

# CITY OF LAS VEGAS, NEW MEXICO

## PLANS FOR

# SENIOR CENTER PARKING LOT

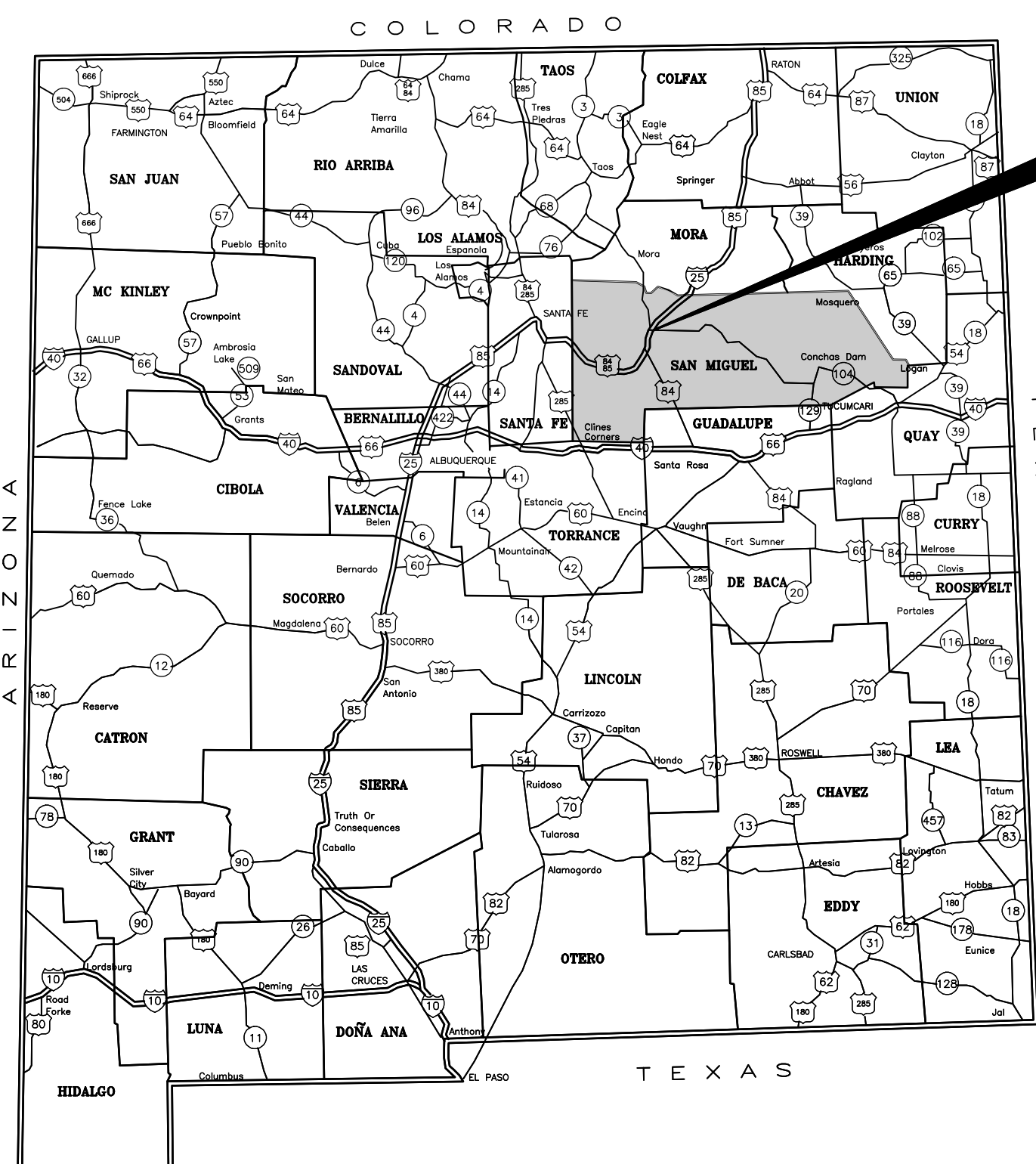
# IMPROVEMENTS

JULY 2023 (100% CONSTRUCTION DRAWINGS)

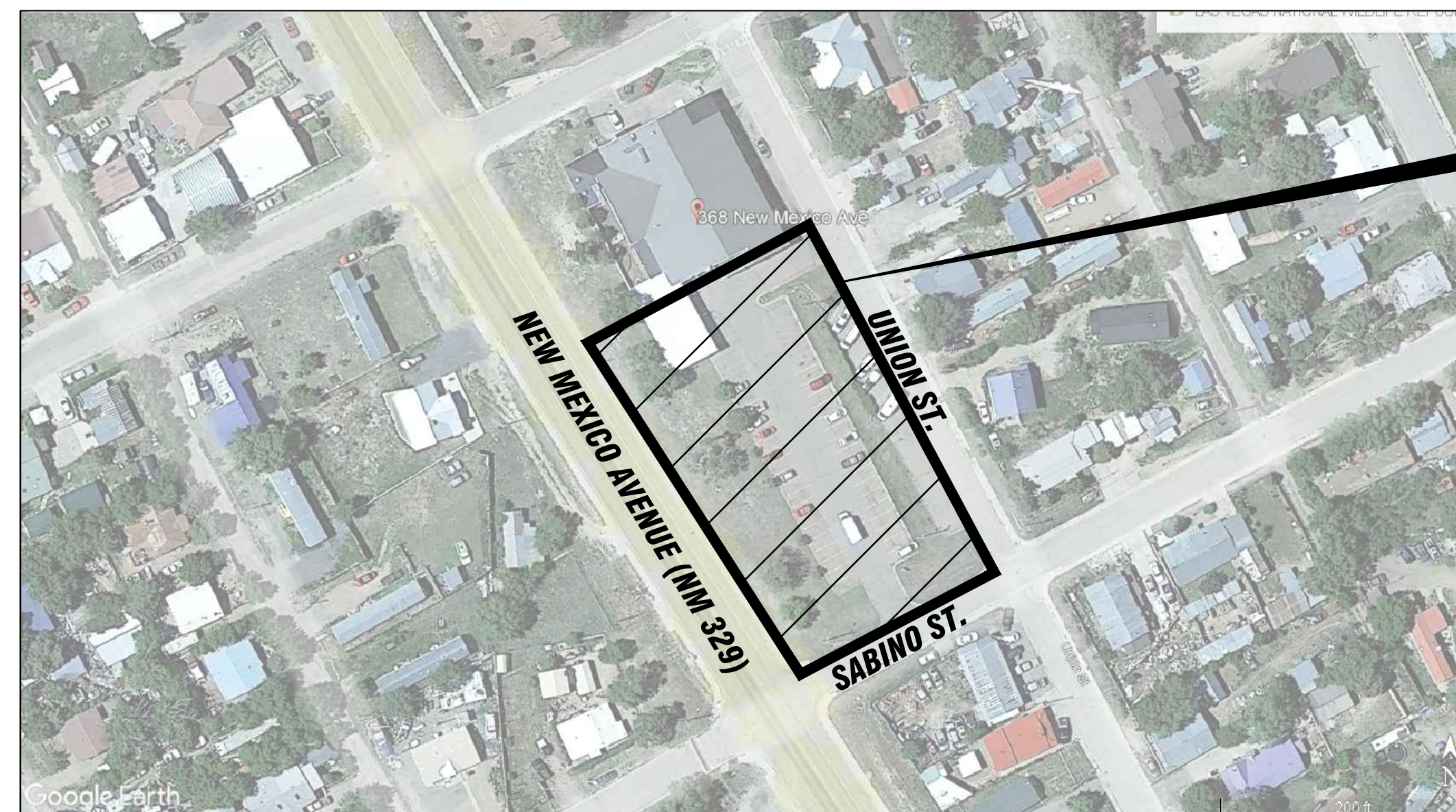


### CITY OF LAS VEGAS COUNCILORS:

DAVID ULIBARRI CITY COUNCIL WARD I	MICHAEL L. MONTOYA CITY COUNCIL WARD II
BARBARA PEREA CASEY CITY COUNCIL WARD III	DAVID G. ROMERO CITY COUNCIL WARD IV
	ARNOLD LOPEZ PUBLIC WORKS DIRECTOR
	DANNY GURULE PUBLIC WORKS MANAGER
<u>MAYOR</u> LOUIE A. TRUJILLO	<u>CITY MANAGER</u> LEO J. MAESTAS



LOCATION MAP  
NOT TO SCALE



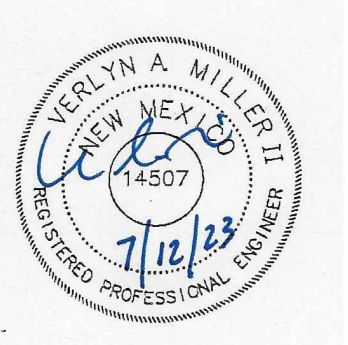
SITE MAP  
NOT TO SCALE

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THESE DRAWINGS DO NOT INCLUDE THE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY WHICH SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.

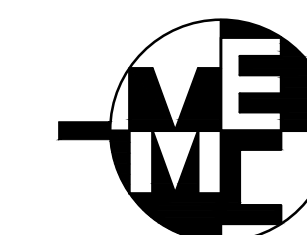
CERTIFICATION:

I, VERLYN A. MILLER, REGISTERED PROFESSIONAL ENGINEER NO. 14507 HEREBY CERTIFY THAT THE FOLLOWING PLANS AND DESIGNS WERE MADE UNDER MY SUPERVISION AND DIRECTION AND THAT SAME IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



