CITY OF ALBUQUERQUE

June 28, 2016

J. Graeme Means
High Mesa Consulting Group
6010 B Midway Park Blvd., NE
Albuquerque, NM 87109

Re: APS La Cueva ISP & Weight Room Renovation & Addition
7801 Wilshire Ave., NE
Traffic Circulation Layout
Engineer's/Architect's Stamp dated 5-23-16 (C19-D004)

Dear Mr. Means,

The TCL submittal received 6-27-16 is approved for Building Permit. 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 a 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 TCL with 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,

Racquel M. Michel, P.E.
Traffic Engineer, Planning Dept.
Development Review Services

\gs via: email
C: CO Clerk, File

PO Box 1293
Albuquerque
New Mexico 87103
www.cabq.gov

2014.017.1

City of Albuquerque

Planning Department

Development & Building Services Division

DRAINAGE AND TRANSPORTATION INFORMATION SHEET (REV 09/2015)

Project Title: APS La Cueva ISP & Weight Room Renovations & Additions Building Permit #: _____ City Drainage #: C-19/D004

DRB#: _____ EPC#: _____ Work Order#: _____

Legal Description: Tract A, La Cueva High School, Albuquerque, New Mexico

City Address: 7801 Wilshire Ave NE, Albuquerque, NM

Engineering Firm: High Mesa Consulting Group Contact: J. Graeme Means

Address: 6010-B Midway Park Blvd NE, Albuquerque, NM 87109

Phone#: 505-345-4250 Fax#: 505-345-4254 E-mail: Gmeans@highmesacg.com

Owner: Albuquerque Public Schools Contact: Richard Miller

Address: 915 Oak Street SE, Albuquerque, NM 87106

Phone#: 505-848-8835 Fax#: 505-246-9020 E-mail: miller_ra@aps.edu

Architect: RMKM Contact: Mildred Ortiz

Address: Simms Building, Studio 1100, 400 Gold Ave SW, Albuquerque, NM 87102

Phone#: 505-243-5454 Fax#: _____ E-mail: mortiz@rmkmarch.com

Other Contact: N/A Contact: _____

Address: _____

Phone#: _____ Fax#: _____ E-mail: _____

Check all that Apply:

DEPARTMENT:

____ HYDROLOGY/ DRAINAGE
X TRAFFIC/ TRANSPORTATION
____ MS4/ EROSION & SEDIMENT CONTROL

TYPE OF SUBMITTAL:

____ ENGINEER/ ARCHITECT CERTIFICATION

____ CONCEPTUAL G & D PLAN
____ GRADING PLAN
____ DRAINAGE MASTER PLAN
____ DRAINAGE REPORT
____ CLOMR/LOMR

X TRAFFIC CIRCULATION LAYOUT (TCL)
____ TRAFFIC IMPACT STUDY (TIS)
____ EROSION & SEDIMENT CONTROL PLAN (ESC)

____ OTHER (SPECIFY) _____

CHECK TYPE OF APPROVAL/ACCEPTANCE SOUGHT:

X BUILDING PERMIT APPROVAL
____ CERTIFICATE OF OCCUPANCY

____ PRELIMINARY PLAT APPROVAL
____ SITE PLAN FOR SUB'D APPROVAL
____ SITE PLAN FOR BLDG. PERMIT APPROVAL
____ FINAL PLAT APPROVAL
____ SIA/ RELEASE OF FINANCIAL GUARANTEE
____ FOUNDATION PERMIT APPROVAL
____ GRADING PERMIT APPROVAL
____ SO-19 APPROVAL
____ PAVING PERMIT APPROVAL
____ GRADING/ PAD CERTIFICATION
____ WORK ORDER APPROVAL
____ CLOMR/LOMR

X PRE-DESIGN MEETING
____ OTHER (SPECIFY) _____

RECEIVED
JUN 27 2016
DEVELOPMENT SECTION

IS THIS A RESUBMITTAL?: X Yes ____ No

DATE SUBMITTED: 6-27-16 By: Ryan Curley

COA STAFF: ELECTRONIC SUBMITTAL RECEIVED: ___

DRAINAGE PLAN

I. INTRODUCTION AND EXECUTIVE SUMMARY

LA CUEVA HIGH SCHOOL IS AN EXISTING PUBLIC HIGH SCHOOL THAT LIES WITHIN A DEVELOPED AREA OF NORTH ALBUQUERQUE ACRES. THE SITE IS DEVELOPED AS A HIGH SCHOOL WITH THE ASSOCIATED PAVED PARKING AND SPORT FIELD IMPROVEMENTS. THIS PROJECT CONSISTS OF THE CONSTRUCTION OF TWO BUILDING ADDITIONS ALONG WITH ADDITIONAL UTILITIES TO SERVICE EXISTING AND PROPOSED CONSTRUCTION AT TWO SEPARATE CORNERS OF THE EXISTING SCHOOL. THE PROPOSED DRAINAGE CONCEPT WILL CONTINUE TO FOLLOW THE EXISTING ESTABLISHED DRAINAGE PATTERNS.

THE SUBMITTAL IS MADE IN SUPPORT OF BUILDING PERMIT APPROVAL.

II. PROJECT DESCRIPTION

AS SHOWN BY THE VICINITY MAP HEREON, THE SITE IS LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF ALAMEDA BLVD. NE AND WYOMING BLVD. NE. THE CURRENT LEGAL DESCRIPTION IS TRACT A, LA CUEVA HIGH SCHOOL. AS SHOWN BY PANEL 141 OF 825 OF THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAPS PUBLISHED BY FEMA FOR BERNALILLO COUNTY, NEW MEXICO, 09-26-2008, A PORTION OF THE SITE LIES WITHIN A DESIGNATED FLOOD HAZARD ZONE (AO) AT THE SOUTHEAST CORNER OF THE PROPERTY. THE FLOOD HAZARD ZONE IS NOT PHYSICALLY PRESENT ALTHOUGH NEVER OFFICIALLY REMOVED. THE CURRENT FEMA MAPPING IDENTIFIES DOWNSTREAM FLOODING THAT IS CONFINED TO THE CONSTRUCTED CHANNELS ASSOCIATED WITH THE NORTH DOMINGO BACA AND LA CUEVA ARROYOS. THIS PROJECT WILL NOT AGGRAVATE EITHER DESIGNATED FLOOD HAZARD AREA.

III. BACKGROUND DOCUMENTS

THE FOLLOWING IS A LIST OF DOCUMENTS RELATED TO THE SITE AND SURROUNDING AREA. THIS LIST MAY NOT BE ALL INCLUSIVE, HOWEVER, REPRESENTS A SUMMARY OF RELEVANT PLANS AND DOCUMENTS WHICH ARE KNOWN TO THE ENGINEER AT THE TIME OF PLAN PREPARATION.

A. DRAINAGE PLAN (MAPPING) DATED MARCH 23, 2007 FOR THE REROOF AND PARKING LOT REHABILITATION PROJECT OF LA CUEVA HIGH SCHOOL PREPARED BY THIS OFFICE (FORMERLY JEFF MORTENSEN & ASSOCIATES), AND APPROVED BY THE CITY ON APRIL 13, 2007, CITY HYDROLOGY FILE# C19/D004. THE PROPOSED DRAINAGE CONCEPT OF MAINTAINING EXISTING DRAINAGE PATTERNS IS IN ACCORDANCE WITH THE POLICIES AND REQUIREMENTS OF THE ABOVE LISTED DOCUMENT.

B. GRADING AND DRAINAGE PLAN DATED MARCH 21, 2001 FOR THE LA CUEVA HIGH SCHOOL PARKING IMPROVEMENTS PREPARED BY WILSON & COMPANY AND APPROVED BY THE CITY ON APRIL 11, 2001, CITY HYDROLOGY FILE# C19/D004

IV. EXISTING CONDITIONS

THE PROPERTY IS DEVELOPED AS A PUBLIC HIGH SCHOOL. AS SHOWN ON SHEET CS-101 THE SITE IS DIVIDED INTO BASINS WHERE RUNOFF GENERALLY DRAINS FROM EAST TO WEST WITH THE EXCEPTION OF BASIN 204. THE MAJORITY OF SITE RUNOFF IS DISCHARGED THROUGH DETENTION BASINS TO WYOMING BLVD. NE WHENCE IT FLOWS SOUTH TO THE NORTH DOMINGO BACA ARROYO. BASIN 204 RUNOFF DISCHARGES DIRECTLY NORTH INTO ALAMEDA BLVD NE. VIA SIDEWALK CULVERTS.

