

SCANNED BY
MESA REPRO

1. TITLE SHEET
2. PLAT
3. SITE AND GRADING PLAN
4. GLENRIO ROAD, STREET PLAN AND PROFILE
5. GLENRIO ROAD, WATER, SANITARY SEWER,
PLAN AND PROFILE
6. PUBLIC AND PRIVATE WATER AND STORM
DRAIN PLAN AND PROFILE
7. ENTRANCE DETAILS
8. TYPICAL ROAD SECTION AND CONSTRUCTION
NOTES

MARVIN R. KORTUM Nov 14, 2005
N. M. P. E. 6519 DATE

1605 Speakman Drive, S.E.
Albuquerque, New Mexico 87123
(505) 299-0774

[illegible]

1. 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 CONSTRUCTION, 1986 EDITION, AS AMENDED THROUGH UPDATE 7.
2. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, THE CONTRACTOR MUST CONTACT NEW MEXICO ONE-CALL SYSTEMS, 260-1990, FOR LOCATION OF EXISTING UTILITIES.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING OBSTRUCTIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR SURVEYOR SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
4. CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE ENGINEER MAY TAKE NECESSARY MEASURES TO INSURE THE PROTECTION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE ENGINEER AND SHALL NOTIFY THE ENGINEER AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE CITY SURVEY SECTION. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATION OF THE PAVEMENT OR ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED. REFER TO SECTION 4.4 OF GENERAL CONDITIONS OF STANDARD SPECIFICATIONS.
5. FIVE (5) WORKING DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL SUBMIT TO THE CONSTRUCTION COORDINATING DIVISION DETAILED CONSTRUCTION SCHEDULE. TWO (2) DAYS PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL OBTAIN A BARRICADING PERMIT FROM THE CONSTRUCTION COORDINATING DIVISION. CONTRACTOR SHALL NOTIFY THE BARRICADING ENGINEER (924-3400) PRIOR TO OCCUPYING AN INTERSECTION. SEE SECTION 19 OF THE SPECIFICATION.
6. ALL STREET STRIPING ALTERED OR DESTROYED SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKINGS BY THE CONTRACTOR TO LOCATION AS EXISTED OR INDICATED BY THIS PLAN SET.

- ☒ ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
- ☒ BACKFILL COMPACTION SHALL BE ACCORDING TO SPECIFIED STREET USE.
- ☒ TACK COAT REQUIREMENTS SHALL BE DETERMINED BY THE ENGINEER
- ☒ SIDEWALKS AND WHEEL CHAIR RAMPS WITHIN THE CURB RETURNS SHALL BE CONSTRUCTED WHEREVER A NEW CURB RETURN IS CONSTRUCTED.
- ☒ IF CURB IS DERESSED FOR A DRIVEPAD OR A HANDICAP RAMP, THE DRIVEPAD OR RAMP SHALL BE CONSTRUCTED PRIOR TO ACCEPTANCE OF THE CURB AND GUTTER.
- ☒ ALL STORM DRAINAGE FACILITIES SHALL BE COMPLETED PRIOR TO FINAL ACCEPTANCE.

[illegible]

BENCHMARK:
CITY OF ALBUQUERQUE STATION 6-J10, LOCATED IN THE MEDIAN OF INTERSTATE-40, BETWEEN THE EAST BOUND AND WEST BOUND LANES, 341 FEET NORTH 30 DEGREES EAST OF THE NORTHEAST CORNER OF TRACT 225-A. ELEVATION: 5117.133.

LEGAL DESCRIPTION:

TRACTS 226, 227, 228, 229, AND 230, TOWN OF ATRISCO GRANT AIRPORT UNIT, PROJECTED SECTION 15, T. 10 N., R. 2 E., NMPM, BERNALILLO COUNTY, NEW MEXICO.

I CERTIFY THAT I HAVE PERSONALLY INSPECTED THE SITE AND THAT THE TOPOGRAPHY AS SHOWN IS A TRUE DEPICTION OF THE SITE AS OF DECEMBER 2003. THERE HAS BEEN NO SURFACE EARTHWORK ON THE SITE.

MARVIN R. KORTUM
NMPE 6519

SITE TOPOGRAPHY BY GRIEGO AND ASSOCIATES, 2003. GLENRIO ROAD TOPOGRAPHY BY MARVIN R. KORTUM, NOVEMBER, 2003.

LEGEND
SPOT ELEVATION
TOP OF CURB ELEVATION
FLOW LINE ELEVATION
FINISHED FLOOR ELEVATION
CONTOUR LINE
PROPERTY LINE
CURB & GUTTER
DRIVEWAY
CMU WALL
DRAINAGE BASIN BOUNDARY

EXISTING
PROPOSED
F.L. = 5115.20'

NOTES:

SEE PARKING LOT DETAILS ON SHEET C-5.2
"C" DENOTES A PARKING SPOT DESIGNED FOR COMPACT CARS.

Building Information

Construction Type: II-N

Construction Materials: Metal Frame;
Metal Stud; Sheetrock; Stucco; Metal Roof.

Building Square Footage:

Phase I: Fellowship Hall = 28,000 s.f. +/-

Phase II: Sanctuary = 22,000 s.f. +/-

Total S. F. = 51,000 +/-

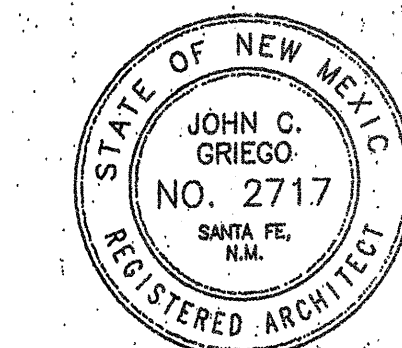
NOTES:

- EXISTING STANDARD CURB & GUTTER.
- EXISTING HANDICAP RAMPS.
- EXISTING ASPHALT SURFACE.
- EXISTING SANITARY SEWER MANHOLE.
- EXISTING TEMPORARY ASPHALT STREET SURFACE.
- EXISTING RIGHT-OF-WAY FENCE ALONG INTERSTATE 40.
- EXISTING CULVERTS UNDER I-40.
- NEW STANDARD CURB & GUTTER ON GLENRIO ROAD.
- NEW PERMANENT RESIDENTIAL ASPHALT ON GLENRIO ROAD.
- NEW 5' WIDE SIDEWALK.
- NEW HANDICAP RAMPS.
- NEW DRIVEPAD ENTRANCE, STD DWG 2425.
- NEW PRIVATE ENTRANCE, STD DWG 2426.
- POWER POLE
- NEW CHURCH PARKING AREA ASPHALT SURFACE.
- NEW CHURCH PARKING AREA CURB & GUTTER.
- NEW STORM DRAIN INLET FROM THE I-40 CULVERTS.
- NEW TYPE "D" STORM DRAIN INLET.
- NEW TYPE DOUBLE "C" STORM DRAIN INLET.
- NEW 30" RCP STORM DRAIN PIPE.
- NEW STORM DRAIN MANHOLE.
- PROPERTY LINE PRIVACY WALL. WALL DIFFERENCE IN ELEVATION BETWEEN THE TWO SURFACES IS GREATER THAN 18". A SEPARATE PERMIT FROM THE BUILDING DEPARTMENT IS REQUIRED FOR THE WALL DESIGN AND CONSTRUCTION.
- PROPOSED LANDSCAPED AREA. AREA MAY BE DEPRESSED TO HOLD RUNOFF (WATER HARVEST), WITH DRAINAGE PROVIDED TOWARD THE STREET FOR ANY OVERFLOW.
- ROOF MAY DRAIN TO ANY SIDE OF BUILDINGS. A DRAIN CHANNEL SHALL BE CONSTRUCTED WHICH DIRECTS RUNOFF AWAY FROM THE FOUNDATION.
- FINISHED FLOOR ELEVATIONS (FFE) SHOWN ON THE DRAWING ARE THE TOP SURFACE OF THE SLAB, CONSIDERING SLAB ON GRADE CONSTRUCTION. THE FINISHED EARTHWORK SHOULD BE BASED ON THE THICKNESS OF THE SLAB TO BE USED (EARTH PAD ELEVATION IS FFE LESS THE SLAB AND UNDER SLAB MATERIAL THICKNESS). ALTERNATIVE CONSTRUCTION METHODS MAY DICTATE DIFFERENT EARTH GRADING.
- HANDICAP PARKING (WHEEL CHAIR) RAMPS ARE TO CURB HEIGHT. VEHICLE PARKING SPACE WILL REQUIRE A PARKING BLOCK.
- LOCATION OF STRUCTURES AND DRIVEWAYS AS SHOWN ARE GENERAL. DETAIL BUILDING PLANS MAY REQUIRE ADJUSTMENT OF THE GRADING PLAN IF THE ACTUAL BUILDINGS ARE LARGER THAN SKETCH SHOWN ON THIS GRADING PLAN.
- ALL PARKING AREAS ARE TO BE AN IMPERVIOUS SURFACE. RUNOFF ESTIMATES ARE BASED ON IMPERVIOUS SURFACE.
- DRAINAGE HOLES MUST BE PROVIDED ALONG THE NORTH PROPERTY LINE WALL TO ACCEPT RUNOFF FROM THE ADJACENT I-40 BERM.