NEW MEXICO PROFESSIONAL ENGINEER

P.E. 14507



MILLER ENGINEERING CONSULTANTS

Engineers • Planners

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## GENERAL NOTES

- THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE CONSTRUCTION LIMITS SHOWN ON PLANS. DISTURBANCE TO PRIVATE PROPERTIES SHALL BE KEPT TO A MINIMUM. ANY COSTS ASSOCIATED WITH THE REPAIR TO PUBLIC OR PRIVATE PROPERTIES, CAUSED BY CONSTRUCTION ACTIVITIES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE LOCATION OF ALL UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO EXCAVATION. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES 72 HOURS BEFORE COMMENCING WORK IN THE AREAS NEAR UNDERGROUND UTILITY LINES. CONTRACTOR SHALL NOT INTERFERE WITH UTILITY LINE OPERATION AND SHALL COORDINATE ALL WORK AFFECTING EXISTING UTILITIES WITH THE APPROPRIATE AUTHORITY FOR EACH UTILITY, AND THE CONSTRUCTION INSPECTOR SHALL BE PROMPTLY NOTIFIED OF ANY PROBLEMS OR CONFLICTS ENCOUNTERED.
- DURING THE CONSTRUCTION OF THIS PROJECT, SOME OVERHEAD AND/OR UNDERGROUND UTILITY ADJUSTMENTS MAY HAVE TO BE ACCOMPLISHED CONCURRENTLY BY THE UTILITY OWNERS (CITY AND/OR PRIVATELY OWNED). THE CONTRACTOR SHALL COORDINATE AND ADVISE THE UTILITY OWNERS, ALLOWING ENOUGH TIME SO THAT THE REQUIRED UTILITY ADJUSTMENTS DO NOT IMPEDE THE CONTRACTOR'S WORK. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR ANY DELAYS, INCONVENIENCE, OR DAMAGE SUSTAINED DUE TO ANY INTERFERENCE FROM SAID UTILITY APPURTENANCES.
- THE CONSTRUCTION OF THIS PROJECT SHALL BE IN COMPLIANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
- THE USE OF HEAVY ROLLING EQUIPMENT (GREATER THAN 35 TONS STATIC) AND/OR VIBRATORY ROLLERS TO OBTAIN THE REQUIRED DENSITIES IN EMBANKMENT, EMBANKMENT FOUNDATION, MISCELLANEOUS FILLS, SUBGRADE & PAVEMENT WILL NOT BE PERMITTED IN URBAN OR OTHER AREAS WHERE THE USE OF SUCH EQUIPMENT WOULD DAMAGE UNREINFORCED MASONRY STRUCTURES, BUILDINGS AND OTHER STRUCTURES UNDERGROUND UTILITY FACILITIES OR OTHER PERMANENT INSTALLATION.
- ALL AGGREGATES AND SUITABLE MATERIAL MAY BE OBTAINED FROM COMMERCIAL SOURCES. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING A SUITABLE SOURCE MEETING ALL REQUIREMENTS OF THIS CONTRACT.
- THE CONTRACTORS SHALL NOT EXCEED LEGAL LOADS ON EXISTING PAVED ROADWAYS.
- TOPOGRAPHIC DATA, BENCHMARKS, REFERENCE POINTS, P.I.'S, STRUCTURE TIES, AND ALL OTHER MISCELLANEOUS SURVEY INFORMATION WAS OBTAINED FROM PREVIOUS FIELD SURVEYS. IT IS ENTIRELY POSSIBLE THAT THESE POINTS MAY NO LONGER EXIST IN THE FIELD. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO RE-ESTABLISH ANY MISSING BENCH MARKS, REFERENCE POINTS, OR P.I.'S REQUIRED FOR CONSTRUCTION OF THIS PROJECT AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL VERIFY BETWEEN ADJACENT REFERENCE POINTS, BENCH MARKS, AND P.I.'S PRIOR TO THEIR USE IN CONSTRUCTING THIS PROJECT TO ASSURE THE INTEGRITY OF EACH POINT.
- THE CONTRACTOR SHALL USE CAUTION AT ALL EXISTING STRUCTURES INCLUDING ALL UNREINFORCED MASONRY WALLS, BUILDINGS, ETC. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO ANY STRUCTURES, DRIVEWAYS, LIGHT FIXTURES, AND WATER METERS, ETC., AND SHALL REPAIR THE DAMAGES TO EQUAL OR BETTER AT HIS OWN EXPENSE.
- THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE 2019 EDITION OF THE NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION.
- CONTRACTOR SHALL VERIFY ALL PIPE LENGTHS, SLOPES AND LOCATIONS PRIOR TO INSTALLATION WITH THE PROJECT INSPECTOR AND THE PROJECT ENGINEER.
- CONNECTIONS TO DISSIMILAR PIPING SHALL BE WITH FITTINGS RECOMMENDED BY MANUFACTURERS.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING EXISTING ASPHALT PAVING. ANY DAMAGE TO THE ASPHALT DUE TO CONSTRUCTION ACTIVITY WILL BE REPAIRED BY THE CONTRACTOR AT OWN EXPENSE.
- ALL BEDDING, BACKFILLING AND COMPACTION REQUIRED FOR THE CORRUGATED METAL PIPE AND DRIVEWAY CULVERTS SHALL MEET THE MANUFACTURERS RECOMMENDATIONS.
- ALL CORRUGATED METAL PIPE SHALL CONSIST OF AN ALUMINIZED STEEL TYPE II MATERIAL WITH GAUGE THICKNESS AS RECOMMENDED BY MANUFACTURER.
- ALL EXISTING STREET SIGNS WILL BE REMOVED AS NECESSARY TO PERFORM CONSTRUCTION ACTIVITIES AND REPLACED AT A LOCATION TO BE DETERMINED BY THE PROJECT COORDINATOR. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK. ANY SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE PROPOSED PROJECT SHALL NOT REQUIRE ANY ADDITIONAL RIGHT OF WAY FOR THE CONSTRUCTION OF THIS PROJECT.
- THE PROPOSED PROJECT SHALL NOT ADVERSELY AFFECT OR REQUIRE ANY RELOCATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY POTENTIAL UTILITY CONFLICTS PRIOR TO CONSTRUCTION SO THAT THE NECESSARY DESIGN ADJUSTMENTS TO THE CONCRETE TRAIL CAN BE ACCOMPLISHED.
- THE CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTALS ON ALL CIVIL SITE RELATED ITEMS FOR REVIEW PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE MATERIALS IN ACCORDANCE WITH THE BUY AMERICA REQUIREMENTS (23 CFR 635.410) ON FEDERAL AID PROJECTS. THE CONTRACTOR SHALL BEAR THE BURDEN OF PROOF AND THE CONTRACT TO PROVE THE ORIGIN AND PLACE OF MANUFACTURER OF IRON AND STEEL PRODUCTS AND MATERIALS.
- DURING THE CONSTRUCTION OF THE PROJECT, THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY TEMPORARY DRAINAGE MEASURES NECESSARY TO SAFELY CONVEY STORM WATER RUNOFF. ANY DAMAGES TO THE PUBLIC OR PRIVATE PROPERTY OR IMPROVEMENTS CONSTRUCTED BY THE CONTRACTOR RESULTING FROM STORM WATER FLOWS IN THE PROJECT VICINITY SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NO MEASUREMENT OR PAYMENT WILL BE MADE FOR THESE TEMPORARY DRAINAGE MEASURES.
- NO EQUIPMENT SHALL BE STORED WITHIN THE RIGHT-OF-WAY DURING NON-WORKING HOURS.
- THE CONTRACTOR SHALL PROVIDE ACCESS TO ALL MAILBOXES DURING CONSTRUCTION, IN ACCORDANCE WITH LOCAL POST OFFICE REGULATIONS. THIS ALSO APPLIES TO FINAL PLACEMENT OF ALL MAILBOXES. THE FINAL PLACEMENT OF ALL MAILBOXES SHALL BE AUTHORIZED BY THE CITY INSPECTOR PRIOR TO PLACEMENT. THE CONTRACTOR SHALL ALSO RELOCATE THE NEWSPAPER DELIVERY BOXES AS REQUIRED TO MAINTAIN DELIVERY, DURING AND AFTER CONSTRUCTION, IN COORDINATION WITH THE LANDOWNERS. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO COMPLETION OF THE PROJECT AND THERE WILL BE NO DIRECT COMPENSATION FOR THIS WORK.
- AS OF MARCH 10, 2003, THE USEPA REQUIRES NPDES PERMIT COVERAGE FOR STORM WATER DISCHARGE FROM CONSTRUCTION PROJECTS (COMMON PLANS OF DEVELOPMENT) THAT WILL RESULT IN THE DISTURBANCE OR RE-DISTURBANCE OF ONE OR MORE ACRES, INCLUDING EXPANSIONS OF TOTAL LAND AREA. THE DEVELOPER SHOULD BE MADE AWARE THAT THE USEPA REQUIRES THAT ALL "OPERATORS" (SEE FEDERAL REGISTER/VOL. 63, NO. 128/MONDAY, JULY 6, 1998 PG 36509) OBTAIN NPDES PERMIT COVERAGE FOR CONSTRUCTION PROJECTS. GENERALLY, THIS MEANS THAT AT LEAST TWO PARTIES WILL REQUIRE PERMIT COVERAGE. THE OWNER/DEVELOPER OF THIS CONSTRUCTION PROJECT WHO HAS OPERATIONAL CONTROL OVER THE PROJECT SPECIFICATIONS, THE ACTIVITIES AT THE SITE, WHICH ARE NECESSARY TO ENSURE THE COMPLIANCE WITH THE STORM WATER POLLUTION PLAN AND OTHER CONDITIONS, AND POSSIBLY OTHER "OPERATORS" THAT WILL REQUIRE APPROPRIATE NPDES PERMIT COVERAGE FOR THIS PROJECT.
- ALL STORM DRAIN PIPE SHALL CONSIST OF AN ALUMINIZED STEEL TYPE II SMOOTH-INTERIOR LINED CORRUGATED METAL PIPE MATERIAL WITH GAUGE THICKNESS AS RECOMMENDED BY MANUFACTURER.

- ALL FITTINGS INCLUDED BUT NOT LIMITED TO BENDS, WYES, TEES, BANDS AND OTHER REQUIRED APPURTENANCES NECESSARY TO INSTALL THE CORRUGATED METAL PIPE SHALL BE CONSIDERED INCIDENTAL TO THE STORM DRAIN PIPE LINE ITEMS AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- ALL TRENCHING, BEDDING MATERIALS, BACKFILLING AND COMPACTING REQUIRED TO INSTALL THE SMOOTH INTERIOR LINED PIPE SHALL BE CONSIDERED INCIDENTAL TO THE STORM DRAIN PIPE LINE ITEMS, AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR SHALL SUBMIT INVOICES TO THE CITY FOR ALL ALLOWANCE ITEMS IN THE CONTRACT TO SUBSTANTIATE BILLING ON THE ALLOWANCE ITEMS. THE CONTRACT SHALL NOT EXCEED THE AMOUNT PROVIDED FOR IN THE ALLOWANCE ITEMS. THE CONTRACTOR SHALL ADVISE THE CITY IF IT APPEARS THAT AN ALLOWANCE ITEM MAY BE EXCEEDED.
- THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES ITEM IN THE BID FORM ARE A LUMP SUM ITEM FOR ALL OF THE BEST MANAGEMENT PRACTICES (BMP'S) OUTLINED IN THE SWPPP PLAN TO MAINTAIN SILT WITHIN THE PROJECT LIMITS. SILT FENCES, SEDIMENT TRAPS, STRAW WADDLES AND ROCK DITCH CHECKS ARE EXAMPLES OF BEST MANAGEMENT PRACTICES. ALL OF THIS WORK WILL BE PAID FOR UNDER ITEM 603280 AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATE WITH ALL UTILITY PROVIDERS AS REQUIRED FOR THIS PROJECT. THERE ARE SEVERAL ELECTRICAL BOXES AND MANHOLES AND TELEPHONE BOXES AND PEDESTALS THAT MAY REQUIRE ADJUSTMENTS DURING CONSTRUCTION. THERE ARE ALSO SEVERAL GAS METERS AND VALVES THAT MAY REQUIRE ADJUSTMENT DURING CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THIS WORK WITH THE UTILITY PROVIDERS AS REQUIRED. THIS WORK IS CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- ANY ADJUSTMENT OF EXISTING IRRIGATION EQUIPMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- SITE LIGHTING POLE AND LUMINAIRE SHALL COMPLY WITH NEW MEXICO DARK SKIES ENFORCEMENT ACT.
- STREETS SHALL BE ILLUMINATED TO 1 FOOTCANDLE AVERAGE MAINTAINED.
- SITE LIGHTING SHALL BE SOLAR PV AND SHALL NOT EXCEED 25' IN HEIGHT FROM THE GROUND LEVEL TO THE TOP OF THE LUMINAIRE.

## INCIDENTALS

- THE PG 64-28 BINDER FOR THE SP IV MIX WILL BE CONSIDERED INCIDENTAL TO THE MINOR PAVING ITEM AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE REQUIRED TACK OIL FOR THE PROJECT WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR SHALL PROVIDE A 3 FOOT CURB TAPER TO TRANSITION FROM VERTICAL CURB TO SLOPED CURB ON EACH SIDE THE DRIVEWAY ENTRANCES. THE CURB TAPER SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS MATERIAL AT AN ENVIRONMENTALLY SUITABLE SITE UNLESS THE PROJECT INSPECTOR REQUESTS TO SALVAGE THE EXCESS MATERIAL. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203000 AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR SHALL DEVELOP THE TRAFFIC CONTROL PLAN AND SHALL PROVIDE AND MAINTAIN ALL TRAFFIC CONTROL DEVICES AND CONSTRUCTION SIGNING IN ACCORDANCE WITH THE "MUTCD" (LATEST EDITION) DURING THE CONSTRUCTION PERIOD (WORKING AND NON-WORKING HOURS). ANY NECESSARY DEVIATION FROM THE "MUTCD" SHALL HAVE PRIOR WRITTEN APPROVAL OF THE ENGINEER OR CONSTRUCTION INSPECTOR. THE CONTRACTOR SHALL SUBMIT A COPY OF THE PROPOSED TRAFFIC CONTROL PLAN TO THE ENGINEER AND CITY PROJECT COORDINATOR AT THE PRE-CONSTRUCTION MEETING. THIS PLAN SHALL SATISFY THE CITY REQUIREMENTS FOR PUBLIC SAFETY AND TRAVELING PUBLIC AS WELL AS THE REQUIREMENTS OF "MUTCD" AND SHALL BE REVISED AS NECESSARY TO MEET THE REQUIREMENTS DURING THE CONSTRUCTION PERIOD. THIS PLAN SHALL INCLUDE AN ADEQUATE NUMBER OF TRAFFIC CONTROL SIGNS & DEVICES AS DEEMED NECESSARY BY THE PROJECT ENGINEER. DEVELOPING THE TRAFFIC CONTROL PLAN WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK. FOR ALL TRAFFIC CONTROL SIGNS AND DEVICES WILL BE PAID FOR UNDER ITEM 702810 TRAFFIC CONTROL DEVICES FOR CONSTRUCTION AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK. THE SECTIONS OF ROADWAY WHICH ARE OPEN TO TRAFFIC SHALL BE KEPT IN GOOD RIDING CONDITION AND CLEAR OF HAZARDS TO TRAFFIC. THE SAFETY AND COMFORT OF THE TRAVELING PUBLIC AND ACCESS TO RESIDENCES AND OTHER TURNOUTS SHALL BE OF PRIMARY CONSIDERATION. THE TRAFFIC CONTROL MANAGEMENT WILL BE PAID FOR UNDER ITEM 618000 TRAFFIC CONTROL MANAGEMENT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK. AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK. THE ROADWAY SHALL HAVE ONE LANE OPEN AT ALL TIMES DURING CONSTRUCTION. THERE IS A HOSPITAL ADJACENT TO THE ROADWAY. THE CONTRACTOR SHALL GIVE PREFERENCE TO EMERGENCY VEHICLES DURING THE CONSTRUCTION OF THE PROJECT SO THAT THEY CAN REACH THEIR DESTINATION IN A TIMELY MANNER. THE TRAFFIC CONTROL PLAN SHALL BE PREPARED BY A CERTIFIED TRAFFIC CONTROL PERSON AND THE CONTRACTOR SHALL PROVIDE A CERTIFIED TRAFFIC CONTROL PERSON AT THE SITE ON A DAILY BASIS TO INSPECT AND MODIFY TRAFFIC CONTROL DEVICES AND PLANS AS NECESSARY.
- THE TRUNCATED DOMES REQUIRED ON HANDICAP ACCESSIBLE RAMPS WILL BE CONSIDERED INCIDENTAL TO ITEM NO. 608004 - 4" CONCRETE SIDEWALK AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- ALL FENCES, WALLS, BUILDINGS, STREETS, INTERSECTIONS, AND EXISTING FEATURES WITHIN THE CONSTRUCTION LIMITS SHALL BE VIDEO TAPED VERY CLEARLY IN BOTH DIRECTIONS AND DOCUMENTED CAREFULLY. THIS VIDEOTAPE SHALL BE SUBMITTED TO THE CITY OF LAS VEGAS PROJECT MANAGER PRIOR TO ANY CONSTRUCTION WORK AT THE SITE. NOTICE TO PROCEED WILL NOT BE ISSUED UNTIL VIDEO TAPE HAS BEEN REVIEWED BY THE ENGINEER AND PROJECT INSPECTOR. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- WHEN ABUTTING NEW ASPHALT TO EXISTING ASPHALT, SAWCUT EXISTING ASPHALT TO A NEAT STRAIGHT LINE TO MATCH NEW SURFACING DEPTH. PAVEMENT CUT SHALL BE MADE AT A LOCATION SUITABLE FOR REMOVING BROKEN OR CRACKED ASPHALT. A CONTINUOUS CUT IS REQUIRED AND STITCH CUTTING IS NOT ALLOWABLE. NO PAYMENT WILL BE MADE FOR CUTTING EXISTING PAVEMENT, AND THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE MINOR PAVING ITEM.
- ANY FENCING THAT IS REQUIRED TO BE REMOVED TO CONSTRUCT THE PROJECT, SHALL BE REMOVED AS NECESSARY AND REPLACED IN THE SAME LOCATION. THIS WORK AND ALL WORK RELATED TO EXISTING FENCING SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.

