

STEEL T-POSTS SHALL HAVE A SAFETY CAP PLACED ON TOP TO PREVENT INJURIES.

SILT FENCE (MIN HEIGHT 24" ABOVE EXISTING GROUND)

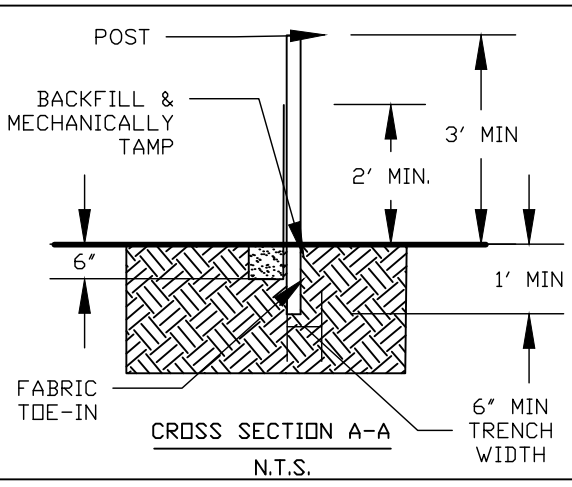
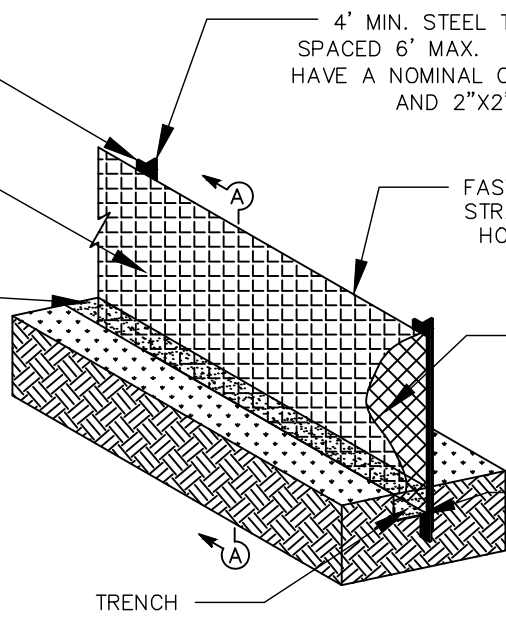
COMPACTED EARTH OR ROCK BACKFILL

4' MIN. STEEL T-POST OR WOOD POSTS SPACED 6' MAX. SOFTWOOD POSTS SHALL HAVE A NOMINAL CROSS SECTION OF 2"x4" AND 2"x2" FOR HARDWOOD POSTS

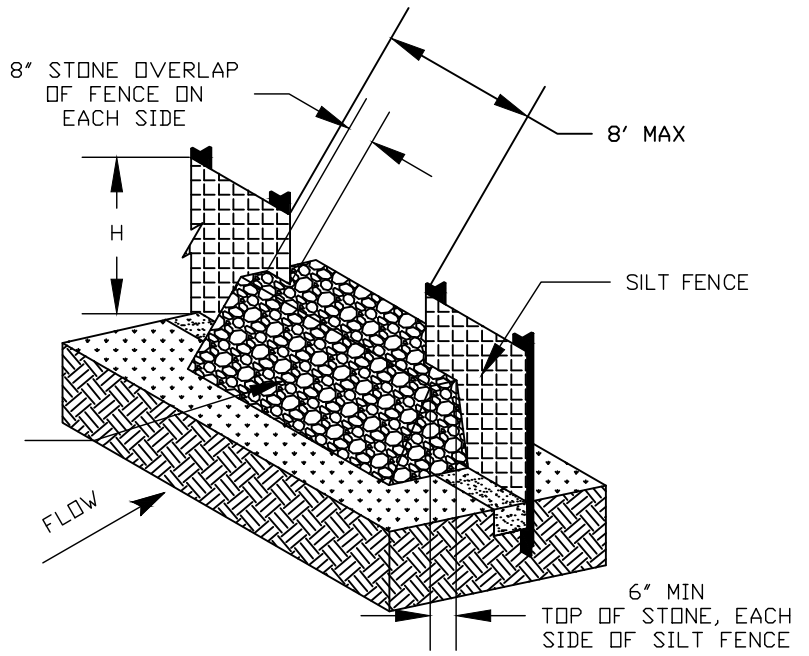
FASTEN FABRIC TO THE TOP STRAND OF THE WIRE USING HOG RINGS OR CORD AT A MAX. SPACING OF 15".

WIRE MESH BACKING.

PLACE 6" OF FABRIC AGAINST THE TRENCH SIDE AND 6" ACROSS THE TRENCH BOTTOM IN THE UPSTREAM DIRECTION.



SILT FENCE EXAMPLE
N.T.S.



STONE OVERFLOW STRUCTURE EXAMPLE
N.T.S.

1-1/2" FILTER STONE WRAPPED IN GALVANIZED OR PVC COATED WIRING

SILT FENCE GENERAL NOTES:

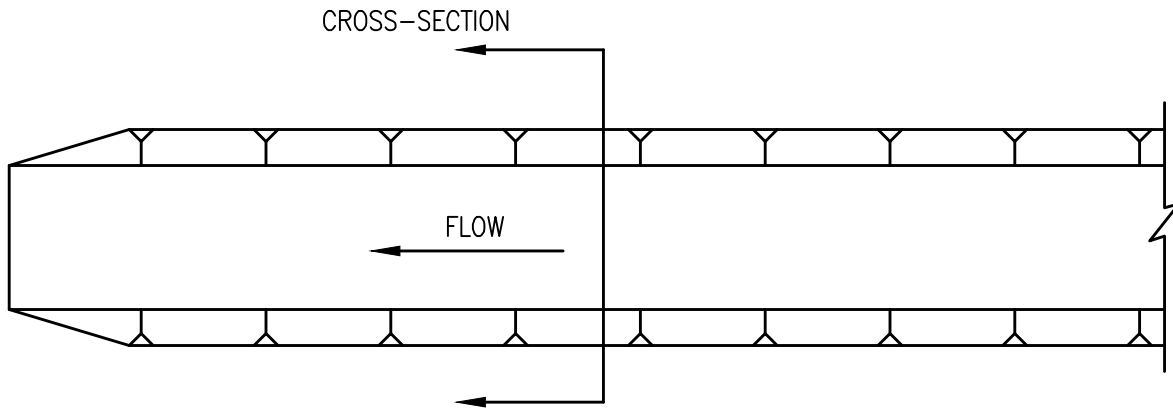
1. POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAP WITH ROCK ON UPHILL SIDE TO PREVENT FLOW FROM SEEPING UNDER FENCE.
3. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH STEEL SUPPORT POST OR TO WIRE BACKING, WHICH IN TURN IS ATTACHED TO THE STEEL FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
5. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN FINAL STABILIZATION IS ACHIEVED OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

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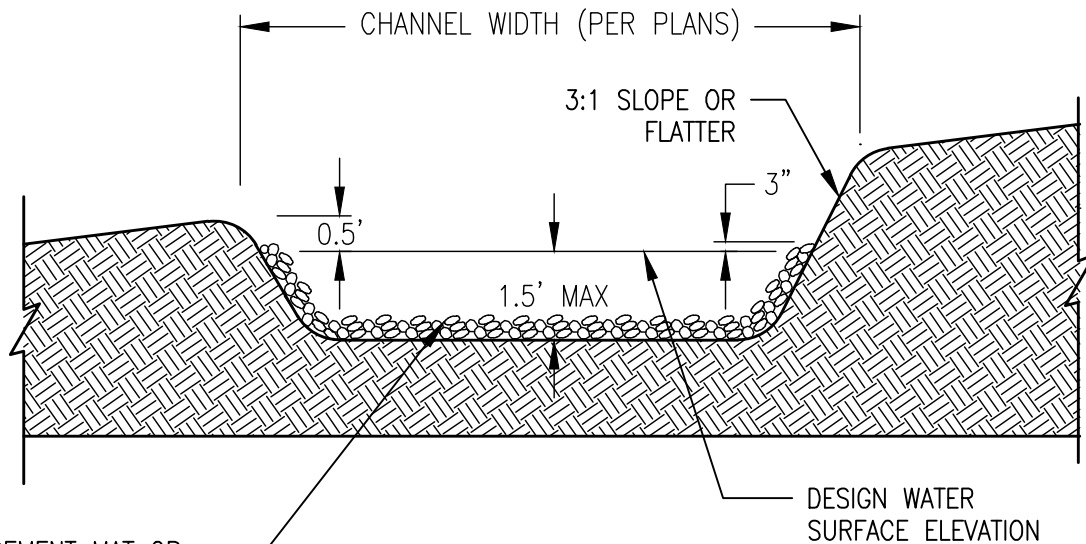
TOWN OF WESTLAKE
1500 SOLANA BOULEVARD
BLDG. 7, SUITE 7200
WESTLAKE, TEXAS 76262

SILT FENCE
WEC-01B



PLAN VIEW

N.T.S.



