SITE PLAN

N 76° 23' 18" E   354.81'

S 51° 25' 13" E

80' R.O.W.

BOREALIS CHANNEL (CONCRETE)

316.43'

S 76° 23' 18" W

580.13'

SAN MATEO BOULEVARD N.E.

EXISTING BUILDING

DISPLAY — DEALER SIGN — CARS SIGN — MAIN ENTRANCE — DISPLAY SIGN—SERVICE — SERVICE RECEPTION ENTRANCE — X—FORMER PAD — DISPLAY

EXISTING RETENTION POND

PROJECT LIMITS (SEE SHEET 2 FOR ENLARGED PLAN)

AREA FOR PAVING EXPANSION (SEE SHEET 2)

NOTE:
THIS IS NOT A BOUNDARY SURVEY. BOUNDARY DATA IS BASED UPON THE PLAT OF RECORD.

SCALE: 1" = 40'
40 0 80
20 40

FLOODPLAIN MAP — PANEL 143 OF 825   VICINITY MAP   E-18
SCALE: 1" = 500'±   SCALE: 1" = 750'±

HARPER HARPER DR. DRIVE
LIMIT OF DETAILED STUDY
ZONE AH (EL 5186)
SITE
ZONE A
100-YEAR FLOOD TO CONSTRUCT

CONSTRUCTION NOTES:

1. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM 260-1990 (ALBUQUERQUE AREA), 1-800-321-ALERT(2537) (STATEWIDE), FOR LOCATION OF EXISTING UTILITIES.

2. 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.

3. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL LAWS, RULES AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.

4. ALL CONSTRUCTION WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE CITY OF ALBUQUERQUE STANDARDS AND PROCEDURES.

5. IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY 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 ENGINEER 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 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 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.

6. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY. AN APPROVED COPY OF THESE PLANS MUST BE SUBMITTED AT THE TIME OF APPLICATION FOR THIS PERMIT.

7. BACKFILL COMPACTION SHALL BE ACCORDING TO N/A STREET USE.

8. MAINTENANCE OF THESE FACILITIES SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY SERVED.

EROSION CONTROL MEASURES:

1. THE CONTRACTOR SHALL ENSURE THAT NO SOIL ERODES FROM THE SITE INTO PUBLIC RIGHT-OF-WAY OR ONTO PRIVATE PROPERTY.

2. 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.

3. THE CONTRACTOR SHALL SECURE "TOPSOIL DISTURBANCE PERMIT" PRIOR TO BEGINNING CONSTRUCTION.

DRAINAGE PLAN

INTRODUCTION AND EXECUTIVE SUMMARY

THIS PROJECT, LOCATED IN NORTHEAST ALBUQUERQUE, REPRESENTS A MODIFICATION TO AN EXISTING SITE WITHIN AN INFILL AREA. THE DRAINAGE CONCEPT FOR THE SITE WILL CONSIST OF THE DISCHARGE OF DEVELOPED FLOWS INTO THE FULLY IMPROVED BOREALIS CHANNEL WHICH IS LOCATED ADJACENT TO THE SITE. NO OFFSITE FLOWS IMPACT THE SITE. THIS SUBMITTAL IS MADE IN SUPPORT OF A GRADING AND PAVING PERMIT.

PROJECT DESCRIPTION

AS SHOWN BY THE VICINITY MAP, THE SITE IS LOCATED ON SAN MATEO BLVD. NE JUST SOUTH OF INTERSTATE 25. THE CURRENT LEGAL DESCRIPTION IS TRACT A-2-A, RUST ADDITION. AS SHOWN BY F.I.R.M. PANEL 143 OF 825, THE SITE DOES NOT LIE WITHIN A DESIGNATE FLOOD HAZARD LINES (ZONE A).

BACKGROUND DOCUMENTS

THE FOLLOWING DOCUMENT WAS USED IN THE PREPARATION OF THIS PLAN:
1. DRAINAGE REPORT FOR KIRKPATRICK MOTOR DEVELOPMENT, PREPARED BY T.T. BURNETT ENGINEERING, INC., MARCH 1978 (FILE # E18/019A).

THIS PLAN PROPOSED THE CURRENT EXISTING DEVELOPMENT OF THE SITE. THIS PLAN UTILIZED RETENTION PONDING AT THE SOUTHEAST PORTION OF THE SITE TO WHICH THE ENTIRE SITE DRAINS. RETENTION PONDING WAS APPLIED IN ORDER TO RESTRICT THE RUNOFF DISCHARGED INTO THE BOREALIS CHANNEL TO THAT OF THE SITE'S UNDEVELOPED CONDITION. THIS CRITERIA WAS ESTABLISHED BECAUSE THE BOREALIS CHANNEL WAS NOT FULLY IMPROVED AT THAT TIME.

EXISTING CONDITIONS

AT PRESENT, THE SITE IS DEVELOPED AS A CAR DEALERSHIP. THE SITE CONSISTS OF A FREESTANDING BUILDING IN ADDITION TO AN ASPHALT PAVED PARKING LOT. AN EXISTING PRIVATE RETENTION POND IS LOCATED AT THE SOUTHEAST PORTION OF THE SITE. THE ENTIRE SITE DRAINS INTO THE PONDING AREA. AN EXISTING PRIVATE CONCRETE RUNDOWN DIRECTS OVERFLOW FROM THE RETENTION POND INTO THE BOREALIS CHANNEL LOCATED EAST OF THE SITE. THE BOREALIS CHANNEL IS OWNED, OPERATED, AND MAINTAINED BY THE CITY OF ALBUQUERQUE. BOTH THE ADJACENT PROPERTIES TO THE NORTH AND TO THE SOUTH ARE FULLY DEVELOPED AND HAVE BEEN GRADED IN SUCH A WAY THAT OFFSITE FLOWS DO NOT ENTER THE PROJECT SITE.

