

# WATER SYSTEM IMPROVEMENTS

CONTRACT 3 - TANK REHABILITATION  
FOR THE

CHAIRMAN

ARTIE GIBSON

WATER SUPERVISOR

CHAD LINKOUS

BOARD MEMBERS

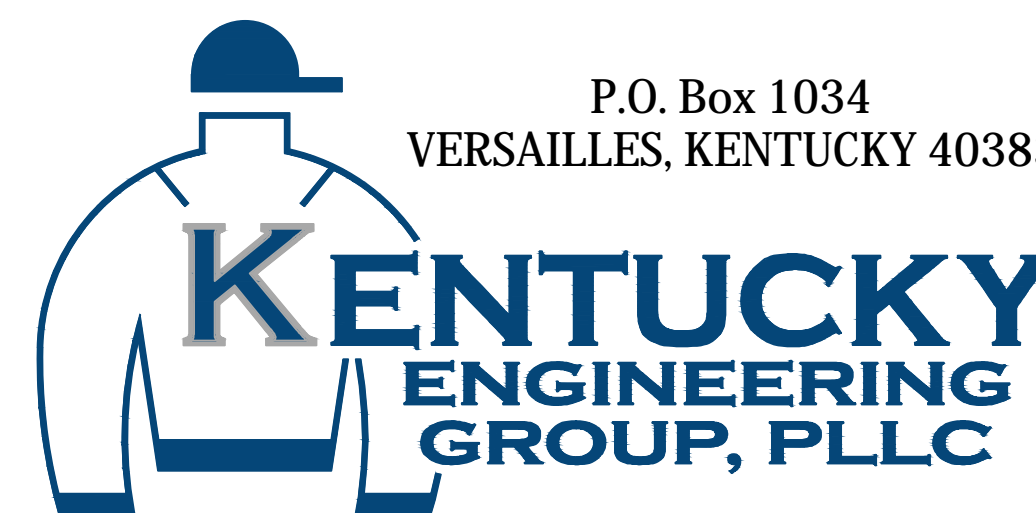
BRENDA MURPHY  
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BEVERLY CARPENTER  
BILLY BARNETT

LEVEE ROAD WATER ASSOCIATION  
MONTGOMER COUNTY, KENTUCKY  
JUNE 2020



BID DOCUMENTS

PROJECT NO. 19002





**GENERAL NOTES**

- CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND THE ENGINEER TWO WORKING DAYS (MINIMUM) BEFORE BEGINNING CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF TRAFFIC IN ACCORDANCE WITH CITY, COUNTY AND STATE REQUIREMENTS.
- THE CONTRACTOR SHALL MAINTAIN A CURRENT SET OF CONSTRUCTION PLANS ON THE JOB SITE DURING ALL PHASES OF CONSTRUCTION.
- EXISTING UTILITIES, ESPECIALLY GAS LINES AND OIL LINES, MAY BE CATHODICALLY PROTECTED. THEREFORE, DUCTILE IRON PIPE, FITTINGS, GATE VALVES, AND/OR BOXES LAID WITHIN 100' OF LINES WITH CATHODIC PROTECTION SHALL BE WRAPPED IN POLYETHYLENE ENCASEMENT. MATERIALS AND INSTALLATION SHALL MEET THE REQUIREMENTS OF AWWA'S LATEST REVISION.
- ALL CONSTRUCTION AND INSTALLATION OF MATERIALS BEING USED SHALL BE IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS. SUBSTITUTIONS AND DEVIATION SHALL BE PERMITTED ONLY WHEN WRITTEN APPROVAL HAS BEEN ISSUED BY THE ENGINEER.
- SHOP DRAWINGS OF ALL MATERIALS BEING USED SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
- EXISTING UTILITIES HAVE BEEN SHOWN IN THEIR APPROXIMATE LOCATION. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH A REPRESENTATIVE WHEN WORKING NEAR EXISTING UTILITIES.
- THE CONTRACTOR SHALL PROTECT ALL UTILITIES AND OTHER IMPROVEMENTS SHOWN ON THESE PLANS AND ALL OTHER UTILITIES AND OTHER IMPROVEMENTS NOT SHOWN. THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR REPAIRS OF UTILITIES AND OTHER IMPROVEMENTS DAMAGED DURING CONSTRUCTION.
- UNLESS OTHERWISE NOTED, A SEPARATE BID ITEM HAS NOT BEEN ESTABLISHED FOR FITTINGS. THE FITTINGS INCLUDED BUT NOT LIMITED TO ARE: TEES, BENDS, PLUGS, REDUCERS, CROSSES, COUPLINGS, ETC. CONTRACTORS SHALL INCLUDE THE COST OF THESE ITEMS IN THE BID PRICE FOR THE PIPE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE TEMPORARY REMOVAL/RELOCATION OF TRAILERS, BUILDINGS, FENCES, TREES, SHRUBS, ETC. AND REPLACEMENT OF SAID ITEMS AFTER CONSTRUCTION ACTIVITIES.
- CONTRACTOR IS TO COORDINATE WITH THE PROPERTY OWNERS AS TO WHETHER OR NOT TEMPORARY FENCING IS REQUIRED AND CONSTRUCT IF NECESSARY.
- ALL PIPING SHALL HAVE 36" MINIMUM COVER.
- WHERE UNSTABLE MATERIAL IS ENCOUNTERED OR WHERE THE DEPTH OF EXCAVATION IN EARTH EXCEEDS FIVE (5) FEET, THE SIDES OF THE TRENCH OR EXCAVATION SHALL BE SUPPORTED BY SUBSTANTIAL SHEETING, BRACING, SHORING OR THE TRENCH SIDES SLOPED. SLOPING THE SIDES OF THE DITCH WILL NOT BE PERMITTED IN STREETS, ROADS, NARROW RIGHTS-OF-WAY OR OTHER CONSTRICTED AREAS UNLESS OTHERWISE SPECIFIED. THE STANDARDS OF THE FEDERAL OCCUPATIONAL SAFETY AND HEALTH ACT AND THE KENTUCKY LABOR CABINET SHALL BE FOLLOWED.
- ALL EXCAVATION IS UNCLASSIFIED. COMPENSATION FOR ALL EXCAVATION SHALL BE INCLUDED IN LUMP SUM BID.
- REGRADE OF SITE SHALL BE SUCH THAT DRAINAGE IS AWAY FROM ALL STRUCTURES.
- BACKFILL AROUND ALL STRUCTURES SHALL BE SUFFICIENTLY COMPACTED TO PRECLUDE SETTLEMENT AND PONDING OF WATER AROUND STRUCTURES AND GRADED TO DIVERT RUNOFF AWAY FROM THE STRUCTURES.
- DIMENSIONS, DETAILS AND REINFORCEMENT MAY VARY WITH MANUFACTURER'S RECOMMENDATIONS. CONTRACTOR SHALL OBTAIN AND MAINTAIN ON SITE, APPROVED SHOP DRAWINGS PRIOR TO BEGINNING CONSTRUCTION.
- ALL VALVES & HYDRANTS SHALL BE LOCATED AT THE BACKSIDE OF THE DITCHLINE.
- FINAL LOCATION OF SERVICES, VALVES, & HYDRANT ORIENTATION ARE TO BE FIELD LOCATED DURING CONSTRUCTION & APPROVED BY THE ENGINEER.
- AT THE CONTRACTORS OPTION, CLASS 350 DUCTILE IRON PIPE MAY BE SUBSTITUTED FOR ANY PIPE PARTICULARLY SPECIFIED, BUT AT NO ADDITIONAL COST TO THE OWNER.
- NO PAY ITEM FOR EXTRA TRENCH DEPTH HAS BEEN SET UP. CONTRACTOR SHALL INCLUDE THE COST OF THE ADDITIONAL DEPTH IN HIS BID PRICE.
- ROCK SOUNDINGS WERE NOT PERFORMED BY THE ENGINEER, THE CONTRACTOR SHALL TAKE APPROPRIATE ACTION TO DETERMINE SUBSURFACE CONDITIONS.
- CONTRACTOR TO DIG/EXPOSE EXISTING WATER MAIN FAR ENOUGH AHEAD OF NEW WATER MAIN CONSTRUCTION TO AVOID DAMAGE TO EXISTING WATER MAIN AND/OR INTERRUPTION OF EXISTING CUSTOMER SERVICES.
- ALL NEW SERVICE LINE FROM THE NEW MAIN TO THE SETTERS SHALL BE CLASS 250 3/4" PE CTS TUBING UNLESS SHOWN DIFFERENTLY ON THE PLANS
- THE MAXIMUM ALLOWABLE LENGTH OF SERVICE LINE FROM THE WATER MAIN TO THE CUSTOMER'S METER SERVICE SHALL BE AS FOLLOWS:

SERVICE LINE DIAMETER	MAXIMUM LENGTH
3/4 INCH	100 FEET
1 INCH	150 FEET
1-1/2 INCH	200 FEET
2 INCH	250 FEET

- CONNECTIONS TO EXISTING DISTRIBUTION SYSTEM SHALL BE MADE AS FOLLOWS:
  - CONNECT TO EXISTING (SIZE) W.M. (WET TAP) - CONTRACTOR SHALL PROVIDE, FURNISH AND INSTALL ALL FITTINGS, VALVES AND APPURTENANCES TO CONNECT THE PROPOSED WATER MAIN TO THE EXISTING WATER MAIN UNDER PRESSURE.
  - CONNECT TO EXISTING (SIZE) W.M. - CONTRACTOR SHALL PROVIDE, FURNISH AND INSTALL ALL FITTINGS AND APPURTENANCES TO CONNECT THE PROPOSED WATER MAIN TO THE EXISTING WATER MAIN. VALVES ARE A SEPARATE PAY ITEM.
- NO BLASTING WILL BE PERMITTED ON THIS PROJECT
- GRIP RINGS SHALL BE INSTALLED ON ALL FITTINGS
- ALL NEW METERS SHALL BE 5/8" X 3/4"
- CONTRACTOR SHALL FREEBORE ALL BITUMINOUS AND/OR CONCRETE DRIVEWAYS AND INCLUDE IN THE BID PRICE FOR THE PIPE.

**GENERAL NOTES (CONTINUED)**

- NEW LINE AND EXISTING LINES MUST REMAIN IN SERVICE UNTIL ALL METERS ASSEMBLED HAVE BEEN REPLACED AND RECONNECTED TO THE NEW LINE
- NO METERS CAN BE RECONNECTED TO THE NEW WATER MAIN UNTIL TESTING, STERILIZATION AND SAMPLING HAS BEEN SUCCESSFULLY COMPLETED
- COPIES OF ALL BACTIE RESULTS MUST BE PROVIDED TO THE ENGINEER PRIOR TO RECONNECTS OF ANY METER.
- A NO. 12 AWG INSULATED COPPER LOCATOR WIRE SHALL BE PLACED IN THE TRENCH SIX INCHES ABOVE ALL PLASTIC LINES. THE INSULATION SHALL BE BLUE FOR WATER. THE WIRE SHALL BE LOOPED INTO ALL VALVE BOXES W/ ENOUGH SLACK TO ALLOW ACCESS TO THE LOOPS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY PLUMBING PERMITS NECESSARY TO RELOCATE OR RECONNECT ANY CUSTOMERS METER SERVICE OR SERVICE LINE. THE CONTRACTOR SHALL OBTAIN ALL PERMITS, PAY ALL FEES AND EMPLOY THE NECESSARY LICENSED PLUMBER.

**FINAL CLEANUP AND RESTORATION**

UNLESS SPECIFICALLY APPROVED BY THE OWNER AND ENGINEER, CLEANUP OF DISTURBED AREAS SHALL BE KEPT CURRENT WITH CONSTRUCTION AND RESTORATION EFFORTS BY THE CONTRACTOR INITIATED NO LONGER THAN SEVEN (7) DAYS AFTER THE TRENCH EXCAVATION WORK HAS STARTED. ALL EXCAVATED MATERIAL NOT REQUIRED FOR BACKFILLING OF THE TRENCH AND ANY LARGE ROCKS, STONES OR DEBRIS SHALL BE REMOVED FROM THE SITE, AND SHALL NOT BE A BURDEN TO THE PROPERTY OWNER(S) AND/OR ADJACENT PROPERTIES. THE CONTRACTOR MAY WINDROW OR TRACK-IN THE EXCAVATED MATERIAL OVER THE TRENCH PRIOR TO FINAL CLEANUP TO ALLOW FOR AND TO ASSIST IN THE INITIAL SETTLEMENT OF THE TRENCH. ALL DISTURBED AREAS MUST BE SEEDED AT LEAST WITH A TEMPORARY SEED MIX IF FOR SOME REASON THE AREA CANNOT BE PERMANENTLY SEEDED WITHIN TWO (2) WEEKS.

**DEPARTMENT OF HIGHWAYS - GENERAL NOTES**

- ALL EFFECTED KYTC DITCHLINES SHALL REMAIN FREE OF EXCESS SILT OR EROSION AND CONSTRUCTED TO THE NORMAL TYPICAL SECTION OF THE ROADWAY WITH A MINIMUM DEPTH OF 18 INCHES FROM THE SHOULDER BREAK POINT.
- ALL NECESSARY STEPS SHALL BE TAKEN TO PREVENT EROSION OR SILTATION OF THE PUBLIC RIGHT-OF-WAY, ADJOINING PROPERTY AND WATERWAYS.
- ALL VALVES TO BE FLUSH W/ EXISTING GRADE.
- ALL WATER LINE LOCATED WITHIN STATE HIGHWAY R.O.W. SHALL BE CONSTRUCTED OUT AND AROUND THE END OF ALL EXISTING CULVERTS AND HEADWALLS.
- UNDERGROUND UTILITIES INSTALLED INSIDE STATE RIGHT-OF-WAY SHALL BE LOCATED WITHIN 3-5 FEET FROM THE EDGE OF THE RIGHT-OF-WAY UNLESS OTHERWISE SHOWN ON THE PLANS.
- UNDERGROUND UTILITIES SHOWN MORE THAN 5 FEET FROM THE EDGE OF THE RIGHT-OF-WAY SHALL BE INSTALLED WITH A MINIMUM DEPTH OF COVER OF 42 INCHES WITH PRIOR APPROVAL ON A CASE BY CASE BASIS.
- UNDERGROUND UTILITIES CROSSING ANY ENTRANCE OR CROSSROAD PAVED WITH CONCRETE OR ASPHALT SURFACE INSIDE STATE RIGHT-OF-WAY SHALL BE INSTALLED BY BORING UNLESS WRITTEN PERMISSION TO OPEN CUT IS OBTAINED FROM THE PROPERTY OWNER AND APPROVED BY THE KYTC DISTRICT PERMITS ENGINEER.
- UNDERGROUND UTILITIES SHALL NOT BE INSTALLED IN EMBANKMENT FILLS OR BETWEEN EDGE OF PAVEMENT AND DITCHLINE UNLESS SPECIFICALLY NOTED ON PERMITTED PLANS.
- FIRE HYDRANTS OR UTILITY SERVICE BOXES SHALL BE LOCATED WITHIN 2 FEET FROM THE EDGE OF RIGHT-OF-WAY LINE, OR OFF RIGHT-OF-WAY.

**LEGEND**

EXISTING	PROPOSED	DESCRIPTION
PVC	PVC	POLYVINYL CHLORIDE
DIP	DIP	DUCTILE IRON PIPE
WM	WM	WATER MAIN
⊕	⊕	HYDRANT ASSEMBLY
⊕	⊕	FLUSHING/BLOWOFF ASSEMBLY
△	▲	AIR RELEASE VALVE (ARV)
⊗	⊗	GATE VALVE (GV)
---	---	WATER MAIN (WM)
---	---	SPECIAL CROSSING OR CASING PIPE
---	---	WATER MAIN TO BE ABANDONED
---	---	RIGHT-OF-WAY LINE
---	---	CENTERLINE
---	---	PROPERTY LINE
OWNER	OWNER	EASEMENT ACQUIRED
○	○	AUTOFLUSH HYDRANT
○	○	FLUSHING HYDRANT
○	○	VALVE INSERTION

**INDEX OF DRAWINGS**

SHT. NO.	DESCRIPTION:
G-01	COVER
C-01	SHEET LOCATION MAP, INDEX OF DRAWINGS, UTILITIES and LEGEND
SD-01	MCKEE WATER STORAGE TANK REHABILITATION EROSION AND SEDIMENTATION CONTROL DETAILS

**SHEET LOCATION MAP**



**UTILITIES**

**BUD - Before You Dig**  
 1-800-752-6007  
 or DIAL 811

**NOTE:**  
 IN ACCORDANCE WITH KENTUCKY STATE LAW, ANY ACTIVITY THAT RESULTS IN MOVEMENT, PLACEMENT, BORING, PROBING OR DIGGING IN OR ON THE GROUND SHALL CONTACT THE ONE CALL CENTER FOR UNDERGROUND UTILITY LOCATIONS.

