

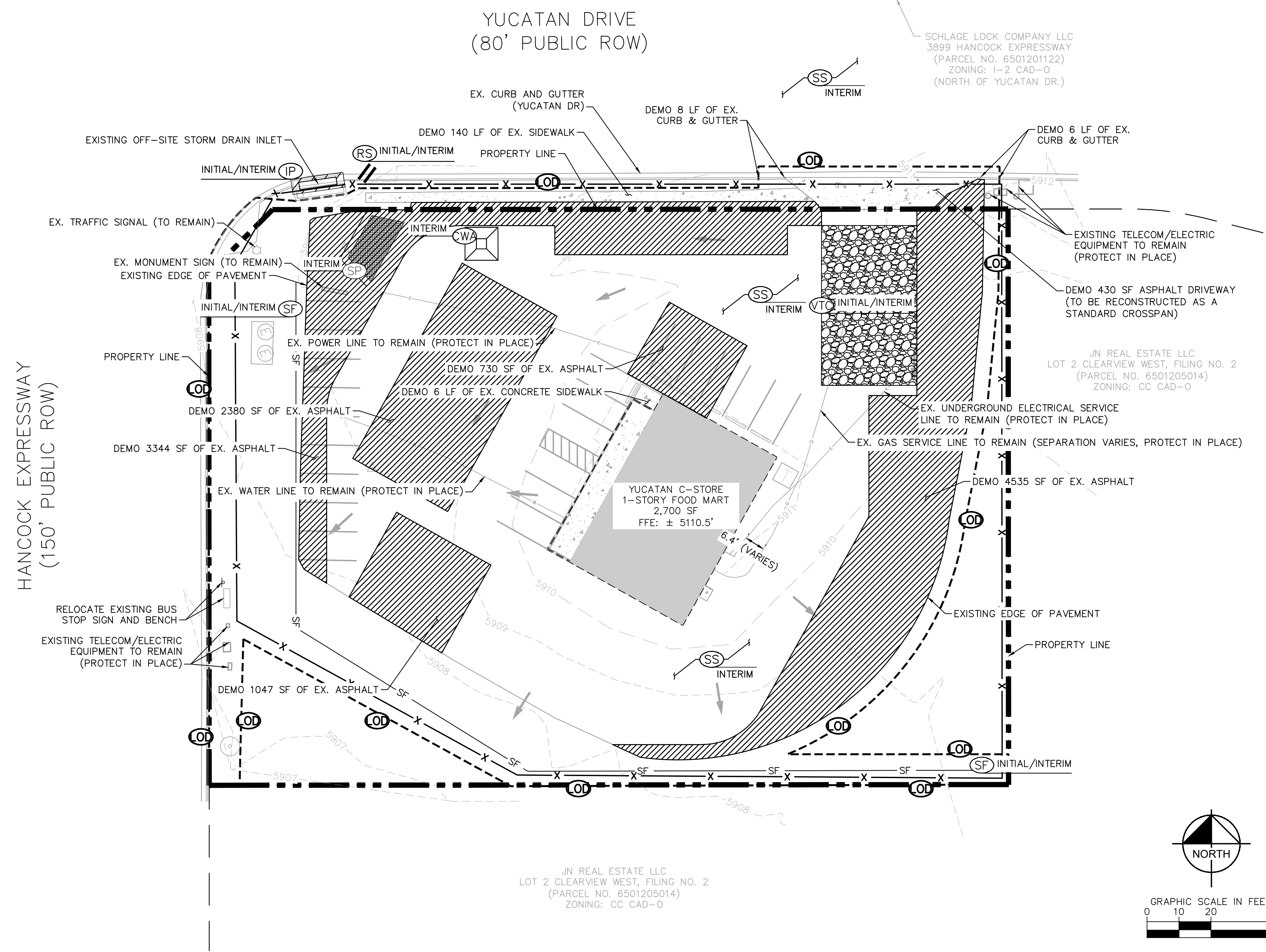








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**LEGEND**

	PROPERTY LINE
	EDGE OF PAVEMENT
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	BUILDING FOOTPRINT
	CONCRETE SIDEWALK
	ASPHALT PAVEMENT
	EXISTING/PROPOSED LANDSCAPE AREA
	DEMO EXISTING ASPHALT PAVEMENT
	LIMITS OF DISTURBANCE
	CONSTRUCTION FENCE (INITIAL/INTERIM)
	VEHICLE TRACKING CONTROL
	CONCRETE WASHOUT AREA
	SILT FENCE
	SOIL STOCKPILE
	INLET PROTECTION
	ROCK SOCKS
	STREET SWEEPING
	EX. DIRECTION OF FLOW

**EXISTING SOIL & LANDSCAPING**  
 TRUCKTON SANDY LOAM (HYDROLOGIC SOIL GROUP A)  
 NO NOTABLE VEGETATION EXISTS ONSITE. NATIVE GRASSES AND SPARSE TREES WHERE SITE IS UNPAVED.

**CONSTRUCTION CONTROL MEASURE PHASING**  
 ALL CONSTRUCTION CONTROL MEASURES SHOWN ON THIS PLAN WILL BE BOTH INITIAL AND INTERIM CCM'S UNLESS OTHERWISE LABELED ON THE PLAN.

**CUT/FILL AREAS**  
 THIS PROJECT CONSISTS OF PAVEMENT REMOVAL AND REPLACEMENT WITH MINOR REVISIONS TO FINISHED GRADES TO ENSURE ADA COMPLIANCE. AREAS OF PAVEMENT REPLACEMENT HAVE BEEN DEMARCATED ON PLANS. NO SIGNIFICANT AREAS OF CUT OR FILL ARE PROPOSED AS A PART OF THIS PROJECT.

**NOTES**

1. THE INTENT OF THIS PLAN IS TO IDENTIFY THE EROSION CONTROL PRACTICES RECOMMENDED. THE CONTRACTOR SHALL REFERENCE ADDITIONAL CONSTRUCTION PLANS FOR DEMOLITION OF EXISTING AND CONSTRUCTION OF PROPOSED IMPROVEMENTS.
2. ADJACENT STREETS AND SIDEWALK SHALL BE KEPT CLEAN AND FREE OF SEDIMENT AND/OR DEBRIS AT ALL TIMES. CONTRACTOR SHALL PERFORM STREET SWEEPING AT ALL TIMES DURING ACTIVE TRACKING AND AT A MINIMUM ON A DAILY BASIS AT THE END OF EACH CONSTRUCTION DAY.
3. TEMPORARY STABILIZATION (TS) SHALL BE IMPLEMENTED WITHIN THE DISTURBED PORTIONS OF THE PROJECT SITE NO LATER THAN 14 DAYS FOLLOWING THE CEASE OF CONSTRUCTION ACTIVITIES WITHIN THE DISTURBED AREAS.
4. PERMANENT STABILIZATION (PS) TO BE USED ALONG DISTURBED PERIMETER AS REQUIRED AND AT THE CONTRACTOR'S DISCRETION.
5. CONTRACTOR SHALL UTILIZE ROLLED EROSION CONTROL PRODUCTS ON ALL SLOPES 3H:1V OR GREATER TO ACHIEVE REQUIRED STABILIZATION.
6. CONTRACTOR SHALL MAINTAIN ACCEPTABLE EROSION CONTROL PRACTICES WITHIN THE ANTICIPATED LIMITS OF CONSTRUCTION IDENTIFIED HEREIN. BEST MANAGEMENT PRACTICES AND STABILIZATION SHALL BE COMPLETED AS IDENTIFIED HEREIN IN ACCORDANCE WITHIN OWNER REQUIREMENTS.
7. ALL WORK IN OR CLOSURES OF THE YUCATAN DR OR HANCOCK EXPRESSWAY ROW REQUIRES A ROW PERMIT FROM COLORADO SPRINGS. CONTRACTOR IS RESPONSIBLE FOR APPLYING FOR AND OBTAINING ALL NECESSARY ROW PERMITS.
8. CONTRACTOR SHALL REFER TO THE APPROVED GEOTECHNICAL REPORT FOR OVEREXCAVATION REQUIREMENTS AND ADDITIONAL INFORMATION.
9. SILT FENCE TO BE INSTALLED PRIOR TO COMMENCEMENT OF ONSITE GRADING AND CONSTRUCTION ACTIVITIES.
10. DEMOLITION, REMOVAL, AND SOIL TREATMENT SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER RECOMMENDATIONS AS NOTED IN THE APPROVED PROJECT GEOTECHNICAL REPORT.
11. CONTRACTOR TO NOTE PROXIMITY OF EXISTING IMPROVEMENTS ADJACENT TO THE SITE AND PROVIDE NECESSARY MEASURES TO PROTECT ALL FACILITIES AND STRUCTURES IN PLACE.
12. CONTRACTOR SHALL MAINTAIN VEHICLE TRACKING CONTROL (VTC), AND CONCRETE WASHOUT AREA (CWA) AT THE CONSTRUCTION ENTRANCE AT ALL TIMES. CONTRACTOR SHALL UPDATE THE EROSION CONTROL PLAN IN THE FIELD TO INDICATE THE LOCATION OF THE VTC, AND CWA BMP'S AS EXCAVATION SEQUENCING DICTATES.
13. CONTRACTOR MAY SUBSTITUTE SILT FENCE (SF) FOR SEDIMENT CONTROL LOGS (SCL) AS PERIMETER CONTROL, DEPENDING UPON SITE CONDITIONS. SCL, AND SF MAY BE INTERCHANGED DEPENDING ON SITE CONDITIONS.
14. IT IS ANTICIPATED THAT GC WILL USE A VTC THAT CAN BE USED ON A PAVED SURFACE. GC SHALL ADD VTC SPECIFICATIONS AND MAINTENANCE DATA TO THE SWMP UPON INSTALLATION OF THE VTC.
15. NO DEDICATED ASPHALT OR CONCRETE BATCH PLANTS TO BE UTILIZED ONSITE.
16. NO KNOWN STREAM CROSSINGS ARE IN THE VICINITY OF THE SITE.
17. ALL EXISTING UTILITIES TO REMAIN.

