



CITY OF ALBUQUERQUE, NEW MEXICO

CONSTRUCTION PLANS FOR
STORM DRAINAGE CHANNEL REHABILITATION
PHASE II

CITY OF ALBUQUERQUE - PUBLIC WORKS DEPARTMENT

OCTOBER, 1993

INDEX TO DRAWINGS

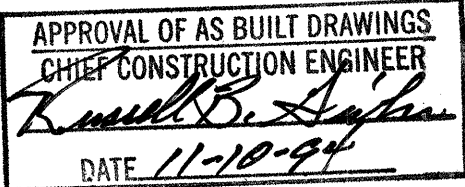
NO.	DESCRIPTION
1	TITLE SHEET
2	LOCATION MAP
3	DETAIL SHEET - CHANNEL REPAIR
4	DETAIL SHEET - CHANNEL REPAIR
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GENERAL NOTES

- ALL WORK DETAILED ON THIS PROJECT SHALL BE DONE IN ACCORDANCE WITH "CITY OF ALBUQUERQUE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION", 1986 AND ANY REVISIONS AND ADDITIONS IN THE SUPPLEMENTAL SPECIFICATIONS IN THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES WHEN WORKING NEAR THEIR SYSTEMS. TWO DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT NEW MEXICO ONE-CALL SYSTEM (260-1990) FOR LOCATION OF EXISTING UTILITIES.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL OBSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER SO THAT THE CONFLICT CAN BE RESOLVED WITH MINIMUM AMOUNT OF DELAY.
- CONTRACTOR SHALL NOTIFY THE ENGINEER NOT LESS THAN SEVEN (7) DAYS PRIOR TO STARTING WORK IN ORDER THAT THE ENGINEER MAY TAKE NECESSARY MEASURES TO INSURE THE PRESERVATION OF SURVEY MONUMENTS. CONTRACTOR SHALL NOT DISTURB PERMANENT SURVEY MONUMENTS WITHOUT THE CONSENT OF THE ENGINEER AND SHALL NOTIFY THE ENGINEER AND BEAR THE EXPENSE OF REPLACING ANY THAT MAY BE DISTURBED WITHOUT PERMISSION. REPLACEMENT SHALL BE DONE ONLY BY THE ENGINEER. WHEN A CHANGE IS MADE IN THE FINISHED ELEVATION 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 SECTION 4.4 OF THE GENERAL CONDITIONS OF THE STANDARD SPECIFICATIONS.
- REMOVALS SHALL BE DISPOSED OF OFF-SITE AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE 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.
- CONTRACTOR SHALL PROVIDE A TEMPORARY STORM DRAINAGE SYSTEM (SUBJECT TO APPROVAL BY THE CITY HYDROLOGY DIVISION AND THE CITY CONSTRUCTION PROJECT MANAGER) FOR ALL WORK ON THIS PROJECT. THE TEMPORARY SYSTEM SHALL BE CAPABLE OF SAFELY CONVEYING EXISTING RUNOFF ACROSS THE PROJECT AND DISCHARGING INTO THE EXISTING DRAINAGE SYSTEM.
- CONTRACTOR MUST SUBMIT A CONSTRUCTION SIGNING AND BARRICADING PLAN TO THE CITY OF ALBUQUERQUE, CONSTRUCTION COORDINATOR, AND RECEIVE A BARRICADING PERMIT 2 WORKING DAYS PRIOR TO BARRICADING OR CLOSING A CITY STREET. ALL CONSTRUCTION SIGNING AND BARRICADING SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

RECORD DRAWINGS

THESE DRAWINGS HAVE BEEN REVISED TO REFLECT AS-CONSTRUCTED CONDITIONS IN ACCORDANCE WITH INFORMATION FURNISHED BY THE CONTRACTOR (A.S. HORNER, INC.) AND THE CITY OF ALBUQUERQUE, WHICH PERFORMED ON-SITE INSPECTION DURING CONSTRUCTION. THERE WERE NO CONSTRUCTION SURVEYS.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
26	4	1	7	1	9	1	0	1	9	4				

REV	SHEETS	CITY ENGR	DATE	USER DEPT.	DATE	USER DEPT.	DATE
APPROVAL OF REVISIONS							

	Greiner, Inc. 5971 JEFFERSON BLVD. NE SUITE 101 ALBUQUERQUE, NM 87109 (505) 345-3999	APPROVED FOR CONSTRUCTION <i>[Signature]</i> 10/29/93
DRAWING NO. CITY PROJECT 4171.91	SHEET 1 OF 9	



REPAIR TYPE I-B
FOR
NORTH PINO ARROYO



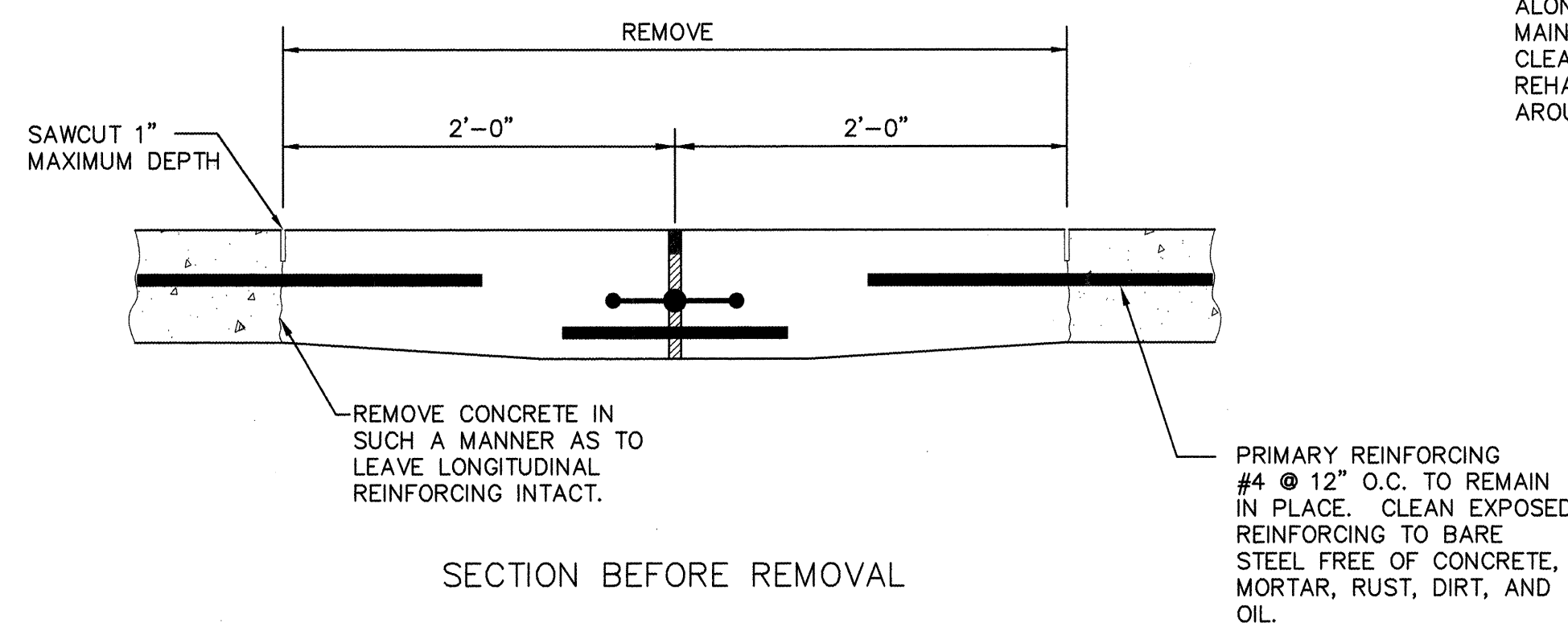
REPAIR TYPE I-B CONVENTIONAL CONCRETE JOINT REPAIR

- ## CONSTRUCTION NOTES
- 1) JOINT SEALANT SHALL FOLLOW THE REQUIREMENTS AS DETAILED IN REPAIR TYPE II-A.
 - 2) PRE-MOLDED JOINT FILLER SHALL MEET THE REQUIREMENTS OF SECTION 107.3.1 OF THE SPECIFICATIONS.
 - 3) BRING SUBGRADE UNDER REPAIR AREA TO PROPER GRADE AND COMPACTION (90%) BEFORE PLACING CONCRETE (INCIDENTAL).
 - 4) PLACE #4 @ 12" O.C. LONGITUDINALLY FOR REPAIR LENGTHS (L_R OR L_U) 3' OR GREATER. PLACE #4 @ 12" O.C. TRANSVERSELY FOR REPAIR WIDTHS (W_R) OF 5' OR GREATER. PLACE REINFORCING AT MID-DEPTH.
 - 5) CAREFULLY REMOVE CONCRETE ALONG LONGITUDINAL JOINTS TO MAINTAIN TRANSVERSE REBAR. CLEAN THIS REBAR AND PLACE REHABILITATION CONCRETE AROUND IT.
 - 6) REPAIR OF HALF OF CHANNEL WIDTH AT A TIME IS ACCEPTABLE.

