

GENERAL NOTES

- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE "CITY OF ALBUQUERQUE, STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION" (COA STD.) AS AMENDED THROUGH ALL CURRENT UPDATES.
- ALL WORK ON THIS PLAN SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
- IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY ARE SHOWN IN AN APPROXIMATE LOCATION ONLY, AND LINES MAY EXIST WHERE NONE ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OWNER OR FROM EXISTING PLANS, AND THIS INFORMATION MAY BE INCOMPLETE, OR OBSOLETE AT THE TIME OF CONSTRUCTION. THE ENGINEER HAS NOT UNDERTAKEN ANY FIELD VERIFICATION OF THESE LOCATIONS, LINE SIZES OR MATERIAL TYPE, MAKES NO REPRESENTATION THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE, PIPELINE OR UNDERGROUND INSTALLATION IN OR NEAR THE AREA IN ADVANCE OF AND DURING ANY EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES AND UNDERGROUND FACILITIES. IN PLANNING AND CONDUCTING EXCAVATIONS, THE CONTRACTOR SHALL COMPLY WITH ALL STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
- THE CONTRACTOR SHALL OBTAIN ANY AND ALL PERMITS REQUIRED BY THE CITY OF ALB. FOR THE COMPLETION OF THE WORK PRIOR TO BEGINNING CONSTRUCTION.
- TWO WORKING DAYS PRIOR TO AN EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE A 260-1990 FOR LOCATION OF EXISTING UTILITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING, IN ADVANCE OF HIS CONSTRUCTION OPERATIONS, IF OVERHEAD UTILITY LINES, SUPPORT STRUCTURES, POLES, GUYS, ETC. ARE AN OBSTRUCTION TO CONSTRUCTION OPERATIONS. IF ANY OBSTRUCTION IS EVIDENT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY OWNER TO REMOVE OR SUPPORT THE UTILITY OBSTRUCTION. ANY COST ASSOCIATED WITH THIS EFFORT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- STREET GRADES SHALL BE RESTORED BY THE CONTRACTOR TO THE EXISTING GRADES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SMOOTH TRANSITIONS SHALL BE MADE BETWEEN EXISTING PAVEMENT WHICH REMAINS IN PLACE AND PAVEMENT WHICH IS REPLACED. WHEN ABUTTING NEW PAVEMENT TO EXISTING, SAWCUT BACK EXISTING PAVEMENT TO A NEAT, STRAIGHT LINE AS REQUIRED TO REMOVE ANY BROKEN OR CRACKED PAVEMENT.
- CONTRACTOR WILL BE RESPONSIBLE FOR DISPOSING OF ALL WASTE MATERIAL IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL LAWS.
- ALL STREET STRIPING ALTERED OR DESTROYED DURING CONSTRUCTION SHALL BE REPLACED BY CONTRACTOR WITH PLASTIC REFLECTORIZED PAVEMENT MARKINGS AT LOCATION EXISTING PRIOR TO CONSTRUCTION ACTIVITIES, OR AS SHOWN IN THIS PLANSET.
- BACKFILL, COMPACTION AND PAVEMENT SECTION SHALL BE RESTORED ACCORDING TO ARTERIAL STREET USE. SEE DETAIL #2407.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TIMING AND COORDINATION OF THE WATER SHUT OFF. AT LEAST FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CONTACT THE WATER SYSTEMS DIVISION, 857-8200, TO INITIATE IMPLEMENTATION OF A NON-PRESSURIZED CONNECTION PLAN. IN ORDER TO COMPLETE THIS CONNECTION, ANY VALVES MUST BE CLOSED BY WATER SYSTEMS PERSONNEL. ALTERNATIVELY, THE CONTRACTOR MAY COMPLETE A PRESSURE CONNECTION.
- CONTRACTOR SHALL COMPLY WITH COUNCIL ORDINANCE 0-79 FOR WATER SYSTEM CROSS CONNECTION PREVENTION AND CONTROL.
- ANY WORK OCCURRING WITHIN AN ARTERIAL ROADWAY REQUIRES 24 HOUR CONSTRUCTION.
- TRAFFIC CONTROL**
FIVE (5) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION COORDINATION DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT. THE CONTRACTOR SHALL NOTIFY THE BARRICADE ENGINEER (768-2551) OF HIS FINAL PLAN AND SCHEDULE A MINIMUM OF 24-HOURS PRIOR TO BEGINNING WORK. SEE SECTION 19 OF THE STANDARD SPECIFICATION FOR ADDITIONAL INFORMATION.

SEE SHEET 2 FOR
PROJECT VICINITY MAPS

SCM PARTNERS, LLC

SECOND STREET NW SUBDIVISION

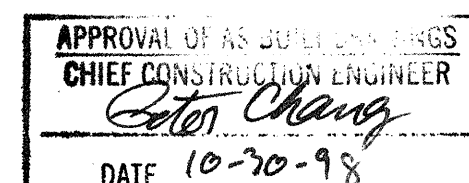
INFRASTRUCTURE IMPROVEMENTS

CITY OF ALBUQUERQUE, BERNALILLO COUNTY

NEW MEXICO – APRIL 1998

INDEX TO SHEETS


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- TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES
- SIGNING & CONSTRUCTION TRAFFIC
CONTROL STANDARDS
- A & B GRADING AND DRAINAGE PLAN**
(APPROVED BY DRB)
(TWO SHEETS LABELED 1 of 2 & 2 of 2)

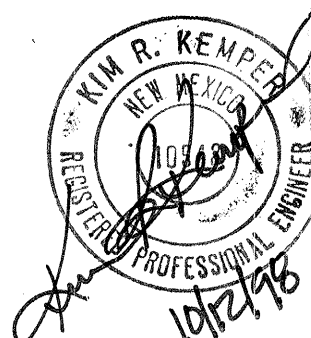


KEMPER-VAUGHAN

CONSULTING ENGINEERS

3700 COORS RD. N.W. • ALBUQUERQUE, NEW MEXICO 87120 • (505) 831-4520

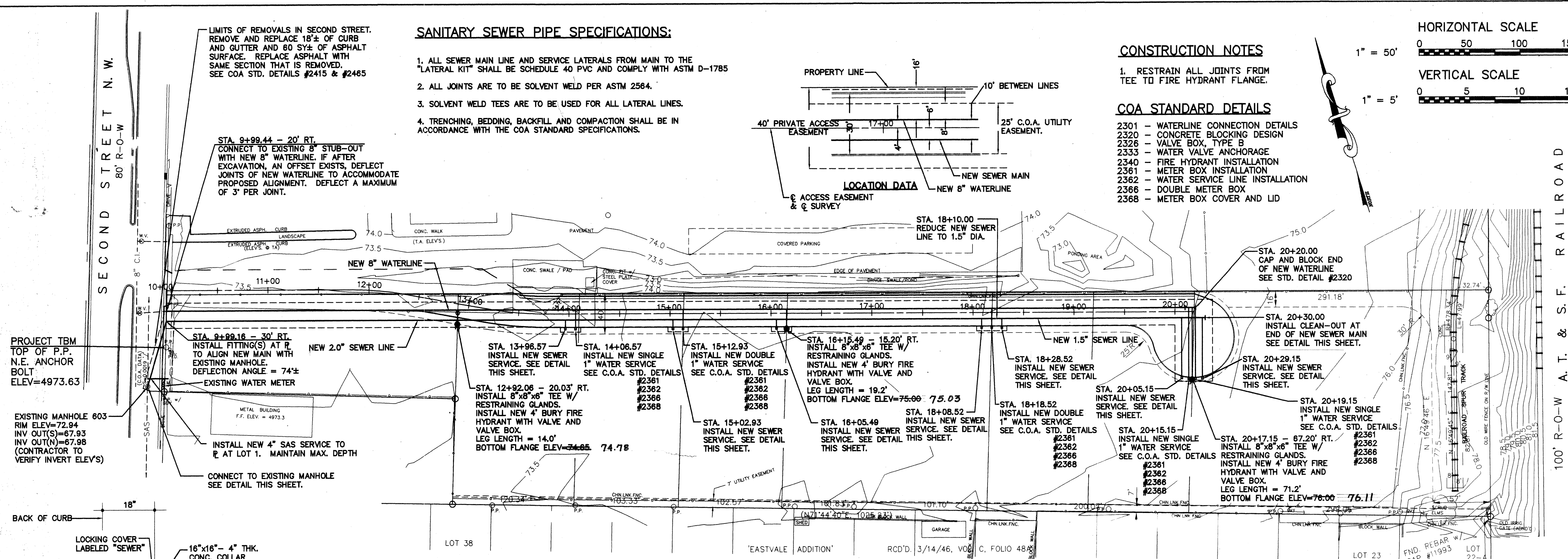
REV.	SHEETS	CITY ENGINEER	DATE	USER DEPARTMENT	DATE	USER DEPARTMENT	DATE
ENGINEERS STAMP & SIGNATURE	APPROVALS	ENGINEER	DATE	*****	*****	*****	*****
	DRC Chairman <i>Billy G. Andele</i>	<i>Billy G. Andele</i>	5-28-98	APPROVED FOR CONSTRUCTION			
	Transportation <i>R.W. Kame</i>	<i>R.W. Kame</i>	5-12-98				
	Water/Wastewater <i>Johnnie</i>	<i>Johnnie</i>	4-21-98				
	Hydrology		4-23-98				
	Parks						
	Constr. Mangmt.						
	Constr. Coord.	<i>Joe P. Lundy</i>	4-23-98				
	City Project No.	589581					
	AHBA						
	Sheet	1	Of	7			



RECORD DRAWING
RECORD DRAWING INFORMATION
SHOWN HEREON WAS PROVIDED
BY THE CONTRACTOR AND/OR THE
DEVELOPER. THE CONSTRUCTION
INSPECTION WAS PERFORMED BY
THE CITY OF ALBUQUERQUE.

DRB 98-2

SCANNED BY
MESA REPRO



SANITARY SEWER PIPE SPECIFICATIONS:

1. ALL SEWER MAIN LINE AND SERVICE LATERALS FROM MAIN TO THE "LATERAL KIT" SHALL BE SCHEDULE 40 PVC AND COMPLY WITH ASTM D-1785
2. ALL JOINTS ARE TO BE SOLVENT WELD PER ASTM 2564.
3. SOLVENT WELD TEES ARE TO BE USED FOR ALL LATERAL LINES.
4. TRENCHING, BEDDING, BACKFILL AND COMPACTION SHALL BE IN ACCORDANCE WITH THE COA STANDARD SPECIFICATIONS.

