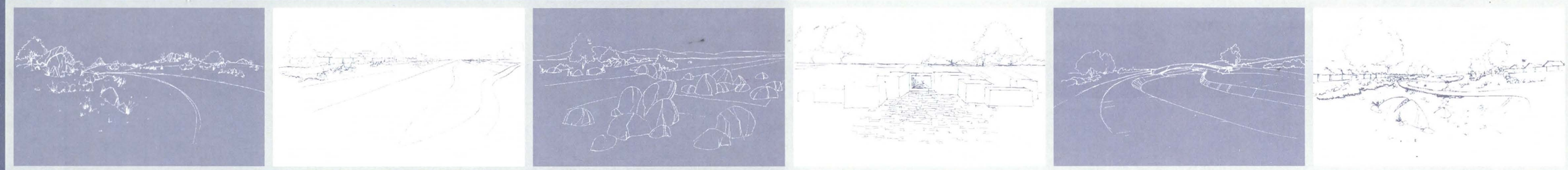
LOOP 303 CORRIDOR/ WHITE TANKS ADMP UPDATE



Landscape Aesthetics and Multi-Use Design Guidelines for Flood Control Facilities

Level III Alternatives Analysis Report

April 2005

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LOGAN SIMPSON DESIGN INC.

Flood Control District of Maricopa County

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INTRODUCTION

The purpose of this document is to present design guidelines as applied to the landscape aesthetics and multi-use opportunities associated with flood control facilities, both channels and basins.

OBJECTIVE

The objective of this document is to present, in a clear and concise format, design guidelines for the enhancement of flood control facilities associated with the Loop 303 Corridor/White Tanks Area Drainage Master Plan (ADMP). The project area has been identified in the Landscape Aesthetics Assessment and Multi-Use Opportunities Assessment dated October 28, 2002. The design guidelines described in this document will provide a basic understanding of the intended landscape aesthetic and functionality of both flood control basins and channels associated with the Loop 303 Corridor/White Tanks ADMP.

Design Guidelines ultimately will be issued to design consultants in the preliminary stages of design, and will insure that the goals and objectives of the District are successfully met and incorporated into specific projects.

GENERAL DESCRIPTION

The AT&SF Railroad Channel is an earthern lined channel beginning at the intersection of 143rd Avenue and Northern Avenue and ending at Waddell Road for a total length of approximately five miles. The channel alignment follows the AT&SF Railroad line. The channel right-of-way varies in width from 135' at Waddell road to 275' at a point just north of Olive Avenue. The design depth of the channel varies from 3.5 feet to 6.8 feet.

CHANNEL LOCATION

The AT&SF Channel begins at the intersection of 143rd Avenue and Northern Avenue and extends north to a point approximately one-half mile south of Peoria Avenue where it turns east for one mile and then turns north to Waddell Road. The channel is located on the west and north side of the AT&SF railroad facility.

APPLICATION

The AT&SF Railroad Channel passes through two landscape themes as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002. In addition, a railway theme should be introduced throughout the channel to reinforce the adjacent rail line. The two landscape themes identified for this channel include Industrial and Agriculture.

The Industrial Landscape Theme occurs in two locations, Northern Avenue to Olive Avenue and from Peoria Avenue to Waddell Road. The Agricultural landscape theme would be applied from Olive Avenue to Peoria Avenue.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the south side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent communities/neighborhoods on both sides of the channel
  - Undulating berms of varying heights and slopes

- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and meander back and forth throughout the right-of-way.

  The areas identified to receive an Agricultural Landscape Theme should have a top of slope that consists of curves that are created by radii that correlate to the general scale of the facility. Those portions of the channel identified to receive an Industrial Landscape Theme should have an overall form that is slightly more regular than the other channels. An increased number of angles would be typical, however, the facilities should still have a certain degree of meander and bend to them.

- **Channel Side Slopes**: The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.

- **Channel Bottom Area:** The channel bottom should be flat, with no rolling berms, to reflect the flat topography of the surrounding agricultural and industrial areas. Decomposed granite should be the primary ground cover. It is anticipated that turf would not be used in the channel bottom.

- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The planting and surface treatments should respond to the identified landscape themes. Geometric fields of crops, often planted in perpendicular rows, as well as trees planted in windbreaks and orchards characterize the agricultural landscape. The landscape design for this theme should be consistent with these types of layouts. Decomposed granite would be applied to the ground plane. Turf areas are not envisioned to be located within the limits of the agricultural landscape.

  The Industrial Landscape is characterized by the bold masses of plant material. The plant material should be used to mitigate the horizontal and vertical scale of the adjacent industrial/institutional land uses. Specimen and exotic/native trees, and shrubs would be found throughout the channel. Large canopy trees should be placed for screening purposes. As in the Agricultural Landscape Theme no turf should be incorporated into the landscape.

- **Structural Components:** Structural components located within the channel such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the adjacent rail line.

- **Transition Zone:** Transition zones between the Agricultural Landscape Theme and Industrial Landscape Theme should be developed between Station 37+00 to Station 47+00 and Station 147+00 to Station 153+00. Landscape patterns, materials, and shapes would blend and transition within these identified zones.

SPECIFIC AREAS OF CHANNEL:

- **Crossing of major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.

- **Connection to adjacent developments:** Access to and from adjacent developments need to be considered during the layout of the multi-use path. Elements found at these connection points might include ramada structures, seating, signage, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

- **Connection to adjacent basin:** The AT&SF basin is located adjacent to the channel from approximately Station 59+00 to Station 70+00. The landscape treatment applied to this stretch should be seamless between the channel and basin. An entry node to the basin should be provided in the southeast corner of the basin. This entry could be extended out along the channel to Olive Avenue.

- **Overall channel layout:** This channel has a series of bends and jogs that allow for the creation of various focal points. These focal points created by the bends and jogs should be explored and developed during the design process.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

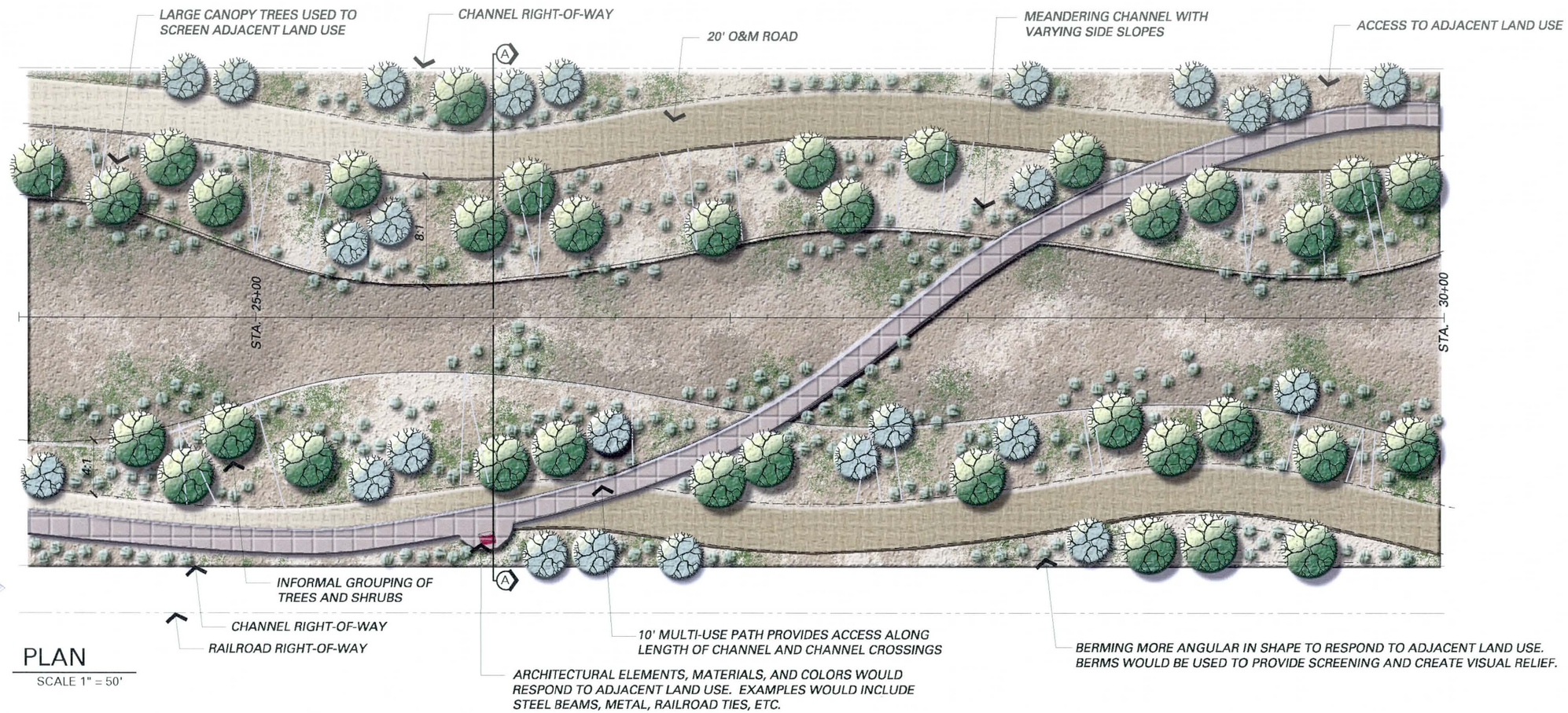
Industrial Theme	$4.36 M	66.8 Acres	($1.50/SF)
Agricultural Theme	$2.30 M	37.7 Acres	($1.40/SF)
Total Cost	**$6.66 M**		
FCDMC Funding	$4.00 M		
Additional Funding	$2.66 M		

Industrial Theme

Channel Width = 210'

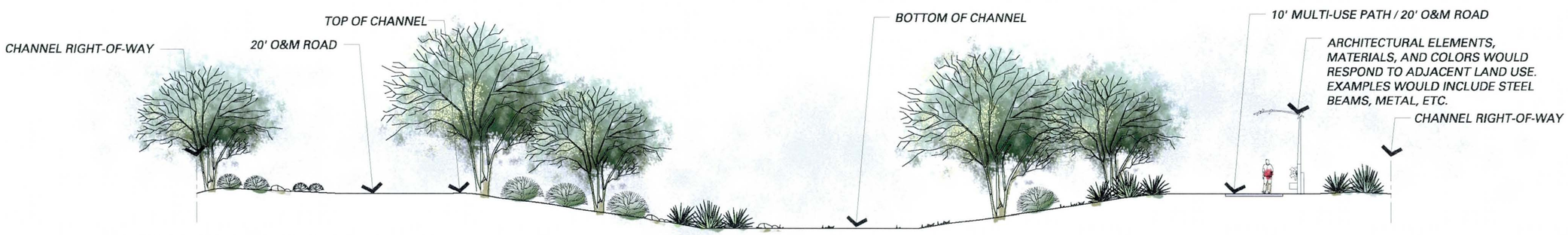
AT&SF Railroad Channel

STA. 24+00 to STA. 30+00



PLAN

SCALE 1" = 50'



SECTION A-A AT STA. 26+00

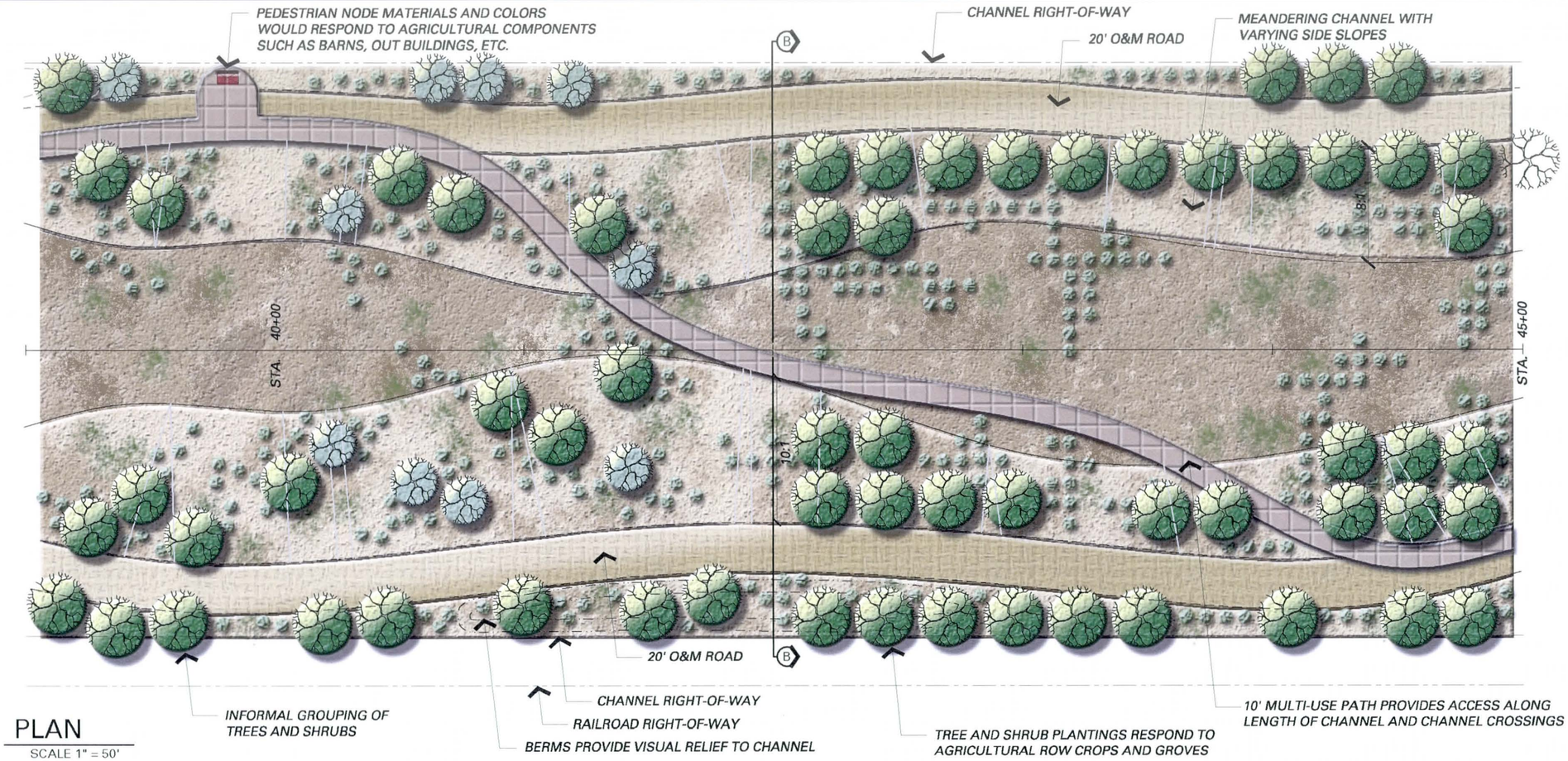
SCALE 1" = 20'

Transition Zone

Channel Width = 230'

AT&SF Railroad Channel

STA. 39+00 to STA. 45+00



PLAN

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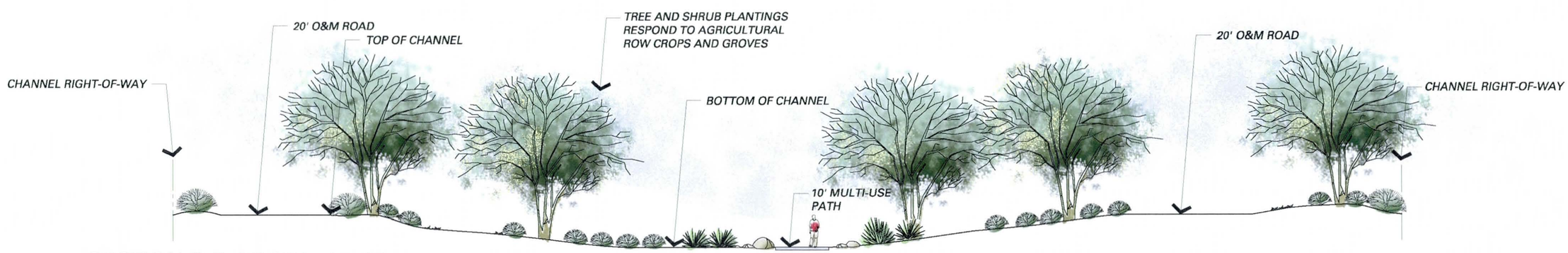


SECTION B-B AT STA. 42+00

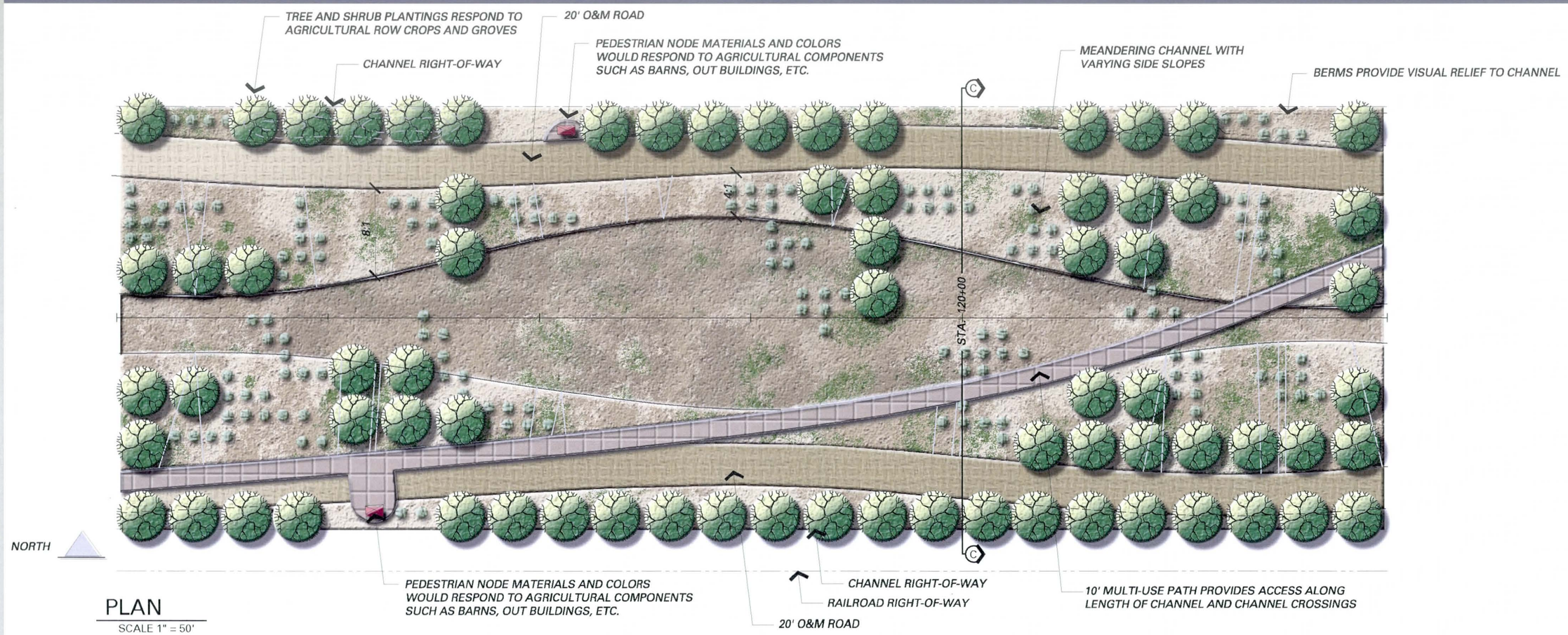
SCALE 1" = 20'

Agricultural Theme

Channel Width = 200'

AT&SF Railroad Channel

STA. 116+00 to STA. 122+00



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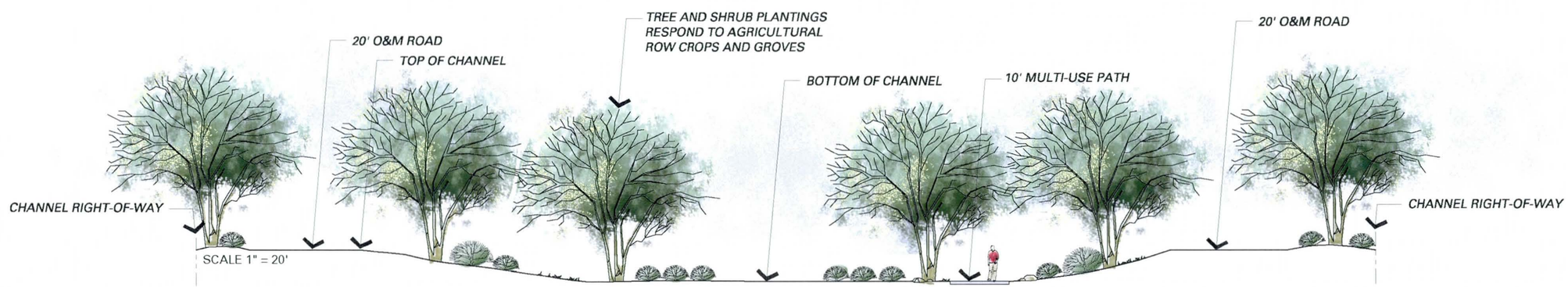


SECTION C-C AT STA. 120+00

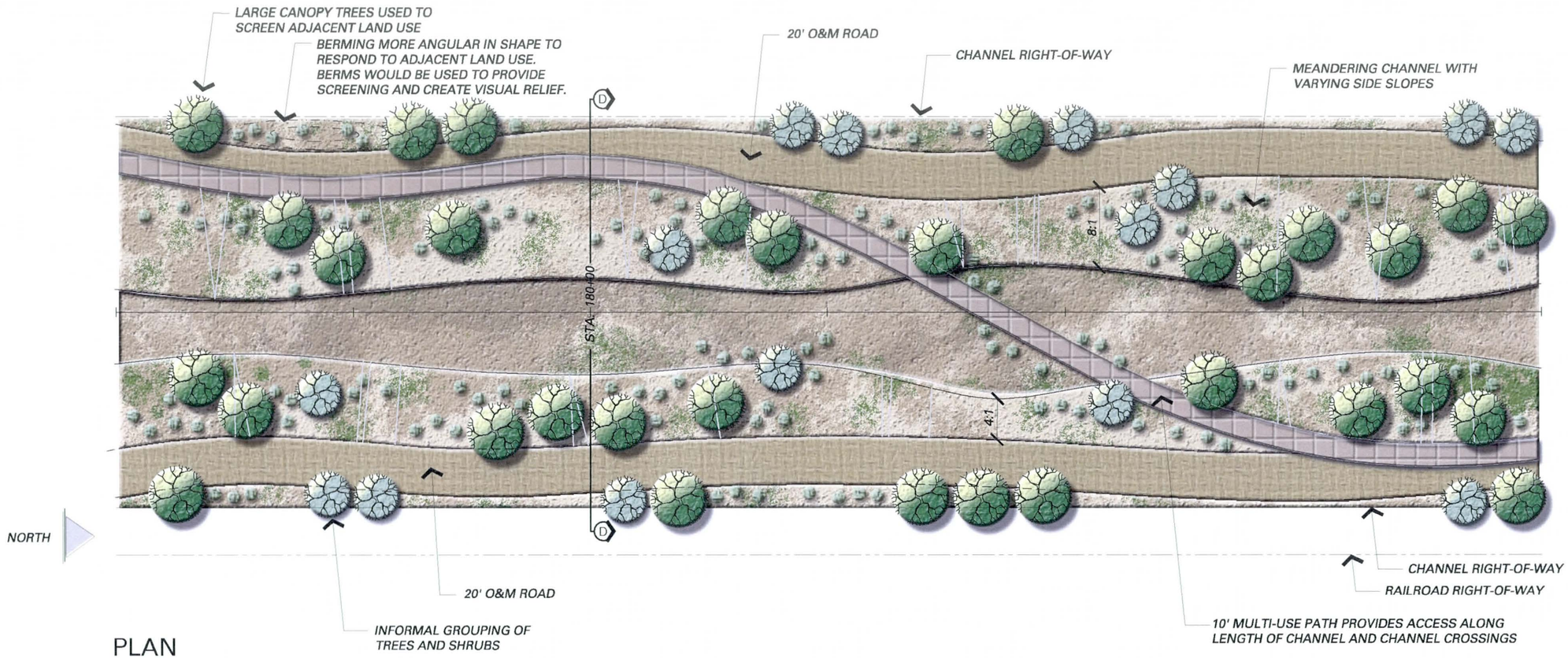
SCALE 1" = 20'

Industrial Theme

Channel Width = 165'

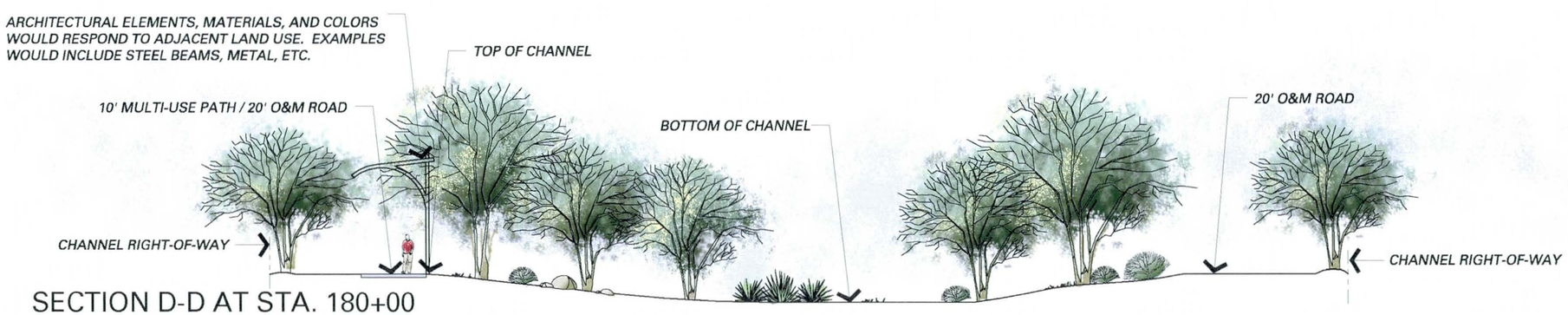
AT&SF Railroad Channel

STA. 178+00 to STA. 184+00



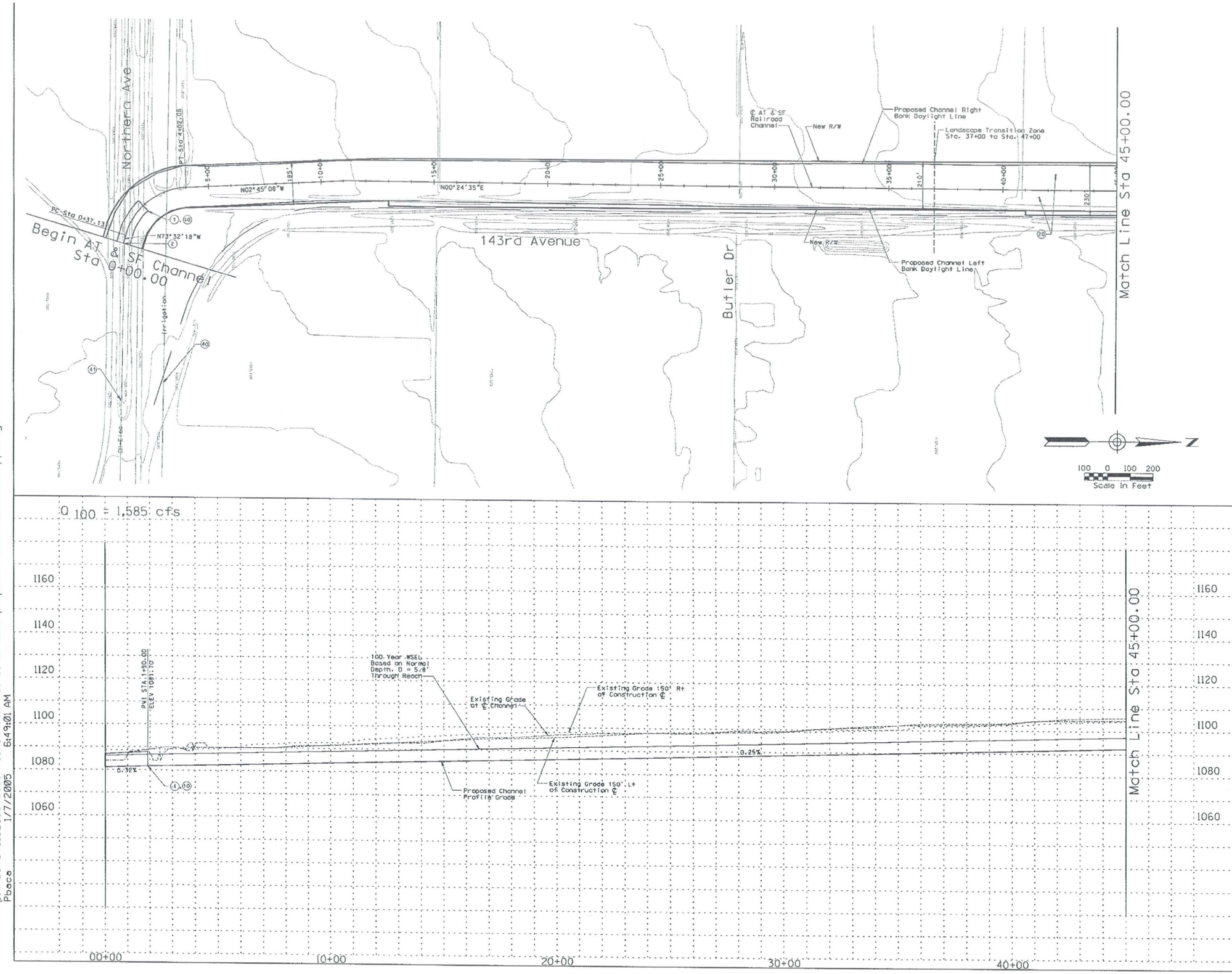
PLAN

SCALE 1" = 50'



SECTION D-D AT STA. 180+00

SCALE 1" = 20'



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CONSTRUCT

STA 00+00.00 TO STA 45+00.00. CONSTRUCT 4500.00 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 45+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 00+00.00 TO STA 45+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 7 BARREL 10' x 6' RCB

(2) TIE INTO EXISTING DYSART DRAIN

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION

(41) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF RAILROAD CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

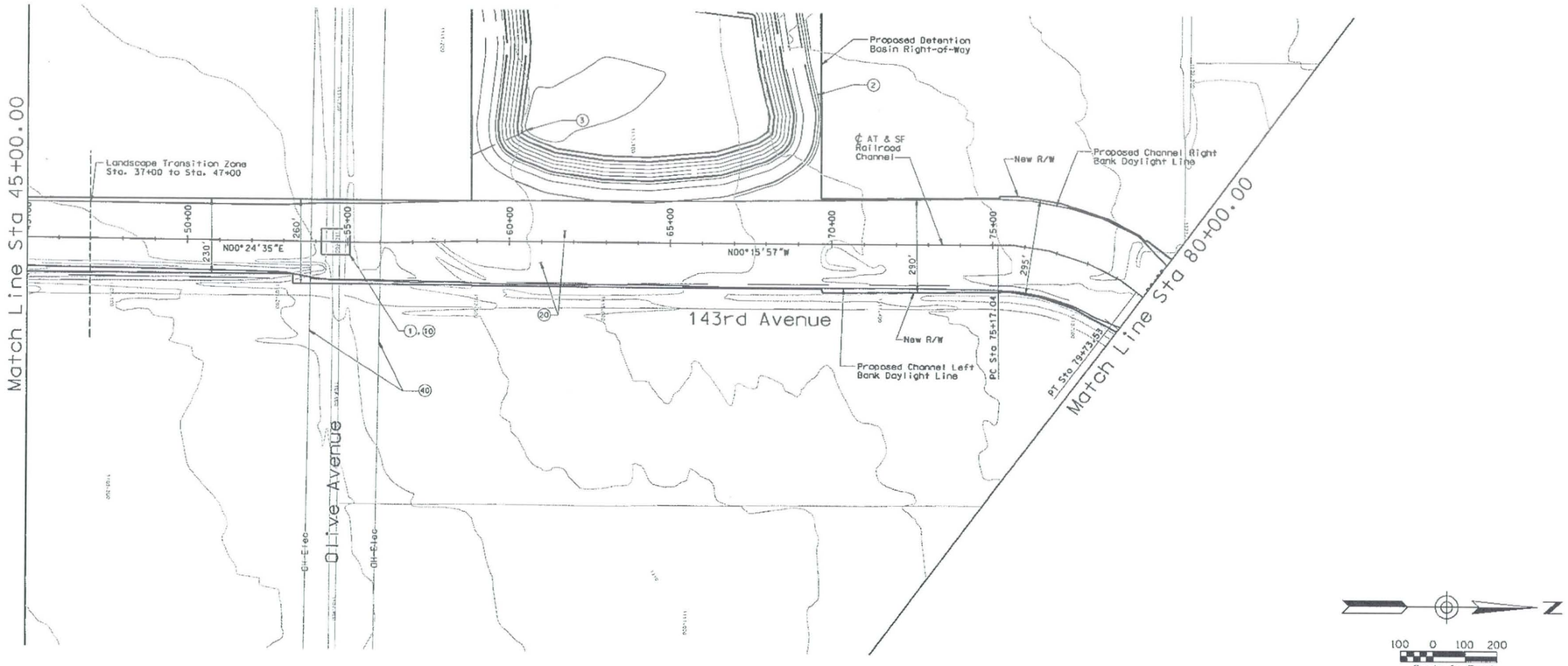
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

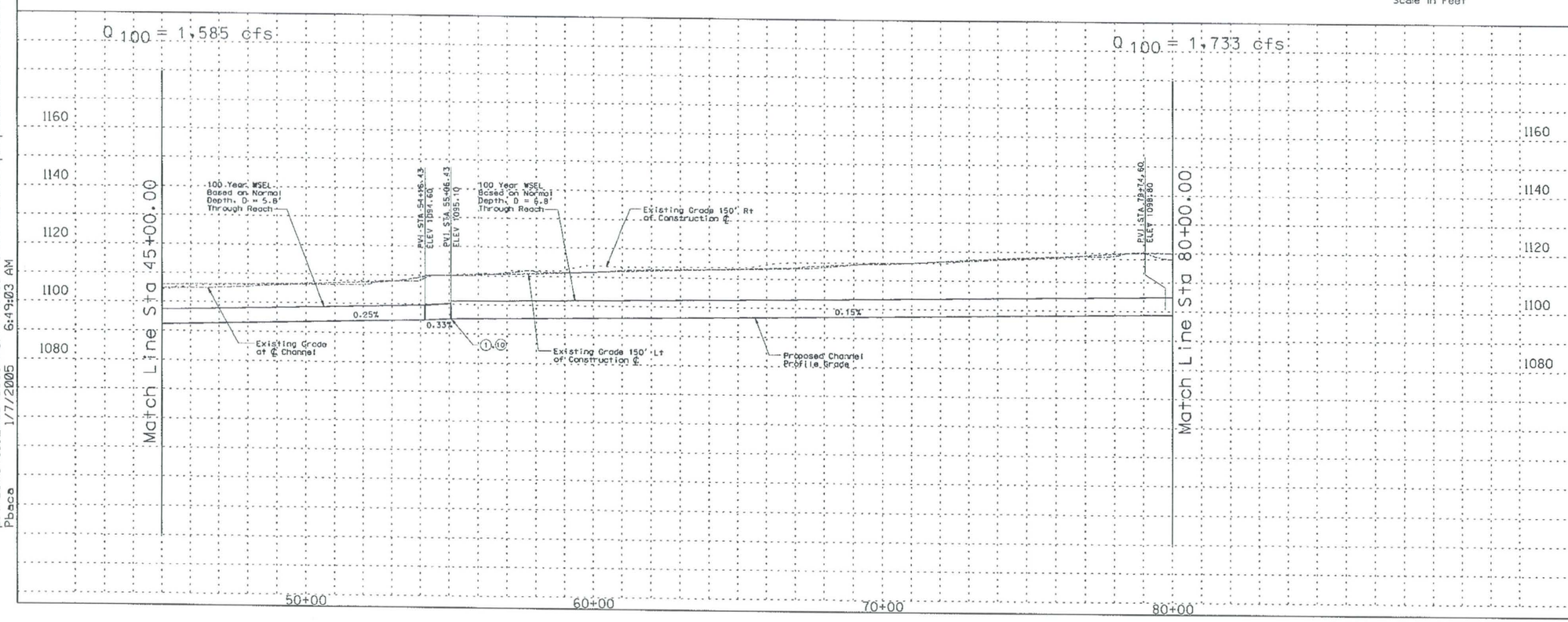
LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 45+00.00	SHEET AT1





REMOVE

CONSTRUCT

STA 45+00.00 TO STA 80+00.00. CONSTRUCT 3500.00 LIN. FT EARTH CHANNEL

STA 45+00.00 TO STA 80+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 45+00.00 TO STA 80+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 9 BARREL 10' x 6' RCB

(2) CONSTRUCT 142.7 AF OFFLINE DETENTION BASIN/PARK.

(3) LOW FLOW DRAIN

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE OVERHEAD ELECTRIC

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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF RAILROAD CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 45+00.00 TO 80+00.00	SHEET AT2

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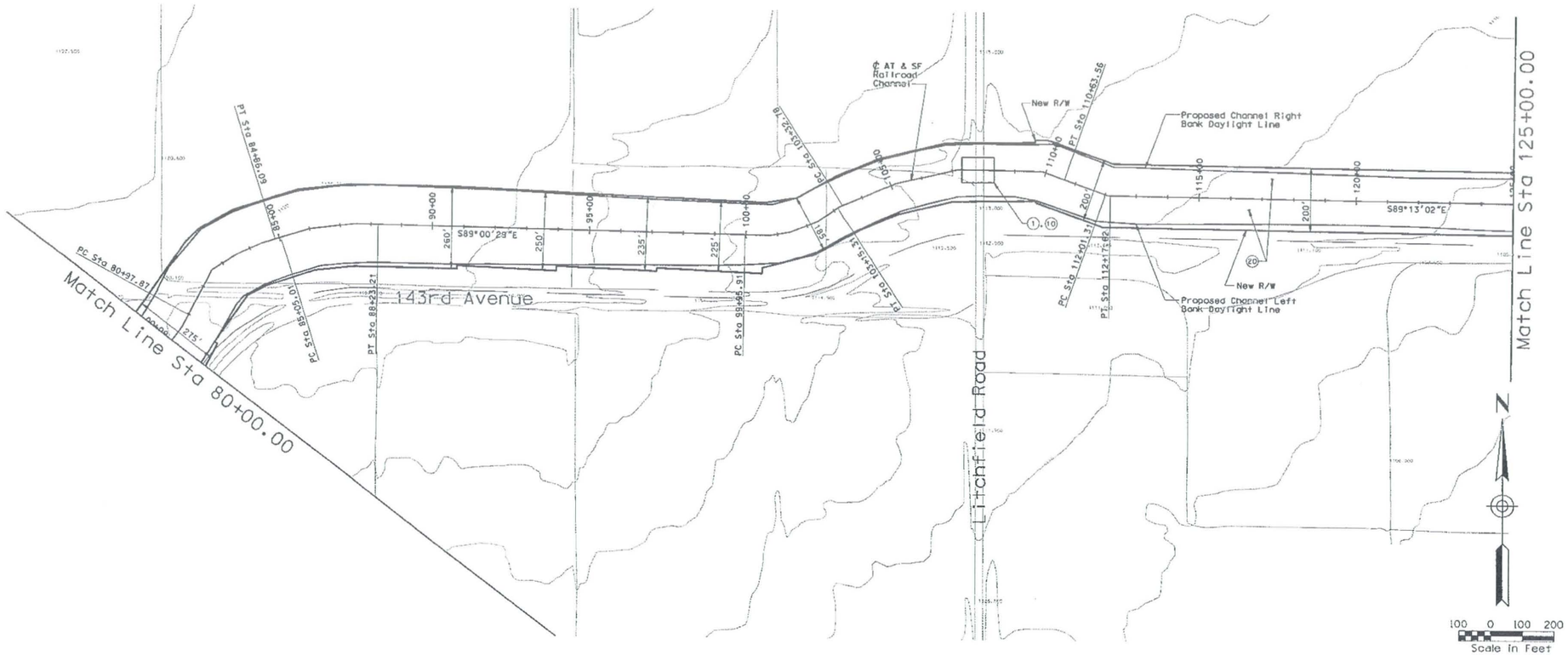

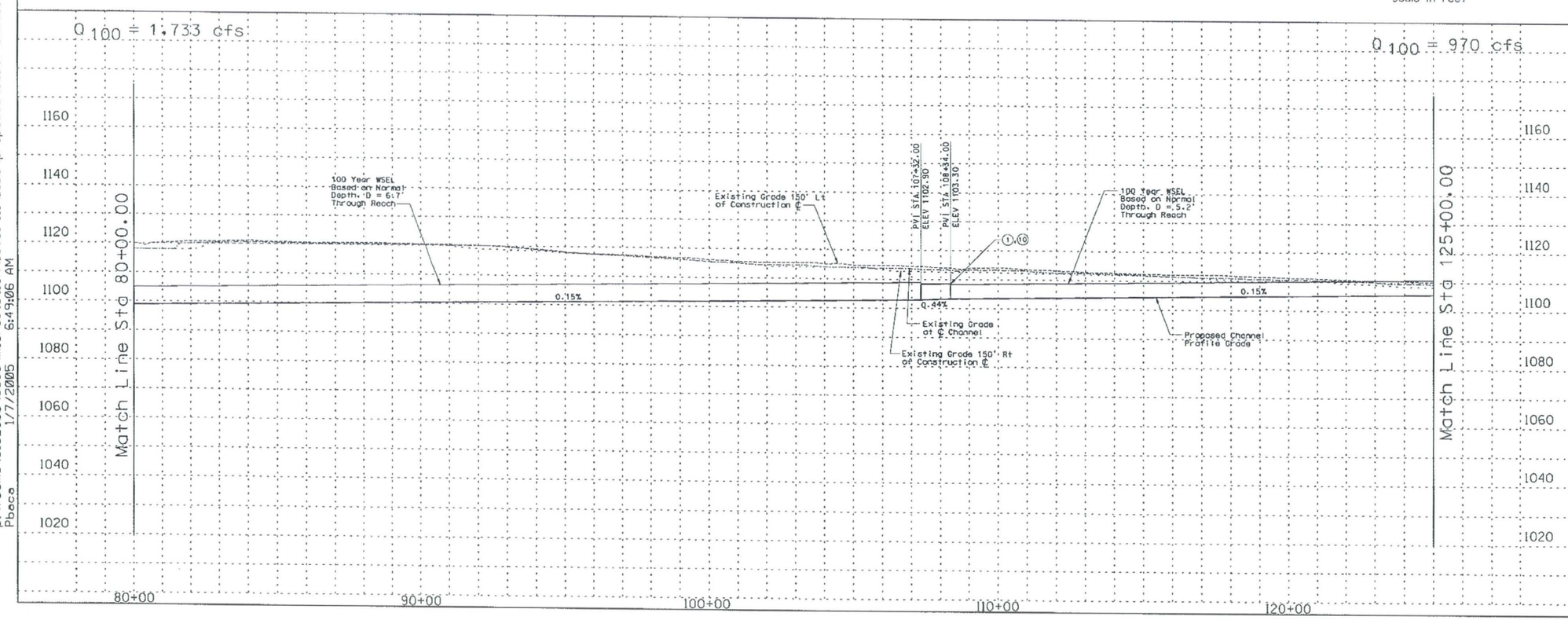

REMOVE

CONSTRUCT

STA 80+00.00 TO STA 125+00.00. CONSTRUCT 4500.00 LIN. FT EARTH CHANNEL

STA 80+00.00 TO STA 125+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 80+00.00 TO STA 125+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 8 BARREL 10' x 4' RCB

(10) INSTALL 6' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF RAILROAD CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 80+00.00 TO 125+00.00	SHEET AT3

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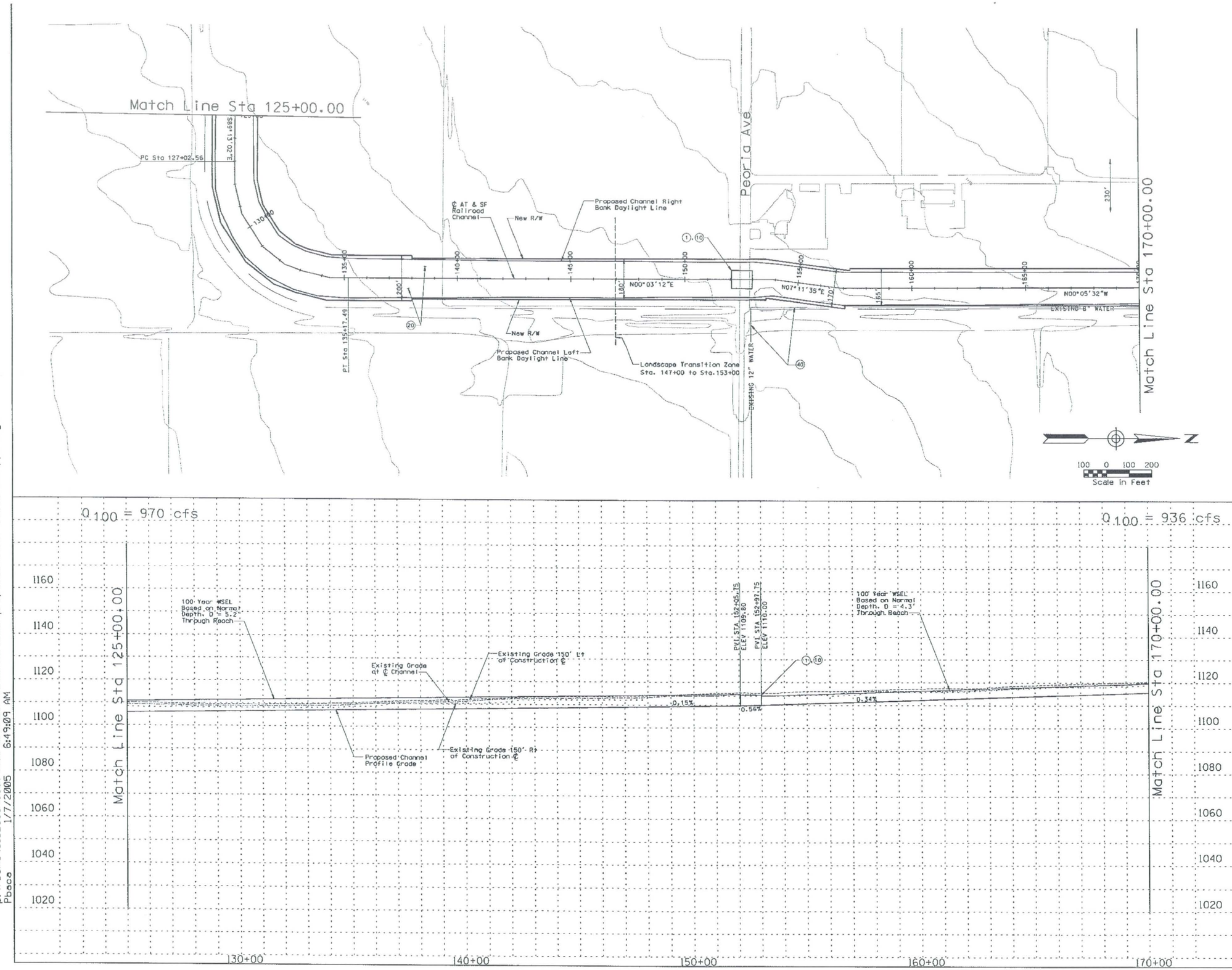

REMOVE

CONSTRUCT

STA 125+00.00 TO STA 170+00.00. CONSTRUCT 4500.00 LIN. FT EARTH CHANNEL

STA 125+00.00 TO STA 170+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 125+00.00 TO STA 170+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 7 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE WATER

GENERAL NOTES:
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF RAILROAD CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO.	PLAN AND PROFILE SHEET STA. 125+00.00 TO 170+00.00	SHEET AT4

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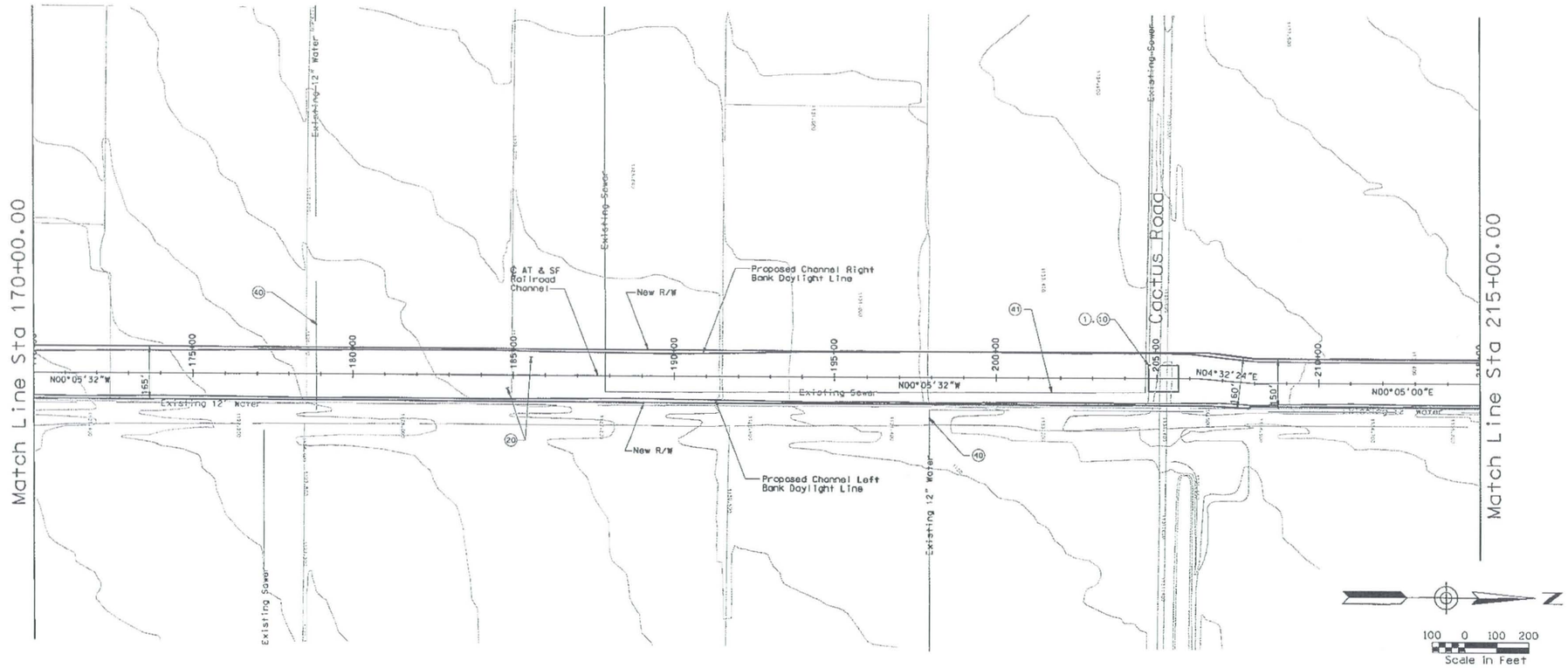

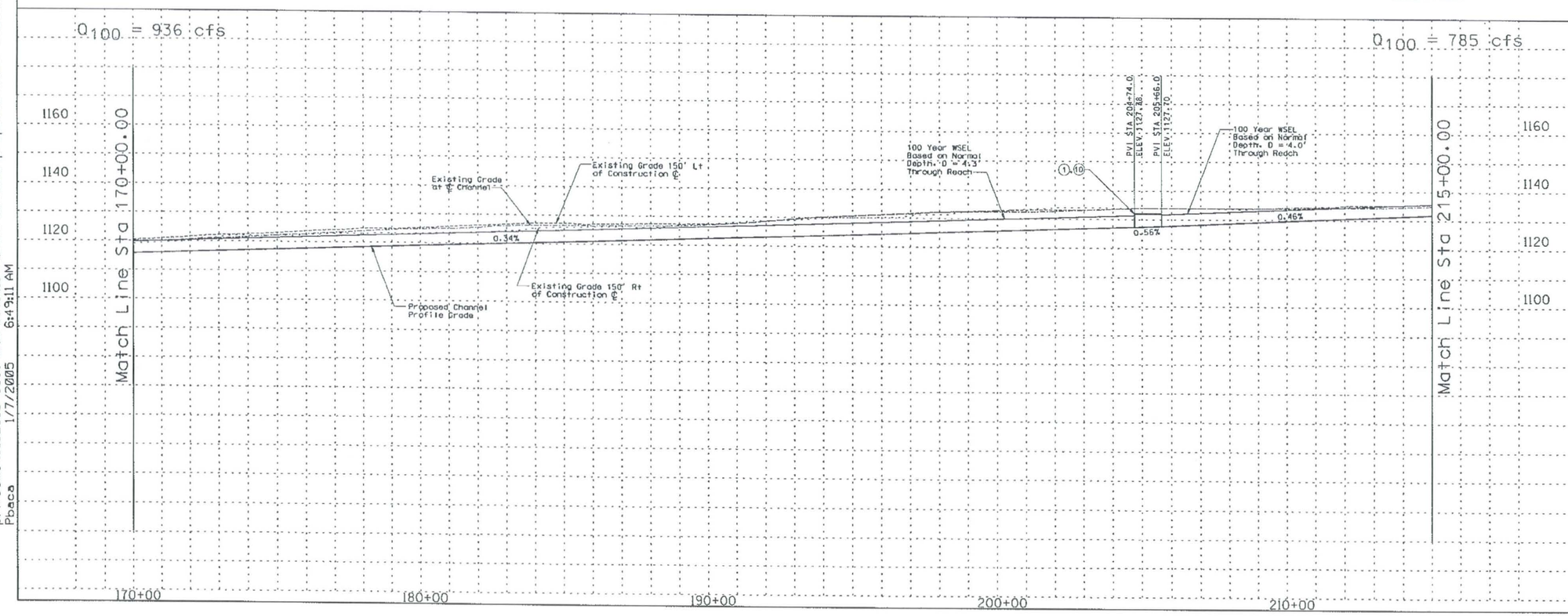

☐ REMOVE ☐

○ CONSTRUCT ○

STA 170+00.00 TO STA 215+00.00, CONSTRUCT 4500.00 LIN. FT EARTH CHANNEL

STA 170+00.00 TO STA 215+00.00, PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 170+00.00 TO STA 215+00.00, CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 6 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE WATER LINE

(41) RELOCATE SEWER LINE

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF RAILROAD CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 170+00.00 TO 215+00.00	SHEET AT5

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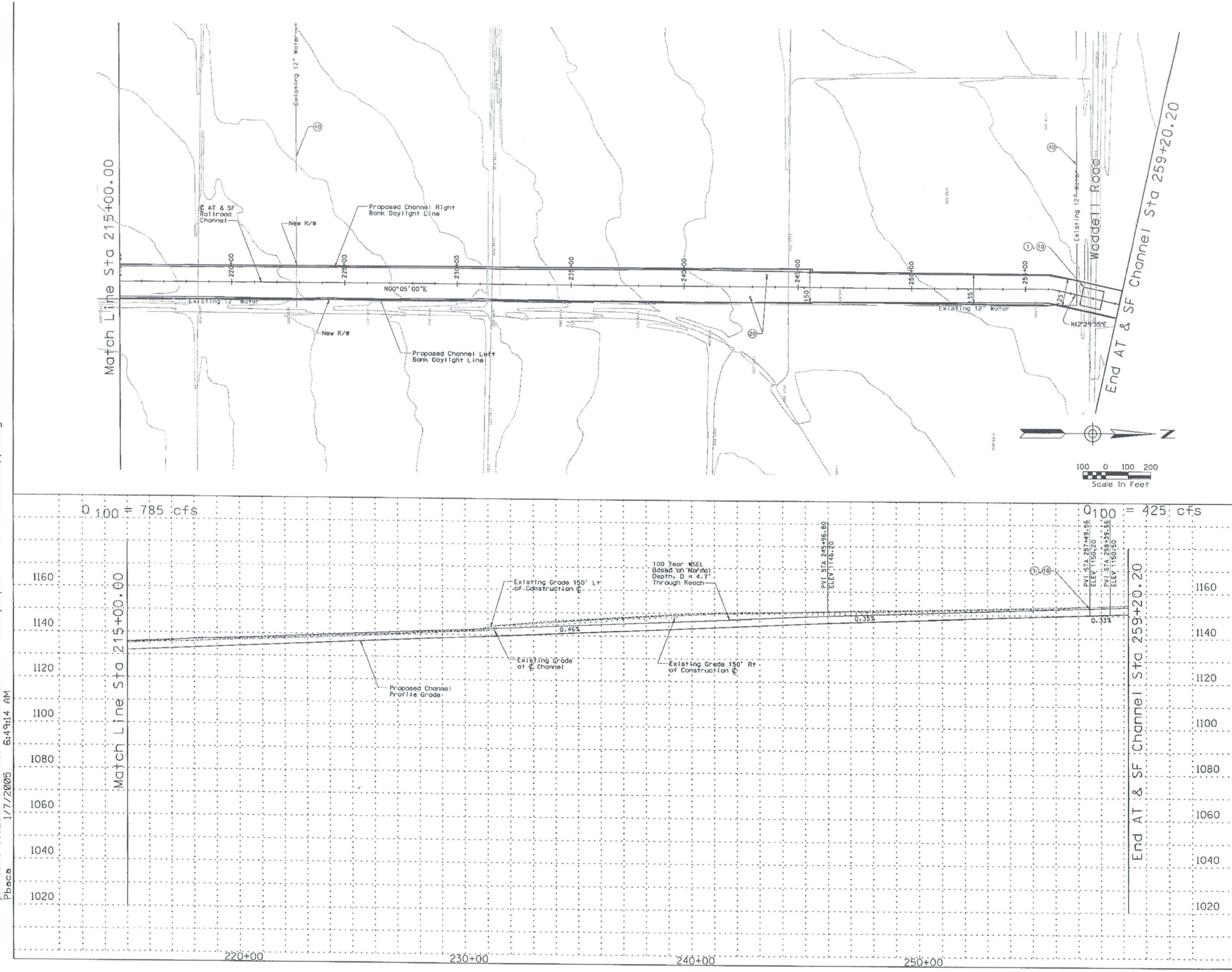

REMOVE

CONSTRUCT

STA 215+00.00 TO STA 259+20.20. CONSTRUCT 4420.20 LIN. FT EARTH CHANNEL

STA 215+00.00 TO STA 259+20.20. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 215+00.00 TO STA 259+20.20. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 3 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE WATER LINE

GENERAL NOTES:
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF RAILROAD CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 215+00.00 TO 259+20.20	SHEET AT6

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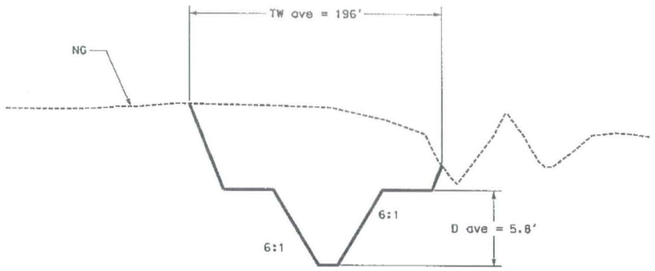
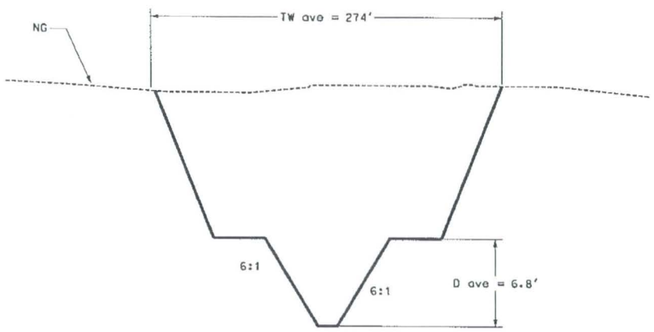
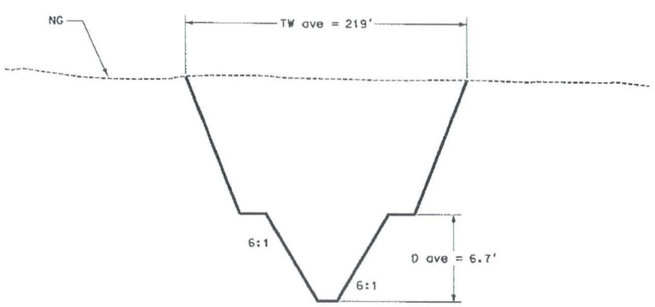


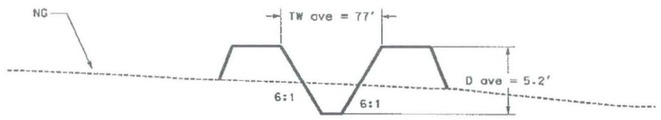
Sta 0+00.00 - Sta 54+61.43



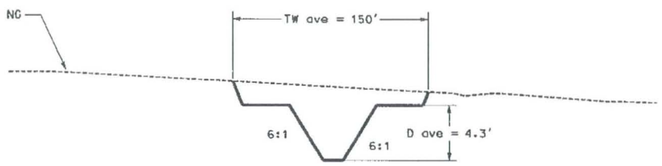
Sta 55+51.43 - Sta 80+00.00



Sta 80+00.00 - Sta 107+87.92



Sta 108+77.92 - Sta 152+51.75



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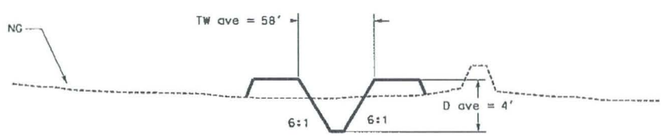
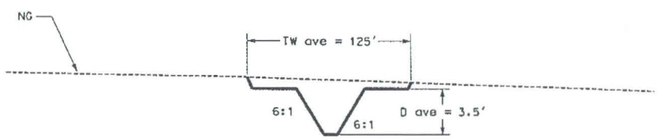


Sta 205+14.88 - Sta 245+00.00



Sta 245+00.00 - Sta 259+14.05

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Scale in Feet

REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF CHANNEL
CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

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AT&SF Channel Detention Basin

GENERAL DESCRIPTION

The AT&SF Detention Basin is an earthern-lined basin with a bottom elevation of 1097.5 feet and a top elevation of 1111.5 feet for a depth of fourteen feet. The volume of the detention basin is calculated to be 142.7 acre-feet. Total acres of the basin are calculated to be 16.7 acres.

CHANNEL LOCATION

The AT&SF Detention Basin is located adjacent to the AT&SF drainage channel from Station 59+00 to Station 70+00. This location is in the northwest corner of the Olive Avenue and 143rd Avenue traffic intersection.

APPLICATION

The AT&SF Channel Detention Basin would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002. In addition, a railway theme should be introduced throughout the basin to reinforce the adjacent rail line.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the adjacent rail line.

SPECIFIC AREAS OF BASIN

- The basin should transition into the AT&SF channel between Stations 59+00 and 70+00 with plantings and earth contouring

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$1.07 M	17.6 acres	($1.40/SF)
Total Cost	**$1.07 M**		
FCDMC Funding	$0.64 M		
Additional Funding	$0.43 M		

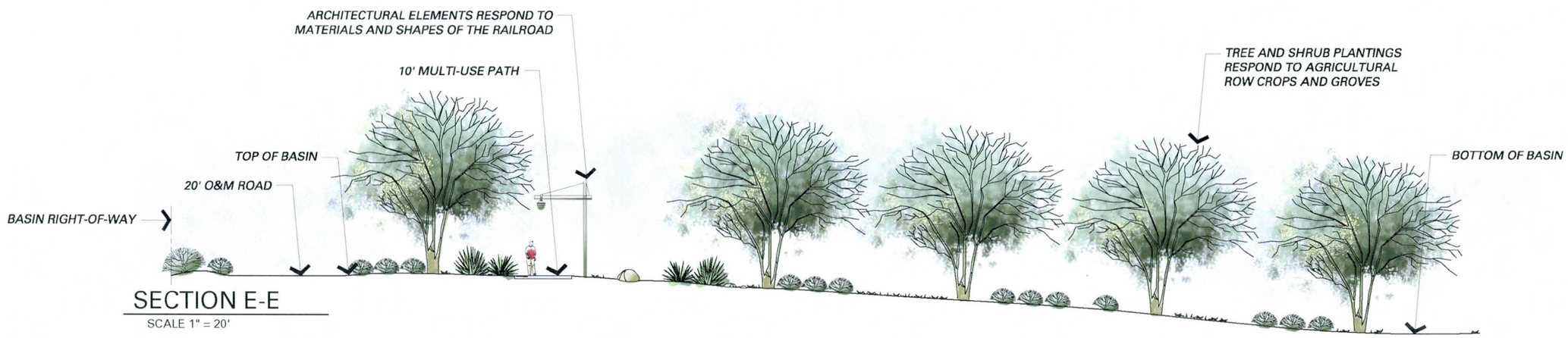
Agricultural Theme With Recreational Interest

AT&SF Channel Detention Basin

STA. 59+00 to STA. 70+00

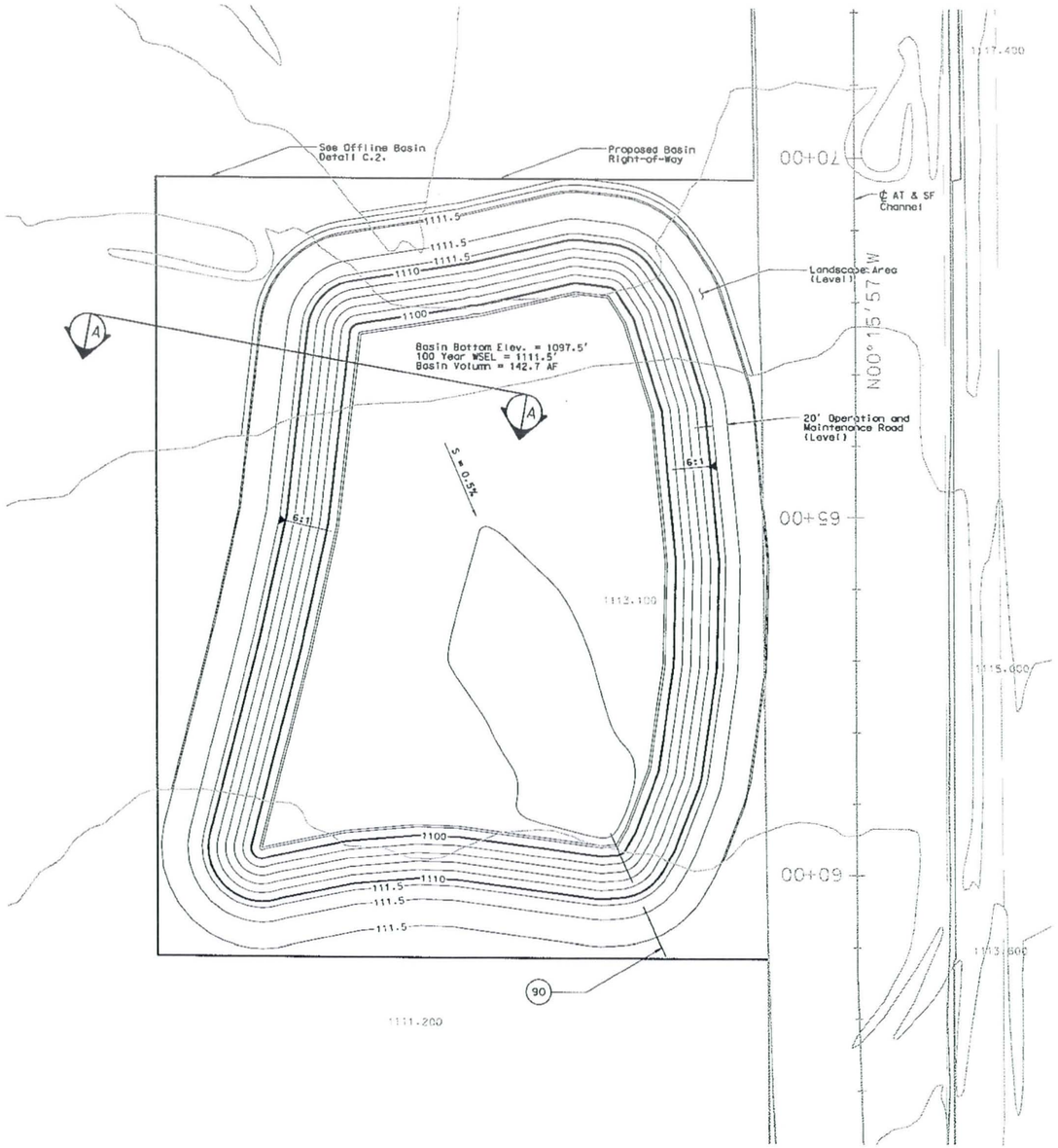
PLAN

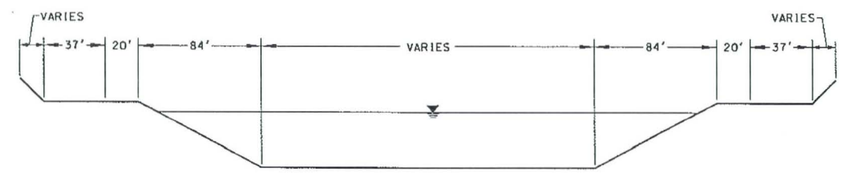
SCALE 1" = 200'



SECTION E-E

SCALE 1" = 20'





TYPICAL SECTION A-A
NOT TO SCALE

REMOVE

CONSTRUCT

(90) INSTALL 42" LOW FLOW POST STORM DRAIN.
1832 LF AT S = 0.2%.
DAYLIGHT IN AT & SF CHANNEL AT STA 42+55.60

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

AT & SF CHANNEL DETENTION BASIN
PLAN & SECTION

N

50 0 50 100
Scale in Feet

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | AT & SF CHANNEL BASIN PLAN | SHEET OF

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GENERAL DESCRIPTION

The Reems Channel is an earthern-lined channel beginning approximately 2,800 feet south of Olive Avenue and ending approximately 1,400 feet north of Waddell Road for a total length of approximately 3.8 miles. The channel right-of-way varies in width from 190' at Olive Avenue to 220' at various locations throughout the channel. The depth of the channel varies from 4.2 feet to 5.3 feet.

CHANNEL LOCATION

The Reems Channel alignment is located on the west side of the Reems Road and parallels the roadway.

APPLICATION

The Reems Channel passes through two landscape themes as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002. The two landscape themes identified for this channel include Urban and Agriculture.

The Agricultural Landscape Theme begins at the beginning of the channel south of Olive Avenue and ends at Peoria Avenue. The Urban Landscape Theme would be applied from Peoria Avenue to the end of the channel north of Waddell Road.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the east side of the channel
  - 20' wide meandering all weather surface O&M road located on the west side of the channel
  - Access points to/from adjacent communities/neighborhoods on both sides of the channel
  - Undulating berms of varying heights and slopes

- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and meander back and forth throughout the right-of-way.

- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.

- **Channel Bottom Area:** The channel bottom located within the Agricultural Landscape Theme should be relatively flat to reflect the topography of agricultural fields. The channel bottom ground plane should be decomposed granite.

  The channel bottom located within the Urban Landscape Theme will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.

- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The planting and surface treatments should respond to the identified landscape themes.

  Geometric fields of crops, often planted in perpendicular rows, as well as trees planted in windbreaks and orchards characterize the agricultural landscape. The landscape design for this theme should be consistent with these types of layouts. Decomposed granite would be applied to the ground plane. Turf areas are not envisioned to be located within the limits of the agricultural landscape.

  The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.

- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, and outlets should be designed to blend into the agricultural or urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  Drop structures are located throughout the length of the channel. These structures should be designed to be irregular in shape within the areas identified with an Agricultural Landscape Theme and more formal/structured in the urban areas. Regardless of its location the drop structures should be designed to potentially provide a secondary use.

  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the nearby developments, both in material selection, form, and placement. Potential materials would include brick, stucco, masonry, tile, wood, etc. Colors chosen should compliment the nearby developments.

  Examples would include a ramada structure within the urban zone that adopts a Spanish-contemporary style from a nearby housing development or signage located within the agriculture zone that incorporates such materials and forms as farm equipment, fence posts, etc.

- **Transition Zone:** A Transition zone between the Agricultural Landscape Theme and Urban Landscape Theme should be developed between Station 37+00 to Station 47+00 and Station 70+00 to Station 80+00. Landscape patterns, textures, and shapes should blend and transition within these identified zones.

SPECIFIC AREAS OF CHANNEL:

- **Crossing of major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.

- **Connection to adjacent developments:** Access to and from adjacent developments need to be considered during the layout of the multi-use path. Elements found at these connection points might include ramada structures, seating, signage, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

- **Connection to adjacent basin:** The North Reems Road Basin is located adjacent to the channel from approximately Station 40+50 to Station 57+00. The landscape treatment applied to this stretch should be seamless between the channel and basin.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

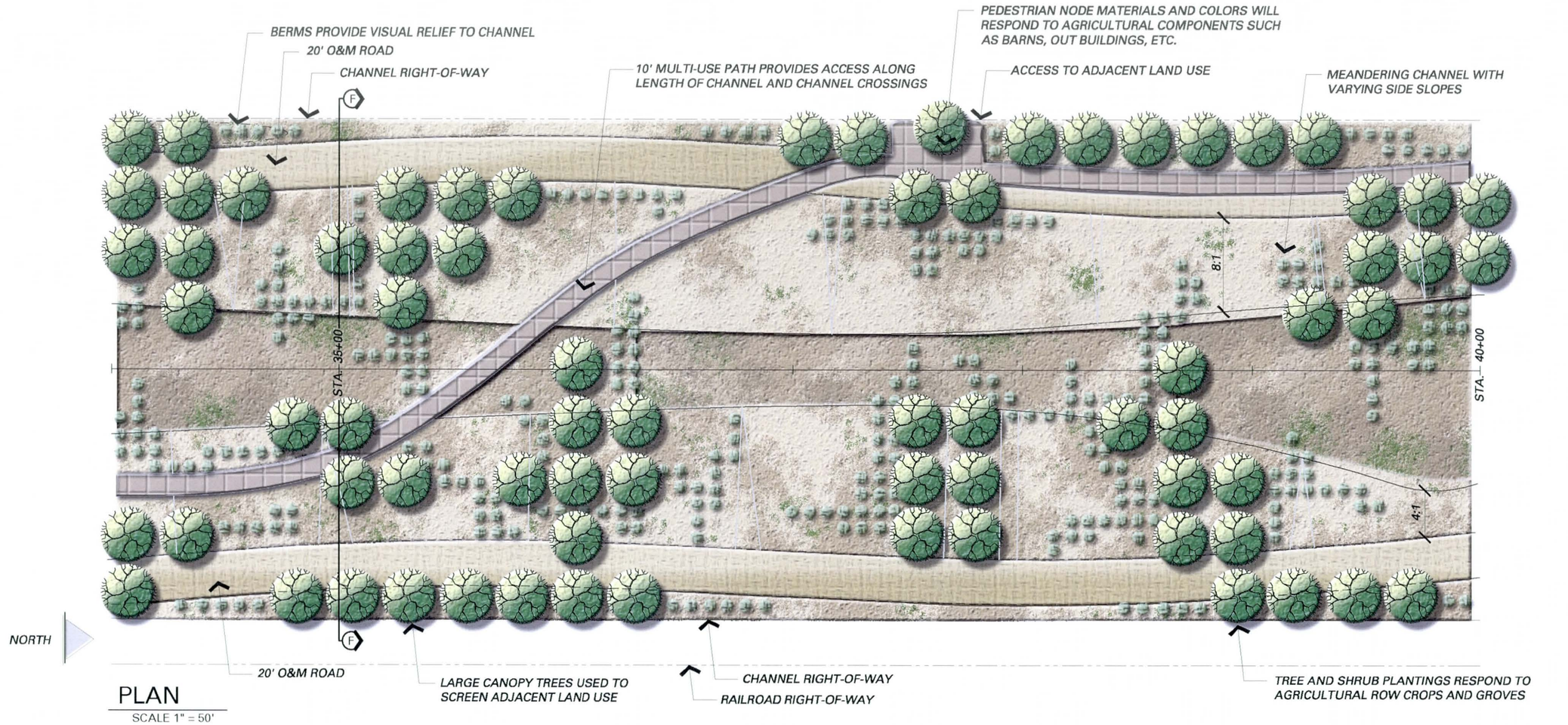
Agricultural Theme	$2.04 M	33.5 acres	($1.40/SF)
Urban Theme	$3.39 M	50.3 acres	($1.55/SF)
Total Cost	**$5.43 M**		
FCDMC Funding	$3.26 M		
Additional Funding	$2.17 M		

Agricultural Theme

Channel Width = 220'

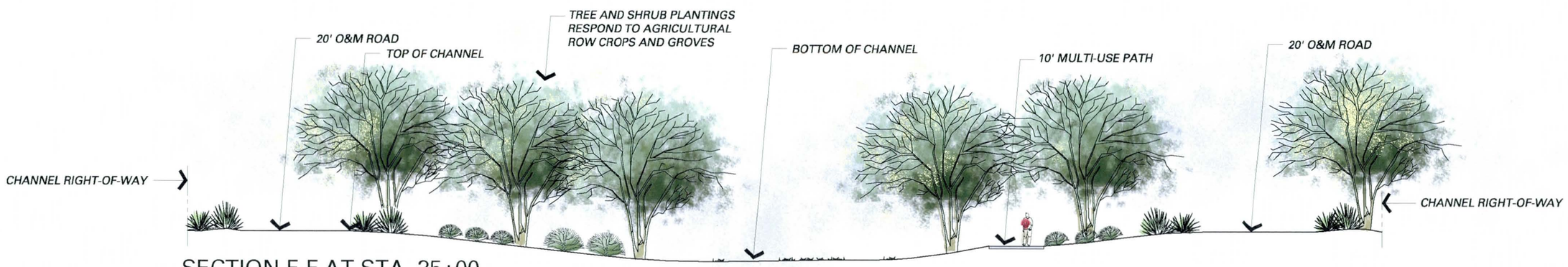
Reems Road Channel

STA. 34+00 to STA. 40+00



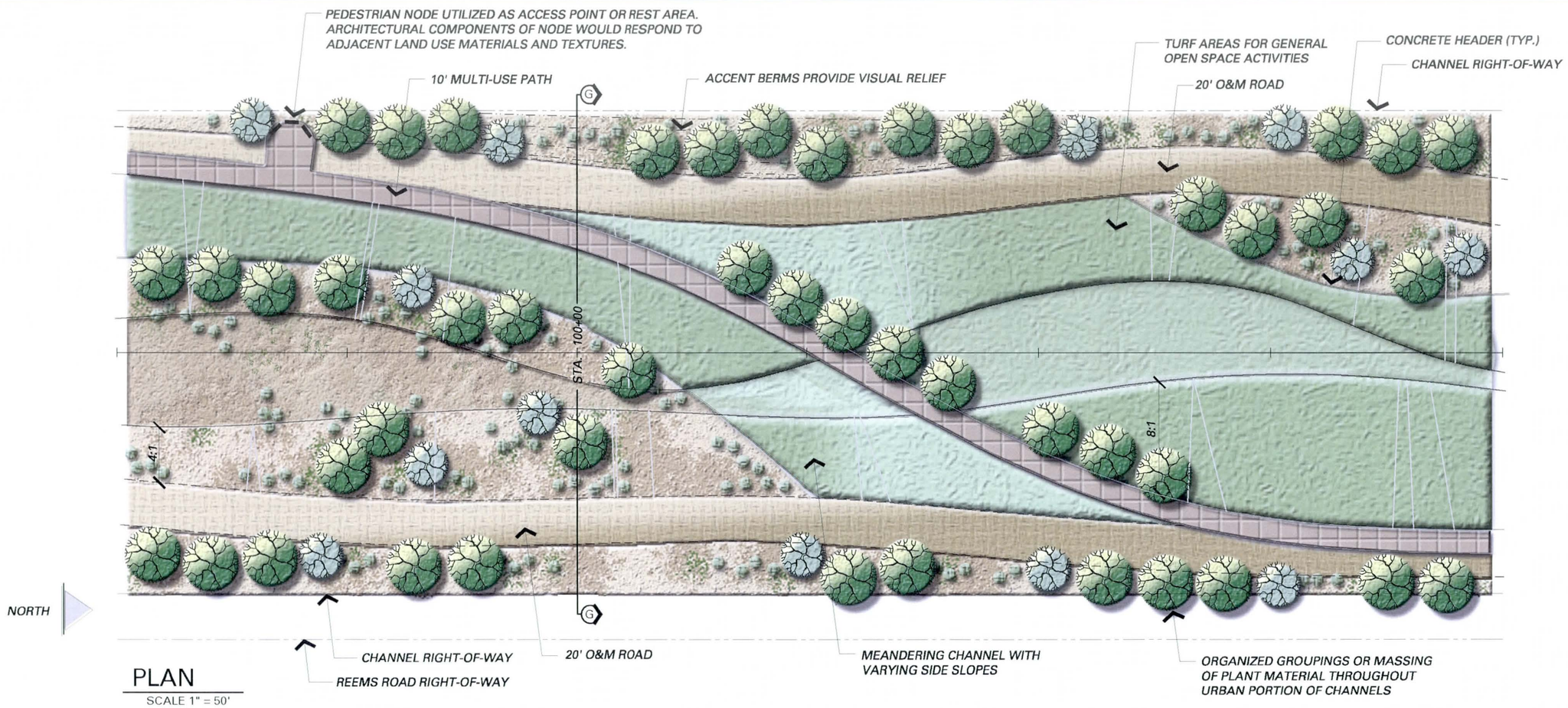
PLAN

SCALE 1" = 50'



SECTION F-F AT STA. 35+00

SCALE 1" = 20'



PLAN

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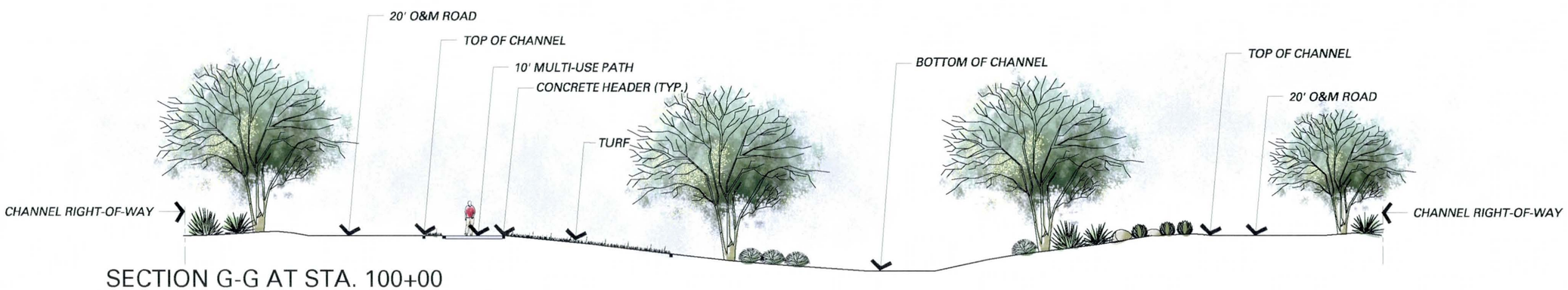
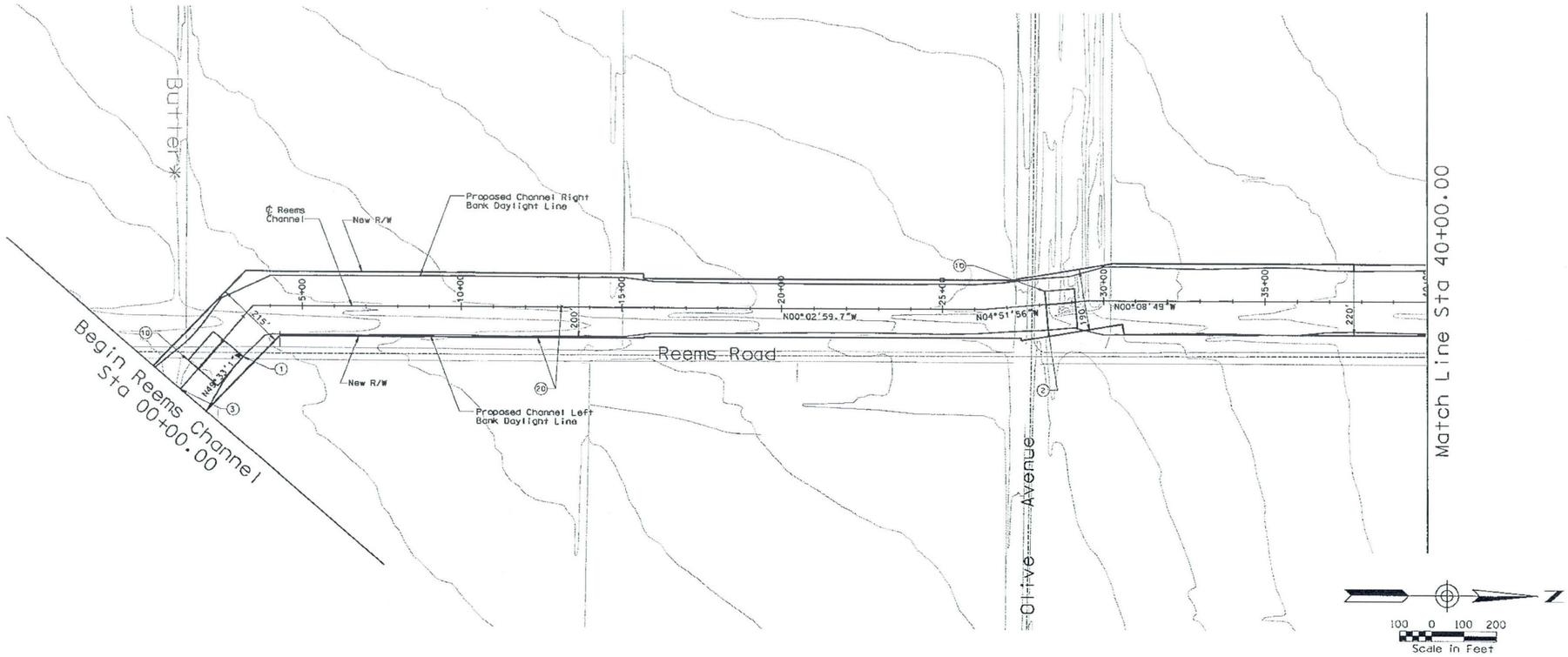
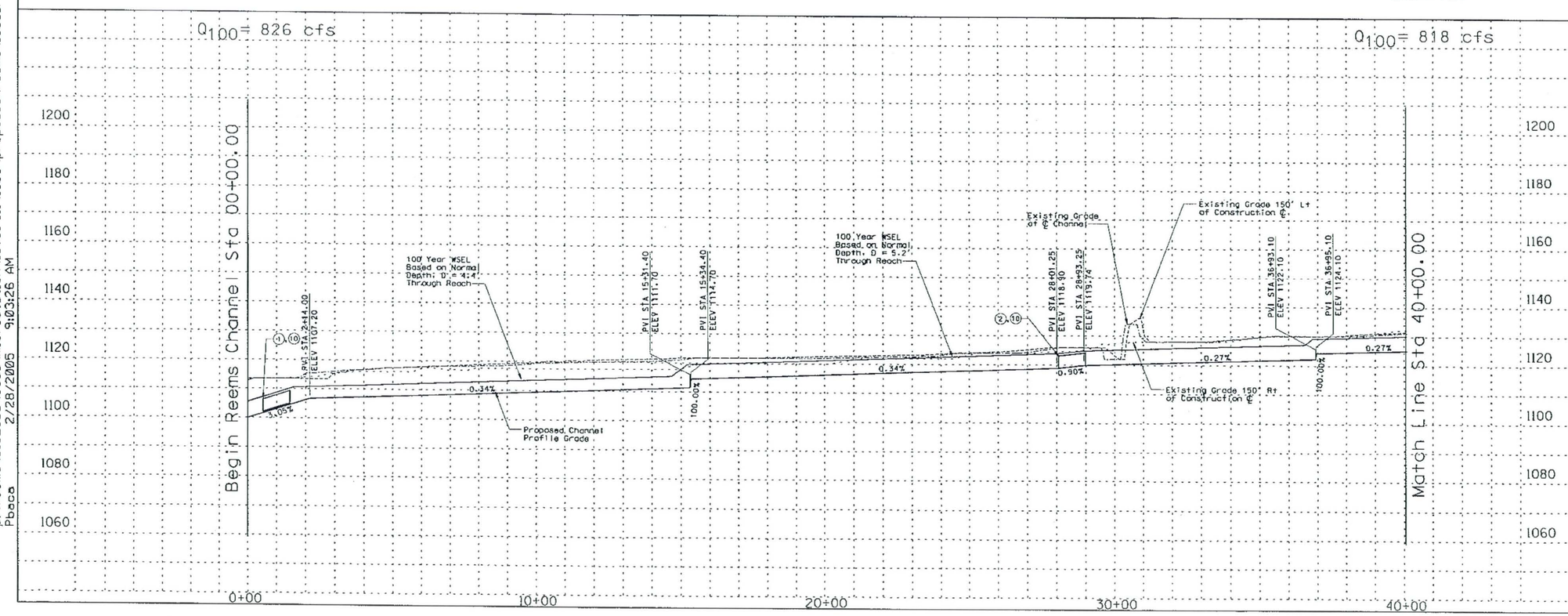


