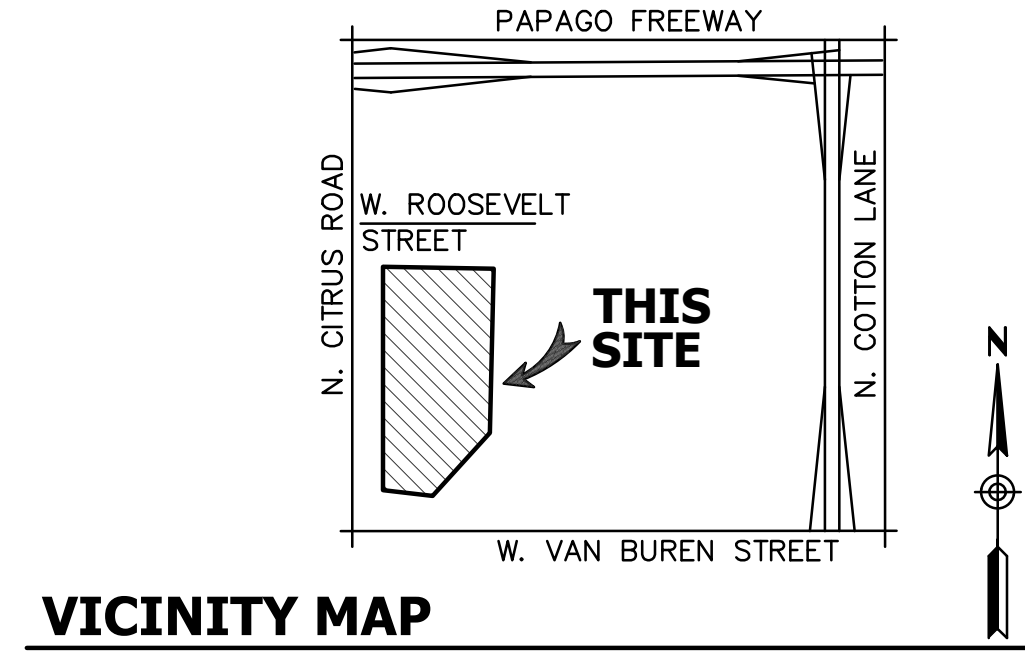
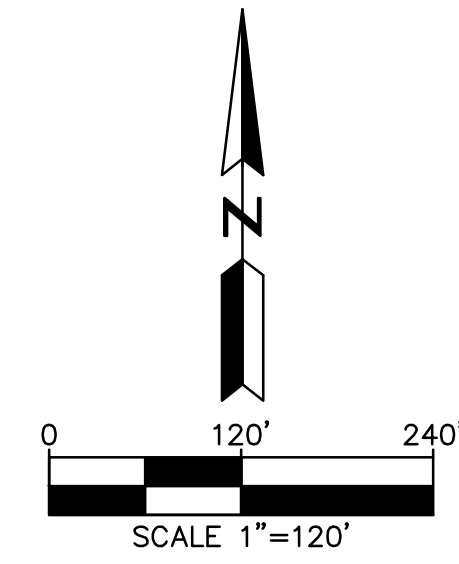
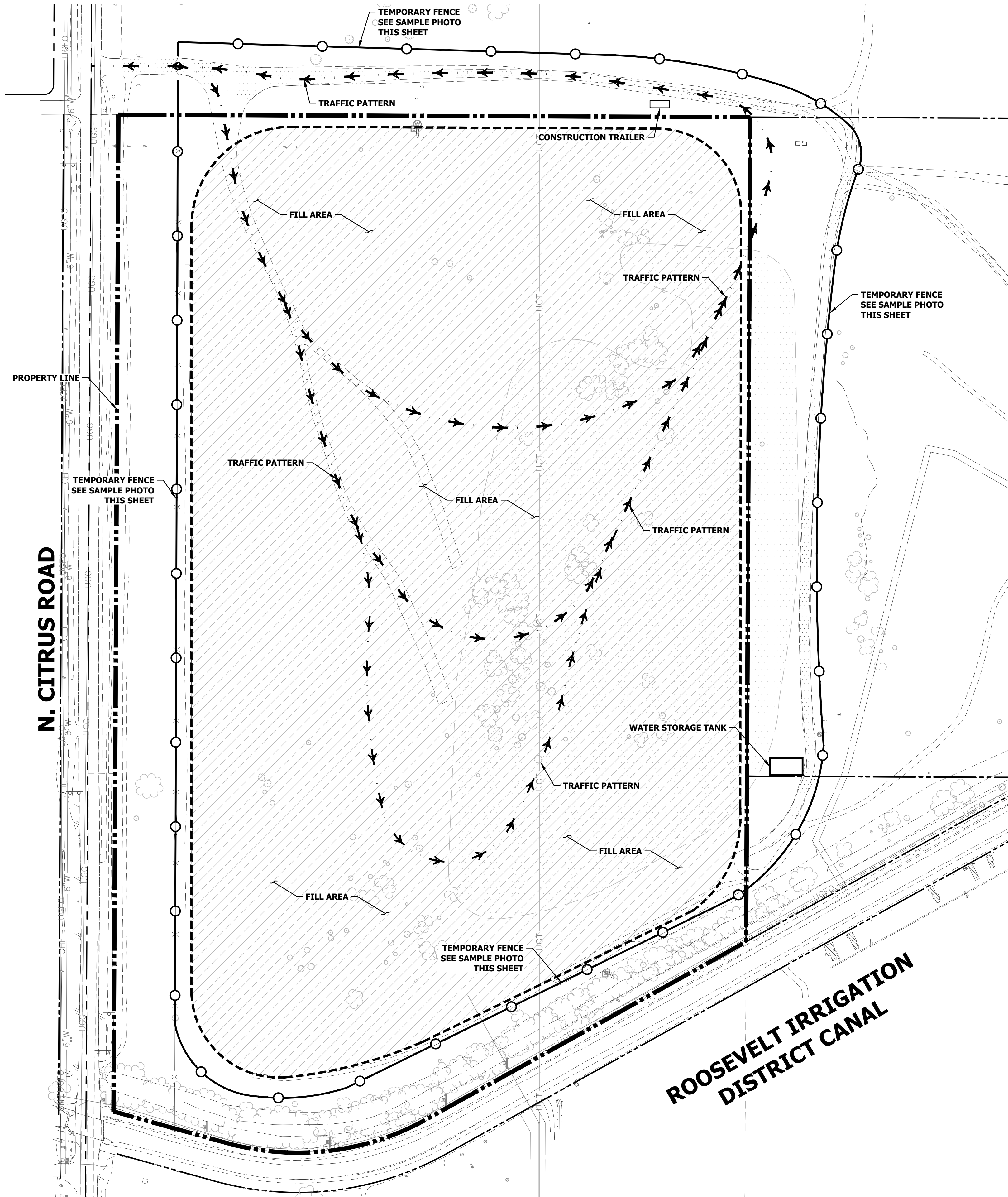
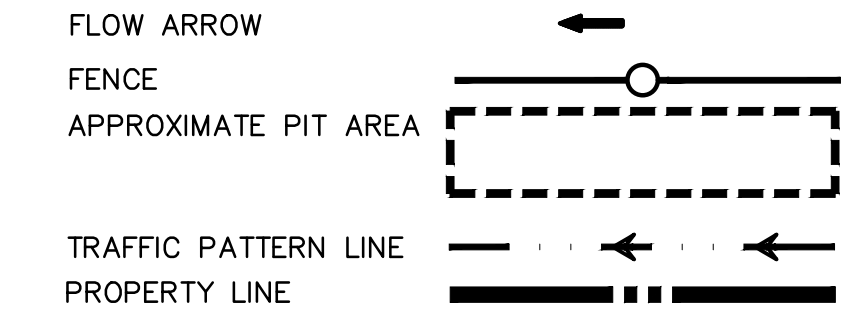