CONSTRUCTION NOTES

1. RESTRAIN ALL JOINTS FROM TEE TO FIRE HYDRANT FLANGE.

COA STANDARD DETAILS

- 2301 - WATERLINE CONNECTION DETAILS
- 2320 - CONCRETE BLOCKING DESIGN
- 2326 - VALVE BOX, TYPE B
- 2333 - WATER VALVE ANCHORAGE
- 2340 - FIRE HYDRANT INSTALLATION
- 2361 - WATER BOX INSTALLATION
- 2362 - WATER SERVICE LINE INSTALLATION
- 2366 - DOUBLE METER BOX
- 2368 - METER BOX COVER AND LID

HORIZONTAL SCALE

0 50 100 150

VERTICAL SCALE

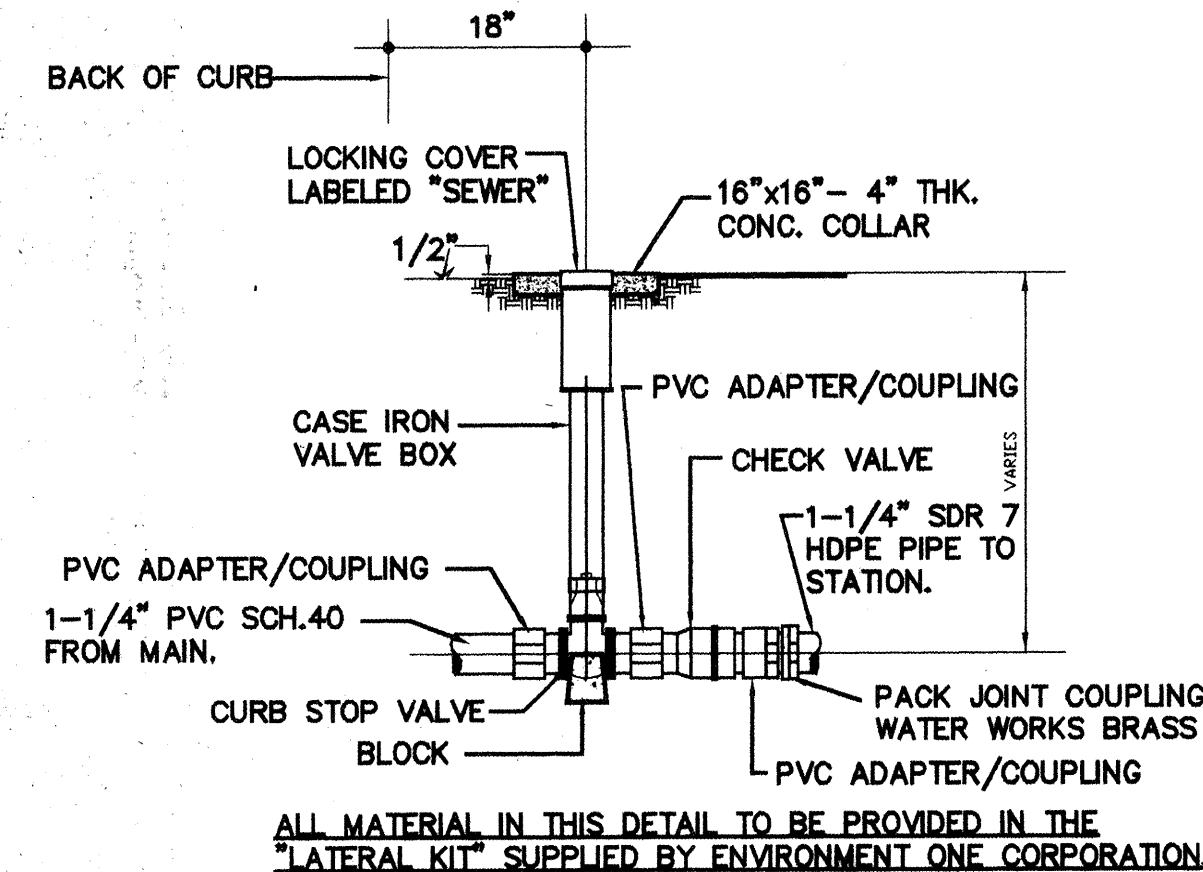
0 5 10 15

1" = 50'

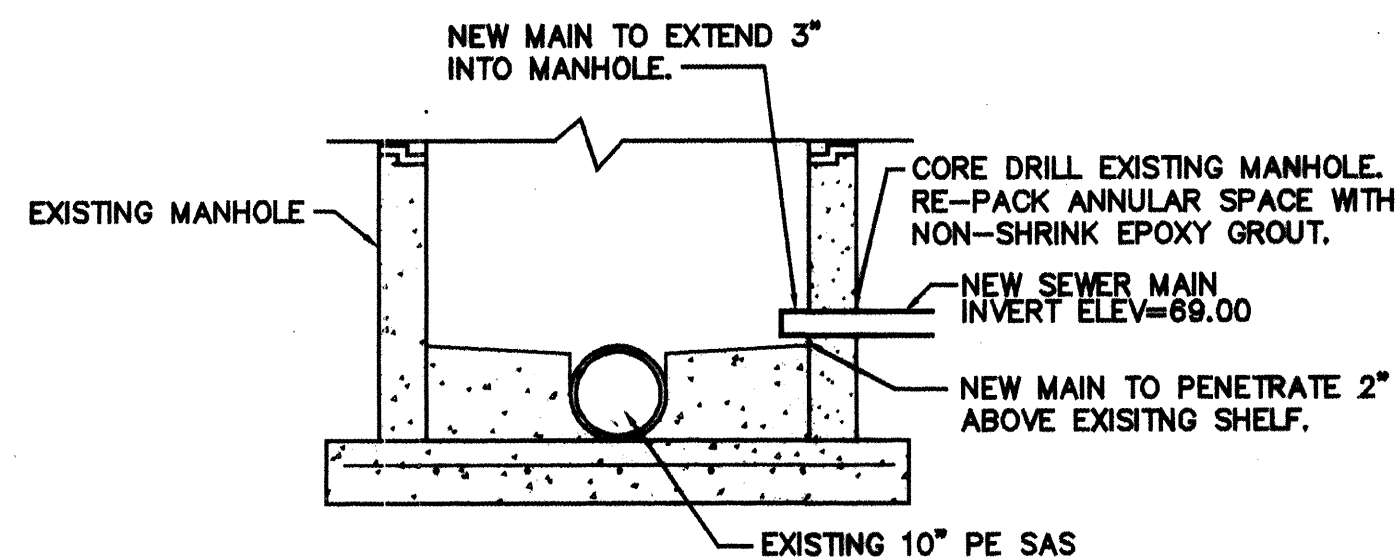
1" = 5'

100' R.O.W. A.T. & S.F. RAILROAD

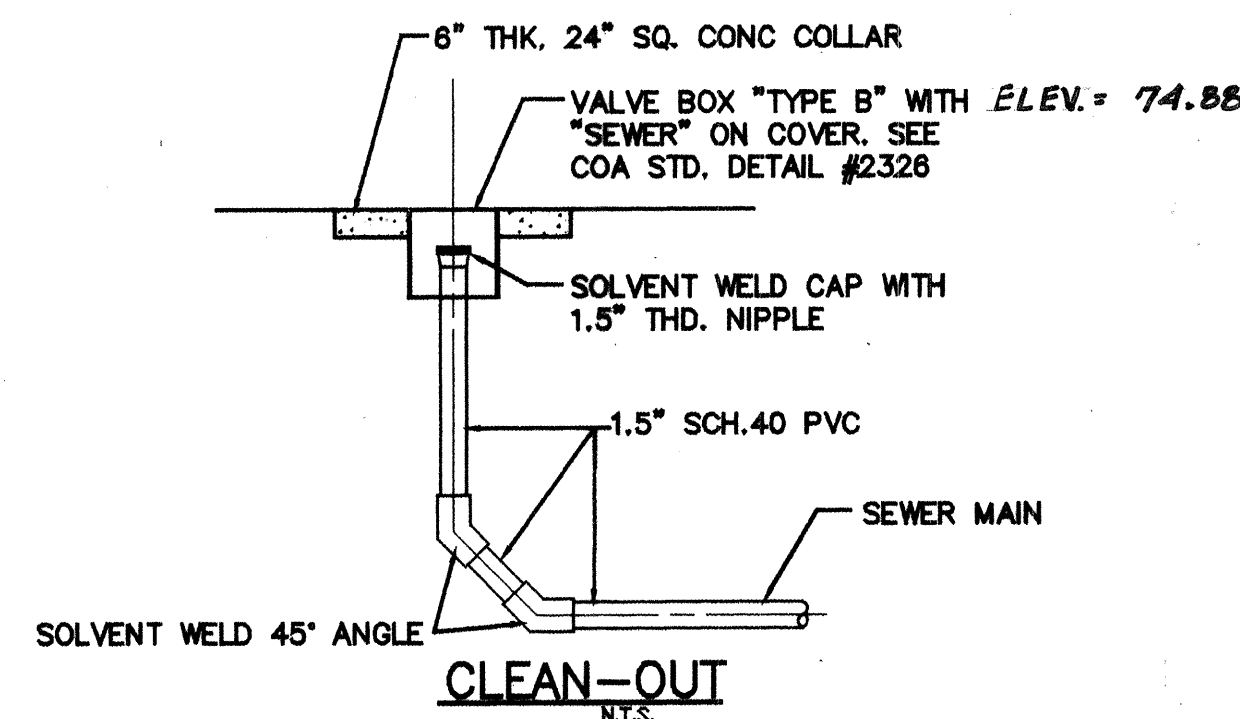
SEWER SERVICE LATERAL DETAIL



SEWER MAIN CONNECTION TO MANHOLE



CLEAN-OUT



RESTRAINED JOINT LENGTH REQUIREMENTS:

RESTRAINED JOINT LENGTHS FOR TEES (FT.) - ALL JOINTS AT THE TEE MUST BE RESTRAINED.

SIZE	MINIMUM RUN LENGTH		MINIMUM BRANCH LENGTH	
	RUN	BRANCH	RUN	BRANCH
8x8x8	9	20	13	3
8x8x6	5	17	7	5

RESTRAINED JOINT LENGTHS FOR VALVES AND DEAD ENDS, (FT.)

SIZE	LENGTH
8	60
6	46

RECORD DRAWING

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GENERAL LEGEND

EXISTING WATERLINE	--- 8" C.I. ---
NEW WATERLINE	--- 8" C.I. ---
EXISTING SPOT ELEVATION	x 499.9
EXISTING MANHOLE	MH
EXISTING SANITARY SEWER	--- SAS ---
FIRE HYDRANT	FH
WATERLINE VALVE	⊗
UNDERGROUND ELECTRIC	--- UGE ---
UNDERGROUND PIPE/CONDUIT	---
RECORD DRAWING ELEV.	75.03

K-V - CADD

KEMPER-VAUGHAN
CONSULTING ENGINEERS
3700 CORDS RD, NW
ALBUQUERQUE, NEW MEXICO 87120

COMPUTER FILE: \HAYNES\UTILITY

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP

TITLE:
WATER AND SANITARY SEWER

Design Review Committee
28 1996
DESIGN REVIEW COMMITTEE

City Engineer Approval

City Project No.

589581

Zone Map No.

