HYDROLOGY

C17/D1p
1 PLAN

C17/D1p

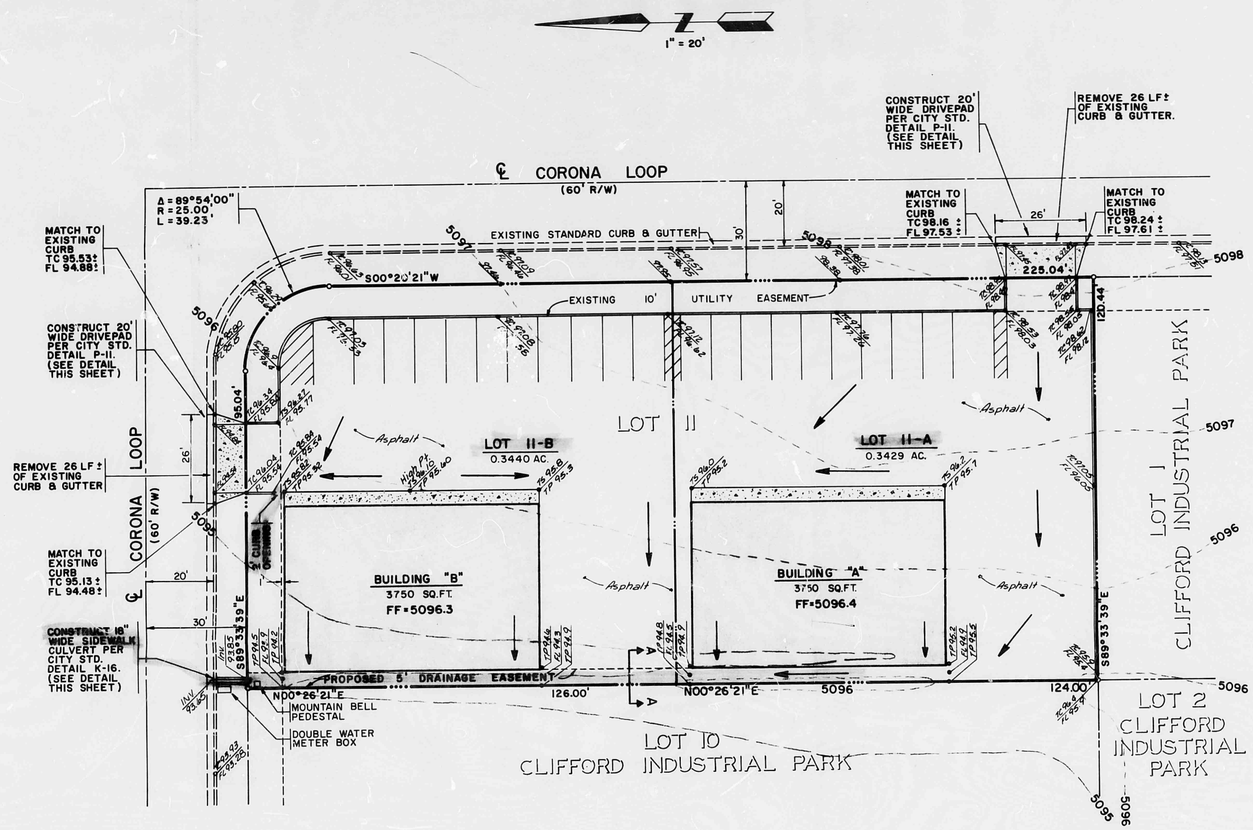
1 Plan

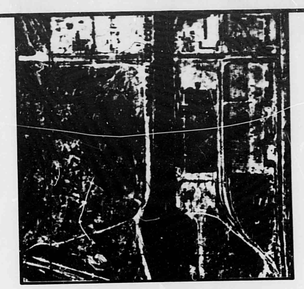
BENCH MARK

THE BENCH MARK IS LOCATED ON THE WEST SIDE OF WASHINGTON STREET, APPROXIMATELY 350' NORTH OF THE NORTH CURB RETURN OF ANAHEIM AVE. & WASHINGTON STREET. THE BENCH MARK IS MARKED "ACS 8-C17, 1975" ELEVATION = 5111.029

