

#	DATE	REVISION

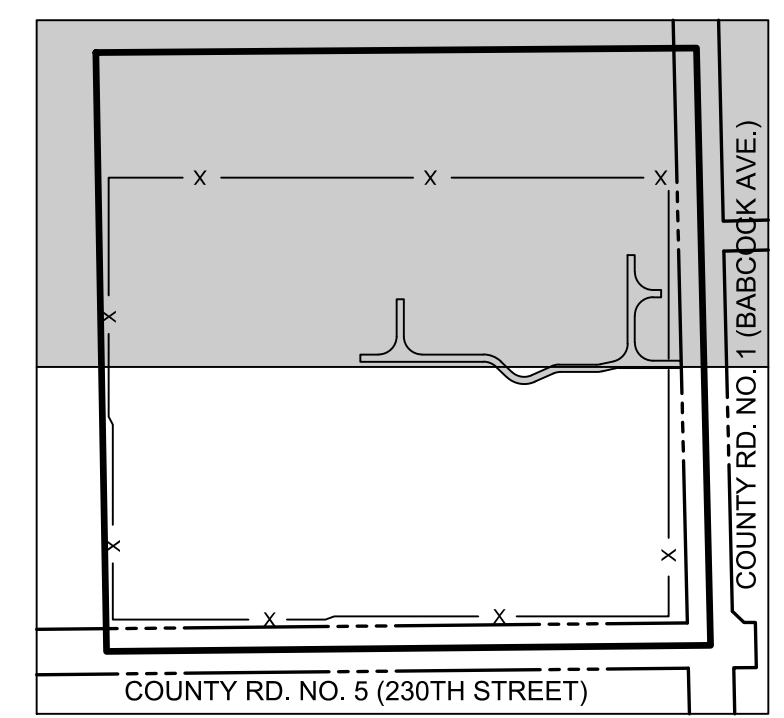
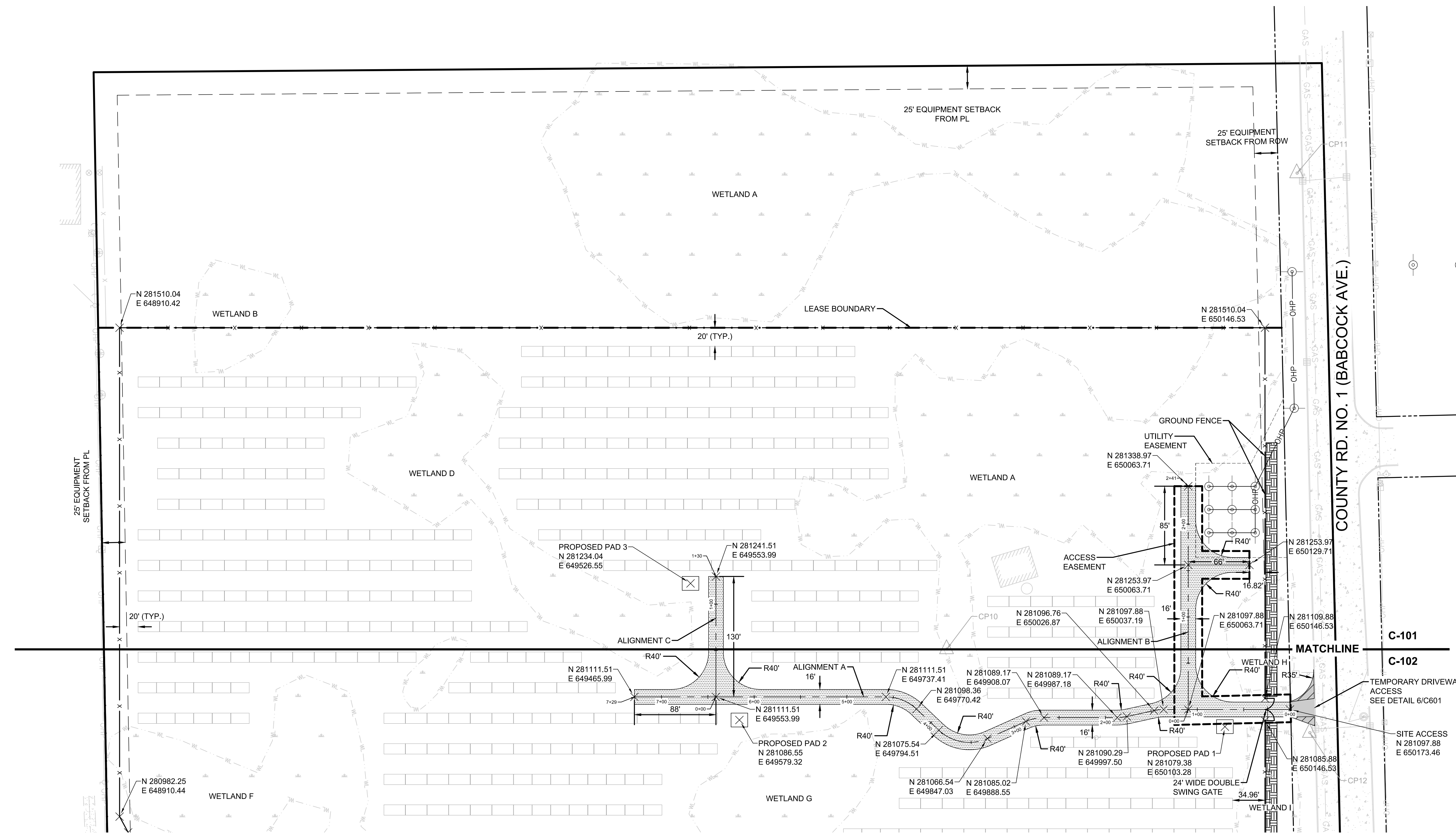
PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Noah Waterhouse, PE
 DATE DD/MM/YYYY
 REGISTRATION NUMBER 46720