CROSS SECTION

N.T.S.

TURF REINFORCEMENT MAT OR A LAYER OF CRUSHED STONE OR RIPRAP IS REQUIRED WHEN VELOCITIES EXCEED 6 FPS OR SLOPE EXCEEDS 2.0%

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INTERCEPTOR
SWALE
WEC-02

INTERCEPTOR SWALE GENERAL NOTES:

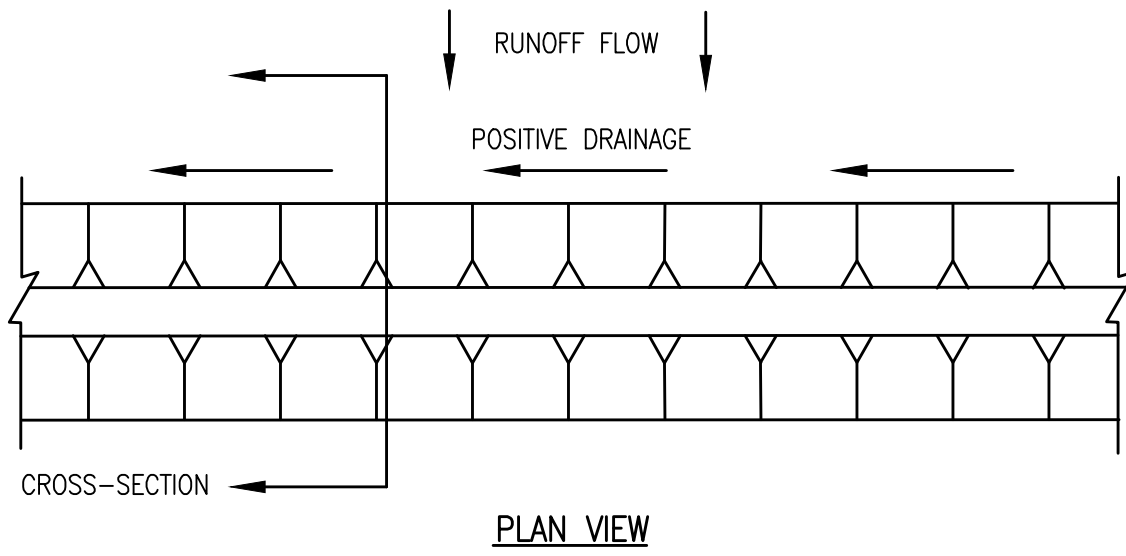
1. ALL TREES, BRUSH, STUMPS, OBSTRUCTIONS AND OTHER MATERIAL SHALL BE REMOVED AND DISPOSED OF SO AS NOT TO INTERFERE WITH THE PROPER FUNCTIONING OF THE SWALE.
2. THE SWALE SHALL BE EXCAVATED OR SHAPED TO LINE, GRADE AND CROSS-SECTION AS REQUIRED TO MEET CRITERIA SPECIFIED HEREIN AND BE FREE OF BANK PROJECTIONS OR OTHER IRREGULARITIES WHICH WILL IMPEDE NORMAL FLOW.
3. ALL EARTH REMOVED AND NOT NEEDED IN CONSTRUCTION SHALL BE DISPOSED OF IN AN APPROVED SPOILS SITE SO THAT IT WILL NOT INTERFERE WITH THE FUNCTIONING OF THE SWALE.
4. DIVERTED RUNOFF FROM A DISTURBED OR EXPOSED UPLAND AREA SHALL BE CONVEYED TO A SEDIMENT TRAPPING DEVICE.
5. THE ON-SITE LOCATION MAY NEED TO BE ADJUSTED TO MEET FIELD CONDITIONS IN ORDER TO UTILIZE THE MOST SUITABLE OUTLET.
6. FOR GRADES LESS THAN 2 PERCENT AND VELOCITIES LESS THAN 6 FEET PER SECOND, THE MINIMUM REQUIRED CHANNEL STABILIZATION SHALL BE GRASS, EROSION CONTROL MATS OR MULCHING. FOR GRADES IN EXCESS OF 2 PERCENT OR VELOCITIES EXCEEDING 6 FEET PER SECOND, STABILIZATION IS REQUIRED IN THE FORM OF TURF REINFORCEMENT MATS (OR A LAYER OF CRUSHED STONE OR RIP-RAP WITH APPROPRIATE SIZE, GRADATION, AND THICKNESS AS SPECIFIED IN THE SWPPP).
7. MINIMUM COMPACTION FOR THE SWALE SHALL BE 90 PERCENT STANDARD PROCTOR.
8. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP.

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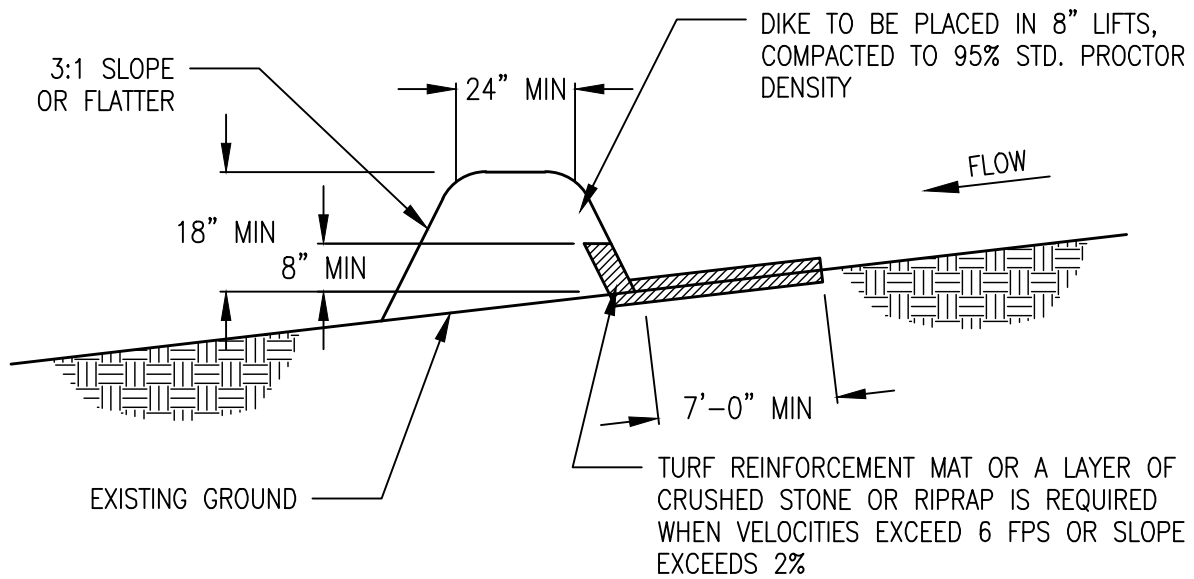


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INTERCEPTOR
SWALE
WEC-03



PLAN VIEW



CROSS SECTION

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TOWN OF WESTLAKE
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DIVERSION
 DIKE
 WEC-04