F-15

Sheet

3

Of

7

ENGINEER'S SEAL
KIM R. KEMPER
NEW MEXICO
PROFESSIONAL ENGINEER
1253 198

REVISIONS
NO. DATE BY
DESIGNED BY KKK
DRAWN BY KKK
CHECKED BY KKK

CONSTRUCTION NOTES

- STATION 10+00 IS LOCATED ON THE SECOND ST. R/W.
- AT STA. 10+00 CENTERLINE OF SURVEY IS A 4' OFFSET FROM THE NORTH PROPERTY LINE OF THE SUBJECT PARCEL (CENTERLINE PARALLELS PROPERTY LINE).
- SAWCUT AND REMOVE EXISTING PAVEMENT AT PROPERTY LINE. REPLACE PAVEMENT FROM PROPERTY LINE TO SOUTH EASEMENT LINE. CENTERLINE PROFILE BEGINS AT STA. 12+51.32. ROAD SECTION IS IN TRANSITION FROM STA. 12+51.32 TO STA. 13+74.19. FULL TYPICAL SECTION BEGINS AT STA. 13+74.19.
- ALL DIMENSIONS AND DATA ARE TO THEORETICAL FACE OF CURB.
- INSTALL 36" OF 2" PVC CONDUIT BENEATH ACCESS ROAD FOR FUTURE IRRIGATION LINES. INSTALL CONDUIT 20' WEST OF EAST PROPERTY LINE ON LOTS 2 THRU 5. INSTALL CONDUIT 20' EAST OF WEST PROPERTY LINE ON LOT 6 & 7. SEE PLAN FOR LOCATIONS.

COA STANDARD DETAILS

- 2236 - SIDEWALK CULVERT
- 2415 - CURB & GUTTER
- 2502 - TYPICAL INTERSECTION

MATCH EXISTING PAVEMENT AT P. BEGIN DEPRESSURED CURB AND GUTTER. TAPER BACK OF CURB IN FIRST 2 FEET.

Q CURVE DATA:
Δ = 10°00'00"
R = 300.00'
T = 26.25'
L = 52.36'

CURB LT. DETAIL

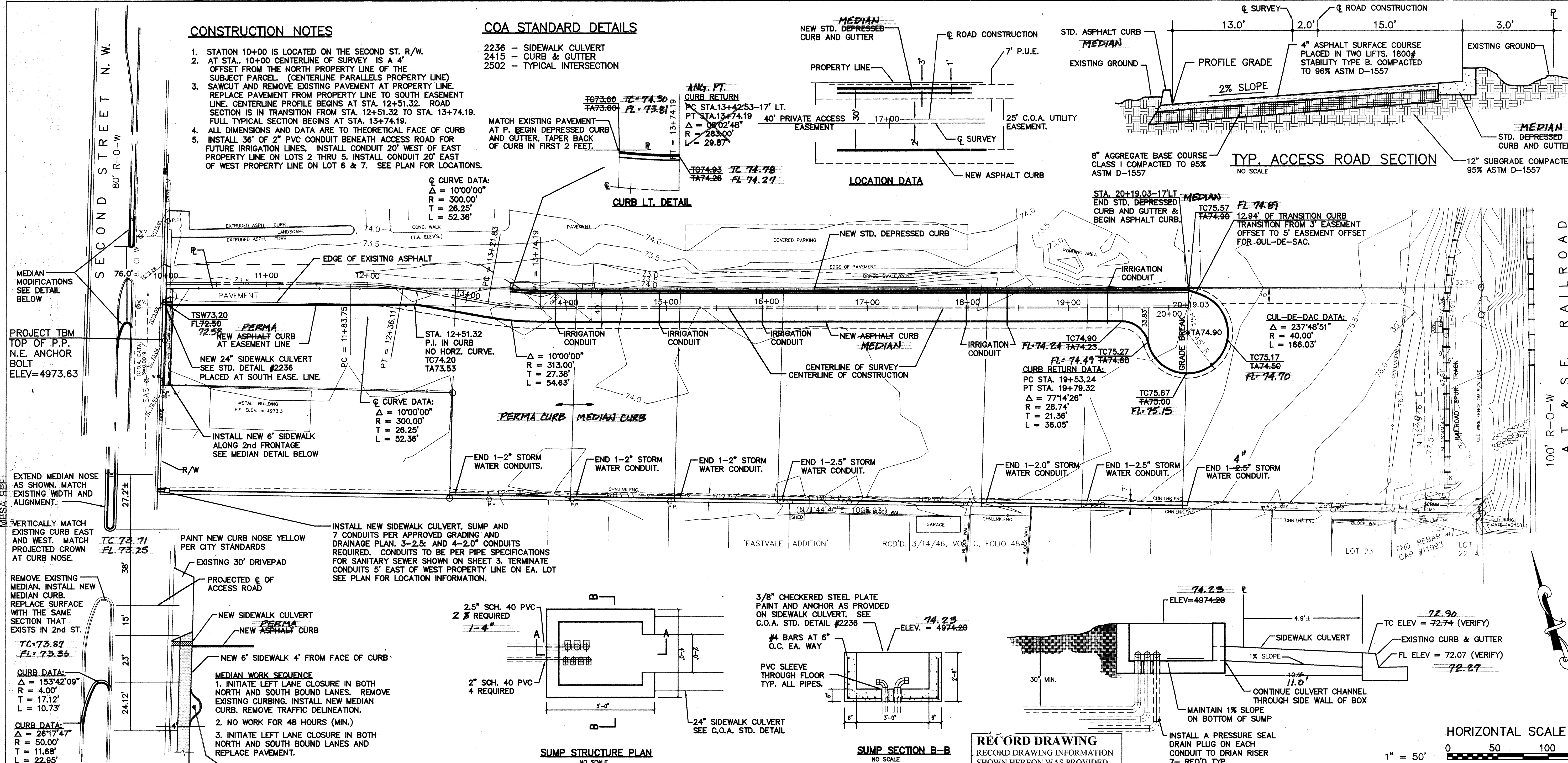
LOCATION DATA

8" AGGREGATE BASE COURSE CLASS 1 COMPACTED TO 95% ASTM D-1557

TYP. ACCESS ROAD SECTION

NO SCALE

12" SUBGRADE COMPACTED TO 95% ASTM D-1557



EXTEND MEDIAN NOSE AS SHOWN, MATCH EXISTING WIDTH AND ALIGNMENT.

REMOVE EXISTING MEDIAN. INSTALL NEW MEDIAN CURB. REPLACE SURFACE WITH THE SAME SECTION THAT EXISTS IN 2nd ST.

CURB DATA:
Δ = 153°42'09"
R = 4.00'
T = 17.12'
L = 10.73'

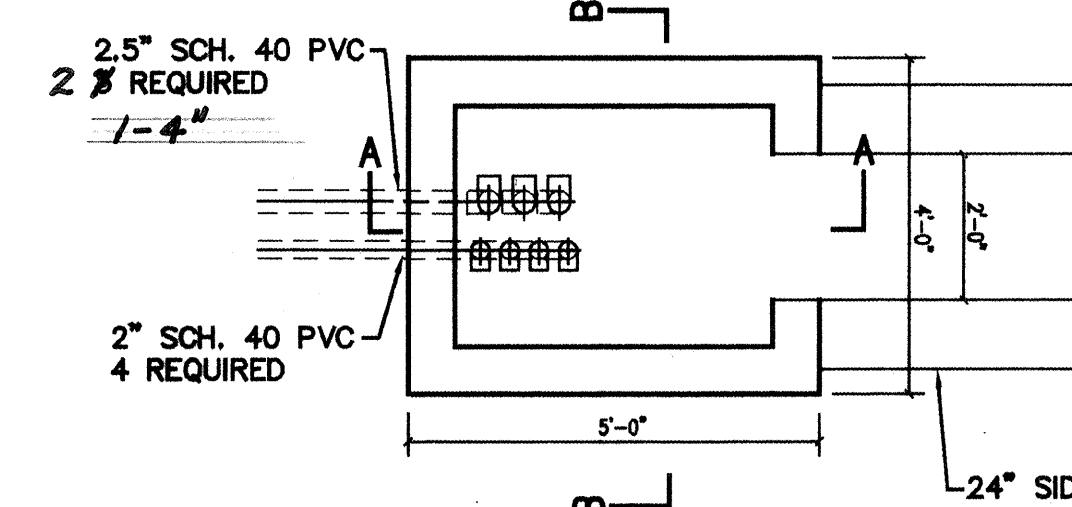
CURB DATA:
Δ = 26°17'47"
R = 50.00'
T = 11.68'
L = 22.95'

PAINT NEW CURB NOSE YELLOW PER CITY STANDARDS

NEW SIDEWALK CULVERT
NEW ASPHALT CURB
NEW 6" SIDEWALK 4' FROM FACE OF CURB

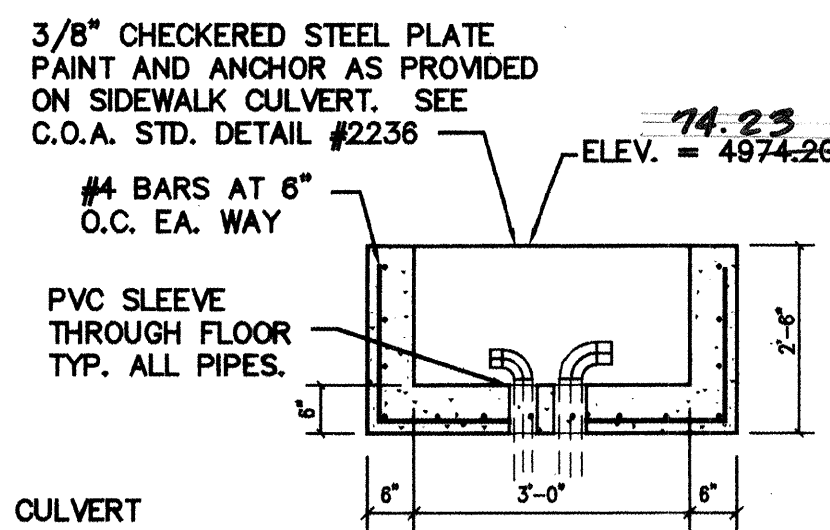
MEDIAN WORK SEQUENCE
1. INITIATE LEFT LANE CLOSURE IN BOTH NORTH AND SOUTH BOUND LANES. REMOVE EXISTING CURBING. INSTALL NEW MEDIAN CURB. REMOVE TRAFFIC DELINEATION.
2. NO WORK FOR 48 HOURS (MIN.)
3. INITIATE LEFT LANE CLOSURE IN BOTH NORTH AND SOUTH BOUND LANES AND REPLACE PAVEMENT.

