

APPENDIX E

Preliminary Drainage Report

Rocklin Crossing

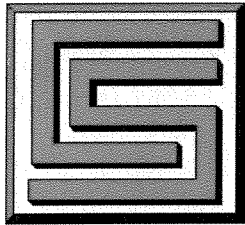
**Rocklin
Placer County
California**

PRELIMINARY DRAINAGE REPORT

October 30, 2006

Prepared For
RSC ENGINEERING INC

Prepared By:



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JOB # 2005.08

This document prepared under the supervision of:



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TABLE OF CONTENTS

1. Introduction 1
2. Site 1
3. Project Description 1
4. Methodology 1
5. Analysis 3
6. Summary 5
7. Water Quality 6

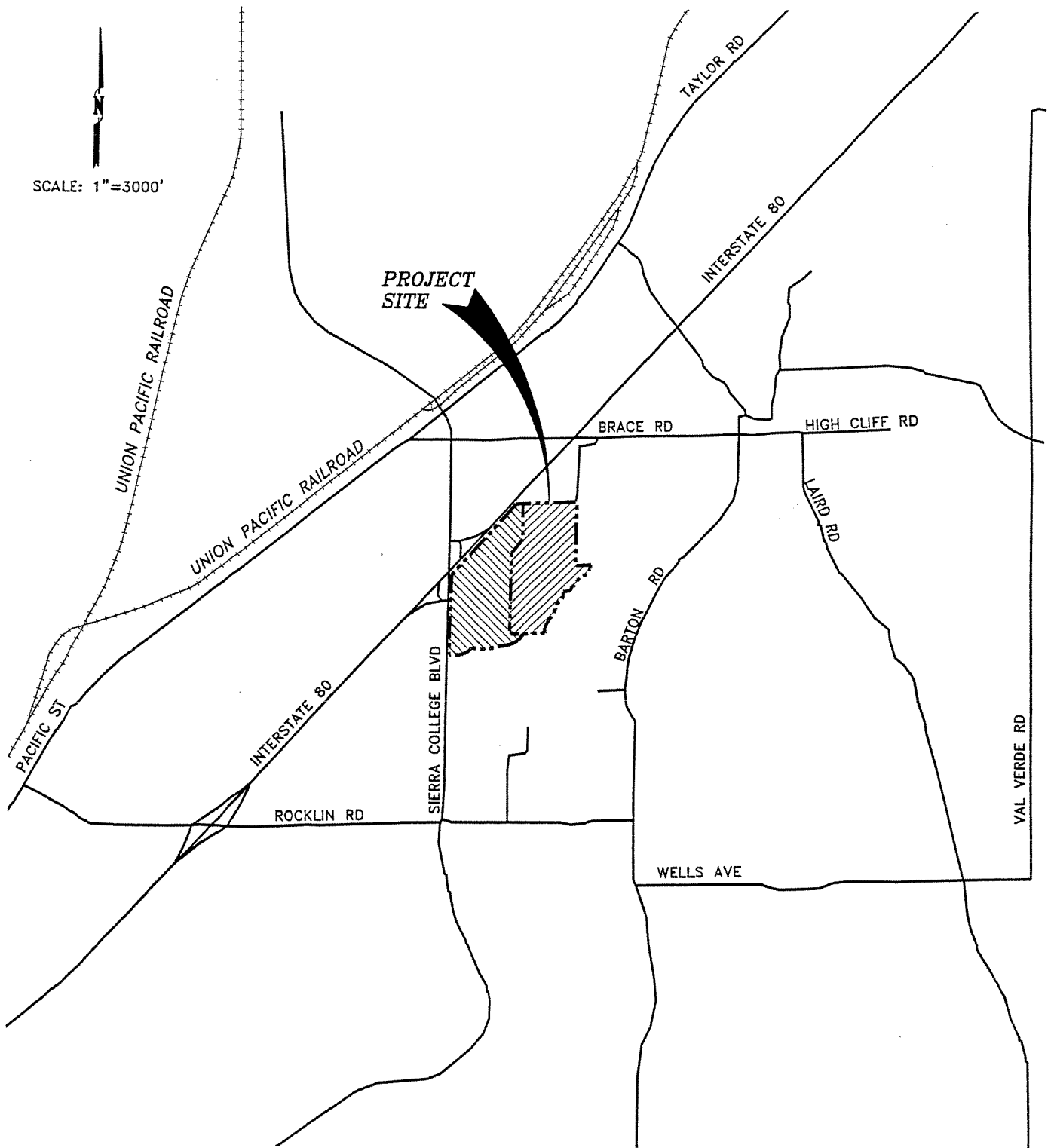
List of Figures

FIGURE 1 – Vicinity Map iii
FIGURE 2 – Outlet Control Structure 4

APPENDICES

- APPENDIX-A – OVERSIZED EXHIBITS
- APPENDIX-B – HEC-1 Data Files and CD

SCALE: 1"=3000'



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**ROCKLIN CROSSINGS
VICINITY MAP
ROCKLIN, CALIFORNIA**

**FIG.
1**

1.0 Introduction

The purpose of this analysis is to determine the detention volume and to size an outlet configuration required to attenuate the post project peak flows to pre project peak flows. This analysis includes the development of HEC-1 models in conformance with the Placer County Flood Control & Water Conservation Districts (PCFC&WCD) Stormwater Management Manual (SWMM).

2.0 Site

The project is located in the southeast quadrant, adjacent to Interstate-80 and Sierra College Blvd. The site is situated at the base of the foothills along the Interstate-80 corridor between Rocklin and Penryn. The terrain is grass covered rolling hills with granite outcrops, scattered oak trees and manzanita. The site ranges in elevation from 310-msl to 340-msl. A Vicinity/ Location Map is provided on Figure 1.

