March 22, 2000

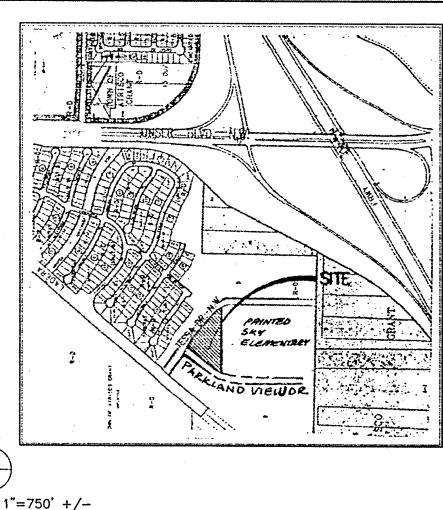
## CONSTRUCTION DOCUMENTS CLASS II CONSTRUCTION

# PARKWAY PARK-PHASE I

ADDRESS: 1001 1/2 TESSA DR. NW

## PARKS AND RECREATION DEPARTMENT CITY OF ALBUQUERQUE

TITLE	SHEET NO.
COVER SHEET	C-1 OF 12
MASTER PLAN	L-1 OF 12
DEMOLITION AND LAYOUT PLAN-PHASE I	L-2 OF 12
PLAY AREA ENLARGEMENT	L-3 OF 12
IRRIGATION PLAN	L-4 OF 12
NOT USED IN THIS SET	L-5 OF 12
GRADING PLAN	L-6 OF 12
DRAINAGE PLAN CALCULATIONS, SECTIONS AND DETAILS	L-7 OF 12
PLANTING PLAN	L-8 OF 12
DETAIL SHEET	L-9 OF 12
TRAFFIC CONTROL SHEET	L-10 OF 12
TRAFFIC CONTROL SHEET	L-11 OF 12



SCALE: 1"=750' +/-VICINITY MAP

#### GENERAL NOTES

- AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.
- ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED UNDER CONTRACT SHALL, EXCEPT AS OTHERWISE STATED OR PROVIDED, FOR HEREON, BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS
- MUST CONTACT NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
- VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
- FIVE (5) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION COORDINATION DIVISION. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION COORDINATION ENGINEER (768-2521) PRIOR TO OCCUPYING AN INTERSECTION. REFER TO SECTION 19 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS.
- WITH PLASTIC REFLECTORIZED PAVEMENT MARKING BY CONTRACTOR TO THE SAME LOCATION AS WAS EXISTING, OR AS INDICATED BY THIS PLAN SET.
- CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK, IN ORDER THAT THE CITY SURVEYOR MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY SURVEYOR AND SHALL NOTIFY THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE CITY SURVEYOR. WHEN A CHANGE IS MADE IN THE FINISH ELEVATIONS OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO NEW GRADE, UNLESS OTHERWISE SPECIFIED. REFER TO SECTION 4.4 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS.
- CONTRACTOR SHALL RECORD DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF ALBUQUERQUE FOR THE PREPARATION OF "AS CONSTRUCTED" DRAWINGS. CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.
- CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY GRAFFITI FROM ALL EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.
- CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALBUQUERQUE WATER SYSTEMS DIVISION (857-8200) FIVE (5) WORKING DAYS IN ADVANCE OF ANY WORK THAT MAY AFFECT EXISTING PUBLIC WATER OR SEWER UTILITIES. EXISTING VALVES TO BE OPERATED BY CITY PERSONNEL ONLY. CONTRACTOR SHALL CONTACT THE WATER SYSTEMS DIVISION THREE (3) WORKING DAYS PRIOR TO NEEDING VALVES TURNED ON OR OFF. • ALL WATER LINES TO BE C900 PVC, AND ALL SEWER LINES TO BE

CITY ENGINEER DATE USER DEPARTMENT DATE USER DEPARTMENT LANDSCAPE ARCHITECT'S SEAL APPROVALS PATE XXXXXXXXXXXXXXX BIRCO APPROVED FOR CONSTRUCTION TRANSPORTATION WATER/WASTEWATER HYDROLOGY CONSTR. MNGMT. City Engineer Jonst Cource City Project Number 63009

SDR35 PVC.

