CITY OF ALBUQUERQUE

Planning Department
Brennon Williams, Director

Mayor Timothy M. Keller

May 10, 2021

Brandon Goldberg, PE
GreenbergFarrow
21 South Evergreen Ave, Ste 200
Arlington Heights, IL 60005

Re: Bubba's 33
10000 Coors ByPass NW
Traffic Circulation Layout
Engineer's Stamp 04-30-21 (B14-D004H)

Dear Mr. Goldberg,

The TCL submittal received 05-07-2021 is approved for Building Permit with. A copy of the stamped and signed plan will be needed for each of the building permit plans. Please keep the original to be used for certification of the site for final C.O. for Transportation.

When the site construction is completed and an inspection for Certificate of Occupancy (C.O.) is requested, use the original City stamped approved TCL for certification. Redline any minor changes and adjustments that were made in the field. A NM registered architect or engineer must stamp, sign, and date the certification TCL along with indicating that the development was built in "substantial compliance" with the TCL. Submit this certification, the TCL, and a completed Drainage and Transportation Information Sheet to front counter personnel for log in and evaluation by Transportation.

Once verification of certification is completed and approved, notification will be made to Building Safety to issue Final C.O. To confirm that a final C.O. has been issued, call Building Safety at 924-3690.

Sincerely,

Nilo Salgado-Fernandez, P.E.
Senior Traffic Engineer, Planning Dept.
Development Review Services

C: CO Clerk, File

PO Box 1293

Albuquerque

NM 87103

www.cabq.gov

GENERAL SITE NOTES:

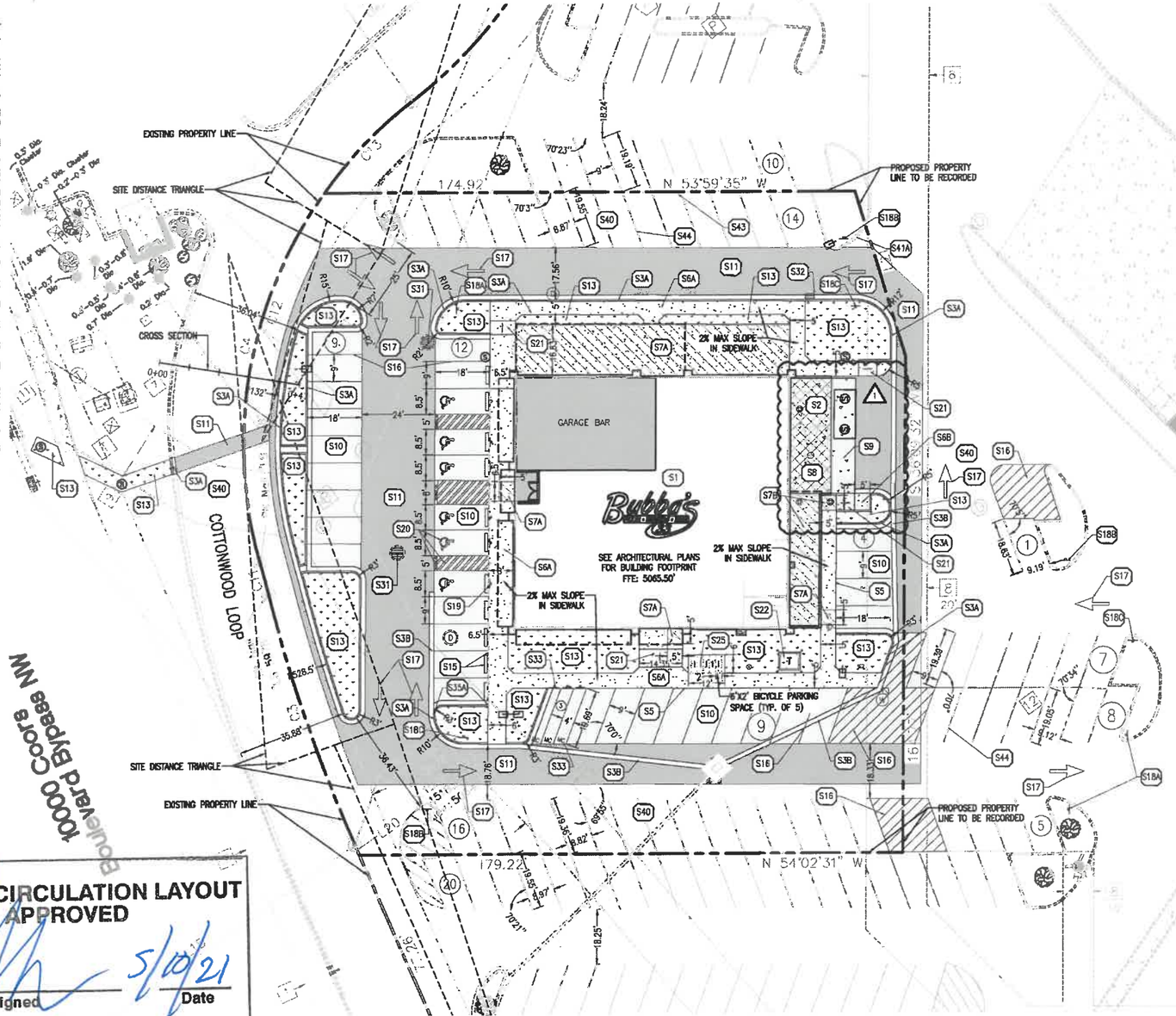
1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND ADEQUATE WORKING CONDITIONS THROUGHOUT THE DURATION OF CONSTRUCTION OF THE PROPOSED SITE IMPROVEMENTS.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SITE SETBACKS, EASEMENTS AND DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
4. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST STATE AND LOCAL GOVERNMENT CONSTRUCTION STANDARDS AND SPECIFICATIONS.
5. ALL HANDICAP ACCESSIBLE SITE IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL CODES AND REQUIREMENTS.
6. IF DURING THE COURSE OF CONSTRUCTION THE CONTRACTOR FINDS ANY DISCREPANCIES OR CONFLICTS BETWEEN THE PROPOSED SITE IMPROVEMENTS INDICATED ON THE PLANS AND THE PHYSICAL CONDITIONS OF THE SITE, OR ANY ERRORS OR OMISSIONS WITHIN THE PLANS OR IN THE SITE LAYOUT AS PROVIDED BY THE ENGINEER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMMEDIATELY NOTIFY THE ENGINEER. UNTIL AUTHORIZED TO PROCEED, ANY WORK PERFORMED BY THE CONTRACTOR AFTER SUCH A DISCOVERY WILL BE AT THE CONTRACTOR'S SOLE RISK AND EXPENSE.
7. CONTRACTOR SHALL COORDINATE ALL SITE IMPROVEMENTS WITH ARCHITECTURAL PLANS. ARCHITECTURAL PLANS SHALL BE USED FOR BUILDING STAKEOUT.
8. CONTRACTOR SHALL COORDINATE ALL LANDSCAPE IMPROVEMENTS, INCLUDING NEW PLANTINGS AND TURF AREA RESTORATION REQUIREMENTS, WITH LANDSCAPE PLANS.
9. CONSTRUCTION SURVEY AND STAKEOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
10. ALL DIMENSIONS SHOWN ARE MEASURED FROM FACE OF CURB TO FACE OF CURB OR EDGE OF PAVEMENT TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
11. ALL CURB RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
12. ALL NEW ASPHALT AND/OR CONCRETE PAVING SHALL MATCH EXISTING PAVEMENTS FLUSH.
13. CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.
14. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
15. ALL FIRE ACCESS LANES WITHIN THE PROJECT AREA SHALL REMAIN IN SERVICE, CLEAN OF DEBRIS, AND ACCESSIBLE FOR USE BY EMERGENCY VEHICLES.
16. ALL DETECTABLE WARNING PLATES SHALL BE PREFORMED PLASTIC INSERTS UNLESS OTHERWISE NOTED.
17. SEE GENERAL NOTES SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SITE PLAN NOTES:

1. REFER TO THE GEOTECHNICAL ENGINEERING REPORT PREPARED BY TERRACON CONSULTANTS, INC. AND DATED FEBRUARY 17TH, 2020 FOR ADDITIONAL INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND SUBGRADE PREPARATION REQUIREMENTS AND PROPOSED PAVEMENT RECOMMENDATIONS (TERRACON PROJECT NO. 66145007).
2. SEE CONSTRUCTION DETAILS SHEET C7.0 FOR PAVEMENT SECTION DETAILS.
3. SEE GENERAL NOTES SHEET C1.0 FOR EXISTING LEGEND.

PAVEMENT HATCH LEGEND:

- S6A — PROPOSED CONCRETE SIDEWALK: 5" PORTLAND CEMENT CONCRETE, 4" AGGREGATE BASE
- S6B — PROPOSED INTEGRAL BLACK CONCRETE SIDEWALK: 5" PORTLAND CEMENT CONCRETE, 4" AGGREGATE BASE
- S7A — PROPOSED CONCRETE LANDING: 6" PORTLAND CEMENT CONCRETE (SEE STRUCTURAL PLANS FOR REINFORCEMENT, AGGREGATE, AND SUBGRADE REQUIREMENTS)
- S7B — PROPOSED INTEGRAL BLACK COLORED CONCRETE LANDING: 6" PORTLAND CEMENT CONCRETE (SEE STRUCTURAL PLANS FOR REINFORCEMENT, AGGREGATE, AND SUBGRADE REQUIREMENTS)
- S8 — PROPOSED HEAVY DUTY INTEGRAL BLACK COLORED CONCRETE: 6" PORTLAND CEMENT CONCRETE (SEE STRUCTURAL PLANS FOR REINFORCEMENT, AGGREGATE, AND SUBGRADE REQUIREMENTS)
- S9 — PROPOSED HEAVY DUTY INTEGRAL BLACK COLORED CONCRETE SLAB: 6" PORTLAND CEMENT CONCRETE, 6" AGGREGATE BASE (SEE GEOTECHNICAL REPORT)
- S10 — PROPOSED ASPHALT PAVEMENT: 2" ASPHALT SURFACE COURSE, 6" AGGREGATE BASE (SEE GEOTECHNICAL REPORT)
- S11 — PROPOSED HEAVY DUTY ASPHALT PAVEMENT: 3" ASPHALT SURFACE COURSE, 6" AGGREGATE BASE (SEE GEOTECHNICAL REPORT)
- S13 — PROPOSED LANDSCAPE AREA (SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION AND DETAILS)

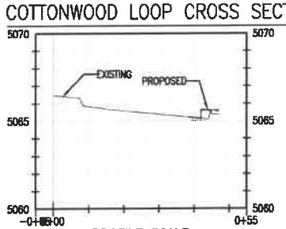


TRAFFIC CIRCULATION LAYOUT APPROVED

Signed 5/10/21 Date

VICINITY MAP
N.T.S.

COTTONWOOD LOOP CROSS SECTION:



PROFILE SCALE
1" = 20' H
1" = 4' V

PROJECT INFORMATION:

SITE AREA:	±1.03 ACRES
ZONED:	MX-M – MIXED-USE-MODERATE INTENSITY ZONE DISTRICT
PROPOSED BUILDING AREA:	7,575 SQ. FT.
PROPOSED USE:	RESTAURANT
BUILDING HEIGHT:	25'-6"
PARKING REQUIRED:	61 STALLS (1 STALL PER 1,000 SF TIMES 8, 7,575/1000*8 = 60.6)
PARKING PROVIDED:	68 STALLS ON SITE (INCLUDING 8 ADA STALLS)
BICYCLE PARKING REQUIRED:	7 STALLS (10% OF REQUIRED OFF-STREET PARKING SPACES = 0.1*61 = 6.1 => 7)
BICYCLE PARKING PROVIDED:	10 STALLS (2 STALLS PER RACK)
MOTORCYCLE PARKING REQUIRED:	3 (SITES THAT ARE REQUIRED TO PROVIDE BETWEEN 51-100 PARKING SPACES WILL BE REQUIRED TO PROVIDE 3-MOTORCYCLE, MOPED, OR SCOOTER PARKING SPACES)
MOTORCYCLE PARKING PROVIDED:	3

SITE DISTANCE NOTE:

LANDSCAPING, SIGNAGE, WALLS, FENCES, TREES, AND SHRUBBERY BETWEEN THREE (3') AND EIGHT FEET (8') TALL (AS MEASURED FROM THE GUTTER PAN) ARE NOT ALLOWED WITHIN THE CLEAR SIGHT TRIANGLE.

