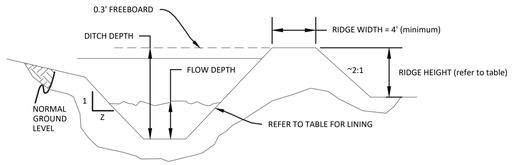
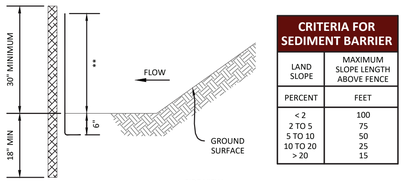
DIVERSION SUMMARY (temporary diversions)										
DIVERSION ID	Q(10) FLOW RATE (cfs)	DITCH SLOPE (ft/ft)	MANNINGS ROUGHNESS (n)	BOTTOM WIDTH (feet)	DITCH DEPTH (feet)	FLOW DEPTH (feet)	SIDESLOPE (H:V)	VELOCITY (fps)	RIDGE HEIGHT (feet)	DITCH LINING
#1A	12.00	0.012	0.040	3	>1	0.872	2:1	2.91	1.00	TYPE 3 RIPRAP
#1B	22.80	0.079	0.040	2	>1	0.910	2:1	6.55	1.00	TYPE 3 RIP RAP
#1C	13.53	0.007	0.040	2	>1.5	1.2140	2:1	2.53	1.00	TYPE 3 RIP RAP
#1D	13.53	0.093	0.040	2	>1	0.637	2:1	6.46	1.00	TYPE 3 RIPRAP



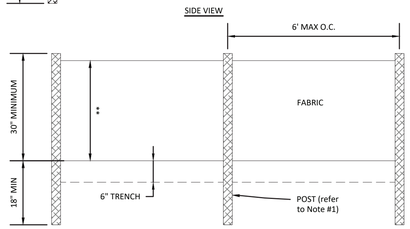
Di DIVERSION DETAIL

N.T.S.



CRITERIA FOR SEDIMENT BARRIER	
LAND SLOPE	MAXIMUM SLOPE LENGTH ABOVE FENCE
PERCENT	FEET
< 2 2 TO 5 5 TO 10 10 TO 20 > 20	100 75 50 25 15

SIDE VIEW

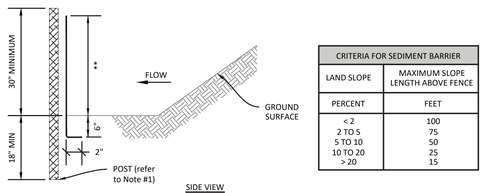


FRONT VIEW

NOTES:

1. USE STEEL OR WOOD POSTS OR AS SPECIFIED BY THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN.
2. HEIGHT (**) IS TO BE SHOWN ON THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN. 24" FABRIC HEIGHT IS THE STANDARD HEIGHT IF NOT NOTED ON THE CONSTRUCTION DRAWINGS.
3. REFER TO MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA FOR FABRIC END OVERLAPPING INSTRUCTIONS.

Sd1-NS SILT FENCE: NON-SENSITIVE



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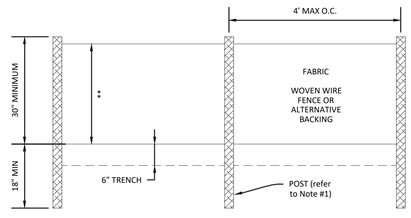

FRONT VIEW

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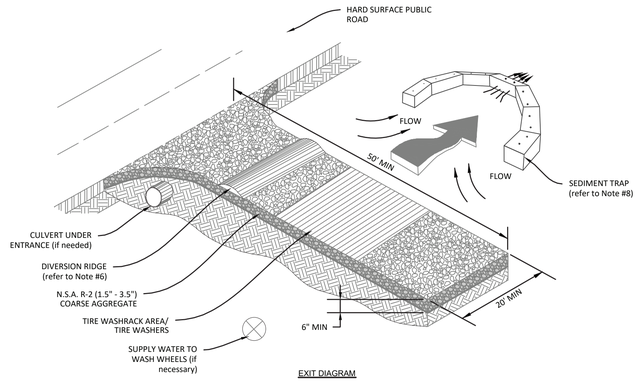
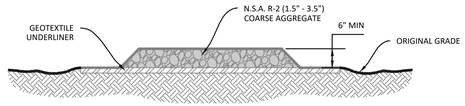
Sd1-S SILT FENCE: SENSITIVE



EXIT DIAGRAM

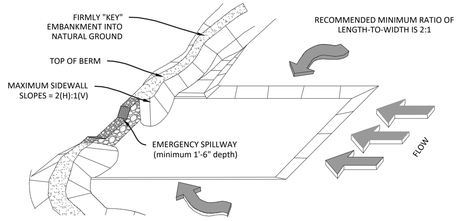


ENTRANCE ELEVATION

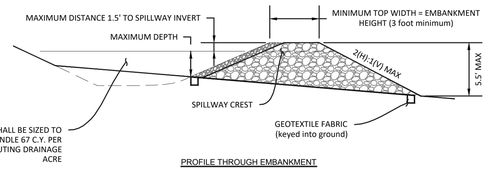
NOTES:

