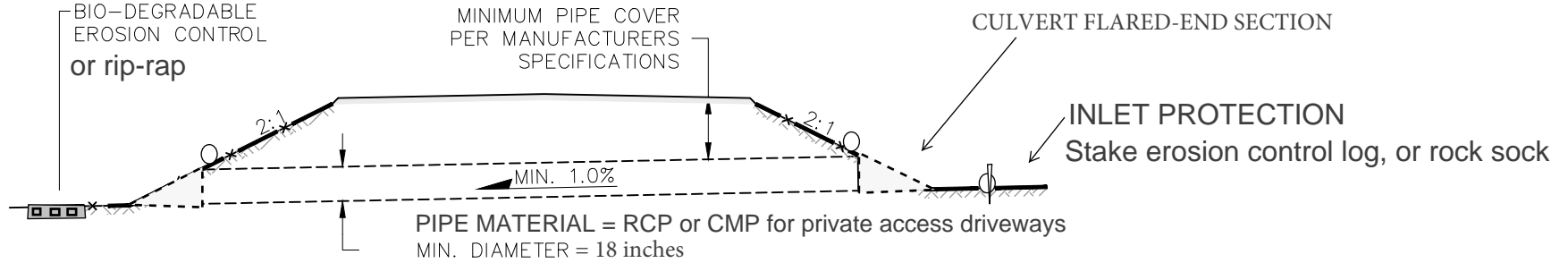
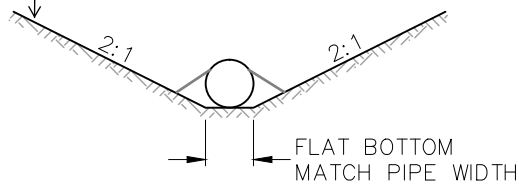


OUTLET PROTECTION

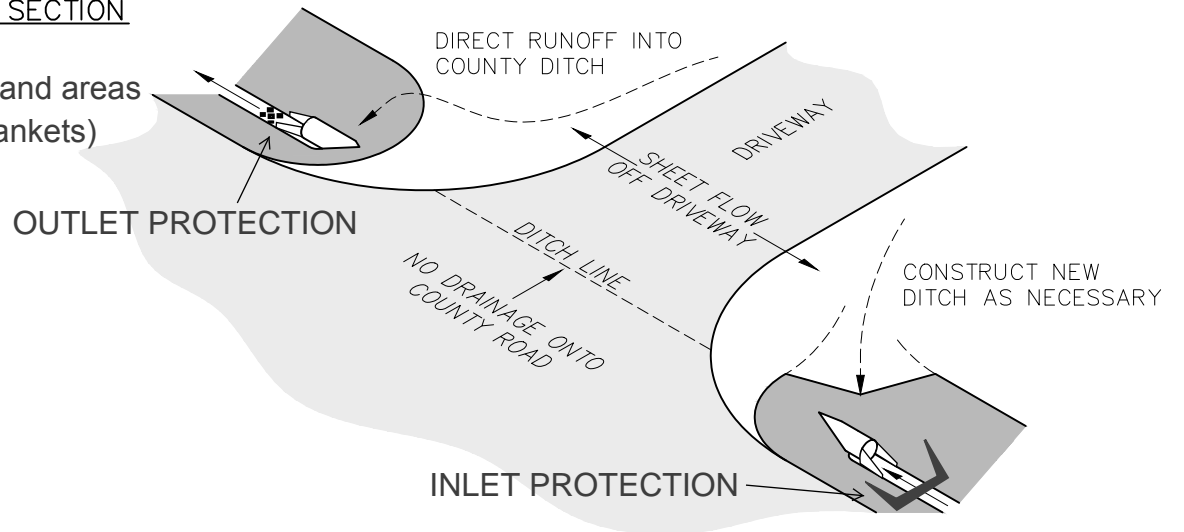


CULVERT SECTION

Re-vegetate all disturbed ditch slopes and areas (mulch and seed, or erosion control blankets)



DITCH SECTION



DRAINAGE PLAN

NOTES

1. STORMWATER RUNOFF FROM PRIVATE ROADS SHALL NOT BE PERMITTED TO FLOW ONTO COUNTY ROADS. ALL STORMWATER RUNOFF SHALL BE DIRECTED OFF THE ROADWAY AND CONVEYED IN CHANNELS THAT ARE SIZED AND STABILIZED FOR THE TRIBUTARY FLOW.
2. CULVERTS SHALL BE SIZED BASED UPON AN ENGINEERING ANALYSIS. MINIMUM CULVERT SIZE SHALL BE **18** IN DIAMETER.
3. CULVERT LENGTH SHALL BE DETERMINED BASED UPON DRIVEWAY APPROACH GEOMETRY.
4. CULVERTS SHALL BE LAID TO MATCH THE EXISTING DITCH GRADE, EXCEPT THAT A MINIMUM OF 1% DOWN GRADE SHALL BE MAINTAINED.
5. CULVERT ENDS SHALL BE STABILIZED FROM EROSION USING BIO DEGRADABLE BMPS OR PLACE RIP RAP AT CULVERT ENDS.
6. NO SEDIMENT TRACKING IS ALLOWED ONTO PUBLIC PAVED ROADS. INSTALL VEHICLE TRACKING PAD.
7. FOLLOW MILE HIGH FLOOD DISTRICT (MHFD) EROSION CONTROL DETAILS.
8. REMOVE INLET PROTECTION WHEN DISTURBED AREAS ARE RE-VEGETATED.

