

Update title to:  
 Grading and Erosion Control Plan  
 Tom Shaffer Airplane Hangar Building  
 El Paso County, Colorado

SET NO. \_\_\_\_\_

# TOM SHAFFER AIRPLANE HANGAR BUILDING

This document will be reviewed as the standalone Grading and Erosion Control Plan. On the resubmittal upload to the "Grading and Erosion Control Plan (24 x 36)" slot.

APPROVED FOR CONSTRUCTION

1. THE OWNER/DEVELOPER HAVE READ AND WILL COMPLY WITH THE REQUIREMENTS OF THE GRADING AND EROSION CONTROL PLAN AND ALL OF THE REQUIREMENTS SPECIFIED IN THESE DETAILED PLANS AND SPECIFICATIONS.

Replace with the standalone GEC Plan signature block.

BY \_\_\_\_\_ DATE: \_\_\_\_\_  
 TOM C. SHAFFER

2. OWNERS STATEMENT:

3. ENGINEERS STATEMENT:  
 THESE DETAILED PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECTION AND SUPERVISION. SAID PLANS AND SPECIFICATIONS HAVE BEEN PREPARED ACCORDING TO THE CRITERIA ESTABLISHED BY THE COUNTY FOR DETAILED ROADWAY, DRAINAGE, GRADING AND EROSION CONTROL PLANS AND SPECIFICATIONS, AND SAID PLANS AND SPECIFICATIONS ARE IN CONFORMITY WITH APPLICABLE MASTER DRAINAGE PLANS AND MASTER TRANSPORTATION PLANS. SAID PLANS AND SPECIFICATIONS MEET THE PURPOSE FOR WHICH THE PARTICULAR ROADWAY AND DRAINAGE FACILITIES ARE DESIGNED AND ARE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I ACCEPT RESPONSIBILITY FOR ANY LIABILITY CAUSED BY ANY NEGLIGENT ACTS, ERRORS OR OMISSIONS ON MY PART IN PREPARATION OF THESE DETAILED PLANS AND SPECIFICATIONS.

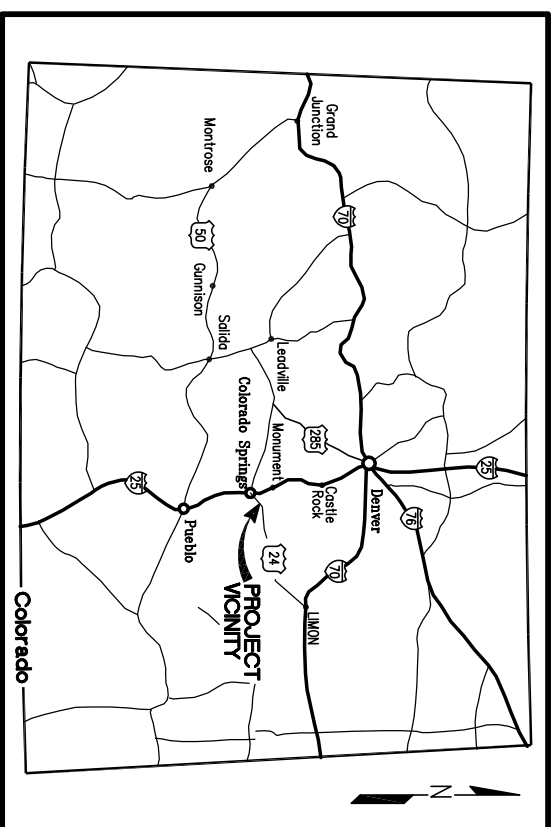
BY \_\_\_\_\_ COUNTY PROJECT ENGINEER DATE: \_\_\_\_\_

BY \_\_\_\_\_ CCP, LLC  
 JESSE J. SHAFFER - ENGINEER OF RECORD DATE: \_\_\_\_\_

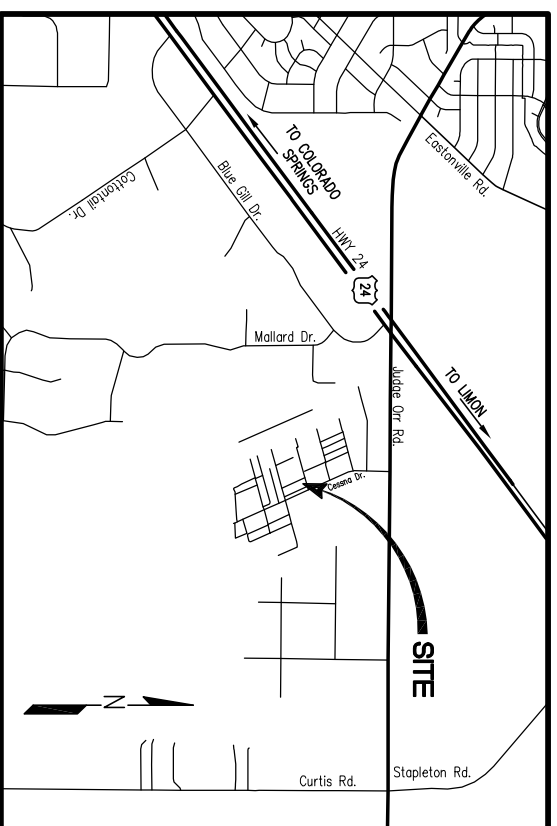
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Remove the sheets with strike through from the standalone GEC Plan



LOCATION MAP



VICINITY MAP

**GENERAL ABBREVIATIONS**

ABAN	ABANDON	OHT	OVERHEAD TELEPHONE
ALT	ALTERNATE	PERM	PERMANENT
APPROX	APPROXIMATE	PIP	PLASTIC IRRIGATION PIPING
ASPH	ASPHALT	PK/M	POBLES MEADOW JUMPING MOUSE
BLDG	BUILDING	PSI	POUNDS PER SQUARE INCH
BK	BENCH MARK	PT	POINT OF TANGENCY
BOA	BOTTOM OF ASPHALT	PVC	POLYVINYL CHLORIDE
BOW	BOTTOM OF WALL	RCP	REINFORCED CONCRETE PIPE
C	CONDUIT	RED	REQUIRED
CF	CUBIC FEET	REDO	RIGHT OF WAY RESTRAINTS
CL	CENTER LINE	ROW	
CMP	CORRUGATED METAL PIPE	RSNYS	
C/O	CLEAN OUT	(S)	SOUTH
CONC	CONCRETE	(SE)	SOUTHEAST
CONSTR	CONSTRUCTION	(SW)	SOUTHWEST
CU FT	CUBIC FEET	SAN	SANITARY SEWER
DIA Ø	DIAMETER	SCH	SCHEDULE
DIP	DUCTILE IRON PIPE	SF	SILT FENCE
DIPS	DUCTILE IRON PIPE SIZE	SFP	SOUTH FILTER PLANT
E	EASTING	SM	SIMILAR
(E)	EAST	SST	STAINLESS STEEL SPECIFICATION
EL	ELEVATION	SO	SQUARE
ELEC	ELECTRICAL	SO FT	SQUARE FOOT
ELLIP	ELLIPTICAL	SO IN	SQUARE INCH
ENT	ENTRANCE	SO YD	SQUARE YARD
EOA	EDGE OF ASPHALT	STA	STATION
ESMT	EASEMENT	STD	STANDARD
EST	ESTIMATE	STL	STEEL
EXST	EXISTING	THD	THREAD TYPICAL
FA	FLANGE ADAPTER	THD TYP	
FF	FINISHED FLOOR	T	UNDERGROUND TELEPHONE
FL	FLOWLINE	TB	THRUST BLOCK
FLG	FLANGE	TH	TEST HOLE
FM	FORCE MAIN	THK	THICK
FT	FEET	TOW	TOP OF WALL TYPICAL
G	GAS PRELINE	UNO	UNLESS NOTED OTHERWISE
GB	GRADE BREAK	VCP	VITRIFIED CLAY PIPE
HDD	HORIZONTAL DIRECTIONAL DRILL	VERT	VERTICAL
HDFE	HIGH DENSITY POLYETHYLENE	W	WATER
HORIZ	HORIZONTAL	(W)	WEST
HP	HIGH POINT	W/	WITH
		W/O	WITHOUT
		WV	WATER VALVE
ID	INSIDE DIAMETER		
INV EL	INVERT ELEVATION		
IPS	IRON PIPE SIZE		
IRR	IRRIGATION		
LF	LINEAR FOOT		
LP	LOW POINT		
MAX	MAXIMUM		
ME	MATCH EXISTING		
MECH	MECHANICAL		
MFR	MANUFACTURER		
MH	MANHOLE		
MIN	MINIMUM		
MISC	MISCELLANEOUS		
MJ	MECHANICAL JOINT		
N	NORTHING		
(N)	NORTH		
(NE)	NORTHEAST		
(NW)	NORTHWEST		
NPT	NATIONAL PIPE THREAD		
NYS	NOT TO SCALE		
NPW	NON-POTABLE WATER		
OC	ON CENTER		
OD	OUTSIDE DIAMETER		
OHE	OVERHEAD ELECTRICAL		

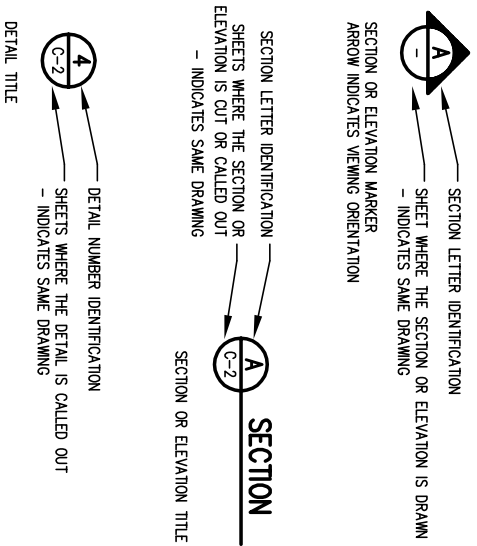
**GENERAL PLAN NOTES**

- THE GENERAL GROUND CONFIGURATION AND CONTROL POINTS SHOWN ON THE DRAWINGS ARE AS FOUND OR SET BY FIELD SURVEY CONDUCTED BY RIDGELINE SURVEY IN MARCH OF 2017. THE INFORMATION SHOWN IS INTENDED TO REFLECT THE GENERAL GROUND CONFIGURATION AND FEATURES AT THE DATES OF SURVEY ONLY. THE CONTRACTOR SHALL REVIEW AND VERIFY THE EXISTING GROUND CONFIGURATIONS AND INFORM HIMSELF OF THE CONDITIONS TO BE ENCOUNTERED DURING CONSTRUCTION.
- THE LOCATION OF UTILITIES SHOWN ON THE DRAWINGS HAVE BEEN DETERMINED FROM UTILITY COMPANY/ DEPARTMENT RECORDS AND PERSONNEL AND ALL HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES SHOWN ON THE PLANS ARE SHOWN IN APPROXIMATE WAY ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THE DRAWINGS WHICH PRESENTLY EXIST IN THE AREA OF CONSTRUCTION. THE ENGINEER AND/OR OWNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. THE CONTRACTOR SHALL CONTACT ALL UTILITY AGENCIES PRIOR TO COMMENCING CONSTRUCTION FOR PURPOSES OF LOCATING EXISTING UTILITIES ON THE PROJECT SITE. CONTRACTOR SHALL NOTIFY COLORADO 811 (811 OR 800-922-1987) A MINIMUM OF 48 HRS IN ADVANCE OF EXCAVATING FOR LOCATING AND MARKING OF UTILITIES.
- THE CONTRACTOR SHALL COORDINATE AND PROVIDE FOR THE PROTECTION OF CONFLICTING UTILITIES. UTILITIES OR OTHER OBSTRUCTIONS REQUIRING RELOCATION OR FACILITIES DAMAGED DURING THE COURSE OF CONSTRUCTION SHALL BE RELOCATED AND/OR REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
- TRAFFIC CONTROL, IF REQUIRED, SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL ENSURE THAT ONE LANE OF TRAFFIC IS PROVIDED AT ALL TIMES.
- ALL WORK TO REMAIN WITHIN DEPICTED RIGHT-OF-WAY AND CONSTRUCTION EASEMENTS.
- THE DRAWINGS CONTAIN DETAILED VERTICAL AND HORIZONTAL CONTROL FOR THE LAYOUT OF THE PROJECT. DETAILED CONSTRUCTION STAKING SHALL BE UNDERTAKEN BY THE CONTRACTOR.
- BENCHMARKS: LOCAL BENCHMARK COORDINATES AND ELEVATIONS ARE AS FOLLOWS:  

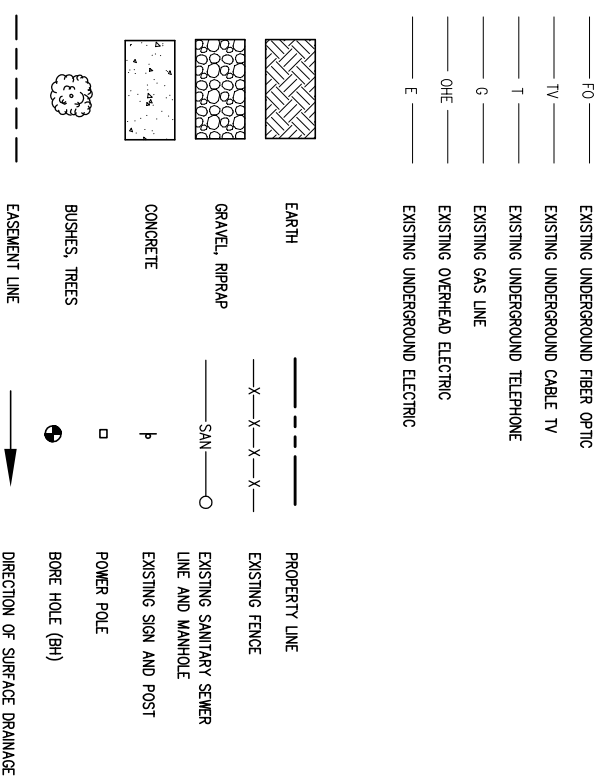
SW PROPERTY PIN (1/2" REBAR)	NW PROPERTY PIN (1/2" REBAR)
N = 5016.50	N = 5114.40
E = 6231.98	E = 6231.98

