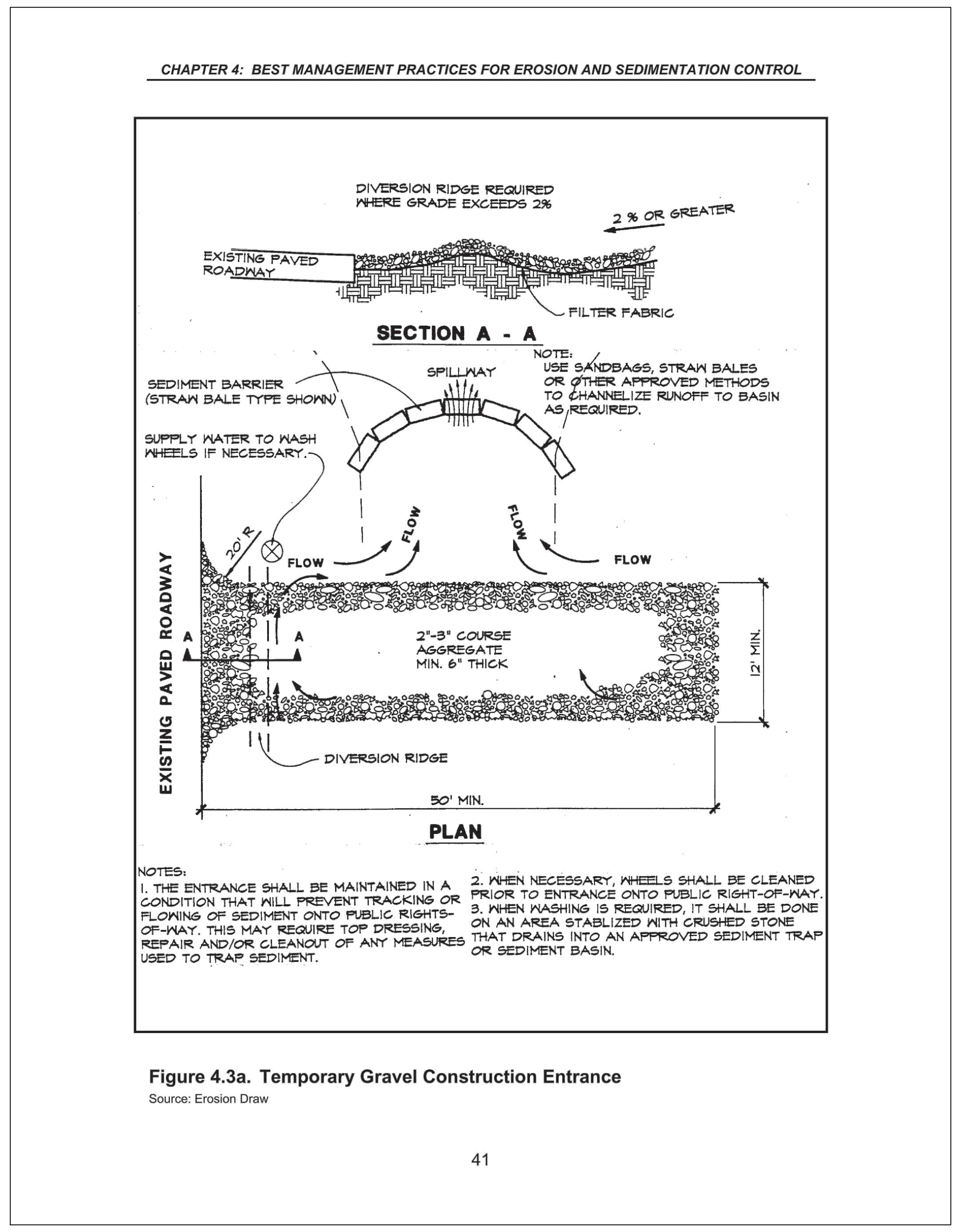
