

TYPICAL CONSTRUCTION SEQUENCE FOR DOME FRAME & COVER

1. EXCAVATE APPROXIMATELY 4" TO 6" BELOW THE TOP OF THE INLET STRUCTURE.
2. PLACE THE FRAME ONTO THE INLET STRUCTURE, ENSURING PROPER SEATING OF FRAME TO STRUCTURE.
3. SLIDE THE FILTER MATERIAL OVER THE FRAME.
4. FILL THE COVER POCKETS WITH SOIL, #20 GRAVEL OR EQUIVALENT. THE COVER POCKETS SHOULD BE COMPLETELY FILLED TO ENSURE A GOOD SEAL BETWEEN THE GROUND AND INLET STRUCTURE.
5. BACK FILL AROUND THE FRAME AND COVER ASSEMBLY IS NOT REQUIRED TO COMPLETE INSTALLATION. HOWEVER, BACKFILLING MAY BE NECESSARY TO COMPLETE EXCAVATION REQUIREMENTS FOR THE SITE.

MAINTENANCE NOTES:

1. INLET PROTECTION DEVICES MUST BE INSPECTED FOR SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN. REMOVE TRAPPED SEDIMENT WHEN DEPTH OF SEDIMENT IS HALF THE FABRIC HEIGHT.
2. REMOVAL OF SEDIMENT ACCUMULATED IN OR ADJACENT TO A STORM DRAIN INLET MUST BEGIM IMMEDIATELY UPON DISCOVERY, WITH COMPLETION OF THE ACTIVITY OCCURRING NO LATER THAN THE END OF THE FOLLOWING BUSINESS DAY.
3. INLET PROTECTION DEVICES SHALL BE INSPECTED FOR UNINTENDED BYPASS OR IMPROPER FLOW-RATES THAT MAY CAUSE DOWNSTREAM FLOODING.
4. CONTACT THE CEC FOR ALTERNATE INLET PROTECTION IF THE DESIGNED PROTECTION MAY IMPACT DOWNSTREAM BMPs, ADJACENT SLOPES, ETC., DUE TO PONDING ISSUES. ENSURE THAT NO UNDERMINING OF INLET PROTECTION DEVICES HAS OCCURRED.
5. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.

DOMED INLET PROTECTION (PREFABRICATED)
N.T.S.

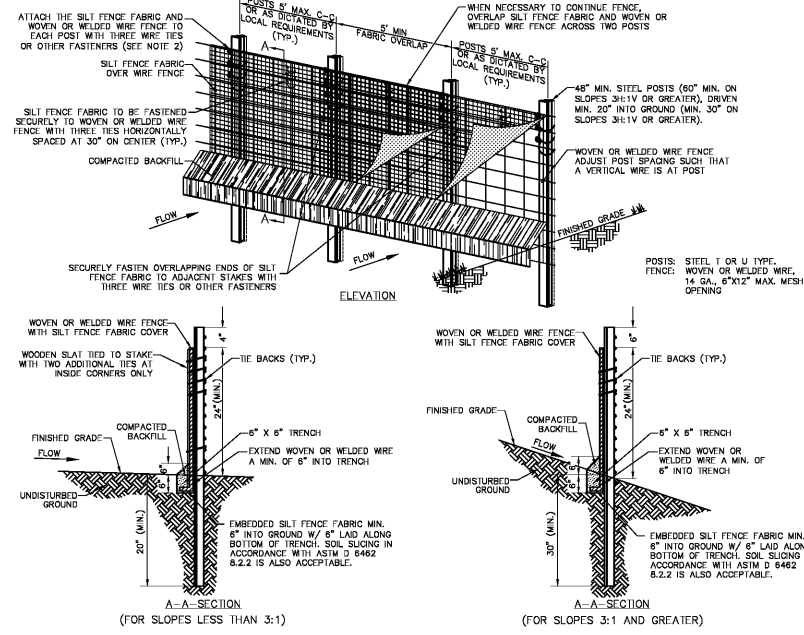


TABLE 1 Temporary Silt Fence Material Property Requirements

Test Method	Units	Supported Silt Fence	Unsupported Silt Fence	Type of Value
Grab Strength	ASTM D 4632	(lbs)		
Machine Direction	ASTM D 4632	400	350	Min/Typ
		(90)	(90)	
Machine Direction	ASTM D 4632	400	450	Min/Typ
		(90)	(90)	
Flexibility	ASTM D 4641	0.05	0.05	Max
Aperture Opening Size	ASTM D 4751	0.00	0.00	Max
Unstated Stability	ASTM D 4751	N/A	70% min	Typical

