

DETAIL OF TEMPORARY DETOUR

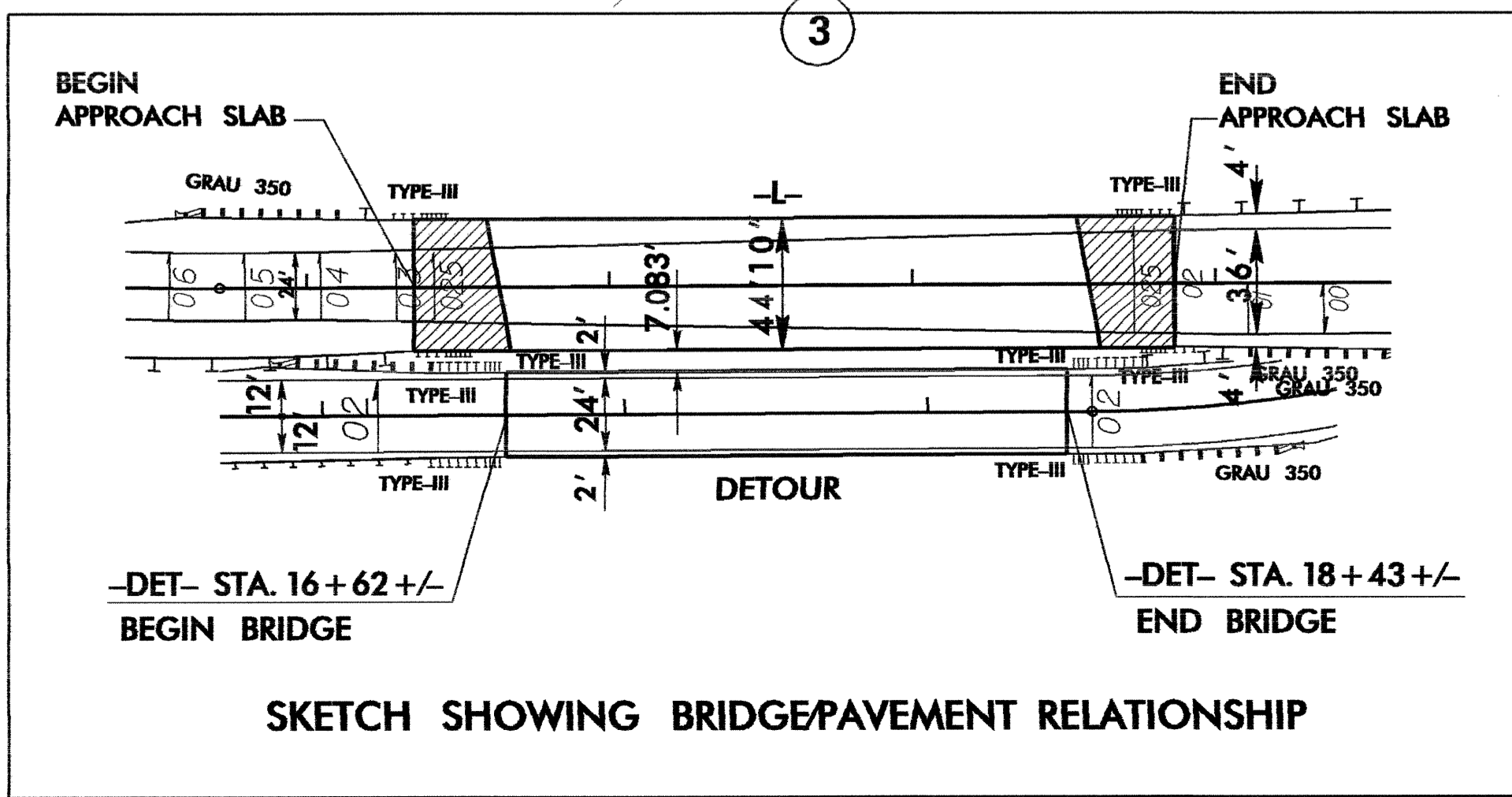
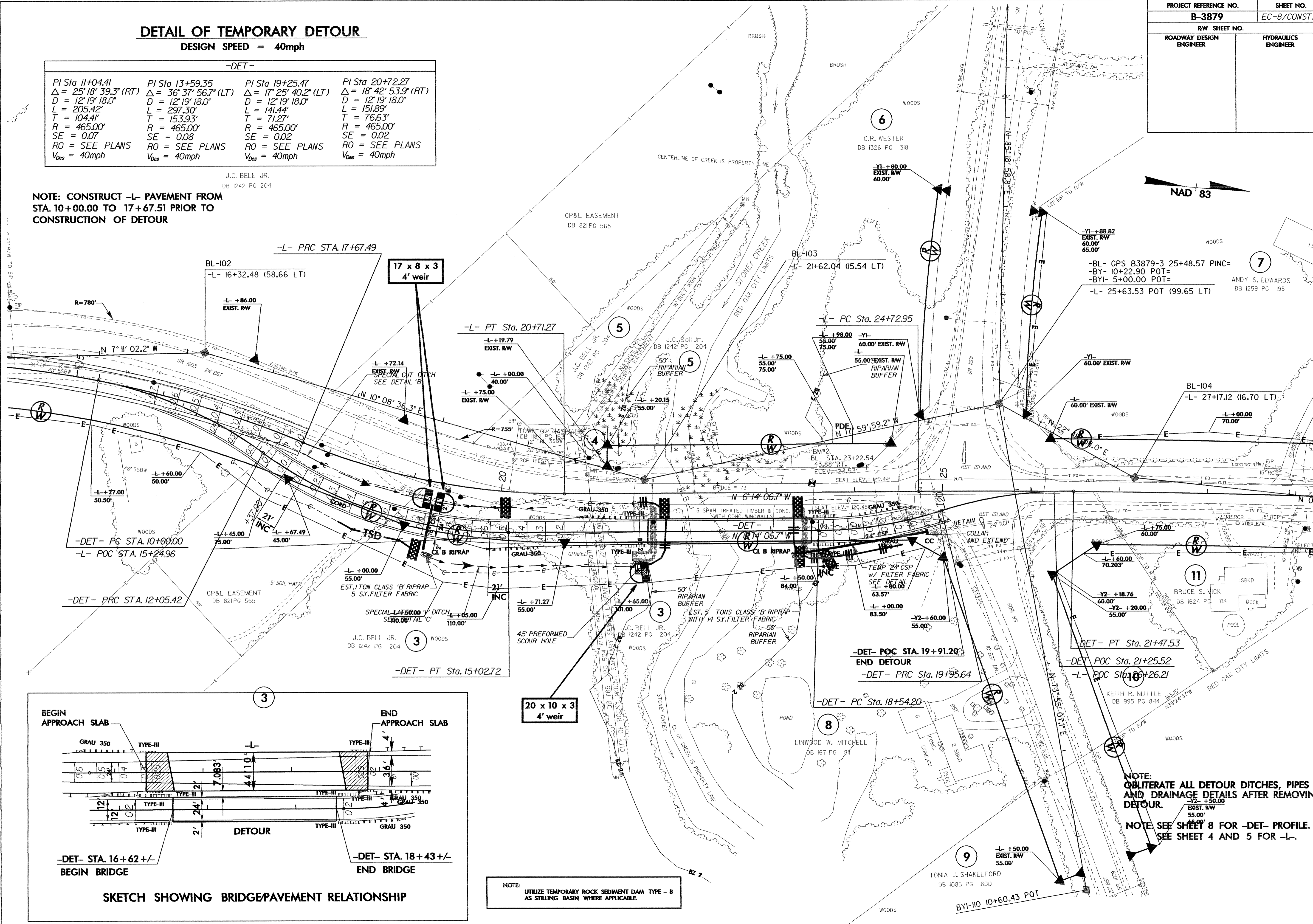
DESIGN SPEED = 40mph

