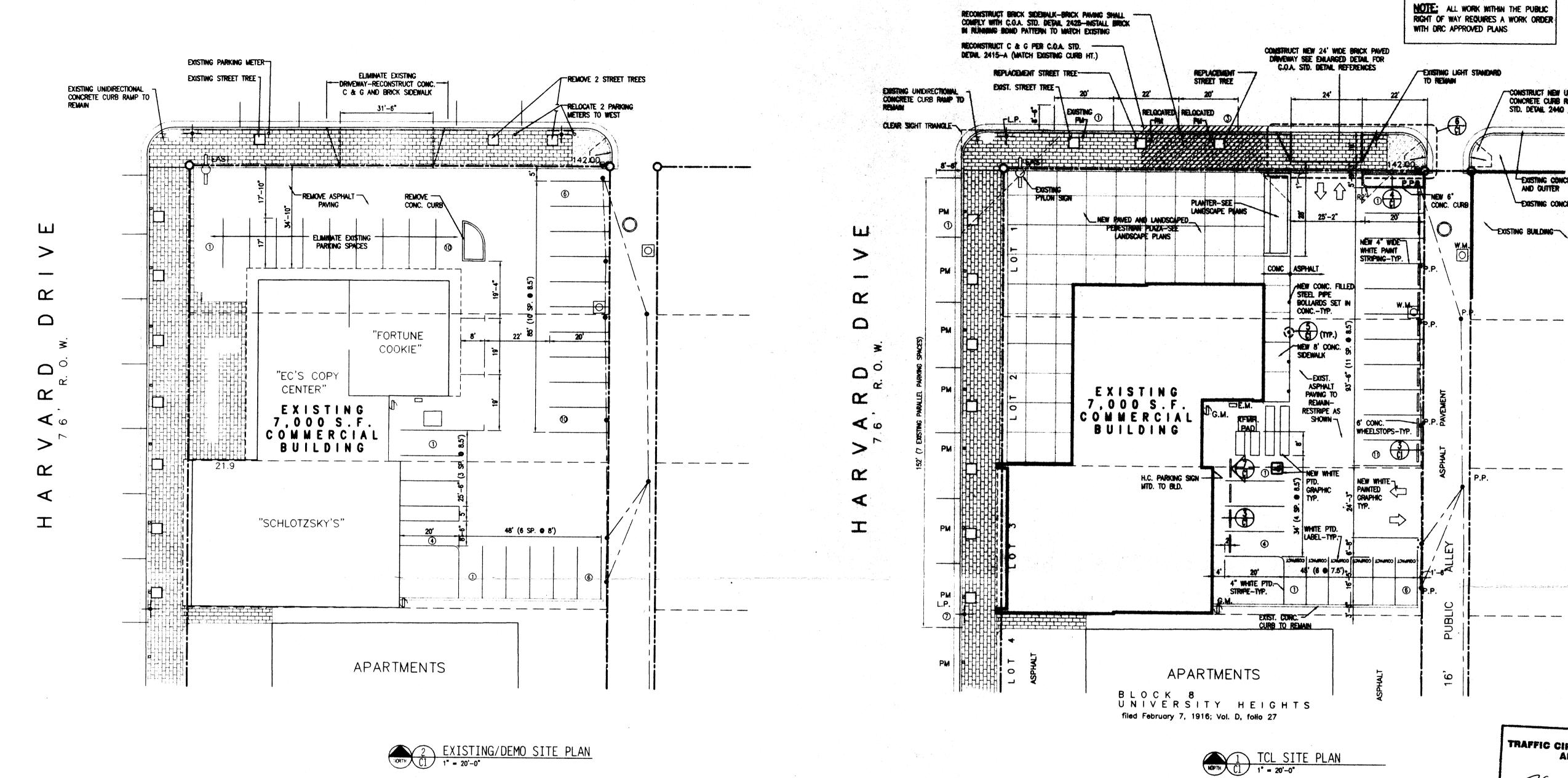
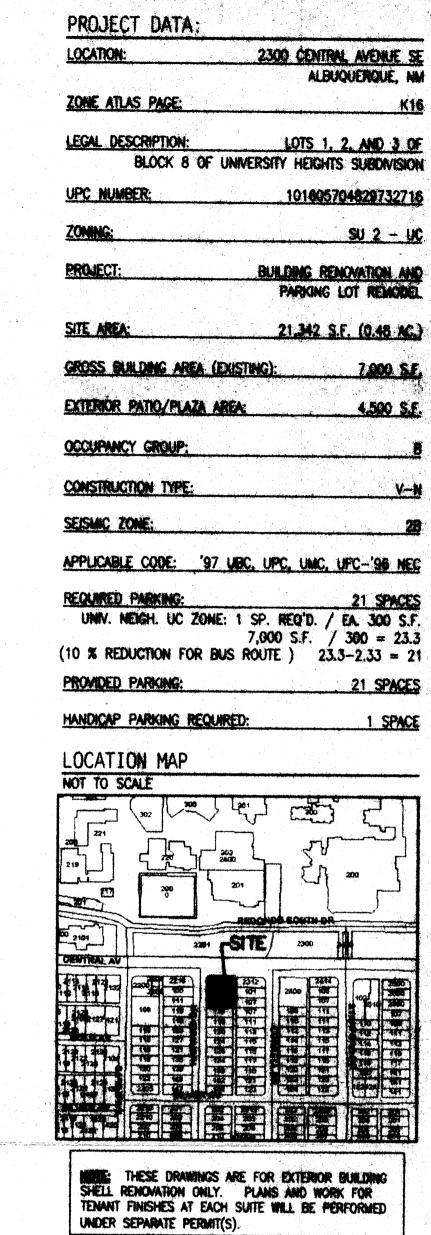
CENTRAL AVENUE 1 0 0 ' R. O. W.

