

MEADOW LAKE AIRPORT

CONSTRUCTION PLANS FOR

TRANSIENT APRON RECONSTRUCTION

AIP 3-08-0063-030-2026

RDC: B-II-5000

TDG: 2A (TAXIWAYS & TAXILANES) 1B (APRON TAXILANES)

MEADOW LAKE AIRPORT ASSOCIATION

JUNE 2026

PROJECT LOCATION

GOVERNING SPECIFICATIONS

FEDERAL AVIATION ADMINISTRATION AC 150/5370-10H, DATED DECEMBER 21, 2018 "STANDARD SPECIFICATION FOR CONSTRUCTION OF AIRPORTS" AND ALL SUPPLEMENTS.

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

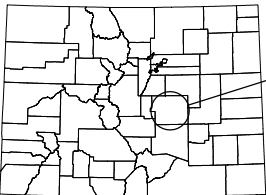
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D UNLESS OTHERWISE NOTED. THIS UTILITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED "STANDARD GUIDELINE FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

THE UTILITIES SHOWN ON THE PLANS HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CALL THE UTILITY NOTIFICATION CENTER OF COLORADO AT 1-800-922-1987 AT LEAST THREE (3) WORKING DAYS, NOT INCLUDING THE DAY OF NOTICE, PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL COOPERATE AND COORDINATE ALL WORK WITH ANY AFFECTED UTILITY COMPANY OR AGENCY. POTHOLES OF UTILITIES SHALL BE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED IN THE WORK. CONTRACTOR SHALL COORDINATE ALL UTILITY RELOCATION WORK REQUIRED BY THE PROJECT WITH THE RESPECTIVE UTILITY COMPANIES AND THEIR CONTRACTORS.

MAP OF THE
MEADOW LAKE AIRPORT
EL PASO COUNTY, CO



0 500 1000
SCALE FEET



CITY: PEYTON
COUNTY: EL PASO



SHEET NUMBER	SHEET TITLE
G0.01	TITLE SHEET
G1.01 - G1.02	QUANTITIES & ESTIMATE REFERENCE NOTES - SCHEDULE I
G2.01	CONTROL POINTS & STATIONING INFORMATION
G3.00 - G3.04	CONSTRUCTION SAFETY & PHASING PLAN
C0.01 - C0.02	EXISTING CONDITIONS & DEMOLITION PLAN
C0.10 - C0.11	SITE LAYOUT & GEOMETRY PLAN
C1.01	TYPICAL SECTIONS & DETAILS
C2.00	EROSION CONTROL TITLE SHEET
C2.01	EROSION CONTROL PLAN - PRE-CONSTRUCTION
C2.02	EROSION CONTROL PLAN - DURING CONSTRUCTION
C2.03	EROSION CONTROL PLAN - POST-CONSTRUCTION
C2.04 - C2.07	EROSION CONTROL DETAILS
C3.10	DETAILED GRADING PLAN - SCHEDULE I ONLY
C3.11	DETAILED GRADING PLAN - SCHEDULE I & II
C5.01 - C5.02	STORM SEWER PLAN & PROFILE
C5.03 - C5.04	DRAINAGE DETAILS
C6.01	PAVEMENT JOINTING PLAN
C6.10	PAVEMENT JOINTING DETAILS
C7.01	PAVEMENT MARKING & RETROREFLECTIVE PLAN
C7.02	PAVEMENT MARKING & RETROREFLECTIVE DETAILS

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF COLORADO.



*DISCLAIMER: THIS PLAN SET IS INTENDED TO BE PRINTED IN COLOR. IF USER DOES NOT PRINT IN COLOR THEY ASSUME ALL ASSOCIATED RISKS.



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& MENK**

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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
TITLE SHEET

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ESTIMATED PROJECT QUANTITIES (SCHEDULE I)					
ITEM NO.	ITEM CODE	ITEM	UNIT	QUANTITY	AS-BUILT QTY.
A1	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	
A2	C-102	INSTALLATION OF SILT FENCE	LF	1000	
A3	C-102	REMOVAL OF SILT FENCE	LF	1000	
A4	C-102	SILT FENCE CLEANOUT	LF	1000	
A5	C-102	ROLLED EROSION CONTROL PRODUCTS (RECP)	SQ	250	
A6	C-102	TEMPORARY SEDIMENTATION BASIN	EA	1	
A7	C-102	CONCRETE WASHOUT AREA/DEVICE	EA	1	
A8	C-102	VEHICLE TRACKING CONTROL	EA	1	
A9	C-102	REINFORCED ROCK BERM (RRB) - CULVERT INLET PROTECTION	EA	2	
A10	C-102	INLET PROTECTION DEVICE	EA	2	
A11	C-105	MOBILIZATION	LS	1	
A12	P-101	PAVEMENT REMOVAL, HMA MILLING	SY	4300	
A13	P-152	UNCLASSIFIED EXCAVATION	CY	3560	
A14	P-156	CEMENT TREATED SUBGRADE, 12"	SY	5800	
A15	P-156	CEMENT, 4%	TON	145	
A16	P-208	AGGREGATE BASE COURSE, 6"	SY	5900	
A17	P-403	ASPHALT SURFACE, 4"	TON	1400	
A18	CDOT 412-00600	PAVEMENT, PCC, 6"	SY	275	
A19	CDOT 412-00600	VALLEY GUTTER, PCC, 6"	SY	125	
A20	CDOT 412-0040	TRICKLE CHANNEL, PCC, 4" INCLUDING CURB	SY	50	
A21	P-403/P-610	TIE DOWN ANCHORS	EA	39	
A22	P-620	PAVEMENT MARKINGS, SOLID WHITE AND YELLOW, WITH BEADS	SF	650	
A23	P-620	TEMPORARY PAVEMENT MARKINGS, WHITE AND YELLOW	SF	650	
A24	D-701	12" RCP STORM SEWER	LF	108	
A25	D-701	12" RCP FLARED END SECTION	EA	1	
A26	D-751	STORM WATER QUALITY & DETENTION POND OUTLET STRUCTURE	EA	1	
A27	T-901	SEEDING AND FERTILIZING	ACRE	0.5	
A28	T-908	MULCHING, STRAW, CRIMPED	ACRE	0.5	
A29	L-125	L-853 RETROREFLECTIVE TAXIWAY MARKER	EA	6	
A30	CDOT 420-00112	GEOTEXTILE, DRAINAGE, CLASS 1	SY	50	
A31	CDOT 506-00209	9" SOIL RIP RAP	CY	25	

ESTIMATE REFERENCE INFORMATION (SCHEDULE I)		
ITEM NO.	ITEM CODE	DESCRIPTION
A1	C-100	<u>CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION SECTION C-100 AND SHALL INCLUDE ALL WORK AS DESCRIBED TO PREPARE AND MANAGE THE CQCP. BASIS OF PAYMENT WILL BE LUMP SUM.
A2	C-102	<u>INSTALLATION OF SILT FENCE</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. WOOD POSTS SHALL BE USED IN LIEU OF STEEL POSTS. THIS ITEM WILL NOT BE CONSIDERED COMPLETE UNTIL VEGETATION IS ESTABLISHED ALLOWING REMOVAL, AND THE SILT FENCE IS REMOVED AND DISPOSED OF BY THE CONTRACTOR, PAID FOR UNDER ITS RESPECTIVE BID ITEM. BASIS OF PAYMENT SHALL BE PER LINEAR FOOT OF SILT FENCE INSTALLED.
A3	C-102	<u>REMOVAL OF SILT FENCE</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. SILT FENCE SHALL BE REMOVED AND DISPOSED OF ACCORDING TO LOCAL, STATE AND FEDERAL GUIDELINES. BASIS OF PAYMENT SHALL BE PER LINEAR FOOT OF SILT FENCE REMOVED.
A4	C-102	<u>SILT FENCE CLEANOUT</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. BASIS OF PAYMENT SHALL BE PER LINEAR FOOT OF SILT FENCE CLEANOUT.
A5	C-102	<u>ROLLED EROSION CONTROL PRODUCTS (RECP)</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. THIS ITEM WILL NOT BE CONSIDERED COMPLETE UNTIL VEGETATION IS ESTABLISHED. BASIS OF PAYMENT SHALL BE PER SQUARE (100 SQUARE FEET) OF ROLLED EROSION CONTROL PRODUCTS INSTALLED.

A6	C-102	<u>TEMPORARY SEDIMENTATION BASIN</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. BASIS OF PAYMENT SHALL BE PER EACH TEMPORARY SEDIMENTATION BASIN INSTALLED.
A7	C-102	<u>CONCRETE WASHOUT AREA/DEVICE</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. BASIS OF PAYMENT SHALL BE PER EACH CONCRETE WASHOUT AREA/DEVICE INSTALLED.
A8	C-102	<u>VEHICLE TRACKING CONTROL</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN PREVENTION PLAN REQUIREMENTS. BASIS OF PAYMENT SHALL BE PER EACH TYPE OF VEHICLE TRACKING CONTROL APPLICATION INSTALLED.
A9	C-102	<u>REINFORCED ROCK BERM (RRB) - CULVERT INLET PROTECTION</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. BASIS OF PAYMENT SHALL BE PER EACH REINFORCED ROCK BERM INSTALLED.
A10	C-102	<u>INLET PROTECTION DEVICE</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-102 AND THE STORM WATER MANAGEMENT PLAN REQUIREMENTS. THIS ITEM WILL NOT BE CONSIDERED COMPLETE UNTIL VEGETATION IS ESTABLISHED ALLOWING REMOVAL, AND THE FILTER IS REMOVED AND DISPOSED OF BY THE CONTRACTOR. BASIS OF PAYMENT SHALL BE PER EACH INLET PROTECTION DEVICE INSTALLED.
A11	C-105	<u>MOBILIZATION</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION C-105 AND THE PLANS. A SAFETY COMPLIANCE DOCUMENT (SPCD) SHALL BE WRITTEN IN ACCORDANCE WITH AC 150/5370-2G SECTION 4.2.2. BASIS OF PAYMENT SHALL BE LUMP SUM AND SHALL INCLUDE ALL PREPARATORY WORK COSTS INCURRED INCLUDING BUT NOT LIMITED TO COSTS OF BONDS, INSURANCE, AND OTHER MISCELLANEOUS ITEMS THAT DO NOT HAVE THEIR OWN SEPARATE BID ITEMS BUT ARE REQUIRED TO COMPLETE THE PROJECT, SHALL BE INCLUDED IN THIS BID ITEM. CONSTRUCTION STAKING, CONSTRUCTION ENTRANCES, TRAFFIC CONTROL DEVICES PER THE CONSTRUCTION SAFETY AND PHASING PLANS, AN APPLICATION FOR A COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT COR400000 CONSTRUCTION STORMWATER DISCHARGE PERMIT, AND IMPLEMENTATION, MANAGEMENT, INSPECTIONS, AND BMP RECTIFICATION REQUIRED OF THE STORM WATER MANAGEMENT PLAN (SWMP) SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. METHOD OF PAYMENT SHALL BE A LUMP SUM.
A12	P-101	<u>PAVEMENT REMOVAL, HMA MILLING</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION SECTION P-101 AND THE PLANS. HMA PAVEMENT SHALL BE MILLED AND HAULED TO AN AREA AS DIRECTED BY THE OWNER FOR SALVAGE. FULL DEPTH SAWCUTS SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. BASIS OF PAYMENT WILL BE PER SQUARE YARD OF MILLED PAVEMENT.
A13	P-152	<u>UNCLASSIFIED EXCAVATION</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION SECTION P-152 AND THE PLANS. BASIS OF PAYMENT BE PER PLAN QUANTITIES AS FOLLOWS: EXCAVATION CUT = 3,075 CY FILL + 30% = 0 CY WASTE, OFF SITE = 3,075 CY TOPSOIL HANDLING (ASSUMED TO BE THE TOP 6" OF EXISTING EXCAVATION MATERIAL) STRIP = 485 CY RESPREAD + 30% = 345 CY WASTE, OFF SITE = 140 CY ALL AREAS TO BE COMPACTED IN ACCORDANCE WITH THE MOISTURE AND DENSITY REQUIREMENTS AS STATED IN REFERENCE SPECIFICATION P-152 AND THE PLANS. SHOULD SETTLEMENT OCCUR AFTER INITIAL CONSTRUCTION OF EMBANKMENTS THE CONTRACTOR SHALL BE REQUIRED TO CORRECT THE SETTLED AREAS AND PROVIDE MATERIAL TO REACH THE FINISHED GRADES DESIRED. ADDITIONAL COSTS MAY INCLUDE, BUT ARE NOT LIMITED TO, MOBILIZATION, TESTING, MATERIAL REQUIRED, HAULING, PLACEMENT AND COMPACTION OF MATERIAL. HANDLING OF TOPSOIL SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. THE TOP 4" OF ALL EXISTING GRASS AREAS ARE TO BE STRIPPED OF ANY ORGANIC MATERIAL AND THE TOP 4" OF ALL AREAS TO BE SEEDED SHALL CONSIST OF TOPSOIL.
A14	P-156	<u>CEMENT TREATED SUBGRADE, 12"</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION SECTION P-156 AND THE PLANS. THE SUBGRADE SHALL BE TREATED WITH CEMENT AND SHALL BE COMPACTED TO IN ACCORDANCE WITH THE REQUIREMENTS LISTED IN REFERENCE SPECIFICATION P-156. PAYMENT WILL NOT BE MADE FOR SUBGRADE TREATMENT EXTENDED BEYOND THE SPECIFIED SUBGRADE TREATMENT DIMENSION. BASIS OF PAYMENT WILL BE PER SQUARE YARD OF SUBGRADE TREATED.



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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
QUANTITIES & ESTIMATE REFERENCE NOTES - SCHEDULE I

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A15	P-156	CEMENT, 4% WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION SECTION P-156 AND THE PLANS. CEMENT SHALL BE INCORPORATED INTO THE SOIL AT A RATE OF 4% CEMENT PER DRY UNIT WEIGHT OF SOIL. BASIS OF PAYMENT WILL BE PER TON OF CEMENT MATERIAL DELIVERED TO THE PROJECT SITE AND INCORPORATED IN THE SUBGRADE WITHIN THE PROPOSED LIMITS, ACCORDING TO SCALE TICKETS.
A16	P-208	AGGREGATE BASE COURSE, 6" WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION SECTION P-208 AND THE PLANS. AGGREGATE BASE COURSE SHALL BE COMPACTED IN ACCORDANCE WITH MOISTURE AND DENSITY REQUIREMENTS PRIOR TO PLACEMENT OF PCC SURFACE. ADDITIONAL PAYMENT WILL NOT BE MADE FOR AGGREGATE BASE COURSE EXTENDED BEYOND THE SPECIFIED AGGREGATE BASE COURSE EXTENSION DIMENSION OR FOR EXTENSION BEYOND THE SPECIFIED DIMENSION FOR USE OF A SLIP FORM PAVING MACHINE OR FOR EASE OF CONSTRUCTION. ANY ADDITIONAL EXTENSION BEYOND THE SPECIFIED DIMENSION SHALL BE AT THE EXPENSE OF THE CONTRACTOR. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF AGGREGATE BASE COURSE INSTALLED.
A17	P-403	ASPHALT SURFACE, 4" WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPEFICATION P-403 AND THE PLANS. SAW CUTTING OF ANY COLD EDGES, REMOVAL AND DISPOSAL OF ANY COLD EDGE MATERIAL, AND TACK COAT SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. ANY MILLING OF EXISTING ADJACENT PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. CONTRACTOR SHALL BE RESPONSIBLE FOR CUTTING PAVEMENT CORES, LABELING AND STORAGE OF PAVEMENT CORES UNTIL THEY ARE RETRIEVED BY THE OWNER'S LAB, WHO WILL MEASURE THEM FOR PAYMENT. CONTRACTOR IS RESPNOSIBLE FOR PROVIDING A HOT SAMPLE AND COLD SAMPLE REQUIRED OR VALIDATION OF QC AND QA TESTING AT THE FREQUENCY REQUIRED PER THE SPECIFICATIONS. WASTE MATERIAL NOT PLACED SHALL BE ESTIMATED BY THE RPR AND WILL COORDINATE THE TONNAGE OF ASPHALT SURFACE COURSE TO BE DEDUCTED FROMTHE OVERALL TONNAGE. 150 PCF WAS USED FOR ESTIMATING PURPOSES. BASIS OF MEASUREMENT AND PAYMENT SHALL BE PER TON OF ASPHALT PLACED AND ACCEPTED FOR PAYMENT.
A18	CDOT 412-00600	<u>PAVEMENT, PCC, 6"</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH COLORADO DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION SPECIFICATIONS, SECTION 412 AND THE PLANS. EPOXY COATED DEFORMED BARS, EPOXY COATED DOWEL BARS, EPOXY COATED WIRE MESH, EPOXYING OF DOWEL BARS, REINFORCING CHAIRS OR BOLSTERS, SAW CUTTING, CHAMFERING AND JOINT SEALING SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. ALKALI-SILICA REACTIVITY TESTING SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM AND SHALL BE COMPLETED PER THE FOLLOWING REQUIREMENTS: A. REACTIVITY. FINE AND COARSE AGGREGATES TO BE USED IN PCC ON THIS PROJECT SHALL BE TESTED AND EVALUATED BY THE CONTRACTOR FOR ALKALI-AGGREGATE REACTIVITY IN ACCORDANCE WITH BOTH ASTM C1260 AND ASTM C1567. TESTS MUST BE REPRESENTATIVE OF AGGREGATE SOURCES WHICH WILL BE PROVIDING MATERIAL FOR PRODUCTION. ASTM C1260 AND ASTM C1567 TESTS MAY BE RUN CONCURRENTLY. 1. TEST COARSE AGGREGATE AND FINE AGGREGATE SEPARATELY, IN ACCORDANCE WITH ASTM C1260; HOWEVER, EXTEND THE LENGTH OF THE TEST TO 28 DAYS (30 DAYS FROM CASTING). COMPLETE THE TESTS WITHIN SIX MONTHS OF THE DATE OF THE CONCRETE SUBMITTAL. IF EXPANSION OF EITHER THE COARSE OR FINE AGGREGATE EXCEEDS 0.10% AT 28 DAYS, LIMIT THE ALKALI LOADING OF THE CONCRETE TO BE LESS THAN OR EQUAL TO 3.0 LB PER CUBIC YARD (1.8 KG PER CUBIC METER),CALCULATED IN ACCORDANCE WITH EB 106. 2. THE COMBINED COARSE AND FINE AGGREGATE SHALL BE TESTED IN ACCORDANCE WITH ASTM C1567, MODIFIED FOR COMBINED AGGREGATES, USING THE PROPOSED MIXTURE DESIGN PROPORTIONS OF AGGREGATES, CEMENTITIOUS MATERIALS, AND/OR SPECIFIC REACTIVITY REDUCING CHEMICALS. IF THE EXPANSION DOES NOT EXCEED 0.10% AT 28 DAYS, THE PROPOSED COMBINED MATERIALS WILL BE ACCEPTED. IF THE EXPANSION IS GREATER THAN 0.10% AT 28 DAYS, THE AGGREGATES WILL NOT BE ACCEPTED UNLESS ADJUSTMENTS TO THE COMBINED MATERIALS MIXTURE CAN REDUCE THE EXPANSION TO LESS THAN 0.10% AT 28 DAYS, OR NEW AGGREGATES SHALL BE EVALUATED AND TESTED. 3. IF LITHIUM NITRATE IS PROPOSED FOR USE WITH OR WITHOUT SUPPLEMENTARY CEMENTITIOUS MATERIALS, THE AGGREGATES SHALL BE TESTED IN ACCORDANCE WITH CORPS OF ENGINEERS (COE) CONCRETE RESEARCH DIVISION (CRD) C662 IN LIEU OF ASTM C1567. IF LITHIUM NITRATE ADMIXTURE IS USED, IT SHALL BE NOMINAL 30% ±0.5% WEIGHT LITHIUM NITRATE IN WATER. IF THE EXPANSION DOES NOT EXCEED 0.10% AT 28 DAYS, THE PROPOSED COMBINED MATERIALS WILL BE ACCEPTED. IF THE EXPANSION IS GREATER THAN 0.10% AT 28 DAYS, THE AGGREGATES WILL NOT BE ACCEPTED UNLESS ADJUSTMENTS TO THE COMBINED MATERIALS MIXTURE CAN REDUCE THE EXPANSION TO LESS THAN 0.10% AT 28 DAYS, OR NEW AGGREGATES SHALL BE EVALUATED AND TESTED. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF PAVING INSTALLED.

