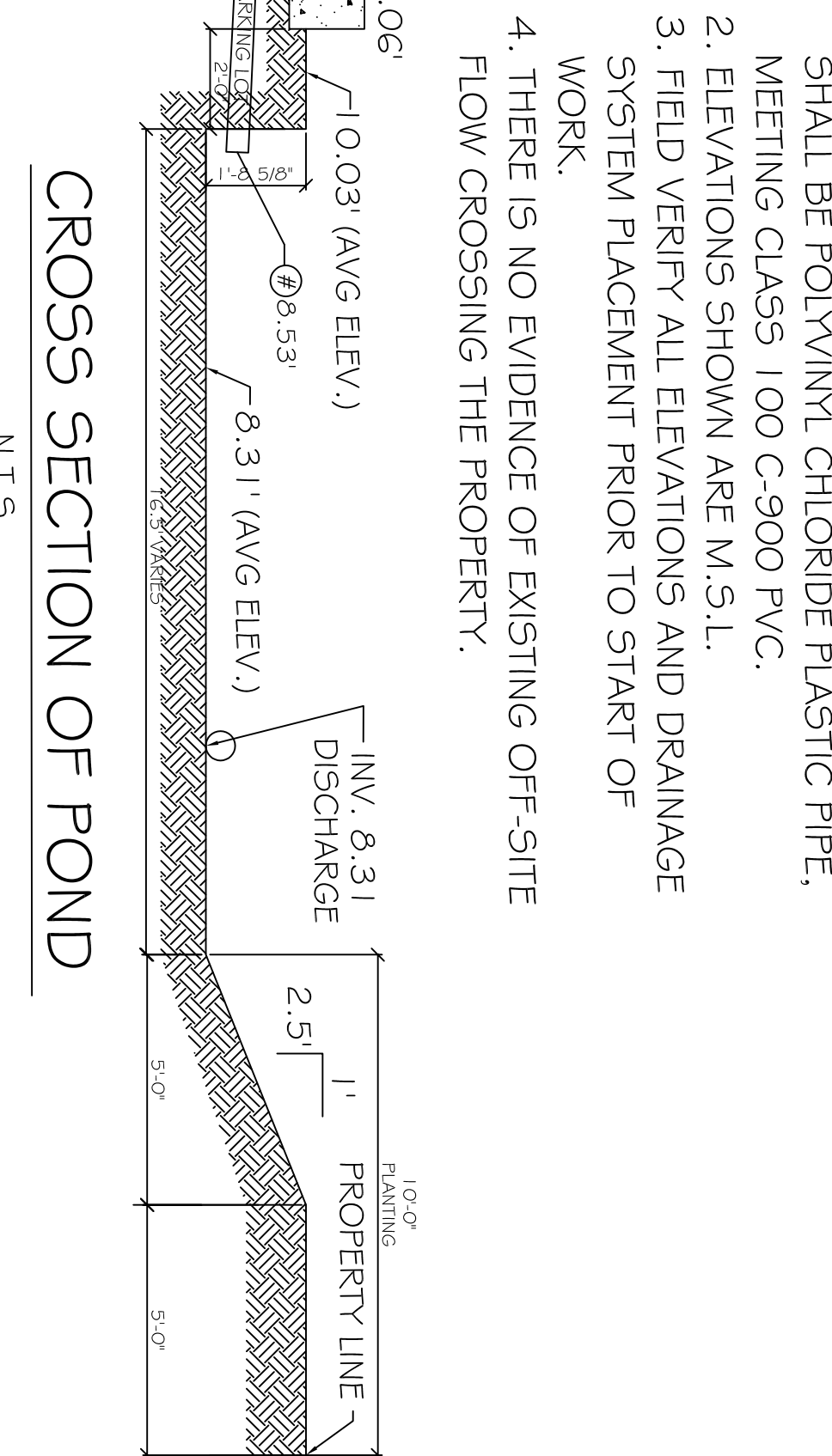
