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COUNTY OF MONO DEPARTMENT OF PUBLIC WORKS

PROJECT PLANS FOR CONSTRUCTION ON JUNE LAKE STREETS REHABILITATION JUNE LAKE, MONO COUNTY, CALIFORNIA LENGTH = 7.9 MILES

TO BE SUPPLEMENTED BY
CALTRANS STANDARD PLANS DATED 2010



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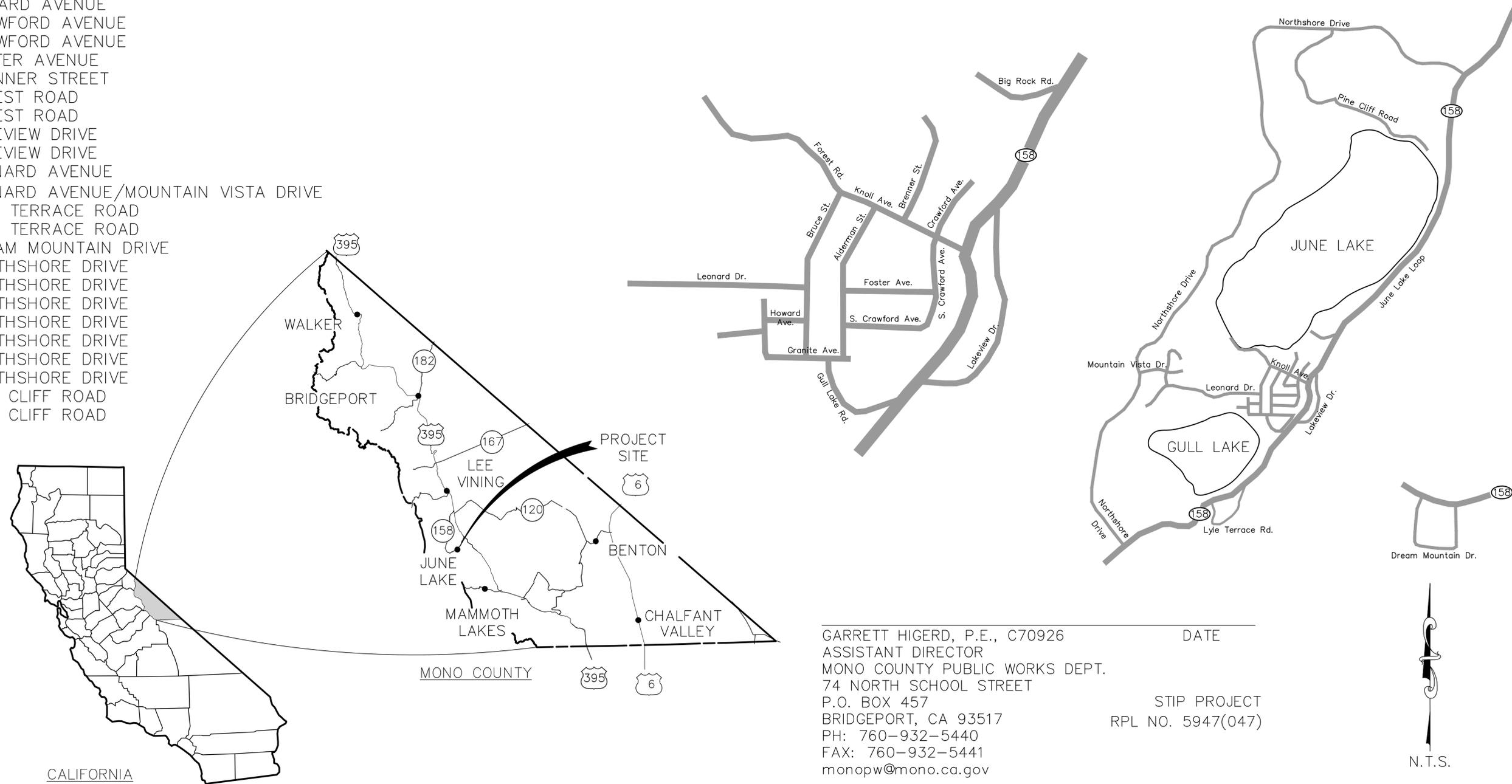


Matthew S. Schoder

DATE: 07/8/2014

JUNE LAKE
STREETS REHABILITATION PROJECT
TITLE SHEET

DATE: JULY 8, 2014
SCALE: AS SHOWN
DRAWN: JSP/TT
JOB NO.: 01.4027
SHEET: 1
OF 39 SHEETS



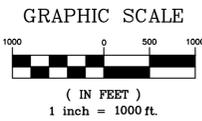
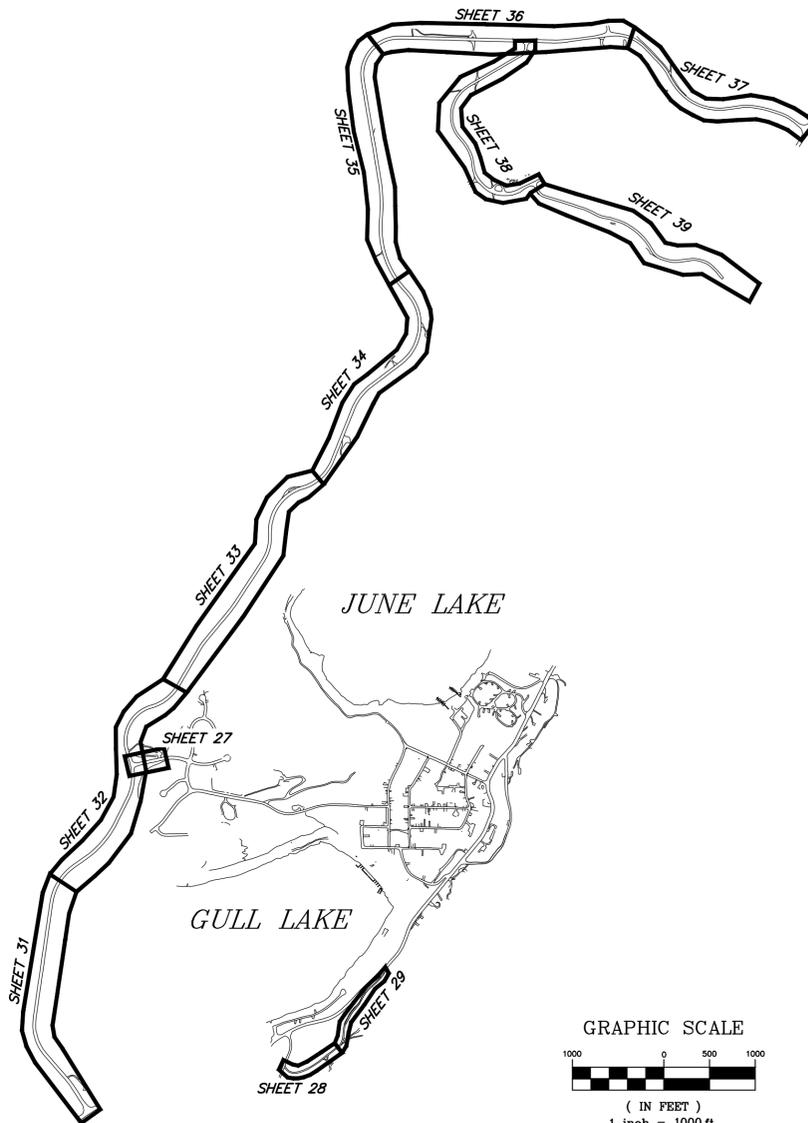
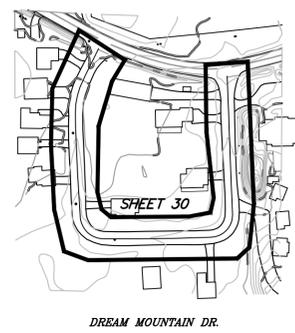
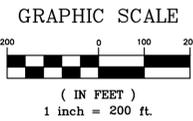
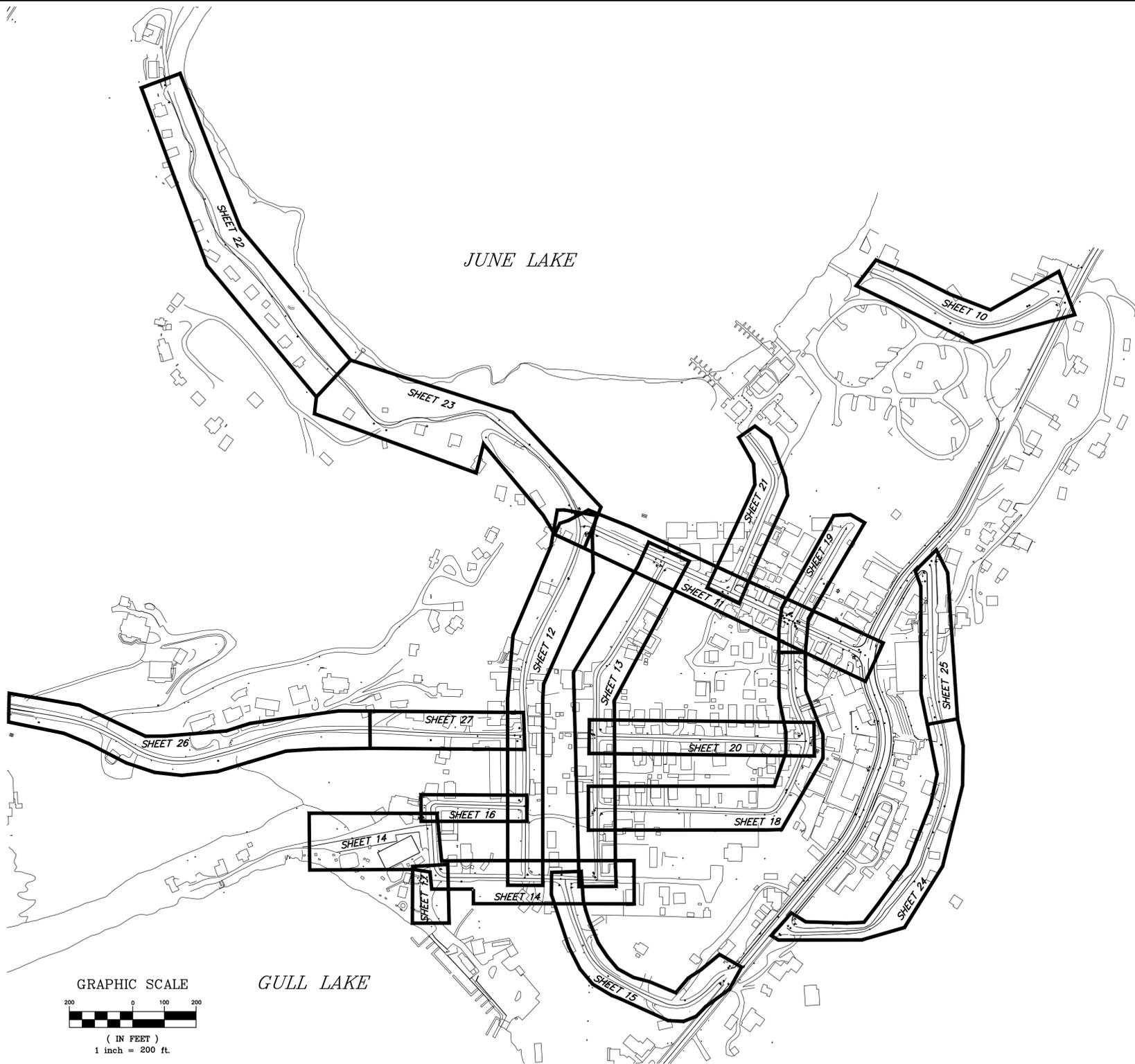
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DATE _____
STIP PROJECT
RPL NO. 5947(047)



