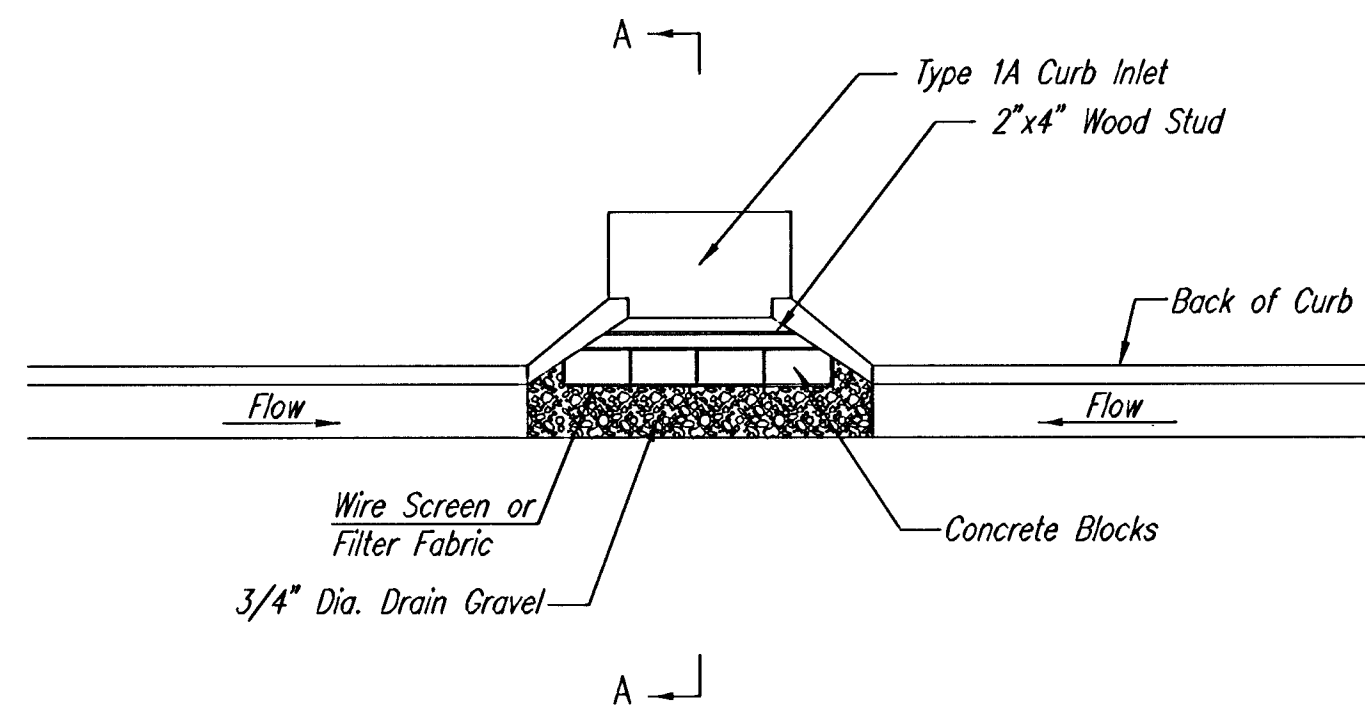




NOTE: Other types of curb inlet protection may be approved by the city so long as equal protection is provided.

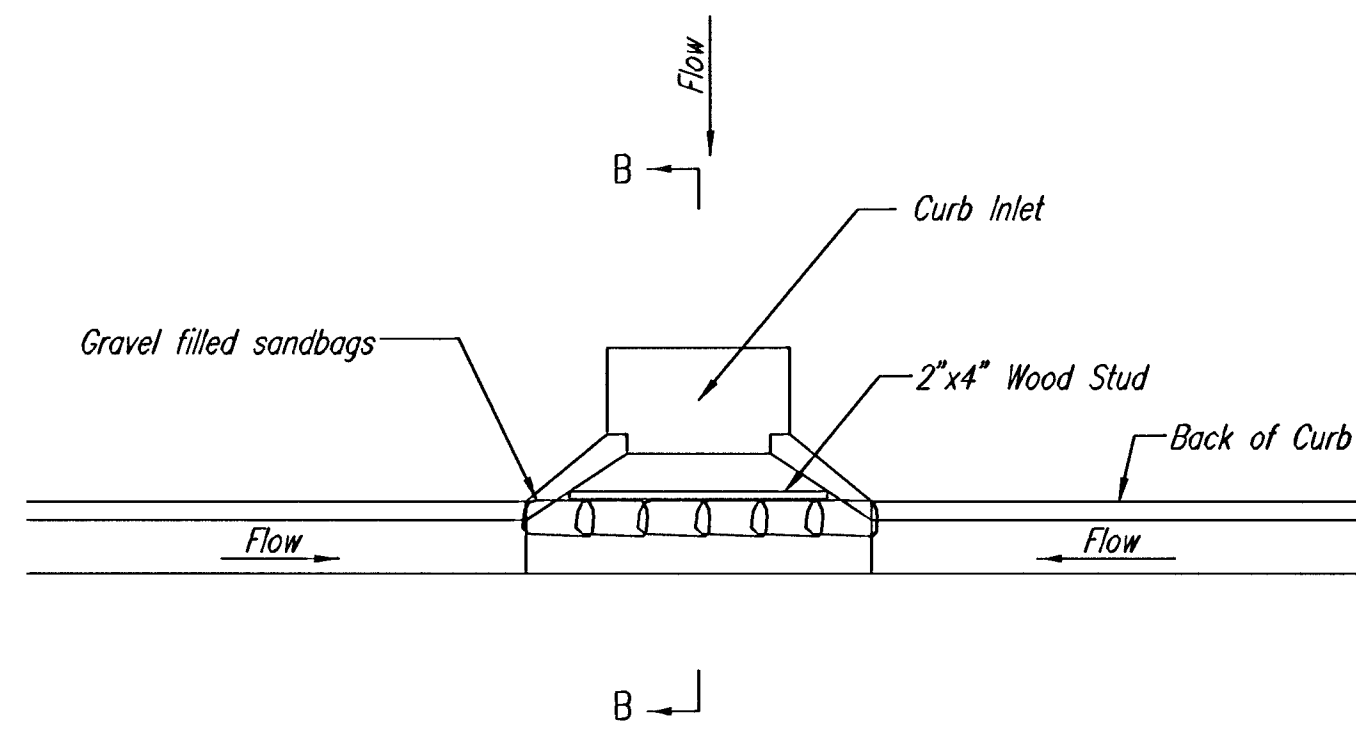
Instructions for Installing:

- Use of rock with diameters smaller than 1" in the bag may result in clogging of pores and reduce the amount of water flowing into an inlet.

Maintenance:

A cross-sectional diagram of a curb inlet. The diagram shows a concrete curb on the right with a vertical face labeled "Curb Inlet". Behind the curb, a horizontal layer of "Gravel Filled Sandbags" is shown. A "2\" x 4\" Wood Stud" is positioned vertically between the sandbags and the curb. To the left of the sandbags, a horizontal line indicates the "Ponding Height" of the water level.

SECTION B-B



NOTE: Other types of curb inlet protection may be approved by the City so long as equal protection is provided.

Diagram illustrating a Gravel Bag Curb Filter. The diagram shows a cross-section of a curb and roadway. Flow is indicated by arrows pointing from left to right. Accumulated sediment is shown on the left side of the curb. Gravel-filled sandbags are placed along the curb. A Curb Inlet is shown on the right side of the curb. The Back of Curb is indicated on the right. Overflow Paths are shown as arrows pointing away from the curb area.

GRAVEL BAG CURB FILTER

NOTE: Place two or more sets of bags in a manner that results in maximum support. The flow line bag must be lower than top of curb.

CURB SEDIMENT TRAPS

If the spacing between bags becomes too large, little sediment may be trapped. Spacing of bags should be completed using the table or graph that illustrates placement distances based upon street slope. When installed in the gutter, bag tops must be lower than the sidewalk.