LANDSCAPE PLAN
FOR
10 GOODYEAR
SEC CITRUS ROAD AND INTERSTATE 10
GOODYEAR, ARIZONA



PROPOSED LEGEND



TEMPORARY FENCE SAMPLE PHOTO

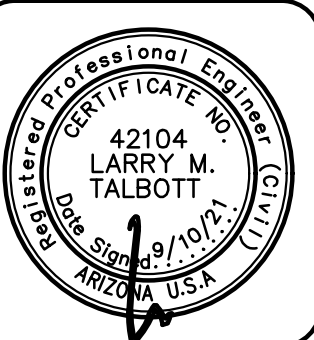
NO.	DATE	REVISION	BY

DESIGN BY: LMT
DRAWN BY: LMT
CHECKED BY: LMT

PURPOSE:
3RD CITY SUBMITTAL

HUNTER
ENGINEERING
10450 NORTH 74TH STREET,
SUITE 200
SCOTTSDALE, AZ 85266
T 480 991 3386
F 480 991 3386

CIVIL AND SURVEY



LANDSCAPE PLAN
FOR
TROTTER GOODYEAR
SEC CITRUS ROAD AND INTERSTATE 10
GOODYEAR, ARIZONA



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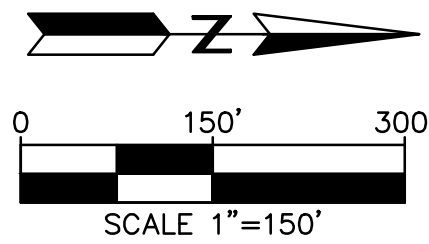
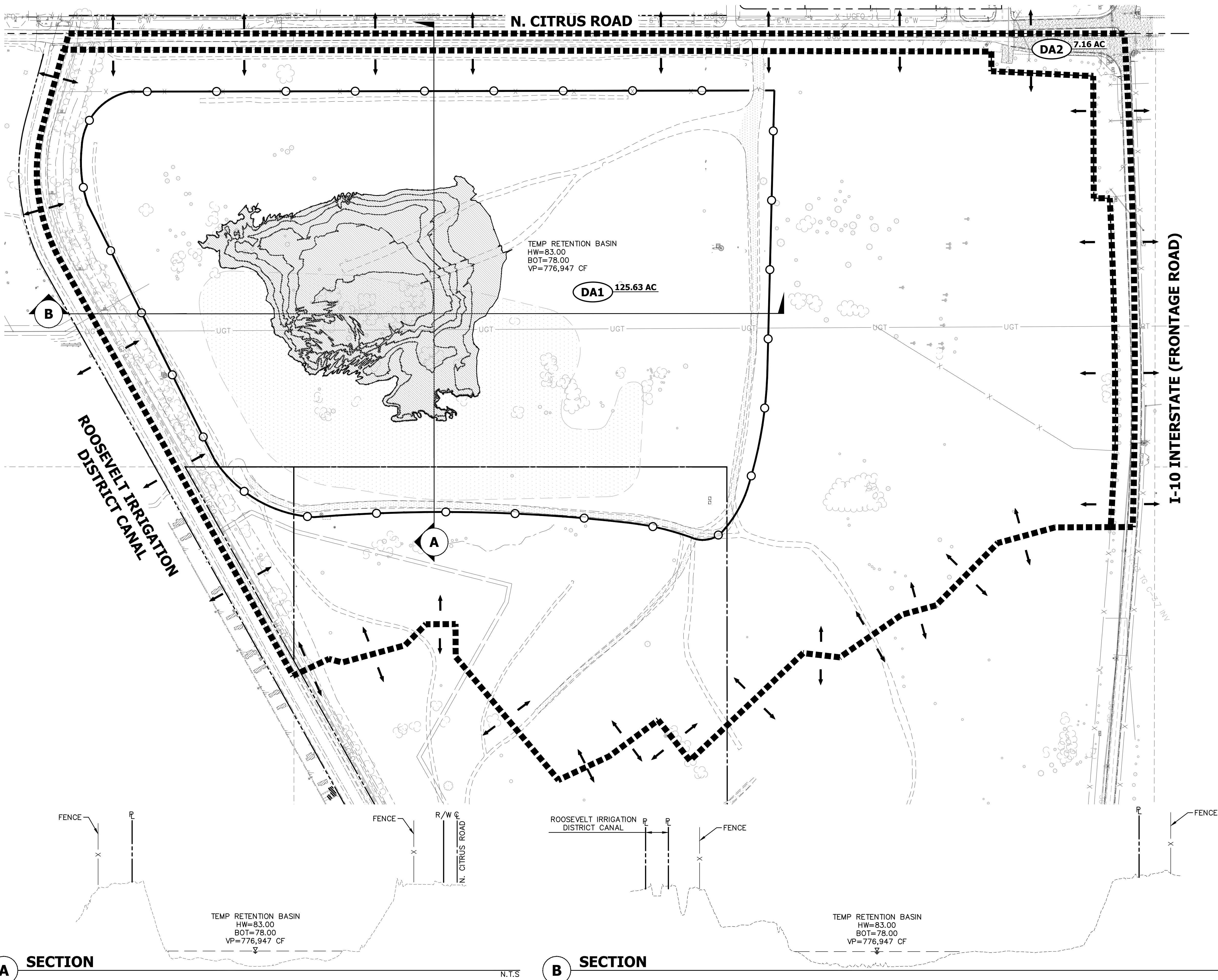
PROJECT NAME:
TROTTER
GOODYEAR