SECTION G-G AT STA. 100+00

SCALE 1" = 20'





REMOVE

CONSTRUCT

STA 00+00.00 TO STA 40+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 40+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 00+00.00 TO STA 40+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 5 BARREL 10' x 4' RCB

(2) INSTALL 6 BARREL 10' x 5' RCB

(3) CHANNEL OUTFALL AT EXISTING FALCON DUNES GOLF COURSE/DETENTION BASIN

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
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THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

REEMS CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 40+00.00	SHEET RM1

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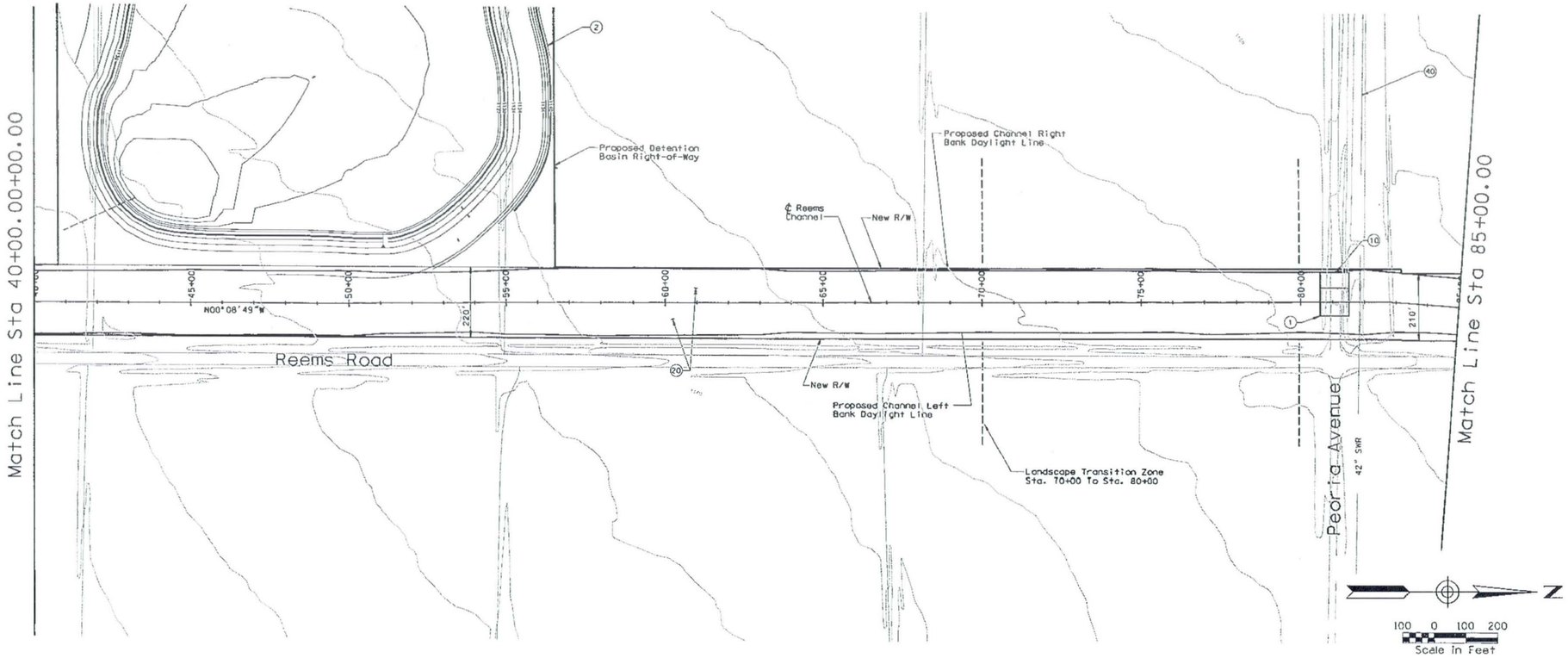

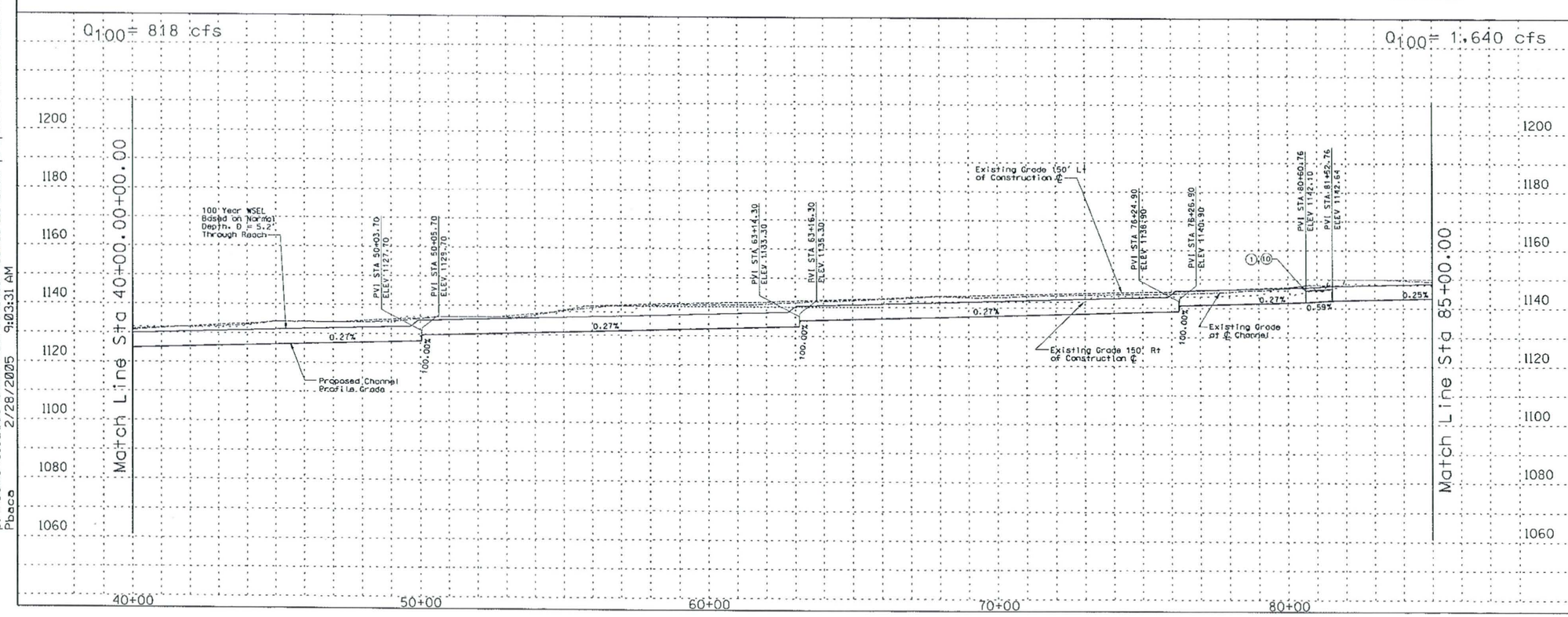

REMOVE

CONSTRUCT

STA 40+00.00 TO STA 85+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 40+00.00 TO STA 85+00.00, PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 40+00.00 TO STA 85+00.00, CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 9 BARREL 10' x 5' RCB

(2) CONSTRUCT 142.7 AF OFF-LINE DETENTION BASIN/PARK SEE GENERAL NOTES BELOW FOR DETAILS

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE SEWER

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

REEMS CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 40+00.00 TO 85+00.00	SHEET RM2

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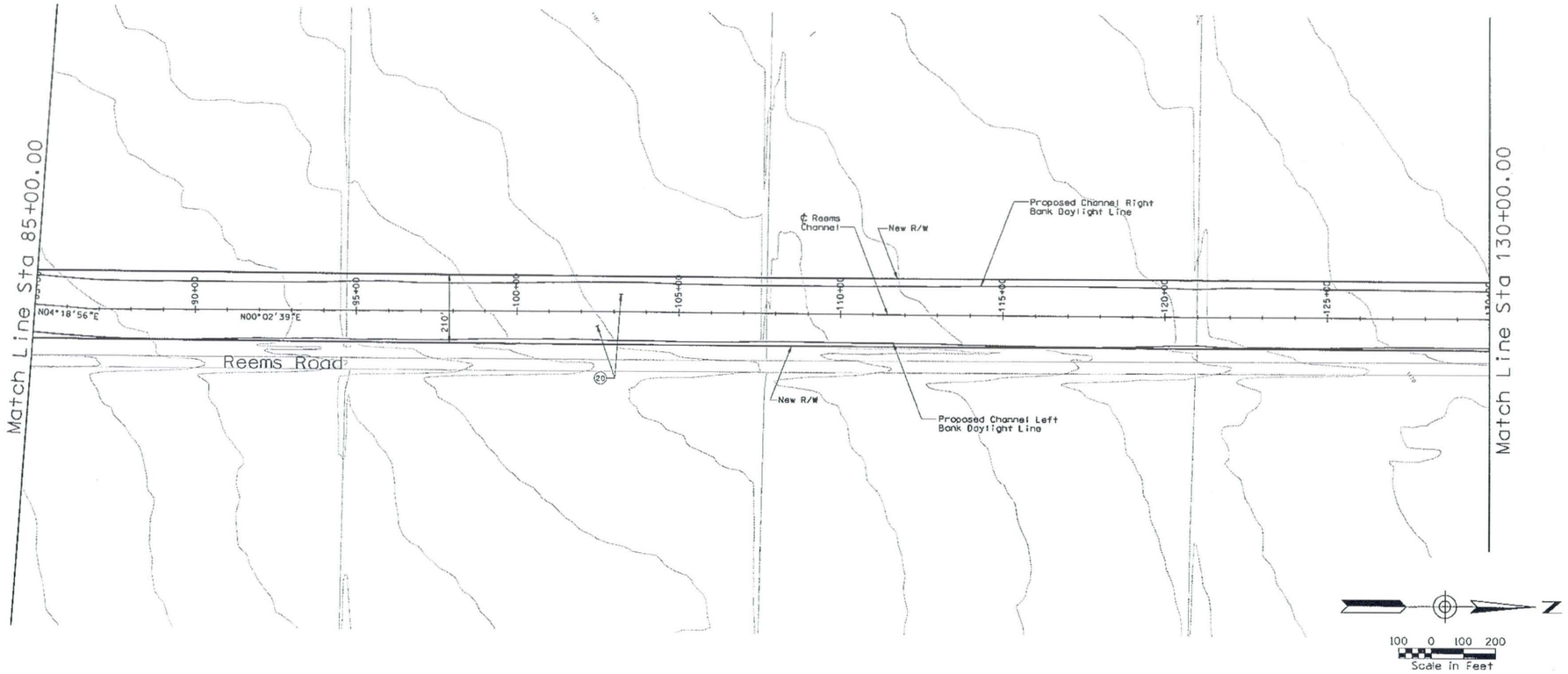

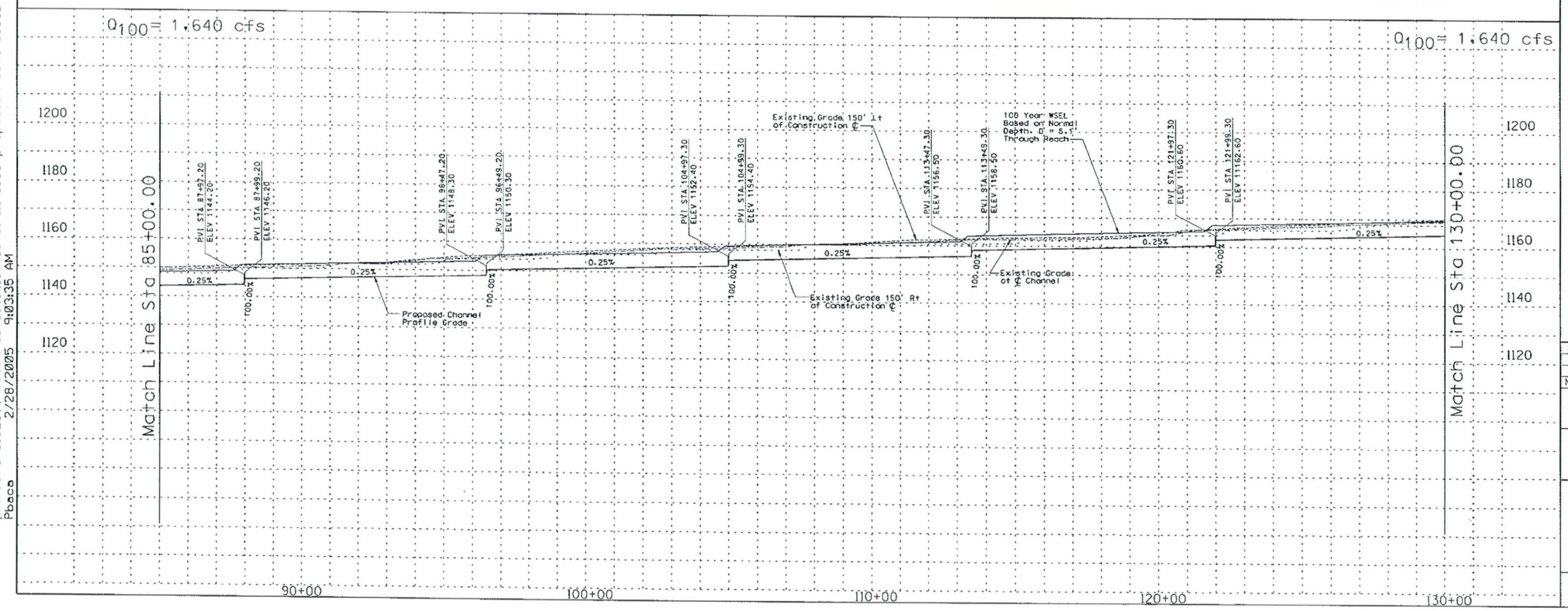

REMOVE

CONSTRUCT

STA 85+00.00 TO STA 130+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 85+00.00 TO STA 130+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 85+00.00 TO STA 130+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

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THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

REEMS CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 85+00.00 TO 130+00.00	SHEET RM3

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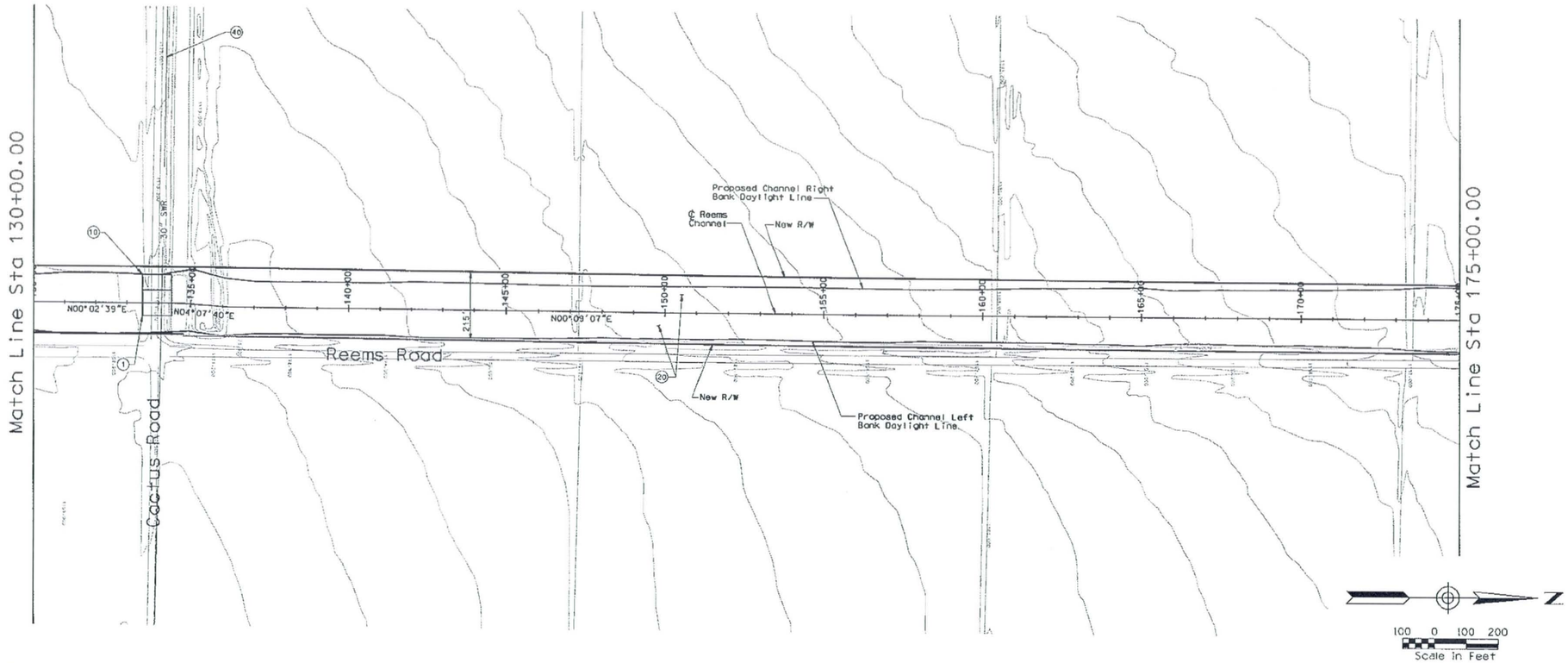

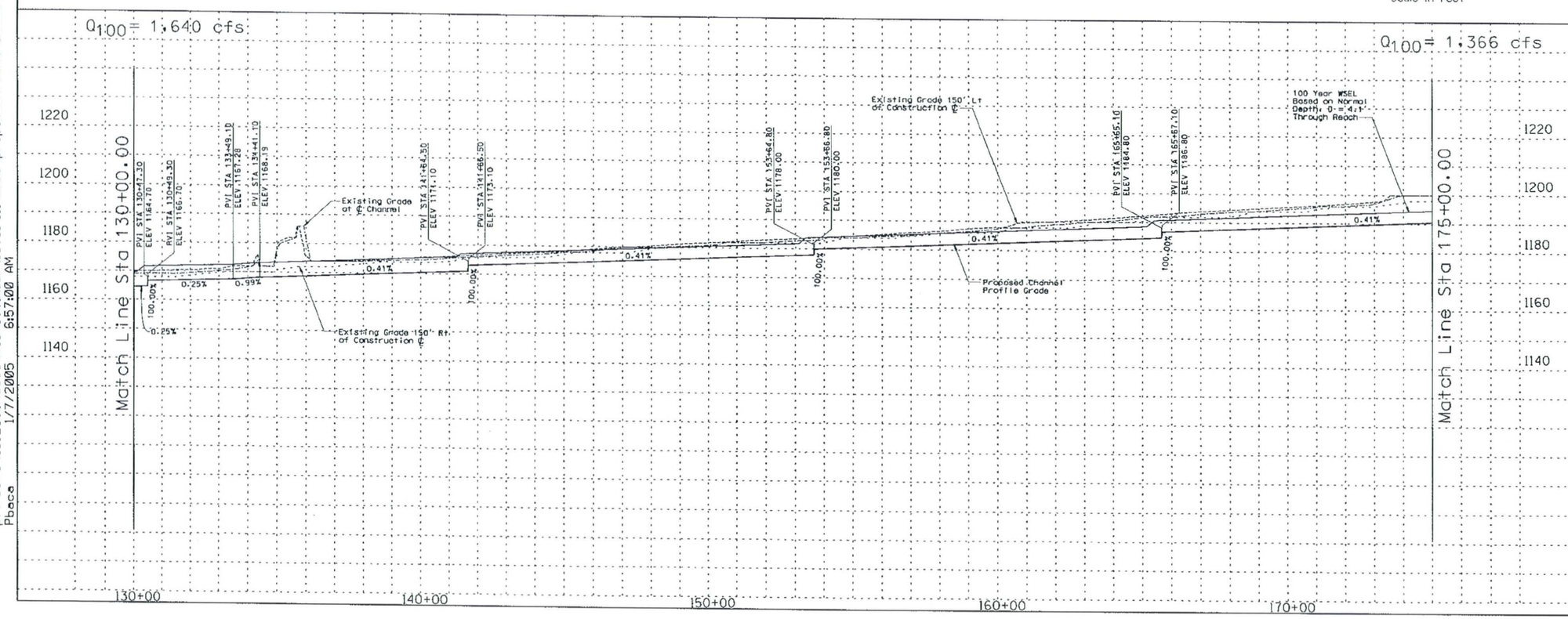

REMOVE

CONSTRUCT

STA 130+00.00 TO STA 175+00.00. CONSTRUCT 4500.00 LIN. FT EARTH CHANNEL

STA 130+00.00 TO STA 175+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 130+00.00 TO STA 175+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(1) INSTALL 7 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE SEWER

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

REEMS CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 130+00.00 TO 175+00.00	SHEET RM4

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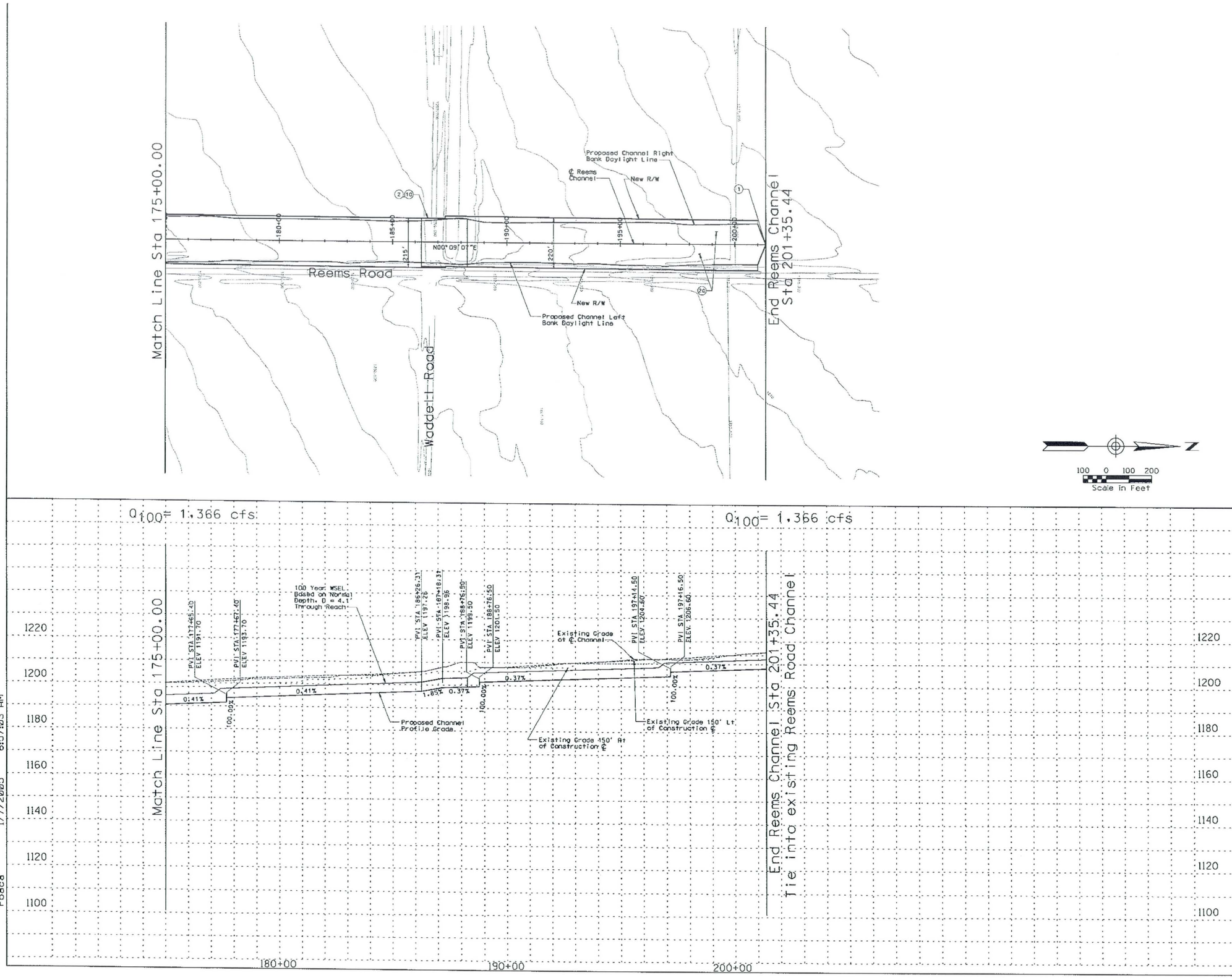

REMOVE

CONSTRUCT

STA 175+00.00 TO STA 201+35.44. CONSTRUCT 2635.44 LIN. FT EARTH CHANNEL

STA 175+00.00 TO STA 201+35.44. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 175+00.00 TO STA 201+35.44. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) TIE INTO EXISTING UPSTREAM CHANNEL OUTLET BY OTHERS.

(2) INSTALL 7 BARREL 10' X 4' RCB

(10) INSTALL 8' X 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
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REEMS CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 175+00.00 TO 201+35.44	SHEET RM5

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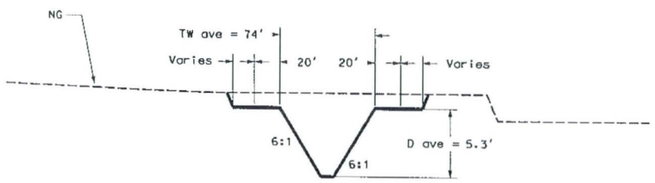

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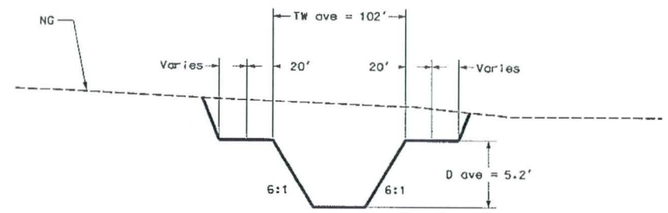

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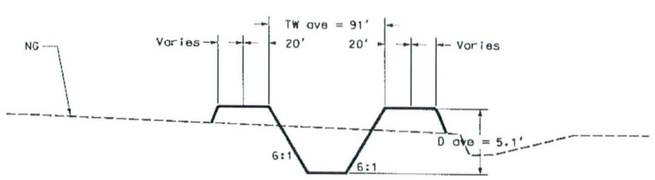

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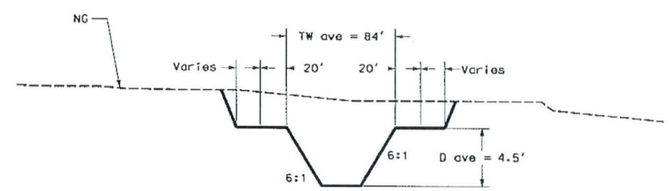

Sta 136+87.10 - Sta 201+35.44

REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

REEMS CHANNEL
CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

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Reems Road Channel Detention Basin

GENERAL DESCRIPTION

The Reems Channel Detention Basin is an earthern-lined basin with a bottom elevation of 1127 feet and a top elevation of 1134 feet for a depth of seven feet. The volume of the detention basin is calculated to be 165 acre-feet. Total acres of the basin is calculated to be 33.2 acres.

CHANNEL LOCATION

The Reems Channel Detention Basin is located adjacent to the Reems Channel from approximately Station 41+00 to Station 56+00. This location is approximately one-half mile south of Peoria Avenue on the west side of Reems Road.

APPLICATION

The Reems Channel Detention Basin would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

A secondary Aircraft Theme should be introduced into the basin to reinforce its proximity to Luke Air Force Base.

DESIGN CRITERIA

- **Overbank Area Treatments**: A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes

- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.

- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.

- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.

- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.

- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

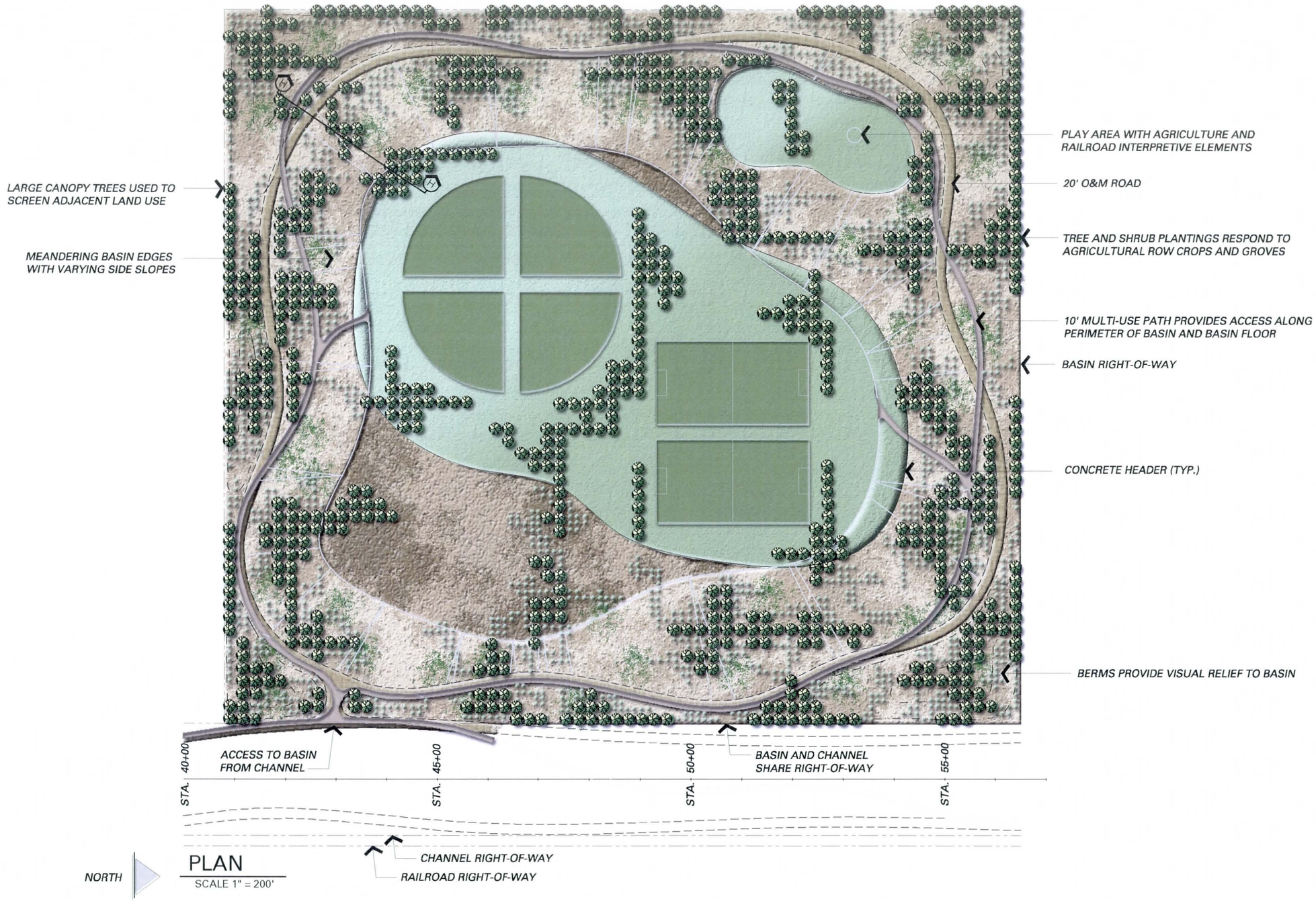
  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the nearby Luke Air Force Base.

SPECIFIC AREAS OF BASIN

- The Basin should transition into the Reems Road channel between Stations 41+00 and 56+00 with plantings and earth contouring.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$2.56 M	41.9 acres	($1.40/SF)
Total Cost	**$2.56 M**		
FCDMC Funding	$1.54 M		
Additional Funding	$1.02 M		



PLAN
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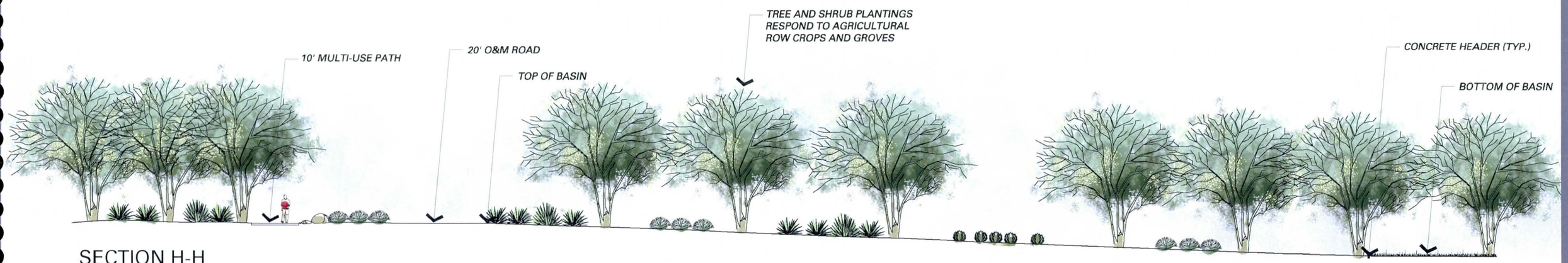

SECTION H-H

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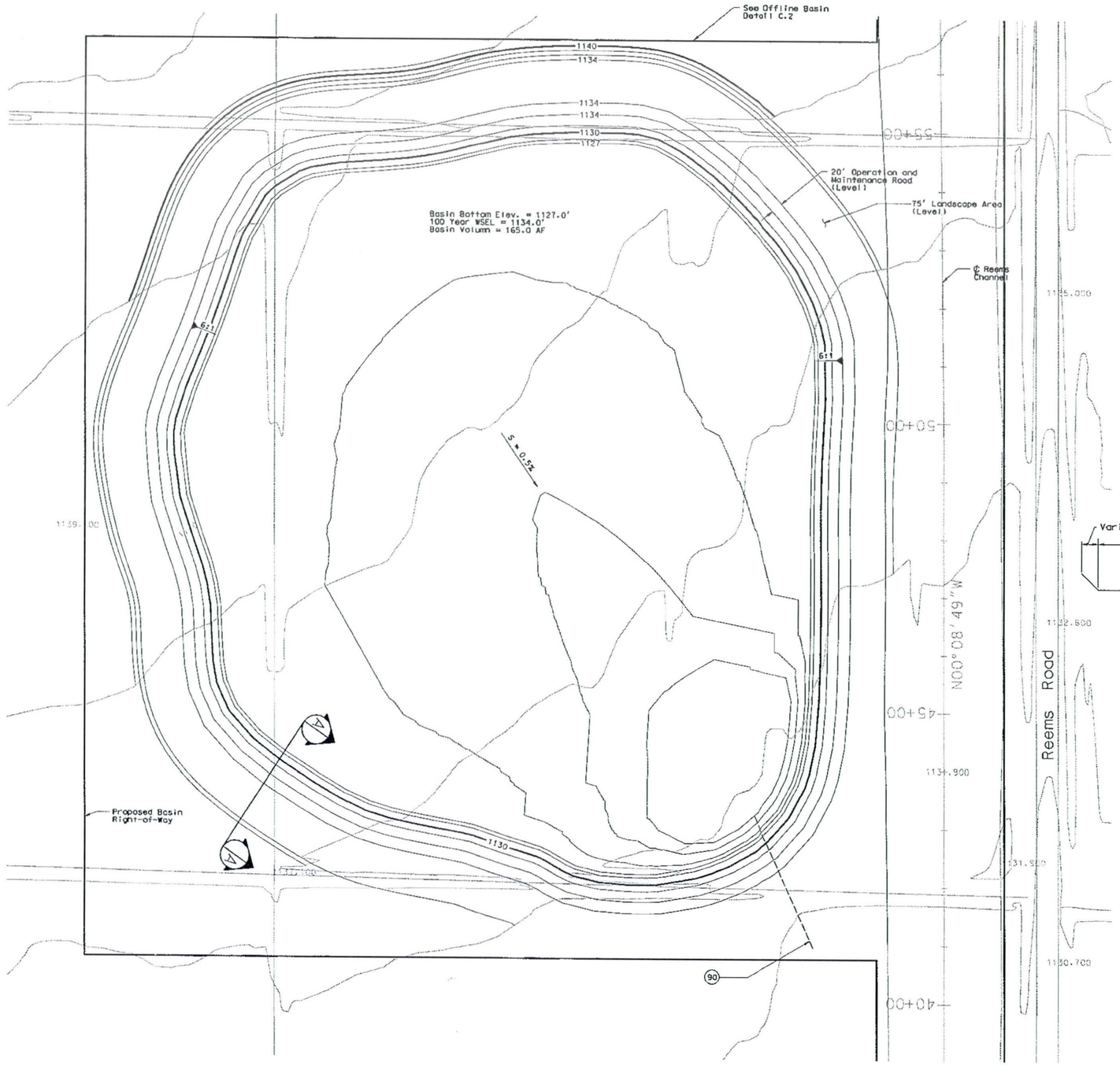
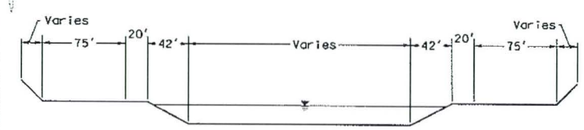
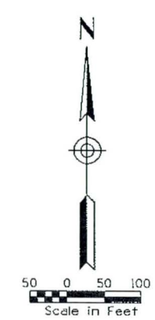




TYPICAL SECTION A-A

NOT TO SCALE



REMOVE

CONSTRUCT

(90) INSTALL 42" LOW FLOW POST STORM DRAIN.
1449 LF AT S = 0.16%.
DAYLIGHT IN REEMS CHANNEL AT STA 28+93.25.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

REEMS CHANNEL DETENTION BASIN
PLAN & SECTION

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | REEMS CHANNEL BASIN PLAN | SHEET OF

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GENERAL DESCRIPTION

The I-10 East Channel begins approximately 1,500 feet east of Bullard Avenue and ends approximately 1,778 feet west of Bullard Avenue for a total length of approximately 0.62 miles. The channel right-of-way varies in width from 220' at the east end of the channel to 170' at the west end of the channel. The depth of the channel varies from 3.8 feet to 4.5 feet.

CHANNEL LOCATION

The I-10 East Channel is located on the north side of I-10 and is adjacent to the roadway.

APPLICATION

The I-10 East Channel would have a landscape theme described as Urban/Commercial in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the north side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent commercial developments on the north side of the channel
  - Undulating berms of varying heights and slopes with tree and shrub plantings
- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and meander back and forth throughout the right-of-way.
- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban/Commercial Landscape Theme is very similar to the Urban Landscape Theme. The main difference is in the density of plantings. The commercial landscape theme would consist of a lower density of plant material than that found in the Urban Landscape Theme.

  A typical plant palette that includes native species as well as selected exotic or imported plant materials characterizes the Urban Landscape Theme. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the Urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, etc. should be influenced by the surrounding developments, both in material selection, form, and placement.

SPECIFIC AREAS OF CHANNEL

- Connection and crossing at Bullard Wash.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Urban/Commercial	$1.03 M	15.8 acres	($1.50/SF)
Total Cost	**$1.03 M**		
FCDMC Funding	$0.62 M		
Additional Funding	$0.41 M		

Urban/Commercial Theme

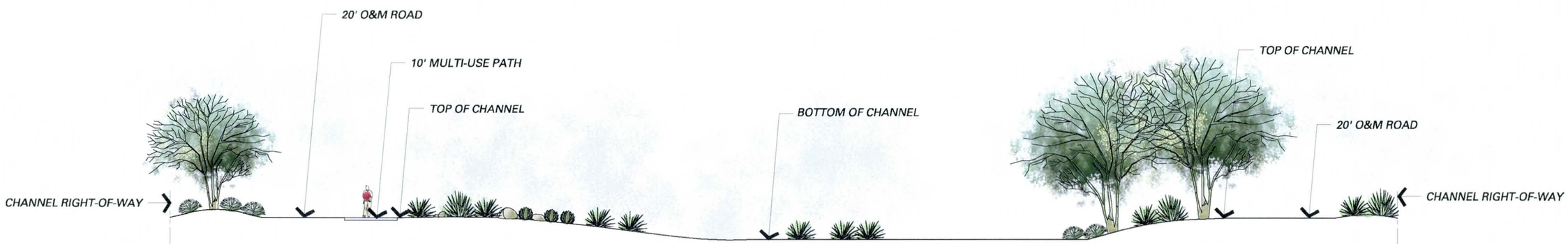
Channel Width = 220'

I-10 East Channel

STA. 4+00 to STA. 10+00

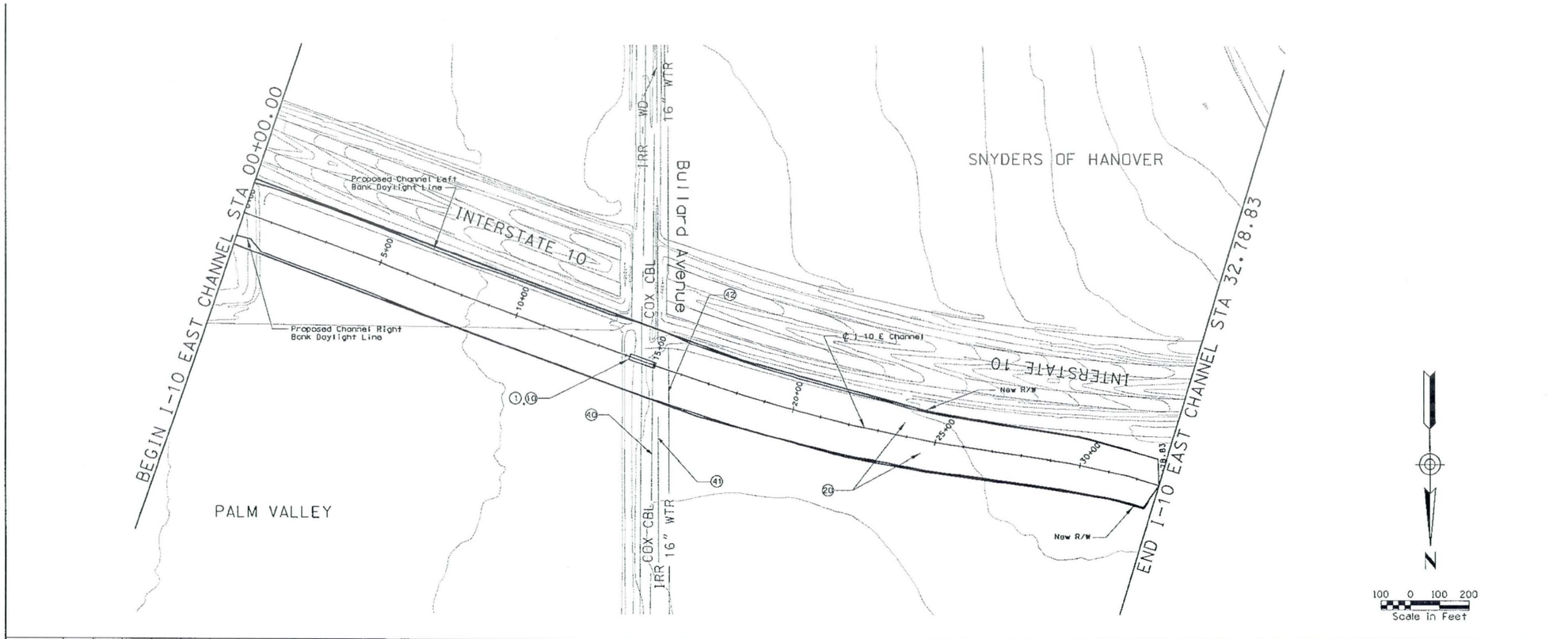
PLAN

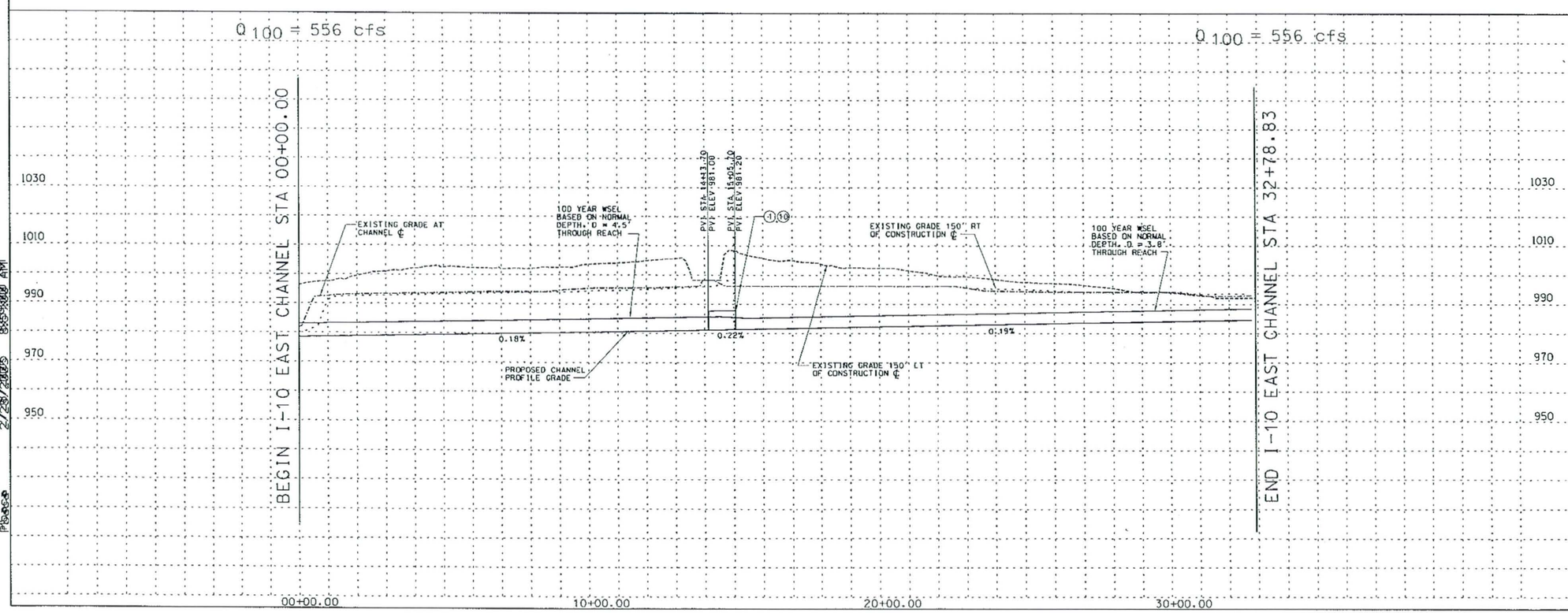
SCALE 1" = 50'



SECTION I-I AT STA. 5+00

SCALE 1" = 20'





☐ REMOVE

○ CONSTRUCT ○

STA 00+00.00 TO STA 32+78.83 CONSTRUCT 3278.83 LIN. FT CONCRETE CHANNEL

STA 00+00.00 TO STA 32+78.83. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) INSTALL 5 BARREL 10' X 4' RCB

(10) INSTALL 8' X 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RT & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE CABLE

(41) RELOCATE IRRIGATION

(42) RELOCATE WATER

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC, CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 EAST CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 00+00.00 TO 32+78.83	SHEET 10E1

I-10 Central Channel

GENERAL DESCRIPTION

The I-10 Central Channel begins approximately 2,500 feet east of Reems Road/Estrella Parkway and ends approximately 3,900 feet west of Reems Road for a total length of approximately 1.21 miles. The channel right-of-way varies in width from 74' at the east end of the channel to 115' at the west end of the channel. The depth of the channel varies from 2.3 feet to 3.3 feet.

CHANNEL LOCATION

The I-10 Central Channel is located on the north side of I-10 and is adjacent to the roadway.

APPLICATION

The I-10 Central Channel would have a landscape theme described as Urban/Commercial in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the north side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent commercial developments on the north side of the channel
  - Undulating berms of varying heights and slopes with tree and shrub plantings
- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and meander back and forth throughout the right-of-way.
- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban/Commercial Landscape Theme is very similar to the Urban Landscape Theme. The main difference is in the density of plantings. The commercial landscape theme would consist of a lower density of plant material than that found in the Urban Landscape Theme.

  A typical plant palette that includes native species as well as selected exotic or imported plant materials characterizes the Urban Landscape Theme. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

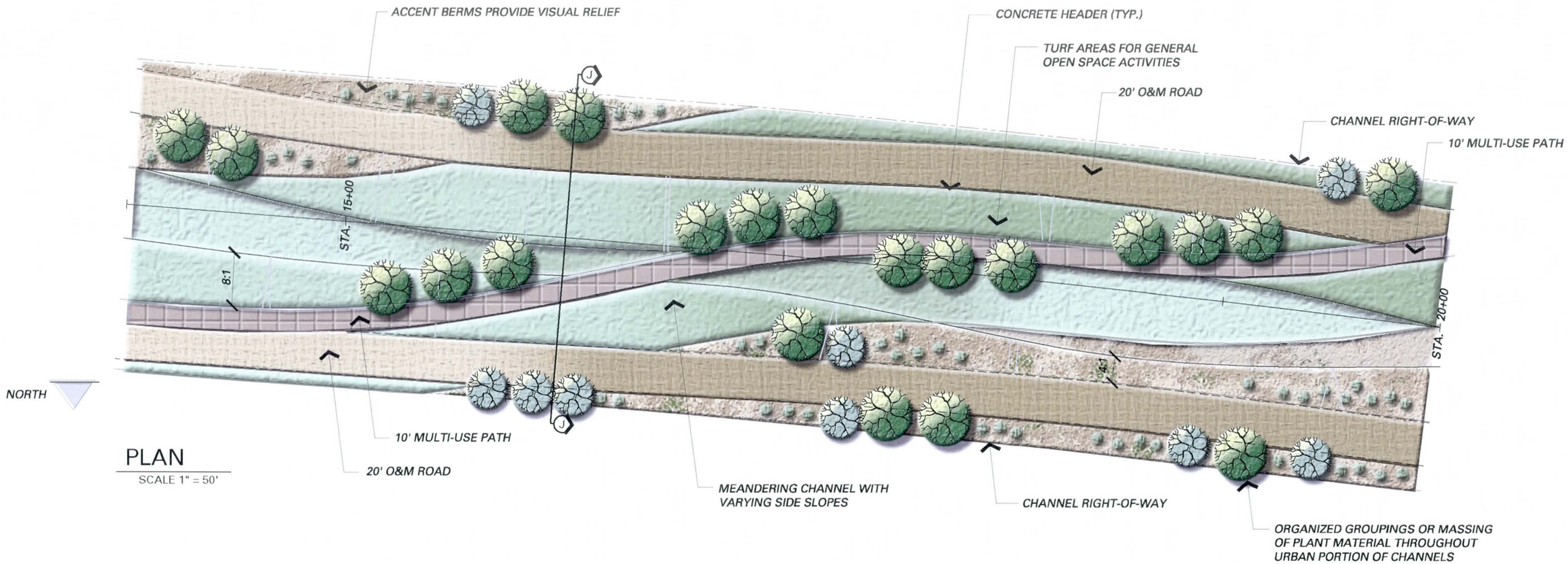
  The overall character of built features such as ramada structures, seat walls, etc. should be influenced by the surrounding developments, both in material selection, form, and placement.

SPECIFIC AREAS OF CHANNEL

- The development and aesthetic treatment of 8'x10' pedestrian crossing under Reems Road/Estrella Parkway.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Urban/Commercial	$1.06 M	16.2 acres	($1.50/SF)
Total Cost	**$1.06 M**		
FCDMC Funding	$0.64 M		
Additional Funding	$0.42 M		



PLAN
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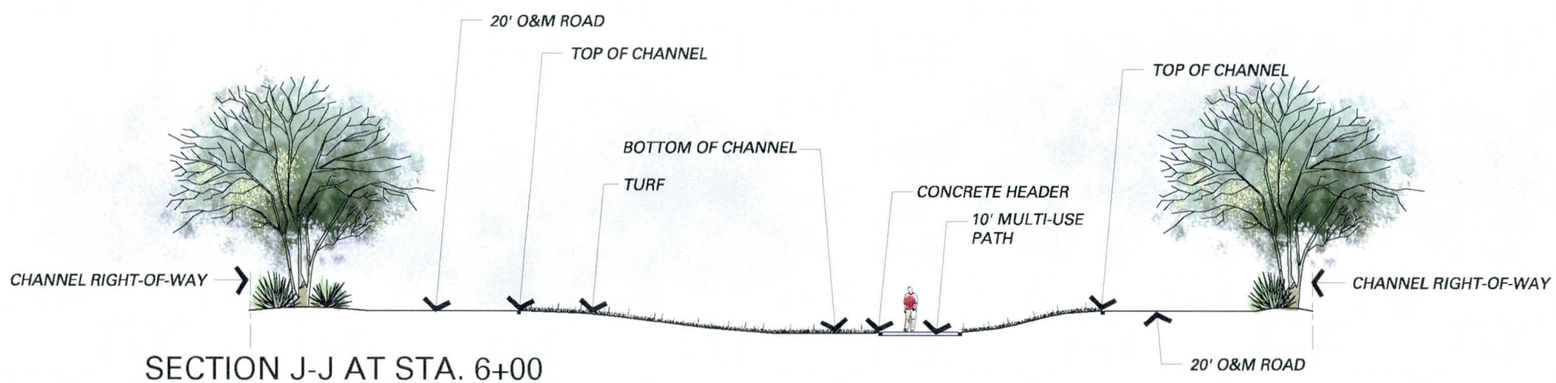

SECTION J-J AT STA. 6+00
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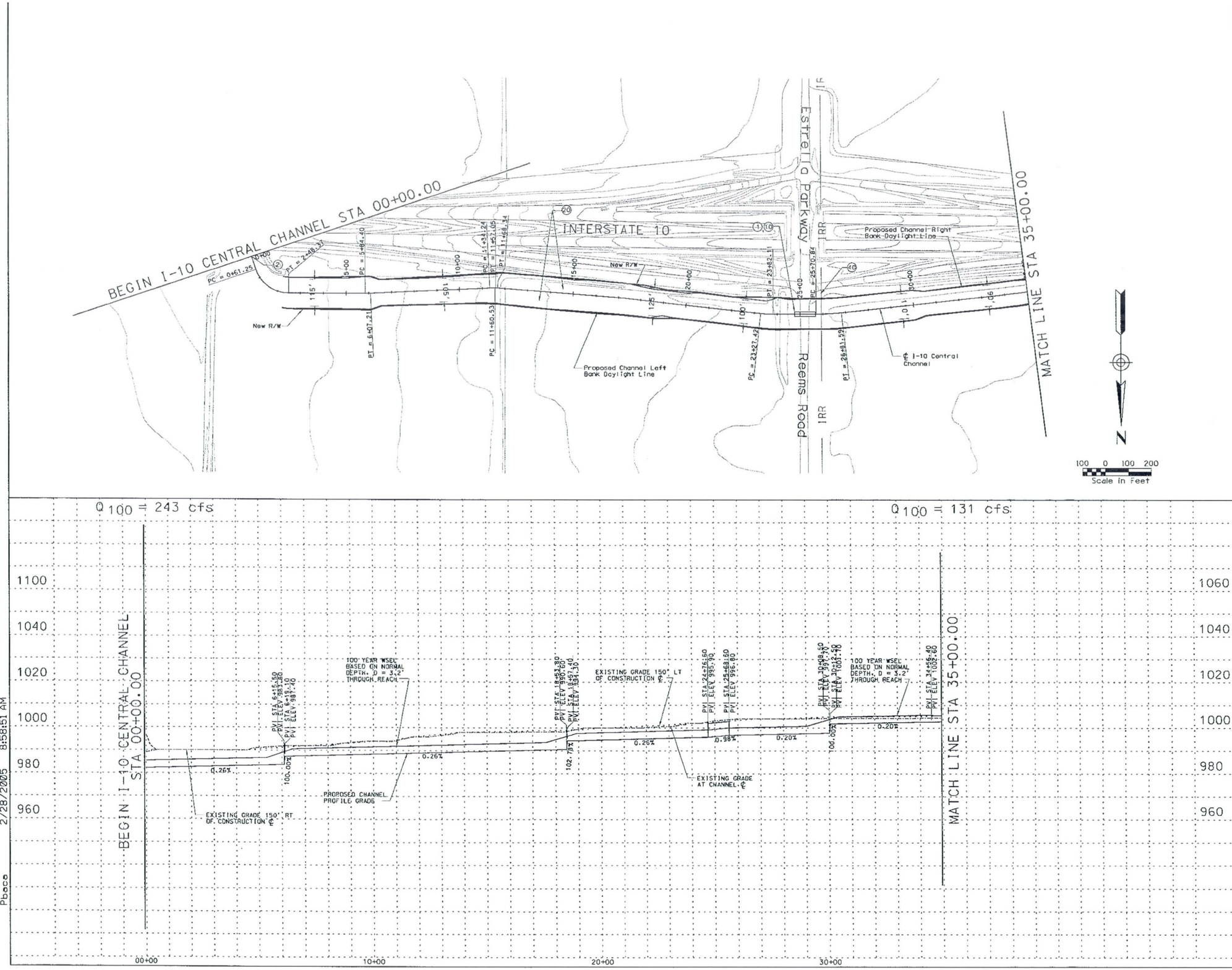

REMOVE

CONSTRUCT

STA 00+00.00 TO STA 35+00.00 CONSTRUCT 3500 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 35+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) INSTALL 4 BARREL 48" RCP

(2) CONFLUENCE WITH PROPOSED BULLARD WASH CHANNEL (BY OTHERS)

(10) INSTALL 8' X 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RT & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 CENTRAL CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 00+00.00 TO 35+00.00	SHEET 10C1

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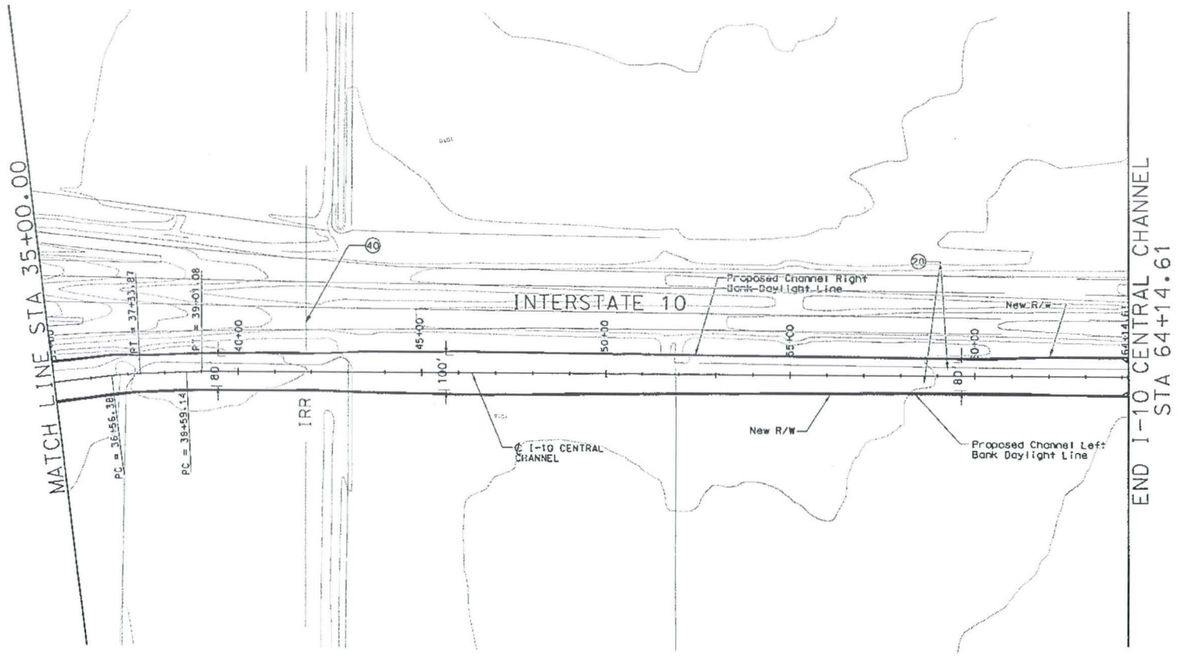

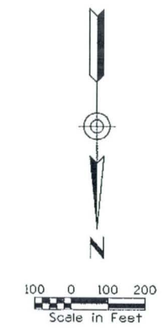

REMOVE

CONSTRUCT

STA 35+00.00 TO STA 64+14.61 CONSTRUCT 2914.31 LIN. FT EARTH CHANNEL

STA 35+00.00 TO STA 64+14.1. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RT & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE – LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGTATION

GENERAL NOTES:
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE – LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 CENTRAL CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
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CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 35+00.00 TO 64+14.61	SHEET 10C2

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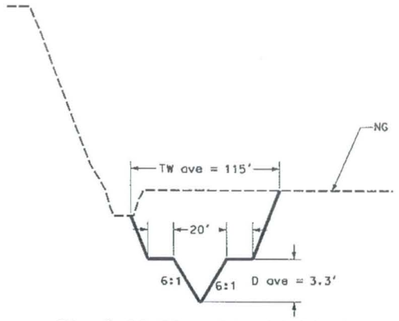

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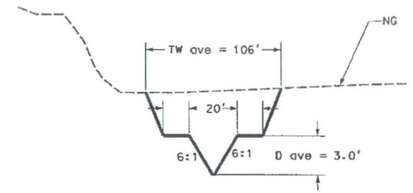

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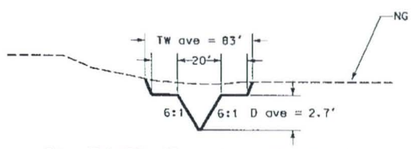

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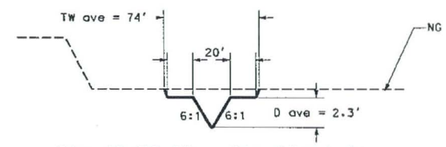

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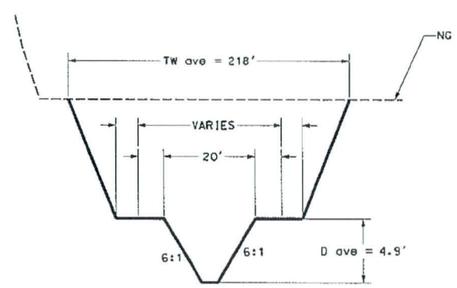
I-10 CENTRAL CHANNEL



Sta 0+00.00 - Sta 32+78.83

I-10 EAST CHANNEL

REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 CENTRAL AND EAST CHANNEL CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

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I-10 West Channel

GENERAL DESCRIPTION

The I-10 West Channel is a combination of underground storm drain piping and an earthern lined channel. The channel begins approximately three-quarters of a mile east of Citrus Road, and ends approximately 1,400 feet west of Perryville Road for a total length of 1.98 miles. The channel alignment is piped for approximately 2,500 lineal feet between the two I-10/SR303L basins east of Citrus Road and 1,120 lineal feet from 180th Drive to 181st Lane. The channel right-of-way varies in width from 240' at Citrus Road to 174' at Perryville Road. The depth of the channel varies from 4.1 feet to 5.7 feet.

CHANNEL LOCATION

The I-10 West Channel alignment is located on the north side of I-10 and parallels the roadway.

APPLICATION

The I-10 West Channel passes through the Urban Landscape Theme as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the north side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent communities/neighborhoods on the north side of the channel
  - Undulating berms of varying heights and slopes with tree and shrub plantings

- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and meander back and forth throughout the right-of-way.

- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.

- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.

- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.

- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, texture used, scale of structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the surrounding developments, both in material selection, form, and placement.

  Examples would include a ramada structure within the urban zone that adopts a Spanish-contemporary style from a nearby housing development.

SPECIFIC AREAS OF CHANNEL:

- **Piped areas of channel alignment:** Special consideration should be given to areas where the channel alignment is piped underground. The right-of-way for the pipe would receive the same type of treatments such as berming, plant material types and groupings, and meandering multi-use path and O&M road. The meandering multi-use path and O&M road could be combined into one facility within this right-of-way.

- **Crossing of major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.

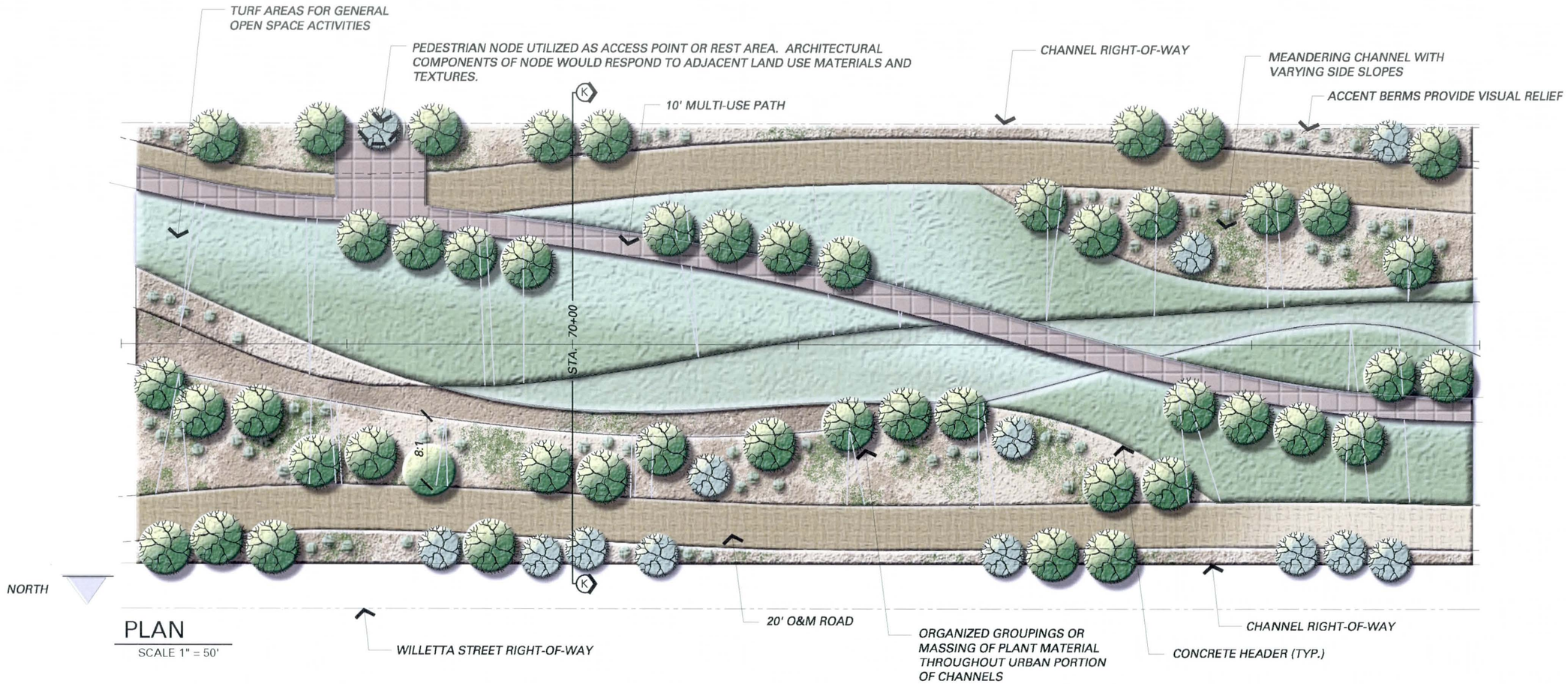
- **Connection to adjacent developments:** Access to and from adjacent developments need to be considered during the layout of the multi-use path. Elements found at these connection points might include ramada structures, seating, signage, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Urban Theme	$1.55 M	23.0 acres	($1.55/SF)
Total Cost	**$1.55 M**		
FCDMC Funding	$0.93 M		
Additional Funding	$0.62 M		

Urban Theme
Channel Width = 195'

I-10 West Channel
STA. 68+00 to STA. 74+00



PLAN
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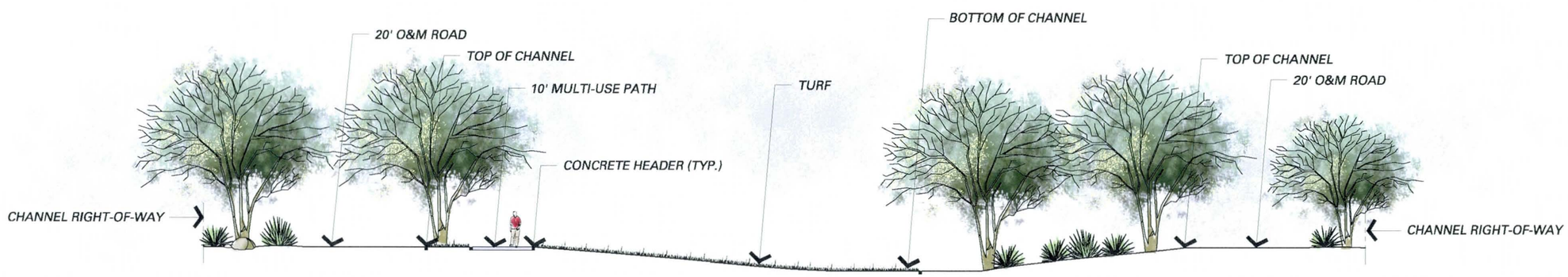

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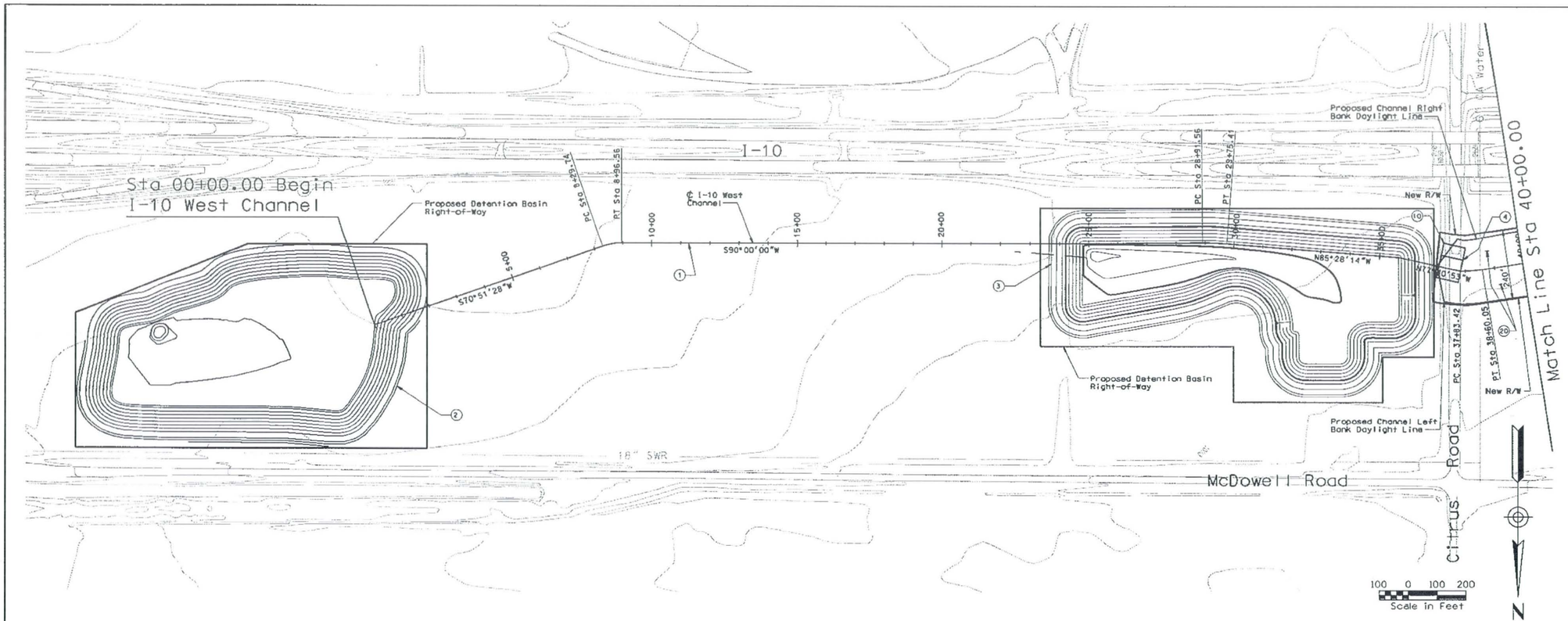

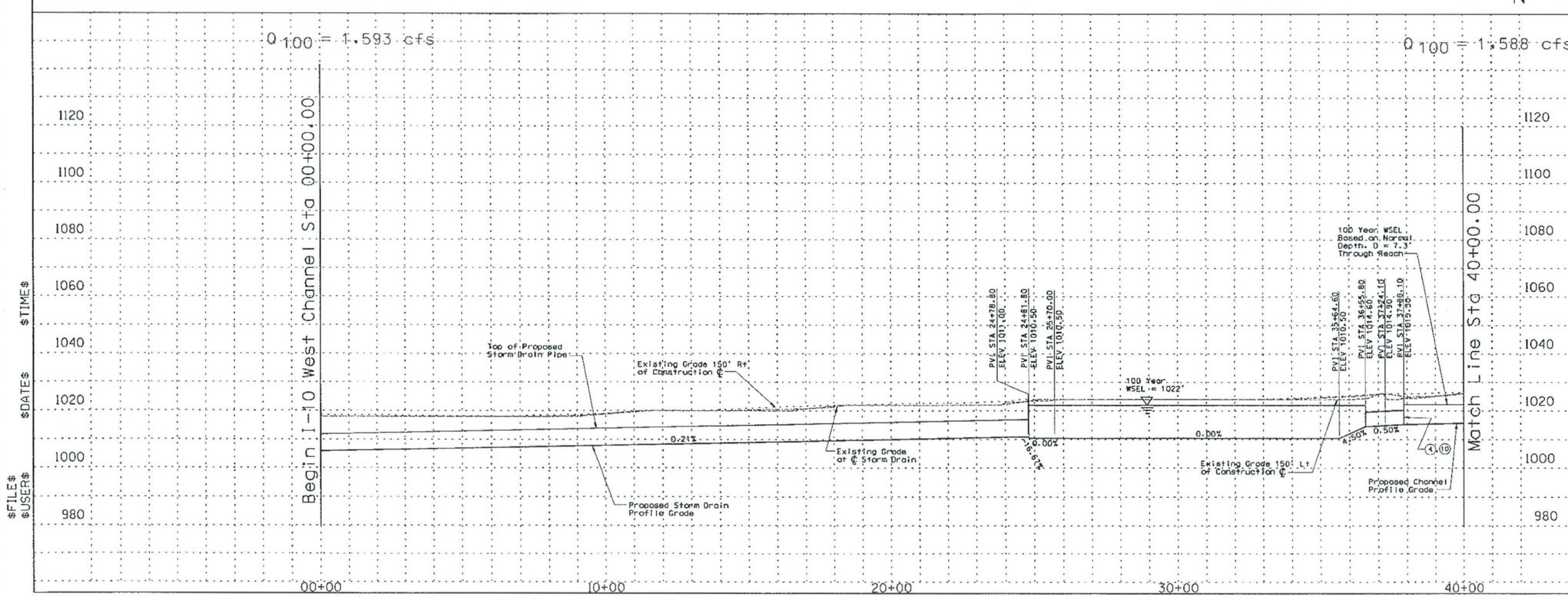

REMOVE

CONSTRUCT

STA 00+00.00 TO STA 40+00.00 CONSTRUCT 4000 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 40+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 00+00.00 TO STA 40+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

1. CONSTRUCT THREE BARREL 6' X 4' RCB STORM DRAIN
2. CONSTRUCT 269.4 AF ON-LINE DETENTION BASIN/PARK
3. CONSTRUCT 85.2 AF ON-LINE DETENTION BASIN/PARK
4. INSTALL 9 BARREL 10' x 5' RCB
10. INSTALL 8' x 10' PEDESTRIAN CROSSING
20. CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE CONCEPT & BASIN SHOWN FROM STA 0+00.00 TO APPROXIMATELY CITRUS RD WILL REQUIRE SIGNIFICANT REVISION DUE TO THE NEW/ RECENT I-10/SR 303L TI PROPOSED TO THE EAST. NEW ACCESS RAMP CONFIGURATIONS POSE CONFLICTS WITH THE CONCEPTS PRESENTED HERE.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 WEST CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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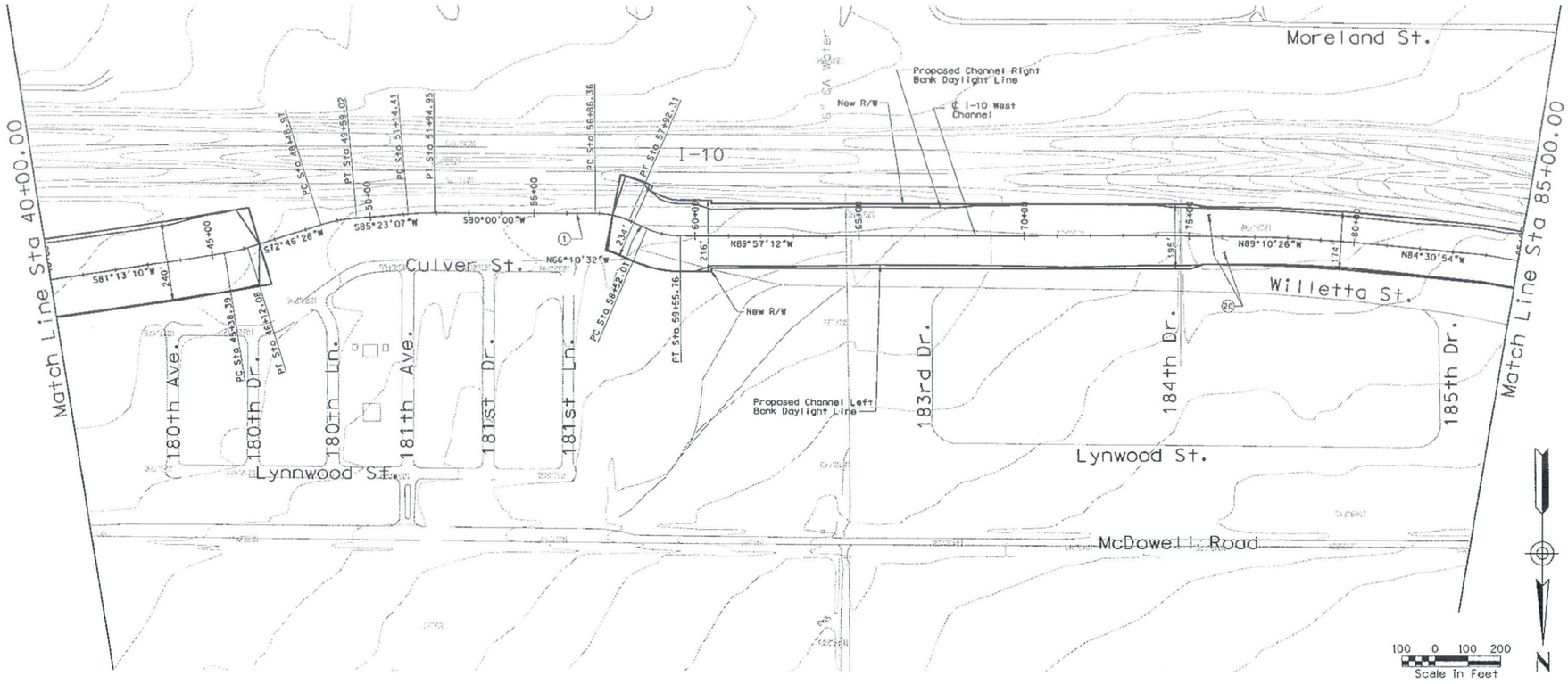
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

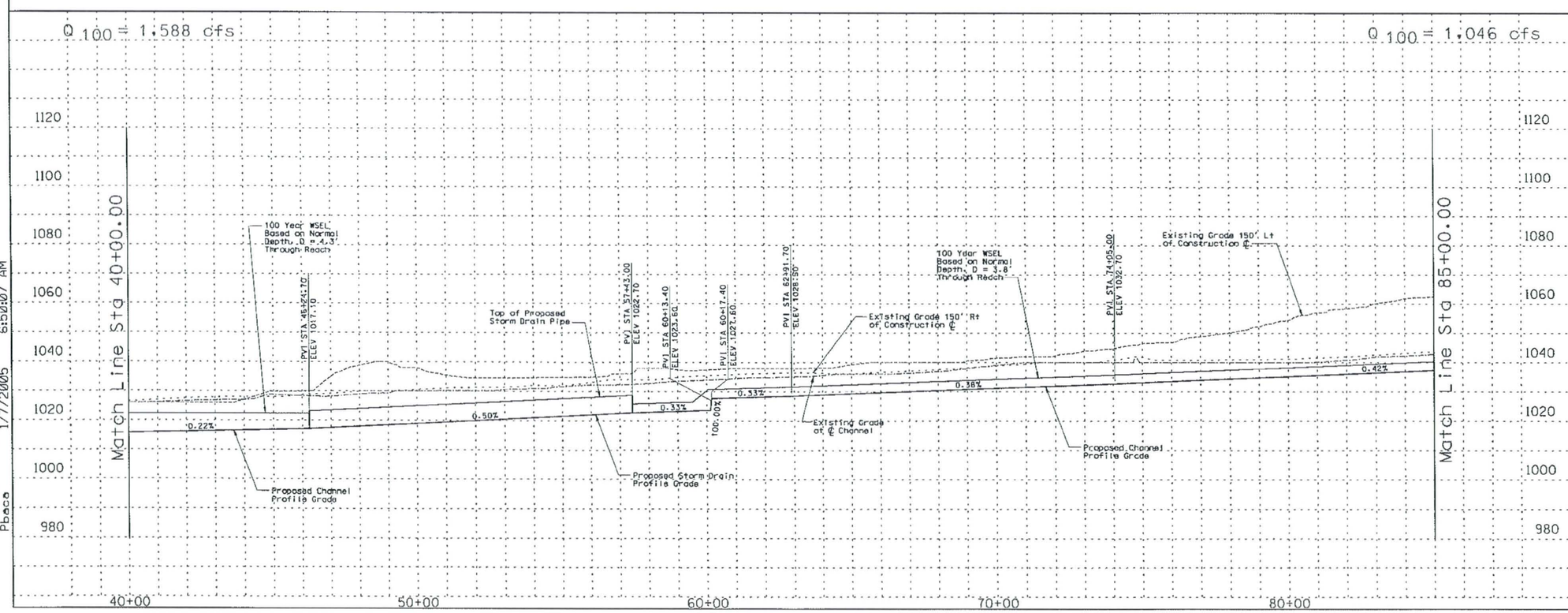
LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 40+00.00	SHEET 10W1





☐ REMOVE ☐

○ CONSTRUCT ○

STA 40+00.00 TO STA 85+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 40+00.00 TO STA 85+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 40+00.00 TO STA 85+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) CONSTRUCT 1118.3 LF THREE BARREL 10' X 6' RCB STORM DRAIN

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 WEST CHANNEL
PLAN & PROFILE

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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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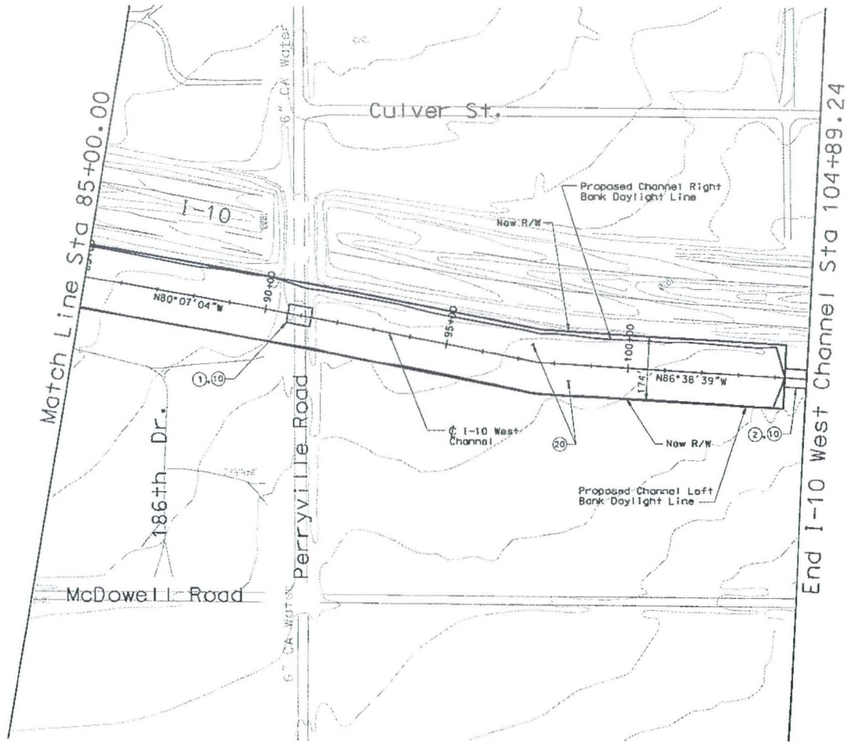

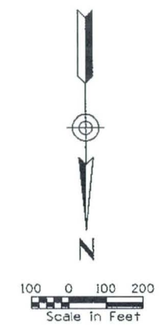

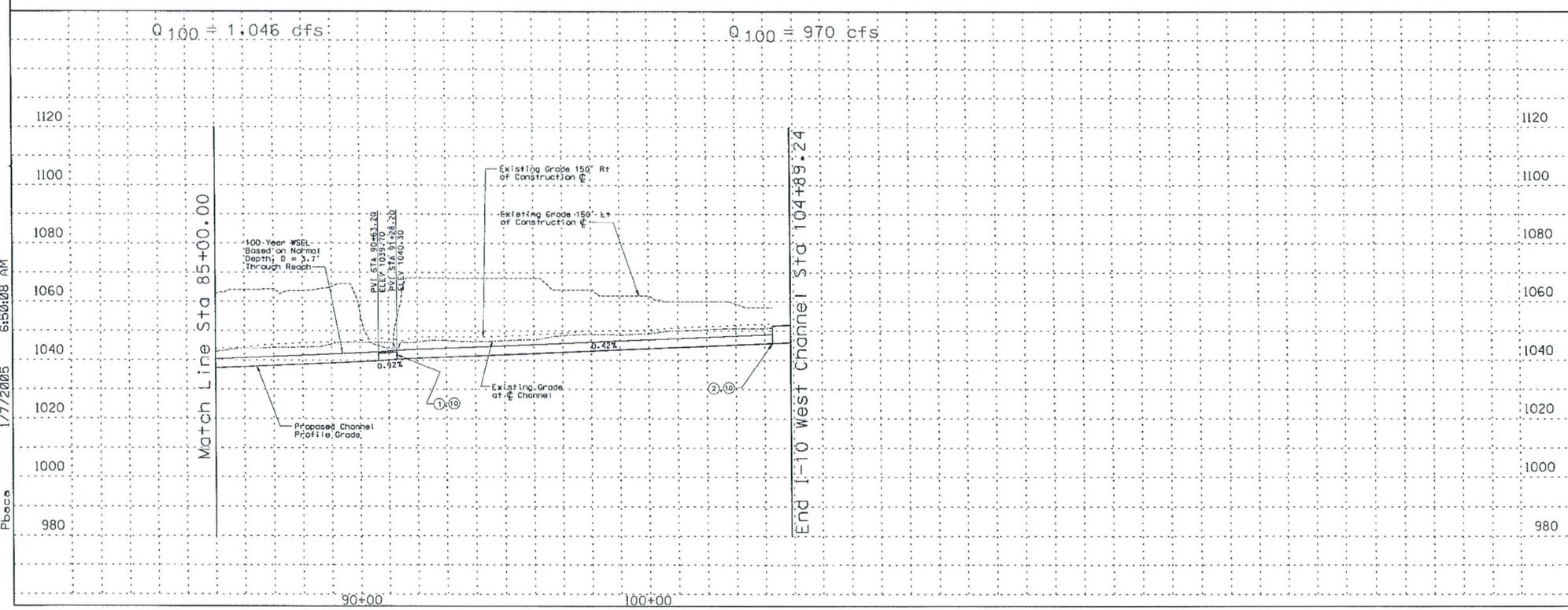

REMOVE

CONSTRUCT

STA 85+00.00 TO STA 104+27.24 CONSTRUCT 4000 LIN. FT EARTH CHANNEL

STA 85+00.00 TO STA 104+27.24. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 85+00.00 TO STA 104+27.24. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL SIX BARREL 10' X 4' RCB STORM DRAIN

(2) INSTALL FIVE BARREL 10' X 4' RCB STORM DRAIN

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 WEST CHANNEL
PLAN & PROFILE

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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 85+00.00 TO 104+27.24	SHEET 10W3

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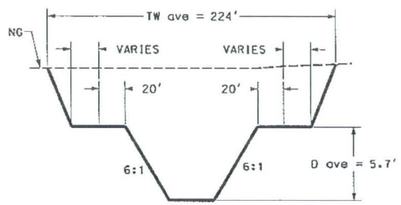

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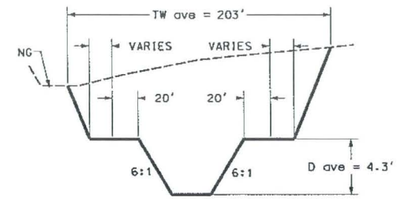

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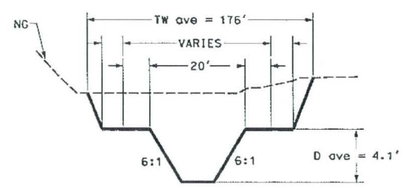

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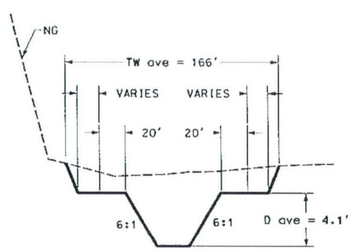

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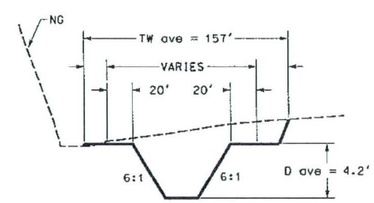

Sta 91+28.21 - Sta 104+89.24

REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT
LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

I-10 WEST CHANNEL
CROSS SECTIONS

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

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I-10 West Channel Detention Basin

GENERAL DESCRIPTION

The I-10 West Channel Detention Basin is comprised of two earthern-lined basins. The west basin has a bottom elevation of 1010.5 feet and a top elevation of 1022 feet for a depth of eleven and one-half feet. The volume of the west detention basin is calculated to be 85.2 acre-feet. Total acres of the basin is calculated to be 12.1 acres.

