

KEY TAGS:

① TRANSITION FROM 6" CURB TO FLUSH (LOWBACK) OVER 24" OR NEAREST P.C. UNLESS PARALLEL TO ADA RAMP; TRANSITION TO FOLLOW RAMP SLOPE AT ADA RAMPS.

② LOWBACK CURB, INSTALL TRUNCATED DOMES PER ADA REQUIREMENTS ALONG ENTIRE PORTION OF LOWBACK CURB.

③ ADA LANDING: SLOPE TO BE LESS THAN 2% IN ANY DIRECTION; WIDTH TO BE AT LEAST AS WIDE AS WIDEST ADJACENT RAMP OR SIDEWALK; LENGTH TO BE 60" MIN.

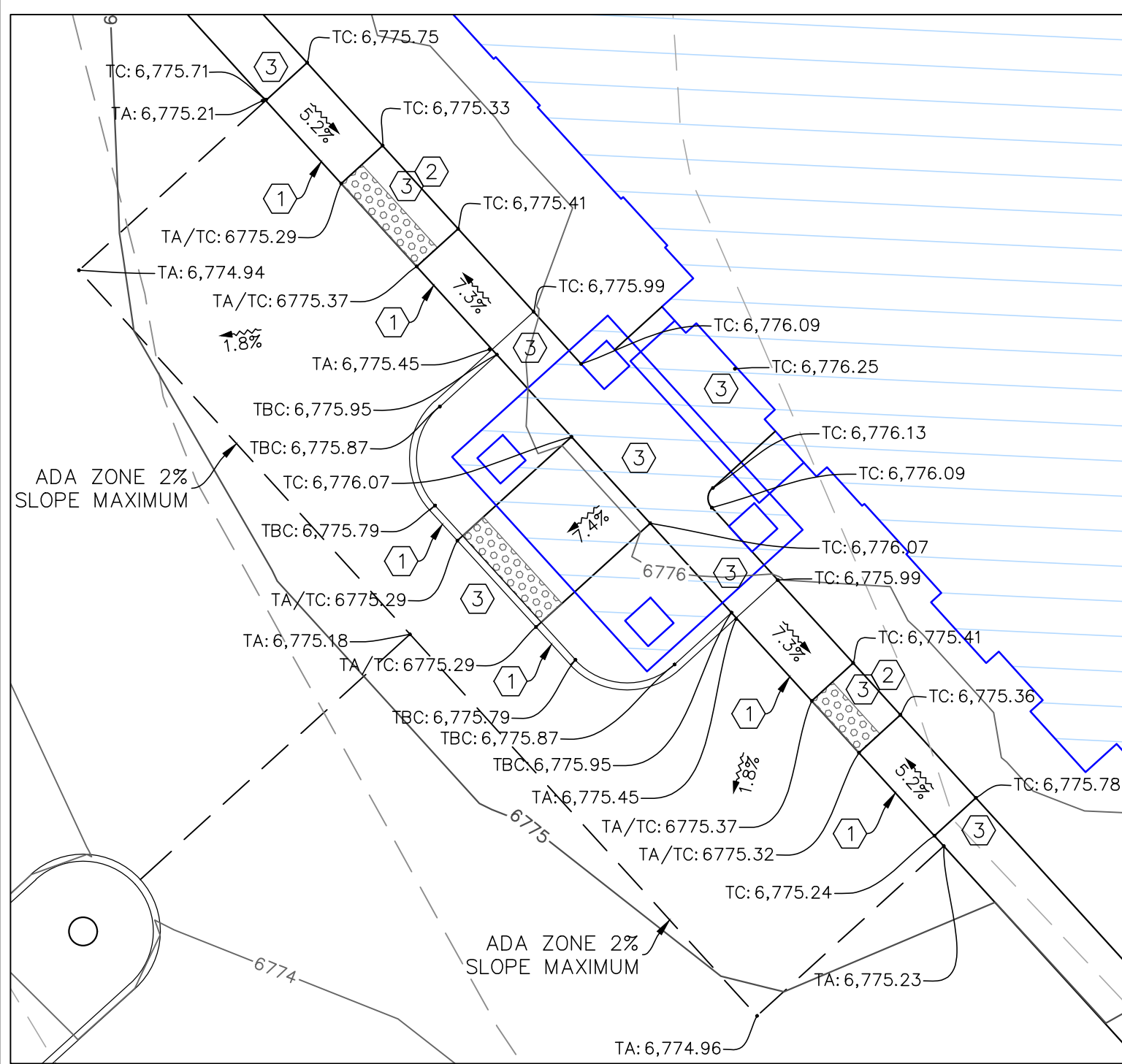
SURVEY NOTES:

1. SITE SURVEY DATA (PER MASTER PLAN DSD PROJ #SF-16-018) DATE: 10/17/16

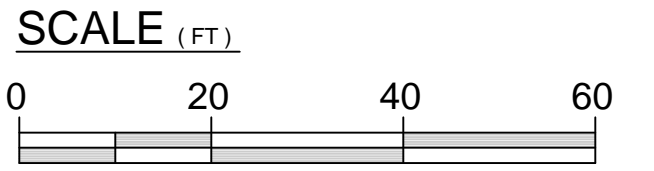
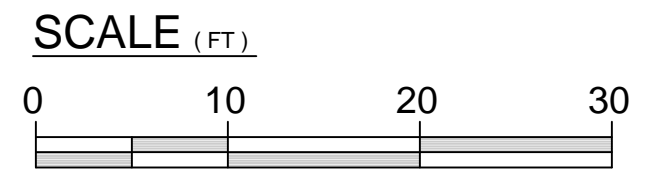
2. BENCHMARKS:
 (A) A CHISELED "+" ON THE WEST END OF THE CONCRETE MEDIAN LOCATED IN STRUTHERS ROAD EAST OF GLENEAGLE DRIVE ELEVATION = 6770.99 (NAVD88)
 (B) A CHISELED "+" ON THE EAST END OF THE CONCRETE MEDIAN LOCATED IN STRUTHERS ROAD EAST OF GLENEAGLE DRIVE ELEVATION = 6747.41 (NAVD88)

LEGEND

PROPOSED	EXISTING	
--- (dashed line)	--- (dashed line)	MAJOR CONTOUR
--- (dashed line)	--- (dashed line)	MINOR CONTOUR
--- (dashed line)	--- (dashed line)	BUILDING/STRUCTURE CURB, GUTTER
--- (dashed line)	--- (dashed line)	PROPERTY LINE
● (circle)		STORMDRAIN INLET
⊕ (square)		STORMDRAIN COMBINATION BOX
⊙ (circle)		STORMDRAIN MANHOLE
⌘ (square)		DOWNSPOUT CONNECTION
⌘ (square)		ROOF DRAIN
⌘ (square)		CLEANOUT
---	---	GRADE BREAK LINE/CONVERGENCE POINT

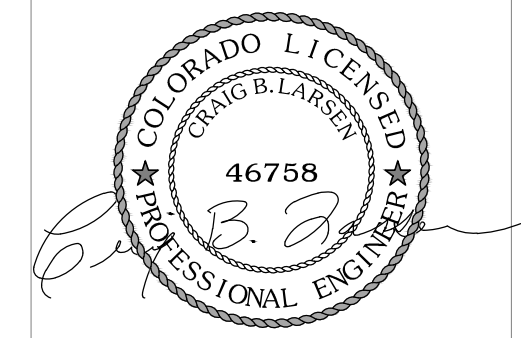


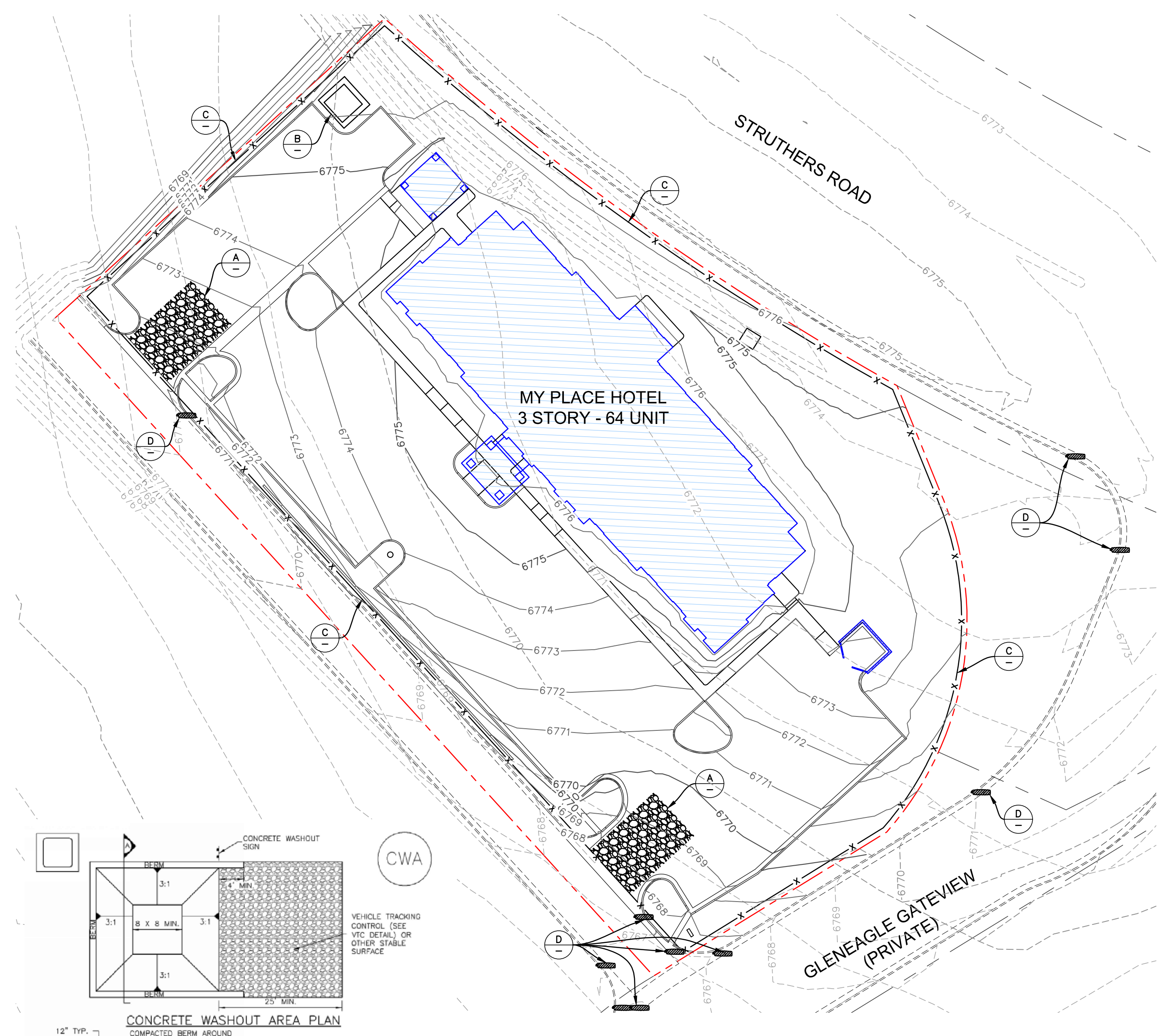
A ENTRANCE DETAIL
 1"=10'