LEGAL DESCRIPTION

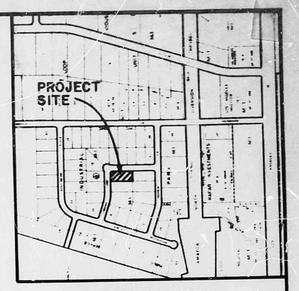
LOT 11 IS CURRENTLY BEING REPLATTED INTO LOTS 11-A AND 11-B, CLIFFORD INDUSTRIAL PARK





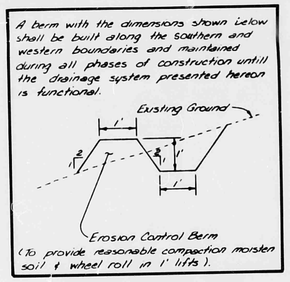
FLOOD INSURANCE MAP

REFERENCE: FLOOD INSURANCE STUDY

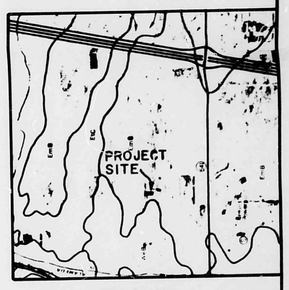


LOCATION MAP

ZONE ATLAS PAGE C-17-Z



EROSION CONTROL PLAN



SOILS MAP

REFERENCE: SCS BERNALILLO COUNTY SOIL SURVEY

SITE LOCATION AND EXISTING CONDITIONS

The site is presently described as Lot 11 of the Clifford Industrial Park located southwest of Richfield and Jefferson in Albuquerque, New Mexico. A vicinity map, shown on this sheet, identifies the location.

The undeveloped site was rough graded in 1983 as part of the initial development of the Clifford Industrial Park. It slopes gradually and evenly to the northwest at approximately 2%. The SCS soil type for the site is predominately Embudo. The hydrological soil group is Type "B" (see Soils Map on this sheet).

The site generates runoff under existing conditions of approximately 1.1 cfs (100-year, 6-hour storm) which drains to the paved Corona Loop at the site's north boundary. Ultimately, these flows combine with the remainder of Clifford Industrial Park runoff and discharges to the North AMAFCA Diversion Channel. There are currently no significant off-site flows impacting the site.

The FEMA Floodway maps, as shown on the plan, indicate that there is no existing floodplain occurring across the site.

PROPOSED CONDITIONS

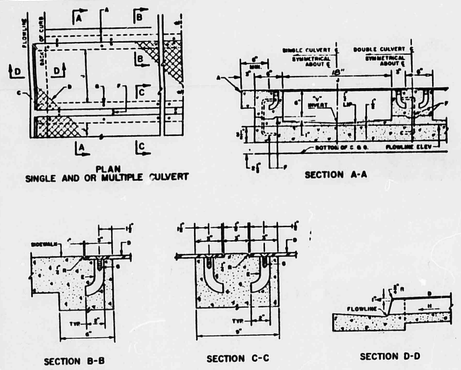
Under the proposed developed conditions, the site will be replatted into Lots 11-A and 11-B. This replatting action is occurring coincidentally with the submittal of this drainage report.

The lots are proposed to discharge freely to Corona Loop in accordance with the previous Clifford Industrial Park drainage report. In the 100-year, 6-hour storm, Lots 11-A and 11-B will generate approximately 1.44 cfs and 1.33 cfs, respectively. This combined runoff rate of 2.77 cfs will be mitigated slightly by the controlled discharge of the guttered building roofs. Lot 11-B will primarily discharge its runoff to the proposed sidewalk culvert located at the northwest corner of the lot. The south lot, Lot 11-A, will drain northwesterly to the proposed 5' wide private drainage easement located along the west boundary of Lot 11-B. The easement then drains northerly to the sidewalk culvert, mentioned previously. Due to the tight development conditions, the replat will provide a reciprocal drainage easement allowing Lot 11-A to drain across Lot 11-B (outside the 5' private drainage easement.

