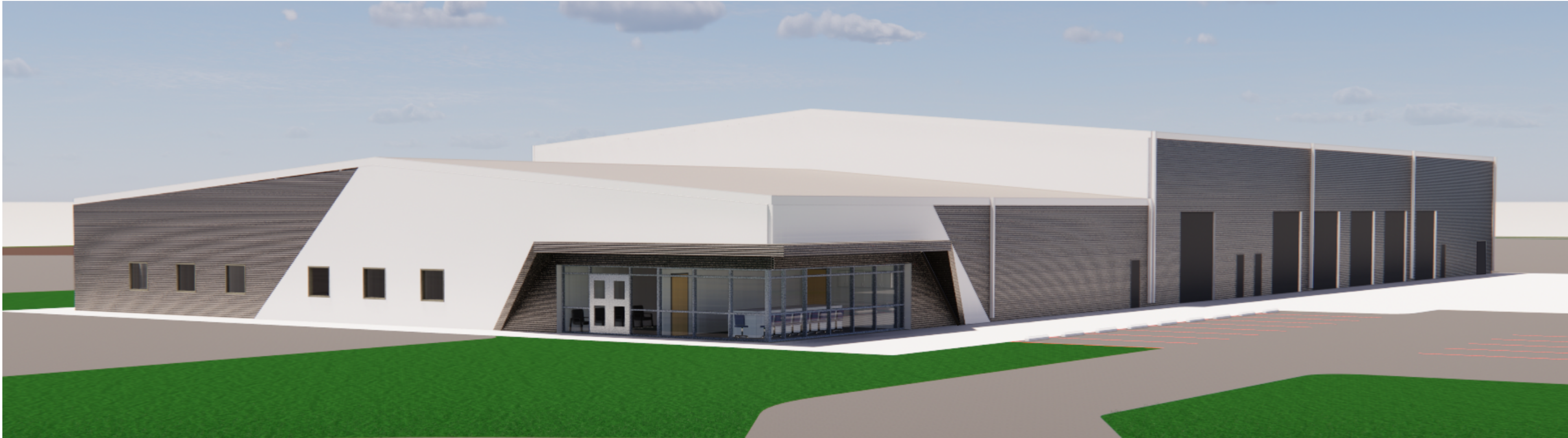


# D49 TRANSPORTATION CENTER

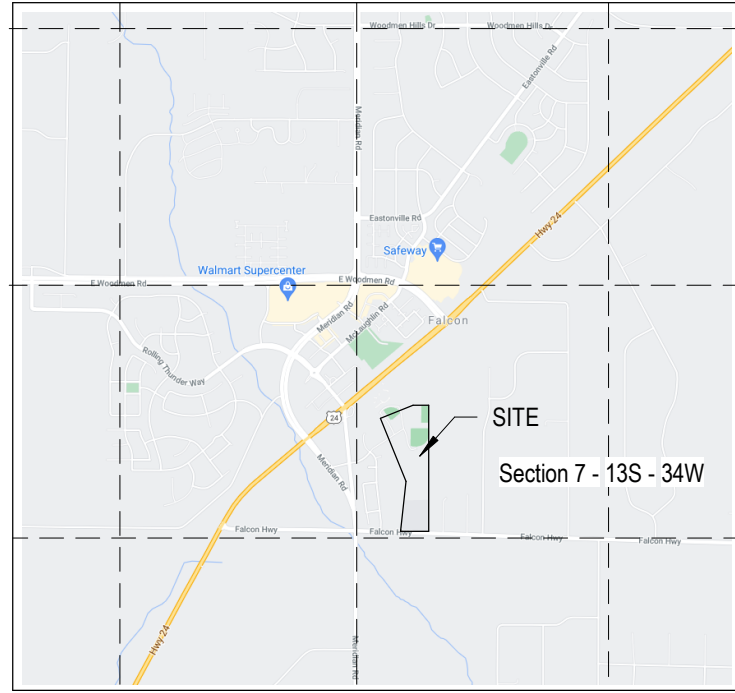
FALCON, CO



## LOCATION MAP



## VICINITY MAP



## PROJECT DATA

OWNER	FALCON SCHOOL DISTRICT NO 49 10650 E WOODMEN RD PEYTON, CO 80831 719-495-1100
APPLICANT	BRUCE BROWN bcbrown@649.org  RTA ARCHITECTS 19 S TEJON ST SUITE 300 COLORADO SPRINGS, CO 80903 719-471-7566  BRIAN CALHOUN, PRINCIPAL brian@taarchitects.com PATRICK WARD, PLAN PREPARER patrickw@taarchitects.com
SCOPE OF WORK:	CONSTRUCTION OF A SCHOOL DISTRICT TRANSPORTATION SUPPORT BUILDING AND GRAVEL BUS PARKING LOT WITH ASSOCIATED SITE WORK, INCLUDING PARKING FOR 175 BUSES, SITE LIGHTING, ACCESS ROAD, PERIMETER FENCE, DETENTION POND AND SITE LANDSCAPING. CONSTRUCTION WILL BE PHASED. PHASE 1 INCLUDES THE BUILDING CORE & SHELL AND SITE WORK. PHASE 1B INCLUDES THE VEHICLE MAINTENANCE BAYS. PHASE 1C INCLUDES THE ADMINISTRATION AREA. PHASE 2 INCLUDES BUILDING AND PARKING LOT EXPANSIONS.
PARCEL SIZE	39.37 ACRES
LEGAL DESCRIPTION	TRACT IN SW4 SEC 07-13-64 DESC AS FOLS, COM AT SW COR OF SD SEC 7, TH S 88-53-11" E 549-33 FT, N 00-43-19" W 30.0 FT TO NLY LN OF FALCON HWY FOR POB, CONT N 00-43-19" W 2673.46 FT, S 88-18-15" W 408.01 FT, S 56-42-15" W 132.40 FT, S 49-27-15" W 510.0 FT, S 16-24-19" E 1489.85 FT, S 07-50-10" W 825.38 FT TO NLY LN OF FALCON HWY, TH S 88-53-11" E 800.0 FT TO POB
TAX SCHEDULE NUMBER	430730006
EXISTING LAND USE	EXEMPT POLITICAL SUBDIVISION - EDUCATIONAL
PROPOSED LAND USE	EXEMPT POLITICAL SUBDIVISION - EDUCATIONAL

BUILDING INFORMATION	GROSS AREA: 33,928 SF HEIGHT: 32'-0" STORIES: 1 STORY
LAND PERCENTAGE:	OPEN SPACE: 15% LANDSCAPING: 5% IMPERMEABLE SURFACE: 5%
SETBACKS	FRONT 25'-0", REAR 25'-0", SIDE 25'-0"
ZONING DISTRICT	RR-5
PARKING CALCULATIONS:	SEE SITE PLANS

# SITE DEVELOPMENT PLANS

OWNER  
**SCHOOL DISTRICT 49**  
10650 E WOODMEN ROAD  
PEYTON, CO 80831  
(P) 719-495-1100  
(F)  
CONTACT: MELISSA ANDREWS, BRUCE BROWN  
mandrews@649.org, bcbrown@649.org

CIVIL ENGINEER/ SURVEYOR  
**JVA, INCORPORATED**  
47 COOPER CREEK WAY, SUITE 328  
WINTER PARK, CO 80482  
(P) 303-444-1951  
(F)  
CONTACT: COOPER KARSH

LANDSCAPE ARCHITECT  
**KIMLEY-HORN**  
2 NORTH NEVADA AVENUE  
COLORADO SPRINGS, CO 80903  
(P) 719-453-0180  
(F)  
CONTACT: JIM HOUCK

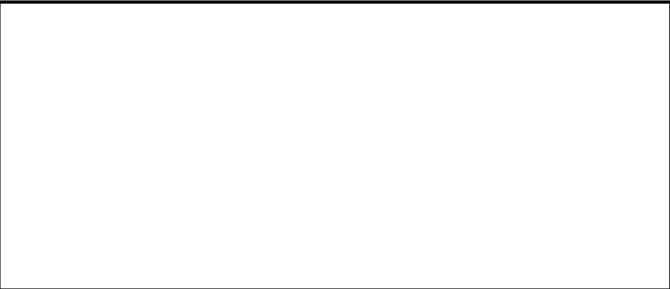
ARCHITECT / APPLICANT  
**RTA ARCHITECTS**  
19 SOUTH TEJON STREET, SUITE 300  
COLORADO SPRINGS, CO 80903  
(P) 719-471-7566  
(F) 719-471-1174  
CONTACT: BRIAN CALHOUN, PRINCIPAL brian@taarchitects.com  
PATRICK WARD, PLAN PREPARER patrickw@taarchitects.com

MECHANICAL/ PLUMBING ENGINEER  
**ME-ENGINEERS**  
1125 KELLY JOHNSON BLVD, SUITE 301  
COLORADO SPRINGS, CO 80920  
(P) 719-536-0036  
(F)  
CONTACT: JEREMY O'BRIEN

STRUCTURAL ENGINEER  
**JVA, INCORPORATED**  
1675 LARIMER STREET, SUITE 550  
DENVER, CO 80202  
(P) 303-444-1951  
(F)  
CONTACT: KATIE COURTRIGHT

ELECTRICAL ENGINEER  
**ME-ENGINEERS**  
1125 KELLY JOHNSON BLVD, SUITE 301  
COLORADO SPRINGS, CO 80920  
(P) 719-536-0036  
(F)  
CONTACT: JEREMY O'BRIEN

## SIGNATURE BLOCK



Planning and Community Development Director



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



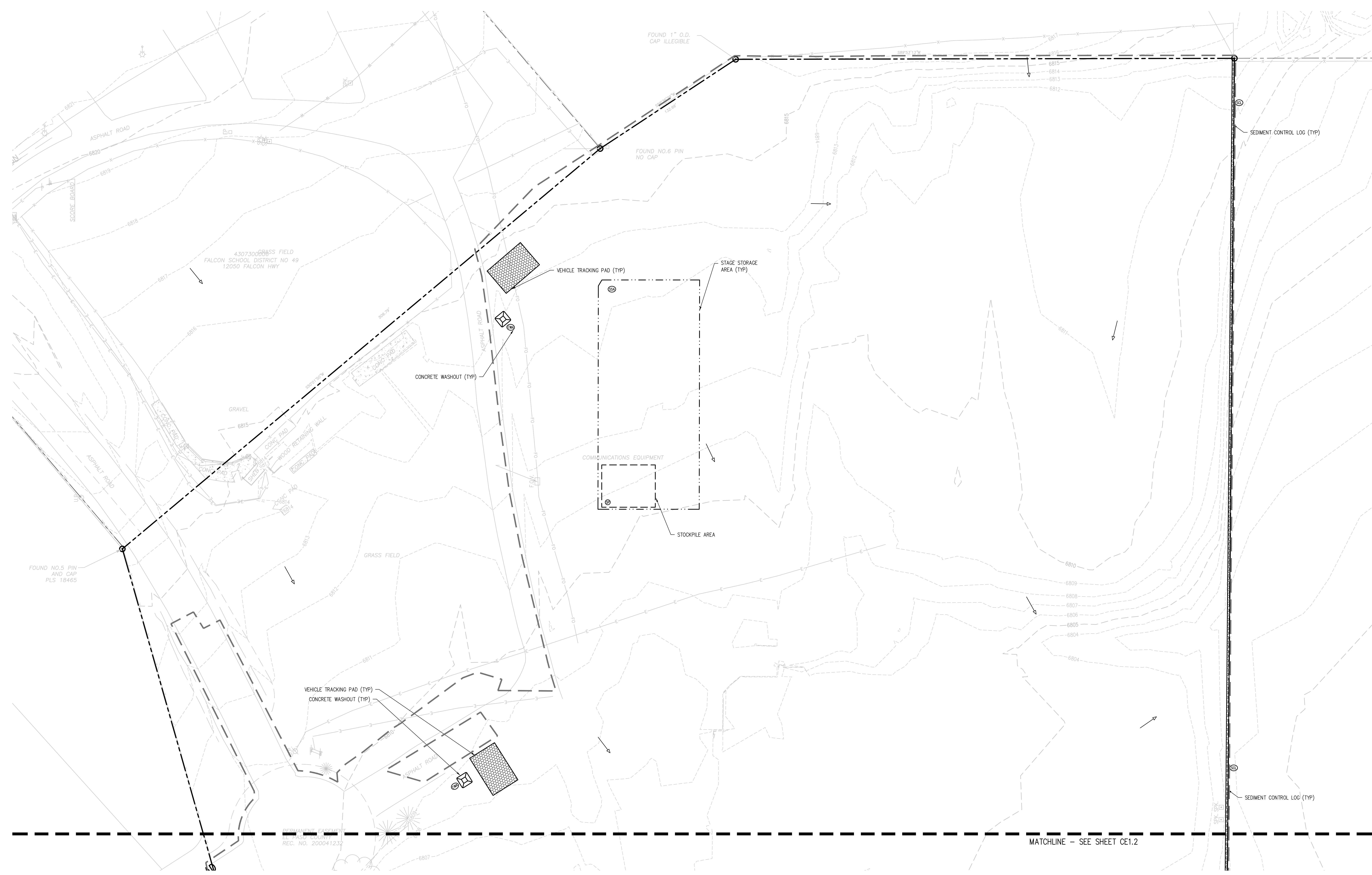
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INITIAL  
EROSION  
CONTROL PLAN  
A

RTA PROJECT NUMBER  
2021-041.00  
DATE  
09/20/2022  
REVISIONS

REVISIONS  
# DATE DESCRIPTION

DRAFT APPROVAL  
DESIGNED BY  
CHECKED BY  
ISSUED FOR  
CONSTRUCTION DOCUMENTS

CWK/HCM  
TWW/AMB  
CWK  
CE1.1



**EROSION AND SEDIMENTATION NOTES:**  
1. 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		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				

**VICINITY MAP**

SCALE IN FEET





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SHEET TITLE  
INITIAL  
EROSION  
CONTROL PLAN  
B

RTA PROJECT NUMBER  
**2021-041.00**09/20  
REVISIONS

REVISIONS		
#	DATE	DESCRIPTION

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1. *Journal of the American Medical Association*, 2000; 283: 2689-2693.

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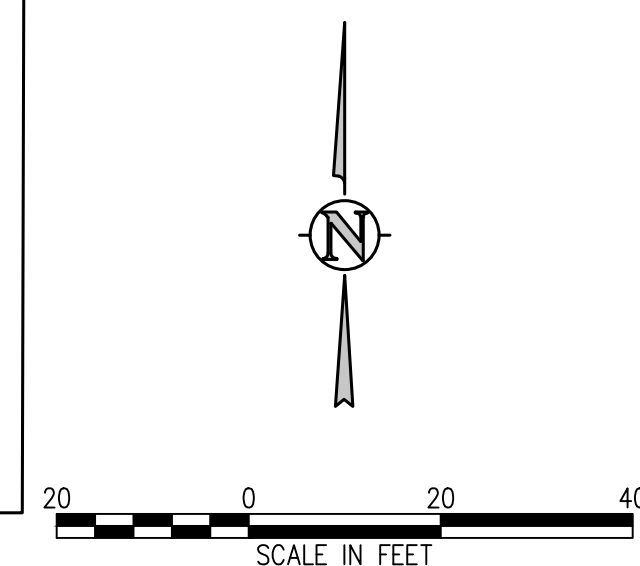
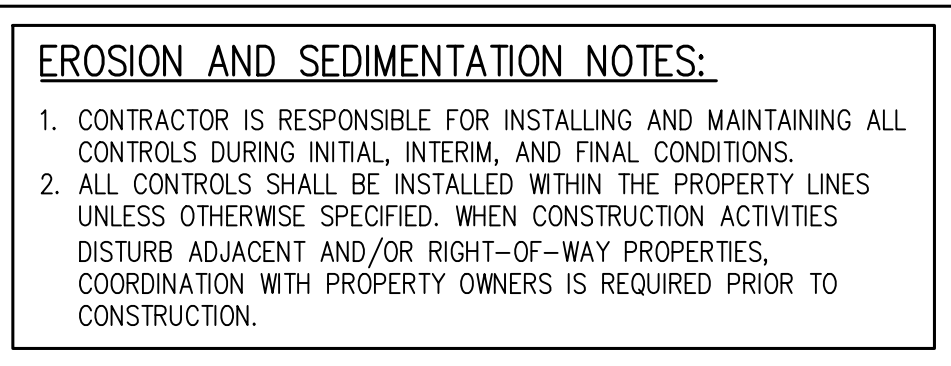
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ISSUED FOR:  
CONSTRUCTION

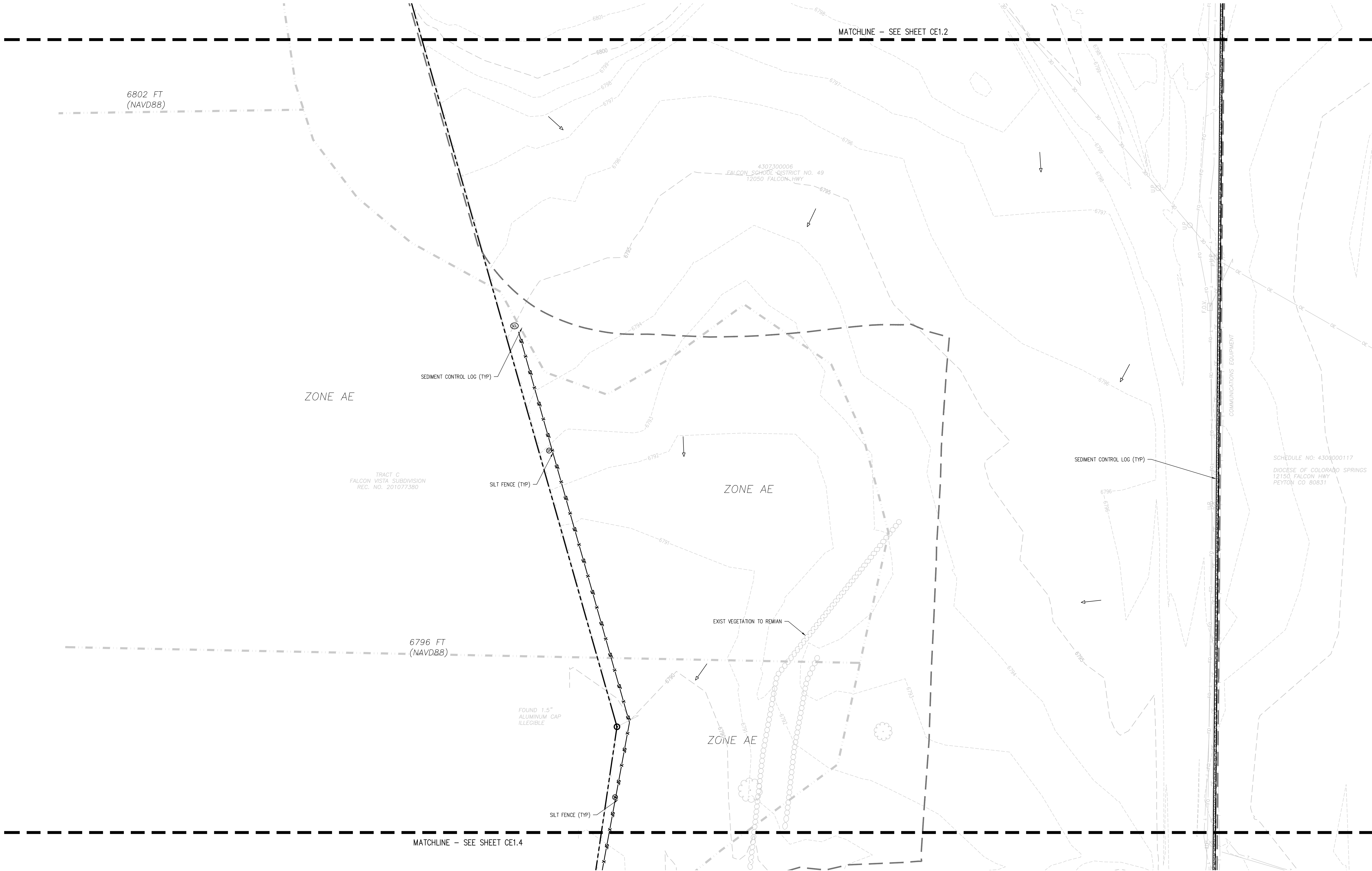
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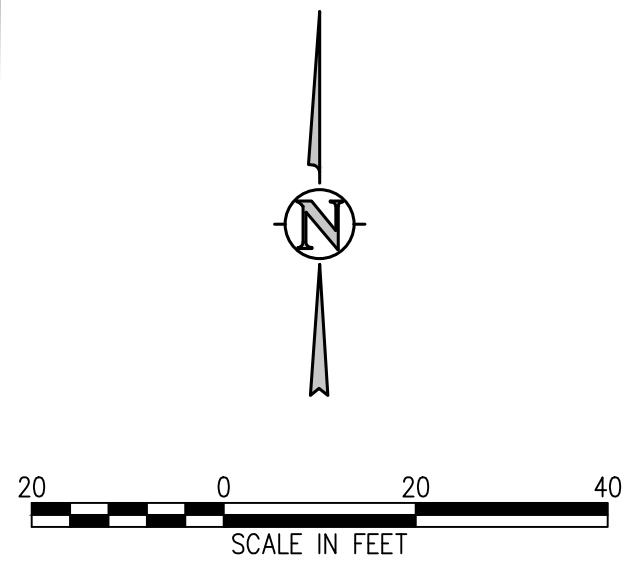
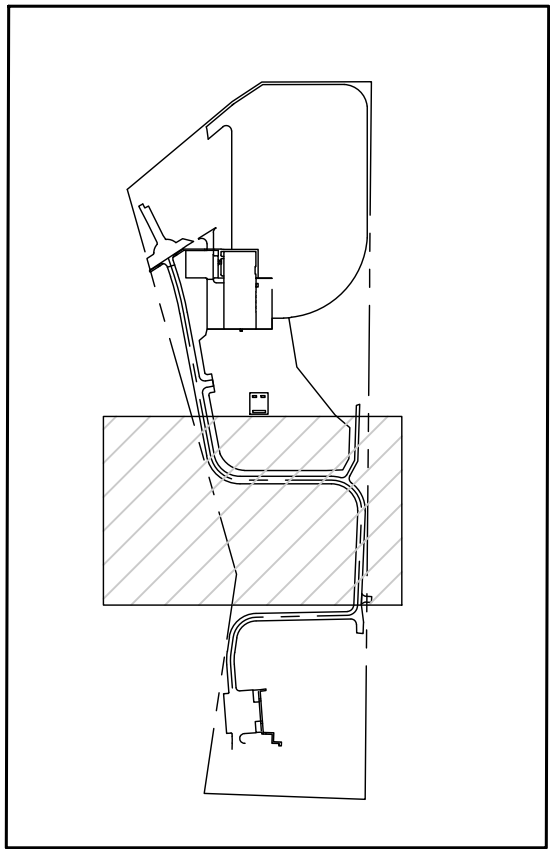


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	PROPOSED INDEX CONTOUR		TEMPORARY SLOPE DRAIN
	PROPOSED INTERMEDIATE CONTOUR		DIVERSION DITCH
	LIMITS OF WORK		SEDIMENT CONTROL LOG
	INLET PROTECTION		CURB SOCK
	OUTLET PROTECTION		ROCK CHECK DAM
	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING
	STRAW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