V. DEVELOPED CONDITIONS

THE PROJECT CONSTRUCTION CONSISTS OF TWO NEW BUILDING ADDITIONS, AND MODIFICATIONS TO THE EXISTING FACULTY PARKING LOT TO ALLOW FOR BUS TRAFFIC TO THE NEW NORTHEAST BUILDING ADDTION. THE PROPOSED CONSTRUCTION WILL PRIMARILY IMPACT BASIN 205 WITH NEGLIGIBLE IMPACT ON SUBSUQUENT BASINS. A NEW PRIVATE STORM DRAIN SYSTEM WILL BE CONSTRUCTED IN ORDER TO MAINTAIN THE CURRENT DRAINAGE PATTERNS. THE NEW STORM DRAIN SYSTEM WILL CAPTURE AND CONVEY THE RUNOFF FROM THE NEW NORTHEAST ADDITION AND EXISTING SURFACE FLOWS THAT WILL BE BLOCKED FROM FLOWING WEST TO BASIN 203 DUE TO THE NEW ADDITION. THE NEW PRIVATE STORM DRAIN SYSTEM WILL CONNECT TO THE EXISTING DOWNSTREAM STORM DRAIN SYSTEM THAT RUNS ALONG THE NORTH AND WEST SIDES OF THE SCHOOL AND DISCHARGES INTO BASIN 203. THIS RUNOFF TRAVELS OVER PERVIOUS SURFACE AND LANDSCAPING PROVIDING WATER QUALITY BENEFITS. RUNOFF FROM THE NORTHWEST ADDITION WILL BE DIVERTED INTO THE PREVIOULSY MENTIONED EXISITNG STORM DRAIN SYSTEM VIA ROOFDRAINS AND STORM INLETS.

THE INFILL SITE DOES NOT PROVIDE OPPORTUNITIES TO COLLECT ROOF RUNOFF FOR WATER QUALITY. HOWEVER, THE DRAINAGE IS PIPED TO THE EXISTING SYSTEM AS DESCRIBED ABOVE THAT INCORPORATES DISCONNECTED IMPERVIOUSNESS AND DETENTION IN FIELD AREAS. NEW PARKING ISLANDS WILL HAVE OPENINGS AND BE DEPRESSED TO CONTAIN RUNOFF TO QUALITATIVELY ADDRESS FIRST FLUSH FROM PAVED AREAS WHERE POSSIBLE.

VI. GRADING PLAN

THE GRADING PLANS ON SHEET CG-101-A AND CG-101-B SHOW 1) EXISTING GRADES INDICATED BY CONTOURS AT 1 FOOT INTERVALS AND SPOT ELEVATIONS FROM A TOPOGRAPHIC SURVEY PREPARED JULY 22, 2014 BY THIS OFFICE; 2) THE LIMIT AND CHARACTER OF EXISTING IMPROVEMENTS AS SHOWN BY THE AFOREMENTIONED SURVEY; 3) THE LIMIT AND CHARACTER OF THE PROPOSED IMPROVEMENTS; 4) PROPOSED GRADES INDICATED BY CONTOURS AT 1 FOOT INTERVALS AND SPOT ELEVATIONS; AND 5) CONTINUITY BETWEEN EXISTING AND PROPOSED GRADES.

VII. CALCULATIONS

THE REVISION OF SECTION 22.2, HYDROLOGY OF THE DEVELOPMENT PROCESS MANUAL, VOLUME 2, DESIGN CRITERIA, DATED JANUARY 1993 AND REVISED 1997, HAS BEEN USED TO QUANTIFY THE PEAK RATE OF DISCHARGE AND VOLUME OF RUNOFF GENERATED BY BASIN 205 WITHIN THE NEW CONSTRUCTION LIMITS. AS SHOWN BY THE CALCULATIONS, THERE WILL BE A NEGLIGIBLE INCREASE IN RUNOFF ATTRIBUTABLE TO DEVELOPMENT.

VIII. CONCLUSIONS

THE FOLLOWING CONCLUSIONS HAVE BEEN ESTABLISHED FROM THE EVALUATIONS CONTAINED HEREIN:

1. THE PROPOSED IMPROVEMENTS REPRESENT NEW CONSTRUCTION AND MODIFICATION TO AN EXISTING SITE WITHIN AN INFILL AREA.
2. THE PROPOSED IMPROVEMENTS WILL MAINTAIN AND NOT ALTER THE EXISTING DRAINAGE PATTERNS OF THE SITE.
3. THE PROPOSED IMPROVEMENTS WILL RESULT IN A MINOR INCREASE IN THE DEVELOPED RUNOFF GENERATED BY THE SITE.
4. THE PROPOSED IMPROVEMENTS WILL NOT ADVERSELY IMPACT DOWNSTREAM PROPERTIES OR DOWNSTREAM DRAINAGE CONDITIONS.
5. THE MAJORITY OF THE SITE DRAINS TO THE NORTH DOMINGO BACA ARROYO WATERSHED WITH THE EXCEPTION OF BASIN 204 WHICH DRAINS TO THE LA CUEVA ARROYO WATERSHED
6. THE FEMA DESIGNATED FLOOD HAZARD ZONE (AO) AT THE SOUTHEAST CORNER OF THE SITE WILL BE UNAFFECTED BY THIS PROJECT; NO CHANGED ARE PROPOSED
7. DEVELOPED ONSITE RUNOFF WILL DRAIN TO AN INTERNAL STORM DRAIN SYSTEM THAT DISCHARGES TO THE ONSITE SPORTS FIELDS AND PERVIOUS AREAS WHERE INFILTRATION AND ABSTRACTION SERVE TO PROVIDE WATER QUALITY BENEFITS MEETING THE INTENTS OF CITY FIRST FLUSH REQUIREMENTS THAT CANNOT OTHERWISE BE MET DUE TO THE LIMITED OPPORTUNITY WITH THIS INFILL PROJECT.

CALCULATIONS

I. SITE CHARACTERISTICS

A. PRECIPITATION ZONE = 3

B. $P_{6,100} = P_{360} =$ 2.60

C. TOTAL PROJECT AREA (A_T) = 77,245 SF; 1.77 AC

D. LAND TREATMENTS

1. EXISTING BASIN 205

TOTAL BASIN AREA (A_T)= 77245 SF

TREATMENT	AREA (SF/AC)	%
A		
B	14,420 / 0.33	19
C	9,750 / 0.22	13
D	53,075 / 1.22	69
		100

2. DEVELOPED BASIN 205 A

TOTAL BASIN AREA (A_T)= 13679 SF

TREATMENT	AREA (SF/AC)	%
A		
B		
C	3,823 / 0.09	28
D	9,856 / 0.23	72

3. DEVELOPED BASIN 205 B

TOTAL BASIN AREA (A_T)= 10242 SF

TREATMENT	AREA (SF/AC)	%
A		
B		
C	5,121 / 0.12	50
D	5,121 / 0.12	50

4. DEVELOPED BASIN 205 C

TOTAL BASIN AREA (A_T)= 53324 SF

TREATMENT	AREA (SF/AC)	%
A		
B		
C	7,822 / 0.18	15
D	45,502 / 1.04	85

II. HYDROLOGY

A. EXISTING CONDITION

a. VOLUME

$E_W = (E_AA_A+E_BA_B+E_CA_C+E_DA_D)/A_T$

E_W = ((0.00*0.66) + (0.33*0.92) + (0.22*1.29) + (1.22*2.36))/1.77 = 1.96 IN

$V_{100} = (E_W/12)A_T$ = (1.96/12)1.77 = 0.2891 AC-FT = 12,592 CF

b. PEAK DISCHARGE

$Q_P = Q_{2A}A_A + Q_{2B}A_B + Q_{2C}A_C + Q_{2D}A_D$

$Q_P = Q_{100}$ = ((0.00*1.87) + (0.33*2.6) + (0.22*3.45) + (1.22*5.02)) = 7.7 CFS

B. DEVELOPED CONDITION

BASIN 205 A

a. VOLUME

$E_W = (E_AA_A+E_BA_B+E_CA_C+E_DA_D)/A_T$

E_W = ((0.00*0.66) + (0.00*0.92) + (0.09*1.29) + (0.23*2.36))/0.31 = 2.06 IN

$V_{100} = (E_W/12)A_T$ = (2.06/12)0.31 = 0.0539 AC-FT = 2,349 CF

b. PEAK DISCHARGE

$Q_P = Q_{2A}A_A + Q_{2B}A_B + Q_{2C}A_C + Q_{2D}A_D$

$Q_P = Q_{100}$ = ((0.00*1.87) + (0.00*2.6) + (0.09*3.45) + (0.23*5.02)) = 1.4 CFS

BASIN 205 B

a. VOLUME

$E_W = (E_AA_A+E_BA_B+E_CA_C+E_DA_D)/A_T$

E_W = ((0.00*0.66) + (0.00*0.92) + (0.12*1.29) + (0.12*2.36))/0.24 = 1.83 IN

$V_{100} = (E_W/12)A_T$ = (1.83/12)0.24 = 0.0358 AC-FT = 1,558 CF

b. PEAK DISCHARGE

$Q_P = Q_{2A}A_A + Q_{2B}A_B + Q_{2C}A_C + Q_{2D}A_D$

$Q_P = Q_{100}$ = ((0.00*1.87) + (0.00*2.6) + (0.12*3.45) + (0.12*5.02)) = 1.0 CFS

BASIN 205 C

a. VOLUME

$E_W = (E_AA_A+E_BA_B+E_CA_C+E_DA_D)/A_T$

E_W = ((0.00*0.66) + (0.00*0.92) + (0.18*1.29) + (1.04*2.36))/1.22 = 2.20 IN

$V_{100} = (E_W/12)A_T$ = (2.20/12)1.22 = 0.2247 AC-FT = 9,790 CF

b. PEAK DISCHARGE

$Q_P = Q_{2A}A_A + Q_{2B}A_B + Q_{2C}A_C + Q_{2D}A_D$

$Q_P = Q_{100}$ = ((0.00*1.87) + (0.00*2.6) + (0.18*3.45) + (1.04*5.02)) = 5.9 CFS

C. COMPARISON

a. VOLUME

$\triangle V_{100}$ = 13697 - 12592 = 1,105 CF (INCREASE)

b. PEAK DISCHARGE

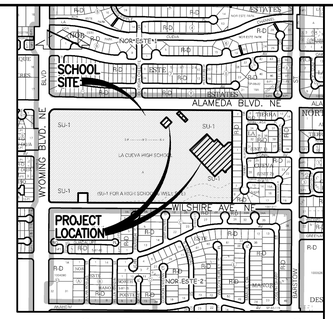
$\triangle Q_{100}$ = 8.3 - 7.7 = 0.5 CFS (INCREASE)