DIVERSION DIKE GENERAL NOTES:

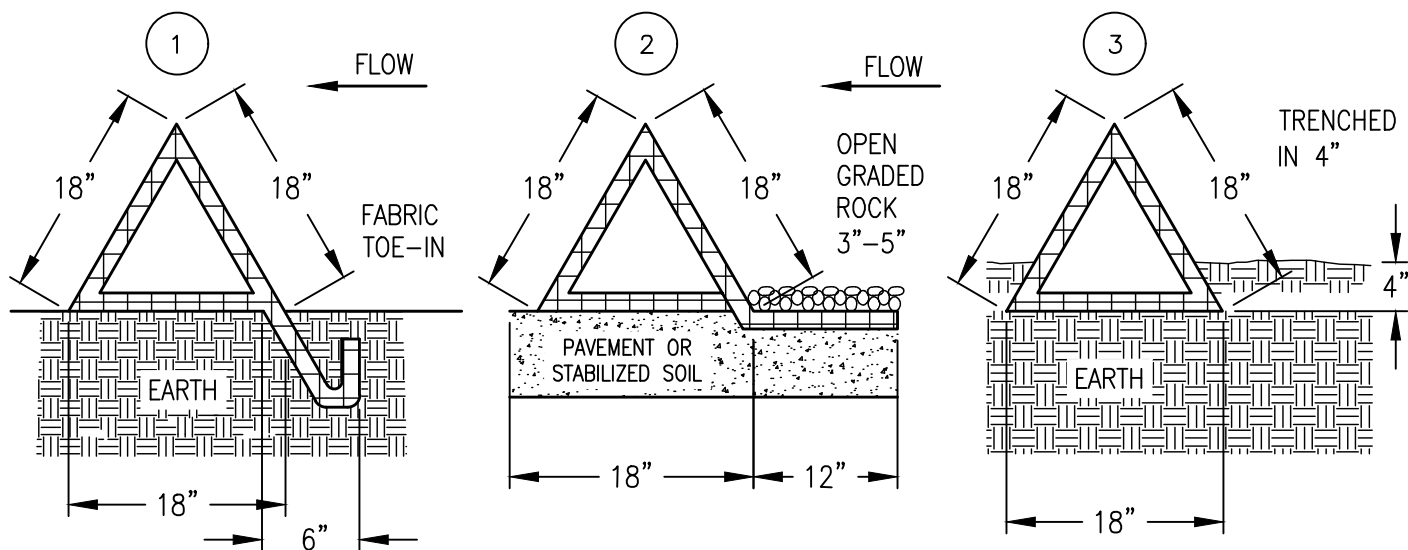
1. ALL DIKES SHALL BE PLACED IN 8" LIFTS OR LESS AND COMPACTED TO 95% STANDARD PROCTOR DENSITY.
2. ALL DIVERSION DIKES SHALL HAVE POSITIVE DRAINAGE TO A CONTROLLED OUTLET.
3. DIVERTED RUNOFF FROM A PROTECTED OR STABILIZED AREA SHALL HAVE ITS OUTLET FLOW DIRECTED TO AN UNDISTURBED STABILIZED AREA OR INTO A LEVEL SPREADER OR GRADE STABILIZATION STRUCTURE.
4. DIVERTED RUNOFF FROM A DISTURBED OR EXPOSED AREA SHALL BE CONVEYED TO SEDIMENT TRAPPING DEVICE.
5. FOR GRADES LESS THAN 2 PERCENT AND VELOCITIES LESS THAN 6 FEET PER SECOND, THE MINIMUM REQUIRED CHANNEL STABILIZATION SHALL BE GRASS, EROSION CONTROL MATS OR MULCHING. FOR GRADES IN EXCESS OF 2 PERCENT OR VELOCITIES EXCEEDING 6 FEET PER SECOND, STABILIZATION IS REQUIRED IN THE FORM OF TURF REINFORCEMENT MATS (OR A LAYER OF CRUSHED STONE OR RIP-RAP WITH APPROPRIATE SIZE, GRADATION, AND THICKNESS AS SPECIFIED IN THE SWPPP).
6. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP.

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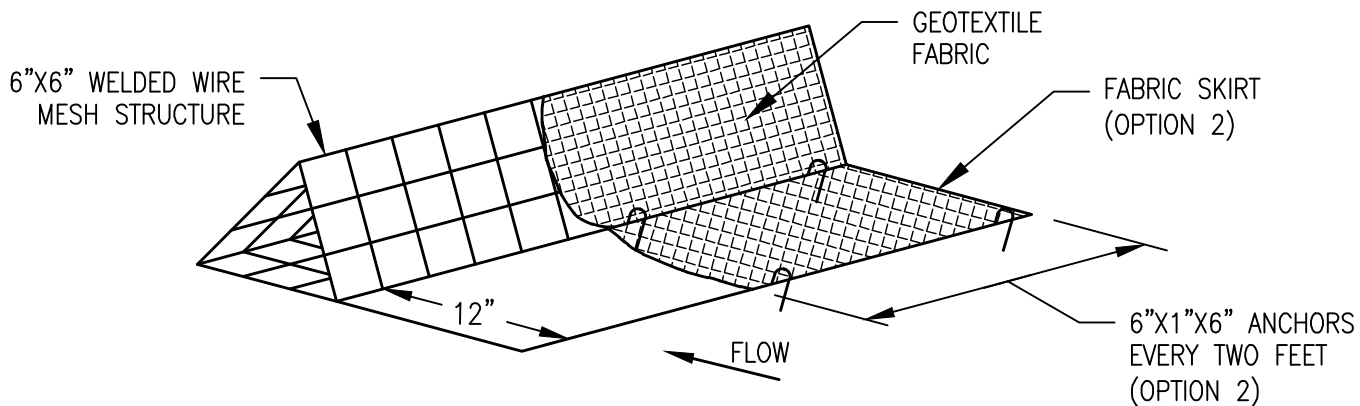
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DIVERSION
DIKE
WEC-05



CROSS SECTION OF INSTALLATION OPTIONS

1. TOE-IN 6" MIN
2. FABRIC SKIRT WEIGHTED WITH ROCK
3. TRENCHED IN 4"



ISOMETRIC PLAN VIEW

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TRIANGULAR
 SEDIMENT
 FILTER DIKE
 WEC-06

TRIANGULAR SEDIMENT FILTER DIKE GENERAL NOTES:

1. DIKES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT DIKE.
2. THE FABRIC COVER AND SKIRT SHALL BE A CONTINUOUS EXTENSION OF THE FABRIC ON THE UPSTREAM FACE, AND FABRIC SHALL BE OVERLAPPED A MINIMUM OF 12”.
3. THE SKIRT SHALL BE WEIGHTED WITH A CONTINUOUS LAYER OF TYPE 'A' RIP RAP, OR TOED-IN 6” WITH MECHANICALLY COMPACTED MATERIAL. OTHERWISE, THE ENTIRE STRUCTURE SHALL BE TRENCHED TO A DEPTH OF 4 INCHES.
4. DIKES AND SKIRT SHALL BE SECURELY ANCHORED IN PLACE USING 6-INCH WIRE STAPLES ON 2-FOOT CENTERS ON BOTH EDGES AND SKIRTS.
5. FILTER MATERIAL SHALL BE LAPPED OVER ENDS 6” TO COVER DIKE TO DIKE JOINTS. JOINTS SHALL BE FASTENED WITH GALVANIZED SHOAT RINGS.
6. THE DIKE STRUCTURE SHALL BE 6 GA. 6” X 6” WIRE MESH, 18” ON A SIDE.
7. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED BY THE CONTRACTOR.
8. THE FILTER DIKE SHALL BE REMOVED WHEN FINAL STABILIZATION IS ACHIEVED OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED.
9. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES APPROXIMATELY 6-INCHES IN DEPTH. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

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TRIANGULAR
SEDIMENT
FILTER DIKE
WEC-07