R AT EDGE OF SIDEWALK
SIDEWALK OBSTRUCTION PER COA STD. DWG 2431



SUMP STRUCTURE PLAN

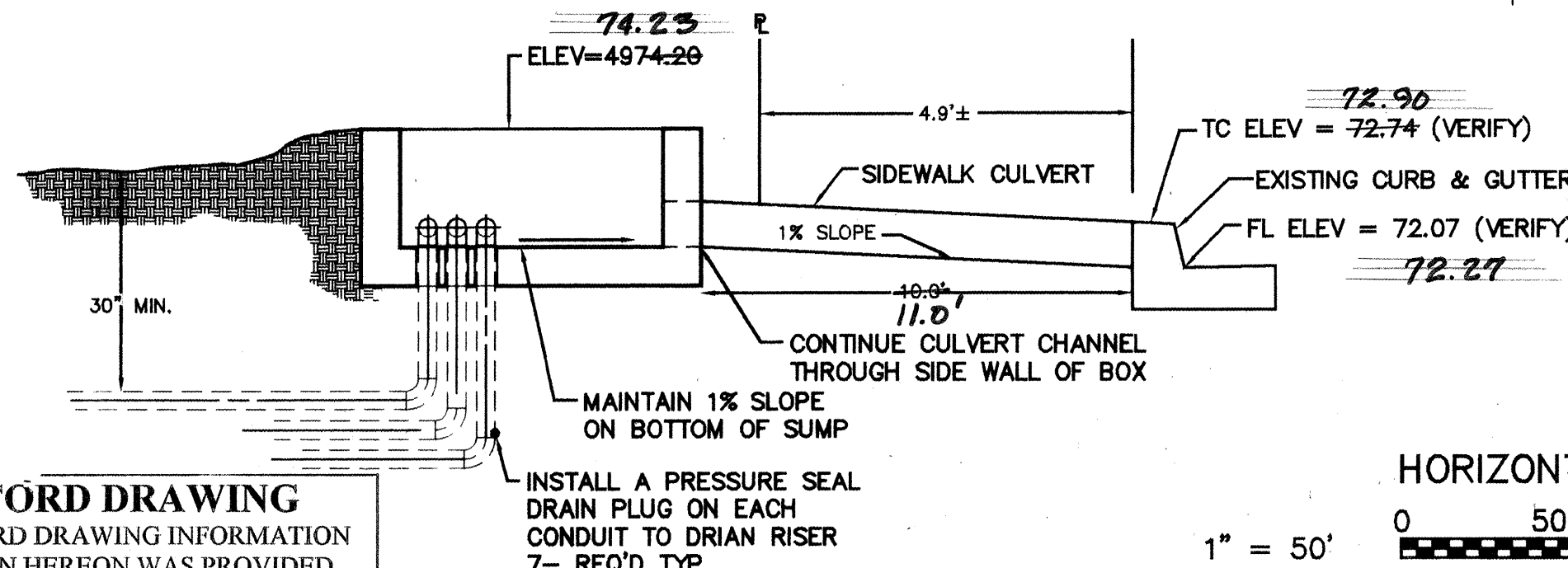
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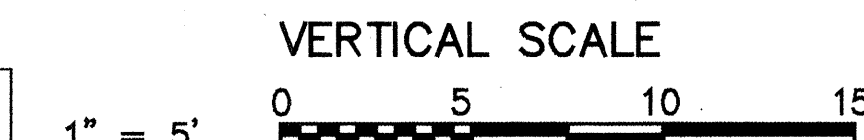
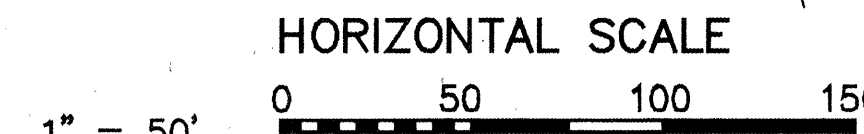
SUMP SECTION B-B

NO SCALE

RECORD DRAWING
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SUMP SECTION A-A



Station	Proposed Elevation	Existing Elevation	Proposed Flowline	Existing Flowline
10+00	72.50	72.50	73.5	72.50
11+00	72.70	72.70	73.6	72.70
12+00	72.90	72.90	73.6	72.90
13+00	73.10	73.10	73.5	73.10
14+00	73.30	73.30	73.4	73.30
15+00	73.50	73.50	73.5	73.50
16+00	73.70	73.70	73.6	73.70
17+00	73.90	73.90	73.6	73.90
18+00	74.10	74.10	73.9	74.10
19+00	74.30	74.30	74.1	74.30
20+00	74.50	74.50	74.3	74.50

10/12/98

RECORDED DRAWING ELEVATIONS

AS SHOWN

REMARKS

DESIGN

REVISIONS

NO. DATE

DESIGNED BY KRK

DRAWN BY KRK

CHECKED BY KRK

KEMPER-VAUGHAN CONSULTING ENGINEERS

3700 COORS RD. NW

ALBUQUERQUE, NEW MEXICO 87120

COMPUTER FILE: \HAYNES\CONSTR. SHT 4

CITY OF ALBUQUERQUE

PUBLIC WORKS DEPARTMENT

ENGINEERING DEVELOPMENT GROUP

TITLE: PRIVATE ACCESS ROAD & MEDIAN MODIFICATIONS

City Project No. 589581

Zone Map No. F-15

Sheet 4 of 7

CONSTRUCTION TRAFFIC CONTROL GENERAL NOTES

1. CONTRACTOR MUST OBTAIN FROM CONSTRUCTION COORDINATION AN EXCAVATION/BARRICADING PERMIT BEFORE ENGAGING IN ANY CONSTRUCTION, MAINTENANCE OR REPAIR WORK IN ANY OF THE CITY OF ALBUQUERQUE'S RIGHTS-OF-WAY. EMERGENCY WORK THAT WOULD PRESERVE LIFE OR PROPERTY IS EXCLUDED WITH THE UNDERSTANDING, THAT A PERMIT SHALL BE OBTAINED WITHIN 24 TO 48 HOURS.

2. CONTRACTOR SHALL AT THE TIME OF PERMIT REQUEST, SUBMIT FOR APPROVAL BY CONSTRUCTION COORDINATION, A TRAFFIC CONTROL PLAN DETAILING ALL EXISTING TOPOGRAPHY SUCH AS LANE WIDTHS, DRIVEWAYS, AND BUSINESS/RESIDENTIAL ACCESSES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL PHASES OF WORK AND SCHEDULES INVOLVED IN THE CONSTRUCTION PROJECT. ANY SEPARATE PHASES OF A CONSTRUCTION PROJECT SHALL BE GIVEN AN INDIVIDUAL PERMIT EACH. BLANKET PERMITS WILL NOT BE ISSUED.

3. THESE TYPICAL TRAFFIC CONTROL PLANS DO NOT REFLECT THE EXISTING TOPOGRAPHY SUCH AS DRIVEWAYS, LANE WIDTHS, AND BUSINESS/RESIDENTIAL ACCESSES. EVERY LOCATION THAT REQUIRES CONSTRUCTION TRAFFIC CONTROL SHALL HAVE A DETAILED TRAFFIC CONTROL PLAN SHOWING ALL EXISTING TOPOGRAPHY.

4. CONSTRUCTION SHALL NOT BEGIN UNLESS A TRAFFIC CONTROL PLAN HAS BEEN APPROVED AND VERIFIED BY CONSTRUCTION COORDINATION.

5. CONSTRUCTION COORDINATION SHALL BE NOTIFIED 48 HOURS PRIOR TO ANY TRAFFIC CONTROL CHANGES NEEDED BY CONTRACTOR, THAT WERE NOT PREVIOUSLY APPROVED. THESE TRAFFIC CONTROL CHANGES SHALL BE REQUESTED IN WRITING ACCOMPANIED WITH A TRAFFIC CONTROL PLAN REFLECTING SUCH CHANGES.

6. ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, SERVICE AND MAINTAIN ALL TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES SHALL NOT BE REMOVED OR ALTERED IN ANY WAY WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION, PER SECTION 6A-4 OF THE MUTCD, LATEST EDITION.

7. THE CONSTRUCTION TRAFFIC CONTROL INITIAL SET-UP SHALL BE BY AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED WORKSITE TRAFFIC SUPERVISOR. THE MAINTENANCE AND SERVICING SHALL ALSO BE DONE BY AN ATSSA CERTIFIED WORKSITE TRAFFIC SUPERVISOR OR EQUIVALENT.

8. CONTRACTOR IS RESPONSIBLE TO MAINTAIN AND SERVICE ALL TRAFFIC CONTROL DEVICES 24 HOURS A DAY, 7 DAYS A WEEK THROUGHOUT LENGTH OF PROJECT. CONTRACTOR IS RESPONSIBLE THAT ALL TRAFFIC CONTROL DEVICES COMPLY WITH THE MUTCD, LATEST EDITION.

9. ALL ADVANCE WARNING SIGNS SHALL BE DOUBLE INDICATED WHENEVER THERE ARE MULTI-LANE TRAFFIC IN ANY ONE GIVEN DIRECTION AND THERE IS SUFFICIENT MEDIAN SPACE.

10. ALL BARRICADES IN ALL TAPERS AND TANGENTS SHALL BE PLACED APART, A DISTANCE MEASURED IN FEET, EQUAL TO THAT OF THE POSTED SPEED LIMIT. NO EXCEPTIONS UNLESS APPROVED BY CONSTRUCTION COORDINATION PER MUTCD SECTION 6A-4.

11. ALL WORK IN ARTERIAL ROADWAYS SHALL BE ON A CONTINUOUS 24-HOUR PER DAY BASIS UNTIL COMPLETED.

12. CONTRACTOR IS RESPONSIBLE TO PROVIDE CONSTRUCTION COORDINATION, A WEEKLY LOG OF DAILY INSPECTIONS OF BARRICADE AND MAINTENANCE SCHEDULES ON PROJECTS THAT ARE OVER ONE WEEK DURATION.

13. EQUIPMENT OR MATERIALS SHALL NOT BE STORED WITHIN 15 FEET OF A TRAVELLED TRAFFIC LANE DURING NON-WORKING HOURS WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION.

14. CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND ADEQUATE MEANS OF CHANNELIZING PEDESTRIAN TRAFFIC AROUND AND THROUGH THE CONSTRUCTION AREA.

15. CONTRACTOR IS RESPONSIBLE FOR OBLITERATION OF ANY CONFLICTING STRIPING AND RESPONSIBLE FOR ALL TEMPORARY STRIPING.

16. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FACILITIES, BUSINESSES AND/OR RESIDENTS AT ALL TIMES.

17. CONTRACTOR SHALL PROVIDE ACCESS SIGNS FOR BUSINESSES LOCATED WITHIN THE CONSTRUCTION AREA UNDER THE SUPERVISION OF CONSTRUCTION COORDINATION. EACH ACCESS SIGN SHALL HAVE 5 INCH, WHITE OPAQUE LETTERING ON BLUE REFLECTORIZED BACKGROUND. ACCESS SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE BID AND NOT PART OF THE CONTRACT UNLESS OTHERWISE STATED. NO MORE THAN 3 BUSINESSES SHALL BE LISTED ON A ACCESS SIGN. SHOPPING CENTERS AND MALLS SHALL BE LISTED AS SUCH.

18. ALL ADVANCE WARNING SIGNS SHALL MEET THE MINIMUM REFLECTIVE INTENSITY REQUIREMENTS SET FORTH BY THE CITY OF ALBUQUERQUE. CONSTRUCTION COORDINATION SHALL DETERMINE ALL REQUIREMENTS AND APPROVE OR DISAPPROVE ANY ADVANCE WARNING SIGN PER SECTION 6A-4 OF THE MUTCD, LATEST EDITION.

19. 48 HOURS PRIOR TO OCCUPYING OR CLOSING OF A RIGHT-OF-WAY, CONTRACTOR SHALL NOTIFY POLICE, FIRE DEPARTMENT, SCHOOLS, HOSPITALS, TRANSIT AUTHORITY, BUSINESSES AND/OR RESIDENTS THAT WILL BE AFFECTED BY THE CONSTRUCTION.

20. ANY FIELD ADJUSTMENTS SHALL BE APPROVED BY CONSTRUCTION COORDINATION.


21. EXCAVATIONS SHALL BE PLATED, TEMPORARILY PATCHED OR RESURFACED PRIOR TO OPENING OF TRAFFIC. A MINIMUM OF 11 FEET SHALL BE PROVIDED FOR TRAFFIC IN ANY GIVEN DIRECTION. CONTRACTOR IS RESPONSIBLE FOR ANY WORK INVOLVED IN SATISFYING THESE REQUIREMENTS.