HE NO.: TROT001
SCALE: 1"=120'

SHEET:
C1.1

PRELIMINARY GRADING AND DRAINAGE

FOR
10 GOODYEAR
SEC CITRUS ROAD AND INTERSTATE 10
GOODYEAR, ARIZONA



DRAINAGE SUMMARY

THE SITE IS AN EXISTING INERT MATERIAL FILL OPERATION. THE SITE RETAINS ALL ON-SITE RUNOFF AT THE LOW POINT OF THE PIT. A SMALL AMOUNT OF THE STREET FRONTAGE IS ALSO CAPTURED IN AN EXISTING BASIN ADJACENT TO THE STREET.

RETENTION REQUIRED

$V = C \cdot P \cdot A$
C=RUNOFF COEFFICIENT
P=2.5 INCHES
A=DRAINAGE AREA
VR=VOLUME REQUIRED

DRAINAGE AREA

ID	AREA (AC)	C	VR (CF)
DA1	125.63 AC	0.60	684,005CF
DA2 (STREET)	7.16 AC	0.95	61,729CF
TOTAL			745,734CF

RETENTION PROVIDED

ID	DEPTH	UP(CF)	DRAIN TIME
TEMP BASIN	5'	1,089,745CF	30 HOURS
*THE AVAILABLE VOLUME AND SHAPE OF THE BASIN IS BASED UPON AVAILABLE EXISTING TOPOGRAPHIC INFORMATION. THE BASIN AREA WILL CHANGE DURING THE COURSE OF THE PROJECT.			

RETENTION DISCHARGE NOTE

THE SITE RETENTION BASIN WILL BE ADJUSTED THROUGHOUT THE PROJECT AS INDICATED ABOVE. THE OPERATOR WILL MONITOR THE RETENTION BASIN TO CONFIRM THAT THE BASIN DISCHARGES WITHIN 36-HOURS. IN THE EVENT THAT THE DISCHARGE RATES DO NOT ALLOW FOR THE BASIN TO DRAIN WITHIN 36-HOURS, THE BASIN WILL BE WIDENED AS NECESSARY TO ACHIEVE THE 36-HOUR REQUIREMENT.

NO.	DATE	REVISION	BY

DESIGN BY: LMT
DRAWN BY: LMT
CHECKED BY: LMT

HUNTER
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10450 NORTH 74TH STREET, SUITE 200
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**PRELIMINARY GRADING AND DRAINAGE
FOR
TROTTER GOODYEAR
SEC CITRUS ROAD AND INTERSTATE 10
GOODYEAR, ARIZONA**

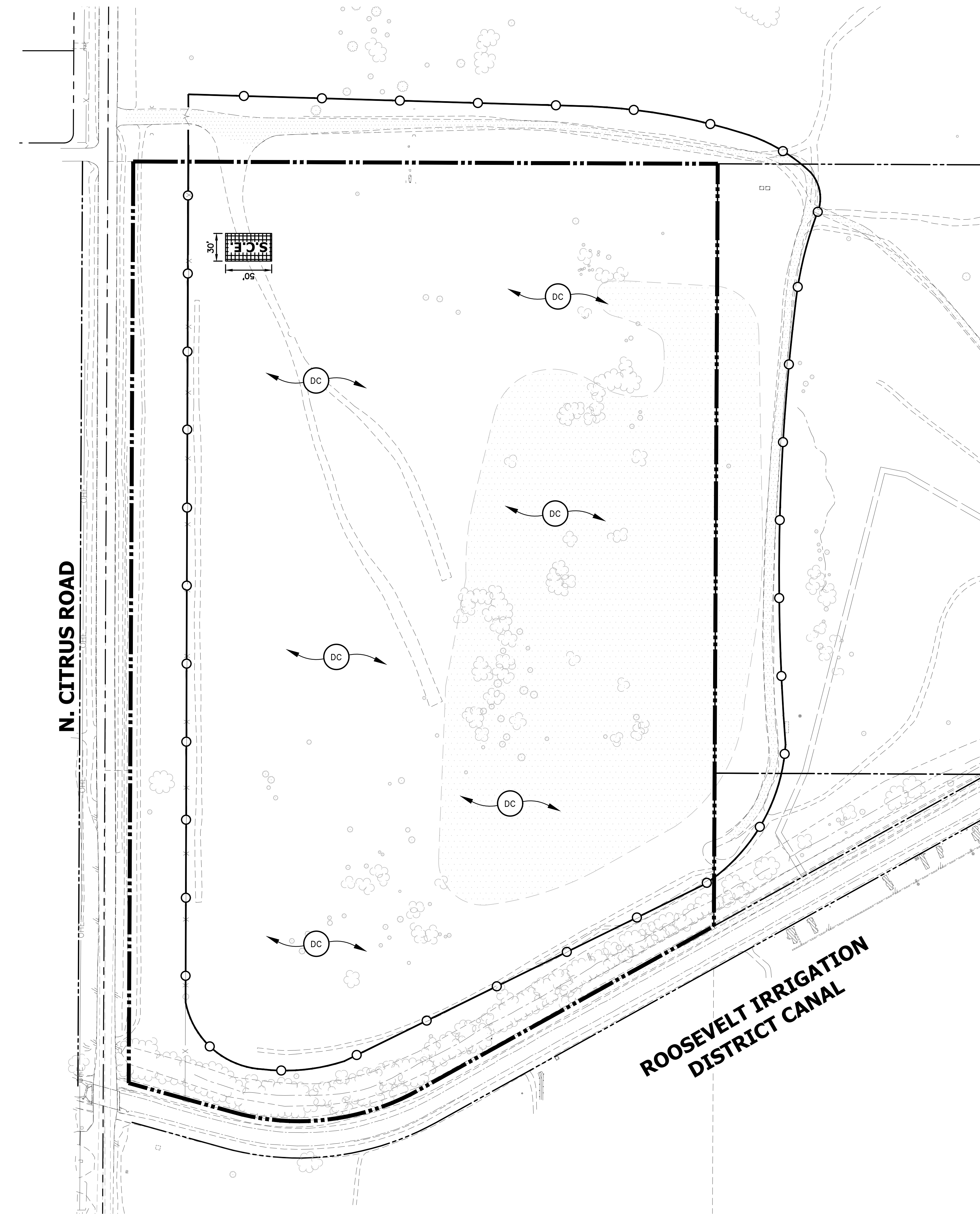


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**PROJECT NAME:
TROTTER
GOODYEAR**

