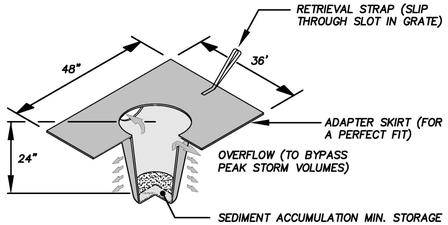
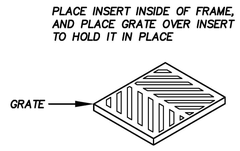
REVISIONS:

THE SW CORNER OF THE SW 1/4, NW 1/4, SEC. 12, TWP. 23 N., RGE. 04 E., W.M.

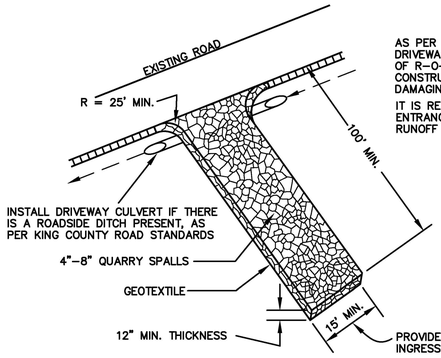


MAXIMUM FLOW RATE OF 500 GPM, INSERTS WILL NOT CAUSE PONDING. FITS ANY SIZE CATCHBASIN UP TO 30" x40"



SEDIMENT FILTER INSERT

MAINTENANCE STANDARDS
1. ANY ACCUMULATED SEDIMENT ON OR AROUND INLET PROTECTION SHALL BE REMOVED IMMEDIATELY. SEDIMENT SHALL NOT BE REMOVED WITH WATER, AND ALL SEDIMENT MUST BE DISPOSED OF AS FILL ON SITE OR HAULED OFF SITE.
2. ANY SEDIMENT IN THE CATCH BASIN INSERT SHALL BE REMOVED WHEN THE SEDIMENT HAS FILLED ONE-THIRD OF THE AVAILABLE STORAGE. THE FILTER MEDIA FOR THE INSERT SHALL BE CLEANED OR REPLACED AT LEAST MONTHLY.
3. REGULAR MAINTENANCE IS CRITICAL FOR ALL FORMS OF CATCH BASIN/INLET PROTECTION. UNLIKE MANY FORMS OF PROTECTION THAT FAIL GRADUALLY, CATCH BASIN PROTECTION WILL FAIL SUDDENLY AND COMPLETELY IF NOT MAINTAINED PROPERLY.



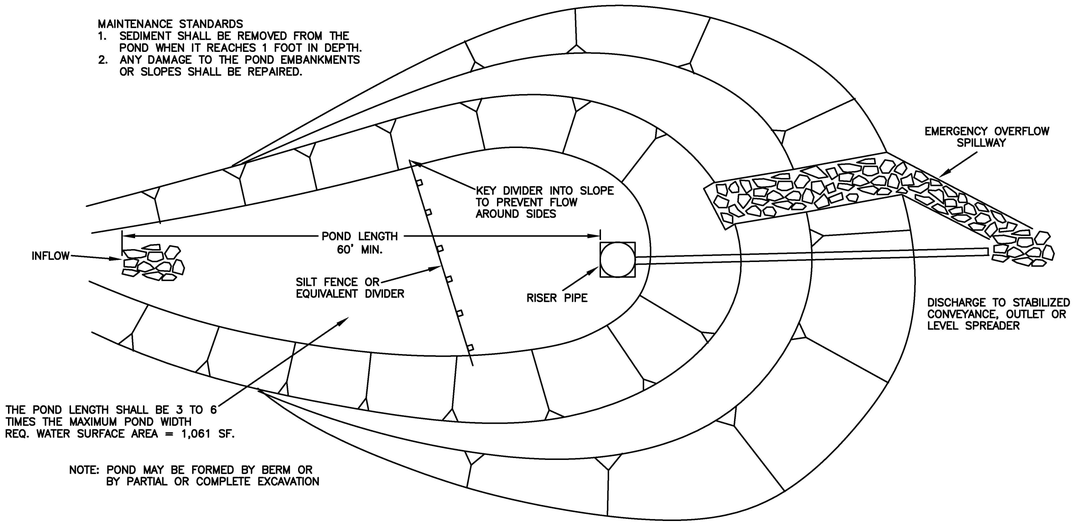
AS PER KING COUNTY ROAD STANDARDS, DRIVEWAYS SHALL BE PAVED TO THE EDGE OF R-O-W PRIOR TO INSTALLATION OF THE CONSTRUCTION ENTRANCE TO AVOID DAMAGING OF THE ROADWAY