DRAWN BY
MA
 DATE
05.10.17
 CHECKED BY
NW
 PROJECT #
2017-021

SHEET NUMBER
C101



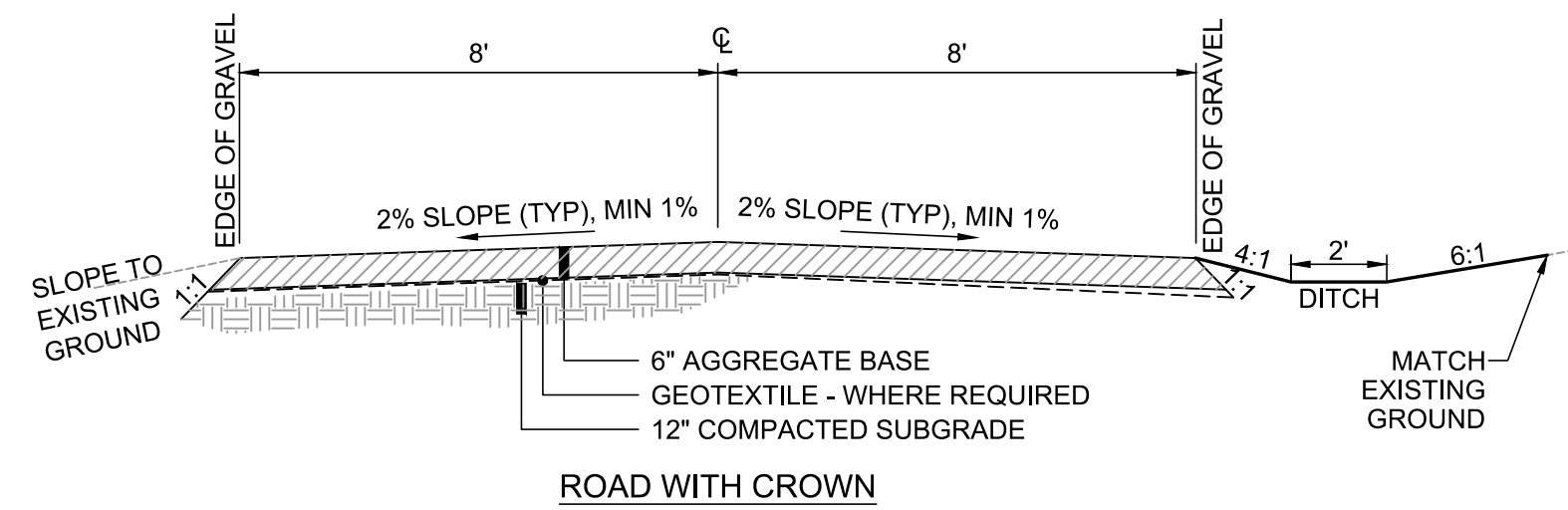
KEY PLAN

LEGEND

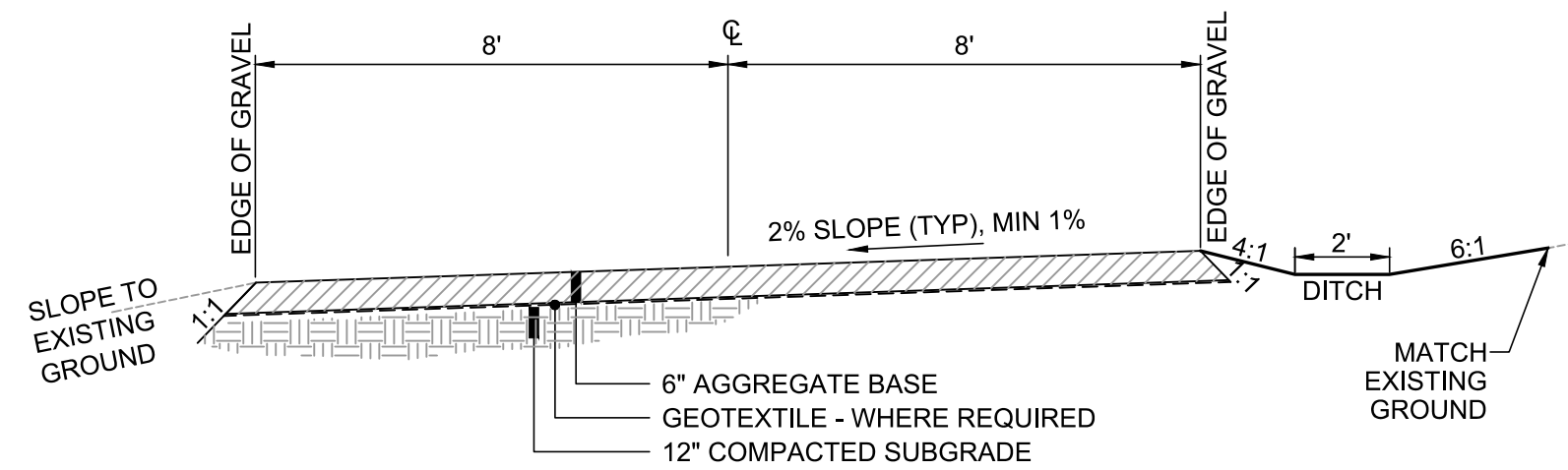
EXISTING FEATURES	PROPOSED FEATURES	EROSION CONTROL FEATURES
PROPERTY LINE	GRAVEL ROAD	SILT FENCE
EASEMENT LINE	TEMPORARY GRAVEL SURFACE	ROCK CONSTRUCTION ENTRANCE
ROAD RIGHT OF WAY	CHAIN LINK FENCE	EROSION CONTROL BLANKET
EXISTING GRAVEL ROAD	SETBACK LINE	FIBER LOG
EXISTING BITUMINOUS ROAD	LEASE BOUNDARY	
EXISTING CONCRETE ROAD	ACCESS EASEMENT	
EXISTING BUILDING	UTILITY EASEMENT	
FENCE	DRAIN TILE	
WETLANDS	BIOFILTRATION BASIN	
UNDERGROUND GAS	MAJOR CONTOUR	
OVERHEAD POWER	MINOR CONTOUR	
POWER POLE	LANDSCAPE AREA	
TELEPHONE BOX		
SIGN		
STEELWOOD POST		
CATCH BASIN		
BEEHIVE CATCH BASIN		
CULVERT END		
SANITARY MANHOLE		

NOTES

1. MARK WETLANDS WITH TEMPORARY IDENTIFYING FLAGS, STAKES, OR SIGNS.
2. CONTRACTOR TO PROTECT EXISTING CURB AT SITE ENTRANCE.