NO.	REVISION	BY	DATE	APPR

**Kimley»Horn**  
 2023 KIMLEY-HORN AND ASSOCIATES, INC.  
 2 North Nevada Avenue, Suite 900  
 Colorado Springs, Colorado 80903 (719) 453-0180

DESIGNED BY: MOH  
 DRAWN BY: GMP  
 CHECKED BY: MOH  
 DATE: 05/01/2023

**CLEARVIEW CONVENIENCE STORE  
 GRADING, EROSION, AND SEDIMENT CONTROL PLANS  
 INITIAL & INTERIM EROSION CONTROL PLAN**



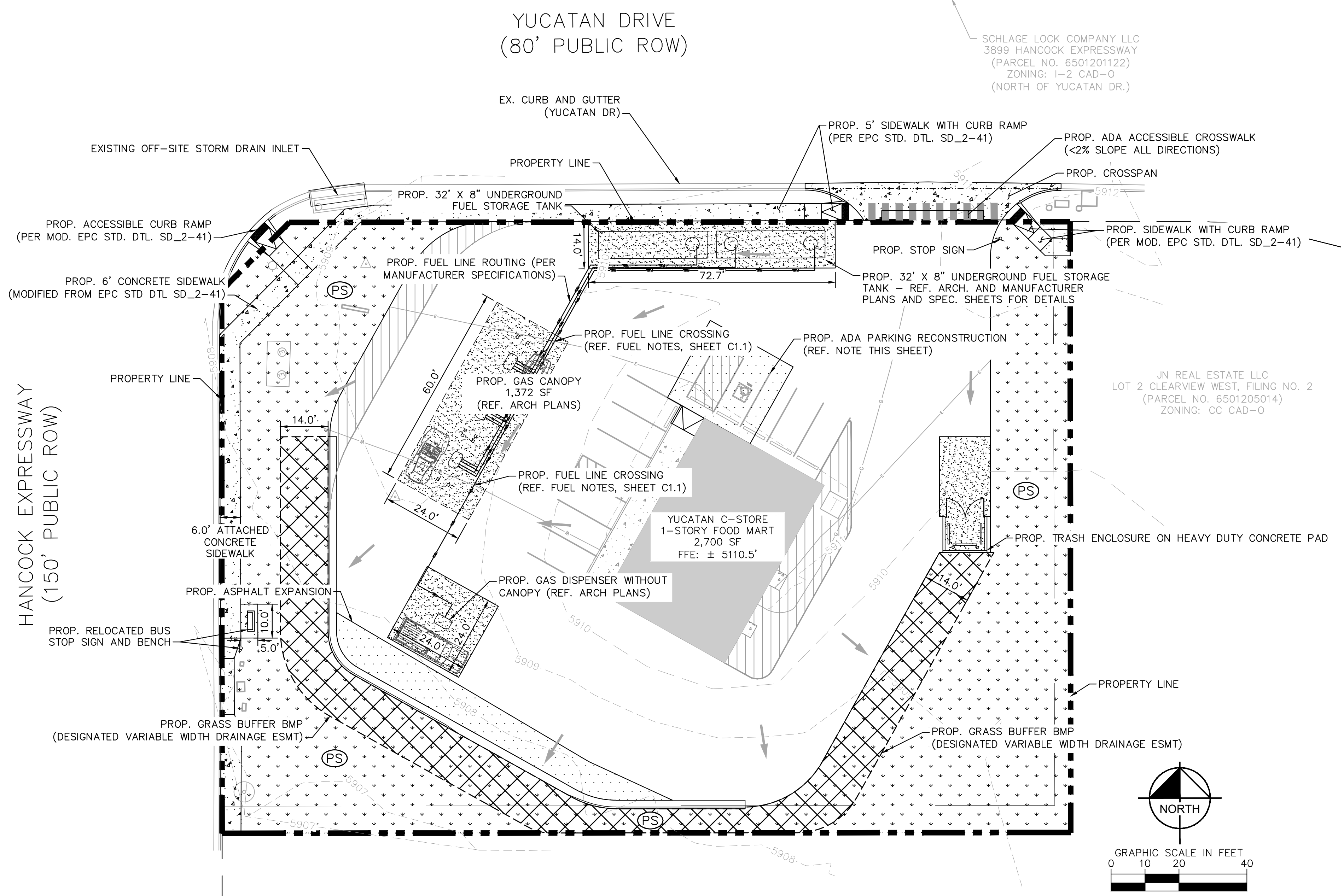
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**LEGEND**

- PROPERTY LINE
- EDGE OF PAVEMENT
- 6709- EXISTING MAJOR CONTOUR
- 6709- EXISTING MINOR CONTOUR
- 6709- PROPOSED MAJOR CONTOUR
- 6709- PROPOSED MINOR CONTOUR
- BUILDING FOOTPRINT
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- NEW ASPHALT PAVEMENT
- EXISTING/PROPOSED LANDSCAPE AREA
- PROP. PAVEMENT STRIPING (4" WHITE EPOXY)

- STREET SWEEPING
- GRASS BUFFER (RECEIVING PERVIOUS AREA)
- SEEDING & MULCHING
- INLET PROTECTION
- ROCK SOCKS
- PROP. DIRECTION OF FLOW
- PROP. FUEL LINE ROUTING (PER MANUFACTURER SPECS)

**EXISTING SOIL & LANDSCAPING**  
 TRUCKTON SANDY LOAM (HYDROLOGIC SOIL GROUP A)  
 NO NOTABLE VEGETATION EXISTS ONSITE. NATIVE GRASSES AND SPARCE TREES WHERE SITE IS UNPAVED.

**ADA PARKING NOTES**  
 CONTRACTOR TO ENSURE SLOPES WITHIN ADA PARKING STALL AND LOADING ZONE TO BE UNDER 2% IN ALL DIRECTIONS. ASPHALT OUTSIDE THE ADA AREA TO SLOPE AT ±5% TO MATCH GRADES BETWEEN EDGE OF ADA AREA AND EXISTING ASPHALT DRIVE

**NOTES**

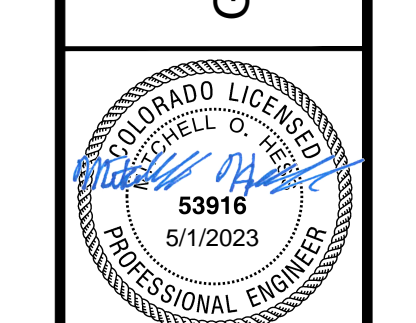
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NO.	REVISION	BY	DATE	APPR

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 DRAWN BY: GMP  
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 DATE: 05/01/2023