CHANNEL LOCATION

The I-10 West Channel Detention Basins are located north of I-10 and south of McDowell Road just east of Citrus Road. The two basins are connected with a 48" diameter pipe approximately 2,100 feet in length.

APPLICATION

The I-10 West Channel Detention Basins would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:

  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes

- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.

- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.

- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.

- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.

- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the adjacent developments in the urban area.

SPECIFIC AREAS OF BASIN

- The basin landscape and amenities should blend with the development along Citrus Road.

- Access point to basin should be provided from Citrus Road.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

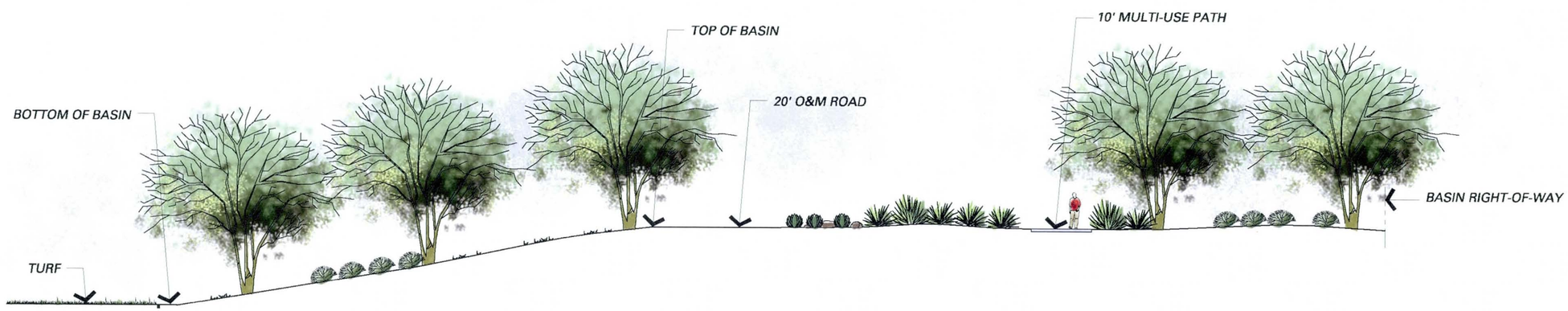
Recreational Theme	$0.86 M	14.1 acres	($1.40/SF)
Total Cost	**$0.86 M**		
FCDMC Funding	$0.52 M		
Additional Funding	$0.34 M		

BERMS BLEND INTO VARYING SIDE SLOPES ELIMINATING SHARP GRADE CHANGES AND ANGULAR FORMS
BASIN RIGHT-OF-WAY
LANDSCAPE PLANTINGS CREATE A PARK LIKE SETTING AND BLEND WITH ADJACENT LAND USE
TURF OPEN SPACE FOR ACTIVE AND PASSIVE USE
BASIN WITH MEANDERING SIDE SLOPES
NORTH
PLAN
SCALE 1" = 200'
20' O&M ROAD
CONCRETE HEADER
BASIN RIGHT-OF-WAY
10' MULTI-USE PATH PROVIDES ACCESS ALONG BASIN RIM AND BASIN FLOOR
LANDSCAPE CORRIDOR AND PATH CONNECTING TO I-10 WEST DETENTION BASIN B AND THE 1-10 WEST CHANNEL
SEE I-10 WEST DETENTION BASIN B

CONCRETE HEADER
TURF
BOTTOM OF BASIN
20' O&M ROAD
TOP OF BASIN
10' MULTI-USE PATH
BASIN RIGHT-OF-WAY
SECTION L-L
SCALE 1" = 20'

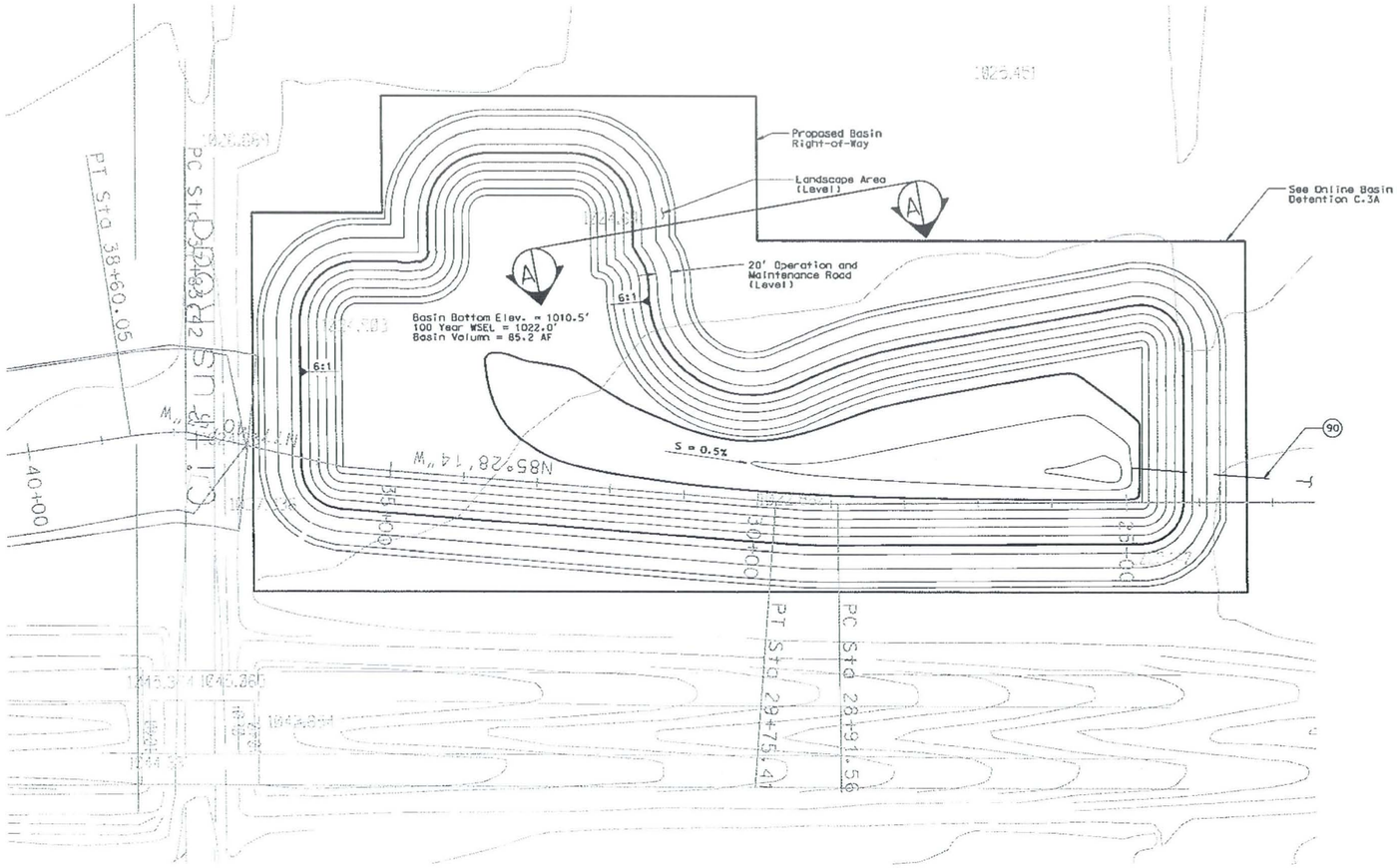
PLAN

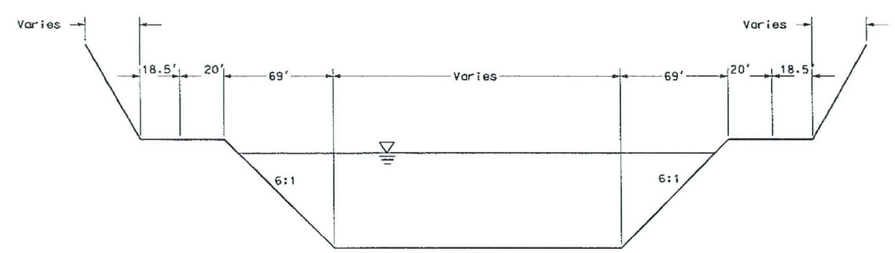
SCALE 1" = 200'



SECTION M-M

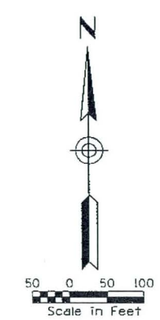
SCALE 1" = 20'





TYPICAL SECTION A-A

NOT TO SCALE



REMOVE

CONSTRUCT

(90) INSTALL 36" LOW FLOW POST STORM DRAIN.
2487 LF. AT S = 0.2% DAYLIGHT IN I-10 BASIN.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE CONCEPT & BASIN SHOWN HERE WILL REQUIRE SIGNIFICANT CHANGE DUE TO THE NEW/RECENT I-10/SR 303L TI PROPOSED ADJACENT ON THE EAST. NEW ACCESS RAMP CONFIGURATIONS POSE SIGNIFICANT CONFLICTS WITH THE CONCEPT PRESENTED HERE. THIS BASIN WILL LIKELY BE COMBINED WITH THE PROPOSED BASIN SOUTH OF MCDOWELL ROAD AT THE I-10/SR 303L PROPOSED TI.

I-10 WEST CHANNEL DETENTION BASIN PLAN & SECTION

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | I-10 WEST CHANNEL BASIN | SHEET OF

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GENERAL DESCRIPTION

The Tuthill Channel is an earthern lined channel beginning at the Gila/Salt River and ending at the White Tanks FRS #4 Emergency Spillway for a total length of approximately 6.6 miles. The channel right-of-way varies in width from 325' at Broadway Road to 200' at the Roosevelt Irrigation District Canal. The depth of the channel varies from 3.6 feet to 6.1 feet.

CHANNEL LOCATION

The Tuthill Channel alignment is located on the east side of Tuthill Road and parallels the roadway.

APPLICATION

The Tuthill Channel passes through two landscape themes, Sonoran Desert and Urban, as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

The Sonoran Desert Landscape Theme begins at the Gila/Salt River and continues to the Buckeye Irrigation District Canal. The Urban Landscape Theme would be applied from the Buckeye Irrigation District Canal to the White Tanks FRS #4 Emergency Spillway.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the west side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent communities/neighborhoods on both sides of the channel
  - Undulating berms of varying heights and slopes

- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and it should meander back and forth throughout the right-of-way.

- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area will aid in the adjustment of the perceived horizon-line for site visitors. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  The width of this channel provides the opportunity to integrate terrace levels into the side slopes of the channel. These terraces should randomly occur throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various activities to occur such as throwing a football or baseball or flying a kite.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.

- **Channel Bottom Area:** The channel bottom located within the Sonoran Desert Landscape Theme should consist of irregular and uneven contours, creating a more naturalistic effect. The use of swales and pseudo-washes may also be incorporated. The surface treatment in this area would consist of various size decomposed granite and river rock.

  The channel bottom located within the Urban Landscape Theme will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.

- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The planting and surface treatments should respond to the Sonoran Desert Landscape Theme and Urban Landscape themes.

  The landscape associated with the Sonoran Desert Landscape Theme should consist of those plants that are naturally occurring, no exotics or imported plant material should be proposed. The general layout of plant massings should be loose and mimic that which is found in natural Sonoran landscapes. The use of native trees, understory plantings, cactus and accent plantings are suggested.

  The Urban Landscape Theme is characterized by a typical plant palette would include native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout, with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or with turf in selected areas.

- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  Structures located within the Sonoran Desert Landscape Theme should be consistent with the natural shapes, textures, colors and tones found in the natural desert areas. Such colors consist of browns and tans and deep to light greens. The actual finish of such structures should be a non-reflected material.

  Structures located within the Urban Landscape Theme should be more refined as opposed to those found in the Sonoran Desert Landscape Theme but should still blend with the channel. The selected materials, colors, textures, and scale should be compatible with the surrounding developments.

  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the surrounding developments, both in material selection, form, and placement.

  Examples would include a ramada structure within the urban zone that adopts a Spanish-contemporary style from a nearby housing development or signage located within the Sonoran Desert zone that incorporates more natural elements such boulders.

- **Transition Zone:** A Transition zone between the Sonoran Desert Landscape Theme and Urban Landscape Theme should be developed between Station 127+00 and Station 137+00. Landscape patterns and shapes from both themes would blend and transition within this identified area.

SPECIFIC AREAS OF CHANNEL:

- **Crossing the Buckeye Irrigation District Canal, Roosevelt Irrigation District Canal, and the Union Pacific Railroad:** Special consideration should be given to areas where the multi-use path crosses these facilities. There is an opportunity to create dynamic structures that pedestrians would use to cross these facilities. The scale, types of materials, textures, and colors should relate to the structure that it is crossing. Coordination with the appropriate facility owners will be crucial during design.

- **Crossing major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.

- **High voltage electric lines:** High voltage electric lines are located between Sta. 208+00 and Sta.209+00. Consideration will need to be given to the type of vegetation, specifically trees, used in this stretch of the channel. Also, any type of activity area, access point, etc. should be restricted from this area.

- **Connection to adjacent developments:** Access to/from adjacent developments need to be considered during the layout of multi-use path. Elements found at these connection points might include ramada structures, seating, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

- **Connection to adjacent basins:** A basin is located adjacent to the channel from approximately Station 158+00 to Station 172+00. The landscape treatment applied to this stretch should be seamless between the channel and basin. An entry node to the basin should be provided from the channel.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

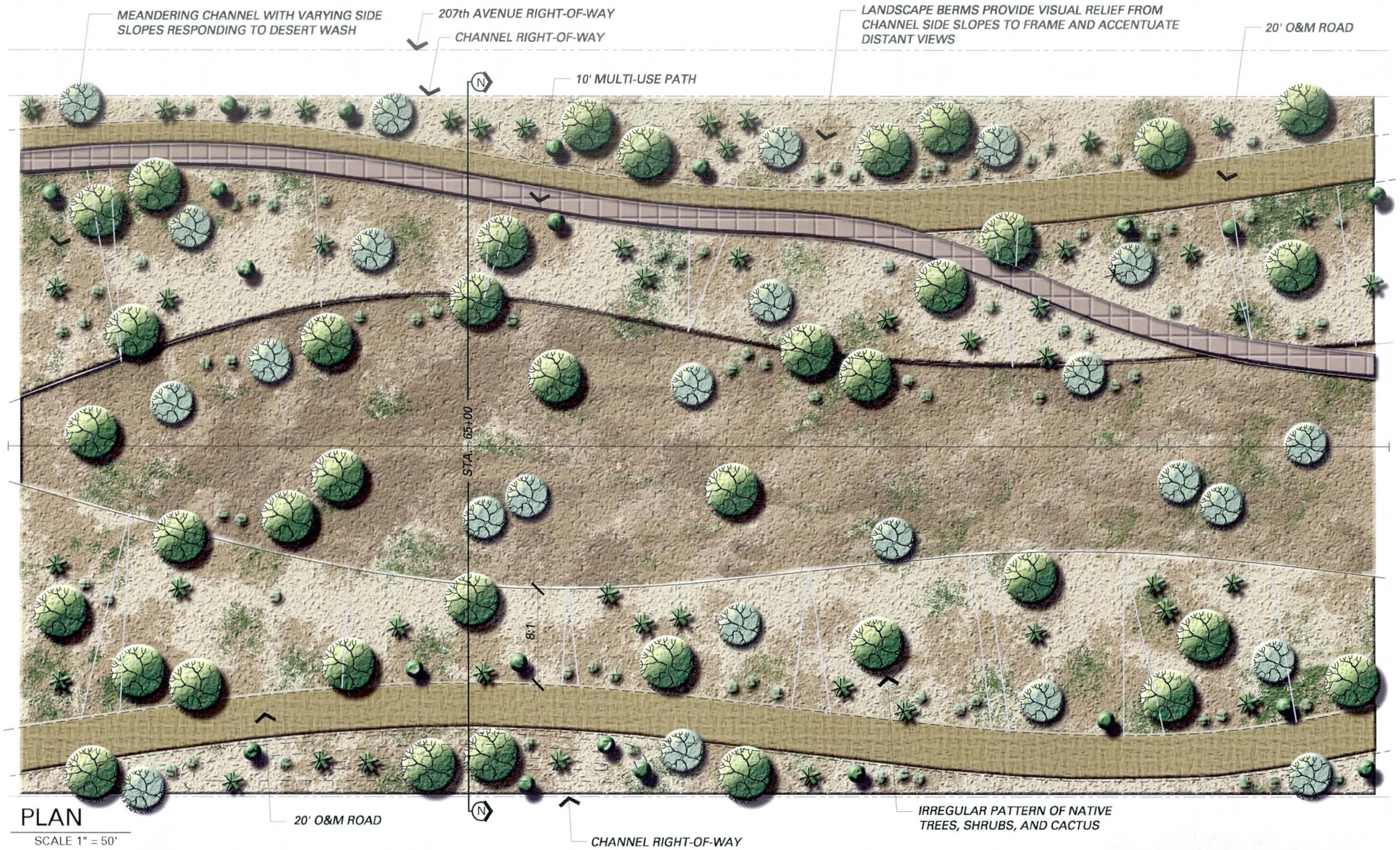
Sonoran Desert Theme	$3.78 M	64.3 acres	($1.35/SF)
Urban Theme	$6.25 M	92.6 acres	($1.55/SF)
Total Cost	**$10.03 M**		
FCDMC Funding	$6.02 M		
Additional Funding	$4.01 M		

Sonoran Desert Theme

Channel Width = 305'

Tuthill Channel

STA. 63+00 to STA. 69+00



PLAN

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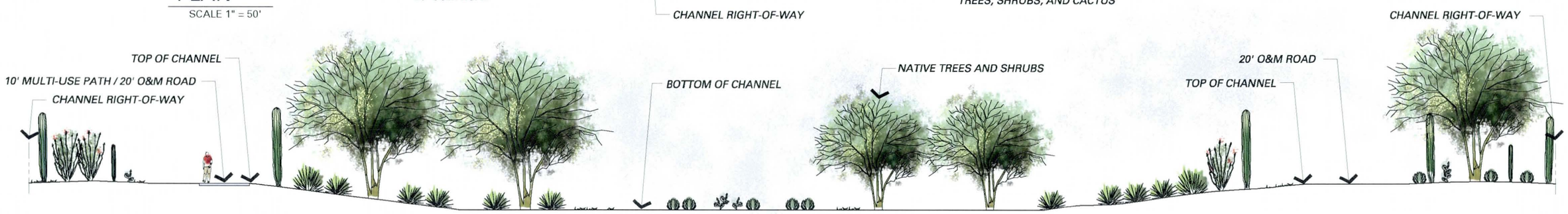


SECTION N-N AT STA. 65+00

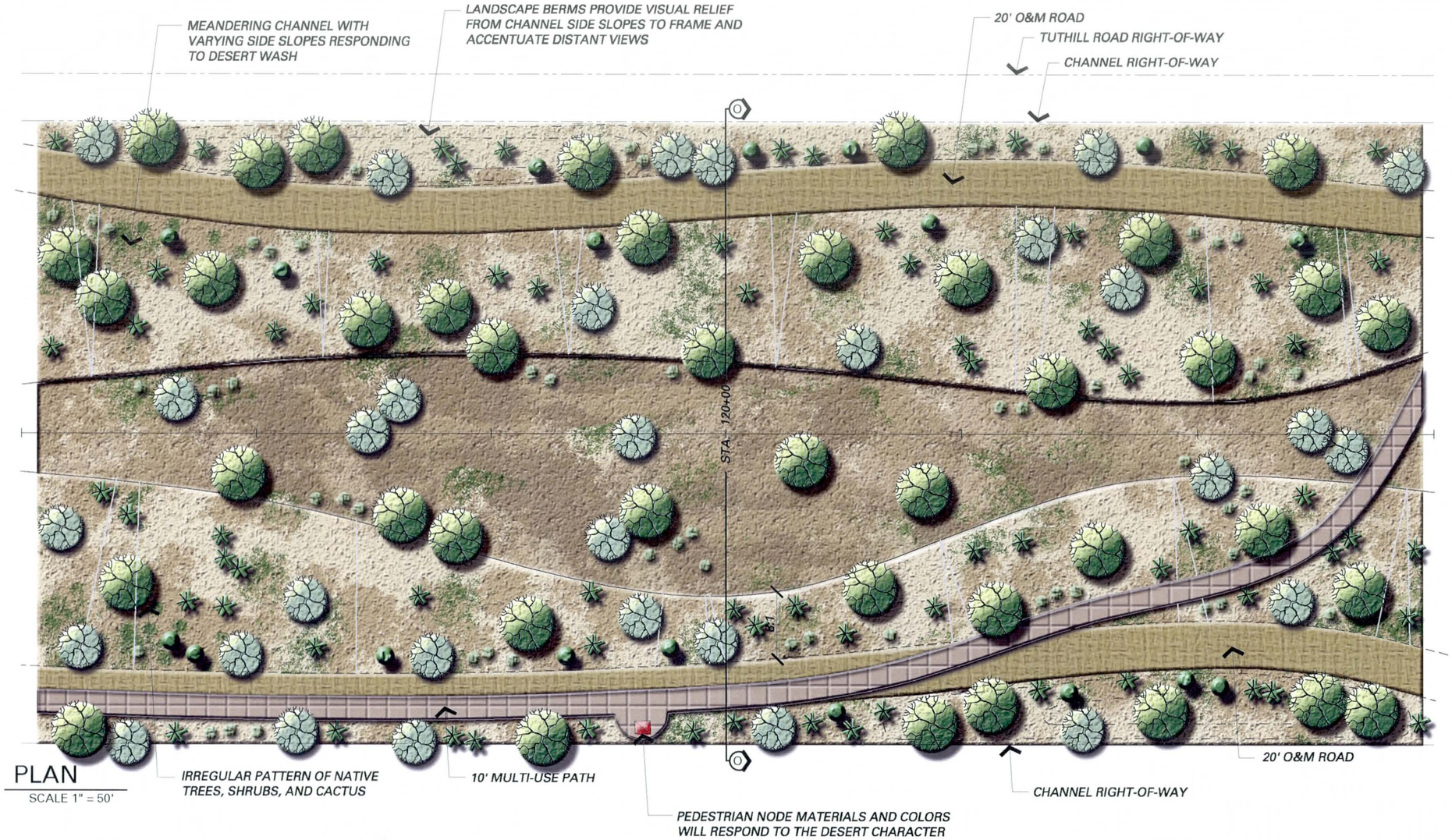
SCALE 1" = 20'

Sonoran Desert Theme

Channel Width = 265'

Tuthill Channel

STA. 117+00 to STA. 123+00



PLAN

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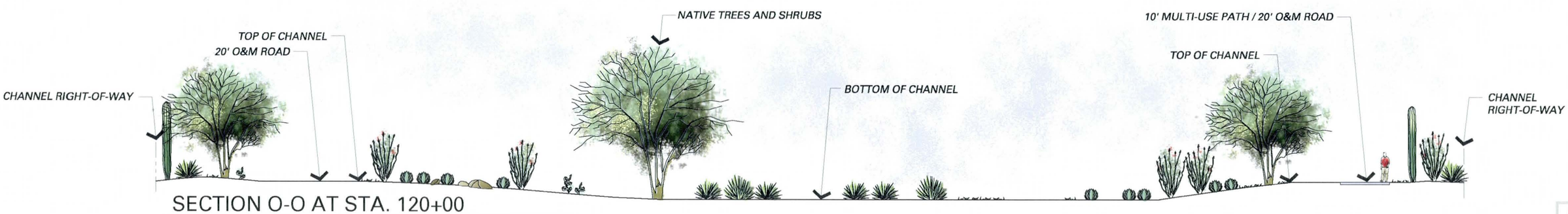


SECTION O-O AT STA. 120+00

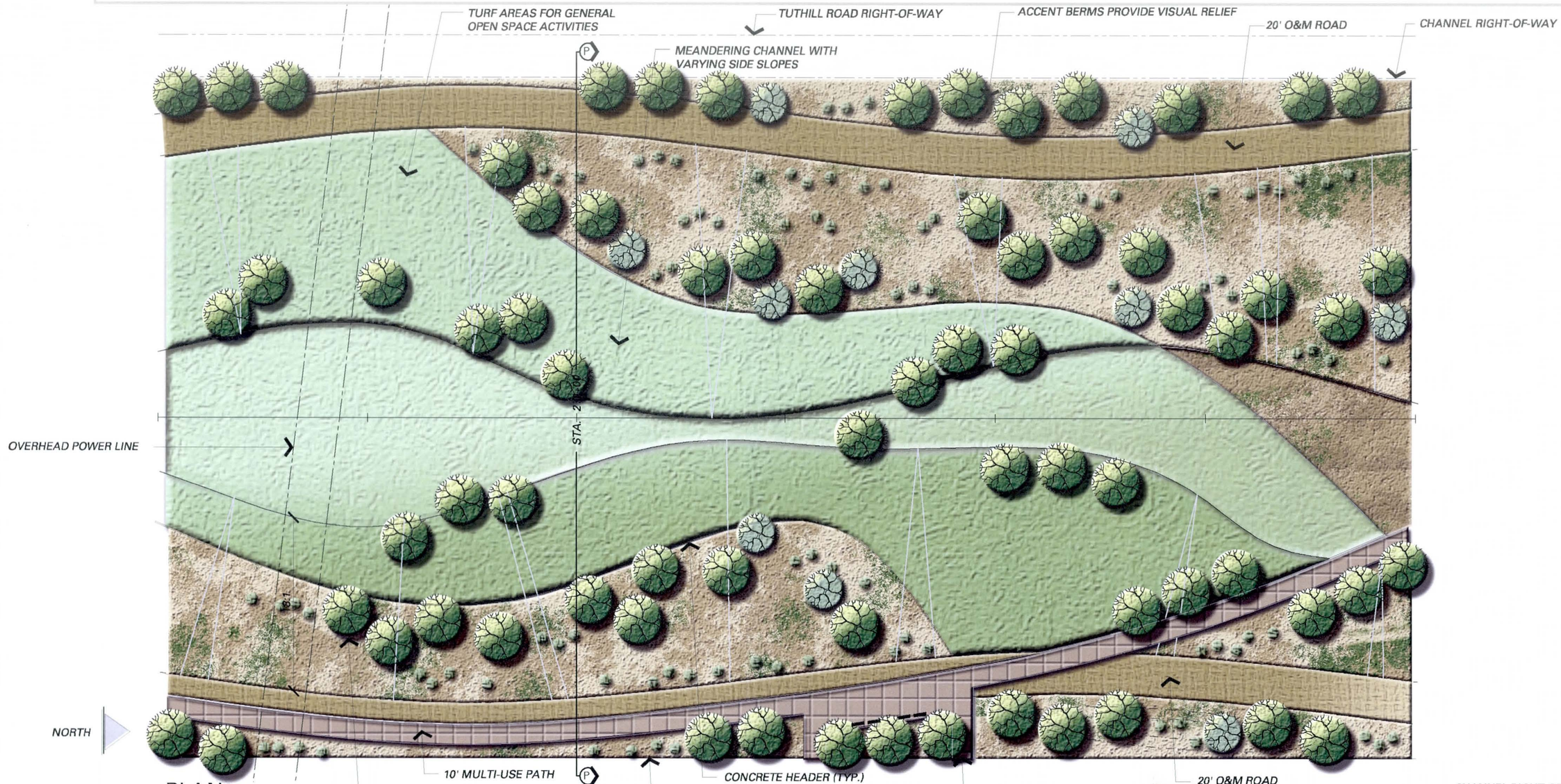
SCALE 1" = 20'

Urban Theme

Channel Width = 325'

Tuthill Channel

STA. 208+00 to STA. 214+00



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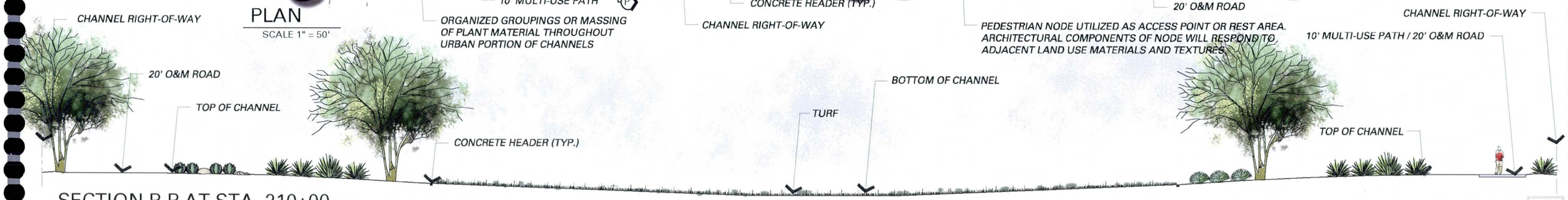


SECTION P-P AT STA. 210+00

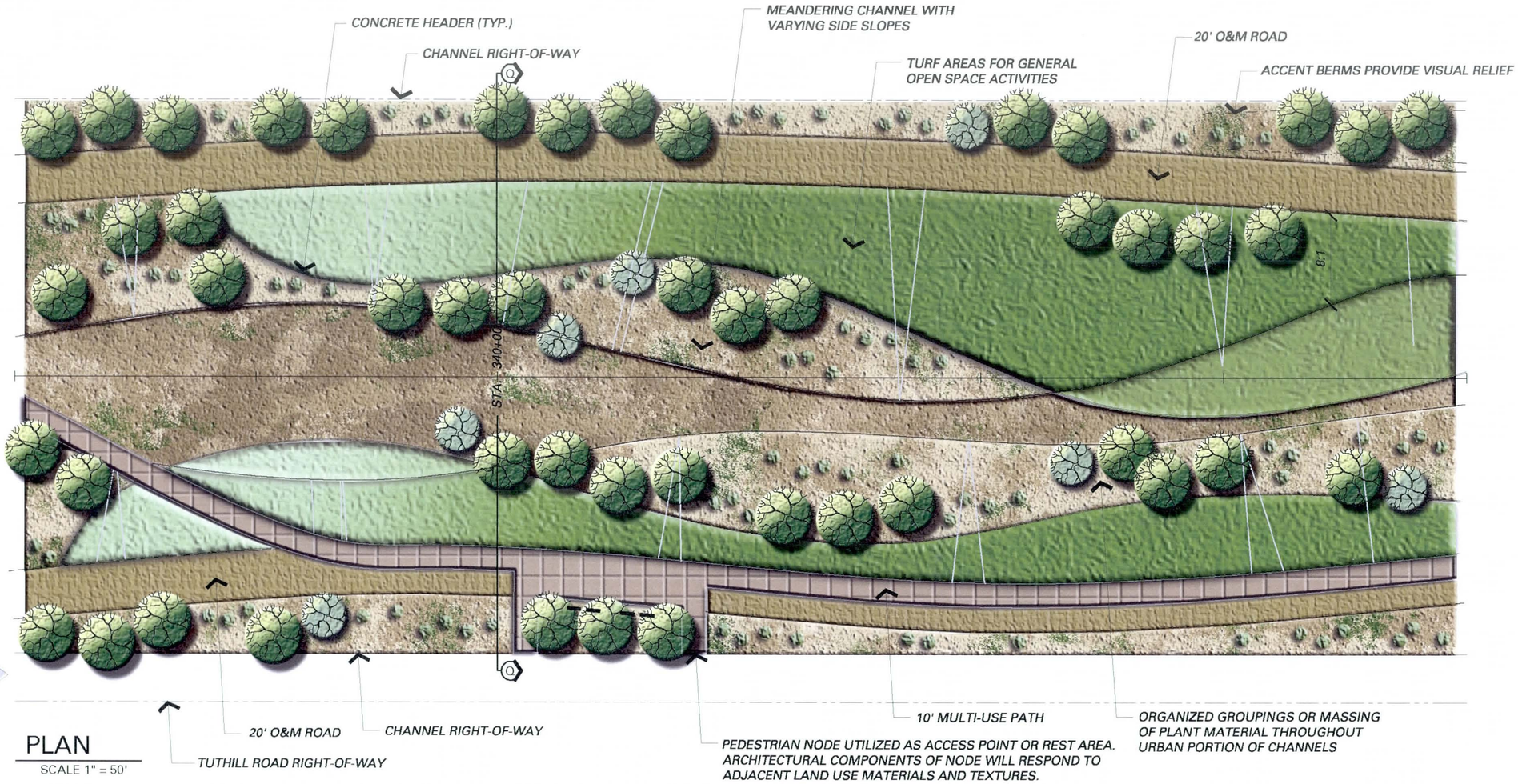
SCALE 1" = 20'

Urban Theme

Channel Width = 230'

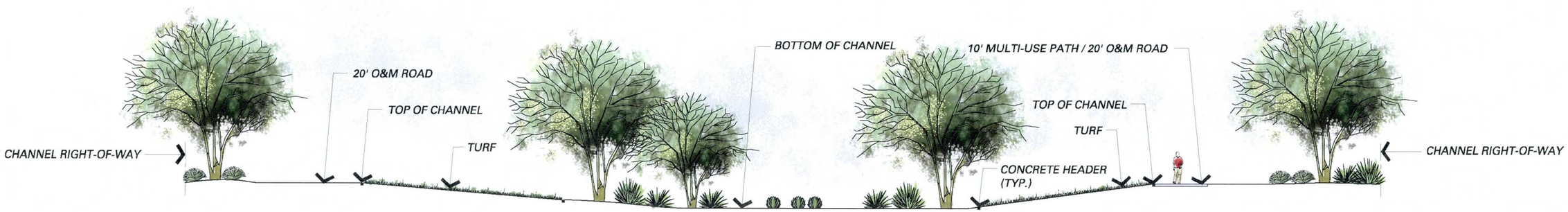
Tuthill Channel

STA. 338+00 to STA. 344+00



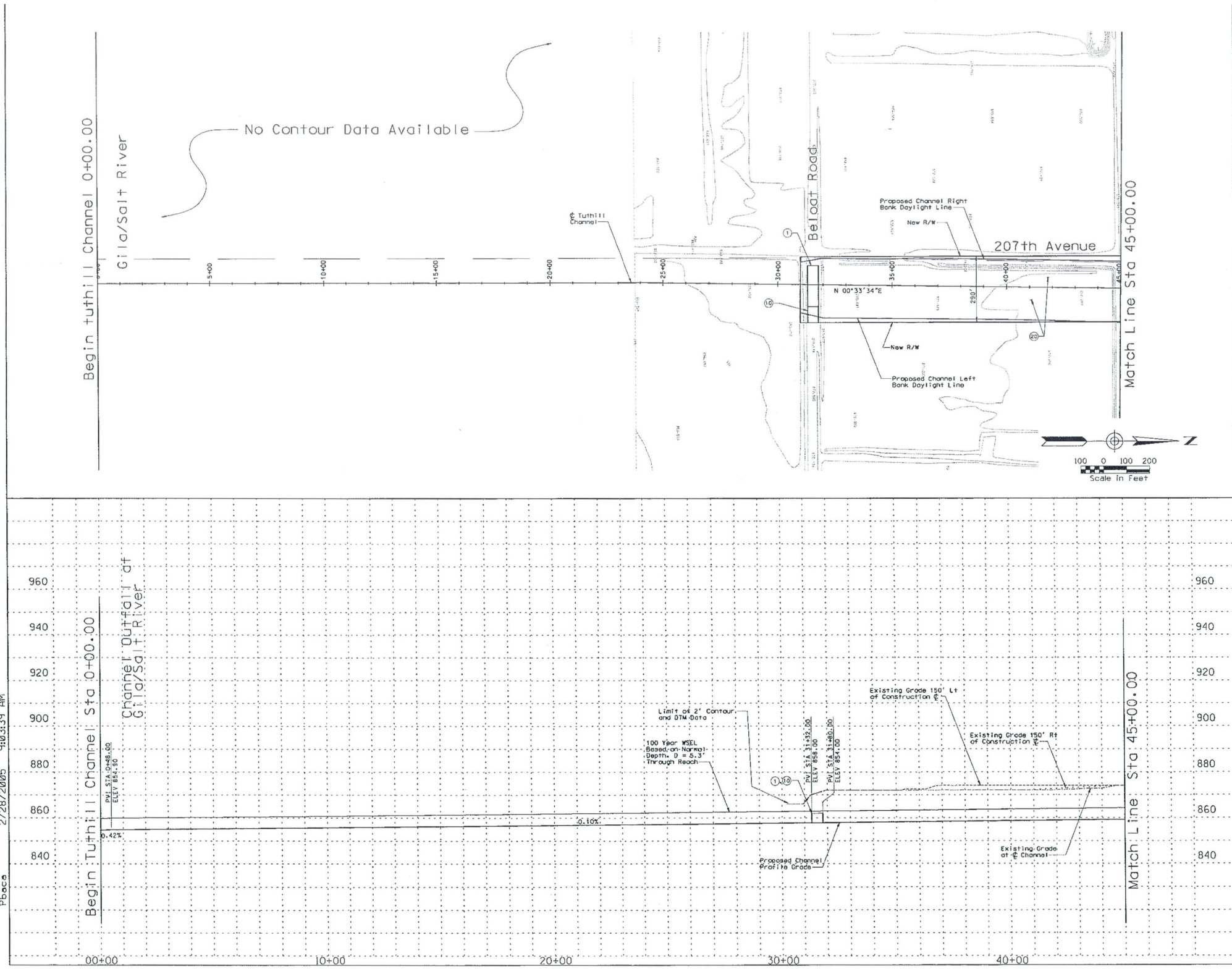
PLAN

SCALE 1" = 50'



SECTION Q-Q AT STA. 340+00

SCALE 1" = 20'



REMOVE

CONSTRUCT

STA 0+00.00 TO STA 45+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 0+00.00 TO STA 45+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 0+00.00 TO STA 45+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(1) INSTALL 14 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

TUTHILL CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 45+00.00	SHEET TC1

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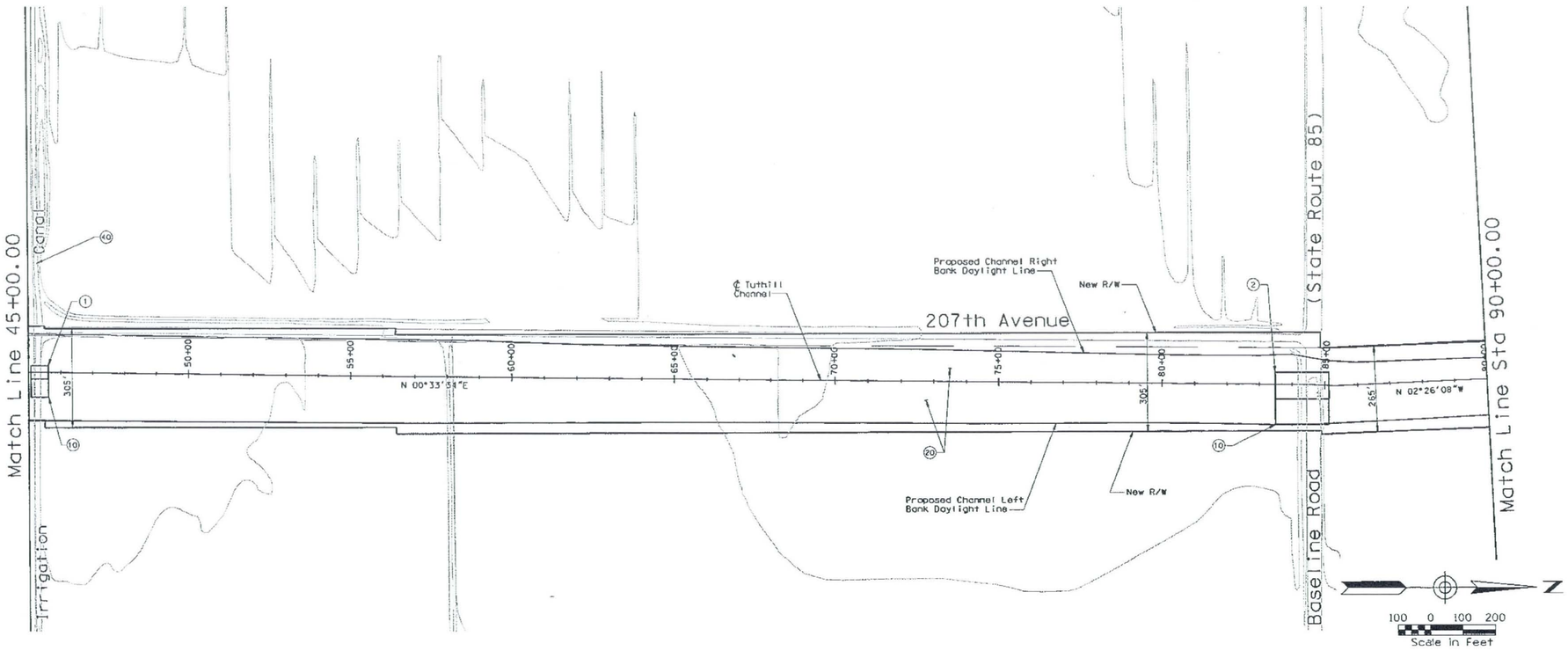

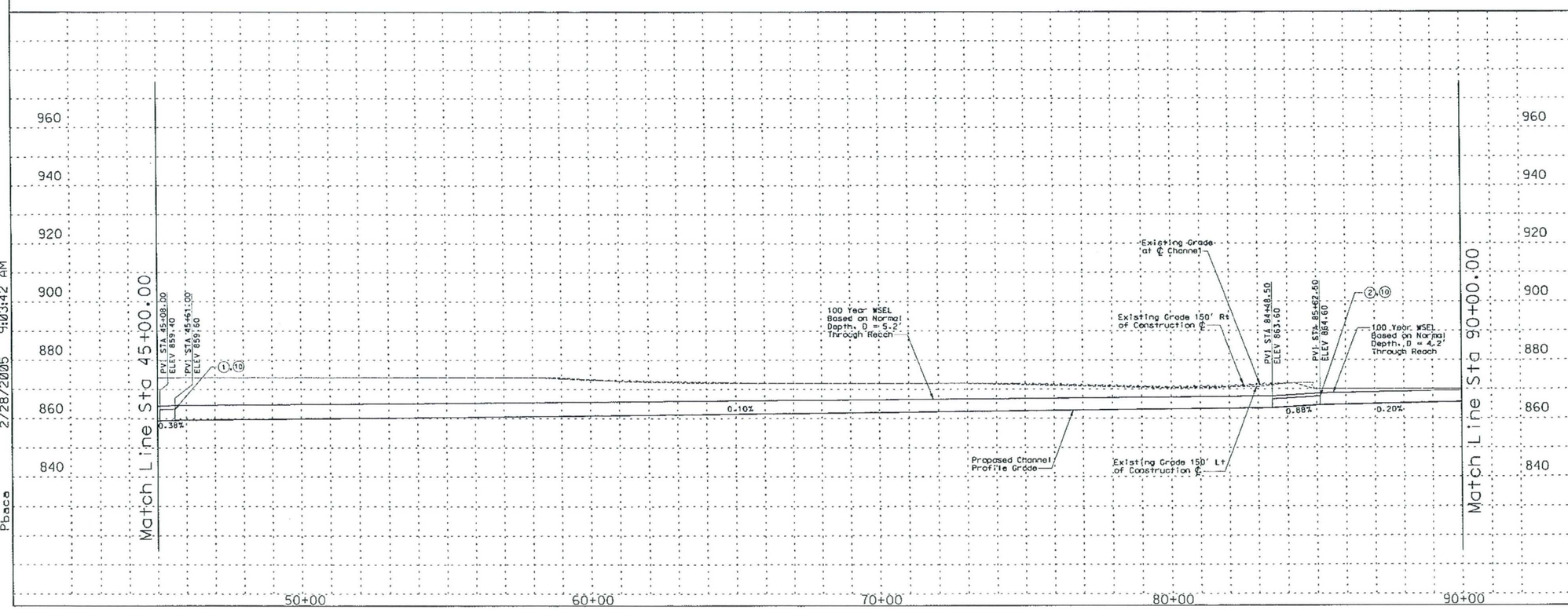

REMOVE

CONSTRUCT

STA 45+00.00 TO STA 90+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 45+00.00 TO STA 90+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 45+00.00 TO STA 90+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(1) INSTALL 11 BARREL 10' x 5' RCB

(2) INSTALL 7 BARREL 10' x 4' RCB. SEE CROSSING DETAIL C.9.

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) SIPHON CANAL AT PROPOSED CHANNEL CROSSING. SEE DETAIL C.8.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

TUTHILL CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 45+00.00 TO 90+00.00	SHEET TC2

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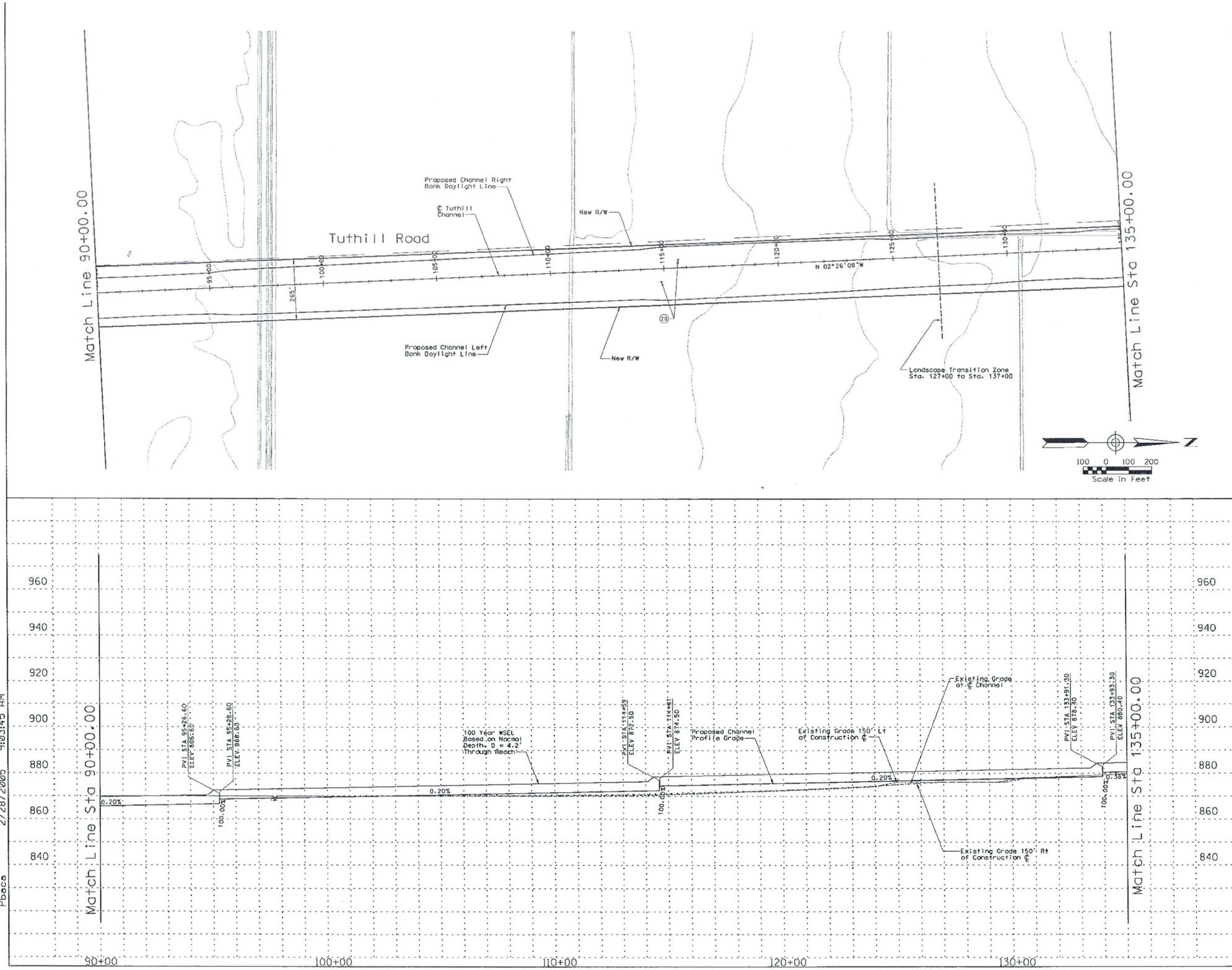

REMOVE

CONSTRUCT

STA 90+00.00 TO STA 135+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 90+00.00 TO STA 135+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 90+00.00 TO STA 135+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
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THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

TUTHILL CHANNEL
PLAN & PROFILE

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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
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DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 90+00.00 TO 135+00.00	SHEET TC3

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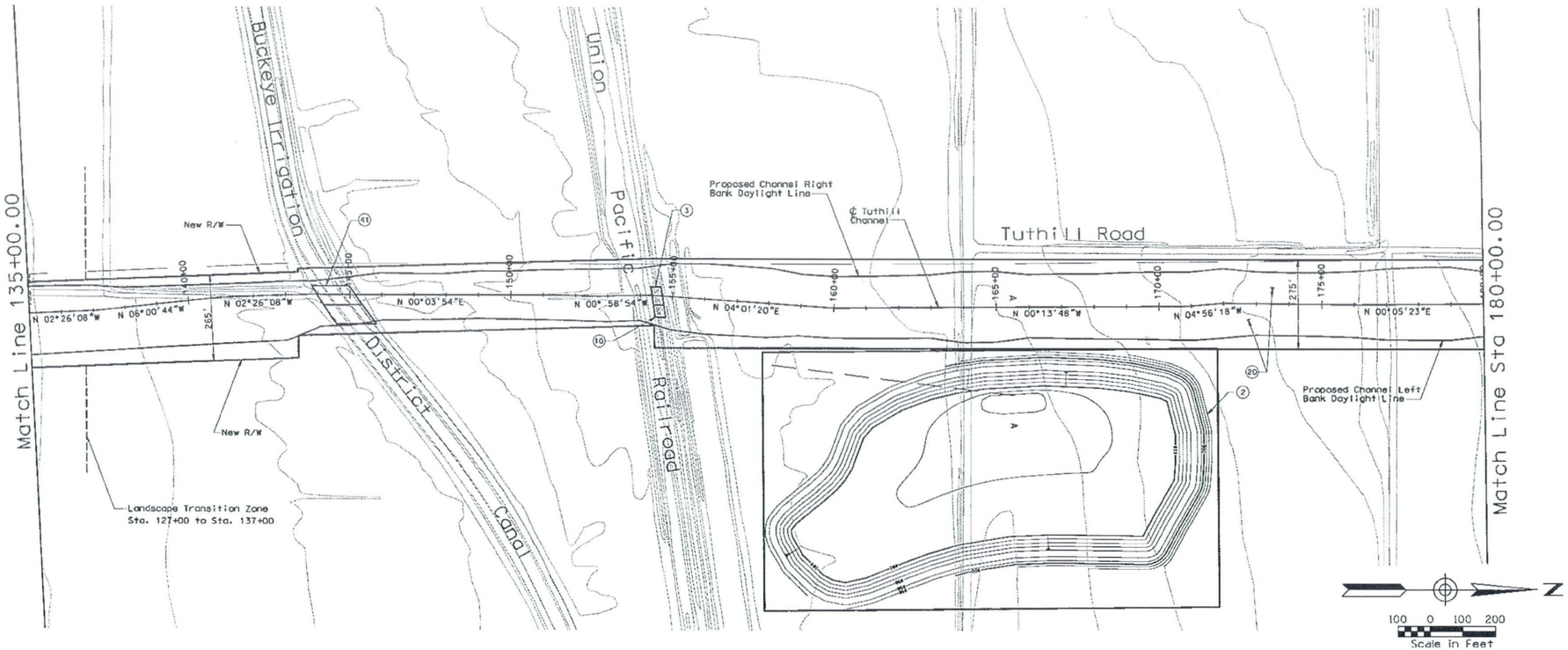

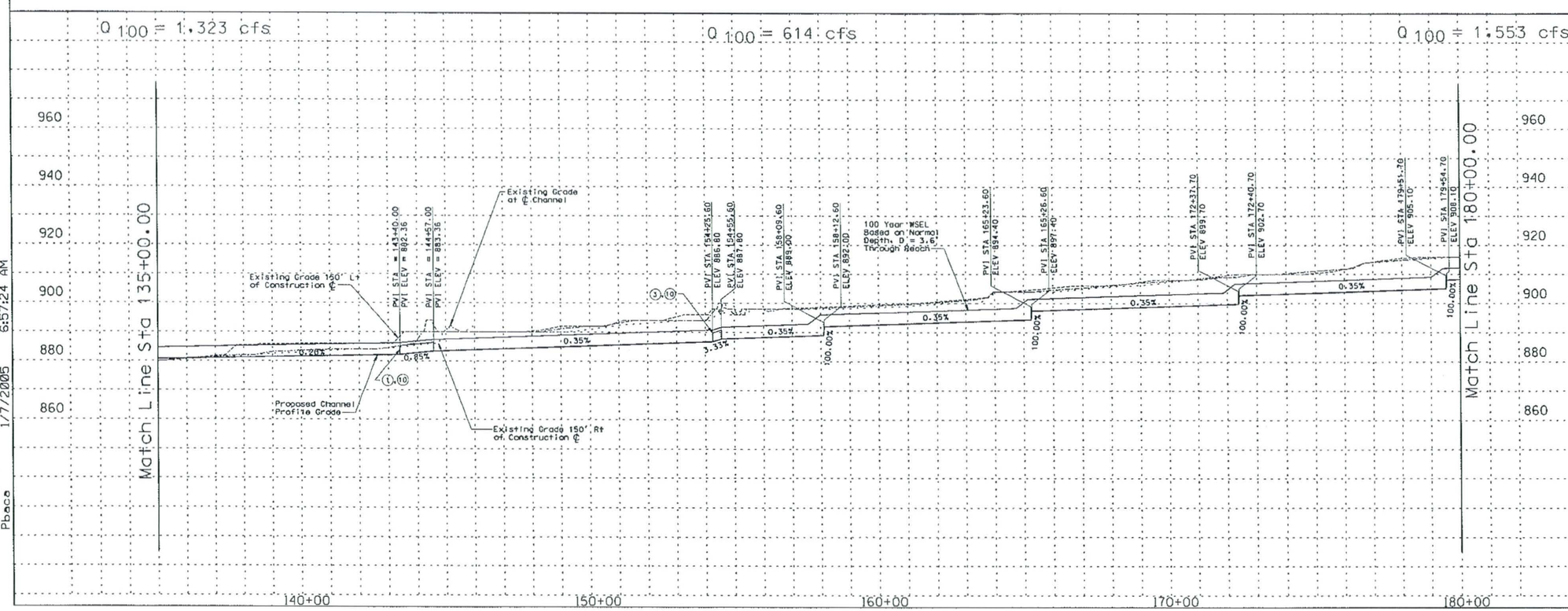

REMOVE

CONSTRUCT

STA 135+00.00 TO STA 180+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 135+00.00 TO STA 180+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 135+00.00 TO STA 180+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(2) CONSTRUCT 104 AF OFFLINE DETENTION BASIN/PARK SEE GENERAL NOTES BELOW FOR DETAILS

(3) INSTALL 8 BARREL 10' X 5' RCB

(10) SEE CROSSING DETAIL C.11.

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(41) CANAL TO BE RELOCATED IN A SIPHON SEE DETAIL C.10.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

TUTHILL CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 135+00.00 TO 180+00.00	SHEET TC4

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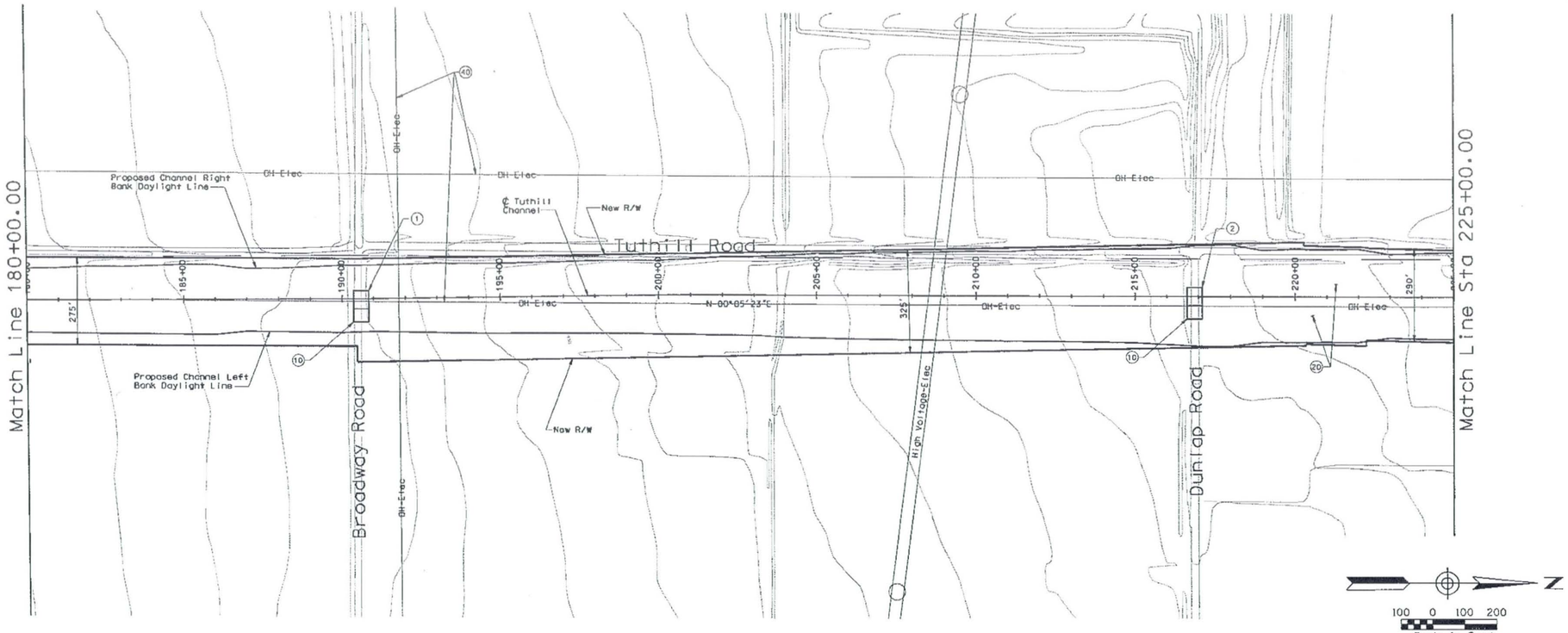

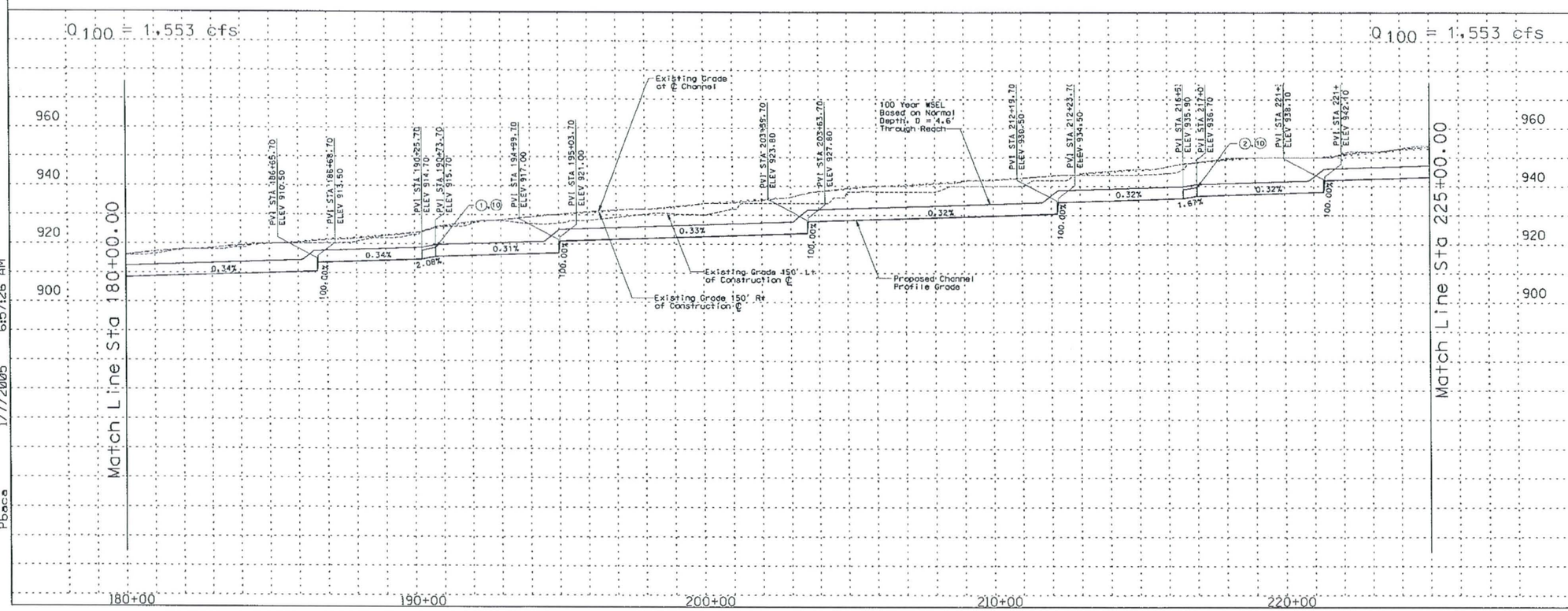

REMOVE

CONSTRUCT

STA 180+00.00 TO STA 225+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 180+00.00 TO STA 225+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 180+00.00 TO STA 225+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(1) INSTALL 7 BARREL 10' x 5' RCB

(2) INSTALL 6 BARREL 10' X 6' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
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PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

TUTHILL CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
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1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 180+00.00 TO 225+00.00	SHEET TC5

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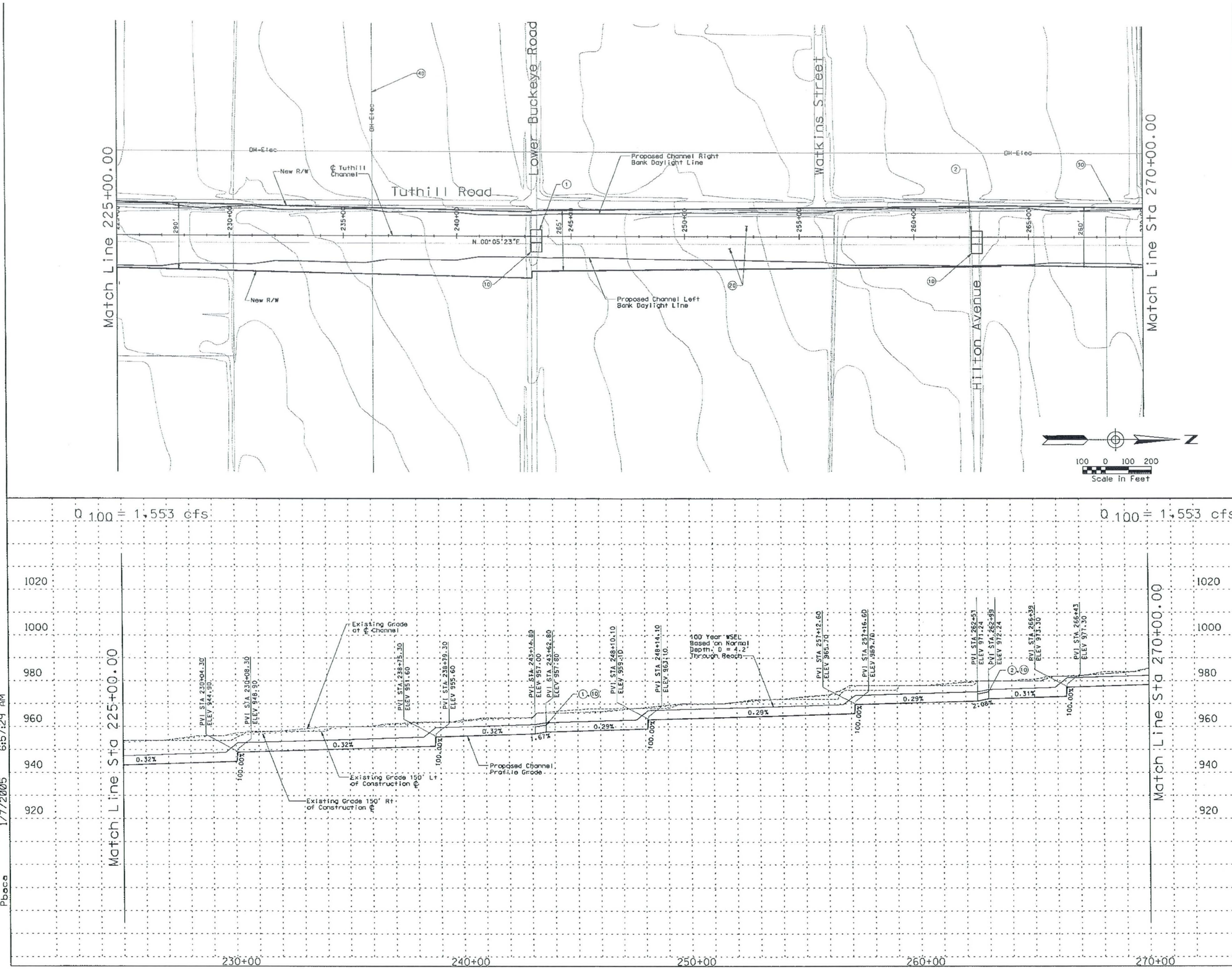

REMOVE

CONSTRUCT

STA 225+00.00 TO STA 270+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 225+00.00 TO STA 270+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 225+00.00 TO STA 270+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(1) INSTALL 7 BARREL 10' x 5' RCB

(2) INSTALL 6 BARREL 10' x 5' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(30) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL SIX BARREL 72" RCP

(40) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

TUTHILL CHANNEL
PLAN & PROFILE

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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
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CHECKED	E.S.	11/04

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DRAWING NO.	PLAN AND PROFILE SHEET STA. 225+00.00 TO 270+00.00	SHEET TC6

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REMOVE

CONSTRUCT

STA 270+00.00 TO STA 315+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 270+00.00 TO STA 315+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 270+00.00 TO STA 315+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(1) INSTALL 6 BARREL 10' X 5' RCB

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(30) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL TWO BARREL 60" RCP

(40) SIPHON CANAL AT PROPOSED CHANNEL CROSSING. SEE DETAIL C.12

(41) RELOCATE FIBER OPTIC LINE

(42) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
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TUTHILL CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO.	PLAN AND PROFILE SHEET STA. 270+00.00 TO 315+00.00	SHEET TC7

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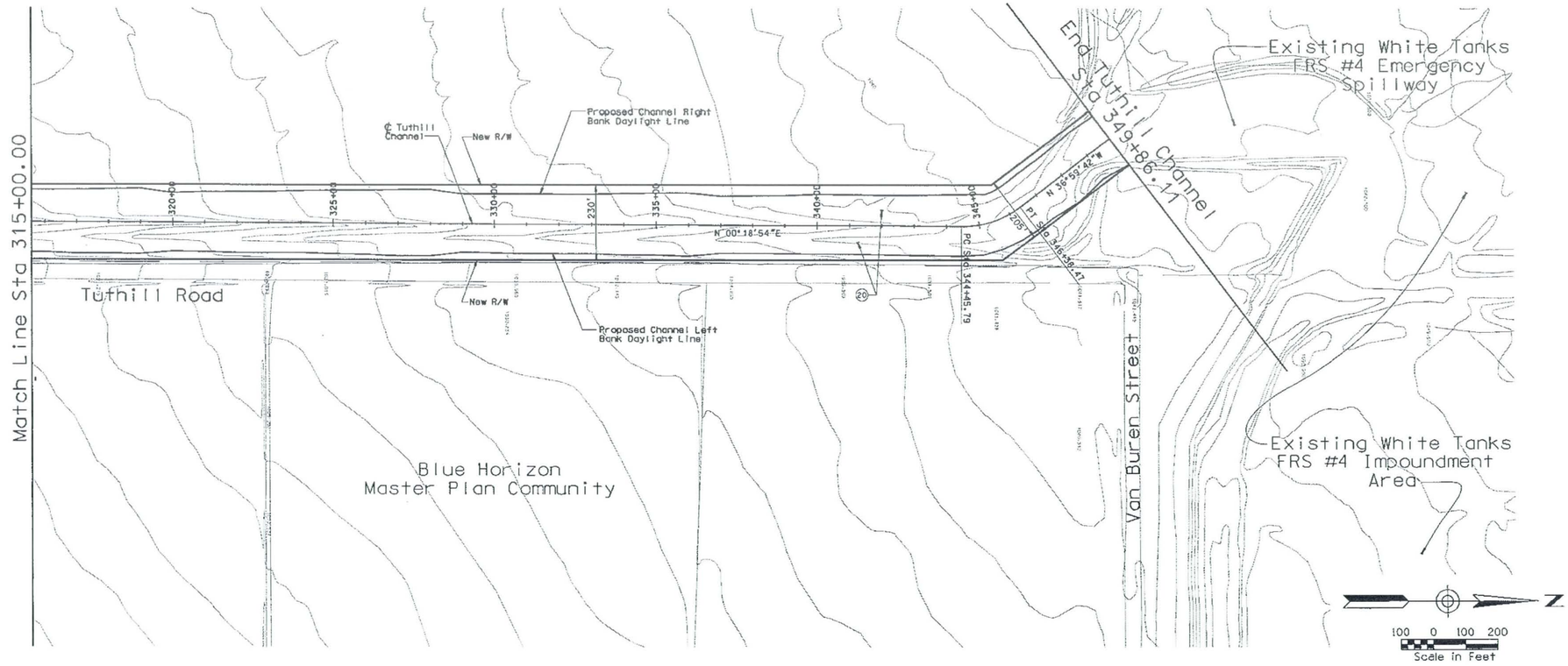

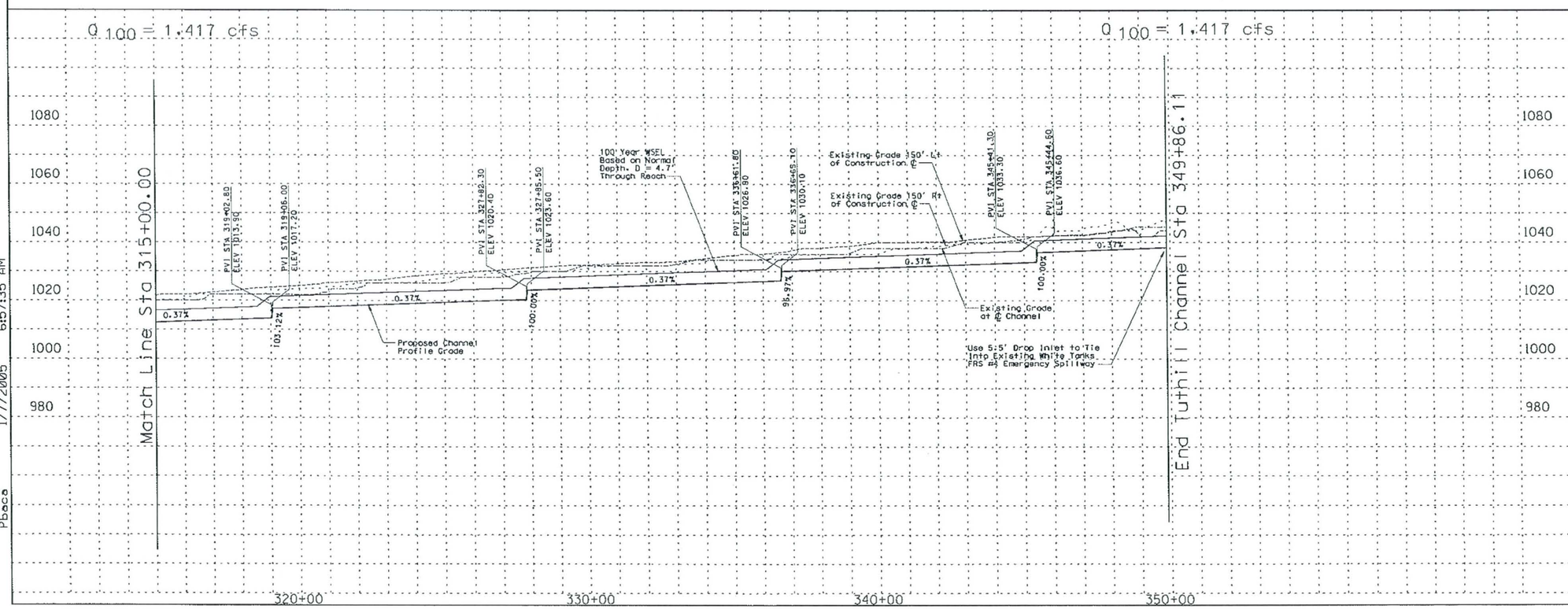

REMOVE

CONSTRUCT

STA 315+00.00 TO STA 349+86.11. CONSTRUCT 3486.11 LIN. FT EARTH CHANNEL

STA 315+00.00 TO STA 349+86.11. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 315+00.00 TO STA 349+86.11. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT.

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

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TUTHILL CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 315+00.00 TO 349+86.11	SHEET TC8

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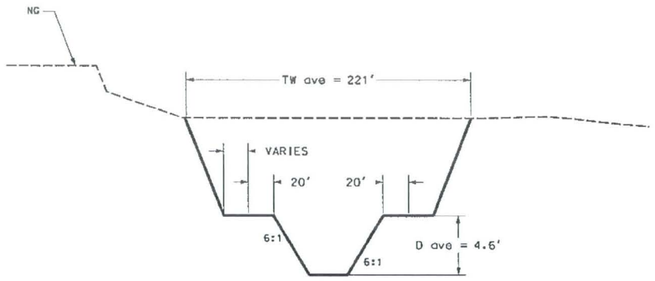
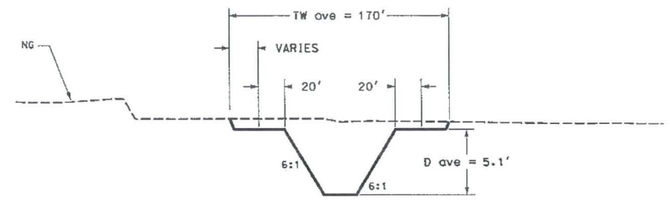


Sta 190+73.70 - Sta 216+53.70



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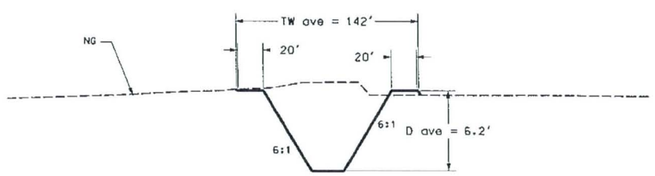
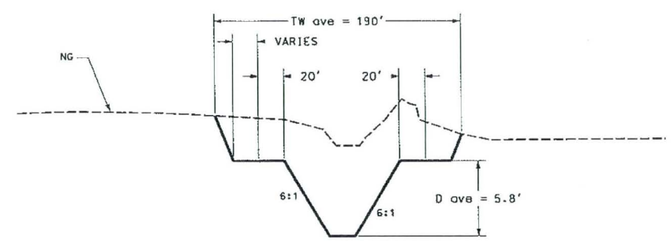


Sta 288+49.00 - Sta 296+72.00



Sta 297+20.00 - Sta 349+86.11

REMOVE

CONSTRUCT

GENERAL NOTES:
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

TUTHILL CHANNEL TYPICAL CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

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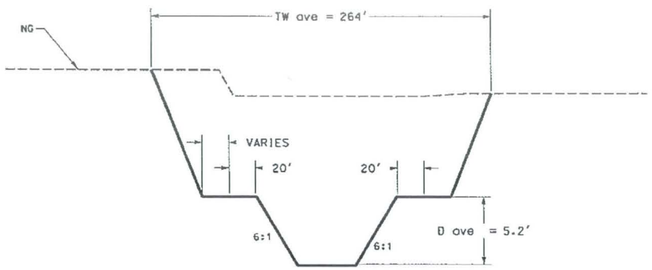
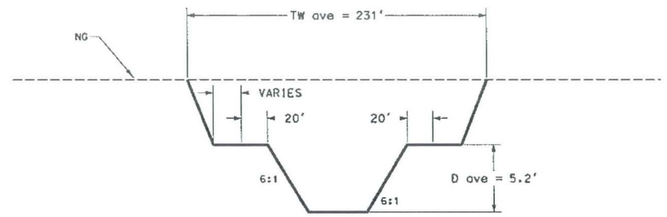
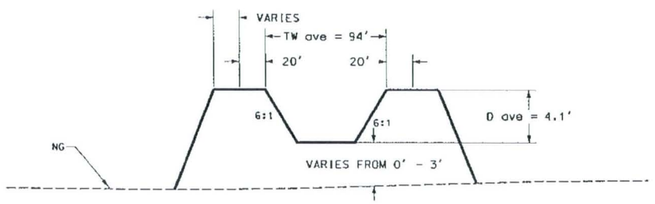


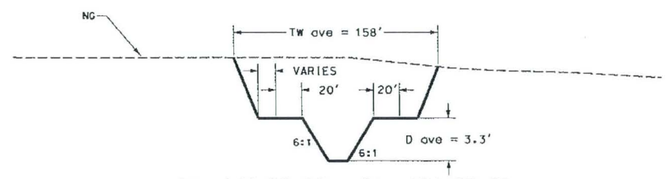
Sta 0+00.00 - Sta 45+08.00



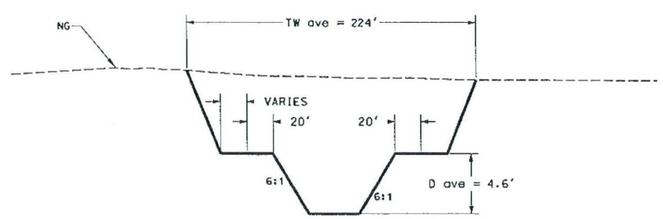
Sta 45+61.00 - Sta 83+98.00



Sta 85+12.00 - Sta 143+90.00



Sta 144+57.00 - Sta 154+25.60



Sta 154+55.60 - Sta 190+25.70

REMOVE

CONSTRUCT

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TUTHILL CHANNEL TYPICAL CROSS SECTIONS

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO.	TYPICAL CHANNEL SECTIONS	SHEET

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Tuthill Channel Detention Basin

GENERAL DESCRIPTION

The Tuthill Channel Detention Basin is an earthern-lined basin with a bottom elevation of 890 feet and a top elevation of 898 feet for a depth of eight feet. The volume of the detention basin is calculated to be 108.5 acre-feet. Total acres of the basin is calculated to be 19.9 acres.

CHANNEL LOCATION

The Tuthill Channel Detention Basin is located adjacent to the Tuthill Channel from approximately Station 158+00 to Station 172+00 just north of the Union Pacific Railroad corridor.

APPLICATION

The Reems Channel Detention Basin would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the adjacent rail line.

SPECIFIC AREAS OF BASIN

- The basin should transition into the Tuthill Channel between Stations 158+00 and 172+00 with plantings and earth contouring.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$1.13 M	18.5 acres	($1.40/SF)
Total Cost	**$1.13 M**		
FCDMC Funding	$0.68 M		
Additional Funding	$0.45 M		

Railroad Theme With Recreational Interest

Tuthill Channel Detention Basin

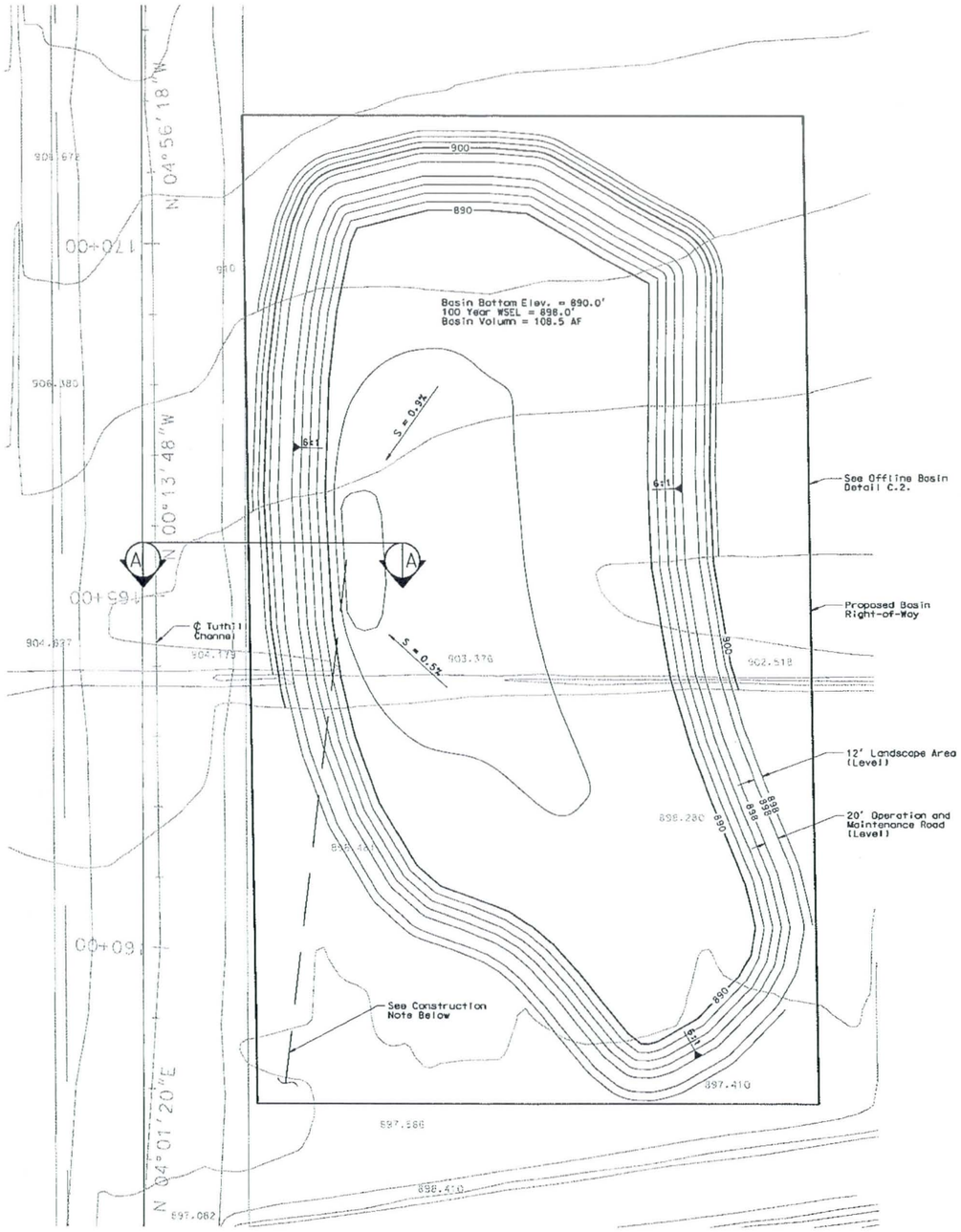
STA. 338+00 to STA. 344+00

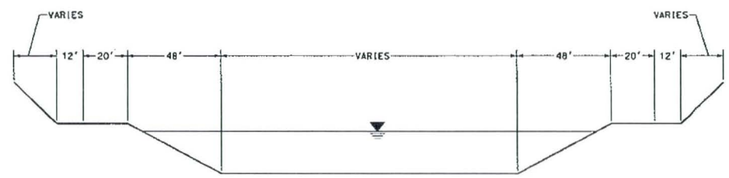
PLAN

SCALE 1" = 200'

SECTION R-R

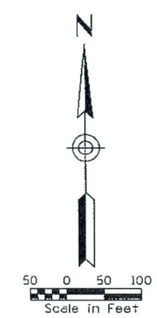
SCALE 1" = 20'





TYPICAL SECTION A-A

NOT TO SCALE



REMOVE

CONSTRUCT

CONSTRUCTION NOTE:
INSTALL 54" LOW FLOW POST STORM DRAIN.
2100 LF AT S = 0.22%.
DAYLIGHT IN TUTHILL CHANNEL AT STA. 144+57.

GENERAL NOTES:
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

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TUTHILL CHANNEL DETENTION BASIN
PLAN & SECTION

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO. | TUTHILL CHANNEL BASIN PLAN | SHEET OF

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GENERAL DESCRIPTION

The Jackrabbit Trail Channel is an earthern lined channel beginning just downstream of the existing White Tanks Flood Retaining Structure #3 and ending approximately 1.2 miles north of the Camelback Road alignment for a total length of approximately four miles. The channel right-of-way varies in width from 250' at the northern limit of the channel to180' at Sells Road. The depth of the channel varies from 4.3 feet to 6.9 feet.

CHANNEL LOCATION

The Jackrabbit Trail Channel alignment is located on the west side of Jackrabbit Trail and parallels the roadway.

APPLICATION

The Jackrabbit Trail Channel passes through the Urban Landscape Theme as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the east side of the channel
  - 20' wide meandering all weather surface O&M road located on the west side of the channel
  - Access points to/from adjacent communities/neighborhoods on both sides of the channel
  - Undulating berms of varying heights and slopes
- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and it should meander back and forth throughout the right-of-way.
- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the surrounding developments, both in material selection, form, and placement.