DEVELOPED CONDITIONS

THE PROPOSED DEVELOPMENT CONSISTS OF RECLAIMING THE EXISTING RETENTION POND AND CONVERTING IT TO ASPHALT PAVING. IN ORDER TO ACCOMPLISH THIS, THE POND WILL BE BACKFILLED AND THE SITE WILL DISCHARGE DIRECTLY INTO THE BOREALIS CHANNEL UTILIZING A NEW CONCRETE RUNDOWN WHICH WILL REPLACE THE EXISTING RUNDOWN. IT IS ASSUMED THAT THE BOREALIS CHANNEL IS DESIGNED TO CONTAIN ALL DEVELOPED FLOWS FROM ADJACENT SITES INCLUDING THE PROJECT SITE. IN ADDITION, THE PEAK DEVELOPED FLOWRATE GENERATED BY THE SITE WILL OCCUR LONG BEFORE THE PEAK FLOWRATE OF THE BOREALIS CHANNEL OCCURS.

GRADING PLAN

THE GRADING PLAN SHOWS: 1) EXISTING GRADES INDICATED BY SPOT ELEVATIONS AND CONTOURS AT 1'0" INTERVALS AS TAKEN FROM THE TOPOGRAPHIC SURVEY PREPARED BY THIS OFFICE, DATED AUGUST 2000, 2) PROPOSED GRADES INDICATED BY SPOT ELEVATIONS AND CONTOURS AT 1'0" INTERVALS, 3) THE LIMIT AND CHARACTER OF THE EXISTING IMPROVEMENTS, 4) THE LIMIT AND CHARACTER OF THE PROPOSED IMPROVEMENTS, AND 5) CONTINUITY BETWEEN EXISTING AND PROPOSED GRADES. THE GRADING PLAN APPEARS ON SHEET 2.

DRAINAGE PLAN (CONTINUED)

CALCULATIONS

THE CALCULATIONS CONTAINED HEREON ANALYZE BOTH THE EXISTING AND DEVELOPED CONDITIONS FOR THE 100-YEAR, 6-HOUR RAINFALL EVENT. THE PROCEDURE FOR 40-ACRE AND SMALLER BASINS, AS SET FORTH IN THE REVISION OF SECTION 22.2, HYDROLOGY OF THE DEVELOPMENT PROCESS MANUAL, VOLUME 2, DESIGN CRITERIA, DATED JANUARY, 1993, HAS BEEN USED TO QUANTIFY THE PEAK RATE OF DISCHARGE AND VOLUME OF RUNOFF GENERATED. THE WEIR EQUATION WAS USED FOR ANALYSIS OF THE ENTRANCE CONDITION FOR THE NEW CONCRETE RUNDOWN. MANNING'S EQUATION WAS USED FOR DETERMINATION OF THE RUNDOWN'S CAPACITY FOR STORMWATER WITHIN THE DRAINAGE STRUCTURE.

CONCLUSION

THE FREE DISCHARGE OF DEVELOPED RUNOFF FROM THE SITE INTO THE BOREALIS CHANNEL IS APPROPRIATE DUE TO THE FOLLOWING FACTORS:
1. NEGLIGIBLE INCREASE IN DEVELOPED RUNOFF
2. PROXIMITY TO DOWNSTREAM FACILITIES AND APPARENT DOWNSTREAM CAPACITY
3. NO IMPACT ON DOWNSTREAM FLOOD HAZARD ZONES

THE BOREALIS CHANNEL IS PUBLICLY OWNED, OPERATED, AND MAINTAINED BY THE CITY OF ALBUQUERQUE. THE PROPOSED PRIVATE SIDE CHANNEL WHICH DISCHARGES INTO THE BOREALIS CHANNEL WILL BE PRIVATELY OWNED, OPERATED, AND MAINTAINED BY THE PROPERTY OWNER OF TRACT A-2-A, RUST ADDITION.