**CLEARVIEW CONVENIENCE STORE**  
**GRADING, EROSION, AND SEDIMENT CONTROL PLANS**  
**FINAL EROSION CONTROL PLAN**



PROJECT NO.  
196192000

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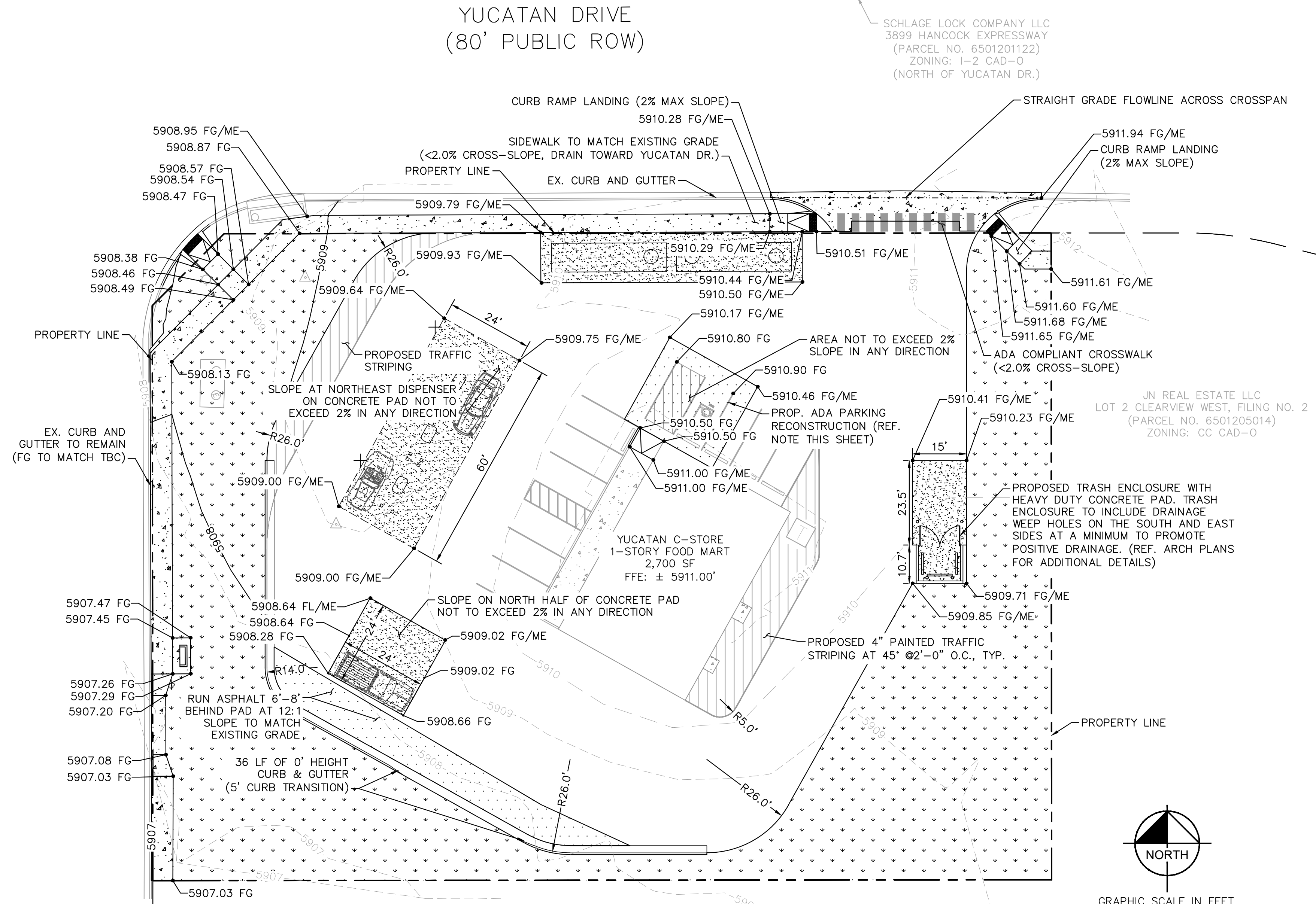




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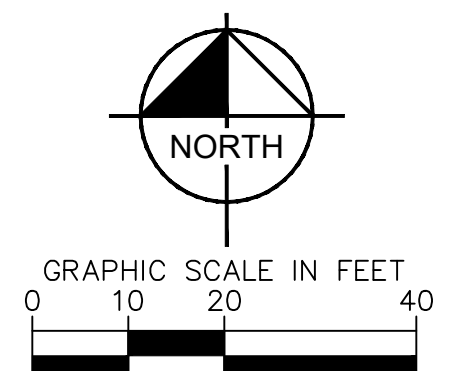
HANCOCK EXPRESSWAY  
(150' PUBLIC ROW)

YUCATAN DRIVE  
(80' PUBLIC ROW)



**LEGEND**

	PROPERTY LINE
	EDGE OF PAVEMENT
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	BUILDING FOOTPRINT
	CONCRETE SIDEWALK
	ASPHALT PAVEMENT
	HEAVY DUTY CONCRETE

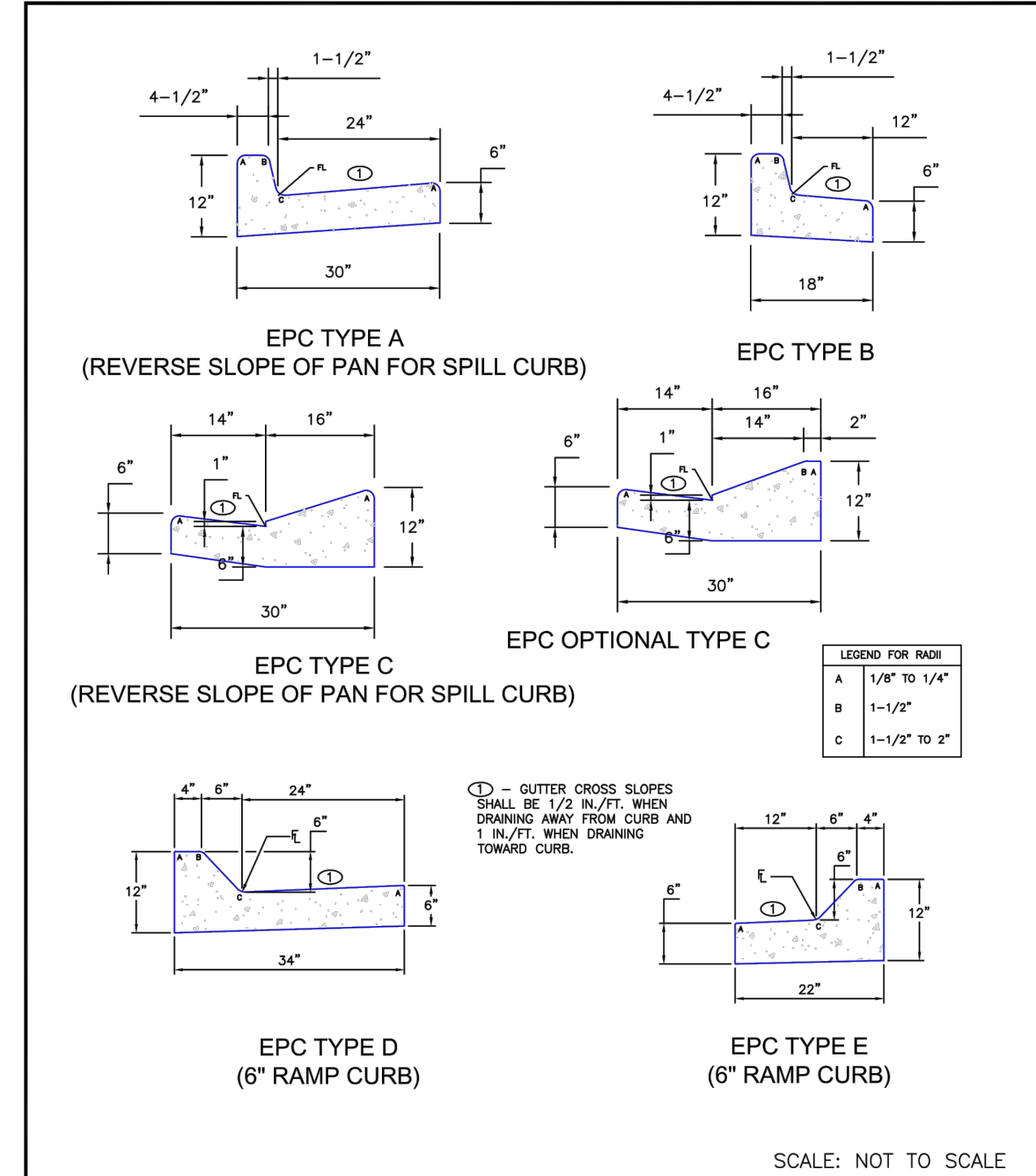
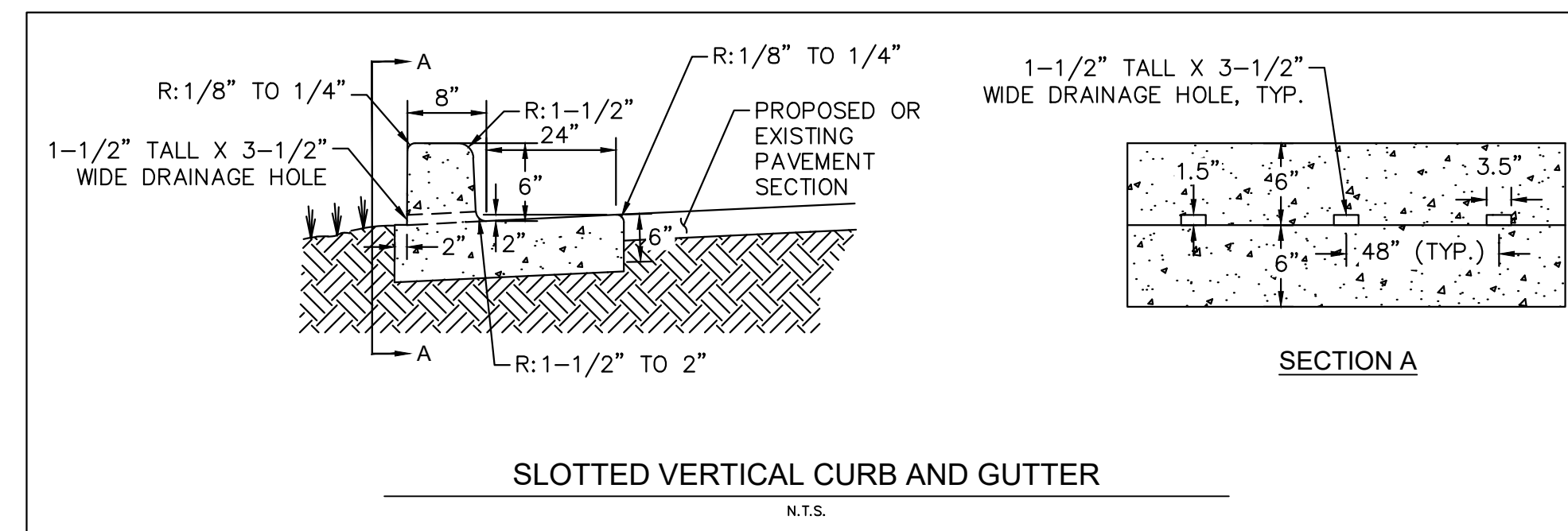


