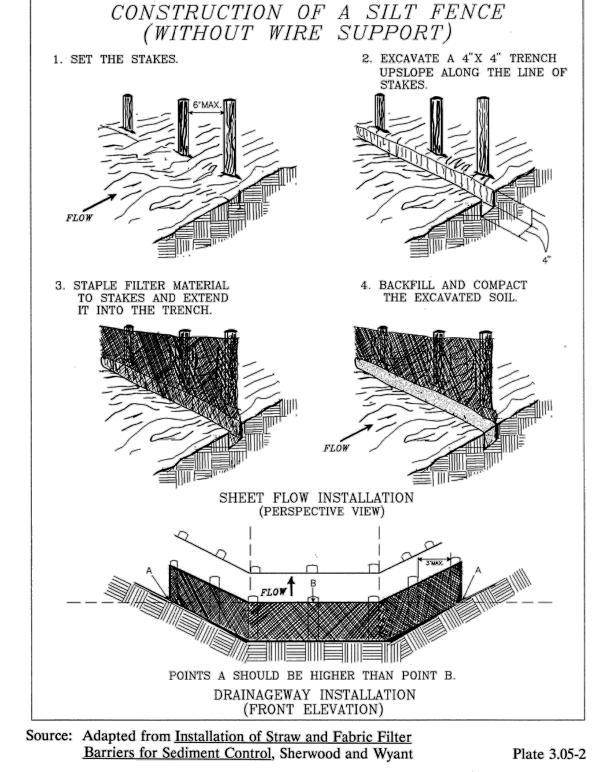


3.18



CONSTRUCTION OF SILT FENCE (WITHOUT WIRE SUPPORT) TAKEN FROM VADEQ 1992 MANUAL

SAFETY FENCE TAKEN FROM VADEQ 1992 MANUAL

BARRIER COVERED BY

FILTER FABRIC

(TREE/RESIDUAL MATERIAL WITH DIAMETER > 6")

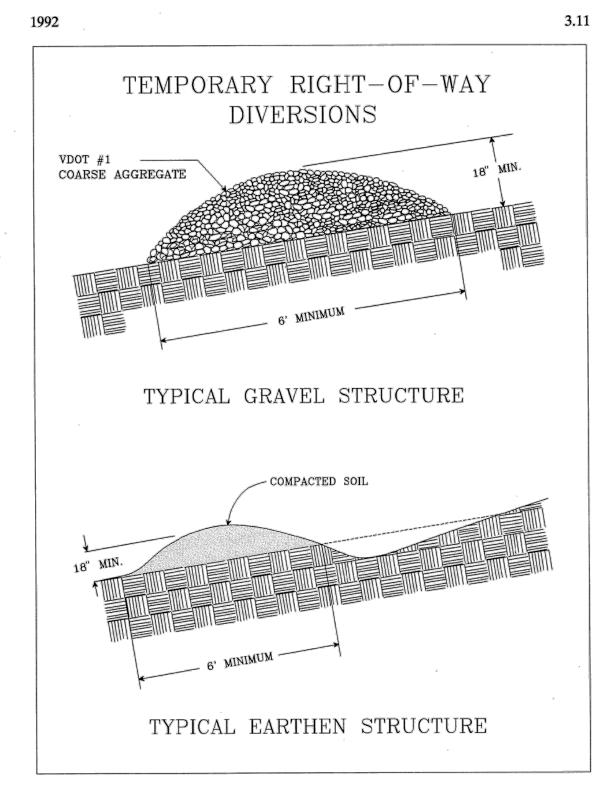
. EXCAVATE A 4"X 4" TRENCH ALONG THE UPHILL EDGE OF THE BRUSH BARRIER.

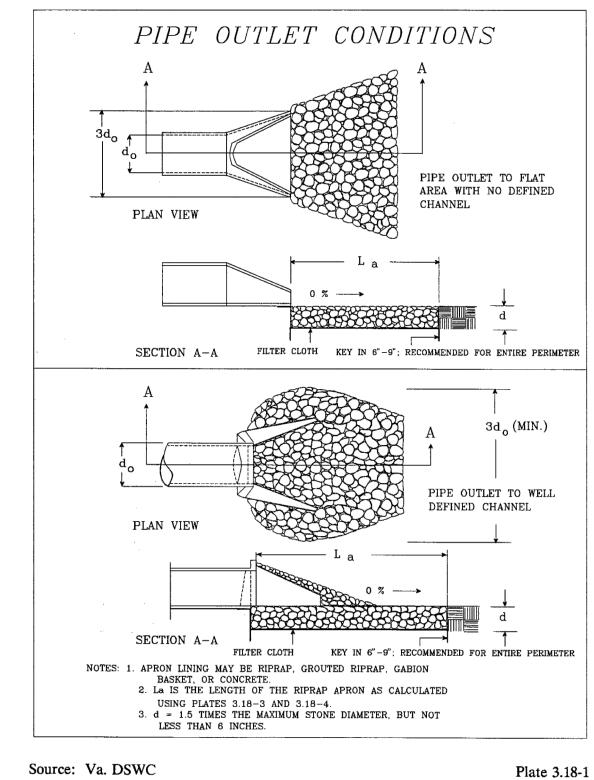
3. BACKFILL AND COMPACT THE

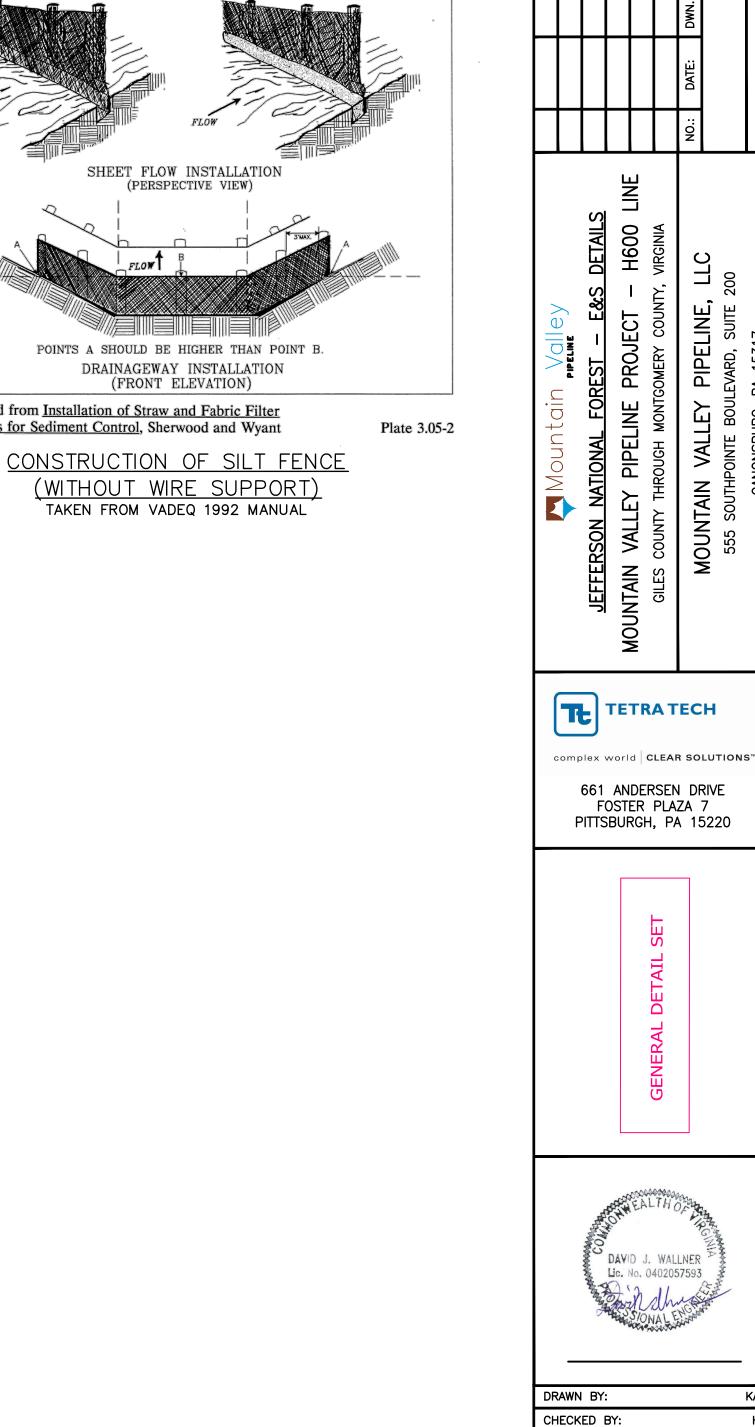
Source: Va. DSWC



Plate 3.06-1







3.05

CONSTRUCTION OF A BRUSH BARRIER TAKEN FROM VADEQ 1992 MANUAL

Plate 3.11-1 Source: Va. DSWC Source: Va. DSWC TEMPORARY RIGHT-OF-WAY DIVERSION DEVELOPED FROM VADEQ 1992 MANUAL

PIPE OUTLET CONDITIONS TAKEN FROM VADEQ 1992 MANUAL

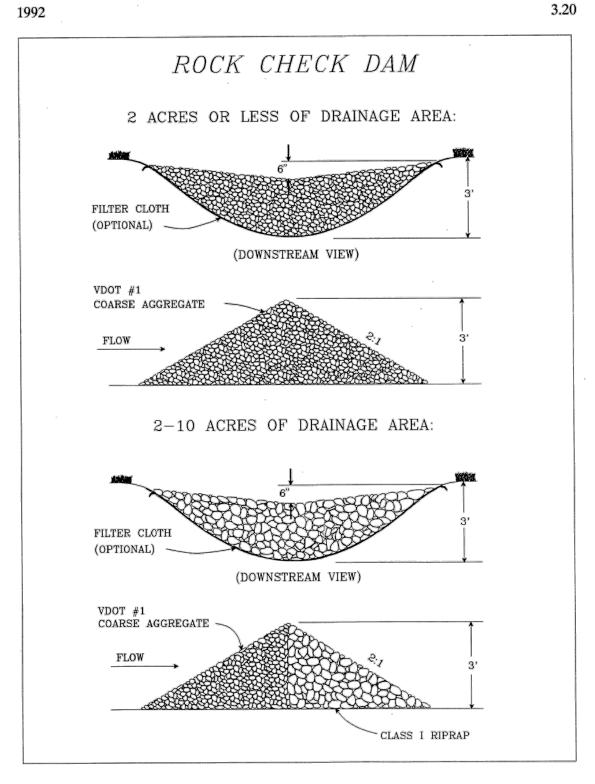
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10/26/2017

AS SHOWN SHT. NO. 0.01JNF OF 13.06JNF

APPROVED BY:

DATE: SCALE:



Source: Va. DSWC

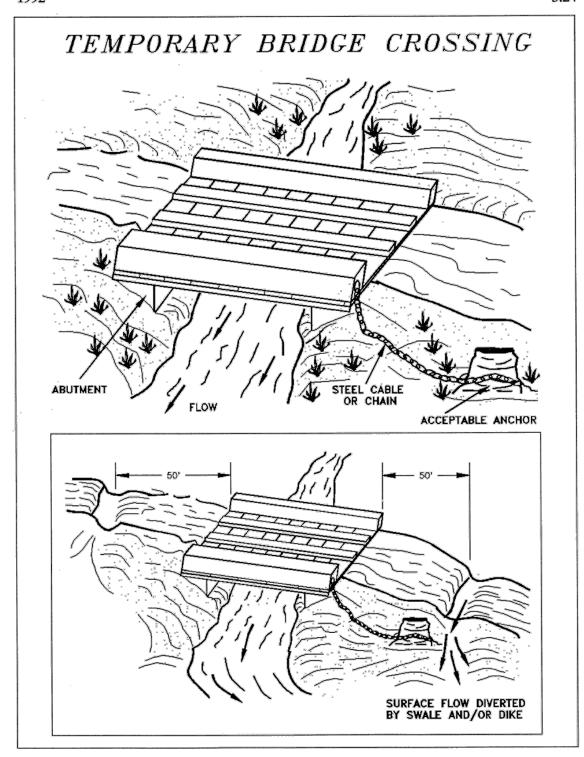
ROCK CHECK DAM

DEVELOPED FROM VADEQ 1992 MANUAL

Plate 3.20-1

NOTES:
NO FORMAL DESIGN IS REQUIRED FOR A CHECK DAM,
HOWEVER THE FOLLOWING CRITERIA SHOULD BE
ADHERED TO WHEN SPECIFYING CHECK DAMS:

- 1. THE DRAINAGE AREA OF THE DITCH OR SWALE BEING PROTECTED SHALL NOT EXCEED 2 ACRES WHEN VDOT #1 COARSE AGGREGATE IS USED ALONE AND SHALL NOT EXCEED 10 ACRES WHEN A COMBINATION OF CLASS I RIPRAP (ADDED FOR STABILITY) AND VDOT #1 COARSE AGGREGATE IS USED.
- THE MAXIMUM HEIGHT OF THE DAM SHALL BE 3.0 FEET.
- THE CENTER OF THE CHECK DAM MUST BE AT LEAST 6 INCHES LOWER THAN THE OUTER EDGES. FIELD EXPERIENCE HAS SHOWN THAT MANY DAMS ARE NOT CONSTRUCTED TO PROMOTE THIS "WEIR" EFFECT. STORMWATER FLOWS ARE THEN FORCED TO THE STONE-SOIL INTERFACE, THEREBY PROMOTING SCOUR AT THE POINT AND SUBSEQUENT FAILURE OF THE STRUCTURE TO PERFORM ITS INTENDED FUNCTION.
- 4. FOR ADDED STABILITY, THE BASE OF THE CHECK DAM CAN BE KEYED INTO THE SOIL APPROXIMATELY 6 INCHES.
- 5. THE MAXIMUM SPACING BETWEEN THE DAMS SHOULD BE SUCH THAT THE TOE OF THE UPSTREAM DAM IS AT THE SAME FLEVATION AS THE TOP OF THE DOWNSTREAM DAM
- 6. HAND OR MECHANICAL PLACEMENT WILL BE NECESSARY TO ACHIEVE COMPLETE COVERAGE OF THE DITCH OR SWALE AND TO INSURE THAT THE CENTER OF THE DAM IS LOWER THAN THE EDGES.
- 7. FILTER CLOTH MAY BE USED UNDER THE STONE TO PROVIDE A STABLE FOUNDATION AND TO FACILITATE THE REMOVAL OF THE STONE.