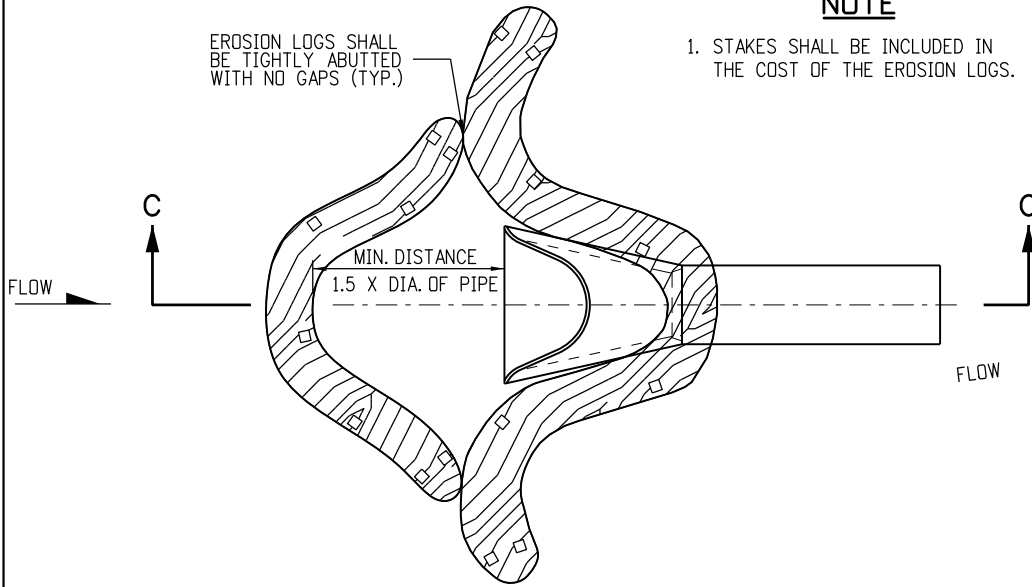
DRIVEWAY CULVERT DETAILS

EROSION CONTROL PLAN EXAMPLE	STANDARD PLAN
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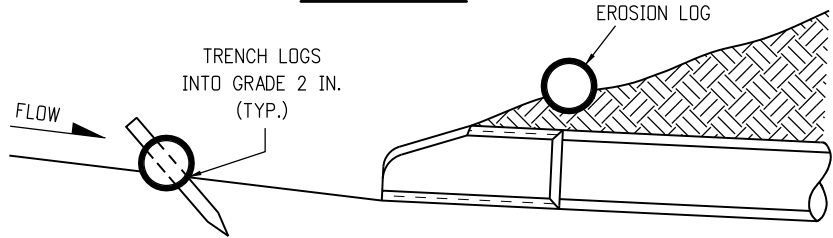
NOTE

- 1. STAKES SHALL BE INCLUDED IN THE COST OF THE EROSION LOGS.

EROSION LOGS SHALL BE TIGHTLY ABUTTED WITH NO GAPS (TYP.)



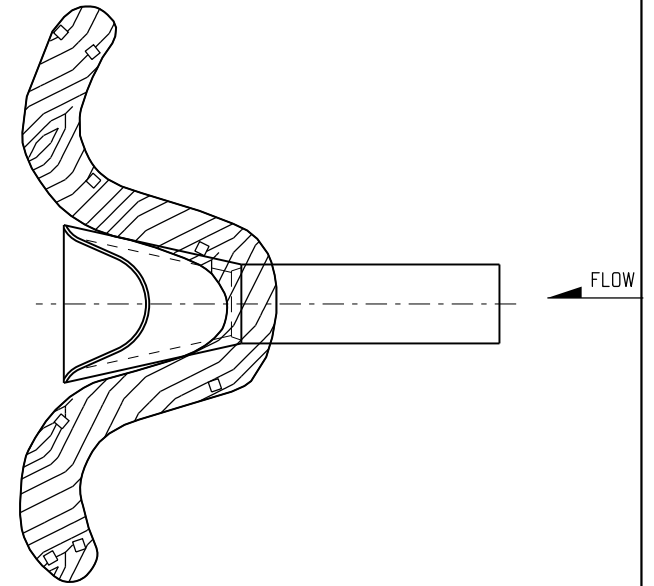
PLAN VIEW



SECTION C-C

NOTE: TOP OF STAKE SHALL NOT EXTEND PAST TOP OF PROPOSED LOG MORE THAN 2 IN

EROSION LOG CULVERT INLET PROTECTION

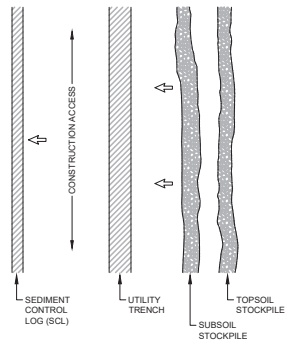


EROSION LOG CULVERT OUTLET PROTECTION

DRIVEWAY CULVERT DETAILS

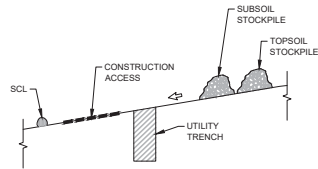
Public Works Department

STANDARD PLAN



PLAN VIEW
NO SCALE

*CONSTRUCTION ACCESS AND STOCKPILE LOCATIONS MAY BE SWITCHED



CROSS SECTION
NO SCALE

*CONSTRUCTION ACCESS AND STOCKPILE LOCATIONS MAY BE SWITCHED

DESCRIPTION:

CONTROL MEASURE(S) (CM) FOR OPEN TRENCHING WITHIN AN UNPAVED SURFACE. THIS MAY BE A DIRT, UNVEGETATED OPEN AREA OR DIRT AND GRAVEL MIXED AREA TO BE RESTORED TO DIRT OR VEGETATED AREA.

DESIGN AND INSTALLATION:

1. INSTALL DOWN-GRADIENT CMs PRIOR TO CONSTRUCTION AT THE SITE. ABOVE GROUND VEGETATION MAY BE CLEARED PRIOR TO CM INSTALLATION.
2. EXCAVATE BY DOUBLE DITCH METHODS SEPARATING TOPSOIL FROM SUBSOIL AND PLACING IN TWO BERMS ALONG TRENCH.
3. IF SPOILS ARE TO BE PLACED UP-GRADIENT OF TRENCH, TRENCH ACTS AS DOWN-GRADIENT CM. DOWN-GRADIENT LINEAR CMs ARE REQUIRED FOR ACCESS DISTURBANCES.
4. SPOIL BERMS AND CONSTRUCTION ACCESS TO BE LOCATED ON OPPOSITE SIDES OF THE TRENCH SHOWN UNLESS CONDITIONS RENDER IMPOSSIBLE TO DO SO.
5. TRENCH TO BE BACKFILLED WITH TOPSOIL PLACED LAST AND SURFACE ROUGHENED IN ANTICIPATION OF SEED AND MULCH APPLICATION, UNLESS RESTORATION INCLUDES RETURNING TO DIRT OR GRAVEL AREA.
6. DOWN-GRADIENT CMs SHALL BE REMOVED ONCE SEED AND MULCH HAS OCCURRED.

MAINTENANCE:

MAINTAIN CMs PER SCL OF APPROPRIATE CM TYPE.

ADDITIONAL NOTES:

FOLLOW MILE HIGH FLOOD DISTRICT (MHFD) CMs TYPES AND INSTALLATION METHODS.

UNPAVED/VEGETATED AREAS

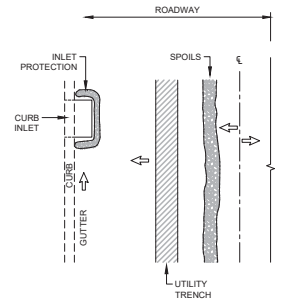
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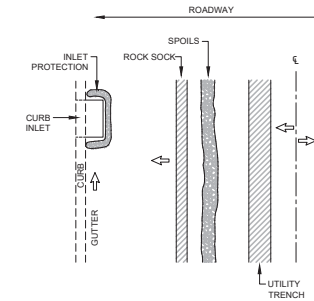
DETAIL NOTES:
EROSION CONTROL DETAILS PROVIDED ON THIS SHEET ARE SHOWN AS MINIMUM BMP/CMs REQUIREMENTS THE CONTRACTOR SHALL USE.