**WATER ASSOCIATION**

LEVEE ROAD WATER ASSOCIATION  
 PHONE: (859) 498-6980

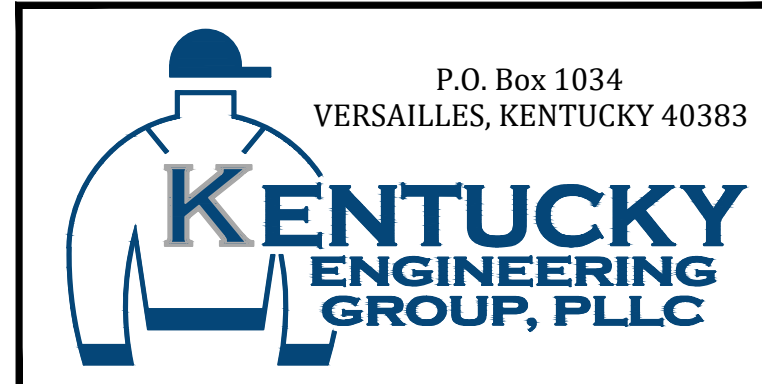
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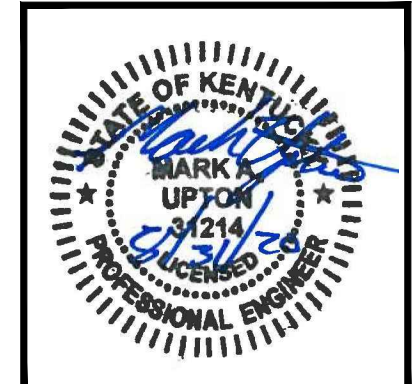
NO.	DATE	REVISIONS	BY

DATE:	AUGUST 2020
PROJECT MGR:	TLH
DRAWN BY:	MAU
CHECKED BY:	RCC
SCALE:	AS NOTED
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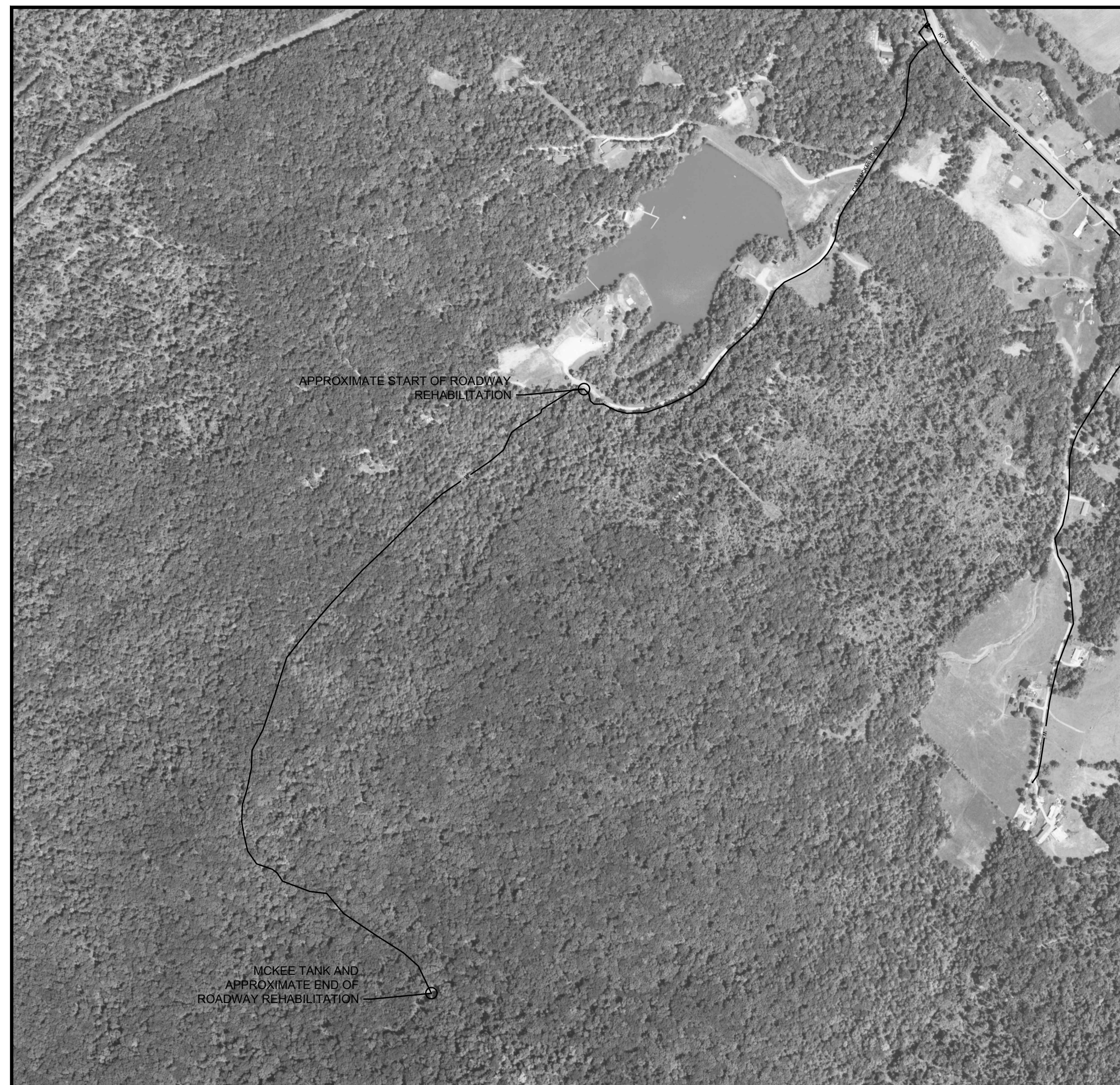
**LEVEE ROAD WATER ASSOCIATION  
 WATER SYSTEM IMPROVEMENTS  
 CONTRACT NO. 3  
 TANK REHABILITATION**

**SHEET LOCATION MAP,  
 LEGEND, UTILITIES and  
 INDEX OF DRAWINGS**

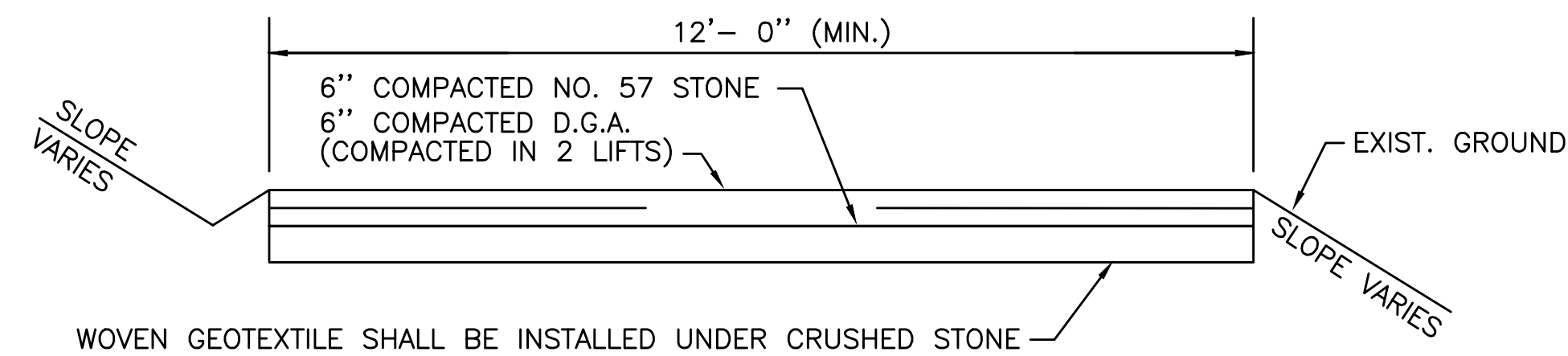


PROJECT NO.	19002
SHEET NO.	G-01





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- NOTES:
1. ACCESS ROAD TO BE SLOPED TO DRAIN.
  2. REMOVE TOPSOIL TO A MINIMUM DEPTH OF 10".
  3. COMPACT EXISTING SUBGRADE TO 95% STD. PROCTOR.
  4. CROSS DRAINS SHALL BE INSTALLED AS REQUIRED.

