

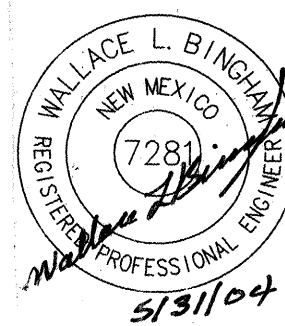
SCANNED BY  
MESA REPRO

# TREVISO SUBDIVISION

SHEET No DESCRIPTION

- 1 TITLE SHEET
- 2 PLAT INFORMATION
- 3 DETAILS
- 4 GRADING AND DRAINAGE PLAN
- 5 PAVING PLAN AND PROFILE, TREVISO COURT
- 6 PAVING PLAN AND PROFILE, WILSHIRE AVENUE
- 7 WATER AND SEWER IMPROVEMENTS, TREVISO COURT
- 8 WATER AND SEWER IMPROVEMENTS, WILSHIRE AVENUE
- 9 COA STANDARD CONSTRUCTION SIGNING PLAN -SHT 1
- 10 COA STANDARD CONSTRUCTION SIGNING PLAN -SHT 2

APPROVED AS RECORD DRAWINGS  
DESIGN REVIEW SECTION  
CITY ENGINEER  
DATE: 2/2/04



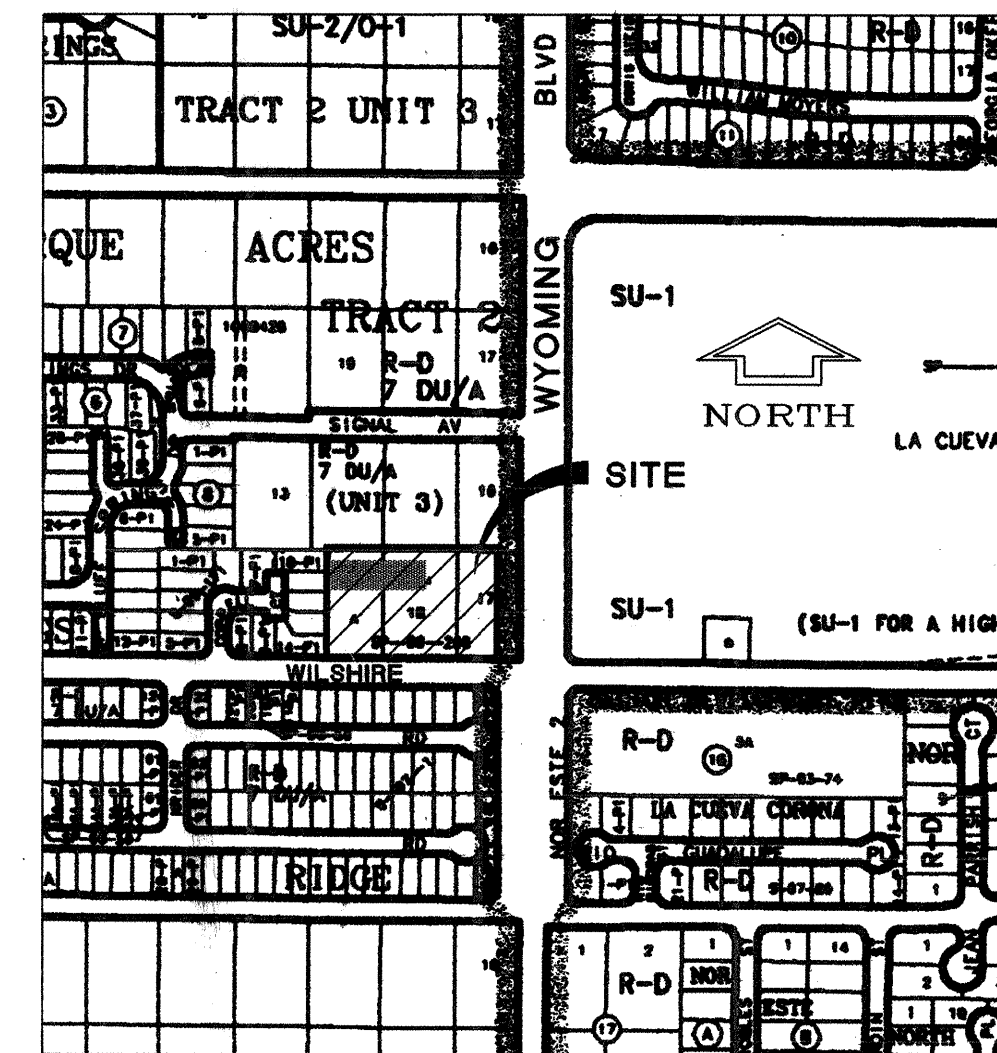
I, Wallace L. Bingham P.E. of the firm of BINGHAM ENGINEERING a Professional Engineer, registered by the State of New Mexico, do hereby certify, to the best of my knowledge and belief that the infrastructure installed as part of this project has been inspected by me or a qualified person under my direct supervision and has been constructed in accordance with the plans and specifications approved by the City Engineer and that the original design intent of the approved plans has been met, except as noted by me on the as-built construction drawings. This certification is based on site inspections by me or personnel under my direction and survey information provided by a NM Registered Surveyor.

**BINGHAM ENGINEERING**  
ALBUQUERQUE, NEW MEXICO  
505 797 4699

DRB# 1002335

## GENERAL NOTES

1. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 1986 EDITION THROUGH MOST RECENT UPDATE AND WILL BE REFERRED TO HEREON AS "STANDARD SPECIFICATIONS".
2. ALL CONSTRUCTION WITHIN CITY RIGHT-OF-WAY OR EASEMENTS MUST BE DONE IN ACCORDANCE WITH APPROVED WORK ORDER DOCUMENTS ISSUED BY THE CITY.
3. ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES, RULES, AND REGULATIONS CONCERNING CONSTRUCTION SAFETY AND HEALTH.
4. CONTRACTOR AGREES THAT HE SHALL ASSUME THE SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OWNER AND ENGINEER FROM ANY AND ALL LIABILITY REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.
5. ALL EXCAVATION, TRENCHING, AND SHORING ACTIVITIES MUST BE ACCOMPLISHED IN ACCORDANCE WITH OSHA 29CFR 1926.650 SUBPART P.
6. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY.
7. CONTRACTOR SHALL SECURE A "TOPSOIL DISTURBANCE PERMIT" PRIOR TO BEGINNING CONSTRUCTION (IF REQUIRED BY CITY OF ALBUQUERQUE PUBLIC WORKS).
8. PERMIT REQUESTS MAY BE DENIED OR DELAYED DUE TO CONFLICTS WITH OTHER PROJECTS IN THE AREA.
9. CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE CITY SURVEYOR MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE CITY SURVEYOR AND SHALL NOTIFY THE CITY SURVEYOR AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. ONLY THE CITY SURVEYOR SHALL REPLACE SURVEY MONUMENTS. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATIONS OF THE PAVEMENT OF ANY ROADWAY IN WHICH A PERMANENT SURVEY MONUMENT IS LOCATED, CONTRACTOR SHALL, AT HIS OWN EXPENSE, ADJUST THE MONUMENT COVER TO THE NEW GRADE UNLESS OTHERWISE SPECIFIED. REFER TO STANDARD SPECIFICATIONS SECTION 4.4.
10. CONTRACTOR SHALL COORDINATE WITH WATER SYSTEMS DIVISION (857-8200) SEVEN (7) WORKING DAYS PRIOR TO ANY WORK THAT MAY AFFECT EXISTING CITY PUBLIC WATER OR SEWER UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR TIMING AND COORDINATION OF WATER SHUTOFF. EXISTING CITY VALVES TO BE OPERATED BY CITY PERSONNEL ONLY.
11. FIVE (5) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL SUBMIT TO CONSTRUCTION COORDINATION DIVISION A DETAILED CONSTRUCTION SCHEDULE. TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL OBTAIN A BARRICADE PERMIT FROM THE CONSTRUCTION COORDINATION DIVISION. CONTRACTOR SHALL NOTIFY BARRICADE ENGINEER (924-3400) PRIOR TO OCCUPYING AN INTERSECTION. REFER TO SECTION 19 OF STANDARD SPECIFICATIONS.
12. CONTRACTOR SHALL DETERMINE IN ADVANCE OF HIS CONSTRUCTION IF OVERHEAD UTILITY LINES, SUPPORT STRUCTURES, POLES, GUYS, ETC. ARE AN OBSTRUCTION TO CONSTRUCTION OPERATIONS. IF ANY OBSTRUCTION TO CONSTRUCTION OPERATIONS IS EVIDENT, CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE APPROPRIATE UTILITY OWNER TO REMOVE OR SUPPORT THE UTILITY OBSTRUCTION. ANY COST ASSOCIATED WITH THIS EFFORT SHALL BE THE RESPONSIBILITY OF CONTRACTOR.
13. PNM WILL PROVIDE AT NO COST TO THE CITY OR THE CONTRACTOR THE REQUIRED PERSONNEL FOR INSPECTION OR OBSERVATION DEEMED NECESSARY BY PNM WHILE THE CONTRACTOR IS EXPOSING PNM'S CABLES. HOWEVER, THE CONTRACTOR SHALL BE CHARGED THE TOTAL COST ASSOCIATED WITH REPAIRS TO ANY DAMAGED CABLES OR FOR ANY COST ASSOCIATED WITH SUPPORTING OR RELOCATING THE POLES AND CABLES DURING CONSTRUCTION.
14. TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
15. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL PERTINENT EXISTING UTILITIES AND/OR OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.
16. EXISTING UTILITY LINE LOCATION ARE SHOWN IN AN APPROXIMATE MANNER ONLY AND SUCH LINES MAY EXIST WHERE NONE ARE SHOWN. THE LOCATION OF ANY SUCH EXISTING LINES IS BASED UPON INFORMATION PROVIDED BY THE UTILITY COMPANY, THE OWNER, OR BY OTHERS, AND THE INFORMATION MAY BE INCOMPLETE OR MAY BE OBSOLETE BY THE TIME CONSTRUCTION COMMENCES.
17. THE ENGINEER HAS UNDERTAKEN NO FIELD VERIFICATION OF THE LOCATION, DEPTH, SIZE, OR TYPE OF EXISTING UNDERGROUND UTILITY LINES, MAKES NO REPRESENTATION PERTAINING THERETO, AND ASSUMES NO RESPONSIBILITY OR LIABILITY THEREFOR. CONTRACTOR SHALL INFORM ITSELF OF THE LOCATION OF ANY UTILITY LINE IN OR NEAR THE AREA OF THE WORK IN ADVANCE OF AND DURING EXCAVATION WORK. CONTRACTOR IS FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE CAUSED BY ITS FAILURE TO LOCATE, IDENTIFY, AND PRESERVE ANY AND ALL EXISTING UTILITIES.
18. CONTRACTOR SHALL SUPPORT ALL EXISTING, UNDERGROUND UTILITY LINES WHICH BECOME EXPOSED DURING CONSTRUCTION. PAYMENT FOR SUPPORTING WORK SHALL BE INCIDENTAL TO WATERLINE AND/OR SEWER LINE COSTS.



VICINITY MAP C-19

19. CONTRACTOR IS TO SUPPORT AND MAINTAIN THE INTEGRITY OF ALL UNDERGROUND TELEPHONE, ELECTRIC CABLES AND CABLE TELEVISION UTILITIES AT NO ADDITIONAL COST TO THE OWNER. CABLE IS TO BE SUPPORTED AT A MAXIMUM OF EVERY FIFTEEN (15) FEET. CONTRACTOR SHALL COORDINATE WITH AND MAKE NECESSARY PAYMENT (IF ANY) TO UTILITY OWNER FOR DE-ENERGIZATION OF CABLES OR SUPPORT OF CABLES BY THE UTILITY OWNER.
20. CONTRACTOR SHALL ASSIST THE ENGINEER/INSPECTOR IN THE RECORDING OF DATA ON ALL UTILITY LINES AND ACCESSORIES AS REQUIRED BY THE CITY OF ALBUQUERQUE FOR THE PREPARATION OF "AS CONSTRUCTED" DRAWINGS. CONTRACTOR SHALL NOT COVER UTILITY LINES AND ACCESSORIES UNTIL ALL DATA HAS BEEN RECORDED.
21. ALL UTILITIES AND UTILITY SERVICE LINES SHALL BE INSTALLED PRIOR TO PAVING.
22. ALL FINAL BACKFILL FOR TRENCHES SHALL BE COMPACTED TO A MINIMUM OF 90% MAXIMUM DENSITY PER ASTM D-1557 AND AS DIRECTED BY STANDARD SPECIFICATIONS SECTION 701.14.2 AND STANDARD DRAWING NUMBER 2315.
23. CONTRACTOR SHALL PROMPTLY CLEAN UP ANY MATERIAL EXCAVATED WITHIN THE PUBLIC RIGHT-OF-WAY OR PRIVATE ROADWAY EASEMENTS SO THAT THE EXCAVATED MATERIAL IS NOT SUSCEPTIBLE TO BEING WASHED DOWN THE STREET OR INTO ANY PUBLIC DRAINAGE FACILITY.
24. REMOVALS SHALL BE DISPOSED OF OFF-SITE AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
25. CONTRACTOR SHALL DISPOSE OF ALL UNSUITABLE MATERIAL IN AN ENVIRONMENTALLY ACCEPTABLE MANNER AT A LOCATION ACCEPTABLE TO THE PROJECT MANAGER. THERE WILL BE NO DIRECT COMPENSATION FOR THIS WORK.
26. CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN A MANNER WHICH WILL MINIMIZE INTERFERENCE WITH LOCAL TRAFFIC.
27. ANY WORK AFFECTING AN ARTERIAL ROADWAY REQUIRES TWENTY-FOUR (24) HOURS OF CONSTRUCTION.
28. ALL EXISTING SIGNS, MARKERS, DELINEATORS, ETC., WITHIN THE CONSTRUCTION LIMITS SHALL BE LOGGED, REMOVED, STORED AND RE-SET BY THE CONTRACTOR.
29. WHEN ABUTTING EXISTING PAVEMENT TO NEW, SAW CUT EXISTING PAVEMENT TO A STRAIGHT EDGE AND AT A RIGHT ANGLE, OR AS APPROVED BY THE FIELD ENGINEER. REMOVAL OF BROKEN OR CRACKED PAVEMENT WILL ALSO BE REQUIRED.
30. REMOVAL OF EXISTING CURB AND GUTTER OR SIDEWALK SHALL BE TO THE NEAREST JOINT OR SAW CUT.
31. AT HIS OWN EXPENSE, CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR ANY DAMAGE TO EXISTING PAVEMENT, PAVEMENT MARKINGS, CURB AND GUTTER, HANDICAP RAMPS, AND SIDEWALK DURING CONSTRUCTION APART FROM THOSE SECTIONS INDICATED FOR REMOVAL ON THE PLANS AND SHALL REPAIR OR REPLACE, PER STANDARD SPECIFICATIONS.
32. ALL STREET STRIPING, ALTERED OR DESTROYED, SHALL BE REPLACED WITH PLASTIC REFLECTORIZED PAVEMENT MARKINGS BY CONTRACTOR TO SAME LOCATION AS EXISTING, OR AS INDICATED BY THIS PLAN SET.
33. CONTRACTOR SHALL MAINTAIN A GRAFFITI-FREE WORK SITE. CONTRACTOR SHALL PROMPTLY REMOVE ANY AND ALL GRAFFITI FROM EQUIPMENT, WHETHER PERMANENT OR TEMPORARY.