GENERAL NOTES:

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 NEW MEXICO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION – 1987, PUBLISHED BY THE NEW MEXICO CHAPTER AMERICAN PUBLIC WORKS ASSOCIATION. (REVISED 12/06)
2. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM, 811, FOR DESIGNATION (LINE-SPOTTING) OF EXISTING PUBLIC UTILITIES AND EXISTING UTILITIES OWNED AND OPERATED BY ALBUQUERQUE PUBLIC SCHOOLS.
3. UTILITY INFORMATION SHOWN HEREON IS BASED UPON ONSITE SURFACE EVIDENCE, ABCWUA DISTRIBUTION MAPS AND UTILITY LINE-SPOTS PROVIDED BY ONPOINT UTILITY LOCATING SERVICES, SITE UTILITY DIAGRAM (PRIVATE) DATED JUNE 18, 2014. IN ADDITION, UTILITY LINE-SPOTS WERE REQUESTED VIA THE NEW MEXICO ONE CALL SERVICE (TICKET # 2014232522). UTILITY LINES SHOWN ON THIS DRAWING ARE SHOWN IN AN APPROXIMATE MANNER ONLY AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED UPON INFORMATION PROVIDED BY THE OWNER OF SAID UTILITY, AND THE INFORMATION MAY BE INCOMPLETE, OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES. THE SURVEYOR HAS CONDUCTED ONLY PRELIMINARY INVESTIGATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES. THIS INVESTIGATION IS NOT CONCLUSIVE, AND MAY NOT BE COMPLETE, THEREFORE, MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. THE PROPERTY OWNER, DEVELOPER, OR CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE, PIPELINE, OR UNDERGROUND UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. THE PROPERTY OWNER, DEVELOPER, OR CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY AND PRESERVE ANY AND ALL EXISTING UTILITIES, PIPELINES, AND UNDERGROUND UTILITY LINES. IN PLANNING AND CONDUCTING EXCAVATION, THE CONTRACTOR SHALL COMPLY WITH STATE STATUTES, MUNICIPAL AND LOCAL ORDINANCES, RULES AND REGULATIONS, IF ANY, PERTAINING TO THE LOCATION OF THESE LINES AND FACILITIES.
4. SHOULD A CONFLICT EXIST BETWEEN THESE PLANS AND ACTUAL FIELD CONDITIONS, THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IN WRITING SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY FOR ALL PARTIES.
5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.
6. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING SAFETY AND HEALTH.
7. THE CONTRACTOR SHALL ENSURE THAT NO SOIL ERODES FROM THE SITE INTO PUBLIC RIGHT-OF-WAY OR ONTO PRIVATE PROPERTY.
8. THE CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY SO THAT THE EXCAVATED MATERIAL IS NOT SUSCEPTIBLE TO BEING WASHED DOWN THE STREET.
9. 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 ENSURE THE PRESERVATION 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 ENGINEER. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATION OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED.
10. ALL PAVEMENT MARKINGS AND TRAFFIC SIGNS SHALL COMPLY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION, LATEST EDITION.
11. IF THE REMOVAL OF EXISTING CURB AND GUTTER, SIDEWALK, AND/OR PAVING IS REQUIRED, THE CONTRACTOR SHALL SAWCUT AND/OR REMOVE TO THE NEAREST JOINT. WHEN ABUTTING NEW PAVEMENT TO EXISTING, THE CONTRACTOR SHALL CUT BACK THE EXISTING PAVING TO A STRAIGHT LINE IN ORDER TO REMOVE ANY BROKEN OR CRACKED PAVEMENT. CURB AND GUTTER AND/OR PAVEMENT SHOWN AS EXISTING AND NOT TO BE REMOVED UNDER THIS CONTRACT AND WHICH IS DAMAGED OR DISPLACED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
12. A DISPOSAL SITE FOR ALL EXCESS EXCAVATION MATERIAL (CONTAMINATED OR OTHERWISE), ASPHALTIC PAVING, CONCRETE PAVING, ETC. SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE REGULATIONS. ALL COSTS INCURRED IN OBTAINING A DISPOSAL SITE AND IN HAUL THERETO SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, THEREFORE, NO SEPARATE PAYMENT SHALL BE MADE.
13. A BORROW SITE FOR IMPORT MATERIAL SHALL BE OBTAINED BY THE CONTRACTOR IN COMPLIANCE WITH APPLICABLE REGULATIONS. ALL COSTS INCURRED IN OBTAINING A BORROW SITE AND IN HAUL THERETO SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, THEREFORE, NO SEPARATE PAYMENT SHALL BE MADE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFELY OBTAINING THE REQUIRED COMPACTION. THE CONTRACTOR SHALL SELECT AND USE METHODS WHICH SHALL NOT BE INJURIOUS OR DAMAGING TO THE EXISTING FACILITIES AND STRUCTURES WHICH SURROUND THE WORK AREAS.
15. THE CONTRACTOR SHALL CONFINE HIS WORK WITHIN THE CONSTRUCTION LIMITS IN ORDER TO PRESERVE THE EXISTING IMPROVEMENTS AND SO AS NOT TO INTERFERE WITH THE OPERATIONS OF THE EXISTING FACILITIES.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING APPROPRIATE MEANS AND METHODS TO EXCAVATE AND TRENCH AND/OR INSTALL PIPE SO AS TO NOT EXCEED RIGHT-OF-WAY OR EASEMENT LIMITS, AND SO AS NOT TO INTERFERE WITH OTHER UTILITIES OR IMPROVEMENTS. THIS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, THEREFORE, NO SEPARATE PAYMENT WILL BE MADE.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING, SUPPORTING AND REPLACING, IF DAMAGED, ALL UTILITIES ENCOUNTERED DURING CONSTRUCTION. THIS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION, THEREFORE, NO SEPARATE PAYMENT WILL BE MADE.
18. ALL DIMENSIONS AND RADII OF CURB, CURB RETURNS, AND WALLS ARE SHOWN TO THE FACE OF CURB AND/OR WALL.
19. THE CONTRACTOR SHALL NOTIFY THE OWNER 48 HOURS PRIOR TO STRIPING SO THAT LAYOUT CAN BE VERIFIED.
20. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL POTENTIAL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL INTERPRETATIONS IT MAKES WITHOUT FIRST CONTACTING THE ENGINEER AS REQUIRED ABOVE.
21. CONTRACTOR SHALL PROVIDE SWPPP AND SHALL SECURE, ON BEHALF OF THE OWNER AND OPERATORS, "TOPSOIL DISTURBANCE PERMIT" FROM THE CITY AND FILE A NOTICE OF INTENT (N.O.I.) WITH THE EPA PRIOR TO BEGINNING CONSTRUCTION.
22. ALL FILL SHALL BE CLEAN, FREE FROM VEGETATION, DEBRIS, AND OTHER DELETERIOUS MATERIALS, AND SHALL NOT BE CONTAMINATED WITH HYDROCARBONS OR OTHER CHEMICAL CONTAMINANTS.
23. ALL FILL SHALL BE COMPACTED TO A MINIMUM OF 95% ASTM D-1557 UNLESS A GREATER COMPACTION REQUIREMENT IS OTHERWISE SPECIFIED.
24. CAUTION: THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR. ALL EXCAVATION, TRENCHING AND SHORING ACTIVITIES MUST BE CARRIED-OUT IN ACCORDANCE WITH OSHA 29 CFR 1926, SUBPART P-EXCAVATIONS.