**DESIGNWORKSHOP** 

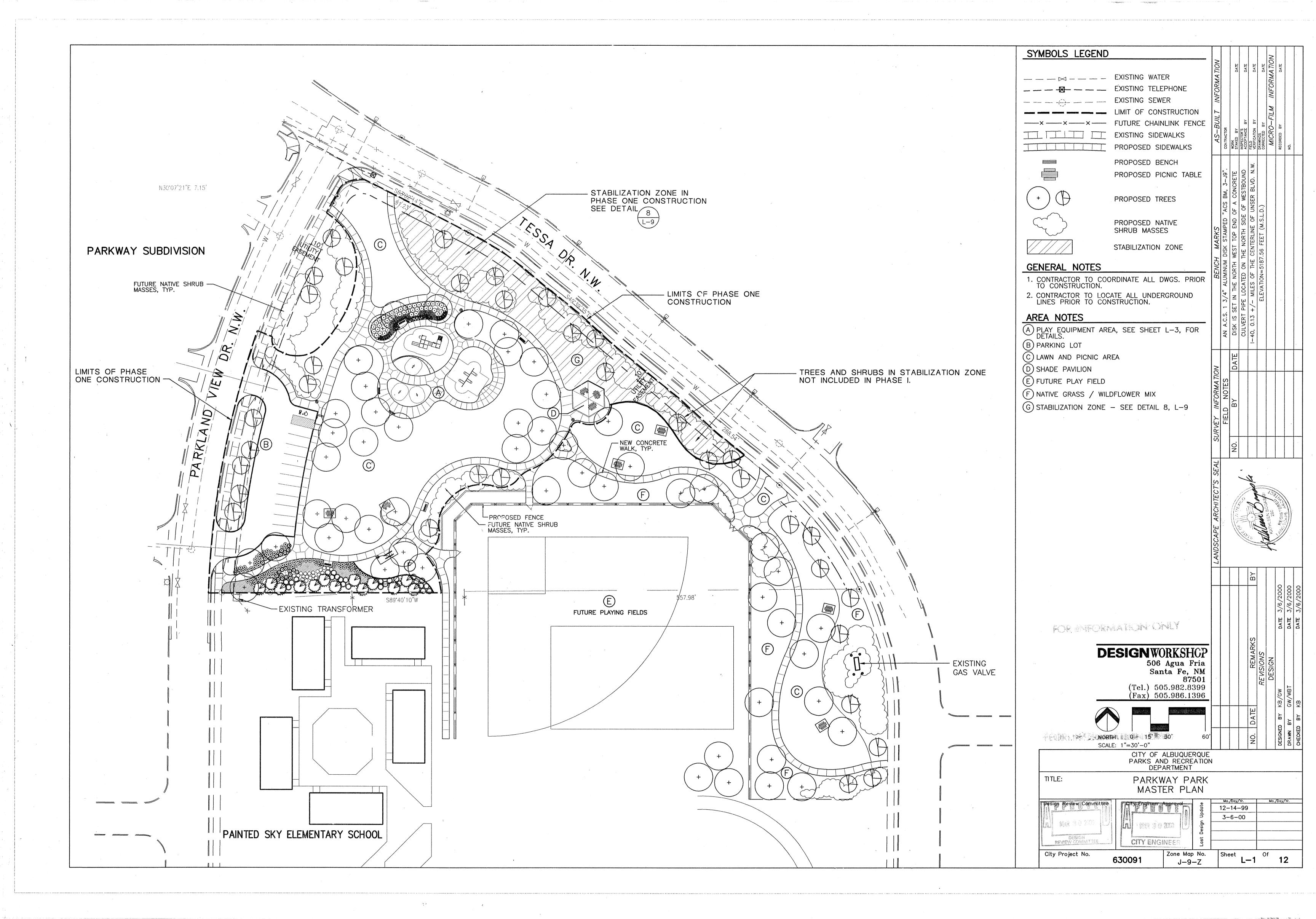
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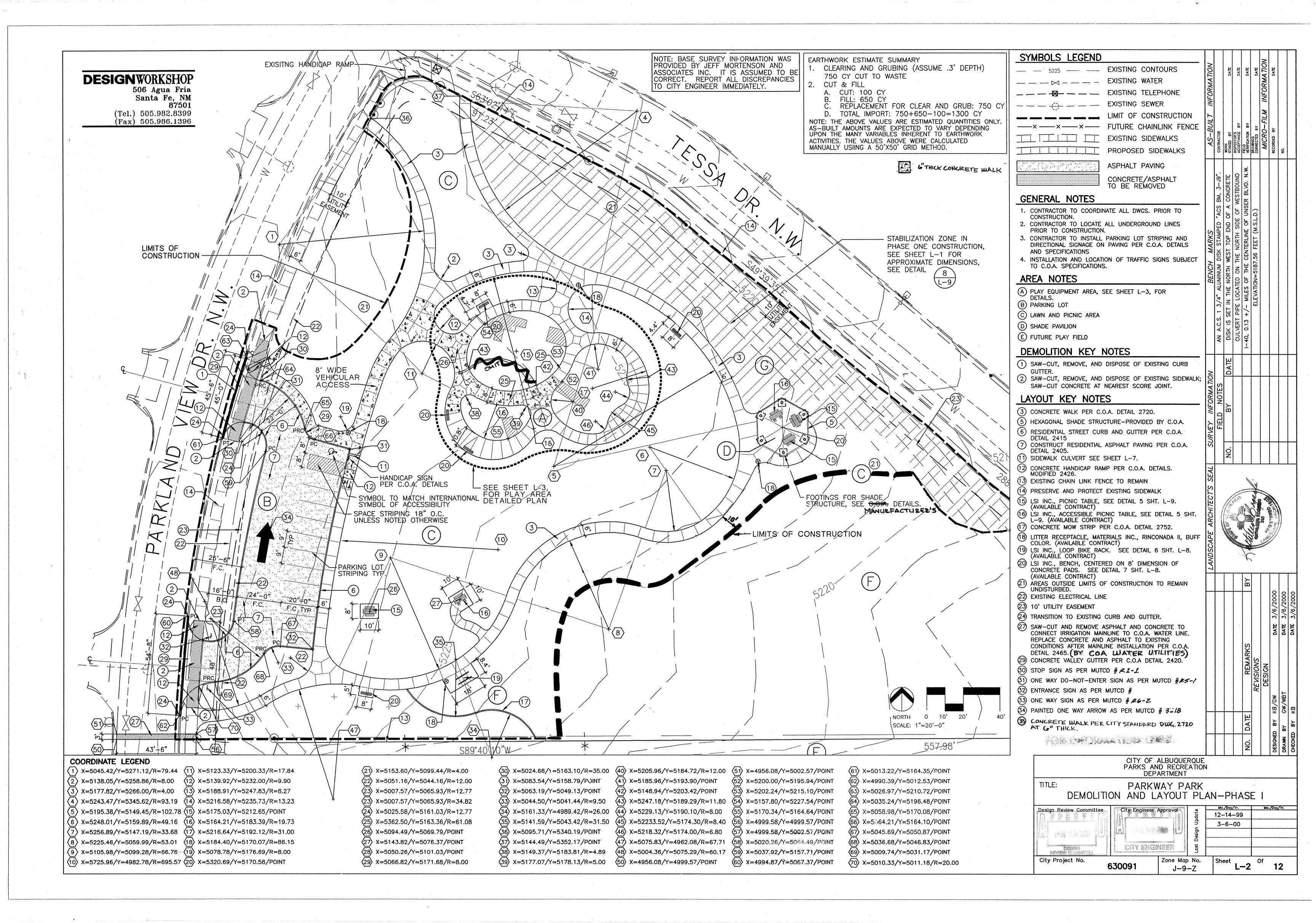
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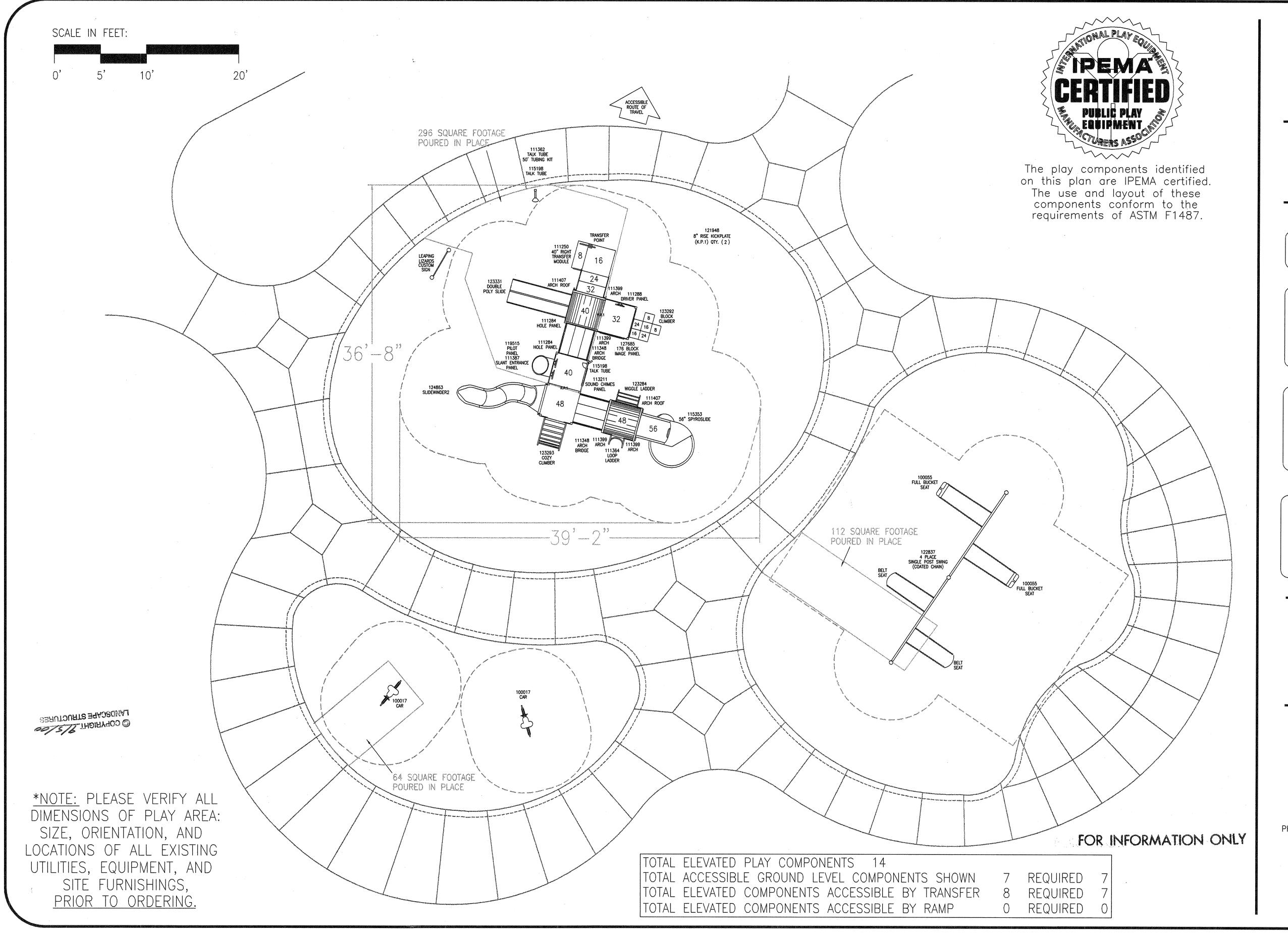
(Tel.) 505.982.9399 (Fax) 505.986.1396

87501

SET NUMBER:







PARKWAY
PARK
ALBUQUERQUE, NM

EXERPLAY

DAVID SMITH

THIS PLAY AREA & EQUIPMENT IS DESIGNED FOR AGES 2-5 YEARS

IT IS THE MANUFACTURERS OPINION THAT
THIS PLAYSTRUCTURE CONFORMS TO
ACCESSIBILITY REQUIREMENTS OF THE A.D.A.
(AMERICANS WITH DISABILITIES ACT),
AS PER THE ACCESS BOARD'S
GUIDELINES IDENTIFIED IN THE
PROPOSED RULE DATED APRIL 30, 1998.

THIS CONCEPTUAL PLAN WAS BASED ON INFORMATION AVAILABLE TO US. PRIOR TO CONSTRUCTION, DETAILED SITE INFORMATION INCLUDING SITE DIMENSIONS, TOPOGRAPHY EXISTING UTILITIES, SOIL CONDITIONS, AND DRAINAGE SOLUTIONS SHOULD BE OBTAINED, EVALUATED, & UTILIZED IN THE FINAL DESIGN.

CHOOSE A PROTECTIVE SURFACING MATERIAL THAT HAS A CRITICAL HEIGHT VALUE OF AT LEAST THE HEIGHT OF THE HIGHEST ACCESSIBLE PART/FALL HEIGHT OF THE ADJACENT EQUIPMENT. (REF. CONSUMER PRODUCT SAFETY COMMISSION (CPSC) GUIDELINES, SECTION 10: SURFACING.)

