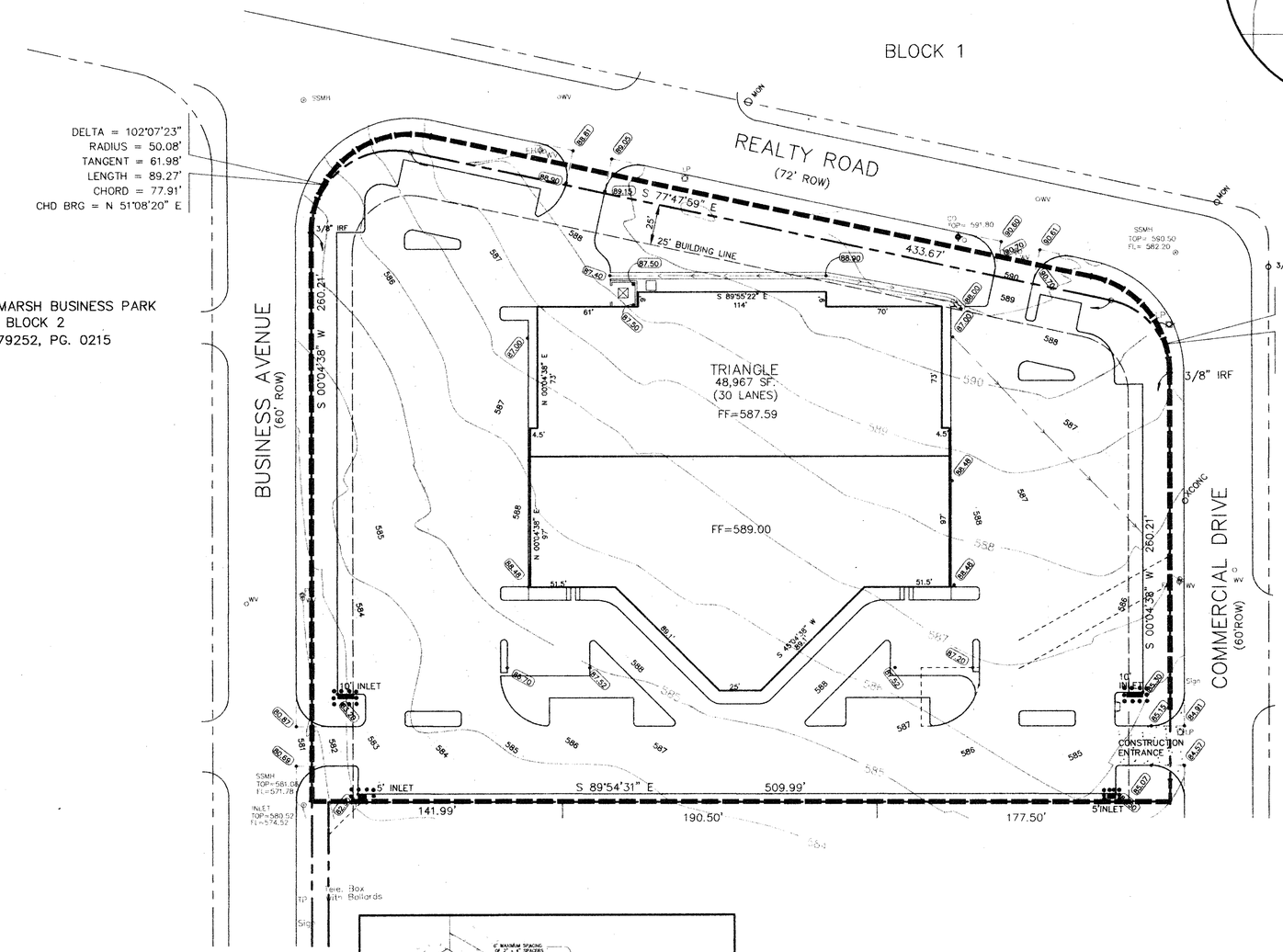
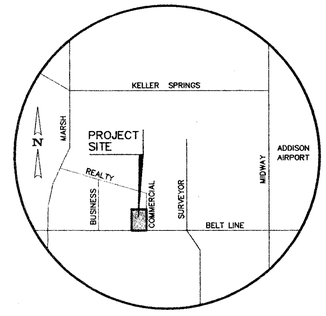




LOCATION MAP
N.T.S.

