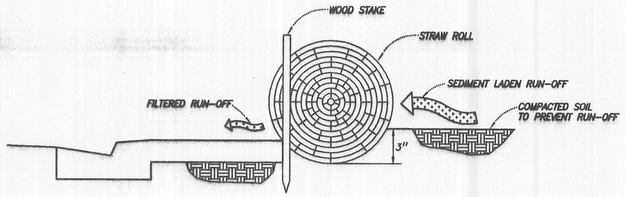


TYPICAL STRAW ROLL DETAIL

N.T.S.

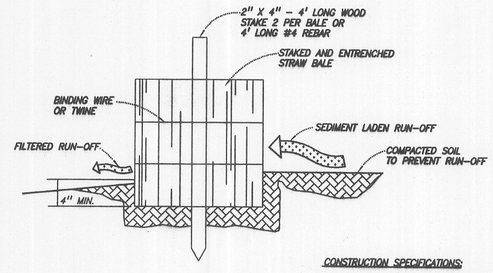
INSPECTION AND MAINTENANCE:

1. REPAIR OR REPLACE SPLIT, TORN, UNRAVELING OR SLUMPING STRAW ROLLS
2. INSPECT STRAW ROLLS WHEN RAIN IS FORECAST. FOLLOWING RAIN EVENTS AND AT LEAST DAILY DURING PROLONGED RAINFALL, PERFORM REQUIRED MAINTENANCE

DESIGN CRITERIA:
DESIGN OF THE PUBLIC NOTICE TO BE PLACED ADJACENT TO ALL STORM DRAIN INLETS SHALL BE IN ACCORDANCE WITH THE DETAIL BELOW. FOR NEW DEVELOPMENT MESSAGE AND SYMBOL SHALL BE PERMANENTLY PLACED WITH THE USE OF BOMANITE, STAMPED INTO THE CONCRETE, OR OTHER METHOD APPROVED BY THE CITY ENGINEER. FOR REDEVELOPMENT MESSAGE AND SYMBOL SHALL BE PLACED WITH THE UCE OF THERMOPLASTIC PAVEMENT MARKINGS. PAINTING SHALL NOT BE ALLOWED FOR NEW DEVELOPMENT OR REDEVELOPMENT. PAINTING SHALL ONLY BE ALLOWED IN EXISTING AREAS FOR COMMUNITY AWARENESS ACTIVITIES. LETTERS SHALL BE 1-1/2 INCHES IN HEIGHT, OUTSIDE DIMENSION OF PUBLIC NOTICE BACKGROUND SHALL FIT BACK OF INLET OR BE PLACED IN SIDEWALK IMMEDIATELY BEHIND INLET, 8 INCHES BY 24 INCHES MINIMUM. LETTERING AND GRAPHIC SHALL BE BLACK WITH GREY BACKGROUND UNLESS APPROVED BY CITY ENGINEER. DRIVEWAY CATCHBASINS SHALL HAVE NOTICE IN DRIVEWAY ADJACENT TO THE INLET.

STORM DRAIN SYSTEM SIGNS (BMP COS-SC3)

N.T.S.

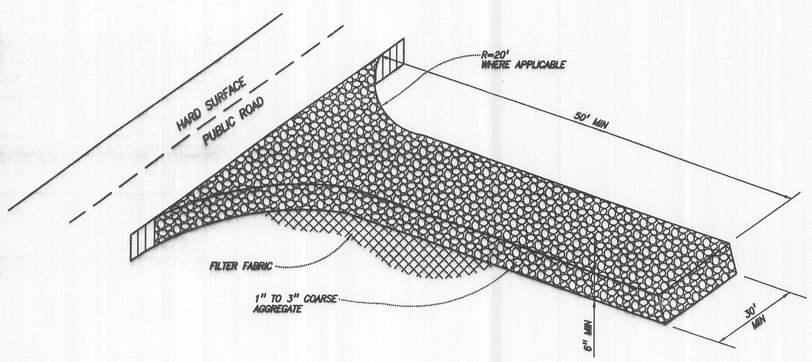


TYPICAL STRAW BALE BARRIER DETAIL

N.T.S.

