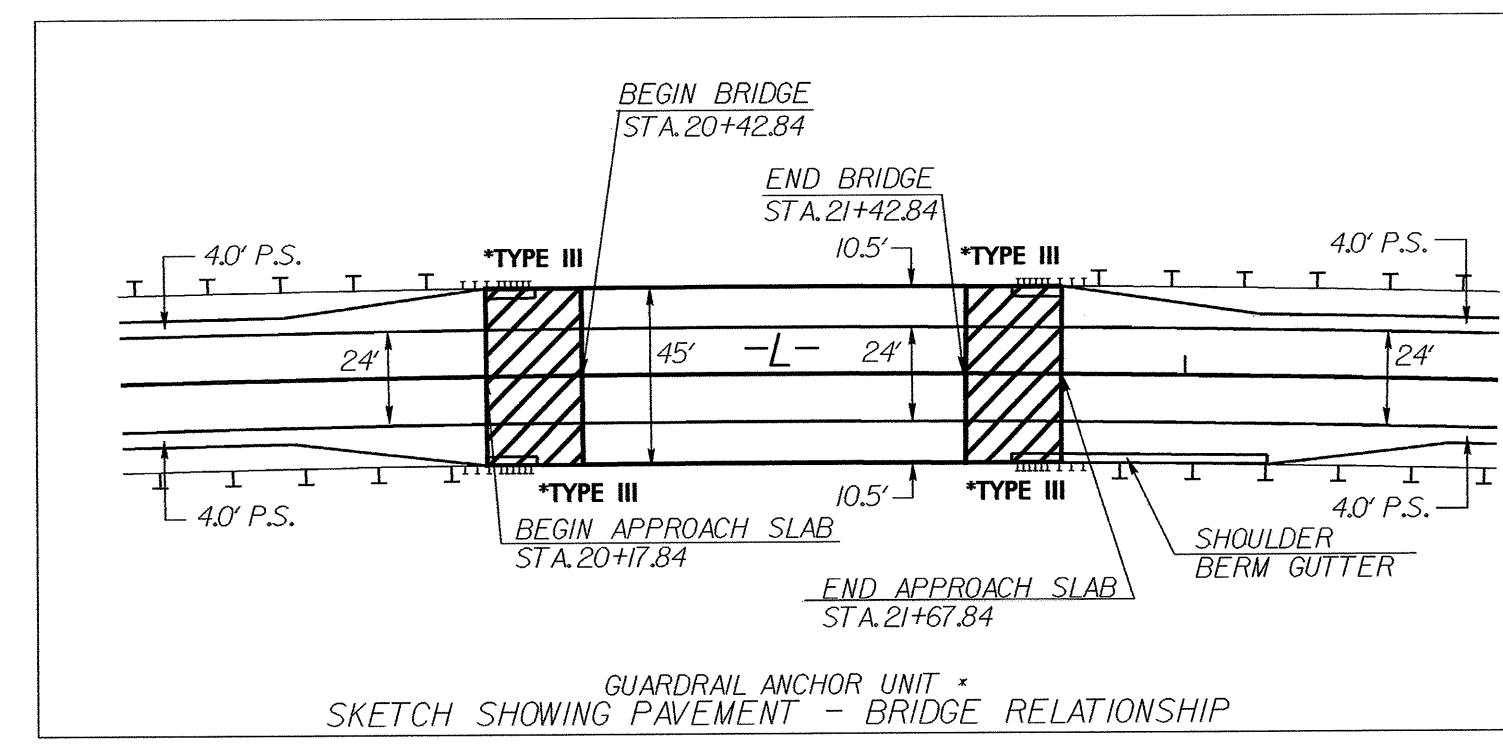
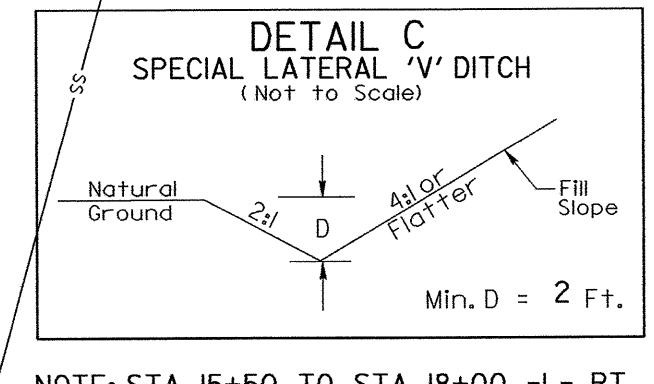
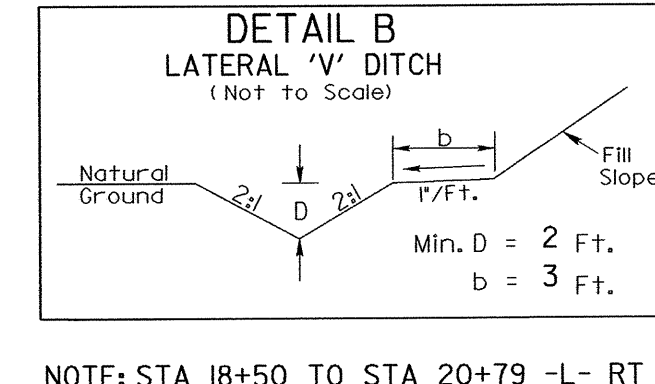
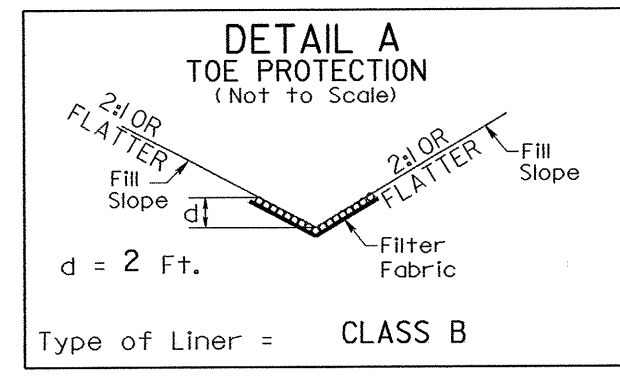