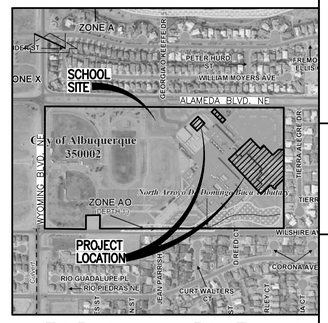
LEGEND

ASPH	ASPHALT	TYP	TYPICAL
BBG	BASKETBALL GOAL	W/	WITH
BOH	BUILDING OVERHANG	WB	WOOD BENCH
BS	BACKSTOP	WF	WATER FAUCET
C&G	CURB AND GUTTER	WL/PM	WATERLINE BY PAINT MARK
CC	CONCRETE CURB	WMB	WATER METER BOX
CCL	CONCRETE COLUMN	WCR	WHEELCHAIR RAMP
CL	CENTERLINE	WVB	WATER VALVE BOX
CLD	CENTERLINE OF DOOR	WS	WOOD SHED
CLDD	CENTERLINE OF DOUBLE DOOR		CONIFEROUS TREE
CLF	CHAINLINK FENCE		
CMR	COMMUNICATION RISER		DECIDUOUS TREE
CMS	CONCRETE MOW STRIP		SHRUB
CO	SANITARY SEWER CLEANOUT		STUMP
COMM	COMMUNICATION	1.0'ø	TREE DIAMETER
CONC	CONCRETE	*	UTILITY MARKER
CPLTR	CONCRETE PLANTER	INV	INVERT
CPT	CONCRETE PICNIC TABLE	TA	TOP OF ASPHALT PAVEMENT
CR	CONCRETE RAMP	TC	TOP OF CURB
CRD	CONCRETE RUN DOWN	TG	TOP OF GRATE
CS	CONCRETE STEPS	+ 48.07	EXISTING SPOT ELEVATION
CTC	CONCRETE TRASH CAN	⊕ 48.70	PROPOSED SPOT ELEVATION
CWALL	CONCRETE WALL		EXISTING FLOWLINE
DYS	DOUBLE YELLOW STRIPE		PROPOSED FLOWLINE
E/PM	ELECTRIC BY PAINT MARK	5450	EXISTING CONTOUR
EA	EDGE OF ASPHALT	50	PROPOSED CONTOUR
EBB	ELECTRIC BREAKER BOX		EXISTING DIRECTION OF FLOW
EP	ELECTRIC PANEL		PROPOSED DIRECTION OF FLOW
ET	ELECTRIC TRANSFORMER		RIGHT OF WAY LINE
FH	FIRE HYDRANT		PUBLIC EASEMENT LINE
FL	FLOWLINE		HIGH POINT / DIVIDE
FLC	FIRELINE CONNECTION		PROPOSED RETAINING WALL
GM	GAS METER		EXISTING ROOF DRAINAGE
GP	GATE POST		EXISTING GRAPHIC POINT OF DISCHARGE
GS	GAS SERVICE		BASIN BOUNDARY
HCS	HANDICAP SIGN		PROPOSED ROOF DRAINAGE
INV	INVERT ELEVATION		PROPOSED GRAPHIC POINT OF DISCHARGE
IRR/FRD	IRRIGATION FROM RECORD DRAWING		PROPOSED CONCRETE
IVB	IRRIGATION VALVE BOX		PROPOSED ASPHALT PAVING
MB	METAL BENCH		PROPOSED LANDSCAPING
MC/IC	METER CAN WITH IRRIGATION CONTROLS		STABILIZED CRUSHER FINES
MCB	METER CAN WITH BIB-VALVE		
MCV	METER CAN WITH VALVE		
MH	MANHOLE		
MHR	METAL HANDRAIL		
MLP	METAL LIGHT POLE		
MS	METAL SIGN		
PB	PARKING BUMPER		
PI	PAINTED ISLAND		
PS	PARKING STRIP		
RD	ROOF DRAIN		
SAS	SANITARY SEWER		
SB	SPEED BUMP		
SC	STEEL COVER		
SD	STORM DRAIN		
SGP	STEEL GUARD POST		
SDI	STORM DRAIN INLET		
SP	STEEL POLE		
SWC	SIDEWALK CULVERT		
SWS	SOLID WHITE STRIPE		
TA	TOP OF ASPHALT		
TC	TOP OF CURB		
TCO	TOP OF CONCRETE		
TS	TRAFFIC SIGN		
TW	TOP OF WALL		



D5 VICINITY MAP J-21

SCALE: 1" = 750'



C5 F.I.R.M. PANEL 141 OF 825

SCALE: 1" = 500'

DATE 09-26-2008

BENCHMARKS

PROJECT BENCHMARK

AN ACS 3 1/4" ALUMINUM DISK STAMPED "7-C19 1995" SET IN THE TOP OF CURB. THE STATION IS LOCATED IN NW CURB RETURN OF THE INTERSECTION OF BARSTOW STREET NE AND SIGNAL AVENUE NE.
ELEVATION = 5485.72 FEET (NAVD 1988)

TEMPORARY BENCHMARK #1 (T.B.M.)

A MAG NAIL SET IN ASPHALT, AS SHOWN ON SHEET CS-101.
ELEVATION = 5427.91 FEET (NAVD 1988)

TEMPORARY BENCHMARK #2 (T.B.M.)

A #5 REBAR W/CAP STAMPED "HMCG CONTROL NMPS 11184" SET JUST WEST OF NORTHERN ENTRANCE TO PARKING LOT, AS SHOWN ON SHEET CS-101.
ELEVATION = 5441.14 FEET (NAVD 1988)

TEMPORARY BENCHMARK #3 (T.B.M.)

A #5 REBAR W/CAP STAMPED "HMCG CONTROL NMPS 11184" SET SOUTH OF THE PARKING LOT, AS SHOWN ON SHEET CS-101.
ELEVATION = 5458.32 FEET (NAVD 1988)

TEMPORARY BENCHMARK #4 (T.B.M.)

A MAG NAIL SET IN SOUTHERN ASPHALT PARKING LOT, AS SHOWN ON SHEET CS-101
ELEVATION = 5458.66 FEET (NAVD 1988)

LEGAL DESCRIPTION

TRACT A, LA CUEVA HIGH SCHOOL, ALBUQUERQUE, NEW MEXICO, AS THE SAME IS SHOWN AND DESIGNATED ON THE PLAT FILED IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON APRIL 23, 1993, PLAT BOOK 93C, PAGE 114, DOCUMENT NO. 1993041180.

INDEX OF DRAWINGS

RMKM ARCHITECTURE, P.C.
400 GOLD AVE SW STUDIO 1100 ALBUQUERQUE, NM 87102 505.243.5454

HIGH MESA Consulting Group
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PROJECT
APS

APS LA CUEVA ISP & WEIGHT ROOM - RENOVATIONS & ADDITIONS

7801 WILSHIRE AVE NE ALBUQUERQUE, NM 87122

SHEET TITLE
CIVIL COVER SHEET, DRAINAGE PLAN AND CALCULATIONS

100% CONSTRUCTION DOCUMENTS

SHEET NUMBER
C-001

SCALE

RMKM PROJECT NO.
1401

DRAWING FILE NO.
2014.017.1

DATE
JUNE 6TH, 2016

PROJECT MANAGER
GRAEME MEANS

DRAWN BY
J.Y.R./S.C.C./R.J.C.

J. GRAEME MEANS NEW MEXICO 13676 REGISTERED PROFESSIONAL ENGINEER
05-23-2016

2014.017.1

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File Name:140177_C-001.DWG Plot Time: 1:37 pm

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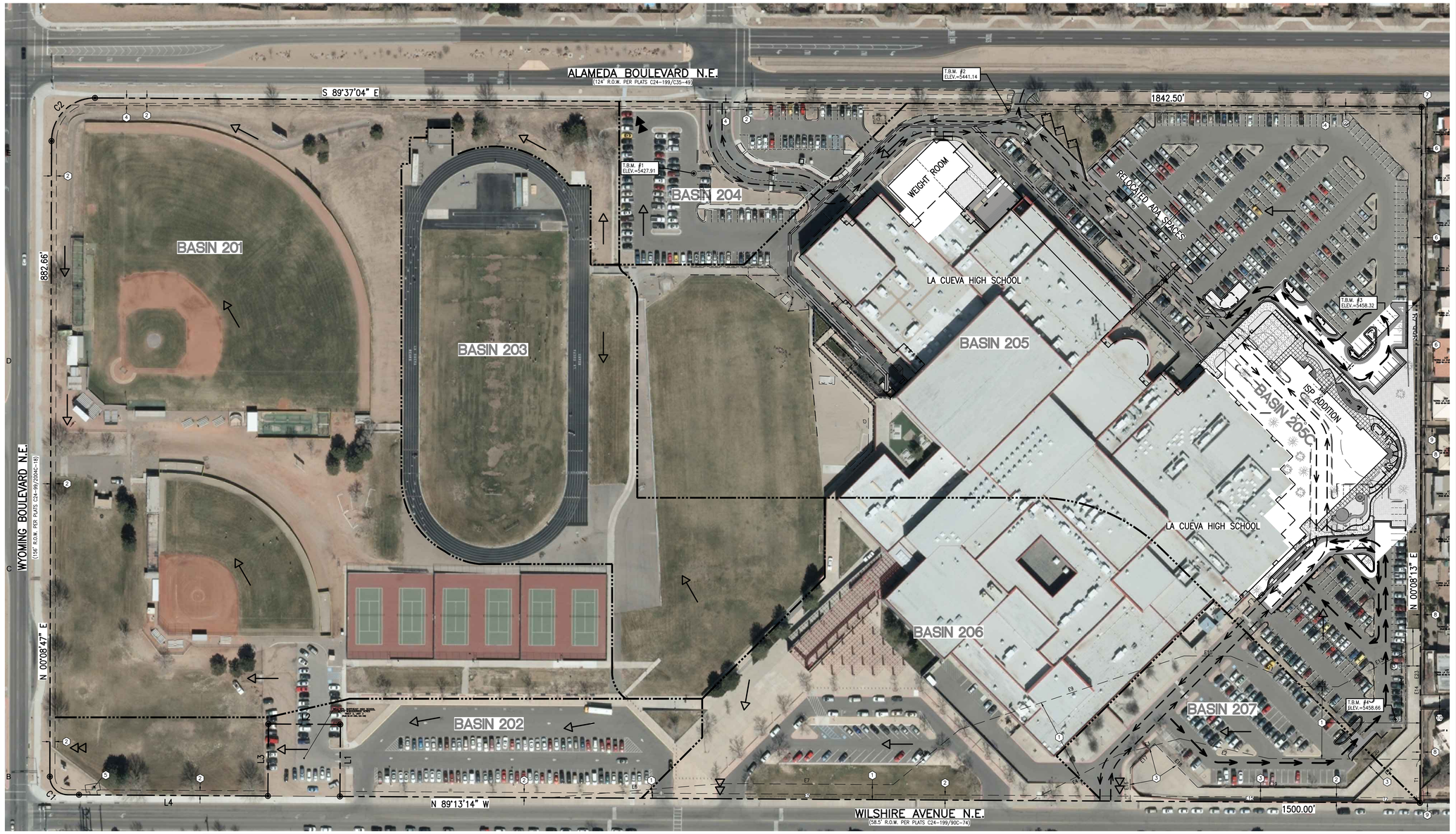