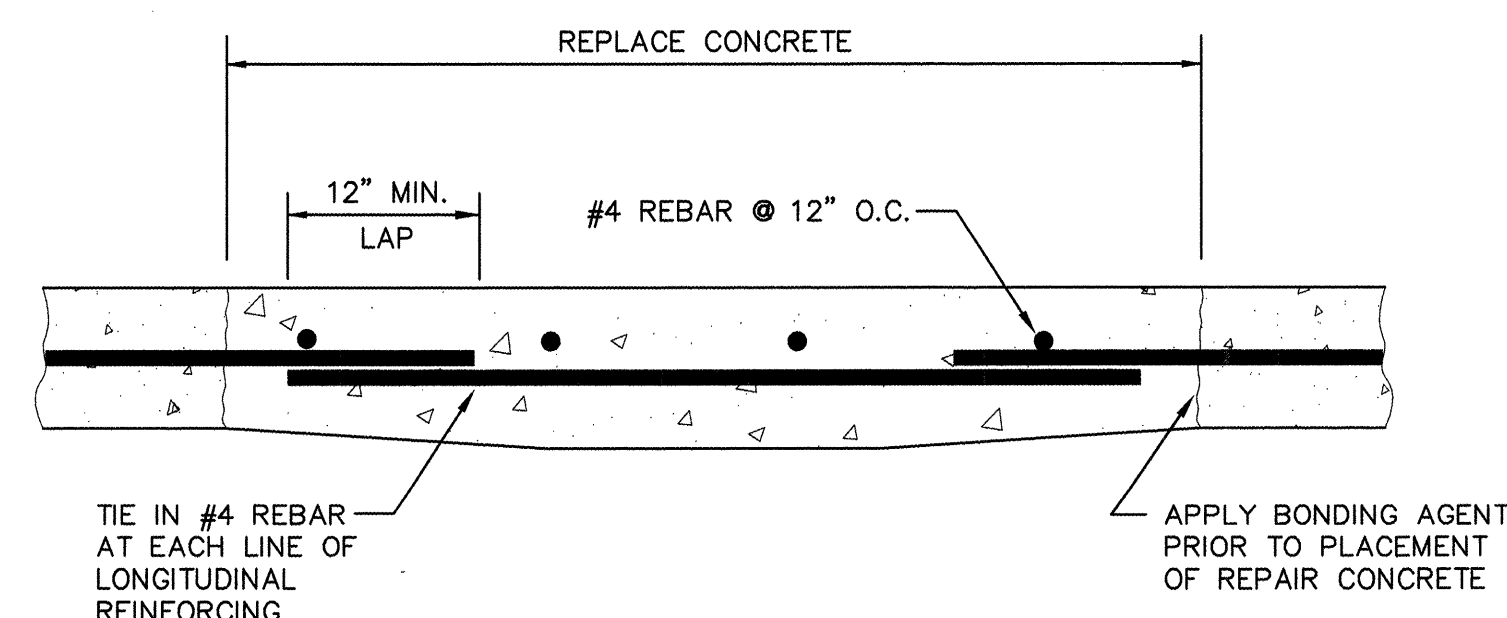


CONSTRUCTION NOTES

- 1) JOINT SEALANT SHALL FOLLOW THE REQUIREMENTS AS DETAILED IN REPAIR TYPE II-A.
- 2) PRE-MOLDED JOINT FILLER SHALL MEET THE REQUIREMENTS OF SECTION 107.3.1 OF THE SPECIFICATIONS.
- 3) UPON COMPLETION OF ANCHOR BOLT INSTALLATION, TACK WELD BOLT HEAD, TO VANDAL PROTECTION TREADPLATE AND PAINT OVER WELD AND BOLT HEAD WITH EPOXY PAINT.
- 4) BRING SUBGRADE UNDER REPAIR AREA TO PROPER GRADE AND COMPACTION (90%) BEFORE PLACING CONCRETE (INCIDENTAL).
- 5) PLACE #4 @ 12" O.C. LONGITUDINALLY FOR REPAIR LENGTHS (L_o OR L_u) 3' OR GREATER. PLACE #4 @ 12" O.C. TRANSVERSELY FOR REPAIR WIDTHS (W_o) OF 5' OR GREATER. PLACE REINFORCING AT MID-DEPTH.
- 6) CAREFULLY REMOVE CONCRETE ALONG LONGITUDINAL JOINTS TO MAINTAIN TRANSVERSE REBAR. CLEAN THIS REBAR AND PLACE REHABILITATION CONCRETE AROUND IT.



SECTION BEFORE REMOVAL



SECTION AFTER REPAIR

REPAIR TYPE I-C

- ## CONSTRUCTION NOTES
- 1) BRING SUBGRADE UNDER REPAIR AREA TO PROPER GRADE AND COMPACTION (90%) BEFORE PLACING CONCRETE (INCIDENTAL).
 - 2) CAREFULLY REMOVE CONCRETE ALONG LONGITUDINAL JOINTS TO MAINTAIN TRANSVERSE REBAR. CLEAN THIS REBAR AND PLACE REHABILITATION CONCRETE AROUND IT.

RECORD DRAWINGS

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Greiner, Inc.

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

TITLE: STORM DRAINAGE CHANNEL REHABILITATION PHASE II
DETAIL SHEET - CHANNEL REPAIR

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC Chairman	<i>B. J. Goodrich</i>	10-28-93	Water	N/A RWK	10-20-93
Transportation	N/A RMD	10-25-93	Waste Water	N/A RWK	10-20-93
Hydrology	<i>Blum</i>	10/26/93			

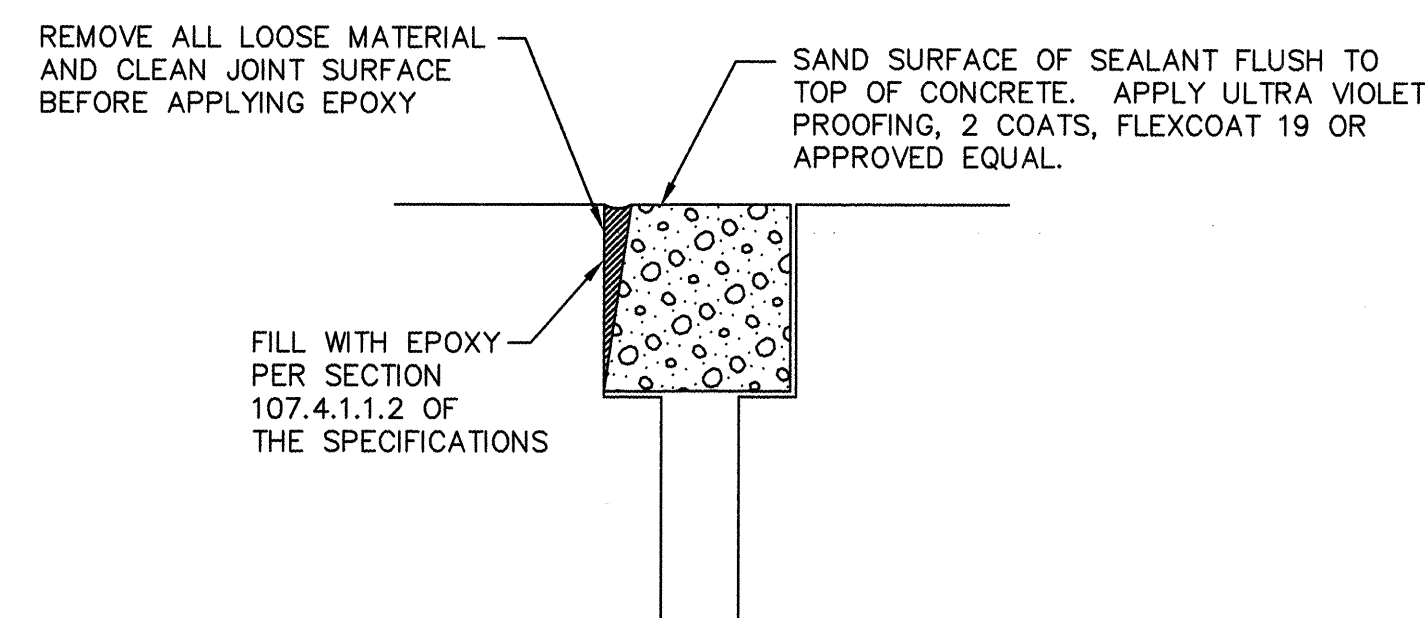
PROJECT NO.	4171.91	MAP NO.	N/A	SHEET	3	OF	9
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[illegible]

The diagram illustrates a cross-section of a joint. A closed cell polyethylene foam backer rod, represented by a circle with small dots, is inserted into the joint. The width of the backer rod is labeled 'W'. A layer of polyurethane sealant, indicated by diagonal hatching, is applied over the backer rod. The thickness of the sealant layer is labeled 't'. Labels with leader lines identify the 'POLYURETHANE SEALANT' and the 'CLOSED CELL POLYETHYLENE FOAM BACKER ROD'.

CONSTRUCTION NOTES

- 1) REMOVE ALL DEBRIS IN JOINT TO DEPTH OF WATERSTOP OR AS DEEP AS PRACTICAL IF THERE IS NO WATERSTOP.
- 2) CLEAN AND SEAL JOINT IN ACCORDANCE WITH SECTIONS 107.4.1.2 OF THE SPECIFICATIONS.
- 3) CONTINUE SEALANT 1' UP SIDE WALL JOINTS UNLESS NOTED OTHERWISE.
- 4) JOINTS & CRACKS OF LESS THAN 1/4" WIDTH THAT ARE REQUIRED TO BE SEALED SHALL BE ROUTED TO A MINIMUM WIDTH OF 3/8" AND A DEPTH OF 3/8". BACKER TAPE MEETING REQUIREMENTS OF SECTION 107 OF THE SPECIFICATIONS SHALL BE USED IN PLACE OF THE BACK ROD.
- 5) WHEN NECESSARY, SAW OR ROUT LENGTHS OF JOINT WHERE PORTIONS OF CONCRETE PROTRUDE INTO THE JOINT, SEAF, (INCIDENTAL).