**ACCESS ROAD**  
NOT TO SCALE

**GENERAL NOTES:**

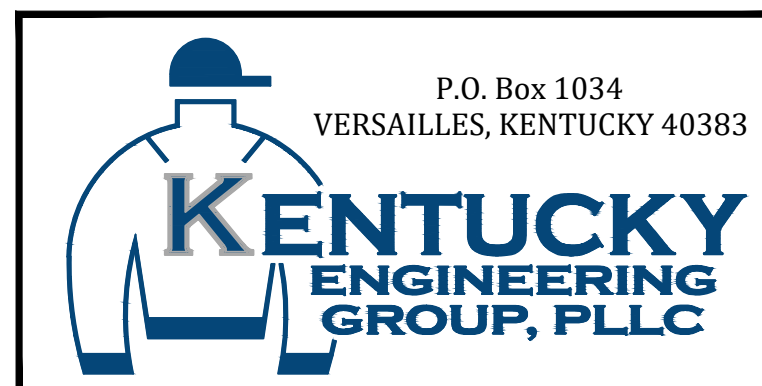
1. TANK SHALL BE REHABILITATED IN ACCORDANCE WITH SPECIFICATION SECTION 09880
2. TANK INSPECTION PICTURES CAN BE FOUND IN APPENDIX A OF THE SPECIFICATIONS FOR SCOPE OF REPAIRS.
3. CONTRACTOR SHALL COORDINATE WORK WITH OWNER IN ORDER TO MODIFY SYSTEM OPERATION IN ORDER TO PREVENT ANY INTERRUPTION IN SERVICE.
4. FOLLOWING REHABILITATION OF THE TANK, ALL INTERIOR SURFACES SHALL BE DISINFECTED IN ACCORDANCE WITH THE SPECIFICATIONS PRIOR TO BEING PLACED BACK IN SERVICE.
5. ROADWAY TO TANK (APPROXIMATELY 5,000 LF) SHALL BE RESURFACED FOLLOWING COMPLETION OF ALL WORK ON THE TANK. SHOULD THE CONTRACTOR CHOOSE TO COMPLETE THE ROADWORK PRIOR TO FINISHING TANK WORK ANY DAMAGE TO THE ROADWAY WILL BE THE CONTRACTOR'S RESPONSIBILITY.

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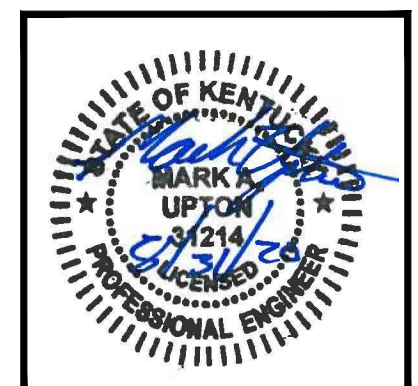
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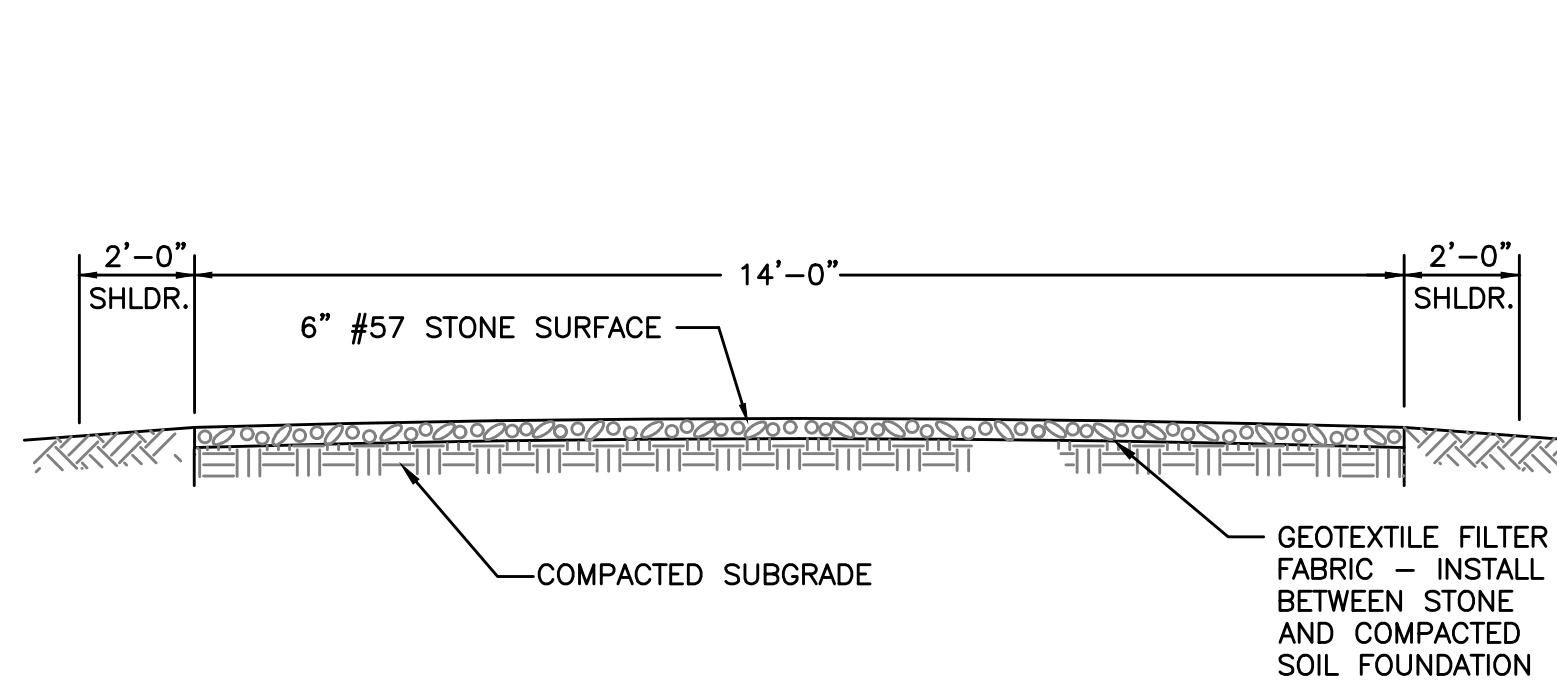
LEVEE ROAD WATER ASSOCIATION  
WATER SYSTEM IMPROVEMENTS  
CONTRACT NO. 3  
TANK REHABILITATION

MCKEE WATER STORAGE  
TANK REHABILITATION



PROJECT NO.	19002
SHEET NO.	C-01



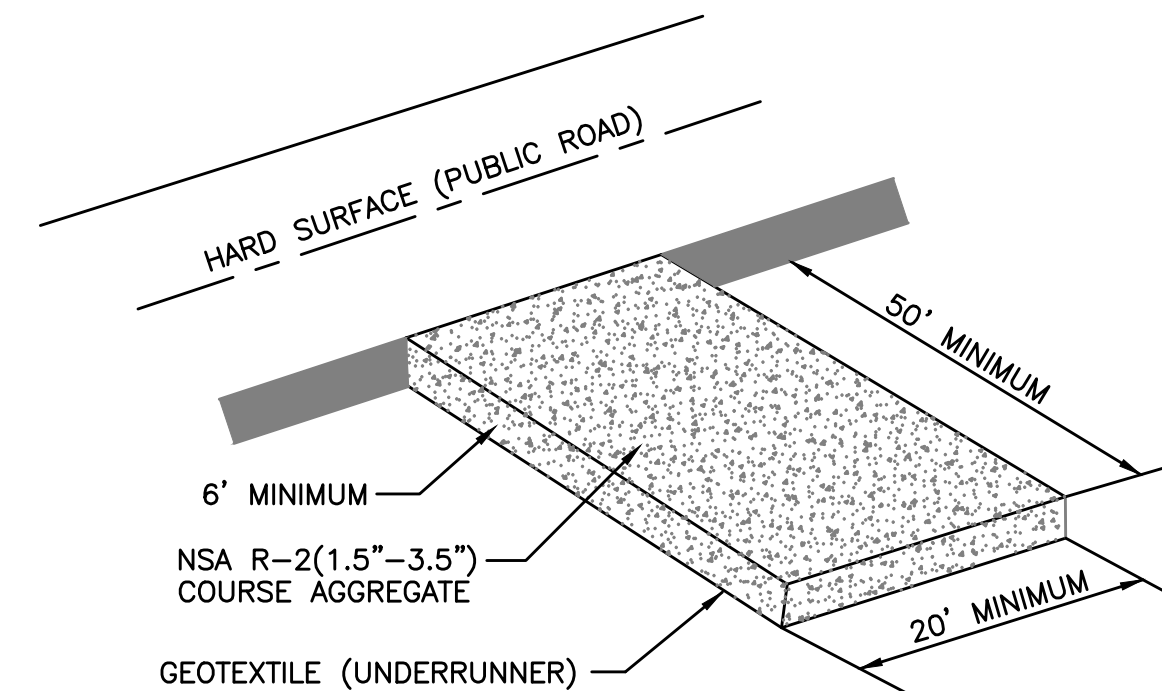


**CONSTRUCTION ROAD STABILIZATION**

NOT TO SCALE

**NOTES:**

1. TREES, STUMPS, ROOTS, BRUSH, WEEDS, AND OTHER OBJECTIONABLE MATERIALS SHALL BE REMOVED FROM THE WORK AREA.
2. UNSUITABLE MATERIAL SHALL BE REMOVED FROM THE ROADBED AND PARKING AREAS.
3. GRADING, SUBGRADE PREPARATION, AND COMPACTION SHALL BE DONE AS NEEDED. FILL MATERIAL SHALL BE DEPOSITED IN LAYERS NOT TO EXCEED 9 INCHES AND COMPACTED WITH THE CONTROLLED MOVEMENT OF COMPACTING AND EARTH MOVING EQUIPMENT.
4. THE ROADBED SHALL BE GRADED TO THE REQUIRED ELEVATION. SUBGRADE PREPARATION AND PLACEMENT OF THE SURFACE COURSE SHALL BE IN ACCORDANCE WITH SOUND ROADWAY CONSTRUCTION.
5. ALL CUT AND FILLS SHALL BE 2:1 OR FLATTER TO THE EXTENT POSSIBLE.
6. WATER BREAKS OR BARS MAY BE USED TO CONTROL SURFACE RUNOFF.
7. ROADS SHALL BE LAID OUT ACCORDING TO GOOD LANDSCAPE MANAGEMENT PRINCIPLES.
8. ALL ROADSIDE DITCHES, CUTS, FILLS, AND DISTURBED AREAS ADJACENT TO ROADS SHALL BE STABILIZED WITH APPROPRIATE TEMPORARY OR PERMANENT VEGETATION.