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

PROPOSED LEGEND:

- PROPERTY LINE
- PROPOSED CONCRETE CURB AND GUTTER
- PROPOSED FLUSH CURB
- (7) PROPOSED PARKING STALL COUNT
- PROPOSED CONCRETE WHEEL STOP
- PROPOSED SIGN
- PROPOSED PYLON SIGN
- PROPOSED LIGHT POLE
- PROPOSED STORM SEWER STRUCTURES
- PROPOSED SANITARY SEWER STRUCTURES
- PROPOSED SANITARY SEWER GREASE INTERCEPTOR
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED WATER SERVICE TAP
- PROPOSED TRANSFORMER PAD AND STEEL BOLLARDS
- GM — PROPOSED GAS METER
- E/T — PROPOSED ELECTRIC METER, CT CABINET AND DISCONNECT

NOTE: SEE SHEET C1.0 FOR EXISTING LEGEND

SITE KEY NOTES:

- S1 PROPOSED BUBBA'S 33 BUILDING (SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- S2 PROPOSED TRASH ENCLOSURE (SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- S3A PROPOSED CONCRETE CURB AND GUTTER (SEE DETAIL ON SHEET C7.0)
- S3B PROPOSED 1.5' WIDE CONCRETE SWALE (SEE DETAIL ON SHEET C7.1)
- S5 PROPOSED MONOLITHIC CONCRETE CURB AND SIDEWALK (SEE DETAIL ON C7.0)
- S6A PROPOSED CONCRETE SIDEWALK (SEE DETAIL ON SHEET C7.0)
- S6B PROPOSED INTEGRAL BLACK CONCRETE SIDEWALK (SEE DETAIL ON SHEET C7.0)
- S7A PROPOSED CONCRETE LANDING (SEE STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- S7B PROPOSED INTEGRAL BLACK COLORED CONCRETE LANDING (SEE STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- S8 PROPOSED HEAVY DUTY INTEGRAL BLACK COLORED CONCRETE (SEE THE STRUCTURAL S8 DUMPSTER ENCLOSURE PLANS FOR ADDITIONAL INFORMATION AND DETAILS, SEE DETAIL ON SHEET C7.0)
- S9 PROPOSED HEAVY DUTY INTEGRAL BLACK COLORED CONCRETE SLAB (SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION AND DETAILS, SEE DETAIL ON SHEET C7.0)
- S10 PROPOSED ASPHALT PAVEMENT (SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION AND DETAILS, SEE DETAIL ON SHEET C7.0)
- S11 PROPOSED HEAVY DUTY ASPHALT PAVEMENT (SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION AND DETAILS, SEE DETAIL ON SHEET C7.0)
- S13 PROPOSED LANDSCAPE AREA (SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- S15 PROPOSED PRECAST CONCRETE WHEEL STOP ADJACENT TO FLUSH CURB (TYP. OF 11, SEE DETAIL ON SHEET C7.1)
- S16 PROPOSED 4" WHITE PAVEMENT STRIPING PER LOCAL CODE
- S17 PROPOSED DIRECTIONAL TRAFFIC ARROW (SEE DETAIL ON SHEET C7.0)
- S18A PROPOSED 30" R5-1 "DO NOT ENTER" SIGN (SEE DETAILS ON SHEET C7.2)
- S18B PROPOSED 24"X36" R6-2L "ONE WAY" SIGN (SEE DETAILS ON SHEET C7.2)
- S18C PROPOSED 24"X36" R6-2R "ONE WAY" SIGN (SEE DETAILS ON SHEET C7.2)
- S19 PROPOSED HANDICAP ACCESSIBLE PARKING SIGN PER LOCAL CODE, 66-7-352.4C NMSA 1978 (TYP. OF 6, SEE DETAIL ON SHEET C7.0)
- S20 PROPOSED BLUE HANDICAP ACCESSIBLE PARKING STALL STRIPING AND SYMBOL PER LOCAL CODE, 66-1-4.1.B NMSA 1978 (TYP., SEE DETAIL ON SHEET C7.0)
- S21 PROPOSED HANDICAP ACCESSIBLE CURB RAMP AT 12:1 MAXIMUM SLOPE PER LOCAL CODES
- S22 PROPOSED CONCRETE TRANSFORMER PAD WITH STEEL BOLLARD PROTECTION (CONTRACTOR SHALL COORDINATE CONCRETE TRANSFORMER PAD LOCATION, SIZE AND THICKNESS WITH ELECTRIC COMPANY PRIOR TO INSTALLATION)
- S25 PROPOSED MAGLIN MBR501 BIKE RACKS WITH BLACK POWDER COATED FINISH (TOTAL OF 5 BIKE RACKS PROVIDING 10 BICYCLE PARKING SPACES – SEE DETAIL ON SHEET C7.2)
- S31 PROPOSED 8" THICK CONCRETE COLLAR (SEE STORM SEWER STRUCTURE DETAILS ON SHEET C7.1)
- S32 PROPOSED CURB TRANSITION (SEE STORM SEWER STRUCTURE DETAILS ON SHEET C7.1)
- S33 PROPOSED MOTORCYCLE PARKING SIGN PER THE CITY OF ALBUQUERQUE ZONING CODE (TYP. OF 3, SEE DETAIL ON SHEET C7.2)
- S34 PROPOSED MOTORCYCLE PARKING STALLS TO HAVE "MC" PAINTED IN WHITE AT THE REAR OF THE PARKING STALLS PER THE CITY OF ALBUQUERQUE ZONING CODE (TYP. OF 3).
- S35 CURB TRANSITION FOR 0" TO 6" IN HEIGHT
- S40 EXISTING ASPHALT PAVEMENT TO REMAIN
- S41A EXISTING CONCRETE CURB AND GUTTER TO REMAIN
- S43 EXISTING LIGHT POLE TO REMAIN
- S44 EXISTING PAVEMENT STRIPING TO REMAIN

GreenbergFarrow
CORE
21 South Evergreen Avenue
Suite 200
Arlington Heights, IL 60005
t: 847 788 9200 f: 847 788 9537

PROJECT TEAM

ISSUE/REVISION RECORD

	DATE	DESCRIPTION
	02/26/21	COORDINATION SET
	03/19/21	PERMIT SET
	04/09/21	SITE PLAN
	04/14/21	PERMIT RESPONSE
1	04/30/21	PERMIT RESPONSE

Proj.20182050
MICHAEL E. HAAS NEW MEXICO 26056 PROFESSIONAL ENGINEER
expires 12/31/22
date 4/30/21

PROFESSIONAL IN CHARGE
MICHAEL HAAS
PROFESSIONAL ENGINEER
LICENSE NO. 26056

PROJECT MANAGER
EDWARD GOSS

QUALITY CONTROL
EDWARD GOSS

DRAWN BY
MITCH HEFFERNAN

PROJECT NAME
TEXAS ROADHOUSE

ALBUQUERQUE NEW MEXICO

10000 COORS BYPASS NW ALBUQUERQUE, NM 87114

Bubba's 33

PROJECT NUMBER
20182050.0

SHEET TITLE
SITE PLAN

SHEET NUMBER
C3.0

GENERAL NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SAFETY AND ALL WAYS, MEANS AND METHODS OF CONSTRUCTION.
2. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL AGENCY CODES, STANDARDS AND SPECIFICATIONS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY SITE PERMITS AND LICENSES FROM THE APPLICABLE GOVERNING AUTHORITIES.
4. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST STATE AND LOCAL GOVERNMENT CONSTRUCTION STANDARDS AND SPECIFICATIONS.
5. UNLESS OTHERWISE NOTED ON THE PLANS, CONTRACTOR SHALL NOTIFY THE LOCAL ENGINEERING OR PUBLIC WORKS DEPARTMENT AND/OR OTHER PROJECT GOVERNING AUTHORITY(S) A MINIMUM OF FORTY-EIGHT (48) HOURS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS AND TO SCHEDULE ANY REQUIRED SITE INSPECTIONS.
6. CONTRACTOR SHALL SCHEDULE A UTILITY LOCATING SERVICE AND/OR NOTIFY ALL UTILITY COMPANIES (GAS, ELECTRIC, TELEPHONE, CABLE, ETC.) AND THE LOCAL MUNICIPALITY TO DETERMINE THE LOCATION OF UNDERGROUND UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION IN ORDER TO AVOID POTENTIAL CONFLICTS. IT IS ULTIMATELY THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER INDICATED ON THE PLANS OR NOT AND TO HAVE THESE UTILITIES STAKED PRIOR TO CONSTRUCTION. ANY NECESSARY RELOCATIONS OR REMOVALS OF EXISTING UTILITY LINES SHALL BE PERFORMED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PRIVATE AND PUBLIC UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS EXPENSE AND TO THE SATISFACTION OF THE UTILITY OWNER.
8. ALL EASEMENTS FOR EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS PREPARED BY THE SURVEYOR ACCORDING TO INFORMATION AVAILABLE FROM PUBLIC RECORDS OR VISIBLE FIELD MARKINGS. THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND FOR THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH THE PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER SO THE CONFLICT MAY BE RESOLVED.
9. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE RULES AND REGULATIONS AND TO THE SATISFACTION OF THE APPLICABLE UTILITY OWNER(S).
10. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS, COORDINATES AND ELEVATIONS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES SO THE CONFLICT MAY BE RESOLVED.
11. ALL PROPERTY MARKERS AND SURVEY REFERENCE MARKERS SHALL BE CAREFULLY PRESERVED DURING CONSTRUCTION UNTIL THEIR LOCATION HAS BEEN WITNESSED OR OTHERWISE TIED IN BY AN AUTHORIZED AGENT OR PROFESSIONALLY LICENSED SURVEYOR.
12. THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS SHALL BE PROVIDED WHERE CONSTRUCTION OPERATIONS ABUT PUBLIC THROUGH-FARES AND ADJACENT PROPERTY.
13. ALL AREAS DISTURBED BY THE GENERAL CONTRACTOR OR SUB-CONTRACTORS SHALL BE RETURNED TO THE ORIGINAL CONDITION OR BETTER, EXCEPT WHERE PROPOSED CONSTRUCTION IS INDICATED ON THE PLANS.
14. PRIOR TO INITIAL ACCEPTANCE BY THE OWNER(S) AND/OR GOVERNING AUTHORITY, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE OWNER AND MUNICIPALITY ENGINEER OR HIS REPRESENTATIVE(S). THE CONTRACTOR SHALL GUARANTEE HIS WORK FOR A PERIOD OF 12 (TWELVE) MONTHS FROM THE DATE OF SUBSTANTIAL COMPLETION AND SHALL BE HELD RESPONSIBLE FOR ANY DEFECTS IN MATERIAL OR WORKMANSHIP OF THIS WORK DURING THAT PERIOD AND UNTIL FINAL ACCEPTANCE IS MADE.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND ADEQUATE WORKING CONDITIONS THROUGHOUT THE DURATION OF CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
16. CONTRACTOR SHALL KEEP THE PUBLIC STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, CLEAN PAVEMENTS AT THE END OF EACH WORKING DAY.
17. ALL CONSTRUCTION STAKING, SCHEDULING AND PAYMENT IS THE RESPONSIBILITY OF THE CONTRACTOR.
18. AFTER COMPLETION OF THE PROPOSED IMPROVEMENTS AND WHEN REQUIRED BY THE GOVERNING AUTHORITY(S), CONTRACTOR SHALL PROVIDE THE OWNER AND ENGINEER WITH AS-BUILT AND/OR RECORD DRAWINGS, SIGNED AND SEALED BY A PROFESSIONALLY LICENSED ENGINEER OR SURVEYOR AND SHALL INCLUDE AT A MINIMUM (WHERE APPLICABLE TO THE SCOPE OF WORK) THE FOLLOWING ITEMS:
    - 18.1. TOPOGRAPHY AND SPOT GRADE ELEVATIONS OF ALL PROPOSED PERMANENT SITE FEATURES INCLUDING ANY STORM WATER FACILITIES OR MODIFICATIONS TO EXISTING STORM WATER FACILITIES.
    - 18.2. HORIZONTAL AND VERTICAL LOCATION AND ALIGNMENT OF ALL PROPOSED ROADWAYS, PARKING LOTS, UTILITIES, BUILDINGS OR OTHER PERMANENT SITE FEATURES.
    - 18.3. RIM AND INVERT AND/OR TOP OF PIPE ELEVATIONS FOR ALL PROPOSED UTILITIES.
    - 18.4. AS-BUILT AND/OR RECORD DRAWING INFORMATION SHALL BE SHOWN ON THE APPROVED ENGINEERING PLANS ISSUED FOR CONSTRUCTION. ANY AND ALL DEVIATIONS FROM THESE APPROVED PLANS SHALL BE SHOWN BY MEANS OF STRIKING THROUGH THE PROPOSED INFORMATION AND CLEARLY INDICATING THE AS-BUILT LOCATIONS AND ELEVATIONS ON THE APPLICABLE PLAN SHEET.

