

CITY OF ALBUQUERQUE

Planning Department
Alan Varela, Director



Mayor Timothy M. Keller

January 14, 2025

Russell Brito
Environmental Services & Land Use Permitting
2401 Aztec Rd NE
Albuquerque, NM 87107

Re: New PNM Facility
SW Corner of Gibson Blvd and Innovation Pkwy SE
Conceptual Traffic Circulation Layout for DFT Approval
Engineer's Stamp 01-10-25 (M21-D023)

Dear Mr. Britto,

The conceptual TCL submittal received 01-14-2025 is approved for DHO and/or DFT submittal. When submitting this project through the building permit process, a full Traffic Circulation Layout will need to be submitted and approved prior to building permit.

PO Box 1293

Albuquerque

When the site construction is completed and an inspection for 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, the TCL, and a completed Drainage and Transportation Information Sheet to front counter personnel for log in and evaluation by Transportation.

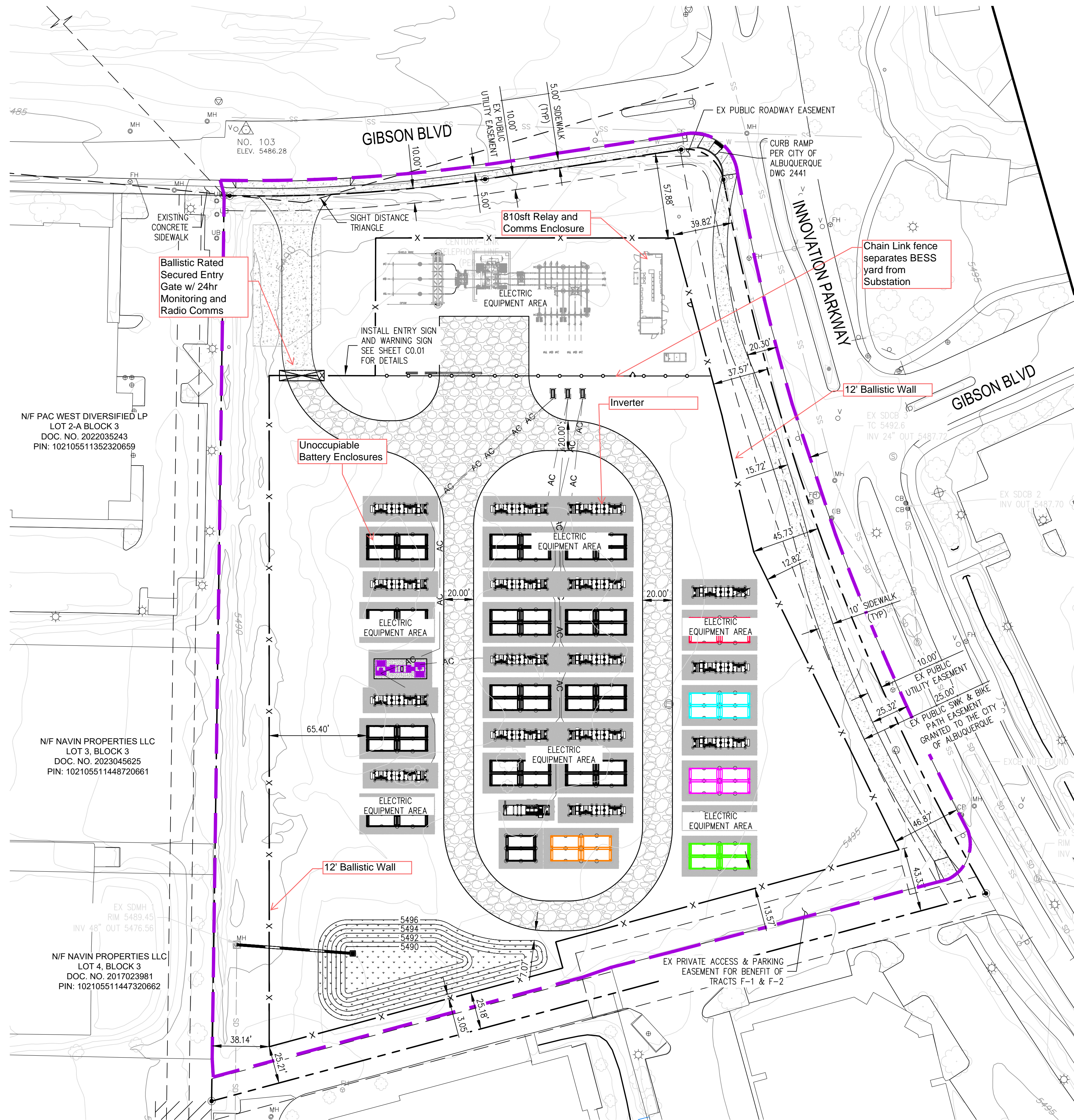
NM 87103

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.

