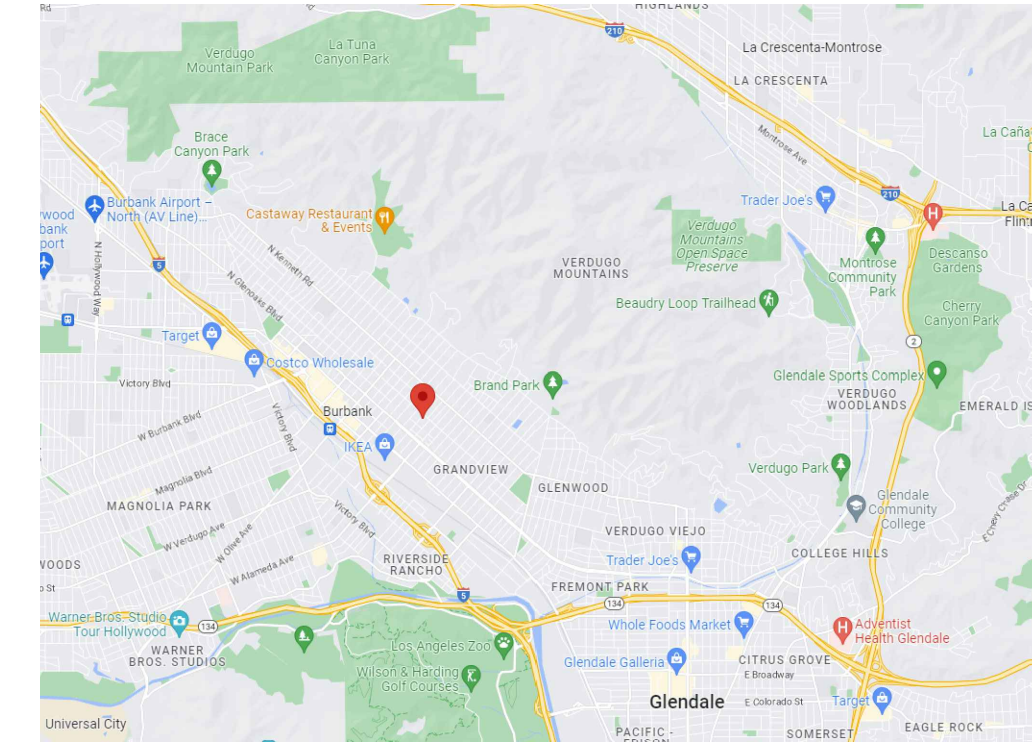


# CITY OF BURBANK GRADING AND DRAINAGE PLAN 801-817 S 6TH STREET



### GENERAL NOTES:

1. ALL WORK SHALL BE DONE UNDER THE DIRECTION OF A REGISTERED CIVIL ENGINEER. DURING AND UPON COMPLETION OF THE WORK, A CERTIFICATE SIGNED BY A REGISTERED CIVIL ENGINEER SHALL BE FILED WITH THE CITY ENGINEER CERTIFYING THAT ALL WORK HAS BEEN COMPLETED IN ACCORDANCE WITH THIS PERMIT AND THE WHITTIER MUNICIPAL CODE. INCLUDED WITH THIS CERTIFICATE SHALL BE A MAP SHOWING THE ELEVATIONS OF THE LOTS AND SLOPES OF ALL BANKS, AS CONSTRUCTED.
2. DURING ALL GRADING OPERATIONS, ADEQUATE PROTECTION SHALL BE PROVIDED FOR ADJOINING PROPERTY OR PROPERTY LOCATED AT LOWER ELEVATIONS WHERE EROSION MAY CAUSE DAMAGE OR NUISANCE. PROTECTION SHALL ALSO BE PROVIDED FOR ADJOINING PUBLIC WAYS. A DESILTING BASIN SHALL BE MAINTAINED ON THE PROPERTY AT ALL TIMES TO RETAIN ALL DIRT AND SILT WITHIN THE PROPOSED DEVELOPMENT BOUNDARIES. THE APPLICANT SHALL SUBMIT A PLAN IN WRITING SPECIFYING THE MANNER IN WHICH PROTECTION WILL BE PROVIDED FOR THE ADJOINING PROPERTIES.
3. A COMPREHENSIVE GENERAL LIABILITY INSURANCE CERTIFICATE SHALL BE PRESENTED TO THE CITY ENGINEER SHOWING SAME TO BE IN EFFECT FOR NOT LESS THAN \$500,000 COMBINED SINGLE LIMIT OCCURRENCE. THE APPLICANT SHALL FURNISH THE CITY WITH A CERTIFICATE CONTAINING A THIRTY (30) DAY CANCELLATION NOTICE CLAUSE AND SHALL NAME THE CITY AS ADDITIONAL INSURED.
4. A SURETY BOND OR CASH DEPOSIT IN THE SUM OF \$ \_\_\_\_\_ SHALL BE PROVIDED TO THE CITY ENGINEER GUARANTEEING THE COMPLETION OF THE EXCAVATION WORK SHOWN ON THE GRADING PLAN AND IN THE MANNER THE COMPLETION OF THE EXCAVATION WORK SHOWN ON THE GRADING PLAN AND IN THE MANNER SPECIFIED IN THE GRADING PERMIT. THE FOLLOWING WORK SHALL BE COVERED BY THIS BOND:
  - a. THE COMPLETION OF THE EXCAVATION WORK AS SHOWN ON THE GRADING PLAN AND IN THE MANNER SPECIFIED IN THE GRADING PERMIT AND UNDER THE CONDITIONS SET FOR THE APPROVAL OF THE DEVELOPMENT.
  - b. INSTALLATION OF PAVED DRAINS AS SHOWN ON THE APPROVED GRADING PLAN.
  - c. CONSTRUCTION OF DRAINAGE PIPES, CONDUITS, AND DRAINAGE STRUCTURES AS SHOWN ON THE APPROVED GRADING PLAN AND AS REQUIRED BY THE GRADING PERMIT.
  - d. THE PROTECTION OF ALL SLOPES IMMEDIATELY UPON COMPLETION WITH SEEDING OR OTHER FORMS OF APPROVED EROSION CONTROL DEVICE.
  - e. THE IMPROVEMENT OF ALL STREETS AS REQUIRED BY THE TENTATIVE APPROVAL OF THE DEVELOPMENT.
5. THE GRANTING OF THIS PERMIT SHALL NOT BE CONSTRUED TO AUTHORIZE APPLICANT TO DO GRADING WORK OUTSIDE THE BOUNDARIES OF THE PROPERTY OWNED BY THE APPLICANT. EVIDENCE OF PERMISSION TO WORK ON ADJOINING PROPERTIES SHALL BE SUBMITTED IN WRITING TO THE CITY ENGINEER BEFORE DOING ANY WORK ON SUCH PROPERTY.
6. NO WORK SHALL BE DONE BETWEEN THE HOURS OF 6:00 P.M. AND 7:00 A.M. OR ON SUNDAYS.
7. ALL RETAINING WALLS SHALL BE CONSTRUCTED UNDER PERMIT FROM THE CITY OF WHITTIER BUILDING DEPARTMENT.
8. ALL DRIVEWAY APRONS SHALL BE APPROVED BY THE TRAFFIC ENGINEER AND CONSTRUCTED UNDER PERMIT FROM THE CITY OF WHITTIER PUBLIC WORKS DEPARTMENT.
9. DUST SHALL BE CONTROLLED BY SPRINKLING AS REQUIRED BY THE CITY ENGINEER.
10. BEFORE EXPORTING ANY DIRT FROM THE SITE, A PERMIT SHALL BE OBTAINED FROM THE DIRECTOR OF PUBLIC WORKS OF THE CITY OF WHITTIER.
11. ADDITIONAL CONDITIONS MAY BE IMPOSED FROM TIME TO TIME BY THE CITY ENGINEER TO ALLEVIATE TRAFFIC AND NUISANCE CONDITIONS.
12. CUT SLOPES: THE MAXIMUM ALLOWABLE STEEPNESS OF CUT SLOPES IS 2:1. STEEPER SLOPES MAY BE PERMITTED BY THE CITY ENGINEER ONLY AFTER INVESTIGATION AND RECOMMENDATION BY A SOILS ENGINEER OR GEOLOGIST THAT THE PROPOSED STEEPER SLOPE WILL BE STABLE AND NOT CREATE HAZARD. AN APPROVED DRAINAGE DITCH SHALL BE CONSTRUCTED ACROSS THE TOP OF ALL CUT SLOPES.
13. FILL SLOPES: THE ALLOWABLE SLOPE FOR FILL BANKS IS 2:1 MAXIMUM.
14. COMPACTION OF FILLS:
  - a. ALL FILLS SHALL BE COMPACTED TO A MINIMUM OF 90% OF THE MAXIMUM DRY DENSITY OF THE SOIL AND CERTIFICATES FROM AN ACCREDITED LABORATORY OR CIVIL ENGINEER SHOWING THE DEGREE OF COMPACTION SHALL BE PROVIDED THE CITY ENGINEER AND BUILDING SUPERINTENDENT, TOGETHER WITH A TABULATION OF THE PERCENT COMPACTION OBTAINED IN THEIR VARIOUS TESTS AND A PLAN SHOWING THE LOCATION OF THE TESTS.
  - b. COMPACTION MAY BE REDUCED TO A MINIMUM OF 85% WITHIN THE OUTER EIGHT INCHES OF FILL SLOPE SURFACES. WHEN COMPARATIVE EFFORT SIMILAR TO GRID ROLLING IS USED ON THE SURFACE, OR
  - c. COMPACTION MAY BE LESS THAN 90% IF THE FILL IS NOT INTENDED TO SUPPORT STRUCTURES AND COMPACTION IS NOT OTHERWISE REQUIRED FOR SAFETY. PRIOR APPROVAL WILL BE REQUIRED FROM THE CITY ENGINEER FOR COMPACTION OF LESS THAN 90%.
  - d. SLOPE SURFACES MAY BE SCARIFIED OR TOP SOIL ADDED, PROVIDED SUCH LOOSE MATERIALS ARE NOT OVER THREE INCHES THICK.
15. DRAINAGE FROM ALL LOTS SHALL BE CARRIED TO THE CURB LINE IN A MANNER THAT WILL PREVENT DAMAGE TO THE PROPOSED IMPROVEMENTS.
16. COMPACTION METHODS:
  - a. THE SPACE OVER WHICH FILLS ARE TO BE MADE SHALL FIRST BE CLEARED OF ALL TRASH, BRUSH, TREES, STUMPS, TIMBER, OR DEBRIS AND SHALL BE SCARIFIED.
  - b. WHEN AN EXISTING FILL IS TO BE WIDENED OR A NEW FILL IS TO BE MADE, THE NEW MATERIAL SHALL BE BONDED TO THE OLD BY PLOWING DEEP LONGITUDINAL FURROWS.
  - c. ALL FILLING SHALL BE DONE WITH GOOD SOUND EARTH OR GRAVEL, AND NO OIL CAKE, MACADAM, BITUMINOUS PAVEMENT, CONCRETE OR OTHER LUMPY MATERIAL SHALL BE USED IN THE FILL UNLESS THE SAME IS SCATTERED AND THE LUMPS DO NOT EXCEED FOUR (4) INCHES IN DIAMETER AND ARE NOT PLACED WITHIN ONE (1) FOOT OF SUB-GRADE.
  - d. SLOPE BENCHING (6 FEET MINIMUM WIDTH) SHALL BE REQUIRED WHERE FILLS ARE PLACED ON A NATURAL GRADE EXCEEDING FIVE (5) FEET HORIZONTAL TO ONE (1) FOOT VERTICAL.

### BEST MANAGEMENT PRACTICE NOTES

1. EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORMWATER FROM THE PROJECT SITE AT ALL TIMES.
2. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON-SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES OR WIND.
3. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
4. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
6. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
7. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEEPED UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
8. ANY SLOPES WITH DISTURBED SOILS OR DENUDEED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
9. "I CERTIFY THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ENSURE THAT QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE INFORMATION SUBMITTED IS TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT SUBMITTING FALSE AND/OR INACCURATE INFORMATION, FAILING TO UPDATE THE ESCP TO REFLECT CURRENT CONDITIONS, OR FAILING TO PROPERLY AND/OR ADEQUATELY IMPLEMENT THE ESCP MAY RESULT IN REVOCATION OF GRADING AND/OR OTHER PERMITS OR OTHER SANCTIONS PROVIDED BY LAW."

PRINT NAME \_\_\_\_\_  
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

### LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:

LOTS 28, 29, 30 AND 31 OF TRACT 6694, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES AS SHOWN ON MAP RECORDED IN BOOK 77 PAGE 55 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN : 5621-026-008, 5621-026-009, 5621-026-024

### LAND AREA:

CONTAINING A TOTAL AREA OF 25,404.67 SQ. FT., OR 0.5832 ACRES, MORE OR LESS.

### BASIS OF BEARINGS:

THE BEARING NORTH 48° 45' 00" WEST, ON THE CENTERLINE OF 6TH STREET AS SHOWN ON TRACT NUMBER 6694 MAP BOOK 77 PAGE 55, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

### INDEX OF DRAWINGS:

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EROSION & SEDIMENT CONTROL NOTES	ESCP-1
EROSION & SEDIMENT CONTROL PLAN	ESCP-2
EROSION & SEDIMENT CONTROL DETAIL (CASQA BMP # WM-8 & WM-3)	ESCP-3
EROSION & SEDIMENT CONTROL DETAIL (CASQA BMP # SE-5 & SE-7)	ESCP-4
EROSION & SEDIMENT CONTROL DETAIL (CASQA BMP # TC-1)	ESCP-5
EROSION & SEDIMENT CONTROL DETAIL (CASQA BMP # WE-1)	ESCP-6

NO.	DATE

OWNER : MR. JOHN M. GERRO  
PROJECT ADDRESS : 801 S 6TH STREET  
BURBANK, CALIFORNIA 91501

GENERAL GRADING NOTES  
INDEX OF SHEET

**ZENITH**  
ENGINEERING & SURVEYING, INC.  
CIVIL ENGINEERING • STRUCTURAL • LAND SURVEYING  
5122 KATELLA AVENUE SUITE 210, LOS ALAMITOS, CA 90720  
TEL. NO.: 714-576-7725 EMAIL: info@zenithcebs.com

PREPARED UNDER THE DIRECT SUPERVISION OF:



03/30/25  
DATE

DESIGNED BY: M.D.