SHEET TITLE  
**INITIAL  
EROSION  
CONTROL PLAN  
C**

RTA PROJECT NUMBER  
**2021-041-00**  
DATE  
**09/20/2022**

REVISIONS  
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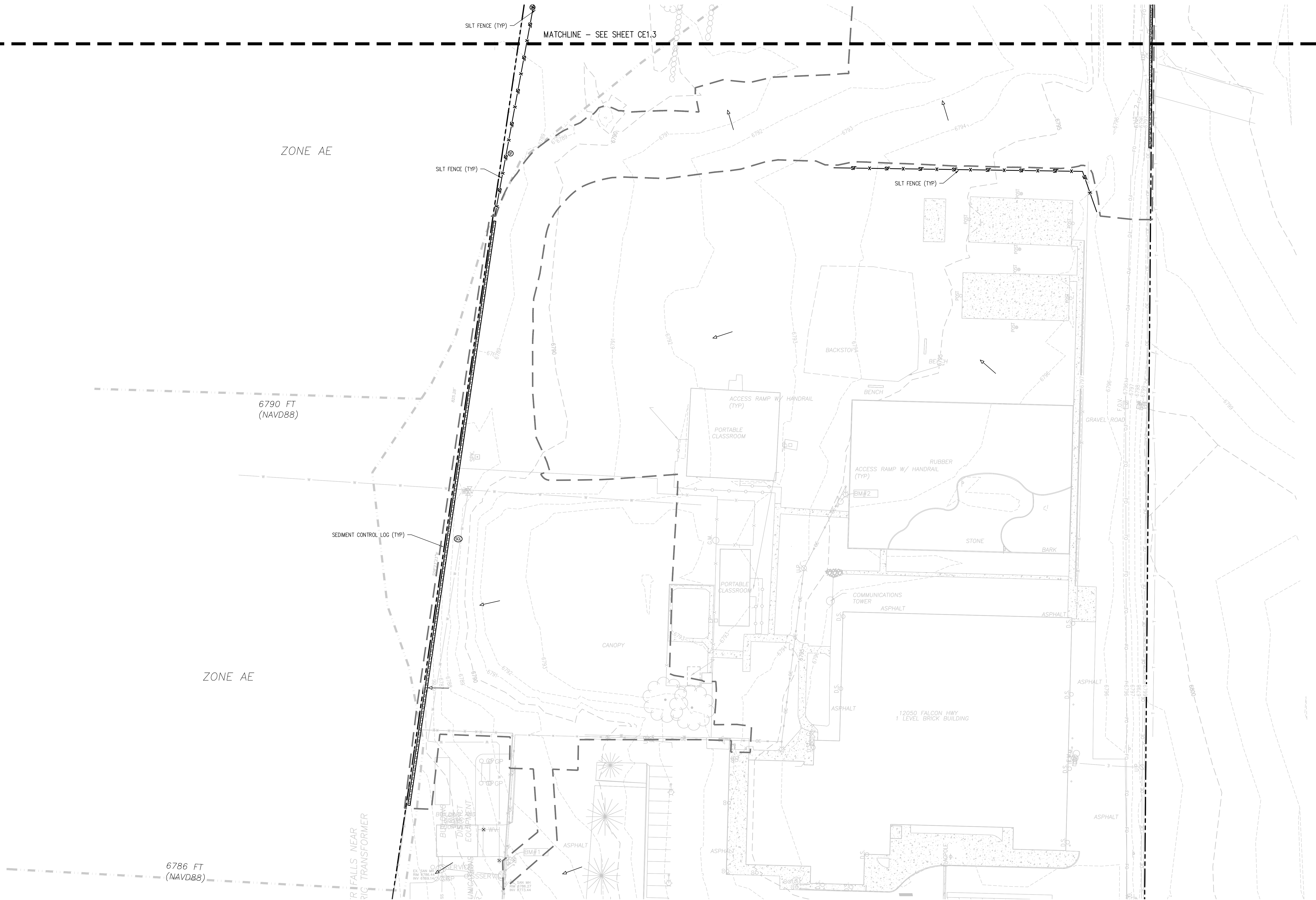
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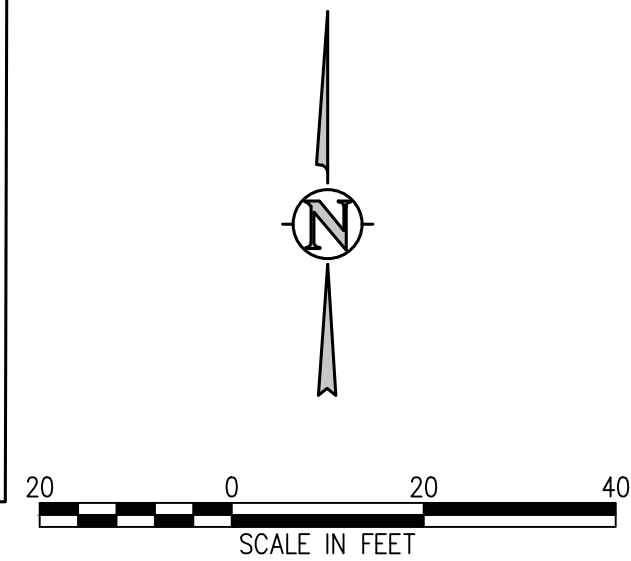
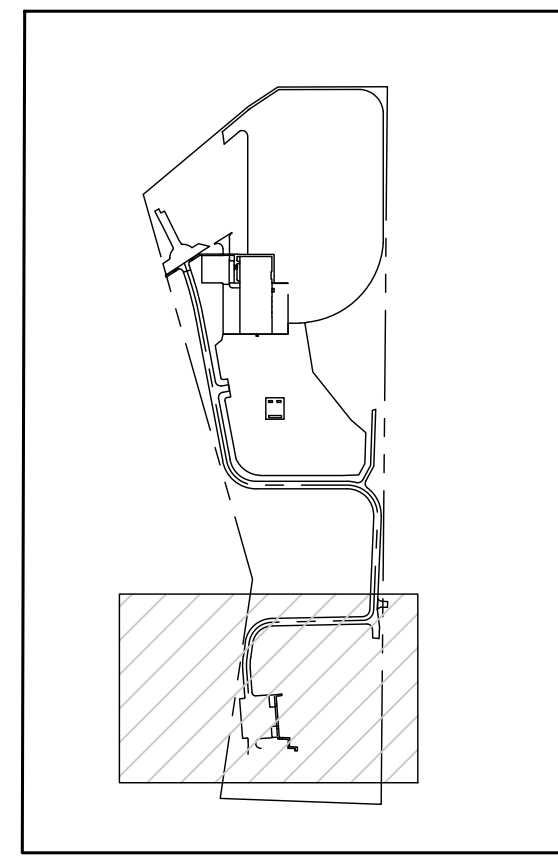
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	OUTLET PROTECTION		ROCK CHECK DAM
	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING
	STRAW BALE EROSION BARRIER		DIRECTION OF FLOW (HISTORIC)
	STOCKPILE AREA		DIRECTION OF FLOW (DEVELOPED)
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			STAGE STORAGE AREA

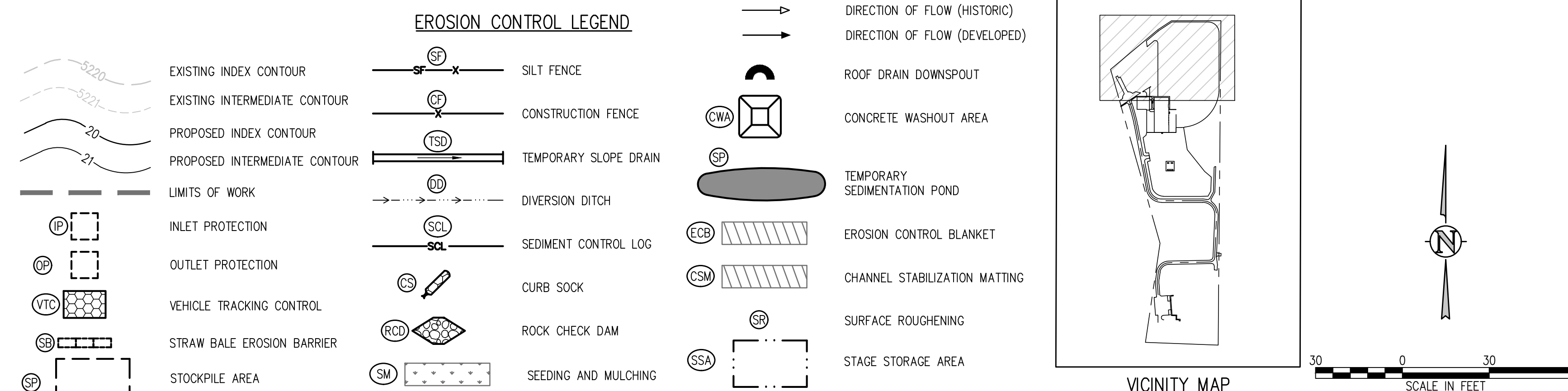




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**CONSTRUCTION  
DOCUMENTS**

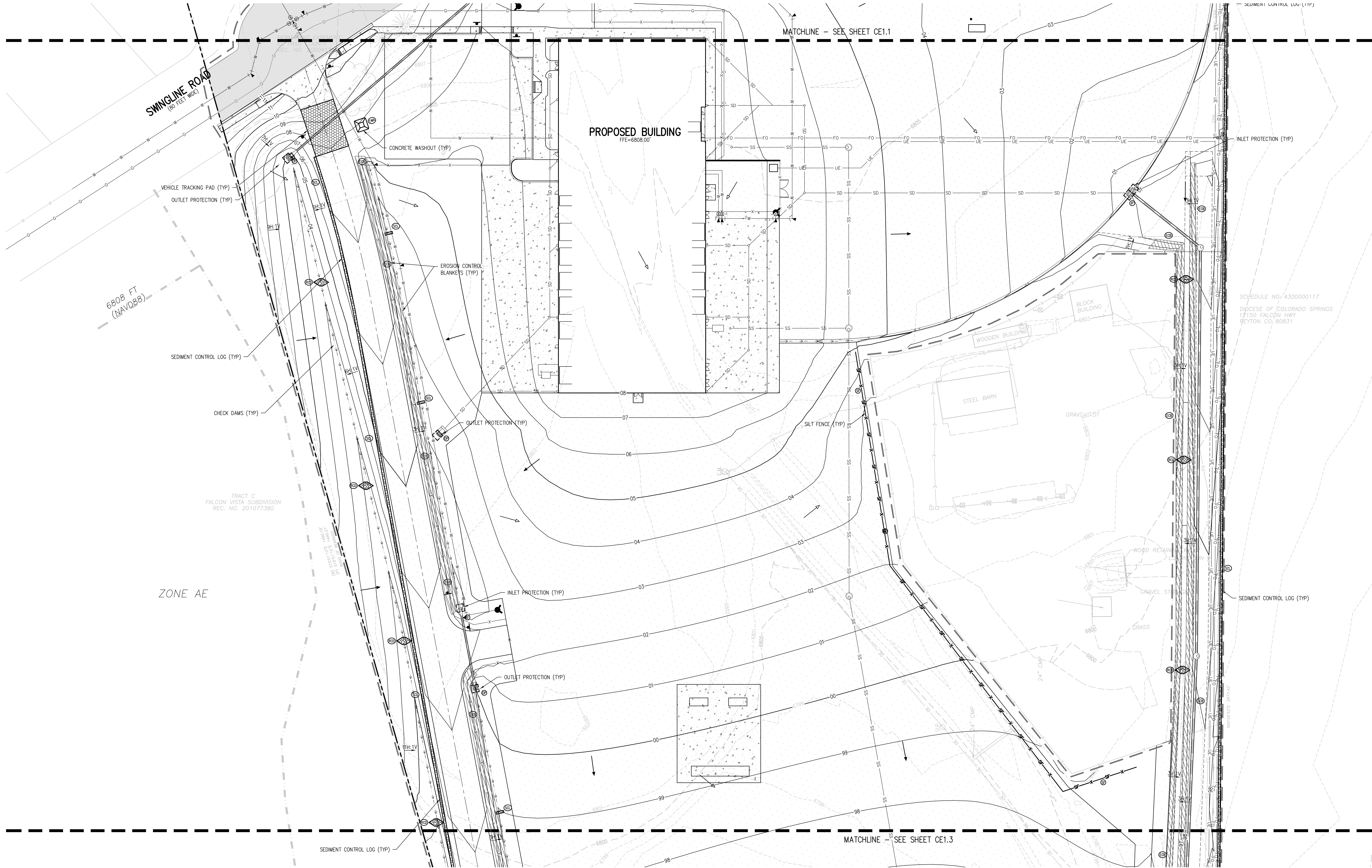
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EROSION AND SEDIMENTATION NOTES:
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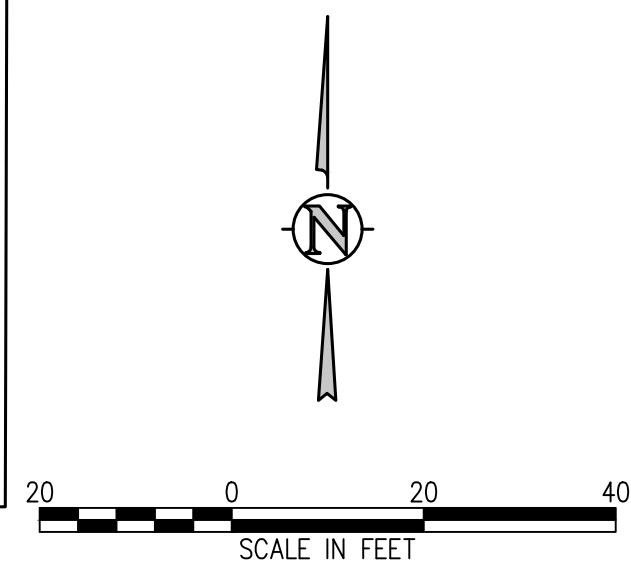
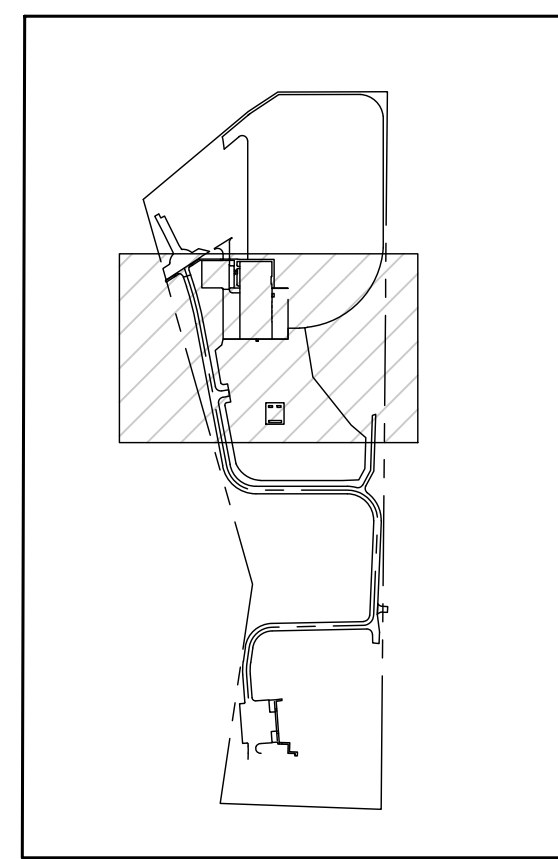


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	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING
	STRAW BALE EROSION BARRIER		CONCRETE WASHOUT AREA
	STOCKPILE AREA		TEMPORARY SEDIMENTATION POND
			EROSION CONTROL BLANKET
			CHANNEL STABILIZATION MATTING
			SURFACE ROUGHENING
			STAGE STORAGE AREA





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



SHEET TITLE  
INTERIM  
EROSION  
CONTROL PLAN  
C

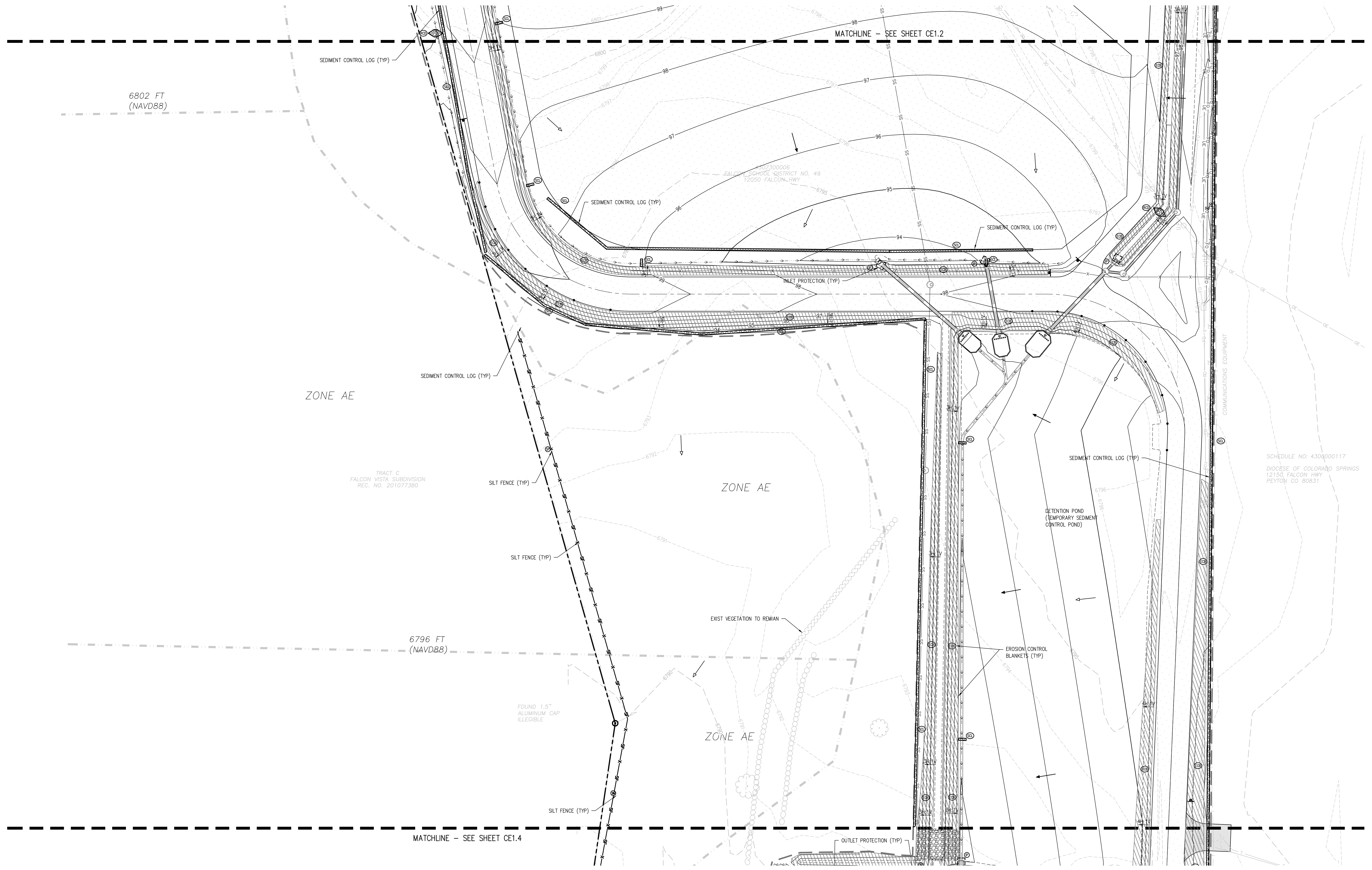
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**2021-041.00**  
DATE  
**09/20/2022**  
REVISIONS

#	DATE	DESCRIPTION
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CONSTRUCTION  
DOCUMENTS

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**EROSION AND SEDIMENTATION NOTES:**  
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**EROSION CONTROL LEGEND**

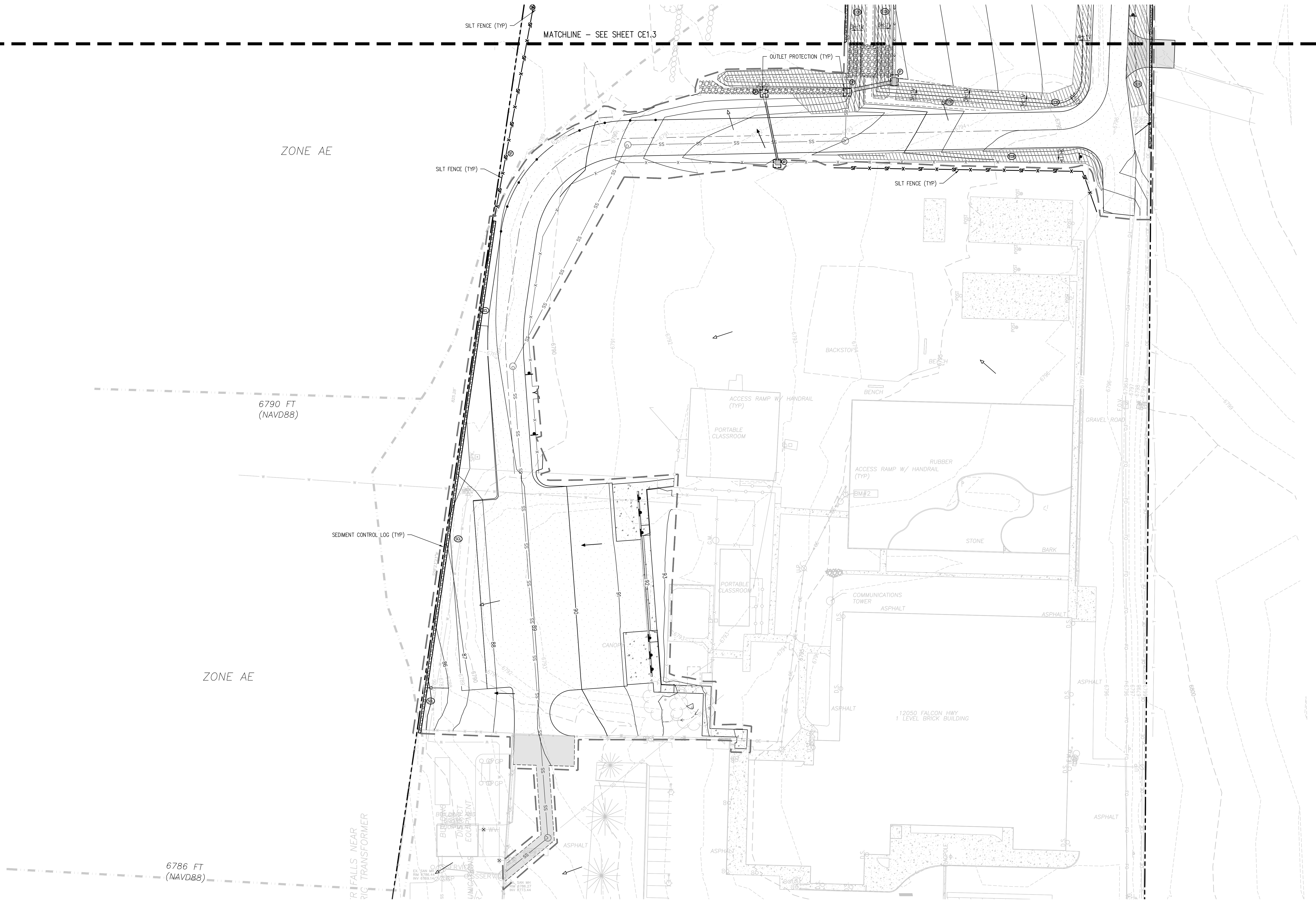
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VEHICLE TRACKING CONTROL	SEEDING AND MULCHING	SURFACE ROUGHENING
STRAW BALE EROSION BARRIER		STAGE STORAGE AREA
STOCKPILE AREA		

**VICINITY MAP**

SCALE IN FEET



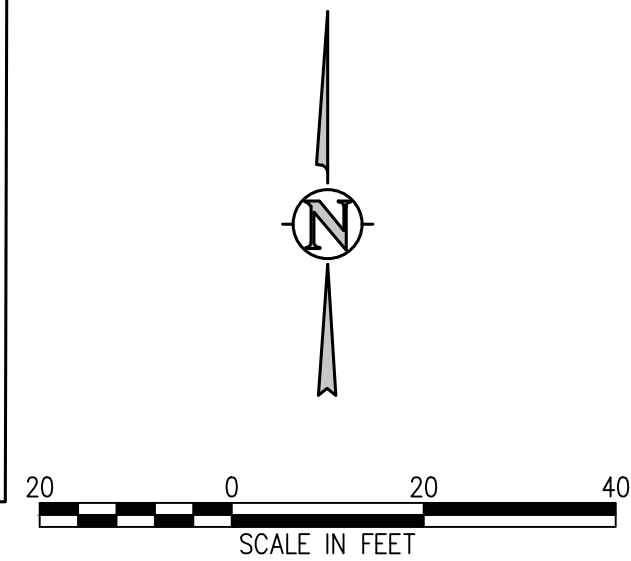
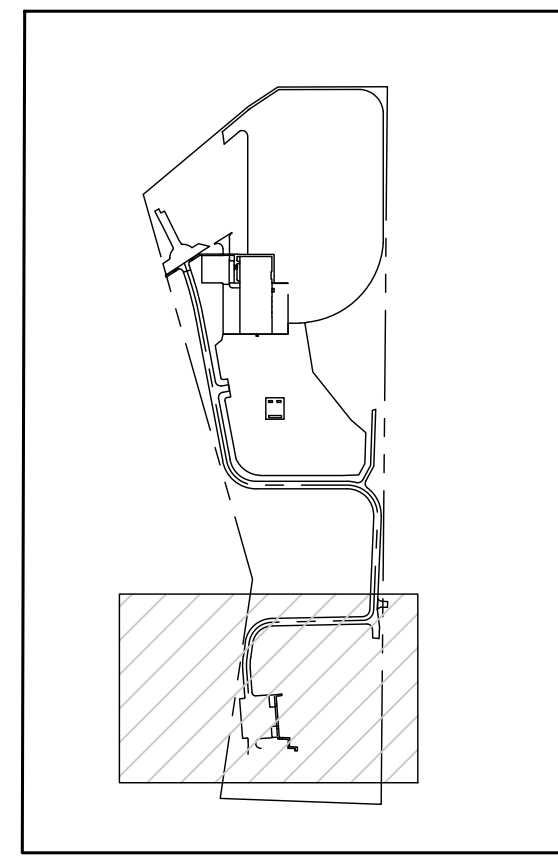
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**EROSION AND SEDIMENTATION NOTES:**