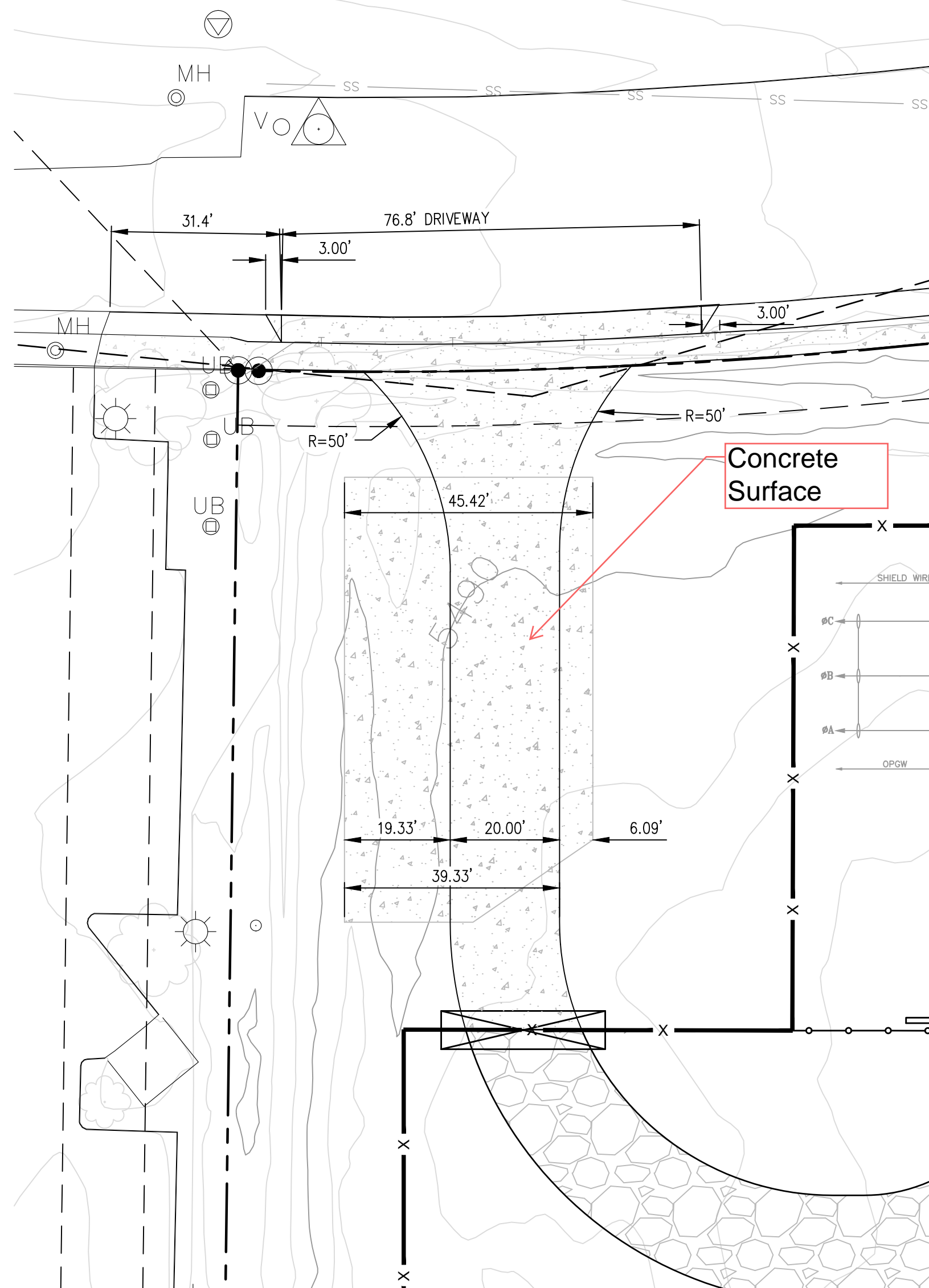
www.cabq.gov

Sincerely,

Ernest Armijo, P.E.
Principal Engineer, Planning Dept.
Development Review Services



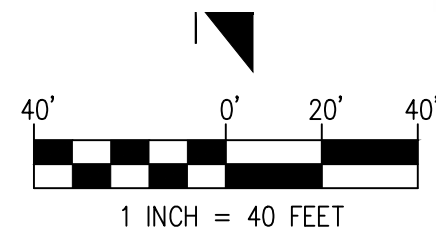
GENERAL SITE PLAN



DRIVEWAY DETAIL
SCALE: 1"=20'



VICINITY MAP
NOT TO SCALE



LEGEND	
SYMBOL	DESCRIPTION
	PROPERTY LINE
	EXISTING EASEMENT
	UNDERGROUND AC
	PERIMETER WALL (DESIGN BY OTHERS)
	SUBSTATION FENCE
	LIMIT OF DISTURBANCE
	AUGMENTATION GROUP 1
	AUGMENTATION GROUP 2
	AUGMENTATION GROUP 3
	AUGMENTATION GROUP 4
	AUGMENTATION GROUP 5
	POWER CONTROLLER
	EX STRUCTURES
	EX TREES/VEGETATIONS
	EX MINOR CONTOUR
	EX MAJOR CONTOUR
	STORM DRAIN MAIN AND STRUCTURE
	PROPOSED CONCRETE
	PROPOSED GRAVEL ROADWAY
	PROPOSED DRAINAGE SWALE
	PROPOSED STORMWATER BASIN
	EX WELL
	DETECTABLE WARNING