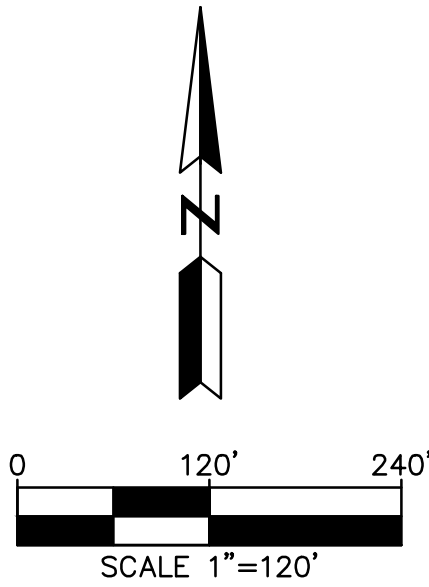
HE NO.: TROT001
SCALE: 1"=150'

SHEET:
C1.2



STORM WATER PREVENTION PLAN

FOR
10 GOODYEAR
SEC CITRUS ROAD AND INTERSTATE 10
GOODYEAR, ARIZONA



LEGEND

NOI	NOTICE OF INTENT		FLOW ARROW
NOT	NOTICE OF TERMINATION	---1040---	EXISTING MAJOR CONTOUR
SWPPP	STORM WATER POLLUTION PREVENTION PLAN	---1043---	EXISTING MINOR CONTOUR
			EC-5 STABILIZED CONSTRUCTION ENTRANCE
			EC-7 DUST CONTROL

GENERAL NOTES FOR STORM WATER POLLUTION PREVENTION

- A. ALL GENERAL CONSTRUCTION NOTES SHALL APPLY.
- B. APPROVAL OF THIS DOCUMENT INDICATES THE CITY OF GOODYEAR ENGINEERING DEPARTMENT HAS REVIEWED AND FOUND THIS TO BE IN GENERAL COMPLIANCE WITH THE CITY'S STORMWATER MANAGEMENT PLAN AND THAT THE CITY OF GOODYEAR IS AT NO TIME RESPONSIBLE FOR THE APPLICANT'S/OPERATOR'S DUTIES TO COMPLY WITH ANY FEDERAL, STATE, OR LOCAL LAW OR ORDINANCE.
- C. IT IS THE OPERATOR'S RESPONSIBILITY TO ENSURE THE STORMWATER POLLUTION PROTECTION PLAN (SWPPP) IS MAINTAINED IN COMPLIANCE WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS. THIS INCLUDES IMPLEMENTATION, CONSTRUCTION, INSPECTION, MAINTENANCE, REPLACEMENT, UPGRADING OF FACILITIES AND RECORD MANAGEMENT. ANY VIOLATIONS AND FINES ARE THE RESPONSIBILITY OF THE OWNER/OPERATOR AND/OR SITE CONTRACTOR.
- D. A CITY OF GOODYEAR CONSTRUCTION STORM WATER PERMIT (CSP) AND A GRADING AND DRAINAGE PERMIT ARE REQUIRED PRIOR TO PERFORMING ANY LAND DISTURBANCE ACTIVITIES. A COPY OF THE PERMITS AND APPROVED PLANS SHALL BE MAINTAINED ON-SITE.
- E. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND CONFIRMING THE DEPTH OF EXISTING UTILITY LINES WITHIN PROPOSED SEDIMENT AND RETENTION BASIN AREAS. IF A BASIN CANNOT BE CONSTRUCTED PER PLAN AS A RESULT OF CONFLICT WITH UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CALL THE CITY AND DESIGNER AND REQUEST MODIFICATION OF THE BASIN DESIGN.
- F. BMPs SHALL BE INSTALLED IN SUCH A MANNER SO THAT STORMWATER DISCHARGES DO NOT CAUSE ANY FLOODING OR DAMAGE TO ADJACENT PROPERTIES OR FLOWS OF SEDIMENT ONTO PUBLIC STREETS, SIDEWALKS, DRAINAGE CHANNELS, OR RIGHTS-OF-WAYS.
- G. A COPY OF THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP), NOTICE OF INTENT (NOI) AND ALL RELATED RECORDS SHALL BE MAINTAINED ON THE SITE AND AVAILABLE FOR REVIEW UPON REQUEST TO THE ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) AND THE CITY OF GOODYEAR. THE CITY OF GOODYEAR MAY AT ANY TIME PERFORM A COMPLIANCE INSPECTION OF THE SITE.
- H. THE OPERATOR SHALL POST THE ADEQ AUTHORIZATION NUMBER(S) IN A CONSPICUOUS LOCATION NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE AND RETAIN A COPY OF THE AUTHORIZATION CERTIFICATE WITH THE SWPPP.
- I. THE FACILITIES SHOWN ON THIS PLAN SHALL BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS. ADDITIONALLY, THEY SHALL BE INSTALLED AND IN OPERATION PRIOR TO ANY GRADING OR LAND CLEARING. WHEREVER POSSIBLE, NATURAL VEGETATION SHALL BE MAINTAINED TO ASSIST IN SILT CONTROL.
- J. THE OPERATOR SHALL PERFORM, AT A MINIMUM, A VISUAL INSPECTION OF THE CONSTRUCTION SITE ONCE EVERY SEVEN CALENDAR DAYS OR ONCE EVERY 14 CALENDAR DAYS AND WITHIN 24 HOURS OF ANY RAIN EVENT GREATER THAN OR EQUAL TO 1/2-INCH AS RECORDED BY THE CLOSEST FLOOD CONTROL DISTRICT OF MARICOPA COUNTY (FCDMC) RAIN GAGE. IF WITHIN 1/4 MILE OF AN IMPAIRED WATER, INSPECTIONS SHALL BE PERFORMED AT A MINIMUM OF ONCE EVERY SEVEN CALENDAR DAYS AND SHOULD INCLUDE VISUAL OBSERVATIONS OF STORM WATER DISCHARGES AT ALL DISCHARGE LOCATIONS WITHIN ONE BUSINESS DAY AFTER EACH RAIN EVENT OF 1/2-INCH OR GREATER, AS RECORDED BY THE CLOSEST FLOOD CONTROL DISTRICT OF MARICOPA COUNTY RAIN GAGE. THE OPERATOR SHALL PREPARE A REPORT DOCUMENTING HIS/HER FINDINGS ON THE CONDITIONS OF THE SWPPP CONTROLS AND NOTE ANY EROSION PROBLEM AREAS. THE OPERATOR'S REPORT IS TO BE MAINTAINED ON SITE BY THE OPERATOR.
- K. THE OPERATOR OF THE SITE SHALL ALSO MAINTAIN RECORDS WITH THE FOLLOWING INFORMATION:
1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR IN A PARTICULAR AREA; AND
 2. THE DATES WHEN CONSTRUCTION ACTIVITIES CEASE IN AN AREA, TEMPORARILY OR PERMANENTLY; AND
 3. THE DATES WHEN AN AREA IS STABILIZED, TEMPORARILY OR PERMANENTLY; AND
 4. THE DATES OF MAINTENANCE/REPLACEMENT OR REMOVAL OF BEST MANAGEMENT PRACTICES (BMPs).
- L. FACILITIES SHALL BE MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. IN ADDITION, ALL CONTROLS AS OUTLINED IN THE SWPPP SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CONSTRUCTION IS COMPLETED. PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL, AND THE POTENTIAL FOR EROSION HAS PASSED.
- M. THE OPERATOR SHALL AMEND THE SWPPP AS NECESSARY DURING THE COURSE OF CONSTRUCTION TO RESOLVE ANY PROBLEM AREAS WHICH BECOME EVIDENT DURING CONSTRUCTION, ROUTINE INSPECTIONS, AND/OR PERIODS OF RAINFALL. IF IT IS DETERMINED THAT CURRENT CONTROLS ARE NOT EFFECTIVE AT MINIMIZING POLLUTANT DISCHARGES FROM THE SITE, THE OPERATOR SHALL TAKE IMMEDIATE EFFORTS TO CORRECT THE PROBLEM WITHIN 72 HOURS AND/OR PRIOR TO THE NEXT RAIN EVENT. THE AMENDED PLAN SHALL BE MAINTAINED ON-SITE AND IF REQUIRED, SUBMITTED WITHIN 15 CALENDAR DAYS TO ADEQ.
- N. IF, AT ANY TIME, THIS SITE BECOMES IMPACTED BY OTHER CONSTRUCTION, STORM WATER POLLUTION PREVENTION ACTIVITIES SHALL BE COORDINATED BETWEEN THE SITES AND DOCUMENTED IN THE PROJECT SWPPP.
- O. ONCE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS MET FINAL STABILIZATION REQUIREMENTS WITH ALL TEMPORARY BMP'S REMOVED, THE AUTHORIZED SITE REPRESENTATIVE MAY FILE A NOTICE OF TERMINATION (NOT) WITH ADEQ, WITH A COPY SUBMITTED TO THE CITY OF GOODYEAR ENGINEERING DEPARTMENT.
- P. THE OPERATOR SHALL SUBMIT A COPY OF THE ADEQ NOT ACKNOWLEDGEMENT LETTER TO THE CITY, WHICH WILL EFFECTIVELY TERMINATE COVERAGE UNDER THE CONSTRUCTION STORMWATER PERMIT ISSUED BY THE CITY.