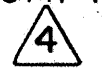
22. CONTRACTOR SHALL AT ALL TIMES COMPLY WITH THE FOLLOWING:
1. STANDARDS AND REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
2. THE CITY OF ALBUQUERQUE TRAFFIC CODE, LATEST EDITION.
3. SECTION 19 OF THE CITY OF ALBUQUERQUE'S STANDARD SPECIFICATIONS FOR PUBLIC WORK CONSTRUCTION, AS WELL AS OTHER SECTIONS.

23. FAILURE TO COMPLY WITH ANY OF THE ABOVE MENTIONED, WILL BE ADEQUATE CAUSE TO CEASE ALL WORK ON ANY CONSTRUCTION PROJECT. WORK WILL NOT RESUME UNTIL ALL REQUIREMENTS ARE ADDRESSED AND APPROVED BY CONSTRUCTION COORDINATION.

24. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN NEW-CLEAN CONDITION. WASHING OF EQUIPMENT IS INCIDENTAL TO ITS PLACEMENT AND MAINTENANCE.

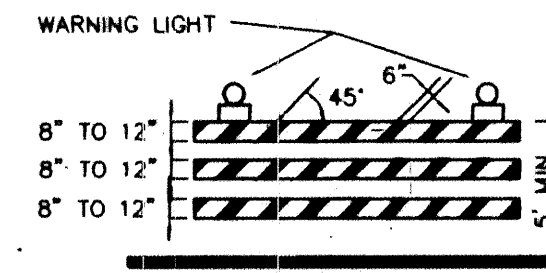
25. TRAFFIC CONTROL STANDARDS APPLY ONLY WHERE THE CONSTRUCTION TRAFFIC CONTROL PLANS ARE NOT SPECIFIC.

26. ADVANCE WARNING SIGNS SHALL BE 36"x36" MIN. WITH SUPER ENGINEERING GRADE SHEETING OR BETTER. MOUNTING HEIGHT AT TOP OF SIGN SHALL BE THE SAME AS FOR A 48" SIGN AS INDICATED IN THE MUTCD. 

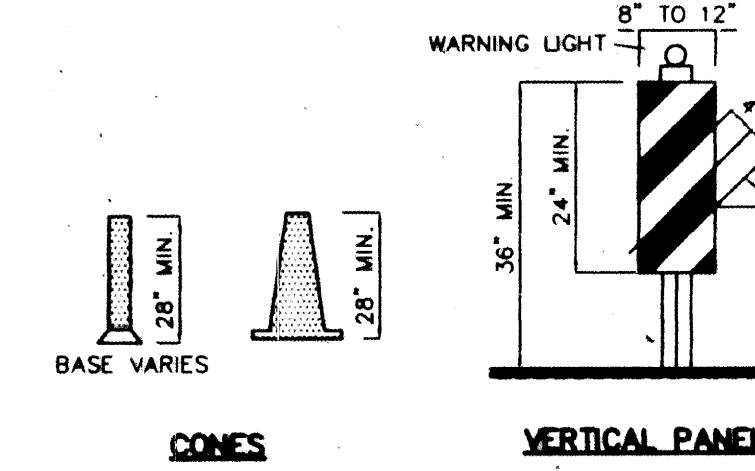
27. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORKSITE. ALL GRAFFITI SHALL BE PROMPTLY REMOVED FROM ALL EQUIPMENT, BOTH PERMANENT AND TEMPORARY. 

28. CONTRACTOR TO SETUP TYPICAL TRAFFIC SPLIT (RAISED MEDIAN) FOR THE CONNECTION TO EXISTING UTILITIES. ONCE INITIATED, WORK ON THE UTILITIES AND ROADWAY REQUIRES 24 HOUR CONSTRUCTION UNTIL TRAFFIC SPLIT CAN BE REMOVED.

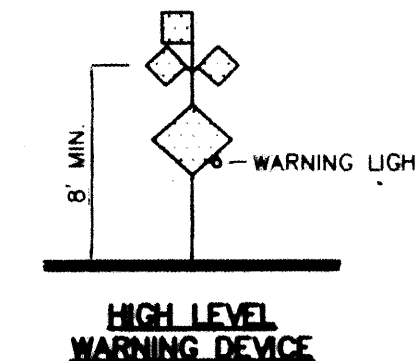
29. FOR WORK ON MEDIAN, CONTRACTOR TO SETUP LEFT LANE CLOSURE FOR BOTH NORTH AND SOUTH BOUND LANES. WORK SHALL NOT BEGIN ANY EARLIER THAN 9:00 A.M. AND NOR SHALL PROCEED PAST 3:00 P.M.



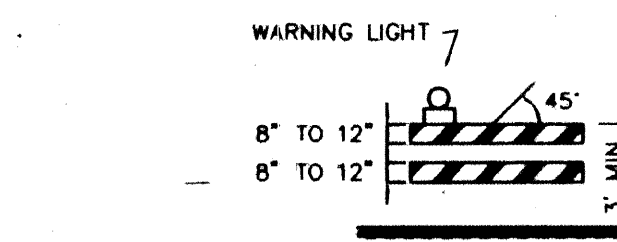
TYPE II BARRICADE



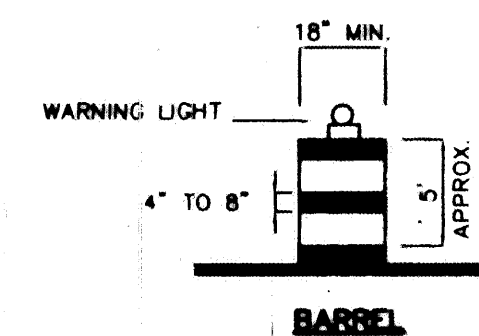
VERTICAL PANEL



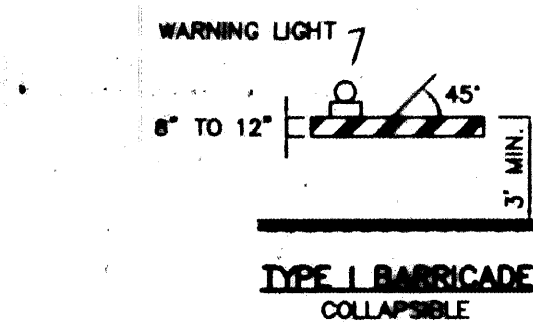
HIGH LEVEL WARNING DEVICE



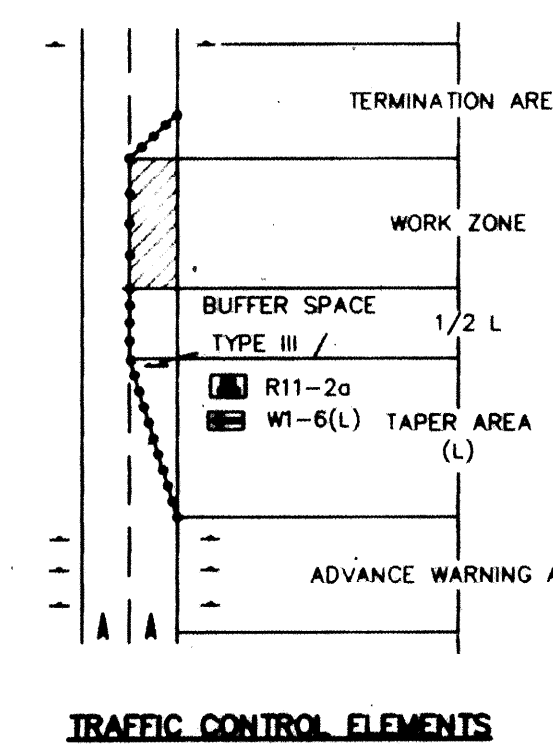
TYPE II BARRICADE COLLAPSIBLE



BARREL



TYPE I BARRICADE COLLAPSIBLE



TRAFFIC CONTROL ELEMENTS

LEGEND

- WORK AREA
- BARRICADE - TYPE I, TYPE II, OR BARREL
- BARRICADE - TYPE III
- VERTICAL PANEL
- WARNING SIGN
- DISTANCE BETWEEN SIGNS - A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET
- FLAGMAN POSITION
- SPACING BETWEEN BARRICADES - A DISTANCE MEASURED IN FEET EQUAL TO THE SPEED LIMIT OF THE STREET
- TAPER LENGTH - SEE CHART BELOW
- THE TANGENT LENGTH IS EQUAL TO THE TAPER LENGTH FOR A GIVEN STREET

TAPER REQUIREMENTS

SPEED LIMIT (MPH)	TAPER LENGTH (L) (FEET)			MINIMUM NUMBER OF DEVICES FOR TAPER	MAXIMUM DEVICE SPACING IN FEET	
	10' LANE	11' LANE	12' LANE		BEFORE TAPER	AFTER TAPER
20	70	75	80	5	20	20
25	105	115	125	6	25	25
30	150	165	180	7	30	30
35	205	225	245	8	35	35
40	270	295	320	9	40	40
45	450	495	540	13	45	45
50	500	550	600	13	50	50
55	550	605	660	13	55	55

