COUNTY OF SAN JOAQUIN
DEPARTMENT OF PULIC WORKS

Date: 10/30/08

Received By: SC

DRIVEWAYS AND PAVED FRONTAGES PERMIT APPLICATION

CR#: 036767

APPLICANT	
Name:	Greg Kamper
Address:	19511 S. Williams Way
City, State, Zip Code:	Ripon Ca 95366
Area Code - Telephone Number:	209-599-6764

SITE INFORMATION:	
Parcel Owner's Name:	Greg Kamper
Site Address:	19511 S. Williams Way
City, State, Zip Code:	Ripon Ca 95366
Area Code - Telephone Number:	209-599-6764

CONTRACTOR	
Name:	R&B MATERIALS INC
Address:	P.O. BOX 1144 ~~FRENCHCAMP~~
City, State, Zip Code:	FRENCHCAMP CA 95231
Area Code - Telephone Number:	(209) 613-5626

OFFICE USE ONLY			
JOB #:	11005	ISSUE DATE:	
APN		FEE DUE:	
EXP. DATE:		DRIVEWAYS:	
STREET:	WAGNER RD.		*
AREA:	RIPON QUAD SE		*
TYPE:	DW		*
FORMS:	SS/WN, TC-1		
NOTES:			

DRIVEWAY

TYPE:	QUANTITY	WIDTHS
AGRICULTURE:		@FRONTAGE
COMMERCIAL:		
INDUSTRIAL:		@ R/W
RESIDENCE:		

PAVED FRONTAGE

LENGTH: Ft. X WIDTH: Ft.

The undersigned hereby applies for permission to excavate, construct and/or otherwise encroach on County Highway Right-of-Way on the EAST side of WAGNER RD. approximately 3/4 ~~feet/mile~~ NORTH of MELLO AVE., ~~[illegible]~~, by installing DW

Work will commence on or about _____ for approximately _____ days.

SKETCH (Separate sheet may be submitted)

Will this project be self-installed? _____YES _____NO Contractor's License _____

THE APPLICANT HEREBY CERTIFIES:

1. That he/she has read all the provisions of this application, and that the description included in this application are correct to the best of his/her knowledge; and

2. That he/she is the owner of the respective property, or is qualified to represent the owner; and

3. That he/she will assume full responsibility for all liability for persona; injury or damage to property which may arise out of the work described above, or which may arise out of his/her failure to do the work provided herein; and

4. That in the event any claim of such liability is made against the County of San Joaquin or any department, official or employee thereof, he shall defend, indemnify and hold them and each of them harmless for such claim; and

5. That work shall be performed by the applicant and/or any representative of the application in the County Right-of-Way at the above indicated site with a valid San Joaquin County Encroachment Permit; and

6. That if permission is granted as requested, he agrees to do the work described in accordance with all terms, condition and restriction of this and any attached sheet, included as general or special III provisions.

Signature of Applicant Title _____ Date 10-30-08

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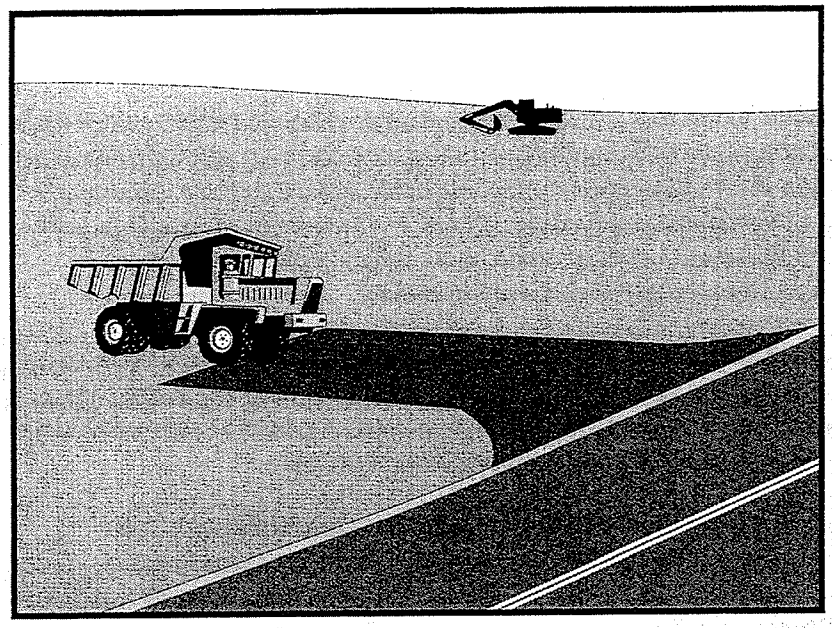
Stabilized Construction Entrance/Exit TC-1



Objectives

EC	Erosion Control	✓
SE	Sediment Control	✓
TC	Tracking Control	✔
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:
✔ **Primary Objective**
✓ **Secondary Objective**

Targeted Constituents

Sediment	✔
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

None

Description and Purpose

A stabilized construction access is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

Suitable Applications

Use at construction sites:

- Where dirt or mud can be tracked onto public roads.
- Adjacent to water bodies.
- Where poor soils are encountered.
- Where dust is a problem during dry weather conditions.

