

## SITE DESCRIPTION

PROJECT LIMITS: ADDISON ROAD FROM BELT LINE TO ARAPAHO ROAD 1537 LINEAR FEET

PROJECT DESCRIPTION: THE CONSTRUCTION GENERALLY OF A 5 LANE REINFORCED CONCRETE ROADWAY REPLACING A 4 LANE ASPHALT ROADWAY

MAJOR SOIL DISTURBING ACTIVITIES: SOIL DISTURBING ACTIVITIES WILL INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING: PREPARATION OF RIGHT-OF-WAY, EXCAVATION AND EMBANKMENT FOR ROADWAY STORM SEWER CONSTRUCTION, UTILITY CONSTRUCTION AND ACCESS ENTRANCE CONSTRUCTION FROM EXISTING ROADWAYS.

TOTAL DRAINAGE AREA: 50 ACRES

TOTAL DRAINAGE AREA TO BE DISTURBED: 4 ACRES

WEIGHTED RUNOFF COEFFICIENT PAVED AREAS 0.90 (1.7 ACRES)  
GRASS AREAS 0.50 (2.3 ACRES)

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: THE EXISTING SOILS ARE GENERALLY BROWN CLAY WITH LIMESTONE FRAGMENTS.

NAME OF RECEIVING WATERS: RAILROAD RIGHT-OF-WAY TO RAWHIDE CREEK

WATER QUALITY: WITHIN THE CONSTRUCTION DRAINAGE BASIN ALL KNOWN RUNOFF WILL BE FROM RAINFALL EVENTS. AND WILL CONTAIN ROADWAY POLLUTANTS.

## EROSION AND SEDIMENT CONTROLS

### SOIL STABILIZATION PRACTICES:

- TEMPORARY SEEDING
- PERMANENT PLANTING, SODDING, OR SEEDING
- MULCH SOD
- SOIL RETENTION BLANKET
- BUFFER ZONES
- PRESERVATION OF NATURAL RESOURCES

OTHER: DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITY HAS CEASED (TEMPORARILY OR FINALLY) SHALL BE EITHER SEEDED OR SODDED WITHIN 14 DAYS UNLESS CONSTRUCTION ACTIVITIES ARE SCHEDULED TO RESUME WITHIN 21 DAYS.

### STRUCTURAL PRACTICES:

- SILT FENCES
- HAY BALES
- ROCK BERMS
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION DIKE AND SWALE COMBINATIONS
- PIPE SLOPE DRAINS
- PAVED FLUMES
- ROCK BEDDING AT CONSTRUCTION EXIT
- TIMBER MATTING AT CONSTRUCTION EXIT
- CHANNEL LINERS
- SEDIMENT TRAPS
- SEDIMENT FILTERS
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES

OTHER: \_\_\_\_\_

### NARRATIVE – SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

- 1) PREPARE THE RIGHT-OF-WAY. INSTALL INLET PROTECTION
- 2) CONSTRUCT UTILITIES, STORM SEWERS AND DRAINAGE CHANNEL
- 3) BEGIN EXCAVATION OF ROADWAY, STABILIZE AND PLACE CONCRETE PAVEMENT.
- 4) AFTER ALL WORK HAS BEEN COMPLETED, INCLUDING STABILIZATION OF THE SITE, COMPLETION OF A STAND OF GRASS AND AS APPROVED BY THE OWNER, THE CITY SHALL DIRECT THAT ALL TEMPORARY STRUCTURAL EROSION CONTROL DEVICES BE REMOVED AND THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS WITH PERMANENT SODDING.

STORM WATER MANAGEMENT: MANAGEMENT OF THE STORM WATER RUNOFF WILL BE PROVIDED BY THE CONSTRUCTION OF TRAPEZOIDAL CHANNELS, INLETS, AND THE EXTENSION OF THE EXISTING STORM SEWER SYSTEM.

EARTHWORK: CUT: 5,200 CUBIC YARDS  
FILL: 20 CUBIC YARDS

SIDE SLOPES: SEE ROADWAY CROSS SECTIONS (100 FOOT INTERVALS) GENERALLY FLAT  
SEE CHANNEL CROSS SECTIONS 3:1 SIDE SLOPES

### OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE: ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT WILL BE DONE AT THE EARLIEST DATE POSSIBLE, BUT NO LATER THAN 7 CALENDAR DAYS AFTER THE SURROUNDING EXPOSED GROUND HAS DRIED SUFFICIENTLY TO PREVENT FURTHER DAMAGE FROM HEAVY EQUIPMENT. THE AREAS ADJACENT TO CREEKS AND DRAINAGE WAYS SHALL HAVE PRIORITY FOLLOWED BY DEVICES PROTECTING STORM SEWER INLETS.