VERTICAL BM (NE COR. OF EXIST CONC. SLAB ON ADJACENT LOT 2 TO THE SOUTH)  
 EL = 6839.50
- CONTRACTOR SHALL DISPOSE OF ALL SPOILS, CONCRETE, ASPHALT, CURB & GUTTER, ETC. OFF SITE AND IN A LEGAL MANNER AT NO ADDITIONAL COST TO OWNER.
- CONTRACTOR SHALL FIELD VERIFY LOCATION, PIPE TYPE, ELEVATIONS, ETC. OF ALL EXISTING MANHOLES, UTILITIES, AND FEATURES BEING MODIFIED, CONNECTED TO OR INCORPORATED IN THE WORK AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO COMMENCING ANY WORK.
- REMOVE AND REINSTALL ANY TRAFFIC SIGNS, GUARDRAIL OR OTHER OBSTRUCTIONS AS REQUIRED. COORDINATE TIMING, TEMPORARY MEASURES, ETC. WITH ENTITY HAVING JURISDICTION.
- CONTRACTOR SHALL POTHOLE & FIELD VERIFY DEPTH OF EXISTING UTILITIES AT CROSSINGS OR POTENTIAL CONFLICTING POINTS WITHIN THE WORK & REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO COMMENCING WORK. DESIGN MODIFICATIONS MAY BE REQUIRED.
- THE EXISTING AND PROPOSED ELEVATIONS OF FLATWORK, SIDEWALKS, CURBS, THRESHOLDS, PAVING, ETC. ARE SHOWN HEREON ARE BASED ON EXTRAPOLATED DATA FROM FIELD SURVEY AND DATA PROVIDED BY OTHERS. AT CRITICAL AREAS AND SITE FEATURES, CONTRACTOR SHALL HAVE FOREWORK INSPECTED AND APPROVED BY OWNER, OWNER'S REPRESENTATIVE, OR ENGINEER PRIOR TO PLACING CONCRETE. MINOR ADJUSTMENTS, AS APPROVED, TO PROPOSED GRADES, INVERTS, ETC. MAY BE REQUIRED TO PREVENT PONDING OR ADVERSE SLOPES.

**SYMBOLS**



**LEGEND**



IF THIS BAR DOES NOT MEASURE 1" DRAWING IS NOT TO LABELD SCALE

PN: 19-1	DESIGNED BY: JJS
DATE: AUG 2019	DRAWN BY: JJS
	CHECKED BY: JJS

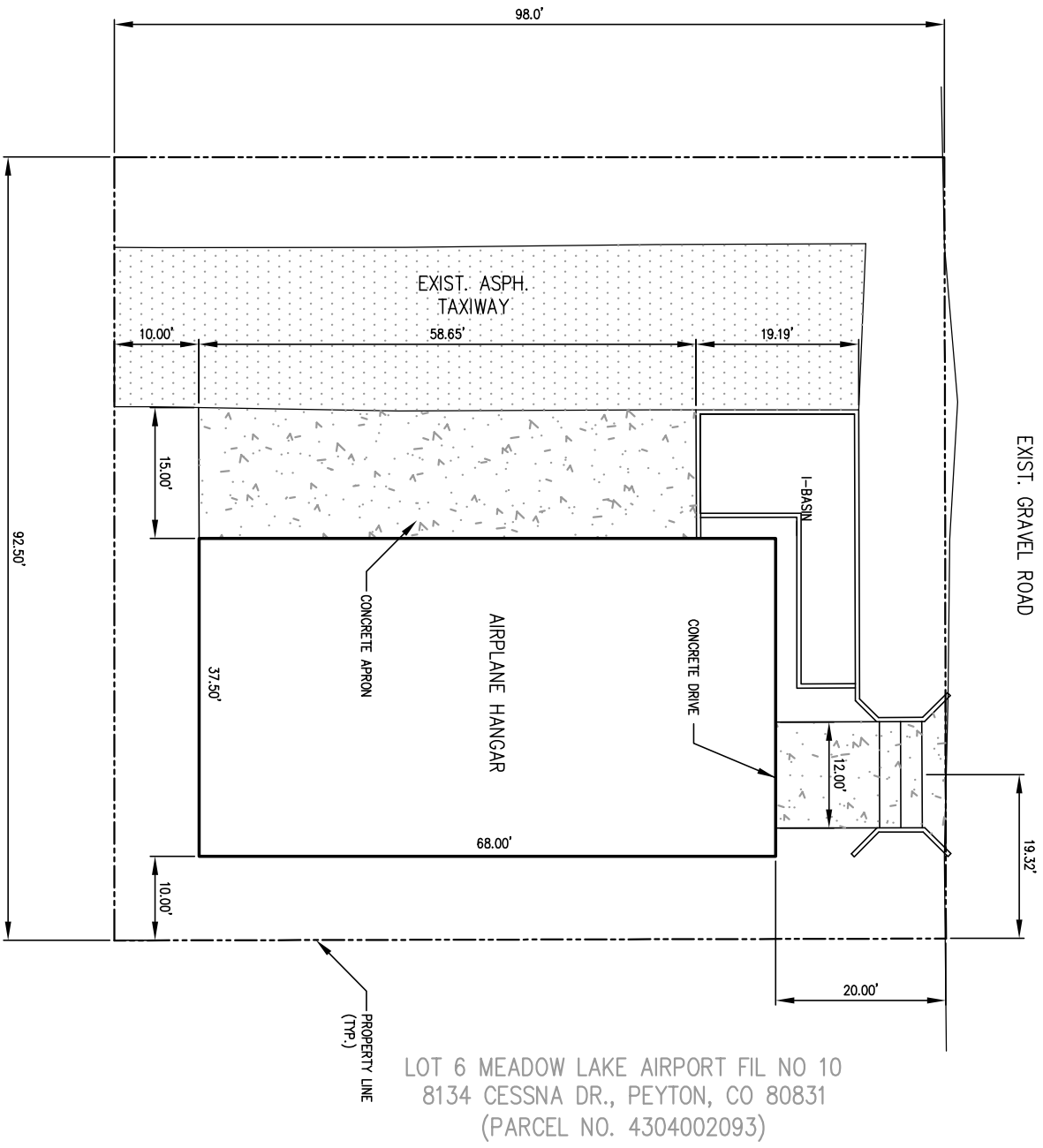
FOR REVIEW

**CCP, LLC**  
 14255 JUDGE ORR RD, PEYTON, CO 80831

**TOM SHAFFER**  
**HANGAR STORAGE FACILITY**  
**GENERAL NOTES, ABBREVIATIONS,**  
**LEGEND & SYMBOLS**

LOT 7, BLOCK 1 MEADOW LAKE AIRPORT FIL NO 2  
 8140 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 4304002086)

FALCON HANGARS CONDOMINIUMS  
 8234 CESSNA DR., PEYTON, CO 80831



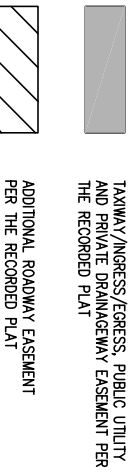
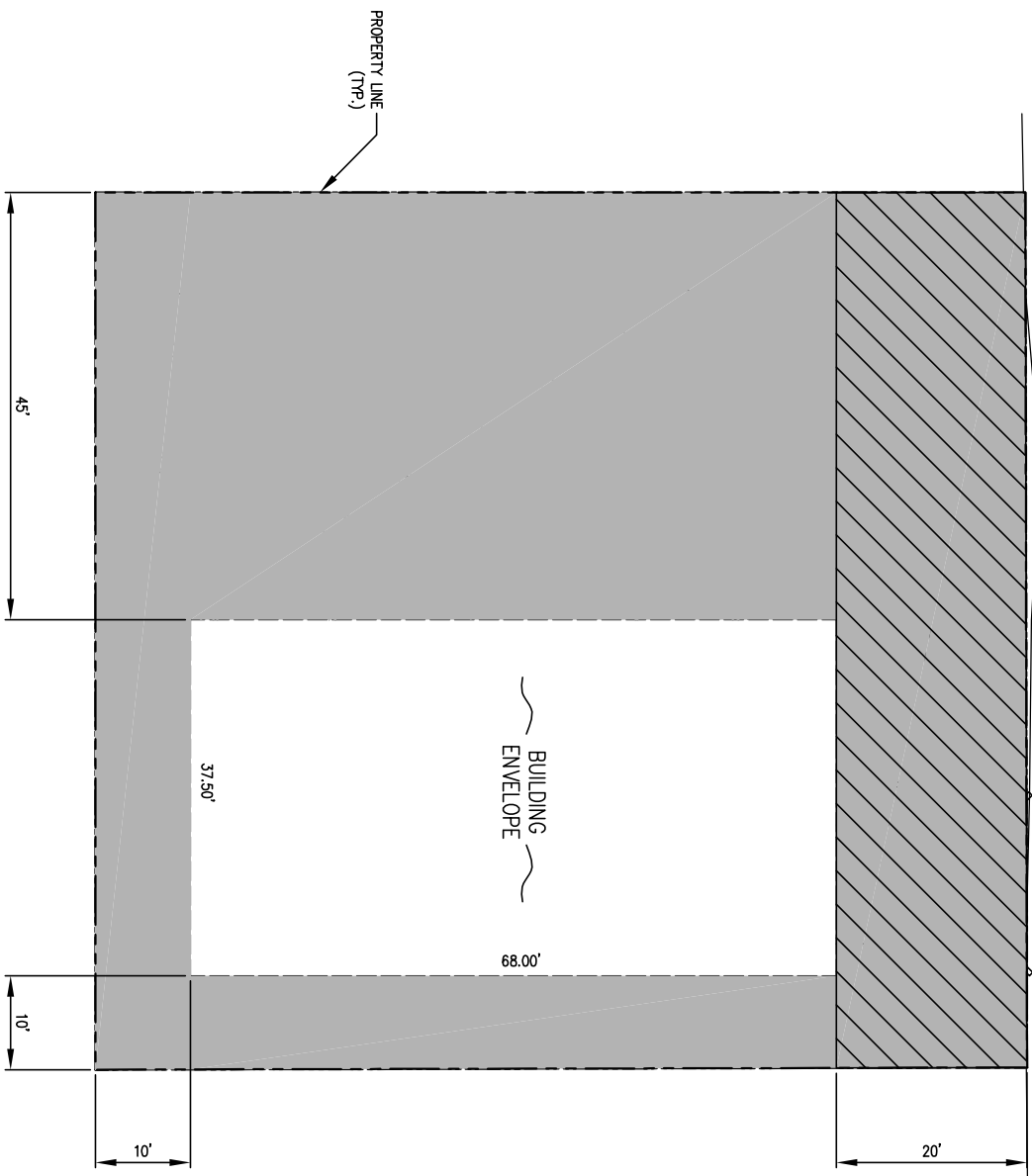
LOT 6 MEADOW LAKE AIRPORT FIL NO 10  
 8134 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 4304002093)

CONDOMINIUM UNIT D, SMD HANGAR CONDOMINIUMS  
 8132 CESSNA DR., PEYTON, CO 80831

**PLOT PLAN**

**LEGAL DESCRIPTION**  
 LOT 1 MEADOW LAKE AIRPORT FIL NO 10  
 8136 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 4304002102)