CHECKED BY: G.B.B.

JOB NO.: Z-23-0430

SCALE: AS SHOWN

DATE: 03/30/23

SHEET NAME: C-1

SHEET: 1 OF 10

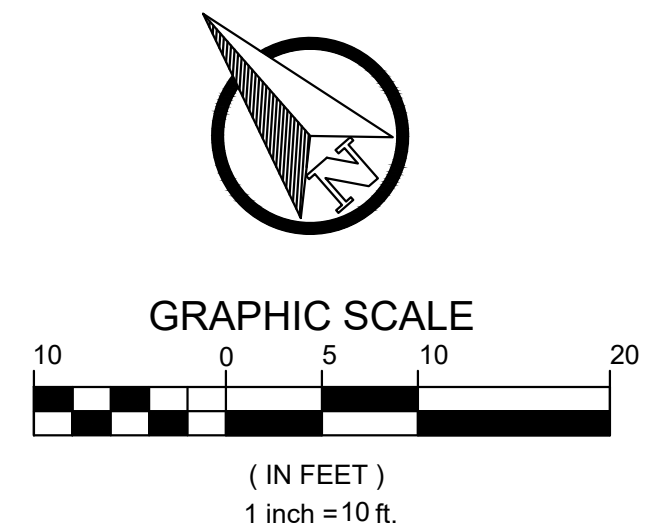
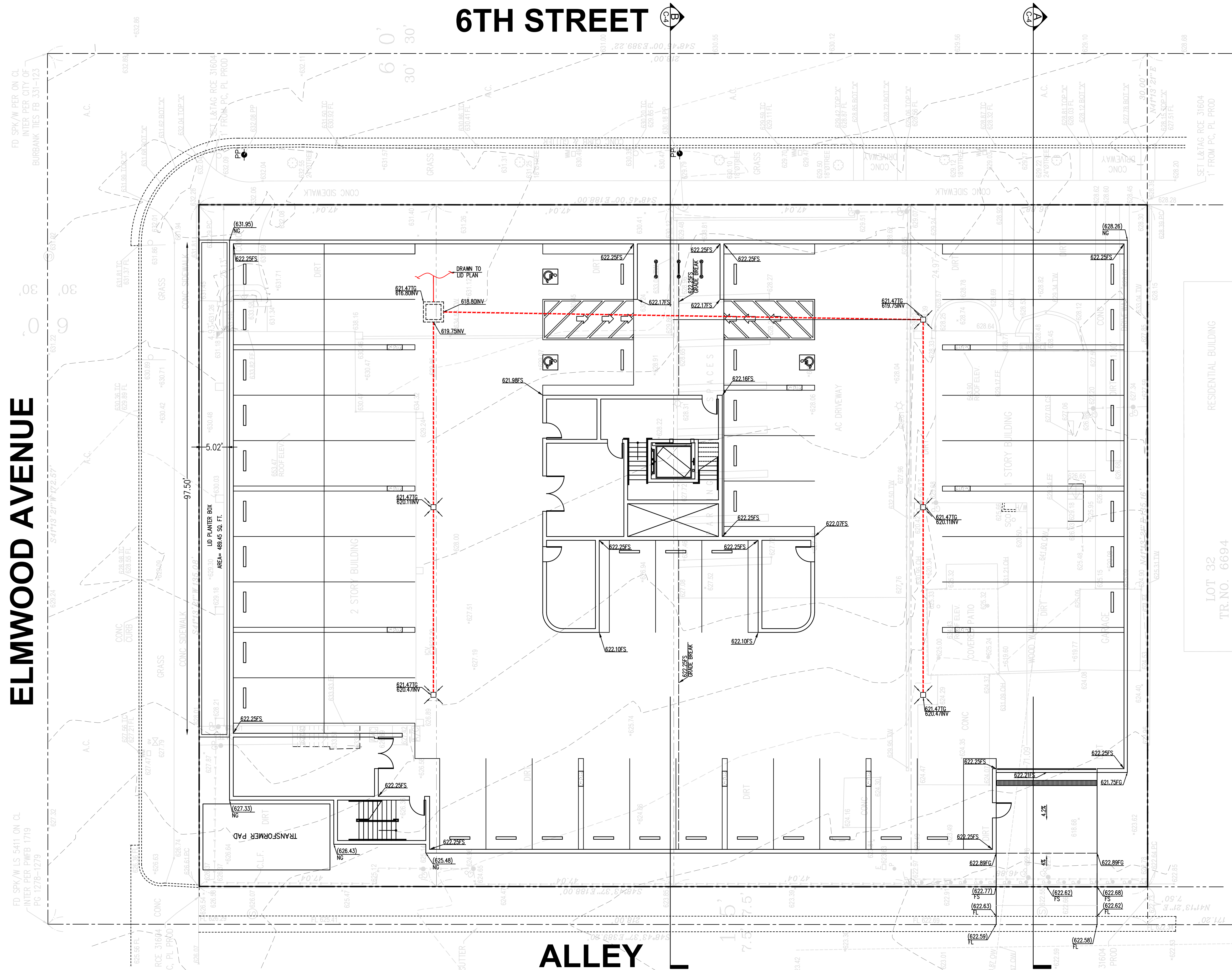
 CALL TOLL FREE 1-800-227-2600 TWO WORKING DAYS BEFORE YOU DIG	SOIL ENGINEER & ENGINEERING GEOLOGIST NAME: _____ ADDRESS: _____ TEL. NO.: _____	SOIL ENGINEER APPROVAL THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO THE RECOMMENDATIONS OF SOILS ENGINEERING/GEOLOGIC REPORTS DATED: _____ DATE _____	APPROVED BY: CITY OF BURBANK CITY ENGINEER _____ DATE _____ R.C.E. _____ EXP. _____
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# ELMWOOD AVENUE

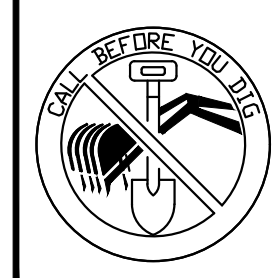
# 6TH STREET

# ALLEY

PARKING LEVEL  
SCALE: 1" = 10'



UNDERGROUND SERVICE ALERT



CALL TOLL FREE  
1-800 227-2600  
TWO WORKING DAYS  
BEFORE YOU DIG

SOIL ENGINEER & ENGINEERING GEOLOGIST

NAME:  
ADDRESS:  
TEL. NO.:

SOIL ENGINEER APPROVAL

THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO THE RECOMMENDATIONS OF SOILS ENGINEERING/GEOLOGIC REPORTS DATED:

APPROVED BY:  
CITY OF BURBANK

CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
R.C.E. \_\_\_\_\_ EXP. \_\_\_\_\_

NO.	DATE

OWNER: MR. JOHN M. GERRO  
PROJECT ADDRESS:  
801 S 6TH STREET  
BURBANK, CALIFORNIA 91501

## GRADING & DRAINAGE PLAN

**ZENITH**  
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5122 KATELLA AVENUE SUITE 210, LOS ALAMITOS, CA 90720  
TEL. NO.: 714-576-7725 EMAIL: info@zenithcells.com

PREPARED UNDER THE DIRECT SUPERVISION OF:



03/30/25  
DATE

DESIGNED BY: M.D.  
CHECKED BY: G.B.B.

JOB NO.: Z-23-0430  
SCALE: AS SHOWN  
DATE: 03/30/23  
SHEET NAME: C-2  
SHEET: 2 OF 10





**EROSION AND SEDIMENT CONTROL PLAN (ESCP) GENERAL NOTES**

1. IN CASE OF EMERGENCY, CALL GIL B. BERMEJO AT PHONE NO. 714-576-7725

2. TOTAL DISTURBED AREA 0.5832 AC WDDID # N/A

1. RISK LEVEL MORE THAN 1 ACRE 1 2 3 (CIRCLE ONE AS DETERMINED BY STATE GENERAL PERMIT FOR SITES GREATER THAN 1 ACRE)

- A STAND-BY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (NOVEMBER 1 TO APRIL 15). NECESSARY MATERIALS SHALL BE AVAILABLE ON-SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
- EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED WHEN APPROVED BY THE BUILDING OFFICIAL IF THE GRADING OPERATION HAS PROGRESSED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
- GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERIMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY. ALL LOOSE SOILS AND DEBRIS THAT MAY CREATE A POTENTIAL HAZARD TO OFF-SITE PROPERTY SHALL BE STABILIZED OR REMOVED FROM THE SITE ON A DAILY BASIS.
- ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINSTORM AND BE DISPOSED OF PROPERLY.
- A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICE EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED DRY WITHIN 24 HOURS AFTER EACH RAINSTORM. PUMPING AND DRAINING OF ALL BASINS AND DRAINAGE DEVICES MUST COMPLY WITH THE APPROPRIATE BMP FOR DEWATERING OPERATIONS.
- THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE AND CONTAIN POLLUTANTS WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE FIELD ENGINEER. ADDITIONAL DEVICES AS NEEDED SHALL BE INSTALLED TO RETAIN SEDIMENTS AND OTHER POLLUTANTS ON SITE.
- DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN NOVEMBER 1 AND APRIL 15 OF THE FOLLOWING YEAR WITHOUT THE APPROVAL OF THE BUILDING OFFICIAL.
- STORM WATER POLLUTION AND EROSION CONTROL DEVICES ARE TO BE MODIFIED, AS NEEDED, AS THE PROJECT PROGRESSES, THE DESIGN AND PLACEMENT OF THESE DEVICES IS THE RESPONSIBILITY OF THE FIELD ENGINEER. PLANS REPRESENTING CHANGES MUST BE SUBMITTED FOR APPROVAL IF REQUESTED BY THE BUILDING OFFICIAL.
- EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORM WATER FROM THE PROJECT SITES AT ALL TIMES.
- ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON-SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES, OR WIND.
- STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
- FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOILS AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
- EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON-SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
- DEVELOPERS/CONTRACTORS ARE RESPONSIBLE TO INSPECT ALL EROSION CONTROL DEVICES AND BMPS ARE INSTALLED AND FUNCTIONING PROPERLY IF THERE IS A 50% OR GREATER PROBABILITY OF PREDICTED PRECIPITATION, AND AFTER ACTUAL PRECIPITATION. A CONSTRUCTION SITE INSPECTION CHECKLIST AND INSPECTION LOG SHALL BE MAINTAINED AT THE PROJECT SITE AT ALL TIMES AND AVAILABLE FOR REVIEW BY THE BUILDING OFFICIAL (COPIES OF THE SELF-INSPECTION CHECK LIST AND INSPECTION LOGS ARE AVAILABLE UPON REQUEST).
- TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
- SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEEPED UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
- ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
- AS THE ENGINEER/QSD OF RECORD, I HAVE SELECTED APPROPRIATE BMPS TO EFFECTIVELY MINIMIZE THE NEGATIVE IMPACTS OF THIS PROJECT'S CONSTRUCTION ACTIVITIES ON STORM WATER QUALITY. THE PROJECT OWNER AND CONTRACTOR ARE AWARE THAT THE SELECTED BMPS MUST BE INSTALLED, MONITORED, AND MAINTAINED TO ENSURE THEIR EFFECTIVENESS.

GIL B. BERMEJO  
CIVIL ENGINEER/QSD SIGNATURE

\_\_\_\_\_  
DATE

21. THE FOLLOWING NOTES MUST BE ON PLANS.

AS THE PROJECT OWNER OR AUTHORIZED AGENT OF THE OWNER, "I CERTIFY THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH THE SYSTEM DESIGNED TO ENSURE THAT A QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE INFORMATION SUBMITTED IS TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT SUBMITTING FALSE AND/OR INACCURATE INFORMATION, FAILING TO UPDATE THE ESCP TO REFLECT CURRENT CONDITIONS, OR FAILING TO PROPERLY AND/OR ADEQUATELY IMPLEMENT THE ESCP MAY RESULT IN REVOCATION OF GRADING AND/OR OTHER PERMITS OR OTHER SANCTIONS PROVIDED BY LAW."

\_\_\_\_\_  
OWNER OR AUTHORIZED REPRESENTATIVE(PERMITTEE)

\_\_\_\_\_  
DATE

22. DEVELOPERS/CONTRACTORS ARE RESPONSIBLE TO INSPECT ALL EROSION CONTROL DEVICES AND BMPS ARE INSTALLED AND FUNCTIONING PROPERLY AS REQUIRED BY THE STATE CONSTRUCTION GENERAL PERMIT. A CONSTRUCTION SITE INSPECTION CHECKLIST AND INSPECTION LOG SHALL BE MAINTAINED AT THE PROJECT SITE AT ALL TIMES AND AVAILABLE FOR REVIEW BY THE BUILDING OFFICIAL.

**BEST MANAGEMENT PRACTICE NOTES**

- EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORMWATER FROM THE PROJECT SITE AT ALL TIMES.
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- "I CERTIFY THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ENSURE THAT QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE INFORMATION SUBMITTED IS TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT SUBMITTING FALSE AND/ OR INACCURATE INFORMATION, FAILING TO UPDATE THE ESCP TO REFLECT CURRENT CONDITIONS, OR FAILING TO PROPERLY AND/ OR ADEQUATELY IMPLEMENT THE ESCP MAY RESULT IN REVOCATION OF GRADING AND/ OR OTHER PERMITS OR OTHER SANCTIONS PROVIDED BY LAW."