**GENERAL NOTES**

- CONTRACTOR TO VERIFY THAT EXISTING ADA PARKING AND ACCESS ROUTES MEET FEDERAL AND COUNTY ADA STANDARDS FOR SLOPES, WIDTHS, SURFACE TREATMENT, ETC. IF NON COMPLIANT AREAS ARE FOUND, CONTRACTOR SHALL DISCUSS AREAS WITH THE OWNER AND ENGINEER OF RECORD.
- ALL "VERTICAL CURB" AREAS SHALL CONSIST OF EPC TYPE A "CATCH" CURB PER EL PASO COUNTY STD. DTL. SD\_2-20.
- FOR ALL "SLOTTED CURB" AREAS, REFER TO THE SLOTTED VERTICAL CURB AND GUTTER DETAIL, THIS SHEET.
- LANDSCAPING MATERIAL DEPTHS BEHIND THE SLOTTED CURB SHALL NOT EXTEND HIGHER THAN THE BOTTOM OF THE DRAINAGE HOLES.
- CONTRACTOR TO CONSTRUCT AT LEAST ONE GASOLINE AND ONE DIESEL FUEL DISPENSOR LOCATION TO BE ADA ACCESSIBLE (LESS THAN 2% SLOPE IN ALL DIRECTIONS). ADDITIONAL MODIFICATIONS, NOT SHOWN ON THESE PLANS, TO THE PROPOSED CONCRETE PAVEMENT AND EXISTING ASPHALT PAVEMENT MAY BE REQUIRED TO ACHIEVE THE ADA REQUIREMENTS.
- ALL SIDEWALK IMPROVEMENTS SHOULD HAVE A MAXIMUM CROSS SLOPE OF 2% AND A MAXIMUM RUNNING SLOPE OF 5%. ADA CURB RAMP LANDINGS SHALL HAVE A MAXIMUM SLOPE OF 2% IN ALL DIRECTIONS.

**ADA PARKING NOTES**

CONTRACTOR TO ENSURE SLOPES WITHIN ADA PARKING STALL AND LOADING ZONE TO BE UNDER 2% IN ALL DIRECTIONS. ASPHALT OUTSIDE THE ADA AREA TO SLOPE AT ±3% TO MATCH GRADES BETWEEN EDGE OF ADA AREA AND EXISTING ASPHALT DRIVE



DATE APPROVED: 8/11/11	REVISION DATE: 12/8/15	FILE NAME: SD_2-20
Typical Curb and Gutter Details Standard Drawing		