LEGEND

EXISTING TRAFFIC FLOW

PROPOSED TRAFFIC FLOW

BOUNDARY TABLES

LINE	DIRECTION	DISTANCE
L1	N 00°20'46" E	100.00'
L2	N 89°39'14" W	100.00'
L3	S 00°20'46" W	100.00'
L4	N 89°39'14" W	277.99'

CURVE	RADIUS	LENGTH	CHORD	CHORD BEARING	DELTA
C1	25.00'	39.35'	35.41'	N 44°33'35" W	90°11'08"
C2	60.00'	94.50'	85.03'	N 45°15'51" E	90°14'22"

LEGAL DESCRIPTION

TRACT A, LA CUEVA HIGH SCHOOL, ALBUQUERQUE, NEW MEXICO, FILED APRIL 23, 1993, PLAT BOOK 93C, PAGE 114, DOCUMENT NO. 1993041180.

EASEMENT TABLE

LINE	DIRECTION	DISTANCE
E1	N 89°39'03" W	210.50'
E2	N 77°20'00" W	126.00'
E3	S 75°21'00" W	87.00'
E4	S 62°21'00" W	138.00'
E5	N 89°39'03" W	670.00'
E6	N 85°20'00" E	240.00'
E7	S 89°39'03" E	238.00'
E8	N 50°21'00" E	120.00'
E9	N 71°50'00" E	328.00'
E10	S 89°39'03" E	65.00'
E11	S 67°39'00" E	111.00'
E12	S 89°39'03" E	46.46'

LINE	DIRECTION	DISTANCE
E13	N 62°38'30" E	128.44'
E14	S 00°08'24" W	160.00'
E15	N 89°39'03" W	307.27'
E16	N 00°07'26" E	46.43'
E17	N 45°16'44" E	47.58'
E18	S 44°35'45" E	85.12'
E19	S 89°40'51" E	205.29'
E20	N 45°22'52" E	117.72'
E21	N 00°09'22" W	139.34'
E22	S 89°29'49" W	20.75'
E23	S 00°08'24" W	147.35'
E24	S 45°17'39" W	134.36'
T1	S 00°08'24" W	60.42'
T2	N 89°39'03" W	95.27'

KEYED NOTES

EASEMENT

1. AMAFCA 100-YEAR FLOODPLAIN EASEMENT GRANTED BY PLAT C24-199
2. 7' PUBLIC UTILITY EASEMENT GRANTED BY PLAT C24-199
3. PUBLIC DRAINAGE EASEMENT GRANTED BY DOCUMENT FILED 11-02-1993, BOOK 93-31, PAGES 745-749
4. 10' PNM AND MST&T UNDERGROUND EASEMENT GRANTED BY DOCUMENT EXECUTED 01-02-1985
5. APPROXIMATE LOCATION PNM (ELECTRIC) UNDERGROUND EASEMENT GRANTED BY DOCUMENT FILED 11-21-2008, DOC# 2008124541

EASEMENTS – OFFSITE

6. 5' PRIVATE DRAINAGE EASEMENT GRANTED BY PLAT 92C-62
7. 10' PUBLIC UTILITY EASEMENT GRANTED BY PLAT 92C-62
8. 5' PRIVATE DRAINAGE EASEMENT GRANTED BY PLAT 93C-229
9. 10' PUBLIC UTILITY EASEMENT GRANTED BY PLAT 93C-229
10. 20' PUBLIC DRAINAGE RIGHT-OF-WAY GRANTED BY PLAT 93C-229

BENCHMARKS

PROJECT BENCHMARK

AN ACS 3 1/4" ALUMINUM DISK STAMPED "7-C19 1995", SET IN THE TOP OF CURB. THE STATION IS LOCATED IN NNW CURB RETURN OF THE INTERSECTION OF BARSTOW STREET NE AND SIGNAL AVENUE NE.
ELEVATION = 5485.72 FEET (NAVD 1988)

TEMPORARY BENCHMARK #1 (T.B.M.)

A MAG NAIL SET IN ASPHALT, AS SHOWN THIS SHEET.
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TEMPORARY BENCHMARK #2 (T.B.M.)

A #5 REBAR W/CAP STAMPED "HMCG CONTROL NMPS 11184" SET JUST WEST OF NORTHERN ENTRANCE TO PARKING LOT, AS SHOWN THIS SHEET.
ELEVATION = 5441.14 FEET (NAVD 1988)

TEMPORARY BENCHMARK #3 (T.B.M.)

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ELEVATION = 5458.32 FEET (NAVD 1988)

TEMPORARY BENCHMARK #4 (T.B.M.)

A MAG NAIL SET IN SOUTHERN ASPHALT PARKING LOT, AS SHOWN THIS SHEET.
ELEVATION = 5458.66 FEET (NAVD 1988)

SURVEY NOTE

THIS IS NOT A BOUNDARY SURVEY; DATA IS SHOWN FOR ORIENTATION ONLY. THE BOUNDARY INFORMATION DEPICTED BY THIS PLAN IS BASED UPON AN UNRECORDED BOUNDARY SURVEY PREPARED BY HIGH MESA CONSULTING GROUP, NMPS 11184, DATED 07-22-2014 (2013.186.1). EXCEPT AS NOTED OTHERWISE THE TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED UPON THE "PARTIAL TOPOGRAPHIC AND UTILITY SURVEY" PREPARED BY HIGH MESA CONSULTING GROUP, NMPS NO. 11184, DATED 07-22-2014 (2013.186.1).