PLAYSHAPER
DRAWING #:

1502796

4-5-00 DESIGNED BY: DJM

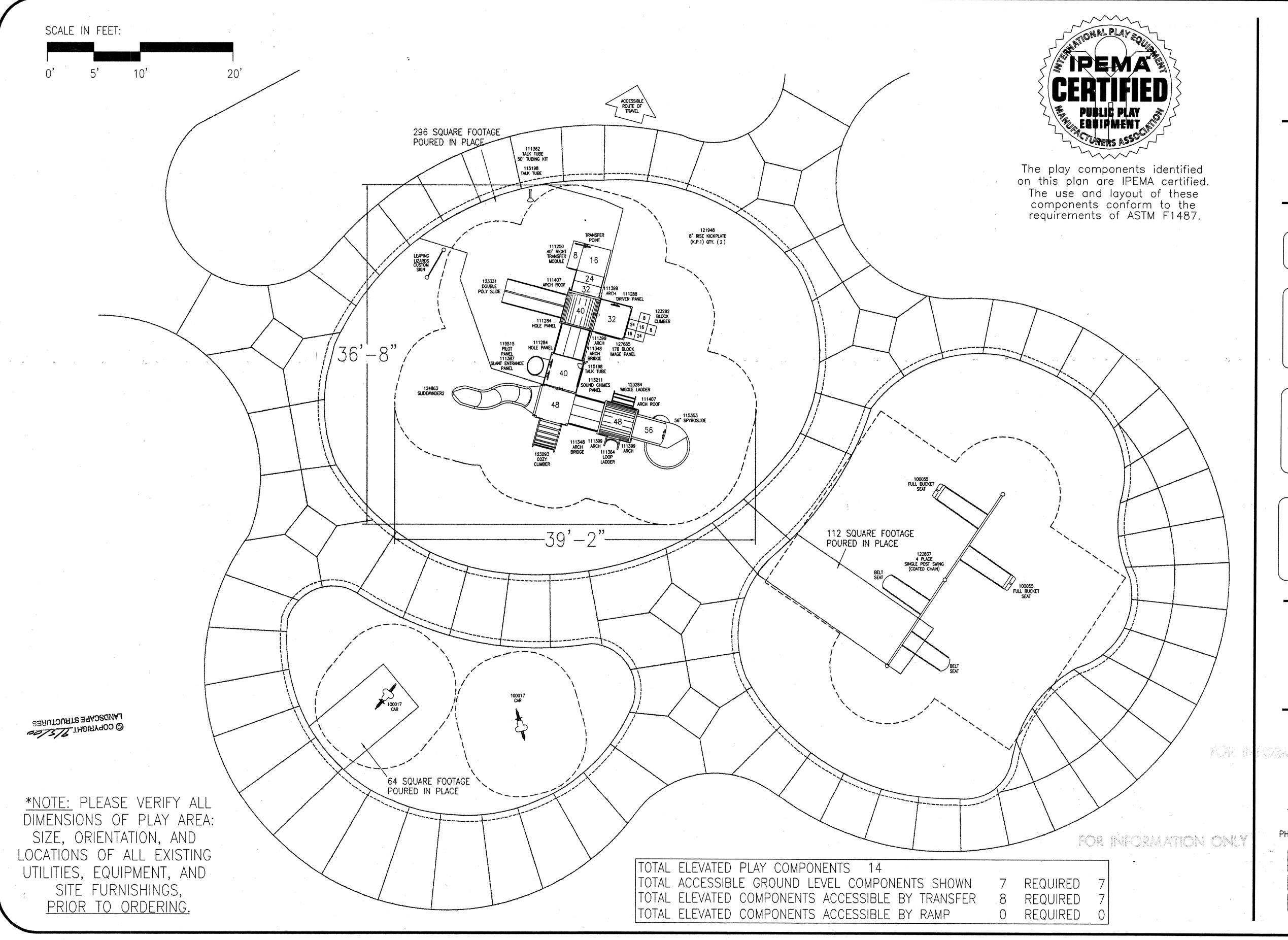


Anything else is cutting corners.\*\*

601 7th STREET SOUTH - P.O. BOX 198 DELANO, MINNESOTA 55328 PH: 1-800-328-0035 FAX: 1-612-972-6091







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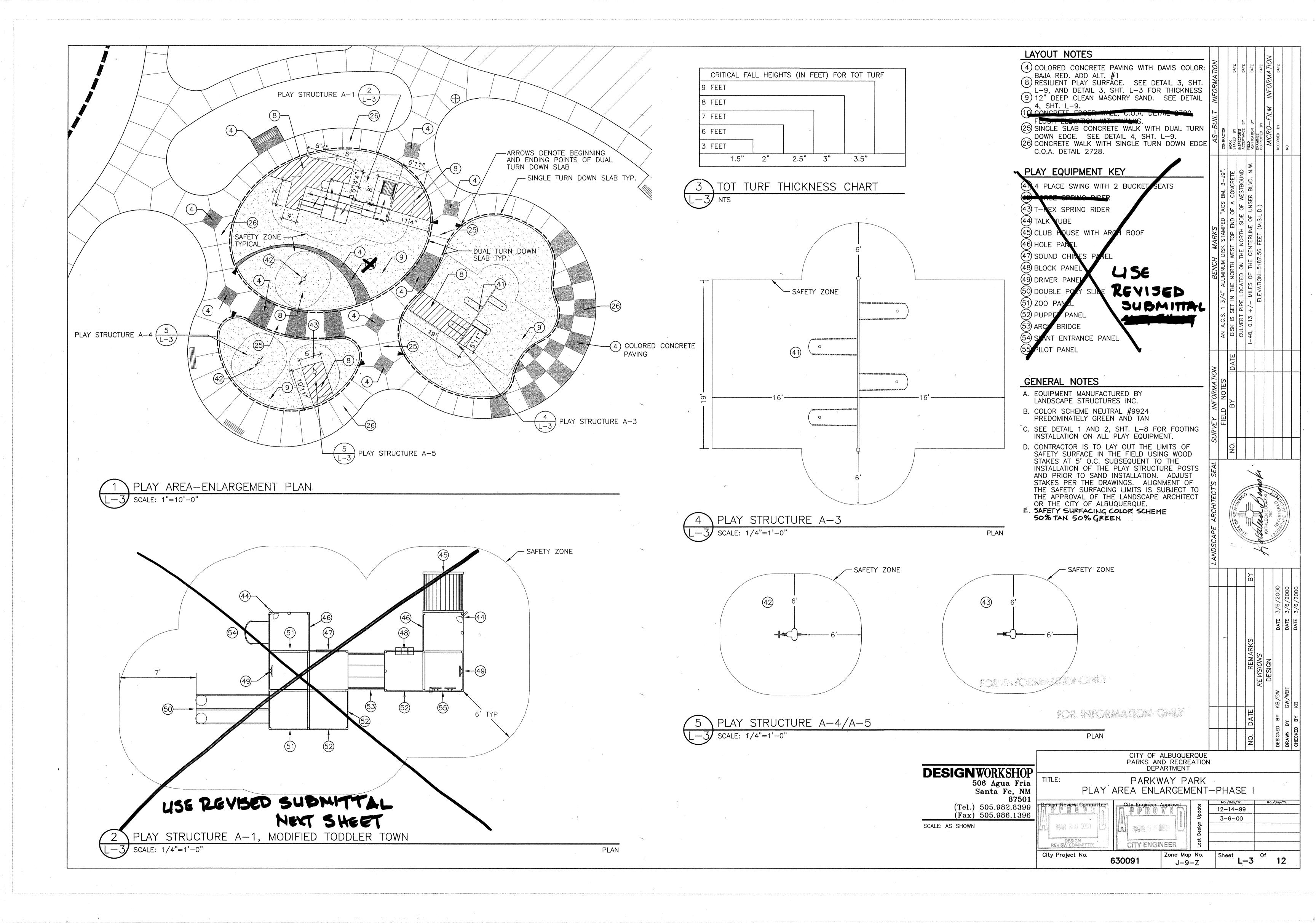
## LANDSCAPE STRUCTURES INC

