

D49 TRANSPORTATION CENTER
SCHOOL DISTRICT NO 49
11971 SWINGLINE ROAD
PEYTON, CO 80831



SHEET TITLE
**INITIAL
EROSION
CONTROL PLAN
A**

WTA PROJECT NUMBER
2021-041.00

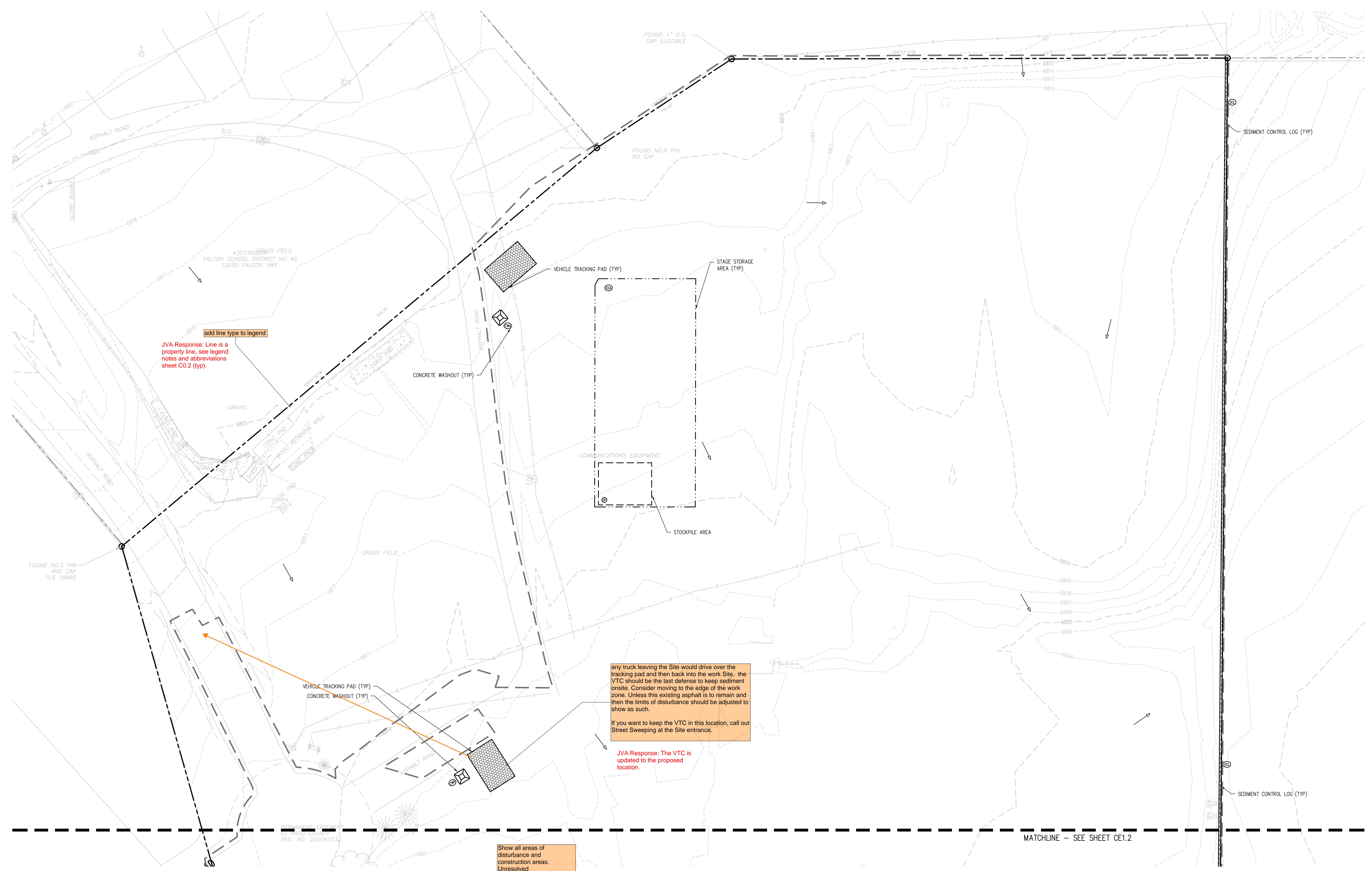
DATE
09/20/2022

#	DATE	DESCRIPTION

REVISIONS

APPROVED BY: **CWK/HCM**
CHECKED BY: **TWW/AMB**
DATE FOR CONSTRUCTION DOCUMENTS: **CWK**

CE1.1



add line type to legend
JVA Response: Line is a property line, see legend notes and abbreviations sheet Co.2 (typ).

any truck leaving the Site would drive over the tracking pad and then back into the work Site, the VTC should be the last defense to keep sediment onsite. Consider moving to the edge of the work zone. Unless this existing asphalt is to remain and then the limits of disturbance should be adjusted to show as such.
If you want to keep the VTC in this location, call out Street Sweeping at the Site entrance.
JVA Response: The VTC is updated to the proposed location.

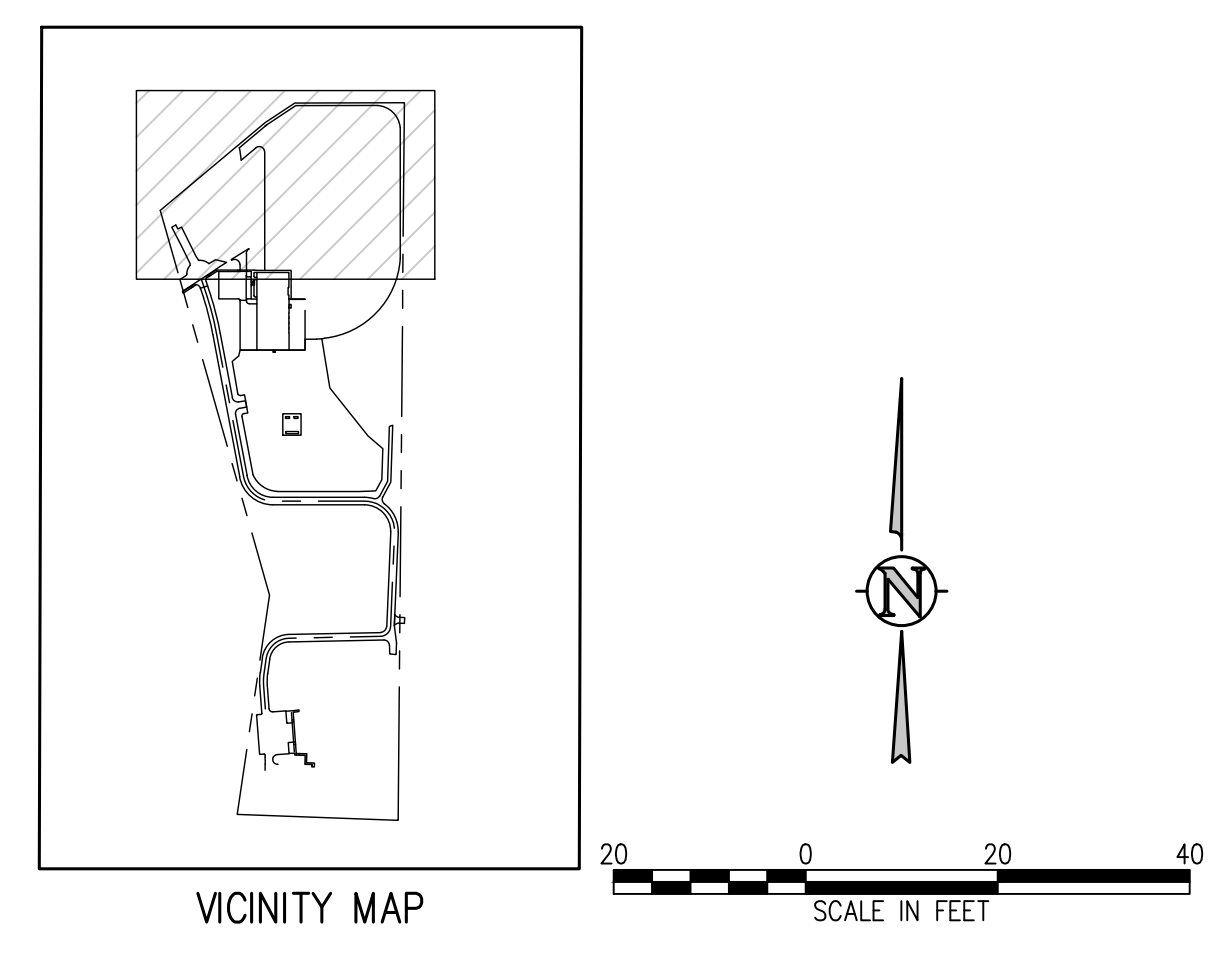
Show all areas of disturbance and construction areas. Unresolved
JVA Response: See updated GEC set.

EROSION AND SEDIMENTATION NOTES:

- CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.
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EROSION CONTROL LEGEND

	EXISTING INDEX CONTOUR		SEDIMENT CONTROL LOG
	EXISTING INTERMEDIATE CONTOUR		CONCRETE WASHOUT AREA
	PROPOSED INDEX CONTOUR		TEMPORARY SEDIMENTATION POND
	PROPOSED INTERMEDIATE CONTOUR		EROSION CONTROL BLANKET
	LIMITS OF WORK		CHANNEL STABILIZATION MATTING
	INLET PROTECTION		SURFACE ROUGHENING
	OUTLET PROTECTION		STAGE STORAGE AREA
	VEHICLE TRACKING CONTROL		
	STRAW BALE EROSION BARRIER		
	STOCKPILE AREA		
	TEMPORARY SLOPE DRAIN		
	DIVERSION DITCH		
	SEDIMENT CONTROL LOG		
	CURB SOCK		
	ROCK CHECK DAM		
	SEEDING AND MULCHING		
	DIRECTION OF FLOW (HISTORIC)		
	DIRECTION OF FLOW (DEVELOPED)		
	ROOF DRAIN DOWNSPOUT		



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SHEET TITLE
**INITIAL
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B**

WTA PROJECT NUMBER
2021-041.00

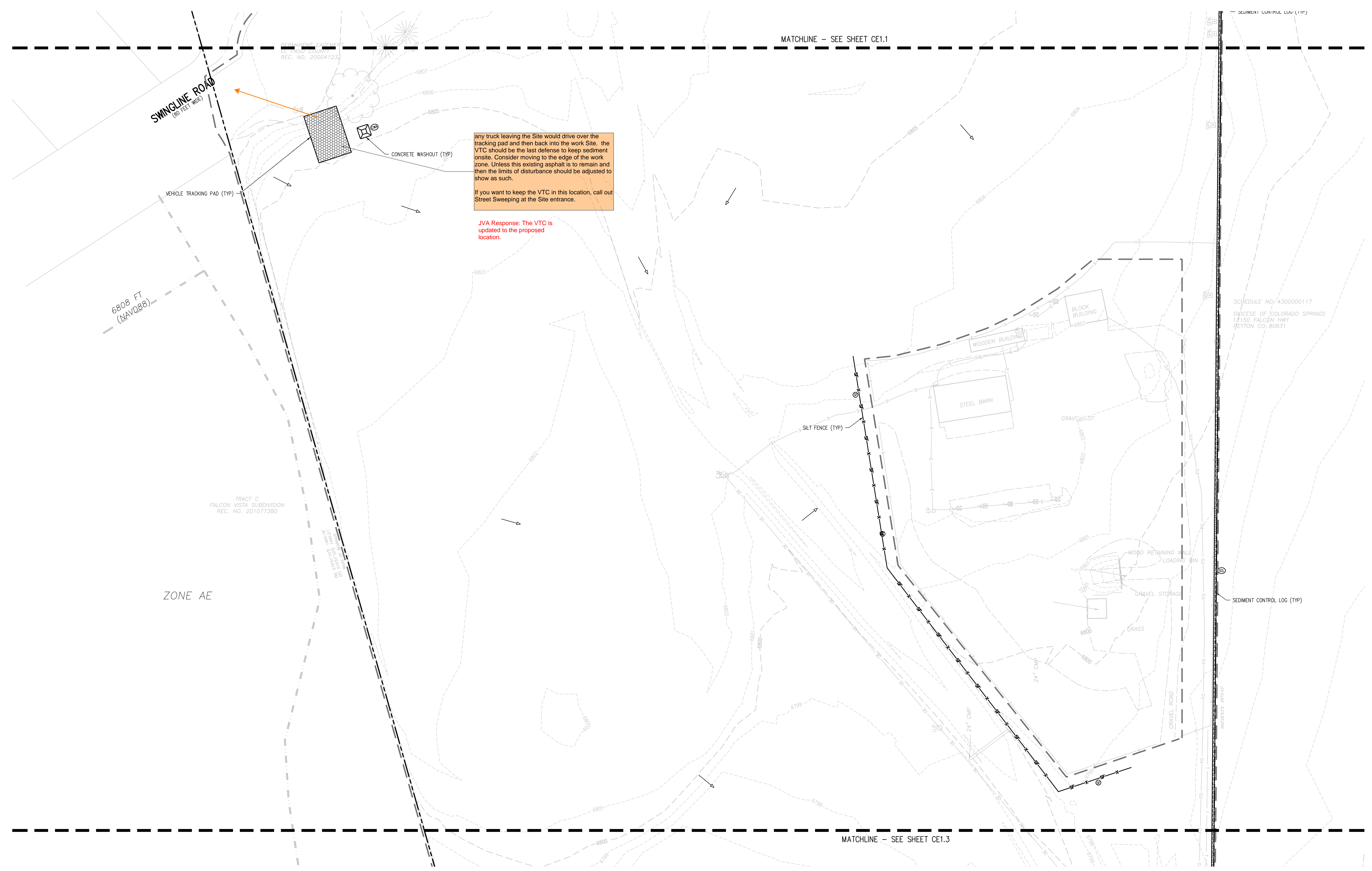
DATE
09/20/2022

REVISIONS

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ISSUED FOR
**CONSTRUCTION
DOCUMENTS**

CE1.2



any truck leaving the Site would drive over the tracking pad and then back into the work Site. the VTC should be the last defense to keep sediment onsite. Consider moving to the edge of the work zone. Unless this existing asphalt is to remain and then the limits of disturbance should be adjusted to show as such.

If you want to keep the VTC in this location, call out Street Sweeping at the Site entrance.

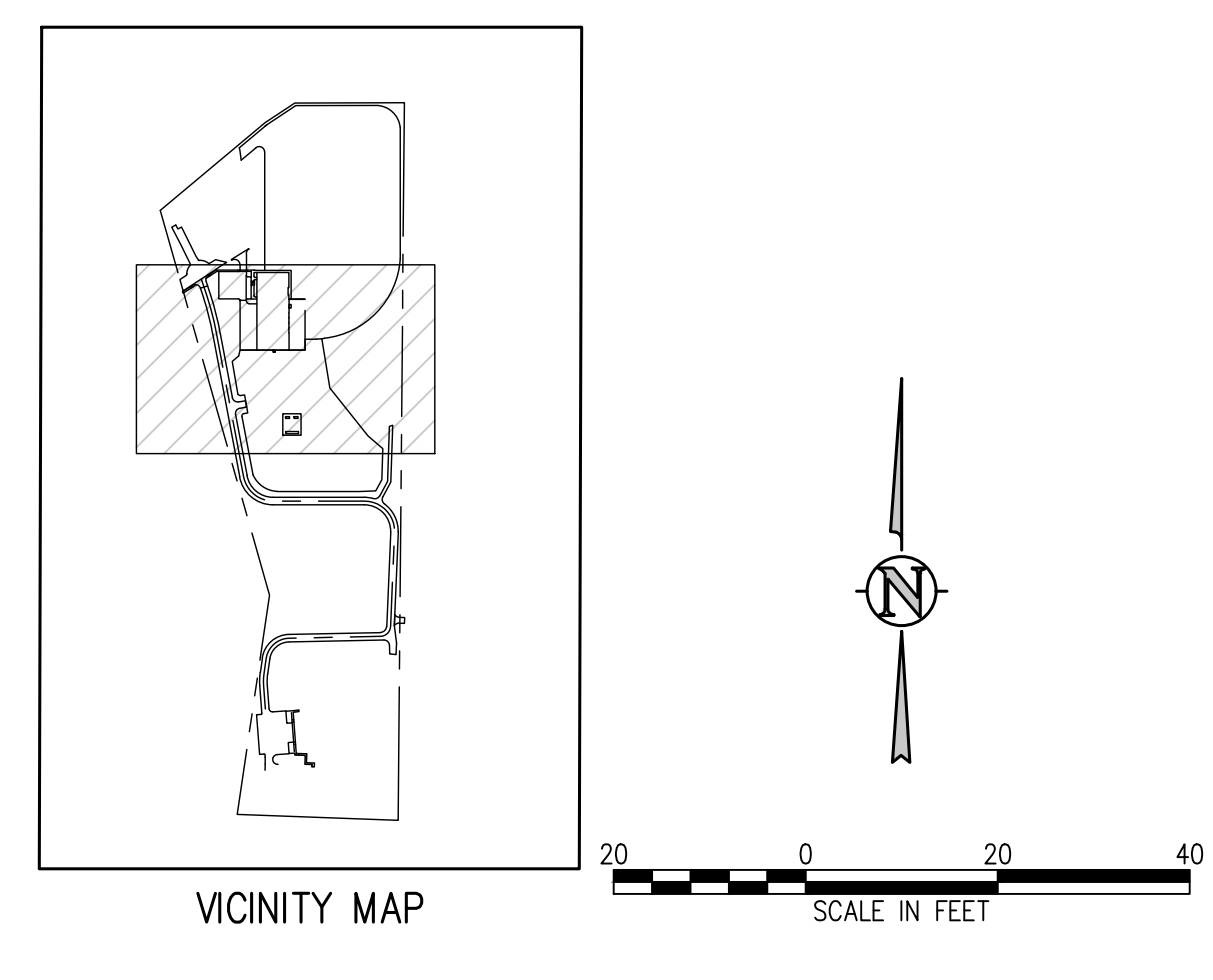
JVA Response: The VTC is updated to the proposed location.

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EROSION CONTROL LEGEND

	EXISTING INDEX CONTOUR		SILT FENCE		DIRECTION OF FLOW (HISTORIC)
	EXISTING INTERMEDIATE CONTOUR		CONSTRUCTION FENCE		DIRECTION OF FLOW (DEVELOPED)
	PROPOSED INDEX CONTOUR		CONCRETE WASHOUT AREA		ROOF DRAIN DOWNSPOUT
	PROPOSED INTERMEDIATE CONTOUR		TEMPORARY SLOPE DRAIN		CONCRETE WASHOUT AREA
	LIMITS OF WORK		DIVERSION DITCH		TEMPORARY SEDIMENTATION POND
	INLET PROTECTION		SEDIMENT CONTROL LOG		EROSION CONTROL BLANKET
	OUTLET PROTECTION		CURB SOCK		CHANNEL STABILIZATION MATTING
	VEHICLE TRACKING CONTROL		ROCK CHECK DAM		SURFACE ROUGHENING
	STRAW BALE EROSION BARRIER		SEEDING AND MULCHING		STAGE STORAGE AREA
	STOCKPILE AREA				



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D49 TRANSPORTATION CENTER
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SHEET TITLE
INITIAL EROSION CONTROL PLAN C

WTA PROJECT NUMBER
2021-041.00

DATE
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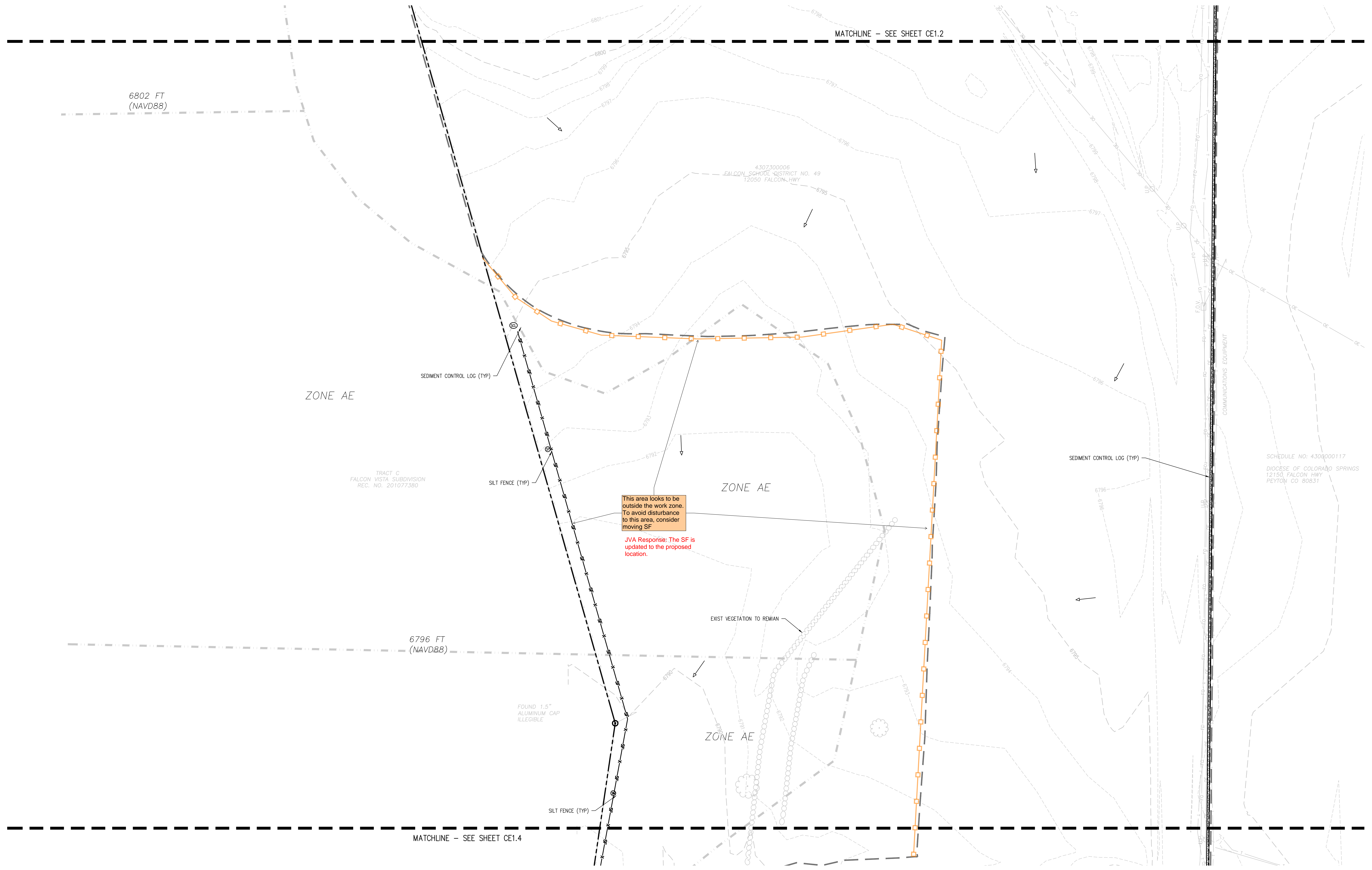
#	DATE	DESCRIPTION

DESIGNED BY
TW/AMB

CHECKED BY
CWK

ISSUED FOR
CONSTRUCTION DOCUMENTS

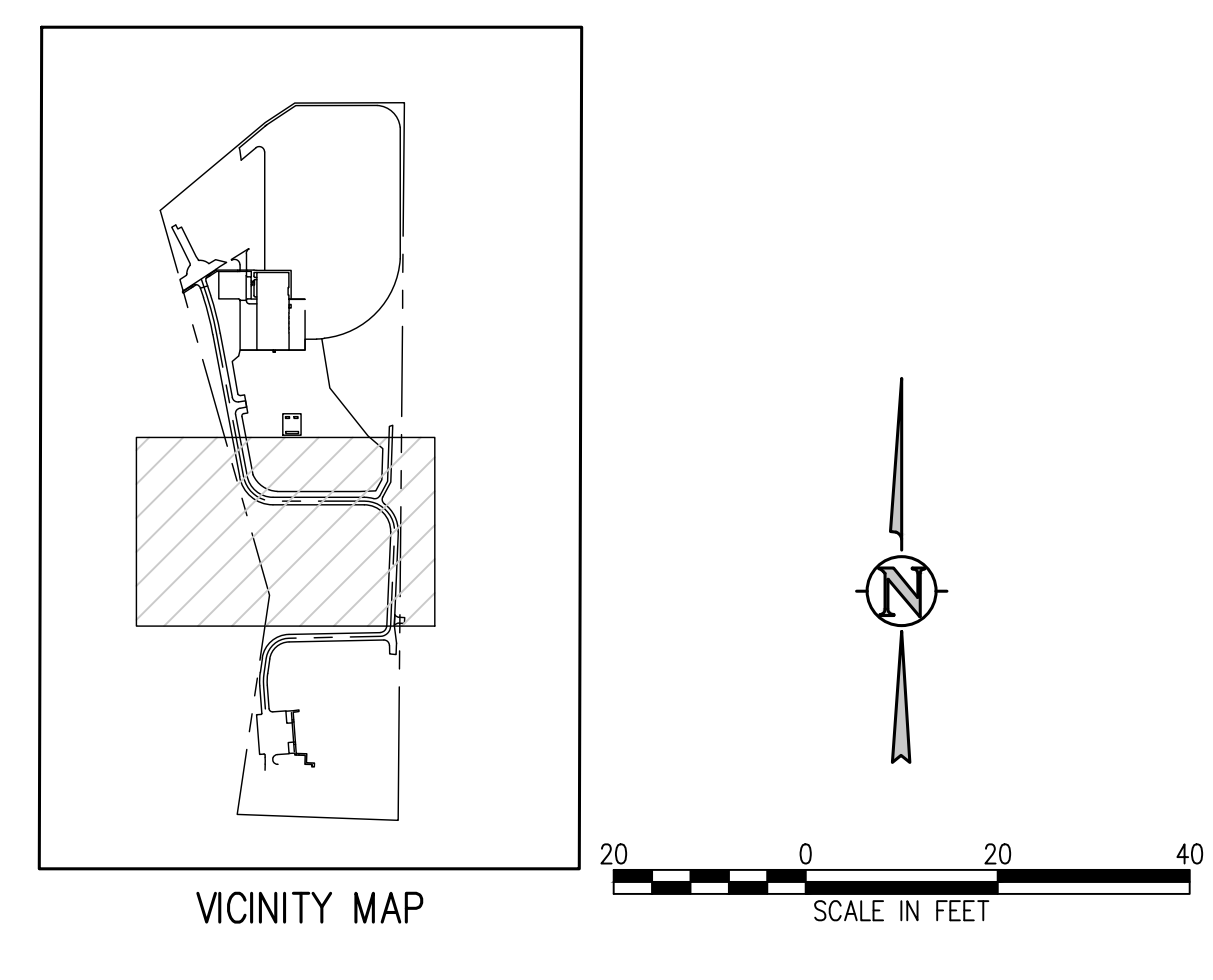
CE1.3



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EROSION CONTROL LEGEND	
	EXISTING INDEX CONTOUR
	EXISTING INTERMEDIATE CONTOUR
	PROPOSED INDEX CONTOUR
	PROPOSED INTERMEDIATE CONTOUR
	LIMITS OF WORK
	INLET PROTECTION
	OUTLET PROTECTION
	VEHICLE TRACKING CONTROL
	STRAW BALE EROSION BARRIER
	STOCKPILE AREA
	SILT FENCE
	CONSTRUCTION FENCE
	TEMPORARY SLOPE DRAIN
	DIVERSION DITCH
	SEDIMENT CONTROL LOG
	CURB SOCK
	ROCK CHECK DAM
	SEEDING AND MULCHING
	DIRECTION OF FLOW (HISTORIC)
	DIRECTION OF FLOW (DEVELOPED)
	ROOF DRAIN DOWNSPOUT
	CONCRETE WASHOUT AREA
	TEMPORARY SEDIMENTATION POND
	EROSION CONTROL BLANKET
	CHANNEL STABILIZATION MATTING
	SURFACE ROUGHENING
	STAGE STORAGE AREA