NO.	DATE	DESCRIPTION	AGENCY

STACEY BELLK
NEW MEXICO
29498
01/10/2025
PROFESSIONAL ENGINEER

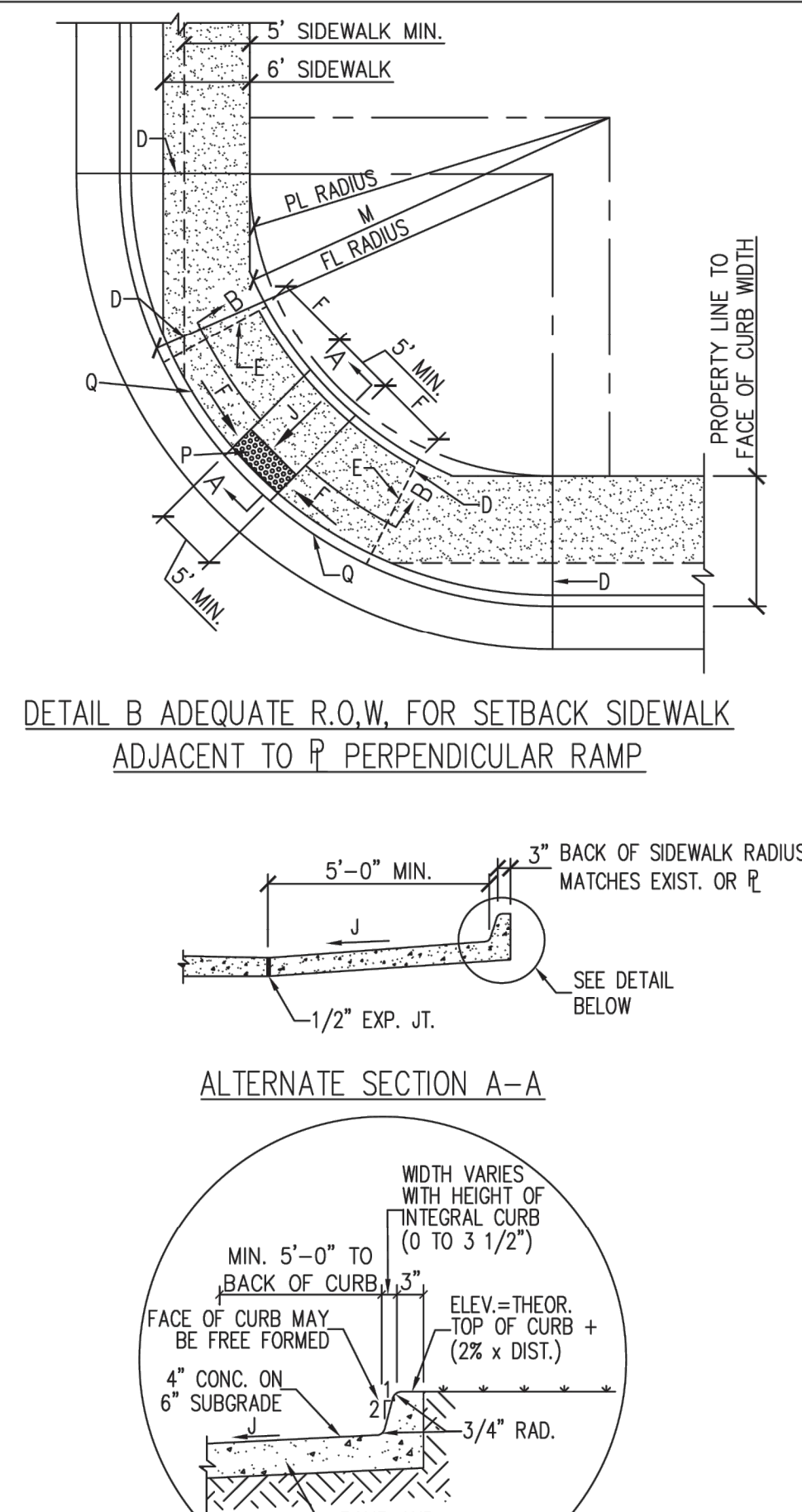
PUBLIC SERVICE COMPANY OF NEW MEXICO
SANDIA BESS SITE - 90% DESIGN SET
PROJECT SITE PLAN
CONSTRUCTION DOCUMENTS
NEW MEXICO
CITY OF ALBUQUERQUE
APN 1-021-055-162-512-2-06-67