Rev.	Date	Comment

DRAWN BY: BMA
 DESIGN BY: CBL
 ORIG. ISSUE DATE: 06/13/2017

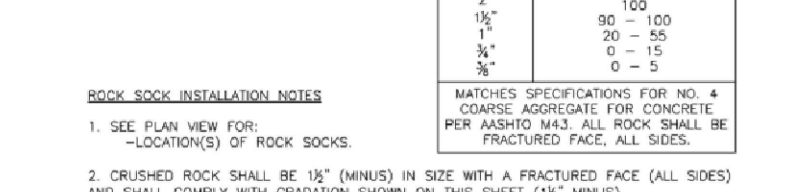
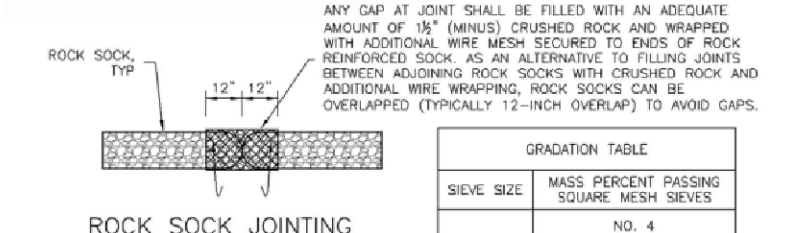
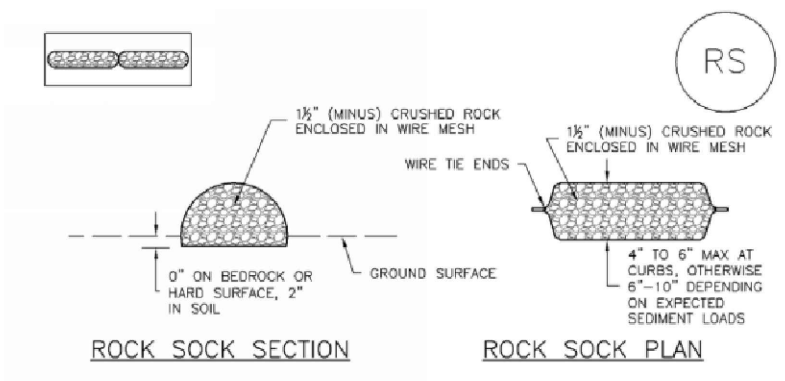
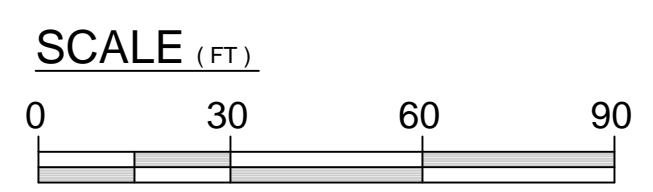




- (A) CONSTRUCT VEHICLE TRACKING CONTROL ENTRANCE, LOCATION TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY
- (B) CONSTRUCT CONCRETE WASHOUT FACILITY, LOCATION(S) TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY, CLEAN & DISPOSE OF EXCESS MATERIAL AS NECESSARY IN A LAWFUL MANNER
- (C) INSTALL STRAW WADDLE OR BALE EROSION CONTROL BARRIER AT ALL LOCATIONS WHERE STORMWATER RUNOFF MAY FLOW OFF-SITE
- (D) PLACE GRAVEL BAGS & INLET PROTECTION, OVER PROPOSED & EXISTING INLETS & STREET GUTTERS UNTIL COMPLETION OF SITE CONSTRUCTION & LANDSCAPING (TYP. ALL INLETS)

LEGEND

PROPOSED	EXISTING	
SD	SD	STORMDRAIN LINE
-1775	-1775	PROPERTY LINE
-1776	-1776	MAJOR CONTOUR
X		MINOR CONTOUR
		STRAW WADDLE/SILT FENCE
		STRAW BALE
		GRAVEL BAG
		STORMDRAIN INLET
		STORMDRAIN COMBINATION BOX
		STORMDRAIN MANHOLE
		DOWNSPOUT CONNECTION