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D49 TRANSPORTATION CENTER
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PROJECT TITLE
INITIAL EROSION CONTROL PLAN D

WTA PROJECT NUMBER
2021-041-00

DATE
09/20/2022

REVISIONS

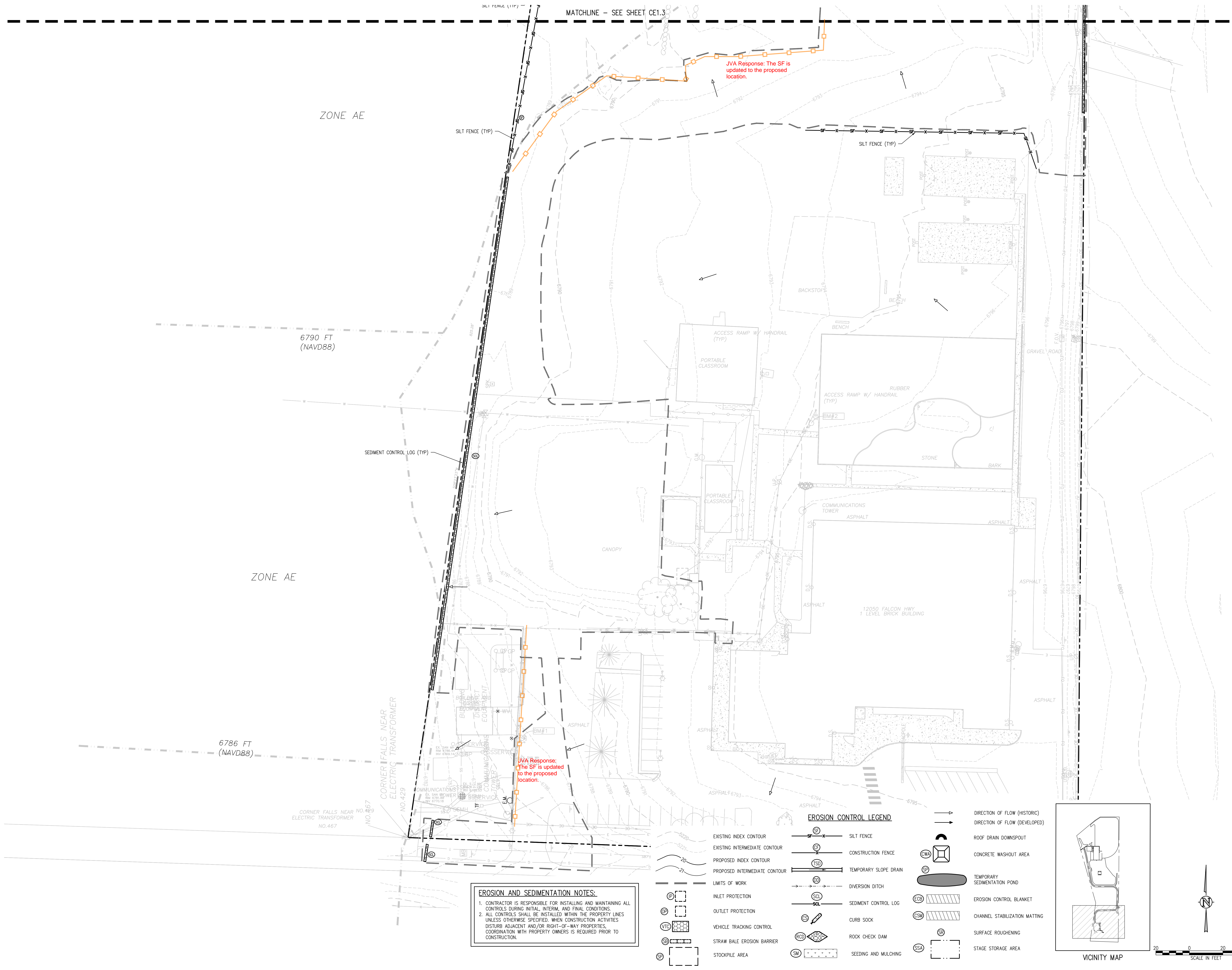
#	DATE	DESCRIPTION

DESIGNED BY
TW/AMB

CHECKED BY
CWK

SCALE FOR CONSTRUCTION DOCUMENTS
1" = 20'

CE1.4

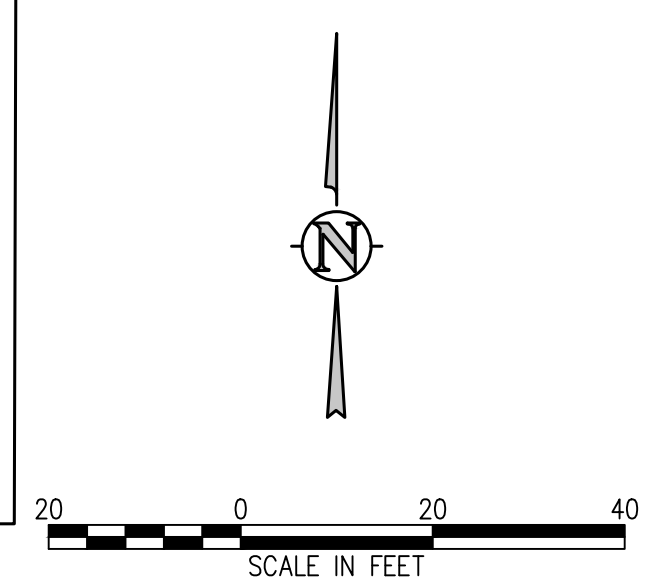
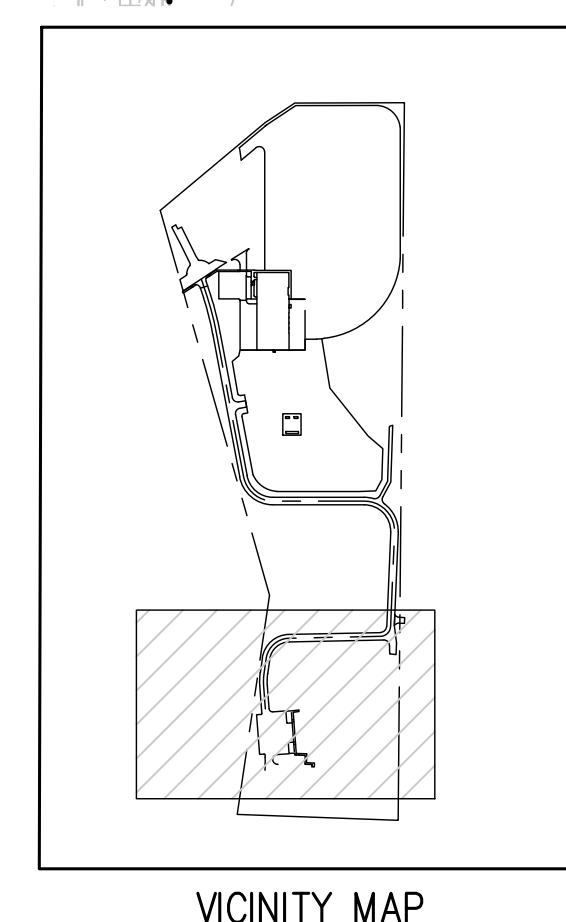


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EROSION CONTROL LEGEND

EXISTING INDEX CONTOUR	SILT FENCE	DIRECTION OF FLOW (HISTORIC)
EXISTING INTERMEDIATE CONTOUR	CONSTRUCTION FENCE	DIRECTION OF FLOW (DEVELOPED)
PROPOSED INDEX CONTOUR	TEMPORARY SLOPE DRAIN	ROOF DRAIN DOWNSPOUT
PROPOSED INTERMEDIATE CONTOUR	DIVERSION DITCH	CONCRETE WASHOUT AREA
LIMITS OF WORK	SEDIMENT CONTROL LOG	TEMPORARY SEDIMENTATION POND
INLET PROTECTION	CURB SOCK	EROSION CONTROL BLANKET
OUTLET PROTECTION	ROCK CHECK DAM	CHANNEL STABILIZATION MATTING
VEHICLE TRACKING CONTROL	SEEDING AND MULCHING	SURFACE ROUGHENING
STRAW BALE EROSION BARRIER		STAGE STORAGE AREA
STOCKPILE AREA		



show all areas of cut/fill. Unresolved.

In accordance with the CWA detail: do not locate a CWA within 400' of any drainage pathway or waterbody. Unresolved.

JVA Response: To clarify the note says a "unlined CWA" could not be within 400' of a drainage pathway. The contractor is to line the CWA based on the MHFD note.

is this water line proposed? if so, extend your area of disturbance

JVA Response: Area disturbance reflects the updated water and sanitary locations.

define hatching

JVA Response: Hatching is asphalt, see legend notes and abbreviations sheet C0.2 (typ).

define hatching

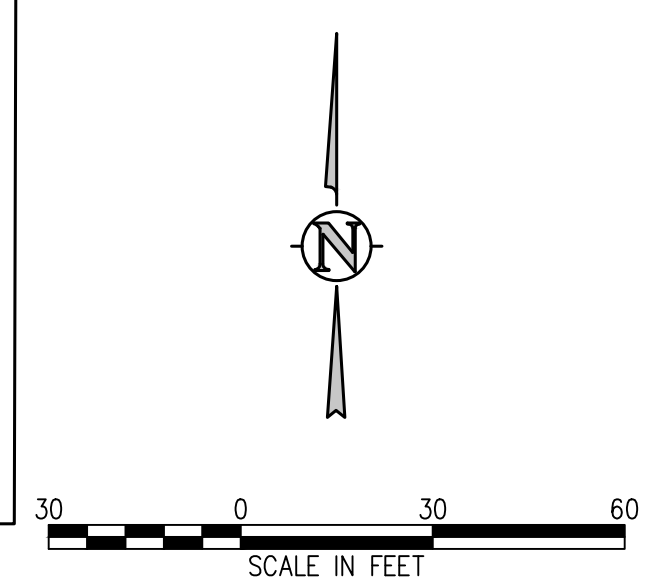
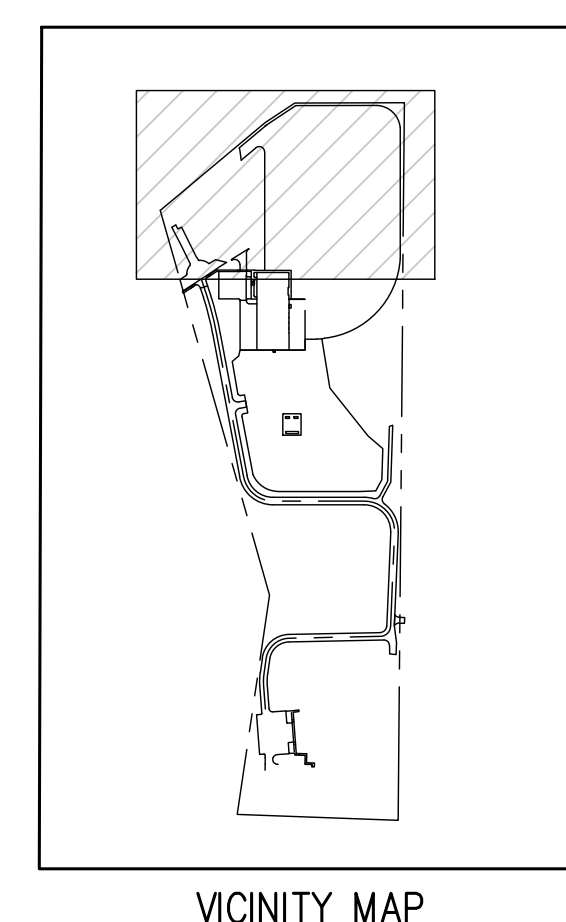
JVA Response: Hatching is Gravel, see legend notes and abbreviations sheet C0.2 (typ).

show typical ditch section detail unresolved.

JVA Response: This is not a ditch. This is offsite flows.

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EROSION CONTROL LEGEND	
	EXISTING INDEX CONTOUR
	EXISTING INTERMEDIATE CONTOUR
	PROPOSED INDEX CONTOUR
	PROPOSED INTERMEDIATE CONTOUR
	LIMITS OF WORK
	INLET PROTECTION
	OUTLET PROTECTION
	VEHICLE TRACKING CONTROL
	STRAW BALE EROSION BARRIER
	STOCKPILE AREA
	SILT FENCE
	CONSTRUCTION FENCE
	TEMPORARY SLOPE DRAIN
	DIVERSION DITCH
	SEDIMENT CONTROL LOG
	CURB SOCK
	ROCK CHECK DAM
	SEEDING AND MULCHING
	DIRECTION OF FLOW (HISTORIC)
	DIRECTION OF FLOW (DEVELOPED)
	ROOF DRAIN DOWNSPOUT
	CONCRETE WASHOUT AREA
	TEMPORARY SEDIMENTATION POND
	EROSION CONTROL BLANKET
	CHANNEL STABILIZATION MATTING
	SURFACE ROUGHENING
	STAGE STORAGE AREA



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SHEET TITLE
INTERIM EROSION CONTROL PLAN A

WTA PROJECT NUMBER
2021-041.00
 DATE
09/20/2022

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SCHOOL DISTRICT NO 49
11971 SWINGLINE ROAD
PEYTON, CO 80831



SHEET TITLE
**INTERIM
EROSION
CONTROL PLAN
B**

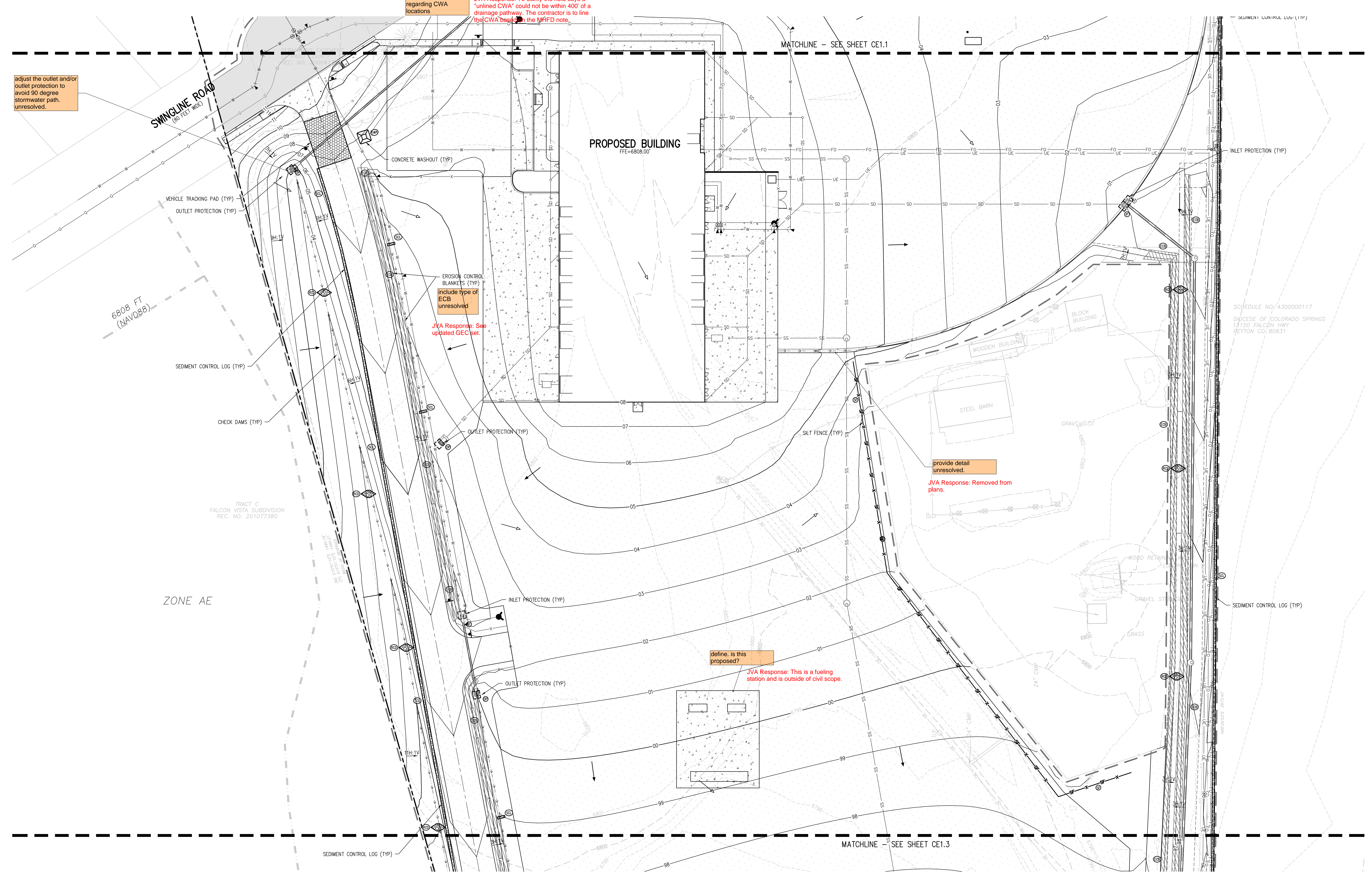
WTA PROJECT NUMBER
2021-041.00

DATE
09/20/2022

REVISIONS

#	DATE	DESCRIPTION

DESIGNED BY: **CKW/HCM**
CHECKED BY: **TWW/AMB**
DATE FOR CONSTRUCTION DOCUMENTS: **09/20/2022**

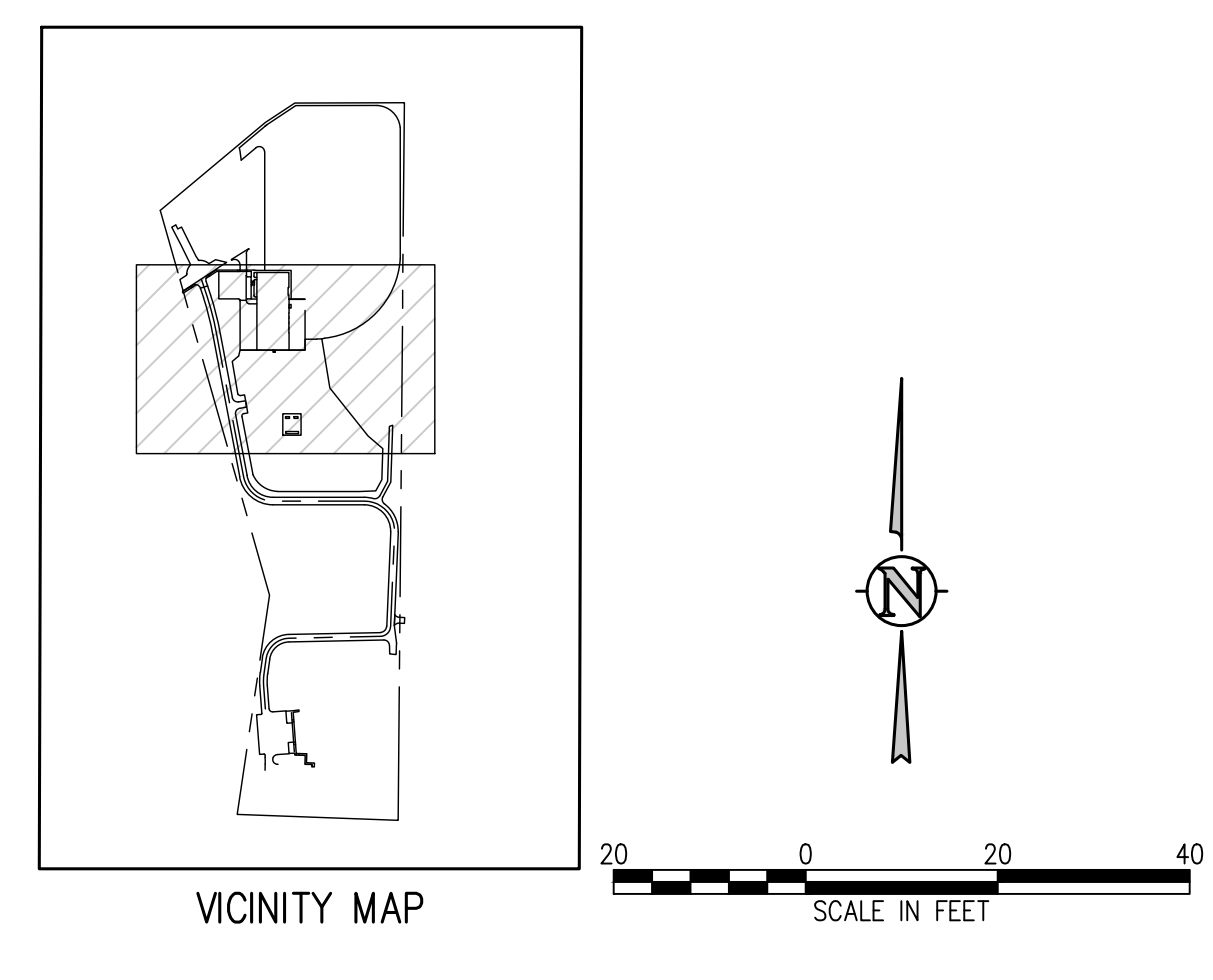


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EROSION CONTROL LEGEND

	EXISTING INDEX CONTOUR		SILT FENCE		DIRECTION OF FLOW (HISTORIC)
	EXISTING INTERMEDIATE CONTOUR		CONSTRUCTION FENCE		DIRECTION OF FLOW (DEVELOPED)
	PROPOSED INDEX CONTOUR		TEMPORARY SLOPE DRAIN		ROOF DRAIN DOWNSPOUT
	PROPOSED INTERMEDIATE CONTOUR		DIVERSION DITCH		CONCRETE WASHOUT AREA
	LIMITS OF WORK		SEDIMENT CONTROL LOG		TEMPORARY SEDIMENTATION POND
	INLET PROTECTION		CURB SOCK		EROSION CONTROL BLANKET
	OUTLET PROTECTION		ROCK CHECK DAM		CHANNEL STABILIZATION MATTING
	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING		SURFACE ROUGHENING
	STRAW BALE EROSION BARRIER		STAGE STORAGE AREA		SEDIMENT CONTROL LOG (TYP)
	STOCKPILE AREA				



**D49 TRANSPORTATION CENTER
SCHOOL DISTRICT NO 49**
11971 SWINGLINE ROAD
PEYTON, CO 80831



SHEET TITLE
**INTERIM
EROSION CONTROL PLAN
C**

WTA PROJECT NUMBER
2021-041.00

DATE
09/20/2022

REVISIONS

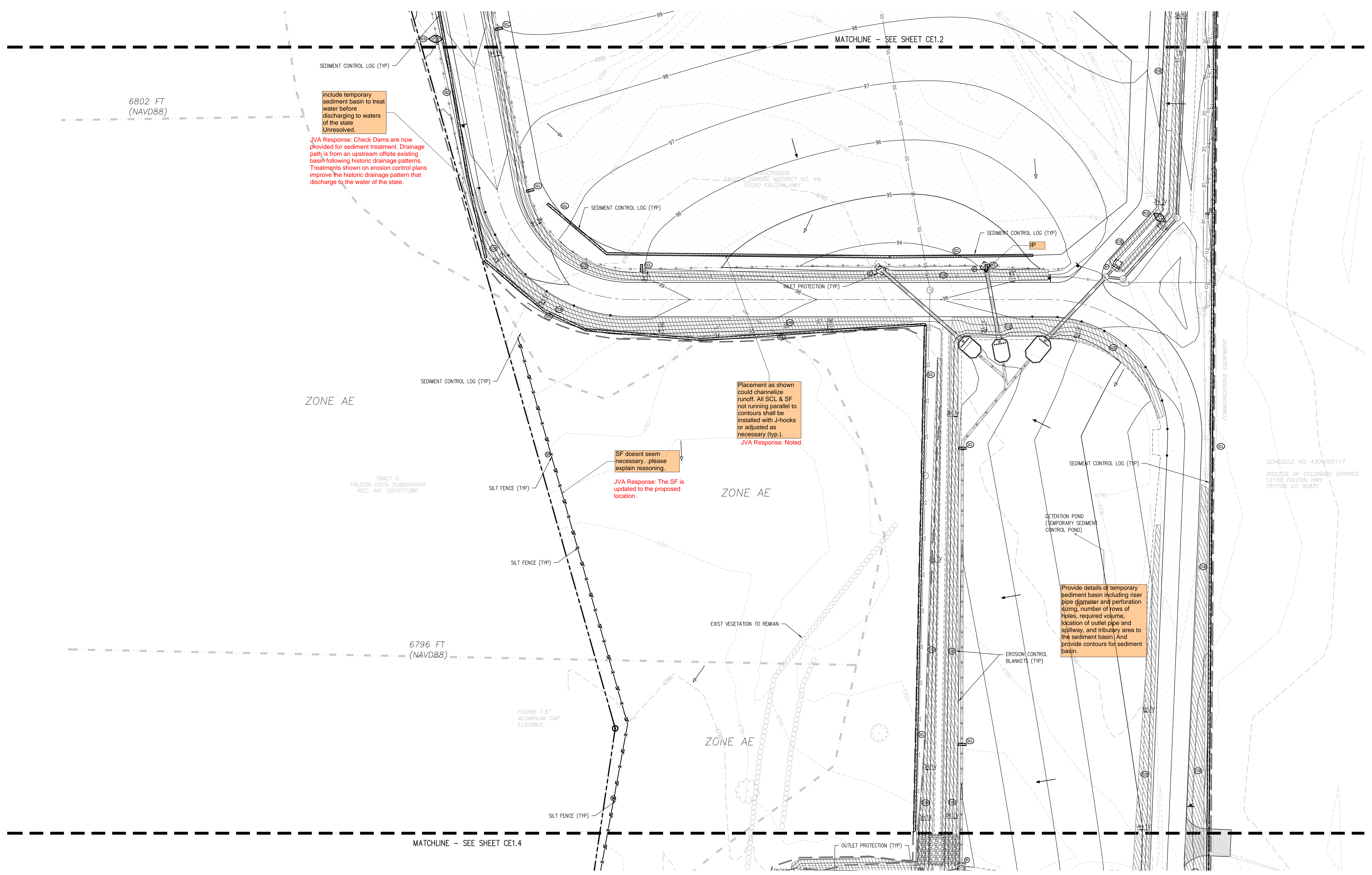
#	DATE	DESCRIPTION

DATE APPROVAL: **CWK/HCM**
DRAWN BY: **TWK/AMB**
CHECKED BY: **CWK**

ISSUED FOR
CONSTRUCTION DOCUMENTS

DATE: **09/20/2022**

CE1.7



include temporary sediment basin to treat water before discharging to waters of the state. Unresolved.