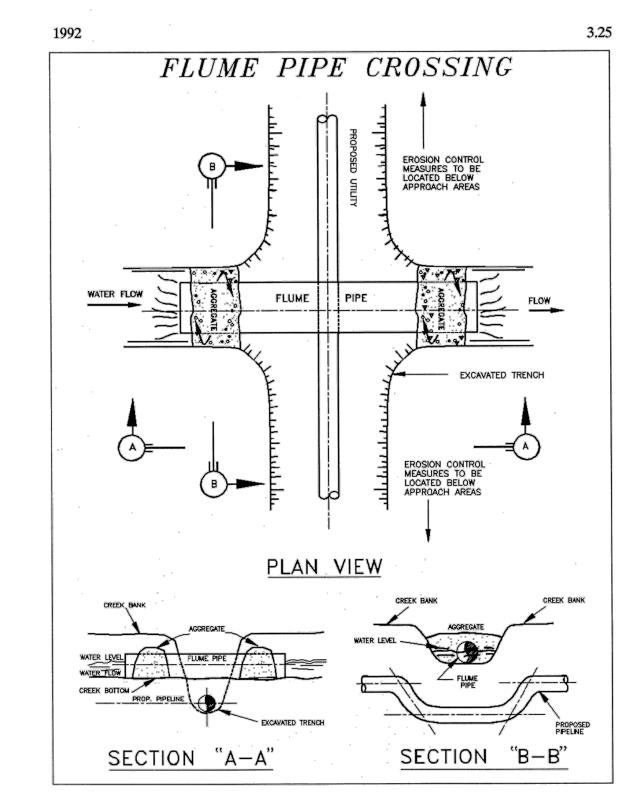
Source: 1983 Maryland Standards and Specifications
for Soil Erosion and Sediment Control

NOTE: TIMBER MATS IN THE JEFFERSON NATIONAL FOREST WILL BE

INSPECTED DAILY AND REPLACED/REPAIRED AS NECESSARY

TEMPORARY BRIDGE CROSSING

DEVELOPED FROM VADEQ 1992 MANUAL



Source: Va. DSWC

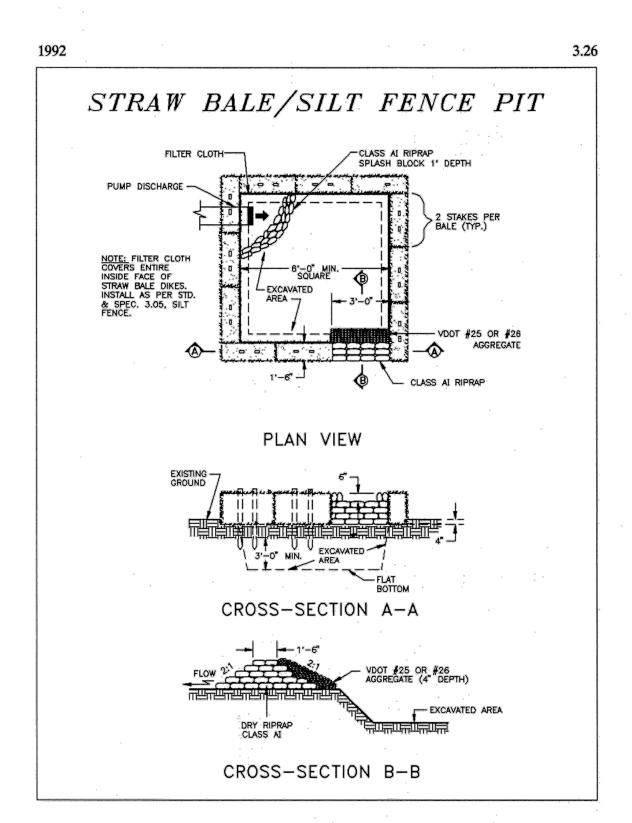
Plate 3.24-1

Plate 3.36-1

Plate 3.25-3

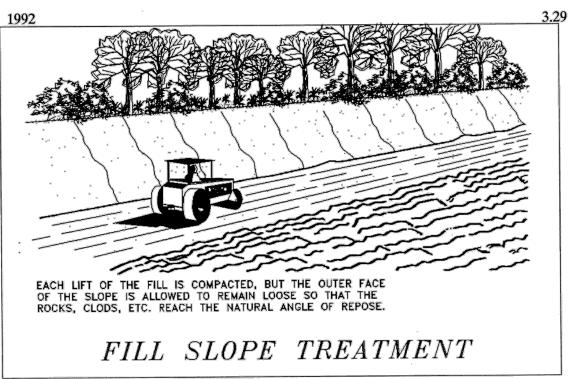
Plate 3.36-2

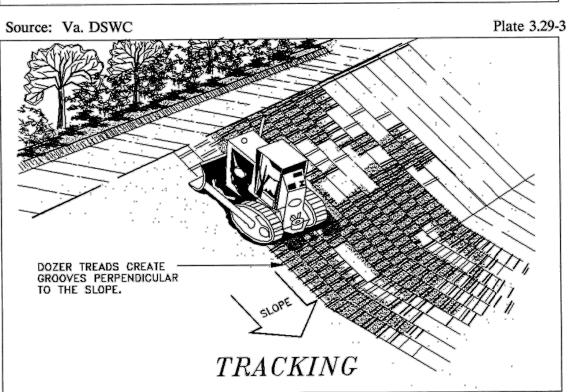
FLUME PIPE CROSSING DEVELOPED FROM VADEQ 1992 MANUAL



Source: Va. DSWC

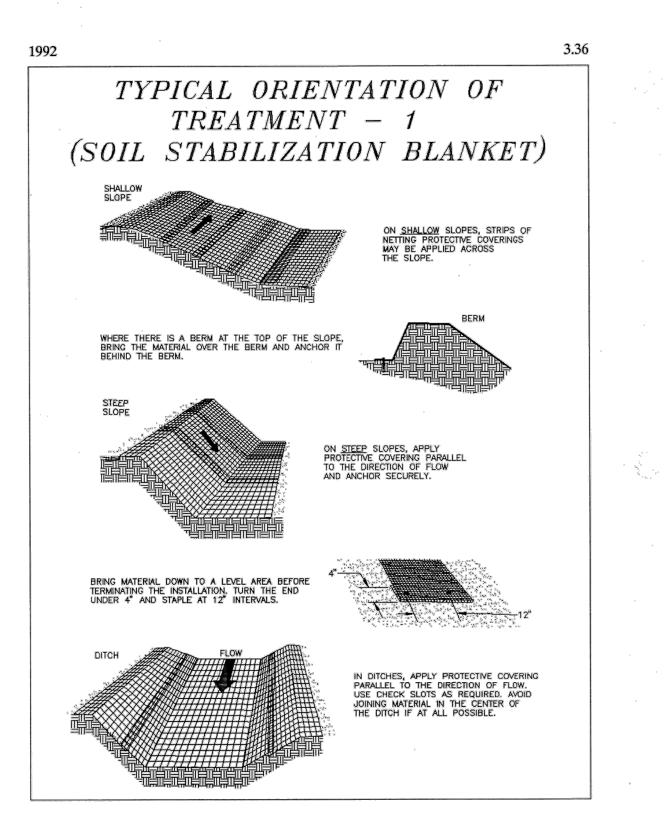
STRAW BALE/SILT FENCE PIT DEVELOPED FROM VADEQ 1992 MANUAL





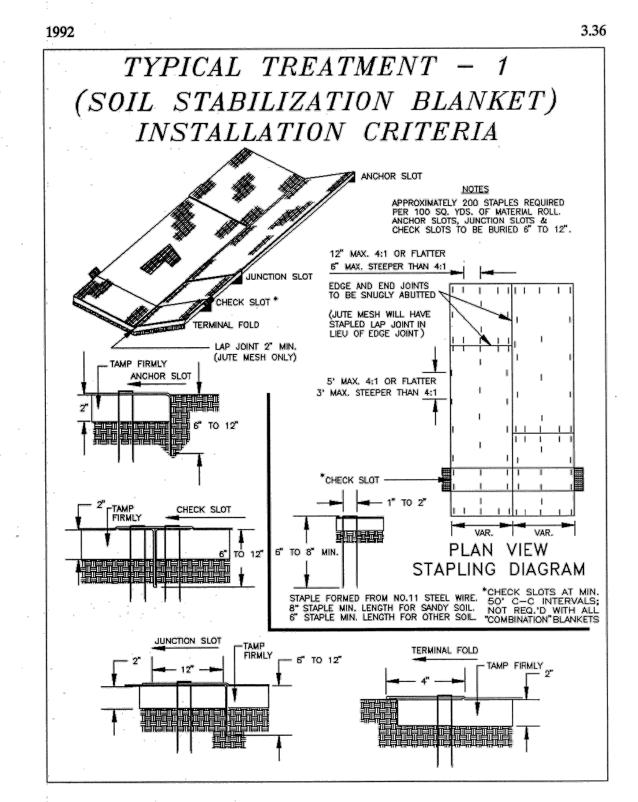
Source: Michigan Soil Erosion and Sedimentation Guide

FILL SLOPE TREATMENT & TRACKING
TAKEN FROM VADEQ 1992 MANUAL



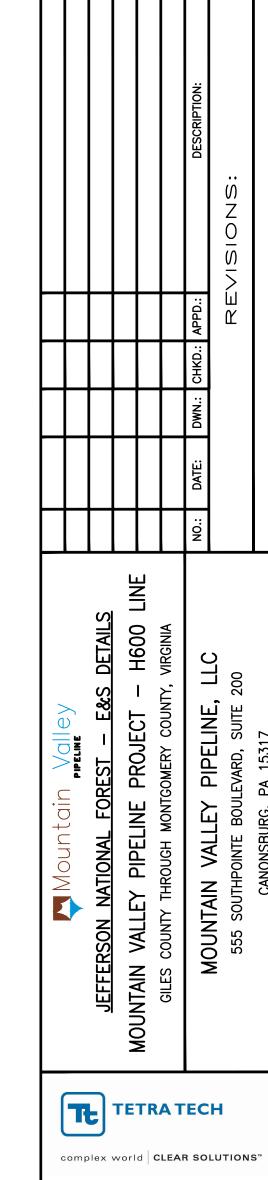
Source: Adapted from Ludlow Products Brochure

TYPICAL ORIENTATION OF TREATMENT
SOIL STABILIZATION BLANKET
DEVELOPED FROM VADEQ 1992 MANUAL



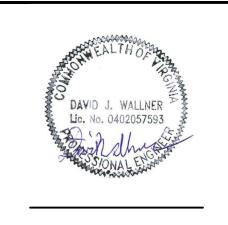
Source: VDOT Road and Bridge Standards

SOIL STABILIZATION BLANKET
INSTALLATION CRITERIA
DEVELOPED FROM VADEQ 1992 MANUAL



661 ANDERSEN DRIVE FOSTER PLAZA 7 PITTSBURGH, PA 15220

GENERAL DETAIL SET



DRAWN BY:

CHECKED BY:

APPROVED BY:

DATE:

10/26/2017

SCALE:

AS SHOWN

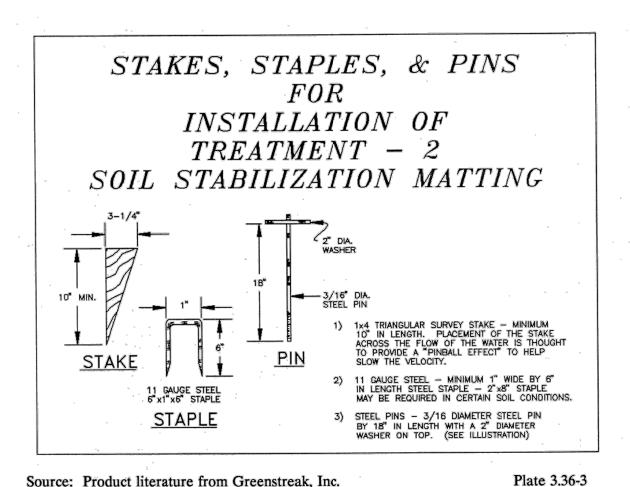
REVISION

SHT. NO. 0.02JNF OF 13.06JNF

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Plate 3.26-3

Plate 3.29-4

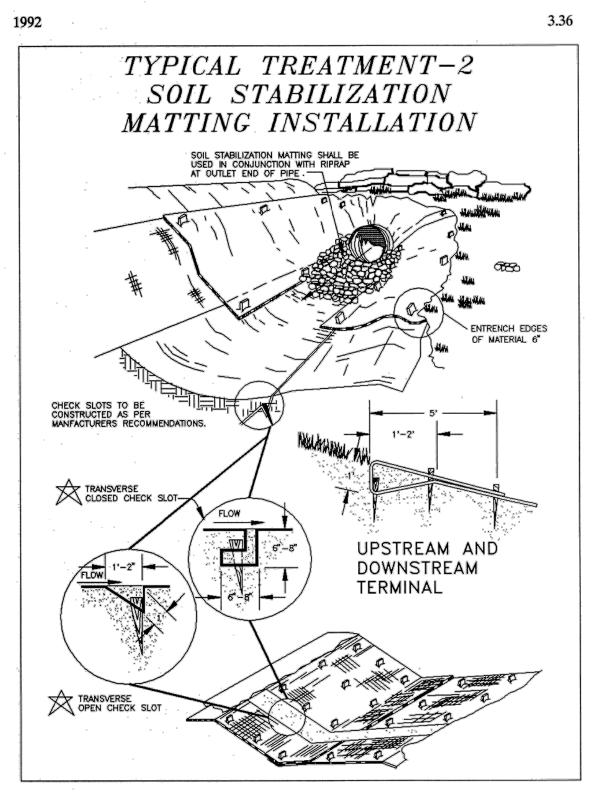


Source: Product literature from Greenstreak, Inc.

Installation Requirements

<u>Site Preparation</u> - After site has been shaped and graded to approved design, prepare a friable seedbed relatively free from clods and rocks more than 1 inch in diameter, and any foreign material that will prevent contact of the soil stabilization mat with the soil surface. If necessary, redirect any runoff away from the ditch or slope during installation.

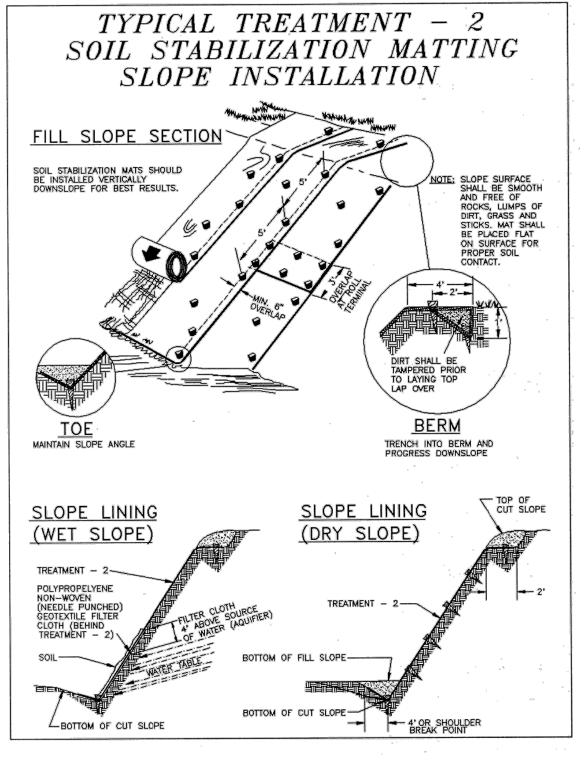
STAKES, STAPLES, & PINS FOR INSTALLATION OF SOIL STABILIZATION MATTING DEVELOPED FROM VADEQ 1992 MANUAL