## INCIDENTALS

- ACCEPTANCE TESTING: ACCEPTANCE TESTING SHALL BE PERFORMED ON MINOR PAVING, BASE COURSE AND SUBGRADE PREPARATION AT THE FREQUENCIES STATED BELOW AND SHALL BE PAID FOR UNDER THE LABORATORY TESTING ALLOWANCE LINE ITEM. THE CONTRACTOR SHALL COORDINATE THE ACCEPTANCE TESTING WITH THE ACCEPTANCE LAB AND THE CITY. THE TESTING LAB SHALL SEND ALL ACCEPTANCE LAB TEST REPORTS TO THE CITY, THE ENGINEER AND THE CONTRACTOR AT THE SAME TIME VIA E-MAIL. THE CITY WILL REIMBURSE THE CONTRACTOR FOR ALL ACCEPTANCE LAB TESTING BASED ON THE ACTUAL INVOICES FROM THE TESTING LAB. THE CONTRACTOR WILL NOT BE ALLOWED TO MARK UP THE INVOICES FOR ACCEPTANCE TESTING. ANY COORDINATION EFFORTS OF THE ACCEPTANCE TEST ARE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK. THE CONTRACTOR MAY ALSO HIRE AN QUALITY CONTROL LAB FOR QUALITY CONTROL TESTING. THE QUALITY CONTROL LAB MUST BE A DIFFERENT LAB THAN THE ACCEPTANCE LAB. ANY QUALITY CONTROL TESTING PERFORMED BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASURE OR PAYMENT WILL BE MADE FOR THIS WORK.

THE HOT MIX ASPHALT PAVING SHALL CONSIST OF A SP IV MIX DESIGN WITH A PG 64-28 ASPHALT BINDER. ACCEPTANCE TESTING FOR DENSITIES SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 416. HOT MIX ASPHALT SAMPLING ACCEPTANCE TESTING SHALL BE CONDUCTED AT A RATE OF ONE SAMPLE PER DAY AND EVALUATED IN ACCORDANCE WITH TABLE 416.3.1.2.1.1:2 & 416.3.1.2.1.1:3.

ACCEPTANCE TESTING FOR DENSITIES SHALL BE CONDUCTED WITH A NUCLEAR DENSOMETER AT A RATE OF ONE TEST PER 200 LINEAR FEET ALONG THE CENTERLINE OF THE PROJECT AT RANDOM LOCATIONS. BASE COURSE SAMPLING ACCEPTANCE TESTING SHALL BE CONDUCTED AT A RATE OF ONE SAMPLE PER SOURCE. BASE COURSE THICKNESS ACCEPTANCE TESTING SHALL BE TESTED AT A RATE OF 3 PER PROJECT.

ACCEPTANCE TESTING FOR DENSITIES SHALL BE CONDUCTED WITH A NUCLEAR DENSOMETER AT A RATE OF ONE TEST PER 200 LINEAR FEET ALONG THE CENTERLINE OF THE PROJECT AT RANDOM LOCATIONS BASED ON THE STANDARD PROCTOR FOR THE SUBGRADE MATERIAL.

- THE CONCRETE HEADER CURBS AND THE DETECTABLE WARNING STRIPS REQUIRED FOR THE HANDICAPPED RAMPS SHALL BE CONSIDERED INCIDENTAL TO THE MINOR PAVING ITEM AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR SHALL KEEP THE ROAD OPEN AND MAINTAIN ACCESS FOR ALL LOCAL TRAFFIC AND RESIDENTS THROUGH THE DURATION OF CONSTRUCTION. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE SAW CUTTING OF ANY EXISTING CONCRETE REQUIRED TO ACCOMPLISH THE WORK OUTLINED IN THIS CONTRACT SHALL BE CONSIDERED INCIDENTAL TO THE 4" AND 6" CONCRETE SIDEWALK/PAVING ITEMS AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.
- THE CONTRACTOR WILL REMOVE, SALVAGE, AND DELIVER ALL EXISTING BASE COURSE MATERIAL FROM THE ROADWAY TO THE CITY OF LAS VEGAS PUBLIC WORKS YARD LOCATED ON GRAND AVENUE. THE CONTRACTOR SHALL COORDINATE WITH THE CITY ON THE LOCATION TO STOCKPILE THE SALVAGED BASE COURSE MATERIAL. ALL OF THIS WORK WILL BE PAID FOR UNDER THE UNCLASSIFIED EXCAVATION ITEM (ITEM 203000) AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.

## LEGEND

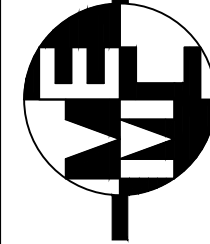
	EXISTING FENCE LINE		EXISTING FIRE HYDRANT
	EXISTING INDEX CONTOUR LINE		FOUND EXISTING TBM OR REBAR
	EXISTING INTERMEDIATE CONTOUR LINE		EXISTING POWER POLE ANCHOR
	EXISTING GRADE		EXISTING CMP
	PROPOSED FINISH GRADE		NEW ASPHALT PAVEMENT
	CENTERLINE OF ROAD		EXISTING PAVEMENT TO BE REMOVED
	EXISTING TELEPHONE PEDESTAL		EXISTING UNPAVED ROAD
	EXISTING POWER POLE		EXISTING UNPAVED ROAD, LIMITS OF CMP, LIMITS OF REMOVAL AND REPLACEMENT
	EXISTING SIGN		
	EXISTING LIGHT POLE		

## CIVIL DRAWING INDEX

SHEET NO.	SHEET TITLE
G-1	COVER SHEET
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C-2	SITE PLAN
C-3	GRADING AND DRAINAGE PLAN
D-1, D-2, D-3	MISCELLANEOUS DETAILS

CONTACT INFORMATION FOR UTILITY COMPANIES		
PNM (ELECTRIC SERVICE) MATTHEW HOLBERT 4565 STATE ROAD 14 SANTA FE, NEW MEXICO 87505 PHONE: (505)473-3229; FAX: (505)473-3357	CITY OF LAS VEGAS UTILITY DEPARTMENT 905 12th STREET LAS VEGAS, NEW MEXICO 87701 PHONE: (505)454-3832; FAX:	CENTURY LINK (TELECOMMUNICATIONS) BURIED SERVICE LINES DEPARTMENT PHONE: 1-800-244-1111

MILLER ENGINEERING CONSULTANTS  
Engineers • Planners



3500 COMANCHE NE  
BLDG F  
ALBUQUERQUE, NM 87107  
(505)888-7500  
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JOB # E22-043  
DESIGNED: MEC  
DRAWN: MEC  
CHECKED: VAM

FILE: SENIOR CTR  
DATE: 04-19-23



ENGINEER'S STAMP

NEW MEXICO

SENIOR CENTER PARKING LOT

LAS VEGAS, NEW MEXICO

GENERAL NOTES, LEGEND AND INDEX

SAN MIGUEL COUNTY

SHEET	REVISION DESCRIPTION	DATE	MARK
G-2			



## SUMMARY OF QUANTITIES SENIOR CENTER PARKING LOT

Base Bid				
SEQ. NO.	NMDOT ITEM NO.	DESCRIPTION	UNIT	QUANTITY
1	203000	Unclassified Excavation	CY	5,500
2	207000	Subgrade Preparation - 12"	SY	3,500
3	303160	Base Course - 6"	SY	3,500
4	416000	Minor Paving - 3"	SY	3,500
5	451060	Concrete Pavement 6"	SY	30
6	601000	Removal of Structures and Obstructions	LS	1
7	601110	Removal of Surfacing	SY	2,500
8	608004	Concrete Sidewalks 4"	SY	220
9	609424	Concrete Vertical Curb & Gutter Type B - 6"x24"	LF	1,000
10	618000	Traffic Control Management	LS	1
11	621000	Mobilization	LS	1
12	662400	Manhole Adjustment	EA	2
13	663855	Adjust Valve Box to Grade	EA	2
14	663865	Adjust Water Meter to Grade	EA	1
15		Utility Relocation Allowance	Allow	1
16		Laboratory Testing Allowance	Allow	1
17	702810	Traffic Control Devices for Construction	LS	1
18	704000	Retroreflectorized Painted Markings	LS	1
19		Permanent Signs & Sign Posts	LS	1
20		Retaining Wall & Handrail	LF	400
21		Parking Bumpers	EA	52
22	801000	Construction Staking By the Contractor	LS	1

Additive Alternate #1				
NO.	NO.	DESCRIPTION	UNIT	QUANTITY
1		Concrete Stairs and Handrail, CIP	LS	1

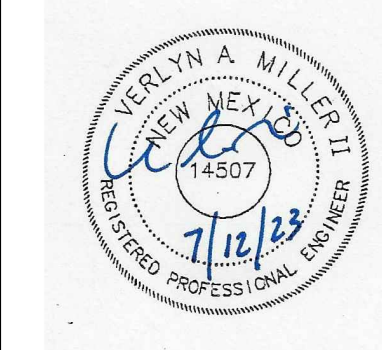
Additive Alternate #2				
NO.	NO.	DESCRIPTION	UNIT	QUANTITY
1		Light Pole & Base	EA	9