A19	CDOT 412-00600	<u>VALLEY GUTTER, PCC, 6"</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH COLORADO DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION SPECIFICATIONS, SECTION 412 AND THE PLANS. EPOXY COATED DEFORMED BARS, EPOXY COATED DOWEL BARS, EPOXY COATED WIRE MESH, EPOXYING OF DOWEL BARS, REINFORCING CHAIRS OR BOLSTERS, SAW CUTTING, CHAMFERING AND JOINT SEALING SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. ALKALI-SILICA REACTIVITY TESTING SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM AND SHALL BE COMPLETED PER THE FOLLOWING REQUIREMENTS: A. REACTIVITY. FINE AND COARSE AGGREGATES TO BE USED IN PCC ON THIS PROJECT SHALL BE TESTED AND EVALUATED BY THE CONTRACTOR FOR ALKALI-AGGREGATE REACTIVITY IN ACCORDANCE WITH BOTH ASTM C1260 AND ASTM C1567. TESTS MUST BE REPRESENTATIVE OF AGGREGATE SOURCES WHICH WILL BE PROVIDING MATERIAL FOR PRODUCTION. ASTM C1260 AND ASTM C1567 TESTS MAY BE RUN CONCURRENTLY. 1. TEST COARSE AGGREGATE AND FINE AGGREGATE SEPARATELY, IN ACCORDANCE WITH ASTM C1260; HOWEVER, EXTEND THE LENGTH OF THE TEST TO 28 DAYS (30 DAYS FROM CASTING). COMPLETE THE TESTS WITHIN SIX MONTHS OF THE DATE OF THE CONCRETE SUBMITTAL. IF EXPANSION OF EITHER THE COARSE OR FINE AGGREGATE EXCEEDS 0.10% AT 28 DAYS, LIMIT THE ALKALI LOADING OF THE CONCRETE TO BE LESS THAN OR EQUAL TO 3.0 LB PER CUBIC YARD (1.8 KG PER CUBIC METER),CALCULATED IN ACCORDANCE WITH EB 106. 2. THE COMBINED COARSE AND FINE AGGREGATE SHALL BE TESTED IN ACCORDANCE WITH ASTM C1567, MODIFIED FOR COMBINED AGGREGATES, USING THE PROPOSED MIXTURE DESIGN PROPORTIONS OF AGGREGATES, CEMENTITIOUS MATERIALS, AND/OR SPECIFIC REACTIVITY REDUCING CHEMICALS. IF THE EXPANSION DOES NOT EXCEED 0.10% AT 28 DAYS, THE PROPOSED COMBINED MATERIALS WILL BE ACCEPTED. IF THE EXPANSION IS GREATER THAN 0.10% AT 28 DAYS, THE AGGREGATES WILL NOT BE ACCEPTED UNLESS ADJUSTMENTS TO THE COMBINED MATERIALS MIXTURE CAN REDUCE THE EXPANSION TO LESS THAN 0.10% AT 28 DAYS, OR NEW AGGREGATES SHALL BE EVALUATED AND TESTED. 3. IF LITHIUM NITRATE IS PROPOSED FOR USE WITH OR WITHOUT SUPPLEMENTARY CEMENTITIOUS MATERIALS, THE AGGREGATES SHALL BE TESTED IN ACCORDANCE WITH CORPS OF ENGINEERS (COE) CONCRETE RESEARCH DIVISION (CRD) C662 IN LIEU OF ASTM C1567. IF LITHIUM NITRATE ADMIXTURE IS USED, IT SHALL BE NOMINAL 30% ±0.5% WEIGHT LITHIUM NITRATE IN WATER. IF THE EXPANSION DOES NOT EXCEED 0.10% AT 28 DAYS, THE PROPOSED COMBINED MATERIALS WILL BE ACCEPTED. IF THE EXPANSION IS GREATER THAN 0.10% AT 28 DAYS, THE AGGREGATES WILL NOT BE ACCEPTED UNLESS ADJUSTMENTS TO THE COMBINED MATERIALS MIXTURE CAN REDUCE THE EXPANSION TO LESS THAN 0.10% AT 28 DAYS, OR NEW AGGREGATES SHALL BE EVALUATED AND TESTED. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF PAVING INSTALLED.
A20	CDOT 412-0040	<u>TRICKLE CHANNEL, PCC, 4" INCLUDING CURB</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH COLORADO DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION SPECIFICATIONS, SECTION 412 AND THE PLANS. EPOXY COATED DEFORMED BARS, EPOXY COATED DOWEL BARS, EPOXY COATED WIRE MESH, EPOXYING OF DOWEL BARS, REINFORCING CHAIRS OR BOLSTERS, SAW CUTTING, CHAMFERING AND JOINT SEALING SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF PAVING INSTALLED.
A21	P-403/P-610	<u>TIE DOWN ANCHORS</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION P-610 OR REFERENCE SPECIFICATION P-403 AND/OR THE PLANS. TIE DOWN ANCHORS SHALL BE NEEHNAH 3490 SERIES OR APPROVED EQUAL. BASIS OF PAYMENT SHALL BE PER EACH INSTALLED.
A22	P-620	<u>PAVEMENT MARKINGS, SOLID WHITE AND YELLOW, WITH BEADS</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION P-620 AND THE PLANS. BLACK OUTLINE AND REMOVAL OF PAVEMENT CURE SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. PREPARATION OF EXISTING PAVEMENT MARKINGS AND THE EXISTING PAVEMENT SURFACE FOR APPLICATION OR NEW PAINT SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. PAYMENT SHALL BE PER SQUARE FOOT OF GROSS AREA OF THE WHITE AND YELLOW PAVEMENT MARKINGS.
A23	P-620	<u>TEMPORARY PAVEMENT MARKINGS, WHITE AND YELLOW</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION P-620 AND THE PLANS. BLACK OUTLINE AND REMOVAL OF PAVEMENT CURE SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. PREPARATION OF EXISTING PAVEMENT MARKINGS AND THE EXISTING PAVEMENT SURFACE FOR APPLICATION OR NEW PAINT SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. PAYMENT SHALL BE PER SQUARE FOOT OF GROSS AREA OF THE WHITE AND YELLOW PAVEMENT MARKINGS.
A24	D-701	<u>12" RCP STORM SEWER</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION D-701 AND THE PLANS. BEDDING SHALL BE AS SHOWN IN THE PLANS. THE LAST THREE JOINTS SHALL BE TIED. BASIS OF MEASUREMENT SHALL BE FROM THE CENTER OF STORM SEWER STRUCTURE TO CENTER OF STORM SEWER STRUCTURE AND/OR END OF PIPE TO END OF PIPE, EXCLUSIVE OF APRONS. BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE PER LINEAR FOOT OF PIPE INSTALLED.

A25	D-701	<u>12" RCP FLARED END SECTION</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION D-701 AND THE PLANS. BEDDING SHALL BE AS SHOWN IN THE PLANS. APRON FOOTINGS SHALL BE CONSIDERED INCIDENTAL. BASIS OF PAYMENT SHALL BE PER EACH FLARED END SECTION INSTALLED.
A26	D-751	<u>STORM WATER QUALITY & DETENTION POND OUTLET STRUCTURE</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION D-751 AND THE PLANS. HANDLING, MANIPULATION OF EXISTING PIPING, PROVIDING LENGTHS OF PIPE TO EXTEND PIPING INTO THE PROPOSED STORM SEWER STRUCTURE, COUPLINGS AND CONCRETE COLLARS SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. ALL ASPECTS OF THE OUTLET STRUCTURE AS DETAILED IN THE PROJECT PLANS AND ANY REQUIRED MATERIALS, EQUIPMENT, LABOR, ETC. TO PROVIDE A COMPLETE AND OPERATIONAL STRUCTURE SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. BASIS OF PAYMENT SHALL BE PER STORM SEWER STRUCTURE INSTALLED.
A27	T-901	<u>SEEDING AND FERTILIZING</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION T-901 AND THE PLANS. THIS ITEM SHALL PROVIDE FOR SEEDBED PREPARATION, SEEDING AND FERTILIZING (IF REQUIRED) OF ALL AREAS DISTURBED BY CONSTRUCTION. THIS BID ITEM WILL BE PAID FOR WHEN DISTURBED AREAS TO BE SEEDED HAVE BEEN STABILIZED. ANY SEEDING CORRECTION, RESEEDING, WEEDY AREAS, ERODED AREAS, BARE SPOTS AND AFFECTED AREAS BE THE REMEDIED AT THE EXPENSE OF THE CONTRACTOR. ANY AREAS OUTSIDE OF THE GRADING EXTENTS SHOWN IN THE PLANS THAT ARE DISTURBED SHALL BE RESTORED TO ORIGINAL CONDITION AT THE EXPENSE OF THE CONTRACTOR. THIS INCLUDES, BUT IS NOT LIMITED TO, STAGING AREA, STORAGE AREAS, STOCK PILE AREAS AND HAUL ROUTES.
A28	T-908	<u>MULCHING, STRAW, CRIMPED</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION T-901 AND THE PLANS. THIS ITEM SHALL PROVIDE FOR MULCHING OF ALL AREAS DISTURBED BY CONSTRUCTION THAT CANNOT BE SEEDED OVER THE WINTER. ADDITIONAL PAYMENT WILL NOT BE MADE FOR AREAS MULCHED MULTIPLE TIMES DUE TO CONTRACTORS OPERATION OR DUE TO THE REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLANS BASIS OF MEASUREMENT AND PAYMENT WILL BE PER ACRE AS MEASURED BY THE ENGINEER.
A29	L-125	<u>L-853 RETROREFLECTIVE TAXIWAY MARKER</u> WORK UNDER THIS BID ITEM SHALL BE IN ACCORDANCE WITH REFERENCE SPECIFICATION L-125 AND THE PLANS. BASIS OF PAYMENT SHALL BE PER EACH.
A30	CDOT 420-00112	<u>GEOTEXTILE, DRAINAGE, CLASS 1</u> WORK UNDER THIS ITEM SHALL BE IN ACCORDANCE WITH COLORADO DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION SPECIFICATIONS, SECTION 420 AND THE PLANS. BASIS OF PAYMENT SHALL BE PER SQUARE YARD OF GEOTEXTILE MATERIAL INSTALLED.
A31	CDOT 506-00209	<u>9" SOIL RIP RAP</u> WORK UNDER THIS ITEM SHALL BE IN ACCORDANCE WITH COLORADO DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION SPECIFICATIONS, SECTION 412 AND THE PLANS. EXCAVATION SHALL BE CONSIDERED INCIDENTAL TO THIS BID ITEM. BASIS OF PAYMENT SHALL BE PER CUBIC YARD OF RIP RAP INSTALLED, BASED ON FIELD MEASUREMENTS BY THE ENGINEER.



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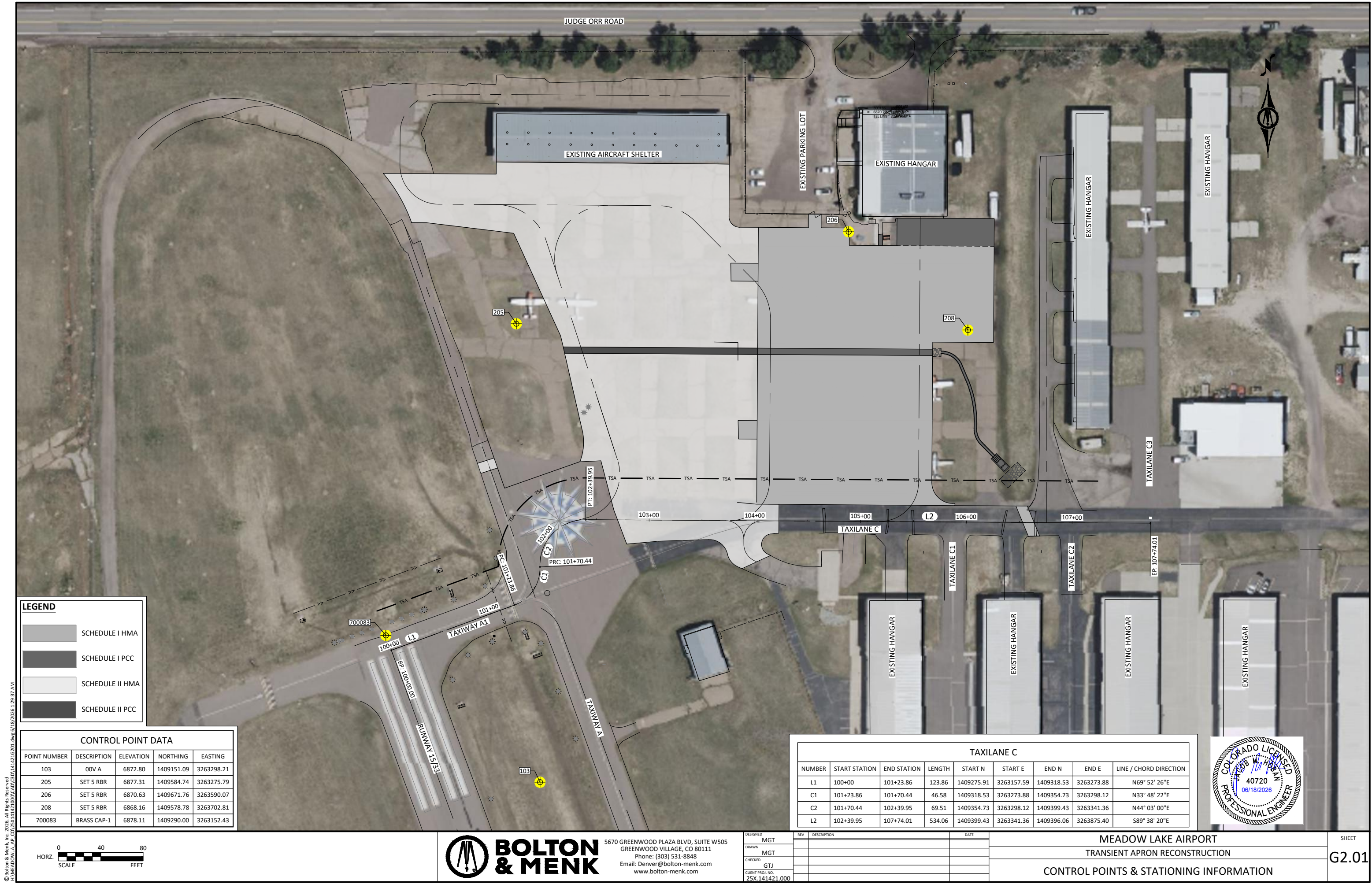
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DRAWN	MGT			
CHECKED	GTJ			
CLIENT PROJ. NO.	25X.141421.000			

MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
QUANTITIES & ESTIMATE REFERENCE NOTES - SCHEDULE I

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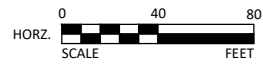
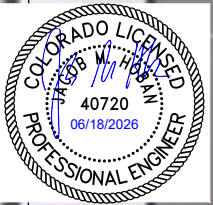


LEGEND

	SCHEDULE I HMA
	SCHEDULE I PCC
	SCHEDULE II HMA
	SCHEDULE II PCC

CONTROL POINT DATA				
POINT NUMBER	DESCRIPTION	ELEVATION	NORTHING	EASTING
103	00V A	6872.80	1409151.09	3263298.21
205	SET 5 RBR	6877.31	1409584.74	3263275.79
206	SET 5 RBR	6870.63	1409671.76	3263590.07
208	SET 5 RBR	6868.16	1409578.78	3263702.81
700083	BRASS CAP-1	6878.11	1409290.00	3263152.43

TAXILANE C								
NUMBER	START STATION	END STATION	LENGTH	START N	START E	END N	END E	LINE / CHORD DIRECTION
L1	100+00	101+23.86	123.86	1409275.91	3263157.59	1409318.53	3263273.88	N69° 52' 26"E
C1	101+23.86	101+70.44	46.58	1409318.53	3263273.88	1409354.73	3263298.12	N33° 48' 22"E
C2	101+70.44	102+39.95	69.51	1409354.73	3263298.12	1409399.43	3263341.36	N44° 03' 00"E
L2	102+39.95	107+74.01	534.06	1409399.43	3263341.36	1409396.06	3263875.40	S89° 38' 20"E



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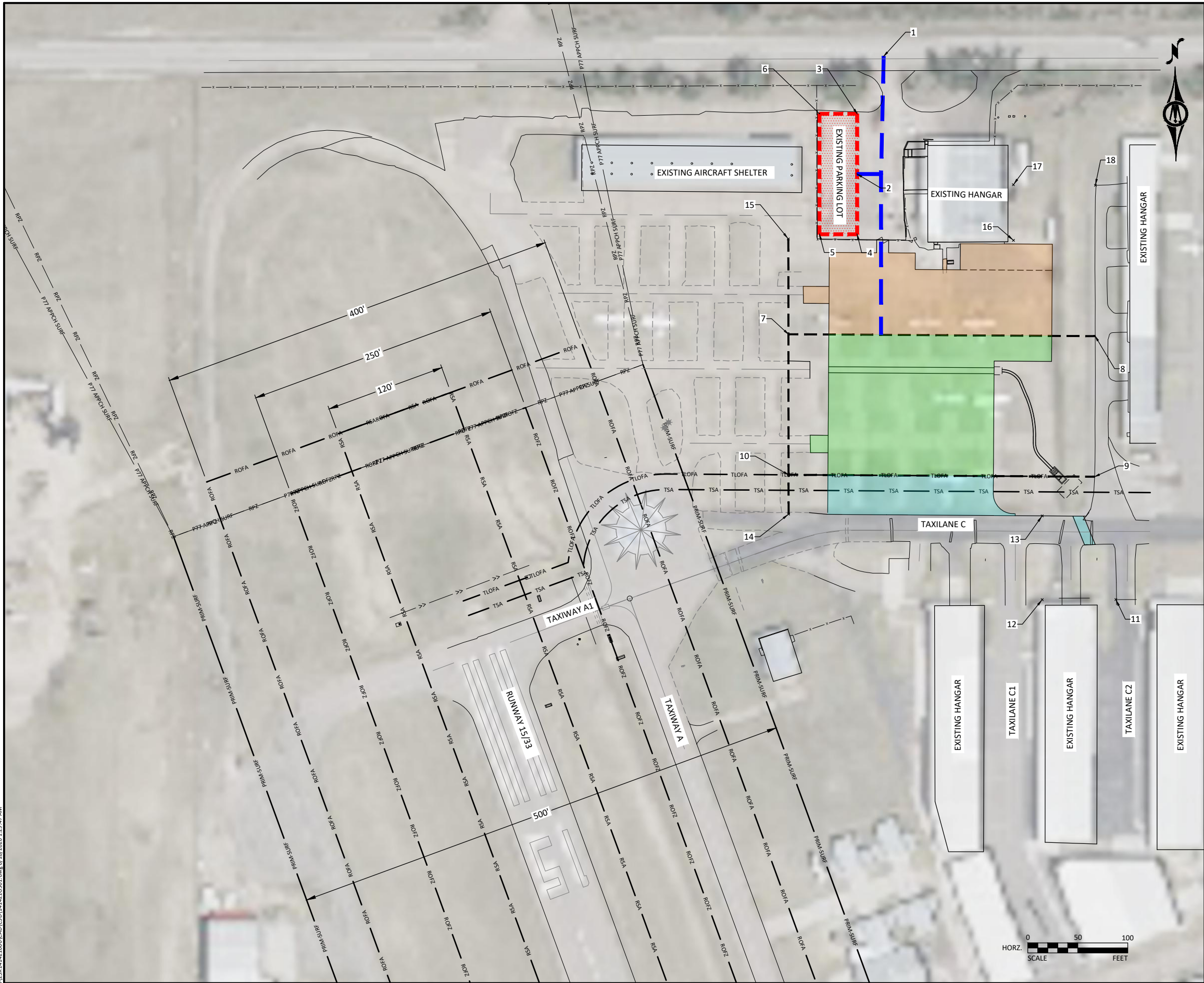
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MEADOW LAKE AIRPORT

TRANSIENT APRON RECONSTRUCTION

CONTROL POINTS & STATIONING INFORMATION

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LEGEND

CONTRACTORS ACCESS ROUTE

LOW-PROFILE BARRICADES

STAGING AREA, WORK AND HAUL ROUTES				
POINT NUMBER	DESCRIPTION	ELEVATION	LATITUDE	LONGITUDE
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
CONSTRUCTION SAFETY & PHASING PLAN

SHEET

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SAFETY AND CONSTRUCTION NOTES

(SEE CONSTRUCTION SAFETY AND PHASING PLAN IN SPECIFICATIONS FOR ADDITIONAL DETAIL)

GENERAL CONSTRUCTION SAFETY

1. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS SET FORTH IN FAA AC 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", WHICH IS INCLUDED IN THE PROJECT MANUAL APPENDIX. CONSTRUCTION SAFETY SHALL BE DISCUSSED DURING THE PRE-CONSTRUCTION MEETING AND AT PROJECT MEETINGS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PUBLIC AND PRIVATE UTILITY LOCATIONS DURING CONSTRUCTION.
3. THE RESPONSIBILITY FOR ALL SAFETY SHALL FALL UPON THE CONTRACTOR(S) DURING CONSTRUCTION. THIS SAFETY PLAN SHALL BE REVIEWED BY THE FAA PRIOR TO CONSTRUCTION NOTICES. ANY ATTACHMENT, DEVIATIONS, OMISSIONS, OR CONTRADICTIONS TO THE FAA REGULATIONS DISCOVERED DURING REVIEW SHALL BE MADE PART OF THE SAFETY PLAN PRIOR TO CONSTRUCTION, AND HENCE BECOME PART OF THE CONTRACT CONDITIONS. THE CONTRACTOR SHALL CONFIRM PRIOR TO ENTERING INTO A CONSTRUCTION CONTRACT THAT NO MODIFICATIONS TO THIS SAFETY PLAN HAVE BEEN MADE. AT THE CONTRACTOR'S REQUEST THE ENGINEER SHALL PROVIDE DOCUMENTATION THAT INDICATES NO MODIFICATIONS, REVISIONS OR ADDITIONAL ITEMS BE INCLUDED IN THIS SAFETY PLAN.