JVA Response: Check Dams are now provided for sediment treatment. Drainage path is from an upstream offsite existing basin following historic drainage patterns. Treatments shown on erosion control plans improve the historic drainage pattern that discharge to the water of the state.

SF doesnt seem necessary. please explain reasoning.

JVA Response: The SF is updated to the proposed location.

Placement as shown could channelize runoff. All SCL & SF not running parallel to contours shall be installed with J-hooks or adjusted as necessary (typ.).

JVA Response: Noted.

Provide details of temporary sediment basin including riser pipe diameter and perforation sizing, number of tows of holes, required volume, location of outlet pipe and spillway, and tributary area to the sediment basin. And provide contours for sediment basin.

J:\M566\Drawings\M566-CE-ERP-02.dwg, 9/20/2022, 3:54 PM, TRR

D49 TRANSPORTATION CENTER
SCHOOL DISTRICT NO 49
11971 SWINGLINE ROAD
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SHEET TITLE
**INTERIM
EROSION
CONTROL PLAN
D**

WTA PROJECT NUMBER
2021-041.00

DATE
09/20/2022

REVISIONS

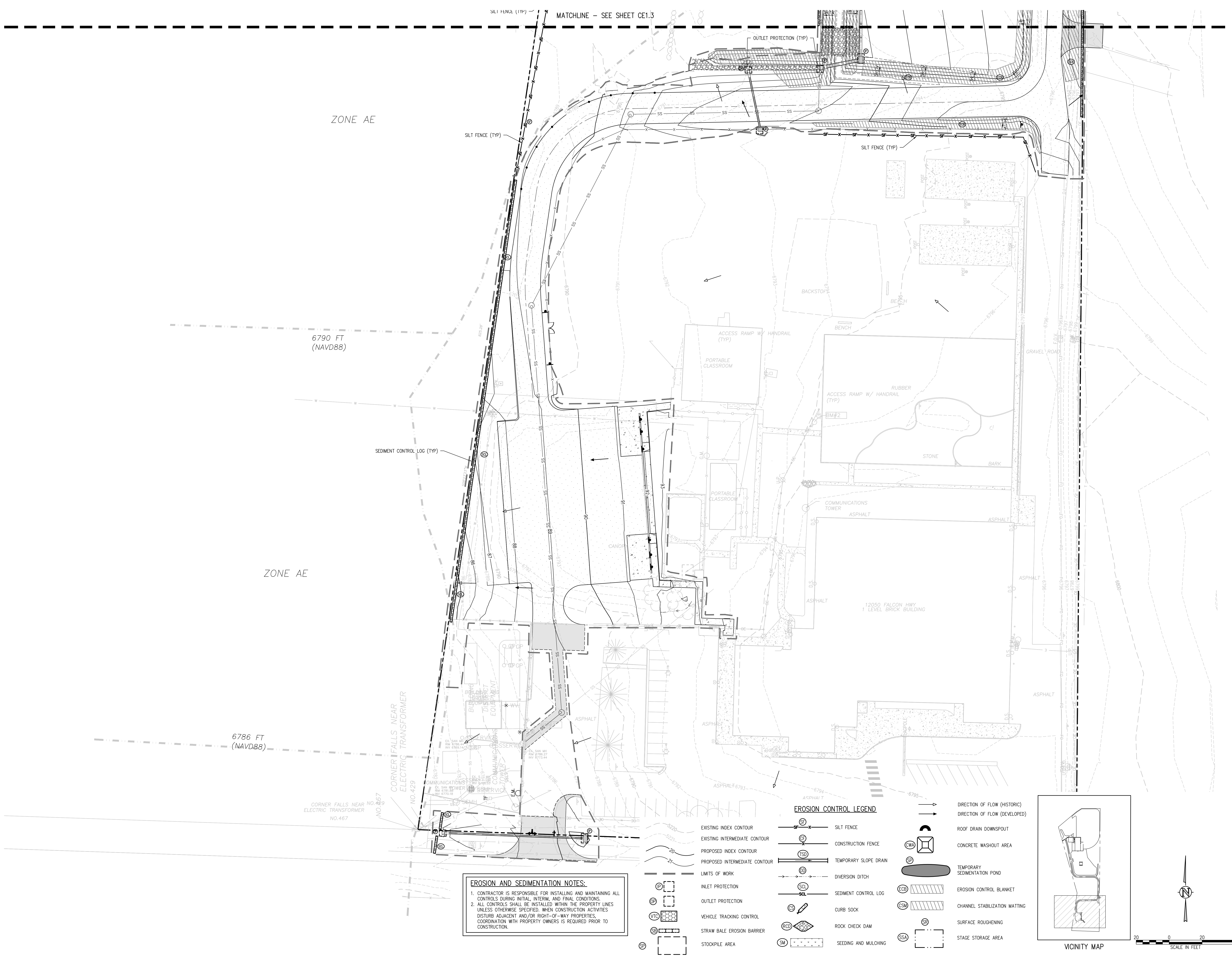
#	DATE	DESCRIPTION

DESIGNED BY
TW&AMB

CHECKED BY
CWK

ISSUED FOR
CONSTRUCTION DOCUMENTS

CE1.8

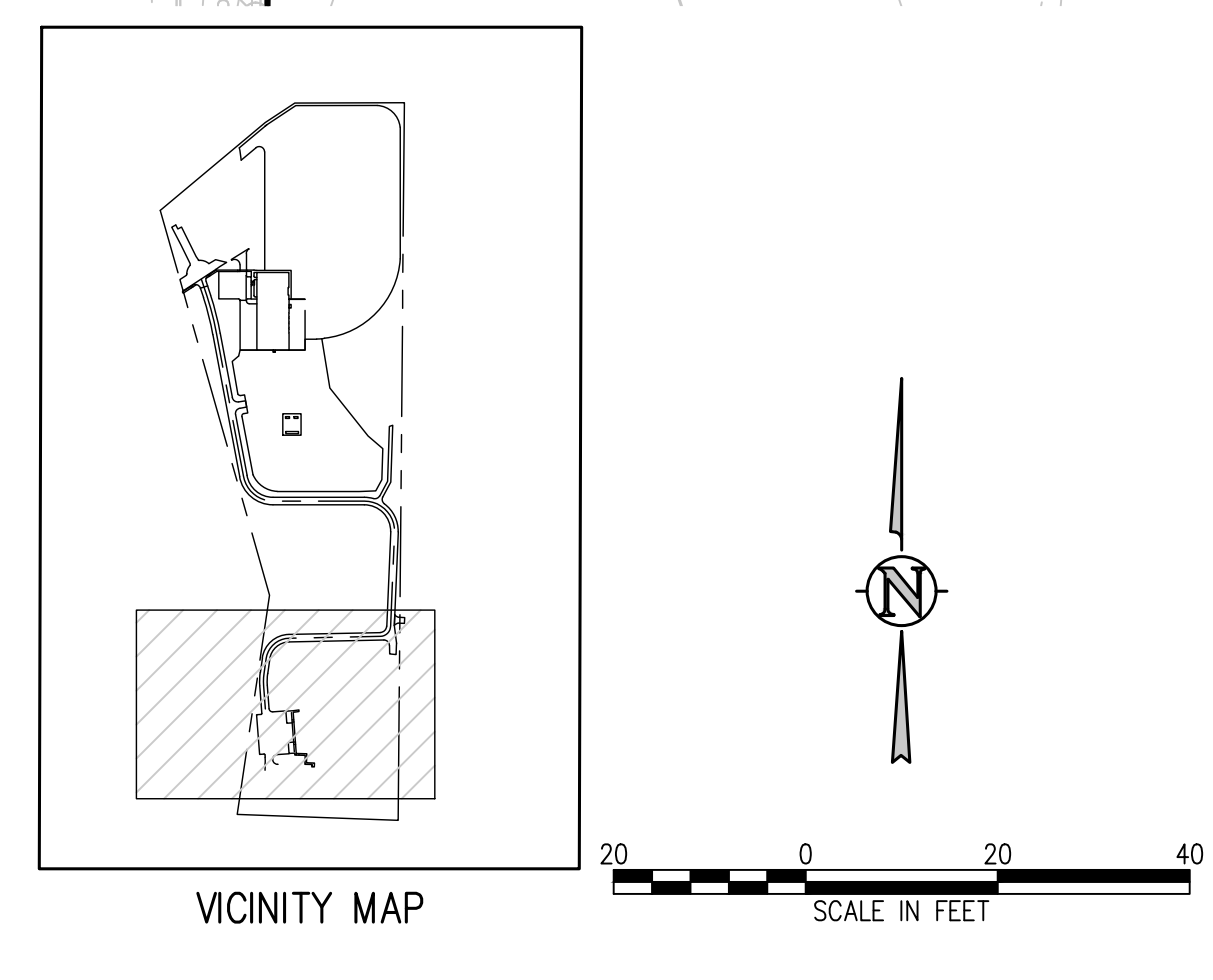


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EROSION CONTROL LEGEND

EXISTING INDEX CONTOUR	— SF —	SILT FENCE	→	DIRECTION OF FLOW (HISTORIC)
EXISTING INTERMEDIATE CONTOUR	— IF —	CONSTRUCTION FENCE	→	DIRECTION OF FLOW (DEVELOPED)
PROPOSED INDEX CONTOUR	— SD —	TEMPORARY SLOPE DRAIN	⬇	ROOF DRAIN DOWNSPOUT
PROPOSED INTERMEDIATE CONTOUR	— ID —	DIVERSION DITCH	⬇	CONCRETE WASHOUT AREA
LIMITS OF WORK	— LW —	SEDIMENT CONTROL LOG	⬇	TEMPORARY SEDIMENTATION POND
INLET PROTECTION	IP	CURB SOCK	CS	EROSION CONTROL BLANKET
OUTLET PROTECTION	OP	ROCK CHECK DAM	RCD	CHANNEL STABILIZATION MATTING
VEHICLE TRACKING CONTROL	VTC	SEEDING AND MULCHING	SM	SURFACE ROUGHENING
STRAW BALE EROSION BARRIER	SB			STAGE STORAGE AREA
STOCKPILE AREA	SP			



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D49 TRANSPORTATION CENTER
SCHOOL DISTRICT NO 49
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FINAL EROSION CONTROL PLAN A

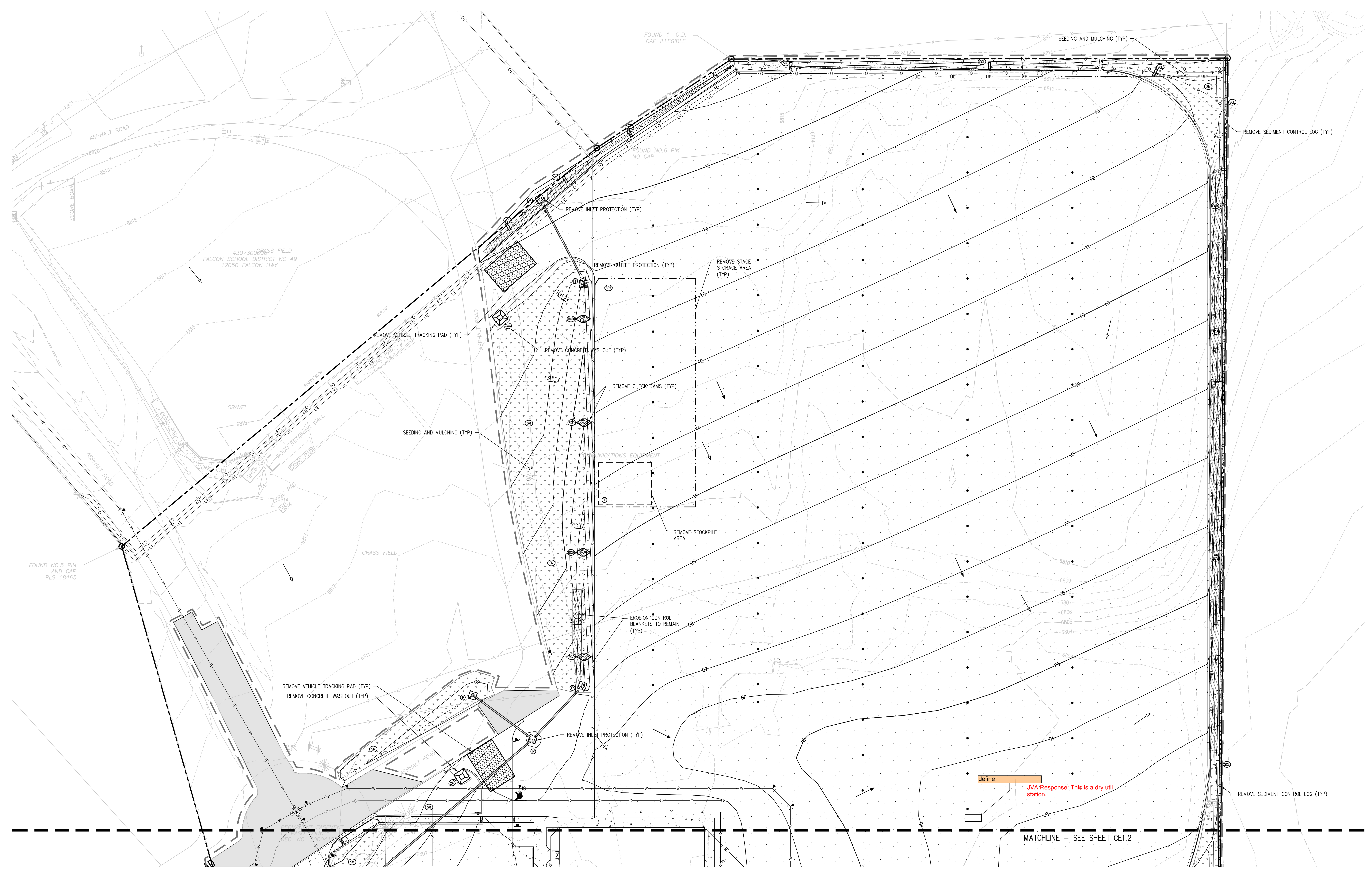
DATE: 09/20/2022

REVISIONS:

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1	09/20/2022	ISSUED FOR CONSTRUCTION DOCUMENTS

SCALE IN FEET

CE1.9

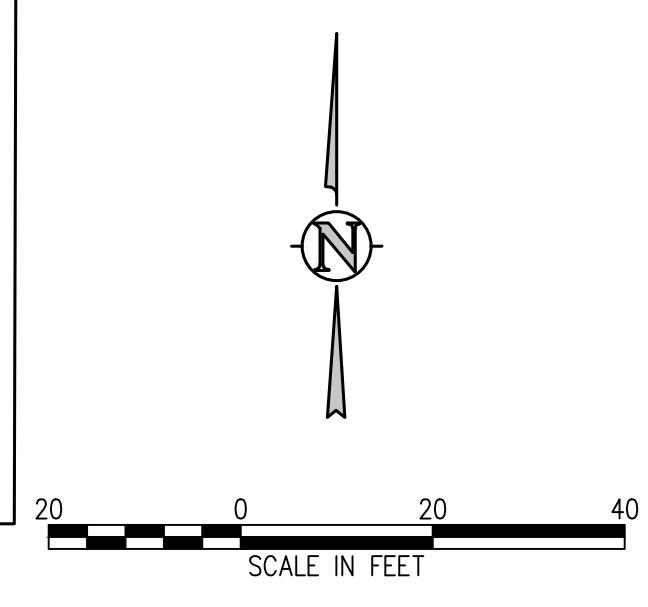
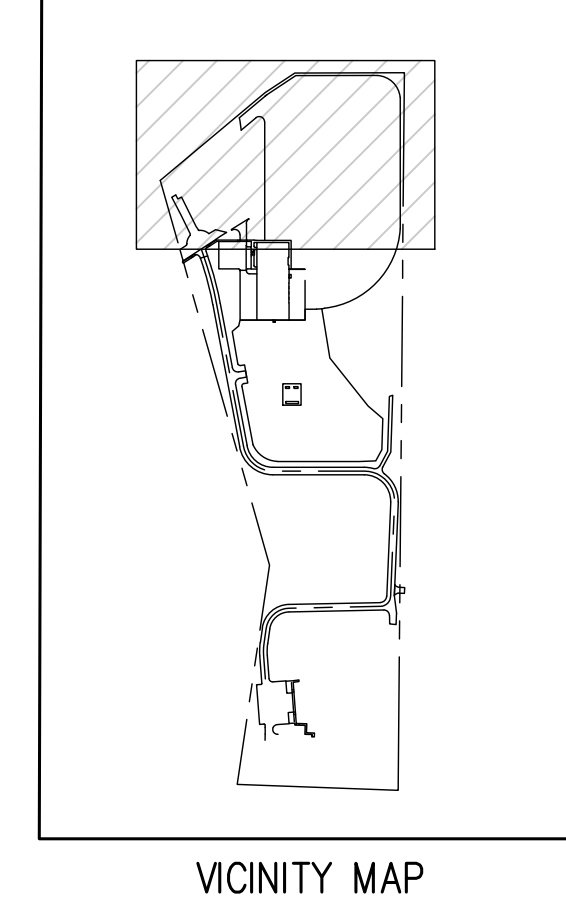


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	LIMITS OF WORK		DIVERSION DITCH		EROSION CONTROL BLANKET
	INLET PROTECTION		SEDIMENT CONTROL LOG		CHANNEL STABILIZATION MATTING
	OUTLET PROTECTION		CURB SOCK		SURFACE ROUGHENING
	VEHICLE TRACKING CONTROL		ROCK CHECK DAM		STAGE STORAGE AREA
	STRAW BALE EROSION BARRIER		SEEDING AND MULCHING		
	STOCKPILE AREA				



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D49 TRANSPORTATION CENTER
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SHEET TITLE
FINAL EROSION CONTROL PLAN B

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2021-041.00

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09/20/2022

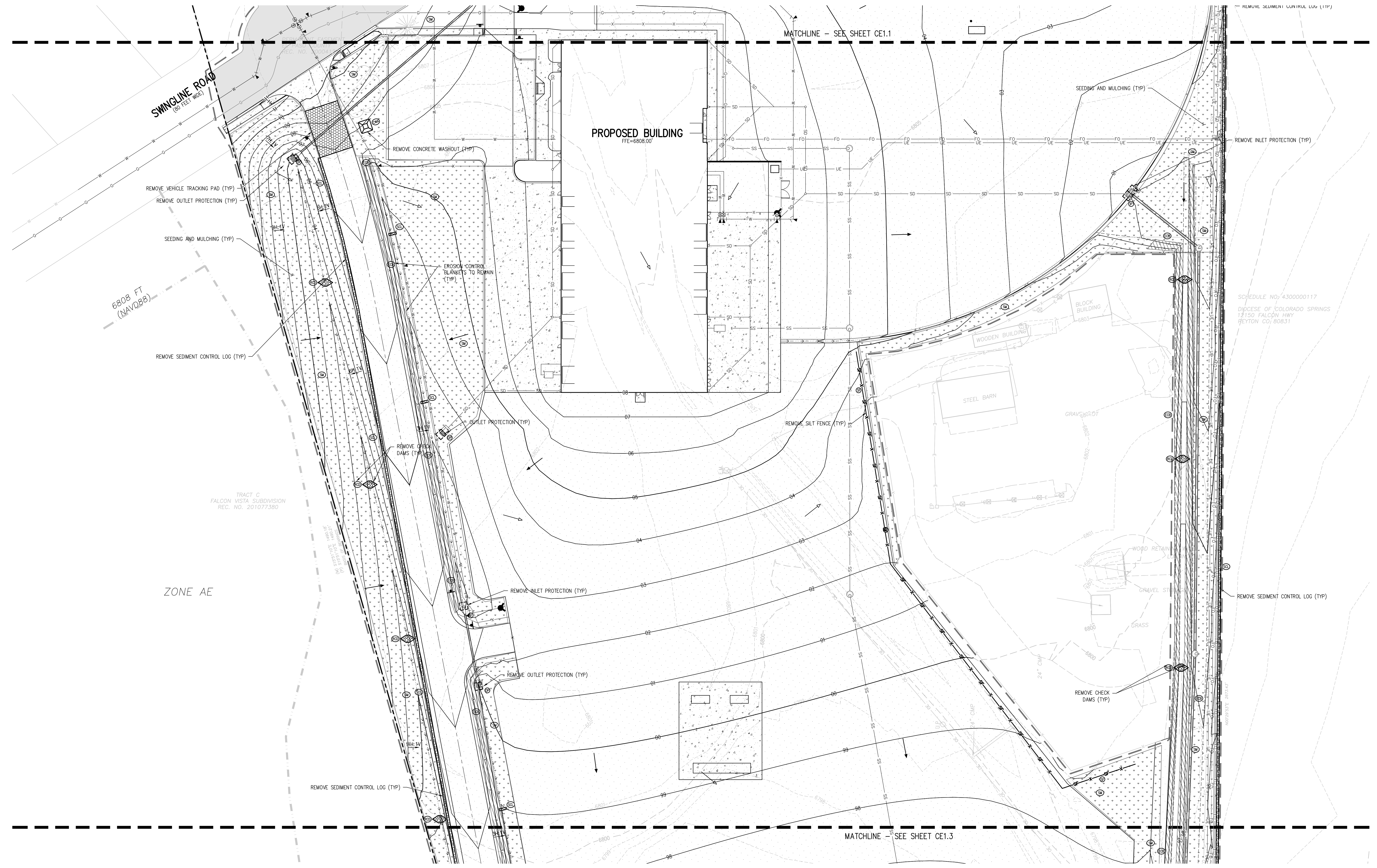
REVISIONS

#	DATE	DESCRIPTION

DESIGNED BY: **CWK/HCM**
DRAWN BY: **TWW/AMB**
CHECKED BY: **CWK**

ISSUED FOR
CONSTRUCTION DOCUMENTS

CE1.10

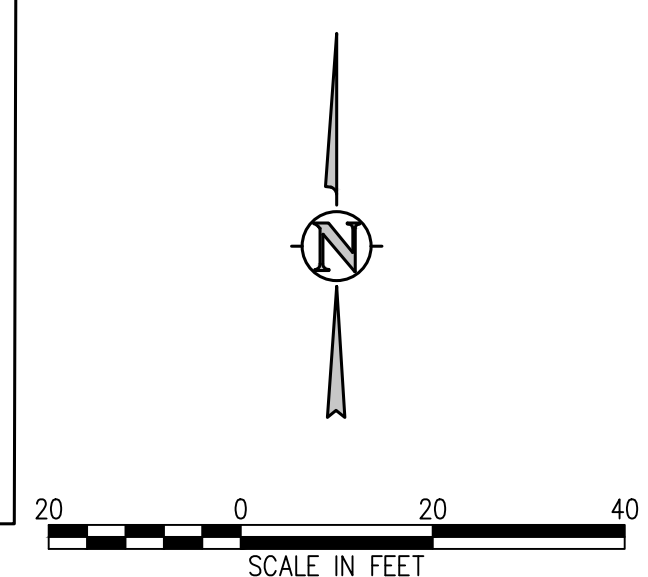
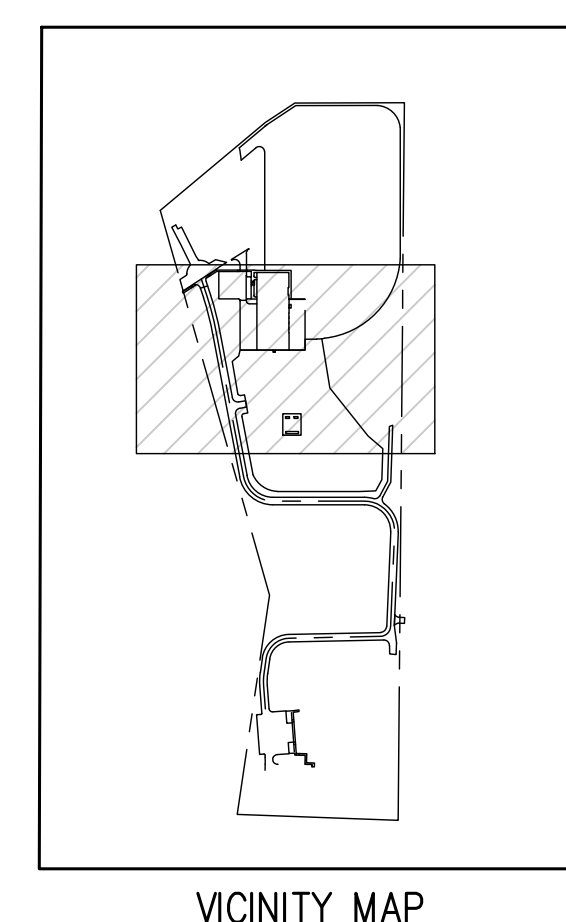


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	EXISTING INTERMEDIATE CONTOUR		CONSTRUCTION FENCE		DIRECTION OF FLOW (DEVELOPED)
	PROPOSED INDEX CONTOUR		TEMPORARY SLOPE DRAIN		ROOF DRAIN DOWNSPOUT
	PROPOSED INTERMEDIATE CONTOUR		DIVERSION DITCH		CONCRETE WASHOUT AREA
	LIMITS OF WORK		SEDIMENT CONTROL LOG		TEMPORARY SEDIMENTATION POND
	INLET PROTECTION		CURB SOCK		EROSION CONTROL BLANKET
	OUTLET PROTECTION		ROCK CHECK DAM		CHANNEL STABILIZATION MATTING
	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING		SURFACE ROUGHENING
	STRAW BALE EROSION BARRIER		STAGE STORAGE AREA		STOCKPILE AREA