REPAIR TYPE II-B EPOXY REPAIR OF DE-BONDED EVA FOAM

The diagram illustrates a repair joint in a concrete structure. A vertical crack is shown with a width labeled 'SW'. The joint is filled with a material labeled 'M'. The top surface of the sealant is flush to the top of the concrete. The joint is prepared by sandblasting and blowing out all sand. The joint is then filled with foam fillers, which are labeled 'PLACE POLYETHYLENE FOAM FILLERS AS SHOWN, PLASTAZOTE OR APPROVED EQUIVALENT. REUSE ORIGINAL FILLER WHERE POSSIBLE. SEE TABLE FOR FILLER SIZES IF NEW FILLER IS USED.' The joint is then sealed with a sealant, which is labeled 'IMMEDIATELY REMOVE ALL BONDER FROM TOP SURFACE OF SEALANT.' The joint is then sealed with a sealant, which is labeled 'IMMEDIATELY REMOVE ALL BONDER FROM TOP SURFACE OF SEALANT.'

BONDER BEAD IN GROOVE BETWEEN TOOLED RADIUS AND SEALANT IS TO REMAIN.

SW

SAND SURFACE OF SEALANT FLUSH TO TOP OF CONCRETE. APPLY ULTRA VIOLET PROOFING, 2 COATS, FLEXCOAT 19 OR APPROVED EQUAL.

PREPARE VERTICAL NOSING FOR BONDER BY SANDBLASTING. BLOW ALL SAND OUT OF THE JOINT BEFORE APPLYING BONDER.

IMMEDIATELY INSTALL ETHYLENE VINYL ACETATE FOAM SEALANT, EVA SEAL OR APPROVED EQUAL, AS SHOWN. DIMENSION OF FOAM SEALANT BEFORE INSTALLATION SHALL BE PER DIMENSION TABLE. FOAM SEALANT MUST BE COMPRESSED INTO JOINT. IMMEDIATELY REMOVE ALL BONDER FROM TOP SURFACE OF SEALANT.

PLACE POLYETHYLENE FOAM FILLERS AS SHOWN, PLASTAZOTE OR APPROVED EQUIVALENT. REUSE ORIGINAL FILLER WHERE POSSIBLE. SEE TABLE FOR FILLER SIZES IF NEW FILLER IS USED.

M

FILLER AND SEALANT DIMENSION TABLE

FILLER SIZE (M)		SEALANT BLOCK-OUT (SW) (SD)		SEALANT ORDER SIZE	
<u>WIDTH</u>	<u>DEPTH</u>	<u>WIDTH</u>	<u>DEPTH</u>	<u>WIDTH</u>	<u>DEPTH</u>
2"	4"	2"	2"	2½"	2"
3"	3½"	3"	2½"	3¾"	2½"

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
2	6		4	1	7	1	.	9	1	0	4	9	4	

RECORD DRAWINGS

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Greiner, Inc.

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

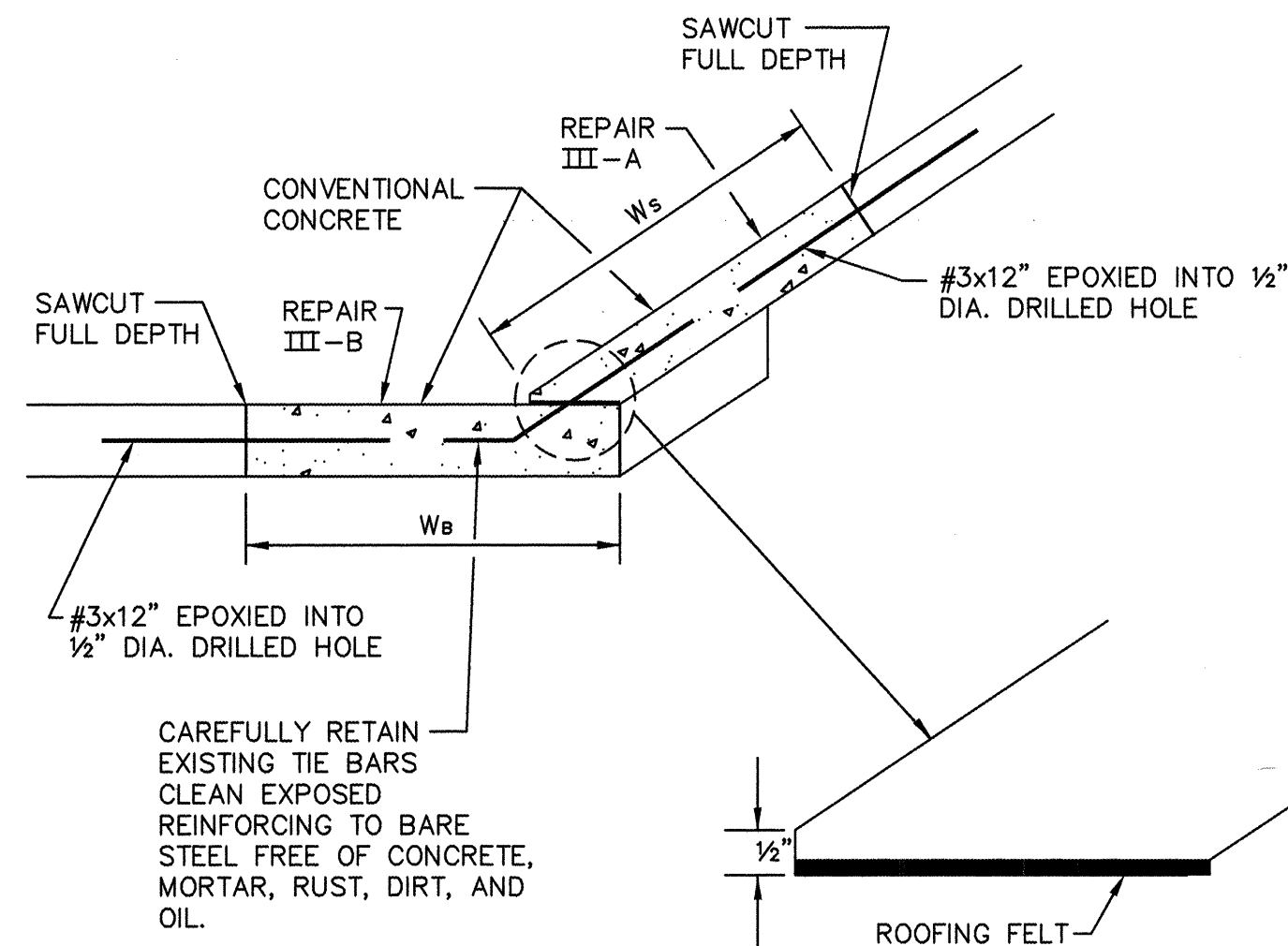
TITLE: STORM DRAINAGE CHANNEL REHABILITATION PHASE II

DETAIL SHEET - CHANNEL REPAIR

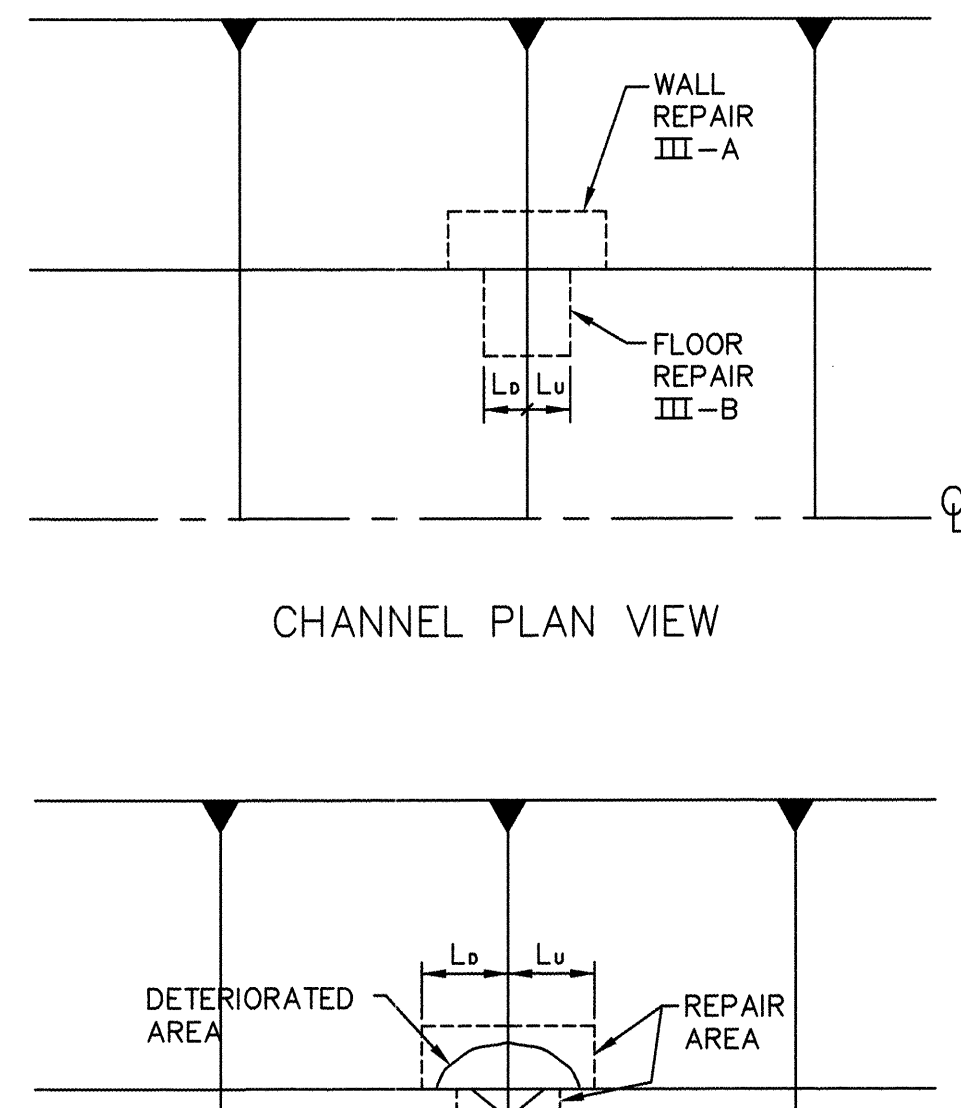
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC Chairman	<i>SA. Bradley</i>	10-28-93	Water	N/A RWK	10-20-93
Transportation	<i>N/A. RWD</i>	10-28-93	Waste Water	N/A RWK	10-20-93
Hydrology	<i>Sherry</i>	10/26/93			