Source: VDOT Road and Bridge Standards

Plate 3.36-4

TYPICAL TREATMENT SOIL STABILIZATION MATTING INSTALLATION DEVELOPED FROM VADEQ 1992 MANUAL

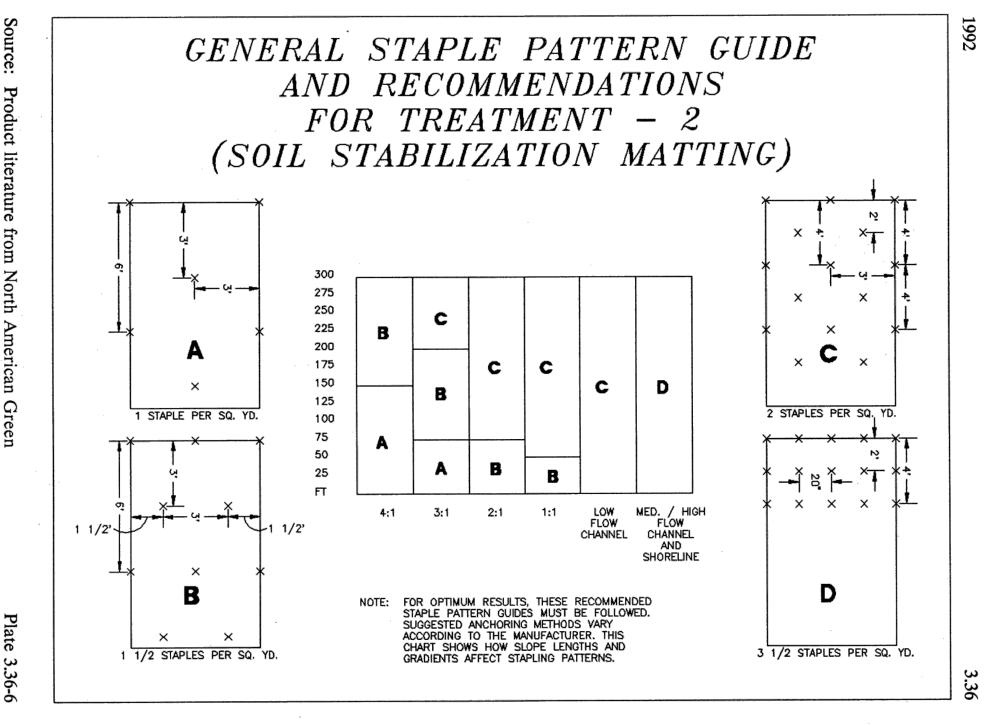


Source: VDOT Road and Bridge Standards

Plate 3.36-5

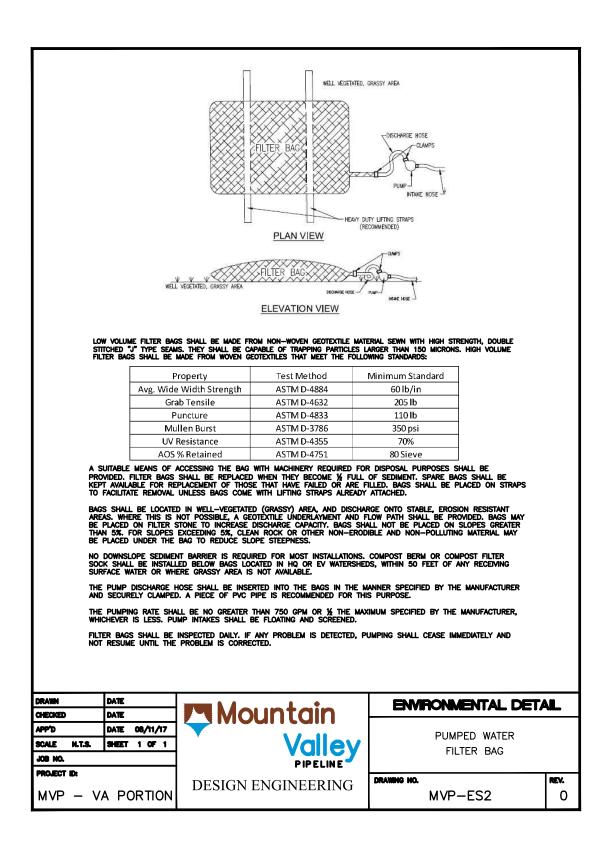
SOIL STABILIZATION MATTING SLOPE

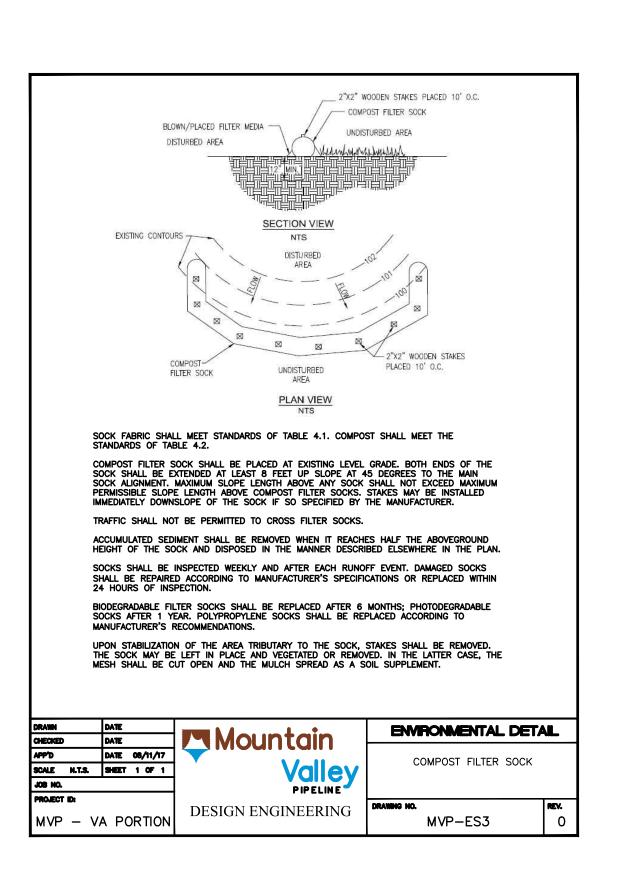
GEOTEXTILES MUST BE USED. THESE PRODUCTS MUST EITHER NOT CONTAIN NETTING, OR NETTING MUST BE MADE OF 100% BIODEGRADABLE NON-PLASTIC MATERIALS SUCH AS JUTE, SISAL, OR COIR FIBER. PLASTIC NETTING (SUCH AS POLYPROPYLENE, NYLON, POLYETHYLENE, AND POLYESTER), EVEN IF ADVERTISED AS BIODEGRADABLE, IS NOT ACCEPTED ALTERNATIVE. ANY NETTING USED MUST ALSO HAVE A LOOSE—WEAVE DESIGN WITH MOVABLE JOINTS BETWEEN HORIZONTAL AND VERTICAL TWINES TO REDUCE THE CHANCE FOR WILDLIFE ENTANGLEMENT, INJURY, OR DEATH. (CA COASTAL COMMISSION, 2012)

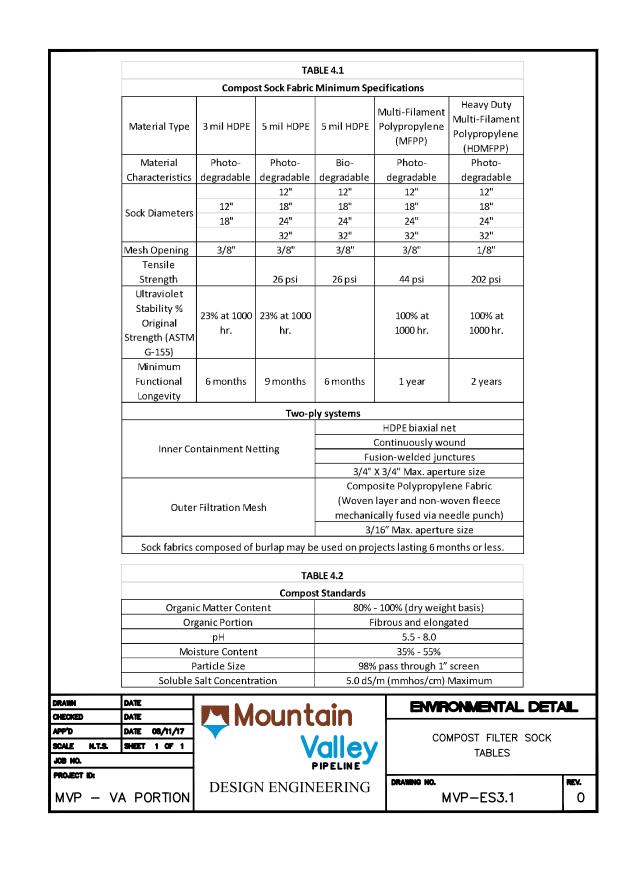


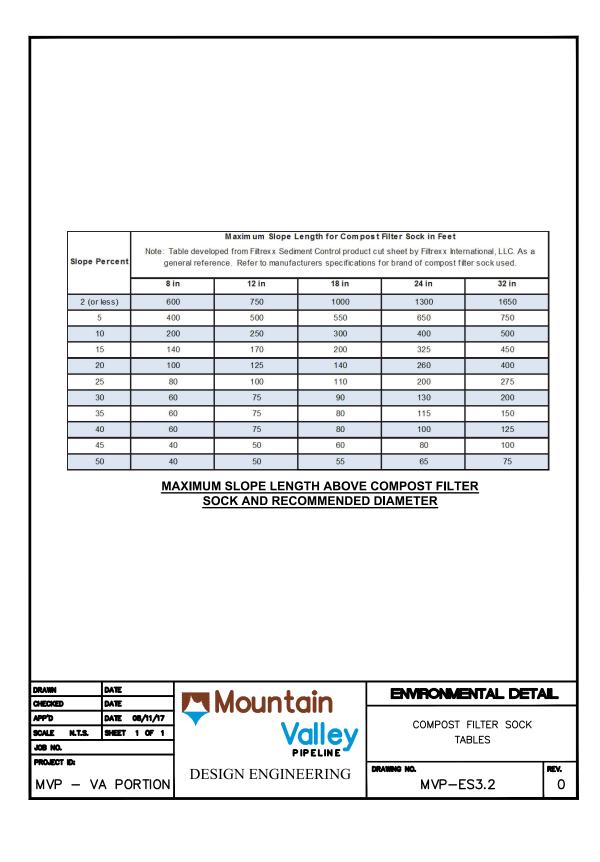
GENERAL STAPLE PATTERN GUIDE & RECOMMENDATIONS FOR TREATMENT DEVELOPED FROM VADEQ 1992 MANUAL