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Matthew S. Schoder

DATE: 07/8/2014

JUNE LAKE
STREETS REHABILITATION PROJECT
INDEX MAP

DATE JULY 8, 2014
SCALE AS SHOWN
DRAWN JSP/TT
JOB NO. 01.4027
SHEET

GENERAL NOTES:

- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, AND PROJECT PLANS AND CONSTRUCTION DETAILS, THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS (CALTRANS 2010) AND SHALL BE SUBJECT TO THE APPROVAL THE ENGINEER. ALL SPECIFICATIONS REFERENCED HEREIN REFER TO THE PROJECT SPECIFICATIONS SECTION UNLESS INDICATED OTHERWISE.
- ANY SIDEWALK, CURB, GUTTERS OR ANY OTHER CONCRETE STRUCTURES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- UTILITY LOCATIONS SHOWN ON THE DRAWING ARE APPROXIMATE. WHERE EXCAVATION IS NECESSARY, THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AND ALL AFFECTED UTILITY COMPANIES TO LOCATE ALL BURIED UTILITIES AT LEAST 48 HOURS TO EXCAVATION. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR RELOCATION OF UTILITIES AS REQUIRED BY THE WORK. EXISTING UTILITY TYPE, LOCATION, MATERIAL AND SIZE ARE BASED ON A SEARCH OF EXISTING RECORDS. WHENEVER A CONNECTION TO OR CLEARANCE FROM AN EXISTING UTILITY IS REQUIRED, THE CONTRACTOR SHALL POTHOLE TO VERIFY THE LOCATION, SIZE AND MATERIAL OF THE UTILITY PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES TO EXISTING ROADS, BUILDING OR OTHER STRUCTURES RESULTING FROM HIS CONSTRUCTION ACTIVITIES. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE OWNER.
- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THESE DRAWINGS AND THE CONDITIONS EXISTING IN THE FIELD. THE CONTRACTOR SHALL COMPARE ALL DRAWINGS AND VERIFY THE FIGURES BEFORE LAYING OUT THE WORK AND WILL BE RESPONSIBLE FOR ANY ERRORS WHICH MIGHT HAVE BEEN AVOIDED THEREBY. IF THE CONTRACTOR FAILS TO NOTIFY THE ENGINEER IN A TIMELY MANNER OF ANY APPARENT ERROR OR OMISSION ON THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING WORK INCORRECTLY DONE AT THE CONTRACTOR'S OWN EXPENSE.
- PAYMENT FOR WORK SHOWN ON THESE PLANS EITHER SPECIFIED OR INFERRED, BUT NOT IN THE BID PROPOSAL SHALL BE CONSIDERED AS INCLUDED IN THE PRICE PAID FOR OTHER ITEMS OF WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL MANHOLE RIMS AND ANY EXISTING UTILITY COVERS WITHIN THE CONSTRUCTION LIMITS ARE SET TO THE FINISH GRADE ACCORDING TO THE DETAILS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CONSTRUCTION WATER FOR HIS NEEDS, AS WELL AS STAGING AREA LOCATIONS.
- DURING THE ENTIRE DURATION OF THIS CONSTRUCTION CONTRACT, THE CONTRACTOR SHALL IMPLEMENT STRINGENT DUST CONTROL MEASURES IN ACCORDANCE WITH THE STATE OF CALIFORNIA RULES AND REGULATIONS. THE CONTRACTOR IS REQUIRED TO SUPPRESS DUST AT ALL TIMES, 24 HOURS A DAY, REGARDLESS OF WHEN CONSTRUCTION ACTIVITIES ARE OCCURRING.
- CONSTRUCTION TRAFFIC CONTROL SHALL CONFORM TO THE CURRENT EDITION OF THE CALIFORNIA MUTCD.
- BASE TOPOGRAPHIC SURVEY MAPPING PROVIDED BY TRIAD/HOLMES ASSOCIATES DATED DECEMBER 2013, HORIZONTAL CONTROL: NAD83, CALIFORNIA STATE PLANE ZONE 3. VERTICAL CONTROL: NAVD 88.
- RIGHT OF WAY INFORMATION IS BASED ON RECORD DOCUMENTS AND WAS NOT FIELD VERIFIED.
- CONTRACTOR SHALL PROTECT EXISTING SIGNS, MARKERS AND DELINEATORS AS WELL AS NON-STREET FACILITIES SUCH AS MAILBOXES AND FENCES. SUCH ITEMS SHALL BE REMOVED AND RESET TO ORIGINAL CONDITION IF REQUIRED TO FACILITATE CONSTRUCTION.