CENTRAL AVENUE





2300 CENTRAL AVENUE SE ALBUQUERQUE, NM

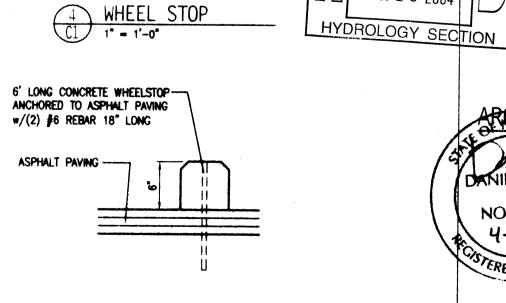
BUILDING RENOVATION

1600 rio grande nw albuquerque new mexico 87104 505 246 0870 fax 505 246 0437

TCL SITE PLAN EXISTING/DEMO SITE PLAN SITE DETAILS

REVISIONS:

ENGINEER:



TRAFFIC CIRCULATION LAYOUT APPROVED

4/19/04

- #3 CONTINUOUS TOP AND BOTTOM

--- CONCRETE CURB

APR 1 5 2004

CONSTRUCT NEW UNDIRECTIONAL CONCRETE CURB RAMP PER C.O.A. STD. DETAIL 2440

EXISTING CONCRETE CURB AND GUTTER

EXISTING CONCRETE SIDEWALK

NO. 3076 4-13-04

PERED ARC DATE: SHEET:

CONSTRUCT NEW 24' WIDE BEICK PAVED DENEMAY: -DRIVEWAY LAYOUT PER C.O.A. STD. DETAIL 2430 -BRICK PAVING SHALL COMPLY WITH C.O.A. STD. DETAIL 2425 -INSTALL BRICK IN RUNNING BOND PATTERN TO MATCH EXISTING -SUBGRADE PAVING THICKNESS SHALL COMPLY WITH C.O.A. STD. DETAIL 2412 MAKE SMOOTH TRANSITION OF NEW DRIVEWAY BRICK PAVING TO EXISTING CONCRETE
CURB RAMP TO REMAIN EXISTING BRICK SIDEWALK EXISTING CONCRETE -SIDEWALK -NEW LANDSCAPING-MAKE SMOOTH TRANSITION OF 2 10 NEW DRIVENAY BRICK PAVING TO BOLLARD-SEE 5/C1 EXISTING ASPHALT PAVING 6" HIGH CONCRETE CURB

8" DIA. STEEL— PIPE—FILL WITH CONCRETE PRIME & PAINT \ PLAN CONC. FOOTING -1′-8″

5 STEEL PIPE BOLLARD

7 H.C. PARKING SIGN
C1 1/2" = 1'-0"

-GALV. STEEL SIGN W/ PAINTED GRAPHICS.