267066.81 01/04

|                             |        |                  |      |                 |         |                           |      |
|-----------------------------|--------|------------------|------|-----------------|---------|---------------------------|------|
| REV.                        | SHEETS | CITY ENGINEER    | DATE | USER DEPARTMENT | DATE    | USER DEPARTMENT           | DATE |
| ENGINEERS STAMP & SIGNATURE |        | APPROVALS        |      | ENGINEER        | DATE    | *****                     |      |
|                             |        | DRG Chairman     |      |                 | 8-6-03  | APPROVED FOR CONSTRUCTION |      |
|                             |        | Transportation   |      |                 | 8/5/03  |                           |      |
|                             |        | Water/Wastewater |      |                 | 7/29/03 |                           |      |
|                             |        | Hydrology        |      |                 | 7-28-03 |                           |      |
|                             |        | C.I.P.           |      |                 |         |                           |      |
|                             |        | Constr. Mngmt.   |      |                 |         |                           |      |
|                             |        | Constr. Coord.   |      |                 | 8-6-03  |                           |      |
|                             |        | City Project No. |      | 706681          |         |                           |      |
|                             |        |                  |      |                 |         | Sheet                     | Of   |
|                             |        |                  |      |                 |         | 1                         | 10   |

SCANNED BY  
MESA REPRO

PLAT FOR  
TREVISO SUBDIVISION  
WITHIN THE  
ELENA GALLEGOS GRANT  
PROJECTED SECTION 18  
TOWNSHIP 11 NORTH, RANGE 4 EAST, NMPM  
CITY OF ALBUQUERQUE  
BERNALILLO COUNTY, NEW MEXICO  
MAY, 2003

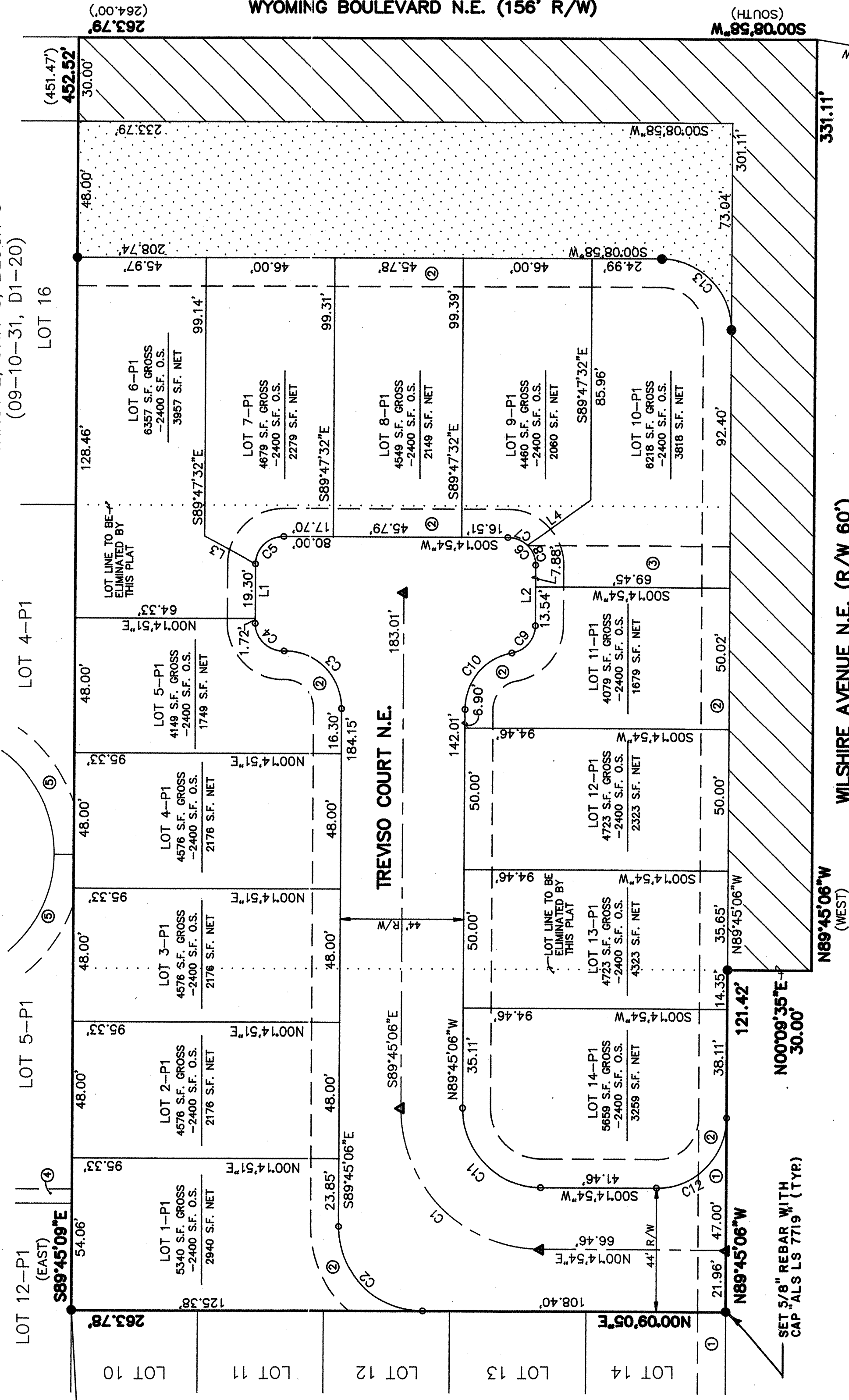
NORTH ALBUQUERQUE ACRES  
TRACT 2, UNIT 3, BLOCK 5  
(09-10-31, D1-20)

DESERT RIDGE AT  
LA CUEVA SUBDIVISION  
(12-23-02, 02C-408)

| LINE | DIRECTION   | DISTANCE |
|------|-------------|----------|
| L1   | S89°45'06"E | 21.02'   |
| L2   | S89°45'06"E | 21.42'   |
| L3   | N29°08'17"E | 20.90'   |
| L4   | S35°46'23"E | 27.81'   |

| CURVE | LENGTH | DELTA     | RADIUS | TANGENT | DIRECTION   | CHORD  |
|-------|--------|-----------|--------|---------|-------------|--------|
| C1    | 78.54' | 90°00'00" | 50.00' | 50.00'  | N45°14'54"E | 70.71' |
| C2    | 47.17' | 90°05'49" | 30.00' | 30.05'  | N45°11'59"E | 42.46' |
| C3    | 32.08' | 91°54'37" | 20.00' | 20.08'  | N44°17'36"E | 28.75' |
| C4    | 15.91' | 90°00'00" | 10.00' | 10.00'  | S44°45'06"E | 14.96' |
| C5    | 15.91' | 90°00'00" | 10.00' | 10.00'  | S44°45'06"E | 14.96' |
| C6    | 7.74'  | 44°18'53" | 10.00' | 4.07'   | S45°12'54"W | 14.14' |
| C7    | 7.74'  | 44°18'53" | 10.00' | 4.07'   | N22°24'20"E | 7.54'  |
| C8    | 1.99'  | 45°41'07" | 10.00' | 4.21'   | N67°24'20"E | 7.76'  |
| C9    | 28.07' | 80°24'21" | 20.00' | 16.90'  | N49°39'55"W | 25.82' |
| C10   | 28.07' | 80°24'21" | 20.00' | 16.90'  | N49°39'55"W | 25.82' |
| C11   | 39.27' | 90°00'00" | 25.00' | 25.00'  | S44°45'06"E | 35.36' |
| C12   | 39.27' | 90°00'00" | 25.00' | 25.00'  | S44°45'06"E | 35.36' |
| C13   | 39.31' | 90°05'56" | 25.00' | 25.04'  | N45°11'59"E | 35.39' |

ACS MONUMENT  
9-10-13-09  
X=402255.61  
Y=402255.61  
G=C=0.9999608  
A=0-001119"  
CENTRAL ZONE  
(NAD 1927)



COPPELL SUBDIVISION  
(12-30-99, 99C-348)

NCS MONUMENT  
"HEAVEN"  
Y=1518737.03  
X=407069.63  
G=0.99996263  
A=0-001045"  
CENTRAL ZONE  
(NAD 1927/SID 1929)  
ELEVATION=5375.62

05-27-03

(HATCHED AREA)  
STREET RIGHT-OF-WAY  
DEDICATED TO THE CITY  
OF ALBUQUERQUE BY  
THIS PLAT, IN FEE SIMPLE  
(0.3880 AC.)

(HATCHED AREA)  
STREET RIGHT-OF-WAY  
DEDICATED TO THE CITY  
OF ALBUQUERQUE BY  
THIS PLAT, IN FEE SIMPLE  
(0.2807 AC.)

EASEMENTS

① EXISTING 10' PUBLIC UTILITY EASEMENT  
(12-30-99, 99C-348)  
② 10' PUBLIC UTILITY EASEMENT  
(GRANTED BY THIS PLAT)  
③ 15' C.O.A. PUBLIC WATERLINE EASEMENT  
(GRANTED BY THIS PLAT)

④ EXISTING 7' PRIVATE DRAINAGE EASEMENT  
(12-23-02, 02C-408)  
⑤ EXISTING 10' RUE  
(12-23-02, 02C-408)

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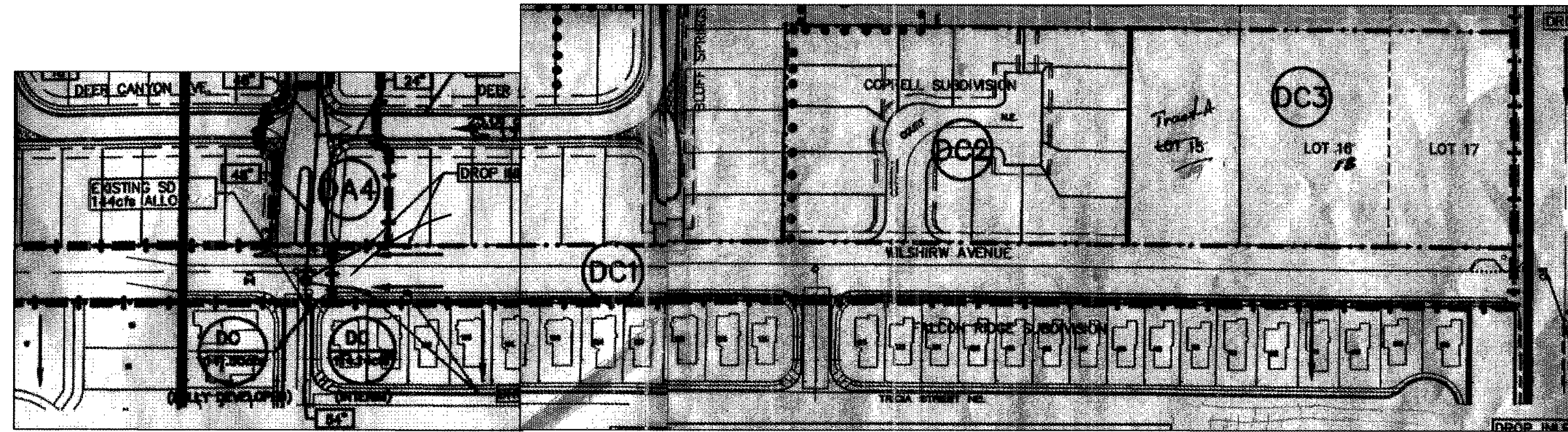
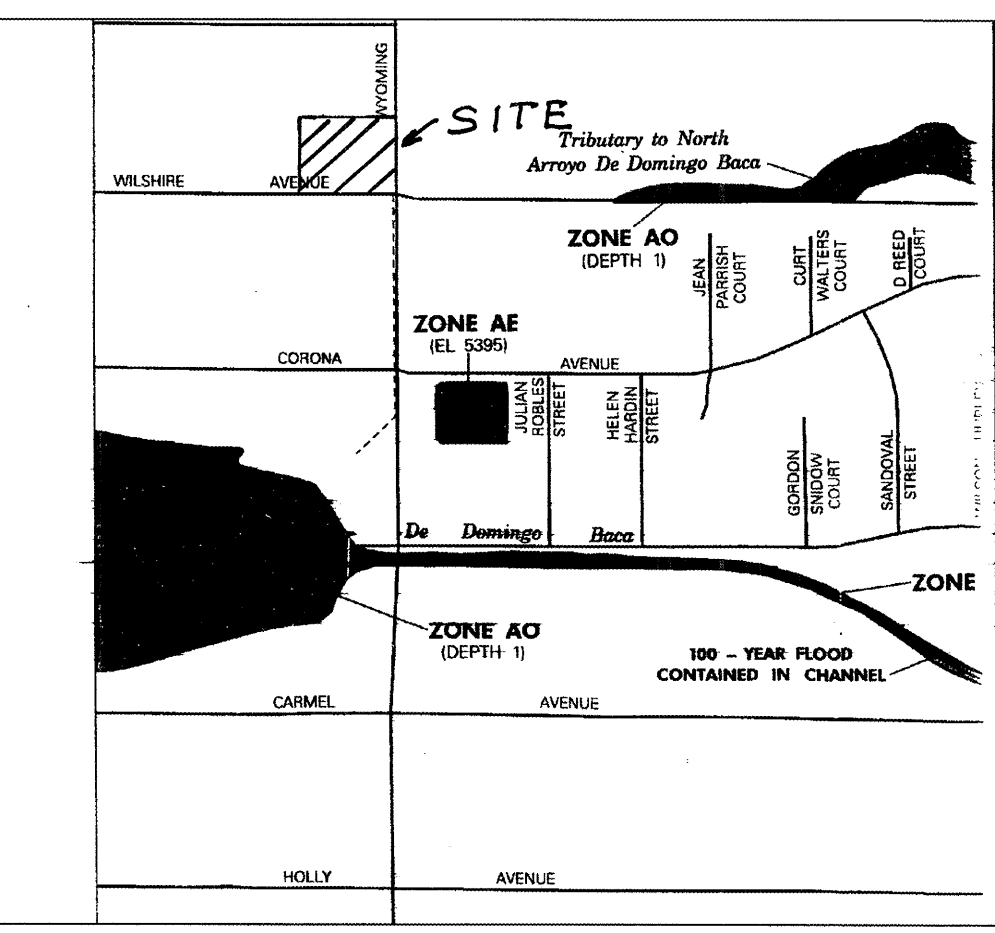
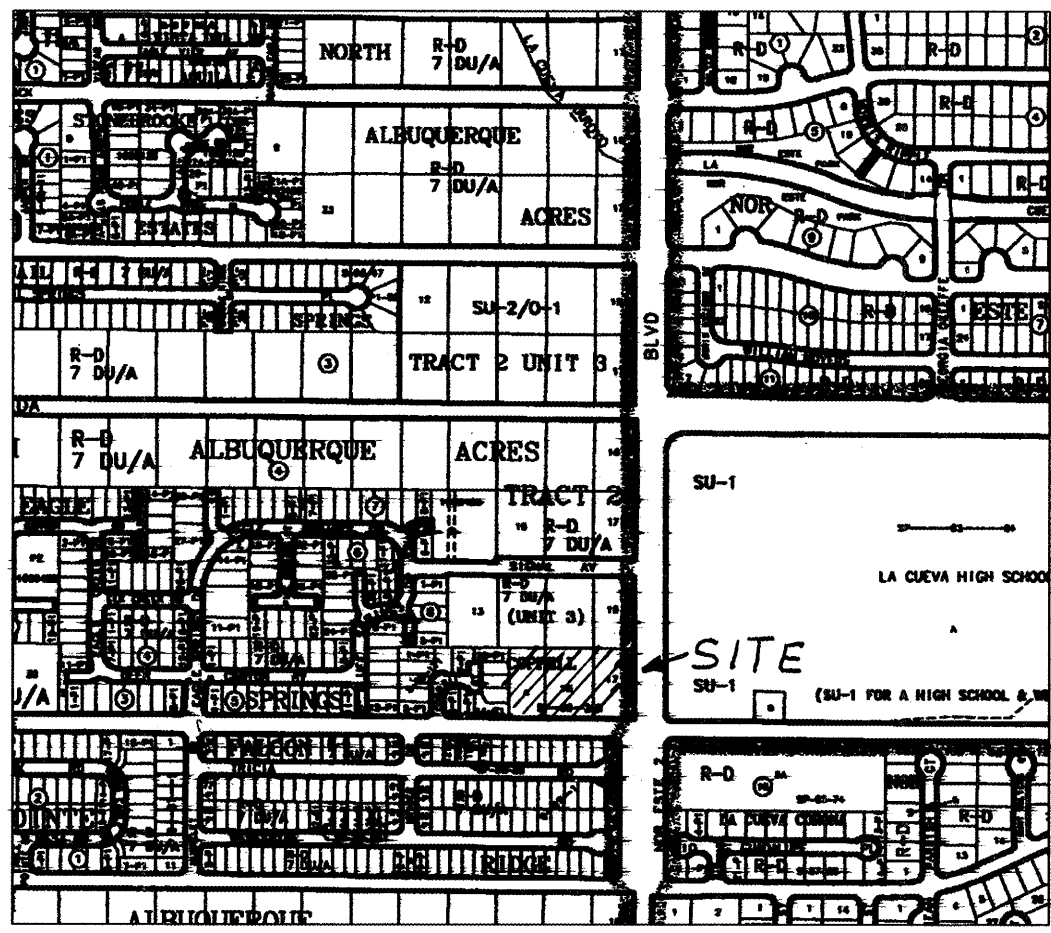
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CAP ALS LS 7719' (TYR)



#### Existing Conditions

The existing conditions for the site is undeveloped bulk land with a small erosion channel crossing it. The flow that used to cross the site has been cut by Wyoming Blvd. The flow has been diverted south to the North Domingo Baca channel by the storm drain in Wyoming Blvd. The soil on the site is silty clayey sand with moderately permeability. The vegetation is sparse desert grasses with scattered woody brush. The storm runoff drains generally to the southwest to Wilshire. The natural slope of the existing is between three and four percent. The 100 year storm runoff is 3.82 CFS.

Wyoming Blvd. is scheduled for widening from Paseo del Norte to the Reservation line. The storm runoff that will concentrate at the Wilshire Ave. Intersection will be directed south to the Domingo Baca to be controlled by Kinney Dam.

#### Developed Conditions

The developed condition provides single family dwelling lots requiring approximately half open space. The land treatment mix is A-0, B-20, C-20, D-60. The resulting runoff computation is 8.56 CFS.