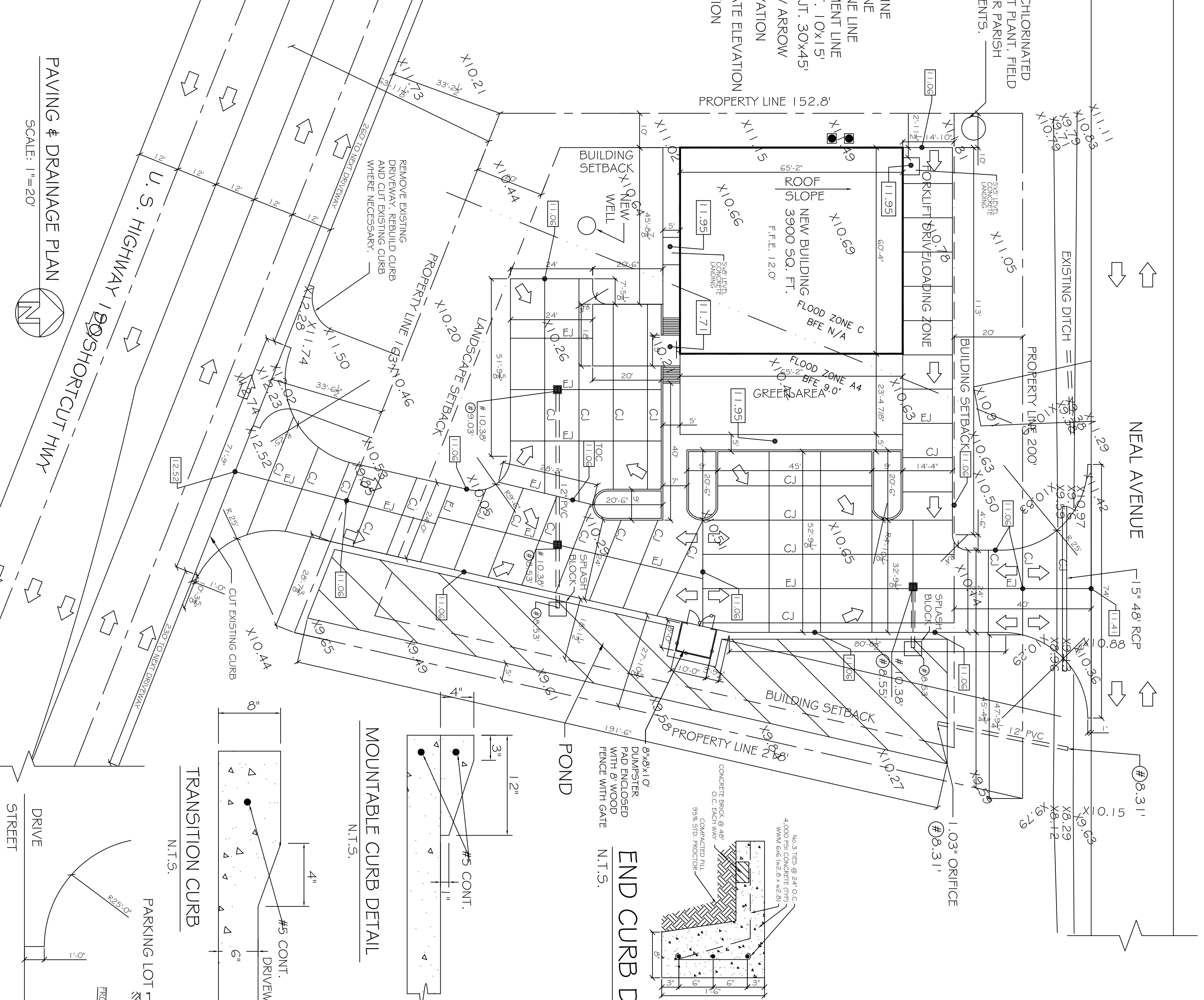
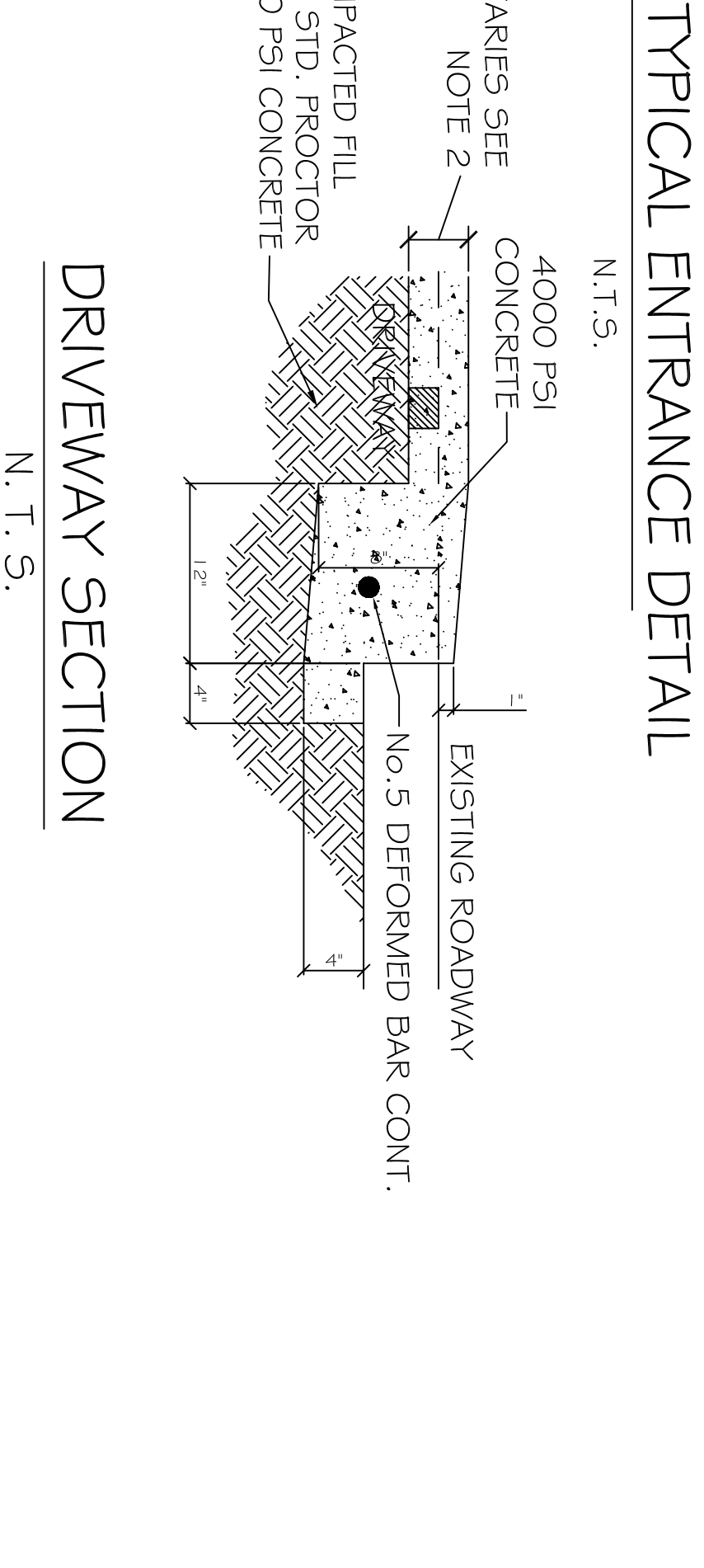