Erosion control has been provided as indicated on this plan. Calculations of runoff and culvert capacities are enclosed in the bound report.

APPROVED FOR DRAINAGE
5-21-86
DATE
Roger D. Shenk PE Hydrology
SIGNATURE TITLE

RECEIVED
MAY 12 1986
HYDROLOGY SECTION



GENERAL NOTES:

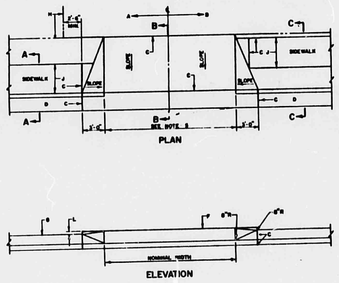
1. PLACING OF DRAIN THRU EXIST. SIDEWALK, C & G, REQUIRE THAT ENTIRE SIDEWALK, C & G, STONES BE REMOVED & REPLACED AS DETAILED HEREIN.
2. BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
3. THE INVERT SHALL BE TROWELED & RETROWELED TO PROVIDE A HARD POLISHED SURFACE OF MAX. DENSITY & SMOOTHNESS. "V" INVERT SHALL BE V-SHAPED TO WITHIN 3" OF OUTLET, SHAPED FROM THIS POINT TO OUTLET AT OUTLET IT SHALL PARALLEL FLOWLINE UNLESS OTHERWISE SHOWN.
4. ALL EXPOSED CONC. SURFACE SHALL MATCH GRADE, COLOR, FINISH & SCORING OF ADJACENT CURB & SIDEWALK.
5. ~~SIDEWALK REPLACED DURING THE WINTERTIME TO BE POURED CONTINUOUSLY WITHOUT EXPANSION JOINT.~~
6. DRILL & TAP ROD ANCHORS FOR F.H. MACH. SCREW, SPACE AT 24" O.C. MAX., & DRILL OF & PYRONE EPOXY. PLACE ONE WITHIN 6" OF EA. END. ANCHORS SHALL BE ATTACHED TO PLATE & PLATE REQUIRED IN PLACE PRIOR TO POURING OF WALLS.
7. LENGTH OF EA. PLATE SHALL BE SUCH THAT THE WEIGHT WILL NOT EXCEED 30 LBS & SHALL BE STRESS RELIEVED AFTER FABRICATION. AFTER CLEANING SURFACE OF RUST, SCALE ETC. PLATE & FRAMING MEMBERS WILL BE PAINTED ONE SHOP COAT RED OXIDE & TWO FINISH COATS ALUMINUM PAINT (AASHTO M 69)
8. THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.

CONSTRUCTION NOTES:

A. JOIN TO NEAREST SCORE LINE OR WEAKENED PLANE JOINT, INSTALL ½" EXPANSION JOINT.
~~B. SIDEWALK OR GUTTER MODIFICATION.~~
C. 9" RADIUS (TYPICAL).
D. ¼" CHECKERED STEEL PLATE.
E. ROD ANCHOR (7" X 5" STAINLESS STEEL.
F. CONSTR. JT. & DOWEL 30FT.1.1F DOWELS ARE USED SPACE AT 24" O.C. MAX., 1½ MIN. FROM FACE OF CONC., DOWELS MAY BE INCLINED IF NECESSARY.
G. ¼" X 1" F.H. C'SUNK STAINLESS STEEL MACH. SCREW.
H. SLOPE ¼" PER FT MIN.
J. DRAIN WIDTH, 18" MIN. 24" MAX.