GRIEGO
& associates LLC

ENGINEERING
ARCHITECTURE
PLANNING

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SANTA FE, NM
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505-438-0027
e - gregg@qwest.net



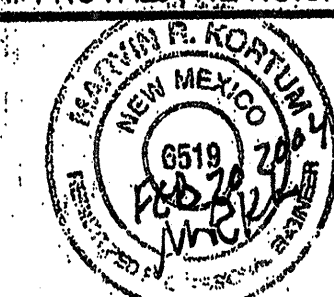
FAMILY WORSHIP CENTER
FELLOWSHIP HALL & CLASSROOMS

7311 GLENRIO RD.
ALBUQUERQUE, NEW MEXICO

TRACT 180:
T.A.G.
AIRPORT UNIT
REC. DEC 1944
MAP BOOK D.
FOLIO 117

SCALE: 1" = 40'-0"

PRELIMINARY
APPROVALS, REVISIONS



MRK FEB 20, 2004

BY DATE
MARVIN R. KORTUM, P.E.
Civil Engineering
NM PE 6519

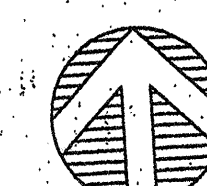
1605 Speakman Drive, S.E.
Albuquerque, New Mexico 87123
(505) 299-0774

GRADING AND DRAINAGE PLAN
STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
FAMILY WORSHIP CENTER

GRADING PLAN

PROJECT NO.
J10/D

MAP NO. SHEET OF
J-10 2/3



40' 0' 20' 40'
1" = 40'-0"

GRADING & DRAINAGE PLAN

PLOT DATES

SHEET TITLE
GRADING
DRAINAGE

SCALE
1" = 40'-0"

C2

2 OF 3

DATE: 12-27-03
DRAWN: GDC
DESIGN: JG

738881

LEGEND	EXISTING	PROPOSED (THIS PROJECT)	FUTURE
SPOT ELEVATIONS	K	TS	
TOP OF SIDEWALK	TS	TW	
TOP OF WALL	FL	TC	
FLOW LINE INVERT	FL	TC	
FINISHED FLOOR ELEVATIONS	FFE	FFE	
CONTOUR LINE	---	---	
STRUCTURE, MAJOR (HOUSE, ETC)	---	---	
STRUCTURE, MINOR (SIDEWALK, ETC)	---	---	
FENCE	---	---	
BLOCK WALL	---	---	
RETAINING WALL	---	---	
PROPERTY LINE	---	---	
LOT NUMBER	---	---	
SAS MANHOLE	---	---	
STORM DRAIN MANHOLE	---	---	
WATER METER BOX, DOUBLE SINGLE	---	---	
SAS SERVICE STUB OUT	---	---	

SEE SHEET 7 FOR GENERAL NOTES AND NOTES ON SPECIFICATION REFERENCES.
ADDITIONAL CONSTRUCTION NOTES: SEE SHEET 8

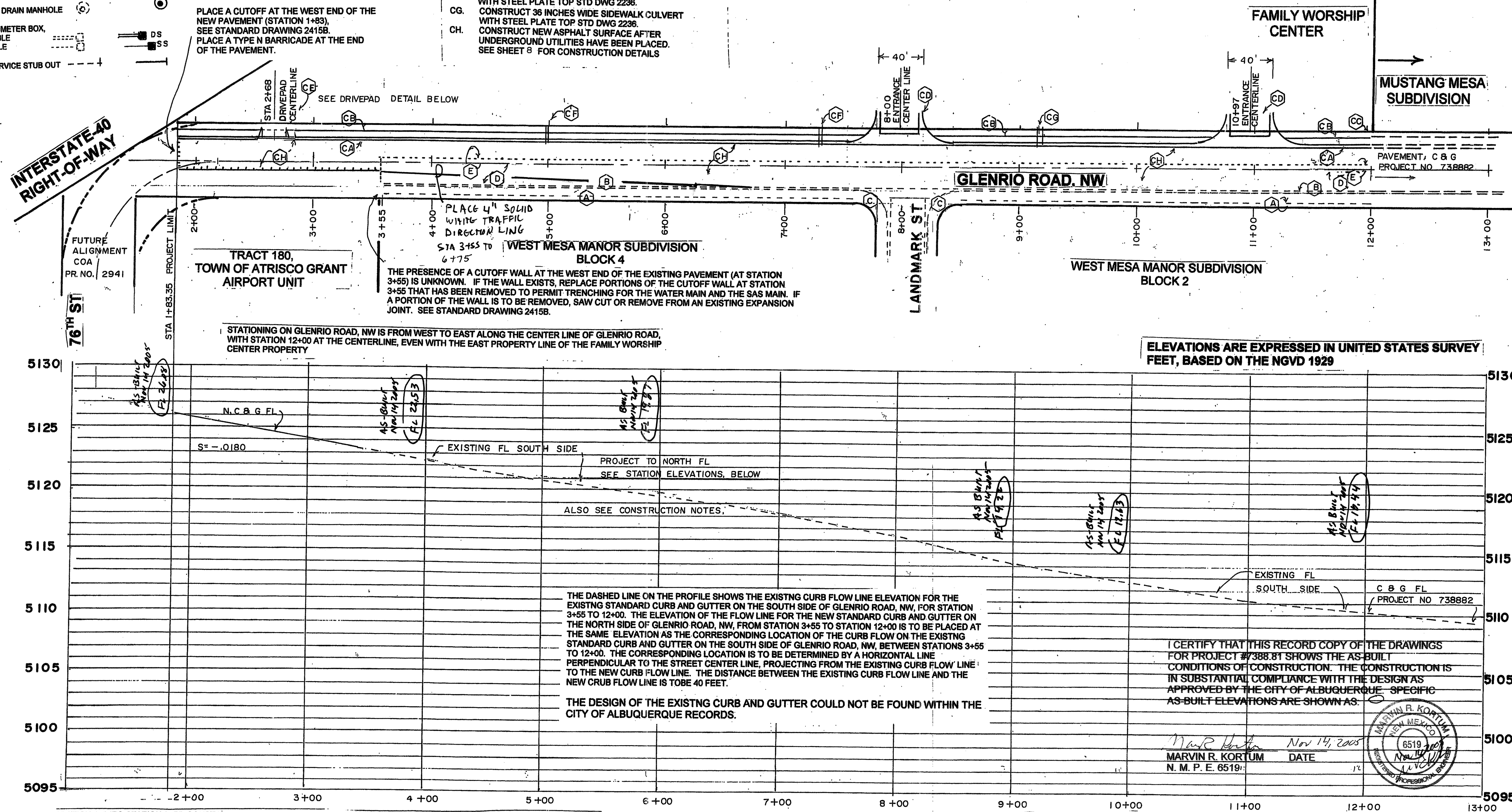
PLEASE REFER TO NOTES BELOW FOR THE REQUIRED WIDTH OF THE PAVEMENT (TO INCLUDE ALL TESTING AND CONSTRUCTION OF EMBANKMENT, SUBGRADE AND ASPHALT).

- EXISTING 4' WIDE PCC SIDEWALK
- EXISTING STANDARD CURB AND GUTTER
- EXISTING WHEELCHAIR HC RAMPS
- EXISTING PERMANENT ASPHALT SURFACE (WIDTH VARIES, DESIGNED AS 20' WIDE, VERIFY)
- EXISTING TEMPORARY ASPHALT SURFACE (WIDTH VARIES, DESIGNED AS 4' WIDE, VERIFY)

- CONSTRUCTION NOTES:
- CONSTRUCT NEW STANDARD CURB AND GUTTER STD DWG 2415A.
 - CONSTRUCT 6 FEET WIDE PORTLAND CEMENT SIDEWALK, STD DWG 2430.
 - CONSTRUCT SIDEWALK TRANSITION FROM EXISTING 4 FEET WIDE SIDEWALK TO THE NEW 6 FEET WIDE SIDEWALK STD DWG 2432.
 - CONSTRUCT PRIVATE ENTRANCE WITH VALLEY GUTTER AND WHEELCHAIR ACCESS RAMPS STD DWG 2426. SEE SHEET 7 FOR ELEVATION AND DIMENSION DETAILS.
 - CONSTRUCT 16 FEET WIDE DRIVEPAD STD DWG 2425.
 - CONSTRUCT 12 INCHES WIDE SIDEWALK CULVERT WITH STEEL PLATE TOP STD DWG 2236.
 - CONSTRUCT 36 INCHES WIDE SIDEWALK CULVERT WITH STEEL PLATE TOP STD DWG 2236.
 - CONSTRUCT NEW ASPHALT SURFACE AFTER UNDERGROUND UTILITIES HAVE BEEN PLACED. SEE SHEET 8 FOR CONSTRUCTION DETAILS.

1. NOTE GA-3 STATES THAT PERMANENT PAVEMENT SHALL BE PLACED FROM THE SAW CUT SOUTH EDGE TO THE NEW CURB AND GUTTER ON THE NORTH OF GLENRIO ROAD, NW, FROM STATION 3+55 TO STATION 12+00. THE SAW CUT SOUTH EDGE WILL BE THE NORTH EDGE OF THE EXISTING PAVEMENT THAT REMAINS AFTER THE EXISTING ASPHALT HAS BEEN REMOVED TO PERMIT TRENCHING FOR THE NEW 8" SANITARY SEWER (SAS) MAIN. THE LOCATION OF THE SAW CUT IS DEPENDENT ON THE METHOD USED FOR TRENCHING, AS STATED IN KEYED NOTE 1, BELOW. SPECIFICALLY, THE WIDTH OF EXISTING ASPHALT SURFACE TO BE REMOVED WILL BE DETERMINED BY HOW WIDE THE TRENCH MUST BE TO OBTAIN A SAFE TRENCH FOR PLACING THE SAS PIPE. WITH SHORING, A TRENCH BOX OR OTHER METHODS, A NARROW TRENCH MAY BE POSSIBLE. WITHOUT ADDITIONAL SUPPORT, THE TRENCH MUST BE OPENED TO A STABLE BANK WHICH WILL NOT COLLAPSE. A WIDER TRENCH WILL REQUIRE THE REMOVAL OF A GREATER WIDTH OF THE EXISTING ASPHALT SURFACE.

2. GS-4 STATES THAT PERMANENT PAVEMENT SHALL BE PLACED FROM STATION 1+83 TO STATION 2+55 TO PROVIDE A WIDTH OF 24 FEET FROM THE SOUTH SIDE OF THE NEW STANDARD CURB AND GUTTER WHICH IS CONSTRUCTED ALONG THE NORTH SIDE OF GLENRIO ROAD, NW AS A REQUIREMENT OF THIS PROJECT. THERE IS NO EXISTING PAVEMENT FROM STATION 1+83 TO STATION 3+55. BECAUSE THERE IS NO EXISTING PAVEMENT, IT WILL NOT BE NECESSARY TO SAW CUT TO OBTAIN A SOLID EDGE FOR THE NEW PAVEMENT TO JOIN. THE SOUTH EDGE OF THE NEW PAVEMENT WILL BE THE SAME AS THE EDGE OF PAVEMENT AT THE SHOULDER OF A STREET WITHOUT A CURB AND GUTTER. AS SUCH, THE REMAINING 16 FEET OF WIDTH OF THE STREET WITHIN THE GLENRIO RIGHT-OF-WAY WILL BE GRADED TO THE SAME ELEVATION AS THE ASPHALT AT THE EDGE WHERE IT JOINS THE ASPHALT, THEN SLOPED AT A 2% SLOPE AWAY FROM THE ASPHALT. THE EARTH MATERIALS FOR THE REMAINING 16 FEET OF WIDTH SHALL BE THE LOCAL SOIL, WETTED TO OPTIMUM MOISTURE CONTENT AND COMPACTED TO A SMOOTH SURFACE.