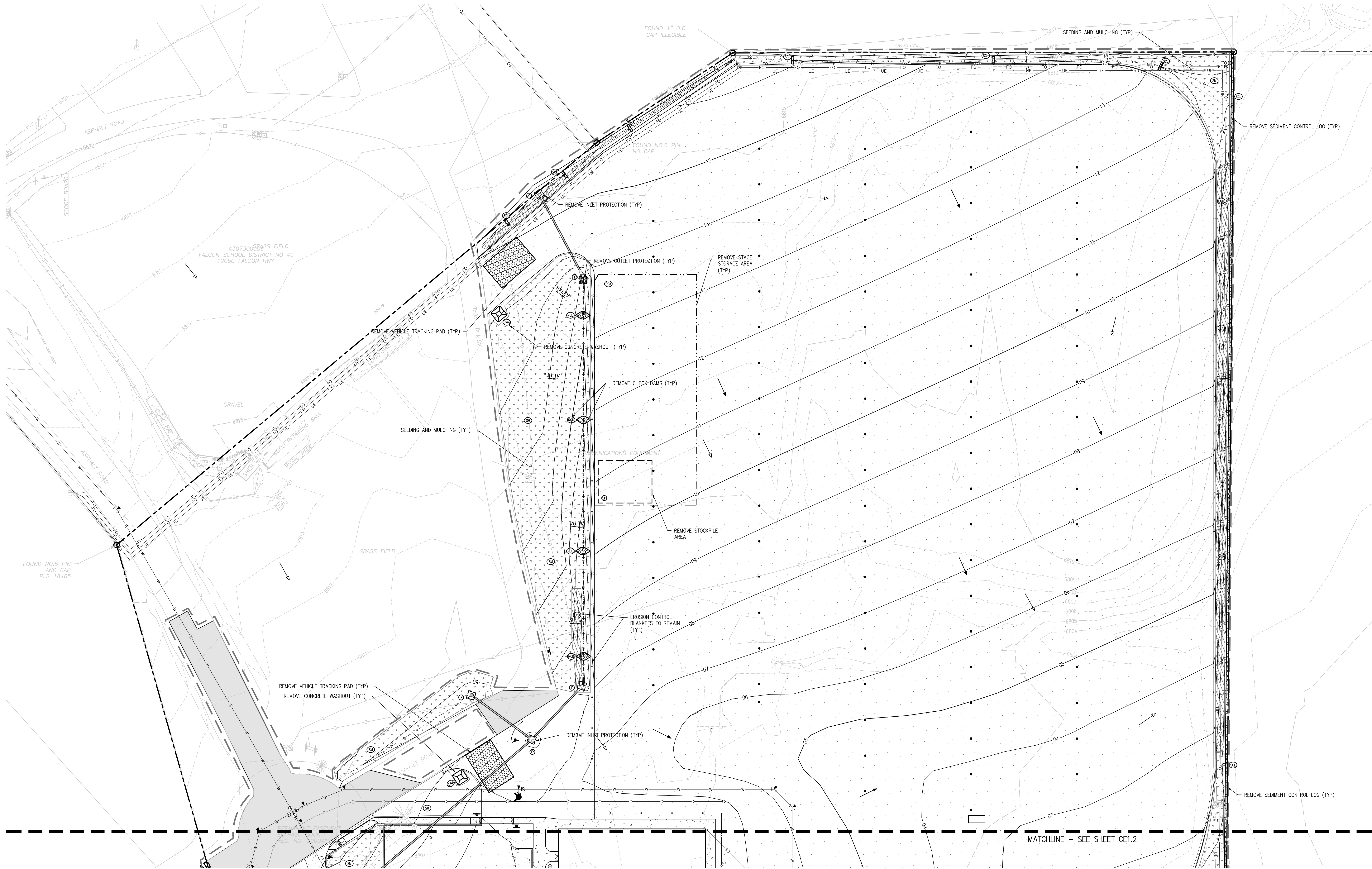
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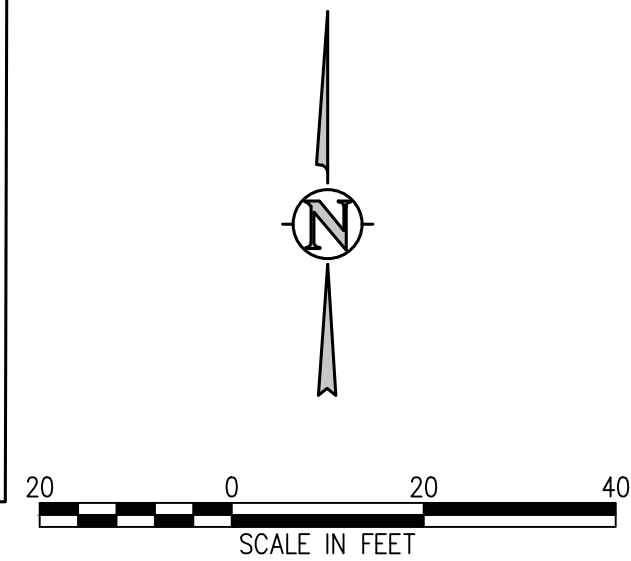
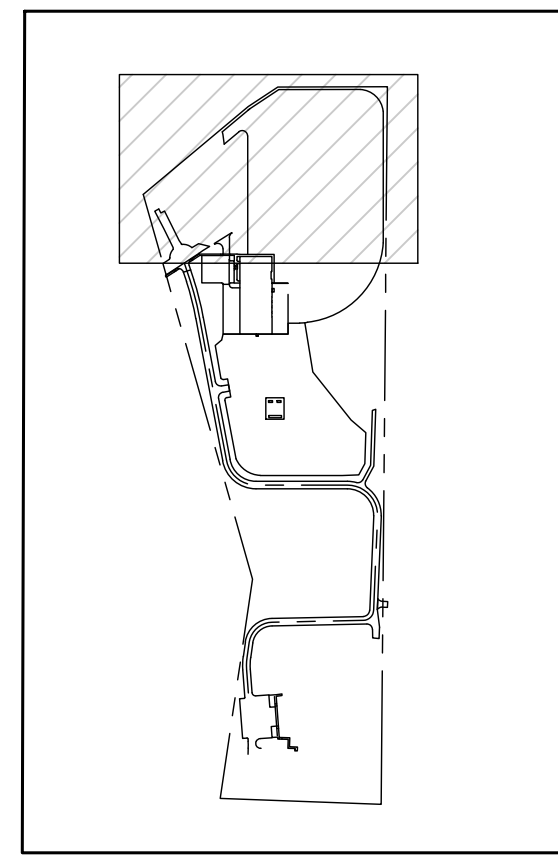
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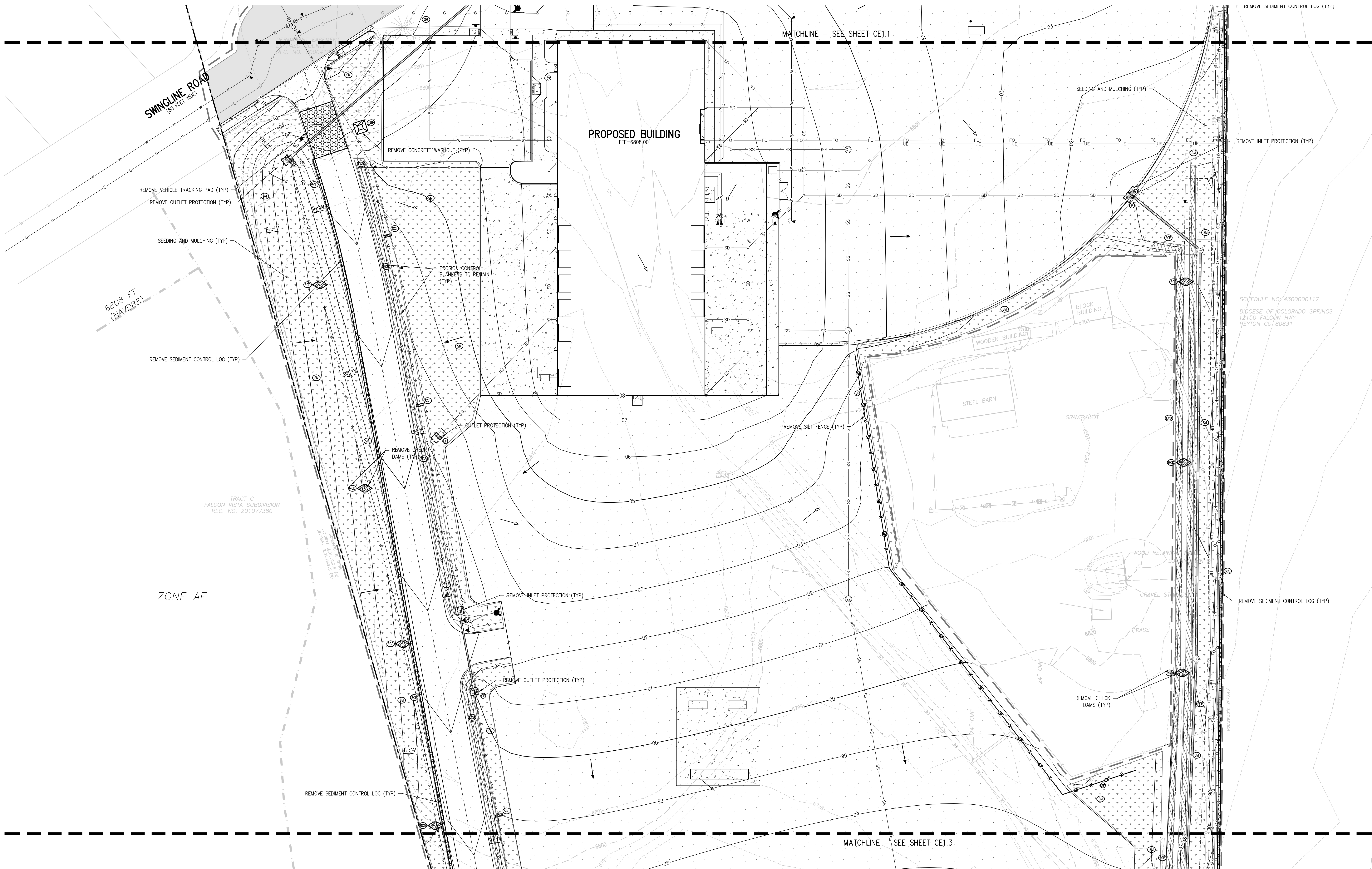
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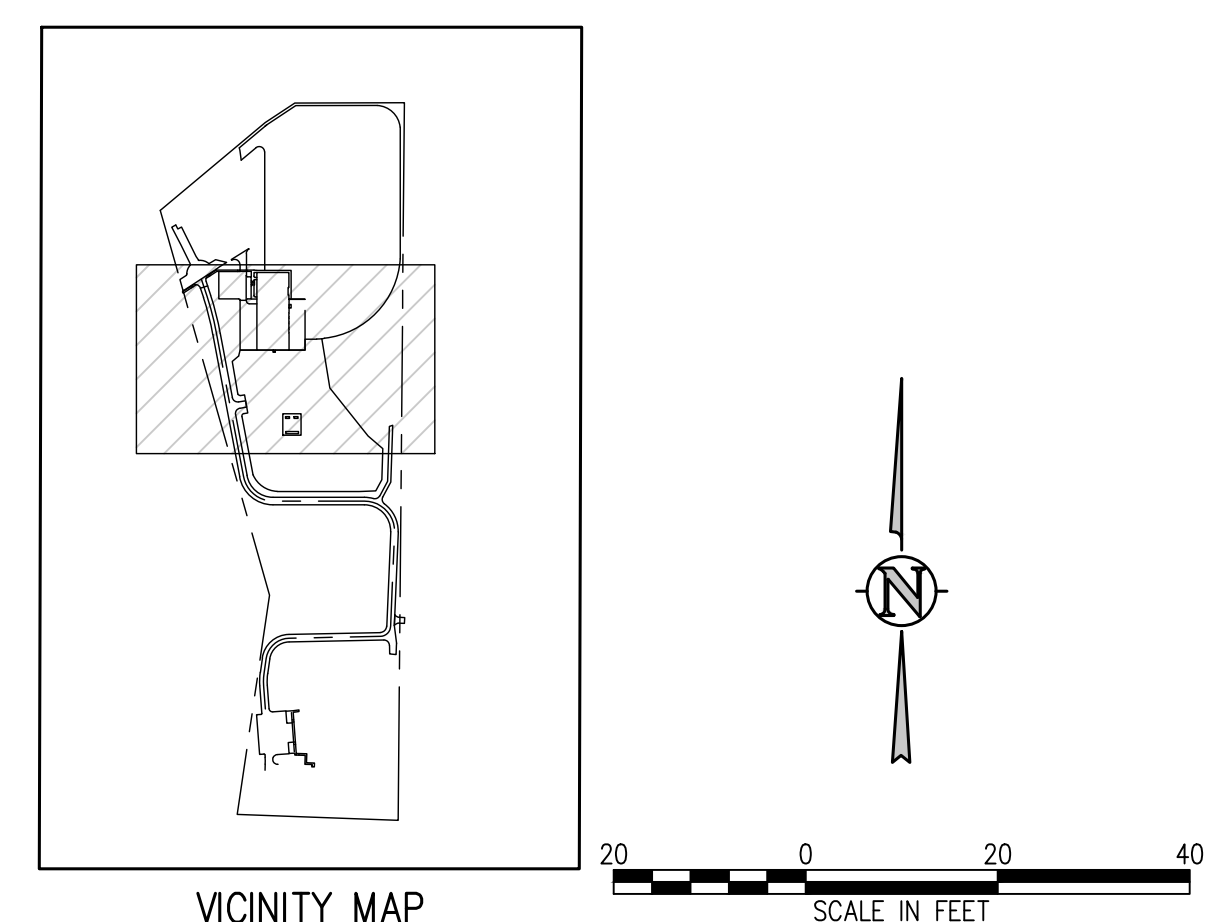




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	STRAW BALE EROSION BARRIER		STAGE STORAGE AREA
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D49 TRANSPORTATION CENTER  
SCHOOL DISTRICT NO 49  
11971 SWINGLINE ROAD  
PEYTON, CO 80831



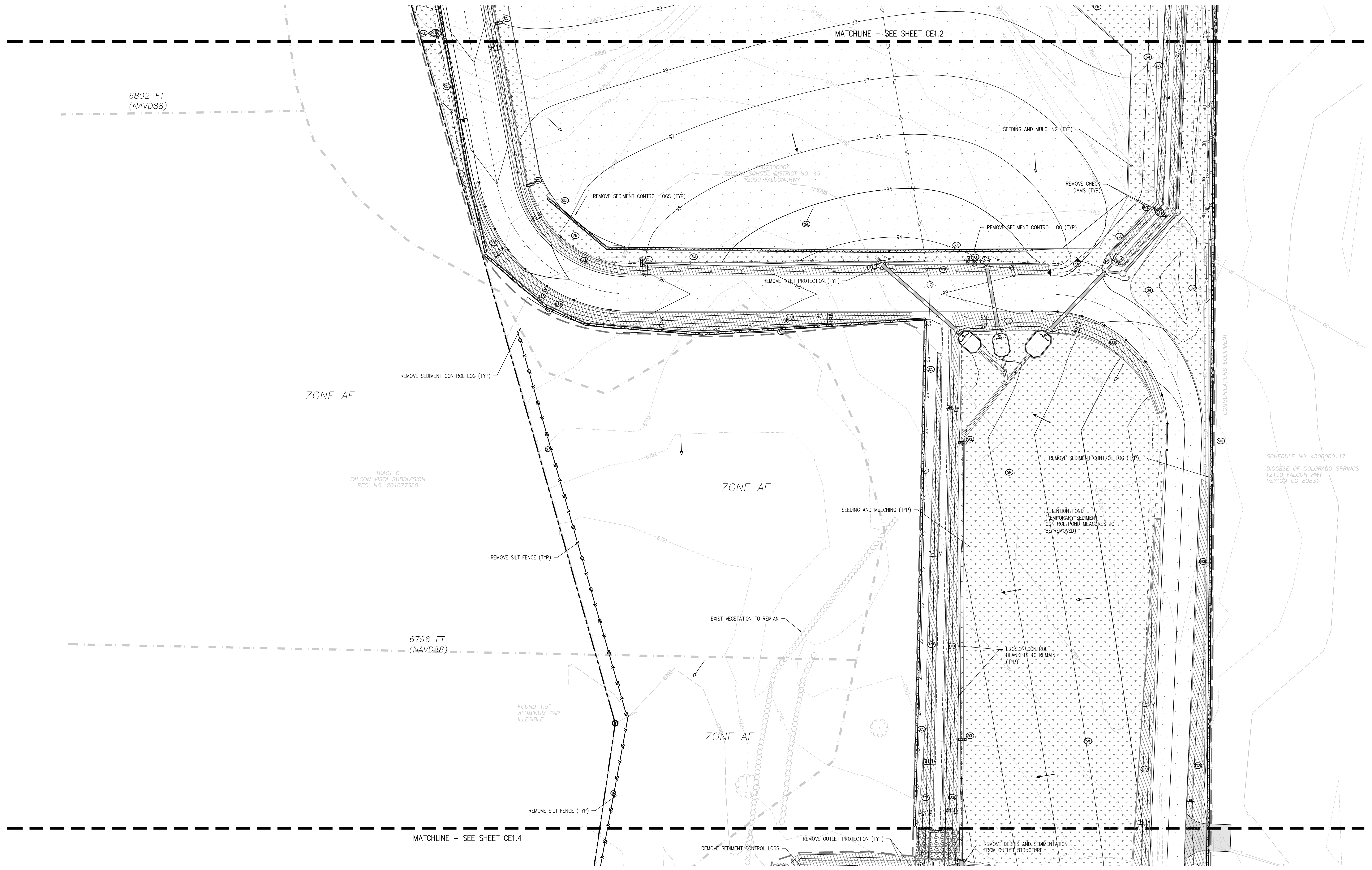
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FINAL EROSION  
CONTROL PLAN  
C

RTA PROJECT NUMBER  
2021-041.00  
DATE  
09/20/2022  
REVISIONS

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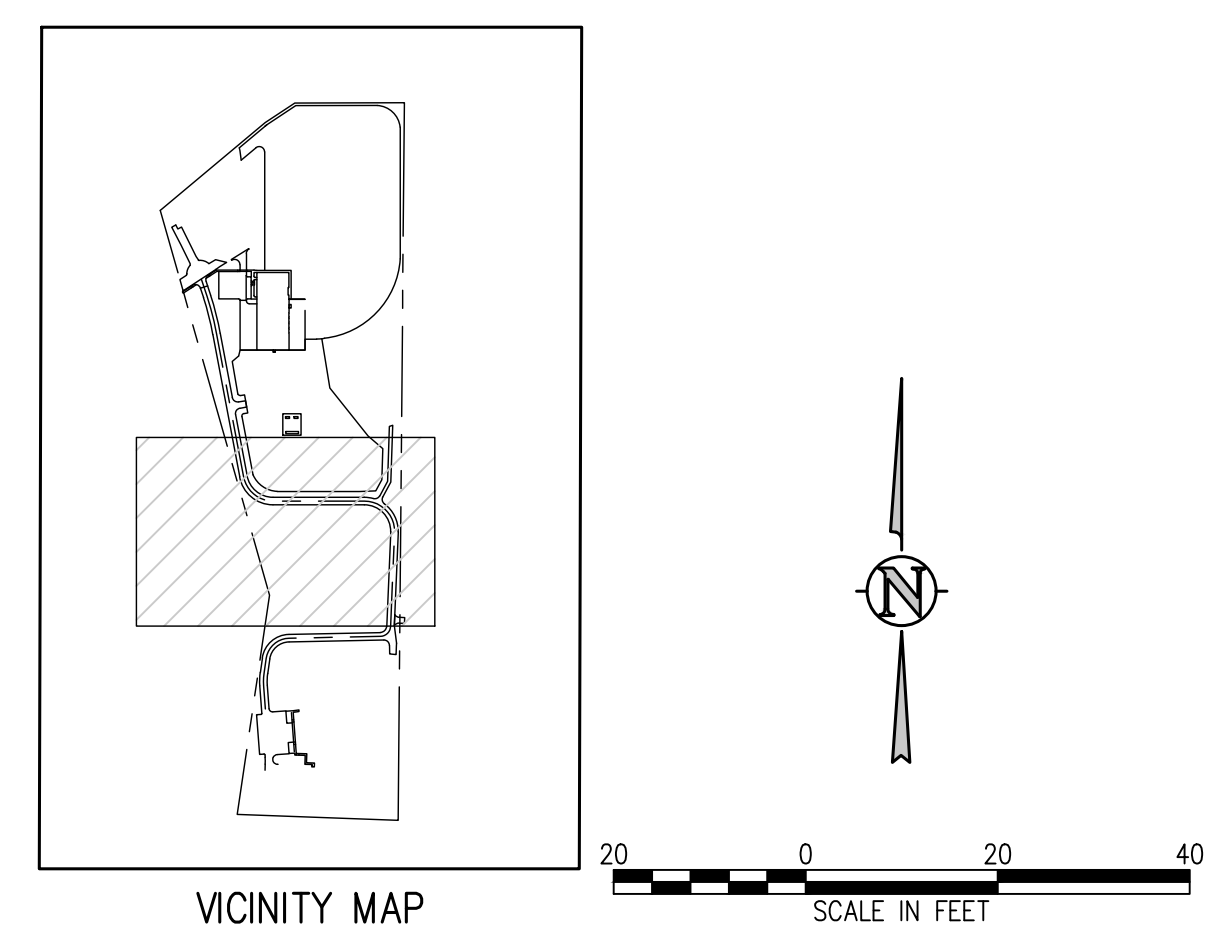
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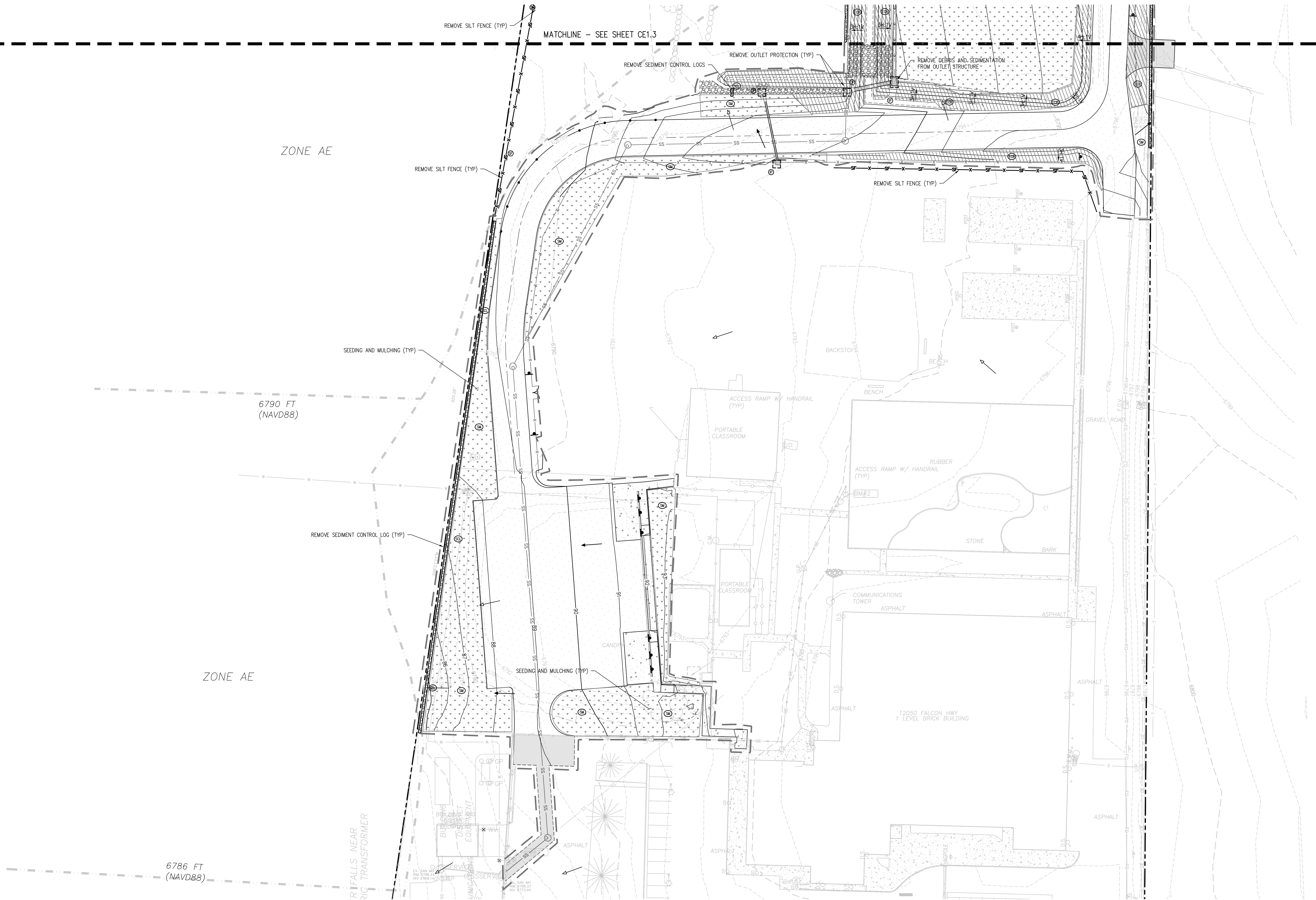
**EROSION AND SEDIMENTATION NOTES:**  
1. CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.  
2. ALL CONTROLS SHALL BE INSTALLED WITHIN THE PROPERTY LINES UNLESS OTHERWISE SPECIFIED. WHEN CONSTRUCTION ACTIVITIES DISTURB ADJACENT AND/OR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

EROSION CONTROL LEGEND			
	EXISTING INDEX CONTOUR		SILT FENCE
	EXISTING INTERMEDIATE CONTOUR		CONSTRUCTION FENCE
	PROPOSED INDEX CONTOUR		TEMPORARY SLOPE DRAIN
	PROPOSED INTERMEDIATE CONTOUR		DIVERSION DITCH
	LIMITS OF WORK		SEDIMENT CONTROL LOG
	INLET PROTECTION		CURB SOCK
	OUTLET PROTECTION		ROCK CHECK DAM
	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING
	STRAW BALE EROSION BARRIER		STAGE STORAGE AREA
	STOCKPILE AREA		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





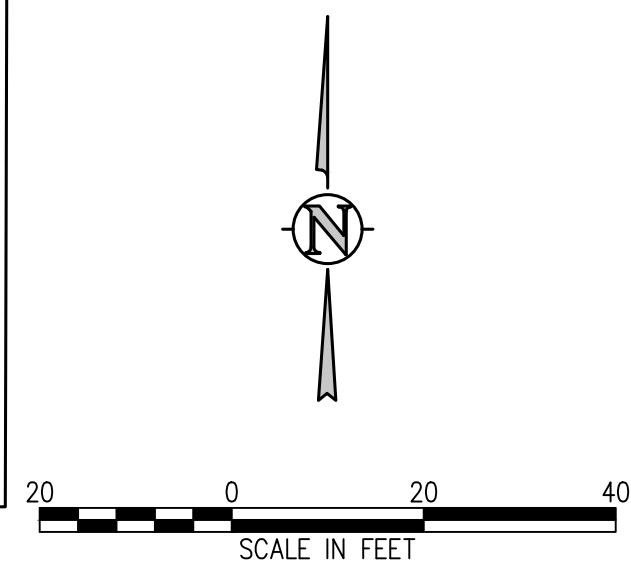
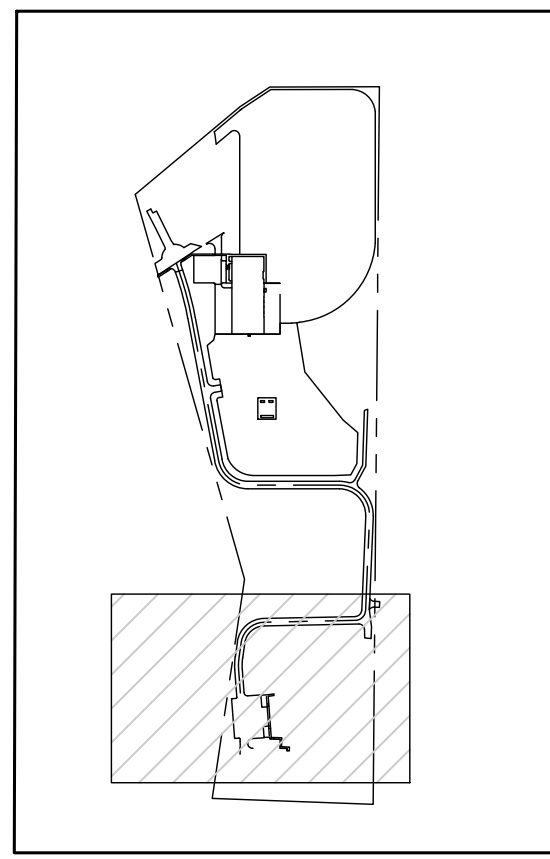
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**EROSION AND SEDIMENTATION NOTES:**

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EROSION CONTROL LEGEND			
	EXISTING INDEX CONTOUR		SILT FENCE
	EXISTING INTERMEDIATE CONTOUR		CONSTRUCTION FENCE
	PROPOSED INDEX CONTOUR		TEMPORARY SLOPE DRAIN
	PROPOSED INTERMEDIATE CONTOUR		DIVERSION DITCH
	LIMITS OF WORK		SEDIMENT CONTROL LOG
	INLET PROTECTION		CURB SOCK
	OUTLET PROTECTION		ROCK CHECK DAM
	VEHICLE TRACKING CONTROL		SEEDING AND MULCHING
	STRAW BALE EROSION BARRIER		STAGE STORAGE AREA
	STOCKPILE AREA		
			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





## 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 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 ACROSS 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 SEEDDED 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-OUT 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, LANDSCAPES, 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 BINDWEED, 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
LOLIUM PERENNE	PERENNIAL RYEGRASS	PENNFINE	2.0

ALL SEEDS SHALL BE DRILLED NOT HYDROSEEDED. 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. A JACKRPER 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 RESEDED 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 LANDSCAPING WILL INCLUDE SOODING 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 PERFORMED 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 PERMANENT RIGHTS-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 RESEDED. 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.