PNM

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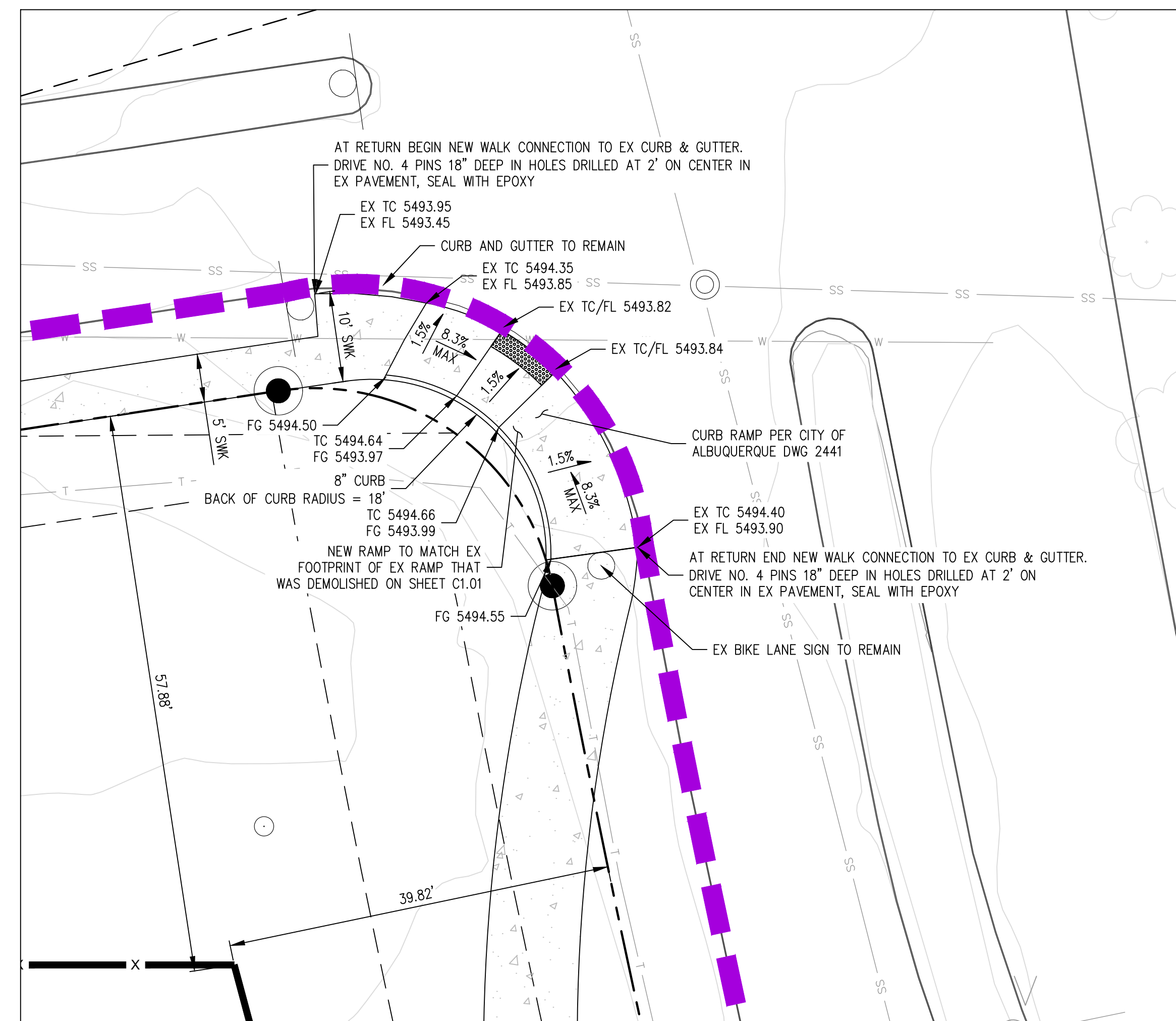
1831 SAN ANGELO DRIVE
ALBUQUERQUE, NEW MEXICO 87106
PHONE: (505) 832-8888
WWW.ENRPLANNING.COM