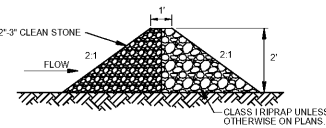
Silt fence support shall consist of 14 gauge steel wire with a mesh opening of 150 mm (6 in.) or substantially equivalent. Fabric shall be made of woven or knitted synthetic material. For substantially equivalent material, the contractor shall submit a report of test results to the engineer and for use or regulatory agencies portable units in accordance with Test Method D 5147. The material shall be tested in accordance with Test Method D 4632.

TABLE 1.1. SOURCE FROM ASTM D 4642-98 (2002)

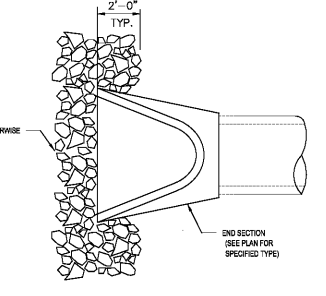
SEDIMENTATION/SILT FENCE WIRE BACKING
N.T.S.

MAINTENANCE NOTES:

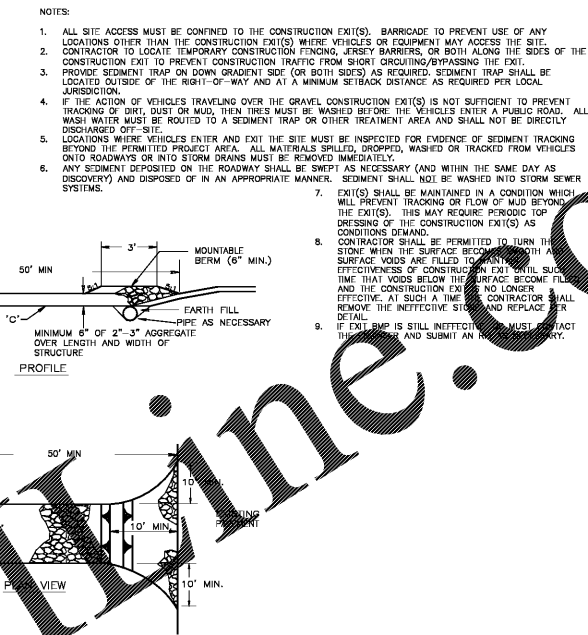
1. SILT FENCE SHALL BE INSPECTED TO ITS ENTIRETY AND MUST BE CLEANED WHEN SEDIMENT ACCUMULATION ON THE SURFACE OF THE FABRIC AND THE WOVEN OR WELDED WIRE FENCE TO THE POINT AS PREVIOUSLY STATED. IN ADDITION, EACH TIE PLACEMENT WHEN POSTS ARE POSITIONED TO HANG ON A POST. WHEN POSTS ARE POSITIONED TO HANG ON A POST, EACH TIE PLACEMENT WHEN POSTS ARE POSITIONED TO HANG ON A POST, EACH TIE PLACEMENT WHEN POSTS ARE POSITIONED TO HANG ON A POST.
2. MATERIAL REMOVED FROM THE SITE SHALL BE STOCKPILED ON THE UPLAND PORTION OF THE SITE IF SUITABLE FOR REUSE.
3. SHARP PAD AS NEEDED FOR PROPER DRAINAGE.
4. ADDRESS WITH CLEANLINESS AS NEEDED.
5. IMMEDIATELY REMOVE SEDIMENT ON ADJACENT STREET.



ROCK CHECK DAM
N.T.S.



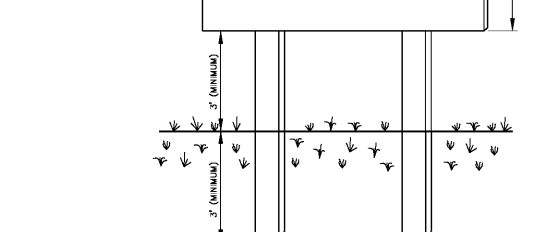
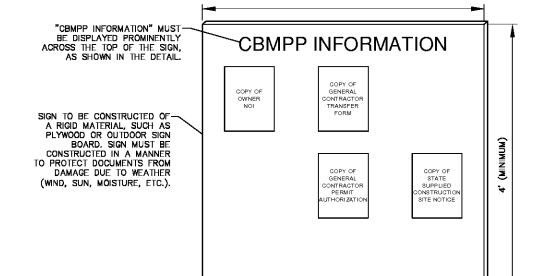
RIP-RAP PLACEMENT DETAIL
N.T.S.