ROCK SOCK MAINTENANCE NOTES

- INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
- FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
- WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
- ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED, OR DAMAGED BEYOND REPAIR.
- SEDIMENT ACCUMULATED UPSTREAM OF ROCK SOCKS SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 5" OF THE HEIGHT OF THE ROCK SOCK.
- ROCK SOCKS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
- WHEN ROCK SOCKS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDING AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)

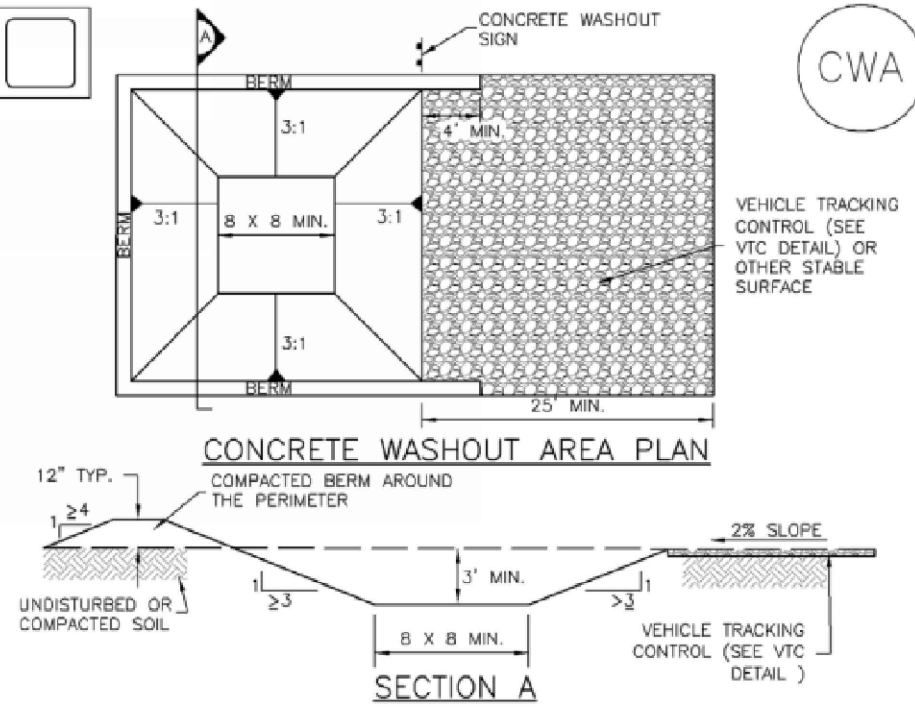
NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM USDFD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

NOTE: THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW COMMONLY USED, CONVENTIONAL METHODS OF ROCK SOCK INSTALLATION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY OTHER SIMILAR PROPRIETARY PRODUCTS ON THE MARKET. USED NEITHER NAMES NOR REQUIREMENTS OF PROPRIETARY PROTECTION PRODUCTS. HOWEVER, IN THE EVENT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE SHOP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

GRADATION TABLE

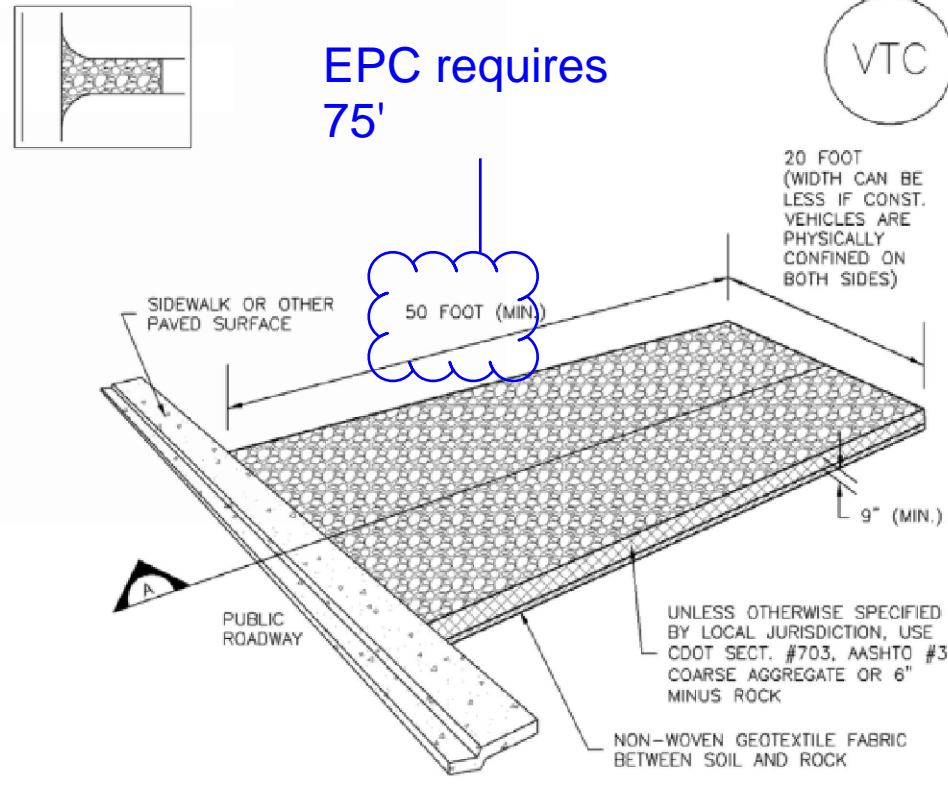
SIEVE SIZE	MASS PERCENT PASSING SQUARE MESH SIEVES
NO. 4	100
NO. 10	90 - 100
NO. 20	70 - 85
NO. 40	40 - 55
NO. 60	10 - 25
NO. 100	0 - 5