Secret Ravine borders the south side of the project and has a detailed floodplain study. The FEMA FIRM Panel (6061C0418F) indicates the site is in an area designated Zone-X; "OTHER AREAS, Areas determined to be outside 500-year floodplain". The Regulatory Base Flood Elevation is 299 immediately upstream of Sierra College Blvd and 303 at the farthest upstream boundary of the project. Based on the site topo and the FEMA BFE, the site is not within the designated 100-year Floodplain.

3.0 Project Description

The project includes a 52-acre regional shopping center and a 58+-acres of single-family residential development. The commercial site proposes to include 23 buildings totaling approximately 543,500 square-feet. The residential site consists of 179 single-family lots. In addition, a 5.6-acre detention site is located along the southeast side of the commercial site.

4.0 Methodology

The hydrologic analysis for this project was performed in accordance with the requirements of the PCFC&WCD Stormwater Management Manual (SWMM). The Army Corp of Engineers HEC-1 program and Placers County's Precipitation Distribution Program (PDP) were used to create the hydrologic models. The Kinematic Wave Method is the prescribed methodology in Placer County.

Assumptions

This analysis includes only the sheds and flows from the proposed projects. Shed boundaries and areas were determined from the site topo and Tentative Map provided by the Engineers. The Pre and Post condition shed boundaries and areas are shown on Exhibit SH-1 and SH-2, included in APPENDIX-A. The existing condition land use assumed opens space with 2 percent impervious cover. The proposed condition assumed commercial and residential land use densities (4 du/ac). The commercial and residential

flows are assumed to be routed to the proposed "Detention" parcel located near the southeast corner of the commercial site, just north of the Secret Ravine channel..

The proposed drainage model assumed routing paths for both the commercial and residential sites, as final grading and drainage patterns have not been determined at this time

The combined shed area of the commercial and residential sites at the detention basin is approximately 120-acres.

5.0 Analysis

The Army Corp of Engineers HEC-1 program was used to develop the pre, post and post-mitigated flows. Models of the proposed system are based on the proposed commercial and residential land use. The base condition data files and the PDP "batch files are include on the CD included in APPENDIX-B. Table-A lists the HEC-1 models created for this analysis.

The resultant flows for the Pre, Post and Post-Mitigated conditions are shown on the Storm Drain Map SD-1, SD-2 and SD-3, respectively (APPENDIX-A).

TABLE-A
HEC-1 MODELS

HEC-1 Model	STORM EVENTS	Description
RCKPRE.DAT	2, 5, 10, 25, 50, 100, 200, 500-yr	Pre-Condition Land Use
RCKPOST.DAT	2, 5, 10, 25, 50, 100, 200, 500-yr	Post Condition
RKPIA.DAT	2, 5, 10, 25, 50, 100, 200, 500-yr	Post-Mitigated Alt A

Overland Flow

The Overland Flow paths for each sub-shed are shown on Exhibits SH-1 and SH-2. These length and slopes were input as basin parameters to create the basin models.

Pre-Project

The Pre-project model consists of 7-sheds which drain to a point above Sierra College Blvd. The Pre-project shed area is approximately 121-acres. The resultant 10 and 100-year peak flows are 121-cfs and 233-cfs respectively.

Post-Project

The Post-project model consists of 9 shed that drain to the proposed detention site. The total Shed area is approximately 111-acres. The CALTRAN on-ramp drainage area is assumed to be drained in a separate system. The 10 and 100-year peak flows from the proposed site, increase to 151-cfs and 280-cfs respectively. See TABLE-B for a summary of the project flows.

Post-Mitigated Project

The Post-Mitigate project drains to the detention basin which has been sized to attenuate the 2-year through the 500-year Post-project flows to Pre-project flows. The proposed basin is located towards the northeast half of the proposed parcel. An outlet structure consisting of a single 30-inch diameter “weep-hole” with a 48-in diameter Riser will control the releases through the detention basin. The Riser will have a top weir elevation of 315.5. A 72-inch diameter culvert will connect the outlet structure and basin to the downstream side of the proposed Residential entry road. The culvert will be aligned to discharge to an existing swale connected to Secret Ravine. **FIGURE-2** shows a schematic of the proposed outlet riser and culvert.

TABLE-B
ROCKLIN CROSSING
Summary-Project Peak Flow Rates
23-Sep-05

		2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	200-yr	500-yr
	NODE	Q	Q	Q	Q	Q	Q	Q	Q
PRE	CAB	55	93	121	163	197	233	269	329
POST	CABCD	74	119	151	201	240	280	320	387
ALT-A	Storg	56	75	113	161	181	201	218	245

Source: P:/projects/2005.08/drainage/hecl/Summary-RKLN-X2.wb3 (QPRO spread sheet)

6.0 Summary

The Detention Volume required to attenuate the project flows is less than 5-ac-ft. The bottom elevation of the basin is based on the outfall elevation downstream of the proposed roadway.

TABLE-C presents the maximum stage and storage volume for each event. A maximum water surface elevation for the 500-year event is 320.98 with a storage volume of 4.8-ac-ft. The existing outfall elevation downstream of the proposed roadway is 307±. Final design will consider the need for bank and channel protection downstream of the outfall culvert.

