

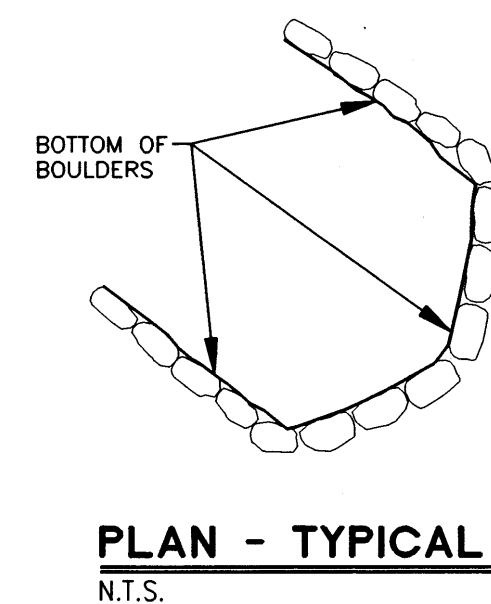
NORTH DROP STRUCTURE LAYOUT

NORTH DROP STRUCTURE							
POINT	NORTHING	EASTING	ELEVATION	POINT	NORTHING	EASTING	ELEVATION
68	1,512,977.64	429,988.68	6140.0	86	1,513,046.40	429,988.16	6160.0
69	1,513,000.81	430,020.94	6160.0	87	1,513,023.24	429,955.92	6141.0
70	1,513,003.75	430,020.84	6160.0	88	1,512,998.47	429,983.95	6143.0
71	1,513,006.29	430,019.01	6160.0	89	1,512,998.42	429,988.34	6144.0
72	1,513,007.19	430,020.26	6160.0	90	1,513,008.24	430,001.00	6152.0
73	1,512,997.58	430,078.84	6160.0	91	1,513,011.02	430,002.26	6154.0
74	1,513,010.94	430,105.54	6149.0	92	1,513,014.83	430,002.40	6155.0
75	1,513,025.63	430,015.94	6149.0	93	1,513,018.52	430,001.54	6155.0
76	1,513,024.15	430,013.88	6149.0	94	1,513,022.06	429,999.46	6155.0
77	1,513,033.01	430,007.35	6149.0	95	1,513,026.31	429,992.93	6155.0
78	1,513,037.48	430,013.58	6149.0	96	1,513,025.29	429,991.20	6153.0
79	1,513,084.66	430,021.31	6149.0	97	1,513,025.15	429,988.85	6152.0
80	1,513,085.52	430,016.82	6152.0	98	1,513,016.29	429,975.51	6144.0
81	1,513,143.39	430,023.34	6158.0	99	1,513,011.61	429,974.41	6143.0
82	1,513,138.71	430,012.44	6164.0	100	1,513,017.02	429,984.61	6143.0
83	1,513,047.46	429,997.48	6160.0	101	1,513,017.02	429,984.61	6143.0
84	1,513,043.66	429,992.18	6160.0	102	1,513,013.99	429,991.20	6143.0
85	1,513,045.34	429,990.97	6160.0				