Remove from the  
 standalone GEC



**PLATTED SETBACKS & EASEMENTS**



1"=20' HORIZ



IF THIS BAR DOES NOT MEASURE 1" DRAWING IS NOT TO LABELD SCALE

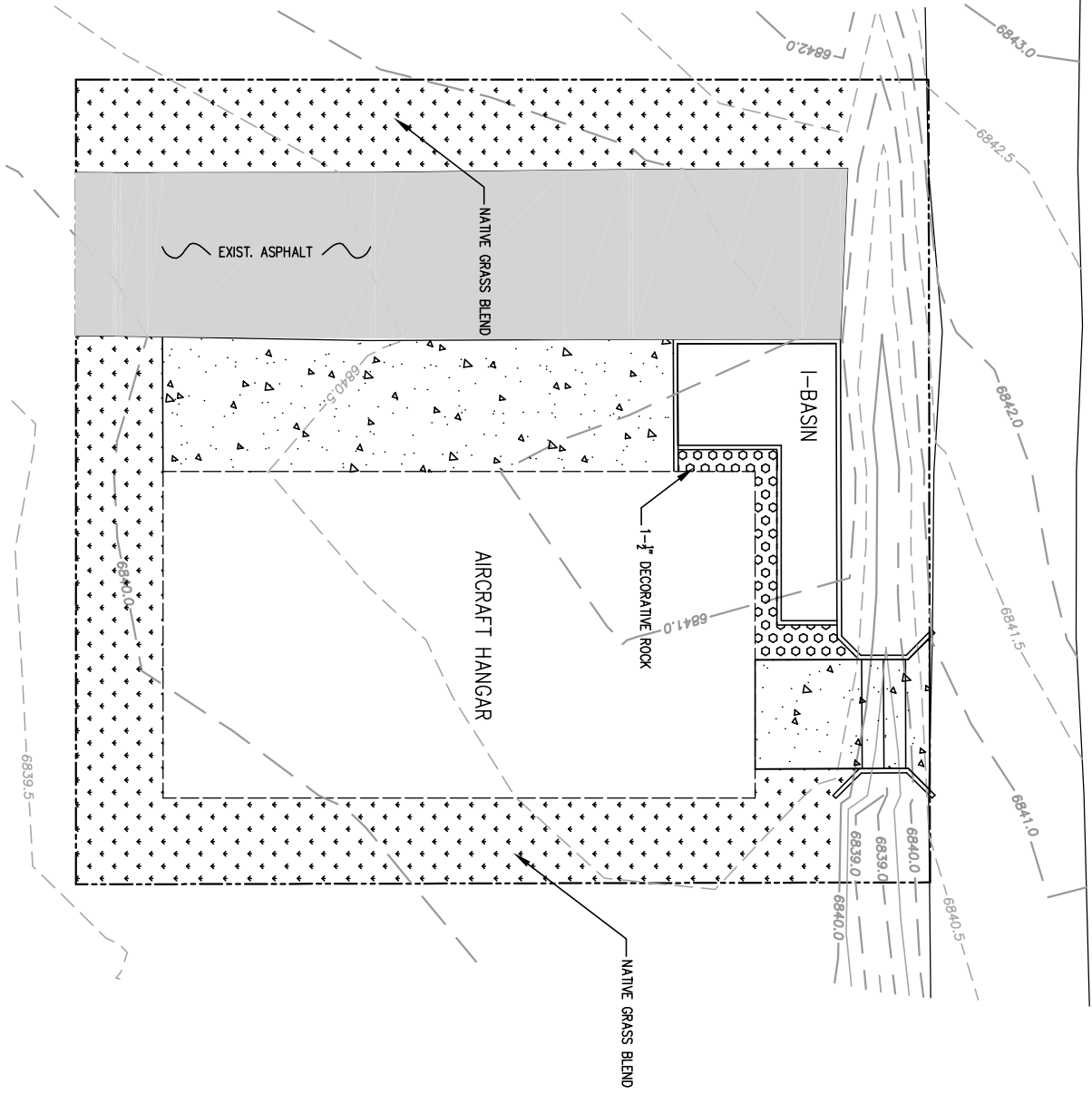
SHEET NO. <b>C-0</b>	<b>TOM SHAFFER HANGAR STORAGE FACILITY</b>		FOR REVIEW	<b>CCP, LLC</b> 14255 JUDGE ORR RD, PEYTON, CO 80831
	PLOT PLAN - 8136 CESSNA DRIVE			
	PN: 19-1			
	DATE: AUG 2019			
		CHECKED BY: JJS		

LOT 7, BLOCK 1 MEADOW LAKE AIRPORT FIL NO 2  
 8140 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 4304002086)

FALCON HANGARS CONDOMINIUMS  
 8234 CESSNA DR., PEYTON, CO 80831

CONDOMINIUM UNIT D, SWD HANGAR CONDOMINIUMS  
 8132 CESSNA DR., PEYTON, CO 80831

**LANDSCAPING PLAN**



LOT 10 MEADOW LAKE AIRPORT FIL NO 10  
 8136 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 4304002093)

Remove from the  
 standalone GEC



**LEGAL DESCRIPTION**  
 LOT 1 MEADOW LAKE AIRPORT FIL NO 10  
 8136 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 4304002102)



IF THIS BAR DOES NOT MEASURE 1'  
 DRAWING IS NOT TO LABELD SCALE

SHEET NO.  
**C-1**

**TOM SHAFFER**  
**HANGAR STORAGE FACILITY**  
**LANDSCAPING PLAN**

PN: 19-1	DESIGNED BY: JJS
DATE: AUG 2019	DRAWN BY: JJS
	CHECKED BY: JJS

FOR REVIEW

**CCP, LLC**  
 14255 JUDGE ORR RD, PEYTON, CO 80831

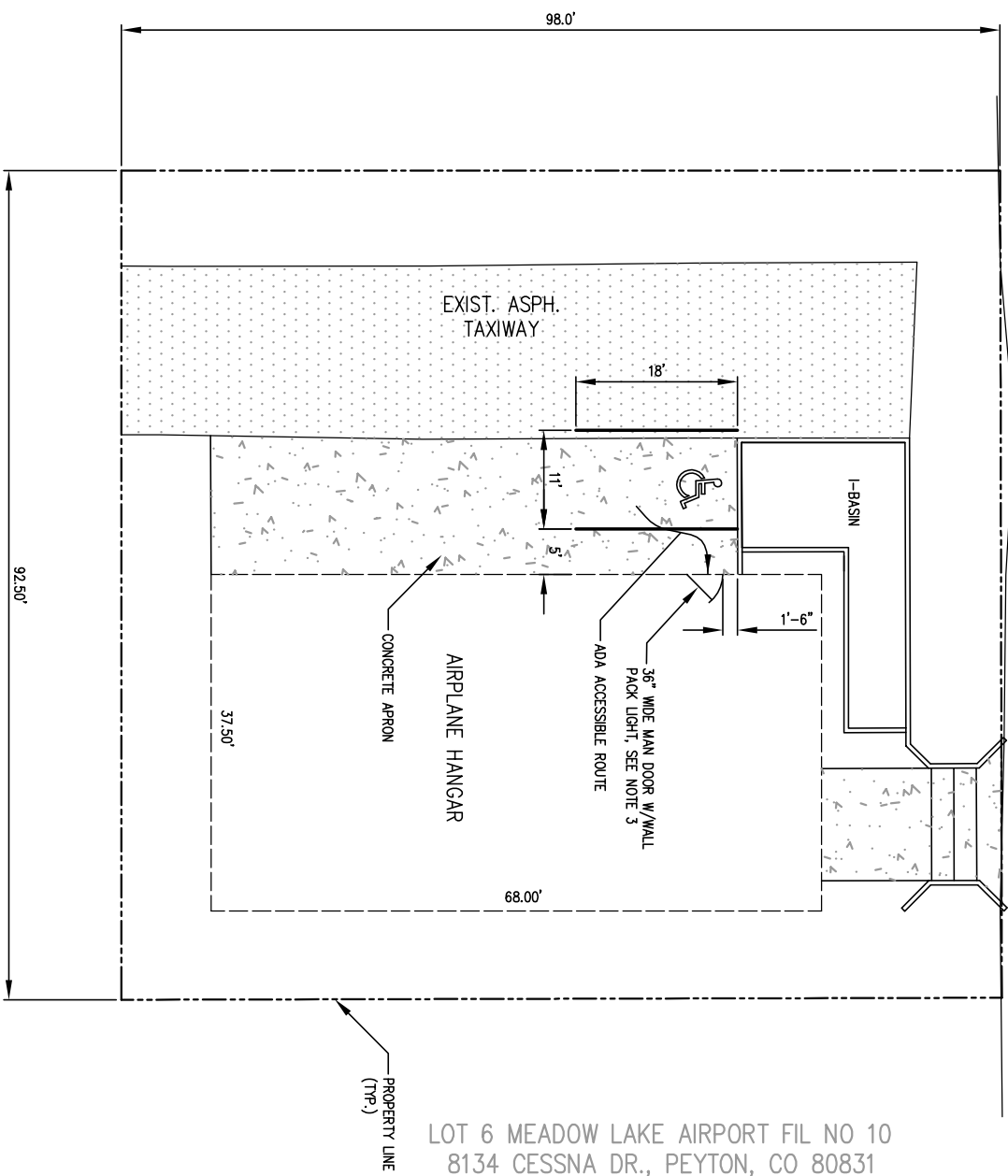
FALCON HANGARS CONDOMINIUMS  
8234 CESSNA DR., PEYTON, CO 80831

EXIST. GRAVEL ROAD

Remove from the  
standalone GEC



LOT 7, BLOCK 1 MEADOW LAKE AIRPORT FIL NO 2  
8140 CESSNA DR., PEYTON, CO 80831  
(PARCEL NO. 4304002086)



LOT 6 MEADOW LAKE AIRPORT FIL NO 10  
8134 CESSNA DR., PEYTON, CO 80831  
(PARCEL NO. 4304002093)

CONDOMINIUM UNIT D, SWD HANGAR CONDOMINIUMS  
8132 CESSNA DR., PEYTON, CO 80831

**SIGN, STRIP & LIGHTING PLAN**

**GENERAL NOTES**

1. LEGAL DESCRIPTION:  
LOT 1 MEADOW LAKE AIRPORT FIL NO 10  
8136 CESSNA DR., PEYTON, CO 80831  
(PARCEL NO. 4304002102)
2. THE PARTIES RESPONSIBLE FOR THIS PLAN HAVE FAMILIARIZED THEMSELVES WITH ALL CURRENT ACCESSIBILITY CRITERIA AND SPECIFICATIONS AND THE PROPOSED PLAN REFLECTS ALL THE ELEMENTS REQUIRED BY THE APPLICABLE ADA DESIGN STANDARDS AND GUIDELINES AS PUBLISHED BY THE UNITED STATES DEPARTMENT OF JUSTICE. APPROVAL OF THIS PLAN BY EL PASO COUNTY DOES NOT ASSURE COMPLIANCE WITH THE ADA OR ANY REGULATIONS OR GUIDELINES ENACTED OR PROMULGATED UNDER OR WITH RESPECT TO SUCH LAWS.
3. LIGHT FIXTURES SHALL BE ARRANGED AND POSITIONED SUCH THAT THE LIGHT SOURCES ARE CONCEALED AND FULLY SHIELDED SO THAT NO DIRECT LIGHT OR REFLECTION CREATES A NUISANCE OR HAZARD TO ANY ADJACENT OWNERSHIP OR RIGHT-OF-WAY AND THAT UP-LIGHT, SPILL-LIGHT, GLARE, AND UNNECESSARY DIFFUSION ARE MINIMIZED.
4. LIGHT FIXTURES SHALL BE FULL CUTOFF WHERE THE CUT-OFF ANGLE SHALL NOT EXCEED 90 DEGREES. FULL CUTOFF FIXTURES MAY NOT BE TILTED OR AIMED IN A MANNER THAT RESULTS IN LIGHT DISTRIBUTION ABOVE THE HORIZONTAL PLANE.
5. LIGHT FIXTURES SHALL BE OPERATED BY PHOTO CELL AND MOTION SENSOR WITH MANUAL OVERRIDE