SWPPP CERTIFICATION STATEMENT

I CERTIFY UNDER PENALTY OF LAW, THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SEQUENCE OF CONSTRUCTION

1. DETERMINE THE DISTURBANCE LIMITS
2. INSTALL THE BMP'S WITHIN THESE LIMITS
3. INSTALL PRIVACY FENCING
4. THEN INSTALL TRACKING PAD
5. CONTINUE DUST CONTROL MEASURES IN WORKING AREAS

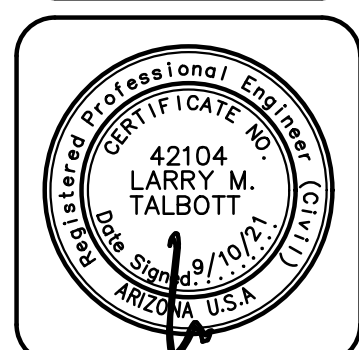
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PURPOSE:
3RD CITY SUBMITTAL

DESIGN BY: **LMT**
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CIVIL AND SURVEY



STORM WATER PREVENTION PLAN
FOR
TROTTER GOODYEAR
SEC CITRUS ROAD AND INTERSTATE 10
GOODYEAR, ARIZONA



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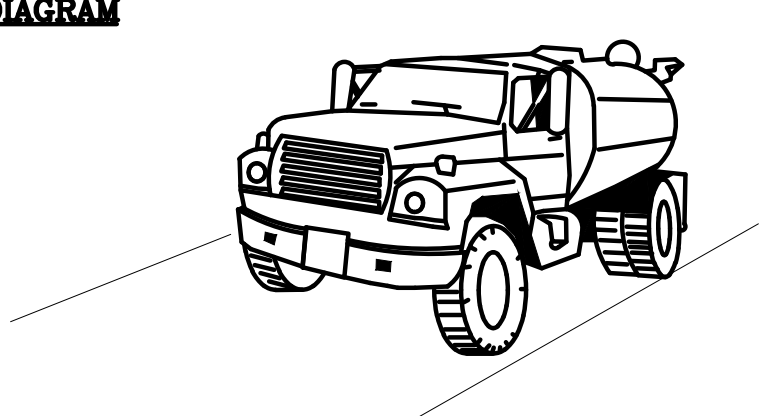
PROJECT NAME:
**TROTTER
GOODYEAR**