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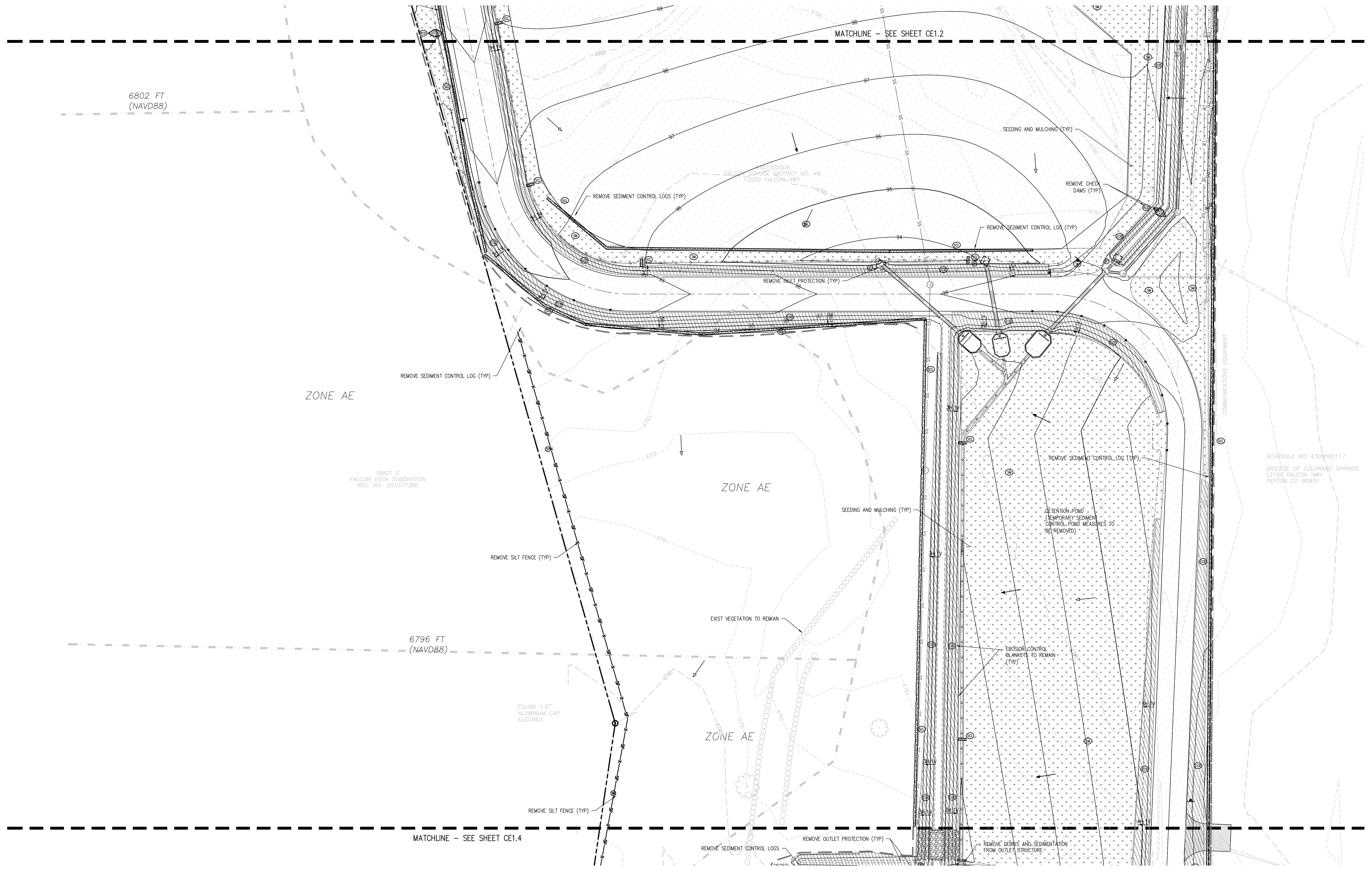
SHEET TITLE
FINAL EROSION CONTROL PLAN C

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DATE: **CWK**

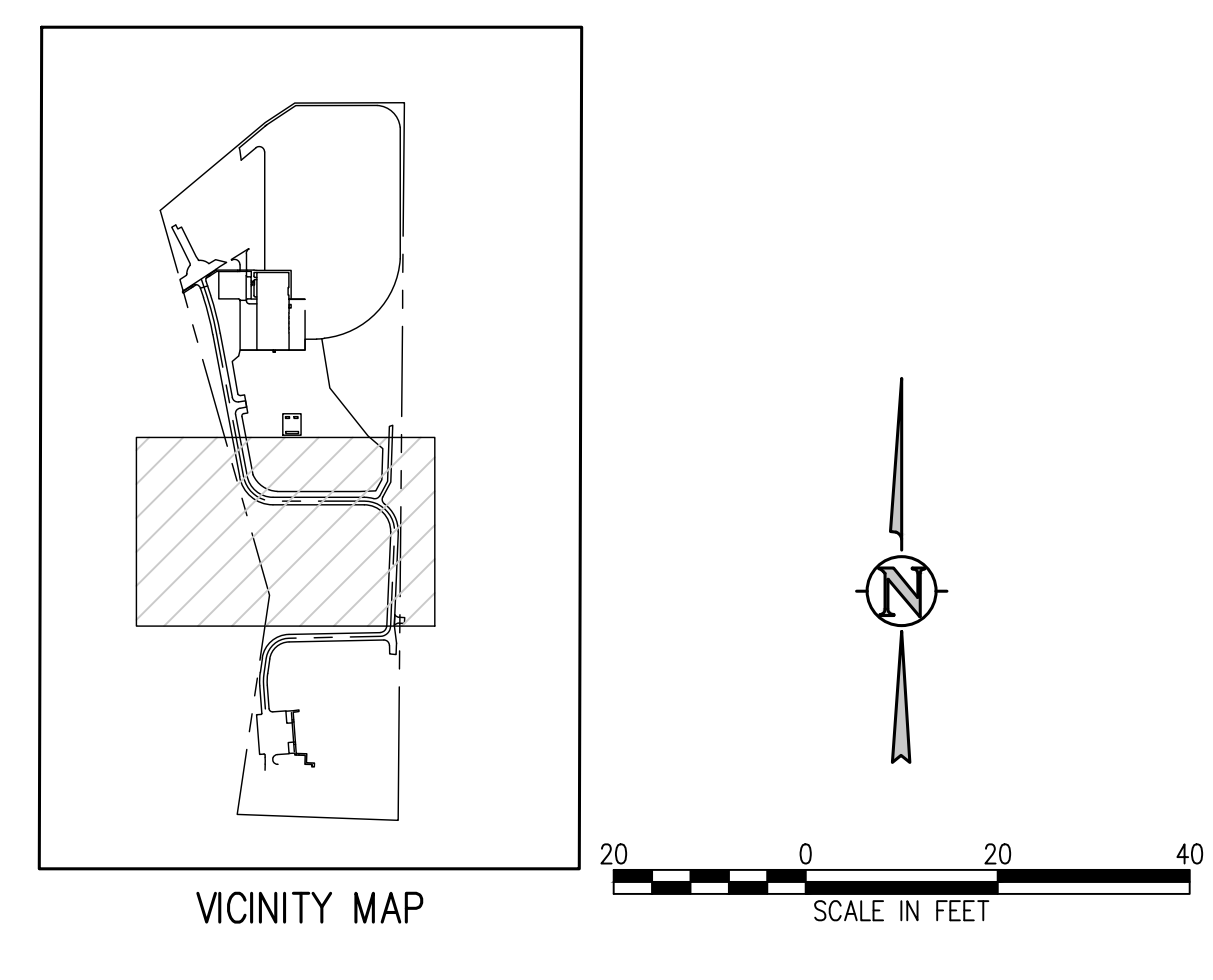


EROSION AND SEDIMENTATION NOTES:

- CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.
- ALL CONTROLS SHALL BE INSTALLED WITHIN THE PROPERTY LINES UNLESS OTHERWISE SPECIFIED. WHEN CONSTRUCTION ACTIVITIES DISTURB ADJACENT AND/OR RIGHT-OF-WAY PROPERTIES, COORDINATION WITH PROPERTY OWNERS IS REQUIRED PRIOR TO CONSTRUCTION.

EROSION CONTROL LEGEND

	EXISTING INDEX CONTOUR		SILT FENCE		DIRECTION OF FLOW (HISTORIC)
	EXISTING INTERMEDIATE CONTOUR		CONSTRUCTION FENCE		DIRECTION OF FLOW (DEVELOPED)
	PROPOSED INDEX CONTOUR		TEMPORARY SLOPE DRAIN		ROOF DRAIN DOWNSPOUT
	PROPOSED INTERMEDIATE CONTOUR		DIVERSION DITCH		CONCRETE WASHOUT AREA
	LIMITS OF WORK		SEDIMENT CONTROL LOG		TEMPORARY SEDIMENTATION POND
	INLET PROTECTION		CURB SOCK		EROSION CONTROL BLANKET
	OUTLET PROTECTION		ROCK CHECK DAM		CHANNEL STABILIZATION MATTING
	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING		SURFACE ROUGHENING
	STRAW BALE EROSION BARRIER		STAGE STORAGE AREA		STOCKPILE AREA



J:\M566\Drawings\M566-CE-EDP-03.dwg, 9/28/2022, 3:56 PM, RRR

see SWMP_v1 comments.

STORMWATER MANAGEMENT PLAN (SWMP)

THIS STORMWATER MANAGEMENT PLAN IS TO BE RETAINED AND MAINTAINED ONSITE INCLUDING FINAL LANDSCAPING PLANS AND ANY OTHER EROSION CONTROL DOCUMENTATION. A SWMP ADMINISTRATOR WILL BE DESIGNATED BY THE CONTRACTOR AND IS RESPONSIBLE FOR DEVELOPING, IMPLEMENTING, MAINTAINING, AND REVISING THIS SWMP. THE SWMP ADMINISTRATOR IS THE CONTACT FOR ALL SWMP-RELATED ISSUES AND IS RESPONSIBLE FOR ITS ACCURACY, COMPLETENESS, AND IMPLEMENTATION. THE FOLLOWING HAS BEEN DESIGNATED AS THE SWMP ADMINISTRATOR FOR THIS PROJECT:

NAME: _____
 CONTACT INFO: _____

THE SITE IS LOCATED AT 12050 FALCON HIGHWAY, FALCON, CO 80831, AND AT APPROXIMATELY 38°55'36.21"N LATITUDE, 104°36'10.29"W LONGITUDE. THE PROPOSED PROJECT CONSISTS OF DEMOLITION OF THE EXISTING RUNNING AND BASEBALL TRACKS, PARKING LOT ADJUSTMENTS, UTILITY SERVICE CONNECTIONS, OVERLOT GRADING, BUILDING CONSTRUCTION, STORMWATER INFRASTRUCTURE CONSTRUCTION, PAVING OF ADA PARKING LOTS, ENTRANCE DRIVES, AND UTILITY INFRASTRUCTURE CONSTRUCTION IN THE TOWN OF FALCON, CO. THE TOTAL SITE AREA IS APPROXIMATELY 30.42 ACRES. NO AREAS GREATER THAN 40 ACRES SHALL BE DISTURBED AT ANY GIVEN TIME. NO CONSTRUCTION ACTIVITIES SHALL OCCUR OFFSITE OR OUTSIDE OF THE CONSTRUCTION LIMITS SHOWN ON THE CONSTRUCTION DOCUMENTS. THE SEQUENCE OF CONSTRUCTION STARTS IS AS FOLLOWS:

PHASE	ESTIMATED	ACTUAL
CONSTRUCTION START	JUNE, 2022	_____
ROAD AND OVERLOT GRADING	JULY, 2022	_____
UTILITY CONSTRUCTION	JULY, 2022	_____
BUILDING CONSTRUCTION	AUGUST, 2022	_____
PAVING	JUNE, 2023	_____
SITE RESTORATION	AUGUST, 2023	_____

THE EXISTING SITE CONSISTS OF DEVELOPED LAND AND IS APPROXIMATELY 60% COVERED WITH VEGETATIVE (GRASS, SHRUBS, TREES, PERMEABLE SOILS) GROUND COVER. THE ESTIMATED HISTORIC AND DEVELOPED RUNOFF COEFFICIENTS ARE 0.67 AND 0.69, RESPECTIVELY.

OFFSITE RUNOFF FLOWS ONTO THE PROPERTY ALONG THE ENTIRE NORTH SIDE AND ARE DIVERTED TO THE WEST BY SWALES RUNNING ALONG THE NORTH SIDE OF THE PROPERTY BOUNDARY. OFFSITE FLOWS CAUGHT BY THE SWALE ARE DIRECTED TOWARD A DRAINAGE EASEMENT RUNNING ALONG THE WEST SIDE OF THE SITE. THE HISTORIC CONDITION DOES NOT PROVIDE ONSITE DETENTION, BUT THE DEVELOPED CONDITION WILL PROVIDE ONSITE DETENTION. STORMWATER IS DISCHARGED FROM THIS SITE AT THE SOUTHWEST INTO THE EXISTING CREEK ALONG THE WESTERN BOUNDARY OF THE SITE THAT ULTIMATELY OUTFALLS TO THE BLACK SQUIRREL CREEK.

OTHER POTENTIAL POLLUTION SOURCES CON

NON-STORMWATER COMPONENTS OF THE DISCHARGE DO NOT EXIST AT THIS SITE.

THE HYDROLOGIC SOIL GROUP AT THE SITE IS A. GROUP A SOILS ARE DESCRIBED AS SOIL WITH HIGH INFILTRATIONS RATE AND LOW RUNOFF POTENTIAL.

BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT

NON STRUCTURAL BMPs WILL BE IMPLEMENTED TO THE MAXIMUM EXTENT POSSIBLE. THE UTILIZATION OF NON STRUCTURAL BMPs WILL BE AN ONGOING PROCESS DIRECTED AT PREVENTING EROSION. THE NON STRUCTURAL BMPs WILL RECEIVE CONTINUOUS EMPHASIS THROUGHOUT CONSTRUCTION BECAUSE THEY AVERT PROBLEMS BEFORE THEY OCCUR AND REDUCE THE NEED FOR STRUCTURAL BMPs. NON STRUCTURAL BMPs WILL CONSIST PRIMARILY OF PRESERVATION OF EXISTING MATURE VEGETATION AND TREES, PLANNING AND SCHEDULING CONSTRUCTION ACTIVITIES AIMED AT ACHIEVING THE GOAL OF MINIMIZING EROSION. FURTHERMORE, CONSTRUCTION PERSONNEL WILL BE INSTRUCTED AND SUPERVISED IN CONSTRUCTION METHODS CONSISTENT WITH EROSION PREVENTION PRACTICES.

PLANNED STRUCTURAL BMPs FOR EROSION AND SEDIMENT CONTROL ARE SHOWN ON THE EROSION AND SEDIMENTATION CONTROL PLAN. IMPLEMENTING THESE MEASURES SHOULD MINIMIZE NUISANCE SILT AND SEDIMENTATION EXITING THE SITE AND PREVENT CLOGGING EXISTING STORM SEWERS AND STREET GUTTERS.

APPLICATION OF THESE BMPs FOR STORMWATER MANAGEMENT ARE FOR CONSTRUCTION PERIODS AND ARE CONSIDERED TEMPORARY. POST-DEVELOPMENT STORMWATER MANAGEMENT IS PROVIDED THROUGH VEGETATED LANDSCAPED AREAS, GRASSED SWALES, RIPRAP PROTECTION, STORM COLLECTION SYSTEM, AND THE UTILIZATION OF A PERMANENT DETENTION AND WATER QUALITY POND.

VEHICLE TRACKING CONTROL (VTC)

A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED AT OCELOT TRAIL. THE CONSTRUCTION ACCESS AND PARKING WILL BE GRADED AND COVERED WITH A CRUSHED STONE BASE COURSE DURING CONSTRUCTION. THE VEHICLE TRACKING CONTROL WILL BE RELOCATED WITH THE CONSTRUCTION ACCESS AS NECESSARY.

SILT FENCING (SF) AND SEDIMENT CONTROL LOGS (SCL)

SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED WITH RESPECT TO PROPOSED DRAINAGE PATTERNS. SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE CONSTRUCTED ALONG THE PORTIONS OF THE SOUTH, WEST AND EAST SIDES OF THE PROPERTY AND ALONG ANY DRAINAGE AREAS SUBJECT TO EROSION. THE SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED AT THE DOWNHILL SIDE OF THE EXISTING SLOPES AROUND THE SITE AND AT ALL POINT DISCHARGE AREAS WHETHER SHOWN OR NOT. SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE MAINTAINED AS NEEDED THROUGHOUT THE CONSTRUCTION PROCESS. THE TEMPORARY SILT FENCE AND SEDIMENT CONTROL LOGS WILL REMAIN UNTIL THE STORM SEWER STRUCTURES ARE COMPLETED AND GROUND COVER IS 70% OF PRE-DISTURBED LEVELS.

INLET PROTECTION (IP)

THE INLET PROTECTION WILL BE INSTALLED AS THE STORM SEWER STRUCTURES ARE CONSTRUCTED. EACH INLET ON THE PROPOSED STORM SEWER SYSTEM WILL HAVE A TEMPORARY INLET SEDIMENT TRAP CONSTRUCTED AROUND IT. IN PAVED AREAS, THIS TRAP CONSISTS OF WIRE MESH SOCKS, CONCRETE BLOCKS, AND/OR SCREENS TO FILTER THE STORM RUNOFF AND ALLOW ANY SILT TO SETTLE OUT. IN FIELDS OR LANDSCAPED AREAS THIS TRAP CONSISTS OF WIRE MESH SOCKS AND STRAW BALE BARRIERS.

STRAW BALE DROP STRUCTURES DAMS (SB)

STRAW BALE BARRIERS WILL BE INSTALLED TO PROTECT THE PROPOSED SWALE(S) PRIOR TO LANDSCAPING THE SITE. THESE BARRIERS WILL REDUCE THE FLOW VELOCITY IN THE SWALE(S) AND ALLOW THE DISTURBED SOIL TO SETTLE OUT.

ROCK CHECK DAMS (RCD)

ROCK CHECK DAMS WILL BE INSTALLED AS SHOWN AND MAINTAINED AT LOCATIONS AROUND THE SITE WHERE FUTURE GRASS LINES SWALES WILL CARRY THE STORM RUNOFF. PRIOR TO LANDSCAPING OF THE SITE, THESE BARRIERS WILL REDUCE THE FLOW VELOCITIES IN THESE SWALES AND ALLOW THE DISTURBED SOIL TO SETTLE OUT. THE ROCK CHECK DAMS WILL BE LEFT IN PLACE AS PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN.

OUTLET PROTECTION (OP)

THE STORM SEWER OUTLETS WILL BE PROTECTED WITH RIPRAP. PLACING RIPRAP AT PIPE OUTFALLS REDUCES EXIT VELOCITIES AND REDUCES SCOUR. THIS RIPRAP WILL BE LEFT IN PLACE AS PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN.

OVERLOT GRADING

ALL OPEN AREAS WILL BE TREATED WITHIN 14 DAYS OF COMPLETION OF THE OVERLOT GRADING. ALL OVERLOT GRADING IN THE NON-IRRIGATED AREAS WILL HAVE THE SURFACE ROUGHENED AND WILL BE PERMANENTLY LANDSCAPED OR TEMPORARILY SEEDED UNTIL THE PLANNED INSTALLATIONS ARE COMPLETED. AT THE COMPLETION OF THE MASS GRADING, ALL EXPOSED SOIL AREAS WILL HAVE THE SURFACE ROUGHENED AND PLANTED WITH A REVEGETATION SEED MIX. VEGETATION IS TO BE MAINTAINED THROUGHOUT CONSTRUCTION BY THE CONTRACTOR UNTIL AREAS ARE PERMANENTLY LANDSCAPED. ALTERNATELY, ROUGH-CUT DRIVEWAYS OR PROPOSED PAVED AREAS CAN BE COVERED WITH A LAYER OF AGGREGATE, ROAD BASE OR ASPHALT PAVING.

DUST CONTROL MEASURES

DISTURBED AREAS NOT YET READY TO BE SEEDED, LANDSCAPED, PAVED, OR OTHERWISE STABILIZED SHALL BE WATERED, OR RIPPED AS NECESSARY TO PRECLUDE VISIBLE DUST EMISSIONS.

ITEMS ARE SCHEDULED TO BE IMPLEMENTED ACCORDING TO THE CONSTRUCTION SCHEDULE. AS WORK PROCEEDS, IMPLEMENTATION OF INDIVIDUAL BMPs IS TO COINCIDE WITH THE CONSTRUCTION THEREBY MINIMIZING THE EXPOSURE OF UNPROTECTED AREAS. THE SILT FENCE, INLET PROTECTION (FOR EXISTING INLETS), AND GRAVELING OF THE CONSTRUCTION ENTRANCE (I.E. VTC) WILL BE PRIOR TO THE START OF CONSTRUCTION. THE INLET PROTECTION WILL BE INSTALLED AS THE STORM SEWER STRUCTURES ARE CONSTRUCTED. THE RIPRAP PROTECTION WILL BE INSTALLED AS THE STORM SEWER OUTFALLS OR CULVERTS ARE CONSTRUCTED. THE STRUCTURAL BMPs THAT DO NOT BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN ARE TO BE REMOVED, AS THE PAVING, LANDSCAPING, AND OTHER PERMANENT GROUND COVER INSTALLATIONS ARE COMPLETED. FUGITIVE DUST EMISSIONS RESULTING FROM GRADING ACTIVITIES AND/OR WIND SHALL BE CONTROLLED USING THE BEST AVAILABLE CONTROL TECHNOLOGY AS DEFINED BY THE COLORADO DEPARTMENT OF HEALTH AT THE TIME OF GRADING. THE GRAVELING IS TO BE MAINTAINED AND EXTENDED CONSTRUCTION PROGRESSES ESPECIALLY AROUND THE BUILDING SITE. THE STRUCTURAL BMPs ARE TO BE REMOVED, AS THE PERMANENT LANDSCAPING INSTALLATIONS ARE COMPLETED.

THE EROSION AND SEDIMENT CONTROL PLAN MAY BE MODIFIED BY THE SCHOOL DISTRICT 49, EL PASO COUNTY, DEPARTMENT OF HIGHWAYS AND TRANSPORTATION, OWNER'S ENGINEER, COUNTY ENGINEERING INSPECTORS, OR ITS AUTHORIZED REPRESENTATIVE AS FIELD CONDITIONS WARRANT.

STORMWATER DETENTION AND WATER QUALITY

STORMWATER DETENTION IS PROVIDED ONSITE ALONG THE EAST EDGE OF THE SITE. THE DETENTION FACILITY IS DESIGNED FOR WATER QUALITY, 10-YEAR, AND 100-YEAR RELEASE RATES. THE DETENTION FACILITY WILL BE UTILIZED AS AN ONSITE SEDIMENT CONTROL BASIN.

STORMWATER DETENTION AND WATER QUALITY

STORMWATER DETENTION IS PROVIDED ONSITE. WATER QUALITY TREATMENT IS PROVIDED BY USE OF A WATER QUALITY CAPTURE VOLUME PER MILE HIGH FLOOD DISTRICT RECOMMENDATIONS ONSITE. AS PART OF THE CONSTRUCTION PHASE A TEMPORARY SEDIMENT BASIN IS PROPOSED, SEE EROSION CONTROL PLAN LAYOUT FOR THE LOCATION OF THE TEMPORARY SEDIMENT BASIN.

TEMPORARY SEEDING AND MULCHING

ALL SEEDS FURNISHED SHALL BE FREE FROM NOXIOUS SEEDS (SUCH AS RUSSIAN OR CANADIAN THISTLE, COURSE FESCUE, EUROPEAN BINWEEED, JOHNSON GRASS, KNAPWEED, AND LEAFY SPURGE). THE FORMULA USED FOR DETERMINING THE QUALITY OF PURE LIVE SEED (PLS) SHALL BE (POUNDS OF SEED) X (PURITY) X (GERMINATION) = POUNDS OF PURE LIVE SEED (PLS). SEEDING RECOMMENDATIONS ARE PROVIDED BELOW, BUT MAY BE MODIFIED WITH THE OWNER'S APPROVAL TO MAKE THE BEST USE OF EXISTING CLEARINGS AND GRUBBINGS:

SPECIES	COMMON NAME	VARIETY	LBS./ACRE
AGROPYRON SMITHI	WESTERN WHEATGRASS	ARRIBA	8.0
ARRHENATHERUM ELATES	TALL OATGRASS		3.0
LOLUM PERENNE	PERENNIAL RYEGRASS	PENNFINE	2.0

ALL SEEDS SHALL BE DRILLED NOT HYDROSEDED. ALL DISTURBED AREAS SHALL BE SEEDED AND CRIMP MULCHED IF PERMANENT VEGETATION IS NOT IMMEDIATELY INSTALLED. AFTER SEEDING HAS BEEN COMPLETED, A RATE OF 4,000 LBS. OF STRAW PER ACRE SHALL BE APPLIED UNIFORMLY, CRIMPED IN WITH A CRIMPER OR OTHER APPROVED EQUIPMENT OR OTHERWISE ATTACHED TO A TACKLER OR JUTE NETTING TO ATTACH MULCH MAY BE USED WITH THE OWNER'S APPROVAL. THE SEEDED AREA SHALL BE CRIMPED MULCHED AND THE MULCH ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING. AREAS NOT MULCHED AND ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING MUST BE RESEEDED WITH THE SPECIFIED MIX AT THE CONTRACTOR'S EXPENSE, PRIOR TO MULCHING AND ATTACHING, ON STEEP SLOPES OR OTHER SPECIFIED AREAS AS SHOWN ON THE PLANTING PLAN, WHICH ARE DIFFICULT TO MULCH AND ATTACH BY CONVENTIONAL METHOD, BURLAP OR OTHER BLANKETING MATERIALS PROPERLY ANCHORED AND SECURED MAY BE USED WHEN APPROVED BY THE COUNTY ENGINEER.

PERMANENT STABILIZATION MEASURES

RIPRAP FOR STORM DRAIN OUTFALLS WILL BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN AND WILL NOT BE REMOVED. PERMANENT RIPRAP INCLUDING WILL INCLUDE SOILING AND SEEDING IN OPEN AREAS, SHRUBS, OR OTHER VEGETATIVE COVER IN OPEN AREAS, AND LANDSCAPING FEATURES IDENTIFIED BY THE LANDSCAPE ARCHITECT. NATIVE PERENNIAL SEEDING WILL BE ESTABLISHED IN NON-IRRIGATED AREAS AND SOD OR OTHER VEGETATIVE COVER WILL BE ESTABLISHED IN IRRIGATED OPEN AREAS. ALL PERMANENT STABILIZATION MEASURES WILL BE SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER.

MATERIALS AND SPILL PREVENTION

THE CONTRACTOR WILL STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN CONFINED AREAS ON SITE FROM WHICH RUNOFF WILL BE CONTAINED AND FILTERED. MATERIALS WILL BE STORED OFF THE GROUND AND PROTECTED FROM THE WEATHER BY A COVER OR STORED IN A CONTAINER SUCH AS A VAN OR TRAILER. AN EARTHEN DIKE WILL BE CONSTRUCTED AROUND THE PERIMETER OF THE FUEL STORAGE AREA TO PREVENT MATERIALS FROM CONTACT WITH SURFACE RUNOFF. EQUIPMENT MAINTENANCE WILL BE CONDUCTED IN A DESIGNATED AREA AND STANDARD MAINTENANCE PROCEDURES, SUCH AS THE USE OF DRIP PANS, WILL BE USED TO CONTAIN PETROLEUM PRODUCTS.