SITE GRADING AND PAVING NOTES:

1. ALL SITE WORK, GRADING, AND PAVING OPERATIONS WITHIN THE LIMITS OF THE PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE NOTES IN THE PLANS AND THE STANDARDS, SPECIFICATIONS, CODES AND ORDINANCES OF THE LOCAL GOVERNING AUTHORITIES. IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.
2. EARTH EXCAVATION SHALL INCLUDE CLEARING, STRIPPING AND STOCKPILING TOPSOIL, REMOVING UNSUITABLE MATERIALS, CONSTRUCTION OF EMBANKMENTS, NON-STRUCTURAL FILLS, FINAL SHAPING AND TRIMMING TO THE LINES, GRADES AND CROSS SECTIONS SHOWN ON THE PLANS. ALL UNSUITABLE OR EXCESS MATERIAL SHALL BE DISPOSED OF LEGALLY OFFSITE OR AS DIRECTED BY THE PROJECT REPRESENTATIVE IN THE FIELD.
3. EXCAVATED TOPSOIL SHALL BE STOCKPILED ON THE SITE IN AREAS DESIGNATED BY THE PROJECT ENGINEER UNTIL SUCH TIME THAT THIS TOPSOIL CAN BE USED FOR FINAL GRADING. UNLESS OTHERWISE NOTED ON THE PLANS, A MINIMUM OF 6" TOPSOIL RE-SPREAD AND SEEDING FOR ALL DISTURBED AREAS IS REQUIRED.
4. THE GEOTECHNICAL INVESTIGATION REPORT FOR THE SITE AND ALL ADDENDA THERETO ARE SUPPORTING DOCUMENTS FOR THIS PROJECT. THE RECOMMENDATIONS AS STATED IN SAID REPORT ARE HEREBY INCORPORATED INTO THESE CONSTRUCTION NOTES BY REFERENCE AND SHALL BE FOLLOWED BY ALL CONTRACTORS. THE GRADING OPERATIONS ARE TO BE CLOSELY SUPERVISED AND INSPECTED, PARTICULARLY DURING THE REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS OR BUILDING PADS, BY A SOILS ENGINEER OR HIS REPRESENTATIVE. FURTHER CONSTRUCTION OPERATIONS WILL NOT BE PERMITTED UNTIL THE SOILS ENGINEER ISSUES A WRITTEN STATEMENT THAT THE AREA IN QUESTION HAS BEEN SATISFACTORILY PREPARED AND IS READY FOR CONSTRUCTION.
5. ALL TESTING, INSPECTION AND SUPERVISION OF SOIL QUALITY, UNSUITABLE SOIL REMOVAL AND ITS REPLACEMENT AND OTHER SOILS RELATED OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COORDINATED WITH AND PERFORMED AT THE DIRECTION OF THE OWNER'S GEOTECHNICAL ENGINEER.
6. THE CONTRACTOR SHALL USE CARE IN GRADING NEAR TREES, SHRUBS, AND BUSHES WHICH ARE NOT NOTED TO BE REMOVED SO AS NOT TO CAUSE INJURY TO ROOTS OR TRUNKS.
7. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO THESE EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT HIS OWN EXPENSE.
8. REMOVED PAVEMENTS, SIDEWALKS, CURBS, TREES AND STUMPS SHALL BE DISPOSED OF LEGALLY OFFSITE AT LOCATIONS DETERMINED BY THE CONTRACTOR.
9. ON AND OFFSITE PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND, IF DAMAGED, SHALL BE REPLACED PROMPTLY TO MEET STATE AND LOCAL STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.
10. PROPOSED ELEVATIONS INDICATE FINISHED GRADE CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THE THICKNESS OF THE PROPOSED PAVEMENT SECTION (ROADS, WALKS, DRIVE, ETC.) OR TOPSOIL AS INDICATED ON THE PLANS.
11. CONTRACTOR SHALL PROVIDE SMOOTH VERTICAL CURVES THROUGH THE HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS ON THE PLANS. CONTRACTOR SHALL PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES AND AVOID ANY RIDGES AND/OR DEPRESSIONS.
12. ALL PROPOSED GRADING, PAVEMENT, APRONS, CURBS, WALKS, ETC. SHALL MATCH EXISTING GRADES FLUSH.
13. ALL EXISTING AND PROPOSED TOP OF FRAME ELEVATIONS FOR STORM, SANITARY, WATER AND OTHER UTILITY STRUCTURES SHALL BE ADJUSTED TO MEET FINISHED GRADE WITHIN THE PROJECT LIMITS.
14. SITE GRADING AND CONSTRUCTION OF THE PROPOSED SITE IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE AND MATCH EXISTING GRADES FLUSH.
15. CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE END OF EACH WORKING DAY DURING CONSTRUCTION OPERATIONS. FAILURE TO PROVIDE ADEQUATE DRAINAGE WILL PRECLUDE THE CONTRACTOR FROM ANY POSSIBLE COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT.
16. DRIVEWAYS SHALL BE CONSTRUCTED SO AS NOT TO IMPEDE THE SURFACE DRAINAGE SYSTEM.
17. TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THE APPLICABLE STATE DEPARTMENT OF TRANSPORTATION STANDARDS AND SHALL BE INSTALLED AND PROVIDED WHENEVER CONSTRUCTION FOR UTILITIES ARE WITHIN STREET AREAS. APPLICABLE ORDINANCES OF THE MUNICIPALITY, COUNTY OR STATE SHALL ALSO GOVERN THE TRAFFIC CONTROL REQUIREMENTS.

TRAFFIC CIRCULATION LAYOUT APPROVED

Signed 5/10/21 Date

STORM SEWER NOTES:

1. ALL STORM SEWER CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE NOTES IN THE PLANS AND THE STANDARDS, SPECIFICATIONS, CODES AND ORDINANCES OF THE LOCAL GOVERNING AUTHORITIES. IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.
2. STORM SEWER PIPE AND STRUCTURES SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
3. HDPE STORM SEWER PIPE SHALL BE HIGH DENSITY POLYETHYLENE PIPE PER ASTM F2306 WITH WATERTIGHT JOINTS CONFORMING TO ASTM D3212.
4. STORM SEWER TRENCH EXCAVATIONS AND PIPE FOUNDATION, BEDDING AND HAUNCHING SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
    - 4.1. STORM SEWERS MUST BE PLACED ON PROPERLY COMPACTED STONE BEDDING. PIPE BEDDING MATERIAL SHALL BE A MINIMUM OF FOUR (4) INCHES THICK UNDER THE BARREL OF THE PIPE AND FOR PVC PIPE, MATERIAL SHALL BE EXTENDED A MINIMUM OF 12" OVER THE TOP OF THE PIPE PER ASTM D2321. PIPE BEDDING MATERIAL SHALL BE CRUSHED GRAVEL OR STONE MEETING LOCAL STANDARD GRADATIONS.
    - 4.2. TRENCH BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 98% STANDARD PROCTOR MAXIMUM DRY DENSITY, PER ASTM D698, OVER ALL STORM SEWERS WHICH ARE CONSTRUCTED UNDER, OR WITHIN TWO (2) FEET OF, ANY PROPOSED OR EXISTING PAVEMENT, PARKING LOTS OR SIDEWALKS.
5. REQUIRED STORM STRUCTURE RIM ADJUSTMENTS SHALL BE MADE WITH PRECAST CONCRETE ADJUSTING RINGS NOT TO EXCEED A MAXIMUM OF EIGHT (8) INCHES IN OVERALL HEIGHT. A MAXIMUM OF TWO (2) ADJUSTING RINGS ARE ALLOWED. BUTYLROPE JOINT SEALANT SHALL BE USED ON ALL JOINTS BETWEEN THE PRECAST ELEMENTS.
6. FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE OWNER AND/OR ENGINEER UPON COMPLETION OF THE PROJECT AND ACCURATELY SHOWN ON THE RECORD DRAWINGS.

SANITARY SEWER NOTES:

1. ALL SANITARY SEWER CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE NOTES IN THE PLANS AND THE STANDARDS, SPECIFICATIONS, CODES AND ORDINANCES OF THE LOCAL GOVERNING AUTHORITIES. IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.
2. ALL SANITARY SEWER PIPE AND STRUCTURES SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
3. ALL SANITARY SEWER PIPE SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 PIPE PER ASTM D3034 WITH WATERTIGHT JOINTS CONFORMING TO ASTM D3212, UNLESS OTHERWISE NOTED.
    - 3.1. WHERE SANITARY SEWER PIPE IS NOTED AS PVC C900, THE PIPE SHALL BE IN ACCORDANCE WITH AMERICAN WATER WORKS ASSOCIATION (AWWA) C900 WITH WATERTIGHT, PRESSURE RATED JOINTS CONFORMING TO ASTM D3139.
4. SANITARY SEWER CONSTRUCTION SHALL COMMENCE AT THE EXISTING MANHOLE(S) AND/OR CONNECTION POINT(S) INDICATED ON THE PLANS.
    - 4.1. A WATERTIGHT PLUG SHALL BE INSTALLED AND LEFT IN PLACE AT THE POINT OF COMMENCEMENT UNTIL THE REMAINDER OF THE PROPOSED SEWERS HAVE BEEN CONSTRUCTED, PROPERLY TESTED AND DEEMED READY FOR FINAL ACCEPTANCE.
5. ALL SANITARY SEWER TRENCH EXCAVATIONS AND PIPE FOUNDATION, BEDDING AND HAUNCHING SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
    - 5.1. ALL SANITARY SEWERS MUST BE PLACED ON PROPERLY COMPACTED STONE BEDDING. PIPE BEDDING MATERIAL SHALL BE A MINIMUM OF FOUR (4) INCHES THICK UNDER THE BARREL OF THE PIPE AND FOR PVC PIPE, MATERIAL SHALL BE EXTENDED A MINIMUM OF 12" OVER THE TOP OF THE PIPE PER ASTM D2321. PIPE BEDDING MATERIAL SHALL BE CRUSHED GRAVEL OR STONE MEETING LOCAL STANDARD GRADATIONS.
    - 5.2. TRENCH BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 98% STANDARD PROCTOR MAXIMUM DRY DENSITY, PER ASTM D698, OVER ALL SANITARY SEWERS WHICH ARE CONSTRUCTED UNDER, OR WITHIN TWO (2) FEET OF, ANY PROPOSED OR EXISTING PAVEMENT, PARKING LOTS OR SIDEWALKS.
6. THE CONTRACTOR IS REQUIRED TO RECORD THE LOCATION OF ALL SEWERS AND FURNISH THE INFORMATION TO THE PROJECT ENGINEER AND/OR OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL LOCATE ALL SEWERS BY MEASUREMENTS TO LOT CORNERS OR OTHER PERMANENT SITE FEATURE AND SHALL FURNISH A COPY OF SUCH LOCATIONS TO THE PROJECT ENGINEER AND/OR OWNER'S REPRESENTATIVE UPON PROJECT COMPLETION. THIS INFORMATION SHALL ALSO INCLUDE THE DEPTH OF EACH SEWER. IF THE CONTRACTOR FAILS TO PROPERLY LOCATE ANY SEWER, HE SHALL BE RESPONSIBLE FOR ALL COSTS WHICH ARE INCURRED AS A RESULT OF THE IMPROPERLY LOCATED UTILITIES.
7. SANITARY SEWER MANHOLES SHALL BE PRECAST CONCRETE AND SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS IN THE PLANS.
    - 7.1. A FLEXIBLE TYPE JOINT SHALL BE FURNISHED AT POINTS OF ENTRY INTO AND EXITING FROM MANHOLE STRUCTURES AND SHALL BE OF A DESIGN APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. THIS FLEXIBLE JOINT MAY CONSIST OF A SLEEVE OF HIGH QUALITY SYNTHETIC RUBBER WITH A SUBSTANTIAL SERRATED FLANGE WHICH IS CAST DIRECTLY INTO THE WALL OF THE MANHOLE BASE TO FORM A WATERTIGHT SEAL AND PROTRUDES OUTSIDE OF THE MANHOLE WALL TO CONNECT WITH THE PIPE ENTERING/EXITING THE MANHOLE. WHEN THIS TYPE OF FLEXIBLE JOINT IS USED, THE SLEEVE SHALL SLIP OVER THE END OF THE PIPE ADJACENT TO THE MANHOLE BASE AND SHALL BE SECURED BY MEANS OF A STAINLESS STEEL STRAP CLAMP EQUIPPED WITH A DRAW BOLT AND NUT.
8. REQUIRED MANHOLE RIM ADJUSTMENTS SHALL BE MADE WITH PRECAST CONCRETE ADJUSTING RINGS NOT TO EXCEED A MAXIMUM OF EIGHT (8) INCHES IN OVERALL HEIGHT. A MAXIMUM OF TWO (2) ADJUSTING RINGS ARE ALLOWED. BUTYLROPE JOINT SEALANT SHALL BE USED ON ALL JOINTS BETWEEN THE PRECAST ELEMENTS.