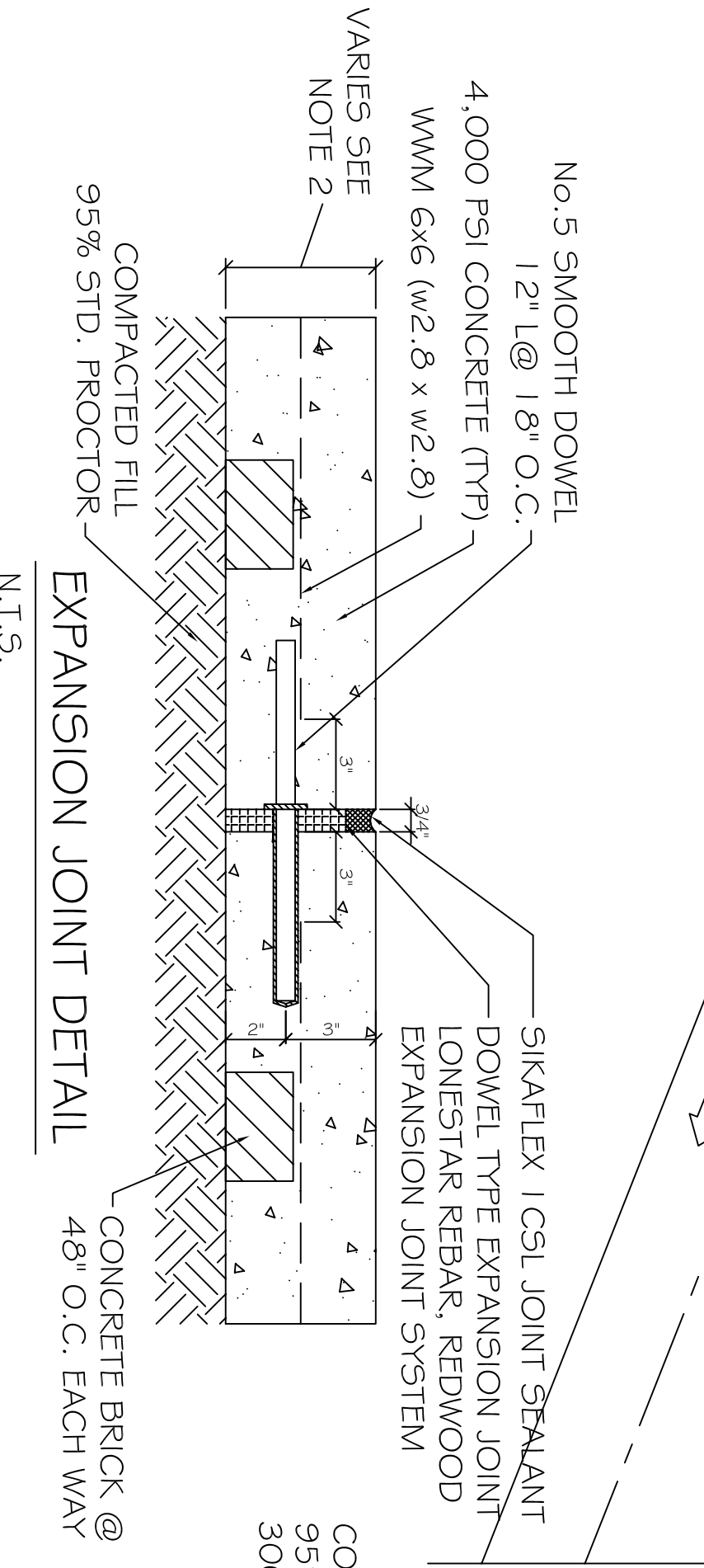