TO BUILDING

FIN. GRADE

BLUE BACKGROUND W/ WHITE SYMBOL MTD.

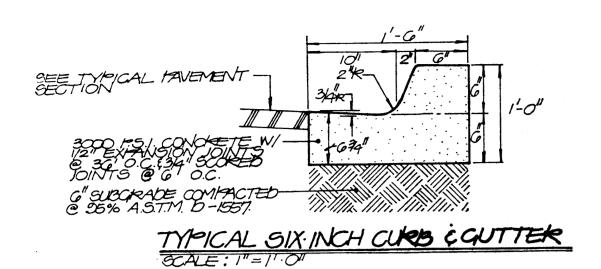
6 ENLARGED DRIVEWAY PLAN
C1 1" = 10'-0"

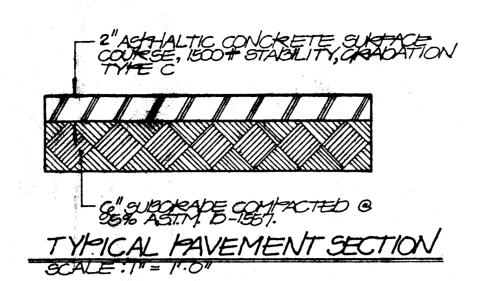
and the district of the contraction of

3 WHEEL STOP

EXISTING ASPHALT PAVING -

4-13-04



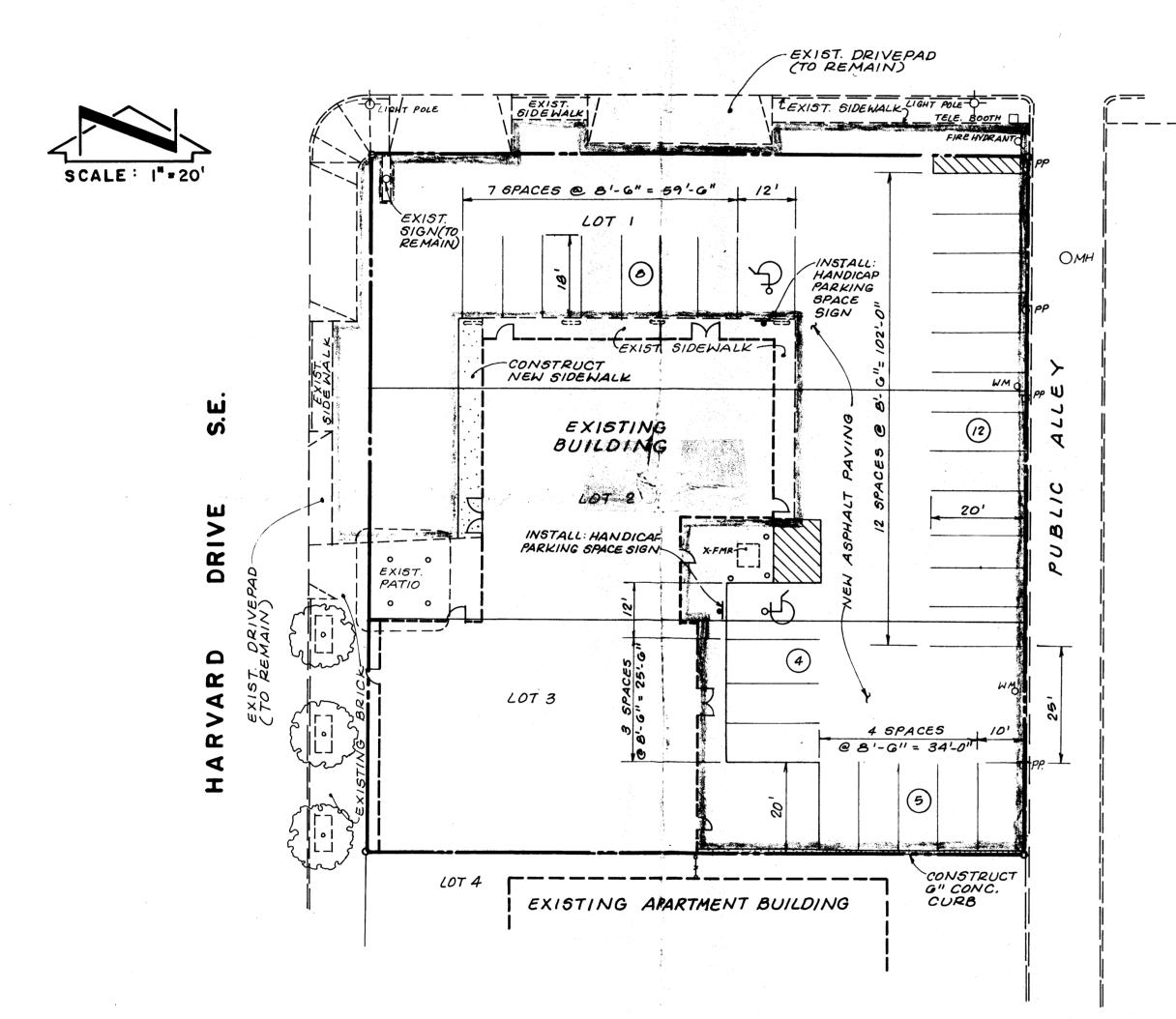


creen or ieve Size	Gradation Type A	Gradation Type B	Gradation Type C
1"	100		
3/4 ^H	70-97	100	
1/2"	55-85	75 -97	100
3/8*		65-90	70-97
#4	30-55	45-65	45-70
#10	20-40	32-50	30-50
