



ESC PLAN STANDARD NOTES (02/02/26)

1. ALL EROSION AND SEDIMENT CONTROL (ESC) WORK ON THESE PLANS, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, SHALL BE PERMITTED, CONSTRUCTED, INSPECTED, AND MAINTAINED IN ACCORDANCE WITH:
  - a. THE CITY ORDINANCE § 14-5-6-6, THE ESC ORDINANCE,
  - b. THE EPA'S 2022 CONSTRUCTION GENERAL PERMIT (CGP),
  - c. THE CITY OF ALBUQUERQUE CONSTRUCTION BMP MANUAL AND DETAILS.
2. ALL BMPS MUST BE INSTALLED BEFORE BEGINNING ANY EARTH-MOVING ACTIVITIES EXCEPT AS SPECIFIED IN THE PHASING PLAN. CONSTRUCTION OF EARTHEN BMPS SUCH AS SEDIMENT TRAPS, SEDIMENT BASINS, AND DIVERSION BERMS SHALL BE COMPLETED AND INSPECTED PRIOR TO ANY OTHER CONSTRUCTION OR EARTHWORK. SELF-INSPECTION IS REQUIRED AFTER INSTALLATION OF THE BMPS AND BEFORE CONSTRUCTION BEGINS.
3. SELF-INSPECTIONS - IN ACCORDANCE WITH CITY ORDINANCE § 14-5-6-6(C)(1), "AT A MINIMUM, A ROUTINE SELF-INSPECTION IS REQUIRED TO REVIEW THE PROJECT FOR COMPLIANCE WITH THE CONSTRUCTION GENERAL PERMIT ONCE EVERY 14 DAYS AND AFTER ANY PRECIPITATION EVENT OF 1/4 INCH OR GREATER UNTIL THE SITE CONSTRUCTION HAS BEEN COMPLETED AND THE SITE DETERMINED AS STABILIZED BY THE CITY. REPORTS OF THESE INSPECTIONS SHALL BE KEPT BY THE PERSON OR ENTITY AUTHORIZED TO DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST.
4. CORRECTIVE ACTION REPORTS MUST BE KEPT BY THE PERSON OR ENTITY AUTHORIZED TO DIRECT THE CONSTRUCTION ACTIVITIES ON THE SITE AND MADE AVAILABLE UPON REQUEST.
5. FINAL STABILIZATION AND NOTICE OF TERMINATION (NOT) - IN ACCORDANCE WITH CITY ORDINANCE § 14-5-6-6(C)(2), SELF-INSPECTIONS MUST CONTINUE UNTIL THE SITE IS "DETERMINED AS STABILIZED BY THE CITY." THE PROPERTY OWNER/OPERATOR IS RESPONSIBLE FOR DETERMINING WHEN THE "CONDITIONS FOR TERMINATING CGP COVERAGE" PER CGP PART 8.2 ARE SATISFIED AND THEN FOR FILING THEIR NOTICE OF TERMINATION (NOT) WITH THE EPA. EACH OPERATOR MAY TERMINATE CGP COVERAGE ONLY IF ONE OR MORE OF THE CONDITIONS IN PART 8.2.1, 8.2.2, OR 8.2.3 HAS OCCURRED. AFTER FILING THE NOT WITH THE EPA, THE PROPERTY OWNER IS RESPONSIBLE FOR REQUESTING A DETERMINATION OF STABILIZATION FROM THE CITY.
6. WHEN WORKING IN THE PUBLIC RIGHT-OF-WAY (E.G., SIDEWALK, DRIVE PADS, UTILITIES, ETC.), PREVENT DIRT FROM ENTERING THE STREET. IF DIRT IS ON THE STREET, IT SHOULD BE SWEEPED DAILY AND BEFORE A RAIN OR CONTRACTOR-INDUCED WATER EVENT (E.G., CURB CUT OR WATER TEST).
7. WHEN INSTALLING UTILITIES BEHIND THE CURB, THE EXCAVATED DIRT SHOULD NOT BE PLACED IN THE STREET.
8. WHEN CUTTING THE STREET FOR UTILITIES, THE DIRT SHALL BE PLACED ON THE UPHILL SIDE OF THE STREET CUT, AND THE AREA SWEEPED AFTER THE WORK IS COMPLETE. A COMPOST FILTER SOCK MAY BE PLACED AT THE TOE OF THE EXCAVATED DIRT PILE IF SITE CONSTRAINTS DO NOT ALLOW PLACING THE EXCAVATED DIRT ON THE UPHILL SIDE OF THE STREET CUT.

9. STORMWATER CONTROLS MUST BE DESIGNED IN ACCORDANCE WITH GOOD ENGINEERING PRACTICES BY A QUALIFIED NMPE OR CPESC ACCORDING TO CGP 9.6.1.C. THE CERTIFICATION OF THE PROFESSIONAL RESPONSIBLE FOR THE DESIGN MUST BE SIGNED AND DATED ON THE EROSION AND SEDIMENT CONTROL (ESC) PLAN MAINTAINED IN THE SWPPP AND AVAILABLE ONSITE. MAJOR CHANGES TO THE ESC PLAN AFTER CITY APPROVAL MUST BE RECERTIFIED BY THE PROFESSIONAL AND RESUBMITTED TO THE CITY FOR APPROVAL BEFORE MODIFYING THE STORMWATER CONTROLS. THE OPERATOR(S) MUST IMPLEMENT AND MAINTAIN BMPS IN THE MANNER SPECIFIED ON THE APPROVED ESC PLAN.
10. IF ANY PART OF THE PROPERTY IS SOLD TO A NEW OWNER OR LEASED TO A NEW TENANT BEFORE CONSTRUCTION IS FINISHED, THE NEW OWNER OR TENANT MUST SUBMIT A NEW ESC PLAN AND NOI TO THE CITY FOR APPROVAL 14 DAYS PRIOR TO THE TRANSFER OF PROPERTY RIGHTS, IN ACCORDANCE WITH CITY ORDINANCE § 14-5-6-6(A). IF NEW LAND-DISTURBING ACTIVITIES ARE ADDED, THE PROPERTY OWNER MUST SUBMIT A REVISED ESC PLAN TO THE CITY FOR APPROVAL 14 DAYS BEFORE BEGINNING CONSTRUCTION IN THE NEW AREAS.
11. OFF-SITE CONSTRUCTION SUPPORT ACTIVITIES MUST BE SHOWN ON THE ESC PLAN WITH STORMWATER CONTROLS DESIGNED BY A PROFESSIONAL AND APPROVED BY ALBUQUERQUE'S STORMWATER QUALITY (SWQ) SECTION. THE OFFSITE PROPERTY OWNER'S NOI MUST ALSO BE SUBMITTED TO THE CITY FOR APPROVAL. THE DEVELOPER MUST STABILIZE OFF-SITE PROPERTY DISTURBED BY CONSTRUCTION ACTIVITIES ASSOCIATED WITH HIS DEVELOPMENT USING "NATIVE SEED AND AGGREGATE MULCH PER COA STD 1012" OR AN EQUIVALENT, IN COMPLIANCE WITH THE FINAL STABILIZATION CRITERIA IN CGP 2.2.14.C AND AS APPROVED BY THE OFF-SITE PROPERTY OWNER.
12. FROM MAY 1 THROUGH OCTOBER 31, ANY GRADING WITHIN OR ADJACENT TO A FACILITY THAT CONVEYS A 100-YEAR FLOW RATE OF 50 CFS OR RECEIVES A 100-YEAR 24-HOUR VOLUME OF 2.0 ACRE-FEET OR MORE MUST PROVIDE STORMWATER CONTROL, EROSION CONTROL, AND SAFE PASSAGE OF THE 10-YEAR DESIGN STORM RUNOFF DURING CONSTRUCTION. THE ESC PLAN MUST INCLUDE DESIGN CALCULATIONS AND CONSTRUCTION SPECIFICATIONS WITH AN ENGINEER'S STAMP FOR TEMPORARY FACILITIES THAT ENSURE SAFE, NON-EROSIVE PASSAGE OF THE 10-YEAR STORM TO PREVENT SEDIMENT DISCHARGE INTO THE CITY'S MS4, IN ACCORDANCE WITH CITY ORDINANCE § 14-5-2-12(B)(3). THE ESC PLAN, INCLUDING THIS INFORMATION, MUST BE SUBMITTED TO THE SWQ SECTION OF THE PLANNING DEPARTMENT OF THE CITY OF ALBUQUERQUE FOR APPROVAL AT LEAST 14 DAYS PRIOR TO ANY LAND DISTURBANCE OR CONSTRUCTION ACTIVITIES IN OR NEXT TO THE FACILITY DURING THE RESTRICTED PERIOD. |