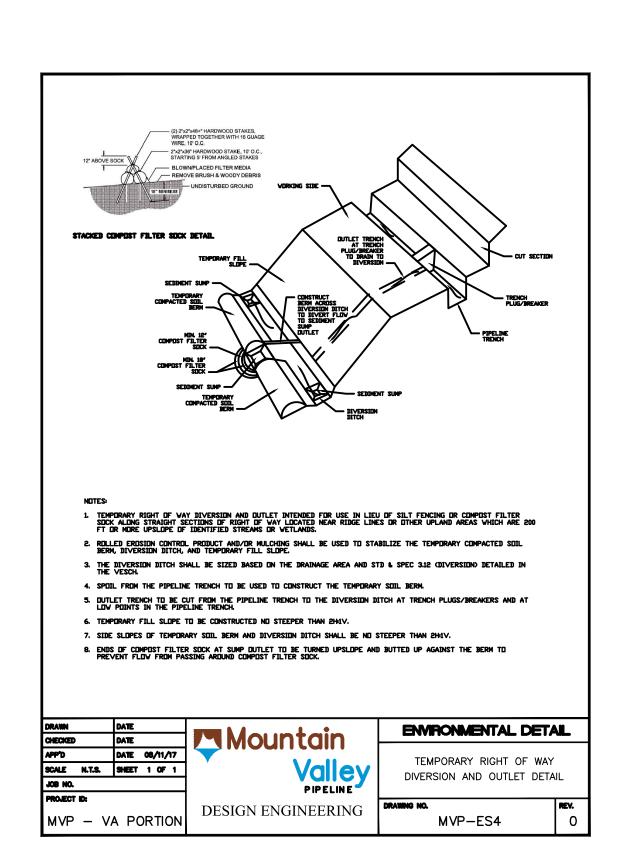


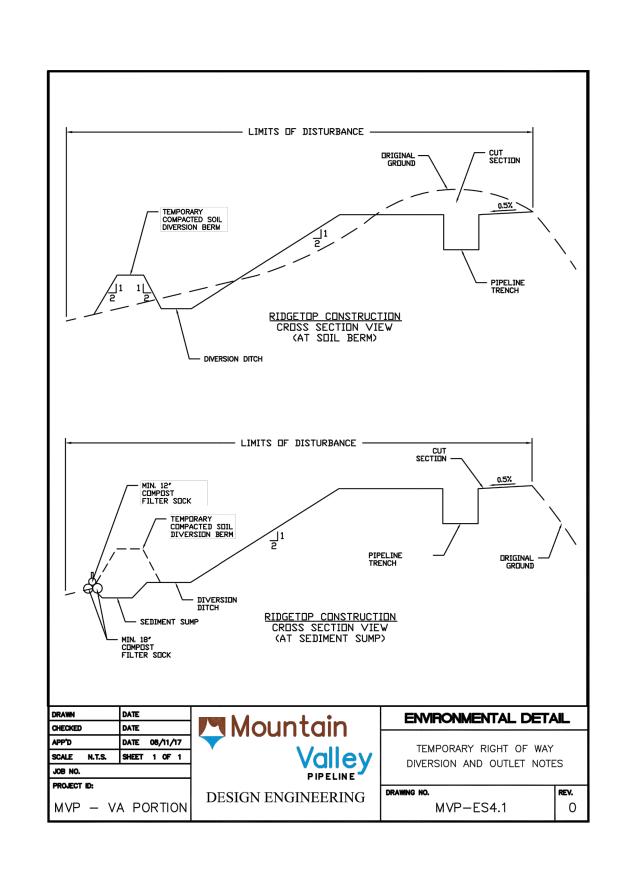


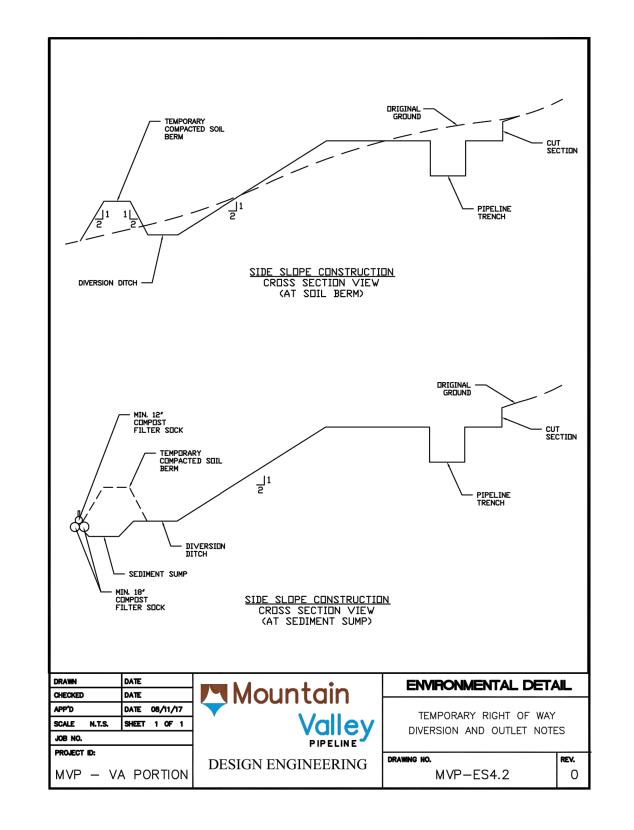


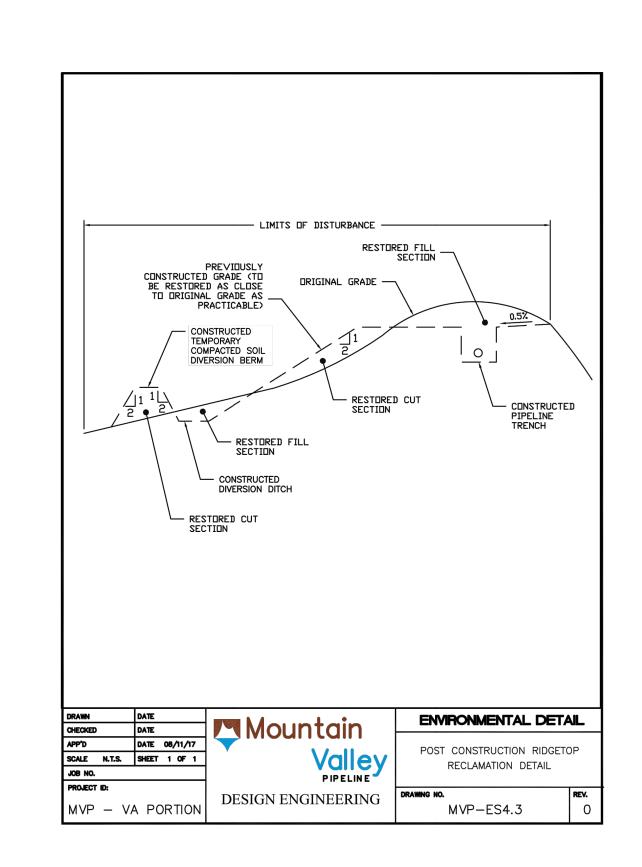


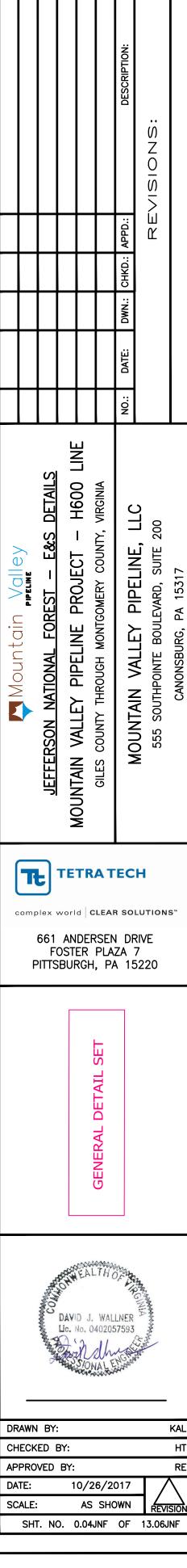


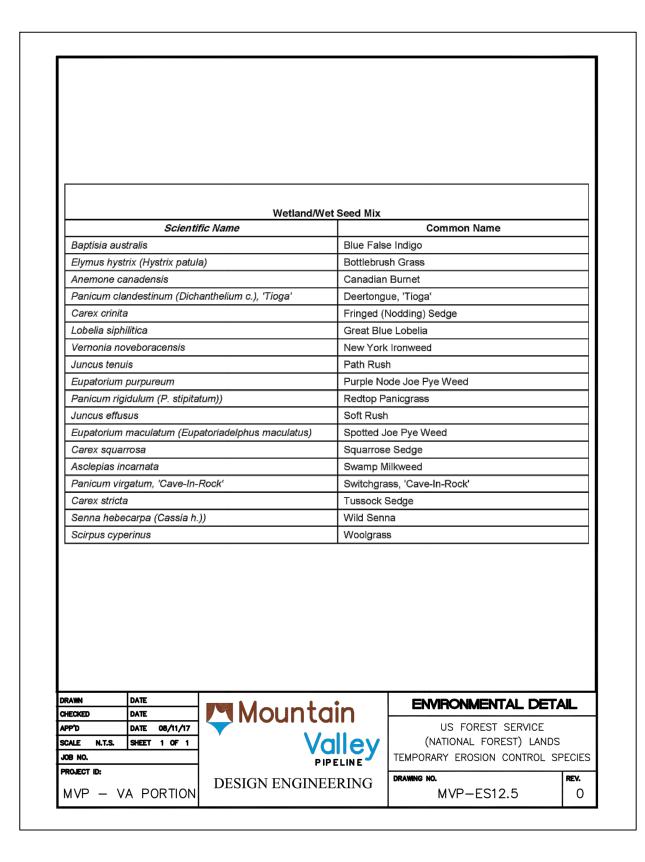


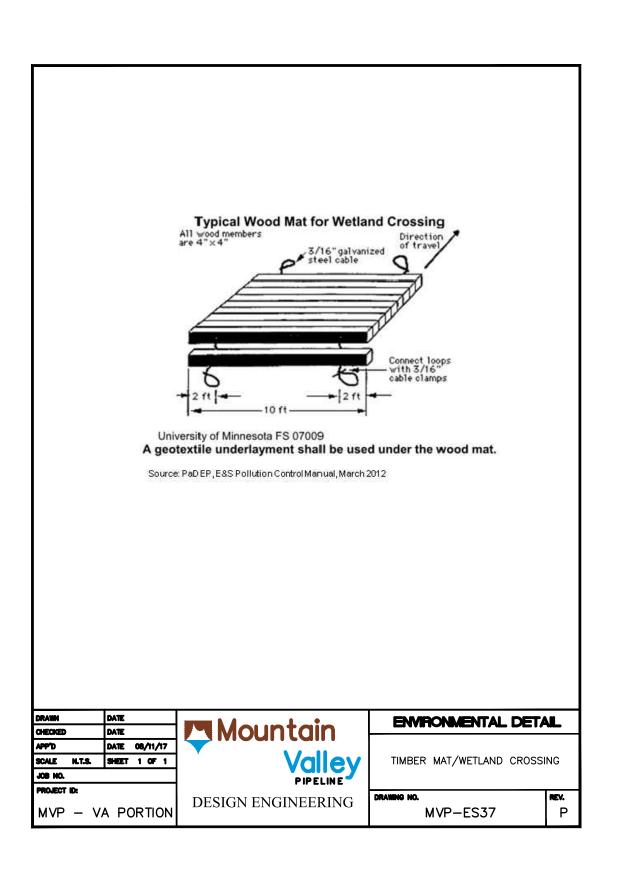


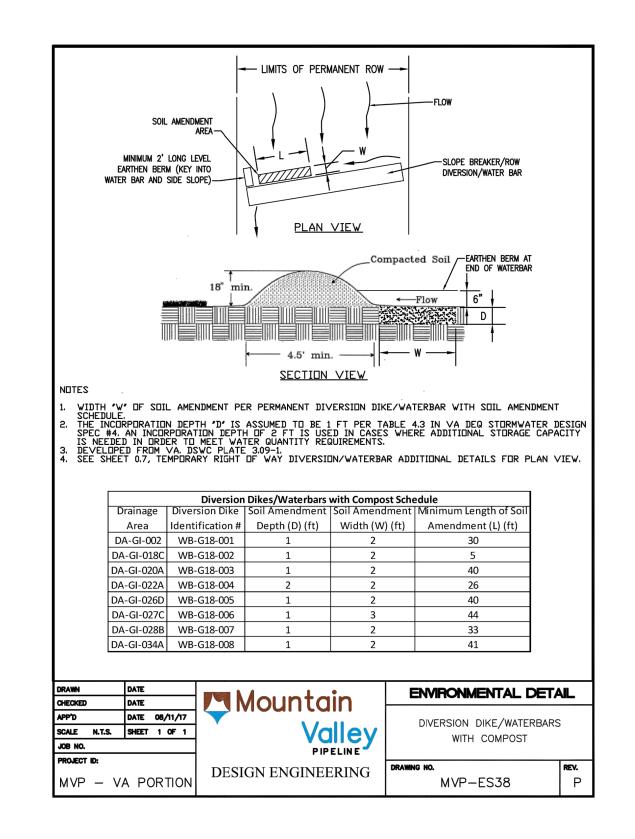


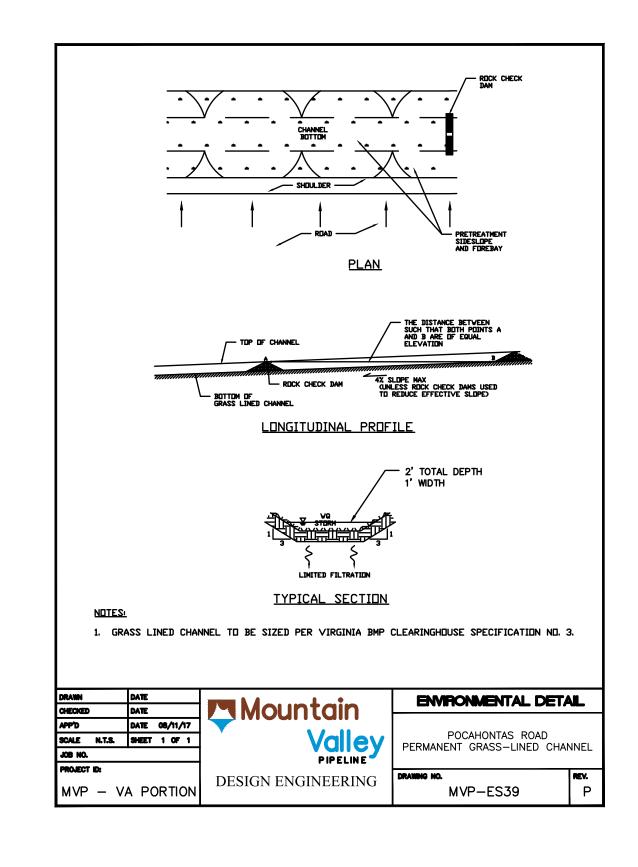


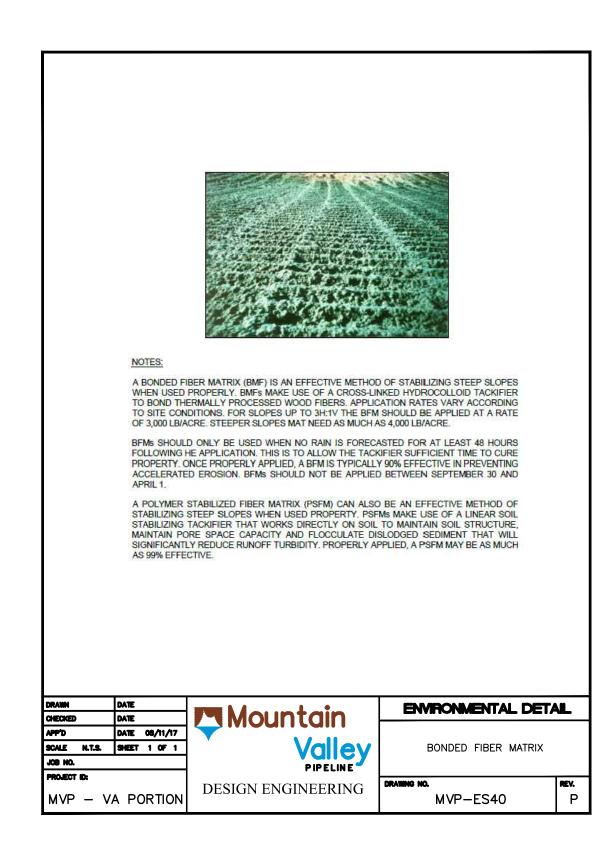


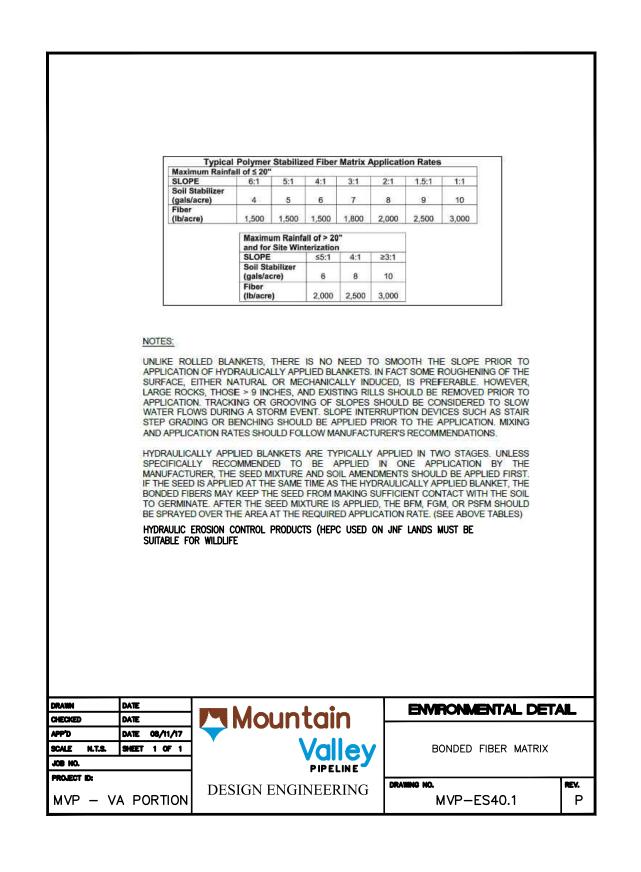


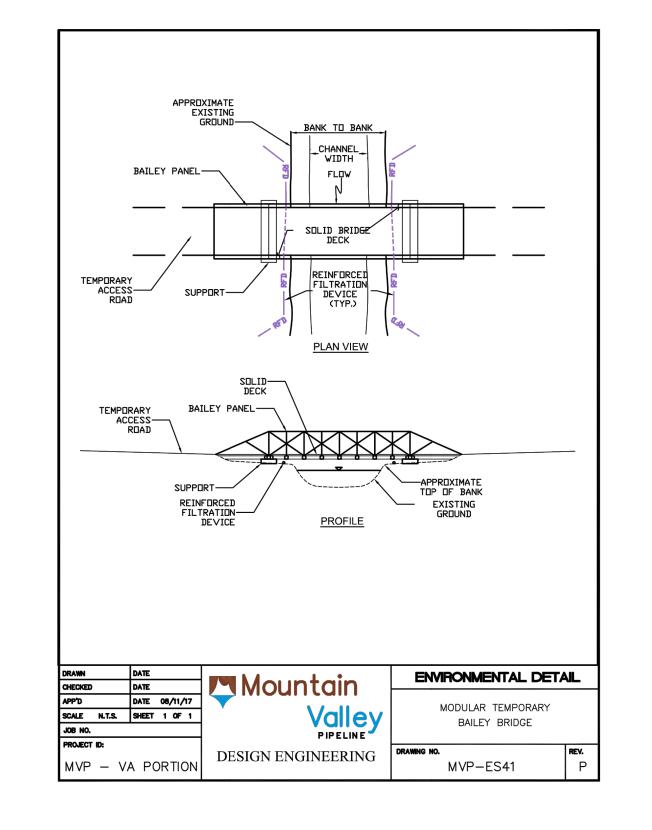


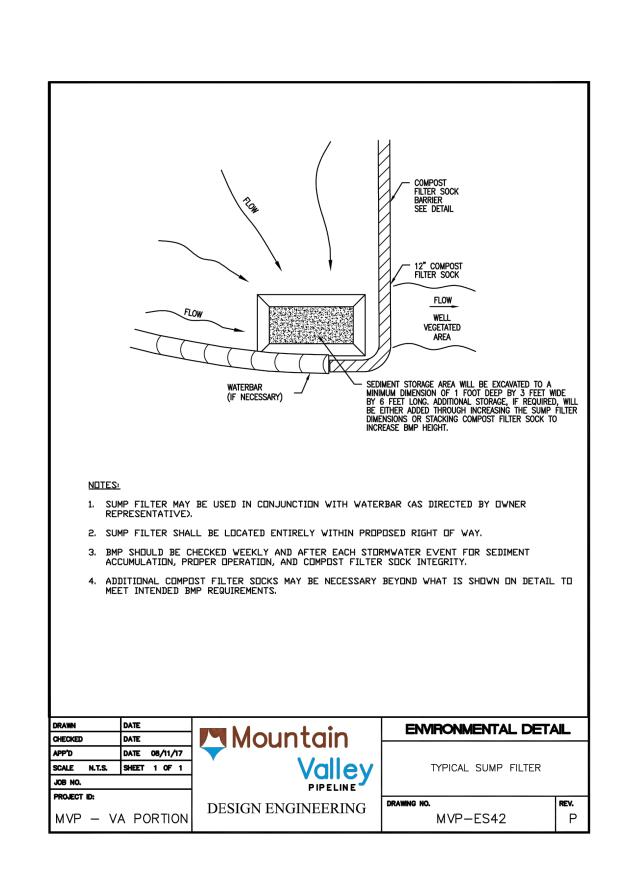