RECOMMENDED SIGN SPACING(D) FOR ADVANCE WARNING SIGN SERIES

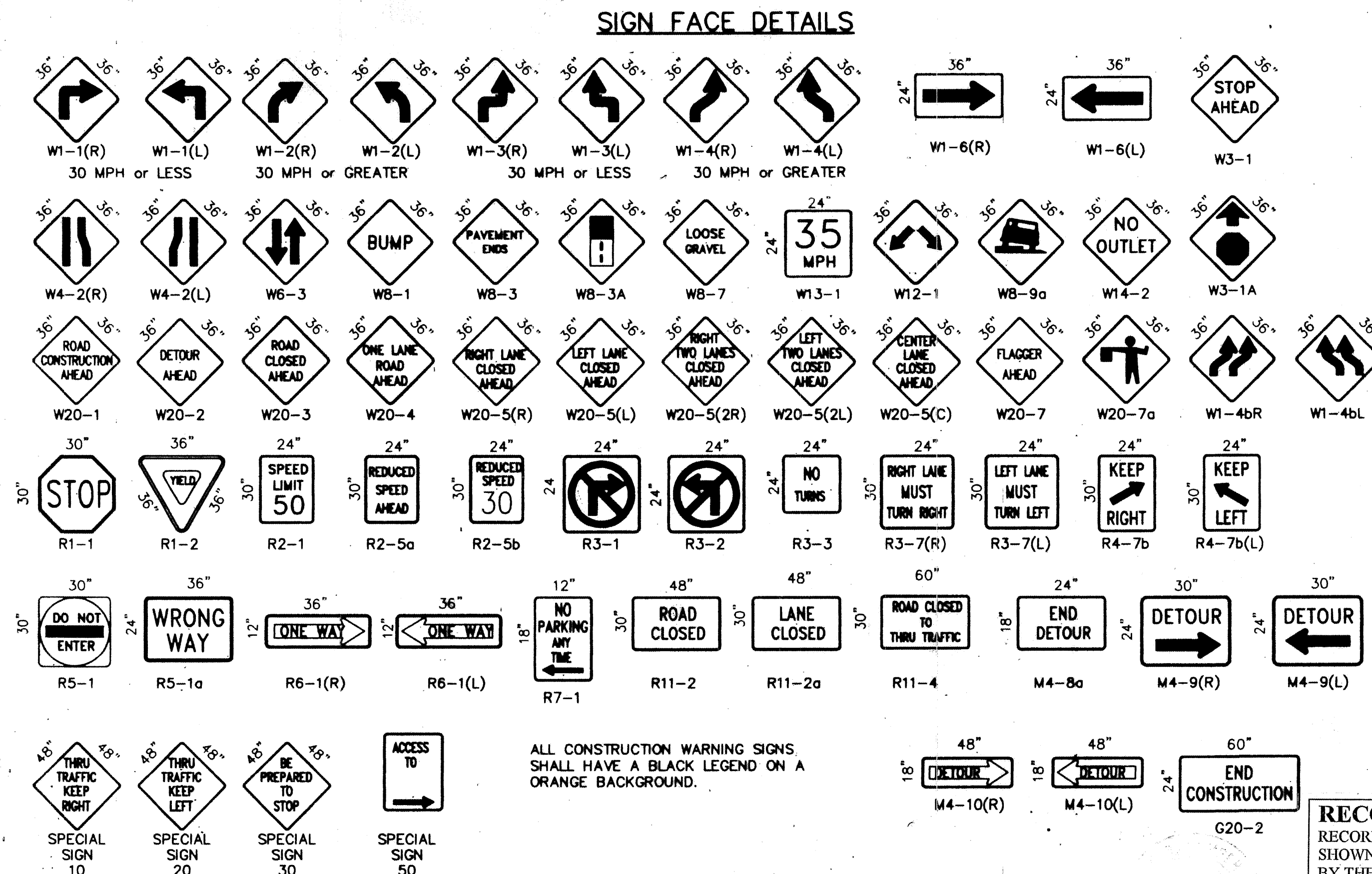
SPEED LIMIT (MPH)	MINIMUM DISTANCE IN FEET	
	BETWEEN SIGNS	FROM LAST SIGN TO TAPER
0-20	10 X SPEED LIMIT	10 X SPEED LIMIT
25-30	10 X SPEED LIMIT	10 X SPEED LIMIT
30-35	10 X SPEED LIMIT	10 X SPEED LIMIT
40-45	10 X SPEED LIMIT	10 X SPEED LIMIT
50-60	10 X SPEED LIMIT	10 X SPEED LIMIT

TAPER CRITERIA

TYPE OF TAPER	TAPER LENGTH
UPSTREAM TAPER:	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/2 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSTREAM TAPERS	100 FEET PER LANE

TAPER LENGTH COMPUTATION

SPEED LIMIT	L =
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR GREATER	$L = W \times S$
L = TAPER LENGTH W = WIDTH OF OFFSET IN FEET S = POSTED SPEED OR OFF-PEAK 85-PERCENTILE SPEED IN MPH	



ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON A ORANGE BACKGROUND.

RECORD DRAWING
RECORD DRAWING INFORMATION SHOWN HEREON WAS PROVIDED BY THE CONTRACTOR AND/OR THE DEVELOPER. THE CONSTRUCTION INSPECTION WAS PERFORMED BY THE CITY OF ALBUQUERQUE.

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP	
TITLE: SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS	
DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL
LAST UPDATE	
PROJECT NO. 589581	MAP NO. F-15
SHEET 6 OF 7	

LEGAL DESCRIPTION

TRACT C OF THE "PLAT OF DIVISION OF TRACT 'B' OF LAND OF MEL SANCHEZ AND LATH & PLASTER SUPPLY CO., INC., TOGETHER WITH TRACTS 110-A AND 110-B-1, M.R.G.C.D. MAP 32, ALBUQUERQUE, NEW MEXICO", AS THE SAME IS SHOWN AND DESIGNATED ON SAID PLAT, FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO, ON APRIL 27, 1979 IN PLAT BOOK B16, PAGE 92.

BENCH MARK

A.C.S. STA. "NM47-8", A NMSHD BRASS CAP LOCATED IN THE MEDIAN OF SECOND STREET NW NORTH OF MONTANO ROAD AT SECOND STREET. ELEVATION = 4974.639

GENERAL LEGEND

EXISTING CONTOUR	---
PROPOSED CONTOUR	---
EXISTING SPOT ELEVATION	x 48.55
PROPOSED SPOT ELEVATION	56.4
FLOWLINE	---
FLOW DIRECTION ARROW	---
TOP OF CURB ELEVATION	TC
TOP OF WALL ELEVATION	TW
FLOWLINE ELEVATION	FL
TOP OF ASPHALT	TA
POWER POLE	PP

DRAINAGE PLAN

THIS CONCEPTUAL GRADING AND DRAINAGE PLAN WAS PREPARED FOR THE DEVELOPMENT OF TRACT C, LAND OF MEL SANCHEZ AND LATH & PLASTER. DUE TO THE EXISTING TOPOGRAPHY AND THE DEPTH OF THE EXISTING TRACTS, IT IS NOT PRACTICAL TO CONSTRUCT FACILITIES WHEREBY DRAINAGE WOULD EFFECTIVELY SURFACE FLOW TO SECOND STREET. FURTHER, THERE IS NO STORM SEWER IN SECOND STREET. RATHER, THE INLETS THAT EXIST DRAIN DIRECTLY ACROSS THE ROADWAY INTO THE ALAMEDA DRAIN. AS SUCH, IT WILL BE NECESSARY TO EVACUATE STORM WATERS FROM THE SITE BY MECHANICAL MEANS. M.R.G.C.D. WAS CONTACTED BY THIS OFFICE FOR THE PURPOSE OF OBTAINING APPROVAL TO DISCHARGE WATERS DIRECTLY TO THE DRAIN. WE WERE INFORMED THAT NO ADDITIONAL CONNECTIONS TO THE DRAIN WOULD BE PERMITTED AND THAT THIS SITE WOULD BE REQUIRED TO UTILIZE THE EXISTING INLETS TO DISCHARGE STORM WATER.

THIS PLAN INCLUDES THE USE OF INDIVIDUAL PUMP STATIONS FOR EACH LOT CREATED. FUTURE GRADING AND DRAINAGE PLANS FOR BUILDING PERMIT WILL BE REQUIRED FOR EACH LOT. EACH PLAN SHALL INCLUDE IN ITS CALCULATIONS THE PORTION OF THE PRIVATE ACCESS ROAD WHICH DRAINS TO THE SUBJECT PARCEL. EACH PLAN SHALL INCLUDE PROVISIONS TO DETAIN 100% OF THE 100yr-24hr EVENT. FURTHER, EACH PLAN SHALL EVACUATE THESE DETAINED WATERS IN 6 TO 24 HOURS. EACH PLAN SHALL EVACUATE ITS WATERS AS CONCEPTUALLY PROVIDED FOR HEREIN.

THAT PORTION OF THE ACCESS ROAD THAT LIES ON THE SUBJECT PROPERTY WILL BE CONSTRUCTED AS PART TO THE DEVELOPMENT. THE EXISTING EASEMENT AND PAVED ACCESS ON THE ADJACENT TRACT WILL BE UTILIZED AS IS. IT IS THE INTENT OF THIS PLAN TO ELIMINATE THE CROSS-LOT DRAINAGE CONDITION THAT CURRENTLY EXISTS. AS SHOWN, THE PROPOSED ACCESS ROAD HAS POSITIVE DRAINAGE TO SECOND STREET. IT IS REALIZED THAT THE SLOPE IS SUBSTANDARD. THE INTENT IS TO INSURE THAT WATERS WITHIN THE ROAD WILL BREACH TO SECOND AND THE EACH INDIVIDUAL LOT PLAN WILL INCORPORATE ITS PORTION OF THE ROAD INTO ITS DESIGN.

THE EXISTING SURVEY INFORMATION SHOWN HEREON WAS PREPARED FROM A FIELD SURVEY DONE BY RIO GRANDE SURVEYING CO., INC., IN JANUARY OF 1998. A SUBSEQUENT FIELD REVIEW BY THIS OFFICE REVEALED THAT THE INFORMATION SHOWN HEREON IS CONSISTENT WITH THE ACTUAL CONDITIONS THAT EXIST IN THE FIELD.

INSTALL NEW 24" SIDEWALK CULVERT AT EASEMENT LINE. SEE STD. DWG. #2236

PROJECT T.B.M. TOP OF P.P. N.E., ANCHOR BOLT ELEV.=4973.63

SAW CUT AND REMOVE EXISTING PAVEMENT. AT E INSTALL NEW PAVEMENT AT GRADES SHOWN

EXISTING 24" EASEMENT TO PI IN CURB 0.35% SLOPE

NEW ASPHALT CURB. SEE STD. DWG. #2415

LOT 1 0.7 acre

7' DRAINAGE EASEMENT (PRIVATE)

INSTALL NEW SUMP AND OVERFLOW STRUCTURE. INSTALL NEW 24" SIDEWALK CULVERT SEE COA STD. DWG. 2236 & DETAIL THIS SHT.

STD. ASPHALT CURB

NEW ASPHALT DRIVE

2% SLOPE

EXISTING GROUND

STD. DEPRESSED CURB & GUTTER

TYP. ACCESS ROAD SECTION

LOT 2 0.5 acre

LOT 3 0.5 acre

LOT 4 0.5 acre

LOT 5 1.0 acre

LOT 6 1.0 acre

LOT 7 1.5 acre

LOT 8 1.5 acre

LOT 9 1.5 acre

LOT 10 1.5 acre

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LOT 208 1.5 acre

CALCULATIONS

THE FOLLOWING CALCULATIONS WERE DEVELOPED USING THE CITY OF ALBUQUERQUE DPM SECTION 22.2 THEY WERE PREPARED BASED ON AN ASSUMPTION OF A DEVELOPED CONDITION OF 85% IMPERVIOUS AND 15% LANDSCAPE.