The runoff from This subdivision will flow onto Wilshire Ave. and be joined by the flow from the Coppell Subdivision which the same size hence the runoff should be equal. When the flow reaches Murriet it is picked up by inlets in Wilshire and conveyed to the Kinney Dam Reservoir via a stormdrain. The Murriet system was designed with the Eagle Springs Subdivision by Lyle Losack P.E. Mr Losack included in the design flood the runoff expected from Wilshire with all contributing areas being developed.

#### Computations

| COMMAND                                                                      | HYDROGRAPH IDENTIFICATION | FROM ID NO. | TO ID NO.                        | AREA (SQ MI) | PEAK DISCHARGE (CFS) | RUNOFF VOLUME (AC-FT) | RUNOFF (INCHES) | TIME TO PEAK (HOURS) | CFS PER ACRE   | PAGE = 1    |
|------------------------------------------------------------------------------|---------------------------|-------------|----------------------------------|--------------|----------------------|-----------------------|-----------------|----------------------|----------------|-------------|
| START                                                                        |                           |             |                                  |              |                      |                       |                 |                      |                | TIME = .00  |
| *S COMPUTE 100 YR. HYDROGRAPHS FOR THE TREVISO SITE IN THE NATURAL CONDITION |                           |             |                                  |              |                      |                       |                 |                      |                |             |
| *S                                                                           | TREVISO .DAT              | -           | AHYMO PER JAN 1997 DPM REVISIONS |              |                      |                       |                 |                      |                |             |
| RAINFALL TYPE= 1                                                             |                           |             |                                  |              |                      |                       |                 |                      |                | RAIN= 2.600 |
| COMPUTE NM HYD                                                               | 101.10                    | -           | 1                                | .00313       | 3.82                 | .109                  | .65520          | 1.500                | 1.908 PER IMP= | .00         |
| *S COMPUTE 100 YR HYDROGRAPHS FOR TREVISO SITE AFTER DEVELOPMENT             |                           |             |                                  |              |                      |                       |                 |                      |                |             |
| COMPUTE NM HYD                                                               | 102.10                    | -           | 2                                | .00313       | 9.54                 | .357                  | 2.14219         | 1.500                | 4.768 PER IMP= | 80.00       |
| *S COMPUTE FLOW FROM TREVISO, CAPPELL AND WILSHIRE AVE FROM WYO. TO          |                           |             |                                  |              |                      |                       |                 |                      |                |             |
| *S MURRIETTA STORM DRAIN INLETS. SEE DC3, DC2 DC1 ON THE EXCERPT             |                           |             |                                  |              |                      |                       |                 |                      |                |             |
| COMPUTE NM HYD                                                               | 103.10                    | -           | 3                                | .00961       | 28.75                | 1.078                 | 2.10230         | 1.500                | 4.674 PER IMP= | 80.00       |
| FINISH                                                                       |                           |             |                                  |              |                      |                       |                 |                      |                |             |

#### WILSHIRE

THE INLETS CONSIST OF TWO DOUBLE C'S ON THE SOUTH SIDE AND ONE DOUBLE C AND ONE SINGLE C ON THE NORTH. WILSHIRE'S GRADE AT THIS POINT IS 2.7%. CONSEQUENTLY THE DEPTH OF THE FLOW IS 0.35FT. USING PLATES 22.3 D-6 AND 22.3 D-7 THE CAPACITY OF THE COMBINED INLETS IS COMPUTED TO BE 20 CFS LEAVING ONLY 4 CFS TO PROCEED IN EACH GUTTER DOWN WILSHIRE TO THE NEXT DRAINAGE PICKUP.

#### TREVISO CT.

TREVISO BEING SLOPED TO THE WEST TO MATCH WILSHIRE, (4%) WILL HAVE THE 100 YR FLOW IN THE WEST GUTTER ONLY. DETERMINE THE DEPTH.

$$9.54 = \frac{1.49}{.017} \times .008^{1/2} \times 243^{2/3} \times .5 \times 12.65$$

$$9.54 = 9.38 \text{ CLOSE ENOUGH!!}$$

$$D = 0.5'$$

#### LEGEND

|  |                                    |
|--|------------------------------------|
|  | EXISTING PAVEMENT                  |
|  | EXISTING SANITARY MANHOLE          |
|  | EXISTING VALVE W/BOX               |
|  | EXISTING FIRE HYDRANT              |
|  | EXISTING SANITARY SEWER            |
|  | EXISTING WATER LINE                |
|  | EXISTING CURB AND GUTTER           |
|  | PROPOSED CURB AND GUTTER           |
|  | BOUNDARY LINE                      |
|  | EXISTING BOUNDARY LINE             |
|  | EASEMENT                           |
|  | EXISTING WALL                      |
|  | PROPOSED SCREEN WALL               |
|  | PROPOSED SIDEWALK                  |
|  | PROPOSED MOUNTABLE CURB AND GUTTER |
|  | ASPHALT CURB                       |
|  | LUMINAIRES                         |
|  | DOUBLE METER WATER SERVICE         |
|  | RETAINING WALL                     |
|  | CROSS SECTION                      |

#### EROSION CONTROL PLAN AND POLLUTION NOTES

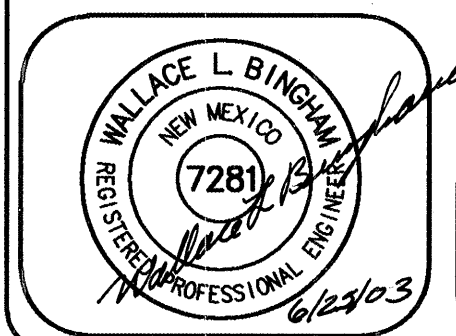
1. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TOPSOIL DISTURBANCE PERMIT PRIOR TO BEGINNING WORK.
2. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL SEDIMENT OUT OF EXISTING RIGHTS-OF-WAY.
3. REPAIR OF DAMAGED FACILITIES AND CLEAN-UP OF SEDIMENT ACCUMULATIONS ON ADJACENT PROPERTIES AND PUBLIC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR.
4. ALL EXPOSED EARTH SURFACES MUST BE PROTECTED FROM WIND AND WATER EROSION PRIOR TO FINAL ACCEPTANCE OF ANY PROJECT.

ROUGH GRADING APPROVAL

DATE

TREVISO SUBDIVISION

GRADING AND DRAINAGE PLAN



**BINGHAM ENGINEERING**  
ALBUQUERQUE, NEW MEXICO  
505 797 4699

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15  
26 7066-31 0304

706681

44' ROW

2% 4" PCC SIDEWALK

12" 26' FL-FL

2% STD CURB & GUT.

3" ASPHALTIC CONCRETE - 2 EQUAL LIFTS

12" SUBGRADE (95% COMPACTION) R-VALUE >50

CONSTRUCTION PER COA STD DWG. 2405

6" COMPACTED SUBGRADE (90% ) TYPICAL

2% 4" PCC SIDEWALK

TREVISIO COURT

STA 10+20 TO 13+17

STA 13+17 TO 13+27 TRANSITION

STA 13+17 TO 13+27 TRANSITION

FROM STD. CURB & GUTTER TO MOUNTABLE CURB, ROLL TYPE

100' ROW

88.67'

2% 5.00 4" PCC SIDEWALK

12" 0.5% MOUNTABLE CURB, ROLL TYPE

0.5% 4" PCC SIDEWALK

2% 5' 4" PCC SIDEWALK

6" COMPACTED SUBGRADE (90% ) TYPICAL

3" ASPHALTIC CONCRETE (TWO EQUAL LIFTS)

12" SUBGRADE (95% COMPACTION) R-VALUE >50

CONSTRUCTION PER COA STD DWG. 2405

TREVISIO COURT

HAMMER HEAD

STA. 13+27 TO 13+75.67

60' ROW

2% 6' 4" PCC SIDEWALK

12" 16' BUILD THIS SIDE TO MATCH CORRESPONDING SOUTH SIDE ELEV. REMOVE TEMP. ASPH CURB

2% STD CURB & GUT.

24' EXISTING PERMANENT PAVEMENT

2% STD CURB & GUT.

3" ASPHALTIC CONCRETE

4" ASPHALTIC CONCRETE (TWO EQUAL LIFTS)

12" SUBGRADE (95% COMPACTION) R-VALUE >50

CONSTRUCTION PER COA STD DWG. 2405

6" COMPACTED SUBGRADE (90% ) TYPICAL

2% 6' 4" PCC SIDEWALK

WILSHIRE AVE.

STA. 21+00 - 23+75

5' min

8% max

2% max

SW GRADE (-)

CURB

SW GRADE (+)

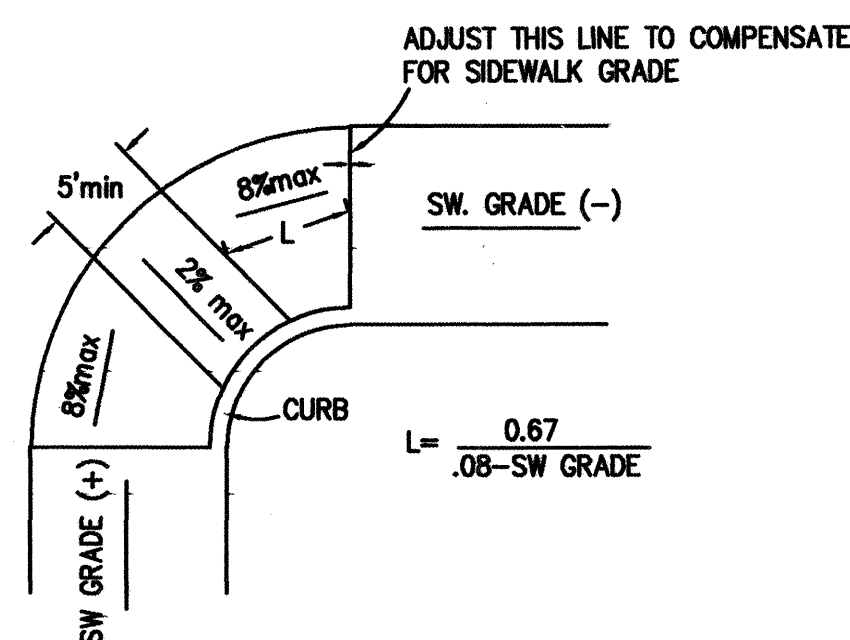
ADJUST THIS LINE TO COMPENSATE FOR SIDEWALK GRADE

L = 0.67

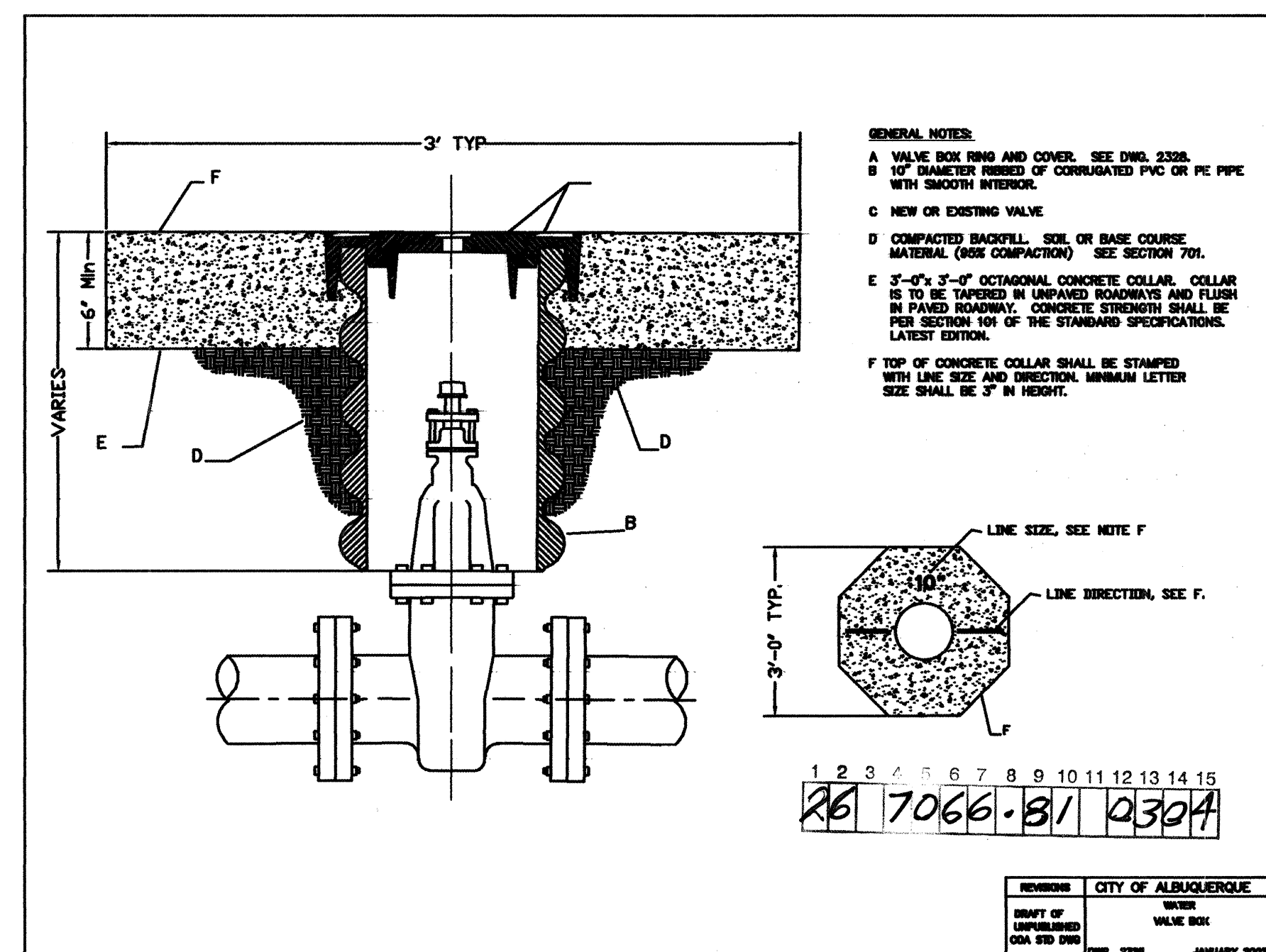
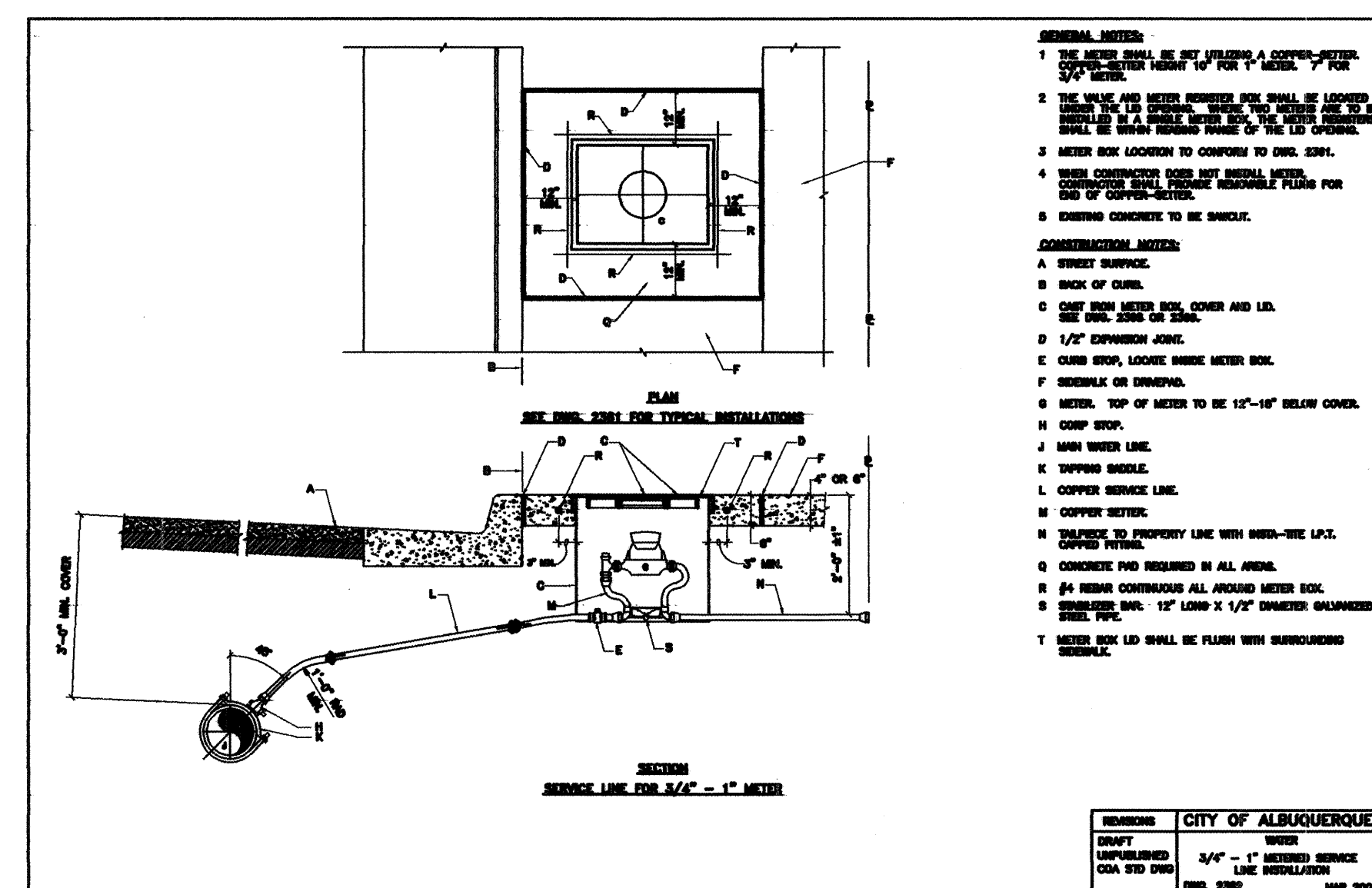
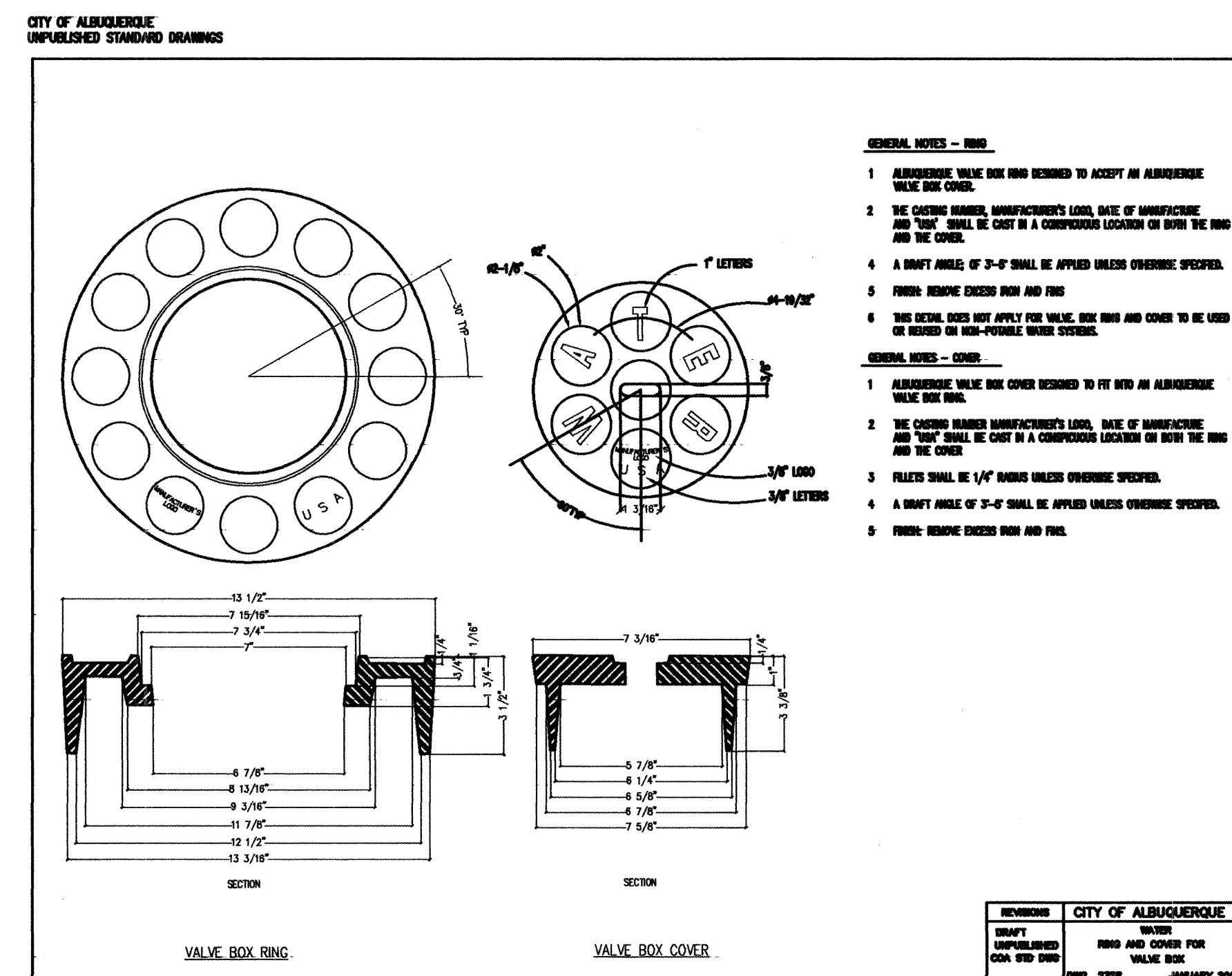
.08-SW GRADE