ROAD WITH CROWN



ROAD WITH SUPERELEVATION

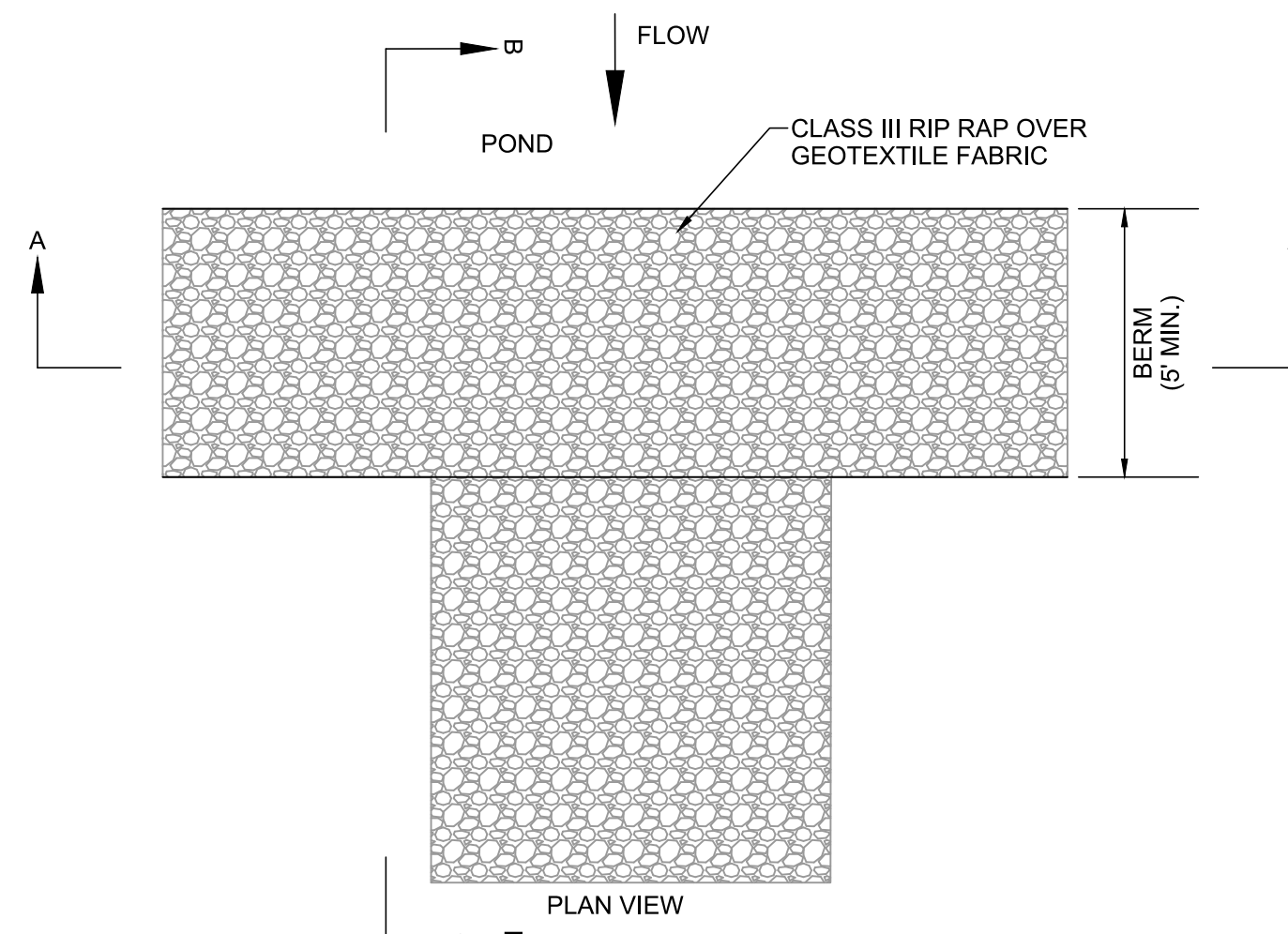
NOTES:

1. CONSTRUCT DITCH AS SHOWN ABOVE ONLY WHERE INDICATED BY CONTOURS ON THE GRADING PLAN.
2. IN THE ABSENCE OF A ROADSIDE DITCH, SLOPE FROM EDGE OF GRAVEL TO EXISTING GROUND @3:1.
3. 2% CROSS SLOPE IS TYPICAL, BUT CAN BE ADJUSTED DOWN TO MATCH EXISTING GROUND SLOPE IN ORDER TO PROMOTE CONTINUED SHEET DRAINAGE ACROSS ROAD. CROSS SLOPE SHALL NOT BE LESS THAN 1%.
4. ROAD GRADES ARE TYPICALLY INTENDED TO MATCH ADJACENT GRADE ALLOWING DRAINAGE TO SHEET ON AND OFF OF ROADS EVENLY. CARE SHOULD BE TAKEN TO FIELD ADJUST ROAD GRADES OR DITCH LOCATIONS AS NECESSARY TO PREVENT RUNOFF FROM CONCENTRATING ALONG ROAD EDGES CAUSING EROSION.

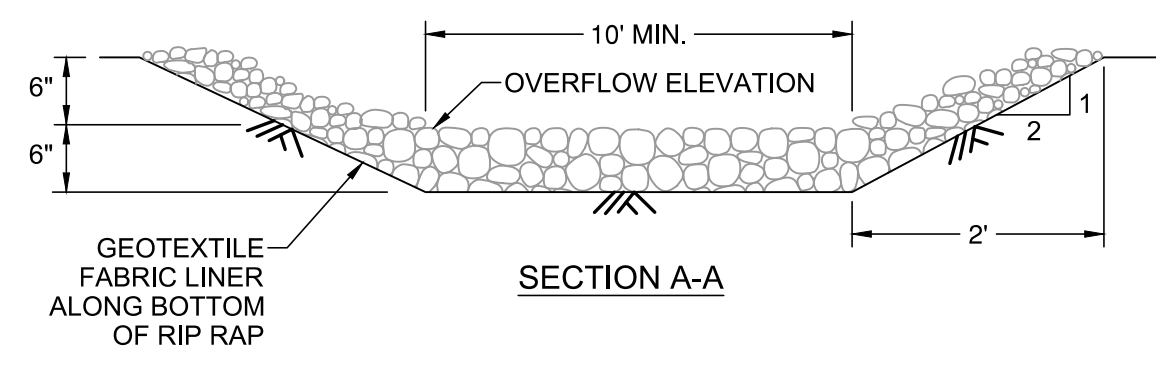
ALTERNATIVE SECTION NOTE:

1. AT THE CONTRACTOR'S DISCRETION, SUBSTITUTE THE SECTION ABOVE WITH 4" OF AGGREGATE OVER 9" OF CEMENT STABILIZATION. CEMENT TO BE 5% OF THE COMPACTED VOLUME.

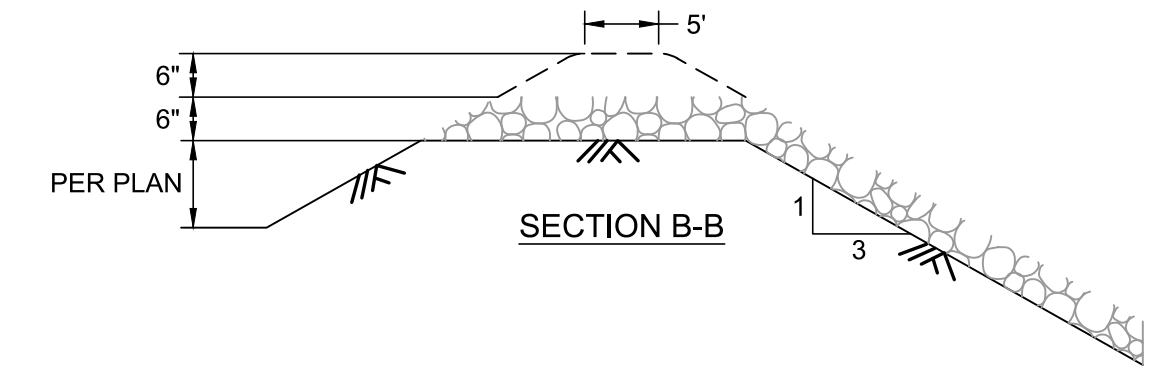
1 TYPICAL SOLAR ACCESS ROAD
C601 NOT TO SCALE