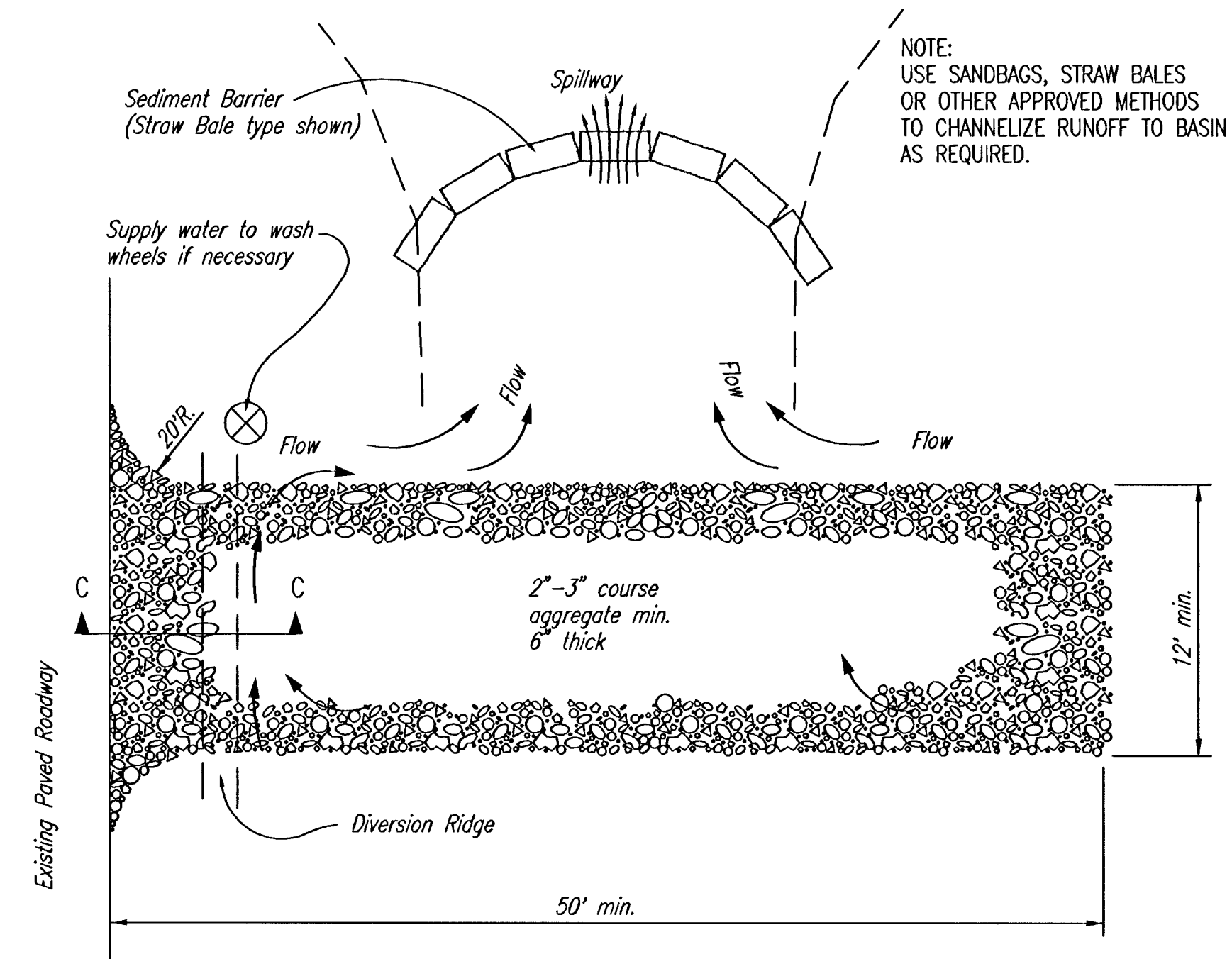
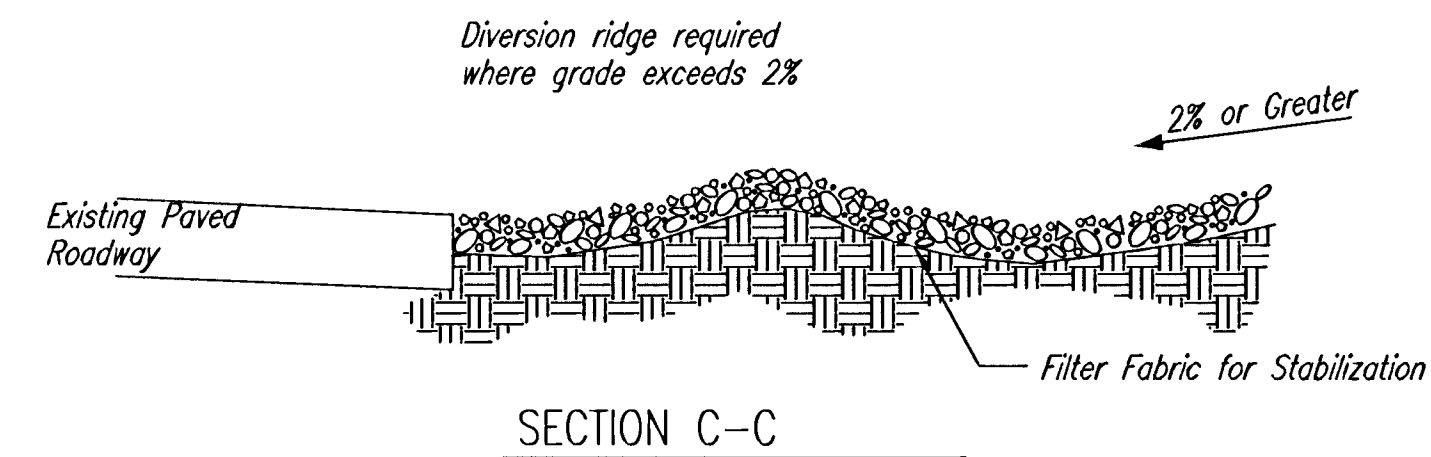
Spacing:

Gravel bags are to be placed according to street grades using the following table or graph that appears below.

GRADE (%)	SPACING (FEET)
0.5	75
1.0	45
2.0	18
3.0	12
4.0	9
5.0	6

Maintenance:

Collected sediment shall be removed after every runoff event. Bags that are destroyed by vehicular traffic or through natural deterioration are to be immediately replaced.



STABILIZED CONSTRUCTION ENTRANCE

NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN, AS SHOWN ABOVE.
4. DRIVE ENTRANCES ONTO RESIDENTIAL LOTS WILL NOT BE REQUIRED TO HAVE THE SEDIMENT BARRIER SHOWN, BUT WHEEL WASHING MAY BE REQUIRED IF STABILIZED ENTRANCE IS NOT SUFFICIENT TO KEEP MUD FROM BEING TRACKED ONTO ADJACENT STREET. ENTRANCE SHALL EXTEND FROM BACK OF CURB TO DWELLING.



SOIL EROSION BMP DETAILS

CHRISTOPHER M. CARRIER, P.E.
STORM WATER ENGINEER

PROJECT NUMBER
468-83950

OCA NO.
751394

DATE
AUG 2005

SHEET 9 OF 11