NO.	REVISION	BY	DATE	APPR

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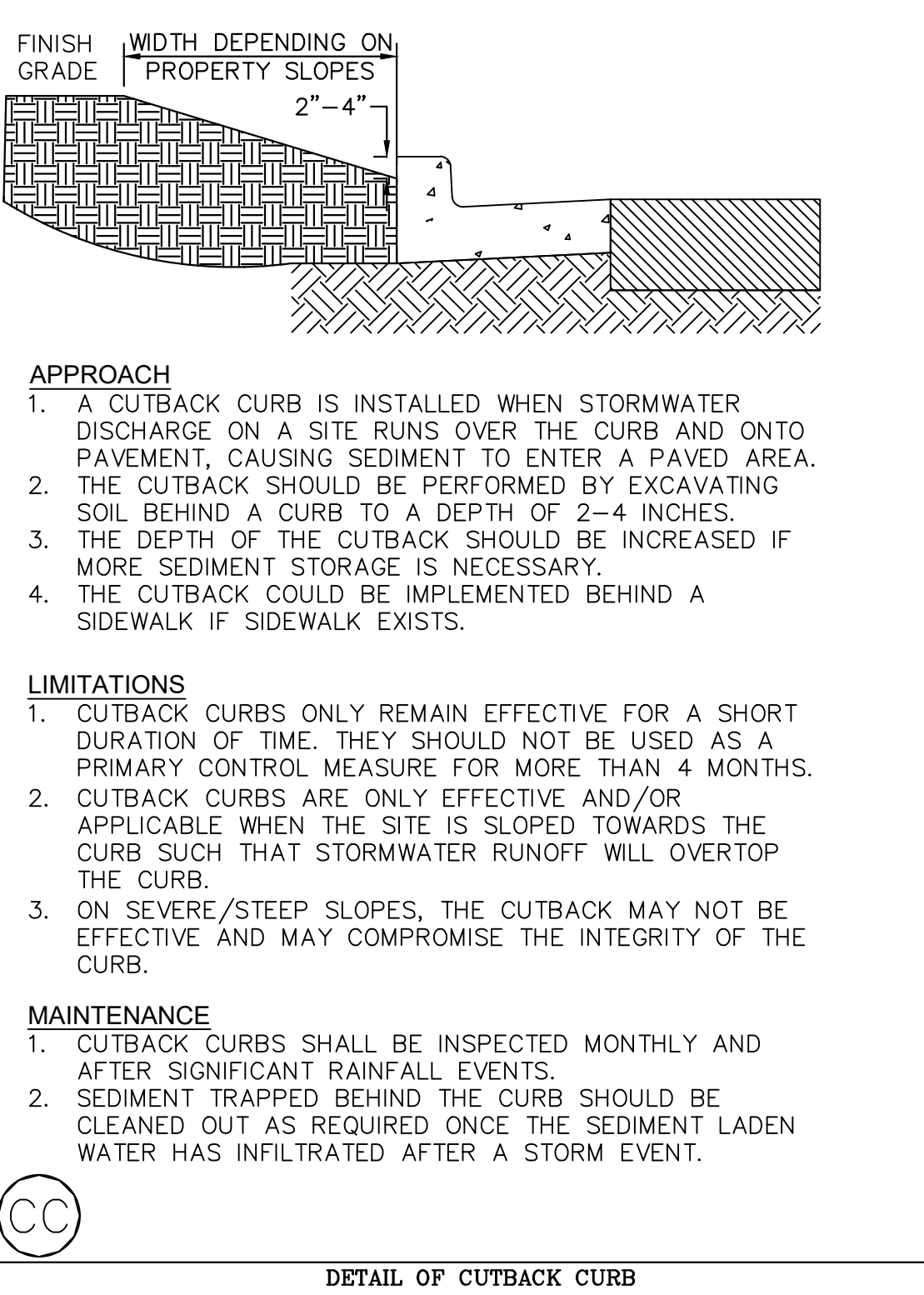
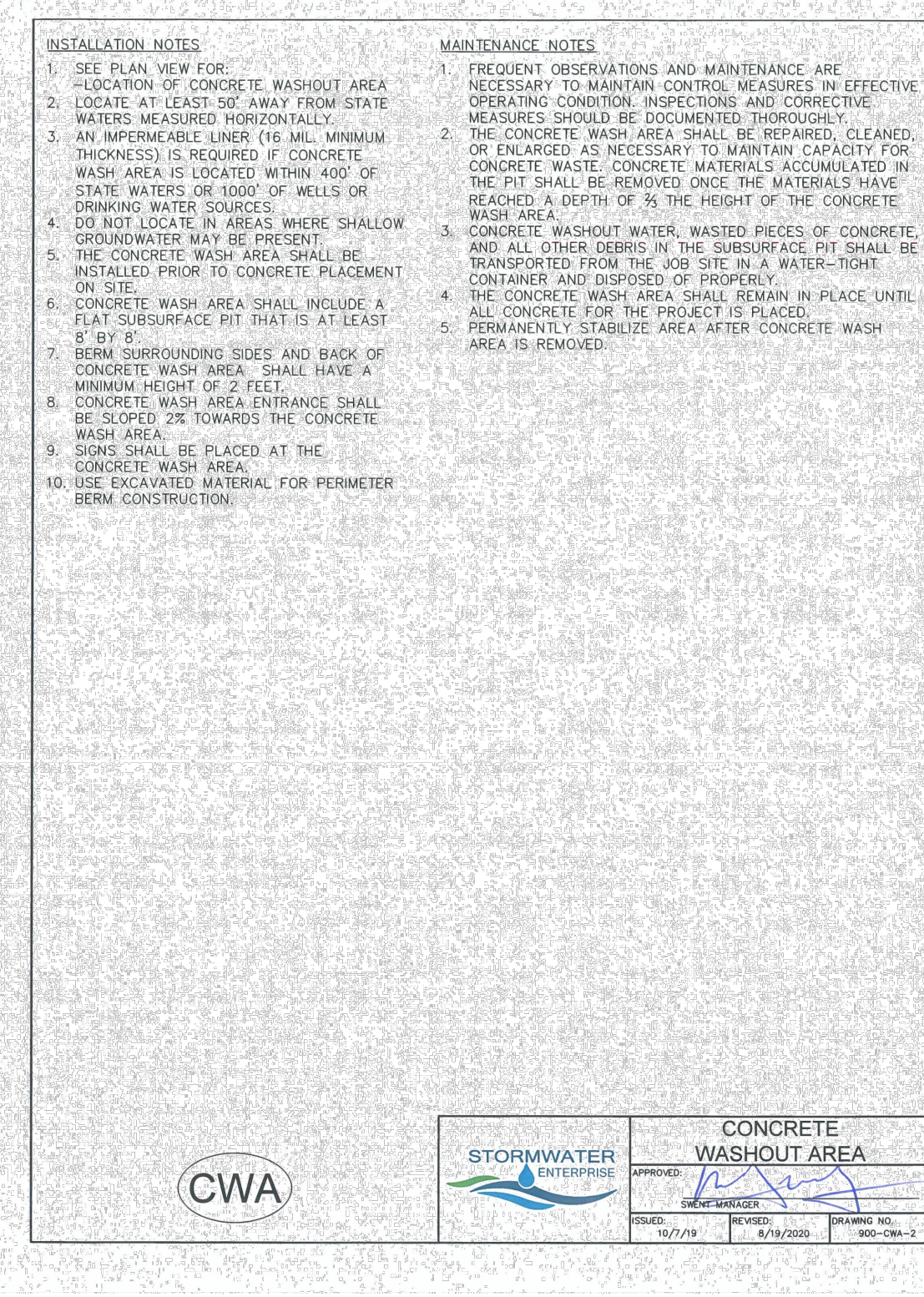
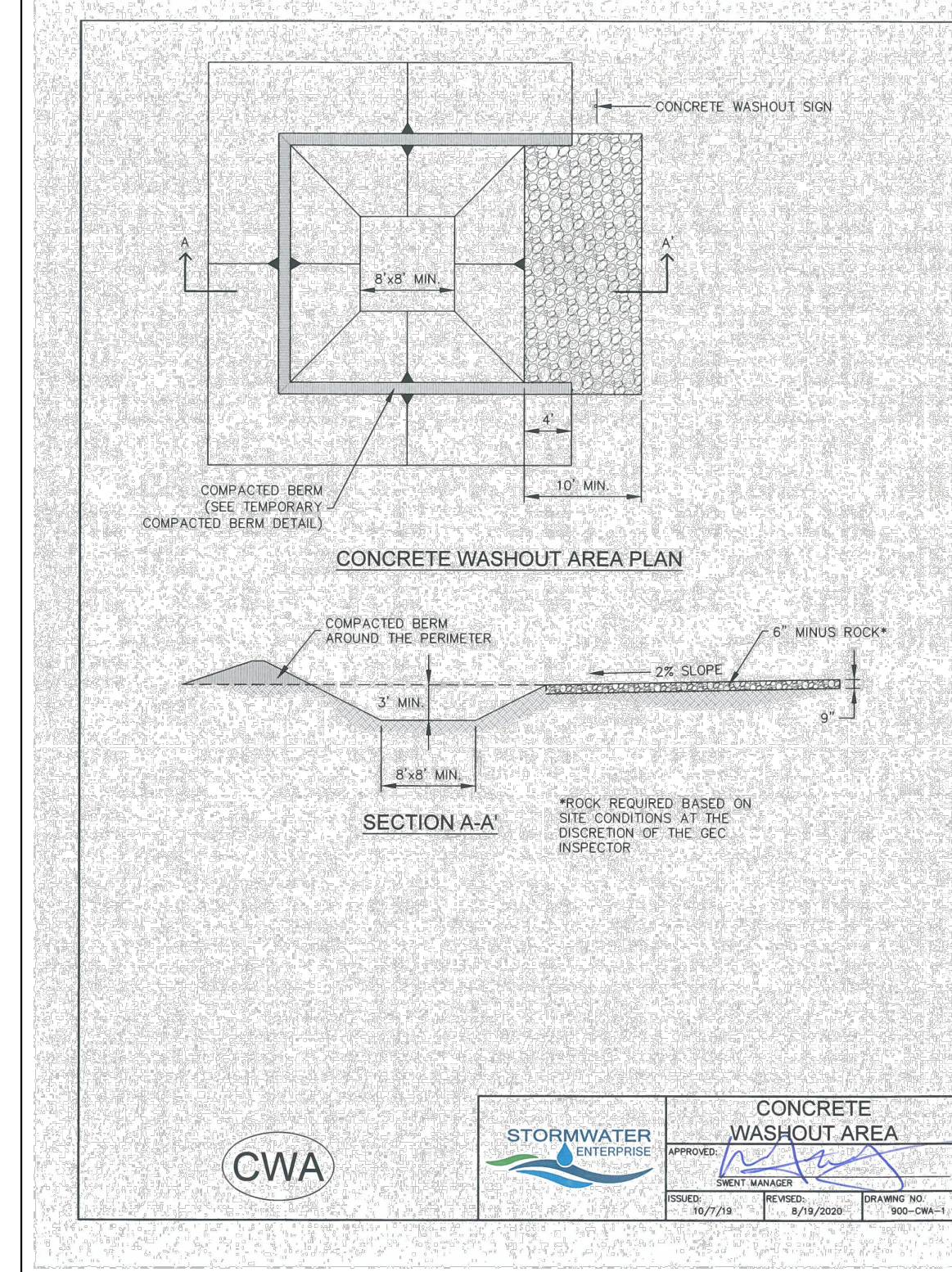
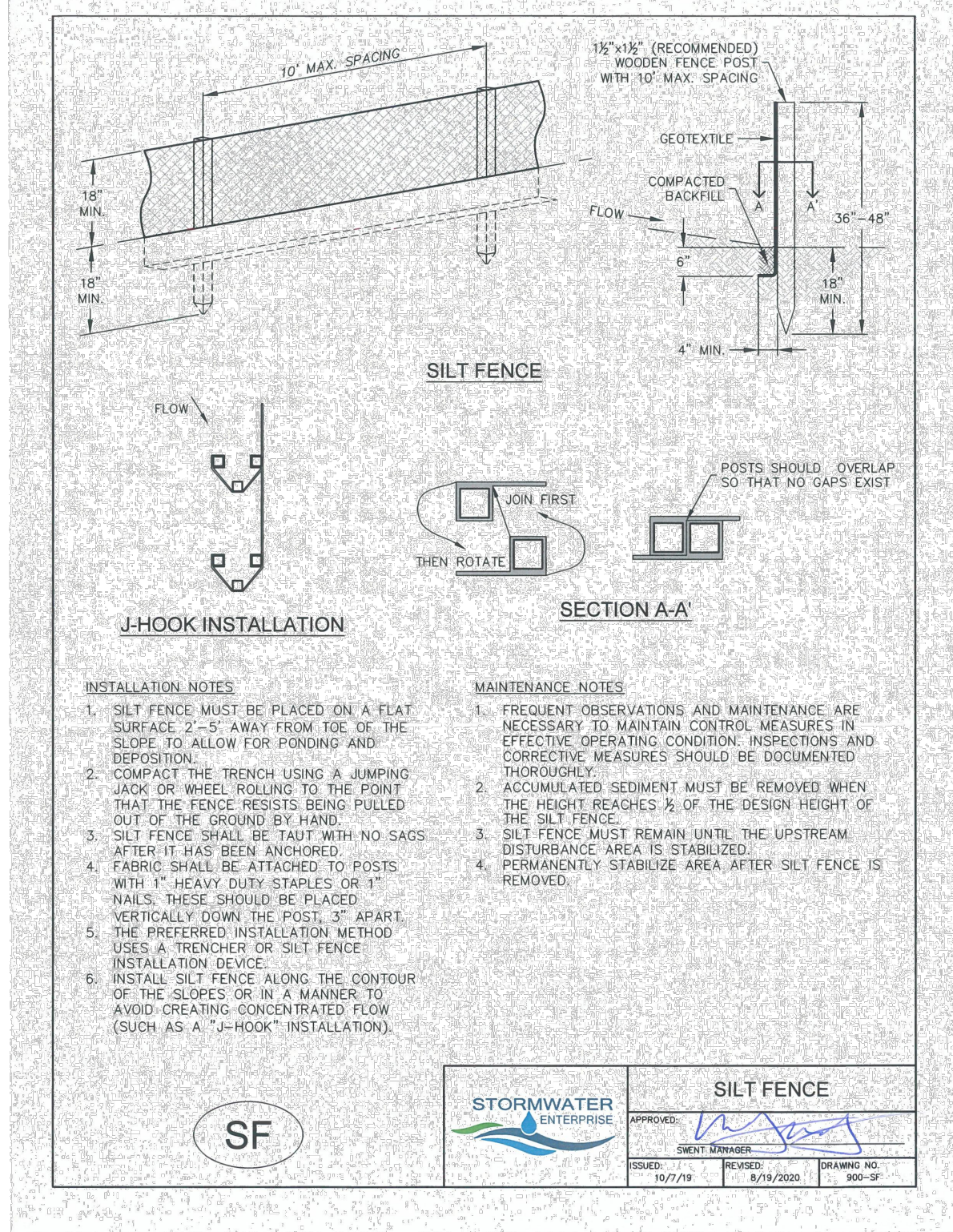