PROJECT NO.	4171.91	MAP NO.	N/A	SHEET	4	OF	9
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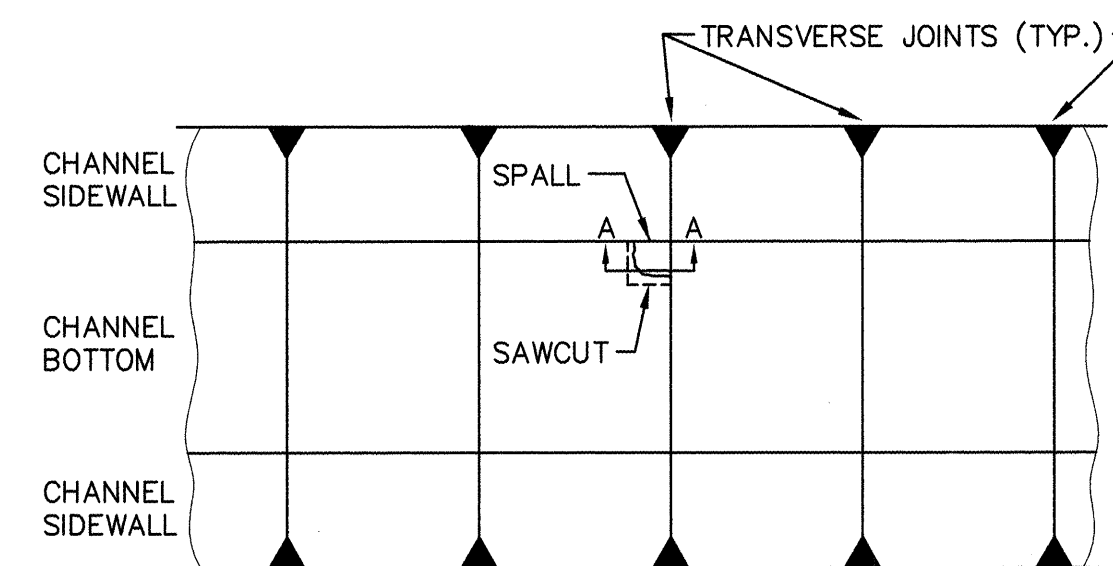
REPAIR TYPE III-A AND B
FULL DEPTH SPALL REPAIR



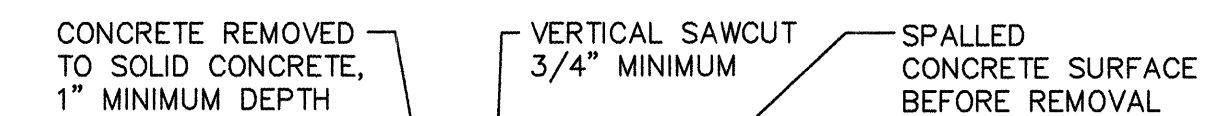
CHANNEL LONGITUDINAL SECTION

CONSTRUCTION NOTES

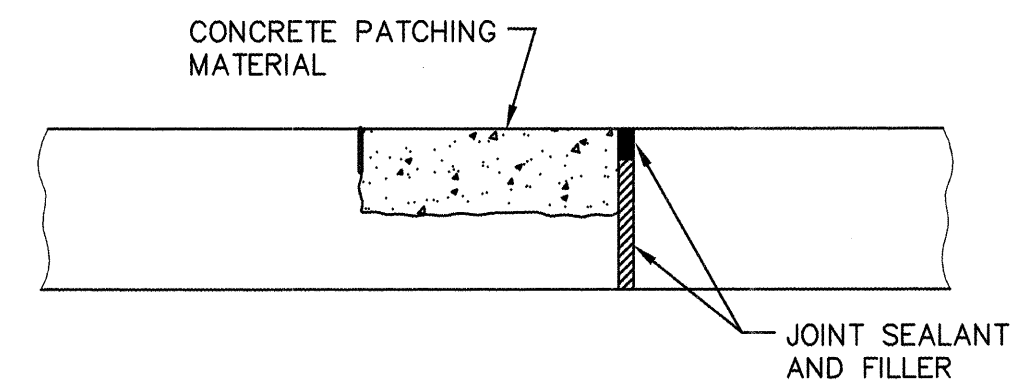
- 1) BRING SUBGRADE UNDER PATCH AREA TO PROPER GRADE AND COMPACTION (90%) BEFORE PLACING CONCRETE. (INCIDENTAL)
- 2) #3 TIE BARS ARE TO BE PLACED AT 24" O.C. ALONG ALL EDGES EXCEPT TRANSVERSE JOINTS. (INCIDENTAL)
- 3) CAREFULLY REMOVE CONCRETE ALONG LONGITUDINAL JOINTS TO MAINTAIN TRANSVERSE REBAR. CLEAN THIS REBAR AND PLACE REHABILITATION CONCRETE AROUND IT.