CONSTRUCTION EQUIPMENT:

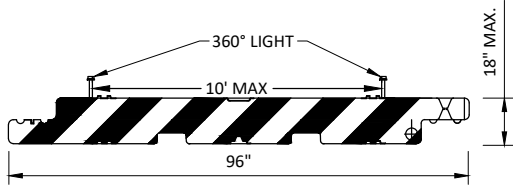
4. ALL CONSTRUCTION EQUIPMENT SHALL BE PARKED IN DESIGNATED STAGING/STORAGE AREAS WHEN NOT IN USE OR OVERNIGHT. ALL BOOMS SHALL BE LOWERED WHEN NOT IN USE.
5. THE EXPECTED MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT IS 15 FEET AT ANY LOCATION. THE CONTRACTOR SHALL VERIFY ANY EQUIPMENT HEIGHT MORE THAN 15 FEET AND NOTIFY THE ENGINEER AND OWNER A MINIMUM OF 72 HOURS IN ADVANCE OF ANY CONSTRUCTION THAT REQUIRES EQUIPMENT OF MORE THAN 15 FEET SO THAT THE APPROPRIATE NOTICE TO AIR MISSIONS (NOTAM) MAY BE ISSUED.
6. ALL EQUIPMENT WORKING ON THE AIRPORT CONSTRUCTION SITE MUST HAVE AN AMBER FLASHING BEACON AND/OR WARNING FLAG. THE VEHICLE WARNING FLAGS SHALL BE AS PER DETAIL ON THE CSPP PLAN SHEETS. THE FLAG SHALL BE SECURELY ATTACHED TO THE HIGHEST POINT ON THE CONSTRUCTION EQUIPMENT OR VEHICLE AND BE VISIBLE AT ALL TIMES. VEHICLE WARNING FLAGS ARE THE MINIMUM REQUIREMENT.
7. VEHICULAR TRAFFIC SHALL NOT ENTER ACTIVE AIRCRAFT MOVEMENT AREAS DURING THE PROJECT. SHOULD VEHICULAR TRAFFIC NEED TO ENTER ACTIVE AIRCRAFT MOVEMENT AREAS THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND AIRPORT MANAGER TO ISSUE THE PROPER NOTAM TO PREVENT INCURSIONS.

HAUL ROUTES, TRAFFIC CONTROL & ACCESS CONTROL

8. ALL TEMPORARY ACCESS, STORAGE/STAGING AREAS AND ROADS SHALL BE RESTORED TO ORIGINAL CONDITION, INCLUDING TOPSOILING, RE-SEEDING, IF NECESSARY, AFTER USE BY THE CONTRACTOR. RESTORATION OF THESE AREAS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
9. THE CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN ALL TRAFFIC CONTROL DEVICES AS NECESSARY.
10. THIS LAYOUT IS A MINIMUM REQUIREMENT NECESSARY TO ASSIST THE CONTRACTOR IN DETERMINING THE COST FOR PROVIDING NECESSARY TRAFFIC CONTROL. THE CONTRACTOR MAY ADD ADDITIONAL WARNING DEVICES UPON APPROVAL OF THE ENGINEER.
11. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE AIRPORT MANAGER A MINIMUM OF 72 HOURS IN ADVANCE OF ANY PROPOSED CONSTRUCTION WITHIN THE APRON OR TAXIWAY SAFETY AREAS, RUNWAY PROTECTION ZONES, APPROACH AREAS OR REQUIRED CLOSURE AREAS SO THAT THE APPROPRIATE NOTAM MAY BE ISSUED. THE AIRPORT MANAGER WILL ALSO ISSUE TIMELY NOTAMS WHICH SPECIFICALLY DETAIL THE CURRENT STATUS OF THE AIRPORT DURING CONSTRUCTION, INCLUDING CLOSURE STATUS. THE NOTAM SHALL INCLUDE THE PROPOSED LOCATION, TIME AND DATE OR COMMENCEMENT OF CONSTRUCTION.
12. INSPECT FOR AND REMOVE FOREIGN OBJECT DEBRIS (FOD) ON OR NEAR ALL AIRCRAFT MOVEMENT AREAS BY SWEEPING DAILY AT TIMES OF CONCURRENT CONSTRUCTION AND AIRCRAFT OPERATIONS. WASTE AND LOOSE MATERIAL MUST NOT BE PLACED IN ACTIVE AIRCRAFT MOVEMENT AREAS. MATERIALS TRACKED ON TO THESE AREAS MUST BE REMOVED CONTINUOUSLY DURING THE PROJECT. THE CONSTRUCTION SITE, INCLUDING THE STAGING AREA, SHALL BE KEPT CLEAN OF ALL PERSONNEL DEBRIS.
13. THERE SHALL BE NO UNAUTHORIZED PERSONNEL ON THE AIRFIELD. CONTRACTOR SHALL USE THE DESIGNATED AIRPORT ACCESS ROUTE IDENTIFIED IN THE CSPP PLAN SHEETS WHEN ENTERING AIRPORT PROPERTY. NO GATES ARE TO BE LEFT OPEN AND UNATTENDED.
14. AT ALL TIMES, WHILE CONSTRUCTION IS IN PROGRESS, THE CONTRACTOR SHALL HAVE A DESIGNATED PERSON MONITORING THE UNICOM FREQUENCY OR CTAF (122.700).
15. PERSONAL VEHICLES SHALL NOT BE ALLOWED ON THE AIRFIELD. ALL PERSONAL VEHICLES SHOULD BE PARKED IN DESIGNATED STAGING/STORAGE AREAS OR ANOTHER AREA AS DESIGNATED BY THE AIRPORT MANAGER.
16. WHEN ACCESS POINTS ARE CREATED IN THE SECURITY FENCING TO PERMIT THE PASSAGE OF CONSTRUCTION VEHICLES OR PERSONNEL, TEMPORARY GATES SHOULD BE EQUIPPED SO THEY CAN BE SECURELY CLOSED AND LOCKED TO PREVENT ACCESS BY ANIMALS AND PEOPLE.
17. LOW PROFILE BARRICADE FLASHERS, AND FLASHERS OR ANY KIND UTILIZED ON THE PROJECT SHALL BE INSPECTED AT DUSK EACH DAY TO ENSURE ALL FLASHERS ARE WORKING PROPERLY.
18. PROMINENTLY MARK OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIALS AND LIGHT THESE OBSTACLES DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS. CONSTRAIN STOCKPILED MATERIALS TO PREVENT ITS MOVEMENT AS A RESULT OF THE MAXIMUM ANTICIPATED AIRCRAFT BLAST AND FORECASTED WIND CONDITIONS.
19. PRIOR TO RE-OPENING ANY CLOSED PAVEMENT AREA, THE CONTRACTOR, TOGETHER WITH THE AIRPORT MANAGER AND ENGINEER SHALL INSPECT THE PAVEMENT, SAFETY AREAS AND PRIMARY SURFACE FOR ANY OBSTRUCTION OR FOD.
20. WHEN THE AIRFIELD IS CLOSED FOR CONSTRUCTION (RUNWAY CLOSURES IN PLACE), THE BEACON SHALL REMAIN IN OPERATION BUT ALL OTHER AIRFIELD LIGHTING & NAVAID SHALL BE TURNED OFF.
21. ALL AIRFIELD GUIDANCE SIGNS (INCLUDING HOLD SIGNS) SHALL BE COVERED OR OTHERWISE REMOVED FROM SERVICE IF THE SAID GUIDANCE SIGNS ARE IDENTIFYING AREAS THAT ARE CLOSED FOR CONSTRUCTION.
22. THE CONTRACTOR SHALL NOTIFY AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) PERSONNEL, MUTUAL AID PROVIDERS AND OTHER EMERGENCY SERVICES IF CONSTRUCTION REQUIRES SHUTTING OFF OR OTHERWISE DISRUPTING ANY WATER LINE OR FIRE HYDRANT ON THE AIRPORT OR ADJOINING AREAS AND IF CONTRACTORS WORK WITH HAZARDOUS MATERIAL ON THE AIRFIELD. NOTIFICATION MUST ALSO BE MADE WHEN THE WORK PERFORMED WILL CLOSE OR AFFECT ANY EMERGENCY ROUTES. ALSO MAKE NOTIFICATION WHEN SERVICES ARE RESTORED.

PROJECT NOTES:

23. CONTRACTOR SHALL PROVIDE A SAFETY COMPLIANCE DOCUMENT PRIOR TO ISSUANCE OF NOTICE TO PROCEED.
24. A REPRESENTATIVE SHALL BE PROVIDED BY THE CONTRACTOR ON-CALL 24 HOURS A DAY FOR EMERGENCY MAINTENANCE OF THE AIRPORT TRAFFIC CONTROL DEVICES AND LIGHTING.
25. CONTRACTOR, ENGINEER AND AIRPORT MANAGER SHALL CONDUCT DAILY INSPECTIONS TO ENSURE CONFORMANCE TO CSPP PLAN.
26. CONTRACTOR SHALL HAVE A SWEEPER ON-SITE AT ALL TIMES TO PICK UP DEBRIS FROM ACTIVE AIRCRAFT MOVEMENT AREAS AS IT OCCURS.
27. FOR MORE INFORMATION REGARDING CONTRACT TIME ALLOWED FOR CONSTRUCTION, REFER TO THE NOTICE TO BIDDERS FOR THE PROJECT.



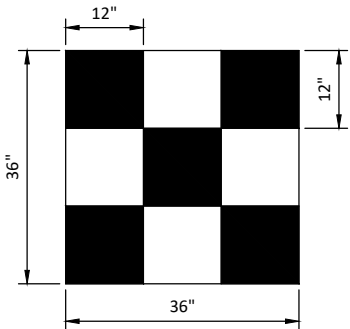
LOW PROFILE BARRICADE NOTES:

- 1) BARRICADES SHALL BE LOW PROFILE AND LOW MASS AS APPROVED BY ENGINEER.
- 2) TWO FLASHING RED LIGHTS ARE REQUIRED. LIGHTS SHALL BE OMNIDIRECTIONAL OR ROTATE ONE LIGHT 90°. SECURELY FASTEN LIGHTS TO BARRICADE.
- 3) REFLECTIVE MEDIA SHALL BE ALTERNATING 6" WIDE BANDS OF INTERNATIONAL ORANGE AND WHITE ANGLED AT 45°.
- 4) BARRICADES SHALL BE SECURELY WEIGHTED TO PREVENT MOVEMENT BY WIND, PROPELLER WASH, OR JET BLAST UP TO 75 MPH.
- 5) SPACE BARRICADES 4' APART OR LESS AND EXTEND ACROSS PAVEMENT, EDGE TO EDGE.
- 6) CONTRACTOR SHALL INSPECT BARRICADES TWICE DAILY - BEFORE CONSTRUCTION STARTS AND PRIOR TO LEAVING THE SITE AT THE END OF DAY.
- 7) DISTANCE BETWEEN LIGHTS SHALL NOT EXCEED 10.'



LOW PROFILE BARRICADE DETAIL

NOT TO SCALE



NOTES:

1. FLAG SHALL HAVE A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES



VEHICLE WARNING FLAG

NOT TO SCALE



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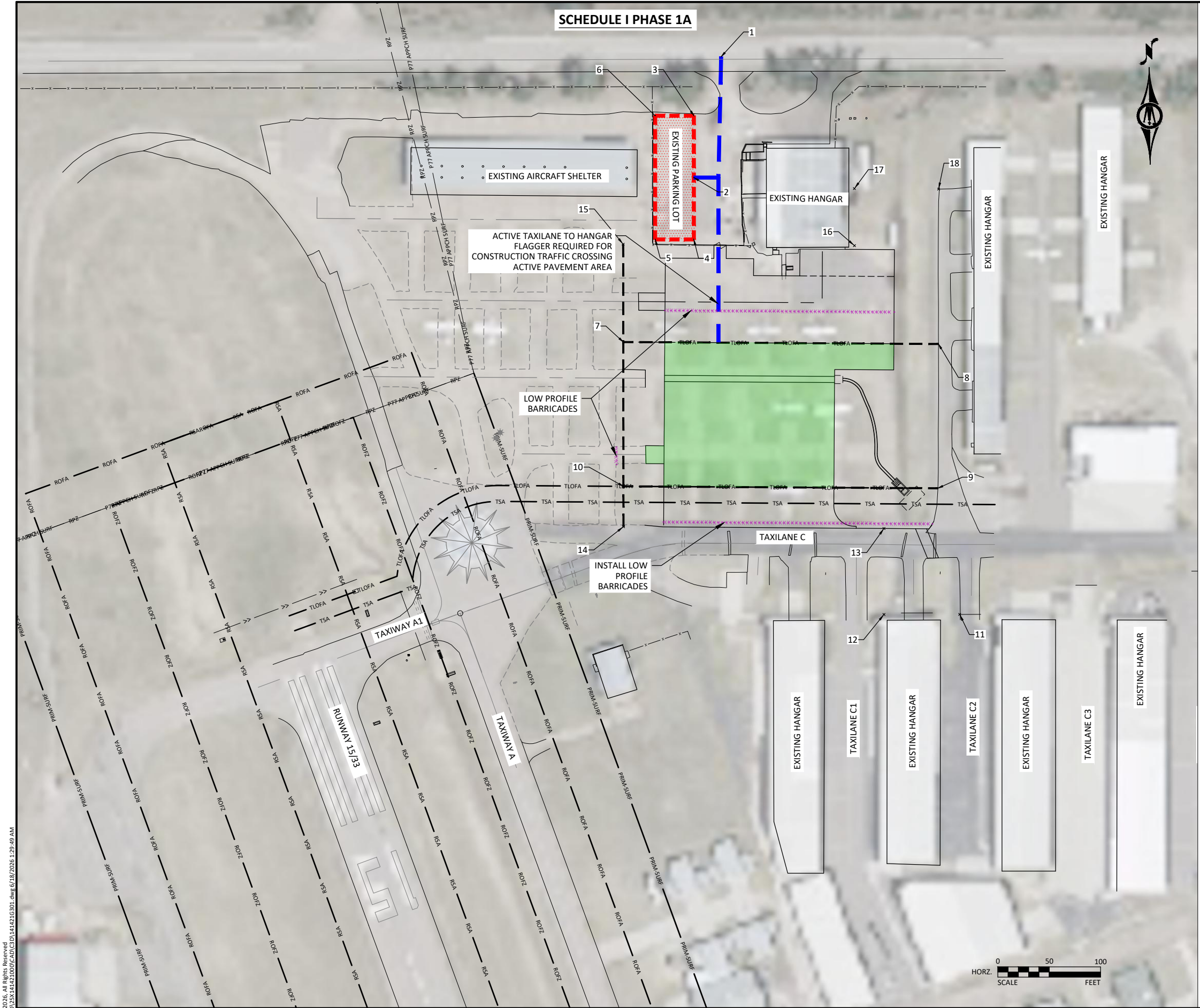
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CONSTRUCTION SAFETY & PHASING PLAN

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LEGEND

CONTRACTORS ACCESS ROUTE

LOW-PROFILE BARRICADES

PHASE LINE

CONSTRUCTION STAGING/
STORAGE/STOCKPILE LOCATION

SCHEDULE I PHASE 1A

SCHEDULE I PHASE 1B

SCHEDULE I PHASE 2

STAGING AREA, WORK AND HAUL ROUTES				
POINT NUMBER	DESCRIPTION	ELEVATION	LATITUDE	LONGITUDE
1	HAUL ROUTE	6870.00	N38°57'18.216"	W104°34'23.389"
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18	WORK AREA	6867.28	N38°57'16.919"	W104°34'20.726"

- SCHEDULE I PHASE 1A CONSTRUCTION NOTES:
- WORK ELEMENTS:

PAVEMENT REMOVALS, EXCAVATION, PAVING, GRADING AND SEEDING.
- ACTIVE AREAS AFFECTED:

TRANSIENT APRON TO BE CLOSED WITHIN THE WORK AREA.
- DURATION:

REFER TO SECTION 00 52 00 AGREEMENT FORMS, 4.04 MILESTONES INCLUDED IN THE PROJECT MANUAL FOR PHASE DURATION.
- NOTAMS:

SEE CSPP FOR MORE INFORMATION.