UPPER SOUTH DROP STRUCTURE LAYOUT

LOWER SOUTH DROP STRUCTURE LAYOUT

LOWER SOUTH DROP STRUCTURE							
POINT	NORTHING	EASTING	ELEVATION	POINT	NORTHING	EASTING	ELEVATION
38	1,512,750.61	429,882.50	6141.0	53	1,512,831.42	429,936.59	6159.0
39	1,512,743.18	429,918.86	6159.0	54	1,512,838.60	429,900.17	6141.0
40	1,512,744.23	429,919.91	6159.0	55	1,512,775.34	429,894.80	6143.0
41	1,512,731.08	429,933.89	6159.0	56	1,512,771.46	429,897.95	6143.0
42	1,512,741.10	429,943.31	6149.0	57	1,512,772.39	429,900.39	6144.0
43	1,512,753.56	429,930.05	6149.0	58	1,512,769.25	429,917.96	6153.5
44	1,512,758.47	429,928.39	6149.0	59	1,512,784.86	429,931.32	6153.5
45	1,512,772.51	429,931.21	6149.0	60	1,512,788.42	429,931.92	6153.5
46	1,512,784.75	429,941.12	6149.0	61	1,512,808.66	429,926.03	6153.5
47	1,512,788.31	429,941.83	6149.0	62	1,512,812.00	429,906.30	6143.0
48	1,512,799.10	429,938.84	6149.0	63	1,512,808.97	429,902.76	6143.0
49	1,512,812.06	429,941.44	6149.0	64	1,512,804.74	429,916.26	6143.0
50	1,512,830.07	429,965.25	6149.0	65	1,512,790.77	429,920.14	6143.0
51	1,512,842.83	429,955.59	6159.0	66	1,512,786.66	429,919.32	6143.0
52	1,512,829.15	429,937.52	6159.0	67	1,512,775.50	429,910.50	6143.0

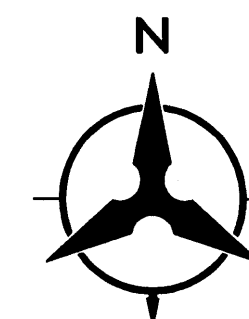


PROFILE - TYPICAL
N.T.S.

NOTES:

1. TO SAVE EXISTING TREES AROUND THE LOWER SOUTH INLET DROP STRUCTURE, THE CONTRACTOR CAN INCREASE THE SLOPE OF THE SHOTCRETE FROM 1:1.5 TO 1:1, IN THE AREA NEAR EXISTING TREES.
2. ANY EXPOSED SHOTCRETE SHALL BE TINTED PER THE SPECIFICATIONS.
3. LINE LABELED AS "BOTTOM OF BOULDERS" REPRESENTS THE APPROXIMATE LOCATION OF THE SHOTCRETE/GROUTED BOULDER INTERFACE AT THE BOTTOM OF THE INLET DROP STRUCTURE.
4. LINE LABELED AS "TOP OF BOULDERS" REPRESENTS THE APPROXIMATE LOCATION OF THE SHOTCRETE/GROUTED BOULDER INTERFACE AT THE TOP OF THE INLET DROP STRUCTURE.

ADDED DIMENSIONS		ENGINEER'S SEAL		SURVEY INFORMATION		BENCH MARKS		AS-BUILT INFORMATION	
12-17-97		TONYM		FIELD NOTES		THE BENCH MARK IS A STANDARD USCG# BRASS		CONTRACTOR	
				BY		TABLET STAMPED "TUMBLE 1969" SET IN CONCRETE		STARTED BY	
						LOCATED APPROXIMATELY 35 FEET NORTH AND		INSPECTOR'S	
						469 FEET WEST OF THE INTERSECTION OF		FIELD WORK MADE BY	
						TENNYSON STREET AND SAN ANTONIO DRIVE.		FIELD INFORMATION BY	
						PLANE COORDINATES: X=425,465.55 Y=1,513,470.01		CONTRACTOR'S	
						GROUND-TO-GRID FACTOR 0.99981970		CORRECTED BY	
						ELEVATION = 6009.155 FEET		MICRO-FILM INFORMATION	
								RECORDED BY	
								NO.	
DESIGNED BY CWH/DEB		DATE 8-97							
DRAWN BY SFG		DATE 8-97							
DATE 8-97		DATE 8-97							