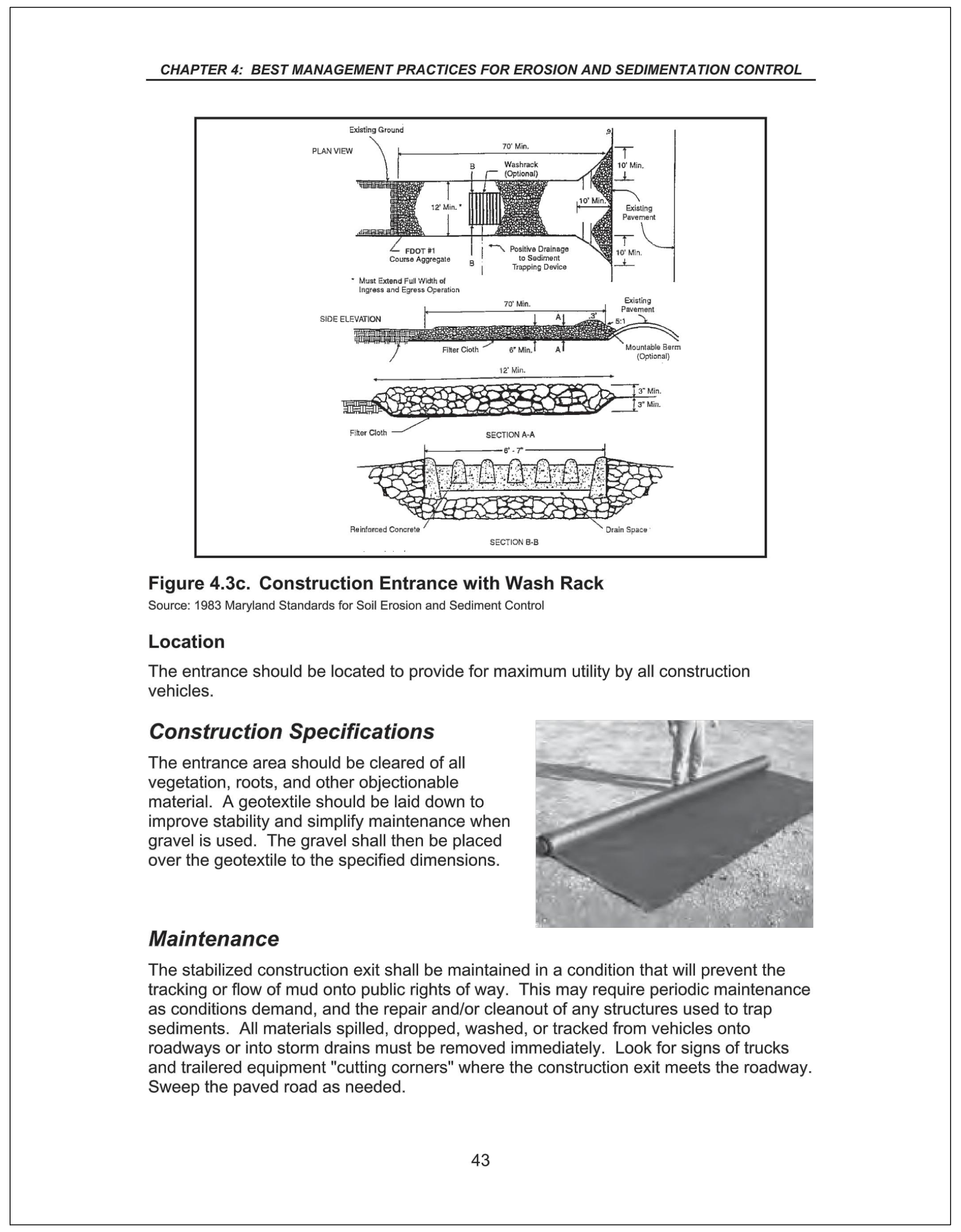