PLAN OF CHANNEL
SHOWING SPALL



SECTION A-A AFTER REMOVAL

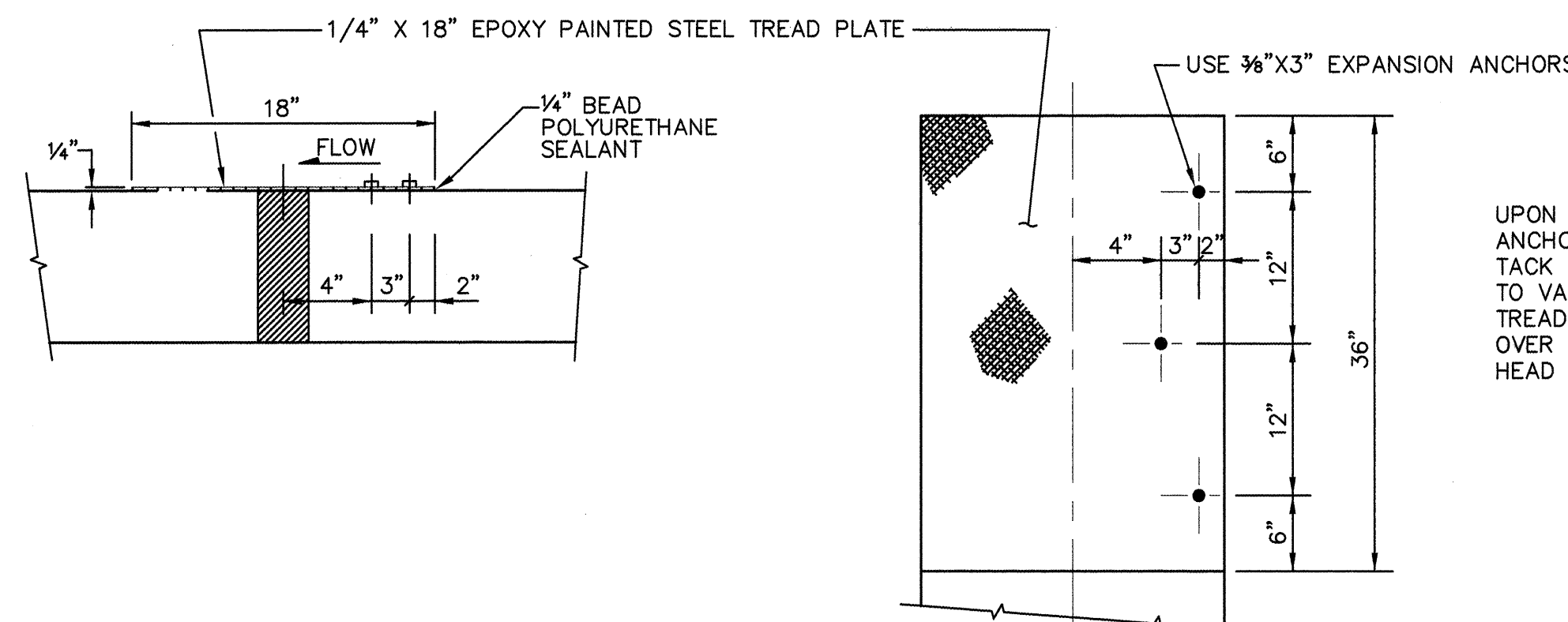


SECTION A-A AFTER PATCHING

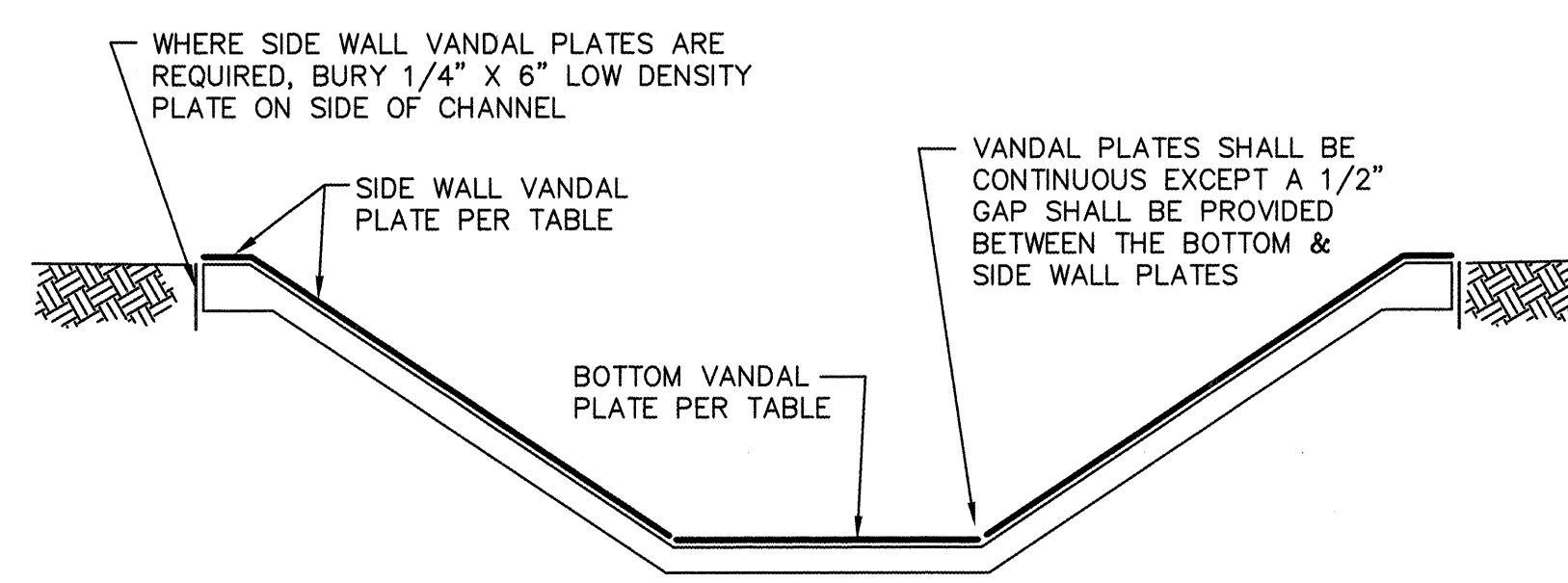
REPAIR TYPE III-C
PARTIAL DEPTH SPALL REPAIR

CONSTRUCTION NOTES

- 1) SPALL REPAIRS SHALL BE PER SPECIAL SPEC. SECTION 610.



JOINT VANDAL PLATE DETAILS



VANDAL PLATES - TYPICAL SECTION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
26 4171.910594

RECORD DRAWINGS

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10-21-94
Greiner, Inc.

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION					
TITLE: STORM DRAINAGE CHANNEL REHABILITATION PHASE II DETAIL SHEET - CHANNEL REPAIR					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC Chairman	<i>Billie G. Gentry</i>	10-22-93	Water	N/A	10-20-93
Transportation	<i>M.A. RHO</i>	10-25-93	Waste Water	N/A	10-20-93
Hydrology	<i>John Gentry</i>	10-26-93			
PROJECT NO.	4171.91	MAP NO.	N/A	SHEET	5 OF 9

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR A.S. HORNER	DATE 10/94			NO.	DATE		
WORKED BY N/A				BY			
INSPECTOR'S ACCEPTANCE BY C.O.A.	DATE 10/94						
TEST VERIFICATION BY C.O.A.	DATE 10/94						
DRAWINGS BY GREINER	DATE 10/94						
MICRO-FILM INFORMATION							
RECORDED BY	DATE						



10-19-93

NO.	DATE	REMARKS
1	10-19-93	DESIGN
2	10-21-94	REVISIONS

CHANNEL REPAIR TABLE
HAHN ARROYO

SECTION	CROSS STREET	STATION	REPAIR	L _b	L _u	W _b	W _s	COMMENTS
HA5JM4	PENNSYLVANIA	138+66	VP				13'	
		137+40	VP				13'	
		135+65	VP				13'	
		144+40	VP				13'	
		142+90	VP				13'	
		146+15	VP				13' 42"	
		147+39	VP				13'	EXISTING SAWCUT BUTT JOINT IN SIFCON OVERLAY. PROVIDE IN 2 EQUAL SECTIONS WITH 3" GAP BETWEEN.
		141+45	VP				13'	
		152+75	VP				13'	
		156+30	VP				13'	
	LOUISIANA							

CHANNEL REPAIR TABLE
EMBUDO ARROYO

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _b	L _u	W _b	W _s	COMMENTS
EA6JM3	HENDOLA	29+76	I-B	2' 3.1'	3' 9.9'			
		37+20	III-A	3'	2'		3'	SOUTH SIDE
		38+20	I-B	2'	2'			
		39+40	III-B	2'	2'			
		40+60	I-B	5' 9'	4' 5'	2'		
	ACCESS RAMP	42+10	I-B	2' 10'	4' 4.3'			
		43+10	I-B	2'	7'			
		43+30	II-A					IGNORE PAINTED STA. MARK 45+00
EA6JM4	WYOMING	44+75	II-A					
		45+35	III-A	1'		1'		SOUTH SIDE
		46+50	III-A	1'		1.5'		NORTH SIDE
		47+40	I-B	3'	3' 3.9'			
		48+40	I-B	3.5' 4'	2' 4'			
		50+50	I-B	4'	4'			
		51+50	III-A	1'		1'		NORTH SIDE
		52+50	I-B	4'	4'			
		53+50	I-B	3' 5'	5' 2.9'			
		54+50	I-B	4'	3.6'			
	MOON	55+50	I-B	4.5'	3.5'			
		56+50	I-B	3' 9.8'	4.5'			
		57+50	III-A	10'	10'	2'		SOUTH SIDE
		58+50	I-B	4'	4'			
		59+50	I-B	4'	4'			
		60+50	I-B	2.5' 6.3'	2'			
		61+50	I-B	5' 4.9'	4'			
		62+50	I-B	4.5'	4' 3.9'			
		63+40	I-B	2'	2'			
		63+90	II-A	1'		1.5'		NORTH SIDE
EA6JM5	INDIAN SCHOOL	64+90	III-A					
		65+90	I-B	2' 1.9'	2.5' 5.1'			
		66+90	I-B	2'	8'			
		67+90	I-B	2'	2'			S.SIDE OF CENTER LONGITUDINAL JOINT N.SIDE OF CENTER LONGITUDINAL JOINT
		68+80	II-A					
		69+90	II-A					
		71+00	II-A					
		74+75	II-A					
		75+75	II-A					
		76+75	II-A					
EA6JM6	INDIAN SCHOOL	77+75	II-A					
		78+55	II-A					
		79+70	II-A					
		80+55	II-A					
		80+95	II-A					
		81+95	III-C	I-B				
		82+95	III-C	II-B				
		83+95	III-C	II-A				
		84+45	I-B			26'		
		84+95	II-A	II-B				

CHANNEL REPAIR TABLE
EMBUDO ARROYO (CONT'D)

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _b	L _u	W _b	W _s	COMMENTS
EA6JM7	PARSIFAL	86+75	III-C I-B					
		88+00	III-A II-A					
		89+00	III-A	1.5'	1.5'		1'	SOUTH SIDE
			III-A	1.5'	1.5'		1'	NORTH SIDE
		90+00	III-A III-C					
		91+00	I-B	1.5'	1.5'		1'	NORTH SIDE
			III-A	1.5'	1.5'		1'	NORTH SIDE
		92+00	III-B	1.5'	1.5'	1'		
			II-A	1.5'	1.5'			
		93+00	III-A	1.5'	1.5'		1'	SOUTH SIDE
			I-B	3'	2'			
			III-A	1.5'	1.5'		1'	SOUTH SIDE
			III-A	1.5'	1.5'		1'	NORTH SIDE
		94+00	III-A	2'	2'		2'	SOUTH SIDE
			III-A	2'	2'		2'	NORTH SIDE
		95+00	III-A	1'	1'		1'	SOUTH SIDE
			III-A				1'	NORTH SIDE
		96+00	II-B					
			III-A	1.5'	1.5'		1'	NORTH SIDE
		97+00	II-A					
EA6JM9	EUBANK	98+30	II-A + III-A					
		98+40	I-B	2'	2'			
		98+80	I-B	2'	2'			
		98+90	I-B	3.5'	3'			
		99+80	II-A					
		100+30	II-A I-B	2.8'	2'			
		101+85	III-C		0.5'	4'		UPSTREAM SIDE OF BRIDGE
			III-C		0.5'	2'		
		103+35	I-B	2.5'	2.5' 2'			
			III-C	0.5'	1.0'	5'		
		103+97	III-C			5'		
		104+64	II-A		0.5'	5.5'		
			III-C		1.0'	5.5'		
			III-A		1.0'	1.5'		NORTH SIDE
		105+64	III-B		1.0'	2.5'		SOUTH SIDE
			III-A		2.0'	2.0'		SOUTH SIDE
		106+63	III-A	2.0'	1.0'	2.0'		NORTH SIDE
			III-A	3'	4'	1.0'		NORTH SIDE
		107+65	III-A					
		108+76	III-A	3.0'	1.5'	1.0'		NORTH SIDE
EA6JM9	EUBANK		III-A	10.0' 3.5'	10.0' 4.5'	1.0'		NORTH SIDE
		109+67	I-B	2'	6.0' 3.5'			
		110+68	I-B	10.0' 3.5'	9.5' 4.1'			
		111+70	III-A	6.5'		2.5'		NORTH SIDE
			I-B	10.0' 4'	10.0' 4.6'			
		112+20	III-A	1.5'	1.0'	1.5'		SOUTH SIDE
			III-B	1.0'	1.0'	1.0'		FULL WIDTH SOUTH SIDE
		112+70	III-A	1.0'	1.0'	1.0'		NORTH SIDE
			I-B	10.0'	9.5' 10.3'			
		113+70	III-A	10.5'	2.5'	1.0'		NORTH SIDE
			I-B	9.0' 10.3'				
		114+50	III-A	0.75'	0.75'	1.5'		NORTH SIDE
		114+65	III-A	1.0'	1.0'	1.0'		SOUTH SIDE
			I-B	9.5' 3.5'	12.0' 3.5'	1.0'		NORTH SIDE
		115+65	III-A	10.0'	1.5'	1.5'		NORTH SIDE
			I-B	10.0'	10.0'			
		116+33	II-A					DOWNSTREAM FACE OF BRIDGE (INCIDENTAL). EXTRA SEAL ON NORTH SIDE. UPSTREAM FACE OF BRIDGE, SAW CUT EXISTING JOINT 2' ON SOUTH SIDE (INCIDENTAL).
			III-C					
		117+41	II-A					
EA6JM9	EUBANK	118+41	III-A		1.5'	1.5'		NORTH SIDE
			I-B	10.0' 4.1'	10.0' 4.6'			
		119+40	I-B	10.0' 4.0'	10.0' 5.5'			
		120+40	I-B	10.0' 5.0'	10.0' 5.5'			
		121+40	III-A	2.0'	2.0'	1.0'		DOWEL INTO SIDES (INCIDENTAL)
			III-A		1.0'	1.0'		SOUTH SIDE
			III-A		1.0'	1.5'		NORTH SIDE
			III-A	2.5'	1.0'	1.0'		NORTH SIDE
			III-B		1.5'?	1.5'		NORTH SIDE
			II-A					
		121+80	III-C	0.5'	0.5'	7'		
		122+38	I-B	3.0'	3.5'			
		123+37	I-B	2'	13.0' 2'	1.5'		
			III-A		13.0'			
		123+81	III-B	1.0'		6'		
		124+60	III-A		1.0'	1.0'		NORTH SIDE
			II-A					
		125+59	III-A		1.5'	1.0'		NORTH SIDE
			I-B	4.0'	5.0'	1.0'		NORTH SIDE
		126+59	III-A	1.0'	1.0'	1.0'		SOUTH SIDE
EA7CR10	MORRIS	127+59	III-A	4'	4.5'			
		127+95	II-A					DOWNSTREAM SIDE OF BRIDGE. BOTTOM & BOTH SIDES
		128+59	II-A			3'		SOUTH SIDE
						22'		
		129+00	I-B III-B	2.0'		6'		
		129+63	III-B		1.0'	1.0'		
			II-A					
		130+62	VP			10'	16'	①③