CONSTRUCTION EXIT
N.T.S.

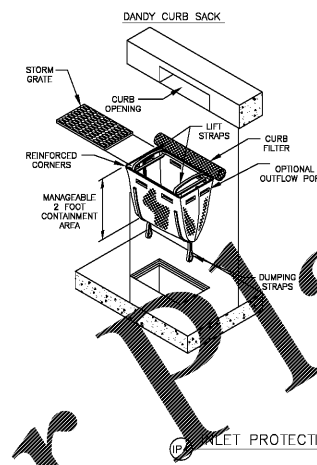
- NOTES:**
1. ALL SITE ACCESS MUST BE CONFINED TO THE CONSTRUCTION EXIT(S). BARRICADE TO PREVENT USE OF ANY LOCATIONS OTHER THAN THE CONSTRUCTION EXIT(S) WHERE VEHICLES OR EQUIPMENT MAY ACCESS THE SITE.
 2. CONTRACTOR TO LOCATE TEMPORARY CONSTRUCTION FENCING, JERSEY BARRIERS, OR BOTH ALONG THE SIDES OF THE CONSTRUCTION EXIT TO PREVENT CONSTRUCTION TRAFFIC FROM SHORT CIRCUITING/BYPASSING THE EXIT.
 3. PROVIDE SEDIMENT TRAP ON DOWN GRADIENT SIDE (OR BOTH SIDES) AS REQUIRED. SEDIMENT TRAP SHALL BE LOCATED OUTSIDE OF THE RIGHT-OF-WAY AND AT A MINIMUM SETBACK DISTANCE AS REQUIRED PER LOCAL JURISDICTION.
 4. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION EXIT(S) IS NOT SUFFICIENT TO PREVENT TRACKING OF DIRT, DUST OR MUD, THEN TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. ALL WASH WATER MUST BE ROUTED TO A SEDIMENT TRAP OR OTHER TREATMENT AREA AND SHALL NOT BE DIRECTLY DISCHARGED OFF-SITE.
 5. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE MUST BE INSPECTED FOR EVIDENCE OF SEDIMENT TRACKING BEYOND THE PERMITTED PROJECT AREA. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
 6. ANY SEDIMENT DEPOSITED ON THE ROADWAY SHALL BE SWEEPED AS NECESSARY (AND WITHIN THE SAME DAY AS DISCOVERY) AND DISPOSED OF IN AN APPROPRIATE MANNER. SEDIMENT SHALL NOT BE WASHED INTO STORM SEWER SYSTEMS.
 7. EXIT(S) SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD BEYOND THE EXIT(S). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXIT(S) AS CONDITIONS DEMAND.
 8. CONTRACTOR SHALL BE PERMITTED TO TURN THE SURFACE WHEN THE SURFACE BECOMES UNUSABLE WITH SURFACE VOIDS ARE FULLED TO THE POINT OF EFFECTIVENESS OF CONSTRUCTION EXIT UNTIL SUCH TIME THAT VOIDS BELOW THE SURFACE BECOME EFFECTIVE. AT SUCH A TIME, CONTRACTOR SHALL REMOVE THE INEFFECTIVE STRUCTURE AND REPLACE IN DETAIL.
 9. IF EXIT BUMP IS STILL INEFFECTIVE, MUST CONTACT THE ENGINEER AND SUBMIT AN INQUIRY.

NOTE TO GO: THE GOAL OF A CONSTRUCTION EXIT AND ASSOCIATED WHEEL WASH AREAS IS TO ELIMINATE TRACK OUT. SIMPLY MANAGING TRACK OUT THROUGH DESIGNATED OR CONTINUAL STREET SWEEPING IS NOT AN ACCEPTABLE PRACTICE. WHEEL STREET SWEEPING IS AN ACCEPTABLE PRACTICE FOR REMOVING DUST AND MINIMAL AMOUNTS OF FINE SEDIMENT. OBSERVABLE TRACK OUT FROM THE PROJECT SHOULD TRIGGER THE USE OF ADDITIONAL MEASURES (WHEEL WASH). CONSIDERATION OF ALTERNATE EXITS, OR DISCONTINUING VEHICLE TRAFFIC UNTIL CONDITIONS ON-SITE HAVE IMPROVED. TRACK OUT IS A SEDIMENT RELEASE.