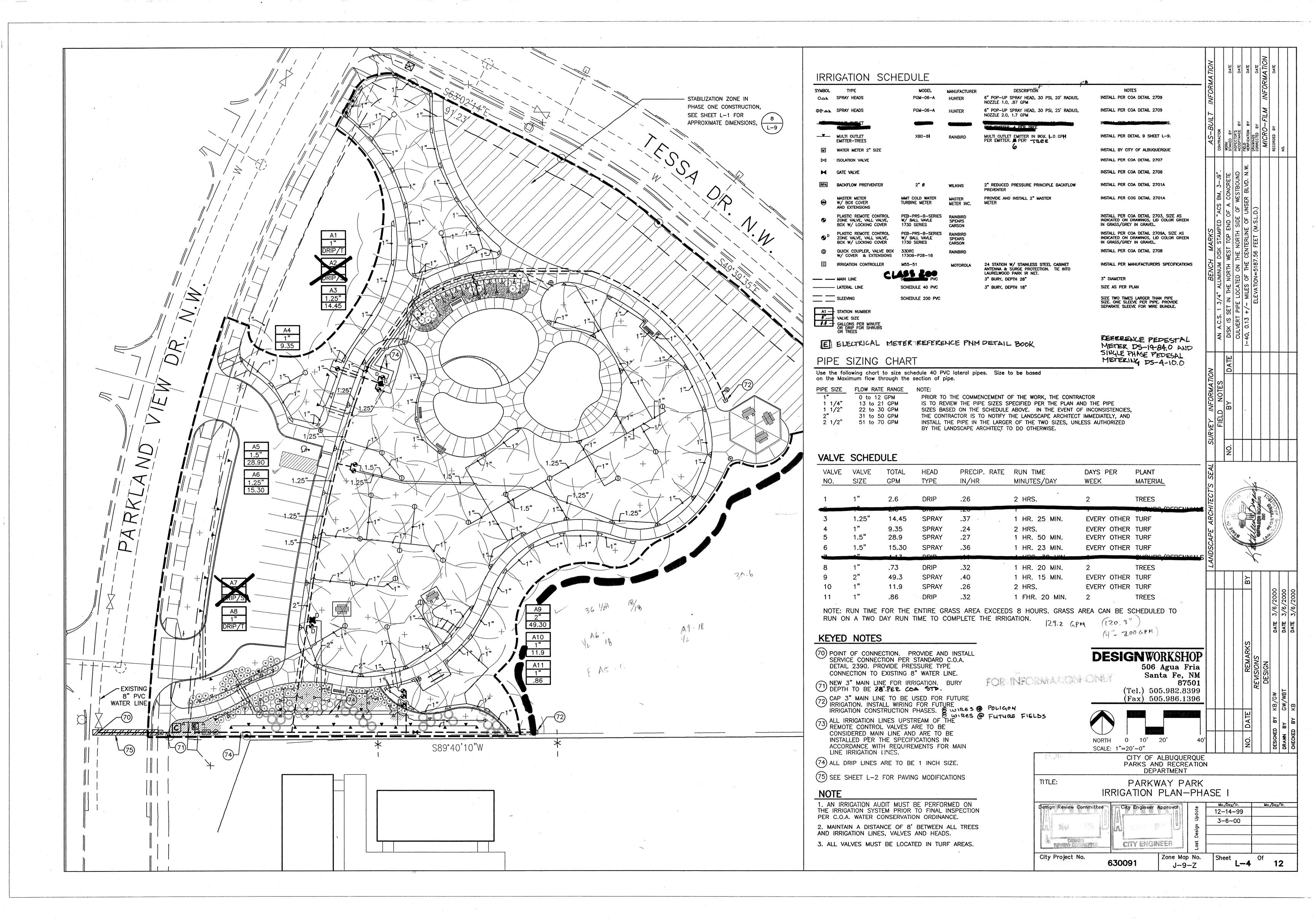
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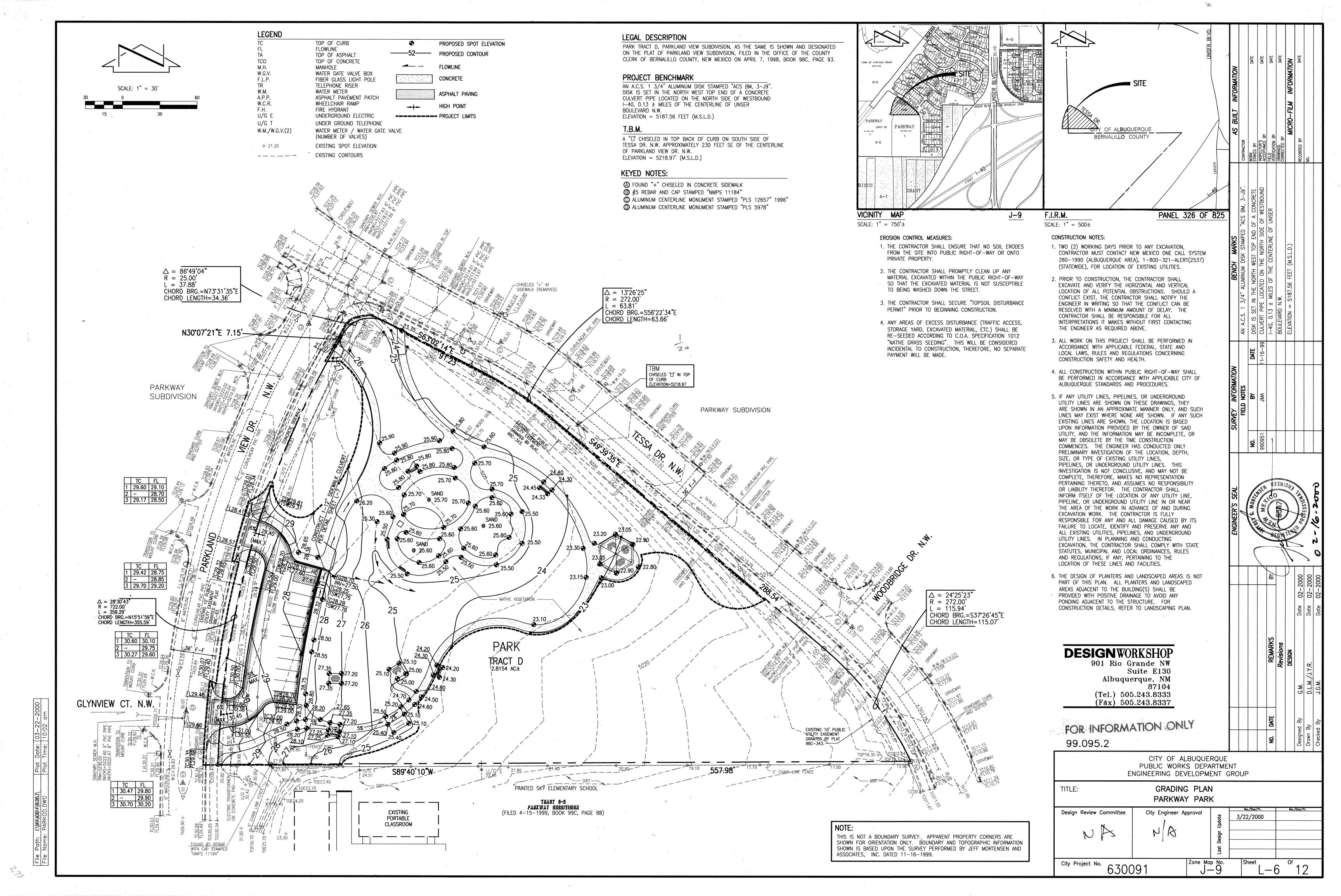
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#### I. EXECUTIVE SUMMARY AND INTRODUCTION:

THE PROPOSED PARKWAY PARK IS LOCATED AT THE INTERSECTION OF PARKLAND VIEW DRIVE N.W. AND TESSA DRIVE N.W. WITHIN THE PARKLAND VIEW SUBDIVISION. THE SITE IS CURRENTLY UNDEVELOPED. THE PROPOSED IMPROVEMENTS CONSIST OF THE CONSTRUCTION OF A PUBLIC CITY PARK WITH PAVED PARKING, LANDSCAPING, AND RECREATIONAL FACILITIES. THE SITE CURRENTLY DRAINS FROM EAST TO WEST ONTO TESSA DRIVE N.W. THE PROPOSED DEVELOPMENT ON THIS SITE IS IN A MANNER CONSISTENT WITH A PREVIOUSLY APPROVED CONCEPTUAL GRADING AND DRAINAGE PLAN, AND WITH A MASTER DRAINAGE PLAN. BOTH OF THOSE PLANS ESTABLISHED THE DRAINAGE CONCEPT WHEREBY FREE DISCHARGE FROM A PUBLIC PARK TO TESSA DRIVE IS APPROPRIATE. OFFSITE FLOWS DO NOT IMPACT THIS PROJECT. THIS SUBMITTAL IS FOR GRADING AND PAVING PERMIT APPROVALS.