CHANNEL REPAIR TABLE
EMBUDO ARROYO (CONT'D)

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _b	L _u	W _b	W _s	COMMENTS
EA7CR10	MORRIS	137+20	VP			10'	8'	①
		138+60	VP			10'	8'	①
		139+10	VP			10'	8'	①
		140+10	VP			24'	15'	①
	MARTHA	140+80	VP			24'		①
		141+40	II-C			14'		①
			VP			28'		①
		142+00	VP			26'		①
		143+00	I-B I-C	3'	3' φ			
		153+50	VP			10'	12'	①
		154+50	VP			10'	12'	①
		155+60	VP			10'	12'	①
		156+40	II-B			2'		①
			VP			19'	12'	①
	JUAN TABO	157+20	II-C			38'	18'	①
	JUAN TABO	100' UPSTREAM	II-C			10'	15'	①
	CHELWOOD PARK	80' DOWNSTREAM	II-C			10'	13'	①
EA7CR10	MORRIS	100' UPSTREAM	II-B			10'	13'	①
			VP			10'		
		TRAMWAY	70' DOWNSTREAM	II-C		10'	10'	①
			VP			10'		
		TRAMWAY	UPSTREAM EDGE	II-A		10'	1'	
		TRAMWAY	70' UPSTREAM	II-A		10'	1'	

GENERAL NOTES:

1. L_b & L_u SHALL BE 2' UNLESS NOTED OTHERWISE IN TABLE

NOTES:

- VP = VANDAL PLATES
- RE-CREATE LONGITUDINAL JOINTS IN REPAIR.
- W_s IS DISTANCE UP EACH SLOPE UNLESS NOTED OTHERWISE.
- VALUE IN STATION COLUMN IS DISTANCE FROM UPSTREAM CROSS STREET.
- STATION NUMBERS

SECTION	CROSS STREET	STATION (7)		REPAIR	L _o	L _u	W _o	W _s	COMMENTS
NP4JM1	LOUISIANA	70' ④		II-C			10'		
	51+00	100' ④		VP			10'	11'	① ③
				I-B	4'	2'2.5'	10'		TOP OF DROP-OFF
	50+00	1 ⑥		II-A				1'	③
				II-A			10'	1'	③
	48+99	200' ④		III-A	2'			6.5'	NORTH SIDE
				I-B	3'4'	3'2.5'			
				III-A		1.5'		1.5'	SOUTH SIDE
	47+99	300' ④		I-B	4'3'	3'4'	10'		
	47+41	400' ④		II-A			10'	1'	③
	47+01	6 ⑥		II-A			10'	1'	③
	46+61	7 ⑥		I-B	2'	2'	10'		
	46+00	8 ⑥		II-A			10'	1'	③
				III-A				1'	SOUTH SIDE
	45+80	9 ⑥		II-A			10'	1'	③
				III-C II-A		1'	2'		
	45+00	10 ⑥		I-B	3.5'	4'2'3"	10'		
	44+00	11 ⑥		I-B	8'	2.5'	10'		
	43+40	12 ⑥		II-A			10'	1'	③
	43+04	13 ⑥		II-A			10'	10'	③
	41+60.2	14 ⑥		II-A			10'	1'	③
	42+03	15 ⑥		I-B		9'	10'		
				II-A				10'	③
	41+77	16 ⑥		II-A			10'	1'	③
	41+00	17 ⑥		II-A			10'	10'	③
	40+05	18 ⑥		II-A			10'	1'	③
	RAY STREET			III-C III-A	8'		1.5'		
	39+33	19 ⑥		II-A				1'	③
	38+67	20 ⑥		II-A I-B	2.5'	3'	10'	1'	③
	38+42	21 ⑥		I-B	5'	5'	10'		
	37+66	22 ⑥		VP			10'	10'	① ③
	37+41	23 ⑥		II-A III-C			10'	1'	③
	36+42	24 ⑥		II-A			10'	1'	③
				III-C		1'	2.5'		
				III-C		1'	1'		
	35+71	25 ⑥		II-A I-B	2.5'	3'	10'	10'	③
	34+70	26 ⑥		I-B	2.5'	3'5'4"	10'		
				II-A			10'		③
	34+45	27 ⑥		I-B	2'	2'	10'		
	34+14	28 ⑥		I-B	2' φ	2'	10'		
	33+70	29 ⑥		VP + I-B		1.5'	10'	10'	① ③
	33+46	30 ⑥		I-B	2'	2'	10'		
	32+71	31 ⑥		I-B	5'2.5'		10'		
				II-A			10'		③
	32+46	32 ⑥		II-A			10'	10'	
				III-C		1'	1.5'		
	31+70	33 ⑥		II-C			1'		
				III-A		1.5'		1.5'	
				III-C		0.5'	1'		
				VP + I-B	3.5'	3'	10'	10'	① ③
	31+46	34 ⑥		I-B	2'	2'	10'		
	30+75	35 ⑥		VP			10'	10'	① ③
	30+50	35'		III-C	1'		4'		JOINT IS APPROX. 20' DOWNSTREAM OF 35
	29+75	36 ⑥		I-B	2.6'	2'2.5'	10'		
				II-A			10'	10'	③
	28+74	37 ⑥		I-B	2'5'3"	2'2.5'	10'		
				II-A				10'	③
	28+54	38 ⑥		III-A	2.5'	3'		10'	SOUTH SIDE (DELETE)
	27+73	39 ⑥		I-B	3'				
	26+72	40 ⑥		VP + I-B	4.1'	4.1'</			

SECTION	CROSS STREET	STATION (S)	REPAIR	L _o	L _u	W ₆	W ₈	COMMENTS
E06JM1	EUBANK	2+49	III-C	1.5'		5'		
		3+01	III-C	1.5'		7'		
		3+51	II-A					
		4+02	II-A					
			III-A	1.0'		2'	3'	NORTH SIDE
			III-C	0.5'		1.5'		
		4+52	II-A		0.5'			
			III-C		0.5'	1'		
		5+52	I-B	3.0'				
		6+52	I-B	3.0'				
		7+60	II-A					
		7+69	II-A					
	SNOW HEIGHTS							DOWNSTREAM FACE OF SNOW HEIGHTS
		8+38	II-A					UPSTREAM FACE OF SNOW HEIGHTS
			II-C	0.5'	0.5'	12'		
E07CR2		9+12	II-C					
E06JM3		18+64	III-C		7.5'		2.5'	NORTH
			III-A		7.5'		2.5'	SOUTH
			II-A					FULL WIDTH
		19+67	II-A					
			III-C		0.5'	0.5'		
		20+66	II-A					
		21+66	I-B					
		22+66	II-A					
		23+66	III-C	0.5'	0.5'			FULL WIDTH
		23+65	II-A					
			III-C	0.5'				
		24+68	II-A					
			II-B		2.0'	2.0'		
	MENUL	25+00	II-A					
		26+01	II-A					
			III-B		1.5'	1.0'		
		26+19	I-B					
		26+56	III-C		0.5'	1.5'		
			III-C		0.5'	1.0'		
			III-C	0.5'		1.0'		
			II-A					
E07CR4		27+05	II-C					
			III-B	12.5'				FULL WIDTH