PLAN VIEW

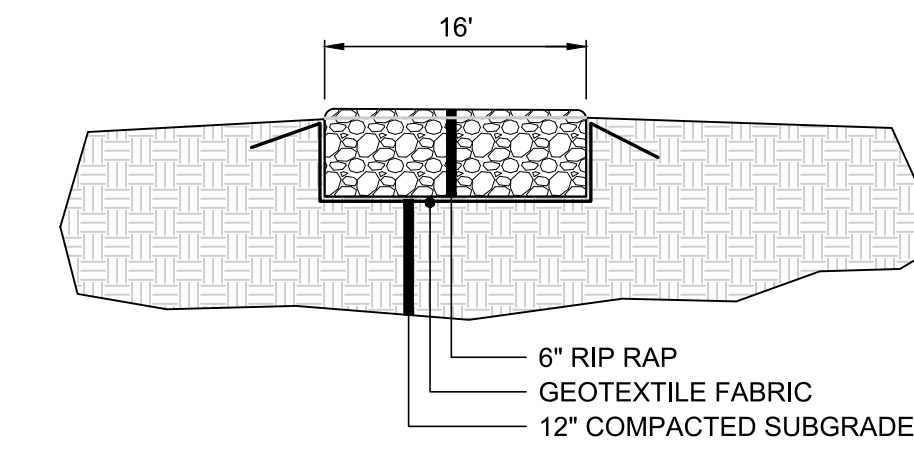


SECTION A-A

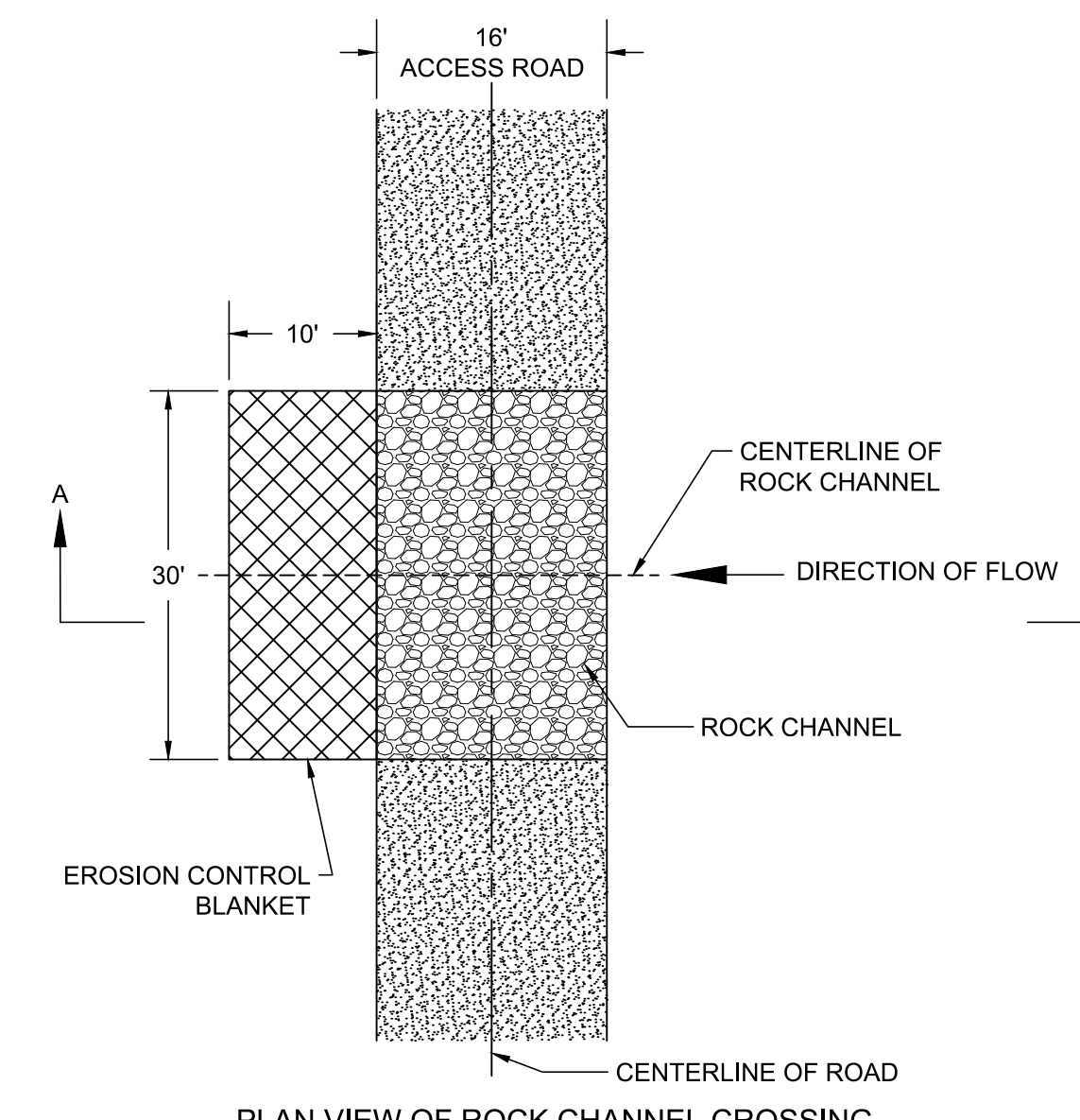