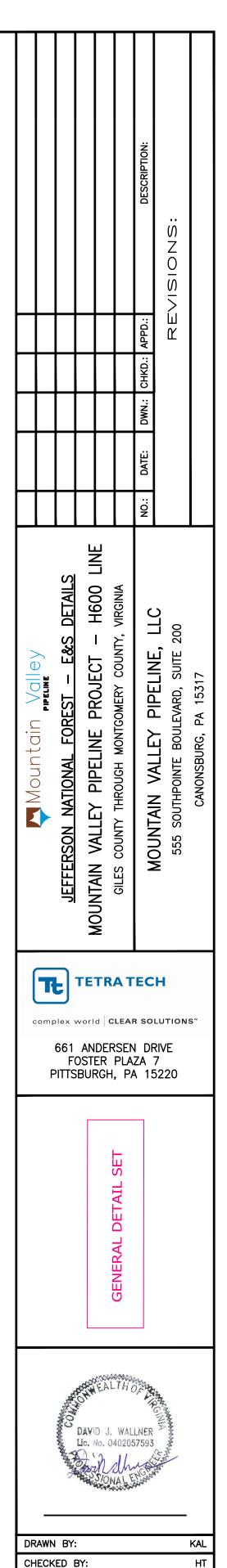












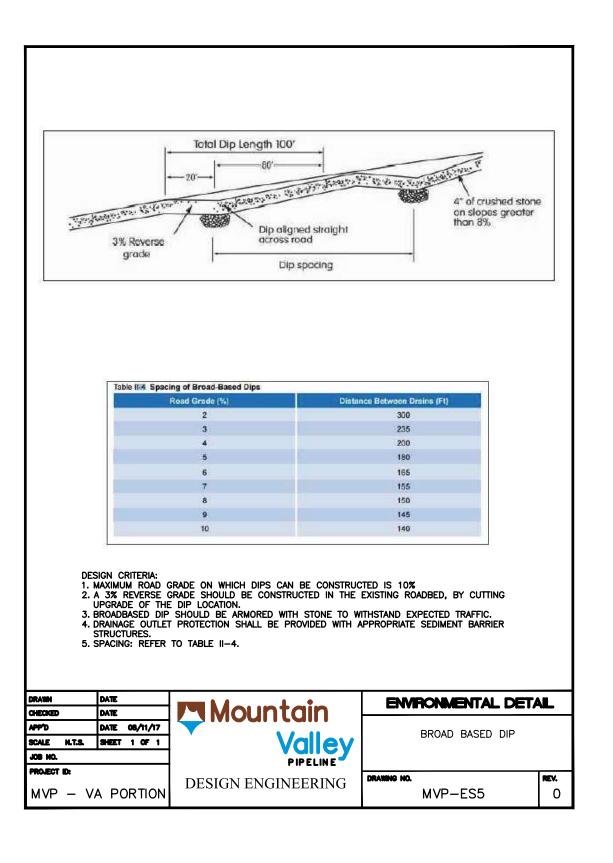
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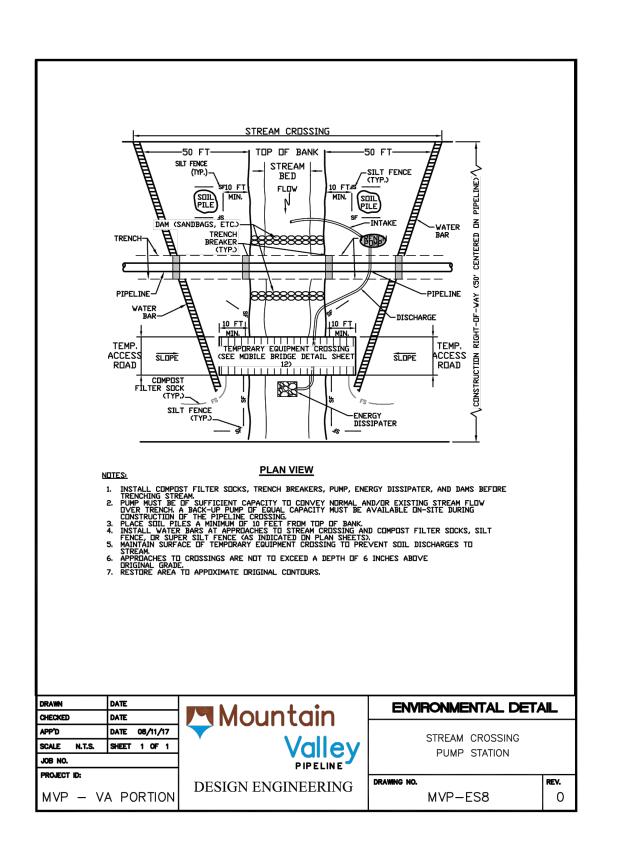
10/26/2017

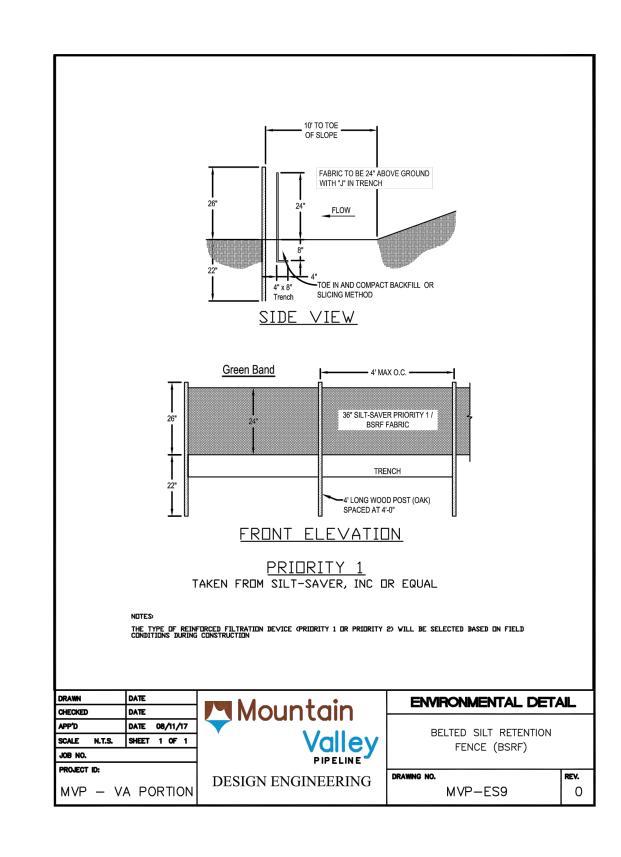
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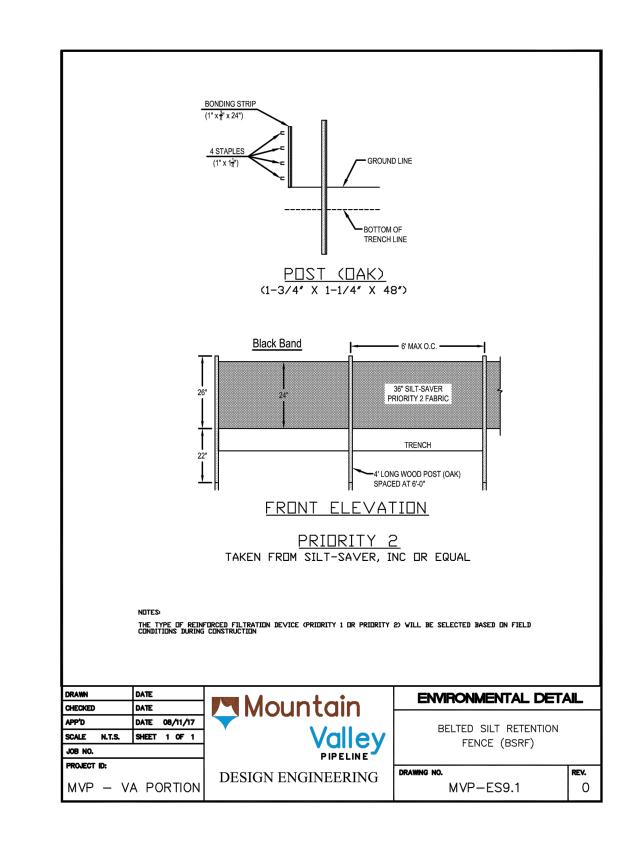
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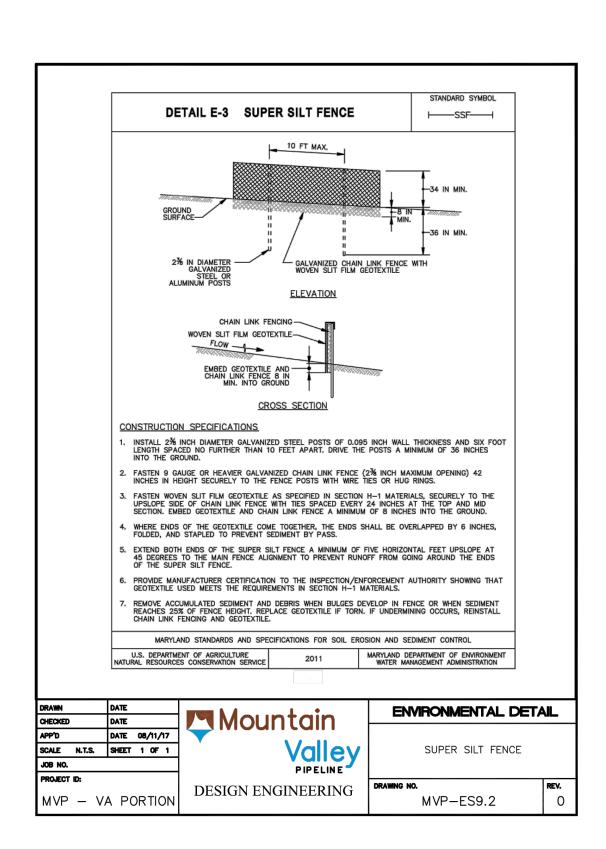
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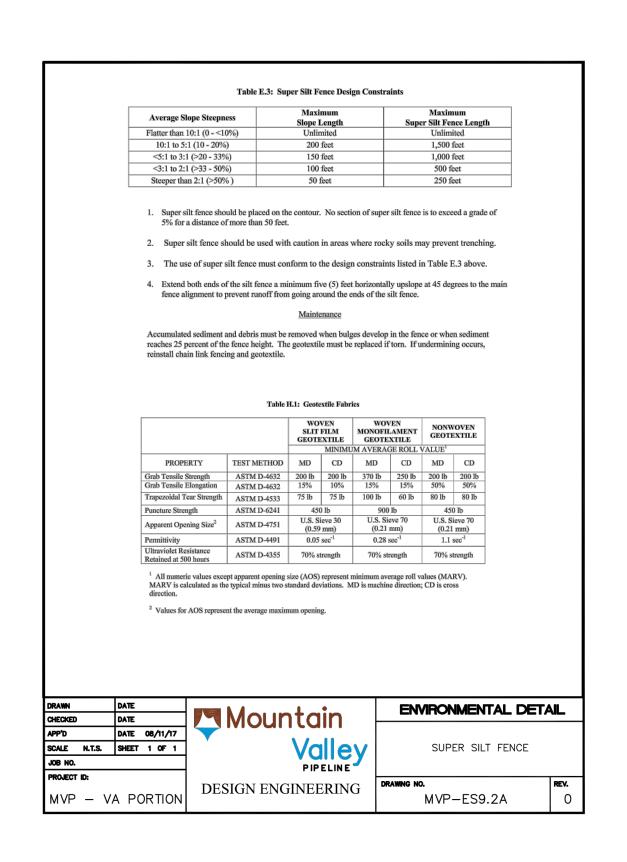