#### II. PROJECT DESCRIPTION:

AS SHOWN BY THE VICINITY MAP, THE SITE IS LOCATED IN THE PARKLAND VIEW SUBDIVISION IN THE NORTHWEST PART OF ALBUQUERQUE. THE SITE IS BOUNDED ON THE NORTHEAST BY TESSA DRIVE N.W. AND ON THE NORTHWEST BY PARKLAND VIEW DRIVE N.W. THE RECENTLY CONSTRUCTED PAINTED SKY ELEMENTARY SCHOOL LIES TO THE SOUTH. THE AFOREMENTIONED PUBLIC STREETS ARE FULLY DEVELOPED WITH CURB AND GUTTER AND THEREFORE PREVENT OFFSITE FLOWS FROM ENTERING THE SITE. THE ELEMENTARY SCHOOL LIES TOPOGRAPHICALLY LOWER THAN THE SITE, HENCE DOES NOT CONTRIBUTE OFFSITE FLOWS. THE LEGAL DESCRIPTION OF THE SITE IS: PARK, TRACT D, PARKLAND VIEW SUBDIVISION.

AS SHOWN BY PANEL 326 OF 825 OF THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAPS FOR BERNALILLO COUNTY, NEW MEXICO, AND INCORPORATED AREAS, DATED SEPTEMBER 20, 1996, THIS SITE DOES NOT LIE WITHIN A DESIGNATED FLOOD HAZARD ZONE.

#### III. BACKGROUND DOCUMENTS:

THE FOLLOWING IS A LIST OF PREVIOUSLY APPROVED GRADING AND DRAINAGE PLANS AND REPORTS RELATIVE TO THIS SITE AND/OR REFERENCED WITHIN THIS DRAINAGE PLAN. THIS LIST MAY NOT BE INCLUSIVE, HOWEVER, REPRESENTS A SUMMARY OF THOSE PLANS WHICH ARE KNOWN TO THIS PREPARER.

- A. DRAINAGE REPORT FOR PARKWAY UNITS 8 AND 9 SUBDIVISION PREPARED BY COMMUNITY SCIENCES CORPORATION ENGINEER'S STAMP 07/25/95 (J9/D1A4). THIS MASTER DRAINAGE PLAN IDENTIFIED THIS FUTURE PARK SITE AND MADE PROVISIONS FOR FREE DISCHARGE FROM THIS SITE DIRECTLY TO TESSA DRIVE N.W. UP TO A MAXIMUM PEAK RATE OF DISCHARGE OF 6.9 CFS.
- B. CONCEPTUAL GRADING AND DRAINAGE PLAN FOR PARKWAY PARK PREPARED BY JEFF MORTENSEN & ASSOCIATES DATED FEBRUARY 26. 1998 (J9/D13). THIS CONCEPTUAL GRADING AND DRAINAGE PLAN WAS PREPARED IN ANTICIPATION OF THE PROPOSED DEVELOPMENT AT THIS SITE. THIS PLAN WAS APPROVED IN CONCEPT BY THE CITY OF ALBUQUERQUE. THE DEVELOPMENT PROPOSED HEREIN IS CONSISTENT WITH THIS PREVIOUSLY APPROVED CONCEPTUAL PLAN WHICH ALSO JUSTIFIED FREE DISCHARGE OF DEVELOPED RUNOFF FROM THIS SITE TO TESSA DRIVE N.W. UP TO A PEAK RATE OF 6.9 CFS.

#### IV. EXISTING CONDITIONS:

AT PRESENT, THE SITE IS UNDEVELOPED. THE SITE IS SURROUNDED BY FULLY DEVELOPED PUBLIC STREETS TO THE NORTHEAST AND NORTHWEST AND BY PAINTED SKY ELEMENTARY SCHOOL WHICH LIES TO THE SOUTH. THE SITE DRAINS FROM EAST TO WEST AND ONTO TESSA DRIVE N.W. FLOWS WITHIN TESSA DRIVE ARE CONVEYED BY THE STREET TO THE SOUTHEAST TO GAVIN ROAD N.W. FROM THERE. FLOWS TRAVEL TO THE EAST IN A PAVED DRAINAGE CHANNEL WHICH DRAINS TO A TEMPORARY RETENTION POND. AS DEMONSTRATED BY THE PREVIOUSLY REFERENCED DRAINAGE REPORT BY COMMUNITY SCIENCES, THIS RETENTION POND WAS SIZED FOR FREE DISCHARGE OF FULLY DEVELOPED RUNOFF FROM THIS PARK. THIS POND IS MAINTAINED BY THE WESTLAND DEVELOPMENT COMPANY, INC. THROUGH AN AGREEMENT AND COVENANT RECORDED DECEMBER 19, 1995, BOOK 95180 PAGES 8047-8052, DOCUMENT NO. 95129521. THIS AGREEMENT AND COVENANT WAS AMENDED ON AUGUST 01, 1996. THIS AMENDMENT WAS RECORDED IN BOOK 96-21 PAGES 2820 - 2822, DOCUMENT NO. 96085963. THIS AGREEMENT AND COVENANT STIPULATES THE CONDITIONS WHEREBY THE WESTLAND DEVELOPMENT COMPANY HAVE AN AGREEMENT WITH THE CITY OF ALBUQUERQUE TO MAINTAIN THE TEMPORARY RETENTION POND. WESTLAND DEVELOPMENT COMPANY IS ALSO REQUIRED TO CONSTRUCT, AT THEIR SOLE EXPENSE, A PERMANENT DRAINAGE OUTFALL WHICH WILL CONNECT THIS FACILITY TO THE FUTURE I-40 INTERCEPTOR. THE RETENTION POND WAS SIZED FOR FREE DISCHARGE OF DEVELOPED RUNOFF FROM THIS SITE. WESTLAND DEVELOPMENT COMPANY IS RESPONSIBLE FOR THE MAINTENANCE OF THIS POND AND THE CONSTRUCTION OF THE PERMANENT DOWNSTREAM IMPROVEMENTS.

#### V. DEVELOPED CONDITIONS:

AS DESCRIBED ABOVE, THIS PROJECT CONSISTS OF THE CONSTRUCTION OF A NEW PAVED PARKING LOT AND ASSOCIATED LANDSCAPING AND RECREATIONAL PUBLIC PARK IMPROVEMENTS. THE PROPOSED CONSTRUCTION WILL HONOR EXISTING DRAINAGE PATTERNS BY DIRECTING ALL DEVELOPED RUNOFF TO THE EAST TO TESSA DRIVE N.W. AS DESCRIBED IN THE EXISTING CONDITIONS SECTION ABOVE, DOWNSTREAM TEMPORARY DRAINAGE FACILITIES ARE SIZED FOR FREE DISCHARGE OF FULLY DEVELOPED RUNOFF FROM THIS SITE. THE WESTLAND DEVELOPMENT COMPANY IS RESPONSIBLE FOR MAINTENANCE OF THIS TEMPORARY RETENTION POND AND FOR THE CONSTRUCTION OF THE ULTIMATE IMPROVEMENTS. THERE IS NO OFFSITE INFRASTRUCTURE REQUIRED FOR THIS PROJECT. FLOWS FROM THE PARKING LOT WILL BE CONCENTRATED AT THE NORTHEAST CORNER AT WHICH POINT THEY WILL ENTER A SIDEWALK CULVERT AND DRAIN ONTO THE PARK LAWN WHERE THEY WILL DISPERSE AS SHEET FLOW. THE PROPOSED IMPROVEMENTS WILL RESULT IN A DRAINAGE PATTERN CONSISTENT WITH THAT ESTABLISHED BY THE PREVIOUSLY REFERENCED MASTER DRAINAGE PLAN AND CONCEPTUAL GRADING AND DRAINAGE PLAN. DEVELOPED RUNOFF WILL DISCHARGE WITHIN THE ALLOWABLE RATE TO TESSA DRIVE N.W. EXISTING DOWNSTREAM DRAINAGE FACILITIES ARE IN PLACE WHICH ARE SIZED FOR THIS DISCHARGE.

#### VI. GRADING PLAN:

A GRADING PLAN HAS BEEN PREPARED IN SUPPORT OF THIS DRAINAGE SUBMITTAL. THE GRADING PLAN SHOWS: 1) EXISTING GRADES INDICATED BY SPOT ELEVATIONS AND CONTOURS AT 1'0" INTERVALS OBTAINED FROM A SURVEY PREPARED BY JEFF MORTENSEN & ASSOCIATES DATED NOVEMBER 16, 1999, 2) PROPOSED GRADES INDICATED BY SPOT ELEVATIONS AND CONTOURS AT 1'0" INTERVALS, 3) THE LIMIT AND CHARACTER OF THE EXISTING IMPROVEMENTS, 4) THE LIMIT AND CHARACTER OF THE PROPOSED IMPROVEMENTS, AND 5) CONTINUITY BETWEEN EXISTING AND PROPOSED GRADES.