**OPERATOR: NUSENDA CREDIT UNION**

**TOTAL DISTURBED AREA: 2.899 ACRES**

**RECEIVING WATERS: RIO GRANDE RIVER**

**REFER TO THE ESC BMP DETAILS (ESC-2) FOR INSTALLATION, INSPECTION AND MAINTENANCE REQUIREMENTS.**

**NUSENDA UPTOWN BRANCH  
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN**

Drawn By: <b>M. VALLEJOS, CPESC, CISEC</b>	<b>02/16/2026</b>
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	<b>ESC-2</b>
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**1.6 Project/Site Information**

**Nature of Construction Activity:**

This project consists of new commercial construction. This project covers approximately 2.899 acres of the Nusenda Uptown Branch project. Enterprise Builders Corporation is responsible for all construction activities including earthwork, infrastructure, utilities, flatwork, asphalt paving and vertical construction. The activities to occur on-site are consistent with commercial construction.

Project/Site Name: Nusenda Uptown Branch  
 Project Street/Location: 6401 Uptown NE  
 City: Albuquerque  
 State: NM  
 Zip Code: 87110  
 County: Bernalillo

Project Latitude: 35.10438 Longitude: -106.57255

**Determination of Latitude/Longitude:**

- USGS topographic map (scale: \_\_\_\_\_)  
 EPA Web Site  NM OpenEnviroMap  GPS  
 Other (please specify): \_\_\_\_\_

**Function of Construction Activity:**

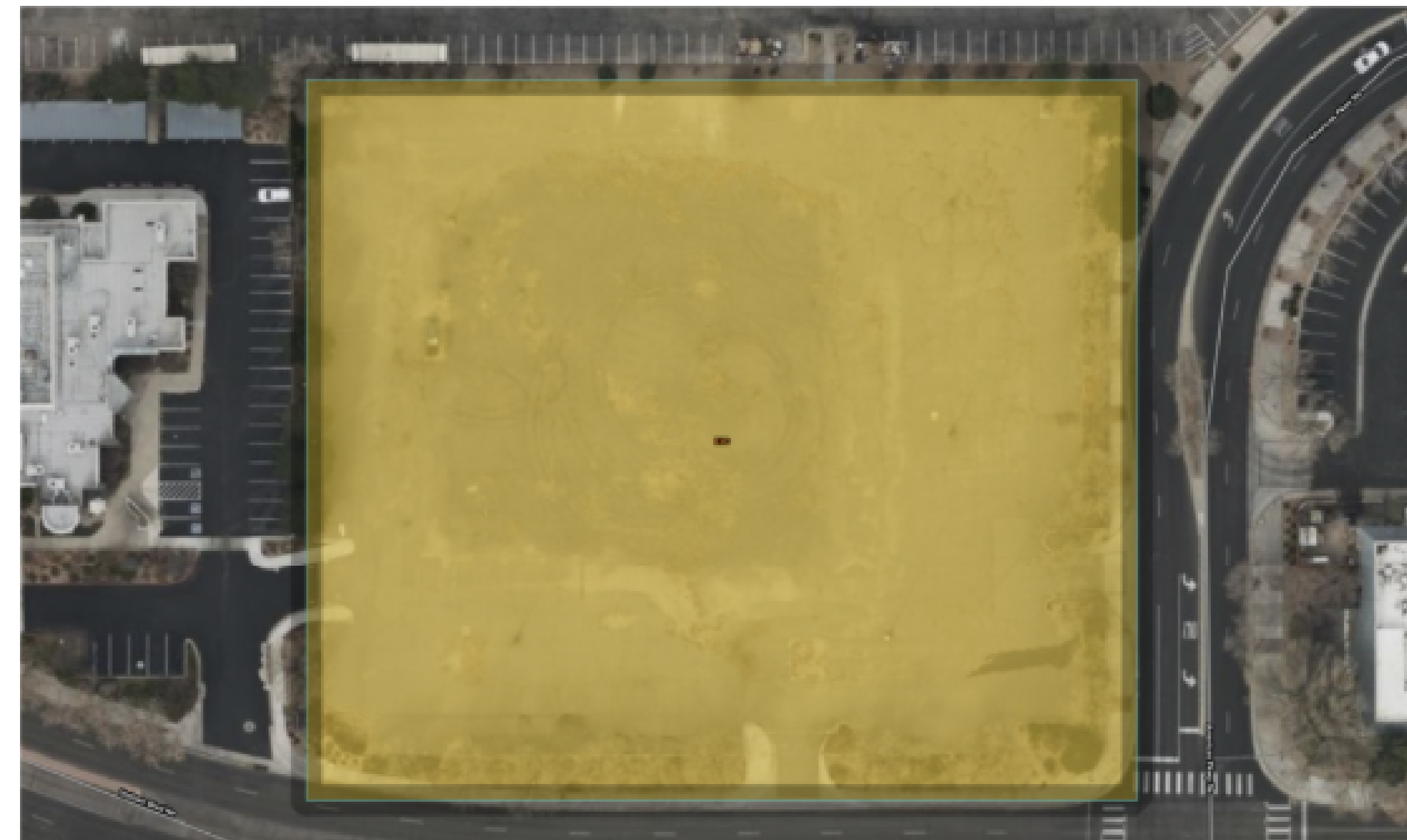
- Residential  Commercial  Industrial  Linear (roadway)  
 Linear (Utility)  Development  Other (specify): \_\_\_\_\_

Is your project/site located on Federal or Native American Lands Yes  No   
 Description: \_\_\_\_\_

*\*If engaged in demolition of any structure with at least 10,000 square feet of floor space built or renovated before January 1, 1980, you must: implement controls to minimize the exposure of PCB-containing building materials, including paint, caulk, and pre-1980 fluorescent lighting fixtures, to precipitation and stormwater and ensure that disposal of such materials is performed in compliance with applicable state, federal, and local laws.*