TRAFFIC NOTES:

- REFERENCE SECTION "MAINTAINING TRAFFIC/TRAFFIC CONTROL" OF THE TECHNICAL SPECIFICATIONS.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DETAILED TRAFFIC CONTROL PLAN, PREPARED BY PROFESSIONAL TRAFFIC OPERATIONS ENGINEER (PTOE) OR A TRAFFIC CONTROL SUPERVISOR (TCS) CERTIFIED BY THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA), CONFORMING TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL MAINTAIN ONE ELEVEN (11) FOOT LANE. AT INTERSECTIONS, MAINTAIN ONE THRU LANE AT ALL TIMES. ONLY ONE SIDE OF AN INTERSECTION MAY BE CLOSED AT ANY ONE TIME.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN NECESSARY TEMPORARY PEDESTRIAN & SAFETY CONTROL DEVICES.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY HOT/COLD MIX (OR AC GRINDINGS WHERE APPROVED BY THE ENGINEER) RAMPS AT DRIVEWAYS, ALLEYS, INTERSECTIONS AND AT THE BEGINNING AND ENDING OF GRADE DROP-OFFS WITHIN THE TRAVEL LANE. RAMPS SHALL BE SUFFICIENTLY SLOPED TO ELIMINATE HAZARDOUS DRIVING CONDITIONS AND SHALL BE NO STEEPER THAN 5%. (NO DIRECT PAYMENT)
- THE CONTRACTOR SHALL CONSTRUCT SAFETY SLOPES WHERE PUBLIC TRAFFIC IS EXPOSED TO DROP-OFFS GREATER THAN 1.8 INCHES DURING NON-WORKING HOURS. PORTABLE DELINEATORS SHALL BE PLACED AT ALL DROP-OFF LOCATIONS AND BARRIER RAILS (K-RAILS) SHALL BE PLACED WHERE DROP-OFFS EXCEED 18 INCHES. (NO DIRECT PAYMENT)

GEOTECHNICAL NOTES:

REFER TO REPORT TITLED "GEOTECHNICAL PAVEMENT DESIGN RECOMMENDATIONS, JUNE LAKE STREETS REHABILITATION PROJECT" DATED JANUARY 31, 2014 PREPARED BY SIERRA GEOTECHNICAL SERVICES, INC. FOR ASPHALT CORING AND SOILS INFORMATION. SAID REPORT SHALL BE CONSIDERED A PART OF THESE PLANS.

CALTRANS STANDARD PLANS DATED 2010

A10A	ABBREVIATIONS
A10B	ABBREVIATIONS
A20A	PAVEMENT MARKERS AND TRAFFIC LINES, TYPICAL DETAILS
A20B	PAVEMENT MARKERS AND TRAFFIC LINES, TYPICAL DETAILS
A24D	PAVEMENT MARKINGS - WORDS
A73A	MARKERS
A73B	MARKERS
A87A	CURBS AND DRIVEWAYS
A87B	HOT MIX ASPHALT DIKES
A88A	CURB RAMP DETAILS
RS1	ROADSIDE SIGNS TYPICAL INSTALLATION DETAILS NO. 1
RS2	ROADSIDE SIGNS WOOD POST TYPICAL INSTALLATION DETAILS NO. 2
RS4	ROADSIDE SIGNS TYPICAL INSTALLATION DETAILS NO. 4

ABBREVIATIONS

(IN ADDITION TO STANDARD PLANS A10A AND A10B)

AP	ANGLE POINT
APP.	APPROACH
BW	BACK OF WALK
CMP	CORRUGATED METAL PIPE
DW	DRIVEWAY
EG	EXISTING GRADE
EX	EXISTING
FES	FLARED END SECTION
FL	FLOW LINE
HP	HIGH POINT
INST.	INSTALL
LP	LOW POINT
M.D.D.	MAXIMUM DRY DENSITY
MFR.	MANUFACTURER
N.T.S.	NOT TO SCALE
PERF.	PERFORATED
PULV.	PULVERIZE
R	RADIUS, RIGHT
R&R	REMOVE & REPLACE
REM	REMOVE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
U.N.A.	UNLESS NOTED OTHERWISE
W	WATER
WV	WATER VALVE

LEGEND

	RIGHT OF WAY
	EXISTING CONTOURS
	CENTERLINE
	EXISTING EDGE OF PAVEMENT
	EXISTING CHAIN LINK FENCE
	EXISTING FLOW LINE
	SURVEY MONUMENT WELL
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING POWER POLE
	EXISTING GUY ANCHOR
	EXISTING STORM DRAIN DROP INLET
	EXISTING SEWER MANHOLE

PROPOSED FEATURES

	LIMITS OF PAVING
	HMA DRIVEWAY TRANSITION
	CONCRETE CROSS GUTTER

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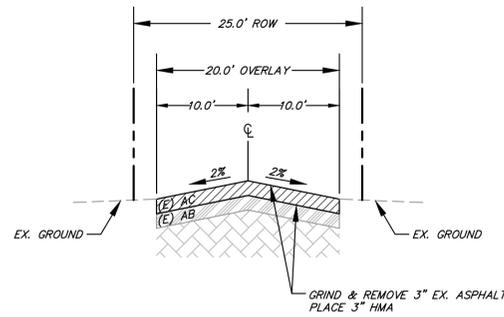
Matthew S. Schroder

DATE: 07/8/2014

**JUNE LAKE
 STREETS REHABILITATION PROJECT
 LEGEND, ABBREVIATIONS, NOTES**

DATE **JULY 8, 2014**
 SCALE **AS SHOWN**
 DRAWN **JSP/TT**
 JOB NO. **01.4027**
 SHEET
3
 OF 39 SHEETS

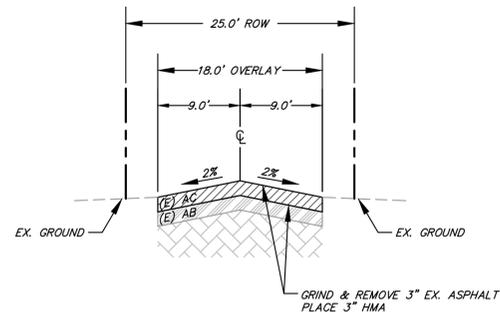
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ALDERMAN STREET
COLD PLANE & 3" OVERLAY
STA 1+25 TO 4+59

1
4

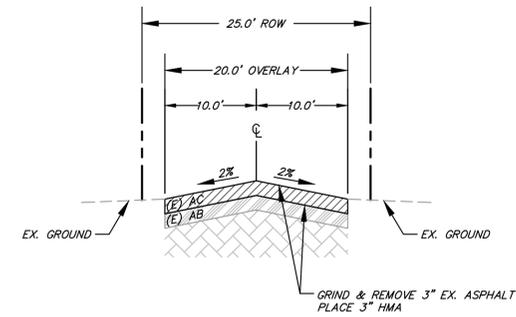
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ALDERMAN STREET
COLD PLANE & 3" OVERLAY
STA 5+27 TO 11+45

2
4

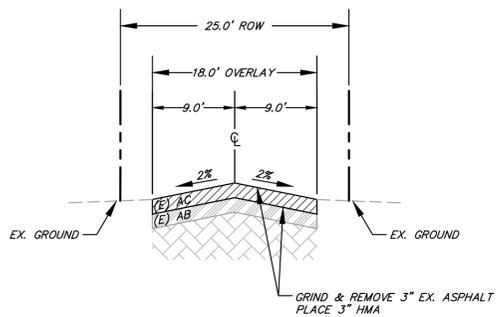
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BRUCE STREET
COLD PLANE & 3" OVERLAY
STA 1+54 TO 12+27

3
4

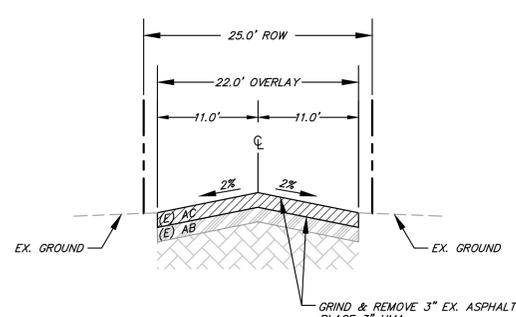
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CRAWFORD AVENUE
COLD PLANE & 3" OVERLAY
STA 1+28 TO 7+53
10+94 TO 12+19

4
4

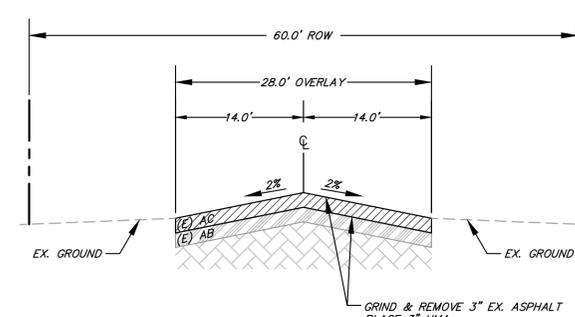
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CRAWFORD AVENUE
COLD PLANE & 3" OVERLAY
STA 14+07 TO 16+54

5
4

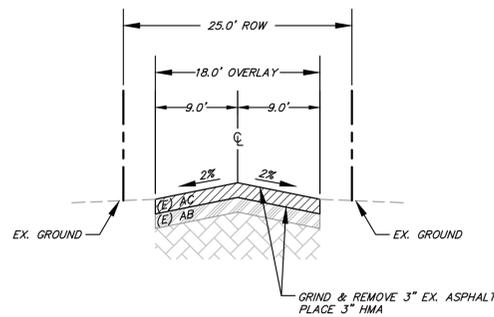
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DREAM MOUNTAIN DRIVE
COLD PLANE & 3" OVERLAY
STA 1+85 TO 11+36