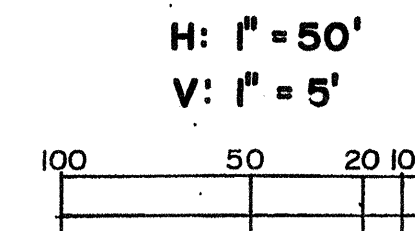
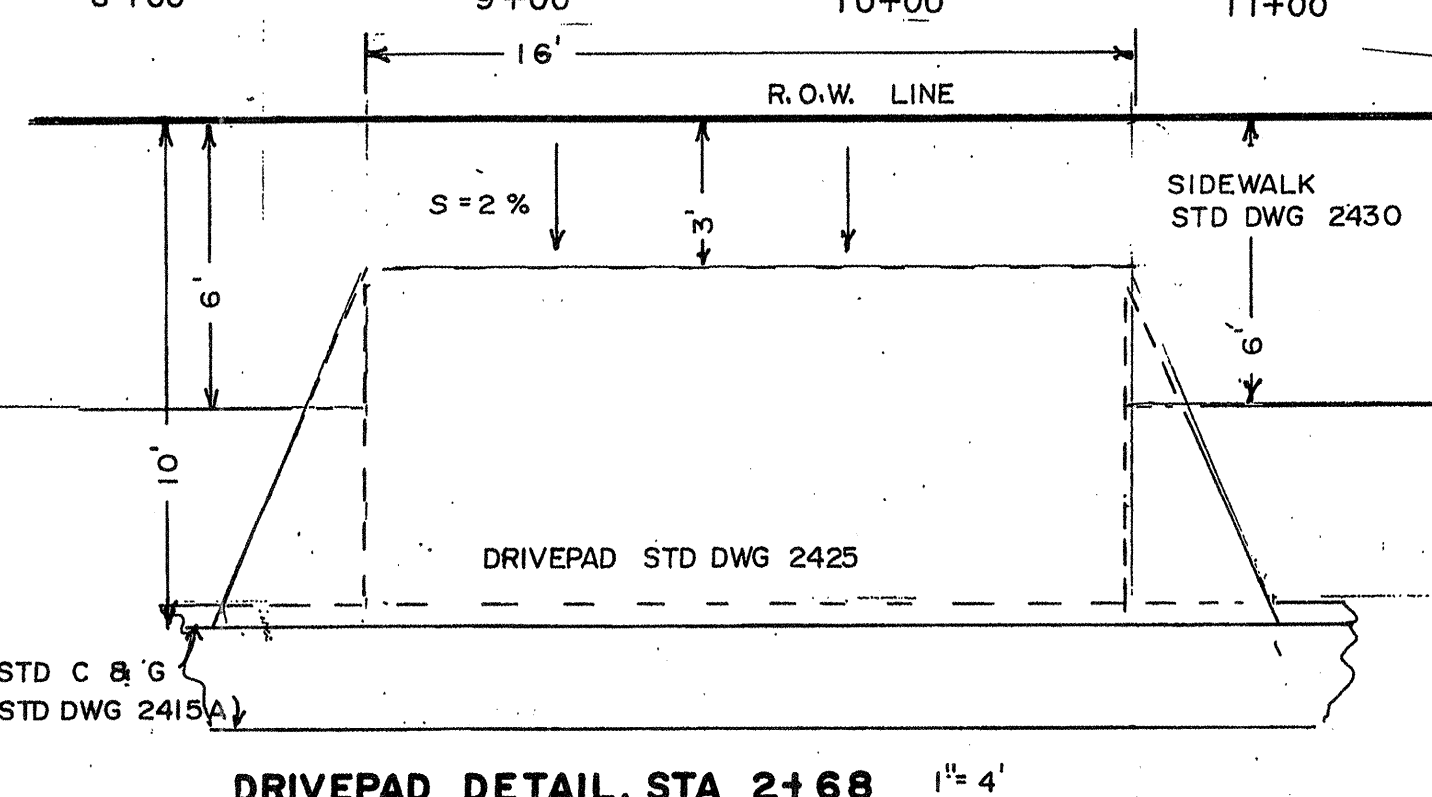
STATION 1+84 TO STATION 3+55, CONSTRUCT C & G ON NORTH SIDE OF GLENRIO ROAD BASED ON THE EXISTING G & G FLOW LINE ON THE SOUTH SIDE OF GLENRIO ROAD. ELEVATIONS FOR NORTH CURB AS SHOWN BELOW ARE BASED ON EXISTING ELEVATIONS ON SOUTH C & G. TC IS PLUS .67' (8") OR AS NOTED ON PLAN (ADD 5100 TO NUMBER TO OBTAIN ELEVATION NVGD 1929)

STATION	EXISTING GROUND ELEVATION	PROJECTED FLOW LINE ELEVATION	SLOPE TO LOWER STATION
125	28.25	27.31	0.0180
150	26.23	26.86	0.0180
175	25.20	26.41	0.0180
183.35	25.07	26.26	0.0180
200	24.34	25.96	0.0180
225	23.31	25.51	0.0180
250	24.23	25.06	0.0180
275	23.31	24.61	0.0180
300	23.34	24.16	0.0180
325	23.25	23.71	0.0180
350	23.14	23.26	0.0180

STATION 3+55 TO STATION 12+00, CONSTRUCT C & G ON THE NORTH SIDE OF GLENRIO ROAD BASED ON THE EXISTING G & G FLOW LINE ON THE SOUTH SIDE OF GLENRIO ROAD. ELEVATIONS FOR NORTH CURB AS SHOWN BELOW ARE BASED ON EXISTING ELEVATIONS ON SOUTH C & G. TC IS PLUS .67' (8") OR AS NOTED ON PLAN

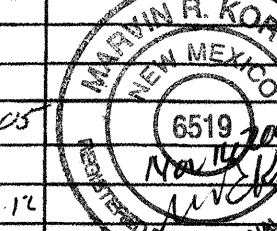
STATION	FLOW LINE ELEVATION	SLOPE TO LOWER STATION
355	23.17	0.0180
375	22.81	0.0180
400	22.35	0.0184
425	21.99	0.0144
450	21.63	0.0144
475	21.35	0.0112
500	21.05	0.0116
525	20.75	0.0124
550	20.45	0.0120
575	20.11	0.0138
600	19.75	0.0144
625	19.37	0.0152
650	19.00	0.0148

675	18.57	0.0172
700	18.10	0.0188
725	17.63	0.0188
750	17.16	0.0188
775	16.68	0.0192
800	16.15	0.0212
825	15.60	0.0220
850	15.05	0.0220
875	14.52	0.0212
900	14.07	0.0180
925	13.66	0.0164
950	13.26	0.0160
975	12.88	0.0152
1000	12.51	0.0148
1025	12.15	0.0144
1050	11.80	0.0140
1075	11.48	0.0128
1100	11.17	0.0124
1125	10.88	0.0116
1150	10.61	0.0108
1175	10.38	0.0092
1200	10.15	0.0082
1225	9.92	0.0082
1250	9.69	0.0082



I CERTIFY THAT THIS RECORD COPY OF THE DRAWINGS FOR PROJECT #738881 SHOWS THE AS-BUILT CONDITIONS OF CONSTRUCTION. THE CONSTRUCTION IS IN SUBSTANTIAL COMPLIANCE WITH THE DESIGN AS APPROVED BY THE CITY OF ALBUQUERQUE. SPECIFIC AS-BUILT ELEVATIONS ARE SHOWN AS.

Marvin R. Kortum
N. M. P. E. 6519
DATE: Nov 14, 2005



CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP			
TITLE: FAMILY WORSHIP CENTER 7311 GLENRIO ROAD, NW GLENRIO ROAD, STREET PLAN AND PROFILE			
Design Review Committee APPROVED OCT 26 2005 DESIGN REVIEW COMMITTEE	City Engineer Approval APPROVED APR 26 2005 CITY ENGINEER	Mo./Day/Yr. Last Design Update	Mo./Day/Yr.
City Project No. 738881	Zone Map No. J-10	Sheet 4	Of 8

AS BUILT INFORMATION			
CONTRACTOR	DATE	INSPECTOR	DATE
WORK ORDER BY	DATE	ACCEPTANCE BY	DATE
REVISIONS	DATE	REVISIONS	DATE
NO.	DATE	NO.	DATE
MICRO-FILM INFORMATION			
NO.	DATE	NO.	DATE

CITY OF ALBUQUERQUE STATION 6+1-10, LOCATED IN THE MIDDLE OF 1-40, BETWEEN EAST AND WEST 1-40 LANE 341 FEET NORTH 30 DEGREES EAST CORNER OF TRACT 225-A (MUSTANG MESA SUBDIVISION) ELEVATION: 5117.133 (VERTICAL DATUM IS NGVD, U. S. SURVEY FEET)

TEMPORARY BENCHMARK IS THE TOP OF THE CURB ON THE CURB RETURN ON GLENRIO ROAD, THE SW CORNER OF THE INTERSECTION OF GLENRIO ROAD WITH 72ND STREET, SW. ELEVATION: 5108.97

WATER MAIN SHUT-OFF REQUIREMENTS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR TIMING AND COORDINATION OF THE WATER MAIN SHUT-OFF.

AT LEAST SEVEN (7) WORKING DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CONTACT THE PWD/WATER SYSTEMS DIVISION (857-8200) TO START THIS SHUT-OFF PLAN.

THE VALVES LISTED BELOW, AND SHOWN ON THE PLAN DRAWING MUST BE CLOSED PRIOR TO A NON-PRESSURE CONNECTION. VALVES ARE TO BE OPERATED ONLY BY CITY PERSONNEL.

A. FOR CONNECTION TO THE 12" MAIN AT STATION 3+55, OFFSET 10' RIGHT (SOUTH):
CLOSE VALVE J10-191, LOCATED IN GLENRIO ROAD AT STATION 7+85, OFFSET 10' RIGHT (SOUTH), WEST OF THE GLENRIO ROAD INTERSECTION WITH LANDMARK STREET.