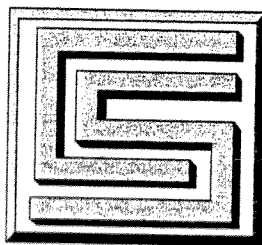
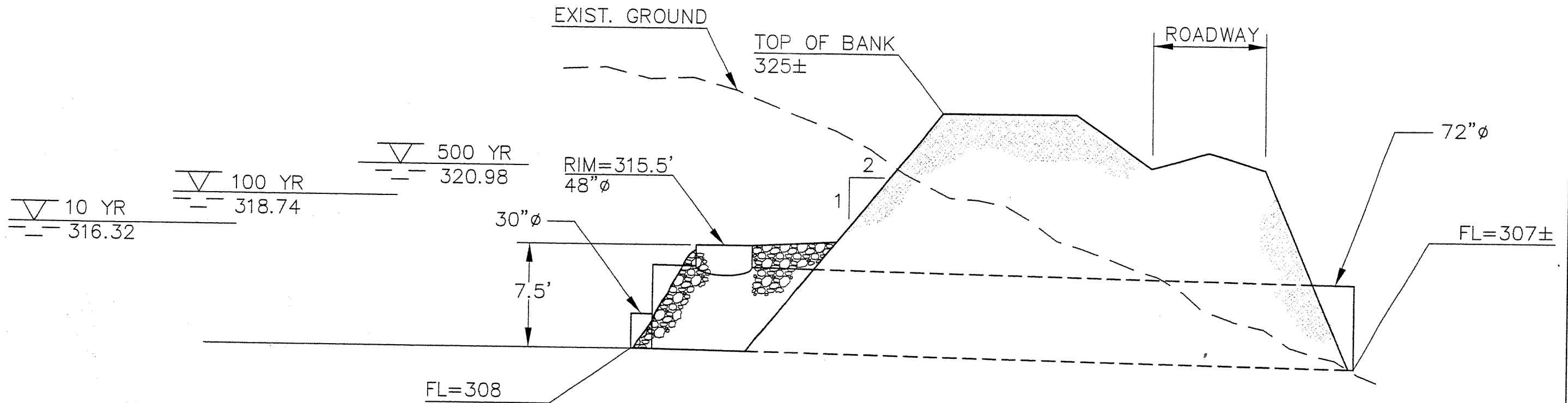
TABLE-C
ROCKLIN CROSSING
SUMMARY
FLOW-STAGE-VOLUME

	2 YEAR	5 YEAR	10 YEAR	25 YEAR	50 YEAR	100 YEAR	200 YEAR	500 YEAR
PRE Qpeak	55	93	121	163	197	233	269	329
	ALT. A							
Q peak - cfs	56	75	113	161	181	201	218	245
STAGE	312.75	315.59	316.32	317.16	317.9	318.74	319.58	320.98
VOLUME - Ac-Ft	0.9	1.9	2.2	2.6	3.0	3.4	3.9	4.8

7.0 Water Quality

The Water Quality treatment is not part of this analysis.

P:\PROJECTS\2005.08\EXHIBITS\FIG.2.DWG Aug 29, 2006-09:59 am BOBT



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CITY OF ROCKLIN

ROCKLIN CROSSING DETENTION BASIN OUTLET CONTROL STRUCTURE

CALIFORNIA

CALCED BY: G.S.U.

CHECKED BY: G.S.U.

W.O. NO. : 2005.08

DRAWN BY: R.L.T.