WHEEL CHAIR RAMP LAYOUT

NTS



WHEEL CHAIR RAMP LAYOUT  
NTS



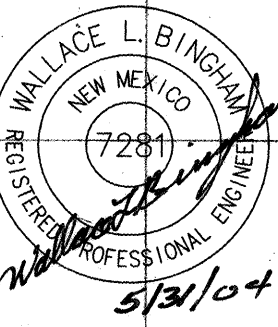
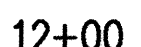
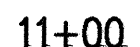
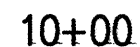
COA = CITY OF ALBUQUERQUE  
CL = CENTERLINE  
DWG = DRAWING  
EX = EXISTING  
FG = FINISHED GRADE  
FL = FLOW LINE  
FP = FINISHED PAD  
FL = FLOW LINE  
MH = MANHOLE  
PCC = PORTLAND CEMENT CONCRETE  
ROW = RIGHT-OF-WAY  
STA = STATION  
STD = STANDARD  
TC = TOP OF CURB  
TW = TOP OF WALL  
TYP = TYPICAL  
WM = WATER METER

**BINGHAM ENGINEERING**  
ALBUQUERQUE, NEW MEXICO  
505 787 4000

CITY OF ALBUQUERQUE  
PUBLIC WORKS DEPARTMENT  
ENGINEERING GROUP

## TREVISO SUBDIVISION DETAILS

| <b>DESIGN REVIEW COMMITTEE</b><br> |             | <b>CITY ENGINEER APPROVAL</b><br> |  | <b>LAST DESIGN DATE</b><br><table border="1"> <tr> <th>MO./DAY/YR.</th> <th>MO./DAY/YR.</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table> |  | MO./DAY/YR. | MO./DAY/YR. |  |  |  |  |  |  |  |  |
|-------------------------------------------------------------------------------------------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------|-------------|--|--|--|--|--|--|--|--|
| MO./DAY/YR.                                                                                                             | MO./DAY/YR. |                                                                                                                        |  |                                                                                                                                                                                                                                     |  |             |             |  |  |  |  |  |  |  |  |
|                                                                                                                         |             |                                                                                                                        |  |                                                                                                                                                                                                                                     |  |             |             |  |  |  |  |  |  |  |  |
|                                                                                                                         |             |                                                                                                                        |  |                                                                                                                                                                                                                                     |  |             |             |  |  |  |  |  |  |  |  |
|                                                                                                                         |             |                                                                                                                        |  |                                                                                                                                                                                                                                     |  |             |             |  |  |  |  |  |  |  |  |
|                                                                                                                         |             |                                                                                                                        |  |                                                                                                                                                                                                                                     |  |             |             |  |  |  |  |  |  |  |  |
| <b>CITY PROJECT NO.</b><br>706681                                                                                       |             | <b>ZONE MAP NO.</b><br>C-19-Z                                                                                          |  | <b>SHEET</b> <b>3</b> <b>OF</b> <b>10</b>                                                                                                                                                                                           |  |             |             |  |  |  |  |  |  |  |  |



I, Wallace L. Bingham P.E., of the firm of Bingham ENGINEERING & PROFESSIONAL ENGINEERS, registered at the SITE of New Mexico, do hereby certify, to the best of my knowledge and belief, that the infrastructure installed as part of this project has been inspected by me or a qualified person under my direct supervision and has been constructed in accordance with the plans and specifications approved by the City Engineer and that the original design intent of the approved plans has been met, except as noted by me on the as-built construction drawings. This certification is based on site inspections by me or personnel under my direction

SCALES:  
1"=20' HOR.  
1"=2' VERT.

**BINGHAM ENGINEERING**  
ALBUQUERQUE, NEW MEXICO  
505 777 4000

CITY OF ALBUQUERQUE  
PUBLIC WORKS DEPARTMENT  
ENGINEERING GROUP

**TREVISO SUBDIVISION**  
**TREVISO COURT**  
**PAVING PLAN AND PROFILE**

DESIGN REVIEW COMMITTEE

CITY ENGINEER APPROVAL

|      |             |             |
|------|-------------|-------------|
| DATE | MO./DAY/YR. | MO./DAY/YR. |
|      |             |             |

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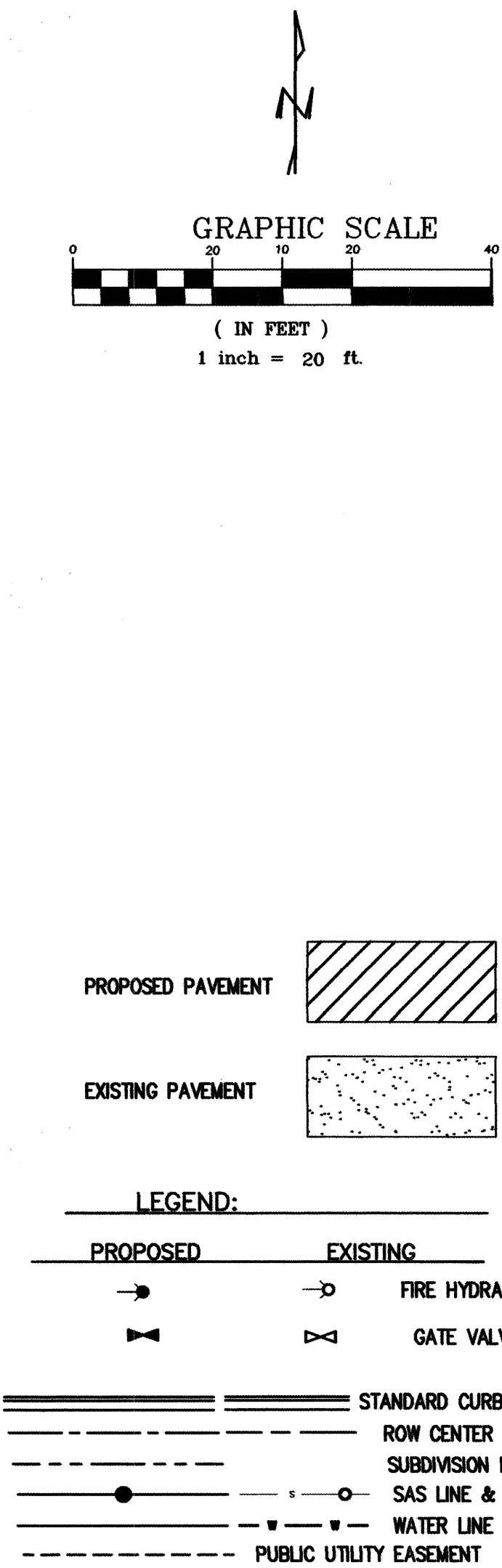
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706681

C-19-Z

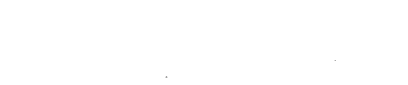
STREET

10





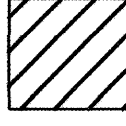
GRAPHIC SCALE



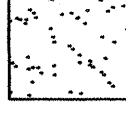
( IN FEET )

1 inch = 20 ft.

PROPOSED PAVEMENT



EXISTING PAVEMENT



LEGEND:

|                                                           |                                                           |
|-----------------------------------------------------------|-----------------------------------------------------------|
| <p>PROPOSED</p> <p>→ FIRE HYDRANT</p> <p>⊘ GATE VALVE</p> | <p>EXISTING</p> <p>→ FIRE HYDRANT</p> <p>⊘ GATE VALVE</p> |
|-----------------------------------------------------------|-----------------------------------------------------------|

STANDARD CURB & GUTTER

ROW CENTER LINE

SUBDIVISION BOUNDARY

SAS LINE & MANHOLE

WATER LINE

PUBLIC UTILITY EASEMENT

| ENGINEER'S SEAL |      | SURVEY INFORMATION |             | BENCH MARKS                        |                                     | AS BUILT INFORMATION |           |
|-----------------|------|--------------------|-------------|------------------------------------|-------------------------------------|----------------------|-----------|
| NO.             | DATE | BY                 | FIELD NOTES | AS "HEAVEN" (USGS)                 | CONTRACTOR                          | DATE                 | RECORD BY |
| 1               |      | ALDRICH SURVEY CO. |             | CENTRAL STATION DATA               | TRC Const. Inc.                     |                      |           |
|                 |      |                    |             | NM STATE PLANE COORDINATES         | INSURANCE BY Rex Vagler             |                      |           |
|                 |      |                    |             | CENTRAL ZONE                       | FIELD WORK BY 1933                  |                      |           |
|                 |      |                    |             | X=407,001.31 Y=1516,737.03         | VERIFICATION BY Bingham Engineering |                      |           |
|                 |      |                    |             | G-G=0.89865283 Δ=+010'48"          | CORRECTED BY Bingham Engineering    |                      |           |
|                 |      |                    |             | ELEV.=5375.62 NGVD 29              |                                     |                      |           |
|                 |      |                    |             | NEAR SOUTH CURB OF PASEO del NORTE |                                     |                      |           |
|                 |      |                    |             | 500 FEET WEST OF WYOMING BLVD      |                                     |                      |           |

DESIGNED BY WLB

DRAWN BY WLB

CHECKED BY WLB

DATE

DATE

DATE

REVISIONS

DESIGN

NO. DATE

REMARKS

BY

7/29/03

26 7066.81 0604

SCALES:

1"=20H.

1"=2V.

BINGHAM ENGINEERING

ALBUQUERQUE, NEW MEXICO

505 797 4000

CITY OF ALBUQUERQUE

PUBLIC WORKS DEPARTMENT

ENGINEERING GROUP

TREVISIO SUBDIVISION

PAVING PLAN AND PROFILE

WISHIRE AVENUE

DESIGN REVIEW COMMITTEE

AUG - 6 2003

CITY ENGINEER APPROVAL

AUG 13 2003

MO./DAY/YR.

MO./DAY/YR.

