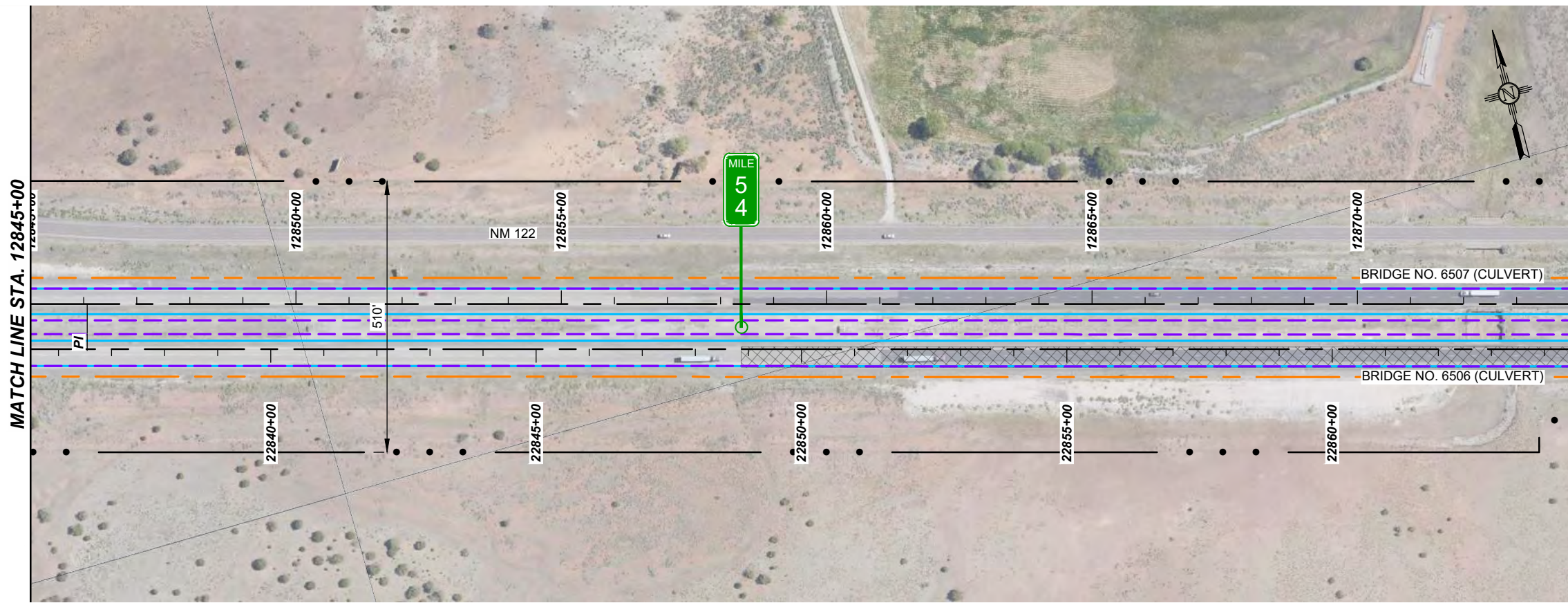
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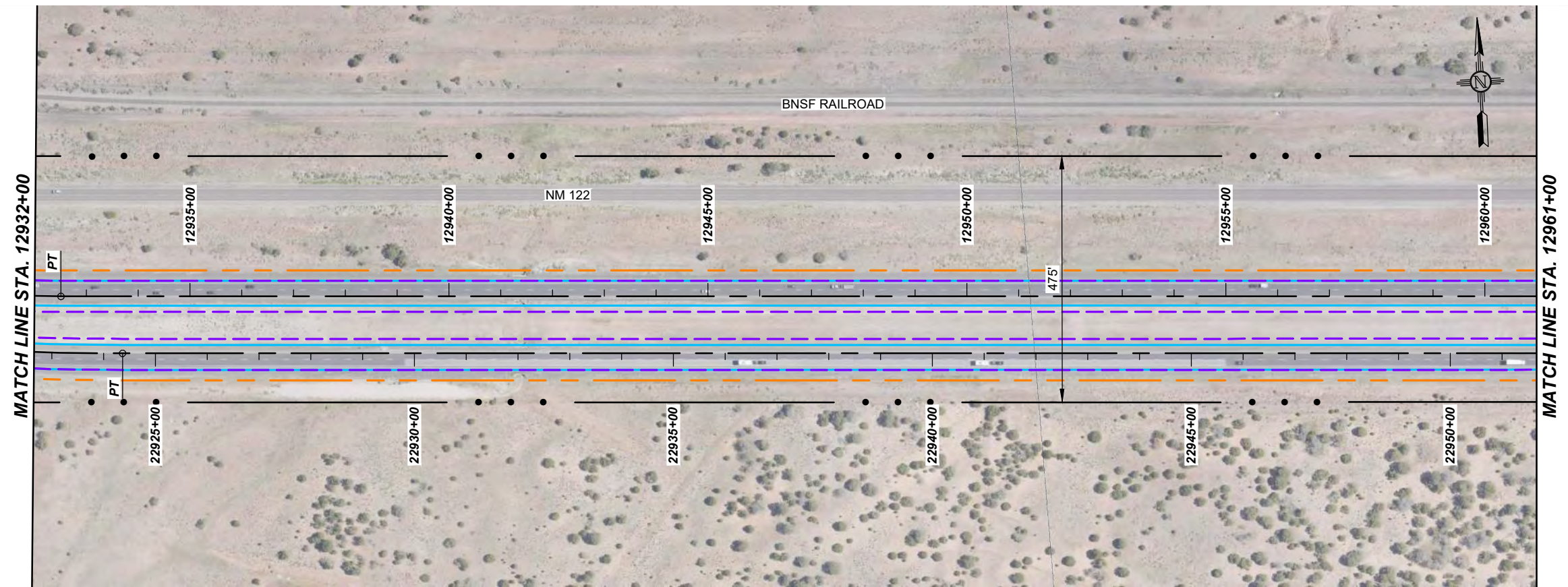
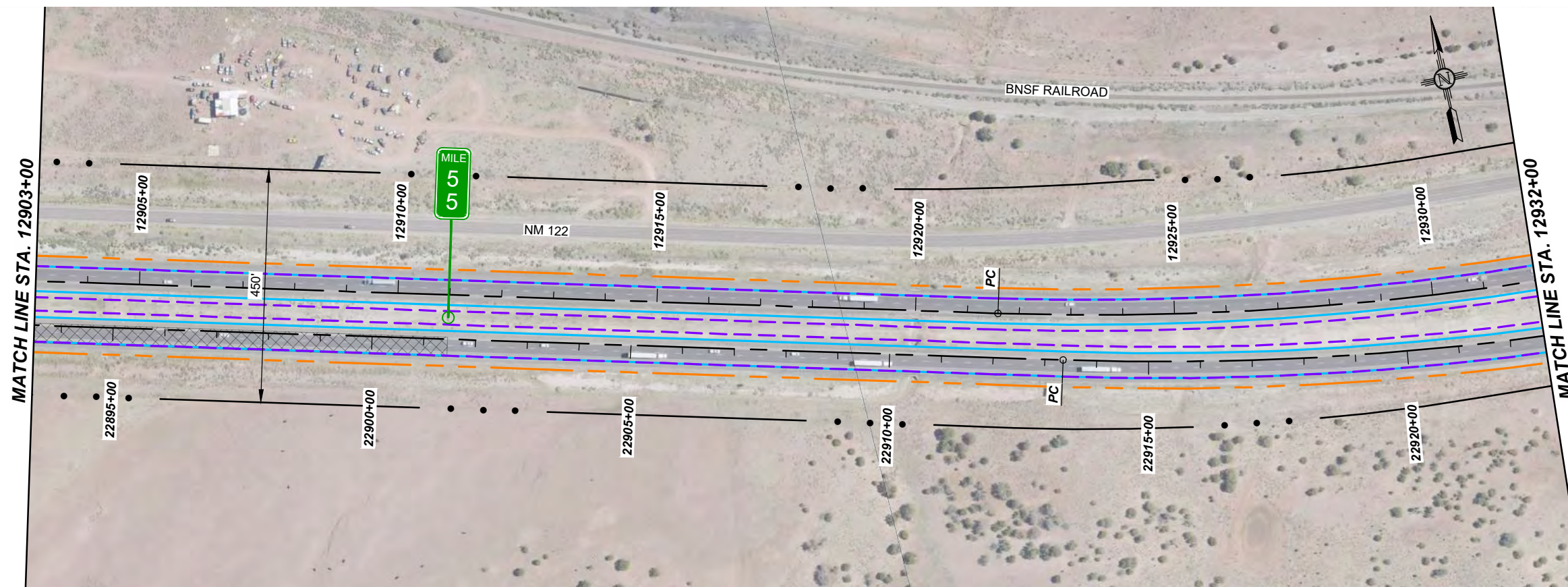
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- ▧▧▧▧ PVMT - POOR COND.
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- — — — PROPOSED CWB (2A)
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NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

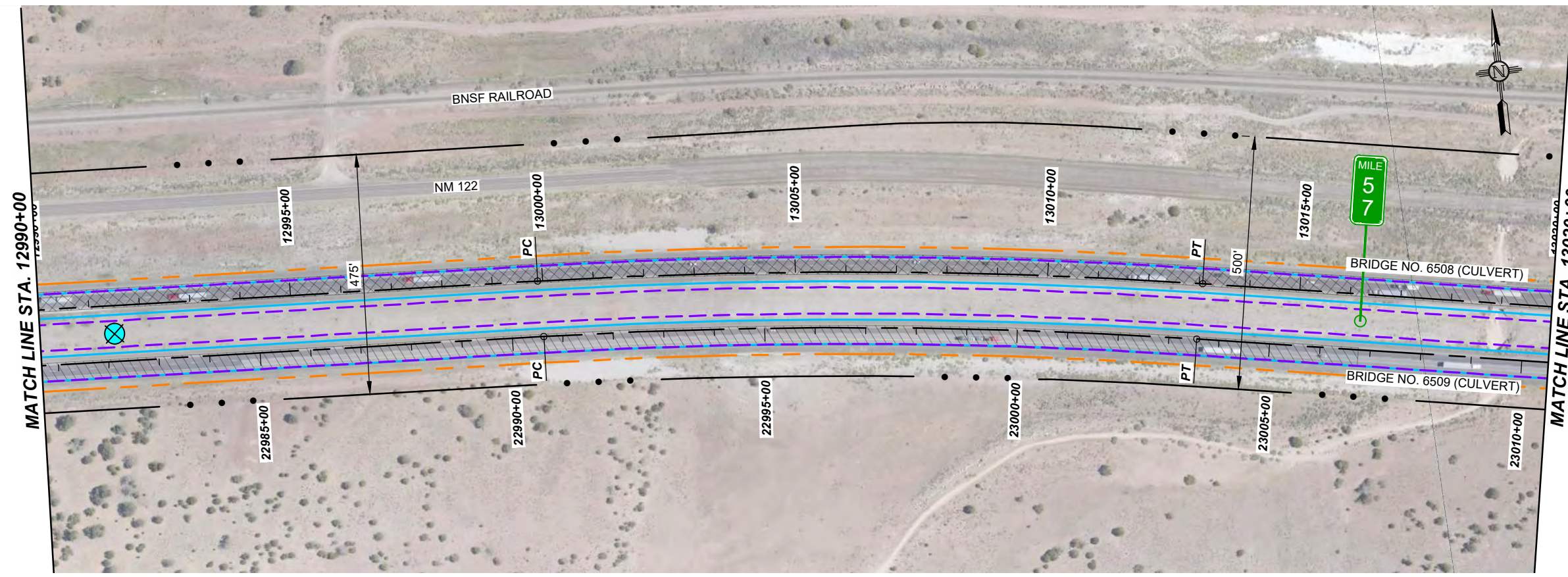
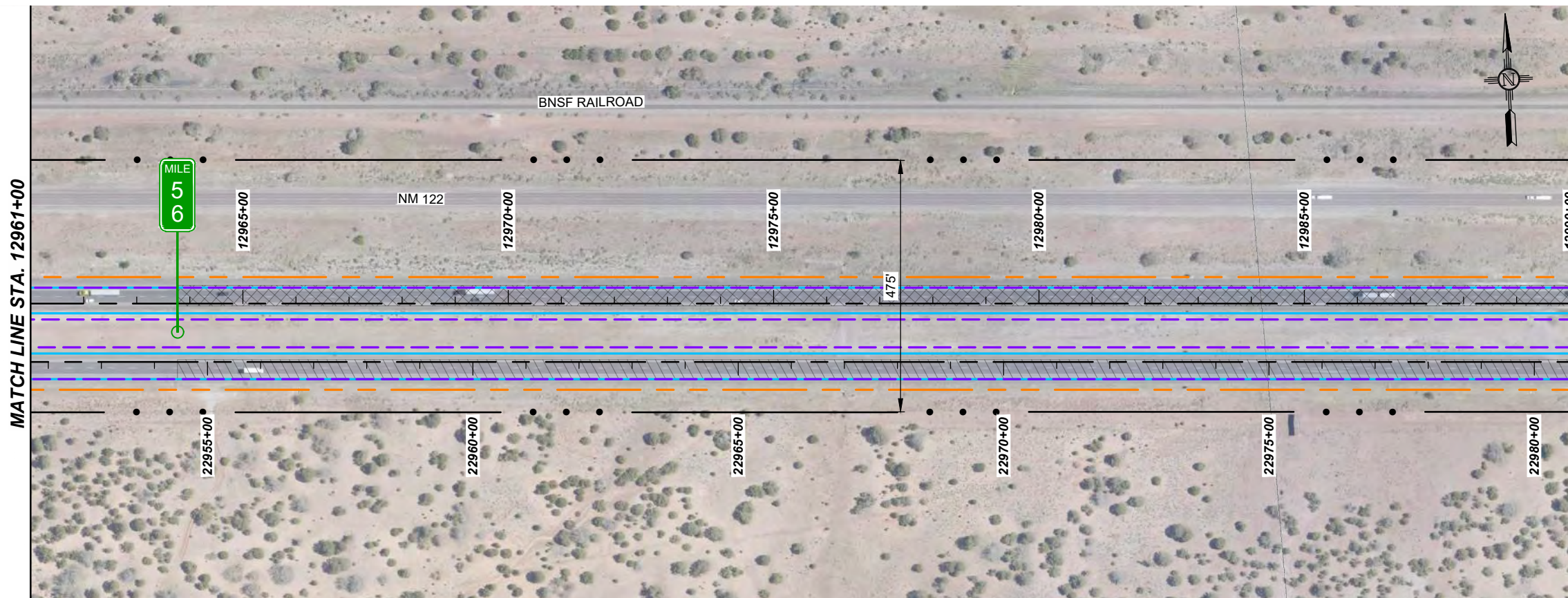
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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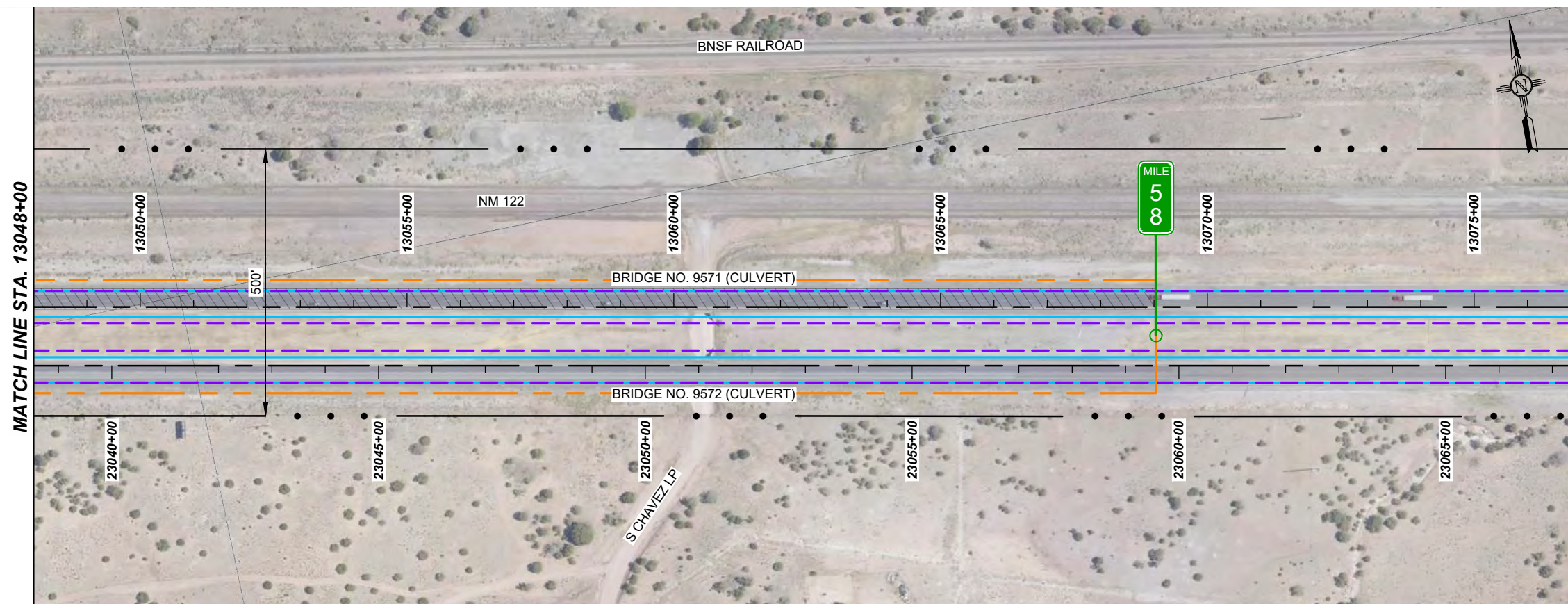
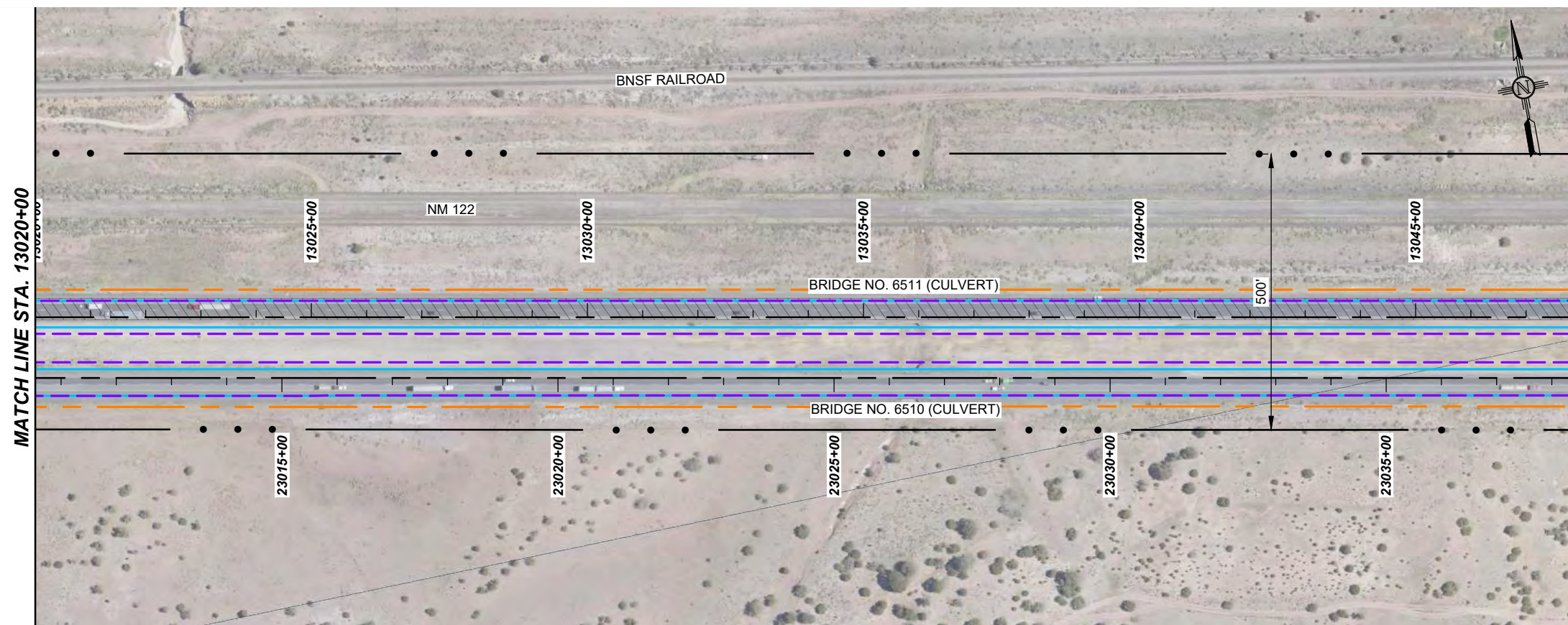
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NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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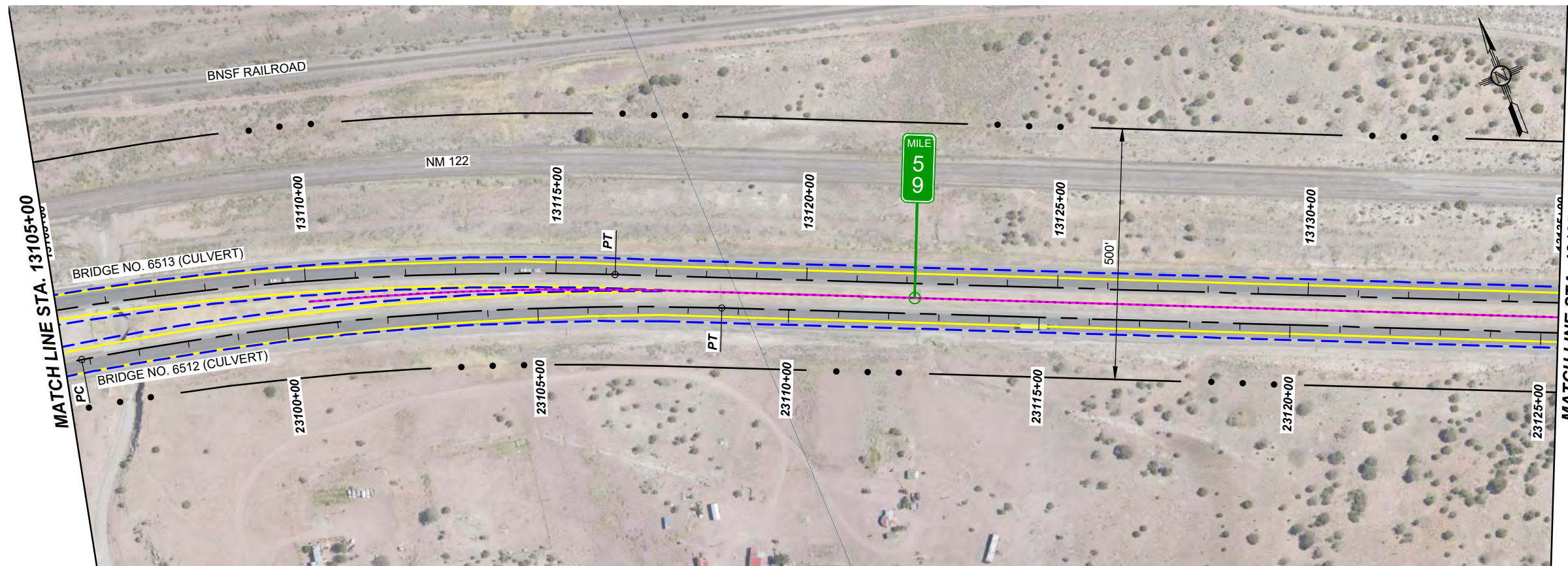
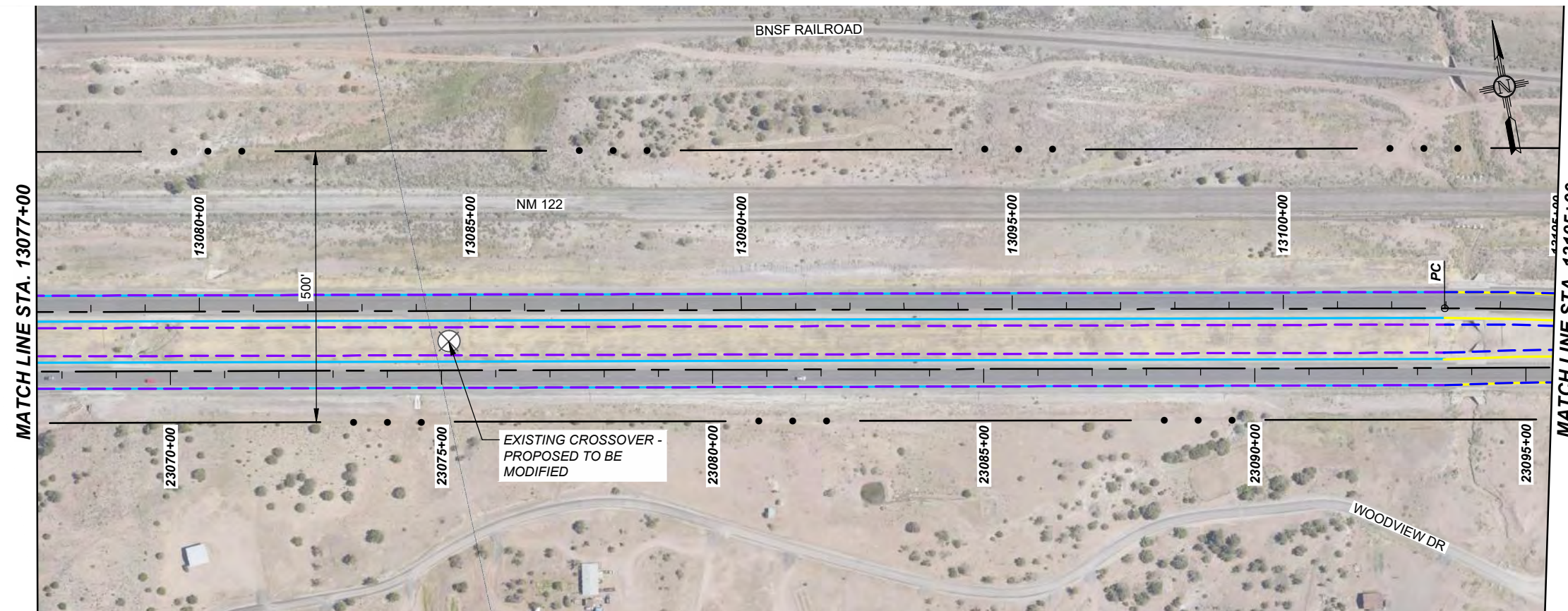
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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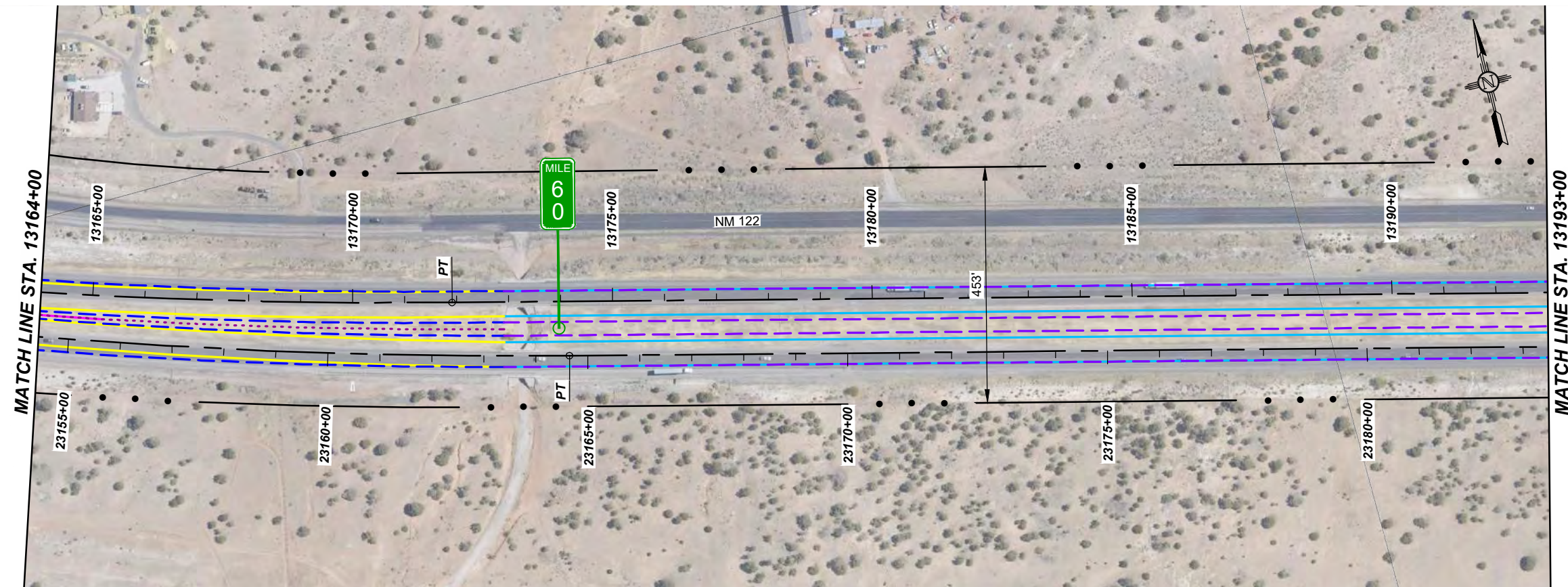
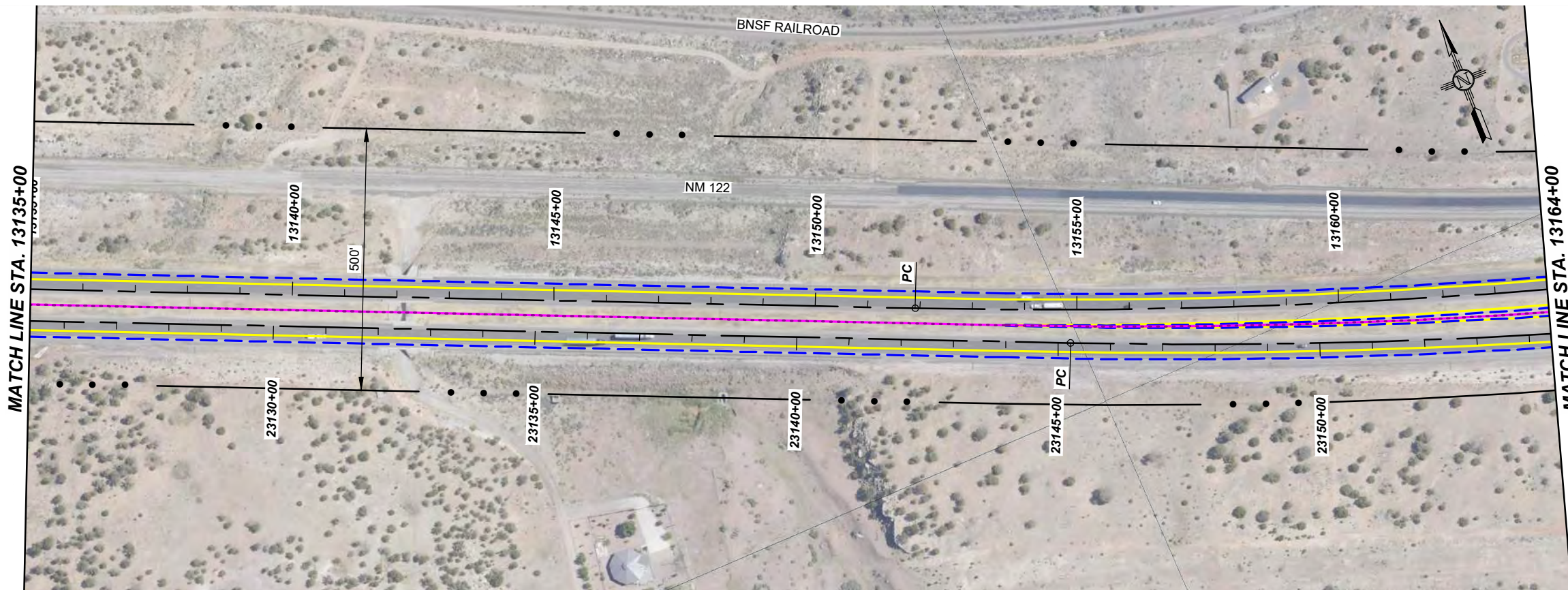
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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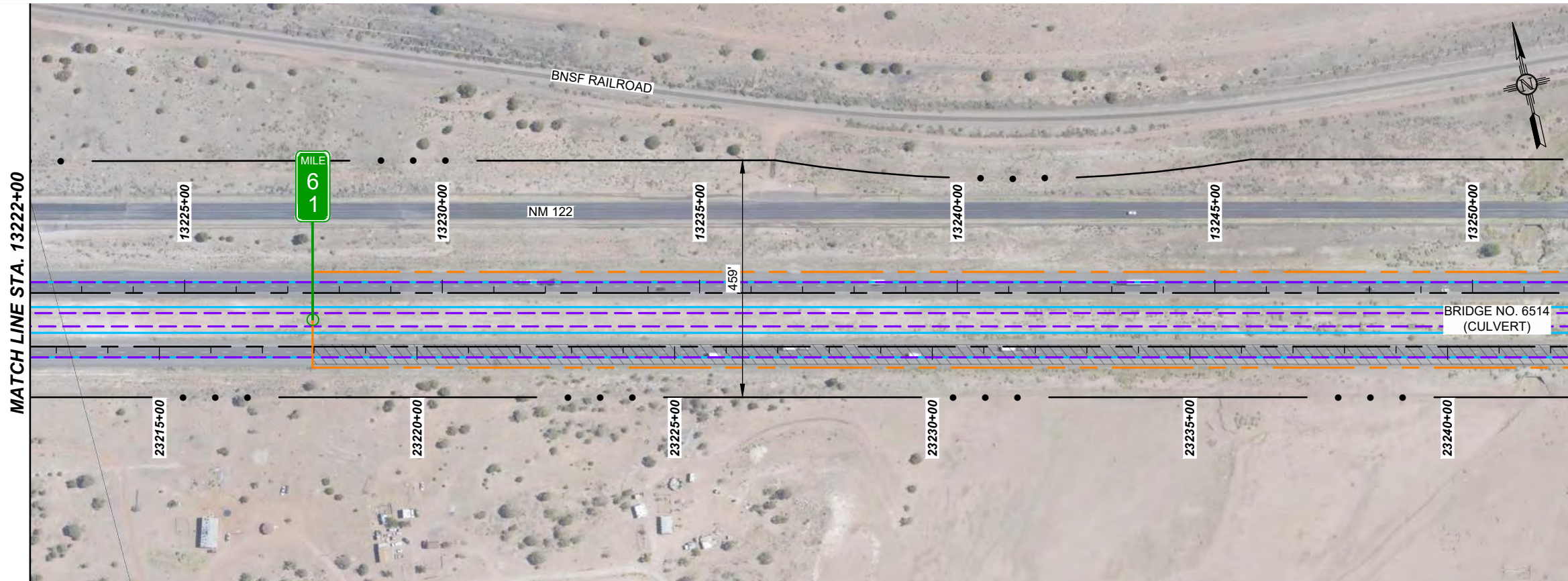
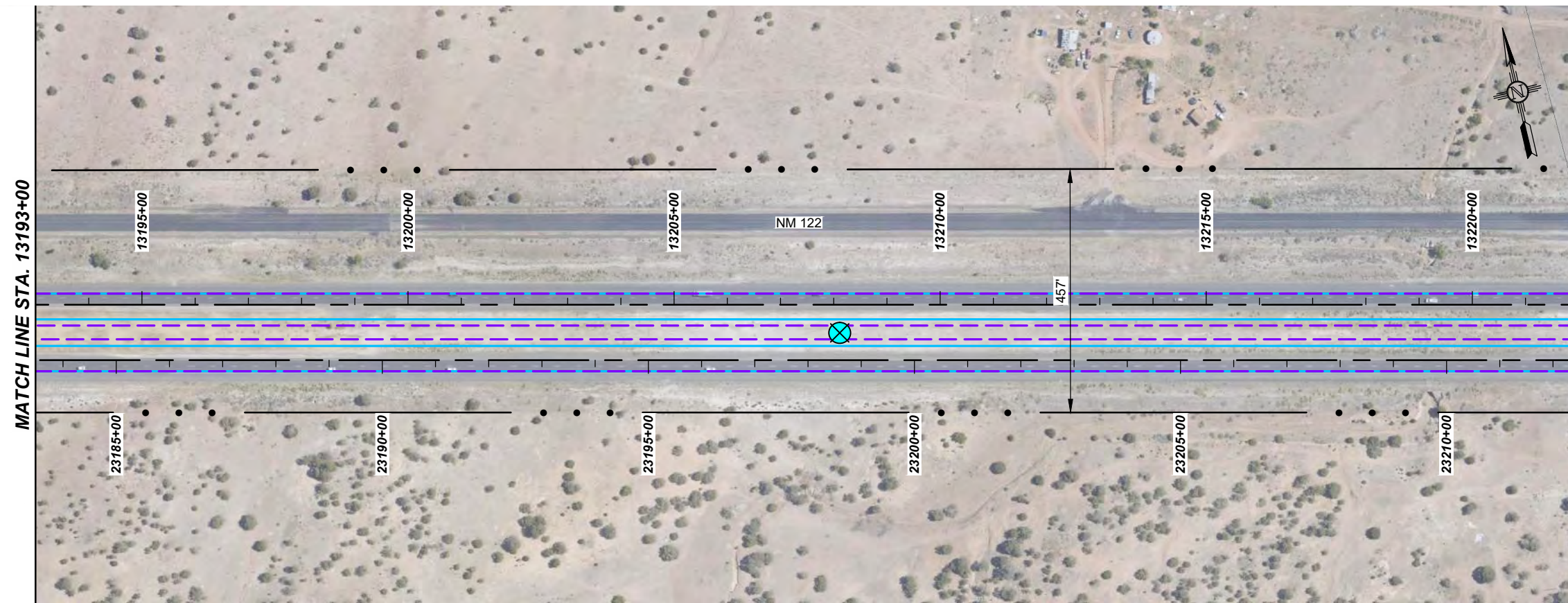
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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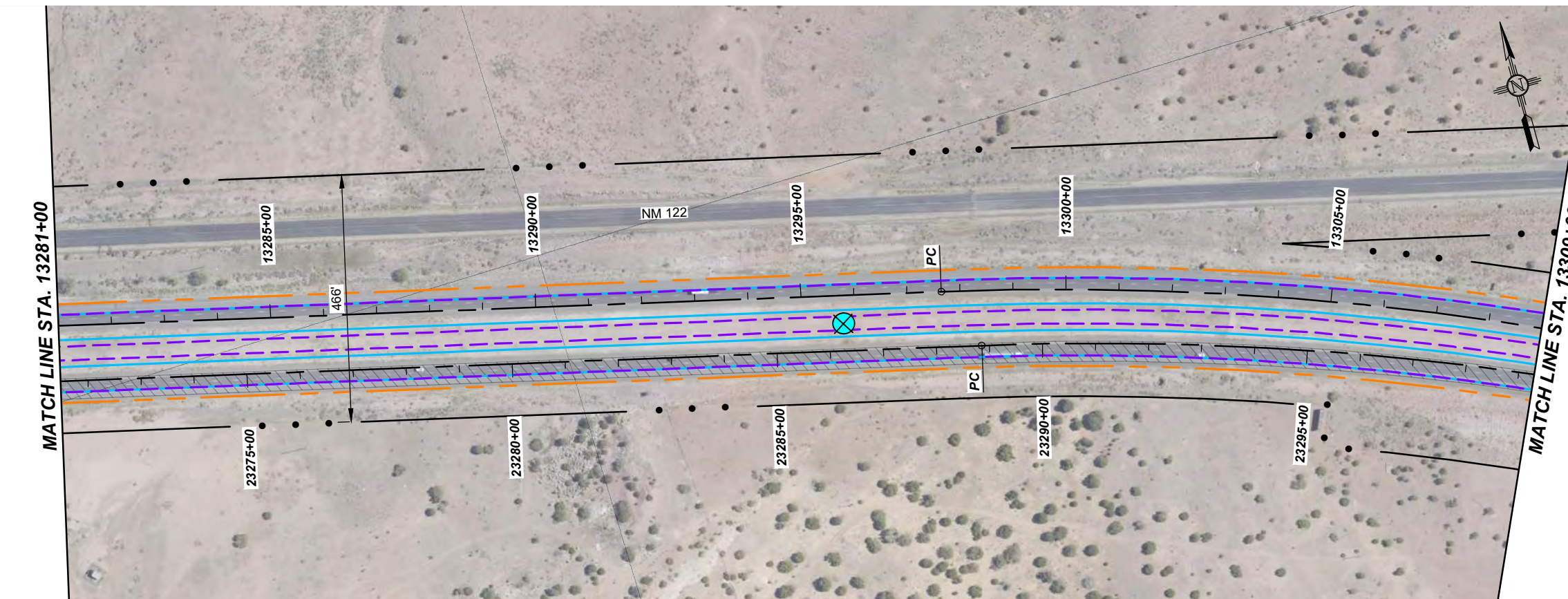
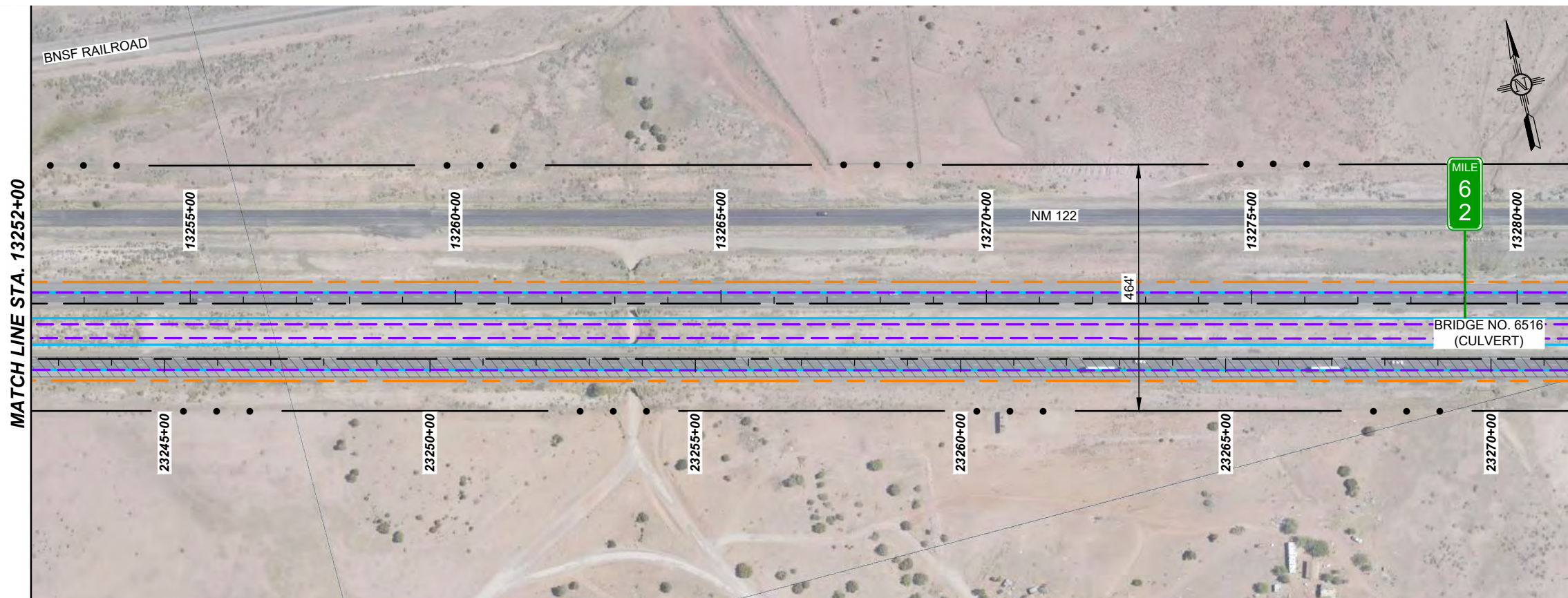
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT
OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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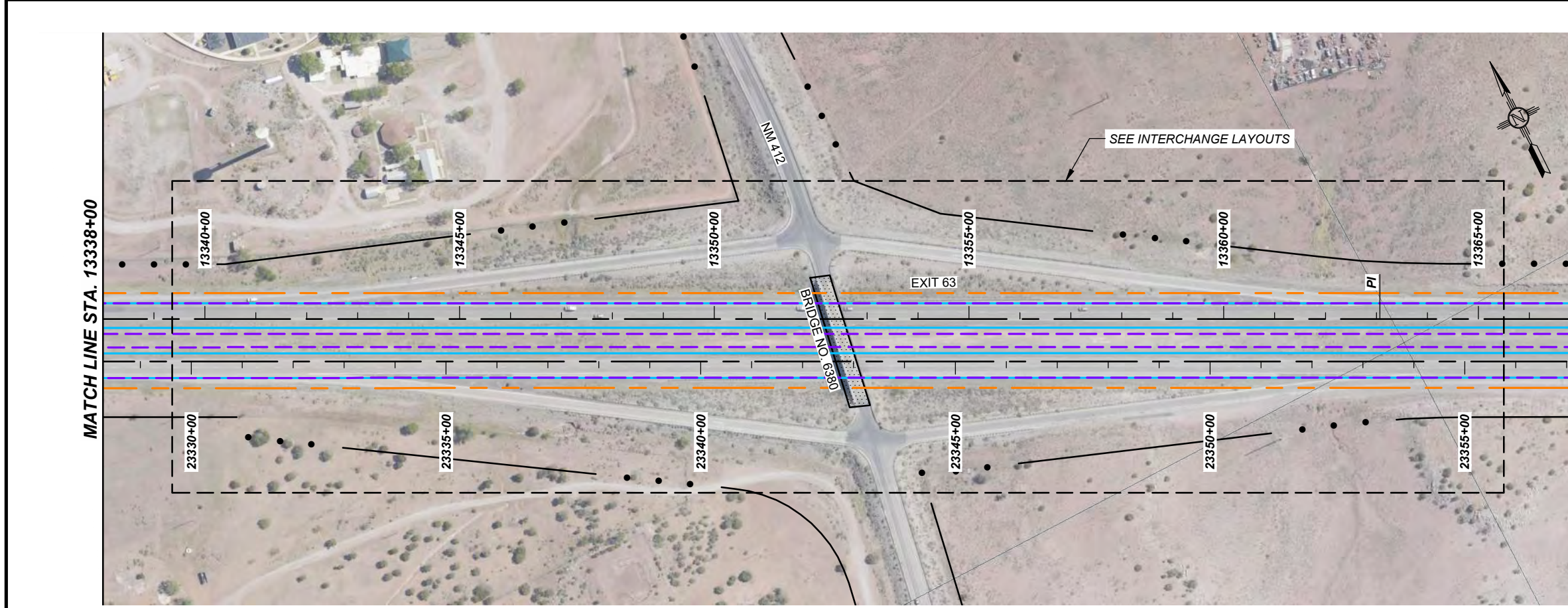
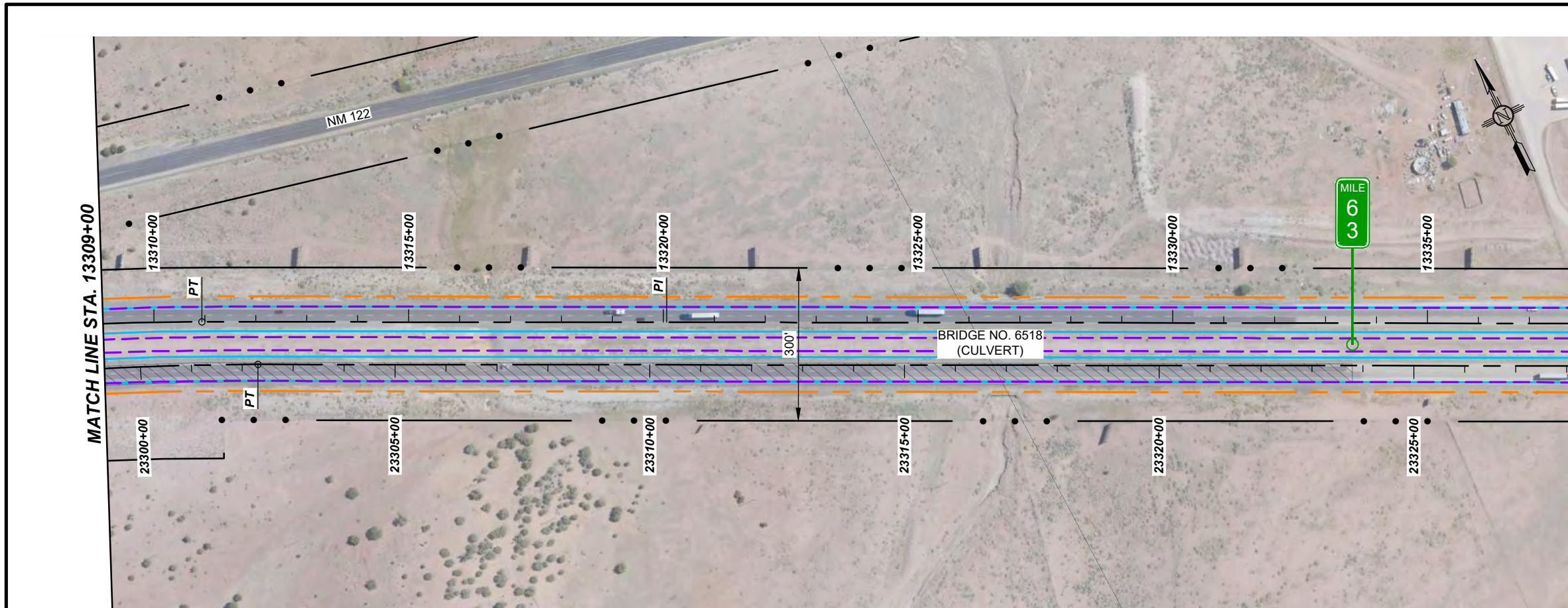
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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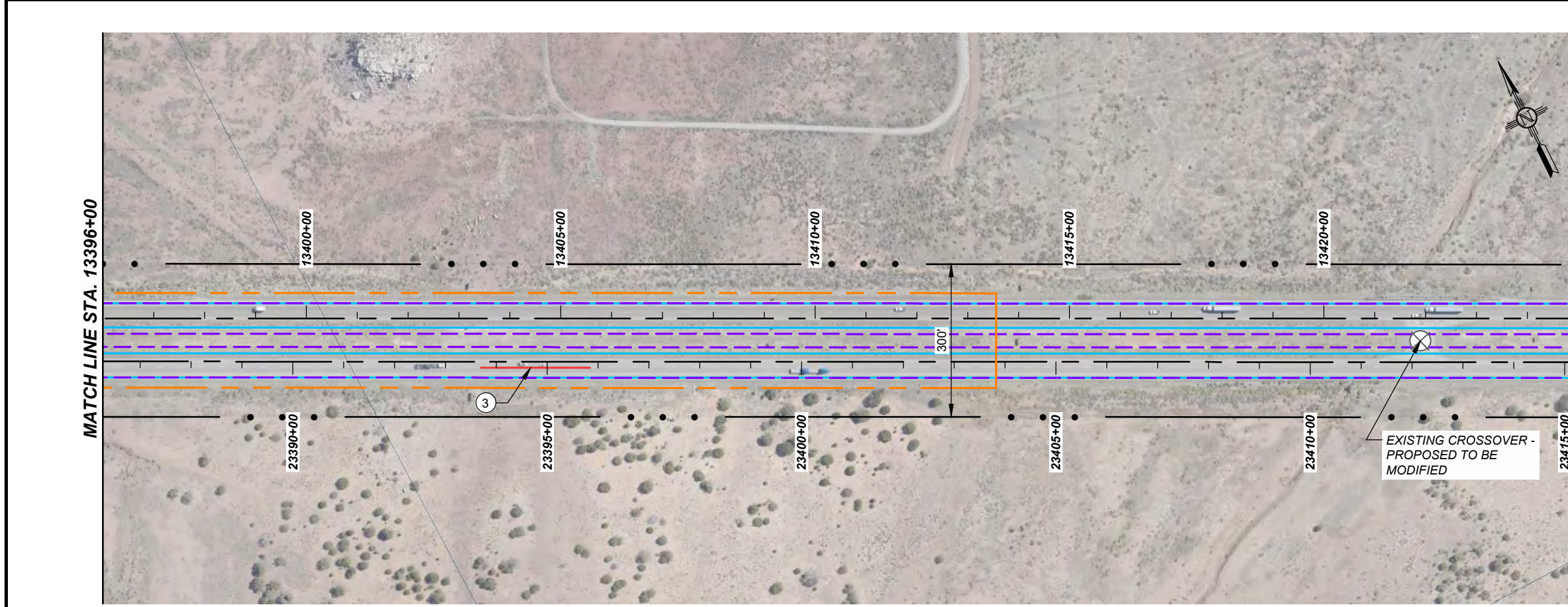
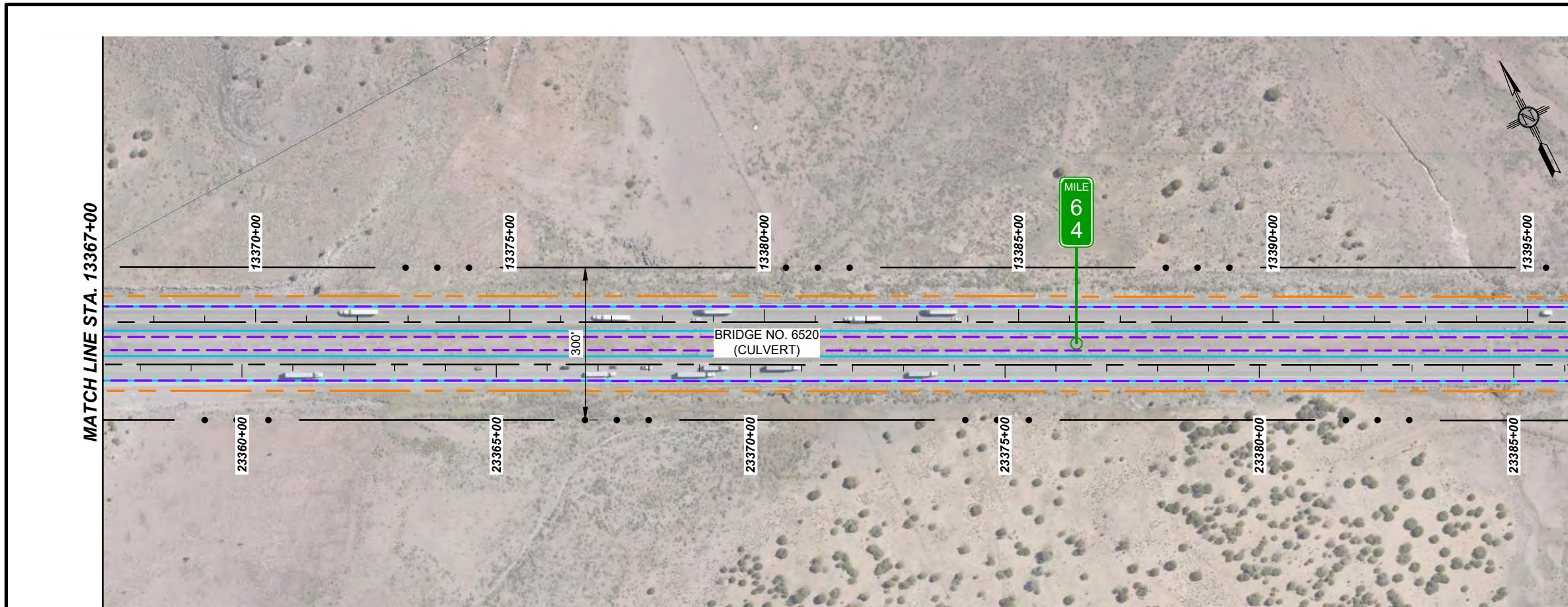
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NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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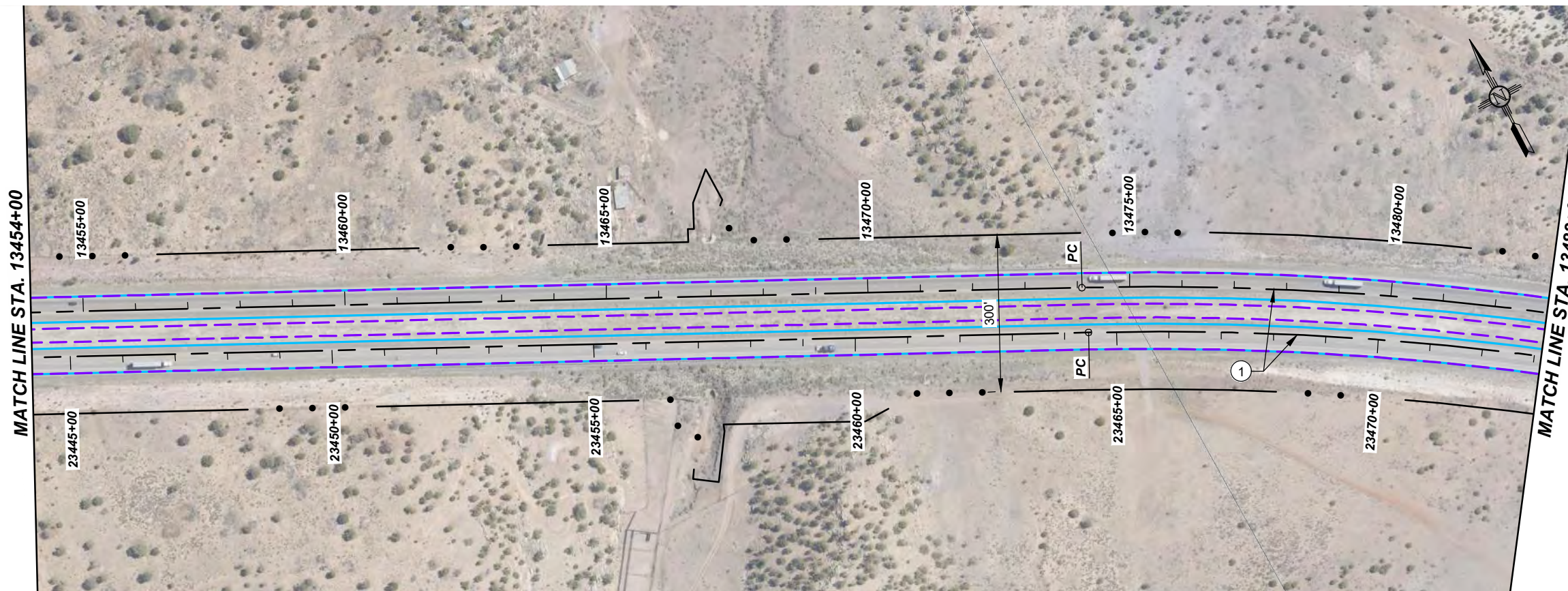
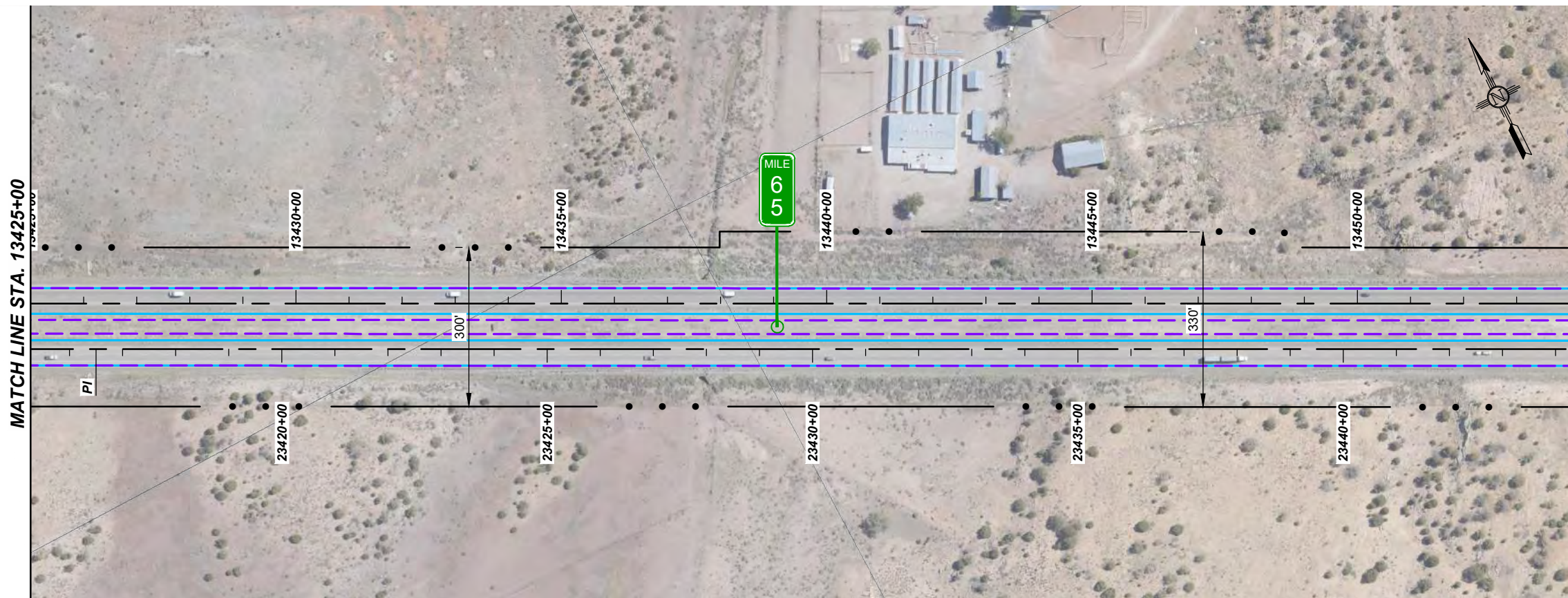
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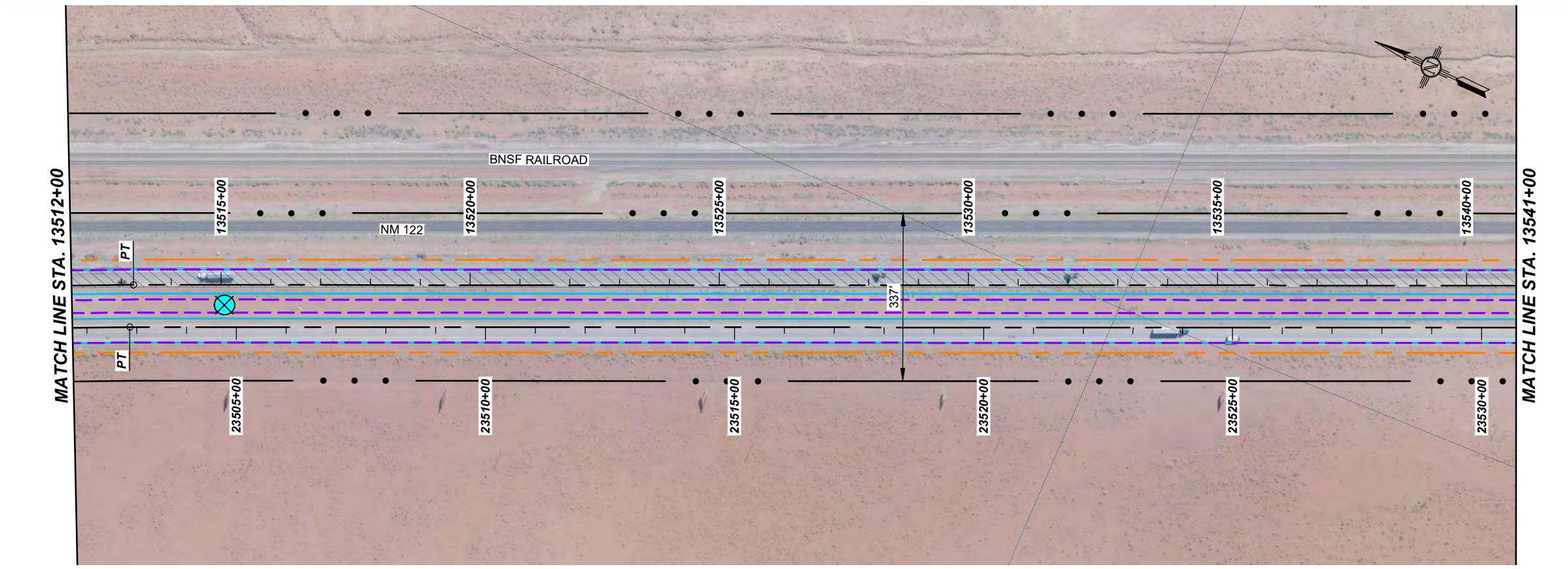
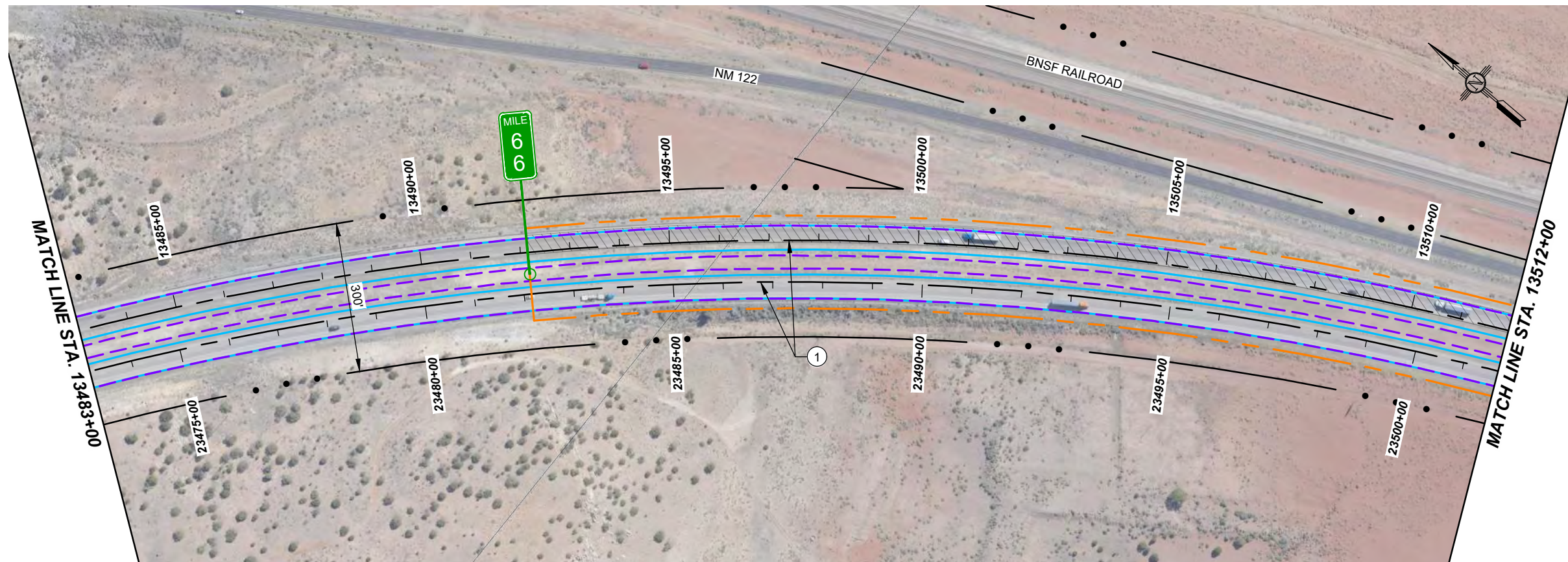
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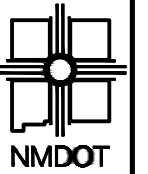
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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- TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

