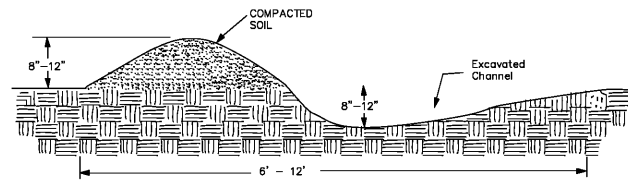
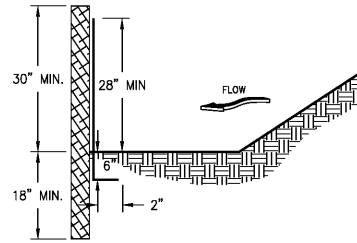


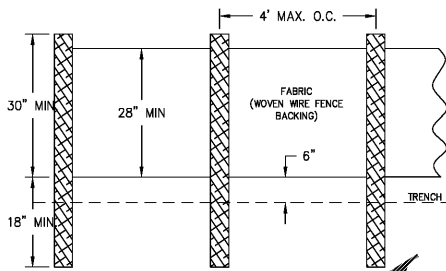
**DIVERSION DITCH** (D1)  
N.T.S.



**DIVERSION DITCH ACROSS ROAD** (D1)  
SCALE: N.T.S.



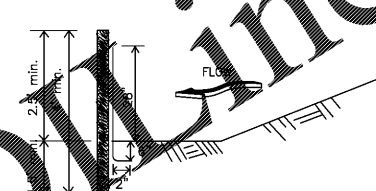
SIDE VIEW



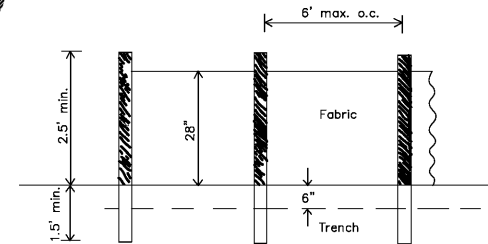
FRONT VIEW

- NOTES:
1. USE STEEL OR WOOD POSTS OR AS SPECIFIED BY THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN.
  2. HEIGHT (\*) IS TO BE SHOWN ON THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

**SILT FENCE - TYPE S** (Sd1-S)  
SCALE: N.T.S.



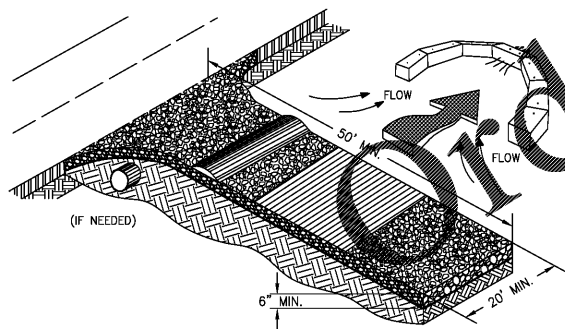
SIDE VIEW



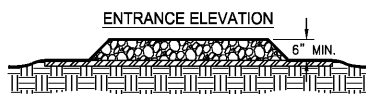
FRONT VIEW

- NOTE: Use 3/8" D.O.T. approved fabric. Use wood or steel posts.

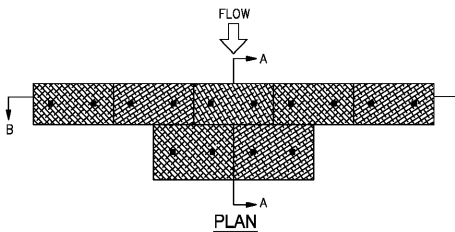
**SILT FENCE - TYPE NS** (Sd1-NS)  
SCALE: N.T.S. Non-Sensitive - Type A



