

CITY OF ALBUQUERQUE



January 25, 2017

Richard J. Berry, Mayor

Diane Hoelzer, P.E.
Mark Goodwin and Associates
8916 Adams St NE
Albuquerque, NM, 87113

**RE: AIS Circulation- Overall Grading Plan for Roads
Grading Plan
Engineer's Stamp Date 1/6/2017 (File: H13D106)**

Dear Ms. Hoelzer:

Based upon the information provided in your submittal received 1/6/2017, the above referenced plan is approved for Grading Permit and Paving Permit. The following recommendation is made:

1. Valley gutter is recommended across Eagle Way Drive (private) at the roundabout to convey concentrated flows from the Turquoise Street (private) curb and gutter.

It is Hydrology's understanding that flows will be conveyed along private roads and into a temporary detention pond. At a later phase, this temporary pond will be replaced with a new lift station, connecting to the existing force main. This future design will require analysis of capacity in the receiving City storm drain and first flush ponding requirements.

If you have any questions, please contact me at 924-3695 or dpeterson@cabq.gov.

Sincerely,

Dana Peterson, P.E.
Senior Engineer, Planning Dept.
Development Review Services

Orig: Drainage file



City of Albuquerque

Planning Department

Development & Building Services Division

DRAINAGE AND TRANSPORTATION INFORMATION SHEET (REV 09/2015)

Project Title: AIS CIRCULATION - OVERALL GRADING PLAN FOR ROADS Building Permit #: City Drainage #: H13D106
DRB#: 1000649 EPC#: Work Order#:
Legal Description: TR 84E MRGCD MAP 35
City Address: 2400 12TH Street

Engineering Firm: Mark Goodwin and Assoc, PA Contact: Diane Hoelzer, PE
Address: 8916 Adams NE, ABQ, NM 87113
Phone#: 505-828-2200 Fax#: E-mail: diane@goodwinengineers.com

Owner: IPCC Contact: Dwayne Virgint
Address: 2401 12th Street NW, ABQ, NM 87104
Phone#: 505-724-3518 Fax#: E-mail: dvirgint@indianpueblo.com

Architect: Studio Southwest Architects, Inc. Contact: Danny Solares Jr.
Address: 2101 Mountain Road NW, ABQ, NM 87104
Phone#: 505-843-9683 Fax#: E-mail: dsolares@studioswarch.com

Other Contact: n/a Contact:
Address:
Phone#: Fax#: E-mail:

Check all that Apply:

DEPARTMENT:

☒ HYDROLOGY/ DRAINAGE
☐ 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
☐ TRAFFIC CIRCULATION LAYOUT (TCL)
☐ TRAFFIC IMPACT STUDY (TIS)
☐ EROSION & SEDIMENT CONTROL PLAN (ESC)
☐ OTHER (SPECIFY) _____

IS THIS A RESUBMITTAL?: ☒ Yes ☐ No

DATE SUBMITTED: January 6, 2017 By: Diane Hoelzer, PE

CHECK TYPE OF APPROVAL/ACCEPTANCE SOUGHT:

☐ 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
☐ PRE-DESIGN MEETING
☐ OTHER (SPECIFY) _____

COA STAFF: ELECTRONIC SUBMITTAL RECEIVED: _____

January 6, 2017

RE: AIS Circulation Grading Plan (H13_D106)
Response to Hydrology Email Comments

From: Carrillo, Abiel X. [<mailto:acarrillo@cabq.gov>]
Sent: Tuesday, December 27, 2016 3:28 PM
To: Diane Hoelzer <diane@goodwinengineers.com>
Subject: H13D106 - AIS Circulation - Stamp 11-15-2016

Diane,

This email is being sent in lieu of a letter attached. A response to this email does not replace a resubmittal.

Based on information provided in your submittal received 11-23-2016, the above-referenced Grading and Drainage Plan cannot be approved for Building Permit/Grading Permit and Paving Permit until the following comments are addressed:

1. Provide cross sections for the roadways (preferable), or otherwise make it clear which legs are crowned, and provide elevations for median and sidewalk segments that are not labeled. **This is a general rough grading plan that is part of a construction plan set that includes paving plan and profiles. The master paving plan is part of this resubmittal as it show the typical road cross sections and sidewalks which are place above the curb at a typical 2% cross slope.**
2. Clarify the rip rap and low spot for the pond rundown, the sidewalk should not dip down into a rip rap pad. **The rip rap will only be placed on the side slope extending into the pond. The rundown has been modified to include (2) standard 24" wide sidewalk culverts with the standard grate plate.**
3. It appears that the northern leg of Eagle Way transitions from crowned section to flat grading near the force main line; the running slope to the roundabout is only about 0.6%, which is difficult to achieve in the pavement. Consider transitioning out of the crown closer to the roundabout. **On the north leg of Eagle Way Drive, at the crown transition, there is a 0.3' drop across 38' which translates to a 0.78 % cross slope. I have shifted the crown transition 50' south to the location where the cross slope is 1.0%.**
4. Provide a detail for the rundown, including any ramping from the sidewalk and/or sidewalk culverts intended. **The rundown has been modified to include (2) 24" wide sidewalk culverts.**
5. On the southern leg of Eagle Way Drive, provide better direction to the Contractor on how to set the elevation of the sidewalk so as to prevent a slope steeper than 3:1. If possible, provide a flatter slope to prevent such a steep drop off from the edge of the sidewalk to the back of the curb. **The typical roadway sections show the sidewalk is to be constructed in the standard location offset from the top of curb at a consistent 2% cross slope, so there is no area where the landscape area between the sidewalk and back of curb is 3:1. Also, we are lowering the grades in this area, so there is not a 3:1 slope. The plan notation has been revised accordingly.**

- a. If 3:1 slopes are found to be necessary, provide designed erosion control (vs only noting that gravel mulch is needed). **They are not necessary.**
6. The median islands should be planned with standard or median curb to better protect pedestrians between lanes at the roundabout. **Its all median curb and gutter per COA DTL. 2415B.**
7. Transition to depressed curb where the flow is conveyed across the pavement, such as around the curve from Eagle Way to Turquoise Street. **I don't understand why this is necessary. Please explain. These roads are private and not part of a work order plan set. However, I am changing the roundabout median curb and gutter to "median depressed curb and gutter.**
8. Some of these comments can be addressed with a work order Set if Turquoise and Eagle Way will be public streets. **These are all private roads and it is my understanding they are not subject to a city work order.**
9. If not done so already, an approved ESC Plan will be required prior to Hydrology's approval. **OK.**

Any question just let me know.

Abiel Carrillo, PE, CFM

Principal Engineer - Hydrology

Planning Department

Development Review Services Division

City of Albuquerque

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acarrillo@cabq.gov

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Albuquerque, NM 87102



Red responses by Diane Hoelzer, PE, Mark Goodwin & Associates, PA, (505) 828-2200