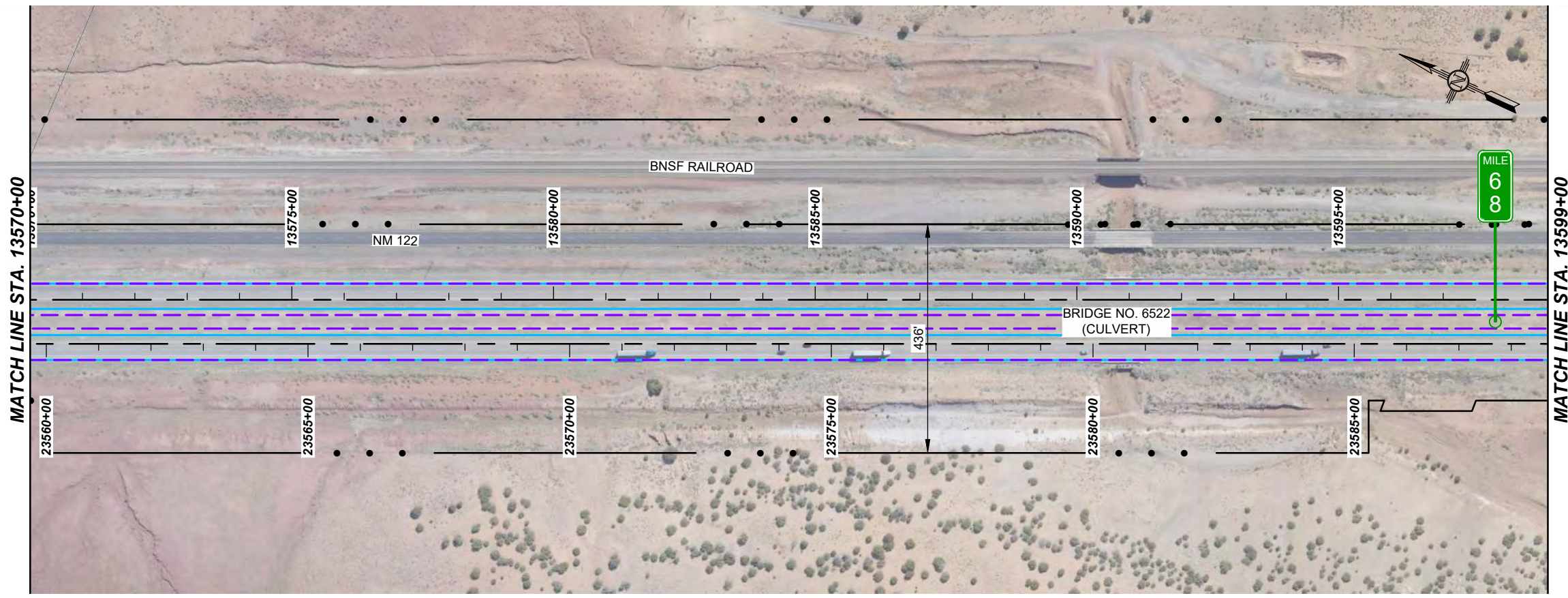
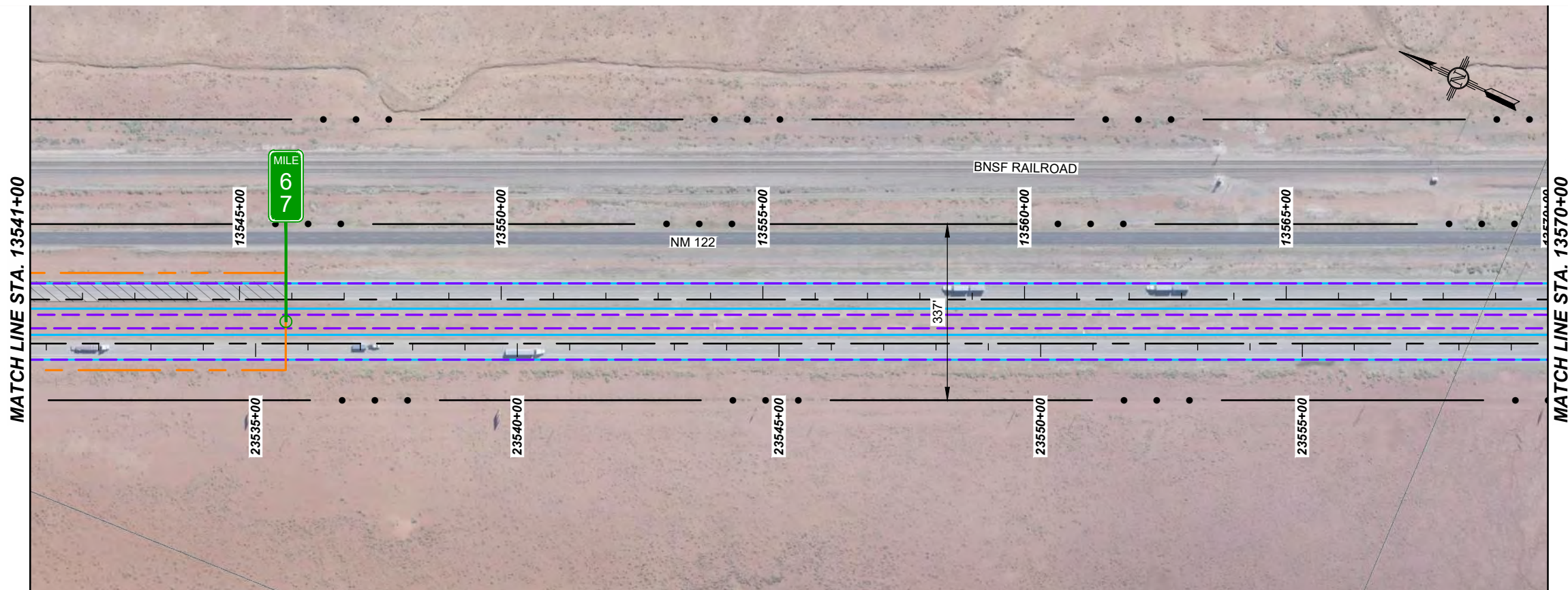
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

- ① HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ MILL & INLAY)
- ② HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ③ VERTICAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ④ BRIDGE - POOR CONDITION

NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- - - - EXIST. CWB
- [Yellow dashed line] CITY BOUNDARY
- [Stippled area] INFRASTRUCTURE / TERRAIN CONSTRAINT
- [Diagonal hatching] PVMT - POOR COND.
- [Cross-hatching] PVMT - VERY POOR CONDITION
- [Red line] VERTICAL CURVE - SEE KEY NOTE 3
- [Circle with X] EXISTING CROSSOVER
- [Circle with X and blue dot] PRELIMINARY NEW CROSSOVER LOCATION
- [Orange dashed line] PROPOSED FULL RECON. LIMITS
- [Purple dashed line] PROPOSED CWB (2A)
- [Blue dashed line] PROPOSED CWB (3A)
- [Yellow line] TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
- [Green line] TYPICAL SECTION 2B
50' DEPRESSED MEDIAN
- [Cyan line] TYPICAL SECTION 2C
74' DEPRESSED MEDIAN
- [Blue dashed line] TYPICAL SECTION 3A
26' FLUSH MEDIAN W/ CWB
- [Purple dashed line] TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

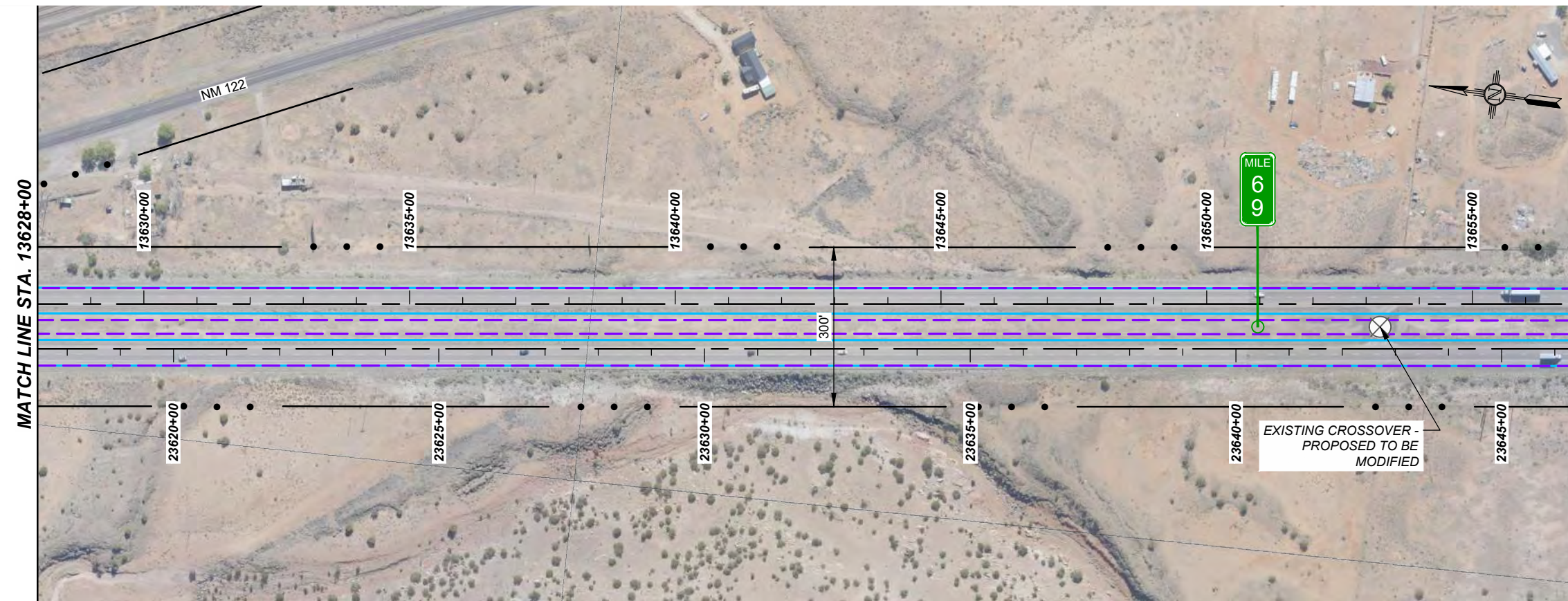
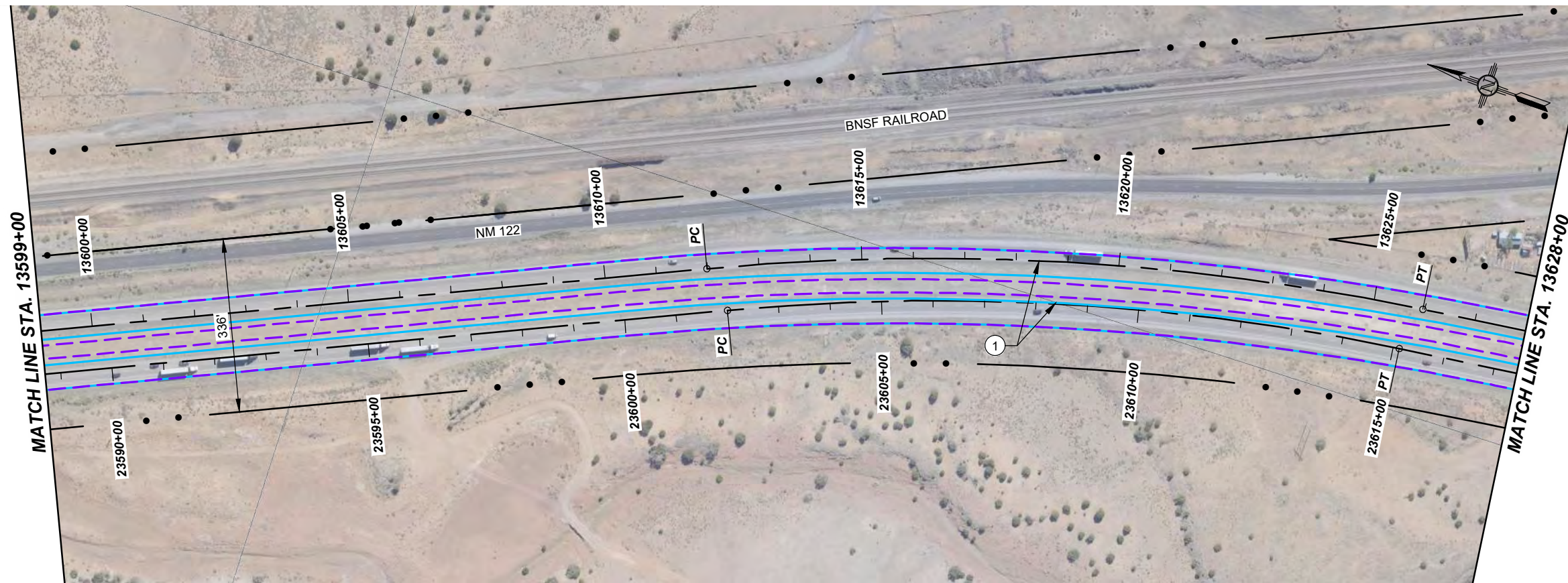
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
3			
2			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- · · · - EXIST. RIGHT-OF-WAY
- EXIST. CABLE BARRIER
- EXIST. CWB
- ▬ CITY BOUNDARY
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- ▩ PVMT - VERY POOR CONDITION
- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
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- ▬ TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

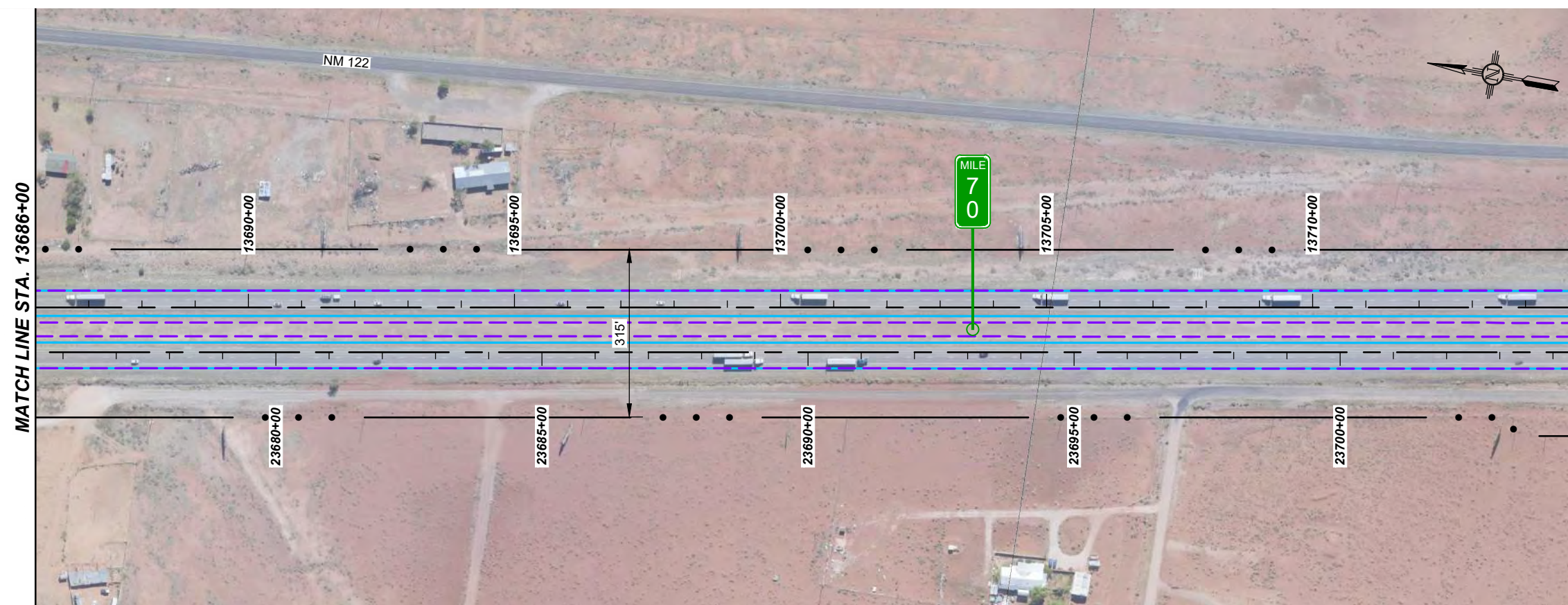
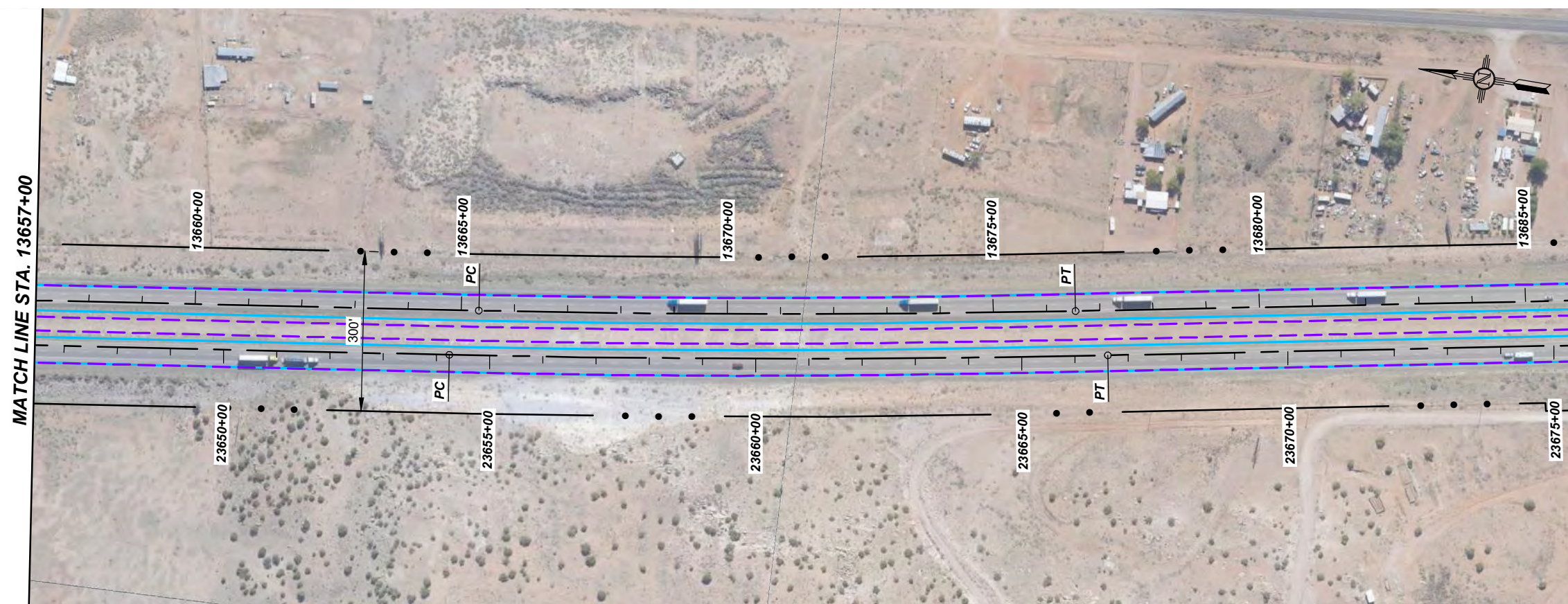
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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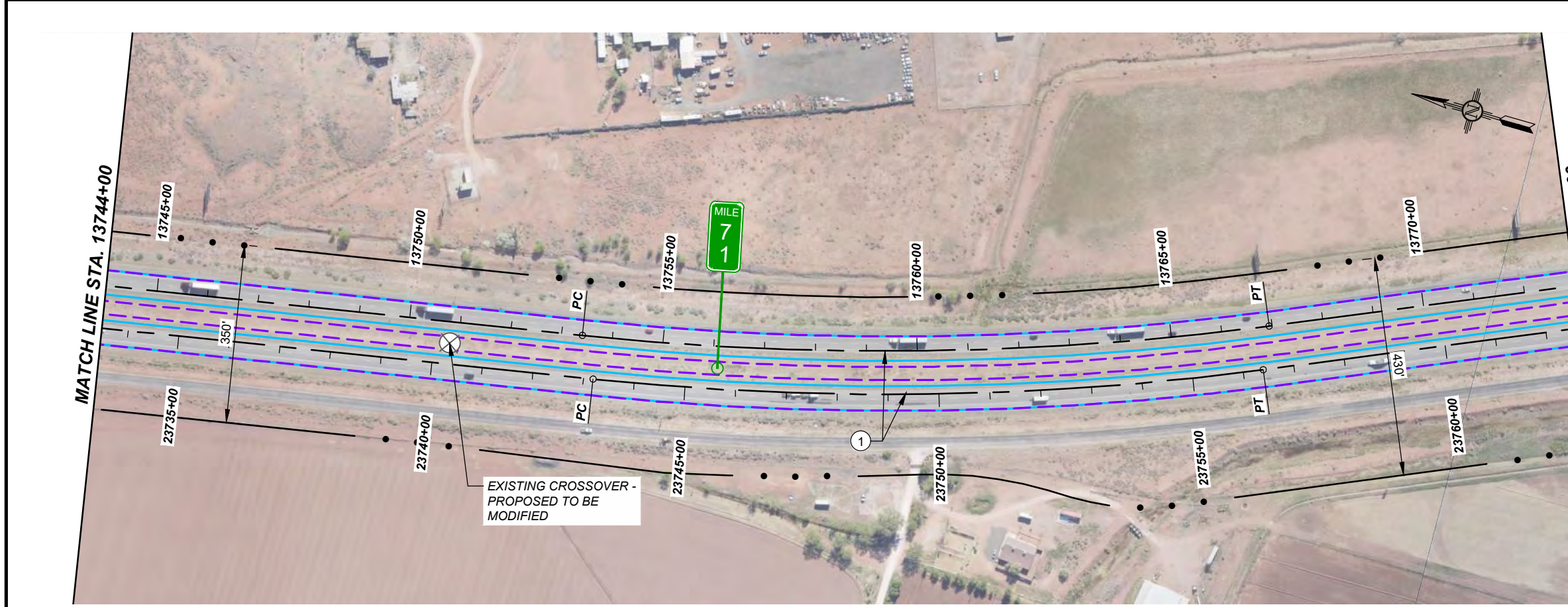
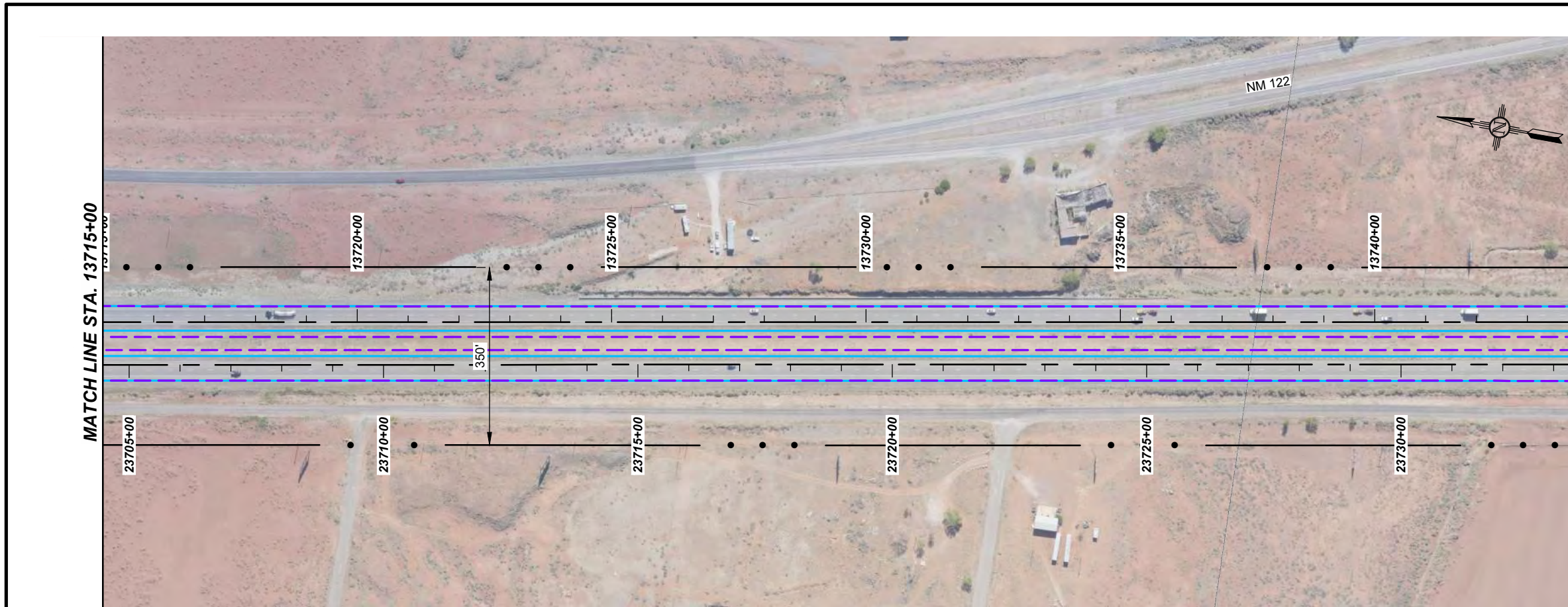
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

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NEW MEXICO DEPARTMENT OF TRANSPORTATION

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4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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- CITY BOUNDARY
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- VERTICAL CURVE - SEE KEY NOTE 3
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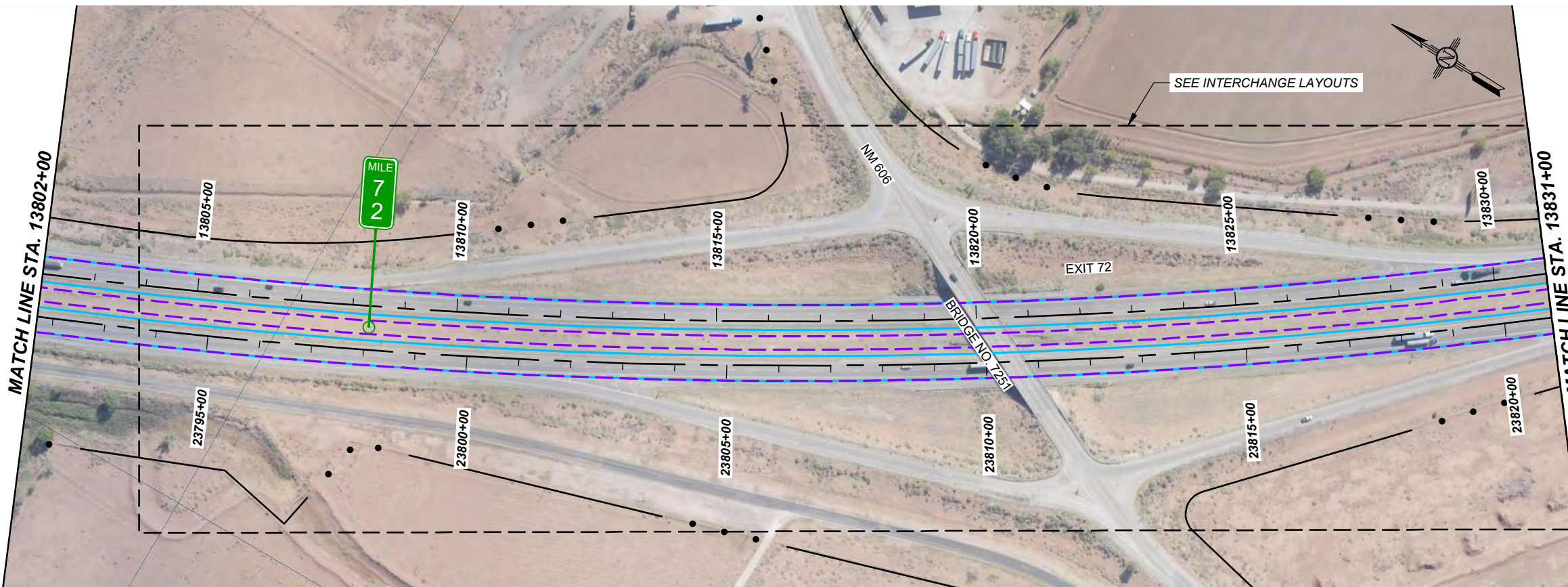
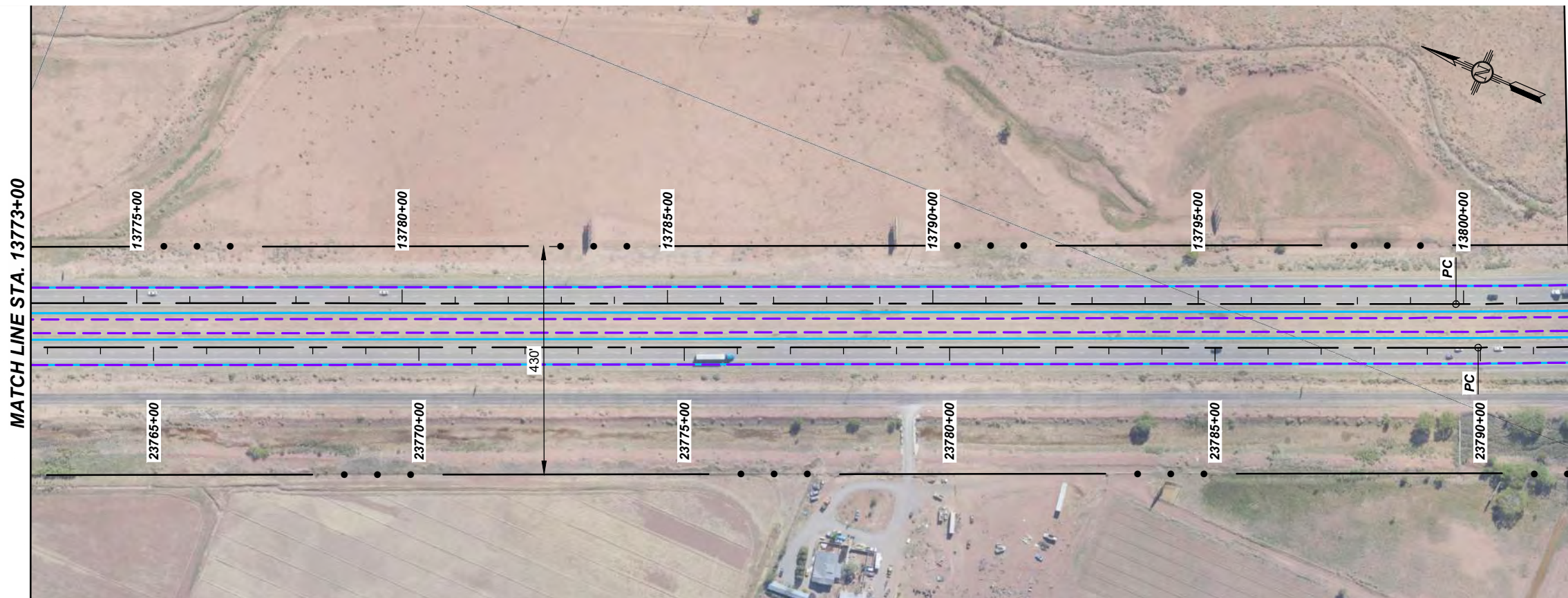
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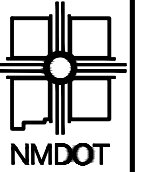
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

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- ⊗ EXISTING CROSSOVER
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- ▭▭▭▭ PROPOSED FULL RECON. LIMITS
- — — — PROPOSED CWB (2A)
- ⋯⋯⋯ PROPOSED CWB (3A)
- — — — **TYPICAL SECTION 2A**
26' FLUSH MEDIAN W/ CWB
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- — — — **TYPICAL SECTION 3B**
50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

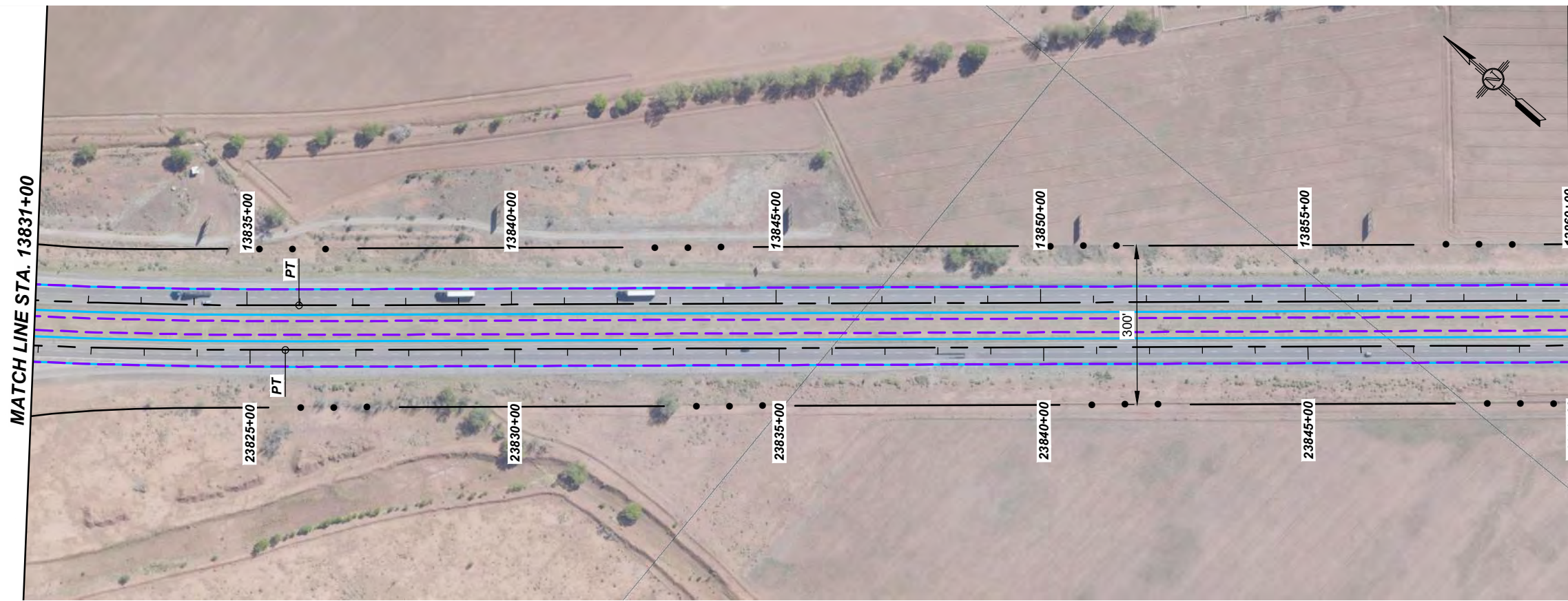
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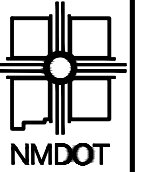
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**PRELIMINARY
NOT FOR CONSTRUCTION**

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT
OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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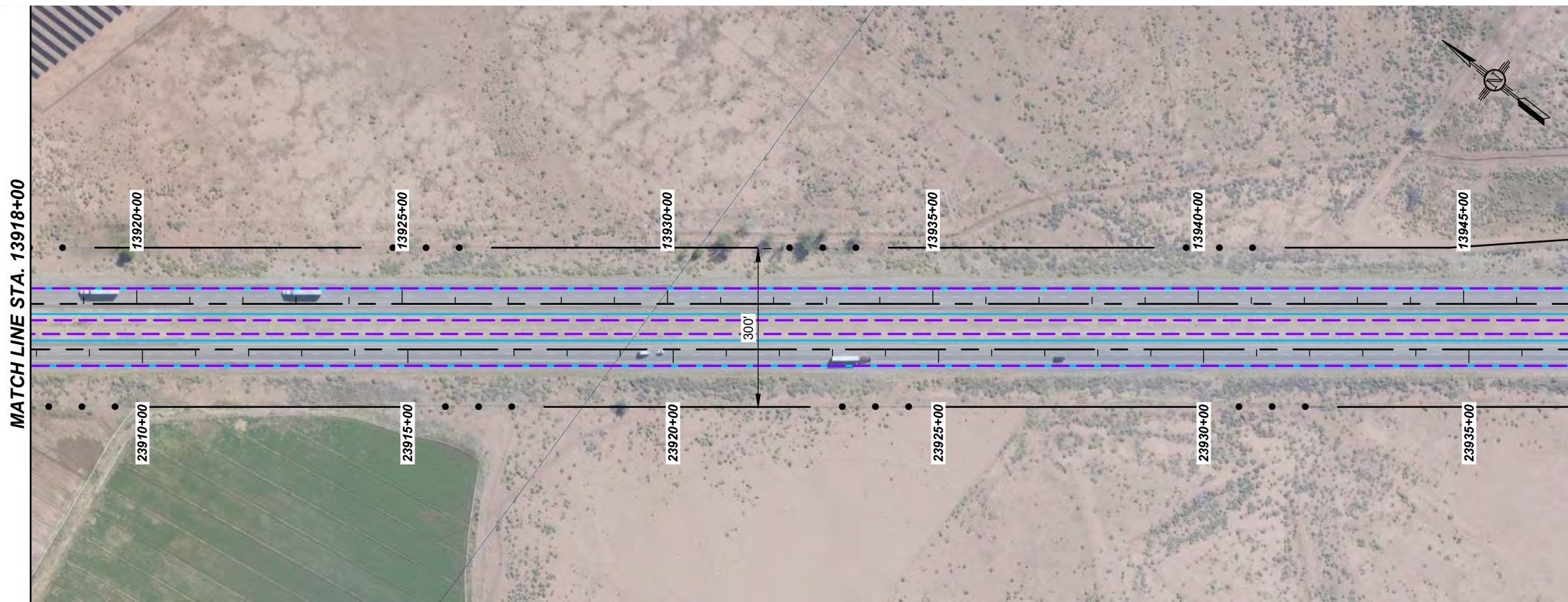
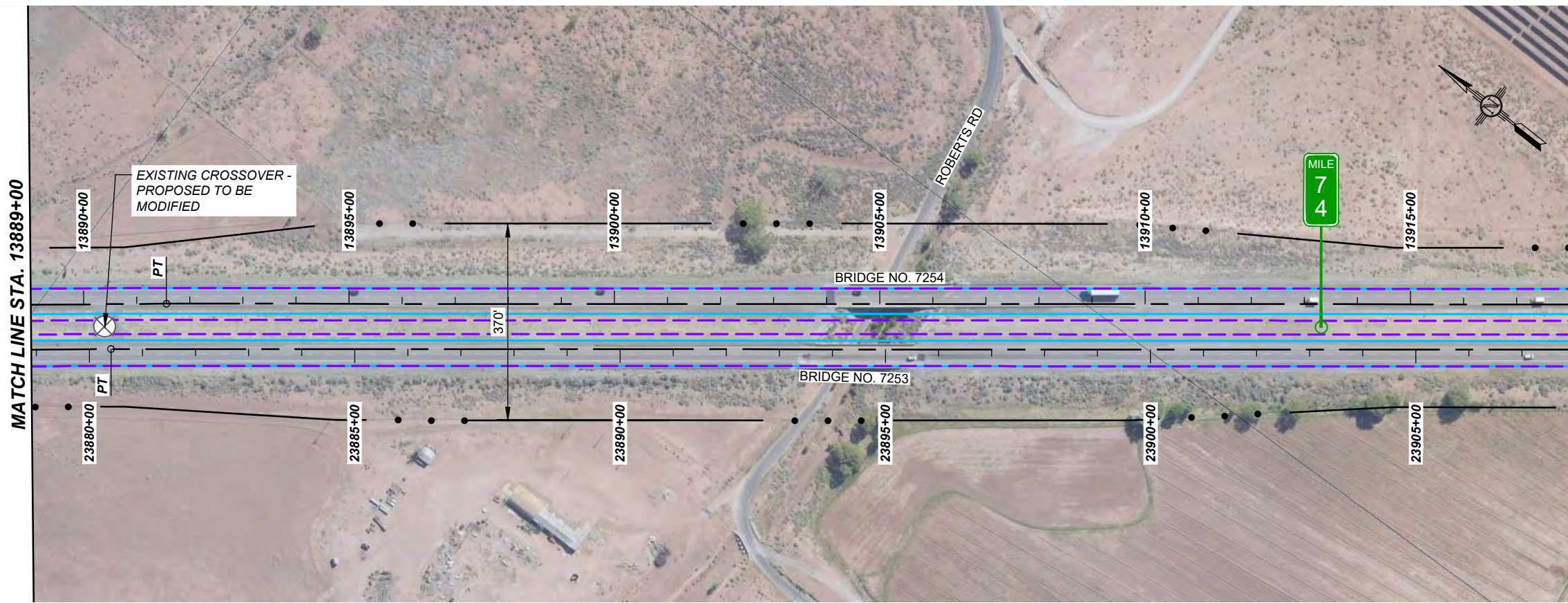
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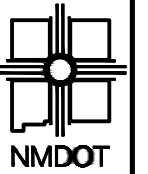
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**PRELIMINARY
NOT FOR CONSTRUCTION**





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

LEGEND

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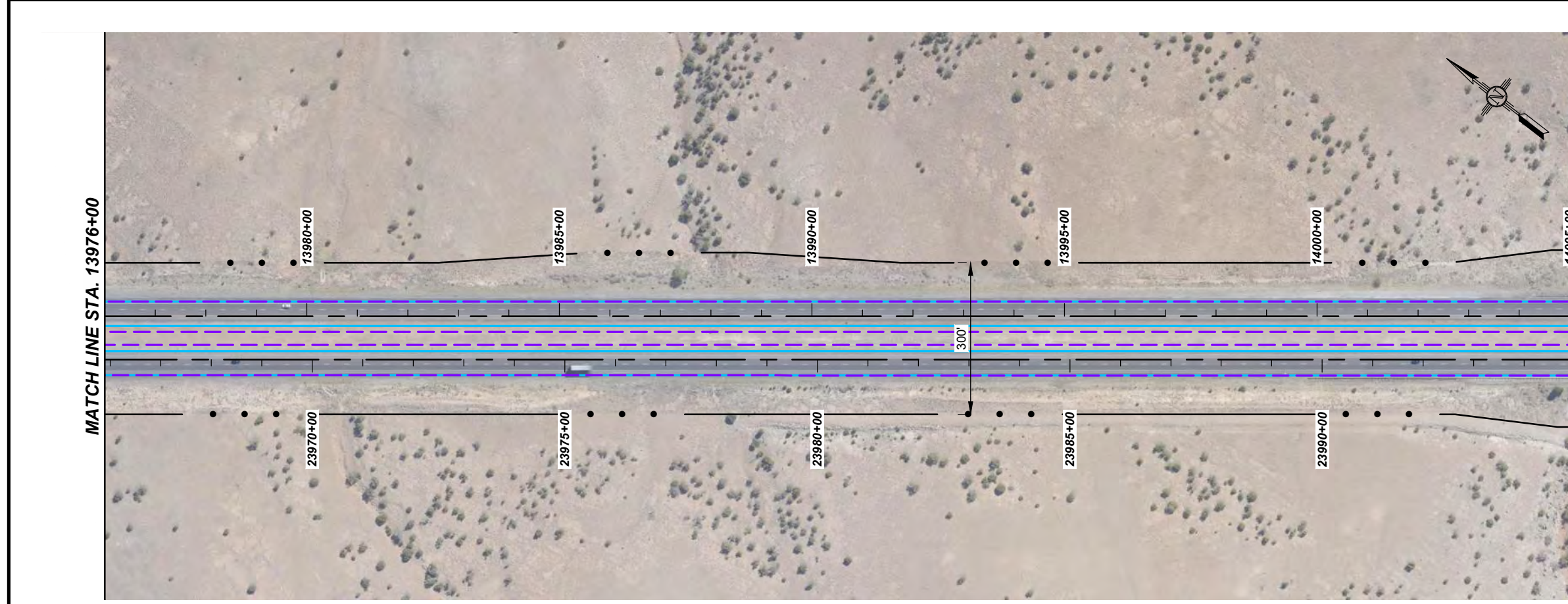
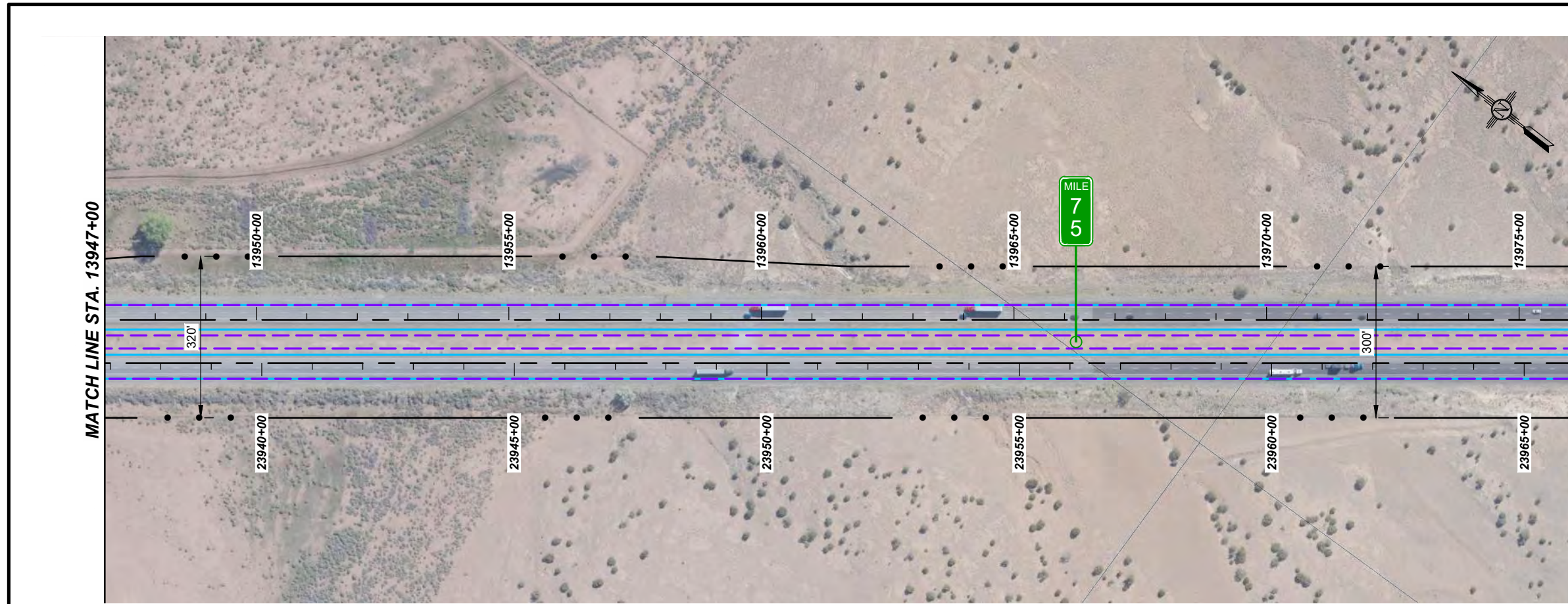
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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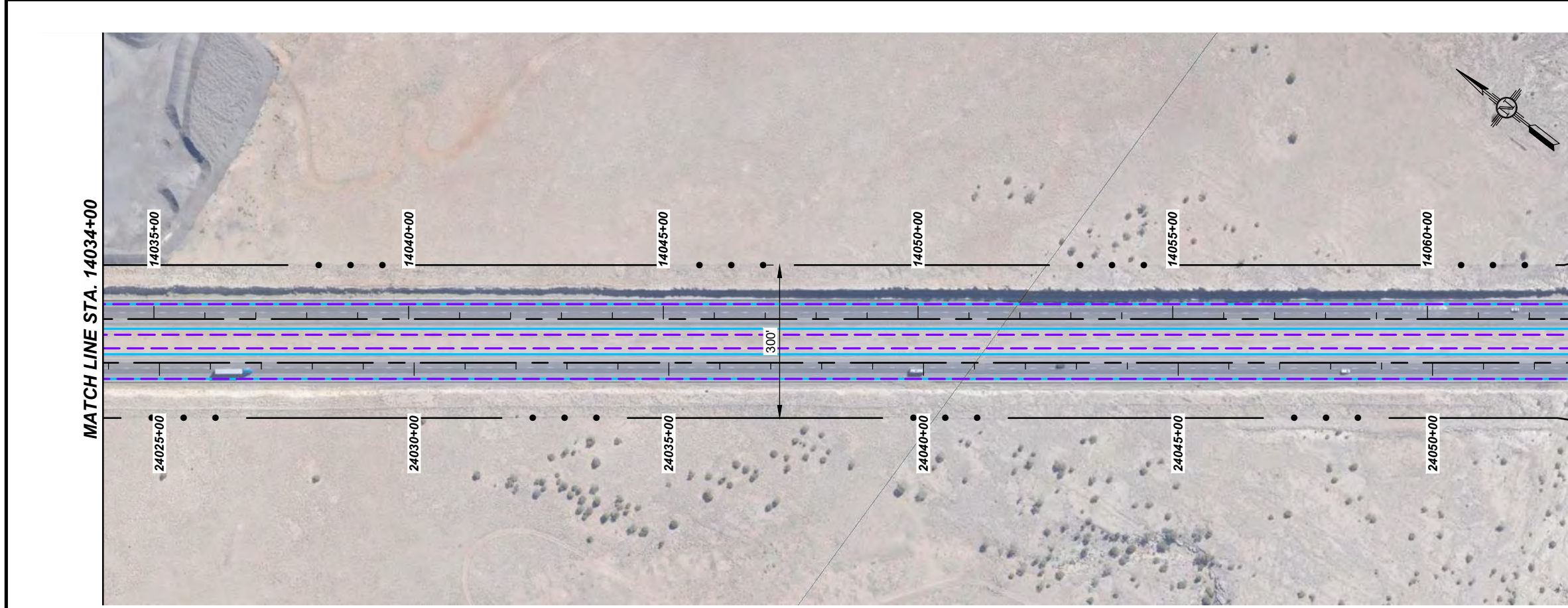
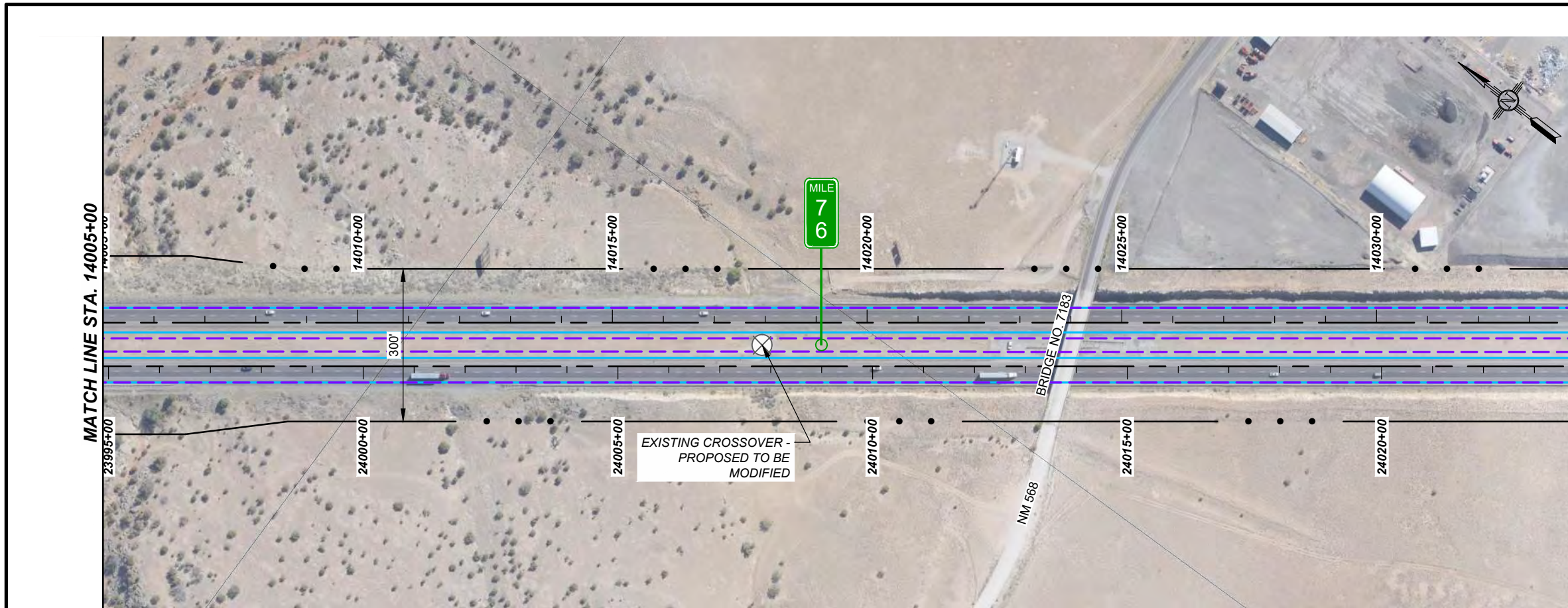
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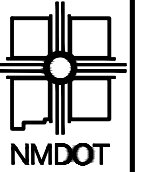
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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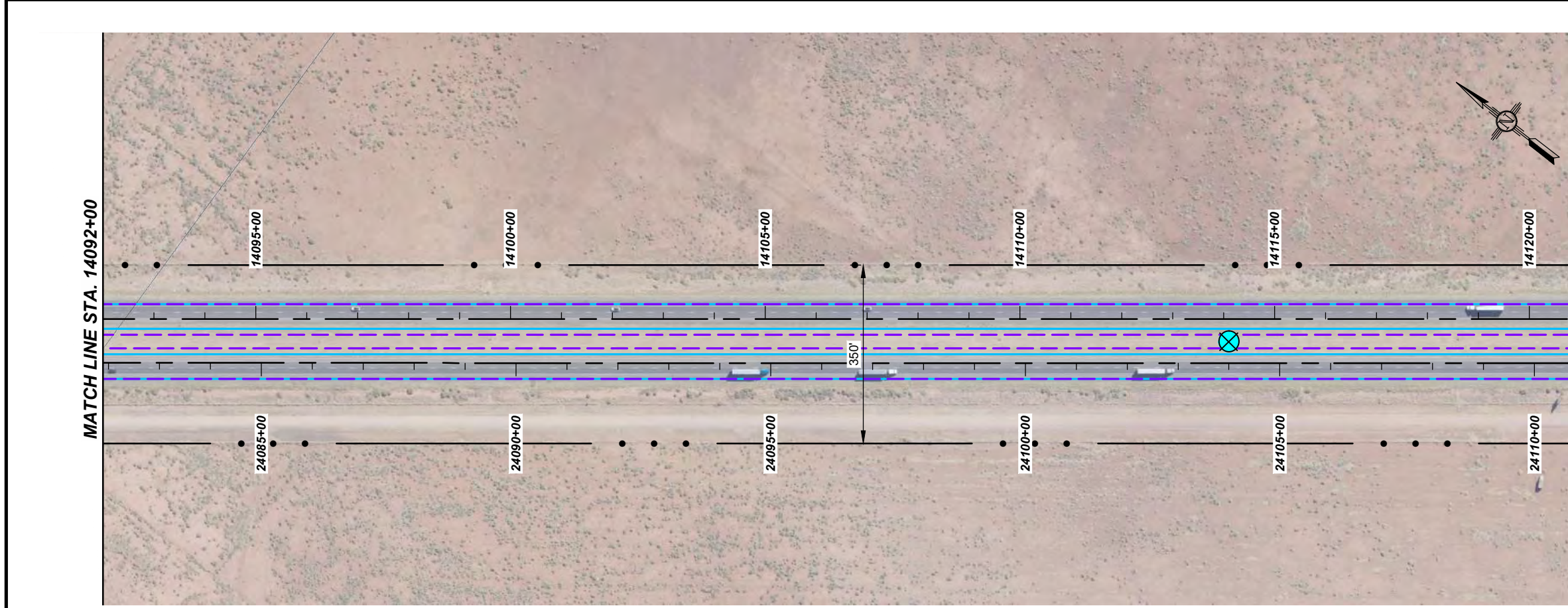
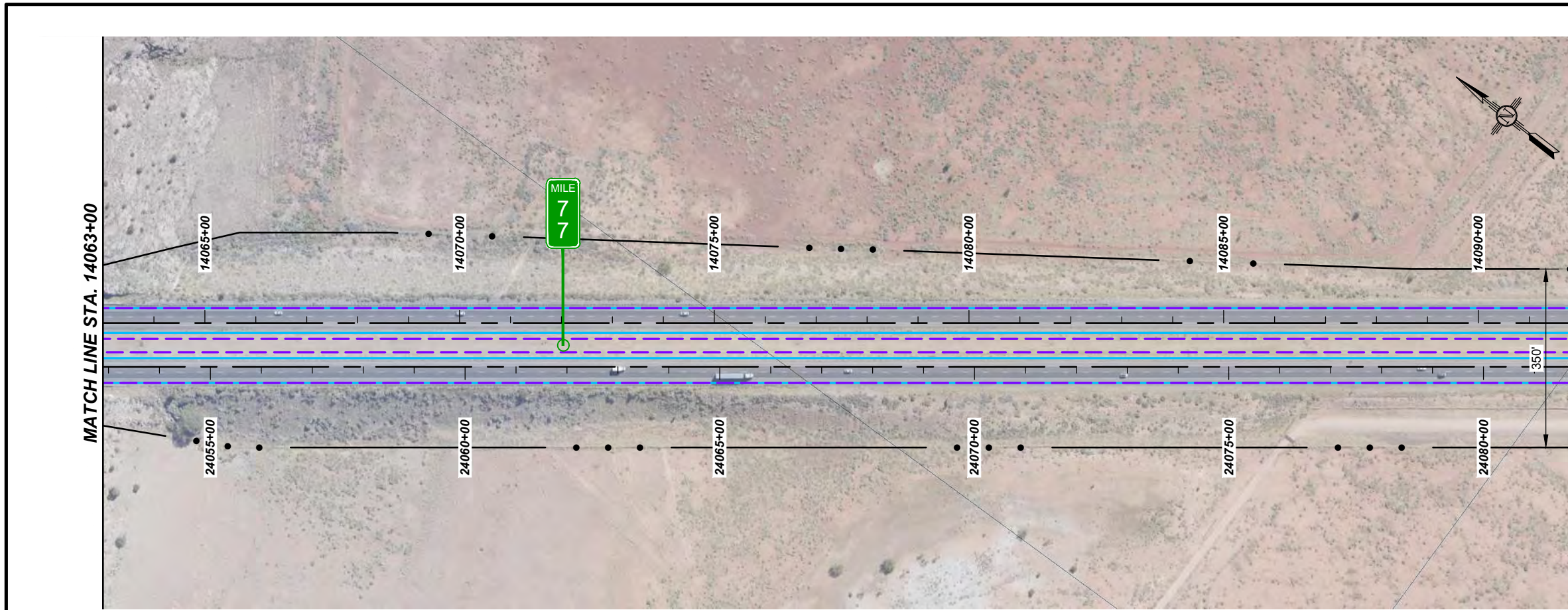
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CN 6101580
 PHASE B STUDY
 I-40 CONCEPTUAL ALTERNATIVES

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- ▬▬▬ TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