PRINT NAME \_\_\_\_\_  
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_  
(OWNER OR AUTHORIZED AGENT OF THE OWNER)

THE FOLLOWING BMP'S AS OUTLINED IN, BUT NOT LIMITED TO, THE BEST MANAGEMENT PRACTICE HANDBOOK, CALIFORNIA STORMWATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA 2009, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT(ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY COUNTY INSPECTORS.)

EROSION CONTROL

- EC1 - SCHEDULING
- EC2 - PRESERVATION OF EXISTING VEGETATION
- EC3 - HYDRAULIC MULCH
- EC4 - HYDROSEEDING
- EC5 - SOIL BINDERS
- EC6 - STRAW MULCH
- EC7 - GEOTEXTILES AND MATS
- EC8 - WOOD MULCHING
- EC9 - EARTH DIKES AND DRAINAGE SWALES
- EC10 - VELOCITY DISSIPATION DEVICE
- EC11 - SLOPE DRAINS
- EC12 - STREAMBANK STABILIZATION
- EC13 - POLYACRYLAMIDE

TEMPORARY SEDIMENTS CONTROL

- SE1 - SILT FENCE
- SE2 - SEDIMENT BASIN
- SE3 - SEDIMENT TRAP
- SE4 - CHECK DAM
- SE5 - FIBER ROLLS
- SE6 - GRAVEL BAG BERM
- SE7 - STREET SWEEPING AND VACCUING
- SE8 - SAND BAG BARRIER
- SE9 - STORM DRAIN INLET PROTECTION

WIND EROSION CONTROL

WE1 - WIND EROSION CONTROL

EQUIPMENT TRACKING CONTROL

- TC1 - STABILIZED CONSTRUCTION ENTRANCE
- TC2 - STABILIZED CONSTRUCTION ROADWAY
- TC3 - ENTRANCE/OUTLET TIRE TRASH

NON-STORMWATER MANAGEMENT

- NS1 - WATER CONSTRUCTION PRACTICE
- NS2 - DEWATERING OPERATIONS
- NS3 - PAVING AND GRINDING OPERATIONS
- NS4 - TEMPORARY STREAM CROSSING
- NS5 - CLEAR WATER DIVERSION
- NS6 - ILLICIT CONNECTION/DISCHARGE
- NS7 - POTABLE WATER/ IRRIGATION
- NS8 - VEHICLE AND EQUIPMENT CLEANING
- NS9 - VEHICLE AND EQUIPMENT FUELING
- NS10 - VEHICLE AND EQUIPMENT MAINTENANCE
- NS11 - PILE DRIVING OPERATIONS
- NS12 - CONCRETE CURING
- NS13 - CONCRETE FINISHING
- NS14 - MATERIAL AND EQUIPMENT USE
- NS15 - DEMOLISION ADJACET TO WATER
- NS16 - TEMPORARY BATCH PLANTS

WASTE MANAGEMENT AND MATERIAL POLLUTION CONTROL

- WM1 - MATERIAL DELIVERY AND STORAGE
- WM2 - MATERIAL USE
- WM3 - STOCKPILE MANAGEMENT
- WM4 - SPILL PRESERVATION AND CONTROL
- WM5 - SOLID WASTE MANAGEMENT
- WM6 - HAZARDOUS WASTE MANAGEMENT
- WM7 - CONTAMINATION SOIL MANAGEMENT
- WM8 - CONCRETE WASTE MANAGEMENT
- WM9 - SANITARY/SEPTIC WASTE MANAGEMENT
- WM10 - LIQUID WASTE MANAGEMENT

NO.	DATE	REVISIONS	

OWNER : **MR. JOHN M. GERRO**  
PROJECT ADDRESS : **801 S 6TH STREET  
BURBANK, CALIFORNIA 91501**

**TEMPORARY EROSION AND SEDIMENT CONTROL NOTES**

**ZENITH ENGINEERING & SURVEYING, INC**  
CIVIL ENGINEERING • STRUCTURAL • LAND SURVEYING  
5122 KATELLA AVENUE SUITE 210, LOS ALAMITOS, CA 90720  
TEL. NO. : 714-576-7725 EMAIL : info@zenithcells.com

PREPARED UNDER THE DIRECT SUPERVISION OF:



03/30/25  
DATE

DESIGNED BY: **M.D.**

CHECKED BY: **G.B.B.**

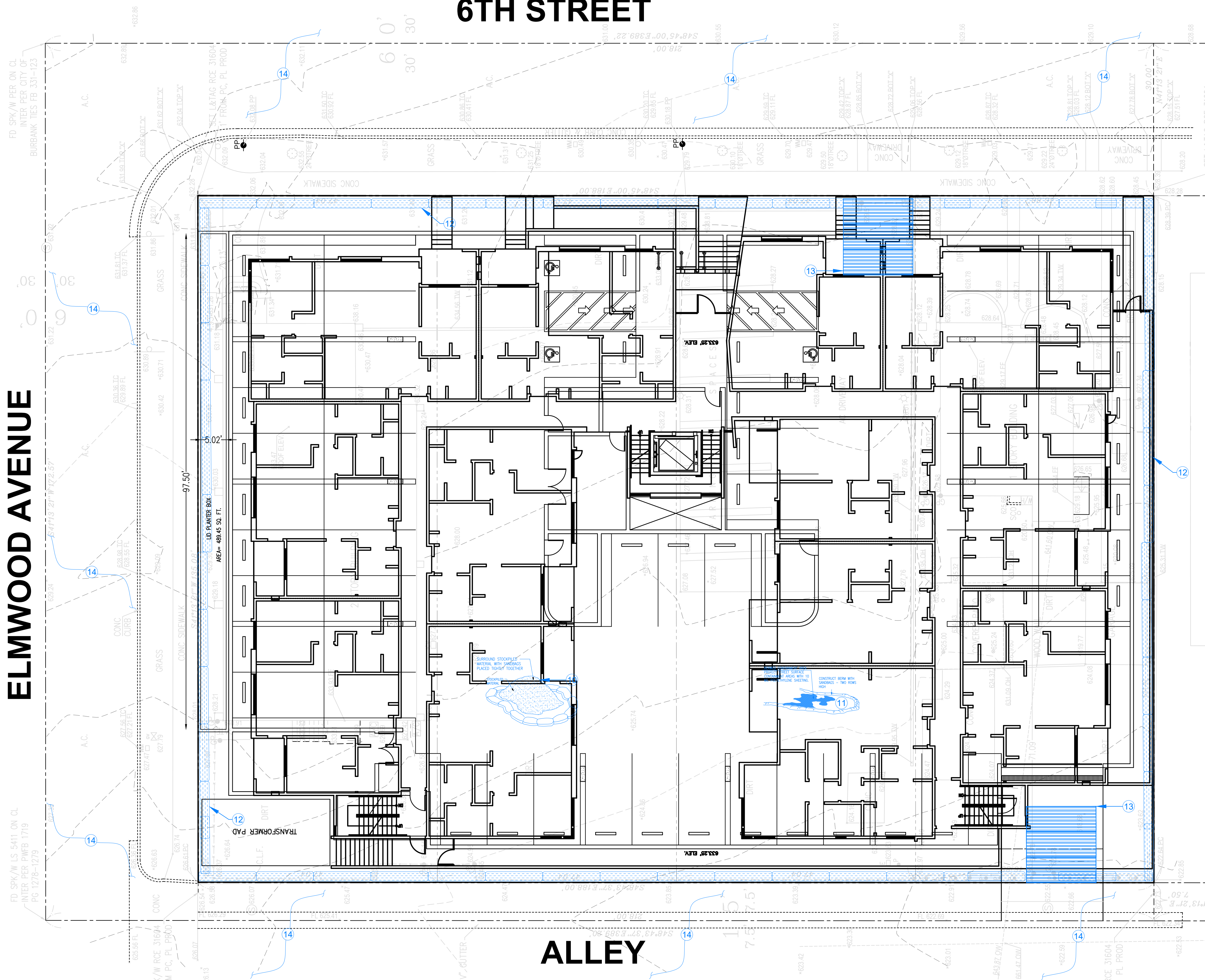
JOB NO. : **Z-23-0430**  
SCALE: **AS SHOWN**  
DATE: **03/30/23**  
SHEET NAME: **ESCP-1**  
SHEET : **5 OF 10**

<p>UNDERGROUND SERVICE ALERT</p> <p>CALL TOLL FREE 1-800 227-2600 TWO WORKING DAYS BEFORE YOU DIG</p>	<p>SOIL ENGINEER &amp; ENGINEERING GEOLOGIST</p>	<p>SOIL ENGINEER APPROVAL</p>	<p>APPROVED BY: CITY OF BURBANK</p>
	<p>NAME: _____</p> <p>ADDRESS: _____</p> <p>TEL. NO.: _____</p>	<p>THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO THE RECOMMENDATIONS OF SOILS ENGINEERING/GEOLOGIC REPORTS DATED: _____</p>	<p>CITY ENGINEER _____ DATE _____</p> <p>R.C.E. _____ EXP. _____</p>

# 6TH STREET

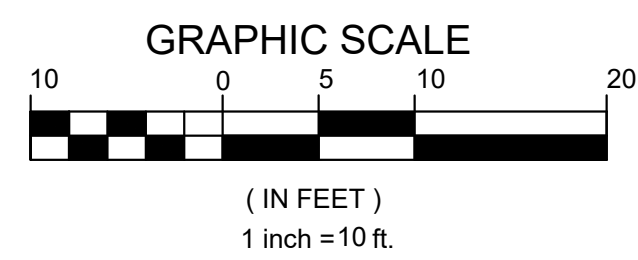
# ELMWOOD AVENUE

# ALLEY



### BMP CONSTRUCTION NOTES:

- ⑩ PROTECT STOCKPILED MATERIALS FROM EROSION PER CASQA BMP # WM-3 (SEE DETAIL ON SHEET ESCP-3)
- ⑪ PROVIDE BERMED CONCRETE AND MORTAR WASHOUT CONTAINMENT AREA PER CASQA BMP # WM-8 (SEE DETAIL ON SHEET ESCP-3)
- ⑫ INSTALL SAND BAG BERM PER CASQA BMP # SE-8 (SEE DETAIL ON SHEET ESCP-4)
- ⑬ INSTALL STABILIZED CONSTRUCTION ENTRANCE PER CASQA BMP # TC-1 (SEE DETAIL ON SHEET ESCP-5)
- ⑭ PROVIDE STREET SWEEPING AND VACUUMING PER CASQA BMP # SE-7 (SEE DETAIL ON ESCP-4)
- ⑮ PROVIDE WIND EROSION CONTROL/DUST CONTROL PER CASQA BMP # WE-1 (SEE DETAIL ON ESCP-6)



 UNDERGROUND SERVICE ALERT CALL TOLL FREE 1-800-227-2600 TWO WORKING DAYS BEFORE YOU DIG	SOIL ENGINEER & ENGINEERING GEOLOGIST NAME: _____ ADDRESS: _____ TEL. NO.: _____	SOIL ENGINEER APPROVAL THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO THE RECOMMENDATIONS OF SOILS ENGINEERING/GEOLOGIC REPORTS DATED: _____ DATE	APPROVED BY: CITY OF BURBANK CITY ENGINEER _____ DATE _____ R.C.E. _____ EXP. _____
	DESIGNED BY: M.D. CHECKED BY: G.B.B.		

NO.	DATE	REVISIONS

OWNER: MR. JOHN M. GERRO  
 PROJECT ADDRESS: 801 S 6TH STREET BURBANK, CALIFORNIA 91501

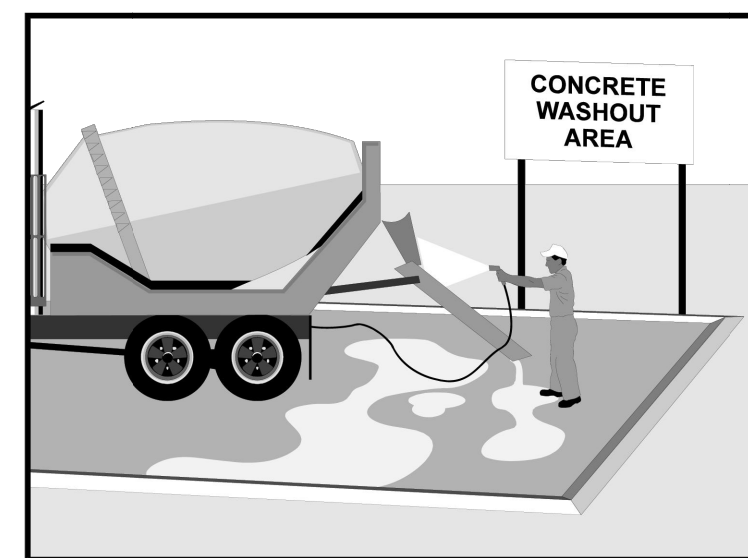
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

**ZENITH**  
 ENGINEERING & SURVEYING, INC.  
 CIVIL ENGINEERING • STRUCTURAL • LAND SURVEYING  
 5122 KATELLA AVENUE SUITE 210, LOS ALAMITOS, CA 90720  
 TEL. NO.: 714-576-7725 EMAIL: info@zenithcells.com

PREPARED UNDER THE DIRECT SUPERVISION OF:

03/30/25	DATE
DESIGNED BY: M.D.	DATE
CHECKED BY: G.B.B.	DATE
JOB NO.: Z-23-0430	DATE
SCALE: AS SHOWN	DATE
DATE: 03/30/23	DATE
SHEET NAME: ESCP-2	DATE
SHEET: 6 OF 10	DATE

## Concrete Waste Management WM-8



Categories	
EC	Erosion Control
SE	Sediment Control
TC	Tracking Control
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control

Legend:  
 Primary Category  
 Secondary Category

**Description and Purpose**  
 Prevent the discharge of pollutants to stormwater from concrete waste by conducting washout onsite or offsite in a designated area, and by employee and subcontractor training.