HE NO.: **TROT001**
SCALE: **1"=120'**

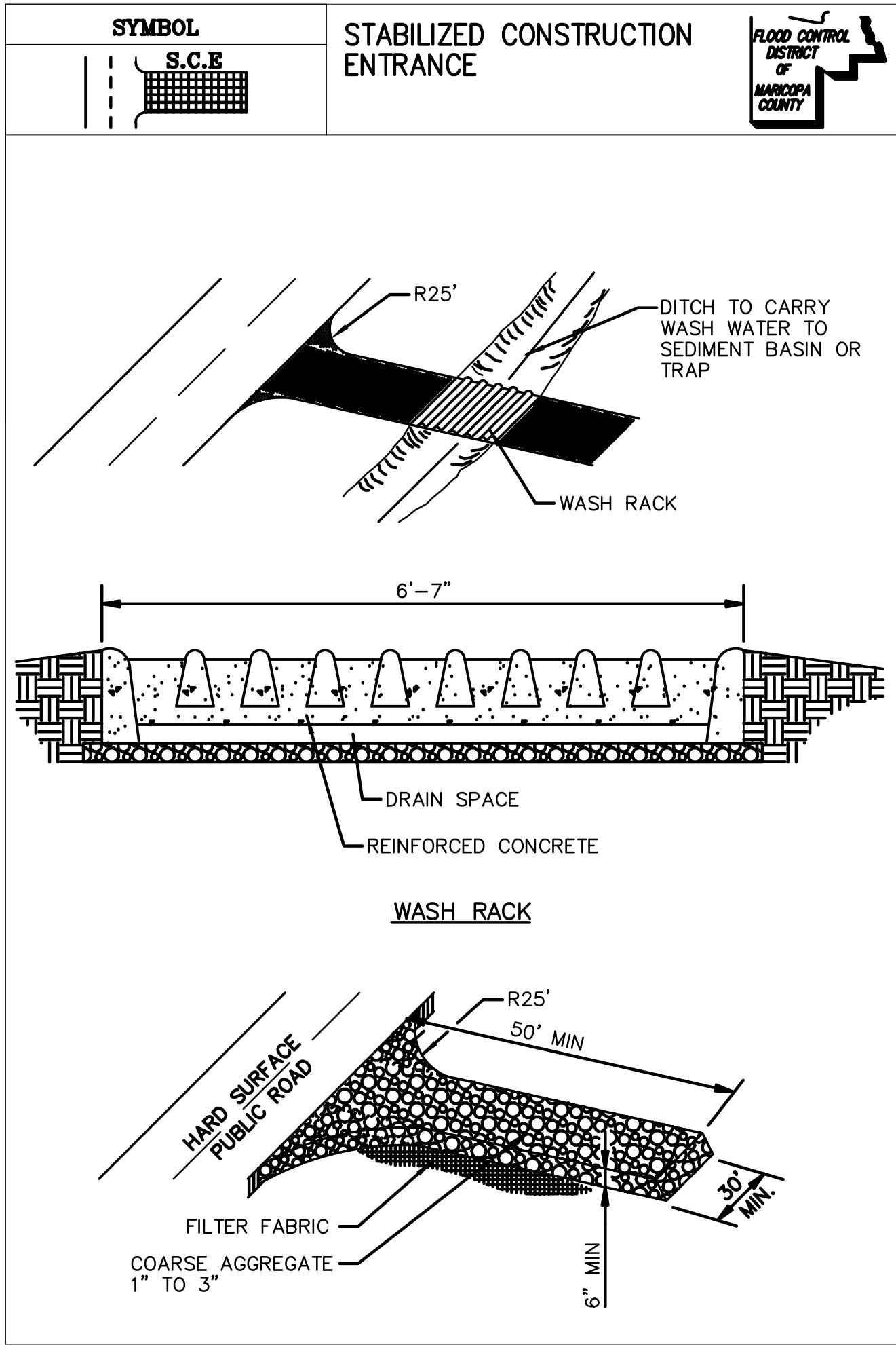
SHEET:
C1.3

SYMBOL		DUST CONTROL			
TYPES		FUNCTIONAL MECHANISM	ADVANTAGES	LIMITATIONS	
FRESHWATER		MOISTURE WETS PARTICLES, THEREBY INCREASING THEIR MASS AND BINDING THEM TOGETHER.	USUALLY READILY AVAILABLE, LOW MATERIAL COST, AND EASY TO APPLY	FREQUENT LIGHT APPLICATIONS MAY BE NECESSARY DURING HOT DRY WEATHER AND CAN BE LABOR INTENSIVE. OVER APPLICATION MAY RESULT IN LOSS OF TRACTION, EROSION, OR POINTS OF ROAD FAILURE.	
CALCIUM CHLORIDE		AT A RELATIVE HUMIDITY GREATER THAN APPROXIMATELY 30% (77°F), THE SALTS WITHIN THE SOIL WILL PULL MOISTURE FROM THE AIR ABOVE AND RETAIN IT IN THE SOIL.	REDUCES EVAPORATION RATE OF SURFACE MOISTURE, LOWERS THE FREEZING POINT OF WATER, WHICH REDUCES FROST HEAVE AND FREEZE–THAW CYCLES, THEREBY REDUCING REQUIRED ROAD MAINTENANCE. CALCIUM CHLORIDE ALSO INCREASES THE COMPACTED DENSITY OF EXISTING ROAD BASE MATERIAL. EFFECTIVENESS IS RETAINED AFTER REBLADING.	EFFECTIVENESS IN ARID AND SEMI–ARID REGIONS MAY BE LIMITED DUE TO LOW RELATIVE HUMIDITY. IT IS VERY CORROSIVE TO ALUMINUM ALLOYS AND SLIGHTLY CORROSIVE TO STEEL. SOLUBILITY OF CALCIUM CHLORIDE RESULTS IN LEACHING DURING HEAVY PRECIPITATION. RELEASES HEAT WHEN MIXED WITH WATER.	
MAGNESIUM CHLORIDE		AT A RELATIVE HUMIDITY GREATER THAN APPROXIMATELY 30% (77°F), THE SALTS WITHIN THE SOIL WILL PULL MOISTURE FROM THE AIR ABOVE AND RETAIN IT IN THE SOIL.	REDUCES EVAPORATION RATE OF SURFACE MOISTURE, LOWERS THE FREEZING POINT OF WATER, WHICH REDUCES FROST HEAVE AND FREEZE–THAW CYCLES, THEREBY REDUCING REQUIRED ROAD MAINTENANCE. MAGNESIUM CHLORIDE INCREASES THE COMPACTED DENSITY OF EXISTING ROAD BASE MATERIAL MORE THAN CALCIUM CHLORIDE. EFFECTIVENESS IS RETAINED AFTER REBLADING.	EFFECTIVENESS IN ARID AND SEMI–ARID REGIONS MAY BE LIMITED DUE TO LOW RELATIVE HUMIDITY. IT IS VERY CORROSIVE TO ALUMINUM ALLOYS AND SLIGHTLY CORROSIVE TO STEEL. SOLUBILITY OF CALCIUM CHLORIDE RESULTS IN LEACHING DURING HEAVY PRECIPITATION.	
LIGNIN DERIVATIVES		ACT AS ADHESIVES BY BINDING SOIL PARTICLES TOGETHER AND CURING.	GREATLY INCREASES DRY STRENGTH OF SOIL, NOT HUMIDITY–DEPENDENT, IMPARTS SOME PLASTICITY TO ROAD SURFACES, AND LOWERS FREEZING POINT OF ROAD SURFACE AND BASE. EFFECTIVENESS IS RETAINED AFTER REBLADING.	HIGHLY SOLUBILITY RESULTS IN LEACHING DURING HEAVY PRECIPITATION. IT IS CORROSIVE TO ALUMINUM ALLOYS DUE TO ACIDITY (CaCO3 CAN NEUTRALIZE THE ACIDITY). PROPER AGGREGATE MIX IS IMPORTANT TO PERFORMANCE. BECOMES SLIPPERY WHEN WET AND BRITTLE WHEN DRY.	
TREE RESIN EMULSIONS (TALL OIL)		ACT AS ADHESIVES BY BINDING SOIL PARTICLES TOGETHER AND CURING.	LOW SOLUBILITY AFTER CURING MINIMIZES LEACHING AND PROVIDES DEGREE OF SURFACE WATERPROOFING. IMPARTS SOME PLASTICITY TO ROAD SURFACES, HAS A HIGH BONDING STRENGTH, AND IS NON–CORROSIVE.	REQUIRES PROPER WEATHER AND TIME TO CURE. NO RESIDUAL EFFECTIVENESS AFTER REBLADING. EQUIPMENT REQUIRES PROMPT CLEANUP TO AVOID CURING OF RESIN IN HOSES AND PIPES.	
SYNTHETIC POLYMER		BINDING SOIL PARTICLES TOGETHER BY FORMING A POLYMERIZING MATRIX; A FUNCTION SIMILAR TO ADHESIVES.	APPLICABLE TO A RANGE OF EMISSION SOURCES AND FUNCTION WELL IN SANDY SOIL CONDITIONS. SOME TYPES ALLOW SEEDED VEGETATION TO GROW THROUGH THE POLYMER MATRIX.	REQUIRES PROPER WEATHER AND TIME TO CURE. WATER REPELLENT. MAY BE SUBJECT TO UV (SUNLIGHT) DEGRADATION. APPLICATION EQUIPMENT REQUIRES TIMELY CLEANING. THERE IS NO RESIDUAL EFFECTIVENESS AFTER REBLADING.	