DWG : FIG-2.dwg

DATE: AUGUST 2006

FIG.2

APPENDIX A

OVERSIZED EXHIBITS

SH-1 – Pre-Project SHED MAP

SH-2 – Post-Project SHED MAP

APPENDIX B

HEC-1

INPUT DATA FILES

RCKPRE.DAT

RCKPOST.DAT

RCP1A.DAT

CD HEC-1 DATA FILES

ID ROCKLIN CROSSING
ID EXISTING CONDITIONS
ID FILE: RCKPRE.DAT: 03/21/05
*

ID PDP HEC-1 PRELIMINARY DRAINAGE STUDY
ID CIVIL SOLUTIONS
ID PRE PROJECT CONDITIONS

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*DISPLAY
*

IT 1 01JAN97 0 1440
IO 3 0 0
*

KK EA1
KM RUNOFF FROM SUB-BASIN EA1, 22.71 AC.
BA .035
PB

* PI

LU	.1	.07	2			
UK	300	.05	.4	100		
RD	500	.040	.075	.014		
RD	1300	.028	.065		TRAP	10 20

*

KK EA2
KM RUNOFF FROM SUB-BASIN EA2, 29.68 AC.
BA .046
PB

* PI

LU	.1	.07	2			
UK	300	.05	.4	100		
RD	300	.030	.075	.018		
RD	1400	.012	.065		TRAP	10 20

*

KK CEA2
KM COMBINE EA1 & EA2
HC 2
*

KK REA2
KM ROUTE COMBINED EA2 THRU EA3
RD 380 .026 .065 TRAP 10 20
*

KK EA3
KM RUNOFF FROM EA3, 36.65 AC.
BA .057
PB

* PI

LU	.1	.07	2			
UK	300	.05	.4	100		
RD	1300	.035	.075	.023		
RD	400	.015	.065		TRAP	10 20

*

KK CEA3
KM COMBINE EA3 & EA2
HC 2
*

KK EB1
KM RUNOFF FROM EB1, 5.82 AC.
BA .009
PB

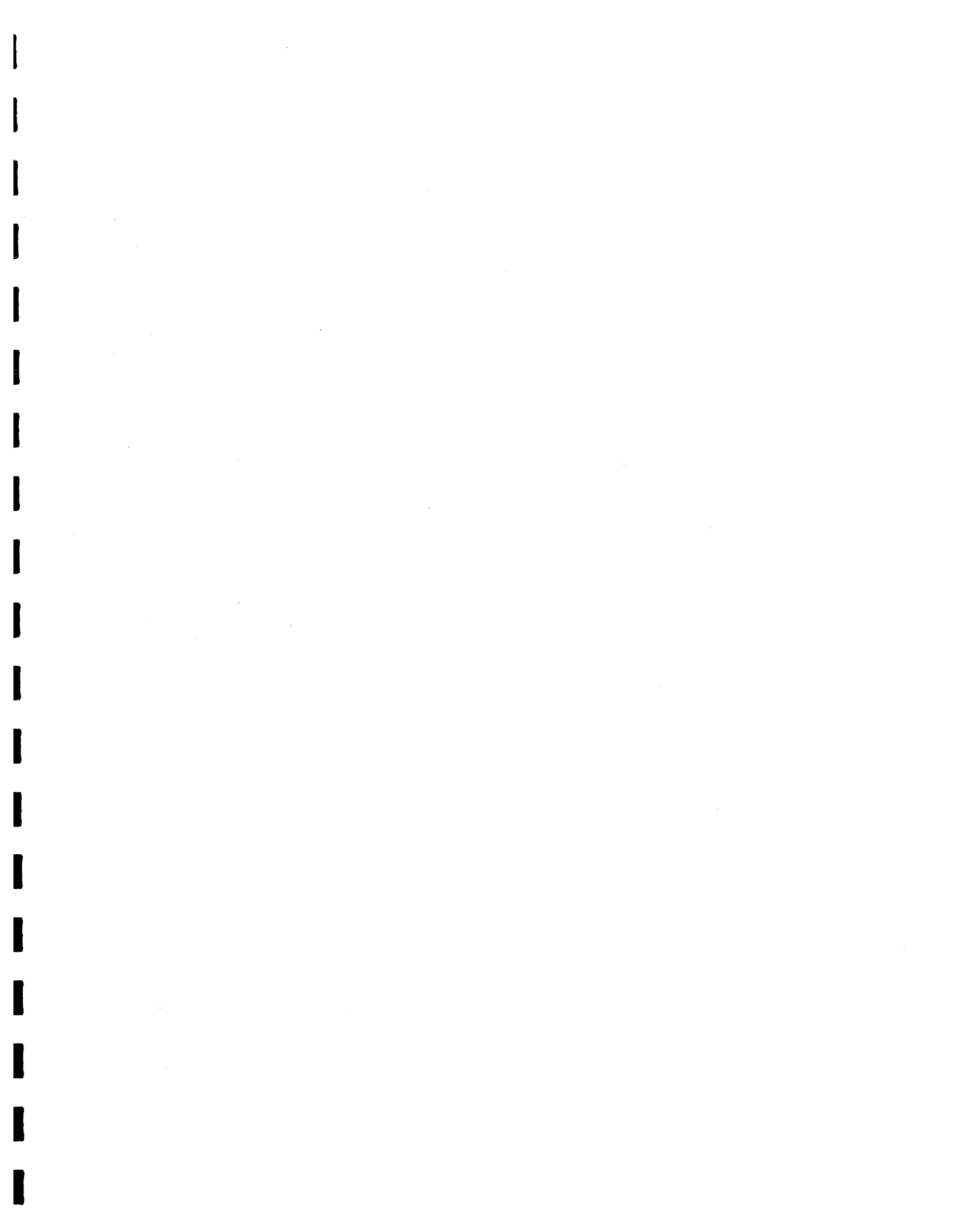
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LU	.1	.07	2			
UK	300	.05	.4	100		
RD	450	.031	.075	.004		
RD	300	.007	.065		TRAP	10 20

*

KK REB1

KM	ROUTE EB1 THRU EB2					
RD	380	.026	.065		TRAP	10 20
*						
KK	EB2					
KM	RUNOFF FROM EB2,	13.73	AC.			
BA	.021					
PB						
*	PI					
LU	.1	.07	2			
UK	300	.05	.4	100		
RD	1100	.029	.075	.008		
RD	100	.010	.065		TRAP	10 20
*						
KK	CEB2					
KM	COMBINE EB2 & EB1					
HC	2					
*						
KK	REB2					
KM	ROUTE SUB-BASIN EB2 THRU EB3					
RD	380	.026	.065		TRAP	10 20
*						
KK	EB3					
KM	RUNOFF FROM EB3,	3.72	AC.			
BA	.006					
PB						
*	PI					
LU	.1	.07	2			
UK	300	.05	.4	100		
RD	470	.050	.075	.002		
RD	100	.020	.065		TRAP	10 20
*						
KK	CEB3					
KM	COMBINE EB3 & EB2					
HC	2					
*						
KK	EB4					
KM	RUNOFF FROM EB4,	8.74	AC.			
BA	.014					
PB						
*	PI					
LU	.1	.07	2			
UK	300	.05	.4	100		
RD	800	.020	.075	.006		
RD	450	.024	.065		TRAP	10 20
*						
KK	CAB					
KM	COMBINE EB4, EB3, & EA3					
HC	3					
*						
ZZ						



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 ID FILE: RCKPOST.DAT: 21/03/05
 ID PDP HEC-1 PRELIMINARY DRAINAGE STUDY
 ID CIVIL SOLUTIONS
 ID POST PROJECT CONDITIONS
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 IO 1 0 0