Bohannon & Huston

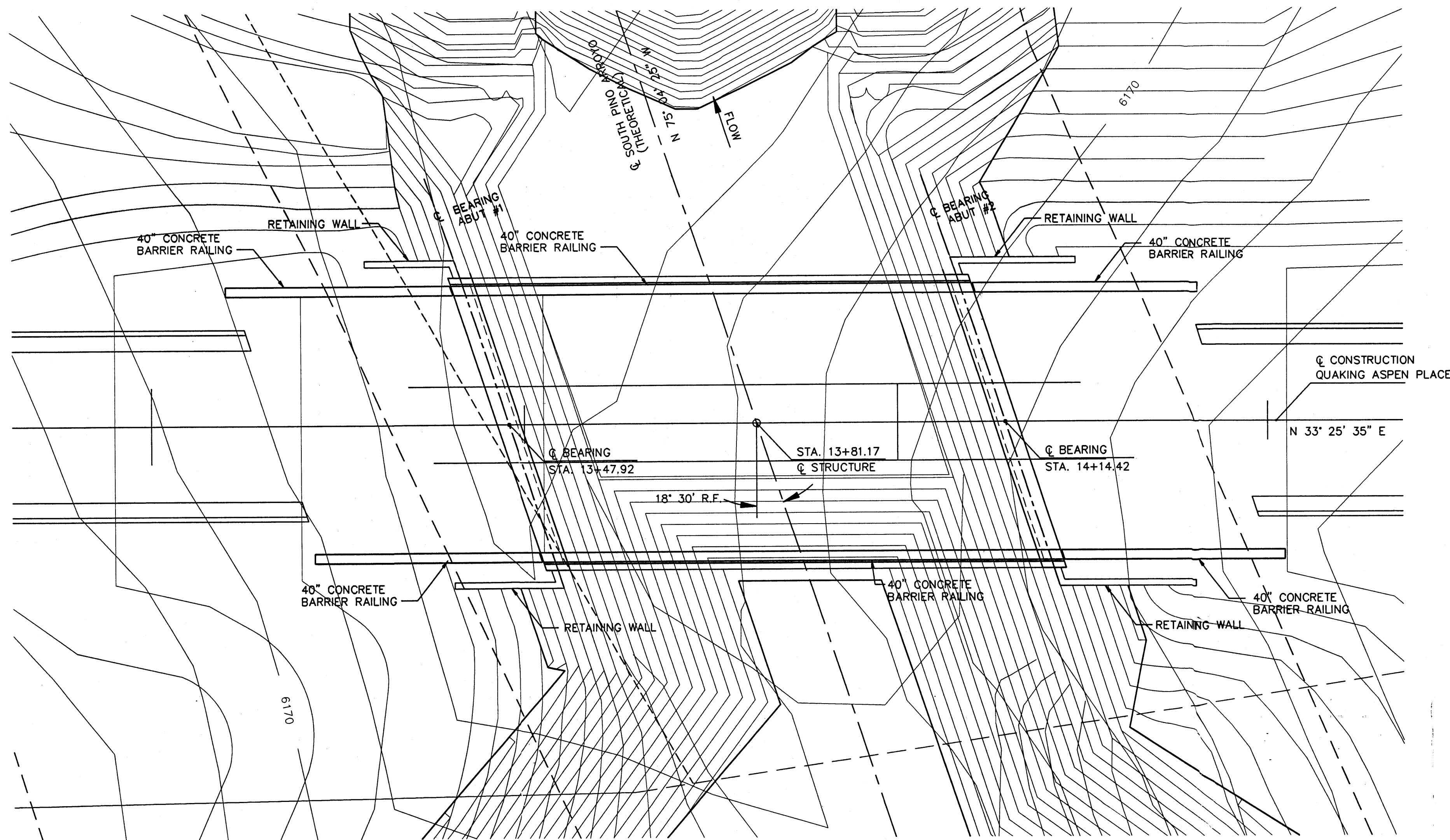


Courtyard One
7500 JEFFERSON NE
Albuquerque
NEW MEXICO 87109

**ENGINEERS PLANNERS PHOTOGRAPHERS
SURVEYORS LANDSCAPE ARCHITECTS**

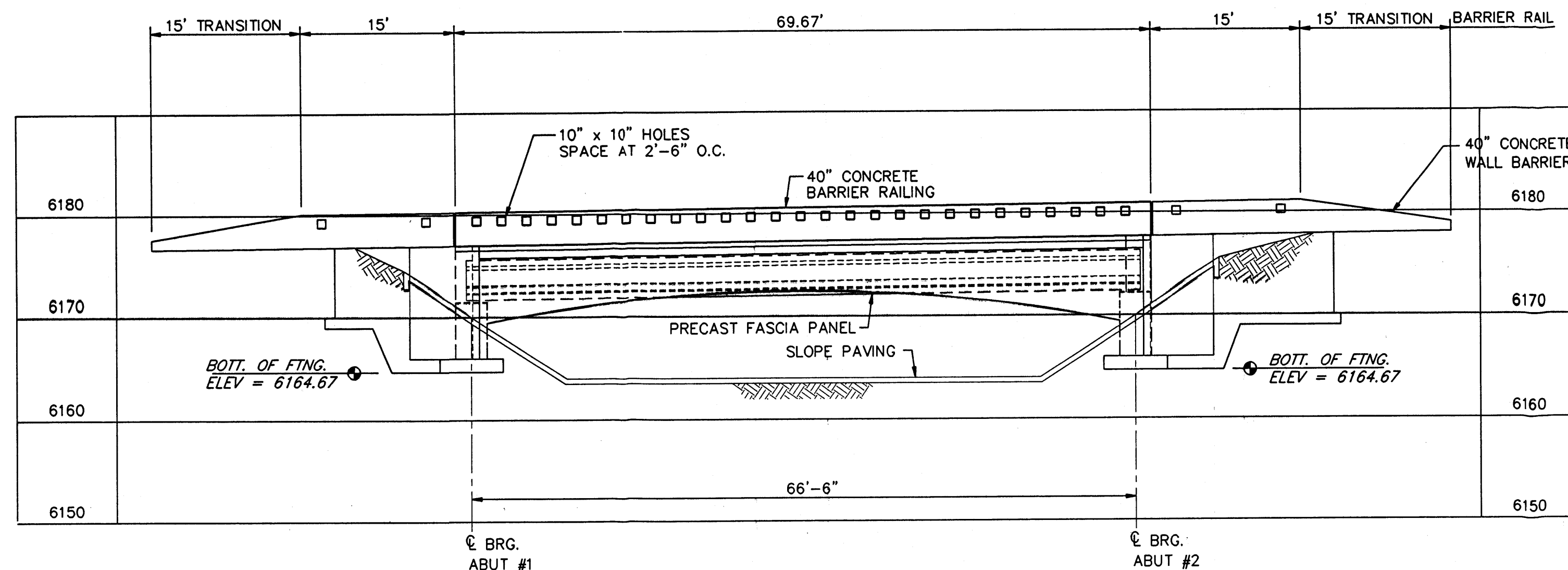
 **CITY OF ALBUQUERQUE**
PUBLIC WORKS DEPARTMENT
ENGINEERING DEVELOPMENT GROUP
SOUTH PINO TRIBUTARY STORM DRAIN
DROP STRUCTURE LAYOUT PLAN

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL	LAST DESIGN UPDATE	MO./DAY/YR.	MO./DAY/YR.
CITY PROJECT NO.	ZONE MAP NO.	SHEET	OF	
571282	D-23	22	26	