B. FOR FIRE HYDRANT AT STATION 8+50 AND PRIVATE WATER MAIN CONNECTION AT STATION 11+40:
CLOSE VALVES

J10-192, LOCATED AT LANDMARK INTERSECTION WITH GLENRIO ROAD
J10-453, LOCATED AT 72 ND STREET INTERSECTION WITH GLENRIO ROAD
J10-452, LOCATED IN GLENRIO ROAD EAST OF INTERSECTION WITH 72 ND STREET
(NOTE: COORDINATE WITH MUSTANG MESA CONTRACTOR IF 72 ND PLACE WATER MAIN HAS BEEN CONSTRUCTED)

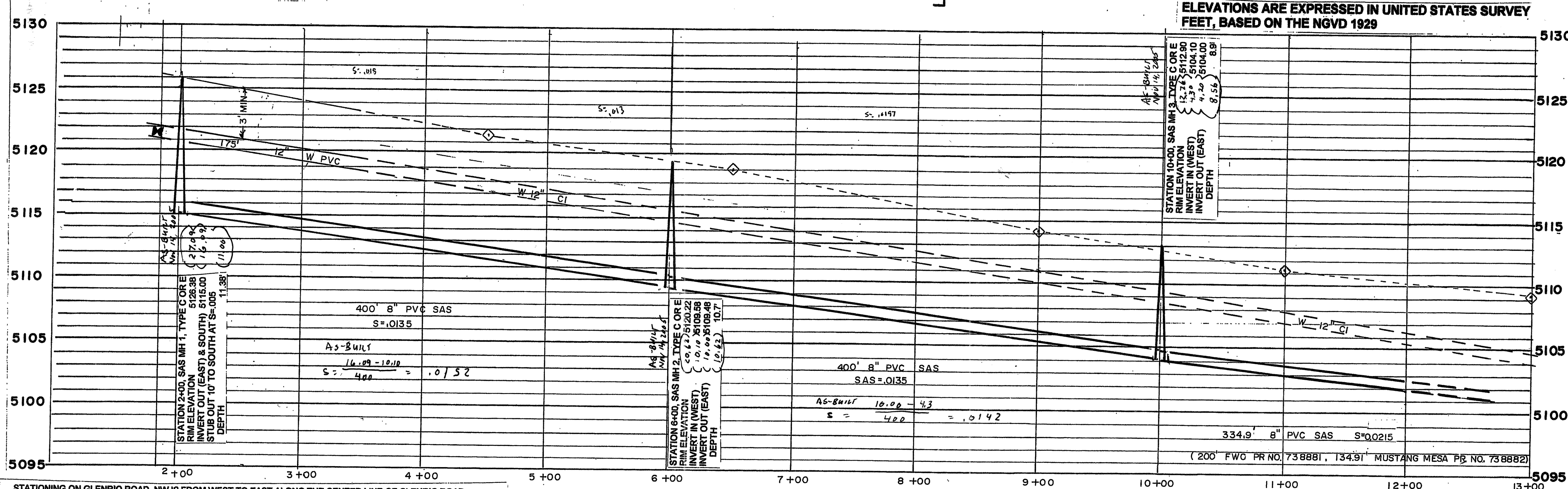
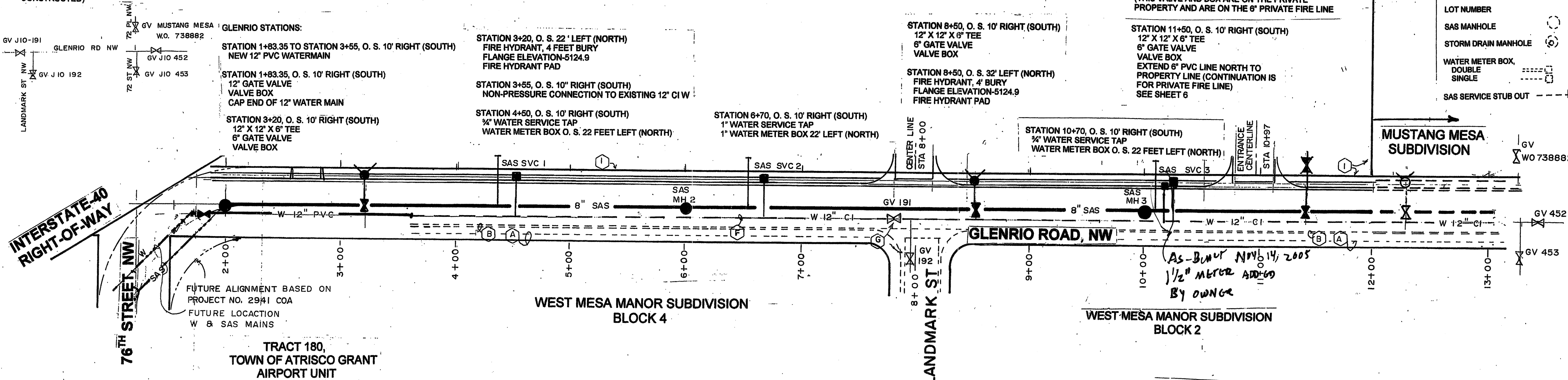
ALL JOINTS ON THE NEW 12" WATER MAIN SHALL BE RESTRAINED FROM THE END STATION (1+83) TO STATION 2+90. TO INCLUDE RESTRAINTS ON THE 45 DEGREE BEND.

ALL JOINTS ON THE 6" WATER LINES TO THE FIRE HYDRANTS ON GLENRIO ROAD SHALL BE RESTRAINED.

ALL JOINTS ON THE 6" PRIVATE WATER LINE SHALL BE RESTRAINED FOR A DISTANCE OF 80 FEET FROM ANY BEND, VALVE OR TAP TO THE EXISTING 12" WATER MAIN.

ALL TRENCHING, EXCAVATION AND EARTHWORK SHALL BE DONE IN ACCORDANCE WITH OSHA 29, CFR 1926.650, SUBPARAGRAPH P.

LEGEND	EXISTING	PROPOSED (THIS PROJECT)	FUTURE
SPOT ELEVATIONS	X	TS	TS
TOP OF SIDEWALK	TS	TS	TS
TOP OF WALL	TW	TW	TW
TOP OF CURB	TC	TC	TC
FLOW LINE INVERT	FL	FL	FL
FINISHED FLOOR ELEVATIONS	FFE	FFE	FFE
CONTOUR LINE	---	---	---
STRUCTURE, MAJOR (HOUSE, ETC)	---	---	---
STRUCTURE, MINOR (SIDEWALK, ETC)	---	---	---
FENCE	---	---	---
BLOCK WALL	---	---	---
RETAINING WALL	---	---	---
PROPERTY LINE	---	---	---
LOT NUMBER	---	---	---
SAS MANHOLE	---	---	---
STORM DRAIN MANHOLE	---	---	---
WATER METER BOX, DOUBLE	---	---	---
SINGLE	---	---	---
SAS SERVICE STUB OUT	---	---	---



STATIONING ON GLENRIO ROAD, NW IS FROM WEST TO EAST ALONG THE CENTER LINE OF GLENRIO ROAD, WITH STATION 12+00 AT THE CENTERLINE, EVEN WITH THE EAST PROPERTY LINE OF THE FAMILY WORSHIP CENTER PROPERTY

- A. EXISTING 4' WIDE PCC SIDEWALK
- B. EXISTING STANDARD CURB AND GUTTER
- C. EXISTING WHEEL CHAIR HC RAMPS
- D. EXISTING PERMANENT ASPHALT SURFACE (WIDTH VARIES, DESIGNED AS 20' WIDE, VERIFY)
- E. EXISTING TEMPORARY ASPHALT SURFACE (WIDTH VARIES, DESIGNED AS 4' WIDE, VERIFY)
- F. EXISTING WATER MAIN, FIELD VERIFY LOCATION AND SIZE. SIZES SHOWN ARE BASED ON CITY RECORDS
- G. EXISTING GATE VALVE
- H. EXISTING FIRE HYDRANT
- I. EXISTING UNDERGROUND COMMUNICATION CABLES (VERIFY LOCATION BY FIELD CHECK)
- J. EXISTING 6" SAS MAIN
- K. EXISTING SAS MANHOLE
- L. EXISTING STORM DRAIN, SIZE AS SHOWN ON DRAWING
- M. EXISTING STORM DRAIN INLET

SEE SHEET 7 FOR GENERAL NOTES AND NOTES ON SPECIFICATION REFERENCES.

SANITARY SEWER SERVICES IN GLENRIO ROAD, NW (FAMILY WORSHIP CENTER)

ITEM	STATION	INVERT AT MH	SLOPE OF MAIN	TOP OF MAIN AT SVC	DIRECTION OF SVC	LENGTH OF SVC FEET	SAS SVC AT PL (A)	TOP OF CURB INVERT	DIFFERENCE TOP CURB-SAS SVC INV.	POSSIBLE HEIGHT OF RISER (B)
MH #1	200	5115.00	0.0135	5112.46	LEFT (N)	40	5113.06	5122.448	9.388	3.89
SVC 1	440	5115.00	0.0135	5112.46	LEFT (N)	40	5110.04	5119.584	9.55	4.05
MH #2	655	5109.48	0.0135	5108.44	LEFT (N)	40	5105.14	5112.372	7.23	1.73
SVC 2	1000	5104.00	0.0162	5104.54	LEFT (N)	40	5105.14	5112.372	7.23	1.73
MH #3	1010	5104.00	0.0162	5104.54	LEFT (N)	40	5105.14	5112.372	7.23	1.73
SVC 3	1010	5104.00	0.0162	5104.54	LEFT (N)	40	5105.14	5112.372	7.23	1.73

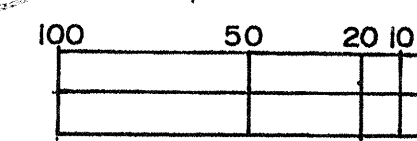
NOTES:

- A. THIS COLUMN SHOWS THE SAS SERVICE LINE INVERT WITH THE TAP AT THE MAIN AT THE LOWEST ELEVATION, AND THE SLOPE OF THE SERVICE AT .02 (2%), OR 1/4 INCHES/FOOT.
- B. POSSIBLE HEIGHT OF RISER AT THE SAS MAIN, BASED ON SAS SERVICE 5.5 FEET BELOW TOP OF CURB AT PL.