Limitations

- Entrances and exits require periodic top dressing with additional stones.
- This BMP should be used in conjunction with street sweeping on adjacent public right of way.
- Entrances and exits should be constructed on level ground only.
- Stabilized construction entrances are rather expensive to construct and when a wash rack is included, a sediment trap of some kind must also be provided to collect wash water runoff.

CASQA
California Stormwater Quality Association

Implementation

General

A stabilized construction entrance is a pad of aggregate underlain with filter cloth located at any point where traffic will be entering or leaving a construction site to or from a public right of way, street, alley, sidewalk, or parking area. The purpose of a stabilized construction entrance is to reduce or eliminate the tracking of sediment onto public rights of way or streets. Reducing tracking of sediments and other pollutants onto paved roads helps prevent deposition of sediments into local storm drains and production of airborne dust.

Where traffic will be entering or leaving the construction site, a stabilized construction entrance should be used. NPDES permits require that appropriate measures be implemented to prevent tracking of sediments onto paved roadways, where a significant source of sediments is derived from mud and dirt carried out from unpaved roads and construction sites.

Stabilized construction entrances are moderately effective in removing sediment from equipment leaving a construction site. The entrance should be built on level ground. Advantages of the Stabilized Construction Entrance/Exit is that it does remove some sediment from equipment and serves to channel construction traffic in and out of the site at specified locations. Efficiency is greatly increased when a washing rack is included as part of a stabilized construction entrance/exit.

Design and Layout

- Construct on level ground where possible.
- Select 3 to 6 in. diameter stones.
- Use minimum depth of stones of 12 in. or as recommended by soils engineer.
- Construct length of 50 ft minimum, and 30 ft minimum width.
- Rumble racks constructed of steel panels with ridges and installed in the stabilized entrance/exit will help remove additional sediment and to keep adjacent streets clean.
- Provide ample turning radii as part of the entrance.
- Limit the points of entrance/exit to the construction site.
- Limit speed of vehicles to control dust.
- Properly grade each construction entrance/exit to prevent runoff from leaving the construction site.
- Route runoff from stabilized entrances/exits through a sediment trapping device before discharge.
- Design stabilized entrance/exit to support heaviest vehicles and equipment that will use it.
- Select construction access stabilization (aggregate, asphaltic concrete, concrete) based on longevity, required performance, and site conditions. Do not use asphalt concrete (AC) grindings for stabilized construction access/roadway.

- If aggregate is selected, place crushed aggregate over geotextile fabric to at least 12 in. depth, or place aggregate to a depth recommended by a geotechnical engineer. A crushed aggregate greater than 3 in. but smaller than 6 in. should be used.
- Designate combination or single purpose entrances and exits to the construction site.
- Require that all employees, subcontractors, and suppliers utilize the stabilized construction access.
- Implement SE-7, Street Sweeping and Vacuuming, as needed.
- All exit locations intended to be used for more than a two-week period should have stabilized construction entrance/exit BMPs.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMPs are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect local roads adjacent to the site daily. Sweep or vacuum to remove visible accumulated sediment.
- Remove aggregate, separate and dispose of sediment if construction entrance/exit is clogged with sediment.
- Keep all temporary roadway ditches clear.
- Check for damage and repair as needed.
- Replace gravel material when surface voids are visible.
- Remove all sediment deposited on paved roadways within 24 hours.
- Remove gravel and filter fabric at completion of construction

Costs

Average annual cost for installation and maintenance may vary from $1,200 to $4,800 each, averaging $2,400 per entrance. Costs will increase with addition of washing rack, and sediment trap. With wash rack, costs range from $1,200 - $6,000 each, averaging $3,600 per entrance.

References

Manual of Standards of Erosion and Sediment Control Measures, Association of Bay Area Governments, May 1995.

National Management Measures to Control Nonpoint Source Pollution from Urban Areas, USEPA Agency, 2002.

Proposed Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters, Work Group Working Paper, USEPA, April 1992.