The General Permit incorporates Numeric Effluent Limits (NEL) and Numeric Action Levels (NAL) for pH (see Section 2 of this handbook to determine your project's risk level and if you are subject to these requirements).

Many types of construction materials, including mortar, concrete, stucco, cement and block and their associated wastes have basic chemical properties that can raise pH levels outside of the permitted range. Additional care should be taken when managing these materials to prevent them from coming into contact with stormwater flows and raising pH to levels outside the accepted range.

**Suitable Applications**  
 Concrete waste management procedures and practices are implemented on construction projects where:

- Concrete is used as a construction material or where concrete dust and debris result from demolition activities.
- Slurries containing portland cement concrete (PCC) are generated, such as from saw cutting, coring, grinding, grooving, and hydro-concrete demolition.

Targeted Constituents	
Sediment	<input checked="" type="checkbox"/>
Nutrients	<input type="checkbox"/>
Trash	<input type="checkbox"/>
Metals	<input checked="" type="checkbox"/>
Bacteria	<input type="checkbox"/>
Oil and Grease	<input type="checkbox"/>
Organics	<input type="checkbox"/>

Potential Alternatives	
None	<input type="checkbox"/>



## Concrete Waste Management WM-8

- Concrete trucks and other concrete-coated equipment are washed onsite.
- Mortar-mixing stations exist.
- Stucco mixing and spraying.
- See also NS-8, Vehicle and Equipment Cleaning.

**Limitations**  
 Offsite washout of concrete wastes may not always be possible.  
 Multiple washouts may be needed to assure adequate capacity and to allow for evaporation.

**Implementation**  
 The following steps will help reduce stormwater pollution from concrete wastes:

- Incorporate requirements for concrete waste management into material supplier and subcontractor agreements.
- Store dry and wet materials under cover, away from drainage areas. Refer to WM-1, Material Delivery and Storage for more information.
- Avoid mixing excess amounts of concrete.
- Perform washout of concrete trucks in designated areas only, where washout will not reach stormwater.
- Do not wash out concrete trucks into storm drains, open ditches, streets, streams or onto the ground. Trucks should always be washed out into designated facilities.
- Do not allow excess concrete to be dumped onsite, except in designated areas.
- For onsite washout:
  - On larger sites, it is recommended to locate washout areas at least 50 feet from storm drains, open ditches, or water bodies. Do not allow runoff from this area by constructing a temporary pit or bermed area large enough for liquid and solid waste.
  - Washout wastes into the temporary washout where the concrete can set, be broken up, and then disposed properly.
  - Washout should be lined so there is no discharge into the underlying soil.
- Do not wash sweepings from exposed aggregate concrete into the street or storm drain. Collect and return sweepings to aggregate base stockpile or dispose in the trash.
- See typical concrete washout installation details at the end of this fact sheet.

**Education**  
 Educate employees, subcontractors, and suppliers on the concrete waste management techniques described herein.

## Concrete Waste Management WM-8

- Arrange for contractor's superintendent or representative to oversee and enforce concrete waste management procedures.
- Discuss the concrete management techniques described in this BMP (such as handling of concrete waste and washout) with the ready-mix concrete supplier before any deliveries are made.

**Concrete Demolition Wastes**  
 Stockpile concrete demolition waste in accordance with BMP WM-3, Stockpile Management.

**Concrete Slurry Wastes**  
 PCC and AC waste should not be allowed to enter storm drains or watercourses.

PCC and AC waste should be collected and disposed of or placed in a temporary concrete washout facility (as described in Onsite Temporary Concrete Washout Facility, Concrete Transit Truck Washout Procedures, below).

A foreman or construction supervisor should monitor onsite concrete working tasks, such as saw cutting, coring, grinding and grooving to ensure proper methods are implemented.

Saw-cut concrete slurry should not be allowed to enter storm drains or watercourses. Residue from grinding operations should be picked up by means of a vacuum attachment to the grinding machine or by sweeping. Saw cutting residue should not be allowed to flow across the pavement and should not be left on the surface of the pavement. See also NS-3, Paving and Grinding Operations; and WM-10, Liquid Waste Management.

Concrete slurry residue should be disposed in a temporary washout facility (as described in Onsite Temporary Concrete Washout Facility, Concrete Transit Truck Washout Procedures, below) and allowed to dry. Dispose of dry slurry residue in accordance with WM-5, Solid Waste Management.

**Onsite Temporary Concrete Washout Facility, Transit Truck Washout Procedures**

- Temporary concrete washout facilities should be located a minimum of 50 ft from storm drain inlets, open drainage facilities, and watercourses. Each facility should be located away from construction traffic or access areas to prevent disturbance or tracking.
- A sign should be installed adjacent to each washout facility to inform concrete equipment operators to utilize the proper facilities.
- Temporary concrete washout facilities should be constructed above grade or below grade at the option of the contractor. Temporary concrete washout facilities should be constructed and maintained in sufficient quantity and size to contain all liquid and concrete waste generated by washout operations.

## Concrete Waste Management WM-8

- Temporary washout facilities should have a temporary pit or bermed areas of sufficient volume to completely contain all liquid and waste concrete materials generated during washout procedures.
- Temporary washout facilities should be lined to prevent discharge to the underlying ground or surrounding area.
- Washout of concrete trucks should be performed in designated areas only.
- Only concrete from mixer truck chutes should be washed into concrete wash out.
- Concrete washout from concrete pumper bins can be washed into concrete pumper trucks and discharged into designated washout area or properly disposed of or recycled offsite.
- Once concrete wastes are washed into the designated area and allowed to harden, the concrete should be broken up, removed, and disposed of per WM-5, Solid Waste Management. Dispose of or recycle hardened concrete on a regular basis.
- Temporary Concrete Washout Facility (Type Above Grade)
  - Temporary concrete washout facility (type above grade) should be constructed as shown on the details at the end of this BMP, with a recommended minimum length and minimum width of 10 ft; however, smaller sites or jobs may only need a smaller washout facility. With any washout, always maintain a sufficient quantity and volume to contain all liquid and concrete waste generated by washout operations.
  - Materials used to construct the washout area should conform to the provisions detailed in their respective BMPs (e.g., SE-8 Sandbag Barrier).
  - Plastic lining material should be a minimum of 10 mil in polyethylene sheeting and should be free of holes, tears, or other defects that compromise the impermeability of the material.
  - Alternatively, portable removable containers can be used as above grade concrete washouts. Also called a "roll-off"; this concrete washout facility should be properly sealed to prevent leakage, and should be removed from the site and replaced when the container reaches 75% capacity.
- Temporary Concrete Washout Facility (Type Below Grade)
  - Temporary concrete washout facilities (type below grade) should be constructed as shown on the details at the end of this BMP, with a recommended minimum length and minimum width of 10 ft. The quantity and volume should be sufficient to contain all liquid and concrete waste generated by washout operations.
  - Lath and flagging should be commercial type.
  - Plastic lining material should be a minimum of 10 mil polyethylene sheeting and should be free of holes, tears, or other defects that compromise the impermeability of the material.

## Concrete Waste Management WM-8

The base of a washout facility should be free of rock or debris that may damage a plastic liner.

**Removal of Temporary Concrete Washout Facilities**  
 When temporary concrete washout facilities are no longer required for the work, the hardened concrete should be removed and properly disposed or recycled in accordance with federal, state or local regulations. Materials used to construct temporary concrete washout facilities should be removed from the site of the work and properly disposed or recycled in accordance with federal, state or local regulations.

Holes, depressions or other ground disturbance caused by the removal of the temporary concrete washout facilities should be backfilled and repaired.

**Costs**  
 All of the above are low cost measures. Roll-off concrete washout facilities can be more costly than other measures due to removal and replacement; however, provide a cleaner alternative to traditional washouts. The type of washout facility, size, and availability of materials will determine the cost of the washout.

**Inspection and Maintenance**  
 BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.

Temporary concrete washout facilities should be maintained to provide adequate holding capacity with a minimum freeboard of 4 in. for above grade facilities and 12 in. for below grade facilities. Maintaining temporary concrete washout facilities should include removing and disposing of hardened concrete and returning the facilities to a functional condition. Hardened concrete materials should be removed and properly disposed or recycled in accordance with federal, state or local regulations.

Washout facilities must be cleaned, or new facilities must be constructed and ready for use once the washout is 75% full.

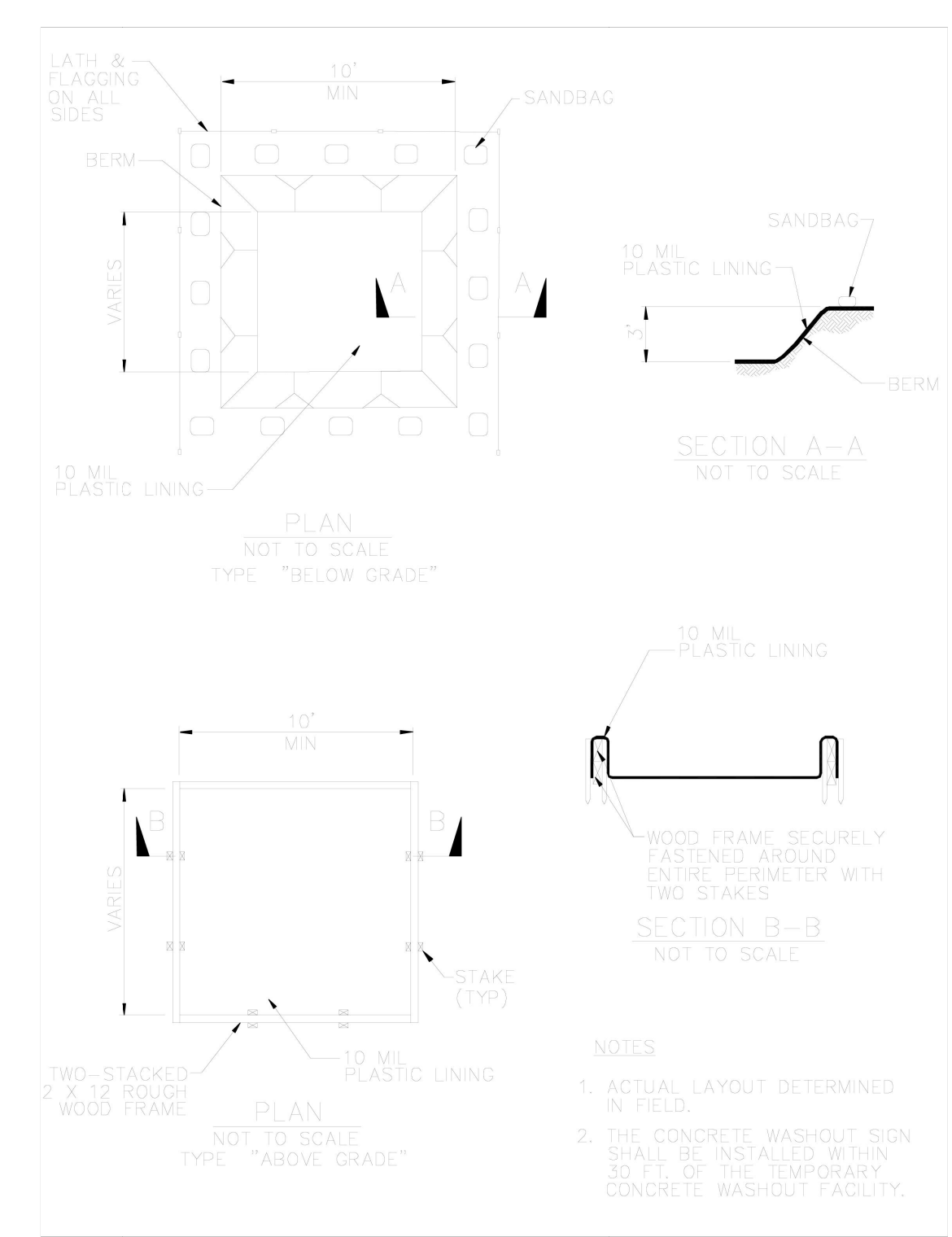
Inspect washout facilities for damage (e.g. torn liner, evidence of leaks, signage, etc.). Repair all identified damage.

