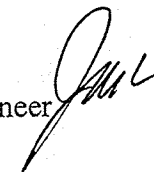


# MEMO

## Item 14a

To: Board of Directors

From: Jerry M. Lovato, P.E., Drainage Engineer



Date: March 15, 2006

Re: West I-40 Diversion Channel Extension – Briefing on West I-40 Drainage Management Plan Potential Modifications

At the January 2006 and February 2006 regular Board Meetings the AMAFCA Board was briefed on regional drainage and transportation infrastructure needs along the I-40 Corridor between Unser Boulevard west to Paseo del Vulcan. The briefings included proposed modifications to the West I-40 Drainage Management Plan (DMP) by Bohannon Houston, Inc (BHI), to address development proposed in the area, including the I-40 and 118<sup>th</sup> Street Interchange.

The West I-40 DMP identifies major infrastructure which serves several purposes at both the regional and local level. At the regional level, flows from drainage basins north of the freeway would be intercepted and prevented from discharging under the interstate into rapidly developing areas to the south including the South Valley. At the local level, facilities are planned to both capture, and convey storm water runoff from an approximately a 30 square mile area. Initial modifications proposed by BHI addressed revised hydrologic analysis which addressed new land parcel treatments, boundaries, minor changes in land use, and the incorporation of proposed roadway and utility corridors based on the approved Westland North Development master plan.

Discussions with the NMDOT, Westland Development, Cordero Mesa Ltd, and AMAFCA through a series of technical review meetings which have occurred since the February 2006 Board meeting have resulted in modifications to the scope of the DMP modifications.

BHI has been tasked to look at land use modifications and on site storage to mimic current playa conditions to retain runoff on private property and the diversion of flows into smaller regional drainage facilities. In addition the DMP will address interim facilities to address current conditions as proposed future conditions facilities are installed by the NMDOT. The DMP is being optimized to minimize the cost of regional diversion infrastructure located within the NMDOT right-of-way.

Our ongoing staff review and involvement have resulted in modifications that are well supported on both a technical, economical and storm water quality perspective. When the draft DMP is thoroughly reviewed and accepted on a technical basis by AMAFCA, the modified DMP will be brought before the Board for review and discussion.

**For Information Only**