SECTION	CROSS STREET	STATION ⑥⑦		REPAIR	L _o	L _u	W _o	W _s	COMMENTS
SG6JM2	EMBUDITO	1		I-B					
		2		I-B					
		3		I-B					
		4		II-A					
		5		II-A					
		6		I-B					
				III-A					
		7		I-B		2'		1'	NORTH SIDE
		8		II-A					
SG6JM2	HUGH GRAHAM	9		II-A					UPSIDE SLOPES
		10		II-A				3'	UPSIDE SLOPES
		11		I-B	10'	10'			
				III-A	10'	10'		1'	NORTH & SOUTH SIDES
		12		II-A					
		13		II-A					
		14		II-A					
		15		II-A					
				III-B					
SG6JM1	TRAMWAY					15'		3'	
		19+50		II-A			10'	8'	③ FIRST JOINT IN JOINTED SECTION OF CHANNEL
		18+80		II-A			10'	8'	③
		17+80		II-A			10'	8'	③
		16+80		II-A			10'	8'	③
		15+80		II-A			10'	8'	③
		14+80		II-A			10'	8'	③
		13+80		II-A			10'	8'	③
		12+80		II-A			10'	8'	③
		11+80		II-A			10'	8'	③
		10+80		II-A			10'	8'	③
		9+70		II-A			10'	8'	③
		8+80		II-A			10'	8'	③
				III-A					
	CANDELARIA	7+80		II-A				11'	NORTH SIDE
						1'			③ JOINT IS 62' UPSTREAM OF CANDELARIA
		5+75		I-B		2'	10'		JOINT IS 62' DOWNSTREAM OF CANDELARIA
				II-A				1'	③
		4+55		II-A			10'	1'	③
		3+45		II-A			10'	1'	③
		2+45		II-A			10'	1'	③
		1+45		I-B	2'	2'	5'		NORTHWEST SIDE
				II-A			5'	1'	③
		0+75		I-B	10'	10'	5'	5'	TAPERED TO 1' SOUTHEAST SIDE
				II-A					
				II-A	10'	15'		1'	LONG. JT. ALONG CONFLUENCE WALL

THESE DRAWINGS HAVE BEEN REVISED TO REFLECT AS-CONSTRUCTED CONDITIONS IN ACCORDANCE WITH INFORMATION FURNISHED BY THE CONTRACTOR (A.S. HORNER, INC.) AND THE CITY OF ALBUQUERQUE, WHICH PERFORMED ON-SITE INSPECTION DURING CONSTRUCTION. THERE WERE NO CONSTRUCTION SURVEYS.

CITY OF ALBUQUERQUE					
PUBLIC WORKS DEPARTMENT					
ENGINEERING DIVISION					
TITLE: STORM DRAINAGE CHANNEL REHABILITATION PHASE II					
TABLES - CHANNEL REPAIR					
APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC Chairman	<i>E. J. [Signature]</i>	10-28-93	Water	N/A RWK	10-20-93
Transportation	<i>N/A RHD</i>	10-25-93	Waste Water	N/A RWK	10-20-93
Hydrology	<i>[Signature]</i>	10/26/93			
PROJECT NO. 4171.91		MAP NO. N/A		SHEET 7 OF 9	

CHANNEL REPAIR TABLE
COPPER CHANNEL

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _o	L _u	W _o	W _s	COMMENTS
CC6JR1	TURNER	35+45	I—C	2'	2'	5'	10'	③
		34+45	I—C	2'	2'	5'	10'	③
		33+45	I—C	2'	2'	5'	10'	③
		32+45	I—C	2'	2'	5'	10'	③
		31+45	I—C	2'	2'	5'	10'	③
		30+45	I—C	2'	2'	5'	10'	③
		29+45	I—C	2'	2'	5'	10'	③
		28+45	I—C	2'	2'	5'	10'	③
		27+45	I—C	2'	2'	5'	10'	③
		26+45	I—C	2'	2'	5'	10'	③
		25+45	I—C	2'	2'	5'	10'	③
		24+45	I—C	2'	2'	5'	10'	③
		24+00	II—A			5'	5'	③
		23+40	II—A			5'	5'	③
		21+95	I—C	2'	2'	5'	10'	③
		20+95	I—C	2'	2'	5'	10'	③
		19+95	I—C	2'	2'	5'	10'	③
		18+95	I—C	2'	2'	5'	10'	③
		17+95	I—C	2'	2'	5'	10'	③
		16+95	I—C	2'	2'	5'	10'	③
		15+95	I—C	2'	2'	5'	10'	③
		14+95	I—C	2'	2'	5'	10'	③
		13+80	I—C	2'	2'	5'	10'	③
		12+80	I—C	2'	2'	5'	10'	③
	JEWEL	11+75	II—A			5'	5'	③
		10+95	I—C	2'	2'	5'	10'	③
		9+90	I—C	2'	2'	5'	10'	③
		8+90	I—C	2'	2'	5'	10'	③
		7+90	I—C	2'	2'	5'	10'	③
		6+90	I—C	2'	2'	5'	10'	③
	MONTE ALTO	6+65				5'	10'	③
		5+90	I—C	2'	2'	5'	10'	③
		4+90	I—C	2'	2'	5'	10'	③
		3+90	I—C	2'	2'	5'	10'	③
		2+90	I—C	2'	2'	5'	10'	③
		1+90	II—A			5'	10'	③

CHANNEL REPAIR TABLE
TRAMWAY CHANNEL

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _o	L _u	W _o	W _s	COMMENTS	
TC?J?4	LOMAS	88+80	II-A	1'	1'	10'	1'		
		87+80	II-A			10'	1'		
		86+80	II-A			10'	1'		
		85+80	II-A			10'	1'		
		84+80	II-A			10'	1'		
		84+30	II-A			10'	1'		
		83+80	II-A			24'	1'		
		82+80	III-C			6.5'	1'		1'
		82+80	II-A			10'			
		82+80	III-C			2.5'			
		81+80	II-C	10'	18'	①			
			VP	10'	18'				
		67+00	II-C	10'	16'	①			
			VP	10'	16'				
		66+80	II-A	10'	1'	UPSTREAM EDGE OF STRUCTURE			
		66+00	II-A	14'	DOWNSTREAM EDGE OF STRUCTURE				
		64+70	II-A	21'					
		63+40	II-A	10'			1'		
			III-C	.5'			3.5'		
		62+40	II-A	10'		1'			
			III-C	.5	3'				
		61+40	II-A	10'	1'				
			III-C	1'	2'				
		60+40	II-C	9'	16.5'				
			III-C	.5'	9'				
		51+50	I-B	2'	10'				
			II-C	10'	19.5'				
	50+80	I-B	9-25' ②	10'					
	49+70	II-A	11'	1'					
		III-C	1.5'	1'					
	48+70	II-A	11'	11'	UPSTREAM EDGE OF STRUCTURE				
	48+00	II-A	11'	11'	DOWNSTREAM EDGE OF STRUCTURE				
	47+20	II-A	10'	19.5'					
	46+20	II-A	10'	19.5'					
		III-C	1.5'	3'					
		III-C		2.5'					
	45+20	II-A	10'	19.5'					
		III-C	1'	10'					
	44+20	II-A	10'	19.5'					
		III-C		3'					
	43+20	II-A	10'	19.5'					
		III-C	5'	2.5'					
	42+20	II-A	10'	19.5'					
	41+20	II-A	10'	19.5'					
		III-C		2'					
	40+20	II-A	10'	19.5'					
		III-C	.5'	.5'					
		III-C		1'					
	39+20	II-A	10'	19.5'					
		III-C	1'	4'					
	38+20	II-A	10'	19.5'					
	37+20	II-A	16.5'	19.5'					
	36+20	II-A	10'	19.5'					
	35+20	II-A	10'	19.5'					
34+95	II-A	5'	19.5'	WEST WALL ONLY, CRACK					
34+20	II-A	10'	19.5'						
33+20	II-A	10'	19.5'						
	III-A		5'						
I-40	32+40	II-A	1'	1'	14'	UPSTREAM EDGE OF STRUCTURE			
		III-C			14'				

CHANNEL REPAIR TABLE
TRAMWAY CHANNEL (CONT'D)

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _o	L _u	W _o	W _s	COMMENTS	
EO6JM1	I-40	22+60							
		21+50	I-B I-B II-A	2 2	2	3.25' 8' 3.25'		EAST SIDE CENTER WEST SIDE ③	
		20+60	II-A			14.5'	1'	③	
		19+60	II-A			14.5'	1'	③	
		18+60	II-A			14.5'	1'	③	
		17+60	I-B II-A		2	14.5'			
							1'	③	
		16+60	II-A			14.5'	1'	③	
		15+60	II-A			14.5'	1'	③	
		14+60	II-A			14.5'	1'	③	
		13+60	II-A			17'	1'	③	
			III-C	2		2.5'			
		12+60	II-A II-A III-C	2		15.5' 6.5' 2.5'	1'	CENTER OUTSIDE SECTIONS③	
		11+60	II-A II-A	2	1.5	15.5' 15.5'	1'	CENTER, EAST SIDE ③	
		UNUSED CROSSING STREET	10+75	I-B I-B II-A III-C	10	9.5' 4	12.75' 12.75' 4.5' 5'		EAST CENTER WEST CENTER OUTSIDE SECTIONS③
					.5			1'	
			10+15	II-A			31'	1'	③
			9+15	I-B	10	10	30'		FULL WIDTH ②
			8+10	II-A			30'	1'	③
	7+30		II-A III-C			30' 15.5'	1'	③	
				1.5	1.5				
	PLUNGE POOL		III-C		1.5	2'			

RECORD DRAWINGS

THESE DRAWINGS HAVE BEEN REVISED TO REFLECT AS-CONSTRUCTED CONDITIONS IN ACCORDANCE WITH INFORMATION FURNISHED BY THE CONTRACTOR (A.S. HORNER, INC.) AND THE CITY OF ALBUQUERQUE, WHICH PERFORMED ON-SITE INSPECTION DURING CONSTRUCTION. THERE WERE NO CONSTRUCTION SURVEYS.