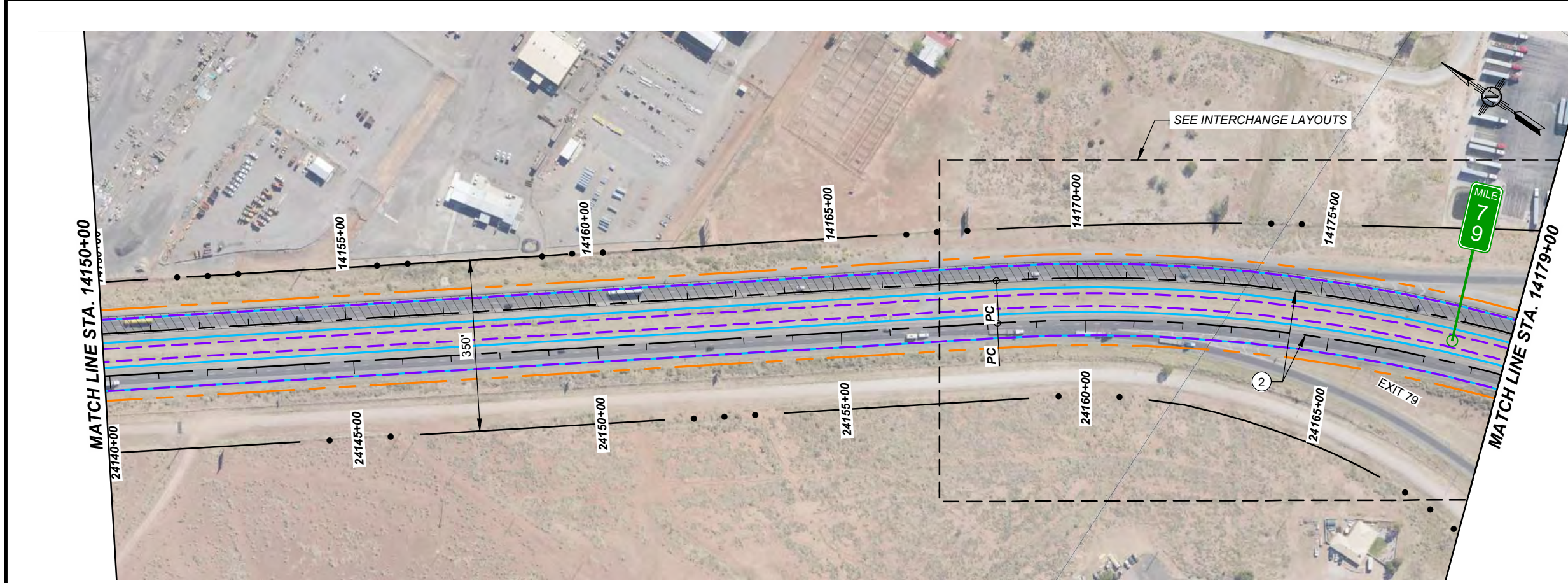
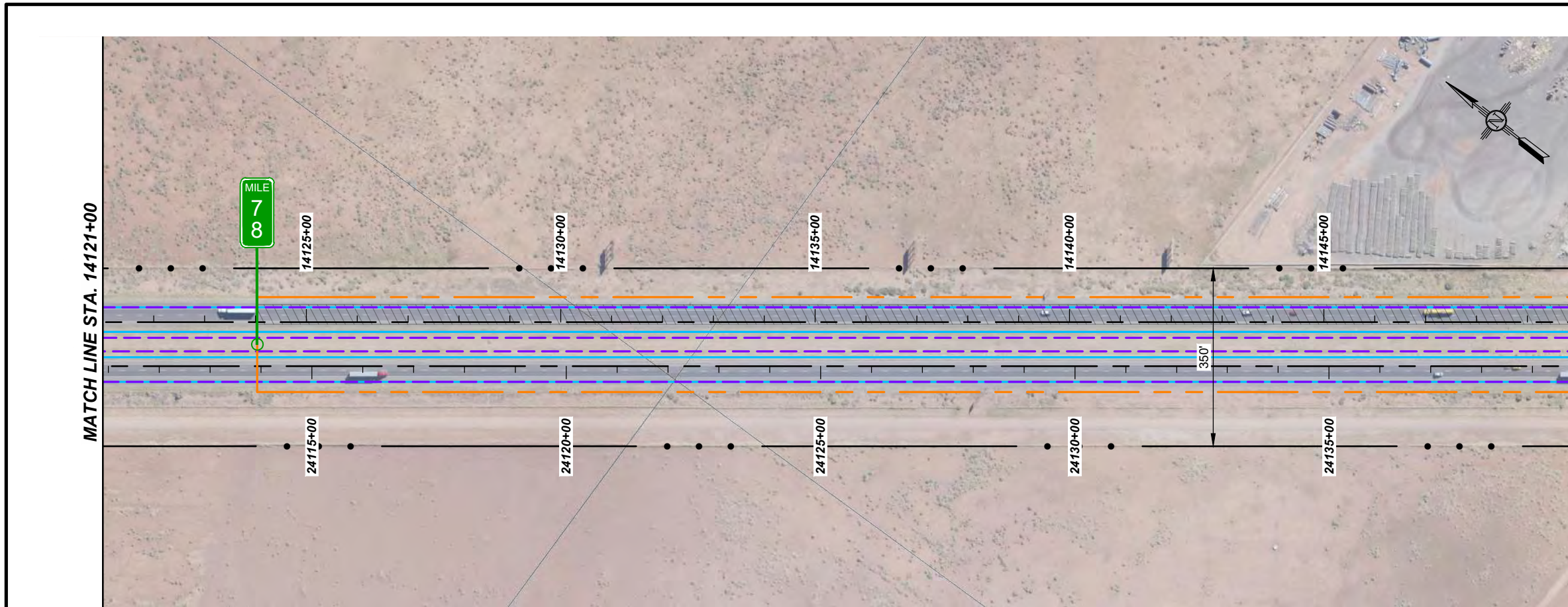
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

- ① HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ MILL & INLAY)
- ② HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ③ VERTICAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ④ BRIDGE - POOR CONDITION

NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
 NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- · · · - EXIST. RIGHT-OF-WAY
- - - EXIST. CABLE BARRIER
- - - EXIST. CWB
- CITY BOUNDARY
- ▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧ PVMT - POOR COND.
- ▩ PVMT - VERY POOR CONDITION
- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- PROPOSED FULL RECON. LIMITS
- PROPOSED CWB (2A)
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- TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
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NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

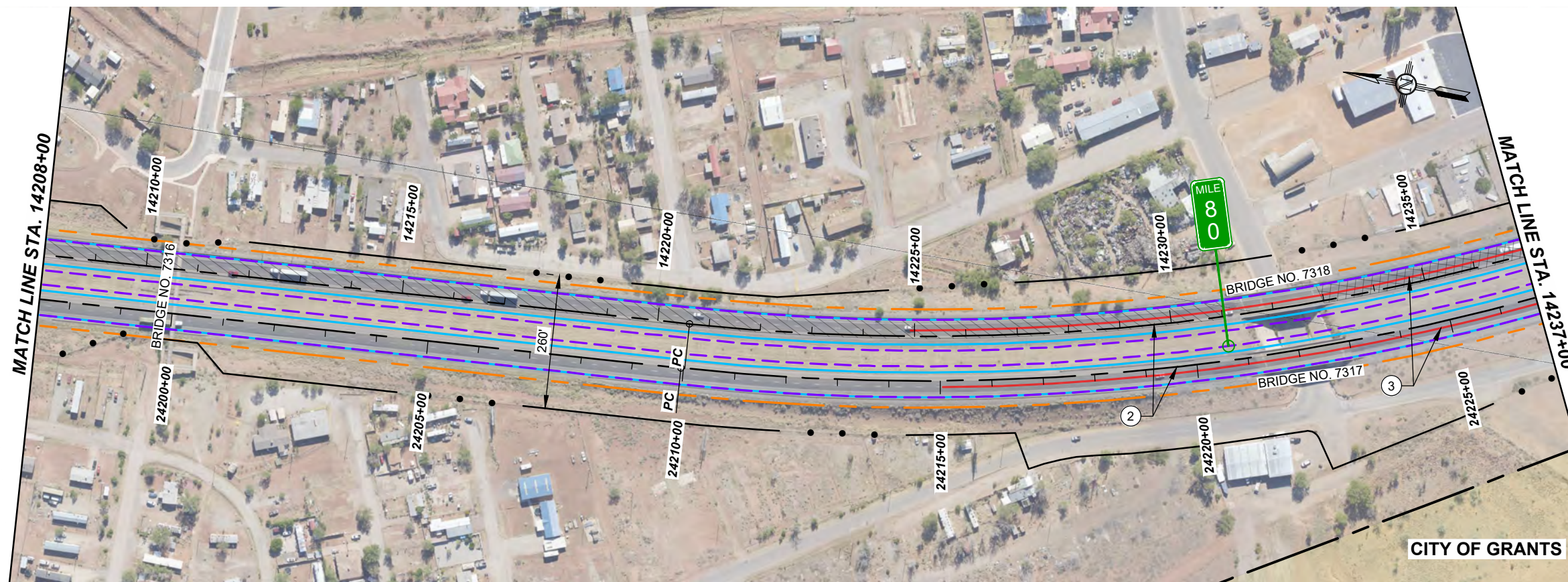
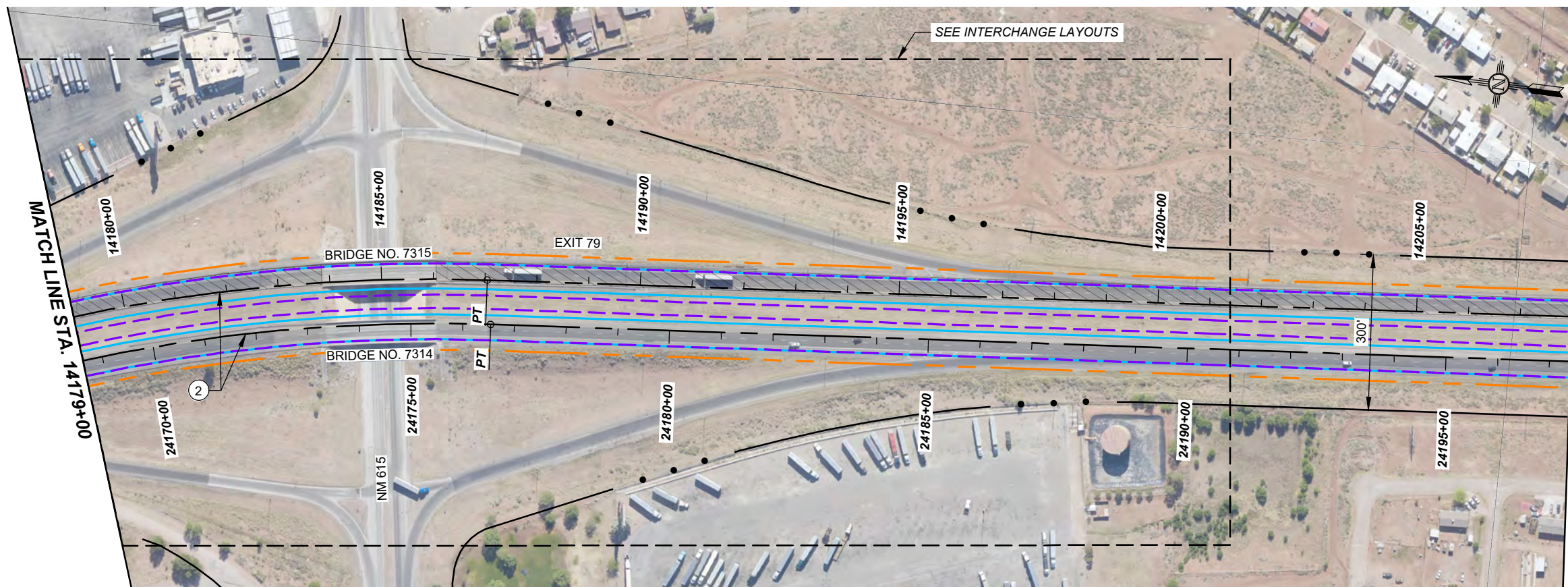
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

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NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

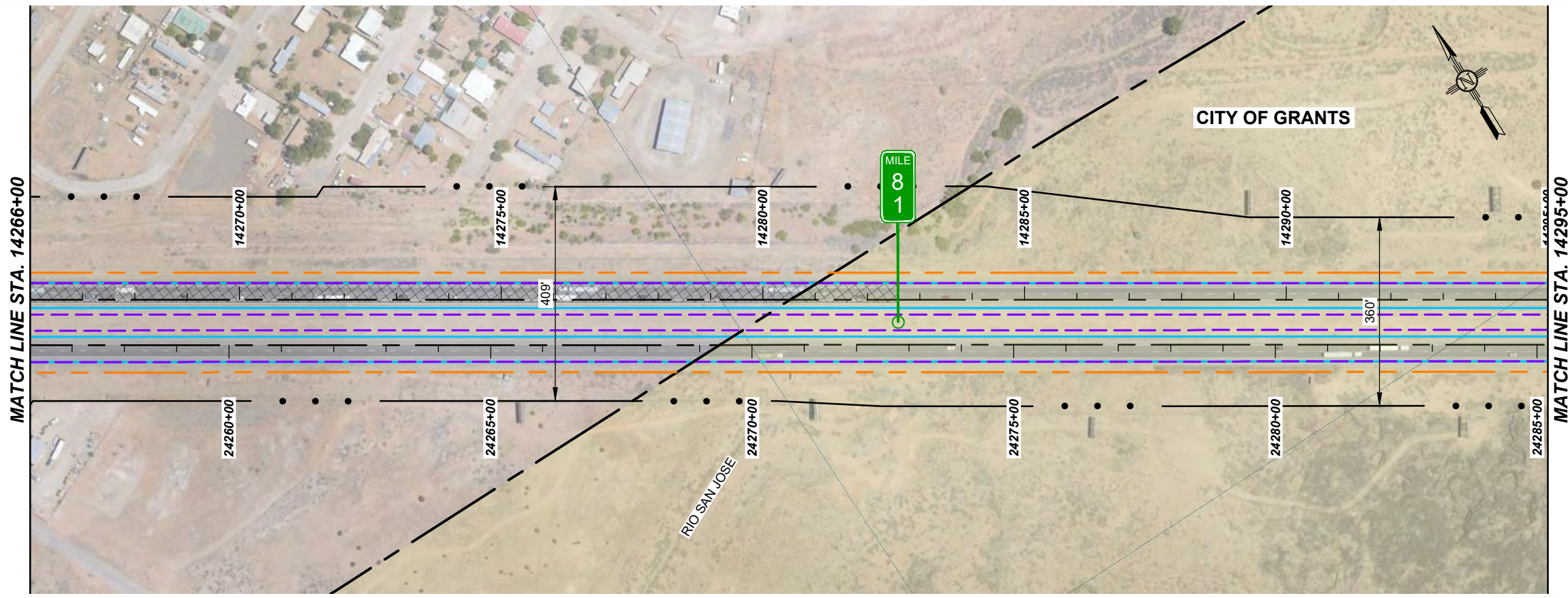
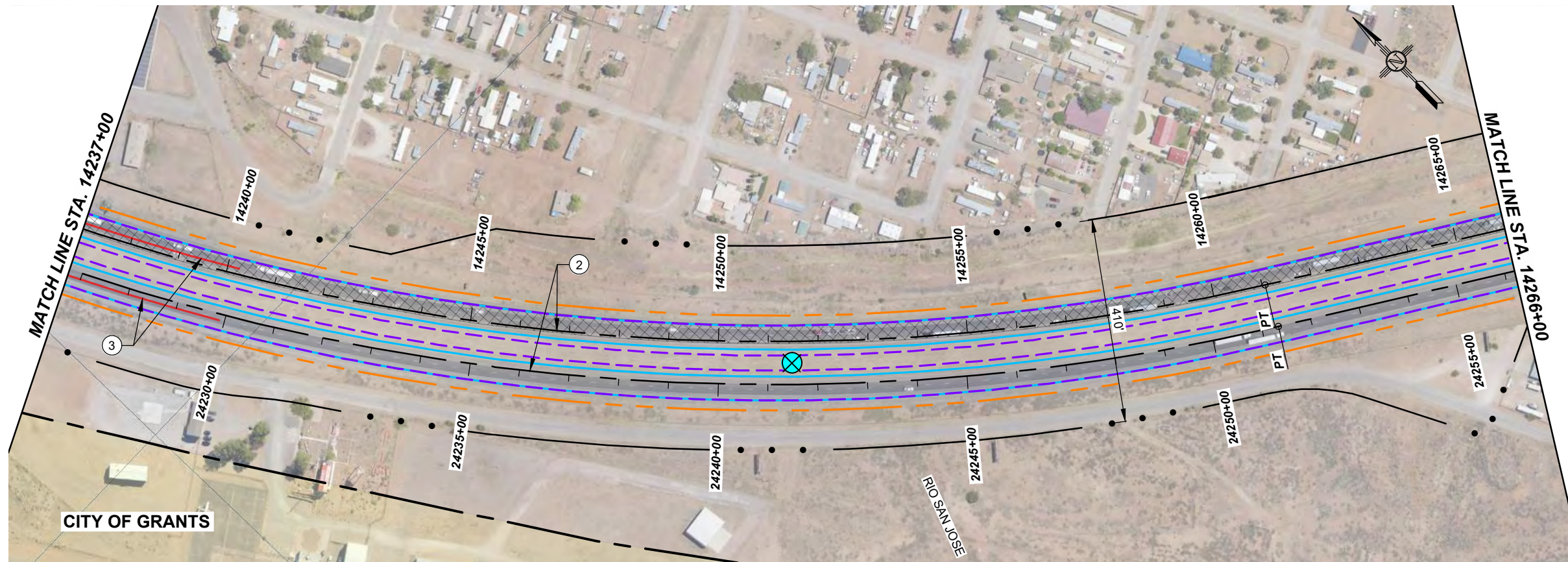
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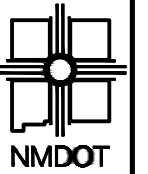
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT
OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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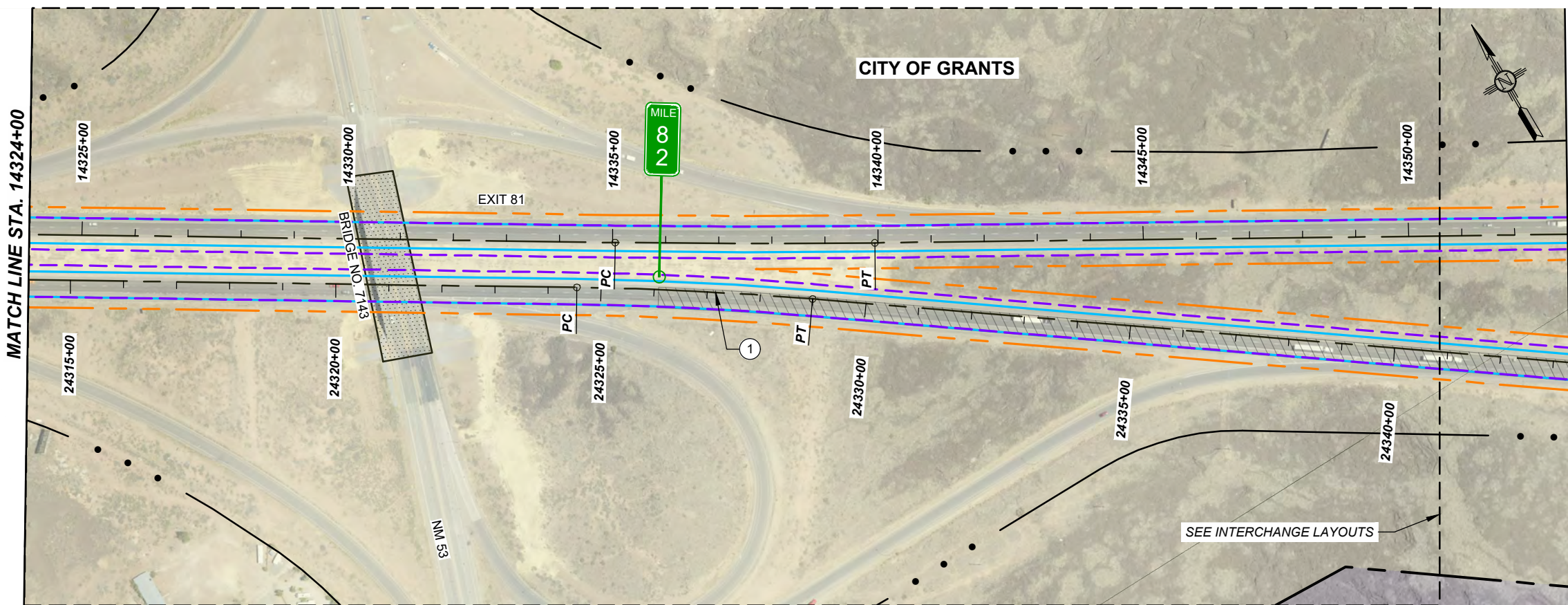
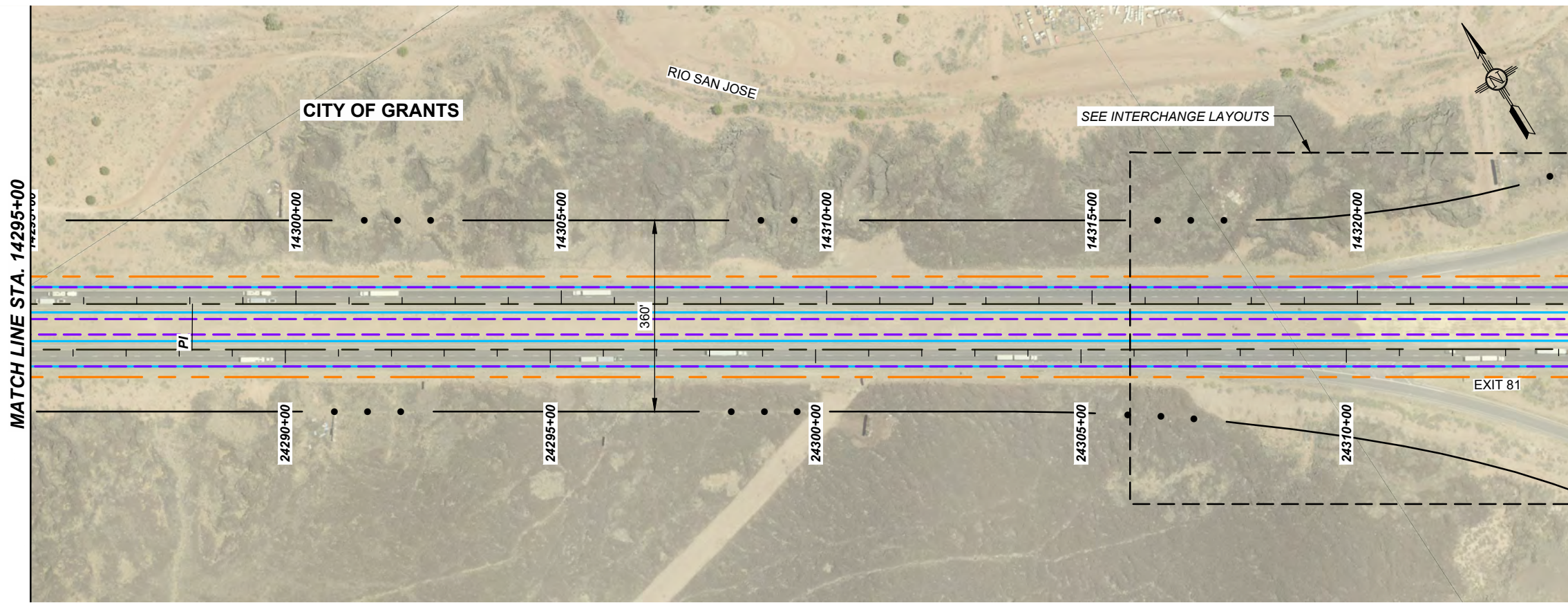
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NEW MEXICO DEPARTMENT OF TRANSPORTATION

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4			
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CN 6101580
 PHASE B STUDY
 I-40 CONCEPTUAL ALTERNATIVES

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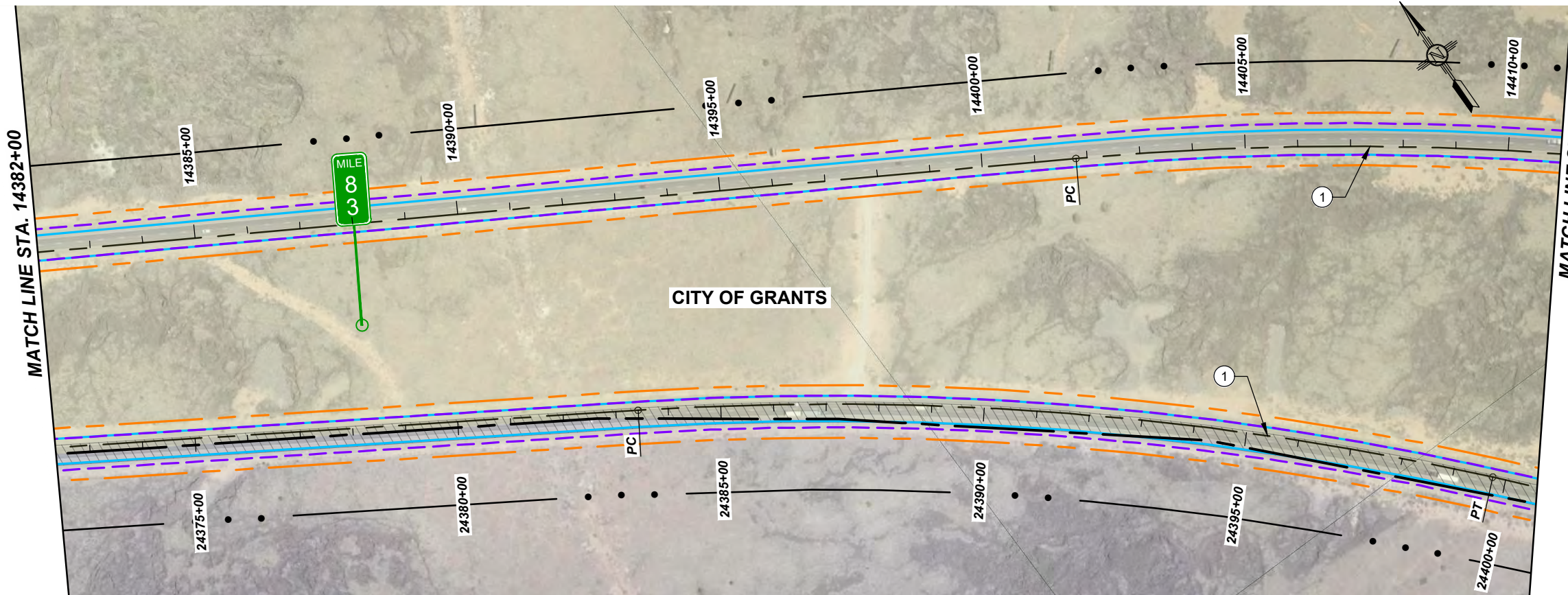
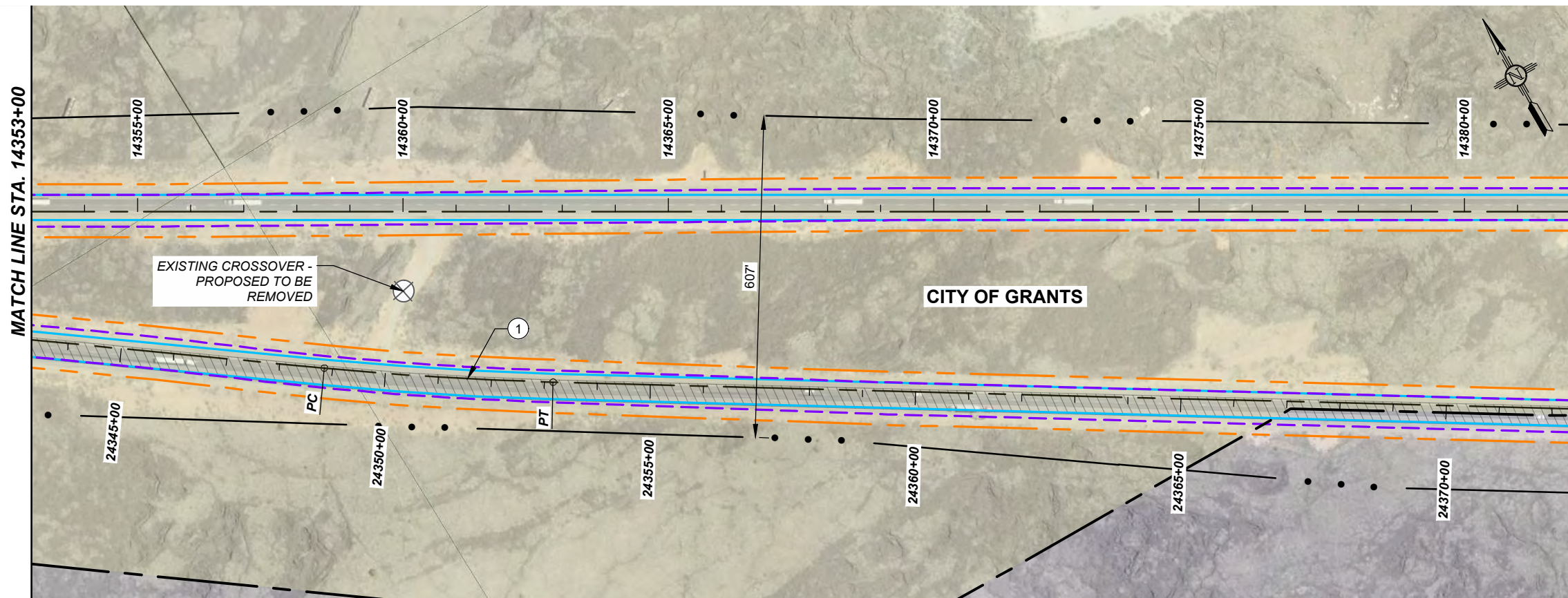
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 NOT FOR CONSTRUCTION





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NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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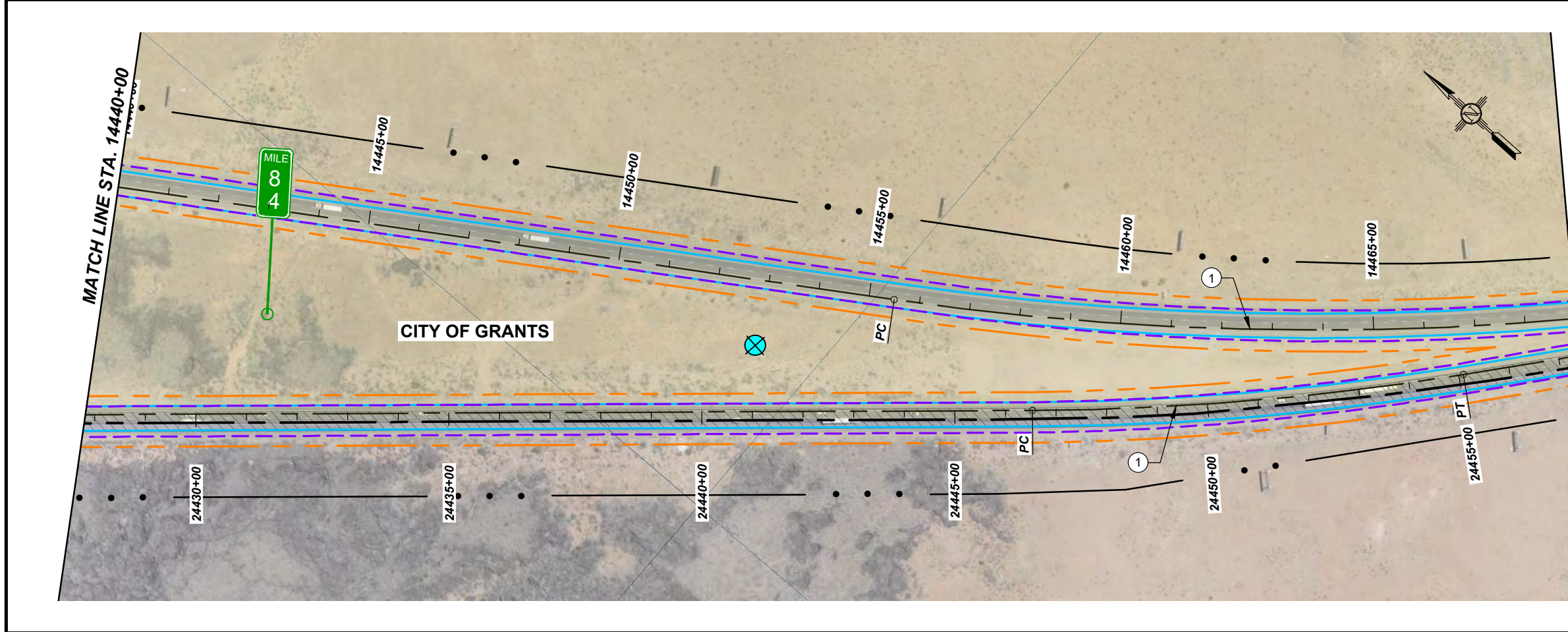
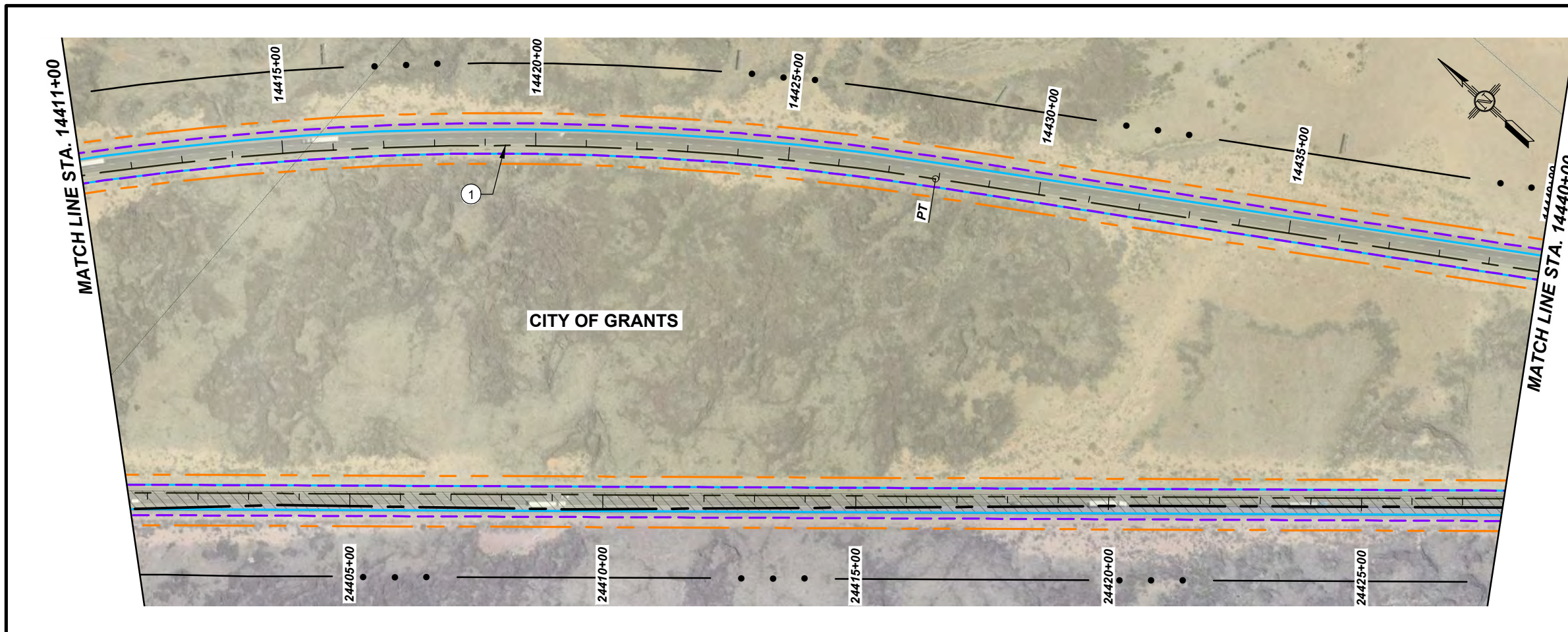
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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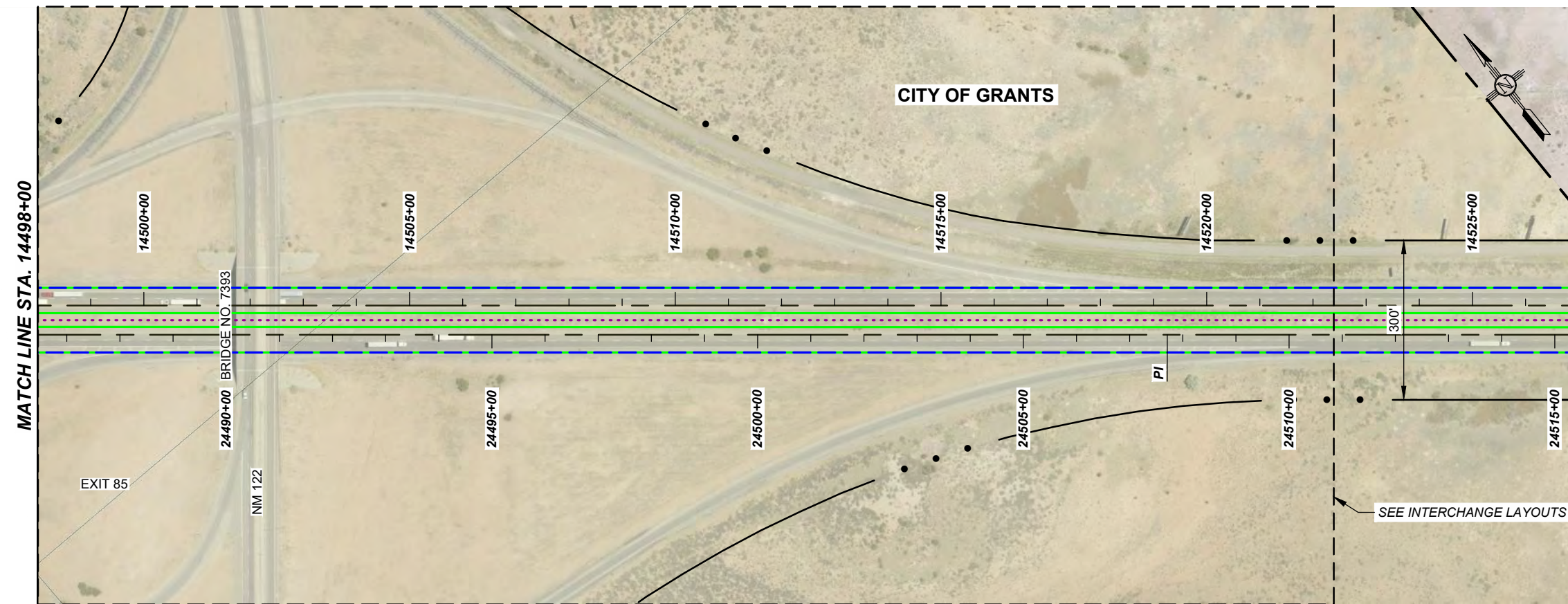
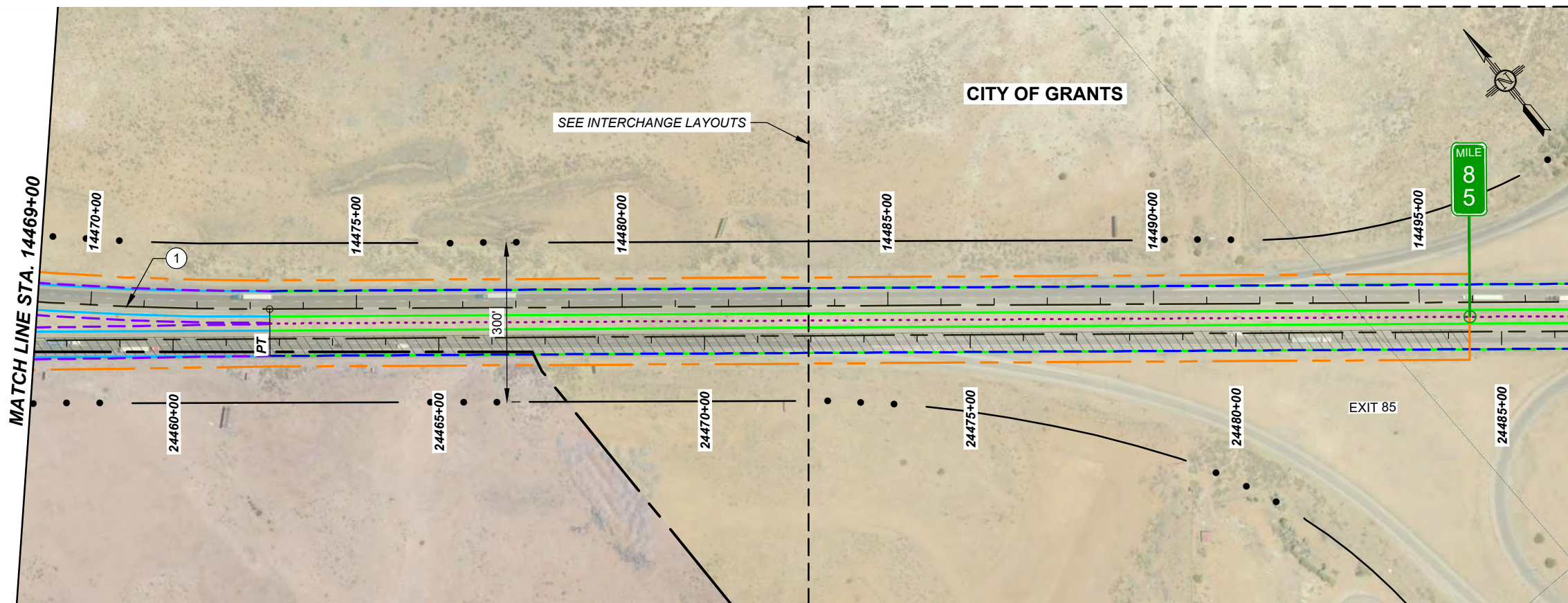
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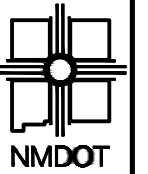
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NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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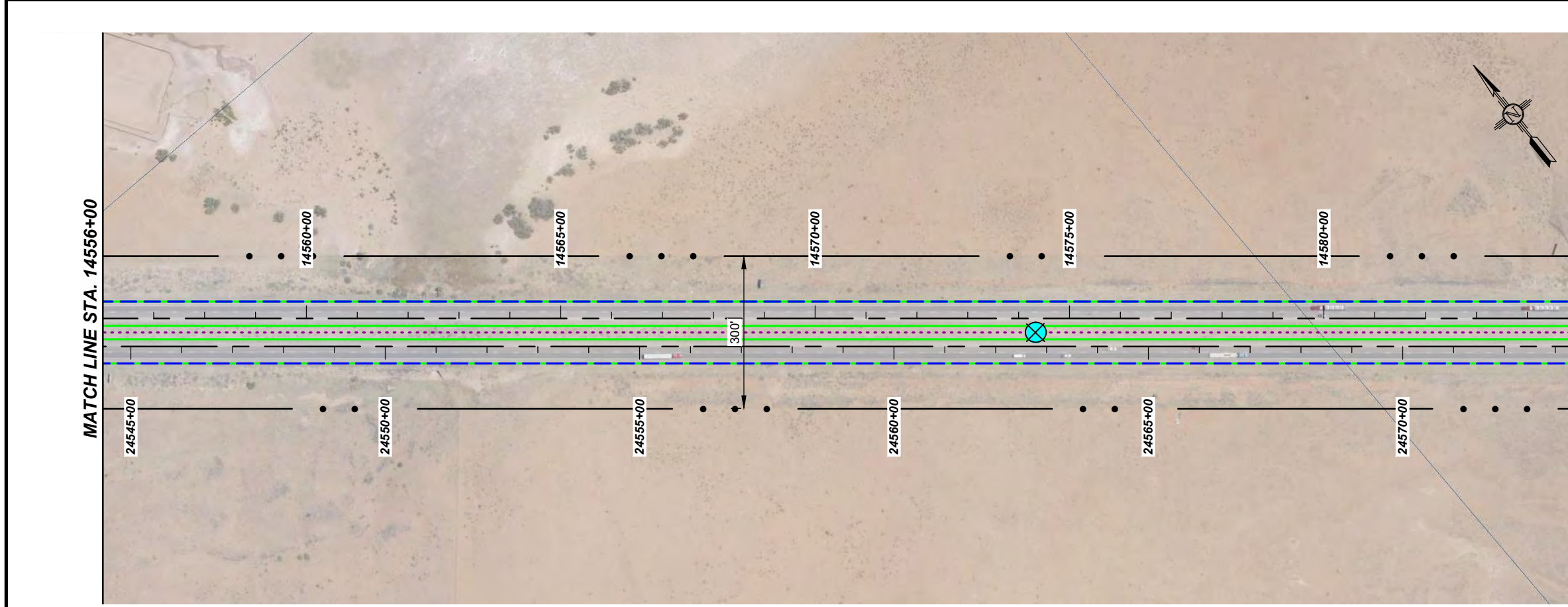
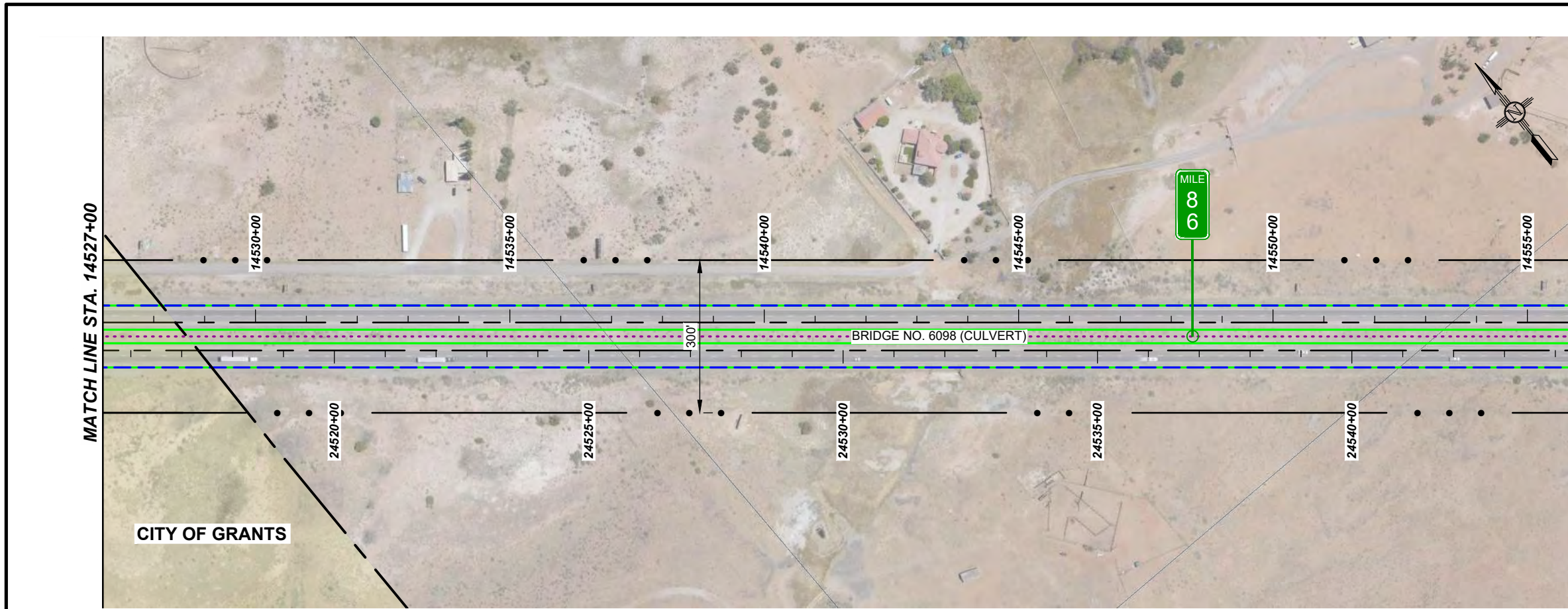
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NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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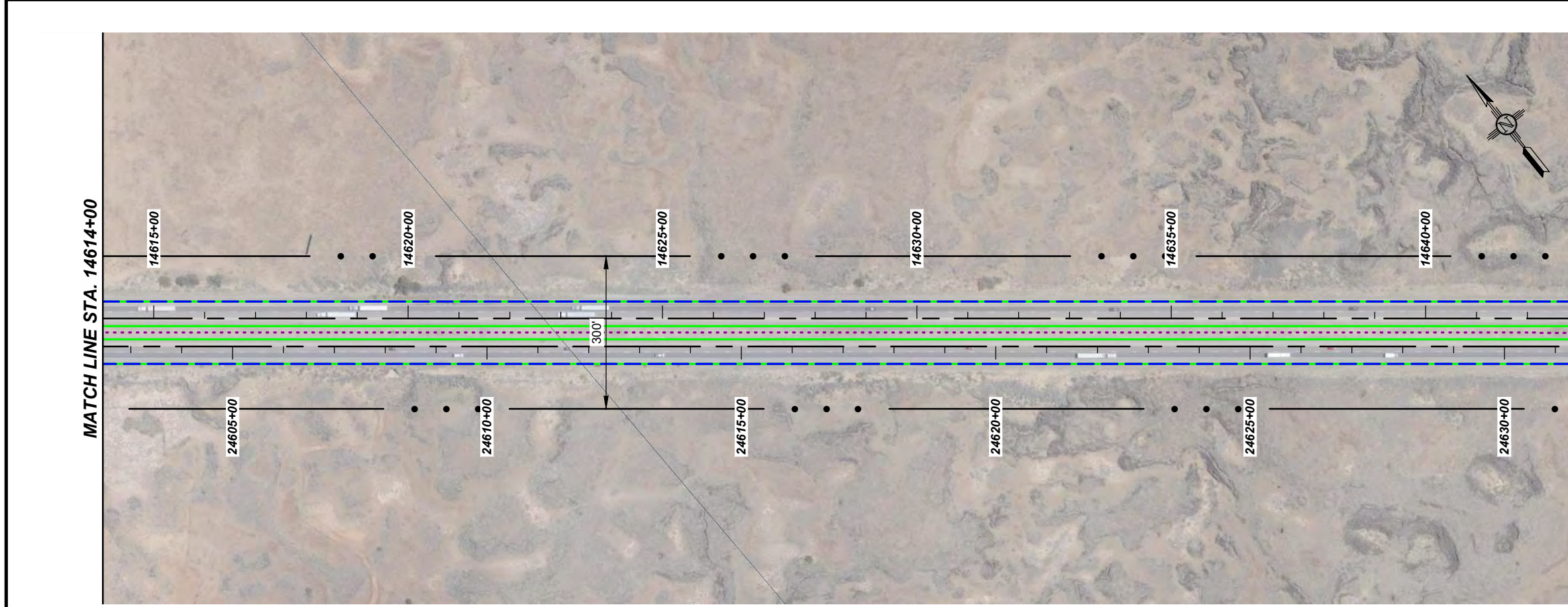
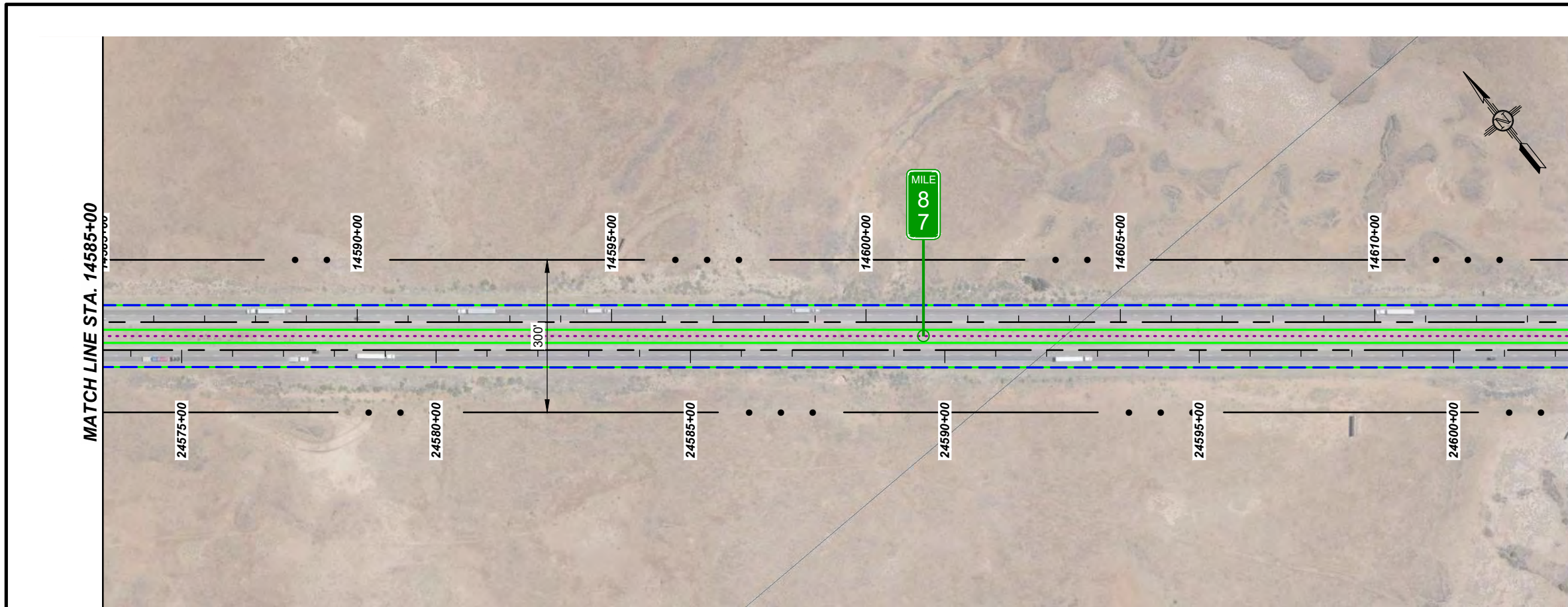
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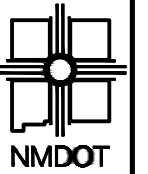
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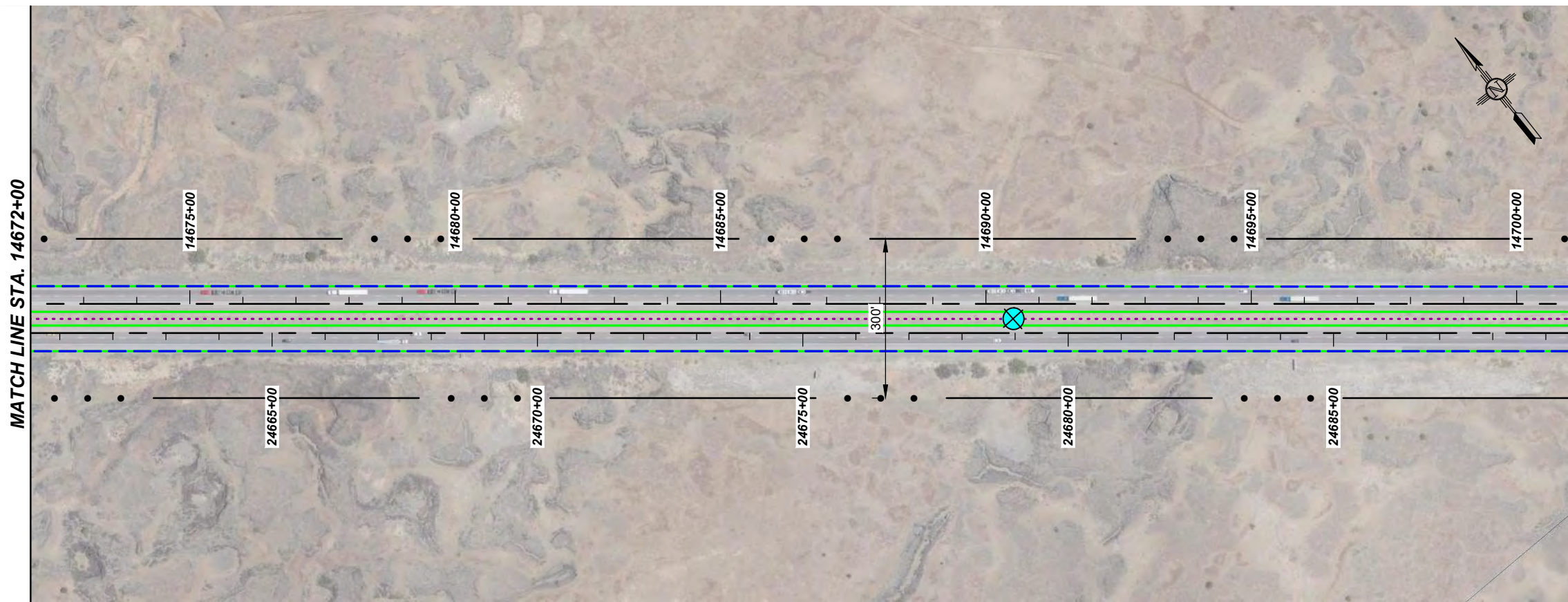
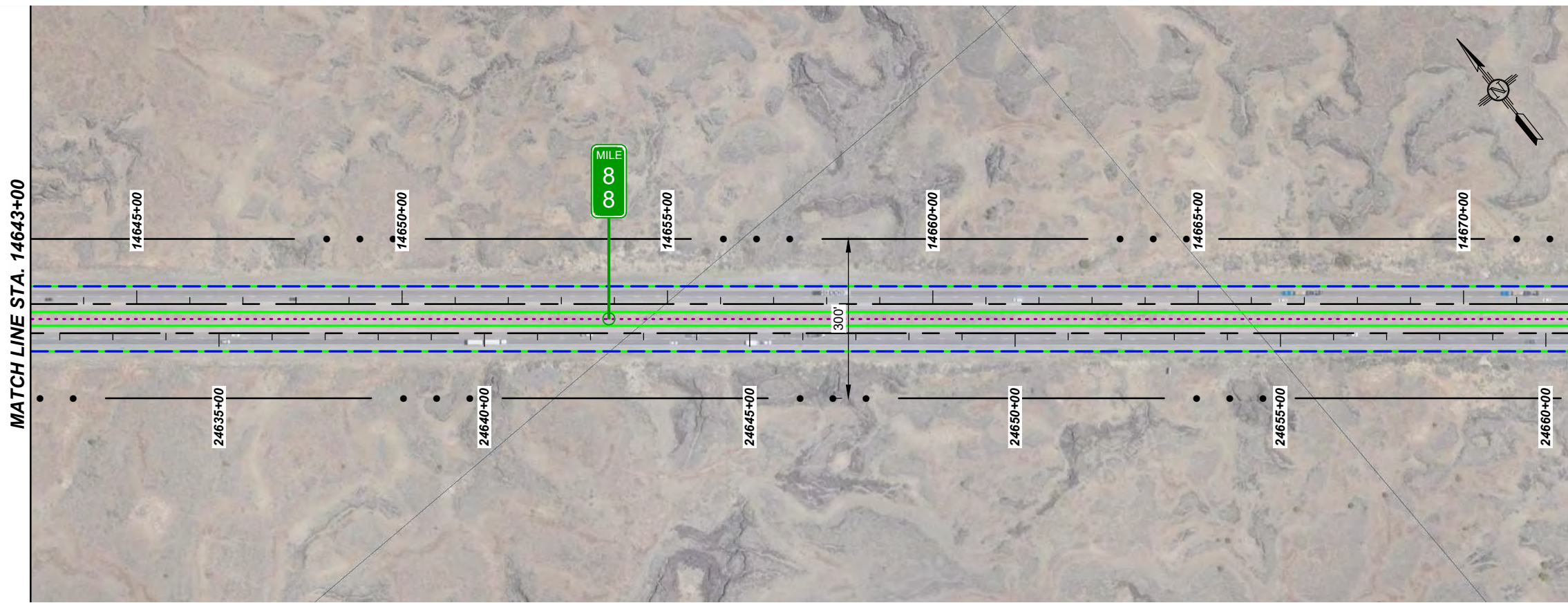
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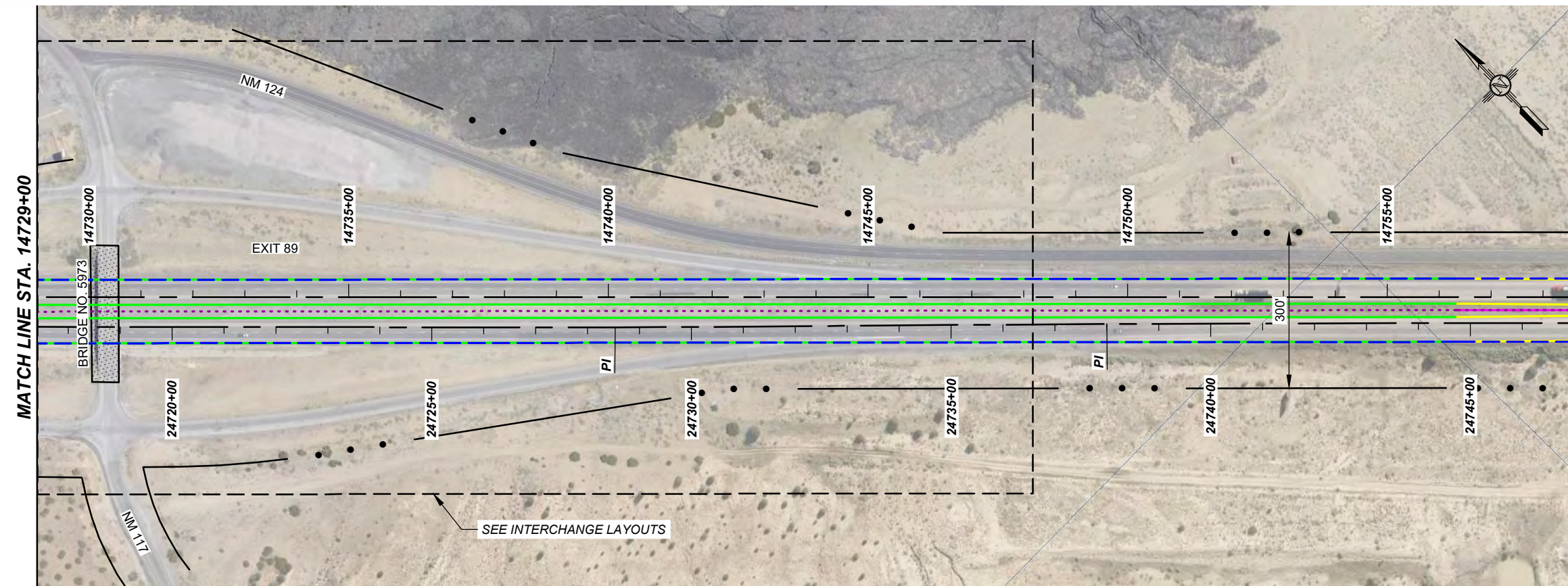
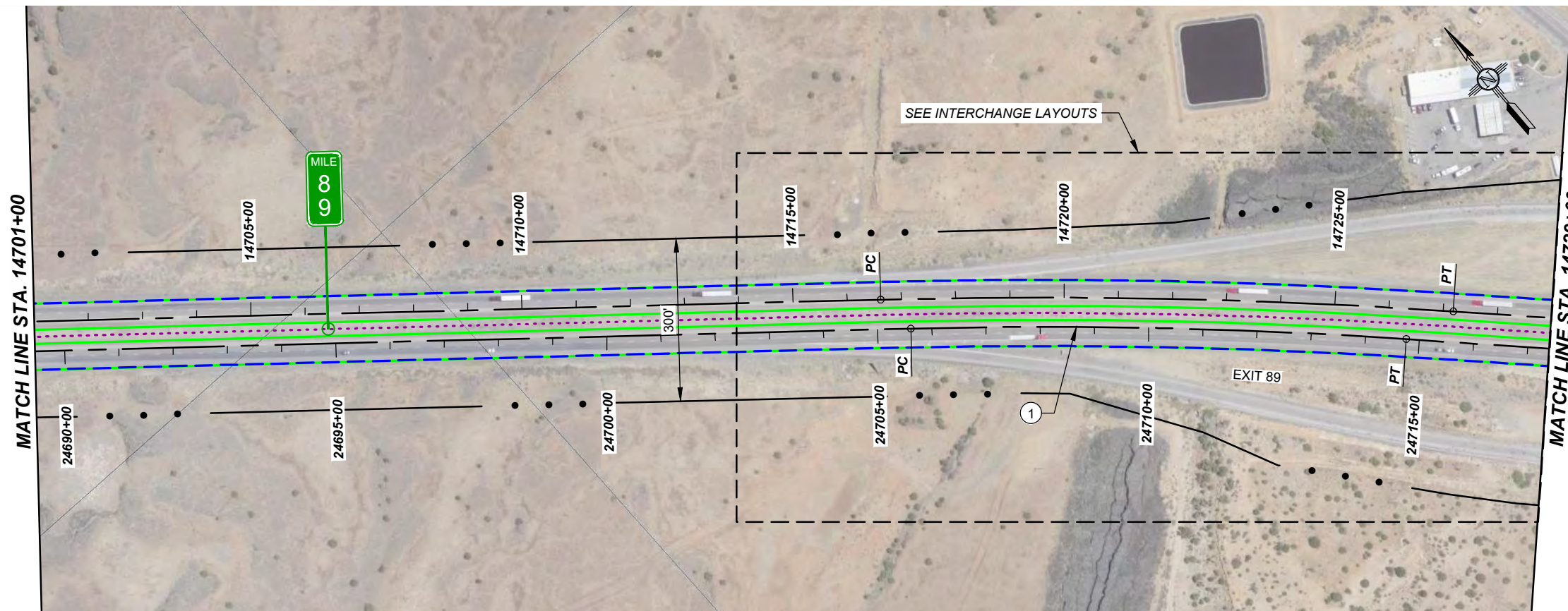
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- ① HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ MILL & INLAY)
- ② HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
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NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

**PRELIMINARY
NOT FOR CONSTRUCTION**





NEW MEXICO DEPARTMENT
OF TRANSPORTATION

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- — — — EXIST. CWB
- ▬▬▬▬ CITY BOUNDARY
- ▨▨▨▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧▧▧▧ PVMT - POOR COND.
- ▩▩▩▩ PVMT - VERY POOR CONDITION
- — — — VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- ▭▭▭▭ PROPOSED FULL RECON. LIMITS
- ▬▬▬▬ PROPOSED CWB (2A)
- ▬▬▬▬ PROPOSED CWB (3A)
- ▬▬▬▬ TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
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50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