CONSTRUCTION SPECIFICATIONS:

1. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY TWO STAKES OR REBARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE TO FORCE THE BALES TOGETHER.
4. THE DIKE SHALL BE INSPECTED AFTER EACH STORM, AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY SERVED THEIR PURPOSE SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.



STABILIZED CONSTRUCTION ENTRANCE

N.T.S.

INSTALLATION/APPLICATION CRITERIA

- CONSTRUCT ON LEVEL GROUND WHERE POSSIBLE.
- STONES SHOULD BE 1-3 INCHES.
- MINIMUM DEPTH OF STONES SHOULD BE 6 INCHES OR AS RECOMMENDED BY SOILS ENGINEER.
- LENGTH SHOULD BE 50-FOOT MINIMUM, AND 30-FOOT MINIMUM WIDTH.
- PROVIDE AMPLE TURNING RADII AS PART OF ENTRANCE

REQUIREMENTS

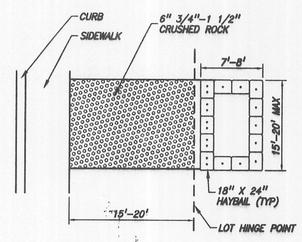
- MAINTENANCE
  - INSPECT MONTHLY AND AFTER EACH RAINFALL.
  - REPLACE GRAVEL MATERIAL WHEN VOIDS ARE VISIBLE.
  - REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS WITHIN 24 HOURS.
  - REMOVE GRAVEL AND FILTER FABRIC AT COMPLETION OF CONSTRUCTION.

STABILIZED WASTE STORAGE AREA CONCRETE TRUCK WASH DOWN AREA

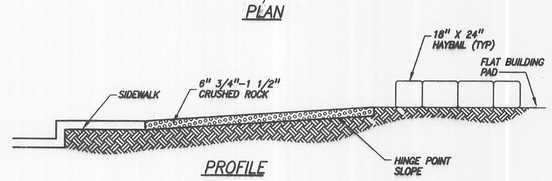
1) WHEN WASHING ON-SITE, USE DESIGNATED, BERMED WASH AREAS TO PREVENT WASHWATER CONTACT WITH STORM WATER, CREEKS, RIVERS, AND OTHER WATER BODIES. THE WASH AREA CAN BE SLOPED FOR WASH WATER COLLECTION AND SUBSEQUENT INFILTRATION INTO THE GROUND.

2) LOCATE WASHOUT AREA AT LEAST 50 FEET FROM STORM DRAINS, OPEN DITCHES, OR WATER BODIES. DO NOT ALLOW RUNOFF FROM THIS AREA BY CONSTRUCTING A TEMPORARY PIT OR BERMED AREA LARGE ENOUGH FOR LIQUID AND SOLID WASTE.

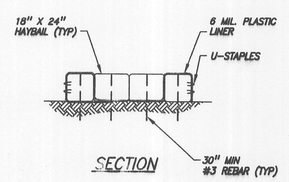
3) WASH OUT WASTES INTO THE TEMPORARY PIT WHERE THE CONCRETE CAN SET, BE BROKEN UP, AND THEN DISPOSED OF PROPERLY.



PLAN



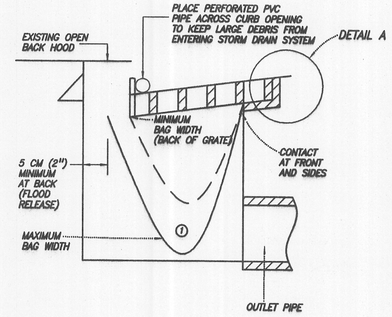
PROFILE



SECTION

TYPICAL CONCRETE WASH DOWN DETAIL

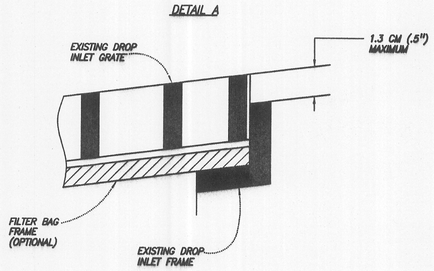
N.T.S.