KK A1
 KM RUNOFF FROM A1, 32.06 AC.
 BA .050
 PB

* PI
 LU .1 .09 70
 UK 150 .05 .45 100
 RD 400 .018 .035 .02
 RD 1700 .011 .035 TRAP 3 20

KK RA1
 KM ROUTE A1 THRU A2
 RD 500 .008 .035 CIRC 2

KK A2
 KM RUNOFF FROM A2, 17.55 AC.
 BA .027
 PB

* PI
 LU .1 .09 70
 UK 150 .05 .45 100
 RD 1800 .017 .035 .011
 RD 125 .016 .035 TRAP 3 20

KK CA2
 KM COMBINE A2 & A1
 HC 2

KK RA2
 KM ROUTE A2 THRU A3
 RD 500 .020 .035 CIRC 2

KK A3
 KM RUNOFF FROM A3, 8.5 AC.
 BA .013
 PB

* PI
 LU .1 .09 80
 UK 150 .05 .45 100
 RD 800 .028 .035 .005
 RD 320 .022 .035 TRAP 3 20

KK CA3
 KM COMBINE A3 & A2
 HC 2

KK RA3
 KM ROUTE A3 THRU A4
 RD 400 .005 .035 CIRC 2

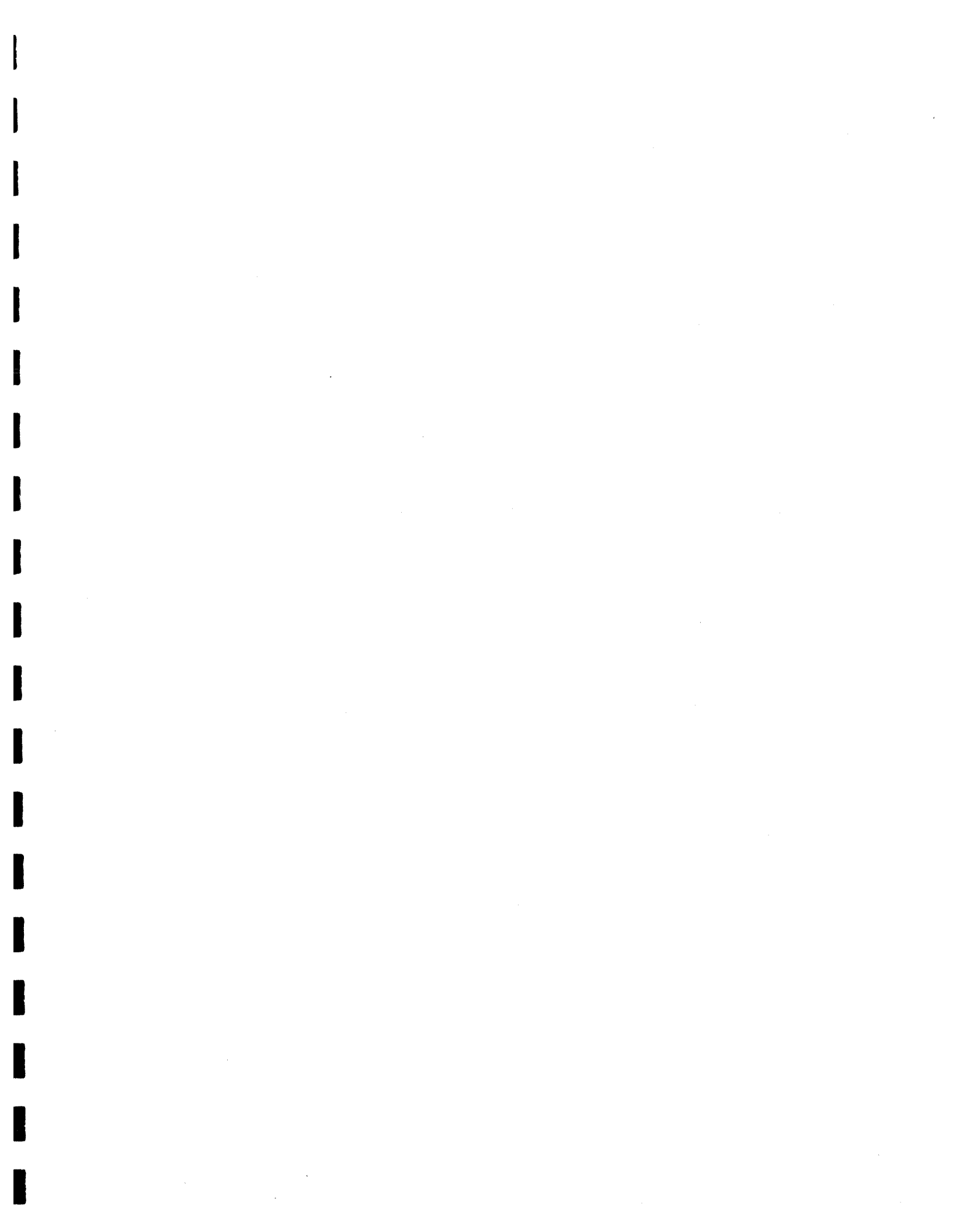
KK A4
 KM RUNOFF FROM A4, 5.56 AC.
 BA .009
 PB