IF THIS BAR DOES NOT MEASURE 1\"/>

PN: 19-1	
DATE: AUG 2019	
CHECKED BY: JJS	

FOR REVIEW

**CCP, LLC**  
14255 JUDGE ORR RD, PEYTON, CO 80831

**TOM SHAFFER**  
**HANGAR STORAGE FACILITY**  
**SIGN, STRIPE & LIGHT PLAN**

SHEET NO.  
**C-2**

**EL PASO COUNTY STANDARD NOTES**

1. STORMWATER DISCHARGES FROM CONSTRUCTION SITES SHALL NOT CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION, OR DEGRADATION OF STATE WATERS. ALL WORK AND EARTH DISTURBANCE SHALL BE DONE IN A MANNER THAT MINIMIZES POLLUTION OF ANY ON-SITE OR OFF-SITE WATERS, INCLUDING WETLANDS.
2. 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 REGULATION 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.
3. A SEPARATE STORMWATER MANAGEMENT PLAN (SWMP) FOR THIS PROJECT SHALL BE COMPLETED AND AN EROSION AND STORMWATER QUALITY CONTROL PERMIT (ESQCP) ISSUED PRIOR TO COMMENCING CONSTRUCTION. MANAGEMENT OF THE SWMP DURING CONSTRUCTION IS THE RESPONSIBILITY OF THE DESIGNATED QUALIFIED STORMWATER MANAGER OR CERTIFIED EROSION CONTROL INSPECTOR. THE SWMP SHALL BE LOCATED ON SITE AT ALL TIMES DURING CONSTRUCTION AND SHALL BE KEPT UP TO DATE WITH WORK PROGRESS AND CHANGES IN THE FIELD.
4. ONCE THE ESQCP IS APPROVED AND A "NOTICE TO PROCEED" HAS BEEN ISSUED, THE CONTRACTOR MAY INSTALL THE INITIAL STAGE EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED ON THE APPROVED DEC. A PRECONSTRUCTION MEETING BETWEEN THE CONTRACTOR, ENGINEER, AND EL PASO COUNTY WILL BE HELD PRIOR TO ANY CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE APPLICANT TO COORDINATE THE MEETING TIME AND PLACE WITH COUNTY STAFF.
5. CONTROL MEASURES MUST BE INSTALLED PRIOR TO COMMENCEMENT OF ACTIVITIES THAT COULD CONTRIBUTE POLLUTANTS TO STORMWATER. CONTROL MEASURES FOR ALL SLOPES, CHANNELS, DITCHES, AND DISTURBED LAND AREAS SHALL BE INSTALLED IMMEDIATELY UPON COMPLETION OF THE DISTURBANCE.
6. ALL TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REMAIN IN EFFECTIVE OPERATING CONDITION UNTIL PERMANENT SOIL EROSION CONTROL MEASURES ARE IMPLEMENTED AND FINAL STABILIZATION IS ESTABLISHED. ALL PERSONS ENGAGED IN LAND DISTURBANCE ACTIVITIES SHALL ASSESS THE ADEQUACY OF CONTROL MEASURES AT THE SITE AND IDENTIFY IF CHANGES TO THOSE CONTROL MEASURES ARE NEEDED TO ENSURE THE CONTINUED EFFECTIVE PERFORMANCE OF THE CONTROL MEASURES. ALL CHANGES TO TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES MUST BE INCORPORATED INTO THE STORMWATER MANAGEMENT PLAN.
7. TEMPORARY STABILIZATION SHALL BE IMPLEMENTED ON DISTURBED AREAS AND STOCKPILES WHERE GROUND DISTURBING CONSTRUCTION ACTIVITY HAS PERMANENTLY CEASED OR TEMPORARILY CEASED FOR LONGER THAN 14 DAYS.
8. FINAL STABILIZATION MUST BE IMPLEMENTED AT ALL APPLICABLE CONSTRUCTION SITES. FINAL STABILIZATION IS ACHIEVED WHEN ALL GROUND DISTURBING ACTIVITIES ARE COMPLETE AND ALL DISTURBED AREAS EITHER HAVE A UNIFORM VEGETATIVE COVER WITH INDIVIDUAL PLANT DENSITY OF 70 PERCENT OF PRE-DISTURBANCE LEVELS ESTABLISHED OR EQUIVALENT VEGETATIVE STABILIZATION METHOD IS IMPLEMENTED. ALL TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE REMOVED UPON FINAL STABILIZATION AND BEFORE PERMIT CLOSURE.
9. ALL PERMANENT STORMWATER MANAGEMENT FACILITIES SHALL BE INSTALLED AS DESIGNED IN THE APPROVED PLANS. ANY PROPOSED CHANGES THAT EFFECT THE DESIGN OR FUNCTION OF PERMANENT STORMWATER MANAGEMENT STRUCTURES MUST BE APPROVED BY THE EGM ADMINISTRATOR PRIOR TO IMPLEMENTATION.
10. EARTH DISTURBANCES SHALL BE CONDUCTED IN SUCH A MANNER SO AS TO EFFECTIVELY MINIMIZE ACCELERATED SOIL EROSION AND RESULTING SEDIMENTATION. ALL DISTURBANCES SHALL BE DESIGNED, CONSTRUCTED, AND COMPLETED SO THAT THE EXPOSED AREA OF ANY DISTURBED LAND SHALL BE LIMITED TO THE SHORTEST PRACTICAL PERIOD OF TIME. PRE-EXISTING VEGETATION SHALL BE PROTECTED AND MAINTAINED WITHIN 50 HORIZONTAL FEET OF A WATERS OF THE STATE UNLESS SHOWN TO BE INFEASIBLE AND SPECIFICALLY REQUESTED AND APPROVED.
11. COMPACTION OF SOIL MUST BE PREVENTED IN AREAS DESIGNATED FOR INFILTRATION CONTROL MEASURES OR WHERE FINAL STABILIZATION WILL BE ACHIEVED BY VEGETATIVE COVER. AREAS DESIGNATED FOR INFILTRATION CONTROL MEASURES SHALL ALSO BE PROTECTED FROM SEDIMENTATION DURING CONSTRUCTION UNTIL FINAL STABILIZATION IS ACHIEVED. IF COMPACTION PREVENTION IS NOT FEASIBLE DUE TO SITE CONSTRAINTS, ALL AREAS DESIGNATED FOR INFILTRATION AND VEGETATION CONTROL MEASURES MUST BE LOOSENEED PRIOR TO INSTALLATION OF THE CONTROL MEASURES(S).
12. ANY TEMPORARY OR PERMANENT FACILITY DESIGNED AND CONSTRUCTED FOR THE CONVEYANCE OF STORMWATER AROUND, THROUGH, OR FROM THE EARTH DISTURBANCE AREA SHALL BE A STABILIZED CONVEYANCE DESIGNED TO MINIMIZE EROSION AND THE DISCHARGE OF SEDIMENT OFF-SITE.
13. CONCRETE WASH WATER SHALL BE CONTAINED AND DISPOSED OF IN ACCORDANCE WITH THE SWMP. NO WASH WATER SHALL BE DISCHARGED TO OR ALLOWED TO ENTER STATE WATERS, INCLUDING ANY SURFACE OR SUBSURFACE STORM DRAINAGE SYSTEM OR FACILITIES. CONCRETE WASHWATERS SHALL NOT BE LOCATED IN AN AREA WHERE SHALLOW GROUNDWATER MAY BE PRESENT, OR WITHIN 50 FEET OF A SURFACE WATER BODY, CREEK OR STREAM.
14. DURING DEWATERING OPERATIONS OF UNCONTAMINATED GROUND WATER MAY BE DISCHARGED ON SITE, BUT SHALL NOT LEAVE THE SITE IN THE FORM OF SURFACE RUNOFF UNLESS AN APPROVED STATE DEWATERING PERMIT IS IN PLACE.
15. EROSION CONTROL BLANKETING OR OTHER PROTECTIVE COVERING SHALL BE USED ON SLOPES STEEPER THAN 3:1.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL WASTES FROM THE CONSTRUCTION SITE FOR DISPOSAL, IN ACCORDANCE WITH LOCAL AND STATE REGULATORY REQUIREMENTS. NO CONSTRUCTION DEBRIS, TREE SLASH, BUILDING MATERIAL WASTES OR UNUSED BUILDING MATERIALS SHALL BE BURIED, DUMPED, OR DISCHARGED AT THE SITE.
17. WASTE MATERIALS SHALL NOT BE TEMPORARILY PLACED OR STORED IN THE STREET, ALLEY, OR OTHER PUBLIC WAY UNLESS IN ACCORDANCE WITH AN APPROVED TRAFFIC CONTROL PLAN. CONTROL MEASURES MAY BE REQUIRED BY EL PASO COUNTY ENGINEERING IF DEMED NECESSARY, BASED ON SPECIFIC CONDITIONS AND CIRCUMSTANCES.
18. TRACKING OF SOILS AND CONSTRUCTION DEBRIS OFF-SITE SHALL BE MINIMIZED. MATERIALS TRACKED OFF-SITE SHALL BE CLEANED UP AND PROPERLY DISPOSED OF IMMEDIATELY.
19. THE OWNER/DEVELOPER SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL CONSTRUCTION DEBRIS, DIRT, TRASH, ROCK, SEDIMENT, SOIL, AND SAND THAT MAY ACCUMULATE IN ROADS, STORM DRAINS AND OTHER DRAINAGE CONVEYANCE SYSTEMS AND STORMWATER APPURTENANCES AS A RESULT OF SITE DEVELOPMENT.
20. THE QUANTITY OF MATERIALS STORED ON THE PROJECT SITE SHALL BE LIMITED, AS MUCH AS PRACTICAL, TO THAT QUANTITY REQUIRED TO PERFORM THE WORK IN AN ORDERLY SEQUENCE. ALL MATERIALS STORED ON-SITE SHALL BE STORED IN A NEAT, ORDERLY MANNER, IN THEIR ORIGINAL CONTAINERS, WITH ORIGINAL MANUFACTURER'S LABELS.
21. NO CHEMICAL(S) HAVING THE POTENTIAL TO BE RELEASED IN STORMWATER ARE TO BE STORED OR USED ONSITE UNLESS PERMISSION FOR THE USE OF SUCH CHEMICAL(S) IS GRANTED IN WRITING BY THE EGM ADMINISTRATOR. IN GRANTING APPROVAL FOR THE USE OF SUCH CHEMICAL(S), SPECIAL CONDITIONS AND MONITORING MAY BE REQUIRED.
22. BULK STORAGE OF ALLOWED PETROLEUM PRODUCTS OR OTHER ALLOWED LIQUID CHEMICALS IN EXCESS OF 55 GALLONS SHALL REQUIRE ADEQUATE SECONDARY CONTAMMENT PROTECTION TO CONTAIN ALL SPILLS ONSITE AND TO PREVENT ANY SPILLED MATERIALS FROM ENTERING STATE WATERS, ANY SURFACE OR SUBSURFACE STORM DRAINAGE SYSTEM OR OTHER FACILITIES.
23. NO PERSON SHALL CAUSE THE IMPEDIMENT OF STORMWATER FLOW IN THE CURB AND GUTTER OR DITCH EXCEPT WITH APPROVED SEDIMENT CONTROL MEASURES.

24. OWNER/DEVELOPER AND THEIR AGENTS SHALL COMPLY WITH THE "COLORADO WATER QUALITY CONTROL ACT" (TITLE 25, ARTICLE 8, ORS) AND THE "CLEAN WATER ACT" (33 USC 1344). IN ADDITION TO THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE, DOA VOLUME II AND THE EGM APPENDIX I, ALL APPROPRIATE PERMITS MUST BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION (1041, NPDES, FLOODPLAIN, 404, FUGITIVE DUST, ETC.). IN THE EVENT OF CONFLICTS BETWEEN THESE REQUIREMENTS AND OTHER LAWS, RULES, OR REGULATIONS OF OTHER FEDERAL, STATE, LOCAL, OR COUNTY AGENCIES, THE MOST RESTRICTIVE LAWS, RULES, OR REGULATIONS SHALL APPLY.
25. ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE ONLY AT APPROVED CONSTRUCTION ACCESS POINTS.
26. PRIOR TO CONSTRUCTION THE PERMITTEE SHALL VERIFY THE LOCATION OF EXISTING UTILITIES.
27. A WATER SOURCE SHALL BE AVAILABLE ON SITE DURING EARTHWORK OPERATIONS AND SHALL BE UTILIZED AS REQUIRED TO MINIMIZE DUST FROM EARTHWORK EQUIPMENT AND WIND.
28. THE SOILS REPORT FOR THIS SITE HAS BEEN PREPARED BY NLS AND SHALL BE CONSIDERED A PART OF THESE PLANS.
29. AT LEAST TEN (10) DAYS PRIOR TO THE ANTICIPATED START OF CONSTRUCTION, FOR PROJECTS THAT WILL DISTURB ONE (1) ACRE OR MORE, THE OWNER OR OPERATOR OF CONSTRUCTION ACTIVITY SHALL SUBMIT A PERMIT APPLICATION FOR STORMWATER DISCHARGE TO THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, WATER QUALITY DIVISION. THE APPLICATION CONTAINS CERTIFICATION OF COMPLETION OF A STORMWATER MANAGEMENT PLAN (SWMP), OF WHICH THIS GRADING AND EROSION CONTROL PLAN MAY BE A PART. FOR INFORMATION OR APPLICATION MATERIALS CONTACT:  
 COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT  
 WATER QUALITY CONTROL DIVISION  
 WOOD - PERMITS  
 4300 CHERRY CREEK DRIVE SOUTH  
 DENVER, CO 80246-1530  
 ATTN: PERMITS UNIT

**PLAN SPECIFIC NOTES:**

1. GENERAL:
  - A. CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE SITE AND OBTAINING, AT HIS COST, ANY ADDITIONAL STUDIES, EXAMINATIONS, INVESTIGATIONS, TESTS, OR DATA CONCERNING WORK CONDITIONS THAT MAY AFFECT COST, PROGRESS OR PERFORMANCE OF THE WORK RELATED TO ANY ASPECT OF THE MEANS, METHODS, TECHNIQUES AND MATERIAL QUANTITIES NECESSARY FOR MITIGATING SEDIMENT TRANSPORT AND EROSION CONTROL. COSTS ARISING FROM ANY AND ALL SUCH MEASURES SHALL BE BORN SOLELY BY THE CONTRACTOR.
  - B. EROSION CONTROL BMP'S ARE "BEST MANAGEMENT PRACTICES" FOR CONTROL OF SEDIMENT TRANSPORT AND EROSION CAUSED FROM CONTRACTORS MEANS, METHODS AND CONSTRUCTION TECHNIQUES. IN NO EVENT SHALL THE BMP'S SHOWN ON THE PLANS BE INTERPRETED TO BE ALL INCLUSIVE. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO SATISFY HIMSELF AS TO THE ADEQUACY OF THE BMP'S SHOWN AND TO INCLUDE ANY ADDITIONAL BMP'S AS NECESSARY TO COMPLY WITH EL PASO COUNTY ESQCP.
2. OTHER BMP'S (NOT SHOWN ON PLAN):
  - A. OTHER BMP'S MAY BE REQUIRED DEPENDING UPON CONTRACTOR MEANS AND METHODS. CONTRACTOR SHALL PROVIDE ADDITIONAL BMP'S AS NECESSARY. ADDITIONAL BMP DETAILS MAY BE OBTAINED FROM THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (UDFCD, WWW.UDFCD.ORG)
3. MAINTENANCE OF BMP'S
  - A. REFER TO SHEETS C-5 AND C-6 FOR INSTALLATION DETAILS AND ONGOING MAINTENANCE REQUIREMENTS OF BMP'S.
4. CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.
5. ALL CONTROLS SHALL BE INSTALLED WITHIN THE PROPERTY LINES UNLESS OTHERWISE SPECIFIED. WHEN CONSTRUCTION ACTIVITIES DISTURB ADJACENT AND/OR R.O.W. PROPERTIES, COORDINATION WITH OWNERS IS REQUIRED PRIOR TO CONSTRUCTION COMMENCEMENT.
6. THE AREA OF THE SITE IS LIMITED. CONTRACTOR TO USE BEST EFFORTS TO COMPLY WITH DIMENSIONAL STANDARDS SHOWN ON BMP DETAILS. HOWEVER ACTUAL FIELD CONDITIONS MAY WARRANT MODIFICATIONS. IF SO, MODIFICATIONS DIMENSIONAL MODIFICATIONS SHALL BE MADE SUCH THAT THE FUNCTIONAL OPERATION AND INTEGRITY OF THE BMP IS MAINTAINED.
7. REMOVE CHECK DAMS ONCE CHANNEL HAS BEEN STABILIZED WITH RIP RAP AND ENTRY WAY WORK IS COMPLETE (INCLUDING CULVERT & HEADWALLS).