Start Date-Finish Date (dates to be marked on site plan by operator)	Construction Activity, BMPs, and location
<b>Initial Phase</b>	Pre-Site Grading 1. Install perimeter BMPs (silt fence, erosion control logs, downstream inlet protection, etc.) 2. Construct VTC. 3. Set up construction trailer, construction barrier, and material storage areas, etc. 4. Install sanitary facilities and dumpster 5. Implement stabilization procedures where work is complete or ceases (per section 2.2.14 of the 2022 EPA CGP)
<b>Interim Phase</b>	Site Grading/ Building Construction 1. Mass grade site 2. Construct utilities, infrastructure 3. Building, pavement construction 4. Implement stabilization procedures where work is complete or ceases (per section 2.2.14 of the 2022 EPA CGP)
<b>Final Phase</b>	Final Stabilization 1. Implement stabilization procedures where work is complete or ceases (per section 2.2.14 of the 2022 EPA CGP) 2. Prepare final seeding and landscaping 3. Monitor stabilized areas until final stabilization is reached 4. Remove temporary control BMPs and stabilize any areas disturbed by theremoval

ROLE	COMPANY	REPRESENTATIVE NAME	PHONE	EMAIL
OPERATOR	ENTERPRISE BUILDERS CORPORATION	DARREN LEWIS	505-263-3951	<a href="mailto:DLEWIS@EBNM.COM">DLEWIS@EBNM.COM</a>
OWNER	NUSENDA CREDIT UNION	TIM WRIGHT	505-796-2806	<a href="mailto:TWRIGHT@NUSENDA.ORG">TWRIGHT@NUSENDA.ORG</a>
BMP MAINTENANCE	SUPERIOR STORMWATER SERVICES	TIM SLATUNAS	505-353-2558	<a href="mailto:TIM@SUPERIORSTORMWATER.COM">TIM@SUPERIORSTORMWATER.COM</a>
SWPPP INSPECTIONS	GREEN GLOBE ENVIRONMENTAL, LLC	TIM SLATUNAS	505-353-2558	<a href="mailto:TIM@GREENGLOBENM.COM">TIM@GREENGLOBENM.COM</a>



Rio Grande (non-pueblo Alameda Bridge to HWY 550 Bridge)			AU IR CATEGORY	LOCATION DESCRIPTION	
			5/5A	HUC: 13020203 Rio Grande-Albuquerque	
AU ID	WQS REF	WATER TYPE	SIZE	ASSESSED	MONITORING SCHEDULE
NM-2105.1_00	20.6.4.106	RIVER	12.12 MILES	2020	2025
USE	ATTAINMENT	CAUSE(S)	FIRST LISTED	TMDL DATE	PARAMETER IR CATEGORY
IRR	Fully Supporting				
LW	Not Supporting	Gross Alpha, Adjusted	2012	2023 (est.)	5/5A
MWWAL	Not Supporting	PCBS - Fish Consumption Advisory Polychlorinated Biphenyls (PCBs) Mercury - Fish Consumption Advisory	2010 2012 2020	2023 (est.)	5/5C 5/5A 5/5C
PC	Not Supporting	E. coli	2020	6/30/2010	4A
PWS	Not Assessed				
WH	Not Supporting	Polychlorinated Biphenyls (PCBs)	2012	2023 (est.)	5/5A

**AU Comment:** TMDL for E. coli (2010). Fish Consumption Advisory listings are based on NM's current fish consumption advisories for this water body. Per USEPA guidance, these advisories demonstrate non-attainment of CWA goals stating that all waters should be "fishable." Therefore, the impaired designated use is the associated aquatic life even though human consumption of the fish is the actual concern.

**OPERATOR: NUSENDA CREDIT UNION**

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**RECEIVING WATERS: RIO GRANDE RIVER**

**REFER TO THE ESC BMP DETAILS (ESC-2) FOR INSTALLATION, INSPECTION AND MAINTENANCE REQUIREMENTS.**

Summary by Map Unit — Bernalillo County and Parts of Sandoval and Valencia Counties, New Mexico (NM600)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
ETC	Embudo-Tijeras complex, 0 to 9 percent slopes	.15	3.2	100.0%
<b>Totals for Area of Interest</b>			<b>3.2</b>	<b>100.0%</b>

**NUSENDA UPTOWN BRANCH  
 TEMPORARY EROSION AND SEDIMENT CONTROL PLAN**

Drawn By: **M. VALLEJOS, CPESC, CISEC** **02/16/2026**



**ESC-3**

## SILT FENCES

### 1. DESCRIPTION & PURPOSE:

STORMWATER SILT FENCES (SWSF) ARE TEMPORARY SEDIMENT BARRIERS MADE OF POROUS FABRIC HELD UP BY WOODEN OR METAL POSTS DRIVEN INTO THE GROUND. THEY ARE INEXPENSIVE AND RELATIVELY EASY TO REMOVE. THE FABRIC PONDS STORMWATER RUNOFF, CAUSING SEDIMENT TO BE RETAINED BY THE SETTLING PROCESSES. IT ALSO KNOCKS DOWN WIND-DRIVEN SAND. IT KEEPS SOIL OUT OF CITY STREETS, THUS PREVENTING CLOGGED STORM DRAINS AND THE DEGRADATION OF AQUATIC HABITATS.

### 2. PRIMARY USE:

STORMWATER SILT FENCE (SWSF) IS PRIMARILY FOR STORMWATER CONTROL, BUT DUST CONTROL MAY BE A SECONDARY BENEFIT. SEE SEPARATE DUST CONTROL SILT FENCE (DCSF) FOR SILT FENCE USED PRIMARILY FOR FUGITIVE DUST CONTROL. BOTH TYPES OF SILT FENCE MAY BE SHOWN ON A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) MAP AND/OR AN EROSION AND SEDIMENT CONTROL (ESC) PLAN WITH CLEAR DIFFERENTIATION BETWEEN THE TWO.

STORMWATER SILT FENCE IS UNSUITABLE TO CONTROL STORMWATER AT CONCENTRATED DISCHARGE POINTS, LARGE DRAINAGE AREAS, OR WHERE THE SILT FENCE ISN'T ON CONTOUR. WHERE SILT FENCES ARE UNSUITABLE, A SEPARATE STORMWATER CONTROL IS REQUIRED, SUCH AS A BERM OR A POND, IN ADDITION TO DUST CONTROL SILT FENCE. DUST CONTROL SILT FENCES ARE STILL NEEDED TO CONTROL WIND EROSION ON TOP OF OTHER STORMWATER CONTROLS, SUCH AS BERMS AND PONDS, AT THE DOWNSTREAM PERIMETER OF CONSTRUCTION SITES.

STORMWATER SILT FENCE IS USED AS A **PERIMETER STORMWATER CONTROL** WHEN INSTALLED DOWNSLOPE FROM EXPOSED SOIL PER PART 2.2.3 OF THE EPA'S CONSTRUCTION GENERAL PERMIT (CGP), AND AS AN **AIR QUALITY CONTROL** AROUND THE REST OF THE PERIMETER IN SUPPORT OF CGP PART 2.2.6 AND THE ALBUQUERQUE-BERNALILLO COUNTY AIR QUALITY PROGRAM.

### 3. STORMWATER QUALITY DESIGN SPECIFICATIONS:

A. SILT FENCE IS FOR **SHEET FLOW ONLY**, NEVER FOR CONCENTRATED STORMWATER. STORMWATER SILT FENCE ISN'T ALLOWED AS THE STORMWATER CONTROL AT CONCENTRATED DISCHARGE POINTS. OTHER STORMWATER CONTROLS, SUCH AS PONDS AND BERMS, ARE REQUIRED AT DISCHARGE POINTS.