BITUMENTS, TARS, AND RESINS		ASPHALT AND RESINOUS PRODUCTS ARE ADHESIVE BINDING SOIL PARTICLES TOGETHER. PETROLEUM OIL PRODUCTS COAT SOIL PARTICLES, INCREASING THEIR MASS AND BINDING THEM TOGETHER.	WATER INSOLUBLE WHEN DRY; PROVIDE A DEGREE OF SURFACE WATERPROOFING. GOOD RESIDUAL EFFECTIVENESS.	SURFACE CRUSTING FRACTURING ARID POTHOLING MAY DEVELOP. LONG–TERM APPLICATION MAY CAUSE ROAD TO BECOME TOO HARD FOR REBLADING. BITUMENTS WON'T LOWER FREEZING POINT AND PETROLEUM OIL PRODUCTS LACK ADHESIVE CHARACTERISTICS.	
CEMENTITIOUS BASED BINDERS		HIGH PURITY GYPSUM MIXES WITH WATER AND MULCH TO FORM A THIN CEMENT–LIKE CRUST ON THE SOIL SURFACE.	FLEXIBLE, DURABLE, WATER PERMEABLE, ARID RESISTS SOIL CHEMICALS, REDUCES AMOUNT OF AGGREGATE REQUIRED DURING INITIAL CONSTRUCTION AND HAS LOWER MAINTENANCE COSTS THAN OTHER DUST SUPPRESSANTS.	CEMENTITIOUS BASED BINDERS ARE ONLY AFFECTIVE FOR DUST CONTROL IN NON–TRAFFIC AREAS. INSTEAD, CONSIDER MIXING CEMENTITIOUS BASED BINDERS WITH SUB–BASE SOILS FOR GREATER SOIL STRENGTH.	

EC-7
DUST CONTROL

SYMBOL		DUST CONTROL	
DIAGRAM		CONDITIONS WHERE PRACTICE APPLIES	
		— PERIMETER CONTROL — SLOPE PROTECTION * SEDIMENT TRAPPING — DRAINAGEWAY & STREAM PROTECTION * TEMPORARY STABILIZATION — PERMANENT STABILIZATION & EXPOSURE LIMITS — NON–SEDIMENT POLLUTION CONTROL	
DEFINITION A COMPREHENSIVE PLAN TO LIMIT OFFSITE SEDIMENT DEPRESSION BY MINIMIZING OR CONTROLLING AIRBORNE FUGITIVE DUST. PURPOSE SEDIMENTS WHICH ARE TRANSPORTED FROM CONSTRUCTION SITES BY STORMWATER RUNOFF, WIND, EROSION AND VEHICLE TRACKOUT ARE OFTEN RE–DISPERSED TO THE AIR BY SUBSEQUENT VEHICULAR TRAFFIC AND HIGH WINDS. LIKEWISE, THESE SEDIMENTS MAY BE TRANSPORTED BY THE NEXT RAINFALL INTO PUBLIC STORM SEWER SYSTEMS. IMPLEMENTATION OF CONTROL MEASURES TO MINIMIZE THE GENERATION OF FUGITIVE DUST FROM CONSTRUCTION SITES WILL REDUCE PARTICULATE MATTER IN THE AIR, WHICH HAS SIGNIFICANT HEALTH EFFECTS TO WORKERS AND ANY NEARBY RESIDENTS. THERE ARE THREE METHODS OF DUST CONTROL: (1) GEOTEXTILES, MATS, PLASTIC COVERS, AND OTHER MECHANICAL METHODS (2) DUST PALLIATIVES (SOIL BINDERS), AND (3) REVEGETATION. APPROPRIATE APPLICATIONS DUST CONTROL MEASURES SHOULD BE APPLIED AT THE FOLLOWING LOCATIONS AND ACTIVITIES: • GRADING OPERATIONS (LAND CLEARING AND EARTHMOVING) • DRILLING AND BLASTING • BATCH DROP OPERATIONS (LOADER OPERATION) • EXPOSED AREAS, CLEARED UNSTABILIZED AREA. • VEHICLE TRAFFIC ON UNPAVED SURFACES • SEDIMENT TRACKING ON PAVED SURFACES • BLASTING AND WRECKING BALL OPERATIONS • SOIL AND DEBRIS STORAGE PILES THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH THE MARICOPA COUNTY AIR QUALITY REGULATIONS. A SUMMARY OF THE BASIC REQUIREMENTS ARE AS FOLLOWS: • PERMITS REQUIRE THE USE OF REASONABLY AVAILABLE DUST CONTROL MEASURES. • ENFORCE VISIBLE OPACITY EMISSION LIMITS TO DETERMINE COMPLIANCE. • REQUIRE DUST CONTROL PLANS FOR CONSTRUCTION OR LAND CLEARING PROJECTS. • ENFORCEMENT ACTIVITIES WITH PRIORITY GIVEN TO CITIZEN COMPLAINTS. • REQUIRE CONTRACTORS TO MAINTAIN RECORDS. LIMITATIONS • EDUCATE EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS ON THE CONCRETE WASTE MANAGEMENT TECHNIQUES DESCRIBED HEREIN. • THE SITE SUPERVISOR OR DESIGNATED PERSONNEL SHOULD OVERSEE AND ENFORCE CONCRETE WASTE MANAGEMENT PROCEDURES.			