DATE: 12/18/2024
SCALE: 1"=40'
HORZ. N/A
VERT. N/A
DESIGNED BY: AMP
REVIEWED BY: SDG
C3.00
PAGE 8 OF 13

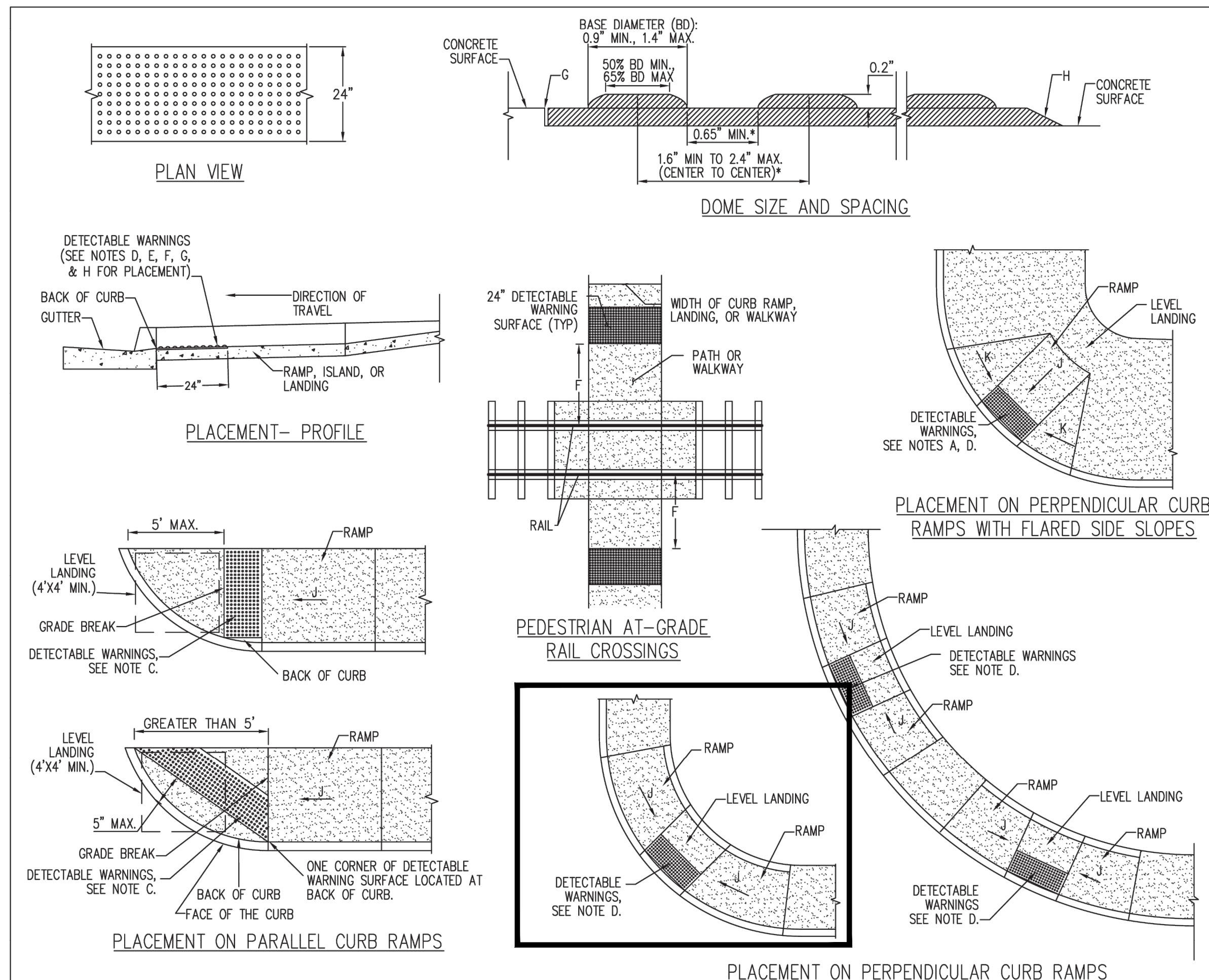


- ## GENERAL NOTES
1. CURB ACCESS RAMPS ARE NORMALLY TO BE LOCATED AT THE CENTER OF THE RETURN OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER.
 2. WHEN MODIFYING ONE QUADRANT OF AN INTERSECTION TO IMPROVE ACCESSIBILITY, MODIFY THE REMAINING QUADRANTS SO THAT ALL QUADRANTS OF THE INTERSECTION COMPLY WITH ADA (PROWAG) REGULATIONS AS SHOWN ON PLANS.
 3. SURFACE TEXTURE OF CURB ACCESS RAMPS MUST BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .0625"), TRANSVERSE TO THE SLOPE OF THE RAMP.
 4. GUTTER FLOW-LINE PROFILE SHALL BE MAINTAINED THROUGHOUT THE AREA OF THE RAMP. DRAINAGE CATCH BASIN STRUCTURES SHALL NOT BE PLACED IN LINE WITH RAMPS.
 5. WIDTH OF SIDEWALK AND RAMP MUST BE MAINTAINED AT A MINIMUM OF 5'-0" THROUGH ENTIRE RAMP LENGTH.