SANITARY SEWER NOTES (continued):

9. AFTER FINAL ADJUSTMENTS HAVE BEEN MADE, ALL JOINTS IN PRECAST STRUCTURES SHALL BE MORTARED. THE MORTAR SHALL BE COMPOSED OF ONE (1) PART CEMENT TO THREE (3) PARTS SAND, BY VOLUME, BASED ON DRY MATERIALS, AND SHALL BE THOROUGHLY WETTED BEFORE LAYING.
10. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR MANHOLE, THE FOLLOWING METHOD SHALL BE USED:
    - 10.1. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ('SEWER-TAP' MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.
11. UPON COMPLETION OF THE SANITARY SEWER CONSTRUCTION, INCLUDING THE SERVICE LINES, ALL SEWERS SHALL BE TESTED IN ACCORDANCE WITH SECTIONS LOCAL REQUIREMENTS AND SPECIFICATIONS AND SHALL BE WITNESSED BY THE LOCAL GOVERNING AUTHORITY OR AUTHORIZED REPRESENTATIVE.

WATER MAIN AND WATER SERVICE NOTES:

1. ALL WATER MAIN CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE NOTES IN THE PLANS AND THE STANDARDS, SPECIFICATIONS, CODES AND ORDINANCES OF THE LOCAL GOVERNING AUTHORITIES. IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.
2. WATER MAIN PIPE AND STRUCTURES SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
3. WATER MAIN SHALL BE DUCTILE IRON PIPE, CLASS 53 IN ACCORDANCE WITH AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS C151, C111 AND C104, UNLESS OTHERWISE NOTED.
4. UNLESS OTHERWISE NOTED ON THE PLANS, ALL WATER MAIN PIPE SHALL BE LAID WITH A MINIMUM COVER OF FIVE (5) FEET FROM THE PROPOSED FINISH GRADE INDICATED ON THE PLANS OR TO THE SPECIFIC TOP OF PIPE ELEVATION INDICATED ON THE PLANS FOR THE WATER MAIN. NO BERMS ARE ALLOWED OVER WATER MAINS EXCLUSIVELY FOR THE PURPOSE OF OBTAINING ADEQUATE GROUND COVER.
5. DUCTILE IRON WATER MAIN PIPE SHALL BE CONSTRUCTED WITH A MINIMUM OF 8-MIL POLYETHYLENE ENCASEMENT TO PREVENT CORROSION.
6. WATER MAIN TRENCH EXCAVATIONS AND PIPE FOUNDATION, BEDDING AND HAUNCHING SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
    - 6.1. WATER MAINS MUST BE PLACED ON PROPERLY COMPACTED STONE BEDDING. PIPE BEDDING MATERIAL SHALL BE A MINIMUM OF FOUR (4) INCHES THICK UNDER THE BARREL OF THE PIPE. PIPE BEDDING MATERIAL SHALL BE CRUSHED GRAVEL OR STONE MEETING LOCAL STANDARD GRADATIONS.
    - 6.2. TRENCH BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 98% STANDARD PROCTOR MAXIMUM DRY DENSITY, PER ASTM D698, OVER ALL WATER MAINS WHICH ARE CONSTRUCTED UNDER, OR WITHIN TWO (2) FEET OF, ANY PROPOSED OR EXISTING PAVEMENT, PARKING LOTS OR SIDEWALKS.
7. A WATERTIGHT PLUG SHALL BE PLACED IN THE END OF THE WATER MAIN PIPE AT THE END OF EACH CONSTRUCTION DAY.
8. UPON COMPLETION OF THE WATERMAIN CONSTRUCTION, ALL WATER MAIN SHALL BE TESTED IN ACCORDANCE WITH THE FOLLOWING MINIMUM STANDARDS:
    - 8.1. HYDROSTATIC PRESSURE AND LEAKAGE TESTS IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS AND SHALL BE WITNESSED BY THE LOCAL GOVERNING AUTHORITY.
    - 8.2. DISINFECTION IN ACCORDANCE WITH LOCAL REQUIREMENTS AND THE METHODS STATED IN AWWA STANDARD C651 AND WITNESSED BY THE LOCAL GOVERNING AUTHORITY.
9. WATER SERVICE PIPING AND STRUCTURES SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
10. WATER SERVICE LINES 2" IN DIAMETER OR SMALLER SHALL BE TYPE 'K' COPPER TUBING CONFORMING TO ASTM B88-14. NO COUPLINGS SHALL BE PERMITTED BETWEEN THE CORPORATION AND CURB STOPS OR BETWEEN THE CURB STOP AND THE BUILDING.
11. WATER SERVICE FITTINGS INCLUDING CORPORATION STOPS, SERVICE BOXES AND BUFFALO BOXES SHALL BE FURNISHED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS.
12. SERVICE BOXES SHALL BE OF SUFFICIENT LENGTH TO PERMIT THE TOP TO BE INSTALLED FLUSH WITH THE FINISHED GRADE. EACH SERVICE BOX SHALL BE PROVIDED WITH A CAP WITH THE WORD "WATER" CAST IN THE TOP.
13. VALVES, VALVE BOXES OR VAULTS SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH LOCAL REQUIREMENTS.
14. PRESSURE CONNECTIONS TO THE EXISTING WATER MAIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL REQUIREMENTS AND SPECIFICATIONS AND SHALL INCLUDE THE INSTALLATION OF A FULL STAINLESS STEEL TAPPING SADDLE.
15. VALVE VAULTS SHALL HAVE A MINIMUM DIAMETER OF FIVE (5) FEET BELOW THE PRECAST CONCRETE CONE SECTION. THE VAULTS SHALL BE CONSTRUCTED OF PRECAST CONCRETE SECTIONS AND SHALL CONFORM TO THE DETAILS SPECIFIED ON THE PLANS. ALL VALVE VAULTS SHALL BE LEAK PROOF.
16. TEMPORARY CONNECTIONS FOR CONSTRUCTION PURPOSES TO NEWLY INSTALLED OR EXISTING WATER MAINS SHALL BE MADE AND METERED IN ACCORDANCE WITH LOCAL REQUIREMENTS.
17. REQUIRED RIM ADJUSTMENTS SHALL BE MADE WITH PRECAST CONCRETE ADJUSTING RINGS NOT TO EXCEED A MAXIMUM OF EIGHT (8) INCHES IN OVERALL HEIGHT. A MAXIMUM OF TWO (2) ADJUSTING RINGS ARE ALLOWED. BUTYLROPE JOINT SEALANT SHALL BE USED ON ALL JOINTS BETWEEN THE PRECAST ELEMENTS.
18. BENDS ON 4" AND GREATER WATER LINES SHALL BE PROVIDED WITH RESTRAINED JOINTS. (MEGALUG SERIES 2000 OR APPROVED EQUAL)

WATER AND SEWER SEPARATION NOTES:

1. WATER MAINS SHALL BE LOCATED AT LEAST TEN (10) FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, COMBINED SEWER, OR SEWER SERVICE CONNECTION.
2. WATER MAINS MAY BE LOCATED CLOSER THAN TEN (10) FEET TO A SEWER LINE WHEN:
    - 2.1. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN (10) FEET; AND
    - 2.2. THE WATER MAIN INVERT IS AT LEAST EIGHTEEN (18) INCHES ABOVE THE CROWN OF THE SEWER; AND
    - 2.3. THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.
3. WHEN IT IS IMPOSSIBLE TO MEET 1) OR 2) ABOVE, BOTH THE WATER MAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRE-STRESSED CONCRETE PIPE, OR PVC PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED FOR THE MAXIMUM EXPECTED SURCHARGE HEAD PRIOR TO BACKFILLING.
4. WATER MAINS SHALL BE SEPARATED FROM A SEWER SO THAT ITS INVERT IS A MINIMUM OF EIGHTEEN (18) INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS, OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN (10) FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
5. BOTH THE WATER MAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRE-STRESSED CONCRETE PIPE, OR PVC PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WHEN:
    - 5.1. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 4) ABOVE; OR THE WATER MAIN PASSES UNDER A SEWER OR DRAIN
6. A VERTICAL SEPARATION OF EIGHTEEN (18) INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER A SEWER. THE SEWER OR DRAIN LINES SHALL BE SUPPORTED TO PREVENT SETTLING AND BREAKING OF THE WATER MAIN, AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER.
7. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN (10) FEET.