CONTRACTOR TO COORDINATE WITH OWNER FOR ISSUANCE OF NOTAMS.
- NOTES:

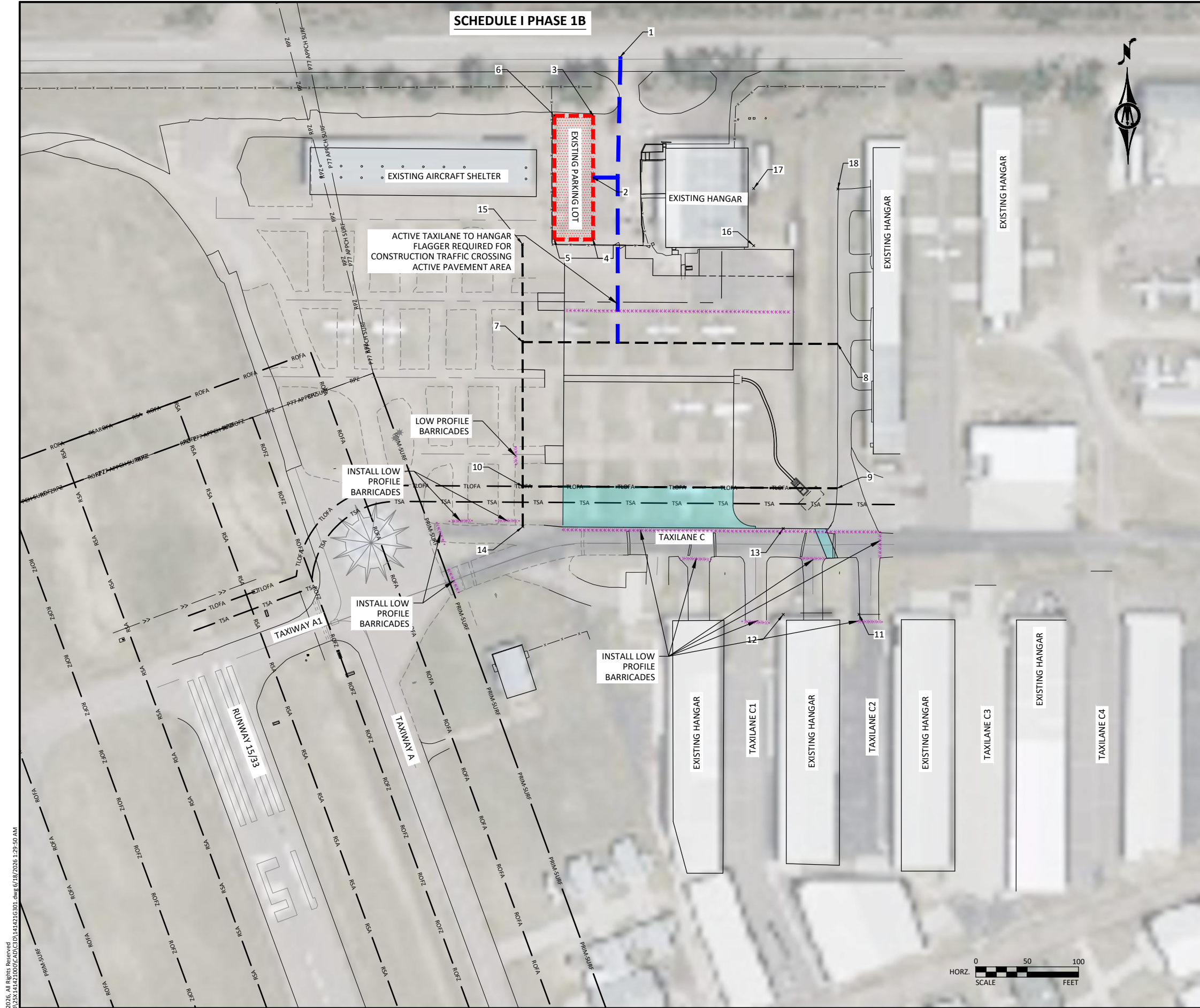
PLACE LOW PROFILE BARRICADES AT THE NORTHERN AND WESTERN EXTENTS OF SCHEDULE I PHASE 1A WORK AREA.

PLACE LOW PROFILE BARRICADES ALONG THE NORTH EDGE OF TAXILANE C. THE NORTHERN APRON TAXILANE WILL REMAIN ACTIVE FOR PHASE 1A.

A FLAGGER SHALL BE PROVIDED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION TRAFFIC CROSSING TAXILANE C.

CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER FOR ISSUANCE OF NOTAMS.

CONTRACTOR SHALL REFER TO THE CONSTRUCTION SAFETY & PHASING PLAN (CSPP) FOR ADDITIONAL INFORMATION.
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| TRANSIENT APRON RECONSTRUCTION | | | |
| CONSTRUCTION SAFETY & PHASING PLAN | | | |



LEGEND

CONTRACTORS ACCESS ROUTE

LOW-PROFILE BARRICADES

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3	STAGING AREA	6871.24	N38°57'17.650"	W104°34'23.733"
4	STAGING AREA	6871.64	N38°57'16.459"	W104°34'23.749"
5	STAGING AREA	6872.29	N38°57'16.463"	W104°34'24.225"
6	STAGING AREA	6872.06	N38°57'17.654"	W104°34'24.210"
7	WORK AREA	6872.95	N38°57'15.478"	W104°34'24.632"
8	WORK AREA	6866.69	N38°57'15.428"	W104°34'20.748"
9	WORK AREA	6866.45	N38°57'14.039"	W104°34'20.773"
10	WORK AREA	6872.02	N38°57'14.089"	W104°34'24.648"
11	WORK AREA	6862.00	N38°57'12.823"	W104°34'20.520"
12	WORK AREA	6862.00	N38°57'12.830"	W104°34'21.453"
13	WORK AREA	6867.20	N38°57'13.658"	W104°34'21.443"
14	WORK AREA	6871.97	N38°57'13.700"	W104°34'24.652"
15	WORK AREA	6872.99	N38°57'16.420"	W104°34'24.621"
16	WORK AREA	6868.56	N38°57'16.383"	W104°34'21.771"
17	WORK AREA	6869.01	N38°57'16.933"	W104°34'21.764"
18	WORK AREA	6867.28	N38°57'16.919"	W104°34'20.726"

SCHEDULE I PHASE 1B CONSTRUCTION NOTES:

- WORK ELEMENTS:
- PAVEMENT REMOVALS, EXCAVATION, PAVING, GRADING AND SEEDING.

- ACTIVE AREAS AFFECTED:
- TAXILANE C TO BE CLOSED WEST OF THE COMPASS ROSE APRON/TAXIWAY A.
 - TRANSIENT APRON TO BE CLOSED WITHIN THE WORK AREA.

- DURATION:
- REFER TO SECTION 00 52 00 AGREEMENT FORMS, 4.04 MILESTONES INCLUDED IN THE PROJECT MANUAL FOR PHASE DURATION.

- NOTAMS:
- SEE CSPP FOR MORE INFORMATION.
 - CONTRACTOR TO COORDINATE WITH OWNER FOR ISSUANCE OF NOTAMS.

- NOTES:
- PLACE LOW PROFILE BARRICADES AT THE ENTRANCE TO TAXILANE C.
 - A FLAGGER SHALL BE PROVIDED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION TRAFFIC CROSSING TAXILANE C.
 - ALL PHASE 1A LOW-PROFILE BARRICADES SHALL REMAIN FOR PHASE 1B.
 - CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER FOR ISSUANCE OF NOTAMS.
 - CONTRACTOR SHALL REFER TO THE CONSTRUCTION SAFETY & PHASING PLAN (CSPP) FOR ADDITIONAL INFORMATION.



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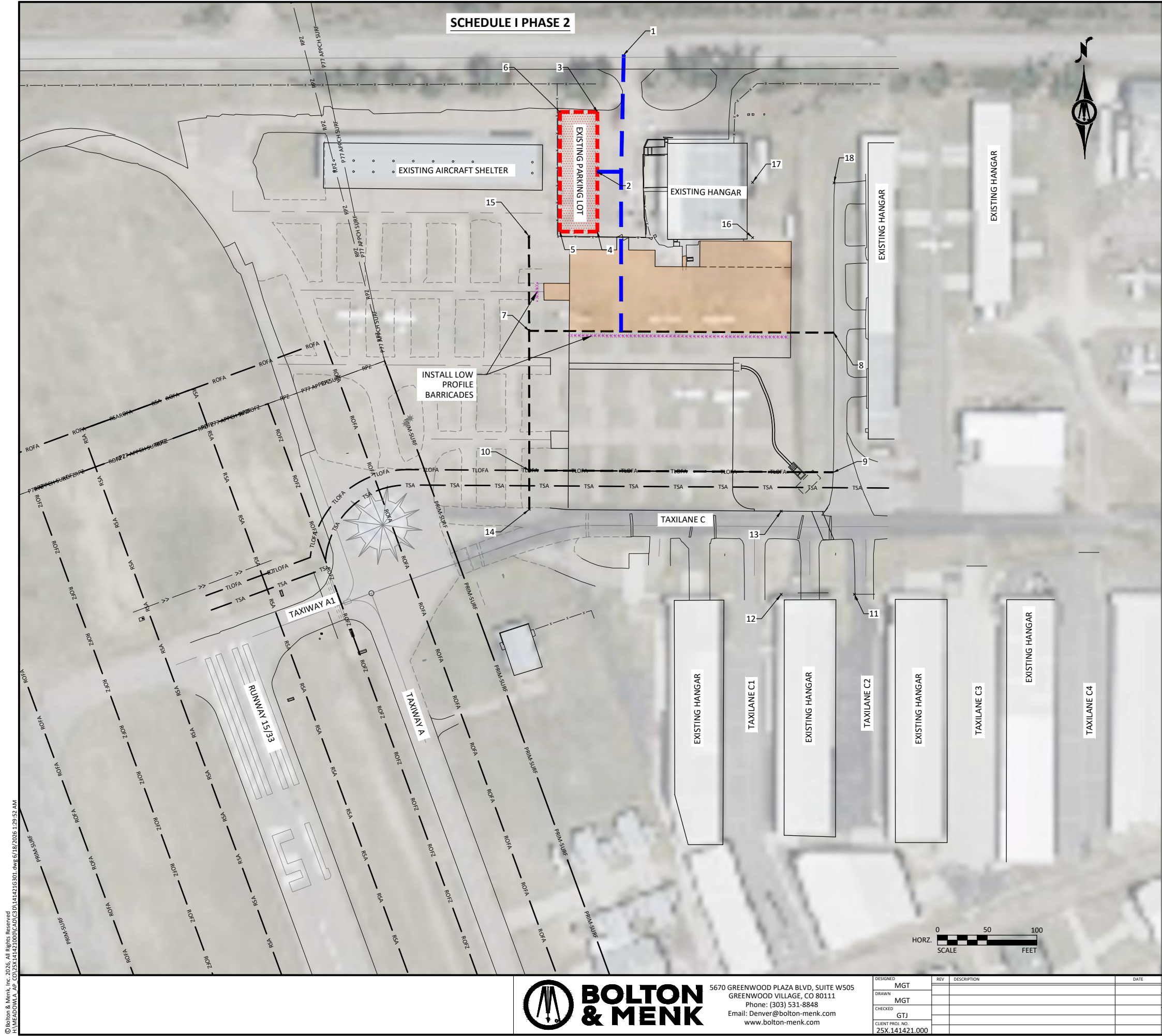
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
CONSTRUCTION SAFETY & PHASING PLAN

SHEET

G3.03



LEGEND

- CONTRACTORS ACCESS ROUTE
- LOW-PROFILE BARRICADES
- PHASE LINE
- CONSTRUCTION STAGING/STORAGE/STOCKPILE LOCATION
- SCHEDULE I PHASE 1A
- SCHEDULE I PHASE 1B
- SCHEDULE I PHASE 2

STAGING AREA, WORK AND HAUL ROUTES				
POINT NUMBER	DESCRIPTION	ELEVATION	LATITUDE	LONGITUDE
1	HAUL ROUTE	6870.00	N38°57'18.216"	W104°34'23.389"
2	HAUL ROUTE	6871.80	N38°57'17.054"	W104°34'23.741"
3	STAGING AREA	6871.24	N38°57'17.650"	W104°34'23.733"
4	STAGING AREA	6871.64	N38°57'16.459"	W104°34'23.749"
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8	WORK AREA	6866.69	N38°57'15.428"	W104°34'20.748"
9	WORK AREA	6866.45	N38°57'14.039"	W104°34'20.773"
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11	WORK AREA	6862.00	N38°57'12.823"	W104°34'20.520"
12	WORK AREA	6862.00	N38°57'12.830"	W104°34'21.453"
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17	WORK AREA	6869.01	N38°57'16.933"	W104°34'21.764"
18	WORK AREA	6867.28	N38°57'16.919"	W104°34'20.726"

SCHEDULE I PHASE 2 CONSTRUCTION NOTES:

- WORK ELEMENTS:**
- PAVEMENT REMOVALS, EXCAVATION, PAVING, GRADING AND SEEDING.

- ACTIVE AREAS AFFECTED:**
- TRANSIENT APRON TO BE CLOSED WITHIN THE WORK AREA.

- DURATION:**
- REFER TO SECTION 00 52 00 AGREEMENT FORMS, 4.04 MILESTONES INCLUDED IN THE PROJECT MANUAL FOR PHASE DURATION.

- NOTAMS:**
- SEE CSPP FOR MORE INFORMATION.
 - CONTRACTOR TO COORDINATE WITH OWNER FOR ISSUANCE OF NOTAMS.

- NOTES:**
- PLACE LOW PROFILE BARRICADES AT THE SOUTHERN AND WESTERN EXTENTS OF SCHEDULE I PHASE 2 WORK AREA.
 - A FLAGGER SHALL BE PROVIDED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION TRAFFIC CROSSING TAXILANE C.
 - CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER FOR ISSUANCE OF NOTAMS.
 - CONTRACTOR SHALL REFER TO THE CONSTRUCTION SAFETY & PHASING PLAN (CSPP) FOR ADDITIONAL INFORMATION.



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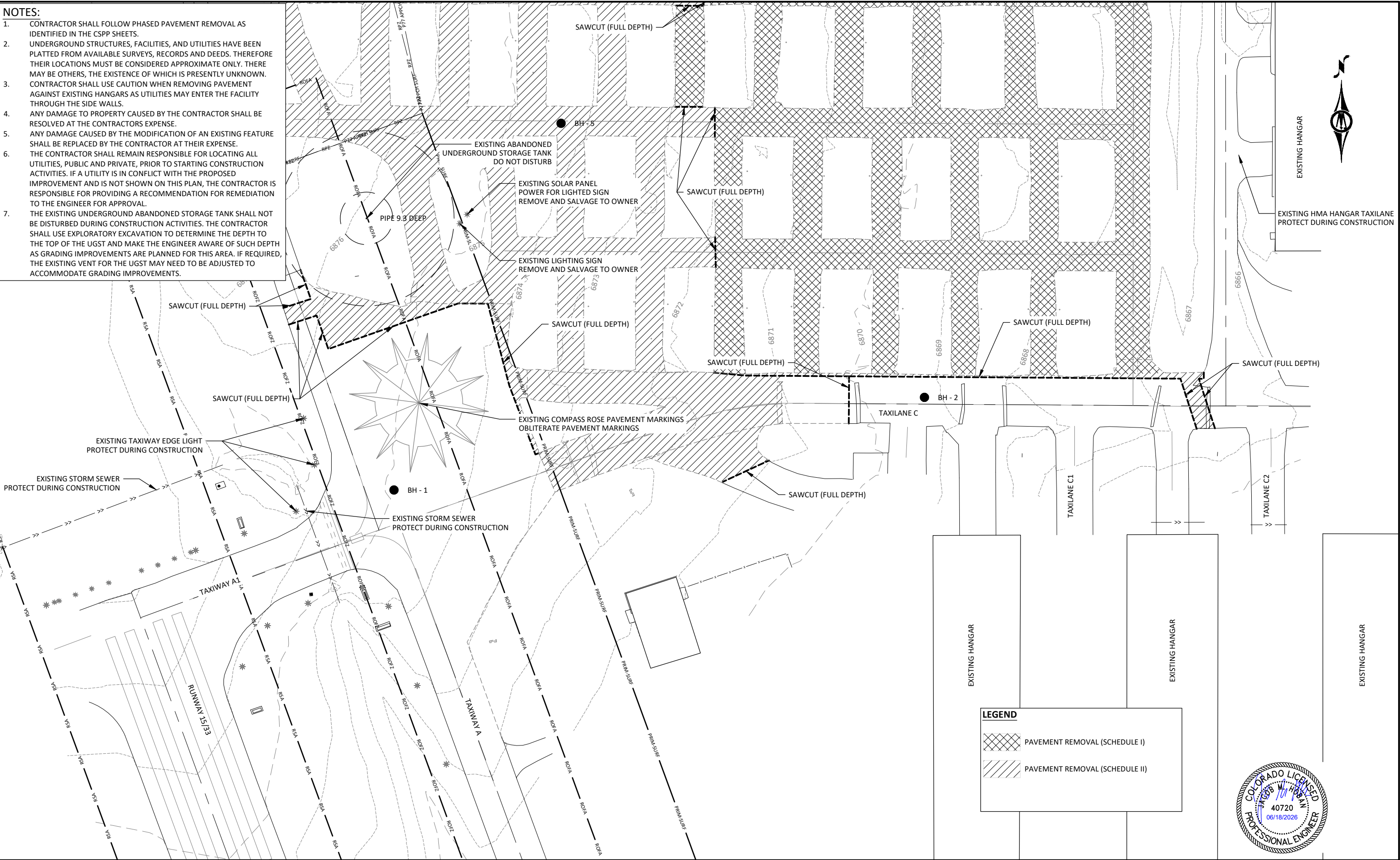
MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
CONSTRUCTION SAFETY & PHASING PLAN

SHEET
G3.04

1. CONTRACTOR SHALL FOLLOW PHASED PAVEMENT REMOVAL AS IDENTIFIED IN THE CSPP SHEETS.
2. UNDERGROUND STRUCTURES, FACILITIES, AND UTILITIES HAVE BEEN PLATTED FROM AVAILABLE SURVEYS, RECORDS AND DEEDS. THEREFORE THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY UNKNOWN.
3. CONTRACTOR SHALL USE CAUTION WHEN REMOVING PAVEMENT AGAINST EXISTING HANGARS AS UTILITIES MAY ENTER THE FACILITY THROUGH THE SIDE WALLS.
4. ANY DAMAGE TO PROPERTY CAUSED BY THE CONTRACTOR SHALL BE RESOLVED AT THE CONTRACTORS EXPENSE.
5. ANY DAMAGE CAUSED BY THE MODIFICATION OF AN EXISTING FEATURE SHALL BE REPLACED BY THE CONTRACTOR AT THEIR EXPENSE.
6. THE CONTRACTOR SHALL REMAIN RESPONSIBLE FOR LOCATING ALL UTILITIES, PUBLIC AND PRIVATE, PRIOR TO STARTING CONSTRUCTION ACTIVITIES. IF A UTILITY IS IN CONFLICT WITH THE PROPOSED IMPROVEMENT AND IS NOT SHOWN ON THIS PLAN, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A RECOMMENDATION FOR REMEDIATION TO THE ENGINEER FOR APPROVAL.
7. THE EXISTING UNDERGROUND ABANDONED STORAGE TANK SHALL NOT BE DISTURBED DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL USE EXPLORATORY EXCAVATION TO DETERMINE THE DEPTH TO THE TOP OF THE UGST AND MAKE THE ENGINEER AWARE OF SUCH DEPTH AS GRADING IMPROVEMENTS ARE PLANNED FOR THIS AREA. IF REQUIRED, THE EXISTING VENT FOR THE UGST MAY NEED TO BE ADJUSTED TO ACCOMMODATE GRADING IMPROVEMENTS.