6
4

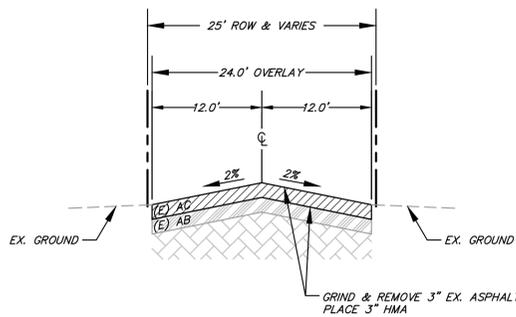
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FOSTER AVENUE
COLD PLANE & 3" OVERLAY
STA 1+26 TO 7+27

7
4

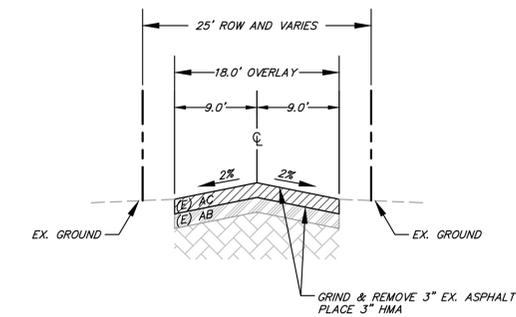
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BRENNER STREET
COLD PLANE & 3" OVERLAY
STA 1+46 TO 2+44

8
4

N.T.S.



BRENNER AVENUE
COLD PLANE & 3" OVERLAY
STA 5+16 TO 6+60

9
4

N.T.S.

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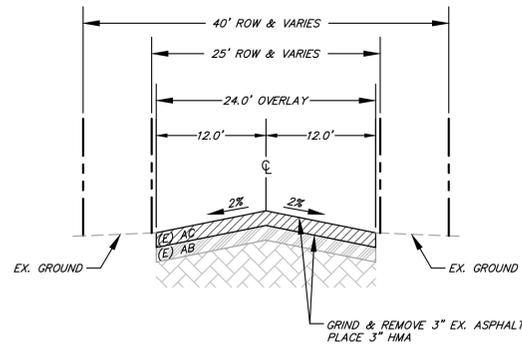
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JUNE LAKE
STREETS REHABILITATION PROJECT
SECTIONS

DATE JULY 8, 2014
SCALE AS SHOWN
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4
OF 39 SHEETS

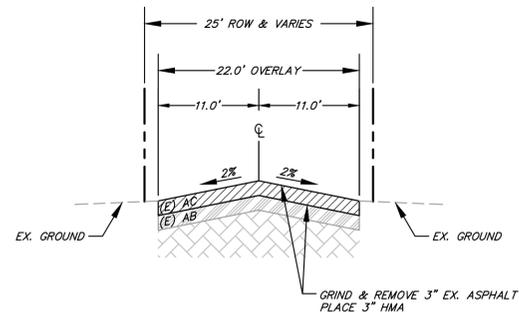
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KNOLL AVENUE
COLD PLANE & 3" OVERLAY
STA 1+78 TO 8+40

10
5

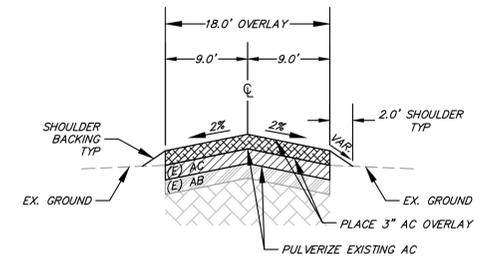
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KNOLL AVENUE
COLD PLANE & 3" OVERLAY
STA 8+91 TO 10+66

11
5

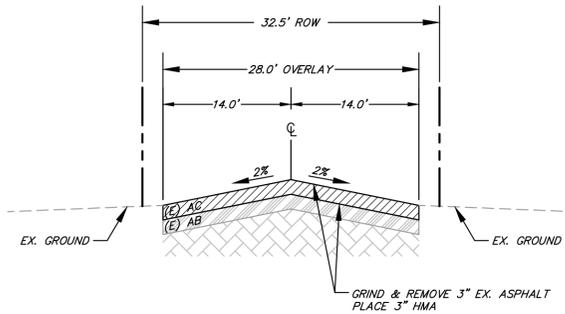
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BIG ROCK ROAD
PULVERIZE & 3" OVERLAY
STA 1+00 TO 7+64

12
5

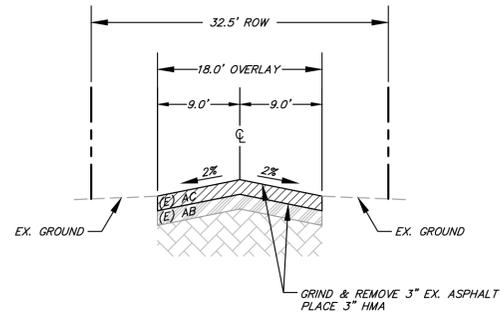
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HOWARD AVENUE
COLD PLANE & 3" OVERLAY
STA 1+00 TO 1+27

13
5

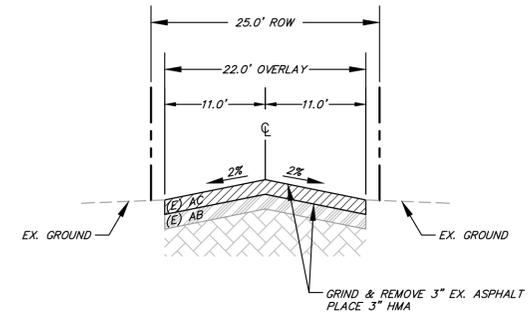
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HOWARD AVENUE
COLD PLANE & 3" OVERLAY
STA 1+64 TO 4+18

14
5

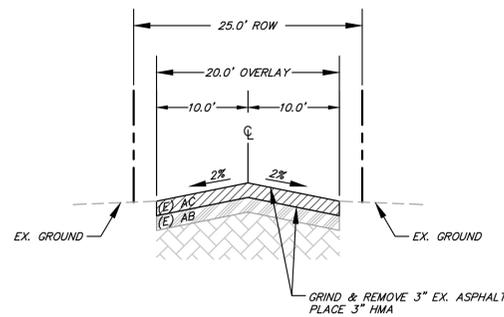
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GRANITE AVENUE
COLD PLANE & 3" OVERLAY
STA 6+65 TO 8+86

15
5

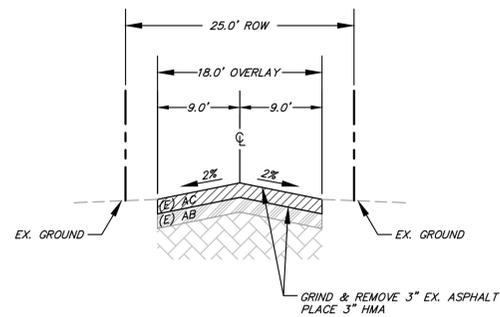
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GRANITE AVENUE
COLD PLANE & 3" OVERLAY
STA 9+45 TO 10+07

16
5

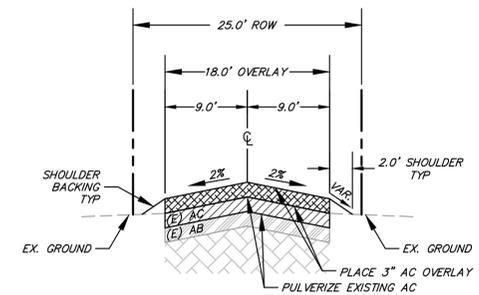
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GRANITE AVENUE
COLD PLANE & 3" OVERLAY
STA 10+79 TO 12+10

17
5

N.T.S.