3500 COMANCHE NE  
BLDG F  
ALBUQUERQUE, NM 87107  
(505)888-7500  
(505)888-3600 (FAX)

DESIGNED: MEC  
DRAWN: MEC  
CHECKED: VAM

JOB # E22-043  
FILE: SENIOR CTR  
DATE: 04-19-23



ENGINEERS STAMP

SAN MIGUEL COUNTY  
NEW MEXICO

SENIOR CENTER PARKING LOT

LAS VEGAS, NEW MEXICO

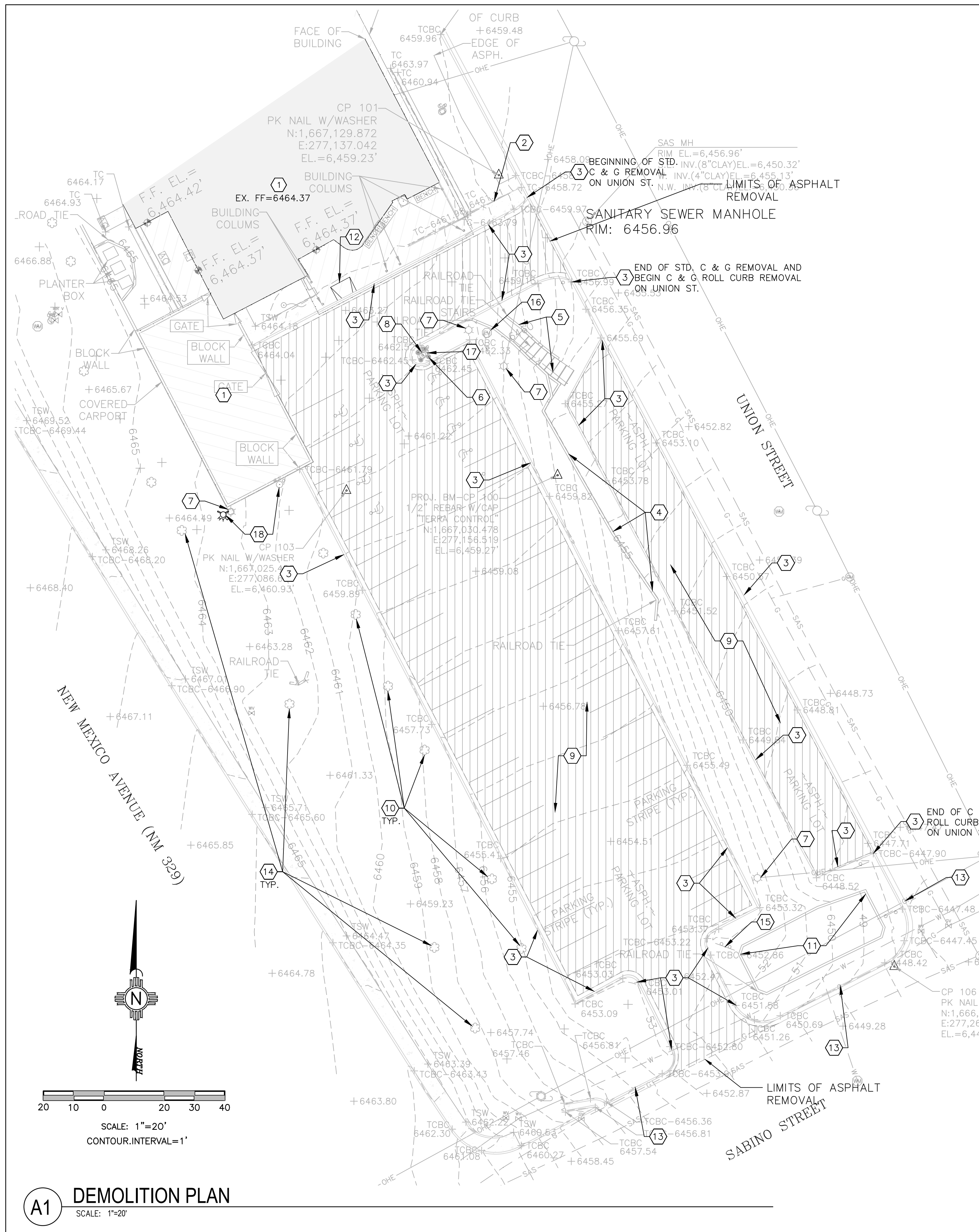
SUMMARY OF QUANTITIES

08-28-2023	NEW QUANTITIES	MARK	DATE	REVISION DESCRIPTION

SHEET

G-3





**KEYED NOTES:**

1. EXISTING BUILDINGS TO REMAIN.
2. EXISTING CONCRETE SIDEWALK TO BE REMOVED AND DISPOSED OF.
3. EXISTING CURB AND GUTTER TO BE REMOVED AND DISPOSED OF.
4. EXISTING RAILROAD TIE RETAINING WALL TO BE REMOVED AND DISPOSED OF.
5. EXISTING RAILROAD TIE STEPS AND WALL TO BE REMOVED AND DISPOSED OF..
6. EXISTING BOLLARDS TO BE REMOVED AND DISPOSED OF.
7. EXISTING LIGHT POLE AND BASE TO BE REMOVED AND DISPOSED OF. CONTRACTOR SHALL PROPERLY TERMINATE CONDUIT AND ELECTRICAL WIRES PURSUANT TO CURRENT CODES.
8. EXISTING CLEAN OUTS TO BE ADJUSTED TO FINISH GRADE.
9. EXISTING ASPHALT/STRIPING TO BE REMOVED AND DISPOSED OF.
10. EXISTING TREES TO BE REMOVED AND DISPOSED OF.
11. RAILROAD TIES IN THIS AREA TO BE REMOVED AND DISPOSED OF.
12. EXISTING ADA RAMP TO BE REMOVED.
13. EXISTING CURB AND GUTTER TO BE REMAIN.
14. EXISTING TREES TO BE PRESERVED IN PLACE.
15. REMOVE AND RE-POSITION ENTRY SIGN AS NOTED ON SHEET C-2.
16. REMOVE AND DISPOSE OF EXISTING ELECTRIC PEDESTAL. CONTRACTOR SHALL PROPERLY TERMINATE CONDUIT AND ELECTRICAL WIRES PURSUANT TO CURRENT CODES.
17. EXISTING FROST-PROOF HYDRANT TO BE REMOVED AND DISPOSED OF. CUT AND CAP EXISTING WATER SERVICE AT A MINIMUM OF 36" BELOW FINISH GRADE.
18. EXISTING FROST-PROOF HYDRANT TO BE RE-LOCATED TO CORNER OF BUILDING BEHIND NEW CURB.

**LEGEND:**

- PROPOSED SPOT ELEVATIONS (FINISHED GRADE)
- MATCH EXISTING ELEVATIONS
- FLOW LINE, CURB
- INVERT
- FINISH GRADE
- TOP OF BASE COURSE
- TOP OF CURB
- TOP OF CONCRETE
- TOP OF GRATE
- TOP OF ASPHALT
- FLOW ARROW
- GRADE BREAK-HIGH POINT
- SWALE
- STORM DRAIN LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING ASPHALT TO BE REMOVED

**NOTE:**

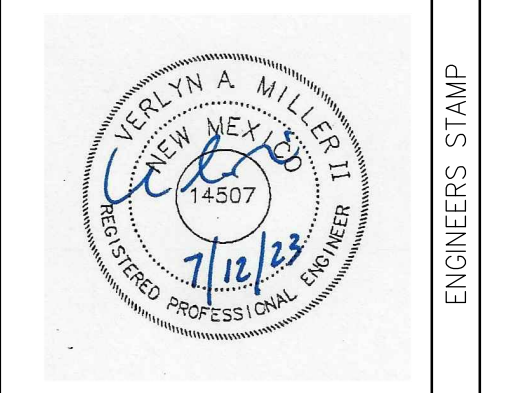
THE INFORMATION PROVIDED ON THIS PLAN IS FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONDUCTION A SITE VISIT TO DETERMINE THE FULL EXTENT OF THE SITE REMOVALS AND SITE DEMOLITION REQUIRED FOR THIS PROJECT. ALL EXISTING SURFACE FEATURES WITHIN THE CONSTRUCTION LIMITS WILL NEED TO BE REMOVED AND DISPOSED OF TO ACCOMMODATE THE NEW CONSTRUCTION. ALL DEMOLITION WORK (REMOVALS AND DISPOSALS) WILL BE PAID FOR UNDER THE ITEMS TITLED "REMOVAL OF STRUCTURES AND OBSTRUCTIONS" AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.

**MILLER ENGINEERING CONSULTANTS**  
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 (505)888-3600 (FAX)

DESIGNED: MEC  
 DRAWN: MEC  
 CHECKED: VAM

JOB # E22-043  
 FILE: SENIOR CTR  
 DATE: 04-19-23



SAN MIGUEL COUNTY  
 NEW MEXICO

SENIOR CENTER PARKING LOT  
 LAS VEGAS, NEW MEXICO

DEMOLITION PLAN

MARK	DATE	REVISION DESCRIPTION

**A1** DEMOLITION PLAN  
 SCALE: 1"=20'

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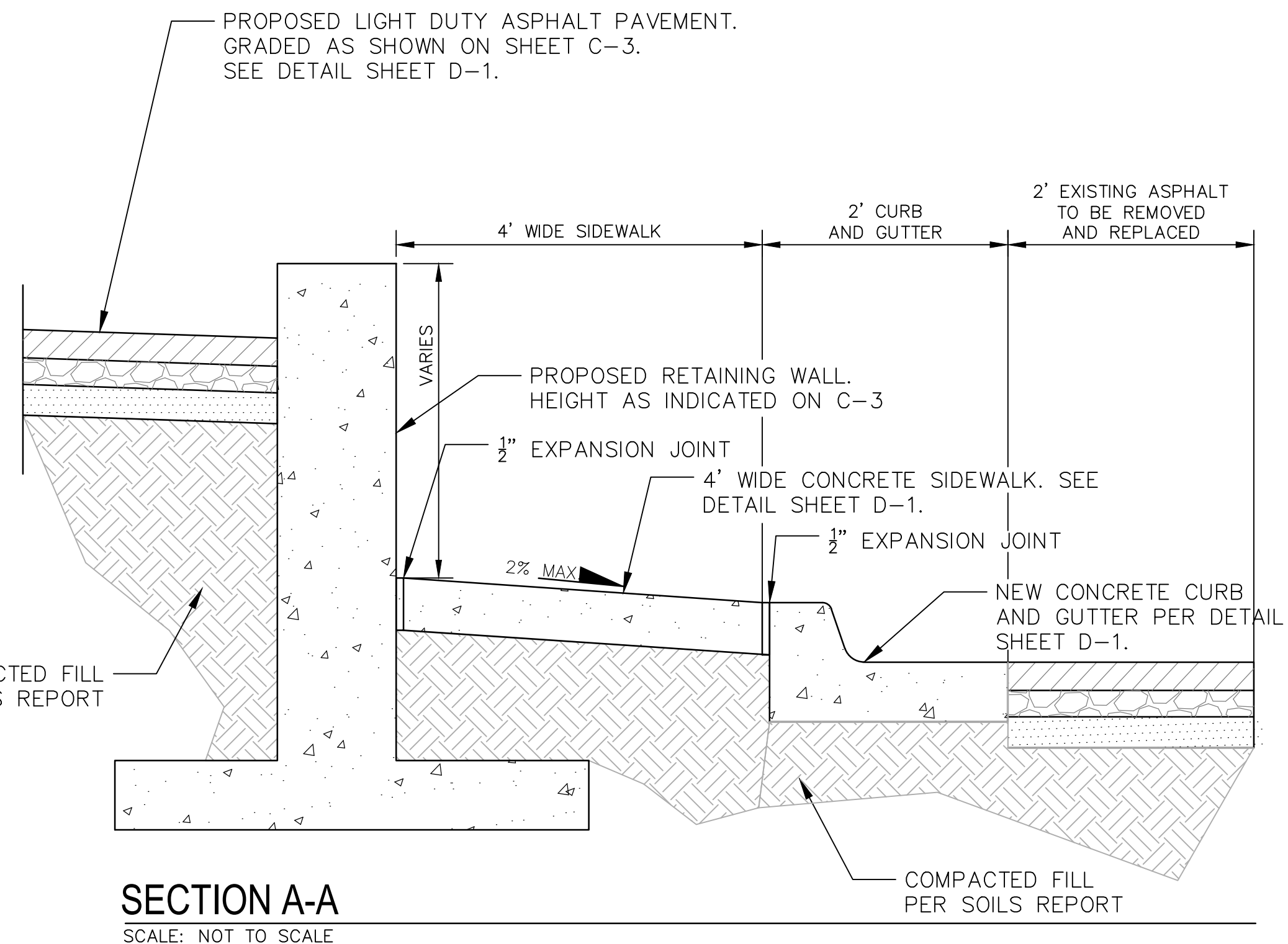
PARKING SPACES 45° PARKING	
REG 9X24.5	HC 11X24.5
44	8

**KEYED NOTES:**

- EXISTING BUILDING TO REMAIN.
- NEW RETAINING WALL. SEE STRUCTURAL SHEETS FOR DETAILS.
- NEW STANDARD CURB AND GUTTER. SEE DETAIL SHEET D-1.
- NEW 4" YELLOW REFLECTIVE STRIPE IN ACCORDANCE WITH LATEST MUTCD.
- NEW CONCRETE WHEEL STOP. SEE DETAIL SHEET D-1.
- NEW 4" CONCRETE SIDEWALK. SEE DETAIL SHEET D-1.
- ADA RAMP. S=1:12 SLOPE MAX.
- EXISTING CONCRETE TO BE REMOVED AND REPLACED ALONG WITH CURB AND GUTTER AS REQUIRED. SAW CUT TO A CLEAN STRAIGHT EDGE TO ADJOINING CONCRETE DEPTH. MATCH EXISTING ELEVATIONS. SEE DETAIL SHEET D-1.
- CONCRETE STAIRS WITH HANDRAIL. SEE DETAIL SHEET D-1.
- HANDICAP PARKING SIGN. TYPICAL OF 8. SEE DETAIL SHEET D-1.
- DETECTABLE WARNING SURFACE. SEE DETAIL SHEET D-2.
- PEDESTRIAN WALKWAY.
- EXISTING DEPRESSED CURB AND GUTTER TO BE REMOVED AND REPLACED WITH STANDARD CURB AND GUTTER (SEE DETAIL SHEET D-1). SAW CUT TO A CLEAN STRAIGHT EDGE TO ADJOINING CONCRETE AND ASPHALT DEPTH. MATCH EXISTING ELEVATIONS INSTALL 4" WIDE SIDEWALK PER DETAIL SHEET D-1 ABUTTING NEW CURB AND GUTTER.
- INSTALL NEW ADA RAMP PER DETAIL SHEET D-2.
- EXTEND NEW 4" SIDEWALK AROUND CORNER PAST NEW ADA RAMP TO EXISTING DRIVEWAY ENTRANCE. EXISTING CURB AND GUTTER ON SOUTH SIDE TO REMAIN. MATCH EXISTING ELEVATIONS.
- EXISTING BUILDING CANOPY COLUMNS TO BE PROTECTED WHILE CONSTRUCTING NEW CONCRETE WORK.
- NEW CONCRETE VALLEY GUTTER. SEE DETAIL SHEET D-2. SAW CUT TO A CLEAN STRAIGHT EDGE TO ADJOINING EXISTING ASPHALT DEPTH. MATCH EXISTING ELEVATIONS.
- SAW CUT EXISTING ASPHALT TO A CLEAN STRAIGHT EDGE TO ADJOINING ASPHALT DEPTH PRIOR TO PLACING NEW CONCRETE CURB AND GUTTER. MATCH EXISTING ELEVATIONS.
- NEW ENTRY SIGN LOCATION.
- NEW LIGHT DUTY ASPHALT PAVING. SEE DETAIL SHEET D-1.
- NEW DOUBLE SOLAR PV LIGHT FIXTURE. REFER TO SHEET D-3 FOR MANUFACTURER INFORMATION. PROVIDE REINFORCED CONCRETE BASE PER DETAIL ON SHEET D-3. COORDINATE LOCATION WITH EXISTING FIELD CONDITIONS.
- NEW SINGLE SOLAR PV LIGHT FIXTURE. REFER TO SHEET D-3 FOR MANUFACTURER INFORMATION. PROVIDE REINFORCED CONCRETE BASE PER DETAIL ON SHEET D-3. COORDINATE LOCATION WITH EXISTING FIELD CONDITIONS.