INSPECTION AND MAINTENANCE

THE EROSION CONTROL MEASURES WILL BE INSPECTED DURING CONSTRUCTION BY THE CONTRACTOR. ALL INSPECTIONS SHALL BE DOCUMENTED AND SHALL INCLUDE THE DATE OF INSPECTION, ANY INCIDENCE OF NON-COMPLIANCE, SIGNED CERTIFICATION THAT THE SITE IS IN COMPLIANCE, AND ANY NOTES, DRAWINGS, MAPS, ETC. PERTAINING TO REPAIRS. COPIES OF ALL DOCUMENTATION SHALL BE DISTRIBUTED TO MUNICIPALITIES AND OWNER ON A REGULAR BASIS AS SPECIFIED BY OWNER. SILT FENCE AND STRAW BALE BARRIERS WILL BE CHECKED FOR UNDERMINING AND BYPASS AND REPAIRED OR EXPANDED AS NEEDED. SEDIMENT SHOULD BE REMOVED FROM INLET FILTERS AND SILT FENCING BEFORE ONE HALF OF THE DESIGN DEPTH HAS BEEN FILLED. SEDIMENTS DEPOSITED IN THE PUBLIC RIGHT-OF-WAY WILL BE REMOVED IMMEDIATELY. THE TEMPORARY VEGETATION OF BARE SOILS WILL BE CHECKED REGULARLY AND AREAS WHERE IT IS LOST OR DAMAGED WILL BE RESEEDED. AT MINIMUM THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL BMPs EVERY 14 DAYS AND AFTER SIGNIFICANT PRECIPITATION OR SNOWMELT EVENTS. INSTALLATIONS AND MODIFICATIONS AS REQUIRED BY THE STATE OF COLORADO, AND EL PASO COUNTY WILL BE IMPLEMENTED WITHIN 48 HOURS OF NOTIFICATION. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER, MUNICIPALITY, AND COUNTY.

FINAL STABILIZATION AND LONG-TERM STORMWATER QUALITY

FINAL STABILIZATION IS REACHED WHEN ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED, AND UNIFORM VEGETATIVE COVER HAS BEEN ESTABLISHED WITH A DENSITY OF AT LEAST 70% OR PRE-DISTURBANCE LEVELS OR EQUIVALENT PERMANENT, PHYSICAL EROSION REDUCTION METHODS HAVE BEEN EMPLOYED. FINAL STABILIZATION WILL BE ACHIEVED USING SOD, NATIVE SEEDING, PERMANENT BMP'S, AND OTHER METHODS. CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STABILIZATION REGARDLESS OF ACCEPTANCE BY OWNER OF THE CONTRACTOR ITEM.

STANDARD NOTES FOR EL PASO COUNTY CONSTRUCTION PLANS

ALL DRAINAGE AND ROADWAY CONSTRUCTION SHALL MEET THE STANDARDS AND SPECIFICATIONS OF THE CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2, AND THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL.

CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION AND FIELD NOTIFICATION OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT, BEFORE BEGINNING CONSTRUCTION. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CALL 811 TO CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC).

CONTRACTOR SHALL KEEP A COPY OF THESE APPROVED PLANS, THE GRADING AND EROSION CONTROL PLAN, THE STORMWATER MANAGEMENT PLAN (SWMP), THE SOILS AND GEOTECHNICAL REPORT, AND THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS AT THE JOB SITE AT ALL TIMES, INCLUDING THE FOLLOWING:

- EL PASO COUNTY ENGINEERING CRITERIA MANUAL (ECM)
- CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2
- COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
- CDOT M & S STANDARDS

NOTWITHSTANDING ANYTHING DEPICTED IN THESE PLANS IN WORDS OR GRAPHIC REPRESENTATION, ALL DESIGN AND CONSTRUCTION RELATED TO ROADS, STORM DRAINAGE AND EROSION CONTROL SHALL CONFORM TO THE STANDARDS AND REQUIREMENTS OF THE MOST RECENT VERSION OF THE RELEVANT ADOPTED EL PASO COUNTY STANDARDS, INCLUDING THE LAND DEVELOPMENT CODE, THE ENGINEERING CRITERIA MANUAL, THE DRAINAGE CRITERIA MANUAL, AND THE DRAINAGE CRITERIA MANUAL VOLUME 2. ANY DEVIATIONS FROM REGULATIONS AND STANDARDS MUST BE REQUESTED, AND APPROVED, IN WRITING. ANY MODIFICATIONS NECESSARY TO MEET CRITERIA AFTER-THE-FACT WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.

IT IS THE DESIGN ENGINEER'S RESPONSIBILITY TO ACCURATELY SHOW EXISTING CONDITIONS, BOTH ONSITE AND OFFSITE, ON THE CONSTRUCTION PLANS. ANY MODIFICATIONS NECESSARY DUE TO CONFLICTS, OMISSIONS, OR CHANGED CONDITIONS WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.

CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT (PCD) - INSPECTIONS, PRIOR TO STARTING CONSTRUCTION.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE REQUIREMENTS OF ALL JURISDICTIONAL AGENCIES AND TO OBTAIN ALL REQUIRED PERMITS, INCLUDING BUT NOT LIMITED TO EL PASO COUNTY EROSION AND STORMWATER QUALITY CONTROL PERMIT (ESQCP), REGIONAL BUILDING FLOODPLAIN DEVELOPMENT PERMIT, U.S. ARMY CORPS OF ENGINEERS-ISSUED 401 AND/OR 404 PERMITS, AND COUNTY AND STATE FUGITIVE DUST PERMITS.

CONTRACTOR SHALL NOT DEVIATE FROM THE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE DESIGN ENGINEER AND PCD. CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY UPON DISCOVERY OF ANY ERRORS OR INCONSISTENCIES.

ALL STORM DRAIN PIPE SHALL BE CLASS III RCP UNLESS OTHERWISE NOTED AND APPROVED BY PCD.

CONTRACTOR SHALL COORDINATE GEOTECHNICAL TESTING PER ECM STANDARDS. PAVEMENT DESIGN SHALL BE APPROVED BY EL PASO COUNTY PCD PRIOR TO PLACEMENT OF CURB AND GUTTER AND PAVEMENT.

ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE AT APPROVED CONSTRUCTION ACCESS POINTS.

SIGHT VISIBILITY TRIANGLES AS IDENTIFIED IN THE PLANS SHALL BE PROVIDED AT ALL INTERSECTIONS. OBSTRUCTIONS GREATER THAN 18 INCHES ABOVE FLOWLINE ARE NOT ALLOWED WITHIN SIGHT TRIANGLES.

SIGNING AND STRIPING SHALL COMPLY WITH EL PASO COUNTY DOT AND MUTCD CRITERIA. [IF APPLICABLE, ADDITIONAL SIGNING AND STRIPING NOTES WILL BE PROVIDED.]

CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY DOT, INCLUDING WORK WITHIN THE RIGHT-OF-WAY AND SPECIAL TRANSPORT PERMITS.

THE LIMITS OF CONSTRUCTION SHALL REMAIN WITHIN THE PROPERTY LINE UNLESS OTHERWISE NOTED. THE OWNER/DEVELOPER SHALL OBTAIN WRITTEN PERMISSION AND EASEMENTS, WHERE REQUIRED, FROM ADJOINING PROPERTY OWNER(S) PRIOR TO ANY OFF-SITE DISTURBANCE, GRADING, OR CONSTRUCTION.

SCHOOL DISTRICT 49 NOTES

STANDARD STORMWATER MANAGEMENT PRACTICES REQUIRED BY THE DISTRICT, OR LOCAL JURISDICTION, SHALL NOT BE CONSTRUED AS A CHANGE IN CONDITION, AND MUST BE BUDGETED AS PART OF THE OVERALL CONTRACT BID. IN NO CIRCUMSTANCES SHALL STORMWATER MANAGEMENT CONTROL MEASURE INSTALLATION, INSPECTION, OR MAINTENANCE BE CONSIDERED A CHANGE IN CONDITION. THE CONTRACTOR WILL NEED TO PROVE EXTENUATING CIRCUMSTANCES TO CLAIM STORMWATER MANAGEMENT AS A CHANGE IN CONDITION.

THE DISTRICT REQUIRES THAT THE INSPECTION FREQUENCY OCCUR EVERY 7 DAYS. THE DISTRICT DOES NOT ALLOW INSPECTION FREQUENCIES TO OCCUR EVERY 14 DAYS WITH POST-STORM INSPECTIONS.

SCHOOL DISTRICT 49 REQUESTS THAT ALL CORRESPONDENCE REQUIRED FOR STORMWATER COMPLIANCE MEASURES, INCLUDING INSPECTION REPORTS, BE FORWARDED TO THEM FOR REVIEW.

THE SITE WILL NOT BE RELEASED UNTIL ACCEPTABLE 70% FINAL STABILIZATION IS ACHIEVED.

PERMIT REQUIREMENTS

CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL PERMIT REQUIREMENTS. PERMIT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: ESTABLISH THE PERMITTED AREA WITH ENOUGH ROOM TO WORK AND STAGE CONSTRUCTION MATERIAL. STORING CONSTRUCTION MATERIALS OUTSIDE OF PERMITTED AREAS CAN RESULT IN AN OFF-SITE DISCHARGE FINDING. A STORMWATER MANAGEMENT PLAN (SWMP) MUST BE DEVELOPED AND REFLECT CURRENT CONDITIONS. CONTROL MEASURES MUST BE MAINTAINED IN OPERATIONAL CONDITION. DETAILS OF ALL CONTROL MEASURES MUST BE DOCUMENTED AND UPDATED AS NEEDED. REQUIREMENTS OF THE PERMIT MUST BE IMPLEMENTED AND MAINTAINED UNTIL 70% STABILIZATION IS ACHIEVED.

NON-STANDARD MS4 PERMIT REQUIREMENTS

IF THE SITE FALLS OUT OF COMPLIANCE WITH EITHER THE CONSTRUCTION PERMIT OR NON-STANDARD MS4 REQUIREMENTS, THE FREQUENCY OF INSPECTIONS WILL ESCALATE UNTIL COMPLIANCE IS ACHIEVED. IF NON-COMPLIANCE CONTINUES, RETENTION OF PAYMENT MAY RESULT. ANY FINES RESULTING FROM NON-COMPLIANT CONSTRUCTION STORMWATER MANAGEMENT ARE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.

D49 TRANSPORTATION CENTER
SCHOOL DISTRICT NO 49
 11971 SWINGLINE ROAD
 PEYTON, CO 80831



PROJECT TITLE
SWMP NOTES

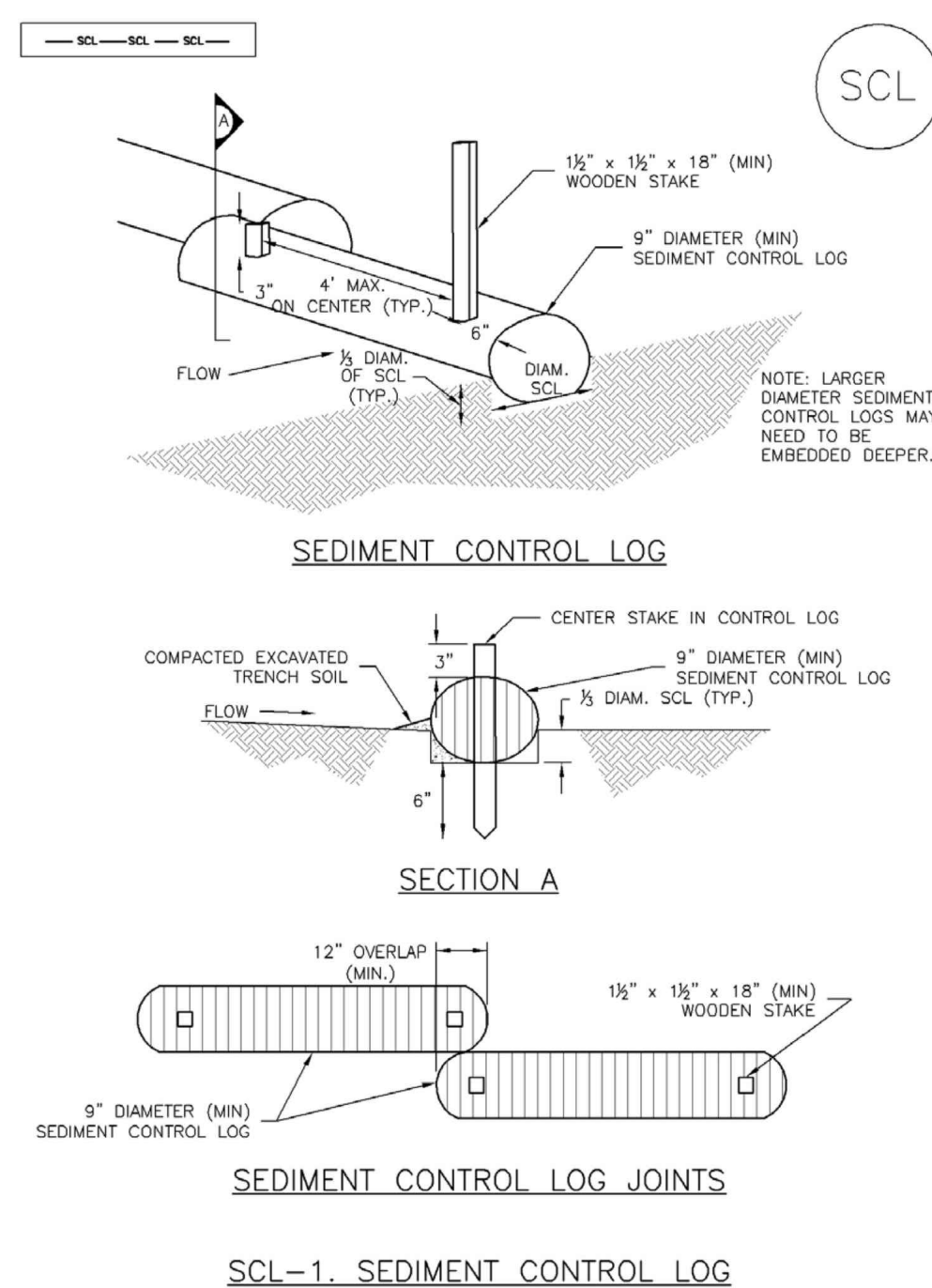
WTA PROJECT NUMBER
2021-041.00
 DATE
09/20/2022

#	DATE	DESCRIPTION

DESIGNED FOR
CONSTRUCTION DOCUMENTS

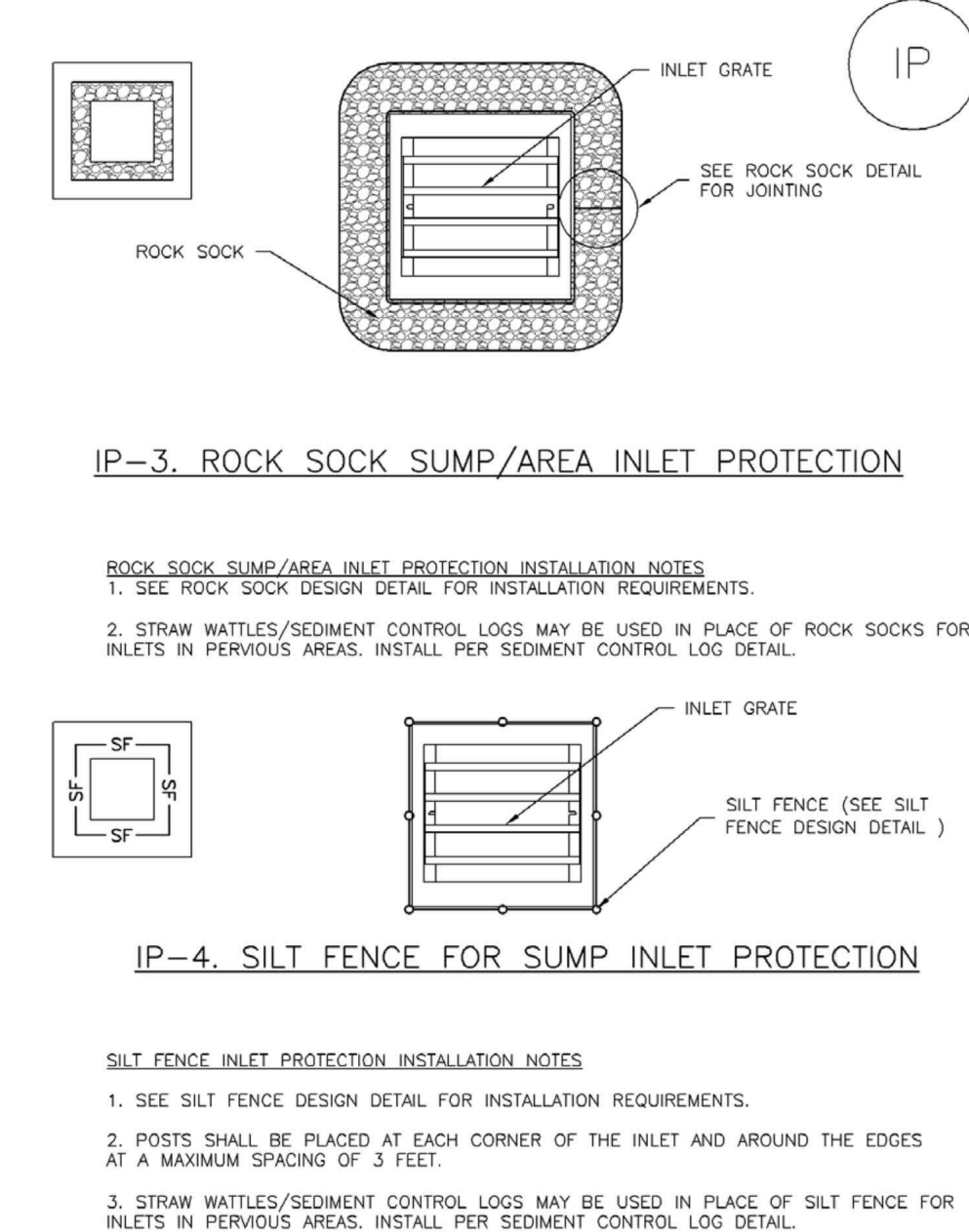
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Sediment Control Log (SCL) SC-2



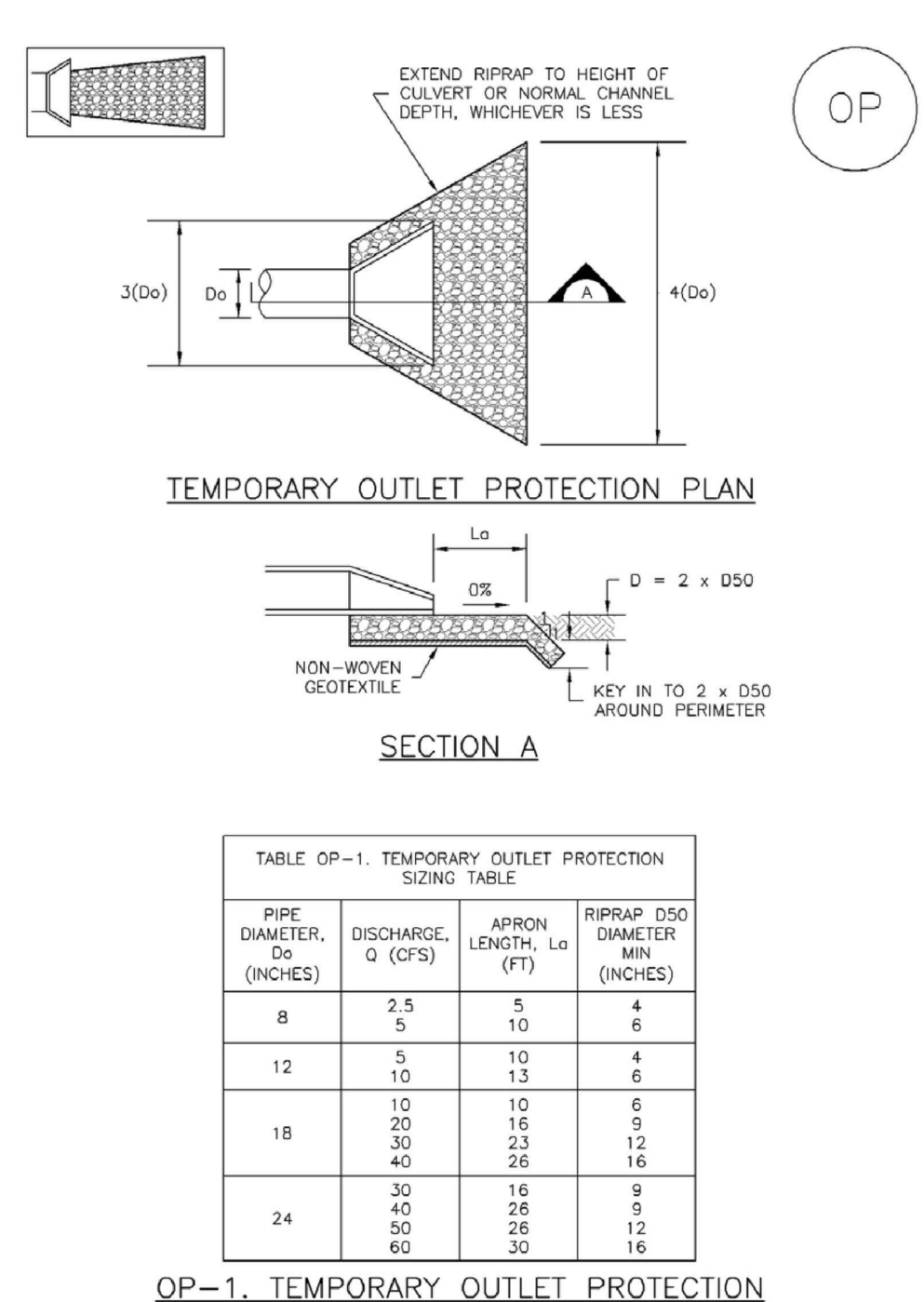
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SCL-3

Inlet Protection (IP) SC-6



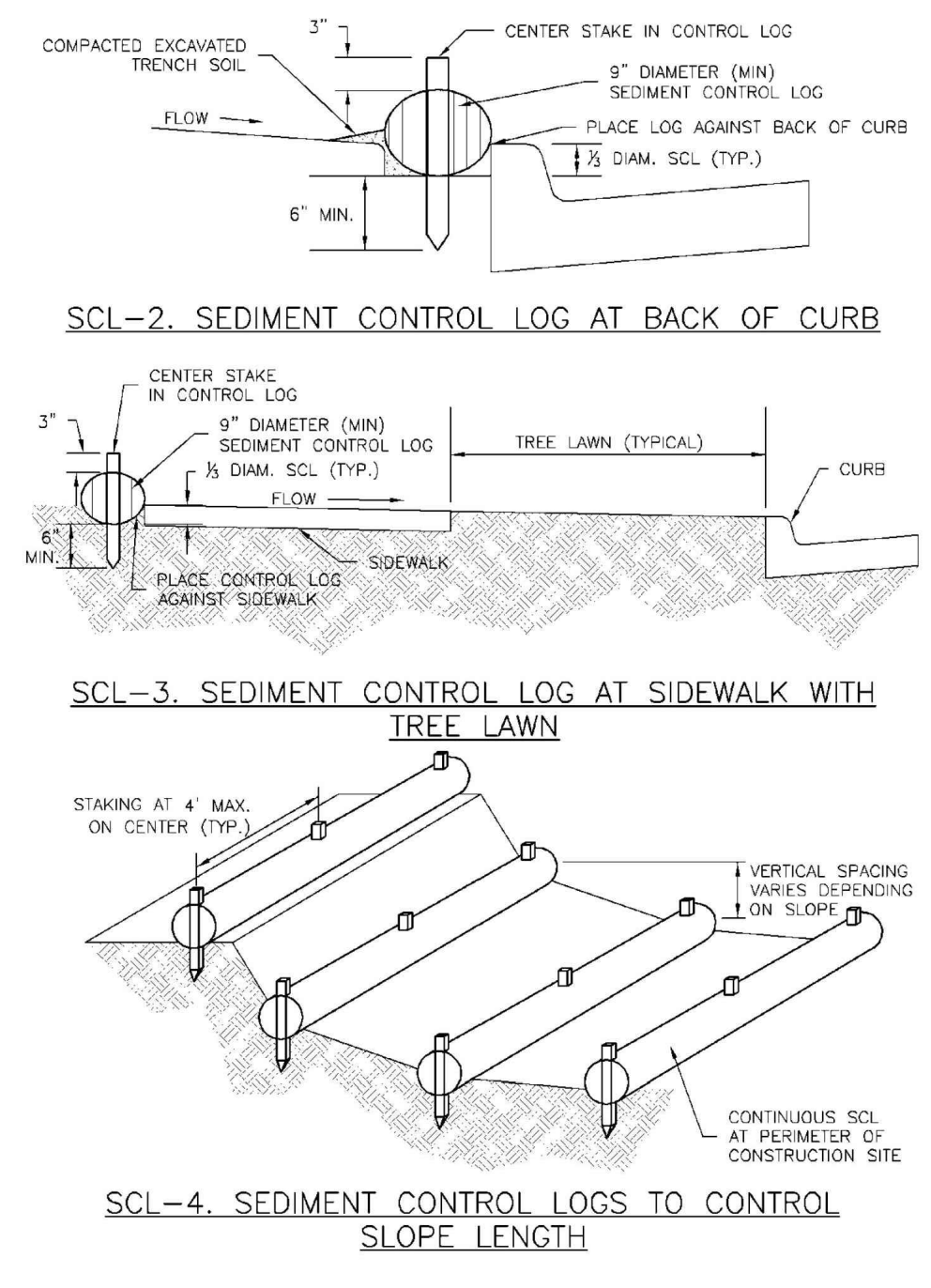
August 2013 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 IP-5