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RMKM

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⚠ 06/28 RJC ADDENDUM #4

PROJECT
APS

APS LA CUEVA ISP & WEIGHT ROOM - RENOVATIONS & ADDITIONS

7801 WILSHIRE AVE NE ALBUQUERQUE, NM 87122

SHEET TITLE
CIVIL SITE PLAN

100% CONSTRUCTION DOCUMENTS

SHEET NUMBER
CS-101

SCALE

RMKM PROJECT NO.
1401

DRAWING FILE NO.
2014.017.1

DATE
JUNE 6TH, 2016

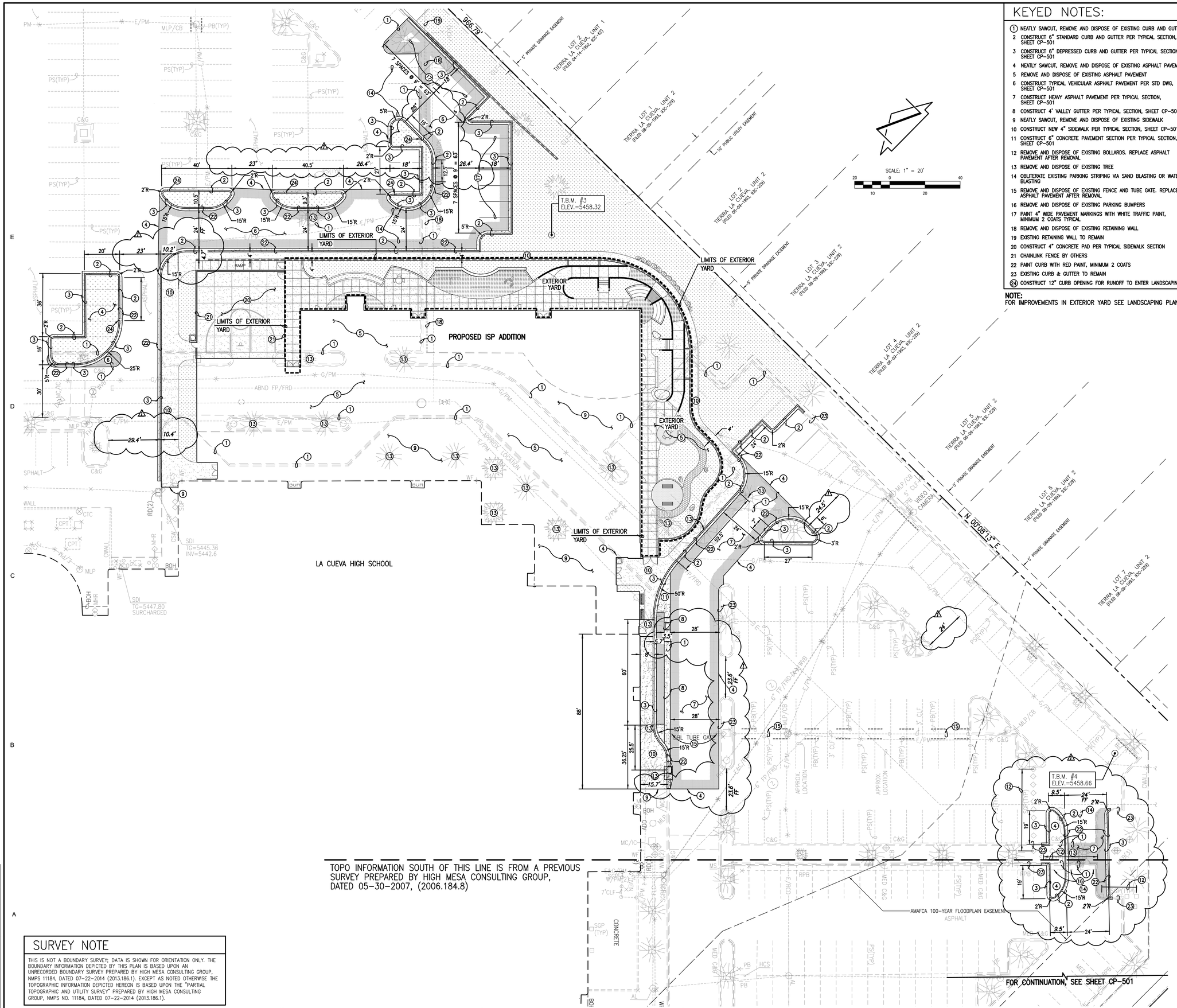
PROJECT MANAGER
GRAEME MEANS

DRAWN BY
J.Y.R./S.C.C./R.J.C.

J. GRAEME MEANS NEW MEXICO 13676 REGISTERED PROFESSIONAL ENGINEER

05-23-2016
06-28-2016

2014.017.1



KEYED NOTES:

1. NEATLY SAWCUT, REMOVE AND DISPOSE OF EXISTING CURB AND GUTTER
2. CONSTRUCT 6" STANDARD CURB AND GUTTER PER TYPICAL SECTION, SHEET CP-501
3. CONSTRUCT 6" DEPRESSED CURB AND GUTTER PER TYPICAL SECTION, SHEET CP-501
4. NEATLY SAWCUT, REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT
5. REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT
6. CONSTRUCT TYPICAL VEHICULAR ASPHALT PAVEMENT PER STD DWG, SHEET CP-501
7. CONSTRUCT HEAVY ASPHALT PAVEMENT PER TYPICAL SECTION, SHEET CP-501
8. CONSTRUCT 4' VALLEY GUTTER PER TYPICAL SECTION, SHEET CP-501
9. NEATLY SAWCUT, REMOVE AND DISPOSE OF EXISTING SIDEWALK
10. CONSTRUCT NEW 4" SIDEWALK PER TYPICAL SECTION, SHEET CP-501
11. CONSTRUCT 8" CONCRETE PAVEMENT SECTION PER TYPICAL SECTION, SHEET CP-501
12. REMOVE AND DISPOSE OF EXISTING BOLLARDS. REPLACE ASPHALT PAVEMENT AFTER REMOVAL
13. REMOVE AND DISPOSE OF EXISTING TREE
14. OBLITERATE EXISTING PARKING STRIPING VIA SAND BLASTING OR WATER BLASTING
15. REMOVE AND DISPOSE OF EXISTING FENCE AND TUBE GATE. REPLACE ASPHALT PAVEMENT AFTER REMOVAL
16. REMOVE AND DISPOSE OF EXISTING PARKING BUMPERS
17. PAINT 4" WIDE PAVEMENT MARKINGS WITH WHITE TRAFFIC PAINT, MINIMUM 2 COATS TYPICAL
18. REMOVE AND DISPOSE OF EXISTING RETAINING WALL
19. EXISTING RETAINING WALL TO REMAIN
20. CONSTRUCT 4" CONCRETE PAD PER TYPICAL SIDEWALK SECTION
21. CHAINLINK FENCE BY OTHERS
22. PAINT CURB WITH RED PAINT, MINIMUM 2 COATS
23. EXISTING CURB & GUTTER TO REMAIN
24. CONSTRUCT 12" CURB OPENING FOR RUNOFF TO ENTER LANDSCAPING

NOTE:
FOR IMPROVEMENTS IN EXTERIOR YARD SEE LANDSCAPING PLANS.

TOPO INFORMATION SOUTH OF THIS LINE IS FROM A PREVIOUS SURVEY PREPARED BY HIGH MESA CONSULTING GROUP, DATED 05-30-2007, (2006.184.8)

SURVEY NOTE

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RMKM

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⚠ 06/28 RJC ADDENDUM #4

PROJECT
APS

APS LA CUEVA ISP & WEIGHT ROOM - RENOVATIONS & ADDITIONS

7801 WILSHIRE AVE NE ALBUQUERQUE, NM 87122

SHEET TITLE
PAVING PLAN, ISP ADDITION

100% CONSTRUCTION DOCUMENTS

SHEET NUMBER
CP-101-A

SCALE

RMKM PROJECT NO.
1401

DRAWING FILE NO.
2014.017.1

DATE
JUNE 8TH, 2016

PROJECT MANAGER
GRAEME MEANS

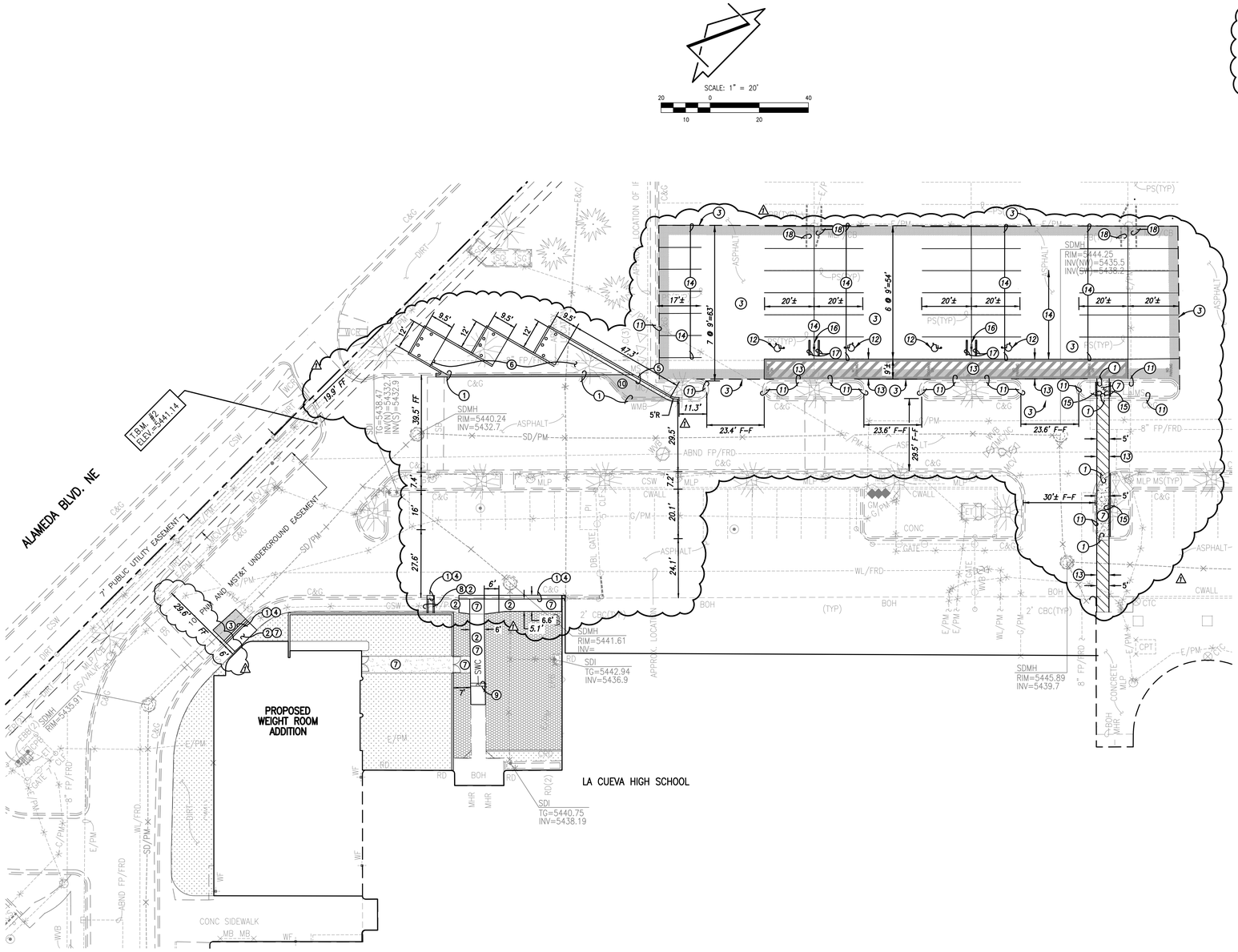
DRAWN BY
J.Y./R./S.C./C./R.J.C.