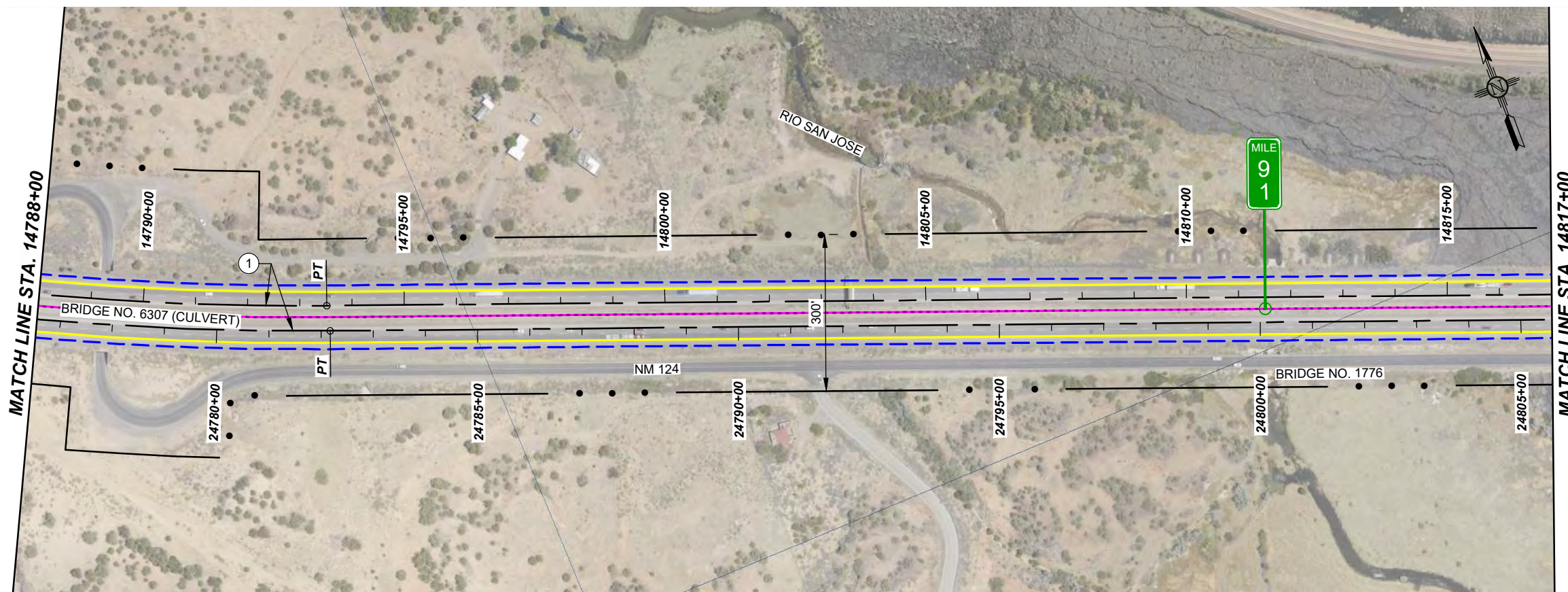
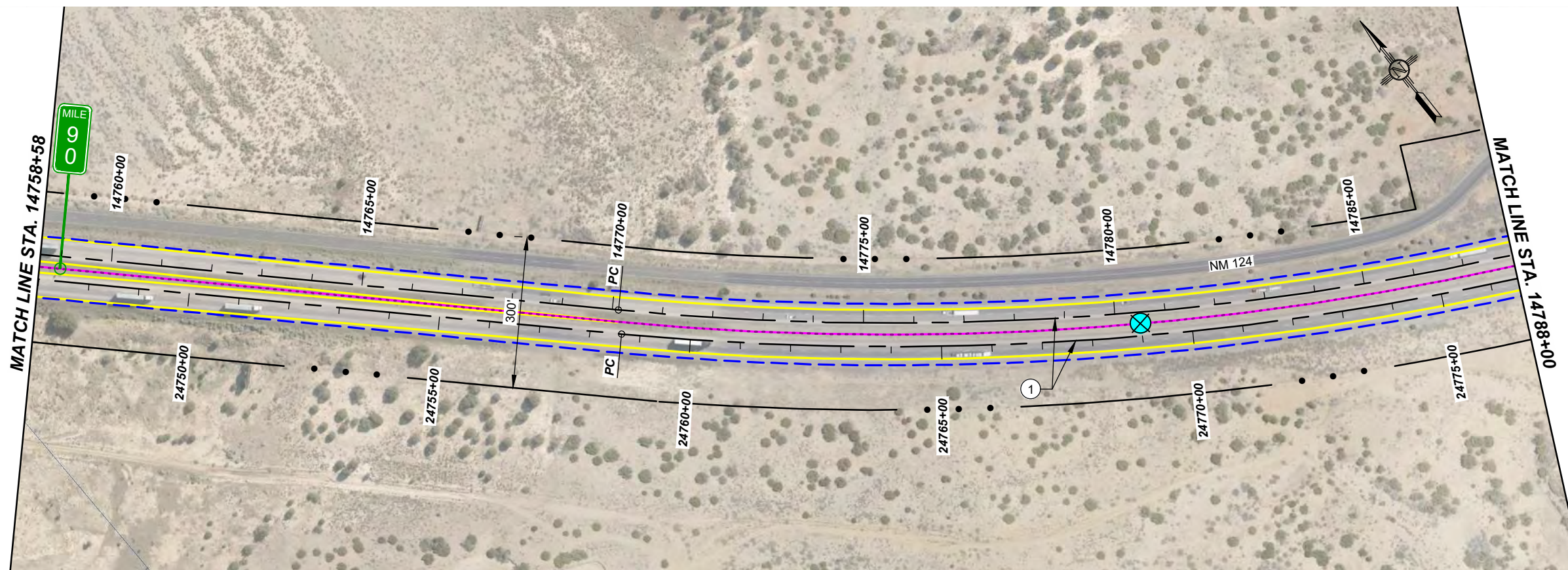
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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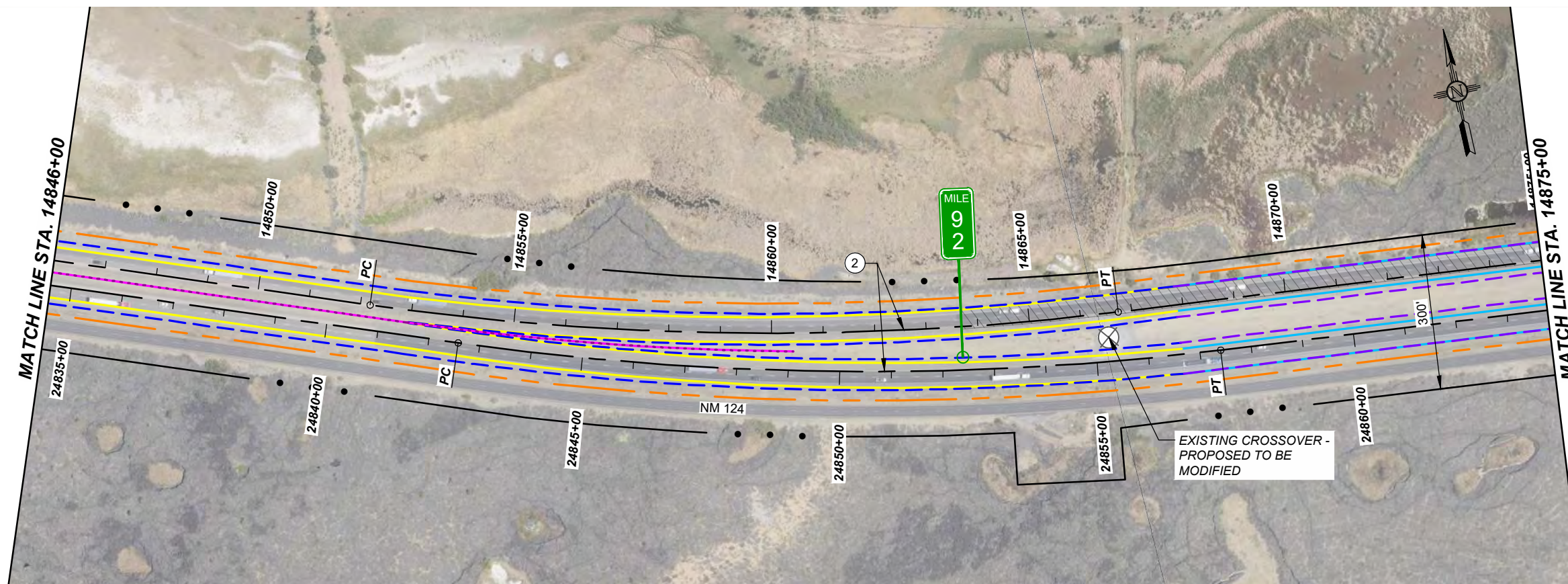
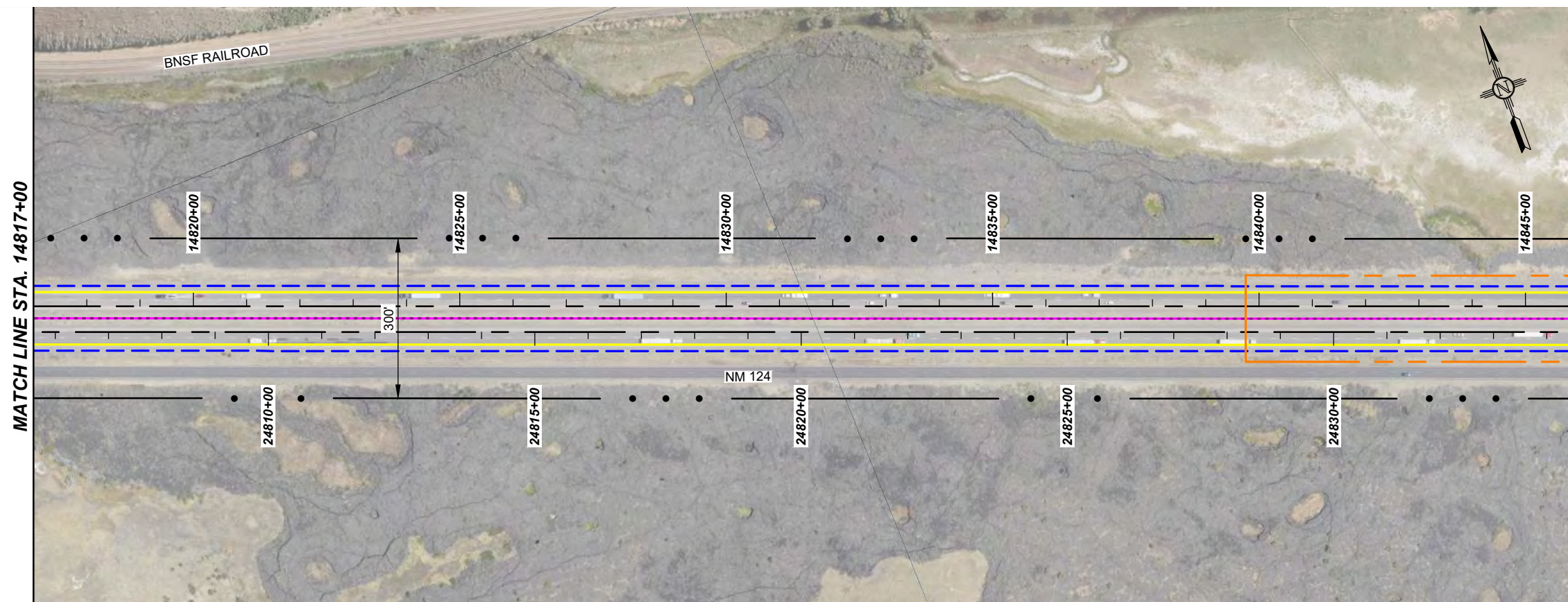
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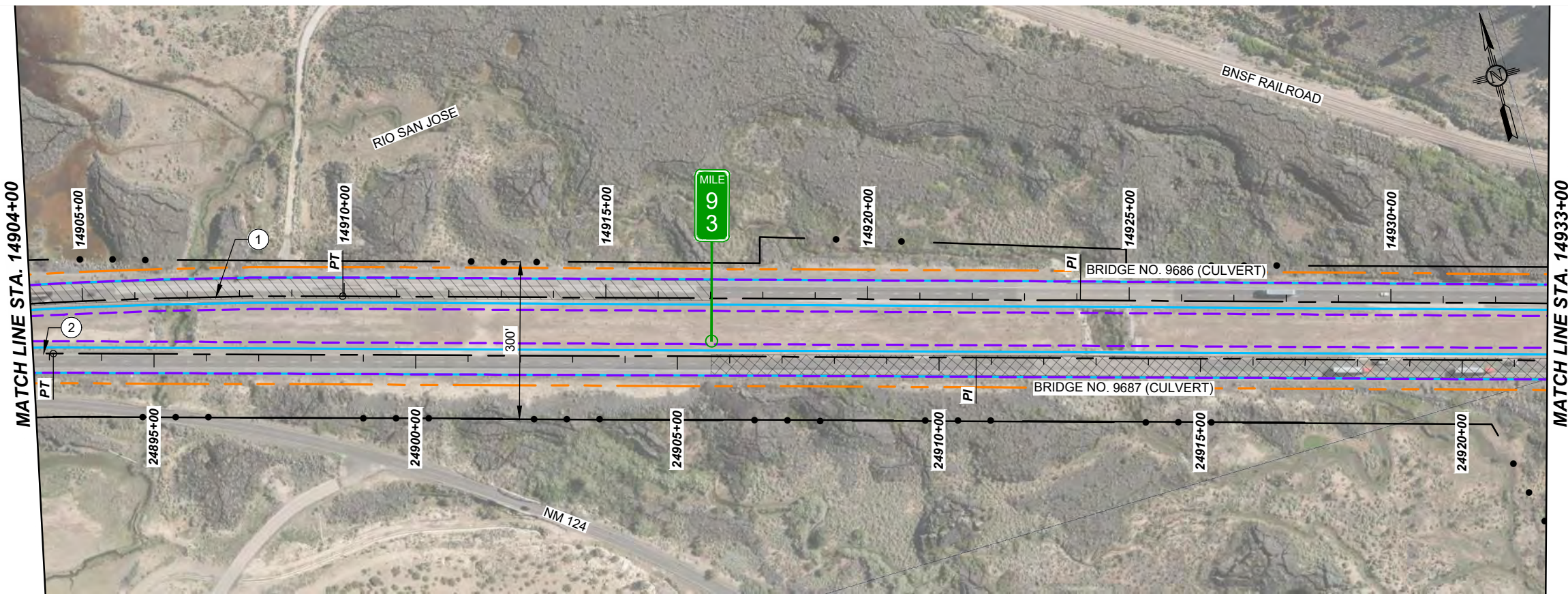
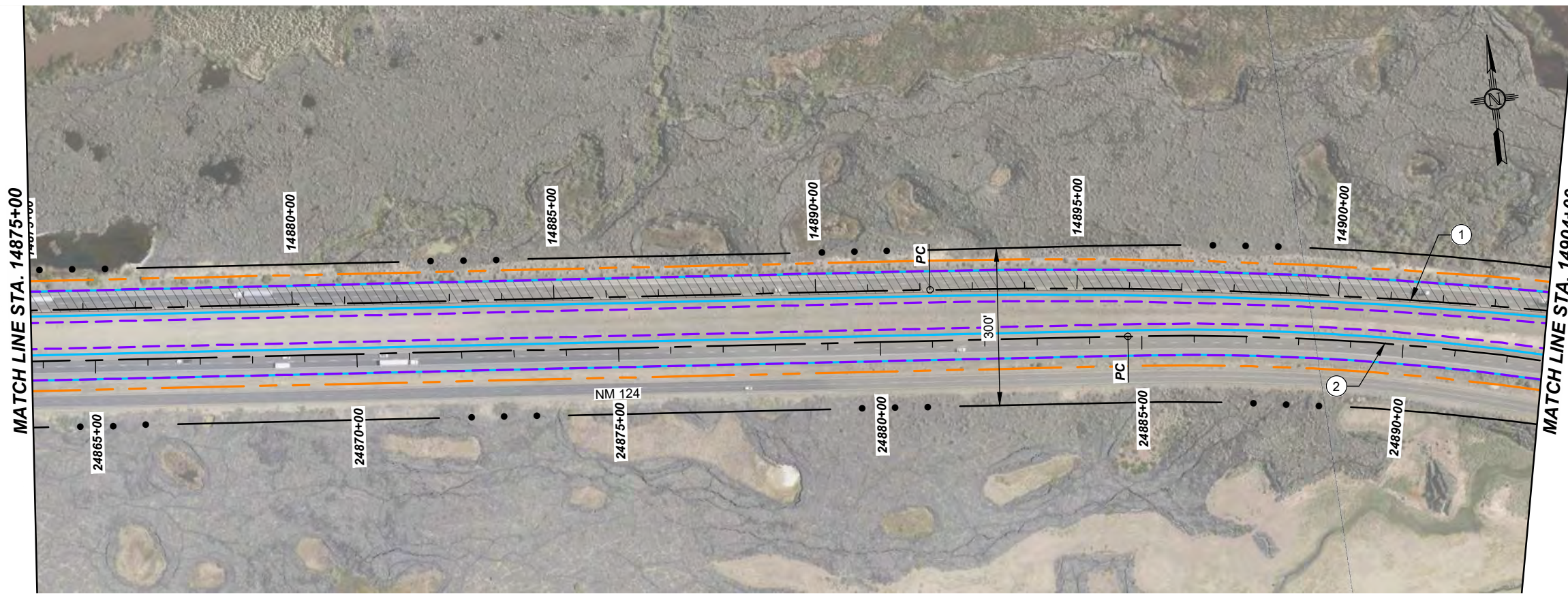
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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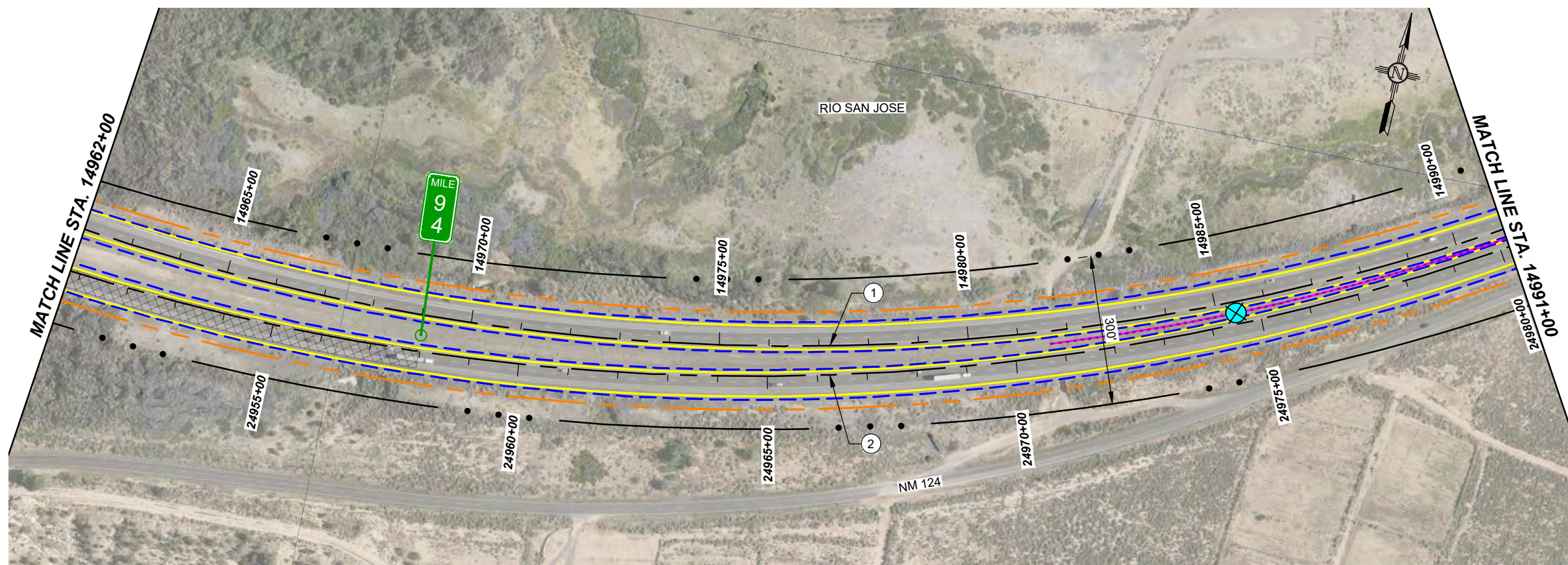
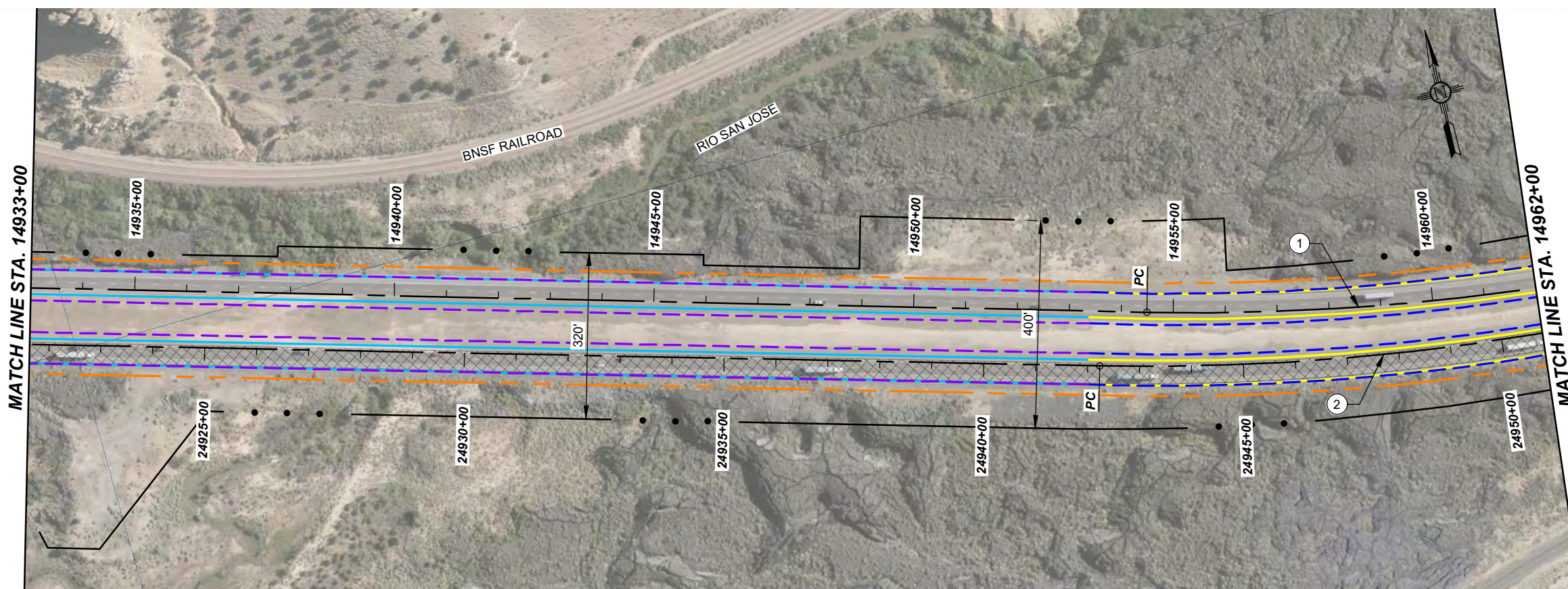
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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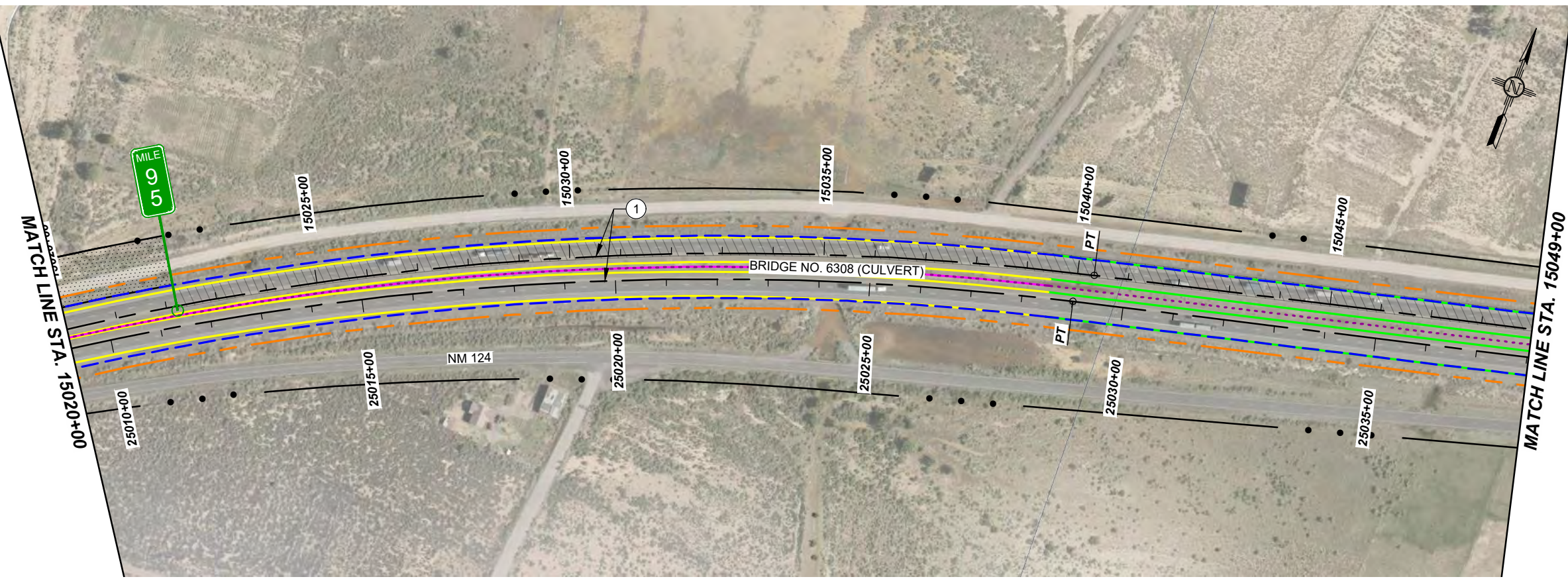
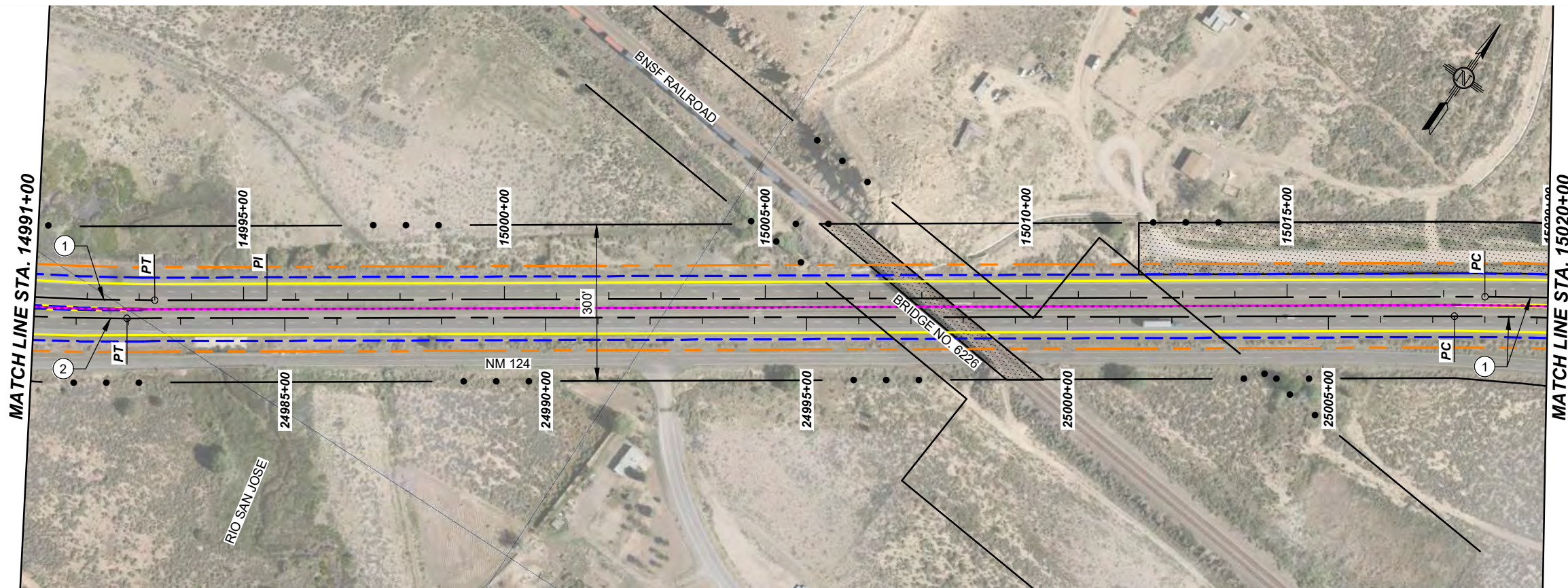
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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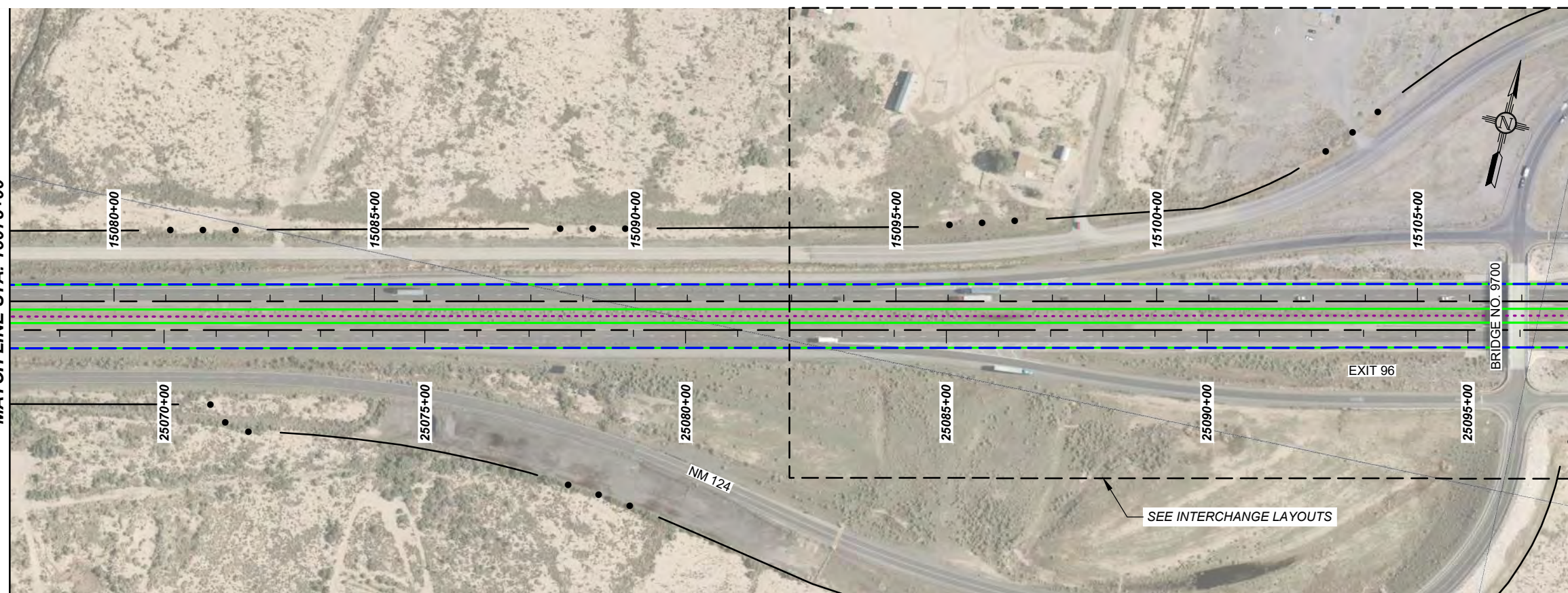
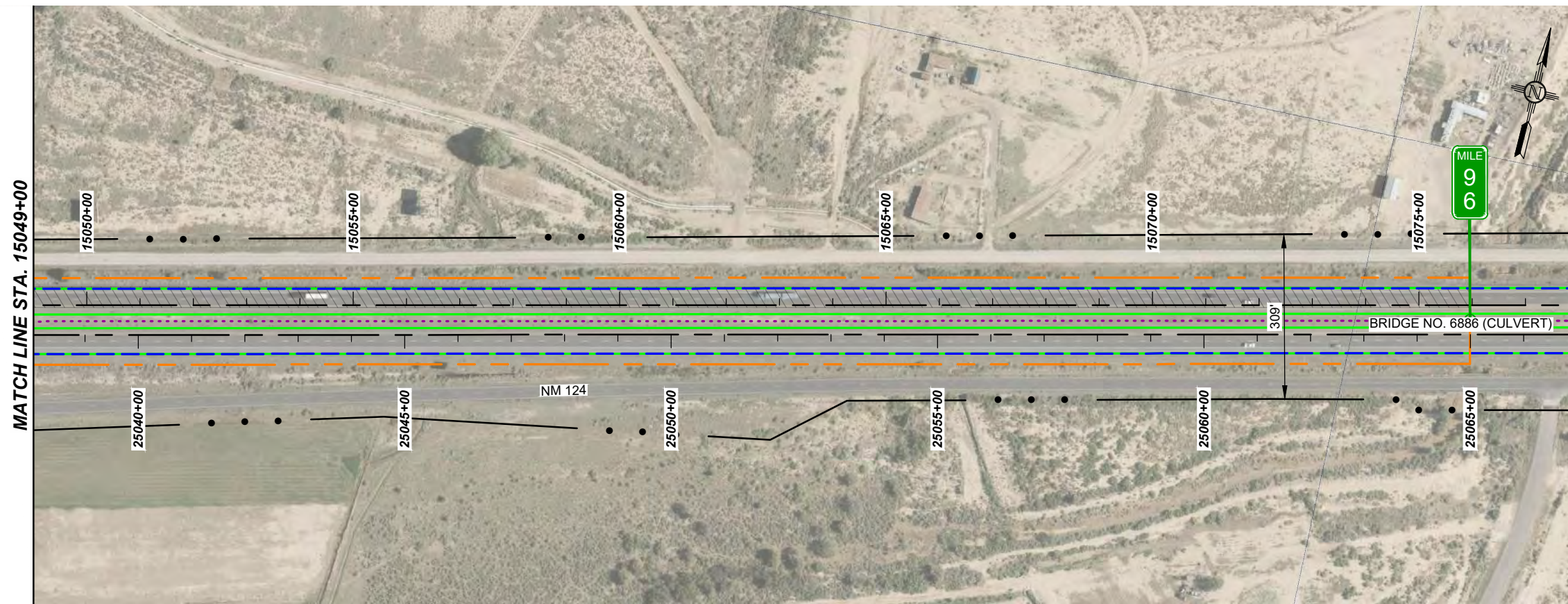
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I-40 CONCEPTUAL ALTERNATIVES

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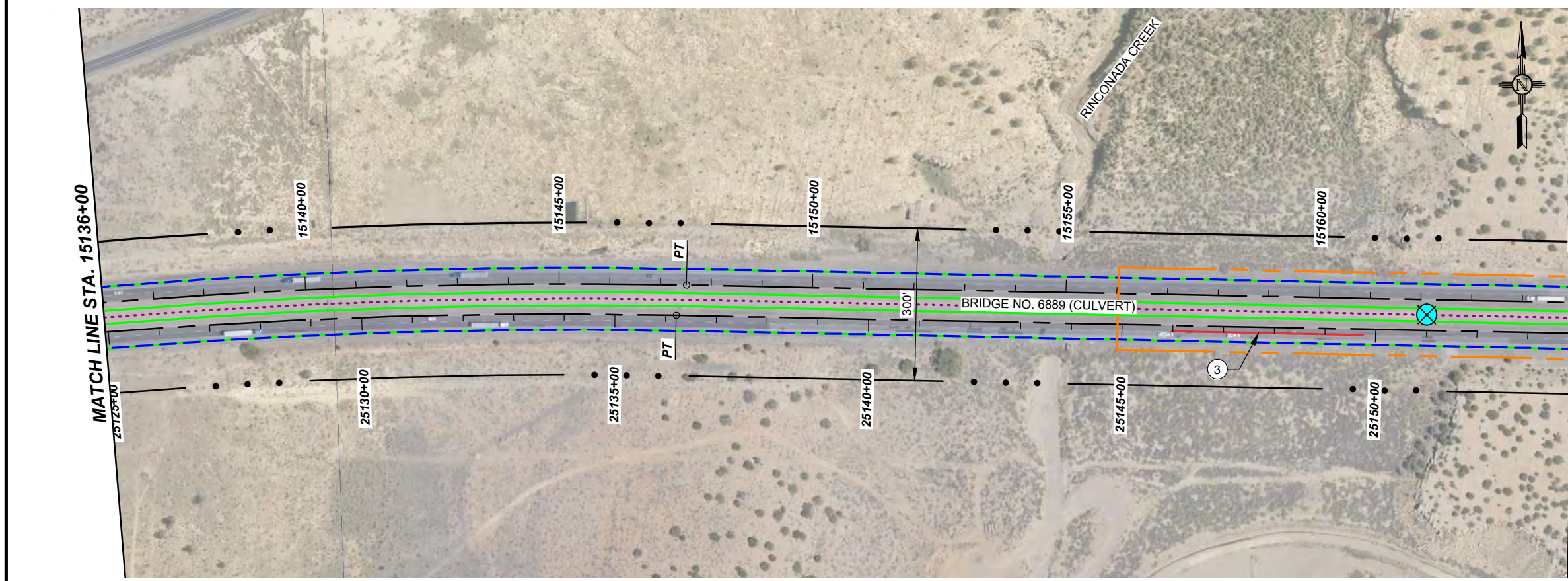
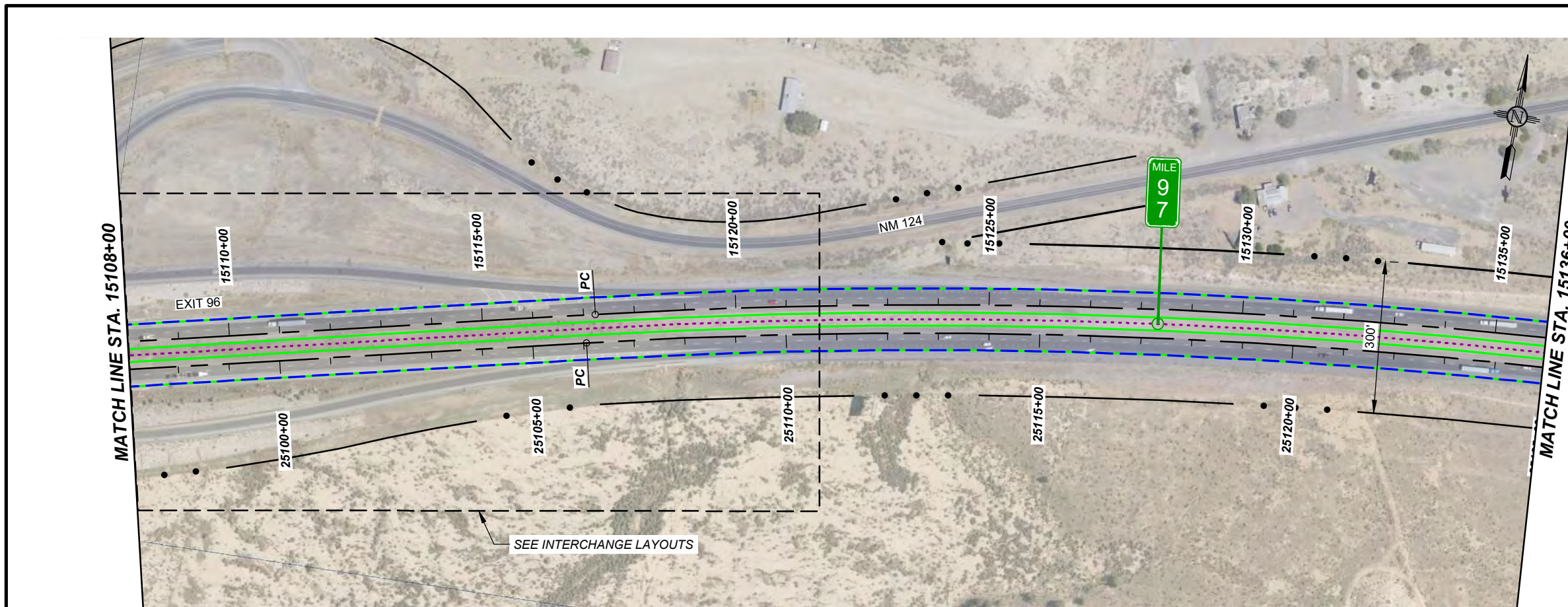
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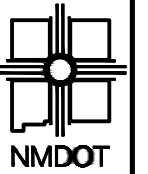
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I-40 CONCEPTUAL ALTERNATIVES

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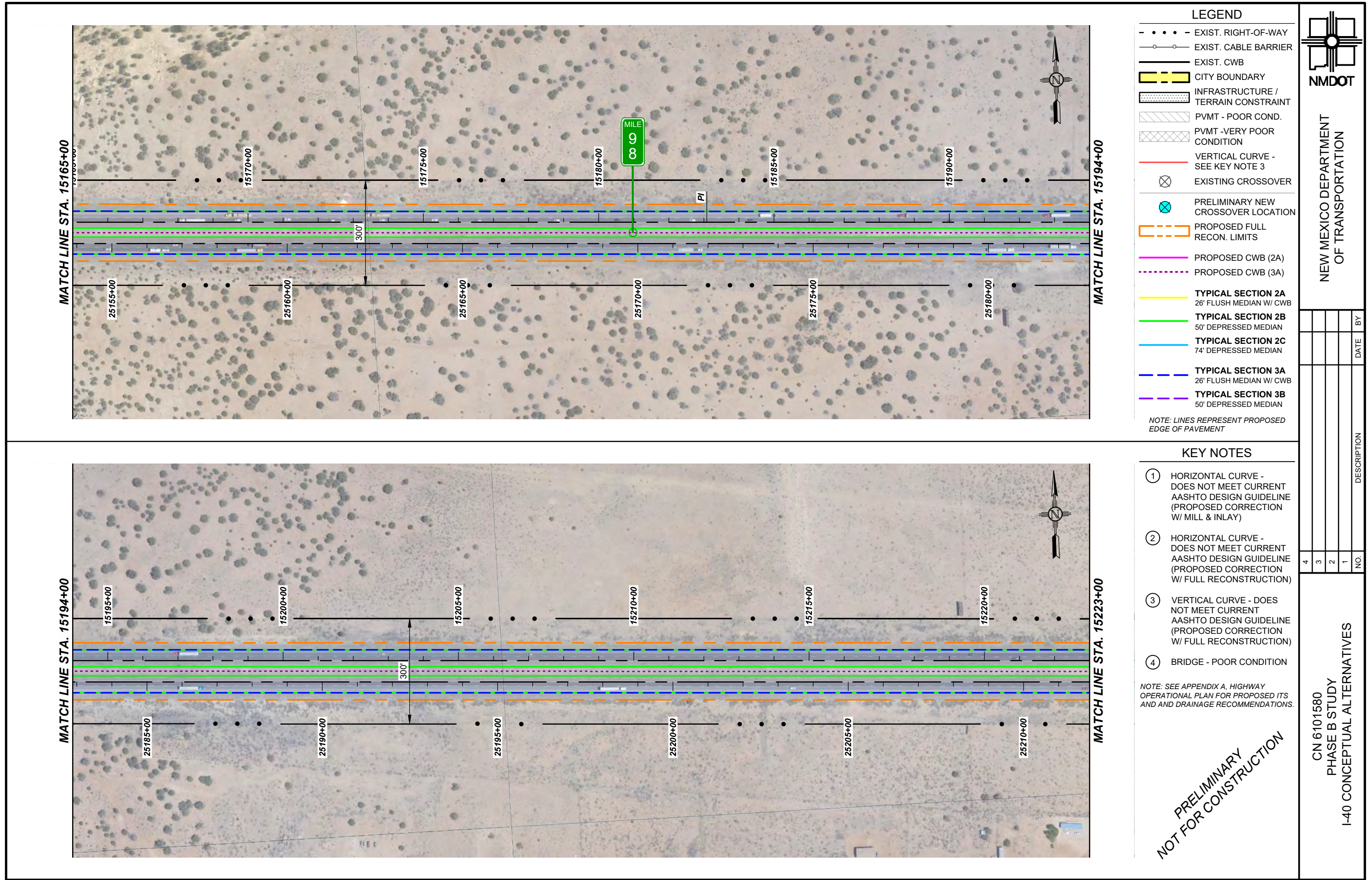
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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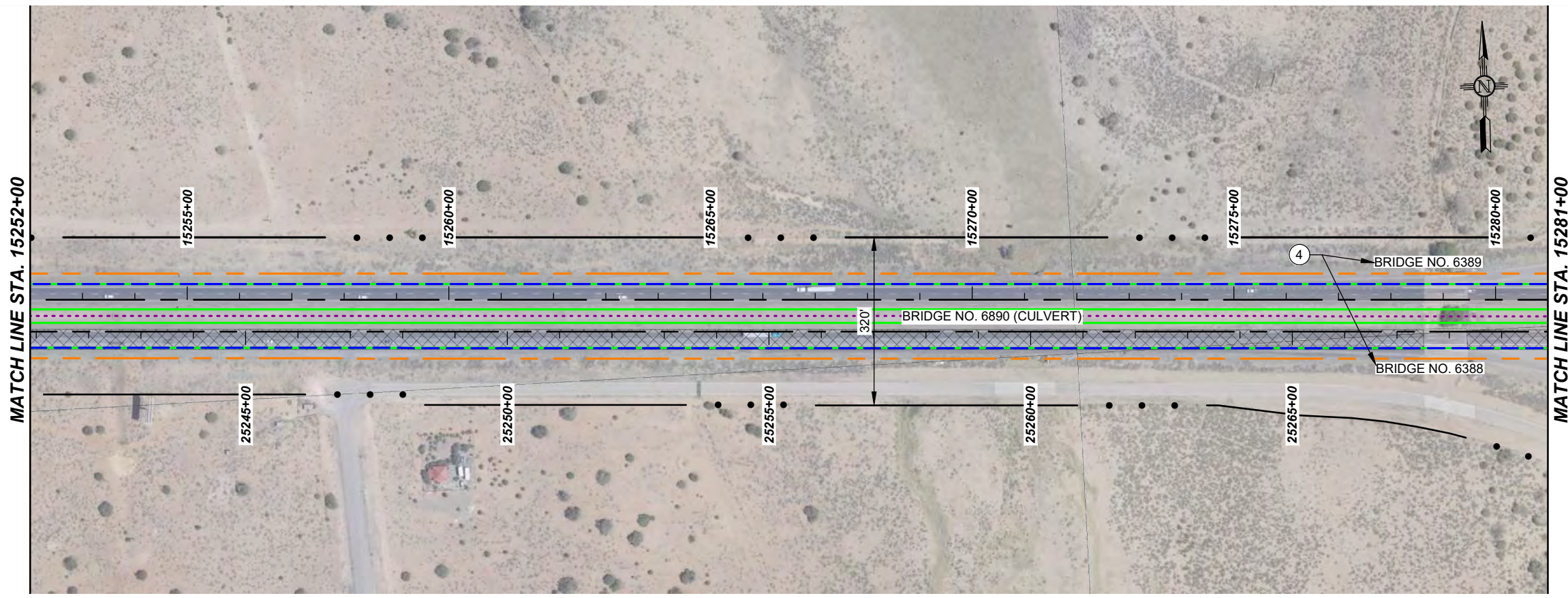
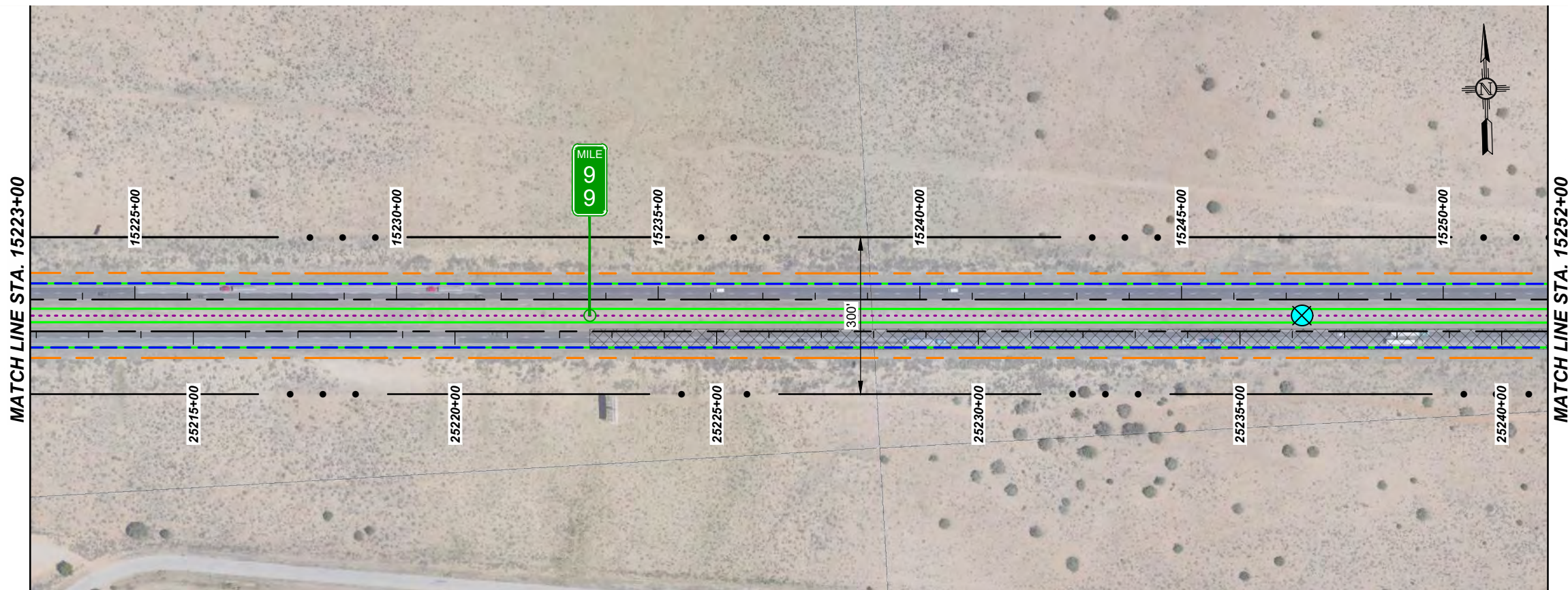
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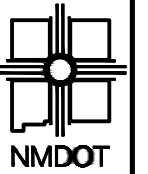
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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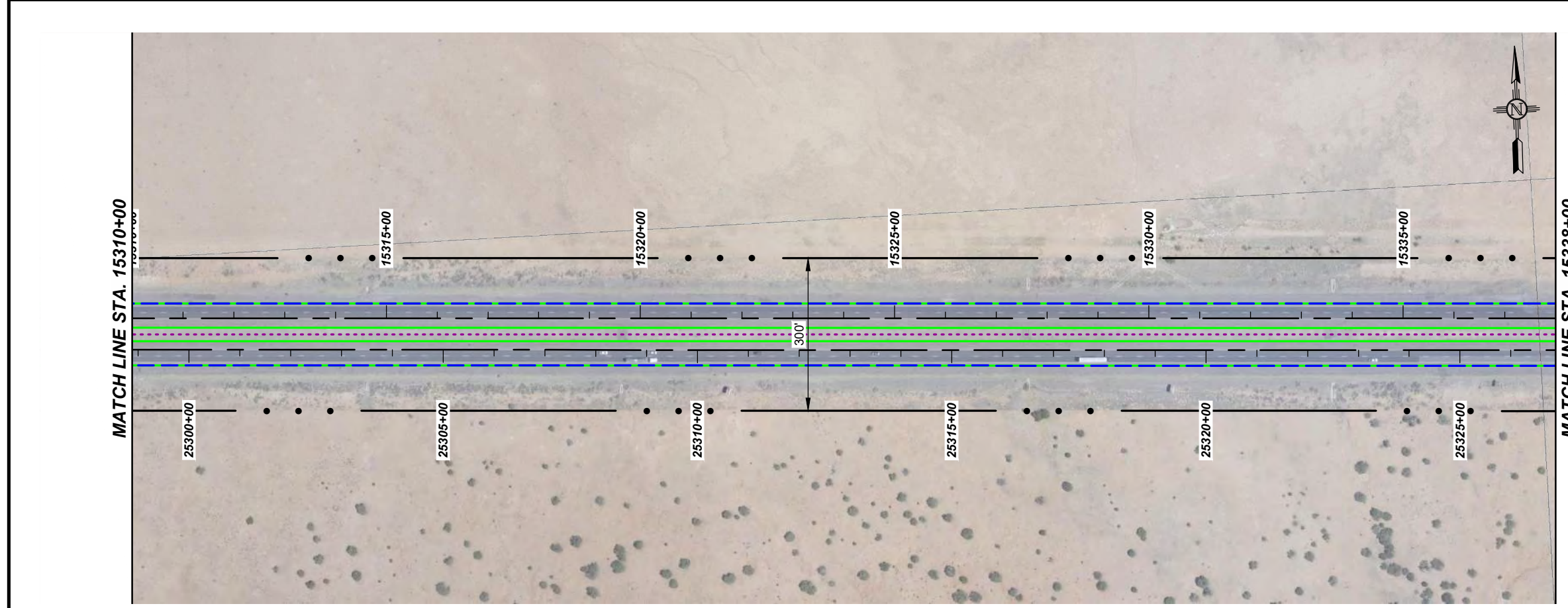
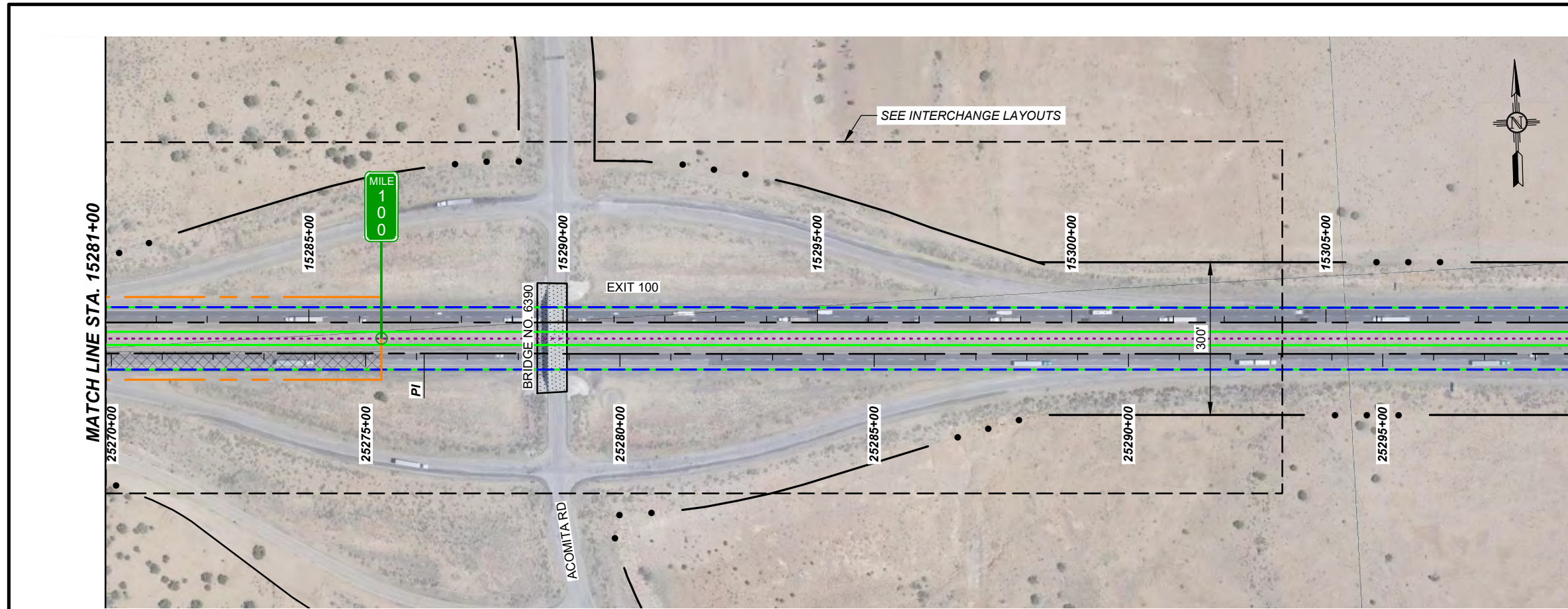
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- ② HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ③ VERTICAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ FULL RECONSTRUCTION)
- ④ BRIDGE - POOR CONDITION

NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

**PRELIMINARY
NOT FOR CONSTRUCTION**





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- — — — EXIST. CWB
- ▬▬▬▬ CITY BOUNDARY
- ▨▨▨▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧▧▧▧ PVMT - POOR COND.
- ▩▩▩▩ PVMT - VERY POOR CONDITION
- — — — VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊕ PRELIMINARY NEW CROSSOVER LOCATION
- ▭▭▭▭ PROPOSED FULL RECON. LIMITS
- — — — PROPOSED CWB (2A)
- — — — PROPOSED CWB (3A)
- — — — TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
- — — — TYPICAL SECTION 2B
50' DEPRESSED MEDIAN
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26' FLUSH MEDIAN W/ CWB
- — — — TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

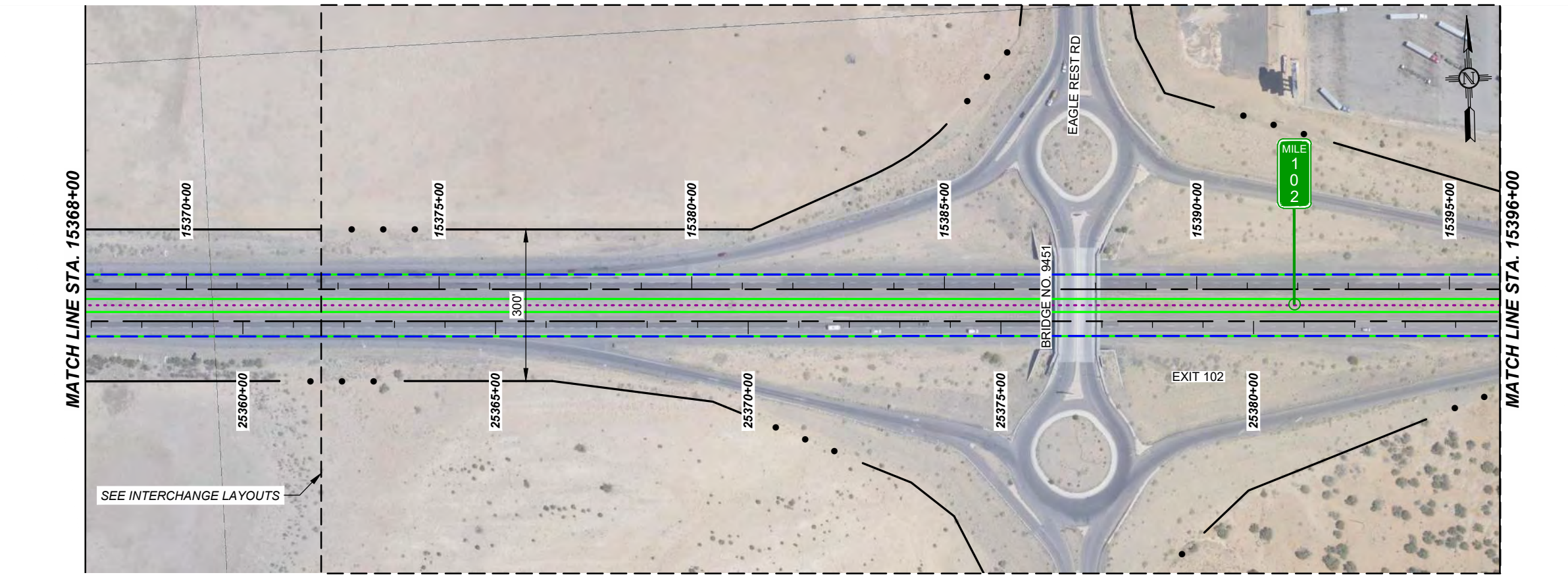
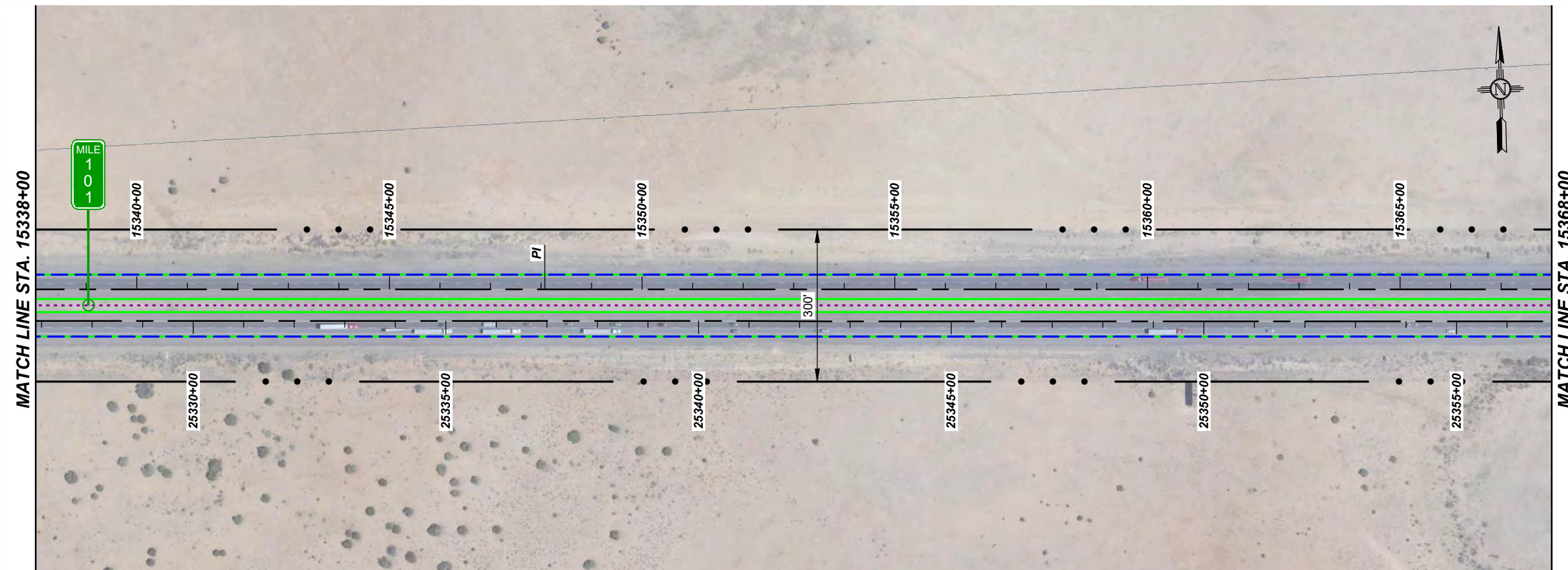
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PRELIMINARY
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NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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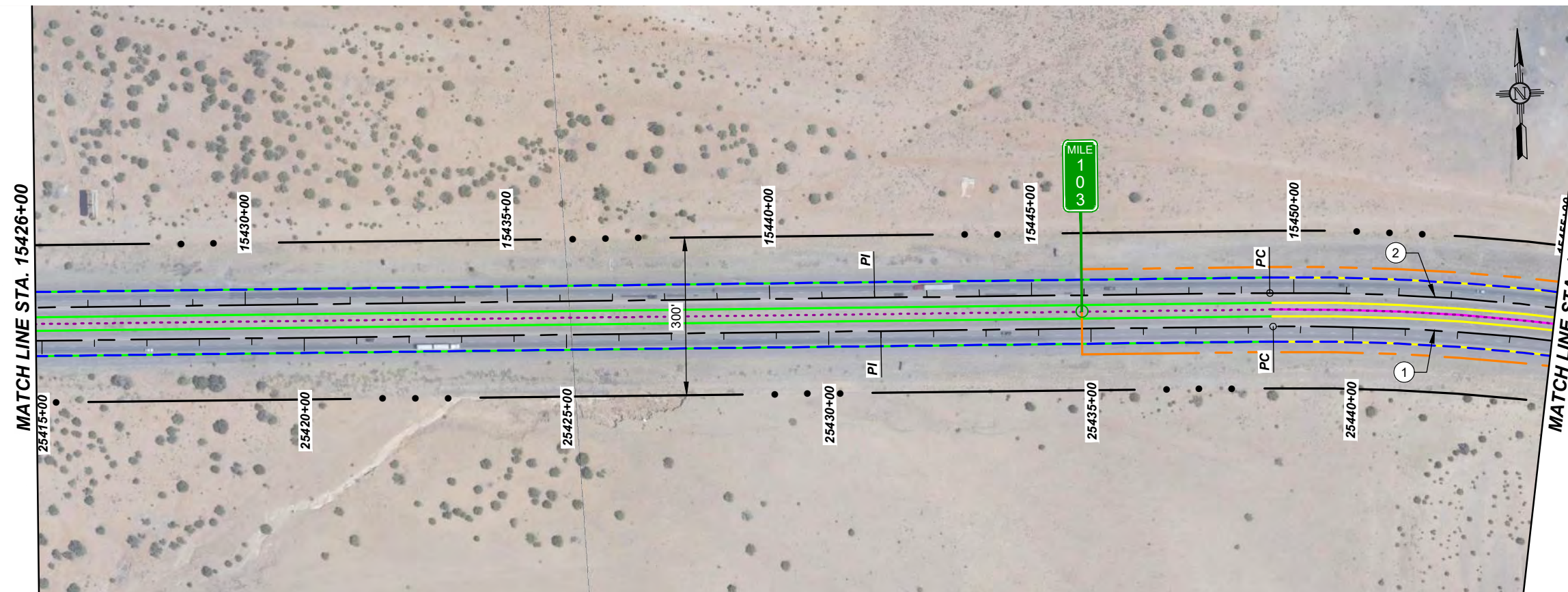
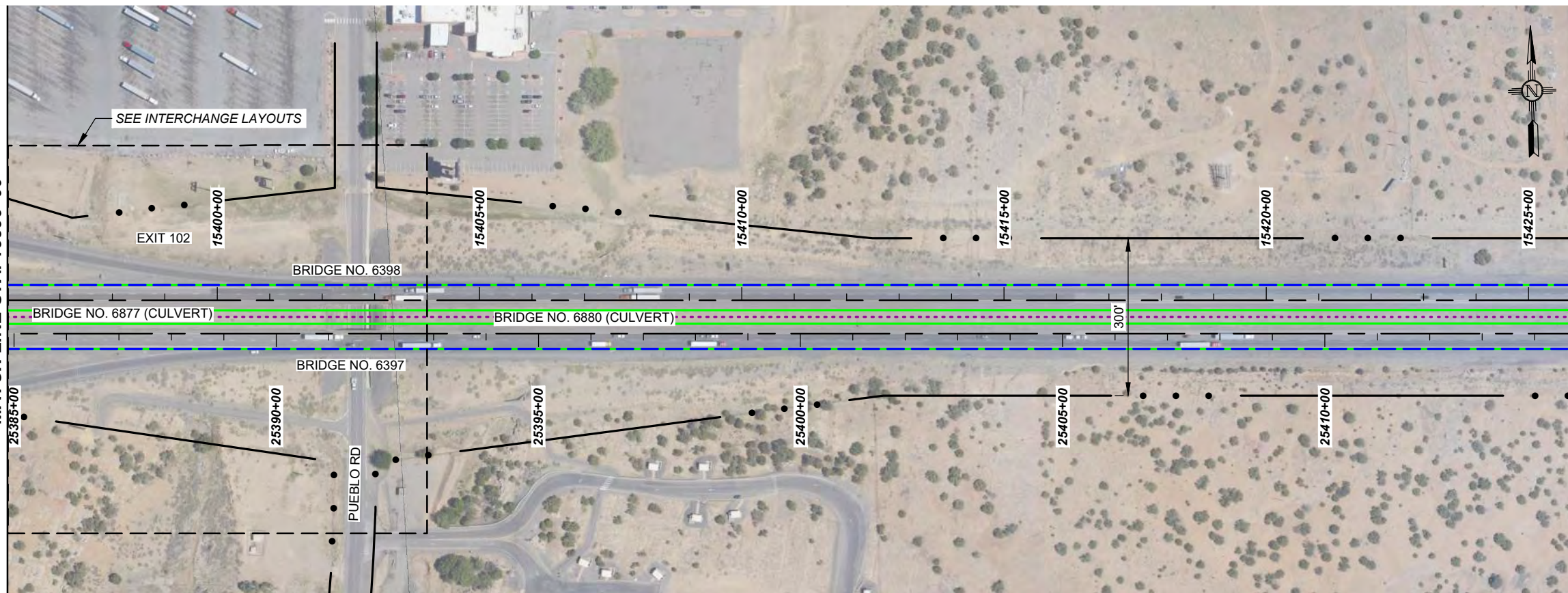
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PRELIMINARY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES



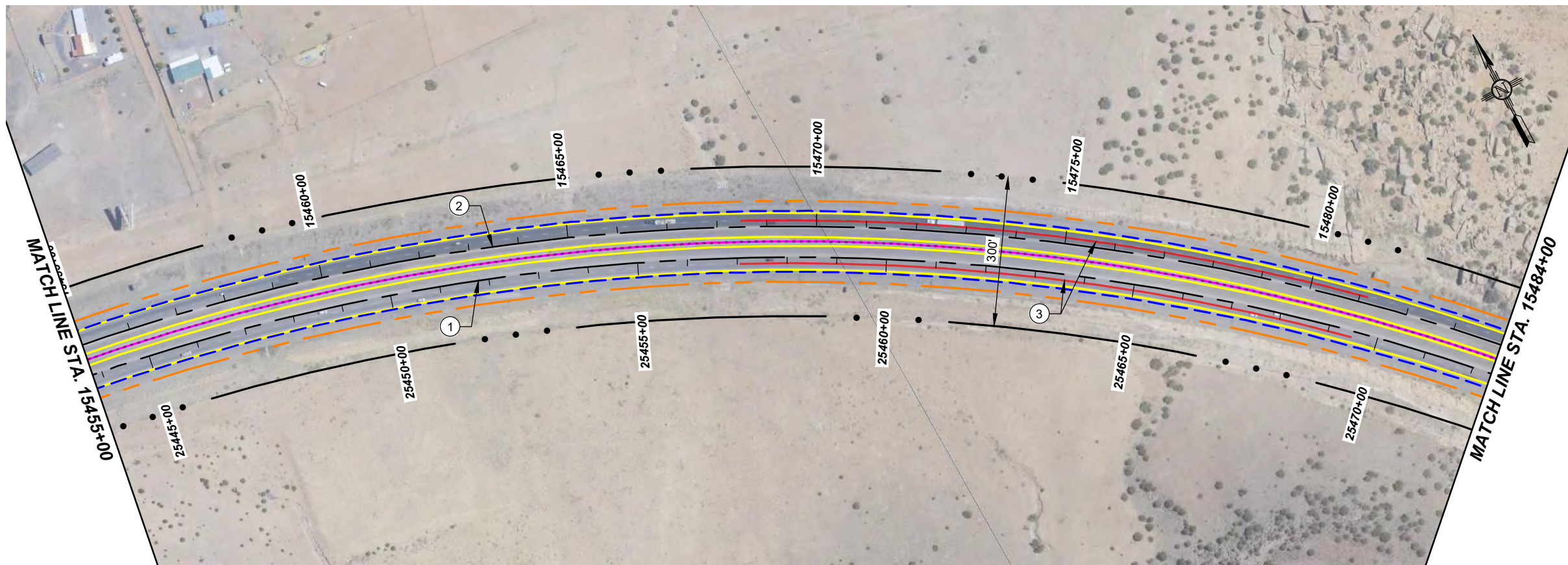


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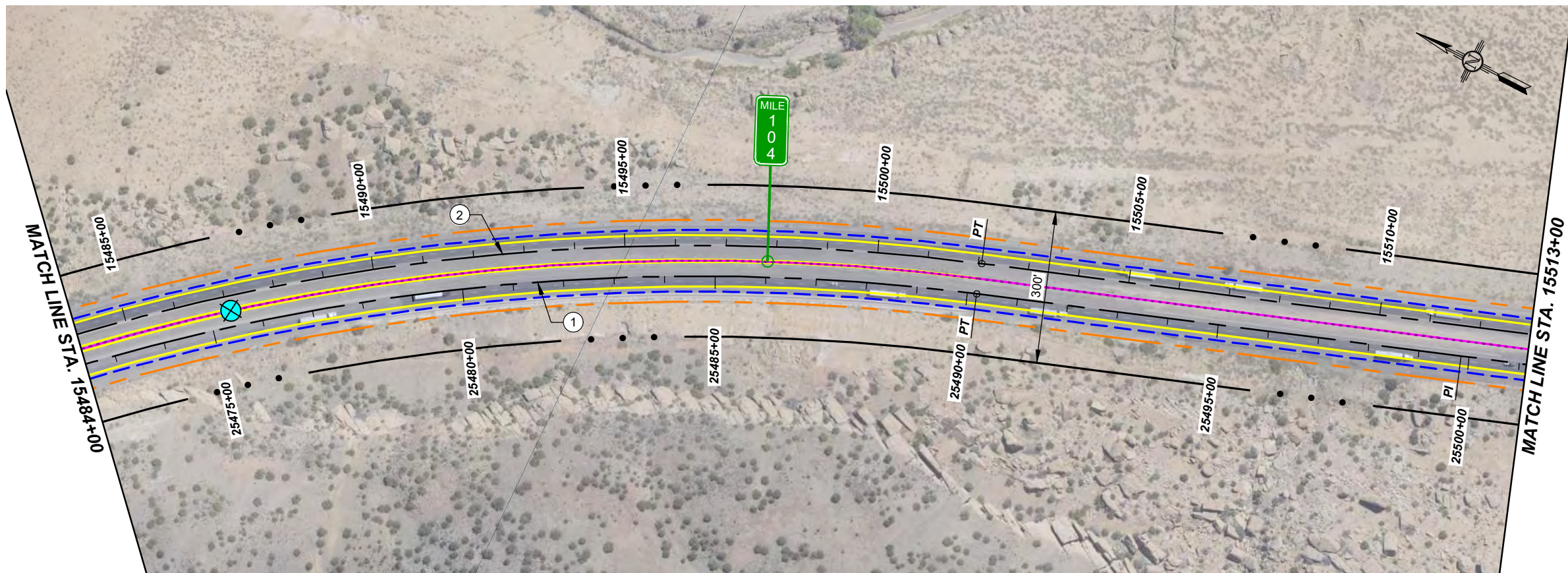
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PRELIMINARY
NOT FOR CONSTRUCTION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES



NEW MEXICO DEPARTMENT OF TRANSPORTATION

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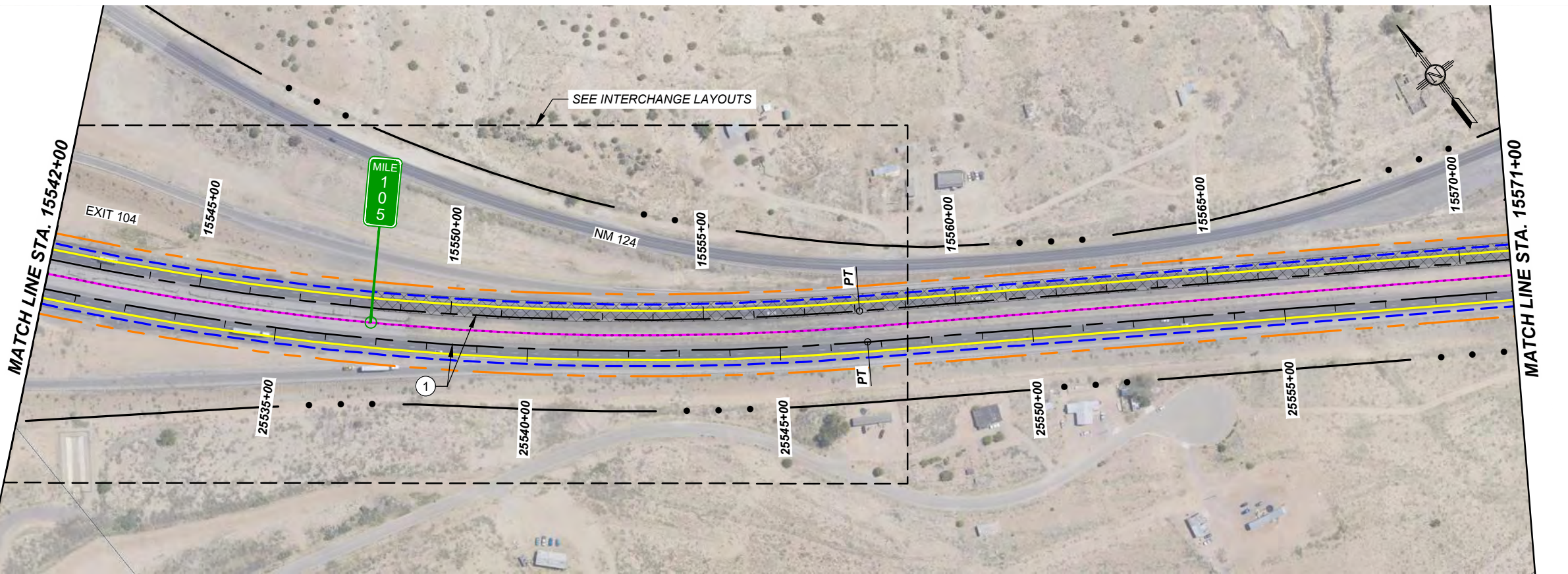
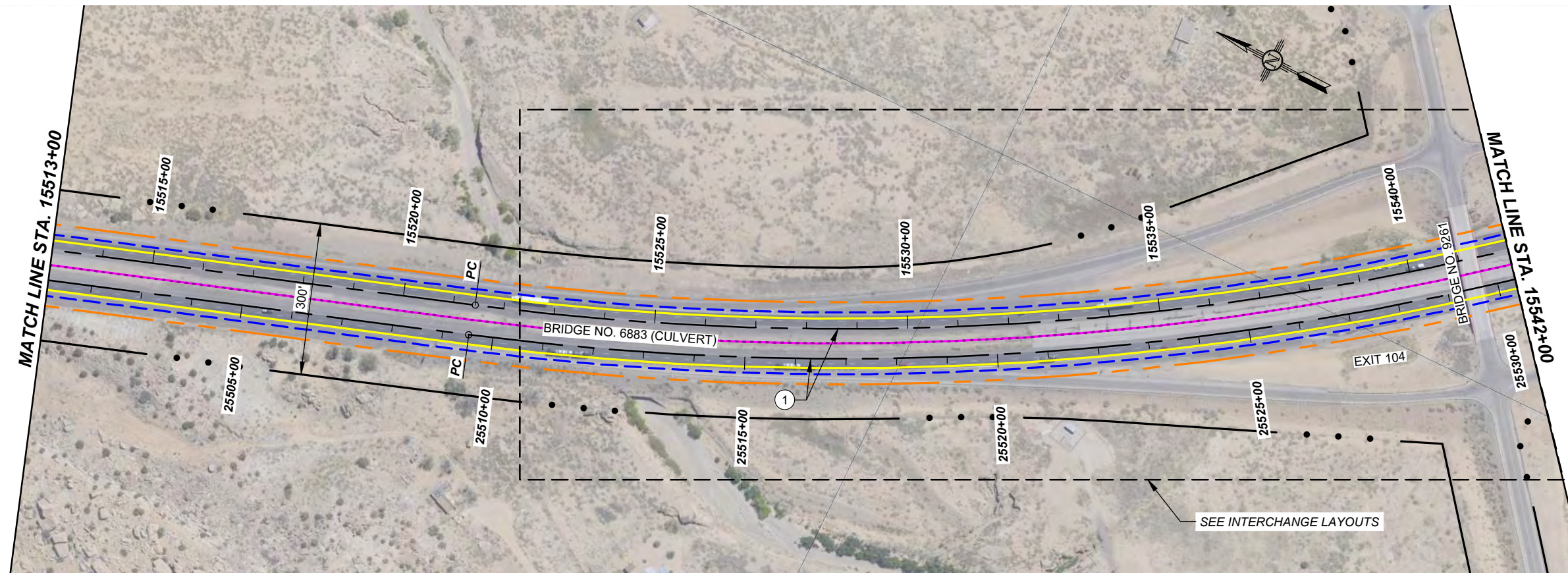
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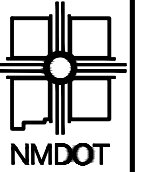
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NOT FOR CONSTRUCTION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES



NEW MEXICO DEPARTMENT OF TRANSPORTATION

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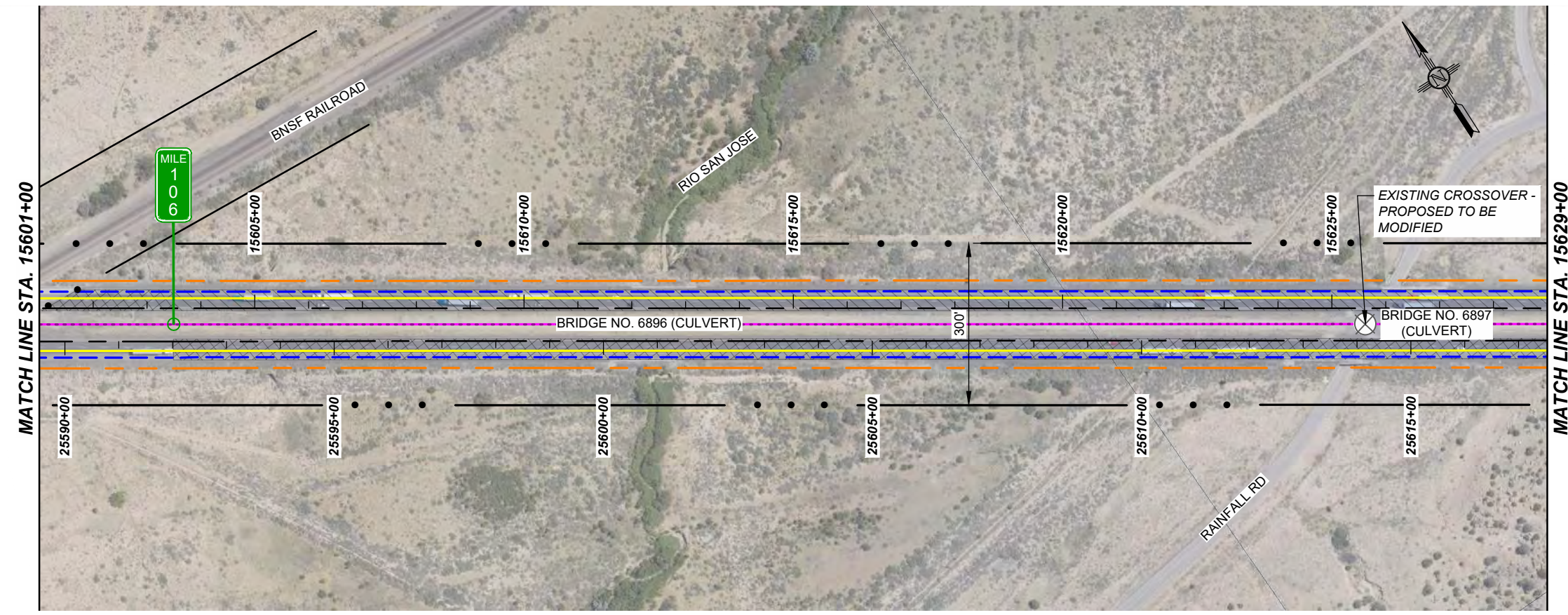
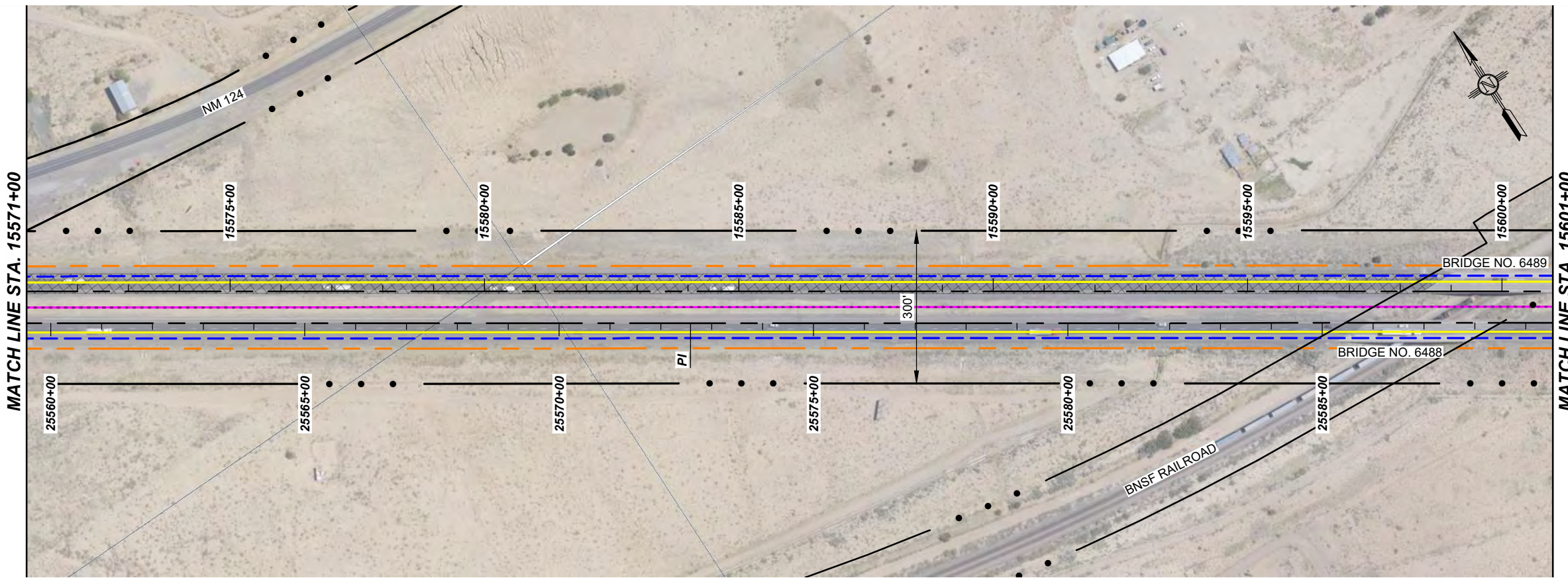
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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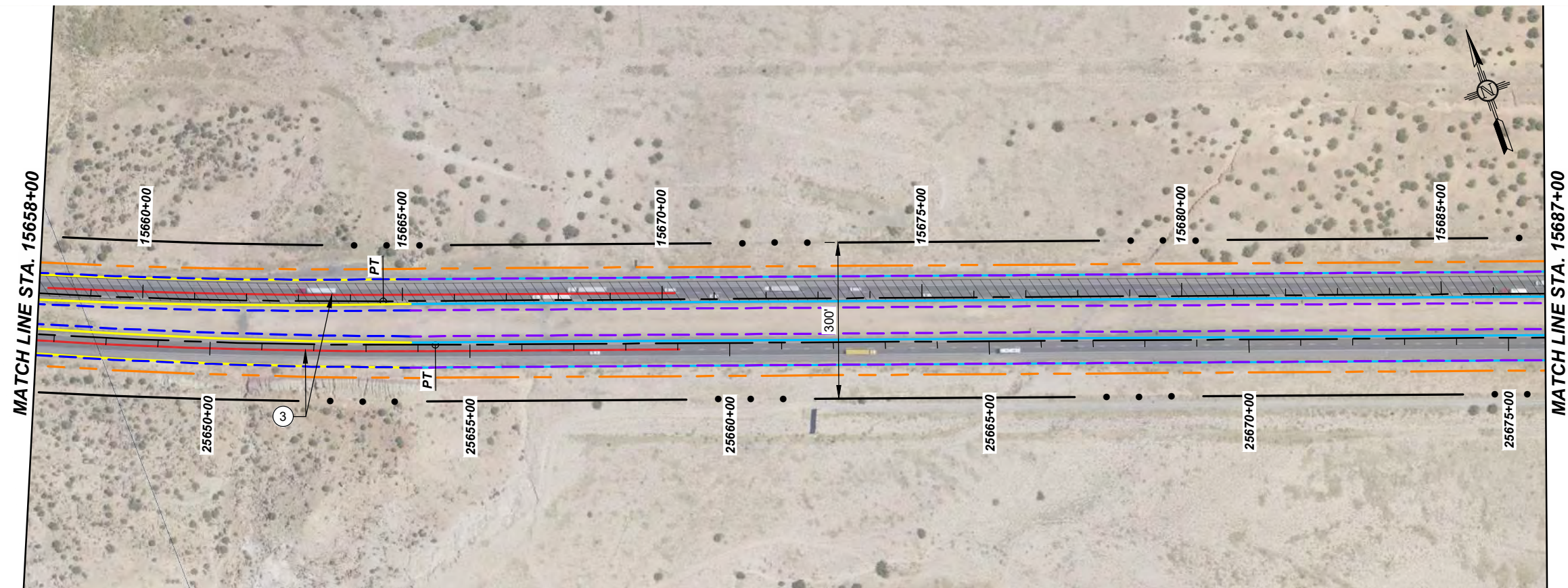
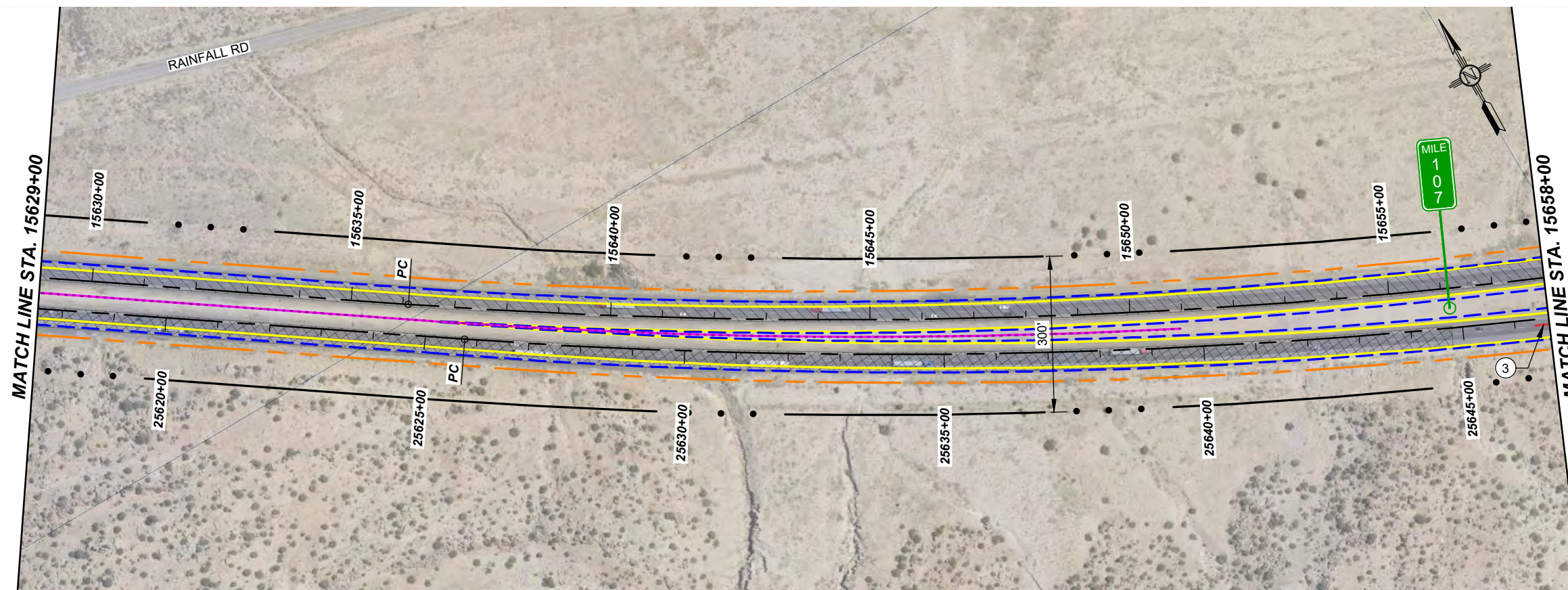
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES



NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
 PHASE B STUDY
 I-40 CONCEPTUAL ALTERNATIVES

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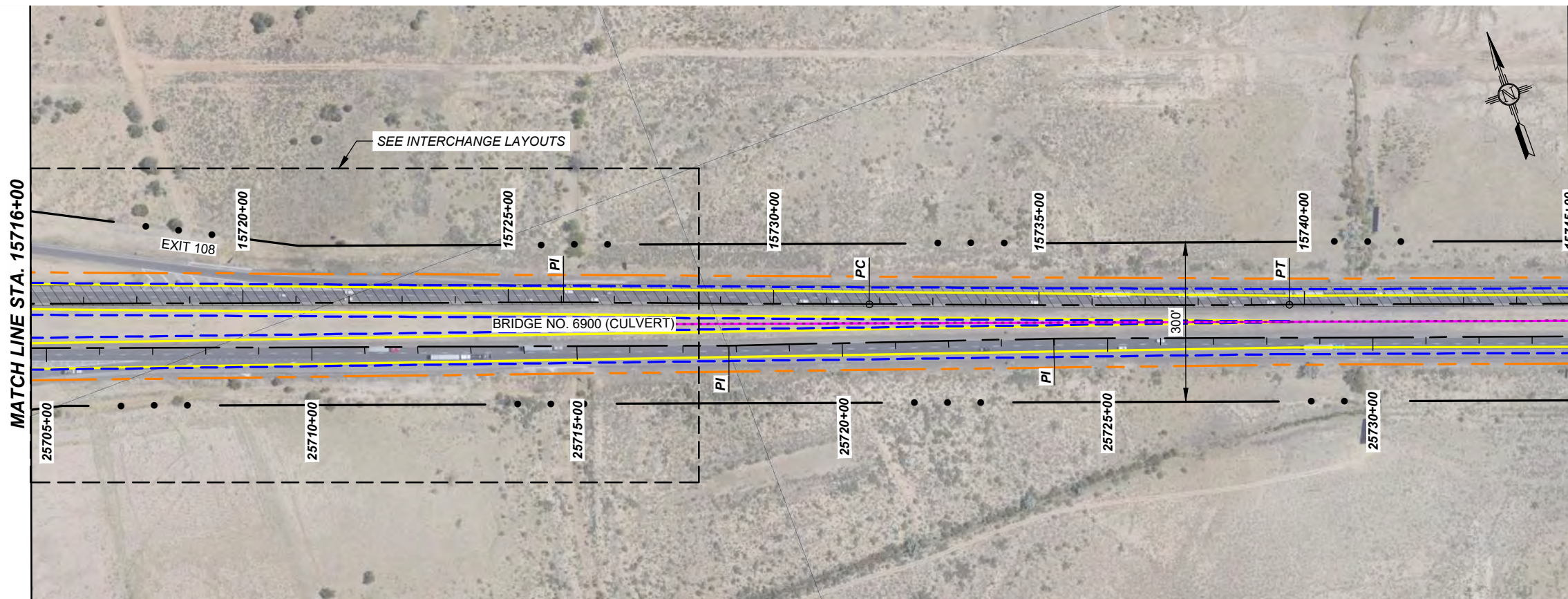
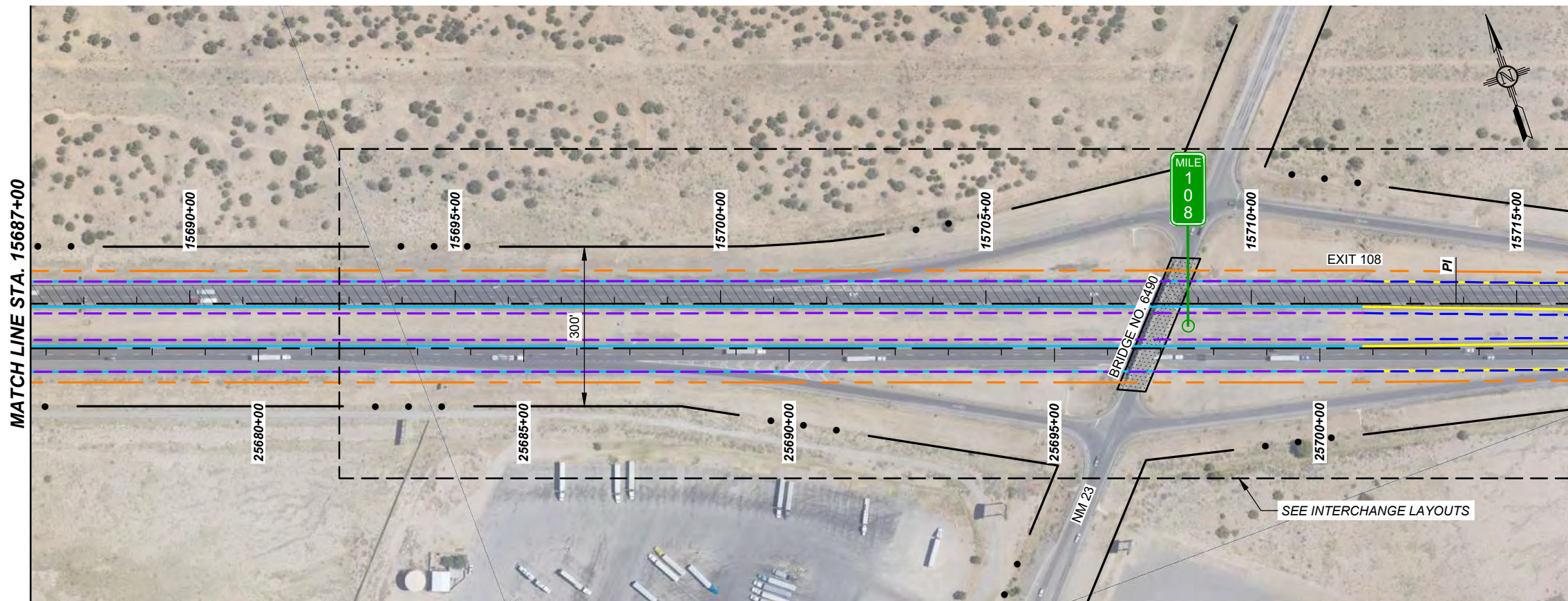
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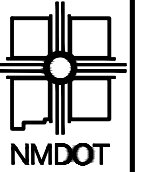
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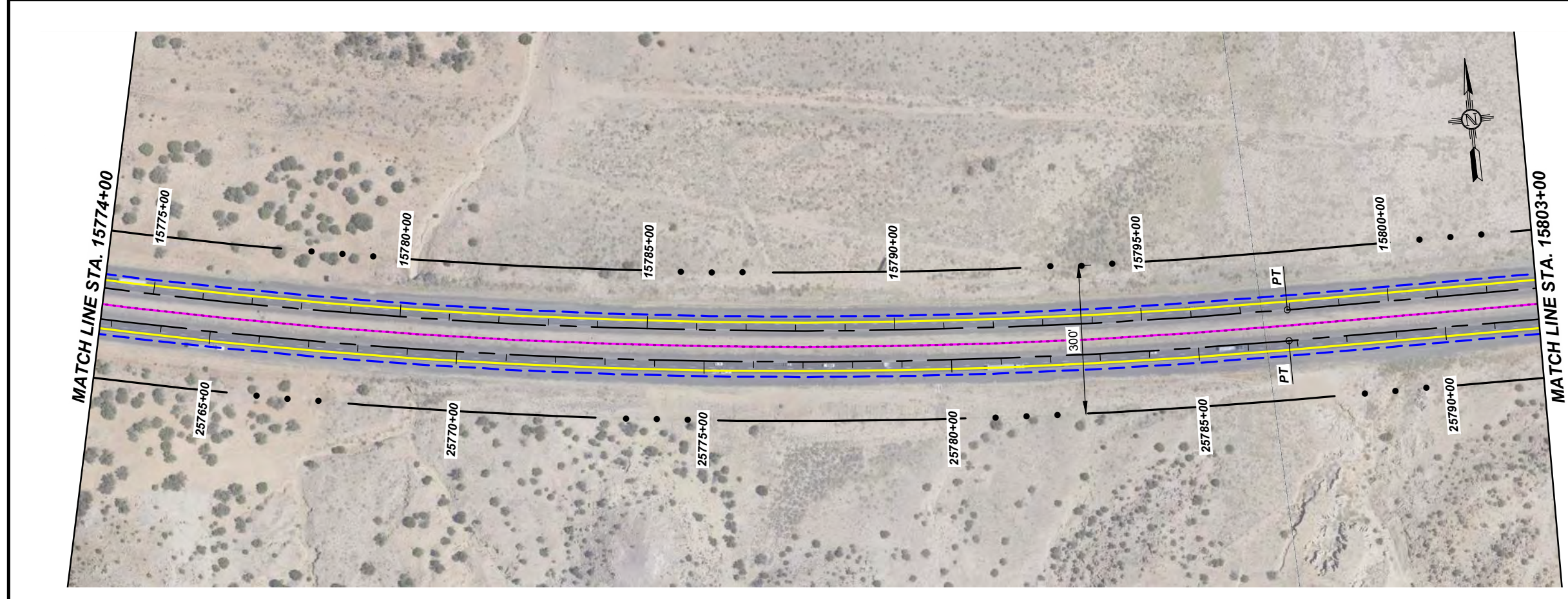
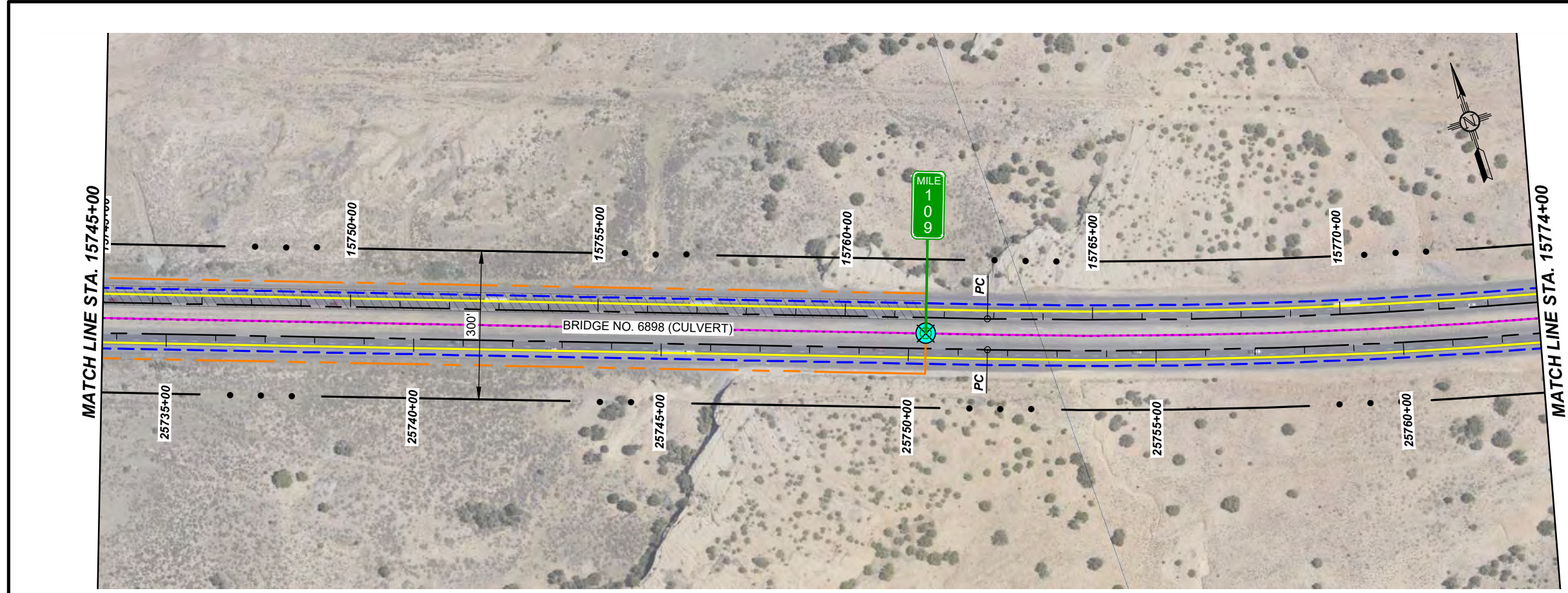
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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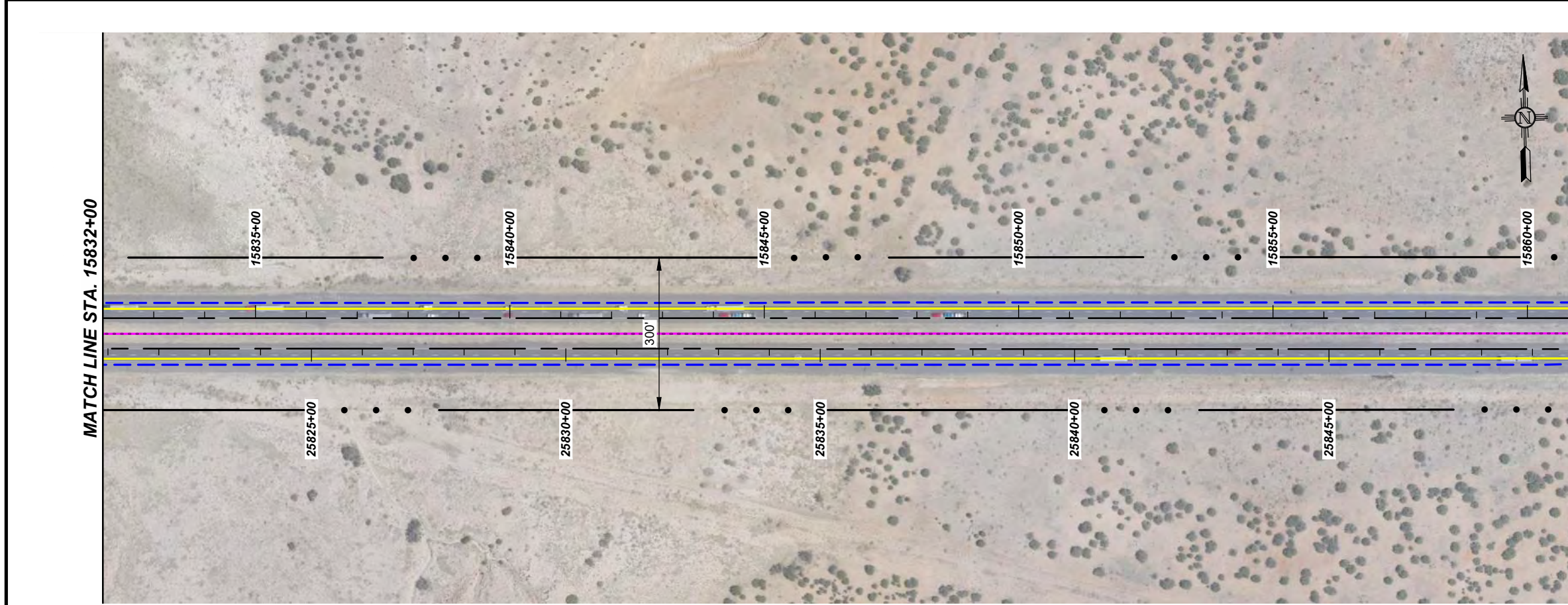
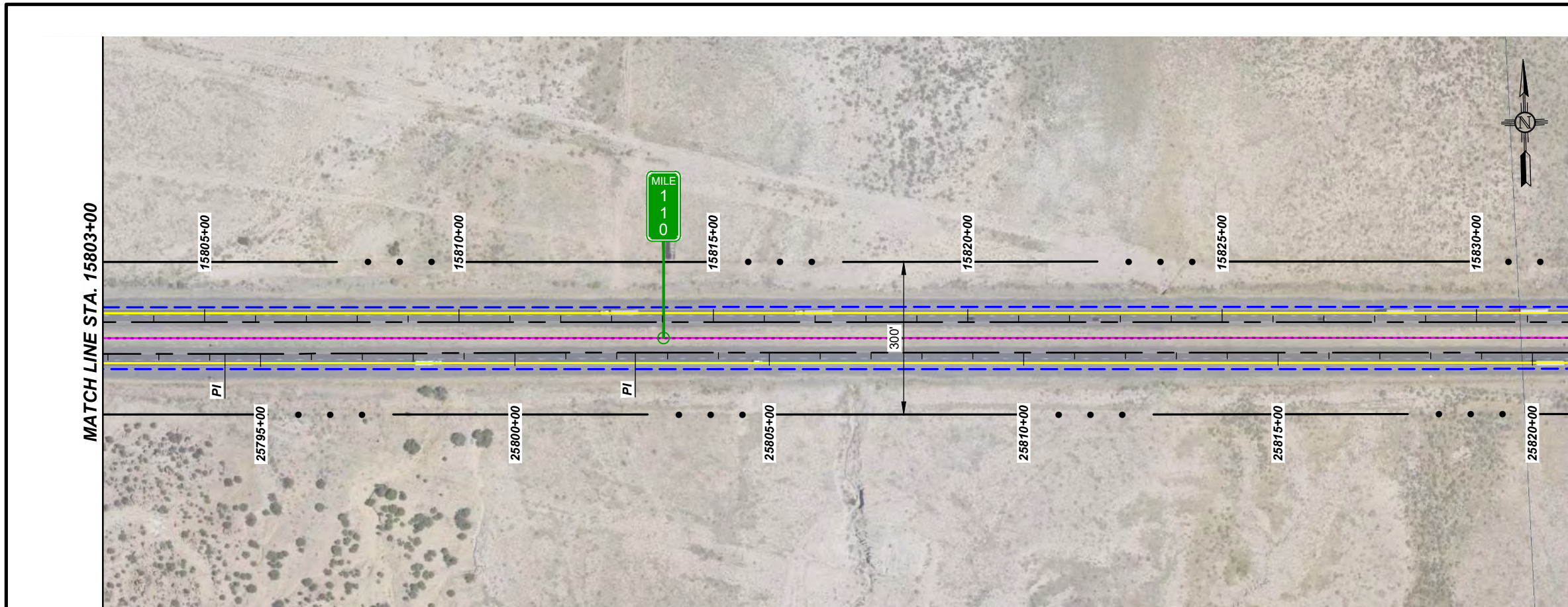
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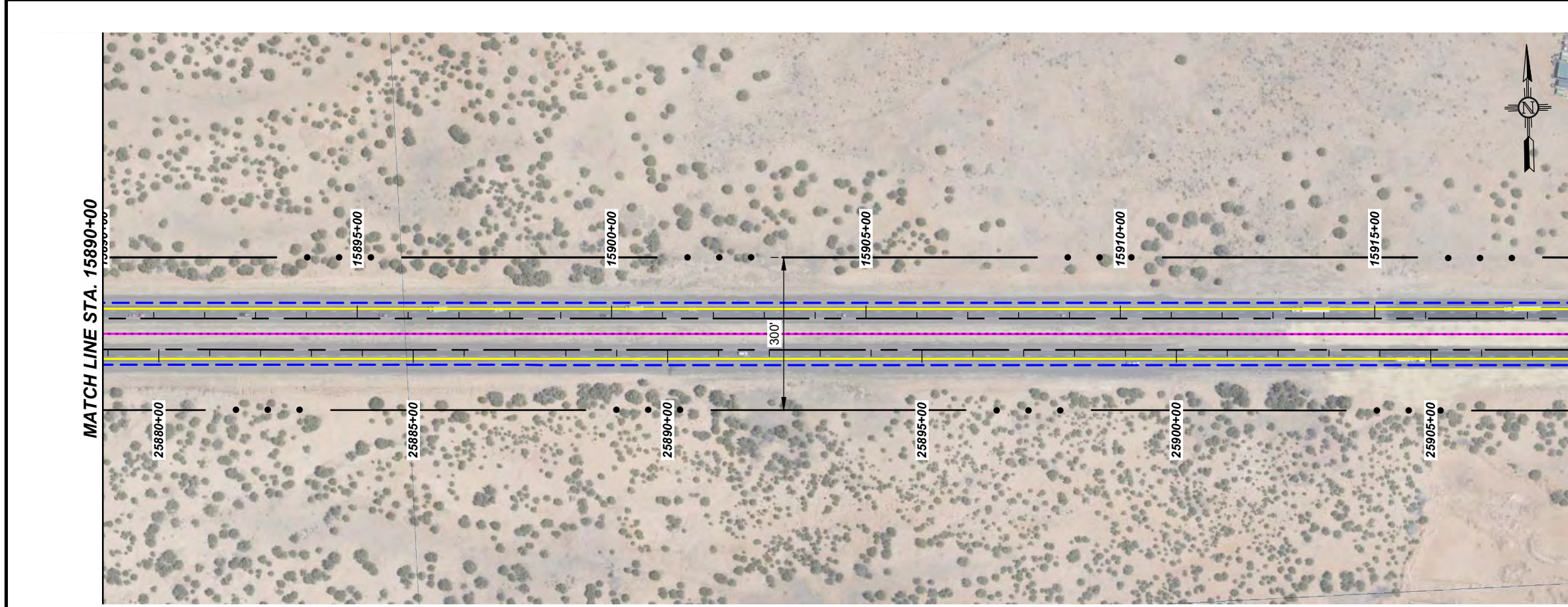
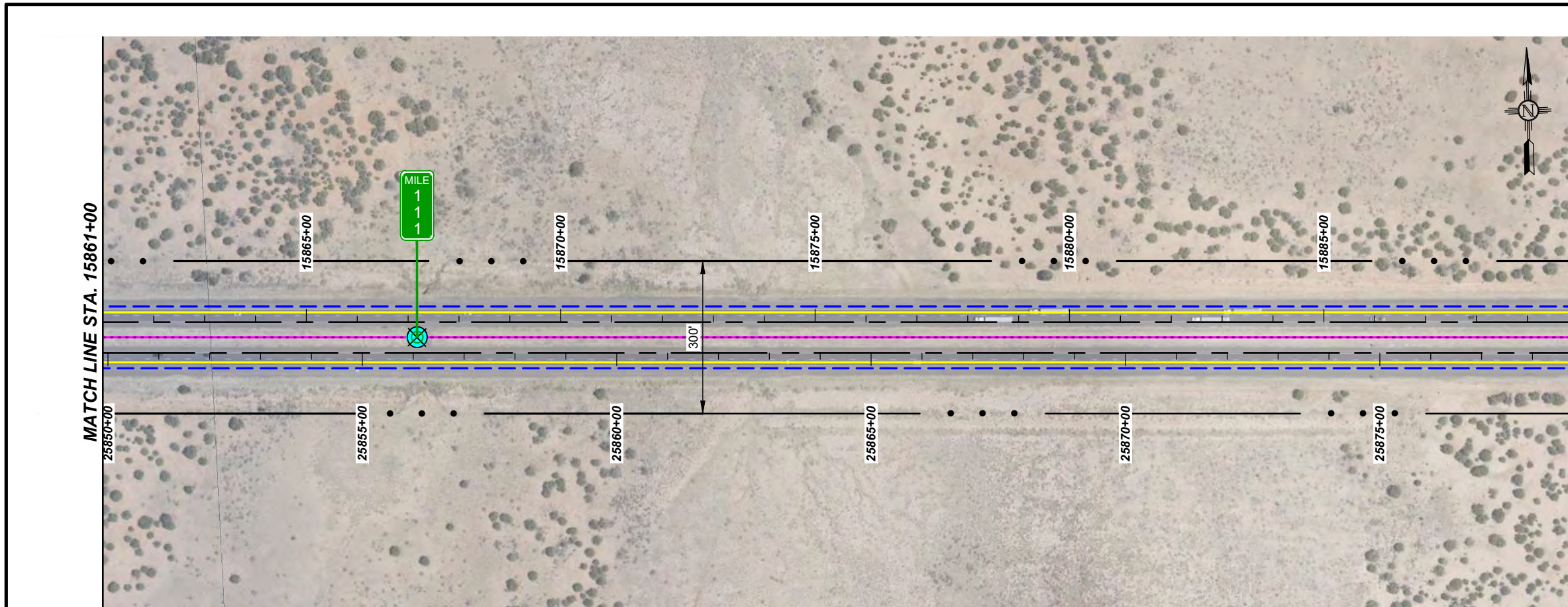
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NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
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NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- - - - EXIST. CWB
- ▬▬▬ CITY BOUNDARY
- ▨▨▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧▧▧ PVMT - POOR COND.
- ▩▩▩ PVMT - VERY POOR CONDITION
- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- ▭ PROPOSED FULL RECON. LIMITS
- ▬ PROPOSED CWB (2A)
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- ▬ TYPICAL SECTION 2A
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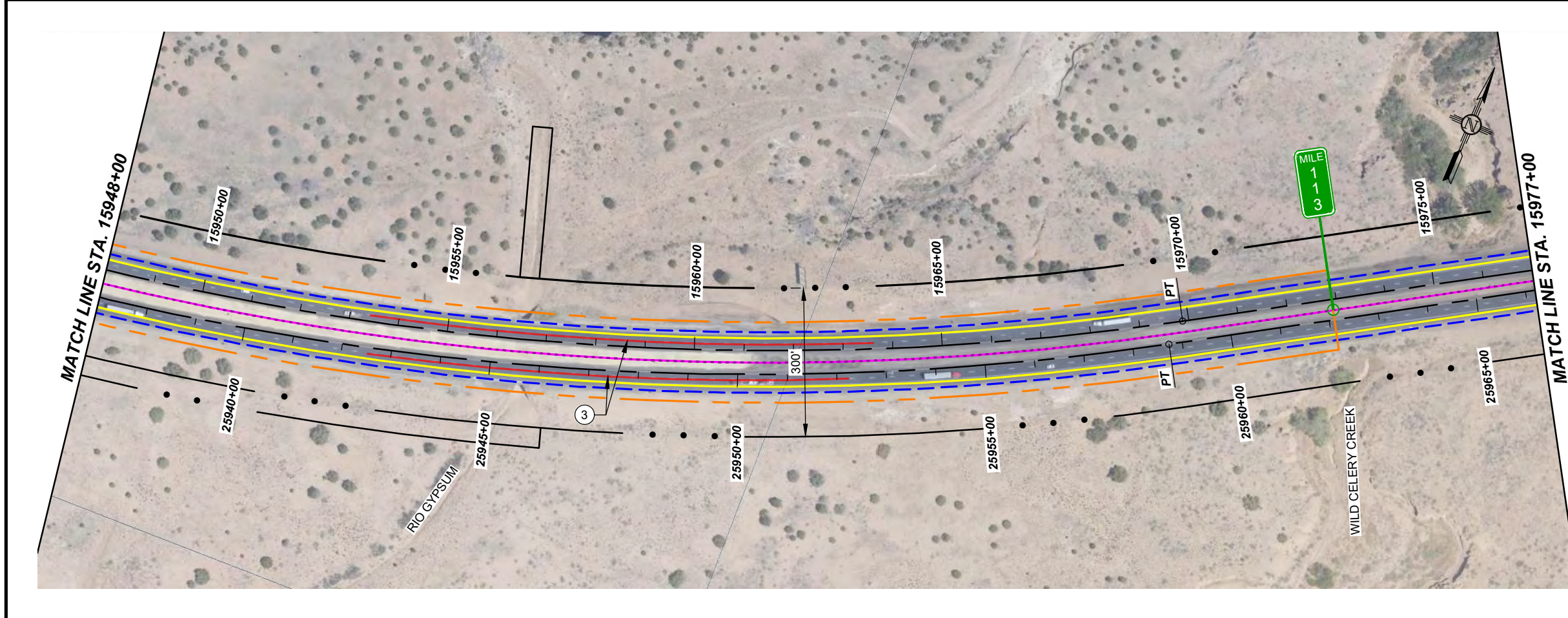
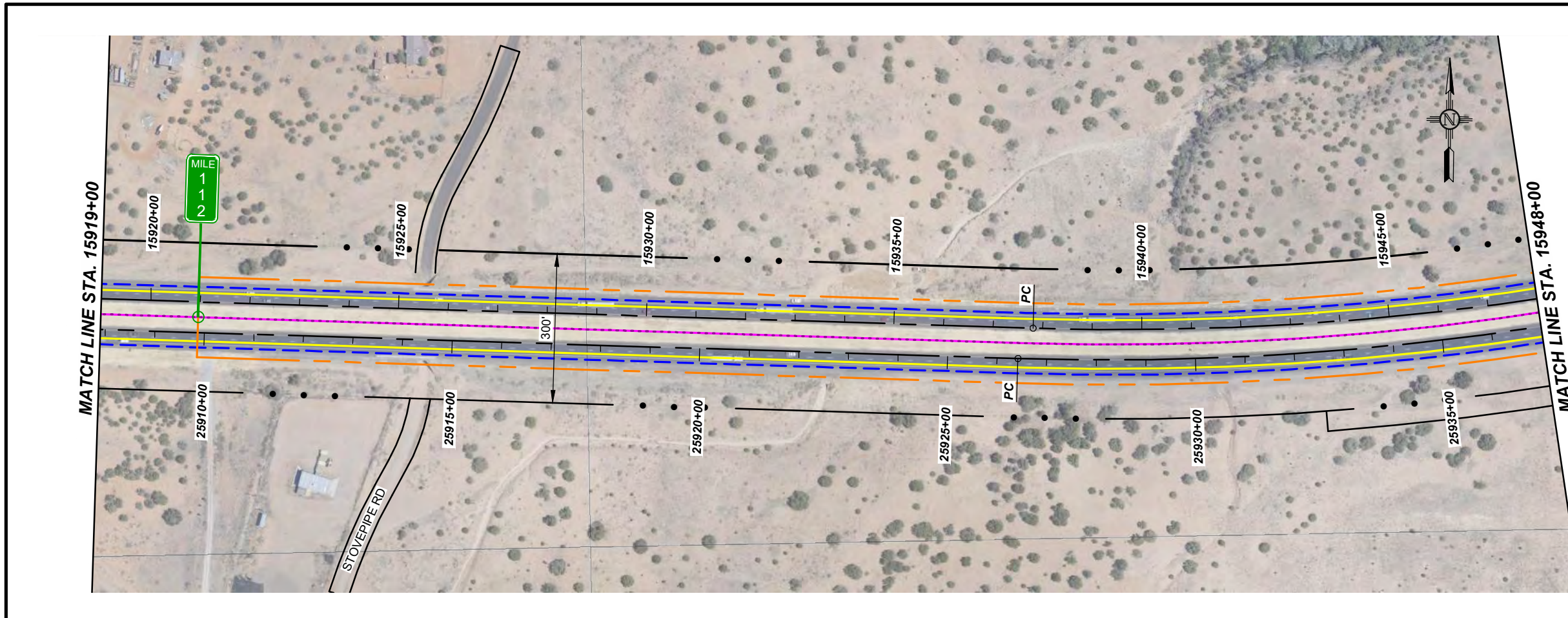
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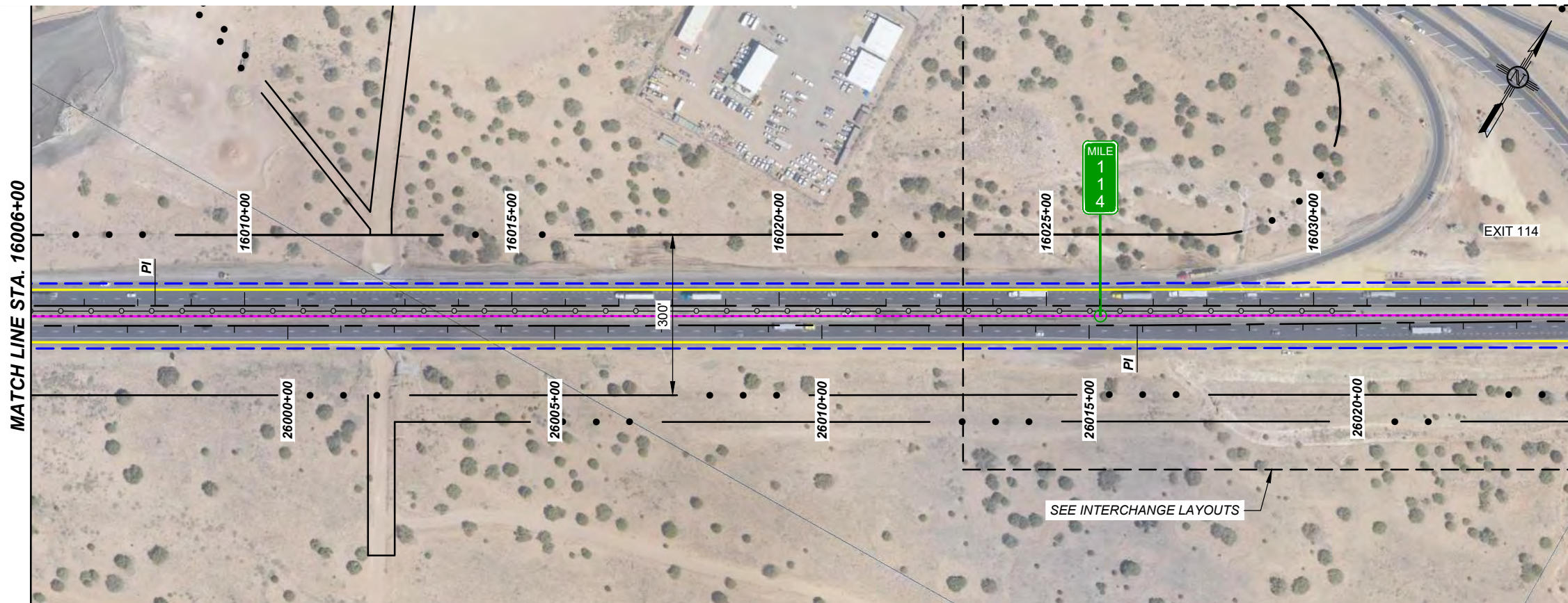
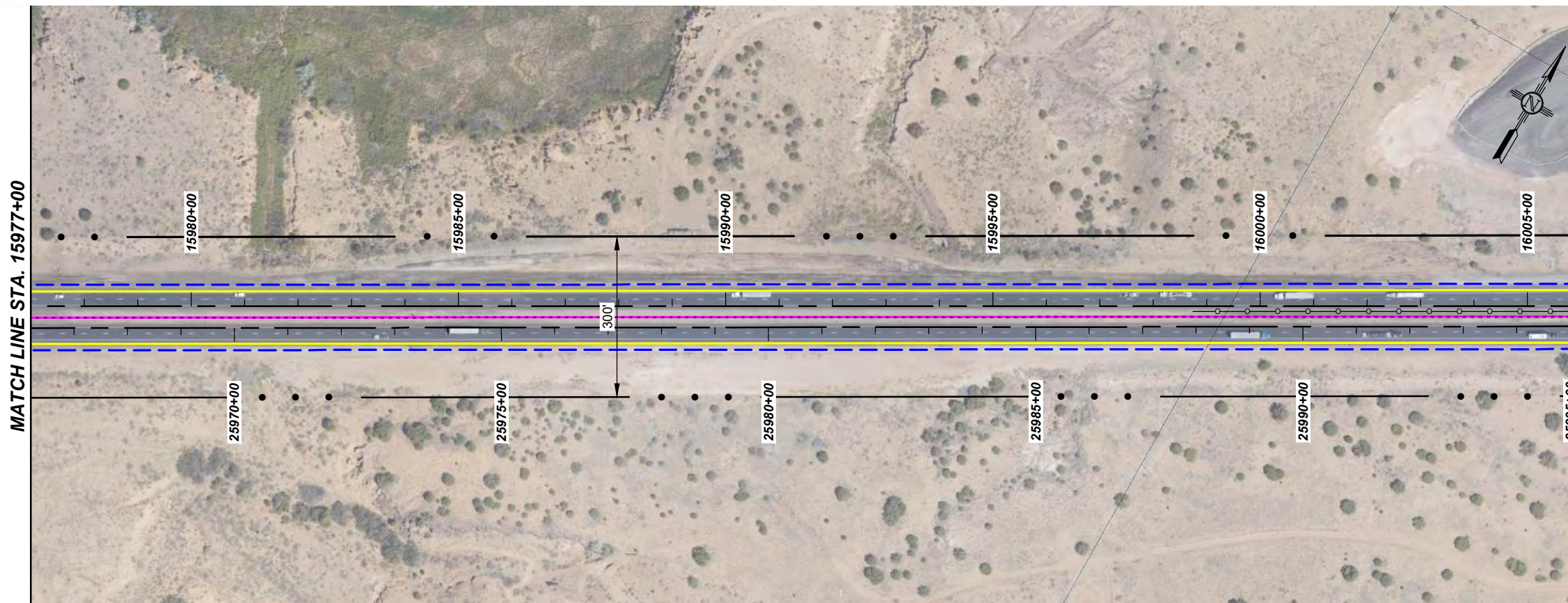
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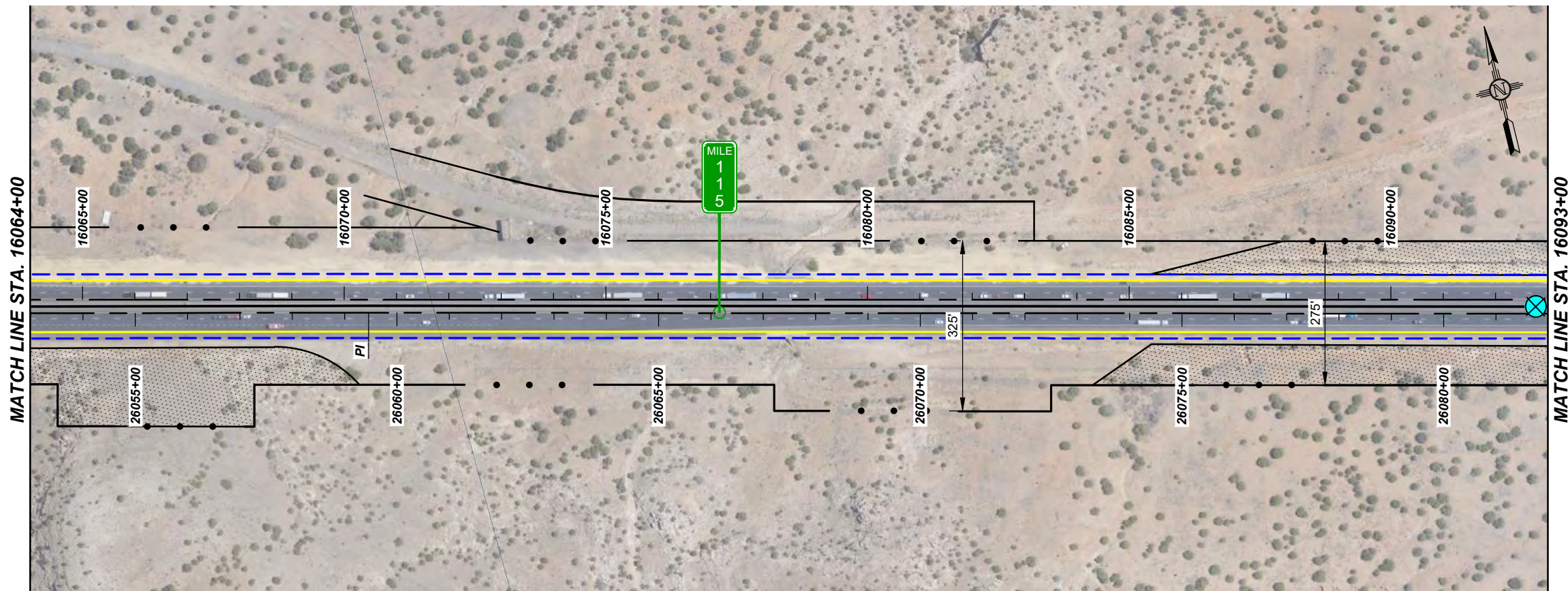
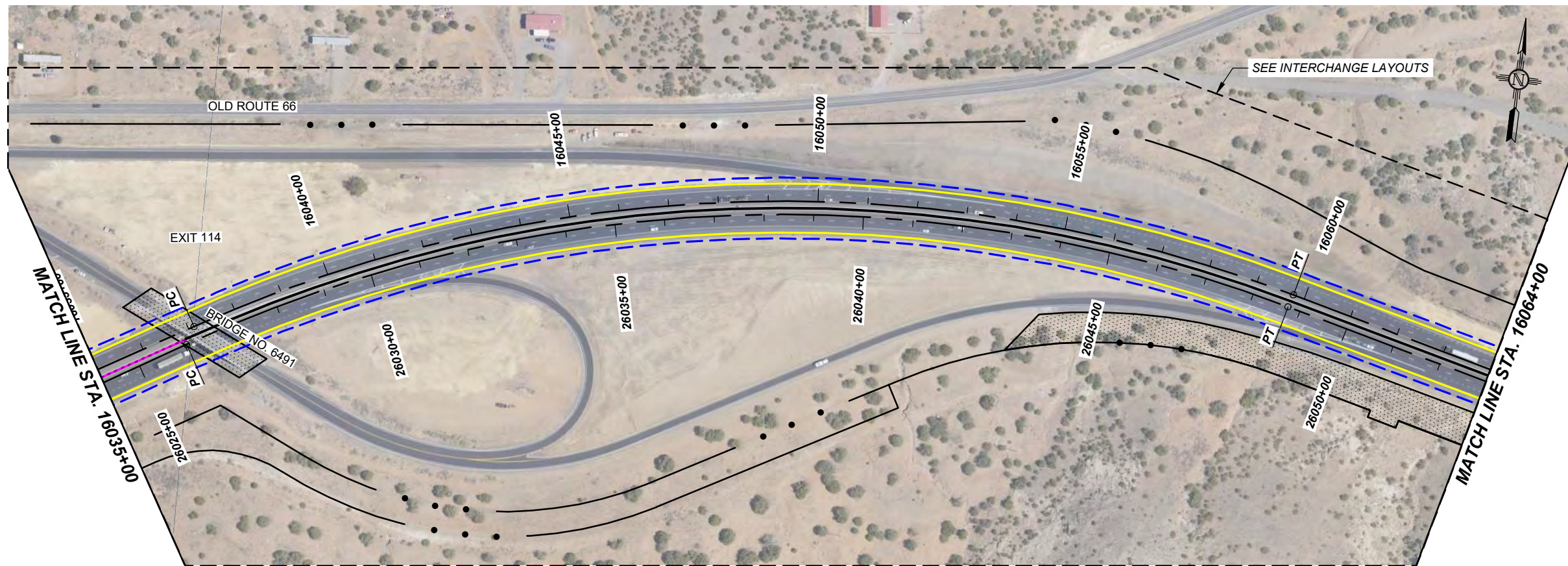
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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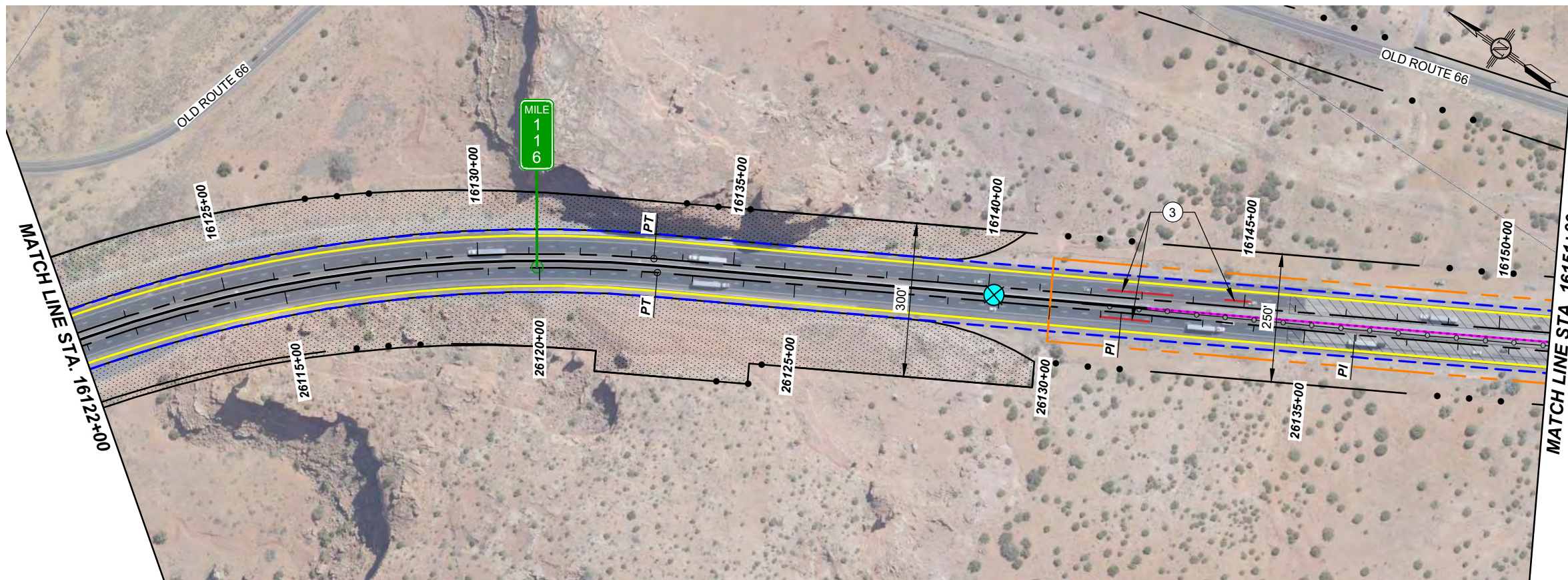
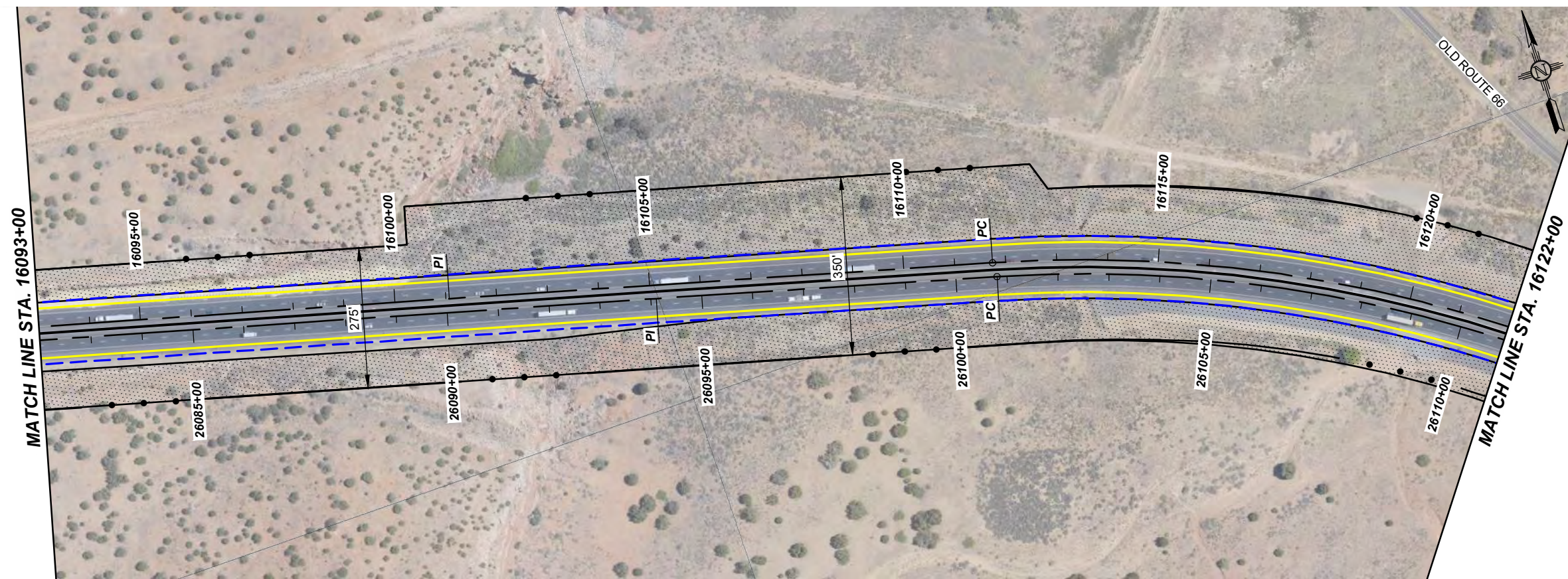
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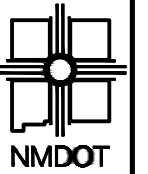
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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CN 6101580
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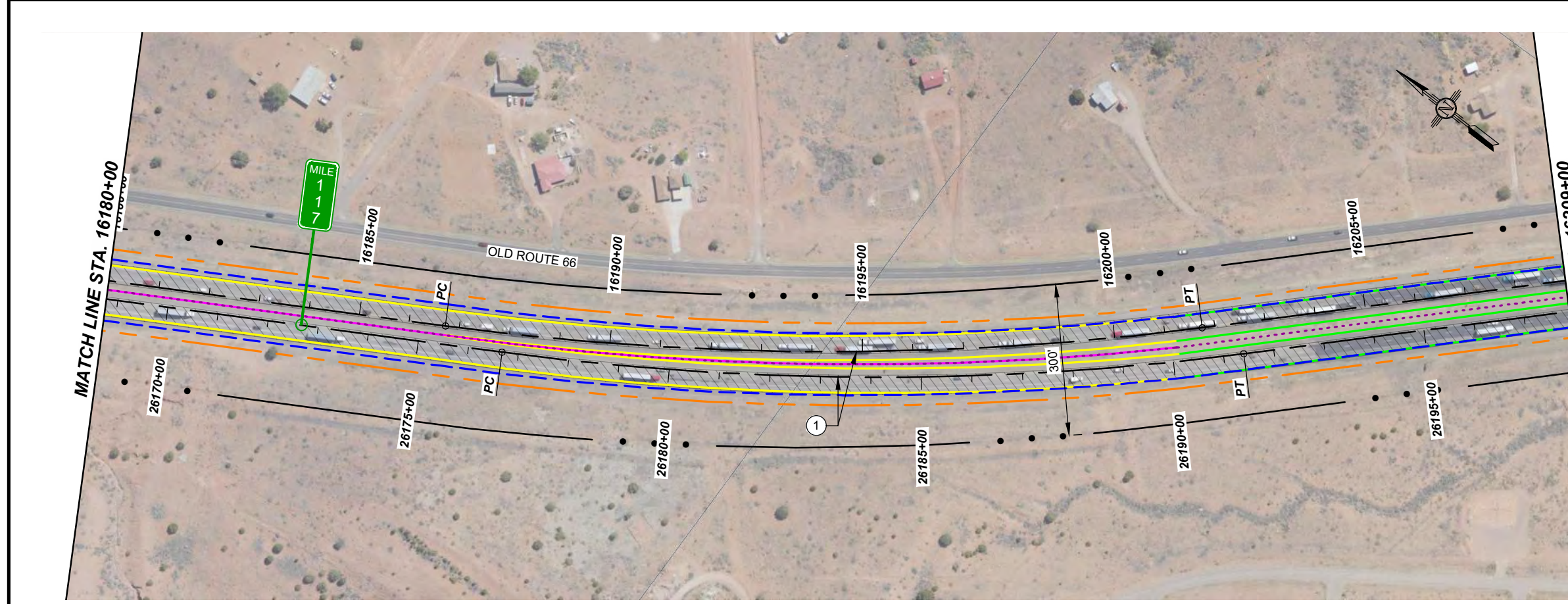
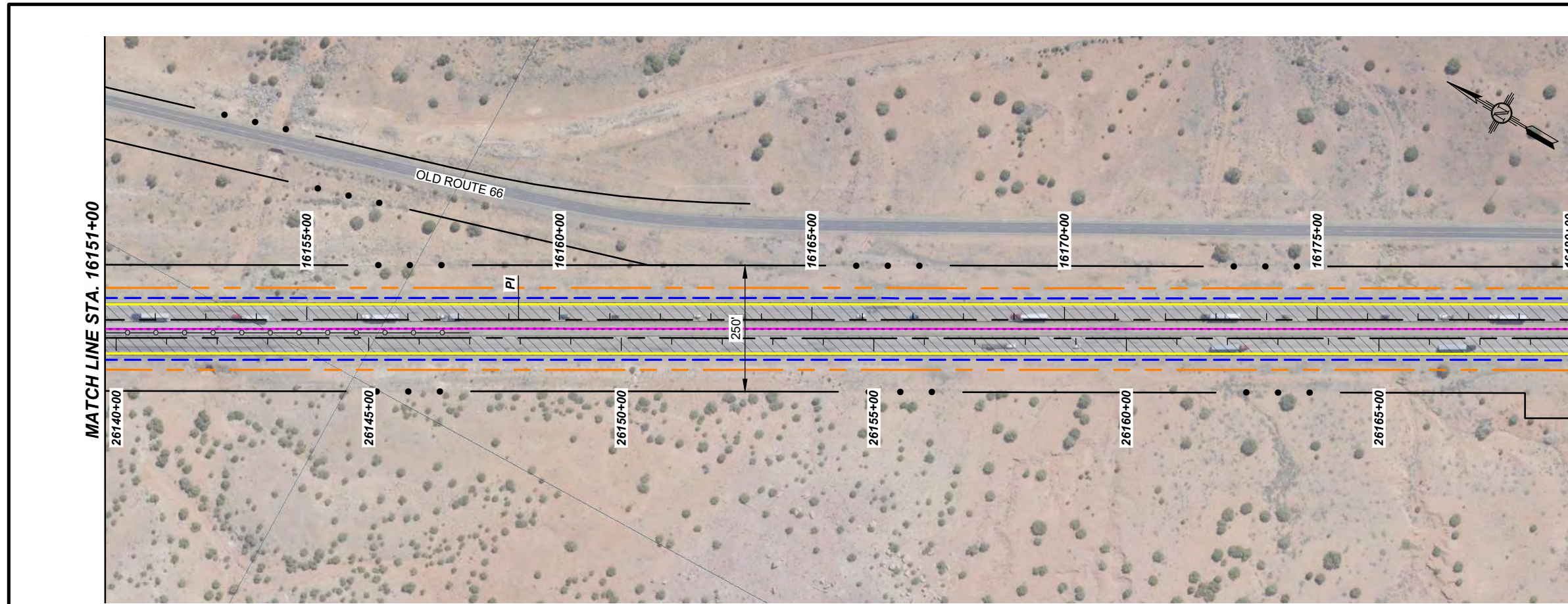
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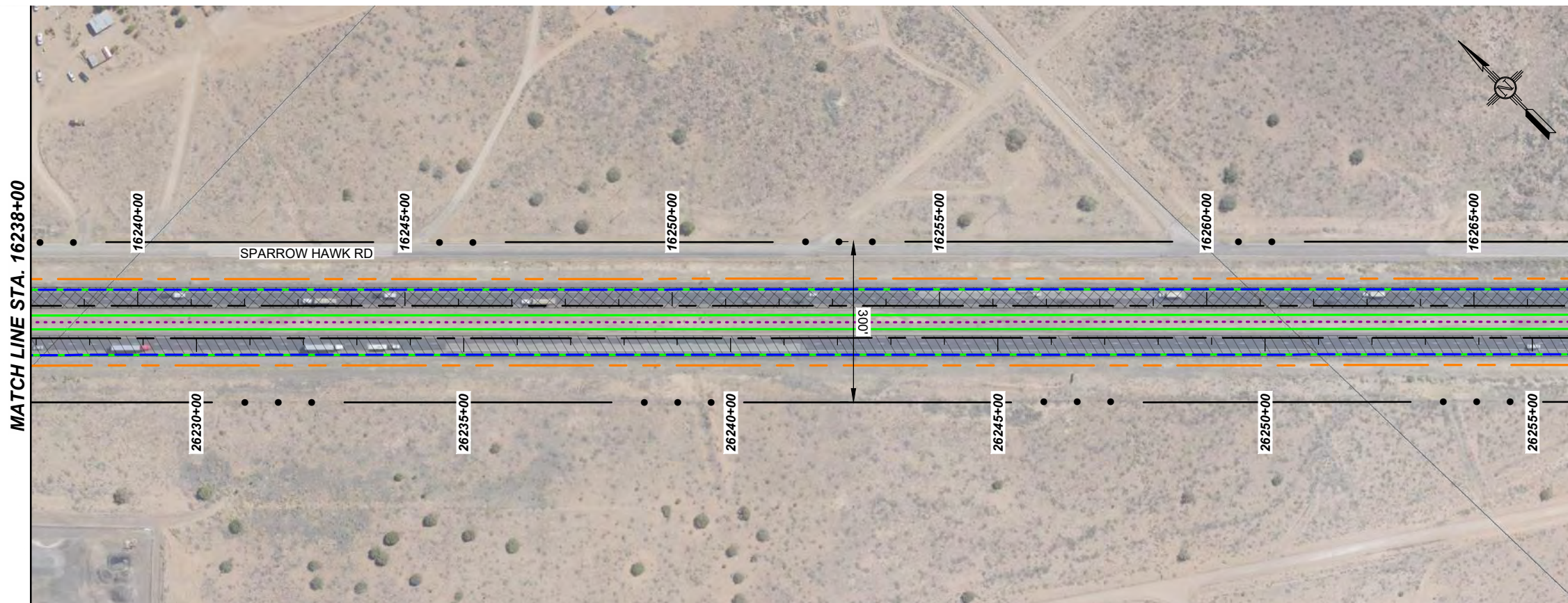
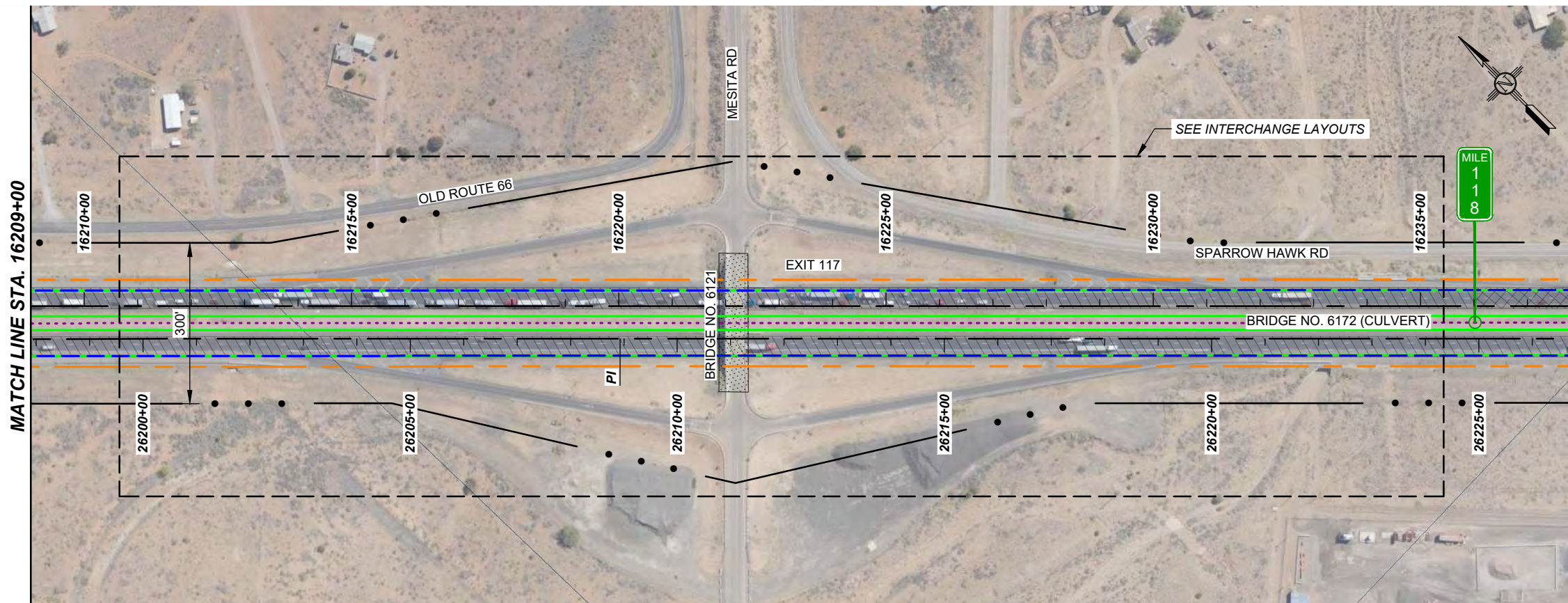
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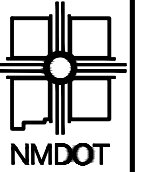
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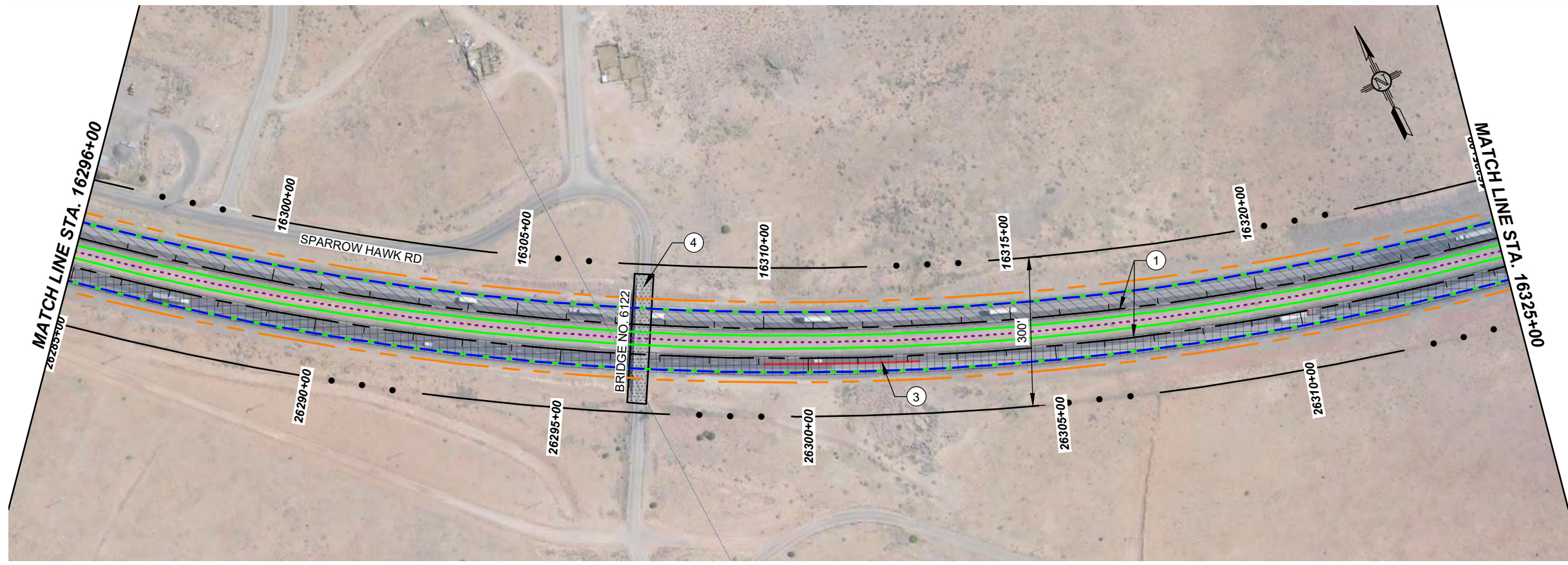
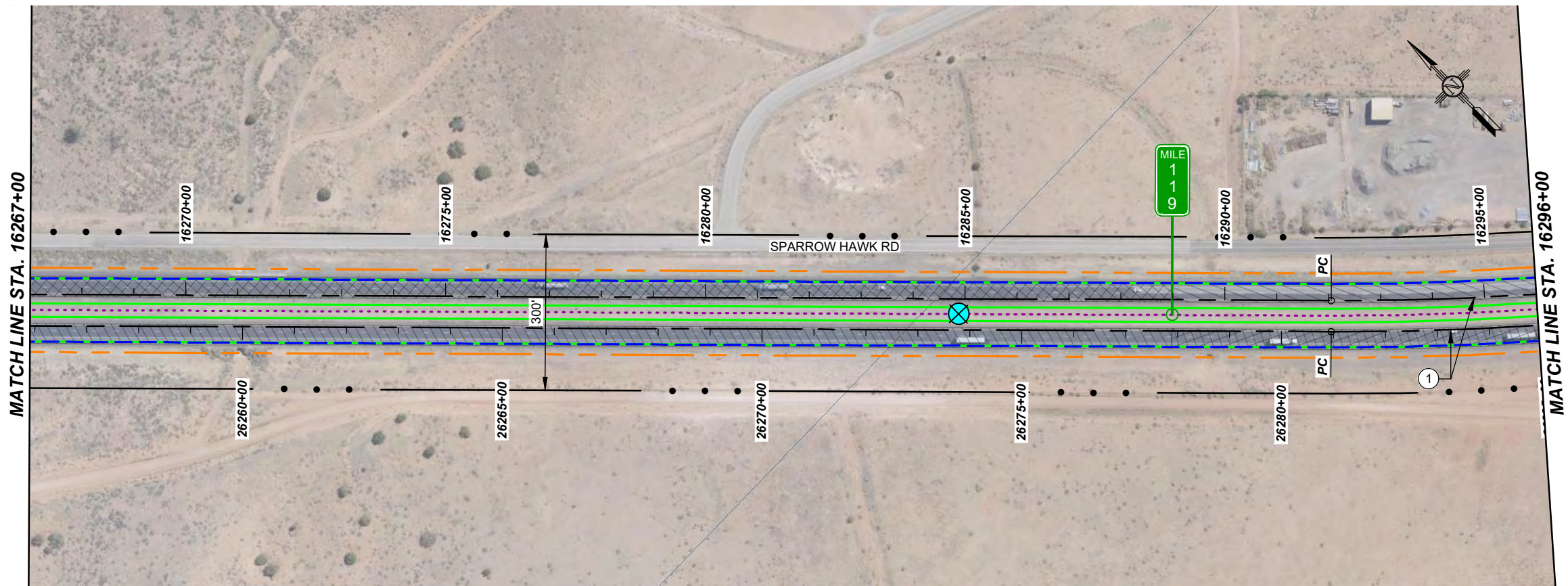
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CN 6101580
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I-40 CONCEPTUAL ALTERNATIVES