I CERTIFY THAT THIS RECORD COPY OF THE DRAWINGS FOR PROJECT #7388.81 SHOWS THE AS-BUILT CONDITIONS OF CONSTRUCTION. THE CONSTRUCTION IS IN SUBSTANTIAL COMPLIANCE WITH THE DESIGN AS APPROVED BY THE CITY OF ALBUQUERQUE. SPECIFIC AS-BUILT ELEVATIONS ARE SHOWN AS:

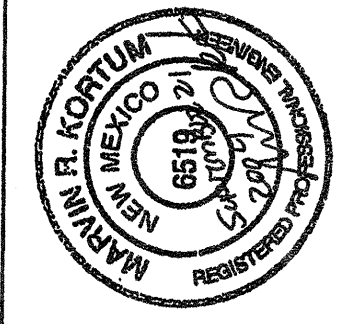
Marvin R. Kortum
Nov 14, 2005
DATE

H: 1" = 50'
V: 1" = 5'

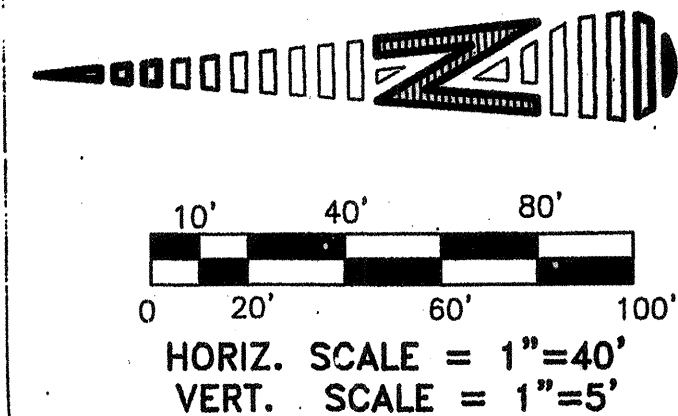


CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP			
TITLE: FAMILY WORSHIP CENTER 7311 GLENRIO ROAD, NW GLENRIO ROAD, WATER, SANITARY SEWER			
Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
APPROVED DESIGN REVIEW COMMITTEE	APPROVED CITY ENGINEER		
City Project No.	Zone Map No.	Sheet	Of
738881	J-10	5	8

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	CITY OF ALBUQUERQUE STATION 6+10, LOCATED IN THE MEDIAN OF I-40, BETWEEN EAST AND WEST BOUND LINES 341 FEET NORTH 30 DEGREES EAST OF THE NORTHEAST CORNER OF TRACT 22-A, ELEVATION 5117. (VERTICAL DATUM IS NGVD, U.S. SURVEY FEET)	DATE	NO.	DATE	NO.	DATE
STATED BY	DATE		DATE		DATE		DATE
ACCEPTED BY	DATE		DATE		DATE		DATE
FIELD CHECKED BY	DATE		DATE		DATE		DATE
REVISIONS	DATE		DATE		DATE		DATE
DESIGNED BY:	DATE		DATE		DATE		DATE
DRAWN BY:	DATE		DATE		DATE		DATE
CHECKED BY:	DATE		DATE		DATE		DATE



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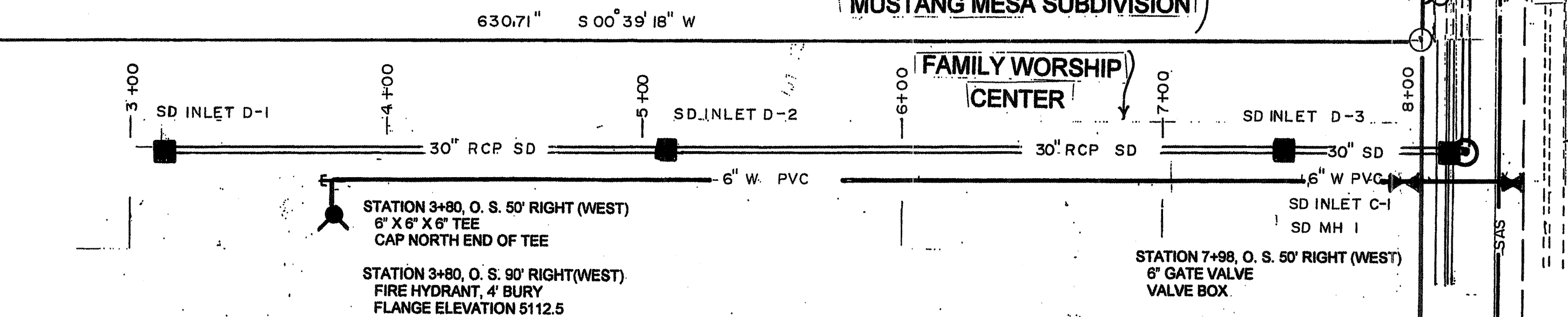


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STATIONING FOR THE PRIVATE INFRASTRUCTURE WITHIN THE FAMILY WORSHIP CENTER PROPERTY AS SHOWN ON THESE DRAWINGS IS FROM NORTH TO SOUTH ALONG THE EAST PROPERTY LINE OF THE FAMILY WORSHIP CENTER PROPERTY. FWC STATION 8+00 IS THE SOUTH PROPERTY LINE OF THE FAMILY WORSHIP CENTER PROPERTY. THE CENTER LINE OF GLENRIO ROAD IS STATION 8+00. OFFSETS ARE MEASURED PERPENDICULAR TO THE EAST PROPERTY LINE.

SPECIAL NOTES:

- AA. FWC STATION 3+15 TO FWC STATION 8+00, BOTH OFFSET 40 FEET RIGHT (WEST) ON THE STORM DRAIN LINE IS PRIVATE INFRASTRUCTURE.
- BB. FWC STATION 8+00 TO FWC STATION 8+16.75, OFFSET 40 FEET RIGHT (WEST), IS PUBLIC STORM DRAIN.
- CC. FWC STATION 8+16.75 IS GLENRIO STATION 11+80, OFFSET 13.25 FEET LEFT (NORTH).
- DD. THE STORM DRAIN FROM GLENRIO STATION 11+80, OFFSET 13.25 FEET LEFT TO GLENRIO STATION 12+00, OFFSET 13.25 FEET RIGHT IS PUBLIC INFRASTRUCTURE.
- EE. THE WATER LINE AND GATE VALVES, FWC STATION 3+80, OFFSET 50 FEET RIGHT (WEST) TO STATION 8+40, OFFSET 50 FEET RIGHT (WEST) AND THE FIRE HYDRANT, STATION 3+80, OFFSET 90' RIGHT (WEST) ARE PRIVATE INFRASTRUCTURE.

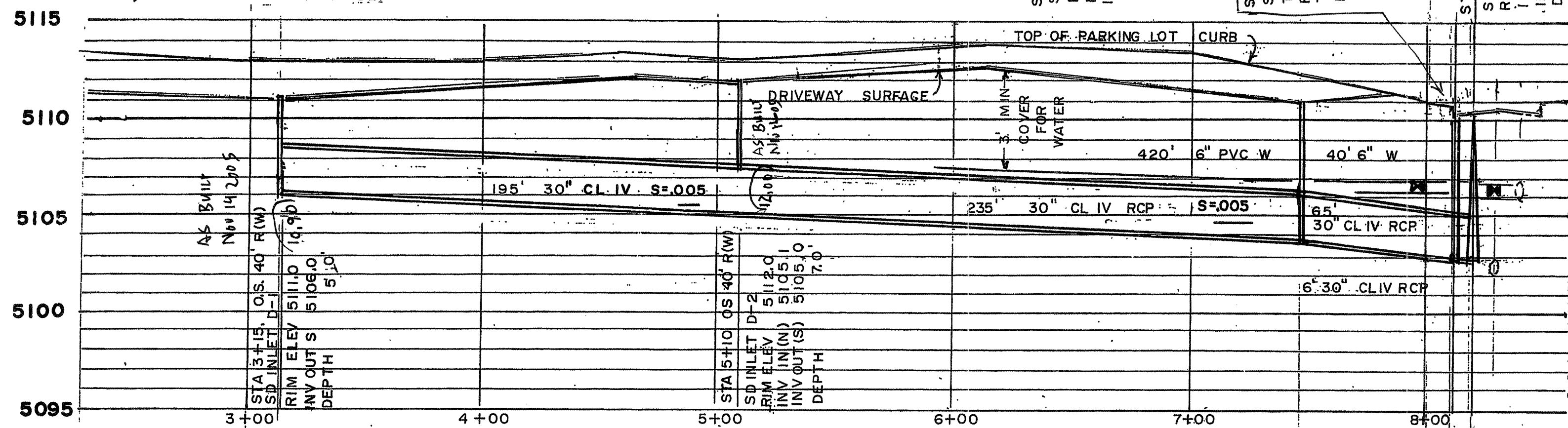


STORM DRAIN INLETS D-1, D-2, AND D-3 ARE DOUBLE "D" INLETS, STD DWG 2205.
STORM DRAIN INLET C-1 IS DOUBLE "C" INLET, STD DWG 2205.

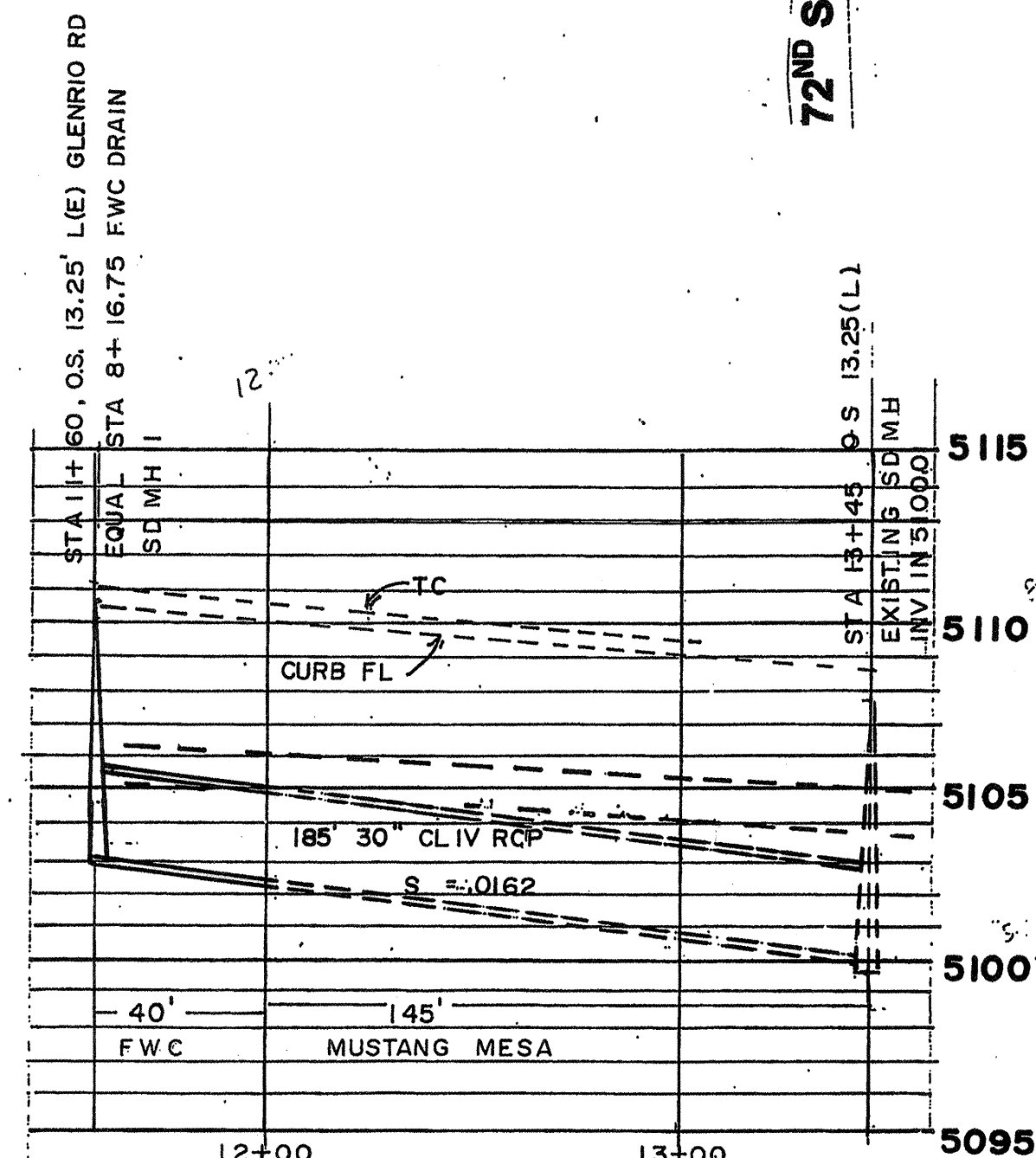
REFERENCES TO STANDARD DRAWINGS:

- 2205 STORM INLET DOUBLE "C".
- 2206 STORM INLET, DOUBLE "D".
- 2207 STORM INLET GUTTER TRANSITION.
- 2215 STORM INLET CENTER SUPPORT ASSEMBLY.
- 2216 STORM INLET FRAME.
- 2220 STORM INLET ALBUQUERQUE GRATE.
- 2221 STORM INLET ALTERNATE GRATE.
- 2229 STEP DETAILS.

ELEVATIONS ARE EXPRESSED IN UNITED STATES SURVEY FEET, BASED ON THE NGVD 1929



WATER MAIN AND STORM DRAIN PROFILE (PRIVATE INFRASTRUCTURE)



LEGEND	EXISTING	PROPOSED (THIS PROJECT)
	K	TS
SPOT ELEVATIONS	TS	TS
TOP OF SIDEWALK	TW	TW
TOP OF WALL	TC	TC
TOP OF CURB	FL	FL
FLOW LINE INVERT	FFE	FFE
FINISHED FLOOR ELEVATIONS		
CONTOUR LINE		
STRUCTURE, MAJOR (HOUSE, ETC)		
STRUCTURE, MINOR (SIDEWALK, ETC)		
FENCE		
BLOCK WALL		
RETAINING WALL		
PROPERTY LINE		
LOT NUMBER		
SAS MANHOLE		
STORM DRAIN MANHOLE		
WATER METER BOX, DOUBLE		
SINGLE		
SAS SERVICE STUB OUT		

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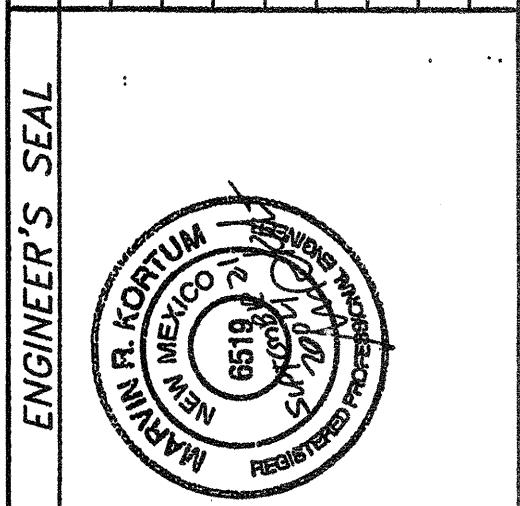
MARVIN R. KORTUM
N. M. P. E. 6519
DATE: Nov 14, 2005



AS BUILT INFORMATION	
CONTRACTOR	DATE
WORK	DATE
INSPECTION	DATE
ACCEPTANCE	DATE
FIELD	DATE
REVISIONS	DATE
CORRECTIONS	DATE
RECORDED BY	DATE
NO.	

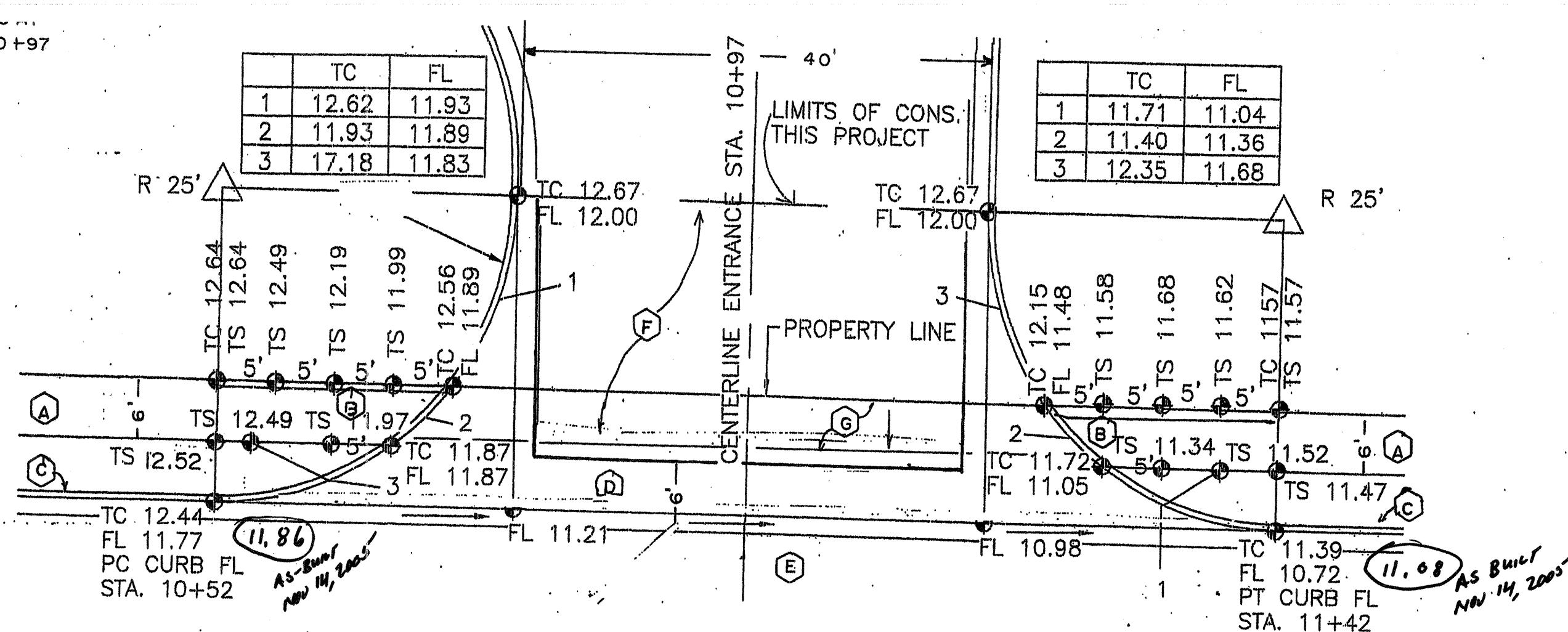
BENCH MARKS
CITY OF ALBUQUERQUE STATION 6+10, LOCATED IN THE MEDIAN OF I-40, BETWEEN EAST AND WEST BOUND LINES, 341 FEET NORTH 30 DEGREES EAST OF THE NORTHEAST CORNER OF TRACT 22-A, MUSTANG MESA SUBDIVISION.
ELEVATION: 5109.97
(VERTICAL DATUM IS NGVD, U. S. SURVEY FEET)
TEMPORARY BENCHMARK IS THE TOP OF THE CURB ON THE CURB RETURN ON GLENRIO ROAD, THE SW QUADRANT OF THE INTERSECTION OF GLENRIO ROAD WITH 72ND STREET, SW. ELEVATION: 5109.97

SURVEY INFORMATION	
FIELD NOTES	DATE
BY	
NO.	



ENGINEER'S SEAL	
REVISIONS	DATE
DESIGN	DATE
DRAWN BY: MARVIN R. KORTUM	DATE
CHECKED BY: MARVIN R. KORTUM	DATE

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP			
TITLE: FAMILY WORSHIP CENTER 7311 GLENRIO ROAD, NW PUBLIC AND PRIVATE WATER AND STORM DRAIN P & P			
Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
APPROVE OCT 26 2004 DESIGN REVIEW COMMITTEE	APPROVE APR 26 2005 CITY ENGINEER		
City Project No. 738881	Zone Map No. J-10	Sheet 6	Of 8



10' 0' 5' 10'

1" = 10'-0"

HORIZ. SCALE = 1" = 10'

KEYED NOTES:

SEWER

2101 MANHOLE, TYPE "C";
2102 MANHOLE, TYPE "E"
2107 CONCRETE MANHOLE COVER
2110 MANHOLE FRAME AND COVERS
2111 MANHOLE ADJUSTMENT RING
2118 MANHOLE CONNECTIONS AT MANHOLE
2125 SEWER LINE DETAILS
2136 RISER DETAILS FLEXIBLE PIPE MAIN
2140 ENCASEMENT DETAILS
2145 SEWER LINE DEAD-END MARKER

DRAINAGE

2205 STORM INLET DOUBLE "C" AND SINGLE "C"
2207 STORM INLET GUTTER TRANSITION
2210 STORM INLET GUTTER SUPPORT ASSEMBLY
2216 STORM INLET FRAME
2220 STORM INLET ALBUQUERQUE GRATE
2221 STORM INLET ALTERNATE GRATE
2229 STEP DETAILS
2236 SIDEWALK CULVERT WITH STEEL PLATE TOP