DIVERSION RIDGE REQUIRED WHERE GRADE EXCEEDS 2%
2 % OR GREATER
EXISTING PAVED ROADWAY
FILTER FABRIC
SECTION A - A
SEDIMENT BARRIER (STRAW BALE TYPE SHOWN)
SPILLWAY
NOTE: USE SANDBAGS, STRAW BALES OR OTHER APPROVED METHODS TO CHANNELIZE RUNOFF TO BASIN AS REQUIRED.
SUPPLY WATER TO WASH WHEELS IF NECESSARY.
20' R
FLOW
FLOW
FLOW
FLOW
EXISTING PAVED ROADWAY
A
A
2"-3" COURSE AGGREGATE MIN. 6" THICK
12' MIN.
DIVERSION RIDGE
50' MIN.
PLAN

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 STABLIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

Figure 4.3a. Temporary Gravel Construction Entrance
Source: Erosion Draw



Existing Ground
PLAN VIEW
70' Min.
B
Washrack (Optional)
10' Min.
12' Min. *
10' Min.
Existing Pavement
10' Min.
FDOT #1 Course Aggregate
B
Positive Drainage to Sediment Trapping Device
* Must Extend Full Width of Ingress and Egress Operation
SIDE ELEVATION
70' Min.
A
.3'
Existing Pavement
5:1
Filter Cloth
6" Min.
A
Mountable Berm (Optional)
12' Min.
3" Min.
3" Min.
Filter Cloth
SECTION A-A
6' - 7"
Reinforced Concrete
Drain Space
SECTION B-B

Figure 4.3c. Construction Entrance with Wash Rack
Source: 1983 Maryland Standards for Soil Erosion and Sediment Control

Location

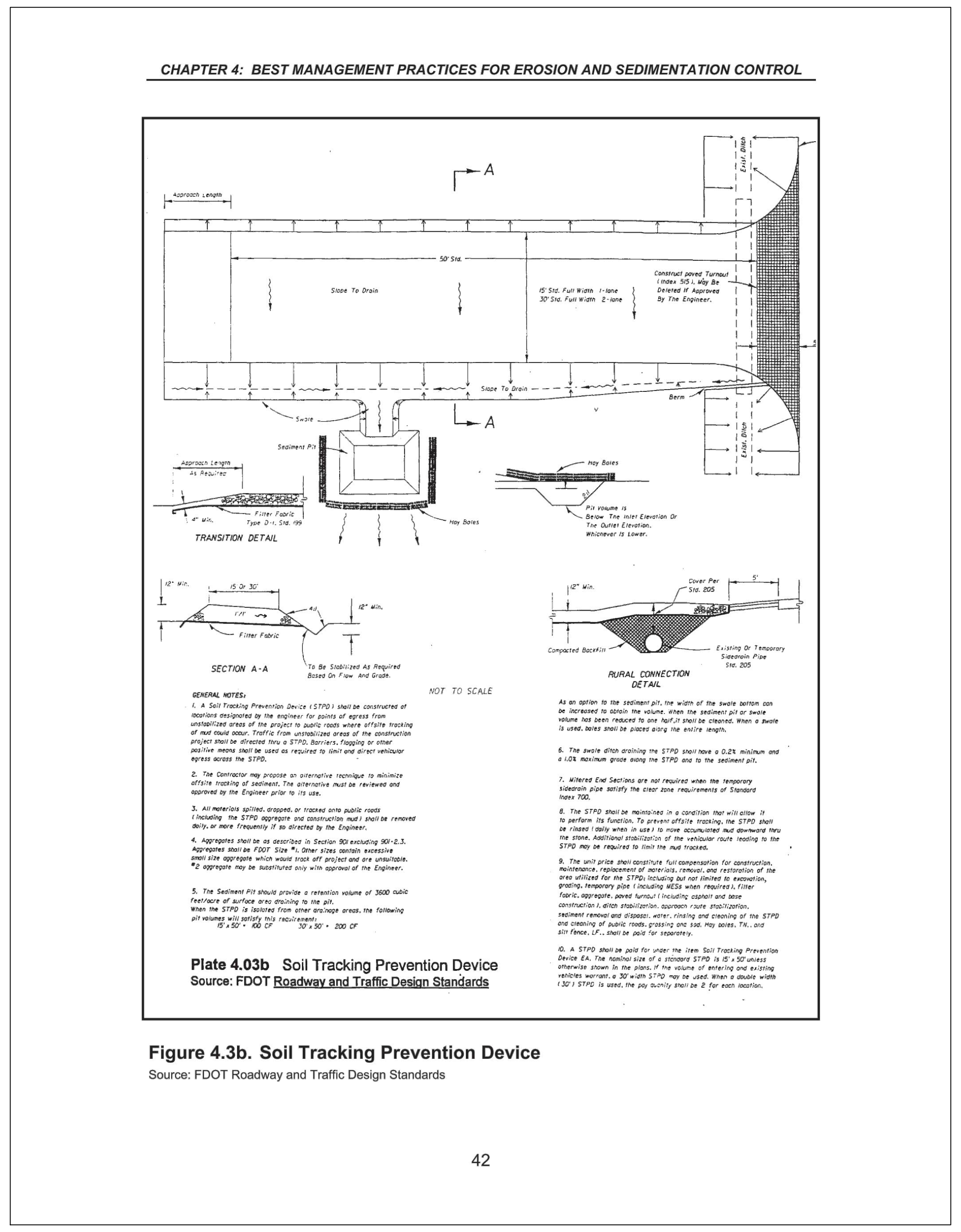
The entrance should be located to provide for maximum utility by all construction vehicles.