-DET-

PI Sta 11+04.41 Δ = 25° 18' 39.3" (RT) D = 12° 19' 18.0" L = 205.42' T = 104.41' R = 465.00' SE = 0.07 RO = SEE PLANS V _{Des} = 40mph	PI Sta 13+59.35 Δ = 36° 37' 56.7" (LT) D = 12° 19' 18.0" L = 297.30' T = 153.93' R = 465.00' SE = 0.08 RO = SEE PLANS V _{Des} = 40mph	PI Sta 19+25.47 Δ = 17° 25' 40.2" (LT) D = 12° 19' 18.0" L = 141.44' T = 71.27' R = 465.00' SE = 0.02 RO = SEE PLANS V _{Des} = 40mph	PI Sta 20+72.27 Δ = 18° 42' 53.9" (RT) D = 12° 19' 18.0" L = 151.89' T = 76.63' R = 465.00' SE = 0.02 RO = SEE PLANS V _{Des} = 40mph
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J.C. BELL JR.
DB 1242 PG 204

NOTE: CONSTRUCT -L- PAVEMENT FROM STA. 10+00.00 TO 17+67.51 PRIOR TO CONSTRUCTION OF DETOUR



NOTE:
UTILIZE TEMPORARY ROCK SEDIMENT DAM TYPE - B AS STILLING BASIN WHERE APPLICABLE.

NOTE:
OBLITERATE ALL DETOUR DITCHES, PIPES AND DRAINAGE DETAILS AFTER REMOVING DETOUR.
NOTE: SEE SHEET 8 FOR -DET- PROFILE. SEE SHEET 4 AND 5 FOR -L-.

PROJECT REFERENCE NO. B-3879	SHEET NO. EC-8/CONST.6
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

ANDY S. EDWARDS
DB 1259 PG 195

TONIA J. SHAKELFORD
DB 1085 PG 800