**CCP, LLC**  
 14255 JUDGE ORR RD, PEYTON, CO 80831

FOR REVIEW

DESIGNED BY: JS
DRAWN BY: JJS
CHECKED BY: JJS

PN: 19-1
DATE: AUG 2019

**TOM SHAFFER**  
**HANGAR STORAGE FACILITY**  
**GRADING & EROSION CONTROL PLAN NOTES**



IF THIS BAR DOES NOT MEASURE 1'  
 DRAWING IS NOT TO LABELD SCALE

SHEET NO.  
**C-3**

Label the adjacent parcel number/owner

Move cross section to the highlighted section and extend to the building.

Identify the type of BMP. Based on the O&M included this is intended to be a Sand Filter.

Show and label all existing easement

Show and label the WQCV and 100yr water surface elevation. Per UDFCD when SF are located adjacent to buildings or pavement areas, protective measures should be implemented to avoid adverse impacts to these structures.

add a distance label from the retaining wall to the building.

Provide details for the filter material. See UDFCD Volume 3 for criteria.

Include the roadside ditch hydraulic analysis in the drainage letter.

include the culvert analysis in the drainage letter.

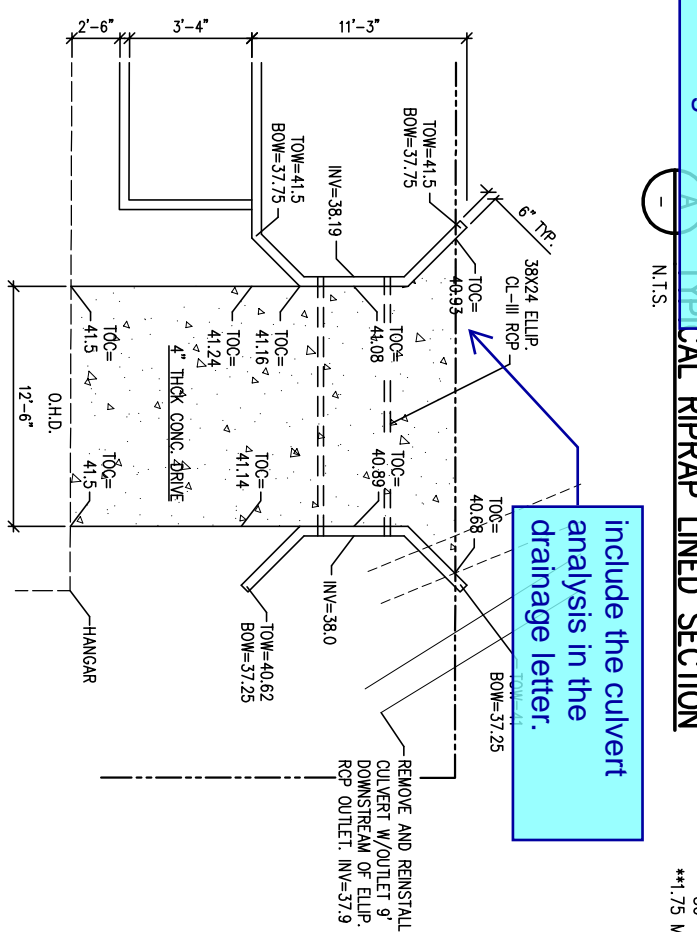
Label the adjacent parcel number/owner

Label the adjacent parcel number/owner

Label property line bearing and distances

**GRADING PLAN**  
SCALE: 1"=20'

- GENERAL NOTES:**
1. ALL CONCRETE SHALL ATTAIN A COMPRESSIVE STRENGTH OF 4000 PSI, AT 28 DAYS
  2. CULVERTS SHALL BE REINFORCED CONCRETE CLASS III
  3. PLACE SUBGRADE AND FOUNDATION WALL BACKFILL IN LIFTS NOT TO EXCEED 8" AND COMPACT TO 95% STANDARD PROCTOR (ASTM D-698)
  3. DO NOT COMPACT I-BASIN FLOOR. CONTRACTOR SHALL USE REASONABLE EFFORTS TO LIMIT VEHICLE/EQUIPMENT TRACKING WITHIN THE I-BASIN FLOOR

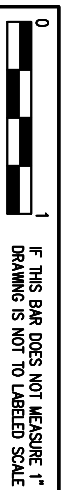
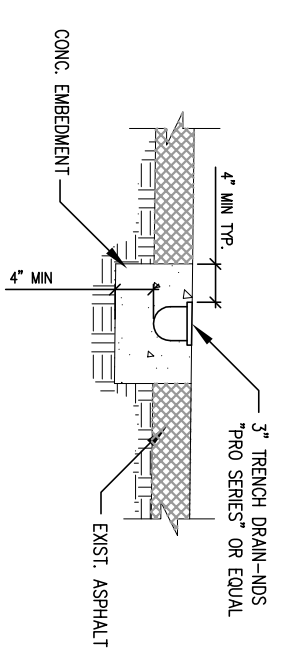


CLASSIFICATION AND GRADATION OF ORDINARY RIPRAP			
RIPRAP DESIGNATION	% SMALLER THAN GIVEN SIZE BY WEIGHT	INTERMEDIATE ROCK DIMENSION (INCHES)	d <sub>50</sub> * INCHES
TYPE L	70-100 50-70 35-50	15 12 9	9
TYPE M	70-100 50-70 35-50 2-10	21 18 12 4	12

\* d<sub>50</sub> = MEAN PARTICLE SIZE  
\*\*1.75 MIN. FOR OUTLET SIDE SLOPES TO DAYLIGHT

**1 ENTRYWAY DETAIL**  
N.T.S.

**C TRENCH DRAIN DETAIL**  
N.T.S.



**TOM SHAFFER**  
**HANGAR STORAGE FACILITY**  
**GRADING & DRAINAGE PLAN**

PN: 19-1  
DATE: AUG 2019  
DESIGNED BY: JS  
DRAWN BY: JJS  
CHECKED BY: JJS

FOR REVIEW

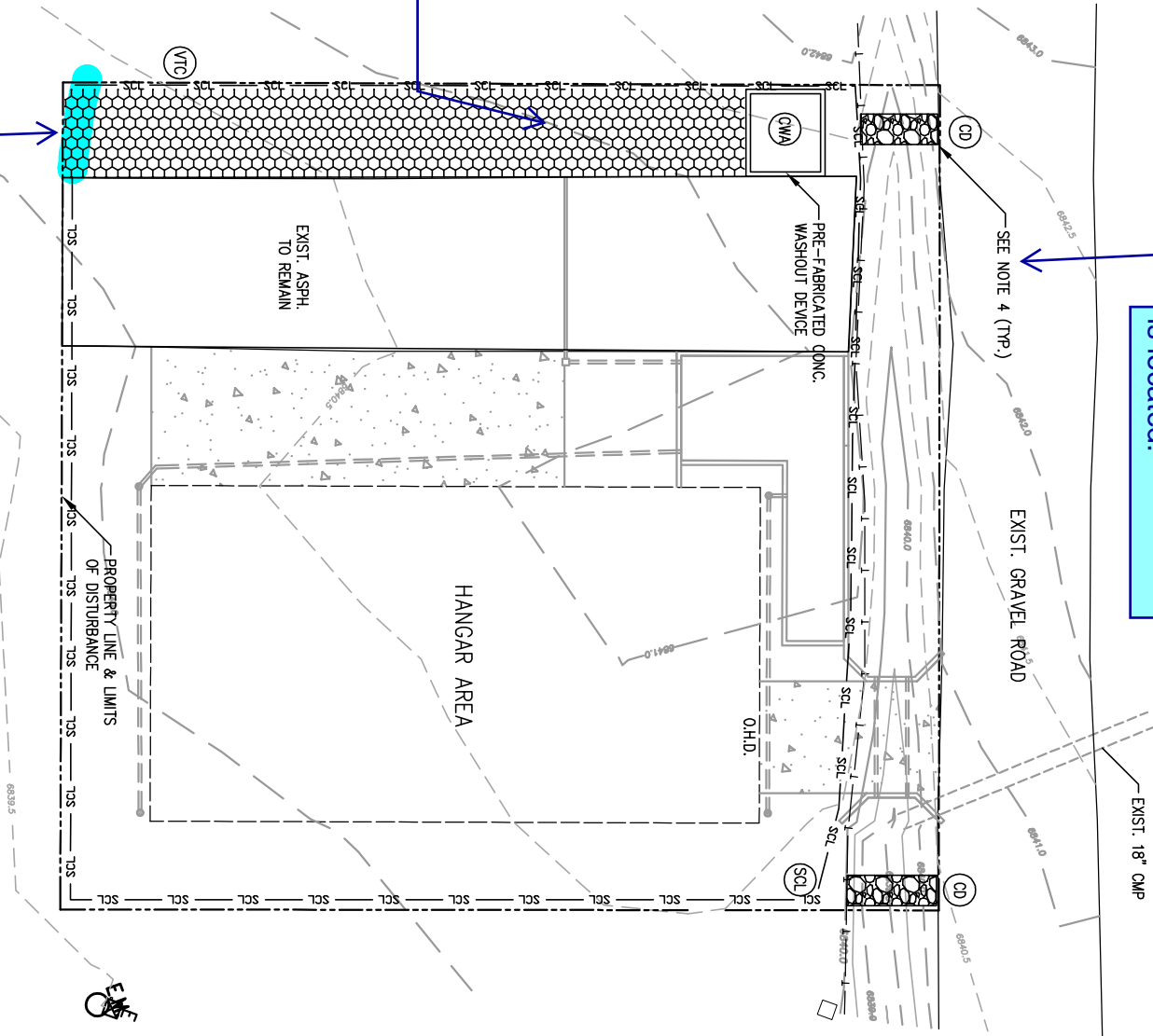
**CCP, LLC**  
14255 JUDGE ORR RD, PEYTON, CO 80831

SHEET NO. C-4

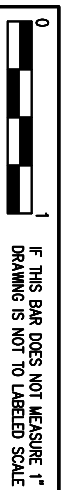
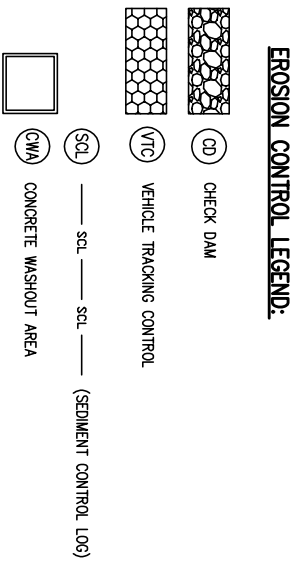
No note 4 on this sheet. Update and reference the relevant sheet note 4 is located.

Explain on the SWMMP narrative why the VTC is located at the side of the road. Staff's recommendation is to use an different type of VTC. Review Appendix F of the recent ECM update which identifies three additional approved VTC system.

It this VTC design is used, install a barricade at the highlighted area. Construction vehicles must be on the existing asphalt when it leaves the property to reduce potential damage on the adjacent properties landscape area. Add the barricade in the financial assurance estimate (FAE)



Identify the area used for staging, storage of building materials, stockpile. See checklist item 1u.



<b>TOM SHAFFER HANGAR STORAGE FACILITY</b>  <b>EROSION CONTROL PLAN</b>	PN: 19-1	DESIGNED BY: JS	FOR REVIEW	<b>CCP, LLC</b> 14255 JUDGE ORR RD, PEYTON, CO 80831
	DATE: AUG 2019	DRAWN BY: JJS		
		CHECKED BY: JJS		
SHEET NO. <b>C-5</b>				



## STORMWATER MANAGEMENT PLAN (SWMP)

THIS STORMWATER MANAGEMENT PLAN IS TO BE RETAINED AND MAINTAINED ON-SITE 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 IN UNINCORPORATED EL PASO COUNTY (a.k.a. 8136 CESSNA DRIVE, PEYTON, CO. 80831). THE PROPOSED PROJECT CONSISTS OF INSTALLATION OF A 37,536<sup>8</sup> PRE-ENGINEERED METAL AIRPLANE STORAGE HANGAR, A 58,653<sup>15</sup> CONCRETE APRON, A 38'X24' ELLIPTICAL CONCRETE CULVERT AND ONE 12'X20' CONCRETE DRIVEWAY TOGETHER WITH THE ASSOCIATED DRAINAGE AND GRADING APPURTENANCES. THE TOTAL SITE AREA IS APPROXIMATELY 0.208 ACRES WITH A TOTAL ESTIMATED DISTURBANCE OF APPROXIMATELY 0.16 ACRES. ULTIMATE RECEIVING WATERS IS THE ARKANSAS RIVER WITH NO STREAMS OR TRIBUTARIES CROSSING THE PROJECT SITE.

PHASE	ESTIMATED	ACTUAL
CONSTRUCTION START	NOVEMBER, 2019	_____
SITE RESTORATION	JUNE, 2020	_____

THE EXISTING SITE CONSISTS OF EXISTING ASPHALT AND NATIVE GRASSLAND VEGETATION AND IS APPROXIMATELY 80% COVERED WITH VEGETATIVE GROUND COVER.

OTHER POTENTIAL POLLUTION SOURCES SUCH AS VEHICLE FUELING, STORAGE OF FERTILIZER OR CHEMICALS, VEHICLE WASHING, WASTE INCENERATION, HAUL-ROADS, LOADING/UNLOADING AREAS, ETC., DO NOT EXIST AT THIS SITE.

### 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 AHEAD AT ACHIEVING THE GOAL OF MINIMIZING EROSION. FURTHERMORE, CONSTRUCTION PERSONNEL WILL BE INSTRUCTED AND SUPERVISED IN CONSTRUCTION METHODS CONSISTENT WITH EROSION PREVENTION PRACTICES.