ALTERNATIVELY, SILT FENCES MAY BE USED ALONG THE SIDES OF STABILIZED CONCENTRATED FLOW PATHS THROUGH CONSTRUCTION SITES TO REMOVE SEDIMENT FROM THE STORMWATER BEFORE IT ENTERS THE STABILIZED CONCENTRATED FLOW PATH.

B. THE **DRAINAGE AREA** IS LIMITED TO 25,000 SF PER 100 FT OF FENCE OR COMBINED WITH A SEDIMENT BASIN ON A LARGER SITE.

C. THE **MAXIMUM SLOPE DISTANCE** ABOVE THE FENCE IS FURTHER LIMITED BY THE SLOPE STEEPNESS, AS SHOWN IN THE TABLE BELOW.

LAND SLOPE (%)	MAXIMUM SLOPE DISTANCE ABOVE FENCE (FT)
2	250
5	180
10	100
20	50
30	30

D. STORMWATER SILT FENCES MUST BE CONSTRUCTED **ON CONTOUR**, LEVEL ACROSS THE BOTTOM, WITH THE ENDS TURNED UPHILL AS NECESSARY TO PREVENT FLANKING. A SILT FENCE ALONE SHOULDN'T BE USED AS A DIVERSION. AN AIR QUALITY SILT FENCE MAY BE USED IN CONJUNCTION WITH A DIVERSION BERM OR SWALE ALONG A SLOPING PERIMETER ON THE DOWNHILL SIDE OF CONSTRUCTION SITES.

E. LIMIT THE LENGTH OF ANY SINGLE RUN OF SILT FENCE TO 500 FT. AND IT MUST BE PLACED ALONG A LEVEL CONTOUR.

F. DO NOT USE SILT FENCES TO DIVERT FLOW.

### 4. SELECT STANDARD STRENGTH OR EXTRA STRENGTH SILT FENCE MATERIAL

A. **STANDARD STRENGTH SILT FENCE** IS APPROPRIATE IF THE SLOPE OF AREA DRAINING TO FENCE IS 4:1 (H: V) OR LESS AND THE DRAINAGE AREA PRODUCES LOW SEDIMENT LOADS. THE EXPECTED LONGEVITY IS GENERALLY LIMITED TO LESS THAN FIVE MONTHS

B. **EXTRA STRENGTH SILT FENCE** IS APPROPRIATE IF THE SLOPE OF AREA DRAINING TO FENCE IS 1:1 (H: V) OR LESS AND AREA DRAINING TO FENCE PRODUCES MODERATE SEDIMENT LOADS. EXPECTED LONGEVITY IS GENERALLY LIMITED TO EIGHT MONTHS. LONGER PERIODS MAY REQUIRE FABRIC REPLACEMENT.

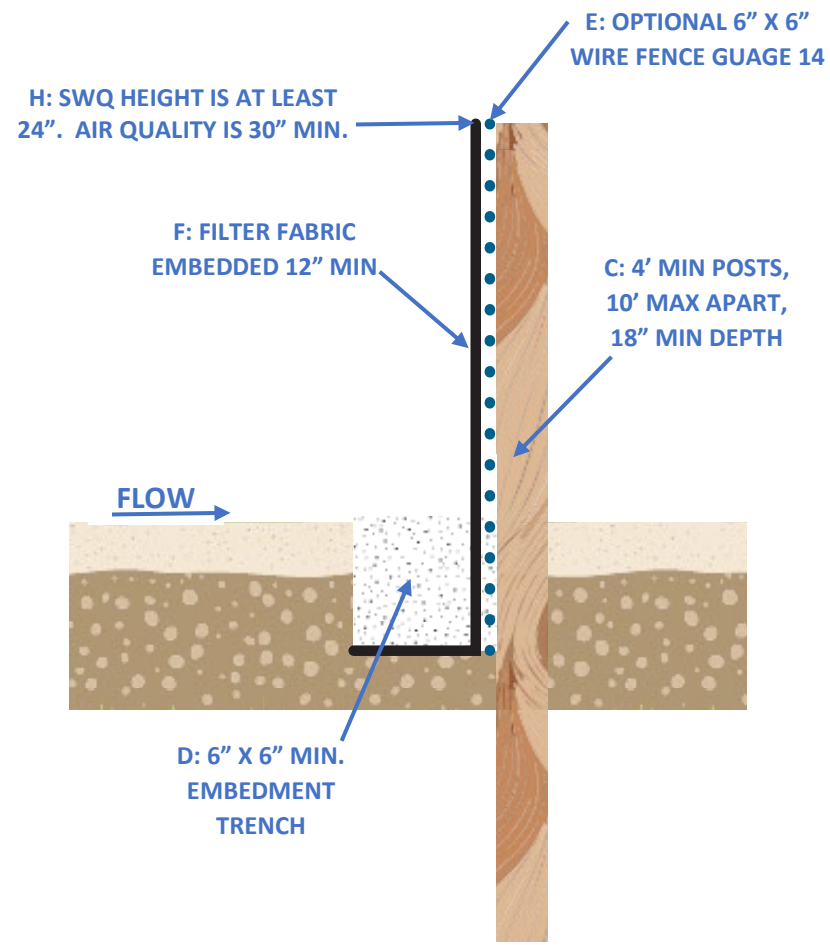
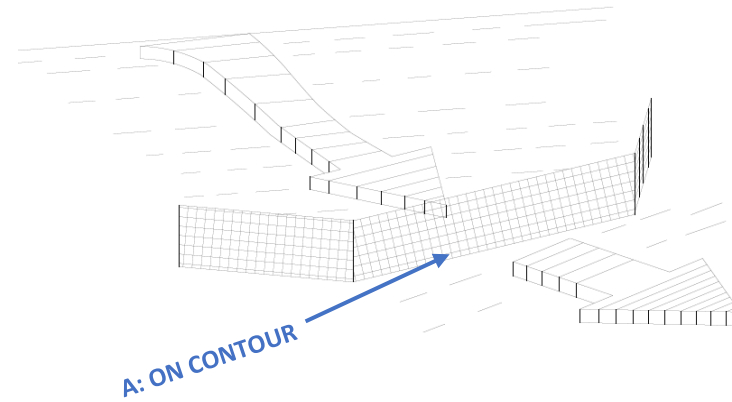
HEAVY-DUTY FENCE FABRIC HAS GREATER TENSILE STRENGTH AND PERMEABILITY THAN OTHER FABRIC TYPES. THE POSTS MAY BE SPACED CLOSER TOGETHER THAN OTHER PREMANUFACTURED SILT FENCE TYPES AVAILABLE FROM THE MANUFACTURER.