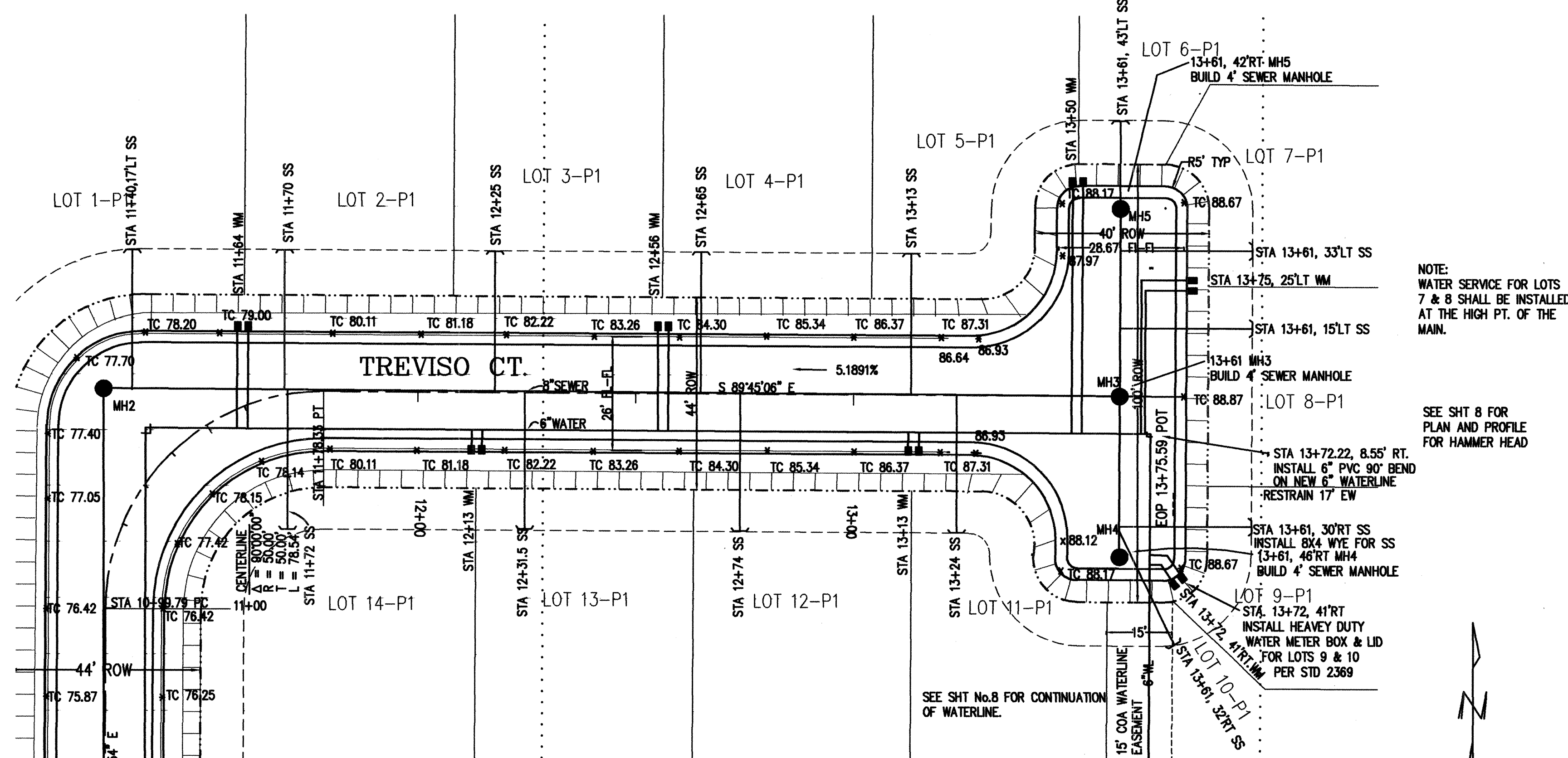
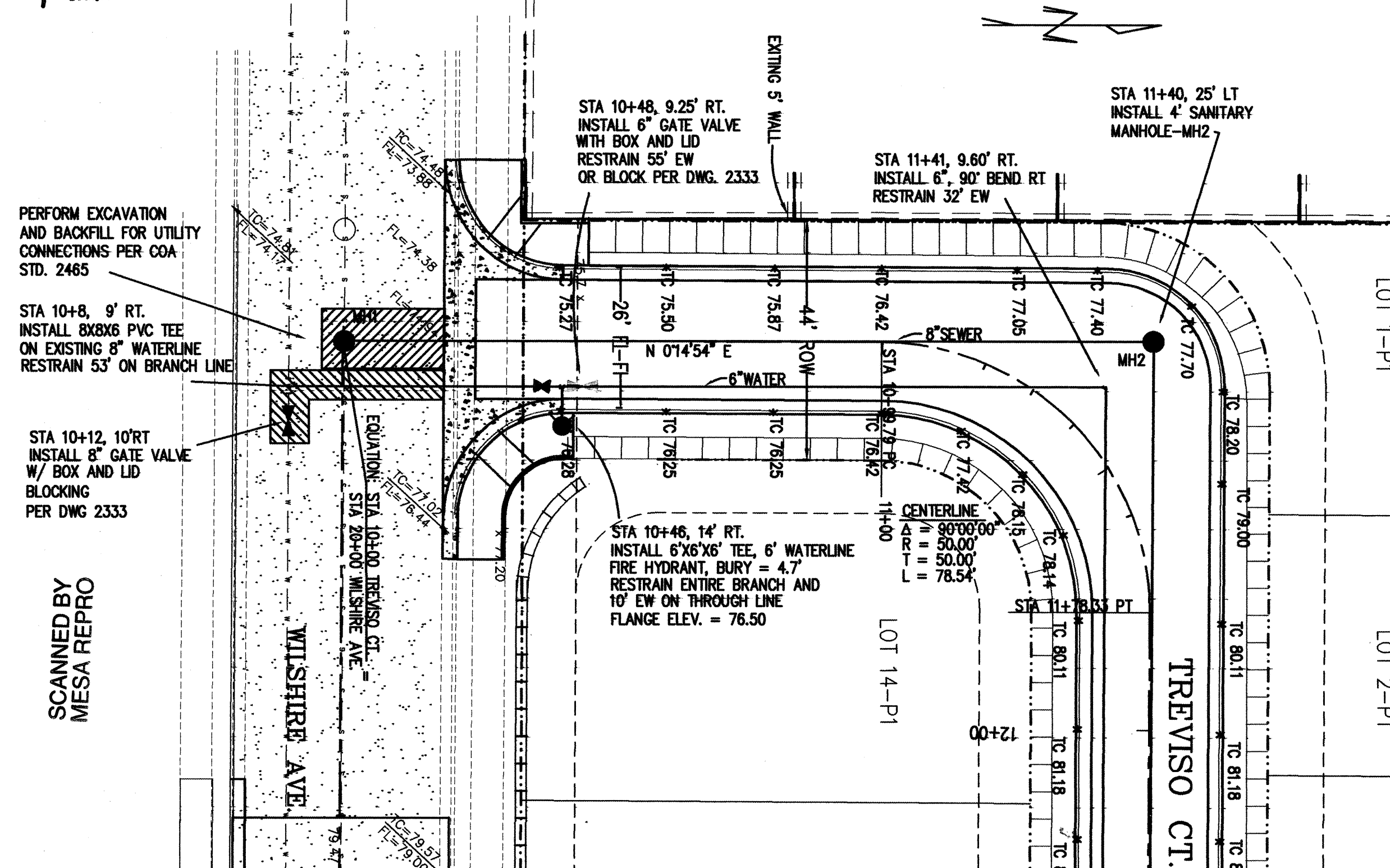
DESIGN REVIEW COMMITTEE

CITY ENGINEER

206681

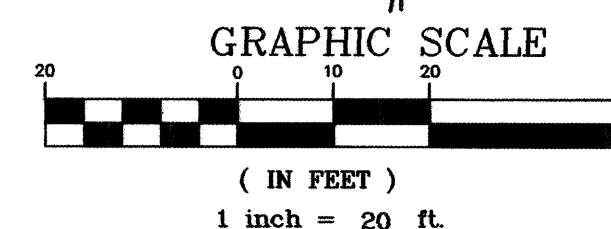
SHEET 6 OF 10

924-3611  
APPROVED/DISAPPROVED  
HYDRANT(S) ONLY  
*[Signature]* 7/29/03  
SIGNATURE & DATE

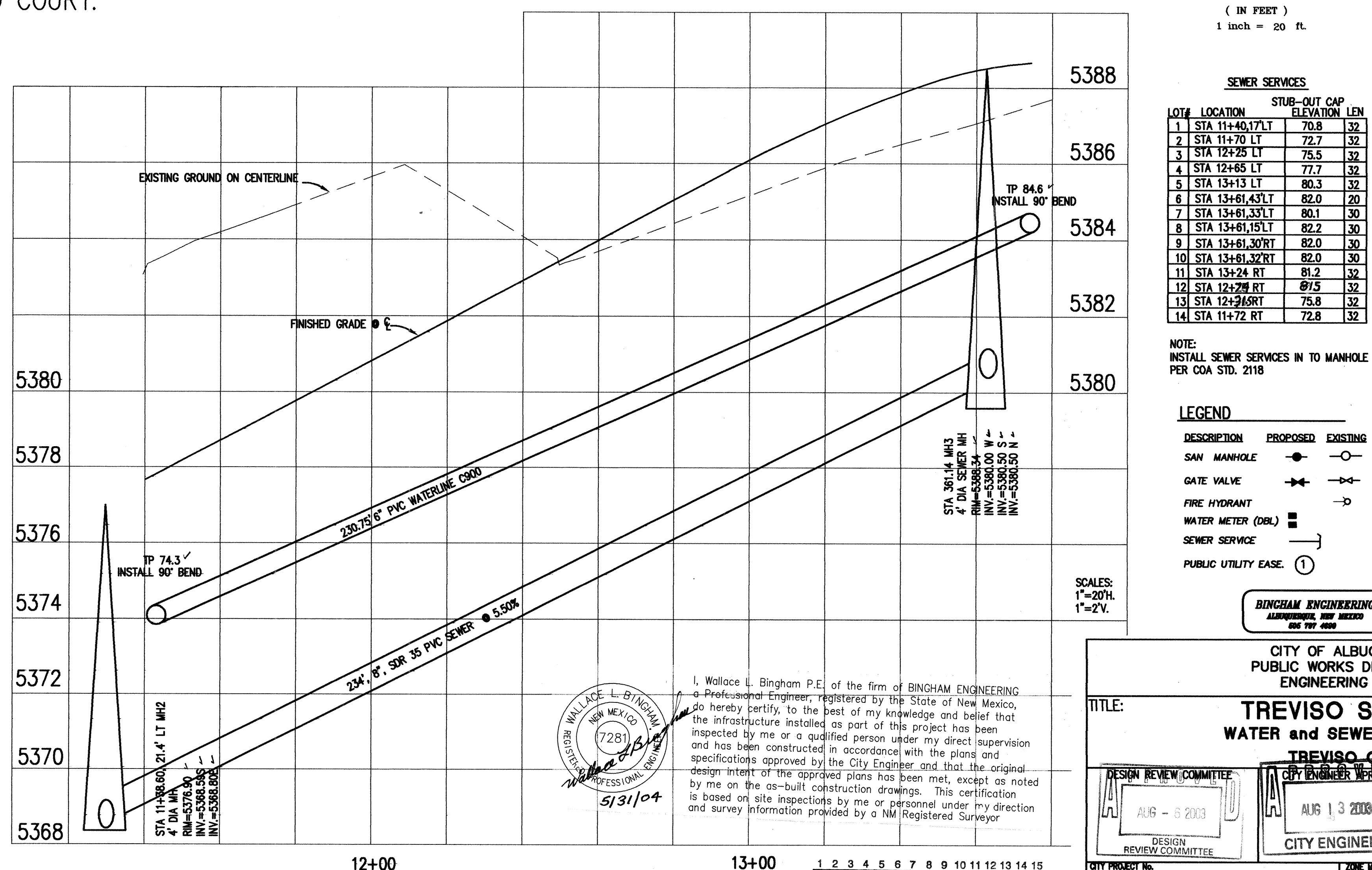
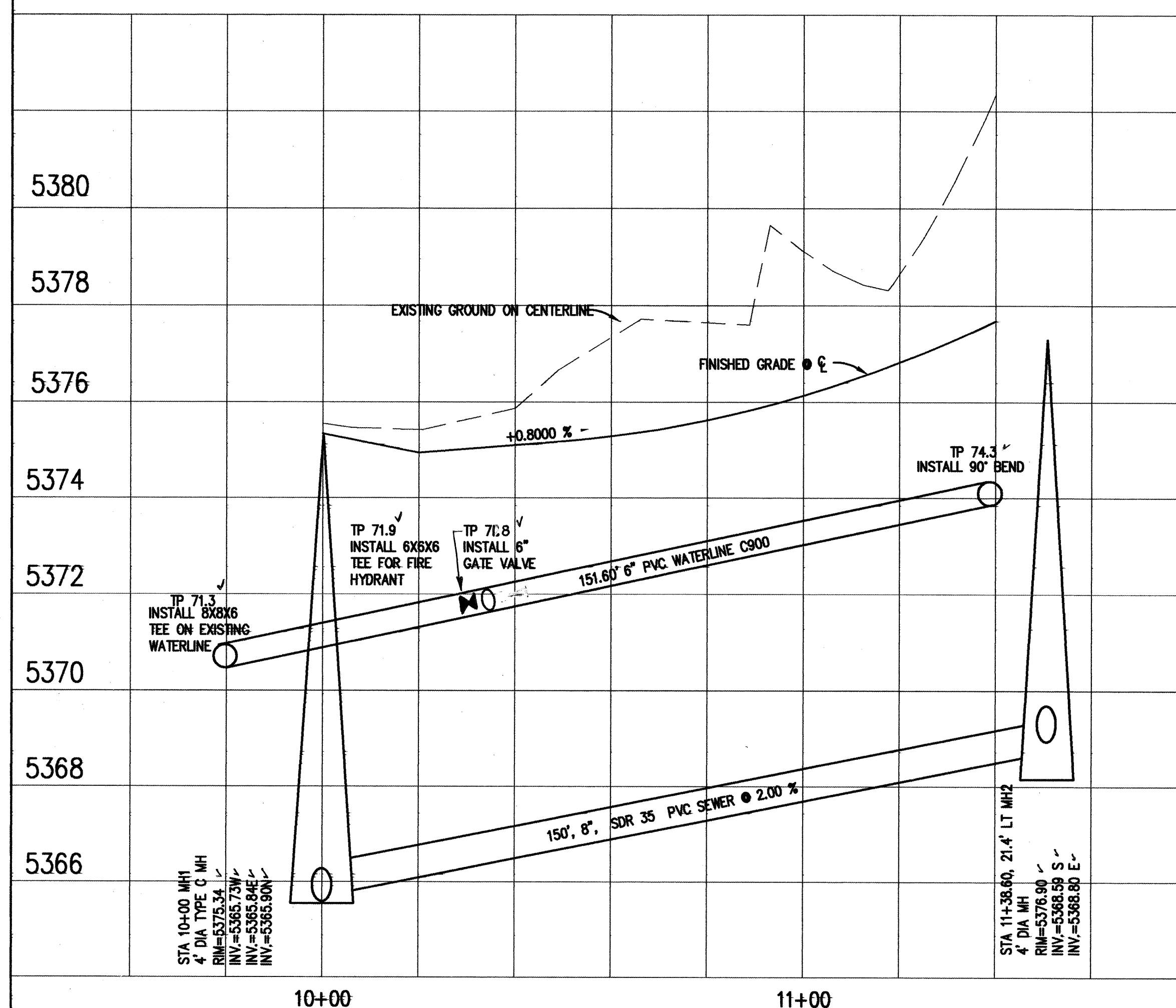
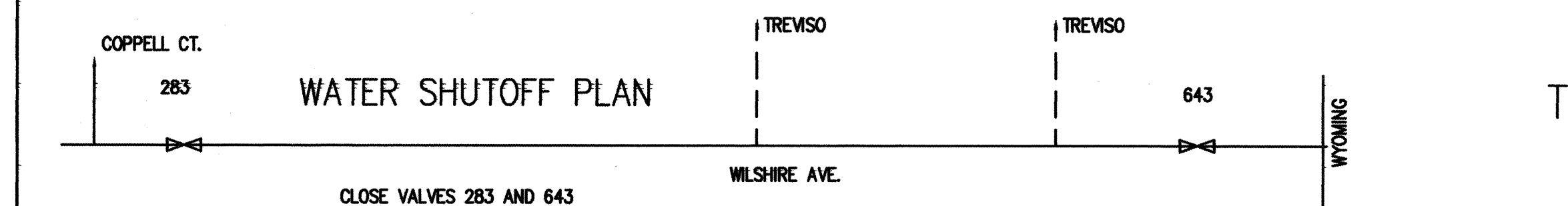


NOTE:  
WATER SERVICE FOR LOTS  
7 & 8 SHALL BE INSTALLED  
AT THE HIGH PT. OF THE  
MAIN.