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PROJECT TEAM

ISSUE/REVISION RECORD

DATE	DESCRIPTION
02/26/21	COORDINATION SET
03/19/21	PERMIT SET
04/09/21	SITE PLAN
04/14/21	PERMIT RESPONSE
04/30/21	PERMIT RESPONSE

Proj.20182050
MICHAEL E. HAAS
NEW MEXICO
26056
PROFESSIONAL ENGINEER
expires 12/31/22
date 4/30/21

PROFESSIONAL IN CHARGE
MICHAEL HAAS
PROFESSIONAL ENGINEER
LICENSE NO. 26056

PROJECT MANAGER
EDWARD GOSS

QUALITY CONTROL
EDWARD GOSS

DRAWN BY
MITCH HEFFERNAN

PROJECT NAME
TEXAS ROADHOUSE

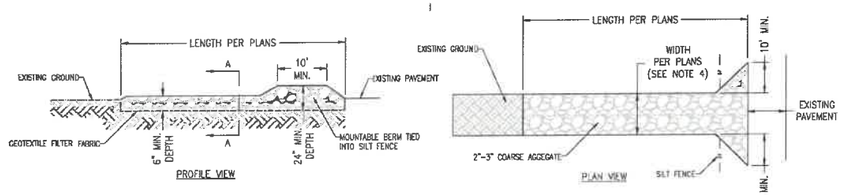
ALBUQUERQUE NEW MEXICO
10000 COORS BYPASS NW ALBUQUERQUE, NM 87114

Bubba's 33 PIZZA · BURGERS · BEER

PROJECT NUMBER
20182050.0

SHEET TITLE
GENERAL NOTES

SHEET NUMBER
C1.0

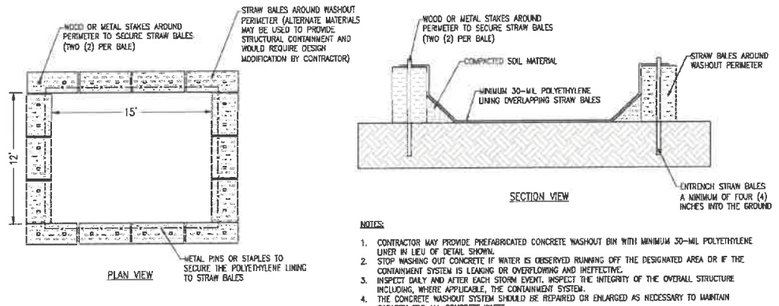


NOTES:

1. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED PRIOR TO THE ONSET OF CONSTRUCTION OPERATIONS AND SHALL BE CONTINUOUSLY MAINTAINED THROUGHOUT THE ENTIRE PROJECT DURATION TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL DEPOSITED ONTO A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BY THE CONTRACTOR AT THE END OF EACH WORKING DAY.
2. GEOTEXTILE FILTER FABRIC SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO PLACING COARSE AGGREGATE.
3. STONE SHALL BE COARSE AGGREGATE AND SHALL BE DUMPED, SPREAD AND COMPACTED INTO POSITION. LAYERS SHALL NOT EXCEED THREE (3) FEET IN THICKNESS.
4. SEE PLANS FOR ACTUAL CONSTRUCTION ENTRANCE LOCATION AND OVERALL DIMENSIONS. MINIMUM WIDTH IS FOURTEEN (14) FEET FOR ONE-WAY TRAFFIC AND TWENTY (20) FEET FOR TWO-WAY TRAFFIC. TWO-WAY TRAFFIC WIDTH SHALL BE INCREASED A MINIMUM OF FOUR (4) FEET FOR TRAILER TRAFFIC.
5. IF WASH RACKS ARE USED THEY SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

STABILIZED CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE

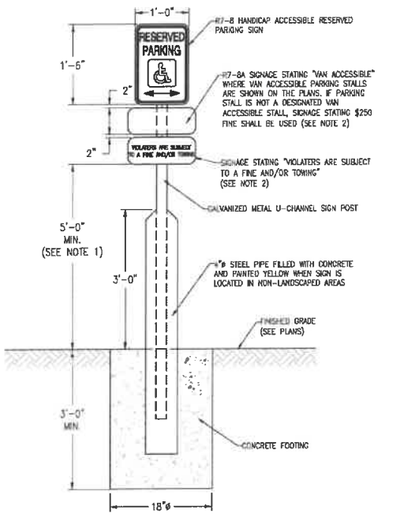


NOTES:

1. CONTRACTOR MAY PROVIDE PREFABRICATED CONCRETE WASHOUT BIN WITH MINIMUM 30-MIL POLYETHYLENE LINER IN LIEU OF DETAIL SHOWN.
2. STOP WASHING OUT CONCRETE IF WATER IS OBSERVED RUNNING OFF THE DESIGNATED AREA OR IF THE CONTAINMENT SYSTEM IS LEAKING OR OVERFLOWING AND INEFFECTIVE.
3. INSPECT DAILY AND AFTER EACH STORM EVENT. INSPECT THE INTEGRITY OF THE OVERALL STRUCTURE INCLUDING, WHERE APPLICABLE, THE CONTAINMENT SYSTEM.
4. THE CONCRETE WASHOUT SYSTEM SHOULD BE REPAIRED OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR ALL CONCRETE WASTE.

CONCRETE WASHOUT DETAIL

NOT TO SCALE

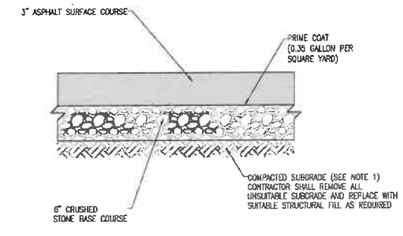


NOTES:

1. ACCESSIBLE PARKING SIGNS SHALL BE CENTERED AT THE FRONT OF EACH PARKING STALL AND ALL ATTACHED SIGNS SHALL BE A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. CONTRACTOR SHALL VERIFY OTHER ACCESSIBLE PARKING SIGN REQUIREMENTS VIA THE 66-7-352.4C NMSA 1978 CODE.

ACCESSIBLE PARKING SIGN DETAIL

NOT TO SCALE

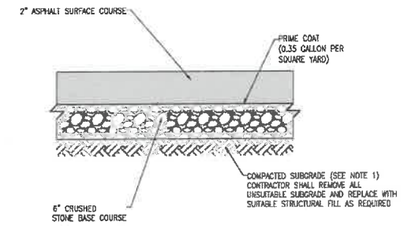


NOTES:

1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.

HEAVY DUTY ASPHALT PAVEMENT DETAIL

NOT TO SCALE

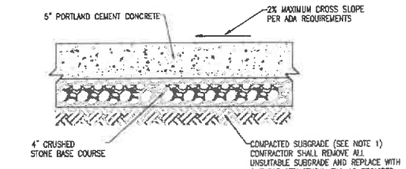


NOTES:

1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.

ASPHALT PAVEMENT DETAIL

NOT TO SCALE



NOTES:

1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.
2. ALL PORTLAND CEMENT CONCRETE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
3. PROVIDE INTEGRAL BLACK COLORED CONCRETE PER PROJECT SPECIFICATIONS WHERE INDICATED ON THE PLANS.
4. CONTROL JOINTS SHALL BE INSTALLED AT FIVE (5) FEET ON CENTER UNLESS OTHERWISE NOTED.
5. EXPANSION JOINTS SHALL BE INSTALLED AT FIFTY (50) FEET ON CENTER, SIDEWALK RADIUS POINTS, ALL LOCATIONS WHERE NEW CONCRETE SIDEWALKS ADJOIN EXISTING CONCRETE AND FIVE (5) FEET ON EACH SIDE OF ALL UTILITY CASTINGS ADJACENT TO NEW CONCRETE.
6. INSTALL TWO (2) CONTINUOUS NO. 4 STEEL REBAR PERPENDICULAR TO AND CENTERED OVER ALL UTILITY TRENCH CROSSINGS SO BARS EXTEND A MINIMUM OF FIVE (5) FEET BEYOND TRENCH

CONCRETE SIDEWALK DETAIL

NOT TO SCALE

NOTES:

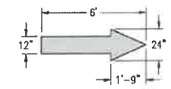
1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.
2. ALL PORTLAND CEMENT CONCRETE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
3. PROVIDE INTEGRAL BLACK COLORED CONCRETE PER PROJECT SPECIFICATIONS WHERE INDICATED ON THE PLANS.
4. #5 BARS AT 12" O.C. EACH WAY

HEAVY DUTY INTEGRAL BLACK COLORED CONCRETE SLAB DETAIL

NOT TO SCALE

TRAFFIC CIRCULATION LAYOUT APPROVED

Signed 5/10/21 Date



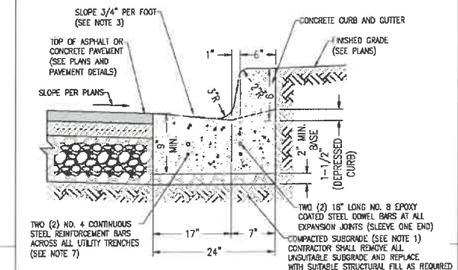
TRAFFIC ARROW

NOTES:

1. TRAFFIC ARROWS SHALL BE PAINTED WHITE WITH HIGH QUALITY REFLECTIVE TRAFFIC PAINT UNLESS OTHERWISE DIRECTED BY LOCAL CODES.
2. SEE PLANS FOR ALL PAVEMENT MARKING LOCATIONS AND ORIENTATION.

TRAFFIC ARROW DETAILS

NOT TO SCALE

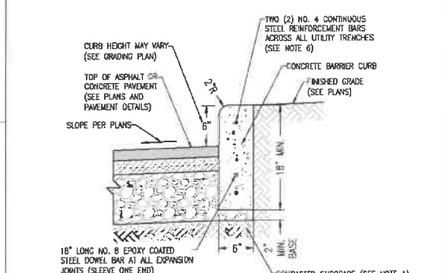


NOTES:

1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.
2. ALL PORTLAND CEMENT CONCRETE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
3. CURB NOTED ON THE PLANS AS 'REVERSE PITCH' SHALL HAVE THE GUTTER SLOPE REVERSED TO FLOW AWAY FROM THE FACE OF CURB.
4. BASE COURSE SHALL BE CRUSHED STONE OR APPROVED EQUAL.
5. CONTROL JOINTS SHALL BE INSTALLED AT TEN (10) FEET ON CENTER UNLESS OTHERWISE NOTED.
6. EXPANSION JOINTS SHALL BE INSTALLED AT FIFTY (50) FEET ON CENTER, CURB RADIUS POINTS, ALL LOCATIONS WHERE NEW CONCRETE CURBS ADJOIN EXISTING CONCRETE AND FIVE (5) FEET ON EACH SIDE OF ALL UTILITY CASTINGS ADJACENT TO NEW CONCRETE.
7. INSTALL TWO (2) CONTINUOUS NO. 4 STEEL REINFORCEMENT BARS PERPENDICULAR TO AND CENTERED OVER ALL UTILITY TRENCH CROSSINGS SO BARS EXTEND A MINIMUM OF FIVE (5) FEET BEYOND TRENCH.

CONCRETE CURB AND GUTTER DETAIL

NOT TO SCALE

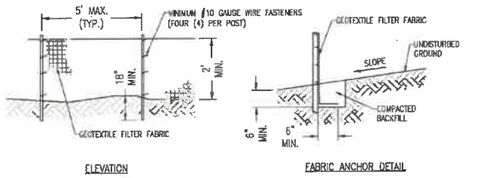


NOTES:

1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.
2. ALL PORTLAND CEMENT CONCRETE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
3. BASE COURSE SHALL BE 4" CRUSHED STONE OR APPROVED EQUAL.
4. CONTROL JOINTS SHALL BE INSTALLED AT TEN (10) FEET ON CENTER UNLESS OTHERWISE NOTED.
5. EXPANSION JOINTS SHALL BE INSTALLED AT FIFTY (50) FEET ON CENTER, CURB RADIUS POINTS, ALL LOCATIONS WHERE NEW CONCRETE CURBS ADJOIN EXISTING CONCRETE AND FIVE (5) FEET ON EACH SIDE OF ALL UTILITY CASTINGS ADJACENT TO NEW CONCRETE.
6. INSTALL TWO (2) CONTINUOUS NO. 4 STEEL REINFORCEMENT BARS PERPENDICULAR TO AND CENTERED OVER ALL UTILITY TRENCH CROSSINGS SO BARS EXTEND A MINIMUM OF FIVE (5) FEET BEYOND TRENCH.

CONCRETE BARRIER CURB DETAIL

NOT TO SCALE



NOTES:

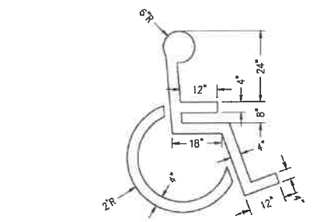
1. TEMPORARY SILT FENCE SHALL BE INSTALLED AROUND PROJECT PERIMETER PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. GEOTEXTILE FILTER FABRIC SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
3. FENCE POSTS SHALL BE EITHER STANDARD STEEL OR WOOD POSTS WITH A MINIMUM CROSS SECTIONAL AREA OF THREE (3) SQUARE INCHES.

SILT FENCE DETAIL

NOT TO SCALE

NOTES:

1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS A MINIMUM OF EIGHTEEN (18) INCHES INTO THE GROUND AND BURY THE FLAP.