N

0 20 40 80
SCALE FEET

No.	DATE	REVISION	APPROV.

Winkelmann & Associates, Inc.
CONSULTING CIVIL ENGINEERS ■ SURVEYORS
12800 HILLCREST ROAD, SUITE 200
DALLAS, TEXAS 75230
(214) 490-7099
(214) 490-7099 FAX

T.L. CHENOWETH SURVEY, ABSTRACT NO. 273
D. CHENEY SURVEY, ABSTRACT NO. 922
CITY OF ADDISON, DALLAS COUNTY, TEXAS

OWNER:
TRIANGLE BOWL
1717 N. BELTLINE ROAD
IRVING, TX 75061

EROSION PROTECTION PLAN
BLOCK 3, BELTLINE MARSH BUSINESS PARK
ADDISON, TEXAS

Scale :	1"=40'
Date :	12/23/94
Designed By :	TL
Drawn By :	TL
Checked By :	MC
File :	048129RD.DWG
Project No. :	048Z.01

SHEET C-5 OF 9

STORM DRAIN INLET PROTECTION CONSTRUCTION SPECIFICATIONS

1. WOODEN FRAME IS TO BE CONSTRUCTED OF 2" X 4" CONSTRUCTION GRADE LUMBER.
2. WIRE MESH MUST BE OF SUFFICIENT STRENGTH TO SUPPORT FILTER FABRIC AND STONE FOR CURB INLETS, WITH WATER FULLY IMPOUNDED AGAINST IT.
3. FILTER CLOTH MUST BE OF A TYPE APPROVED FOR THIS PURPOSE; RESISTANT TO SUNLIGHT WITH SIEVE SIZE, EOS, 40-85, TO ALLOW SUFFICIENT PASSAGE OF WATER AND REMOVAL OF SEDIMENT.
4. STONE IS TO BE 2" IN SIZE AND CLEAN, SINCE FINES WOULD CLOG THE CLOTH.
5. THE ASSEMBLY SHALL BE PLACED SO THAT THE END SPACERS ARE A MINIMUM 1' BEYOND BOTH ENDS OF THE THROAT OPENING.
6. FORM THE WIRE MESH AND FILTER CLOTH TO THE CONCRETE GUTTER AND AGAINST THE FACE OF CURB ON BOTH SIDES OF THE INLET. PLACE CLEAN 2" STONE OVER THE WIRE MESH AND FILTER FABRIC IN SUCH A MANNER AS TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE FILTER CLOTH.
7. THIS TYPE OF PROTECTION MUST BE INSPECTED FREQUENTLY AND THE FILTER CLOTH AND STONE REPLACED WHEN CLOGGED WITH SEDIMENT.
8. ASSURE THAT STORM FLOW DOES NOT BYPASS INLET BY INSTALLING TEMPORARY EARTH OR ASPHALT DIKES DIRECTING FLOW INTO INLET.

A SWALE, DITCHLINE OR YARD INLET PROTECTION

1. EXCAVATE COMPLETELY AROUND INLET TO A DEPTH OF 16" BELOW NOTCH ELEVATION.
2. DRIVE 2 X 4 POST 1' INTO GROUND AT FOUR CORNERS OF INLET. PLACE NAIL STRIPS BETWEEN POSTS ON ENDS OF INLET. ASSEMBLE TOP PORTION OF 2' X 4 FRAME USING OVERLAP JOINT SHOWN. TOP OF FRAME (WEIR) MUST BE 6" BELOW CURB OF ROADWAY ADJACENT TO INLET.
3. STRETCH WIRE MESH TIGHTLY AROUND FRAME AND FASTEN SECURELY. ENDS MUST MEET AT POST.
4. STRETCH FILTER CLOTH TIGHTLY OVER WIRE MESH; THE CLOTH MUST EXTEND FROM TOP OF FRAME TO 16" BELOW INLET NOTCH ELEV. FASTEN SECURELY TO FRAME. ENDS MUST MEET AT POST, BE OVERLAPPED AND FOLDED, THEN FASTENED DOWN.
5. BACKFILL AROUND INLET IN COMPACTED 6" LAYERS UNTIL LAYER OF EARTH IS EVEN WITH NOTCH ELEVATION ON ENDS AND TOP ELEVATION ON SIDES.
6. IF THE INLET IS NOT IN A LOW POINT, CONSTRUCT A COMPACTED EARTH DIKE IN THE DITCHLINE BELOW IT. THE TOP OF THIS DIKE IS TO BE AT LEAST 6" HIGHER THAN THE TOP OF FRAME (WEIR).
7. THIS STRUCTURE MUST BE INSPECTED FREQUENTLY AND THE FILTER FABRIC REPLACED WHEN CLOGGED.