Greiner, Inc.

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

TITLE: STORM DRAINAGE CHANNEL REHABILITATION PHASE II

TABLES - CHANNEL REPAIR

APPROVALS	ENGINEER	DATE	APPROVALS	ENGINEER	DATE
DRC Chairman	<i>[Signature]</i>	10-28-93	Water	N/A RWR	10-20-93
Transportation	<i>[Signature]</i>	10-25-93	Waste Water	N/A RWR	10-20-93
Hydrology	<i>[Signature]</i>	10-26-93			

PROJECT NO.	4171.91	MAP NO.	N/A	SHEET	8	OF	9
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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
20 4171.910894

CHANNEL REPAIR TABLE
PIEDRA LISA ARROYO

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _o	L _u	W _o	W _s	COMMENTS
PL6JM2	TRAMWAY	91+27	II-A			10'	1'	
		90+29	II-A			10'	1'	
		89+32	II-A			10'	1'	
		88+33	II-A			10'	1'	
	MARIE PARK	85+73	II-A			15'		
			II-A	710'				SIDE LONG. JOINTS
								NORTH
								SOUTH
	NAKOMIS	85+34	II-A			15'	5'	
		84+55	II-A			15'	5'	
		83+76	II-A			15'	5'	
		82+96	II-A			11'	8.5'	
								NORTH
		82+16	II-A			12'	4.5'	
								SOUTH
								NORTH
								SOUTH
	CONFLUENCE WITH SOUTH GLENWOOD ARROYO	81+36	II-A			15'	5'	
		80+46	II-A			15'	5'	
			I-B	2'	3.5'	3'		
								SOUTH SIDE
		79+65	II-A			15'	5'	
			III-C	1.5'		3.5'		
								CENTER
		78+84	II-A			15'	5'	
			I-B		9.5'	4'		
								SOUTH SIDE
	CHELWOOD PARK BLVD.	76+45	I-B	2'		10'		
			III-C					
			II-A				1'	
			II-A			10'	1'	
		76+05	II-A			16'	1'	
		75+05	II-A			10'	1'	
		74+05	II-A			10'	1'	
		73+04	II-A			10'	1'	
		72+03	II-A			10'	1'	
			III-C	0.5'		0.5'		
	CHELWOOD PARK BLVD.	71+04	II-A			10'	1'	
								CENTER NORTH
		70+03	II-A			13'	1'	
		69+50	II-A			10'	1'	
			III-C	1'		10'	1'	
		68+90	II-A			10'	1'	
		68+50	III-C		2'	1'		
		67+90	II-A			10'	1'	
		66+90	II-A			10'	1'	
		65+87	II-A			10'	1'	
	CHELWOOD PARK BLVD.		I-B		2'	5'		
		65+38	II-A					
								NORTH
								BOTH SIDES OF
								ABUTMENT
		65+37	II-A			19'	9'	
								FACE OF BRIDGE
		64+78	II-A			19'	9'	
		63+90	II-A			10'	1'	
		63+40	II-A			10'	1'	
	CHELWOOD PARK BLVD.	62+90	II-A			10'	1'	
		61+89	II-A			10'	1'	
			III-C		0.5'	2'		
			III-C		0.5'	3.5'		
		60+90	II-A			10'	1'	
		59+90	II-A			10'	1'	
		58+92	II-A			10'	1'	
		58+41	III-C	0.5'	0.5'	5'		
		57+90	II-A			10'	1'	
			III-C	0.5'		4'		
	CHELWOOD PARK BLVD.	56+90	II-A			10'	1'	
		55+89	II-A			10'	1'	
		54+90	II-A			10'	1'	
		53+90	II-A			10'	1'	
		53+05	III-C		1'	1'		
								LONGITUDINAL
		53+00	III-C		1'	0.5'		
								JOINT CENTER
		52+89	II-A			10'	1'	
			III-C		0.5'	2'		
	CHELWOOD PARK BLVD.	51+89	II-A			10'	1'	
			III-C	0.5'		1'		
								CENTER
		50+88	II-A					
			III-B	2'			1.5'	
		49+90	II-A			10'	1'	
			III-C		0.5'	0.5'		
		48+87	II-A			10'	1'	
		47+95	II-A			10'	1'	
			I-B	2'		10'		
	CHELWOOD PARK BLVD.	47+54	III-B	2'	2'	4'		
		46+94	II-A			10'	6'	
			III-C	1'		10'		
								FACE BRIDGE

CHANNEL REPAIR TABLE
PIEDRA LISA ARROYO (CONT'D)

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _o	L _u	W _o	W _s	COMMENTS
PL6JM1	ALGADONES	46+70	II-A					
			III-C		0.5'	0.5'	3'	
			III-C	0.5'		2'		
		45+51	II-A			10'	1'	
			III-A			2'		
			III-A	1'		1'		
			III-C	0.5'		10'	1'	
		44+51	II-A			10'	1'	
			III-A	1'	1'	2'		
			III-B	2'	1'	4.5'		
	JUAN TABO	44+02	III-C			10'	1'	
		43+51	II-A			10'	1'	
			III-A	1'	1'	2'		
			III-B	0.5'		2'		
		42+50	II-A			10'	1'	
			III-B	1'		2'		
			III-A			10'	1'	
		41+52	II-A			10'	1'	
			I-B	3'		10'		
			III-A	3'			1'	
	JUAN TABO	40+54	III-A			2'		
			III-A			10'	1'	
		39+55	II-A			2'		
			I-B	3'		10'	1'	
			I-B		4'	10'		
			II-A	3'	4'		1'	
			III-A			10'	1'	
		38+54	II-A			10'	1'	
		37+54	III-A			10'	1'	
			III-A	4'		10'	1'	
	JUAN TABO	36+54	II-A			10'	1'	
		35+80	II-A			13'	9'	
								UPSTREAM FACE
		34+47	I-B	95'		10'		
								6" THICK, #5 @ 10"
								LONG & #4 @ 12"
								TRANSV.
		32+52	II-A			10'	1'	
		32+01	II-A			10'	1'	
		31+07	I-B		4'	10'	1'	
	JUAN TABO		II-A			10'	1'	
		30+07	III-A	1'		2'		
			I-B	4'	4'	10'		
			II-A			10'	1'	
		29+07	III-A	5'		10'	1'	
			III-B	2'		10'	1'	
		28+07	II-A			10'	1'	
			III-B	2'		10'	1'	
			III-A	2'	2'	10'	1'	
		27+07	I-B	4.5'	4'	10'		
	JUAN TABO	26+07	II-A			4'	1'	
			II-A			10'	1'	
		25+07	II-A			10'	1'	
			III-B	2'		10'	1'	
			III-A	2'	2'	10'	1'	
		24+05	I-B			3'		
			II-A			10'		
			III-C	0.5'		4'		
		23+05	I-B		4'	10'		
			II-A			10'	1'	
	JUAN TABO	22+05	I-B			4.5'	10'	
			II-A			10'	1'	
		21+64	III-C		1'	2'		
		21+04	I-B	2'		10'		
			II-A			10'	1'	
		20+90	III-C	0.75'	0.75'	10'		
		20+52	III-C	0.75'	0.75'	10'		
		20+28	II-A			15'	11'	
		18+77	II-A			11'	11'	
			I-B	2'		15'		
	JUAN TABO	18+35	I-B	2'	2'	10'		
			II-A			10'	1'	
		17+35	I-B	4'		10'		
			II-A			10'	1'	
		16+95	III-C	0.5'	0.5'	2'		
		16+35	II-A			10'	1'	
			III-A	2'	2'	10'	1'	
		15+35	I-B	4'	3'	10'	1'	
			III-A	2'			1'	
			II-A				1'	

CHANNEL REPAIR TABLE
PIEDRA LISA ARROYO (CONT'D)

SECTION	CROSS STREET	STATION ⑤	REPAIR	L _o	L _u	W _o	W _s	COMMENTS
MARTHA	MARTHA	14+35	I-B	2'		10'		
			II-A				1'	
			III-A			2'		
			III-C			10'	1'	
		14+35	III-C			10'	1'	
						10.5'	14'	
		2+89	II-C			10'		
			VP			10'	25'	
								UPSTREAM FACE
								OF SNOWHEIGHTS
	MORRIS	1+59	II-A			10'	1'	
		1+25	II-A			10'	11'	
								SOUTH
								NORTH
		0+55	II-A			10'		
								UPSTREAM FACE
								OF MORRIS
			II-A				9'	
			III-A		2'		2'	
								SOUTH
								NORTH

CHANNEL REPAIR TABLE
GRANT LINE CHANNEL

SECTION	CROSS STREET	STATION ⑦	REPAIR	L _o	L _u	W _o	W _s	COMMENTS
GL6JR2								10+00 END SAY MATEO BOX
		11+17	I-B	2'	2.5'	10'	6.5'	
		11+48	I-B	3'	3'	10'	6.5'	
		12+48	I-B	3'	3'	10'	6.5'	
		13+48	I-B	5'	3'	10'	6.5'	
		14+48	I-B	3'	3'	10'	6.5'	
		15+48	I-B	4'	3'	10'	6.5'	
		16+49	I-B	3'	3'	10'	6.5'	
		17+49	I-B	3'	3'	10'	6.5'	
		18+50	I-B	3'	3'	10'	6.5'	
		19+50	I-B	3'	6'	10'	6.5'	
		20+50	I-B	3'	3'	10'	6.5'	
		21+50	I-B	3'	3'	10'	6.5'	
		22+10	I-A			10'		
			III-A		2'		6.5'	SOUTH
			III-A	2'			6.5'	NORTH
		22+50	II-A			10'	1'	CONNECT TO PIPE