#40	10-25	15-30	15-30
\$200	3-8	3-9	3-9

CENTRAL

AVENUE

S.E.



3000 PSI CONCRETE W/LIGHT BROOM FINISH SCORE 3/4" DEEP JOINTS @ G' O.C. BUILDING SEE TYPICAL PAVEMENT SECTION. G" SUBGRADE COMPACTED @ 90% ASTM D-1557

TYPICAL SIDEWALK SECTION

LEGEND

PROPERTY LINE POWER POLE

WATER METER

MANHOLE

NO. OF PARKING SPACES NEW CONCRETE NEW ASPHALT PAVING

Regular Spaces Handicap Spaces 29

TOTAL SPACES:

PARKING SUMMARY

PAVING SITE PLAN

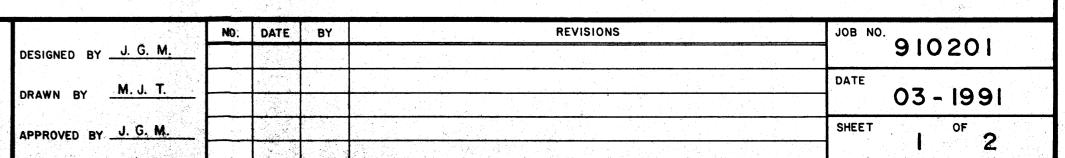
GENERAL NOTES:

- 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.
- 2. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL, 260-1990, FOR LOCATION OF EXISTING UTILITIES.
- 3. IF ANY UTILITY LINES, PIPELINES, OR UNDERGROUND UTILITY LINES ARE SHOWN ON THESE DRAWINGS, THEY ARE SHOWN IN AN APPROXIMATE MANNER ONLY, AND ADDITIONAL UTILITY LINES MAY EXIST WHERE NONE ARE SHOWN. IF ANY SUCH EXISTING LINES ARE SHOWN, THE LOCATION IS BASED JPON 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 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 AND FACILITIES.
- 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 AND BUSINESSES 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. THIS CAN BE ACHIEVED BY CONSTRUCTING AND MAINTAINING TEMPORARY BERMS AT THE PROPERTY LINES AND WETTING THE SOIL TO KEEP IT PROM BLOWING.
- 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. THE CONTRACTOR SHALL SECURE A "TOPSOIL DISTURBANCE PERMIT" PRIOR TO BEGINNING CONSTRUCTION.
- 10. ALL PAVEMENT MARKINGS SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION, LATEST EDITION. THE CONTRACTOR MUST CONFIRM THE LAYOUT OF ALL STRIPING AND PAVEMENT MARKINGS WITH THE OWNER OR HIS REPRESENTATIVE PRIOR TO COMPLETING THAT ITEM OF WORK.
- 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. ALL DIMENSIONS AND RADII OF CURB, CURB RETURNS, AND WALLS ARE SHOWN TO THE FACE OF CURB AND/OR WALL.
- 17. ALL EXISTING PAVEMENT ON AND ADJACENT TO THE SITE SHALL BE REMOVED AND DISPOSED OF FROM THE SITE. REMOVAL LIMITS SHALL BE THE BACK OF SIDEWALK OR DRIVEPAD ALONG CENTRAL AVENUE AND HARVARD DRIVE S.E., THE WEST EDGE OF THE ALLEY TO THE EAST AND THE SIDEWALK/PATIO/BUILDING OTHERWISE.
- 18. EXISTING SIDEWALK, UTILITIES, BOLLARDS AND BUILDING FEATURES SHALL NOT BE DISTURBED BY DEMOLITION ACTIVITIES.
- 19. CAUTION: THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.

INDEX OF SHEETS

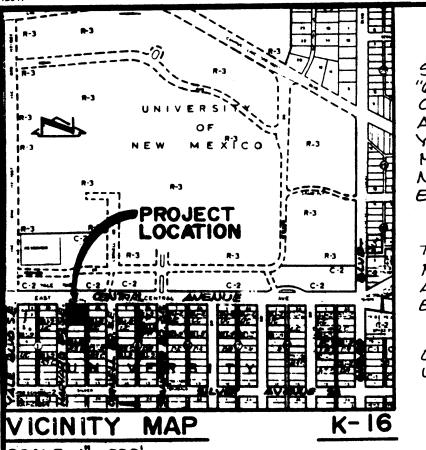
- PAVING SITE PLAN
- GRADING AND DRAINAGE PLAN







2300 CENTRAL AVENUE S.E.



PROJECT BENCHMARK

STA. IS A STANDARD ACS BRASS TABLET STAMPED "6-KIG 1974 ACS". STATION IS SET IN A CONCRETE CYLINDER BLOCK IN THE GROUND . STA. IS LOCATED AT THE INTERSECTION OF CENTRAL AVE. & YALE BLUD. S.E. STA. IS LOCATED AT THE EAST MEDIAN OF THE INTERSECTION, CLOSE TO THE NOSE.

ELEVATION = 5161.699 FEET (M.S.L.D.)