EC-8 Temporary Outlet Protection (TOP) OP



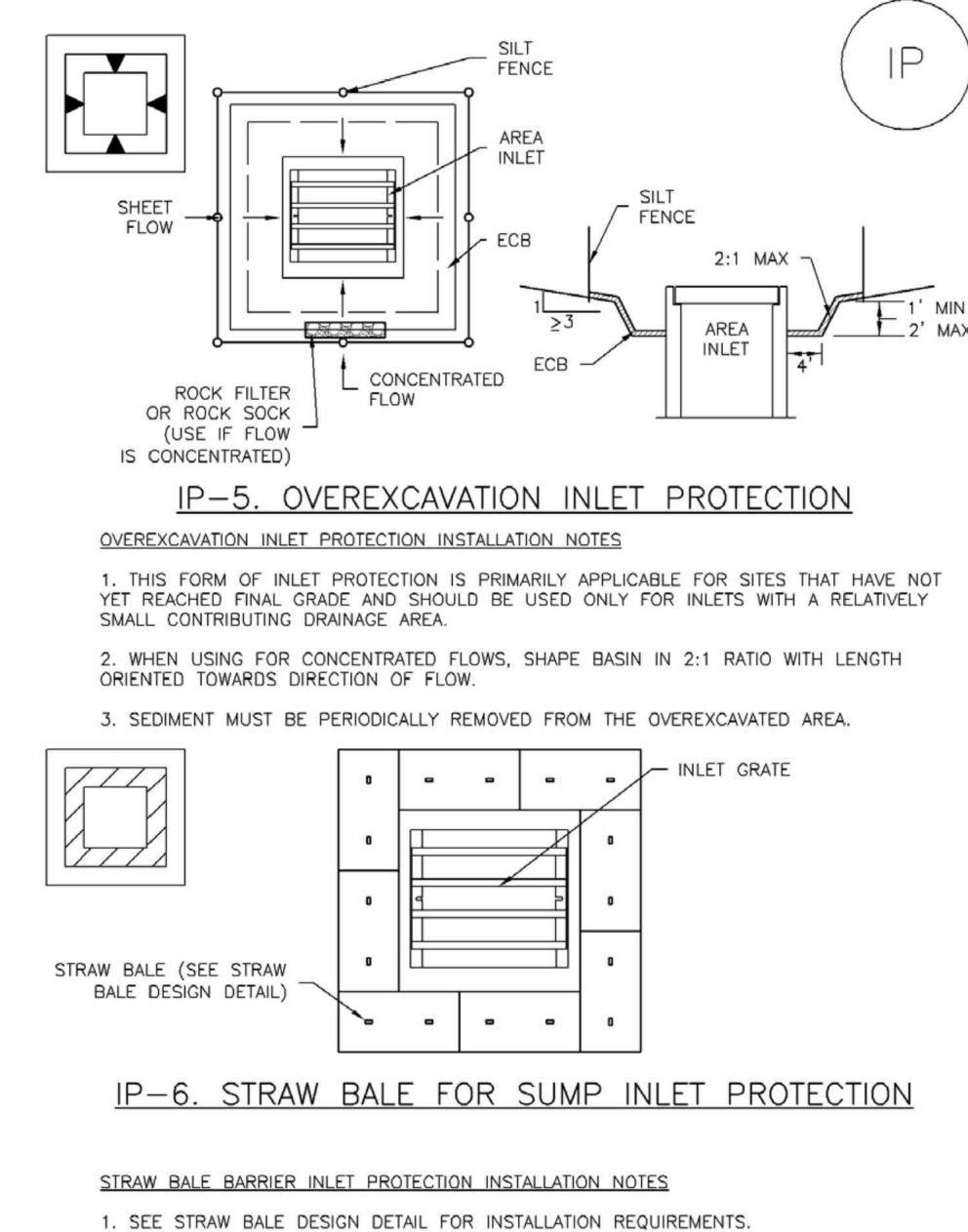
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 OP-1

SC-2 Sediment Control Log (SCL)



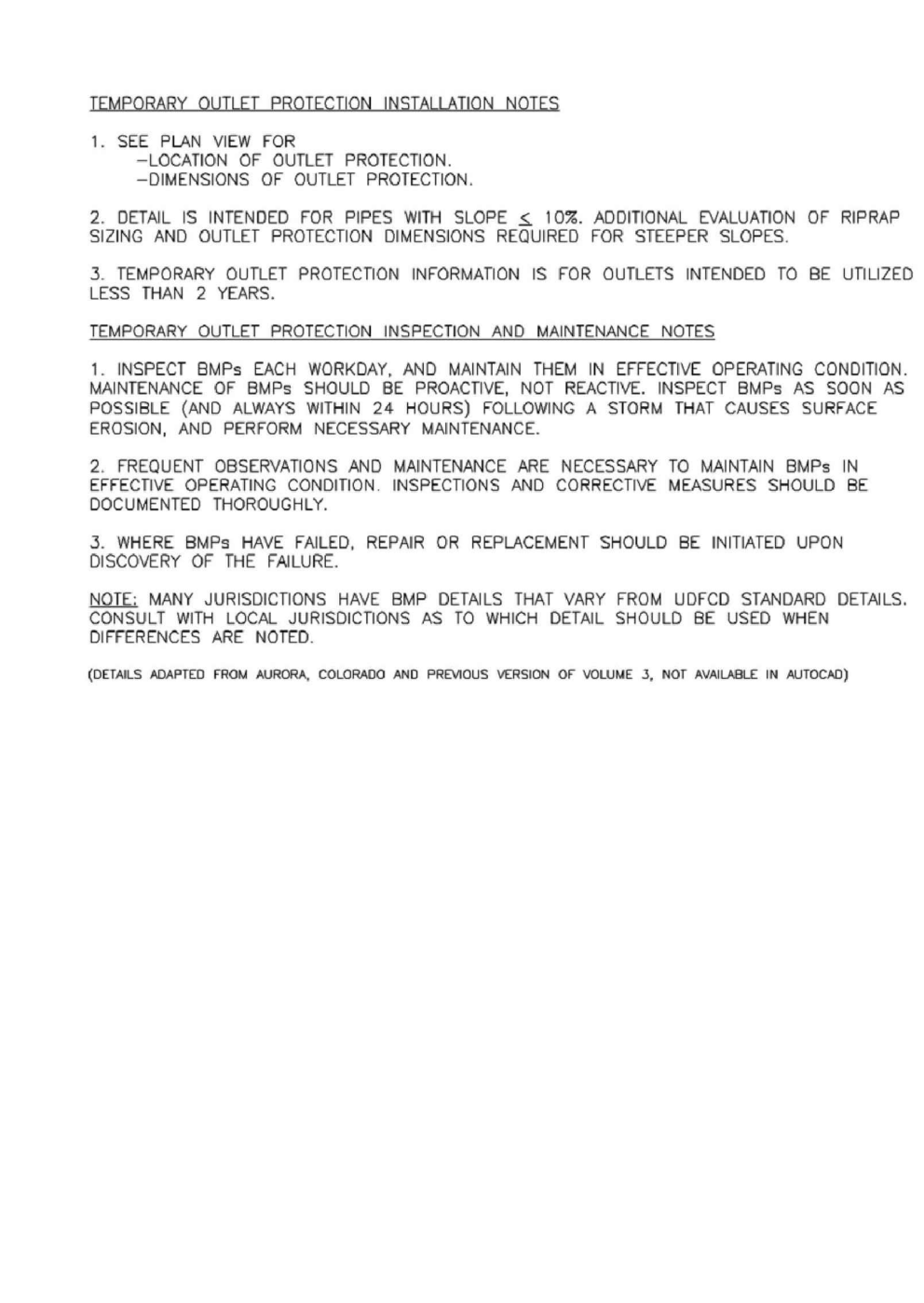
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SCL-4

SC-6 Inlet Protection (IP)



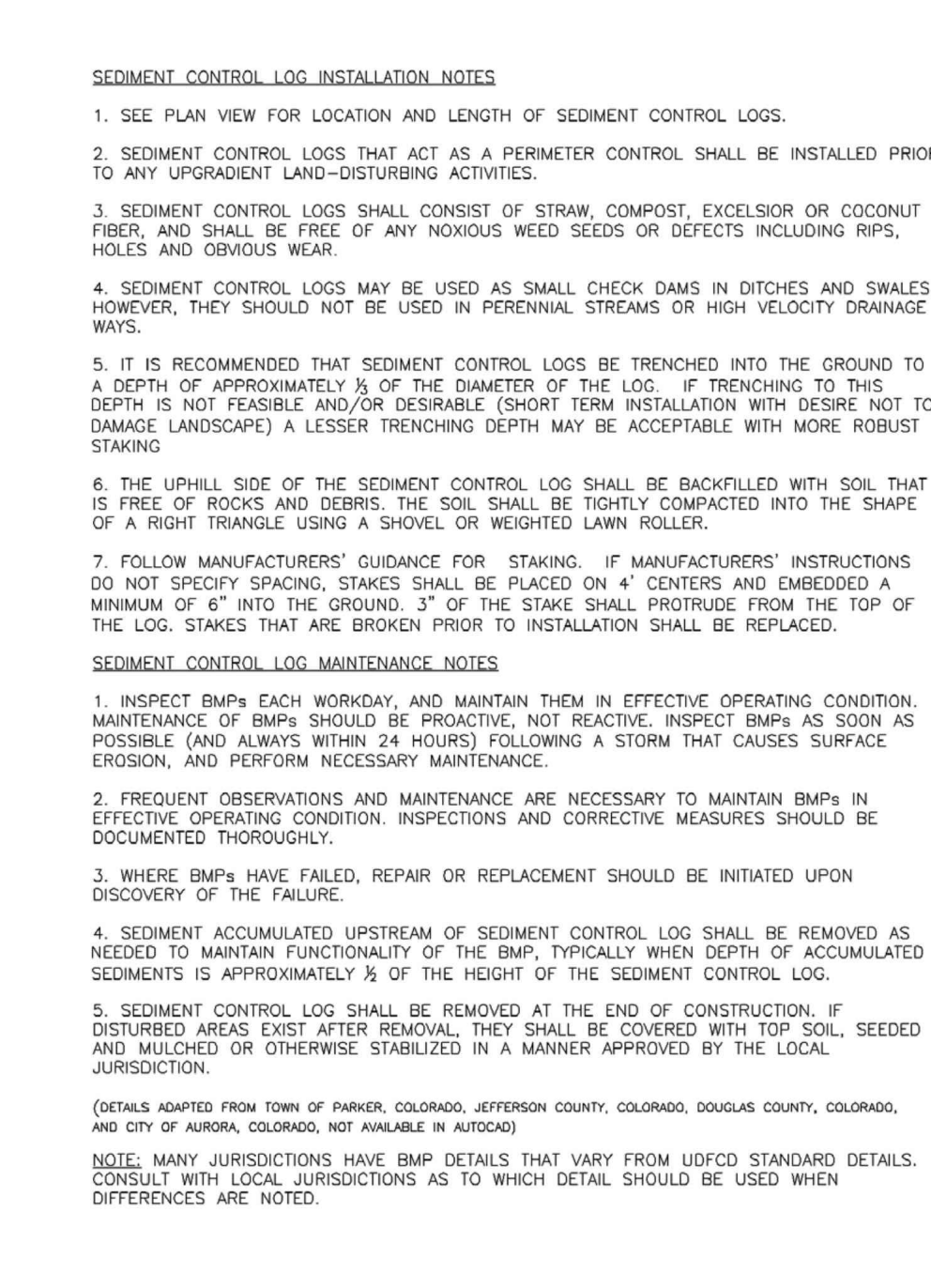
August 2013 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 IP-6

Temporary Outlet Protection (TOP) EC-8



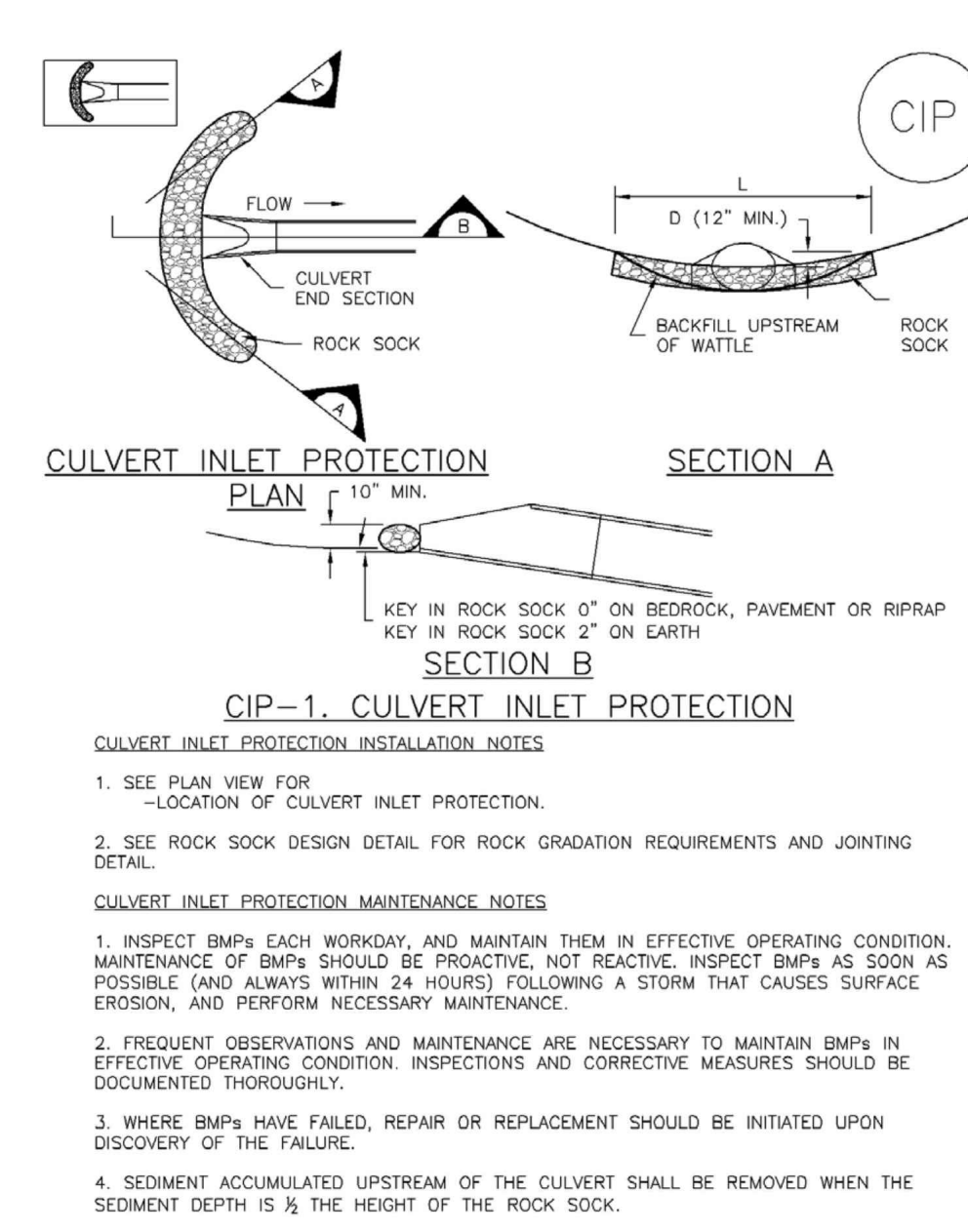
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 EC-8

Sediment Control Log (SCL) SC-2



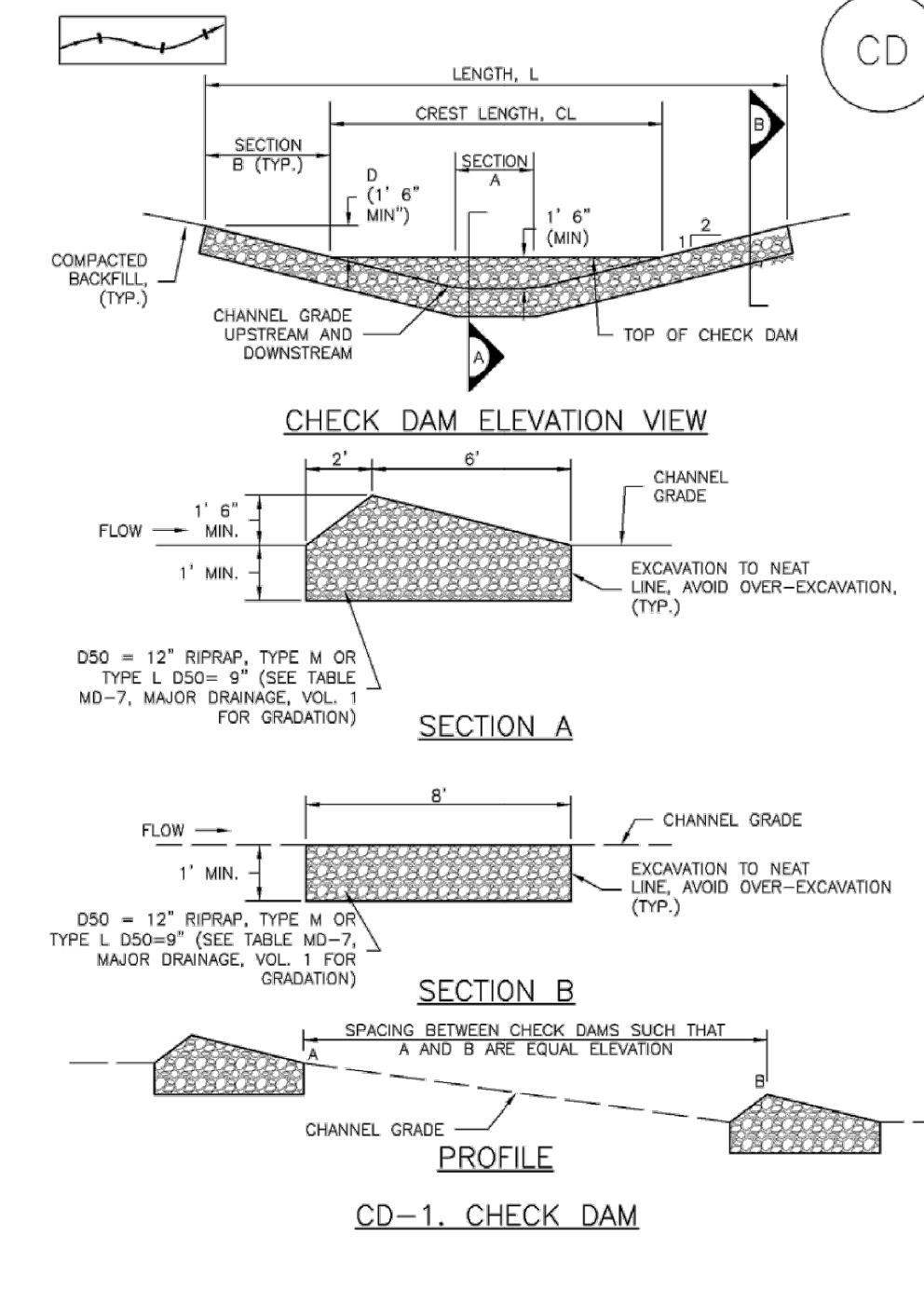
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SCL-5

Inlet Protection (IP) SC-6



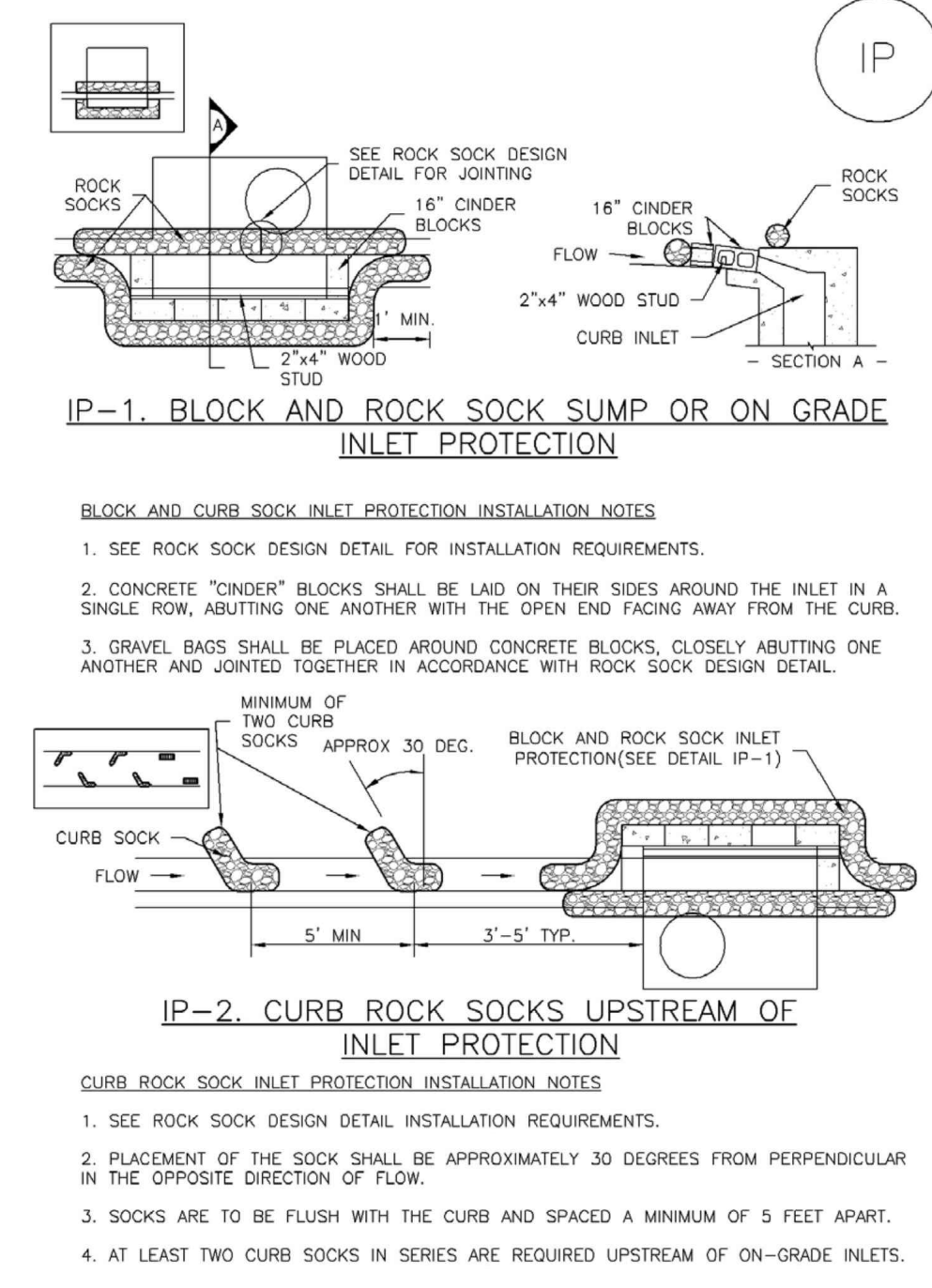
August 2013 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 IP-7

Check Dams (CD) EC-12



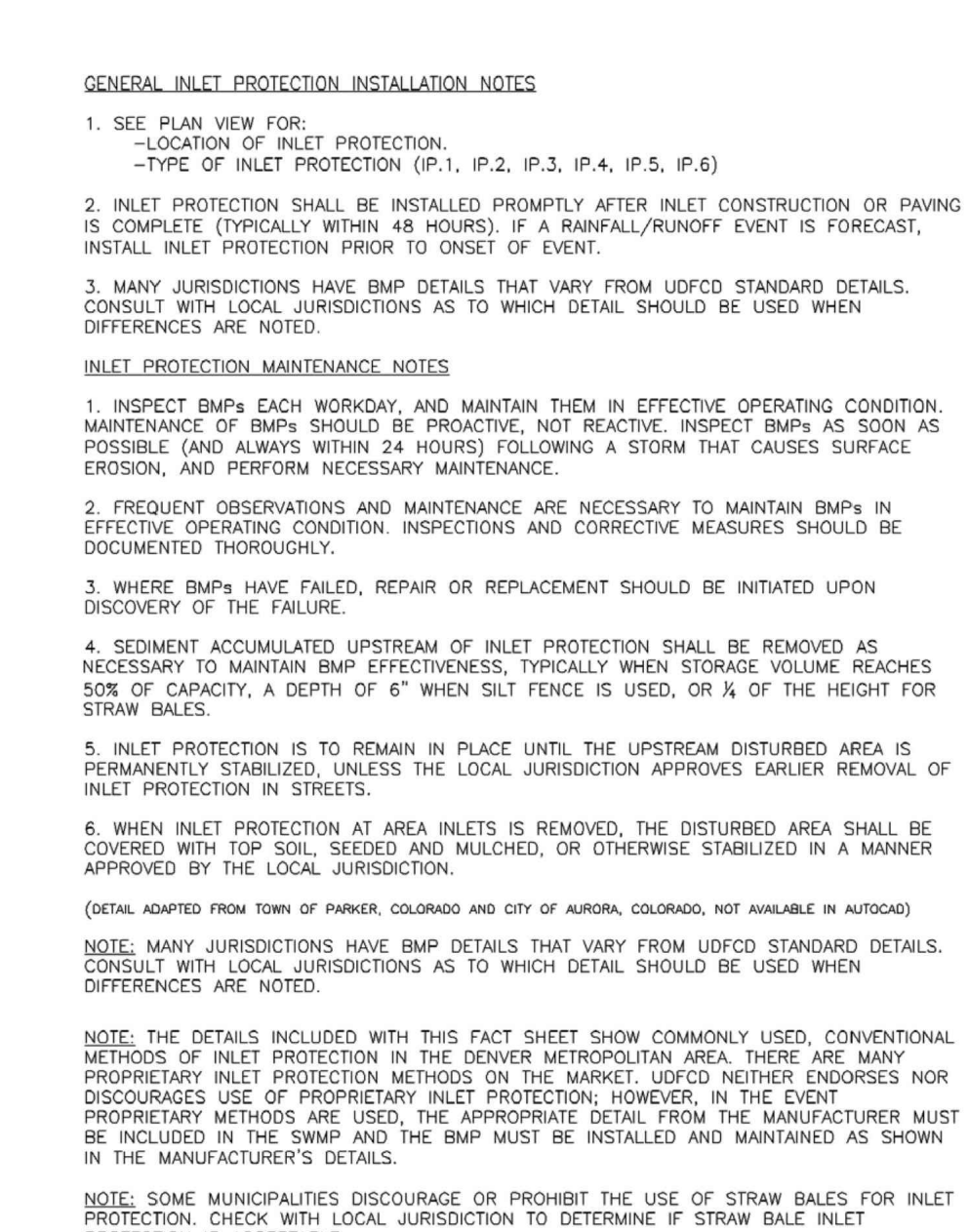
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 CD-1

SC-6 Inlet Protection (IP)