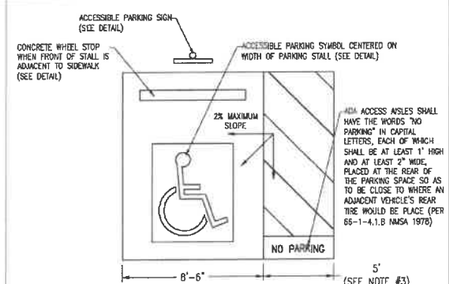


NOTE:

1. SYMBOL SHALL BE CENTERED ON WIDTH OF PARKING STALL AND PAINTED WHITE ON BLUE BACKGROUND UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.

ACCESSIBLE PARKING SYMBOL DETAIL

NOT TO SCALE

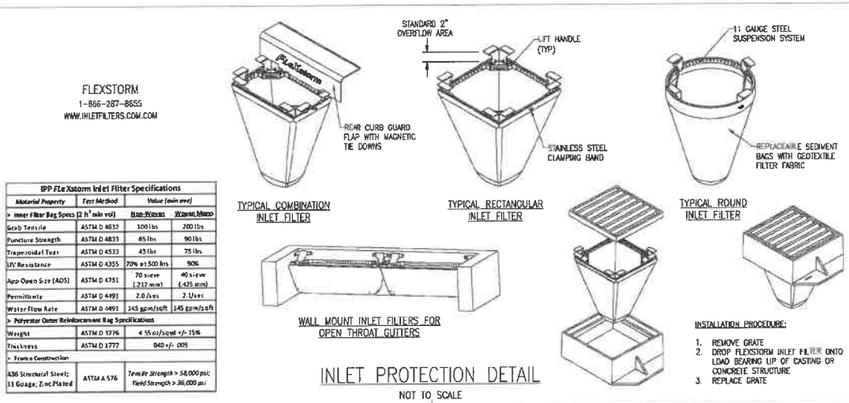


NOTES:

1. ALL PAVEMENT STRIPING SHALL BE YELLOW UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES
2. MAXIMUM SLOPE WITHIN ALL HANDICAP ACCESSIBLE PARKING STALLS SHALL NOT EXCEED 2% IN ANY DIRECTION.
3. ACCESS AISLE WIDTH SHALL BE 8' FOR VAN ACCESSIBLE STALLS (SEE PLANS FOR LOCATIONS).

ACCESSIBLE PARKING STALL DETAIL

NOT TO SCALE



IPP FlexXstorm Inlet Filter Specifications		
Material Property	**Test Method**	**Value (min ave)**
> Inner Filter Bag Specs (2 ft² min wt)	**Non-Woven**	**Woven Mono**
Grab Tensile	ASTM D 4632	100 lbs / 200 lbs
Puncture Strength	ASTM D 4833	65 lbs / 90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs / 75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs / 90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm) / 40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0 /sec / 2 /sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft / 145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications		
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%
Thickness	ASTM D 1777	040 +/- 005
> Frame Construction		
A36 Structural Steel; 11 Gauge; Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi

INSTALLATION PROCEDURE:

1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

INLET PROTECTION DETAIL

NOT TO SCALE

GreenbergFarrow
CORP.
21 South Evergreen Avenue
Suite 200
Arlington Heights, IL 60005
t: 847 788 9200 f: 847 788 9537

PROJECT TEAM

ISSUE/REVISION RECORD

DATE	DESCRIPTION
02/26/21	COORDINATION SET
03/19/21	PERMIT SET
04/09/21	SITE PLAN
04/14/21	PERMIT RESPONSE
04/30/21	PERMIT RESPONSE

Proj.20182050.0
MICHAEL E. HAAS NEW MEXICO 26056 PROFESSIONAL ENGINEER
expires 12/31/22
date 4/30/21

PROFESSIONAL IN CHARGE
MICHAEL HAAS
PROFESSIONAL ENGINEER
LICENSE NO. 26056

PROJECT MANAGER
EDWARD COSS

QUALITY CONTROL
EDWARD COSS

DRAWN BY
MITCH HEFFERNAN

PROJECT NAME
TEXAS ROADHOUSE

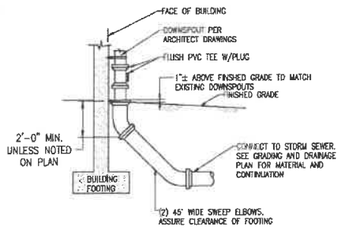
ALBUQUERQUE
NEW MEXICO

10000 COORS BYPASS NW
ALBUQUERQUE, NM 87114

PROJECT NUMBER
20182050.0

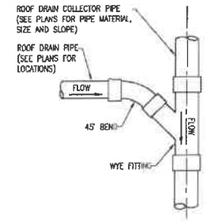
SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C7.0



DOWNSPOUT LEADER DETAIL

NOT TO SCALE

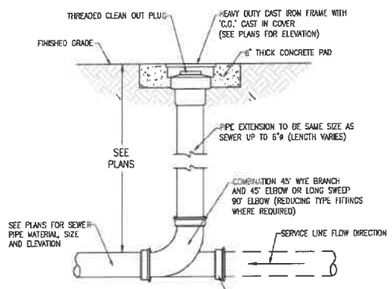


NOTE:

1. CONTRACTOR SHALL PROVIDE RISER PIPE AND ADDITIONAL FITTINGS AS NECESSARY TO CONNECT ROOF DRAIN LEADERS TO ROOF DRAIN COLLECTOR PIPE.

ROOF DRAIN WYE CONNECTION DETAIL

NOT TO SCALE

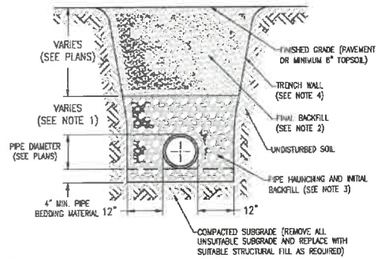


NOTE:

1. SEE APPLICABLE DETAIL FOR PIPE BEDDING AND BACKFILL REQUIREMENTS.

SEWER CLEAN OUT DETAIL

NOT TO SCALE

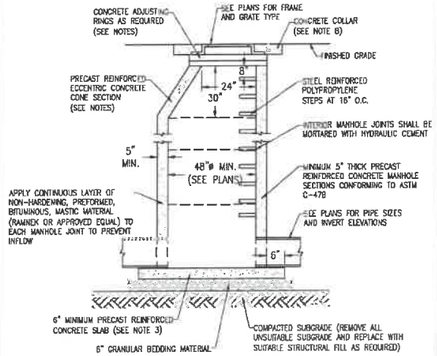


NOTES:

1. 12" MINIMUM INITIAL GRANULAR BACKFILL REQUIRED OVER TOP OF PIPE FOR PIPES UP TO AND INCLUDING 48" IN DIAMETER. 18" MINIMUM GRANULAR BACKFILL REQUIRED OVER TOP OF PIPE FOR PIPES GREATER THAN 48" IN DIAMETER.
2. BACKFILL TRENCH WITH INORGANIC EXCAVATED MATERIAL EXCEPT WHERE UNDER OR WITHIN TWO (2) FEET OF PAVEMENT WHERE GRANULAR BACKFILL MATERIAL IS REQUIRED.
3. ALL BACKFILL MATERIALS SHALL BE PLACED AND PROPERLY COMPACTED TO 98% OF THE MATERIALS MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D698 AND THE GEOTECHNICAL ENGINEERING REPORT RECOMMENDATIONS.
4. ALL TRENCH EXCAVATIONS SHALL BE PROTECTED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS, LAWS AND RULES. AT A MINIMUM, THEY SHALL NOT BE LESS THAN THE STANDARDS AND REGULATIONS ESTABLISHED BY OSHA IN 29 CFR PART 1926.

FLEXIBLE PIPE TRENCH DETAIL

NOT TO SCALE

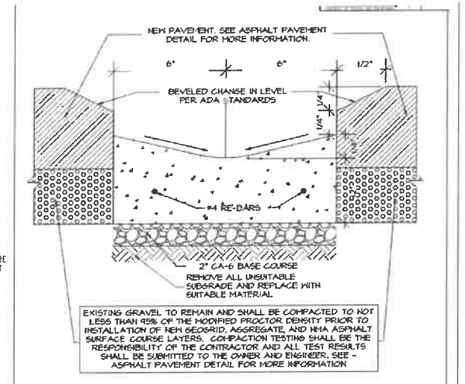


NOTES:

1. PRECAST REINFORCED CONCRETE CONE SECTION AND ADJUSTING RINGS SHALL CONFORM TO ASTM C-39 (COMPRESSIVE STRENGTH TEST).
2. MAXIMUM ALLOWABLE HEIGHT FOR CONCRETE ADJUSTING RINGS SHALL BE 8" UNLESS OTHERWISE NOTED.
3. PRECAST REINFORCED MONOLITHIC CONCRETE MANHOLE BOTTOM WITH INTEGRAL SIDEWALLS CAN BE SUBSTITUTED IN PLACE OF THE CONCRETE BOTTOM SLAB DESIGN SHOWN.
4. FLAT-TOP SLABS SHALL BE PROVIDED FOR SHALLOW MANHOLE INSTALLATIONS ONLY AND SHALL BE DESIGNED FOR HS-20 TRAFFIC LOADING WHEN LOCATED IN PAVED AREAS.
5. MANHOLE BARREL SECTIONS SHALL BE TONGUE AND GROOVE TYPE.
6. MANHOLE WALL THICKNESSES AND CONE SECTION HEIGHT DIMENSIONS SHOWN ARE THE MINIMUM REQUIRED FOR 48"ø PRECAST REINFORCED CONCRETE STORM MANHOLES. DIMENSIONS FOR LARGER DIAMETER STORM MANHOLE STRUCTURES SHALL BE ADJUSTED PER MANUFACTURER SPECIFICATIONS.
7. SEE PLANS FOR MANHOLE DIAMETER SIZES, RIM ELEVATIONS AND PIPE INVERT ELEVATIONS AND LOCATIONS.
8. MINIMUM 8" THICK CONCRETE COLLARS SHALL BE INSTALLED AROUND ALL CATCH BASIN CASTINGS LOCATED IN PAVED AREAS AND SHALL EXTEND A MINIMUM OF 2' BEYOND CASTING.

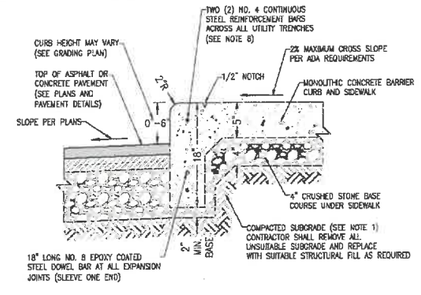
STORM MANHOLE DETAIL

NOT TO SCALE



DETAIL - 1' WIDE DEPRESSED CURB

NOT TO SCALE

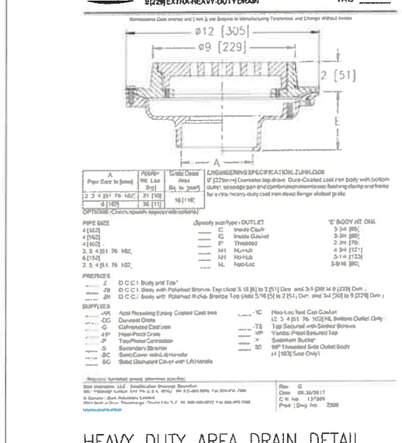


NOTES:

1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.
2. ALL PORTLAND CEMENT CONCRETE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.
3. PROVIDE INTEGRAL BLACK COLORED CONCRETE SIDEWALK PER PROJECT SPECIFICATIONS WHERE INDICATED ON THE PLANS.
4. CONTROL JOINTS SHALL BE INSTALLED AT FIVE (5) FEET ON CENTER FOR SIDEWALKS AND TEN (10) FEET ON CENTER FOR CURBS UNLESS OTHERWISE NOTED.
5. EXPANSION JOINTS SHALL BE INSTALLED AT FIFTY (50) FEET ON CENTER, CURB AND SIDEWALK RADIUS POINTS, ALL LOCATIONS WHERE NEW CONCRETE SIDEWALKS OR CURBS ADJOIN EXISTING CONCRETE AND FIVE (5) FEET ON EACH SIDE OF ALL UTILITY CASTINGS ADJACENT TO NEW CONCRETE.
6. INSTALL TWO (2) CONTINUOUS NO. 4 STEEL REINFORCEMENT BARS PERPENDICULAR TO AND CENTERED OVER ALL UTILITY TRENCH CROSSINGS 50 BARS EXTEND A MINIMUM OF FIVE (5) FEET BEYOND TRENCH.