**NOTES:**

1. A STABILIZED ENTRANCE PAD OF CRUSHED STONE SHALL BE LOCATED WHERE TRAFFIC WILL ENTER OR LEAVE THE CONSTRUCTION SITE ONTO A PUBLIC STREET.
2. GEOTEXTILE (KYTC TYPE III) SHALL BE USED AS A BASE FOR THE CONSTRUCTION ENTRANCE.
3. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH SHALL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC STREETS OR EXISTING PAVEMENT. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS WARRANT AND REPAIR OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
4. ANY SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC STREETS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
5. WHEN APPROPRIATE, WHEELS MUST BE CLEANED TO REMOVED SEDIMENT PRIOR TO ENTERING A PUBLIC STREET. WHEN WASHING IS REQUIRED, IT SHALL BE DONE IN AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN.

**STABILIZED CONSTRUCTION ENTRANCE**

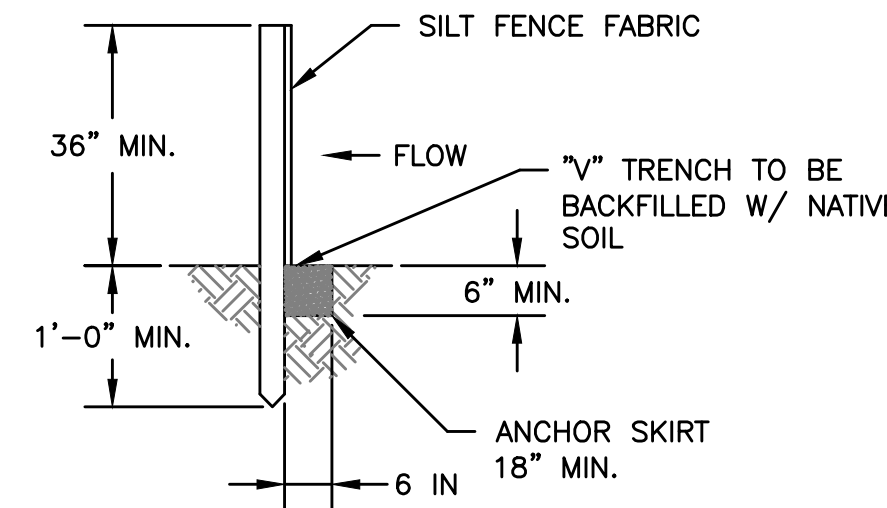
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**EROSION CONTROL NOTES**

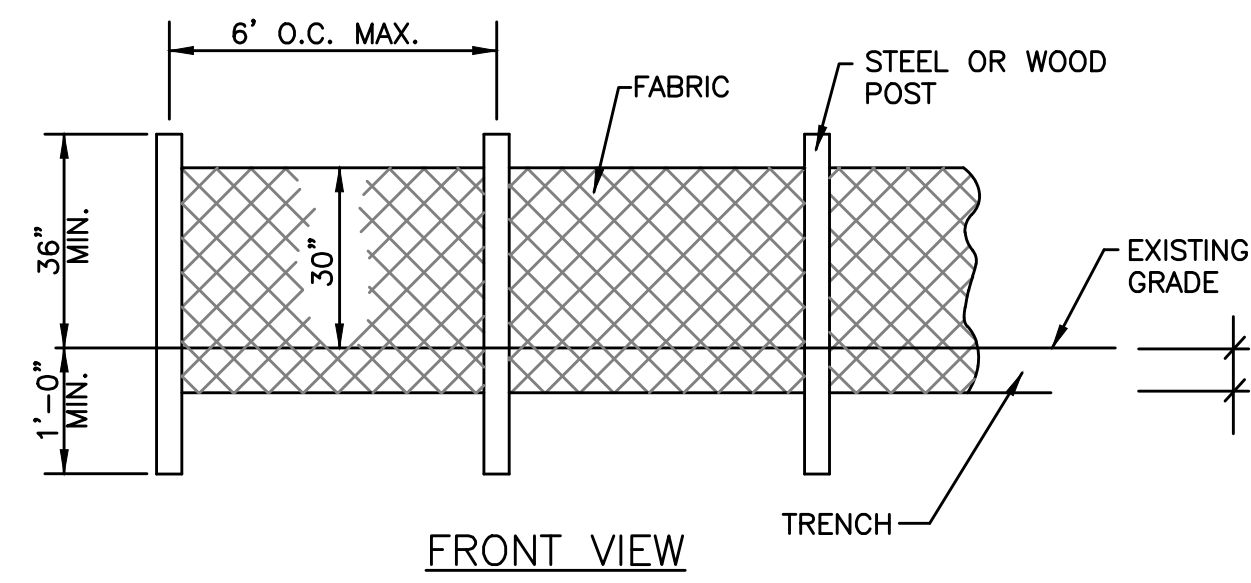
1. A KPDES STORMWATER PERMIT IS REQUIRED FOR THIS PROJECT. COVERAGE STARTS WHEN THE KY DIVISION OF WATER ACKNOWLEDGES RECEIPT OF A NOTICE OF INTENT FOR COVERAGE.
2. THE KPDES PERMIT REQUIRES THAT THE PERMITTEE SHALL MINIMIZE DISTURBANCE AND THE PERIOD OF TIME THAT THE DISTURBED AREA IS WITHOUT STABILIZATION PRACTICES.
3. FINAL STABILIZATION SHALL BEGIN WITHIN 14 DAYS ON AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED OR HAVE BEEN SUSPENDED FOR MORE THAN 180 DAYS. WHEN SNOW COVER CAUSES DELAYS, STABILIZATION SHALL BEGIN AS SOON AS POSSIBLE. STABILIZATION PRACTICES INCLUDE SEEDING, MULCHING, PLACING SOD, PLANTING TREES OR SHRUBS, AND USING GEOTEXTILE FABRICS AND OTHER APPROPRIATE MEASURES. SEEDING RATES, DATES, AND MATERIALS MAY BE OBTAINED FROM THE LOCAL NATURAL RESOURCES CONSERVATION SERVICE FIELD OFFICE.
4. FOR ALL CRITICAL AREAS (WITHIN 25' OF A STREAM), SOIL STABILIZATION TECHNIQUES SHALL BE IMPLEMENTED WITHIN 24 HOURS OR AS SOON AS PRACTICAL AFTER COMPLETION OF GRADING OR DISTURBANCE. TEMPORARY STABILIZATION PRACTICES SHALL BE INITIATED WITHIN 14 DAYS OF CESSATION OF CONSTRUCTION ACTIVITIES.
5. A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE DEVELOPED AND IMPLEMENTED AS OUTLINED IN THE KPDES STORMWATER PERMIT KYR 10.
6. SEDIMENT BASINS (DEBRIS BASINS, DESILTING BASINS, OR SEDIMENT TRAPS) SHALL BE PROPERLY DESIGNED.
7. SEDIMENT BASINS (DEBRIS BASINS, DESILTING BASINS, OR SEDIMENT TRAPS) SHALL BE INSTALLED DURING THE INITIAL GRADING AT LOCATIONS THAT WILL PROVIDE THE BEST PROTECTION FROM OFF-SITE DAMAGES.
8. ALL SLOPES EXCEEDING 3:1 SHALL HAVE EXTRA SLOPE PROTECTION SUCH AS NETTING.
9. A MULTI-PURPOSE BASIN USED FOR A SEDIMENT TRAP THAT IS THEN CONVERTED TO A DETENTION/RETENTION BASIN SHALL BE DREDGED PERIODICALLY DURING CONSTRUCTION ACTIVITIES AND AFTER STABILIZATION IN ORDER TO PROVIDE ADEQUATE STORAGE.
10. INLET PROTECTION IS REQUIRED TO MINIMIZE DISCHARGE OF SEDIMENT LADEN WATER.
11. SITE PERIMETER CONTROLS ARE REQUIRED AND SHALL BE INSTALLED TO PREVENT THE DEPOSIT OF SOIL AND DEBRIS FROM GRADED SURFACES ONTO PUBLIC STREETS, INTO DRAINAGE CHANNELS OR SEWERS, OR ONTO ADJOINING LAND.
12. EROSION CONTROL MEASURES SHOWN ARE THE MINIMUM REQUIRED, CONTRACTOR SHALL PROVIDE ADDITIONAL CONTROL AND REVISE THE CONTROLS AS NEEDED.