- NOTES:**
1. CONTRACTOR SHALL FOLLOW PHASED PAVEMENT REMOVAL AS IDENTIFIED IN THE CSPP SHEETS.
 2. UNDERGROUND STRUCTURES, FACILITIES, AND UTILITIES HAVE BEEN PLATTED FROM AVAILABLE SURVEYS, RECORDS AND DEEDS. THEREFORE THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY UNKNOWN.
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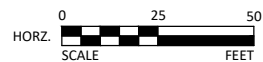
SCHEDULE I HMA

SCHEDULE I PCC

SCHEDULE II HMA

SCHEDULE II PCC

GRADE BREAK

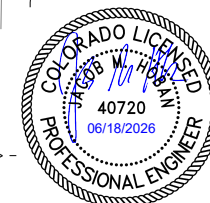


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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
SITE LAYOUT & GEOMETRY PLAN

SHEET
C0.10



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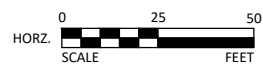
SCHEDULE I HMA

SCHEDULE I PCC

SCHEDULE II HMA

SCHEDULE II PCC

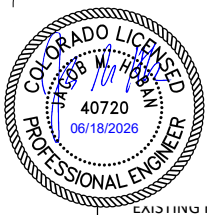
GRADE BREAK



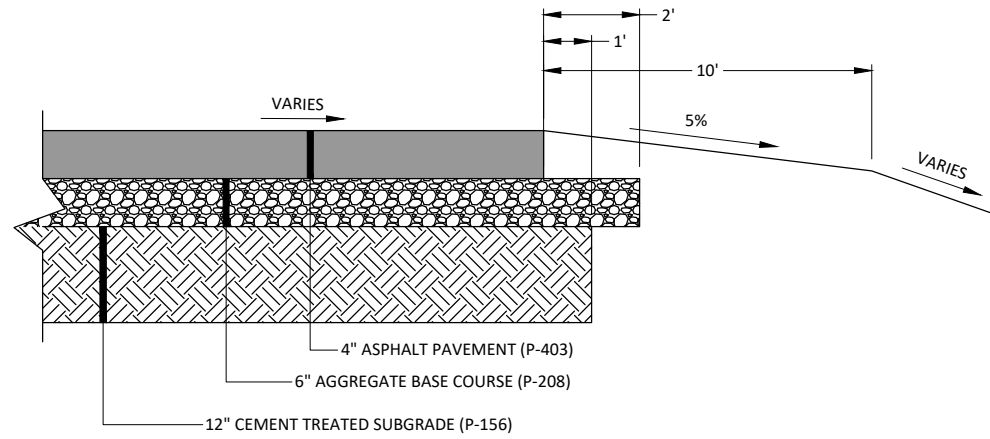
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
SITE LAYOUT & GEOMETRY PLAN

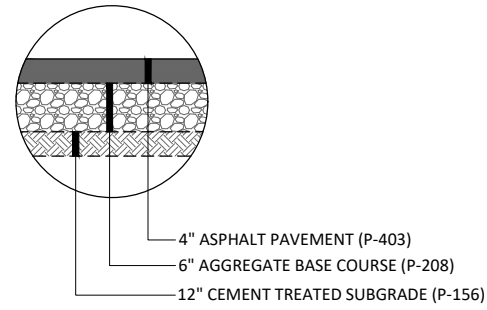


SHEET
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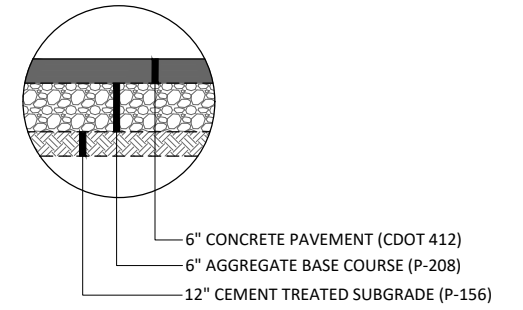
1 PROPOSED TAXILANE HMA PAVEMENT CROSS SECTION
NOT TO SCALE

NOTE:
REFER TO JOINTING PLAN & DETAILS FOR INFORMATION REGARDING HMA & PCC JOINTING.

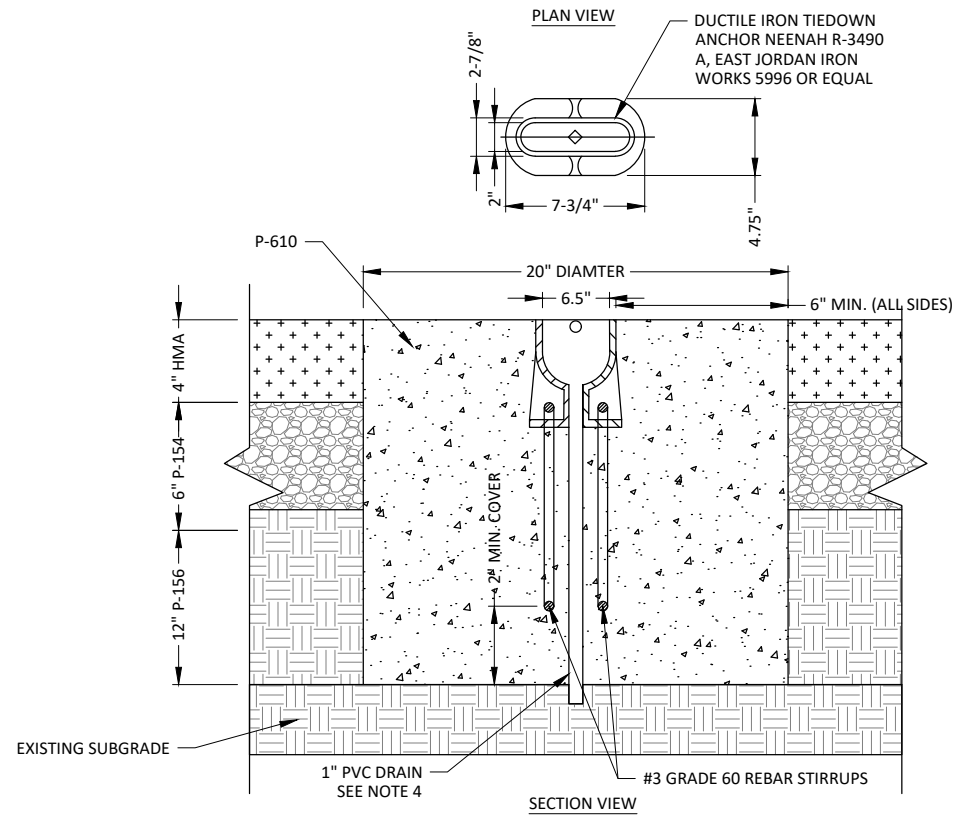


2 PROPOSED APRON HMA PAVEMENT SECTION
NOT TO SCALE

NOTE:
REFER TO JOINTING PLAN & DETAILS FOR INFORMATION REGARDING HMA & PCC JOINTING.

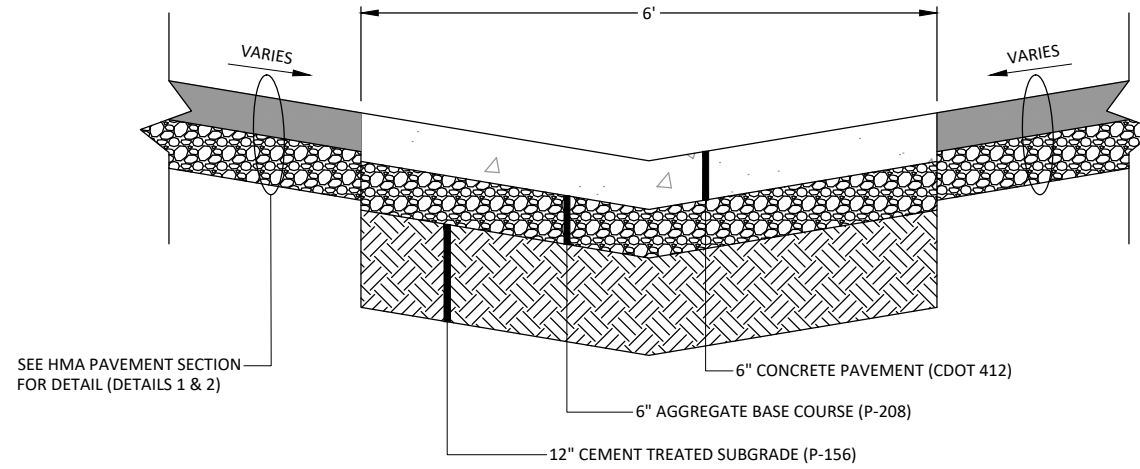


3 PCC PAVEMENT SECTION
NOT TO SCALE

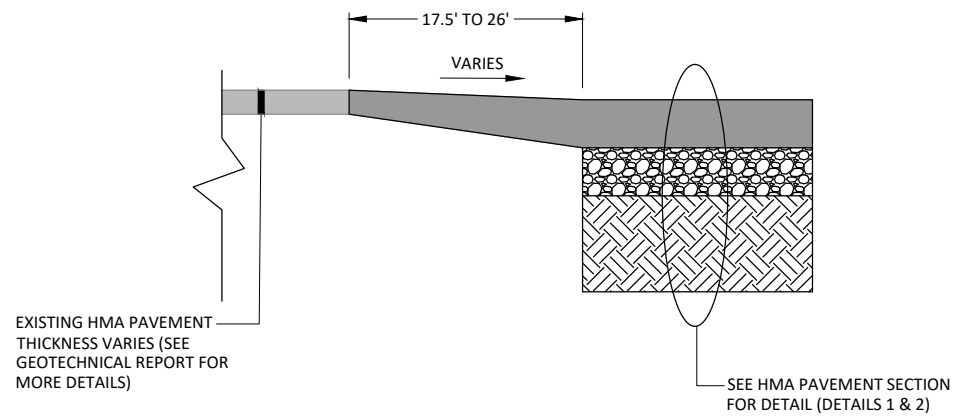


- NOTES:
1. COORDINATE WITH ENGINEER TO CONFIRM LOCATION OF TIE DOWNS IN THE FIELD.
 2. TIE DOWN ANCHORS SHALL BE CAST-IN-PLACE AND STAKED TO ELEVATION PRIOR TO PAVING, WITHIN MINIMAL ADJUSTMENT AFTER.
 3. THE ORIENTATION OF THE MOORING EYE SHALL BE SET SUCH THAT WHEN AN AIRCRAFT IS PARKED, NEITHER THE ROPES FOR THE WINGS NOR THE TAIL WOULD BECOME FRAYED BY RUBBING AGAINST THE SIDE OF THE MOORING EYE CASTING.
 4. IF SUBGRADE IS CHEMICALLY TREATED, TIE DOWN MOORING EYE DRAINAGE PIPE MUST BE DRAINED TO (AT A MINIMUM) THE NATURAL SUBGRADE, HOWEVER, MAY BE CONNECTED TO THE SUBDRAIN SYSTEM (IF AVAILABLE).

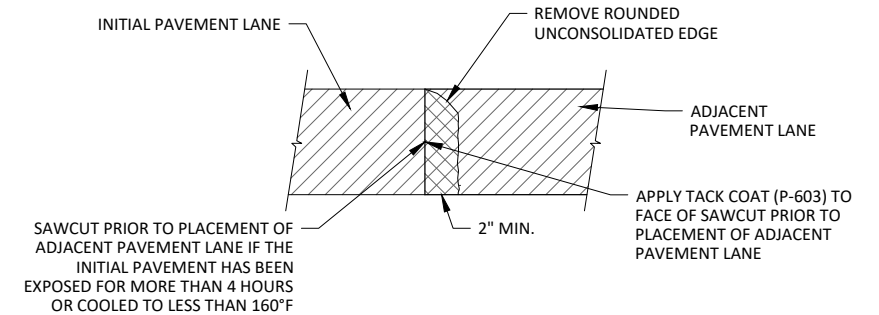
4 AIRCRAFT TIE DOWN DETAIL
NOT TO SCALE



5 VALLEY GUTTER DETAIL (V-PAN)
NOT TO SCALE



6 PROPOSED PAVEMENT TIE-IN DETAIL
NOT TO SCALE



7 ASPHALT LONGITUDINAL CONSTRUCTION JOINT DETAIL
NOT TO SCALE

MEADOW LAKE AIRPORT

GEC PLANS FOR

TRANSIENT APRON RECONSTRUCTION

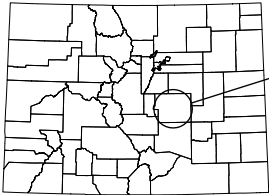
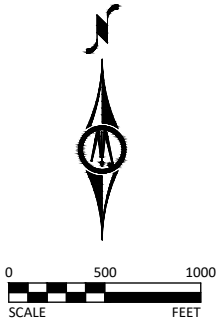
AIP 3-08-0063-030-2026
MEADOW LAKE AIRPORT ASSOCIATION
JUNE 2026

PROJECT LOCATION

EL PASO COUNTY:
COUNTY PLAN REVIEW IS PROVIDED ONLY FOR GENERAL CONFORMANCE WITH COUNTY DESIGN CRITERIA. THE COUNTY IS NOT RESPONSIBLE FOR THE ACCURACY AND ADEQUACY OF THE DESIGN, DIMENSIONS, AND/ OR ELEVATIONS WHICH SHALL BE CONFIRMED AT THE JOB SITE. THE COUNTY THROUGH THE APPROVAL OF THIS DOCUMENT ASSUMES NO RESPONSIBILITY FOR COMPLETENESS AND/ OR ACCURACY OF THIS DOCUMENT. FILED IN ACCORDANCE WITH THE REQUIREMENTS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, DRAINAGE CRITERIA MANUAL VOLUMES 1 AND 2, AND ENGINEERING CRITERIA MANUAL, AS AMENDED. IN ACCORDANCE WITH ECM SECTION 1.12, THESE CONSTRUCTION DOCUMENTS WILL BE VALID FOR CONSTRUCTION FOR A PERIOD OF 2 YEARS FROM THE DATE SIGNED BY THE EL PASO COUNTY ENGINEER. IF CONSTRUCTION HAS NOT STARTED WITHIN THOSE 2 YEARS, THE PLANS WILL NEED TO BE RESUBMITTED FOR APPROVAL, INCLUDING PAYMENT OF REVIEW FEES AT THE PLANNING AND COMMUNITY DEVELOPMENT DIRECTOR'S DISCRETION.

COUNTY ENGINEER/ECM ADMINISTRATOR _____ DATE _____

MAP OF THE
MEADOW LAKE AIRPORT
EL PASO COUNTY, CO



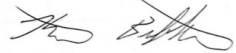
CITY: PEYTON
COUNTY: EL PASO



EROSION CONTROL SHEET INDEX

SHEET NUMBER	SHEET TITLE
C2.00	GEC TITLE SHEET
C2.01	EROSION CONTROL PLAN - PRE-CONSTRUCTION
C2.02	EROSION CONTROL PLAN - DURING CONSTRUCTION
C2.03	EROSION CONTROL PLAN - POST-CONSTRUCTION
C2.04	EROSION CONTROL DETAILS
C2.05	EROSION CONTROL DETAILS
C2.06	EROSION CONTROL DETAILS
C2.07	EROSION CONTROL DETAILS

ENGINEER'S STATEMENT (FOR GEC PLAN WITHIN CONSTRUCTION DRAWING SET):
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 PURPOSES 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.


ENGINEER OF RECORD SIGNATURE
06/18/2026
DATE

OWNER'S STATEMENT (FOR GEC PLAN WITHIN CONSTRUCTION DRAWING SET):
I, 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.

OWNER SIGNATURE _____ DATE _____

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF COLORADO.



*DISCLAIMER: THIS PLAN SET IS INTENDED TO BE PRINTED IN COLOR. IF USER DOES NOT PRINT IN COLOR THEY ASSUME ALL ASSOCIATED RISKS.



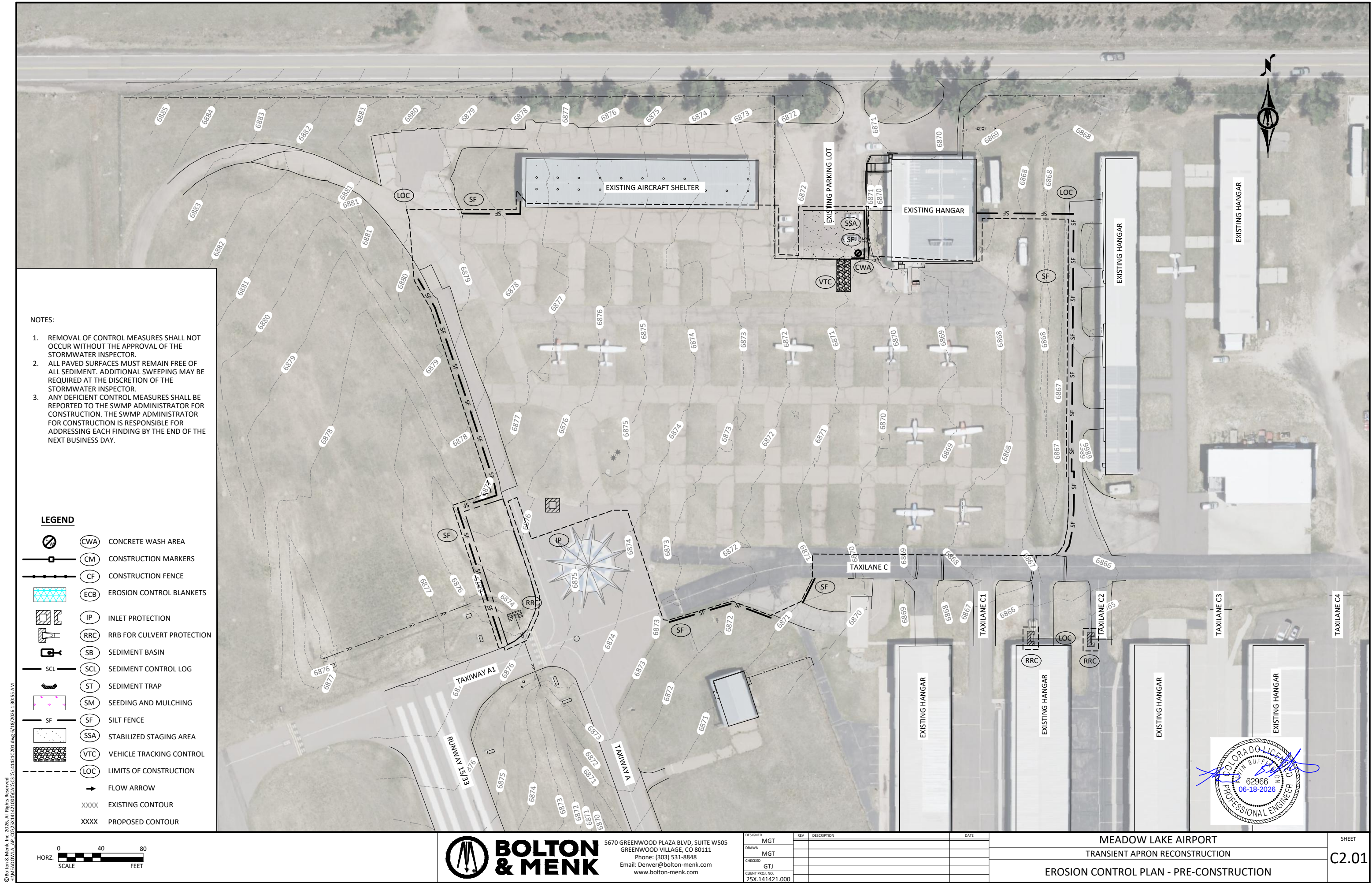
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
EROSION CONTROL TITLE SHEET

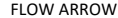
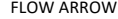
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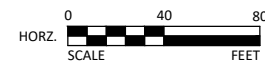


NOTES:

1. REMOVAL OF CONTROL MEASURES SHALL NOT OCCUR WITHOUT THE APPROVAL OF THE STORMWATER INSPECTOR.
2. ALL PAVED SURFACES MUST REMAIN FREE OF ALL SEDIMENT. ADDITIONAL SWEEPING MAY BE REQUIRED AT THE DISCRETION OF THE STORMWATER INSPECTOR.
3. ANY DEFICIENT CONTROL MEASURES SHALL BE REPORTED TO THE SWMP ADMINISTRATOR FOR CONSTRUCTION. THE SWMP ADMINISTRATOR FOR CONSTRUCTION IS RESPONSIBLE FOR ADDRESSING EACH FINDING BY THE END OF THE NEXT BUSINESS DAY.

