

CONSTRUCTION EXIT

A STONE STABILIZED PAD SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE TO A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK, PARKING AREA, OR ANY OTHER AREA WHERE THERE IS A TRANSITION FROM BARE SOIL TO A PAVED AREA.

AGGREGATE SIZE
STONE WILL BE IN ACCORDANCE WITH NATIONAL STONE ASSOCIATION R-2 (1.5 TO 3.5 INCH STONE).

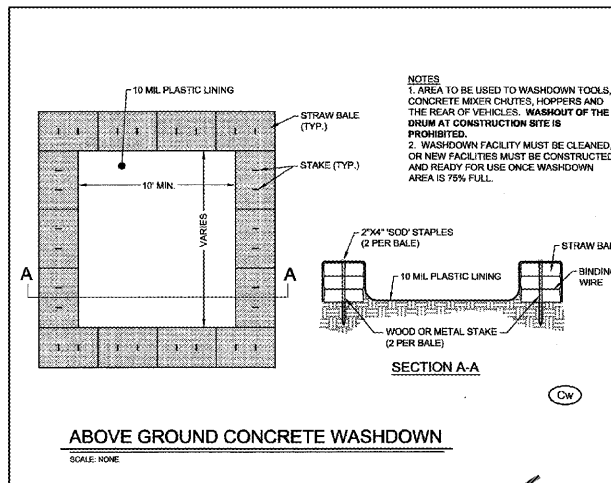
PAD THICKNESS
THE GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES.

PAD WIDTH
AT A MINIMUM, THE WIDTH SHOULD EQUAL FULL WIDTH OF ALL POINTS OF VEHICULAR EGRESS, BUT NOT LESS THAN 20 FEET WIDE.

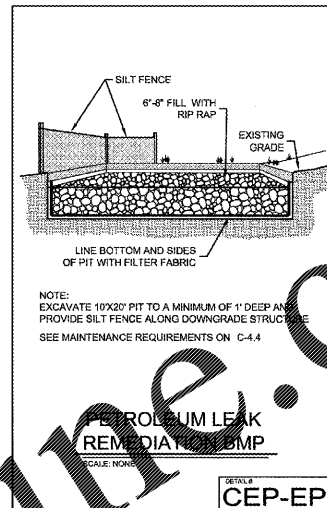
DIVERSION RIDGE
ON SITES WHERE THE GRADE TOWARD THE PAVED AREA IS GREATER THAN 2%, A DIVERSION RIDGE 6 TO 8 INCHES HIGH WITH 3:1 SIDE SLOPES SHALL BE CONSTRUCTED ACROSS THE FOUNDATION APPROXIMATELY 15 FEET ABOVE THE ROAD.

MAINTENANCE
THE EXIT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 1.5-3.5 INCH STONE, AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY STRUCTURES TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES OR SITE ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

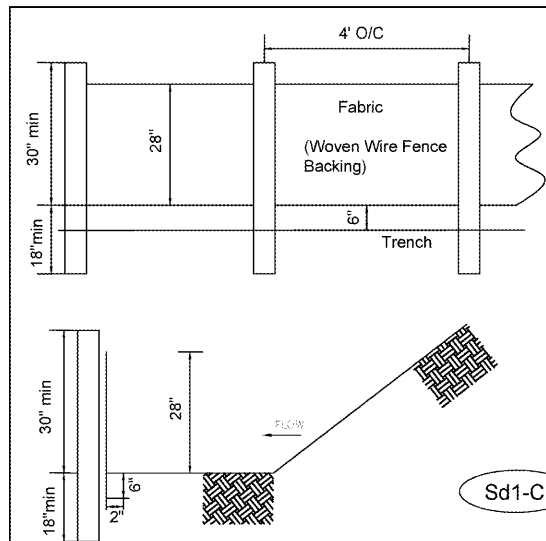
Co CONSTRUCTION EXIT



ABOVE GROUND CONCRETE WASHDOWN



PETROLEUM LEAK REMEDIATION BMP



SILT FENCE
THE MANUFACTURER SHALL HAVE EITHER AN APPROVED COLOR MARK YARN IN THE FABRIC OR LABEL THE FABRICATED SILT FENCE WITH BOTH THE MANUFACTURER AND FABRIC NAME EVERY 100 FEET.