CALCULATIONS

SITE CHARACTERISTICS

I. PRECIPITATION ZONE = 3

II. $P_{6,100} = P_{360} = 2.60$ IN.

III. TOTAL AREA (A_T) = 115,000 SF/2.64 AC

V. EXISTING LAND TREATMENT

TREATMENT	AREA (SF/AC)	%
B	3,500/0.08	03
C	11,840/0.27	10
D	99,660/2.29	87

DEVELOPED LAND TREATMENT

TREATMENT	AREA (SF/AC)	%
B	3,500/0.08	03
C	2,970/0.07	03
D	108,530/2.49	94

VI. EXISTING CONDITION

A. VOLUME

$$E_W = (E_A A_A + E_B A_B + E_C A_C + E_D A_D)/A_T$$

$$E_W = [(0.92)(0.08)+(1.29)(0.27)+(2.36)(2.29)]/2.64 = 2.21\text{IN.}$$

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

$$V_{100} = (2.21/12)2.64 = 0.486 \text{ AC FT.} = 21,180 \text{ CF}$$

B. PEAK DISCHARGE

$$O_P = O_{PA}A_A + O_{PB}A_B + O_{PC}A_C + O_{PD}A_D$$

$$O_P = Q_{100} = (2.60)(0.08)+(3.45)(0.27)+(5.02)(2.29) = 12.6 \text{ CFS}$$

VII. DEVELOPED CONDITION

A. VOLUME

$$E_W = (E_A A_A + E_B A_B + E_C A_C + E_D A_D)/A_T$$

$$E_W = [(0.92)(0.08)+(1.29)(0.07)+(2.36)(2.49)]/2.64 = 2.29 \text{ IN}$$

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

$$V_{100} = (2.29/12) \ 2.64 = 0.503 \text{ AC FT.} = 21,930 \text{ CF}$$

B. PEAK DISCHARGE

$$O_P = O_{PA}A_A + O_{PB}A_B + O_{PC}A_C + O_{PD}A_D$$

$$O_P = Q_{100} = (2.60)(0.08)+(3.45)(0.07)+(5.02)(2.49) = 12.9 \text{ CFS}$$

C. HYDRAULICS

1. ENTRANCE CONDITION CALCULATION

$$O_{CAP} = CLH^{3/2} \text{ (BROAD CRESTED WEIR)}$$

C = 2.60

LET H = 1.2'

L = 4.0'

THEN $O_{CAP} = (2.60)(4.0)(1.2)^{3/2} = 13.7 \text{ CFS} > O_{100} = 12.9 \text{ CFS}$

2. OPEN CHANNEL FLOW

$$Q_{CAP} = (1.49/n) \ AR^{2/3} \ S^{1/2} \text{ (MANNING EQUATION)}$$

n = 0.013 (CONCRETE)

S = 0.0100 (MINIMUM)

DEPTH = 0.67'

WIDTH = 4.0'

A = 2.68 SF
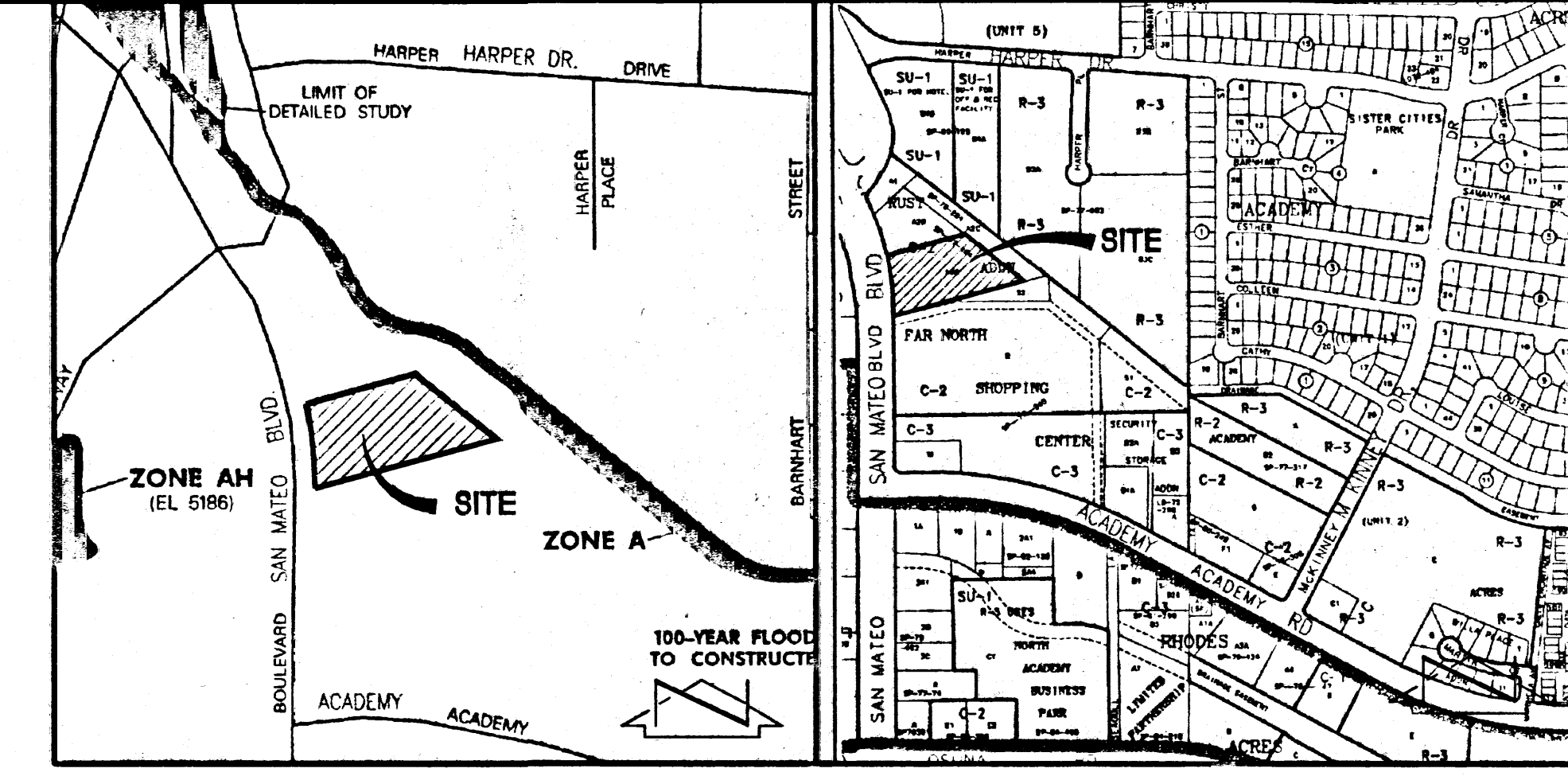
P = 5.34'