**References**  
 Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

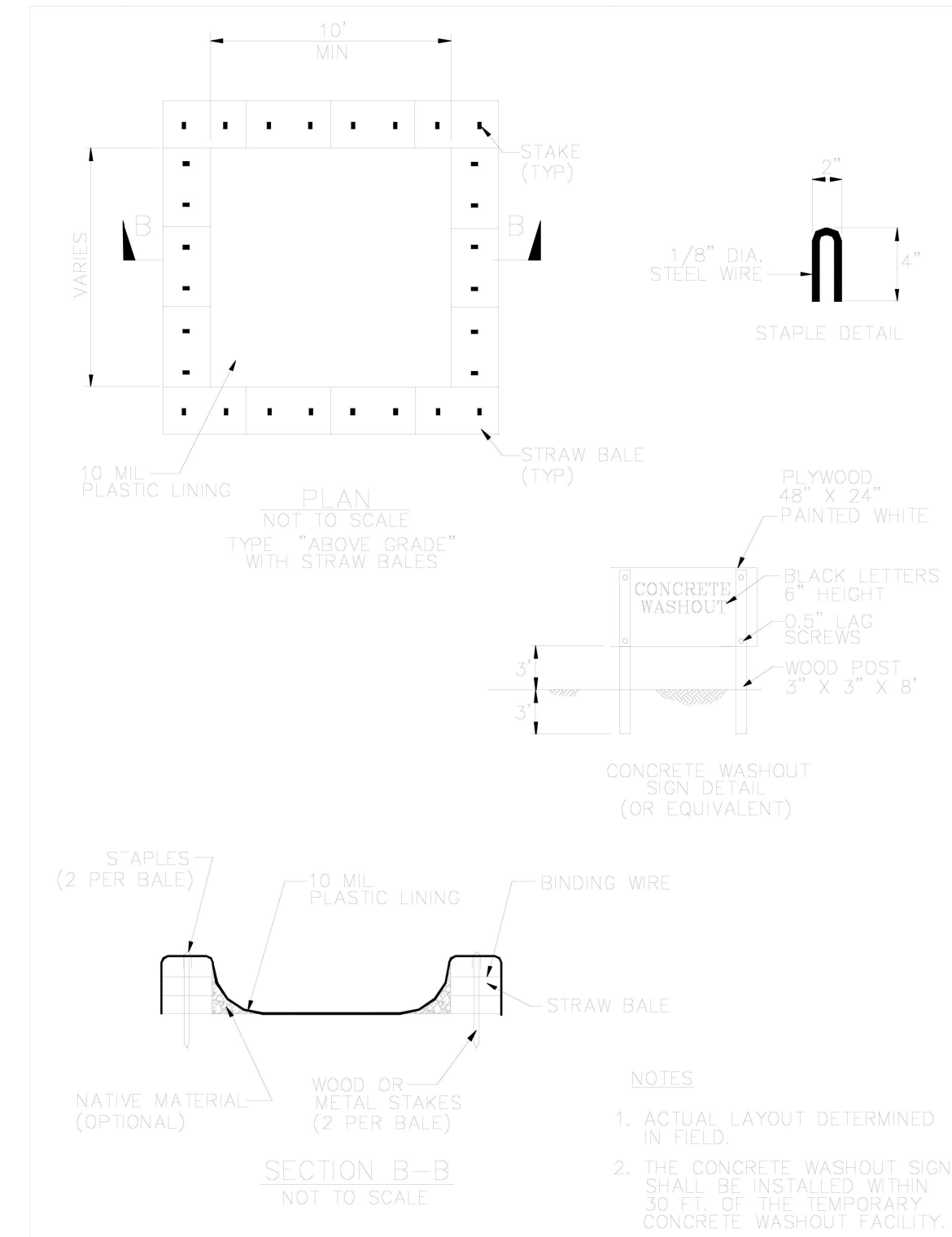
Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000, Updated March 2003.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

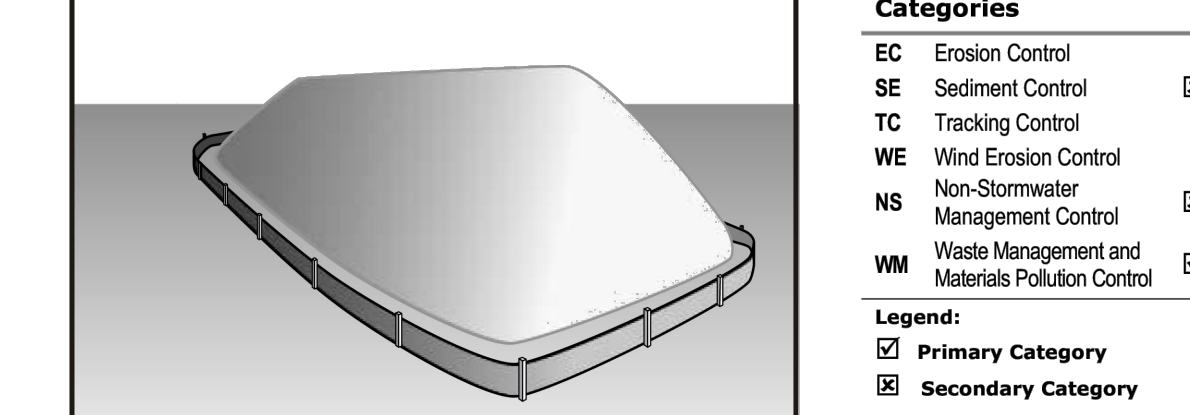
## Concrete Waste Management WM-8



## Concrete Waste Management WM-8



## Stockpile Management WM-3



**Description and Purpose**  
 Stockpile management procedures and practices are designed to reduce or eliminate air and stormwater pollution from stockpiles of soil, soil amendments, sand, paving materials such as portland cement concrete (PCC) rubble, asphalt concrete (AC), asphalt concrete rubble, aggregate base, aggregate sub base or pre-mixed aggregate, asphalt binder (so called "cold mix" asphalt), and pressure treated wood.

**Suitable Applications**  
 Implement in all projects that stockpile soil and other loose materials.

**Limitations**  
 Plastic sheeting as a stockpile protection is temporary and hard to manage in windy conditions. Where plastic is used, consider use of plastic tarps with nylon reinforcement which may be more durable than standard sheeting.

- Plastic sheeting can increase runoff volume due to lack of infiltration and potentially cause perimeter control failure.
- Plastic sheeting breaks down faster in sunlight.
- The use of Plastic materials and photodegradable plastics should be avoided.

**Implementation**  
 Protection of stockpiles is a year-round requirement. To properly manage stockpiles:



NO.	DATE

REVISIONS

OWNER: MR. JOHN M. GERRO

PROJECT ADDRESS: 801 S 6TH STREET BURBANK, CALIFORNIA 91501

ERION & SEDIMENT CONTROL DETAILS (CASQA BMP # WM-8)

**ZENITH ENGINEERING & SURVEYING, INC.**  
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 5122 KATELLA AVENUE SUITE 210, LOS ALAMITOS, CA 90720  
 TEL. NO.: 714-576-7725 EMAIL: info@zenithcebs.com

PREPARED UNDER THE DIRECT SUPERVISION OF:

REGISTERED PROFESSIONAL ENGINEER  
 No. 86264  
 Exp. 03-31-23  
 CIVIL STATE OF CALIFORNIA

03/30/25  
 DATE

DESIGNED BY: M.D.  
 CHECKED BY: G.B.B.

JOB NO.: Z-23-0430  
 SCALE: AS SHOWN  
 DATE: 03/30/23  
 SHEET NAME: ESCP-3  
 SHEET: 7 OF 10

**UNDERGROUND SERVICE ALERT**

CALL TOLL FREE 1-800 227-2600 TWO WORKING DAYS BEFORE YOU DIG

SOIL ENGINEER & ENGINEERING GEOLOGIST

NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 TEL. NO.: \_\_\_\_\_

SOIL ENGINEER APPROVAL

THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO THE RECOMMENDATIONS OF SOILS ENGINEERING/GEOLOGIC REPORTS DATED: \_\_\_\_\_

APPROVED BY: CITY OF BURBANK

CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_  
 R.C.E. \_\_\_\_\_ EXP. \_\_\_\_\_

**Stockpile Management WM-3**

- On larger sites, a minimum of 50 ft separation from concentrated flows of stormwater, drainage courses, and inlets is recommended.
- All stockpiles are required to be protected immediately if they are not scheduled to be used within 14 days.
- Protect all stockpiles from stormwater runoff using temporary perimeter sediment barriers such as compost berms (SE-13), temporary silt dikes (SE-12), fiber rolls (SE-5), silt fences (SE-1), sandbags (SE-8), gravel bags (SE-6), or biofilter bags (SE-14). Refer to the individual fact sheet for each of these controls for installation information.
- Implement wind erosion control practices as appropriate on all stockpiled material. For specific information, see WE-1, Wind Erosion Control.
- Manage stockpiles of contaminated soil in accordance with WM-7, Contaminated Soil Management.
- Place bagged materials on pallets and under cover.
- Ensure that stockpile coverings are installed securely to protect from wind and rain.
- Some plastic covers withstand weather and sunlight better than others. Select cover materials or methods based on anticipated duration of use.

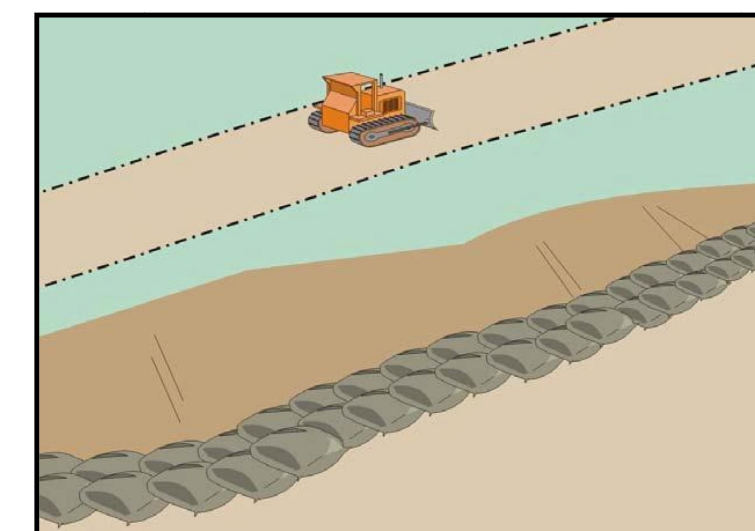
**Protection of Non-Active Stockpiles**  
Non-active stockpiles of the identified materials should be protected further as follows:

- Soil stockpiles**
- Soil stockpiles should be covered or protected with soil stabilization measures and a temporary perimeter sediment barrier at all times.
  - Temporary vegetation should be considered for topsoil piles that will be stockpiled for extended periods.
- Stockpiles of Portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate sub base**
- Stockpiles should be covered and protected with a temporary perimeter sediment barrier at all times.
- Stockpiles of "cold mix"**
- Cold mix stockpiles should be placed on and covered with plastic sheeting or comparable material at all times and surrounded by a berm.
- Stockpiles of fly ash, stucco, hydrated lime**
- Stockpiles of materials that may raise the pH of runoff (i.e., basic materials) should be covered with plastic and surrounded by a berm.

**Stockpile Management WM-3**

- Stockpiles/Storage of wood (Pressure treated with chromated copper arsenate or ammoniacal copper zinc arsenate)**
- Treated wood should be covered with plastic sheeting or comparable material at all times and surrounded by a berm.
- Protection of Active Stockpiles**  
Active stockpiles of the identified materials should be protected as follows:
- All stockpiles should be covered and protected with a temporary linear sediment barrier prior to the onset of precipitation.
  - Stockpiles of "cold mix" and treated wood, and basic materials should be placed on and covered with plastic sheeting or comparable material and surrounded by a berm prior to the onset of precipitation.
  - The downstream perimeter of an active stockpile should be protected with a linear sediment barrier or berm and runoff should be diverted around or away from the stockpile on the upstream perimeter.
- Costs**  
For cost information associated with stockpile protection refer to the individual erosion or sediment control BMP fact sheet considered for implementation (For example, refer to SE-1 Silt Fence for installation of silt fence around the perimeter of a stockpile.)
- Inspection and Maintenance**
- Stockpiles must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
  - It may be necessary to inspect stockpiles covered with plastic sheeting more frequently during certain conditions (for example, high winds or extreme heat).
  - Repair and/or replace perimeter controls and covers as needed to keep them functioning properly.
  - Sediment shall be removed when it reaches one-third of the barrier height.
- References**  
Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.

**Sandbag Barrier SE-8**



- Categories**
- EC Erosion Control
  - SE Sediment Control
  - TC Tracking Control
  - WE Wind Erosion Control
  - NS Non-Stormwater Management Control
  - WM Waste Management and Materials Pollution Control
- Legend:**
- Primary Category
  - Secondary Category

**Description and Purpose**  
A sandbag barrier is a series of sand-filled bags placed on a level contour to intercept or to divert sheet flows. Sandbag barriers placed on a level contour pond sheet flow runoff, allowing sediment to settle out.

**Suitable Applications**  
Sandbag barriers may be suitable:

- As a linear sediment control measure:
  - Below the toe of slopes and erodible slopes.
  - As sediment traps at culvert/pipe outlets.
  - Below other small cleared areas.
  - Along the perimeter of a site.
  - Down slope of exposed soil areas.
  - Around temporary stockpiles and spoil areas.
  - Parallel to a roadway to keep sediment off paved areas.
  - Along streams and channels.
- As linear erosion control measure:
  - Along the face and at grade breaks of exposed and erodible slopes to shorten slope length and spread runoff as sheet flow.

- Targeted Constituents**
- Sediment
  - Nutrients
  - Trash
  - Metals
  - Bacteria
  - Oil and Grease
  - Organics

- Potential Alternatives**
- SE-1 Silt Fence
  - SE-5 Fiber Rolls
  - SE-6 Gravel Bag Berm
  - SE-14 Biofilter Bags



**Sandbag Barrier SE-8**

- At the top of slopes to divert runoff away from disturbed slopes.
  - As check dams across mildly sloped construction roads.
- Limitations**
- It is necessary to limit the drainage area upstream of the barrier to 5 acres.
  - Sandbags are not intended to be used as filtration devices.
  - Easily damaged by construction equipment.
  - Degraded sandbags may rupture when removed, spilling sand.
  - Sand is easily transported by runoff if bag is damaged or ruptured.
  - Installation can be labor intensive.
  - Durability of sandbags is somewhat limited and bags may need to be replaced when installation is required for longer than 6 months. When used to detain concentrated flows, maintenance requirements increase.
  - Burlap should not be used for sandbags.

**Implementation General**  
A sandbag barrier consists of a row of sand-filled bags placed on a level contour. When appropriately placed, a sandbag barrier intercepts and slows sheet flow runoff, causing temporary ponding. The temporary ponding allows sediment to settle. Sand-filled bags have limited porosity, which is further limited as the fine sand tends to quickly plug with sediment, limiting or completely blocking the rate of flow through the barrier. If a porous barrier is desired, consider SE-1, Silt Fence, SE-5, Fiber Rolls, SE-6, Gravel Bag Berms or SE-14, Biofilter Bags. Sandbag barriers also interrupt the slope length and thereby reduce erosion by reducing the tendency of sheet flows to concentrate into rivulets which erode fills, and ultimately gullies, into disturbed, sloped soils. Sandbag barriers are similar to gravel bag berms, but less porous. Generally, sandbag barriers should be used in conjunction with temporary soil stabilization controls up slope to provide effective erosion and sediment control.