ROCK CHECK DAM GENERAL NOTES:

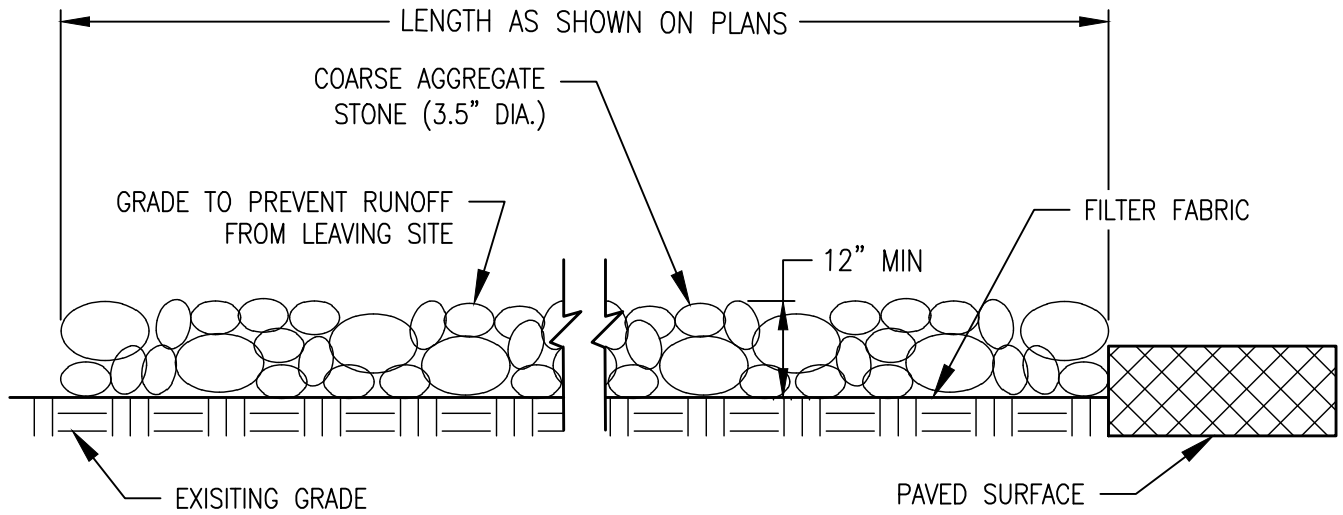
1. STONE SHALL BE WELL GRADED WITH SIZE RANGE FROM 1½ TO 3½ INCHES IN DIAMETER DEPENDING ON EXPECTED FLOWS.
2. THE CHECK DAM SHALL BE INSPECTED AS SPECIFIED IN THE SWPPP AND SHALL BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT ACCUMULATION AMONG THE ROCKS, WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.
3. WHEN SILT REACHES A DEPTH EQUAL TO ONE-THIRD OF THE HEIGHT OF THE CHECK DAM OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
4. WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED, THE CHECK DAM AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.

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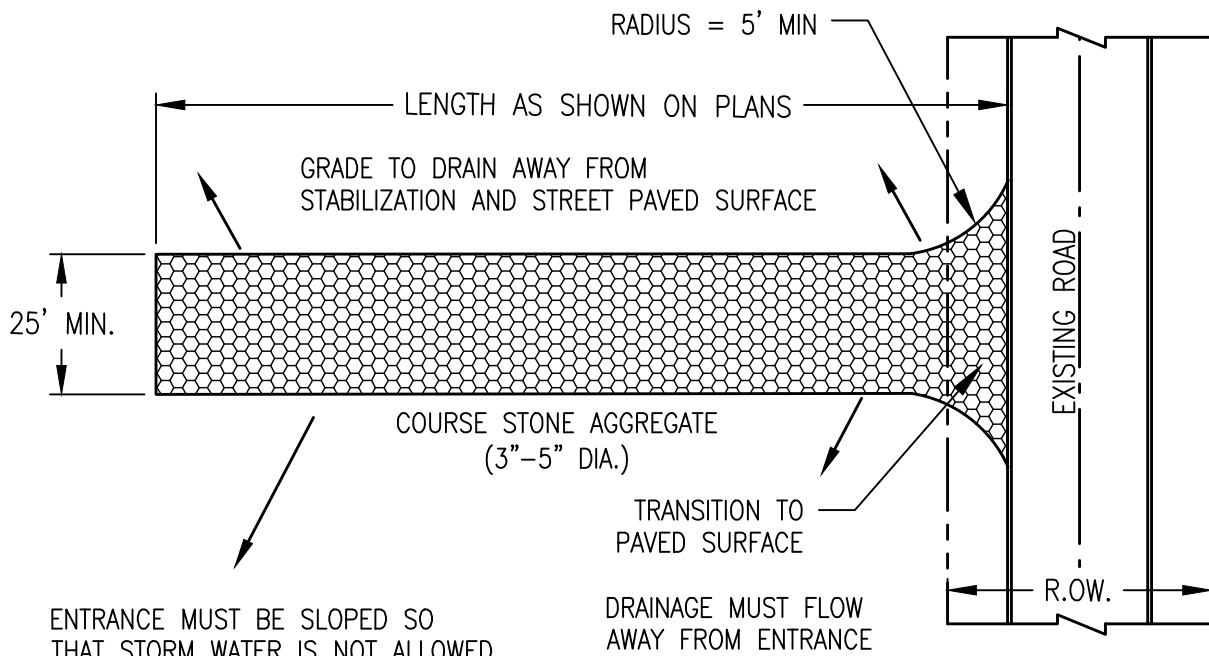
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ROCK CHECK
DAM
WEC-08



PROFILE VIEW

N.T.S.



ENTRANCE MUST BE SLOPED SO THAT STORM WATER IS NOT ALLOWED TO LEAVE THE SITE AND ENTER ROADWAYS.

PLAN VIEW

N.T.S.

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STABILIZED
 CONSTRUCTION
 ENTRANCE
 WEC-09

STABILIZED CONSTRUCTION ENTRANCE GENERAL NOTES:

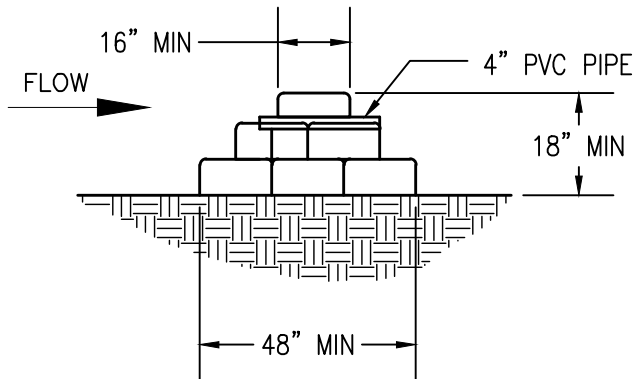
1. STONE SHALL BE 3 TO 5 INCH DIAMETER COARSE AGGREGATE.
2. LENGTH SHALL BE AS SPECIFIED IN THE SWPPP.
3. THE THICKNESS SHALL NOT BE LESS THAN 12 INCHES.
4. THE WIDTH SHALL BE NO LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
5. WHEN NECESSARY, VEHICLES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WITH DRAINAGE FLOWING AWAY FROM BOTH THE STREET AND THE STABILIZED ENTRANCE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE USING APPROVED METHODS.
6. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED SURFACES. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PAVED SURFACES MUST BE REMOVED IMMEDIATELY.
7. THE ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.
8. PREVENT SHORTCUTTING OF THE FULL LENGTH OF THE CONSTRUCTION ENTRANCE BY INSTALLING BARRIERS AS NECESSARY.
9. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP.