STORMWATER SILT FENCE MATERIAL	
PHYSICAL PROPERTY	REQUIREMENTS
TENSILE STRENGTH AT 20% (MAXIMUM) ELONGATION	STANDARD STRENGTH: 30 LB/IN (MINIMUM) EXTRA STRENGTH: 50 LB/IN (MINIMUM)
UV RESISTANT	90%
SLURRY FLOW RATE	0.3 GAL/MIN (MINIMUM)

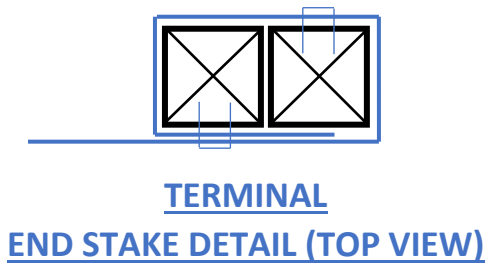
REVISIONS	CITY OF ALBUQUERQUE
Draft 7/29/2025	CONSTRUCTION STORMWATER QUALITY <b>STORMWATER SILT FENCE (SWSF)</b>
	SHEET 1 OF 2

**5. CONSTRUCTION SPECIFICATIONS:**

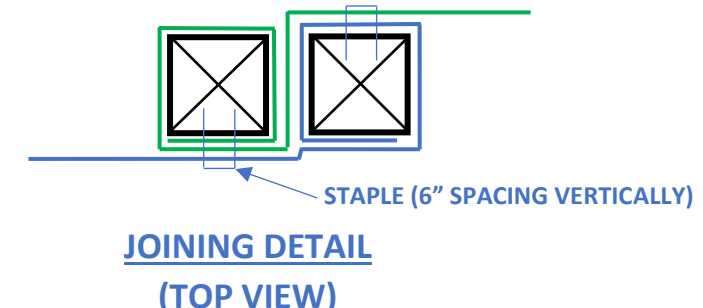
- A. INSTALL SILT FENCE ALONG A LEVEL CONTOUR, WITH THE ENDS TURNED UPHILL (12" VERTICAL MIN.) FAR ENOUGH TO PREVENT FLANKING. EXCEPT FOR THE ENDS, THE DIFFERENCE IN ELEVATION BETWEEN THE HIGHEST AND LOWEST POINT ALONG THE TOP OF THE SILT FENCE SHALL NOT EXCEED ONE-THIRD THE FENCE HEIGHT.
- B. CLEAR THE GROUND AT THE SILT FENCE LOCATION TO BARE DIRT. REMOVE VEGETATION, ROCKS, GRAVEL, AND PAVEMENT.
- C. INSTALL POSTS SPACED A MAXIMUM OF 10 FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 18 INCHES. HARDWOOD POSTS MUST BE 2" X 2", AND STEEL POSTS (STANDARD "U" OR "T" SECTION) MUST HAVE A MINIMUM WEIGHT OF 1.33 POUNDS PER LINEAR FOOT AND SHALL HAVE A MINIMUM LENGTH OF 4' FEET. DOUBLE POSTS ARE REQUIRED AT BOTH ENDS OF EACH PIECE OF SILT FENCE AND AT SPLICES.
- D. EXCAVATE A TRENCH A MINIMUM OF 6" DEEP BY 6" WIDE ALONG THE UPHILL SIDE OF THE POSTS. ALTERNATIVELY, A 12" DEEP STATIC SLICE IS ALLOWED.
- E. OPTIONAL WIRE FENCE REINFORCEMENT IS TYPICALLY 14 GAUGE OR MORE WITH A MAXIMUM MESH SPACING OF 6 INCHES, FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES, OR HOG RINGS. THE WIRE REINFORCEMENT SHOULD ALSO EXTEND 6" INTO THE TRENCH.
- F. THE FILTER FABRIC SHOULD BE STAPLED OR WIRED TO THE FENCE AND POSTS, AND 12 INCHES OR MORE OF THE FABRIC SHOULD EXTEND INTO THE TRENCH. THE WIRE REINFORCEMENT (IF USED) AND FILTER FABRIC SHOULD BE STRETCHED TIGHTLY WHILE ATTACHING THEM.
- G. EMBED THE FILTER FABRIC 12" MINIMUM INTO THE TRENCH AND BACKFILL WITH CLEAN EARTH, FREE OF ROCKS AND ORGANIC MATTER, AND COMPACTED WITH OPTIMUM MOISTURE BY WHEEL ROLLING, TAMPING, OR OTHER SIMILAR MEANS. THE FINISHED GRADE SHOULD BE THE SAME ON BOTH SIDES OF THE FENCE, AND THE DEPTH OF EMBEDMENT SHOULD BE MEASURED FROM THE LOWEST GRADE ADJACENT TO THE FENCE. SUBSTITUTIONS INSTEAD OF EMBEDMENT, LIKE WATTLES, ARE NOT ALLOWED.
- H. THE HEIGHT OF A STORMWATER SILT FENCE SHALL BE A MINIMUM OF 24 INCHES ABOVE THE HIGHEST GROUND SURFACE ADJACENT TO THE FENCE. ADDITIONAL HEIGHT (30" MIN.) IS REQUIRED TO SATISFY THE ALBUQUERQUE-BERNALILLO COUNTY AIR QUALITY PROGRAM.
- I. THE FILTER FABRIC MAY BE ATTACHED TO A CHAIN LINK FENCE CONSTRUCTED IN ACCORDANCE WITH COA STD DWG 2252 INSTEAD OF THE ABOVE-SPECIFIED WIRE FENCE REINFORCEMENT AND POSTS, PROVIDED THAT CHAIN LINK REINFORCEMENT AND FILTER FABRIC ARE EMBEDDED AS SPECIFIED ABOVE.



**SECTION**



**TERMINAL  
END STAKE DETAIL (TOP VIEW)**



**JOINING DETAIL  
(TOP VIEW)**

**6. MAINTENANCE:**

- A. SELF-INSPECTION IS REQUIRED BY A CERTIFIED INSPECTOR EVERY 14 DAYS AND IMMEDIATELY AFTER EACH RAINFALL OF 1/4" OR MORE, AND AT LEAST DAILY DURING PROLONGED RAINFALL.
- B. INSPECTION CHECKLIST
  - i. DOES THE SILT FENCE FOLLOW A CONTOUR?
  - ii. ARE THE ENDS OF THE SILT FENCE TURNED UPHILL FOR THE LAST 12" VERTICALLY?
  - iii. IS THE HEIGHT OF THE SILT FENCE 24" OR MORE ABOVE GROUND?
  - iv. IS THE COLOR BAND EMBEDDED 6" OR MORE?
  - v. IS THE SILT FENCE SECURE TO THE WIRE FENCE REINFORCEMENT OR THE STAKES?
  - vi. HAS SEDIMENT ACCUMULATED BEHIND THE FENCE BY MORE THAN 1/2 THE HEIGHT OF THE FENCE? IF YES, THEN CLEAR IT.
  - vii. DOES ANY 100-FOOT OF SILT FENCE SERVE MORE THAN 25,000 SQUARE FEET (ABOUT 1/2 ACRE) OF EXPOSED AREA?
  - viii. IS THERE ANY INDICATION OF WASH AROUND OR UNDER WASH? IF YES, THEN RESET THE FENCE AND DETERMINE IF IT IS OVERLOADED (I.E., ANOTHER FENCE SHOULD BE INSTALLED UPSTREAM).
- C. REPAIRS MUST BE COMPLETED WITHIN 24 HOURS OF FINDING THE DEFECT. DEFECTS TYPICALLY INCLUDE LOOSE POSTS OR ATTACHMENTS TO POSTS OR WIRE REINFORCEMENT. SOMETIMES REPAIRS INCLUDE TRENCHING AND EMBEDMENT. CORRECTIVE ACTIONS MUST BE COMPLETED WITHIN 7 DAYS OF DETECTING THE DEFECT.
- D. CORRECTIVE ACTIONS INCLUDE RESETTING THE EXISTING FENCE OR REPLACING THE SECTION WHERE THE FILTER FABRIC HAS BEEN TORN OR WORN OUT. HOLES IN THE FILTER FABRIC REQUIRE REMOVAL AND REPLACEMENT WITH DOUBLE POSTS ON BOTH REPLACEMENT ENDS. PATCHES ARE NOT ADEQUATE REPAIRS OF HOLES. SHOULD THE FABRIC ON A SILT FENCE DECOMPOSE OR BECOME INEFFECTIVE BEFORE THE END OF THE EXPECTED USABLE LIFE, AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED.
- E. EITHER REMOVE SEDIMENT DEPOSITS WHEN THE DEPOSIT REACHES HALF THE HEIGHT OF THE FENCE OR INSTALL A SECOND SILT FENCE AS DIRECTED BY THE PE/CPESC
- F. THE SILT FENCE SHALL REMAIN IN PLACE UNTIL THE PE/CPESC DIRECTS IT BE REMOVED. UPON REMOVAL, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ANY EXCESS SEDIMENT ACCUMULATIONS, DRESS THE AREA TO GIVE IT A PLEASING APPEARANCE, AND VEGETATE ALL BARE AREAS PER CONTRACT REQUIREMENTS.
- G. CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED SILT FENCES RESULTING FROM END RUNS AND UNDERCUTTING.