ROCK SOCK PERIMETER CONTROL



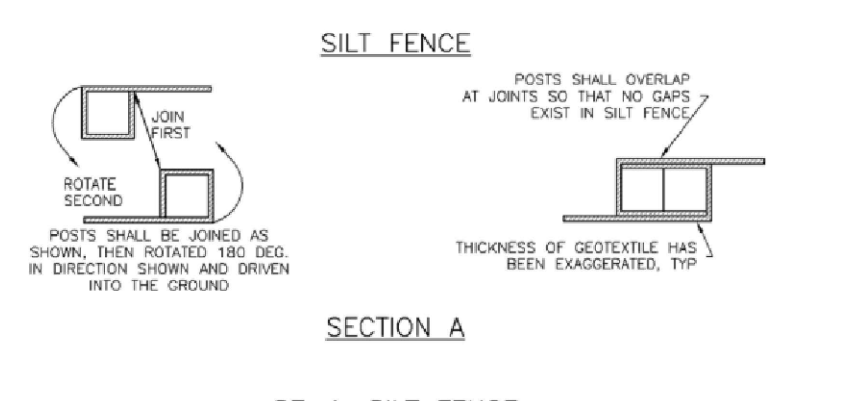
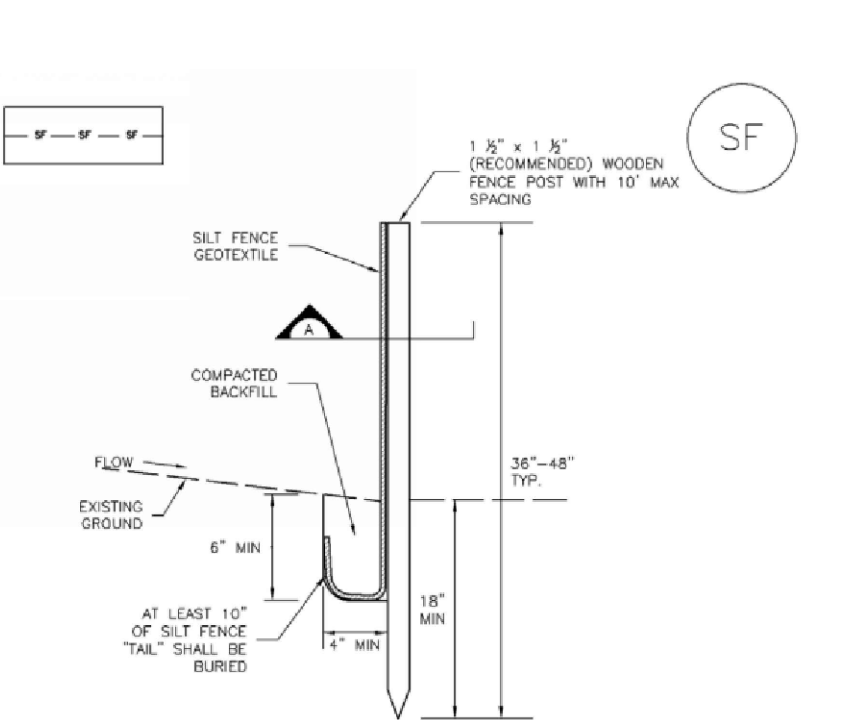
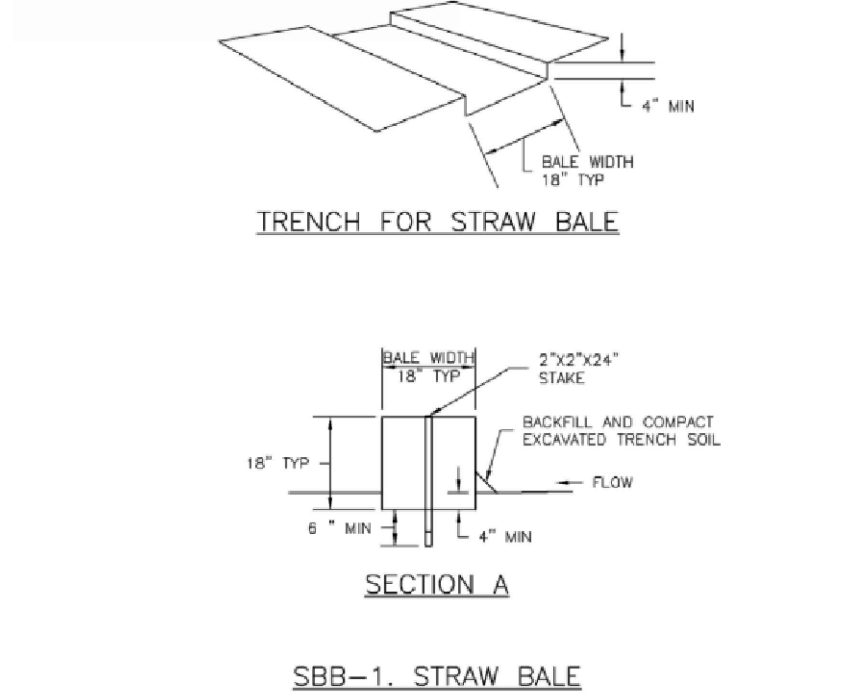
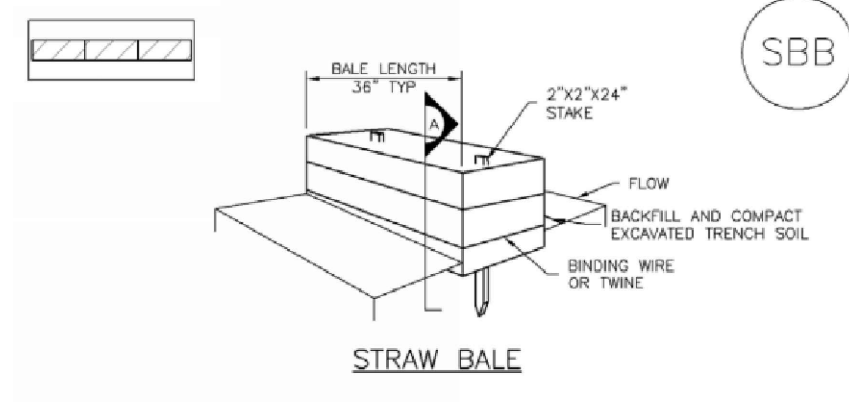
- CWA INSTALLATION NOTES
- SEE PLAN VIEW FOR: -CWA INSTALLATION LOCATION.
 - DO NOT LOCATE AN UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATHWAY OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS INFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PRESTABILIZED CONCRETE WASHOUT DEVICES OR A LINED ABOVE GROUND STORAGE ARE SHOULD BE USED.
 - THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
 - CWA SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 8" BY 8" SLOPES LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3' DEEP.
 - BERM SURROUNDING SIDES AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'.
 - VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE CWA.
 - SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CWA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CWA TO OPERATORS OF CONCRETE TRUCKS AND PLUMB DEVICES.
 - USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.