Construction Specifications

The entrance area should be cleared of all vegetation, roots, and other objectionable material. A geotextile should be laid down to improve stability and simplify maintenance when gravel is used. The gravel shall then be placed over the geotextile to the specified dimensions.

Maintenance

The stabilized construction exit shall be maintained in a condition that will prevent the tracking or flow of mud onto public rights of way. This may require periodic maintenance as conditions demand, and the repair and/or cleanout of any structures used to trap sediments. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately. Look for signs of trucks and trailered equipment "cutting corners" where the construction exit meets the roadway. Sweep the paved road as needed.



A
Approach Length
50' Std.
Slope To Drain
15' Std. Full Width 1-lane
30' Std. Full Width 2-lane
Construct paved Turnout (Index 515), May Be Deleted If Approved By The Engineer.
Exist. Ditch
Slope To Drain
Berm
Swale
A
Sediment Pit
Exist. Ditch
Approach Length As Required
4" Min.
Filter Fabric Type D-1, Std. 199
Hay Bales
TRANSITION DETAIL
Hay Bales
Pit Volume Is Below The Inlet Elevation Or The Outlet Elevation, Whichever Is Lower.
12" Min.
15' Or 30'
4:1
12" Min.
Filter Fabric
SECTION A-A
To Be Stabilized As Required Based On Flow And Grade.
12" Min.
Cover Per Std. 205
5'
Compacted Backfill
Existing Or Temporary Sidedrain Pipe Std. 205
RURAL CONNECTION DETAIL
NOT TO SCALE

GENERAL NOTES:
1. A Soil Tracking Prevention Device (STPD) shall be constructed at locations designated by the engineer for points of egress from unstabilized areas of the project to public roads where offsite tracking of mud could occur. Traffic from unstabilized areas of the construction project shall be directed thru a STPD. Barriers, flagging or other positive means shall be used as required to limit and direct vehicular egress across the STPD.

2. The Contractor may propose an alternative technique to minimize offsite tracking of sediment. The alternative must be reviewed and approved by the Engineer prior to its use.

3. All materials spilled, dropped, or tracked onto public roads (including the STPD aggregate and construction mud) shall be removed daily, or more frequently if so directed by the Engineer.

4. Aggregates shall be as described in Section 901 excluding 901-2.3. Aggregates shall be FDOT Size #1. Other sizes contain excessive small size aggregate which would track off project and are unsuitable. #2 aggregate may be substituted only with approval of the Engineer.

5. The Sediment Pit should provide a retention volume of 3600 cubic feet/acre of surface area draining to the pit.
When the STPD is isolated from other drainage areas, the following pit volumes will satisfy this requirement:
15' x 50' • 100 CF 30' x 50' • 200 CF

As an option to the sediment pit, the width of the swale bottom can be increased to obtain the volume. When the sediment pit or swale volume has been reduced to one half, it shall be cleaned. When a swale is used, bales shall be placed along the entire length.

6. The swale ditch draining the STPD shall have a 0.2% minimum and a 1.0% maximum grade along the STPD and to the sediment pit.

7. Mitered End Sections are not required when the temporary sidedrain pipe satisfy the clear zone requirements of Standard Index 700.