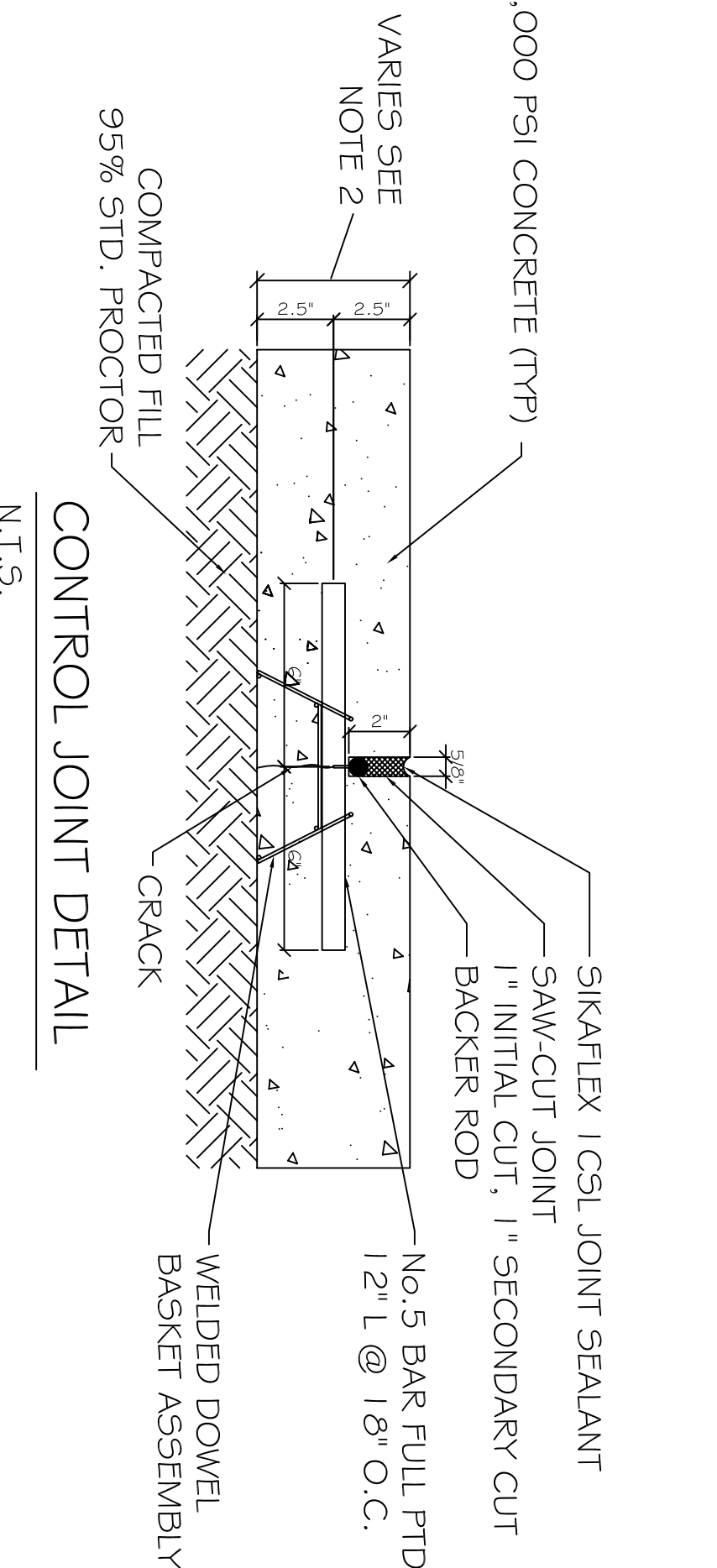
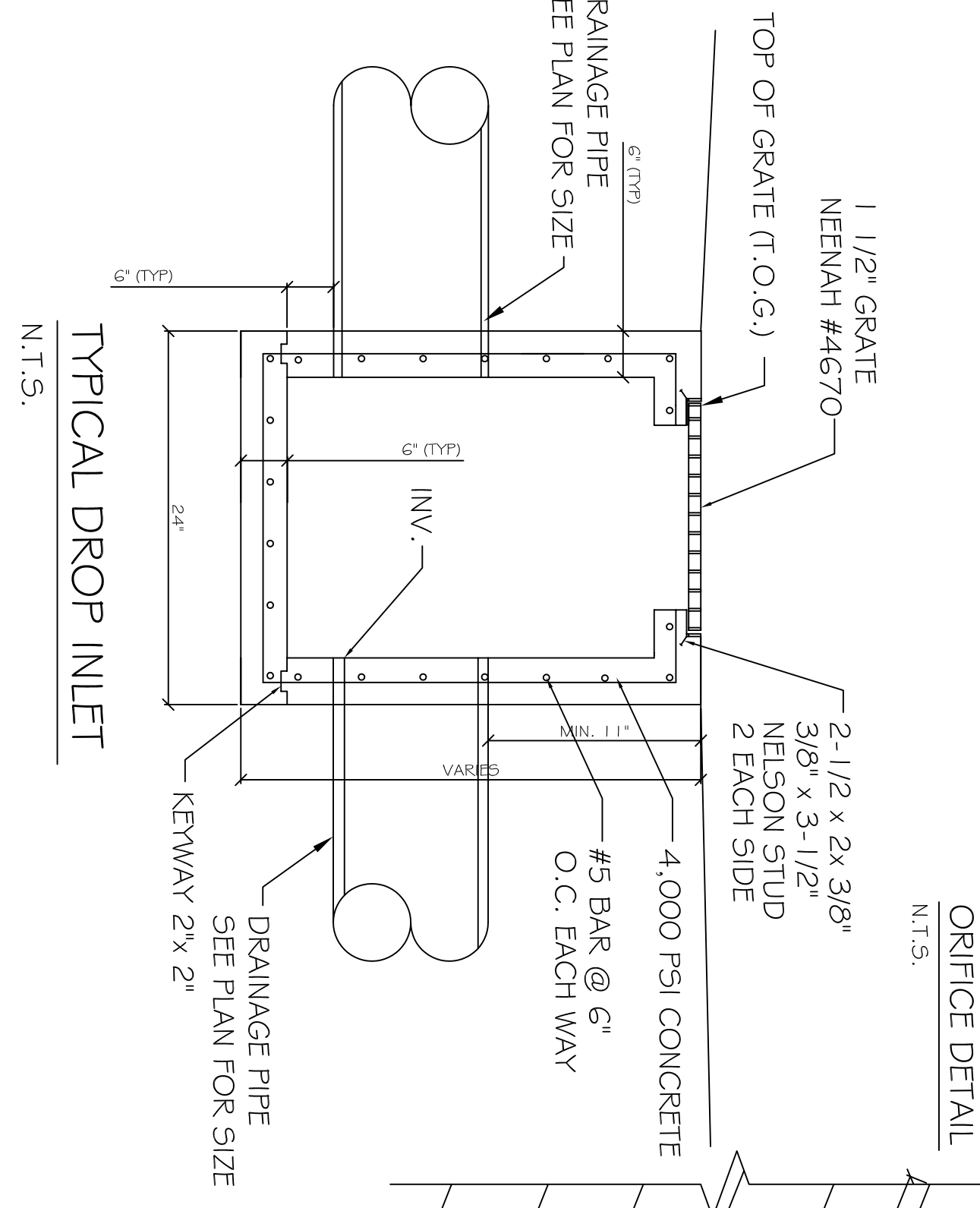
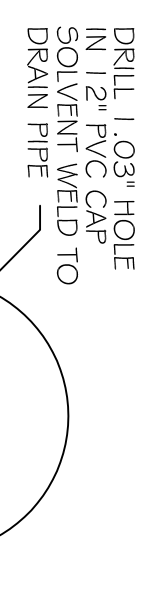