J. GRAEME MEANS — NEW MEXICO — 13676 — REGISTERED PROFESSIONAL ENGINEER

05-23-2016
06-28-2016

RMKM ARCHITECTURE, P.C. Copyright ©2015

2014.017.1



KEYED NOTES:

1. NEATLY SAWCUT, REMOVE, AND DISPOSE OF EXISTING CURB AND GUTTER TO NEAREST JOINT.
2. NEATLY SAWCUT, REMOVE, AND DISPOSE OF CONCRETE SIDEWALK TO NEAREST JOINT.
3. NEATLY SAWCUT, REMOVE, DISPOSE, AND REPLACE EXISTING ASPHALT.
4. CONSTRUCT 6" STANDARD CURB AND GUTTER PER TYPICAL SECTION, SHEET CP-501
5. CONSTRUCT 6" DEPRESSED CURB AND GUTTER PER TYPICAL SECTION, SHEET CP-501
6. CONSTRUCT 6" CONCRETE REFUSE PAD PER TYPICAL SECTION, SHEET CP-501
7. CONSTRUCT NEW 4" SIDEWALK PER TYPICAL SECTION, SHEET CP-501
8. INSTALL SIDEWALK CULVERT PER STD. DETAIL, SHEET CP-501
9. REMOVE AND DISPOSE OF EXISTING SIDEWALK CULVERT.
10. CONSTRUCT HEAVY ASPHALT PAVEMENT PER TYPICAL SECTION, SHEET CP-501
11. *EXISTING CURB AND GUTTER TO REMAIN*
12. *INSTALL 1-ADA COMPLIANT HANDICAP PARKING SPACE PAVEMENT MARKING WITH BLUE TRAFFIC PAINT, MIN. 2 COATS, TYPICAL*
13. *PAINT 4" WIDE CROSS-HATCH (2' CC) PAVEMENT MARKINGS @ 45 DEGREE WITH BLUE TRAFFIC PAINT AND STENCIL " NO PARKING" AS SHOWN WITH WHITE TRAFFIC PAINT, MIN 2 COATS, TYPICAL*
14. *PAINT 4" PAVEMENT MARKING WITH WHITE TRAFFIC PAINT, MIN. 2 COATS, TYPICAL*
15. *CONSTRUCT HEADER CURB PER TYPICAL SECTION, SHEET CP-501*
16. *INSTALL 1 ADA COMPLIANT HANDICAP PARKING SIGN WITH VAN ACCESSIBLE PLACARD*
17. *INSTALL CONCRETE WHEEL STOP PER TYPICAL SECTION, SHEET CP-501*
18. *REMOVE AND REPLACE PARKING BUMPERS AFTER CONSTRUCTION*

SURVEY NOTE

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RMKM

RMKM ARCHITECTURE, P.C.
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PHONE: 505.345.4250 • FAX: 505.345.4254 • www.highmesacg.com

⚠ *06/28 RJC ADDENDUM #4*

PROJECT
APS

APS LA CUEVA ISP & WEIGHT ROOM - RENOVATIONS & ADDITIONS

7801 WILSHIRE AVE NE ALBUQUERQUE, NM 87122

SHEET TITLE
PAVING PLAN, WEIGHT ROOM ADDITION

100% CONSTRUCTION DOCUMENTS

SHEET NUMBER
CP-101-B

SCALE

RMKM PROJECT NO.
1401

DRAWING FILE NO.
2014.017.1

DATE
JUNE 6TH, 2016

PROJECT MANAGER
GRAEME MEANS

DRAWN BY
J.Y./R./S.C./C./R.J.C.

J. GRAEME MEANS NEW MEXICO 13676 REGISTERED PROFESSIONAL ENGINEER

05-23-2016
06-28-2016

2014.017.1

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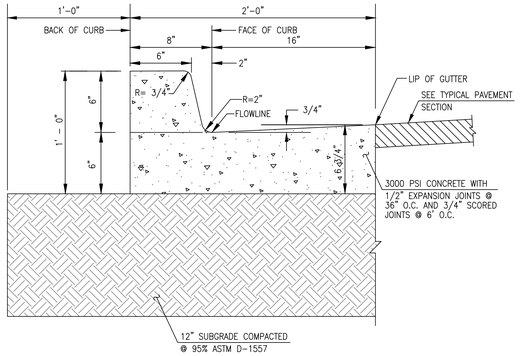
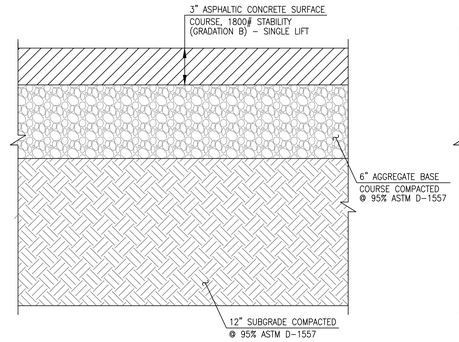


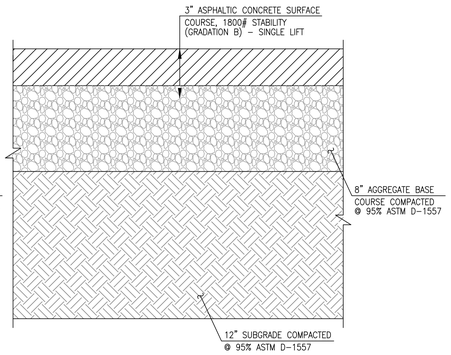
E1 TYPICAL SIX-INCH CURB & GUTTER

SCALE: 1" = 0'-6"



E2 TYPICAL 3" ASPHALT PAVING SECTION (VEHICULAR TRAFFIC AREAS)

SCALE: 1" = 0'-5"

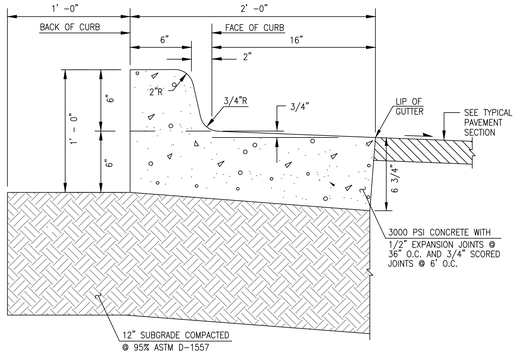


E4 TYPICAL 3" ASPHALT PAVING SECTION (HEAVY TRAFFIC AREAS)

SCALE: 1" = 0'-5"

KEYED NOTES:

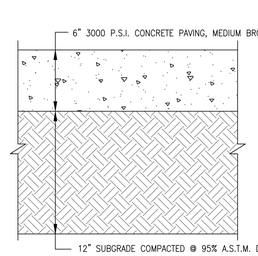
1. NEATLY SAWCUT, REMOVE AND DISPOSE OF EXISTING CURB AND GUTTER TO NEAREST JOINT.
2. CONSTRUCT 6" STANDARD CURB AND GUTTER PER TYPICAL SECTION, ON THIS SHEET. MATCH NEAREST JOINT
3. CONSTRUCT 6" DEPRESSED CURB AND GUTTER PER TYPICAL SECTION, ON THIS SHEET. MATCH NEAREST JOINT
4. CONSTRUCT HEAVY TRAFFIC ASPHALT PAVEMENT PER STD DETAIL, ON THIS SHEET AND MATCH EXISTING GRADE
5. OBLITERATE 2' OF EXISTING PAVEMENT MARKINGS VIA SAND BLASTING OR WATER BLASTING
6. STENCIL "COMPACT ONLY" IN PARKING SPACE, EXISTING PARKING BUMPERS TO REMAIN
7. REMOVE AND DISPOSE OF EXISTING TREE
8. EXISTING SIDEWALK CULVERT TO REMAIN
9. PAINT 4" WIDE CROSS HATCH (4' C-C) PAVEMENT MARKINGS @ 45° WITH WHITE TRAFFIC PAINT, MINIMUM 2 COATS
10. PAINT CURB WITH RED PAINT, MINIMUM 2 COATS
11. INSTALL "ONE WAY" SIGN PER MUTCD
12. INSTALL "NO RIGHT TURN" SIGN PER MUTCD
13. INSTALL "NO LEFT TURN" SIGN PER MUTCD
14. STENCIL "ONE WAY" AND 8' ARROW WITH WHITE PAINT, MINIMUM 2 COATS