#### VII. CALCULATIONS:

THE CALCULATIONS, WHICH APPEAR HEREON, ANALYZE BOTH THE EXISTING AND DEVELOPED CONDITIONS FOR THE 100-YEAR, 6-HOUR RAINFALL EVENT. THE PROCEDURE FOR 40-ACRE AND SMALLER BASINS, AS SET FORTH IN THE REVISION OF SECTION 22.2, HYDROLOGY OF THE DEVELOPMENT PROCESS MANUAL, VOLUME 2, DESIGN CRITERIA, DATED JANUARY, 1993, HAS BEEN USED TO QUANTIFY THE PEAK RATE OF DISCHARGE AND VOLUME OF RUNOFF GENERATED. AS SHOWN BY THESE CALCULATIONS, THERE WILL BE AN INCREASE IN THE PEAK RATE AND VOLUME OF DISCHARGE WHICH WILL RESULT IN A TOTAL DISCHARGE FROM THE SITE OF WHICH IS LESS THAN 6.9 CFS ALLOWED BY THE MASTER DRAINAGE PLAN.

#### VIII. CONCLUSION:

FREE DISCHARGE OF FULLY DEVELOPED RUNOFF FROM THIS PARK AS PROPOSED HEREIN IS CONSISTENT WITH THE DRAINAGE CONCEPTS ESTABLISHED BY THE PREVIOUSLY REFERENCED MASTER DRAINAGE PLAN AND CONCEPTUAL GRADING AND DRAINAGE PLAN. THE PROPOSED FREE DISCHARGE OF FULLY DEVELOPED RUNOFF FROM THIS SITE IS APPROPRIATE BECAUSE THERE ARE DOWNSTREAM DRAINAGE FACILITIES WHICH ARE SIZED FOR THIS DISCHARGE. THERE ARE NO VARIANCES, EASEMENTS OR INFRASTRUCTURE IMPROVEMENTS REQUIRED BY THIS PROJECT.

#### CALCULATIONS

#### SITE CHARACTERISTICS

- 1. PRECIPITATION ZONE = 1
- 2.  $P_{6,100} = P_{360} = 2.20 \text{ IN}.$
- 3. TOTAL AREA  $(A_T) = 122,280 \text{ SF}/2.81 \text{ AC}$

#### 4. EXISTING LAND TREATMENT

TREATMENT	AREA (SF/AC)	%
Α	103,940/2.39	85
С	18,340/0.42	15

#### 5. DEVELOPED LAND TREATMENT

AREA (SF/AC)	%
38,450/0.88	31
56,230/1.29	46
8,720/0.20	07
18,880/0.43	15
	38,450/0.88 56,230/1.29 8,720/0.20

#### EXISTING CONDITION

#### VOLUME

 $E^{M} = (E^{A}A^{A} + E^{B}A^{B} + E^{C}A^{C} + E^{D}A^{D})/A^{L}$ 

 $E_W = [(0.44)(2.39)+(0.99)(0.42)]/(2.81) = 0.52 \text{ IN}.$ 

#### $V_{100} = (E_W/12)A_T$

 $V_{100} = (0.52/12)(122,280) = 5,300 \text{ CF}$ 

#### 2. PEAK DISCHARGE

 $Q_{b} = Q_{b}Q_{b}Q_{b}Q_{b}Q_{b}Q_{b}Q_{c} + Q_{b}Q_{b}Q_{b}$ 

 $Q_{p} = Q_{100} = (1.29)(2.39)+(2.87)(0.42) = 4.3 CFS$ 

#### DEVELOPED CONDITION

#### VOLUME

#### $E^{M} = (E^{A}A^{A} + E^{B}A^{B} + E^{C}A^{C} + E^{D}A^{D}) / A^{L}$

 $E_W = [(0.44)(0.88) + (0.67)(1.29) + (0.99)(0.20)]$ 

+ (1.97)(0.43)]/(2.80) = 0.82 IN.

#### $V_{100} = (E_W/12)A_T$

 $V_{100} = (0.82/12)(122,280) = 8,360 \text{ CF}$ 

### 2. PEAK DISCHARGE

 $\mathsf{Q}^\mathsf{b} \ = \ \mathsf{Q}^\mathsf{b} \mathsf{A}^\mathsf{V} + \mathsf{Q}^\mathsf{b} \mathsf{B}^\mathsf{V} + \mathsf{Q}^\mathsf{b} \mathsf{C}^\mathsf{V} + \ \mathsf{Q}^\mathsf{b} \mathsf{D}^\mathsf{V}$ 

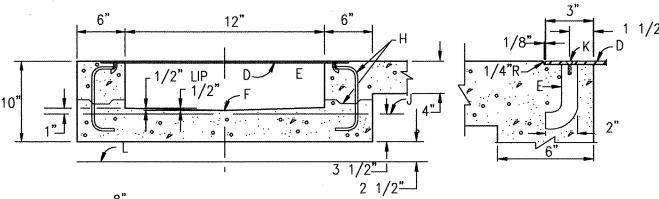
 $Q_P = Q_{100} = (1.29)(0.88) + (2.03)(1.29) + (2.87)(0.20)$ 

+ (4.37)(0.43) = 6.2 CFS

### COMPARISON

 $\Delta V_{100} = 8,360 - 5,300 = 3,060 \text{ CF (INCREASE)}$ 

 $\triangle Q_{100} = 6.2 - 4.3 = 1.9 \text{ CFS (INCREASE)}$ 



NO.3 DEFORMED BAR 7 3"-

DOWEL DETAIL

TYPICAL SIDEWALK CULVERT DETAILS NOT TO SCALE

**CONSTRUCTION NOTES:** 

A. JOIN NEAREST SCORE LINE OR WEAKENED PLANE JOINT,

PLACE 1/2" EXPANSION JOINT MATERIAL.

B. SIDEWALK OR SETBACK, (VARIABLE). C. 3" RADIUS, (TYPICAL).

3/8" CHECKERED STEEL PLATE.

ROD ANCHOR 1" x 5" "V" INVERT

G. NOT USED H. DOWEL AND JOINT, (OPTIONAL).

GUTTER FLOWLINE ELEV.