OPEN TRENCH CM

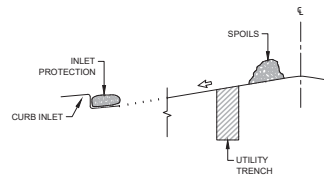
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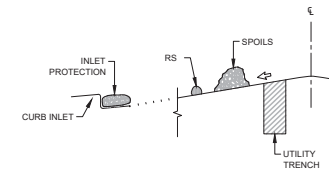
PLAN VIEW, UP-GRADIENT SPOILS
NO SCALE



PLAN VIEW, DOWN-GRADIENT SPOILS
NO SCALE



CROSS SECTION, UP-GRADIENT SPOILS
NO SCALE



CROSS SECTION, DOWN-GRADIENT SPOILS
NO SCALE

DESCRIPTION:

CONTROL MEASURE(S) (CM) FOR OPEN TRENCHING WITHIN A PAVED SURFACE. THIS MAY BE LINEAR ROCK-BAND/RUBBER SOCK BARRIER. COVER SPOILS WITH PLASTIC TARP AND SECURE IT FROM WIND BLOWING. PLACE TEMPORARY PLATE TO AVOID TRACKING. RE-PAVE ASPAR OR PLACE ASPHALT MILLINGS IN THE INTERM.

DESIGN AND INSTALLATION:

1. INSTALL DOWN-GRADIENT INLET PROTECTION AND GUTTER CMs PRIOR TO SAW CUTTING. PAVEMENT CUTS AND EXCAVATION SPOILS ARE RECOMMENDED TO BE IMMEDIATELY REMOVED FOR OFF-SITE DISPOSAL. IN THIS EVENT, NO DOWN-GRADIENT LINEAR CM IS REQUIRED. ROCK LOG (OR LIKE) IN GUTTER AND INLET PROTECTION IS STILL REQUIRED.
2. IF CUT AND EXCAVATION SPOILS ARE NOT IMMEDIATELY HAULED OFF-SITE, PLACE SPOIL PILE UP-GRADIENT OF TRENCH AS PRACTICABLE. TRENCH ACTS AS DOWN-GRADIENT CM.
3. IF SPOILS ARE TO BE PLACED DOWN-GRADIENT OF TRENCH, INSTALL WEIGHTED ROCK LOG BETWEEN SPOILS AND GUTTER.
4. INLET PROTECTION AND GUTTER CMs SHOULD BE INSTALLED DOWN-GRADIENT OF CONSTRUCTION ON BOTH SIDES OF ROAD IN AREAS WHERE THE CONSTRUCTION ACTIVITY EXTENDS TO BOTH SIDES OF THE ROAD CROWN.
5. IF CONSTRUCTION OF CURB & GUTTER, or BACKFILL WITH FLOWABLE FILL, THEN A CONCRETE WASHOUT IS REQUIRED. INSTALL CONCRETE WASHOUT TO CONTAIN LIQUID WASTE WITH HIGH pH.
6. SITE IS STABILIZED UPON PATCH/RESTORATION OF PAVEMENT AT WHICH TIME CMs MUST BE REMOVED.

MAINTENANCE:

MAINTAIN CMs PER SCL OF APPROPRIATE CM TYPE.

ADDITIONAL NOTES:

FOLLOW MILE HIGH FLOOD DISTRICT (MHFD) CMs TYPES AND INSTALLATION METHODS.

PAVED AREA WITH CURB/GUTTER

NO SCALE



VERIFY SCALES

ORIGINAL DRAWING

0 1' 0"

DESIGNED BY	_____
DRAWN BY	_____
CHECKED BY	_____
APPROVED BY	_____
DATE	_____

PROJECT NAME
EROSION CONTROL PLAN FOR
LINEAR UTILITY PROJECTS
DETAILS

Example - Adapted from HDR Engineering

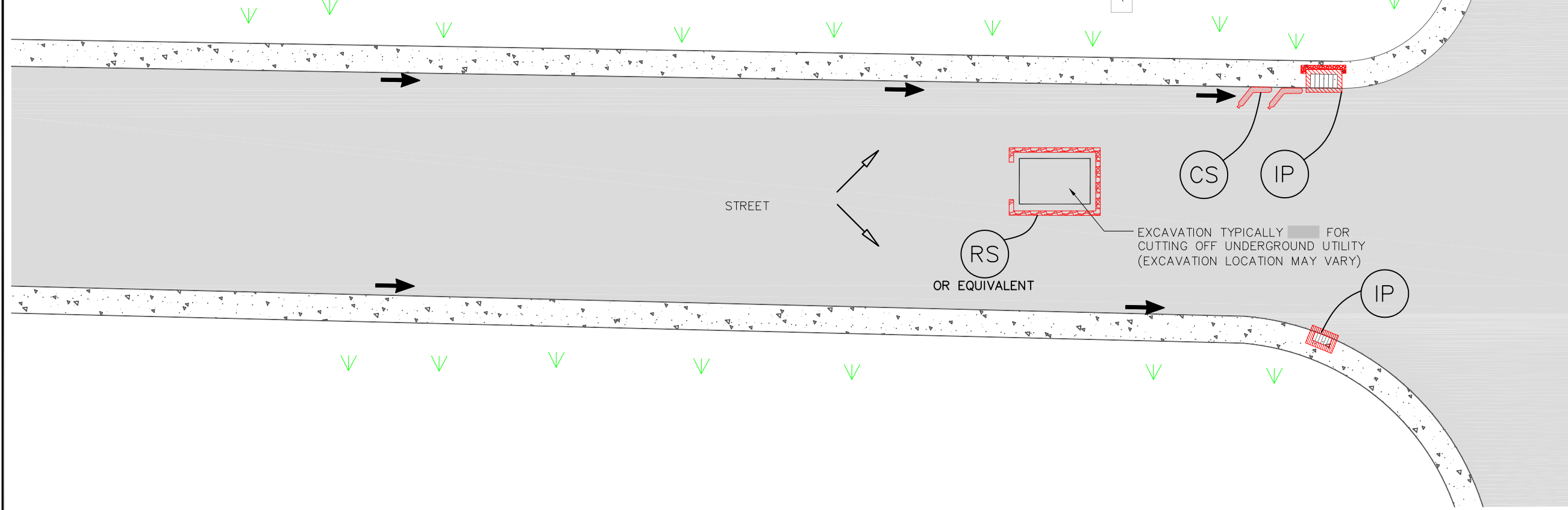
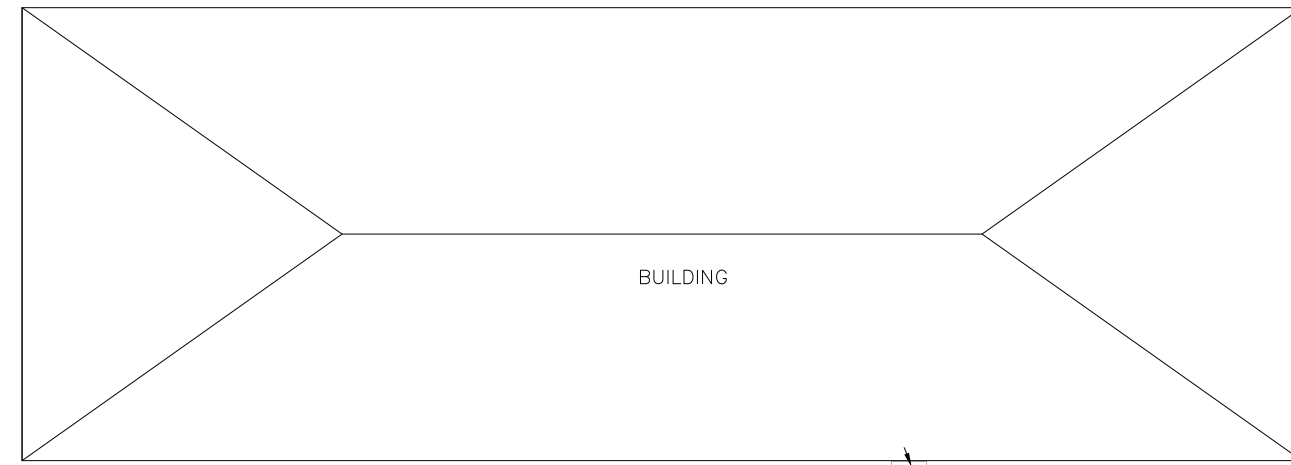
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SHEET:








DATE

NOTES:

1. INLET PROTECTION MUST BE IN PLACE PRIOR TO POTHOLING IF POTHOLING IS PERFORMED PRIOR TO CUT-OFF. ALL MATERIAL PRODUCED FROM POTHOLING WILL BE VACUUMED, COLLECTED AND DISPOSED OF OFF-SITE.
2. UTILITY IS TYPICALLY CUT-OFF WITHIN THE STREET. HOWEVER, IF IT IS CUT-OFF OUTSIDE THE STREET, THE SAME TYPE OF BMPs WILL BE USED.
3. STREET CLOSURE IS LIMIT OF CONSTRUCTION.
4. UTILITY CUT-OFF WORK TYPICALLY IS COMPLETED WITHIN ONE DAY AND THE FORMER PIPE IS ABANDONED IN PLACE.
- 5.
6. AREAS OF DISTURBANCE WILL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS OR AS OTHERWISE AGREED WITH OWNER.
7. GENERALLY EQUIPMENT WILL REMAIN ON PAVED SURFACES. FOR HEAVY EQUIPMENT WORK ON UNPAVED AREAS, STREET SWEEPING, OR MUD MATS IF SWEEPING IS NOT ADEQUATE TO PREVENT TRACKING, SHALL BE USED TO LIMIT TRACKING AND MINIMIZE IMPACTS. SWEEPING WILL BE PERFORMED DAILY AND AS NEEDED.
8. CONCRETE IS NOT TYPICALLY USED FOR THIS TYPE OF WORK. IF IT IS NEEDED, STANDARD NOTES APPLY.
9. TYPICAL SET-UP LOCATION OF UTILITY CUT-OFF EXCAVATION MAY VARY. INLETS MAY OR MAY NOT BE PRESENT.
10. STANDARD NOTES APPLY.



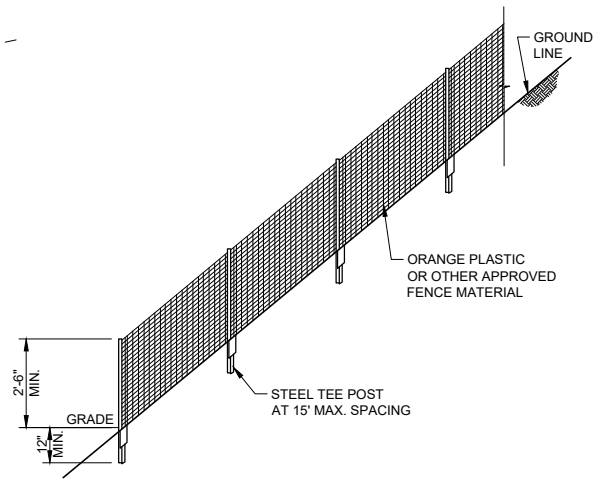
LEGEND

-  (RS) ROCK SOCK OR EQUIVALENT
-  (CS) CURB SOCK
-  (IP) INLET PROTECTION
-  STORM SEWER INLET
-  FLOW ARROWS
-  SLOPE DIRECTION
-  VEGETATION

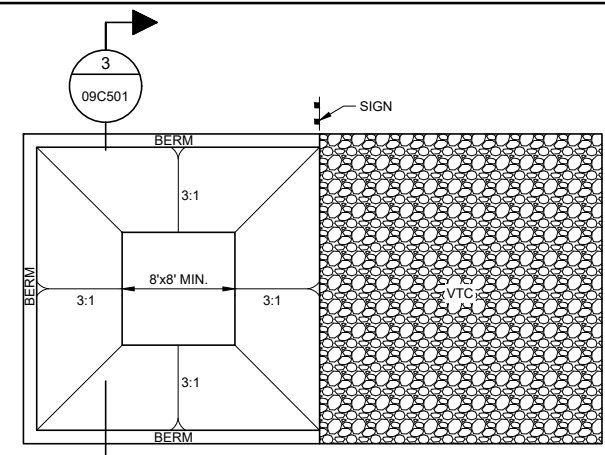
REFER TO
BMP/SOP FACT
SHEETS FOR
ADDITIONAL
INFORMATION

UTILITY CUT-OFF DETAIL
Erosion Control Plan
EXAMPLE Adapted from WWE

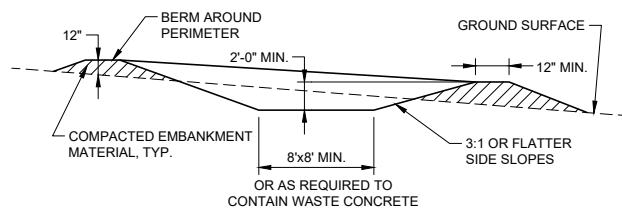
Project No.:	XXX-XXX.XXX
Date:	
Designed By:	
Drawing No.	