Stormwater Quality Handbooks Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

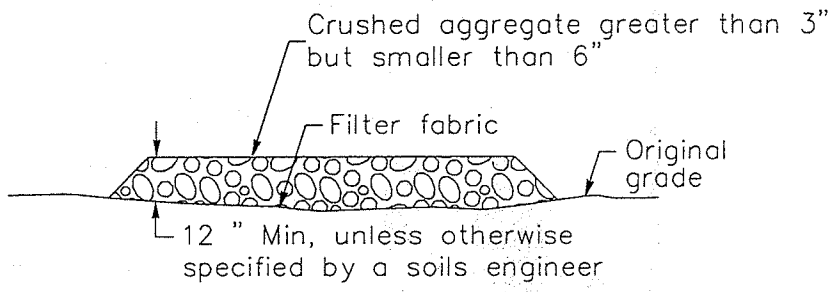
Stormwater Management of the Puget Sound Basin, Technical Manual, Publication #91-75, Washington State Department of Ecology, February 1992.

Virginia Erosion and Sedimentation Control Handbook, Virginia Department of Conservation and Recreation, Division of Soil and Water Conservation, 1991.

Guidance Specifying Management Measures for Nonpoint Pollution in Coastal Waters, EPA 840-B-9-002, USEPA, Office of Water, Washington, DC, 1993.

Water Quality Management Plan for the Lake Tahoe Region, Volume II, Handbook of Management Practices, Tahoe Regional Planning Agency, November 1988.

Stabilized Construction Entrance/Exit TC-1



SECTION B–B
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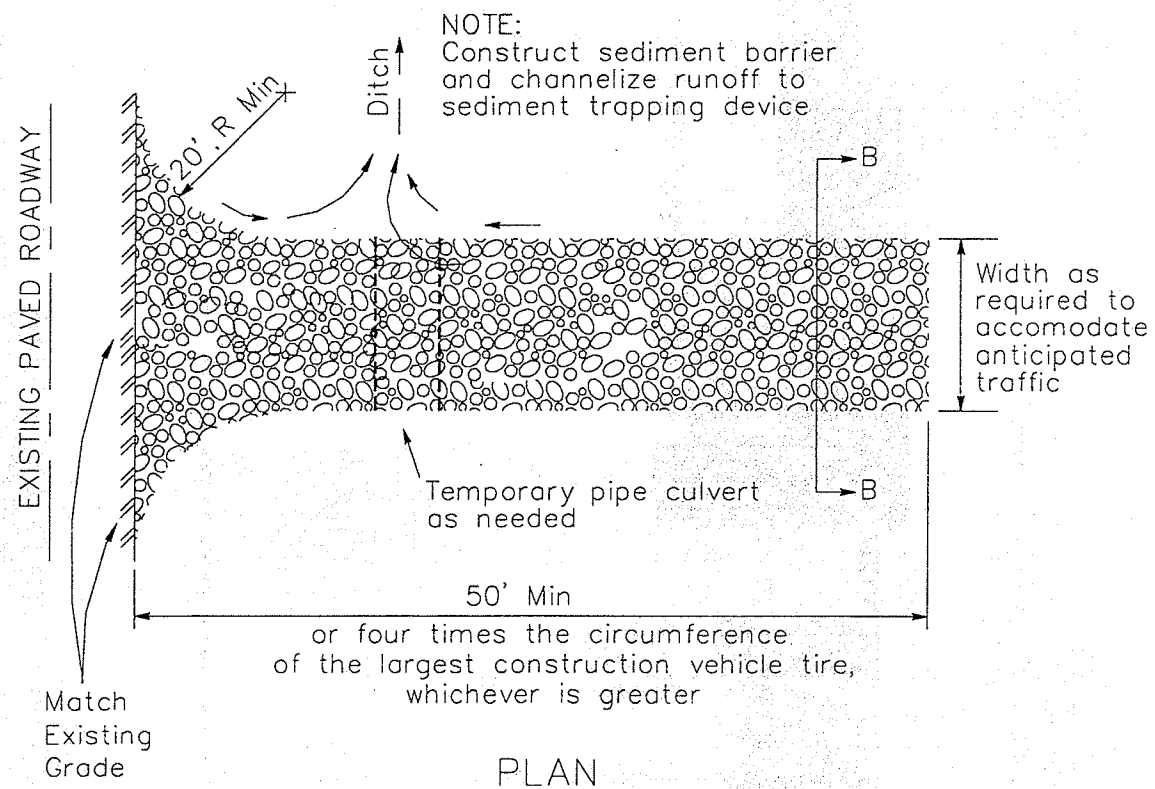