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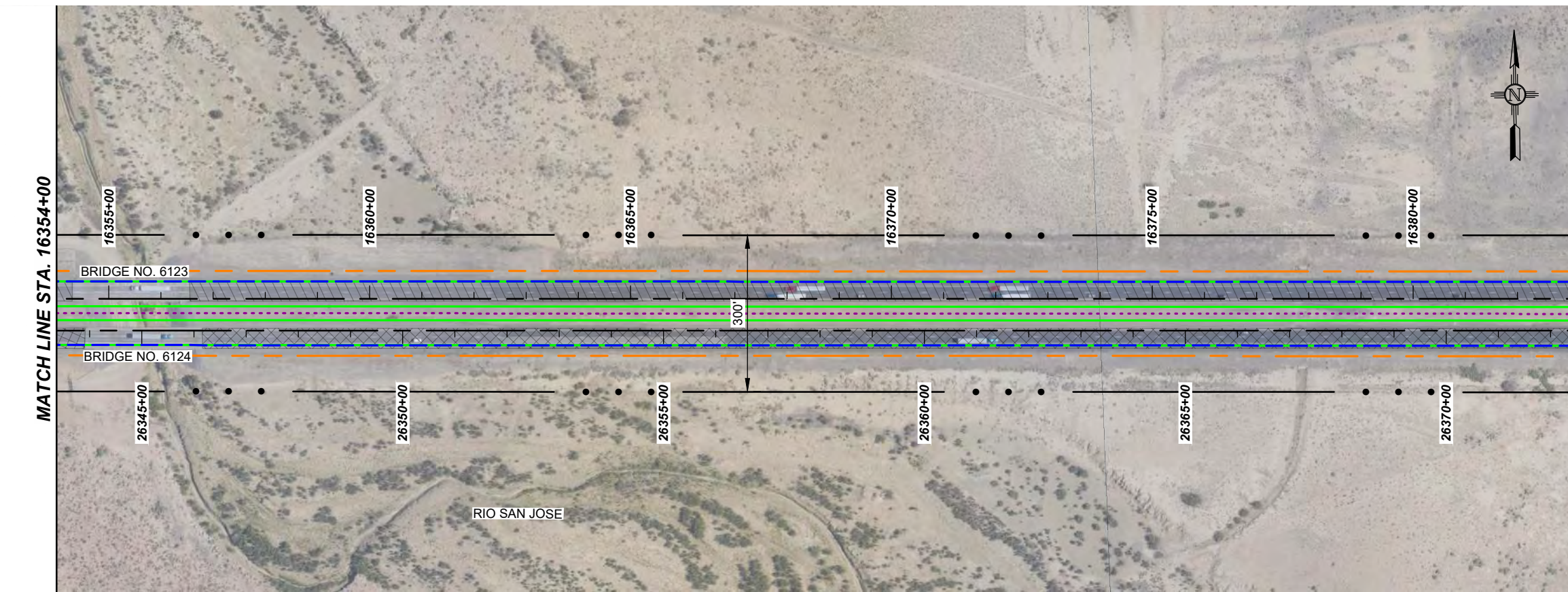
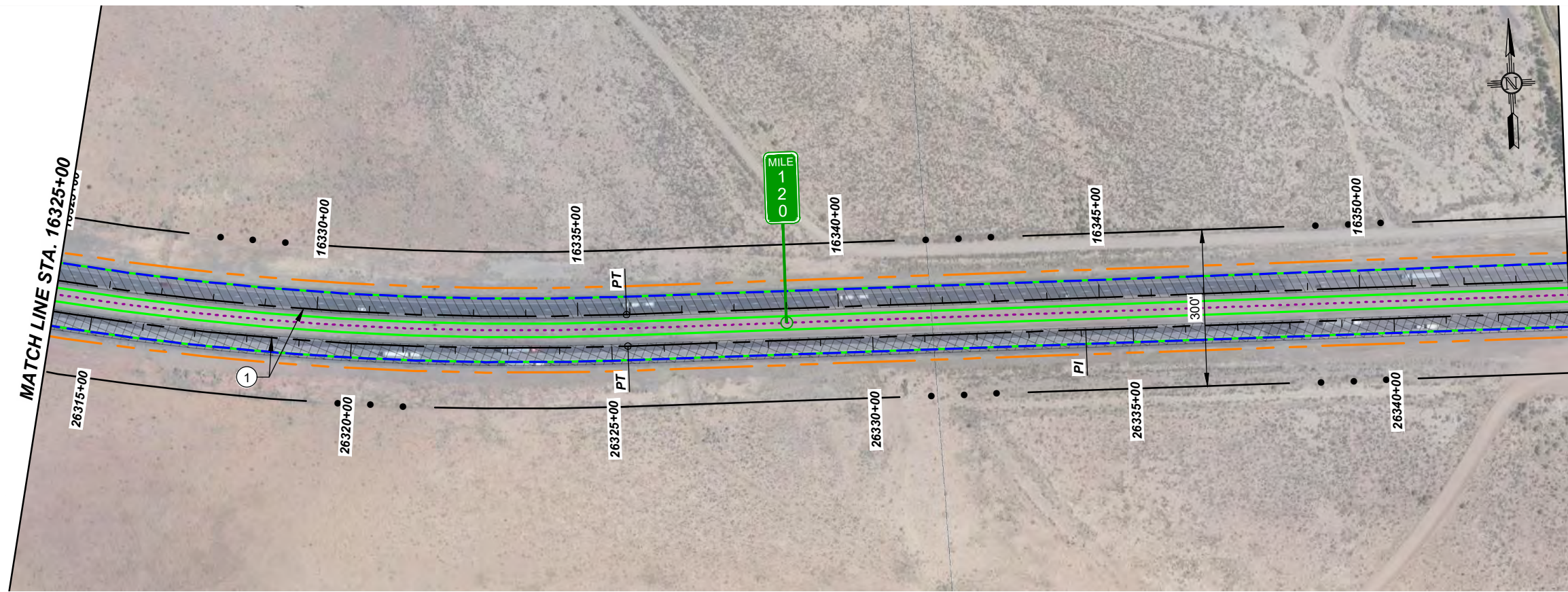
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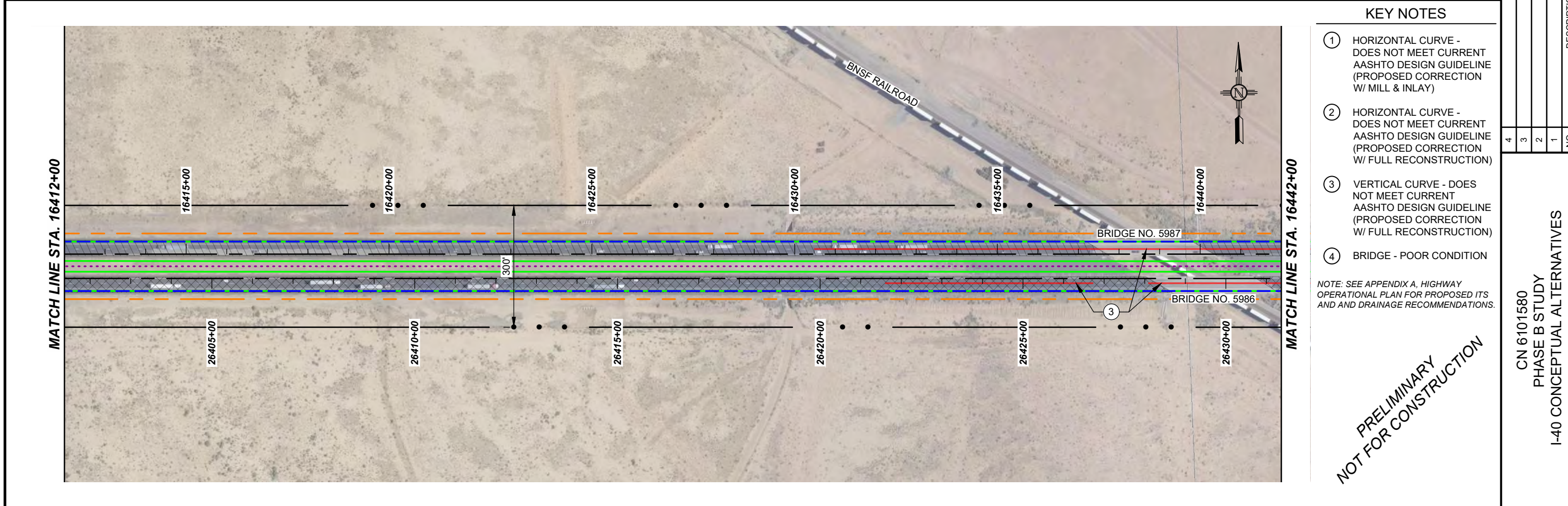
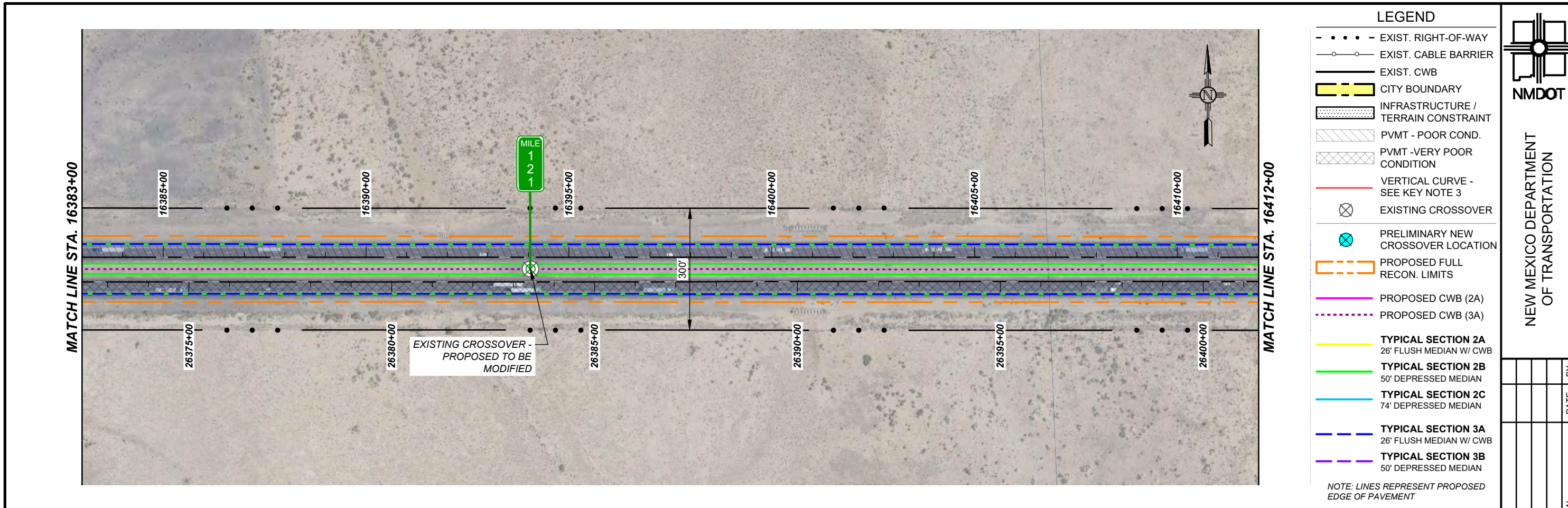
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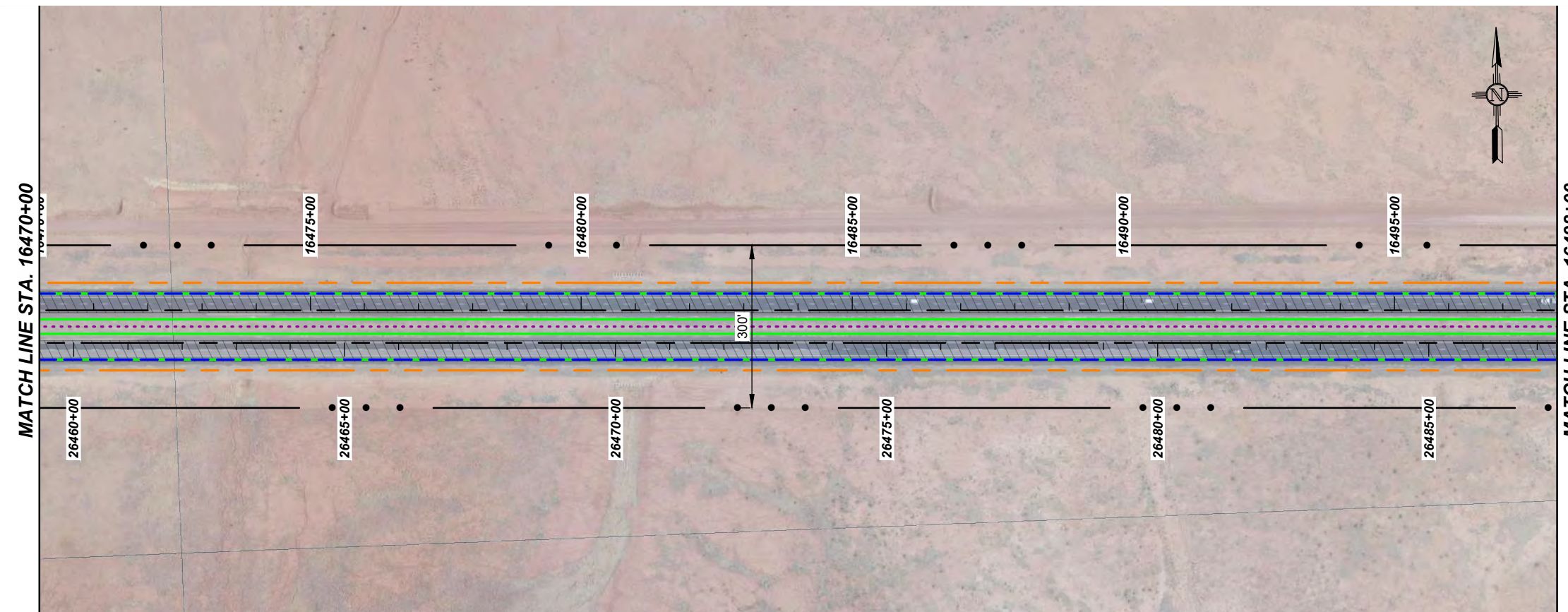
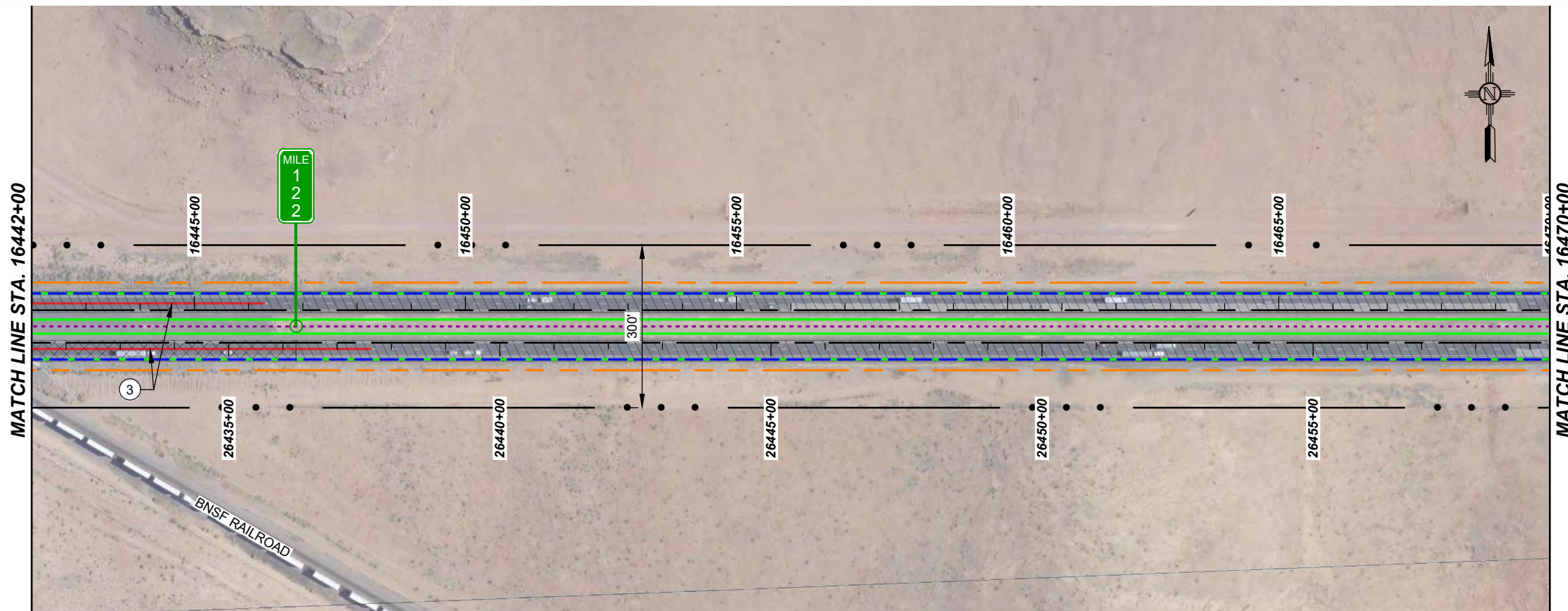
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- ④ BRIDGE - POOR CONDITION

NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- EXIST. CWB
- ▬ CITY BOUNDARY
- ▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧ PVMT - POOR COND.
- ▩ PVMT - VERY POOR CONDITION
- VERTICAL CURVE - SEE KEY NOTE 3
- ⊗ EXISTING CROSSOVER
- ⊗ PRELIMINARY NEW CROSSOVER LOCATION
- - - - PROPOSED FULL RECON. LIMITS
- PROPOSED CWB (2A)
- PROPOSED CWB (3A)
- TYPICAL SECTION 2A
26' FLUSH MEDIAN W/ CWB
- TYPICAL SECTION 2B
50' DEPRESSED MEDIAN
- TYPICAL SECTION 2C
74' DEPRESSED MEDIAN
- TYPICAL SECTION 3A
26' FLUSH MEDIAN W/ CWB
- TYPICAL SECTION 3B
50' DEPRESSED MEDIAN

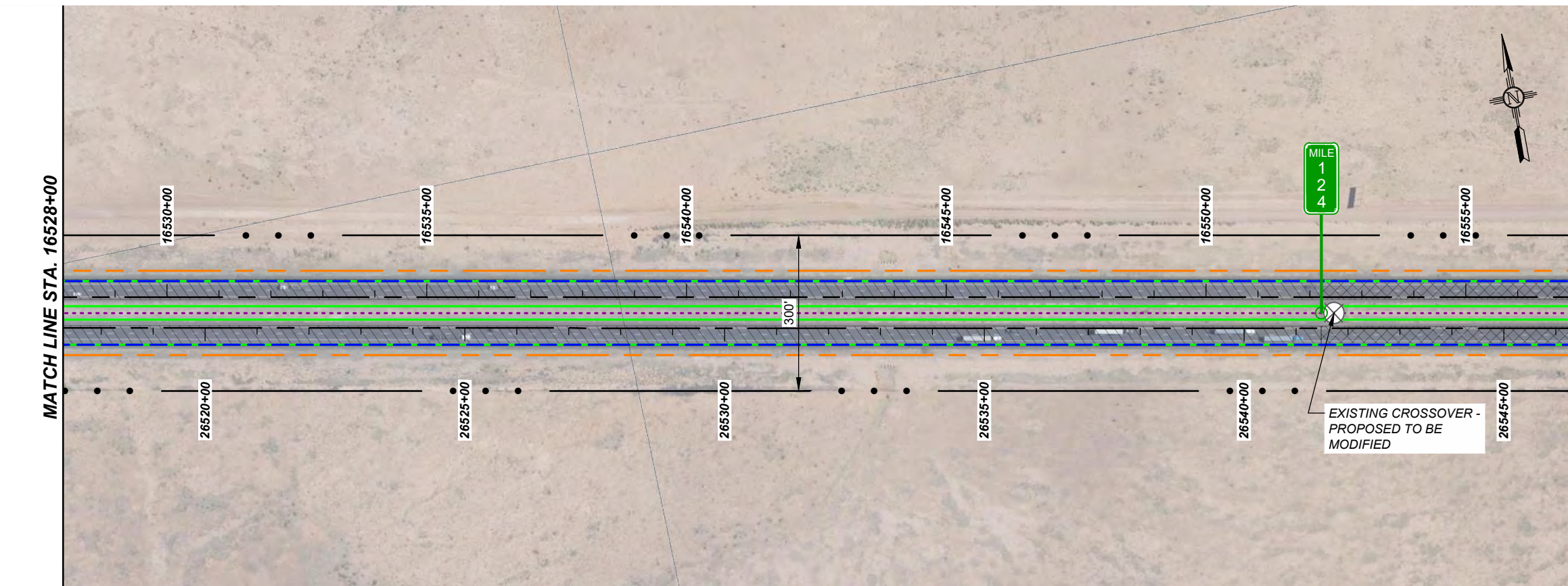
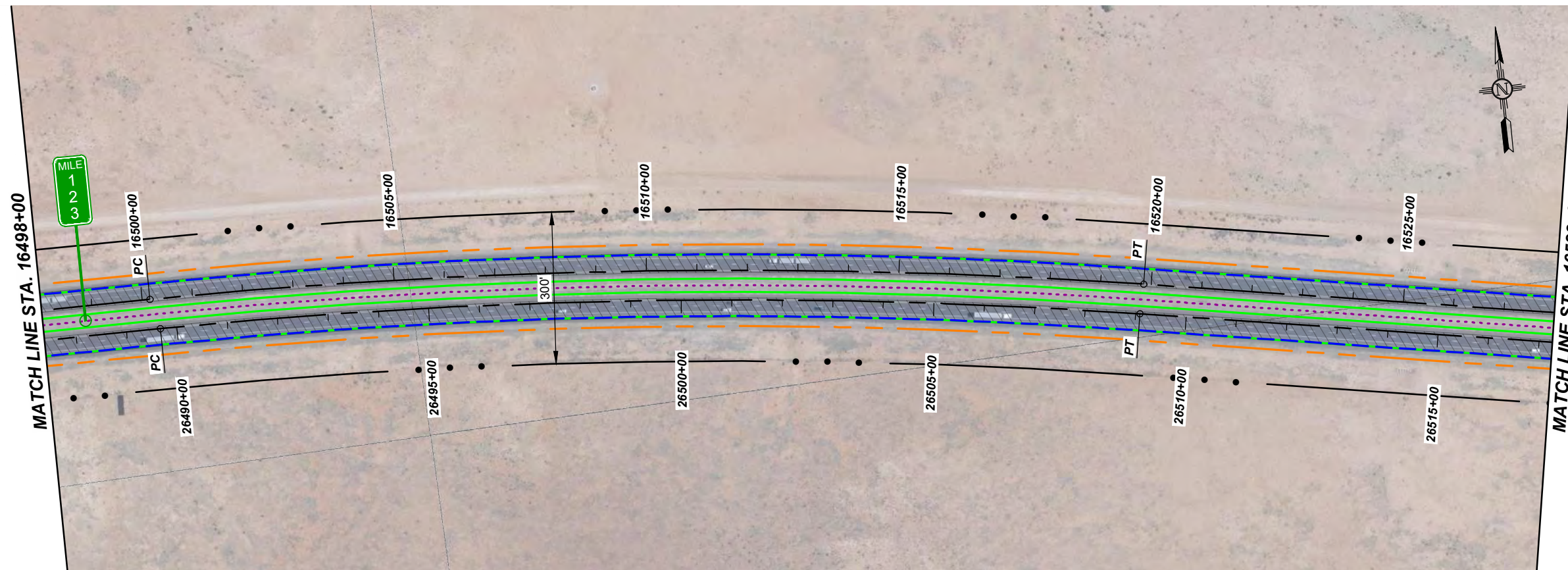
NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

KEY NOTES

- ① HORIZONTAL CURVE - DOES NOT MEET CURRENT AASHTO DESIGN GUIDELINE (PROPOSED CORRECTION W/ MILL & INLAY)
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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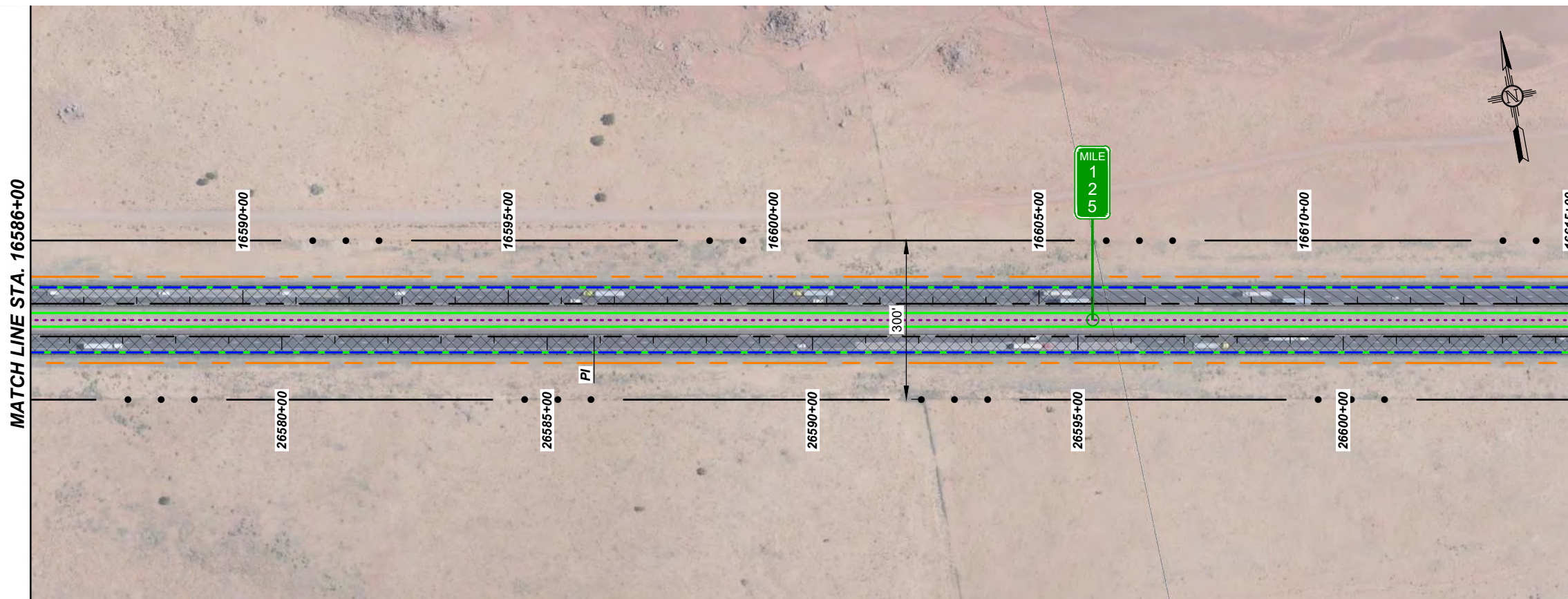
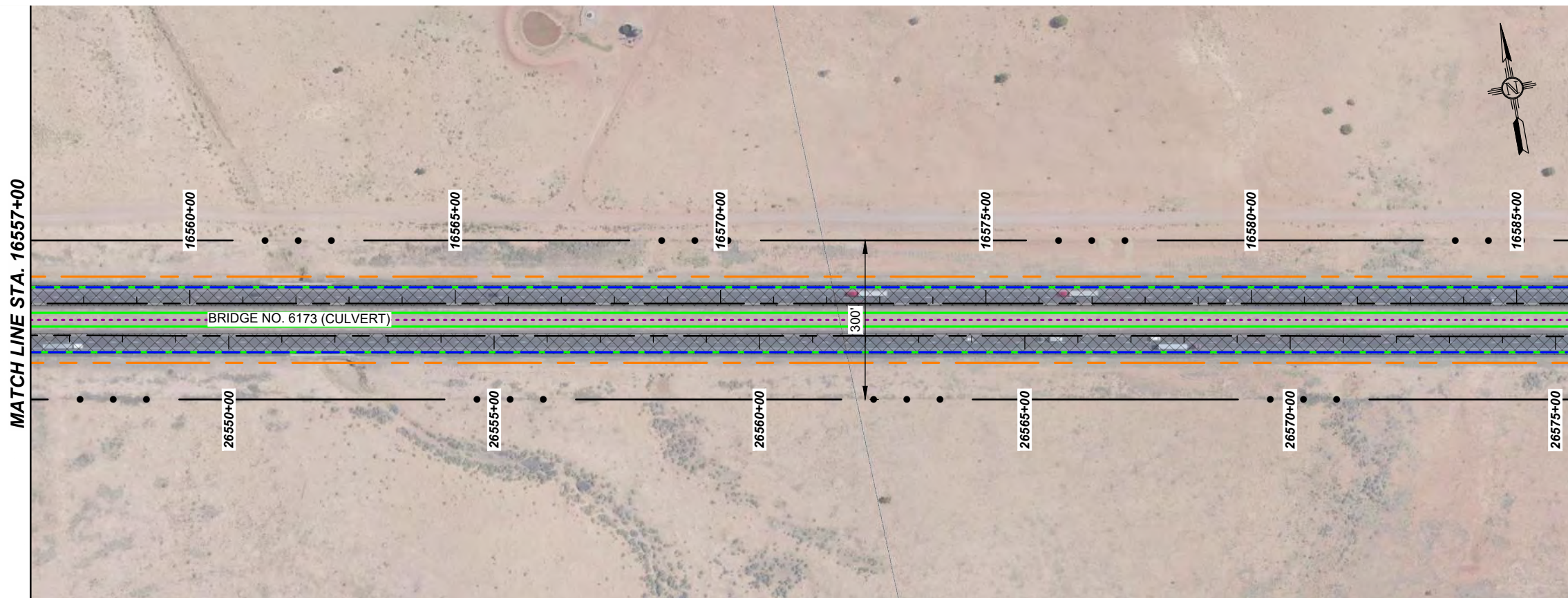
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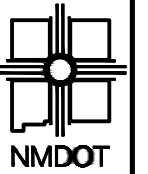
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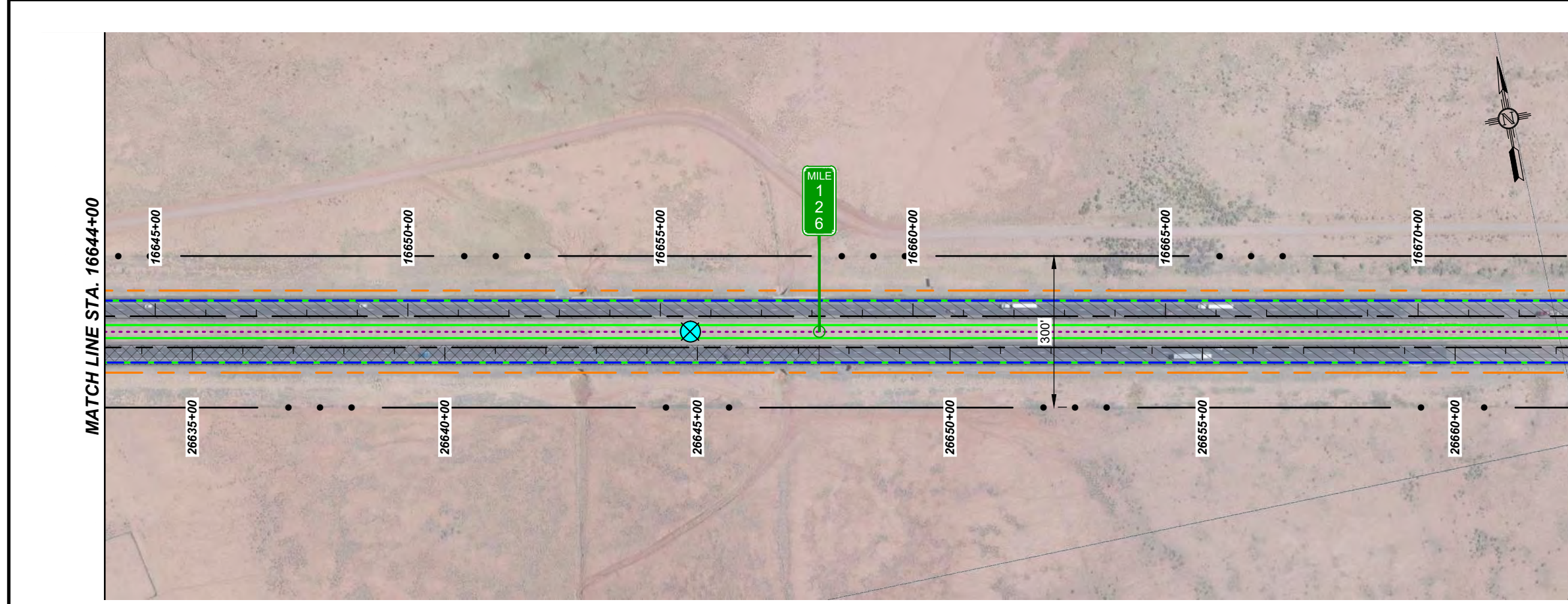
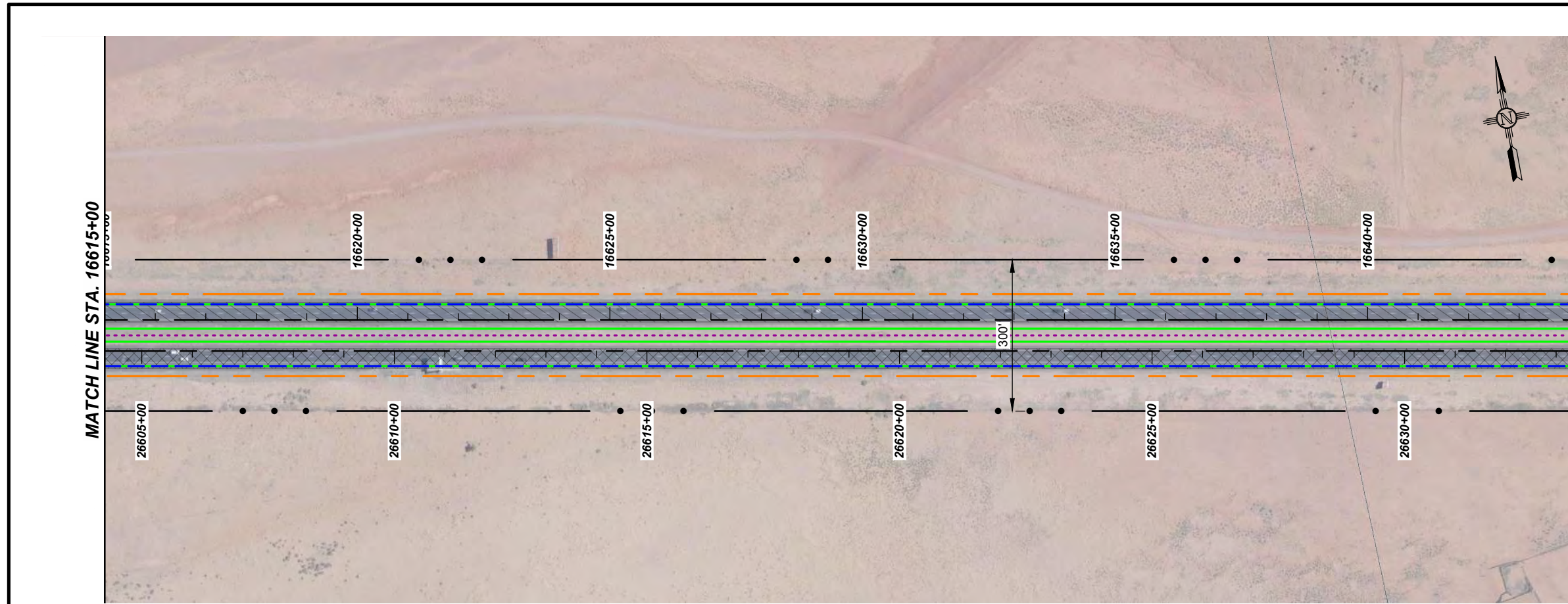
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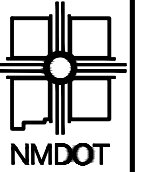
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OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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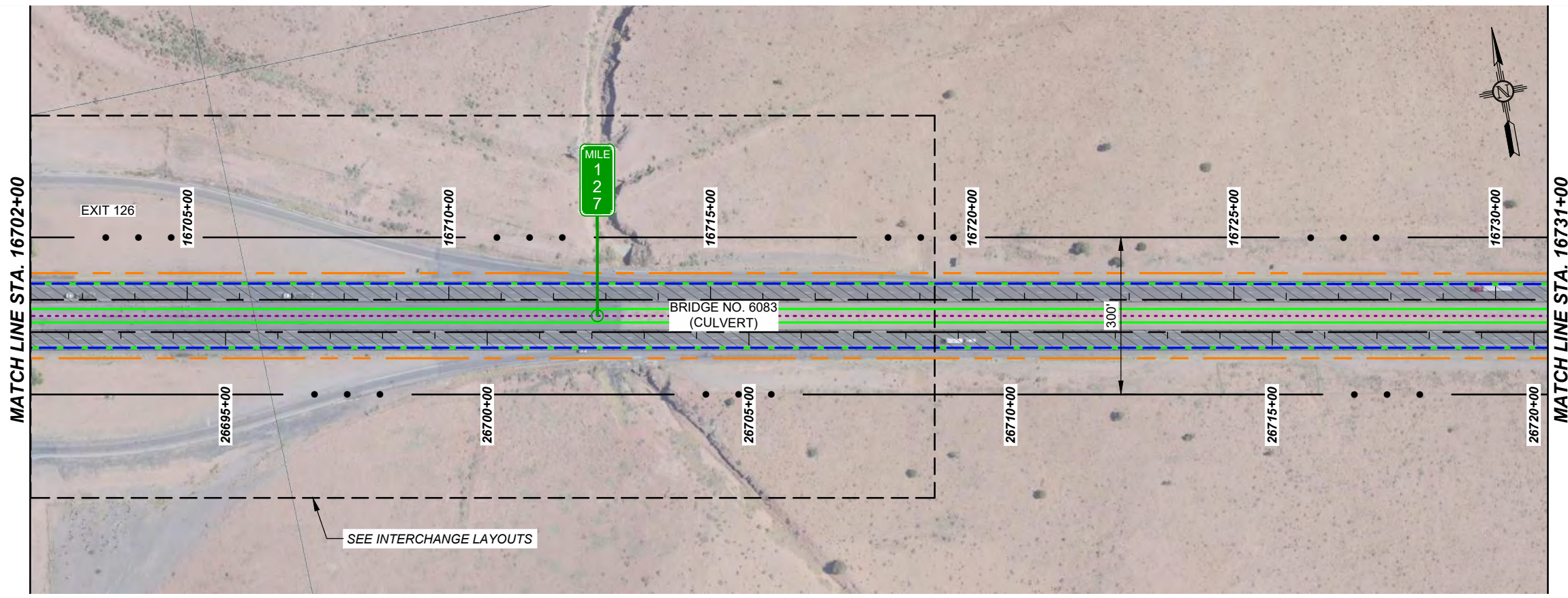
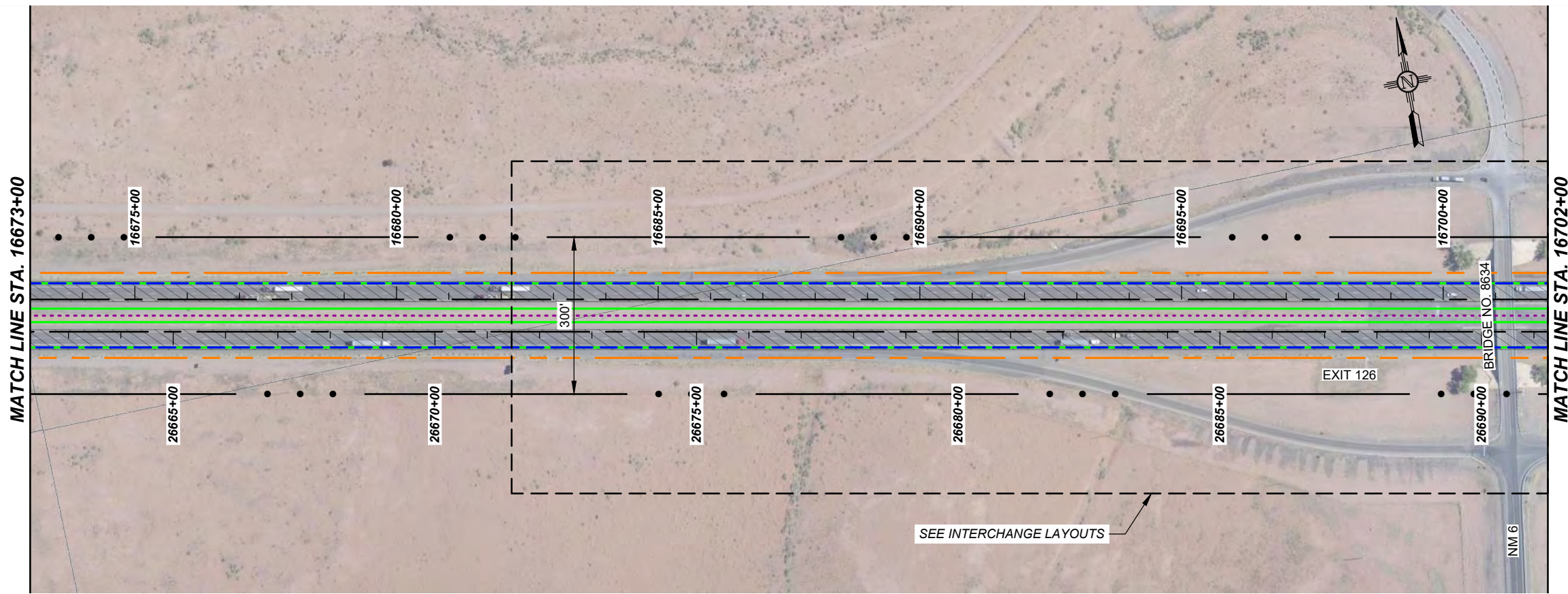
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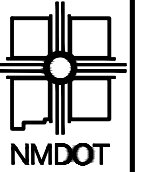
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NEW MEXICO DEPARTMENT OF TRANSPORTATION