PROJECT REFERENCE NO.	SHEET NO.
B-3454	EC-5/CONST.4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



-L-
 PI Sta 19+46.45
 $\Delta = 6' 19' 47.1''$ (RT)
 $D = 0' 49' 06.6''$
 $L = 773.33'$
 $T = 387.06'$
 $R = 7,000.00'$



NOTE: STA 15+50 TO STA 18+50 -L- LT
PLACE CLASS B RIP RAP AT THE TOE OF SLOPE.

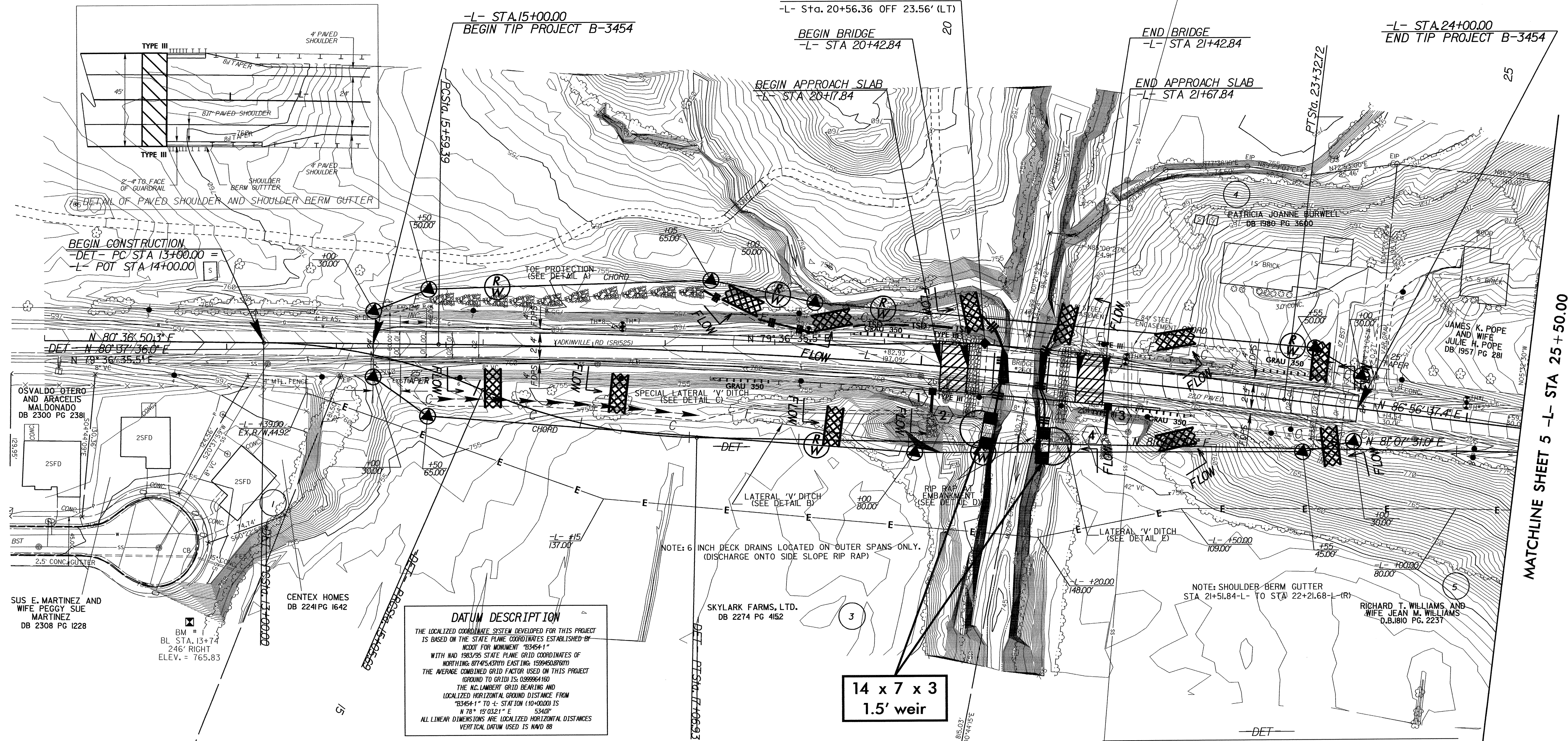
NOTE: STA 18+50 TO STA 20+79 -L- RT

NOTE: STA 15+50 TO STA 18+00 -L- RT

NOTE:
PLACE TEMPORARY ROCK SEDIMENT DAMS TYPE-B AND TEMPORARY ROCK SILT CHECKS TYPE-A AT DRAINAGE OUTLETS.

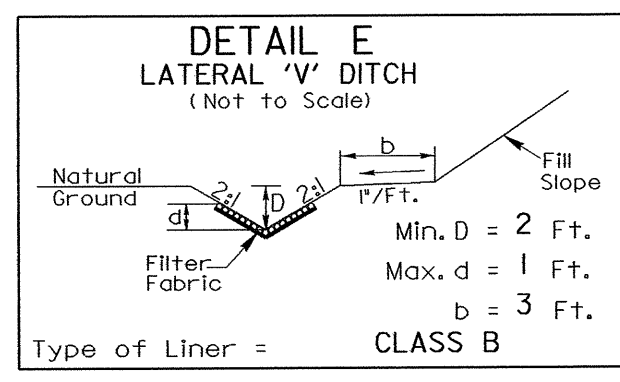
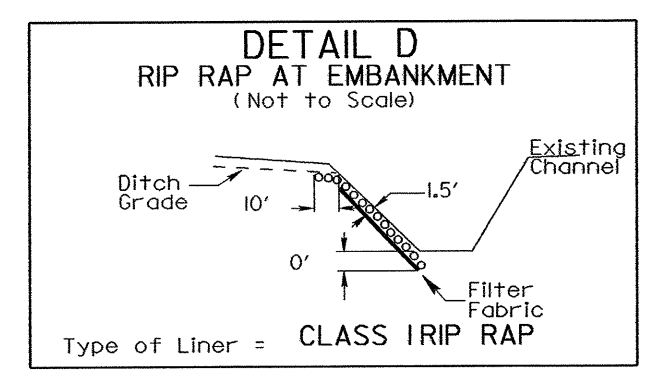
CLEARING AND GRUBBING
EROSION CONTROL FOR
CONSTRUCTION SHEET 4

2
T-SQUARE CORP.
DB 1214 PG 874
BL- 2 (GPS-2) 20+91.47 PINC
-L- Sta. 20+56.36 OFF 23.56' (LT)



DATUM DESCRIPTION
 THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY MONUMENT '83454-1' WITH NAD 1983/95 STATE PLANE GRID COORDINATES OF NORTHING: 87745.437011 EASTING: 