

REACH	HEC-1 FLOW W/DET. (CFS)	CHANNEL LENGTH (FT)	EXISTING IMPROVEMENT	TOTAL BOTTOM WIDTH (FT)	TOTAL DEPTH (FT)	RECOMMENDED IMPROVEMENT
14.1 TO DESIGN POINT 13	4,598	1,000	P-LINED	200	6.5	INCREASE DEPTH OF EXISTING RIPRAP BANKS ON NORTH SIDE.
13 TO DESIGN POINT 13.2	4,702	2,000	P-LINED	200	5.0	NEED BRUSH RIPRAP LINED ON SOUTH SIDE & GRADE CONTROL.
13.2 TO DESIGN POINT 13.1	4,702	2,100	P-LINED	105	7.0	NEED BRUSH RIPRAP LINED ON SOUTH SIDE & GRADE CONTROL.
13.1 TO DESIGN POINT 12	4,702	2,300	NATURAL	105	7.0	NATURAL BOTTOM WITH BRUSH RIPRAP BANKS & GRADE CONTROL.
L1 TO DESIGN POINT 14A	372	1,700	42" PIPE	36/42" RCP	N/A	PARALLEL PIPE (12.7M)
12 TO DESIGN POINT 13A	423	3,100	42" PIPE	48" RCP	N/A	PARALLEL PIPE
120 TO DESIGN POINT 13B	1,058	750	NATURAL	75	4.0	NATURAL BOTTOM WITH GRASS/SHRUB BANKS & GRADE CONTROL.

REACH	HEC-1 FLOW W/DET. (CFS)	CHANNEL LENGTH (FT)	EXISTING IMPROVEMENT	TOTAL BOTTOM WIDTH (FT)	TOTAL DEPTH (FT)	RECOMMENDED IMPROVEMENT
13B TO DESIGN POINT 13M	1,066	2,300	NATURAL	55	4.5	NATURAL BOTTOM WITH BRUSH/SHRUB BANKS & GRADE CONTROL.
13M TO DESIGN POINT 13N	4,935	700	NATURAL	50	6.0	NATURAL BOTTOM WITH BRUSH/SHRUB BANKS & GRADE CONTROL.
13M TO DESIGN POINT 13O	2,342 (average)	1,300	NATURAL	80	4.5	NATURAL BOTTOM WITH BRUSH/SHRUB BANKS & GRADE CONTROL.
13O TO DESIGN POINT 13P	3,123	1,900	NATURAL	20	6.0	NATURAL BOTTOM WITH BRUSH RIPRAP BANKS & GRADE CONTROL.
13P TO DESIGN POINT 13Q	892	1,500	NATURAL	15	6.0	NATURAL BOTTOM WITH BRUSH/SHRUB BANKS & GRADE CONTROL.
13Q TO DESIGN POINT 13R	3,686	1,800	NATURAL	75	7.0	NATURAL BOTTOM WITH BRUSH RIPRAP BANKS & GRADE CONTROL.

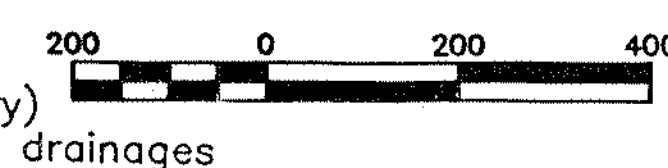
LOCATION	HEC-1 FLOW W/DET. (CFS)	BRIDGE LENGTH (FT)	EXISTING IMPROVEMENT	TOTAL BOTTOM WIDTH (FT)	TOTAL DEPTH (FT)	RECOMMENDED IMPROVEMENT
DUBLIN BLVD (DP 13Q)	1,058	200	CMP - 126"	84" CMP	N/A	ADD PARALLEL PIPE
AUSTIN BLVD (DP 13M)	1,116	250	HEB 120 CONCRETE	20	8	INCREASE UP 1/2" CONCRETE TO CHANNEL
RANGEMOOD DR (DP 13P)	653	300	RCP - 72"	48" RCP	N/A	ADD 48" RCP PARALLEL PIPE

LOCATION	HEC-1 FLOW W/DET. (CFS)	EXISTING IMPROVEMENT	PROPOSED IMPROVEMENT
CITY BRIDGES			
RANGEMOOD BLVD (DP 13J)	1,644	ON AXIS - 4 # 25.5" X 13'	NO IMPROVEMENT REQUIRED
WOODROW ROAD (DP 13I)	4,026	BRIDGE - 516" X 24"	REPLACE FOR 2 LANE NATURAL - 145" X 200"
DUBLIN BLVD (DP 13Q)	2,414	CMP - 2 # 132"	ADD PARALLEL 108" CMP
AUSTIN BLVD (DP 13M)	3,686	CMP - 48120"	QUADRUPLY 12" X 9" CMC



BASED ON THE REACHES/CULVERTS LISTED ON THIS SHEET, APPROXIMATELY 7.7 ACRES OF ENVIRONMENTALLY CLASSIFIED AREAS WILL BE DISTURBED OR DESTROYED AND REQUIRE MITIGATION.

- 1 AGRICULTURAL CHANNEL - drainage transecting pastures and fields
- 2 BACKWATER WETLAND - expanded areas of drainage above obstructions
- 3 ENGINEERED FLOODWAY - concrete lined channels
- 4 HERBACEOUS WETLAND - marshes, pondmargins and protected places along channels
- 5 MODIFIED CHANNEL - channelized, eroded (earth bottom)
- 6 OPEN WATER - ponds, reservoirs (excludes flowing channel)
- 7 RIPARIAN FOREST - cottonwood and conifers along channel
- 8 SHRUB WETLAND - willow in and along channel (no tree overstory)
- 9 PRAIRIE SWALE - low lying grassy and weedy depressions along drainages



LEGEND:

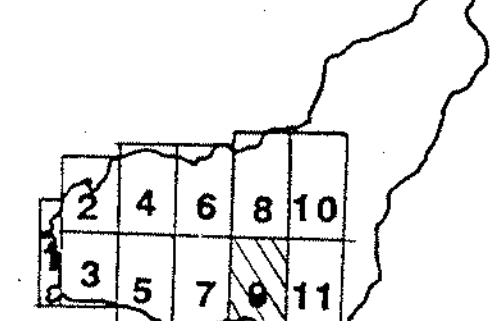
- BASIN DESIGNATION
- BASIN AREA (AC.)
- DESIGN POINT
- MAJOR BASIN BOUNDARY

- SUB-BASIN BOUNDARY
- CITY LIMITS
- EXISTING STORM SEWER
- PROPOSED STORM SEWER

- EXIST. CROSS CULVERT OR BRIDGE
- PROPR. CROSS CULVERT OR BRIDGE
- EXIST. BANK LINING WITH NO CHANGE
- EXIST. BANK LINING INCREASE DEPTH

- PROPOSED BANK LINING
- PROPOSED DROP STRUCTURE
- ENVIRONMENTAL CLASSIFICATION

SHEET INDEX



MAPPING:



ENGINEER:

URS
CONSULTANTS
MARKING TECHNOLOGY WORK
1040 SOUTH EIGHTH STREET
COLORADO SPRINGS, CO. 80906
(719) 634-6699

PROJECT:

COTTONWOOD CREEK DRAINAGE BASIN PLANNING STUDY
DRAINAGE PLAN
SCALE 1"=200'
CONTOUR INTERVAL=2'
FIGURE 16
SHEET 9 OF 11