SEE SHT 8 FOR  
PLAN AND PROFILE  
FOR HAMMER HEAD



| SURVEY INFORMATION |                    | BENCH MARKS |                                             | AS BUILT INFORMATION              |      |
|--------------------|--------------------|-------------|---------------------------------------------|-----------------------------------|------|
| NO.                | FIELD NOTES        |             | ACS "HEAVEN" (USGS)                         | CONTRACTOR                        | WORK |
|                    | BY                 | DATE        |                                             |                                   |      |
| 1                  | AUDRICH SURVEY CO. |             | CENTRAL STATION DATA                        | STANDARD BY <i>Reisvogler PS</i>  | DATE |
|                    |                    |             | NM STATE PLANE COORDINATES                  | ACCEPTANCE BY <i>Bingham Eng.</i> | DATE |
|                    |                    |             | CENTRAL ZONE                                | FIELD                             | DATE |
|                    |                    |             | $X=407,051.31$ $Y=1,518,737.03$             | ADJUSTED BY <i>Bingham Eng.</i>   | DATE |
|                    |                    |             | $G-G=0.898665283$ $\Delta=-0^{\circ}10'45"$ | CORRECTED BY <i>Bingham Eng.</i>  | DATE |
|                    |                    |             | ELEV.=5375.62 NGVD 29                       | RECORDED BY                       | DATE |
|                    |                    |             | NEAR SOUTH CURB OF PASEO del NORTE          | NO.                               |      |
|                    |                    |             | 500 FEET WEST OF WYOMING BLVD.              |                                   |      |



| <u>SEWER SERVICES</u> |                 |                           |     |
|-----------------------|-----------------|---------------------------|-----|
| LOT#                  | LOCATION        | STUB-OUT CAP<br>ELEVATION | LEN |
| 1                     | STA 11+40.17LT  | 70.8                      | 32  |
| 2                     | STA 11+70 LT    | 72.7                      | 32  |
| 3                     | STA 12+25 LT    | 75.5                      | 32  |
| 4                     | STA 12+65 LT    | 77.7                      | 32  |
| 5                     | STA 13+13 LT    | 80.3                      | 32  |
| 6                     | STA 13+61, 43LT | 82.0                      | 20  |
| 7                     | STA 13+61, 33LT | 82.1                      | 30  |
| 8                     | STA 13+61, 15LT | 80.2                      | 30  |
| 9                     | STA 13+61, 30RT | 82.0                      | 30  |
| 10                    | STA 13+61, 32RT | 82.0                      | 30  |
| 11                    | STA 13+24 RT    | 81.2                      | 32  |
| 12                    | STA 12+78 RT    | 81.5                      | 32  |
| 13                    | STA 12+65 RT    | 75.8                      | 32  |
| 14                    | STA 11+62 RT    | 72.8                      | 32  |

NOTE:  
INSTALL SEWER SERVICES IN TO MANHOLE  
PER COA STD. 2118

### LEGEND

| DESCRIPTION         | PROPOSED                                                                              | EXISTING                                                                              |
|---------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| SAN MANHOLE         |  |  |
| GATE VALVE          |  |  |
| FIRE HYDRANT        |                                                                                       |  |
| WATER METER (DBL)   |  |                                                                                       |
| SEWER SERVICE       |  |                                                                                       |
| PUBLIC UTILITY EASE |  |                                                                                       |

**BINGHAM ENGINEERING**  
ALBUQUERQUE, NEW MEXICO  
505 782 4000

CITY OF ALBUQUERQUE  
PUBLIC WORKS DEPARTMENT  
ENGINEERING GROUP

**TREVISO SUBDIVISION**  
**WATER and SEWER IMPROVEMENTS**

**TREVISO COURT**

TITLE:

DESIGN REVIEW COMMITTEE

AUG - 6 2003

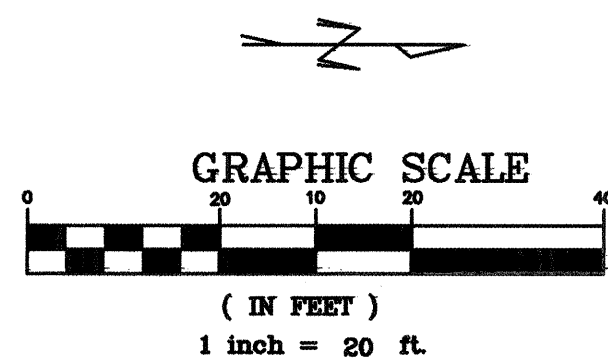
DESIGN REVIEW COMMITTEE

**APPROVED**  
CITY ENGINEER APPROVED  
**AUG 13 2003**  
**CITY ENGINEER**

|                  |             |             |
|------------------|-------------|-------------|
| LAST DESIGN DATE | MO./DAY/YR. | MO./DAY/YR. |
|                  |             |             |
|                  |             |             |
|                  |             |             |
|                  |             |             |

SHEET 7 OF 10

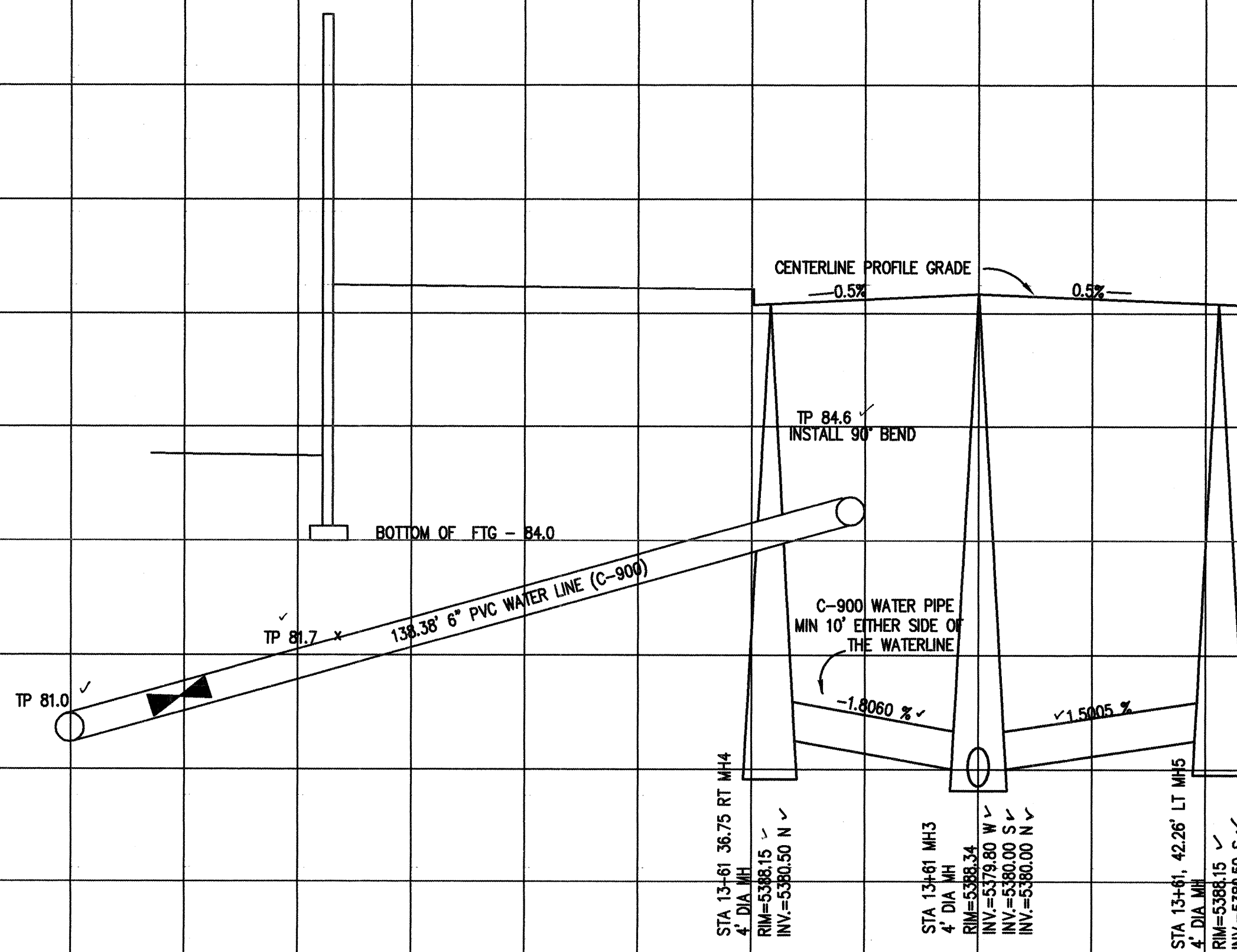
SCANNED BY  
MESA REPRO



STA 13+68.130.87' RT  
INSTALL 6" GATE VALVE  
W/ BOX AND LID SEE DRAFT STD.  
ON THE DETAIL SHEET  
PLACE CONCRETE BLOCKING  
PER STD 2333

STA. 13+68, 160.32' RT  
INSTALL 8X8X6 PVC TEE  
ON EXISTING 8" WATERLINE  
RESTRAIN 17' ON BRANCH LINE

TREVISO CT.

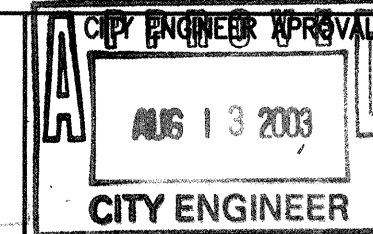
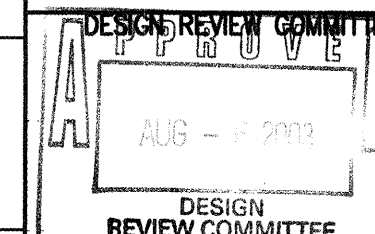


SCALES:  
1"=20'H  
1"=2'V

BINGHAM ENGINEERING  
ALBUQUERQUE, NEW MEXICO  
505.763.4800

CITY OF ALBUQUERQUE  
PUBLIC WORKS DEPARTMENT  
ENGINEERING GROUP

TREVISO SUBDIVISION  
WATER AND SEWER IMPROVEMENTS  
TREVISO COURT



LAST DESIGN DATE  
MO./DAY/YR.  
NO. 706681

MO./DAY/YR.  
MO./DAY/YR.  
SHEET 8 OF 10

AS BUILT INFORMATION

CONTRACTOR T & C Const. Inc.

INSPECTED BY Res. Velez, P.E.

DATE

REVISIONS BY

DATE

REVISIONS BY

DATE

REVISIONS BY

DATE

BENCH MARKS

ACS "HEAVEN" (USGS)

CENTRAL STATION DATA

NM STATE PLANE COORDINATES

CENTRAL ZONE

X=407,051.31 Y=1,316,737.03

G-C=0.99865263 Δ=0°10'45"

ELEV=5375.62

NOV 29

SURVEY INFORMATION

FIELD NOTES

BY

ALDRICH SURVEY CO.