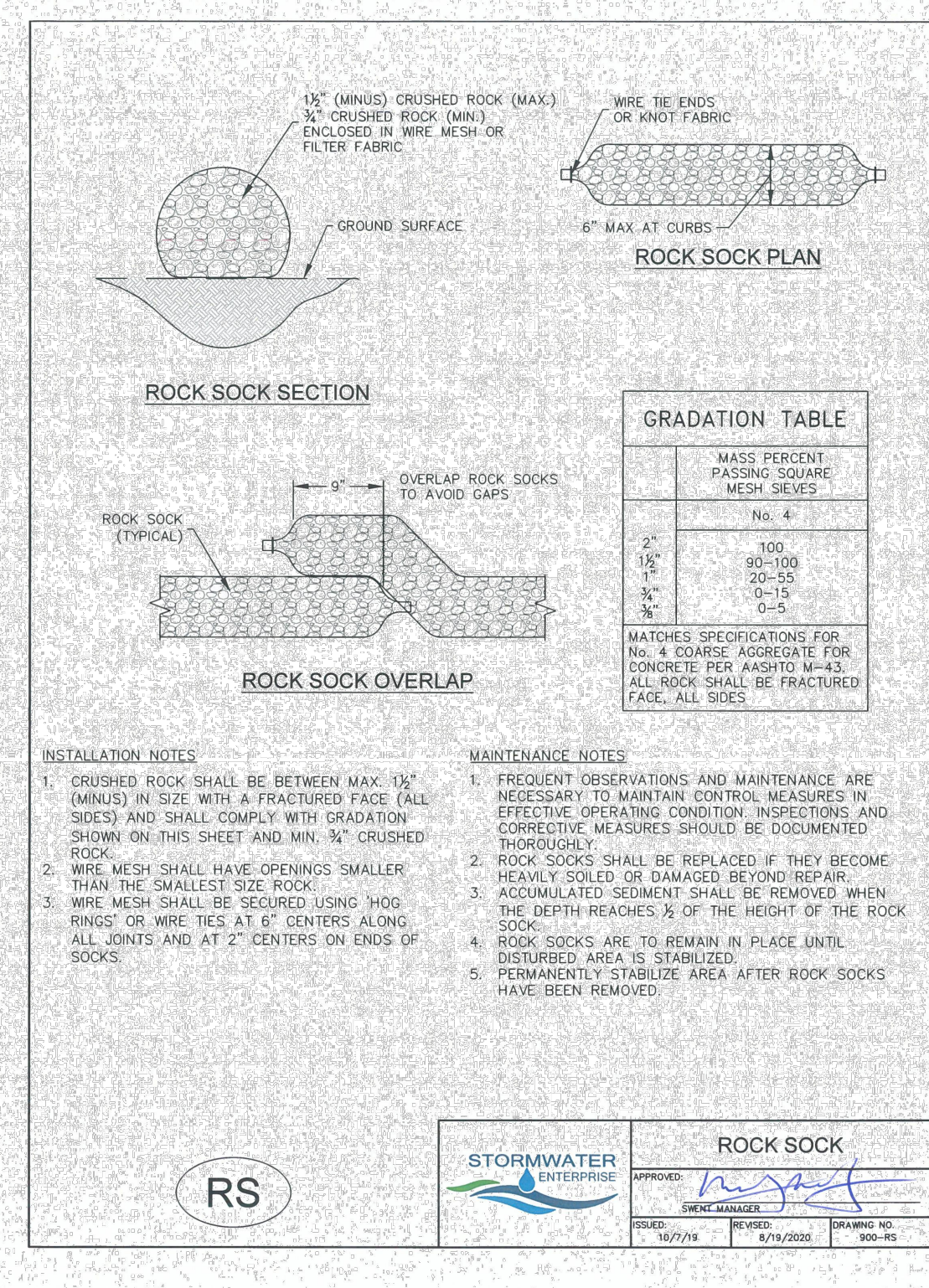
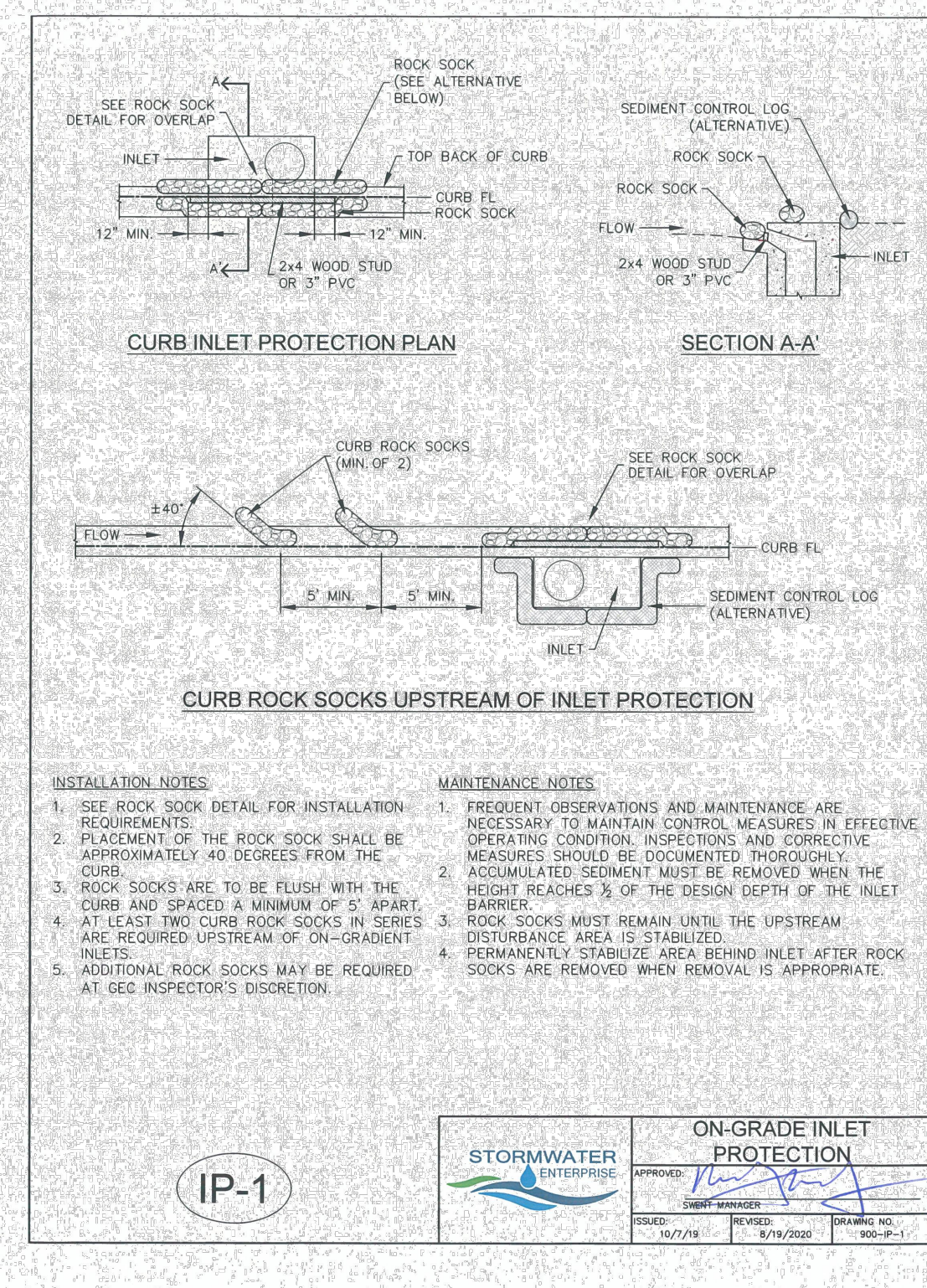
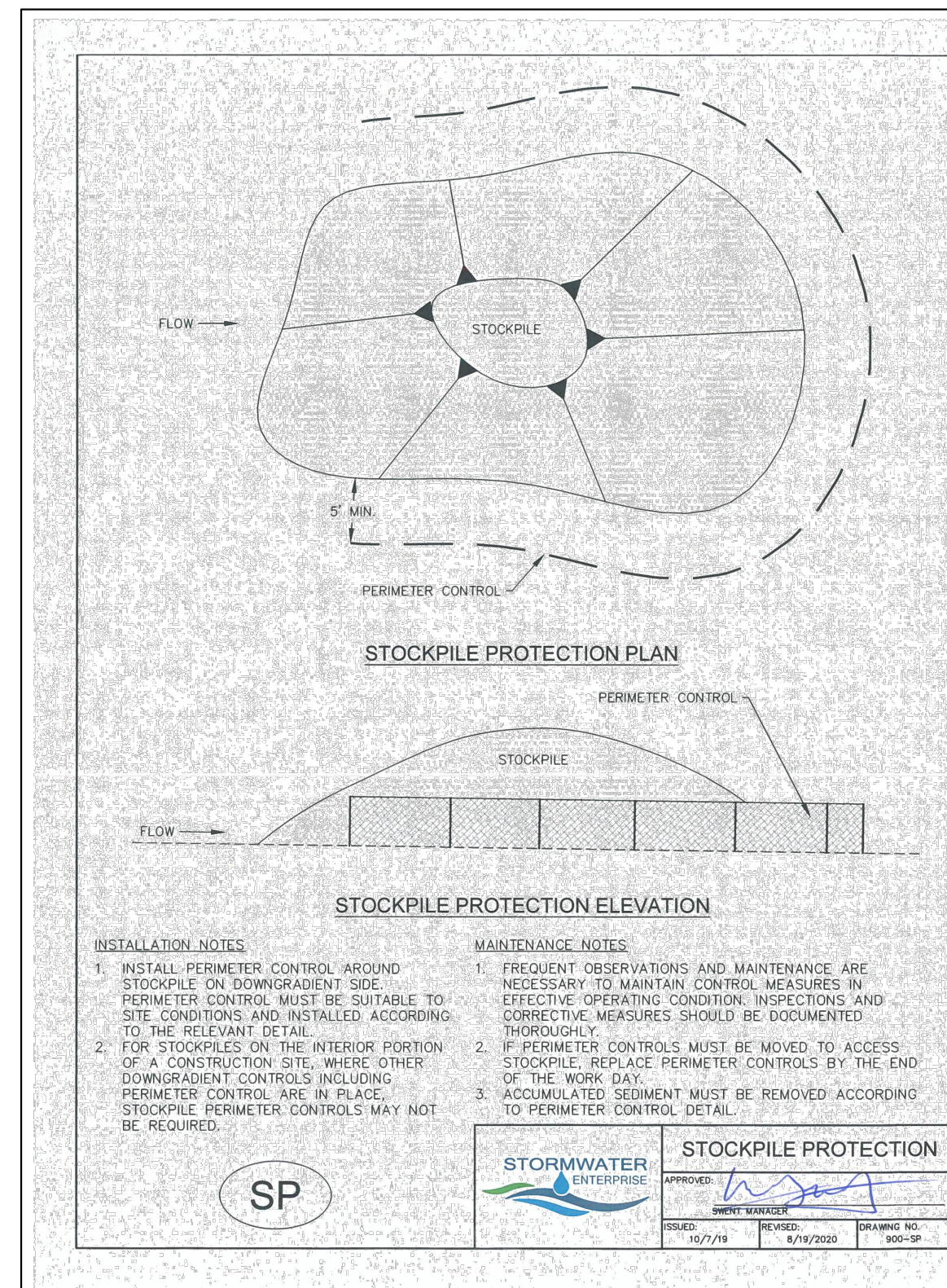
CLEARVIEW CONVENIENCE STORE  
GRADING, EROSION, AND SEDIMENT CONTROL PLANS  
GRADING PLAN