INSPECTION: AN INSPECTION WILL BE PERFORMED BY A CONTRACTOR APPROVED INSPECTOR IN ACCORDANCE WITH THE MOST RECENT NPDES REQUIREMENTS. AN INSPECTION AND MAINTENANCE REPORT WILL BE MADE PER EACH INSPECTION. BASED ON THE INSPECTION RESULTS, THE CONTROLS SHALL BE REVISED PER THE INSPECTION REPORT. CITY SHALL REVIEW ALL CONTRACTOR INSPECTIONS. CITY INSPECTOR TO INSPECT EROSION CONTROL DEVICES EVERY 14 CALENDAR DAYS.

WASTE MATERIALS: ALL WASTE MATERIALS WILL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER WILL MEET ALL STATE AND LOCAL CITY SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE EMPTIED AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION, AND THE TRASH WILL BE HAULED TO A LOCAL LANDFILL. NO CONSTRUCTION WASTE MATERIAL WILL BE BURIED ON SITE.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): AT A MINIMUM, ANY PRODUCTS IN THE FOLLOWING CATEGORIES ARE CONSIDERED TO BE HAZARDOUS: PAINTS, ACIDS FOR CLEANING MASONRY SURFACES, CLEANING SOLVENTS, ASPHALT PRODUCTS, CHEMICAL ADDITIVES FOR SOIL STABILIZATION, OR CONCRETE CURING COMPOUNDS AND ADDITIVES. IN THE EVENT OF A SPILL WHICH MAY BE HAZARDOUS, THE CONTRACTOR SPILL COORDINATOR SHOULD BE CONTACTED IMMEDIATELY.

SANITARY WASTE: ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR.

### OFF SITE VEHICLE TRACKING:

- HAUL ROADS DAMPENED FOR DUST CONTROL
- LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- EXCESS DIRT ON ROAD REMOVED DAILY
- STABILIZED CONSTRUCTION ENTRANCE

OTHER: THE CONTRACTOR SHALL BE RESPONSIBLE FOR AUGMENTING THESE PLANS WITH OTHER MEASURES FOR ANY OTHER TEMPORARY EROSION CONTROL MEASURES OCCASIONED BY THE WORK, SUCH AS FOR HAUL ROADS AND BORROW PIT ACCESS. ALL CONTINGENT EROSION CONTROL PRACTICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OR CONSTRUCTION.

REMARKS: DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLAND, WATER BODY OR STREAM BED CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICABLE OF TEMPORARY EMBANKMENTS, TEMPORARY BRIDGES, MATTING, FALSE WORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PLACED DURING CONSTRUCTION OPERATIONS THAT ARE NOT A PART OF THE FINISHED WORK. THERE ARE NO HISTORICAL SITES OR ENDANGERED SPECIES IMPACTED BY THIS PROJECT.

This record drawing is a compilation of the sealed engineering drawing for this project; modified by addenda, change orders and information furnished by the contractor. The information shown on the record drawings that was provided by the contractor or others not associated with the design engineer cannot be verified for accuracy or completeness. This original sealed drawings are on file at the offices of Birkhoff, Hendricks & Carter, L.L.P.

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BY J.W.B. DATE 05/04/2010

THESE DOCUMENTS ARE FOR BIDDING, CONSTRUCTION, AND PERMIT PURPOSES.

*John W. Birkhoff*

DATE: 10/31/06



**TOWN OF ADDISON, TEXAS**  
**ADDISON ROAD IMPROVEMENTS**  
**BELT LINE ROAD TO ARAPAHO ROAD PHASE I**  
**STORM WATER POLLUTION PREVENTION PLAN DETAILS**

**BIRKHOFF, HENDRICKS & CONWAY L. L. P.**  
CONSULTING ENGINEERS  
Dallas, Texas

DESIGNED BY: <u>J.W.B.</u>	PROJECT: <u>2002 102</u>	SHEET NO. <u>46</u>
DRAWN BY: <u>TJH</u>	DATE: <u>SEPTEMBER 2006</u>	OF <u>68</u> SHEETS

REVISION: 5/12/10 - RLOWE  
 PLOT SCALE: 1:1.0101  
 PLOT STYLE: 11x17.ctb  
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