PAVING NOTES:

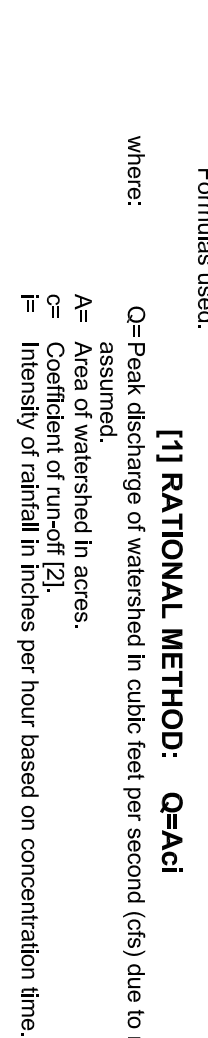
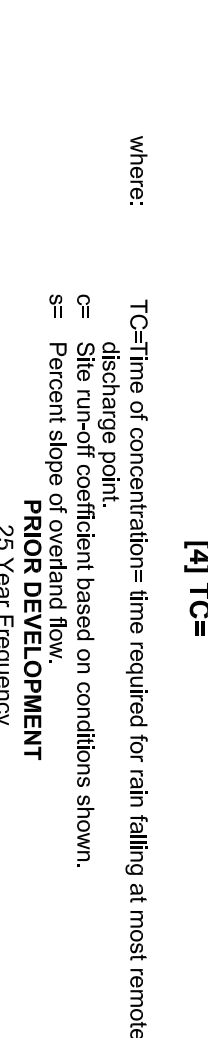
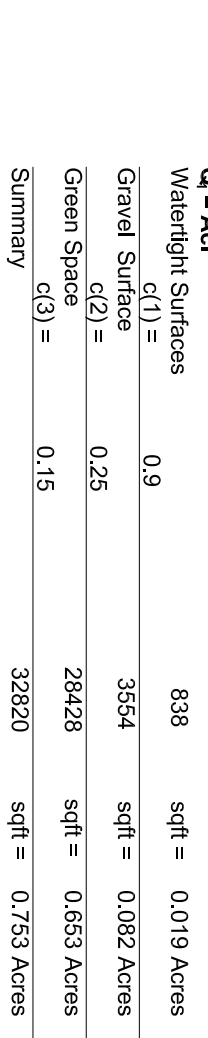
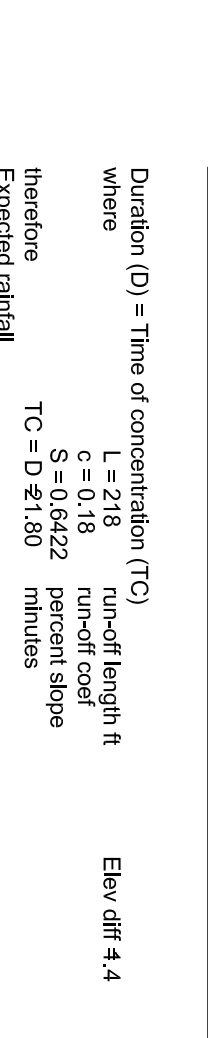
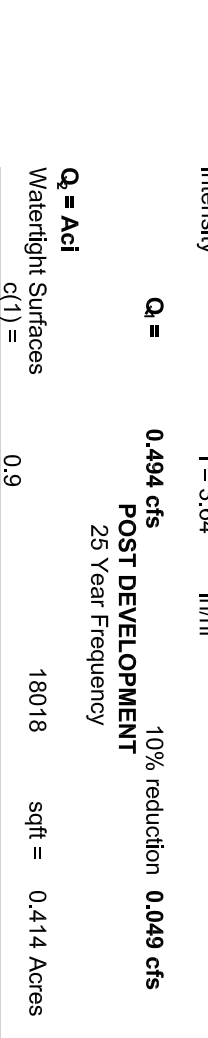
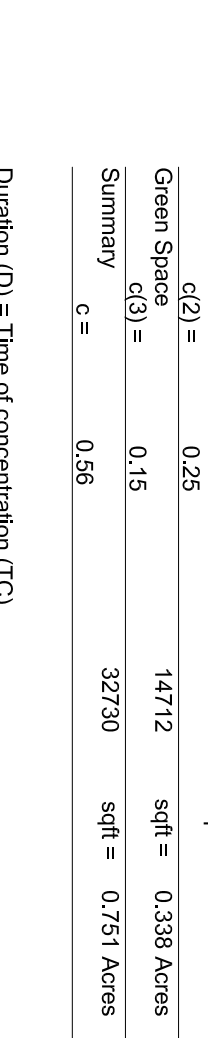
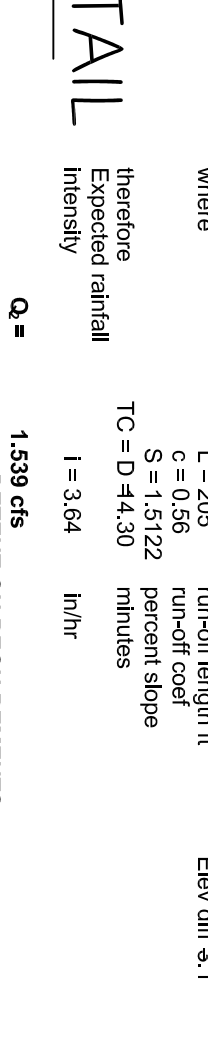
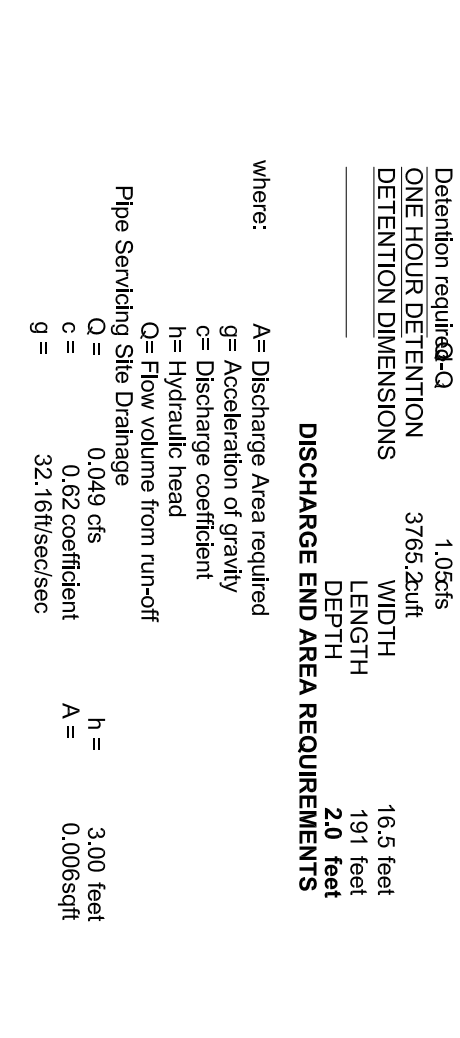
- 1) ALL NEW CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS AND A MINIMUM THICKNESS OF 5". CONCRETE MIX SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF ASTM C-150 TYPE 1.
- 2) CONCRETE PAVING THICKNESS SHALL VARY AS FOLLOWS:
 - a) APRONS = 7" THICKNESS
 - b) DRIVEWAYS = 6" THICKNESS
 - c) PARKING AREAS = 5" THICKNESS
 - d) ALL REINFORCING STEEL SHALL MEET ASTM-A615 (GRADE 60).