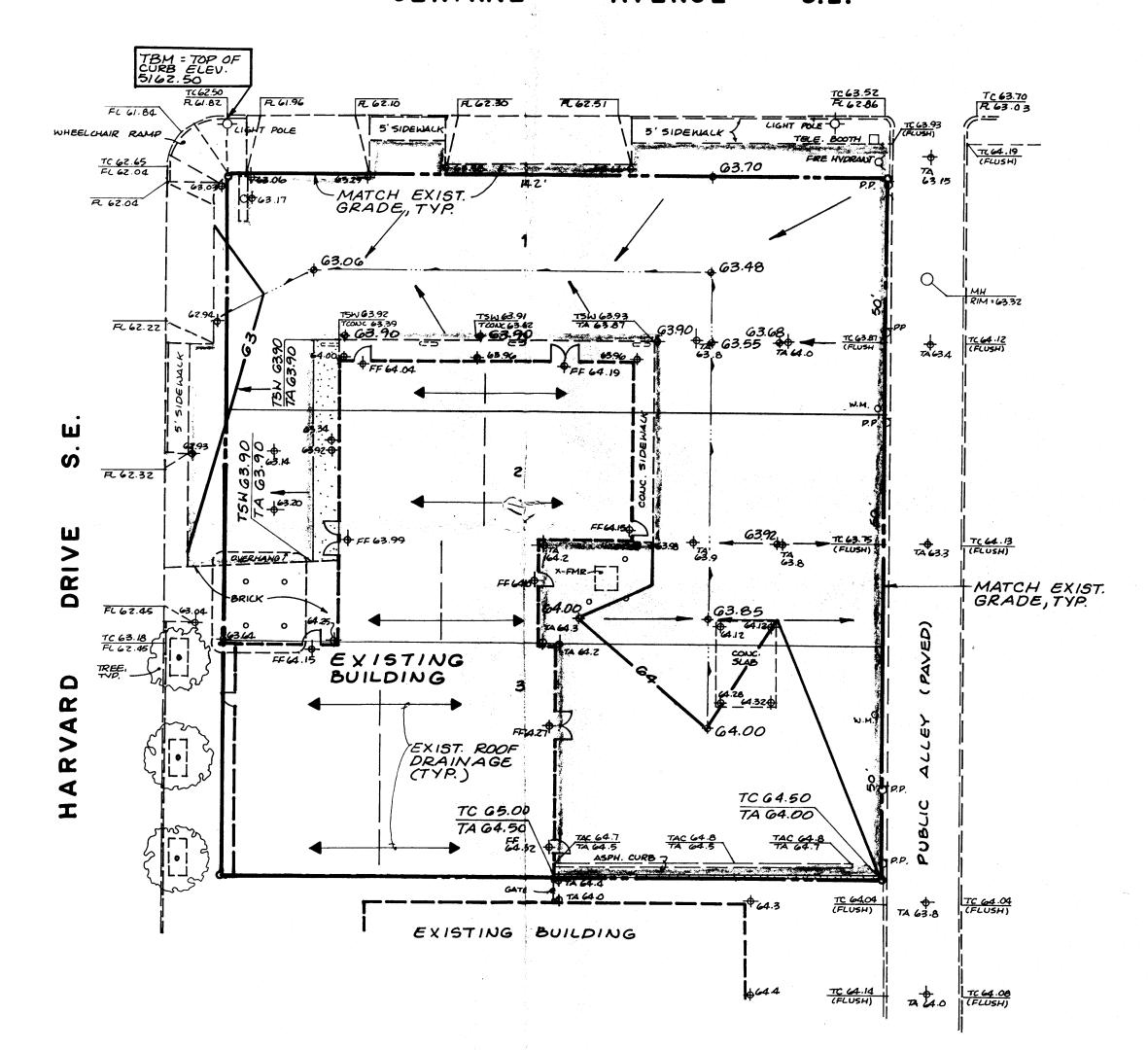
T.B.M.

TOP OF CURB ELEVATION LOCATED 12 FEET ± NORTH OF THE NORTH WEST PROPERTY CORNER AS SHOWN ON THE DRAWING BELOW, ELEVATION = 5162.50 FEET (M.S.L.D.)

LEGAL DESCRIPTION LOTS 1, 2 & 3, BLOCK B. UNIVERSITY HEIGHTS ADDITION

SCALE: I"

CENTRAL AVENUE S.E.





The following items concerning the 2300 Central Avenue S.E. Drainage Plan are contained hereon: 1. Vicinity Map 2. Grading Plan 3. Calculations

As shown by the Vicinity Map, the site is located at the southeast corner of the intersection of Central Avenue and Harvard Drive S.E. The site is presently developed and exists as Lots 1, 2, and 3, Block 8, of the University Heights Addition.

As stated above, this is an existing site which is already fully developed. The surrounding area is also predominantly developed making this a modification to an existing site within an infill area. The purpose of the project is to reconstruct the existing paving on the site to promote positive drainage and to repair/replace sections of deteriorated paving. In order to best accomplish this task, the entire paving on the site will be removed and replaced. The Paving Site Plan which precedes this plan addresses the removal and replacement of the paving.