**INSPECTIONS AND MAINTENANCE**

1. ALL EROSION CONTROL MEASURES, DISCHARGE LOCATIONS, VEHICLE EXITS, DISTURBED AREAS OF THE SITE, AND MATERIALS STORAGE AREAS SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER. EACH INSPECTION MUST BE DOCUMENTED IN ACCORDANCE WITH THE KPDES GENERAL PERMIT FOR STORMWATER POINT SOURCE DISCHARGES FROM CONSTRUCTION ACTIVITIES (KYR10).
2. SEDIMENT ACCUMULATED AT THE SILT FENCES, INLET PROTECTION AREAS, AND OTHER SILT CHECK DEVICES SHOULD BE REMOVED NO LATER THAN WHEN IT REACHES 1/3 HEIGHT OF THE FENCE OR 9 INCHES MAXIMUM.
3. SEDIMENT MUST BE REMOVED FROM ANY SEDIMENT BASINS WHEN THE NO MORE THAN 1/3 VOLUME HAS BEEN FILLED WITH COLLECTED SEDIMENT.
4. ALL REQUIRED REPAIRS ARE TO BE MADE IMMEDIATELY.
5. REMOVED SEDIMENT MUST BE SPREAD AND VEGETATED OR OTHERWISE STABILIZED IN A MANNER THAT DOES NOT RESULT IN MUDDY RUNOFF TO NEARBY DITCHES AND WATERBODIES.
6. INSPECT THE CONSTRUCTION ENTRANCE DAILY TO ENSURE NO TRACKING OR DIRT ONTO LOCAL ROADWAYS. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADS MUST BE REMOVED IMMEDIATELY. SEE NOTE 3 FOR HANDLING OF REMOVED SEDIMENT.
7. MAINTAIN THE ENTRANCE AS NECESSARY TO PREVENT TRACKING OF DIRT.



**TRENCH DETAIL FOR SILT FENCE**

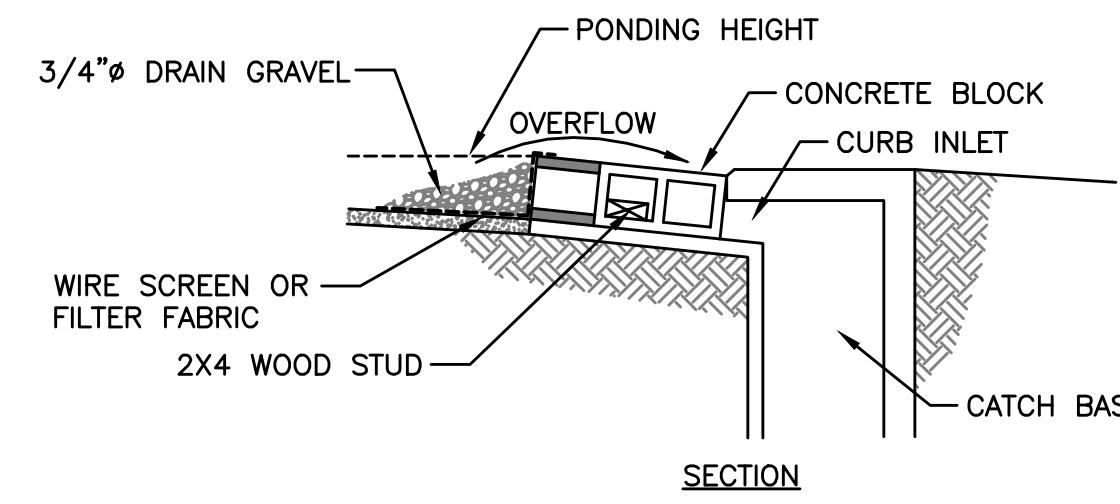
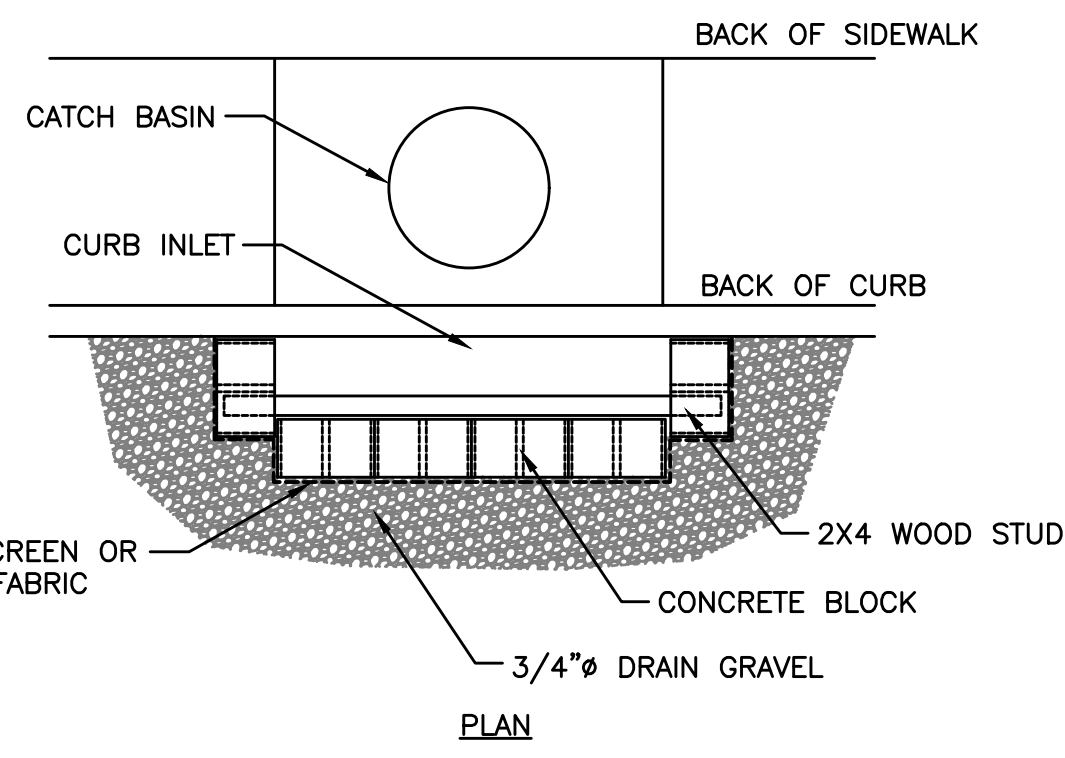


**SEDIMENT BARRIER**

NOT TO SCALE

**NOTES:**

1. GEOTEXTILE FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL AND CUT TO THE LENGTH OF THE OF THE BARRIER. WHEN JOINTS CANNOT BE AVOID, GEOTEXTILE FABRIC SHALL BE SPICED TOGETHER ONLY AT A POST WITH 3 FOOT MIN. OVERLAP, AND SECURELY SEALED.
2. POSTED SHALL BE AT LEAST 5 FEET IN LENGTH
3. STEEL POSTS SHALL HAVE PROJECTIONS FOR FASTENING WIRE AND FABRIC.
4. WOOD POSTS SHALL BE 2 INCHES BY 2 INCHES OR EQUIVALENT. STEEL POSTS SHALL BE 1/33 LBS PER LINEAR FOOT.
5. IF REQUIRED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH IN LENGTH, WIRE TIES, OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE
6. TURN SILT FENCE UP SLOPE AT ENDS.