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SHEET TITLE  
SWMP NOTES

RTA PROJECT NUMBER  
2021-041-00  
DATE  
09/20/2022  
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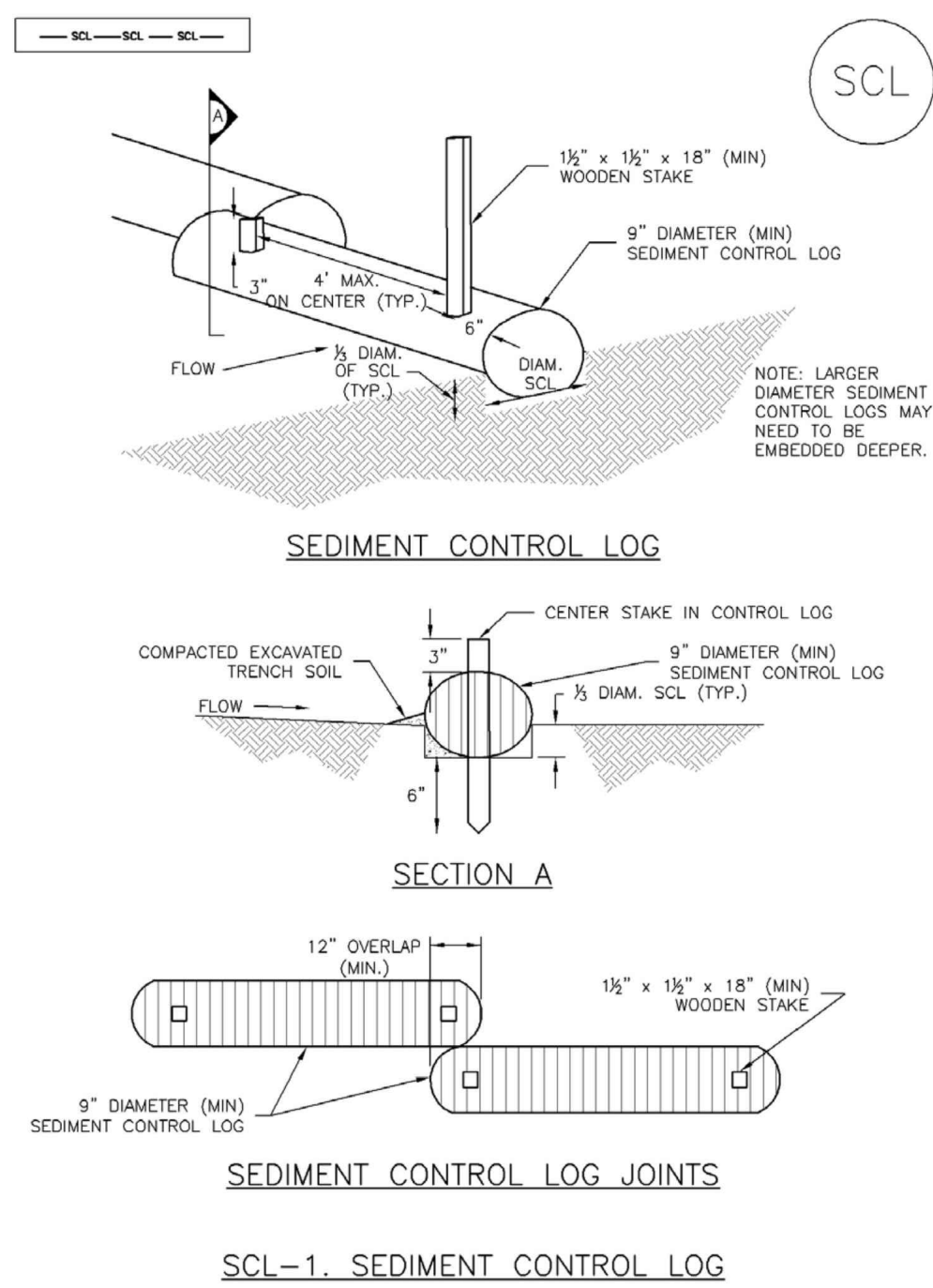
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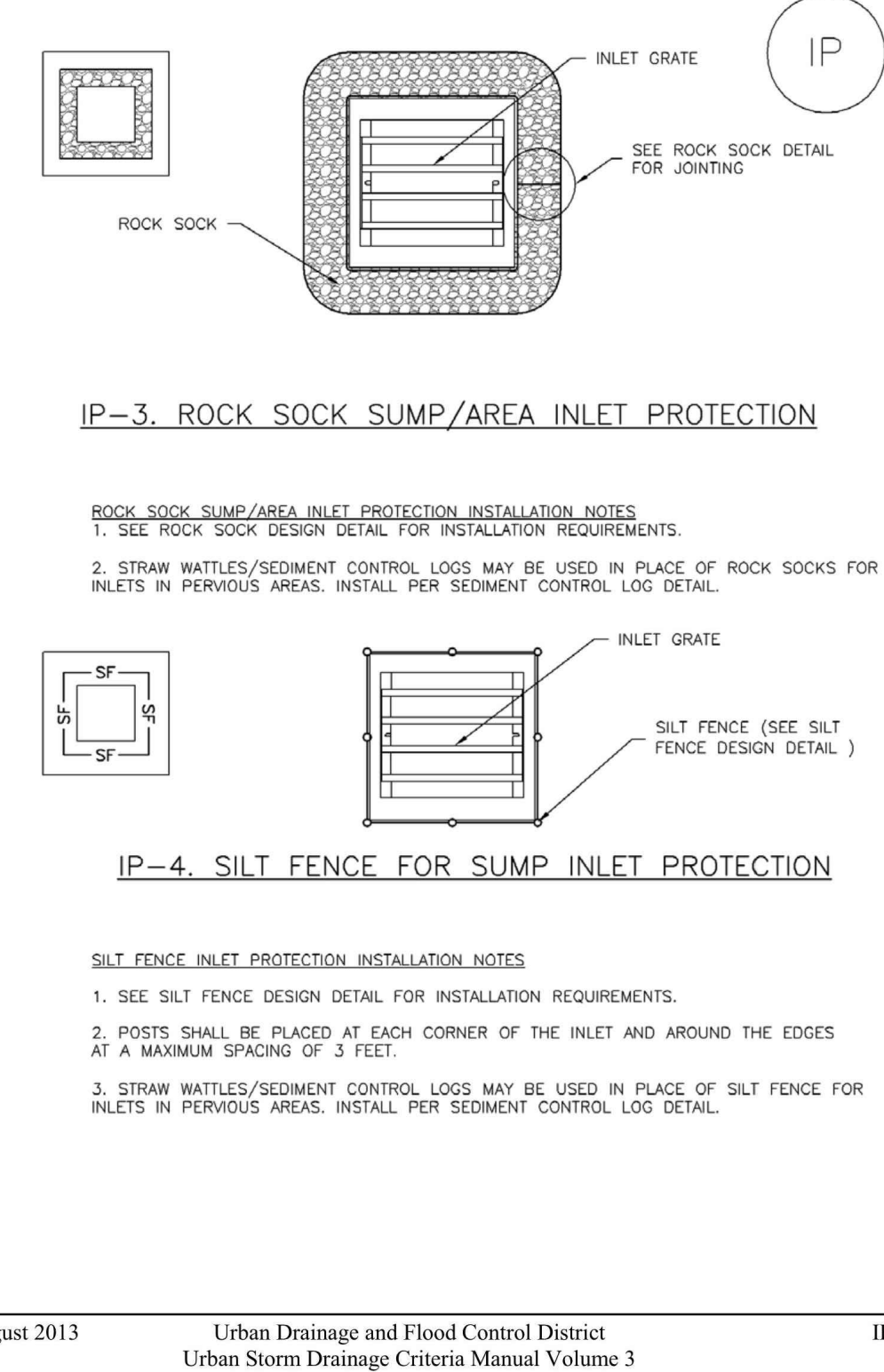


**Sediment Control Log (SCL) SC-2**

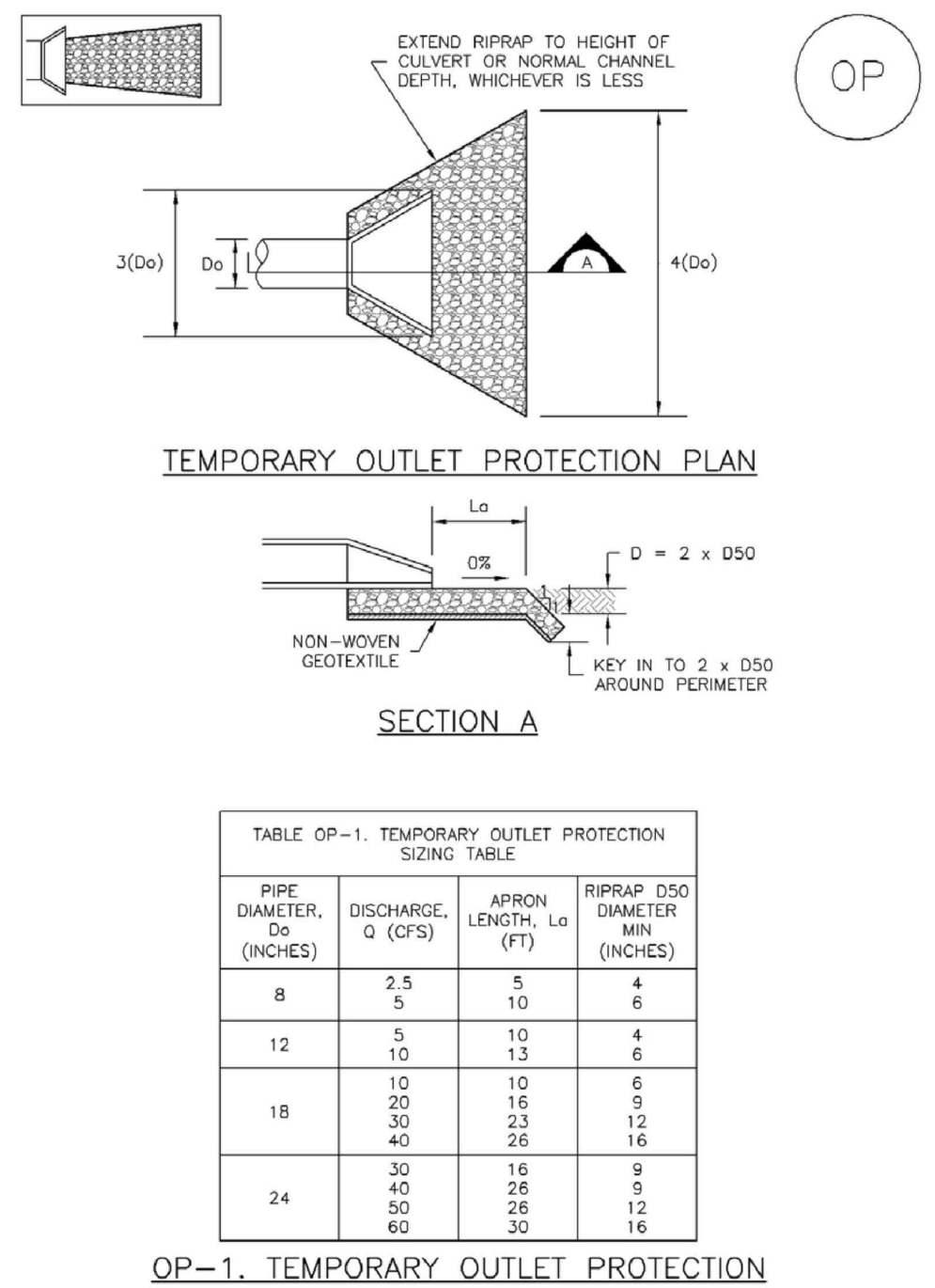


November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SCL-3

**Inlet Protection (IP) SC-6**

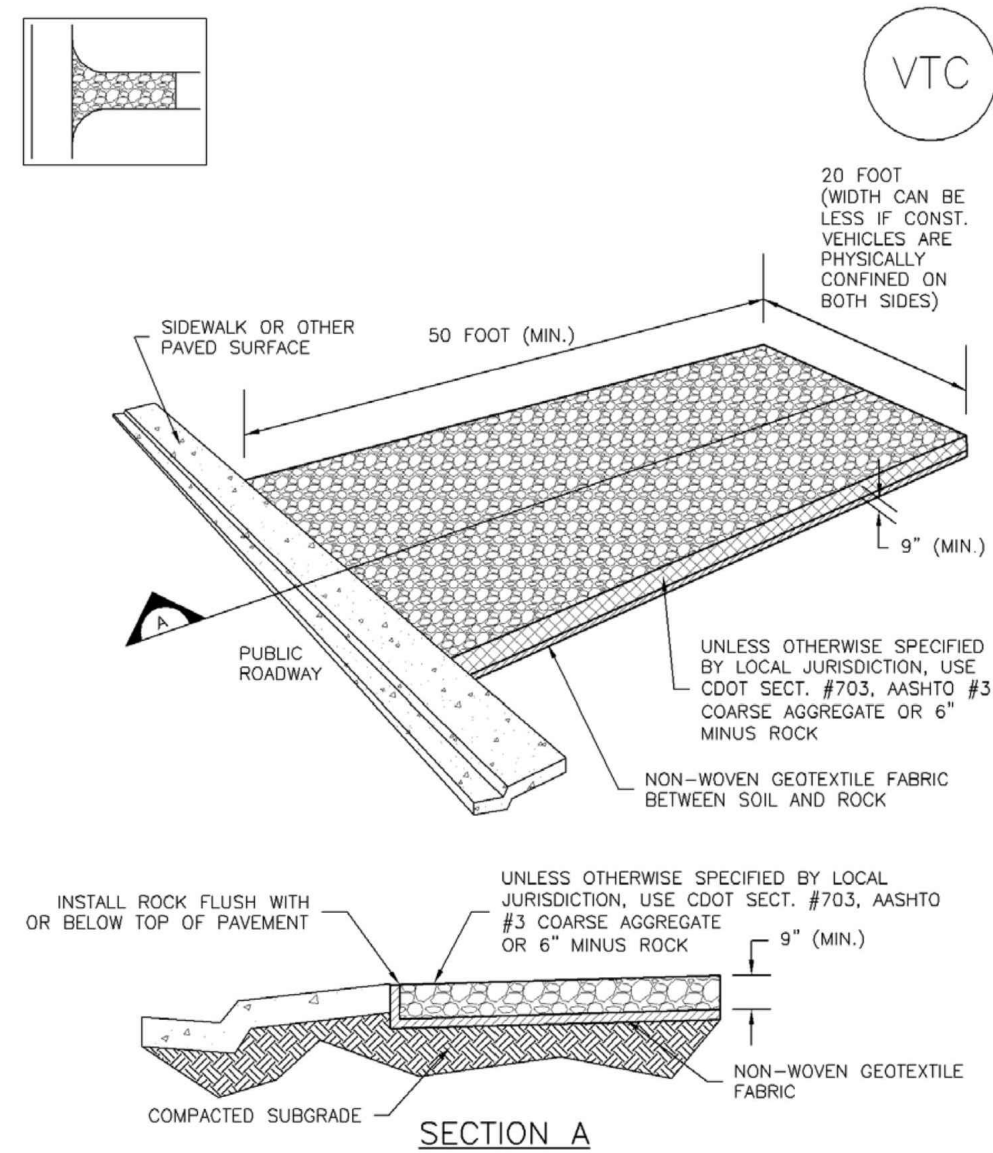


**EC-8 Temporary Outlet Protection (TOP)**





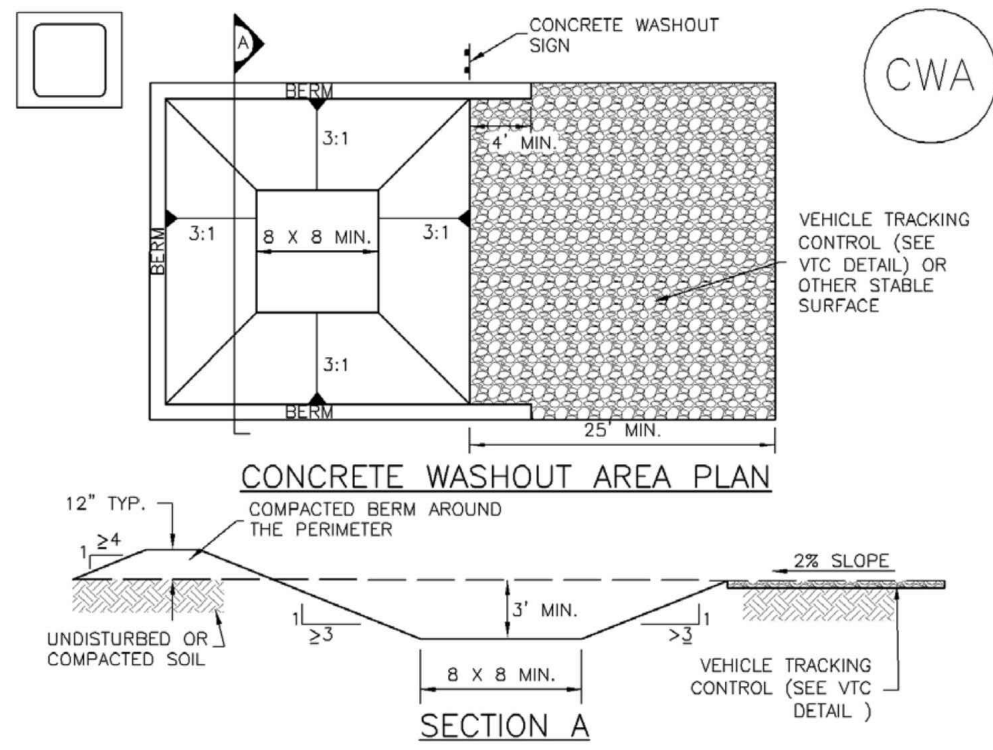
Vehicle Tracking Control (VTC) SM-4



VTC-1. AGGREGATE VEHICLE TRACKING CONTROL

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

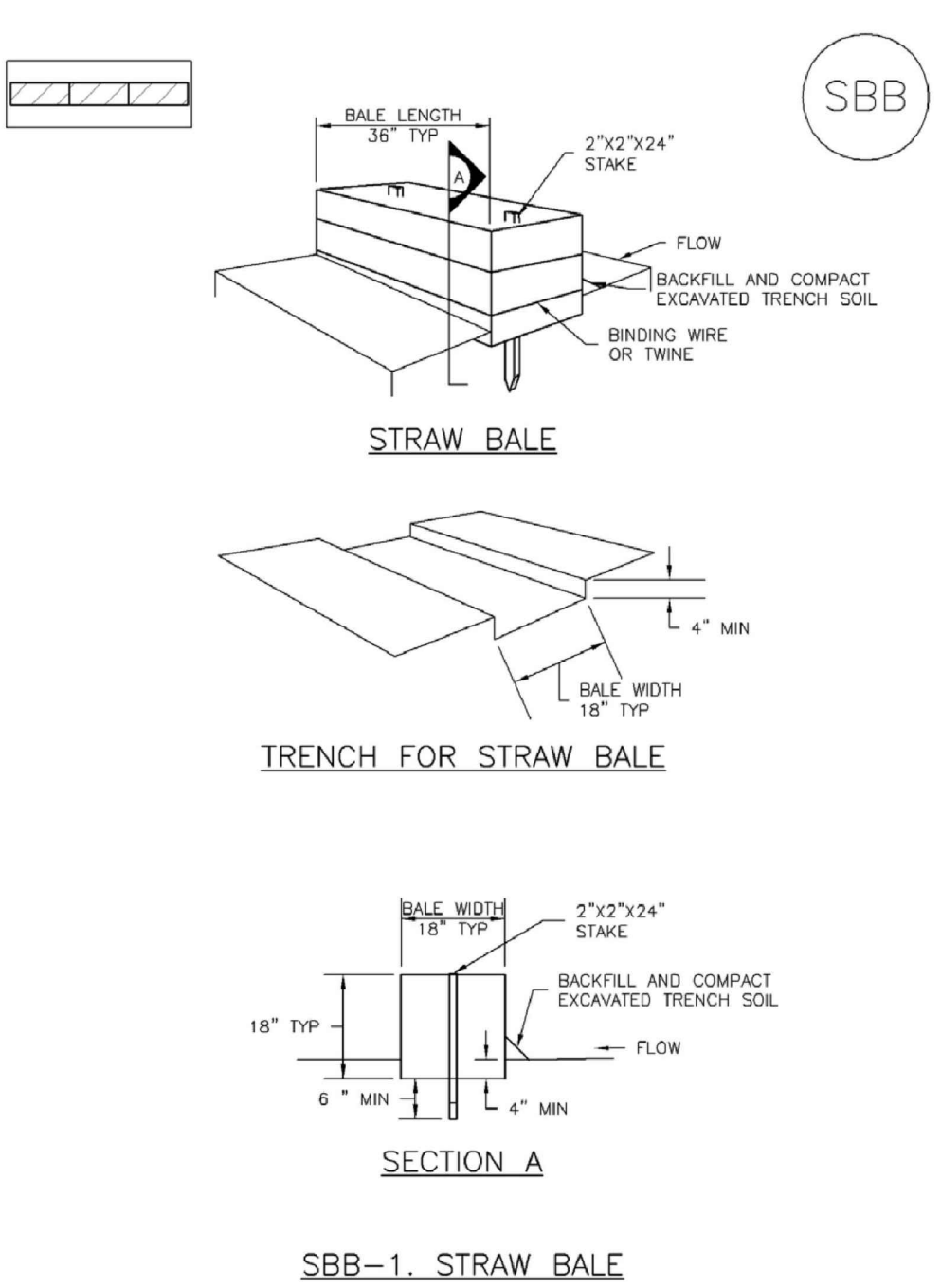
Concrete Washout Area (CWA) MM-1



CWA-1. CONCRETE WASHOUT AREA

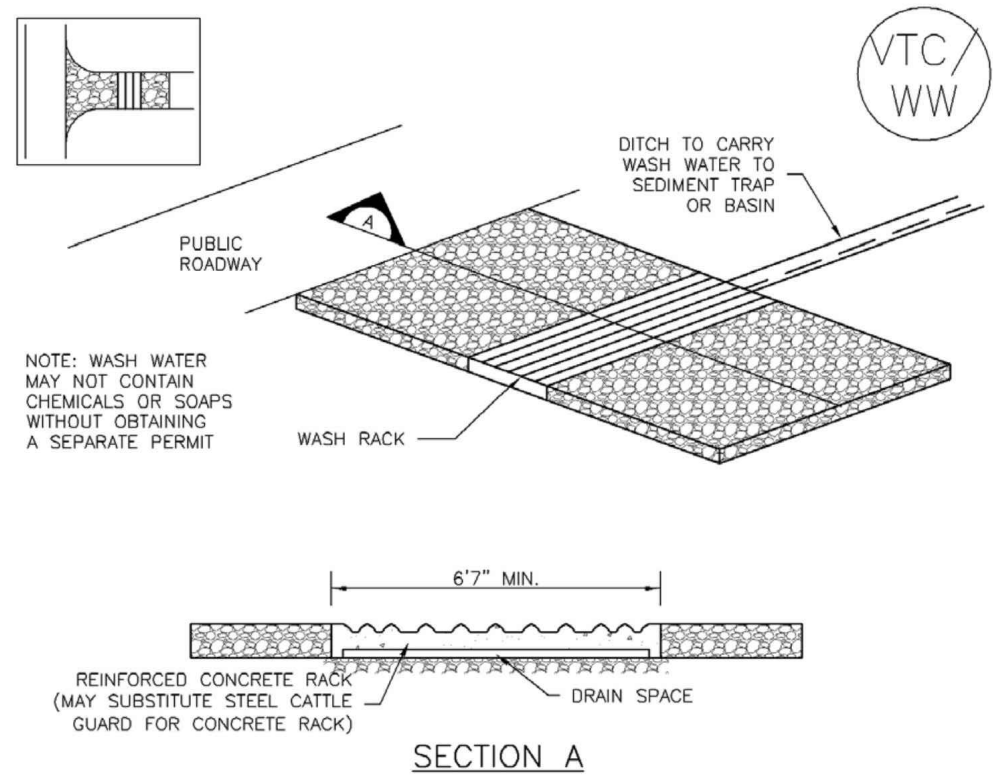
November 2010 Urban Drainage and Flood Control District CWA-3  
Urban Storm Drainage Criteria Manual Volume 3

SC-3 Straw Bale Barrier (SBB)



SBB-1. STRAW BALE

SM-4 Vehicle Tracking Control (VTC)



VTC-2. AGGREGATE VEHICLE TRACKING CONTROL WITH WASH RACK

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

MM-1 Concrete Washout Area (CWA)

CWA MAINTENANCE NOTES

1. 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.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE MATERIALS ACCUMULATED IN PIT SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2'.
5. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.
6. THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
7. WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.