- CWA MAINTENANCE NOTES
- INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 - FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 - WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 - THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE, CONCRETE MATERIALS, ACCUMULATED IN PIT, SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2'.
 - CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.
 - THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
 - WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM DOUGLAS COUNTY, COLORADO AND THE CITY OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM USDFD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.



- VTC INSTALLATION NOTES
- SEE PLAN VIEW FOR: -VTC INSTALLATION LOCATION.
 - DO NOT LOCATE AN UNLINED VTC WITHIN 400' OF ANY NATURAL DRAINAGE PATHWAY OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS INFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE VTC MUST BE INSTALLED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PRESTABILIZED CONCRETE WASHOUT DEVICES OR A LINED ABOVE GROUND STORAGE ARE SHOULD BE USED.
 - THE VTC SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
 - VTC SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 8" BY 8" SLOPES LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3' DEEP.
 - BERM SURROUNDING SIDES AND BACK OF THE VTC SHALL HAVE MINIMUM HEIGHT OF 1'.
 - VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE VTC.
 - SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE VTC, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE VTC TO OPERATORS OF CONCRETE TRUCKS AND PLUMB DEVICES.
 - USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.

- VTC MAINTENANCE NOTES
- INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
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 - CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.
 - THE VTC SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
 - WHEN THE VTC IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM DOUGLAS COUNTY, COLORADO AND THE CITY OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM USDFD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.



- SILT FENCE INSTALLATION NOTES
- SILT FENCE MUST BE PLACED AWAY FROM THE TOE OF THE SLOPE TO ALLOW FOR WATER PENETRATION. SILT FENCE AT THE TOE OF A SLOPE SHOULD BE INSTALLED IN A FLAT LOCATION AT LEAST SEVERAL FEET (2-5 FT) FROM THE TOE OF THE SLOPE TO ALLOW ROOM FOR FLOWING AND DEPOSITION.
 - A UNIFORM 6" X 4" ANCHOR TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION DEVICE. NO ROAD GRADERS, BACKHOES, OR SIMILAR EQUIPMENT SHALL BE USED.
 - COMPACT ANCHOR TRENCH BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. COMPACTOR SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY WIND.
 - SILT FENCE SHALL BE PULLED TIGHT AS IT IS ANCHORED TO THE STAKES. THERE SHOULD BE NO NOTICEABLE SAG BETWEEN STAKES AFTER IT HAS BEEN ANCHORED TO THE STAKES.
 - SILT FENCE FABRIC SHALL BE SECURED USING "NOD RINGS" OR WIRE TIES AT 6" CENTERS ALONG ALL JOINTS AND AT 2' CENTERS ON ENDS OF SOCKS.
 - AT THE END OF A RUN OF SILT FENCE ALONG A CONTOUR, THE SILT FENCE SHOULD BE TURNED PERPENDICULAR TO THE CONTOUR TO CREATE A "J-HOOK." THE "J-HOOK" EXTENDING PERPENDICULAR TO THE CONTOUR SHOULD BE OF SUFFICIENT LENGTH TO KEEP RUNOFF FROM FLOWING AROUND THE END OF THE SILT FENCE (TYPICALLY 10' - 20').
 - SILT FENCE SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.