- ## CONSTRUCTION NOTES
- A. SLOPE OF GUTTER NOT TO EXCEED 2% ADJACENT TO RAMP. 1.5 % PREFERRED.
 - B. FLUSH WITH RAMP AND GUTTER.
 - C. CURB AND GUTTER (SEE STD. DWG. 2415 - GUTTER AT CURB ACCESS RAMP).
 - D. 1/2" EXPANSION JOINT.
 - E. RADIAL LINES - TOP AND BOTTOM OF RAMP.
 - F. 8.3% MAX. SLOPE OF RAMP, 7% PREFERABLE SLOPE OF RAMP.
 - G. CONTRACTION JOINT.
 - H. VARIES WITH AVAILABLE R.O.W.
 - I. 2% MAXIMUM CROSS-SLOPE. 1.5% PREFERRED CROSS-SLOPE.
 - K. HEADER CURB, SEE DWG. 2415C.
 - L. BACK OF SIDEWALK.
 - M. LACK OF SIDEWALK RADIUS TO BE ESTABLISHED SO AS TO MAINTAIN A 5'-0" RAMP WIDTH (MINIMUM) THROUGHOUT. SEE STD. DWG. 2440 (NOTE 6) IF LESS THAN 5'-0" IS AVAILABLE DUE TO UNRESOLVABLE CONSTRAINTS.
 - N. 4-1/2" MAX.
 - P. DETECTABLE WARNINGS (SEE STD. DWG. 2446).
 - Q. CURB TO MATCH SLOPE OF SIDEWALK.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING CORNER ACCESS RAMP
	DWG. 2441 JUNE 2019