**LEGEND:**

- FL FLOW LINE, CURB
- INV INVERT
- FG FINISH GRADE
- TBC TOP OF BASE COURSE
- TC TOP OF CURB
- TOC TOP OF CONCRETE
- TG TOP OF GRATE
- TA TOP OF ASPHALT
- FLOW ARROW
- SWALE
- SD STORM DRAIN LINE
- 5895 PROPOSED MAJOR CONTOUR
- 5895 PROPOSED MINOR CONTOUR
- 5895 EXISTING MAJOR CONTOUR
- 5895 EXISTING MINOR CONTOUR
- NEW CONCRETE SIDEWALK AND CURB AND GUTTER
- NEW ASPHALT PAVING
- PV LIGHTING FIXTURES, SINGLE OR DOUBLE
- PV LIGHTING COVERAGE, SINGLE OR DOUBLE
- NEW CONCRETE RETAINING WALL



**SECTION A-A**  
SCALE: NOT TO SCALE

**A1 GRADING AND DRAINAGE PLAN**  
SCALE: 1"=20'

**MILLER ENGINEERING CONSULTANTS**  
*Engineers • Planners*

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DESIGNED: MEC	JOB # E22-043	FILE: SENIOR CTR	DATE: 04-19-23
DRAWN: MEC	CHECKED: VAM	ENGINEERS STAMP	

**SENIOR CENTER PARKING LOT**  
LAS VEGAS, NEW MEXICO

**SITE PLAN**

MARK	DATE	REVISION DESCRIPTION

SHEET **C-2**

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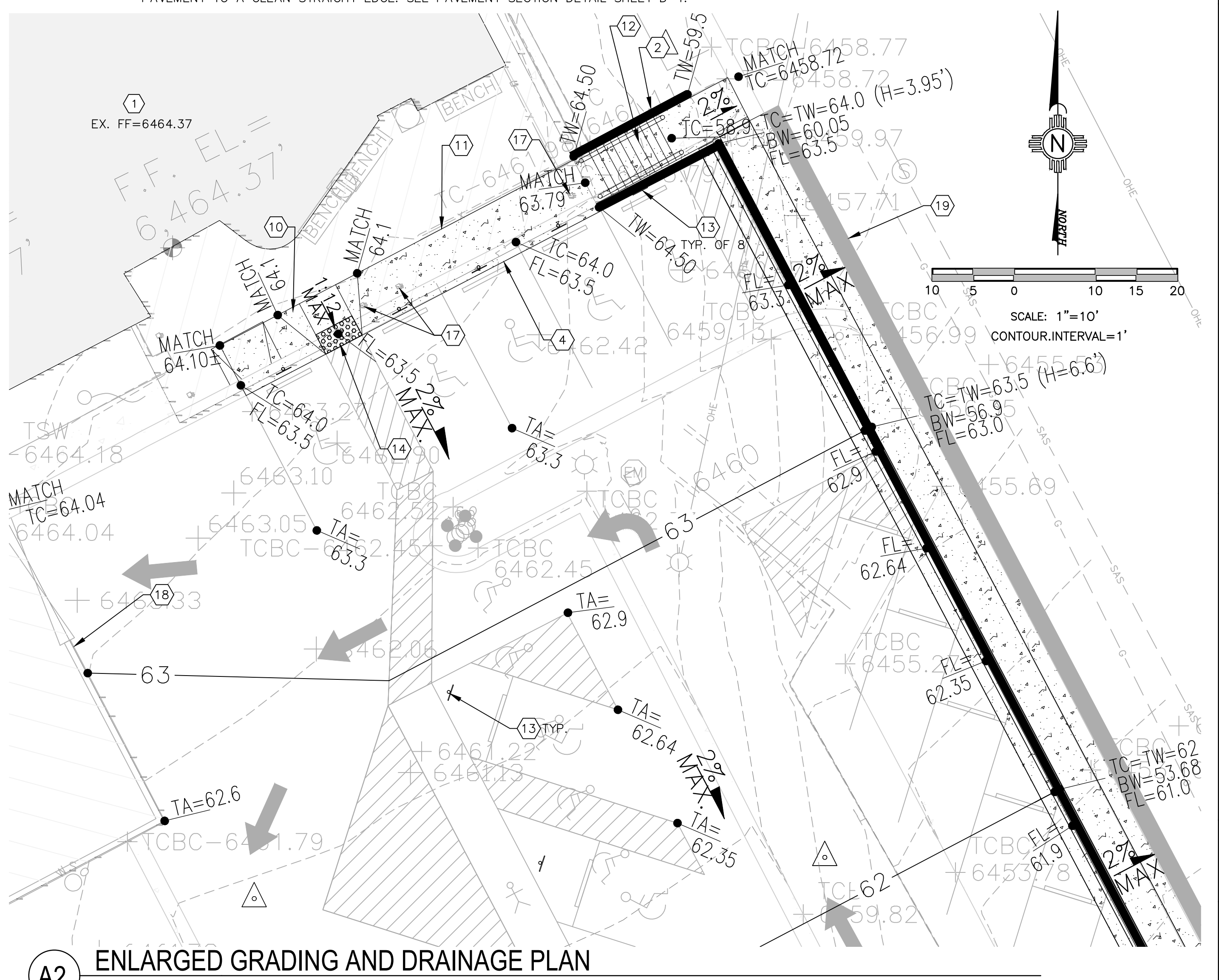


**A1** GRADING AND DRAINAGE PLAN  
SCALE: 1"=20'

- KEYED NOTES:**
- EXISTING BUILDING TO REMAIN.
  - NEW RETAINING WALL. SEE STRUCTURAL SHEETS FOR DETAILS.
  - EXISTING ASPHALT PAVING TO BE REMOVED AND REPLACED. SAW CUT TO A CLEAN STRAIGHT EDGE TO ADJOINING ASPHALT DEPTH. MATCH EXISTING ELEVATIONS. SEE DETAIL SHEET D-1.
  - NEW CURB AND GUTTER. SEE DETAIL SHEET D-1.
  - NEW 4" YELLOW REFLECTIVE STRIPE IN ACCORDANCE WITH LATEST MUTCD.
  - REMOVE EXISTING STRIPING.
  - NEW CONCRETE WHEEL STOP. SEE DETAIL SHEET D-1.
  - NEW 4' WIDE SIDEWALK. SEE DETAIL SHEET D-1.
  - GRADE BREAK FROM 2% GRADE TO 5% GRADE AS SHOWN.
  - ADA RAMP. S=1:12 SLOPE MAX.
  - EXISTING CONCRETE TO BE REMOVED AND REPLACED ALONG WITH CURB AND GUTTER AS REQUIRED. SAW CUT TO A CLEAN STRAIGHT EDGE TO ADJOINING CONCRETE DEPTH. MATCH EXISTING ELEVATIONS. SEE DETAIL SHEET D-1.
  - CONCRETE STAIRS (10-6" RISERS) WITH HANDRAIL. SEE DETAIL SHEET D-1.
  - HANDICAP PARKING SIGN. TYPICAL OF 8. SEE DETAIL SHEET D-1.
  - DETECTABLE WARNING SURFACE. SEE DETAIL SHEET D-1.
  - NEW CONCRETE VALLEY GUTTER. SEE COA DETAIL SHEET #2420.
  - NEW SIDEWALK HC RAMP AT CURB RETURN. SEE DETAIL SHEET D-2.
  - EXISTING BUILDING COLUMNS TO BE PROTECTED WHILE CONSTRUCTING NEW CONCRETE WORK.
  - MATCH NEW ASPHALT PAVEMENT ELEVATION AT EXISTING DOOR ELEVATION.
  - EXISTING 24" WIDE ASPHALT STRIP TO BE REMOVED AND REPLACED AS REQUIRED TO INSTALL NEW CURB AND GUTTER. SAW CUT EXISTING ASPHALT PAVEMENT TO A CLEAN STRAIGHT EDGE. SEE PAVEMENT SECTION DETAIL SHEET D-1.

**LEGEND:**

• 38.00	PROPOSED SPOT ELEVATIONS (FINISHED GRADE)
• MATCH (95.19)	MATCH EXISTING ELEVATIONS
FL	FLOW LINE, CURB
INV	INVERT
FG	FINISH GRADE
TBC	TOP OF BASE COURSE
TC	TOP OF CURB
TOC	TOP OF CONCRETE
TG	TOP OF GRATE
TA	TOP OF ASPHALT
→	FLOW ARROW
---	GRADE BREAK-HIGH POINT
---	SWALE
---	STORM DRAIN LINE
— 5895 —	PROPOSED MAJOR CONTOUR
--- 5895 ---	PROPOSED MINOR CONTOUR
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR
[Pattern]	NEW CONCRETE SIDEWALK AND CURB AND GUTTER



**A2** ENLARGED GRADING AND DRAINAGE PLAN  
SCALE: 1"=10'

**MILLER ENGINEERING CONSULTANTS**  
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DESIGNED: MEC  
DRAWN: MEC  
CHECKED: VAM

JOB # E22-043  
FILE: SENIOR CTR  
DATE: 04-19-23

**HEARLY A. MILLER, P.E.**  
NEW MEXICO  
14507  
REGISTERED PROFESSIONAL ENGINEER

ENGINEERS STAMP

NEW MEXICO  
SAN MIGUEL COUNTY

SENIOR CENTER PARKING LOT  
LAS VEGAS, NEW MEXICO

GRADING AND DRAINAGE PLAN

MARK	DATE	REVISION DESCRIPTION

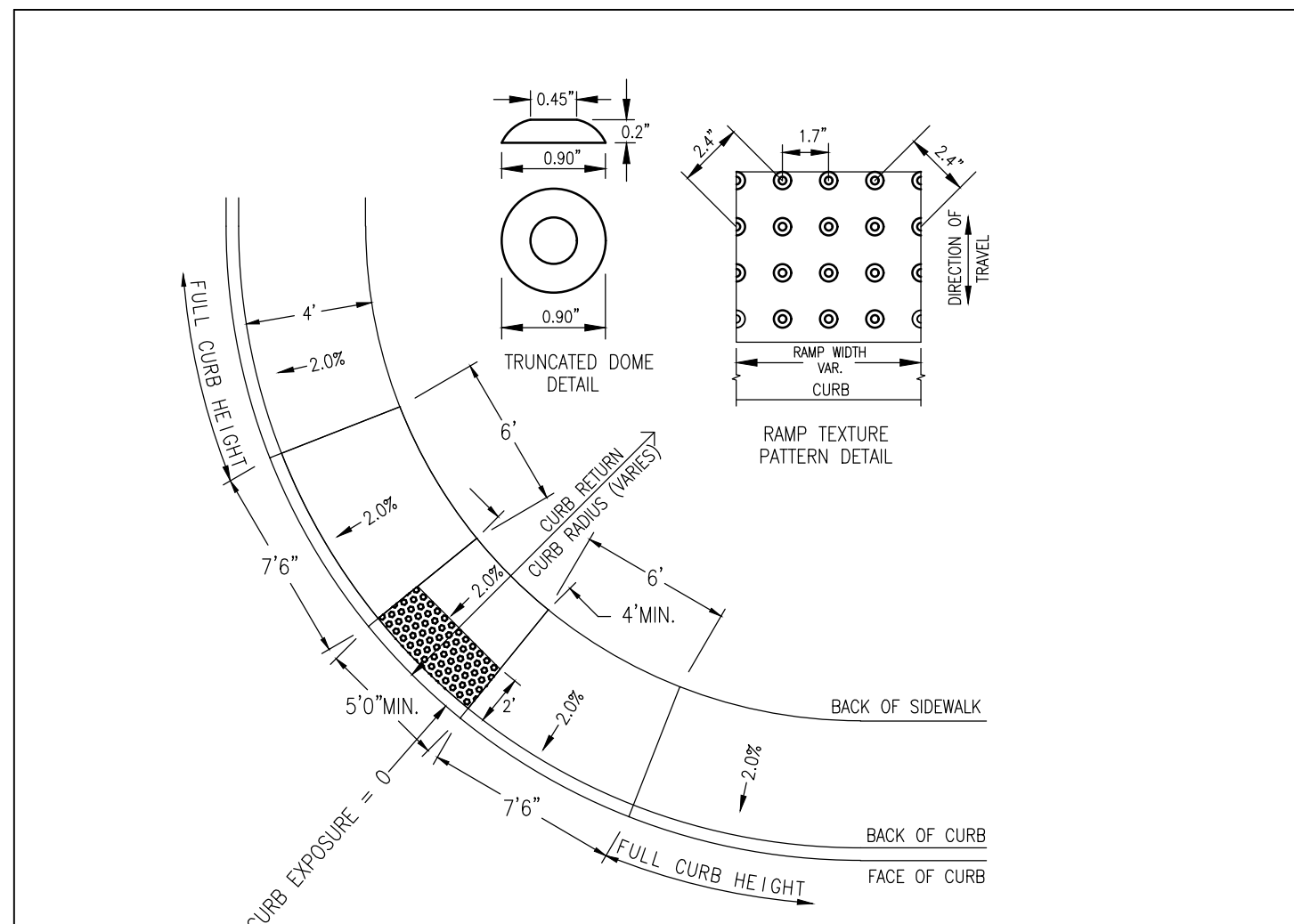
SHEET C-3

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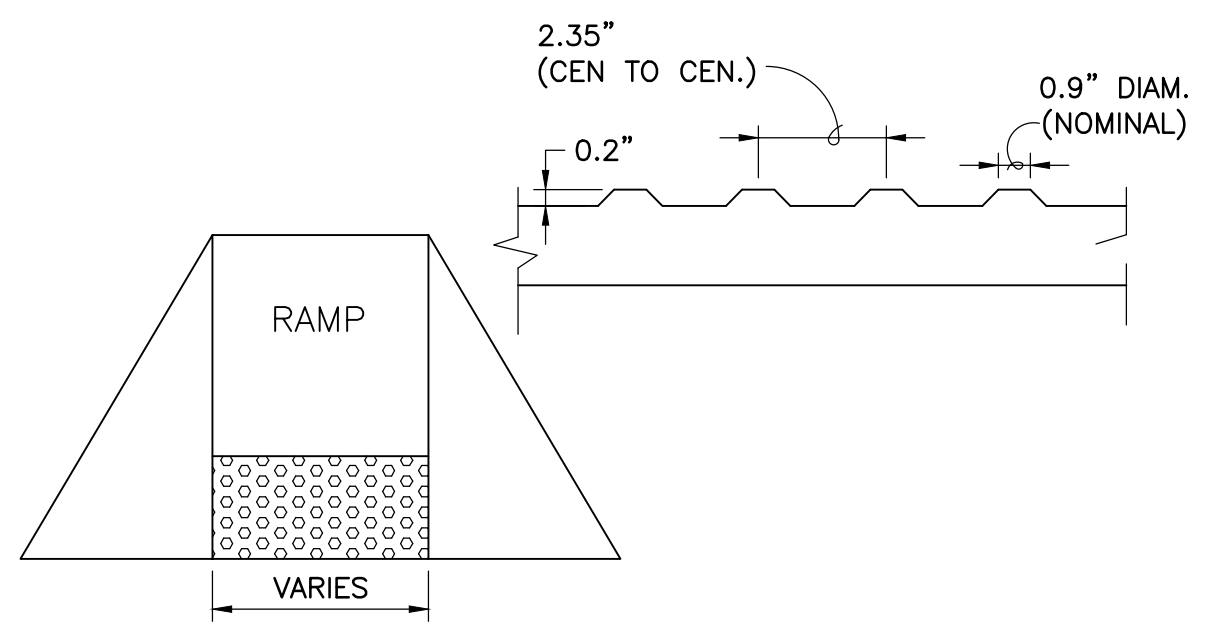