REVISIONS	<b>CITY OF ALBUQUERQUE</b>
Draft 7/29/2025	<b>CONSTRUCTION STORMWATER QUALITY STORMWATER SILT FENCE (SWSF)</b>
	SHEET 2 OF 2

## CONSTRUCTION EXIT (CE) & TRACK-OUT CONTROL

### 1. DESCRIPTION & PURPOSE:

CONSTRUCTION EXITS HELP REDUCE OR ELIMINATE SEDIMENT THAT LEAVES THE CONSTRUCTION SITE AND GETS ONTO THE PUBLIC RIGHT-OF-WAY. THIS IS DONE BY CONTROLLING RUNOFF AND CLEANING MUD FROM VEHICLES AND TIRES.

A CE IS A STABILIZED SURFACE BUILT USING LARGE STONE PLACED ON A FILTER FABRIC PLUS A SHAKING OR WASHING MECHANISM TO REMOVE MUD FROM VEHICLE TIRES BEFORE TRAFFIC LEAVES A CONSTRUCTION SITE ONTO A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, SIDEWALK, OR PARKING LOT.

SELECTING THE PROPER LOCATION FOR VEHICLE EXITS FROM THE CONSTRUCTION SITE AND ENSURING IT IS PROTECTED FROM DRAINAGE ORIGINATING FROM LAND-DISTURBING ACTIVITIES IS A KEY ELEMENT OF THIS BEST MANAGEMENT PRACTICE (BMP).

BESIDES ENVIRONMENTAL CONCERNS, SEDIMENT ON PUBLIC ROADS ALSO CREATES A TRAFFIC HAZARD. PUBLIC ROADS SHOULD BE KEPT CLEAR OF ANY SEDIMENT. ANY TRACKING SHOULD BE SWEEPED DAILY BEFORE AFTERNOON TRAFFIC. SPECIAL ATTENTION SHOULD BE PAID TO CONSTRUCTION EXITS NEAR WATER BODIES.

### 2. CONDITIONS WHERE PRACTICE APPLIES:

THIS PRACTICE IS APPLIED ANYWHERE CONSTRUCTION TRAFFIC LEAVES OR ENTERS A CONSTRUCTION SITE.

### 3. DESIGN CONSIDERATIONS:

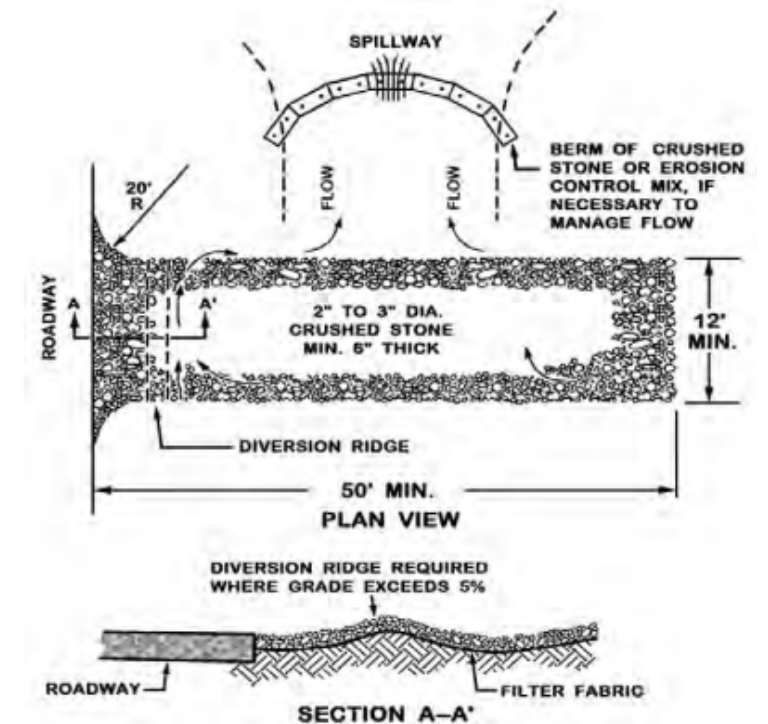
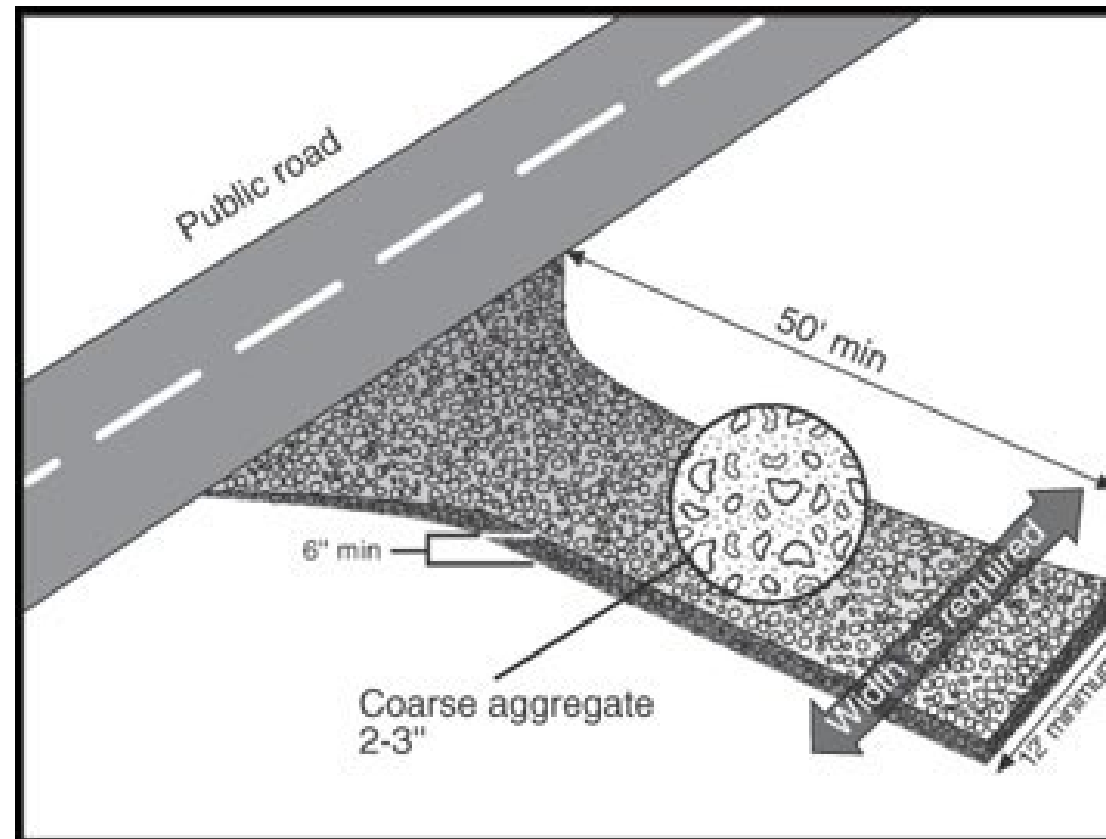
- A. LOCATE THE CONSTRUCTION EXIT UPSLOPE FROM THE DISTURBED AREA WHENEVER POSSIBLE. IF THE ONLY ACCESS TO THE SITE IS FROM ROADS DOWNSLOPE, PLACE THE CONSTRUCTION EXIT AT THE HIGHEST POINT ALONG THAT FRONTAGE AND INCLUDE CONTROLS AS NEEDED TO PREVENT RUNOFF FROM THE DISTURBED SITE FROM DRAINING INTO THE CONSTRUCTION EXIT.
- B. THE CE MUST INCLUDE SPECIFICATIONS FOR ADDITIONAL TRACK-OUT CONTROLS SUCH AS WHEEL WASHING, RUMBLE STRIPS, AND RATTLE PLATES, AS NEEDED TO ENSURE SEDIMENT REMOVAL OCCURS BEFORE VEHICLE EXIT. SHAKER RACKS WORK BY REMOVING MUD OR SOIL FROM VEHICLE TIRES THROUGH BOUNCING OR SHAKING AS THE VEHICLE DRIVES OVER THE RACK. TRACK-OUT CONTROL MATS, MADE OF ROWS OF STAGGERED PYRAMIDS, DEFORM TIRES AS VEHICLES PASS OVER, EFFECTIVELY DISLODGING SEDIMENT, STONES, AND DEBRIS WITHOUT DAMAGING THE TIRES. THE DEBRIS COLLECTS AT THE BASE OF EACH MAT AND WILL NOT CONTACT SUBSEQUENT VEHICLES' TIRES. SIMILARLY, THE SIZE OF THE ROCK IN THE CE CAN BE INCREASED FROM THE NORMAL SIZE—1" TO 3"—TO A LARGER SIZE—3" TO 6"—TO HELP DISLODGE SEDIMENT FROM TIRES.
- C. MANAGE CONSTRUCTION WATER. SHOW THE LOCATION OF THE WATER SOURCE USED FOR FILLING WATER TRUCKS AND WASHING MUD AND DIRT FROM VEHICLES, AND INDICATE AN ON-SITE SPOT WHERE WATER TRUCKS WILL BE FILLED.