- Design and Layout**
- Locate sandbag barriers on a level contour.
  - When used for slope interruption, the following slope/sheet flow length combinations apply:
    - Slope inclination of 4:1 (H:V) or flatter: Sandbags should be placed at a maximum interval of 20 ft, with the first row near the slope toe.
    - Slope inclination between 4:1 and 2:1 (H:V): Sandbags should be placed at a maximum interval of 15 ft. (a closer spacing is more effective), with the first row near the slope toe.
    - Slope inclination 2:1 (H:V) or greater: Sandbags should be placed at a maximum interval of 10 ft. (a closer spacing is more effective), with the first row near the slope toe.

**Sandbag Barrier SE-8**

- Turn the ends of the sandbag barrier up slope to prevent runoff from going around the barrier.
- Allow sufficient space up slope from the barrier to allow ponding, and to provide room for sediment storage.
- For installation near the toe of the slope, sand bag barriers should be set back from the slope toe to facilitate cleaning. Where specific site conditions do not allow for a set-back, the sand bag barrier may be constructed on the toe of the slope. To prevent flows behind the barrier, bags can be placed perpendicular to a berm to serve as cross barriers.
- Drainage area should not exceed 5 acres.
- Stack sandbags at least three bags high.
- Butt ends of bags tightly.
- Overlap butt joints of row beneath with each successive row.
- Use a pyramid approach when stacking bags.
- In non-traffic areas
  - Height = 18 in. maximum
  - Top width = 24 in. minimum for three or more layer construction
  - Side slope = 2:1 (H:V) or flatter
- In construction traffic areas
  - Height = 12 in. maximum
  - Top width = 24 in. minimum for three or more layer construction.
  - Side slopes = 2:1 (H:V) or flatter.
- See typical sandbag barrier installation details at the end of this fact sheet.

**Materials**

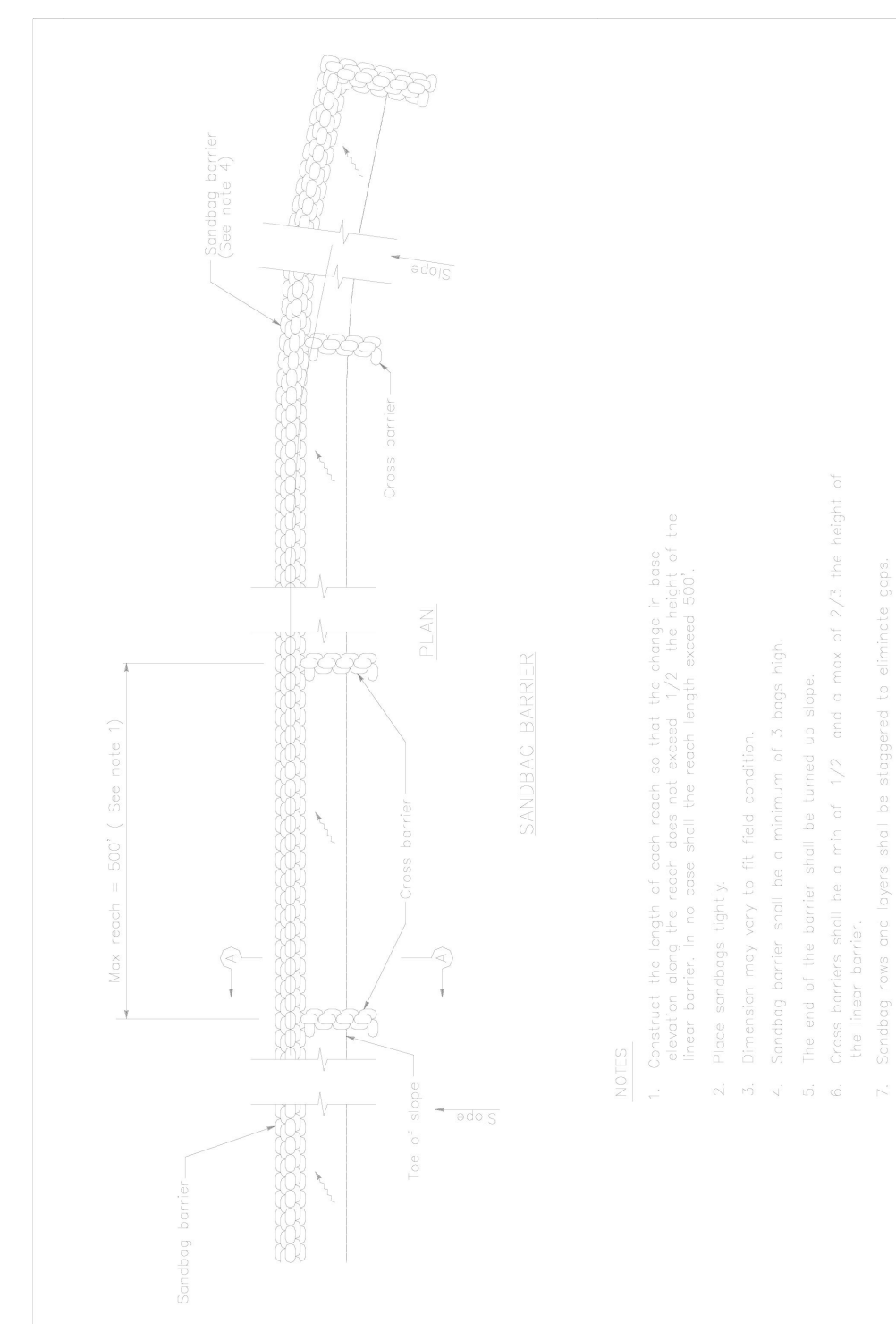
- Sandbag Material:** Sandbag should be woven polypropylene, polyethylene or polyamide fabric, minimum unit weight of 4 ounces/yd<sup>2</sup>. Mullen burst strength exceeding 300 lb/in<sup>2</sup> in conformance with the requirements in ASTM designation D3786, and ultraviolet stability exceeding 70% in conformance with the requirements in ASTM designation D4355. Use of burlap is not an acceptable substitute, as sand can more easily mobilize out of burlap.
- Sandbag Size:** Each sand-filled bag should have a length of 18 in., width of 12 in., thickness of 3 in., and mass of approximately 33 lbs. Bag dimensions are nominal, and may vary based on locally available materials.

**Sandbag Barrier SE-8**

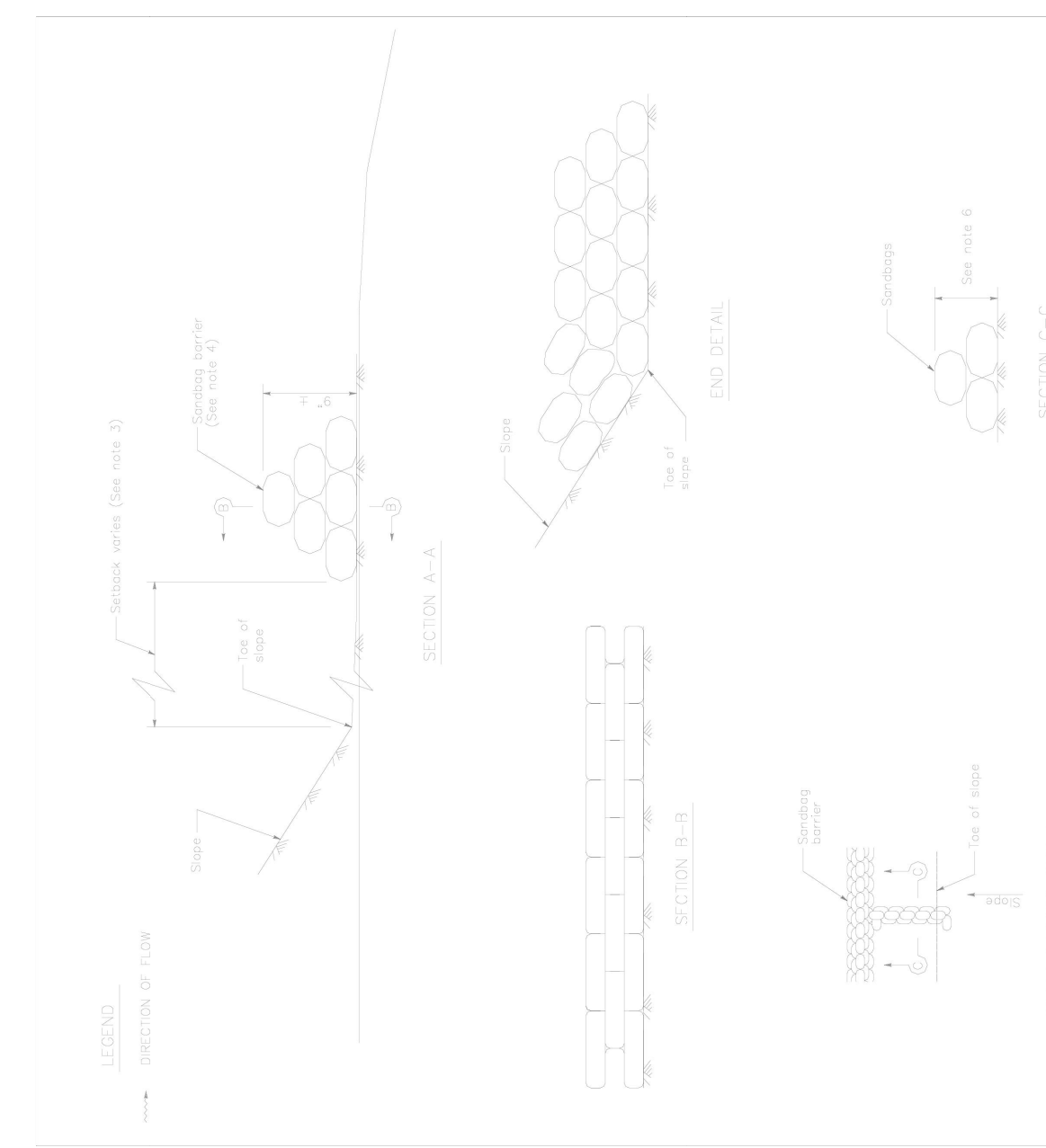
- Fill Material:** All sandbag fill material should be non-cohesive, Class 3 (Caltrans Standard Specification, Section 25) permeable material free from clay and deleterious material, such as recycled concrete or asphalt.
- Costs**  
Empty sandbags cost \$0.25 - \$0.75. Average cost of fill material is \$8 per yd<sup>3</sup>. Additional labor is required to fill the bags. Pre-filled sandbags are more expensive at \$1.50 - \$2.00 per bag. These costs are based upon vendor research.
- Inspection and Maintenance**
- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
  - Sandbags exposed to sunlight will need to be replaced every two to three months due to degradation of the bags.
  - Reshape or replace sandbags as needed.
  - Repair washouts or other damage as needed.
  - Sediment that accumulates behind the BMP should be periodically removed in order to maintain BMP effectiveness. Sediment should be removed when the sediment accumulation reaches one-third of the barrier height.
  - Remove sandbags when no longer needed and recycle sand fill whenever possible and properly dispose of bag material. Remove sediment accumulation, and clean, re-grade, and stabilize the area.

**References**  
Standard Specifications for Construction of Local Streets and Roads, California Department of Transportation (Caltrans), July 2002.  
Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.  
Erosion and Sediment Control Manual, Oregon Department of Environmental Quality, February 2005.

**Sandbag Barrier SE-8**



**Sandbag Barrier SE-8**



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	JOB NO.: Z-23-0430 SCALE: AS SHOWN DATE: 03/30/23 SHEET NAME: ESCP-4 SHEET: 8 OF 10		DESIGNED BY: M.D. CHECKED BY: G.B.B.
	PREPARED UNDER THE DIRECT SUPERVISION OF: _____		03/30/25 DATE REGISTERED PROFESSIONAL ENGINEER CIVIL STATE OF CALIFORNIA No. 86264 Exp. 03-31-23

NO.	DATE	REVISIONS	OWNER: MR. JOHN M. GERRO	PROJECT ADDRESS: 801 S 6TH STREET BURBANK, CALIFORNIA 91501
			EORION & SEDIMENT CONTROL DETAILS (CASQA BMP # WM-3 & SE-8)	
ZENITH ENGINEERING & SURVEYING, INC. CIVIL ENGINEERING • STRUCTURAL • LAND SURVEYING 5122 KATELLA AVENUE SUITE 210, LOS ALAMITOS, CA 90920 TEL. NO.: 714-576-7725 EMAIL: info@zenithcells.com				



## Street Sweeping and Vacuuming SE-7



Categories	
EC	Erosion Control
SE	Sediment Control
TC	Tracking Control
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control

Legend:

Primary Objective

Secondary Objective

### Description and Purpose

Street sweeping and vacuuming includes use of self-propelled and walk-behind equipment to remove sediment from streets and roadways, and to clean paved surfaces in preparation for final paving. Sweeping and vacuuming prevents sediment from the project site from entering storm drains or receiving waters.

### Suitable Applications

Sweeping and vacuuming are suitable anywhere sediment is tracked from the project site onto public or private paved streets and roads, typically at points of egress. Sweeping and vacuuming are also applicable during preparation of paved surfaces for final paving.

### Limitations

Sweeping and vacuuming may not be effective when sediment is wet or when tracked soil is caked (caked soil may need to be scraped loose).