SPECIFIC AREAS OF CHANNEL:

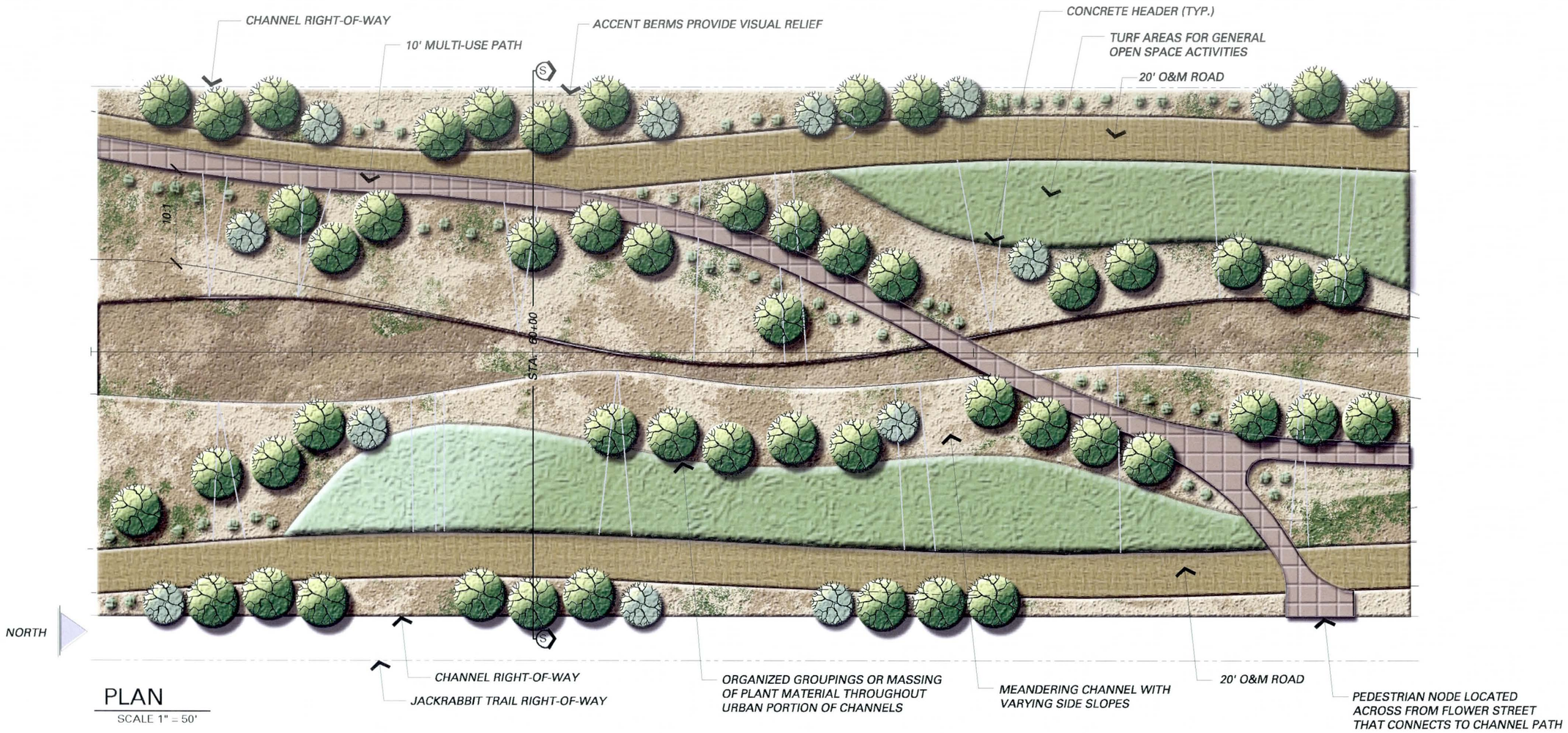
- **Crossing major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.
- **Connection to adjacent developments:** Access to/from adjacent developments need to be considered during the layout of multi-use path. Elements found at these connection points might include ramada structures, seating, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.
- **Connection to adjacent basins:** A basin is located adjacent to the channel from approximately Station 175+00 to Station 189+00. The landscape treatment applied to this stretch should be seamless between the channel and basin. An entry node to the basin should be provided from the channel.
- **Overall channel layout:** This channel has various bends and jogs that allow for the creation of focal points. These focal points created by the bends and jogs should be explored and developed during the design process.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Urban Theme	$6.06 M	89.8 acres	($1.55/SF)
Total Cost	**$6.06 M**		
FCDMC Funding	$3.64 M		
Additional Funding	$2.42 M		

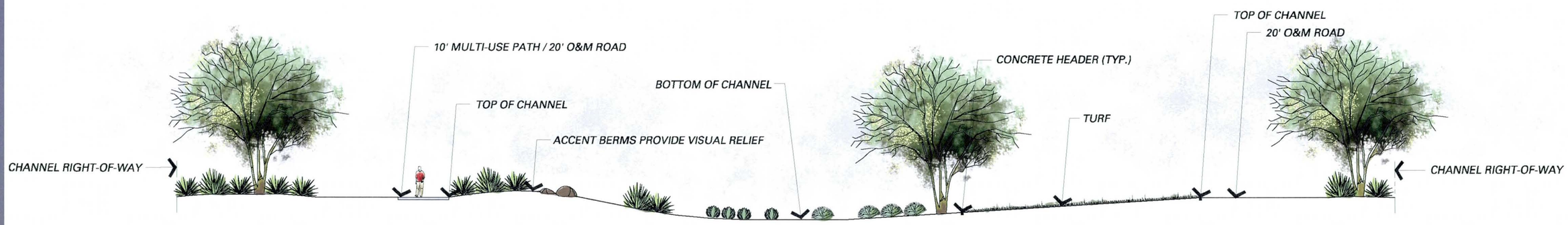
Urban Theme
Channel Width = 240'

Jackrabbit Trail Channel
STA. 58+00 to STA. 64+00



PLAN

SCALE 1" = 50'

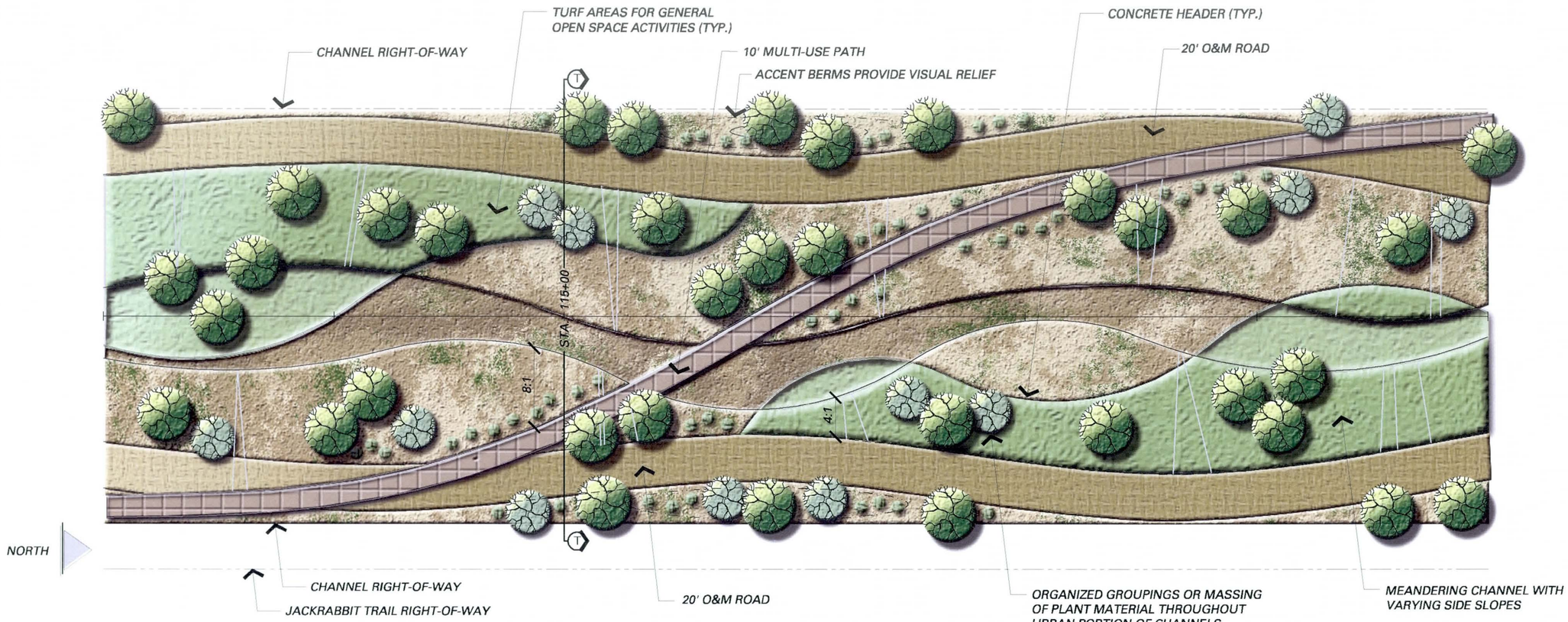


SECTION S-S AT STA. 60+00

SCALE 1" = 20'

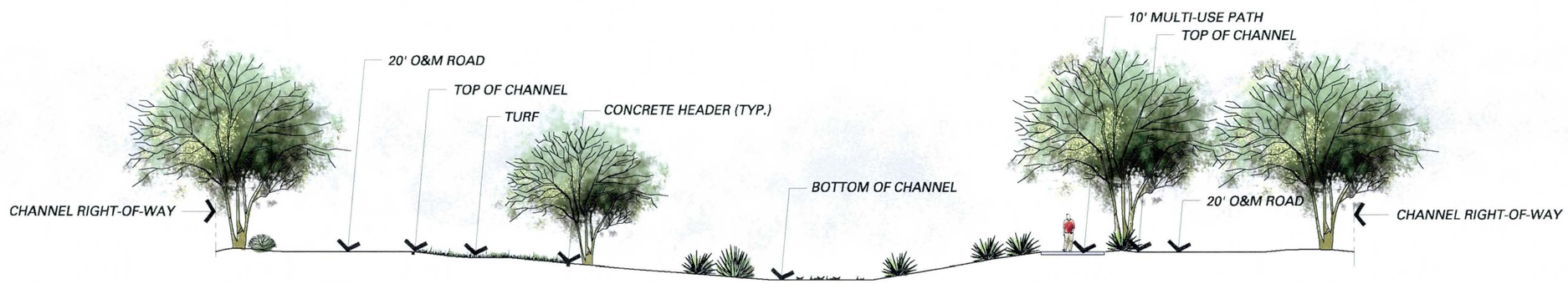
Urban Theme
Channel Width = 180'

Jackrabbit Trail Channel
STA. 113+00 to STA. 119+00



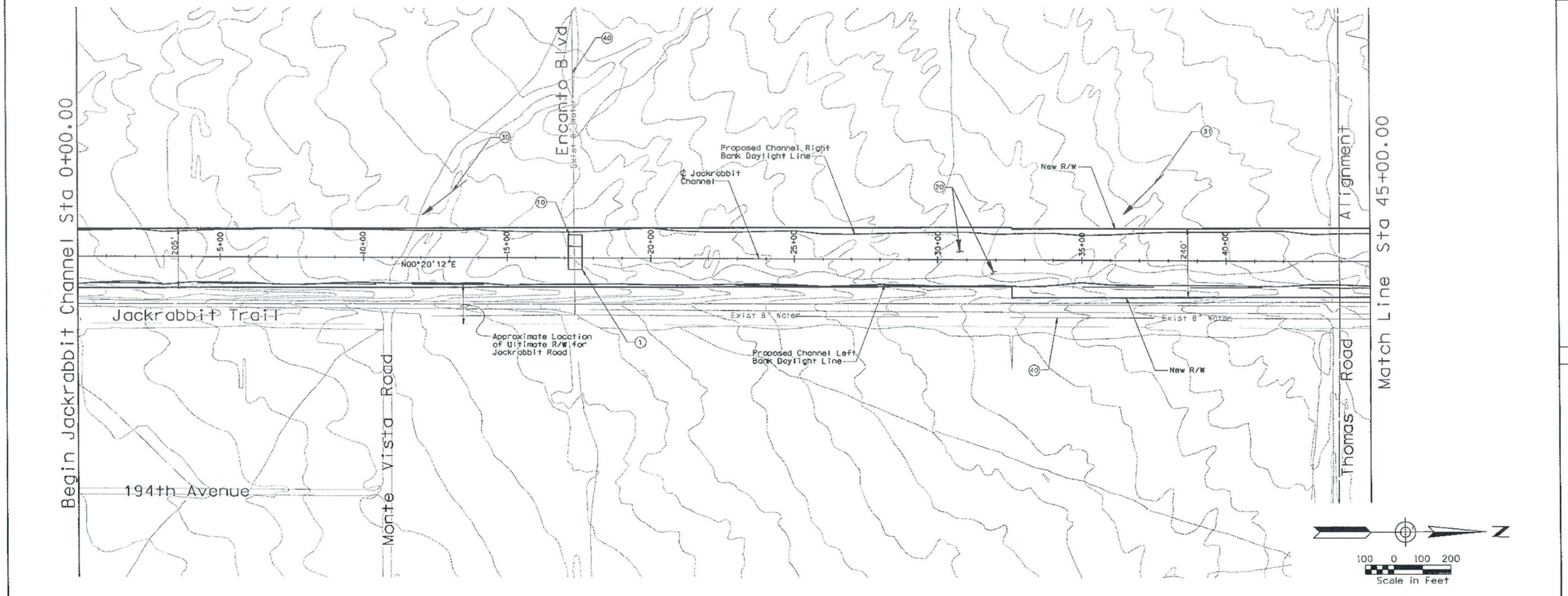
PLAN

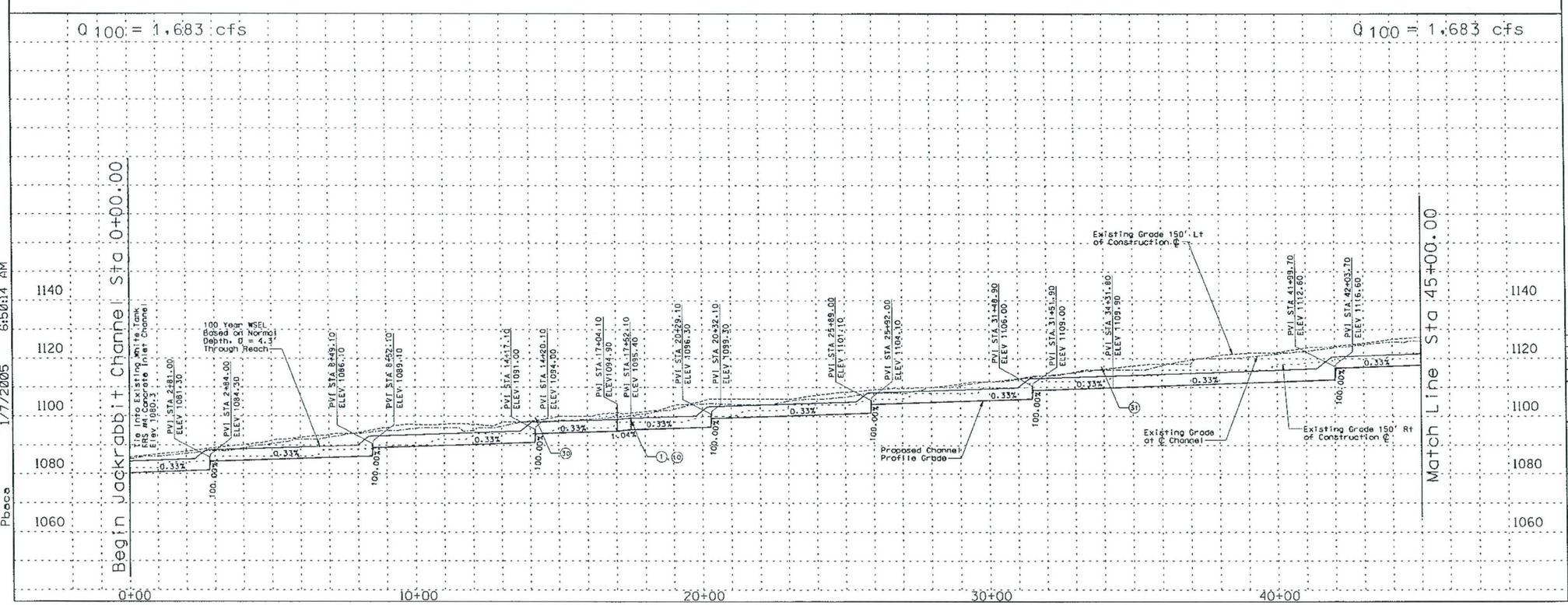
SCALE 1" = 50'



SECTION T-T AT STA. 115+00

SCALE 1" = 20'





REMOVE

CONSTRUCT

STA 00+00.00 TO STA 45+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 45+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 00+00.00 TO STA 45+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 9 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(30) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 FOUR BARREL 48" RCP

(31) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 SINGLE BARREL 36" RCP

(40) RELOCATE WATERLINE

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

JACKRABBIT CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 0+00.00 TO 45+00.00	SHEET JR1

c:\fcdmc\e152600\cadd\microstation\level 11\1303\proposed\jackrabbit\1303_jrppl.dgn
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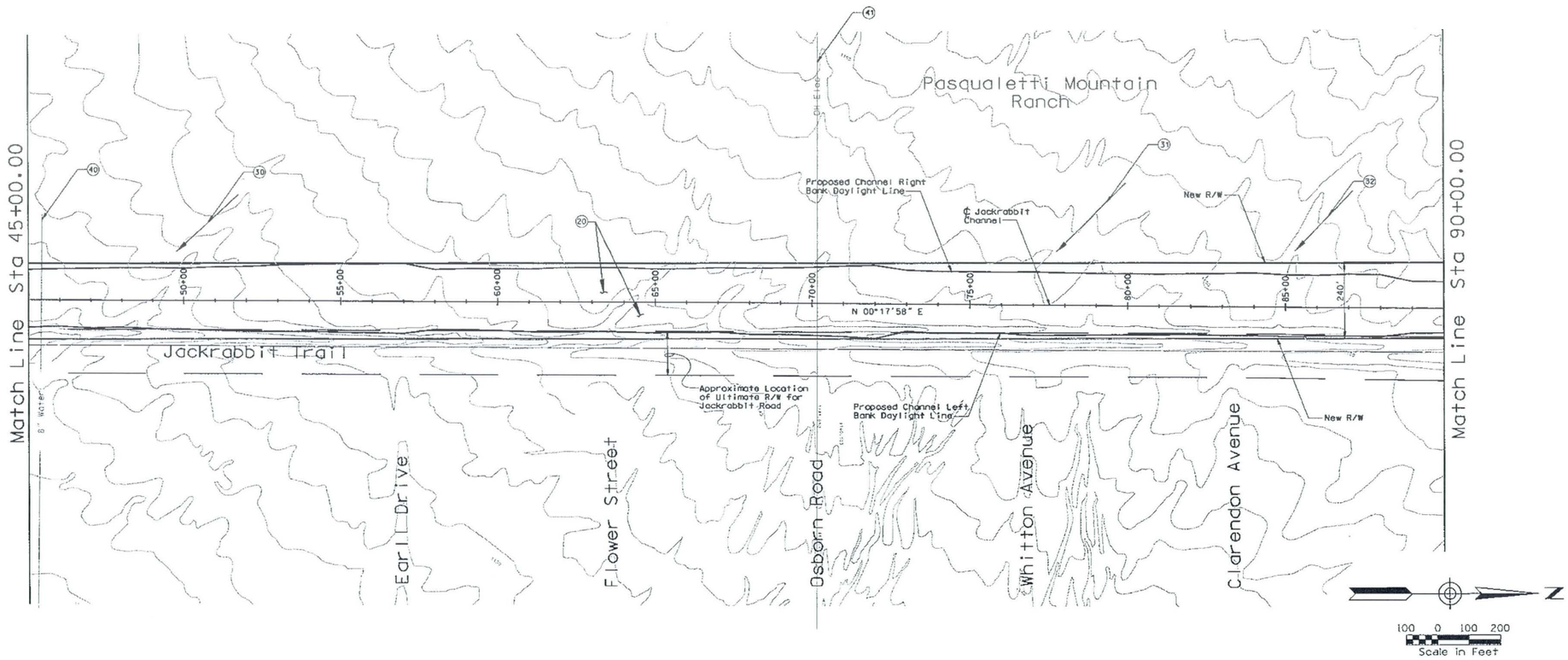

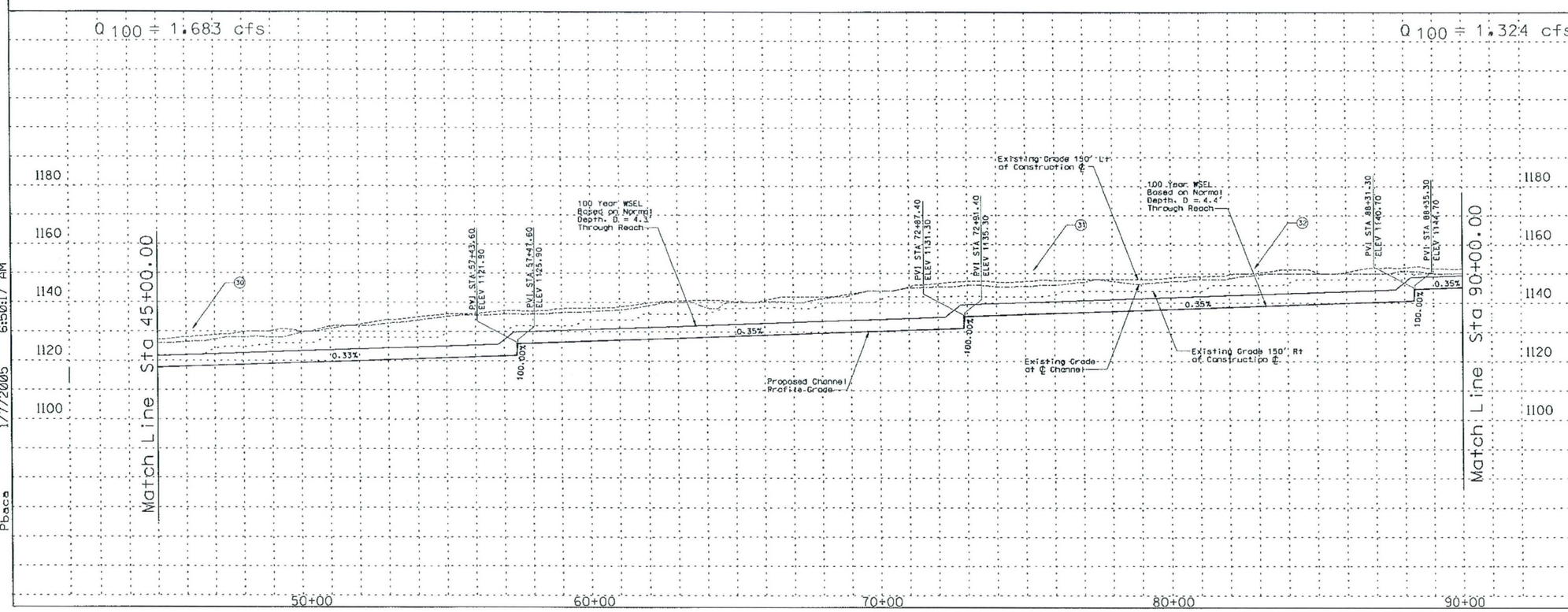

REMOVE

CONSTRUCT

STA 45+00.00 TO STA 90+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 45+00.00 TO STA 90+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 45+00.00 TO STA 90+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(30) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 TWO BARREL 48" RCP

(31) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 TWO BARREL 48" RCP

(32) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 SINGLE BARREL 30" RCP

(40) RELOCATE WATERLINE

(41) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

JACKRABBIT CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 45+00.00 TO 90+00.00	SHEET JR2

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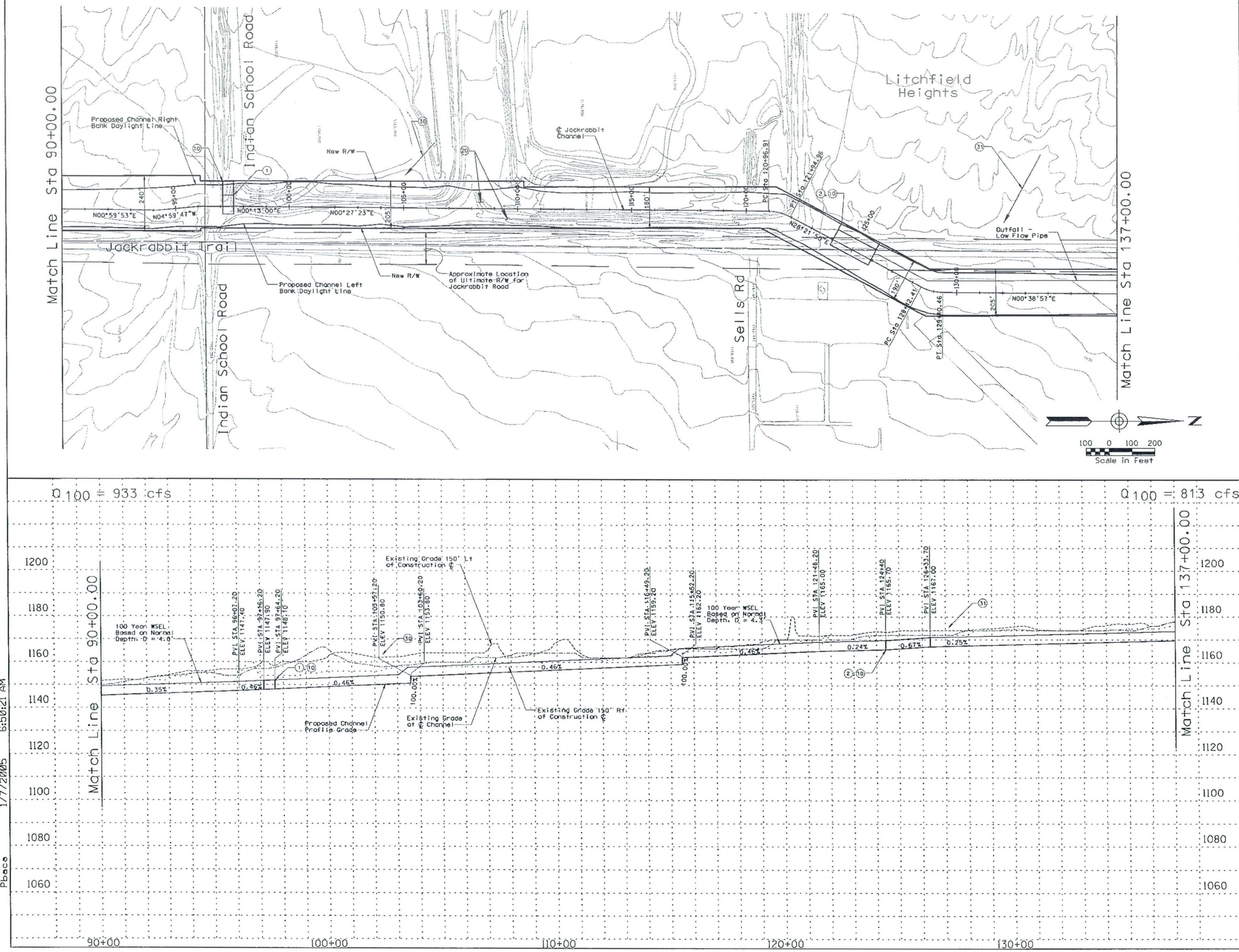

REMOVE

CONSTRUCT

STA 90+00.00 TO STA 137+00.00 CONSTRUCT 4700 LIN. FT EARTH CHANNEL

STA 90+00.00 TO STA 137+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 90+00.00 TO STA 137+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 9 BARREL 10' x 4' RCB

(2) INSTALL 4 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(30) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 THREE BARREL 48" RCP

(31) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 FOUR BARREL 48" RCP

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

JACKRABBIT CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 90+00.00 TO 137+00.00	SHEET JR3

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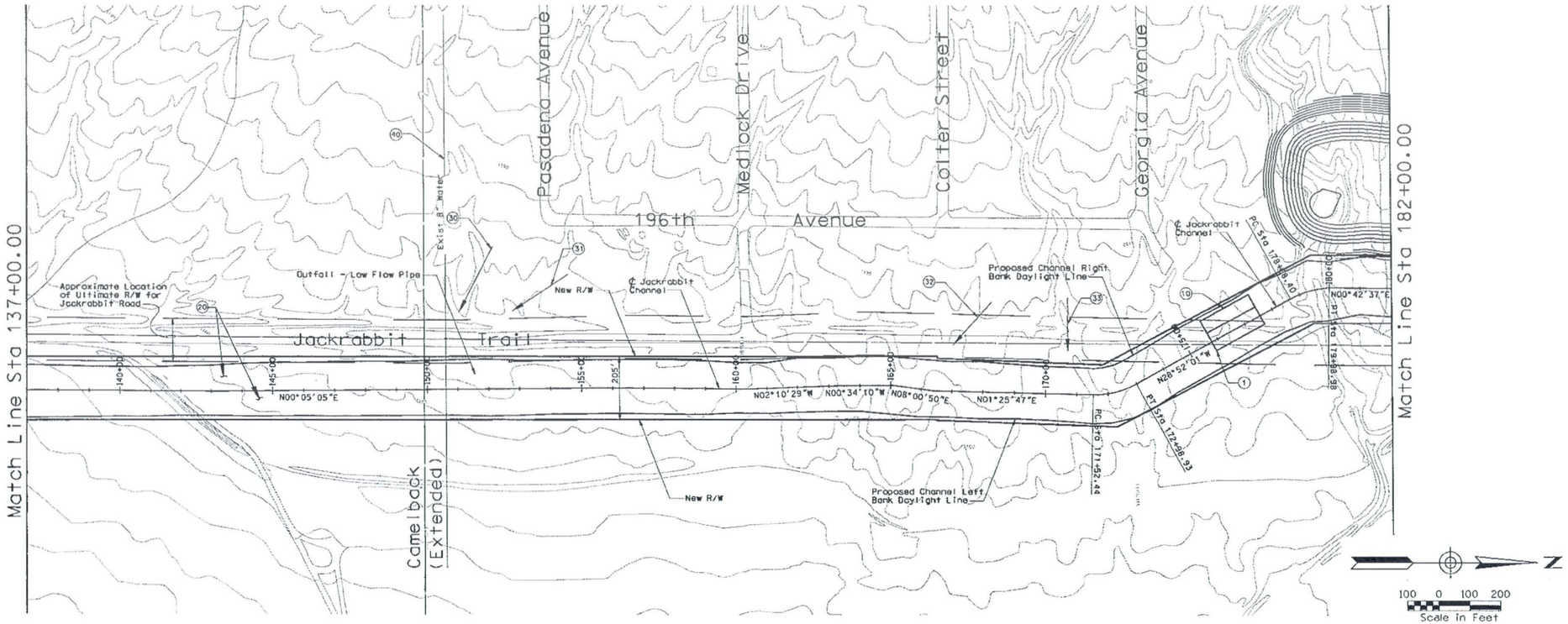

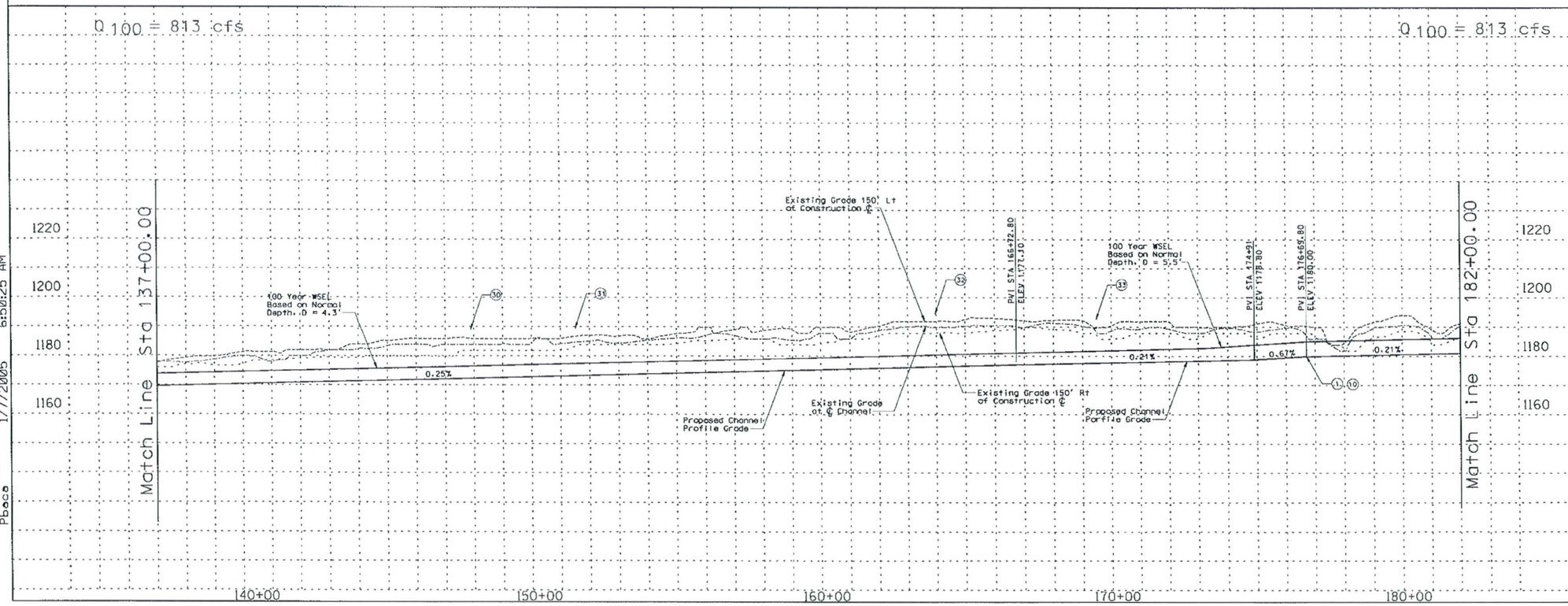

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Pbace 1/7/2005 6:50:25 AM

REMOVE

CONSTRUCT

STA 137+00.00 TO STA 182+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 137+00.00 TO STA 182+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 137+00.00 TO STA 182+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 4 BARREL 10' x 4' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(30) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 TWO BARREL 30" RCP

(33) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 SINGLE BARREL 48" RCP

(32) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 SINGLE BARREL 36" RCP

(33) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 EIGHT BARREL 66" RCP

(40) RELOCATE WATERLINE

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

JACKRABBIT CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
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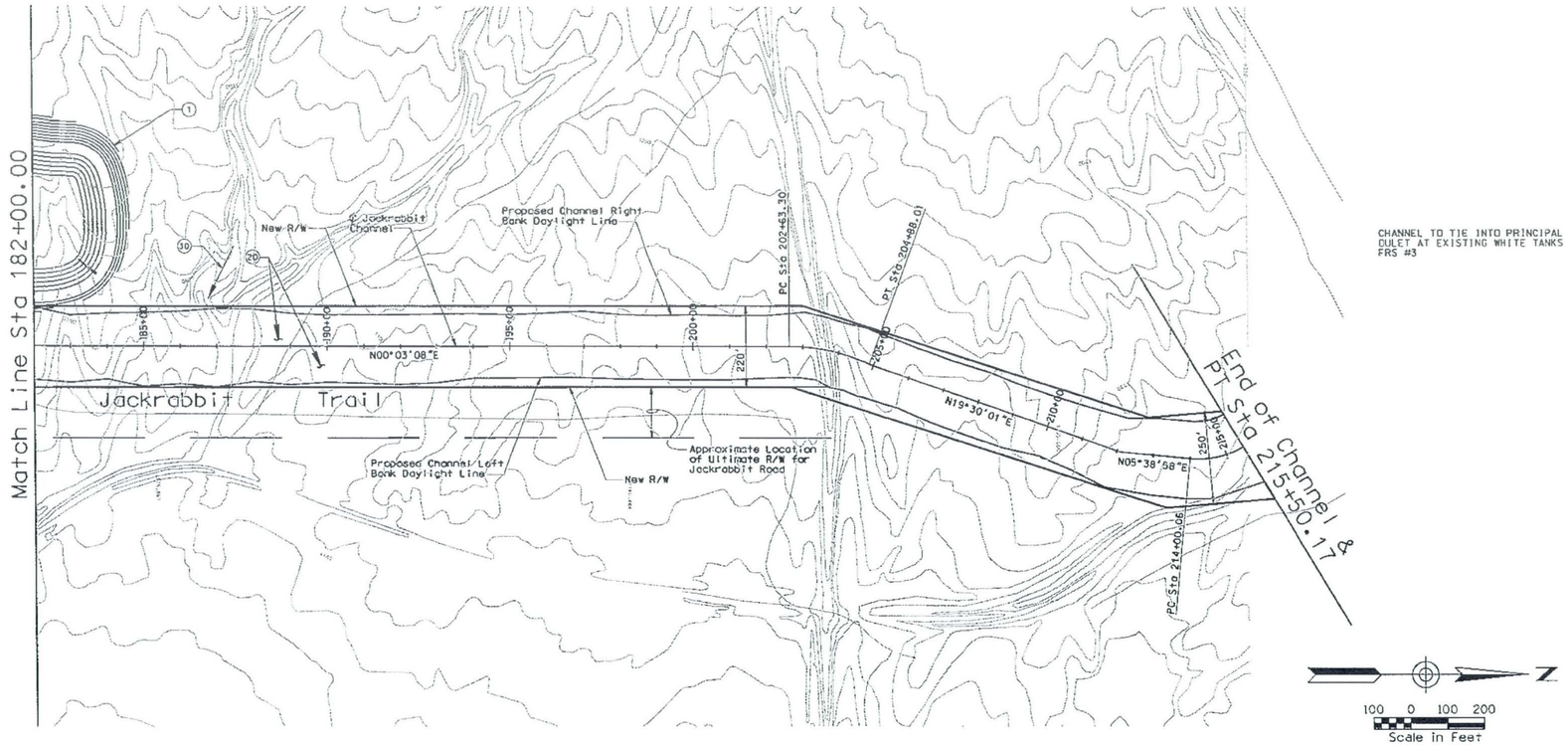
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

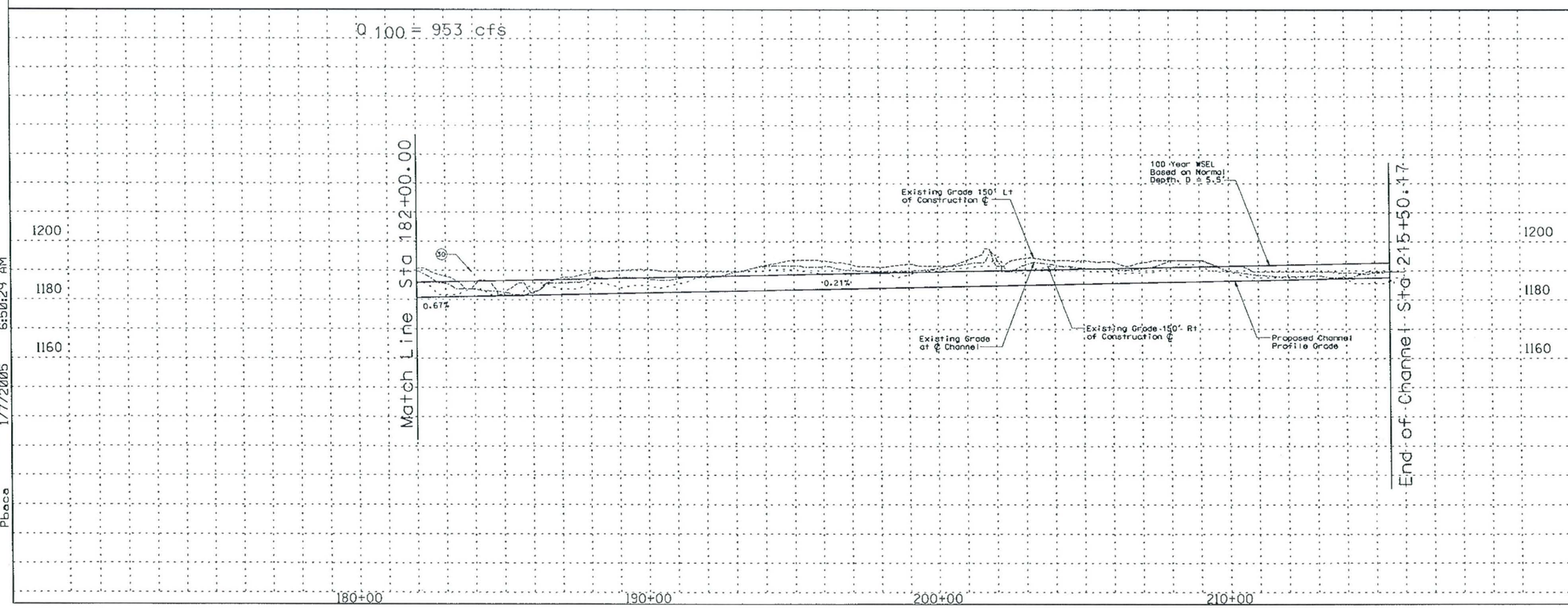
LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 137+00.00 TO 182+00.00	SHEET JR4





REMOVE

CONSTRUCT

STA 182+00.00 TO STA 215+50.17 CONSTRUCT 3350 LIN. FT EARTH CHANNEL

STA 182+00.00 TO STA 215+50.17. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 182+00.00 TO STA 215+50.17. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) CONSTRUCT 42 AF OFFLINE DETENTION BASIN/PARK

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(30) SIGNIFICANT ADJACENT INFLOW LOCATION. INSTALL 1 TWO BARREL 66" RCP

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

JACKRABBIT CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 182+00.00 TO 215+50.17	SHEET JR5

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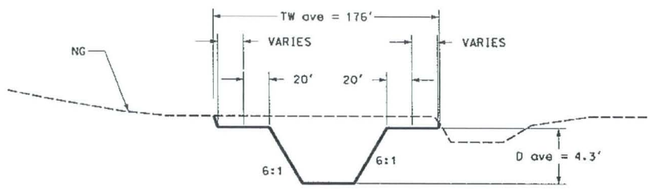
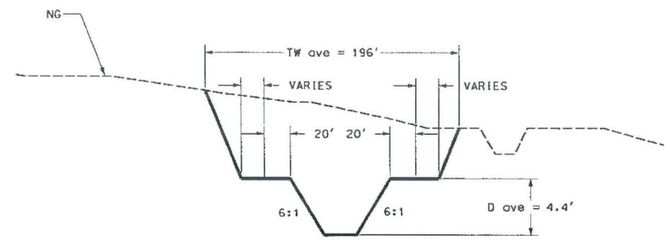
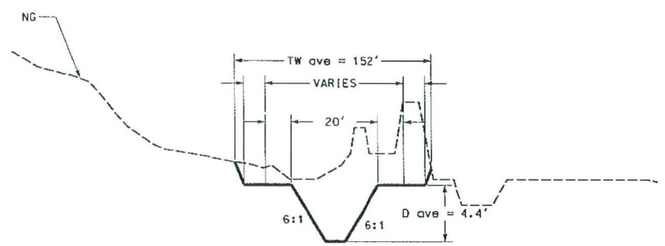


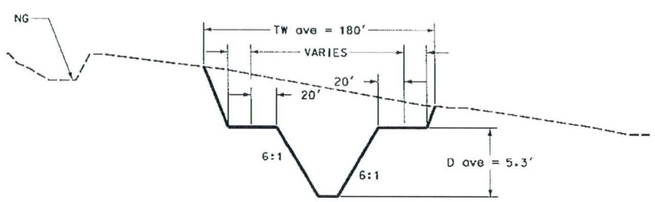
Sta 0+00.00 - Sta 61+75.39



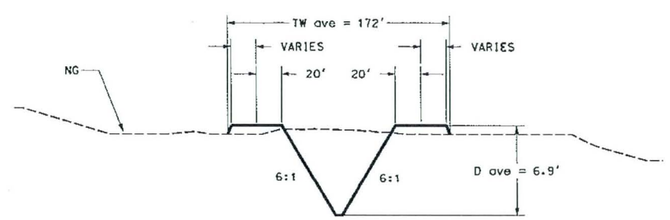
Sta 61+75.39 - Sta 96+07.00



Sta 97+16.00 - Sta 121+48.17



Sta 124+40.00 - Sta 166+72.42



Sta 166+72.42 - Sta 215+50.17

REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

JACKRABBIT CHANNEL
CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

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Jackrabbit Trail Channel Detention Basin

GENERAL DESCRIPTION

The Jackrabbit Channel Detention Basin is an earthern-lined basin with a bottom elevation of 1173.5 feet and a top elevation of 1186.0 feet for a depth of twelve feet. The volume of the detention basin is calculated to be 43.9 acre-feet. Total acres of the basin are calculated to be 6.4 acres.

CHANNEL LOCATION

The Jackrabbit Channel Detention Basin is located adjacent to the Jackrabbit Channel from approximately Station 178+00 to Station 185+00. This is approximately one-half mile north of the Camelback Road extended alignment.

APPLICATION

The Jackrabbit Channel Detention Basin would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:

  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes

- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.

- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.

- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.

- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.

- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the adjacent developments in the urban area.

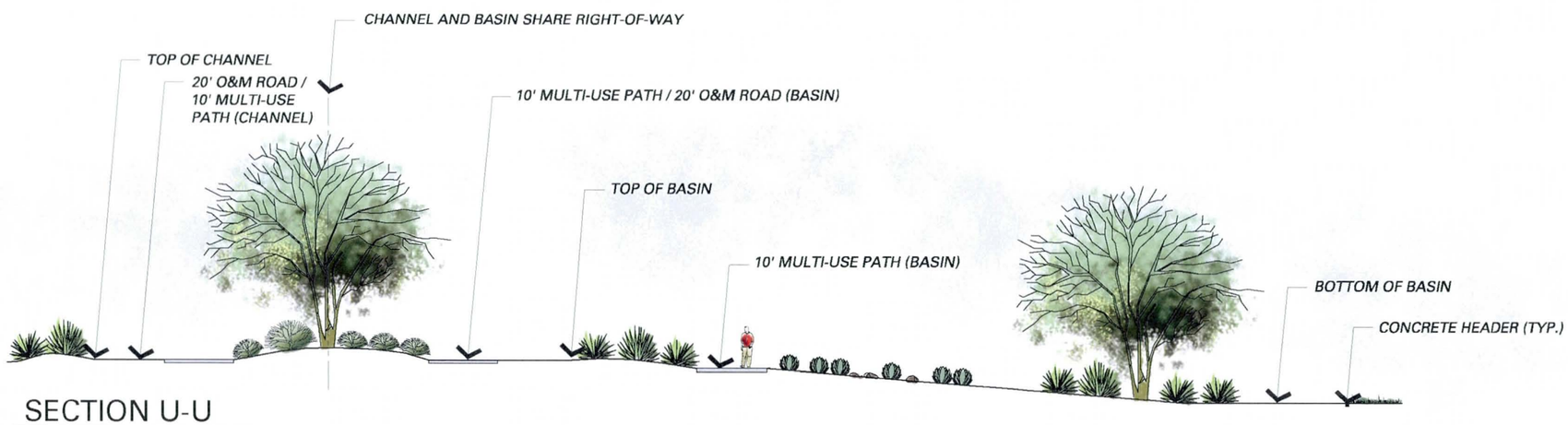
SPECIFIC AREAS OF BASIN

- The basin should transition into the Jackrabbit Trail Channel between Stations 158+00 and 172+00 with plantings and earth contouring.

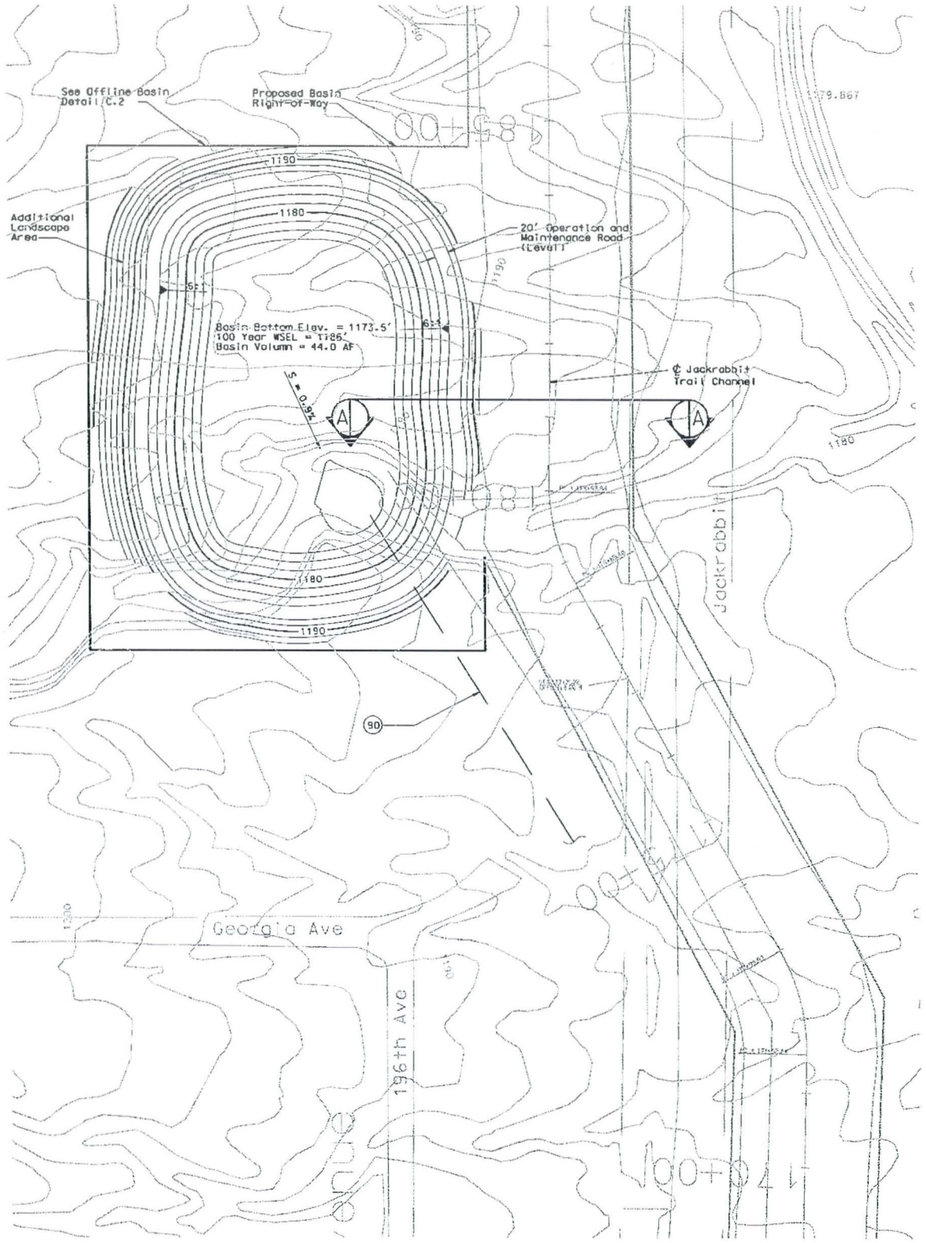
ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

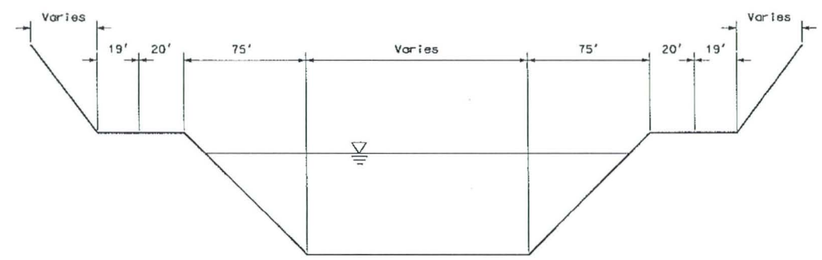
Recreational Theme	$0.43 M	7.0 acres	($1.40/SF)
Total Cost	**$0.43 M**		
FCDMC Funding	$0.26M		
Additional Funding	$0.17M		

PLAN
SCALE 1" = 200'



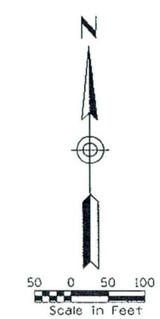
SECTION U-U
SCALE 1" = 20'





TYPICAL SECTION A-A

NOT TO SCALE



REMOVE

CONSTRUCT

(90) INSTALL 30" LOW FLOW POST STORM DRAIN.
8323 LF AT S = 0.22%.
DAYLIGHT IN JACKRABBIT CHANNEL AT STA. 125+80.13.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

JACKRABBIT CHANNEL DETENTION BASIN
PLAN & SECTION

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	JACKRABBIT CHANNEL BASIN PLAN	SHEET OF

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GENERAL DESCRIPTION

The Lower El Mirage Channel is an earthern lined channel that begins approximately 0.92 miles southeast of the El Mirage Road and South Park Place traffic intersection and ends at the El Mirage Road and South Park Place traffic intersection. The channel right-of-way varies in width from 170' to180' at Sells Road. The depth of the channel varies from 2.9 feet to 4.1 feet.

CHANNEL LOCATION

The Lower El Mirage Channel alignment is predominantly located through the Pueblo El Mirage Country Club.

APPLICATION

The Lower El Mirage Channel passes through the Urban Landscape Theme as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the east side of the channel
  - 20' wide meandering all weather surface O&M road located on the west side of the channel
  - Access points to/from adjacent communities/neighborhoods on both sides of the channel
  - Undulating berms of varying heights and slopes
- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and it should meander back and forth throughout the right-of-way.
- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment and the adjacent golf course. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

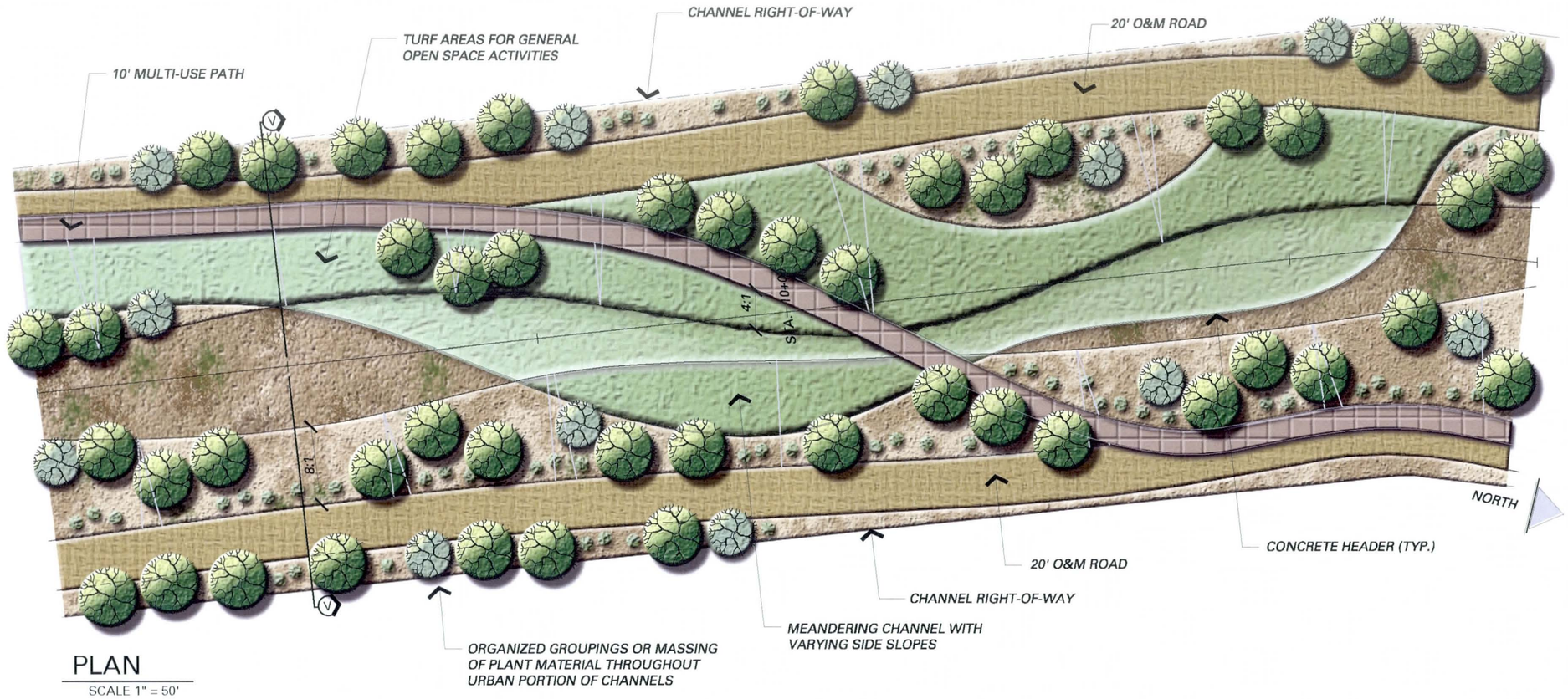
  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the surrounding development and Pueblo El Mirage Country Club, both in material selection, form, and placement.

SPECIFIC AREAS OF CHANNEL:

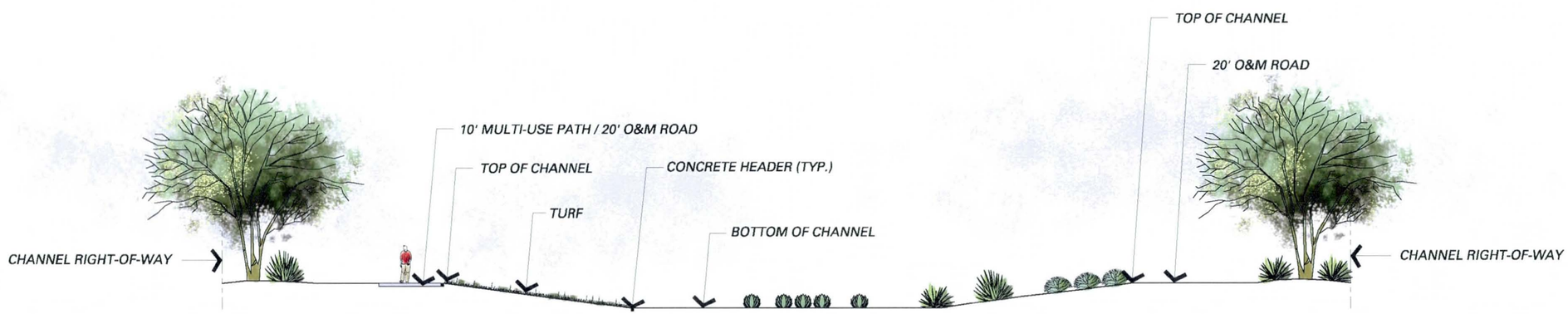
- Relationship to adjacent Pueblo El Mirage Country Club: The landscape treatments and amenities should be compatible with the existing golf course.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Urban Theme	$1.26M	18.6 acres	($1.55/SF)
Total Cost	**$1.26M**		
FCDMC Funding	$0.76M		
Additional Funding	$0.50 M		



PLAN
SCALE 1" = 50'



SECTION V-V AT STA. 8+00
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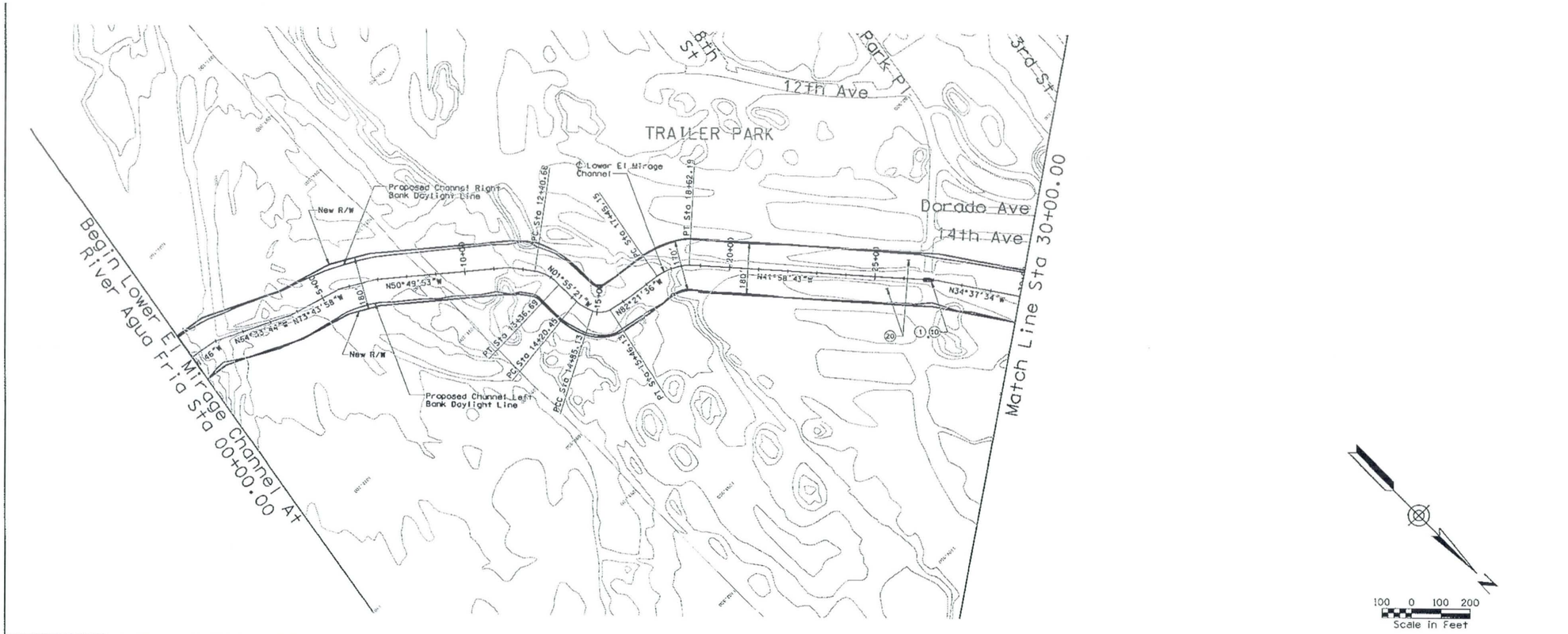

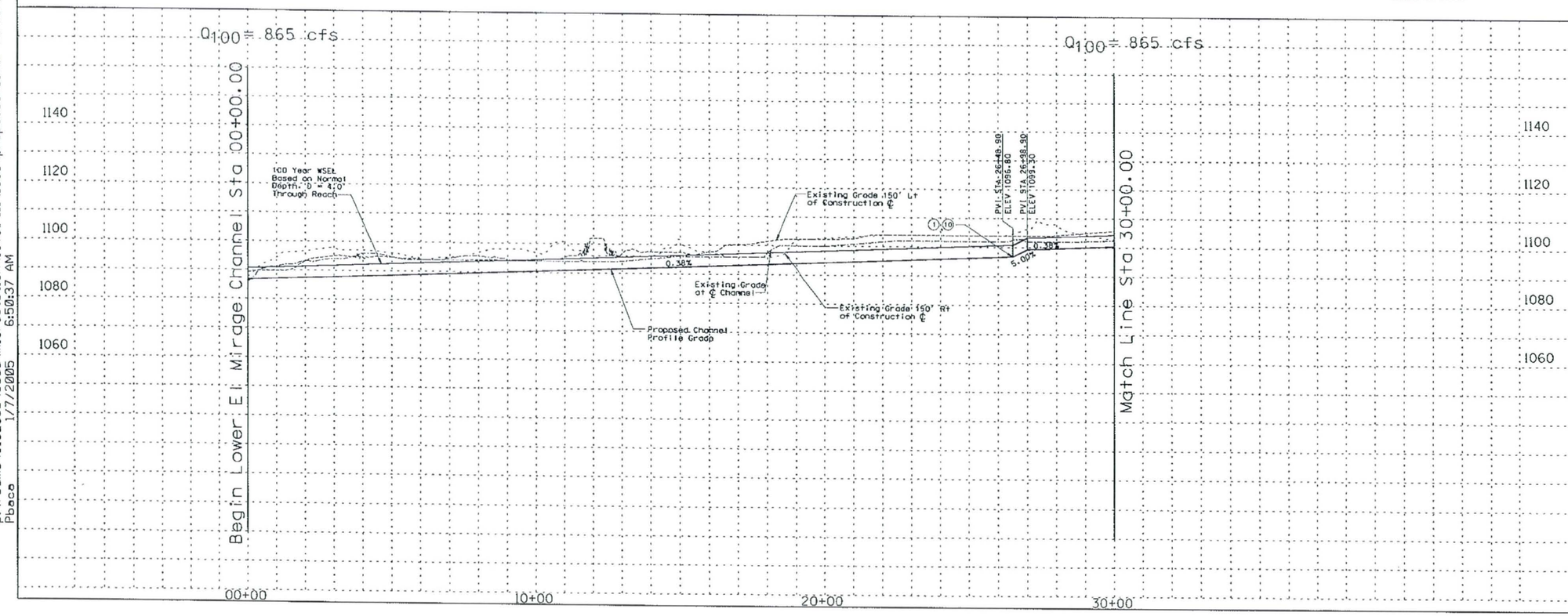

REMOVE

CONSTRUCT

STA 00+00.00 TO STA 30+00.00 CONSTRUCT 3000 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 30+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 00+00.00 TO STA 30+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 5 BARREL 10' X 4' RCB

(10) INSTALL 8' X 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

LOWER EL MIRAGE CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 30+00.00	SHEET LE1

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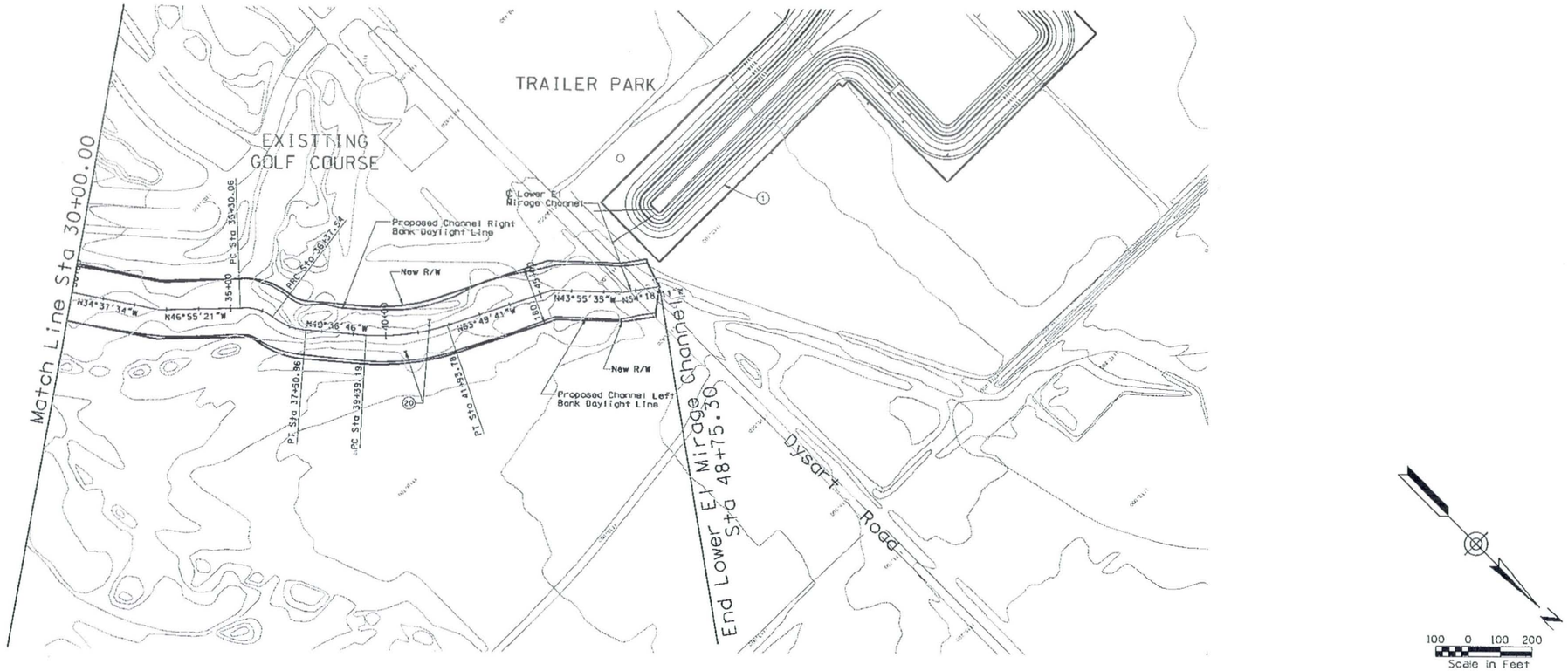

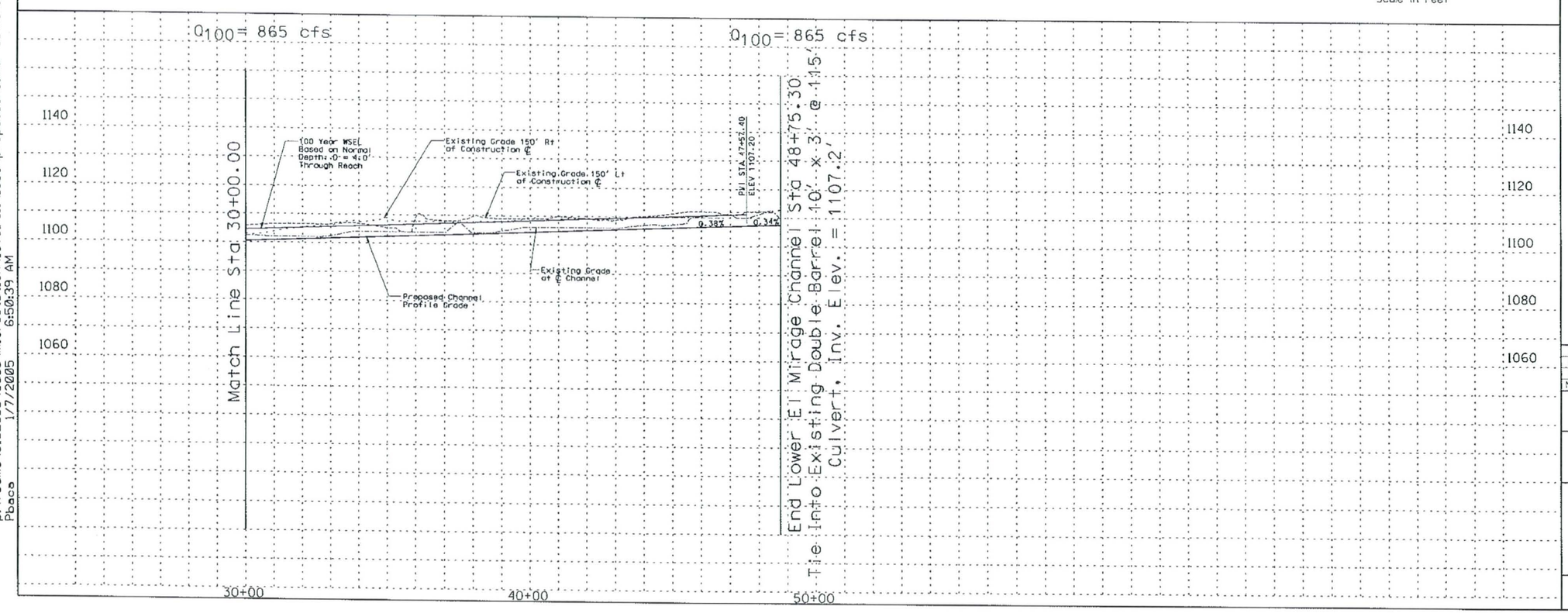

REMOVE

CONSTRUCT

STA 30+00.00 TO STA 48+75.30 CONSTRUCT 1875.30 LIN. FT EARTH CHANNEL

STA 30+00.00 TO STA 48+75.30. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 30+00.00 TO STA 48+75.30. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) CONSTRUCT 60 AF OFF-LINE DETENTION BASIN/PARK SEE GENERAL NOTES BELOW FOR DETAILS

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

LOWER EL MIRAGE CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 30+00.00 TO 48+75.30	SHEET LE2

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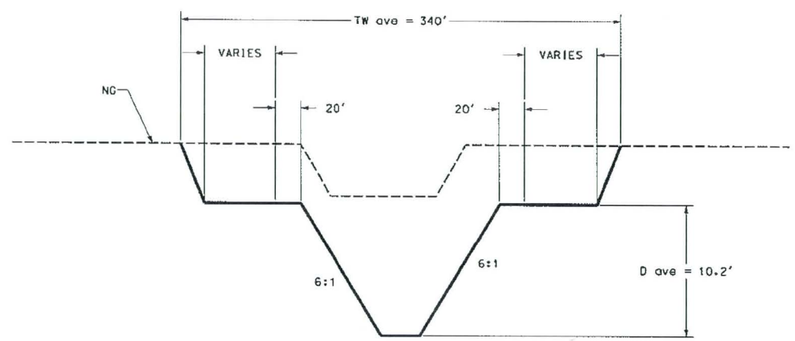

STA 0+00.00 – STA 48+75.30
N.T.S.

REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE – LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

LOWER EL MIRAGE CHANNEL
CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
2			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO.	TYPICAL CHANNEL SECTIONS	SHEET

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Lower El Mirage Channel Detention Basin

GENERAL DESCRIPTION

The Lower El Mirage Channel Detention Basin is an earthern-lined basin with a bottom elevation of 1104.5 feet and a top elevation of 1114.0 feet for a depth of twelve feet. The volume of the detention basin is calculated to be 80.0 acre-feet. Total acres of the basin are calculated to be 13.1 acres.

CHANNEL LOCATION

The Lower El Mirage Channel Detention Basin is located on the west side of Dysart Road adjacent to an existing trailer park.

APPLICATION

The Lower El Mirage Channel Detention Basin would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the adjacent El Mirage Country Club and surrounding development in the urban area.

SPECIFIC AREAS OF BASIN

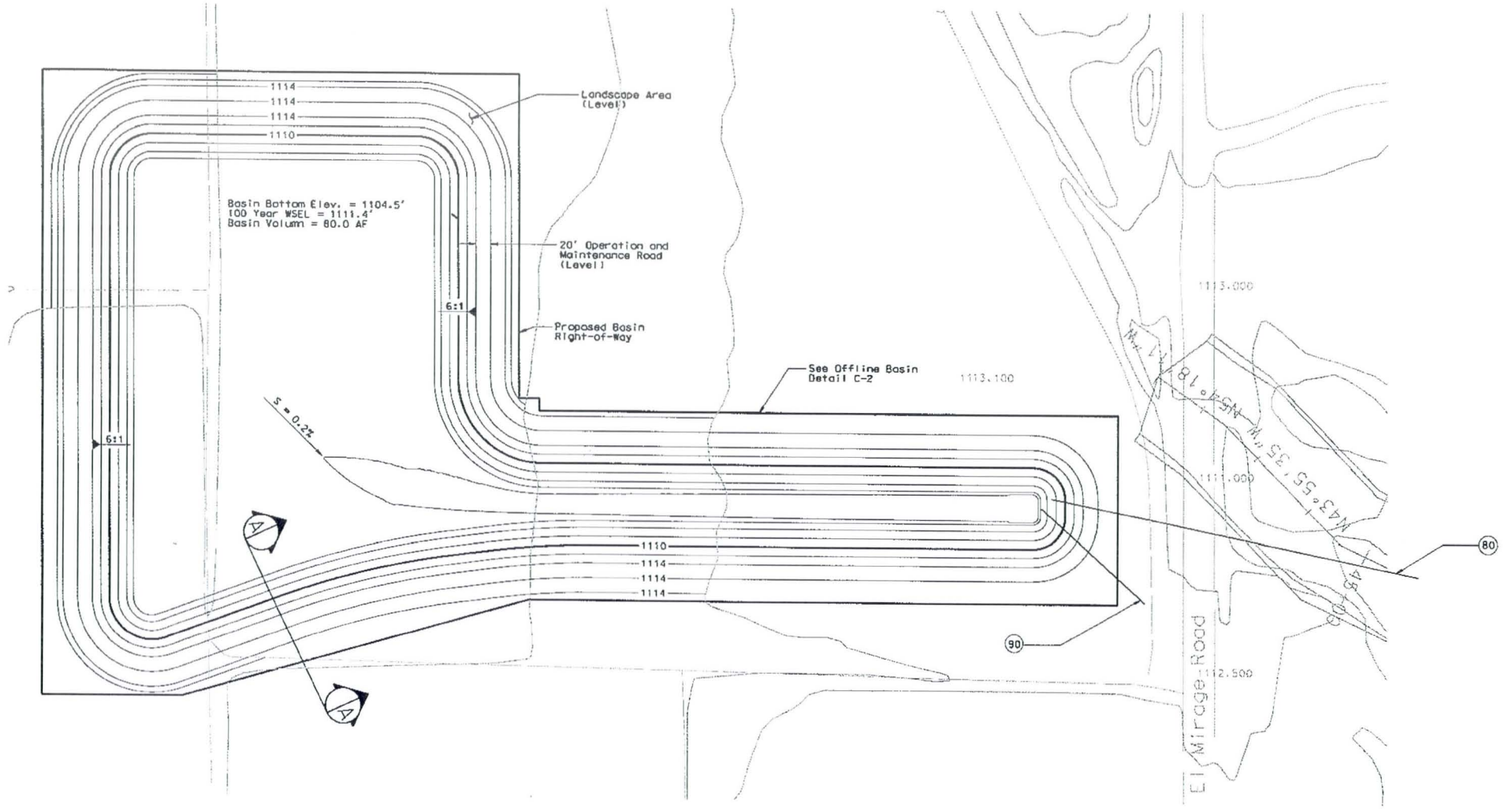
- The basin should incorporate streetscape planting and amenities along El Mirage Road.
- An access point to the basin should be provided along El Mirage Road.

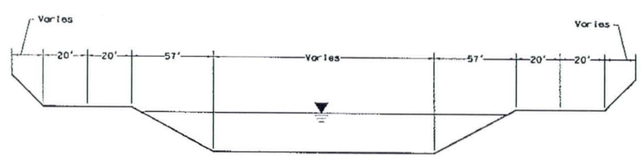
ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$0.95 M	15.6 acres	($1.40/SF)
Total Cost	**$0.95 M**		
FCDMC Funding	$0.57 M		
Additional Funding	$0.38 M		

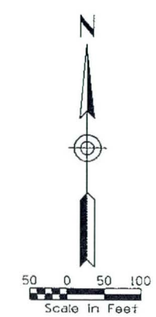
PLAN
SCALE 1" = 200'

SECTION W-W
SCALE 1" = 20'





TYPICAL SECTION A-A
NOT TO SCALE



REMOVE

CONSTRUCT

(80) INSTALL 7 BARREL 60" RCP BASIN OUTLET

(90) INSTALL 30" LOW FLOW POST STORM DRAIN.
2068 LF AT S = 0.22%.
DAYLIGHT IN LOWER EL MIRAGE CHANNEL AT STA. 27+59.13.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

LOWER EL MIRAGE CHANNEL
DETENTION BASIN - PLAN & SECTION

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO. | LOWER EL MIRAGE CHANNEL BASIN | SHEET OF

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Lower Northern Channel

GENERAL DESCRIPTION

The Lower Northern Channel is an earthern-lined channel beginning approximately 300 feet south of the Northern Avenue and Sarival Avenue traffic intersection and ending approximately 0.75 miles west of Sarival Road. The channel right-of-way varies in width from 134' at Sarival Road to 220' where the channel meets Lower Northern Basin. The average depth of the channel is 4.2 feet.

CHANNEL LOCATION

The Lower Northern Channel alignment is located approximately 300 feet south of Northern Avenue for a distance of 1665 feet from Sarival Avenue. At that point it turns forty-five degrees northeast to Lower Northern Basin.

APPLICATION

The Lower Northern Channel passes through Urban Landscape Theme as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the east side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent communities/neighborhoods on both sides of the channel
  - Undulating berms of varying heights and slopes
- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and it should meander back and forth throughout the right-of-way.
- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

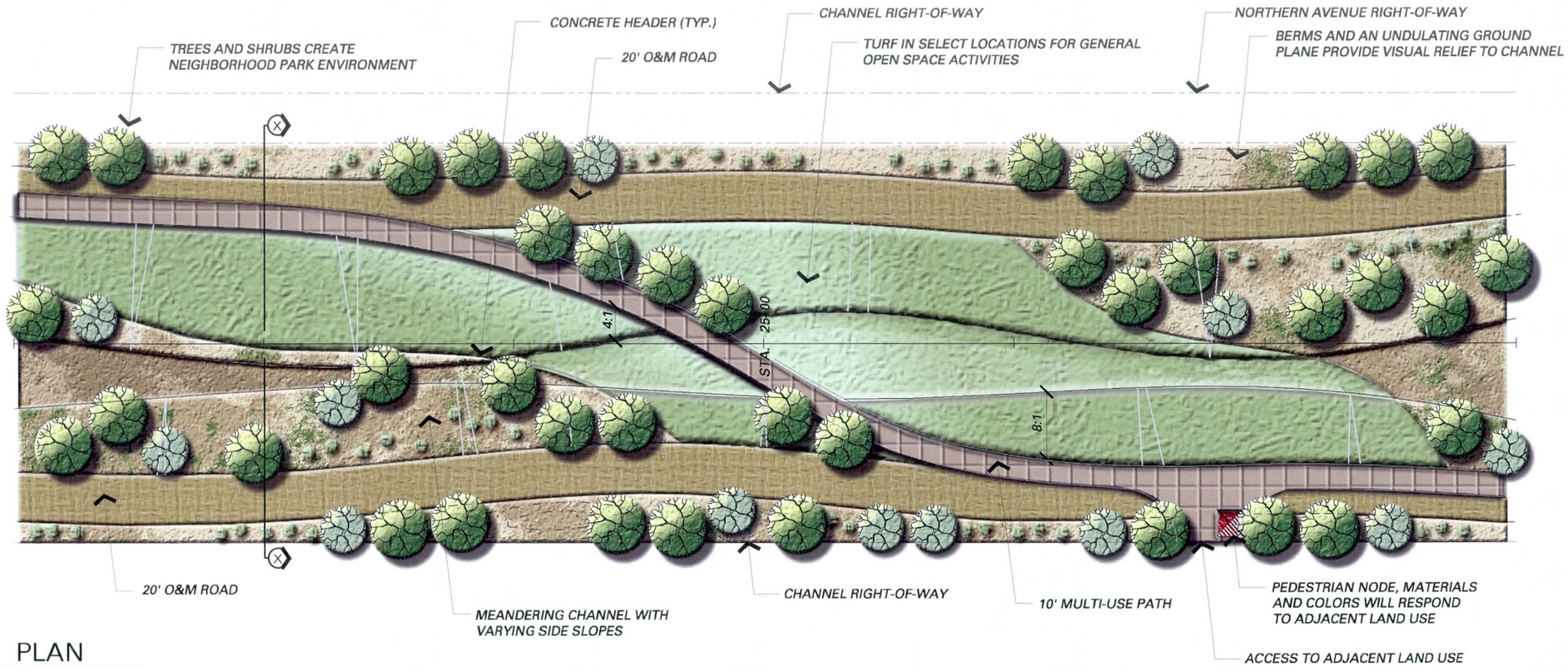
  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the surrounding developments, both in material selection, form, and placement.

SPECIFIC AREAS OF CHANNEL:

- **Connection to basin:** A basin is located at the west end of the channel. The landscape treatment and amenities associated with the channel and basin should be seamless between the two structures. An entry node to the basin should be provided from the channel.

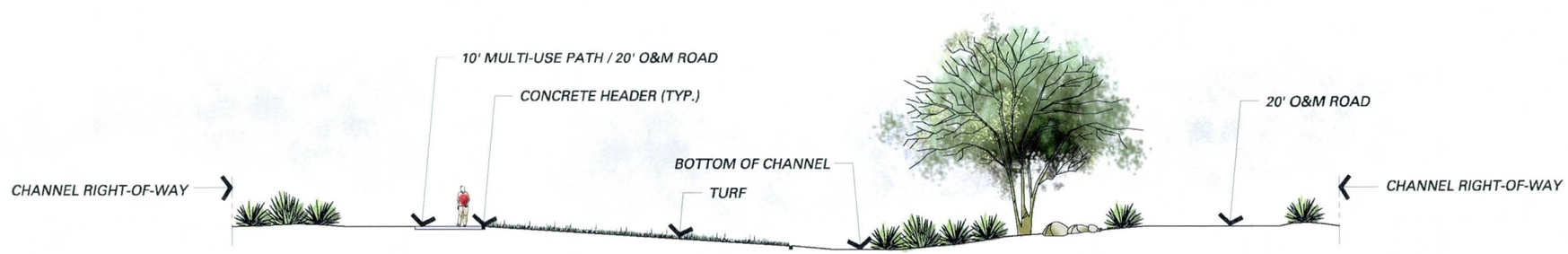
ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Urban Theme	$0.97 M	14.3 acres	($1.55/SF)
Total Cost	**$0.97 M**		
FCDMC Funding	$0.58 M		
Additional Funding	$0.39 M		



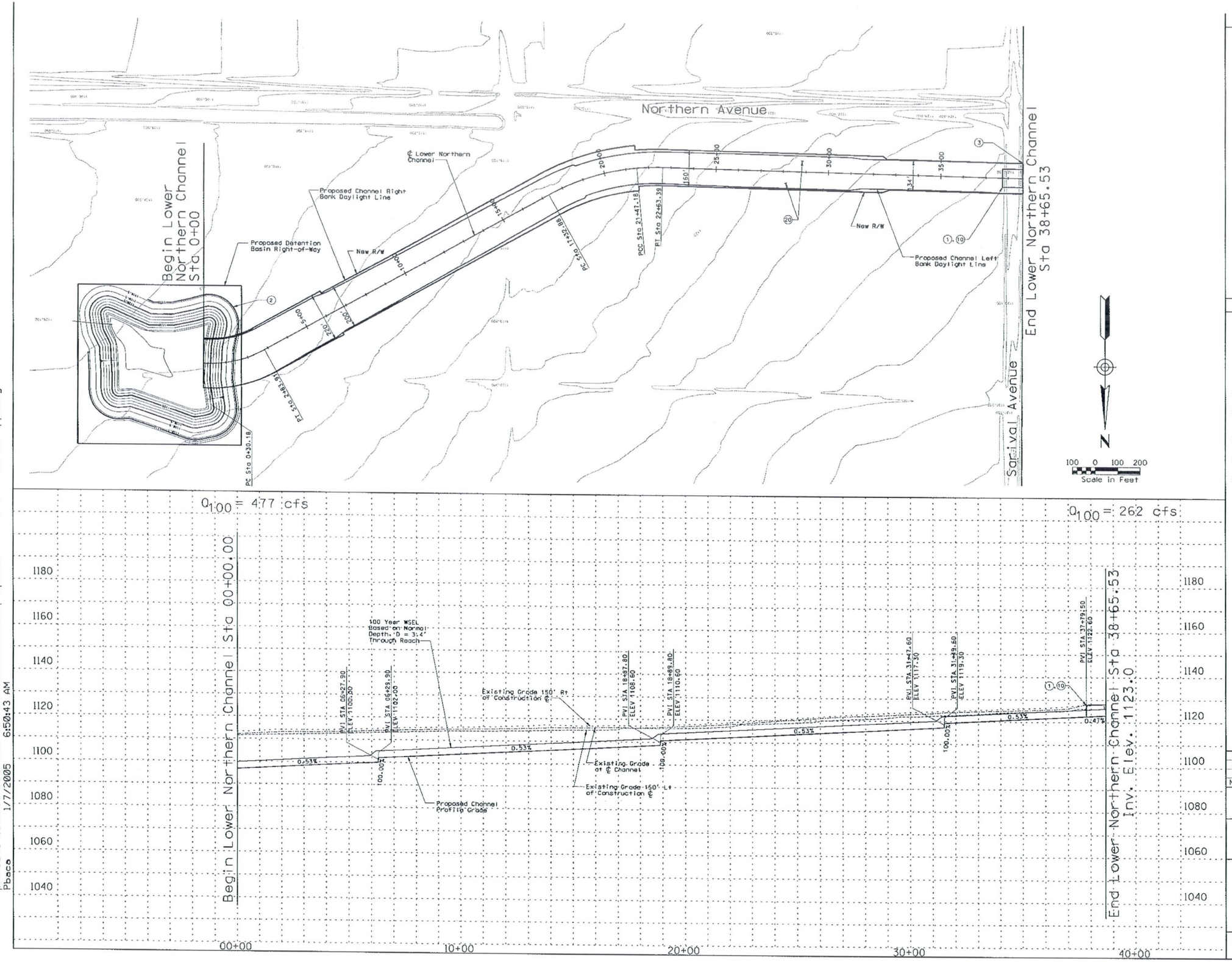
PLAN

SCALE 1" = 50'



SECTION X-X AT STA. 23+00

SCALE 1" = 20'



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REMOVE

CONSTRUCT

STA 00+00.00 TO STA 38+65.53 CONSTRUCT 3865.53 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 38+65.53. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 00+00.00 TO STA 38+65.53. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 2 BARREL 10' x 4' RCB

(2) CONSTRUCT G1.1 AF ONLINE DETENTION BASIN/PARK SEE X.X FOR DETAILS

(10) OFFSITE FLOWS ENTER CHANNEL

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

LOWER NORTHERN CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
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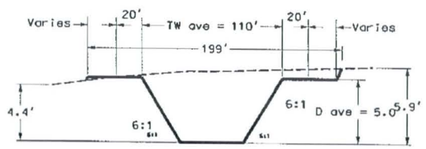
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

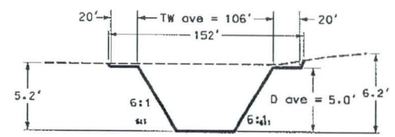
	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 38+65.53	SHEET LN1



Sta 0+00.00 - Sta 13+96.33



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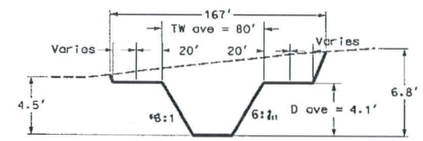
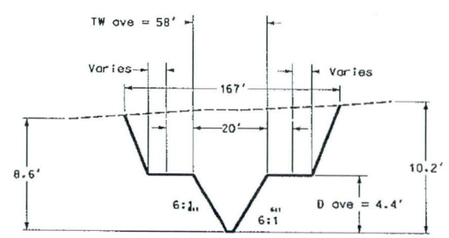


Sta 67+74.64 - Sta 129+48.31

UPPER NORTHERN



Sta 0+00.00 - Sta 67+07.18

LOWER NORTHERN

REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

NORTHERN CHANNELS
CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

p:\fcdmc\e152600\cadd\microstation\level 111\1303\Proposed\uppernorthern\L303_NRXSCC1.dgn
1/7/2005 7:01:34 AM
Pbaca

Lower Northern Channel Detention Basin

GENERAL DESCRIPTION

The Lower Northern Channel Detention Basin is an earthern-lined basin with a bottom elevation of 1095 feet and a top elevation of 1108.5 feet for a depth of twelve and on-half feet. The volume of the detention basin is calculated to be 61.1 acre-feet. Total acres of the basin is calculated to be 8.2 acres.