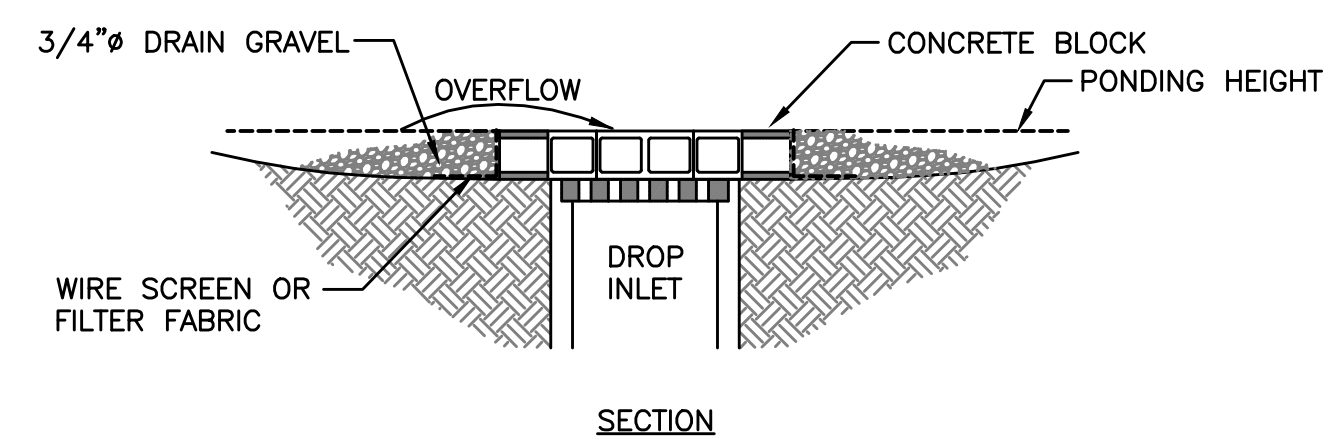
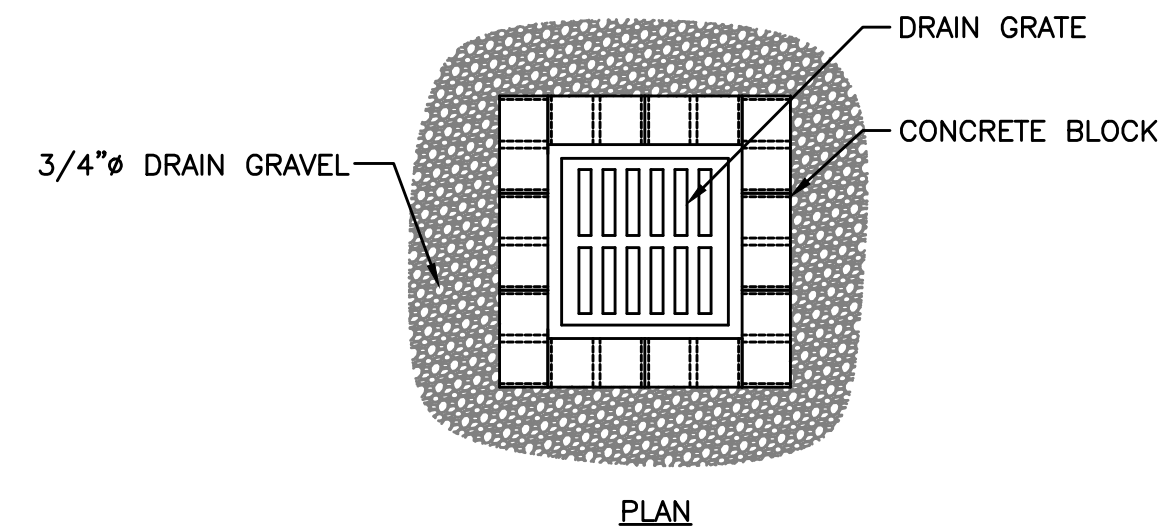


**NOTES:**

1. USE BLOCK AND GRAVEL TYPE SEDIMENT BARRIER WHEN CURB INLET IS LOCATED IN GENTLY SLOPING STREET SEGMENT WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. BARRIER SHALL ALLOW FOR OVERFLOW FROM SEVERE STORM EVENT.
3. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

**CURB INLET SEDIMENT BARRIER**

NOT TO SCALE

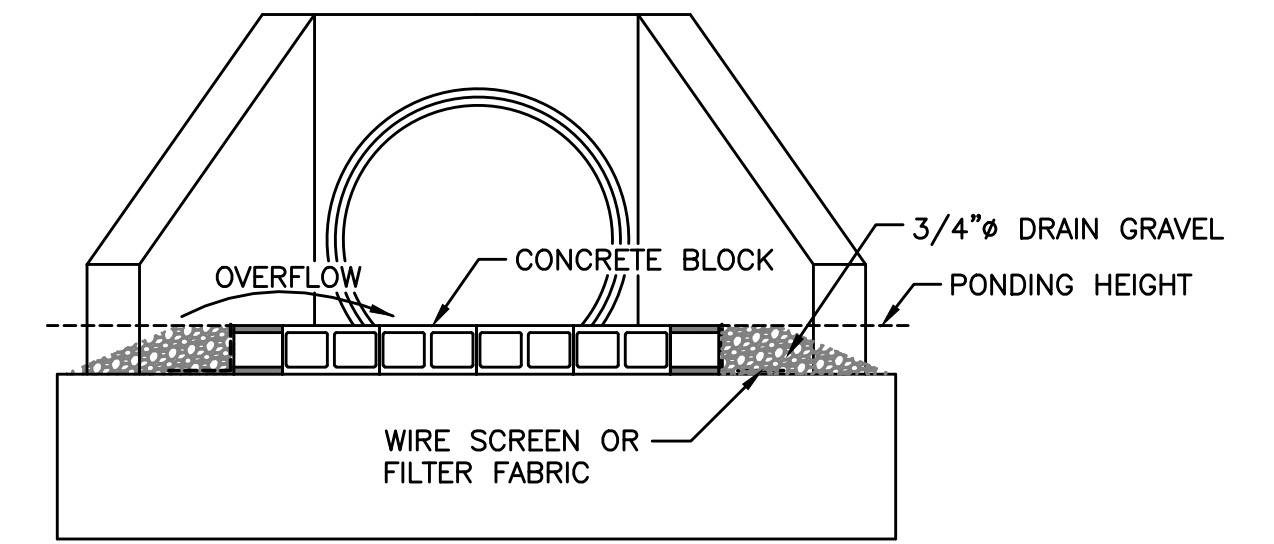
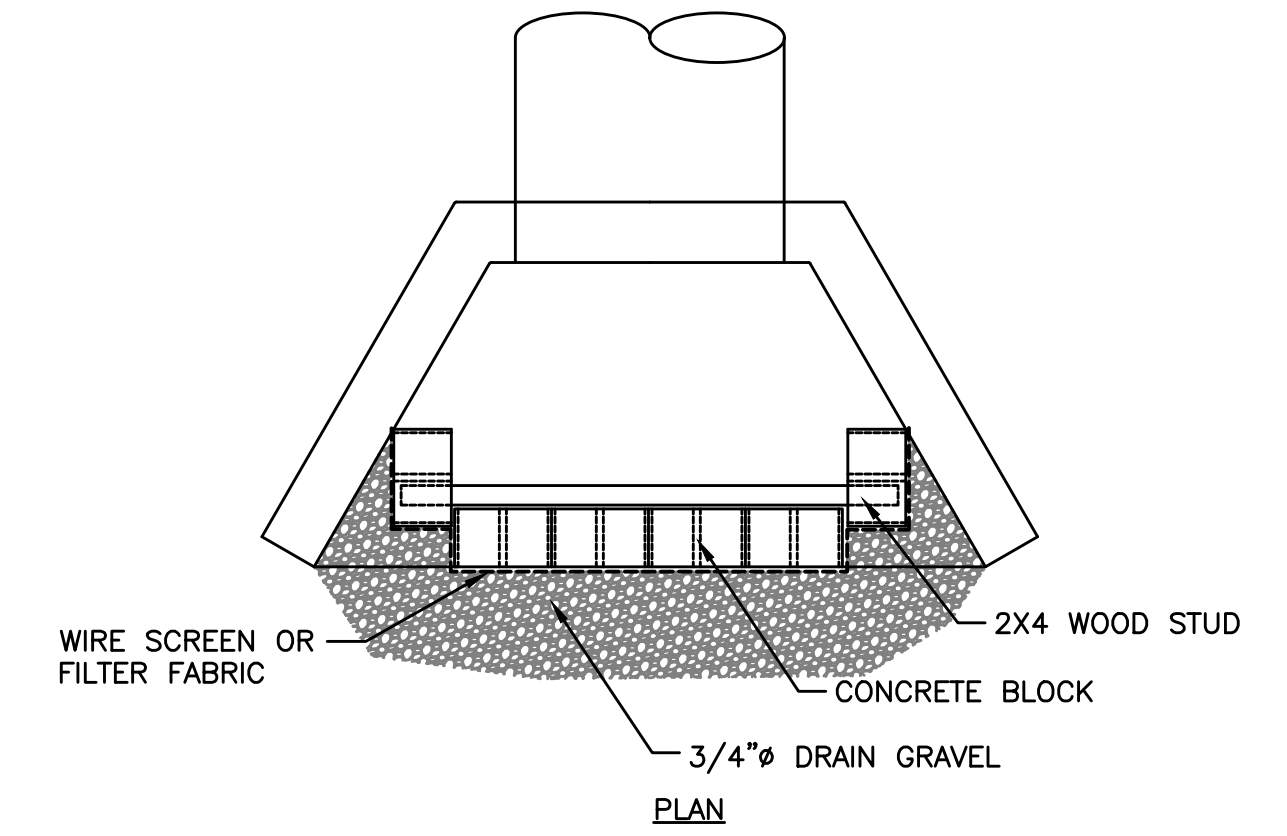


**NOTES:**

1. DROP INLET SEDIMENT BARRIERS ARE TO BE USED FOR SMALL, NEARLY LEVEL DRAINAGE AREAS (LESS THAN 5% SLOPE)
2. EXCAVATE A BASIN OF SUFFICIENT SIZE ADJACENT TO THE DROP INLET.
3. THE TOP OF THE STRUCTURE (PONDING HEIGHT) MUST BE BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BYPASSING THE INLET. A TEMPORARY DIKE MAY BE NECESSARY ON THE DOWNSLOPE SIDE OF THE STRUCTURE.