- NOTES:**
1. THE CBMP INFORMATION SIGN MUST BE LOCATED IN A PROMINENT, PUBLICLY ACCESSIBLE LOCATION NEAR THE MAIN ENTRANCE OF THE SITE, SUCH THAT THE DOCUMENTATION CAN BE READ WITHOUT ACCESSING THE JOBSITE, BUT NOT OBSTRUCTING VIEWS AS TO CAUSE A TRAFFIC SAFETY HAZARD.
 2. ALL POSTED DOCUMENTS MUST BE MAINTAINED IN A CLEARLY READABLE CONDITION AT ALL TIMES THROUGHOUT CONSTRUCTION AND UNTIL THE NOTICE OF TERMINATION (NOT) IS FILED FOR THE PERMIT. THE CONTRACTOR MAY UTILIZE ACCESSIBLE WATERPROOF FOLDERS TO STORE THESE DOCUMENTS IF IT WILL BE DIFFICULT TO POST ALL PAGES INDIVIDUALLY.
 3. CONTRACTOR SHALL POST OTHER STORMWATER AND/OR EROSION AND SEDIMENT CONTROL RELATED PERMITS ON THE SIGN AS REQUIRED BY THE GOVERNING AGENCIES.
 4. SUBSEQUENT PERMIT MODIFICATION REQUESTS OR RENEWAL APPLICATIONS AND THEIR ASSOCIATED AUTHORIZATIONS OR RESPONSES SHALL BE POSTED ON THE CBMP SIGN.
 5. ALL PAGES OF NOTICES OF INTENT AND PERMIT AUTHORIZATIONS MUST BE POSTED.
 6. SIGN SHALL BE LOCATED OUTSIDE OF THE RIGHT-OF-WAY AND FASTENMENTS UNLESS APPROVED BY THE GOVERNING AGENCY.
 7. CONTRACTOR IS RESPONSIBLE FOR ENSURING STABILITY OF THE CBMP INFORMATION SIGN.

CBMP INFORMATION SIGN
N.T.S.



DANDY CURB SACK™ SPECIFICATIONS

Mechanical Properties	Test Method	Units	Value
Grab Tensile Strength	ASTM D 4632	KN (lbs)	1.78 (400) X 0.42 (93)
Grab Tensile Elongation	ASTM D 4632	%	10 (22)
Puncture Strength	ASTM D 4632	KN (lbs)	0.4 (90)
Machine Burst Strength	ASTM D 3799	KN (lbs)	502 (113)
Tensile Tear Strength	ASTM D 4533	KN (lbs)	97 (196) X 0.189 (42)
Resistance	ASTM D 4555	mm (in)	1.27 (0.05)
Aperture Opening Size	ASTM D 4751	mm (in)	0.425 (0.017)
Flow Rate	ASTM D 4481	l/min/m² (gal/min/ft²)	0.832 (20)
Permeability	ASTM D 4481	Sec	0.60

- MAINTENANCE NOTES:**
1. INLET PROTECTION DEVICES MUST BE INSPECTED FOR SEDIMENT ACCUMULATION WITHIN THE CATCH BASIN. REMOVE TRAPPED SEDIMENT WHEN BRIGHTLY COLORED EXPANSION REMOVAL OF SEDIMENT ACCUMULATED IN OR ADJACENT TO A STORM DRAIN INLET MUST BEGIM IMMEDIATELY UPON DISCOVERY, WITH COMPLETION OF THE ACTIVITY OCCURRING NO LATER THAN THE END OF THE FOLLOWING BUSINESS DAY.
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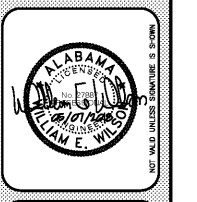
INLET PROTECTION FILTER SACK FOR HOODED GRATE INLET
N.T.S.

FOR USE ONLY IN PAVED AREAS WHERE SEDIMENT LOADS ARE EXPECTED TO BE VERY LOW. FILTER SACK MUST HAVE OVERFLOW HOLES TO PREVENT PONDING.

NO.	REVISIONS	DESCRIPTION	DATE	DESIGNER
0		ISSUED FOR APPROVAL		

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