CHANNEL LOCATION

The Lower Northern Channel Detention Basin is located approximately 0.75 mile east of Sarival Avenue at the beginning of the Lower Northern Channel.

APPLICATION

The Lower Northern Channel Detention Basin would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

A secondary Aircraft Theme should be introduced into the basin to reinforce its proximity to Luke Air Force Base.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the agricultural or industrial environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the nearby Luke Air Force Base.

SPECIFIC AREAS OF BASIN

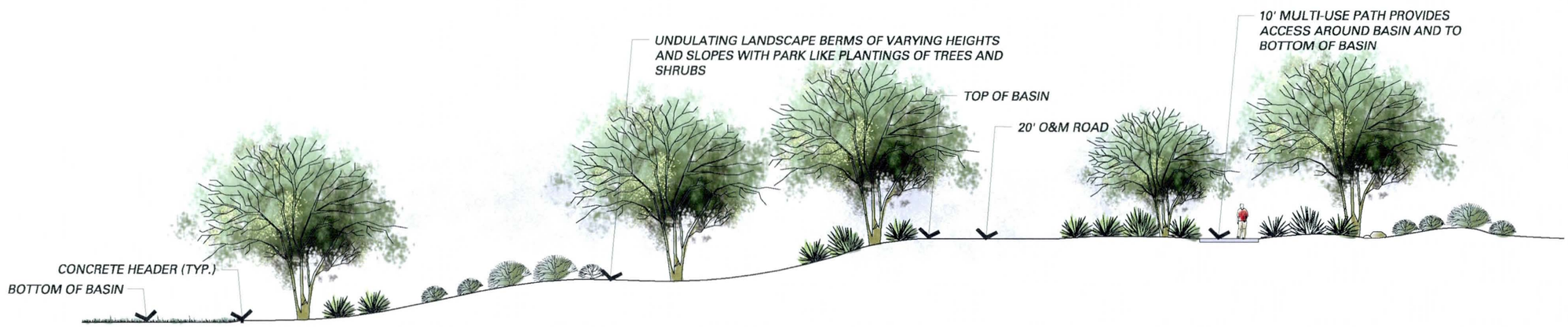
- **Connection to channel:** The landscape treatment and amenities associated with the channel and basin should be seamless between the two structures. An entry node to the channel should be provided from the basin.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$0.57 M	9.4 acres	($1.40/SF)
Total Cost	**$0.57 M**		
FCDMC Funding	$0.34 M		
Additional Funding	$0.23 M		

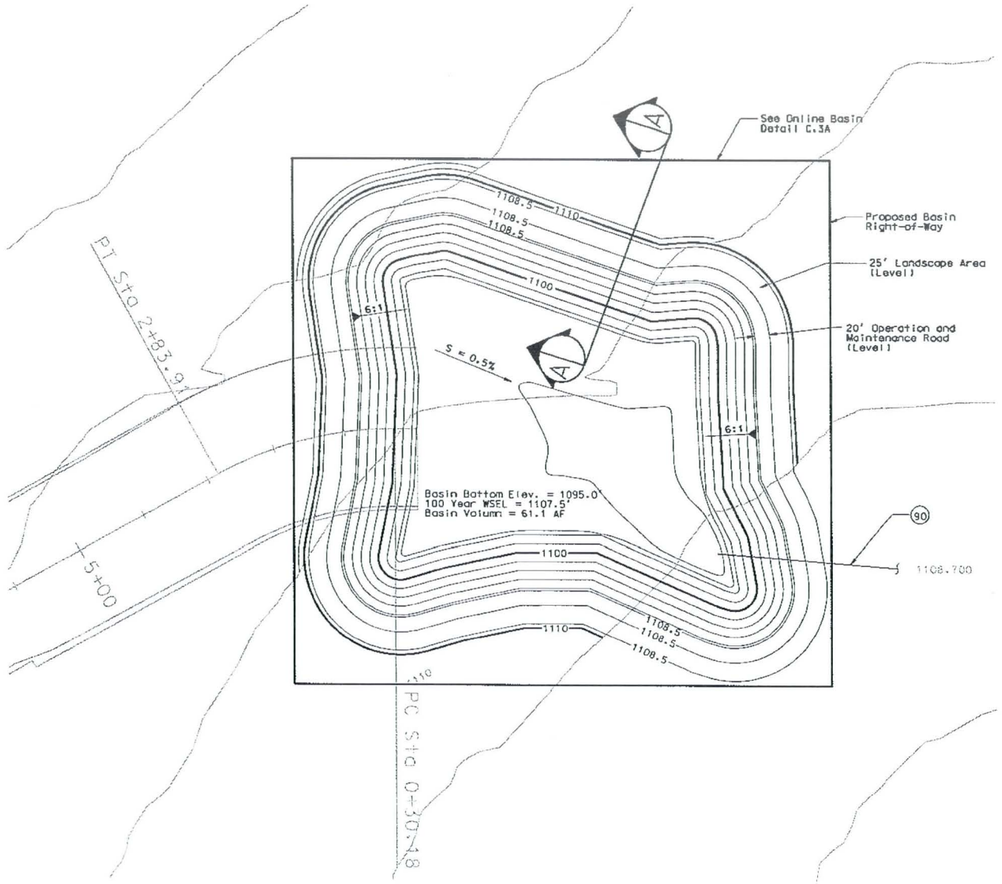
PLAN

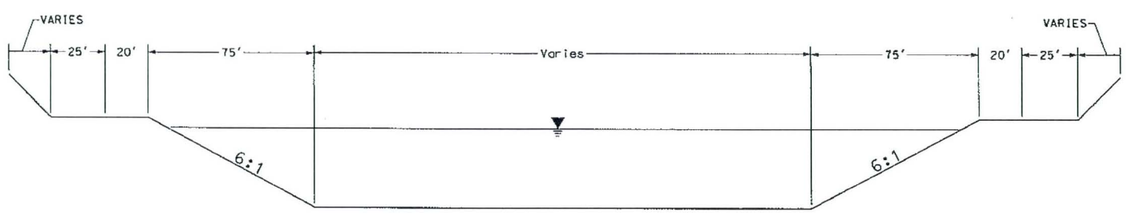
SCALE 1" = 200'



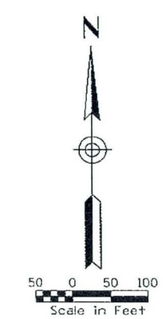
SECTION Y-Y

SCALE 1" = 20'





TYPICAL SECTION A-A
NOT TO SCALE



REMOVE

CONSTRUCT

(90) INSTALL 24" LOW FLOW POST STORM DRAIN 1413 LF AT S = 0.57% DAYLIGHT IN EXISTING FALCON DUNES (DYSART DRAIN) DETENTION BASIN.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE – LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

LOWER NORTHERN CHANNEL
DETENTION BASIN PLAN & SECTION

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | LOWER NORTHERN CHANNEL BASIN | SHEET OF

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Pbace 1/7/2005 6:50:42 AM

Upper Northern Channel

GENERAL DESCRIPTION

The Upper Northern Channel is an earthen-lined channel beginning at the Northern Avenue/SR303L Basin, which is located approximately 1,500 feet east of the intersection of Cotton Lane and Northern Avenue, and ends approximately 1,500 feet west of the intersection of Perryville Road and Northern Avenue for a total length of approximately two and one-half miles. The channel right-of-way varies in width from 180' just west of Cotton Lane to 220' just west of Citrus Avenue. The depth of the channel varies from 4.1 feet to 5.0 feet.

CHANNEL LOCATION

The Upper Northern Channel alignment is located on the north side of the Northern Avenue and parallels the roadway.

APPLICATION

The Upper Northern Channel passes through one landscape theme as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002. The Neighborhood Landscape Theme has been identified for this channel.

DESIGN CRITERIA

Overbank Area Treatments A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:

- 10' wide meandering concrete multi-use path on the south side of the channel
- 20' wide meandering all weather surface O&M road located on both sides of the channel
- Access points to/from adjacent communities/neighborhoods on both sides of the channel
- Undulating berms of varying heights and slopes with tree and shrub plantings creating a neighborhood park environment

▶ **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and meander back and forth throughout the right-of-way.

▶ **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.

▶ **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.

▶ **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.

▶ **Planting and Surface Treatments:** The Neighborhood Landscape Theme is characterized by plantings of large shade trees with shrubs used as accents to create an informal neighborhood park environment. Turf areas should be placed in selected locations.

▶ **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the nearby neighborhood, both in material selection, form, and placement. Potential materials would include brick, masonry, tile, and wood. Colors chosen should compliment the nearby neighborhoods.

SPECIFIC AREAS OF CHANNEL:

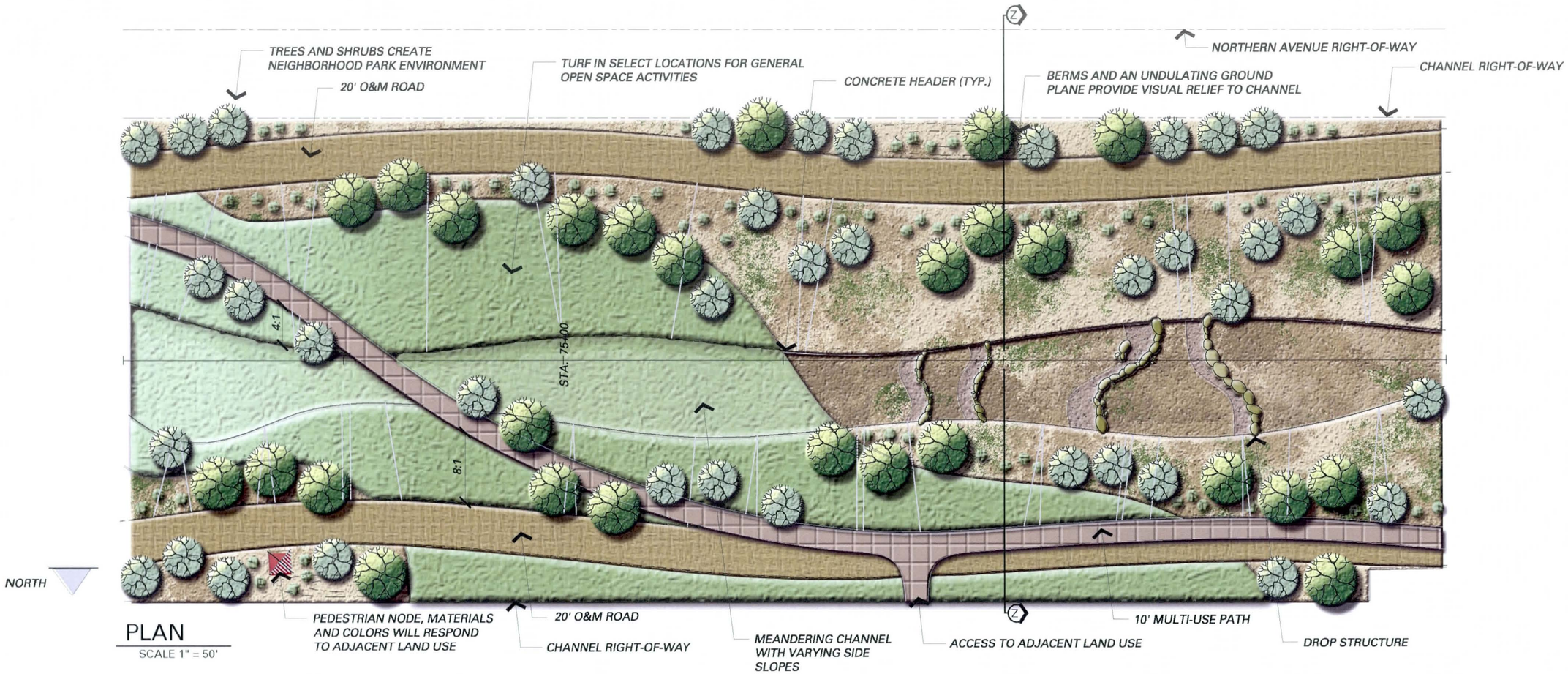
▶ **Crossing of major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.

▶ **Connection to adjacent developments:** Access to and from adjacent developments need to be considered during the layout of the multi-use path. Elements found at these connection points might include ramada structures, seating, signage, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

▶ **Connection to adjacent basin:** The Northern Avenue/SR303L basin is located at the beginning of the channel. The landscape treatment applied to this stretch should be seamless between the channel and basin. An entry node to the basin should be provided in the southwest corner of the basin.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Neighborhood Theme	$3.49 M	51.7 acres	($1.55/SF)
Total Cost	**$3.49 M**		
FCDMC Funding	$2.10 M		
Additional Funding	$1.39 M		

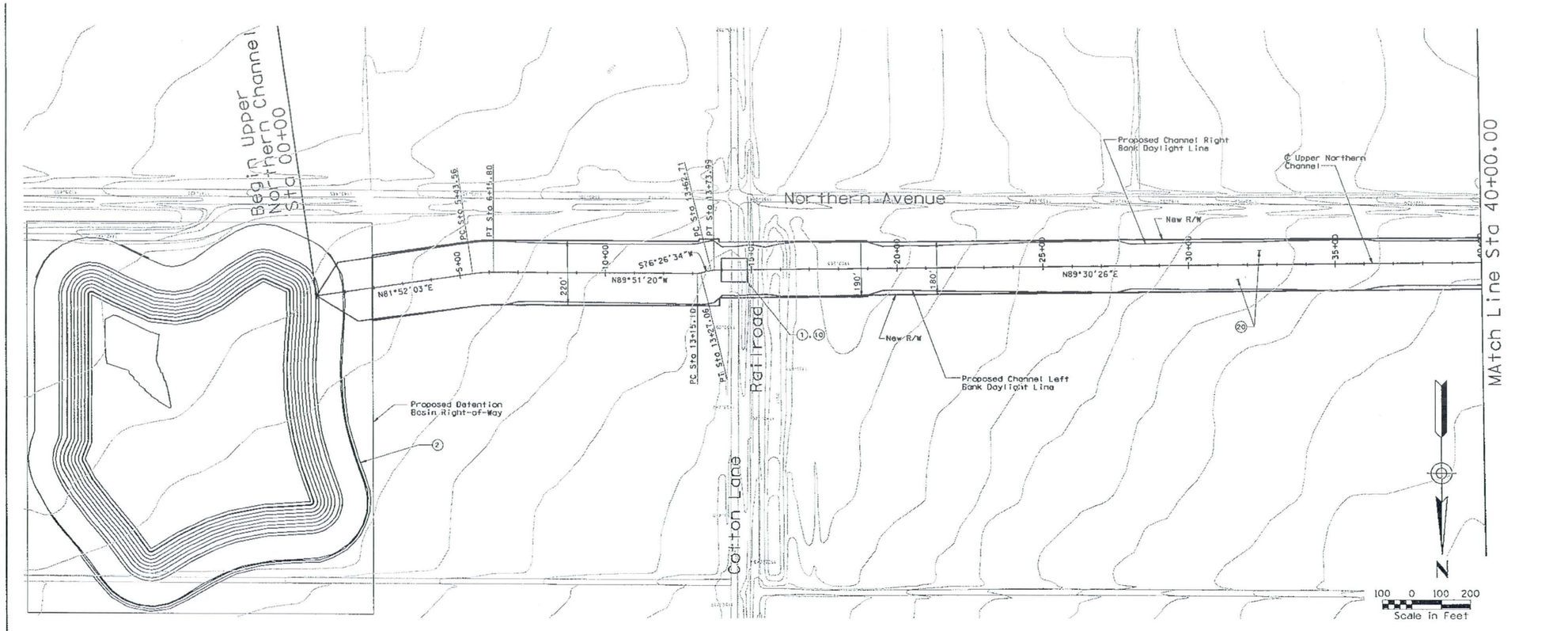


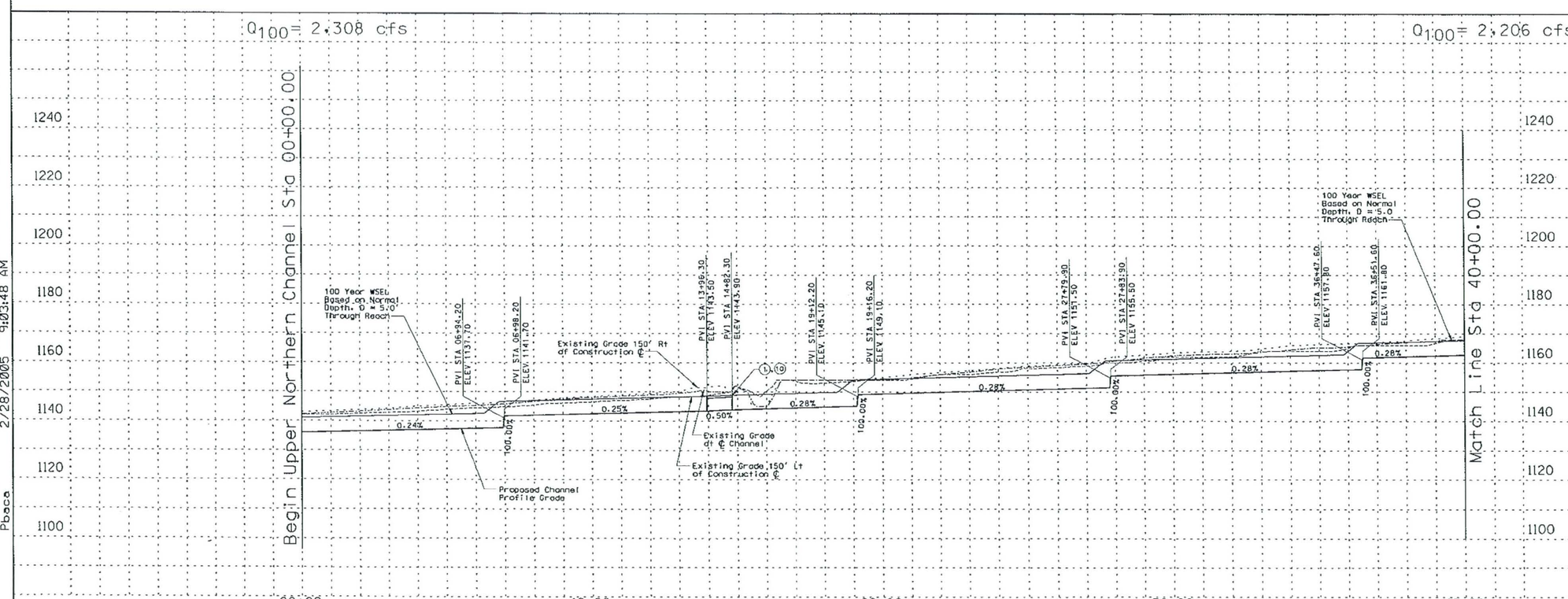
PLAN

SCALE 1" = 50'

SECTION Z-Z AT STA. 77+00

SCALE 1" = 20'





REMOVE

CONSTRUCT

STA 00+00.00 TO STA 40+00.00. CONSTRUCT 4000 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 40+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 00+00.00 TO STA 40+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 11 BARREL 10' x 6' RCB

(2) CONSTRUCT 61.1 AF IN-LINE DETENTION BASIN/PARK

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

UPPER NORTHERN CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 40+00.00	SHEET UN1

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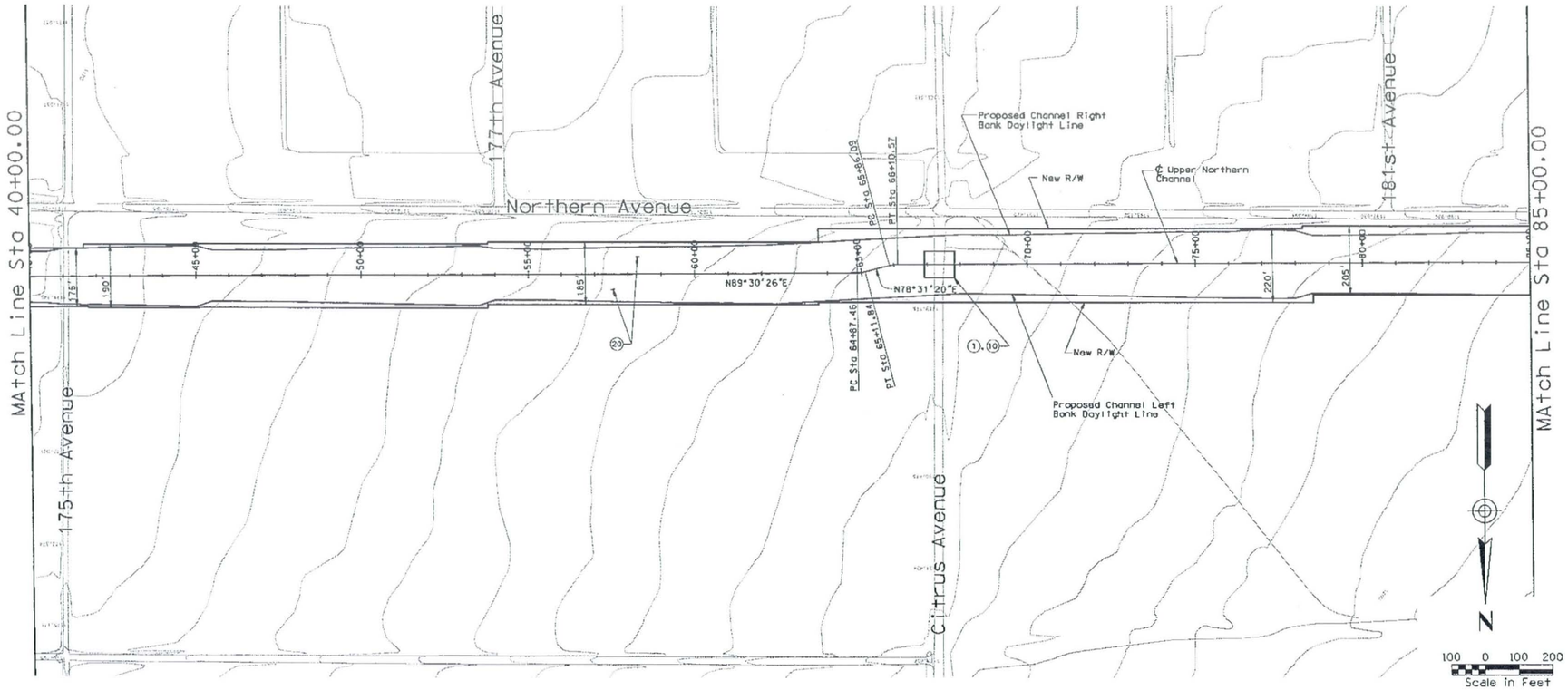

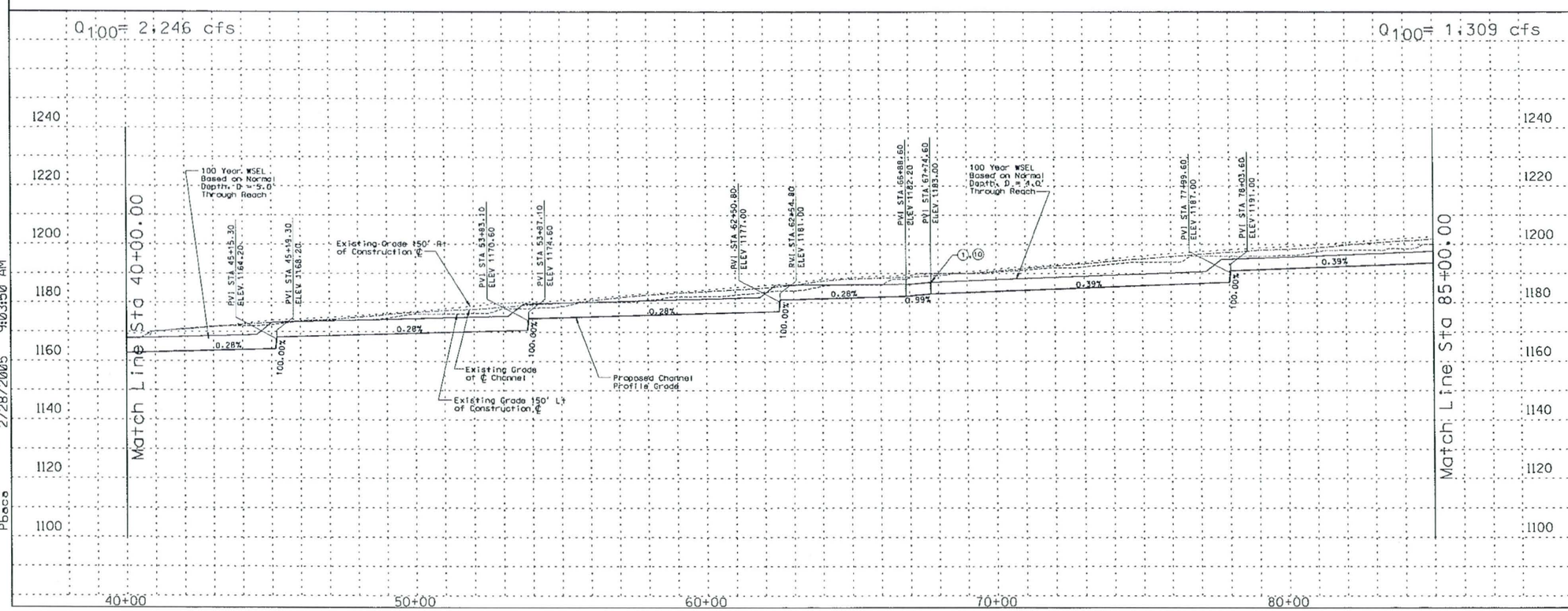

REMOVE

CONSTRUCT

STA 40+00.00 TO STA 85+00.00. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 40+00.00 TO STA 85+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE.

STA 40+00.00 TO STA 85+00.00. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(1) INSTALL 7 BARREL 10' x 6' RCB

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

UPPER NORTHERN CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 40+00.00 TO 85+00.00	SHEET UN2

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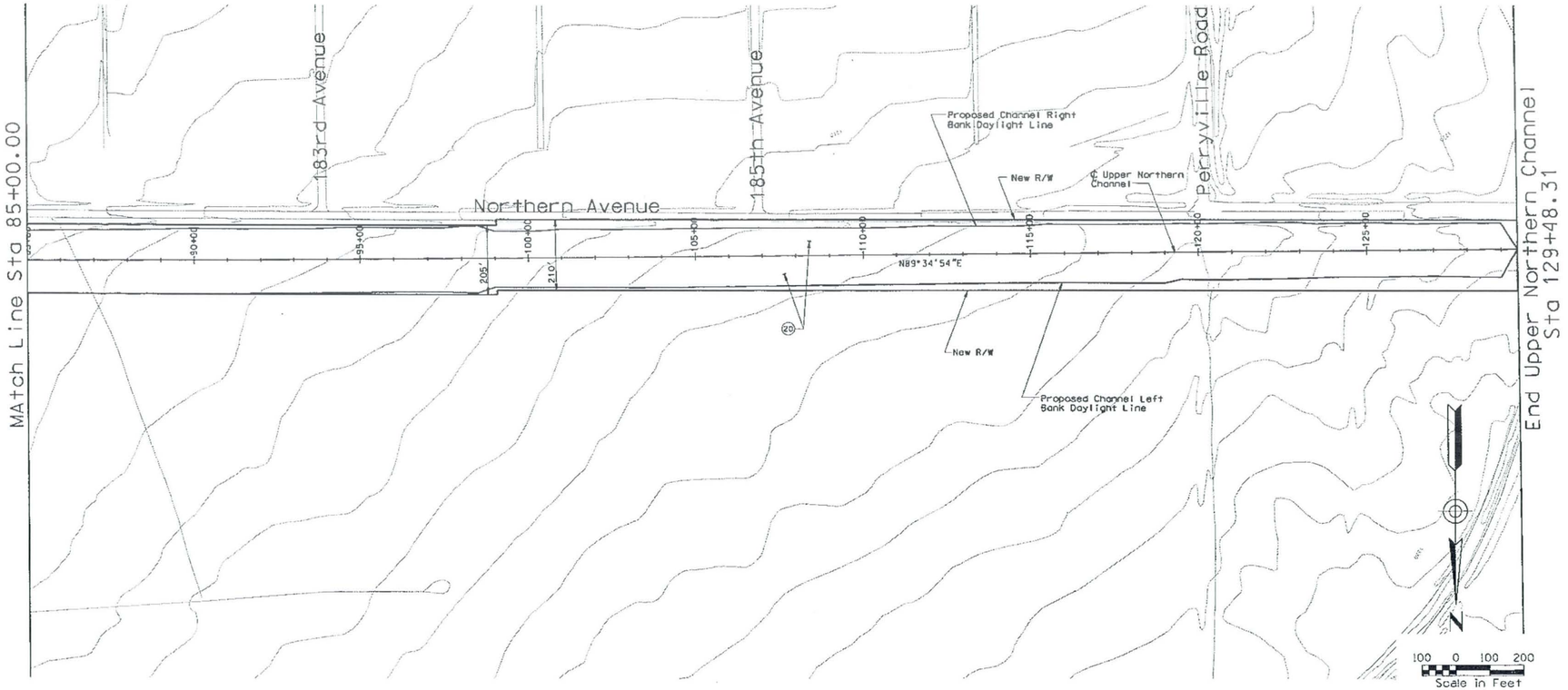

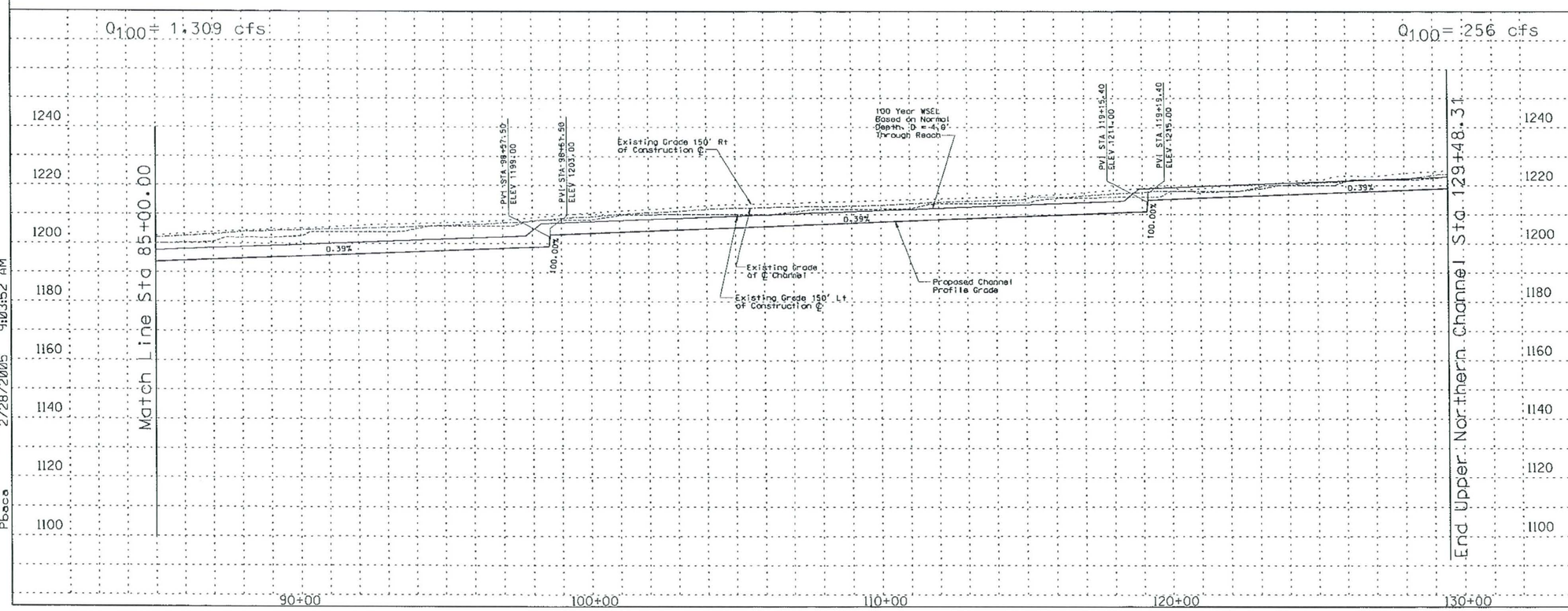

REMOVE

CONSTRUCT

STA 85+00.00 TO STA 129+48.31. CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 85+00.00 TO STA 129+48.31. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

STA 85+00.00 TO STA 129+48.31. CONSTRUCT MULTI-USE AESTHETIC CORRIDOR WITH TRAIL SYSTEM WITHIN CHANNEL FOOTPRINT

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

UPPER NORTHERN CHANNEL
PLAN & PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 85+00.00 TO 129+48.31	SHEET UN3

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GENERAL DESCRIPTION

The Camelback Channel is an earthen-lined channel beginning at 159th Avenue for a total length of approximately 1.25 miles. The channel right-of-way varies in width from 159' at 0.40 mile from Alsup Avenue to139' at 159th Avenue. The depth of the channel varies from 4.7 feet to 6.3 feet.

CHANNEL LOCATION

The Camelback Channel alignment is located on the north side of Camelback Road and parallels the roadway.

APPLICATION

The Camelback Channel passes through the Urban Landscape Theme as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

A secondary Aircraft Theme should be introduced into the basin to reinforce its proximity to Luke Air Force Base.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the east side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent communities/neighborhoods on both sides of the channel
  - Undulating berms of varying heights and slopes
- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and it should meander back and forth throughout the right-of-way.
- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the nearby Luke Air Force Base.

SPECIFIC AREAS OF CHANNEL:

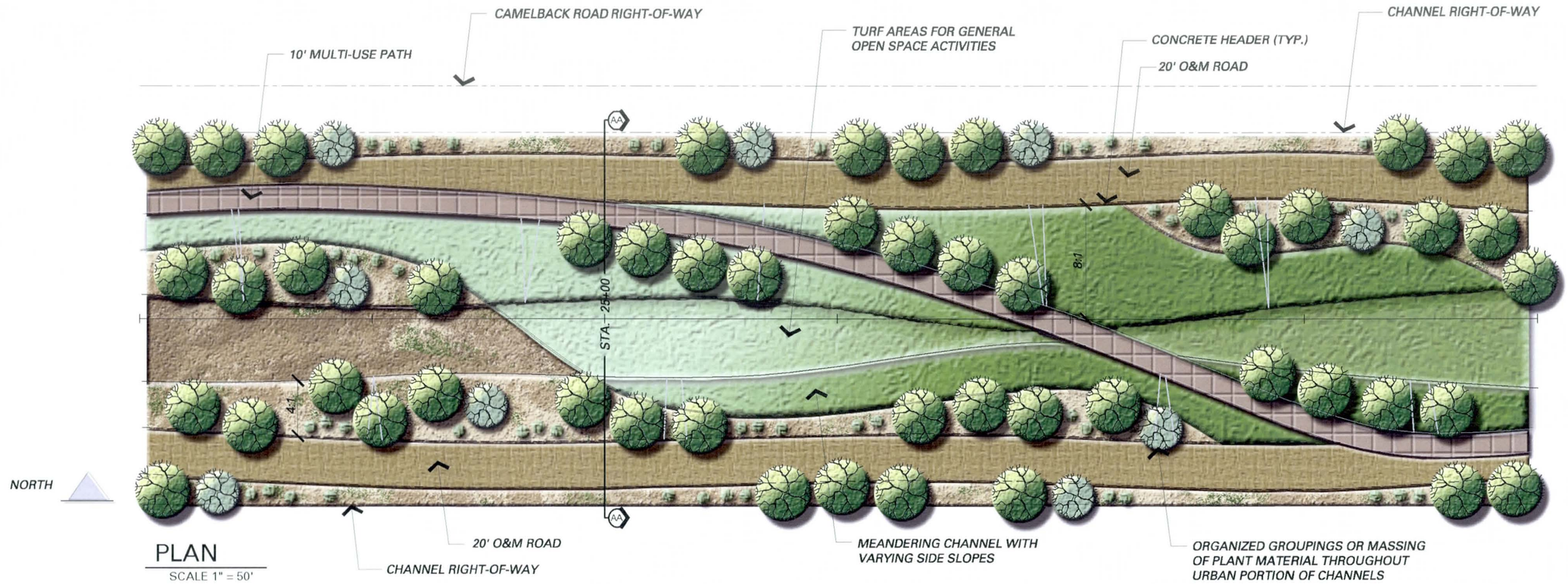
Relationship to adjacent Luke Air Force Base and Falcon Dunes Golf Course: Access to/from adjacent developments need to be considered during the layout of multi-use path. Elements found at these connection points might include ramada structures, seating, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

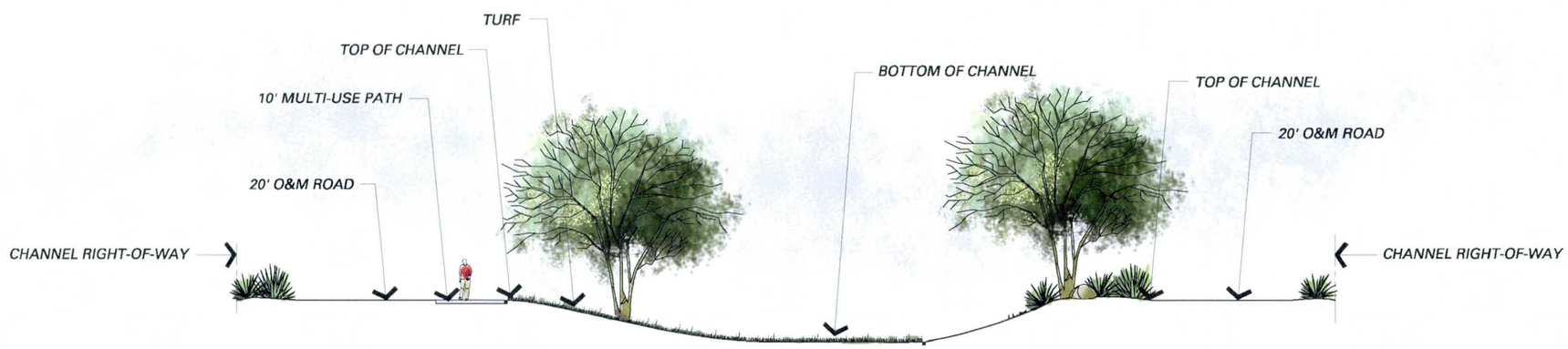
Urban Theme	$1.62 M	24.0 acres	($1.55/SF)
Total Cost	**$1.62 M**		
FCDMC Funding	$0.97 M		
Additional Funding	$0.65 M		

Urban Theme
Channel Width = 155'

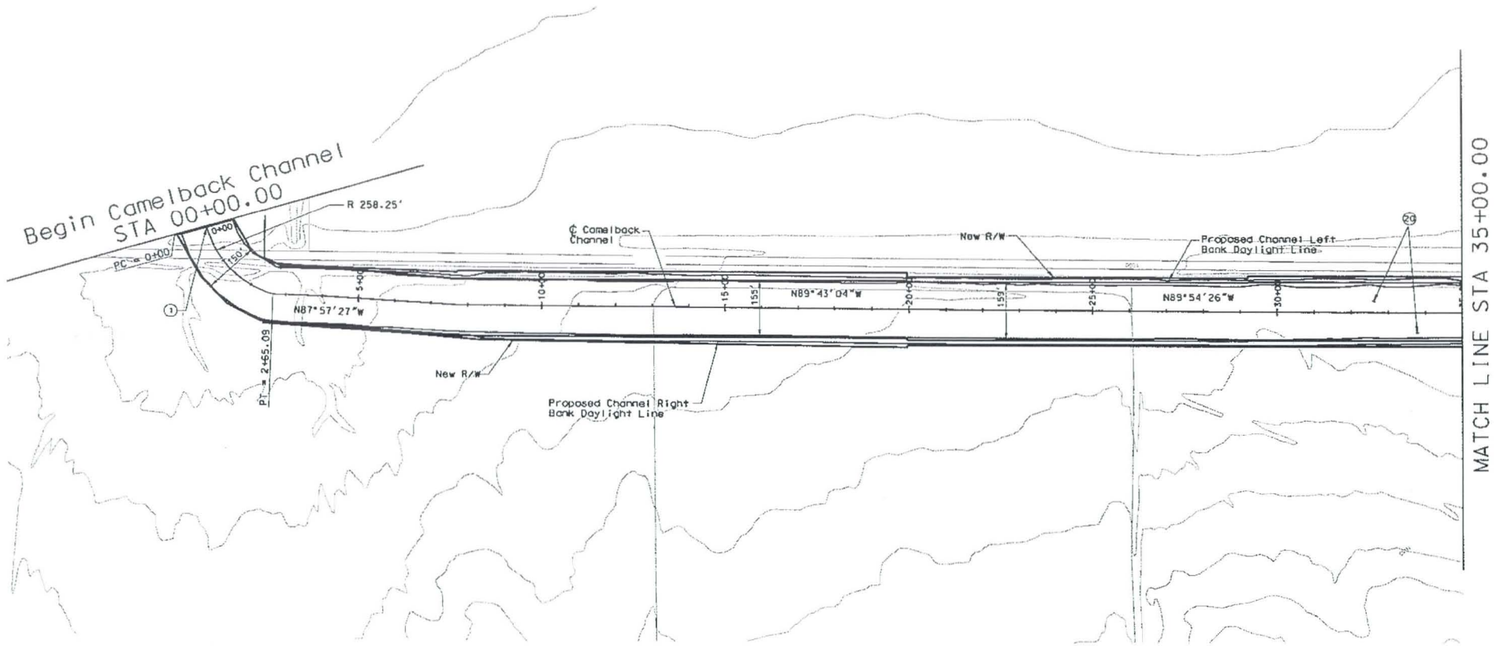
Camelback Channel
STA. 23+00 to STA. 29+00

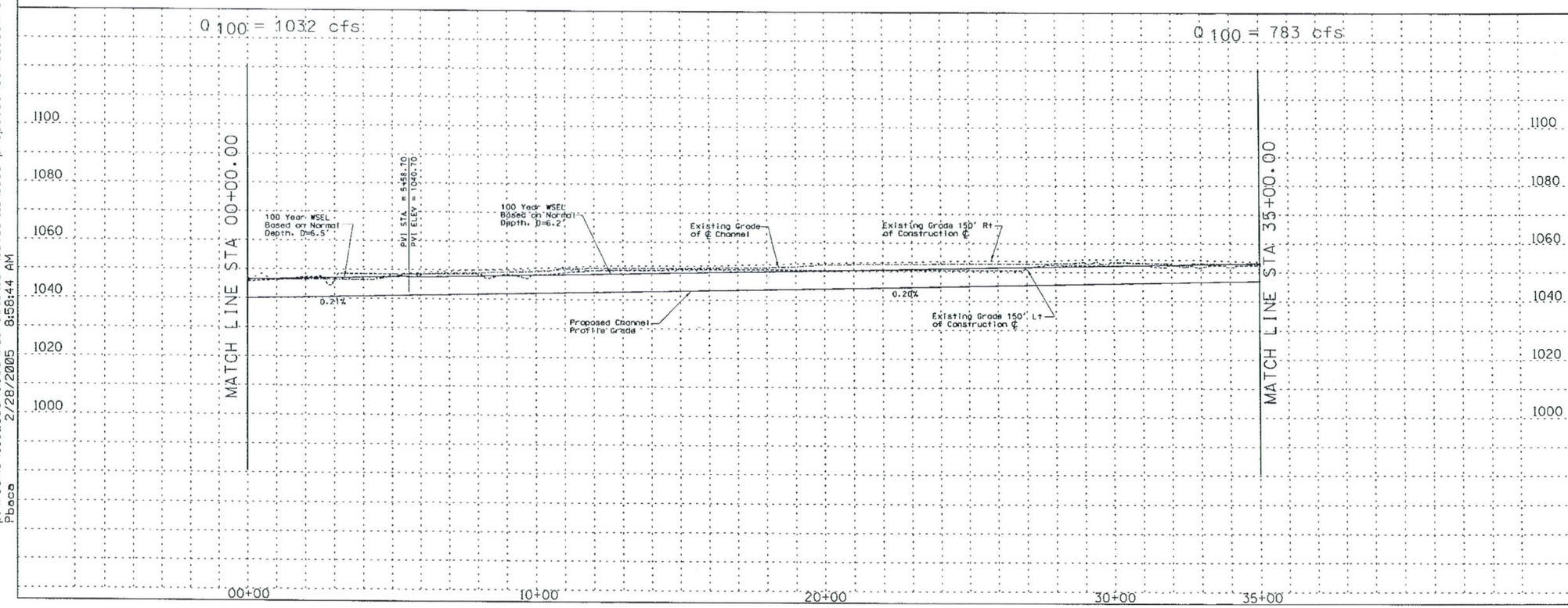


PLAN
SCALE 1" = 50'



SECTION A-A AT STA. 25+00
SCALE 1" = 20'





☐ REMOVE ☐

○ CONSTRUCT ○

STA 00+00.00 TO STA 35+00.00 CONSTRUCT 3500 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 35+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONFLUENCE WITH PROPOSED BULLARD WASH CHANNEL

(2a) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC, CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

CAMELBACK CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 00+00.00 TO 35+00.00	SHEET CM1

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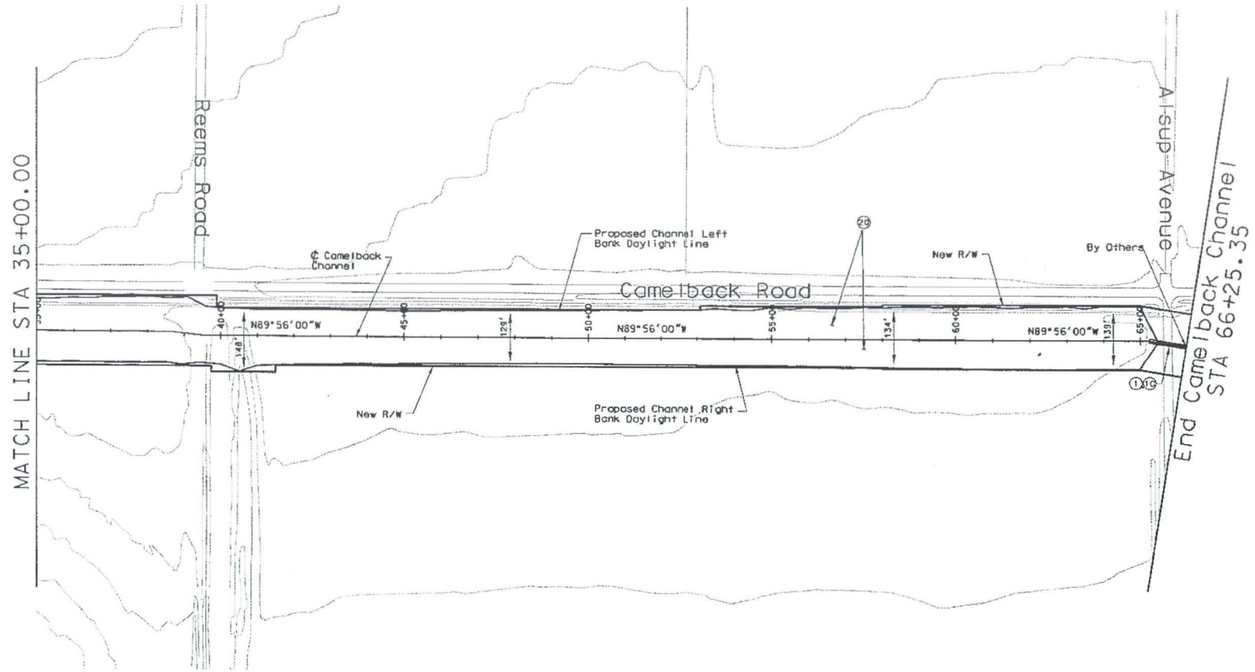

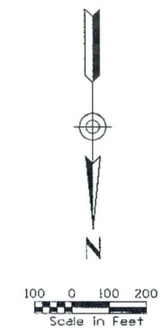

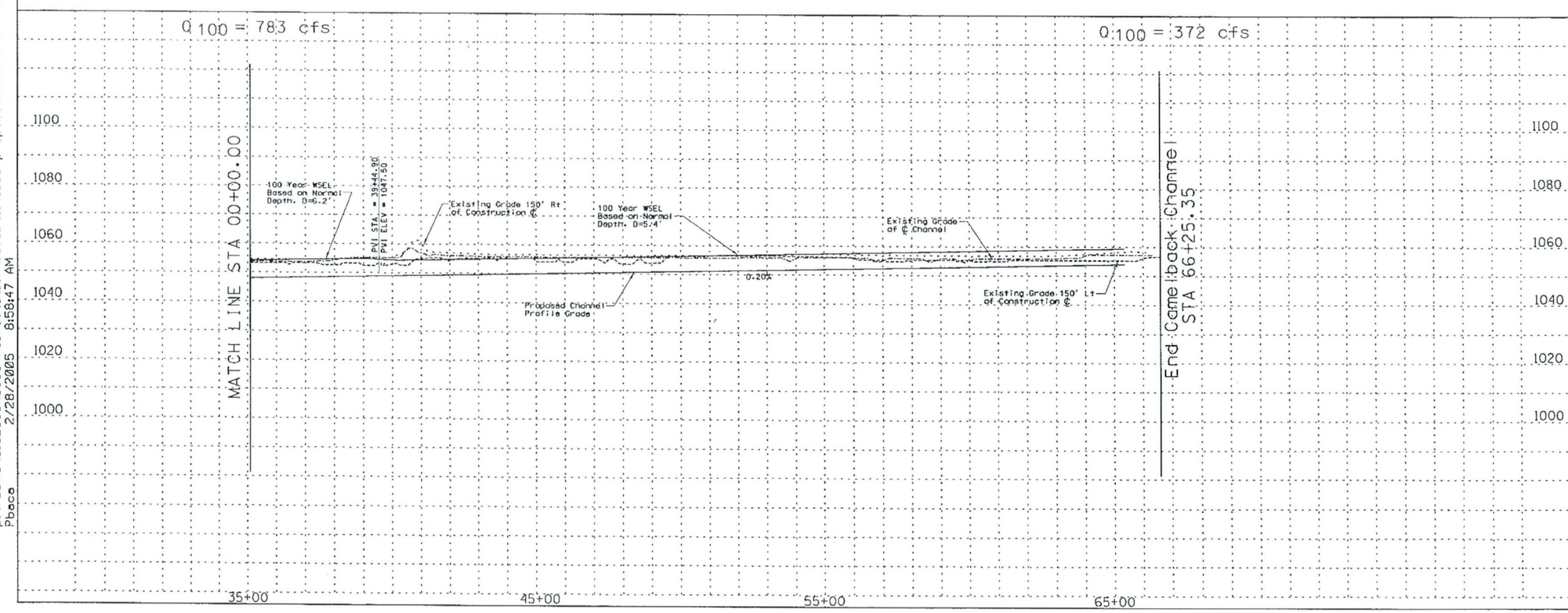

REMOVE

CONSTRUCT

STA 35+00.00 TO STA 66+25.35 CONSTRUCT 3125.35 LIN. FT EARTH CHANNEL

STA 35+00.00 TO STA 66+25.35. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CINSTALL 3 BARREL 10' X 4' RCB

(10) INSTALL 8' X 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
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THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

CAMELBACK CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 35+00.00 TO 66+25.35	SHEET CM2

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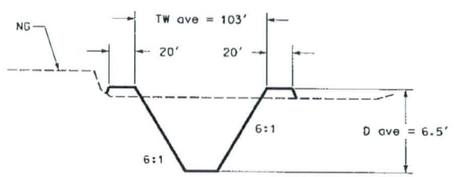

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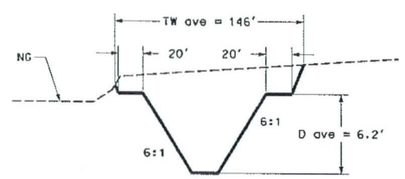

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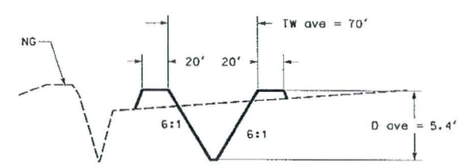

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REMOVE

CONSTRUCT

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CAMELBACK CHANNEL
CROSS SECTIONS

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

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DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

GENERAL DESCRIPTION

The Bullard Wash Channel begins on the north side of I-10 at the current alignment of Bullard Wash and extends north to the intersection of Bullard Avenue and Bethany Home Road for a total length of approximately 4.42 miles. The channel right-of-way varies in width from 158' to 245'. The depth of the channel varies from 3.7 feet to 7.8 feet.

CHANNEL LOCATION

The Bullard Wash Channel follows the existing alignment of Bullard Wash.

APPLICATION

The Bullard Wash Channel passes through three landscape themes, Urban/Commercial, Urban, and Neighborhood, as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

The Urban/Commercial Theme begins at I-10 and continues to Thomas Road. The landscape through this area will need to respond to the adjacent Goodyear Regional Center. The landscape theme transitions to a Urban theme at Thomas Road. The Urban theme will need to respond to the Palm Valley/Pebble Creek development and the existing Palm Valley/Pebble Creek Golf Course and continues to Camelback Road. At Camelback Road the landscape theme would transition to a Neighborhood theme and would continue this theme to Bullard Avenue. In addition to the Neighborhood theme, the stretch of channel from Camelback Road to Bullard Avenue will also need to respond to Luke Air Force Base and incorporate an aircraft theme. The Commercial Landscape Theme would occur throughout the channel at major roadway crossings.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% should be split and provided on each side of the channel from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path on the north side of the channel
  - 20' wide meandering all weather surface O&M road located on both sides of the channel
  - Access points to/from adjacent commercial developments on the north side of the channel
  - Undulating berms of varying heights and slopes with tree and shrub plantings
- **Channel Configuration and Shape:** The overall configuration of the channel should be curvilinear and meander back and forth throughout the right-of-way.
- **Channel Side Slopes:** The channel side slopes should vary from 4:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief for the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed throughout the length of the channel and be of various sizes and shapes. The terraces should be of sufficient size to allow various open space activities to occur.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom will vary based on the type of planting that occurs. In areas where turf is introduced the channel bottom should be relatively flat to allow for open space activities. Where typical plantings occur the channel bottom would incorporate low rolling berms and decomposed granite.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.

  The Neighborhood Landscape Theme is a continuation of the residential "yard". Plantings of large shade tree species with shrubs used as accent plantings are typical for this theme. Turf would be used in selected special use areas. Decomposed granite would be applied to the ground plane. Structures would be constructed of brick, masonry units, and wood.

  The Urban/Commercial Landscape Theme is very similar to the Urban Landscape Theme. The main difference is in the density of plantings. The commercial landscape theme would consist of a lower density of plant material than that found in the Urban Landscape Theme.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the urban environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the surrounding developments, both in material selection, form, and placement.

SPECIFIC AREAS OF CHANNEL

- **Crossing of major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.
- **Connection to adjacent developments:** Access to and from adjacent developments (Palm Valley/Pebble Creek development and golf course, Goodyear Regional Center, Luke Air Force Base) need to be considered during the layout of the

multi-use path. Elements found at these connection points might include ramada structures, seating, signage, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

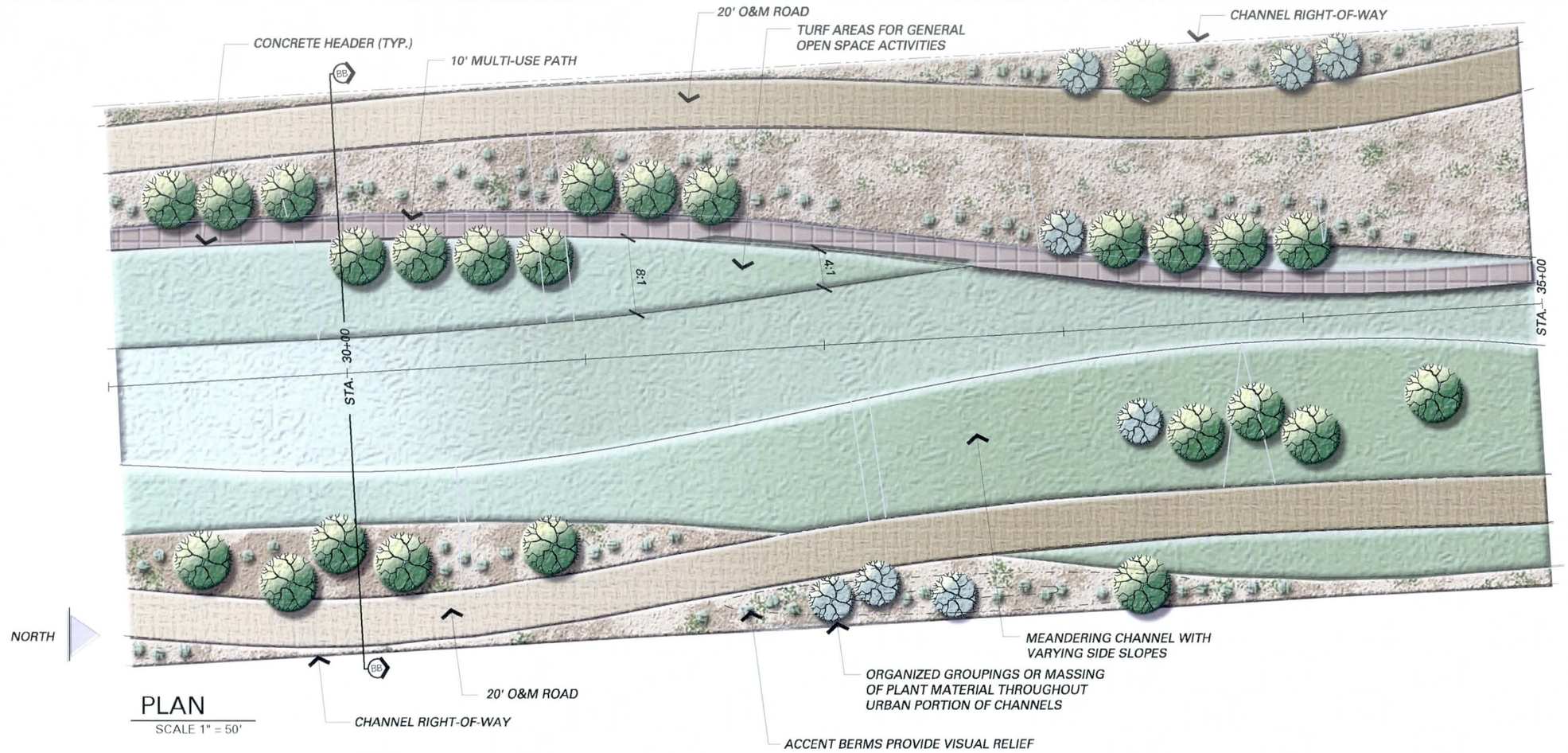
Commercial	$1.67 M	25.5 acres	($1.50/SF)
Urban	$6.22 M	89.3 acres	($1.60/SF)
Neighborhood	$2.30 M	34.2 acres	($1.55/SF)
Total Cost	**$10.19 M**		
FCDMC Funding	$6.11 M		
Additional Funding	$4.08 M		

Urban/Commercial Theme

Channel Width = 235'

Bullard Wash Channel

STA. 30+00 to STA. 36+00



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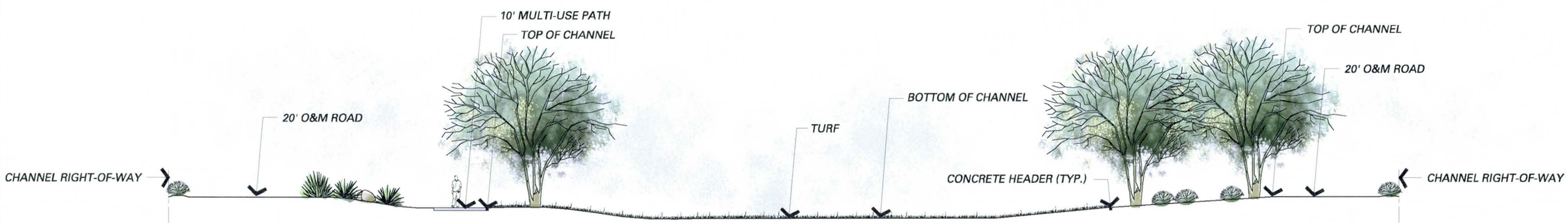

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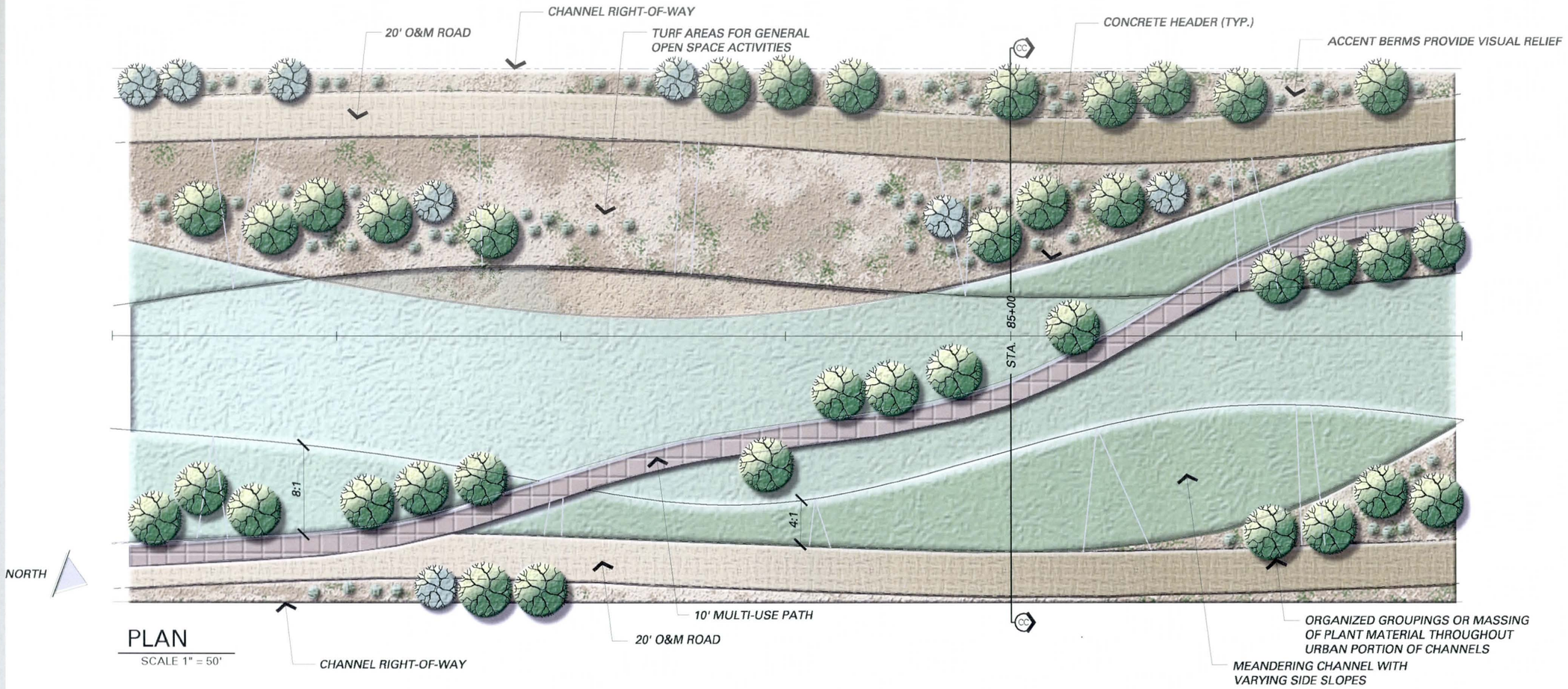

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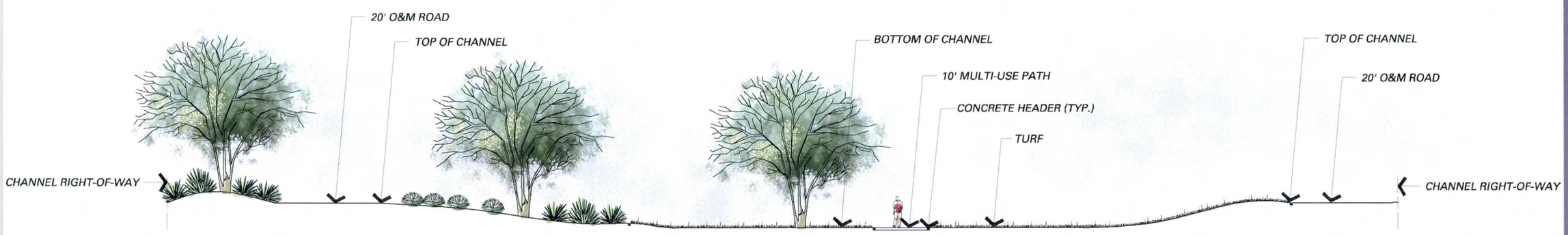

SECTION CC-CC AT STA. 85+00
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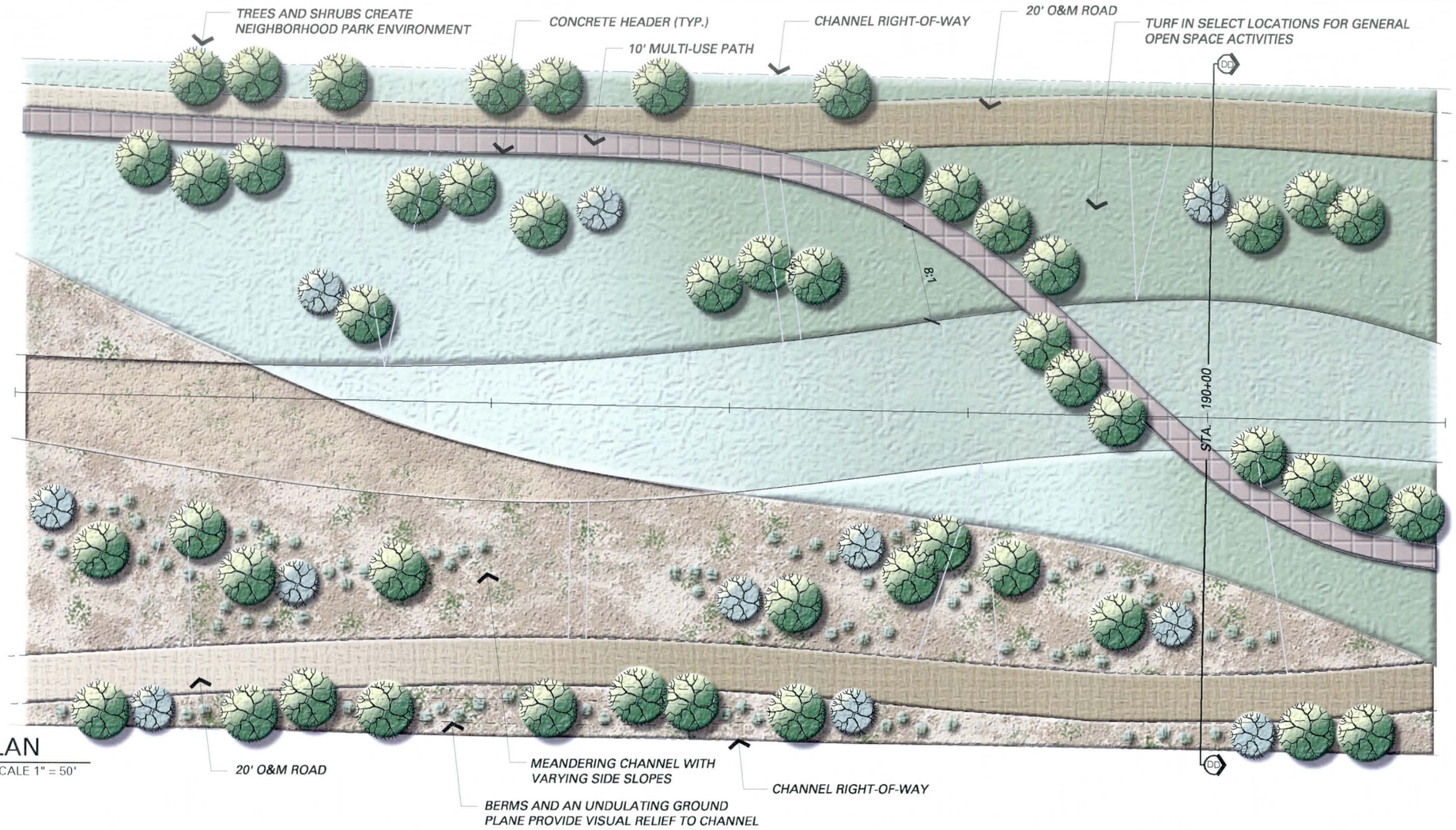
Neighborhood Theme

Channel Width = 160'

Bullard Wash Channel

STA. 185+00 to STA. 191+00



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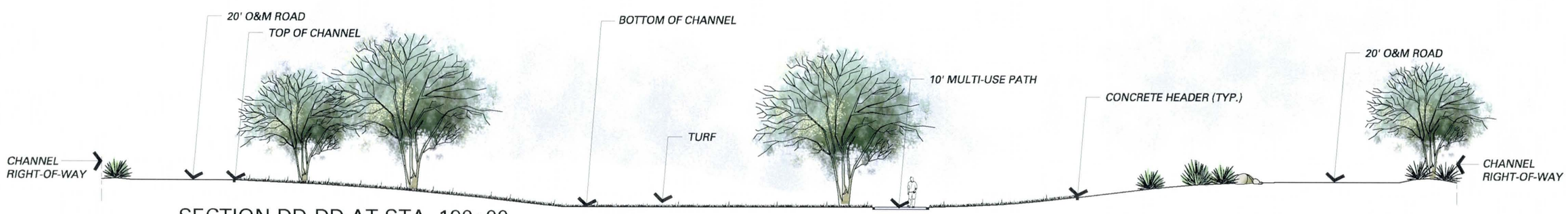

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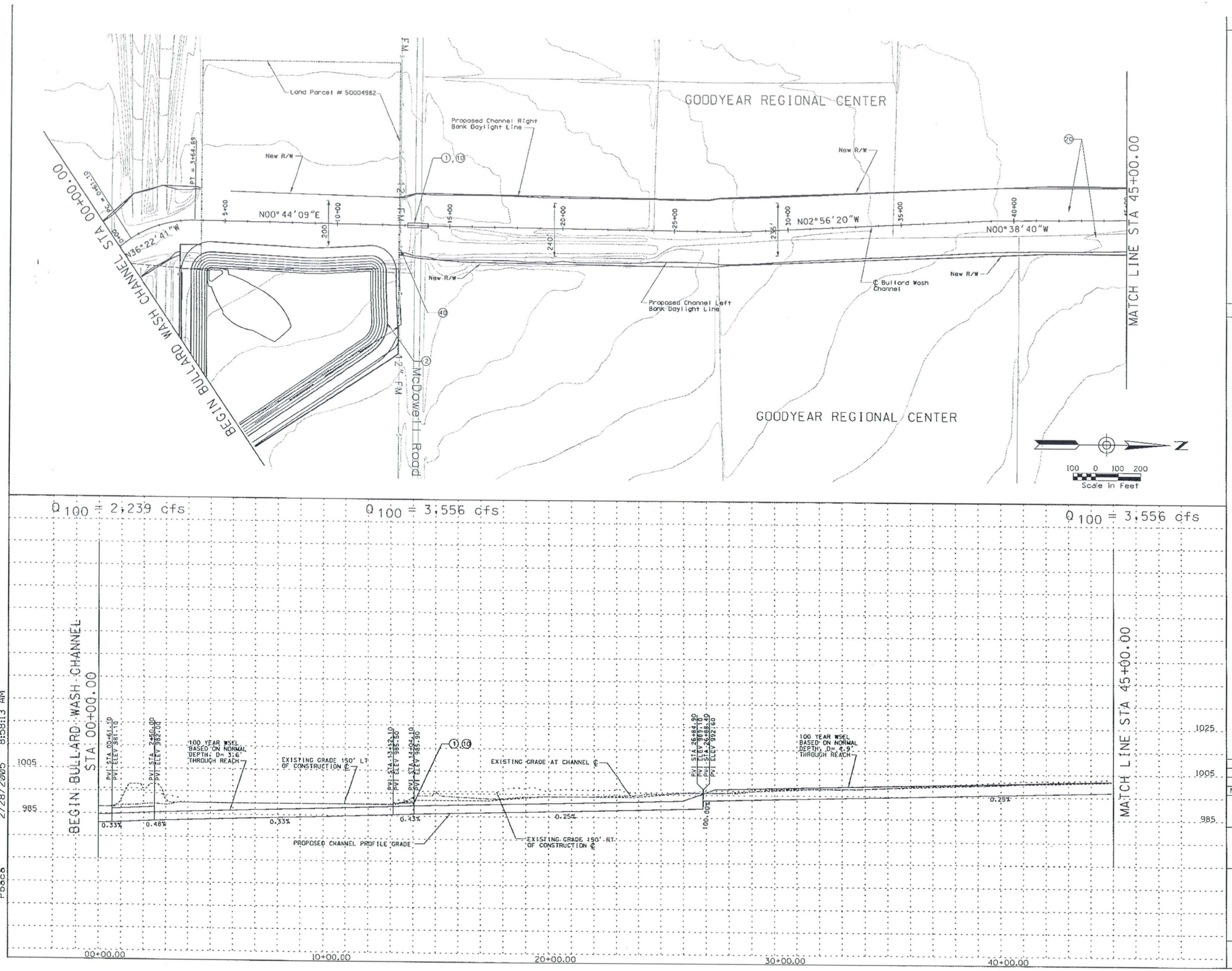

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○ CONSTRUCT ○

STA 00+00.00 TO STA 45+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 00+00.00 TO STA 45+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) INSTALL 20 BARRELL 10' X 6' RCB

(2) CONSTRUCT 138 AF OFF-LINE DETENTION BASIN/PARK.

(10) INSTALL 8' X 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND ADJACENT 10' LANDSCAPE AREA ON RT & LT OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004

(40) RELOCATE FORCE MAIN

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THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

BULLARD WASH CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 00+00.00 TO 45+00.00	SHEET BD1

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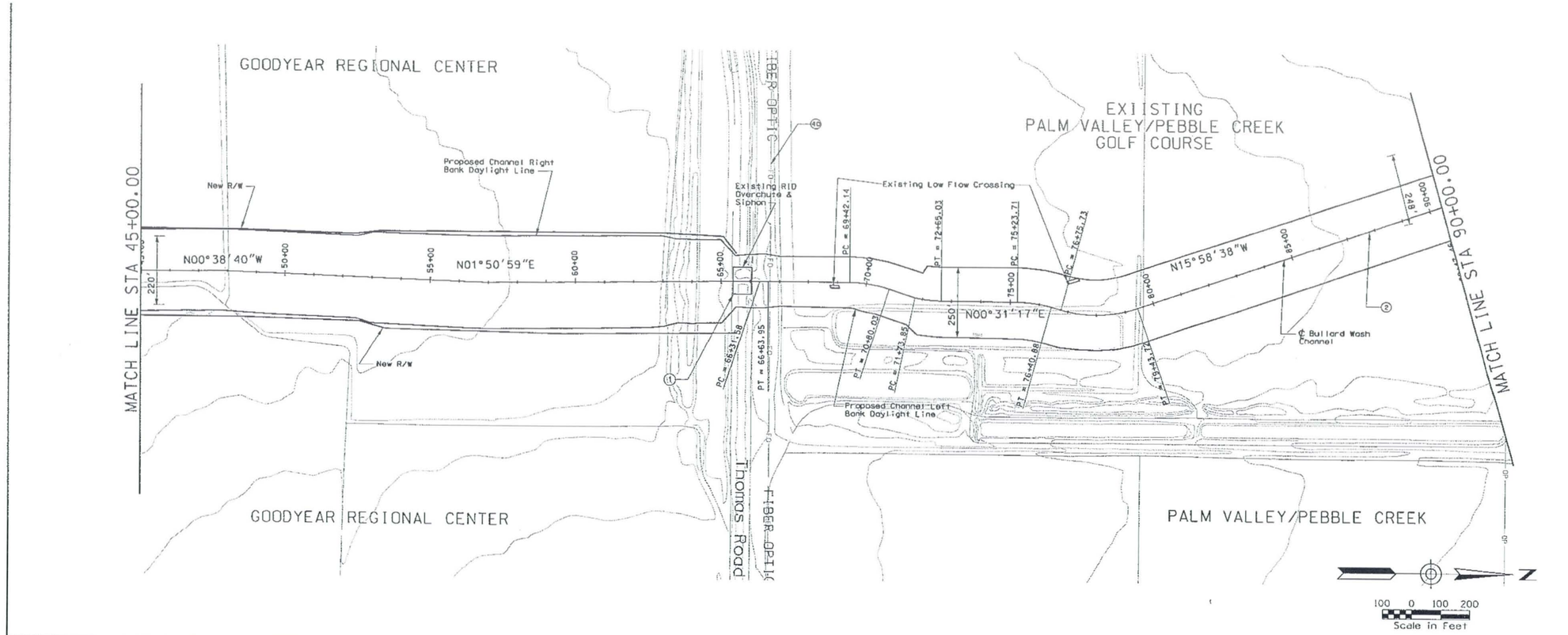

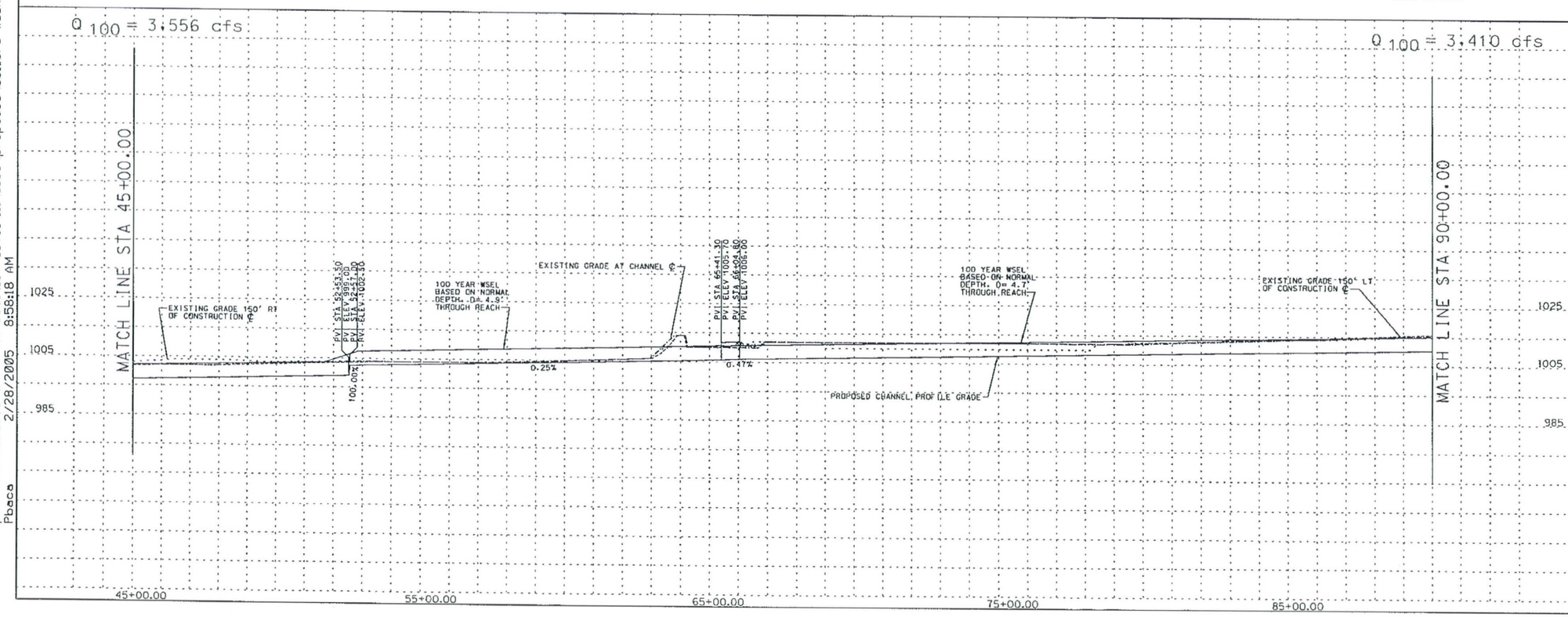

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○ CONSTRUCT ○

STA 45+00.00 TO STA 90+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 45+00.00 TO STA 90+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) EXISTING SIPHON TO REMAIN

(2) STA 66+00 - 115+00. FOLLOW EXISTING GOLF COURSE CHANNEL FLOWLINE.

(20) CONSTRUCT 20' ACCESS ROAD AND ADJACENT 10' LANDSCAPE AREA ON RT. & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(46) RELOCATE FIBER OPTIC LINE

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BULLARD WASH CHANNEL
PLAN AND PROFILE

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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

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DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO.	PLAN AND PROFILE SHEET STA 45+00.00 TO 90+00.00	SHEET BD2

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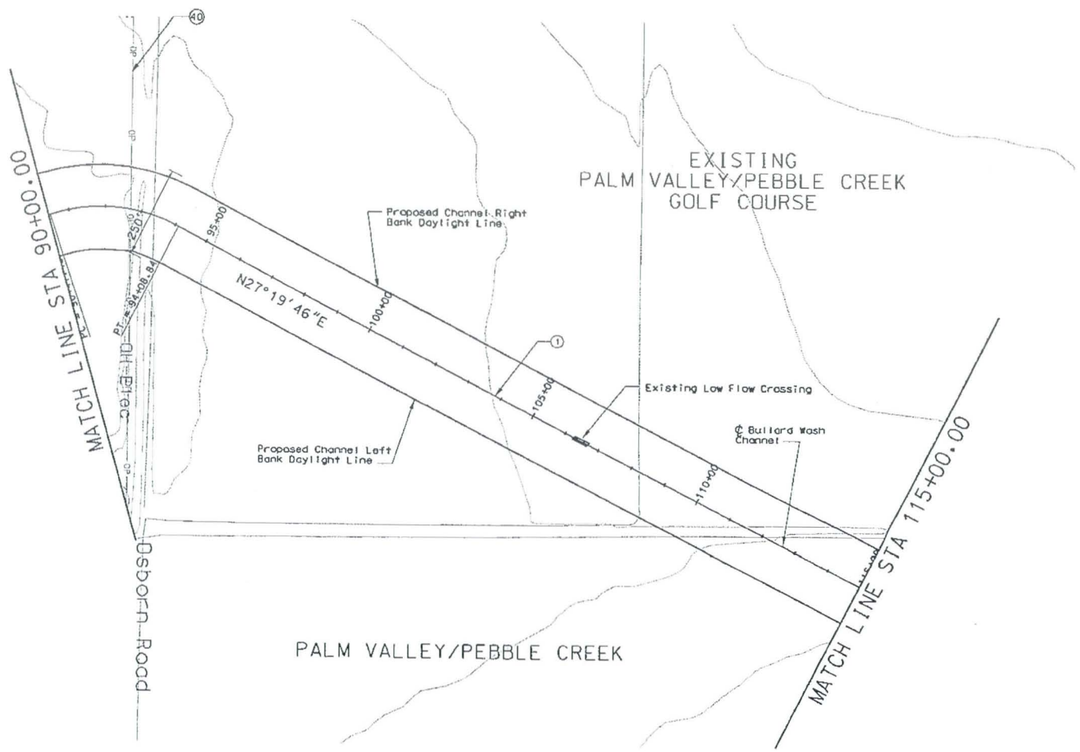

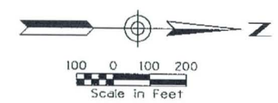

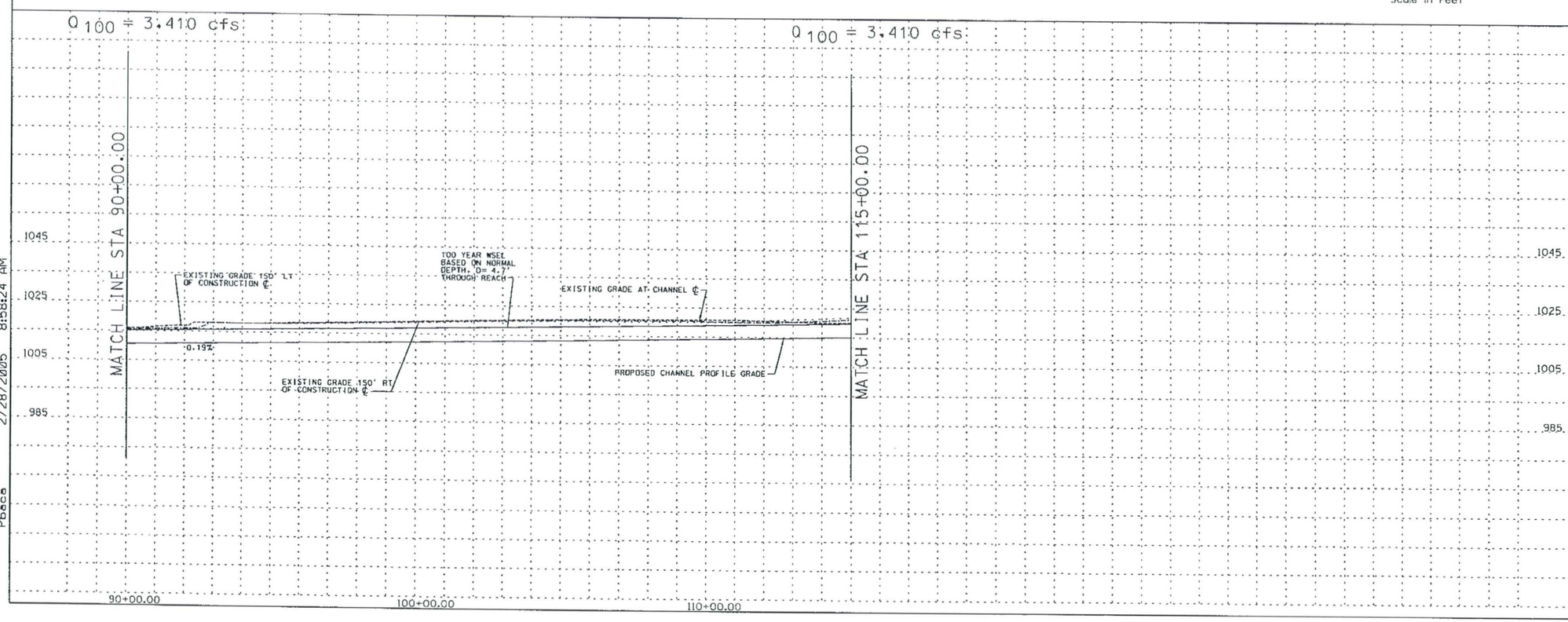

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○ CONSTRUCT ○

STA 90+00.00 TO STA 115+00.00 CONSTRUCT 2500 LIN. FT CONCRETE CHANNEL

STA 90+00.00 TO STA 115+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) STA 60+00 - 115+00. FOLLOW EXISTING GOLF COURSE CHANNEL FLOWLINE.