CURB INLET PROTECTION

1. ATTACH A CONTINUOUS PIECE OF WIRE MESH (30" MIN. WIDTH BY THROAT LENGTH PLUS 4') TO THE 2" X 4" WEIR MEASURING THROAT LENGTH PLUS 2') AS SHOWN ON THE STANDARD DRAWING.
2. PLACE A PIECE OF APPROVED FILTER CLOTH (40-85 SIEVE) OF THE SAME DIMENSIONS AS THE WIRE MESH OVER THE WIRE MESH AND SECURELY ATTACH TO THE 2" X 4" WEIR.
3. SECURELY NAIL THE 2" X 4" WEIR TO 9" LONG VERTICAL SPACERS TO BE LOCATED BETWEEN THE WEIR AND INLET FACE (MAX. 6' APART).
4. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL (MINIMUM 9" LENGTHS OF 2" X 4" TO THE TOP OF THE WEIR AT SPACER LOCATIONS. THESE 2" X 4" ANCHORS SHALL EXTEND ACROSS THE INLET TOP AND BE HELD IN PLACE BY SANDBAGS OR ALTERNATE WEIGHT.

STRAW BALE DIKE CONSTRUCTION SPECIFICATIONS

1. BALES SHALL BE PLACED AT THE TOE OF A SLOPE OR ON THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF (4) INCHES AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

STABILIZED CONSTRUCTION ENTRANCE CONSTRUCTION SPECIFICATIONS

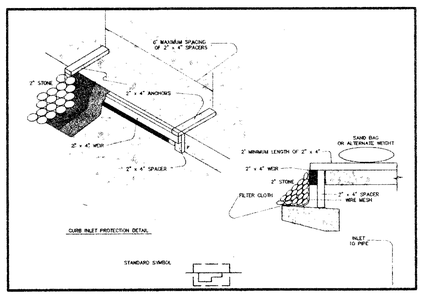
1. STONE SIZE - USE 6" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH - AS REQUIRED, BUT NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
4. WIDTH - TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. FILTER WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5% SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WASHING - WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH

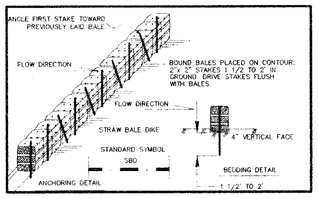
AS-BUILT DRAWINGS

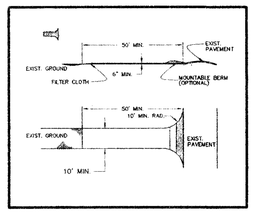
TO THE BEST OF MY KNOWLEDGE THIS PROJECT WAS CONSTRUCTED IN SUBSTANTIAL ACCORDANCE WITH THE TOWN OF ADDISON STANDARDS AND SPECIFICATIONS, AND FUNCTIONS AS DESIGNED. WINKELMANN & ASSOCIATES, INC. DOES NOT CERTIFY AS TO THE QUALITY OR CORRECTNESS OF CONSTRUCTION, AS NO FIELD INSPECTION WAS PERFORMED.

11-29-95
WINKELMANN & ASSOCIATES, INC.

MICHAEL J. CLARK
83290
REGISTERED PROFESSIONAL ENGINEER







LEGEND

- EX. CONTOURS
- PROP. CONTOURS
- LOT LINE
- RIPRAP
- STRIPING
- STRAW BALE DIKE OR SILT FENCE
- STABILIZED CONSTRUCTION ENTRANCE
- STONE OUTLET SEDIMENT TRAP
- INLET PROTECTION
- TEMPORARY SEEDING
- PERMANENT SEEDING

BENCH MARK:
"D" cut top of curb at the curb return east side of Commercial Drive and Beltline Road.
Elev = 582.16

* MIN. FINISH FLOOR ELEVATION ARE FROM REPORT PREPARED BY O'BRIEN ENGINEERS DATED: 7/7/94

C:\048V12\048I2ERO Tue Nov 28 16:43:17 1995 PLOTTED BY WJT