WATER

2301 WATERLINE CONNECTION DETAILS
2315 PIPE TRENCH TERMINOLOGY
2320 CONCRETE BLOCKING DESIGN
2326 WATER VALVE BRING AND COVER FOR VALVE
2328 RING AND COVER FOR VALVE BOX
2332 WATER VALVE ANCHORAGE
2340 FIRE HYDRANT INSTALLATION
2347 DETAILS ON TYPICAL FIRE HYDRANT LOCATIONS
2358 THRUST TIE DETAILS
2361 TYPICAL METER BOX INSTALLATIONS
2362 METERED SERVICE LINE INSTALLATIONS
2363 METERED SERVICE LINE INSTALLATIONS
2364 METER BOX FOR 1/4" AND 1" METERS
2365 METER BOX AND COVER
2369 HEAVYWEIGHT METER BOX AND COVER
2394 PRIVATE FIRE PROTECTION SYSTEMS

PAVEMENT
2405/ LOCAL RESIDENTIAL STREET SECTION
2405/ MAJOR LOCAL STREET SECTION
2415A CURB AND GUTTER AND CURB CUT DETAILS
2415B CURB AND GUTTER AND TEMPORARY
PAVEMENT SECTION
2418 MOUNTABLE TO STANDARD CURB TRANSITION
2420 CONCRETE VALLEY GUTTER
2425 DRIVEPAD DETAIL
2426 PRIVATE ENTRANCE DETAILS
2430 SIDEWALK DETAILS
2432 SIDEWALK TRANSITIONS
2440 CURB ACCESS RAMP
2440 WHEELCUT ACCESS RAMP
2440 MANHOLE AND VALVE BOX REGRADING
2465 PAVEMENT CUTS FOR UTILITIES

TEMPORARY TRAFFIC CONTROL

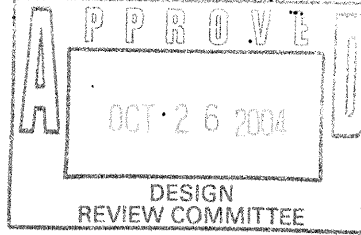
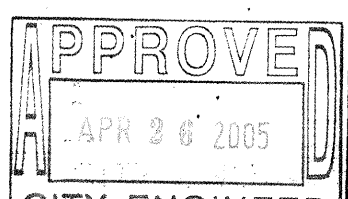
2801	GENERAL NOTES
2802	TRAFFIC CONTROL SIGNING
2803	CONSTRUCTION TRAFFIC CONTROL
2804	SIGNING EXAMPLES
2805	SIGNING EXAMPLES
2806	SIGNING EXAMPLES
2807	SIGNING EXAMPLES
2808	SIGNING EXAMPLES

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MARVIN R. KORTUM
N. M. P. E. 6519

SEE SHEET 7 FOR NOTES ON SPECIFICATION REFERENCES

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP..			
TITLE: FAMILY WORSHIP CENTER			
ENTRANCE DETAILS			
Design Review Committee 	City Engineer Approval 	Mo./Day/Yr. 	Mo./Day/Yr.
City Project No. 738881	Zone Map No. J-10	Sheet 7	Of 8

SCANNED BY
MESA REPRO

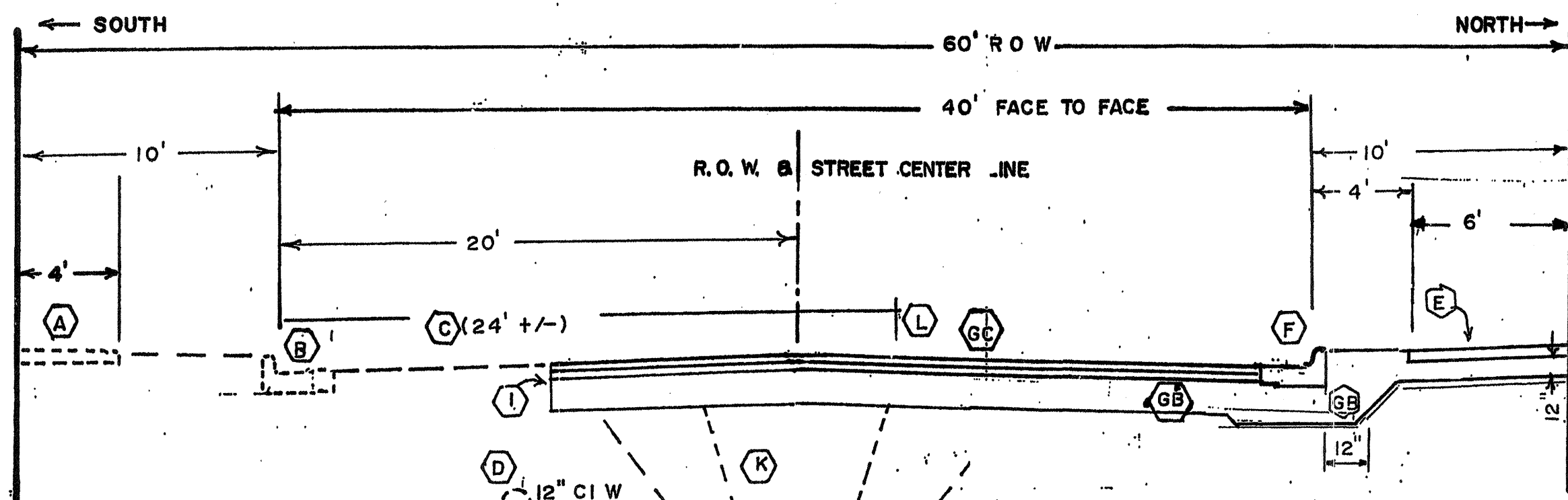
ELEVATIONS ARE EXPRESSED IN UNITED STATES SURVEY
FEET, BASED ON THE NGVD 1929

SEE SHEET 7 FOR GENERAL NOTES AND NOTES ON SPECIFICATION REFERENCES.

ADDITIONAL CONSTRUCTION NOTES:

PLEASE REFER TO NOTES BELOW FOR THE REQUIRED WIDTH OF THE PAVEMENT (TO
INCLUDE ALL TESTING AND CONSTRUCTION OF EMBANKMENT, SUBGRADE AND ASPHALT).

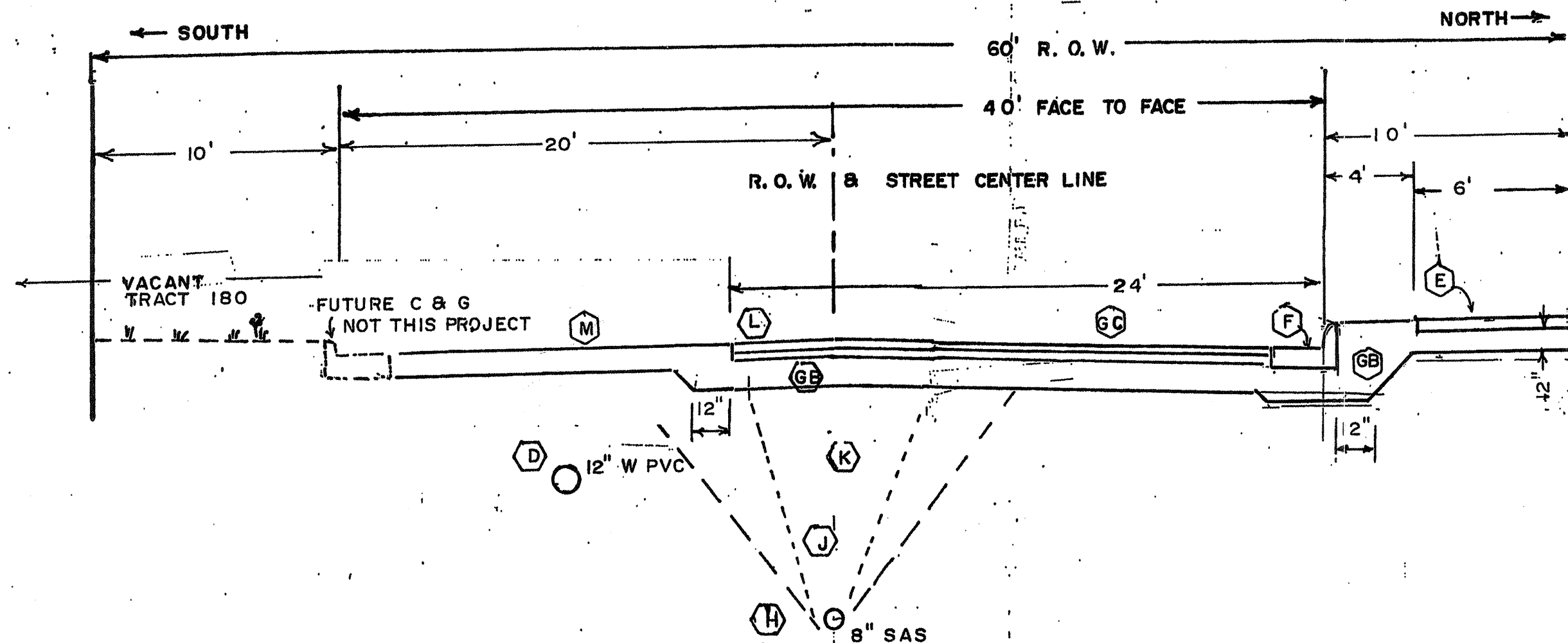
- NOTE GA-3 STATES THAT PERMANENT PAVEMENT SHALL BE PLACED FROM THE SAW CUT SOUTH EDGE TO THE NEW CURB AND GUTTER ON THE NORTH OF GLENRIO ROAD, NW, FROM STATION 3+55 TO STATION 12+00. THE SAW CUT SOUTH EDGE WILL BE THE NORTH EDGE OF THE EXISTING PAVEMENT THAT REMAINS AFTER THE EXISTING ASPHALT HAS BEEN REMOVED TO PERMIT TRENCHING FOR THE NEW 8" SANITARY SEWER (SAS) MAIN. THE LOCATION OF THE SAW CUT IS DEPENDENT ON THE METHOD USED FOR TRENCHING, AS STATED IN KEYED NOTE I, BELOW. SPECIFICALLY, THE WIDTH OF EXISTING ASPHALT SURFACE TO BE REMOVED WILL BE DETERMINED BY HOW WIDE THE TRENCH MUST BE TO OBTAIN A SAFE TRENCH FOR PLACING THE SAS PIPE. WITH SHORING, A TRENCH BOX OR OTHER METHODS, A NARROW TRENCH MAY BE POSSIBLE. WITHOUT ADDITIONAL SUPPORT, THE TRENCH MUST BE OPENED TO A STABLE BANK WHICH WILL NOT COLLAPSE. A WIDER TRENCH WILL REQUIRE THE REMOVAL OF A GREATER WIDTH OF THE EXISTING ASPHALT SURFACE.
- GB-4 STATES THAT PERMANENT PAVEMENT SHALL BE PLACED FROM STATION 1+83 TO STATION 2+55 TO PROVIDE A WIDTH OF 24 FEET FROM THE SOUTH SIDE OF THE NEW STANDARD CURB AND GUTTER WHICH IS CONSTRUCTED ALONG THE NORTH SIDE OF GLENRIO ROAD, NW AS A REQUIREMENT OF THIS PROJECT. THERE IS NO EXISTING PAVEMENT FROM STATION 1+83 TO STATION 3+55. BECAUSE THERE IS NO EXISTING PAVEMENT, IT WILL NOT BE NECESSARY TO SAW CUT TO OBTAIN A SOLID EDGE FOR THE NEW PAVEMENT TO JOIN. THE SOUTH EDGE OF THE NEW PAVEMENT WILL BE THE SAME AS THE EDGE OF PAVEMENT AT THE SHOULDER OF A STREET WITHOUT A CURB AND GUTTER. AS SUCH, THE REMAINING 16 FEET OF WIDTH OF THE STREET WITHIN THE GLENRIO RIGHT-OF-WAY WILL BE GRADED TO THE SAME ELEVATION AS THE ASPHALT AT THE EDGE WHERE IT JOINS THE ASPHALT, THEN SLOPED AT A 2% SLOPE AWAY FROM THE ASPHALT. THE EARTH MATERIALS FOR THE REMAINING 16 FEET OF WIDTH SHALL BE THE LOCAL SOIL, WETTED AND COMPACTED TO A SMOOTH SURFACE.