(26) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RT & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE OVERHEAD ELECTRIC

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BULLARD WASH CHANNEL
PLAN AND PROFILE

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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

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CHECKED	E.S.	11/04

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DRAWING NO.	PLAN AND PROFILE SHEET STA 90+00.00 TO 115+00.00	SHEET BD3

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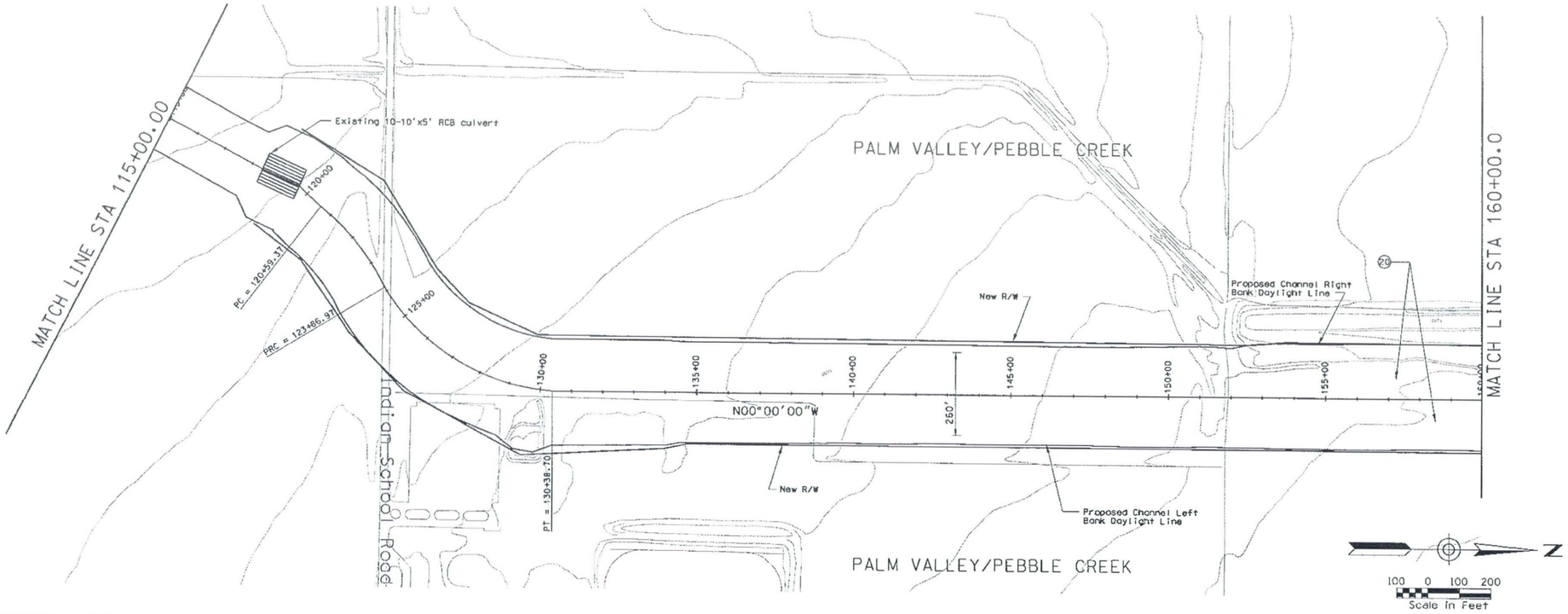

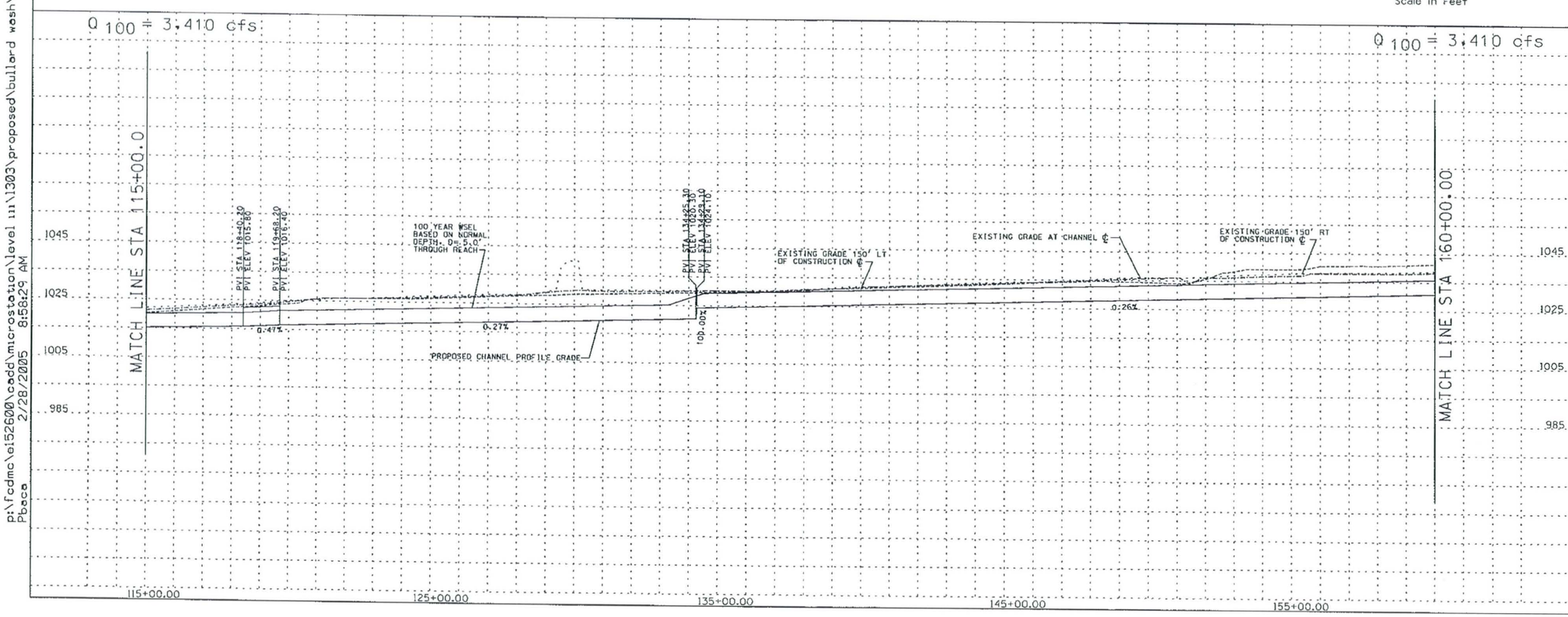

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○ CONSTRUCT ○

STA 151+00.00 TO STA 160+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 115+00.00 TO STA 160+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

20 CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RT & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

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DRAWING NO.	PLAN AND PROFILE SHEET STA 115+00.00 TO 160+00.00	SHEET BD4

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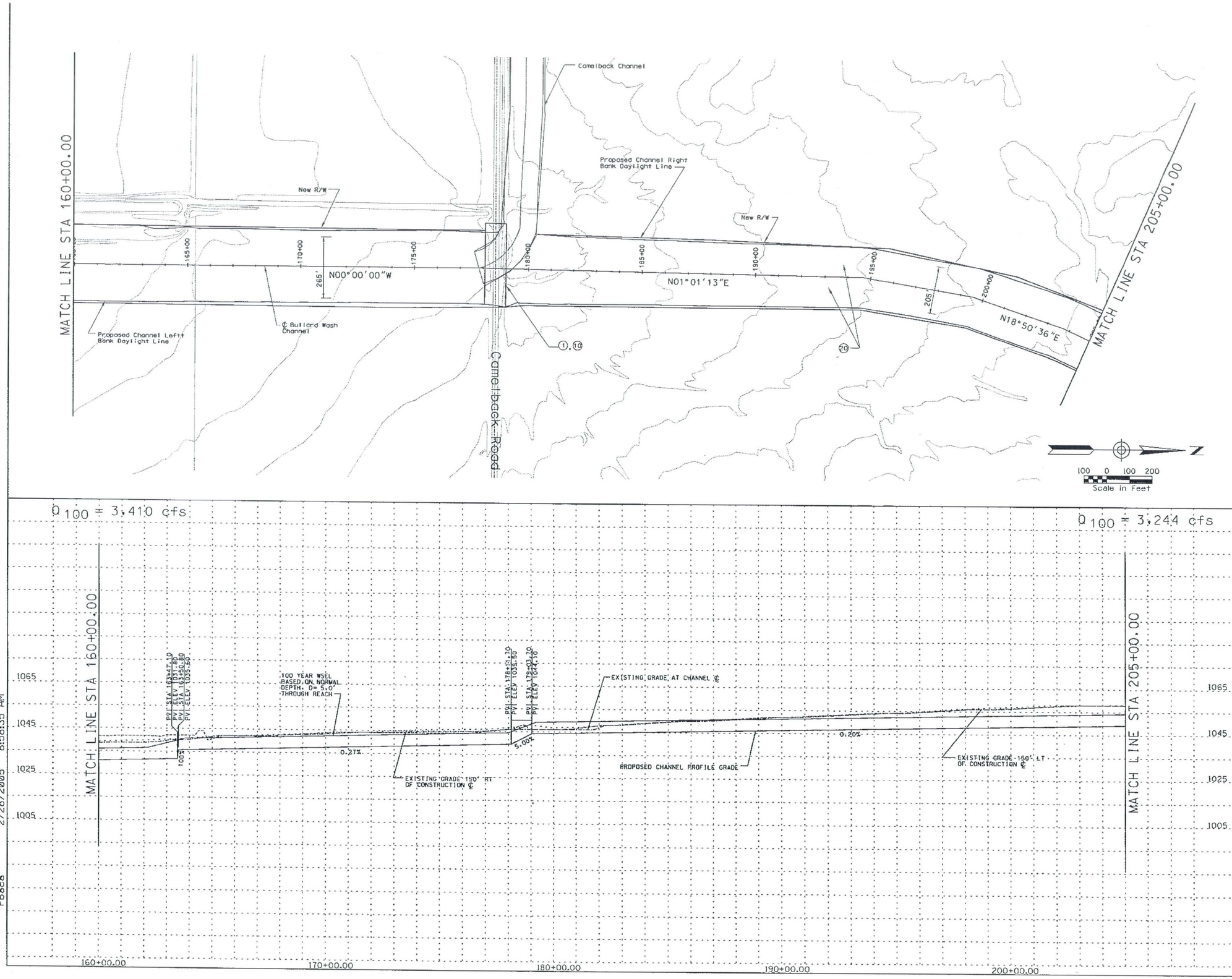

☐ REMOVE ☐

○ CONSTRUCT ○

STA 160+00.00 TO STA 205+00.00 CONSTRUCT 4500 LIN. FT EARTH CHANNEL

STA 160+00.00 TO STA 205+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 334 LIN. FT BY 58 FT WIDE SINGLE SPAN BRIDGE

(10) INSTALL 8' x 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RT & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

BULLARD WASH CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 160+00.00 TO 205+00.00	SHEET BD5

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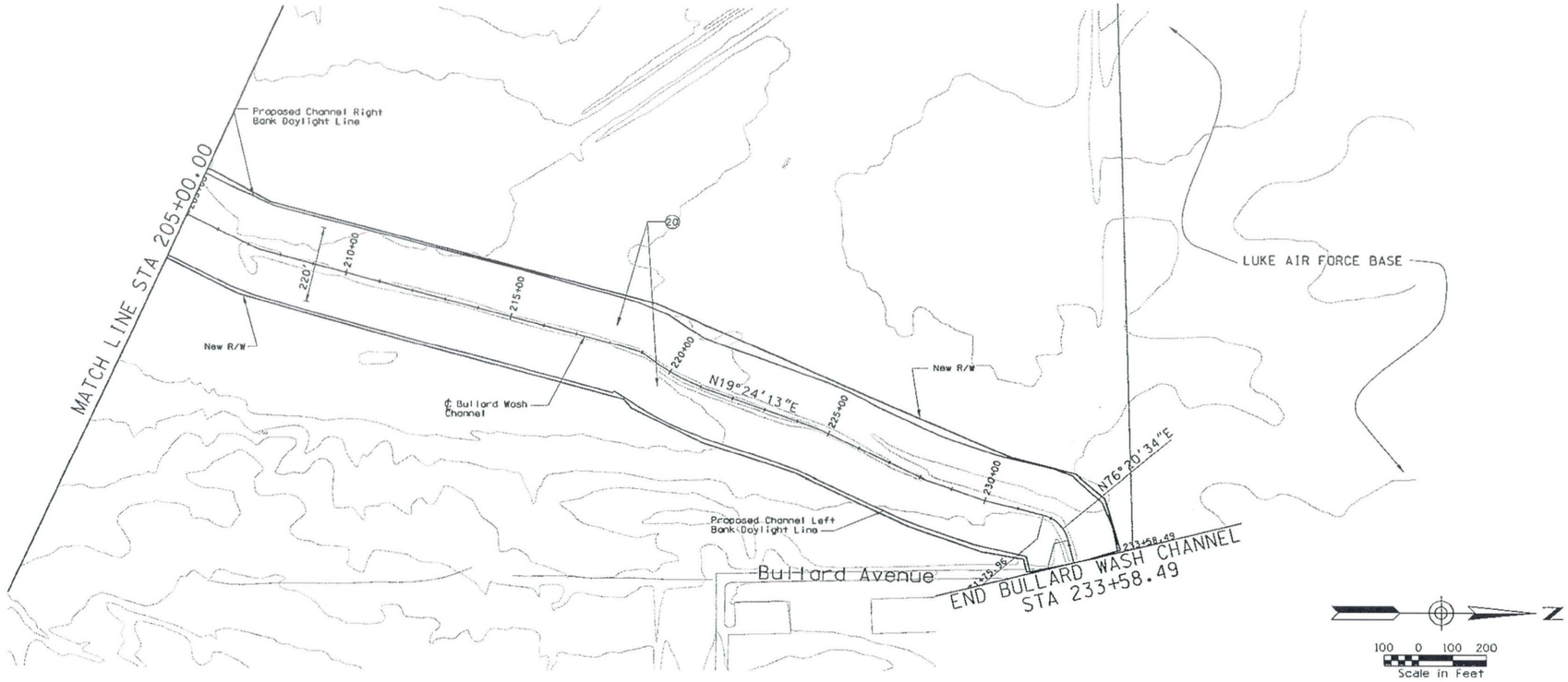

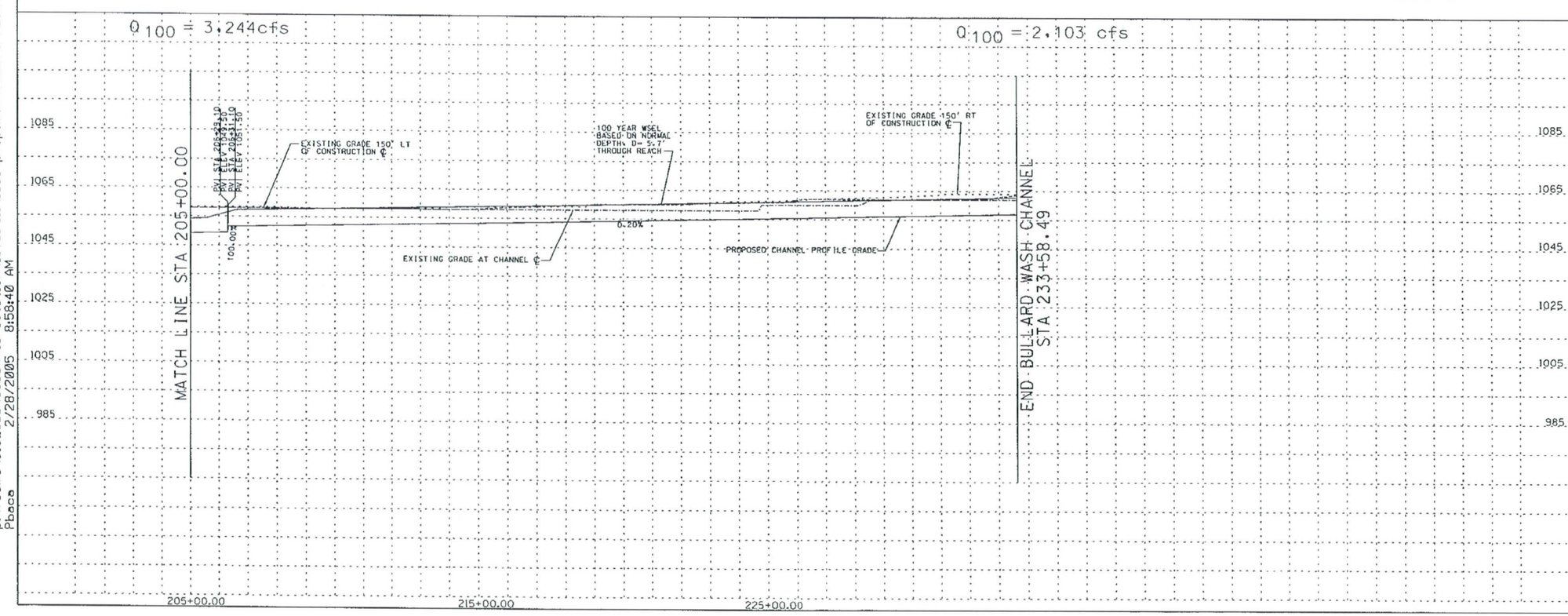

☐ REMOVE ☐

○ CONSTRUCT ○

STA 205+00.00 TO STA 233+58.49 CONSTRUCT 2358.49 LIN. FT EARTH CHANNEL

STA 205+00.00 TO STA 233+58.49. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RT & LT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

BULLARD WASH CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 205+00.00 TO 233+58.49	SHEET BD6

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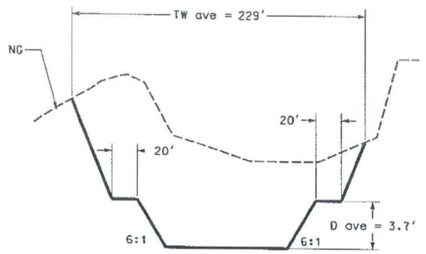

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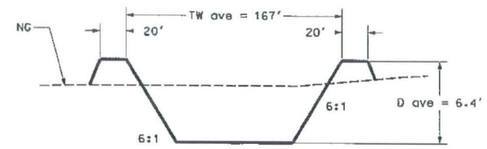

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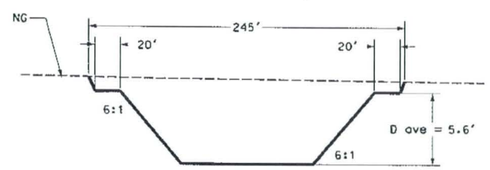

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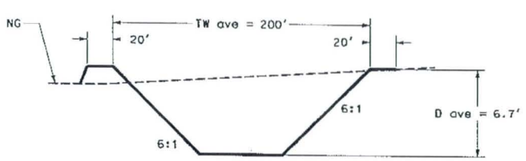

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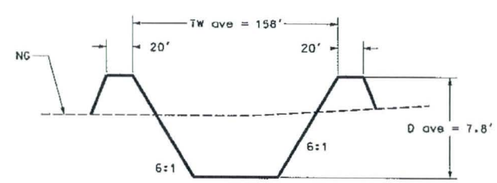

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REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

BULLARD WASH CHANNEL
CROSS SECTIONS

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

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GENERAL DESCRIPTION

The Bullard Wash Detention Basin is an earthern-lined basin with a bottom elevation of 978.5 feet and a top elevation of 990.2 feet for a depth of 11.7 feet. The volume of the detention basin is calculated to be 138 acre-feet.

CHANNEL LOCATION

The Bullard Wash Detention Basin is located on the east side of Bullard Wash between McDowell Road and I-10.

APPLICATION

The Bullard Wash Detention Basin would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** Where possible, the overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

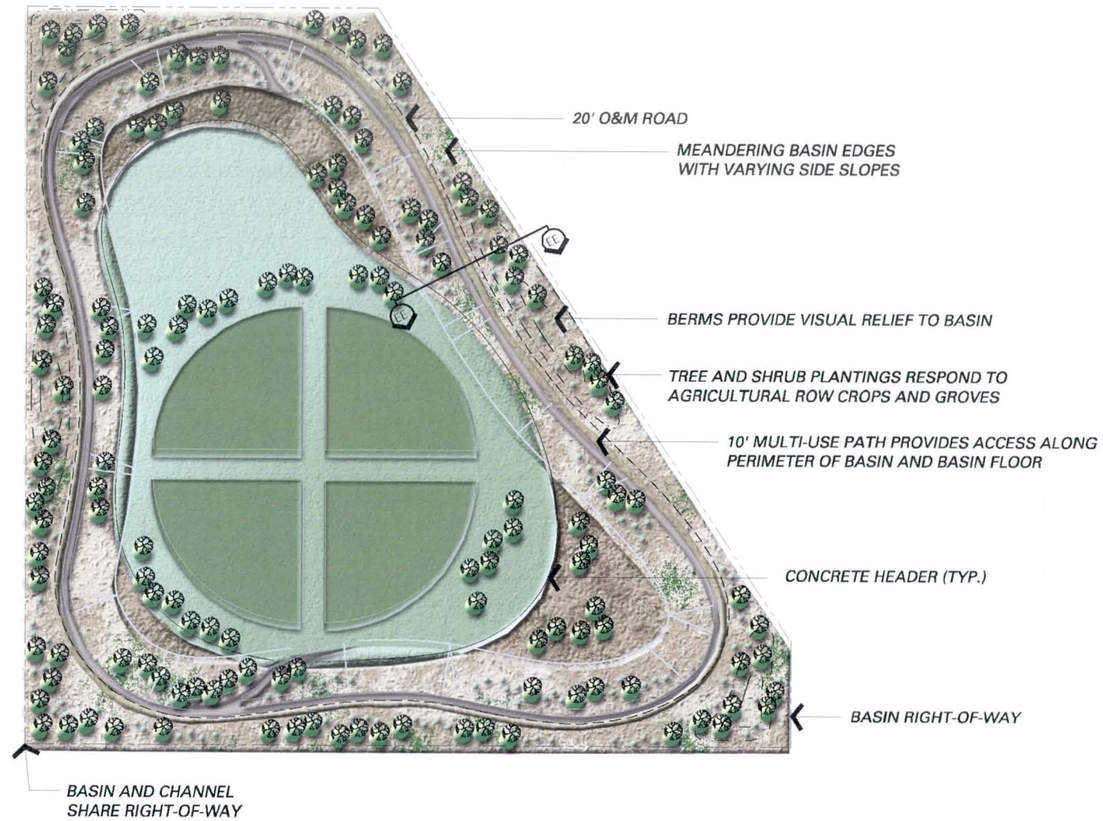
  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

SPECIFIC AREAS OF BASIN

- Connection to Bullard Wash Development

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational	$1.14 M	18.7 acres	($1.40/SF)
Total Cost	**$1.14 M**		
FCDMC Funding	$0.68 M		
Additional Funding	$0.46 M		



PLAN

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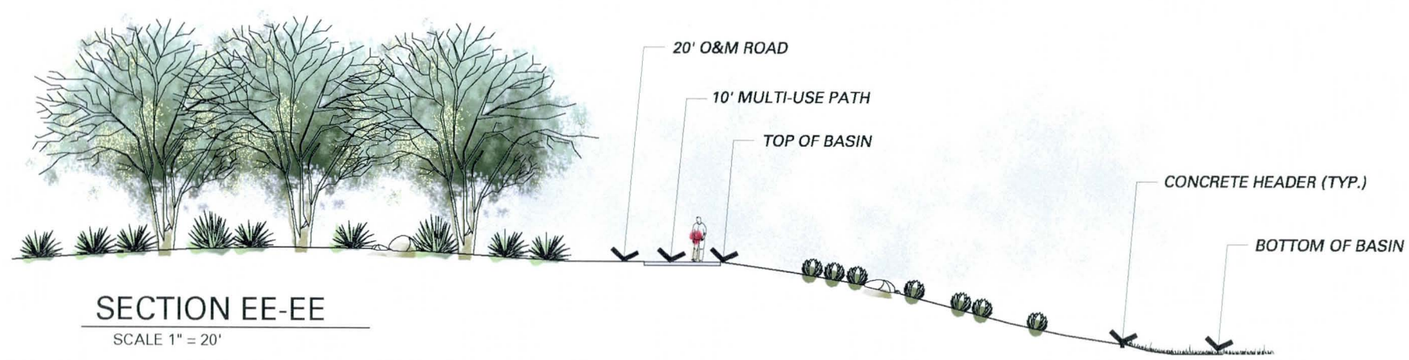
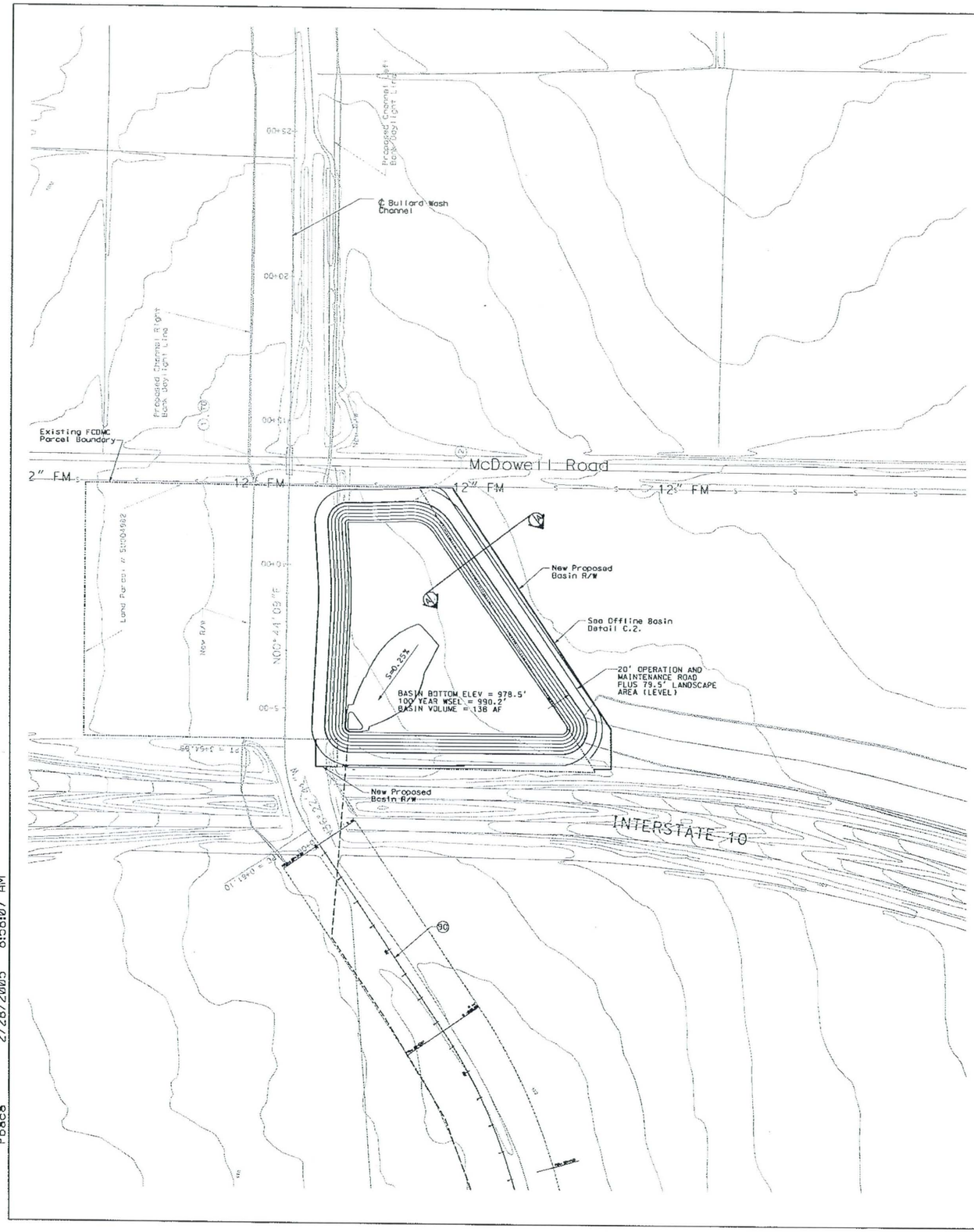
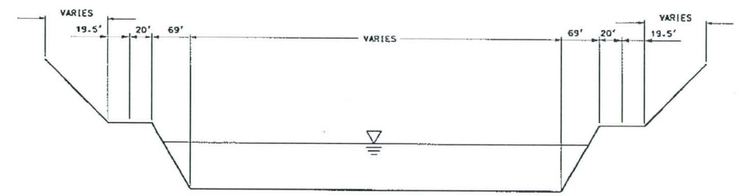


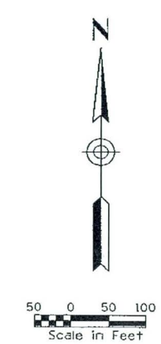
SECTION EE-EE

SCALE 1" = 20'





TYPICAL SECTION A-A
NOT TO SCALE



REMOVE

CONSTRUCT

(5G) INSTALL 42" LOW FLOW POST STORM DRAIN. 4390 LF AT S=0.15% DAYLIGHT IN DOWNSTREAM BULLARD WASH CHANNEL AT STA. 229+00

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

BULLARD WASH CHANNEL
BASIN DETAIL SHEET

NO.	REVISION	BY	DATE
3			
2			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO. | BASIN DETAIL PLAN STA. TO | SHEET

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GENERAL DESCRIPTION

The SR303L Channel is a concrete lined channel beginning at the Gila River (approximately 1,200 feet south of Southern Avenue) and continuing north to Bell Road for a total length of approximately 18 miles. The average channel right-of-way varies from approximately 80 feet to 145 feet. The depth of the channel varies from 6.0 feet to 3.5 feet.

CHANNEL LOCATION

The SR303L Channel alignment is located on the west side of SR303L and parallels the roadway.

APPLICATION

The SR303L Channel passes through five landscape themes, Historic/Heritage, Urban, Commercial, Industrial, and Neighborhood, as described in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

The Historic/Heritage Landscape Theme begins at the Gila River and continues to MC85/Union Pacific Railroad. An Urban Landscape Theme would begin at MC85/Union Pacific Railroad and continue to McDowell Road. At McDowell Road the landscape theme would transition to Industrial to respond to the Perryville Prison to the west. At Thomas Road the landscape theme would transition back to an Urban Landscape Theme. This landscape theme would continue to Camelback Road. From Camelback Road to Peoria Avenue, except for a one-mile stretch between Northern Avenue and Olive Avenue, the landscape theme would respond to the neighborhood character of the area. Between Northern Avenue and Olive Avenue an Urban Landscape Theme would be developed. At Peoria Avenue the landscape would transition back to the Urban Landscape Theme and continue to Bell Road. The Commercial Landscape Theme would occur throughout the channel at major roadway crossings.

DESIGN CRITERIA

- **Overbank Area Treatments:**
  - A 10' landscape buffer would be provided on the westside of the channel. This area would minimally include:
  - 20' wide all weather surface O&M road located on the west side of the channel
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Channel Configuration and Shape:** The proposed channel configuration parallels the SR303Lwith occasional jogs to accommodate roadway crossings and connections to basins.
- **Channel Side Slopes:** The channel side slopes are 4:1 and constructed of concrete.

  Structural components that occur within the side slopes such as headwalls, inlets, outlets, etc. should blend and integrate in both shape/form and color into the side slopes.
- **Channel Bottom Area:** The channel bottom is constructed of concrete.
- **Excavation Material Utilization:** The displaced soil from the excavation of the channel should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Urban Landscape Theme is characterized by a typical plant palette that includes native species as well as selected exotic or imported plant materials. The overall plant layout will consist of a generally organized pattern. The plant groupings should be of a semi-formal layout with intermittent areas of natural-type layout. The ground plane would be treated with decomposed granite or turf in selected areas.

  The Industrial Landscape Theme is characterized by the bold masses of plant material. The plant material should be used to mitigate the horizontal and vertical scale of the adjacent industrial/institutional land uses. Specimen and exotic/native trees, and shrubs would be found throughout the channel. Large canopy trees should be placed for screening purposes. As in the Agricultural Landscape Theme no turf should be incorporated into the landscape.

  The Neighborhood Landscape Theme is a continuation of the residential "yard". Plantings of large shade tree species with shrubs used as accent plantings are typical for this theme. Turf would be used in selected special use areas. Decomposed granite would be applied to the ground plane. Structures would be constructed of brick, masonry units, and wood.

  Geometric fields of crops, often planted in perpendicular rows, as well as trees planted in windbreaks and orchards characterize the Agricultural Landscape Theme. The landscape design for this theme should be consistent with these types of layouts. Decomposed granite would be applied to the ground plane. Turf areas are not envisioned to be located within the limits of the agricultural landscape.

  The Urban/Commercial Landscape Theme is very similar to the Urban Landscape Theme. The main difference is in the density of plantings. The commercial landscape theme would consist of a lower density of plant material than that found in the Urban Landscape Theme.

  The landscape associated with the Sonoran Desert Landscape Theme should consist of those plants that are naturally occurring, no exotics or imported plant material should be proposed. The general layout of plant massings should be loose and mimic that which is found in natural Sonoran landscapes. The use of native trees, understory plantings, cactus and accent plantings are suggested.
- **Structural Components:** Structural components located within the channel such as drop structures, headwalls, inlets, outlets, etc. should be designed to blend into the adjacent environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, etc. will be influenced by the surrounding developments, both in material selection, form, and placement.

SPECIFIC AREAS OF CHANNEL:

- **Crossing of major roadways:** Special consideration should be given to areas where existing roadways would cross the channel. The design of the roadway crossing and the materials used in the construction of the roadway crossing should relate to the adjacent land use and landscape themes.

- **Connection to adjacent developments:** Access to and from adjacent developments (Palm Valley/Pebble Creek, proposed Pueblo Verde, Bell West Ranch) need to be considered during the layout of the multi-use path. Elements found at these connection points might include ramada structures, seating, signage, drinking fountain, and bike rack or it could just be a simple designated entry/exit to the adjacent development.

  Crossing the Buckeye Irrigation District Canal and the Union Pacific Railroad: Special consideration should be given to areas where the multi-use path crosses these facilities. There is an opportunity to create dynamic structures that pedestrians would use to cross these facilities. The scale, types of materials, textures, and colors should relate to the structure that it is crossing. Coordination with the appropriate facility owners will be crucial during design.

- **Connection to various SR303L basins:** The landscape treatment and amenities associated with the channel and basin should be seamless between the two structures. An entry node to the basin should be provided from the channel.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

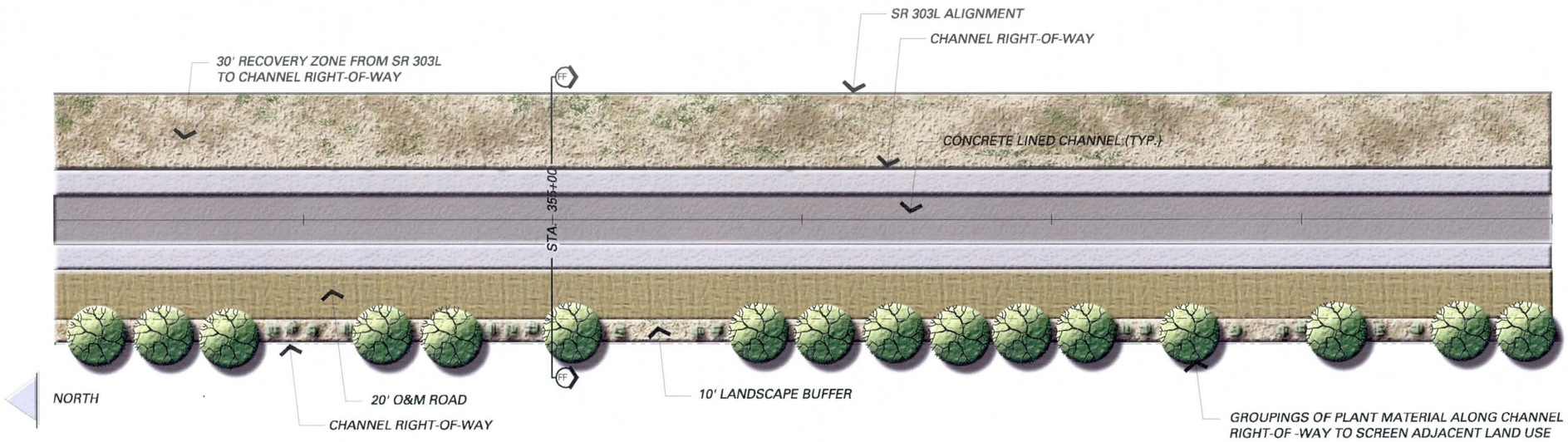
Urban Theme	$0.62 M	8.9 acres	($1.60/SF)
Industrial Theme	$0.16 M	2.5 acres	($1.50/SF)
Neighborhood Theme	$0.26 M	3.9 acres	($1.55/SF)
Agricultural Theme	$0.16 M	2.5 acres	($1.40/SF)
Commercial Theme	$0.09 M	1.4 acres	($1.50/SF)
Sonoran Theme	$0.16 M	2.5 acres	($1.35/SF)
Total Cost	**$1.45 M**		
FCDMC Funding	$0.87 M		
Additional Funding	$0.58 M		

Concrete Lined Channel

Channel Width = 80'

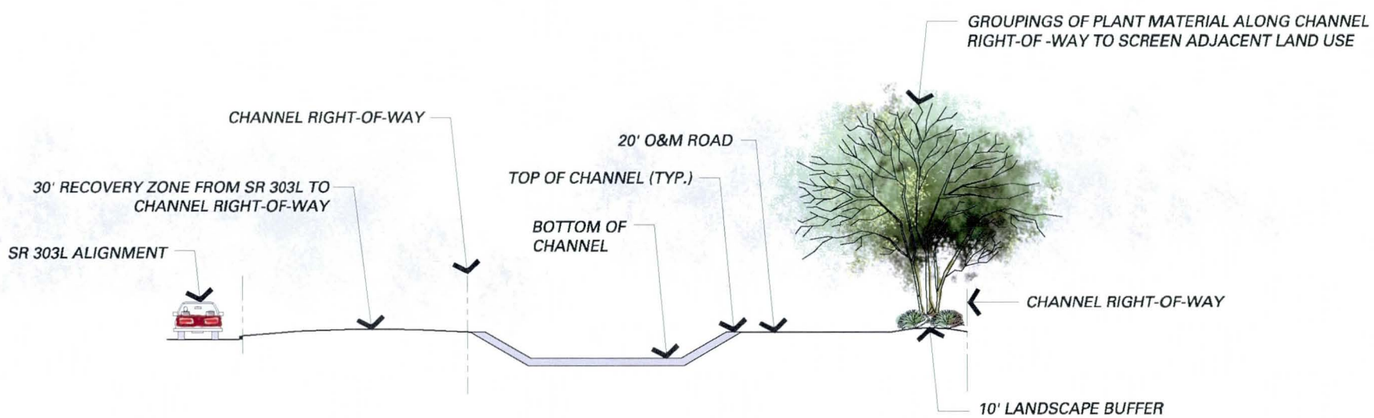
SR303L Channel

STA. 353+00 to STA. 359+00



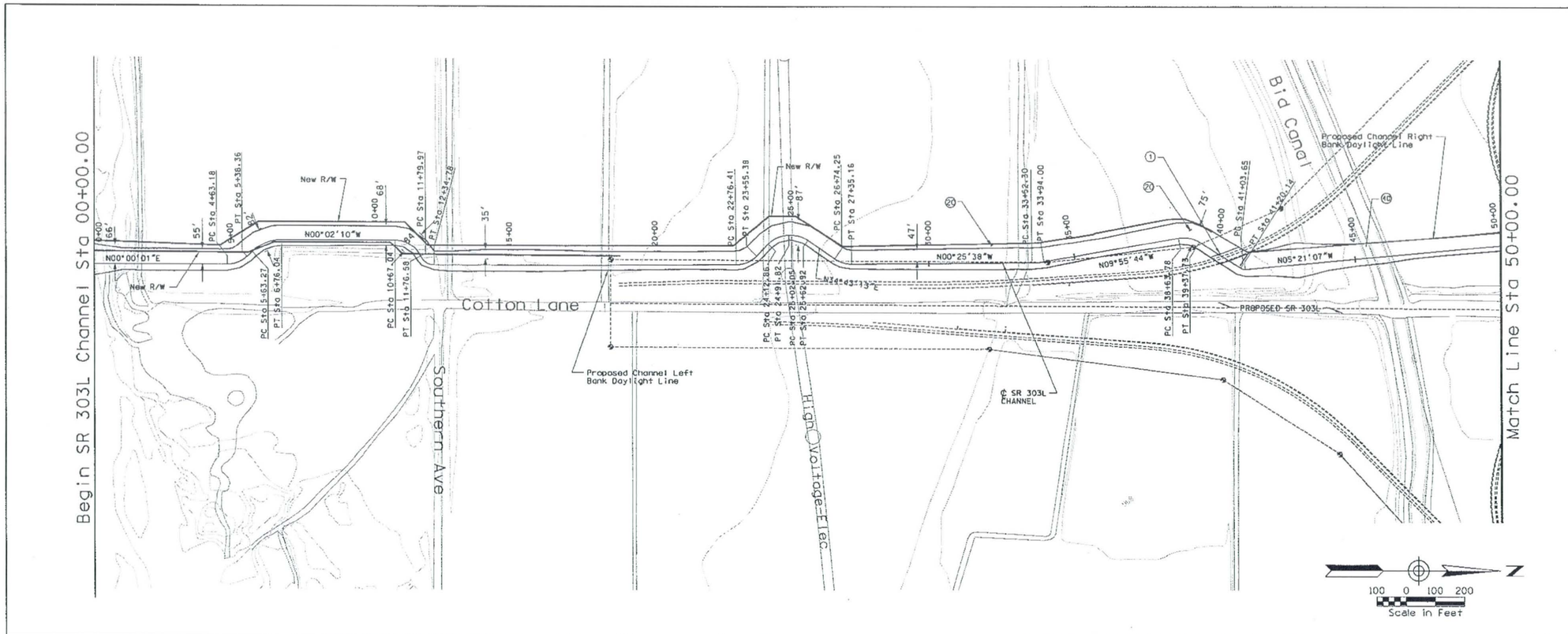
PLAN

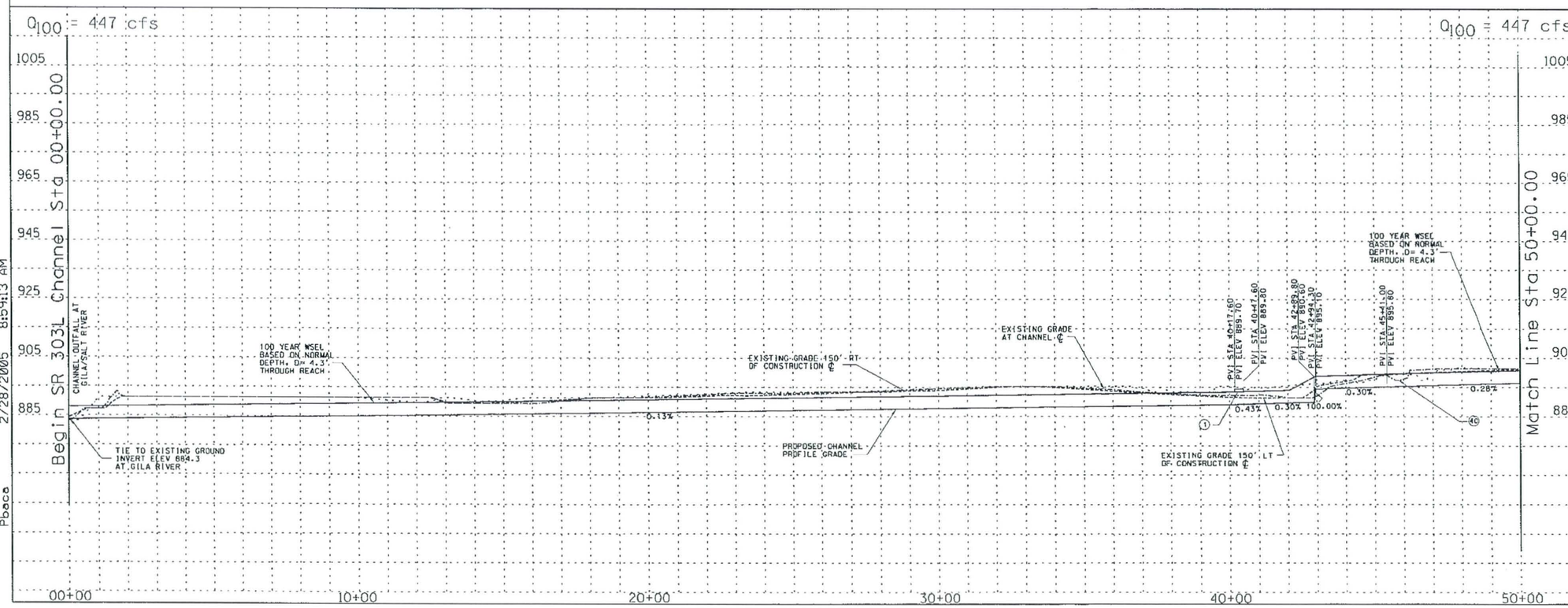
SCALE 1" = 50'



SECTION FF-FF AT STA. 355+00

SCALE 1" = 20'





REMOVE

CONSTRUCT

STA 00+00.00 TO STA 50+00.00 CONSTRUCT 5000 LIN. FT CONCRETE CHANNEL

STA 00+00.00 TO STA 50+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 81.5 LIN. FT BY 30 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) INSTALL A 73 LIN. FT SIPHON FOR EXISTING BID CANAL. SEE DETAIL C.5.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO. | PLAN AND PROFILE SHEET STA. 0+00.00 TO 50+00.00 | SHEET LPI

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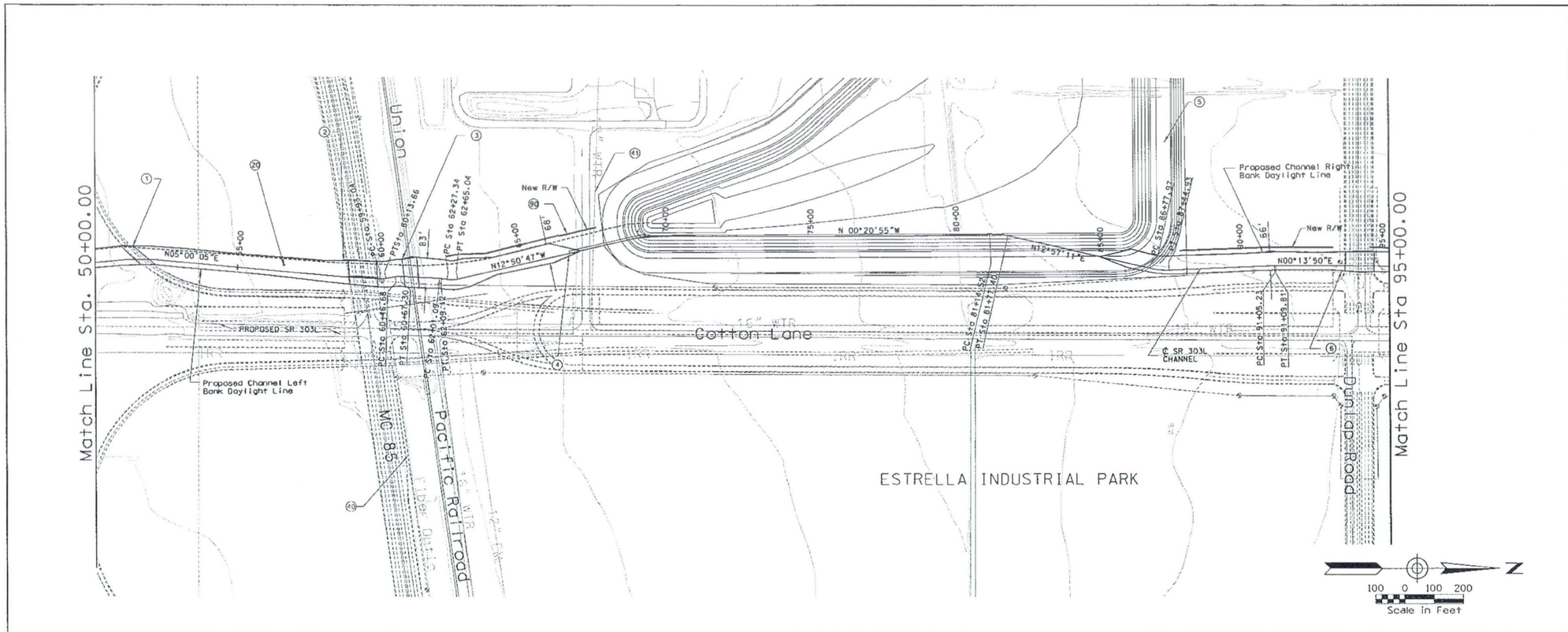

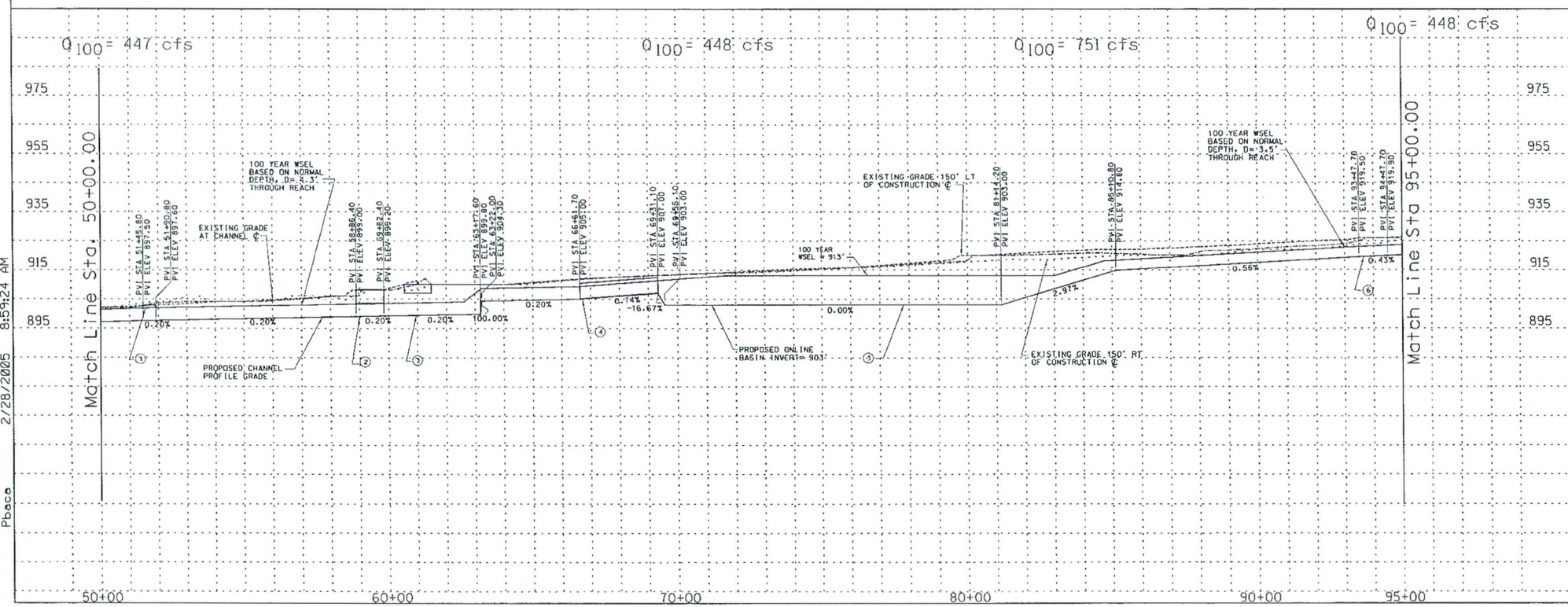

REMOVE

CONSTRUCT

STA 50+00.00 TO STA 95+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 50+00.00 TO STA 95+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 78 LIN. FT BY 45 FT WIDE SINGLE SPAN BRIDGE

(2) CONSTRUCT 87LIN. FT BY 96 FT WIDE SINGLE SPAN BRIDGE

(3) CONSTRUCT 104 LIN. FT BY 35 FT WIDE SINGLE SPAN BRIDGE

(4) INSTALL 4 BARREL 48" RCP BASIN OUTLET

(5) CONSTRUCT 325 AF ONLINE DETENTION BASIN/PARK

(6) CONSTRUCT 71.5 LIN. FT BY 100 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE FIBER OPTIC LINE

(41) RELOCATE WATER

(46) CONSTRUCT 2872 LIN . FT POST STORM DRAIN

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 50+00.00 TO 95+00.00	SHEET LP2

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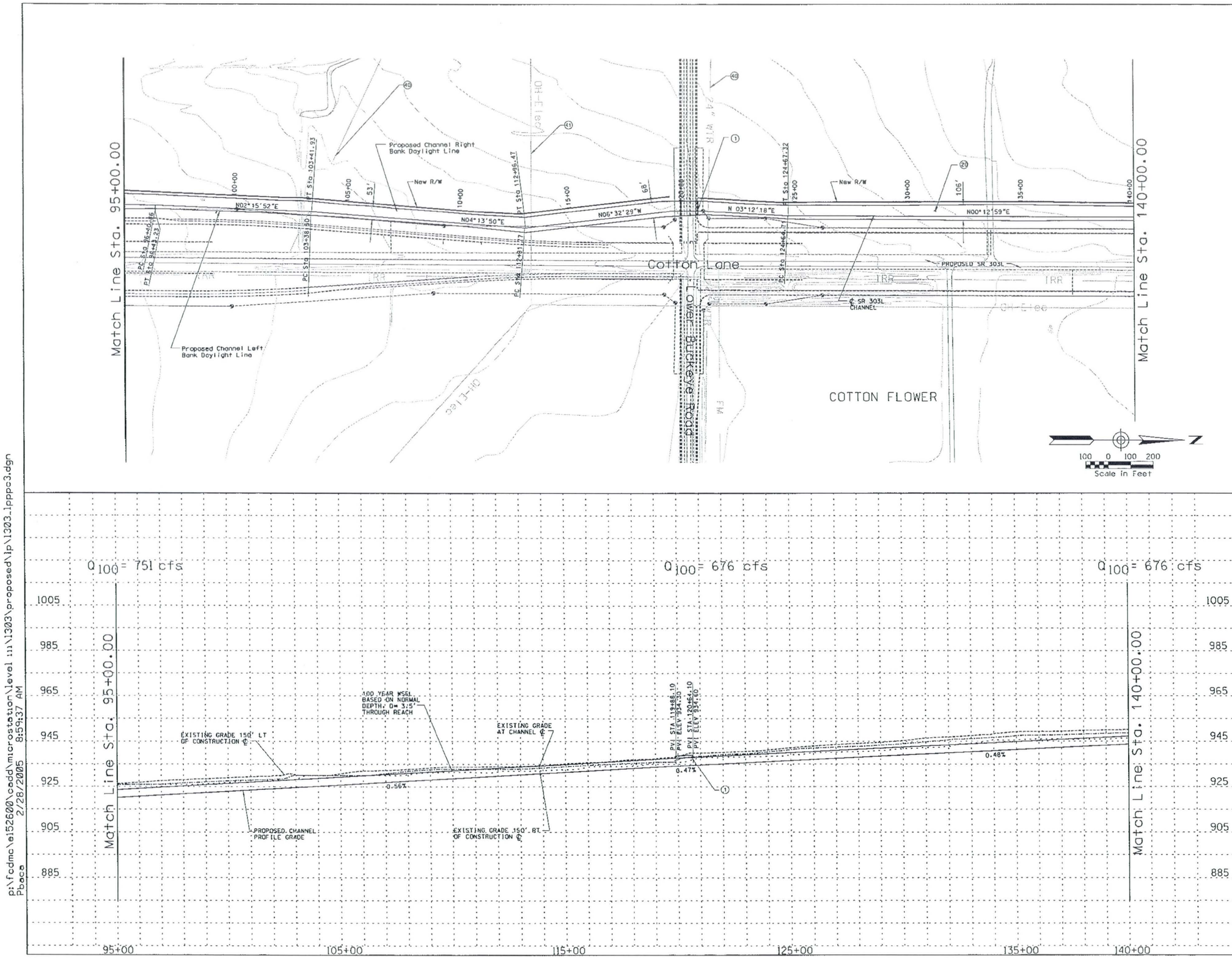

REMOVE

CONSTRUCT

STA 95+00.00 TO STA 140+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 95+00.00 TO STA 140+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 65 LIN. FT BY 76 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE WATER

(41) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 95+00.00 TO 140+00.00	SHEET LP3

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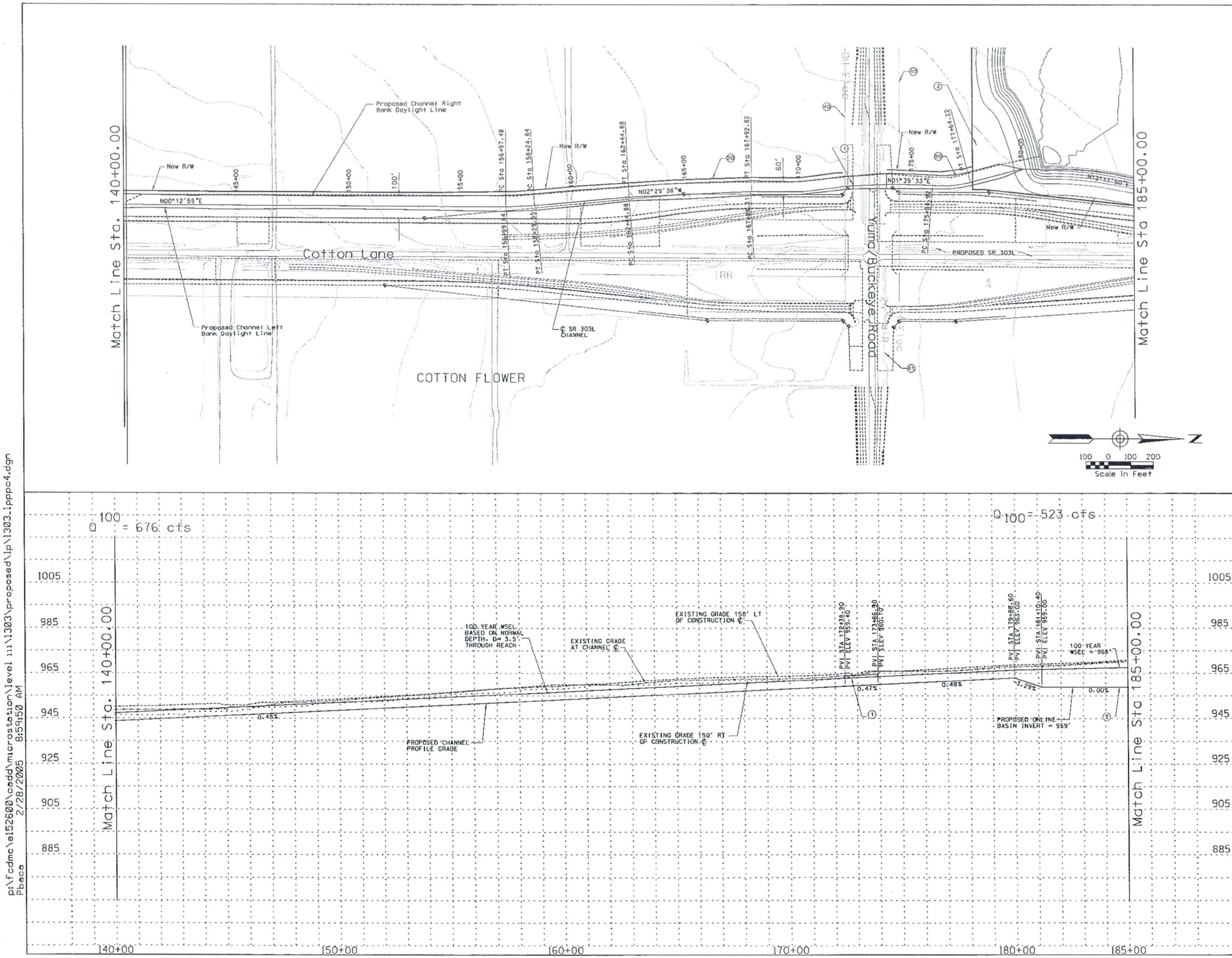

REMOVE

CONSTRUCT

STA 140+00.00 TO STA 185+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 140+00.00 TO STA 185+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 69 LIN. FT BY 148 FT WIDE SINGLE SPAN BRIDGE

(2) CONSTRUCT 190 AF ONLINE DETENTION BASIN/PARK

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE OVERHEAD ELECTRIC

(41) RELOCATE WATER

(50) CONSTRUCT 4092 LIN. FT POST STORM DRAIN

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 140+00.00 TO 185+00.00	SHEET LP4

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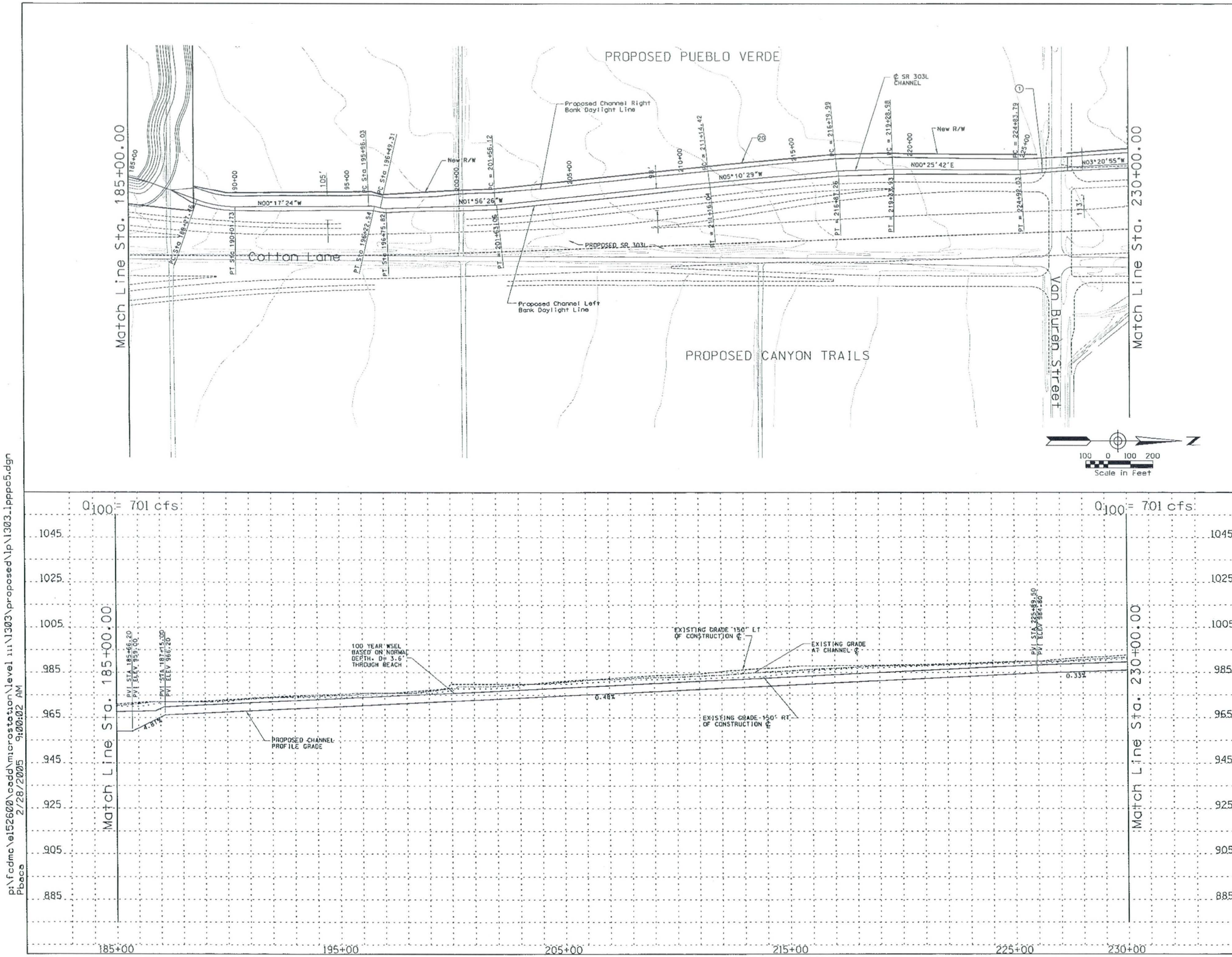

REMOVE

CONSTRUCT

STA 185+00.00 TO STA 230+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 185+00.00 TO STA 230+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 205 LIN. FT BY 24 FT WIDE LONG SPAN CULVERT

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 185+00.00 TO 230+00.00	SHEET LP5

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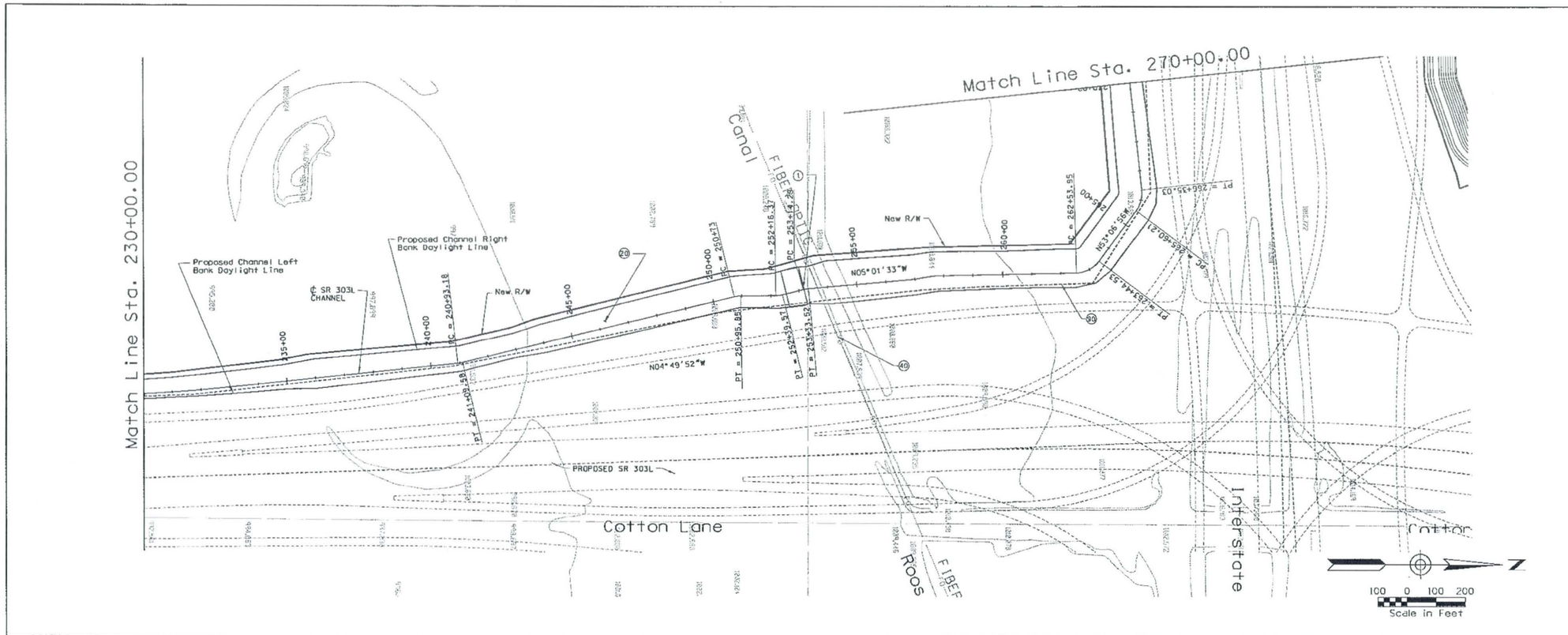

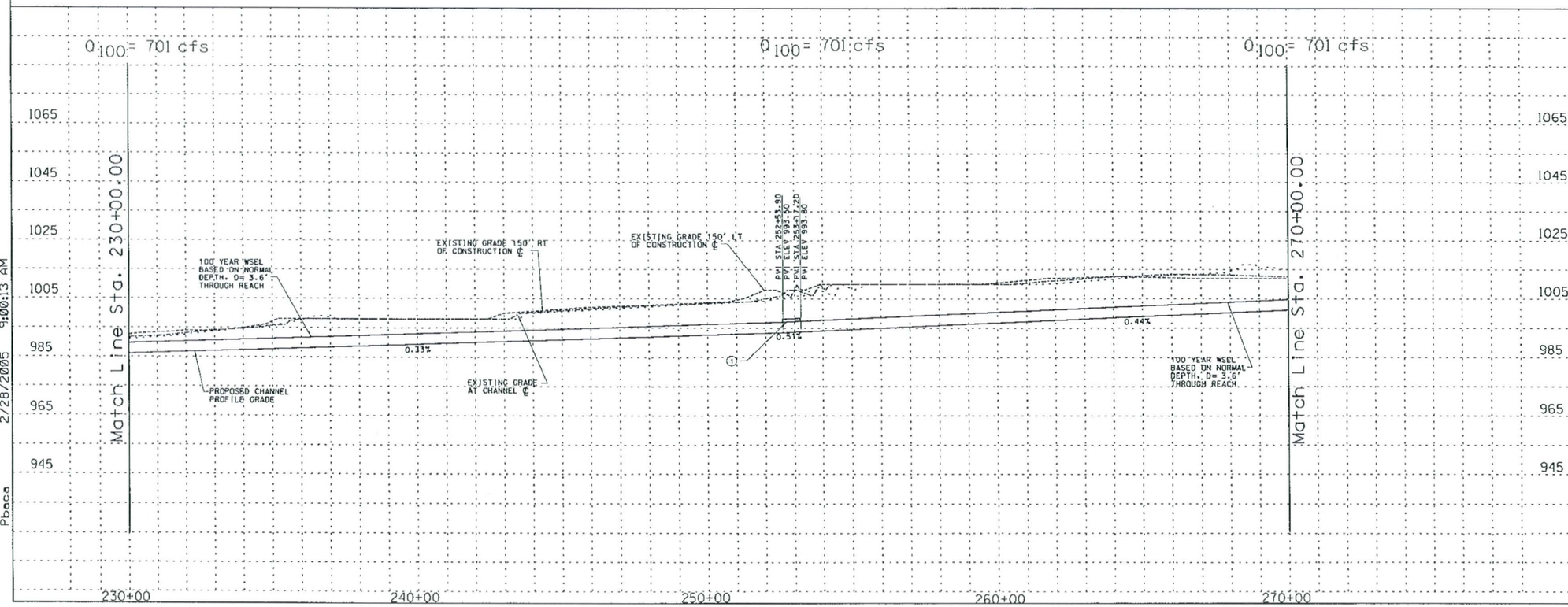

REMOVE

CONSTRUCT

STA 230+00.00 TO STA 270+00.00 CONSTRUCT 4000 LIN. FT CONCRETE CHANNEL

STA 230+00.00 TO STA 270+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 370 LIN. FT BY 24 FT WIDE 5-30' SPAN(S) BRIDGE SEE DETAIL C.7.

(10) INSTALL 8' X 10' PEDESTRIAN CROSSING

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE FIBER OPTIC LINE

(90) CONSTRUCT 6094 LIN. FT POST STORM DRAIN

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC, CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE SHEET

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA 230+00.00 TO 270+00.00	SHEET LP6

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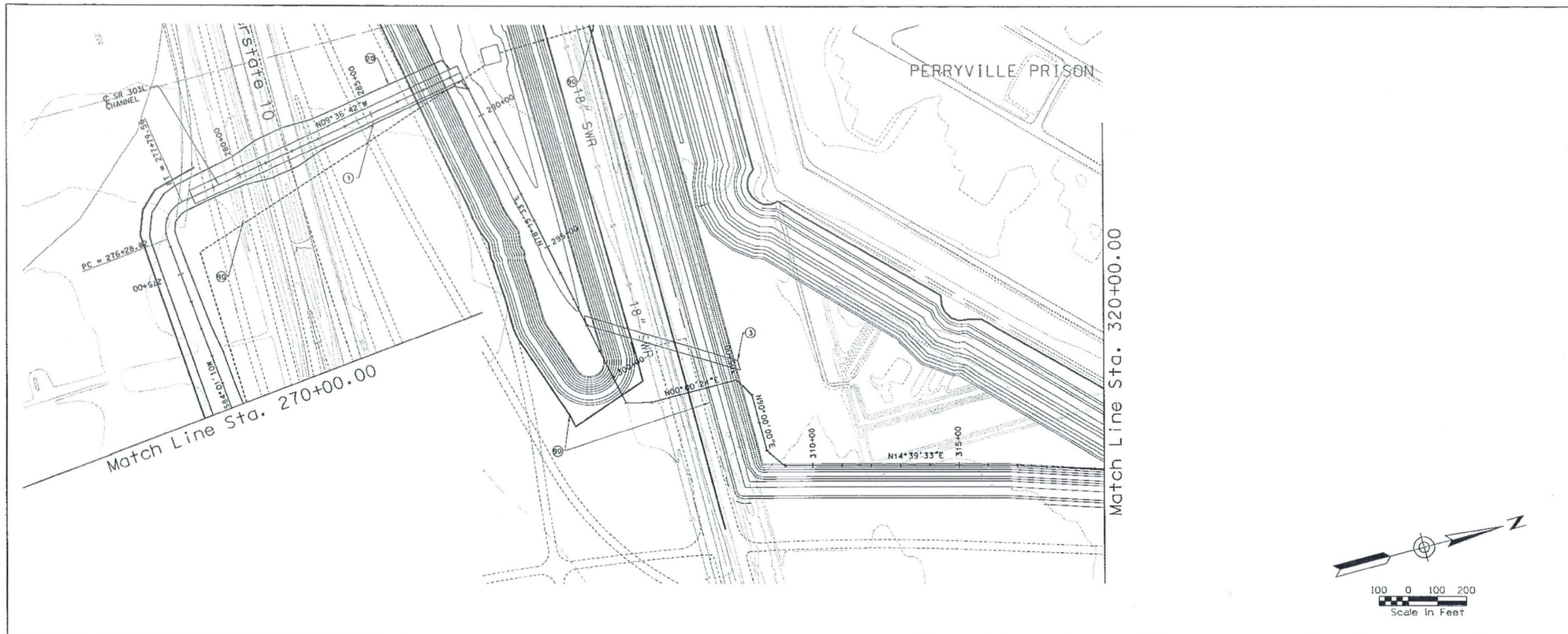

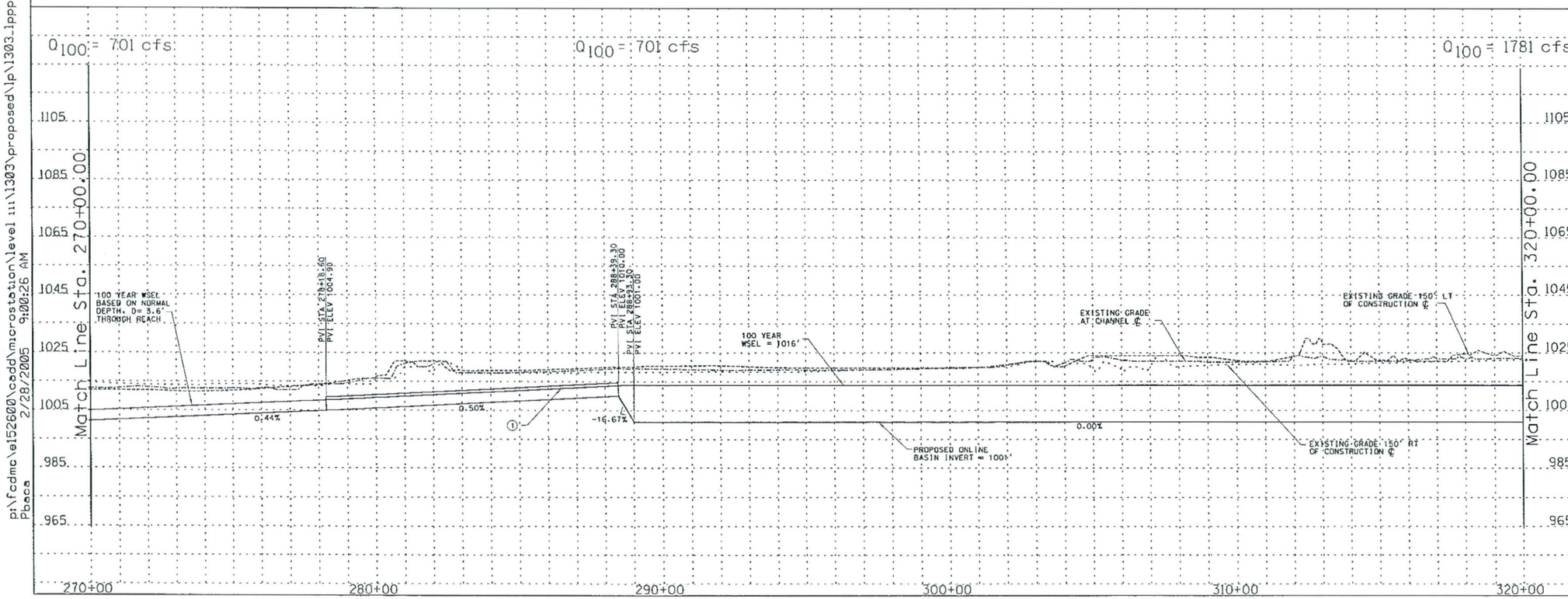

REMOVE

CONSTRUCT

STA 270+00.00 TO STA 320+00.00 CONSTRUCT 5000 LIN. FT CONCRETE CHANNEL

STA 270+00.00 TO STA 320+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

1. CONSTRUCT 1021 LIN. FT. 4 BARREL 72" RCP BASIN OUTLET
2. CONSTRUCT 590 AF ONLINE DETENTION BASIN/PARK
3. INSTALL EQUALIZER CB 450 LIN. FT. 3 BARREL 10' X 6'.
20. CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON RIGHT AND LEFT CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED MARCH 2004.
40. RELOCATE SEWER
50. INSTALL LOW FLOW DRAIN PIPE

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 270+00.00 TO 320+00.00	SHEET LP7

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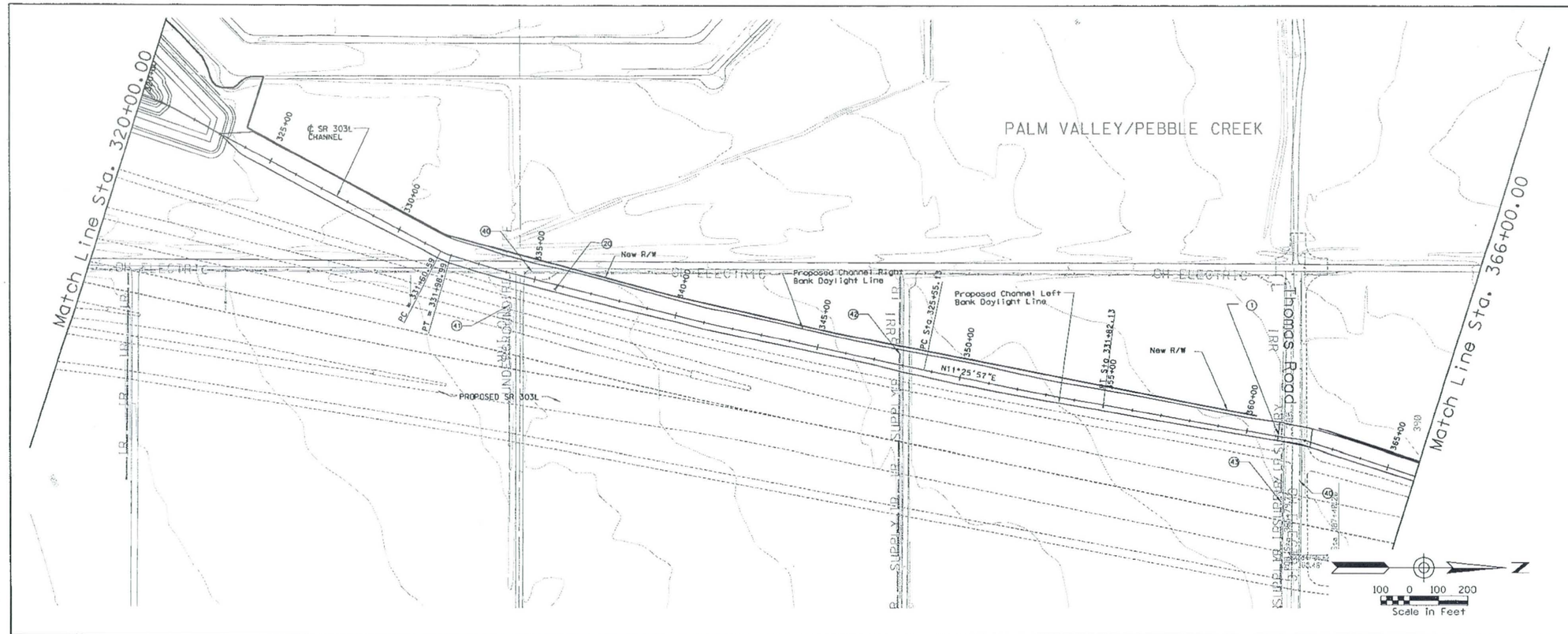

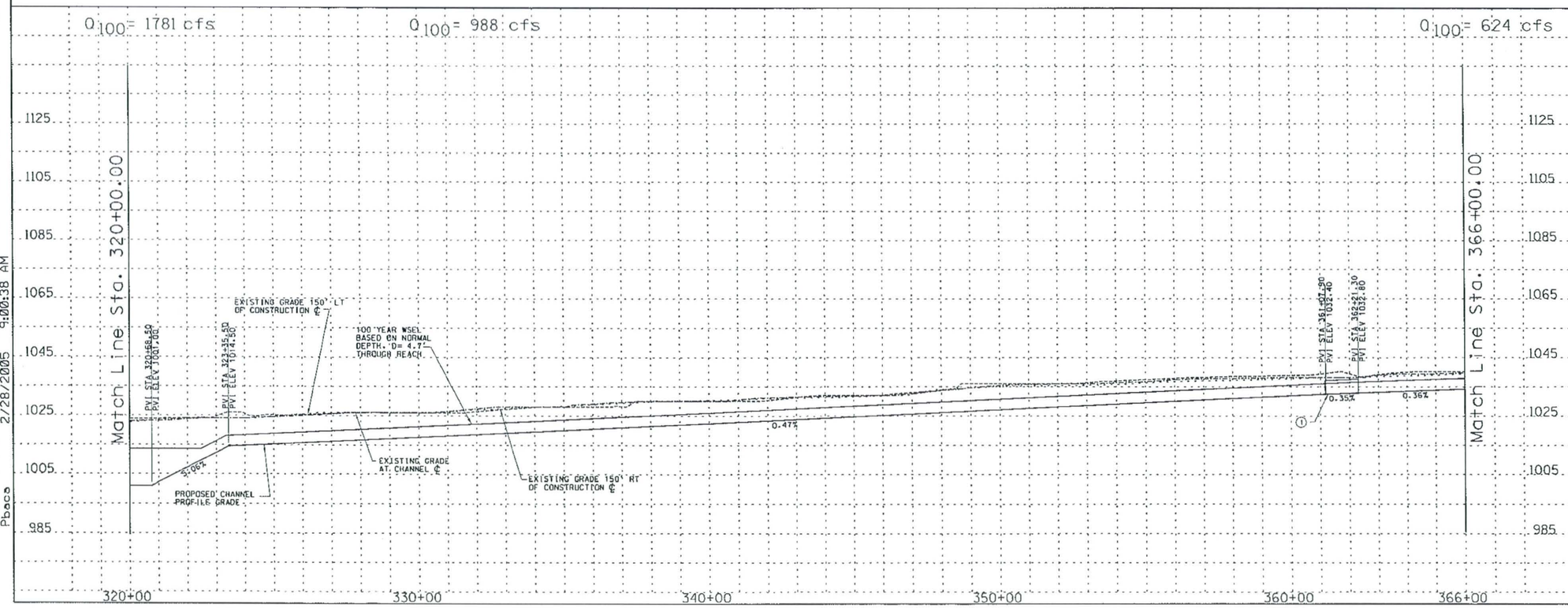

REMOVE

CONSTRUCT

STA 320+00.00 TO STA 366+00.00 CONSTRUCT 4600 LIN. FT CONCRETE CHANNEL

STA 320+00.00 TO STA 366+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 33 LIN. FT BY 111 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE OVERHEAD ELECTRIC

(41) RELOCATE IRRIGATION PIPE

(42) RELOCATE IRRIGATION LATERAL

(43) RELOCATE IRRIGATION SUPPLY

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 320+00.00 TO 366+00.00	SHEET LP8

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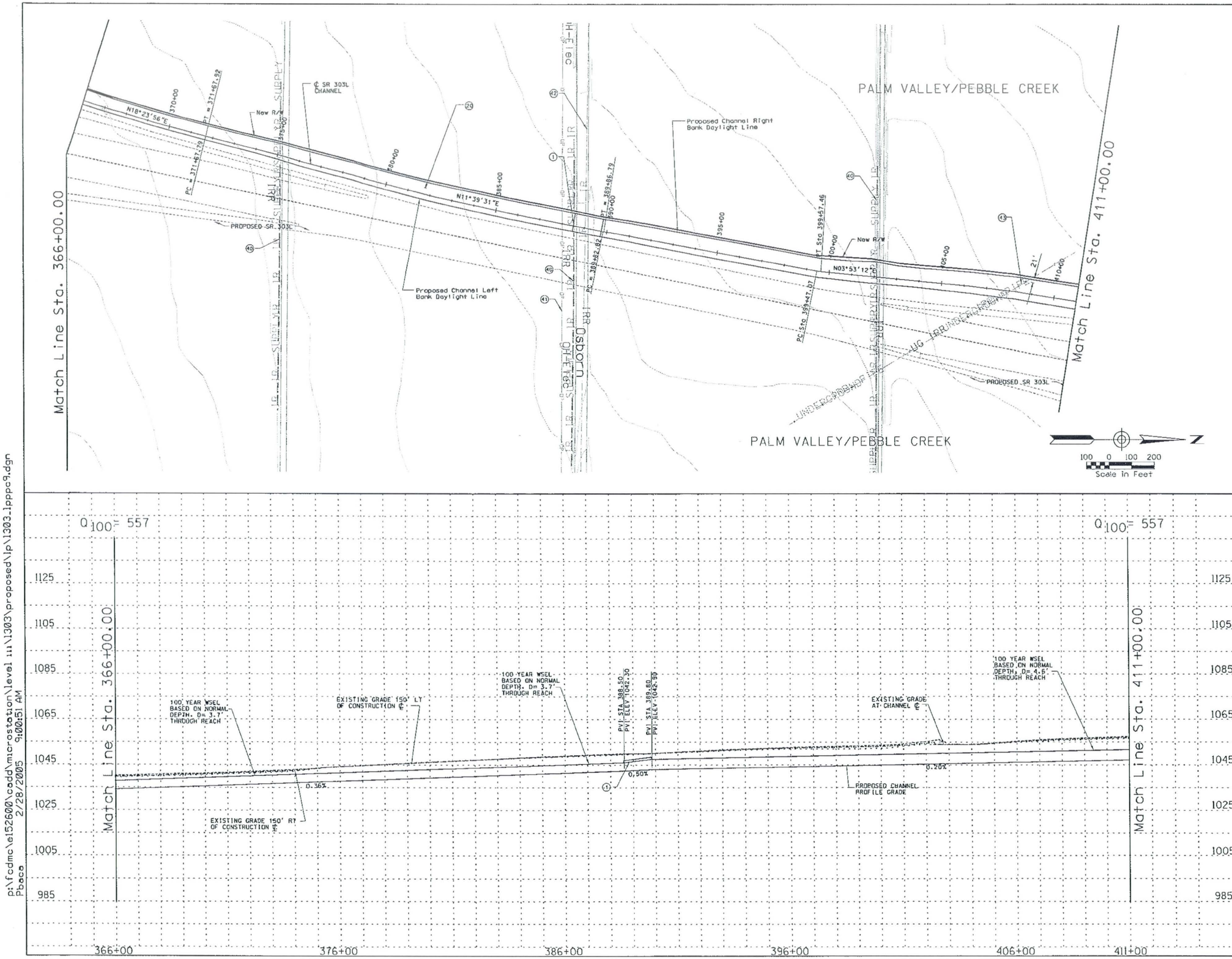

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CONSTRUCT

STA 366+00.00 TO STA 411+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 366+00.00 TO STA 411+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 80 LIN. FT BY 125 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION SUPPLY

(41) RELOCATE OVERHEAD ELECTRIC

(42) RELOCATE IRRIGATION

(43) RELOCATE IRRIGATION PIPE

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 366+00.00 TO 411+00.00	SHEET LP9