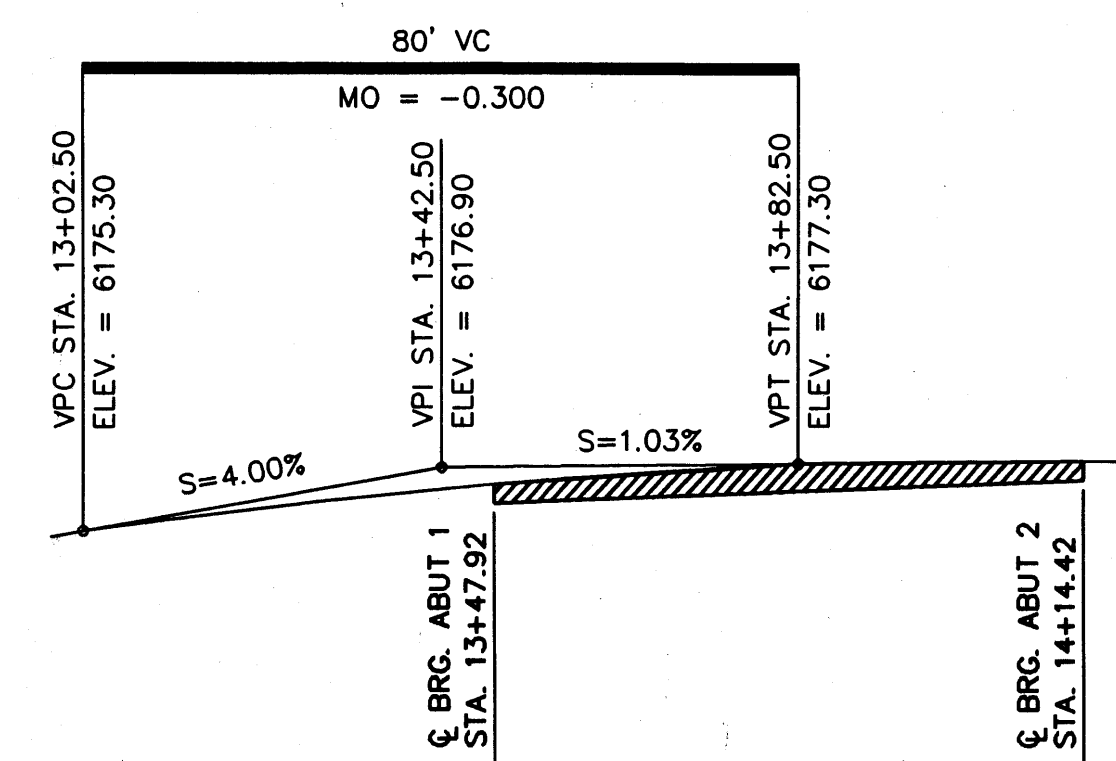
STRUCTURE LOCATION PLAN - QUAKING ASPEN PLACE

SCALE: 1" = 10'-0"



STRUCTURE ELEVATION

SCALE: 1" = 10'-0" HORIZ. & VERT.