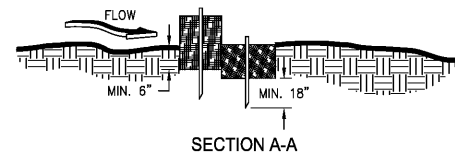
- NOTES:
1. AVOID LOCATING STEEP SLOPES OR AT CURBS FOR PUBLIC ROADS.
  2. REMOVE ALL WEEDS AND OTHER UNDESIRABLE MATERIAL FROM THE FOUNDATION AND GRADE, AND CROWN FOR POSITIVE DRAINAGE.
  3. APPROXIMATE SIZE SHALL BE IN ACCORDANCE WITH NATIONAL STONE ASSOCIATION R 2.1.1.1.1.
  4. GRAVEL SHALL BE A MINIMUM THICKNESS OF 6".
  5. ROAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR TRAFFIC, BUT NOT LESS THAN 20'.
  6. DIVERSION RIDGE SHOULD BE CONSTRUCTED WHEN GRADE TOWARD PAVED SURFACE IS GREATER THAN 2%.
  7. INSURE THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE.
  8. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SWALE (OR OTHER MEANS) TO PREVENT SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE.
  9. WASHRACKS AND/OR TRAP RIGS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCE. IF NECESSARY, WASHRACK DESIGN MAY CONSIST OF ANY MATERIAL SUITABLE FOR TRUCK TRAFFIC THAT REMOVES MUD AND DIRT.
  10. MAINTAIN AREA IN A MANNER THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.



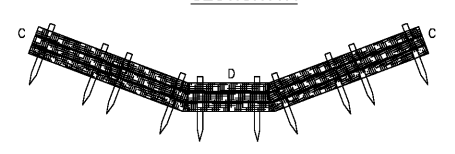
**TEMPORARY CONSTRUCTION EXIT** (Co)  
SCALE: N.T.S.



PLAN



SECTION A-A

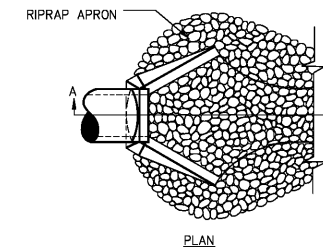


SECTION B-B

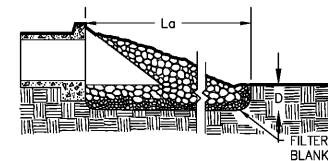
- NOTES:
1. BALES SHOULD BE BOUND WITH WIRE OR NYLON STRING AND SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ADJUTING THE ADJACENT BALES.
  2. REMOVE #4 REBAR AFTER STRAW BALES ARE NO LONGER IN PLACE.
  3. POINT C OF SECTION B-B SHOULD ALWAYS BE HIGHER THAN POINT D.

SEE DETAIL FOR PLACEMENT OF BALE

**HAY BALE CHECK DAM** (Cd-Hb)  
SCALE: N.T.S.

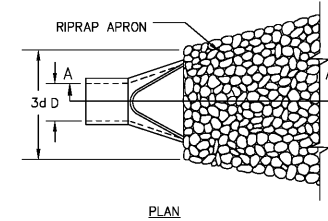


PLAN

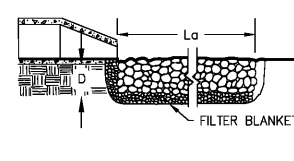


SECTION A-A

PIPE OUTLET TO WELL DEFINED CHANNEL



PLAN

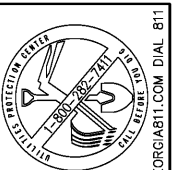


SECTION A-A

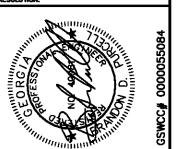
PIPE OUTLET TO FLAT AREA NO WELL DEFINED CHANNEL

- NOTES:
1. La IS THE LENGTH OF THE RIPRAP APRON.
  2. D = 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NOT LESS THAN 6".
  3. IN A WELL-DEFINED CHANNEL, EXTEND THE APRON UP THE CHANNEL BANKS TO AN ELEVATION OF 6" ABOVE THE MAXIMUM TAILWATER DEPTH OR TO THE TOP OF THE BANK (WHICHEVER IS LESS).
  4. A FILTER BLANKET OR FILTER FABRIC SHOULD BE INSTALLED BETWEEN THE RIPRAP AND THE SOIL FOUNDATION.

**RIPRAP OUTLET PROTECTION** (St)  
SCALE: N.T.S.



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SPECIFIC DEVELOPMENT  
PLAN FOR BURGER KING  
NAHANTA, GEORGIA  
TAX PARCEL NUMBER: XXXX NAHANTA, BRANTLEY COUNTY, GA

SHEET NAME:  
SWPPP  
DETAILS

REVISIONS:

1.	
2.	
3.	
4.	
5.	
6.	
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10.	

INITIAL DATE: 4/01/2019  
DRAWN BY: BDP  
CHECKED BY: TRL  
PROJECT #: 2019-147

SHEET NUMBER:  
EC-07