LYLE TERRACE ROAD
PULVERIZE & 3" OVERLAY
STA 1+74 TO 4+63

18
5

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STATE OF CALIFORNIA

Matthew Schroeder

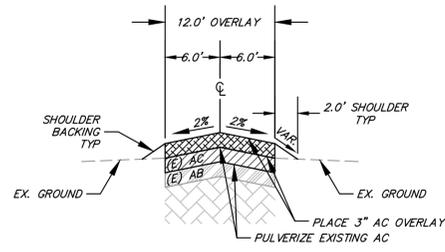
DATE: 07/8/2014

JUNE LAKE
STREETS REHABILITATION PROJECT
SECTIONS

DATE JULY 8, 2014
SCALE AS SHOWN
DRAWN JSP/TT
JOB NO. 01.4027
SHEET

5
OF 39 SHEETS

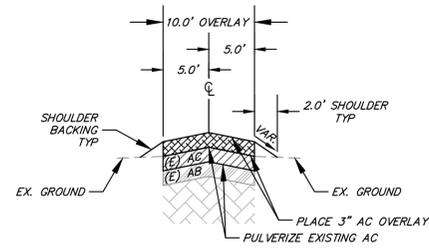
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LYLE TERRACE ROAD
PULVERIZE & 3" OVERLAY
STA 5+14 TO 19+88

19
6

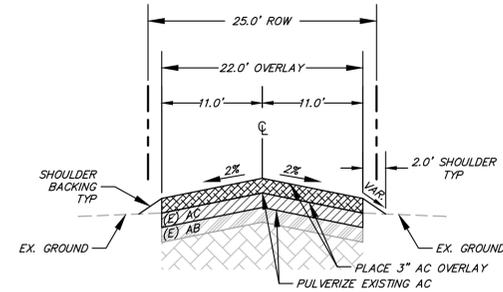
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LYLE TERRACE ROAD
PULVERIZE & 3" OVERLAY
STA 20+33 TO 20+83

20
6

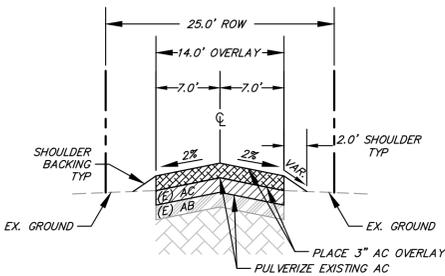
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LAKEVIEW DRIVE
PULVERIZE & 3" OVERLAY
STA 4+51 TO 5+41

21
6

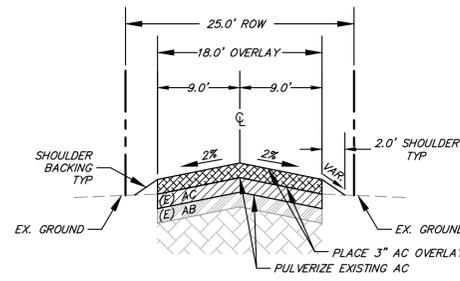
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LAKEVIEW DRIVE
PULVERIZE & 3" OVERLAY
STA 6+48 TO 7+55

22
6

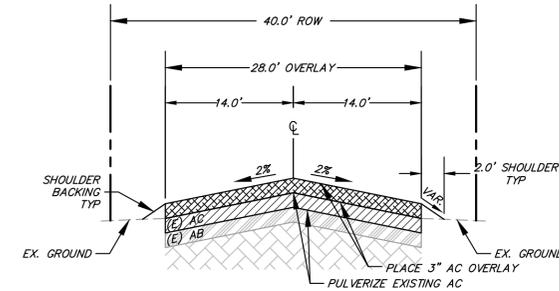
N.T.S.



LAKEVIEW DRIVE
PULVERIZE & 3" OVERLAY
STA 1+69 TO 2+94
STA 8+27 TO 11+10

23
6

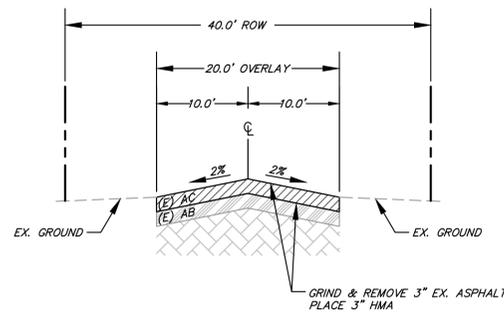
N.T.S.



LAKEVIEW DRIVE
PULVERIZE & 3" OVERLAY
STA 13+15 TO 15+80

24
6

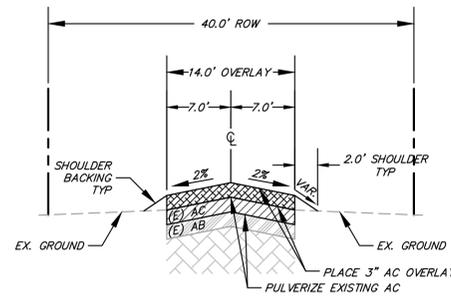
N.T.S.



GULL LAKE ROAD
COLD PLANE & 3" OVERLAY
STA 2+20 TO 8+27

25
6

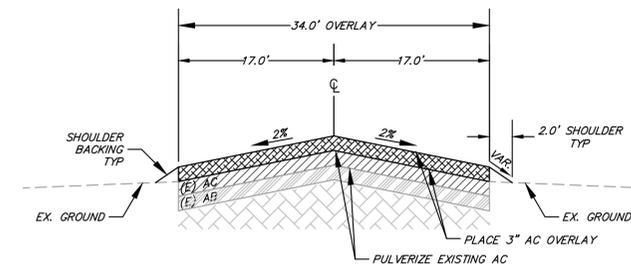
N.T.S.



FOREST ROAD
PULVERIZE & 3" OVERLAY
STA 1+67 TO 21+38

26
6

N.T.S.



PINE CLIFF DRIVE
PULVERIZE & 3" OVERLAY
STA 54+61 TO 57+11

27
6

N.T.S.

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PREPARED & SUBMITTED BY:



DATE: 07/8/2014

JUNE LAKE
STREETS REHABILITATION PROJECT
SECTIONS

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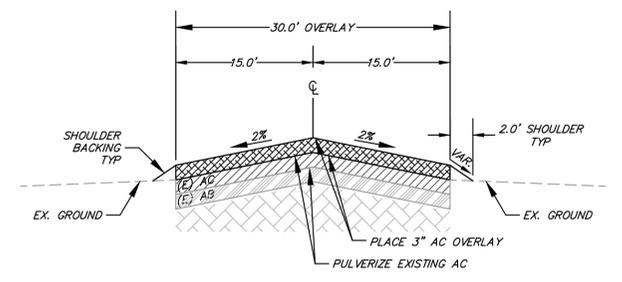


 DATE: 07/8/2014

JUNE LAKE

 STREETS REHABILITATION PROJECT

 SECTIONS



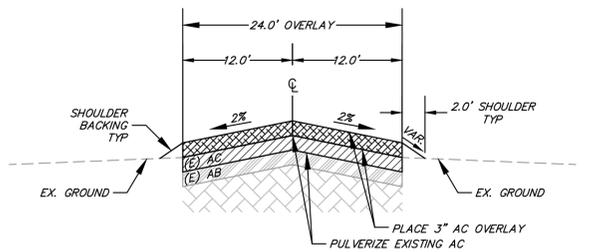
PINE CLIFF DRIVE

 PULVERIZE & 3" OVERLAY

 STA 21+44 TO 26+39

28
7

N.T.S.



PINE CLIFF DRIVE

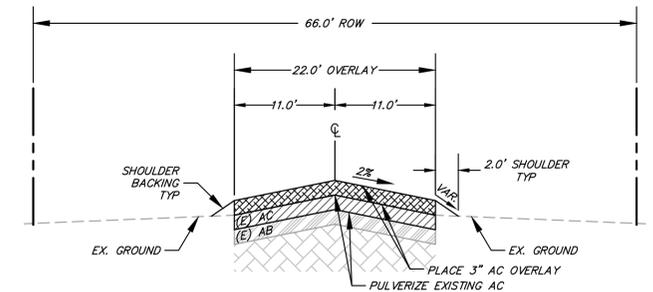
 PULVERIZE & 3" OVERLAY

 STA 1+63 TO 20+27

 STA 27+03 TO 27+35

29
7

N.T.S.



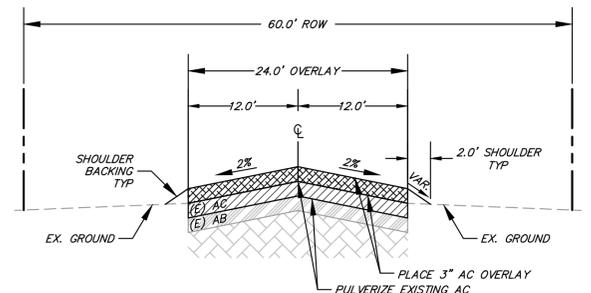
PINE CLIFF ROAD

 PULVERIZE & 3" OVERLAY

 STA 28+51 TO 52+31

30
7

N.T.S.



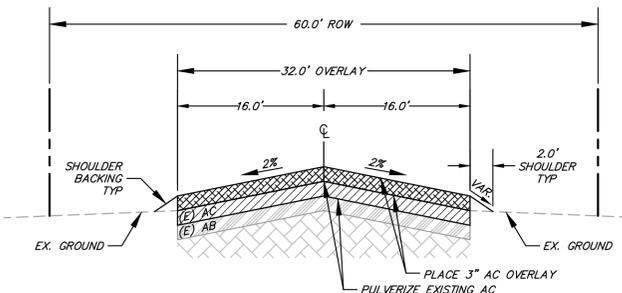
NORTH SHORE DRIVE

 PULVERIZE & 3" OVERLAY

 STA 157+80 TO 186+73

31
7

N.T.S.