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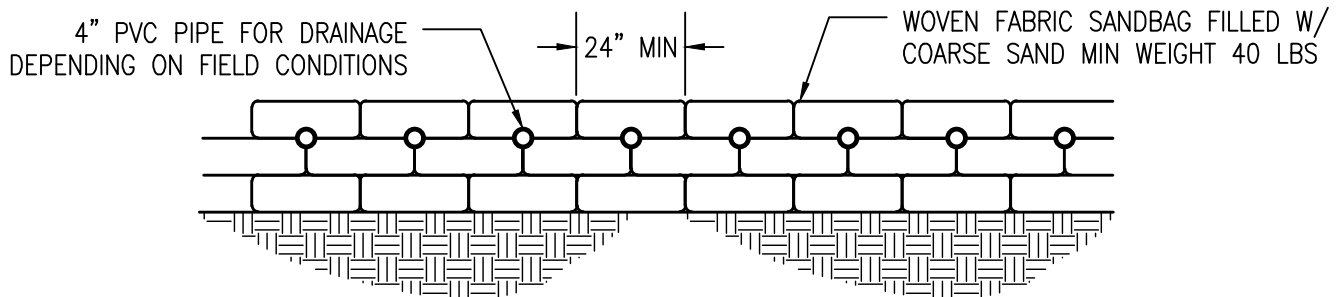


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STABILIZED
CONSTRUCTION
ENTRANCE
WEC-10



CROSS SECTION
N.T.S.



PROFILE VIEW
N.T.S.

NOTE: SAND BAG CHECK DAM CONSTRUCTION AND PLACEMENT SHALL BE IN ACCORDANCE WITH THE SPACING, CROSS-SECTION, AND PROFILE VIEWS OF THE ROCK CHECK DAM IN DRAWING WEC-09.

SAND BAG DAM GENERAL NOTES:

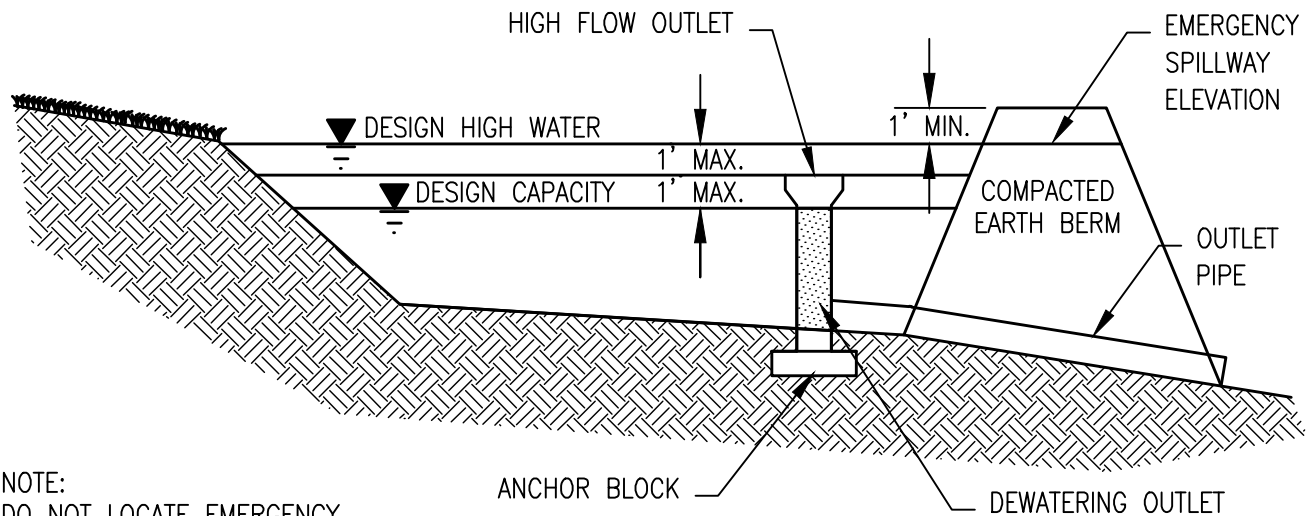
1. WHEN A SANDBAG IS FILLED WITH MATERIAL, THE OPEN END OF THE SANDBAG SHOULD BE STAPLED OR TIED WITH NYLON OR POLY CORD.
2. SANDBAGS SHOULD BE STACKED IN AT LEAST THREE ROWS ABUTTING EACH OTHER, AND IN STAGGERED ARRANGEMENT.
3. THE BASE OF THE CHECK DAM SHOULD HAVE AT LEAST 3 SANDBAGS. THESE CAN BE REDUCED TO 2 AND 1 BAG IN THE SECOND AND THIRD ROWS RESPECTIVELY.
4. FOR EACH ADDITIONAL 6" OF HEIGHT, AN ADDITIONAL SANDBAG MUST BE ADDED TO EACH ROW WIDTH.
5. THE SANDBAG CHECK DAM SHALL BE INSPECTED AS SPECIFIED IN THE SWPPP AND SHALL BE RESHAPED OR REPLACED AS NEEDED. REPAIRS SHALL BE MADE FOR WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.
6. WHEN SILT REACHES A DEPTH EQUAL TO ONE-THIRD OF THE HEIGHT OF THE CHECK DAM OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CREATE A SILTATION PROBLEM.
7. WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED, THE CHECK DAM AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.

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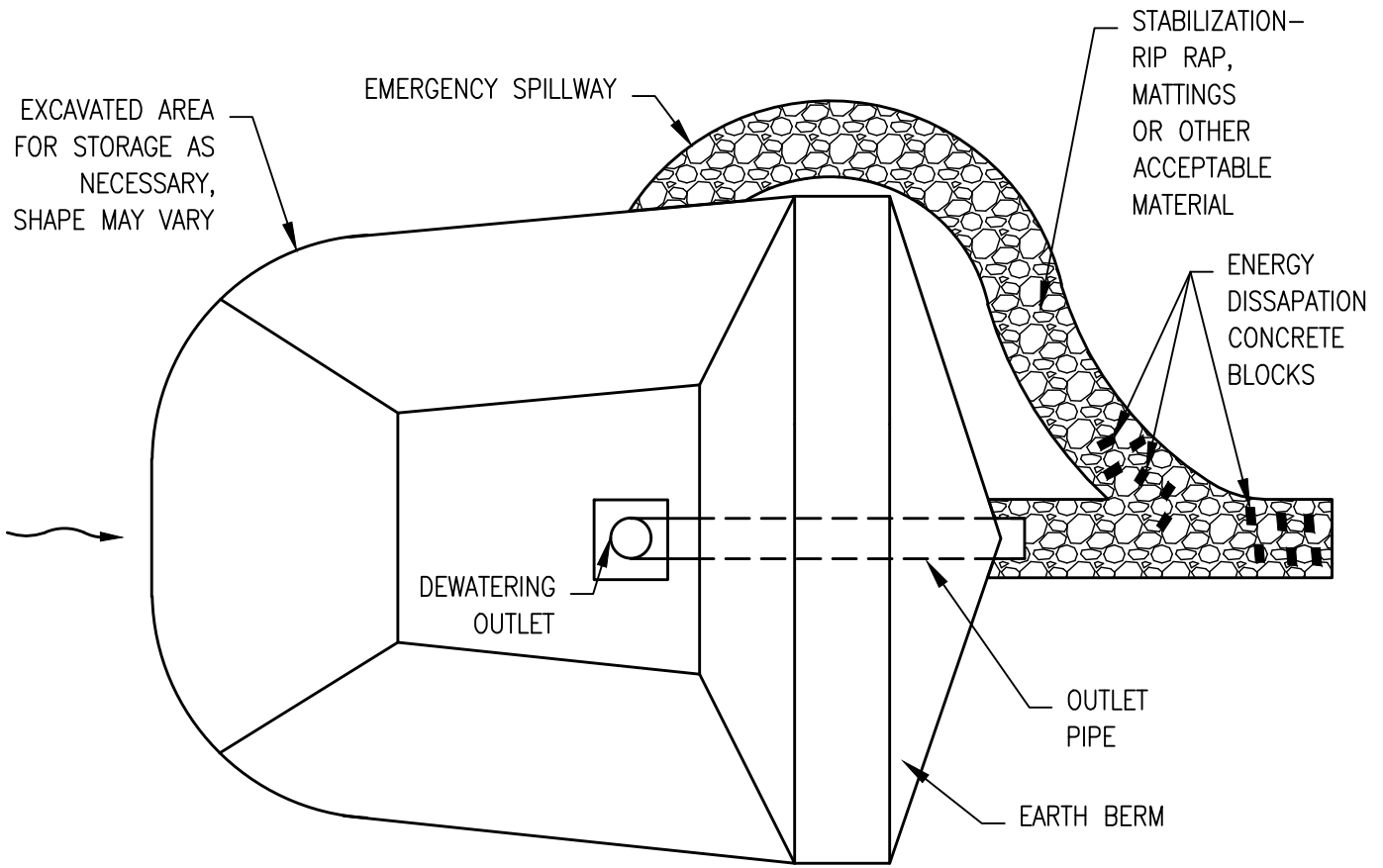
SAND BAG
CHECK DAM
WEC-12



NOTE:
DO NOT LOCATE EMERGENCY
SPILLWAY ON EARTH BERM

CROSS SECTION

N.T.S.