### Implementation

- Controlling the number of points where vehicles can leave the site will allow sweeping and vacuuming efforts to be focused, and perhaps save money.
- Inspect potential sediment tracking locations daily.
- Visible sediment tracking should be swept or vacuumed on a daily basis.
- Do not use kick brooms or sweeper attachments. These tend to spread the dirt rather than remove it.

Targeted Constituents	
Sediment	<input checked="" type="checkbox"/>
Nutrients	<input type="checkbox"/>
Trash	<input checked="" type="checkbox"/>
Metals	<input type="checkbox"/>
Bacteria	<input type="checkbox"/>
Oil and Grease	<input checked="" type="checkbox"/>
Organics	<input type="checkbox"/>

Potential Alternatives	
None	<input type="checkbox"/>

## Street Sweeping and Vacuuming SE-7

- If not mixed with debris or trash, consider incorporating the removed sediment back into the project.

### Costs

Rental rates for self-propelled sweepers vary depending on hopper size and duration of rental. Expect rental rates from \$58/hour (3 yd<sup>3</sup> hopper) to \$88/hour (9 yd<sup>3</sup> hopper), plus operator costs. Hourly production rates vary with the amount of area to be swept and amount of sediment. Match the hopper size to the area and expect sediment load to minimize time spent dumping.

### Inspection and Maintenance

- Inspect BMPs prior to forecast rain, daily during extended rain events, after rain events, weekly during the rainy season, and at two-week intervals during the non-rainy season.
- When actively in use, points of ingress and egress must be inspected daily.
- When tracked or spilled sediment is observed outside the construction limits, it must be removed at least daily. More frequent removal, even continuous removal, may be required in some jurisdictions.
- Be careful not to sweep up any unknown substance or any object that may be potentially hazardous.
- Adjust brooms frequently; maximize efficiency of sweeping operations.
- After sweeping is finished, properly dispose of sweeper wastes at an approved dumpsite.

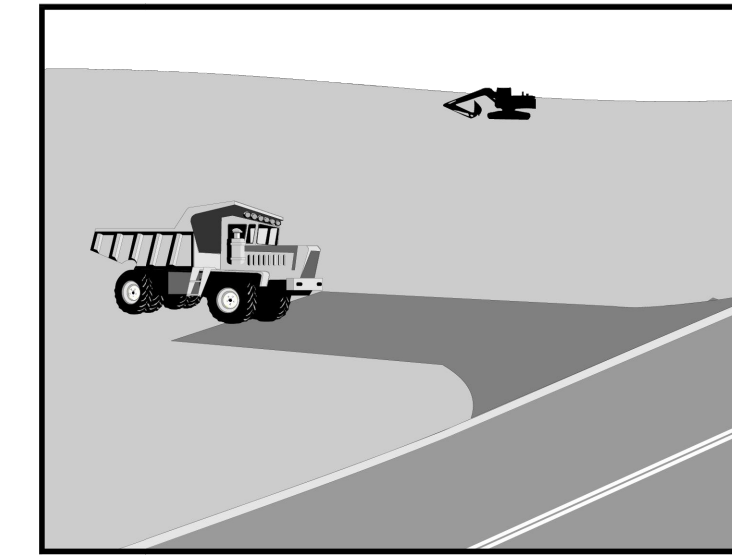
### References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Labor Surcharge and Equipment Rental Rates, State of California Department of Transportation (Caltrans), April 1, 2002 - March 31, 2003.



## Stabilized Construction Entrance/Exit TC-1



Categories	
EC	Erosion Control
SE	Sediment Control
TC	Tracking Control
WE	Wind Erosion Control
NS	Non-Stormwater Management Control
WM	Waste Management and Materials Pollution Control

Legend:

Primary Objective

Secondary Objective

### Description and Purpose

A stabilized construction access is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

### Suitable Applications

Use at construction sites:

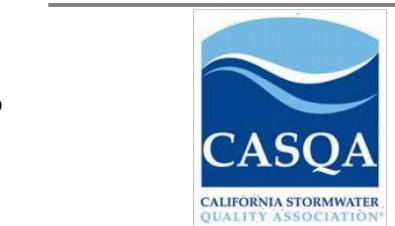
- Where dirt or mud can be tracked onto public roads.
- Adjacent to water bodies.
- Where poor soils are encountered.
- Where dust is a problem during dry weather conditions.

### Limitations

- Entrances and exits require periodic top dressing with additional stones.
- This BMP should be used in conjunction with street sweeping on adjacent public right of way.
- Entrances and exits should be constructed on level ground only.
- Stabilized construction entrances are rather expensive to construct and when a wash rack is included, a sediment trap of some kind must also be provided to collect wash water.

Targeted Constituents	
Sediment	<input checked="" type="checkbox"/>
Nutrients	<input type="checkbox"/>
Trash	<input type="checkbox"/>
Metals	<input type="checkbox"/>
Bacteria	<input type="checkbox"/>
Oil and Grease	<input type="checkbox"/>
Organics	<input type="checkbox"/>

Potential Alternatives	
None	<input type="checkbox"/>



## Stabilized Construction Entrance/Exit TC-1

runoff.

### Implementation

#### General

A stabilized construction entrance is a pad of aggregate underlain with filter cloth located at any point where traffic will be entering or leaving a construction site to or from a public right of way, street, alley, sidewalk, or parking area. The purpose of a stabilized construction entrance is to reduce or eliminate the tracking of sediment onto public rights of way or streets. Reducing tracking of sediments and other pollutants onto paved roads helps prevent deposition of sediments into local storm drains and production of airborne dust.

Where traffic will be entering or leaving the construction site, a stabilized construction entrance should be used. NPDES permits require that appropriate measures be implemented to prevent tracking of sediments onto paved roadways, where a significant source of sediments is derived from mud and dirt carried out from unpaved roads and construction sites.

Stabilized construction entrances are moderately effective in removing sediment from equipment leaving a construction site. The entrance should be built on level ground. Advantages of the Stabilized Construction Entrance/Exit is that it does remove some sediment from equipment and serves to channel construction traffic in and out of the site at specified locations. Efficiency is greatly increased when a washing rack is included as part of a stabilized construction entrance/exit.

#### Design and Layout

- Construct on level ground where possible.
- Select 3 to 6 in. diameter stones.
- Use minimum depth of stones of 12 in. or as recommended by soils engineer.
- Construct length of 50 ft minimum, and 30 ft minimum width.
- Rumble racks constructed of steel panels with ridges and installed in the stabilized entrance/exit will help remove additional sediment and to keep adjacent streets clean.
- Provide ample turning radii as part of the entrance.
- Limit the points of entrance/exit to the construction site.
- Limit speed of vehicles to control dust.
- Properly grade each construction entrance/exit to prevent runoff from leaving the construction site.
- Route runoff from stabilized entrances/exits through a sediment trapping device before discharge.
- Design stabilized entrance/exit to support heaviest vehicles and equipment that will use it.

## Stabilized Construction Entrance/Exit TC-1

- Select construction access stabilization (aggregate, asphaltic concrete, concrete) based on longevity, required performance, and site conditions. Do not use asphalt concrete (AC) grindings for stabilized construction access/roadway.
- If aggregate is selected, place crushed aggregate over geotextile fabric to at least 12 in. depth, or place aggregate to a depth recommended by a geotechnical engineer. A crushed aggregate greater than 3 in. but smaller than 6 in. should be used.
- Designate combination or single purpose entrances and exits to the construction site.
- Require that all employees, subcontractors, and suppliers utilize the stabilized construction access.
- Implement SE-7, Street Sweeping and Vacuuming, as needed.
- All exit locations intended to be used for more than a two-week period should have stabilized construction entrance/exit BMPs.

### Inspection and Maintenance

- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMPs are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Inspect local roads adjacent to the site daily. Sweep or vacuum to remove visible accumulated sediment.
- Remove aggregate, separate and dispose of sediment if construction entrance/exit is clogged with sediment.
- Keep all temporary roadway ditches clear.
- Check for damage and repair as needed.
- Replace gravel material when surface voids are visible.
- Remove all sediment deposited on paved roadways within 24 hours.
- Remove gravel and filter fabric at completion of construction.

### Costs

Average annual cost for installation and maintenance may vary from \$1,200 to \$4,800 each, averaging \$2,400 per entrance. Costs will increase with addition of washing rack, and sediment trap. With wash rack, costs range from \$1,200 - \$6,000 each, averaging \$3,600 per entrance.

### References

Manual of Standards of Erosion and Sediment Control Measures, Association of Bay Area Governments, May 1995.

## Stabilized Construction Entrance/Exit TC-1

National Management Measures to Control Nonpoint Source Pollution from Urban Areas, USEPA Agency, 2002.

Proposed Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters, Work Group Working Paper, USEPA, April 1992.

Stormwater Quality Handbooks Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

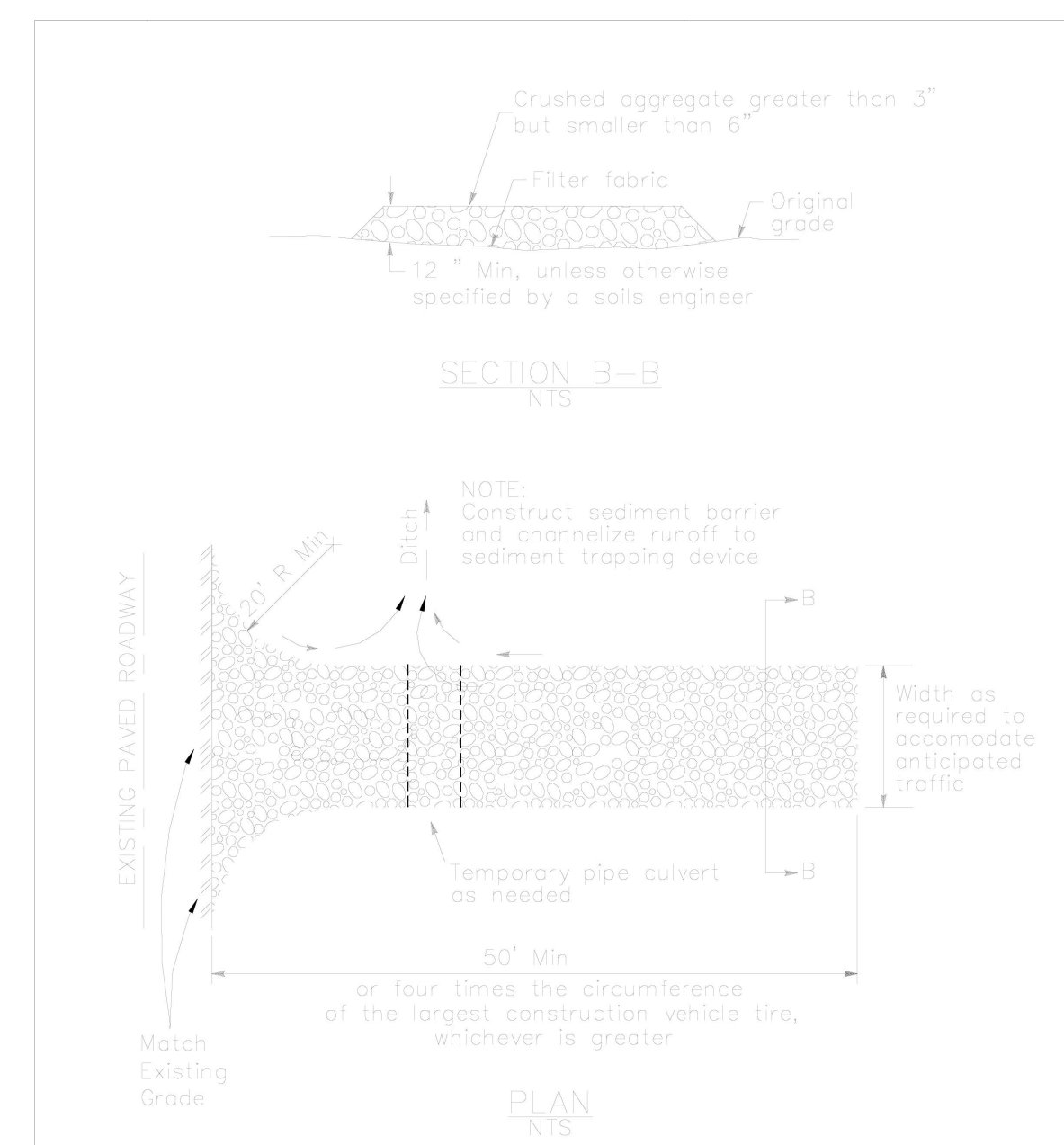
Stormwater Management of the Puget Sound Basin, Technical Manual, Publication #91-75, Washington State Department of Ecology, February 1992.

Virginia Erosion and Sedimentation Control Handbook, Virginia Department of Conservation and Recreation, Division of Soil and Water Conservation, 1991.