(DETAIL ADAPTED FROM DOUGLAS COUNTY, COLORADO AND THE CITY OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)  
NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

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

SC-3 Straw Bale Barrier (SBB)

STRAW BALE INSTALLATION NOTES

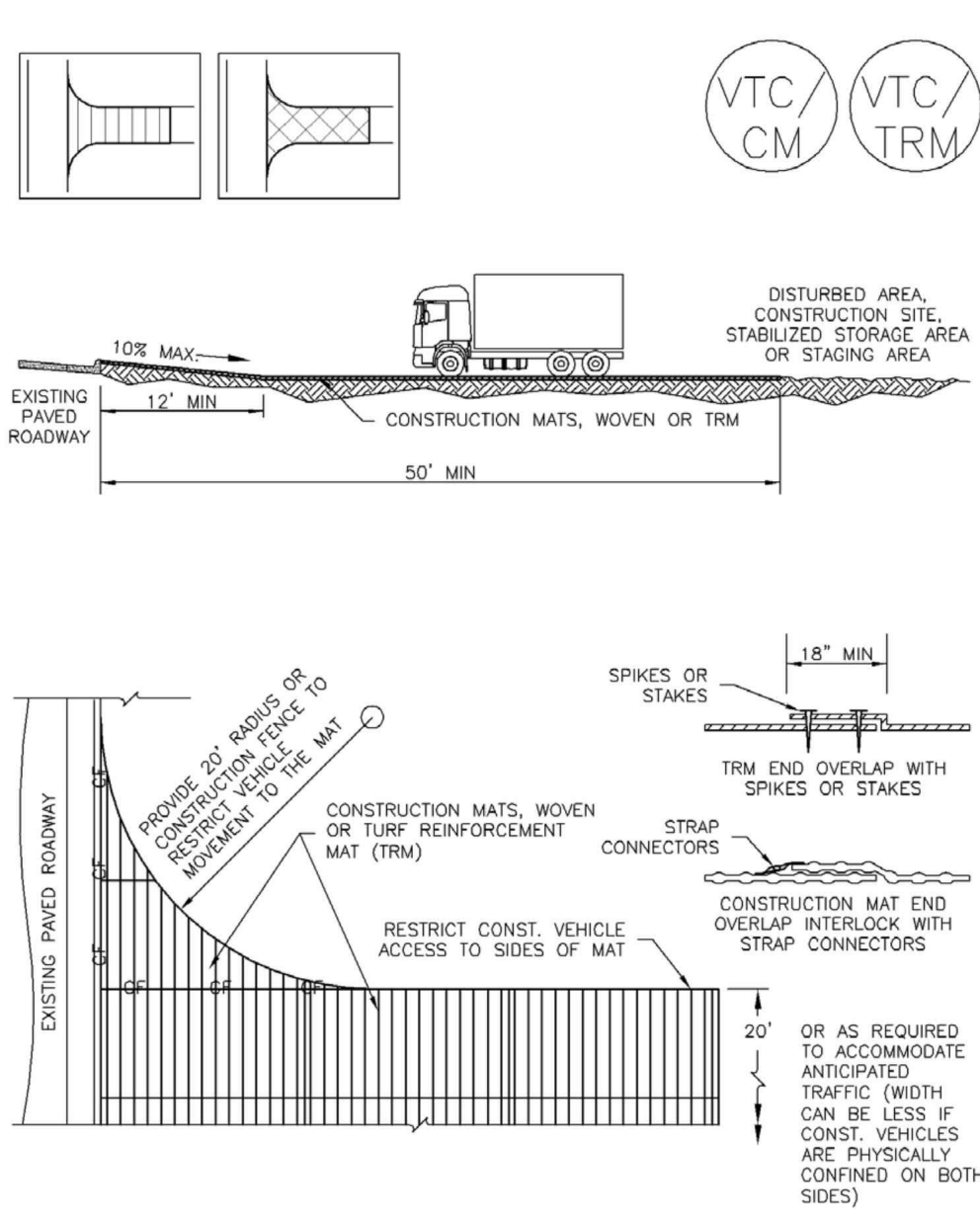
1. SEE PLAN VIEW FOR:  
-LOCATIONS OF STRAW BALES.
2. STRAW BALES SHALL CONSIST OF CERTIFIED WEED FREE STRAW OR HAY. LOCAL JURISDICTIONS MAY REQUIRE PROOF THAT BALES ARE WEED FREE.
3. STRAW BALES SHALL CONSIST OF APPROXIMATELY 5 CUBIC FEET OF STRAW OR HAY AND WEIGH NOT LESS THAN 35 POUNDS.
4. WHEN STRAW BALES ARE USED IN SERIES AS A BARRIER, THE END OF EACH BALE SHALL BE TIGHTLY ADJUTING ONE ANOTHER.
5. STRAW BALE DIMENSIONS SHALL BE APPROXIMATELY 36"x18"x18".
6. A UNIFORM ANCHOR TRENCH SHALL BE EXCAVATED TO A DEPTH OF 4". STRAW BALES SHALL BE PLACED SO THAT BINDING TWINE IS ENCOMPASSING THE VERTICAL SIDES OF THE BALES. ALL EXCAVATED SOIL SHALL BE PLACED ON THE UPHILL SIDE OF THE STRAW BALES (AND COMPACTED).
7. TWO (2) WOODEN STAKES SHALL BE USED TO HOLD EACH BALE IN PLACE. WOODEN STAKES SHALL BE 2"x2"x24". WOODEN STAKES SHALL BE DRIVEN 6" INTO THE GROUND.

STRAW BALE MAINTENANCE NOTES

1. 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.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. STRAW BALES SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED, ROTTEN, OR DAMAGED BEYOND REPAIR.
5. SEDIMENT ACCUMULATED UPSTREAM OF STRAW BALE BARRIER SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 3" OF THE HEIGHT OF THE STRAW BALE BARRIER.
6. STRAW BALES ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
7. WHEN STRAW BALES ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEED AND MULCH OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(DETAILS ADAPTED FROM TOWN OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)  
NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

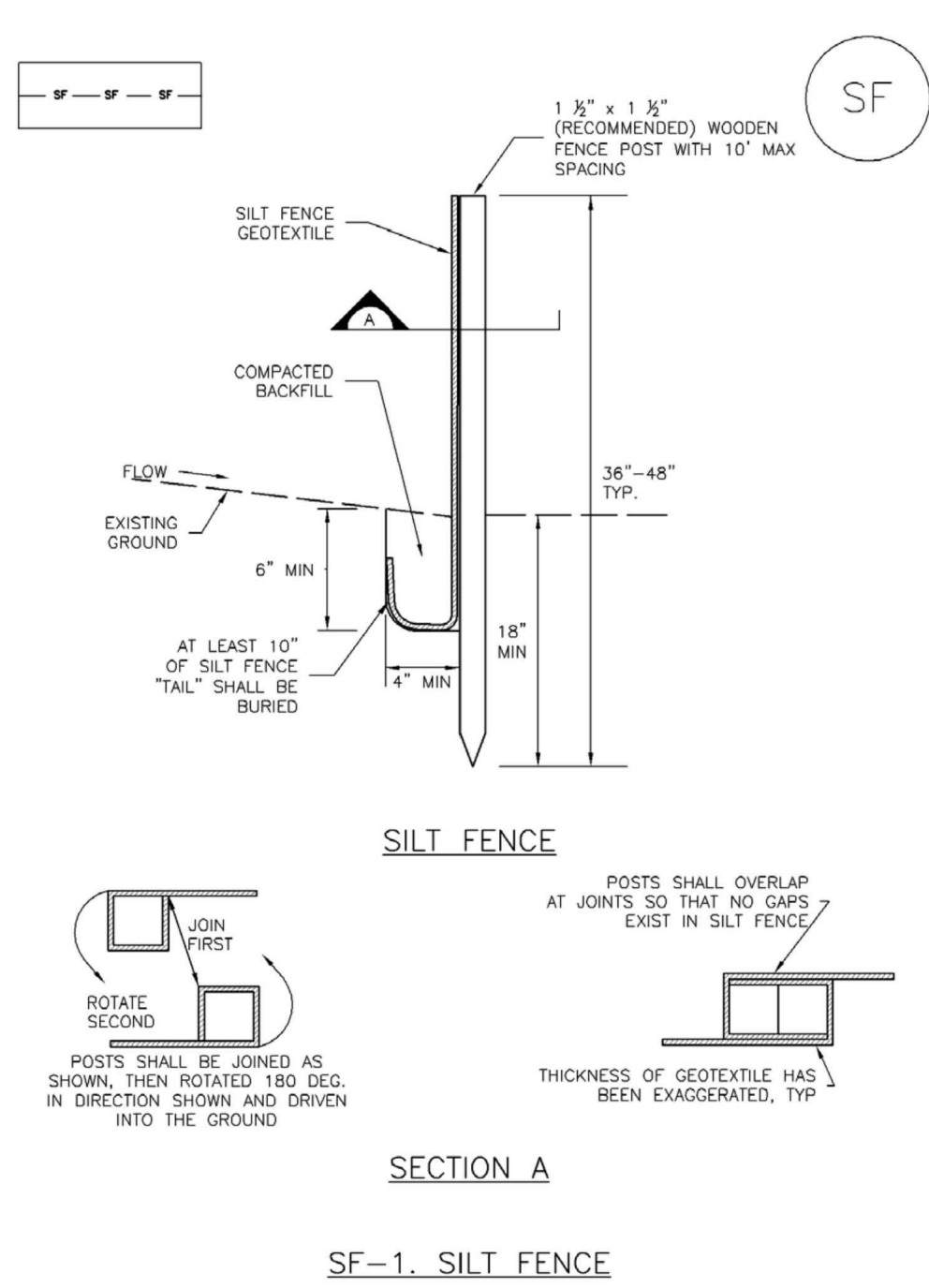
Vehicle Tracking Control (VTC) SM-4



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

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

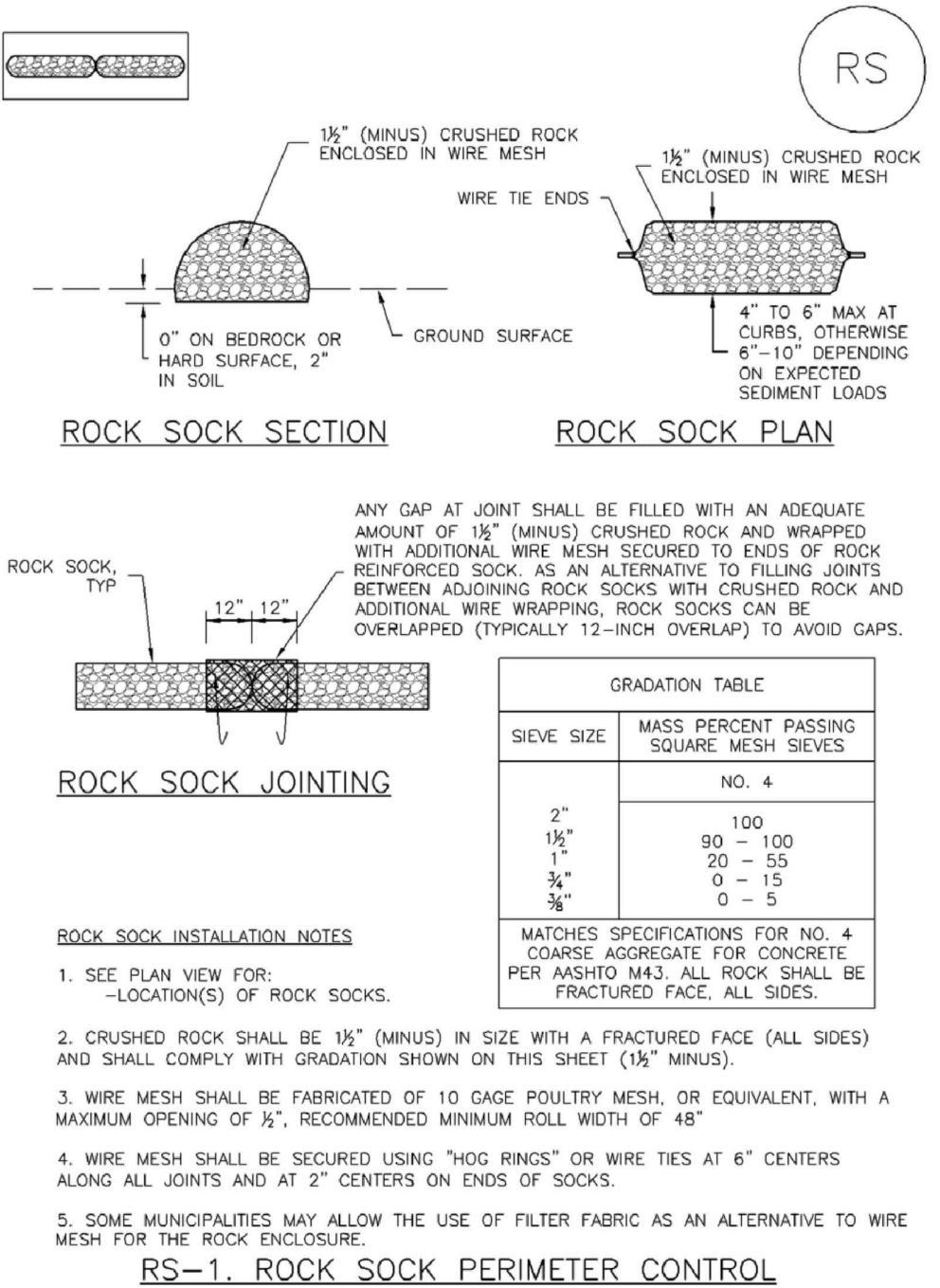
Silt Fence (SF) SC-1



SF-1. SILT FENCE

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

SC-5 Rock Sock (RS)



RS-1. ROCK SOCK PERIMETER CONTROL

SM-4 Vehicle Tracking Control (VTC)

STABILIZED CONSTRUCTION ENTRANCE/EXIT INSTALLATION NOTES

1. SEE PLAN VIEW FOR:  
-LOCATION OF CONSTRUCTION ENTRANCE(S)/EXIT(S).  
-TYPE OF CONSTRUCTION ENTRANCE(S)/EXIT(S) (WITH/WITHOUT WHEEL WASH, CONSTRUCTION MAT OR TRM).
2. CONSTRUCTION MAT OR TRM STABILIZED CONSTRUCTION ENTRANCES ARE ONLY TO BE USED ON SHORT DURATION PROJECTS (TYPICALLY RANGING FROM A WEEK TO A MONTH) WHERE THERE WILL BE LIMITED VEHICULAR ACCESS.
3. A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE LOCATED AT ALL ACCESS POINTS WHERE VEHICLES ACCESS THE CONSTRUCTION SITE FROM PAVED RIGHT-OF-WAYS.
4. STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.
5. A NON-WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE STABILIZED CONSTRUCTION ENTRANCE/EXIT PRIOR TO THE PLACEMENT OF ROCK.
6. UNLESS OTHERWISE SPECIFIED BY LOCAL JURISDICTION, ROCK SHALL CONSIST OF DOT SECT. F703, AASHTO #3 COARSE AGGREGATE OR 6" (MINUS) ROCK.

STABILIZED CONSTRUCTION ENTRANCE/EXIT MAINTENANCE NOTES

1. 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.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. ROCK SHALL BE REPLACED OR REGRADED AS NECESSARY TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT DEPTH.
5. SEDIMENT TRACKED ONTO PAVED ROADS IS TO BE REMOVED THROUGHOUT THE DAY AND AT THE END OF THE DAY BY SHOVELING OR SWEEPING. SEDIMENT MAY NOT BE WASHED DOWN STORM SEWER DRAINS.

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

(DETAILS ADAPTED FROM CITY OF BROOMFIELD, COLORADO, NOT AVAILABLE IN AUTOCAD)

VTC-6 Urban Drainage and Flood Control District  
Urban Storm Drainage Criteria Manual Volume 3 November 2010

SC-1 Silt Fence (SF)

SILT FENCE INSTALLATION NOTES

1. SILT FENCE MUST BE PLACED AWAY FROM THE TOE OF THE SLOPE TO ALLOW FOR WATER PONDING. SILT FENCE AT THE TOE OF A SLOPE SHOULD BE INSTALLED IN A FLAT LOCATION AT LEAST SEVERAL FEET (2-5 FT) FROM THE TOE OF THE SLOPE TO ALLOW ROOM FOR PONDING AND DEPOSITION.
2. A UNIFORM 6" x 4" ANCHOR TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION DEVICE. NO ROAD GRADERS, BACKHOES, OR SIMILAR EQUIPMENT SHALL BE USED.
3. COMPACT ANCHOR TRENCH BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. COMPACTOR SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
4. SILT FENCE SHALL BE PULLED TIGHT AS IT IS ANCHORED TO THE STAKES. THERE SHOULD BE NO NOTICEABLE SAG BETWEEN STAKES AFTER IT HAS BEEN ANCHORED TO THE STAKES.
5. SILT FENCE FABRIC SHALL BE ANCHORED TO THE STAKES USING 1" HEAVY DUTY STAPLES OR NAILS WITH 1" HEADS. STAPLES AND NAILS SHOULD BE PLACED 2' ALONG THE FABRIC DOWN THE STAKE.
6. AT THE END OF A RUN OF SILT FENCE ALONG A CONTOUR, THE SILT FENCE SHOULD BE TURNED PERPENDICULAR TO THE CONTOUR TO CREATE A "J-HOOK". THE "J-HOOK" EXTENDING PERPENDICULAR TO THE CONTOUR SHOULD BE OF SUFFICIENT LENGTH TO KEEP RUNOFF FROM FLOWING AROUND THE END OF THE SILT FENCE (TYPICALLY 10' - 20').
7. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.

SILT FENCE MAINTENANCE NOTES

1. 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.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. SEDIMENT ACCUMULATED UPSTREAM OF THE SILT FENCE SHALL BE REMOVED AS NEEDED TO MAINTAIN THE FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 6" OF THE HEIGHT OF THE SILT FENCE.
5. REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.
6. SILT FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION. OR IS REPLACED BY AN EQUIVALENT PERIMETER SEDIMENT CONTROL BMP.
7. WHEN SILT FENCE IS REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEED AND MULCH OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)  
NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

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

Rock Sock (RS) SC-5

ROCK SOCK MAINTENANCE NOTES

1. 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.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED, OR DAMAGED BEYOND REPAIR.
5. SEDIMENT ACCUMULATED UPSTREAM OF ROCK SOCKS SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 3" OF THE HEIGHT OF THE ROCK SOCK.
6. ROCK SOCKS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
7. WHEN ROCK SOCKS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEED AND MULCH OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)  
NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

NOTE: THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW COMMONLY USED, CONVENTIONAL METHODS OF ROCK SOCK INSTALLATION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY OTHER SIMILAR PROPRIETARY PRODUCTS ON THE MARKET. UDFCD NEITHER ENDORSES NOR DISCOURAGES USE OF PROPRIETARY PRODUCTS. HOWEVER, IF THE EXACT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE BMP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

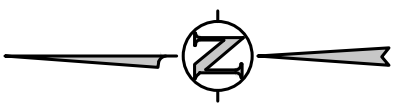
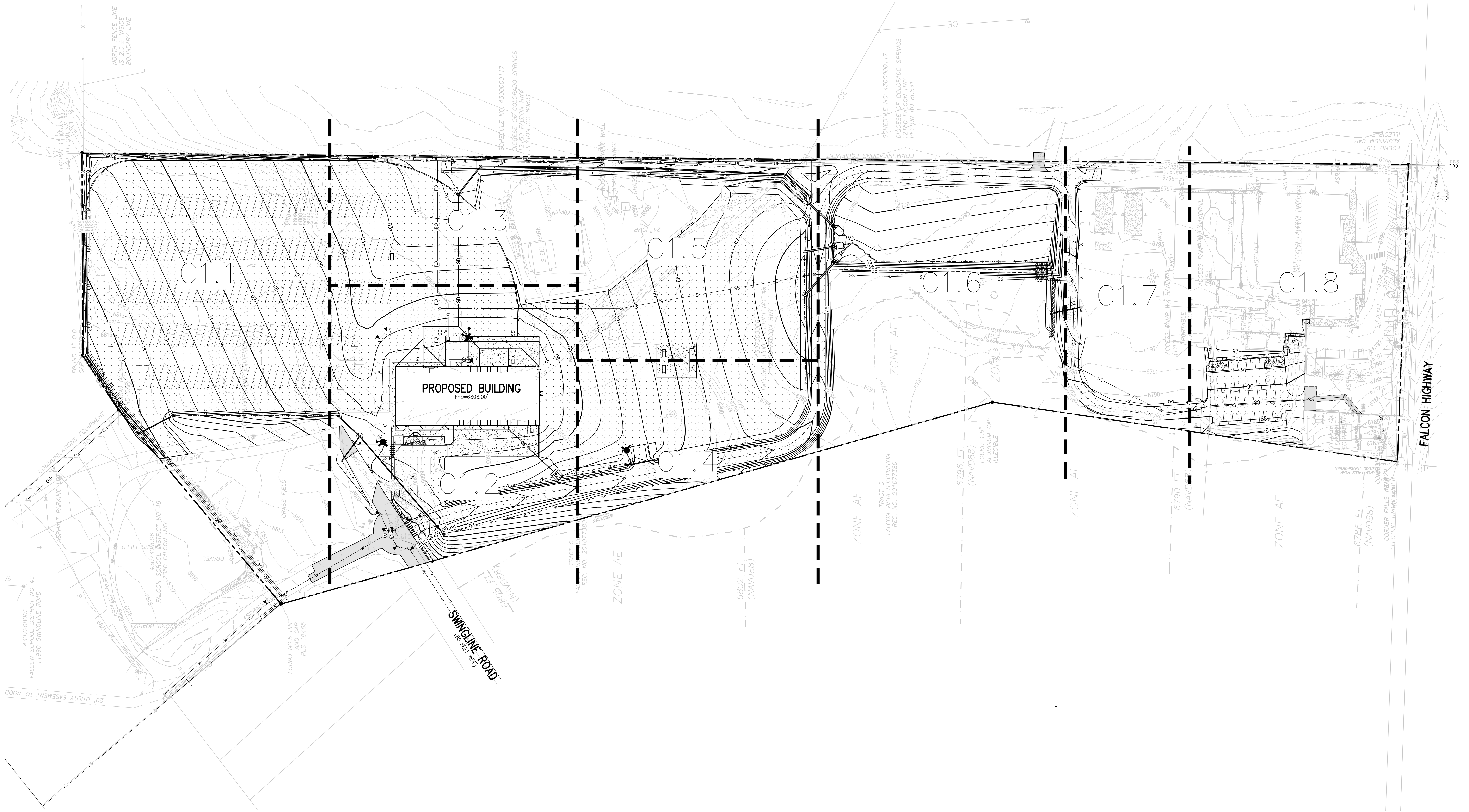
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**GRADING AND DRAINAGE NOTES:**

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. REFER TO HORIZONTAL CONTROL PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
3. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO THEIR ORIGINAL CONDITIONS.
4. ALL SPOT ELEVATIONS ARE TO FINISHED GRADE OR FLOWLINE UNLESS OTHERWISE SPECIFIED.
5. IF WALL IS SHOWN, TG DENOTES THE FINISHED GRADE ADJACENT TO THE HIGH SIDE OF THE WALL, BG DENOTES THE FINISHED GRADE ADJACENT TO THE LOW SIDE OF THE WALL. REFER TO ARCH PLANS/DETAILS FOR WALL ELEVATIONS BEYOND THE ADJACENT FINISHED GRADES (EXPOSED WALL, CAP/FOOTER, ETC.)



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11971 SWINGLINE ROAD  
PEYTON, CO 80831