QUAKING ASPEN PLACE PROFILE GRADE @ CONSTRUCTION

NO SCALE

LIMITS OF 40" BRIDGE BARRIER RAILING

OFFSET	BEGIN	END
A	X+	Y+
B	X+	Y+

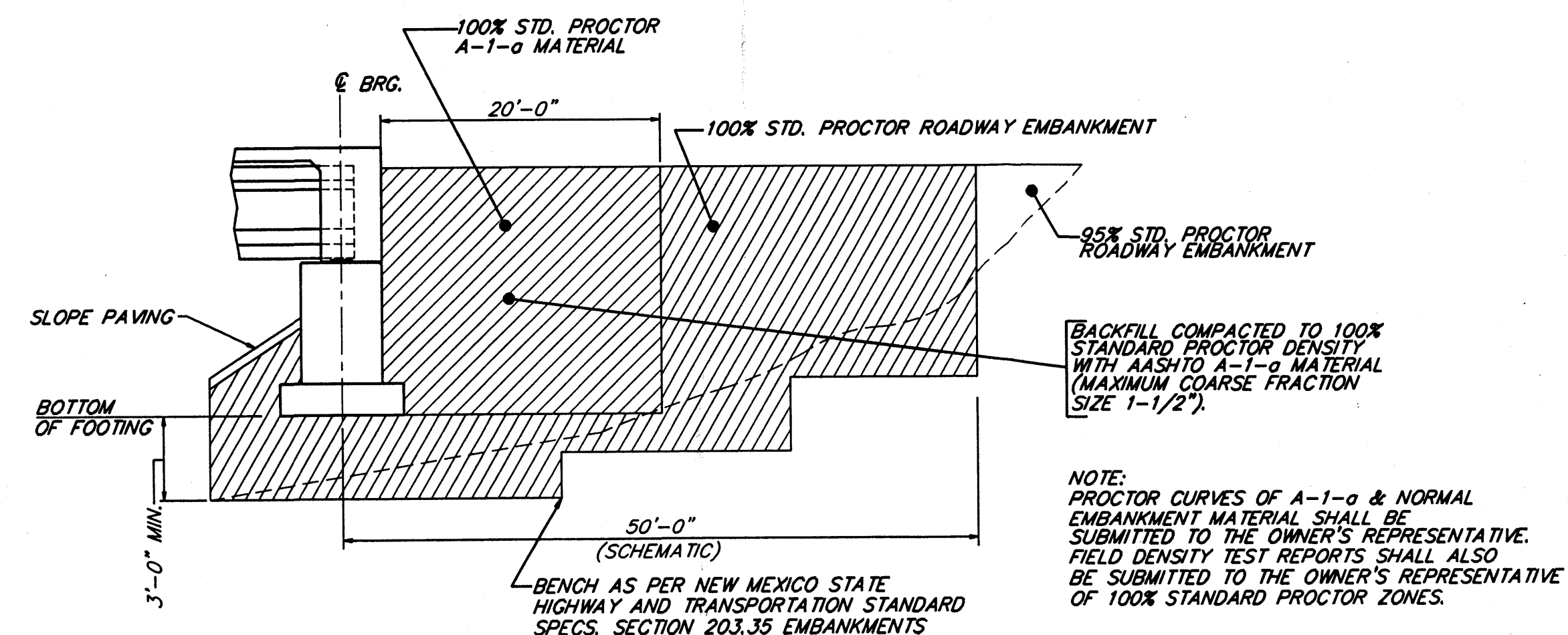
NOTES

1. CONSTRUCT 40" CONCRETE WALL BARRIER. SEE DETAIL SHEET 26L.

EXCAVATION AND BACKFILL NOTES

1. SHALLOW SOILS BELOW THE ABUTMENT FOOTINGS SHALL BE OVEREXCAVATED A MINIMUM OF 3 FEET.
2. THE OVEREXCAVATED AREA TO RECEIVE FILL SHALL BE MOISTURE CONDITIONED TO OPTIMUM MOISTURE CONTENT $\pm 2\%$ FOR A MINIMUM DEPTH OF 5 FEET AND COMPACTED TO ACHIEVE 95% OF THE ASTM D-1557 MAXIMUM DRY DENSITY WITH A MINIMUM OF 20 PASSES WITH A HEAVY (20 TON MIN.) VIBRATORY ROLLER.
3. ALL BACKFILL SOILS AND STRUCTURAL FILL FOR ROADWAY EMBANKMENT SHALL BE NON-EXPANSIVE, FREE OF VEGETATION AND DEBRIS AND CONTAIN ROCKS NO LARGER THAN 1 1/2". GRADATION SHALL BE ACCORDING TO ASTM D-422 AS FOLLOWS:

SIEVE SIZE	PERCENT PASSING
3 INCH	0
NO 4	60-100
NO 200	5-50
4. THE OVEREXCAVATION AREA SHALL EXTEND A MINIMUM OF 5 FEET FROM EACH END OF THE FOOTING.



BACKFILL COMPACTION DETAIL

NO SCALE

ESTIMATED QUANTITIES - QUAKING ASPEN PLACE		
ITEM	UNIT	TOTAL
40" BRIDGE BARRIER RAILING	LF	X
40" CONCRETE WALL BARRIER	LF	X
6'-0" PRECAST CULVERTS	LF	X
PRECAST FACIA PANEL	SF	X
0510.11 STR. CONC. 4000 RPCC, FORM	CY	X

CITY OF ALBUQUERQUE PUBLIC WORKS DEPARTMENT ENGINEERING DEVELOPMENT GROUP			
TITLE: SOUTH PINO TRIBUTARY STORM DRAIN PLAN & ELEVATION			
Design Review Committee	City Engineer Approval	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
571282	E-23	26C	26