THE TEMPORARY SILT FENCE SHALL BE INSTALLED ACCORDING TO THIS SPECIFICATION, AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. FOR INSTALLATION OF THE FABRIC, SEE DETAIL. POST INSTALLATION SHALL START AT THE CENTER OF THE LOW POINT (IF APPLICABLE) WITH THE REMAINING POSTS SPACED 4 FEET APART FOR TYPE C SILT FENCE. ONLY STEEL POST SHALL BE USED WITH TYPE C SILT FENCE. POSTS SHALL BE 4' IN LENGTH, 1.3 LBS/FT. ALONG STREAM BUFFERS AND OTHER SENSITIVE AREAS, TWO ROWS OF TYPE C SILT FENCE OR ONE ROW OF TYPE C SILT FENCE BACKED BY HAYBALES SHALL BE USED.

Sd1-C TYPE C SILT FENCE

MAINTENANCE
SEDIMENT SHALL BE REMOVED ONCE IT HAS ACCUMULATED TO ONE-HALF THE ORIGINAL HEIGHT OF THE BARRIER. FILTER FABRIC SHALL BE REPLACED WHENEVER IT HAS DETERIORATED TO SUCH AN EXTENT THAT THE EFFECTIVENESS OF THE FABRIC IS REDUCED (APPROXIMATELY SIX MONTHS). TEMPORARY SEDIMENT BARRIERS SHALL REMAIN IN PLACE UNTIL DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED. ALL SEDIMENT ACCUMULATED AT THE BARRIER SHALL BE REMOVED AND PROPERLY DISPOSED OF BEFORE THE BARRIER IS REMOVED.

PROJECT NARRATIVE:

STORMWATER
THE STORMWATER MANAGEMENT AND SEDIMENT CONTROL PRACTICES TO BE IMPLEMENTED DURING THE PROPOSED LAND DISTURBING ACTIVITIES WILL CONSIST OF TEMPORARY AND PERMANENT EROSION CONTROL MEASURES AND WILL INCLUDE A STABILIZED CONSTRUCTION EXIT, A CONCRETE WASHDOWN AREA, INLET PROTECTION, DUST CONTROL, AND PERMANENT GRASSING AND LANDSCAPING AS SHOWN ON THE PLANS.

TOPOGRAPHIC AND SOIL CONDITIONS
THE MAJORITY OF THE PROPERTY CONSISTS OF DEVELOPED/PAVED AND INTERNAL LANDSCAPE AREAS WITH SLOPES BETWEEN 2.0% AND 8.0%. THE REMAINING PORTIONS OF THE SITE, GENERALLY LOCATED ALONG THE PROPERTY LINES, CONSIST OF VEGETATED AND LANDSCAPED AREAS WITH SLOPES RANGING BETWEEN 5.0% AND 45.0%. ACCORDING TO THE NRCS WEB SOIL SURVEY, THE SOILS CONSIST OF TWO SOIL TYPES. THE MAJORITY OF THE SITE IS MADE UP OF SOIL DEFINED AS MADISON SANDY LOAM WITH SLOPES BETWEEN 6% TO 10% (SYMBOL M9C2). THE REMAINDER OF THE SITE IS MADE UP OF SOIL DEFINED AS MADISON AND PACOLET SOILS WITH SLOPES BETWEEN 10% AND 15% (SYMBOL M9D3).