PLAN VIEW

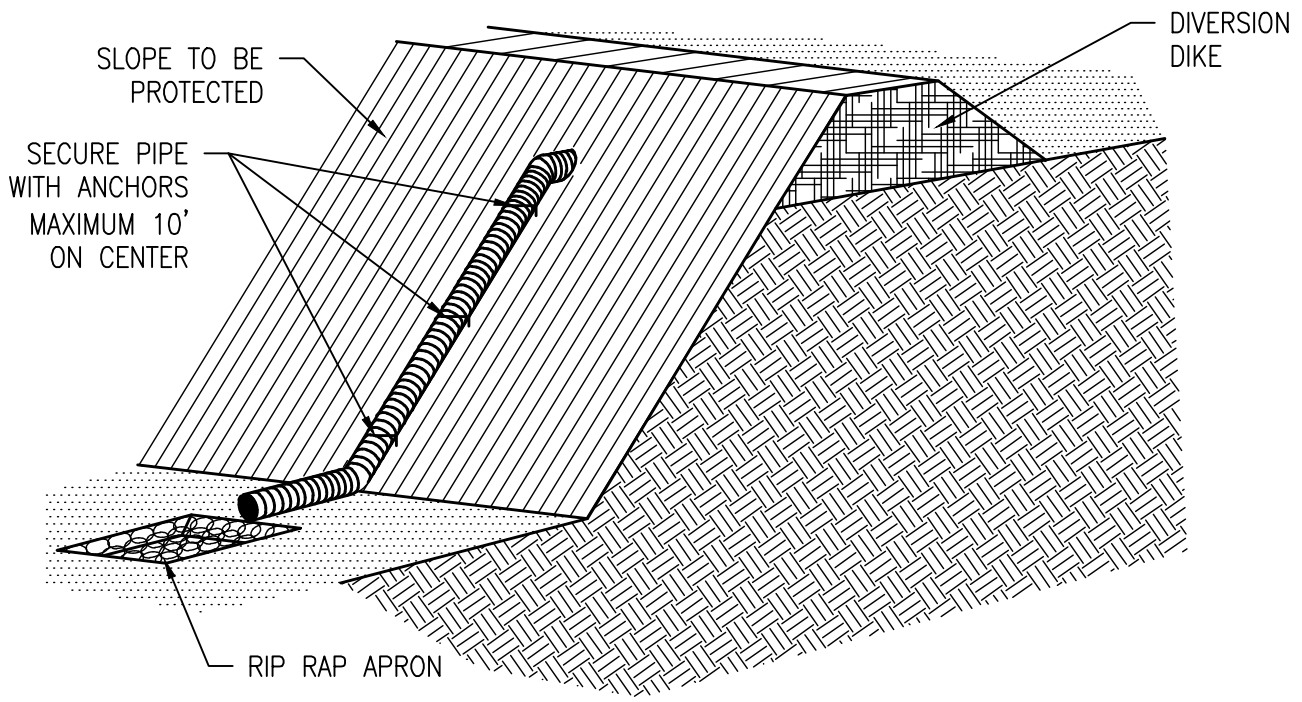
N.T.S.

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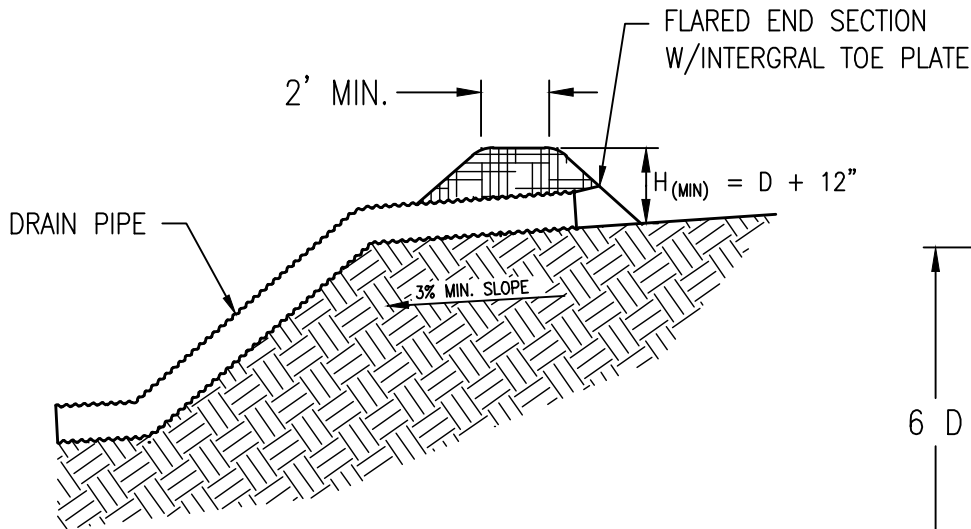
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PIPE OUTLET
SEDIMENT
BASIN
WEC-13



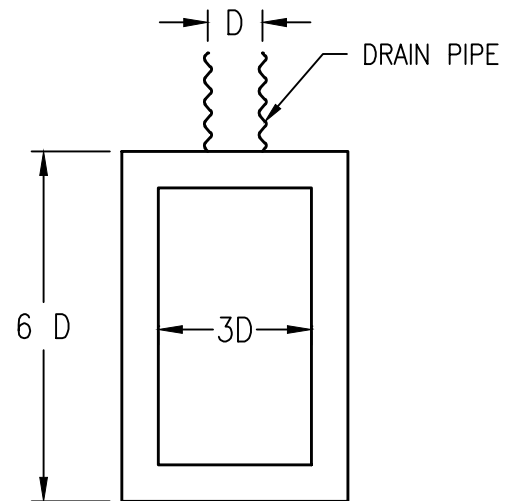
ISOMETRIC PLAN VIEW

N.T.S.



SECTION THRU PIPE

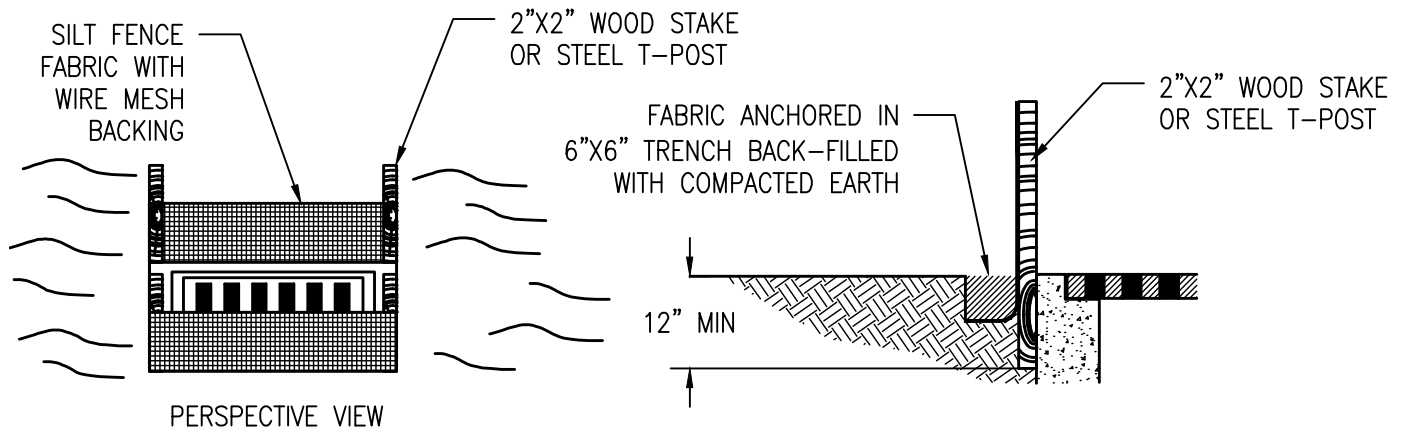
N.T.S.