IT IS RECOMMENDED THAT THE ENTRANCE BE CROWNED SO THAT RUNOFF DRAINS OFF THE PAD

TEMP., ROCKED, CONSTRUCTION ENTRANCE

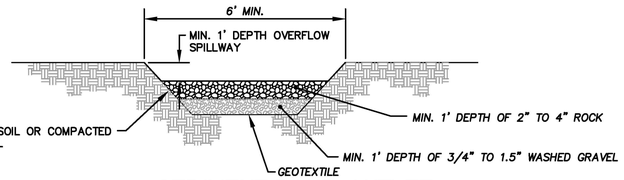
MAINTENANCE STANDARDS
1. QUARRY SPALLS (OR HOG FUEL) SHALL BE ADDED IF THE PAD IS NO LONGER IN ACCORDANCE WITH THE SPECIFICATIONS.
2. IF THE ENTRANCE IS NOT PREVENTING SEDIMENT FROM BEING TRACKED ONTO PAVEMENT, THEN ALTERNATIVE MEASURES TO KEEP THE STREETS FREE OF SEDIMENT SHALL BE USED. THIS MAY INCLUDE STREET SWEEPING, AN INCREASE IN THE DIMENSIONS OF THE ENTRANCE, OR THE INSTALLATION OF A WHEEL WASH. IF WASHING IS USED, IT SHALL BE DONE ON AN AREA COVERED WITH CRUSHED ROCK, AND WASH WATER SHALL DRAIN TO A SEDIMENT TRAP OR POND
3. ANY SEDIMENT THAT IS TRACKED ONTO PAVEMENT SHALL BE REMOVED IMMEDIATELY BY SWEEPING. THE SEDIMENT COLLECTED BY SWEEPING SHALL BE REMOVED OR STABILIZED ON SITE. THE PAVEMENT SHALL NOT BE CLEANED BY WASHING DOWN THE STREET, EXCEPT WHEN SWEEPING IS INEFFECTIVE AND THERE IS A THREAT TO PUBLIC SAFETY. IF IT IS NECESSARY TO WASH THE STREETS, A SMALL SUMP MUST BE CONSTRUCTED. THE SEDIMENT WOULD THEN BE WASHED INTO THE SUMP WHERE IT CAN BE CONTROLLED. WASH WATER MUST BE PUMPED BACK ONTO THE SITE AND CAN NOT DISCHARGE TO SYSTEMS TRIBUTARY TO SURFACE WATERS.
4. ANY QUARRY SPALLS THAT ARE LOOSENED FROM THE PAD AND END UP ON THE ROADWAY SHALL BE REMOVED IMMEDIATELY.
5. IF VEHICLES ARE ENTERING OR EXITING THE SITE AT POINTS OTHER THAN THE CONSTRUCTION ENTRANCE(S), FENCING (SEE SECTION D.3.1) SHALL BE INSTALLED TO CONTROL TRAFFIC.

MAINTENANCE STANDARDS
1. SEDIMENT SHALL BE REMOVED FROM THE POND WHEN IT REACHES 1 FOOT IN DEPTH.
2. ANY DAMAGE TO THE POND EMBANKMENTS OR SLOPES SHALL BE REPAIRED.