NOTES:

1. THE MAXIMUM DRAINAGE AREA PER FILTER SHALL BE NO MORE THAN 0.8 HECTARES (2 ACRES).
2. THE FILTER BAG SHALL BE MANUFACTURED FROM UV RESISTANT POLYPROPYLENE NYLON, POLYESTER, OR ETHYLENE FABRIC WITH A MINIMUM TENSILE STRENGTH OF 50 LBS PER LINEAL FOOT. AN EQUIVALENT OPENING SIZE NOT GREATER THAN A 20 SIEVE AND WITH A MINIMUM FLOW RATE OF 40 GALLONS/MINUTE/SQ. FT.
3. THE FILTER BAG MAY BE SUSPENDED FROM OR HELD IN PLACE BY EXISTING INLET GRATE (OR OTHER APPROVED METHOD). PROVIDING NO MODIFICATION OR DAMAGE SHALL BE DONE TO THE INLET GRATE OR FRAME. THE INLET GRATE SHALL NOT BE CAUSED TO REST MORE THAN 1.3 CM (.5") ABOVE THE INLET FRAME (SEE DETAIL A).
4. THE FILTER BAG MAY EXTEND TO THE BOTTOM OF THE INLET BOX PROVIDED THE OUTLET PIPE IS UNOBSTRUCTED.
5. FLOWS SHALL NOT BE ALLOWED TO BYPASS THE BAG. THE BAG OR ITS FRAME SHALL CATCH FLOWS AT ALL SIDES OF THE INLET EXCEPT AS SHOWN FOR FLOOD RELEASE
6. INLET FILTER BAGS SHALL BE INSPECTED WEEKLY AND AFTER EACH RAINFALL DURING THE WET SEASON AND MONTHLY DURING THE DRY SEASON. SEDIMENT AND DEBRIS SHALL BE REMOVED BEFORE ACCUMULATIONS HAVE REACHED ONE THIRD THE DEPTH OF THE BAG. BAGS SHALL BE REPAIRED OR REPLACED AS SOON AS DAMAGE OCCURS.

DETAIL A



STORM DRAIN INLET FILTER BAG DETAIL

N.T.S.

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REGISTERED PROFESSIONAL ENGINEER MICHAEL T. PESCIAK No. 44908 EXP. 3-31-06 STATE OF CALIFORNIA CIVIL

THOMPSON-HYSELL ENGINEERS
A DIVISION OF THE KEITH COMPANIES
1016 12TH STREET, MODESTO, CA 95354
(209) 521-6966 FAX (209) 521-9045
PREPARED UNDER THE DIRECTION OF:
MICHAEL T. PESCIAK RCE 44908 EXP. 3-31-06
DATE 6-8-04

CALL BEFORE YOU DIG USA 2002

EROSION CONTROL DETAILS

EIGHT MILE ROAD OAK GROVE REGIONAL PARK FRONTAGE

STOCKTON, CALIFORNIA

REVISIONS			
SYMBOL	DATE	DESCRIPTION	APPROVED

EIGHT MILE ROAD
OAK GROVE REGIONAL PARK FRONTAGE
STOCKTON, CALIFORNIA

EROSION CONTROL DETAILS

DEPARTMENT OF PUBLIC WORKS
CITY OF STOCKTON, CALIFORNIA

SCALE: AS SHOWN	APPROVED BY:	SHEET NO. 14 OF 14
DESIGNED BY: LC		
DRAWN BY: LC		
CHECKED BY: MP	CITY ENGINEER STOCKTON, CA	JOB NO. 122259.02.008
RECORD DWG: -	DATE: 6/16/04	

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