159940.876011 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (ROUND TO GRID IS: 0.999994160) THE NAD 1983/95 STATE PLANE GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM '83454-1' TO -L- STATION 10+00.00 IS N 78° 19' 03.21" E 5340' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAD 88

14 x 7 x 3
1.5' weir



PI Sta 14+04.26 $\Delta = 23' 06' 28.0''$ (RT) $D = 11' 14' 04.1''$ $L = 205.69'$ $T = 104.26'$ $R = 510.00'$
 PI Sta 16+07.64 $\Delta = 22' 36' 33.0''$ (LT) $D = 11' 14' 04.1''$ $L = 201.25'$ $T = 101.95'$ $R = 510.00'$
 PI Sta 26+74.54 $\Delta = 5' 49' 07.0''$ (RT) $D = 2' 51' 53.2''$ $L = 203.11'$ $T = 101.64'$ $R = 2,000.00'$

NOTE: FOR CLARITY -DET- DATA IS CROSSED OUT BUT DATA IS CORRECT

SEE SHEET 6 FOR -L- PROFILE

NOTE: LATERAL V DITCH OUTLET, STA 20+50-L- TO CREEK RT, EST. 15 TONS, CLASS I
 NOTE: LATERAL V DITCH OUTLET, STA 21+07-L- TO CREEK RT, EST. 6 TONS, CLASS I

NOTE: STA 21+07 TO STA 21+50 -L- RT