SECTION B-B

2 RIP RAP SPILLWAY
C601 NOT TO SCALE



SECTION A-A

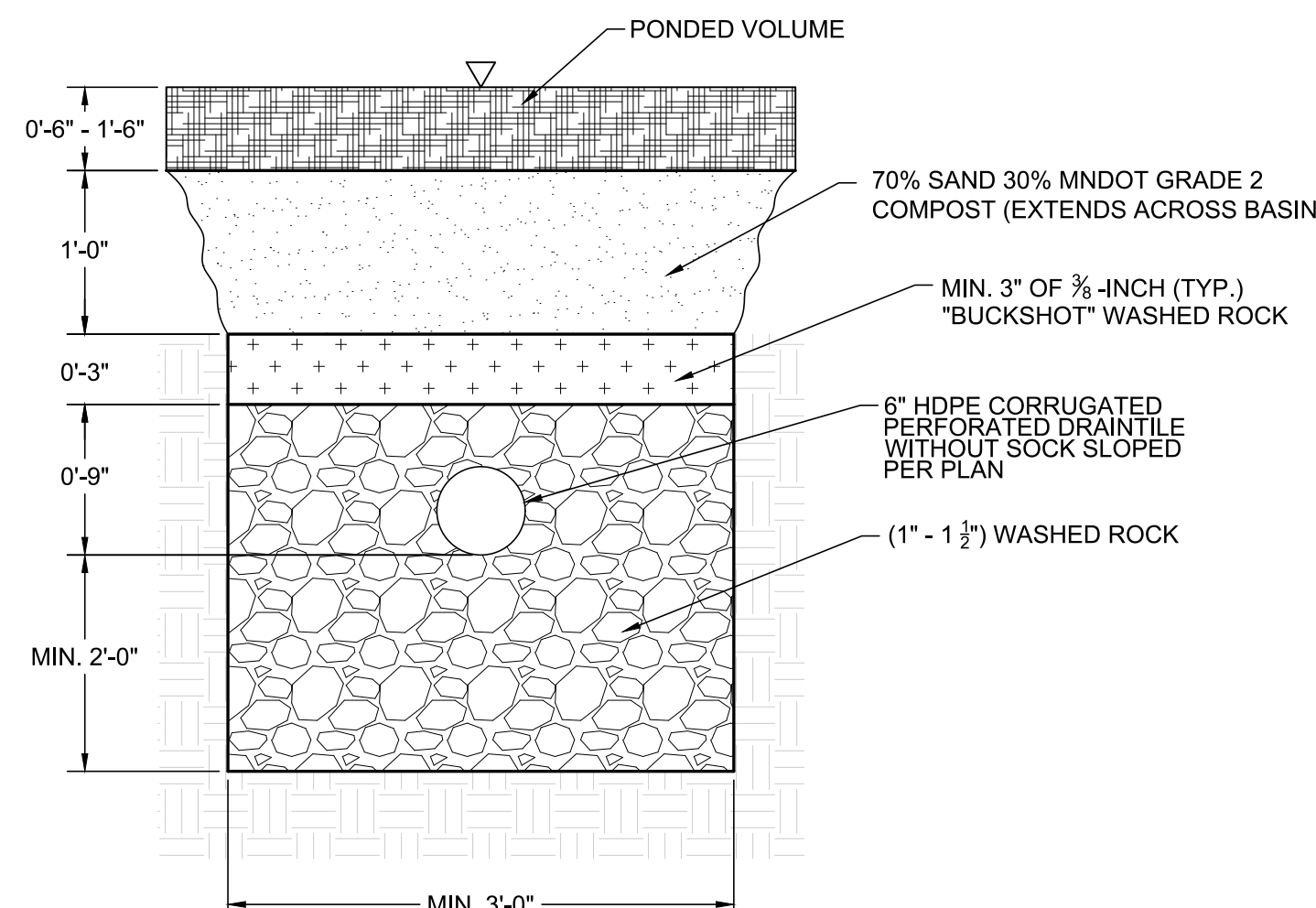