K. 3/8" x 1" F.H. C'SUNK STAINLESS STEEL MACHINE SCREW.

#### **DESIGNW**ORKSHOP 901 Rio Grande NW Suite E130

Albuquerque, NM 87104 (Tel.) 505.243.8333 (Fax) 505.243.8337

FOR INFORMATION ONLY ACK BEORNALD & DINE

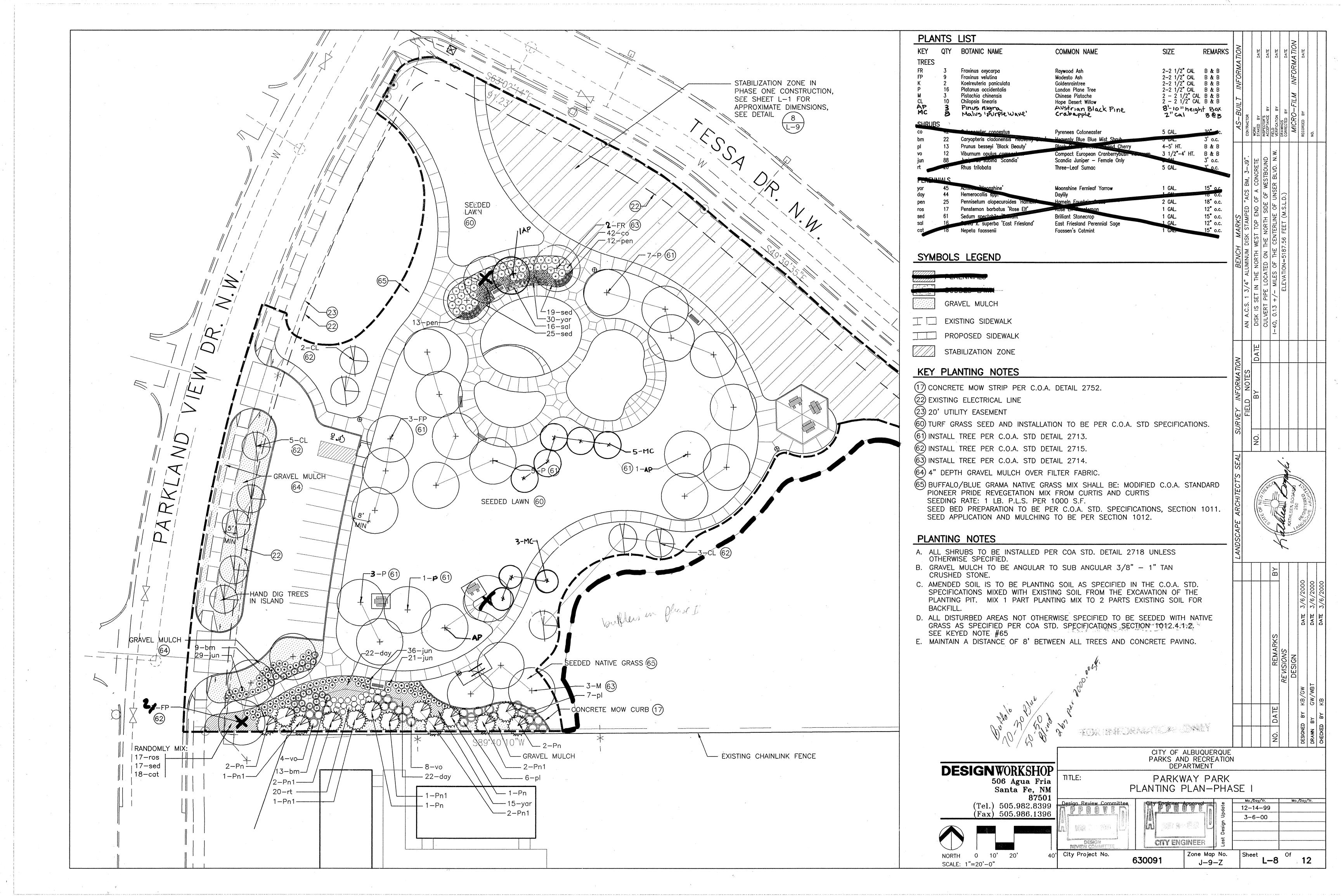
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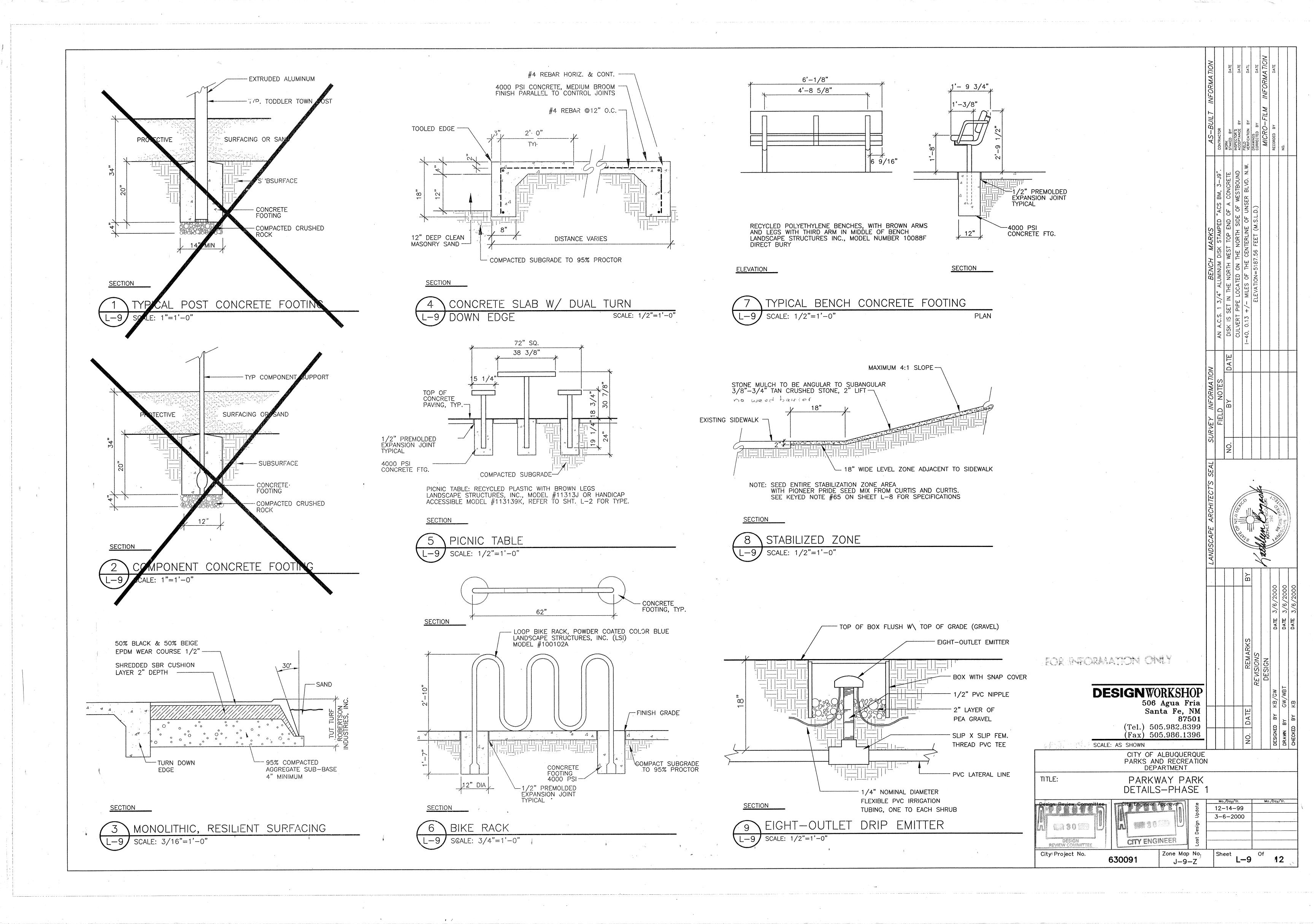
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP

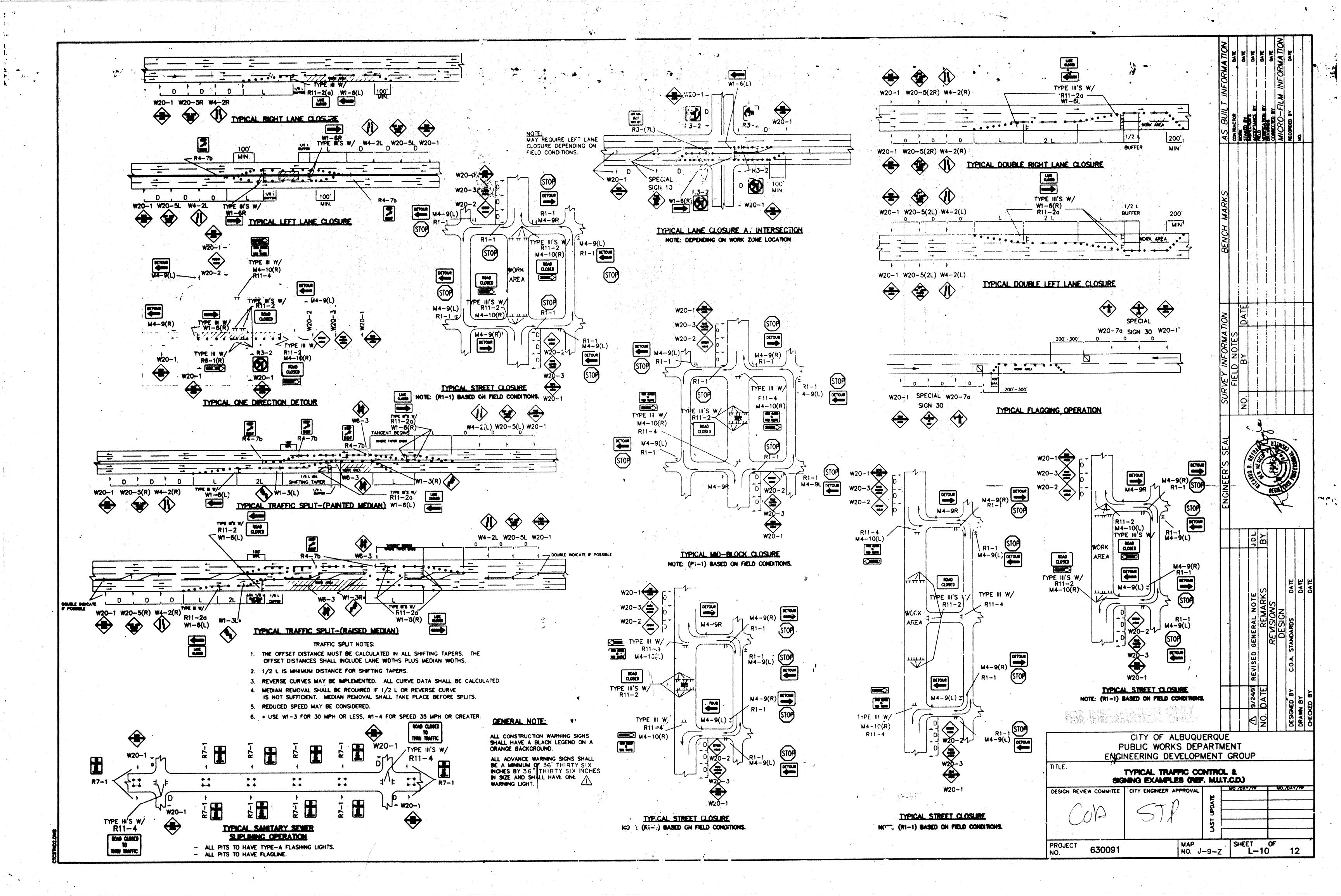
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TITLE: DRAINAGE PLAN, CALCULATIONS, SECTIONS AND DETAILS DADKWAY DADK