C1 SIX-INCH DEPRESSED CURB AND GUTTER

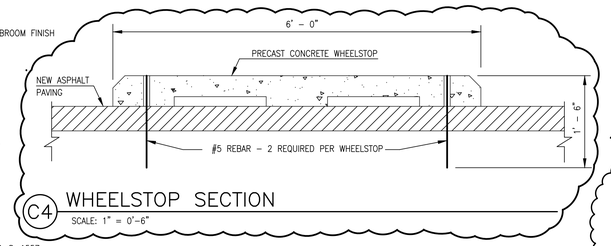
SCALE: 1" = 0'-6"

NOTE: USE THIS SECTION FOR CASES WHERE PAVING SLOPES AWAY FROM FACE OF CURB



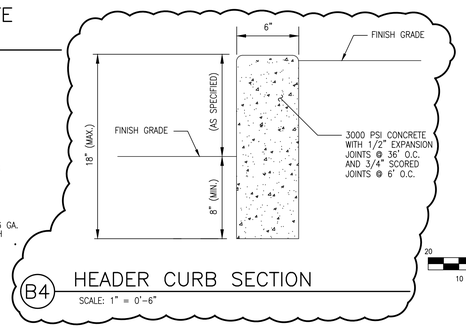
C3 TYPICAL 6" CONCRETE PAVEMENT SECTION

SCALE: 1" = 0'-6"



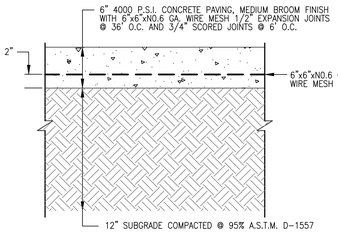
C4 WHEELSTOP SECTION

SCALE: 1" = 0'-6"



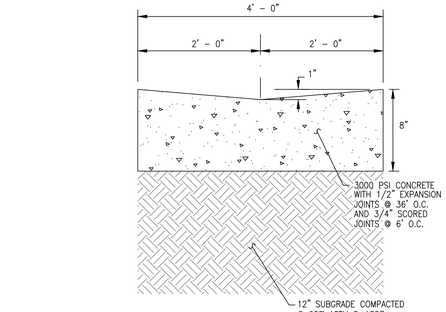
B4 HEADER CURB SECTION

SCALE: 1" = 0'-6"



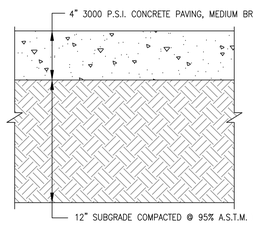
B3 TYPICAL CONCRETE REFUSE PAD SECTION

SCALE: 1" = 0'-6"



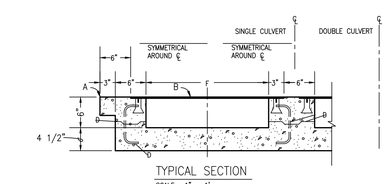
B1 TYPICAL VALLEY GUTTER SECTION

SCALE: 1" = 1'-0" H
1" = 0'-6" V



A1 TYPICAL 4" CONCRETE SIDEWALK SECTION

SCALE: 1" = 0'-6"

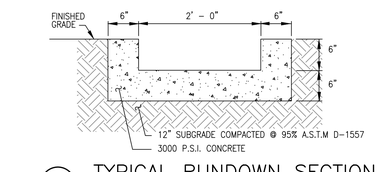


CONSTRUCTION NOTES:

A. MATCH NEAREST CONTROL JOINT, INSTALL 1/2" EXPANSION JOINT.
B. 3/8" CHECKERED STEEL PLATE (PAINT WITH ONE SHOP COAT RED OXIDE AND TWO FINISH COATS ALUMINUM PAINT (AASHTO M 69)).
C. FOR SECURING PLATE, USE 1"x5" S.S. ROD ANCHOR, "RED HEAD MULTI-SET II SRM-38 ANCHOR" OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S INSTRUCTIONS AT MAX. 24" O.C., A MINIMUM OF 2 PER SIDE AND ONE WITHIN 6" OF EACH END.
D. CONSTRUCTION JOINT IS OPTIONAL. IF USED, SPACE DOWELS AT 18" O.C. MAX., 1 1/2" MINIMUM FROM FACE OF CONCRETE.
E. 3/8" - 16 x 1 1/4" COUNTERSUNK, F.H., STAINLESS STEEL, MACHINE SCREW.
F. DRAIN WIDTH PER PLAN (12" MIN., 24" MAX.)

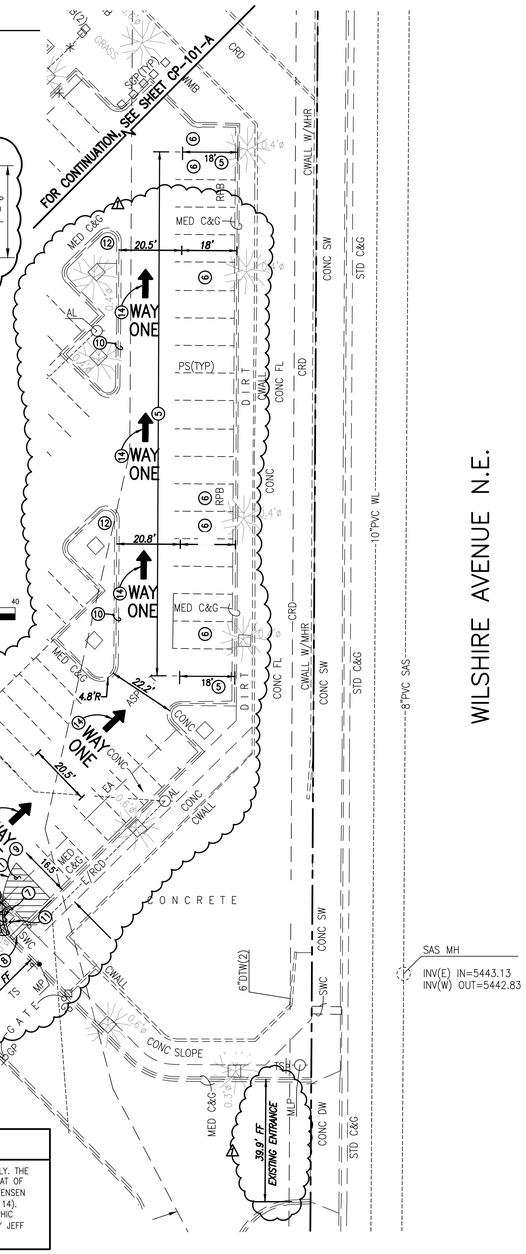
A2 TYPICAL SIDEWALK CULVERT SECTIONS AND DETAILS

NTS



A1 TYPICAL RUNDOWN SECTION

SCALE: 1" = 1'-0"



A4 ISP TRAFFIC CIRCULATION MODIFICATIONS

SCALE: 1" = 20'

SURVEY NOTE

THIS IS NOT A BOUNDARY SURVEY; DATA IS SHOWN FOR ORIENTATION ONLY. THE BOUNDARY INFORMATION DEPICTED BY THIS PLAN IS BASED UPON THE PLAT OF RECORD FILED BY HIGH MESA CONSULTING GROUP (FORMERLY JEFF MORTENSEN AND ASSOCIATES INC.), NMPS NO. 11184, RECORDED 4/23/1993 (93C-114). TOPOGRAPHIC SURVEY INFORMATION IS BASED UPON A PARTIAL TOPOGRAPHIC SURVEY PREPARED BY THIS HIGH MESA CONSULTING GROUP (FORMERLY JEFF MORTENSEN AND ASSOCIATES INC.) ON 5/30/2007, NMPS NO. 11184.

RMKM

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⚠ 06/28 RJC ADDENDUM #4

PROJECT
APS

APS LA CUEVA ISP & WEIGHT ROOM - RENOVATIONS & ADDITIONS

7801 WILSHIRE AVE NE ALBUQUERQUE, NM 87122

SHEET TITLE
SITE PAVING SECTIONS AND DETAILS & ISP TRAFFIC CIRCULATION MODIFICATIONS
100% CONSTRUCTION DOCUMENTS

SHEET NUMBER
CP-501

SCALE

RMKM PROJECT NO.
1401

DRAWING FILE NO.
2014.017.1

DATE
JUNE 6TH, 2016

PROJECT MANAGER
GRAEME MEANS

DRAWN BY
J.Y./R./S.C./C./R./J.C.

J. GRAEME MEANS NEW MEXICO 13676 REGISTERED PROFESSIONAL ENGINEER

05-23-2016
06-28-2016

2014.017.1

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Plot Date: 06-24-2016
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