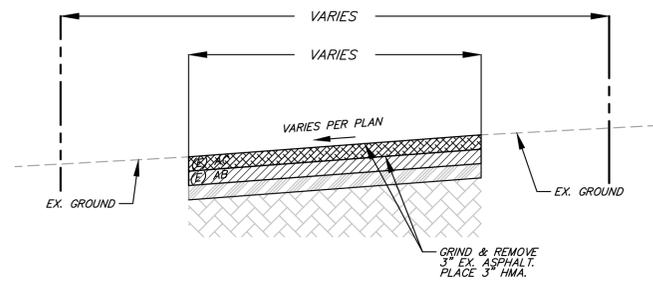
NORTH SHORE DRIVE

 PULVERIZE & 3" OVERLAY

 STA 157+80 TO 186+73

32
7

N.T.S.



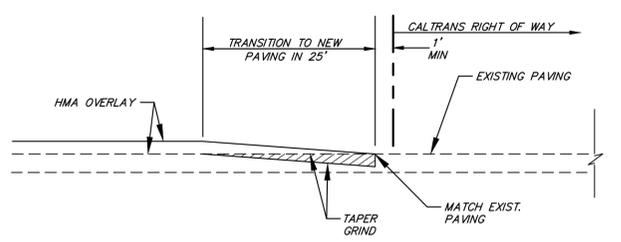
COLD PLANE AND 3" OVERLAY

 TREATMENT WIDTH, SLOPE,

 AND ROW VARIES PER PLAN

33
7

N.T.S.

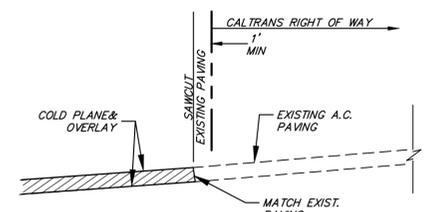


CONFORM WITH OVERLAY

 AT HIGHWAY 158

34
7

N.T.S.

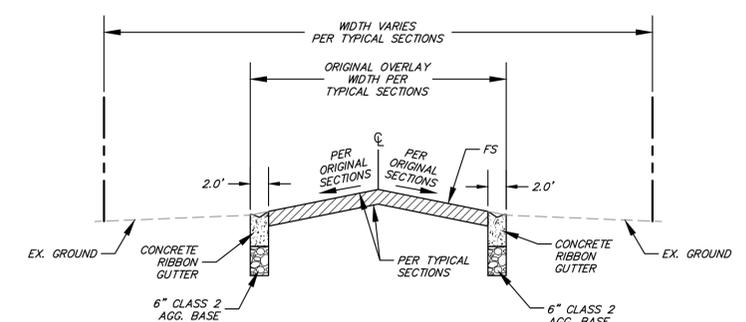


CONFORM WITH COLD PLANE

 AT HIGHWAY 158

35
7

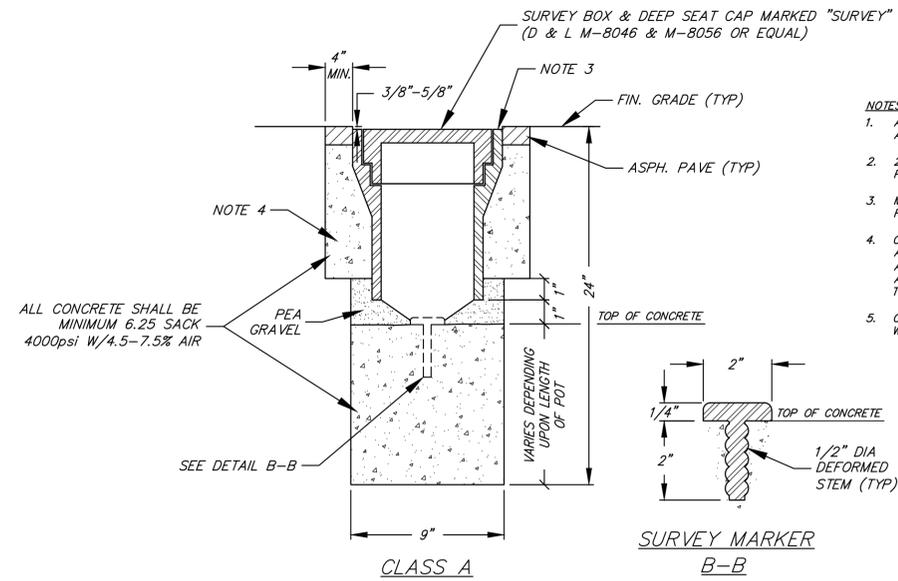
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ALTERNATE ROAD SECTION

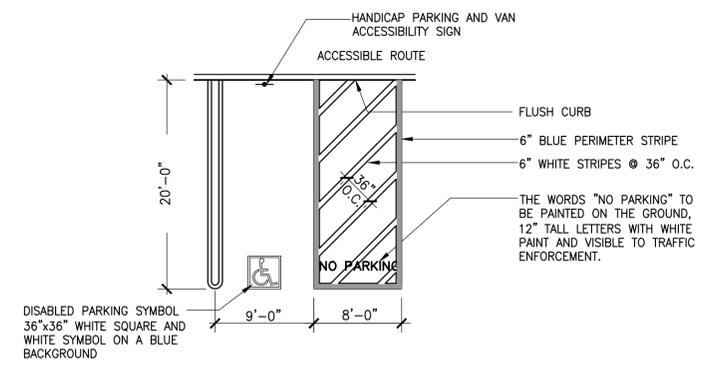
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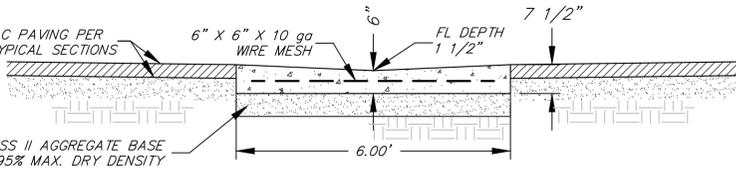
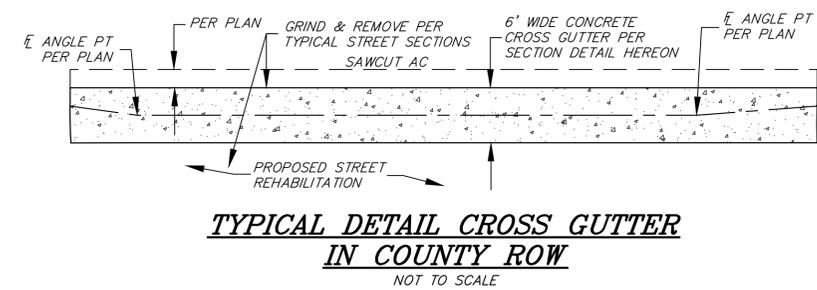
- NOTES:**
1. ALL SURVEY MARKERS SHALL BE CENTER PUNCHED AFTER PLACEMENT.
 2. 2" DIA. ALUMINUM OR BRASS CAP W/PLS # PERMANENTLY ATTACHED PRIOR TO PLACEMENT.
 3. MONUMENT POT SHALL BE SET 3/8"-5/8" BELOW FINISHED ROADWAY SURFACE.
 4. CONCRETE COLLAR SHALL BE LEFT 2" BELOW FINISHED ASPHALT SURFACE. TOP OF CONCRETE SHALL RECEIVE A ROUGH BROOM FINISH. PLACE 2" OF TYPE 3 HMA AROUND MONUMENT POT. APPLY SS-1 TACK COAT TO TOP OF CONCRETE BEFORE PLACING ASPHALT PAVING.
 5. CONCRETE SHALL BE FLUSH W/TOP OF SURVEY POT WHEN NOT LOCATED IN HMA PAVING.

37 SURVEY MONUMENT N.T.S.



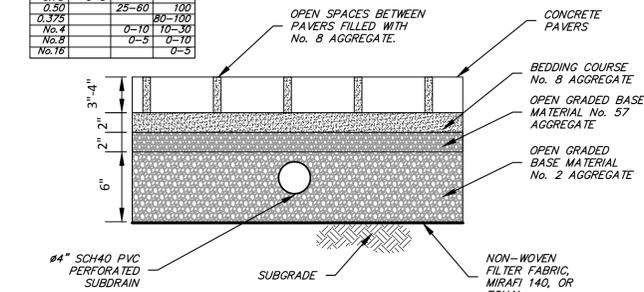
NOTE: SURFACE SLOPE OF STALL SHALL NOT EXCEED 1.5% IN ANY DIRECTION.