R = A/P = 0.50'

$$Q_{CAP} = (1.49/0.013)(0.50)^{2/3}(0.01)^{1/2} = 19.3 \text{ CFS} > Q_{100} = 12.9 \text{ CFS}$$

VII. COMPARISON

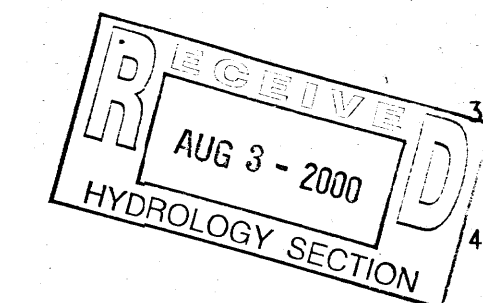$$\Delta V_{100} = 21,930 - 12,290 = 9,640 \text{ CF (INCREASE)}$$

$$\Delta Q_{100} = 12.9 - 8.5 = 4.4 \text{ CFS (INCREASE)}$$

NOTE: EXISTING DISCHARGE PARAMETERS BASED UPON DRAINAGE REPORT FOR KIRKPATRICK MOTOR DEVELOPMENT, PREPARED BY T.T. BURNETT ENGINEERING, INC., MARCH 1978.
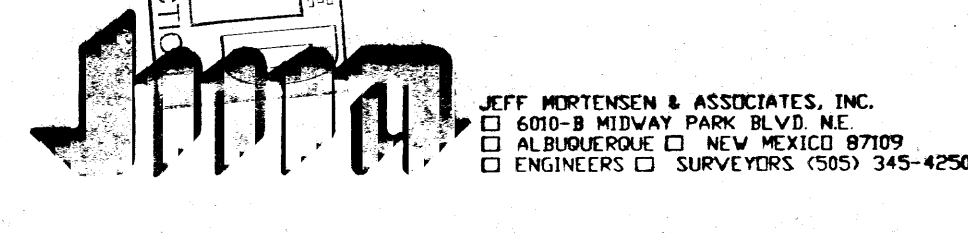

JEFFREY G. MORTENSEN — REGISTERED PROFESSIONAL ENGINEER — NEW MEXICO — 8547
08/29/2000

JEFF MORTENSEN & ASSOCIATES, INC.
6100-B MIDWAY PARK BLVD. NE
ALBUQUERQUE NEW MEXICO 87109
ENGINEERS SURVEYORS (505) 345-4250

APPROVALS	NAME	DATE
INSPECTOR		

DESIGNED BY: J.G.M.
DRAWN BY: S.G.H.
APPROVED BY: J.G.M.