### VEHICLE TRACKING CONTROL (VTC)

A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED AT THE TAXIWAY LOCATED ALONG THE WEST SIDE OF THE SITE. 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 FENCE (SF) AND/OR SEDIMENT CONTROL LOSS (SCL)

SILT FENCING AND/OR SEDIMENT CONTROL LOSS SHALL BE INSTALLED WITH RESPECT TO PROPOSED DRAINAGE PATTERNS. SILT FENCE AND/OR SEDIMENT CONTROL LOSS SHALL BE CONSTRUCTED ALONG THE PORTIONS OF THE LIMITS OF WORK SITE AND ALONG ANY DRAINAGE AREAS SUBJECT TO EROSION. THE SILT FENCING AND/OR SEDIMENT CONTROL LOSS SHALL BE INSTALLED AT THE DOWNHILL SIDE OF THE EXISTING SLOPES ACROSS THE SITE AND AT ALL POINT DISCHARGE AREAS WHETHER SHOWN ON THE PLANS OR NOT. SILT FENCE AND/OR SEDIMENT CONTROL LOSS SHALL BE MAINTAINED AS NEEDED THROUGHOUT THE CONSTRUCTION PROCESS. THE TEMPORARY SILT FENCE AND/OR SEDIMENT CONTROL LOSS WILL REMAIN UNTIL STORM SEWER STRUCTURES ARE COMPLETED AND GROUND COVER IS EFFECTIVE.

### ROCK CHECK DAMS (RCD)

ROCK CHECK DAMS WILL BE INSTALLED AS SHOWN AND MAINTAINED AT LOCATIONS AROUND THE SITE WHERE FUTURE GRASS LINED OR RIP RAP LINED SWALES WILL CARRY THE STORM RUNOFF. PRIOR TO LANDSCAPING OR FINAL STABILIZATION OF THE SWALES, THESE BARRIERS WILL REDUCE THE FLOW VELOCITIES IN THESE SWALES AND ALLOW THE DISTURBED SOIL TO SETTLE OUT. THE ROCK CHECK DAMS WILL BE REMOVED ONCE FINAL SWALE STABILIZATION HAS BEEN ACHIEVED (I.E. GRASS ESTABLISHED OR RIP RAP COMPLETED PER PLANS).

### 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 ABOVE 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 (AND/OR EROSION CONTROL LOSS), ROCK CHECK DAMS, AND GRAVELING OF THE CONSTRUCTION ENTRANCE WILL BE PERFORMED WHEN THE GRADING BEGINS. FLIGHTIE 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 AND/OR EL PASO COUNTY AT THE TIME OF GRADING.

### PERMANENT STABILIZATION MEASURES

PERMANENT LANDSCAPING WILL INCLUDE (SEEDING AND DECORATIVE ROCK COVER TO OPEN AREAS. NATIVE PERENNIAL SEEDING WILL BE ESTABLISHED IN NON-IRRIGATED AREAS. SEE LANDSCAPING PLAN (SHEET C-1) FOR PERMANENT GROUND COVER STABILIZATION MEASURES.

### MATERIALS AND SOIL PROTECTION

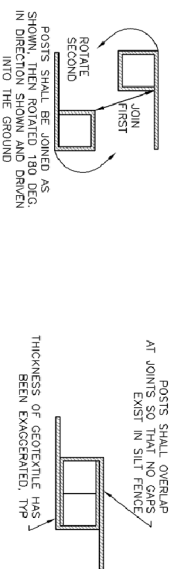
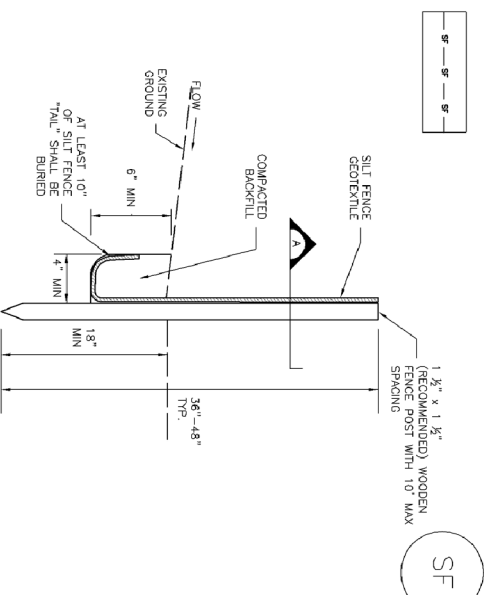
THE CONTRACTOR WILL STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN CONFINED AREAS ON SITE AND IN STAGING AREAS FROM WHICH RUNOFF WILL BE CONTAINED AND FILTERED. MATERIALS WILL BE STORED OFF THE GROUND AND PROTECTED FROM THE WEATHER BY A COVER OR STORED IN A CONTAINER SUCH AS A VAN OR TRAILER.

### INSPECTION AND MAINTENANCE

THE EROSION CONTROL MEASURES WILL BE INSPECTED DAILY DURING CONSTRUCTION BY THE CONTRACTOR AND AFTER EACH RAIN EVENT. 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 NEEDED. ALL DOCUMENTATION SHALL BE AVAILABLE UPON REQUEST. 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 RIGHTS-OF-WAY WILL BE REMOVED IMMEDIATELY. AT MINIMUM THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL BMPs EVERY 14 DAYS AND AFTER SIGNIFICANT PRECIPITATION OR SNOWMELT EVENTS.

### 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.



SF-1. SILT FENCE

### SILT FENCE INSTALLATION NOTES

- 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.
- 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.
- COMPACT ANCHOR TRENCH BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. COMPACTATION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
- 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.
- 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 3" ALONG THE FABRIC DOWN THE STAKE.
- 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').
- SILT FENCE SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.

### SILT FENCE 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.
- 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".
- REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.
- 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.
- WHEN SILT FENCE IS REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY THE LOCAL JURISDICTION.

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.

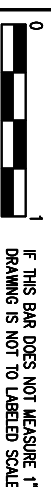
Remove from the standalone GEC plan set.  
 SWMP to be submitted as a separate document.  
 See other SWMP reports submitted to the County for the expected format and content.

PN: 19-1	DESIGNED BY: JS
DATE: AUG 2019	DRAWN BY: JJS
	CHECKED BY: JJS

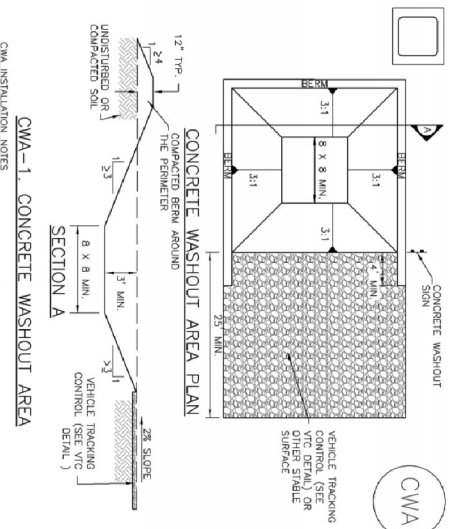
FOR REVIEW

**CCP, LLC**  
 14255 JUDGE ORR RD, PEYTON, CO 80831

TOM SHAFFER  
 HANGAR STORAGE FACILITY  
 STORMWATER MANAGEMENT PLAN

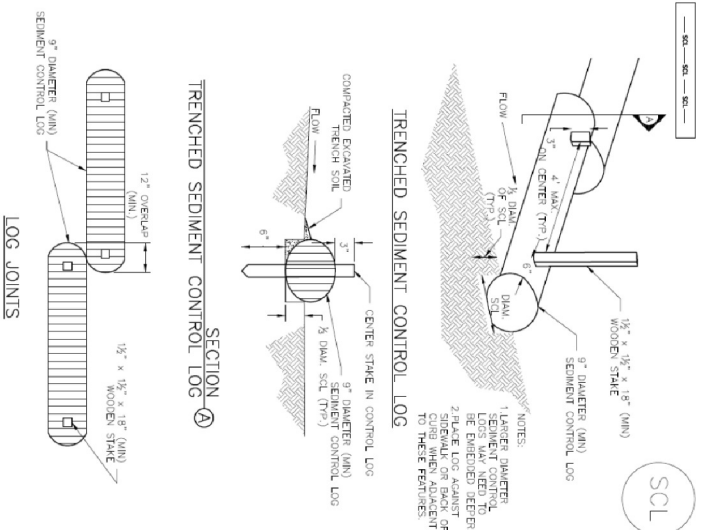


SHEET NO.  
**C-6**



CWA-1. CONCRETE WASHOUT AREA

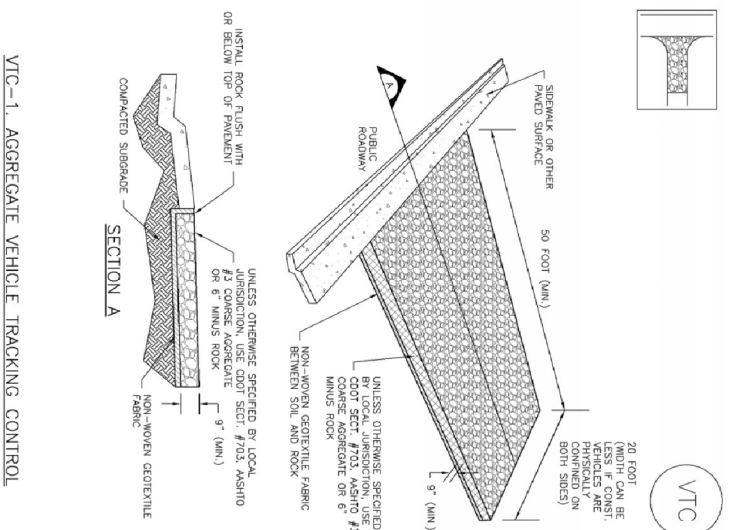
- CWA INSTALLATION NOTES
1. SEE PLAN VIEW FOR CWA INSTALLATION LOCATION.
  2. DO NOT LOCATE AN UNBUILT CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATTERN OR EXISTING CONSTRUCTION. THE CWA SHALL BE PROTECTIVE AND NOT BE A SOURCE OF POLLUTION. ANY CONSTRAINTS MUST BE NOTICED, OR IF NEARBY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITH AN IMPERMEABLE LAYER (16 MIL MIN THICKNESS OR UNLINED ABOVE GROUND STORAGE ARE SHOULD BE USED).
  3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
  4. CWA SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 8" BY 8" SLOPES AT LEAST 3" DEEP.
  5. BERM SURROUNDING SIDES AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'-0".
  6. VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE CWA.
  7. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CWA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CWA TO OPERATORS OF CONCRETE MIXERS AND PUMP TRUCKS.
  8. USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.



SCL-1. TRENCHED SEDIMENT CONTROL LOG

SEDIMENT CONTROL LOG INSTALLATION NOTES

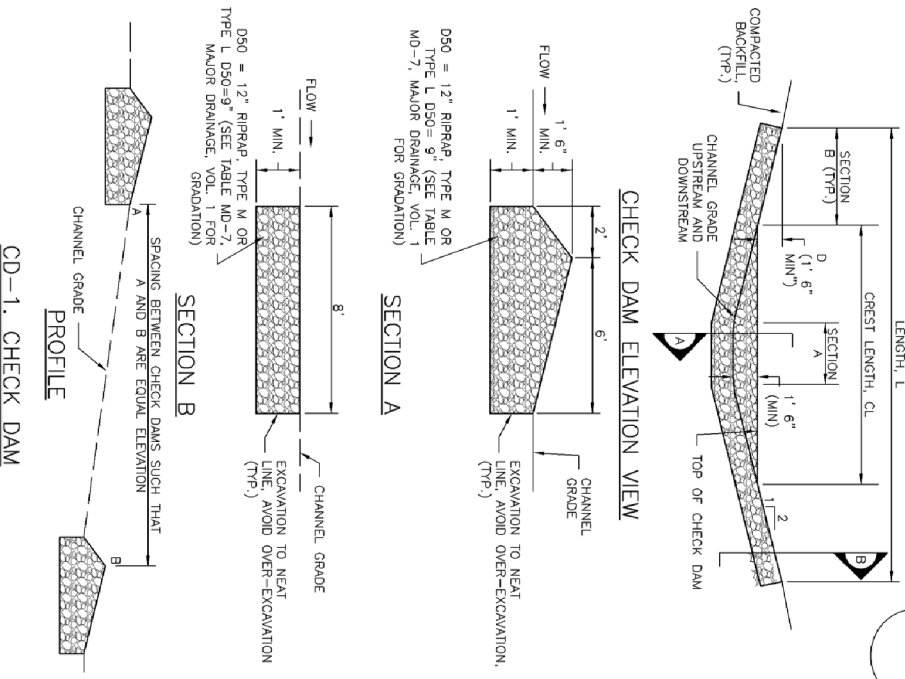
1. SEE PLAN VIEW FOR LOCATION AND LENGTH OF SEDIMENT CONTROL LOGS.
  2. SEDIMENT CONTROL LOGS THAT ACT AS A PERIMETER CONTROL SHALL BE INSTALLED PRIOR TO ANY UPRIGRADING LAND-DISTURBING ACTIVITIES.
  3. SEDIMENT CONTROL LOGS SHALL CONSIST OF STRAW, COMPOST, EXCESSOR OR COCONUT FIBER, AND SHALL BE FREE OF ANY NOXIOUS WEED SEEDS OR DEFECTS INCLUDING RIPS, HOLES AND GROUND WEAR.
  4. SEDIMENT CONTROL LOGS MAY BE USED AS SMALL CHECK DAMS IN DITCHES AND SWALES. HOWEVER, THEY SHOULD NOT BE USED IN PERENNIAL STREAMS.
  5. IT IS RECOMMENDED THAT SEDIMENT CONTROL LOGS BE TRENCHED INTO THE GROUND TO A DEPTH OF APPROXIMATELY 1/3 OF THE DIAMETER OF THE LOG. IF TRENCHING TO THIS DEPTH IS NOT FEASIBLE AND/OR DESIRABLE (SHORT TERM INSTALLATION WITH DESIRE NOT TO STABILIZE), LOGS SHOULD BE TRENCHED TO A DEPTH OF APPROXIMATELY 1/3 OF THE LOG DIAMETER. LOGS THAT ARE 8' HIGH DO NOT NEED TO BE TRENCHED.
  6. THE UPSTREAM SIDE OF THE SEDIMENT CONTROL LOG SHALL BE BACKFILLED WITH SOIL OR COMPACTED INTO THE SHAPE OF A RIGHT TRIANGLE USING A SHOVEL OR WEIGHTED LAWN ROLLER OR BLOWN IN PLACE.
  7. FOLLOW MANUFACTURER'S GUIDANCE FOR STAKING. IF MANUFACTURER'S INSTRUCTIONS DO NOT SPECIFY STAKING, STAKES SHALL BE PLACED ON 4' CENTERS AND EXCEEDED A MINIMUM OF 6" INTO THE GROUND. 3" OF THE STAKE SHALL PROTRUDE FROM THE TOP OF THE LOG. STAKES THAT ARE BROKEN PRIOR TO INSTALLATION SHALL BE REPLACED. COMPOST LOGS SHOULD BE STAKED 10' ON CENTER.
- SEDIMENT CONTROL LOG MAINTENANCE NOTES
1. INSPECT BARS EACH WORKDAY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BARS SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BARS AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
  2. FREQUENT OPERATING CONDITION, INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
  3. WHERE BARS HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
  4. SEDIMENT ACCUMULATED UPSTREAM OF SEDIMENT CONTROL LOG SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BAR. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENT IS APPROXIMATELY 1/2 OF THE HEIGHT OF THE SEDIMENT CONTROL LOG.
  5. SEDIMENT CONTROL LOG SHALL BE REMOVED AT THE END OF CONSTRUCTION/COMPOST FROM CONSTRUCTION LOGS SHALL BE REMOVED AT THE END OF CONSTRUCTION AND THE TOP SOIL SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAILS ADAPTED FROM TOWN OF HANDEL, COLORADO, DISTRICT COUNTY, COLORADO, AND CITY OF ASPEN, COLORADO, NOT MAINTAINED IN AUTOCAD)
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM IUDCO STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.