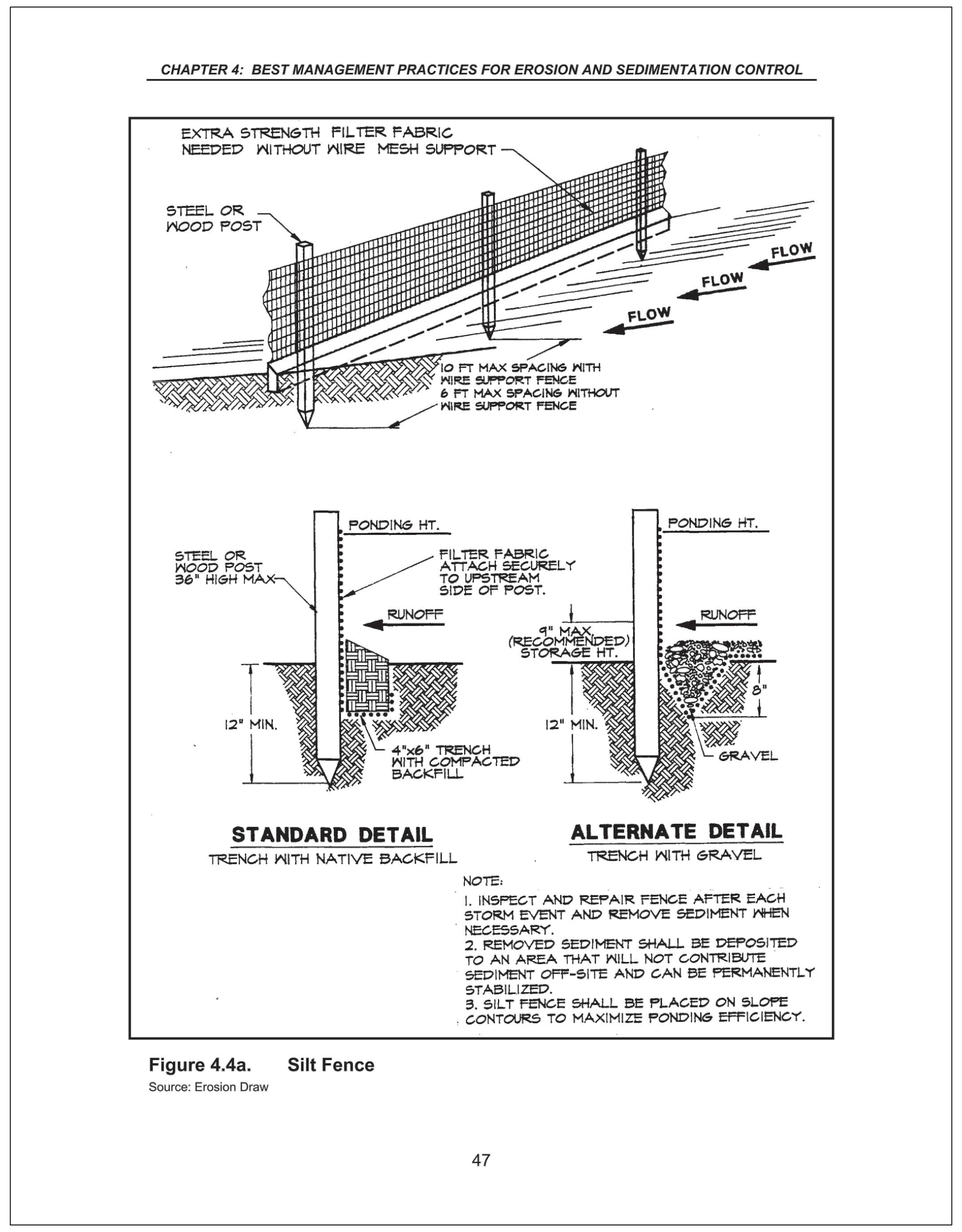
8. The STPD shall be maintained in a condition that will allow it to perform its function. To prevent offsite tracking, the STPD shall be rinsed (daily when in use) to move accumulated mud downward thru the stone. Additional stabilization of the vehicular route leading to the STPD may be required to limit the mud tracked.