DETAIL
NO SCALE



DETAIL
NO SCALE



SECTION
NO SCALE

CONSTRUCTION FENCE INSTALLATION NOTES

- SEE PLAN VIEW FOR:
- LOCATION AND LENGTH OF FENCE.
- CONSTRUCTION FENCE INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO OTHER BMPs AND ANY LAND-DISTURBING ACTIVITIES.
- STEEL TEE POSTS SHALL BE UTILIZED FOR SUPPORT OF CONSTRUCTION FENCE. MAXIMUM SPACING FOR TEE POSTS SHALL BE 15'.

CONSTRUCTION FENCE MAINTENANCE NOTES

- ANY DAMAGED FENCE SHALL BE REPAIRED ON A DAILY BASIS.
- FENCE SHALL BE REMOVED AT THE END OF CONSTRUCTION. IF ANY DISTURBED AREA EXISTS AFTER FENCE REMOVAL, IT SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE GOVERNING AGENCY.

CONCRETE WASHOUT AREA INSTALLATION NOTES

- SEE PLAN VIEW FOR:
- LOCATIONS OF CONCRETE WASHOUT AREA
- THE CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
- VEHICLE TRACKING CONTROL IS REQUIRED AT THE ACCESS POINT.
- SIGNS SHALL BE PLACED AT CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
- EXCAVATED MATERIAL SHALL BE UTILIZED IN PERIMETER BERM CONSTRUCTION.

CONCRETE WASHOUT AREA MAINTENANCE NOTES

- THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND ENLARGED OR CLEANED OUT AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.
- AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM SITE AND DISPOSED OF AT AN APPROVED WASTE SITE.
- WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE GOVERNING AGENCY.
- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY.

ROCK LOG INSTALLATION NOTES

- ROCK LOG SHALL BE USED AS CURB SIDE CHECK DAMS ON LONG CONTINUOUS GRADES IN THE FLOWLINE UPSTREAM OF CURB INLETS TO FILTER SEDIMENT LADEN RUNOFF AND REDUCE THE FLOW VELOCITY. TYPICAL INSTALLATION OF A SERIES OF ROCK LOGS. THE SPACING AND QUANTITY OF THE ROCK LOGS SHALL BE DETERMINED BY THE LENGTH AND GRADE OF THE CURB DRAINAGE FLOWLINE AS DETERMINED BY THE ENGINEER.
- ADDITIONAL ROCK LOGS MAY BE REQUIRED ON THE DESIGN PLANS OR DURING CONSTRUCTION AS DIRECTED BY GOVERNING AGENCY AND/OR AUTHORIZED AGENT.
- ROCK LOGS AT DOWNSTREAM PROJECT LIMITS SHALL BE BEGINNING AT THE FURTHEST DOWNSTREAM LIMITS AND THE QUANTITY SHALL BE A MINIMUM OF TWO ROCK LOGS. ADDITIONAL LOGS ME BE REQUIRED BE THE DESIGN ENGINEER AND/OR GOVERNING AGENCY BASED ON GRADE OF ROADWAY AND VELOCITY OF FLOW AT THE PROJECT LIMITS.
- INTERIM CONFIGURATION OF ROCK LOGS IN STREETS SHALL BE INSTALLED WITHIN 48-HOURS OF POURING CURBS. ROCK LOGS (AFTER PAVEMENT) SHALL BE INSTALLED WITHIN 48-HOURS AFTER PAVING IS PLACED.
- CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION (1-1/2" MINUS). RECYCLE CONCRETE MEETING THIS GRADATION MAY BE USED.
- THE ENGINEER MAY SPECIFY EITHER WIRE MESH OR WOVEN POLYPROPYLENE GEOTEXTILE FABRIC FOR THE OUTER SHELL OF THE ROCK LOG.
- WIRE MESH SHALL BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0-INCH (COMMONLY TERMED "CHICKEN WIRE"). ROLL WIDTH SHALL BE 48-INCHES.
- WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6-INCH CENTERS ALONG ALL JOINTS AND A 2-INCH CENTERS ON ENDS OF BERM.
- REINFORCED ROCK BERM SHALL BE CONSTRUCTED IN ONE PIECE.
- TUBULAR MARKERS SHALL MEET REQUIREMENTS OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED.
- THE TOP OF REINFORCED ROCK BERM SHALL BE 1/2"-1" BELOW TOP OF CURB.

ROCK LOG MAINTENANCE NOTES

- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY.
- SEDIMENT ACCUMULATED UPSTREAM OF ROCK LOG SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF ROCK BERM IS WITHIN 2-1/2" INCHES OF THE CREST.
- CURB PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED, UNLESS GOVERNING AGENCY APPROVES EARLIER REMOVAL OF CURB PROTECTION IN STREETS.

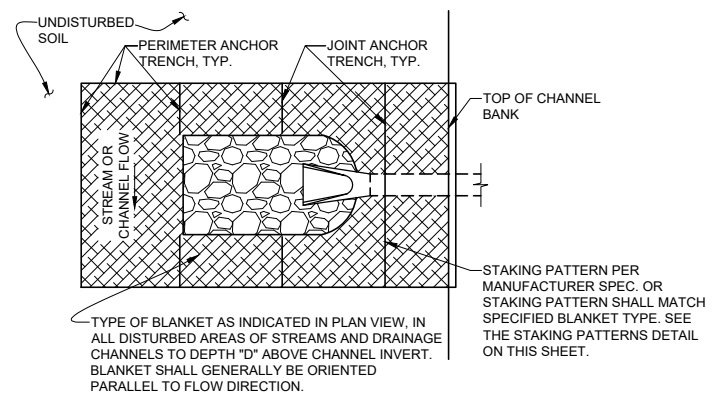


STORMWATER MANAGEMENT (SWMP)

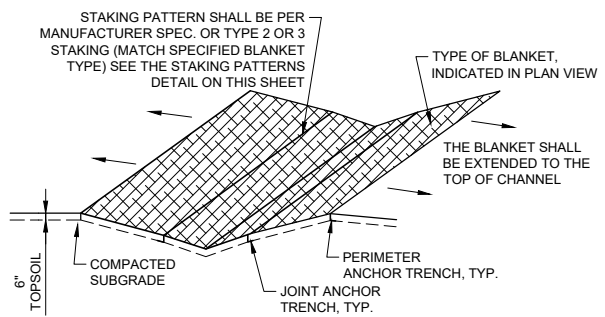
DETAILS

DWG NO.