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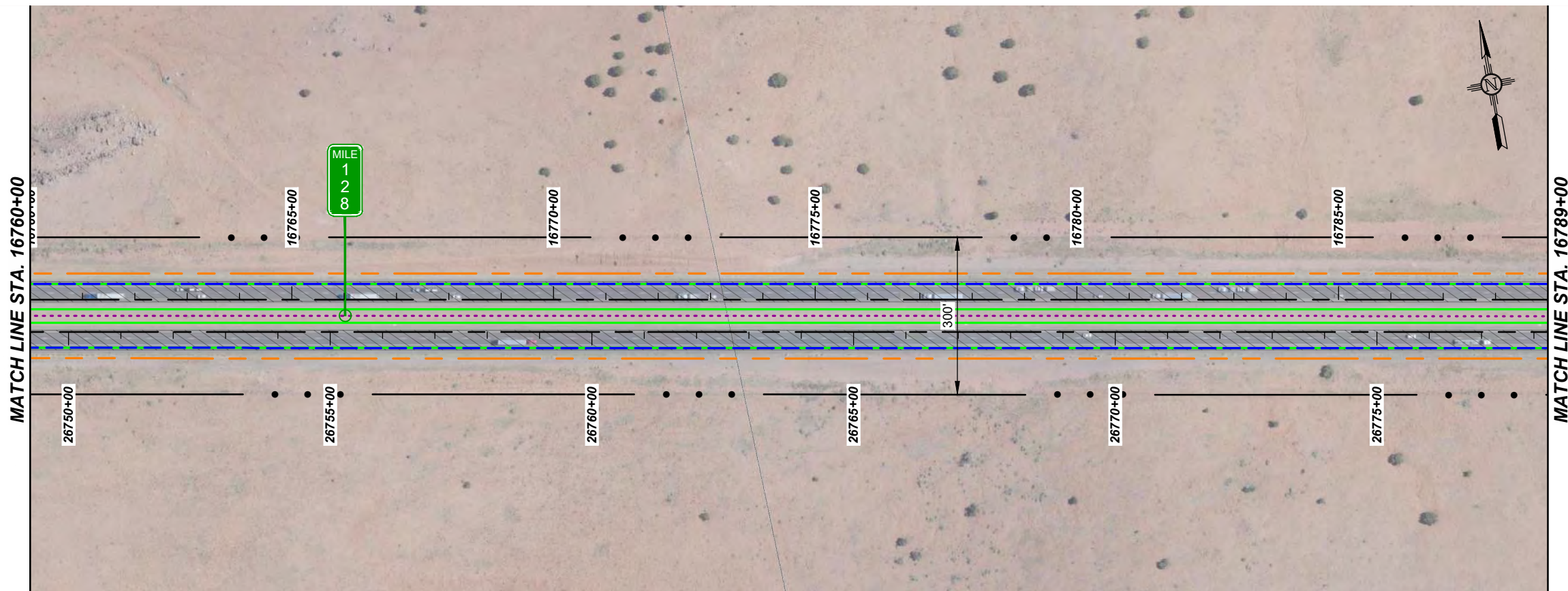
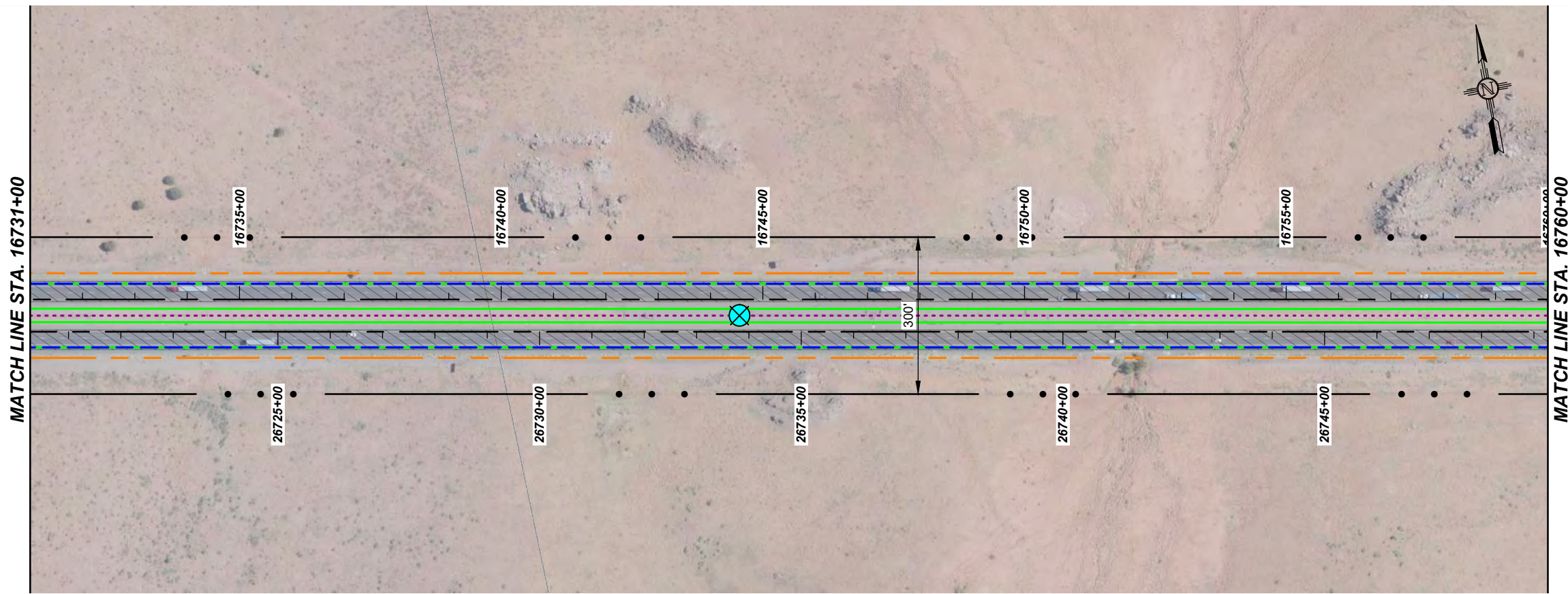
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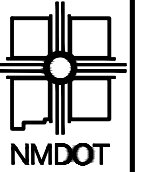
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NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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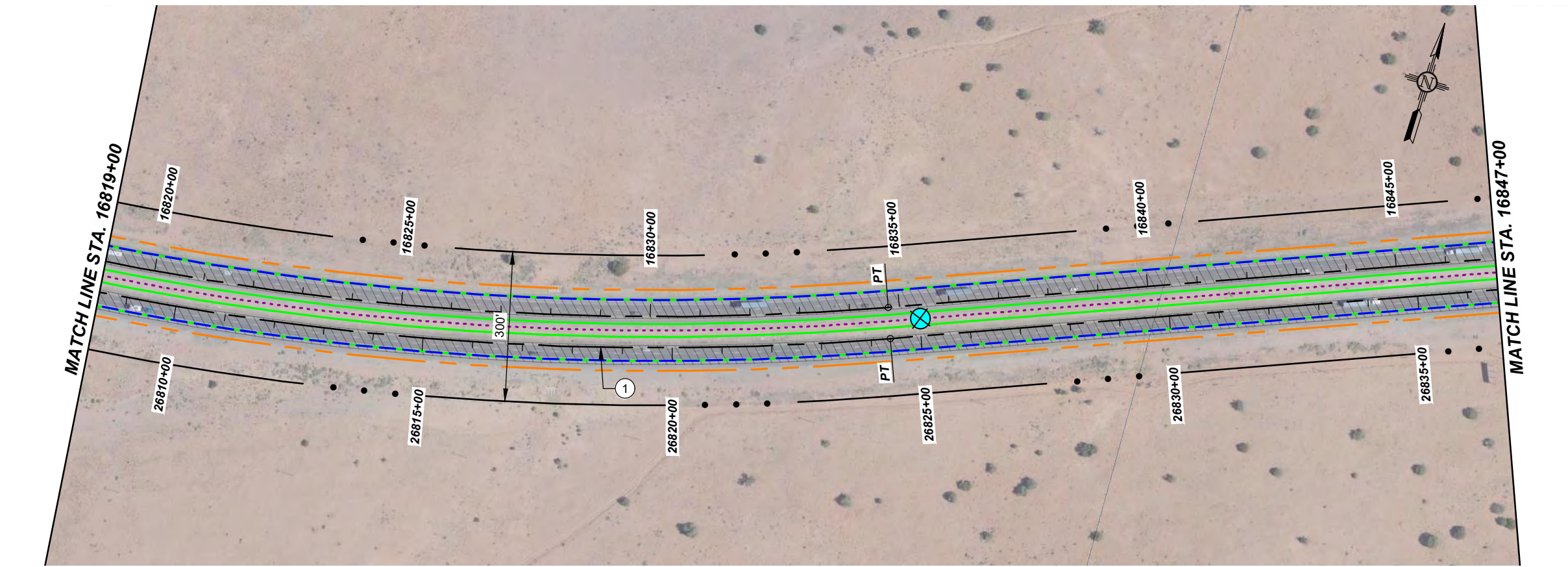
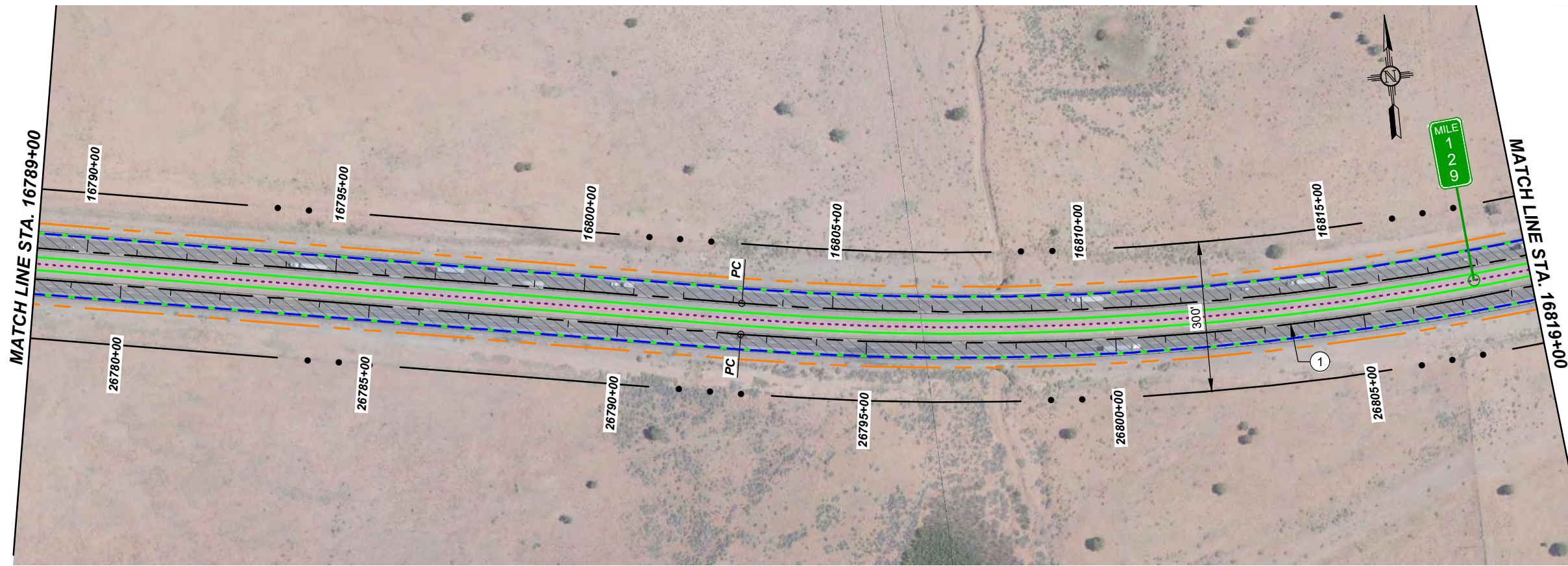
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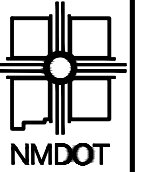
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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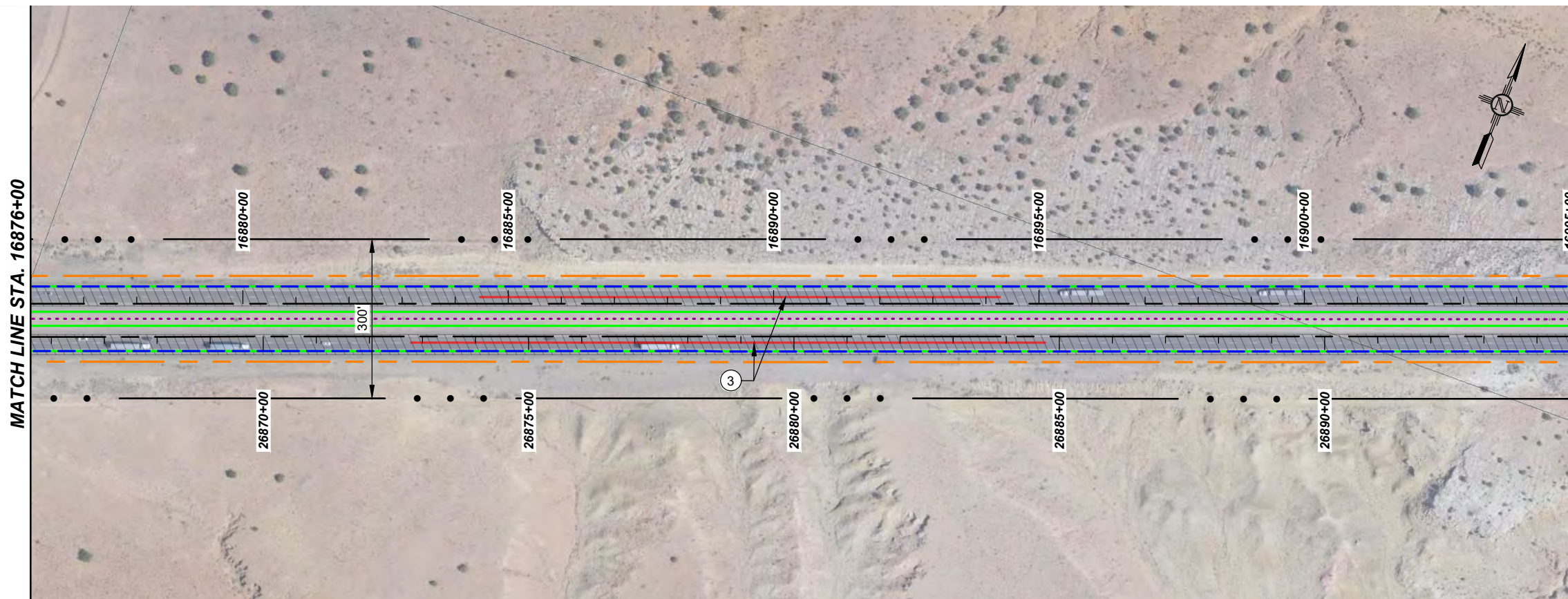
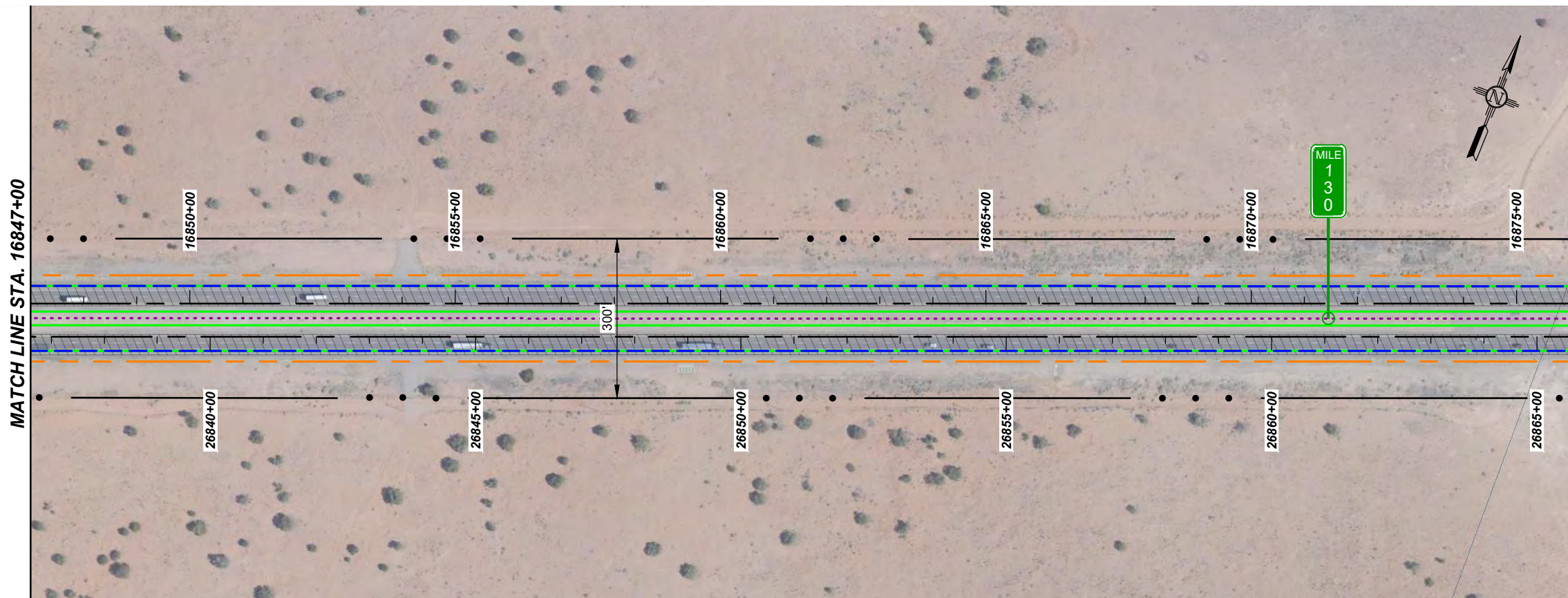
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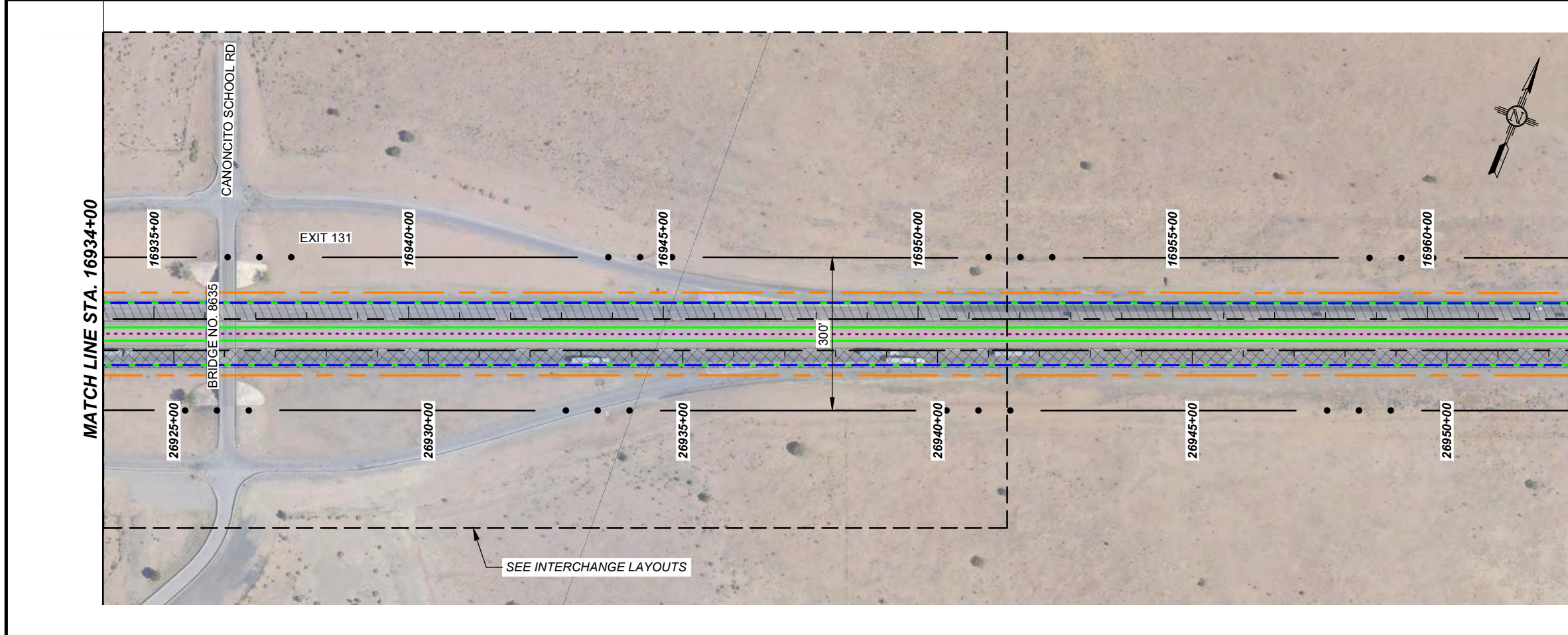
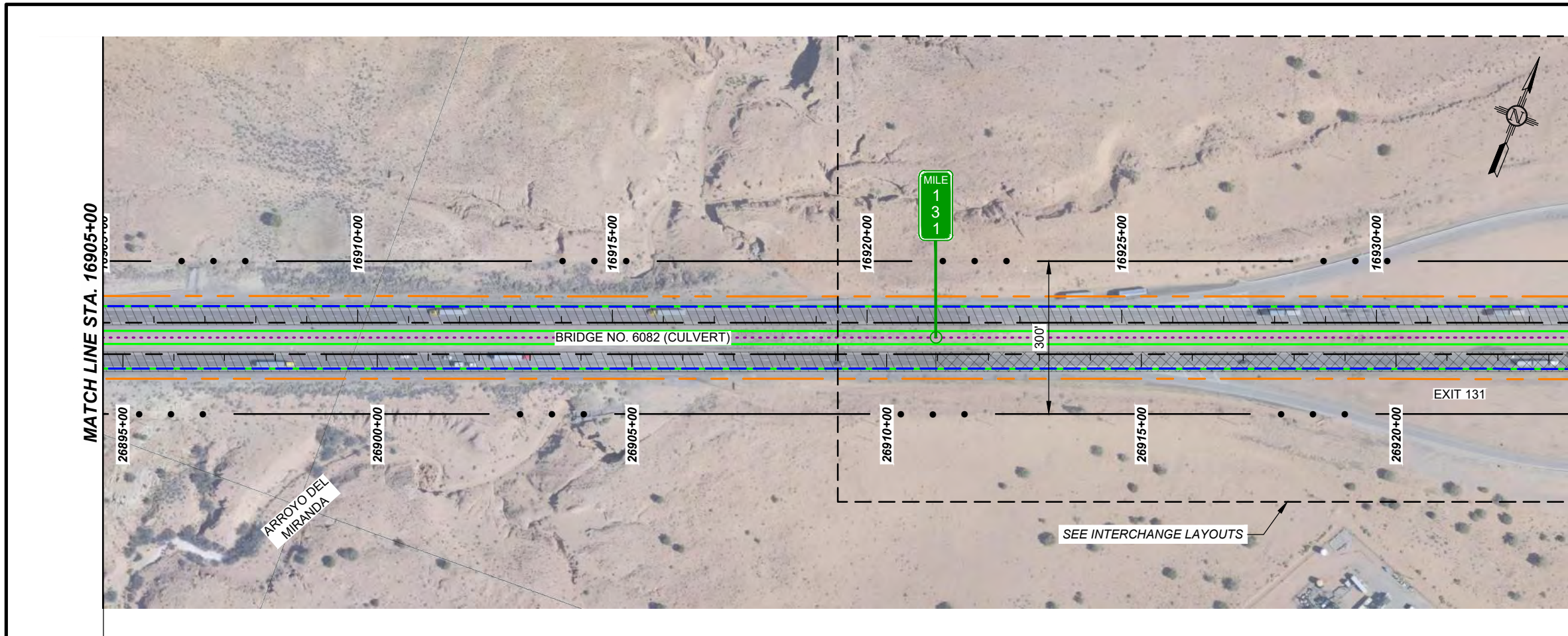
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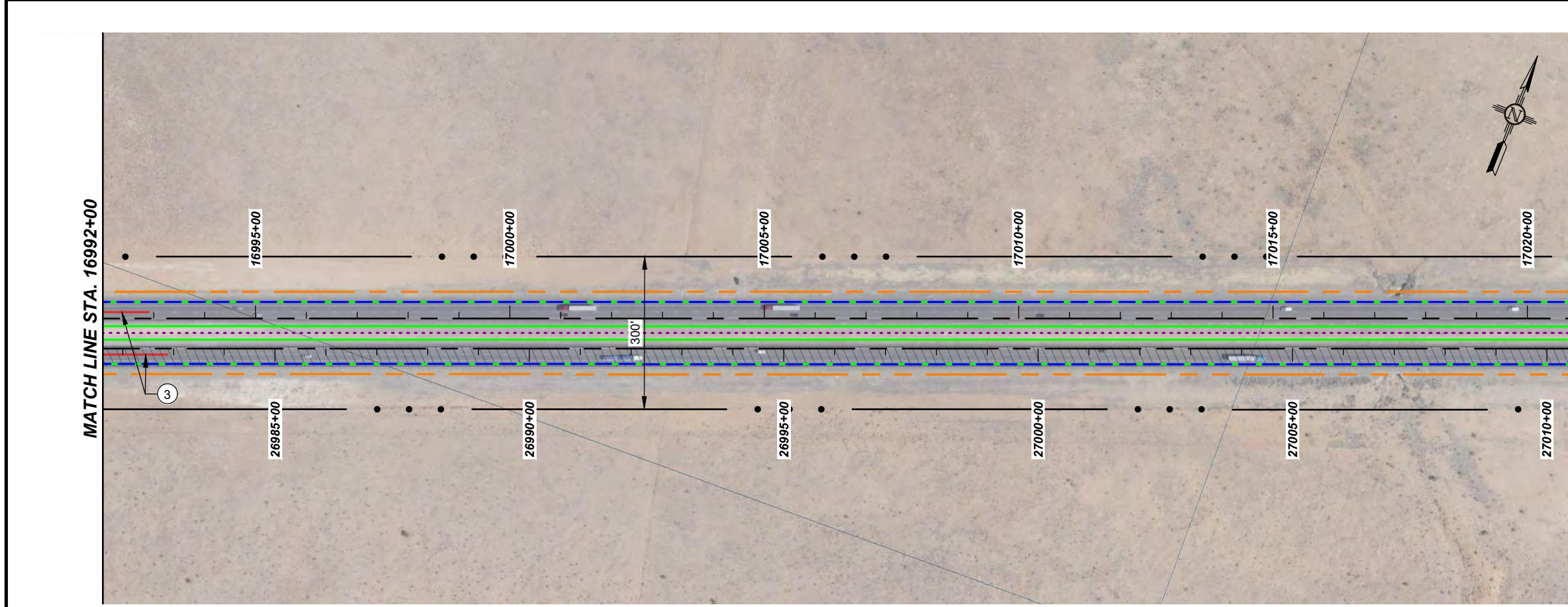
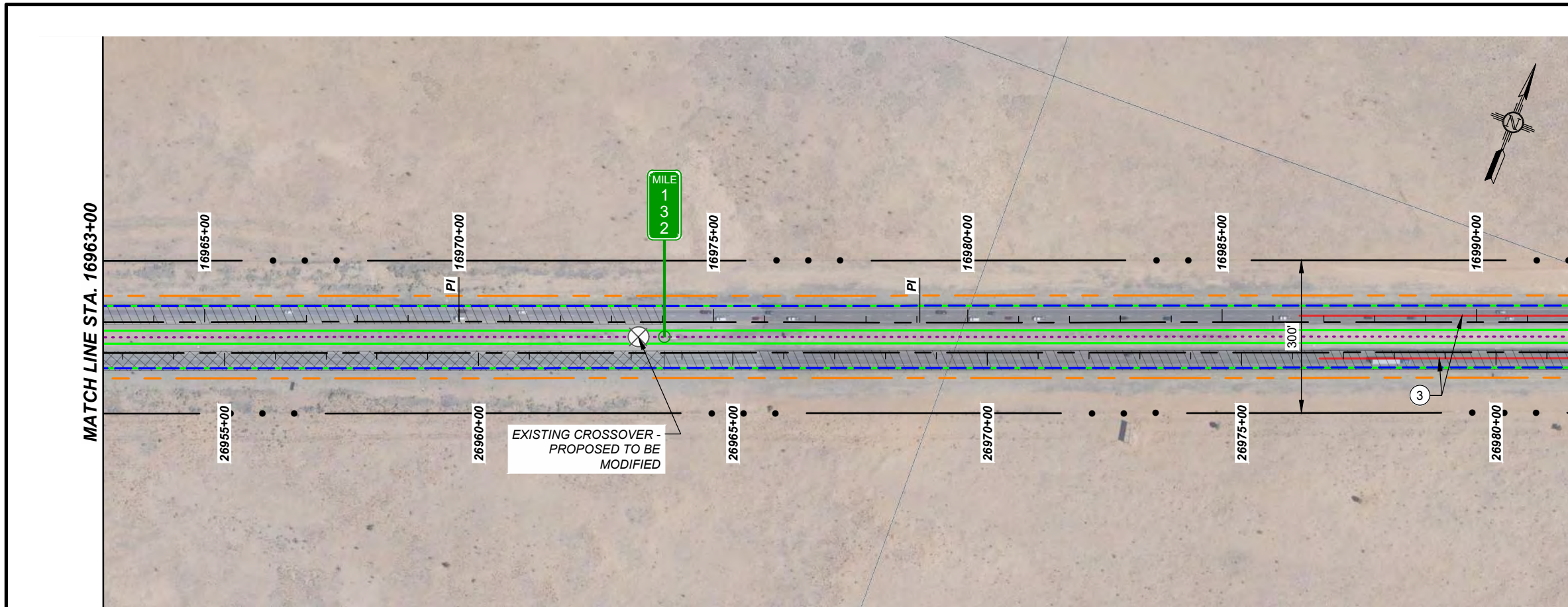
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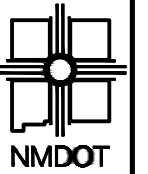
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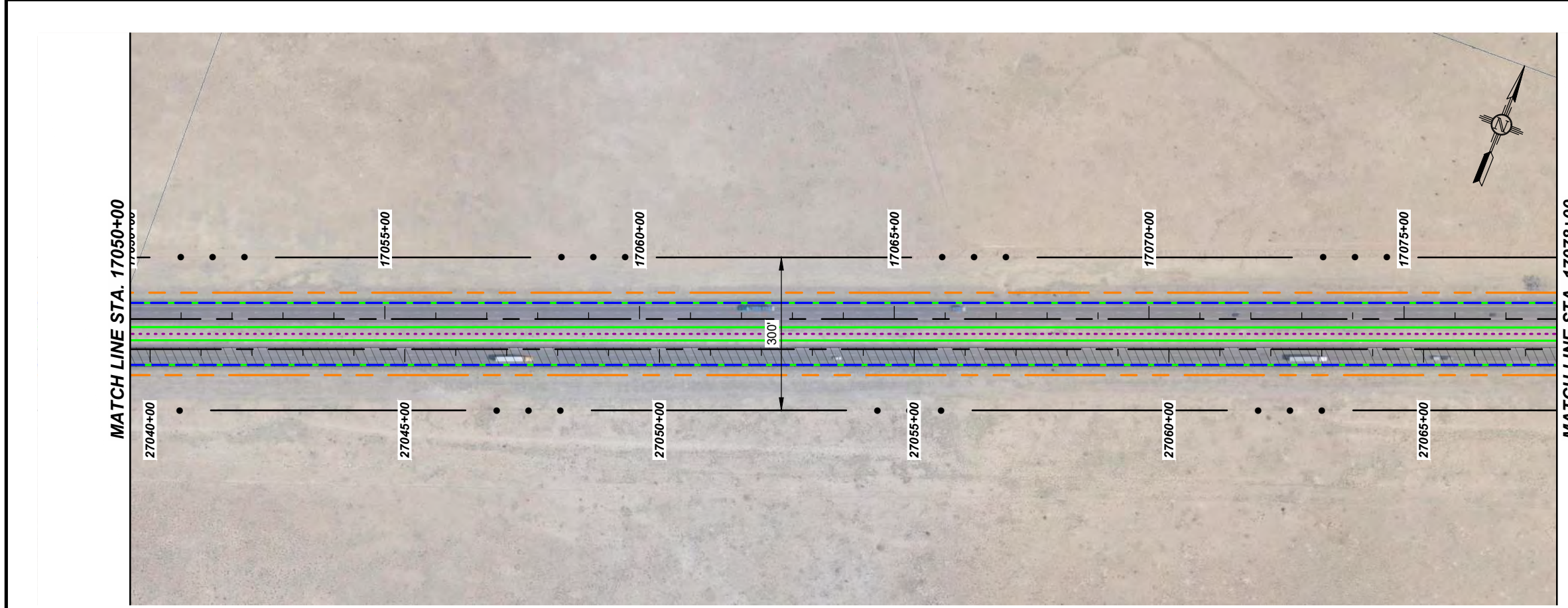
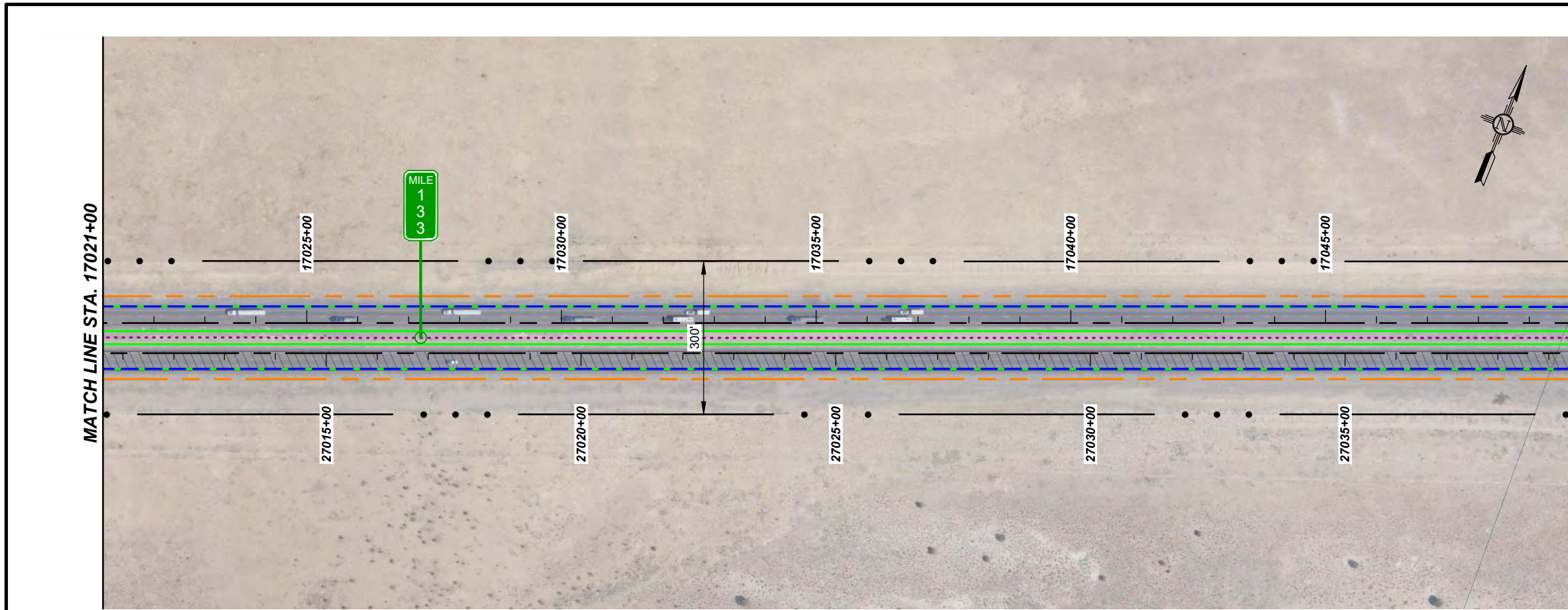
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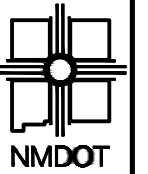
KEY NOTES

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NOTE: SEE APPENDIX A, HIGHWAY OPERATIONAL PLAN FOR PROPOSED ITS AND DRAINAGE RECOMMENDATIONS.

**PRELIMINARY
NOT FOR CONSTRUCTION**





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
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- — — — EXIST. CWB
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- — — — VERTICAL CURVE - SEE KEY NOTE 3
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50' DEPRESSED MEDIAN

NOTE: LINES REPRESENT PROPOSED EDGE OF PAVEMENT

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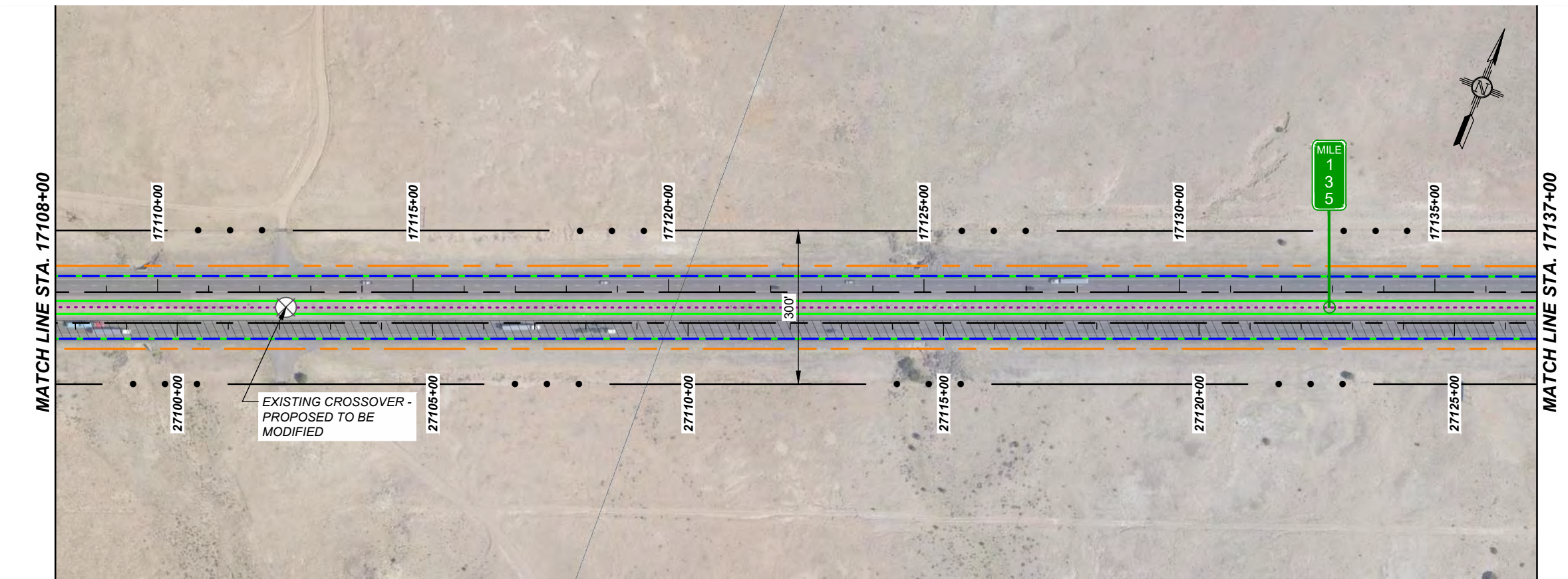
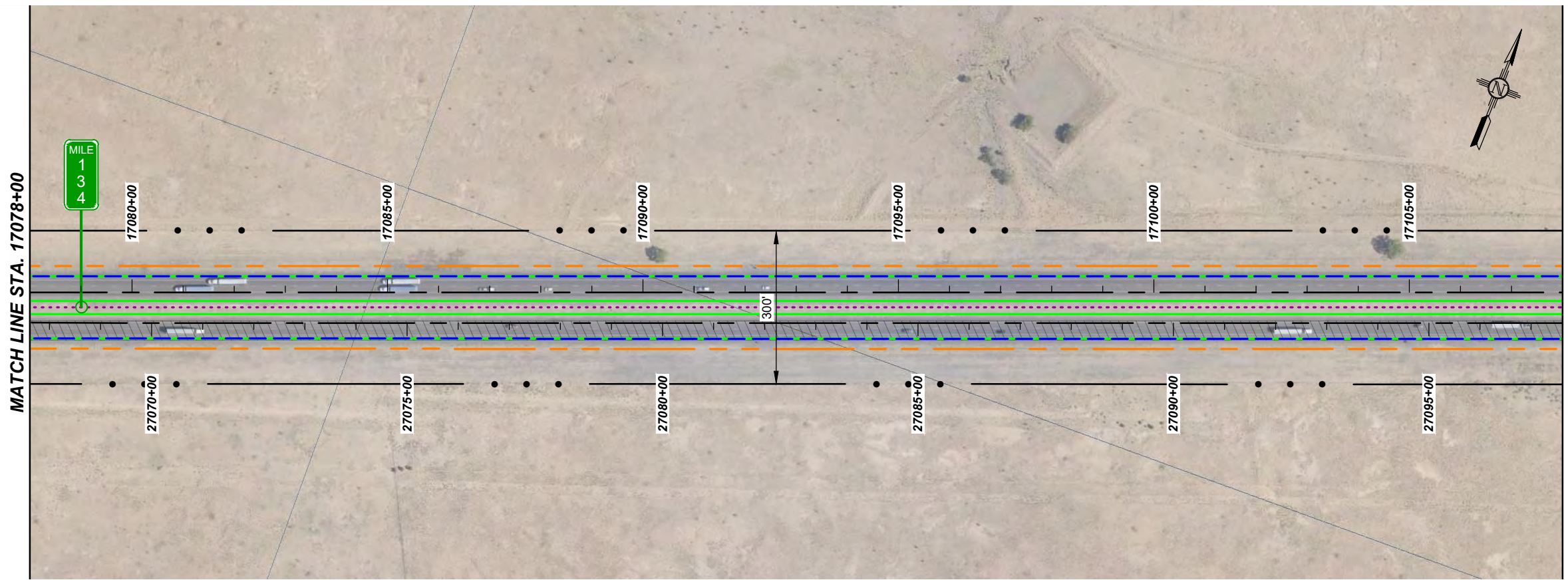
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**PRELIMINARY
NOT FOR CONSTRUCTION**

NO.	DESCRIPTION	DATE	BY
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
 PHASE B STUDY
 I-40 CONCEPTUAL ALTERNATIVES

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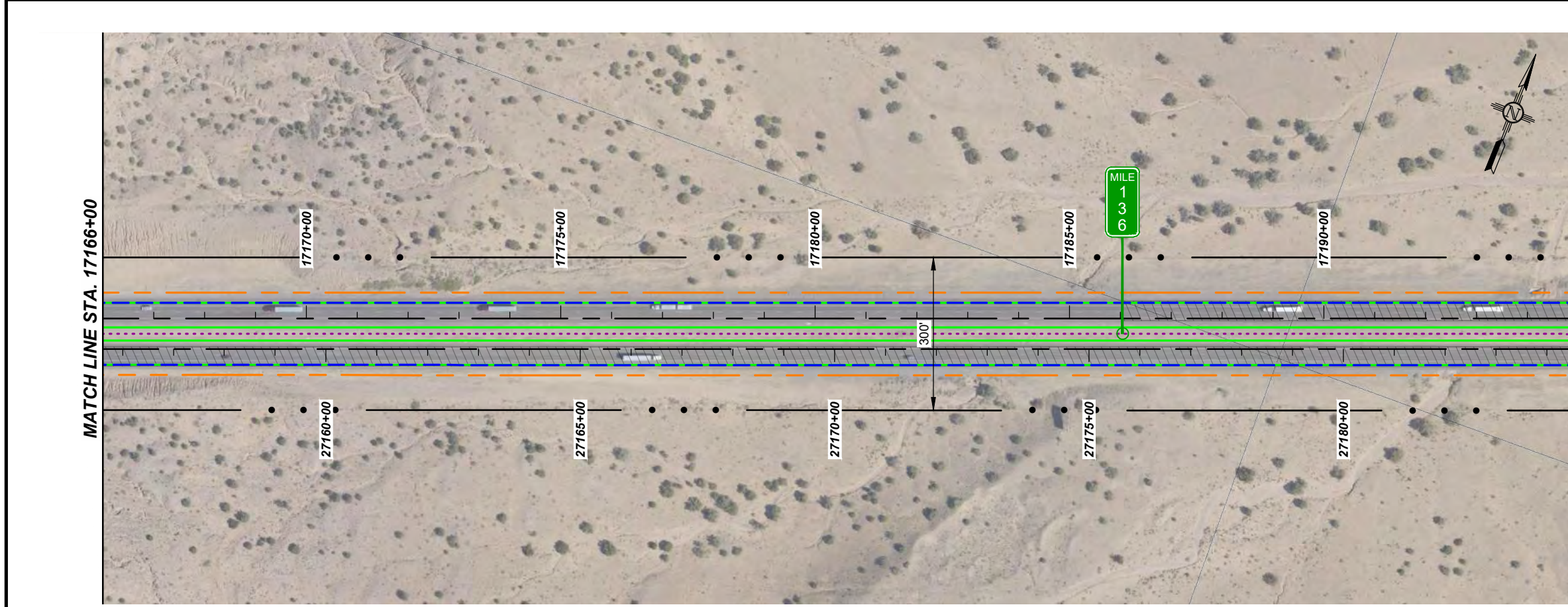
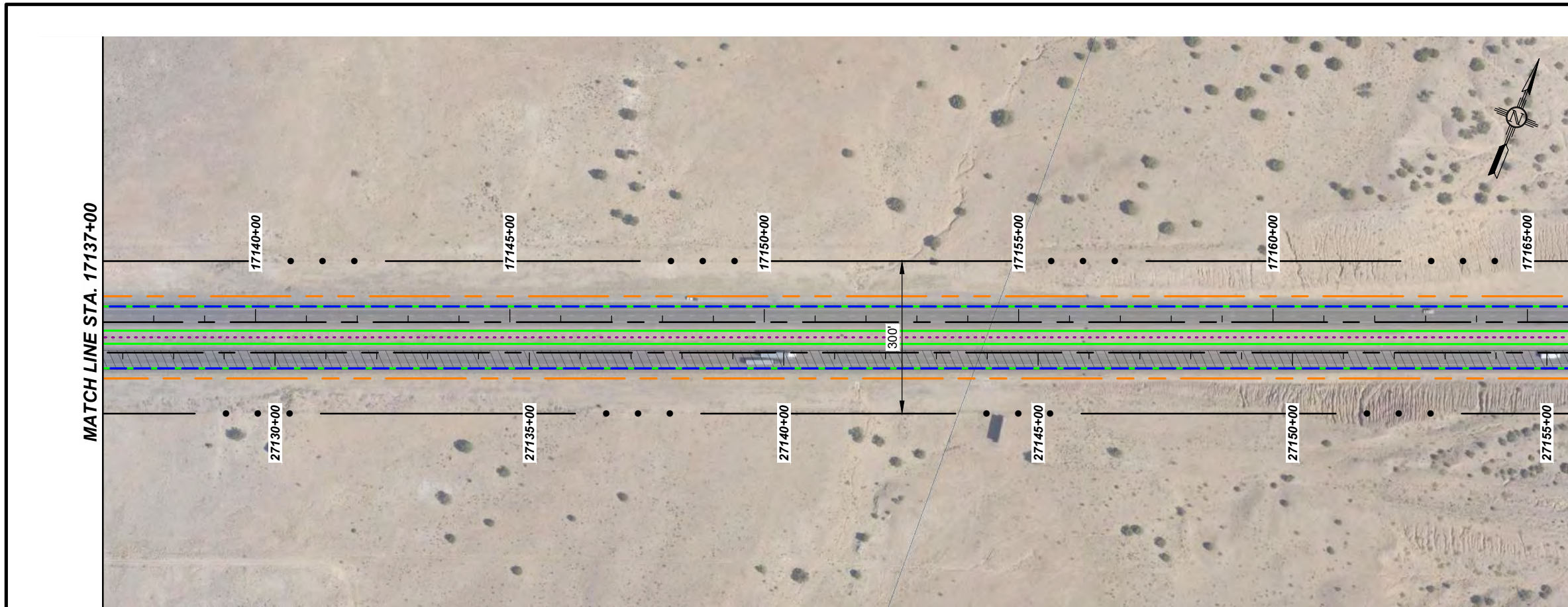
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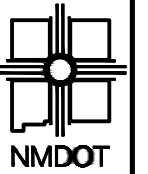
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PRELIMINARY
 NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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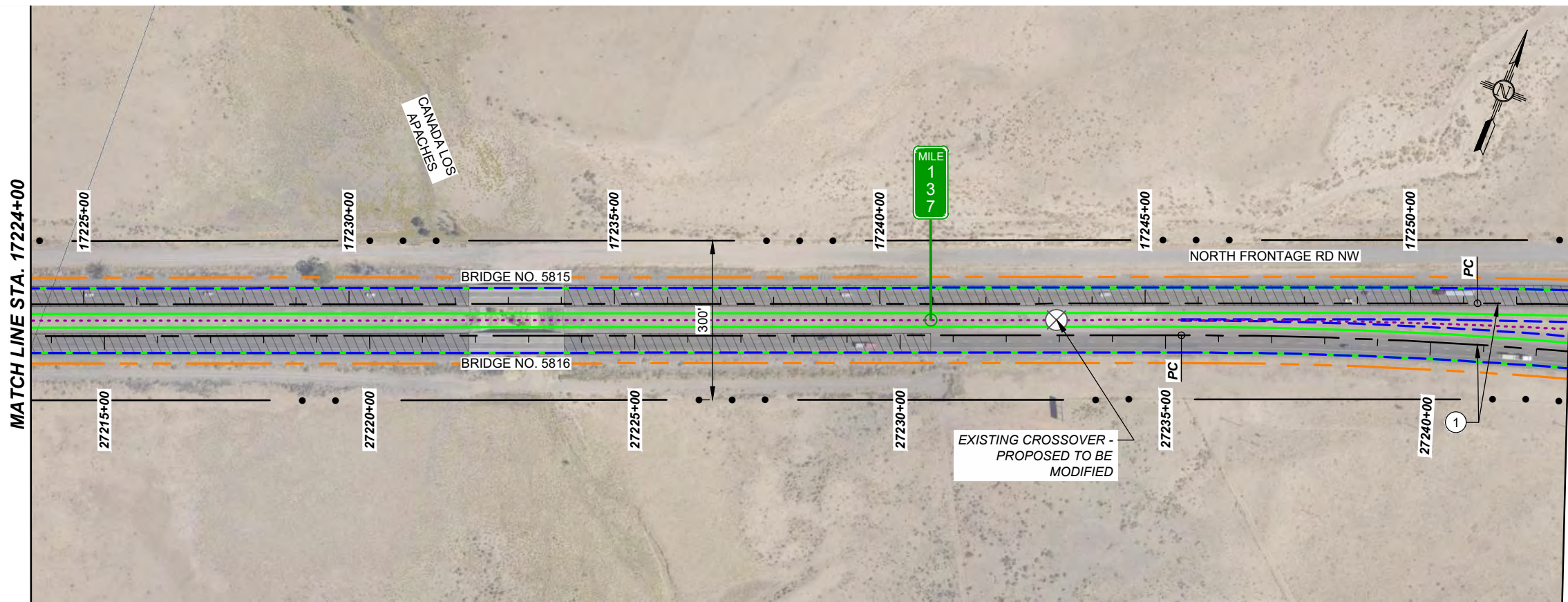
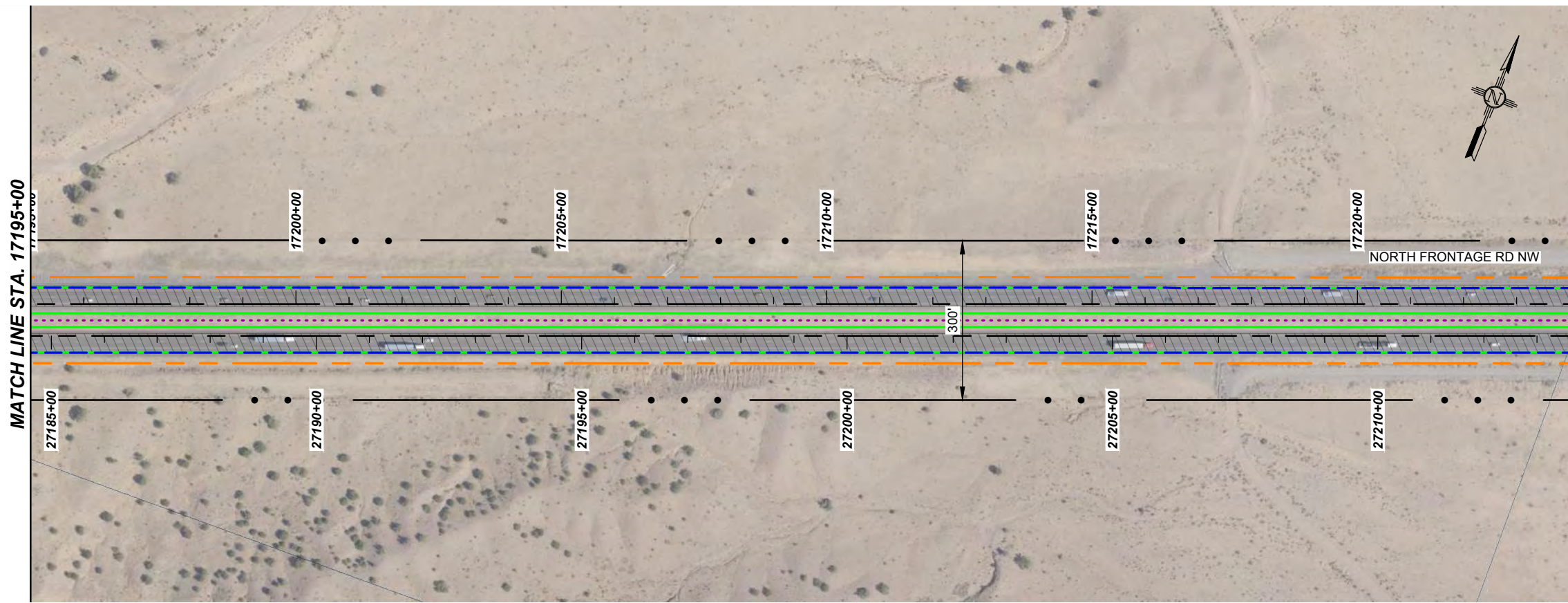
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PRELIMINARY
NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY
4			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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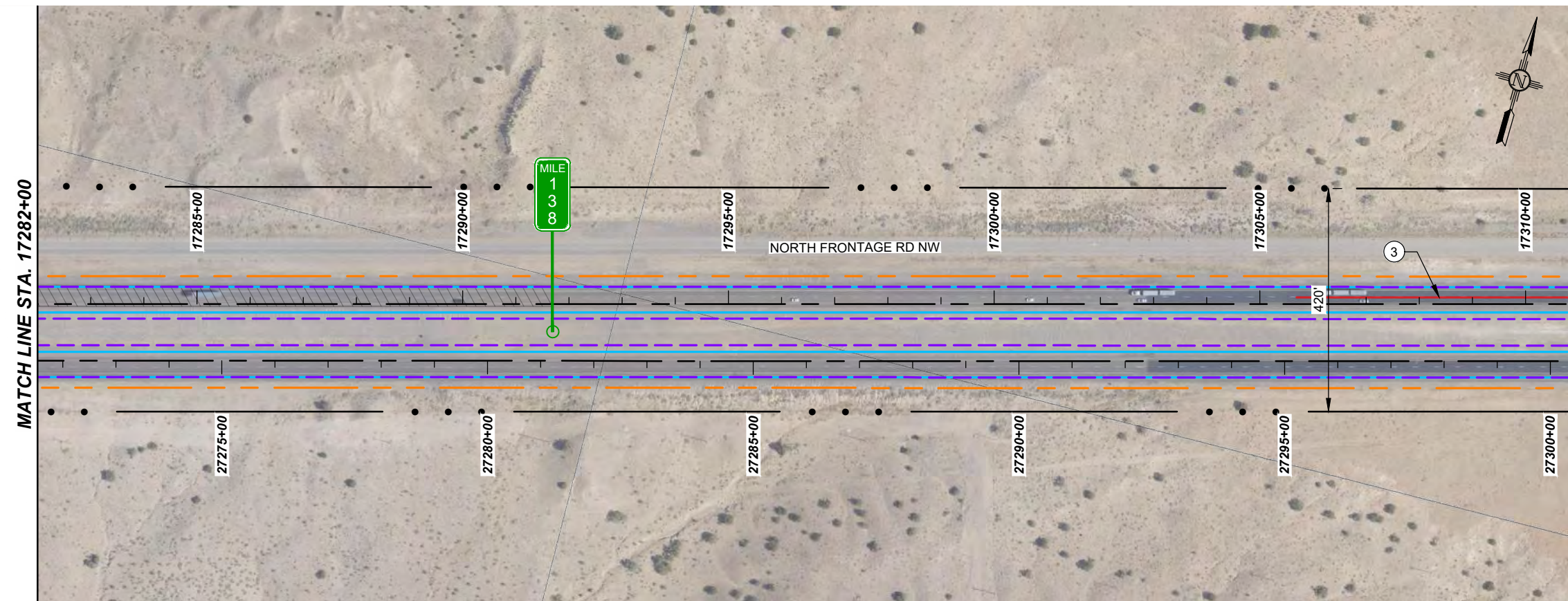
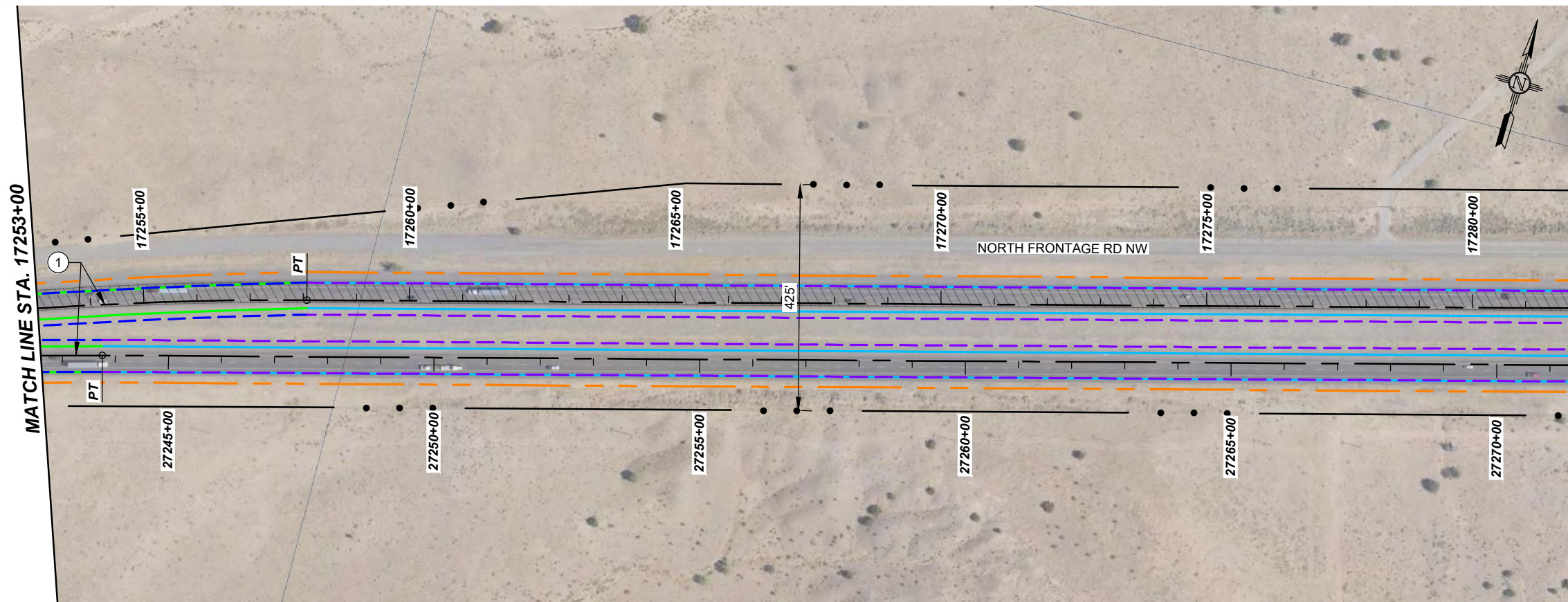
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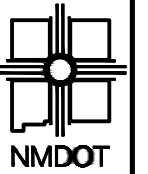
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PRELIMINARY
NOT FOR CONSTRUCTION