9. The unit price shall constitute full compensation for construction, maintenance, replacement of materials, removal, and restoration of the area utilized for the STPD; including but not limited to excavation, grading, temporary pipe (including MESs when required), filter fabric, aggregate, paved turnout (including asphalt and base construction), ditch stabilization, approach route stabilization, sediment removal and disposal, water, rinsing and cleaning of the STPD and cleaning of public roads, grassing and sod. Hay bales, TN., and silt fence, LF., shall be paid for separately.

10. A STPD shall be paid for under the item Soil Tracking Prevention Device EA. The nominal size of a standard STPD is 15' x 50' unless otherwise shown in the plans. If the volume of entering and existing vehicles warrant, a 30' width STPD may be used. When a double width (30') STPD is used, the pay quanity shall be 2 for each location.

Plate 4.03b Soil Tracking Prevention Device
Source: FDOT Roadway and Traffic Design Standards

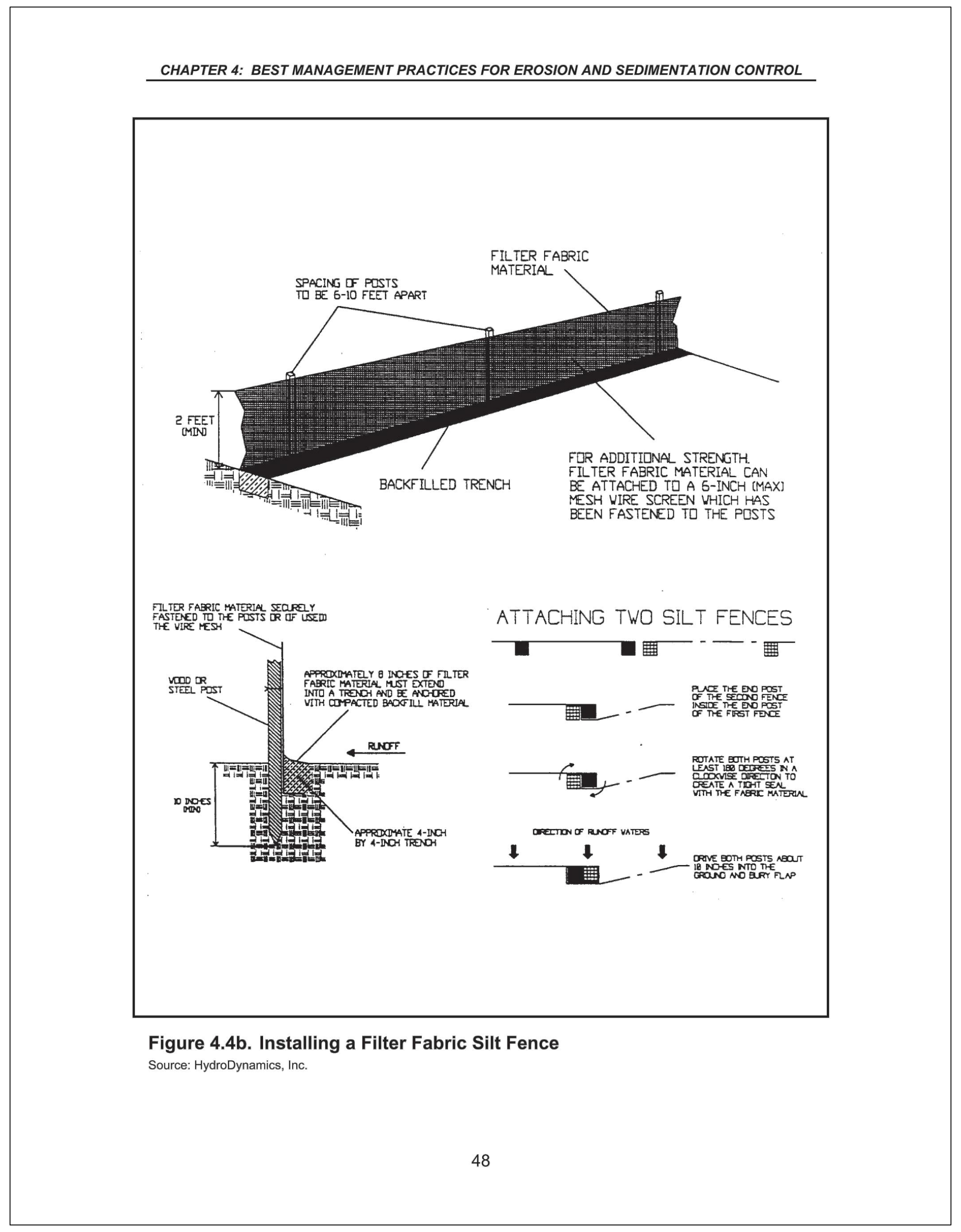
Figure 4.3b. Soil Tracking Prevention Device
Source: FDOT Roadway and Traffic Design Standards