ENGINEER'S SEAL



REVISIONS

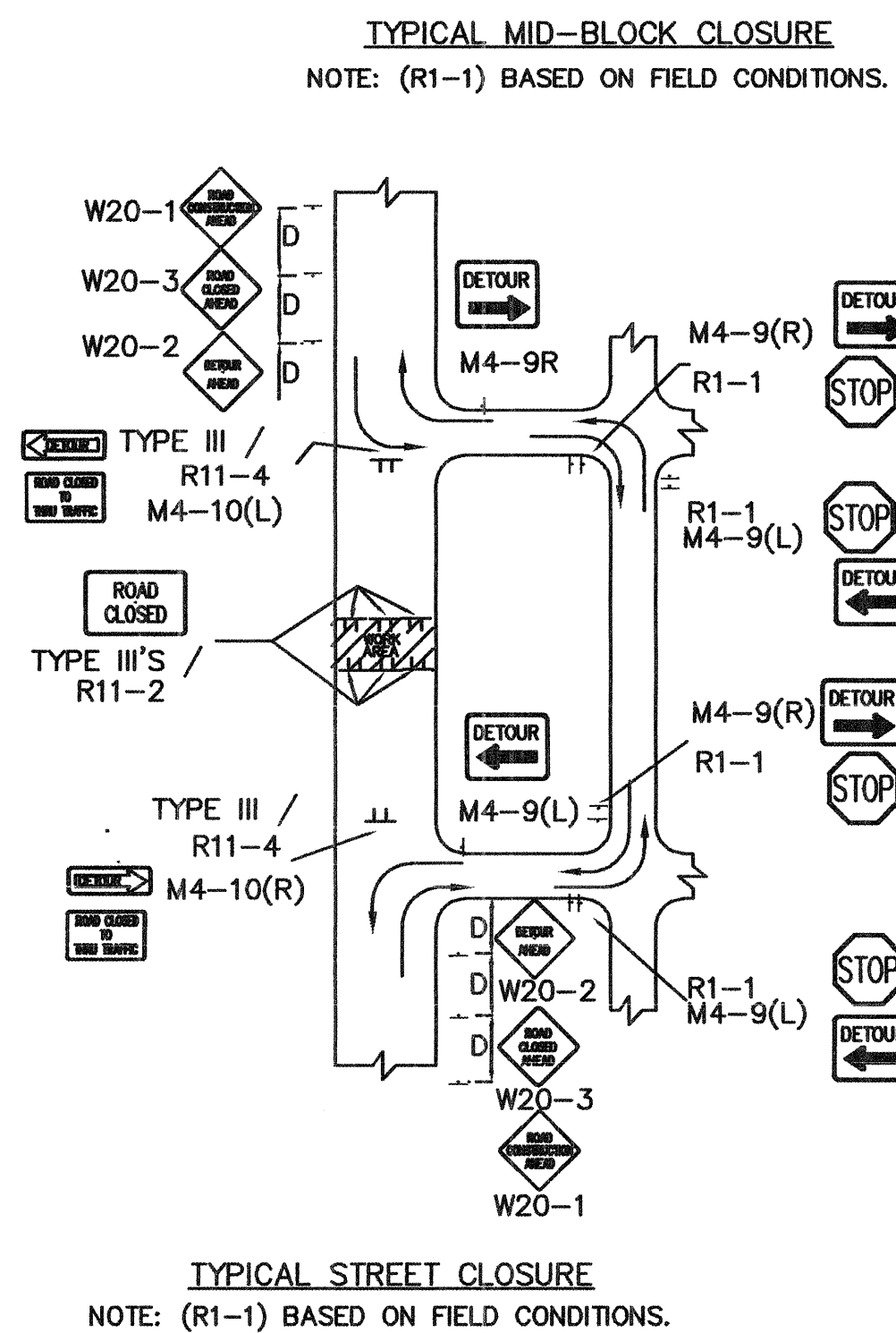
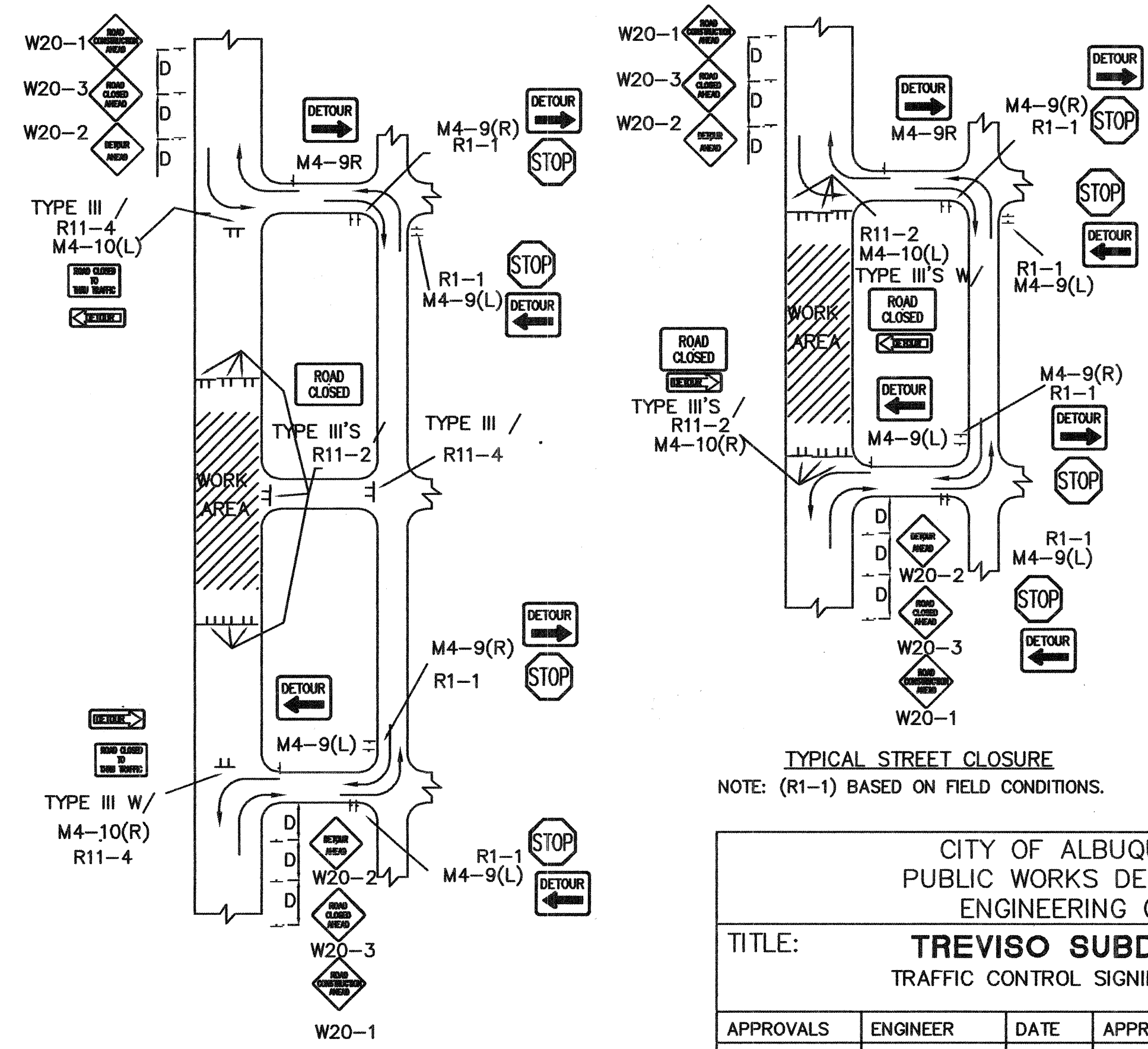
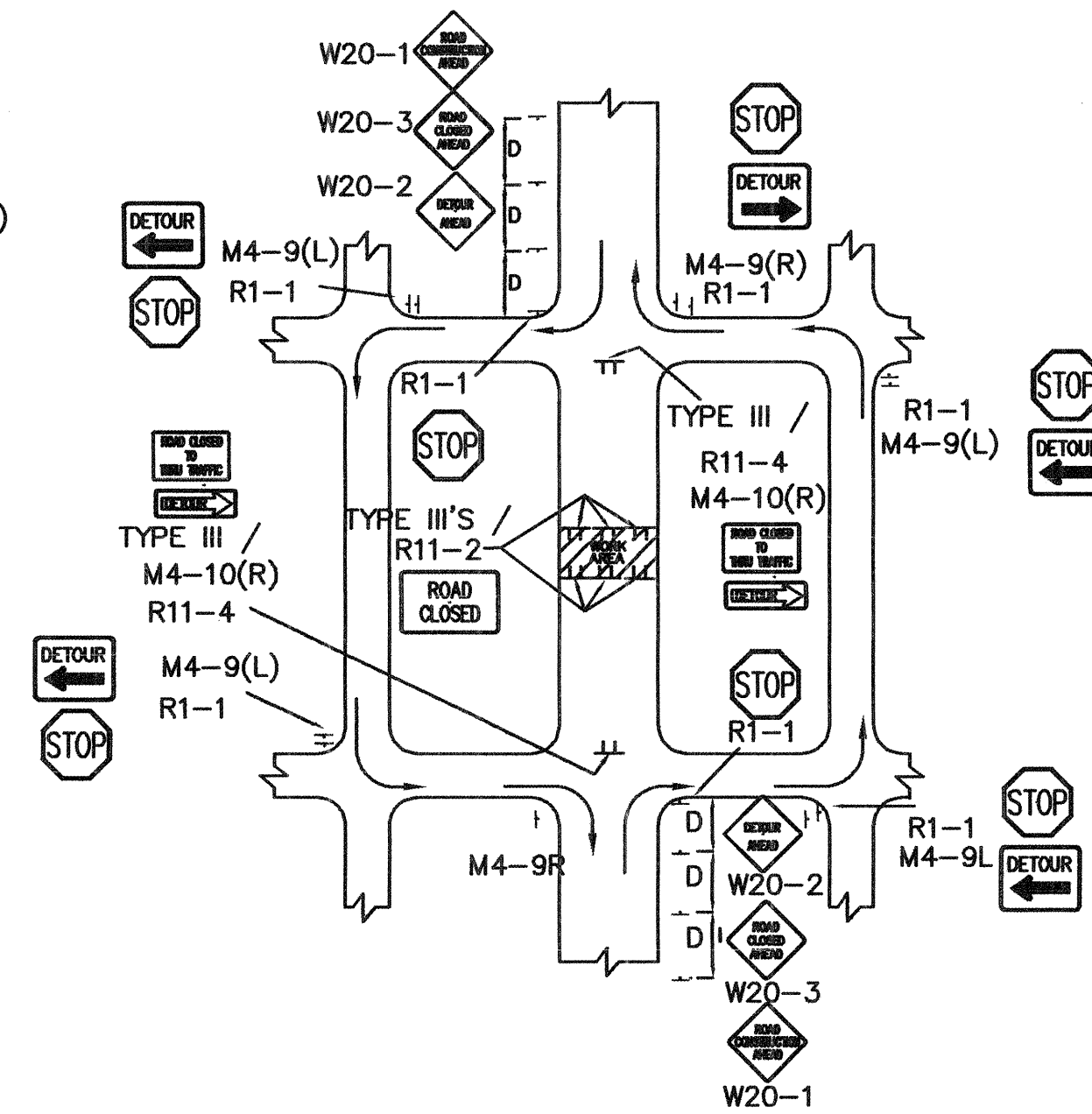
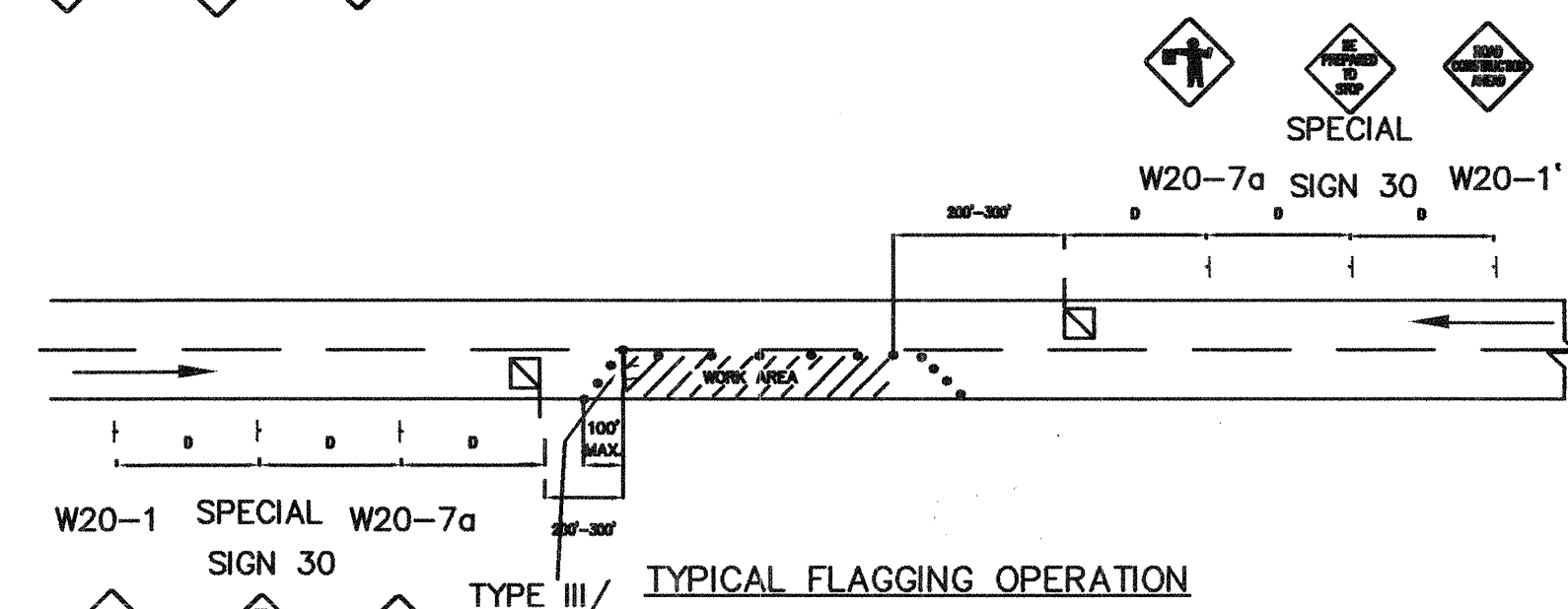
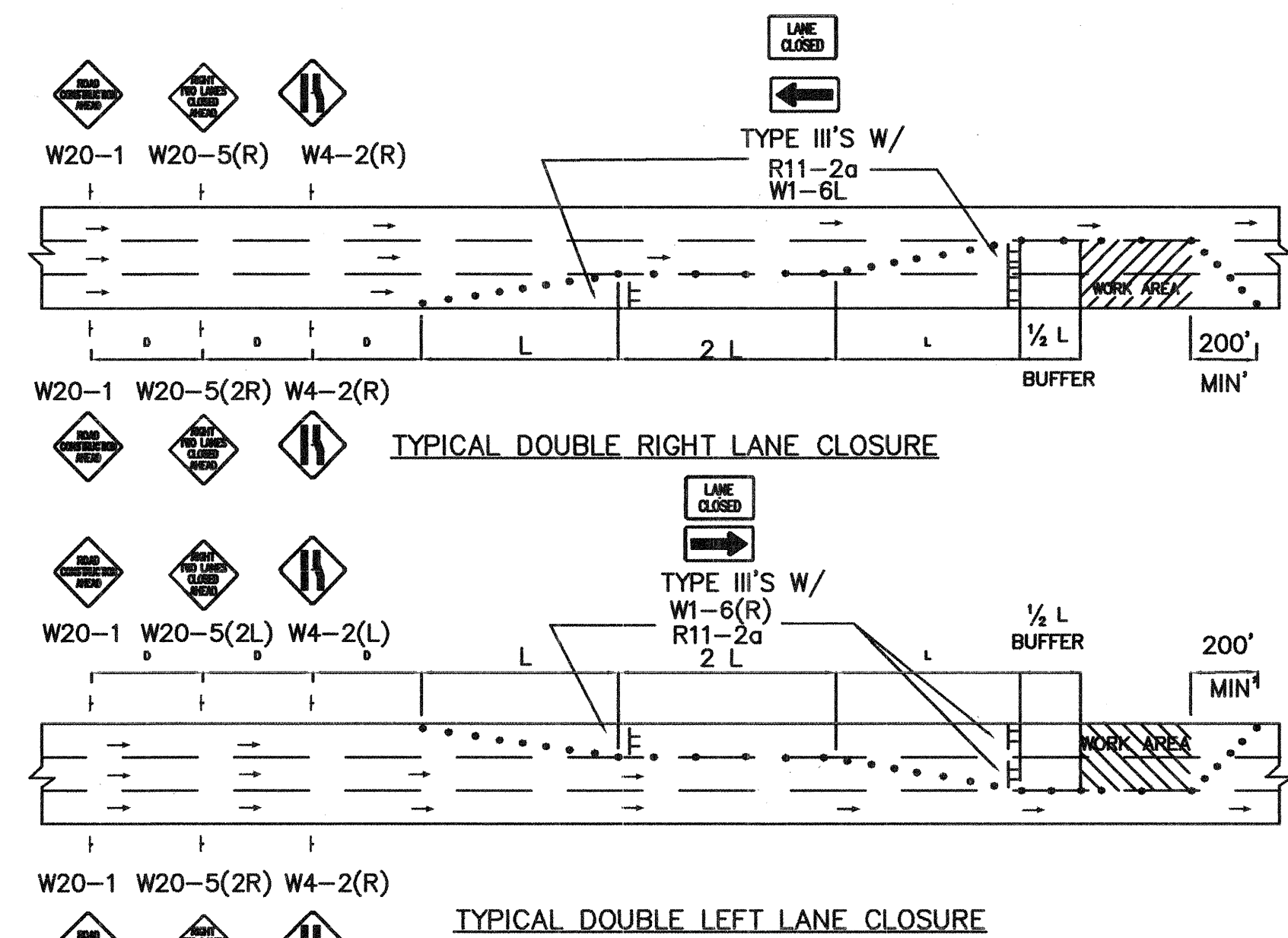
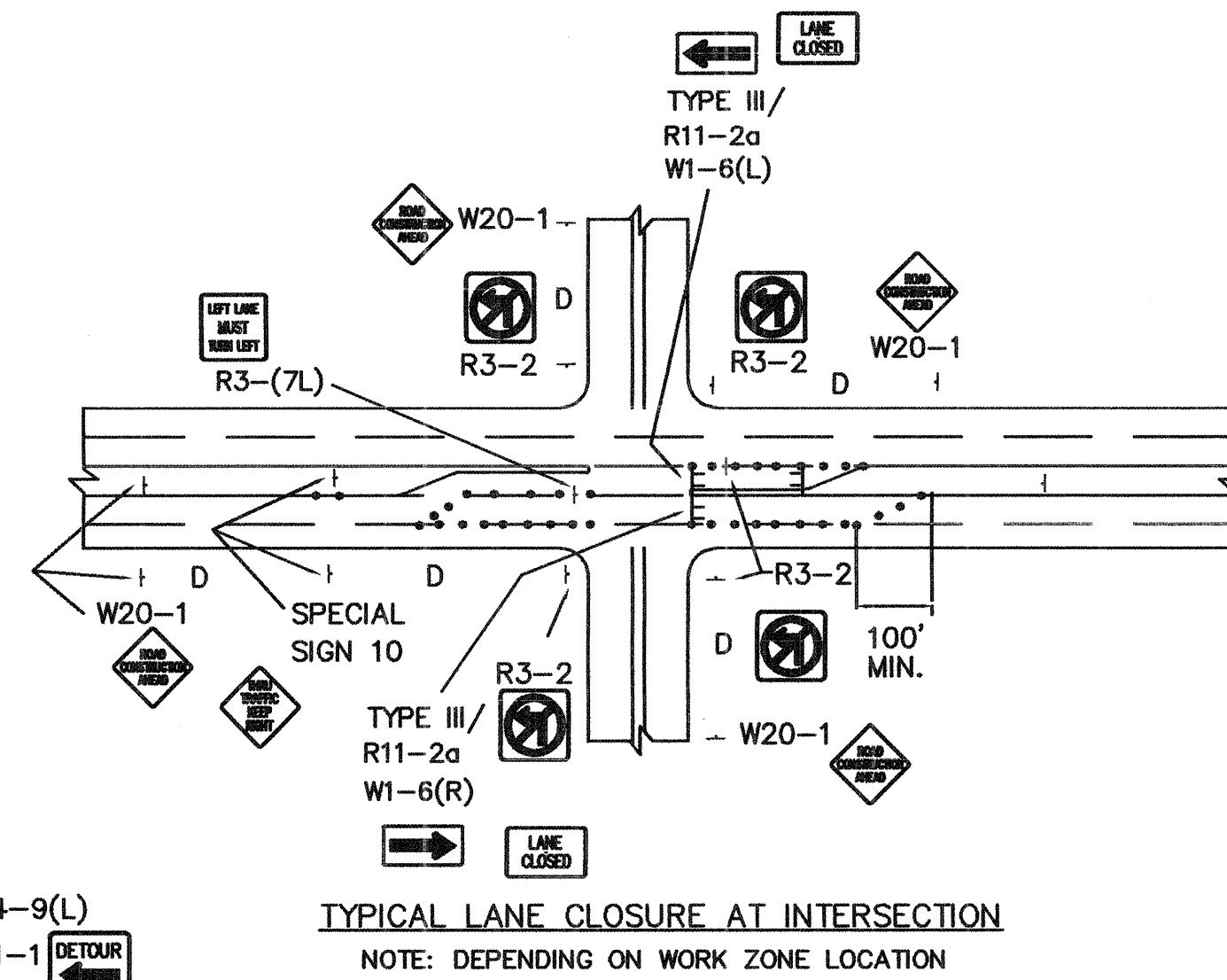
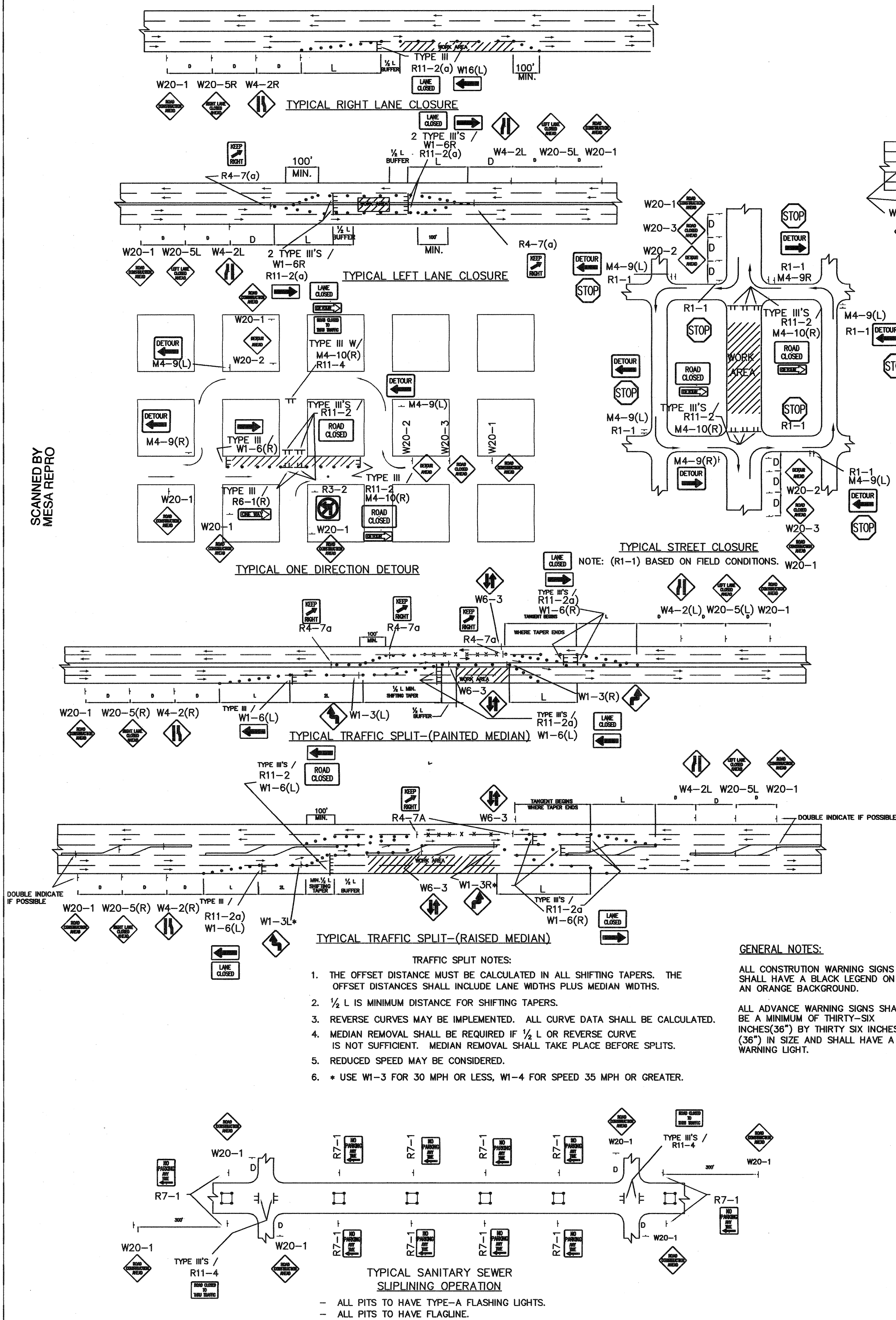
DESIGN

DATE

DATE

DATE

DATE

[illegible]

SCANNED BY  
MESA REPRO

2. CONTRACTOR SHALL AT THE TIME OF PERMIT REQUEST, SUBMIT FOR APPROVAL BY CONSTRUCTION COORDINATION, A TRAFFIC CONTROL PLAN DETAILING ALL EXISTING TOPOGRAPHY SUCH AS LANE WIDTHS, DRIVEWAYS, AND BUSINESS/RESIDENTIAL ACCESSES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL PHASES OF WORK AND SCHEDULES INVOLVED IN THE CONSTRUCTION PROJECT. ANY SEPARATE PHASES OF A CONSTRUCTION PROJECT SHALL BE GIVEN AN INDIVIDUAL PERMIT EACH. BLANKET PERMITS WILL NOT BE ISSUED.