* PI
 LU .1 .09 2

UK	300	.05	.4	100			
RD	300	.057	.075	.004			
RD	300	.037	.065		TRAP	5	20
*							
KK	CA4						
KM	COMBINE A4 & A3						
HC	2						
*							
KK	B1						
KM	RUNOFF FROM B1, 7.26 AC.						
BA	.011						
PB							
* PI							
LU	.1	.09	85				
UK	150	.05	.15	100			
RD	300	.034	.035	.004			
RD	350	.011	.035		TRAP	3	20
*							
KK	RB1						
KM	ROUTE B1 THRU B2						
RD	475	.017	.035		CIRC2		
*							
KK	B2						
KM	RUNOFF FROM B2, 8.02 AC.						
BA	.013						
PB							
* PI							
LU	.1	.09	85				
UK	200	.05	.15	100			
RD	750	.029	.035	.005			
RD	100	.010	.035		TRAP	3	20
*							
KK	CB2						
KM	COMBINE B2 & B1						
HC	2						
*							
KK	RB2						
KM	ROUTE B2 THRU B3						
RD	420	.010	.035		CIRC	2	
*							
KK	B3						
KM	RUNOFF FROM B3, 5.0 AC.						
BA	.008						
PB							
* PI							
LU	.1	.09	85				
UK	150	.05	.15	100			
RD	400	.038	.035	.003			
RD	320	.016	.035		TRAP	3	20
*							
KK	CB3						
KM	COMBINE B3 & B2						
HC	2						
*							
KK	RB3						
KM	ROUTE B3 THRU B4						
RD	800	.014	.035		CIRC	2	
*							
KK	B4						
KM	RUNOFF FROM B4, 6.32 AC.						
BA	.010						
PB							
* PI							
LU	.1	.09	85				
UK	150	.05	.15	100			
RD	500	.028	.035	.004			
RD	350	.006	.035		TRAP	3	20
*							

KK	CB4						
KM	COMBINE B4 & B3						
HC	2						
*							
KK	RB4						
KM	ROUTE B4 THRU B5						
RD	320	.050	.035		CIRC	2	
*							
KK	B5						
KM	RUNOFF FROM B5, 4.40 AC.						
BA	.007						
PB							
* PI							
LU	.1	.09	.85				
UK	200	.05	.15	100			
RD	500	.028	.035	.003			
RD	100	.010	.035		TRAP	3	20
*							
KK	CB5						
KM	COMBINE B5 & B4						
HC	2						
*							
KK	RB5						
KM	ROUTE B5 THRU A4						
RD	450	.022	.035		TRAP	10	20
*							
KK	C1						
KM	RUNOFF FROM C1, 5.82 AC.						
BA	.009						
PB							
* PI							
LU	.1	.09	.85				
UK	150	.05	.15	100			
RD	350	.014	.035	.004			
RD	100	.010	.035		TRAP	3	20
*							
KK	RC1						
KM	ROUTE C1 THRU C2						
RD	1000	.018	.035		CIRC	2	
*							
KK	C2						
KM	RUNOFF FROM C2, 13.73 AC.						
BA	.021						
PB							
* PI							
LU	.1	.09	.85				
UK	200	.05	.15	100			
RD	350	.023	.035	.008			
RD	750	.019	.035		TRAP	3	20
*							
KK	CC2						
KM	COMBINE C2 & C1						
HC	2						
*							
KK	RC2						
KM	ROUTE C2 THRU C3						
RD	750	.017	.035		CIRC	2	
*							
KK	C3						
KM	RUNOFF FROM C3, 3.72 AC.						
BA	.006						
PB							
* PI							
LU	.1	.09	.94				
UK	200	.05	.15	100			
RD	250	.028	.035	.002			
RD	250	.010	.035		TRAP	3	20
*							

KK CC3
 KM COMBINE C3 & C2
 HC 2
 *
 KK RC3
 KM ROUTE C3 THRU C4
 RD 1070 .010 .035 CIRC 2
 *
 KK C4
 KM RUNOFF FROM C4, 8.74 AC.
 BA .014
 PB
 * PI
 LU .1 .09 94
 UK 200 .05 .15 100
 RD 750 .032 .035 .006
 RD 230 .010 .035 TRAP 3 20
 *
 KK CC4
 KM COMBINE C4 & C3
 HC 2
 *
 KK RC4
 KM ROUTE C4 TO DETENTION POND
 RD 550 .018 .035 TRAP 10 20
 KK CABC
 KO 1 21
 KM COMBINE C4 & B5 & A4
 HC 3
 KK Storg
 RS 1 Stor -1
 * Basin; Btm@308
 SA 1.64 2.60
 SE 310 320
 * 60" x 5.5' RISER W/ 8-4" HOLES @ 6" O.C. RIM=313.5 BTM @ EL=308.0
 * SQ 0 13.82 26.76 50.77 69.38 93.27 131.95 201.74 275.52 310.82
 * SE 308 309.65 310.75 312.4 313.5 314.0 314.5 315.2 316.5 317.5
 * 60" X 4.0 RISER W/16-4" WEEP HOLE 6" O.C. RIM=313.0 BTM @ EL=308.5
 * SQ 0.0 20.14 65.49 103.64 124.74 139.50 174.47 226.33 283.89 331.12
 * E308.5 309.85 311.65 313.00 313.4 313.60 314.0 314.5 315 316
 * 60" X 3.5' RISER W/ 16-4" WEEP HOLE @ 6" O.C. RIM=311.5 BTM @ EL=308
 * SQ 0.0 20.73 54.41 72.10 80.26 98.94 140.14 190.61 246.81 291
 * SE 308 309.4 310.8 311.5 311.7 312.0 312.5 313.0 313.5 314.5
 * 60" X 3' RISER W/ 16-4" WEEP HOLES @ 6" O.C. RIM=313 BTM=310
 * SQ 0.0 21.85 52.62 57.81 83.88 124.30 174.01 229.47 247.69 309.63
 * SE 310 311.5 312.7 313.0 313.5 314.0 314.5 315.0 316.0 317.0
 * 60" X2' RISEER W. 16-4" WEEP HOLES @ 6" O.C. RIM=312 BTM=310
 SQ 0.0 8.62 12.61 20.73 32.57 56.87 95.54 143.54 197.36 237.46
 SE 310 310.6 311.0 311.4 312.0 312.5 313.0 313.5 314.0 315.0
 ZZ