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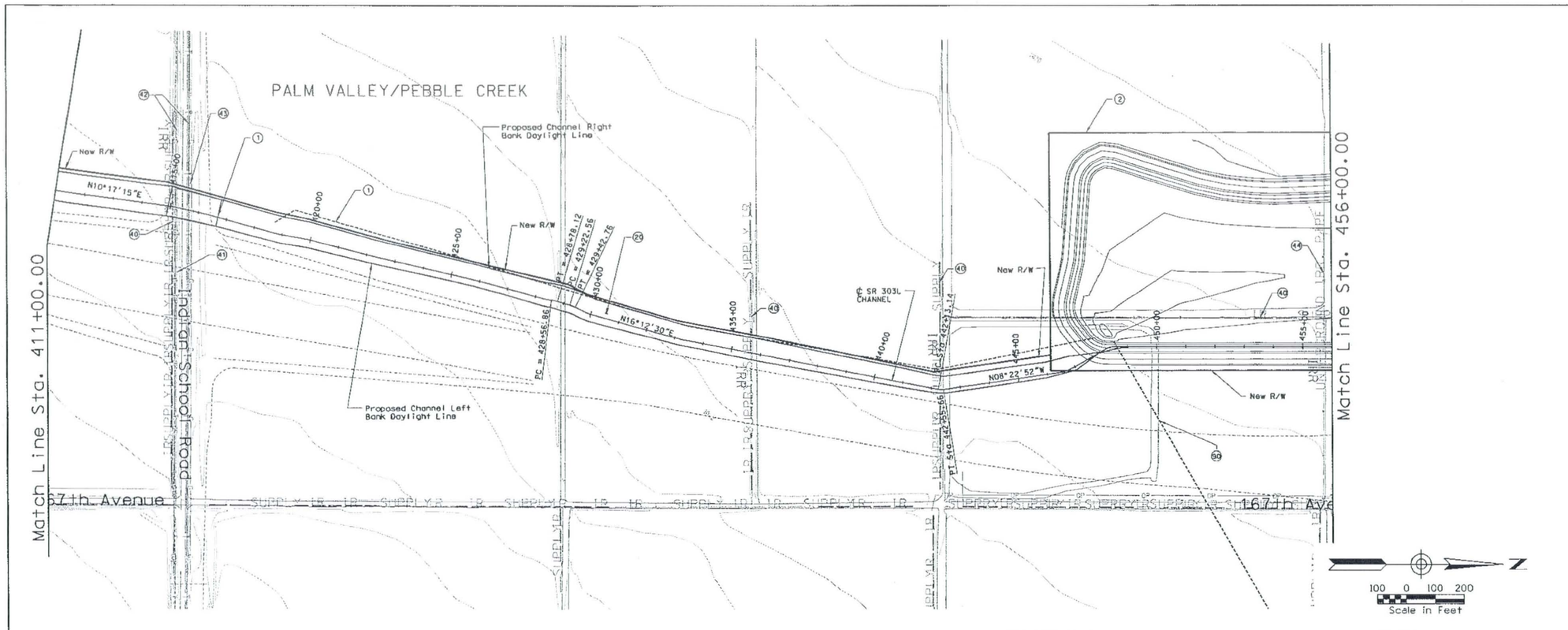

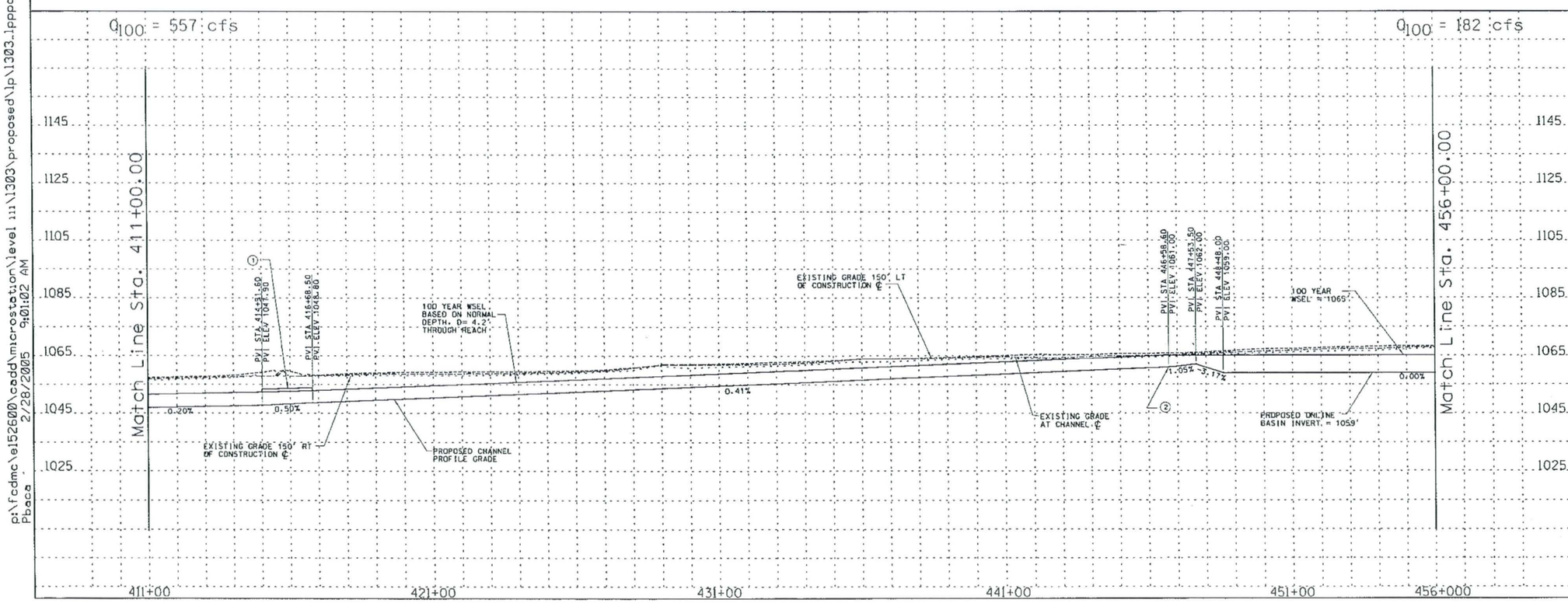

REMOVE

CONSTRUCT

STA 411+00.00 TO STA 456+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 411+00.00 TO STA 456+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 24 LIN. FT BY 186 FT WIDE BRIDGE

(2) CONSTRUCT 120.2 AF ONLINE DETENTION BASIN/PARK

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION SUPPLY

(41) RELOCATE OVERHEAD ELECTRIC

(41) RELOCATE TELEPHONE

(42) RELOCATE GAS

(43) RELOCATE IRRIGATION PIPE

(50) INSTALL LOW FLOW DRAIN PIPE

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

-----	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO.	PLAN AND PROFILE SHEET STA. 411+00.00 TO 456+00.00	SHEET LP10

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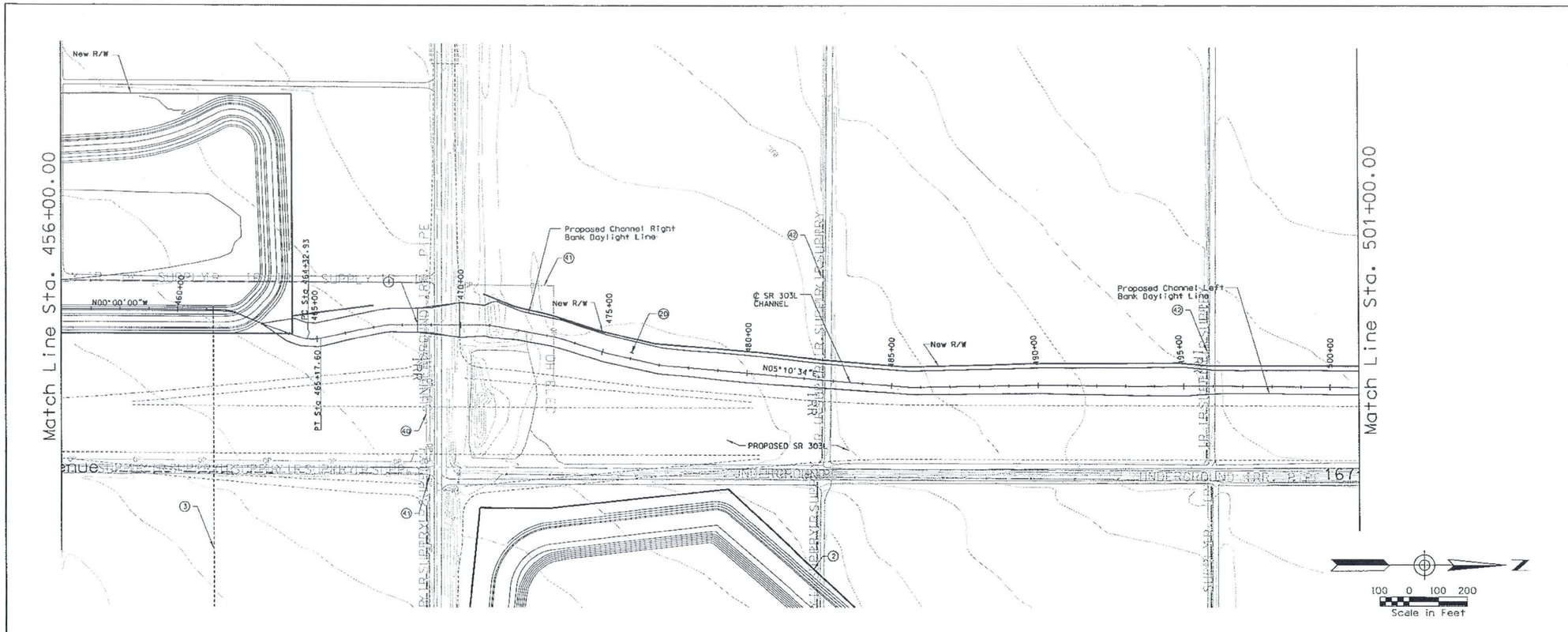

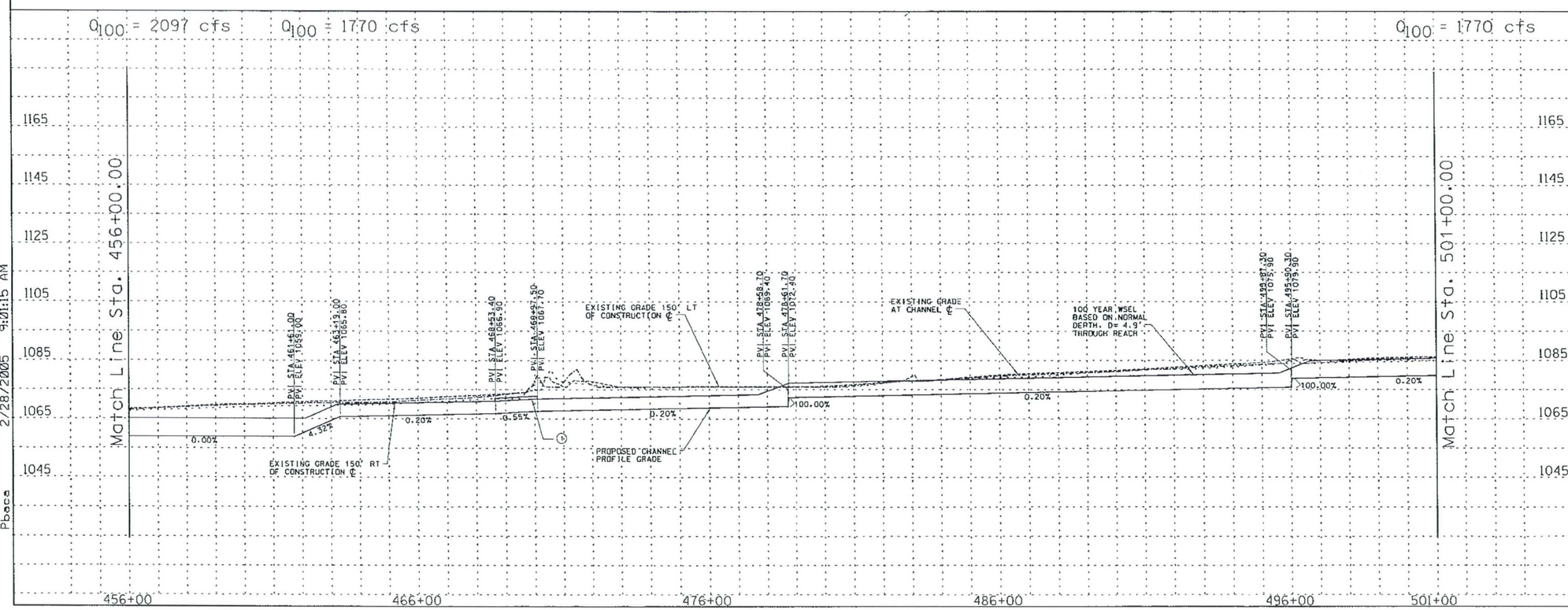

REMOVE

CONSTRUCT

STA 456+00.00 TO STA 501+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 456+00.00 TO STA 501+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

1. CONSTRUCT 69 LIN. FT BY 146 FT WIDE SINGLE SPAN BRIDGE
2. CONSTRUCT 130.7 AF DETENTION BASIN/ PARK
3. INSTALL 1204 LIN. FT. 4-BARREL 10'X6' RCB EQUALIZER
10. INSTALL 8' X 10' PEDESTRIAN CROSSING
20. CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED MARCH 2004.
40. RELOCATE IRRIGATION PIPE
41. RELOCATE OVERHEAD ELECTRIC
42. RELOCATE IRRIGATION SUPPLY

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 456+00.00 TO 501+00.00	SHEET LP11

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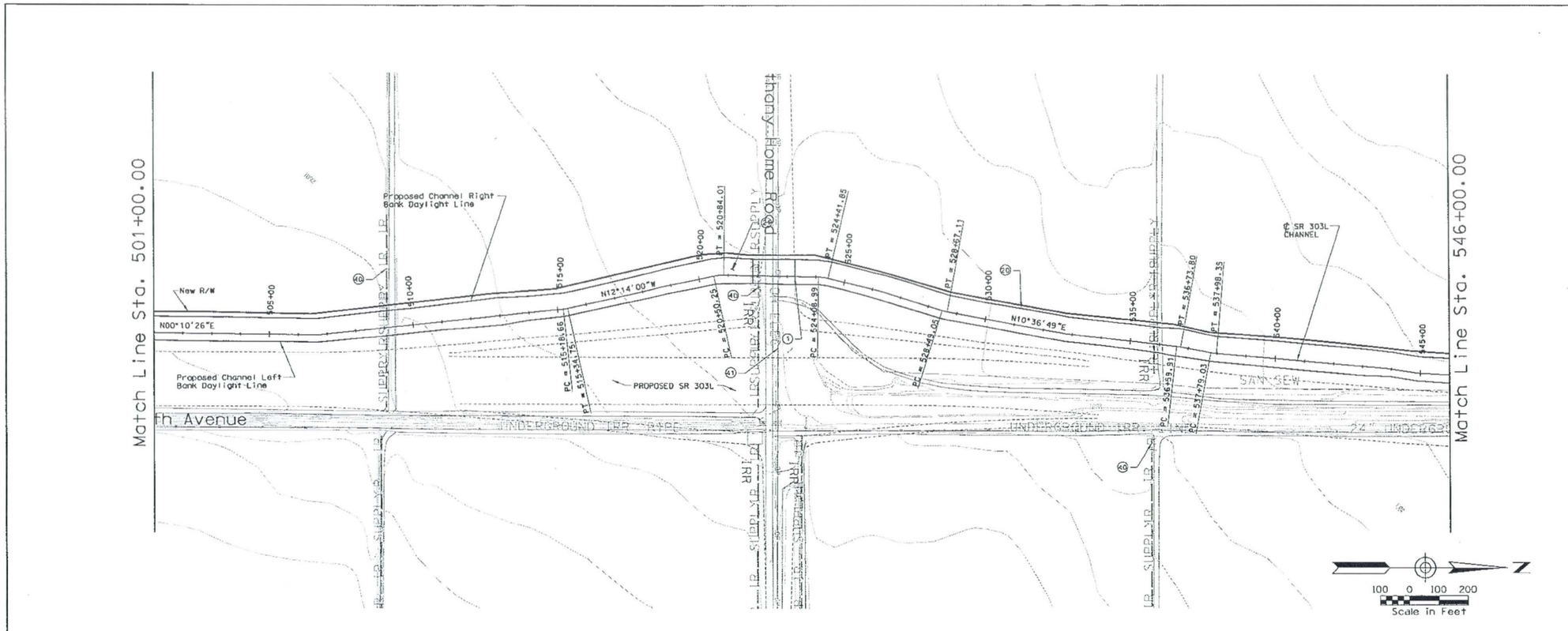

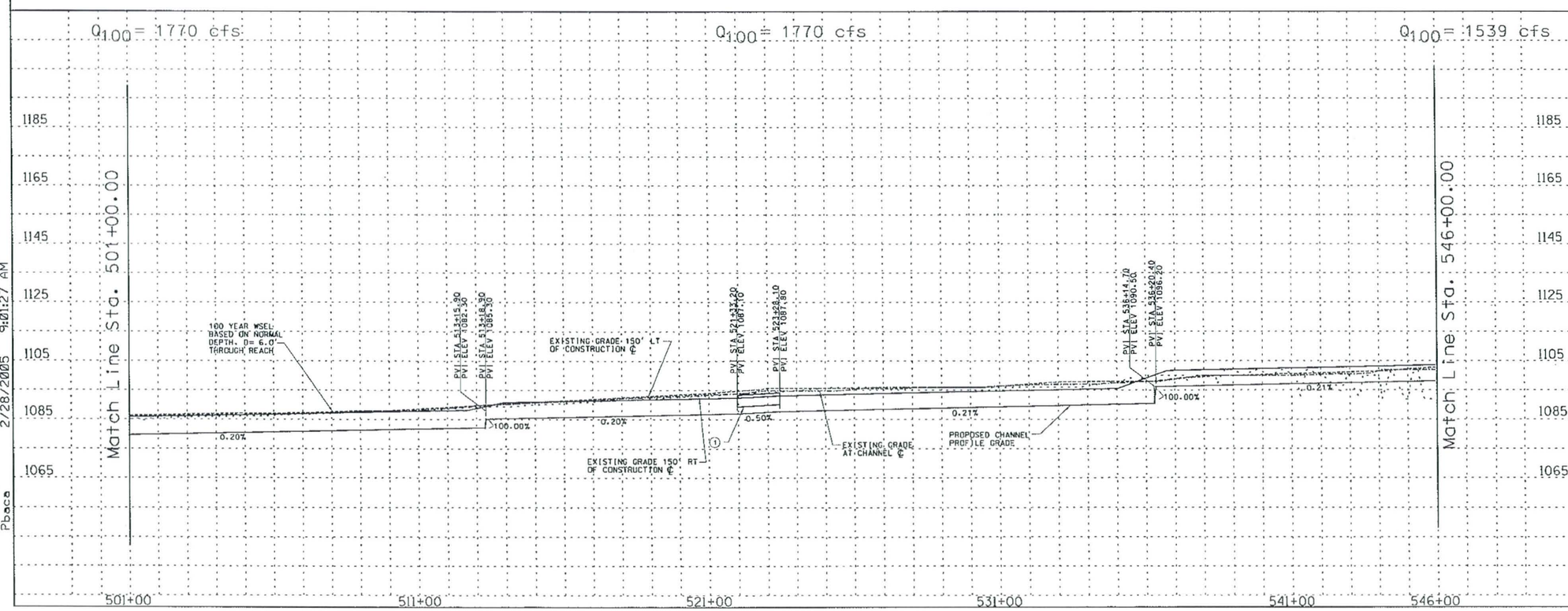

REMOVE

CONSTRUCT

STA 501+00.00 TO STA 546+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 501+00.00 TO STA 546+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 365 LIN. FT BY 48 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(46) RELOCATE IRRIGATION SUPPLY

(41) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
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1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 501+00.00 TO 546+00.00	SHEET LP12

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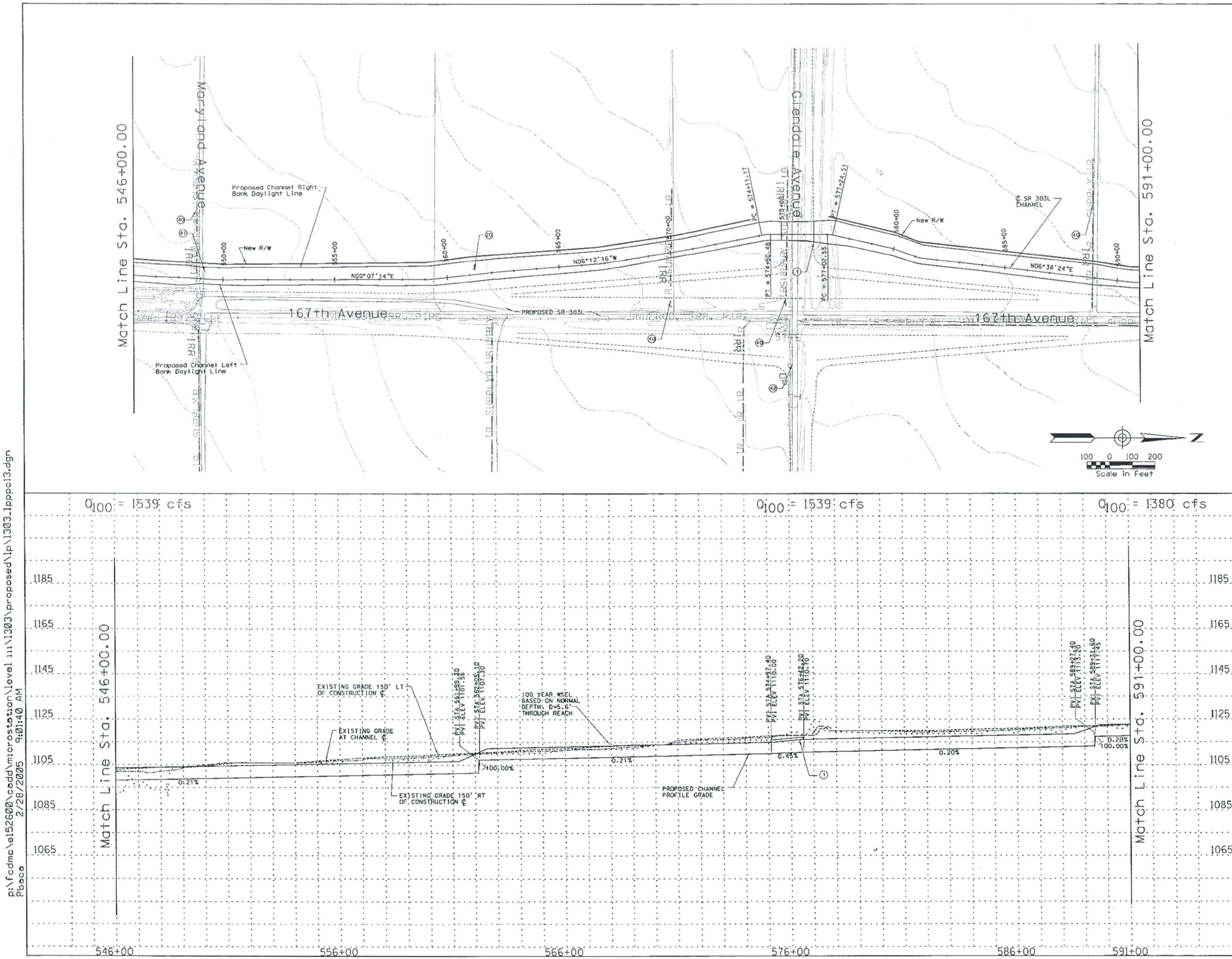

REMOVE

CONSTRUCT

STA 546+00.00 TO STA 591+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 546+00.00 TO STA 591+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 320 LIN. FT BY 41 FT WIDE SINGLE SPAN BRIDGE

(21) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION SUPPLY

(41) RELOCATE OVERHEAD ELECTRIC

(42) RELOCATE TELEPHONE

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 546+00.00 TO 591+00.00	SHEET LP13

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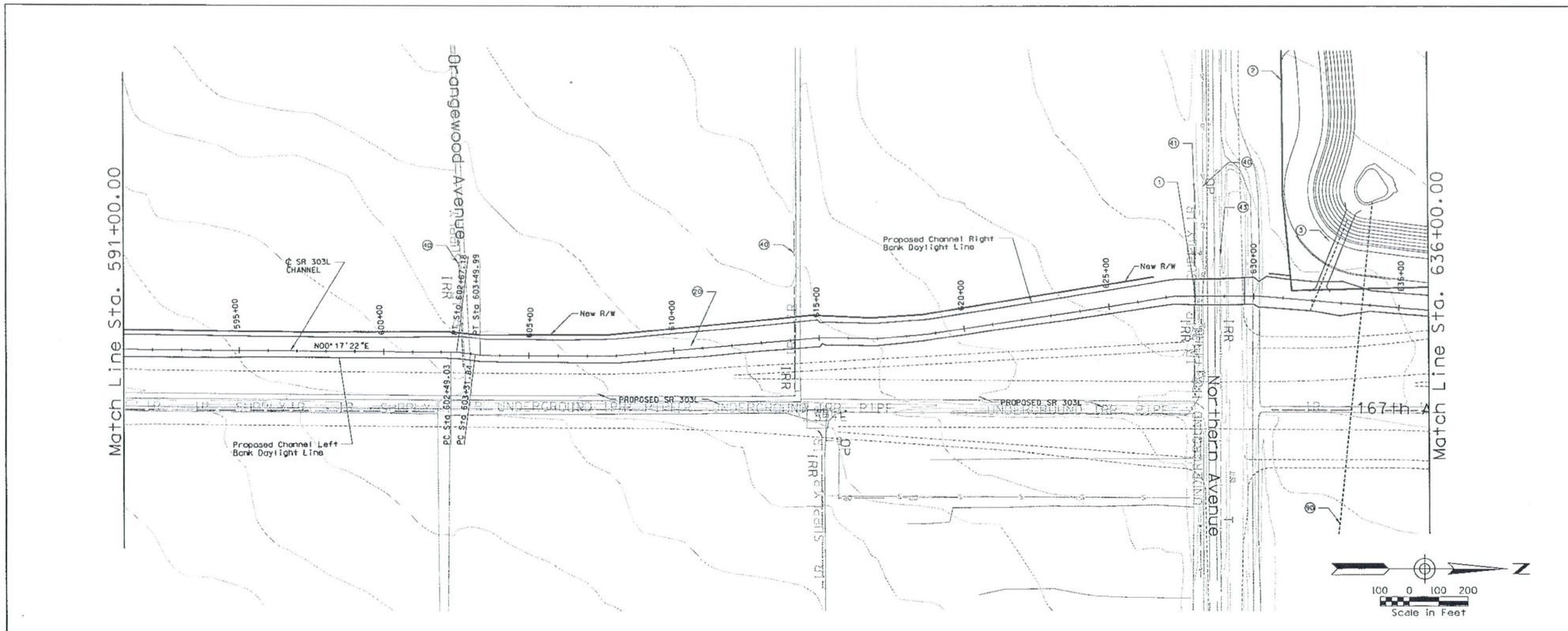

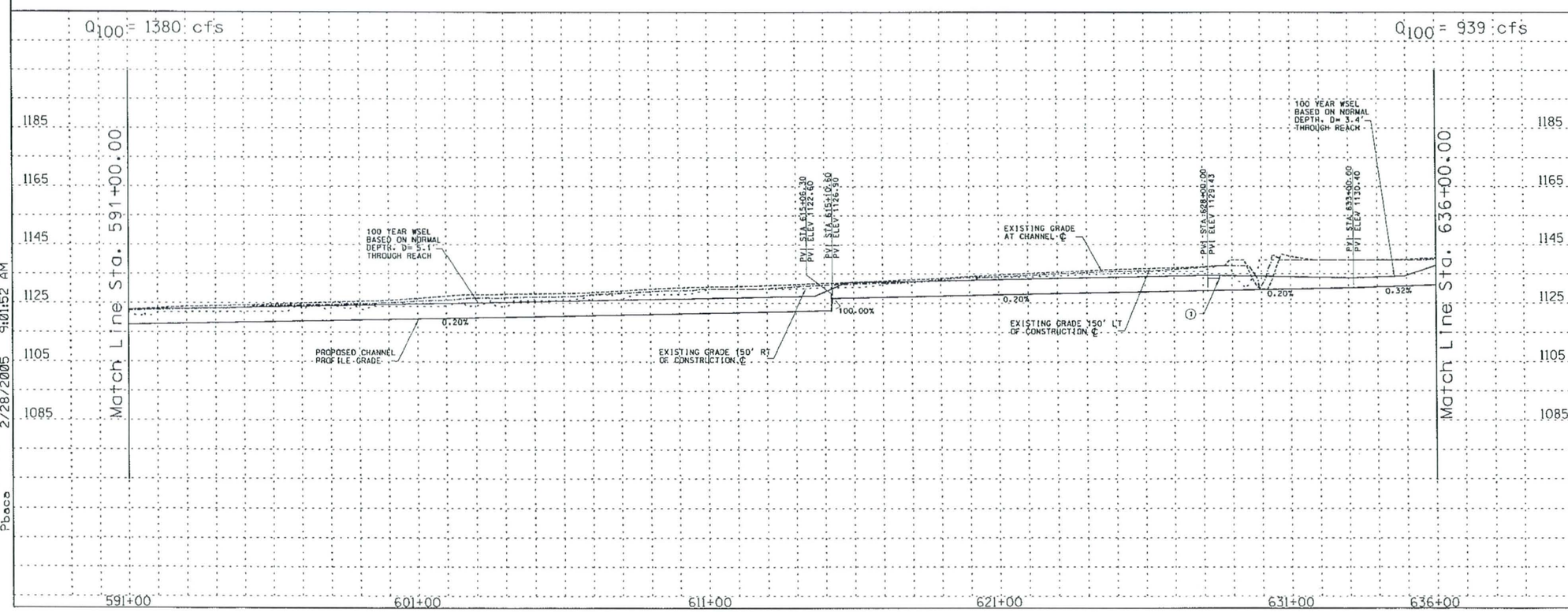

REMOVE

CONSTRUCT

STA 591+00.00 TO STA 636+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 591+00.00 TO STA 636+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

1. CONSTRUCT 390 LIN. FT BY 39 FT WIDE SINGLE SPAN BRIDGE
2. CONSTRUCT 333 AF OFFLINE DETENTION BASIN/PARK
3. INSTALL 256 LIN. FT 2-BARREL, 60' RCP BASIN OUTLET
20. CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.
40. RELOCATE IRRIGATION
41. RELOCATE IRRIGATION SUPPLY
42. RELOCATE OVERHEAD ELECTRIC
43. RELOCATE TELEPHONE
50. INSTALL LOW FLOW DRAIN PIPE

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 591+00.00 TO 636+00.00	SHEET LP14

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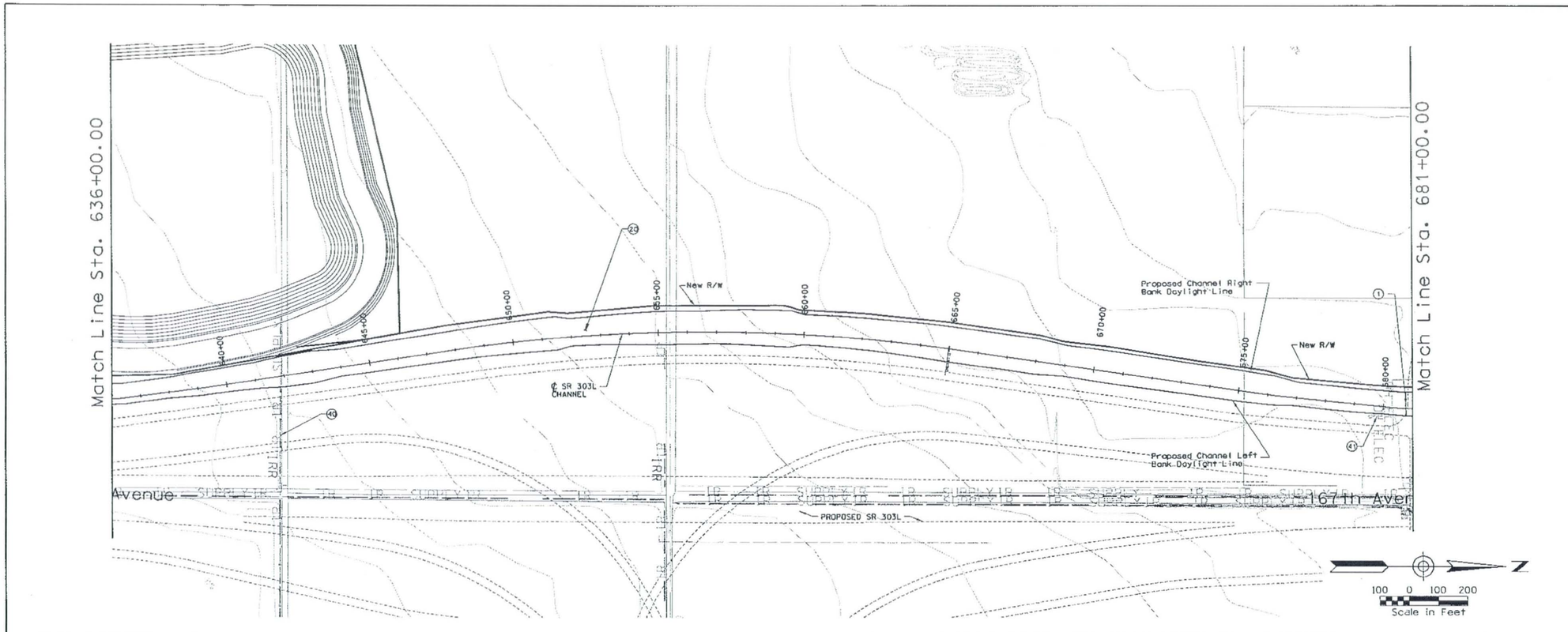

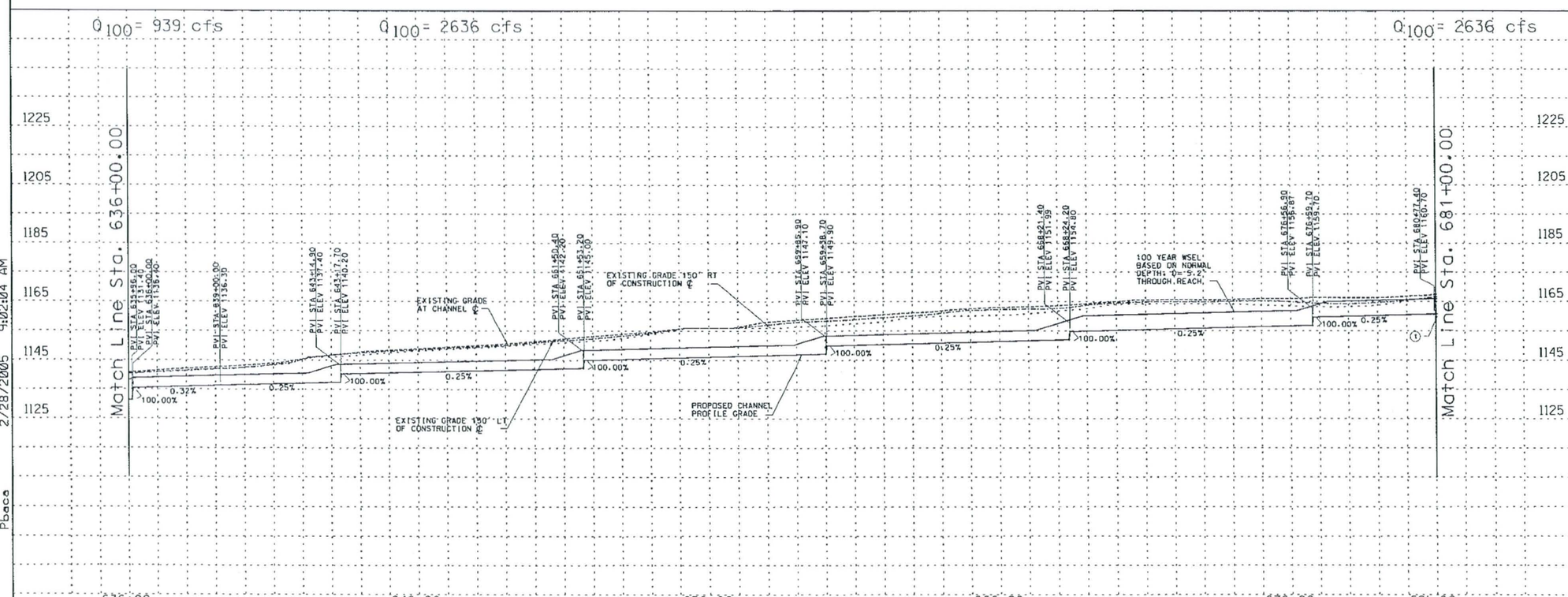

REMOVE

CONSTRUCT

STA 636+00.00 TO STA 681+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 636+00.00 TO STA 681+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 51 LIN. FT BY 211 FT WIDE SINGLE SPAN BRIDGE

(23) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANKS PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION SUPPLY

(41) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

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DRAWING NO.	PLAN AND PROFILE SHEET STA. 636+00.00 TO 681+00.00	SHEET LP15

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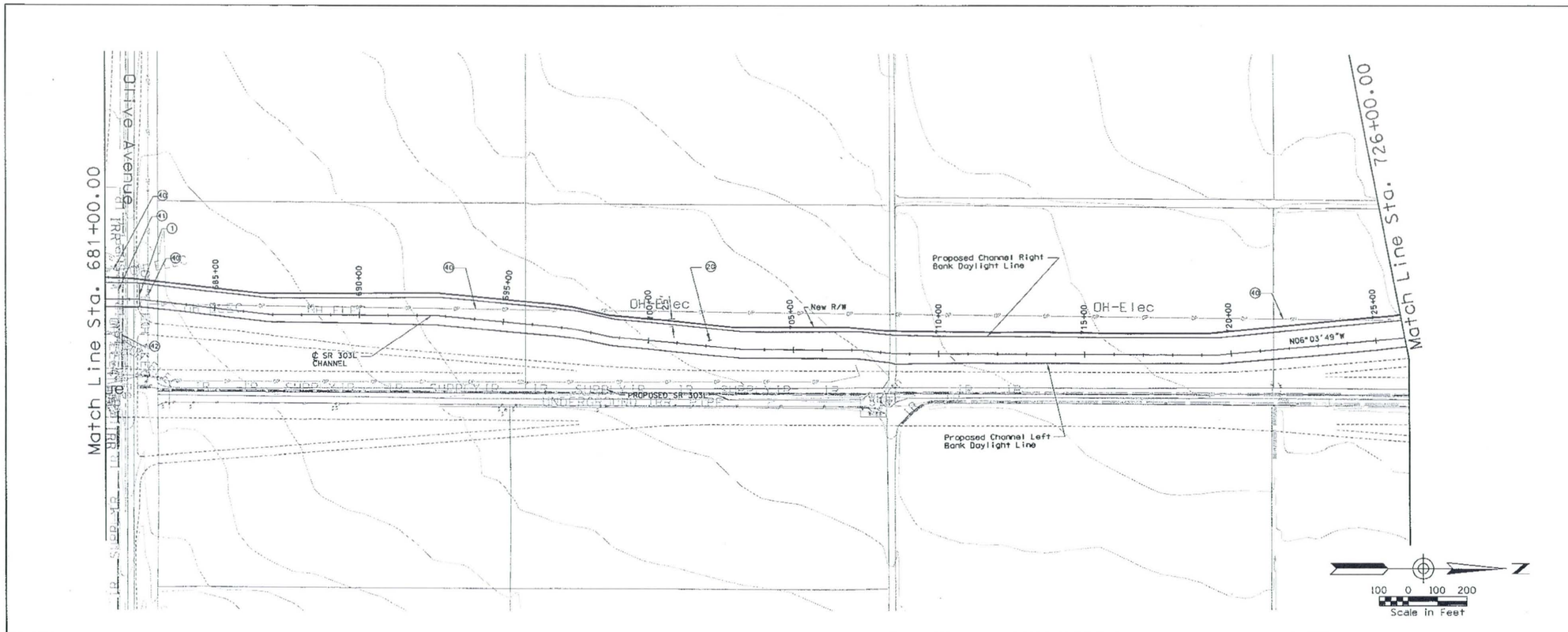

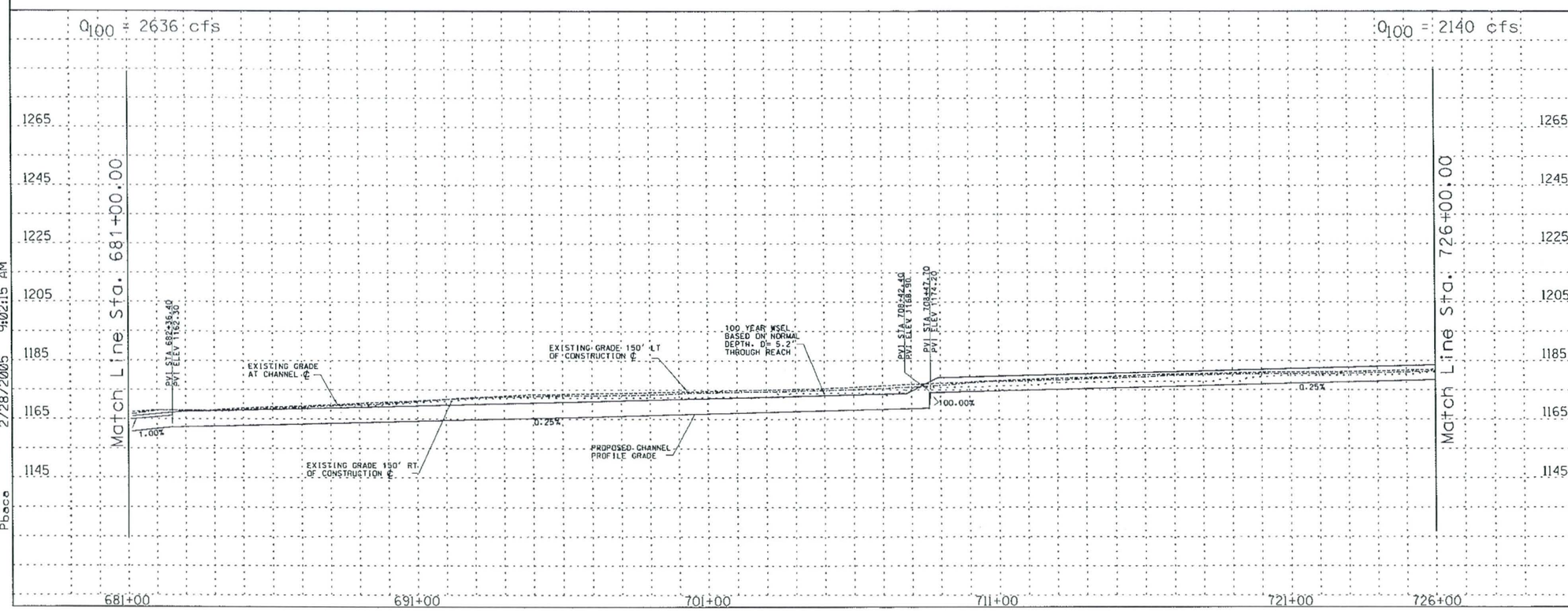

REMOVE

CONSTRUCT

STA 681+00.00 TO STA 726+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 681+00.00 TO STA 726+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 5 LIN. FT BY 211 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE OVERHEAD ELECTRIC

(41) RELOCATE WATER

(42) RELOCATE IRRIGATION SUPPLY

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 681+00.00 TO 726+00.00	SHEET LP16

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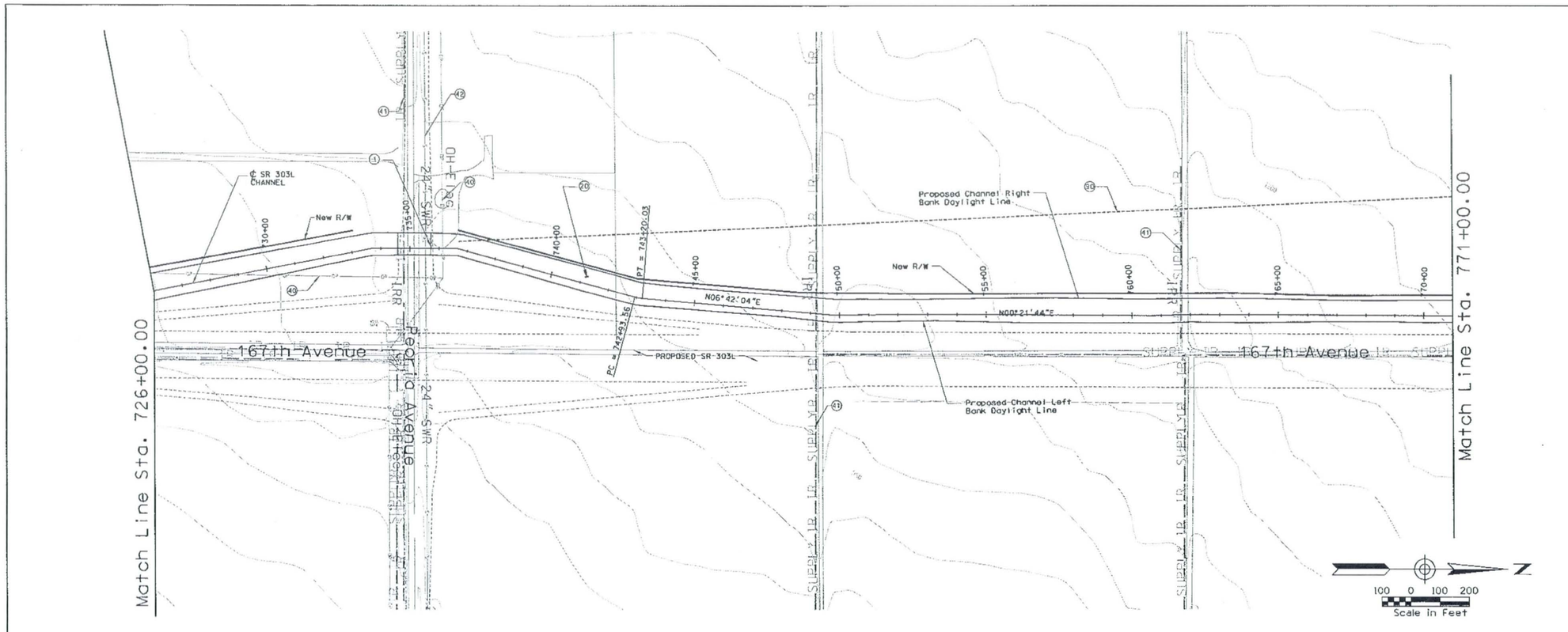

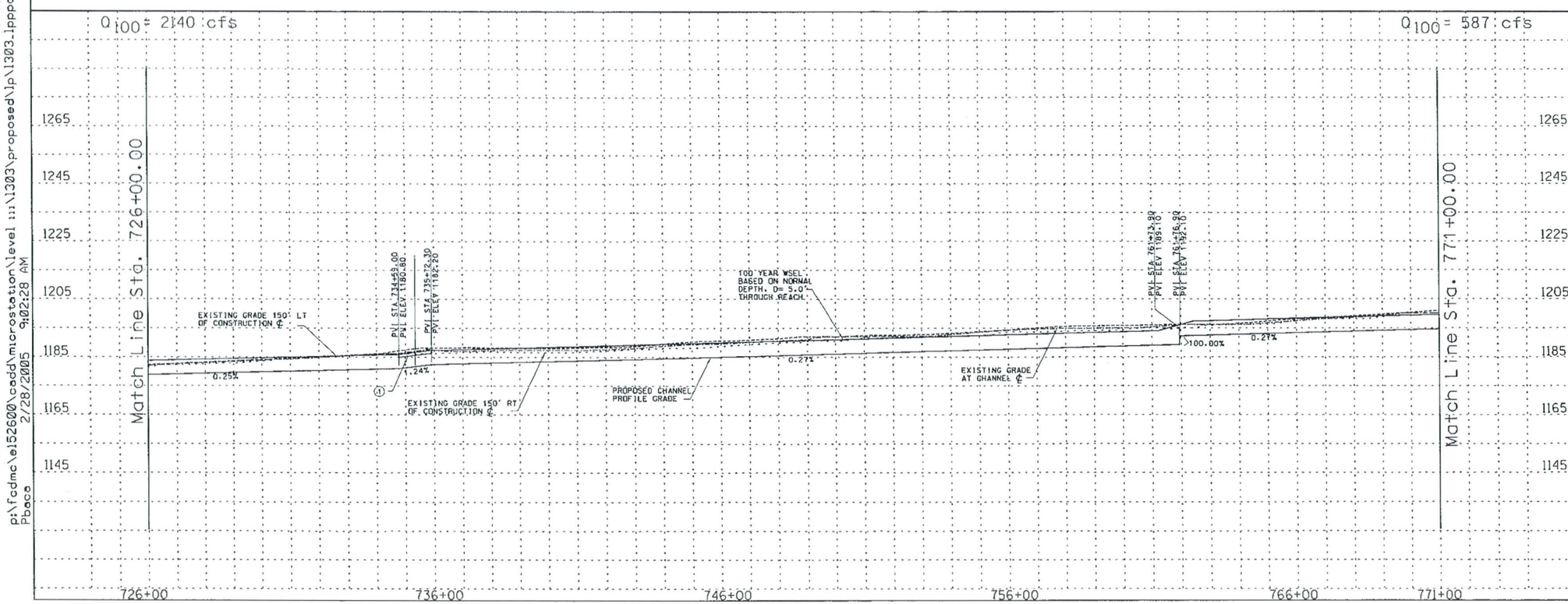

REMOVE

CONSTRUCT

STA 726+00.00 TO STA 771+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 726+00.00 TO STA 771+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 355 LIN. FT BY 47 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(90) RELOCATE OVERHEAD ELECTRIC

(94) RELOCATE IRRIGATION SUPPLY

(93) RELOCATE SEWER

(96) INSTALL LOW FLOW DRAIN PIPE

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 726+00.00 TO 771+00.00	SHEET LP17

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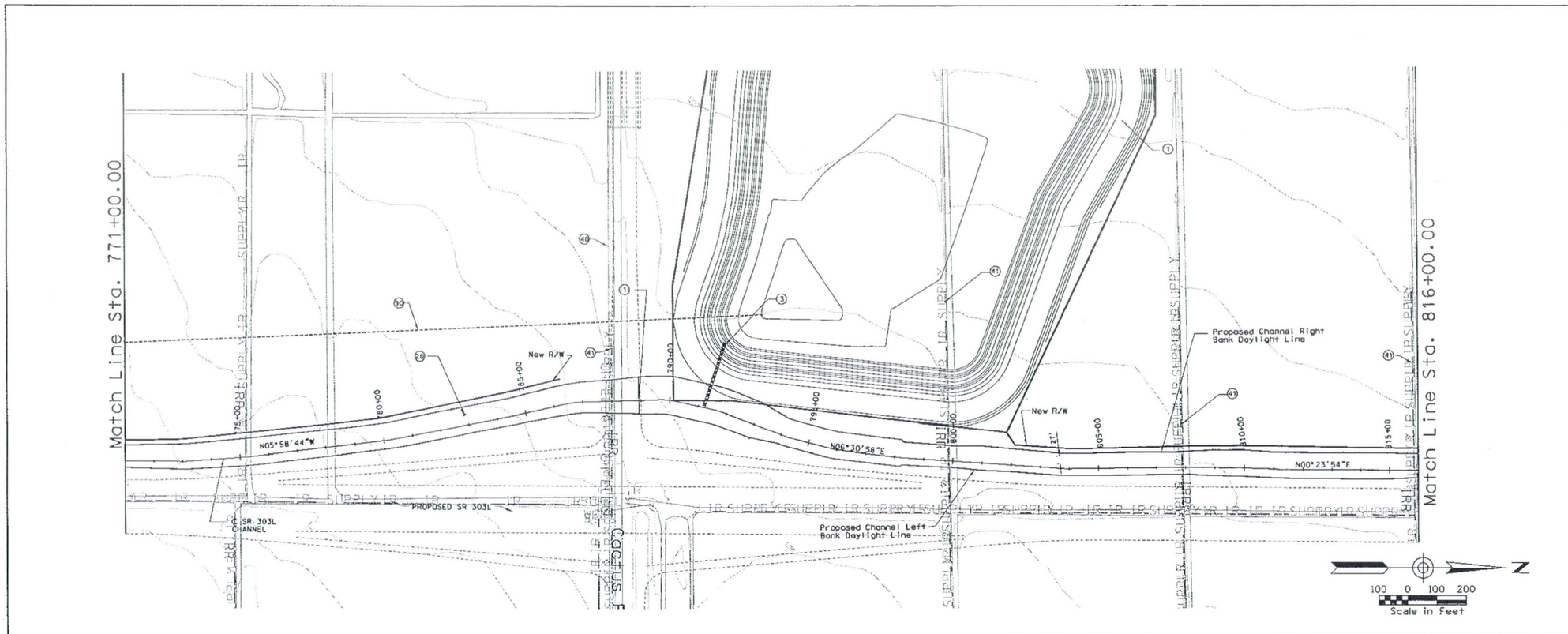

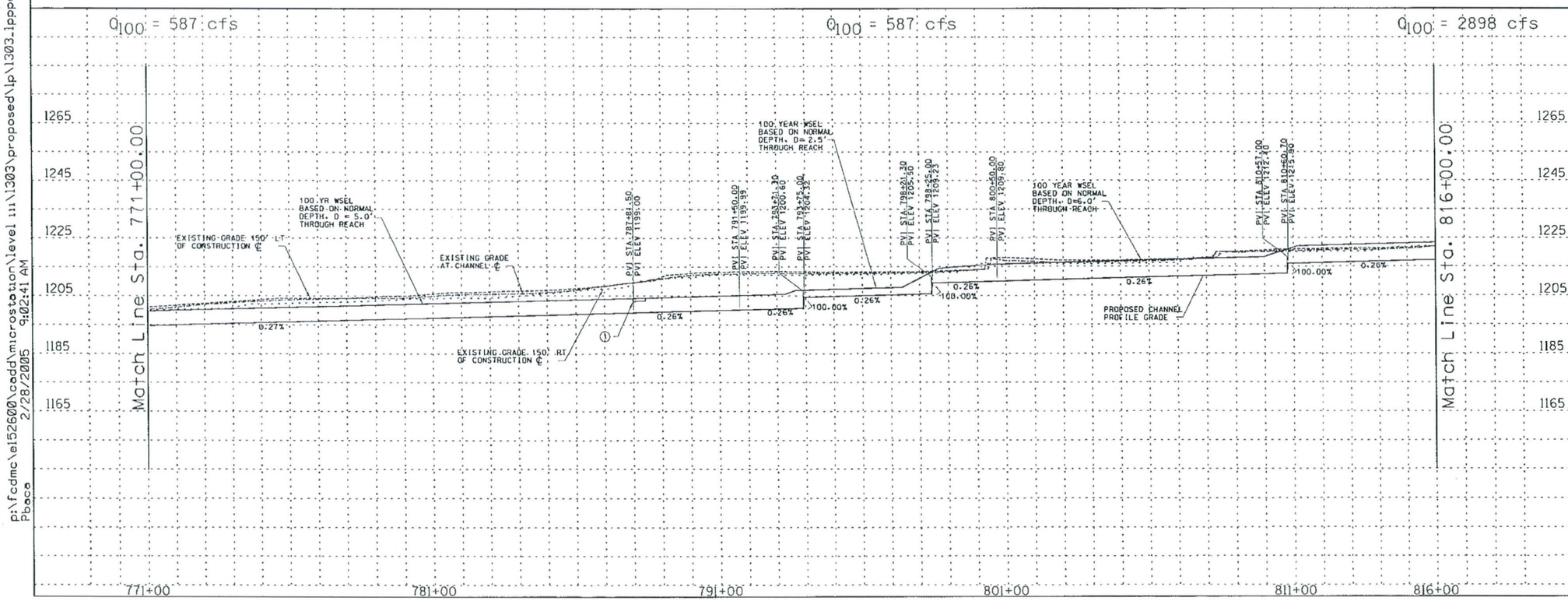

REMOVE

CONSTRUCT

STA 771+00.00 TO STA 816+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 771+00.00 TO STA 816+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 360 LIN. FT BY 41 FT WIDE SINGLE SPAN BRIDGE.

(2) CONSTRUCT 440 AF OFFLINE DETENTION BASIN/PARK

(3) INSTALL 225 LIN FT 2-BARREL, 48" RCP BASIN OUTLET.

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE OVERHEAD ELECTRIC

(41) RELOCATE IRRIGATION SUPPLY

(90) INSTALL LOW FLOW DRAIN PIPE

GENERAL NOTES:
PRELIMINARY- NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC, CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 816+00.00 TO 861+00.00	SHEET LP18

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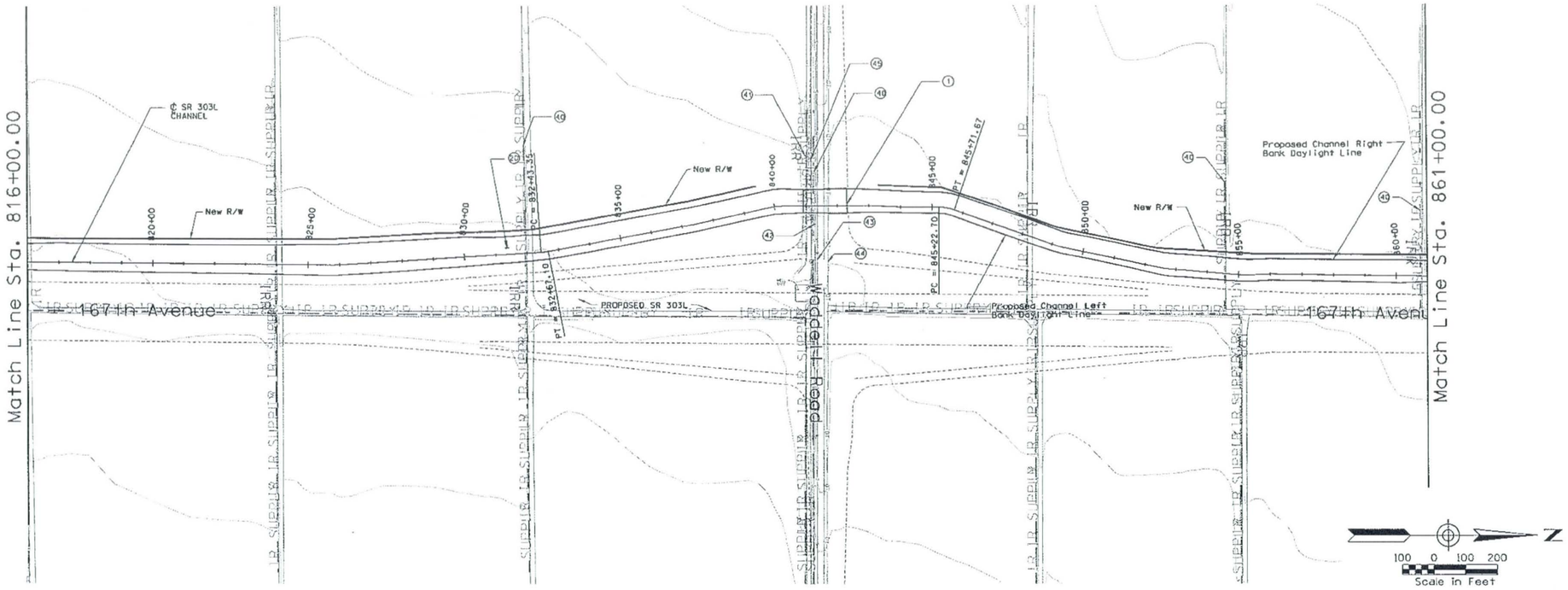

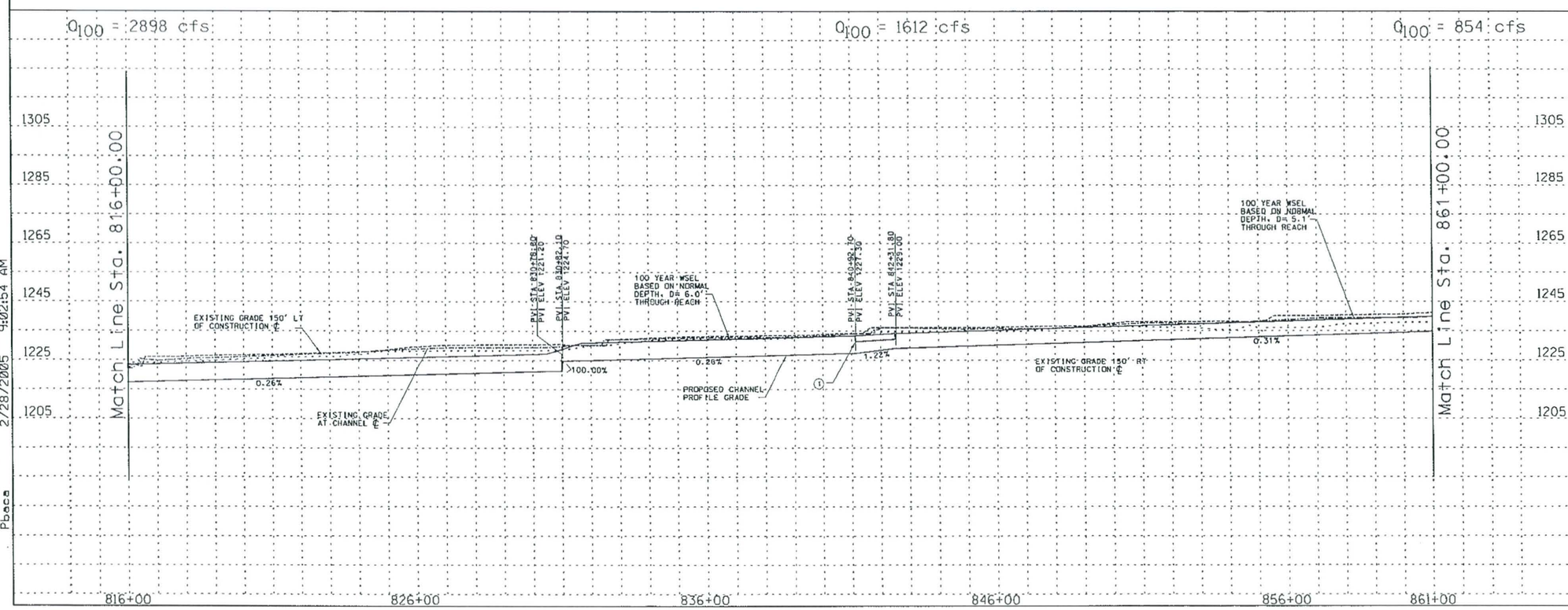

REMOVE

CONSTRUCT

STA 816+00.00 TO STA 861+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 816+00.00 TO STA 861+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 380 LIN. FT BY 44 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION SUPPLY

(41) RELOCATE IRRIGATION

(42) RELOCATE SEWER

(43) RELOCATE GAS

(44) RELOCATE TELEPHONE

(45) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 816+00.00 TO 861+00.00	SHEET LP19

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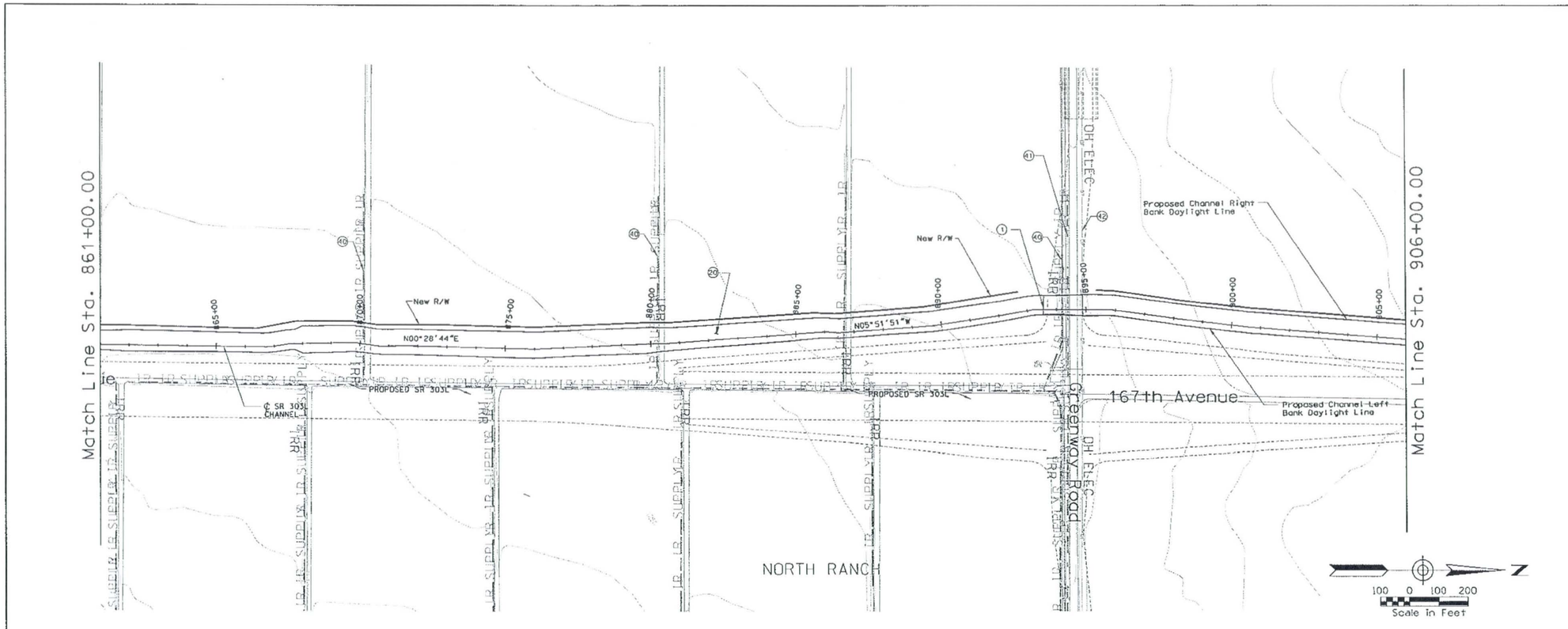

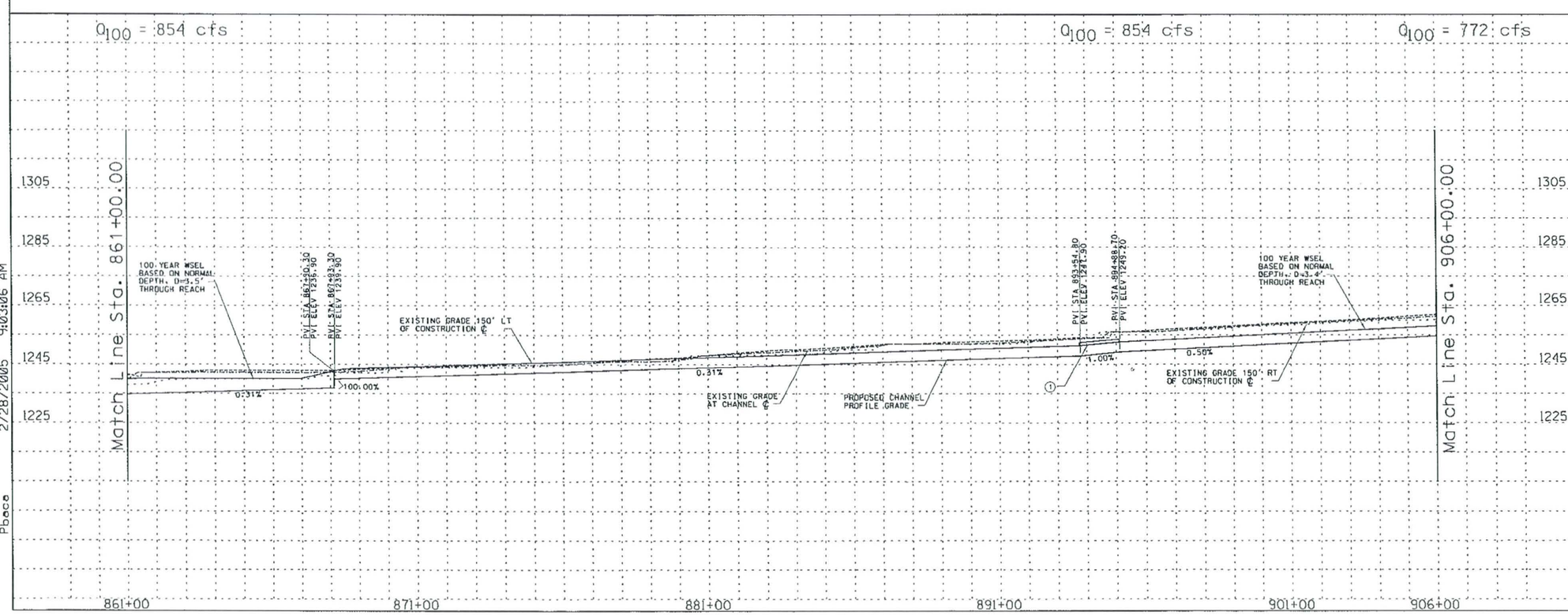

REMOVE

CONSTRUCT

STA 861+00.00 TO STA 906+00.00 CONSTRUCT 4500 LIN. FT CONCRETE CHANNEL

STA 861+00.00 TO STA 906+00.00. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) CONSTRUCT 260 LIN. FT BY 36 FT WIDE SINGLE SPAN BRIDGE

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(40) RELOCATE IRRIGATION SUPPLY

(41) RELOCATE IRRIGATION

(42) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC, CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
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FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

-----	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 861+00.00 TO 906+00.00	SHEET LP20

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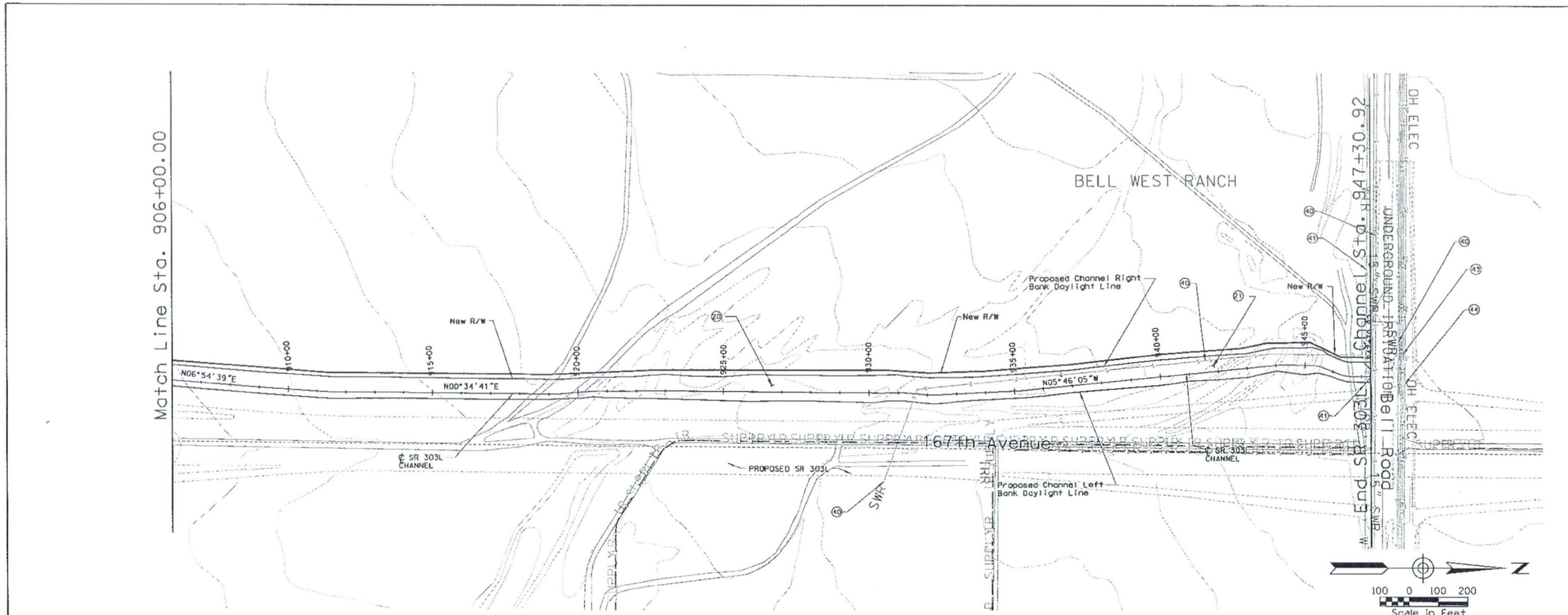

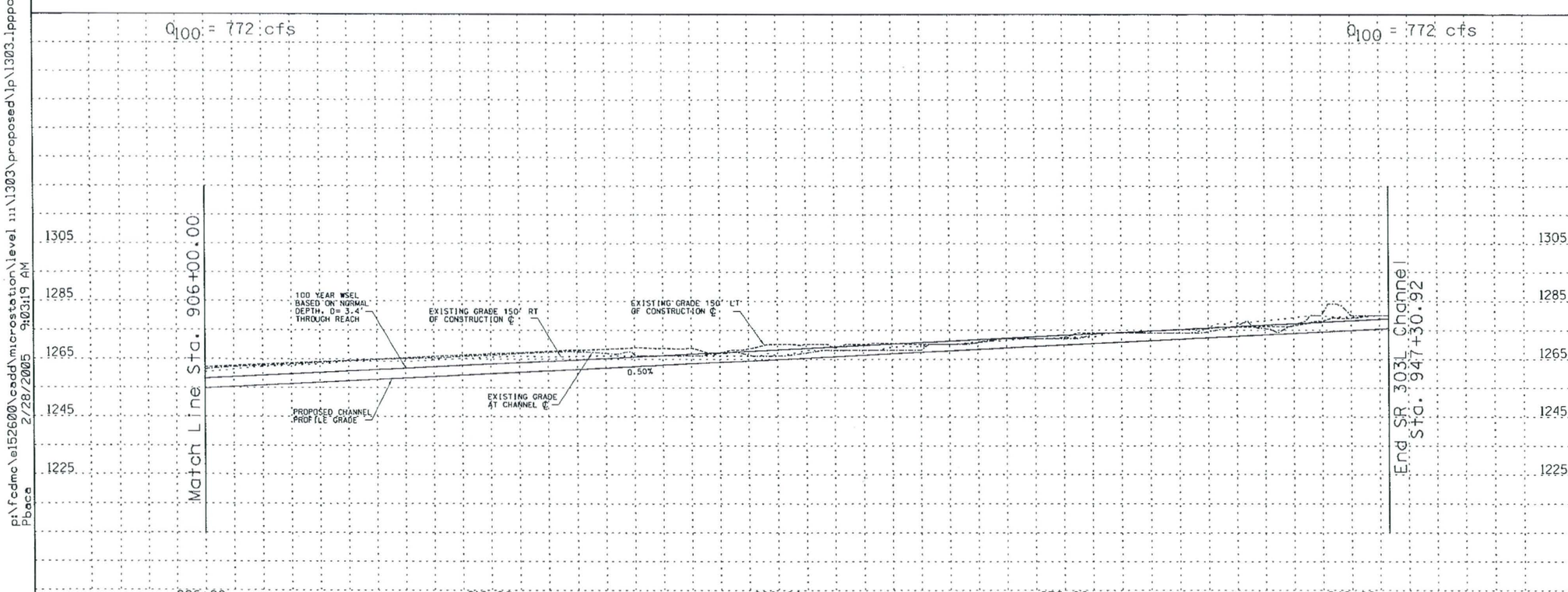

REMOVE

CONSTRUCT

STA 906+00.00 TO STA 922+49.86 CONSTRUCT 1649.86 LIN. FT CONCRETE CHANNEL

STA 906+00.00 TO STA 922+49.86. PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) INSTALL 3 BARREL 10' x 4' RCB

(20) CONSTRUCT 20' ACCESS ROAD AND LANDSCAPE AREA ON WEST CHANNEL OVERBANK PER LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004.

(29) RELOCATE SEWER

(29) RELOCATE WATER

(29) RELOCATE IRRIGATION PIPE

(29) RELOCATE TELEPHONE

(29) RELOCATE OVERHEAD ELECTRIC

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

SR 303L CHANNEL
PLAN AND PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 906+00.00 TO 922+49.86	SHEET LP21

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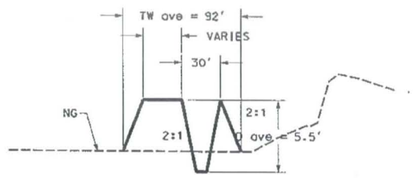

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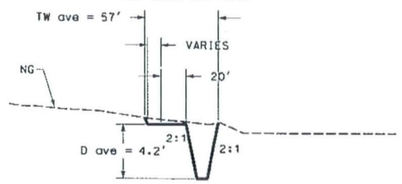

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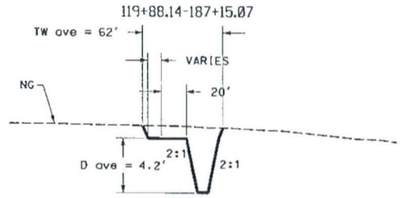

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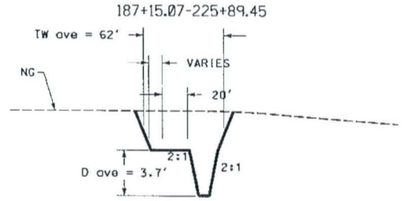

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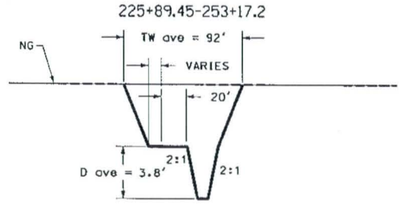

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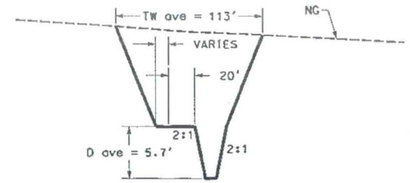

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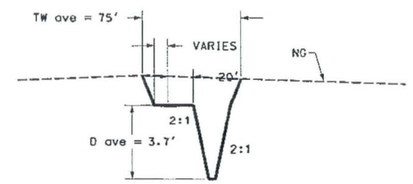

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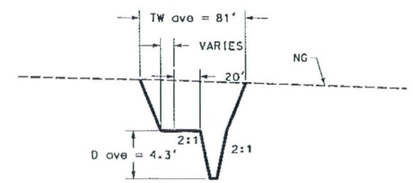

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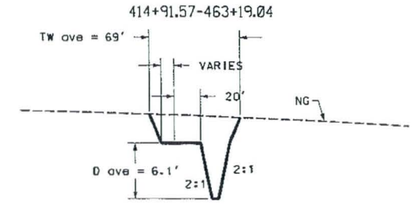
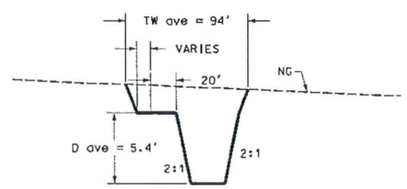


463+19.04-521+83.18



REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY, NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

SR303L CHANNEL TYPICAL CROSS SECTIONS - N.T.S.

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

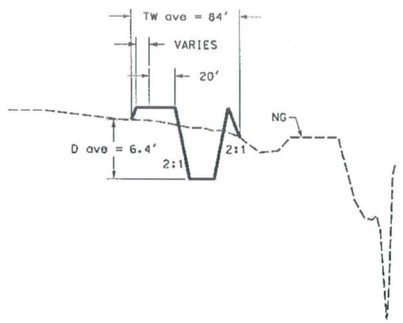
LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

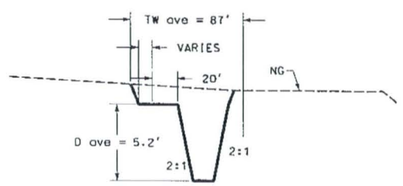
URS

DRAWING NO.	TYPICAL CHANNEL SECTIONS	SHEET

521+83.18-574+97.41



574+97.41-639+00.00



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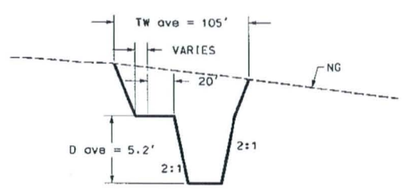

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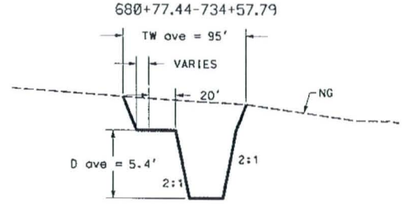

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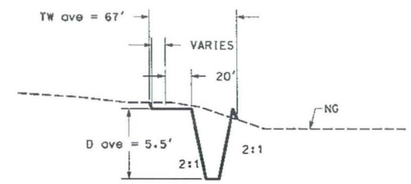

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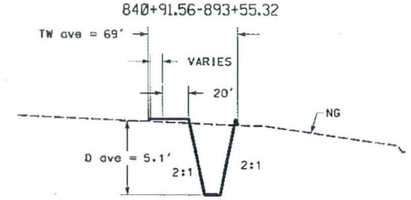

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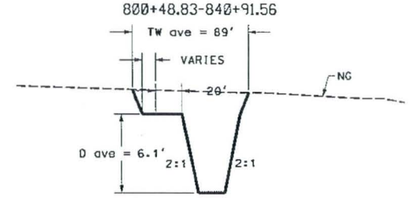
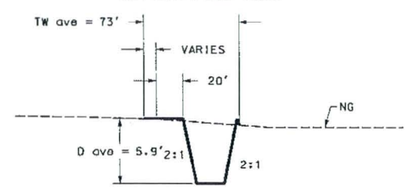


734+57.79-800+48.83



REMOVE

CONSTRUCT

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
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UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

SR303L CHANNEL TYPICAL CROSS SECTIONS - N.T.S.

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | TYPICAL CHANNEL SECTIONS | SHEET

p:\fcdmc\e152600\cadd\microstation\level 111\1303\proposed\LP\L303_LPXSCC2.dgn
Pbaca 1/7/2005 7:01:32 AM

SR303L Channel Detention Basin (Broadway/Dunlap Road)

GENERAL DESCRIPTION

The SR303L Channel Detention Basin (Broadway/Dunlap Road) is an earthern-lined basin with a bottom elevation of 903 feet and a top elevation of 913 feet for a depth of ten feet. The volume of the detention basin is calculated to be 325 acre-feet.

CHANNEL LOCATION

The SR303L Channel Detention Basin (Broadway/Dunlap Road) is located approximately 0.05 mile south of Broadway/Dunlap Road on the west side of SR303L.

APPLICATION

The SR303L Channel Detention Basin (Broadway/Dunlap Road) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:

  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes

- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.

- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.

- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.

- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.

- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the Union Pacific Railroad located to the south.

SPECIFIC AREAS OF BASIN

The basin should transition into the SR303L Channel with plantings and earth contouring.

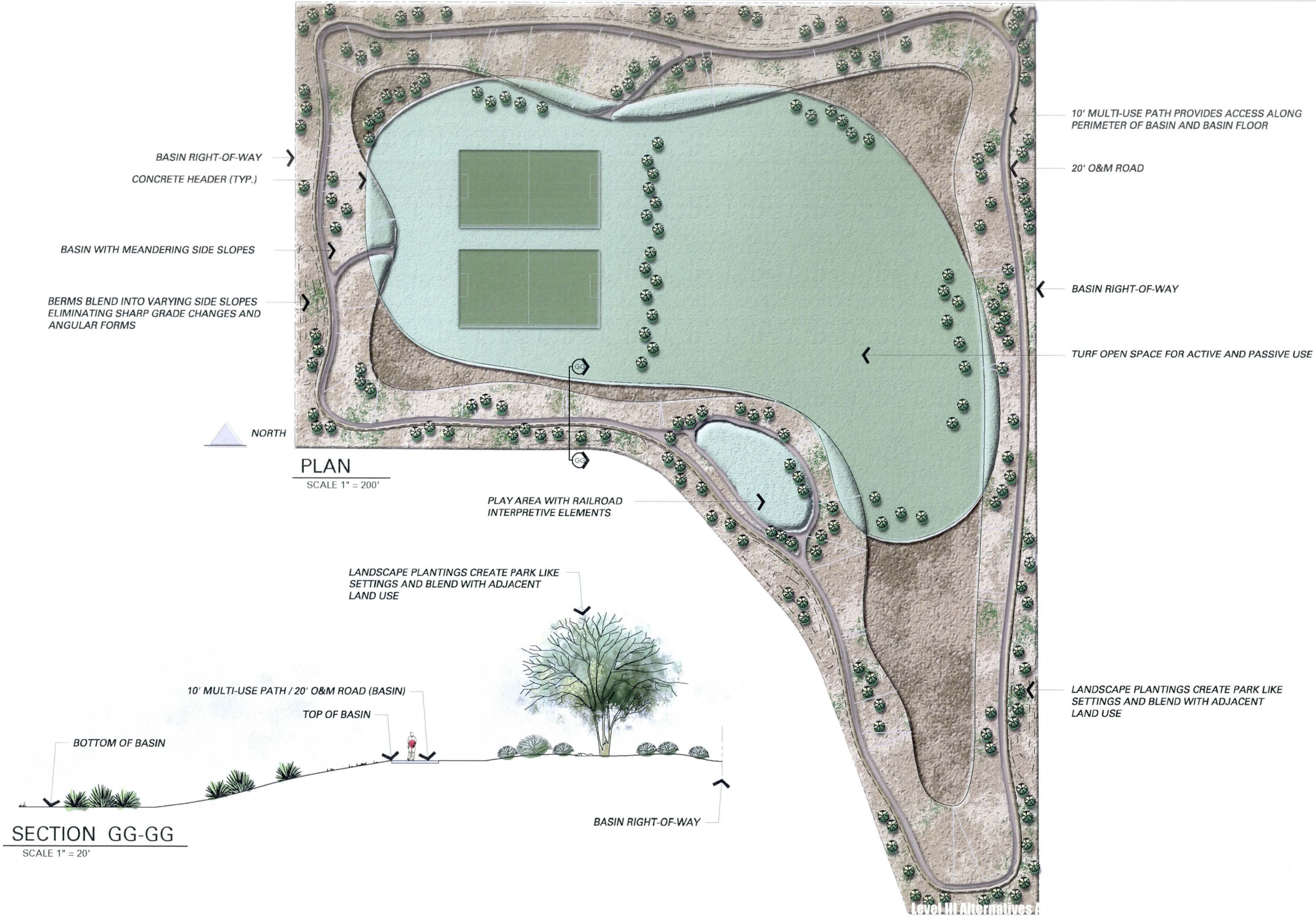
ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

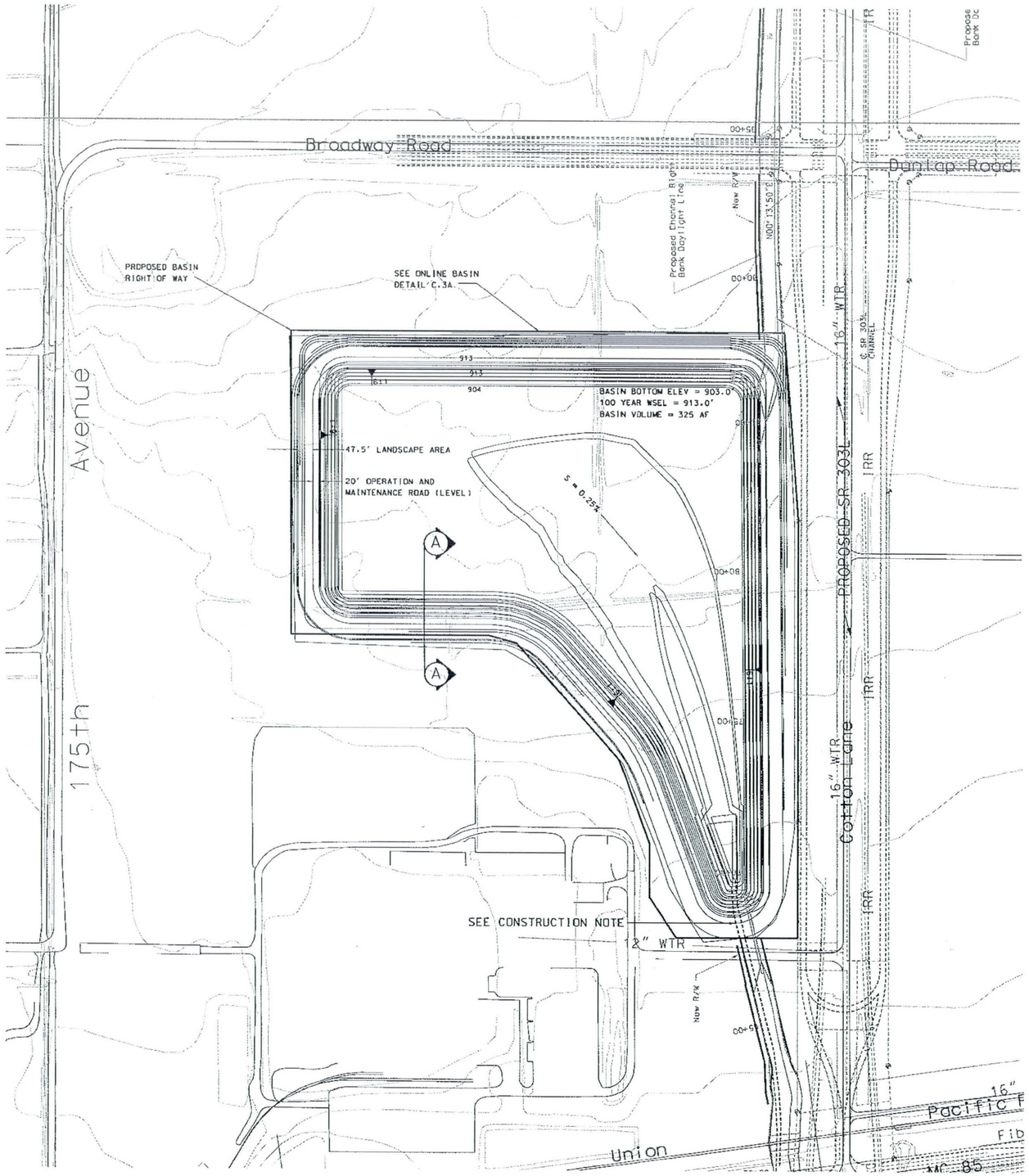
Recreational Theme	$3.01 M	49.4 acres	($1.40/SF)
Total Cost	**$3.01 M**		
FCDMC Funding	$1.81 M		
Additional Funding	$1.20 M		

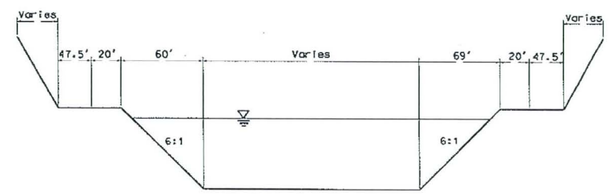
Railroad Theme With Recreational Interest

SR303L Channel Detention Basin

Broadway/Dunlap Road

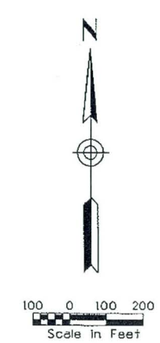






TYPICAL SECTION A-A

NOT TO SCALE



REMOVE

* RECREATION THEME PLAN/SECTION

CONSTRUCT

CONSTRUCTION NOTE:
INSTALL 54" LOW FLOW POST
STORM DRAIN. 2872 LF AT S=0.28%
DAYLIGHT IN SR303L CHANNEL

SR 303L CHANNEL
BASIN PLAN

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | BASIN DETAIL PLAN STA. 67+50.00 TO 87+50.00 | SHEET OF -- OF --

SR303L Channel Detention Basin (Yuma/Buckeye Road)

GENERAL DESCRIPTION

The SR303L Channel Detention Basin (Yuma/Buckeye Road) is an earthern-lined basin with a bottom elevation of 959 feet and a top elevation of 968 feet for a depth of nine feet. The volume of the detention basin is calculated to be 190 acre-feet.