The Grading Plan shows 1) existing grades indicated by spot elevations, 2) proposed grades indicated by spot elevations and contours at 1.5 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. As shown by these plans, the project consists of the removal and replacement of existing paving. At present, the site discharges its runoff to Harvard Drive S.E. and Central Avenue S.E. Under the regrading of the paved areas, developed runoff will continue to discharge to these adjacent public rights-of-way. This proposed modification to the site will not affect the impervious nature of the site,

The calculations which appear hereon analyze both the existing and developed conditions for the 100-year, 6-hour rainfall event. The peak distharge of runoff has been calculated using the Rational Method while the SCS Method has been used to quantify the volume of runoff generated. Both Methods have been used in accordance with the City of Albuquerque Development Process Manual, Volume II, coupled with the Mayor's Emergency Rule adopted January 14, 1986. Due to the fact that the surface characteristics of the site will not be changed by the proposed project, the existing and developed conditions are identical. Consequently, there is no change in the quantities or rate of runoff generated by this site.

Offsite flows do not appear to impact this site due to its proximity to improved public rights-of-way. The property to the south, an existing apartment building, appears to discharge to both the alley and Harvard Drive S.E.

CALCULATIONS

Ground Cover Information

Prom SCS Bernalillo County Soil Survey, Plate 31: Cu - Cut and fill land Hydrologic Soil Group: A Pervious CN = 54 (DPN Plate 22.2 C-2 Pasture or Range Land: fair condition)

Time of Concentration/Time to Peak

 $T_C = 0.0078 \text{ L} 9.77/89.385$ (Kirpich Equation)

 $T_{\rm D} = T_{\rm C} = 10$ min.

Point Rainfall

 $P_6 = 2.26 \text{ in. (DPM Plate 22.2 D-1)}$

Rational Method

Discharge: Q = CLA

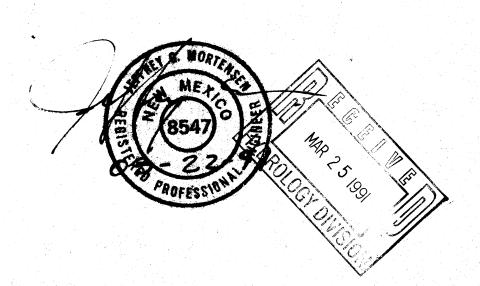
where C varies $i = P_6$ (6.84) $T_C = 0.51 = 4.78$ in/hr $P_6 = 2.26$ in (DPM Plate 22.2D-1) $T_C = 10 \min (minimum)$ A = area, apres

SCS Method

Where DRO - Direct runoff in inches A = area, acres

Existing and Developed Conditions

Atotal = 21,300 sf = 0.49 Ac Roof area = 6,700 sf (0.31) Paved area = 14,600 sf (0.69) Landscaped area = -0- sf (-0-) C = 0.93 (Weighted average per Emergency Rule, 1/14/86) Q₁₀₀ = CiA = 0.93(4.78)(0.49) = 2.2 cfs % impervious = 100 % Composite CN = 98 (DPM Plate 22.2 C-2) DRO = 2.1 in (DPM Plate 22.2 C-4) $V_{100} = 3630$ (DRO)A = 3735 of



JEFF MORTENSEN & ASSOCIATES, INC. 6010-B MIDWAY PARK BLVD. N.E. ENGINEERS & SURVEYORS (505)345-4250

GRADING & DRAINAGE PLAN 2300 CENTRAL AVENUE S.E.

LEGEND

EXISTING SPOT ELEVATION

PROPOSED CONTOUR

EXISTING FLOW LINE

NEW CONCRETE

TOP OF ASPHAT

TOP OF CURB

TOP OF SIDEWALK

PROPOSED FLOW LINE

NEW ASPHALT PAVING

PROPOSED SPOT ELEVATION

PROPOSED FLOW PATTERN

	NO.	DATE BY	REVISIONS	JOB NO.
DESIGNED BY J. G. M.				910201
DRAWN BY S.G. H.				DATE
DRAWN BY S.G. M.	· ·			03-1991
APPROVED BY J.G.M.				SHEET OF
	4			1