LEGEND

-  CWA
-  CM
-  CF
-  ECB
-  IP
-  RRC
-  SB
-  SCL
-  ST
-  SM
-  SF
-  SSA
-  VTC
-  LOC
- 
-  XXXX
-  XXXX
-  CONCRETE WASH AREA
-  CONSTRUCTION MARKERS
-  CONSTRUCTION FENCE
-  EROSION CONTROL BLANKETS
-  INLET PROTECTION
-  RRB FOR CULVERT PROTECTION
-  SEDIMENT BASIN
-  SEDIMENT CONTROL LOG
-  SEDIMENT TRAP
-  SEEDING AND MULCHING
-  SILT FENCE
-  STABILIZED STAGING AREA
-  VEHICLE TRACKING CONTROL
-  LIMITS OF CONSTRUCTION
- 
-  EXISTING CONTOUR
-  PROPOSED CONTOUR



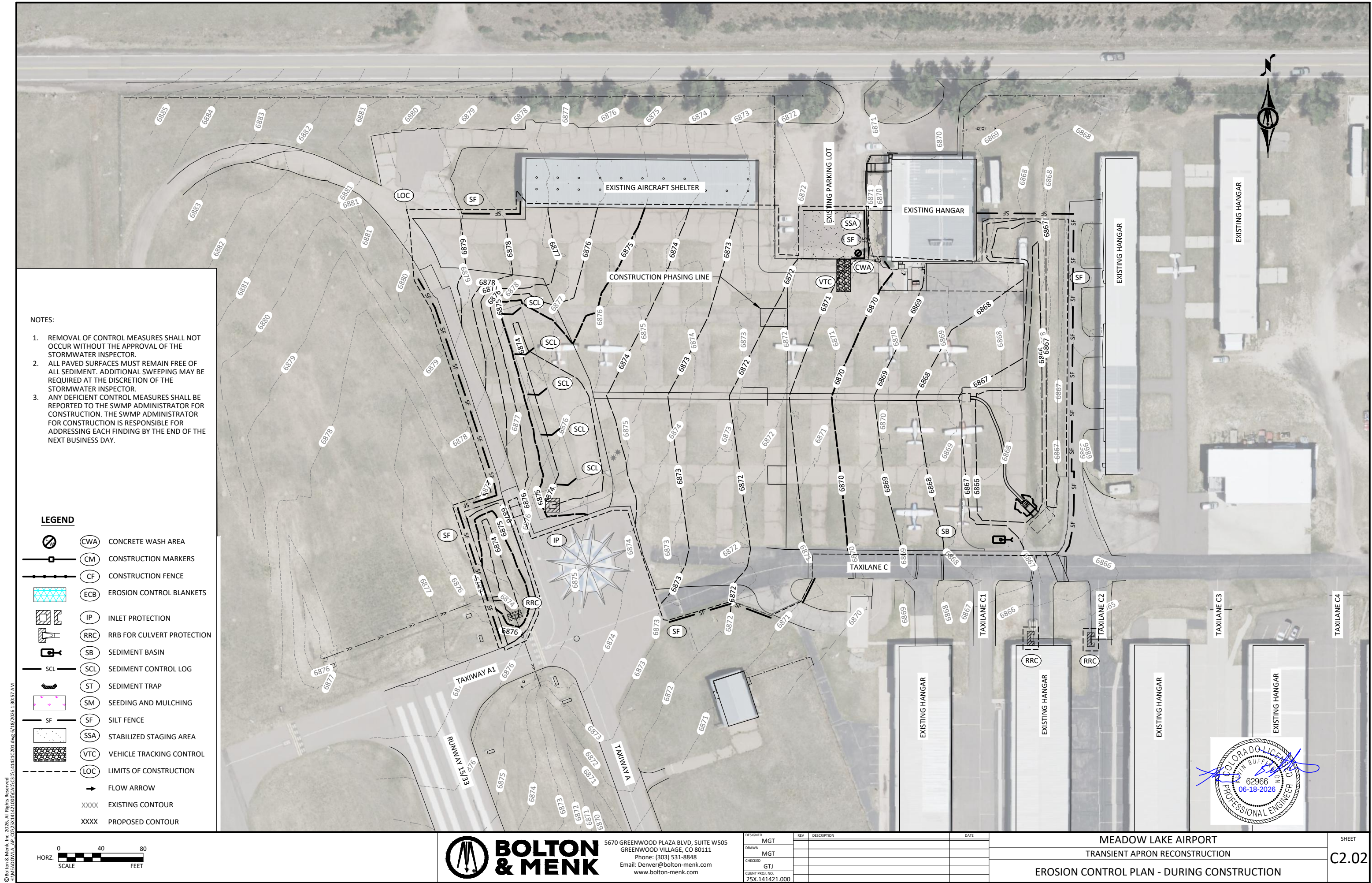
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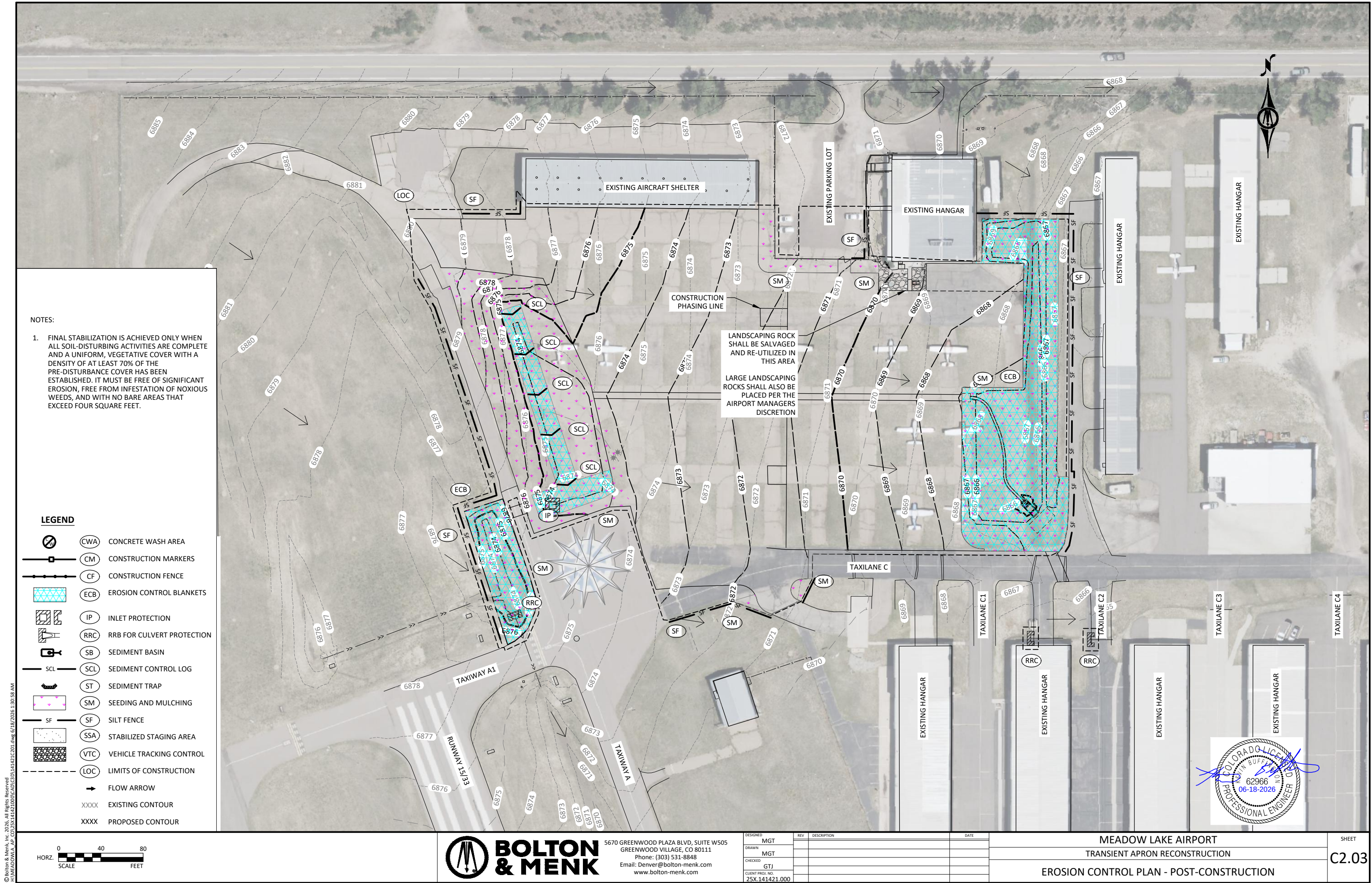
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
EROSION CONTROL PLAN - PRE-CONSTRUCTION



SHEET
C2.01





NOTES:

1. FINAL STABILIZATION IS ACHIEVED ONLY WHEN ALL SOIL-DISTURBING ACTIVITIES ARE COMPLETE AND A UNIFORM, VEGETATIVE COVER WITH A DENSITY OF AT LEAST 70% OF THE PRE-DISTURBANCE COVER HAS BEEN ESTABLISHED. IT MUST BE FREE OF SIGNIFICANT EROSION, FREE FROM INFESTATION OF NOXIOUS WEEDS, AND WITH NO BARE AREAS THAT EXCEED FOUR SQUARE FEET.

LEGEND

- CWA CONCRETE WASH AREA
 CM CONSTRUCTION MARKERS
 CF CONSTRUCTION FENCE
 ECB EROSION CONTROL BLANKETS
 IP INLET PROTECTION
 RRB FOR CULVERT PROTECTION
 SB SEDIMENT BASIN
 SCL SEDIMENT CONTROL LOG
 ST SEDIMENT TRAP
 SM SEEDING AND MULCHING
 SF SILT FENCE
 SSA STABILIZED STAGING AREA
 VTC VEHICLE TRACKING CONTROL
 LOC LIMITS OF CONSTRUCTION
 FLOW ARROW
XXXX EXISTING CONTOUR
XXXX PROPOSED CONTOUR

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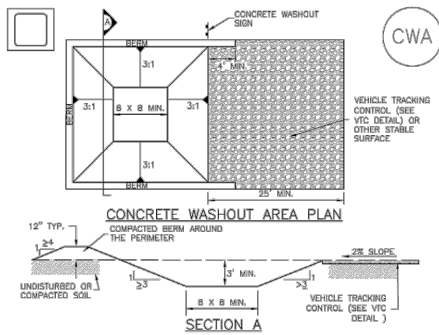
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CHECKED	GTJ			
CLIENT PROJ. NO.	25X.141421.000			

MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
EROSION CONTROL PLAN - POST-CONSTRUCTION

SHEET
C2.03

Concrete Washout Area (CWA) MM-1



CWA-1. CONCRETE WASHOUT AREA

- CWA INSTALLATION NOTES**
1. SEE PLAN VIEW FOR CWA INSTALLATION LOCATION.
 2. DO NOT LOCATE AN UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATHWAY OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS INFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PREFABRICATED CONCRETE WASHOUT DEVICES OR A LINED 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 LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3' DEEP.
 5. BERM SURROUNDING SIDES AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'.
 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 TRUCKS AND PUMP RIGS.
 8. USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.

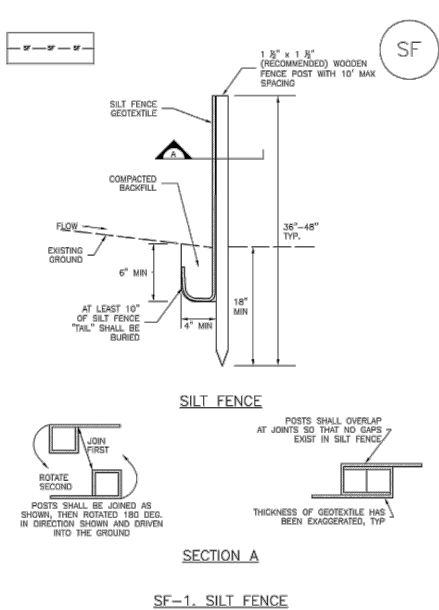
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 CWA-3

Concrete Washout Area (CWA) MM-1

- 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

Silt Fence (SF) SC-1



SECTION A

SF-1. SILT FENCE

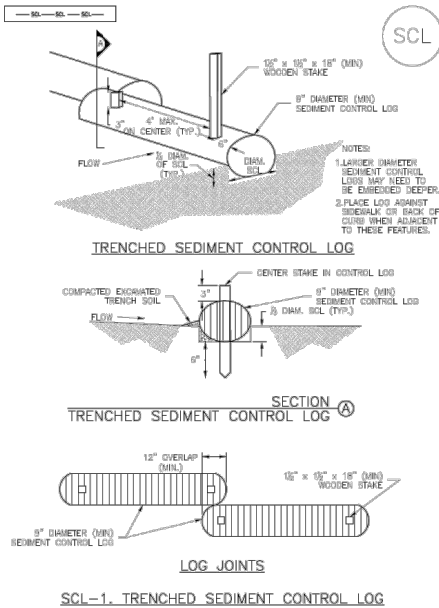
November 2010 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SF-3

Silt Fence (SF) SC-1

- 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 (2-3 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. COMPACTION 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 3" 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".
 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, 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

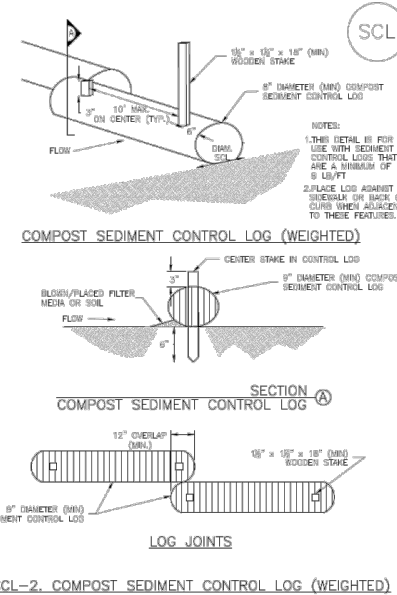
Sediment Control Log (SCL) SC-2



SCL-1. TRENCHED SEDIMENT CONTROL LOG

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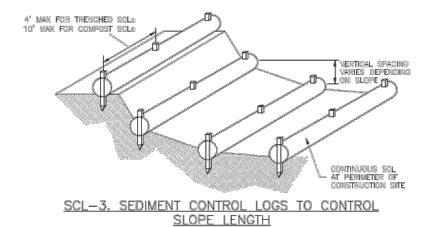
Sediment Control Log (SCL) SC-2



SCL-2. COMPOST SEDIMENT CONTROL LOG (WEIGHTED)

SCL-4 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 November 2015

Sediment Control Log (SCL) SC-2



SCL-3. SEDIMENT CONTROL LOGS TO CONTROL SLOPE LENGTH

November 2015 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 SCL-5

Sediment Control Log (SCL) SC-2

- 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 UPGRADE/REPAIR LAND-DISTURBING ACTIVITIES.
 3. SEDIMENT CONTROL LOGS SHALL CONSIST OF STRAW, COMPOST, EXCELISOR OR COCONUT FIBER, AND SHALL BE FREE OF ANY NOXIOUS WEED SEEDS OR DEFECTS INCLUDING RIPS, HOLES AND CRACKS WEAR.
 4. SEDIMENT CONTROL LOGS MAY BE USED AS SMALL CHECK DAMS IN DITCHES AND SNALES. 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 DAMAGE LANDSCAPE) A LESSER TRENCHING DEPTH MAY BE ACCEPTABLE WITH MORE ROBUST STAKING. COMPOST LOGS THAT ARE 8 LB/FT DO NOT NEED TO BE TRENCHED.
 6. THE UP-HILL SIDE OF THE SEDIMENT CONTROL LOG SHALL BE BACKFILLED WITH SOIL OR FILTER MATERIAL THAT IS FREE OF ROCKS AND DEBRIS. THE SOIL SHALL BE TIGHTLY COMPACTED INTO THE SHAPE OF A RIGHT TRIANGLE USING A SHOVEL OR WEIGHTED LAWN ROLLER OR BLOWN IN PLACE.
 7. FOLLOW MANUFACTURERS' GUIDANCE FOR STAKING. IF MANUFACTURERS' 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 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 SEDIMENT CONTROL LOG SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 1/3 OF THE HEIGHT OF THE SEDIMENT CONTROL LOG.
 5. SEDIMENT CONTROL LOG SHALL BE REMOVED AT THE END OF CONSTRUCTION. COMPOST FROM COMPOST LOGS MAY BE LEFT IN PLACE AS LONG AS BAGS ARE REMOVED AND THE AREA SEED, SEED, AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAILS ADAPTED FROM TOWN OF PARKER, COLORADO, JEFFERSON COUNTY, COLORADO, DOUGLAS COUNTY, 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.

SCL-6 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual V



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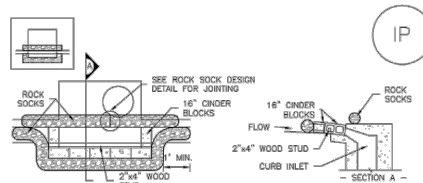
MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
EROSION CONTROL DETAILS

SHEET

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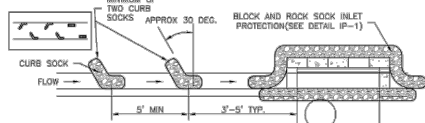
SC-6 Inlet Protection (IP)



IP-1. BLOCK AND ROCK SOCK SUMP OR ON GRADE INLET PROTECTION

BLOCK AND CURB SOCK INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. CONCRETE "CHERRY" BLOCKS SHALL BE LAID ON THEIR SIDES AROUND THE INLET IN A SINGLE ROW, ABUTTING ONE ANOTHER WITH THE OPEN END FACING AWAY FROM THE CURB.
3. GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ABUTTING ONE ANOTHER AND JOINTED TOGETHER IN ACCORDANCE WITH ROCK SOCK DESIGN DETAIL.



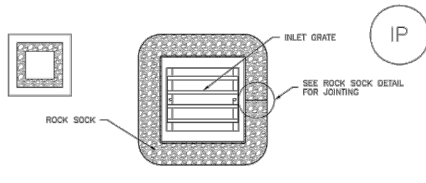
IP-2. CURB ROCK SOCKS UPSTREAM OF INLET PROTECTION

CURB ROCK SOCK INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL INSTALLATION REQUIREMENTS.
2. PLACEMENT OF THE SOCK SHALL BE APPROXIMATELY 30 DEGREES FROM PERPENDICULAR IN THE OPPOSITE DIRECTION OF FLOW.
3. SOCKS ARE TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5 FEET APART.
4. AT LEAST TWO CURB SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADE INLETS.

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

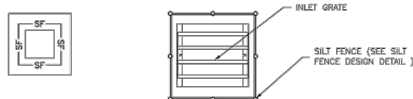
Inlet Protection (IP) SC-6



IP-3. ROCK SOCK SUMP/AREA INLET PROTECTION

ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.



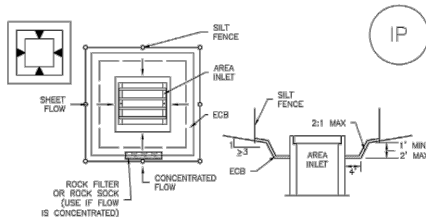
IP-4. SILT FENCE FOR SUMP INLET PROTECTION

SILT FENCE INLET PROTECTION INSTALLATION NOTES

1. SEE SILT FENCE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. POSTS SHALL BE PLACED AT EACH CORNER OF THE INLET AND AROUND THE EDGES AT A MAXIMUM SPACING OF 3 FEET.
3. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.

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

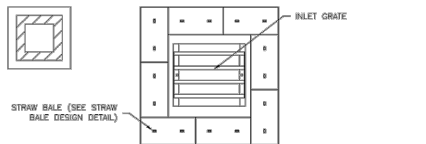
SC-6 Inlet Protection (IP)



IP-5. OVEREXCAVATION INLET PROTECTION

OVEREXCAVATION INLET PROTECTION INSTALLATION NOTES

1. THIS FORM OF INLET PROTECTION IS PRIMARILY APPLICABLE FOR SITES THAT HAVE NOT YET REACHED FINAL GRADE AND SHOULD BE USED ONLY FOR INLETS WITH A RELATIVELY SMALL CONTRIBUTING DRAINAGE AREA.
2. WHEN USING FOR CONCENTRATED FLOWS, SHAPE BASIN IN 2:1 RATIO WITH LENGTH ORIENTED TOWARDS DIRECTION OF FLOW.
3. SEDIMENT MUST BE PERIODICALLY REMOVED FROM THE OVEREXCAVATED AREA.



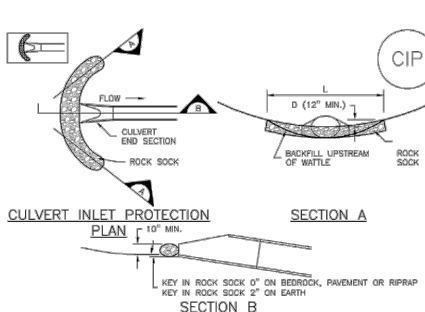
IP-6. STRAW BALE FOR SUMP INLET PROTECTION

STRAW BALE BARRIER INLET PROTECTION INSTALLATION NOTES

1. SEE STRAW BALE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. BALES SHALL BE PLACED IN A SINGLE ROW AROUND THE INLET WITH ENDS OF BALES TIGHTLY ABUTTING ONE ANOTHER.