CHANNEL LOCATION

The SR303L Channel Detention Basin (Yuma/Buckeye Road) is located approximately 200 feet north of Yuma/Buckeye Road on the west side of SR303L.

APPLICATION

The SR303L Channel Detention Basin (Yuma/Buckeye Road) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:

  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes

- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.

- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.

- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.

- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.

- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

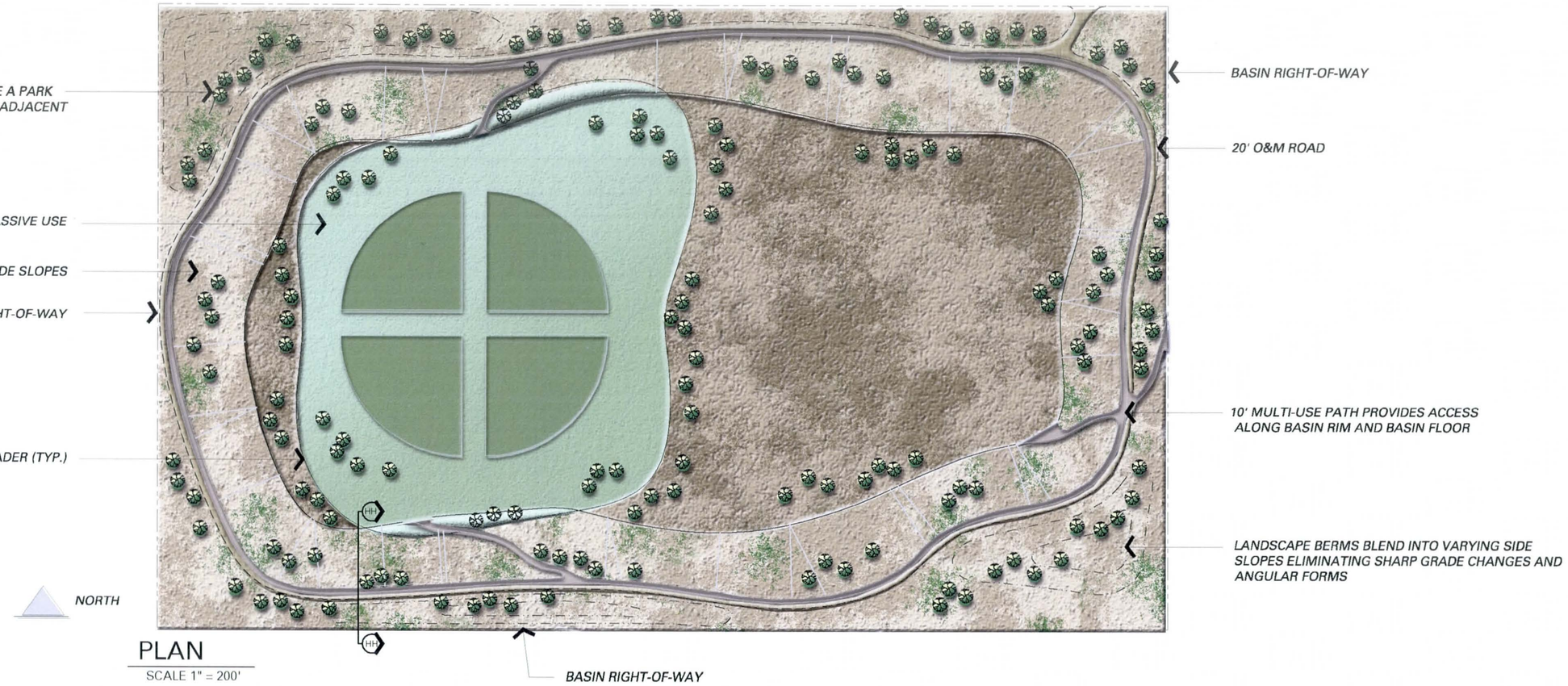
  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the surrounding developments.

SPECIFIC AREAS OF BASIN

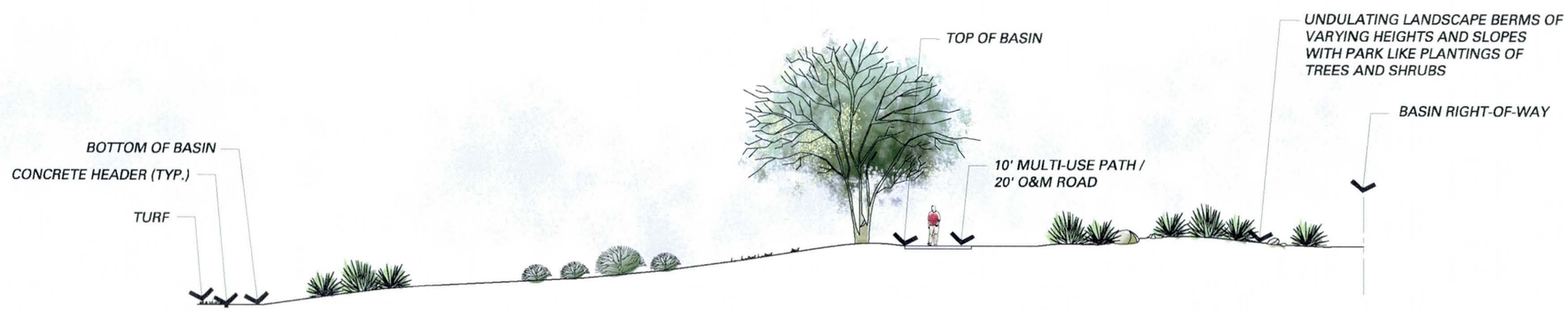
- The basin should transition into the SR303L Channel with plantings and earth contouring.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$1.98 M	32.5 acres	($1.40/SF)
Total Cost	**$1.98 M**		
FCDMC Funding	$1.19 M		
Additional Funding	$0.79 M		



PLAN
SCALE 1" = 200'



SECTION HH-HH
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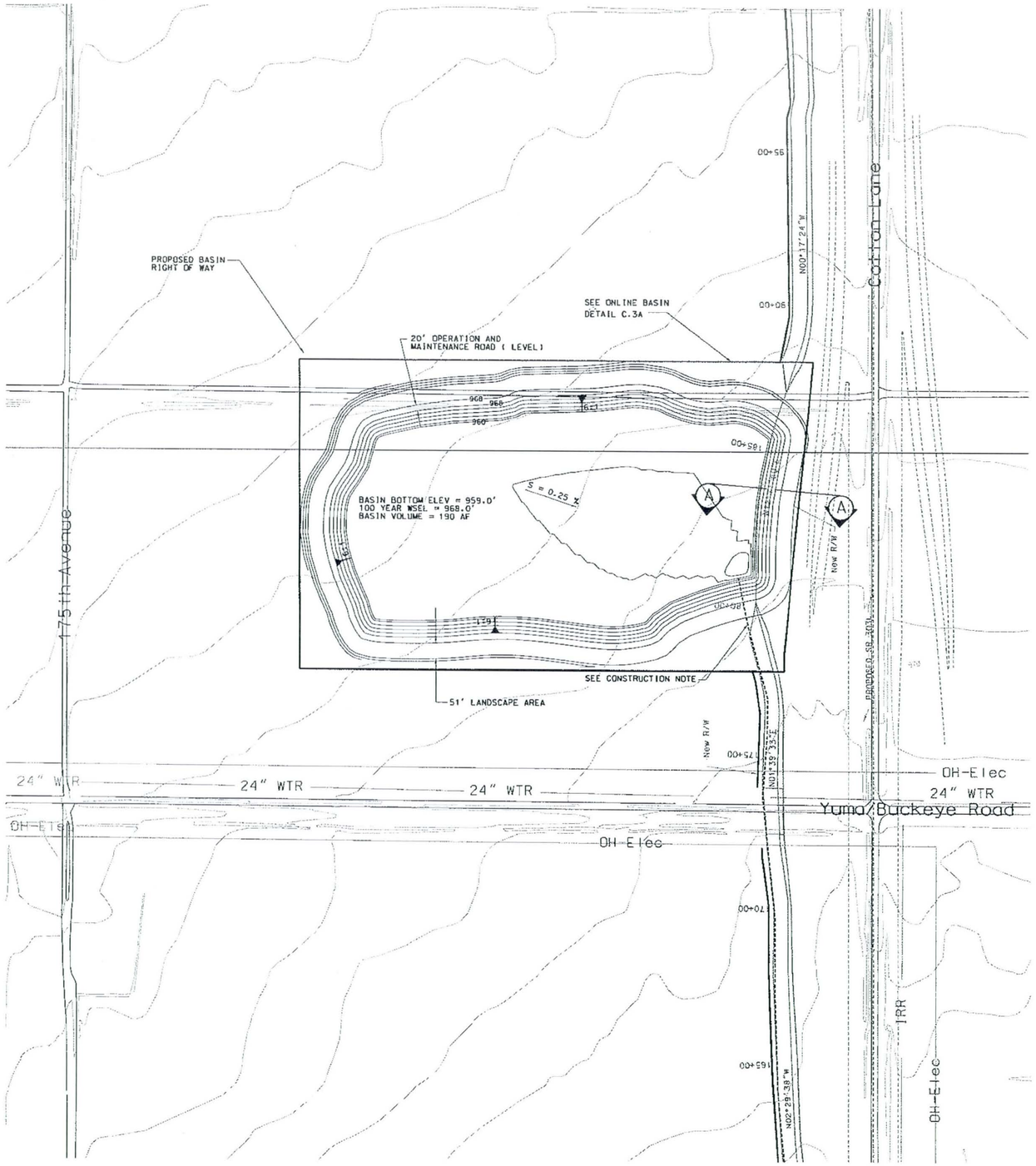
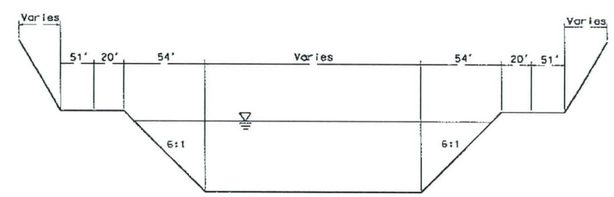
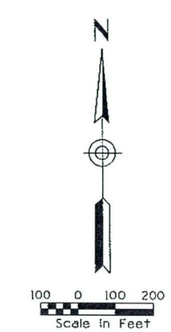




TYPICAL SECTION A-A

NOT TO SCALE



REMOVE

* RECREATION THEME PLAN/SECTION

CONSTRUCT

CONSTRUCTION NOTE:
INSTALL 48" LOW FLOW POST
STORM DRAIN. 4092 LF AT S=0.27%
DAYLIGHT IN SR303L CHANNEL

SR 303L CHANNEL
BASIN PLAN

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. | BASIN DETAIL PLAN STA. 178+00.00 TO 188+50.00 | SHEET OF -- OF --

SR303L Channel Detention Basin (Perryville Prison)

GENERAL DESCRIPTION

The SR303L Channel Detention Basin (Perryville Prison) is comprised of two earthern-lined basins. Both basins have a bottom elevation of 1001 feet and a top elevation of 1016 feet for a depth of fifteen feet. The north detention basin has a volume calculated to be 320.6 acre-feet while the south detention basin has a volume calculated to be 269 acre-feet.

CHANNEL LOCATION

The SR303L Channel Detention Basin (Perryville Prison) is located on both sides of McDowell Road, directly south of Perryville Prison, and northwest of the I-10/SR303L traffic interchange.

APPLICATION

The SR303L Channel Detention Basin (Perryville Prison) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:

  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes

- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.

- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.

- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.

- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.

- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.

- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the surrounding developments.

SPECIFIC AREAS OF BASIN

- The north basin adjacent to Perryville Prison should be designed to provide open views through the basin. The plantings should consist mainly of large shade trees and minimal use of shrubs.

- The landscape area of the north basin directly adjacent to McDowell Road should respond to the streetscape theme for McDowell Road.

- The south basin should be developed for recreation. Access points should be provided to/from McDowell Road.

- The landscape area of the south basin directly adjacent to McDowell Road should respond to the streetscape theme for McDowell Road.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

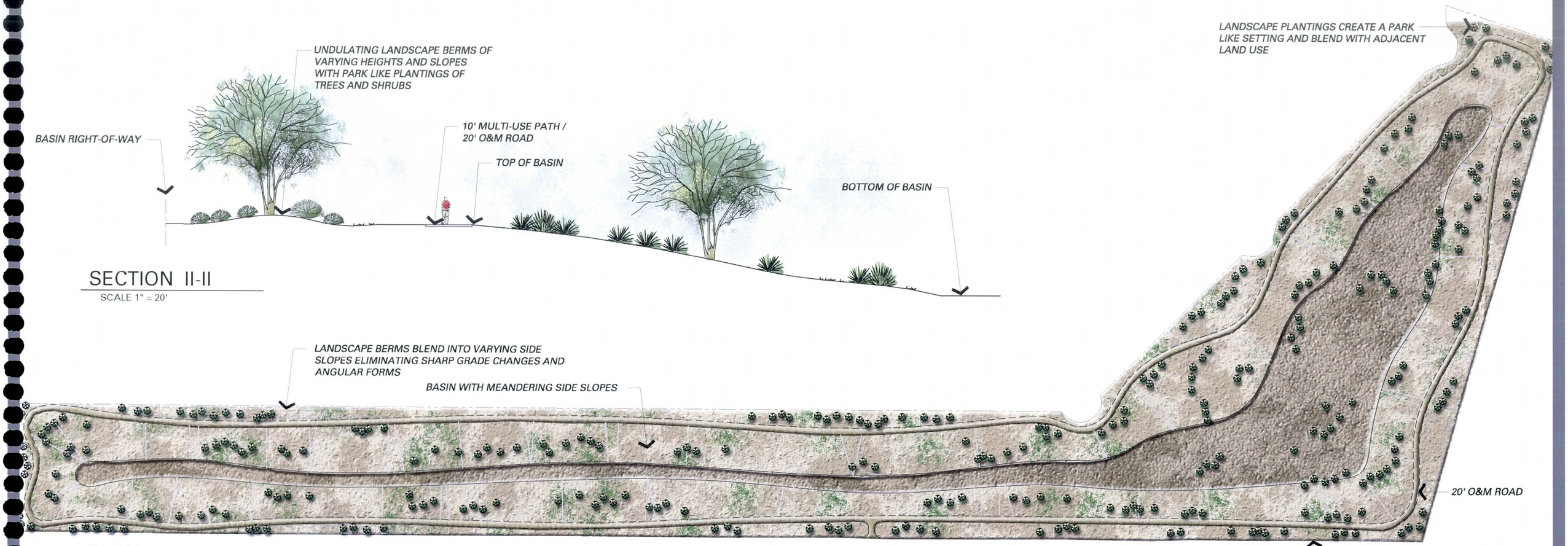
Recreational Theme	$5.34 M	87.6 acres	($1.40/SF)
Total Cost	**$5.34 M**		
FCDMC Funding	$3.20 M		
Additional Funding	$2.14 M		

SR303L Channel Detention Basin

Perryville Prison

SECTION II-II

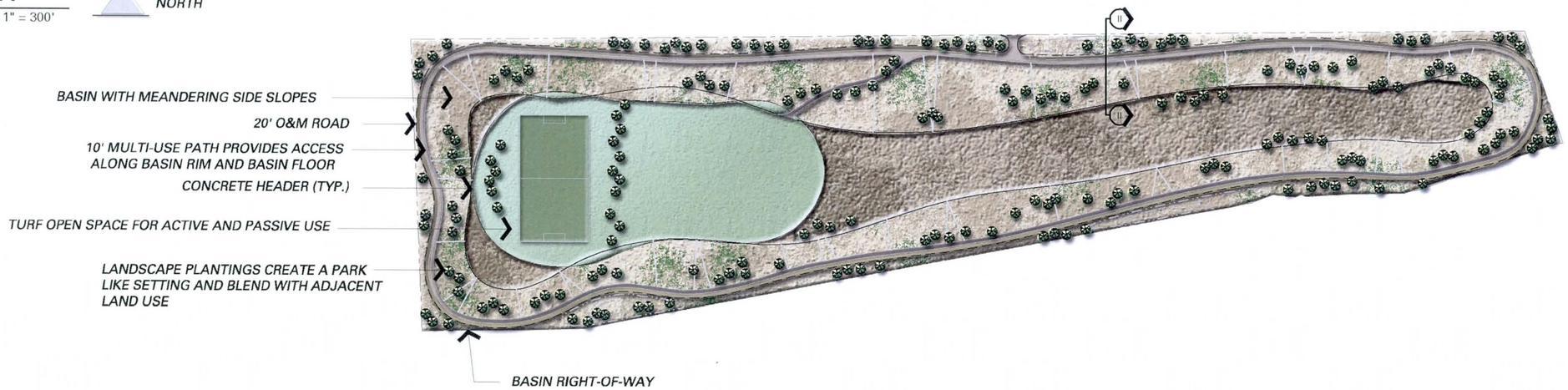
SCALE 1" = 20'

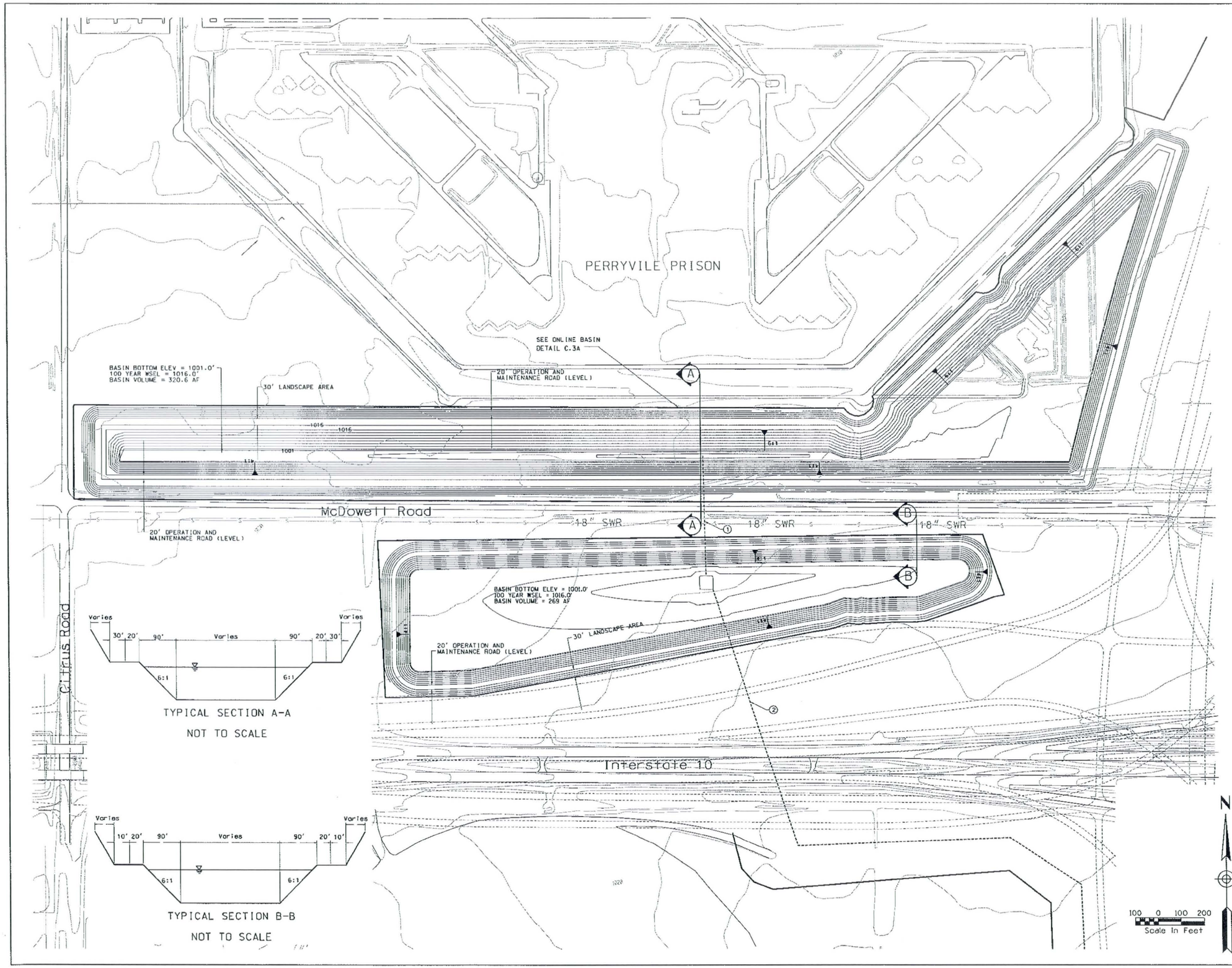


PLAN

SCALE 1" = 300'

NORTH





REMOVE

* RECREATION THEME PLAN/SECTION

CONSTRUCT

1. INSTALL 48" LOW FLOW POST STORM DRAIN FROM NORTH BASIN TO SOUTH BASIN. 527.5 LF AT S = 0.19%
2. INSTALL 3-54" LOW FLOW POST STORM DRAIN FROM SOUTH BASIN TO SR 303L CHANNEL. 6,094 LF AT S = 0.17%.

CONSTRUCTION NOTE:
INSTALL 3-54" RCB LOW FLOW POST
STORM DRAIN. 6094 LF AT S=0.17%
DAYLIGHT IN SR303L CHANNEL

SR 303L CHANNEL
BASIN PLAN

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO. BASIN DETAIL PLAN STA. 275+00.00 TO 295+00.00 SHEET OF -- OF --

SR303L Channel Detention Basin (Camelback Road South and North)

GENERAL DESCRIPTION

The SR303L Channel Detention Basin (Camelback Road South and North) is comprised of four earthen-lined basins. The south basins have a bottom elevation of 1059 feet and a top elevation of 1067 feet for a depth of eight feet. The southeast detention basin has a volume calculated to be +/- 30.7 acre-feet while the southwest detention basin has a volume calculated to be +/- 20 acre-feet.

The north basins have a bottom elevation of 1059 feet and a top elevation of 1065 feet for a depth of six feet. The northeast detention basin has a volume calculated to be 45.6 acre-feet while the northwest detention basin has a volume calculated to be 395.6 acre-feet.

The southeast and southwest basins are connected by a 24" low flow post storm drain and four 10' x 6' RCP basin equalizer pipes.

The northeast and northwest basins are connected by an 18" RCP low flow post storm drain and a 54" RCB equalizer pipe.

CHANNEL LOCATION

The SR303L Channel Detention Basin (Camelback Road South and North) is located on both sides of SR303L, just south and north of Camelback Road.

APPLICATION

The SR303L Channel Detention Basin (Camelback Road South) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

A secondary Aircraft Theme should be introduced into the basin to reinforce its proximity to Luke Air Force Base.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** Where possible, the overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the nearby Luke Air Force Base.

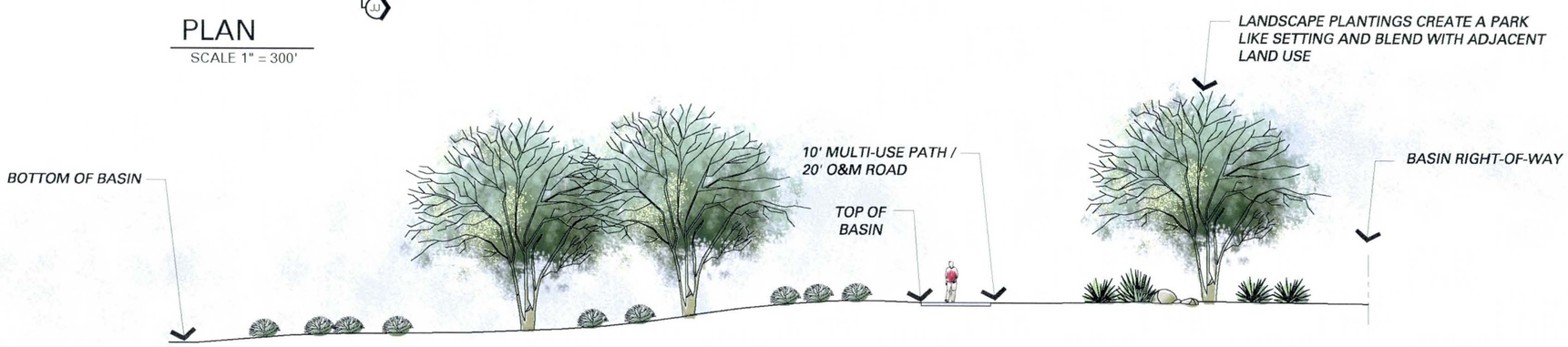
SPECIFIC AREAS OF BASIN

- The southwest basin should transition into the SR303L Channel with plantings and earth contouring.
- Access to the southwest basin needs to be provided from adjacent properties.
- The northwest basin should provide access to/from Camelback Road and 167th Avenue.
- The landscape area of the northwest basin directly adjacent to Camelback Road and 167th Avenue should respond to the streetscape themes established for these roadways.

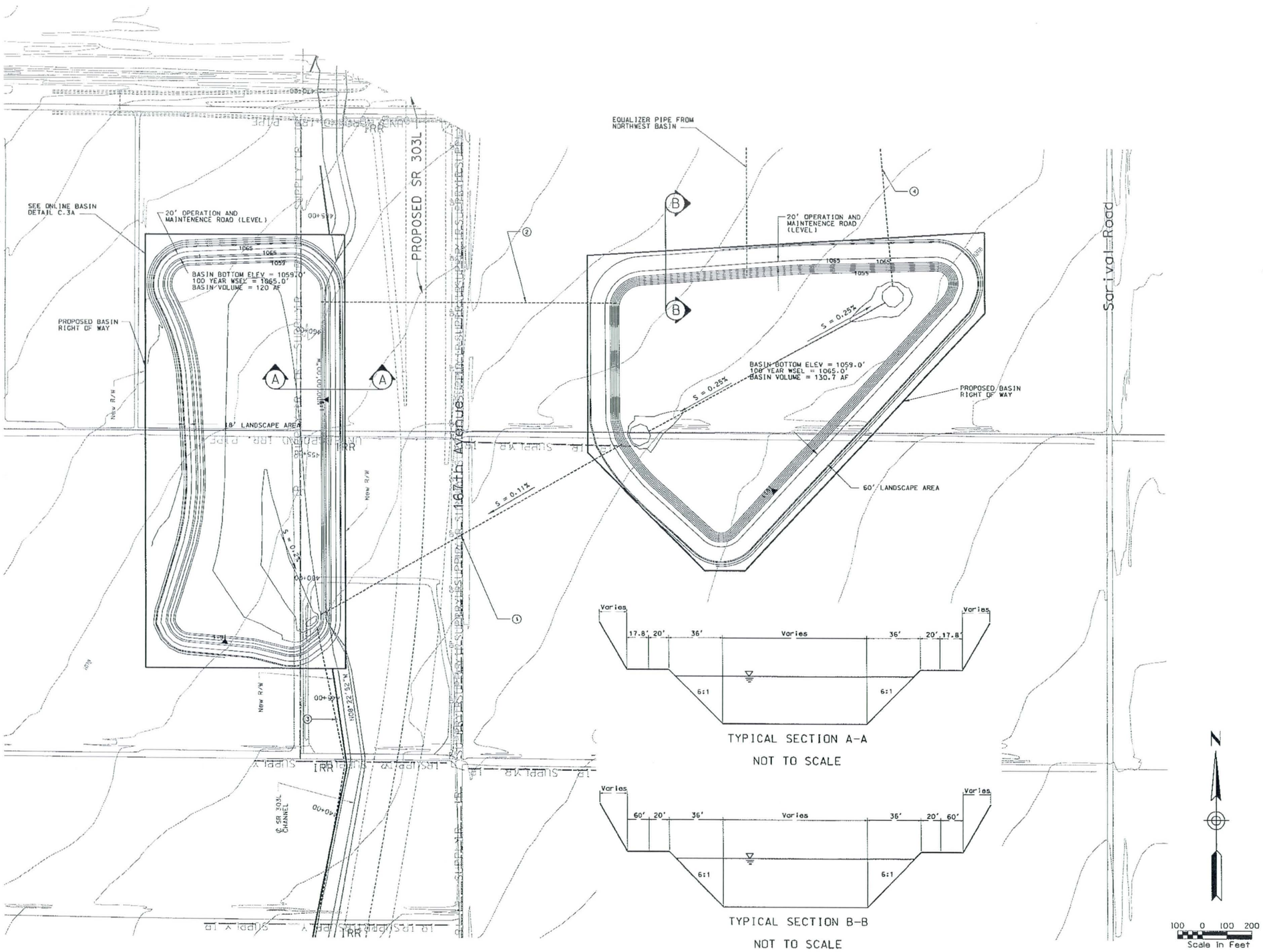
ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$9.93 M	162.8 acres	($1.40/SF)
Total Cost	**$9.93 M**		
FCDMC Funding	$5.96 M		
Additional Funding	$3.97 M		

PLAN
SCALE 1" = 300'



SECTION JJ-JJ
SCALE 1" = 20'



REMOVE

* RECREATION/AIRCRAFT THEME PLAN/SECTION

CONSTRUCT

1. INSTALL 24"LOW FLOW POST STORM DRAIN FROM SOUTHEAST BASIN TO SOUTHWEST BASIN AT S = 0.11%.
2. INSTALL 4 - 10'X6' RCB BASIN EQUALIZER PIPE
3. INSTALL 1-36" RCP LOW FLOW POST STORM DRAIN. 2926 LF AT S=0.17% DAYLIGHT IN SR303L CHANNEL
3. INSTALL 18" RCP LOW FLOW POST STORM DRAIN FROM SOUTHEAST BASIN TO NORTHWEST BASIN AT S = 0.6%.

SR 303L CHANNEL
BASIN PLAN

NO.	REVISION	BY	DATE
3			
2			
1			

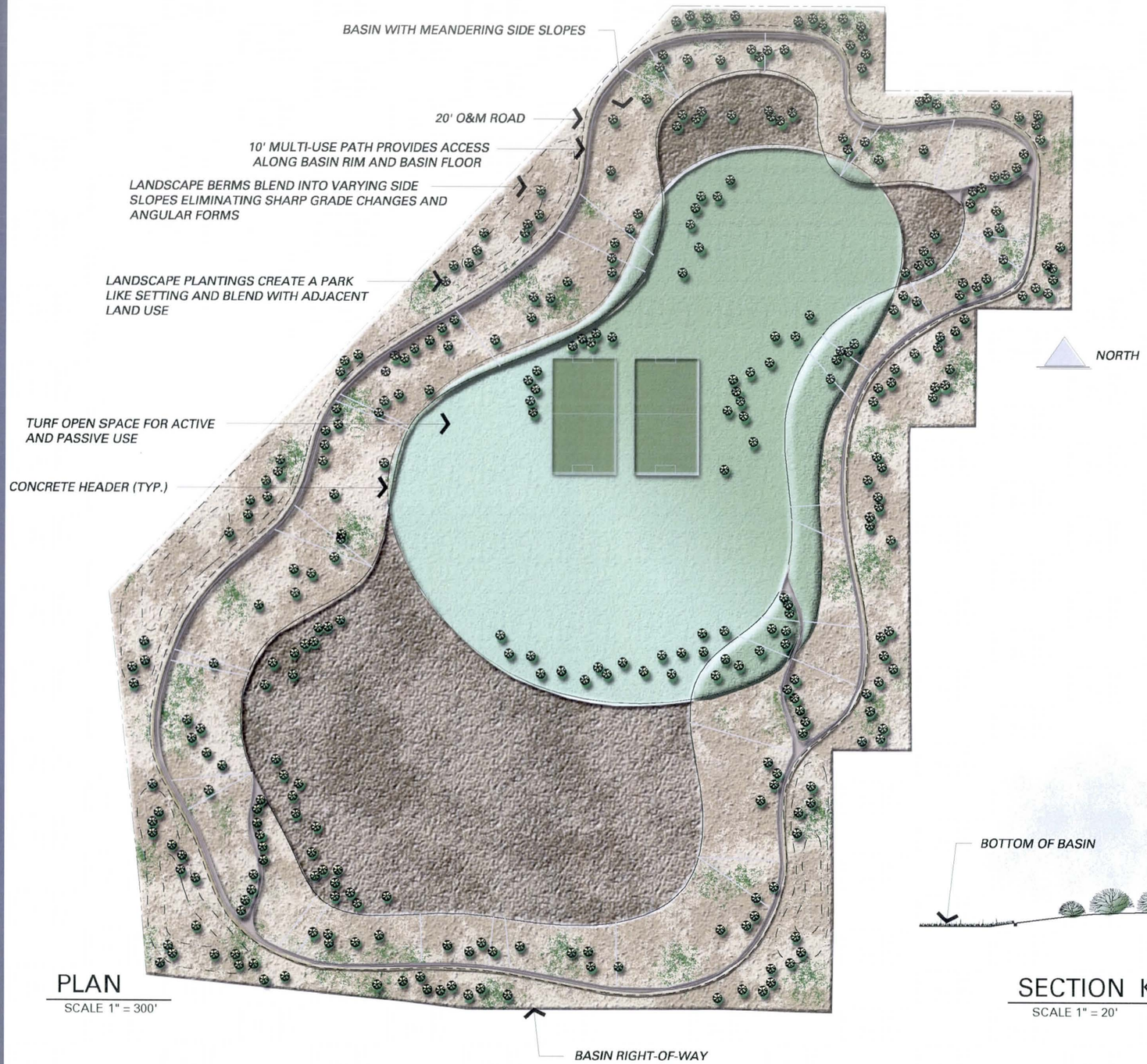
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

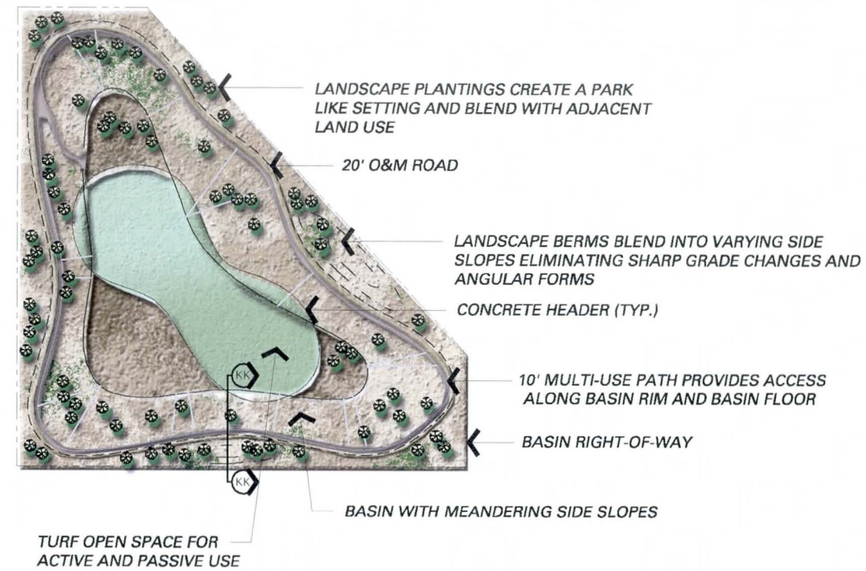
	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

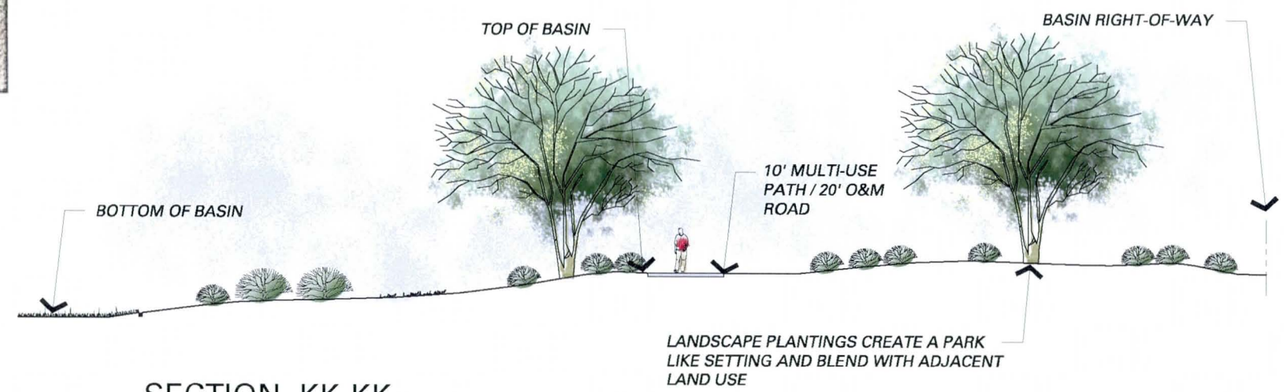
URS

DRAWING NO.	BASIN DETAIL PLAN STA. 424+00.00 TO 441+00.00	SHEET OF -- OF --

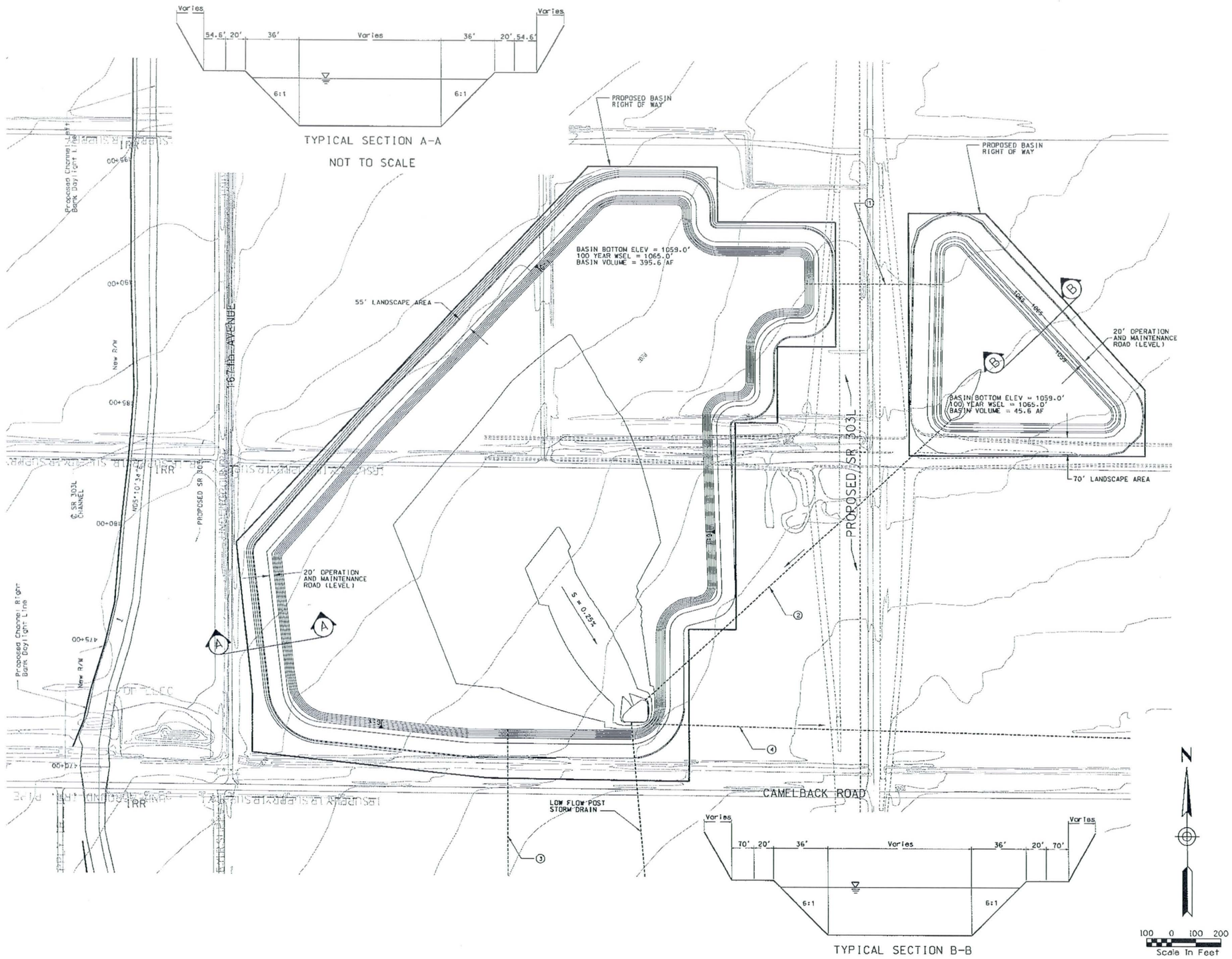


PLAN
SCALE 1" = 300'





SECTION KK-KK
SCALE 1" = 20'



REMOVE

* RECREATION/AIRCRAFT THEME PLAN/SECTION

CONSTRUCT

1. INSTALL 559.4 LIN. FT 54" RCB EQUALIZER PIPE
2. INSTALL 1-18" RCP LOW FLOW POST STORM DRAIN. 1699 LF AT S=0.35% DAYLIGHT IN SR303L CHANNEL
3. INSTALL 907.7 LIN. FT 3 - 10'X6' RCB EQUALIZER PIPE.
4. INSTALL 1 - 54" LOW FLOW POST STORM DRAIN. 9975.5 LF AT 0.15%

SR 303L CHANNEL
BASIN PLAN

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	BASIN DETAIL PLAN STA. 470+00.00 TO 495+00.00	SHEET OF -- OF --

SR303L Channel Detention Basin (Northern Avenue)

GENERAL DESCRIPTION

The SR303L Channel Detention Basin (Northern Avenue) is an earthen-lined basin with a bottom elevation of 1126 feet and a top elevation of 1141 feet for a depth of fifteen feet. The volume of the detention basin is calculated to be 333 acre-feet.

CHANNEL LOCATION

The SR303L Channel Detention Basin (Northern Avenue) is located in the northwest quadrant of the Northern Avenue/SR303L traffic interchange.

APPLICATION

The SR303L Channel Detention Basin (Northern Avenue) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

A secondary Aircraft Theme should be introduced into the basin to reinforce its proximity to Luke Air Force Base.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the surrounding developments.

SPECIFIC AREAS OF BASIN

- The basin should transition into the SR303L Channel with plantings and earth contouring.
- The landscape area of the basin directly adjacent to Northern Avenue should respond to the streetscape theme established for Northern Avenue.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$2.37 M	38.9 acres	($1.40/SF)
Total Cost	**$2.37 M**		
FCDMC Funding	$1.42 M		
Additional Funding	$0.95 M		

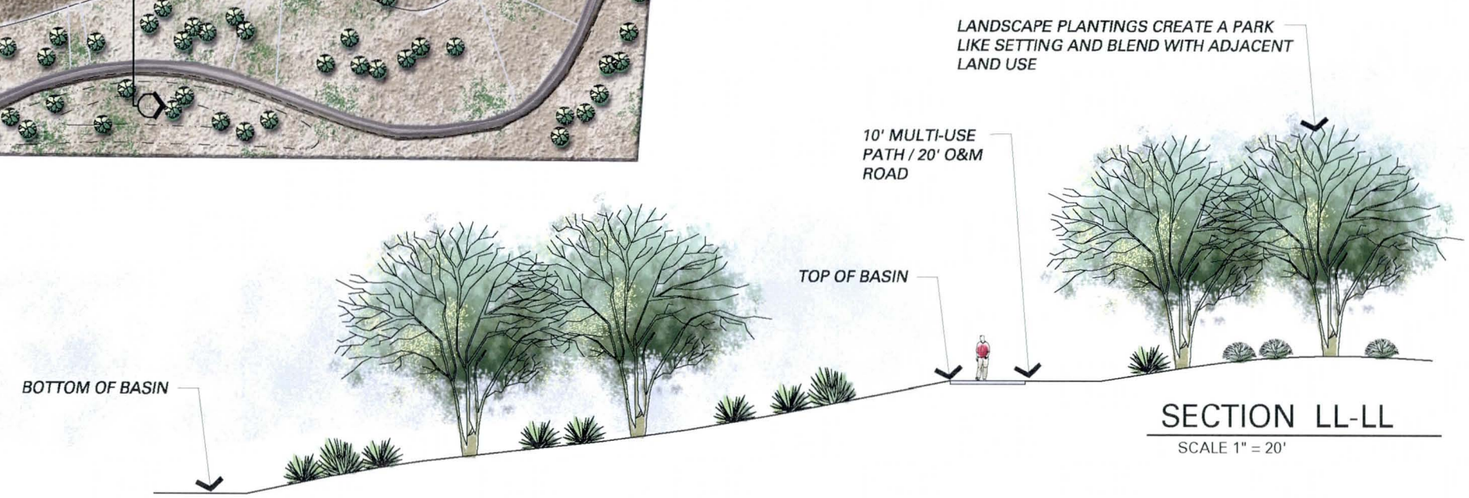
SR303L Channel Detention Basin

Northern Avenue

PLAN

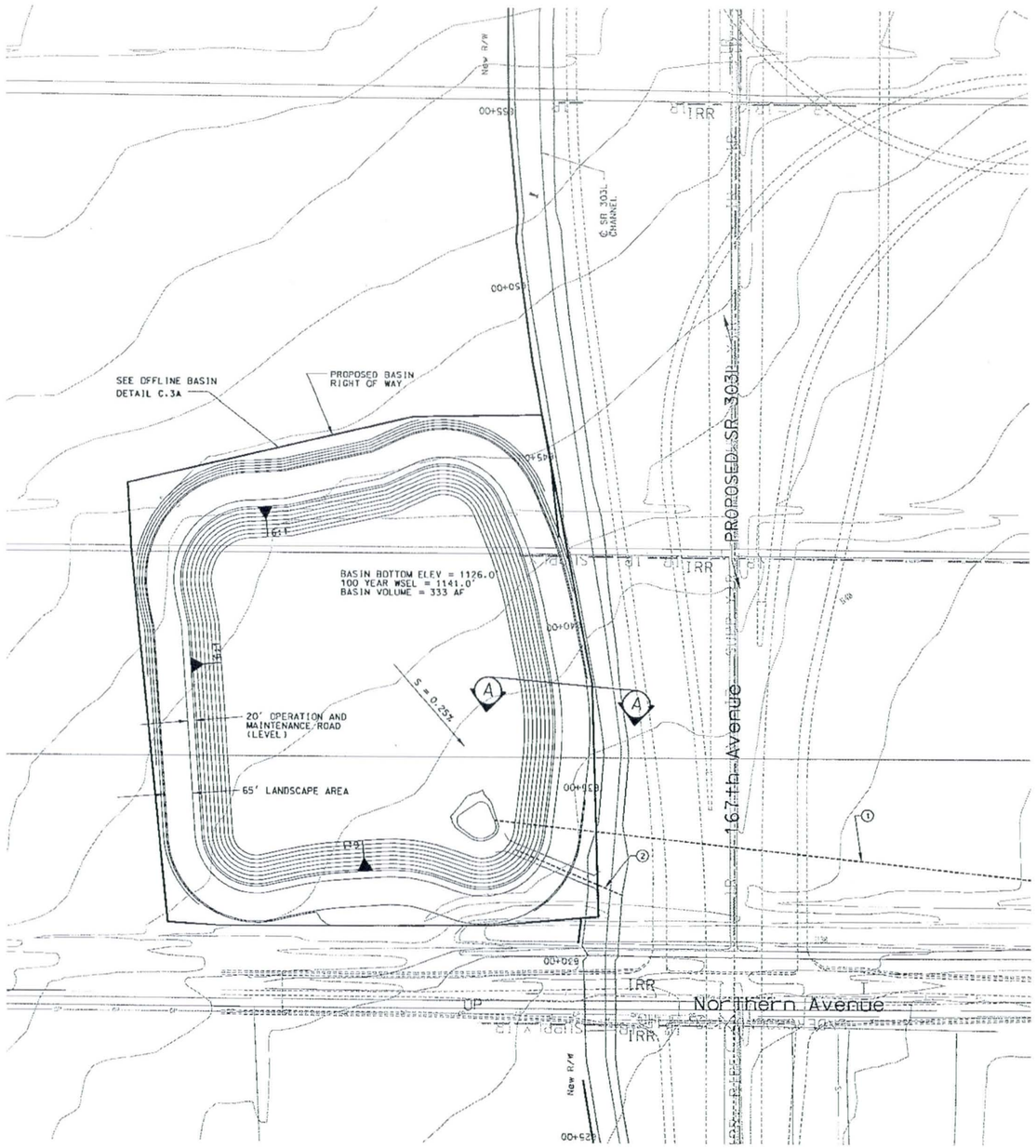
SCALE 1" = 200'

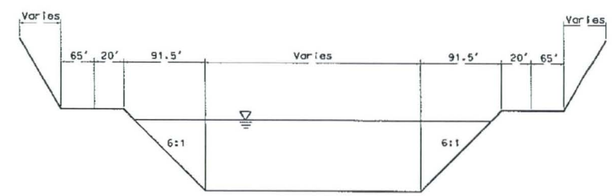
NORTH



SECTION LL-LL

SCALE 1" = 20'





TYPICAL SECTION A-A

NOT TO SCALE

N

100 0 100 200

Scale In Feet

REMOVE

* RECREATION THEME PLAN/SECTION

CONSTRUCT

① INSTALL 1-54" RCP LOW FLOW POST STORM DRAIN. 7120 LF AT S=0.21% DAYLIGHT IN PROPOSED BASIN AT NORTHWEST CORNER OF NORTHERN AVE AND REEMS RD.

② INSTALL 2-60" RCP BASIN OUTFALL. 256 LIN. FT AT 0.59%

SR 303L CHANNEL
BASIN PLAN

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	BASIN DETAIL PLAN STA. 608+00.00 TO 622+00.00	SHEET OF -- OF --

SR303L Channel Detention Basin (Cactus Road)

GENERAL DESCRIPTION

The SR303L Channel Detention Basin (Cactus Road) is an earthern-lined basin with a bottom elevation of 1197 feet and a top elevation of 1212 feet for a depth of fifteen feet. The volume of the detention basin is calculated to be 448 acre-feet.

CHANNEL LOCATION

The SR303L Channel Detention Basin (Cactus Road) is located in the northwest quadrant of the Cactus Road/SR303L traffic interchange.

APPLICATION

The SR303L Channel Detention Basin (Cactus Road) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components**: Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the surrounding developments.

SPECIFIC AREAS OF BASIN

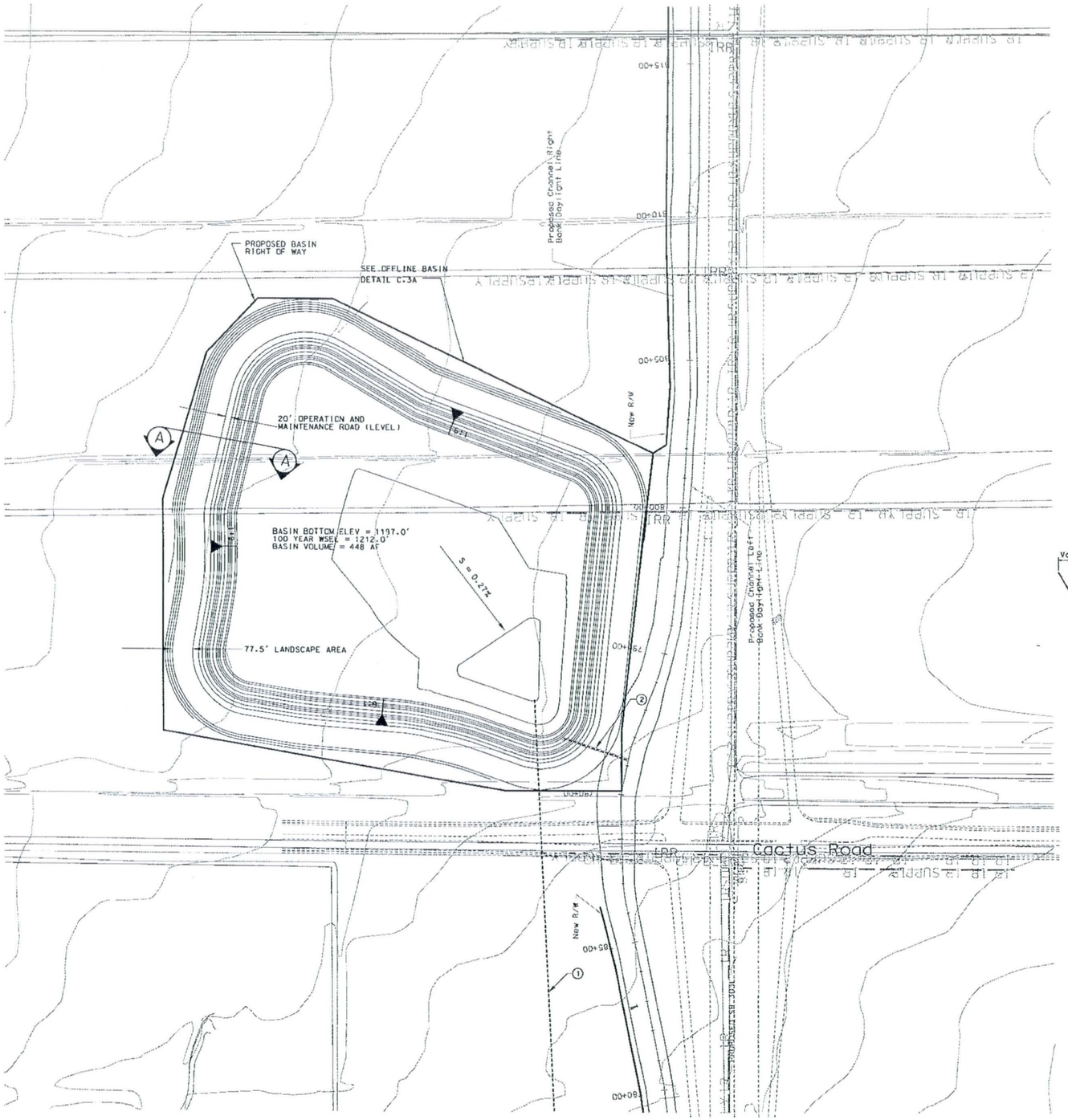
- The basin should transition into the SR303L Channel with plantings and earth contouring.

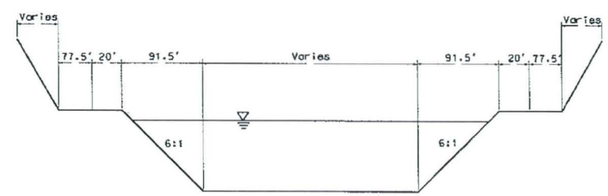
ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$2.95 M	48.3 acres	($1.40/SF)
Total Cost	**$2.95 M**		
FCDMC Funding	$1.77 M		
Additional Funding	$1.18 M		

PLAN
SCALE 1" = 300'

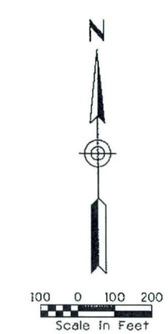
SECTION MM-MM
SCALE 1" = 20'





TYPICAL SECTION A-A

NOT TO SCALE



REMOVE

* RECREATION THEME PLAN/SECTION

CONSTRUCT

1. INSTALL 2-54" LOW FLOW POST STORM DRAIN. 5636 LF AT S=0.19% DAYLIGHT IN SR303L CHANNEL
2. INSTALL 2 - 48" RCP BASIN OUTFALL. 225 LIN. FT AT 1.3%

SR 303L CHANNEL
BASIN PLAN

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	BASIN DETAIL PLAN STA. 766+50.00 TO 782+00.00	SHEET OF -- OF --

ADOT Detention Basins (West)

GENERAL DESCRIPTION

The ADOT Detention Basins (West) is comprised of two earthen-lined basins. The basin to the west has a bottom elevation of 975.7 and a top elevation of 984.5 for a depth of 8.8 feet. The basin adjacent to Litchfield Road has a bottom elevation of 974.6 and a top elevation of 984.5 for a depth of 9.9 feet. The west detention basin has a volume calculated to be 265.2 acre-feet while the detention basin adjacent to Litchfield Road has a volume calculated to be 109 acre-feet.

CHANNEL LOCATION

The ADOT Detention Basins (West) is located on the west side of Litchfield Road and adjacent to the north side of I-10. The basins are connected by means of an existing 48" RCP equalizer pipe.

APPLICATION

The ADOT Detention Basins (West) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the surrounding developments.

SPECIFIC AREAS OF BASIN

- Provide access point from Litchfield Road to basin adjacent to Litchfield Road.
- The landscape area of the basin directly adjacent to 137th Avenue should respond to streetscape theme established for 137th Avenue.
- Provide connection to basins from 137th Avenue.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$0.80 M	13.2 acres	($1.40/SF)
Total Cost	**$0.80 M**		
FCDMC Funding	$0.49 M		
Additional Funding	$0.31 M		

ADOT Detention Basins (East)

GENERAL DESCRIPTION

The ADOT Detention Basins (East) is comprised of two earthern-lined basins. The basin to the east has a bottom elevation of 97.5 and a top elevation of 984.5 for a depth of fourteen feet. The basin adjacent to Litchfield Road has a bottom elevation of 972.5 and a top elevation of 984.5 for a depth of twelve feet. The east detention basin has a volume calculated to be 334.7 acre-feet while the detention basin adjacent to Litchfield Road has a volume calculated to be 324.5 acre-feet.

BASIN LOCATION

The ADOT Detention Basins (East) is located on the west side of Litchfield Road and adjacent to the north side of I-10. The basins are connected by means of an existing 48" RCP equalizer pipe.

APPLICATION

The ADOT Detention Basins (East) would have a landscape theme described as Recreational in the Landscape Aesthetics Assessment and Multi-Use Opportunity Assessment dated October 28, 2002.

DESIGN CRITERIA

- **Overbank Area Treatments:** A minimum of 30% of the total basin footprint should be provided around the perimeter of the basin from the top of slope for various overbank area treatments. This area at the top of the channel would minimally include:
  - 10' wide meandering concrete multi-use path around the basin
  - 20' wide meandering all weather surface O&M road
  - Access points to/from adjacent communities/neighborhoods
  - Undulating berms of varying heights and slopes
- **Basin Configuration and Shape:** The overall configuration of the detention basin should be curvilinear/freeform with varying side slopes. The basin bottom should be flat and open to allow recreational activities to occur.
- **Basin Side Slopes:** The basin side slopes should vary from 6:1 at the steepest to as flat as 12:1. This warping of the side slopes would provide an overall curvilinear/freeform toe of slope and when combined with berming in the overbank area would provide visual relief to the pedestrian. Berming should blend into the varying side slopes thus eliminating sharp grade changes and angular forms.

  Terrace levels should be integrated into the side slopes when practical. Terraces should be randomly placed and be of various sizes and shapes.
- **Basin Bottom Area:** The basin bottom should be relatively flat to allow for recreational activities. Low rolling berms should be incorporated into the basin bottom to define the open spaces. Turf should be used as the primary ground cover.
- **Excavation Material Utilization:** The displaced soil from the excavation of the basin should be reintroduced to the site in the form of berms and as a fill material when required.
- **Planting and Surface Treatments:** The Recreation Landscape Theme is characterized by plantings of large shade trees and open turf areas.
- **Structural Components:** Structural components located within the basin such as headwalls, inlets, outlets, etc. should be designed to blend into the surrounding environment. This could be accomplished through the types of materials selected, shape/form of the structure, and selected colors.

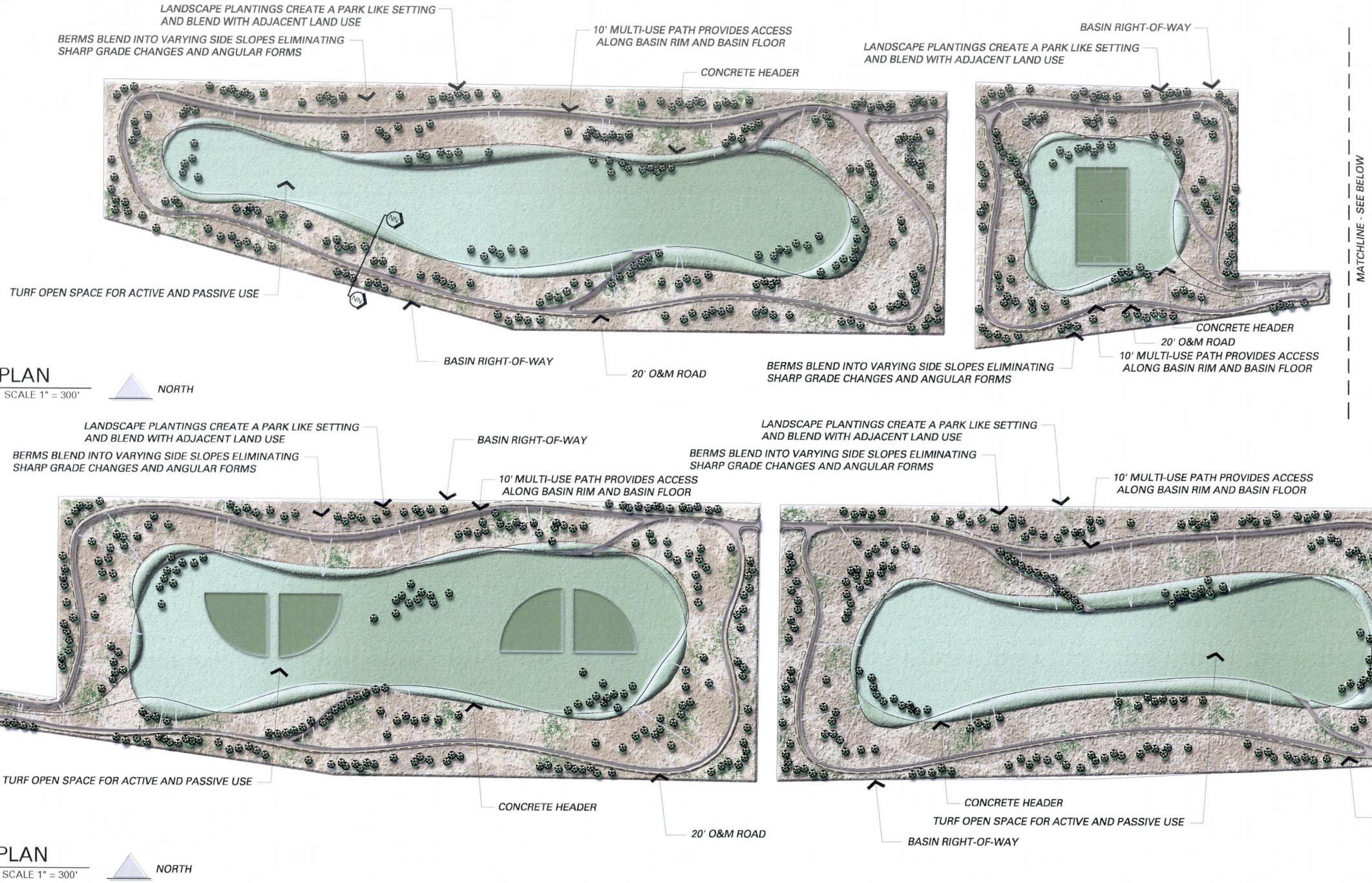
  The overall character of built features such as ramada structures, seat walls, signage, etc. should be influenced by the surrounding developments.

SPECIFIC AREAS OF BASIN

- Provide connection to basins from 135th Avenue.
- The landscape area of the basin directly adjacent to 135th Avenue should respond to streetscape theme established for 135th Avenue.
- Provide access point from Litchfield Road to basin adjacent to Litchfield Road.

ESTIMATED LANDSCAPE AESTHETICS & MULTI-USE COST:

Recreational Theme	$1.36 M	22.3 acres	($1.40/SF)
Total Cost	**$1.36 M**		
FCDMC Funding	$0.83 M		
Additional Funding	$0.53 M		


LANDSCAPE PLANTINGS CREATE A PARK LIKE SETTING AND BLEND WITH ADJACENT LAND USE
BERMS BLEND INTO VARYING SIDE SLOPES ELIMINATING SHARP GRADE CHANGES AND ANGULAR FORMS
10' MULTI-USE PATH PROVIDES ACCESS ALONG BASIN RIM AND BASIN FLOOR
CONCRETE HEADER
TURF OPEN SPACE FOR ACTIVE AND PASSIVE USE
BASIN RIGHT-OF-WAY
20' O&M ROAD
PLAN
SCALE 1" = 300'
NORTH
BASIN RIGHT-OF-WAY
LANDSCAPE PLANTINGS CREATE A PARK LIKE SETTING AND BLEND WITH ADJACENT LAND USE
CONCRETE HEADER
20' O&M ROAD
10' MULTI-USE PATH PROVIDES ACCESS ALONG BASIN RIM AND BASIN FLOOR
BERMS BLEND INTO VARYING SIDE SLOPES ELIMINATING SHARP GRADE CHANGES AND ANGULAR FORMS
MATCHLINE - SEE BELOW
MATCHLINE - SEE ABOVE
LANDSCAPE PLANTINGS CREATE A PARK LIKE SETTING AND BLEND WITH ADJACENT LAND USE
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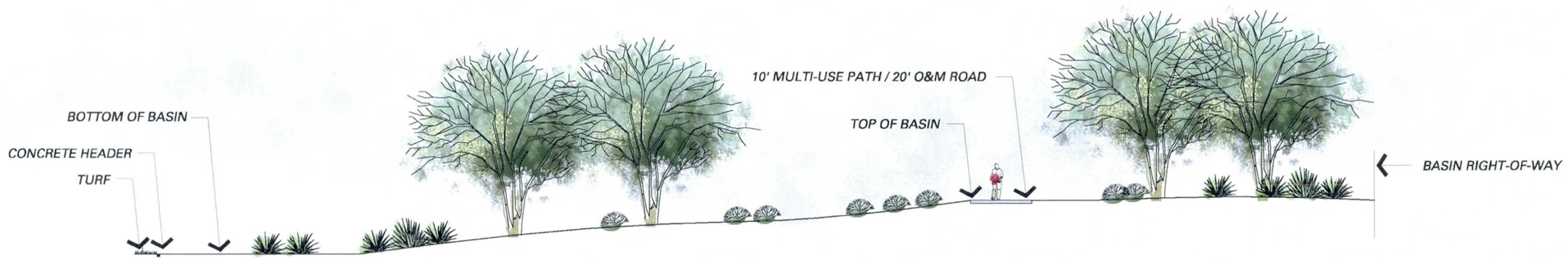
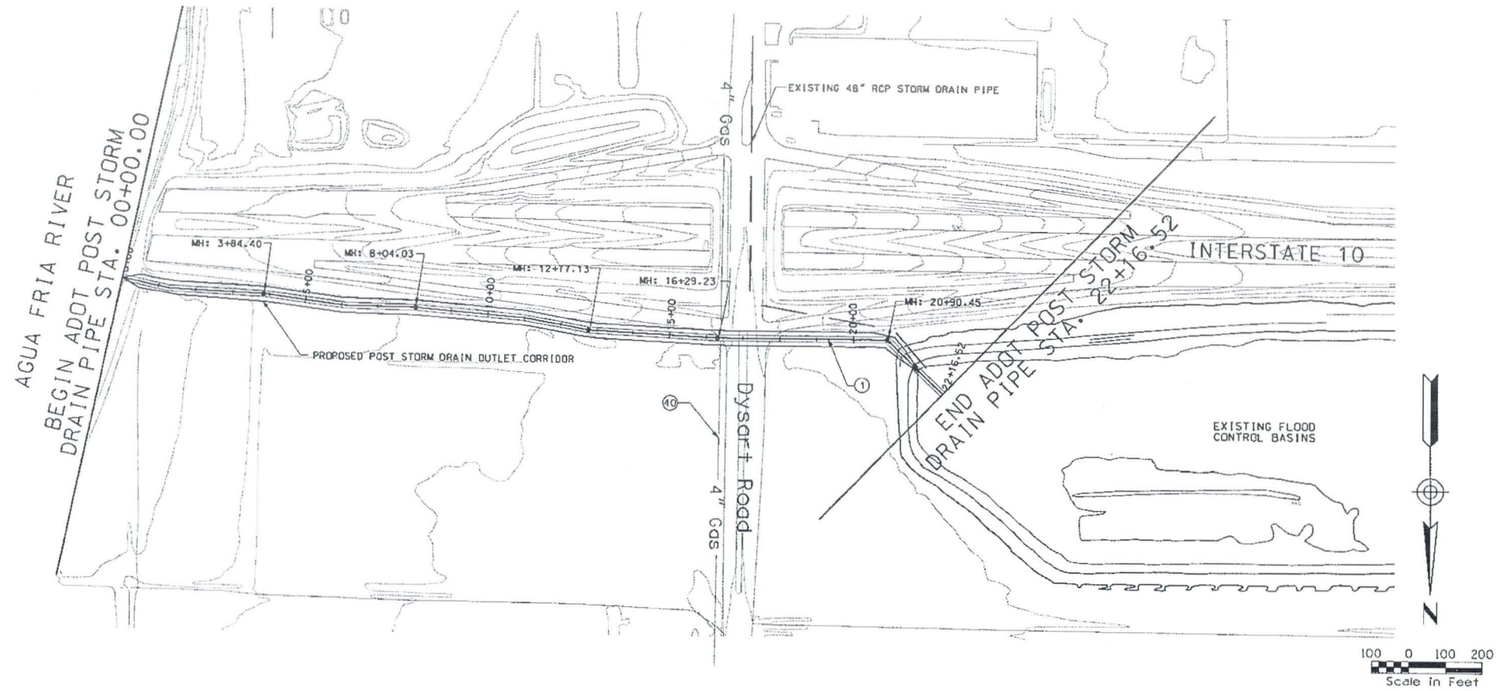
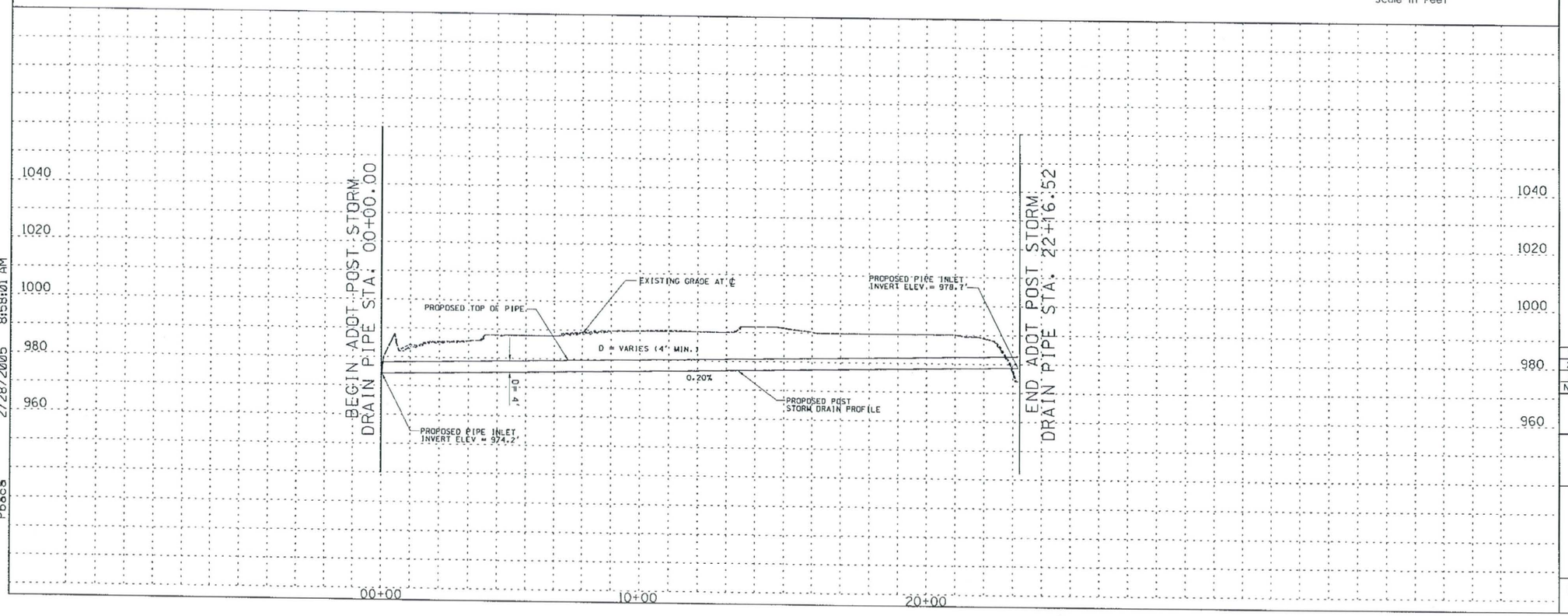
CONCRETE HEADER
TURF OPEN SPACE FOR ACTIVE AND PASSIVE USE
BASIN RIGHT-OF-WAY
20



SECTION NN-NN

SCALE 1" = 20'





REMOVE

CONSTRUCT

STA 00+00.00 TO STA 22+16.52, CONSTRUCT 2216.52 LIN. FT OUTLET PIPE

STA 00+00.00 TO STA 22+16.52, PROFILE AND ALIGNMENT BASED ON PRELIMINARY LAYOUTS DEVELOPED FOR THE LOOP 303 CORRIDOR/ WHITE TANKS AREA DRAINAGE MASTER PLAN UPDATE

(1) INSTALL 2216.52 LF 4 BARREL RCP POST STORM DRAIN OUTLET

(40) RELOCATE GAS

GENERAL NOTES:
PRELIMINARY. NOT FOR CONSTRUCTION
PLANS ARE FOR CONCEPTUAL USE ONLY

UTILITY LOCATIONS ARE SCHEMATIC. CULVERT LOCATIONS ARE APPROXIMATE

SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE – LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83 AND THE VERTICAL DATUM USED WAS NGVD 1929.

PROPOSED ADOT IMPROVEMENTS
PROPOSED OUTLET PIPE PROFILE

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

LOOP 303 CORRIDOR/WHITE TANKS
ADMP UPDATE
PROJECT CONTROL NO. FCD99-40

	BY	DATE
DESIGNED	R.J.S.	11/04
DRAWN	M.S.J.	11/04
CHECKED	E.S.	11/04

URS

DRAWING NO.	PLAN AND PROFILE SHEET STA. 00+00.00 TO 22+16.52	SHEET AD1

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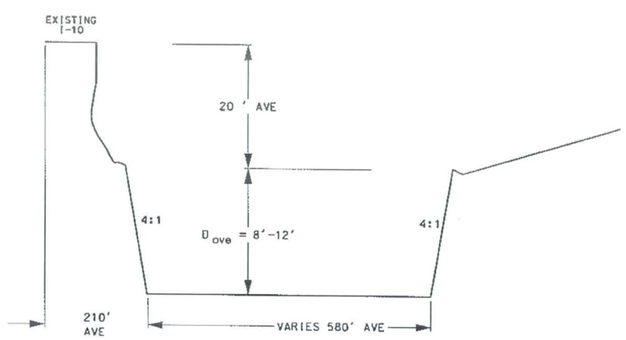

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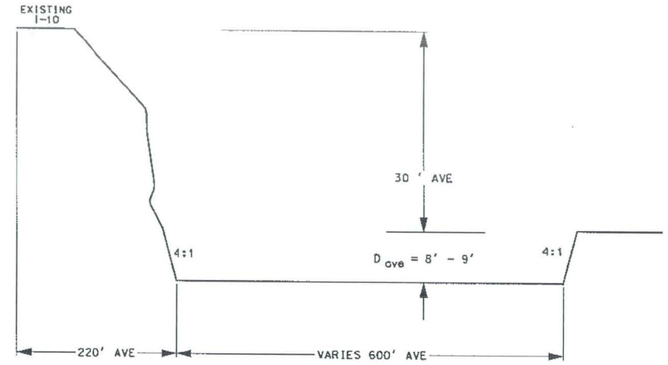

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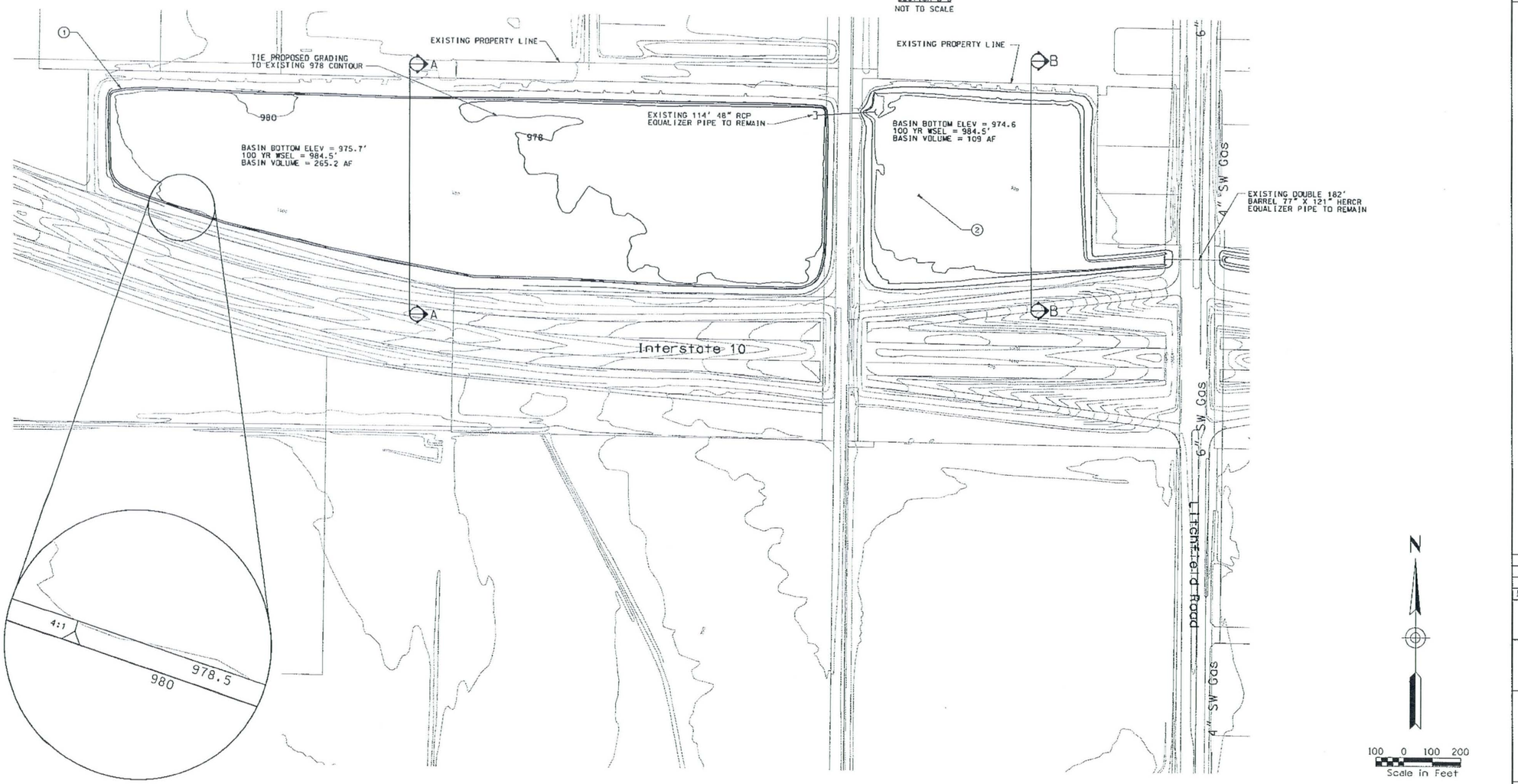

REMOVE

CONSTRUCT

1. REGRADE BASIN BOTTOM TOE TO 978.5 ON WEST TO ALLOW DAYLIGHT OF THE I-10 EAST DIVERSION (INFLOW) CHANNEL
2. NO REGRADING IN THIS PORTION OF THE BASIN FOR FLOOD CONTROL PURPOSES

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SEE LOOP 303 CORRIDOR/WHITE TANKS ADMP UPDATE - LANDSCAPE AESTHETICS AND MULTI-USE DESIGN GUIDELINES FOR FLOOD CONTROL FACILITIES DATED OCTOBER 2004 FOR IDENTIFIED CROSS SECTIONS AND LANDSCAPE AESTHETIC TREATMENTS.

THE HORIZONTAL DATUM USED WAS NAD 83. THE VERTICAL DATUM USED WAS NGVD 1929.

WSEL'S ARE FOR THE FUTURE CONDITION WITHIN THE BASINS ONLY BASIN VOLUME ASSUMES A MAX WSEL OF 986'

PROPOSED ADOT IMPORVEMENTS
PLAN AND SECTION

NO.	REVISION	BY	DATE
3			
2			
1			

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

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DESIGNED	R.J.S.	11/04
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CHECKED	E.S.	11/04

URS

DRAWING NO. | BASIN DETAIL PLAN | SHEET

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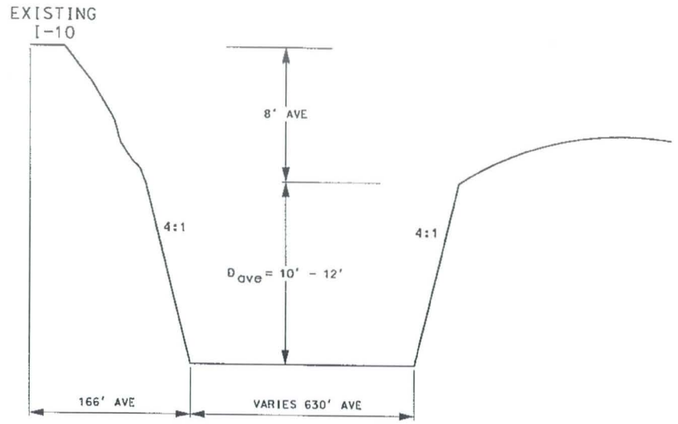
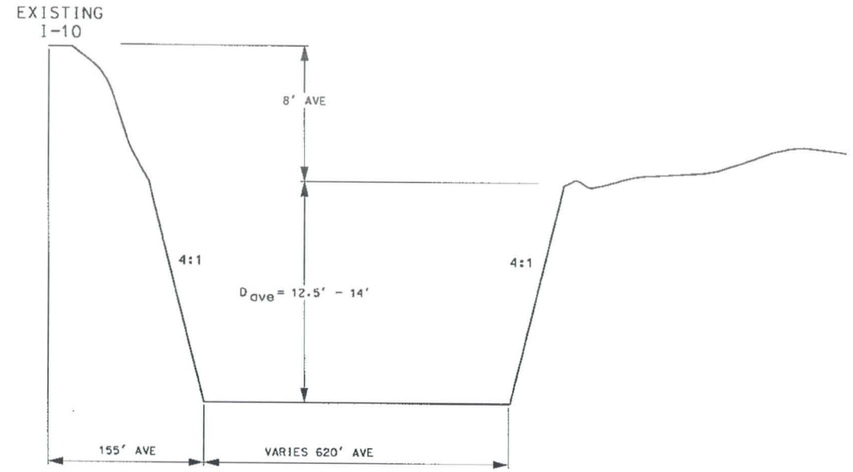


SECTION C-C
N.T.S.



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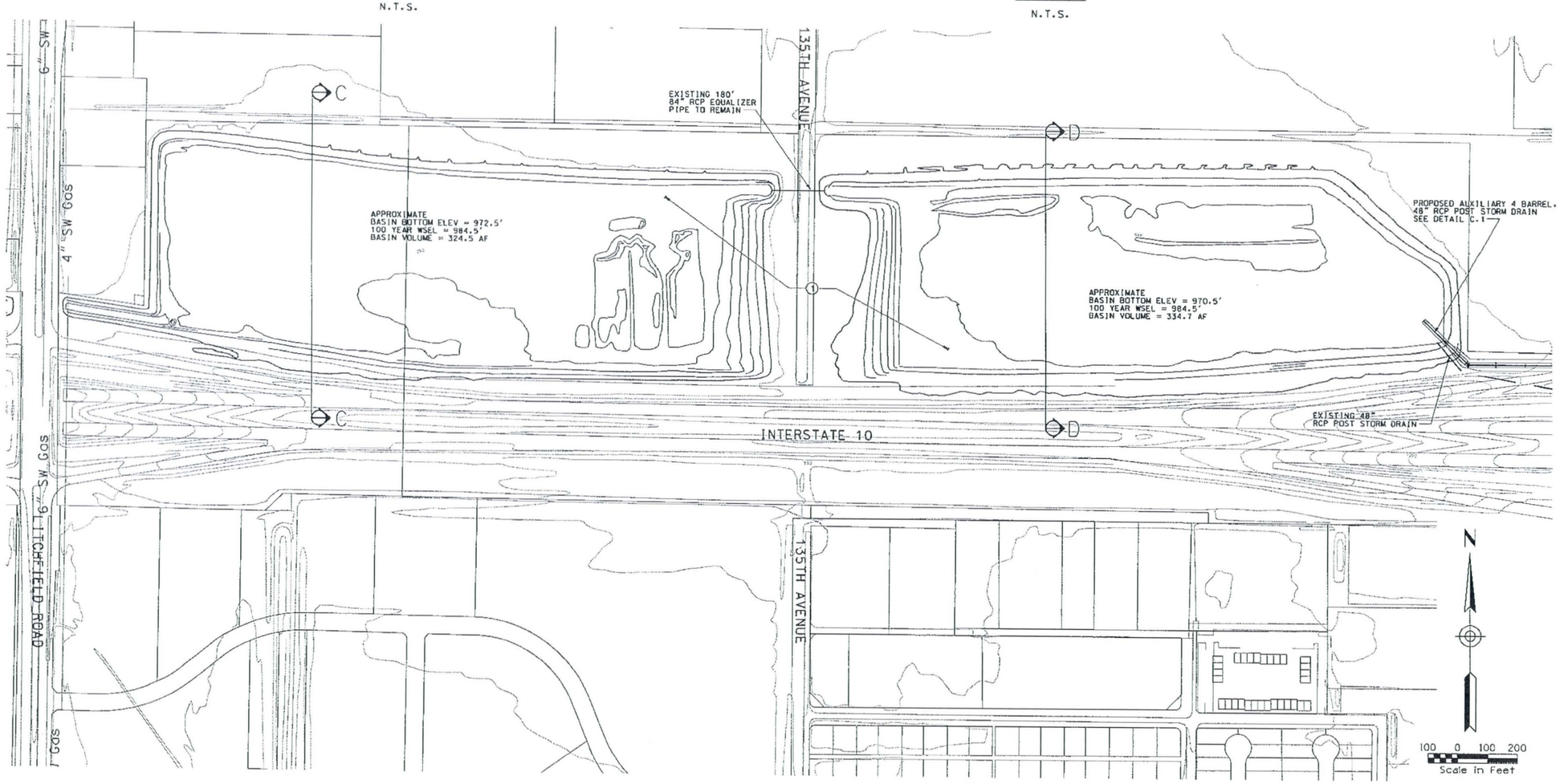

REMOVE

CONSTRUCT

① NO PROPOSED GRADING

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PROPOSED ADOT IMPROVEMENTS
PLAN AND SECTION

NO.	REVISION	BY	DATE
3			
2			
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