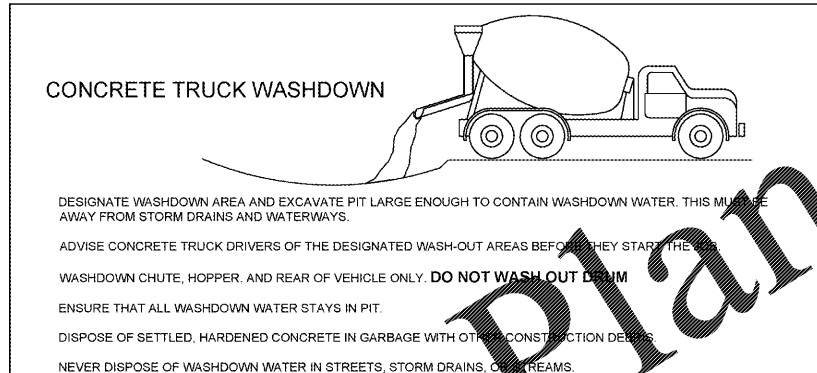
GENERAL DESCRIPTION OF ADJACENT PROPERTIES AND STRUCTURES
TO THE SOUTH THE PROPERTY IS BOUND BY THE SPRING ROAD RIGHT-OF-WAY WITH A COMMERCIAL ZONED PROPERTY AND STRUCTURES DIRECTLY ACROSS. TO THE NORTH AND EAST THE SITE IS ADJACENT TO COMMERCIAL ZONED PROPERTIES OCCUPIED BY COMMERCIAL STRUCTURES. TO THE WEST THE SITE IS BOUND BY A PROPERTY ZONED OFFICE/INSTITUTIONAL ZONING AND IS OCCUPIED BY COMMERCIAL STRUCTURES.

PERMANENT WATER QUALITY MEASURES
THE ORIGINAL PERMITTED SITE SHOWED A REDUCTION OF IMPERVIOUS SURFACE FROM 0% TO 79.90%. THE PROPOSED IMPROVEMENTS SHOW A NET INCREASE OF IMPERVIOUS SURFACE (137 SF) WHICH BRINGS THE TOTAL IMPERVIOUS AREA TO 80.5%. SINCE THE PROPOSED IMPERVIOUS AREA IS LESS THAN THE ORIGINAL SITE, NO ADDITIONAL PERMANENT WATER QUALITY MEASURES ARE PROPOSED. THE EXISTING STORMWATER MANAGEMENT SYSTEM TOGETHER WITH THE PROPOSED PERMANENT SEDIMENT TRAP AREAS SHOWN ON THE PLANS WILL MEET THE PERMANENT WATER QUALITY MEASUREMENTS.

GEORGIA SOIL AND WATER CONSERVATION COMMISSION
Level II Certified Design Professional

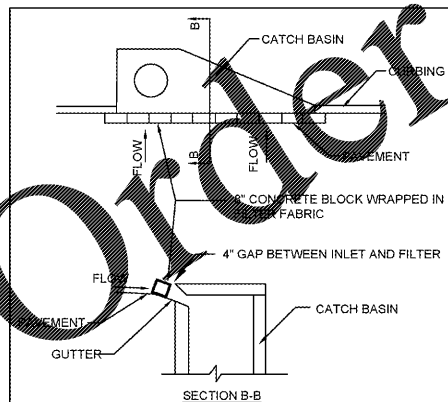
Michael Lukas
Certification Number: 00002555
Issued: 03/02/2011 Expires: 03/02/2017

NOTE: THE CONTRACTOR SHALL MAINTAIN CLOSE CONTACT WITH THE CITY OF SMYRNA AND INSPECTORS SO THAT PERIODIC INSPECTIONS CAN BE PERFORMED AT APPROPRIATE STAGES OF CONSTRUCTION. INSPECTION FEES MUST BE CARRIED OUT IN ACCORDANCE WITH JURISDICTIONAL REQUIREMENTS.