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

Inlet Protection (IP) SC-6



CIP-1. CULVERT INLET PROTECTION

CULVERT INLET PROTECTION INSTALLATION NOTES

1. SEE PLAN VIEW FOR -LOCATION OF CULVERT INLET PROTECTION.
2. SEE ROCK SOCK DESIGN DETAIL FOR ROCK GRADATION REQUIREMENTS AND JOINTING DETAIL.

CULVERT INLET PROTECTION 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 CULVERT SHALL BE REMOVED WHEN THE SEDIMENT DEPTH IS $\frac{1}{2}$ THE HEIGHT OF THE ROCK SOCK.
5. CULVERT INLET PROTECTION SHALL REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS PERMANENTLY STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.

(DETAILS ADAPTED FROM AURORA, COLORADO, NOT AVAILABLE IN AURORA)

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.

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Urban Storm Drainage Criteria Manual Volume 3 IP-7

SC-6 Inlet Protection (IP)

GENERAL INLET PROTECTION INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-LOCATION OF INLET PROTECTION.
-TYPE OF INLET PROTECTION (IP-1, IP-2, IP-3, IP-4, IP-5, IP-6)
2. INLET PROTECTION SHALL BE INSTALLED PROMPTLY AFTER INLET CONSTRUCTION OR PAVING IS COMPLETE (TYPICALLY WITHIN 48 HOURS). IF A RAINFALL/RUNOFF EVENT IS FORECAST, INSTALL INLET PROTECTION PRIOR TO ONSET OF EVENT.
3. 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.

INLET PROTECTION 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 INLET PROTECTION SHALL BE REMOVED AS NECESSARY TO MAINTAIN BMP EFFECTIVENESS, TYPICALLY WHEN STORAGE VOLUME REACHES 50% OF CAPACITY. A DEPTH OF 6" WHEN SILT FENCE IS USED, OR $\frac{1}{2}$ OF THE HEIGHT FOR STRAW BALES.
5. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS PERMANENTLY STABILIZED, UNLESS THE LOCAL JURISDICTION APPROVES EARLIER REMOVAL OF INLET PROTECTION IN STREETS.
6. WHEN INLET PROTECTION AT AREA INLETS IS REMOVED, THE DISTURBED AREA SHALL BE COVERED WITH TOP SOIL, SEEDED AND MULCHED, OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.

(DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AURORA)

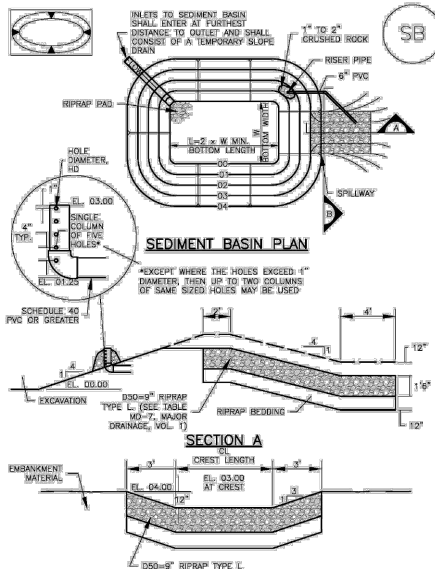
NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

NOTE: THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW COMMONLY USED, CONVENTIONAL METHODS OF INLET PROTECTION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY PROPRIETARY INLET PROTECTION METHODS ON THE MARKET. UDFCD NEITHER ENDORSES NOR DISCOURAGES USE OF PROPRIETARY INLET PROTECTION; HOWEVER, IN THE EVENT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE SWMP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

NOTE: SOME MUNICIPALITIES DISCOURAGE OR PROHIBIT THE USE OF STRAW BALES FOR INLET PROTECTION. CHECK WITH LOCAL JURISDICTION TO DETERMINE IF STRAW BALE INLET PROTECTION IS ACCEPTABLE.

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

Sediment Basin (SB) SC-7



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

SC-7 Sediment Basin (SB)

TABLE SB-1. SIZING INFORMATION FOR STANDARD SEDIMENT BASIN				
Upstream Drainage Area (rounded to nearest acre), (ac)	Basin Bottom Width (W), (ft)	Spillway Crest Length (CL), (ft)	Hole Diameter (HD), (in)	
1	12 1/2	2	3/4	
2	21	3	1 1/8	
3	29	4	1 1/2	
4	33 1/2	5	1 3/4	
5	38 1/2	6	1 7/8	
6	43	7	2	
7	47 1/2	8	2 1/8	
8	51	9	2 1/4	
9	55 1/2	10	2 1/2	
10	59 1/2	11	2 3/4	
11	61	12	2 7/8	
12	64	13	3	
13	67 1/2	14	1 1/4	
14	70 1/2	15	1 3/8	
15	73 1/2	16	1 1/2	

SEDIMENT BASIN INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-LOCATION OF SEDIMENT BASIN.
-TYPE OF BASIN (STANDARD BASIN OR NONSTANDARD BASIN).
-FOR STANDARD BASIN, BOTTOM WIDTH W, CREST LENGTH CL, AND HOLE DIAMETER, HD.
-FOR NONSTANDARD BASIN, SEE CONSTRUCTION DRAWINGS FOR DESIGN OF BASIN INCLUDING RISSER HEIGHT H, NUMBER OF COLLARS N, HOLE DIAMETER HD AND PIPE DIAMETER D.
2. FOR STANDARD BASIN, BOTTOM DIMENSION MAY BE MODIFIED AS LONG AS BOTTOM AREA IS NOT REDUCED.
3. SEDIMENT BASINS SHALL BE INSTALLED PRIOR TO ANY OTHER LAND-DISTURBING ACTIVITY THAT RELIES ON OR BURNS AS A STORMWATER CONTROL.
4. EMBANKMENT MATERIAL SHALL CONSIST OF SOIL FREE OF DEBRIS, ORGANIC MATERIAL, AND ROCKS OR CONCRETE GREATER THAN 3 INCHES AND SHALL HAVE A MINIMUM OF 15 PERCENT BY WEIGHT PASSING THE NO. 200 SIEVE.
5. EMBANKMENT MATERIAL SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
6. PIPE SCH 40 OR GREATER BE USED.
7. THE DETAILS SHOWN ON THESE SHEETS PERTAIN TO STANDARD SEDIMENT BASIN(S) FOR DRAINAGE AREAS LESS THAN 15 ACRES. SEE CONSTRUCTION DRAWINGS FOR EMBANKMENT, STORAGE VOLUME, SPILLWAY, OUTLET, AND OUTLET PROTECTION DETAILS FOR ANY SEDIMENT BASIN(S) THAT HAVE BEEN INDIVIDUALLY DESIGNED FOR DRAINAGE AREAS LARGER THAN 15 ACRES.

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

Sediment Basin (SB) SC-7

SEDIMENT BASIN 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 IN BASIN SHALL BE REMOVED AS NEEDED TO MAINTAIN BMP EFFECTIVENESS, TYPICALLY WHEN SEDIMENT DEPTH REACHES ONE FOOT (I.E., TWO FEET BELOW THE SPILLWAY CREST).
5. SEDIMENT BASINS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS ACCEPTED BY THE LOCAL JURISDICTION.
6. WHEN SEDIMENT BASINS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(DETAILS ADAPTED FROM DOUGLAS COUNTY, COLORADO)

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.

August 2013 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual V



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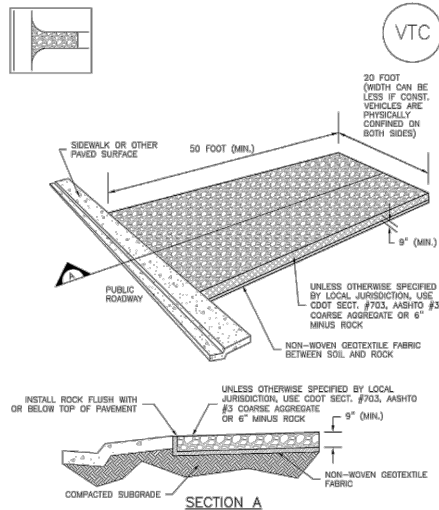
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
EROSION CONTROL DETAILS

SHEET

C2.05

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

Temporary and Permanent Seeding (TS/PS) EC-2

Seeding dates for the highest success probability of perennial species along the Front Range are generally in the spring from April through early May and in the fall after the first of September until the ground freezes. If the area is irrigated, seeding may occur in summer months, as well. See Table TS/PS-3 for appropriate seeding dates.

Table TS/PS-1. Minimum Drill Seeding Rates for Various Temporary Annual Grasses

Species* (Common name)	Growth Season*	Pounds of Pure Live Seed (PLS)/acre	Planting Depth (inches)
1. Oats	Cool	35 - 50	1 - 2
2. Spring wheat	Cool	25 - 35	1 - 2
3. Spring barley	Cool	25 - 35	1 - 2
4. Annual ryegrass	Cool	10 - 15	½
5. Millet	Warm	3 - 15	½ - ¾
6. Sudangrass	Warm	5 - 10	½ - ¾
7. Sorghum	Warm	5 - 10	½ - ¾
8. Winter wheat	Cool	20 - 35	1 - 2
9. Winter barley	Cool	20 - 35	1 - 2
10. Winter rye	Cool	20 - 35	1 - 2
11. Triticale	Cool	25 - 40	1 - 2
* Successful seeding of annual grass resulting in adequate plant growth will usually produce enough dead-plant residue to provide protection from wind and water erosion for an additional year. This assumes that the cover is not disturbed or mowed closer than 8 inches.			
Hydraulic seeding may be substituted for drilling only where slopes are steeper than 3:1 or where access limitations exist. When hydraulic seeding is used, hydraulic mulching should be applied as a separate operation, when practical, to prevent the seeds from being encapsulated in the mulch.			
b See Table TS/PS-3 for seeding dates. Irrigation, if consistently applied, may extend the use of cool season species during the summer months.			
c Seeding rates should be doubled if seed is broadcast, or increased by 50 percent if done using a Brillion Drill or by hydraulic seeding.			

June 2012 Urban Drainage and Flood Control District TS/PS-3
Urban Storm Drainage Criteria Manual Volume 3

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. #703, 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 REAPPLIED 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 UDOT'S 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 November 2010
Urban Storm Drainage Criteria Manual Volume 3

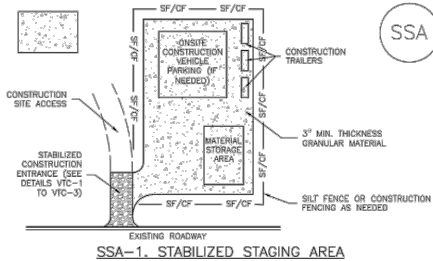
EC-2 Temporary and Permanent Seeding (TS/PS)

Table TS/PS-2. Minimum Drill Seeding Rates for Perennial Grasses

Common ^a Name	Botanical Name	Growth Season ^a	Growth Form	Seeds/ Pound	Pounds of PLS/acre
Alkalali Soil Seed Mix					
Alkali sacaton	<i>Sporobolus airoides</i>	Cool	Bunch	1,750,000	0.25
Basin wildrye	<i>Elymus cinereus</i>	Cool	Bunch	165,000	2.5
Sodier streambank wheatgrass	<i>Agropyron riparium 'Sodier'</i>	Cool	Sod	170,000	2.5
Jose tall wheatgrass	<i>Agropyron elongatum 'Jose'</i>	Cool	Bunch	79,000	7.0
Ariha western wheatgrass	<i>Agropyron smithii 'Ariha'</i>	Cool	Sod	110,000	5.5
Total					17.75
Fertile Loamy Soil Seed Mix					
Ephrium crested wheatgrass	<i>Agropyron cristatum 'Ephrium'</i>	Cool	Sod	175,000	2.0
Dural hard fescue	<i>Festuca ovina 'duraculula'</i>	Cool	Bunch	565,000	1.0
Lincoln smooth brome	<i>Bromus inermis layns 'Lincoln'</i>	Cool	Sod	130,000	3.0
Sodier streambank wheatgrass	<i>Agropyron riparium 'Sodier'</i>	Cool	Sod	170,000	2.5
Ariha western wheatgrass	<i>Agropyron smithii 'Ariha'</i>	Cool	Sod	110,000	7.0
Total					18.5
High Water Table Soil Seed Mix					
Meadow festal	<i>Alsopocurus pratensis</i>	Cool	Sod	900,000	0.5
Redtop	<i>Agrostis alba</i>	Warm	Open sod	5,000,000	0.25
Reed canarygrass	<i>Phalaris arundinacea</i>	Cool	Sod	68,000	0.5
Lincoln smooth brome	<i>Bromus inermis layns 'Lincoln'</i>	Cool	Sod	130,000	3.0
Pathfinder switchgrass	<i>Panicum virgatum 'Pathfinder'</i>	Warm	Sod	389,000	1.0
Alkar tall wheatgrass	<i>Agropyron elongatum 'Alkar'</i>	Cool	Bunch	79,000	5.5
Total					10.75
Transition Turf Seed Mix^c					
Rainbow Canadian bluegrass	<i>Poa compressa 'Rainbow'</i>	Cool	Sod	3,500,000	0.5
Dural hard fescue	<i>Festuca ovina 'duraculula'</i>	Cool	Bunch	565,000	1.0
Citation perennial ryegrass	<i>Lolium perenne 'Citation'</i>	Cool	Sod	247,000	3.0
Lincoln smooth brome	<i>Bromus inermis layns 'Lincoln'</i>	Cool	Sod	130,000	3.0
Total					7.5

TS/PS-4 Urban Drainage and Flood Control District June 2012
Urban Storm Drainage Criteria Manual Volume 3

Stabilized Staging Area (SSA) SM-6



SSA-1. STABILIZED STAGING AREA

STABILIZED STAGING AREA INSTALLATION NOTES

1. SEE PLAN VIEW FOR
-LOCATION OF STAGING AREA(S).
-CONTRACTOR MAY ADJUST LOCATION AND SIZE OF STAGING AREA WITH APPROVAL FROM THE LOCAL JURISDICTION.
2. STABILIZED STAGING AREA SHOULD BE APPROPRIATE FOR THE NEEDS OF THE SITE. OVERSIZING RESULTS IN A LARGER AREA TO STABILIZE FOLLOWING CONSTRUCTION.
3. STAGING AREA SHALL BE STABILIZED PRIOR TO OTHER OPERATIONS ON THE SITE.
4. THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM 3" THICK GRANULAR MATERIAL.
5. UNLESS OTHERWISE SPECIFIED BY LOCAL JURISDICTION, ROCK SHALL CONSIST OF DOT SECT. #703, AASHTO #3 COARSE AGGREGATE OR 6" (MINUS) ROCK.
6. ADDITIONAL PERIMETER BMPs MAY BE REQUIRED INCLUDING BUT NOT LIMITED TO SILT FENCE AND CONSTRUCTION FENCING.

STABILIZED STAGING AREA 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 REAPPLIED OR REGRADED AS NECESSARY IF RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.

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

SM-6 Stabilized Staging Area (SSA)

STABILIZED STAGING AREA MAINTENANCE NOTES

5. STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING/LOADING OPERATIONS.
 6. THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE LOCAL JURISDICTION, USED ON SITE, AND THE AREA COVERED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY LOCAL JURISDICTION.
- NOTE: MANY MUNICIPALITIES PROHIBIT THE USE OF RECYCLED CONCRETE AS GRANULAR MATERIAL FOR STABILIZED STAGING AREAS DUE TO DIFFICULTIES WITH RE-ESTABLISHMENT OF VEGETATION IN AREAS WHERE RECYCLED CONCRETE WAS PLACED.
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDOT'S STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

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

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

EC-2 Temporary and Permanent Seeding (TS/PS)

Table TS/PS-3. Seeding Dates for Annual and Perennial Grasses

Seeding Dates	Annual Grasses (Numbers in table reference species in Table TS/PS-1)		Perennial Grasses	
	Warm	Cool	Warm	Cool
January 1-March 15			✓	✓
March 16-April 30	4	1,2,3	✓	✓
May 1-May 15	4		✓	
May 16-June 30	4,5,6,7			
July 1-July 15	5,6,7			
July 16-August 31				
September 1-September 30		8,9,10,11		
October 1-December 31			✓	✓

Mulch

Cover seeded areas with mulch or an appropriate rolled erosion control product to promote establishment of vegetation. Anchor mulch by crimping, netting or use of a non-toxic tackifier. See the Mulching BMP Fact Sheet for additional guidance.

Maintenance and Removal

Monitor and observe seeded areas to identify areas of poor growth or areas that fail to germinate. Reseed and mulch these areas, as needed.

An area that has been permanently seeded should have a good stand of vegetation within one growing season if irrigated and within three growing seasons without irrigation in Colorado. Reseed portions of the site that fail to germinate or remain bare after the first growing season.

Seeded areas may require irrigation, particularly during extended dry periods. Targeted weed control may also be necessary.

Protect seeded areas from construction equipment and vehicle access.



TS/PS-6 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual V



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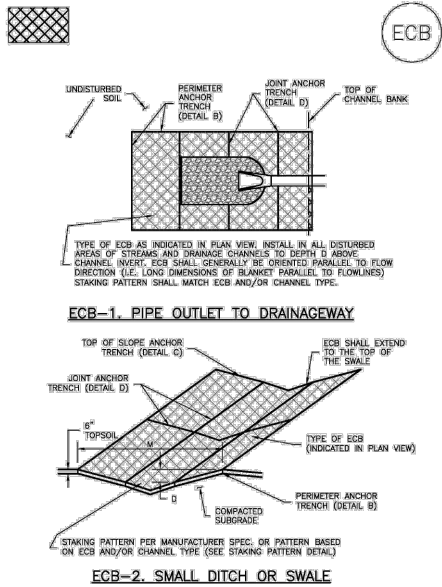
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
EROSION CONTROL DETAILS

SHEET

C2.06

Rolled Erosion Control Products (RECP) EC-6



December 2022 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 RECP-5

EC-6 Rolled Erosion Control Products (RECP)

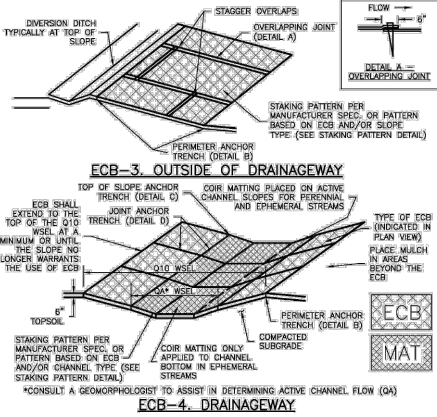


TABLE ECB-1, ECB MATERIAL SPECIFICATIONS				
TYPE	COCONUT CONTENT	STRAW CONTENT	EXCLOSURE CONTENT	RECOMMENDED NETTING*
STRAW**	—	100%	—	DOUBLE/ NATURAL
STRAW-COCONUT	30% MIN.	70% MAX.	—	DOUBLE/ NATURAL
COIR MAT*	100%	—	—	DOUBLE/ NATURAL
EXCLOSURE	—	—	100%	DOUBLE/ NATURAL

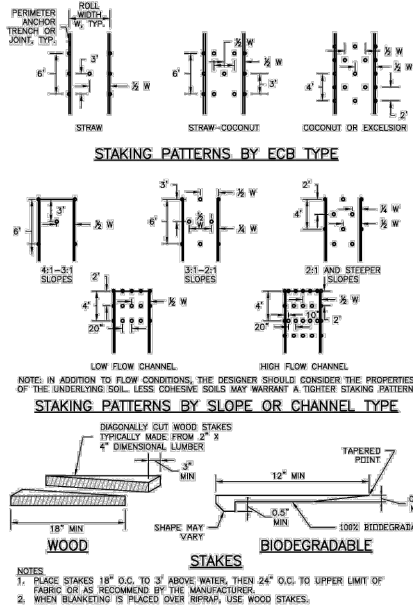
*STRAW ECBs MAY ONLY BE USED OUTSIDE OF STREAMS AND DRAINAGE CHANNELS.
**NATURAL NETTING INCLUDING SINGLE NETTING AND SYNTHETIC PHOTODEGRADABLE FIBER MAY BE ACCEPTABLE IN SOME JURISDICTIONS.