ACCESS RAMP DETAIL
SCALE: 1"=10'



- # GENERAL NOTES
1. PROVIDE DETECTABLE WARNINGS ON ANY CURB RAMP OR LANDING WHERE THE ACCESSIBLE ROUTE CROSSES A PUBLIC STREET. DETECTABLE WARNINGS ARE NOT REQUIRED ON DRIVEWAYS OR SIDEWALKS. WARNING IS PROVIDED WITH TRAFFIC CONTROL DEVICES OR IS PERMITTED TO OPERATE LIKE A PUBLIC STREET AS DETERMINED BY THE CITY ENGINEER.
 2. SELECT A DETECTABLE WARNING SURFACE THAT CONTRASTS VISUALLY (LIGHT-ON-DARK OR DARK-ON-LIGHT) WITH ADJACENT SURFACES.
 3. IN NEW CONSTRUCTION, INSTALL CAST-IN-PLACE DETECTABLE WARNING SURFACES ON CURBS, PANELS, TILES, OR PAVERS. IN RETROFITS, INSTALL SURFACE-APPLIED DETECTABLE WARNING PANELS WITH BEVELLED EDGES. DETECTABLE APPLIED PANELS SHALL BE MECHANICALLY ANCHORED.
- ## CONSTRUCTION NOTES
- A. INSTALL DETECTABLE WARNING SURFACE SO THAT IT EXTENDS 24" IN THE DIRECTION OF TRAVEL FOR THE FULL WIDTH (NOT INCLUDING SIDE FLARES) OF THE RAMP OR LANDING.
 - B. PLACE DETECTABLE WARNINGS SO THAT THE ROWS OF TRUNCATED DOMES ARE ALIGNED PERPENDICULAR TO THE GRADE BREAK BETWEEN THE RAMP OR LANDING AND THE ROADWAY.
 - C. ON PARALLEL CURB RAMP, PLACE DETECTABLE WARNINGS ON THE RAMP SURFACE AT THE GRADE BREAK IF GRADE BREAK IS WITHIN 5' FROM BACK OF CURB; IF THE GRADE BREAK IS GREATER THAN 5' FROM BACK OF CURB, PLACE DETECTABLE WARNINGS AT A DIAGONAL USING A MAXIMUM DISTANCE OF 5' FROM FACE OF CURB.
 - D. ON PERPENDICULAR CURB RAMP, PLACE DETECTABLE WARNINGS AT THE BACK OF CURB.
 - E. ON CUT-THROUGH ISLANDS, PLACE DETECTABLE WARNINGS IN LINE WITH THE BACK OF CURB IF DETECTABLE WARNING SURFACE TOWARD THE ENTRANCE AND EXIT SIDES OF THE ISLAND CAN BE SEPARATED BY 2' MIN. OF WALKWAY. IF NECESSARY TO ACHIEVE 2' MIN. SEPARATION, PLACE DETECTABLE WARNINGS IN LINE WITH THE FACE OF CURB. THE ISLAND HAS NO CURB, PLACE DETECTABLE WARNINGS AT THE EDGE OF ROADWAY. SEE COA STD. DWG. 2448.
 - F. PLACE DETECTABLE WARNINGS AT RAIL CROSSINGS SO THAT THE EDGE NEAREST THE RAIL IS 6" TO 15" FROM THE CENTERLINE OF THE NEAREST RAIL. ALIGN ROWS OF TRUNCATED DOMES PARALLEL TO THE DIRECTION OF TRAVEL.