- 3) ALL REINFORCING STEEL SHALL BE SECURELY SUPPORTED TO PREVENT BOTH VERTICAL AND HORIZONTAL MOVEMENT DURING CONCRETE PLACEMENT. ALL CONTROL AND EXPANSION JOINTS SHALL BE LOCATED AND INSTALLED AS SHOWN ON THE PAVING PLAN AND IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
- 4) ALL SUB GRADE FILL SHALL BE SELECT GRANULAR MATERIAL COMPACTED TO 95% STANDARD PROCTOR DENSITY IN A MAXIMUM OF 6" LIFTS.
- 5) CONTRACTOR SHALL CONTACT THEIR REGULATORY DEPARTMENT OF ENGINEERING PRIOR TO CONDUCTING ANY WORK.
- 6) ANY WORK WITHIN THE ROADWAY OR ADJACENT TO THE ROADWAY CAUSING AN INTERFERENCE TO VEHICULAR TRAFFIC REQUIRES PRIOR APPROVAL FROM THE CITY TRAFFIC ENGINEERING DIVISION, AND MUST CONFORM TO THE REQUIREMENTS SET FORTH BY THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES OF THE STATE OF LOUISIANA. THE CONTRACTOR MUST FURNISH ALL NECESSARY TRAFFIC SIGNS AND/OR BARRICADES AND MAINTAIN THEM DURING CONSTRUCTION ACTIVITY.