NO.	DATE	BY	REVISIONS

SITE PLAN, DRAINAGE PLAN AND CALCULATIONS
PREMIER MOTORCARS

JOB NO. 2000.059.2
DATE 07-2000
SHEET 1 OF 2
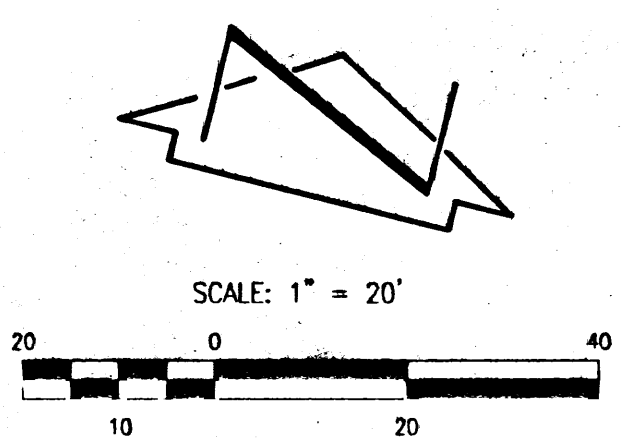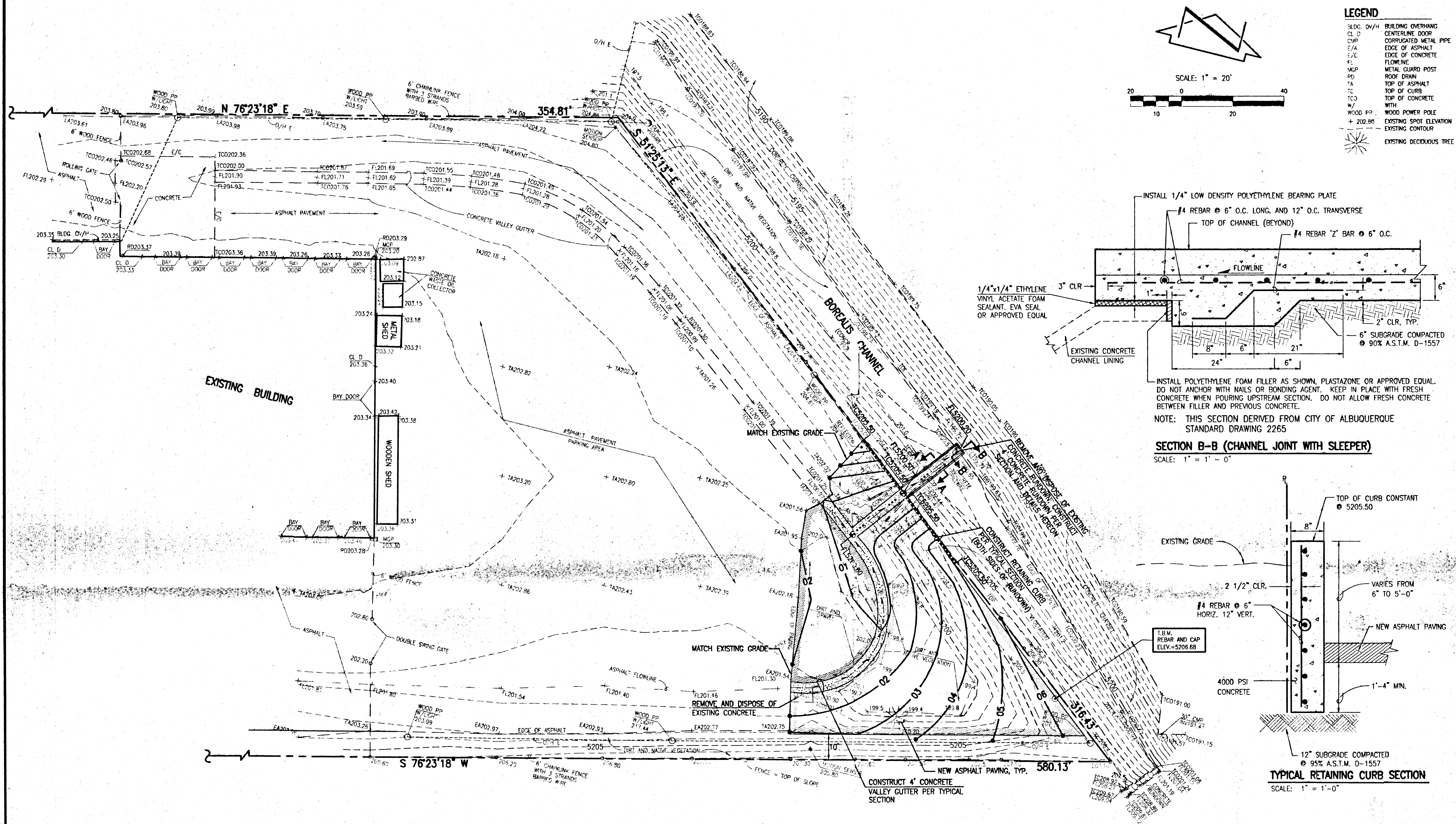
LEGEND

BLDG. OV/H	BUILDING OVERHANG
CL D	CENTERLINE DOOR
CMP	CORRUGATED METAL PIPE
E/A	EDGE OF ASPHALT
E/C	EDGE OF CONCRETE
FL	FLOWLINE
MGP	METAL GUARD POST
RD	ROOF DRAIN
TA	TOP OF ASPHALT
TC	TOP OF CURB
TCO	TOP OF CONCRETE
W/	WITH
WOOD PP	WOOD POWER POLE
+ 202.80	EXISTING SPOT ELEVATION
	EXISTING CONTOUR
	EXISTING DECIDUOUS TREE

SCALE: 1" = 20'

20   0   40
10   20

PROJECT BENCHMARK

BENCHMARK "10-E17", A SQUARE, CHISELED ON TOP OF CONCRETE CURB LOCATED AT THE SSE CURB RETURN OF THE INTERSECTION OF SAN MATEO BLVD. AND PAN AMERICAN N.E.
ELEVATION = 5192.29 FEET (M.S.L.D.)

T.B.M.

A #5 REBAR WITH CAP STAMPED "JMA CONTROL NMPS 11184" SET AT THE SE ANGLE POINT OF THE SITE.
ELEVATION = 5206.68 FEET (M.S.L.D.)