EXTRA STRENGTH FILTER FABRIC NEEDED WITHOUT WIRE MESH SUPPORT
STEEL OR WOOD POST
FLOW
FLOW
FLOW
10 FT MAX SPACING WITH WIRE SUPPORT FENCE
6 FT MAX SPACING WITHOUT WIRE SUPPORT FENCE
PONDING HT.
STEEL OR WOOD POST 36" HIGH MAX
FILTER FABRIC ATTACH SECURELY TO UPSTREAM SIDE OF POST.
RUNOFF
12" MIN.
4"x6" TRENCH WITH COMPACTED BACKFILL
PONDING HT.
RUNOFF
9" MAX (RECOMMENDED) STORAGE HT.
8"
12" MIN.
GRAVEL
STANDARD DETAIL
TRENCH WITH NATIVE BACKFILL
ALTERNATE DETAIL
TRENCH WITH GRAVEL

NOTE:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

Figure 4.4a. Silt Fence
Source: Erosion Draw



FILTER FABRIC MATERIAL
SPACING OF POSTS TO BE 6-10 FEET APART
2 FEET (MIN)
BACKFILLED TRENCH
FOR ADDITIONAL STRENGTH. FILTER FABRIC MATERIAL CAN BE ATTACHED TO A 6-INCH (MAX) MESH WIRE SCREEN WHICH HAS BEEN FASTENED TO THE POSTS
FILTER FABRIC MATERIAL SECURELY FASTENED TO THE POSTS OR (IF USED) THE WIRE MESH
WOOD OR STEEL POST
APPROXIMATELY 8 INCHES OF FILTER FABRIC MATERIAL MUST EXTEND INTO A TRENCH AND BE ANCHORED WITH COMPACTED BACKFILL MATERIAL
RUNOFF
10 INCHES (MIN)
APPROXIMATE 4-INCH BY 4-INCH TRENCH
ATTACHING TWO SILT FENCES
PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE
ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL
DIRECTION OF RUNOFF WATERS
DRIVE BOTH POSTS ABOUT 18 INCHES INTO THE GROUND AND BURY FLAP

Figure 4.4b. Installing a Filter Fabric Silt Fence
Source: HydroDynamics, Inc.

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REVISIONS

NO.	DESCRIPTION	DATE

PRELIMINARY PLAN
NOT FOR CONSTRUCTION
THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS.
RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

ISSUE DATE: 01/25/22
DESIGNED BY: JW
DRAWN BY: FA/NW
CHECKED BY: TD
BID-CONTRACT:

This item has been digitally signed and sealed by Thomas F. Donahue, P.E. on the date below using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

THOMAS F. DONAHUE
LICENSE
No. 60529

2022.05.12 10:14:55-04'00'
THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)

CLIENT
US GATEWAY INVESTMENTS LLC

PROJECT
GATEWAY LUXURY APARTMENTS
950 N. Powerline Road
Pompano Beach, FL

SHEET TITLE
EROSION CONTROL DETAILS

SHEET NUMBER CG 501
PROJECT NUMBER 1269

Plotted by: nwarrick On 5/11/2022 6:38 PM
Drawing name: T:\12697.00 - Powerline Road Pompano Beach - Multi Family Residence - US Gateway Investments\Engineering\Cadd\12697.00-CG-5XX.dwg
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6/15/2022