PROJECT NO. 196192000  
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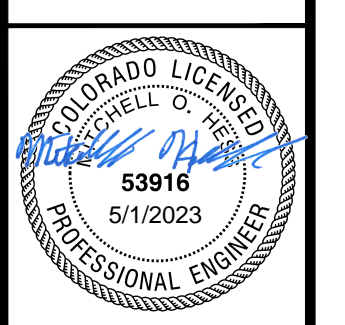
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CLEARVIEW CONVENIENCE STORE  
GRADING, EROSION, AND SEDIMENT CONTROL PLANS  
EROSION CONTROL DETAILS



PROJECT NO.  
196192000

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### SEEDING & MULCHING

ALL SOIL TESTING, SOILS AMENDMENT AND FERTILIZER DOCUMENTATION, AND SEED LOAD AND BAG TICKETS MUST BE ADDED TO THE CSWMP.

**SOIL PREPARATION**

- IN AREAS TO BE SEED, THE UPPER 6 INCHES OF THE SOIL MUST NOT BE HEAVILY COMPACTED, AND SHOULD BE IN FRAGILE CONDITION, LESS THAN 85% STANDARD PROCTOR DENSITY IS ACCEPTABLE. AREAS OF COMPACTION OR GENERAL CONSTRUCTION ACTIVITY MUST BE SCARIFIED TO A DEPTH OF 8 TO 12 INCHES PRIOR TO SPREADING TOPSOIL TO BREAK UP COMPACTED LAYERS AND PROVIDE A BLENDING ZONE BETWEEN DIFFERENT SOIL LAYERS.
- AREAS TO BE PLANTED SHALL HAVE AT LEAST 4 INCHES OF TOPSOIL SUITABLE TO SUPPORT PLANT GROWTH.
- THE CITY RECOMMENDS THAT EXISTING AND/OR IMPORTED TOPSOIL BE TESTED TO IDENTIFY SOIL DEFICIENCIES AND ANY SOIL AMENDMENTS NECESSARY TO ADDRESS THESE DEFICIENCIES. SOIL AMENDMENTS AND/OR FERTILIZERS SHOULD BE ADDED TO CORRECT TOPSOIL DEFICIENCIES BASED ON SOIL TESTING RESULTS.
- TOPSOIL SHALL BE PROTECTED DURING THE CONSTRUCTION PERIOD TO RETAIN ITS STRUCTURE AVOID COMPACTION, AND TO PREVENT EROSION AND CONTAMINATION. STRIPPED TOPSOIL MUST BE STORED IN AN AREA AWAY FROM MACHINERY AND CONSTRUCTION OPERATIONS, AND CARE MUST BE TAKEN TO PROTECT THE TOPSOIL AS A VALUABLE COMMODITY. TOPSOIL MUST NOT BE STRIPPED DURING UNDESIRABLE WORKING CONDITIONS (E.G. DURING WET WEATHER OR WHEN SOILS ARE SATURATED). TOPSOIL SHALL NOT BE STORED IN SWALES OR IN AREAS WITH POOR DRAINAGE.

**SEEDING**

- ALLOWABLE SEED MIXES ARE INCLUDED IN THE CITY OF COLORADO SPRINGS STORMWATER CONSTRUCTION MANUAL. ALTERNATIVE SEED MIXES ARE ACCEPTABLE IF INCLUDED IN AN APPROVED LANDSCAPING PLAN.
- SEED SHOULD BE DRILL-SEED WHENEVER POSSIBLE.
  - SEED DEPTH MUST BE 1/2 TO 3/4 INCHES, WHEN DRILL-SEEDING IS USED.
- BROADCAST SEEDING OR HYDRO-SEEDING WITH TACKIFIER MAY BE SUBSTITUTED ON SLOPES STEEPER THAN 3:1 OR ON OTHER AREAS NOT PRACTICAL TO DRILL SEED.
  - SEEDING RATES MUST BE DOUBLED FOR BROADCAST SEEDING OR INCREASED BY 50% IF USING A BRILLIANT DRILL OR HYDRO-SEEDING.
  - BROADCAST SEEDING MUST BE LIGHTLY HAND-RAKED INTO THE SOIL.

**MULCHING**

- MULCHING SHOULD BE COMPLETED AS SOON AS PRACTICABLE AFTER SEEDING, HOWEVER PLANTED AREAS MUST BE MULCHED NO LATER THAN 14 DAYS AFTER PLANTING.
- MULCHING REQUIREMENTS INCLUDE:
  - HAY OR STRAW MULCH:
    - ONLY CERTIFIED WEED-FREE AND CERTIFIED SEED-FREE MULCH MAY BE USED. MULCH MUST BE APPLIED AT 2 TONS/ACRE AND ADEQUATELY SECURED BY CRIMPING AND/OR TACKIFIER.
    - CRIMPING MUST NOT BE USED ON SLOPES GREATER THAN 3:1 AND MULCH FIBERS MUST BE TUCKED INTO THE SOIL TO A DEPTH OF 3 TO 4 INCHES.
    - TACKIFIER MUST BE USED IN PLACE OF CRIMPING ON SLOPES STEEPER THAN 3:1.
  - HYDRAULIC MULCHING:
    - HYDRAULIC MULCHING IS AN OPTION ON STEEP SLOPES OR WHERE ACCESS IS LIMITED.
    - IF HYDRO-SEEDING IS USED, MULCHING MUST BE APPLIED AS A SEPARATE, SECOND OPERATION.
    - WOOD CELLULOSE FIBERS MIXED WITH WATER MUST BE APPLIED AT A RATE OF 2,000 TO 2,500 POUNDS/ACRE, AND TACKIFIER MUST BE APPLIED AT A RATE OF 100 POUNDS/ACRE.
    - EROSION CONTROL BLANKET:
      - EROSION CONTROL BLANKET MAY BE USED IN PLACE OF TRADITIONAL MULCHING METHODS.