40 ACCESSIBLE STANDARD PARKING STALL N.T.S.

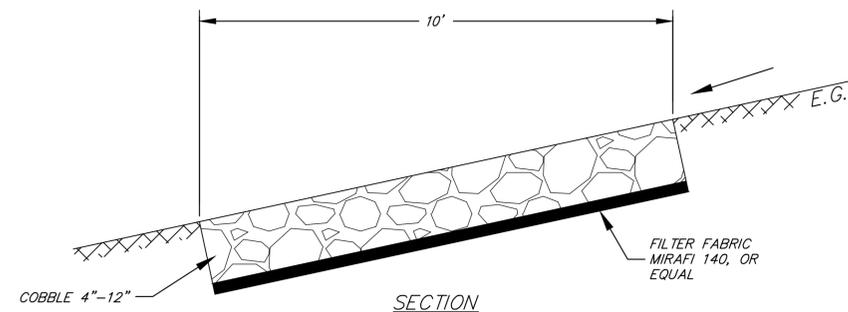
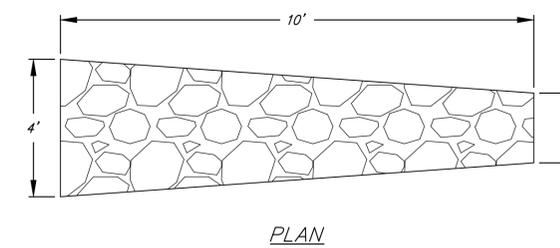


38 CROSS GUTTER SECTION IN COUNTY ROW N.T.S.

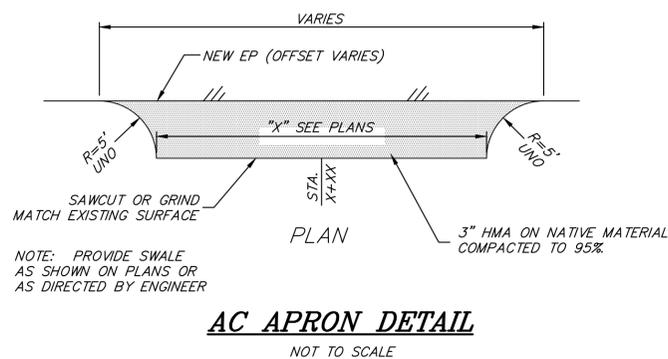
ASTM D 448		
SIEVE SIZE (mm)	PERCENT PASSING	NO. 2 NO. 57 NO. 8
75	100	
2.5	90-100	
2	35-70	
1.5	0-15	100
1	0-15	95-100
0.75	0-5	
0.50	25-80	100
0.375	80-100	
No. 4	0-10	10-30
No. 8	0-5	0-10
No. 16	0-5	0-5



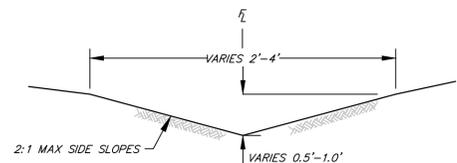
41 PERVIOUS PAVERS N.T.S.



42 COBBLE DISSIPATOR N.T.S.



AC APRON DETAIL NOT TO SCALE



39 GRADED EARTH SWALE N.T.S.

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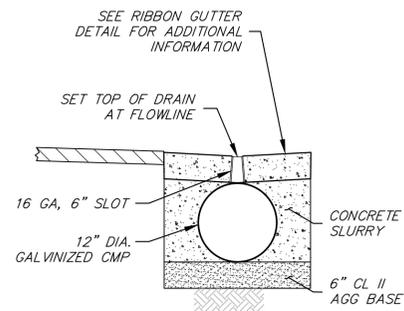
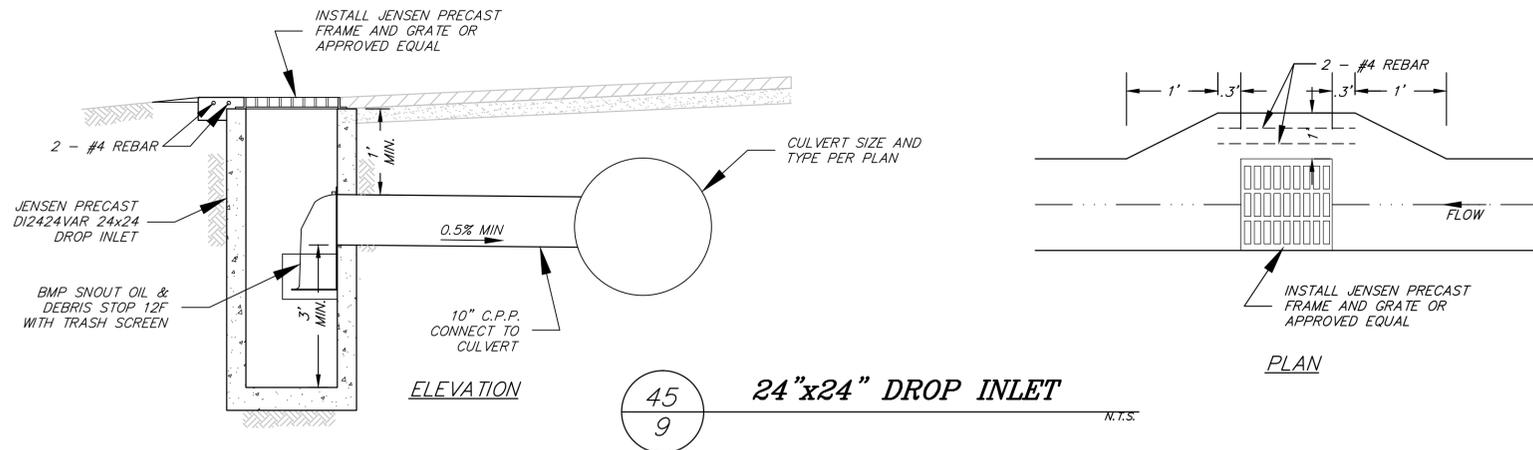
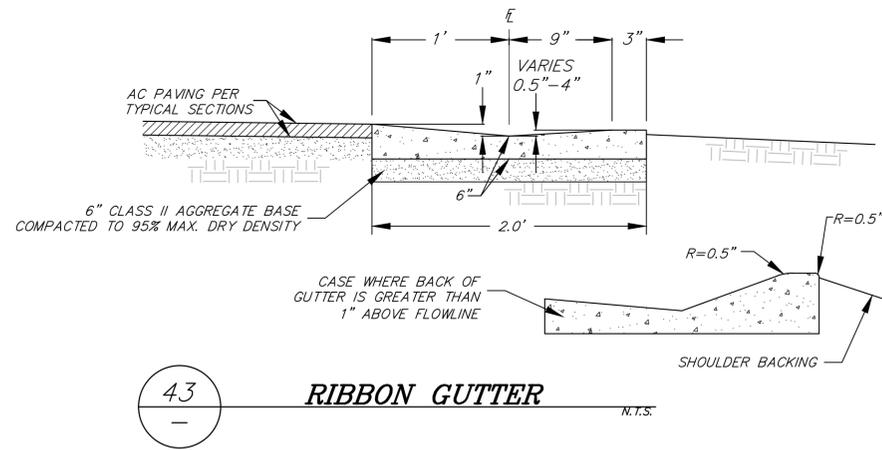
PREPARED & SUBMITTED BY:
 REGISTERED PROFESSIONAL ENGINEER
 MATTHEW S. SCHROEDER
 NO. C 70489
 EXP. 9/30/14
 CIVIL
 STATE OF CALIFORNIA