- D. PREVENT UNNECESSARY VEHICLES FROM ENTERING THE DISTURBED PORTION OF THE SITE. SHOW STABILIZED EMPLOYEE AND VISITOR PARKING AREAS ON THE ESC PLAN.
- E. DRAINAGE FROM THE CONSTRUCTION EXIT MUST BE DIRECTED AWAY FROM THE CONNECTING PAVEMENT. IT MUST FLOW INTO THE SITE OR AN APPROPRIATELY SIZED SEDIMENT TRAP. A SEDIMENT TRAP IS REQUIRED TO CAPTURE VEHICLE WASH WATER.
- F. TEMPORARY ACCESS RAMPS OVER THE CURB ARE COMMONLY MADE OF METAL, RUBBER, OR WOOD, BUT DIRT RAMPS ARE NOT ALLOWED.
- G. IF A CONSTRUCTION SITE ENTRANCE OR EXIT CROSSES A STREAM, SWALE, OR OTHER DEPRESSION, INSTALL A BRIDGE OR CULVERT TO PREVENT EROSION OF UNPROTECTED BANKS.
- H. ACCESS CONTROLS SHOULD LIMIT ACCESS FROM THE SIDES AND DIRECT TRAFFIC TO TRAVEL THE FULL LENGTH OF THE CE. EXITING VEHICLES SHOULD NOT BE ABLE TO GO AROUND THE CONSTRUCTION EXIT.

### 4. CONSTRUCTION SPECIFICATIONS:

- A. THE CONSTRUCTION EXIT MUST BE BUILT AT THE LOCATION SPECIFIED ON THE ESC PLAN BEFORE STARTING LAND DISTURBING ACTIVITIES. IF THE LOCATION ON THE ESC PLAN CHANGES, A REVISED PLAN MUST BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.
- B. THE LENGTH OF THE CONSTRUCTION EXIT MUST BE AT LEAST 50 FEET, AND THE WIDTH MUST BE AT LEAST 12 FEET FOR EXIT ONLY AND AT LEAST 24 FEET FOR TWO-WAY TRAFFIC. TURNING RADII MUST BE SUFFICIENT TO ACCOMMODATE ALL EXITING VEHICLES, 20' MINIMUM FOR WATER AND DUMP TRUCKS, 30' MINIMUM FOR TRACTOR-TRAILERS.
- C. ADD CURB RAMPS. DO NOT PLACE DIRT IN THE STREET. TYPICAL RAMP MATERIALS INCLUDE TIMBER, RUBBER, AND METAL. THEY MUST NOT CREATE A TRAFFIC HAZARD THAT DISRUPTS NORMAL TRAFFIC OR DAMAGES VEHICLES. GENERALLY, THEY SHOULD NOT EXTEND PAST THE CONCRETE GUTTER. RAMPS MUST BE REMOVED AT THE END OF CONSTRUCTION, AND ANY DAMAGED CURB REPAIRED.