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PLAN**

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**2021-041.00**  
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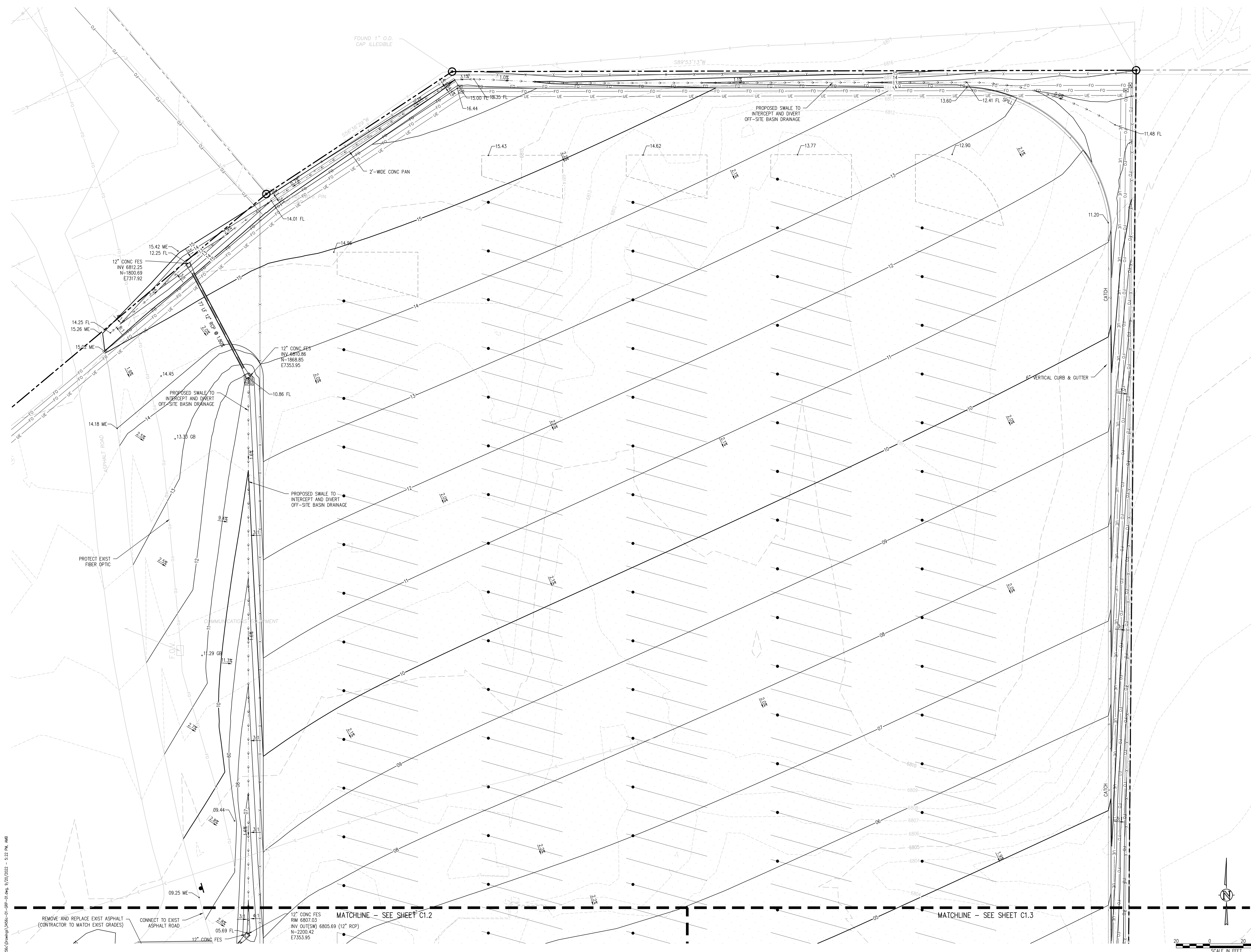
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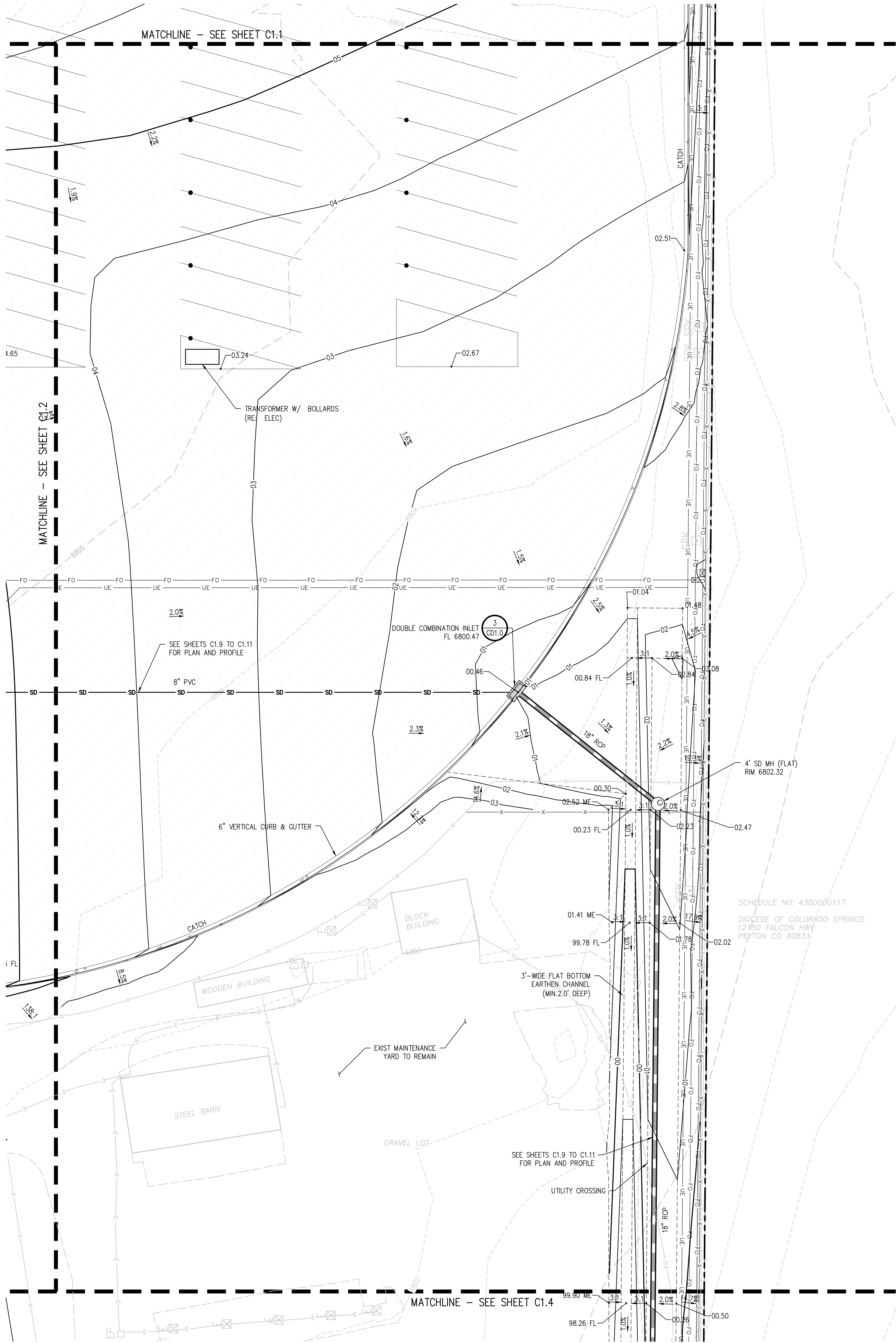
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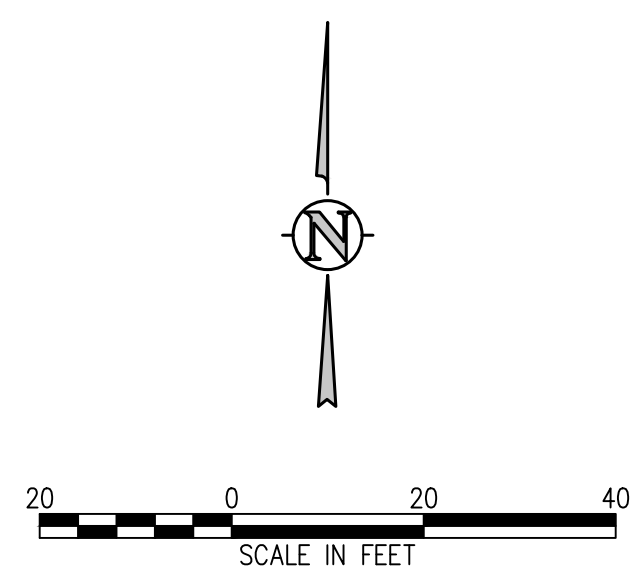
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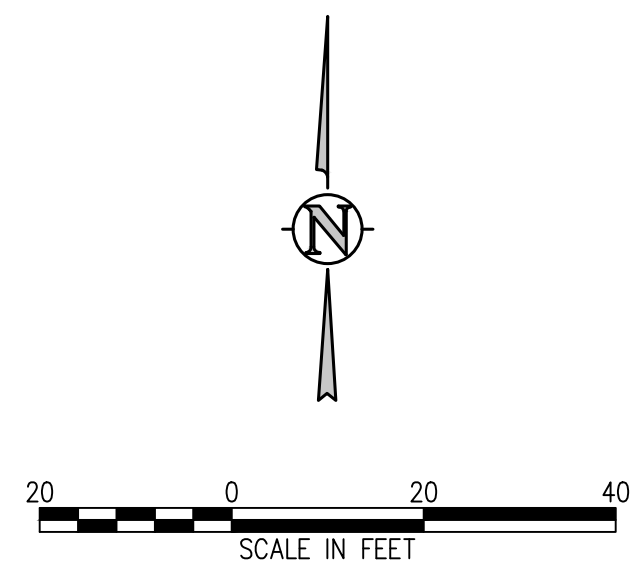
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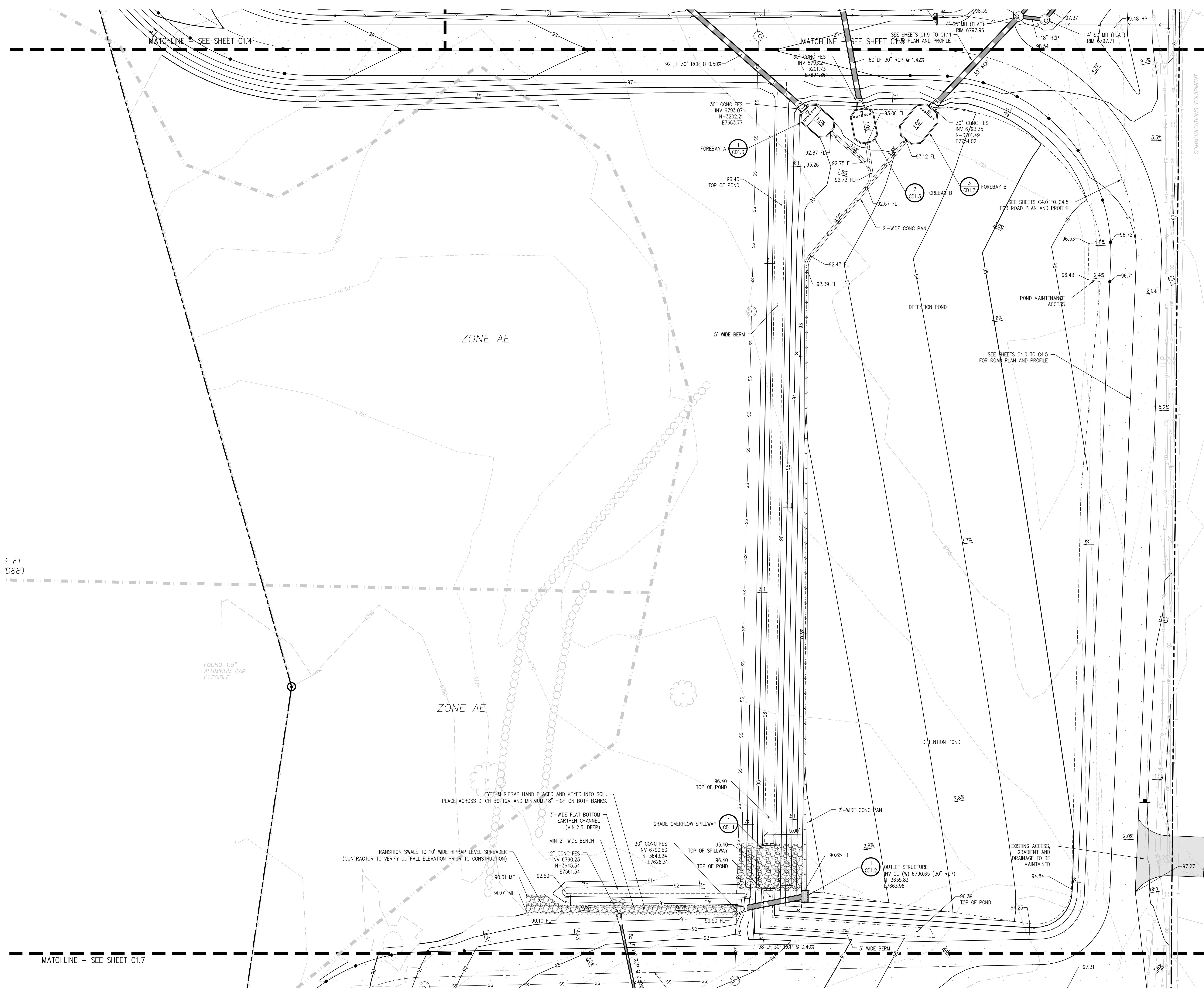
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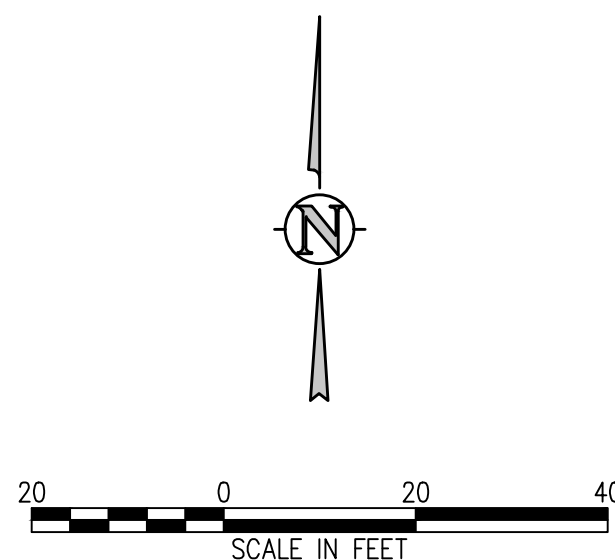
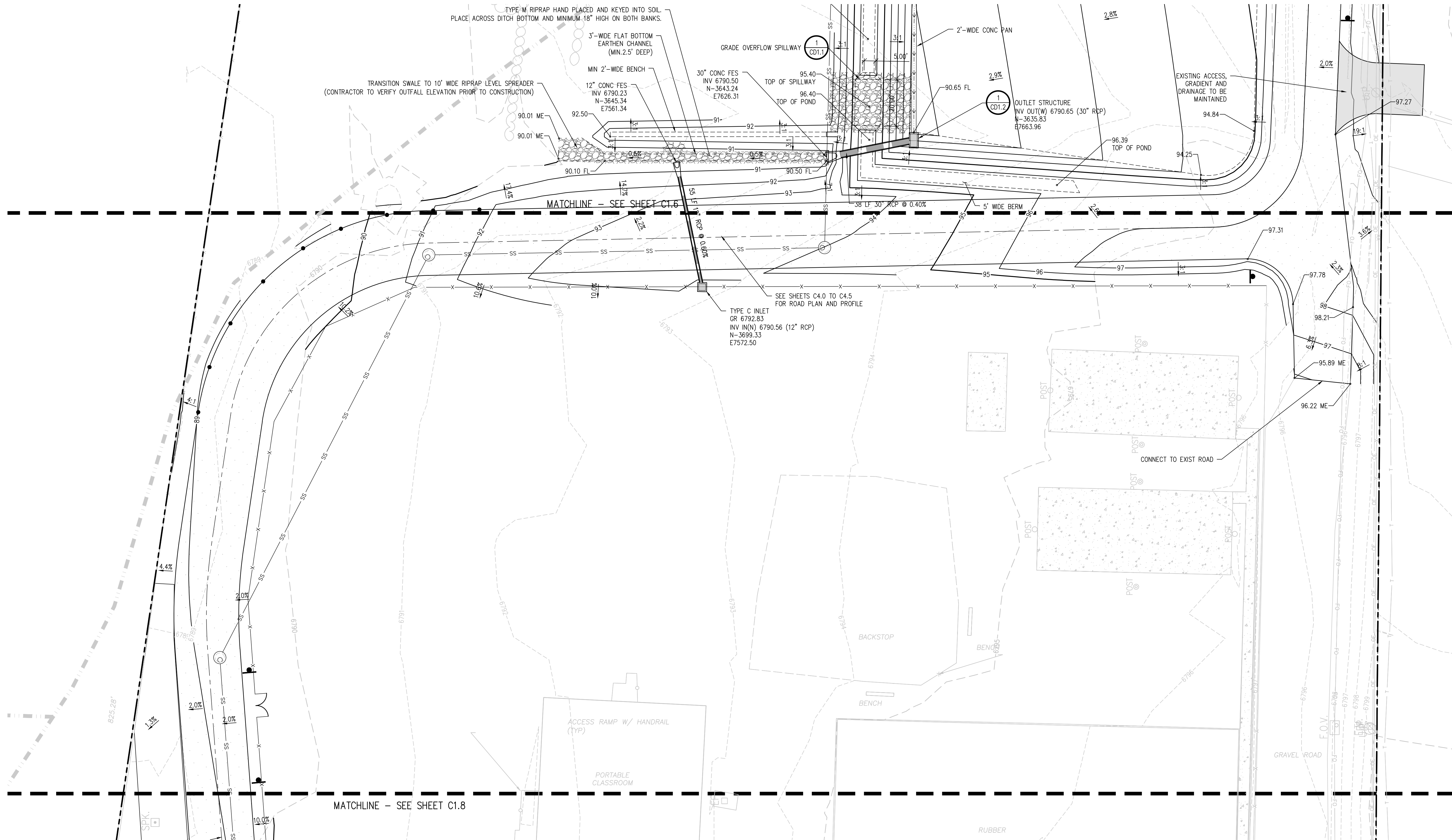
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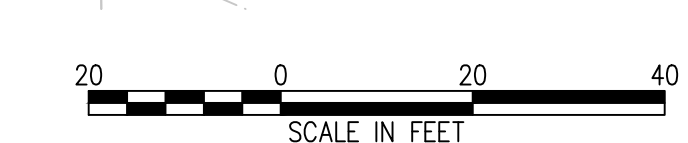
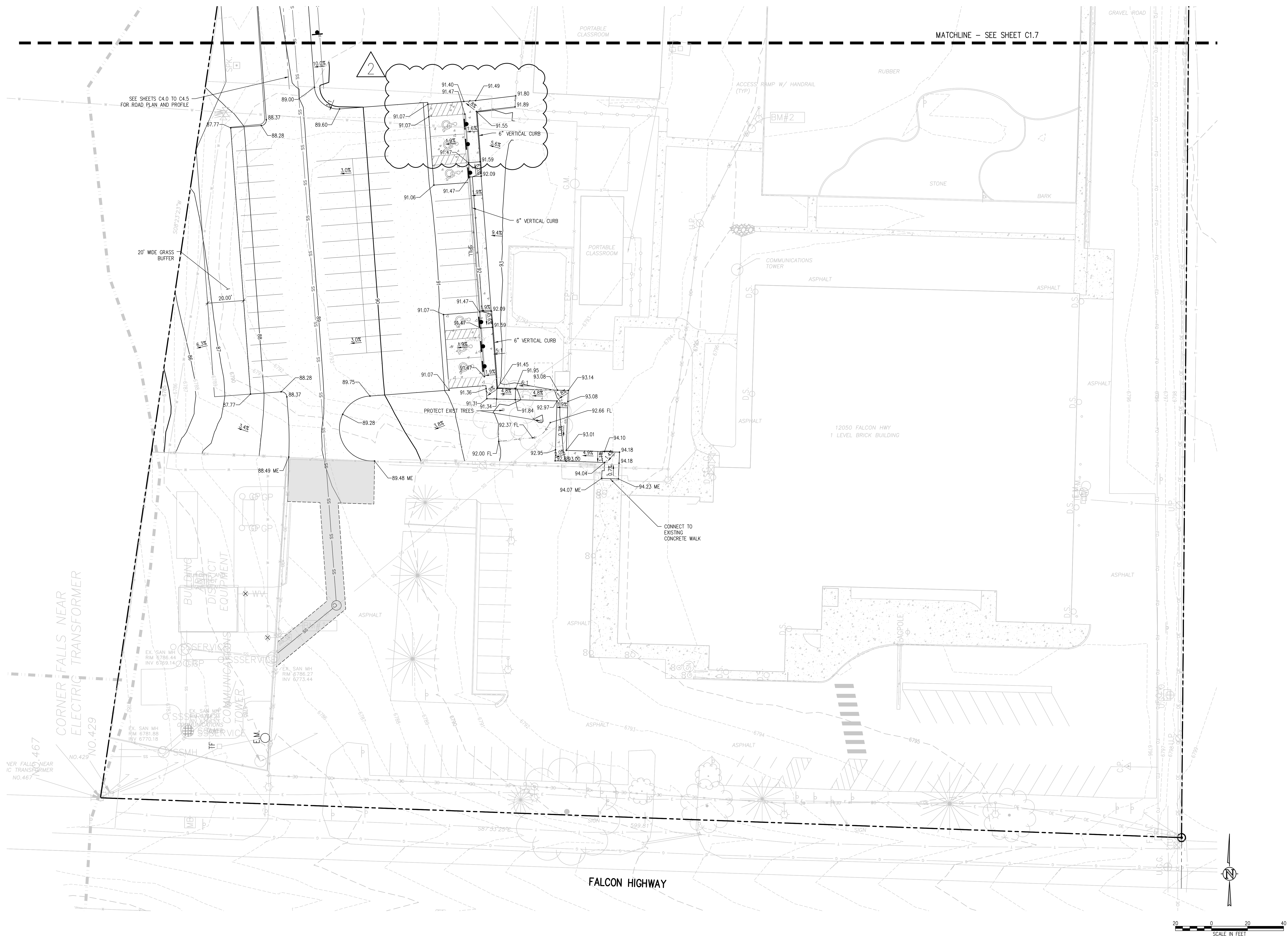
SHEET TITLE  
GRADING AND DRAINAGE  
PLAN H

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

REVISIONS	DATE	DESCRIPTION
1		

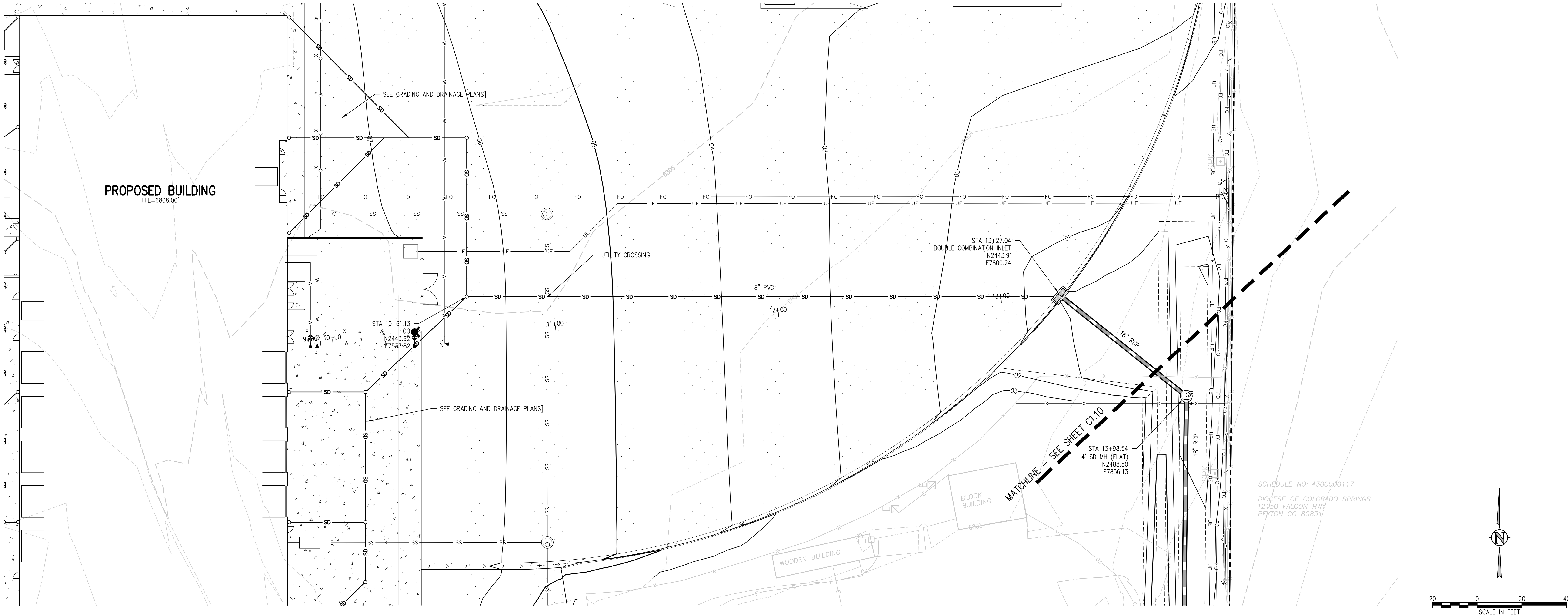
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DESIGNED BY: TWW/AMB  
CHECKED BY: CWK

ISSUED FOR  
CONSTRUCTION DOCUMENTS  
C1.8





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STORM SEWER MAIN PLAN  
SCALE: 1"=20'



19 SOUTH TEJON ST., SUITE 300  
COLORADO SPRINGS, CO. 80903  
TELE: 719-471-7566  
FAX: 719-471-1174  
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SCHOOL DISTRICT NO 49  
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SHEET TITLE  
STORM SEWER  
MAIN PLAN  
AND PROFILE

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2021-041.00  
DATE  
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# DATE DESCRIPTION

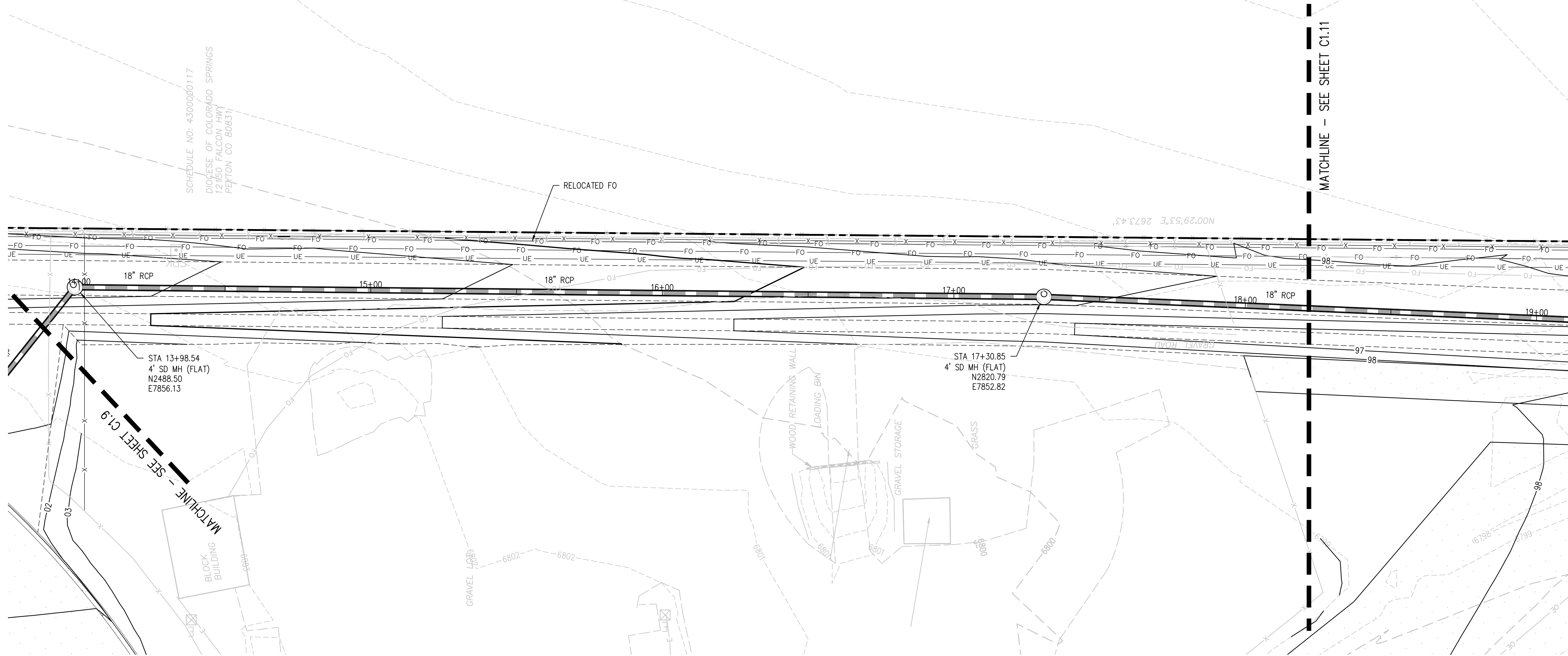
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DOCUMENTS

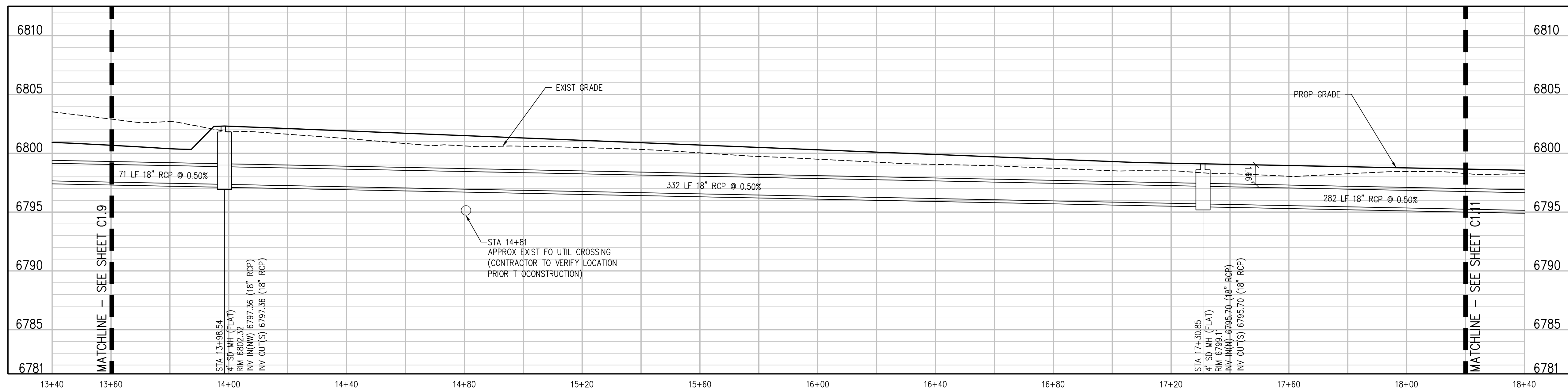
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STORM SEWER MAIN PLAN  
SCALE: 1"=20'