4. CONSTRUCTION SHALL NOT BEGIN UNLESS A TRAFFIC CONTROL PLAN HAS BEEN APPROVED AND VERIFIED BY CONSTRUCTION COORDINATION.

6. ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, SERVICE AND MAINTAIN ALL TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES SHALL NOT BE REMOVED OR ALTERED IN ANY WAY WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION, PER SECTION GA-4 OF THE MUTCD, LATEST EDITION.

8. CONTRACTOR IS RESPONSIBLE TO MAINTAIN AND SERVICE ALL TRAFFIC CONTROL DEVICES 24 HOURS A DAY, 7 DAYS A WEEK THROUGHOUT LENGTH OF PROJECT. CONTRACTOR IS RESPONSIBLE THAT ALL TRAFFIC CONTROL DEVICES COMPLY WITH THE MUTCD, LATEST EDITION.

10. ALL BARRICADES IN ALL TAPERS AND TANGENTS SHALL BE PLACED APART, A DISTANCE MEASURED IN FEET, EQUAL TO THAT OF THE POSTED SPEED LIMIT. NO EXCEPTIONS UNLESS APPROVED BY CONSTRUCTION COORDINATION PER MUTCD SECTION GA-4.

12. CONTRACTOR IS RESPONSIBLE TO PROVIDE CONSTRUCTION COORDINATION, A WEEKLY LOG OF DAILY INSPECTIONS OF BARRICADE AND MAINTENANCE SCHEDULES ON PROJECTS THAT ARE OVER ONE WEEK DURATION.

14. CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND ADEQUATE MEANS OF CHANNELIZING PEDESTRIAN TRAFFIC AROUND AND THROUGH THE CONSTRUCTION AREA.

16. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FACILITIES, BUSINESSES AND/OR RESIDENTS AT ALL TIMES.

18. ALL ADVANCE WARNING SIGNS SHALL MEET THE MINIMUM REFLECTIVE INTENSITY REQUIREMENTS SET FORTH BY THE CITY OF ALBUQUERQUE. CONSTRUCTION COORDINATION SHALL DETERMINE ALL REQUIREMENTS AND APPROVE OR DISAPPROVE ANY ADVANCE WARNING SIGN PER SECTION GA-4 OF THE MUTCD, LATEST EDITION.

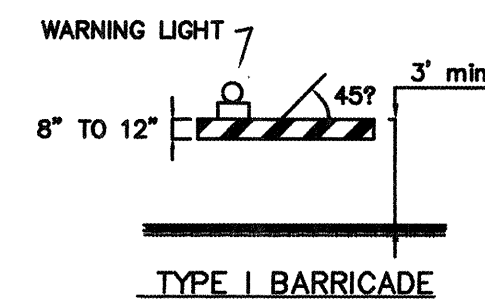
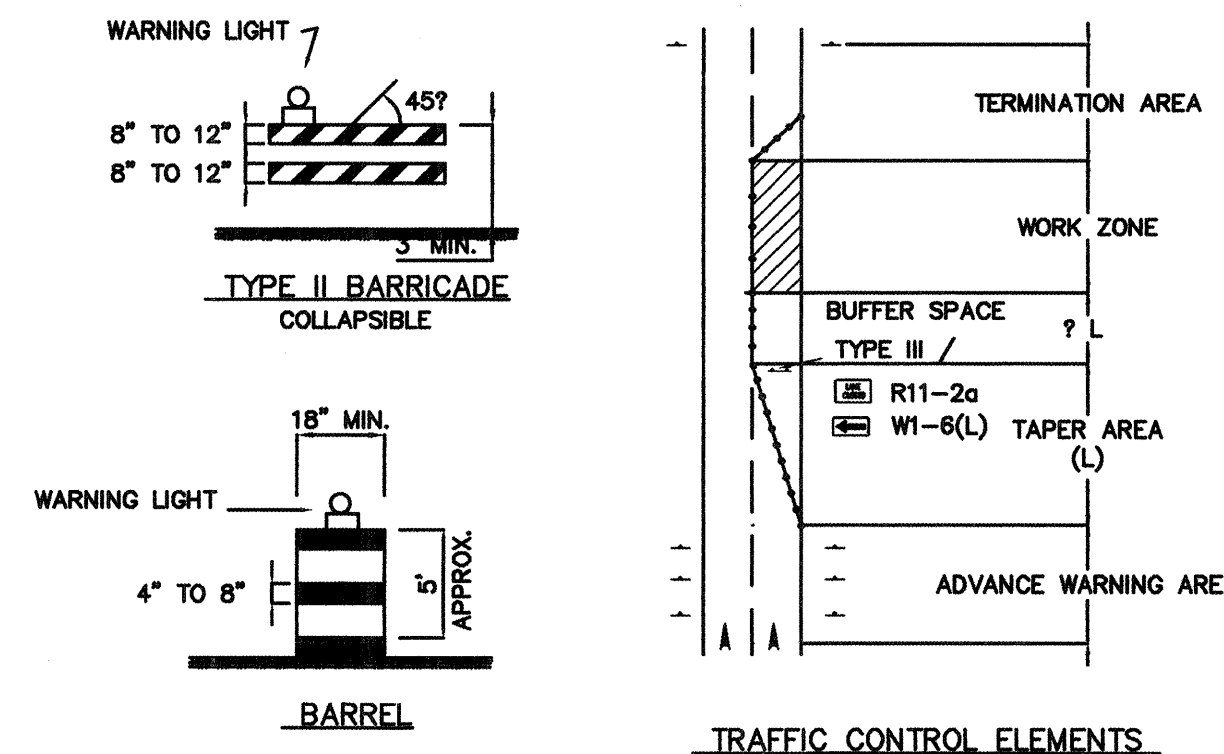
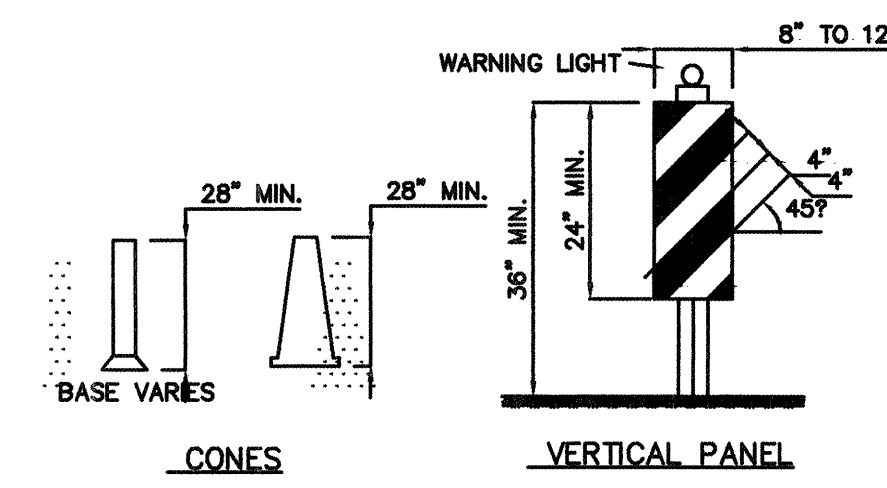
20. ANY FIELD ADJUSTMENTS SHALL BE APPROVED BY CONSTRUCTION COORDINATION.

22. CONTRACTOR SHALL AT ALL TIMES COMPLY WITH THE FOLLOWING:

1. STANDARDS AND REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
2. THE CITY OF ALBUQUERQUE TRAFFIC CODE, LATEST EDITION.
3. SECTION 19 OF THE CITY OF ALBUQUERQUE'S STANDARD SPECIFICATIONS FOR PUBLIC WORK CONSTRUCTION, AS WELL AS OTHER SECTIONS.

24. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN NEW-CLEAN CONDITION  
CLEANING EQUIPMENT SHALL CONSIDERED INCIDENTAL TO PLACEMENT AND MAINTENANCE.

26. ADVANCE WARNING SIGNS SHALL BE 36" BY 36" WITH SUPER GRADE SHEETING OR BETTER.



|                                                                                     |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                         |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |  |    |  |  |  |  |  |                                                                                       |
| W1-1(R)<br>30 MPH or LESS                                                           | W1-1(L)<br>30 MPH or LESS                                                             | W1-2(R)<br>30 MPH or GREATER                                                          | W1-2(L)<br>30 MPH or GREATER                                                          | W1-3(R)<br>30 MPH or LESS                                                             | W1-3(L)<br>30 MPH or LESS                                                               | W1-4(R)<br>30 MPH or GREATER                                                          | W1-4(L)<br>30 MPH or GREATER                                                          | W1-6(R)                                                                               | W1-6(L)                                                                               | W3-1                                                                                  |                                                                                       |
|  |  |  |  |  |    |  |  |  |  |  |  |
| W4-2(R)                                                                             | W4-2(L)                                                                               | W6-3                                                                                  | W8-1                                                                                  | W8-3                                                                                  | W8-3A                                                                                   | W8-7                                                                                  | W13-1                                                                                 | W12-1                                                                                 | W8-9a                                                                                 | W14-2                                                                                 | W3-1A                                                                                 |
|  |  |  |  |  |    |  |  |  |  |  |                                                                                       |
| W20-1                                                                               | W20-2                                                                                 | W20-3                                                                                 | W20-4                                                                                 | W20-5(R)                                                                              | W20-5(L)                                                                                | W20-5(2R)                                                                             | W20-5(2L)                                                                             | W20-5(C)                                                                              | W20-7                                                                                 | W20-7a                                                                                |                                                                                       |
|  |  |  |  |  |    |  |  |  |  |  |  |
| R1-1                                                                                | R1-2                                                                                  | R2-1                                                                                  | R2-5a                                                                                 | R2-5b                                                                                 | R3-1                                                                                    | R3-2                                                                                  | R3-3                                                                                  | R3-7(R)                                                                               | R3-7(L)                                                                               | R4-7a                                                                                 | R4-7b                                                                                 |
|  |  |  |  |  |    |  |  |  |  |                                                                                       |                                                                                       |
| R5-1                                                                                | R5-1a                                                                                 | R6-1(R)                                                                               | R6-1(L)                                                                               | R7-1                                                                                  | R11-2                                                                                   | R11-2a                                                                                | R11-4                                                                                 | M4-9(R)                                                                               | M4-9(L)                                                                               |                                                                                       |                                                                                       |
|  |  |  |  |  | <p>ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON A ORANGE BACKGROUND.</p> |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |
| SPECIAL SIGN<br>10                                                                  | SPECIAL SIGN<br>20                                                                    | SPECIAL SIGN<br>30                                                                    | SPECIAL SIGN<br>40                                                                    | SPECIAL SIGN<br>50                                                                    | <p>ALL ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF FORTY EIGHT (48)</p>                 |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |
|  |  |                                                                                       |                                                                                       |                                                                                       |                                                                                         |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |
| M4-10(R)                                                                            | M4-10(L)                                                                              |                                                                                       |                                                                                       |                                                                                       |                                                                                         |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |                                                                                       |

ALL ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF FORTY EIGHT (48) INCHES BY FORTY EIGHT (48) INCHES IN SIZE AND SHALL HAVE ONE WARNING LIGHT.

|                                                                                     |                                                                                                                  |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
|  | WORK AREA                                                                                                        |
| •                                                                                   | BARRICADE - TYPE I, TYPE II, OR BARREL                                                                           |
| ⊥                                                                                   | BARRICADE - TYPE III                                                                                             |
| X                                                                                   | VERTICAL PANEL                                                                                                   |
| ⊥                                                                                   | WARNING SIGN                                                                                                     |
| D                                                                                   | DISTANCE BETWEEN SIGNS - A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET |
|  | FLAGMAN POSITION                                                                                                 |
| S                                                                                   | SPACING BETWEEN BARRICADES- A DISTANCE MEASURED IN FEET EQUAL TO THE SPEED LIMIT OF THE STREET                   |
| L                                                                                   | TAPER LENGTH - SEE CHART BELOW                                                                                   |

THE TANGENT LENGTH IS EQUAL TO THE TAPER LENGTH FOR A GIVEN STREET.

### TAPER REQUIREMENTS

| SPEED<br>LIMIT<br>(MPH) | TAPER LENGTH<br>(FEET) |             |             | MINIMUM<br>NUMBER<br>OF<br>DEVICES<br>FOR TAPER | MAXIMUM<br>SPACING<br>IN FEET | DEVICE<br>ALONG TAPER<br>AFTER TAPER |
|-------------------------|------------------------|-------------|-------------|-------------------------------------------------|-------------------------------|--------------------------------------|
|                         | 10'<br>LANE            | 11'<br>LANE | 12'<br>LANE |                                                 |                               |                                      |
| 20                      | 70                     | 75          | 80          | 5                                               | 20                            | 50                                   |
| 25                      | 105                    | 115         | 125         | 6                                               | 25                            | 60                                   |
| 30                      | 150                    | 165         | 180         | 7                                               | 30                            | 70                                   |
| 35                      | 205                    | 225         | 245         | 8                                               | 35                            | 80                                   |
| 40                      | 270                    | 295         | 320         | 9                                               | 40                            | 90                                   |
| 45                      | 450                    | 495         | 540         | 13                                              | 45                            | 100                                  |
| 50                      | 500                    | 550         | 600         | 13                                              | 50                            | 100                                  |
| 55                      | 550                    | 605         | 660         | 13                                              | 55                            | 40                                   |

| RECOMMENDED SIGN SPACING FOR<br>ADVANCE WARNING SIGN SERIES |                          |                            |
|-------------------------------------------------------------|--------------------------|----------------------------|
| SPEED                                                       | MINIMUM DISTANCE IN FEET |                            |
| MILES<br>PER HOUR                                           | BETWEEN<br>SIGNS         | FROM LAST<br>SIGN TO TAPER |
| 0-20                                                        | 200                      | 200                        |
| 25-30                                                       | 300                      | 250                        |
| 30-35                                                       | 300                      | 300                        |
| 40-45                                                       | 500                      | 400                        |
| 50-60                                                       | 500-1600                 | 500-1000                   |

| <u>TYPE OF TAPER</u>  | <u>TAPER LENGTH</u> |
|-----------------------|---------------------|
| UPSTREAM TAPER:       |                     |
| MERGING TAPER         | ? L MINIMUM         |
| SHIFTING TAPER        | ? L MINIMUM         |
| SHOULDER TAPER        | ? L MINIMUM         |
| TWO-WAY TRAFFIC TAPER | 100 FEET MAXIMUM    |
| DOWNSTREAM TAPERS     | 100 FEET PER LANE   |

| SPEED LIMIT       |                       |
|-------------------|-----------------------|
| 40 MPH OR LESS    | $L = \frac{WS^2}{60}$ |
| 45 MPH OR GREATER | $L = W \times S$      |

L = TAPER LENGTH  
W = WIDTH OF OFFSET IN FEET  
S = POSTED SPEED OR OFF-PEAK  
85-PERCENTILE SPEED IN MPH

[illegible]

|                                                                          |          |      |              |          |                |
|--------------------------------------------------------------------------|----------|------|--------------|----------|----------------|
| CITY OF ALBUQUERQUE<br>PUBLIC WORKS DEPARTMENT<br>ENGINEERING GROUP      |          |      |              |          |                |
| TITLE: <b>TREVISO SUBDIVISION</b><br><b>CONSTRUCTION TRAFFIC CONTROL</b> |          |      |              |          |                |
| APPROVALS                                                                | ENGINEER | DATE | APPROVALS    | ENGINEER | DATE           |
| DRC CHAIRMAN                                                             |          |      | WATER        |          |                |
| TRANSPORTATION                                                           |          |      | WASTE WATER  |          |                |
| HYDROLOGY                                                                |          |      |              |          |                |
| PROJECT NO. 706681                                                       |          |      | MAP NO. C-19 |          | SHEET 10 OF 10 |