CONCRETE TRUCK WASHDOWN

DESIGNATE WASHDOWN AREA AND EXCAVATE PIT LARGE ENOUGH TO CONTAIN WASHDOWN WATER. THIS MUST BE AWAY FROM STORM DRAINS AND WATERWAYS.
ADVISE CONCRETE TRUCK DRIVERS OF THE DESIGNATED WASH-OUT AREAS BEFORE THEY START THE WASHDOWN CHUTE, HOPPER, AND REAR OF VEHICLE ONLY. **DO NOT WASH OUT DRUM**
ENSURE THAT ALL WASHDOWN WATER STAYS IN PIT.
DISPOSE OF SETTLED, HARDENED CONCRETE IN GARBAGE WITH OTHER CONSTRUCTION DEBRIS.
NEVER DISPOSE OF WASHDOWN WATER IN STREETS, STORM DRAINS, OR STREAMS.



CURB INLET PROTECTION

ONCE PAVEMENT HAS BEEN INSTALLED, A CURB INLET FILTER SHALL BE INSTALLED ON INLETS RECEIVING RUNOFF FROM DISTURBED AREAS. THIS METHOD OF INLET PROTECTION SHALL BE REMOVED IF A SAFETY HAZARD IS CREATED.

ONE METHOD OF CURB INLET PROTECTION USES "FIGS-IN-A-BALNETT" 8-INCH CONCRETE BLOCKS WRAPPED IN FILTER FABRIC. SEE DETAIL. ANOTHER METHOD USES GRAVEL BAGS CONSTRUCTED BY WRAPPING DOT #57 STONE WITH FILTER FABRIC, WIRE, PLASTIC MESH, OR EQUIVALENT MATERIAL. A GAP OF APPROXIMATELY 4 INCHES SHALL BE LEFT BETWEEN THE INLET FILTER AND THE INLET TO ALLOW FOR OVERFLOW AND PREVENT HAZARDOUS PONDING IN THE ROADWAY. PROPER INSTALLATION AND MAINTENANCE ARE CRUCIAL TO AVOID PONDING IN THE ROADWAY, RESULTING IN A HAZARDOUS CONDITION.

Sd2-P CURB INLET PROTECTION



DESIGN CRITERIA FOR ALL Sd2 APPLICATIONS

MANY SEDIMENT FILTERING DEVICES CAN BE DESIGNED TO SERVE AS TEMPORARY SEDIMENT TRAPS. SEDIMENT TRAPS MUST BE SELF-DRAINING UNLESS THEY ARE OTHERWISE PROTECTED IN AN APPROVED FASHION THAT WILL NOT PRESENT A SAFETY HAZARD. THE AREA DRAINING TO THE INLET SEDIMENT TRAP SHALL BE NO GREATER THAN ONE ACRE.

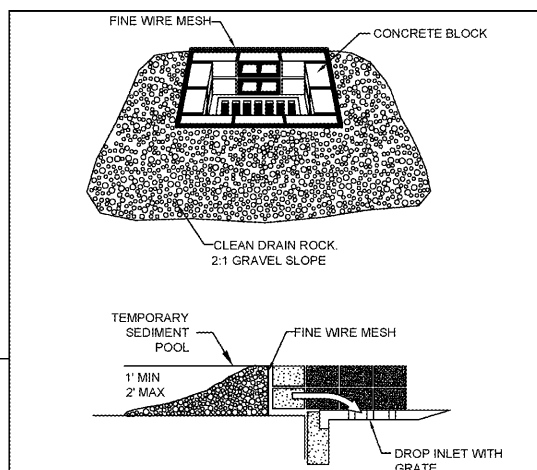
IF RUNOFF MAY BYPASS THE PROTECTED INLET, A TEMPORARY DIKE SHOULD BE CONSTRUCTED ON THE DOWN SLOPE SIDE OF THE STRUCTURE. ALSO, A STONE FILTER RING MAY BE USED ON THE UP SLOPE SIDE OF THE INLET TO SLOW RUNOFF AND FILTER LARGER SOIL PARTICLES. REFER TO FR-STONE FILTER RING.