STORM SEWER MAIN PROFILE  
SCALE: 1"=20' HORIZ  
1"=5' VERT



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SHEET TITLE  
**STORM SEWER  
MAIN PLAN  
AND PROFILE**

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**2021-041.00**

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**09/20/2022**

REVISIONS  
# DATE DESCRIPTION

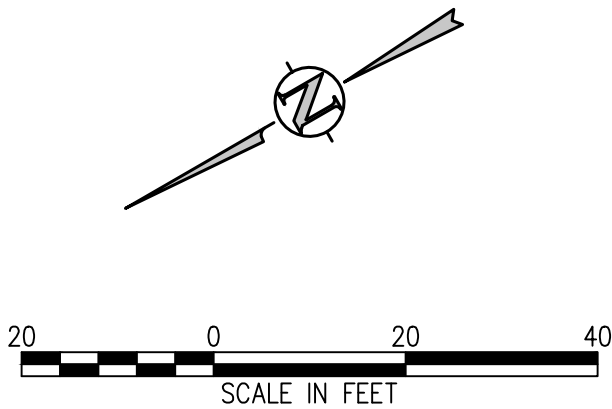
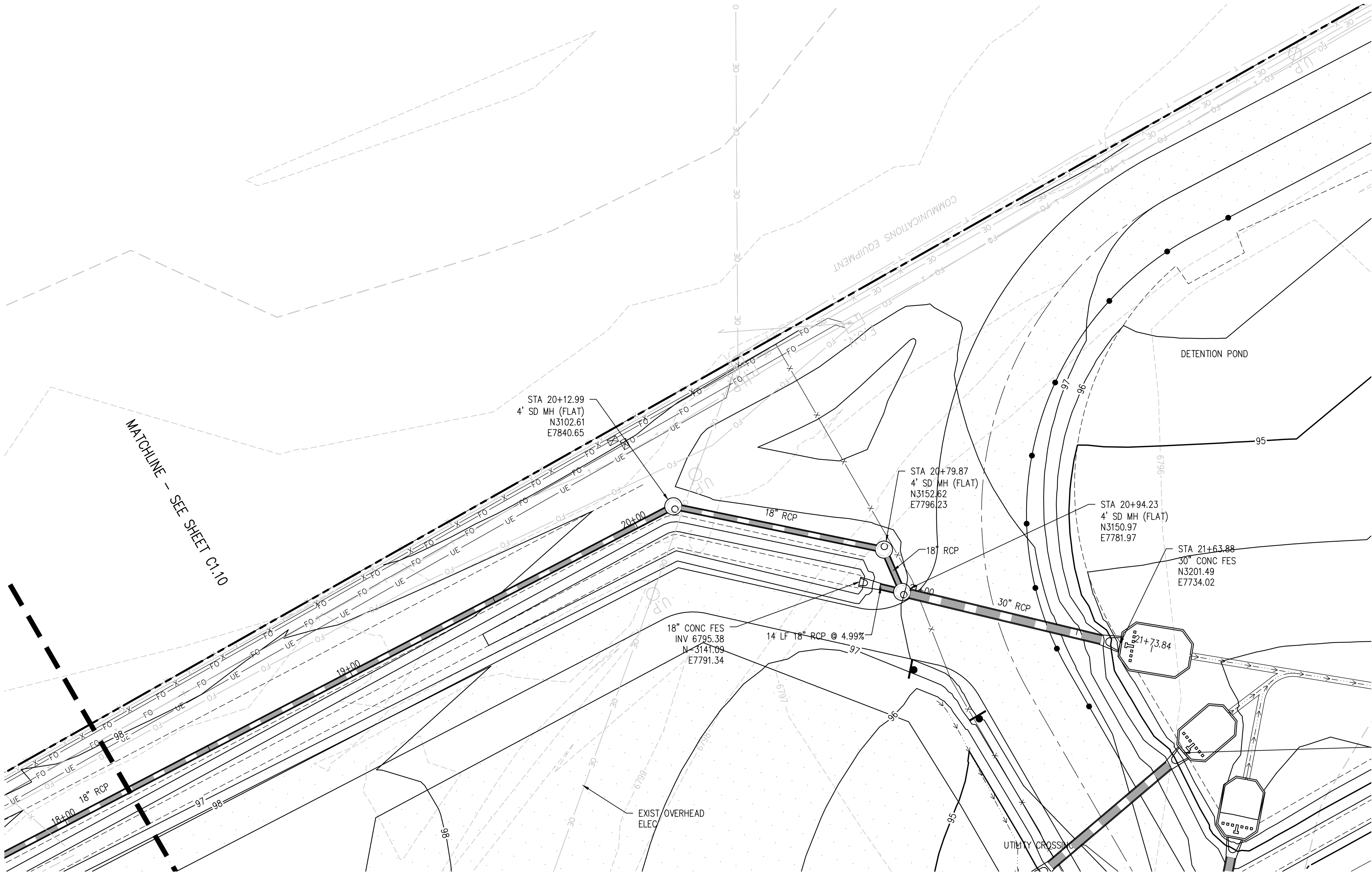
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SHEET NO.  
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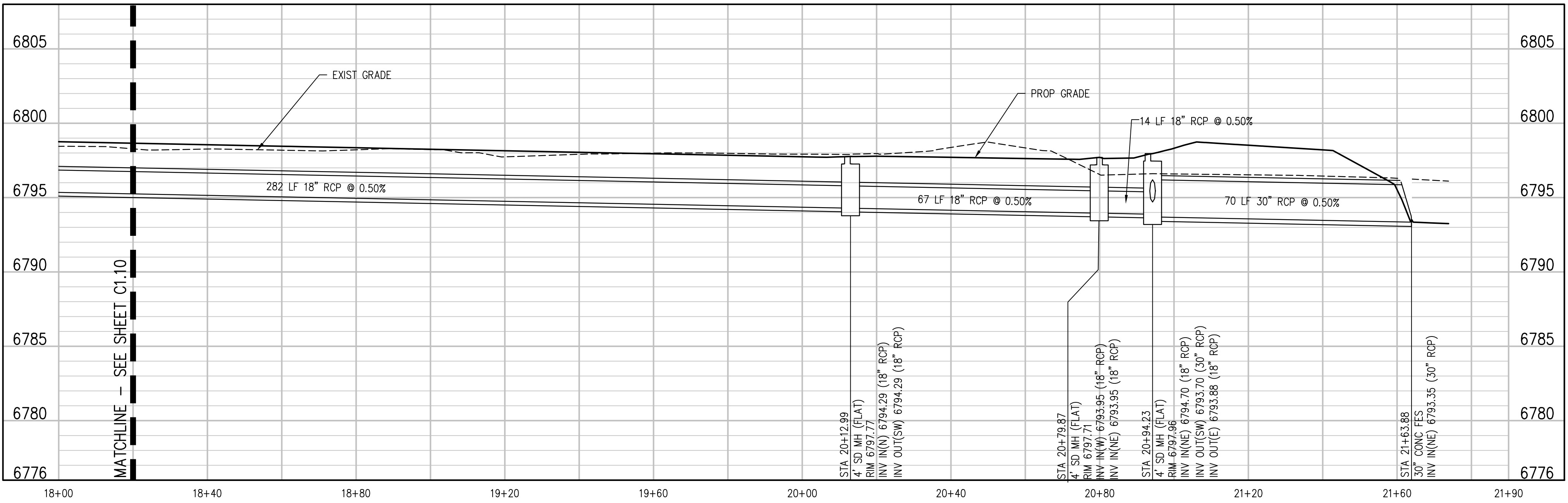


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STORM SEWER MAIN PLAN

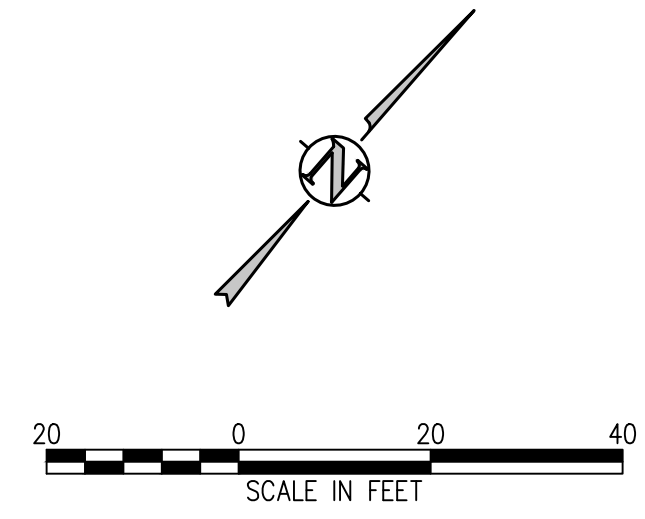
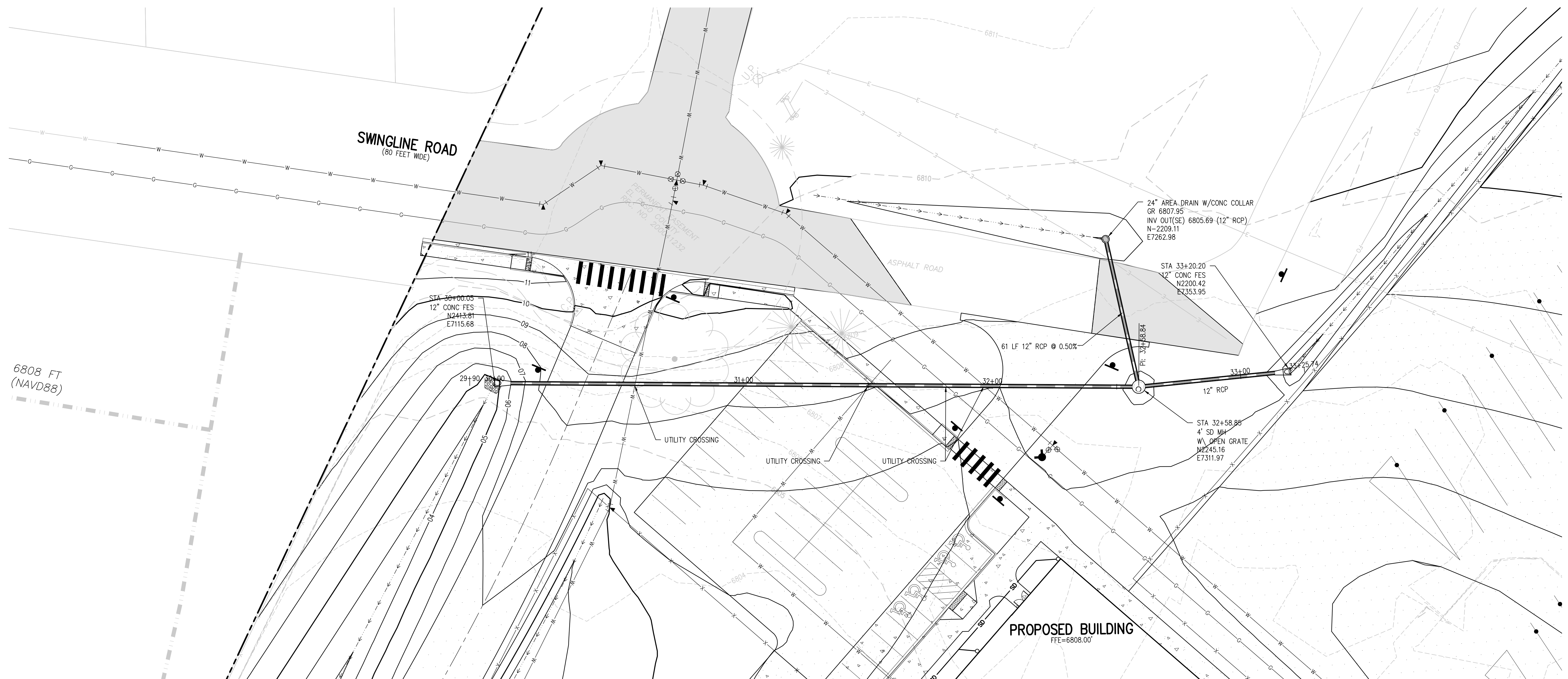
NOTE: ALL STORM SEWER MAINS ARE PRIVATE



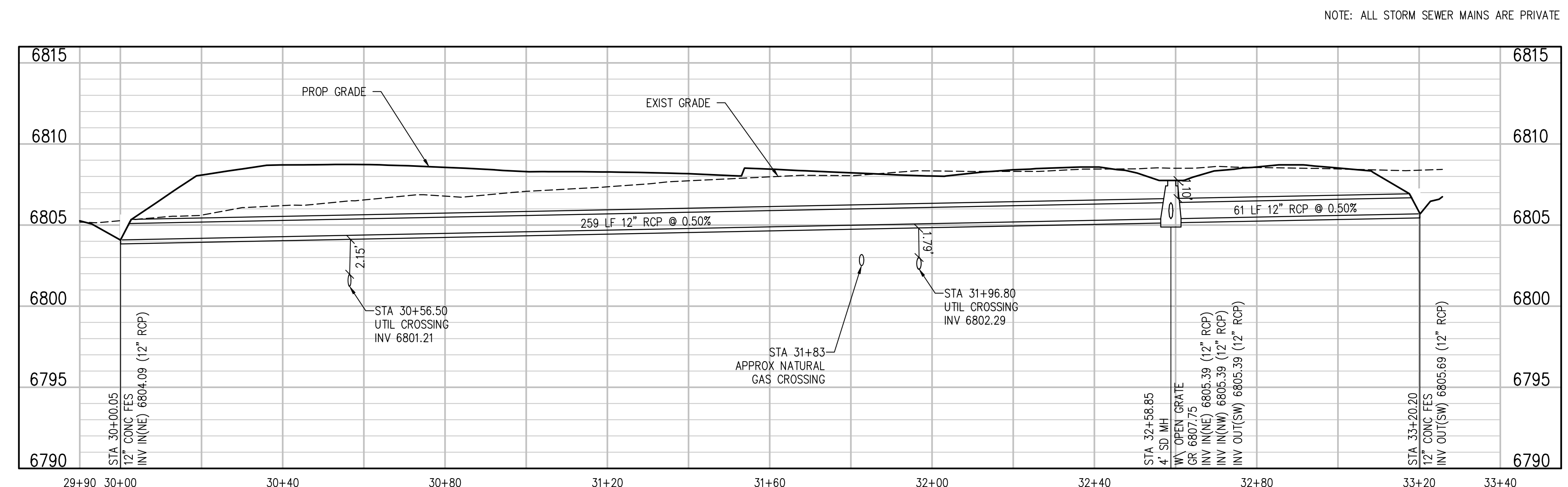
STORM SEWER MAIN PROFILE



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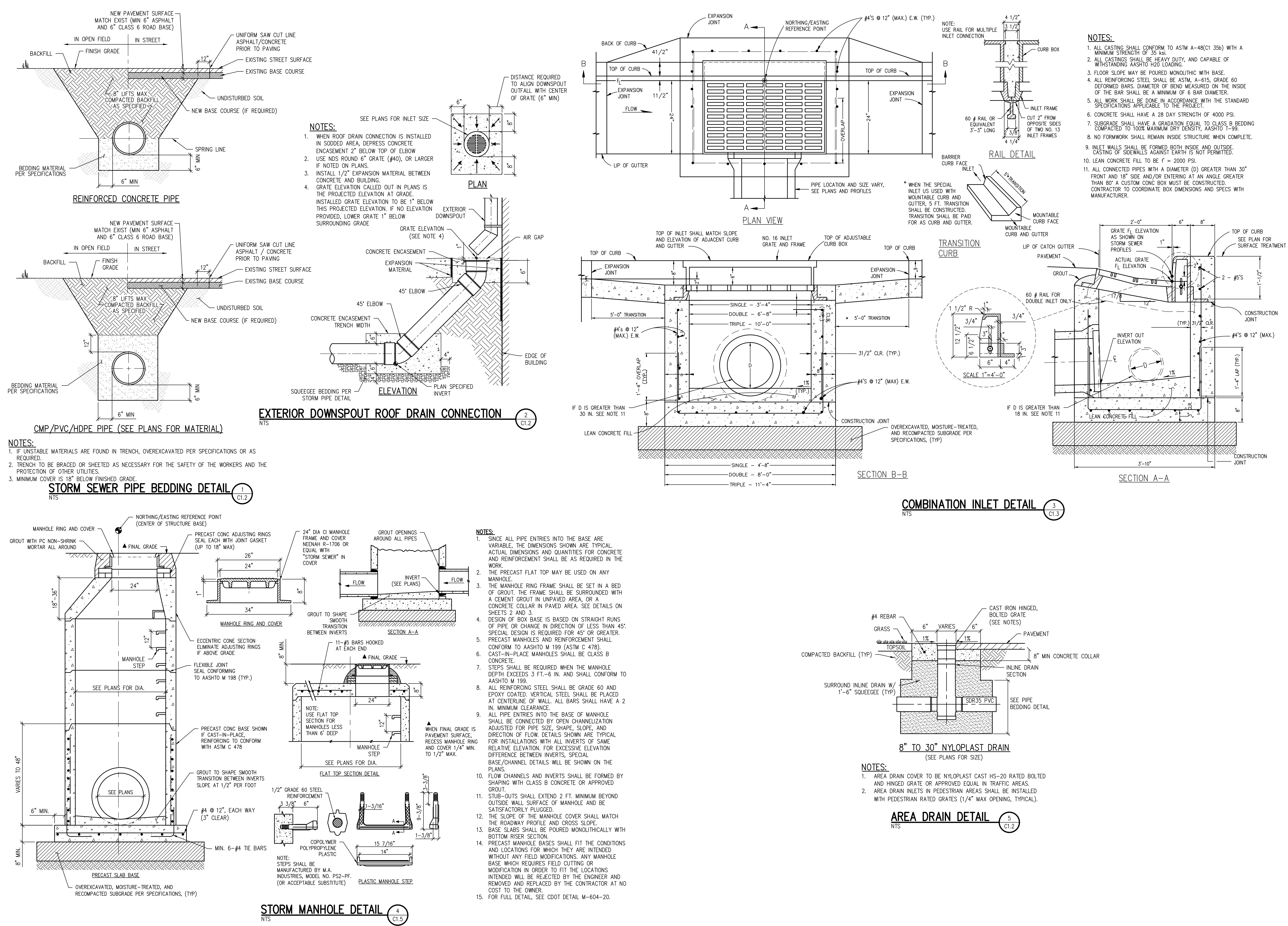
DIVERSION STORM SEWER PLAN  
SCALE: 1"=20'



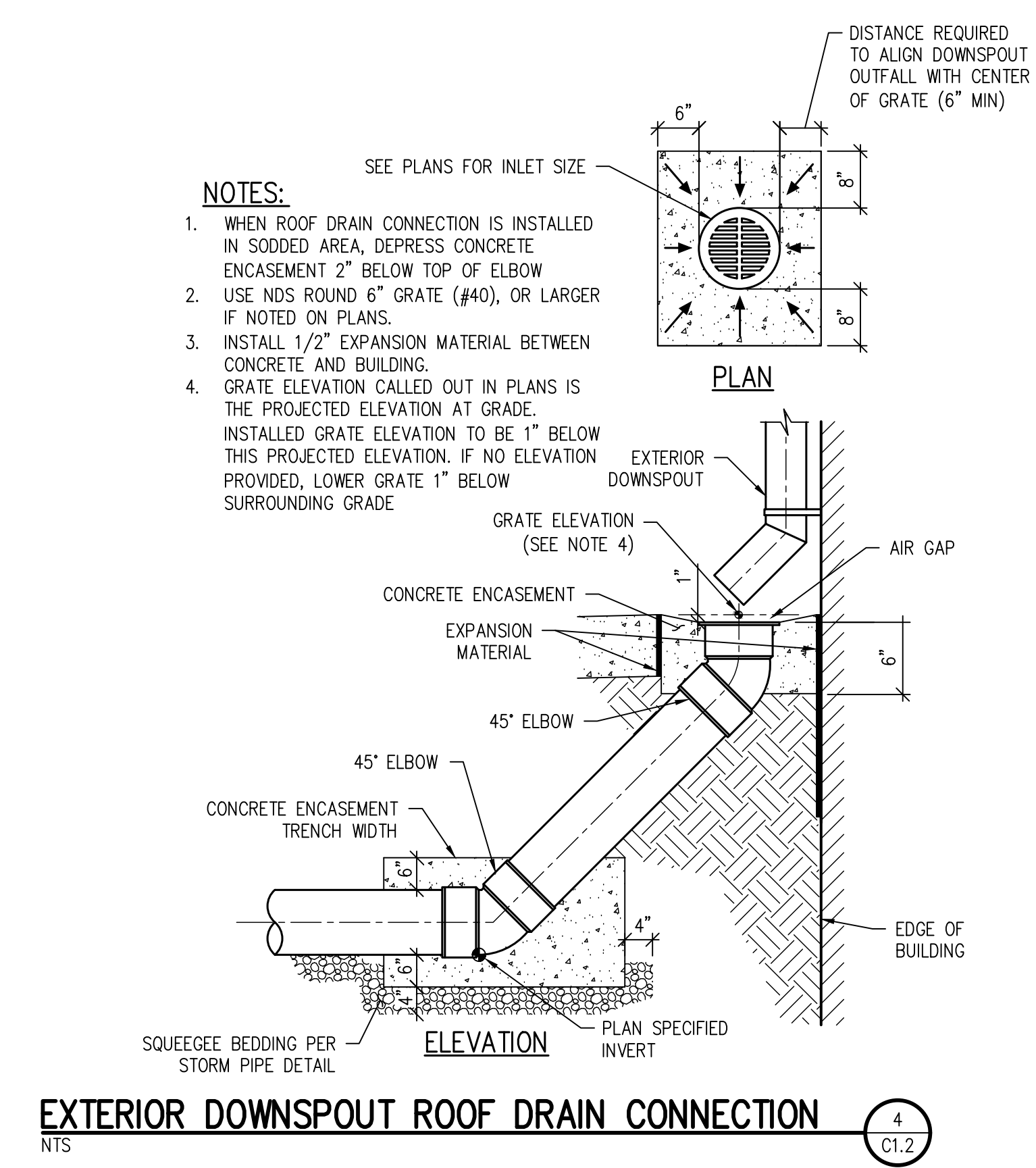
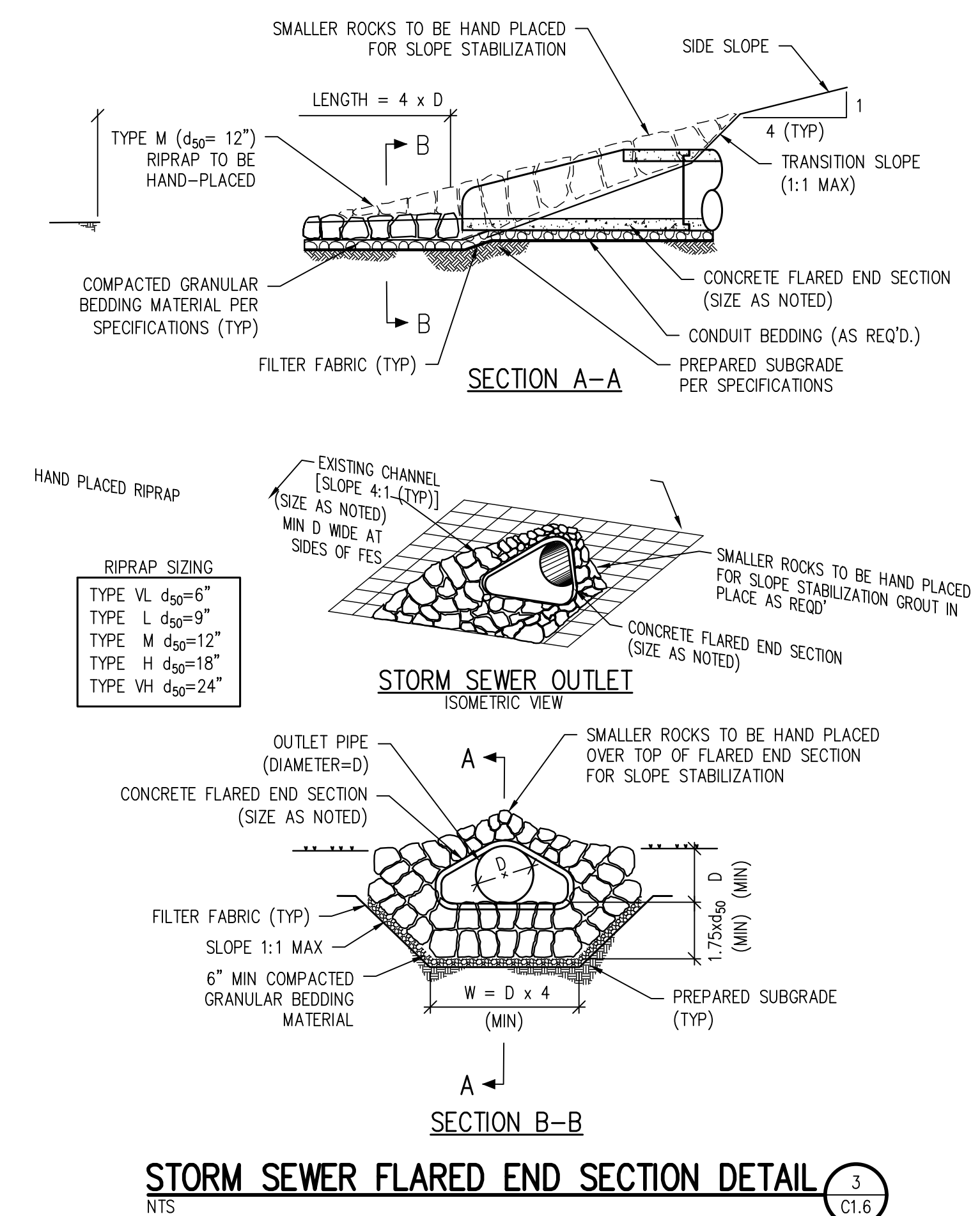
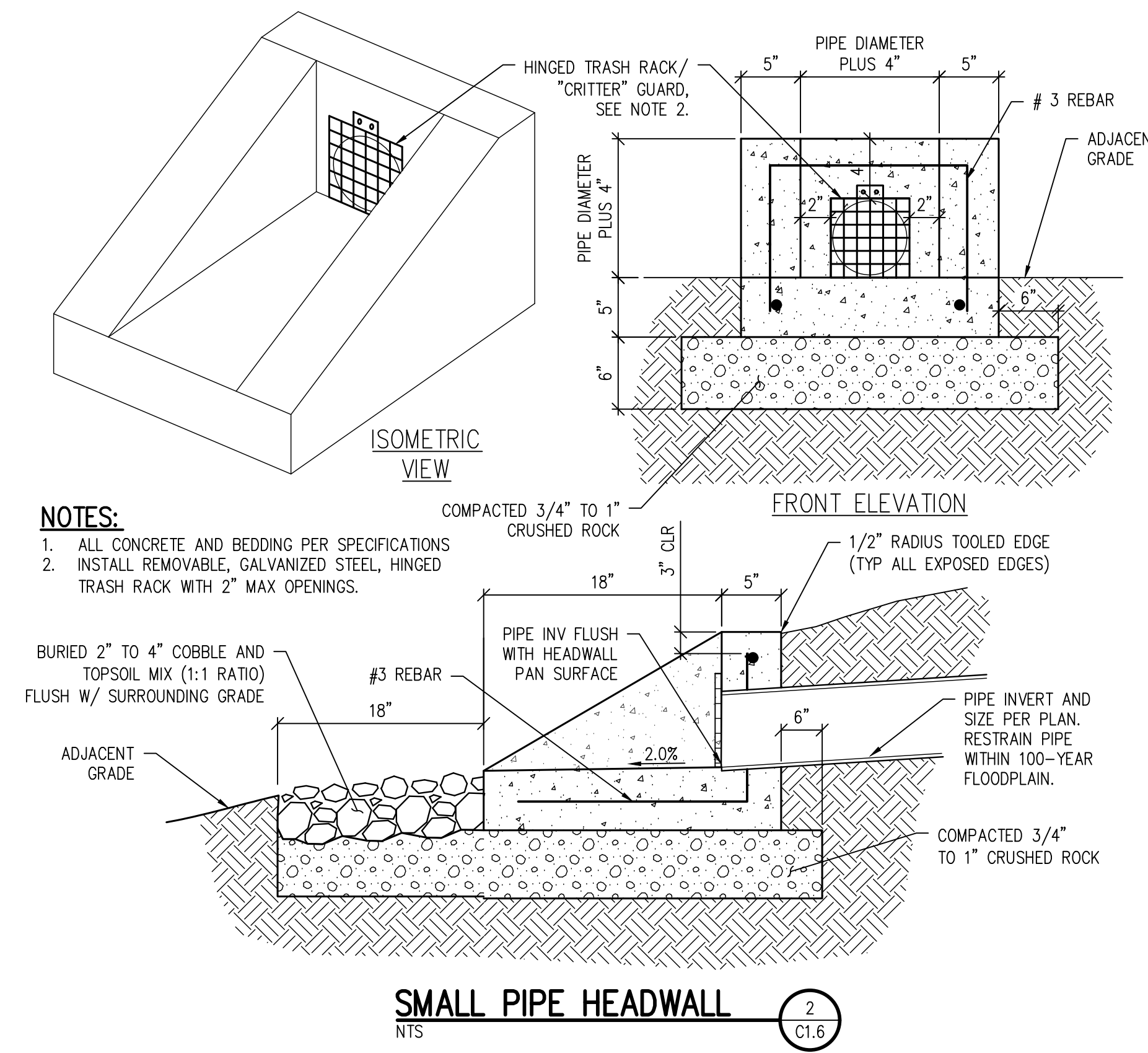
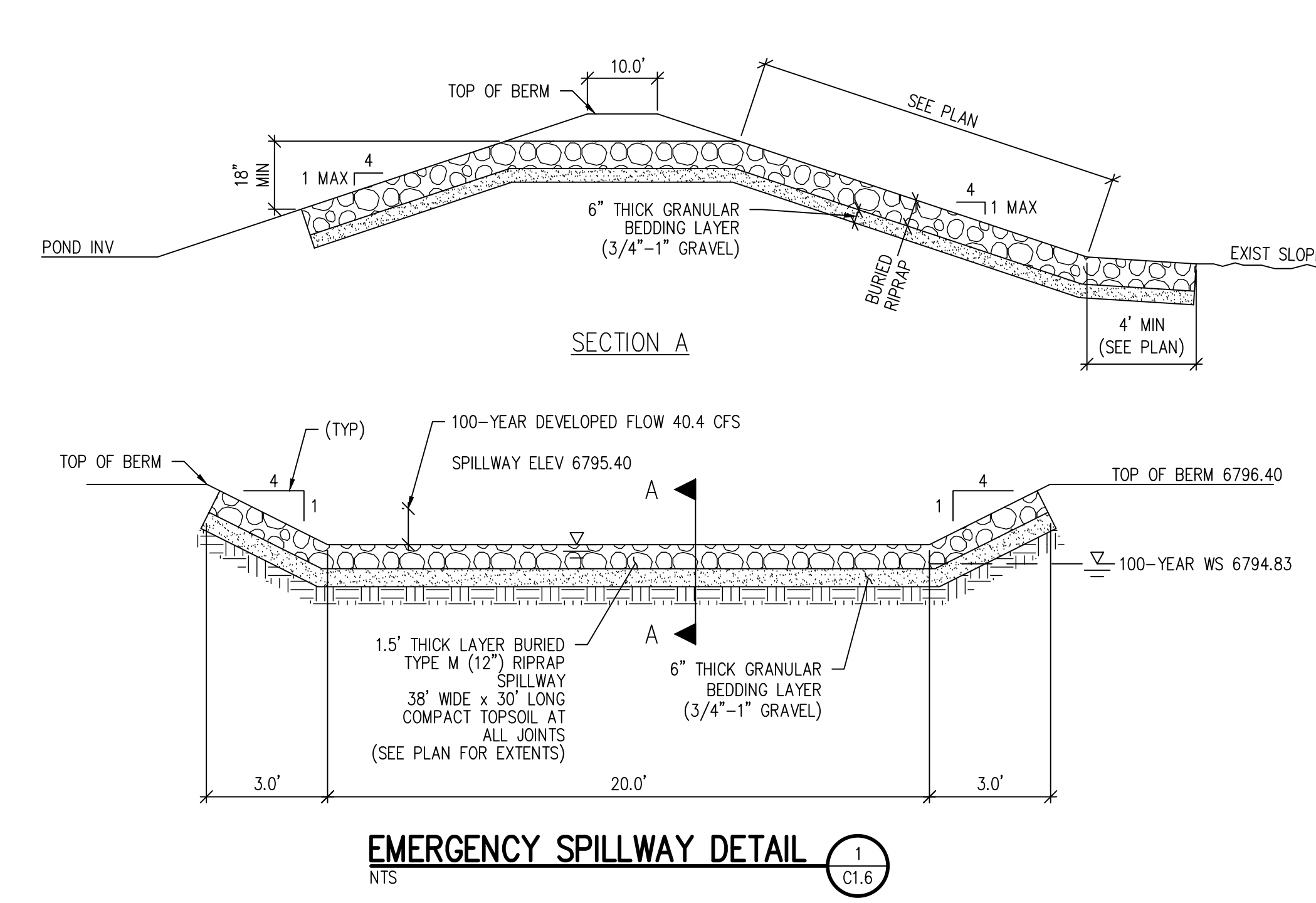
DIVERSION STORM SEWER PROFILE  
SCALE: 1"=20' HORIZ  
1"=5' VERT