PARNWAT PARN				
DESIGN REVIEW COMMITTEE	CITY ENGINEER	Last Design Update	Mo./Doy/Yr. 3/22/2000	Mo./Dgy/Yr.
City Project No. 6300	)91 Zone Map	. 9°.	Sheet	7 of 12



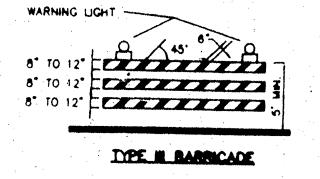


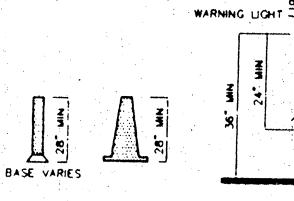


### CONSTRUCTION TRAFFIC CONTROL GENERAL NOTES

- 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 MUTCH, LATEST EDITION.
- 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 MUTCH, 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 MUTCO SECTION 64-4.
- 11. ALL WORK IN ARTERIAL ROADWAYS SHALL BE ON A CONTINUOUS A
- 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.
- 15. 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 MUTCH, LATEST EDITION.
- 19. 2 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 RECURFACED PRIOR TO CPENING OF TRAFFIC. A MINIMUM OF 11 FEET SHALL BE PROVIDED FOR TRAFFIC IN ANY GIVEN DIRECTION. CONTRACTOR IS RESPONSIBLE FOR ANY WORK TOVOLVED IN SATISFYING THESE REQUIREMENTS.
- 22. CONTRACTOR SHALL AT ALL TIMES COMPLY WITH THE FOLLOWIE 1. STA. DARDS AND REQUIREMENTS SET FORTH IN THE MANUAL ON UL FORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE CITY OF ALBUQUERQUE TRAFFIC CODE, LATEST EDITION. SECTION 19 OF THE CITY OF ALBUQUERQUE'S STANDARD SPE IFICATIONS FOR PUBLIC WORK CONSTRUCTION, AS WELL AS OTHER
- 23. FAILURE TO COMPLY WITH ANY OF THE ABOVE MENTIONED, WILL BE ADEQUATE CASE TO CEASE ALL WORK ON ANY CONSTRUCTION PROJECT. WORK WILL NOT RESU E UNTIL ALL REQUIREMENTS ARE ADDRESSED AND A PROVED BY CONSTRUCTION COORDINATION
- 24. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN NEW-CLEAN CONDITION. WASHING OF EQUIPMENT IS INCIDENTAL TO IT'S 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 HEIGTH AT TOP OF SIGN SHALL BE THE SAME AS FOR A 48" SIGN AS INDICATED IN THE MUTCD 3
- 27. CONTRACTOR SHALL MAINTAIN A GRAFFITI FREE WORKSITE, ALL GRAFFITI SHALL BE PROMPTLY REMOVED FROM ALL EQUIPMENT, BOTH PERMANENT AND TEMPORARY.



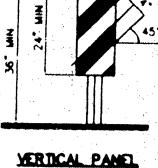


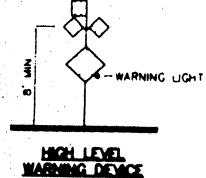
BARREL

8" 10 12"

WARNING LIGHT

CONES





**LEGEND** 

BARRICADE - TYPE I, TYPE II, OR BARREL BARRICADE - TYPE III

VERTICAL PANEL WARNING SIGN

WORK AREA

DISTANCE BETWEEN SIGNS - A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET FLAGMAN POSITION

PAR DAR DAR

VEY INFOR FIELD NOT BY

20.00.00

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

WARNING LIGHT TERMINATION AREA 8° TO 12° 8° TO 12° DYPE I BARRICADE BUFFER SPACE THESTHO TYPE HI / 20 R11-2a WI -6(L) TAPER AREA ADVANCE WARNING AREA

### TRAFFIC CONTROL FLEMENTS

## TAPER REQUIREMENTS TAPER LENGTH (L) MINIMUM MAXIMUM DEVICE

LIMIT	(FEET)			NUMBER	SPACING IN FEET	
(MPH)	10' LANE	11' LANE	12' LANE	DEVICES FOR TAPER	ALONG	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 MILES PER HOUR	MINIMUM DIS BETWEEN SIGNS	FROM LAST SIGN TO TAPER
1: 	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 LINIT
	40-45	10 X SPEED LIMIT	10 X SPEED LIMIT
	50-60	10 X SPEED LIMIT	10 X SPEED LIMIT

#### IAPER 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

### TAPER LENGTH COMPUTATION

SPEED LIMIT 40 MPH OR LESS

45 MPH OR GREATER L = W x S

L = TAPER LENGTH W = WIDTH OF OFFSET IN FEET S = POSTED SPEED OR OFF-PEAK

DOWNSTREAM TAPERS

85-PERCENTILE SPEED IN MPH

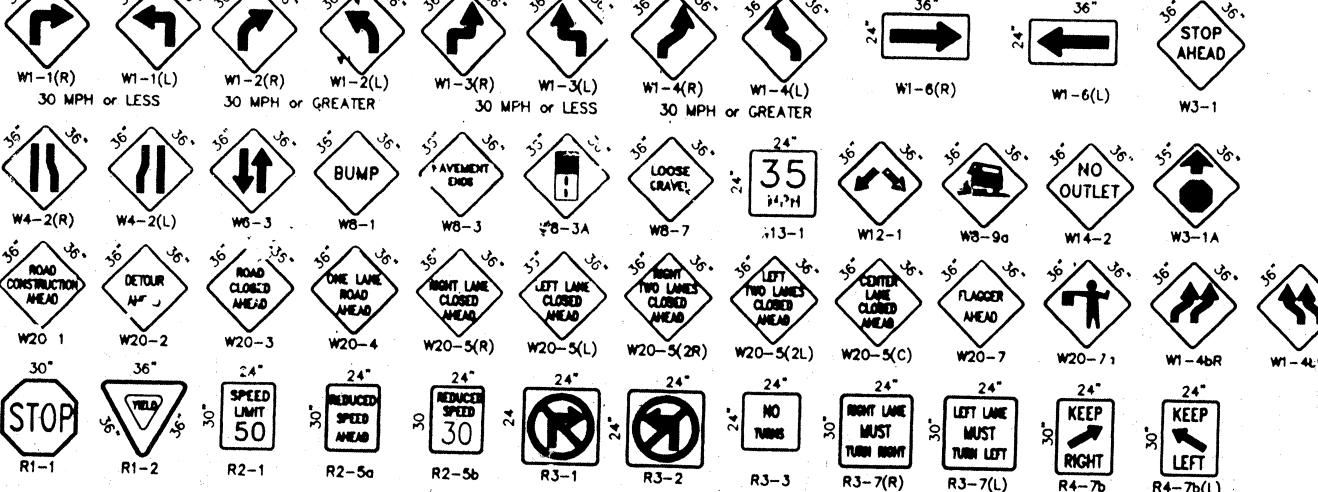
FOR INFORMATION ONLY

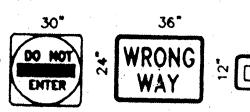
CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP SIGNING AND CONSTRUCTION TRAFFIC CONTROL STANDARDS DESIGN REVIEW COMMITTEE | CITY ENGINEER , PPROVAL

100 FEET PER LANE

PROJECT SHEF ! 630091 NO. J-9-Z

## SIGN FACE DETAILS

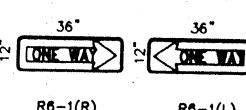


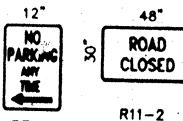


R5-1a

SPECIAL

SIGN

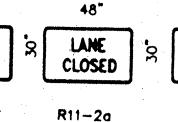


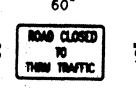


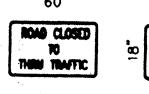
ORANGE BACKGROUND

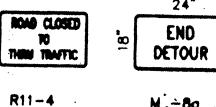
ALL CONSTRUCTION WARNING SIGNS

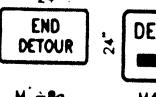
SHALL HAVE A BLACK LEGEND ON A

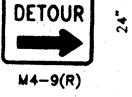


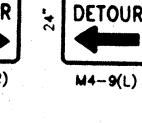


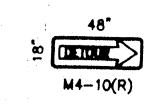


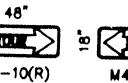


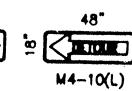


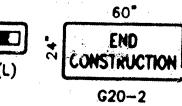












SPECIAL