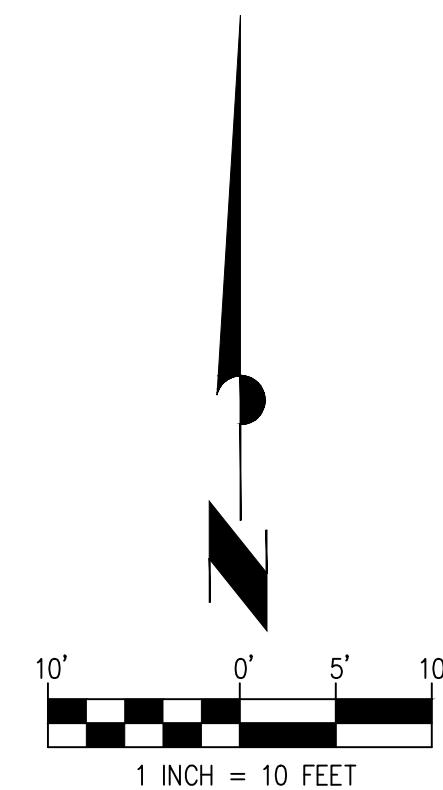
G. RECESS OR CAST-IN DETECTABLE WARNINGS SO THAT THE SURFACE TO WHICH THE TRUNCATED DOMES ARE ATTACHED IS FLUSH WITH THE ADJACENT CONCRETE.

H. IN RETROFITS, DETECTABLE WARNING MAT MAY BE MECHANICALLY ANCHORED TO THE SURFACE OF THE CONCRETE IF THE MAT EDGE IS BEVELED WITH A MAXIMUM SLOPE OF 2H:1V.

J. 8.3% MAX. SLOPE, 7% PREFERRED SLOPE.

K. SIDE FLEAD SLOPES.

REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	DETECTABLE WARNINGS
DWG. 2446	JUNE 201



SYMBOL	DESCRIPTION
	PROPERTY LINE
	EXISTING EASEMENT
	UNDERGROUND AC
	PERIMETER WALL (DESIGN BY OTHERS)
	SUBSTATION FENCE
	LIMIT OF DISTURBANCE
	AUGMENTATION GROUP 1
	AUGMENTATION GROUP 2
	AUGMENTATION GROUP 3
	AUGMENTATION GROUP 4
	AUGMENTATION GROUP 5
	POWER CONTROLLER EX STRUCTURES
	EX TREES/VEGETATIONS
	EX MINOR CONTOUR
	EX MAJOR CONTOUR
	STORM DRAIN MAIN AND STRUCTURE
	PROPOSED CONCRETE PROPOSED GRAVEL ROADWAY
	PROPOSED DRAINAGE SWALE
	PROPOSED STORMWATER BASIN
	EX WELL
	DETECTABLE WARNING

PUBLIC SERVICE COMPANY OF NEW MEXICO
SANDIA BESS SITE - 90% DESIGN SET
ACCESS RAMP DETAILS
CONSTRUCTION DOCUMENTS
APN 1-021-055-162-512-2-06-67
OF ALBUQUERQUE

APN 1-021-055-162-512-2-06-67



ENGINEERING
SURVEYING • PLANNING

PHONE: (925) 932-6868
DKENGIN.COM

DATE: 01/10/2025

SCALE:
HORIZ. 1"=10"
VERT. N/A

DESIGNED BY: AMP

REVIEWED BY: SDG

C3.03

PAGE 11 OF 13