ID ROCKLIN CROSSING
 ID FILE: RP1.DAT: 20/09/05
 ID EDP HEC-1 PRELIMINARY DRAINAGE STUDY
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 ID POST PROJECT CONDITIONS
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IT 1 22MAR05 0 1440
 IO 1 0 0

*
 KK A1
 KM RUNOFF FROM A1, 32.06 AC.
 BA .050
 PB

* PI

LU	.1	.09	70			
UK	150	.05	.45	100		
RD	400	.018	.035	.02		
RD	1700	.011	.035		TRAP	3 20

*
 KK RA1
 KM ROUTE A1 THRU A2
 RD 500 .008 .035 CIRC 2

*
 KK A2
 KM RUNOFF FROM A2, 17.55 AC.
 BA .027
 PB

* PI

LU	.1	.09	70			
UK	150	.05	.45	100		
RD	1800	.017	.035	.011		
RD	125	.016	.035		TRAP	3 20

*
 KK CA2
 KM COMBINE A2 & A1
 HC 2

*
 KK RA2
 KM ROUTE A2 THRU A3
 RD 500 .020 .035 CIRC 2

*
 KK A3
 KM RUNOFF FROM A3, 8.5 AC.
 BA .013
 PB

* PI

LU	.1	.09	80			
UK	150	.05	.45	100		
RD	800	.028	.035	.005		
RD	320	.022	.035		TRAP	3 20

*
 KK CA3
 KM COMBINE A3 & A2
 HC 2

*
 KK RA3
 KM ROUTE A3 THRU A4
 RD 400 .005 .035 CIRC 2

*
 KK A4
 KM RUNOFF FROM A4, 5.56 AC.
 BA .009
 PB

* PI

LU	.1	.09	2			
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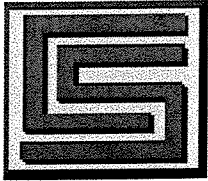
UK	300	.05	.4	100			
RD	300	.057	.075	.004			
RD	300	.037	.065		TRAP	5	20
*							
KK	CA4						
KM	COMBINE A4 & A3						
HC	2						
*							
KK	B1						
KM	RUNOFF FROM B1, 6.02336 AC.						
BA.	00941						
PB							
*	PI						
LU	.1	.09	85				
UK	150	.013	.15	100			
RD	300	.007	.035	.004			
RD	825	.004	.035		TRAP	3	20
*							
KK	RB1						
KM	ROUTE B1 THRU B2						
RD	1450	.005	.035		CIRC2		
*							
KK	B2						
KM	RUNOFF FROM B2, 9.55232 AC.						
BA.	01493						
PB							
*	PI						
LU	.1	.09	85				
UK	150	.007	.15	100			
RD	300	.007	.035	.005			
RD	1150	.004	.035		TRAP	3	20
*							
KK	CB2						
KM	COMBINE B2 & B1						
HC	2						
*							
KK	C1						
KM	RUNOFF FROM C1, 15.5675 AC.						
BA.	02432						
PB							
*	PI						
LU	.1	.09	85				
UK	150	.02	.15	100			
RD	300	.007	.035	.004			
RD	1335	.003	.035		TRAP	3	20
*							
KK	RC1						
KM	ROUTE C1 THRU C2						
RD	1150	.012	.035		CIRC	2	
*							
KK	C2						
KM	RUNOFF FROM C2, 11.6563 AC.						
BA.	01821						
PB							
*	PI						
LU	.1	.09	85				
UK	150	.015	.15	100			
RD	300	.020	.035	.008			
RD	850	.012	.035		TRAP	3	20
*							
KK	CC2						
KM	COMBINE C2 & C1						
HC	2						
*							
KK	D1						
KM	RUNOFF FROM D1, 12.1424 AC.						
BA.	01897						
PB							

```

* PI
LU .1 .09 85
UK 150 .025 .15 100
RD 300 .010 .035 .008
RD 900 .015 .035 TRAP 3 20
*
KK RD1
KM ROUTE D1 THRU C2
RD 380 .010 .035 CIRC 2
*
KK CD1
KM COMBINE D1 & C2
HC 2
*
KK RD1
KM ROUTE D1 THRU B2, DETENTION BASIN
RD 545 .010 .035 CIRC 2
*
KK CABCD
KO 1 21
KM COMBINE D1, C2 & B2 & A4
HC 3
KK Storg
RS 1 Stor -1
* Basin; Btm@308
* *****
* 48X7.5 RISER W/1-30"
SQ 0.0 22.17 54.32 70.12 137.42 163.13 196.5 237.1 300.66 340.14
SE 308 308.75 312.5 315.5 316.8 317.2 318.5 320.5 324.5 327.5
* *****
* ALT A DET BASIN AREA-ELEV TABLE
SA .135 .195 .228 .341 .426 .518 .616 .720 .828 .942
SE 308 310 312 314 316 318 320 322 324 326
ZZ

```

**FIGURE 2 DENTENTION BASIN
OUTLET CONTROL STRUCTURE**



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TRANSMITTAL

Checked if: Faxed : Mailed : Delivered:

To: Rick Chavez
Of: RSC Engineers
 2270 Douglas Blvd Suite 205
 Roseville, CA 95661