VTC-1. AGGREGATE VEHICLE TRACKING CONTROL

STABILIZED CONSTRUCTION ENTRANCE/EXIT INSTALLATION NOTES

1. SEE PLAN VIEW FOR LOCATION AND LENGTH OF STABILIZED CONSTRUCTION ENTRANCE/EXIT (SCE/EXE) (MINI/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 VEHICLE 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. #703. ASHTO #3 CORSE AGGREGATE OR 6" (MINUS) ROCK.
- STABILIZED CONSTRUCTION ENTRANCE/EXIT MAINTENANCE NOTES
1. INSPECT BARS EACH WORKDAY AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BARS SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BARS AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
  2. FREQUENT OPERATING CONDITION, INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
  3. WHERE BARS HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
  4. ROCK SHALL BE REMOVED OR RESEGLED AS NECESSARY TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT DETAIL.
  5. SEDIMENT TRAPPED ONTO BARS SHOULD BE TO BE REMOVED THROUGHOUT THE DAY AND AT THE END OF THE DAY BY SWEEPING OR SWEEPING. SEDIMENT MAY NOT BE WASHED DOWN STORM SEWER DRAINS.
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM IUDCO STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.
- (DETAILS ADAPTED FROM CITY OF BRIMFIELD, COLORADO, NOT MAINTAINED IN AUTOCAD)



CD-1. CHECK DAM

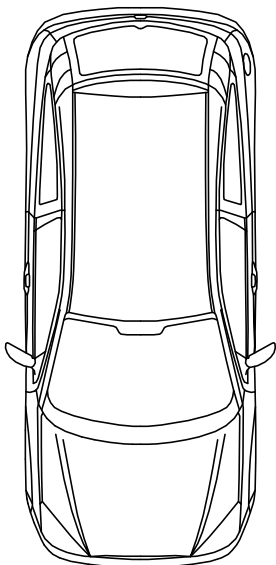
PN: 19-1	DESIGNED BY: JS
DATE: AUG 2019	DRAWN BY: JJS
	CHECKED BY: JJS

FOR REVIEW

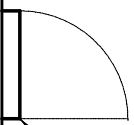
CCP, LLC  
14255 JUDGE ORR RD, PEYTON, CO 80831

37'-6"

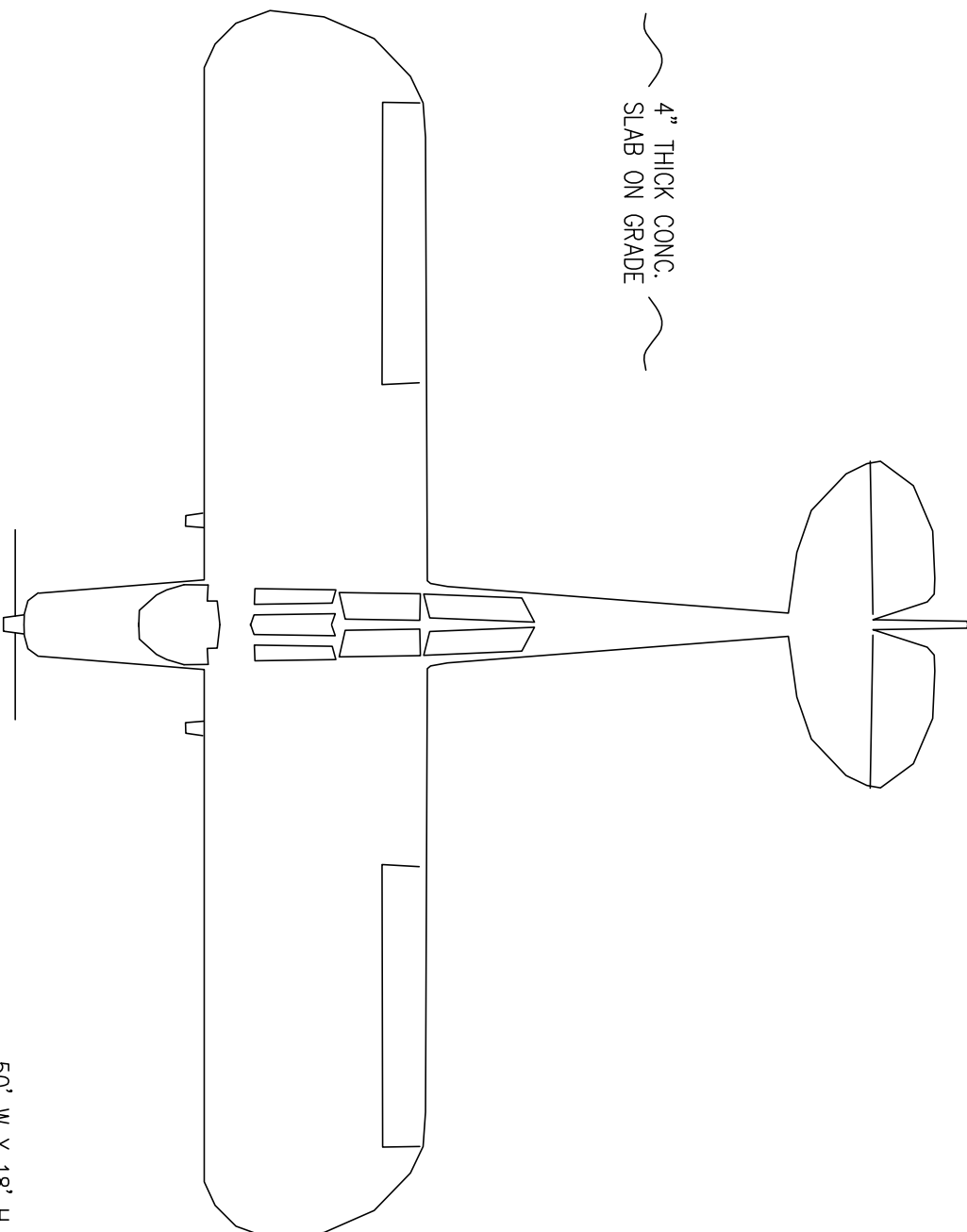
14' W X 16' H  
OVERHEAD DOOR



3068 MAN DOOR



4" THICK CONC.  
SLAB ON GRADE



PRE-ENGINEERED  
METAL BUILDING

Remove from the  
standalone GEC



68'-0"

**FLOOR PLAN**

3/16"=1'-0"

**LEGAL DESCRIPTION**  
LOT 1 MEADOW LAKE AIRPORT FTL NO 10  
8136 CESSNA DR., PEYTON, CO 80831  
(PARCEL NO. 4304002102)



IF THIS BAR DOES NOT MEASURE 1'  
DRAWING IS NOT TO LABELD SCALE

**TOM SHAFFER  
HANGAR STORAGE FACILITY**

**FLOOR PLAN**

PN: 19-1

DATE: AUG 2019

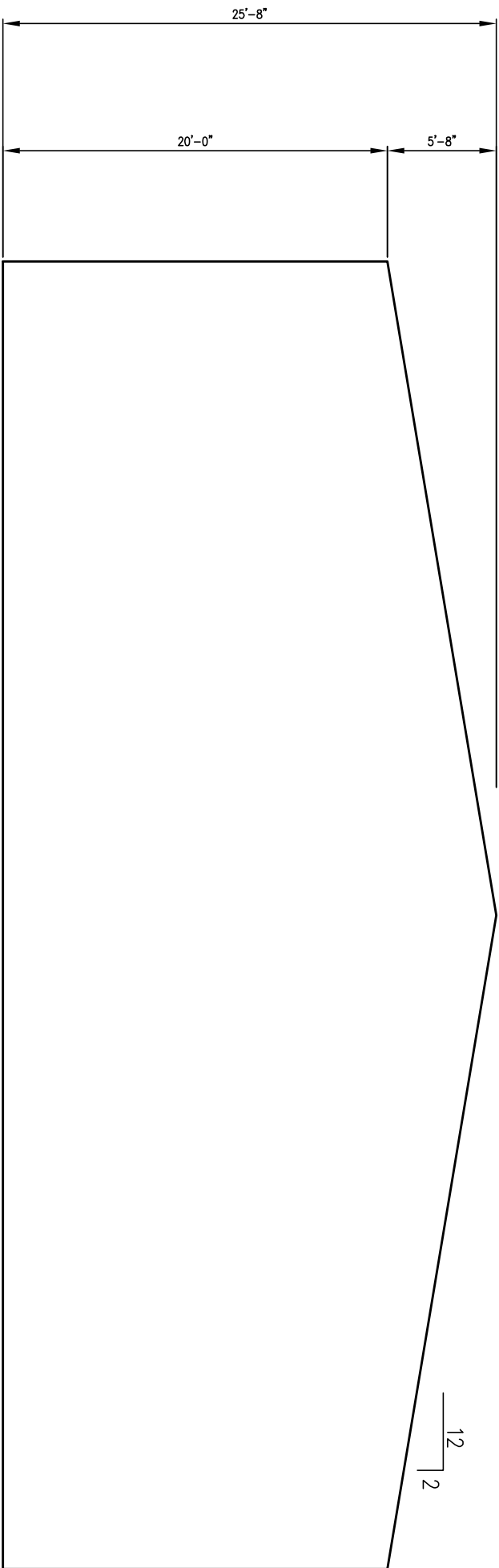
CHECKED BY: JJS

FOR REVIEW

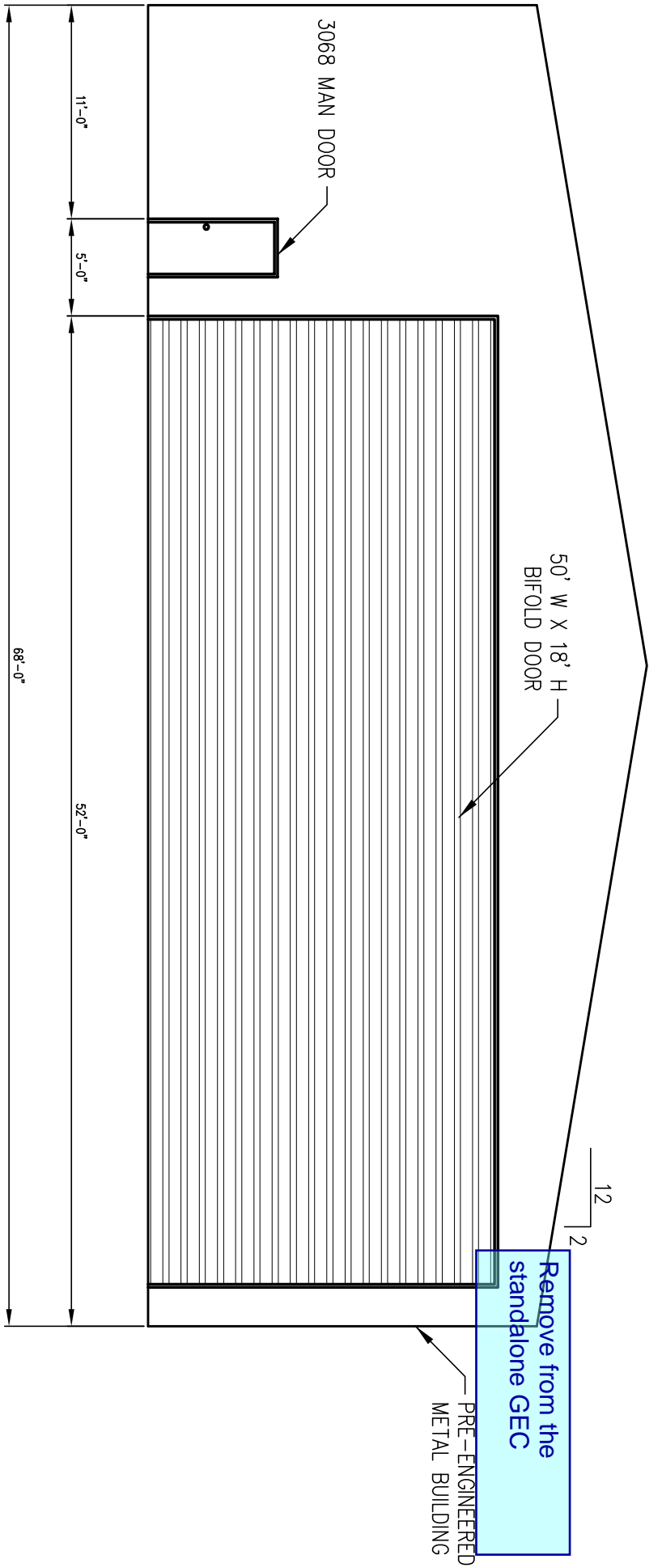
**CCP, LLC**  
14255 JUDGE ORR RD, PEYTON, CO 80831

