

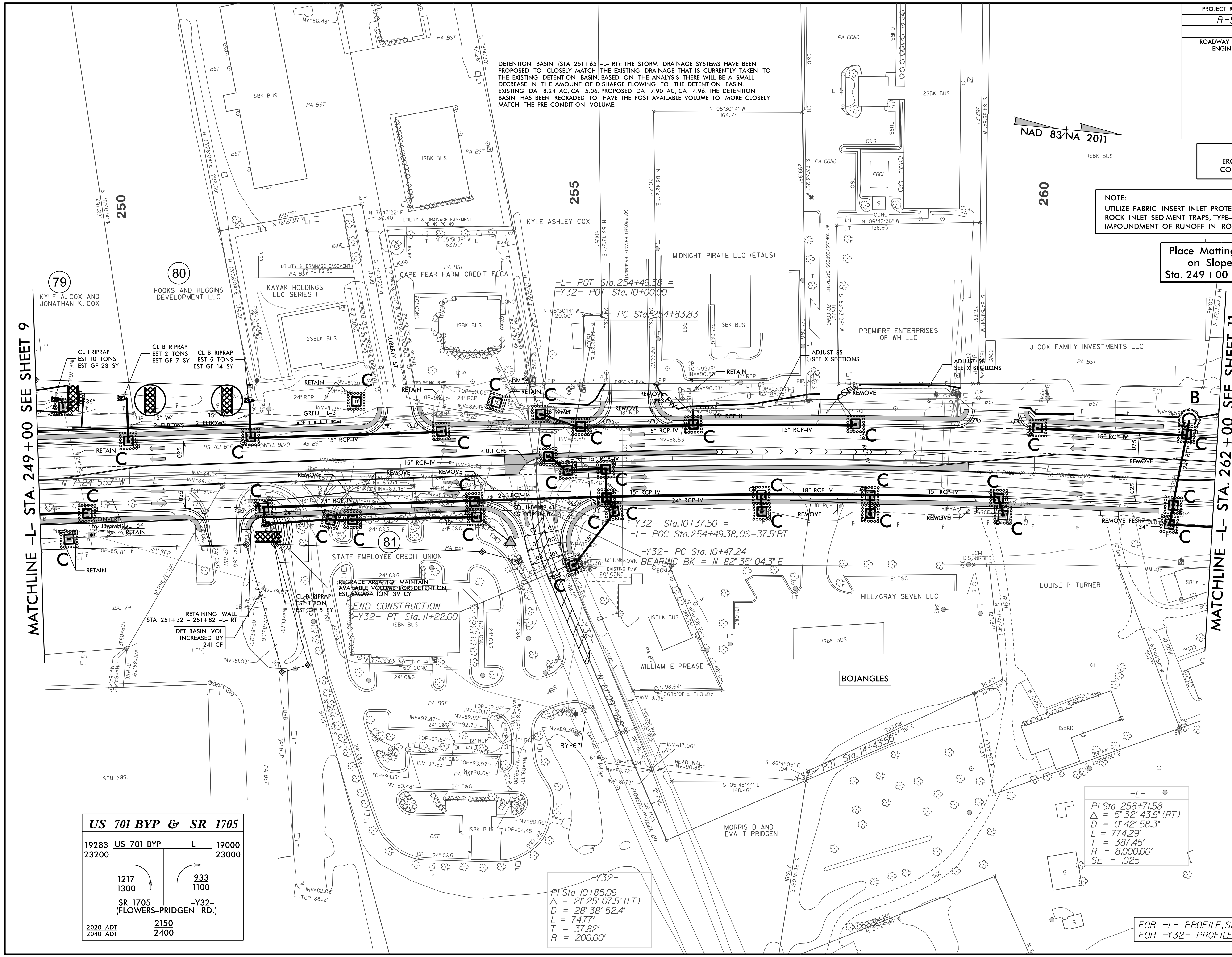
PROJECT REFERENCE NO.	SHEET NO.
R-5020B	EC-21/CONST.10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

FINAL GRADING  
EROSION CONTROL FOR  
CONSTRUCTION SHEET 10

NOTE:  
UTILIZE FABRIC INSERT INLET PROTECTION DEVICES IN LIEU OF  
ROCK INLET SEDIMENT TRAPS, TYPE-C AS DIRECTED TO AVOID  
IMPOUNDMENT OF RUNOFF IN ROADWAY OPEN TO TRAFFIC.

Place Matting for Erosion Control  
on Slope as Work Allows.  
Sta. 249+00 to Sta. 251+50 -L- LT

DETENTION BASIN (STA 251+65 -L- RT): THE STORM DRAINAGE SYSTEMS HAVE BEEN PROPOSED TO CLOSELY MATCH THE EXISTING DRAINAGE THAT IS CURRENTLY TAKEN TO THE EXISTING DETENTION BASIN. BASED ON THE ANALYSIS, THERE WILL BE A SMALL DECREASE IN THE AMOUNT OF DISCHARGE FLOWING TO THE DETENTION BASIN. EXISTING DA=8.24 AC, CA=5.06 PROPOSED DA=7.90 AC, CA=4.98. THE DETENTION BASIN HAS BEEN REGRADED TO HAVE THE POST AVAILABLE VOLUME TO MORE CLOSELY MATCH THE PRE CONDITION VOLUME.



MATCHLINE -L- STA. 249+00 SEE SHEET 9

MATCHLINE -L- STA. 262+00 SEE SHEET 11

US 701 BYP & SR 1705			
19283	US 701 BYP	-L-	19000
23200			23000
	1217		933
	1300		1100
	SR 1705 (FLOWERS-PRIDGEN RD.)		
		-Y32-	
2020 ADT	2150		
2040 ADT	2400		

-L-  
PI Sta. 258+71.58  
 $\Delta = 5' 32' 43.6''$  (RT)  
 $D = 0' 42' 58.3''$   
 $L = 774.29'$   
 $T = 387.45'$   
 $R = 8,000.00'$   
 $SE = .025$

-Y32-  
PI Sta. 10+85.06  
 $\Delta = 21' 25' 07.5''$  (LT)  
 $D = 28' 38' 52.4''$   
 $L = 74.77'$   
 $T = 37.82'$   
 $R = 200.00'$

FOR -L- PROFILE, SEE SHEET 18  
FOR -Y32- PROFILE, SEE SHEET 23