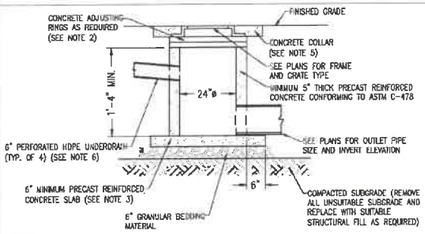
MONOLITHIC CONCRETE CURB AND SIDEWALK DETAIL

NOT TO SCALE



HEAVY DUTY AREA DRAIN DETAIL

NOT TO SCALE

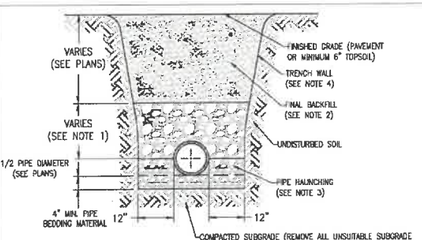


NOTES:

1. PRECAST REINFORCED CONCRETE ADJUSTING RINGS SHALL CONFORM TO ASTM C-39 (COMPRESSIVE STRENGTH TEST).
2. MAXIMUM ALLOWABLE HEIGHT FOR CONCRETE ADJUSTING RINGS SHALL BE 8" UNLESS OTHERWISE NOTED.
3. PRECAST REINFORCED MONOLITHIC CONCRETE MANHOLE BOTTOM WITH INTEGRAL SIDEWALLS CAN BE SUBSTITUTED IN PLACE OF THE CONCRETE BOTTOM SLAB DESIGN SHOWN.
4. SEE PLANS FOR INLET RIM ELEVATIONS AND PIPE INVERT ELEVATIONS AND LOCATIONS.
5. MINIMUM 8" THICK CONCRETE COLLARS SHALL BE INSTALLED AROUND ALL INLET CASTINGS LOCATED IN PAVED AREAS AND SHALL EXTEND A MINIMUM OF 2' BEYOND CASTING.
6. CONTRACTOR SHALL INSTALL (4) 6" PERFORATED HDPE UNDERDRAINS AT MINIMUM 1% SLOPE AT EACH INLET (SEE PERFORATED PIPE UNDERDRAIN DETAIL FOR ADDITIONAL INFORMATION)

2'ø INLET DETAIL

NOT TO SCALE

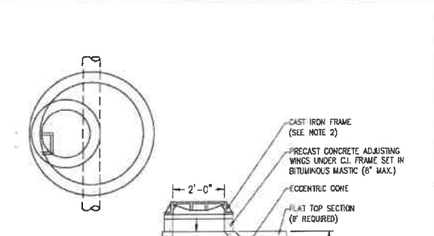


NOTES:

1. 12" MINIMUM INITIAL GRANULAR BACKFILL REQUIRED OVER TOP OF PIPE.
2. BACKFILL TRENCH WITH INORGANIC EXCAVATED MATERIAL EXCEPT WHERE UNDER OR WITHIN TWO (2) FEET OF PAVEMENT WHERE GRANULAR BACKFILL MATERIAL IS REQUIRED.
3. ALL BACKFILL MATERIALS SHALL BE PLACED AND PROPERLY COMPACTED TO 98% OF THE MATERIALS MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D698 AND THE GEOTECHNICAL ENGINEERING REPORT RECOMMENDATIONS.
4. ALL TRENCH EXCAVATIONS SHALL BE PROTECTED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS, LAWS AND RULES. AT A MINIMUM, THEY SHALL NOT BE LESS THAN THE STANDARDS AND REGULATIONS ESTABLISHED BY OSHA IN 29 CFR PART 1926.

RIGID PIPE TRENCH DETAIL

NOT TO SCALE

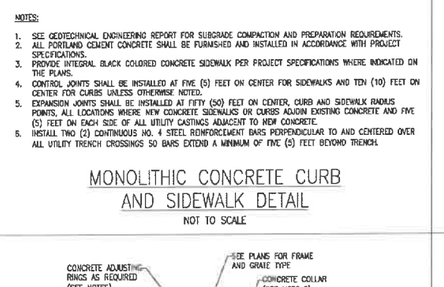


NOTES:

1. PROVIDE MINIMUM 4" OF PIPE BEDDING MATERIAL UNDER MANHOLE BOTTOM SECTION & FILL ENTIRE EXCAVATION AROUND MANHOLE UP TO 1" OF SEWER WITH BEDDING MATERIAL.
2. MANHOLES SHALL BE FURNISHED WITH A WATERTIGHT FRAME AND SOLID CAST IRON COVER WITH THE WORDS "SANITARY SEWER" IMPRINTED ON THE COVER WITH RAISED LETTERS.
3. PIPE SECTION SHALL BE LAID THRU MANHOLE TO FORM CHANNEL & TOP HALF BROKEN OUT EVEN WITH CONCRETE TABLE.
4. PROVIDE BITUMINOUS MASTIC BETWEEN ALL SECTIONS, RINGS & FRAME.
5. PROVIDE SMOOTH "Y" TRANSITIONS FOR ALL BRANCHES AND BENDS IN LINE.
6. WHERE SEWER DEPTH IS 8'-0" OR LESS USE "FLAT" TOP IN PLACE OF CONE DESIGNED TO SUPPORT AASHTO H20 LOADING.
   D = 4'-0" FOR 24" DIA. & UNDER 5'-0" FOR 27" TO 36" DIA. 6'-0" FOR 36" TO 48"
7. MANHOLE COVERS MUST HAVE O-RING GASKETS AND SEALED PICK HOLES.
8. PROVIDE CHIMNEY SEAL AND PIPE BOOT ON ALL SANITARY MANHOLES.

SANITARY SEWER MANHOLE DETAIL

NOT TO SCALE

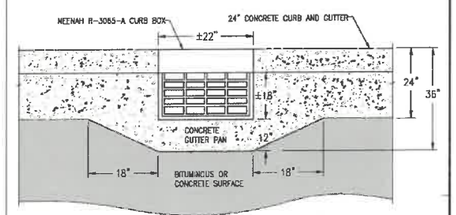


NOTES:

1. PRECAST REINFORCED CONCRETE CONE SECTION AND ADJUSTING RINGS SHALL CONFORM TO ASTM C-39 (COMPRESSIVE STRENGTH TEST).
2. MAXIMUM ALLOWABLE HEIGHT FOR CONCRETE ADJUSTING RINGS SHALL BE 8" UNLESS OTHERWISE NOTED.
3. PRECAST REINFORCED MONOLITHIC CONCRETE MANHOLE BOTTOM WITH INTEGRAL SIDEWALLS CAN BE SUBSTITUTED IN PLACE OF THE CONCRETE BOTTOM SLAB DESIGN SHOWN.
4. FLAT-TOP SLABS SHALL BE PROVIDED FOR SHALLOW CATCH BASIN INSTALLATIONS ONLY AND SHALL BE DESIGNED FOR HS-20 TRAFFIC LOADING WHEN LOCATED IN PAVED AREAS.
5. MANHOLE BARREL SECTIONS SHALL BE TONGUE AND GROOVE TYPE.
6. MANHOLE WALL THICKNESSES AND CONE SECTION HEIGHT DIMENSIONS SHOWN ARE THE MINIMUM REQUIRED FOR 48"ø PRECAST REINFORCED CONCRETE CATCH BASINS. DIMENSIONS FOR LARGER DIAMETER CATCH BASIN STRUCTURES SHALL BE ADJUSTED PER MANUFACTURER SPECIFICATIONS.
7. SEE PLANS FOR CATCH BASIN DIAMETER SIZES, RIM ELEVATIONS AND PIPE INVERT ELEVATIONS AND LOCATIONS.
8. MINIMUM 8" THICK CONCRETE COLLARS SHALL BE INSTALLED AROUND ALL CATCH BASIN CASTINGS LOCATED IN PAVED AREAS AND SHALL EXTEND A MINIMUM OF 2' BEYOND CASTING.
9. CONTRACTOR SHALL INSTALL (4) 6" PERFORATED HDPE UNDERDRAINS AT MINIMUM 1% SLOPE AT EACH CATCH BASIN (SEE PERFORATED PIPE UNDERDRAIN DETAIL FOR ADDITIONAL INFORMATION).

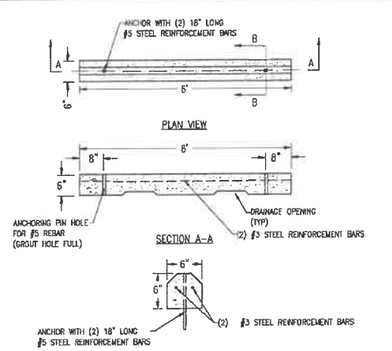
CATCH BASIN DETAIL

NOT TO SCALE



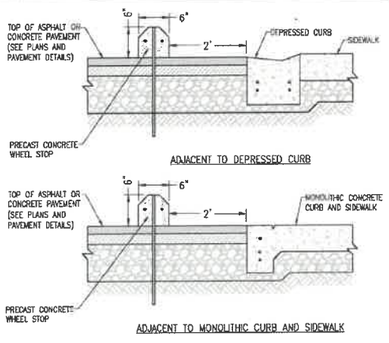
CURB TRANSITION DETAIL

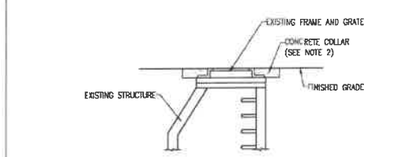
NOT TO SCALE



CONCRETE WHEEL STOP DETAIL

NOT TO SCALE





NOTES:

1. ADJUSTING RINGS SHALL CONFORM TO ASTM C-39 (COMPRESSIVE STRENGTH TEST).
2. MINIMUM 8" THICK CONCRETE COLLARS SHALL BE INSTALLED AROUND ALL CATCH BASIN CASTINGS LOCATED IN PAVED AREAS AND SHALL EXTEND A MINIMUM OF 2' BEYOND CASTING.

CONCRETE COLLAR DETAIL

NOT TO SCALE

TRAFFIC CIRCULATION LAYOUT APPROVED

Signed

Date 5/10/21

GreenbergFarrow
COA#:
21 South Evergreen Avenue
Suite 200
Arlington Heights, IL 60005
t: 847 788 9200 f: 847 788 9537

PROJECT TEAM

ISSUE/REVISION RECORD

DATE	DESCRIPTION
02/26/21	COORDINATION SET
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04/30/21	PERMIT RESPONSE

Proj.20182050
MICHAEL E. HAAS
NEW MEXICO
26056
PROFESSIONAL ENGINEER
expires 12/31/22
date 4/30/21

PROFESSIONAL IN CHARGE
MICHAEL HAAS
PROFESSIONAL ENGINEER
LICENSE NO. 26056

PROJECT MANAGER
EDWARD GOSS

QUALITY CONTROL
EDWARD GOSS

DRAWN BY
MITCH HEFFERNAN

PROJECT NAME

TEXAS ROADHOUSE

ALBUQUERQUE NEW MEXICO

10000 COORS BYPASS NW ALBUQUERQUE, NM 87114

Bubba's 33

PROJECT NUMBER
20182050.0

SHEET TITLE

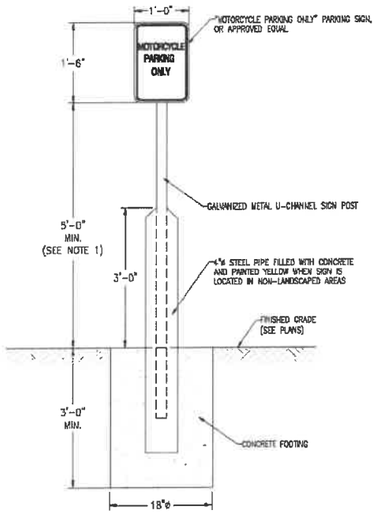
CONSTRUCTION DETAILS

SHEET NUMBER

C7.1

TRAFFIC CIRCULATION LAYOUT APPROVED

Signed 5/10/21 Date

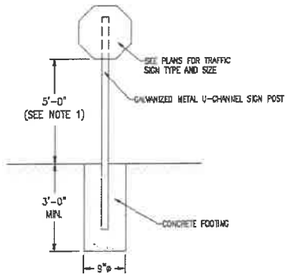


NOTES:

1. MOTORCYCLE PARKING SIGNS SHALL BE CENTERED AT THE FRONT OF EACH PARKING STALL AND ALL ATTACHED SIGNS SHALL BE A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.