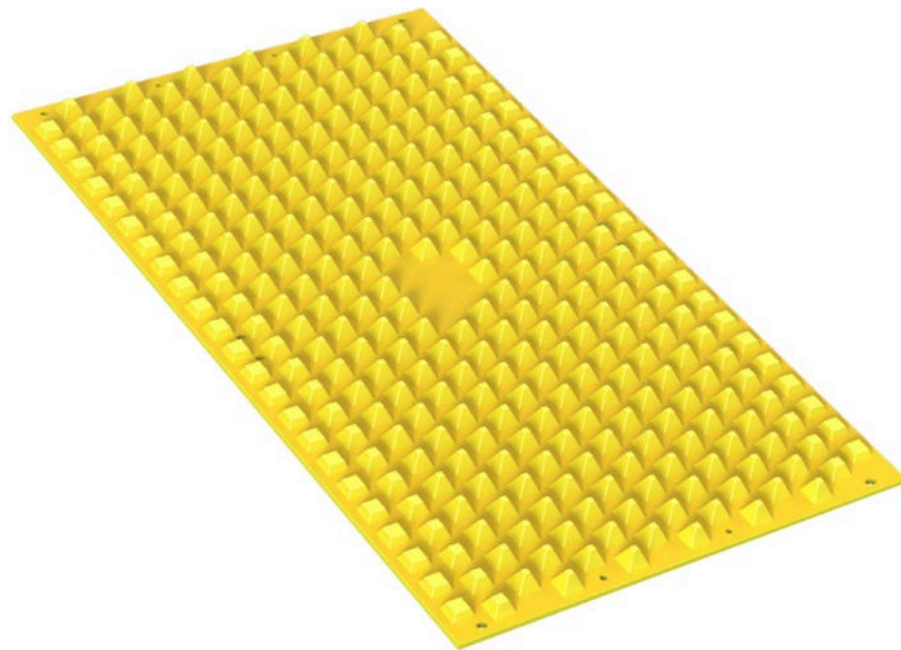
- D. PREPARE THE SUBGRADE BY REMOVING VEGETATION AND TOPSOIL, THEN GRADE THE AREA SO IT DRAINS AWAY FROM THE STREET.
- E. INSTALL SEPARATION GEOTEXTILE, CLASS 1, WITH A MINIMUM GRAB TENSILE STRENGTH OF 220 LBS, 220% MINIMUM ELONGATION AT FAILURE PER ASTM D1682, A MULLEN BURST STRENGTH OF 430 LBS PER ASTM D3786, A PUNCTURE STRENGTH OF 125 LBS PER ASTM D751 (MODIFIED), AND AN EQUIVALENT OPENING SIZE OF 40-80 MM U.S. STD SIEVE.
- F. INSTALL A 6-INCH LAYER OF SINGLE-GRADE 3-INCH CRUSHED AGGREGATE ON TOP OF THE SEPARATION GEOTEXTILE TO STABILIZE CONSTRUCTION EXITS. IT SHOULD BE CLEAN, HARD, DURABLE, AND FREE FROM ADHERENT COATINGS, SALT, ALKALI, DIRT, CLAY, LOAM, SHALE, SOFT OR FLAKY MATERIALS, OR ORGANIC AND HARMFUL MATTER. THE ROCK SHOULD BE WELL-DRAINED, WITH 35% OR MORE VOIDS.
- G. IF THE CE CAN'T BE LOCATED DOWNHILL FROM THE PAVED STREET, THEN PREVENT DRAINAGE INTO THE STREET BY ADDING A MOUNTABLE ROCK BERM NEXT TO THE STREET TO DIVERT DRAINAGE TO AN ON-SITE SEDIMENT TRAP.



REVISIONS	CITY OF ALBUQUERQUE
Draft 8/22/2025	CONSTRUCTION STORMWATER QUALITY <b>CONSTRUCTION EXIT (CE) &amp; TRACK-OUT CONTROL</b>
	SHEET 1 OF 2

H. PROVIDE ONE OR MORE TYPES OF ADDITIONAL TRACK-OUT CONTROL. ADDITIONAL TRACK-OUT CONTROL CAN BE INCLUDED IN THE 50-FOOT MINIMUM REQUIRED LENGTH OF THE CE AND SHOULD BE POSITIONED AT THE OPPOSITE END FROM THE STREET. IT MUST EXTEND ACROSS THE FULL WIDTH OF THE CE TO PREVENT TRAFFIC FROM BYPASSING THE CONTROL AND SHOULD BE LONG ENOUGH TO REMOVE SEDIMENT, STONES, AND DEBRIS BEFORE REACHING THE REST OF THE CE OR THE STREET. COMMON TYPES OF ADDITIONAL TRACKOUT CONTROL INCLUDE:

- i. USE A LARGER STONE BY REPLACING THE 3-INCH AGGREGATE WITH A 10-INCH-THICK LAYER OF 6-INCH SINGLE-GRADE ROCK PLACED INDIVIDUALLY. DO THIS FOR PART OF THE LENGTH OF THE CE AS NEEDED TO REMOVE SEDIMENT BEFORE REACHING THE REST OF THE CE OR THE STREET.
- ii. SHAKER RACKS REMOVE MUD OR SOIL FROM VEHICLE TIRES BY BOUNCING OR SHAKING AS THE VEHICLE DRIVES OVER THEM.
- iii. FOREIGN OBJECT DEBRIS SYSTEM (FODS) TRACKOUT CONTROL MATS, MADE OF ROWS OF STAGGERED PYRAMIDS, DEFORM TIRES AS VEHICLES PASS OVER, EFFECTIVELY DISLODGING SEDIMENT, STONES, AND DEBRIS WITHOUT DAMAGING THE TIRES. THE DEBRIS COLLECTS AT THE BASE OF EACH MAT AND WILL NOT CONTACT SUBSEQUENT VEHICLES' TIRES.



INSTALL FODS ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS. FODS TRACKOUT CONTROL MATS CAN BE USED WITH A STABILIZED CE OR ALONE, AS LONG AS THEY CAN ACCOMMODATE THE TURNING MOVEMENTS OF THE LARGEST VEHICLES EXITING THE SITE.



- iv. WHEEL WASH - PRESSURE WASHING DIRT OFF VEHICLE WHEELS CAN BE VERY EFFECTIVE. WHEEL WASH WASTEWATER IS PROCESS WATER, NOT STORMWATER. IT MUST BE DISCHARGED TO A SEPARATE ON-SITE TREATMENT SYSTEM THAT PREVENTS ITS RELEASE FROM THE SITE.



5. **OPERATION, INSPECTION, AND MAINTENANCE SPECIFICATIONS**

- A. RESTRICT VEHICLE USE TO PROPERLY DESIGNATED EXIT POINTS.
- B. PREVENT VEHICLES FROM LEAVING THE SITE DURING WET PERIODS.
- C. INSPECT AND REMOVE SEDIMENT DAILY FROM NEARBY PAVED AREAS WHENEVER IT LEAVES YOUR SITE, WHETHER TRACKED OUT BY VEHICLES, BLOWN AWAY BY WIND, OR MOVED BY OTHER CONSTRUCTION ACTIVITIES. ENSURE REMOVAL OCCURS BY THE END OF THE SAME BUSINESS DAY WHEN THE SEDIMENT DISCHARGE HAPPENS, OR BY THE NEXT BUSINESS DAY IF IT OCCURS ON A NON-BUSINESS DAY. USE SWEEPING, SHOVELING, VACUUMING, OR SIMILAR EFFECTIVE METHODS FOR SEDIMENT REMOVAL. DO NOT SPRAY OR HOSE SEDIMENT ON SURFACES THAT DRAIN INTO NATURAL DRAINAGE FEATURES, STORM DRAINS, OR RECEIVING WATERS.
- D. MANAGE WATER TRUCK ACTIVITY
  - i. DON'T WATER ALL PATHS LEADING TO THE CE AT ONCE. LEAVE A CLEAR PATH FOR VEHICLES TO EXIT WITHOUT DRIVING THROUGH MUD.
  - ii. PROVIDE AN ON-SITE LOCATION FOR FILLING WATER TRUCKS WHERE POSSIBLE.
  - iii. DO NOT SPRAY WATER ON OFF-SITE PAVED SURFACES THAT DRAIN TO A NATURAL DRAINAGE FEATURE, STORM DRAIN INLET, OR RECEIVING WATER

REVISIONS	<b>CITY OF ALBUQUERQUE</b>
Draft 8/22/2025	<b>CONSTRUCTION STORMWATER QUALITY CONSTRUCTION EXIT (CE) &amp; TRACK-OUT CONTROL</b>
	SHEET 2 OF 2