LEGAL DESCRIPTION
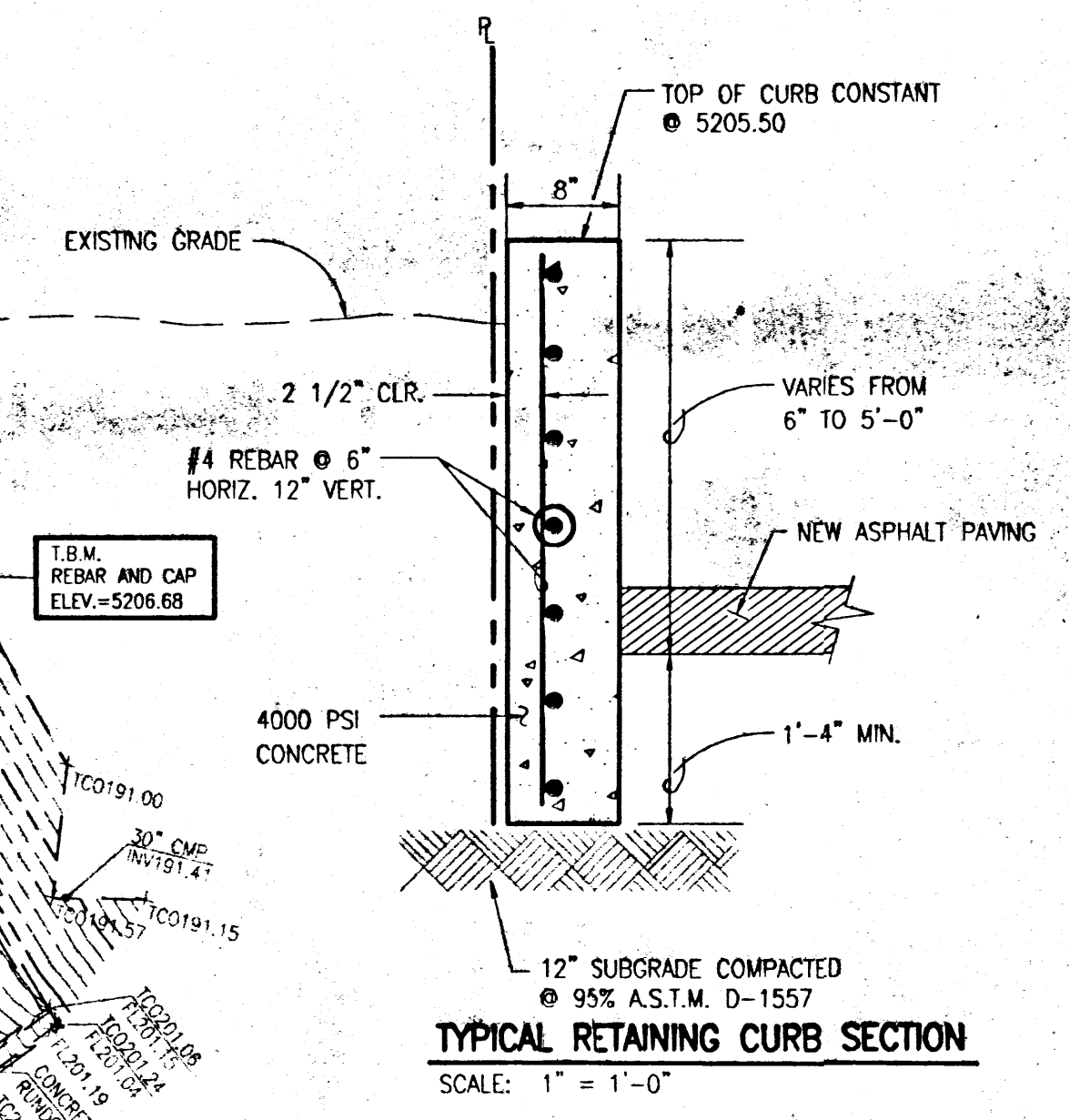
TRACT A2A, RUST ADDITION, BOOK C13, PAGE 92.

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SECTION B-B (CHANNEL JOINT WITH SLEEPER)

SCALE: 1" = 1' - 0"

- INSTALL 1/4" LOW DENSITY POLYETHYLENE BEARING PLATE
- #4 REBAR @ 6" O.C. LONG. AND 12" O.C. TRANSVERSE
- TOP OF CHANNEL (BEYOND)
- #4 REBAR "Z" BAR @ 6" O.C.
- TOP OF CHANNEL (BEYOND)
- FLOWLINE
- 1/4"x1/4" ETHYLENE VINYL ACETATE FOAM SEALANT, EVA SEAL OR APPROVED EQUAL
- 3" CLR.
- EXISTING CONCRETE CHANNEL LINING
- 6" SUBGRADE COMPACTED @ 90% A.S.T.M. D-1557
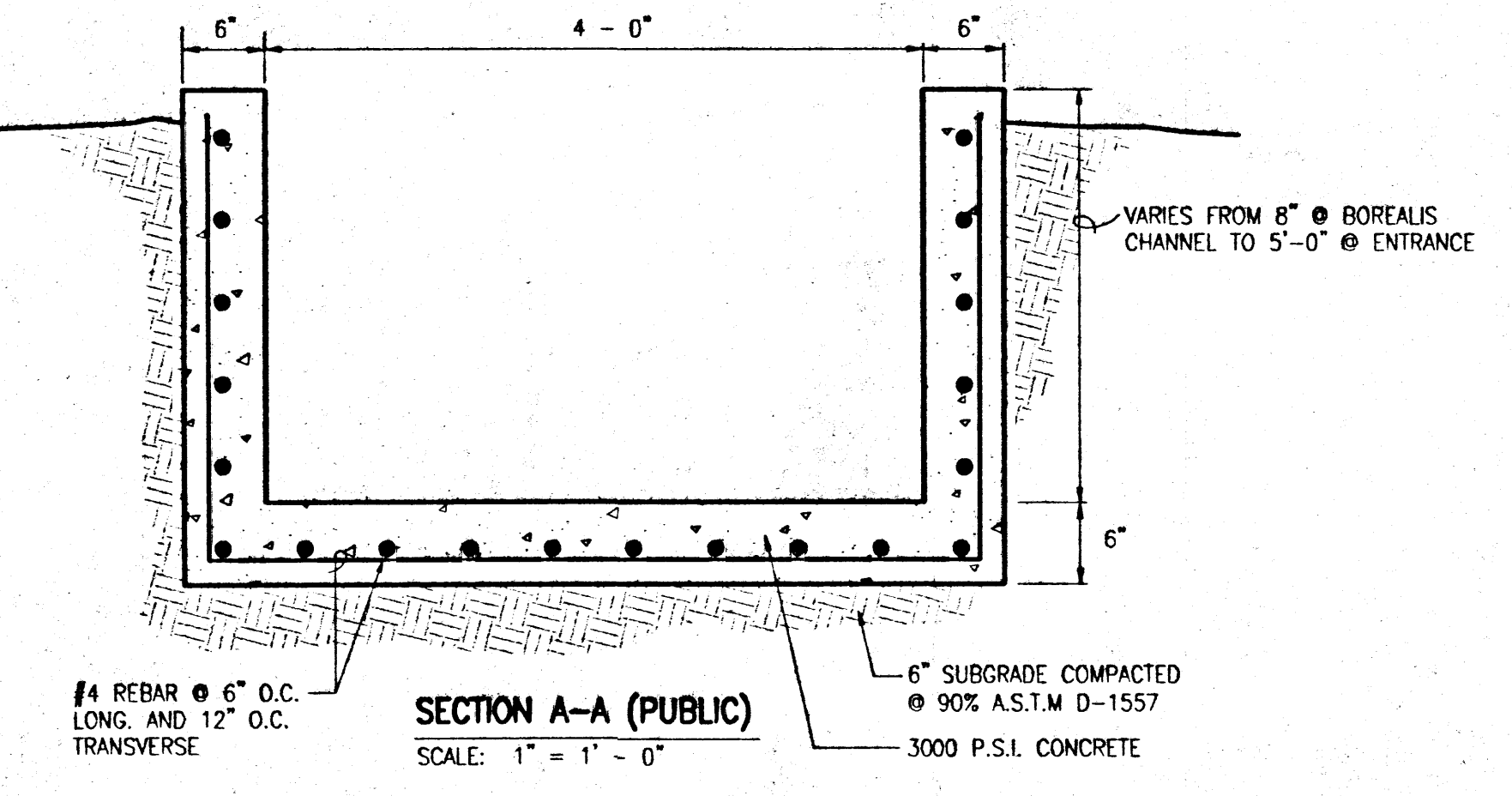- 2" CLR. TYP.
- 24" / 6" / 21"
- INSTALL POLYETHYLENE FOAM FILLER AS SHOWN, PLASTAZONE OR APPROVED EQUAL. DO NOT ANCHOR WITH NAILS OR BONDING AGENT. KEEP IN PLACE WITH FRESH CONCRETE WHEN POURING UPSTREAM SECTION. DO NOT ALLOW FRESH CONCRETE BETWEEN FILLER AND PREVIOUS CONCRETE.