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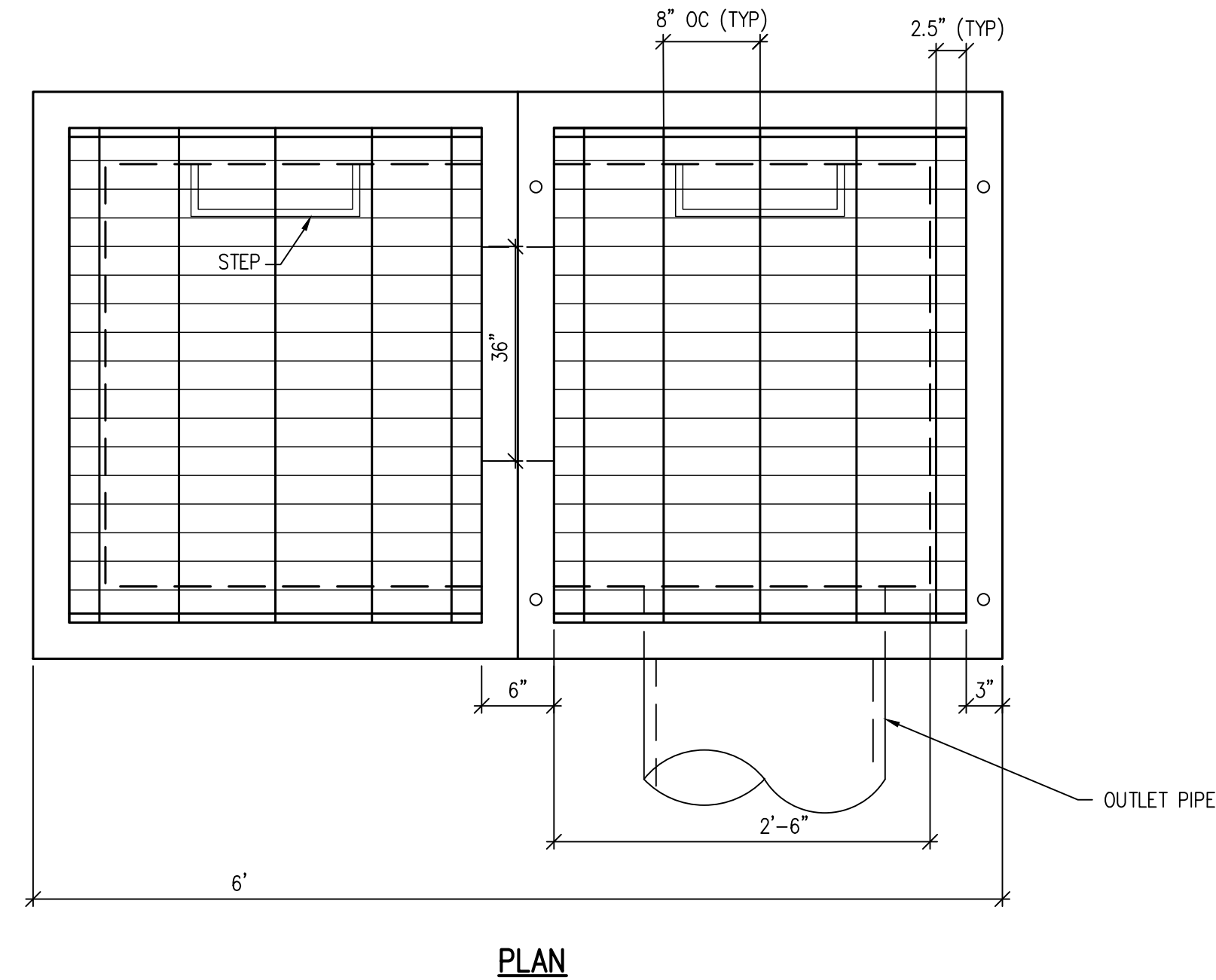
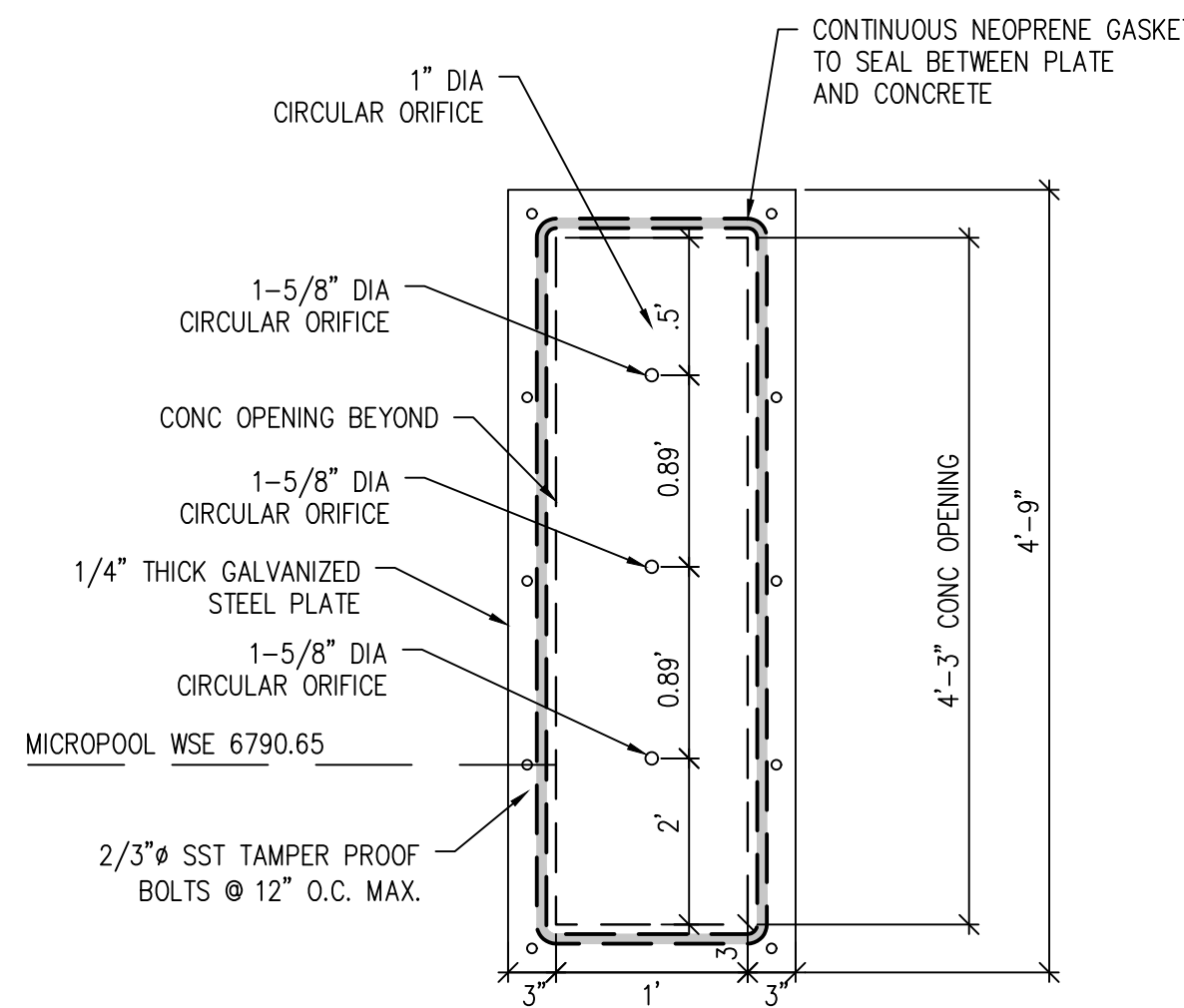
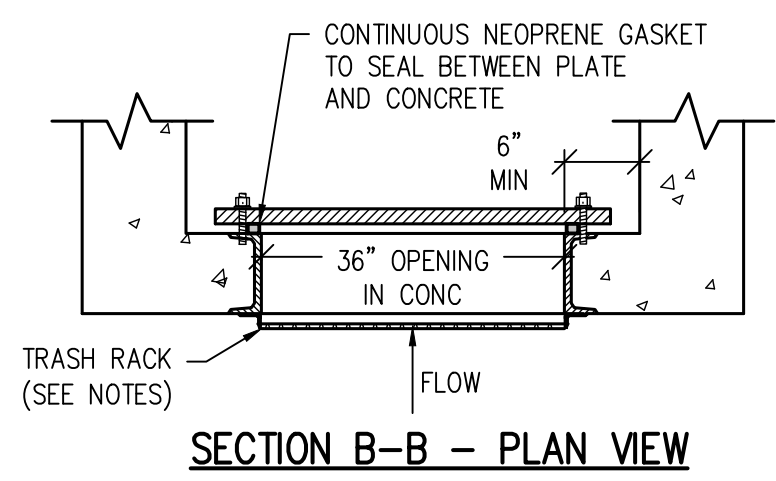
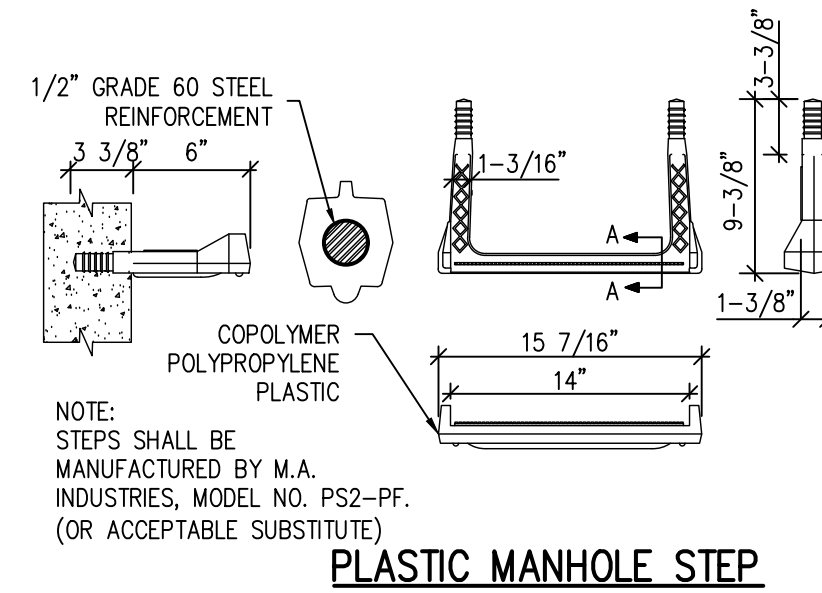










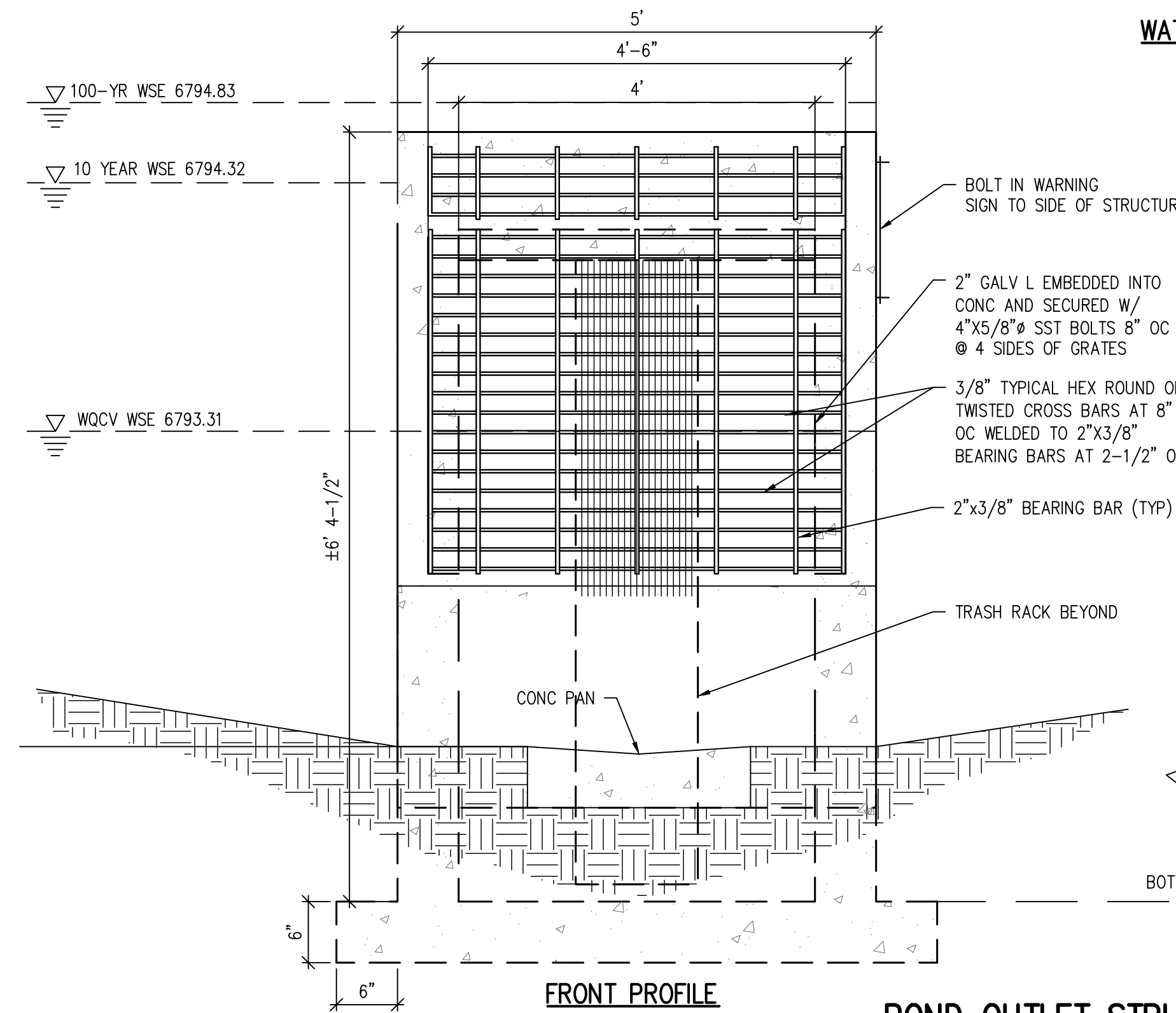


**TRASH RACK NOTES:**

1. SPECIFIED TRASH RACK: US FILTER STAINLESS STEEL WELL-SCREEN WITH #93 VEE WIRE, 0.130\"
2. WELL-SCREEN TRASH RACKS SHALL BE STAINLESS STEEL AND SHALL BE ATTACHED BY INTERMITTENT WELDS ALONG THE EDGE OF THE MOUNTING FRAME

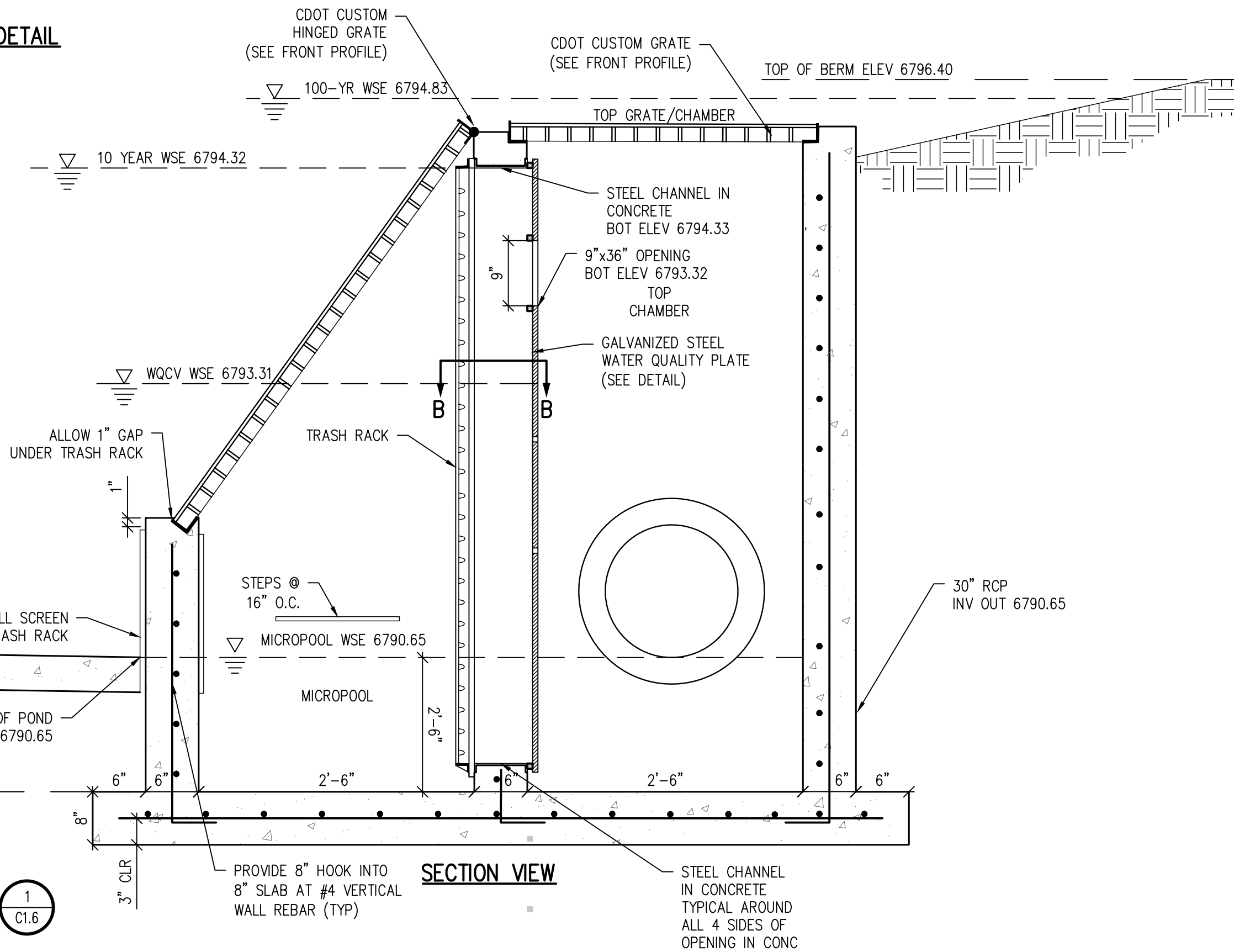
**STRUCTURAL NOTES:**

1. CONCRETE SHALL BE CDOT CLASS D AND CAST-IN PLACE.
2. PROVIDE STEPS AT 15\"
3. ALL WALLS AND BASE SHALL BE REINFORCED WITH #4'S @ 8\"
4. SEE PLAN DETAILS FOR LOCATION AND SIZE OF PIPE.
5. STRUCTURAL STEEL FOR GRATES AND GRATE INSTALLATION HARDWARE SHALL BE GALVANIZED.
6. PROVIDE THE FOLLOWING WARNING SIGN ON THE OUTLET STRUCTURE: \"KEEP SCREEN AND GRATE CLEAN. UNAUTHORIZED MODIFICATION OF THIS OUTLET IS A CODE VIOLATION.\"



**POND OUTLET STRUCTURE DETAIL**

NTS







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CHECKED BY: **CWK**

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**CONSTRUCTION  
DOCUMENTS**

CD1.3



### FOREBAY A DETAIL

SCALE: NTS



**FOREBAY B DETAIL**  
SCALE: NTS



**FOREBAY C DETAIL**  
SCALE: NTS



**FOREBAY B DETAIL**  
SCALE: NTS



**FOREBAY C DETAIL**  
SCALE: NTS



### ENERGY DISSIPATION BLOCK DETAIL