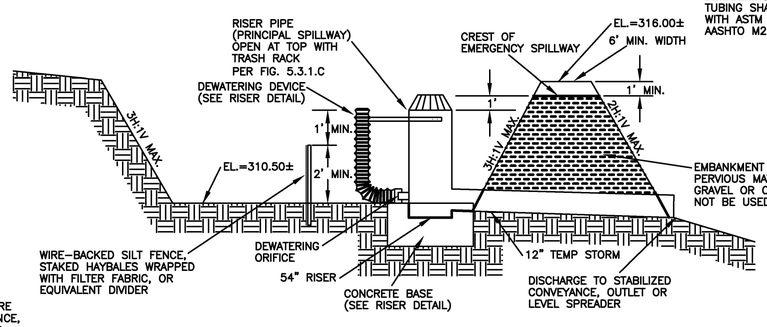


NOTE: POND MAY BE FORMED BY BERM OR BY PARTIAL OR COMPLETE EXCAVATION

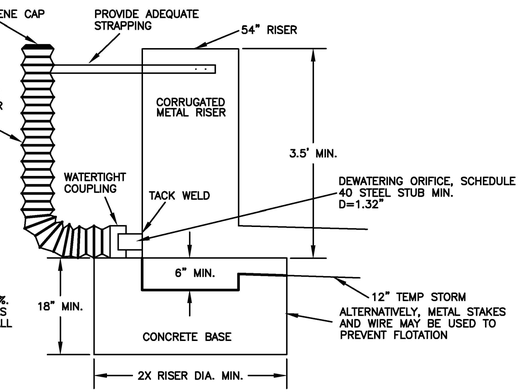
SEDIMENT POND PLAN



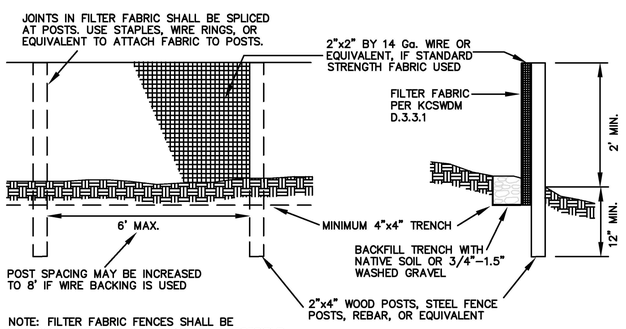
SEDIMENT POND OUTLET



SEDIMENT POND CROSS SECTION



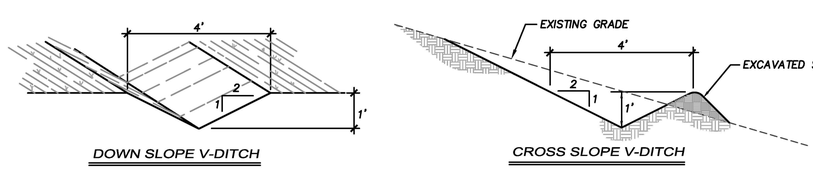
SEDIMENT POND RISER DETAIL



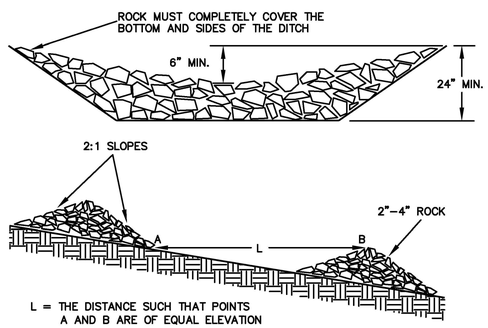
NOTE: FILTER FABRIC FENCES SHALL BE INSTALLED ALONG CONTOUR WHENEVER POSSIBLE. STANDARD STRENGTH FABRIC WITH WIRE BACKING WILL BE USED FOR THIS PROJECT.

SILT FENCE

MAINTENANCE STANDARDS
1. ANY DAMAGE SHALL BE REPAIRED IMMEDIATELY.
2. IF CONCENTRATED FLOWS ARE EVIDENT UPHILL OF THE FENCE, THEY MUST BE INTERCEPTED AND CONVEYED TO A SEDIMENT TRAP OR POND.
3. IT IS IMPORTANT TO CHECK THE UPHILL SIDE OF THE FENCE FOR SIGNS OF THE FENCE CLOGGING AND ACTING AS A BARRIER TO FLOW AND THEN CAUSING CHANNELIZATION OF FLOWS PARALLEL TO THE FENCE. IF THIS OCCURS, REPLACE THE FENCE OR REMOVE THE TRAPPED SEDIMENT.
4. SEDIMENT MUST BE REMOVED WHEN THE SEDIMENT IS 6 INCHES HIGH.
5. IF THE FILTER FABRIC (GEOTEXTILE) HAS DETERIORATED DUE TO ULTRAVIOLET BREAKDOWN, IT SHALL BE REPLACED.



V-DITCH



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

MAINTENANCE STANDARDS
1. ANY SEDIMENT DEPOSITION OF MORE THAN 0.5 FEET SHALL BE REMOVED SO THAT THE CHANNEL IS RESTORED TO ITS DESIGN CAPACITY.
2. IF THE CHANNEL CAPACITY IS INSUFFICIENT FOR THE DESIGN FLOW, IT MUST BE DETERMINED WHETHER THE PROBLEM IS LOCAL (E.G., A CONSTRICTION OR BEND) OR THE CHANNEL IS UNDER-DESIGNED. IF THE PROBLEM IS LOCAL, THE CHANNEL CAPACITY MUST BE INCREASED THROUGH CONSTRUCTION OF A BERM(S) OR BY EXCAVATION. IF THE PROBLEM IS UNDER-DESIGN, THE DESIGN ENGINEER SHALL BE NOTIFIED AND THE CHANNEL REDESIGNED TO A MORE CONSERVATIVE STANDARD TO BE APPROVED BY KING COUNTY.
3. THE CHANNEL SHALL BE EXAMINED FOR SIGNS OF SCOURING AND EROSION OF THE BED AND BANKS. IF SCOURING OR EROSION HAS OCCURRED, AFFECTED AREAS SHALL BE PROTECTED BY RIPRAP OR AN EROSION CONTROL BLANKET OR NET.

ROCK CHECK DAM

PROJECT EROSION LEAD/ESC SUPERVISOR

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TEMPORARY EROSION CONTROL NOTES AND DETAILS

10018TEDT01.DWG

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