From: Glenn Uyeda

Job Number: 2005.08
 Rocklin Crossing
Date: November 2, 2006

Included:

DOCUMENTS	NUMBER OF PAGES*
Figure 2 Detention Basin – Outlet Control Structure	1-copies

COMMENTS:

Rick,

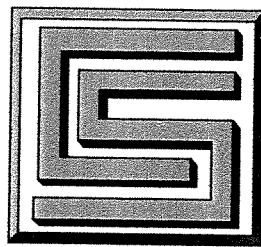
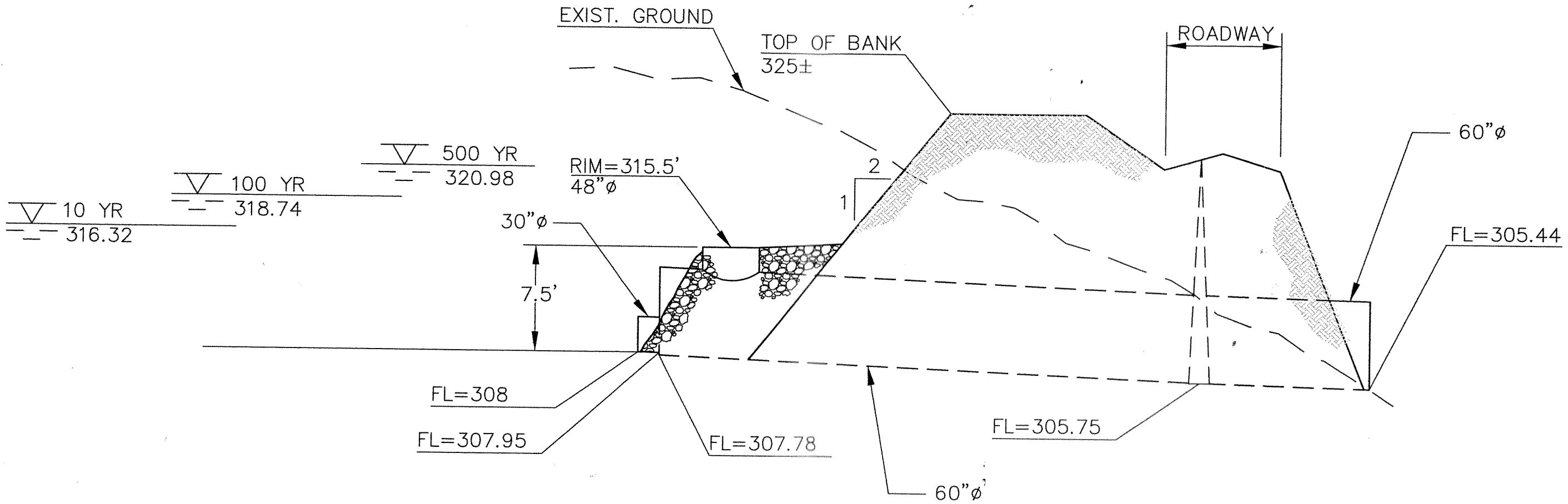
Attached is a copy of the revised Detention Basin – Outlet Control Structure. Based on the preliminary improvement plans provided, the 60" diameter culvert will operate adequately, if the distance from the basin to the roadway manhole is not too far. I noted the elevation of the downstream end of the culvert was set at 305.44. This is different than the 307.0 elevation I was able to determine from the project topo.

The distance from upstream end of the control structure and the manhole is unknown. The slope of the pipe segment between the Manhole and the basin outlet structure needs to be determined so that the basin invert of 308.0 can be maintained.



Sent By : Glenn Uyeda

P:\PROJECTS\2005.08\EXHIBITS\FIG.2.DWG Nov 02, 2006-03:58 pm BOBT



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**ROCKLIN CROSSING DETENTION BASIN
 OUTLET CONTROL STRUCTURE**

CITY OF ROCKLIN CALIFORNIA

CALCED BY: G.S.U.
 DRAWN BY: R.L.T.

CHECKED BY: G.S.U.
 DWG : FIG-2.dwg

W.O. NO. : 2005.08
 DATE: AUGUST 2006

FIG.2



P:\PROJECTS\2005.08\ENG_SHTS\SH-1.DWG Oct 12, 2006-03:59 pm OWNER

DRAWN BY: <u>R.L.T.</u>	DESIGN BY: <u>B.B.</u>
CHECKED BY: <u>G.S.U.</u>	DWG: <u>SH-1.dwg</u>
P:\Projects\2005.08\eng_shts\SH-1.dwg	

REVISION	DATE	DESCRIPTION	APPROVED	DATE

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**ROCKLIN CROSSING
PRE-PROJECT SHED MAP**

CITY OF ROCKLIN PLACER COUNTY CALIFORNIA

DATE: <u>AUGUST 2006</u>
SCALE: <u>1"=200'</u>
W.O. NO. <u>2005.08</u>

SHEET
SH-1
OF
2



F:\PROJECTS\2005.08\ENG_SHTS\SH-2.DWG Oct 12, 2006-04:04 pm OWNER

DRAWN BY: R.L.T. DESIGN BY: B.B.
 CHECKED BY: G.S.U. DWG: SH-2.dwg
 P: \Projects\2005.08\eng_shts\SH-2.dwg

REVISION	DATE	DESCRIPTION	APPROVED	DATE



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ROCKLIN CROSSING POST-PROJECT SHED MAP

CITY OF ROCKLIN PLACER COUNTY CALIFORNIA

DATE: AUGUST 2006
 SCALE: 1"=200'
 SHEET **SH-2**
 OF
2
 W.O. NO. 2005.08