PLAN VIEW OF ROCK CHANNEL CROSSING

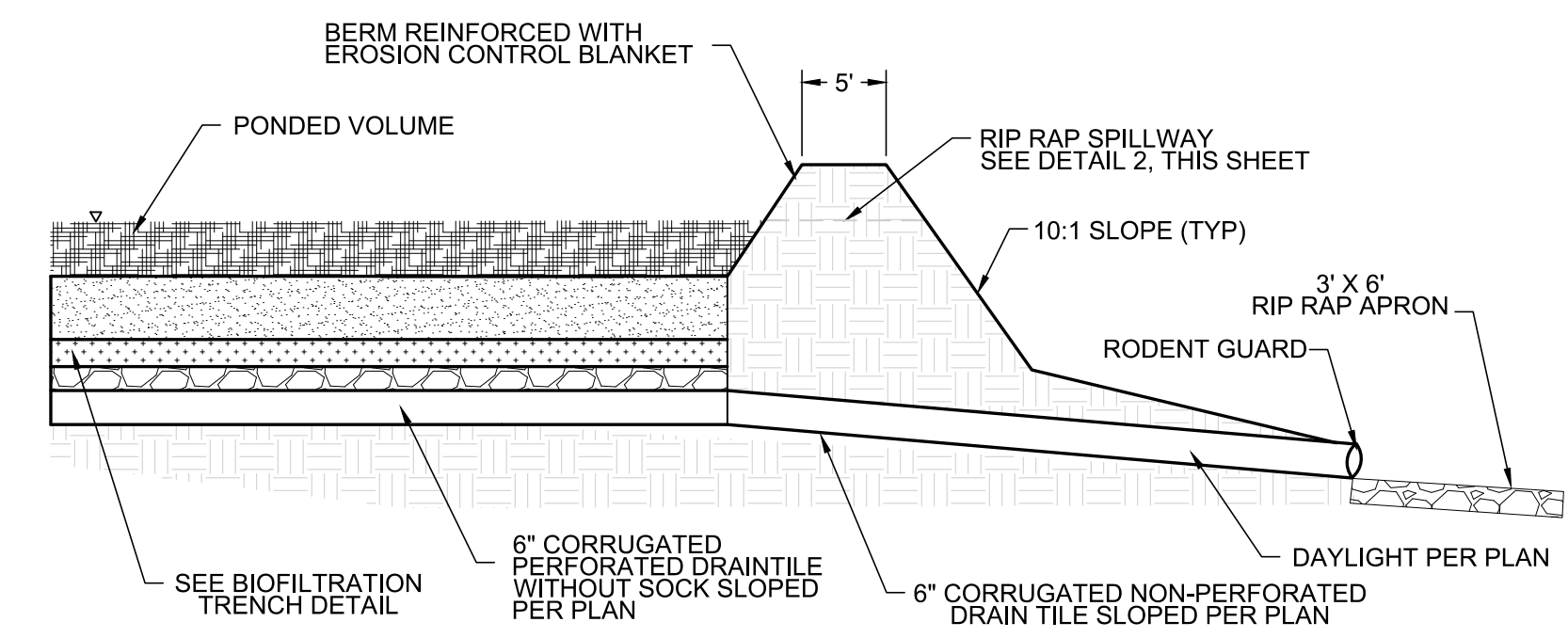
NOTES:

1. CHANNEL SLOPES TO BE MODIFIED TEMPORARILY DURING CONSTRUCTION TO ALLOW FOR ADEQUATE COMPONENT DELIVERY AND RESTORE TO FINAL CONDITIONS UPON RESTORATION.
2. THE ACCESS ROAD SHALL CROSS THE DITCH AT A 90° ANGLE.
3. THE TOP OF THE ROCK CHANNEL CROSSING SHALL CONFORM TO THE EXISTING DITCH CROSS SECTIONAL SLOPES.
4. MATERIAL THICKNESS MAY BE FIELD ADJUSTED TO ACHIEVE SUFFICIENT BEARING CAPACITIES AS ARE NECESSARY FOR ANTICIPATED ROAD USE.

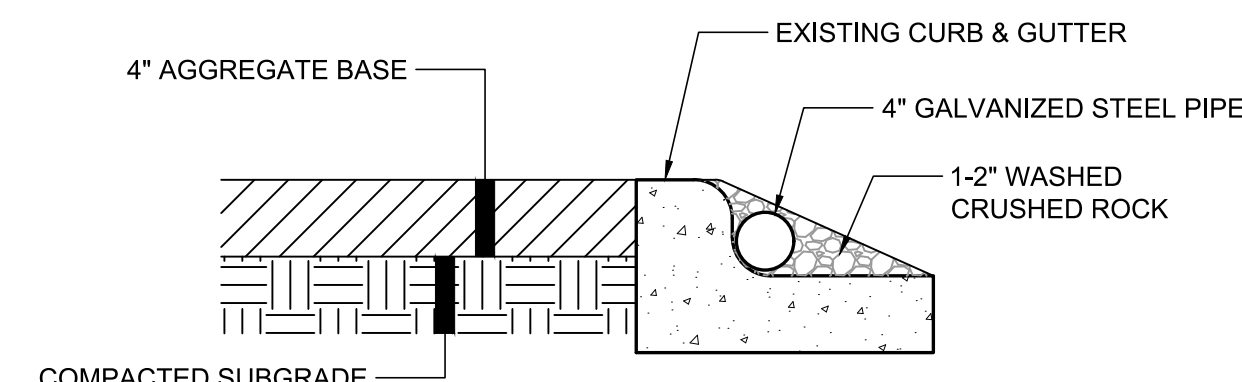
3 LOW WATER CROSSING AT ACCESS ROAD
C601 NOT TO SCALE



4 BIOFILTRATION TRENCH
C601 NOT TO SCALE



5 BIOFILTRATION BASIN WITH OUTLET DRAIN TILE
C601 NOT TO SCALE



NOTES:

1. SEE SHEET C101 FOR LAYOUT AND DIMENSIONS OF TEMPORARY DRIVEWAY ACCESS.
2. UPON COMPLETION OF CONSTRUCTION, RESTORE TO EXISTING CONDITION.
3. PROTECT ADJACENT CATCH BASIN FROM SEDIMENTATION AND ALLOW CONTINUOUS USE THROUGHOUT CONSTRUCTION.

6 TEMPORARY DRIVEWAY ACCESS
C601 NOT TO SCALE

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