MAINTENANCE FOR ALL Sd2 APPLICATIONS

ALL TRAPS SHALL BE INSPECTED DAILY AND AFTER EACH RAIN AND REPAIRS MADE AS NEEDED. SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT HAS ACCUMULATED TO ONE-HALF THE HEIGHT OF THE TRAP. SEDIMENT SHALL BE REMOVED FROM CURB INLET PROTECTION IMMEDIATELY. FOR EXCAVATED INLET SEDIMENT TRAPS, SEDIMENT SHALL BE REMOVED WHEN ONE-HALF OF THE SEDIMENT STORAGE CAPACITY HAS BEEN LOST TO SEDIMENT ACCUMULATION. SOD INLET PROTECTION SHALL BE MAINTAINED AS SPECIFIED IN D54- DISTURBED AREA STABILIZATION (WITH SODDING).

SEDIMENT SHALL NOT BE WASHED INTO THE INLET. IT SHALL BE REMOVED FROM THE SEDIMENT TRAP AND DISPOSED OF AND STABILIZED SO THAT IT WILL NOT ENTER THE INLET, AGAIN. WHEN THE CONTRIBUTING DRAINAGE AREA HAS BEEN PERMANENTLY STABILIZED, ALL MATERIALS AND ANY SEDIMENT SHALL BE REMOVED, AND EITHER SALVAGED OR DISPOSED OF PROPERLY. THE DISTURBED AREA SHALL BE BROUGHT TO PROPER GRADE, THEN SMOOTHED AND COMPACTED. ALL DISTURBED AREAS AROUND THE INLET SHALL BE APPROPRIATELY STABILIZED.

Sd2 INLET SEDIMENT TRAP



BLOCK AND GRAVEL DROP INLET PROTECTION

THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE HEAVY FLOWS ARE EXPECTED AND WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE. AS SHOWN IN DETAIL ONE BLOCK IS PLACED ON EACH SIDE OF THE STRUCTURE ON ITS SIDE IN THE BOTTOM ROW TO ALLOW POOL DRAINAGE. THE FOUNDATION SHOULD BE EXCAVATED AT LEAST 2 INCHES BELOW THE CREST OF THE STORM DRAIN. THE BOTTOM ROW OF BLOCKS ARE PLACED AGAINST THE EDGE OF THE STORM DRAIN FOR LATER SUPPORT AND TO AVOID WASHOUTS WHEN OVERFLOW OCCURS. IF NEEDED, LATERAL SUPPORT MAY BE GIVEN TO SUBSEQUENT ROWS BY PLACING 2" X 4" WOOD STUDS THROUGH BLOCK OPENINGS. HARD WARE CLOTH OR COMPARABLE WIRE MESH WITH 1/2 INCH OPENINGS SHALL BE FITTED OVER ALL BLOCK OPENINGS TO HOLD GRAVEL IN PLACE. CLEAN GRAVEL SHOULD BE PLACED 2 INCHES BELOW THE TOP OF THE BLOCKS ON A 2:1 SLOPE OR FLATTER AND SMOOTHED TO AN EVEN GRADE. DOT #57 WASHED STONE IS RECOMMENDED.

Sd2-Bg BLOCK AND GRAVEL DROP INLET PROTECTION

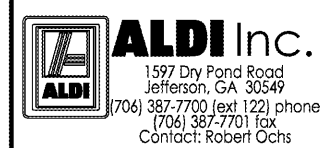
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Revisions:	Date:
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MICHAEL G. LUKAS, P.E.
PROJECT ENGINEER: SEAL
DRAWN BY: DATE
CHECKED: DATE



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PROPOSED EXPANSION ALDI STORE #61

2589 SPRING ROAD
SMYRNA, GA 30328
COBB COUNTY

Project Name & Location

SWPPP NOTES AND DETAILS

Drawing Name:	Project No.
Date: 6/5/18	
Revised: ---	
Drawn By: RSM	C-3.2
Scale: As Noted	Drawing No.