RIPRAP APRON PLAN VIEW

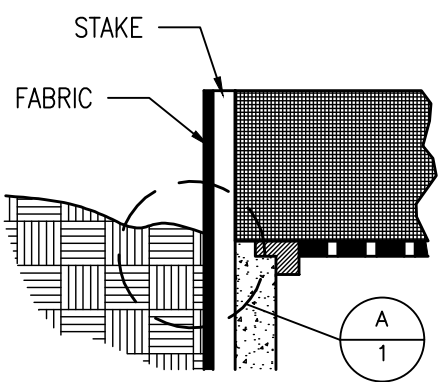
N.T.S.

RIPRAP SHALL CONSIST OF 50 TO 150 POUND STONES PLACED IN A LAYER OF NOT LESS THAN 12 INCHES. THE DEPTH OF THE APRON SHALL EQUAL THE PIPE DIAMETER BUT IN NO CASE SHALL IT BE LESS THAN 12 INCHES.

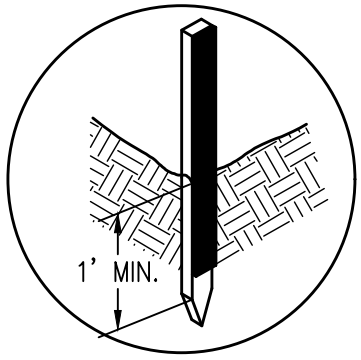


PERSPECTIVE VIEW

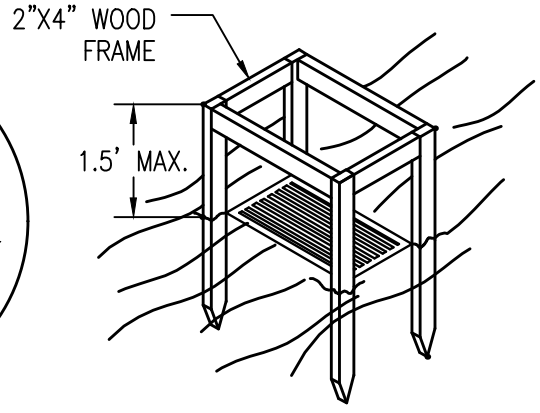
I. STANDARD INSTALLATION



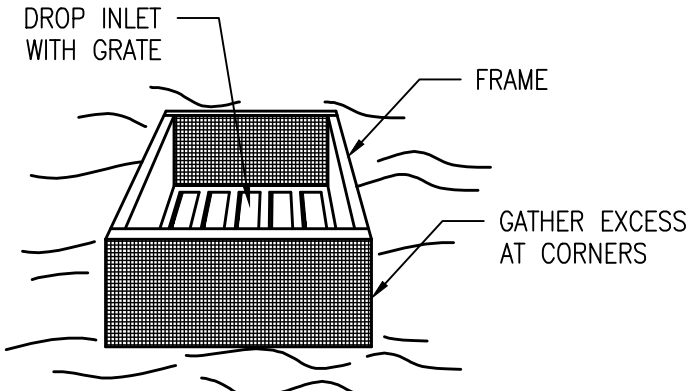
ELEVATION OF STAKE AND FABRIC ORIENTATION