**DROP INLET SEDIMENT BARRIER**

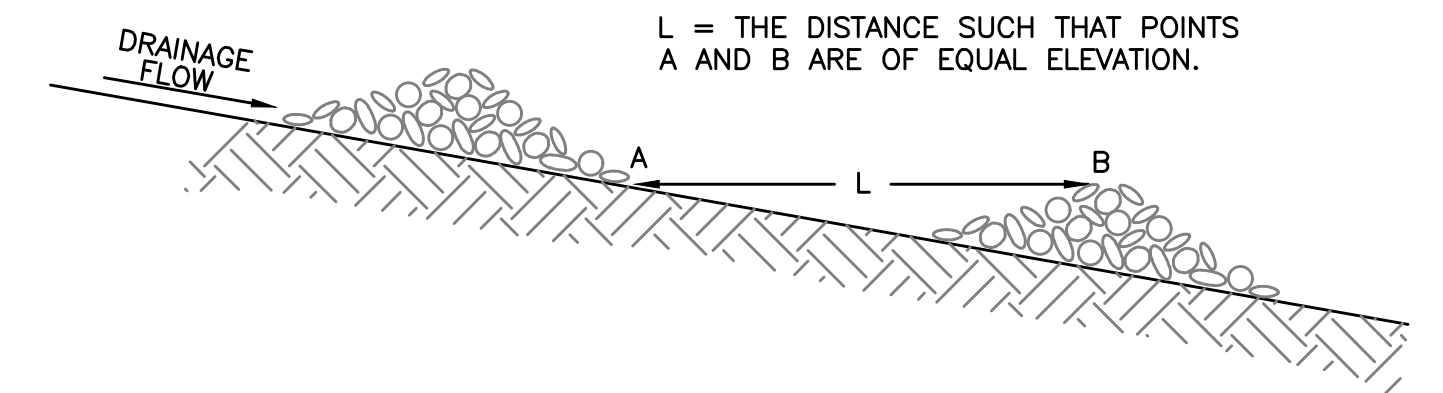
NOT TO SCALE



**FRONT ELEVATION**

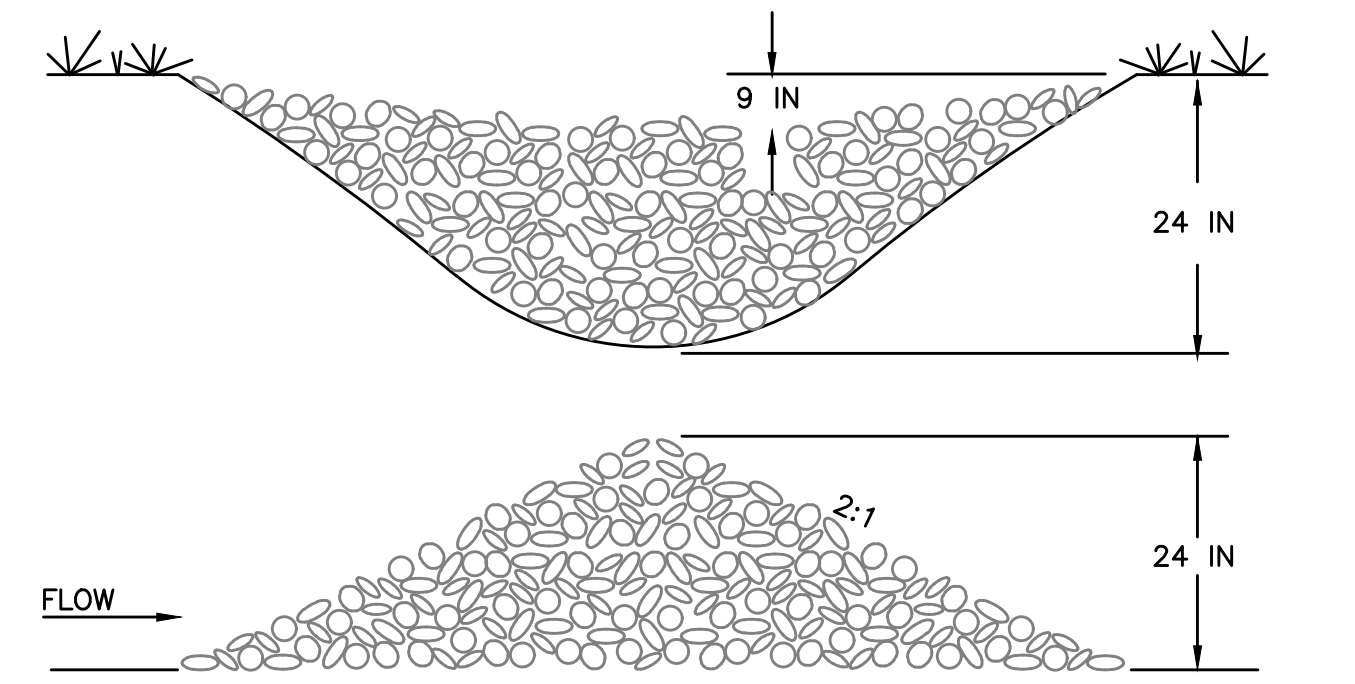
**CULVERT INLET SEDIMENT BARRIER**

NOT TO SCALE



**CHECKDAM SPACING**

N.T.S.



**NOTES:**

1. ROCK CHECK DAMS SHOULD BE CONSTRUCTED OF GRADED 5 TO 10 INCH STONE. MECHANICAL OR HAND PLACEMENTS SHALL BE REQUIRED TO ENSURE COMPLETE COVERAGE OF THE ENTIRE WIDTH OF DITCH OR SWALE AND THAT THE CENTER OF THE DAM IS LOWER THAN THE EDGES.
2. INSPECT BEHIND RIPRAP CHECKDAM DAILY AND CLEAN WHEN COLLECTED DEBRIS EXCEEDS HALF OF ITS DEPTH.

**ROCK CHECK DAM**

NOT TO SCALE

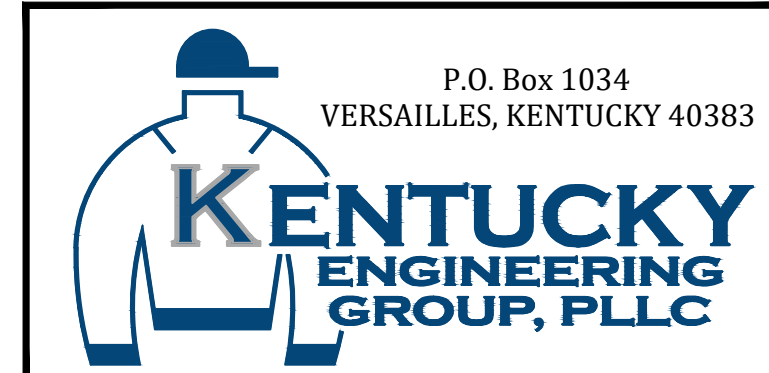
P:\PROJECTS\Levee Road Water Association\19002-Water System Improvements\DWG\Contract 3 - Tank\19002-SD-01.dwg REG 8/31/20

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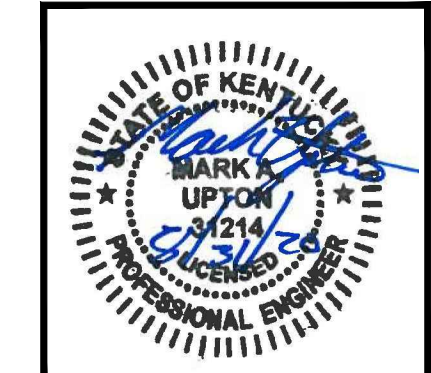
DATE:	AUGUST 2020
PROJECT MGR:	TLH
DRAWN BY:	MAU
CHECKED BY:	RCC
SCALE:	AS NOTED
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VERSAILLES, KENTUCKY 40383

**LEVEE ROAD WATER ASSOCIATION  
WATER SYSTEM IMPROVEMENTS  
CONTRACT NO. 3  
TANK REHABILITATION**

**EROSION CONTROL DETAILS**



PROJECT NO.	19002
SHEET NO.	SD-01