MOTORCYCLE PARKING SIGN DETAIL

NOT TO SCALE

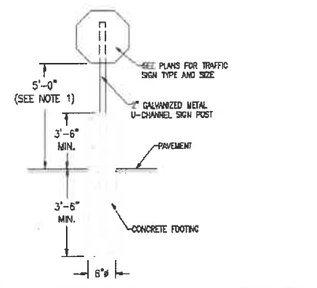


NOTES:

1. TRAFFIC SIGN POSTS SHALL BE LOCATED 2' FROM BACK OF CURB AND SIGNS SHALL BE INSTALLED WITH A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. TRAFFIC SIGNS SHALL BE IN FURNISHED IN ACCORDANCE WITH THE LATEST U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

TRAFFIC SIGN DETAIL – GRASS AREA

NOT TO SCALE



NOTES:

1. TRAFFIC SIGN POSTS SHALL BE LOCATED 2' FROM BACK OF CURB AND SIGNS SHALL BE INSTALLED WITH A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. TRAFFIC SIGNS SHALL BE IN FURNISHED IN ACCORDANCE WITH THE LATEST U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

SIGN, POST & BOLLARD DETAIL –PAVED AREAS

NOT TO SCALE

R5-1 DO NOT ENTER SIGN DETAIL

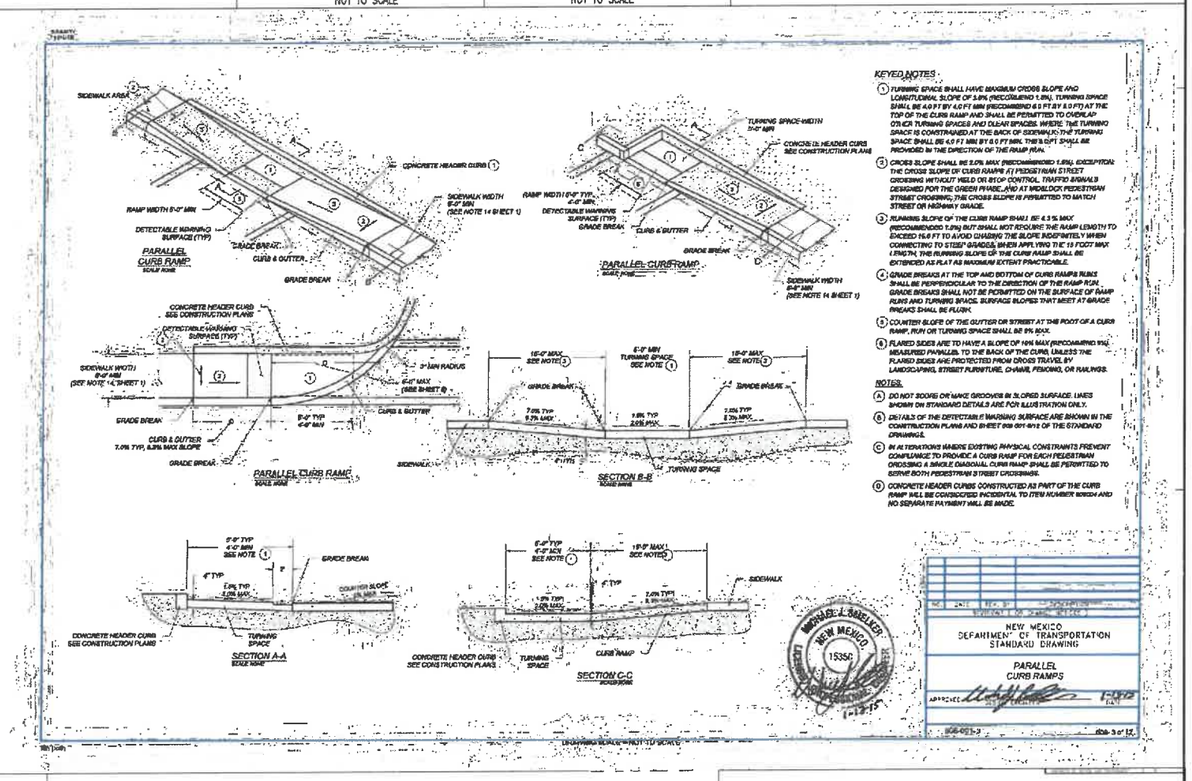
NOT TO SCALE

R6-2L ONE WAY (ARROW) (LEFT) SIGN DETAIL

NOT TO SCALE

R6-2R ONE WAY (ARROW) (RIGHT) SIGN DETAIL

NOT TO SCALE

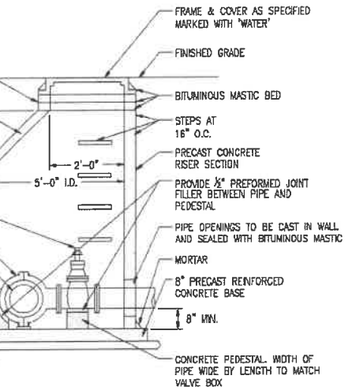


KEYED NOTES:

1. TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT MIN (RECOMMEND 6.0 FT BY 6.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER TURNING SPACES AND CLEAR SPACES. WHERE THE TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4.0 FT MIN BY 6.0 FT MIN. THE LONG SIDE SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
2. CROSS SLOPE SHALL BE 2.0% MAX (RECOMMENDED 1.5%). EXCEPTION: THE CROSS SLOPE OF CURB RAMPS AT PEDESTRIAN STREET CROSSING WITHOUT YIELD OR STOP CONTROL, TRAFFIC SIGNALS DESIGNED FOR THE GREEN PHASE, AND AT MIDBLOCK PEDESTRIAN STREET CROSSING, THE CROSS SLOPE IS PERMITTED TO MATCH STREET OR HIGHWAY GRADE.
3. RUNNING SLOPE OF THE CURB RAMP SHALL BE 4.3 % MAX (RECOMMENDED 7.0%) BUT SHALL NOT EXCEED THE RAMP LENGTH TO EXCEED 14.8 FT TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING TIC 15 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMPS RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, FLUN OR TURNING SPACE SHALL BE 5% MAX.
6. FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 9%), MEASURED PARALLEL TO THE BACK OF THE CURB, UNLESS THE FLARED SIDES ARE PROTECTED FROM CROSS TRAVEL BY LANDSCAPING, STREET FURNITURE, CHANNEL, PEDIMENT, OR RAILINGS.

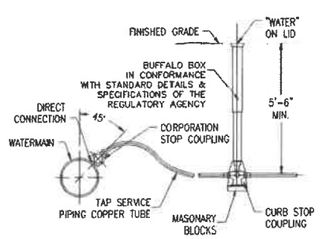
NOTES:

A. DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
B. DETAILS OF THE DEPICTION OF WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 9 OF 9 OF THE STANDARD DRAWINGS.
C. IN ALTERATIONS WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT COMPLIANCE TO PROVIDE A CURB RAMP FOR EACH PEDESTRIAN CROSSING, A SINGLE DIAGONAL CURB RAMP SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS.
D. CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 609240 AND NO SEPARATE PAYMENT WILL BE MADE.



TAPPING SLEEVE, VALVE & VALVE VAULT DETAIL

SCALE: NONE

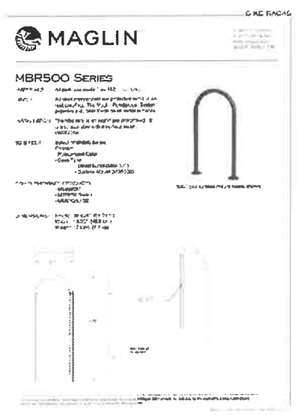


NOTES:

1. SERVICE PIPE TO BE WEAVED IN TRENCH TO ALLOW AT LEAST ONE (1) FOOT EXTRA LENGTH
2. UPON COMPLETION OF WATER SERVICE CONSTRUCTION ALL BOXES ARE TO BE FULLY EXTENDED AND LEFT PROTRUDING ABOVE THE PROPOSED GRADE.
3. GRANULAR BACKFILL TO BE PLACED UNDER PAVEMENT AS SPECIFIED.
4. JET ALL TRENCHES

WATER SERVICE DETAIL

SCALE: NONE

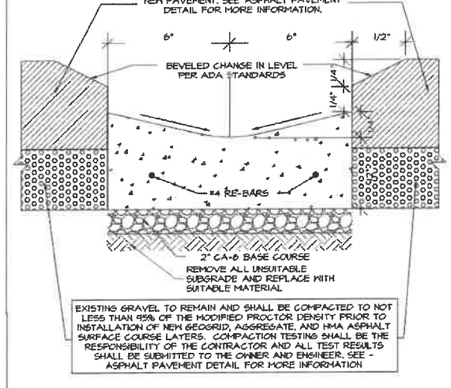


NOTES:

1. THE BIKE RACK IS 36.625" IN HEIGHT WHICH EXCEEDS THE 30" HEIGHT MINIMUM
2. THE BIKE RACK IS 18.25" WIDE WHICH EXCEEDS THE 18" MINIMUM.
3. THE BIKE RACK IS SUPPORTED HORIZONTALLY IN TWO PLACES.
4. THE BIKE RACK SUPPORTS BICYCLES IN AN UPRIGHT POSITION.
5. THE BIKE RACK ALLOWS VARYING BICYCLE FRAME SIZES AND STYLES TO BE ATTACHED.
6. THE USER IS NOT REQUIRED TO LIFT THE BICYCLE TO LOCK IT TO THE RACK.
7. EACH BICYCLE PARKING SPACE IS ACCESSIBLE WITHOUT MOVING ANOTHER BICYCLE.
8. THE BIKE RACK WILL BE ANCHORED TO A CONCRETE PAD.

BIKE RACK DETAIL

NOT TO SCALE



DETAIL - 1' WIDE DEPRESSED CURB

NOT TO SCALE

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21 South Evergreen Avenue
Suite 200
Arlington Heights, IL 60005
t: 847 788 9200 f: 847 788 9537

PROJECT TEAM

ISSUE/REVISION RECORD

DATE	DESCRIPTION
02/26/21	COORDINATION SET
03/15/21	PERMIT SET
04/09/21	SITE PLAN
04/14/21	PERMIT RESPONSE
04/30/21	PERMIT RESPONSE

Proj.20182050
MICHAEL E. HAAS
NEW MEXICO
20056
PROFESSIONAL ENGINEER
expires 12/31/22
date 4/30/21

PROFESSIONAL IN CHARGE
MICHAEL HAAS
PROFESSIONAL ENGINEER
LICENSE NO. 20056

PROJECT MANAGER
EDWARD COSS

QUALITY CONTROL
EDWARD COSS

DRAWN BY
MITCH HEFFERNAN

PROJECT NAME
TEXAS ROADHOUSE

ALBUQUERQUE NEW MEXICO
10000 COORS BYPASS NW ALBUQUERQUE, NM 87114

PROJECT NUMBER
20182050.0

SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C7.2