STORMWATER  
ENTERPRISE

SEEDING & MULCHING

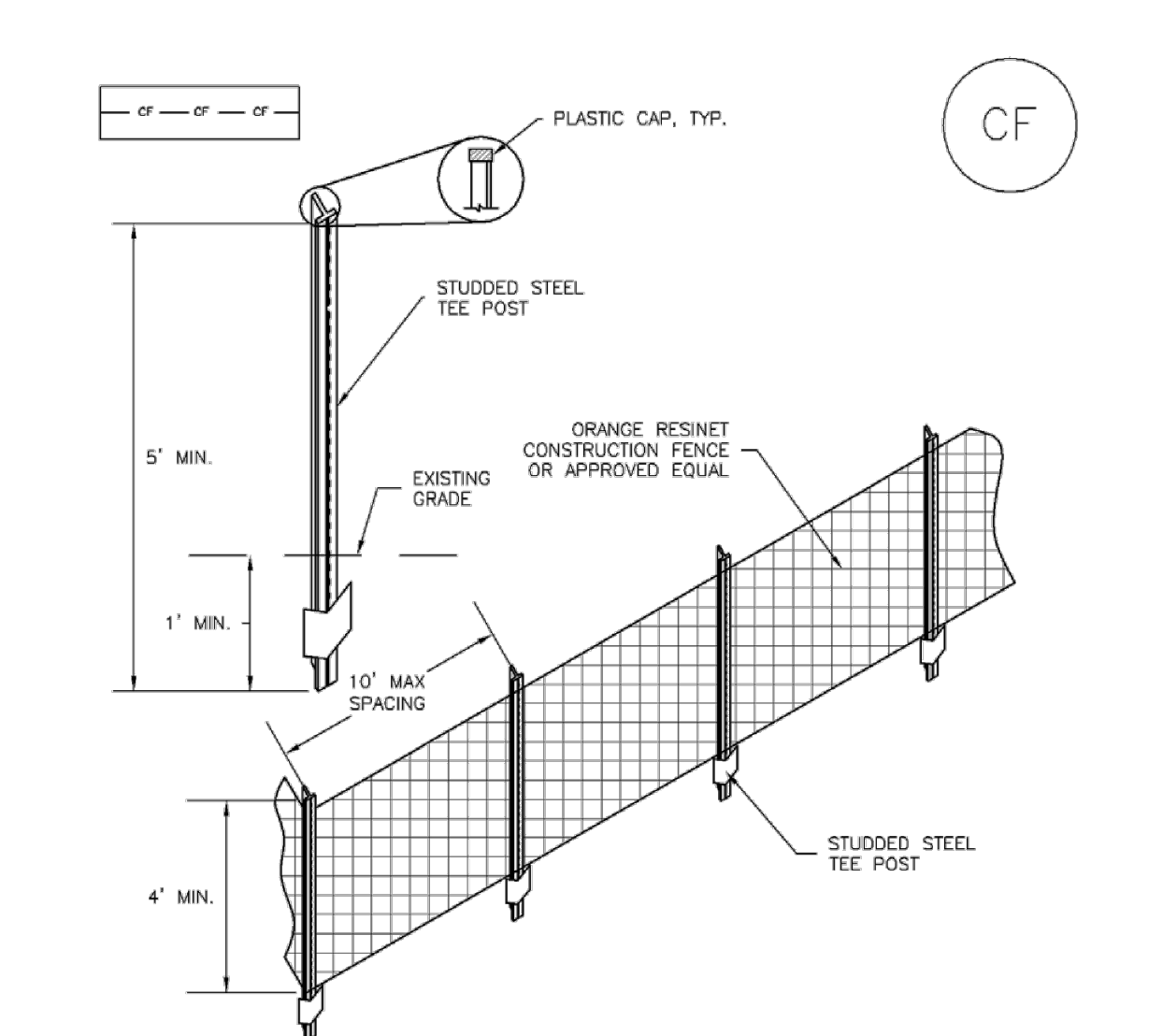
APPROVED:

ISSUED: 10/7/19    REVISED: 8/19/2020    DRAWING NO: 900-SM

**Table 5-1. El Paso County Conservation District All-Purpose Mix for Upland, Transition and Permanent Control Measure Areas**

Common Name	Scientific Name	Growth Season / Form	% of Mix	Pounds PLS		
				Irrigated broadcast Irrigated hydroseeded	Non-irrigated broadcast Non-irrigated hydroseeded Irrigated drilled	Non-irrigated drilled
				80 seeds/sq ft	40 seeds/sq ft	20 seeds/sq ft
Bluestem, big	<i>Andropogon gerardii</i>	Warm, sod	20	4.4	2.2	1.1
Gramma, blue	<i>Bouteloua gracilis</i>	Warm, bunch	10	0.5	0.25	0.13
Green needlegrass <sup>2</sup>	<i>Nassella viridula</i>	Cool, bunch	10	2	1	0.5
Wheatgrass, western <sup>2</sup>	<i>Pascopyrum smithii</i>	Cool, sod	20	6.4	3.2	1.6
Gramma, sideoats	<i>Bouteloua curtipendula</i>	Warm, bunch	10	2	1	0.5
Switchgrass <sup>2</sup>	<i>Panicum virgatum</i>	Warm, bunch/sod	10	0.8	0.4	0.2
Prairie sandreed	<i>Calamovilfa longifolia</i>	Warm, sod	10	1.2	0.6	0.3
Yellow indiagrass <sup>2</sup>	<i>Sorghastrum nutans</i>	Warm, sod	10	2	1	0.5
Seed rate (lbs PLS/acre)				19.3	9.7	4.8

### SM-3 Construction Fence (CF)



**CF-1. PLASTIC MESH CONSTRUCTION FENCE**

**CONSTRUCTION FENCE INSTALLATION NOTES**

- SEE PLAN VIEW FOR LOCATION OF CONSTRUCTION FENCE.
- CONSTRUCTION FENCE SHOWN SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.
- CONSTRUCTION FENCE SHALL BE COMPOSED OF ORANGE, CONTRACTOR-GRADE MATERIAL THAT IS AT LEAST 4" HIGH. METAL POSTS SHOULD HAVE A PLASTIC CAP FOR SAFETY.
- STUDED STEEL TEE POSTS SHALL BE UTILIZED TO SUPPORT THE CONSTRUCTION FENCE. MAXIMUM SPACING FOR STEEL TEE POSTS SHALL BE 10'.
- CONSTRUCTION FENCE SHALL BE SECURELY FASTENED TO THE TOP, MIDDLE, AND BOTTOM OF EACH POST.

CF-2 Urban Drainage and Flood Control District  
Urban Storm Drainage Criteria Manual Volume 3 November 2010

### Construction Fence (CF) SM-3

**CONSTRUCTION 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.
- CONSTRUCTION FENCE SHALL BE REPAIRED OR REPLACED WHEN THERE ARE SIGNS OF DAMAGE SUCH AS RIPS OR SAGS. CONSTRUCTION FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
- WHEN CONSTRUCTION FENCES ARE REMOVED, ALL DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE FENCE SHALL BE COVERED WITH TOPSOIL, SEED, AND MULCHED, OR OTHERWISE STABILIZED AS APPROVED BY 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.

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

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

## FODS TRACKOUT CONTROL

### FODS MAT

- Mat size is 12' wide by 7' long and pyramids are 3" tall.
- It will take 10 mats to make a system for a standard 12' x 72' entrance used on most construction sites. Various jurisdictions require different lengths so this may be less or more depending where they will be used.
- Mats weigh approx. 430lbs.
- Mats can be anchored to the ground and anchored together.
- Mats are made out of HMWPE (High Molecular Weight Polyethylene).
- Mats are FODS yellow in color.

### STABILIZED CONSTRUCTION ENTRANCE (SCE)

12' wide by 70' long of appropriate aggregate. Location where SCE is to be located needs to be excavated 8" down in depth, a geotextile erosion control fabric placed down, with aggregate placed on top.

Individual jurisdictions have specifications that they require which can increase or decrease depth, width, length, size of aggregate, and so on. After SCE removal, topsoil must be added back to disturbed area, graded, and re-seeded.

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Bowman Construction Supply  
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## FODS IS YOUR ENVIRONMENTAL SOLUTION

Ideal for construction, airports, government, military, mining, agriculture, forestry, renewable energy, oil and gas, telecommunications, national parks, storm water, roads and bridges.

	FODS	ROCKS
Becomes Clogged	No	Yes
100% Solid and uniform construction	Yes	No
Recyclable	Yes	No
Easy Cleaned	Yes	No
Reusable/transportable	Yes	No
Absorbs chemicals and oils	No	Yes
Protects ground underneath	Yes	No
Supports 80 tons	Yes	Yes
Easily seen from streets	Yes	No
Made in USA	Yes	Yes
Amount of uses	100's	1
Spans over uneven ground	Yes	Yes
Disturbs ground when installed	No	Yes
Shakes vehicles when crossing over	Yes	No

### FODS MATS OFFER SUPERIOR BENEFITS:

- Creates an instant construction entrance over virtually any type of surface including asphalt, concrete, turf, thorny areas, sand, mud, uneven ground, uneven ground, and similar.
- Will not get clogged, be an expense, become embedded in soft ground.
- Protects ground when placed on top of surface, conventional SCE's (Stabilized Construction Entrance).
- Easily transported from site to site in minutes.
- Creates an easily recognizable entrance for vehicles to see day or night.
- Mats will not warp, even when installed over uneven terrain.
- Superior alternative to rocks, shaker, steel plates.
- Supports weights up to 80 tons.
- Chemically resistant to acids, oils, break fluid, etc.
- Easily cleaned and put back in service within minutes.
- Made in the USA creating American manufacturing jobs.
- Easily stored when not being used.
- 3 year warranty.
- 15 times more abrasion resistant than steel.
- Years of use.
- 100% recyclable.

FODS mats are 100% recyclable, made in the USA, and can be reused for many years. Once cleaned off they do not transport contaminants to other sites. Mountain roads and hillsides are saved from being blasted from rock. FODS mats at end of life will not end up in landfills like rocks and similar methods. The ground is undisturbed while mats are being used, keeping soils in place from erosion. Each entrance that is installed with FODS, will save 2 dump trucks worth of rock on initial install.

Ideal for construction, airports, government military, oil and gas, roads and bridges, renewable energy, telecommunications, national parks, storm water, pipeline, utilities, mining, agriculture, waste management, and more.

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<p>2023 KIMLEY-HORN AND ASSOCIATES, INC. 2 North Nevada Avenue, Suite 900 Colorado Springs, Colorado 80903 (719) 453-0180</p>	<p>DESIGNED BY: MOH DRAWN BY: GMP CHECKED BY: MOH DATE: 05/01/2023</p>
<p>CLEARVIEW CONVENIENCE STORE GRADING, EROSION, AND SEDIMENT CONTROL PLANS EROSION CONTROL DETAILS</p>	
<p>PROJECT NO. 196192000</p> <p>SHEET C1.6</p>	