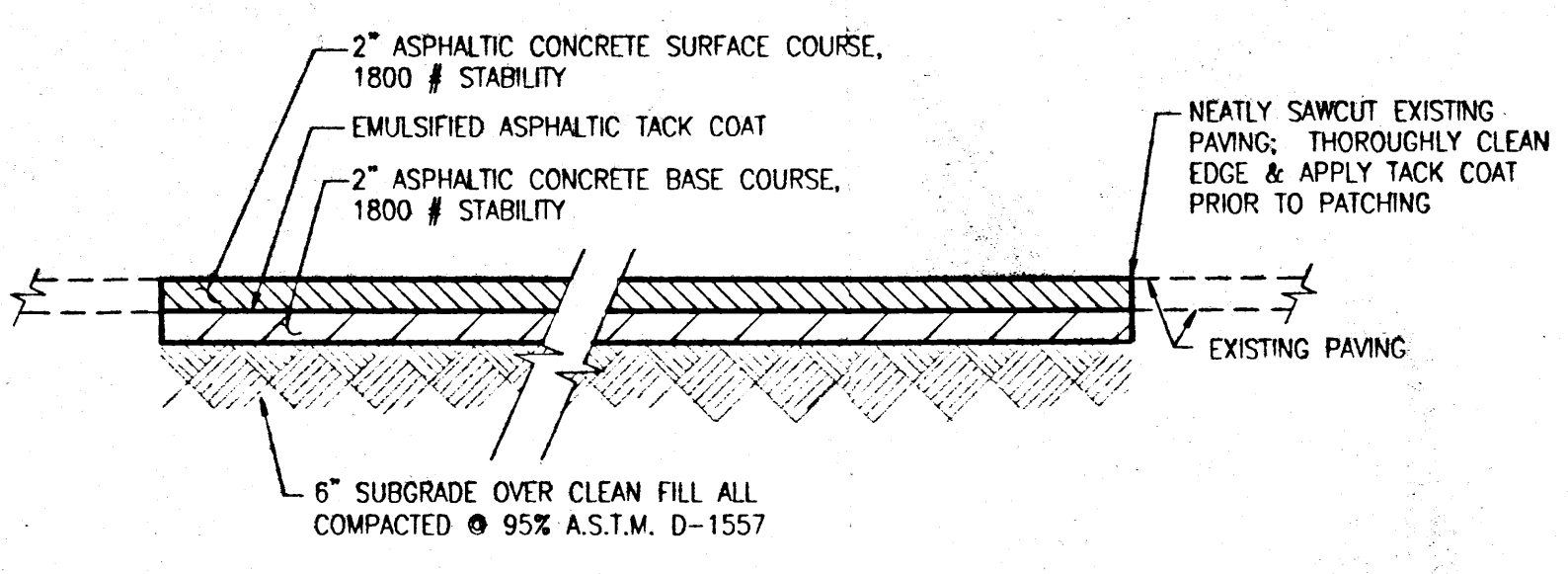NOTE: THIS SECTION DERIVED FROM CITY OF ALBUQUERQUE STANDARD DRAWING 2265.