- LEGEND**
- PROPERTY LINE
 - SETBACK LINE
 - BUFFER ZONE LINE
 - UTIL. EASEMENT LINE
 - CONTROL JT. 10x15'
 - EXPANSION JT. 30x45'
 - SHEET FLOW ARROW
 - ↔ - INVERT ELEVATION
 - ① 0.00' - TOP OF GRATE ELEVATION
 - ② 0.00' - NEW ELEVATION



DRAINAGE PLAN NOTES:

1. DRAIN PIPE & FITTINGS WITHIN PROPERTY LINE SHALL BE POLYVINYL CHLORIDE PLASTIC PIPE, MEETING CLASS 100 C-900 PVC.
2. ELEVATIONS SHOWN ARE M.S.L.
3. FIELD VERIFY ALL ELEVATIONS AND DRAINAGE SYSTEM PLACEMENT PRIOR TO START OF WORK.
4. THERE IS NO EVIDENCE OF EXISTING OFF-SITE FLOW CROSSING THE PROPERTY.



PROJECT: RAY HORVATH BUILDING
STORMWATER RUN-OFF CALCULATIONS

Formulas used: [1] RATIONAL METHOD: Q=Aci

where:
Q= Peak discharge of watershed in cubic feet per second (cfs) due to maximum storm runoff.
A= watershed area in acres.
C= Coefficient of run-off (0.1 to 0.9).
I= Intensity of rainfall in inches per hour based on concentration time. [3]

[4] TC= TC=Time of concentration= time required for rain falling at most remote point to reach discharge point.
L= length of overland flow in feet.
S= percent slope.
TC= D= 47.9 minutes

Q = Aci
Watership Surfaces = 0.9 sqft = 0.414 Acres
Gravel Surface = 0.25 sqft = 0.082 Acres
Green Space = 0.15 sqft = 0.053 Acres
Summery = 0.95 sqft = 0.75 Acres

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Gravel Surface = 0.25 sqft = 0.082 Acres
Green Space = 0.15 sqft = 0.053 Acres
Summery = 0.95 sqft = 0.75 Acres

Duration (D) = Time of concentration (TC)
where
L = 218 run-off length ft
S = 0.6422 percent slope
TC = D = 21.80 minutes

therefore
Expected rainfall intensity = 1.364 in/hr
Q = 0.404 cfs
10% reduction 0.404 cfs
25 Year Frequency

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10% reduction 0.404 cfs
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DEFINITION REQUIREMENTS

Dimension required-
ONE HOUR DETENTION
DETENTION DIMENSIONS

where:
A= Discharge Area required
g= Acceleration of gravity
C= Discharge coefficient
D= Detention depth
D= Detention depth from run-off
Q = 0.404 cfs
n = 0.015
A = 300 sqft
g = 32.1608 ft/sec²

REQUIRED CONDUIT = 103 inch inside diameter

REVISIONS	DATE
# DESCRIPTION	

RAY HORVATH FLOORWORKS AND BLINDS
RETAIL
18660 SHORTCUT ROAD
SLIDELL, LA 70458

JOB No: 2152 DATE: 11-13-12
DRAWN BY: BSN CHECKED BY: BSN

DAMMON ENGINEERING INC.
Architects & Engineers

CHIEF ENGINEER: EMMETT DAMMON, P.E.
CHIEF ARCHITECT: ROBERT WILTSE
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