**NOTES:**

- PROJECT ENGINEER SHALL USE THIS DRAWING AS A GUIDE FOR DESIGNING RAMPS AND SHALL PREPARE A SITE SPECIFIC DRAWING FOR EACH RAMP.
- PROJECT ENGINEER SHALL VERIFY APPLICABILITY OF THIS DRAWING TO SPECIFIC LOCATIONS WITHIN THE PROJECT BEFORE USING IT AS A DESIGN GUIDE AND SHALL LOCATE EACH RAMP RELATIVE TO CROSSWALK OR STOP LINE.
- SIDEWALK RAMP GRADES SHALL MEET CURRENT ADA STANDARDS.
- PLANTER STRIP DETAIL - REFER TO ODOT STANDARD DRAWING RD 755 (SIDEWALK RAMP DETAIL).
- DETECTABLE WARNING SHALL BE TRUNCATED DOME TYPE, 24" LONG IN DIRECTION OF TRAVEL AND FULL WIDTH OF RAMP, WITH DOMES ALIGNED ON A SQUARE GRID WITH ITS GRIDLINES PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE RAMP. COLOR OF DETECTABLE WARNING SHALL BE SAFETY YELLOW.
- CURB INLET OR CATCH BASIN SHALL NOT BE ALLOWED IN FRONT OF RAMP.
- CONCRETE SHALL BE A COMMERCIAL MIX, WITH A 28 DAY COMPRESSIVE STRENGTH OF 3300 PSI, WITH A SLUMP RANGE BETWEEN 1 1/2" AND 3".
- 3/4"-0" BASE ROCK SHALL BE COMPACTED TO 90% OF MAXIMUM DENSITY.
- BEVEL THE CURB CUT FROM GUTTER TO BACK OF CURB AT 8.33% (1:12) MAX.
- SCORE CONCRETE AT GRADE CHANGES, SURFACE TEXTURE CHANGES AND AT ALL OTHER POINTS SHOWN.
- CONCRETE SURFACE SHALL HAVE BROOM FINISH, AND EDGE ALL JOINTS.
- PROJECT ENGINEER SHALL ACCEPT FULL RESPONSIBILITY FOR CORRECTING ALL UNACCEPTABLE RAMP CONSTRUCTION RESULTING FROM APPLYING THIS DRAWING "AS IS" AND NOT PROVIDING A SITE-SPECIFIC DRAWING FOR EACH RAMP.

STANDARD DRAWING TITLE		DRAWING NUMBER
STANDARD CURB RETURN & RAMP DETAIL		XX
SCALE	DATE	
N.T.S.	JUL'09	



**B2 DETECTABLE WARNING SURFACE**

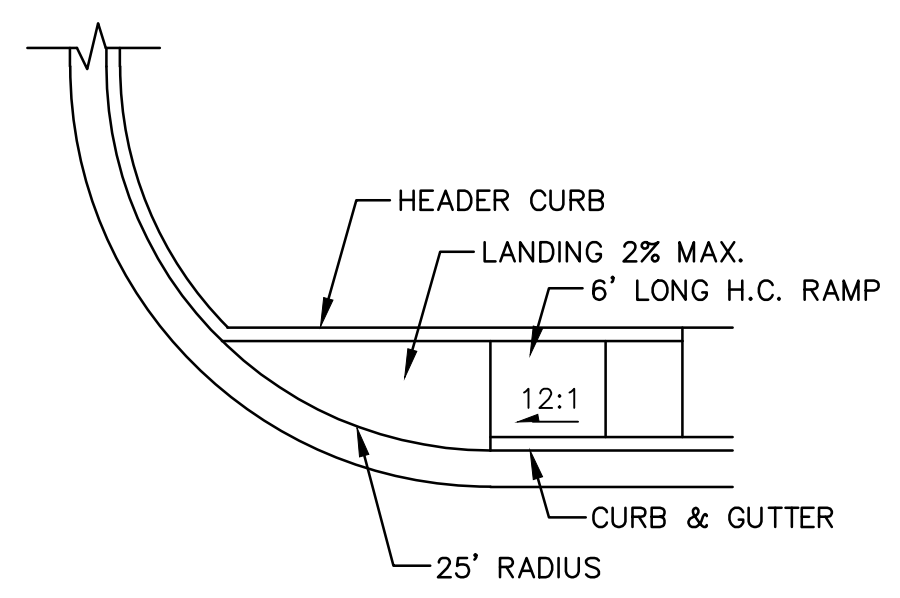
NOT TO SCALE

**GENERAL NOTES:**

- WHEEL CHAIR RAMPS ARE NORMALLY TO BE LOCATED AS SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER.
- SURFACE TEXTURE OF WHEEL CHAIR RAMPS SHALL BE OBTAINED BY HEAVY BROOMING (TEXTURE DEPTH .035"), TRANSVERSE TO THE SLOPE OF THE RAMP.
- GUTTER FLOWLINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.

**CONSTRUCTION NOTES:**

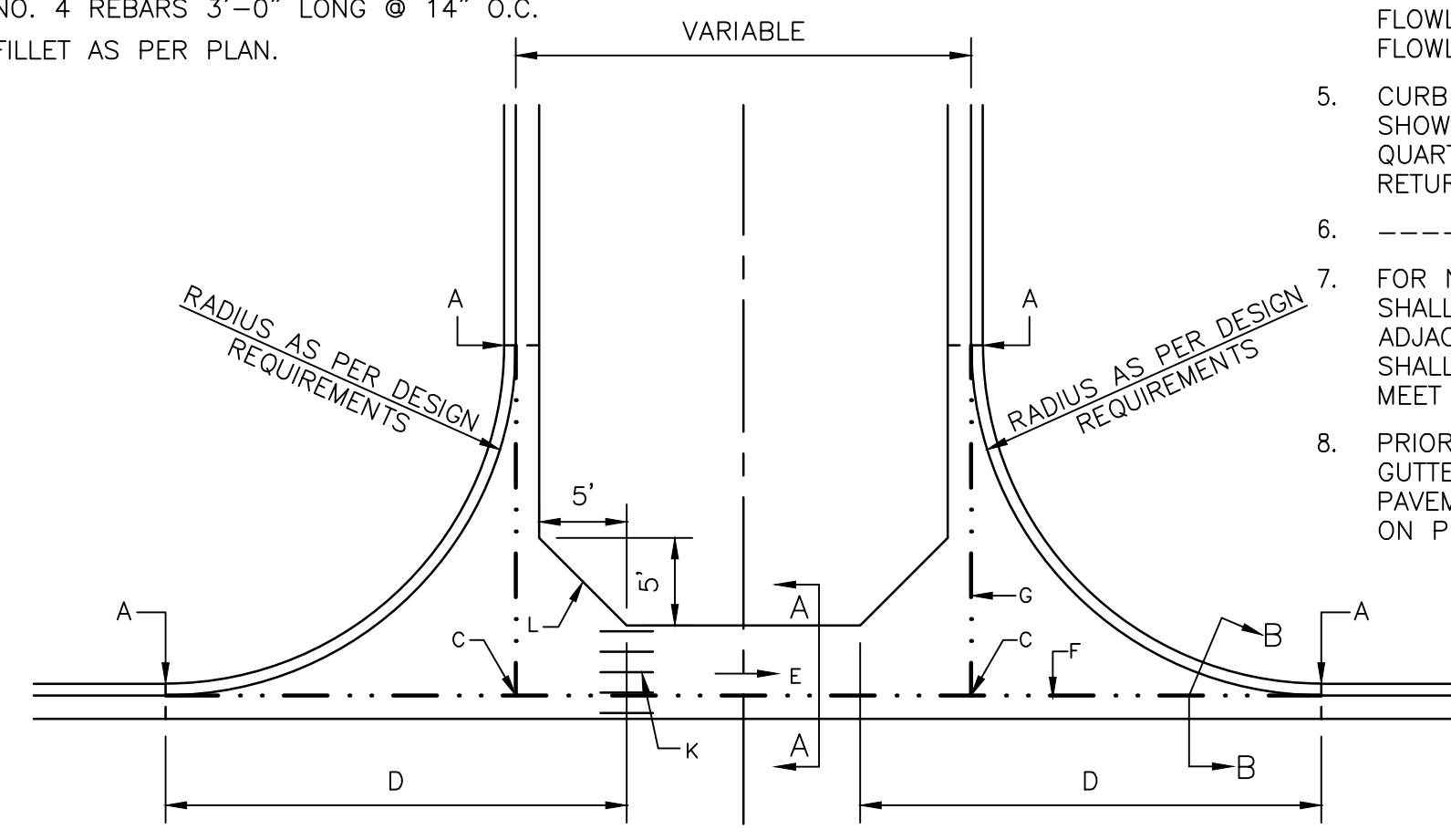
- SLOPE OF GUTTER DEPENDENT ON REQUIREMENTS FOR VALLEY GUTTER.
- 1/2" LIP ABOVE FLOW LINE.
- RADIAL LINES CONCENTRIC WITH FLOW LINE RADIUS.
- 8' AT FACE OF CURB.
- HEADER CURB, SHALL BE CONSIDERED INCIDENTAL TO SIDEWALK CONSTRUCTION



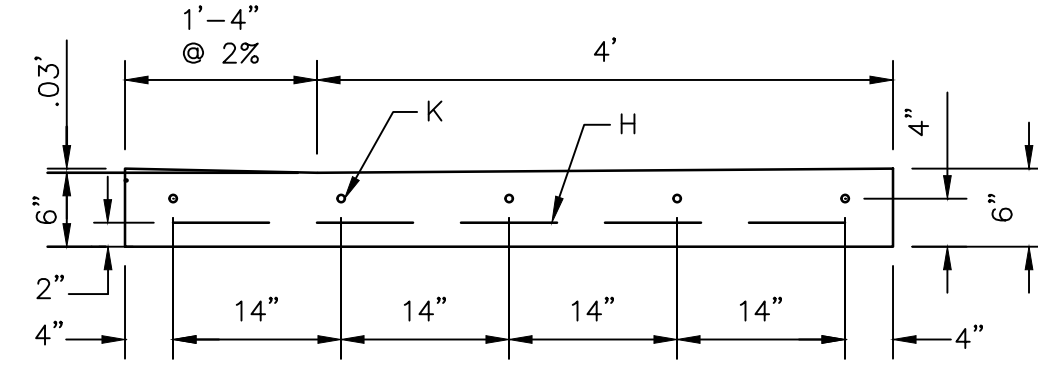
**D3 HANDICAPPED RAMP AT CURB RETURN**  
SCALE: NONE

**CONSTRUCTION NOTES:**

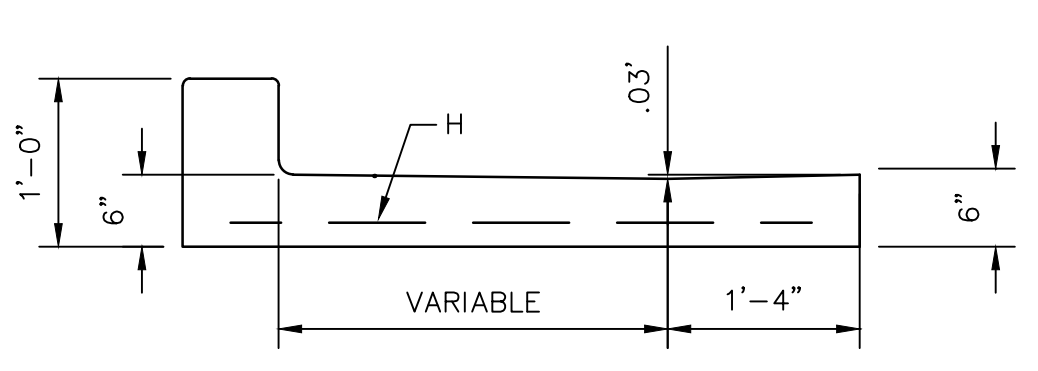
- END OF CURB RETURN, SEE NOTE 1.
- NOT USED.
- INTERSECTION OF FLOWLINES, SEE NOTE 1.
- SURFACE AND CURB TO BE MONOLITHIC.
- DIRECTION OF FLOW.
- PROJECTED FLOWLINE OF 0.03" INVERT, SEE NOTE 2.
- 6"x6"x No. 6 GA. WIRE MESH.
- NO. 4 REBARS 3'-0" LONG @ 14" O.C.
- FILLET AS PER PLAN.