TYPICAL RETAINING CURB SECTION

SCALE: 1" = 1'-0"

- TOP OF CURB CONSTANT @ 5205.50
- 8"
- EXISTING GRADE
- 2 1/2" CLR.
- VARIES FROM 6" TO 5'-0"
- #4 REBAR @ 6" HORIZ. 12" VERT.
- NEW ASPHALT PAVING
- T.B.M. REBAR AND CAP ELEV.=5206.68
- 4000 PSI CONCRETE
- 1'-4" MIN.
- 12" SUBGRADE COMPACTED @ 95% A.S.T.M. D-1557

SECTION A-A (PUBLIC)

SCALE: 1" = 1' - 0"

- 6" / 4' - 0" / 6"
- VARIES FROM 8" @ BOREALIS CHANNEL TO 5'-0" @ ENTRANCE
- 6"
- #4 REBAR @ 6" O.C. LONG. AND 12" O.C. TRANSVERSE
- 6" SUBGRADE COMPACTED @ 90% A.S.T.M D-1557
- 3000 P.S.I. CONCRETE

TYPICAL PRIVATE PAVING SECTION

SCALE: 1" = 1' - 0"

- 2" ASPHALTIC CONCRETE SURFACE COURSE, 1800 # STABILITY
- EMULSIFIED ASPHALTIC TACK COAT
- 2" ASPHALTIC CONCRETE BASE COURSE, 1800 # STABILITY
- NEATLY SAWCUT EXISTING PAVING; THOROUGHLY CLEAN EDGE & APPLY TACK COAT PRIOR TO PATCHING
- EXISTING PAVING
- 6" SUBGRADE OVER CLEAN FILL ALL COMPACTED @ 95% A.S.T.M. D-1557
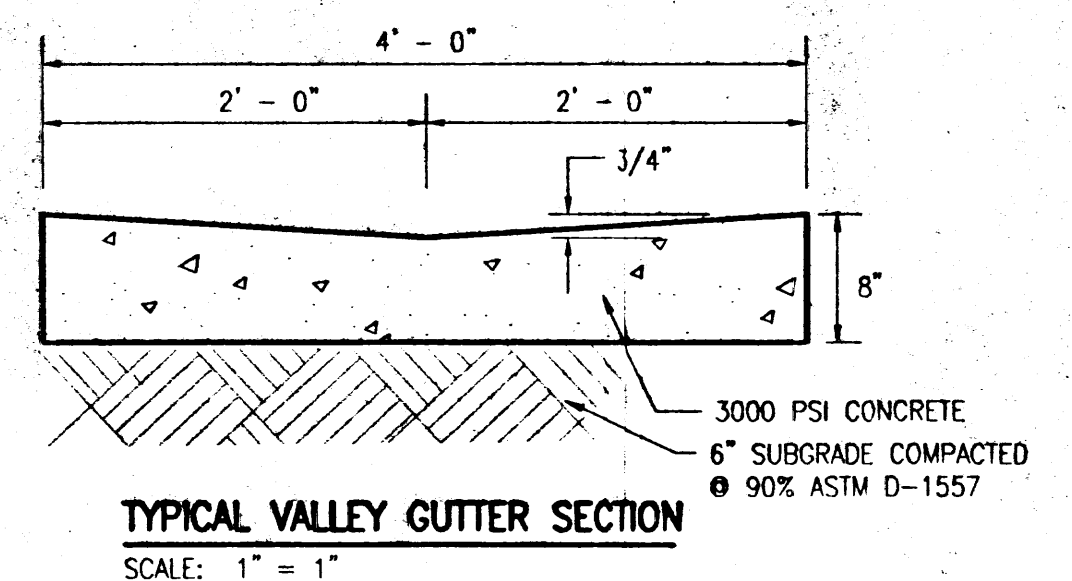
TYPICAL VALLEY GUTTER SECTION

SCALE: 1" = 1'

- 4' - 0"
- 2' - 0" / 2' - 0"
- 3/4"
- 8"
- 3000 PSI CONCRETE
- 6" SUBGRADE COMPACTED @ 90% ASTM D-1557

NOTE:
THIS IS NOT A BOUNDARY SURVEY. BOUNDARY DATA IS BASED UPON THE PLAT OF TRACT A2A, RUST ADDITION, BOOK C13, PAGE 92.

Plan labels

N 76°23'18" E   354.81'
S 51°25'13" E
S 76°23'18" W   580.13'
316.43'

EXISTING BUILDING
BOREALIS CHANNEL
CONCRETE VALLEY GUTTER
ASPHALT PAVEMENT
METAL SHED
WOODEN SHED
MATCH EXISTING GRADE
REMOVE AND DISPOSE OF EXISTING CONCRETE
CONSTRUCT 4' CONCRETE VALLEY GUTTER PER TYPICAL SECTION
NEW ASPHALT PAVING, TYP.
T.B.M. REBAR AND CAP ELEV.=5206.68

GRADING AND PAVING PLAN
PREMIER MOTORCARS

APPROVALS	NAME	DATE
INSPECTOR		

DESIGNED BY	J.G.M.	
DRAWN BY	S.G.H.	
APPROVED BY	J.G.M.	

NO.	DATE	BY	REVISIONS

JOB NO. 2000.059.2
DATE 08-2000
SHEET 2 OF 2