SITE CHARACTERISTICS:
SITE LOCATION: ZONE 2
PRECIPITATION: P360= 2.35 inches
PRECIPITATION: P1440 = 2.75inches

LAND TREATMENT:
UNCOMPACTED SOIL - TREATMENT A
LANDSCAPE - TREATMENT B
COMPACTED SOIL - TREATMENT C
BUILDINGS & PAVING - TREATMENT D

EXCESS PRECIPITATION: PEAK DISCHARGE:
TREATMENT A E = 0.53 inches TREATMENT A = 1.56 cfs/acre
TREATMENT B E = 0.78 inches TREATMENT B = 2.28 cfs/acre
TREATMENT C E = 1.13 inches TREATMENT C = 3.14 cfs/acre
TREATMENT D E = 2.12 inches TREATMENT D = 4.70 cfs/acre

	EXISTING	PROPOSED
TOTAL AREA	= 5.70 AC.	
TREATMENT A	= 5.70 AC. = 100.0%	0.00 AC. = 0.0%
TREATMENT B	= 0.00 AC. = 0.0%	0.86 AC. = 15.0%
TREATMENT C	= 0.00 AC. = 0.0%	0.00 AC. = 0.0%
TREATMENT D	= 0.00 AC. = 0.0%	4.84 AC. = 85.0%

EXCESS PRECIPITATION & VOLUMETRIC RUNOFF:
EXISTING RUNOFF:
 $V_{100-6hr} = (0.53)(5.70)/12 = 0.252 \text{ acre ft} = 10,970 \text{ cf}$
DEVELOPED RUNOFF:
WEIGHTED $E = [(0.53)(0.00) + (0.78)(0.86) + (1.13)(0.00) + (2.12)(4.84)]/5.70 = 1.92 \text{ inches}$
 $V_{100-6hr} = (1.92)(5.70)/12 = 0.912 \text{ acre ft} = 39,730 \text{ cf}$

PEAK DISCHARGE:
EXISTING DISCHARGE:
 $Q_{100} = (1.56)(5.70) = 8.9 \text{ cfs}$
DEVELOPED DISCHARGE:
 $Q_{100} = (1.56)(0.00) + (2.28)(0.86) + (3.14)(0.00) + (4.70)(4.84) = 24.7 \text{ cfs}$

RESULTS:
DEVELOPED VOLUMETRIC RUNOFF:
 $39,730 - 10,970 = 28,760 \text{ cf INCREASE IN RUNOFF VOLUME}$
DEVELOPED PEAK DISCHARGE:
 $24.7 - 8.9 = 15.8 \text{ cfs INCREASE IN PEAK DISCHARGE}$

THE FOLLOWING CALCULATIONS ARE PROVIDED FOR A TYPICAL DEVELOPED LOT WITHIN THE PROPOSED SUBDIVISION. A 1/2 ACRE LOT WAS USED.

	EXISTING	PROPOSED
TOTAL AREA	= 0.50AC.	
TREATMENT A	= 0.50 AC. = 100.0%	0.00 AC. = 0.0%
TREATMENT B	= 0.00 AC. = 0.0%	0.08 AC. = 15.0%
TREATMENT C	= 0.00 AC. = 0.0%	0.00 AC. = 0.0%
TREATMENT D	= 0.00 AC. = 0.0%	0.42 AC. = 85.0%

EXCESS PRECIPITATION & VOLUMETRIC RUNOFF:
EXISTING RUNOFF:
 $V_{100-6hr} = (0.53)(0.50)/12 = 0.022 \text{ acre ft} = 960 \text{ cf}$
DEVELOPED RUNOFF:
WEIGHTED $E = [(0.53)(0.00) + (0.78)(0.08) + (1.13)(0.00) + (2.12)(0.42)]/0.50 = 1.92 \text{ inches}$
 $V_{100-6hr} = (1.92)(0.50)/12 = 0.080 \text{ acre ft} = 3,480 \text{ cf}$
 $V_{100-24hr} = 0.080 + 0.42(2.75 - 2.35)/12 = 0.094 \text{ acre ft} = 4,090 \text{ cf}$

PEAK DISCHARGE:
EXISTING DISCHARGE:
 $Q_{100} = (1.56)(0.50) = 0.8 \text{ cfs}$
DEVELOPED DISCHARGE:
 $Q_{100} = (1.56)(0.00) + (2.28)(0.08) + (3.14)(0.00) + (4.70)(0.42) = 2.2 \text{ cfs}$

RESULTS:
DEVELOPED VOLUMETRIC RUNOFF:
 $4,090 - 960 = 3,130 \text{ cf INCREASE IN RUNOFF VOLUME}$
DEVELOPED PEAK DISCHARGE:
 $2.2 - 0.8 = 1.4 \text{ cfs INCREASE IN PEAK DISCHARGE}$

AS STATED EARLIER IN THIS PLAN, EACH LOT WILL BE REQUIRED TO DETAIN 100% OF ITS 100yr-24hr VOLUME. FURTHER, EACH DEVELOPED PARCEL WILL REQUIRE A SUMP AND STORM WATER PUMP TO EVACUATE EACH SITE

IT IS PROPOSED IN THIS CONCEPTUAL PLAN THAT EACH PARCELS TOTAL STORM WATER RUNOFF BE EVACUATED IN A 6 HOUR PERIOD. THEREFORE, THE PROPOSED DEVELOPED DISCHARGE FROM EACH 1/2 ACRE SITE IS AS FOLLOWS:

TOTAL VOLUME = 4,090 cf = 30,590 gal
6 HOURS = 360 min.
(30,590/360) = 85 gpm = 0.19 cfs

EFFECTIVELY, THE PEAK DISCHARGE WILL BE REDUCED BY APPROXIMATELY 75% DURING THE DESIGN EVENT POST DEVELOPMENT.

OFFSITE CONDITIONS

THERE ARE NO OTHER FLOWS THAT ENTER TRACT B-1 OR TRACT C. THE PARCEL TO THE NORTH CONTAINS/CONTROLS ITS STORM WATER AND THE PARCEL TO THE SOUTH FLOWS SOUTH. THE SMALL AREA TO THE EAST IS CONTAINED WITHIN THE DEPRESSION BETWEEN THE ATSF MAIN TRACT AND THE SPUR THAT ENTERS LOT 7.

PUMP SYSTEMS

EACH PROPOSED LOT WILL REQUIRE AN INDIVIDUAL PUMP SYSTEM TO CONTROL STORM WATER. DISCHARGE PIPE SHALL BE PLACED WITHIN THE DRAINAGE EASEMENTS PROVIDED AND SHALL TERMINATE AS SHOWN HEREON. FOR PURPOSES OF THIS CONCEPTUAL PLAN THE ANTICIPATED FLOW RATES WILL BE AS FOLLOWS:

LOT 1
TOTAL VOLUME = 5,730 cf = 42,860 gal
6 HOURS TO DRAIN POND= 360 min.
PUMPING RATE (42,860 gal/360 min) = 119 gpm = 0.27 cfs

LOTS 2 THROUGH 4, 6 & 7
TOTAL VOLUME = 4,090 cf = 30,590 gal
6 HOURS TO DRAIN POND= 360 min.
PUMPING RATE (30,590 gal/360 min) = 85 gpm = 0.19 cfs