SHEET NO.  
**A-0**

**LEGAL DESCRIPTION**  
 LOT 1 MEADOW LAKE AIRPORT FIL NO 10  
 8136 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 4304002102)



**EAST ELEVATION**  
 3/16"=1'-0"



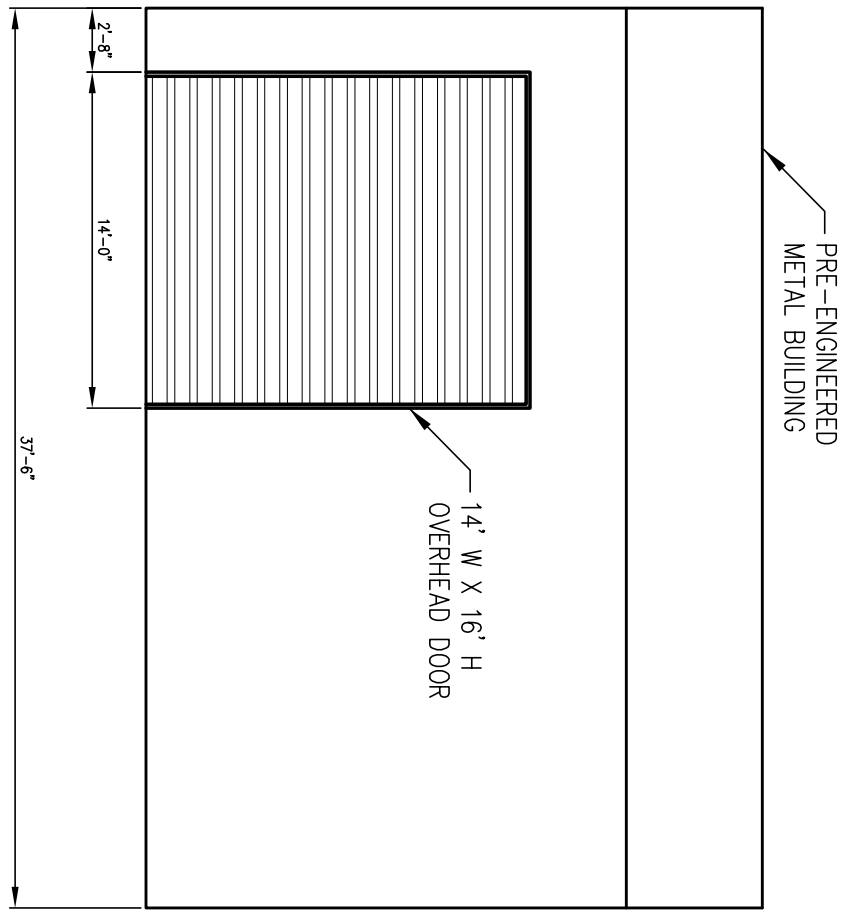
**WEST ELEVATION**  
 3/16"=1'-0"



IF THIS BAR DOES NOT MEASURE 1'  
 DRAWING IS NOT TO LABELED SCALE

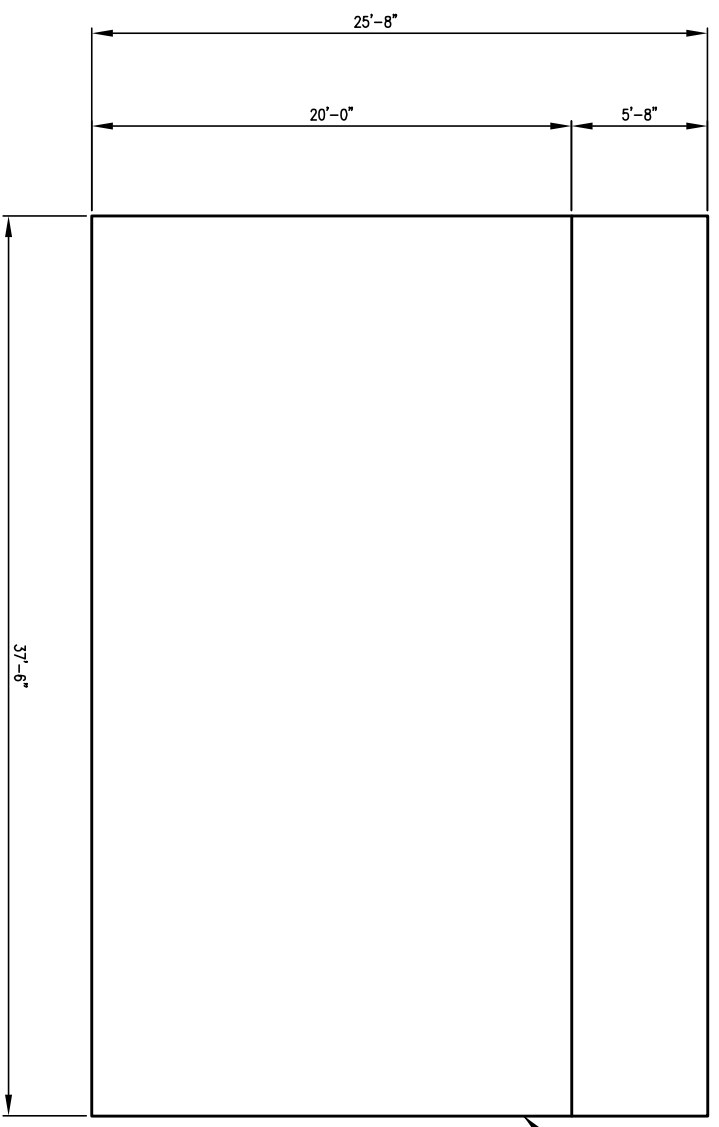
SHEET NO. <b>A-1</b>	<b>TOM SHAFFER HANGAR STORAGE FACILITY</b>		PN: 19-1	<b>FOR REVIEW</b>	<b>CCP, LLC</b> 14255 JUDGE ORR RD, PEYTON, CO 80831
	<b>EAST/WEST ELEVATION VIEWS</b>		DATE: AUG 2019		
			CHECKED BY: JJS		

**LEGAL DESCRIPTION**  
 LOT 1 MEADOW LAKE AIRPORT FIL NO 10  
 8136 CESSNA DR., PEYTON, CO 80831  
 (PARCEL NO. 430402102)



**NORTH ELEVATION**  
 $3/16" = 1'-0"$

Remove from the  
standalone GEC



**SOUTH ELEVATION**  
 $3/16" = 1'-0"$

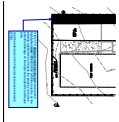


IF THIS BAR DOES NOT MEASURE 1'  
DRAWING IS NOT TO LABELD SCALE

SHEET NO. <b>A-2</b>	TOM SHAFFER HANGAR STORAGE FACILITY		PN: 19-1	FOR REVIEW	<b>CCP, LLC</b> 14255 JUDGE ORR RD, PEYTON, CO 80831
	NORTH/SOUTH ELEVATION VIEWS		DATE: AUG 2019		
			CHECKED BY: JJS		

# FullPlanSet\_v1.pdf Markup Summary

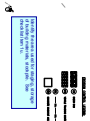
dsdlaforce (39)



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**Author:** dsdlaforce  
**Date:** 10/21/2019 10:00:53 AM  
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It this VTC design is used, install a barricade at the highlighted area. Construction vehicles must be on the existing asphalt when it leaves the property to reduce potential damage on the adjacent properties landscape area.

Add the barricade in the financial assurance estimate (FAE)



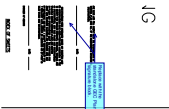
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Identify the area used for staging, storage of building materials, stockpile. See checklist item 1u.



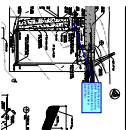
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Show and label all existing easement



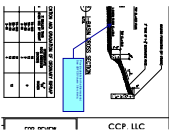
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Replace with the standalone GEC Plan signature block.



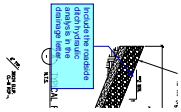
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Identify the type of BMP. Based on the O&M included this is intended to be a Sand Filter.



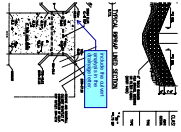
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Provide details for the filter material. See UDFCD Volume 3 for criteria.



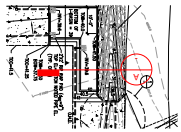
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Include the roadside ditch hydraulic analysis in the drainage letter.



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include the culvert analysis in the drainage letter.



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A



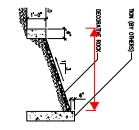
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Move cross section to the highlighted and extend to the building.



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add a distance label from the retaining wall to the building.

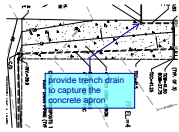


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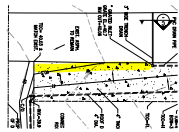
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Show and label the WQCV and 100yr water surface elevation.  
 Per UDFCD when SF are located adjacent to buildings or pavement areas, protective measures should be implemented to avoid adverse impacts to these structures.

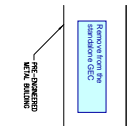


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provide trench drain to capture the concrete apron

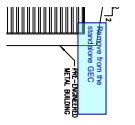


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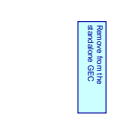
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Remove from the standalone GEC



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Remove from the standalone GEC



**Subject:** Text Box  
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Remove from the standalone GEC



L 10.10  
9

Remove from the  
standalone GEC

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Remove from the standalone GEC

Remove from the  
standalone GEC  
ROW LAKE AIRPORT FL 1  
DWA SEC. SECTION CD 8  
CCL NO. 434022093

**Subject:** Text Box  
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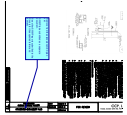
Remove from the standalone GEC



Remove from the  
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DWA SEC. SECTION

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Remove from the standalone GEC

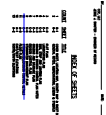


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Remove from the standalone GEC plan set.

SWMP to be submitted as a separate document.

See other SWMP reports submitted to the County for the expected format and content.



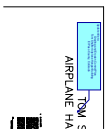
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This document will be reviewed as the standalone Grading and Erosion Control Plan. On the resubmittal upload to the "Grading and Erosion Control Plan (24 x 36)" slot.



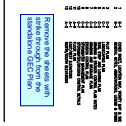
Remove from the  
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AIRPLA

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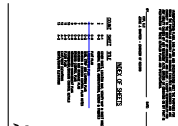
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Update title to:  
 Grading and Erosion Control Plan  
 Tom Shaffer Airplane Hangar Building  
 El Paso County, Colorado



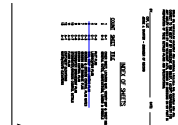
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Remove the sheets with strike through from the standalone GEC Plan

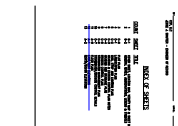


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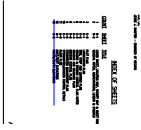
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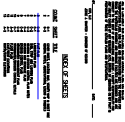
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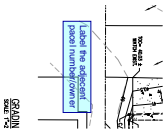
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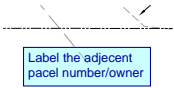


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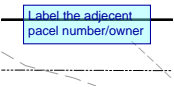
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Label the adjacent parcel number/owner



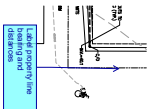
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**Space:**

Label the adjacent parcel number/owner



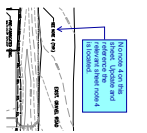
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**Page Label:** 7  
**Author:** dsdlaforce  
**Date:** 10/21/2019 9:38:40 AM  
**Status:**  
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**Layer:**  
**Space:**

Label the adjacent parcel number/owner



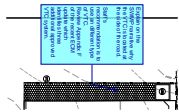
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**Author:** dsdlaforce  
**Date:** 10/21/2019 9:40:05 AM  
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**Space:**

Label property line bearing and distances



**Subject:** Callout  
**Page Label:** 8  
**Author:** dsdlaforce  
**Date:** 10/21/2019 9:49:34 AM  
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**Space:**

No note 4 on this sheet. Update and reference the relevant sheet note 4 is located.

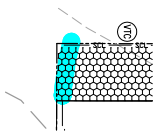


**Subject:** Callout  
**Page Label:** 8  
**Author:** dsdlaforce  
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Explain on the SWMP narrative why the VTC is located at the side of the road.

Staff's recommendation is to use an different type of VTC.

Review Appendix F of the recent ECM update which identifies three additional approved VTC system.



**Subject:** Highlight  
**Page Label:** 8  
**Author:** dsdlaforce  
**Date:** 10/21/2019 9:59:30 AM  
**Status:**  
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