NM 41
Clark Hill to US 285 (MP 46.1 to MP 62.1)


Santa Fe County, New Mexico
Project No. TPA-1502(20)46, CN U500010

March 2011

Prepared by:
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NM 41 Typical Sections

Santa Fe County, New Mexico
Project No. TPA-1502(20)46, CN U50001
RURAL (HIGHWAY) TYPICAL SECTION
MP 46 TO MP 46.3
MP 46.7 TO MP 55.4
MP 57.8 TO MP 61

CLIMBING LANE SECTION
(3)-12' LANES & 4' SHOULDERS

RURAL (HIGHWAY) TYPICAL SECTION
WITH CLIMBING LANE
MP 46.3 TO MP 46.7

11' LANES & 4' SHOULDERS

COMMUNITY TRANSITION TYPICAL SECTIONS
MP 55.4 TO MP 55.8
MP 56.8 TO MP 57.8
COMMUNITY CORE TYPICAL SECTION OPTIONS WITH PARALLEL TRAIL
MP 55.8 TO MP 56.8

COMMUNITY CORE
ESTATE CURB & PARALLEL TRAIL

R/W EXIST R/W VARIES 75' TO 200'

3' ESTATE CURB

11' LANE

11' LANE

10' BUFFER

K+K PEDESTRIAN TRAIL

COMMUNITY CORE
4' SHOULDERS & PARALLEL TRAIL

R/W EXIST R/W VARIES 75' TO 200'

4' SHOULDER

11' LANE

11' LANE

10' BUFFER

K+K PEDESTRIAN TRAIL
SAN CRISTOBAL BRIDGE TYPICAL SECTION

GALISTEO BRIDGE TYPICAL SECTION "REPLICA" OPTION

GALISTEO BRIDGE TYPICAL SECTION WALKWAY OPTION

THE TYPICAL SECTION SHOWN ASSUMES THE BRIDGE IS CONSTRUCTED WITH A CENTRAL OFFSET FROM THE EXISTING BRIDGE OF APPROXIMATELY 4'-1" TO THE LEFT (WEST). THIS OFFSET IS TO ACCOMMODATE A ONE-LANE DETOUR DURING CONSTRUCTION IF A TEMPORARY BRIDGE IS NOT USED. IF A TEMPORARY BRIDGE IS USED, THE OFFSET IS NOT NECESSARY.

EXISTING GALISTEO BRIDGE

Both the "replica" and walkway typical section options are applicable for reconstruction on the existing alignment or a new parallel bridge that would be offset 10' to 15'.

NEW MEXICO DEPARTMENT OF TRANSPORTATION

NM 41 BRIDGE TYPICAL SECTIONS
GENERAL RURAL SEGMENTS COMMUNITY SEGMENT

MP46.0 TO MP55.5 & MP57.8 TO MP62.1

DESIGN SPEED
60 MPH 40 MPH

STOPPING SIGHT DISTANCE
570' 305'

ANTICIPATED POSTED SPEED
55 MPH 35 MPH

HORIZONTAL ALIGNMENT
MAXIMUM SUPERELEVATION 6% 4%

VERTICAL ALIGNMENT
MAXIMUM GRADE 6% 4%
MINIMUM GRADE 0.50% 0.40%
MINIMUM K-VALUE-CREST OR SAG 136 64

CROSS SECTION
LANE WIDTH 12' 11'
SHOULDER 6' MINIMUM 4' MINIMUM
CROSS-SLOPE 2% 2%

NM41 ALIGNMENT STUDY

GEOMETRIC DESIGN CRITERIA

LENGTH

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<tr>
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<tr>
<td>46.0</td>
<td>RURAL, 12' DRIVING LANE &amp; 6' SHOULDER</td>
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<tr>
<td>46.3</td>
<td>CLIMBING LANE, 3-12' DRIVING LANES &amp; 4' SHOULDER</td>
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<tr>
<td>46.7</td>
<td>RURAL, 12' DRIVING LANE &amp; 6' SHOULDER</td>
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<tr>
<td>46.8</td>
<td>TRANSITION 11' DRIVING LANE &amp; 4' SHOULDER</td>
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<td>46.9</td>
<td>COMMUNITY, 11' DRIVING LANE &amp; 4' SHOULDER</td>
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<tr>
<td>47.1</td>
<td>COMMUNITY, 11' DRIVING LANE &amp; 4' SHOULDER</td>
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<td>47.2</td>
<td>TRANSITION 12' DRIVING LANE &amp; 6' SHOULDER</td>
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TOTAL 15.0

NEW MEXICO DEPARTMENT OF TRANSPORTATION

LENGTH OF PROJECT
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Overall Plan & Profile Sheets

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P&P’s Roundabout Option

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Parallel Bridge Offset Option

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