GLENRIO ROAD STREET SECTION STA 3+55 TO 12+00

PAVEMENT SECTION FOR PERMANENT PAVEMENT, GLENRIO ROAD:

- 2" ASPHALT SURFACE COURSE, 1500 LB., GRADATION B
- TACK COAT
- 2" ASPHALT BASE COURSE, 1500 LB., GRADATION B
- 12" SUBGRADE, COMPACTED TO 95% DRY DENSITY, ASTM D-1557 (MOISTURE CONTROLLED SURFACE OR PRIME COAT AS REQUIRED BY THE ENGINEER)



GLENRIO ROAD STREET SECTION STA 1+83 TO 3+55

GENERAL CONSTRUCTION NOTES:

- GA. THE STREET PAVEMENT WITHIN GLENRIO ROAD SHALL BE CONSTRUCTED ACCORDING TO STANDARD DRAWING 2405B, MAJOR LOCAL STREET, WITH THE PAVEMENT SECTION AS SHOWN ON THIS DRAWING.
- THE EXISTING PAVEMENT SURFACE ALONG THE SOUTH SIDE OF THE STREET FROM STATION 3+55 TO STATION 12+00 MAY BE PERMANENT PAVEMENT, AND THERE MAY BE TEMPORARY PAVEMENT ALONG THE AREA NORTH OF THE CENTERLINE. BECAUSE OF SANITARY SEWER TRENCHING, ALL PAVEMENT FROM ABOUT 12 FEET NORTH OF THE SOUTH CURB AND GUTTER WILL BE REMOVED FOR SAS TRENCHING. THE EDGE OF THE PAVEMENT TO BE REMOVED SHALL BE SAW CUT.
 - FROM STATION 11+80+00 TO 12+00 THERE WILL BE A SUBSURFACE STORM DRAIN PIPE INSTALLED.
 - PERMANENT PAVEMENT SHALL BE PLACED FROM THE SAW CUT SOUTH EDGE TO THE NEW CURB AND GUTTER ON THE NORTH OF GLENRIO ROAD FROM STATION 3+55 TO STATION 12+00 AFTER INSTALLING THE UNDERGROUND UTILITIES.
 - PERMANENT PAVEMENT SHALL BE PLACED FROM STATION 1+83 TO STATION 3+55 TO PROVIDE A SURFACE 24 FEET WIDE FROM THE SOUTH EDGE OF THE NEW CURB AND GUTTER, WITH A CROWN AT THE CENTERLINE (20'). THE REMAINING WIDTH OF GLENRIO ROAD FOR THIS SECTION SHALL BE COMPACTED NATIVE SOIL WITH A FINISHED ELEVATION EVEN WITH THE ASPHALT.
- GB. COMPACT THE TOP 12" OF SUBGRADE TO 95% OF MAXIMUM DRY DENSITY, MODIFIED PROCTOR. THE CONTRACTOR WILL VERIFY THAT THE SUBGRADE MEETS THE REQUIREMENT OF AN R VALUE GREATER THAN 50. SUBGRADE SOILS THAT DO NOT MEET THE REQUIRED R VALUE WILL BE AUGMENTED TO BRING THEM TO THAT VALUE, OR THE SOILS REPLACED. AN ALTERNATIVE IS TO DESIGN THE PAVEMENT TO BE SATISFACTORY WITH THE EXISTING R VALUED SOIL.
- GC. THE DESIGN FOR THE PERMANENT PAVEMENT SECTION SHOWN ON THIS DRAWING FOR GLENRIO ROAD WAS EXTRACTED FROM PROJECT 6423.61, PERMANENT PAVEMENT FOR HANOVER ROAD, NW (HANOVER ROAD IS ONE BLOCK NORTH OF GLENRIO ROAD).
- GD. THE CURB ELEVATIONS ON THE NORTH SIDE OF GLENRIO ROAD SHALL BE SET FROM THE EXISTING CURB AND GUTTER ON THE SOUTH SIDE OF GLENRIO ROAD FROM STATION 3+55 TO STATION 12+00. THE CURB ELEVATIONS FROM STATION 1+83 TO 3+55 ARE SHOWN ON SHEET 4. THE ELEVATION OF THE CENTER LINE OF THE STREET SHALL BE 0.4 FEET (4.8 INCHES) ABOVE THE CURB FLOW LINE.

KEYED NOTES:

- A. EXISTING 4" PCC SIDEWALK.
- B. EXISTING STANDARD CURB AND GUTTER.
- C. EXISTING ASPHALT SURFACE, WIDTH VARIES.
- D. EXISTING 12" WATER MAIN, LOCATION MUST BE VERIFIED IN THE FIELD. SUPPORT THE WATER MAIN AS NECESSARY IF THE PIPE IS EXPOSED DUE TO TRENCHING.
- E. NEW 8" PCC SIDEWALK, STANDARD DRAWING 2430.
- F. NEW STANDARD CURB AND GUTTER, (VALLEY GUTTER, OR DRIVEPADS AT LOCATIONS AS NOTED ON THE PLAN). STANDARD DRAWING 2415A FOR C & G, 2420 FOR VALLEY GUTTER, AND 2425 FOR DRIVEPADS.
- G. NEW STORM DRAIN, SIZE AND DEPTH AS SHOWN ON THE PLAN AND PROFILE (STATION 11+80 TO 12+00). SEE SHEET 6 FOR STORM DRAIN DETAILS AND SPECIFICATION REFERENCES.
- H. NEW 8" SANITARY SEWER MAIN, DEPTH VARIES. MANHOLES AND DEPTHS ARE AS SHOWN ON THE PLAN AND PROFILE, SHEET 5.
- I. SAW CUT EXISTING PAVEMENT AT THE SOUTH EDGE OF THE TRENCHING AREA. THE SAW CUT MUST BE OVER EMBANKMENT, BASE AND SUBGRADE MATERIALS WHICH HAVE NOT BEEN DISTURBED BY TRENCHING. IF EMBANKMENT MATERIALS ARE DISTURBED UNDER THE SAW CUT, A SECOND CUT FURTHER FROM THE TRENCH MAY BE NECESSARY.
- J. TRENCH AS NECESSARY TO INSTALL THE SANITARY SEWER AND STORM DRAIN. TRENCH SHALL BE OPENED TO A STABLE BANK, OR SHORING MAY BE USED TO PERMIT NARROWING OF THE TRENCH. TO PREVENT CAVE-IN, SHORING MAY BE NECESSARY EVEN FOR STABLE BANKS.
- K. TRENCHING, BACKFILL, COMPACTION, EMBEDMENT OF PIPES, AND TESTING SHALL BE ACCORDING TO SPECIFICATION REQUIREMENTS FOR STANDARD SPECIFICATION 701, TRENCHING, EXCAVATION AND BACKFILL.
- L. PLACE SUBGRADE AND ASPHALT SURFACE AS SPECIFIED IN GENERAL NOTES GA THROUGH GD, AND THE DETAIL TITLED "PAVEMENT SECTION FOR PERMANENT PAVEMENT, GLENRIO ROAD" AS SHOWN ON THIS SHEET. SEE ALSO STANDARD DRAWING 2405B-MAJOR LOCAL STREET SECTION AND THE CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS.
- M. COMPACT THE LOCAL SOIL AND SHAPE TO A SMOOTH SURFACE SLOPING AWAY FROM THE ASPHALT.

AS BUILT INFORMATION			
CONTRACTOR	DATE	DATE	DATE
WISER			
INSPECTOR'S			
FIELD			
VERIFICATION BY			
DRAWINGS			
REVISIONS			
NO.			

BENCH MARKS			
CONTRACTOR	DATE	DATE	DATE
CITY OF ALBUQUERQUE STATION 6.416 LOCATED IN THE MEDIAN OF I-40 BETWEEN 1400 AND 1500 FEET NORTH 30 DEGREES EAST OF THE NORTHEAST CORNER OF TRACT 225-A (MUSTANG MESA SUBDIVISION) ELEVATION: 5117.133 (VERTICAL DATUM IS NGVD, U. S. SURVEY FEET)			
TEMPORARY BENCHMARK IS THE TOP OF THE CURB ON THE CURB RETURN ON GLENRIO ROAD, THE SW QUADRANT OF THE INTERSECTION OF GLENRIO ROAD WITH 72nd STREET, SW. ELEVATION: 5109.97			

SURVEY INFORMATION			
FIELD NOTES	DATE	DATE	DATE
NO.			
BY			
NO.			
BY			

ENGINEER'S SEAL			
REMARKS	DATE	DATE	DATE
NO.			
BY			
DESIGNED BY:	MARVIN R. KORTUM	DATE:	
DRAWN BY:	CHRIS MULLINS	DATE:	
CHECKED BY:	MARVIN R. KORTUM	DATE:	

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP			
TITLE: FAMILY WORSHIP CENTER 7311 GLENRIO ROAD, NW TYPICAL ROAD SECTION AND CONSTRUCTION NOTES			
Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
APPROVED OCT 26 2004 DESIGN REVIEW COMMITTEE	APPROVED APR 26 2005 CITY ENGINEER		
City Project No. 738881	Zone Map No. J-10	Sheet 8	Of 8