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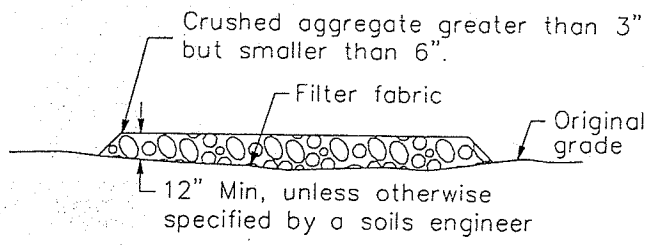
NTS

Stabilized Construction Entrance/Exit TC-1



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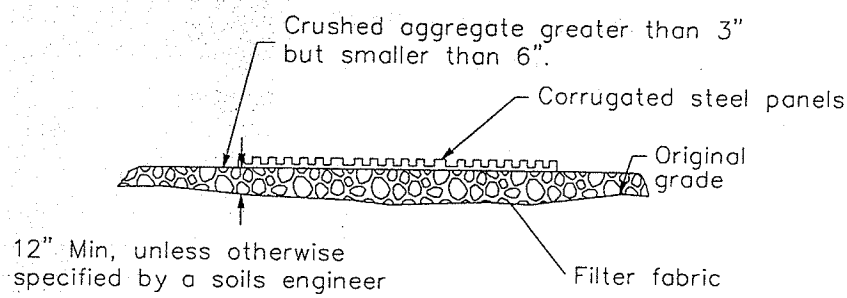
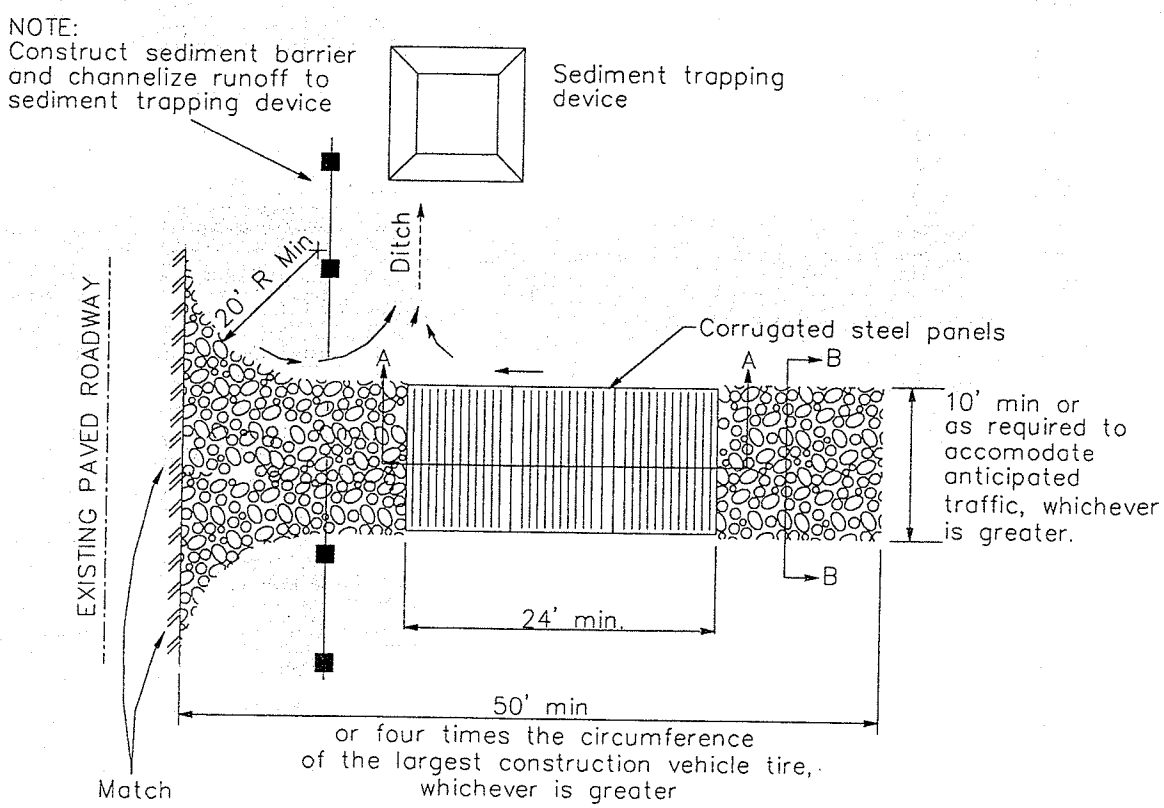


SECTION A–A
NOT TO SCALE



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