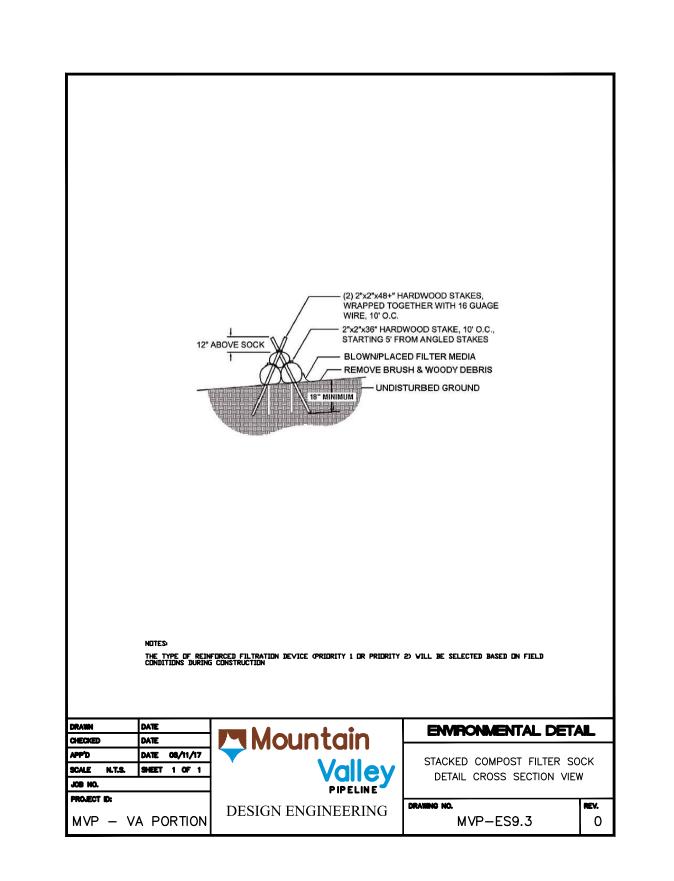


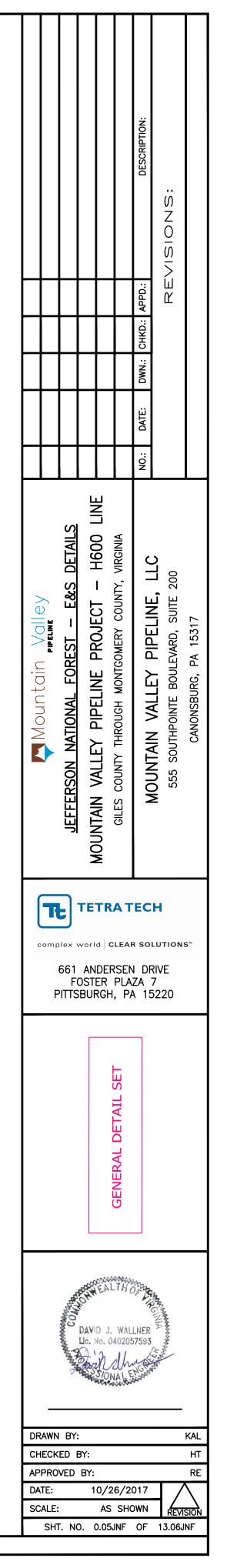


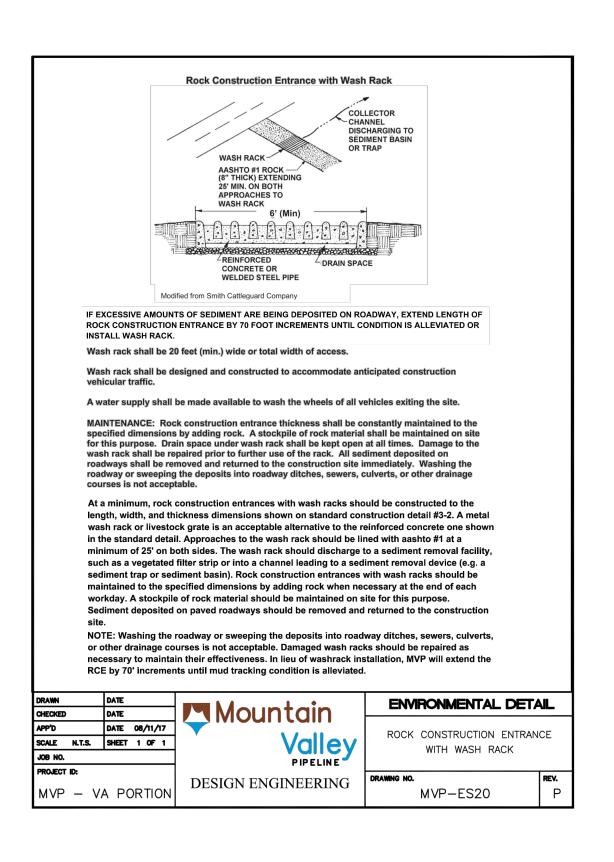


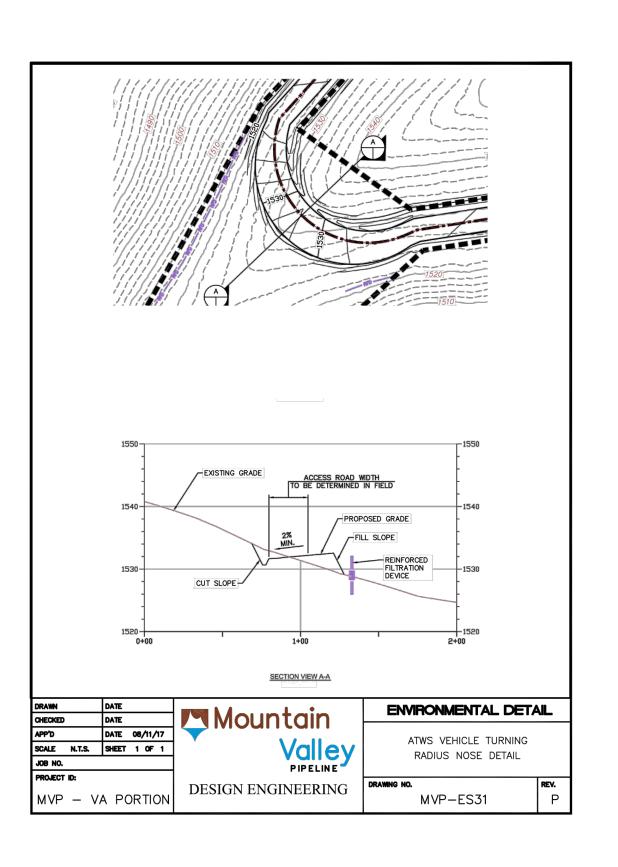


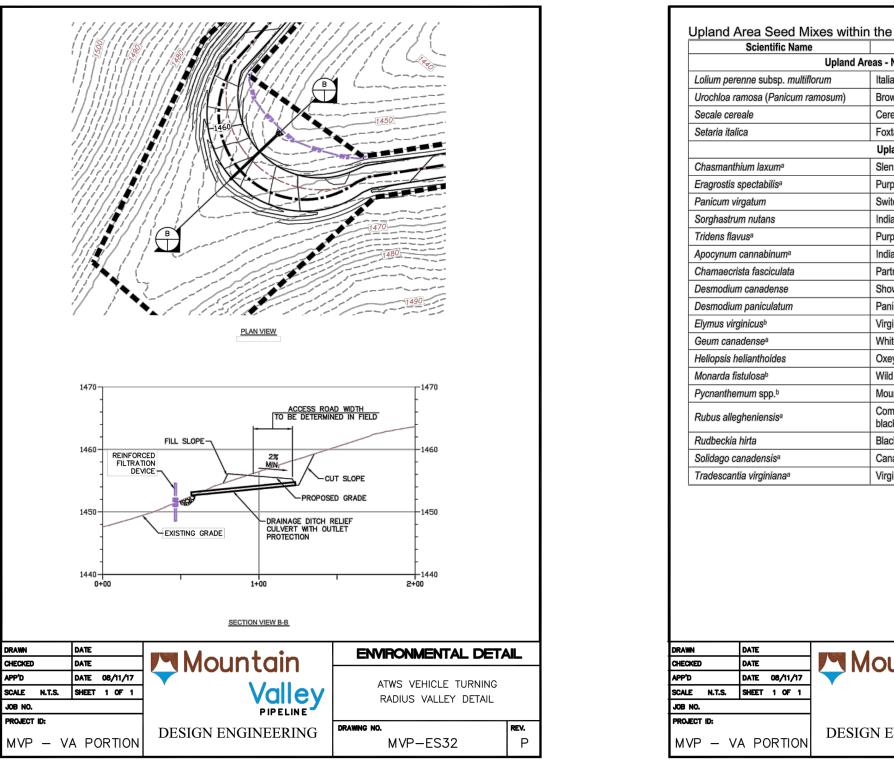


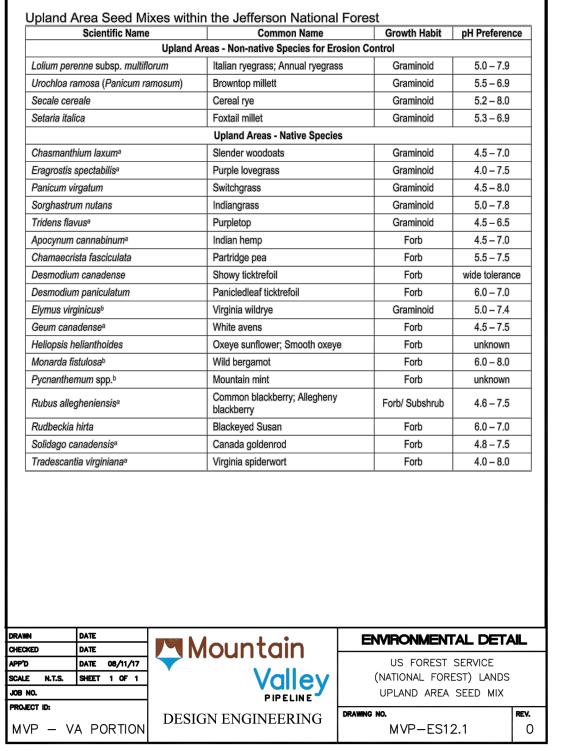


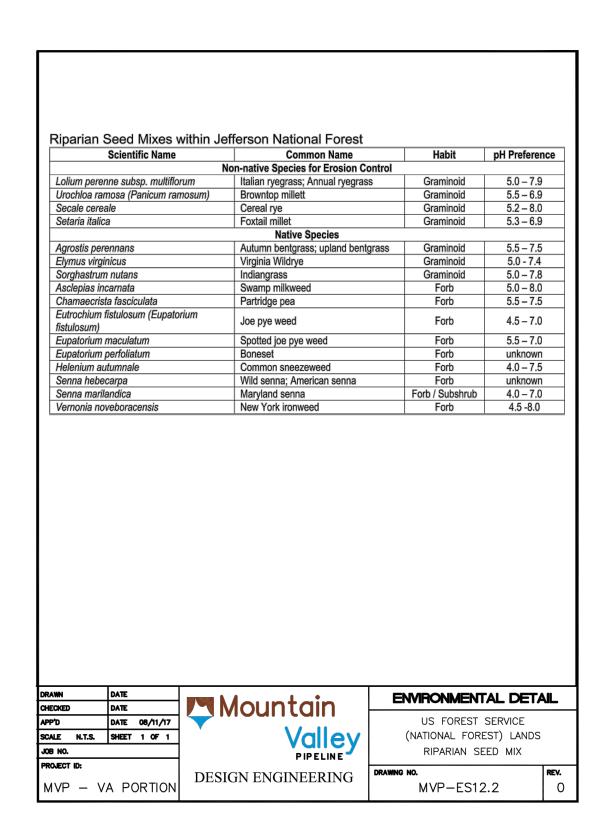


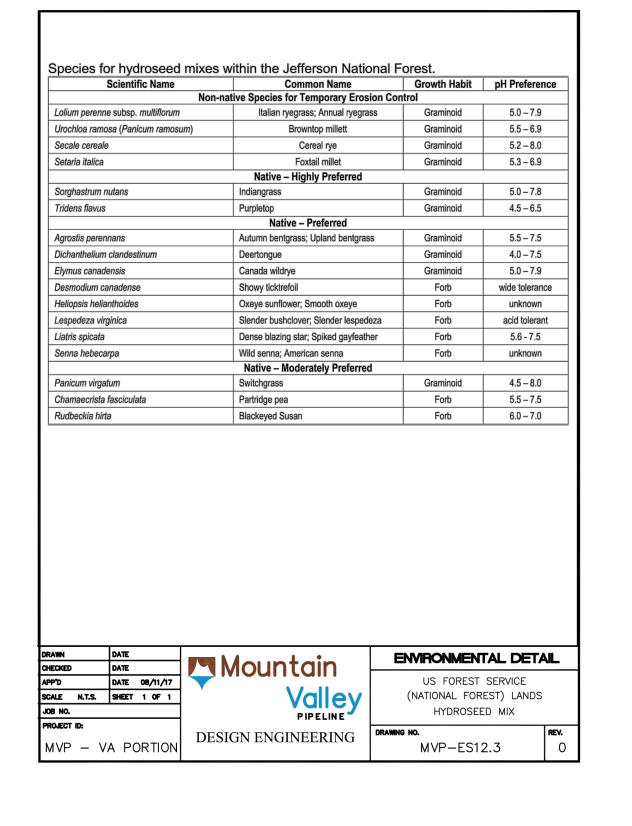


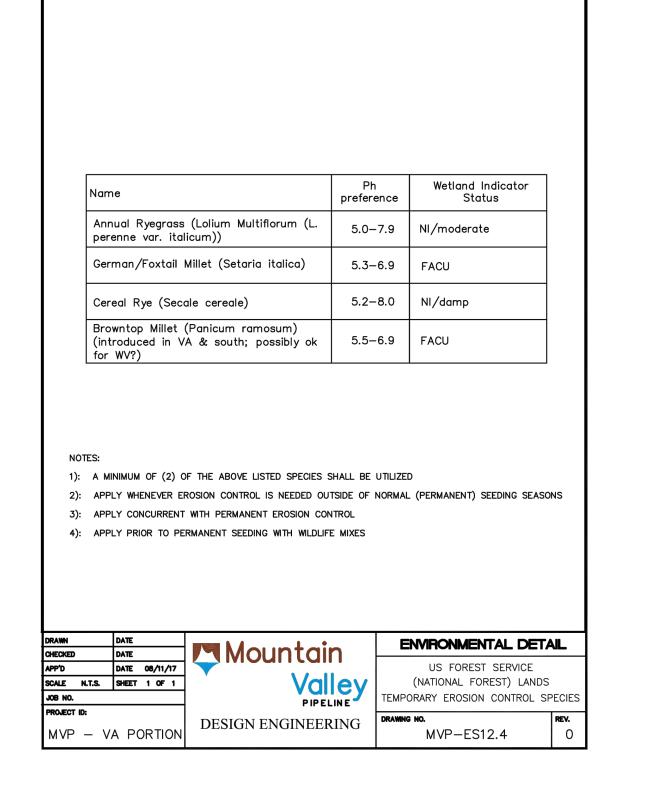








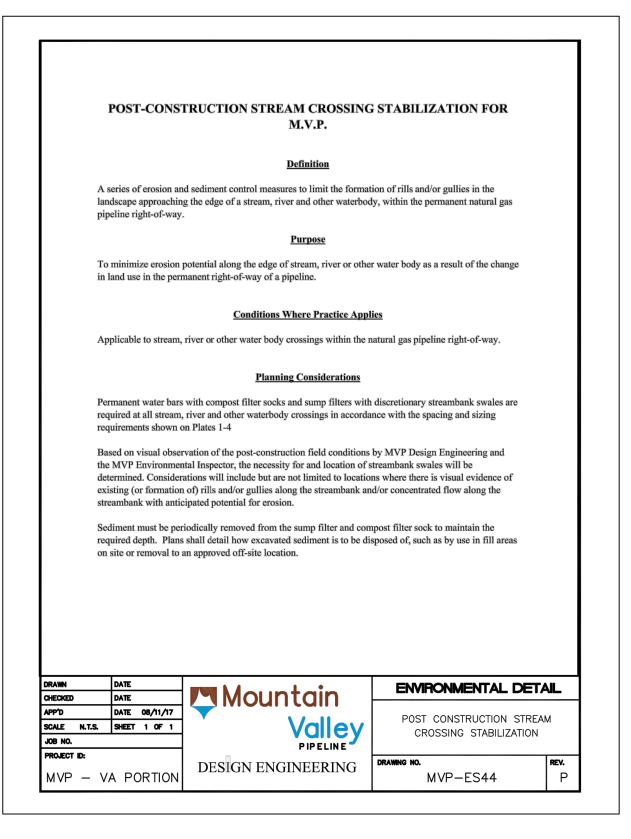


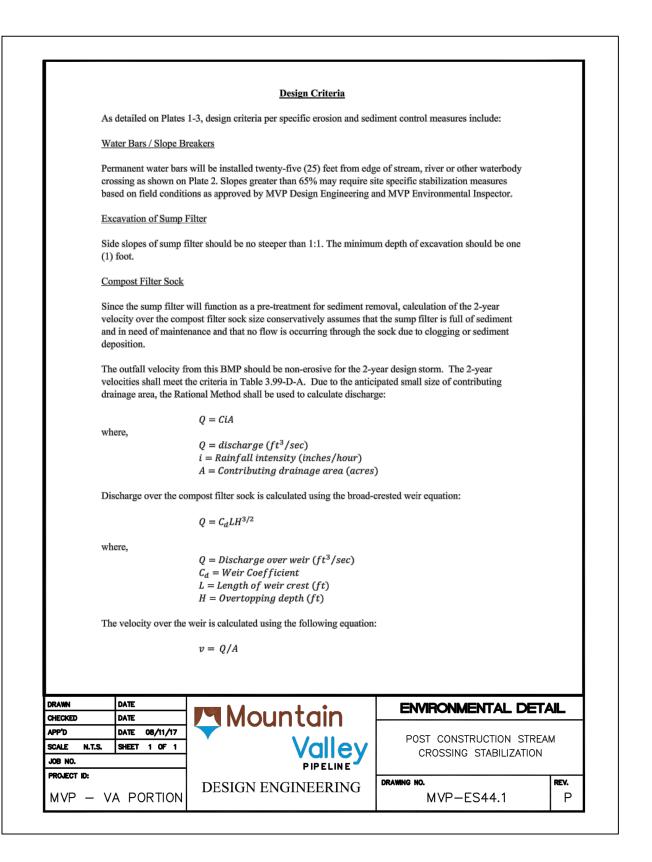


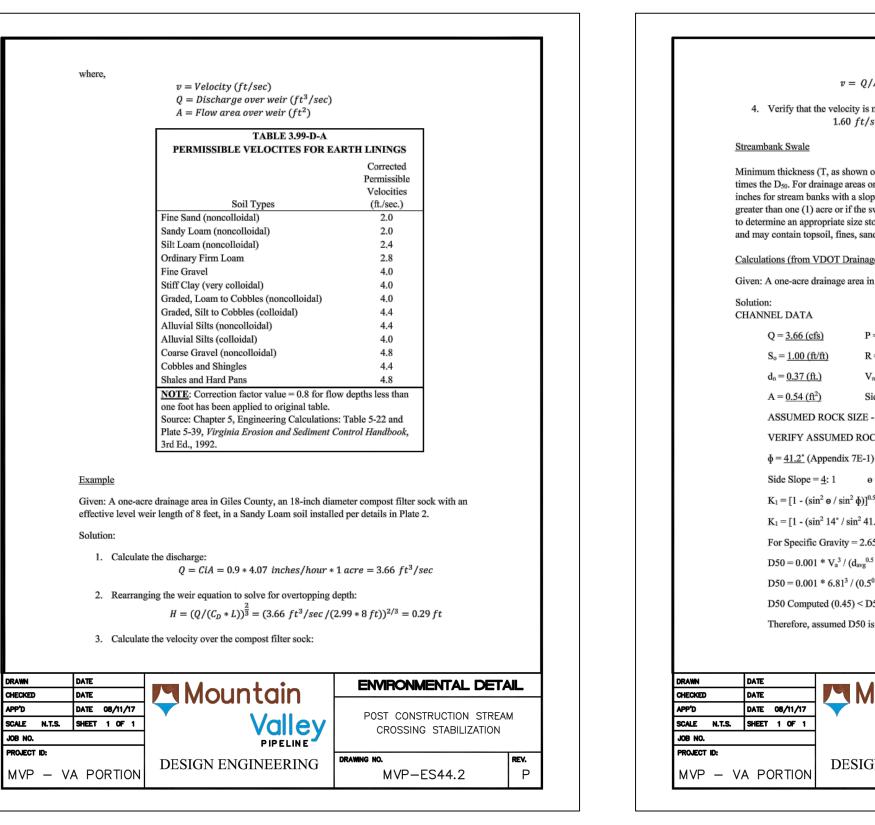


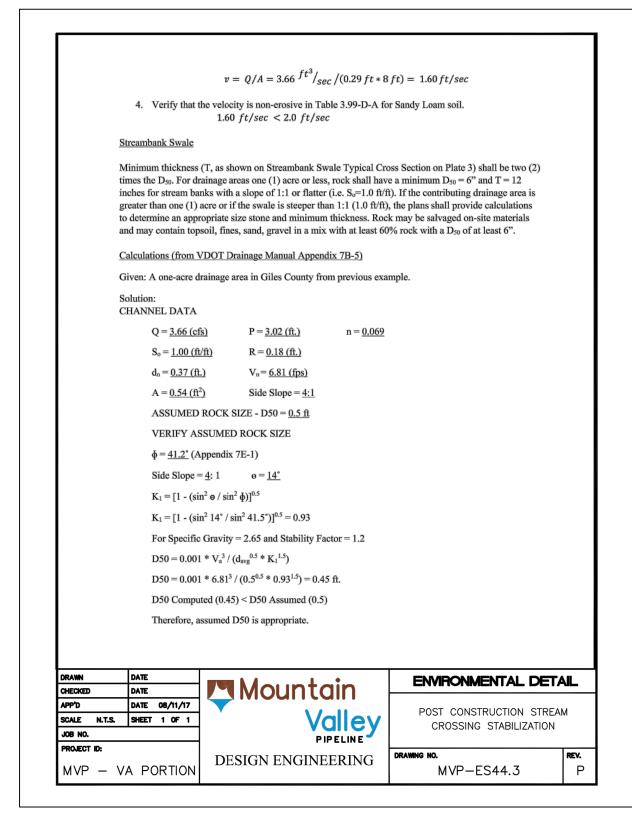
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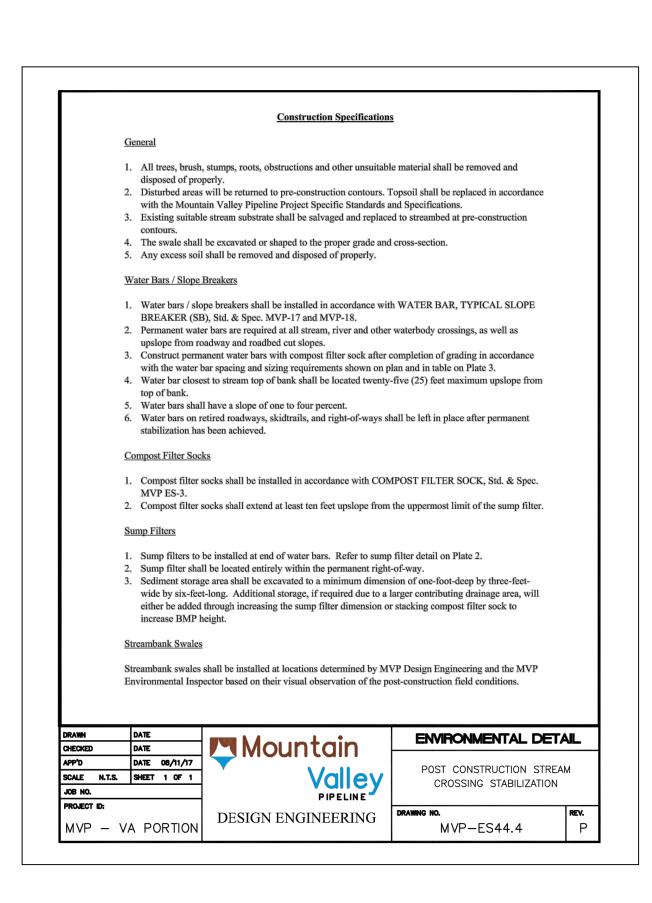
November 30, 2017 Appendix K-51