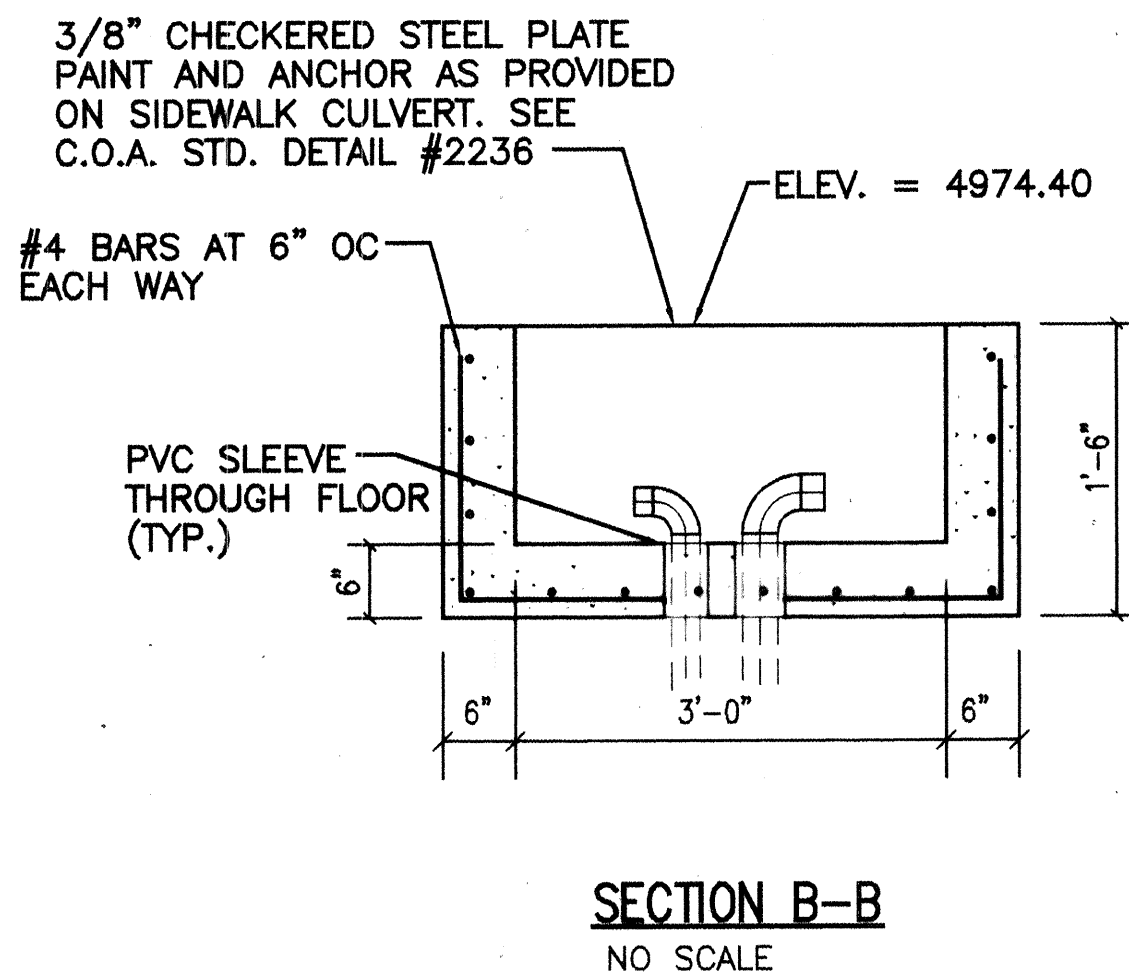
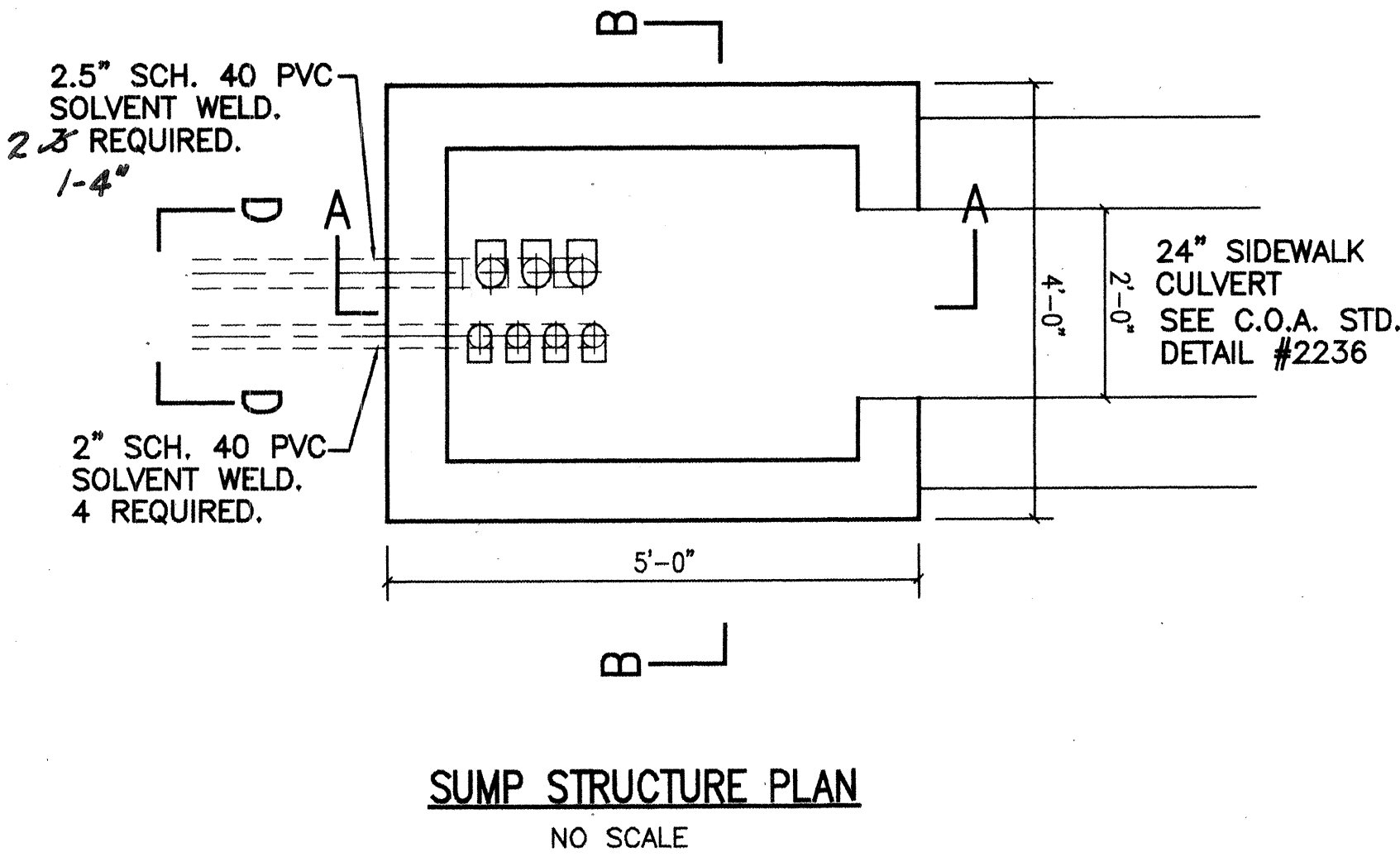
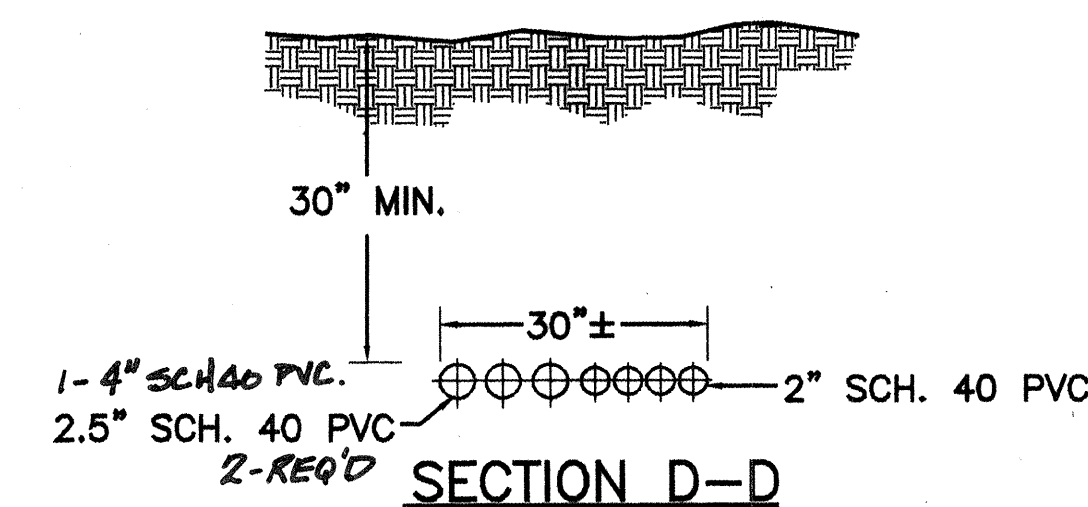
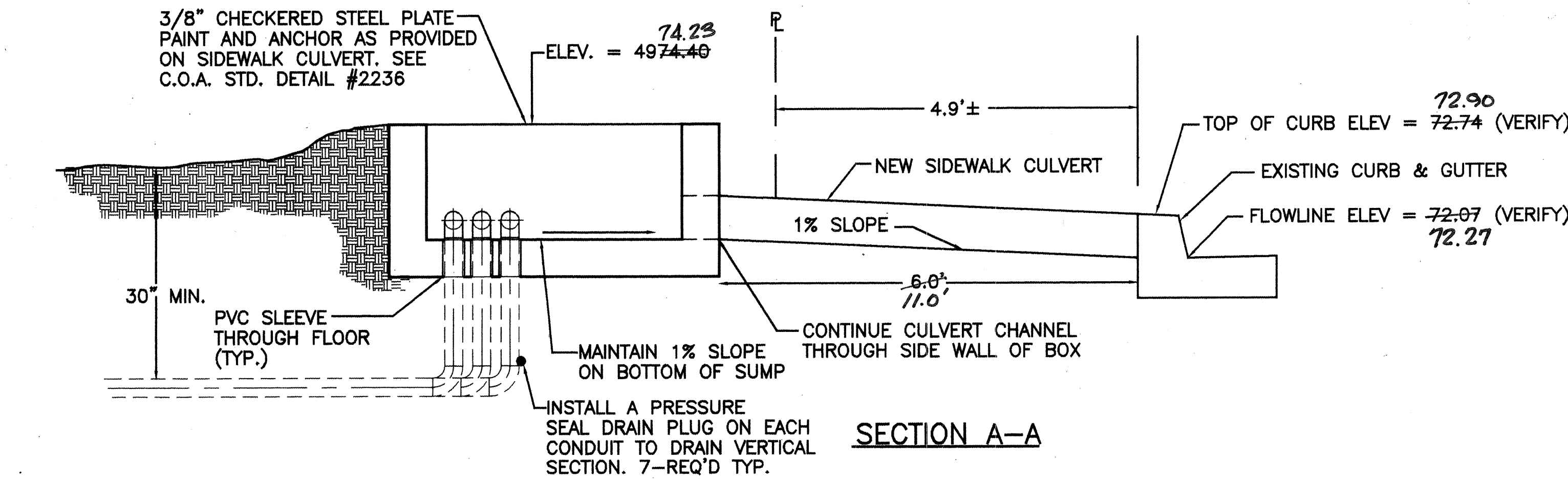
LOTS 5 AND 6
TOTAL VOLUME = 8,180 cf = 61,180 gal
6 HOURS TO DRAIN POND= 360 min.
PUMPING RATE (61,180 gal/360 min) = 170 gpm = 0.38 cfs

LOTS 7 & 8
TOTAL VOLUME = 12,270 cf = 91,180 gal
6 HOURS TO DRAIN POND= 360 min.
PUMPING RATE (91,180 gal/360 min) = 255 gpm = 0.57 cfs

THESE VALUES ARE PROVIDED AS A MAXIMUM ALLOWABLE DISCHARGE FROM THE FUTURE DEVELOPMENT OF THESE LOTS. (USING A 6-hour EVACUATION TIME). WHEN INDIVIDUAL PLANS FOR BUILDING PERMIT ARE SUBMITTED THEY MAY INCLUDE PROVISIONS FOR A 24-hour EVACUATION; THEREBY, REDUCING THE TOTAL DISCHARGE RATE.

REQUIREMENTS FOR LOT DEVELOPMENT PLANS

1. ALL LOTS SHALL DETAIN 100% OF THE 100yr-24hr VOLUME.
2. ALL LOTS SHALL HAVE A PUMP SYSTEM TO EVACUATE THE SITE IN A MINIMUM OF 6-hours AND A MAXIMUM OF 24-hours
3. IT IS RECOMMENDED THAT ALL STRUCTURES HAVE A MINIMUM FINISHED FLOOR OF 4974.5
4. ALL LOTS MUST INCLUDE AND CONTROL STORM WATERS THAT ENTER THE LOT FROM THE ACCESS ROAD.
5. THE ASPHALT CURB IS TO BE REMOVED AT THE TIME OF SITE DEVELOPMENT.



GENERAL NOTES

1. PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE LOCATION OF ALL POTENTIAL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AS SOON AS POSSIBLE TO RESOLVE THE CONFLICT WITH A MINIMUM AMOUNT OF DELAY.
2. ALL WORK ON THIS PLAN SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
3. IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY ARE SHOWN IN AN APPROXIMATE LOCATION ONLY, AND LINES MAY EXIST WHERE NONE ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE UTILITY OWNER OR FROM EXISTING PLANS, AND THIS INFORMATION MAY BE INCOMPLETE, OR OBSOLETE AT THE TIME OF CONSTRUCTION. THE ENGINEER HAS NOT UNDERTAKEN ANY FIELD VERIFICATION OF THESE LOCATIONS, LINE SIZES OR MATERIAL TYPE, MAKES NO REPRESENTATION THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE, PIPELINE OR UNDERGROUND INSTALLATION IN OR NEAR THE AREA IN ADVANCE OF AND DURING ANY EXCAVATION WORK. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES AND UNDERGROUND FACILITIES. IN PLANNING AND CONDUCTING EXCAVATIONS, THE CONTRACTOR SHALL COMPLY WITH ALL STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES.
4. THE CONTRACTOR SHALL INSURE THAT NO SOIL ERODES FROM THE SITE INTO PUBLIC RIGHTS-OF-WAY OR ONTO PRIVATE PROPERTY. THIS CAN BE ACHIEVED BY CONSTRUCTING TEMPORARY BERMS AND BY WETTING THE SOIL TO KEEP IT FROM BLOWING.
5. THE CONTRACTOR SHALL OBTAIN ANY AND ALL PERMITS REQUIRED BY THE CITY OF ALB. FOR THE COMPLETION OF THE WORK PRIOR TO BEGINNING CONSTRUCTION.
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION AND ALL CURRENT UPDATES.
7. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING WORK WITHIN CITY RIGHT-OF-WAY. AN APPROVED COPY OF THESE PLANS MUST BE SUBMITTED AT THE TIME OF APPLICATION FOR PERMIT.
8. TWO WORKING DAYS PRIOR TO AN EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE A 260-1990 FOR LOCATION OF EXISTING UTILITIES.
9. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL CONSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
10. BACKFILL COMPACTION SHALL BE ACCORDING TO COLLECTOR STREET USE.
11. MAINTENANCE OF THESE FACILITIES SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY SERVED.

	NAME	DATE
HYDROLOGIST		
INSPECTOR		
A.C.E./FIELD		

Approved @ DRB

RECORD DRAWING

RECORD DRAWING INFORMATION SHOWN HEREON WAS PROVIDED BY THE CONTRACTOR AND/OR THE DEVELOPER. THE CONSTRUCTION INSPECTION WAS PERFORMED BY THE CITY OF ALBUQUERQUE.

KIM R. KEMPER
NEW MEXICO
10542
4/11/98

REPLAT OF TRACT "C"
LAND OF MEL SANCHEZ & LATH & PLASTER
CONCEPTUAL GRADING AND DRAINAGE PLAN

KEMPER-VAUGHAN
CONSULTING ENGINEERS

3700 COORS RD. N.W. • ALBUQUERQUE, NEW MEXICO 87120 • (505) 831-4520	Designed	Drawn	Checked	Sheet
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