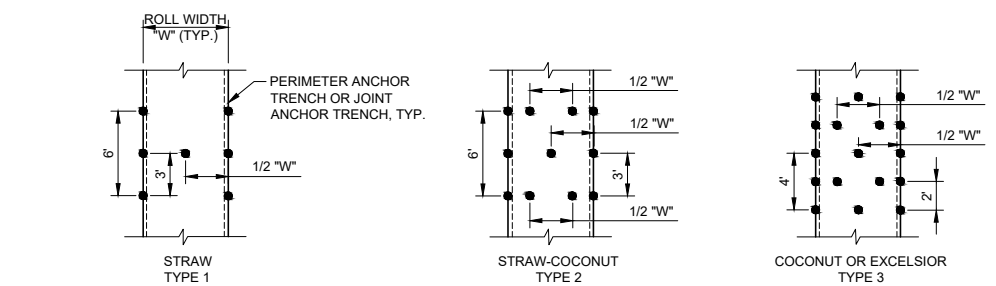
SHEET:



NO SCALE

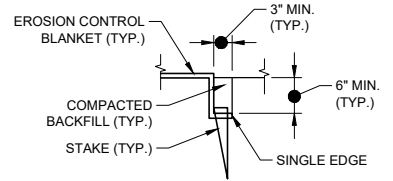


ROADSIDE DITCH DRAINAGEWAY - DETAIL
NO SCALE

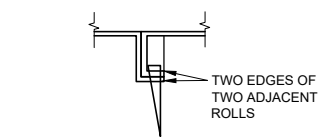


STAKING PATTERNS
NO SCALE

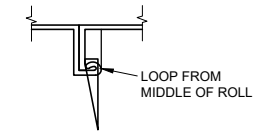
SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION. IF NO MANUFACTURER'S SPECIFICATION IS AVAILABLE USE THE ACCEPTABLE STAKING PATTERN (AS SHOWN ABOVE)



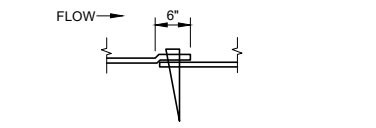
PERIMETER ANCHOR TRENCH
NO SCALE



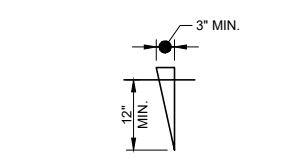
JOINT ANCHOR TRENCH
NO SCALE



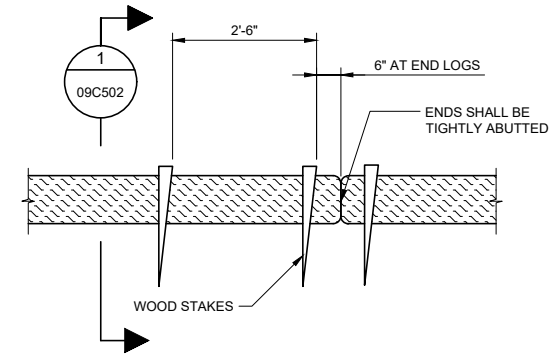
INTERMEDIATE ANCHOR TRENCH
NO SCALE



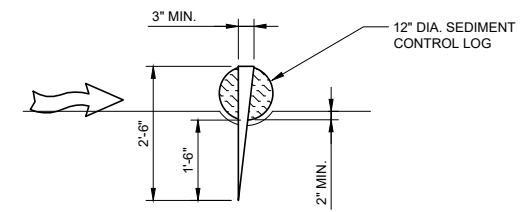
OVERLAPPING JOINT
NO SCALE



WOOD STAKE DETAIL
NO SCALE
MINIMUM THICKNESS 1/2"



SEDIMENT CONTROL LOG DETAIL
NO SCALE



SECTION 1
NO SCALE
09C502

EROSION CONTROL BLANKET INSTALLATION NOTES

- SEE PLAN VIEW FOR:
 - LOCATION OF PERIMETER OF EROSION CONTROL BLANKET.
 - TYPE OF BLANKET (STRAW, STRAW-COCONUT, COCONUT, OR EXCELSIOR).
 - AREA "A" IN SQUARE YARDS OF EACH TYPE OF BLANKET.
 - DEPTH, "D", BLANKET SHALL BE INSTALLED ABOVE CHANNEL INVERT.
- ALL EROSION CONTROL BLANKETS AND NETTING SHALL BE MADE OF 100% NATURAL AND BIODEGRADABLE MATERIAL; NO PLASTIC OR OTHER SYNTHETIC MATERIAL, EVEN IF PHOTO DEGRADABLE, SHALL BE ALLOWED.
- IN AREAS WHERE EROSION CONTROL BLANKET IS SHOWN ON THE PLANS, THE PERMITTEE SHALL PLACE TOPSOIL AND PERFORM FINAL GRADING, SURFACE PREPARATION, AND SEEDING BELOW THE BLANKET. SUBGRADE SHALL BE SMOOTH AND MOIST PRIOR TO BLANKET INSTALLATION AND THE BLANKET SHALL BE IN FULL CONTACT WITH SUBGRADE, NO CAPS OR VOIDS SHALL EXIST UNDER THE BLANKET.
- EROSION CONTROL BLANKET SHALL BE PLACED SMOOTHLY, BUT LOOSELY, ON THE SOIL SURFACE, WITHOUT STRETCHING.
- PERIMETER ANCHOR TRENCH SHALL BE USED AT OUTSIDE PERIMETER OF ALL BLANKET AREAS.
- JOINT ANCHOR TRENCH SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER (LONGITUDINALLY AND TRANSVERSELY) FOR ALL BLANKETS EXCEPT STRAW, WHICH MAY USE AN OVERLAPPING JOINT.
- INTERMEDIATE ANCHOR TRENCH SHALL BE USED AT SPACING OF ONE-HALF THE ROLL LENGTH FOR COCONUT AND EXCELSIOR BLANKETS.
- THE OVERLAPPING JOINT DETAIL SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER FOR BLANKETS ON SLOPES.
- MATERIAL SPECIFICATIONS OF EROSION CONTROL BLANKET SHALL CONFORM TO TABLE 9.1.
- ANY AREAS OF SEEDING AND MULCHING DISTURBED IN THE PROCESS OF INSTALLING EROSION CONTROL BLANKET SHALL BE RESEEDED AND MULCHED.
- SEE DRAINAGE DESIGN PLANS FOR MAJOR DRAINAGEWAY STABILIZATION MEASURES THAT MAY EXCEED THE DESIGN CONDITIONS ASSOCIATED WITH THE DETAILS ABOVE.