- SILT FENCE MAINTENANCE NOTES
- INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 - FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 - WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 - SEDIMENT ACCUMULATED UPSTREAM OF THE SILT FENCE SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 5" OF THE HEIGHT OF THE ROCK SOCK.
 - REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.
 - SILT FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION, OR IS REPLACED BY AN EQUIVALENT PERIMETER SEDIMENT CONTROL BMP.
 - WHEN SILT FENCE IS REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDING AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM USDFD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

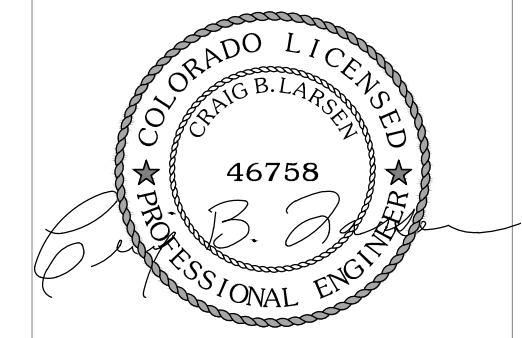


- (C) STRAW WATTLE, SILT FENCE OR BALE EROSION CONTROL



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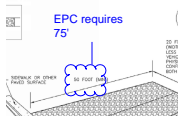


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EROSION CONTROL PLAN
 C400

Markup Summary

dsdrice (1)



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EPC requires 75'

AutoCAD SHX Text (71)



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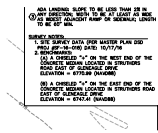


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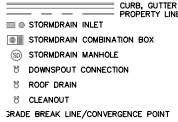
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SURVEY NOTES: 1. SITE SURVEY DATA (PER MASTER PLAN DSD SITE SURVEY DATA (PER MASTER PLAN DSD PROJ #SF-16-018) DATE: 10/17/16 2. BENCHMARKS: (A) A CHISELED "+" ON THE WEST END OF THE A CHISELED "+" ON THE WEST END OF THE CONCRETE MEDIAN LOCATED IN STRUTHERS ROAD EAST OF GLENEAGLE DRIVE ELEVATION = 6770.99 (NAVD88) (B) A CHISELED "+" ON THE EAST END OF THE CONCRETE MEDIAN LOCATED IN STRUTHERS ROAD EAST OF GLENEAGLE DRIVE ELEVATION = 6747.41 (NAVD88)



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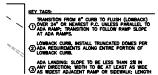
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STORMDRAIN INLET STORMDRAIN COMBINATION BOX STORMDRAIN MANHOLE DOWNSPOUT CONNECTION ROOF DRAIN CLEANOUT



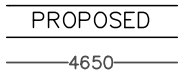
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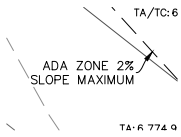
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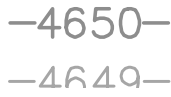


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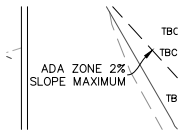
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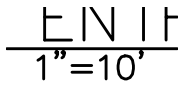
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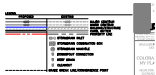
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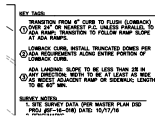
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TRANSITION FROM 6" CURB TO FLUSH (LOWBACK) OVER 24" OR NEAREST P.C. UNLESS PARALLEL TO ADA RAMP;
 TRANSITION TO FOLLOW RAMP SLOPE AT ADA RAMPS. LOWBACK CURB, INSTALL TRUNCATED DOMES PER ADA REQUIREMENTS ALONG ENTIRE PORTION OF LOWBACK CURB. ADA LANDING: SLOPE TO BE LESS THAN 2% IN ANY DIRECTION; WIDTH TO BE AT LEAST AS WIDE AS WIDEST ADJACENT RAMP OR SIDEWALK; LENGTH TO BE 60" MIN.