SIDEWALK CULVERT

NO SCALE



GENERAL NOTES:

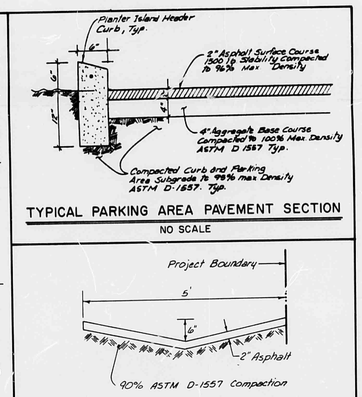
~~1. DEVIATIONS FROM THESE STD. SHALL BE SUBMITTED TO THE CITY ENGR. DURING TRAFFIC ENGR. FOR APPROVAL PRIOR TO CONSTRUCTION.~~
~~2. REPAIR OF SIDEWALK VARIANCES SHALL BE SUBMITTED TO THE DEVELOPMENT REVIEW BOARD.~~
~~3. USE OF "CAP" OR OTHER DEVICES OR PREVIOUS ROAD, PENCES, WALLS OR OTHER SIMILAR ALL SHALL~~
4. ALL DRIVEPADS SHALL BE A MIN. OF 6" IN DEPTH OR SHALL BE CONSTRUCTED FROM BACK OF CURB TO PVL, WHICHEVER IS GREATER
5. DRIVEPADS WIDER THAN 16' (NOMINAL) SHALL HAVE ½" EXP JT AT MIDPOINT. DRIVEPADS WIDER THAN 30' SHALL HAVE ½" EXP JT IN MAX. BETWEEN JT. EQUALLY SPACED.
~~6. SURE TYPE SIDEWALK SHALL BE USED ONLY WHEN VARIANCE IS APPROVED.~~
~~7. FOR SIDEWALK WIDTH, SEE SHAP. IN THE DEVEL. PROC. MANUAL.~~
8. SUBGRADE UNDER SIDEWALK & DRIVEPAD SHALL BE COMPACTED TO 90% MAX. DENSITY TO A DEPTH OF 6"

CONSTRUCTION NOTES:

~~A. SURE TYPE SIDEWALK.~~
~~B. 6" FACE SIDEWALK.~~
C. ½" EXP. JT., ADJUST TO FIELD CONDITIONS ON REPLACEMENT WORK.
D. CURB & GUTTER.
~~E. SURE TYPE SIDEWALK TO PROVIDE A UNIFORM TRANSITION BETWEEN SIDEWALK & DRIVEPAD.~~
F. TOP OF DRIVEPAD.
G. TOP OF CURB.
H. PROPERTY LINE.
~~I. VARIABLE WIDTH.~~
~~J. SLOPE 1/4" PER FT.~~
L. FINISH GRADE AT PROPERTY LINE SHALL BE 0.33' ABOVE TOP OF CURB. (TYPICAL) IN CASES OF INSUFFICIENT R/W THIS REQUIREMENT CONFLICTS WITH SIDEWALK SLOPE REQUIREMENTS. DEVIATIONS MUST BE APPROVED BY CITY ENGR. PRIOR TO CONSTRUCTION.

DRIVEPAD DETAIL

NO SCALE



TYPICAL PARKING AREA PAVEMENT SECTION

NO SCALE

SECTION A-A

SWALE DETAIL

NO SCALE

LEGEND

- PROJECT BOUNDARY
- PROPERTY BOUNDARY
- EXISTING CONTOURS
- EXISTING CURB & GUTTER
- PROPOSED CURB
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- DIRECTION OF FLOW

Date	Revision	By

MILE HIGH DEVELOPMENT

LOTS 11-A, 11-B
CLIFFORD INDUSTRIAL PARK

DRAINAGE / GRADING PLAN

Project No

Seal

James R. Jobe
5-12-86

Job No.	61971	Sheet	1 Of 1
Drawn By:	TG	Date:	4/86
Checked By:	JT	Scale:	1" = 20'

BRUNING 44 132 64256