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October 7, 2005

City of Albuquerque  
Planning Department, Development and Building Services Division  
Transportation Development Section  
ATTN: Nilo E. Salgado-Fernandez, P. E., Senior Traffic Engineer (924-3630)  
Hydrology Development Section  
ATTN: Brad Bingham, Section Head, (924-3986)  
P. O. Box 1293  
Albuquerque, New Mexico 87103

REFERENCE: Traffic Circulation Layout Plan and Grading and Drainage Plan for Tract A-2, at 300 Aspen Avenue NW, (J14-D145)

Dear Nilo and Brad:

This letter is in response to the Transportation Section letter of September 27, 2005, and the Hydrology Section letter of September 26, 2005, both letters referring to my letters of September 23, 2005 on the certification of the of the referenced plans.

On October 6, 2005 the Los Pinos representative, Steve Montgomery and myself met with Nilo E. Salgado-Fernandez and Phillip Lovato, representing the Hydrology Section. The purpose of the meeting on-site at 300 Aspen NW was to determine existing construction deficiencies and recommend corrections.

Deficiencies and omissions are noted below. Because some deficiencies relate to both the Transportation and Hydrology areas of responsibility, all deficiencies are listed together:

1. The sidewalk culvert on the southeast corner of the property (3<sup>rd</sup> Street) and the sidewalk culvert on the northwest corner (Aspen Avenue) are not constructed.
2. The hole at the west end of the sidewalk on Aspen Avenue has been filled, but has settled due to the rain. This hole and trench were the result of Quest installing underground communications lines.
3. There are some sections of sidewalk near the southeast corner of the property that are cracked and settling, resulting in jutting edge of the adjacent driveway.
4. The asphalt pavement along the east side drains to the landscaped area in the northeast corner of the property (this is generally according to the approved G & D plan). The landscaped area has settled along the property line on Aspen, which is causing an undercutting of the sidewalk
5. The asphalt surface of the parking area on the northern part of the property (along Aspen Avenue) is settling or was placed at too low of an elevation to drain over the driveway onto Aspen Avenue.
6. The concrete curb along the south and west side of the property has not been constructed.

Recommended corrections are summarized below. When accepted or modified by the Transportation and Hydrology Sections, these corrections will be made on-site and shown on the certified drawings for each section:

1. The sidewalk culverts will be deleted as a requirement when the remedial actions stated in the following paragraphs are completed.
2. The hole and trench along the northwest corner will be filled and compacted.
3. The broken sidewalk sections will be removed, the subgrade compacted according to the City of Albuquerque Standard Specifications for Public Works (95% for 12 inches below the sidewalk), and sidewalk sections constructed with a surface level with adjacent sidewalk and drivepad surfaces.
4. The landscaped area along Aspen Avenue in the northeast corner of the property will be raised to a surface elevation level about 1 inch below the sidewalk top surface, then sloping into the landscaped area to have runoff enter the landscaped area. The width of this part of the landscaped area that is higher than the rest of the landscaped area will be about 5 feet to prevent water standing against the sidewalk and undermining the sidewalk. It is noted that the approved plan was for this landscaped area to drain toward the sidewalk culvert in 3<sup>rd</sup> Street, near the southeast corner of the property. The overall shallow slope of the landscaped area and the street gutter along 3<sup>rd</sup> Street result in a surface that has a slope of less than 1 %, a slope too shallow for good runoff flow.
5. The depressed asphalt surface along the north part of the parking area will be paved with additional asphalt to insure that surface runoff from the asphalt surface will flow over the driveway and into the gutter along Aspen Avenue. There is sufficient drop from the building floor elevation to the top of drivepad to obtain an adequate slope for runoff with no deep depressions (bird baths).
6. The curb along the south and west side (and as necessary along the east side) will be constructed with treated timbers, 6" x 6" cross section, and to the height specified on the drawing, which is about the height of the finished concrete floors. The area between the building and the curb will be covered with landscape gravel to a depth of about 6 inches to absorb and hold the direct precipitation. The roof runoff to the south sides of the building will be caught in roof gutters, and downspouts to direct the roof runoff to the asphalt surface north of the buildings. At the time of the meeting on-site the roof gutters were being installed.

The certified drawings will show the as-constructed sidewalk widths, as well as the recommended corrections stated above.

I request that a 30 day temporary occupancy permit be released by the Transportation Section, and that the 30 day temporary occupancy permit granted by the Hydrology Section be extended to 30 days from the date your reply to this letter. The owner's representative, Steve Montgomery, has expressed a willingness to start on the corrections as soon as the city reply is received.

Thank you for your assistance on this matter.

Sincerely,

Marvin R Kortum

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