NEW MEXICO DEPARTMENT OF TRANSPORTATION

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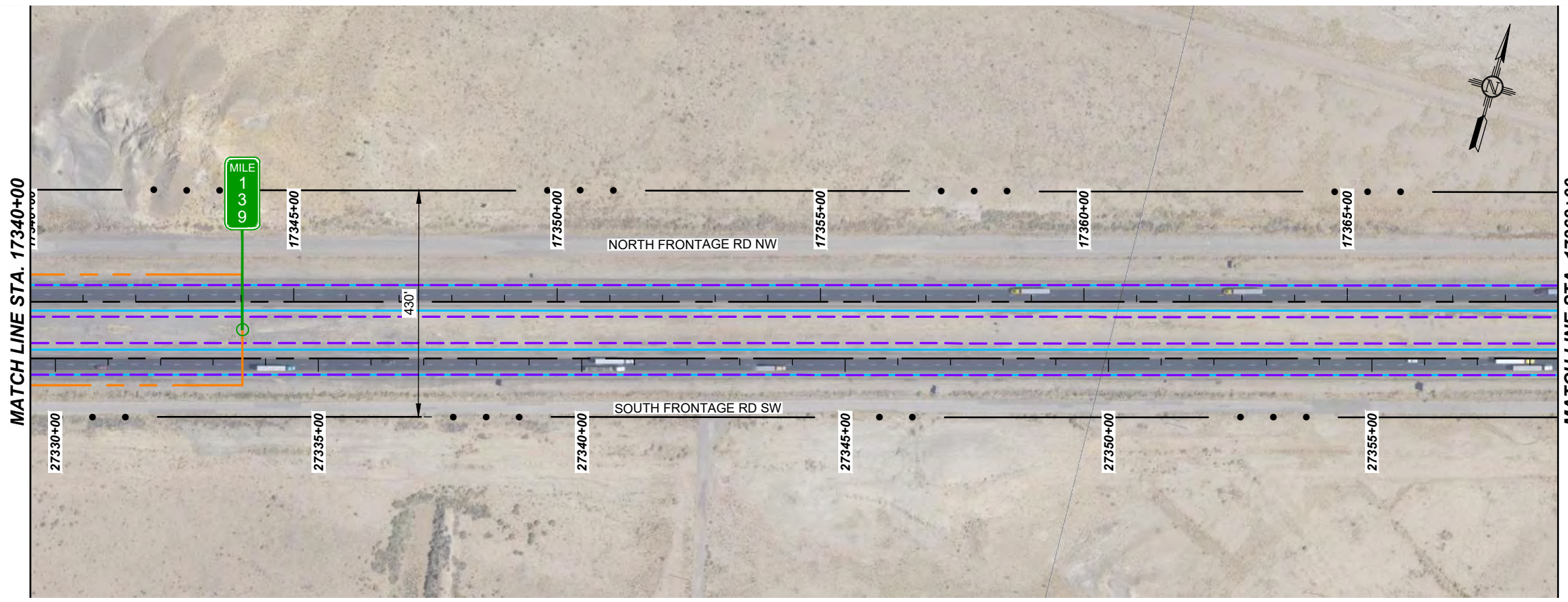
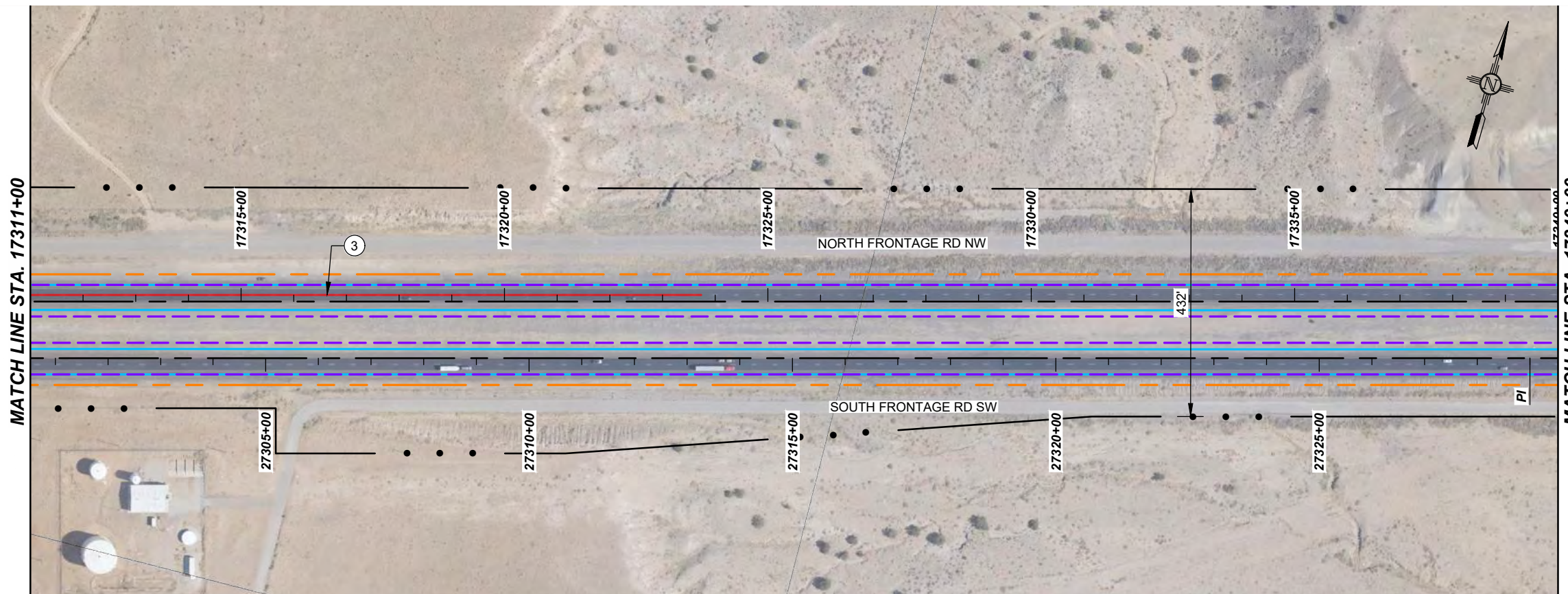
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**PRELIMINARY
NOT FOR CONSTRUCTION**

NO.	DESCRIPTION	DATE	BY
4			
3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES

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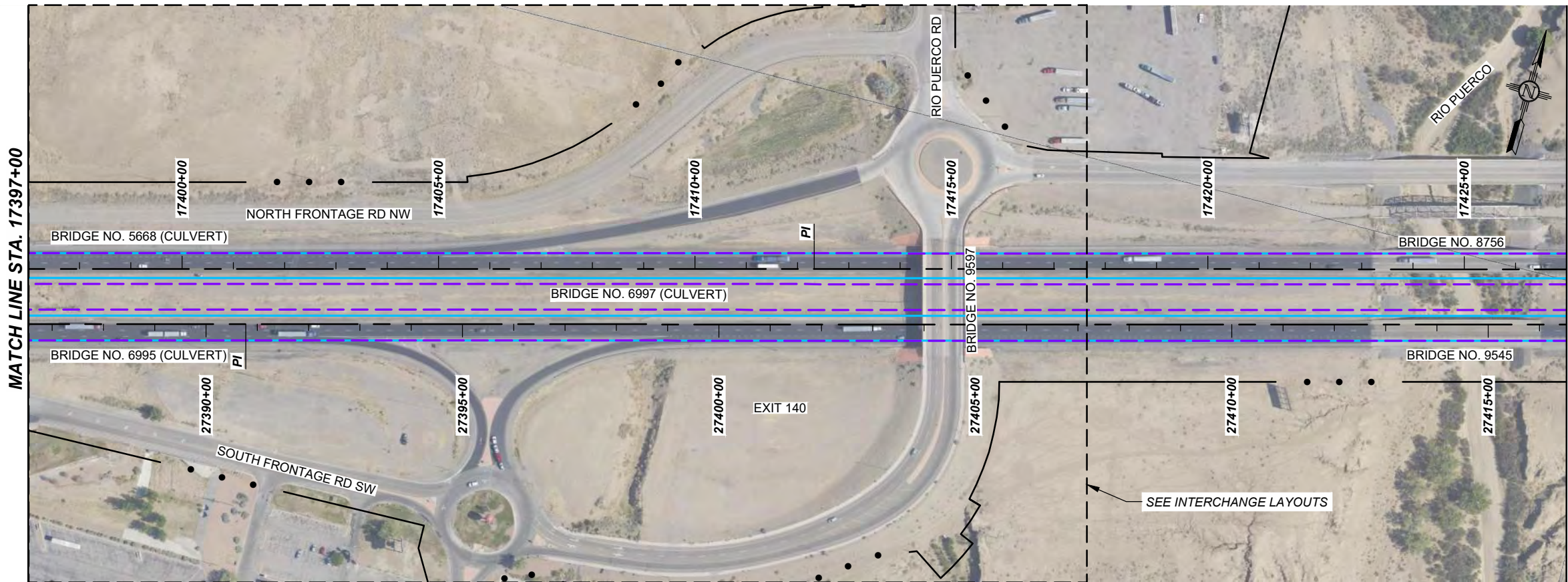
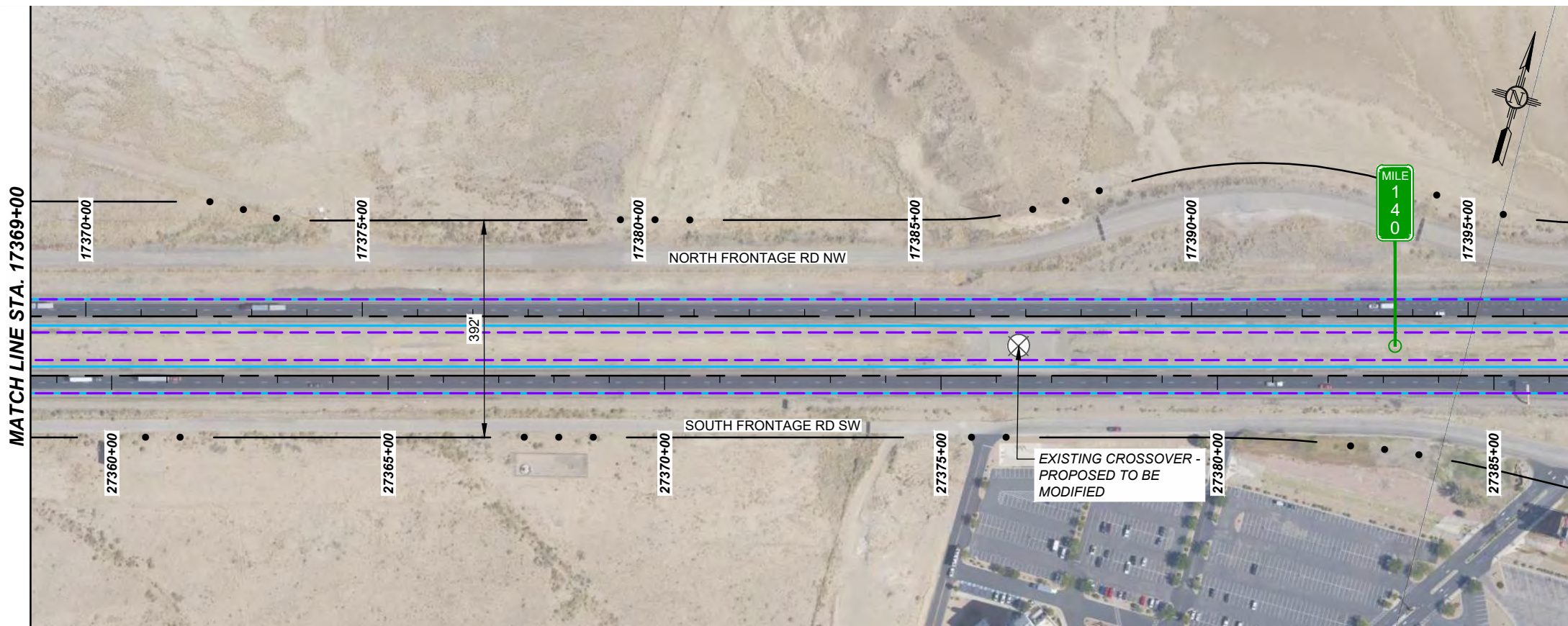
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CN 6101580
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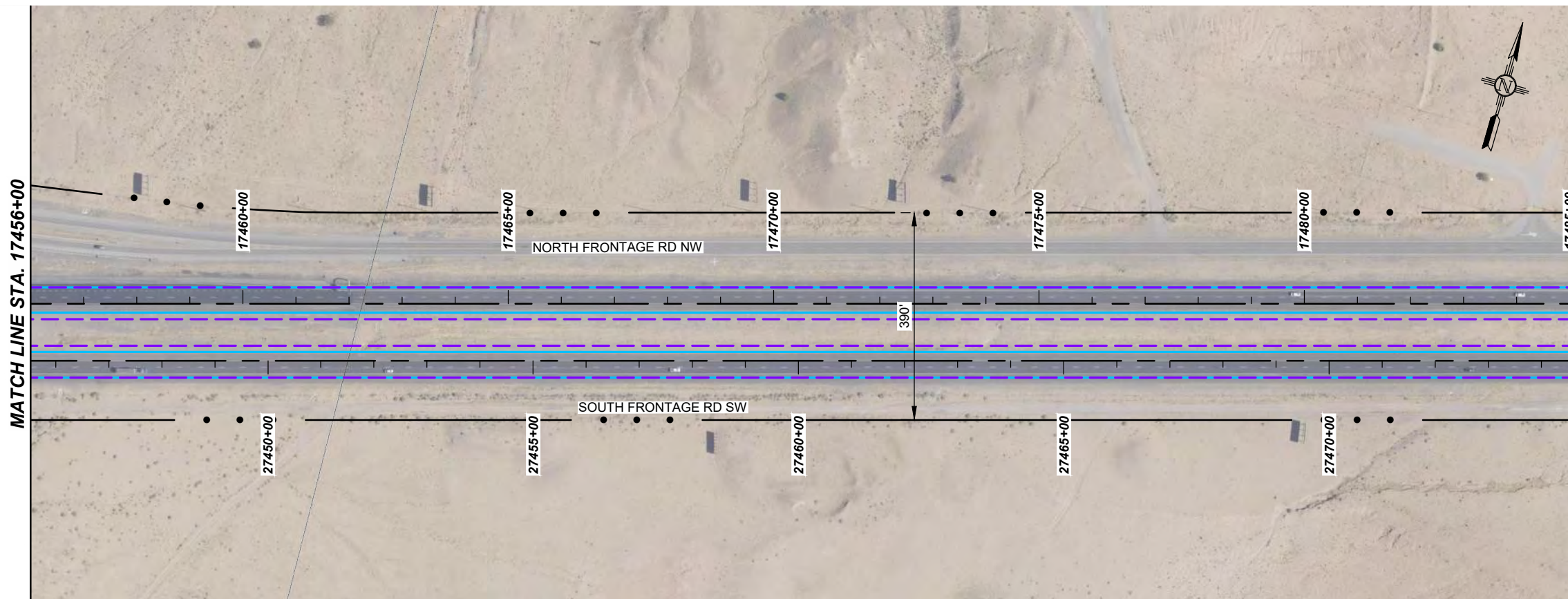
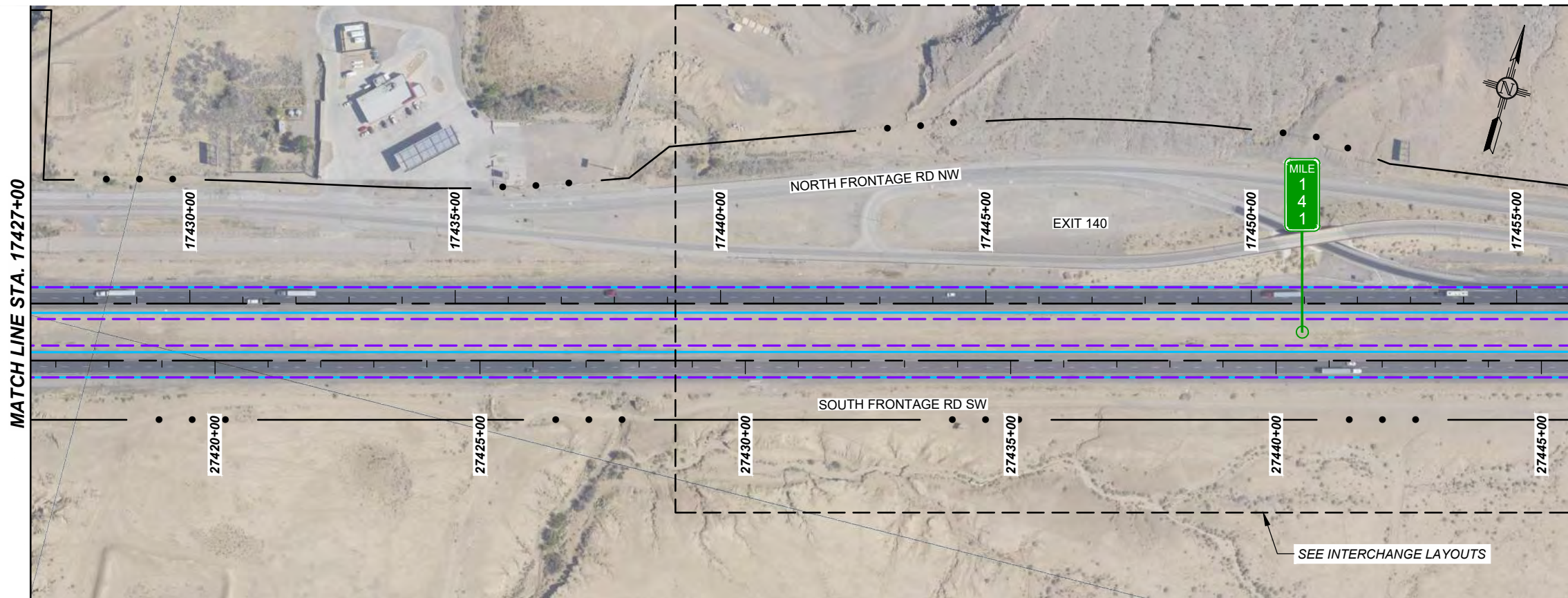
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NEW MEXICO DEPARTMENT OF TRANSPORTATION

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I-40 CONCEPTUAL ALTERNATIVES

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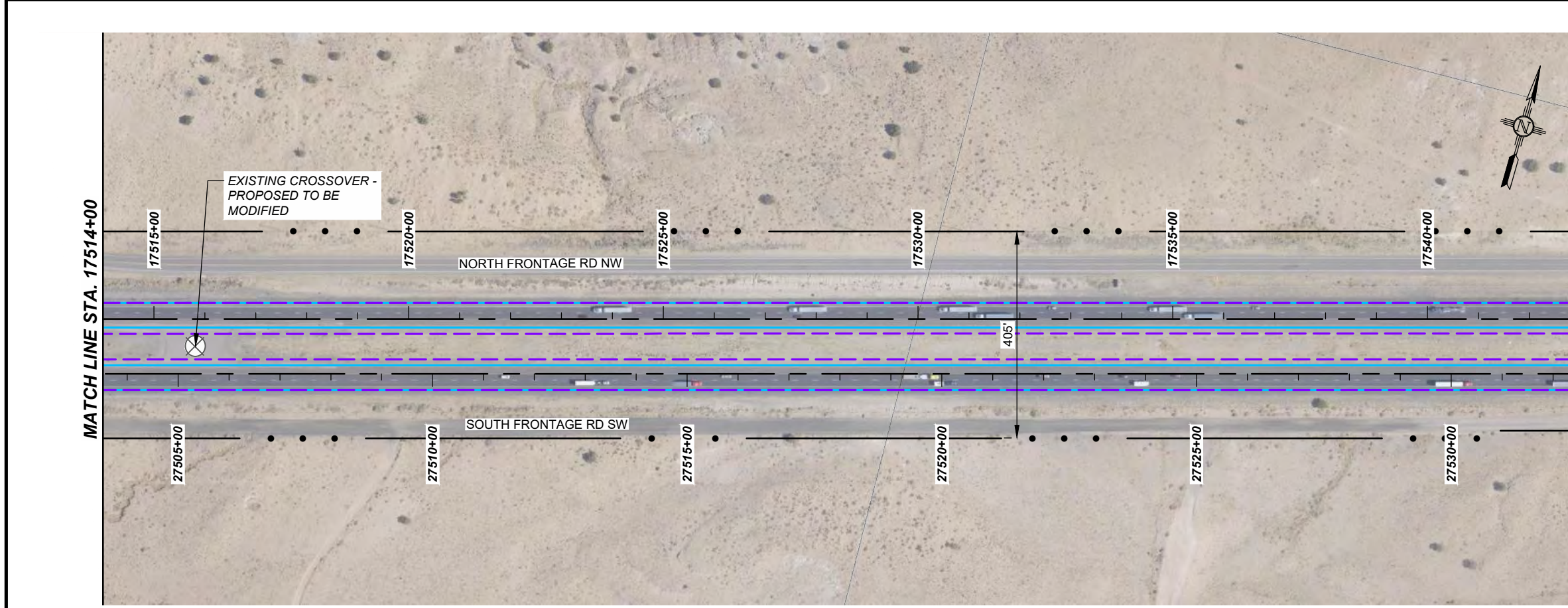
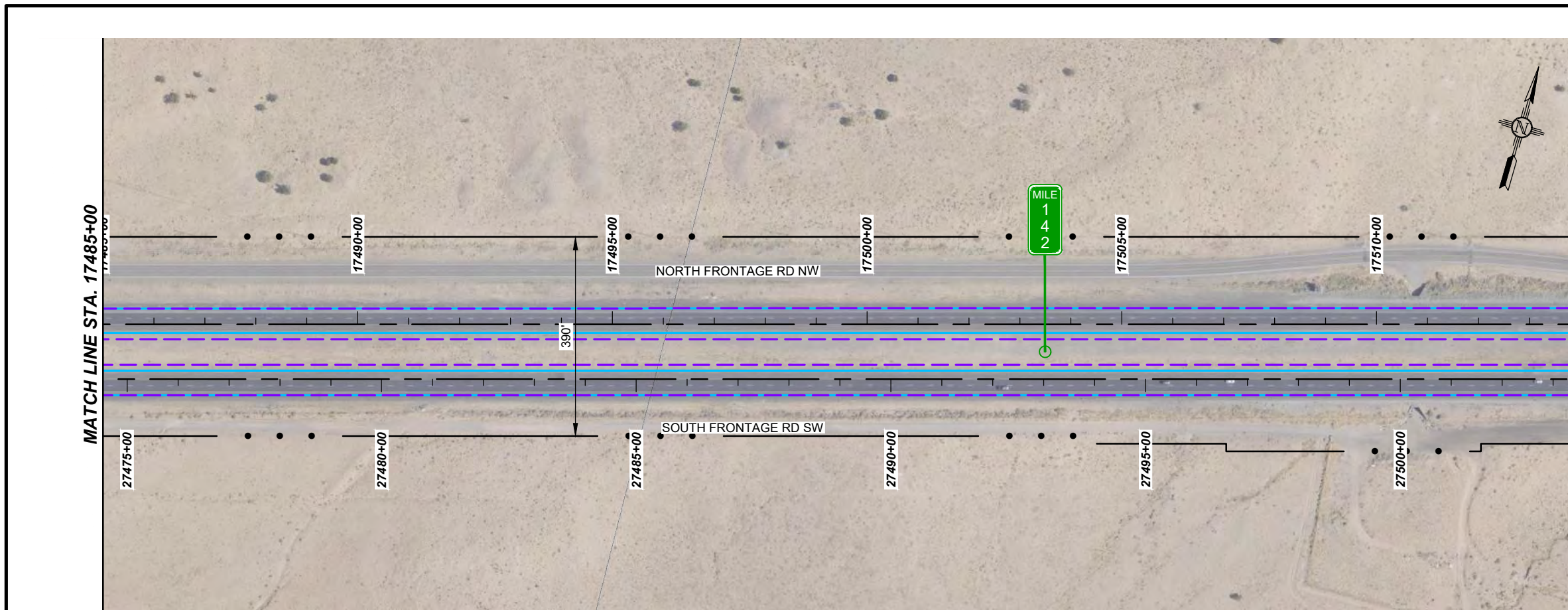
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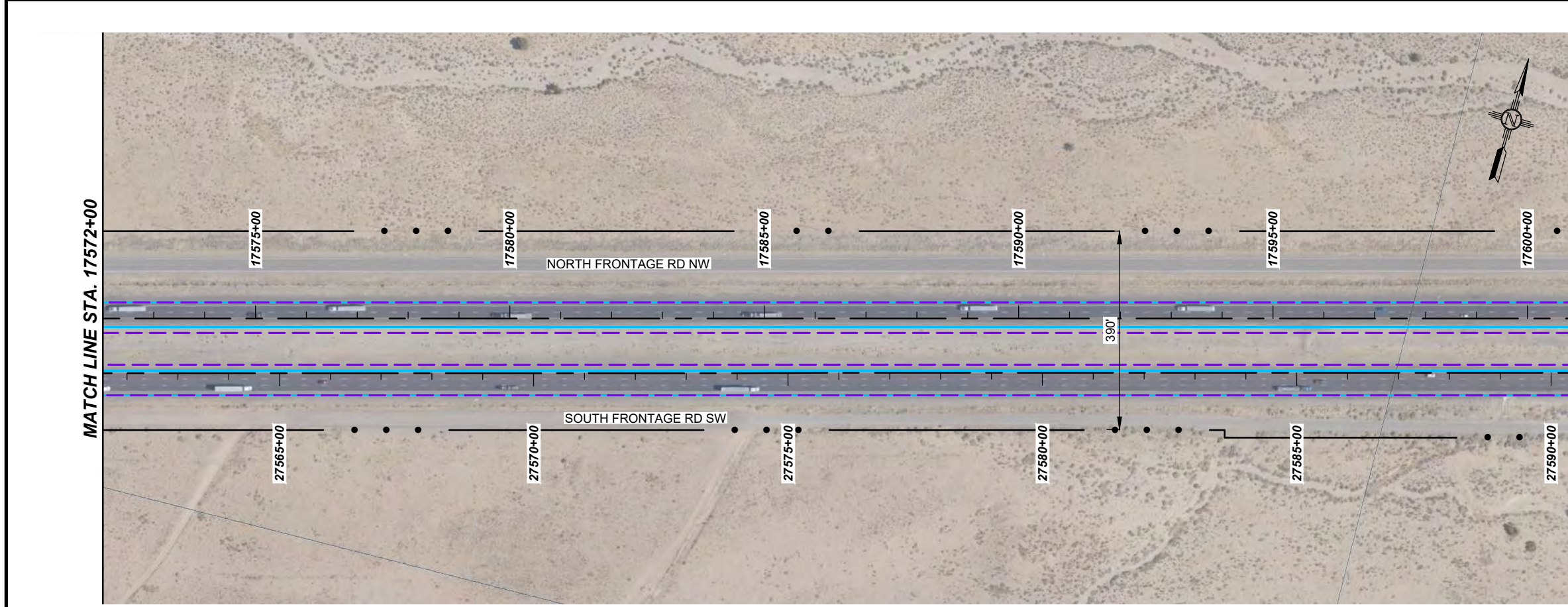
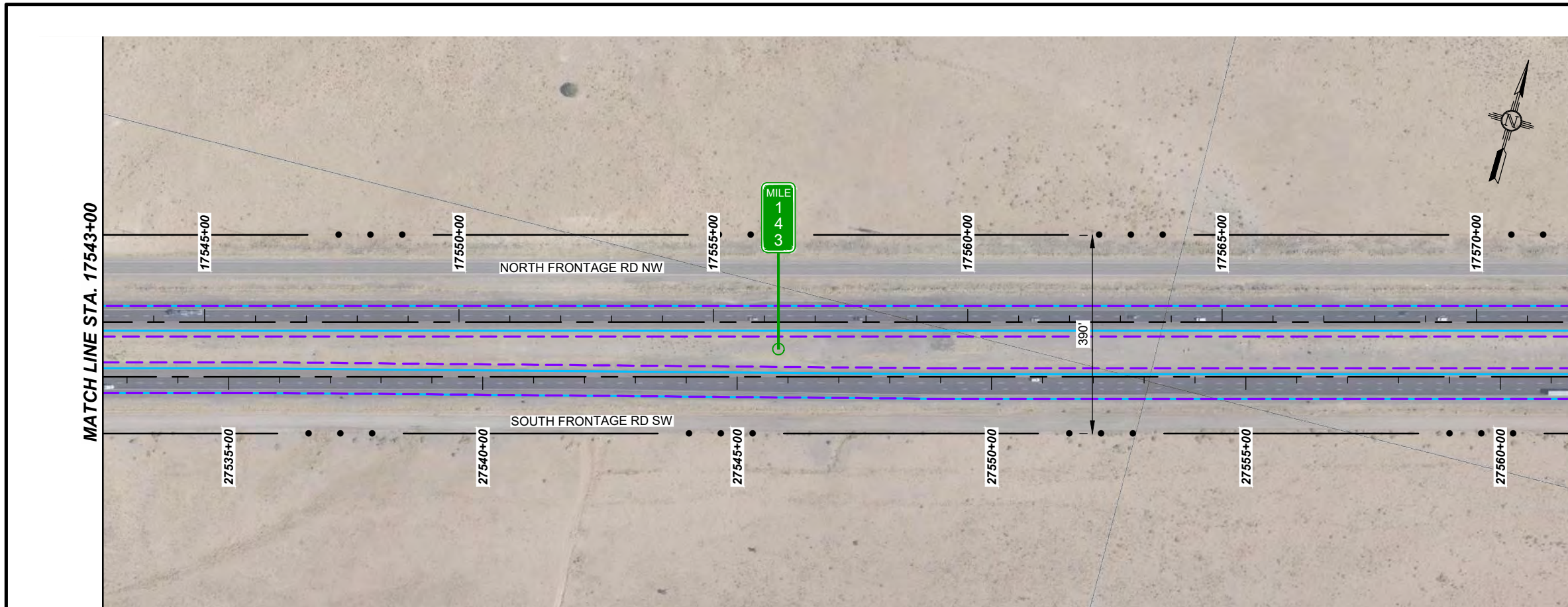
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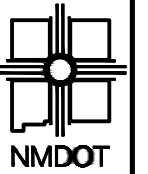
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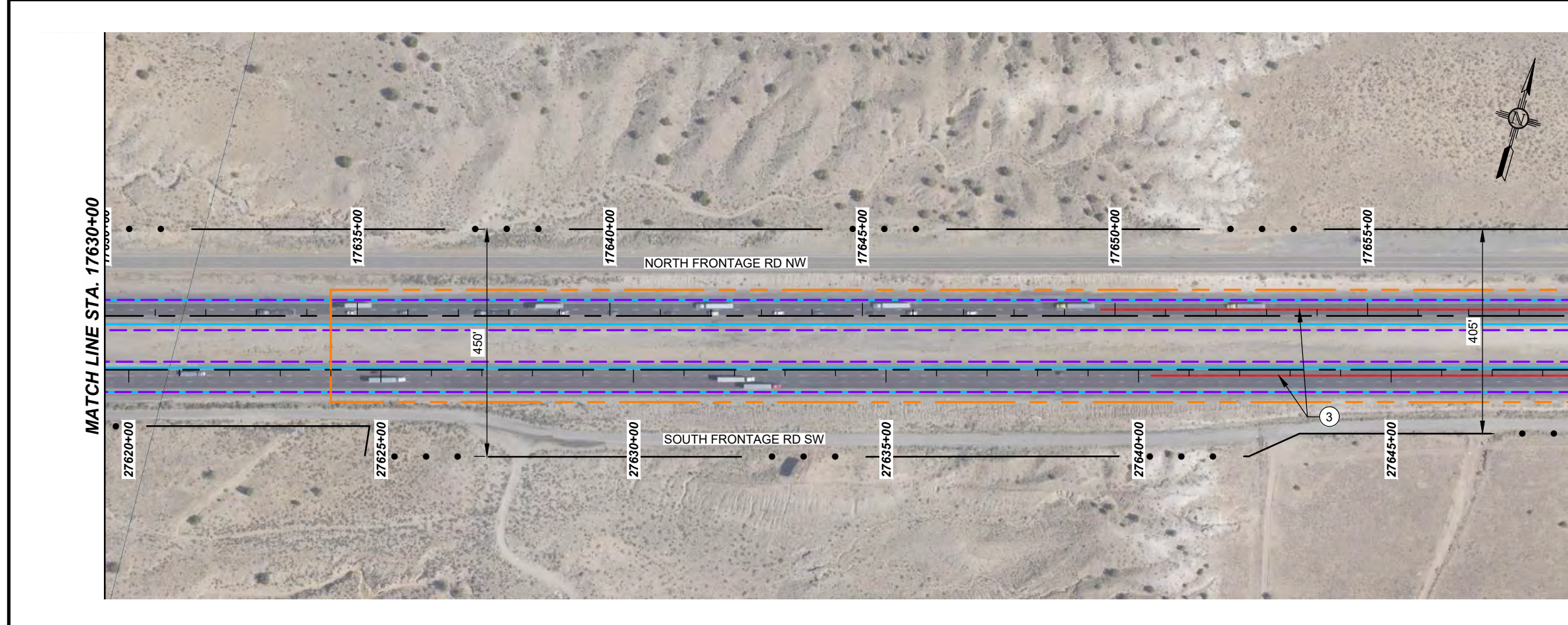
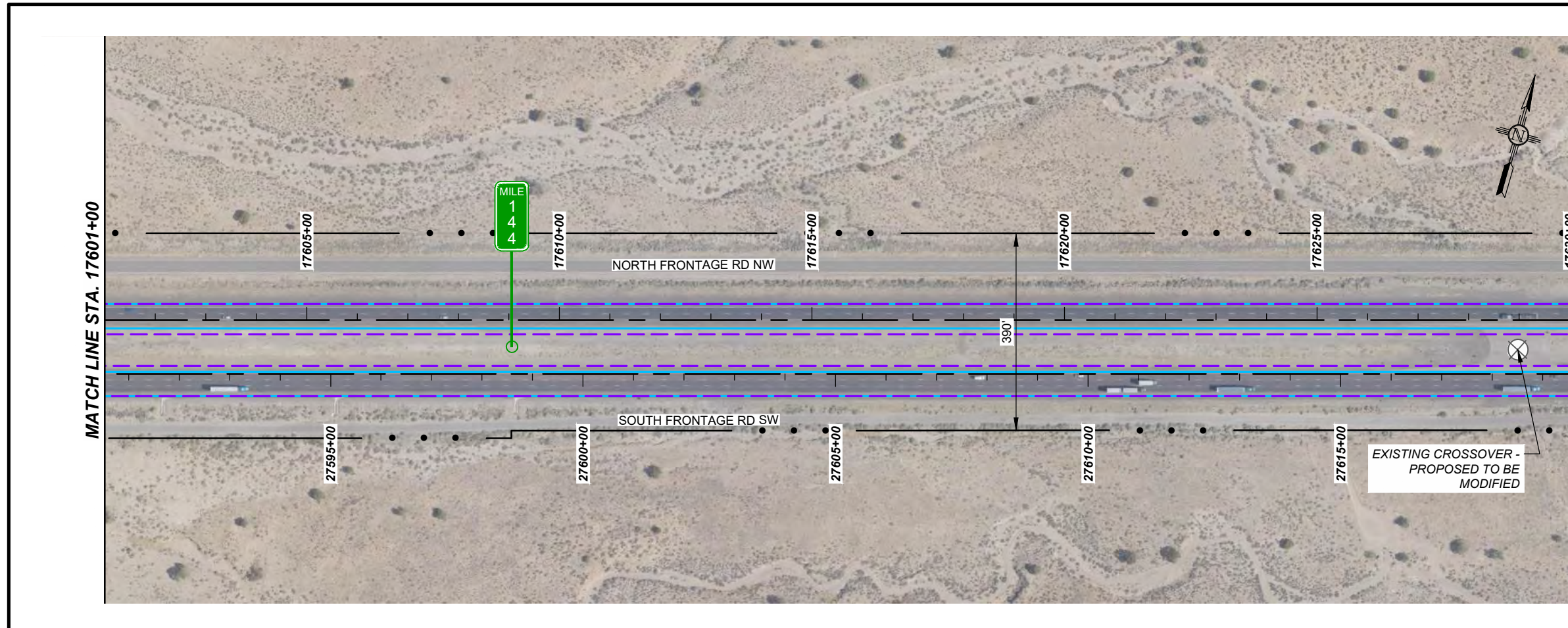
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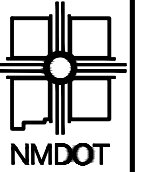
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NO.	DESCRIPTION	DATE	BY
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3			
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CN 6101580
PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





NEW MEXICO DEPARTMENT OF TRANSPORTATION

LEGEND

- . . . - EXIST. RIGHT-OF-WAY
- - - - EXIST. CABLE BARRIER
- — — — EXIST. CWB
- ▬▬▬▬ CITY BOUNDARY
- ▨▨▨▨ INFRASTRUCTURE / TERRAIN CONSTRAINT
- ▧▧▧▧ PVMT - POOR COND.
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- ▭▭▭▭ PROPOSED FULL RECON. LIMITS
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- ▬▬▬▬ PROPOSED CWB (3A)
- ▬▬▬▬ TYPICAL SECTION 2A
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- ▬▬▬▬ TYPICAL SECTION 2C
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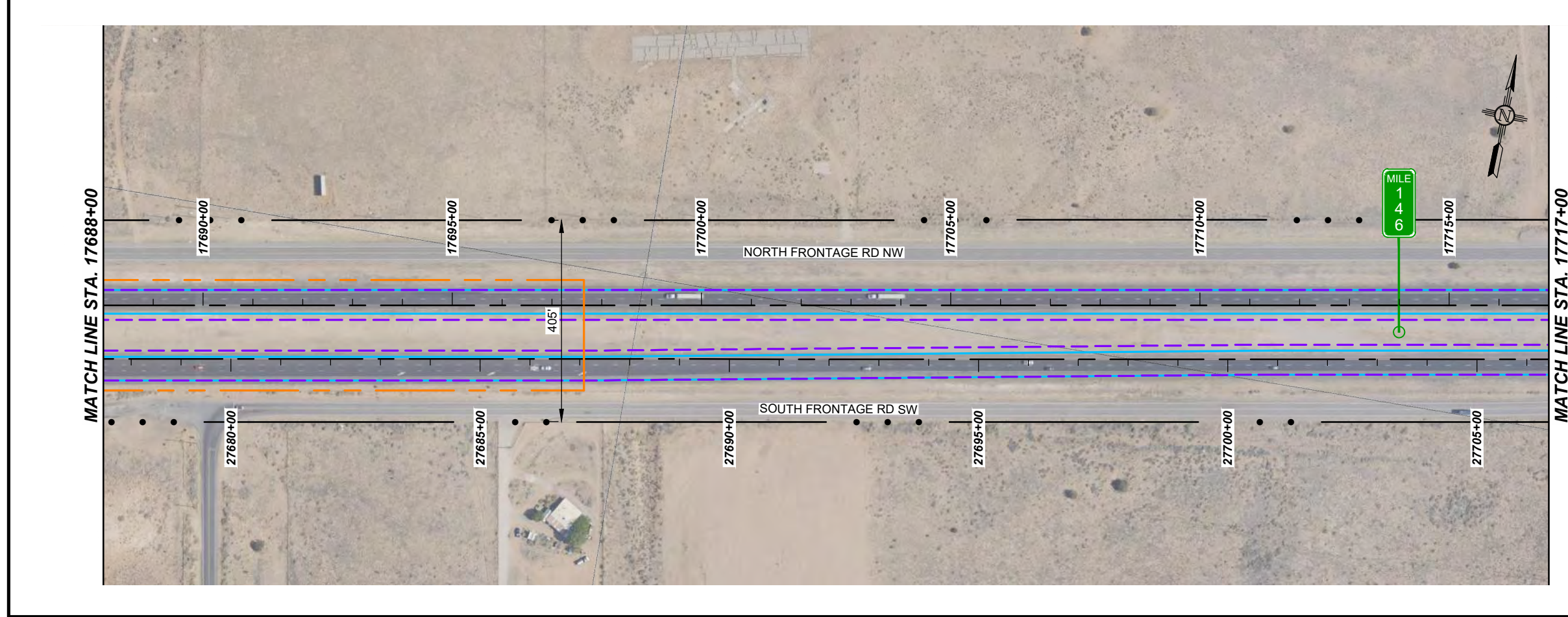
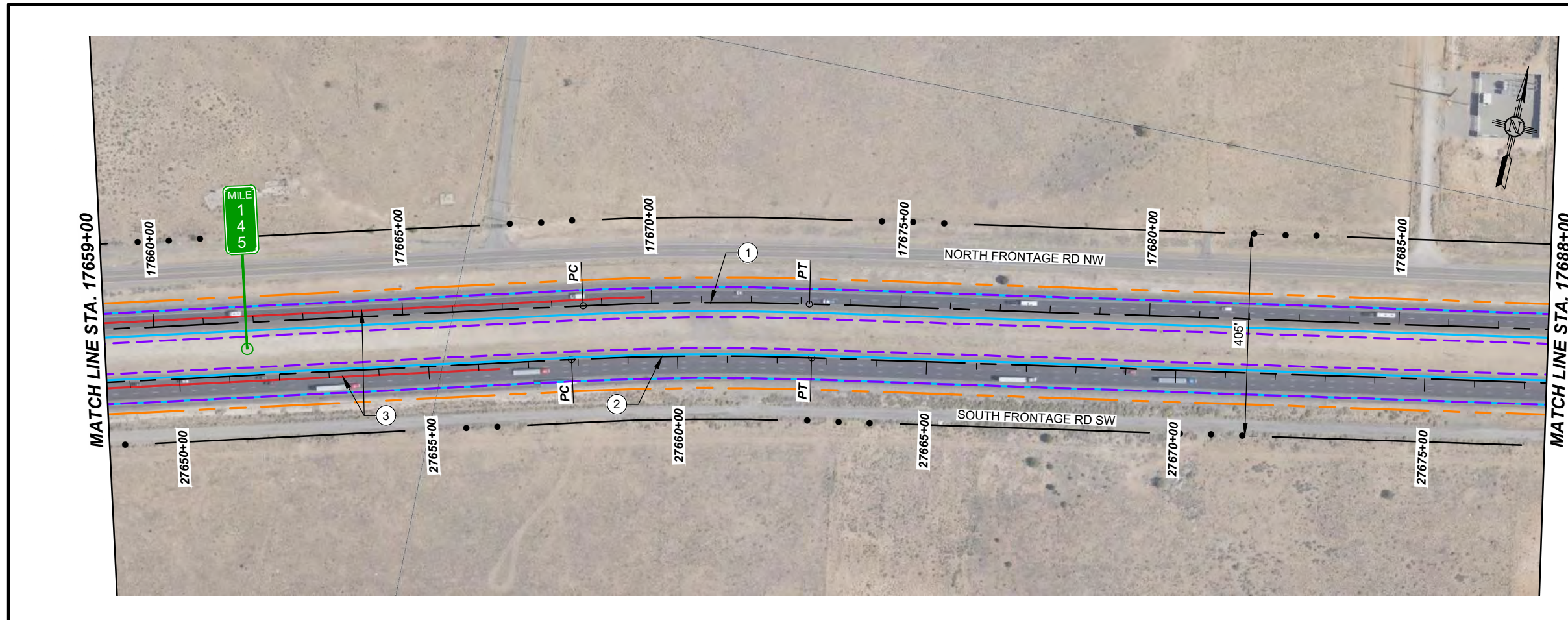
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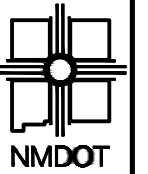
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PHASE B STUDY
I-40 CONCEPTUAL ALTERNATIVES





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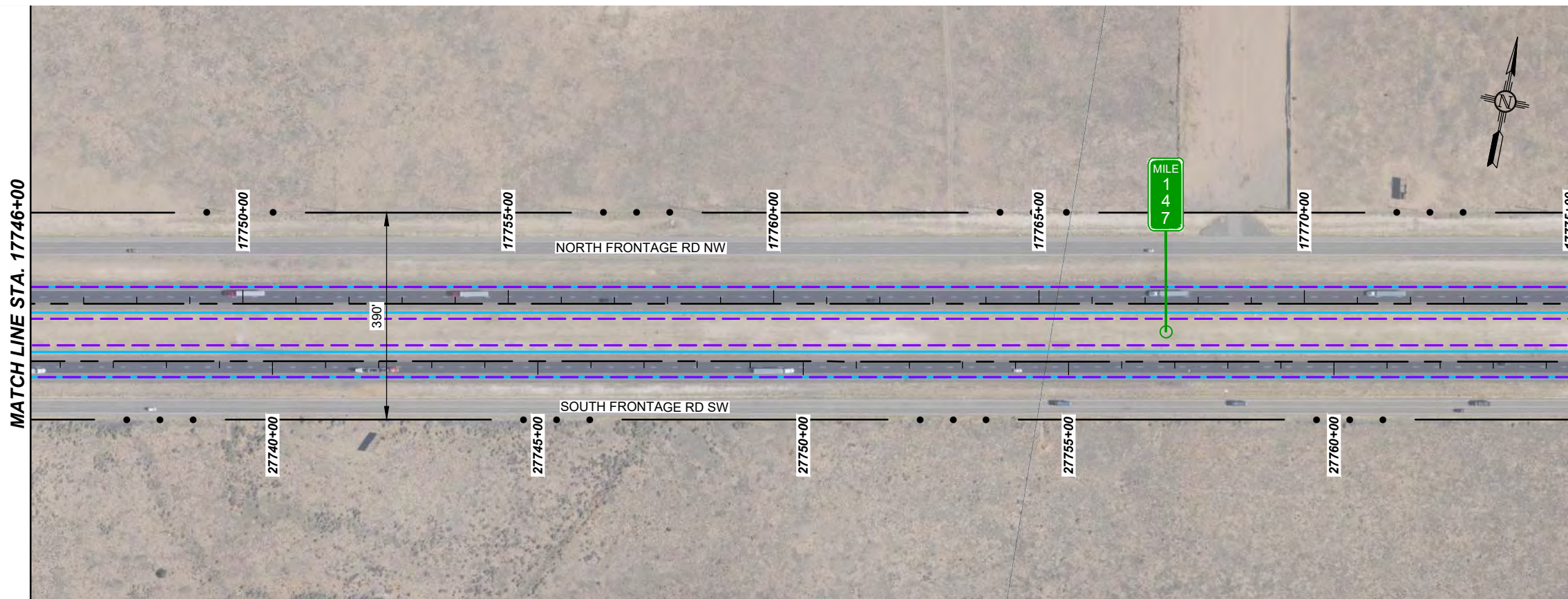
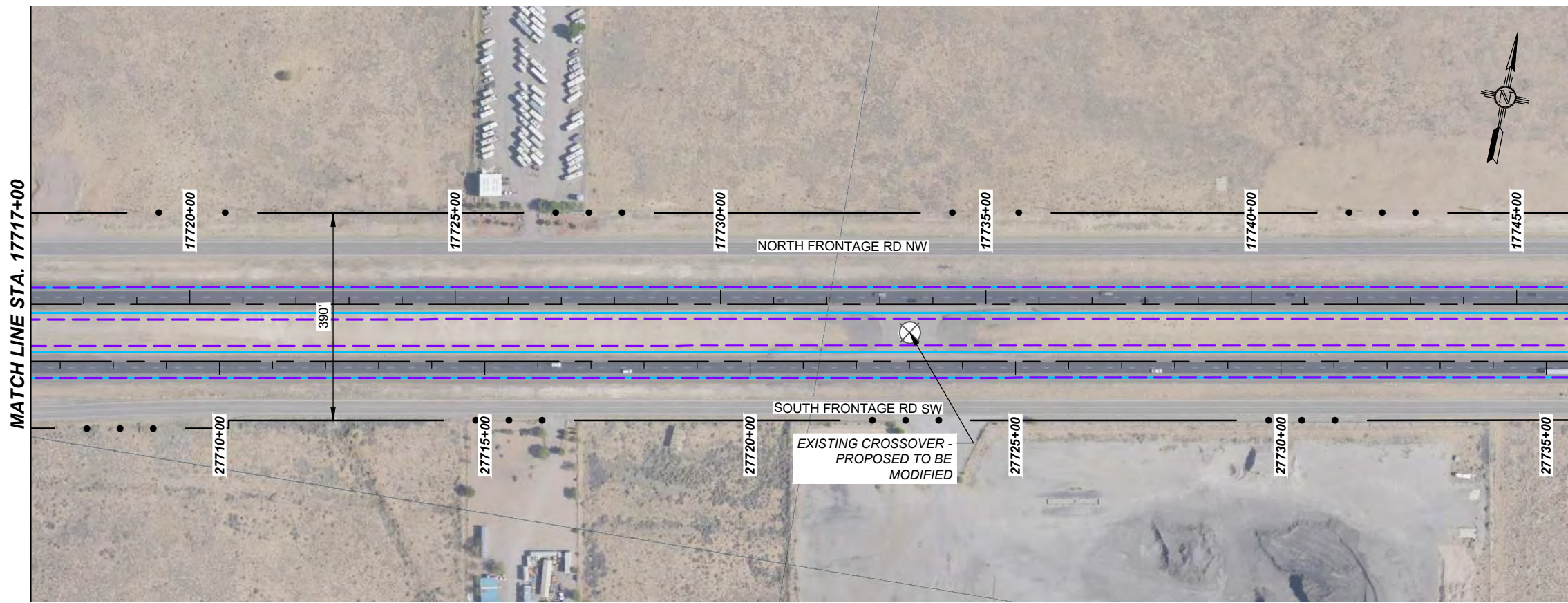
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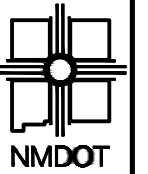
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I-40 CONCEPTUAL ALTERNATIVES





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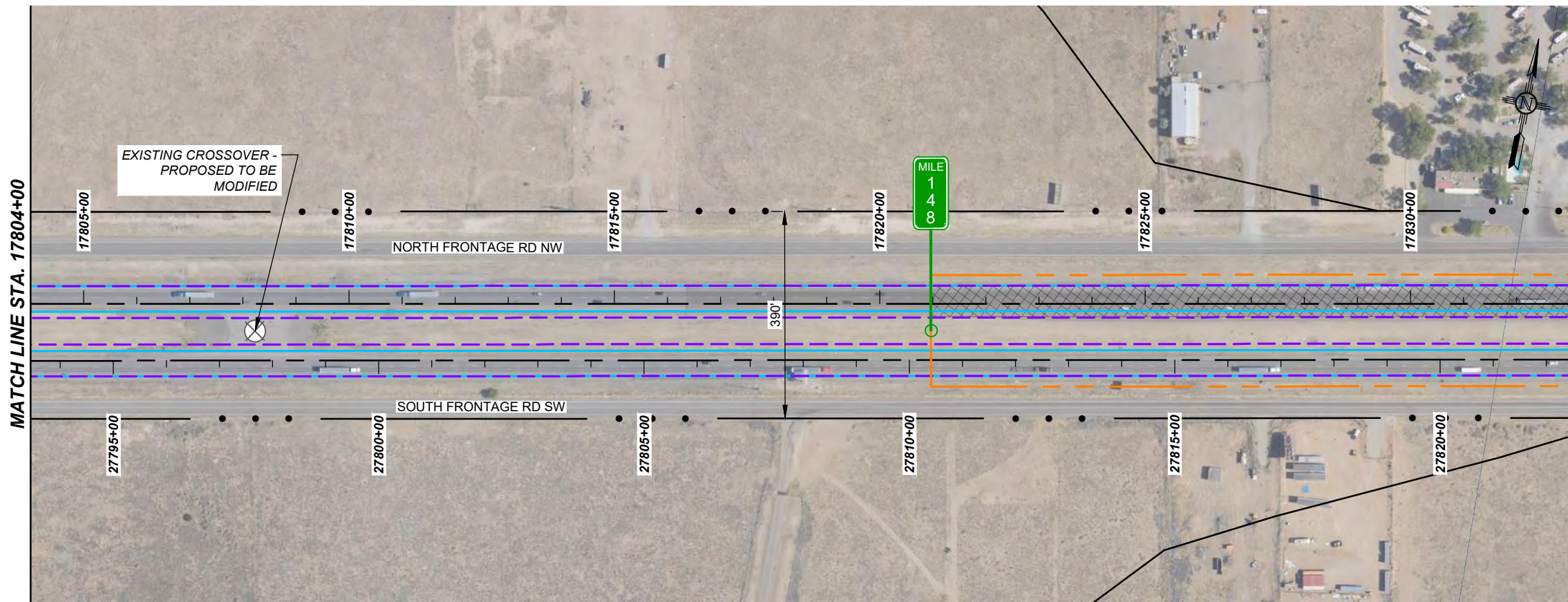
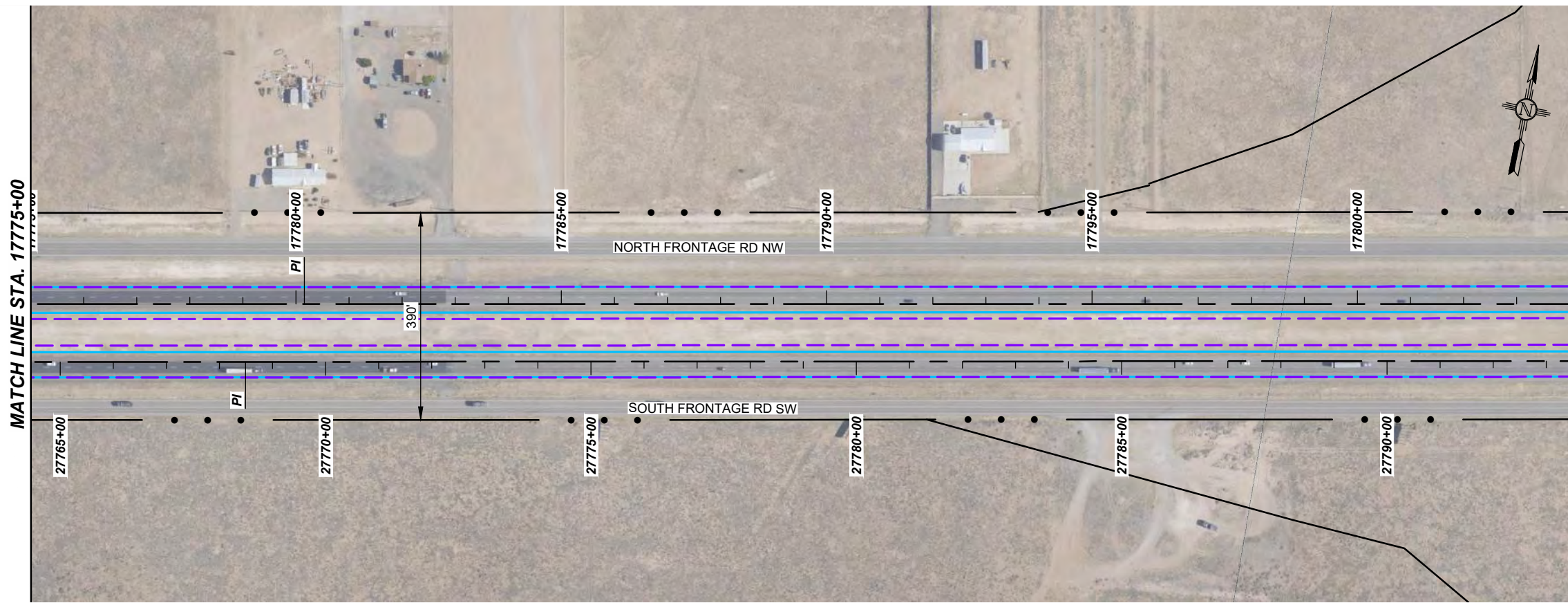
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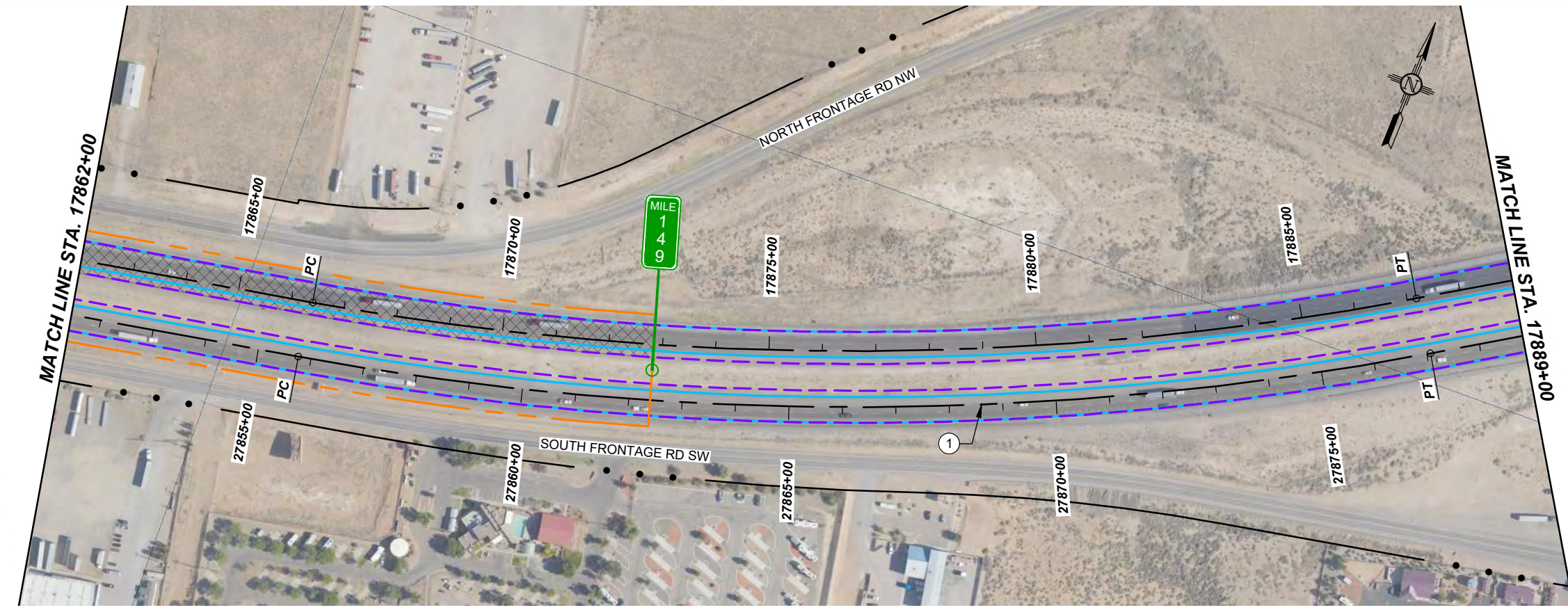
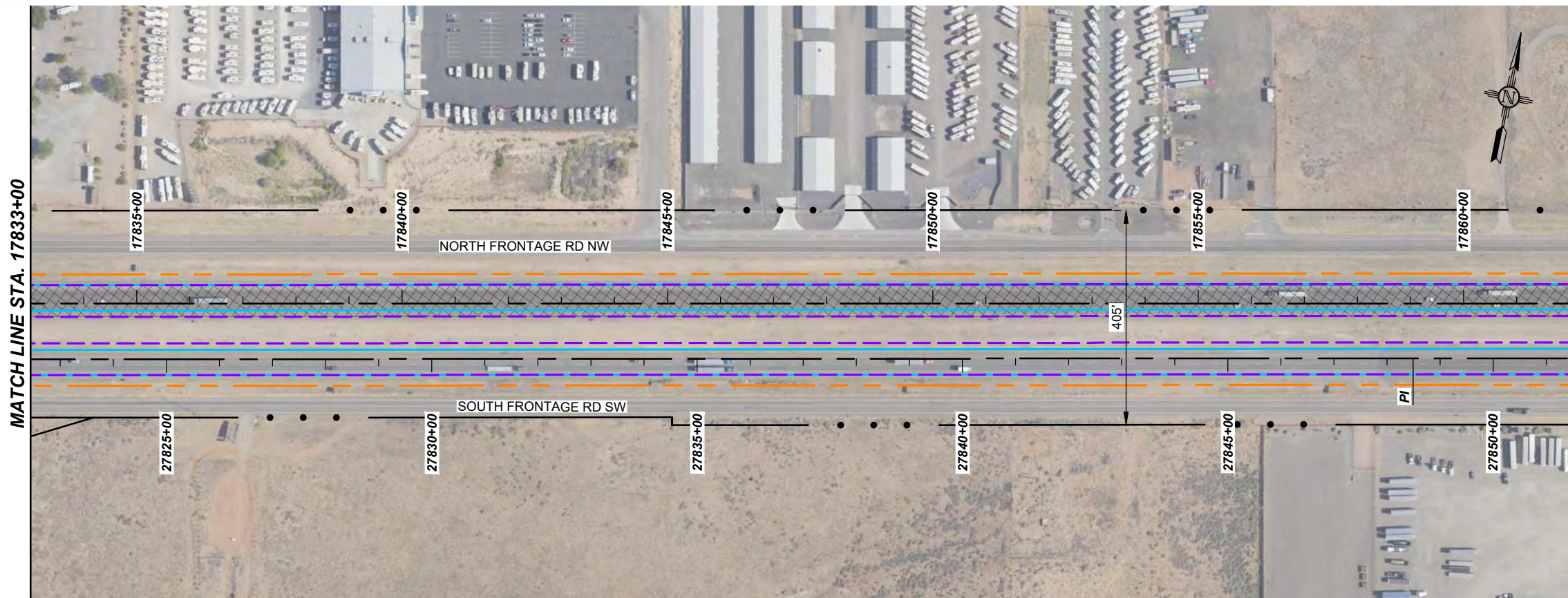
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