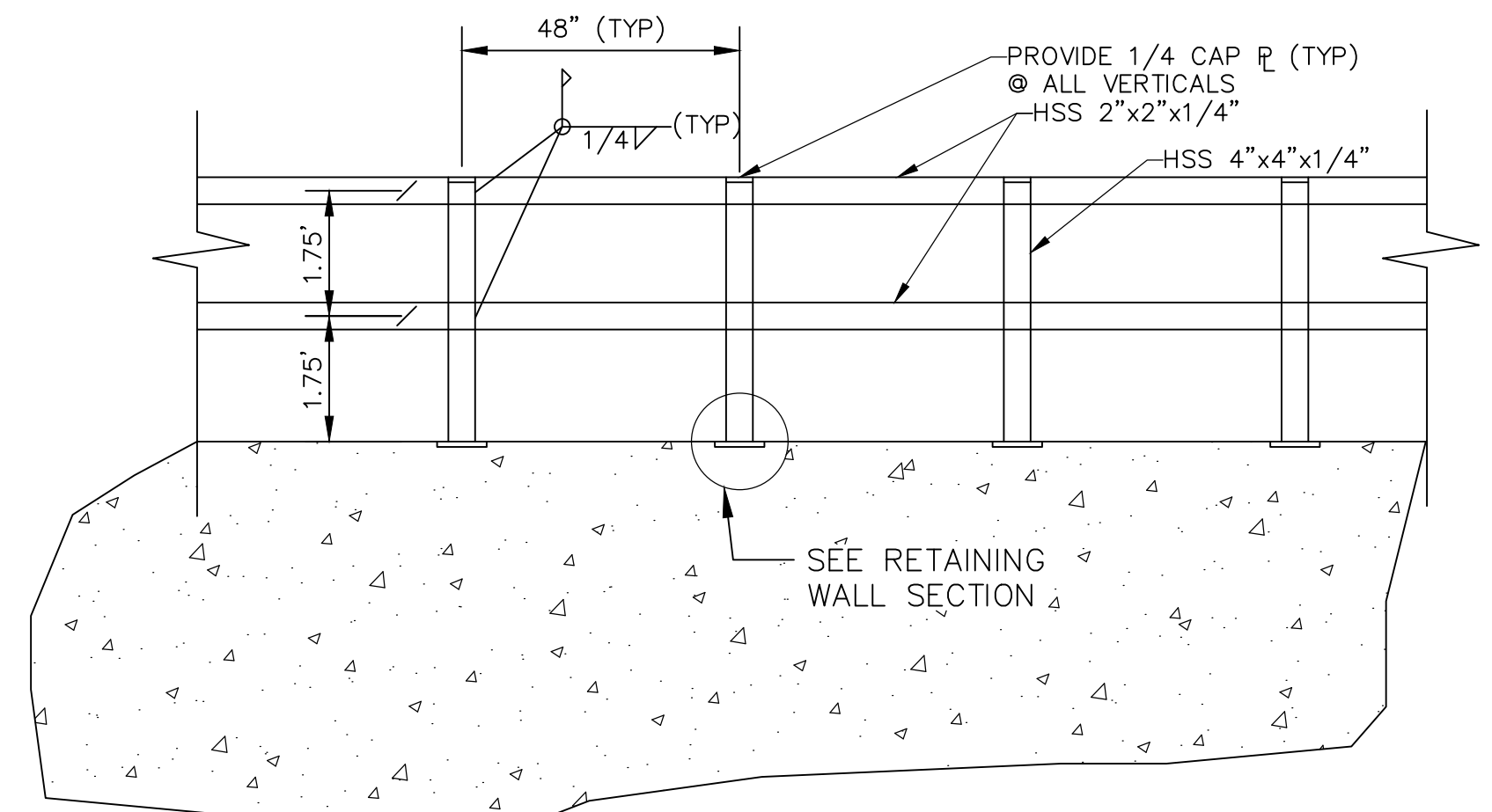
PLAN



SECTION A-A

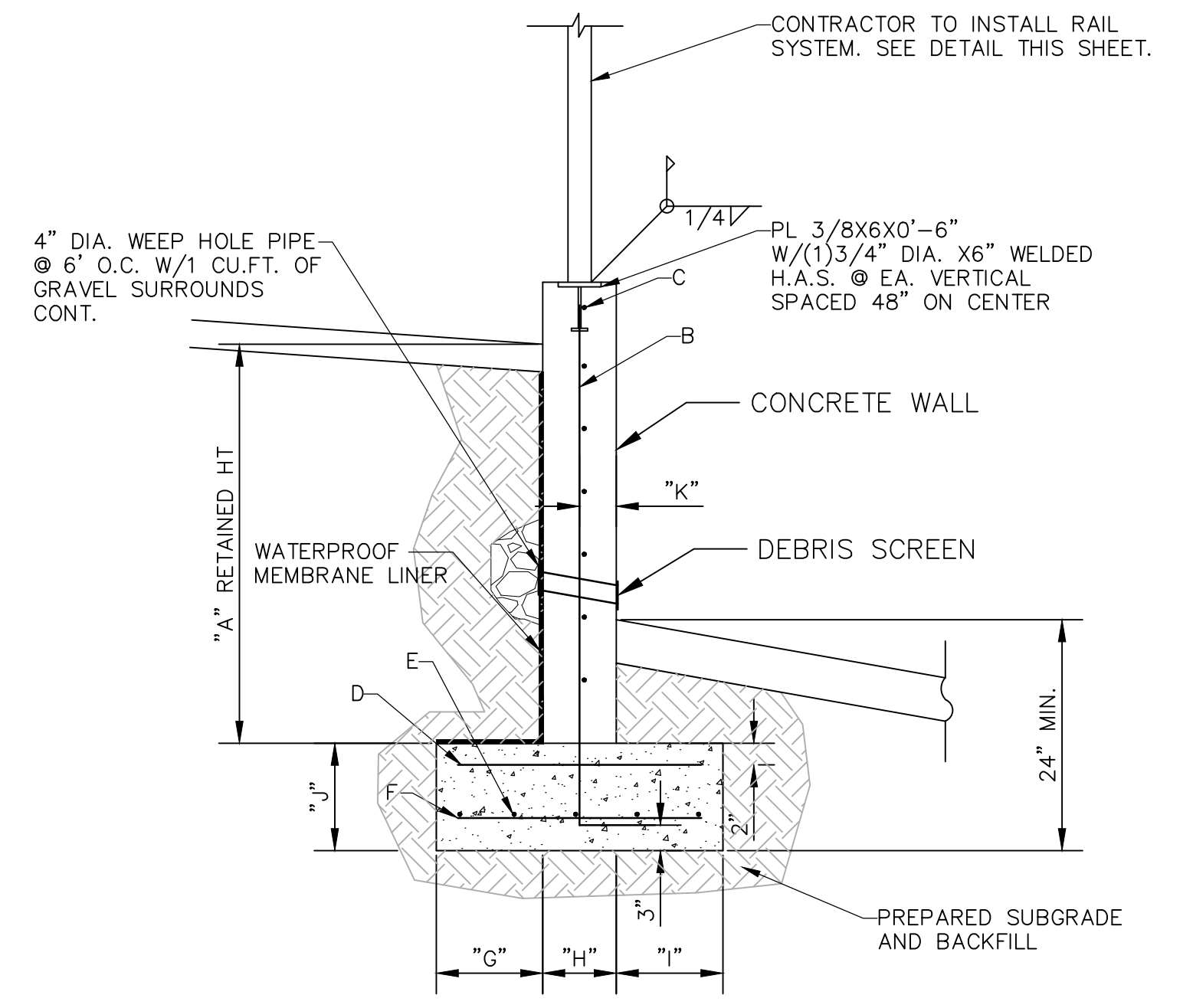


SECTION B-B



**D5 RETAINING WALL VERTICAL RAILING**  
SCALE: NONE

\* DESIGN IS BASED ON OPEN RAILING. IF SHEATHING IS TO BE PROVIDED BETWEEN VERTICALS NOTIFY THIS OFFICE FOR POSSIBLE RE-DESIGN.



**CONCRETE RETAINING WALL SCHEDULE\***

A	B	C	D	E	F	G	H	I	J	K
<=4'	#4@16" O.C.	#4@10" O.C.	#4@16" O.C.	(3)#5 CONT.	#4@16" O.C.	2'	8"	1'	12"	4"
>4'<=6'	#5@16" O.C.	#4@10" O.C.	#5@16" O.C.	(4)#5 CONT.	#5@16" O.C.	2'	8"	2.5'	12"	4"
>6'<=8'	#5@16" O.C.	#5@10" O.C.	#5@12" O.C.	(6)#5 CONT.	#5@12" O.C.	2'	12"	3'	16"	1.75"
>8'<=10'	#6@12" O.C.	#5@10" O.C.	#6@12" O.C.	(9)#5 CONT.	#6@12" O.C.	2.5'	12"	3.5'	18"	2.5"

**A5 CONCRETE RETAINING WALL**  
SCALE: NONE

NOTES:  
 F'c = 4000 PSI (28-DAY)  
 F'y = GRADE 60 REIN.  
 ALLOWABLE SOIL BEARING PRESSURE ASSUMED AT 1500 PSF  
 SPECIAL INSPECTIONS REQUIRED FOR CONCRETE REINFORCING AND BACKFILL PLACEMENT AND SUBGRADE PREPARATION.

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HEARLY A. MILLER, P.E.  
NEW MEXICO  
14507  
REGISTERED PROFESSIONAL ENGINEER

ENGINEERS STAMP

NEW MEXICO  
SAN MIGUEL COUNTY

SENIOR CENTER PARKING LOT  
LAS VEGAS, NEW MEXICO

MISCELLANEOUS  
DETAILS

REVISION	DESCRIPTION	DATE	MARK

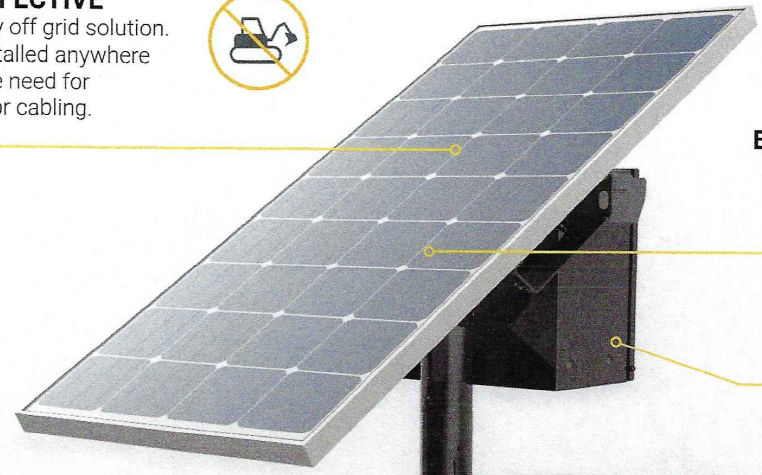
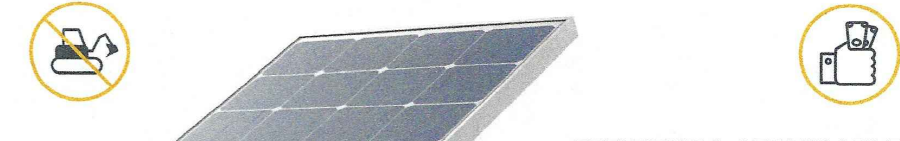
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# EVERGEN<sup>®</sup> SOLAR LIGHTING SYSTEM

Sol<sup>®</sup> by Sunna Design<sup>™</sup>

**COST EFFECTIVE**  
Completely off grid solution. Can be installed anywhere without the need for trenching or cabling.



**EFFICIENT & AFFORDABLE**  
Proper sizing by project location to ensure reliable, year round operation in all climates.



**REMOTE MONITORING**  
Lights that tell you if they need attention.

**AcuityBrands**  
Compatible with Acuity Brands DSXO LED fixtures. Available in various optics and color temperatures.



**MEETS IES STANDARDS**  
The EverGen meets required light levels while avoiding unnecessary health and environmental impacts.

**HIGH QUALITY**  
87% of the components used in our lights are manufactured in America, built to last with quality materials.



**3 STEPS WE TAKE TO GUARANTEE OUR EVERGEN WILL PERFORM AS PROMISED:**

- 01** Engineer a system that meets required light levels. We design it smart, not large.
- 02** Build it tough to withstand heat, cold, wind, and moisture. We offer a 10-year warranty.
- 03** Accurately size for each location. Specified light performance is sustained over time.

# EVERGEN<sup>®</sup> TECHNICAL SPECIFICATIONS

Sol<sup>®</sup> by Sunna Design<sup>™</sup>

SOLAR PANEL	1 Battery		2 Batteries		3 Batteries		4 Batteries	
	EPA (sq ft)	Weight (lbs)	EPA (sq ft)	Weight (lbs)	EPA (sq ft)	Weight (lbs)	EPA (sq ft)	Weight (lbs)
Single	7.33	145	8.18	215	8.18	273	8.18	331
Double	14.67	174	15.52	243	15.52	301	15.52	360

\*Luminaire and arm not included. System weight and EPA will vary based on the number and type of both fixtures and batteries. The chart above is for reference only. Sol provides a calculated EPA and weight when a system is quoted and submitted.

**SYSTEM DATA**

Colors	Aluminum/teak (natural finish), black, bronze. Custom RAL colors available upon request.
Material	Grade A corrosion resistant aluminum for panel mounts and battery enclosure. Steel and aluminum poles available.
Security	Batteries mounted at the top of pole to reduce theft and vandalism. Security bolts used to secure cover.
Pole Tension	3.5" (88.9mm) O.D. x 6" (152.4mm)
Panel Quantity	1-2 based on siting
CONTROLLER	
Monitoring	Insight remote monitoring package
Charging Type	MPPT
LED Fixture Power	Via integrated onboard high-efficiency driver
Operating Profile Options	Dusk-to-dawn 100% power, various dimmed profiles
Day/Night Transition	Via solar panels
BATTERY	
Type	Maintenance-free valve regulated lead acid
Standard Options	Gal Technology Group 27 (5-year)
Extended Life Options	Pure Lead AGM Technology Group 31 (10-year)
Quantity	1-4 based on siting

**EverGen<sup>®</sup> ENERGY MANAGEMENT SYSTEM**  
The EverGen<sup>®</sup> ensures bright, reliable light output and healthy, high-functioning lighting systems with low-maintenance operation and remote monitoring.