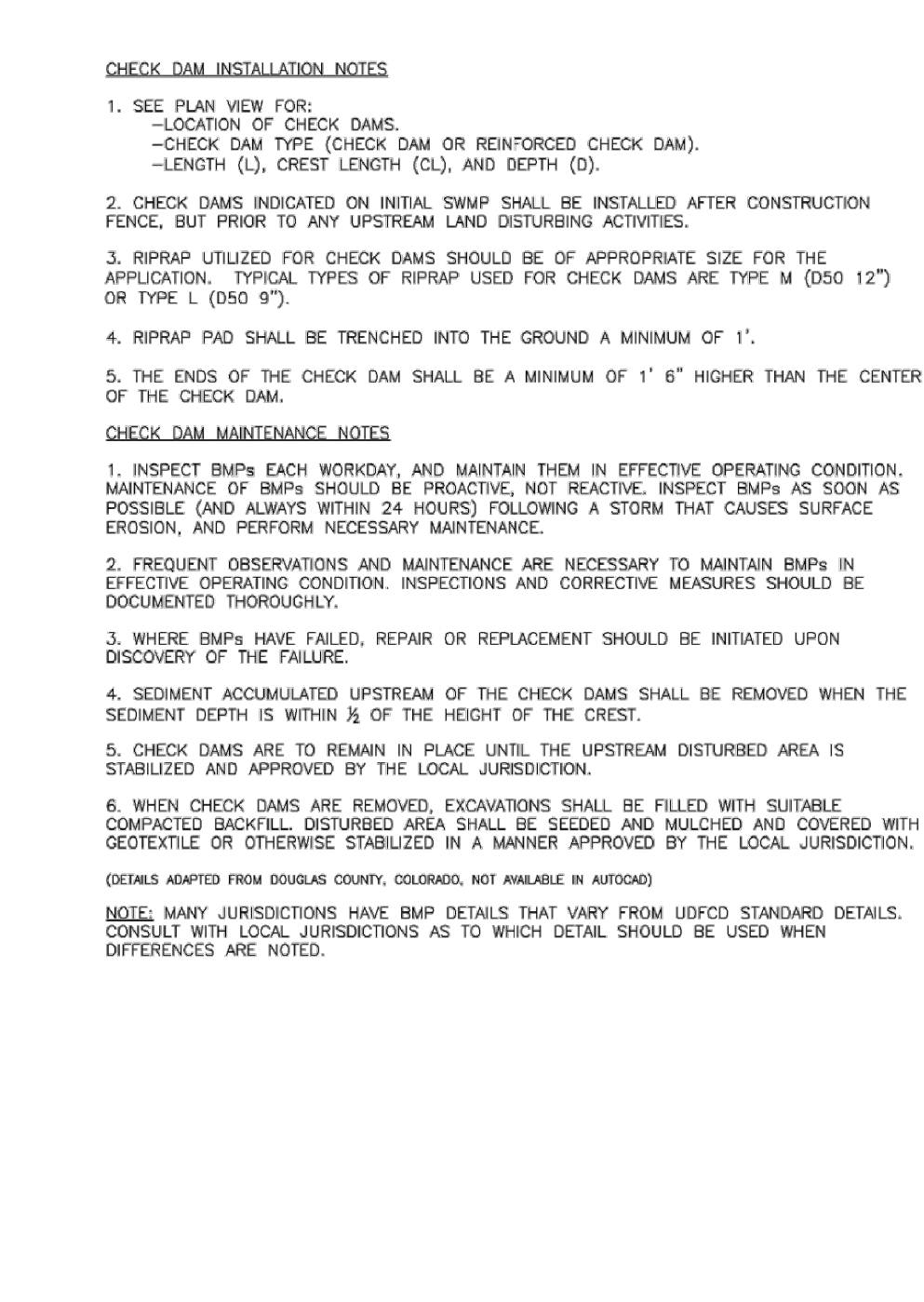
August 2013 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 IP-4

SC-6 Inlet Protection (IP)



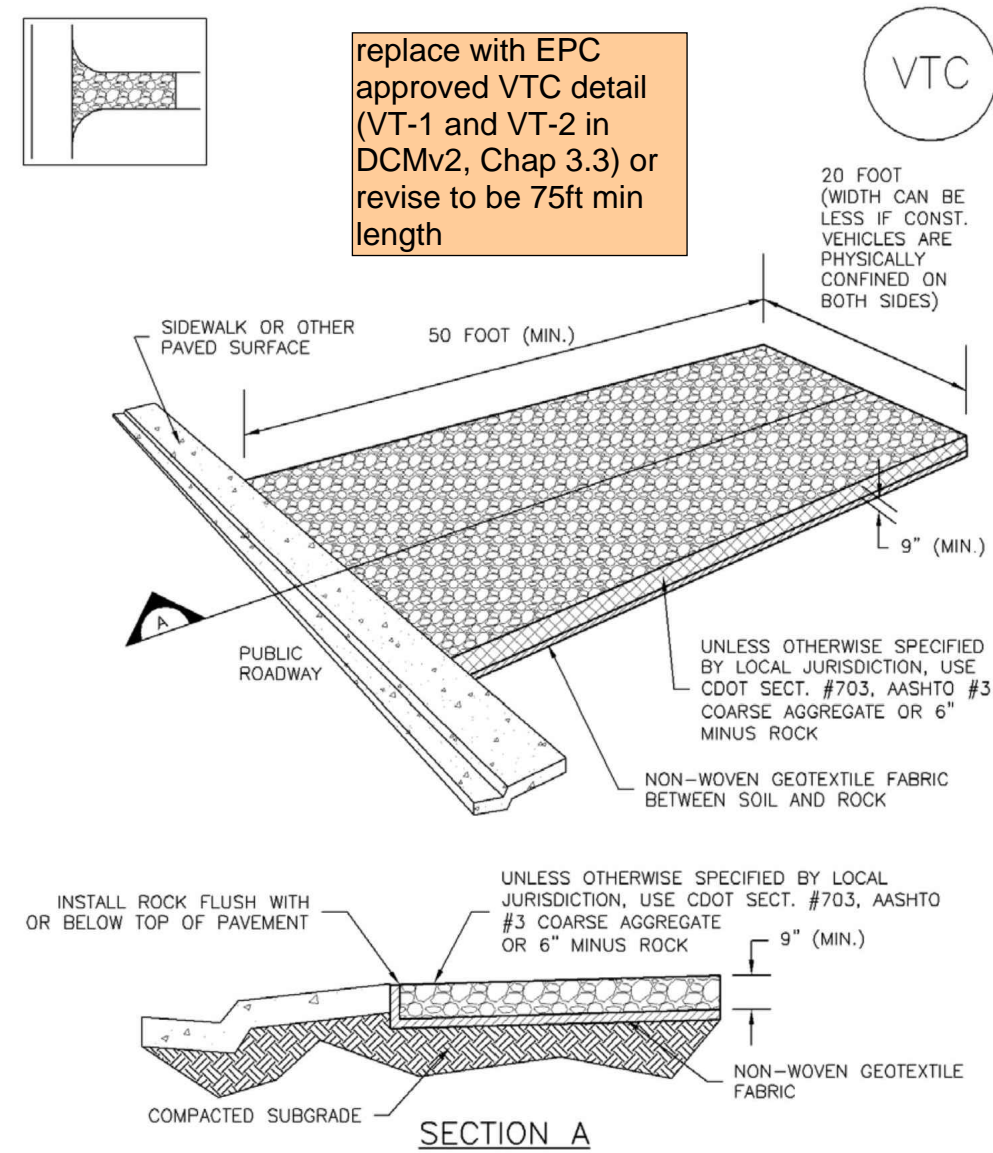
August 2013 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 IP-8

EC-12 Check Dams (CD)



November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 CD-1

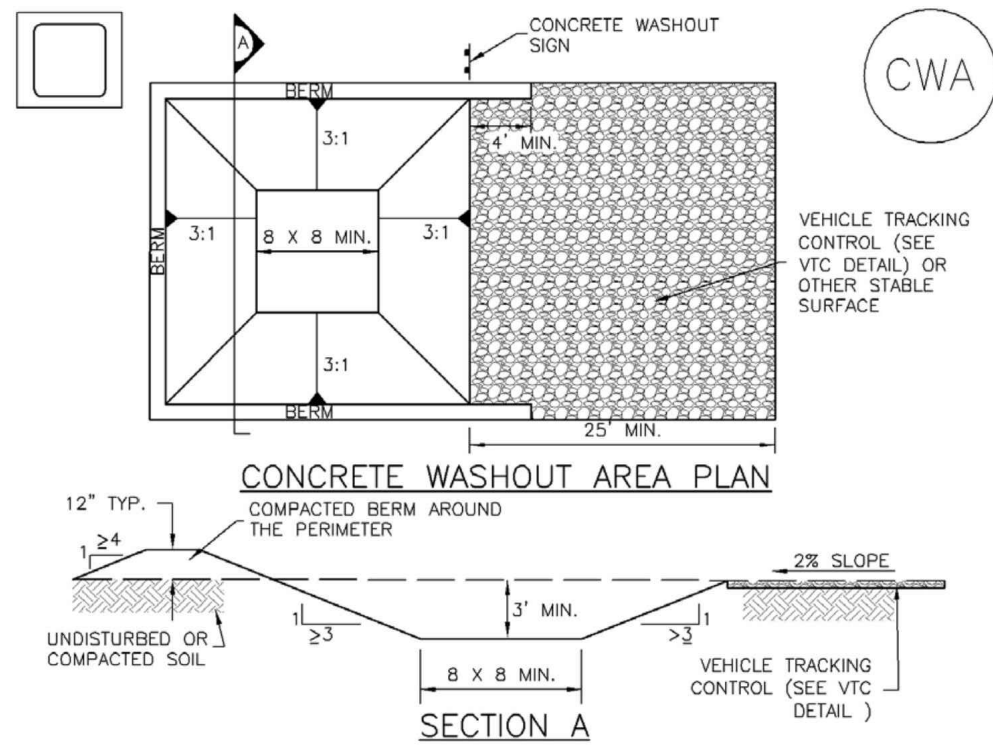
Vehicle Tracking Control (VTC) SM-4



VTC-1. AGGREGATE VEHICLE TRACKING CONTROL

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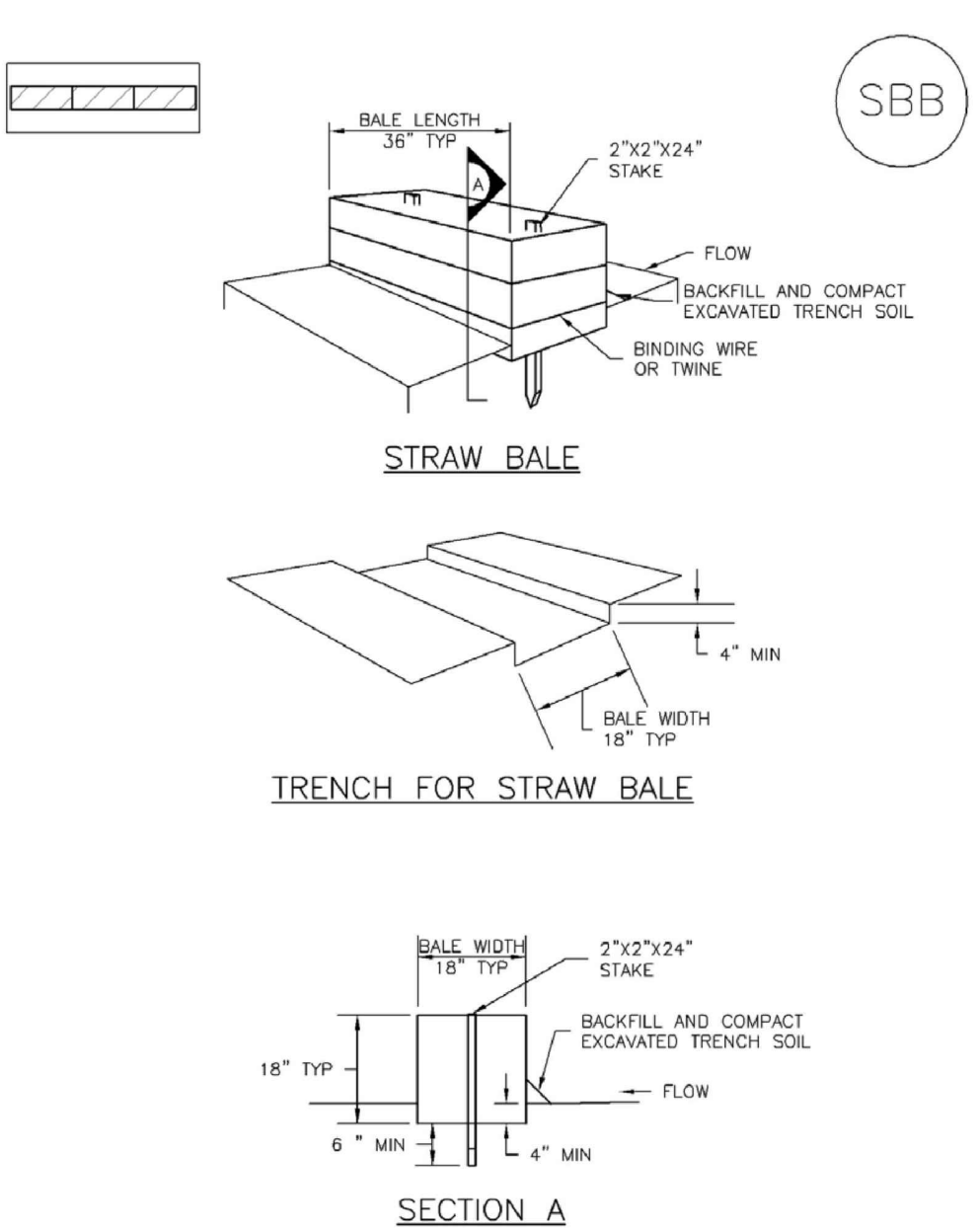
Concrete Washout Area (CWA) MM-1



CWA-1. CONCRETE WASHOUT AREA

November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 CWA-3

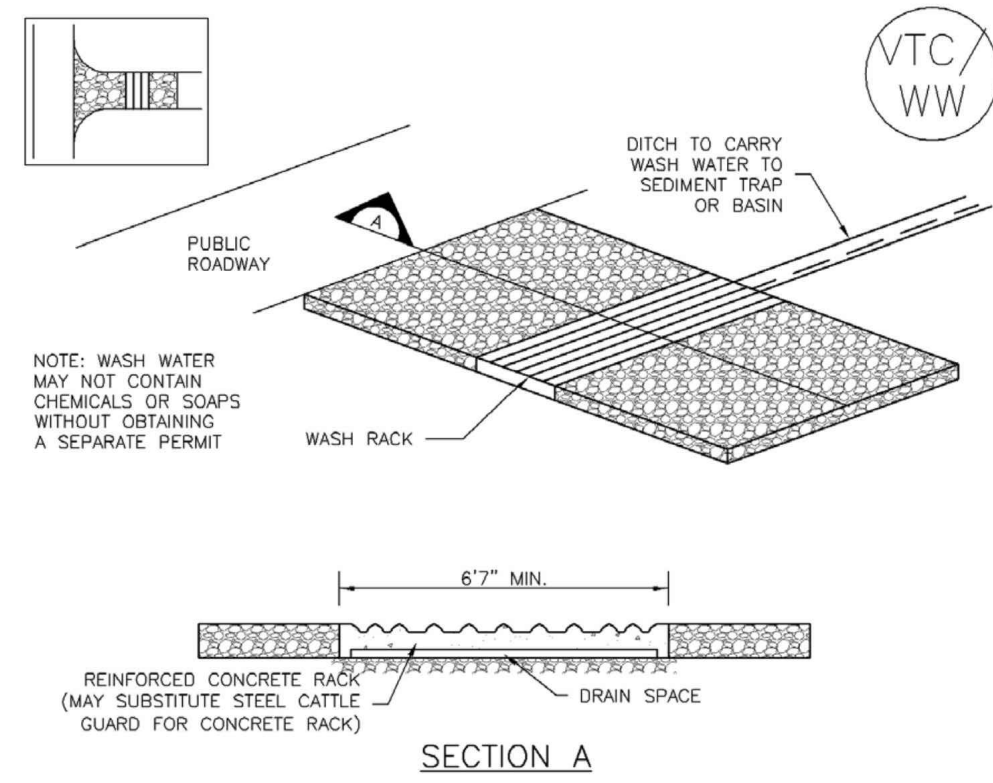
SC-3 Straw Bale Barrier (SBB)



SBB-1. STRAW BALE

November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SC-3

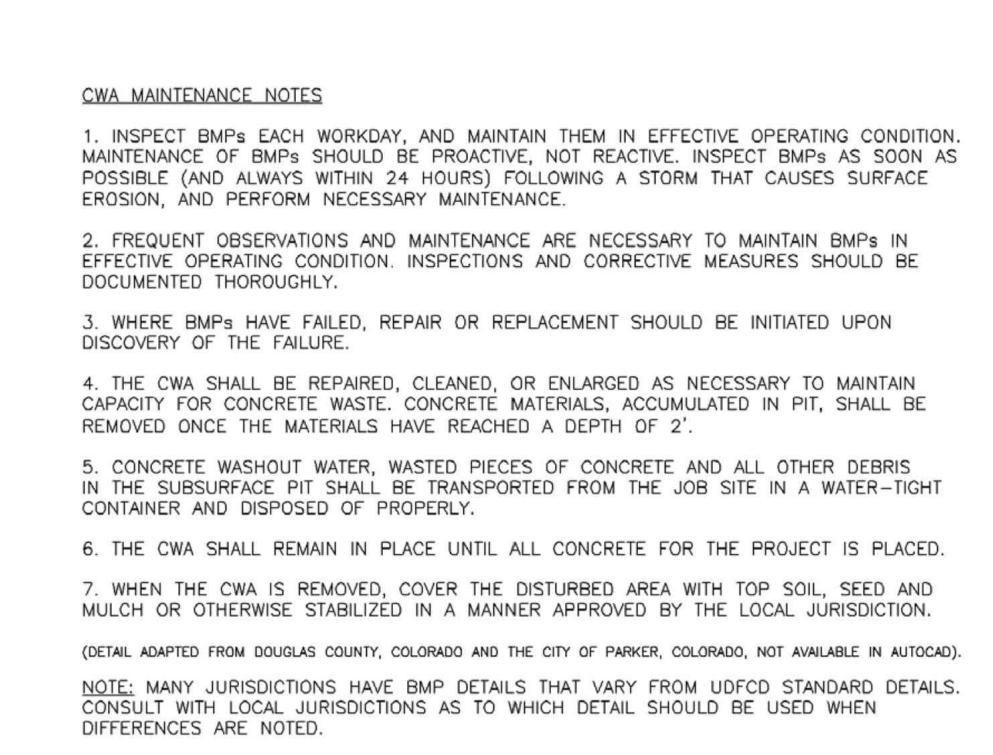
SM-4 Vehicle Tracking Control (VTC)



VTC-2. AGGREGATE VEHICLE TRACKING CONTROL WITH WASH RACK

November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 VTC-4

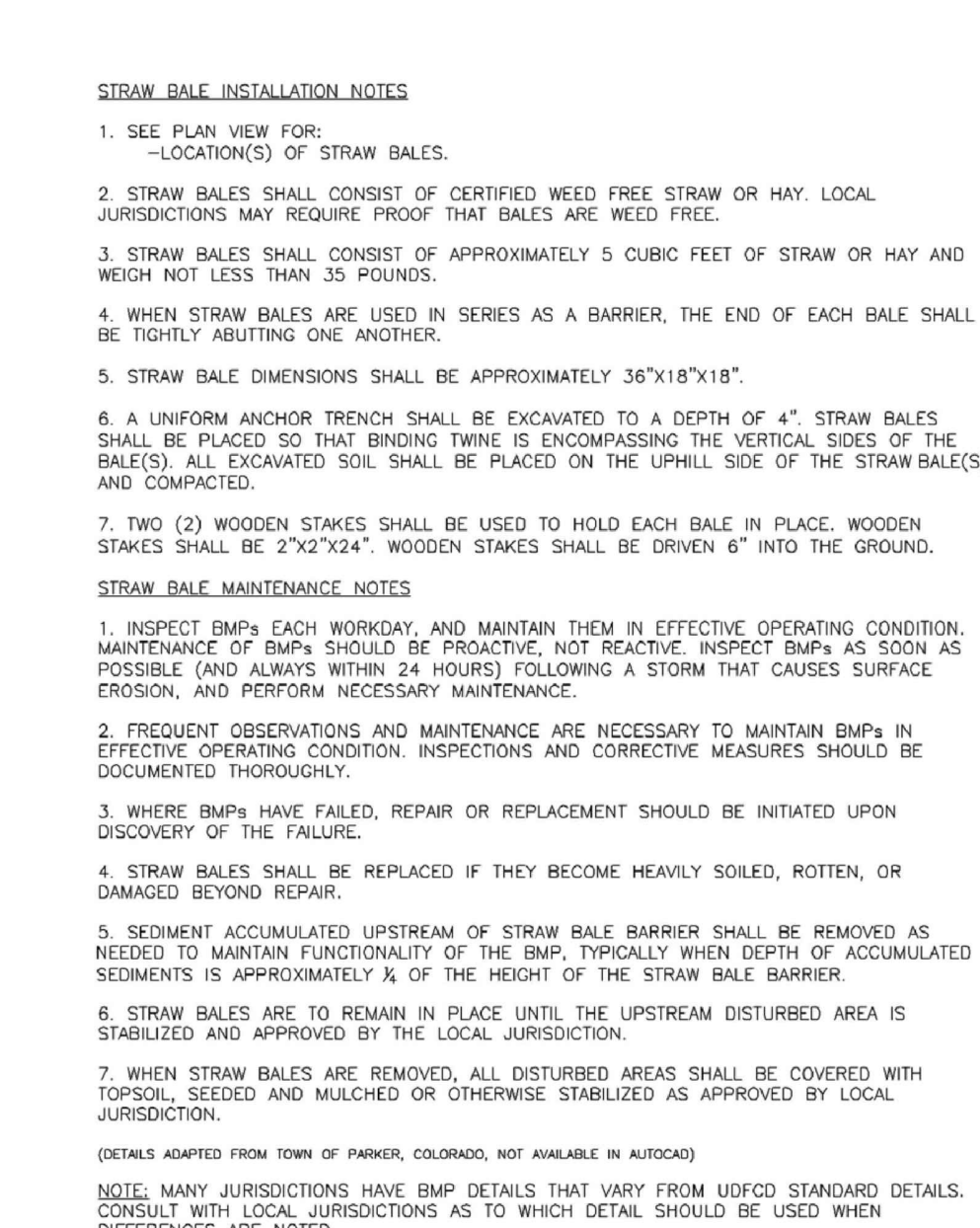
MM-1 Concrete Washout Area (CWA)



CWA-4. CONCRETE WASHOUT AREA

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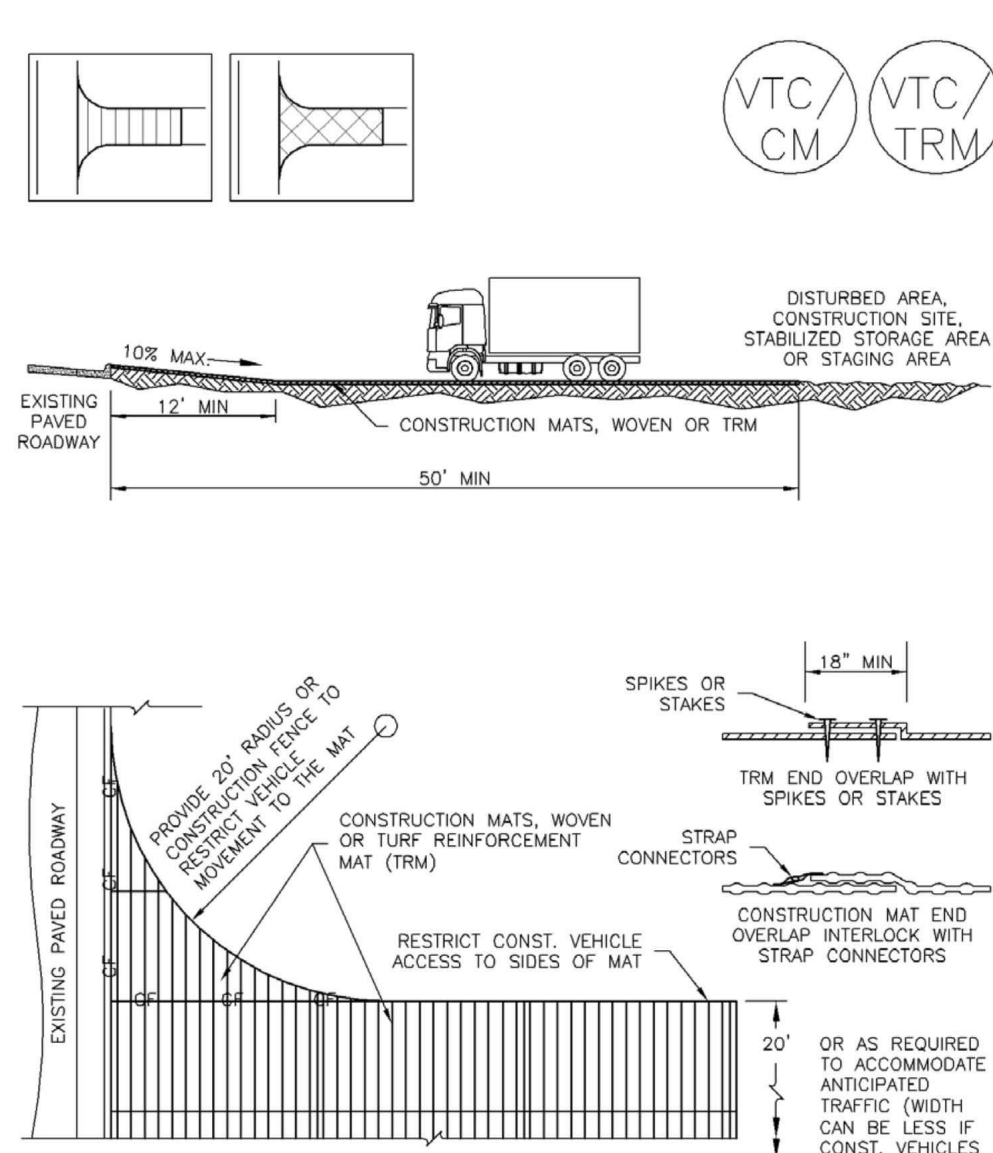
SC-3 Straw Bale Barrier (SBB)



SBB-4. STRAW BALE

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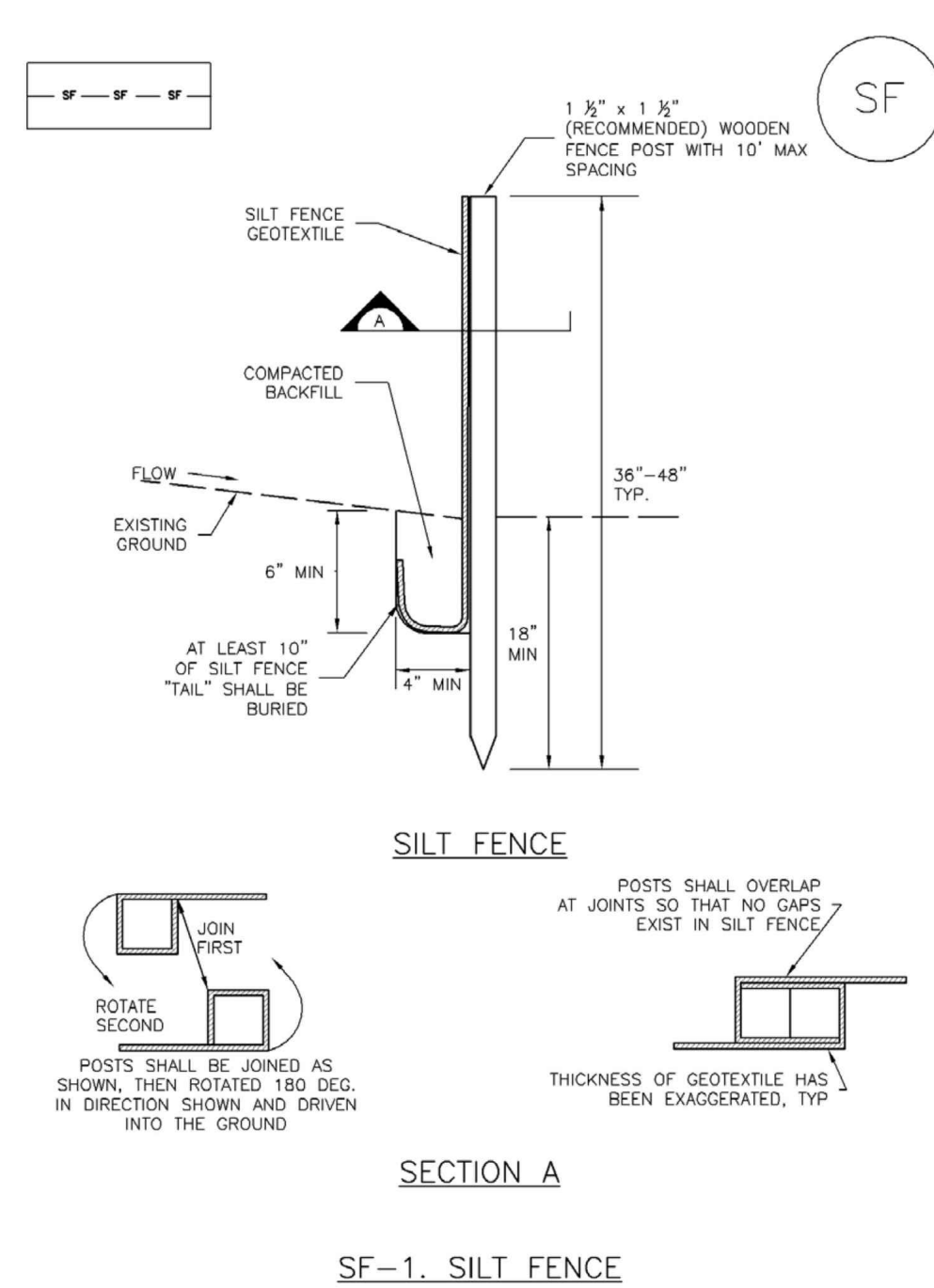
Vehicle Tracking Control (VTC) SM-4