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A ENTRANCE_DETAIL

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-- MAJOR CONTOUR
-- MINOR CONTOUR
7/ BUILDING/STRUCTURE
= CURB, GUTTER
= PROPERTY LINE

Subject:
Page Label: [6] COS C300 GRADE MAJOR CONTOUR MINOR CONTOUR
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- STORMDRAIN COMBINATION BOX
- STORMDRAIN MANHOLE
- DOWNSPOUT CONNECTION
- ROOF DRAIN
- CLEANOUT
- GRADE BREAK LINE/CONVERGENCE POINT

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GRADE BREAK LINE/CONVERGENCE POINT 50
 YR. STORM WATER SURFACE



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%%u STRAW WATTLE, SILTE FENCE OR BALE
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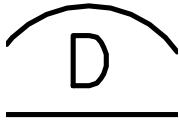


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1 CONSTRUCT VEHICLE TRACKING CONTROL ENTRANCE
LOCATION TO BE DETERMINED BY CONTRACTOR
WASHOUT PROJECT FOR PRACTICALITY
2 CONSTRUCT FURNISH BARRIER FACILITY. COORDINATE
TO BE DETERMINED BY CONTRACTOR THROUGHOUT
PROJECT FOR PRACTICALITY & SAFETY. BARRIER
FACILITY SHALL BE MAINTAINED THROUGHOUT
CONSTRUCTION OF ALL PROJECT ELEMENTS.
3 SHALL SHOW WORK ON ALL PROJECT ELEMENTS
NEARBY TO THE VEHICLE TRACK CONTROL
ENTRANCE AT ALL TIMES.
4 ALL WORK SHALL BE IN ACCORDANCE WITH THE
LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS
FOR HIGHWAY CONSTRUCTION, LATEST EDITIONS OF THE
CALIFORNIA STANDARD SPECIFICATIONS FOR BRIDGE
CONSTRUCTION, AND THE STANDARD SPECIFICATIONS FOR
CONCRETE AND MASONRY CONSTRUCTION, LATEST EDITIONS.
5 CONCRETE WASHOUT BASIN

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CONSTRUCT VEHICLE TRACKING CONTROL
ENTRANCE, LOCATION TO BE DETERMINED
BY CONTRACTOR THROUGHOUT PROJECT
FOR PRACTICALITY

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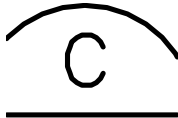
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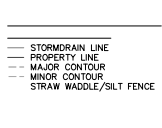
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STORMDRAIN LINE PROPERTY LINE MAJOR
CONTOUR MINOR CONTOUR STRAW
WADDLE/SILT FENCE

VIC-1. AGGREGATE_VEHICLE_TRACKING_CONTI



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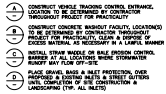
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Subject: INSTALL STRAW WADDLE OR BALE EROSION CONTROL BARRIER AT ALL LOCATIONS WHERE STORMWATER RUNOFF MAY FLOW OFF-SITE
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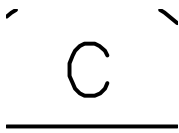
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- 1776----- MINOR CONTROL STRAW WADDL
- STRAW BAIL
- GRAVEL BAG
- STORMDRAIN INLET
- STORMDRAIN COMBINATION BOX
- STORMDRAIN MANHOLE
- DOWNSPOUT CONNECTION

Subject: STRAW BAIL GRAVEL BAG STORMDRAIN INLET STORMDRAIN COMBINATION BOX STORMDRAIN MANHOLE DOWNSPOUT CONNECTION
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- CONSTRUCT CONCRETE WASHOUT FACILITY, LOCATION(S) TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY, CLEAN & DISPOSE OF EXCESS MATERIAL AS NECESSARY IN A LAWFUL MANNER
- INSTALL STRAW BAILS OR BALE PROTECTION OVER PROPOSED & EXISTING INLETS & STREET GUTTERS UNTIL COMPLETION OF SITE CONSTRUCTION & LANDSCAPING (TYP. ALL INLETS)
- PLACE GRAVEL BAGS & INLET PROTECTION OVER PROPOSED & EXISTING INLETS & STREET GUTTERS UNTIL COMPLETION OF SITE CONSTRUCTION & LANDSCAPING (TYP. ALL INLETS)

Subject: PLACE GRAVEL BAGS & INLET PROTECTION, OVER PROPOSED & EXISTING INLETS & STREET GUTTERS UNTIL COMPLETION OF SITE CONSTRUCTION & LANDSCAPING (TYP. ALL INLETS)
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- CONSTRUCT CONCRETE WASHOUT FACILITY, LOCATION(S) TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY, CLEAN & DISPOSE OF EXCESS MATERIAL AS NECESSARY IN A LAWFUL MANNER
- INSTALL STRAW BAILS OR BALE PROTECTION OVER PROPOSED & EXISTING INLETS & STREET GUTTERS UNTIL COMPLETION OF SITE CONSTRUCTION & LANDSCAPING (TYP. ALL INLETS)
- CONSTRUCT CONCRETE WASHOUT FACILITY, LOCATION(S) TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY, CLEAN & DISPOSE OF EXCESS MATERIAL AS NECESSARY IN A LAWFUL MANNER
- INSTALL STRAW BAILS OR BALE PROTECTION OVER PROPOSED & EXISTING INLETS & STREET GUTTERS UNTIL COMPLETION OF SITE CONSTRUCTION & LANDSCAPING (TYP. ALL INLETS)

Subject: CONSTRUCT CONCRETE WASHOUT FACILITY, LOCATION(S) TO BE DETERMINED BY CONTRACTOR THROUGHOUT PROJECT FOR PRACTICALITY, CLEAN & DISPOSE OF EXCESS MATERIAL AS NECESSARY IN A LAWFUL MANNER
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