- Bluebird<sup>®</sup> wireless technology and setup app for simple and secure setup
- System health notifications via Sol Insight if an EverGen isn't working as expected
- Programmed by Sol based on your project requirements
- Flexible operating modes (dusk-to-dawn, split night, split night with dimming)
- Integrated MPPT charging and LED driving system reduces system failures, overall system complexity, and cost
- Integrated surge protection and noise reduction
- Keyed connectors for simple and reliable assembly
- Temperature compensated and MPPT controlled battery charging to maximize battery life and energy collection
- Rugged solid state design ensures long life and no maintenance
- 10-year limited warranty

**WARRANTY** (See warranty documentation for more details)

Electronics	10 years
Battery	5-year warranty on standard battery Up to 10-year maintenance-free battery upgrade available
Fixture	Manufacturer's Warranty - 5 years limited excluding finish
Pole	Lifetime (excluding finish)
Hardware	10 years

UL and International system apply. Other patents pending. Sol<sup>®</sup> logo is a registered trademark of Sunna Design, Inc. All Sol products are manufactured in the USA and are made to ISO quality standards. The Bluebird<sup>®</sup> word mark and logo are registered trademarks owned by the Bluebird<sup>®</sup> logo, and are not to be used without the written consent of Bluebird<sup>®</sup> logo. Other trademarks and trade names are those of the respective owners. Document: EverGen<sup>®</sup> by Sunna Design 02/2023

## ELECTRICAL GENERAL NOTES

- THE ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND PROVIDING ALL WORK INDICATED BY THESE DRAWINGS, INCLUDING FURNISHING ALL EQUIPMENT, SUPPLIES, MATERIALS AND LABOR, TO PROVIDE A COMPLETE ELECTRICAL SYSTEM AS SHOWN/INTENDED.
- THE CONTRACTOR IS TO PERFORM ALL ELECTRICAL WORK IN NEAT, WORKMANLIKE MANNER IN FULL COMPLIANCE WITH ALL APPLICABLE NATIONAL, STATE, LOCAL CODES; INCLUDING BUT NOT LIMITED TO: THE NATIONAL ELECTRICAL CODE (NEC), ANY APPLICABLE STATE ELECTRICAL CODES, NFPA, NFPA-70E, UBC AND ADA. FAILURE TO COMPLY WITH THESE CODES WILL BE REMEDIATED AT CONTRACTOR EXPENSE.
- SHOULD THE CONTRACTOR DETECT DISCREPANCIES BETWEEN CONTRACT DOCUMENTS AND ANY ASSOCIATED LEGAL OR SAFETY REQUIREMENTS, THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER IS WRITING.
- FIELD VERIFY EXISTING CONDITIONS PRIOR TO COMMENCING WORK. NOTIFY THE ENGINEER OF ANY DISCREPANCIES BEFORE PROCEEDING/INSTALLING. NO CLAIM FOR ADDITIONAL MONIES/COST OR TIME EXTENSION WILL BE ALLOWED WITHOUT PROPER NOTICE AND PRIOR DETERMINATION OF TIME AND COST TO THE PROJECT.
- AFTER COMPLETION OF THE INSTALLATION, THE ENTIRE SYSTEM SHALL BE THOROUGHLY CLEANED, REMOVING ALL FOREIGN MATERIAL, DIRT, AND UNNEEDED LABELS OR STICKERS FROM FIXTURES, DEVICES AND EQUIPMENT. REMOVE ALL RUBBISH AND DEBRIS THAT HAS ACCUMULATED DURING INSTALLATION ON THE PREMISES.
- ALL PHASES OF THE ELECTRICAL WORK SHALL BE COORDINATED WITH THE CIVIL ENGINEER, OWNER AND THE GENERAL CONTRACTOR. WORK SHALL BE PERFORMED TO CAUSE AS LITTLE INCONVENIENCE AS POSSIBLE TO THE OWNER.
- THE ELECTRICAL CONTRACTOR SHALL VERIFY ALL ELECTRICAL EQUIPMENT LOCATIONS WITH THE PLANS AND DETAILS PRIOR TO ROUGH-IN.
- PRIOR TO INSTALLATION, THE OWNER RESERVES THE RIGHT TO RELOCATE ANY ELECTRICAL DEVICE, UP TO A DISTANCE OF 12" (INCHES) WITHOUT ADDITIONAL CHARGE.
- THE EXACT LOCATION OF ALL SYSTEMS AND EQUIPMENT SHALL BE FIELD VERIFIED AND COORDINATED WITH OTHER TRADES PRIOR TO ANY INSTALLATION. WHERE EXACT LOCATIONS ARE NECESSARY, THEY ARE DIMENSIONED ON THE DRAWINGS. WHERE THERE IS A QUESTION OF ADEQUATE CLEARANCE OR COORDINATION BETWEEN TRADES, THE ELECTRICAL CONTRACTOR SHALL PREPARE "AS-BUILT" DRAWINGS APPLICABLE TO THE SITUATION FOR ENGINEERS REVIEW.
- THE ELECTRICAL CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH EXISTING CONDITIONS ON THE PROJECT PRIOR TO SUBMITTING A BID. IN ORDER TO ALLOW THE CONTRACTOR TO SUBMIT A COMPLETE BID WITHIN THE SCOPE OF THE PLANS AND SPECIFICATIONS, THE CONTRACTOR, BY SUBMITTING A BID, IMPLIES THAT HE HAS INVESTIGATED THE EXISTING PROJECT CONDITIONS TO HIS/HER SATISFACTION. ANY QUESTIONS ARISING DURING THE BID PERIOD WITH REGARDS TO THE CONTRACTOR'S FUNCTIONS, RESPONSIBILITIES, SCOPE OF WORK, OR ANY OTHER ISSUE RELATING TO THIS PROJECT SHALL BE BROUGHT UP PRIOR TO THE ACTUAL BID WITH THE ENGINEER FOR CLARIFICATION, NOT AFTER THE CONTRACT HAS BEEN AWARDED.
- ALL NEW MATERIALS INSTALLED ON THIS PROJECT IS TO BE "UL" LISTED, OR LISTED BY ANOTHER AGENCY THAT IS RECOGNIZED BY AUTHORITY HAVING JURISDICTION. SPECIAL OR CUSTOM BUILT DEVICES OR CONTROL PANELS ARE TO BE ASSEMBLED USING "LISTED" COMPONENTS, AND ARE REQUIRED TO BE RE-CERTIFIED TO PERFORM A CERTAIN TASK BY A "NATIONALLY RECOGNIZED TESTING LAB (NRTL).

# Acuity DSXO TECHNICAL SPECIFICATIONS

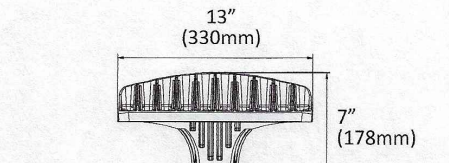
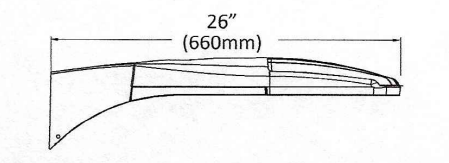
Sol<sup>®</sup> by Sunna Design<sup>™</sup>

**AcuityBrands**

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density.

**Applications:**  
Residential roads, collector roads, parking lots, and general area spaces.



Weight: 16 lbs (7.25 kg)

**PERFORMANCE SUMMARY**

Initial Delivered Lumens:	Up to 12,800
Efficacy:	Up to 155 LPW
CRI:	Minimum 70 CRI
CCT:	3000K, 4000K, 5000K
Limited Warranty:	5 years on luminaire

**OPTIONS**

Product	Mounting	Optic	Input Power*	CCT	CRI	Color Options	Mount	Options
DSXO	PS 4/LED	ZME Type II Medium	10-100W (based on location and profile)	30K	>70	BK Black	RPA Round Pole Mounting	Powered by EverGen EMS
		3ME Type III Medium		40K		BZ Bronze		
		4ME Type IV Medium		50K		SV Natural		
		5ME Type V Medium		5000K		Aluminum		



\*Please refer to project based System Overview provided by Sol for your exact fixture specifications.

# Acuity DSXO PRODUCT SPECIFICATIONS

Sol<sup>®</sup> by Sunna Design<sup>™</sup>

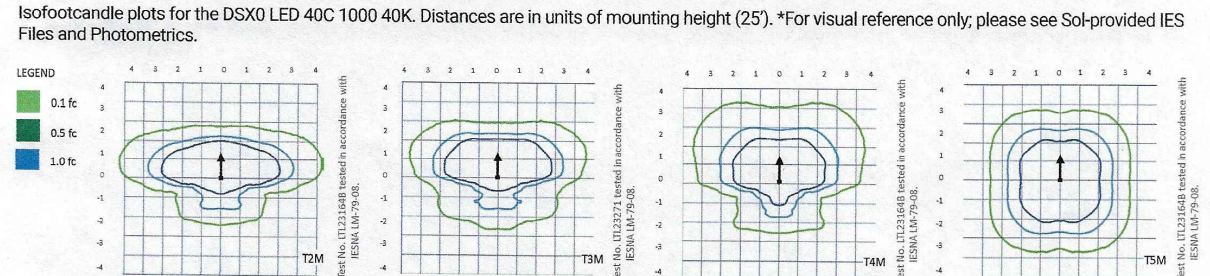
**INTENDED USE**  
The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

**CONSTRUCTION**  
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft2) for optimized pole wind loading.

**FINISH**  
Exterior parts are protected by a zinc-inflused Super Durable TGIC thermostat powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

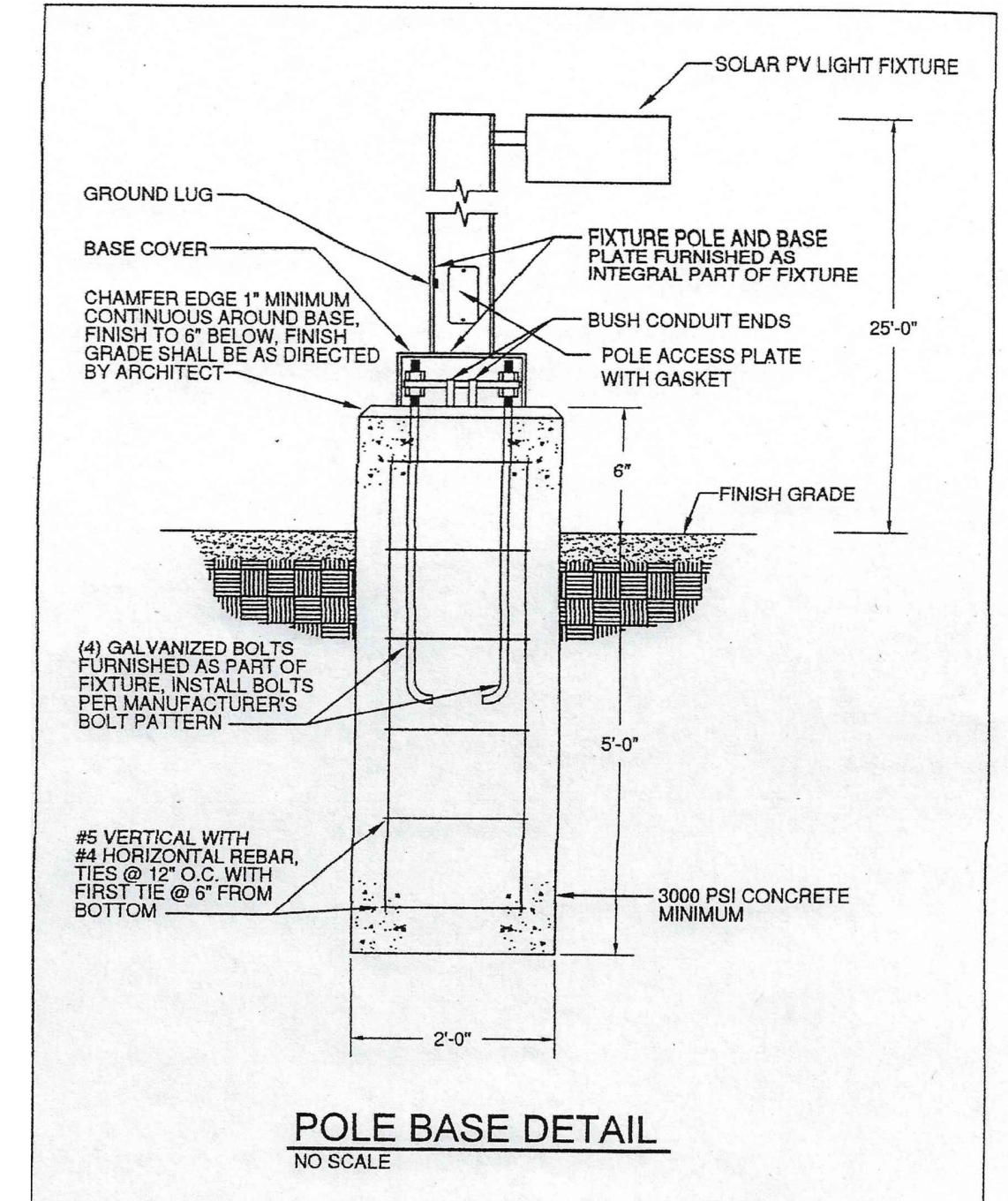
**OPTICS**  
Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI)

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



**LUMINAIRE EPA**

Direct Mount - Weight: 16 lbs (7.25 kg)	
Single	2 @ 180
0.95 sqft (0.09 sqm)	1.9 sqft (0.18 sqm)



PROVIDED FOR INFORMATIONAL PURPOSES

**MILLER ENGINEERING CONSULTANTS**  
Engineers • Planners

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BLDG F  
ALBUQUERQUE, NM 87107  
(505)888-7500  
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DESIGNED: MEC JOB # E22-043  
DRAWN: MEC FILE: SENIOR CTR  
CHECKED: VAM DATE: 04-19-23

ENGINEERS STAMP

NEW MEXICO  
SAN MIGUEL COUNTY  
SENIOR CENTER PARKING LOT  
LAS VEGAS, NEW MEXICO

MISCELLANEOUS DETAILS

NO.	REVISION	DESCRIPTION	DATE	MARK

SHEET **D-3**