1. AVOID LOCATING ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
3. AGGREGATE SIZE SHALL BE IN ACCORDANCE WITH NATIONAL STONE ASSOCIATION R-2 (1.5"-3.5" STONE).
4. GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6".
5. PAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR EGRESS, BUT NO LESS THAN 20'.
6. A DIVERSION RIDGE SHOULD BE CONSTRUCTED WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%. .
7. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES.
8. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN (DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE).
9. WASHRACKS AND/OR TIRE WASHERS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCE. IF NECESSARY, WASHRACK DESIGN MAY CONSIST OF ANY MATERIAL SUITABLE FOR TRUCK TRAFFIC THAT REMOVE MUD AND DIRT.
10. MAINTAIN AREA IN A WAY THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
11. IF THE CONSTRUCTION AREA IS LESS THAN 50 FEET FROM THE PAVED ACCESS, THE CONSTRUCTION EXIT'S LENGTH SHALL BE FROM THE EDGE OF EXISTING PAVEMENT TO THE PERMITTED AREA BEING CONSTRUCTED.
12. WHEEL WASHING: IF THE ACTION OF THE VEHICLE TRAVELING OVER THE GRAVEL PAD DOES NOT SUFFICIENTLY REMOVE THE MUD, THE TIRES SHALL BE WASHED PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS OF WAY.

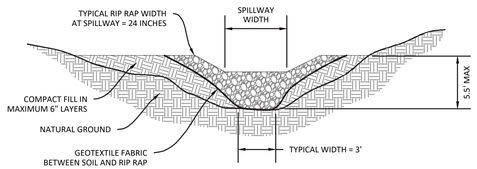
Co CONSTRUCTION EXIT



CROSS-SECTION

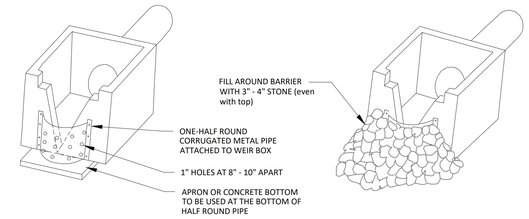


PROFILE THROUGH EMBANKMENT

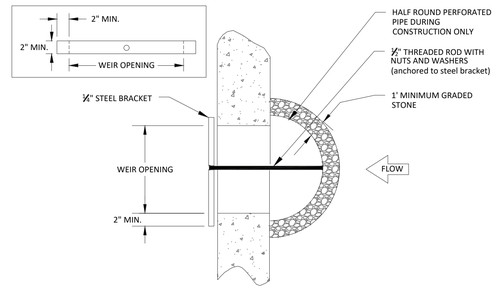


Sd4 TEMPORARY SEDIMENT TRAP

ROCK OUT



ISOMETRICS

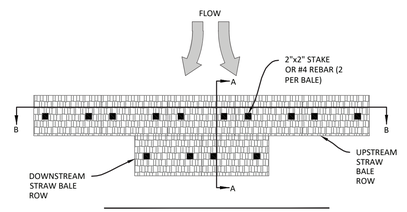


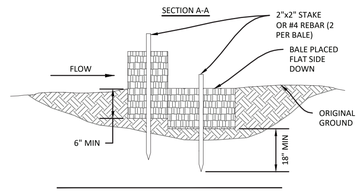
PLAN

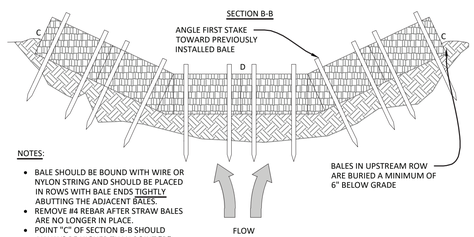
PERFORATED HALF-ROUND PIPE WITH STONE FILTER

Rt-P

N.T.S.







NOTES:

- BALE SHOULD BE BOUND WITH WIRE OR NYLON STRING AND SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
- REMOVE #4 REBAR AFTER STRAW BALES ARE NO LONGER IN PLACE.
- POINT "C" OF SECTION B-B SHOULD ALWAYS BE HIGHER THAN POINT "D"

STRAW BALE ID	ESTIMATED CFS (Q25) IN DITCH SECTION WITH THE STRAW BALE CHECK DAM	EXPECTED FLOWS EXCEED 2.0 CFS *(Yes or No)*	IF "YES" LIST ADDITIONAL BMPs BEING USED IN CONJUNCTION WITH THE STRAW BALE CHECK DAM
1	0.86	NO	NOT APPLICABLE
2	0.45	NO	NOT APPLICABLE

Cd-Hb STRAW BALE CHECK DAM

bTbB inc. ARCHITECTS PLANNERS
609 Cherry Street, Macon, GA 31201
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GEORGIA REGISTERED PROFESSIONAL ENGINEER MICHAEL R. REEVES No. 26334 05/15/24

PERMIT SET

LEVEL II CERTIFICATION 18214
LEVEL II EXPIRATION DATE: 2024.10.16

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EOC CLASSROOMS

2312 SHURLING DRIVE, MACON, GEORGIA

Drawing Issue Schedule	
05/15/2024	PERMIT SET

Project No: 2023-19

REEVES DESIGN
Services, LLC ◆ Consulting Engineers
GEORGIA REGISTERED ENGINEERING FIRM PEF006185
P.O. Box 26534 / Macon, GA 31221
478.747.6772 / www.reevesdesign.net

ESPC - CONSTRUCTION DETAILS

C9.6