TYPE	COCONUT CONTENT	STRAW CONTENT	EXCELSIOR CONTENT	NETTING MIN.
STRAW*	-	100%	-	DOUBLE/NATURAL
STRAW-COCONUT	30% MIN.	70% MAX.	-	DOUBLE/NATURAL
COCONUT	100%	-	-	DOUBLE/NATURAL
EXCELSIOR	-	-	100%	DOUBLE/NATURAL

* FOR OUTSIDE OF STREAMS AND DRAINAGE CHANNELS

EROSION CONTROL BLANKET MAINTENANCE NOTES

- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY.
- EROSION CONTROL BLANKET IS TO BE LEFT IN PLACE UNLESS REQUESTED TO BE REMOVED BY THE GOVERNING AGENCY.
- ANY EROSION CONTROL BLANKET PULLED OUT, TORN, OR OTHERWISE DAMAGED SHALL BE RE-INSTALLED. ANY SUBGRADE AREAS BELOW THE BLANKET THAT HAVE ERODED TO CREATE A VOID UNDER THE BLANKET, OR THAT REMAIN DEVOID OF GRASS SHALL BE REPAIRED, RESEEDED AND MULCHED AND THE EROSION CONTROL BLANKET REINSTALLED.

SEDIMENT CONTROL LOG INSTALLATION NOTES

- SEE PLAN VIEW FOR:
 - LOCATION AND LENGTH OF SEDIMENT CONTROL LOG.
- SEDIMENT CONTROL LOGS INDICATED ON INITIAL GESC PLANS SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITY.
- SEDIMENT CONTROL LOGS SHALL CONSIST OF STRAW, COMPOST, EXCELSIOR, OR COCONUT FIBER.
- NOT FOR USE IN CONCENTRATED FLOW AREAS.
- THE SEDIMENT CONTROL LOG SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 2".

SEDIMENT CONTROL LOG MAINTENANCE NOTES

- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY.
- SEDIMENT ACCUMULATED UPSTREAM OF SEDIMENT CONTROL LOGS SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN 1/2 THE HEIGHT OF THE CREST OF LOGS.
- SEDIMENT CONTROL LOG SHALL BE REMOVED AT THE END OF CONSTRUCTION. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE GOVERNING AGENCY.

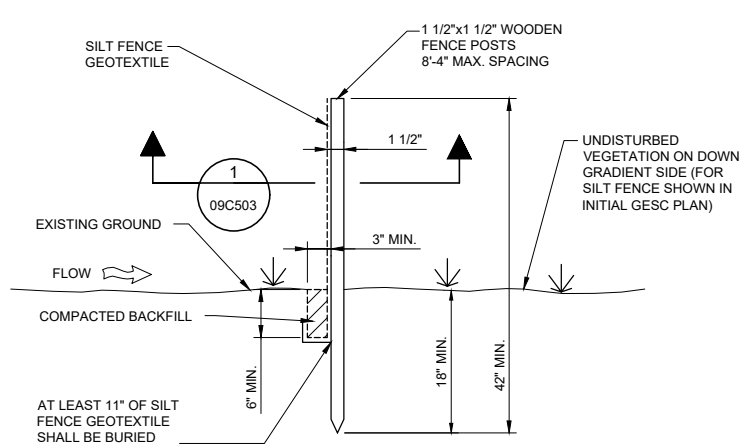


STORMWATER MANAGEMENT (SWMP)

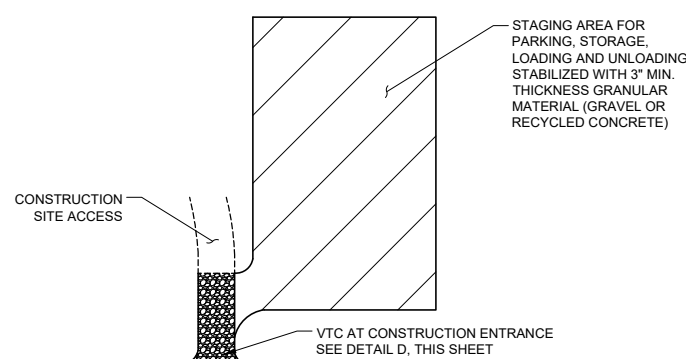
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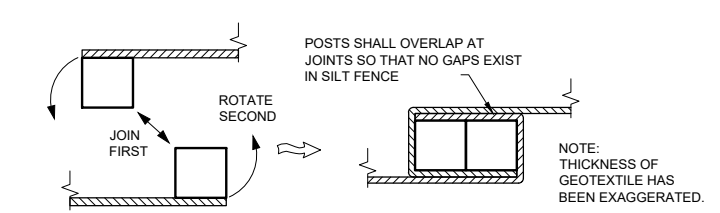
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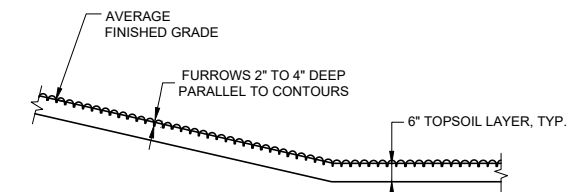
POST SHALL BE JOINED AS SHOWN, THEN ROTATED 180° IN DIRECTION SHOWN AND DRIVEN INTO THE GROUND

- SILT FENCE INSTALLATION NOTES:**
- SEE PLAN VIEW FOR:
 - LOCATION AND LENGTH OF FENCE.
 - ANCHOR TRENCH SHALL BE EXCAVATED WITH TRENCHER, OR WITH SILT FENCE INSTALLATION MACHINE; NO ROAD GRADERS, BACKHOES, ETC. SHALL BE USED. TRENCH SHALL BE COMPACTED BY HAND; WITH "JUMPING JACK", OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
 - SILT FENCE GEOTEXTILE SHALL MEET THE FOLLOWING REQUIREMENTS:
 - 6 TO 12 GALLONS PER MINUTE PER SQUARE FOOT FLOW CAPACITY.
 - 90 LB. TENSILE STRENGTH PER ASTM D1622.
 - UV DESIGN AT 500 HRS. MIN. 70% STRENGTH RETAINED PER ASTM D4355.
 - SILT FENCE INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.

- SILT FENCE MAINTENANCE NOTES:**
- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY.
 - SEDIMENT ACCUMULATED UP STREAM OF SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT REACHES A DEPTH OF 6-INCHES.
 - SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE GOVERNING AGENCY. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE GOVERNING AGENCY.

- STABILIZED STAGING AREA INSTALLATION NOTES**
- SEE PLAN VIEW FOR GENERAL LOCATION OF STAGING AREA. CONTRACTOR MAY MODIFY LOCATION AND SIZE OF STABILIZED STAGING AREA WITH GOVERNING AGENCY APPROVAL.
 - STABILIZED STAGING AREA SHALL BE LARGE ENOUGH TO FULLY CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
 - IF REQUIRED BY THE GOVERNING AGENCY, SITE ACCESS ROADS SHALL BE STABILIZED IN THE SAME MANNER AS THE STAGING AREA.
 - STAGING AREA SHALL BE STABILIZED PRIOR TO ANY OTHER OPERATIONS ON THE SITE.
 - THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM OF 3" OF GRANULAR MATERIAL (GRAVEL OR RECYCLED CONCRETE).