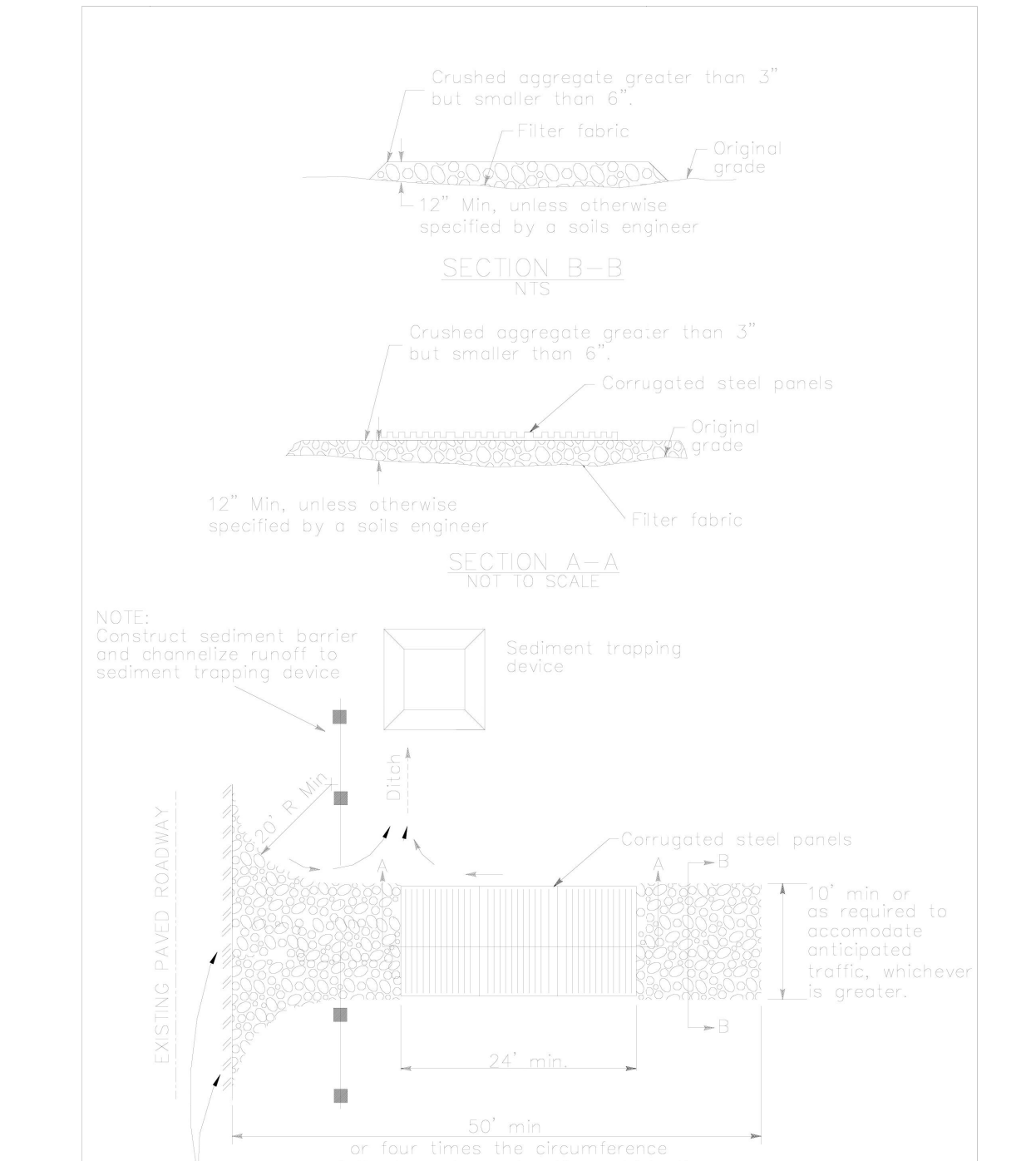
Guidance Specifying Management Measures for Nonpoint Pollution in Coastal Waters, EPA 840-B-9-002, USEPA, Office of Water, Washington, DC, 1993.

Water Quality Management Plan for the Lake Tahoe Region, Volume II, Handbook of Management Practices, Tahoe Regional Planning Agency, November 1988.

## Stabilized Construction Entrance/Exit TC-1



## Stabilized Construction Entrance/Exit TC-1



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	<p>DESIGNED BY: M.D.</p> <p>CHECKED BY: G.B.B.</p> <p>JOB NO.: Z-23-0430</p> <p>SCALE: AS SHOWN</p> <p>DATE: 03/30/23</p> <p>SHEET NAME: ESCP-5</p> <p>SHEET: 9 OF 10</p>		

NO.	DATE

OWNER: MR. JOHN M. GERRO

PROJECT ADDRESS: 801 S 6TH STREET BURBANK, CALIFORNIA 91501

EROSION & SEDIMENT CONTROL DETAILS (CASQA BMP # SE-7 & TC-1)

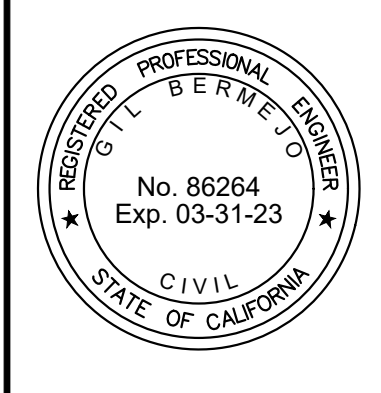
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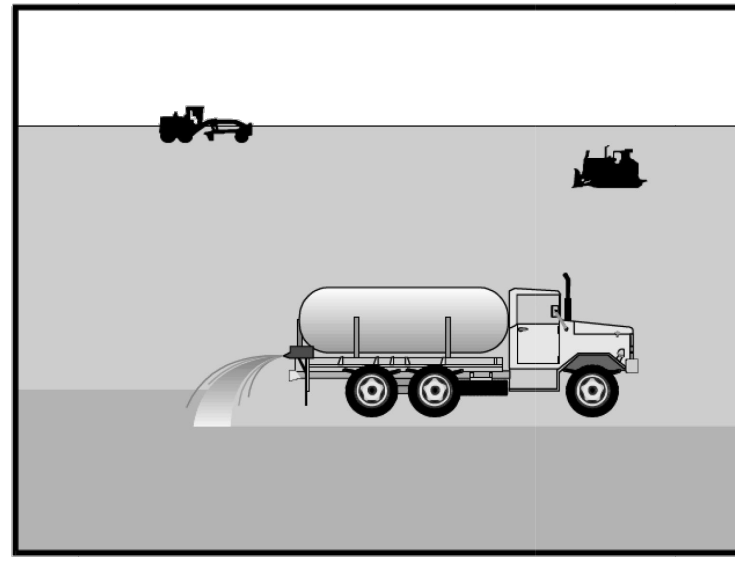
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03/30/25 DATE

**Wind Erosion Control**

**WE-1**



- Objectives**
- EC Erosion Control
  - SE Sediment Control
  - TC Tracking Control
  - WE Wind Erosion Control
  - NS Non-Stormwater Management Control
  - WM Waste Management and Materials Pollution Control
- Legend:**
- Primary Objective
  - Secondary Objective

- Targeted Constituents**
- Sediment
  - Nutrients
  - Trash
  - Metals
  - Bacteria
  - Oil and Grease
  - Organics

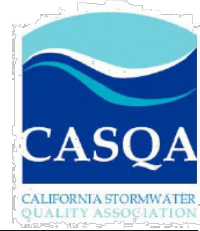
- Potential Alternatives**
- None

**Description and Purpose**  
Wind erosion or dust control consists of applying water or other dust palliatives as necessary to prevent or alleviate dust nuisance generated by construction activities. Covering small stockpiles or areas is an alternative to applying water or other dust palliatives.

**Suitable Applications**  
Wind erosion control BMPs are suitable during the following construction activities:

- Construction vehicle traffic on unpaved roads
- Drilling and blasting activities
- Sediment tracking onto paved roads
- Soils and debris storage piles
- Batch drop from front-end loaders
- Areas with unstabilized soil
- Final grading/site stabilization

- Limitations**
- Watering prevents dust only for a short period and should be applied daily (or more often) to be effective.
  - Over watering may cause erosion.



**WE-1 Wind Erosion Control**

- Oil or oil-treated subgrade should not be used for dust control because the oil may migrate into drainageways and/or seep into the soil.
- Effectiveness depends on soil, temperature, humidity, and wind velocity.
- Chemically treated sub grades may make the soil water repellent, interfering with long-term infiltration and the vegetation/re-vegetation of the site. Some chemical dust suppressants may be subject to freezing and may contain solvents and should be handled properly.
- Asphalt, as a mulch tack or chemical mulch, requires a 24-hour curing time to avoid adherence to equipment, worker shoes, etc. Application should be limited because asphalt surfacing may eventually migrate into the drainage system.
- In compacted areas, watering and other liquid dust control measures may wash sediment or other constituents into the drainage system.

**Implementation General**  
California's Mediterranean climate, with short wet seasons and long hot dry seasons, allows the soils to thoroughly dry out. During these dry seasons, construction activities are at their peak, and disturbed and exposed areas are increasingly subject to wind erosion, sediment tracking and dust generated by construction equipment.

Dust control, as a BMP, is a practice that is already in place for many construction activities. Los Angeles, the North Coast, and Sacramento, among others, have enacted dust control ordinances for construction activities that cause dust to be transported beyond the construction project property line.  
Recently, the State Air Resources Control Board has, under the authority of the Clean Air Act, started to address air quality in relation to inhalable particulate matter less than 10 microns (PM-10). Approximately 90 percent of these small particles are considered to be dust. Existing dust control regulations by local agencies, municipal departments, public works department, and public health departments are in place in some regions within California.

Many local agencies require dust control in order to comply with local nuisance laws, opacity laws (visibility impairment) and the requirements of the Clean Air Act. The following are measures that local agencies may have already implemented as requirements for dust control from contractors:

- Construction and Grading Permits: Require provisions for dust control plans.
- Opacity Emission Limits: Enforce compliance with California air pollution control laws.
- Increase Overall Enforcement Activities: Priority given to cases involving citizen complaints.
- Maintain Field Application Records: Require records of dust control measures from contractor;
- Stormwater Pollution Prevention Plan: (SWPPP): Integrate dust control measures into SWPPP.

**Wind Erosion Control WE-1**

**Dust Control Practices**  
Dust control BMPs generally stabilize exposed surfaces and minimize activities that suspend or track dust particles. The following table shows dust control practices that can be applied to site conditions that cause dust. For heavily traveled and disturbed areas, wet suppression (watering), chemical dust suppression, gravel asphalt surfacing, temporary gravel construction entrances, equipment wash-out areas, and haul truck covers can be employed as dust control applications. Permanent or temporary vegetation and mulching can be employed for areas of occasional or no construction traffic. Preventive measures would include minimizing surface areas to be disturbed, limiting onsite vehicle traffic to 15 mph, and controlling the number and activity of vehicles on a site at any given time.

SITE CONDITION	DUST CONTROL PRACTICES								
	Permanent Vegetation	Mulching	Wet Suppression (Watering)	Chemical Dust Suppression	Gravel or Asphalt	Silt Fences	Temporary Gravel Construction Entrances/Equipment Wash Down	Haul Truck Covers	Minimize Extent of Disturbed Area
Disturbed Areas not Subject to Traffic	X	X	X	X	X				X
Disturbed Areas Subject to Traffic			X	X	X		X		X
Material Stock Pile Stabilization			X	X		X			X
Demolition			X				X	X	
Cleaning/Excavation			X	X		X			X
Track Traffic on Unpaved Roads			X	X	X		X	X	
Mud/Debris Carry Out					X		X		

- Additional preventive measures include:
- Schedule construction activities to minimize exposed area (EC-1, Scheduling).
  - Quickly stabilize exposed soils using vegetation, mulching, spray-on adhesives, calcium chloride, sprinkling, and stone/gravel layering.
  - Identify and stabilize key access points prior to commencement of construction.
  - Minimize the impact of dust by anticipating the direction of prevailing winds.
  - Direct most construction traffic to stabilized roadways within the project site.
  - Water should be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.
  - All distribution equipment should be equipped with a positive means of shut-off.
  - Unless water is applied by means of pipelines, at least one mobile unit should be available at all times to apply water or dust palliative to the project.

**WE-1 Wind Erosion Control**

- If reclaimed waste water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water should not be conveyed in tanks or drain pipes that will be used to convey potable water and there should be no connection between potable and non-potable supplies. Non-potable tanks, pipes, and other conveyances should be marked, "NON-POTABLE WATER - DO NOT DRINK."
- Materials applied as temporary soil stabilizers and soil binders also generally provide wind erosion control benefits.
- Pave or chemically stabilize access points where unpaved traffic surfaces adjoin paved roads.
- Provide covers for haul trucks transporting materials that contribute to dust.
- Provide for wet suppression or chemical stabilization of exposed soils.
- Provide for rapid clean up of sediments deposited on paved roads. Furnish stabilized construction road entrances and vehicle wash down areas.
- Stabilize inactive construction sites using vegetation or chemical stabilization methods.
- Limit the amount of areas disturbed by clearing and earth moving operations by scheduling these activities in phases.

For chemical stabilization, there are many products available for chemically stabilizing gravel roadways and stockpiles. If chemical stabilization is used, the chemicals should not create any adverse effects on stormwater, plant life, or groundwater.

**Costs**  
Installation costs for water and chemical dust suppression are low, but annual costs may be quite high since these measures are effective for only a few hours to a few days.

- Inspection and Maintenance**
- Inspect and verify that activity-based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two-week intervals in the non-rainy season to verify continued BMP implementation.
  - Check areas protected to ensure coverage.
  - Most dust control measures require frequent, often daily, or multiple times per day attention.

**References**  
Best Management Practices and Erosion Control Manual for Construction Sites, Flood Control District of Maricopa County, Arizona, September 1992.  
California Air Pollution Control Laws, California Air Resources Board, 1992.

**Wind Erosion Control**

**WE-1**

Caltrans, Standard Specifications, Sections 10, "Dust Control"; Section 17, "Watering"; and Section 18, "Dust Palliative".

Prospects for Attaining the State Ambient Air Quality Standards for Suspended Particulate Matter (PM10), Visibility Reducing Particles, Sulfates, Lead, and Hydrogen Sulfide, California Air Resources Board, April 1991.

Stormwater Quality Handbooks Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

NO.	DATE

OWNER: MR. JOHN M. GERRO  
PROJECT ADDRESS: 801 S 6TH STREET BURBANK, CALIFORNIA 91501

**EROSION & SEDIMENT CONTROL DETAILS (CASQA BMP # WE-1)**

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03/30/25  
DATE  
DESIGNED BY: M.D.  
CHECKED BY: G.B.B.  
JOB NO.: Z-23-0430  
SCALE: AS SHOWN  
DATE: 03/30/23  
SHEET NAME: ESCP-6  
SHEET: 10 OF 10

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