DATE: 07/8/2014

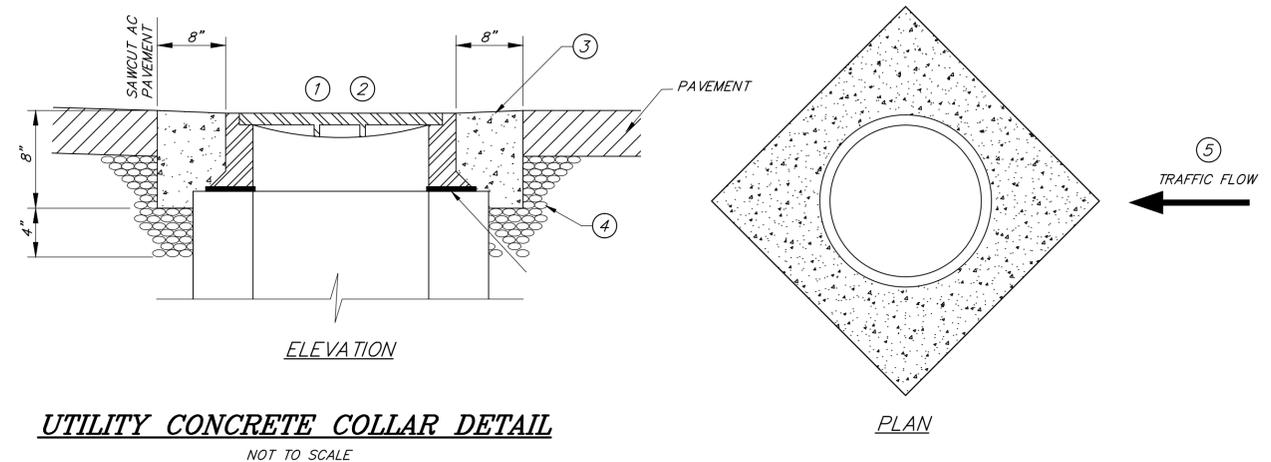
JUNE LAKE
 STREETS REHABILITATION PROJECT
 CONSTRUCTION DETAILS

DATE: JULY 8, 2014
 SCALE: AS SHOWN
 DRAWN: JSP/TT
 JOB NO.: 01.4027
 SHEET: 8
 OF 39 SHEETS

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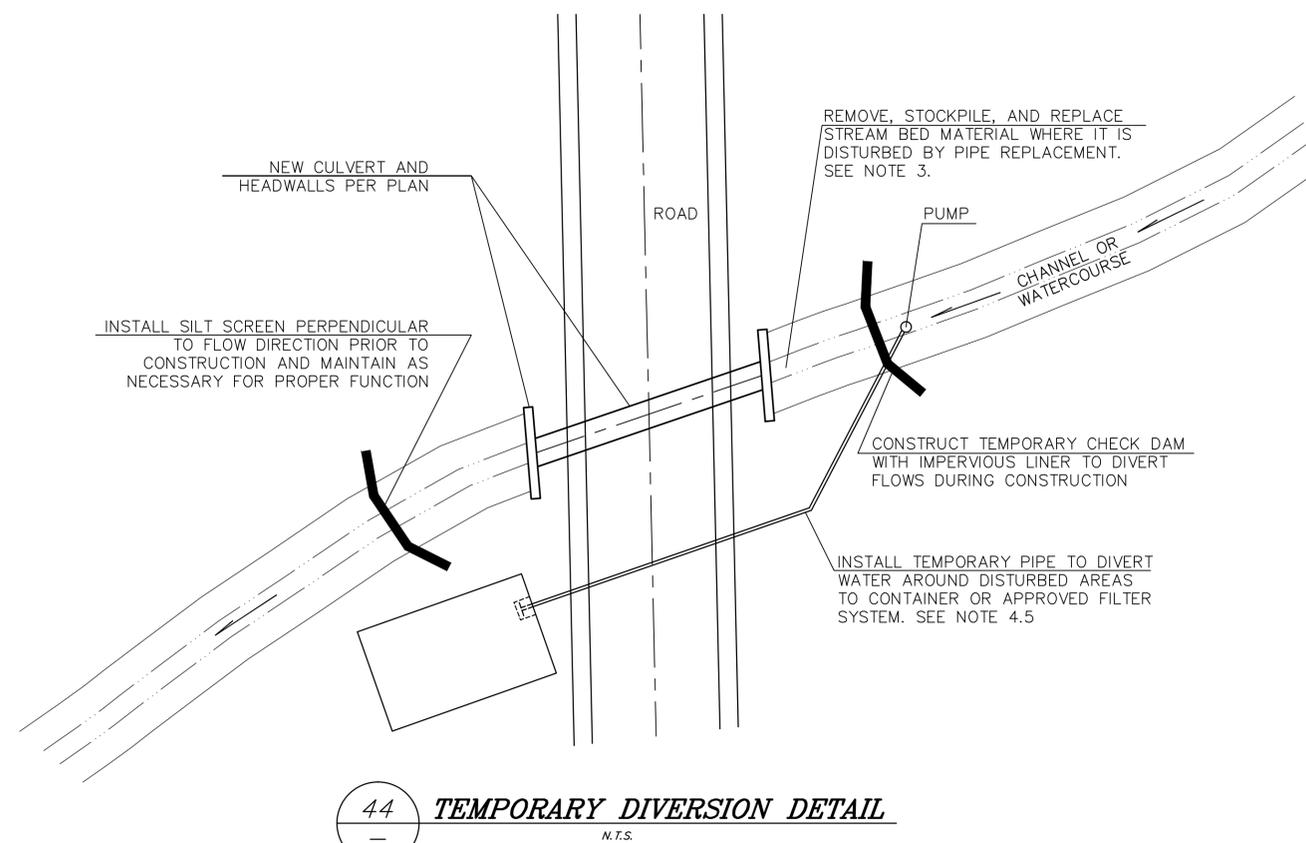


- NOTES:**
1. GRADE OF FRAME AND COVER TO MATCH PAVEMENT GRADE.
 2. DEPRESS FRAME AND COVER 1/4" BELOW PAVEMENT.
 3. CLASS 1 CONCRETE COLLAR.
 4. AGGREGATE BASE.
 5. PLACE CONCRETE SUCH THAT NO EDGES ARE PERPENDICULAR TO THE DIRECTION OF THE TRAFFIC FLOW.



WATER DIVERSION NOTES:

1. AT THE TIME OF CONSTRUCTION (SEPTEMBER) THE FLOW IN THE CONNECTION BETWEEN JUNE LAKE AND GULL LAKE IS EXPECTED TO DRY WITH NO FLOWING WATER. IF FLOW OCCURS DUE TO AN UNEXPECTED RUNOFF EVENT, IT MUST BE DIVERTED AROUND THE PROJECT AREA IN A PIPE IN ORDER TO ALLOW AS LITTLE CONTACT WITH DISTURBED SOIL AS POSSIBLE.
2. ALL BMPS SHALL BE INSTALLED PER THE SWPPP PRIOR TO CONSTRUCTION.
3. STREAMBED DISTURBANCE SHALL BE LIMITED. PRIOR TO CONSTRUCTION, PLACE FENCING AT LIMIT OF CONSTRUCTION. REMOVE, STOCKPILE AND REPLACE STREAM BED MATERIAL WHERE IT IS DISTURBED BY GRADING.
4. IN THE EVENT OF A RUNOFF EVENT:
 - 4.1. WORK SHALL BE STOPPED IN CHANNELS AND ON PIPES.
 - 4.2. ALL EXPOSED SURFACES SHALL BE PROTECTED WITH MATTING, OR OTHER APPROVED METHODS.
 - 4.3. WADDLES SHALL BE PLACED AT LIMITS OF DISTURBED SOILS,
 - 4.4. A PUMP SHALL BE PLACED IN UPSTREAM CHANNEL.
 - 4.5. A PIPE CONNECTED TO THE PUMP SHALL BE DIRECTED INTO A CONTAINER (E.G. WATER TRUCK) THAT IS TAKEN TO AN APPROVED LOCATION FOR DISPOSAL, OR A SEDIMENT FILTER BAG CAN BE USED AS AN ALTERNATIVE TO HAULING WATER OFF-SITE, IF IT IS PLACED IN A LOCATION THAT IS ALREADY DISTURBED.
 - 4.6. AN IMPREVIOUS LINER SHALL BE PLACE AT THE LOCATION OF THE PUMP, SO THE PUMP DOES NOT DISTURB THE CHANNEL. IT SHALL BE WEIGHTED DOWN WITH WASHED ROCKS LARGE ENOUGH NOT TO BE AFFECTED BY THE FLOW.
 - 4.7. THE PUMP SHALL BE TURNED ON, MAKING SURE NOT TO DISTURB THE CHANNEL.
 - 4.8. GRAVEL BAGS SHALL BE PLACED TO CREATE A CHECK DAM.
 - 4.9. THIS DIVERSION SHALL REMAIN IN PLACE UNTIL THE RUNOFF STOPS.
 - 4.10. NO CONSTRUCTION SHALL BE PERFORMED DURING THE RUNOFF EVENT EXCEPT AS DIRECTED BY THE ENGINEER, AND AS CAN BE PERFORMED WITHOUT THE PRODUCTION OF SEDIMENT, OR DISTURBANCE OF THE CHANNEL.
5. THE DISTURBANCE OF STREAM BED MATERIAL SHALL BE AVOIDED.
6. FOLLOWING APPROVAL BY THE COUNTY, THE WATER DIVERSION SYSTEM SHALL BE REMOVED. THERE SHALL BE NO DISTURBANCE OF THE CHANNEL DURING THESE PROCEDURES.



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