DETAIL A



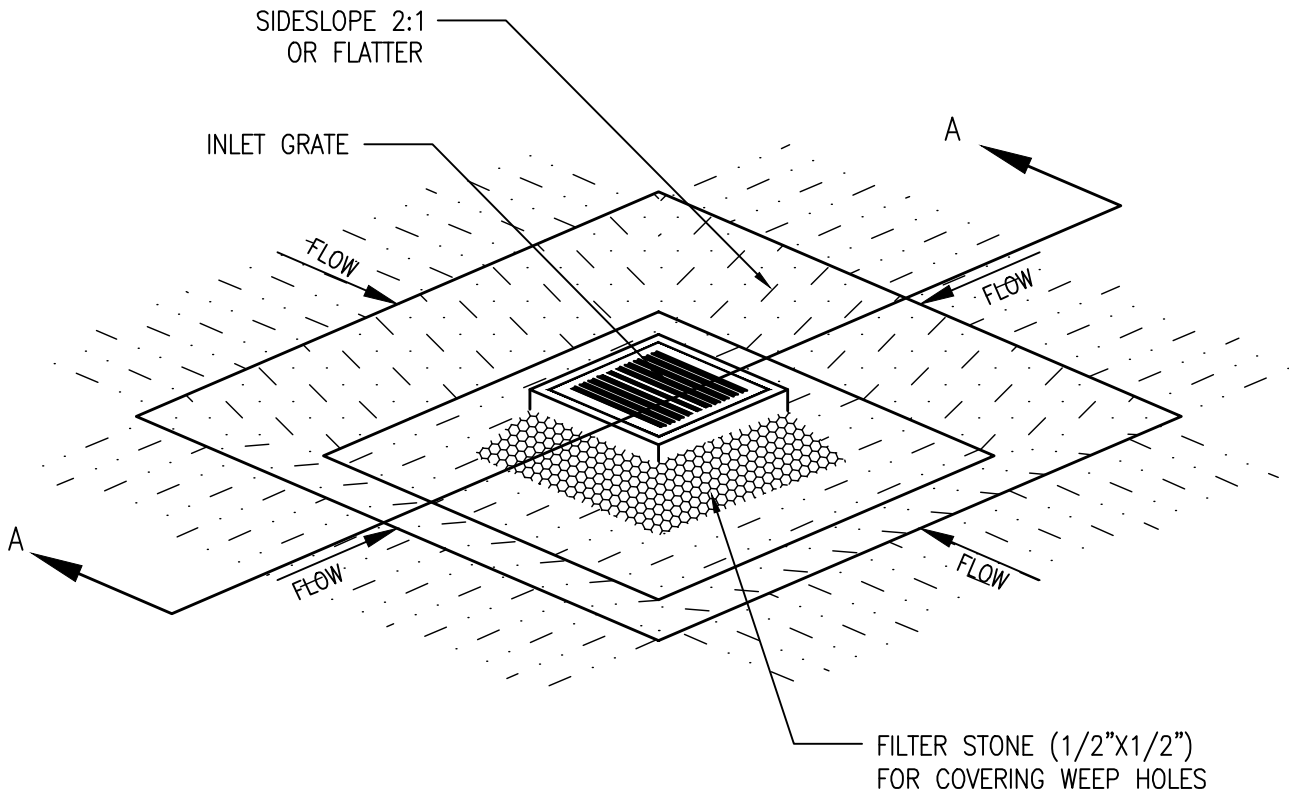
PERSPECTIVE VIEW



PERSPECTIVE VIEW

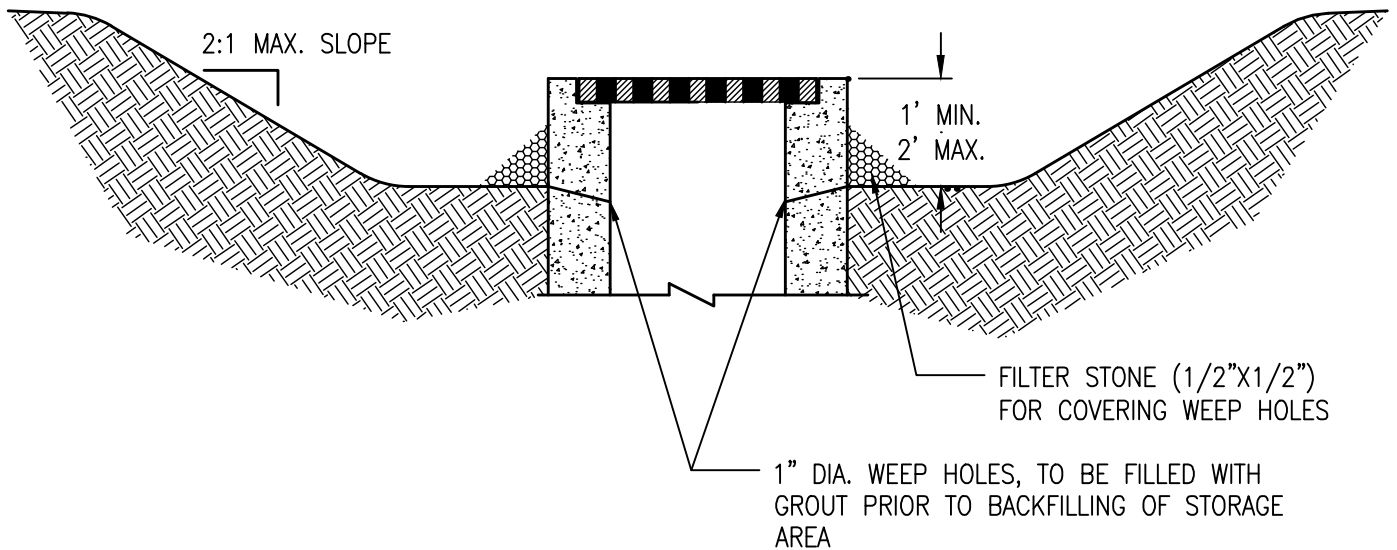
II. ALTERNATE INSTALLATION

SPECIFIC APPLICATION:
 THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVER-LAND FLOWS (NOT TO EXCEED 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS SUCH AS IN STREETS OR HIGHWAY MEDIANS.



ISOMETRIC PLAN VIEW

N.T.S.



SECTION A-A

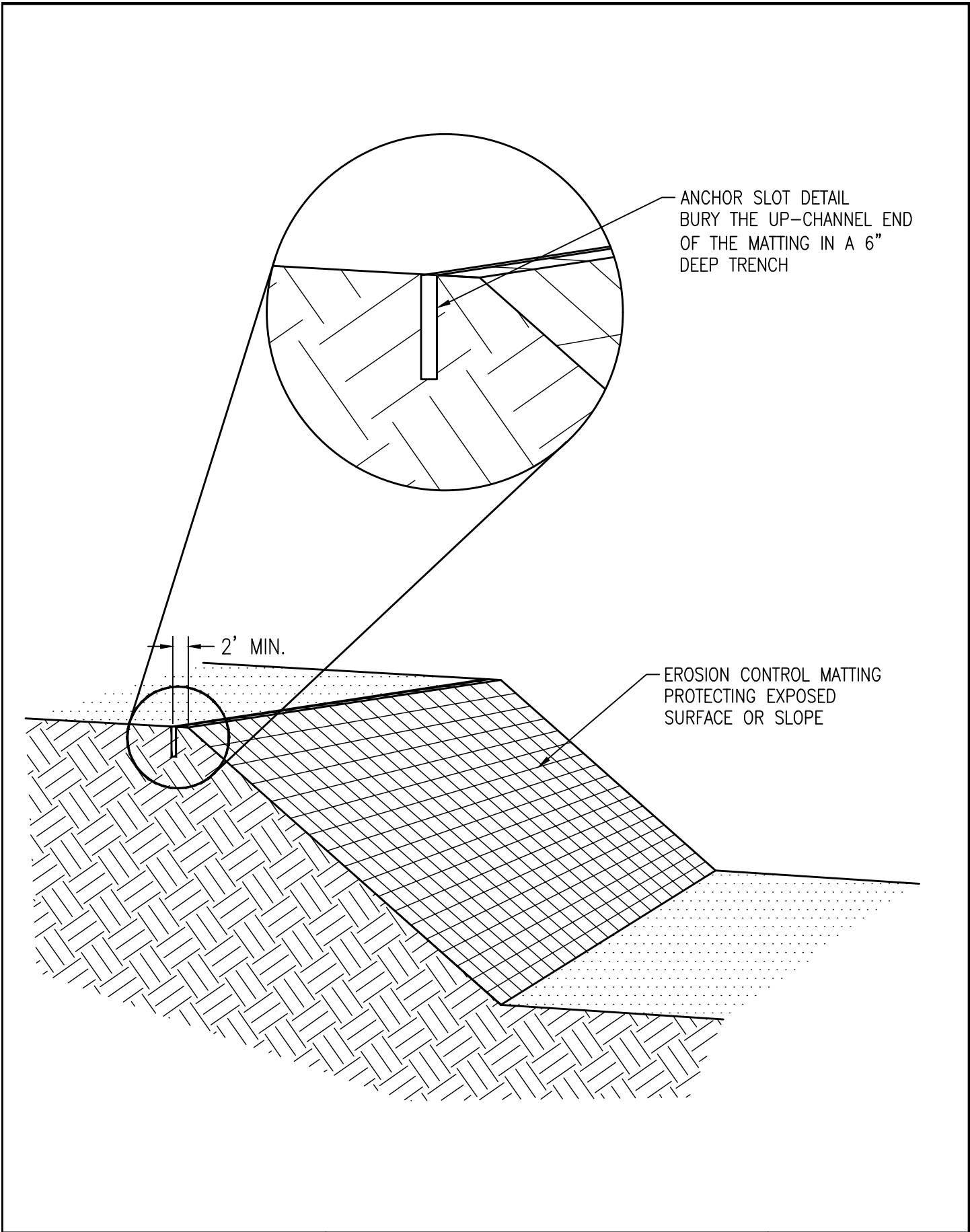
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INLET
 PROTECTION
 WEC-16



ANCHOR SLOT DETAIL
 BURY THE UP-CHANNEL END
 OF THE MATTING IN A 6"
 DEEP TRENCH

2' MIN.

EROSION CONTROL MATTING
 PROTECTING EXPOSED
 SURFACE OR SLOPE

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EROSION
 CONTROL
 BLANKETS
 WEC-17

EROSION CONTROL BLANKETS GENERAL NOTES:

1. PRIOR TO THE INSTALLATION OF ANY EROSION CONTROL BLANKETS, ALL ROCKS, DIRT CLODS, STUMPS, ROOTS, TRASH AND ANY OTHER OBSTRUCTIONS THAT WOULD PREVENT THE BLANKET FROM LYING IN DIRECT CONTACT WITH THE SOIL SHALL BE REMOVED. ANCHOR TRENCHING SHALL BE LOCATED ALONG THE ENTIRE PERIMETER OF THE INSTALLATION AREA, EXCEPT FOR SMALL AREAS WITH LESS THAN 2% SLOPE.
2. INSTALLATION AND ANCHORING SHALL CONFORM TO THE RECOMMENDATIONS SHOWN WITHIN THE MANUFACTURER'S PUBLISHED LITERATURE FOR THE APPROVED EROSION CONTROL BLANKET. PARTICULAR ATTENTION MUST BE PAID TO JOINTS AND OVERLAPPING MATERIAL.
3. AFTER APPROPRIATE INSTALLATION, THE BLANKETS SHOULD BE CHECKED FOR UNIFORM CONTACT WITH THE SOIL, SECURITY OF THE LAP JOINTS, AND FLUSHNESS OF THE STAPLES WITH THE GROUND.
4. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP.

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EROSION
CONTROL
BLANKETS
WEC-18