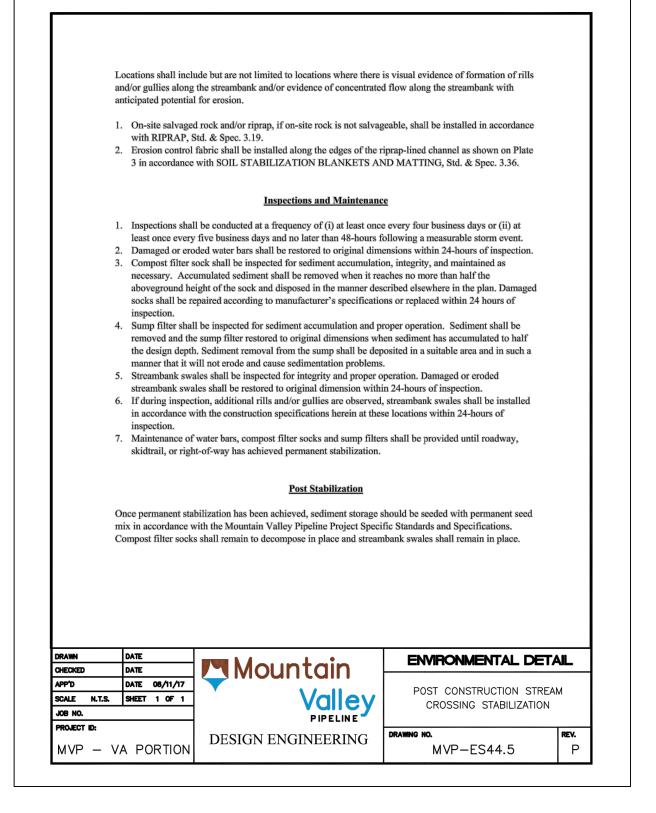


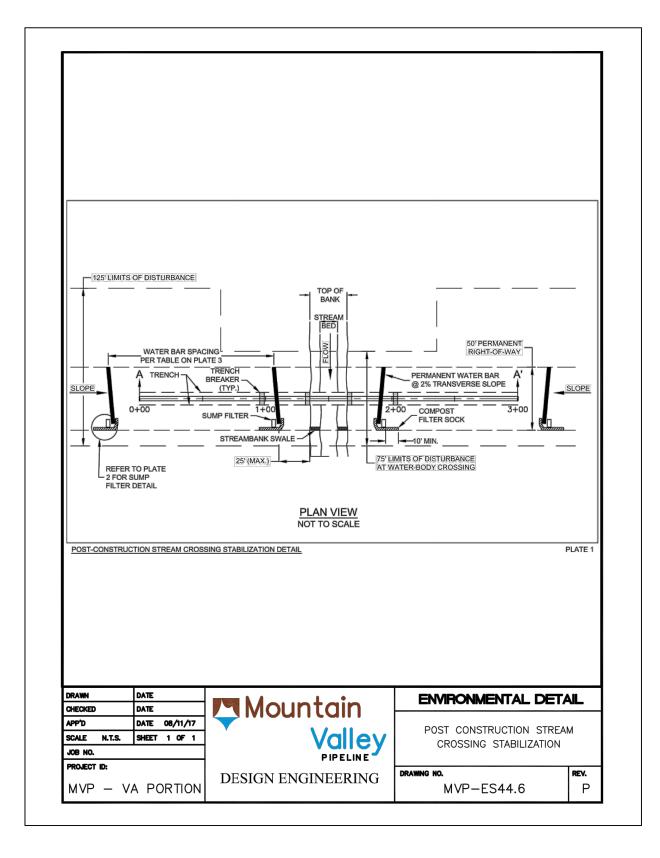


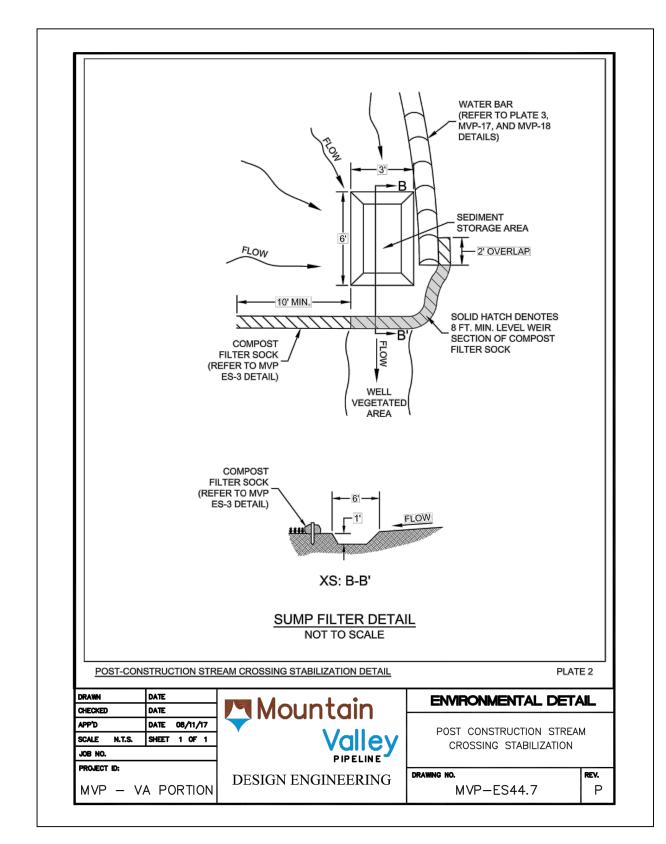


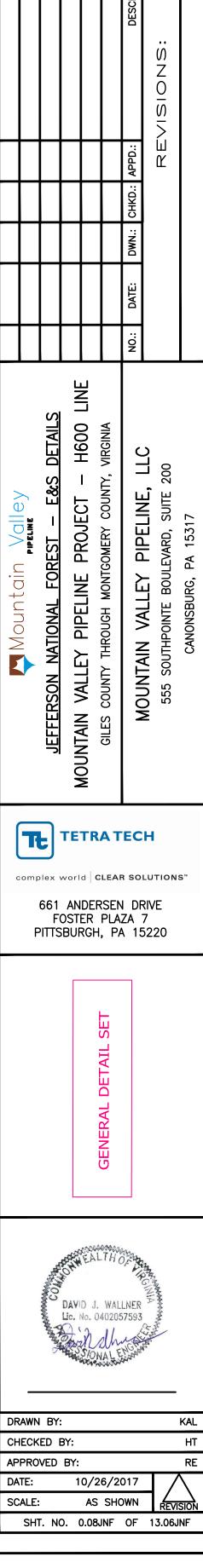


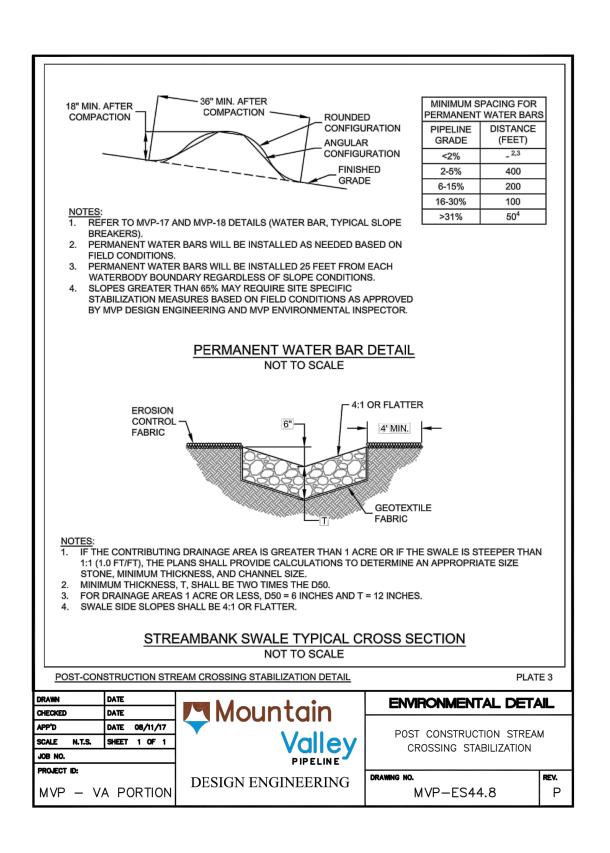


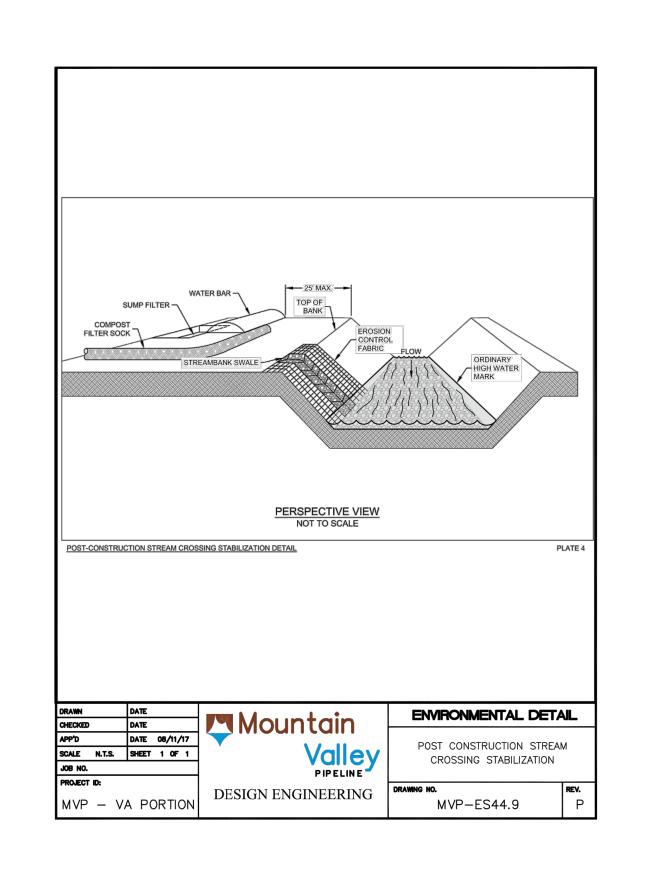


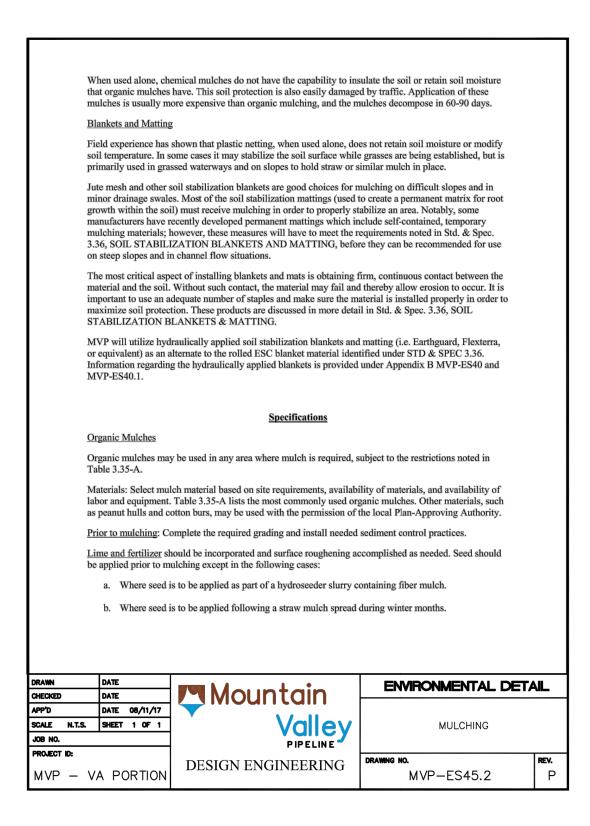


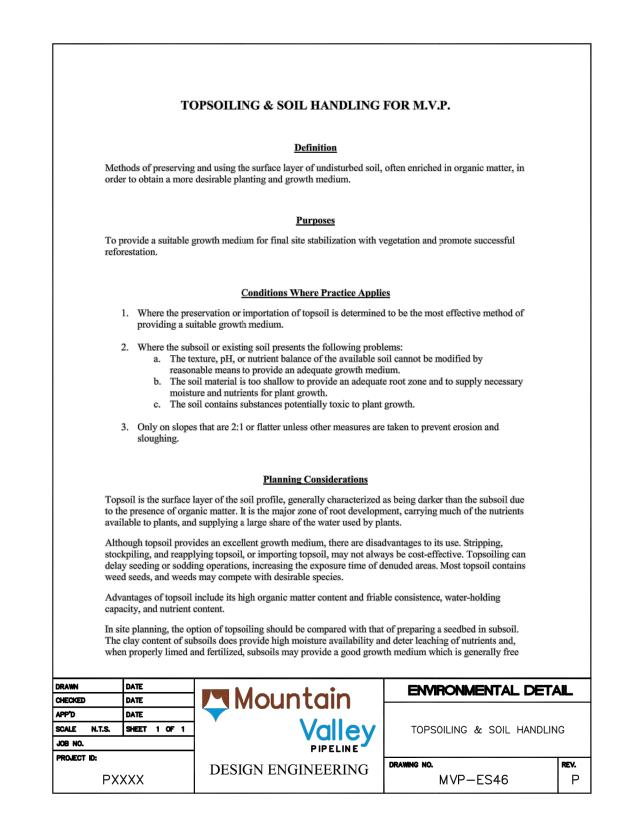


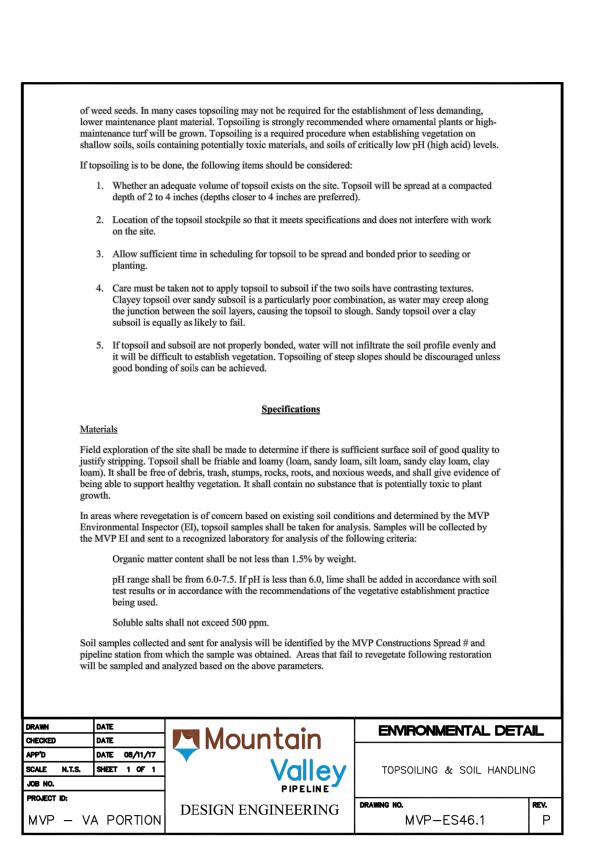


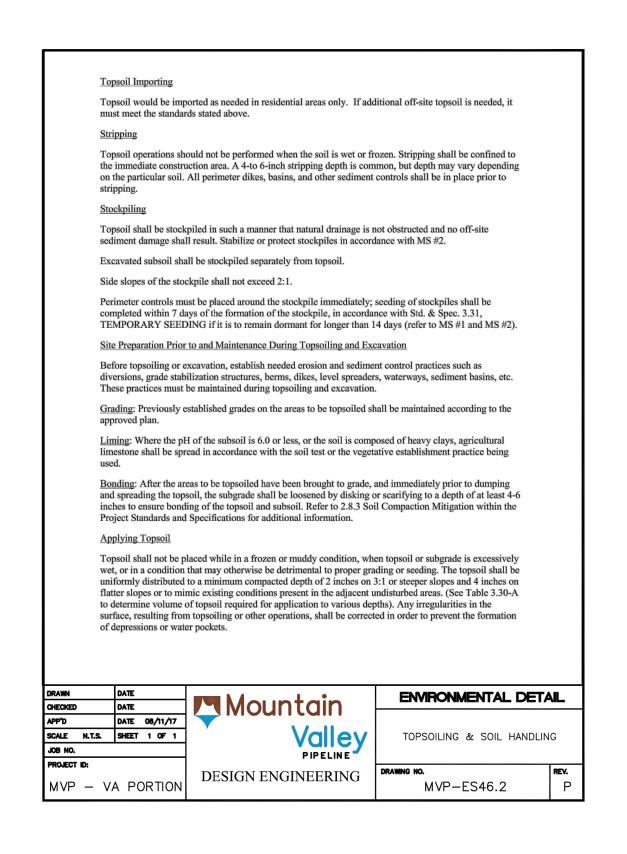


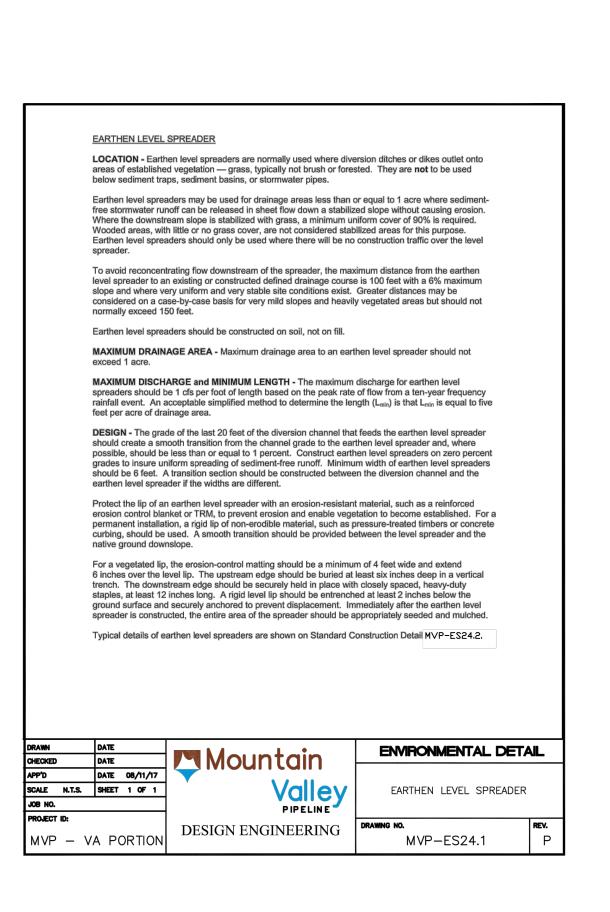


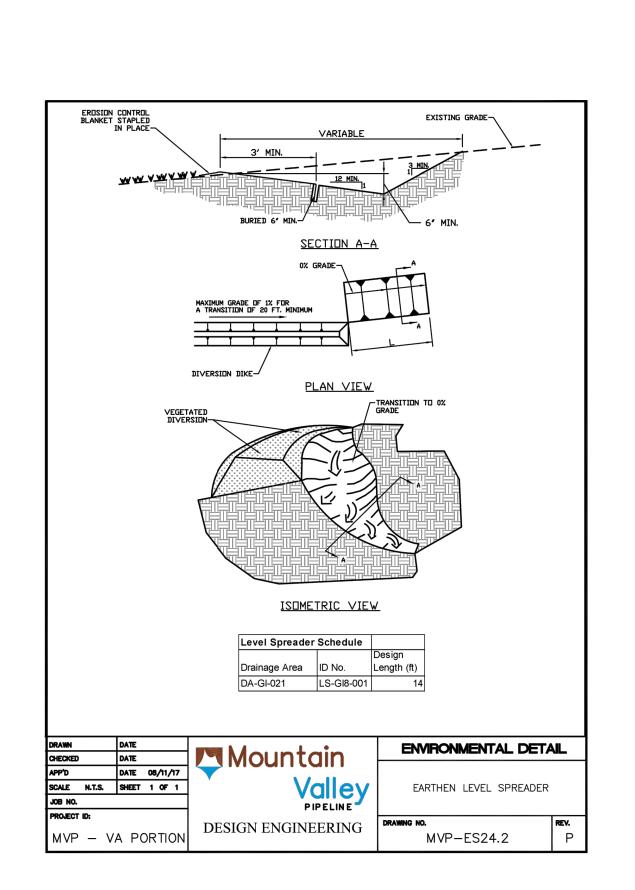


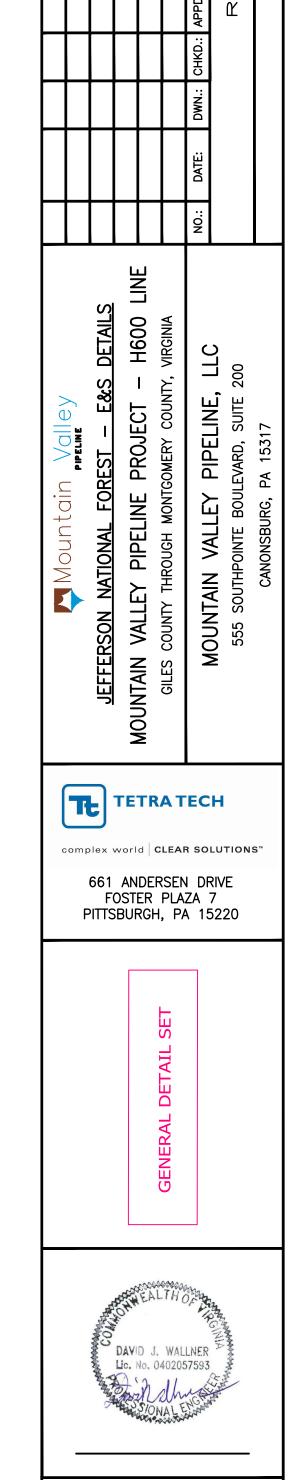












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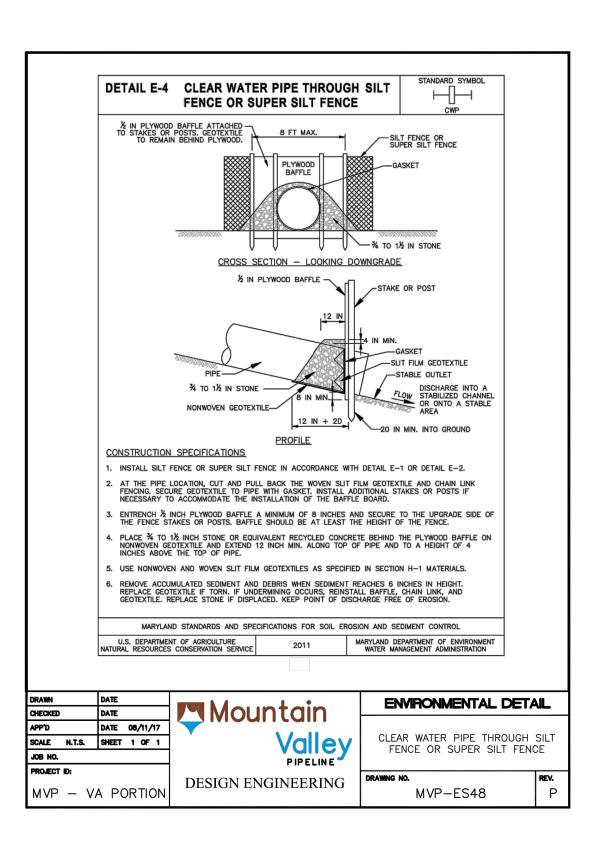
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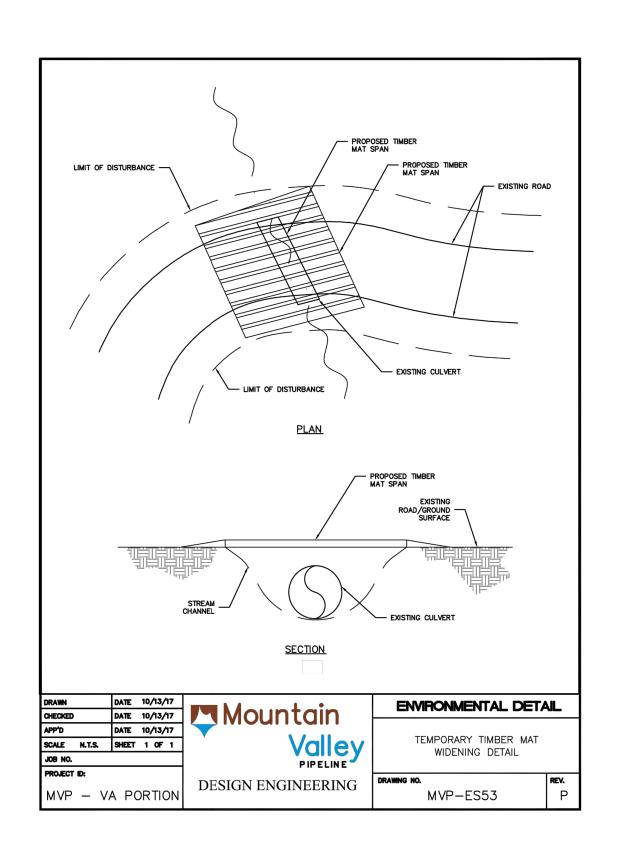
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November 30, 2017 Appendix K-53





/	Steme Roberts	PROPOSED VEHICLE PUI TO BE SURFACED WITH OR GRAVEL	
	LIMIT OF DISTUI	RBANCE PROPOS GRAVEL SE	

Pocahontas Rd Temporary Widening							
		Maximum	Maximum Grading				
Station From	Station to	Road Width (ft)	Width (ft) 1				
9+00	11+00	13	20				
15+00	23+00	18	20				
48+50	50+50	17	20				
54+50	57+50	19	25				
63+50	64+50	13	17				
75+00	79+00	19	27				
85+50	87+00	15	17				
97+50	104+00	20	25				
109+00	117+50	17	25				
129+00	134+00	16	20				
152+00	154+50	17	30				
177+50	180+00	18	20				
207+00	209+00	15	20				
219+50	226+00	15	20				
251+00	266+00	18	20				
276+50	279+00	17	22				
288+00	293+00	12	14				
302+50	310+00	16	20				
end of Pocahonta	as Rd						
start of Mystery I	start of Mystery Ridge Rd						
311+50	317+00	16	22				
325+00	327+50	30	32				
end at pipeline							

1 - No fill or cut into stream bed proposed for temporary widening, stream will be spanned per detail