VTC-3. VEHICLE TRACKING CONTROL W/ CONSTRUCTION MAT OR TURF REINFORCEMENT MAT (TRM)

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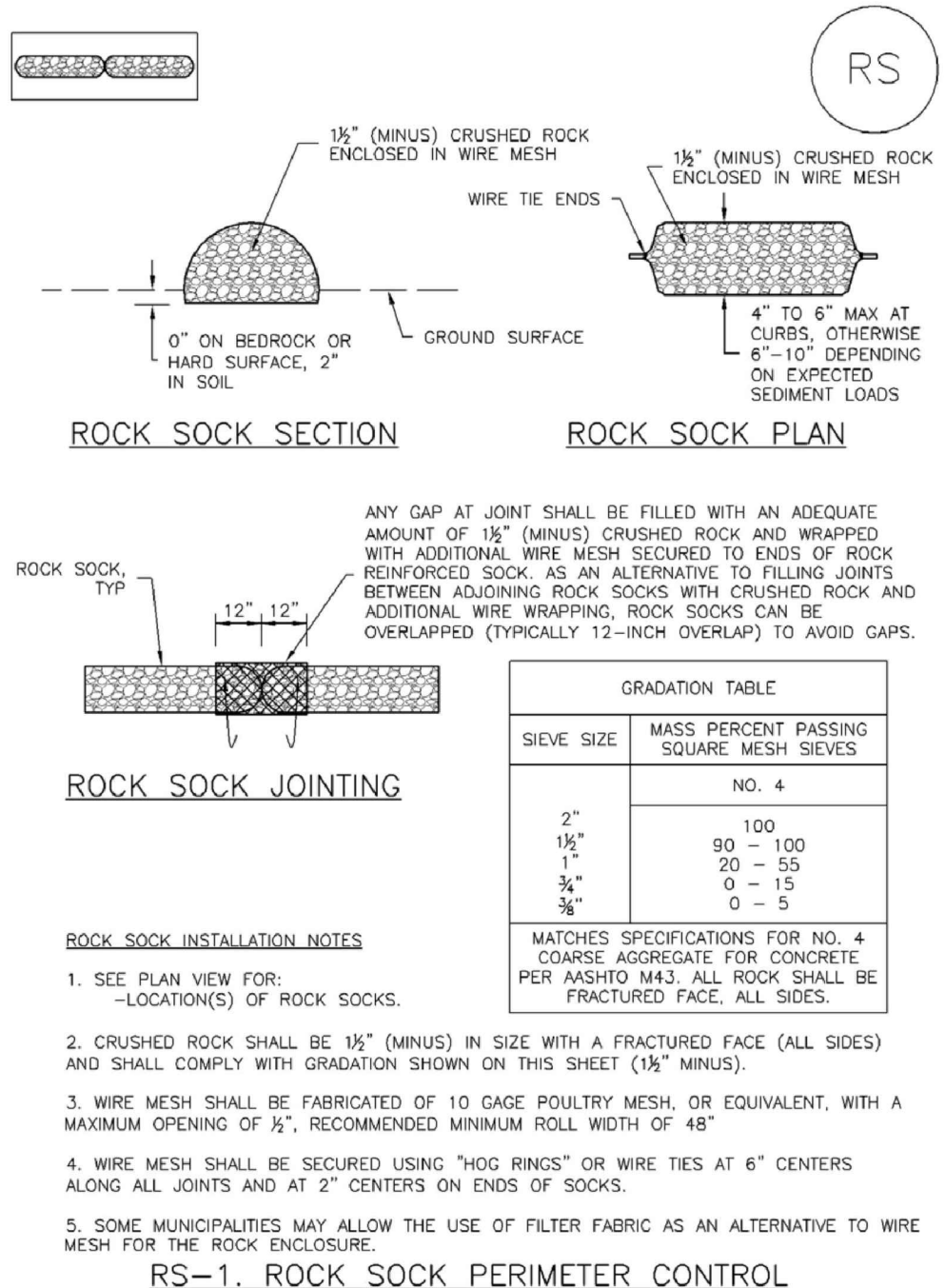
Silt Fence (SF) SC-1



SF-1. SILT FENCE

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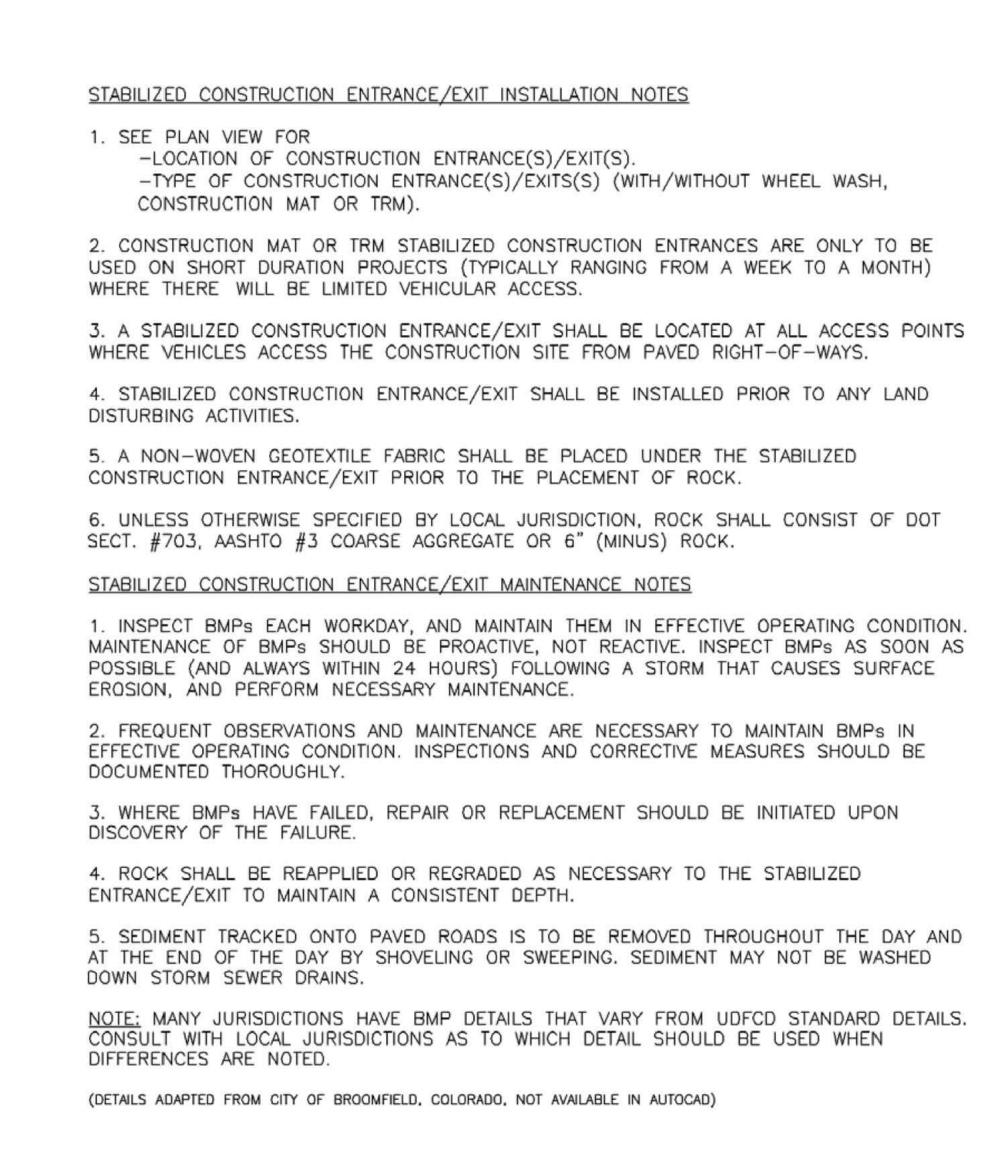
SC-5 Rock Sock (RS)



RS-1. ROCK SOCK PERIMETER CONTROL

November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SC-5

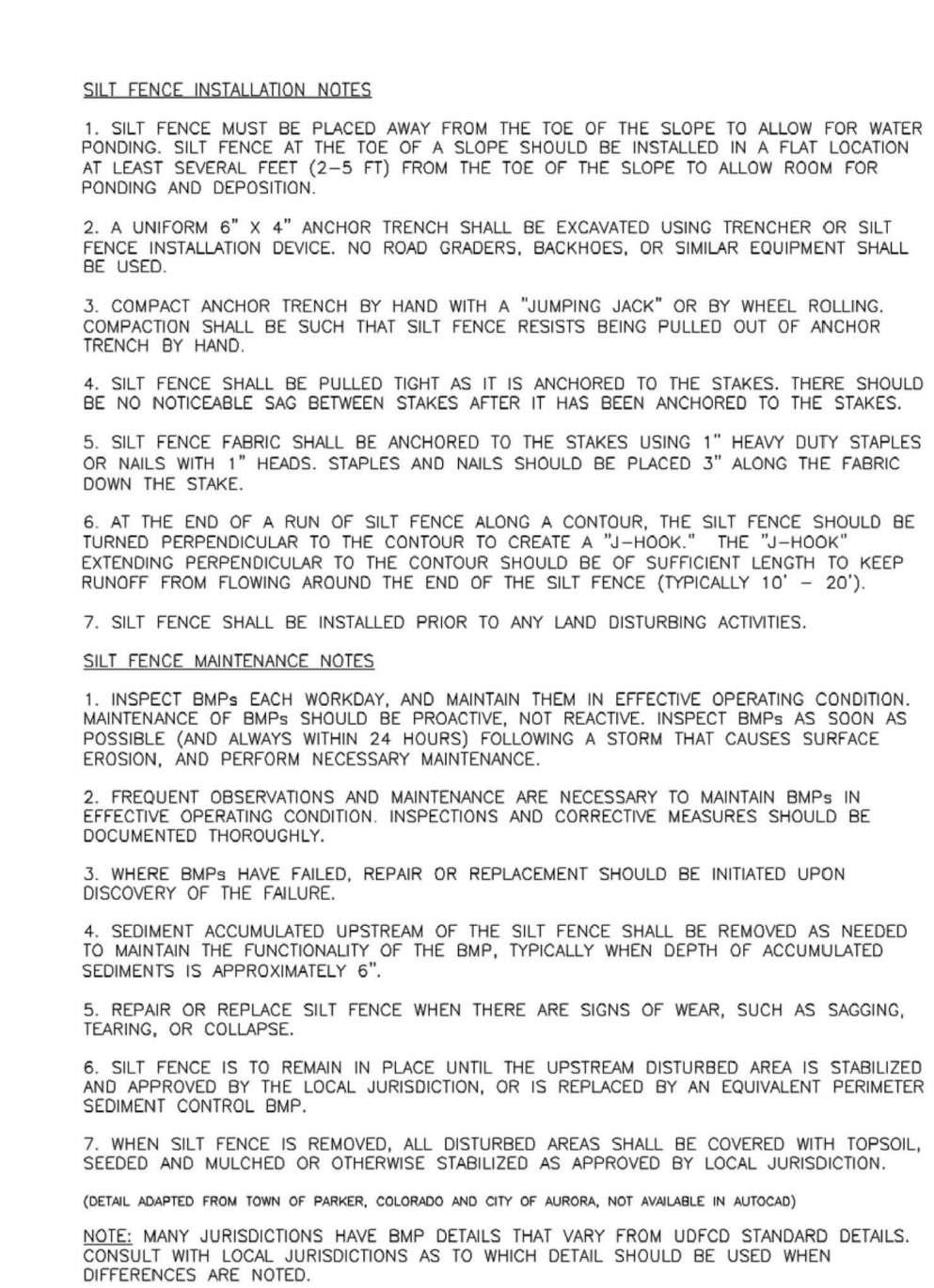
SM-4 Vehicle Tracking Control (VTC)



VTC-4. VEHICLE TRACKING CONTROL

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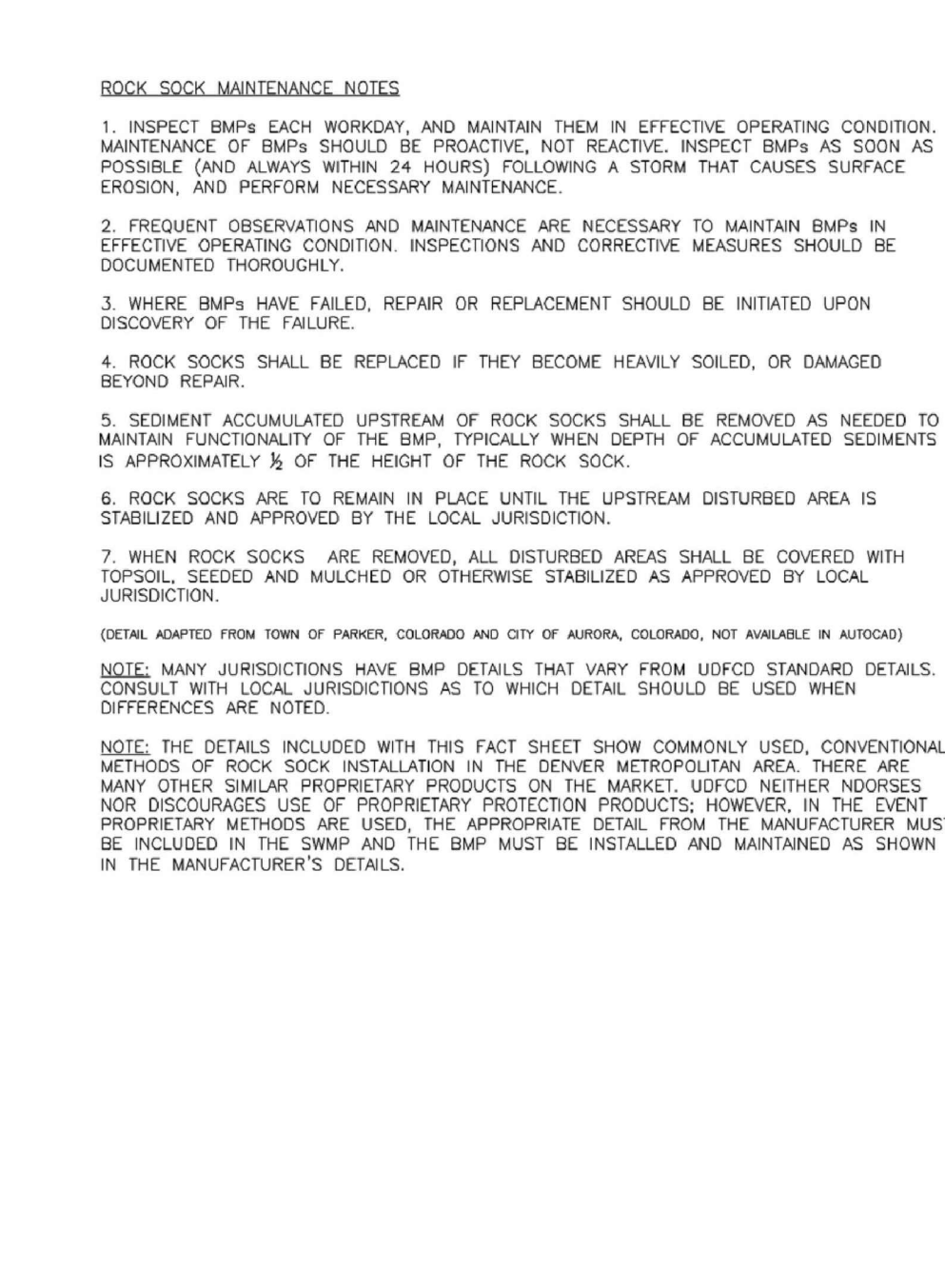
SC-1 Silt Fence (SF)



SF-2. SILT FENCE

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Rock Sock (RS) SC-5



RS-2. ROCK SOCK

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EC-6 Rolled Erosion Control Products (RECP) ECB

ECB-1. PIPE OUTLET TO DRAINAGEWAY

ECB-2. SMALL DITCH OR DRAINAGEWAY

ECB-3. OUTSIDE OF DRAINAGEWAY

STAKING PATTERNS BY ECB TYPE

STAKING PATTERNS BY SLOPE OR CHANNEL TYPE

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EC-6 Rolled Erosion Control Products (RECP) ECB

EROSION CONTROL BLANKET INSTALLATION NOTES

- SEE PLAN VIEW FOR LOCATION OF ECB.
- 100% NATURAL AND BIODEGRADABLE MATERIALS ARE PREFERRED FOR RECP. ALTHOUGH SOME JURISDICTIONS MAY ALLOW OTHER MATERIALS IN SOME APPLICATIONS.
- IN AREAS WHERE ECB ARE SHOWN ON THE PLANS, THE PERMITEE SHALL PLACE TOPSOIL AND PERFORM FINAL GRADING, SURFACE PREPARATION, AND SEEDING AND MULCHING. SURFACES SHALL BE SMOOTH AND MOST PRIORITY TO ECB INSTALLATION AND THE ECB SHALL BE IN FULL CONTACT WITH SUBGRADE. NO GAPS OR Voids SHALL EXIST UNDER THE BLANKET.
- PERMETER ANCHOR TRENCH SHALL BE USED ALONG THE OUTSIDE PERMETER OF ALL BLANKET AREAS.
- JOINT ANCHOR TRENCH SHALL BE USED TO JOIN ROLLS OF ECB TOGETHER (LONGITUDINALLY AND TRANSVERSELY) FOR ALL ECB EXCEPT STRAW WHICH MAY USE AN OVERLAPPING JOINT.
- INTERMEDIATE ANCHOR TRENCH SHALL BE USED AT SPACING OF ONE-HALF ROLL LENGTH FOR COCONUT AND EXCELSIOR ECB.
- OVERLAPPING JOINT DETAIL SHALL BE USED TO JOIN ROLLS OF ECB TOGETHER FOR ECB ON SLOPES.
- MATERIAL SPECIFICATIONS OF ECB SHALL CONFORM TO TABLE ECB-1.
- ANY AREAS OF SEEDING AND MULCHING DISTURBED IN THE PROCESS OF INSTALLING ECB SHALL BE RESEEDED AND MULCHED.
- DETAILS ON DESIGN PLANS FOR MAJOR DRAINAGEWAY STABILIZATION WILL GOVERN IF DIFFERENT FROM THOSE SHOWN HERE.

TYPE	COCONUT CONTENT	STRAW CONTENT	EXCELSIOR CONTENT	RECOMMENDED NETTING*
STRAW**	-	100%	-	DOUBLE/NATURAL
STRAW COCONUT	30% MIN	70% MAX	-	DOUBLE/NATURAL
COCONUT	100%	-	-	DOUBLE/NATURAL
EXCELSIOR	-	-	100%	DOUBLE/NATURAL

*THIS ECB SHOULD BE THE SUBJECT OF TEMPORARY EROSION CONTROL MEASURES UNTIL IT IS ACCEPTABLE IN JOINT JURISDICTIONS.

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EC-6 Rolled Erosion Control Products (RECP)

EROSION CONTROL BLANKET MAINTENANCE NOTES

- INSPECT BMPs EACH WORKDAY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
- FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
- WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
- ECBs SHALL BE LEFT IN PLACE TO EVENTUALLY BIODEGRADE, UNLESS REQUESTED TO BE REMOVED BY THE LOCAL JURISDICTION.
- ANY ECB FILLED OUT, TORN, OR OTHERWISE DAMAGED SHALL BE REPAIRED OR REPLANTED. ANY SUBGRADE AREAS BELOW THE GEOTEXTILE THAT HAVE ERODED TO CREATE A VOID UNDER THE BLANKET, OR THAT REMAIN OPEN OF GRASS SHALL BE REPAIRED, RESEEDED AND MULCHED AND THE ECB REINSTALLED.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM LISTED STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

(DETAILS ADAPTED FROM DOUGLAS COUNTY, COLORADO AND TOWN OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

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EC-6 Rolled Erosion Control Products (RECP) ECB

STOCKPILE PROTECTION MAINTENANCE NOTES

- INSPECT BMPs EACH WORKDAY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
- FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
- WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
- IF PERMETER PROTECTION MUST BE MOVED TO ACCESS SOIL STOCKPILE, REPLACE PERMETER CONTROLS BY THE END OF THE WORKDAY.
- STOCKPILE PERMETER CONTROLS CAN BE REMOVED ONCE ALL THE MATERIAL FROM THE STOCKPILE HAS BEEN USED.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM LISTED STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

(DETAILS ADAPTED FROM PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

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SM-6 Stabilized Staging Area (SSA) SSA

SSA-1. STABILIZED STAGING AREA

STABILIZED STAGING AREA INSTALLATION NOTES

- SEE PLAN VIEW FOR LOCATION OF STAGING AREA(S).
- STABILIZED STAGING AREA SHOULD BE APPROPRIATE FOR THE NEEDS OF THE SITE. OVERSIZING RESULTS IN A LARGER AREA TO STABILIZE FOLLOWING CONSTRUCTION.
- STAGING AREA SHALL BE STABILIZED PRIOR TO OTHER OPERATIONS ON THE SITE.
- THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM 3" THICK GRANULAR MATERIAL.
- UNLESS OTHERWISE SPECIFIED BY LOCAL JURISDICTION, ROCK SHALL CONSIST OF DOT SPEC #203 ASHFOOT #1 CORNER AGGREGATE OR #1 QUARRY ROCK.
- ADDITIONAL PERMETER BMPs MAY BE REQUIRED INCLUDING BUT NOT LIMITED TO SILT FENCE AND CONSTRUCTION FENCING.

STABILIZED STAGING AREA MAINTENANCE NOTES

- INSPECT BMPs EACH WORKDAY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
- FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
- WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
- ROCK SHALL BE REAPPLIED OR REGRADED AS NECESSARY IF RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.

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SM-6 Stabilized Staging Area (SSA)

STABILIZED STAGING AREA MAINTENANCE NOTES

- STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING/LOADING OPERATIONS.
- THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE LOCAL JURISDICTION, USED ON SITE AND THE AREA COVERED WITH TOPSOIL, SEEDING AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY LOCAL JURISDICTION.

NOTE: MANY MUNICIPALITIES PROHIBIT THE USE OF RECYCLED CONCRETE AS GRANULAR MATERIAL FOR STABILIZED STAGING AREAS DUE TO DIFFICULTIES WITH RE-ESTABLISHMENT OF VEGETATION IN AREAS WHERE RECYCLED CONCRETE WAS PLACED.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM LISTED STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

(DETAILS ADAPTED FROM DOUGLAS COUNTY, COLORADO, NOT AVAILABLE IN AUTOCAD)

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MM-6 Stockpile Management (SP) MM-2

SP-1. STOCKPILE PROTECTION

STOCKPILE PROTECTION INSTALLATION NOTES

- SEE PLAN VIEW FOR LOCATION OF STOCKPILES.
- INSTALL PERMETER CONTROLS IN ACCORDANCE WITH THEIR RESPECTIVE DESIGN DETAILS. SILT FENCE IS SHOWN IN THE STOCKPILE PROTECTION DETAILS. HOWEVER, OTHER TYPES OF PERMETER CONTROLS INCLUDING SEGMENT CONTROLS, LOGS OR ROCK SOCKS MAY BE SUITABLE IN SOME CIRCUMSTANCES. CONSIDERATIONS FOR DETERMINING THE APPROPRIATE TYPE OF PERMETER CONTROL FOR A STOCKPILE INCLUDE WHETHER THE STOCKPILE IS LOCATED ON A PERVIOUS OR IMPERVIOUS SURFACE, THE RELATIVE HEIGHTS OF THE PERMETER CONTROL AND STOCKPILE, THE ABILITY OF THE PERMETER CONTROL TO CONTAIN THE STOCKPILE WITHOUT FAILING IN THE EVENT THAT MATERIAL FROM THE STOCKPILE SHIFTS OR SLUMPS AGAINST THE PERMETER, AND OTHER FACTORS.
- STABILIZE THE STOCKPILE SURFACE WITH SURFACE ROUGHENING, TEMPORARY SEEDING AND MULCHING. EROSION CONTROL BLANKETS, OR SOL BINDERS, SOLID STOCKPILED FOR AN EXTENDED PERIOD (TYPICALLY FOR MORE THAN 60 DAYS) SHOULD BE SEEDING AND MULCHED WITH A TEMPORARY GRASS COVER ONCE THE STOCKPILE IS PLACED (TYPICALLY WITHIN 14 DAYS). USE OF MULCH ONLY ON A SOIL BENCH IS ACCEPTABLE IF THE STOCKPILE WILL BE IN PLACE FOR A MORE LIMITED TIME PERIOD (TYPICALLY 30-60 DAYS).
- FOR TEMPORARY STOCKPILES ON THE INTERIOR PORTION OF A CONSTRUCTION SITE, WHERE OTHER DOWNGRADIENT CONTROLS, INCLUDING PERMETER CONTROL, ARE IN PLACE, STOCKPILE PERMETER CONTROLS MAY NOT BE REQUIRED.

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MM-2 Stockpile Management (SM)

STOCKPILE PROTECTION MAINTENANCE NOTES

- INSPECT BMPs EACH WORKDAY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
- FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
- WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
- IF PERMETER PROTECTION MUST BE MOVED TO ACCESS SOIL STOCKPILE, REPLACE PERMETER CONTROLS BY THE END OF THE WORKDAY.
- STOCKPILE PERMETER CONTROLS CAN BE REMOVED ONCE ALL THE MATERIAL FROM THE STOCKPILE HAS BEEN USED.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM LISTED STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

(DETAILS ADAPTED FROM PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

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