EC-7
DUST CONTROL



EC-5
STABILIZED CONSTRUCTION ENTRANCE

SYMBOL		DUST CONTROL	
LIMITATIONS		DUST SUPPRESSANTS HAVE A RANGE OF LIMITATIONS AND PRECAUTIONS. REFER TO COMMONLY USED DUST SUPPRESSANTS TABLE FOR LIMITATIONS OF EACH TYPE OF DUST SUPPRESSANT. • ALL DUST SUPPRESSANTS ARE TEMPORARY IN NATURE AND MAY NEED REAPPLICATION(S) THROUGHOUT THE LIFE OF A PROJECT. • DUST SUPPRESSANTS REQUIRE A MINIMUM CURING TIME UNTIL FULLY EFFECTIVE, AS PRESCRIBED BY THE MANUFACTURER, WHICH MAY BE 24 HOURS OR LONGER. • DUST SUPPRESSANTS WILL GENERALLY EXPERIENCE "SPOT FAILURES DURING HEAVY RAINFALL EVENTS. IF RUNOFF PENETRATES THE SOIL AT THE TOP OF A SLOPE TREATED WITH A SOIL BINDER, THE RUNOFF MAY COMPLETELY UNDERCUT THE STABILIZED SOIL LAYER AND DISCHARGE AT A POINT FURTHER DOWN THE SLOPE. • DUST SUPPRESSANTS MAY NOT PENETRATE SOIL SURFACES MADE UP PRIMARILY OF SILT AND CLAY, PARTICULARLY WHEN COMPACTED. • SOME DUST SUPPRESSANTS CAN BE ENVIRONMENTALLY HAZARDOUS, ESPECIALLY IF THE DUST SUPPRESSANT DISSOLVES IN WATER. DISSOLVED CHEMICALS CAN MIGRATE WITH THE RUNOFF OR PERCOLATE FURTHER BELOW THE GROUND SURFACE. FOR ADDITIONAL INFORMATION, REFER TO THE EPA DOCUMENT, "POTENTIAL ENVIRONMENTAL IMPACTS OF DUST SUPPRESSANTS: AVOIDING ANOTHER TIMES BEACH", REFERENCED AT THE END OF THIS BMP. • SOME DUST SUPPRESSANTS DO NOT PERFORM WELL WITH LOW RELATIVE HUMIDITY, WHILE OTHERS BECOME SLIPPERY OR LEACH OUT OF THE SOIL UNDER HEAVY PRECIPITATION.	
PLANNING CONSIDERATIONS		MANY OF THE REASONABLY AVAILABLE CONTROL MEASURES FOR CONTROLLING FUGITIVE DUST FROM CONSTRUCTION SITES CAN ALSO BE IMPLEMENTED AS BEST MANAGEMENT PRACTICES FOR STORMWATER POLLUTION PREVENTION. THOSE BEST MANAGEMENT PRACTICES INCLUDE: • PAVE, VEGETATE, OR CHEMICALLY STABILIZE ACCESS POINTS TO PAVED ROADS. • PROVIDE COVERS FOR TRUCKS TRANSPORTING MATERIALS THAT CONTRIBUTE DUST. • PROVIDE FOR WET SUPPRESSION OR CHEMICAL STABILIZATION OF EXPOSED SOILS. • PROVIDE FOR RAPID CLEANUP OF SEDIMENTS DEPOSITED ON PAVED ROADS. • FURNISH STABILIZED CONSTRUCTION ROAD ENTRANCES AND VEHICLE WASH DOWN AREAS. • STABILIZE UNPAVED HAUL ROADS, PARKING AND STAGING AREAS. • IMPLEMENT DUST CONTROL MEASURES FOR MATERIAL STOCKPILES. • PREVENT DRAINAGE OF SEDIMENT–LADEN STORMWATER ONTO PAVED SURFACES. • STABILIZE ABANDONED 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.	
RECOMMENDED MAINTENANCE AND INSPECTION		DUST CONTROL IS AN ONGOING PROCESS DURING SITE CONSTRUCTION. RE–APPLICATION OF DUST CONTROL MEASURE MAY BE NECESSARY UNTIL CONSTRUCTION IS COMPLETE.	

EC-7
DUST CONTROL

NO.	DATE	REVISION	BY

DESIGN BY: LMT
DRAWN BY: LMT
CHECKED BY: LMT

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STORM WATER PREVENTION PLAN
FOR
TROTTING GOODYEAR
SEC CITRUS ROAD AND INTERSTATE 10
GOODYEAR, ARIZONA



THESE PLANS ARE NOT APPROVED FOR CONSTRUCTION WITHOUT AN APPROVED SIGNATURE FROM THE GOVERNING MUNICIPALITY.

PROJECT NAME:
TROTTING
GOODYEAR

HE NO.: TROT001
SCALE: NTS

SHEET:
C1.4