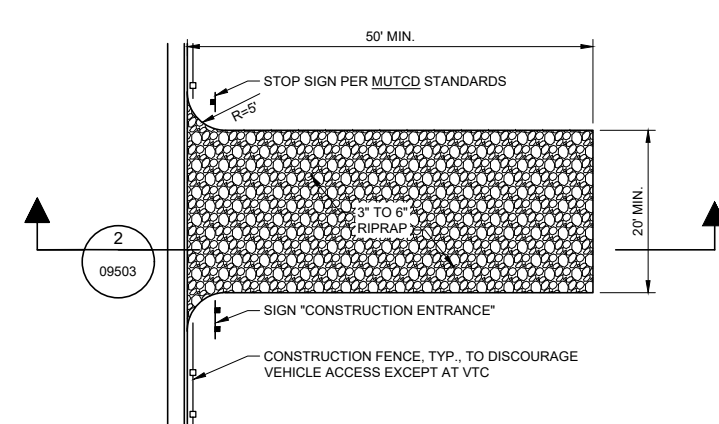
- STABILIZED STAGING AREA MAINTENANCE NOTES**
- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY.
 - GESC MANAGER SHALL PROVIDE ADDITIONAL THICKNESS OF GRANULAR MATERIAL IF ANY RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.
 - STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
 - ANY ACCUMULATED DIRT OR MUD SHALL BE REMOVED FROM THE SURFACE OF THE STABILIZED STAGING AREA.
 - THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE GOVERNING AGENCY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED.



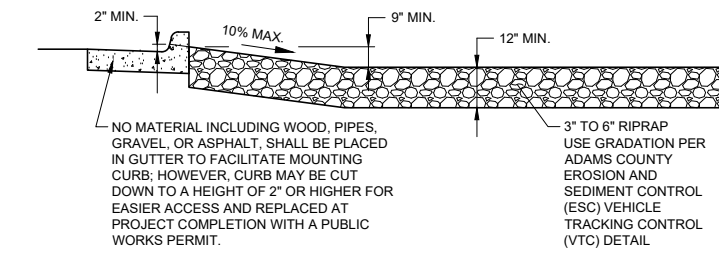
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- SURFACE ROUGHENING INSTALLATION NOTES**
- SURFACE ROUGHENING SHALL BE PROVIDED ON ALL FINISHED GRADES (SLOPES AND "FLAT" AREAS) WITHIN 2 DAYS OF COMPLETION OF FINISHED GRADE (FOR AREAS NOT RECEIVING TOPSOIL) OR WITHIN 2 DAYS OF TOPSOIL PLACEMENT.
 - AREAS WHERE BUILDING FOUNDATIONS, PAVEMENT, OR SOD IS TO BE PLACED WITHIN 7-DAYS OF FINISHED GRADING DO NOT NEED TO BE SURFACE ROUGHENED.
 - DISTURBED SURFACES SHALL BE ROUGHENED USING RIPPING OR TILLING EQUIPMENT ON THE CONTOUR OR TRACKING UP AND DOWN A SLOPE USING EQUIPMENT TREADS.

- SURFACE ROUGHENING MAINTENANCE NOTES**
- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY.
 - VEHICLES AND EQUIPMENT SHALL GENERALLY BE CONFINED TO ACCESS DRIVES AND SHALL NOT BE DRIVEN OVER AREAS THAT HAVE BEEN SURFACE ROUGHENED.
 - IN NON-TURF GRASS FINISHED AREAS, SEEDING AND MULCHING SHALL TAKE PLACE DIRECTLY OVER SURFACE ROUGHENED AREAS WITHOUT FIRST SMOOTHING OUT THE SURFACE.
 - IN AREAS NOT SEEDED AND MULCHED AFTER SURFACE ROUGHENING, SURFACES SHALL BE RE-ROUGHENED AS NECESSARY TO MAINTAIN GROOVE DEPTH AND SMOOTH OVER ANY RILL EROSION.



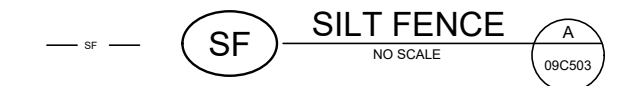
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- VEHICLE TRACKING CONTROL INSTALLATION NOTES**
- VEHICLE TRACKING CONTROL PADS SHALL BE INSTALLED AT EVERY ACCESS POINT TO SITE.
 - VEHICLE TRACKING CONTROL PADS SHALL CONSIST OF HARD, DENSE, DURABLE STONE, ANGULAR IN SHAPE AND RESISTANT TO WEATHERING. ROUNDED STONE OR BOULDERS WILL NOT BE ACCEPTABLE. THE STONES SHALL BE 3" WITH A MAXIMUM SIZE OF 6". THE STONE SHALL HAVE A SPECIFIC GRAVITY OF AT LEAST 2.6. CONTROL OF GRADATION WILL BE BY VISUAL INSPECTIONS.
 - ANY CRACKED OR DAMAGED CURB AND GUTTER AND SIDEWALK SHALL BE REPLACED BY PERMITTEE.
 - ALL ACCESS POINTS TO THE SITE SHALL BE APPROVED AS PART OF THE GESC PERMIT AND BE SHOWN ON THE GESC PLANS.
 - A STOP SIGN INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED, SHALL BE INSTALLED FOR EXISTING TRAFFIC AT THE VTC.

- VEHICLE TRACKING CONTROL MAINTENANCE NOTES**
- THE SWMP MANAGER SHALL PERFORM INSPECTIONS EVERY FOURTEEN (14) CALENDAR DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER ANY PRECIPITATION OR SNOWMELT EVENT THAT CAUSES SURFACE EROSION AND MAKE REPAIRS AS NECESSARY. GRAVEL SURFACE SHALL BE CLEAN AND LOOSE ENOUGH TO RUT SLIGHTLY UNDER WHEEL LOADS AND CAUSE LOOSE GRAVEL TO DISLODGE MUD FROM TIRES. WHEN GRAVEL BECOMES COMPACTED OR FILLED WITH SEDIMENT SO THAT THE EFFECTIVENESS OF THE PAD IS DIMINISHED, CONTRACTOR SHALL RIP, TURN OVER, OR OTHERWISE LOOSEN GRAVEL, PLACE ADDITIONAL NEW GRAVEL, OR REPLACE WITH NEW GRAVEL AS NECESSARY TO RESTORE EFFECTIVENESS.
 - VEHICLE TRACKING CONTROL SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRAVEL MATERIAL REMOVED OR, IF APPROVED BY THE GOVERNING AGENCY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED.



STORMWATER MANAGEMENT (SWMP)

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