RECP-6 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 December 2022

GEC NOTES:

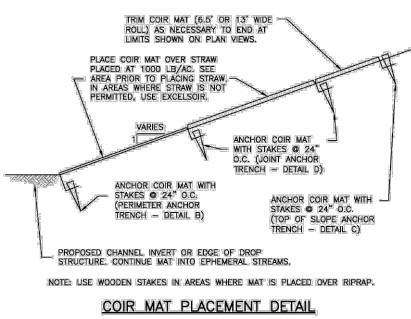
- STORMWATER DISCHARGES FROM CONSTRUCTION SITES SHALL NOT CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION, OR DEGRADATION OF STATE WATERS. ALL WORK AND EARTH DISTURBANCE SHALL BE DONE IN A MANNER THAT MINIMIZES POLLUTION OF ANY ON-SITE OR OFF-SITE WATERS, INCLUDING WETLANDS.
- NOTWITHSTANDING ANYTHING 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.
- A SEPARATE STORMWATER MANAGEMENT PLAN (SMWP) 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.
- 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 GEC. 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.
- 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.
- 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.
- 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.
- 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 PERMANENT ALTERNATIVE STABILIZATION METHOD IS IMPLEMENTED. ALL TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE REMOVED UPON FINAL STABILIZATION AND BEFORE PERMIT CLOSURE.
- ALL PERMANENT STORMWATER MANAGEMENT FACILITIES SHALL BE INSTALLED AS DESIGNED IN THE

Rolled Erosion Control Products (RECP) EC-6



December 2022 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 RECP-7

EC-6 Rolled Erosion Control Products (RECP)



EROSION CONTROL BLANKET MAINTENANCE NOTES

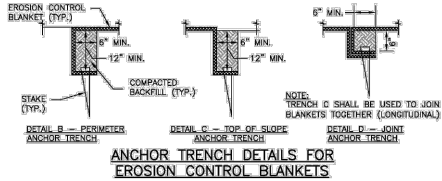
- INSPECT BMPs EACH MORNING, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 - FREQUENT OBSERVATIONS 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. REPEATED FAILURE WARRANTS THE NEED FOR REDESIGN OF THE EROSION CONTROL PROTECTION.
 - ECBs SHALL BE LEFT IN PLACE TO BIODEGRADE UNLESS REQUESTED TO BE REMOVED BY THE LOCAL JURISDICTION.
 - ANY ECB PULLED OUT, TORN, OR OTHERWISE DAMAGED SHALL BE REPAIRED OR REPLACED. ANY SUBGRADE AREAS BELOW THE ECOTEXTILE THAT HAVE ERODED TO CREATED A VOID UNDER THE BLANKET, OR THAT REMAIN BEYOND OF GRASS SHALL BE REPAIRED, RESEEDED AND MULCHED AND THE ECB REINSTALLED.
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM USFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.
- (DETAILS ADAPTED FROM DOUGLAS COUNTY, COLORADO AND TOWN OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

RECP-8 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 December 2022

Rolled Erosion Control Products (RECP) EC-6

EROSION CONTROL BLANKET INSTALLATION NOTES

- SEE PLAN VIEW FOR:
 - LOCATION OF ECB.
 - TYPE OF ECB (STRAW, STRAW-COCONUT, COCONUT/ COIR, OR EXCLOSURE).
 - AREA, A, IN SQUARE YARDS OF EACH TYPE OF ECB.
- ALL RECPs MUST BE 100% NATURAL AND BIODEGRADABLE MATERIALS.
- IN AREAS WHERE ECBs ARE SHOWN ON THE PLANS, THE PERMITTEE SHALL PLACE TOPSOIL AND PERFORM FINAL GRADING, SURFACE PREPARATION, AND SEEDING AND MULCHING. SUBGRADE SHALL BE SMOOTH AND MOIST PRIOR TO ECB INSTALLATION AND THE ECB SHALL BE IN FULL CONTACT WITH SUBGRADE. NO GAPS OR VOIDS SHALL EXIST UNDER THE BLANKET.
- FOR MATS THAT HAVE OPENINGS LARGER THAN THE SOIL, ADD STRAW UNDER (RATE OF 1000# PER ACRE) TO HOLD SOIL AND SEED FROM MIGRATING THROUGH OPENINGS.
- INSTALL MATS AND BLANKETS PARALLEL TO THE DIRECTION OF STREAM FLOW.
- PERIMETER ANCHOR TRENCH SHALL BE USED ALONG THE OUTSIDE PERIMETER OF ALL BLANKET AREAS.
- JOINT ANCHOR TRENCH SHALL BE USED TO JOIN ROLLS OF ECBs TOGETHER (LONGITUDINALLY AND TRANSVERSELY) FOR ALL ECBs EXCEPT STRAW WHICH MAY USE AN OVERLAPPING JOINT.
- INTERMEDIATE ANCHOR TRENCH SHALL BE USED AT SPACING OF ONE-HALF ROLL LENGTH FOR COCONUT AND EXCLOSURE ECBs.
- OVERLAPPING JOINT DETAIL SHALL BE USED TO JOIN ROLLS OF ECBs TOGETHER FOR ECBs ON SLOPES AND WITHIN DRAINAGEWAYS. OVERLAP SEAMS SO THAT UPSTREAM RECPs IS ON TOP OF DOWNSTREAM RECPs SO THAT EXPOSED EDGE IS NOT LIFTED BY STREAM FLOWS.
- MATERIAL SPECIFICATIONS OF ECBs SHALL CONFORM TO TABLE ECB-1.
- ALL EXPOSED ROOTS SHALL BE TRIMMED TO BELOW THE SOIL SURFACE. ECB/TRM SHALL NOT BE INSTALLED OVER ROCKS OR SOIL CLODS GREATER THAN 4" INCHES.
- ANY AREAS OF SEEDING AND MULCHING DISTURBED IN THE PROCESS OF INSTALLING ECBs SHALL BE RESEEDED AND MULCHED.
- DETAILS ON DESIGN PLANS FOR MAJOR DRAINAGEWAY STABILIZATION WILL GOVERN IF DIFFERENT FROM THOSE SHOWN HERE.
- ADDITIONAL BANK PROTECTION AND/OR TOE REINFORCEMENT MAY BE NEEDED BASED ON CHANNEL GEOMETRY AND HYDROLOGICAL.



December 2022 Urban Drainage and Flood Control District Urban Storm Drainage Criteria Manual Volume 3 RECP-9

DEVELOPMENT.

- 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.
- NO CHEMICAL(S) HAVING THE POTENTIAL TO BE RELEASED IN STORMWATER ARE TO BE STORED OR USED ON-SITE UNLESS PERMISSION FOR THE USE OF SUCH CHEMICAL(S) IS GRANTED IN WRITING BY THE ECM ADMINISTRATOR. IN GRANTING APPROVAL FOR THE USE OF SUCH CHEMICAL(S), SPECIAL CONDITIONS AND MONITORING MAY BE REQUIRED.
- NO PERSON SHALL CAUSE THE IMPEDIMENT OF STORMWATER FLOW IN THE CURB AND GUTTER OR DITCH EXCEPT WITH APPROVED SEDIMENT CONTROL MEASURES.
- OWNER/DEVELOPER AND THEIR AGENTS SHALL COMPLY WITH THE "COLORADO WATER QUALITY CONTROL ACT" (TITLE 25, ARTICLE 8, CRS), AND THE "CLEAN WATER ACT" (33 USC 1344), IN ADDITION TO THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE, DCM VOLUME II AND THE ECM 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.
- ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE ONLY AT APPROVED CONSTRUCTION ACCESS POINTS.
- PRIOR TO CONSTRUCTION THE PERMITTEE SHALL VERIFY THE LOCATION OF EXISTING UTILITIES.
- 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.
- 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
WQCD – PERMITS
4300 CHERRY CREEK DRIVE SOUTH
DENVER, CO 80246-1530
ATTN:PERMITS UNIT



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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
EROSION CONTROL DETAILS

SHEET

C2.07

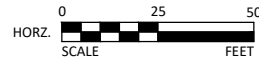


LEGEND

	SCHEDULE I HMA
	SCHEDULE I PCC
	SCHEDULE II HMA
	SCHEDULE II PCC

GRADING LEGEND:

	EXISTING SLOPE
	PROPOSED SLOPE
	EXISTING SPOT ELEVATION
	PROPOSED SPOT ELEVATION
	EXISTING CONTOUR
	PROPOSED CONTOUR
	GRADING LIMITS
	GRADING BREAKLINE
	FLAT BOTTOM DITCH
	DETENTION POND BERM (MIN. ELEV=6867.25)
	4:1 SLOPE @ GIVEN DISTANCE



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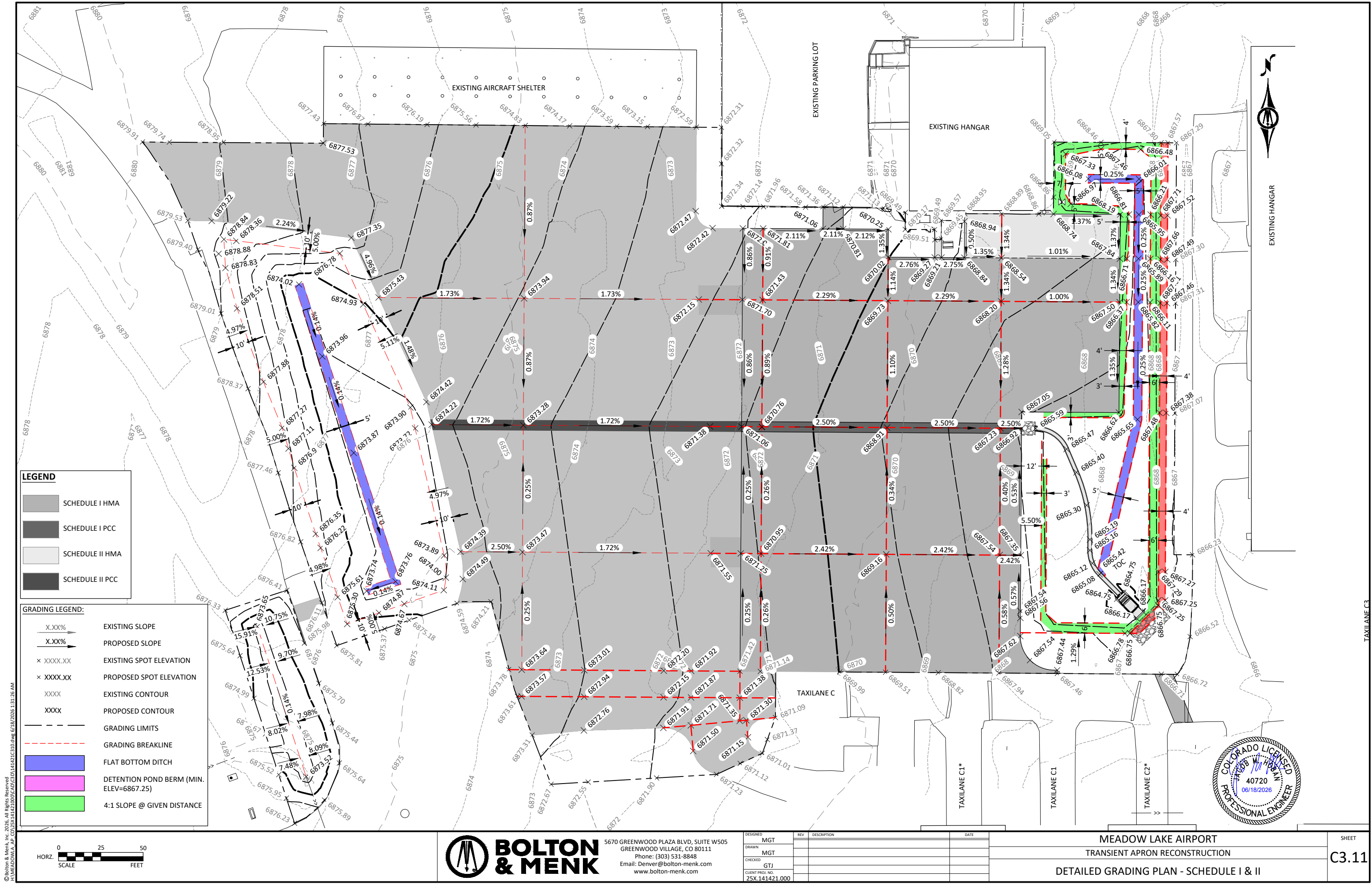
MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
DETAILED GRADING PLAN - SCHEDULE I ONLY

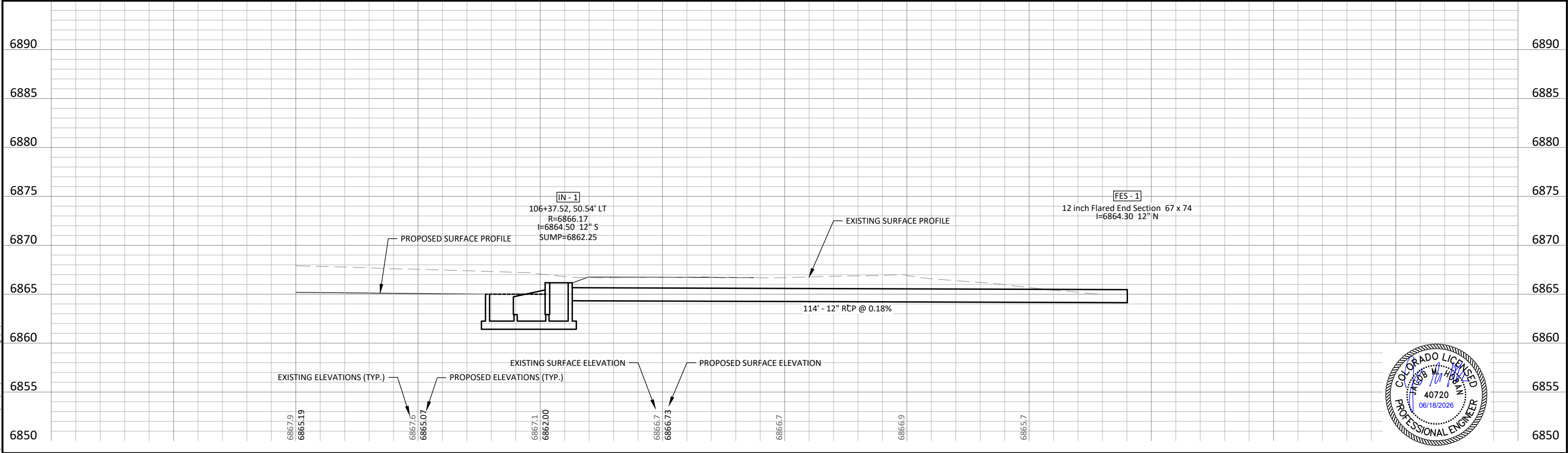
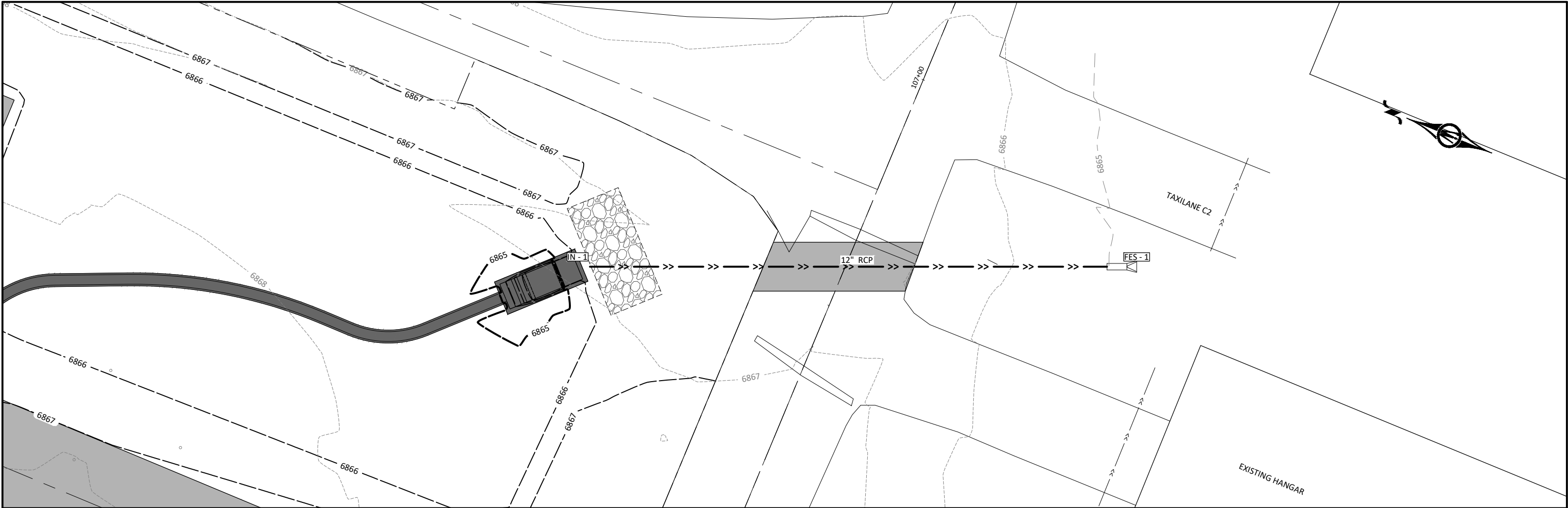


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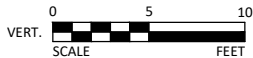
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C3.10





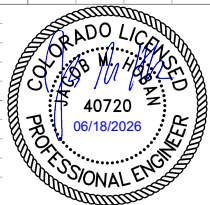
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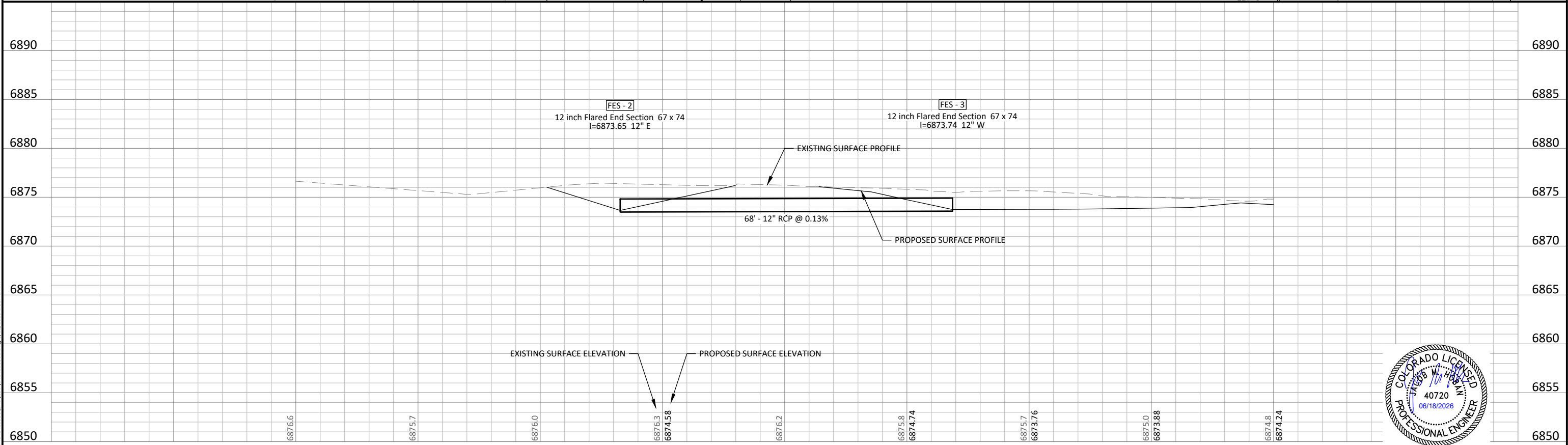
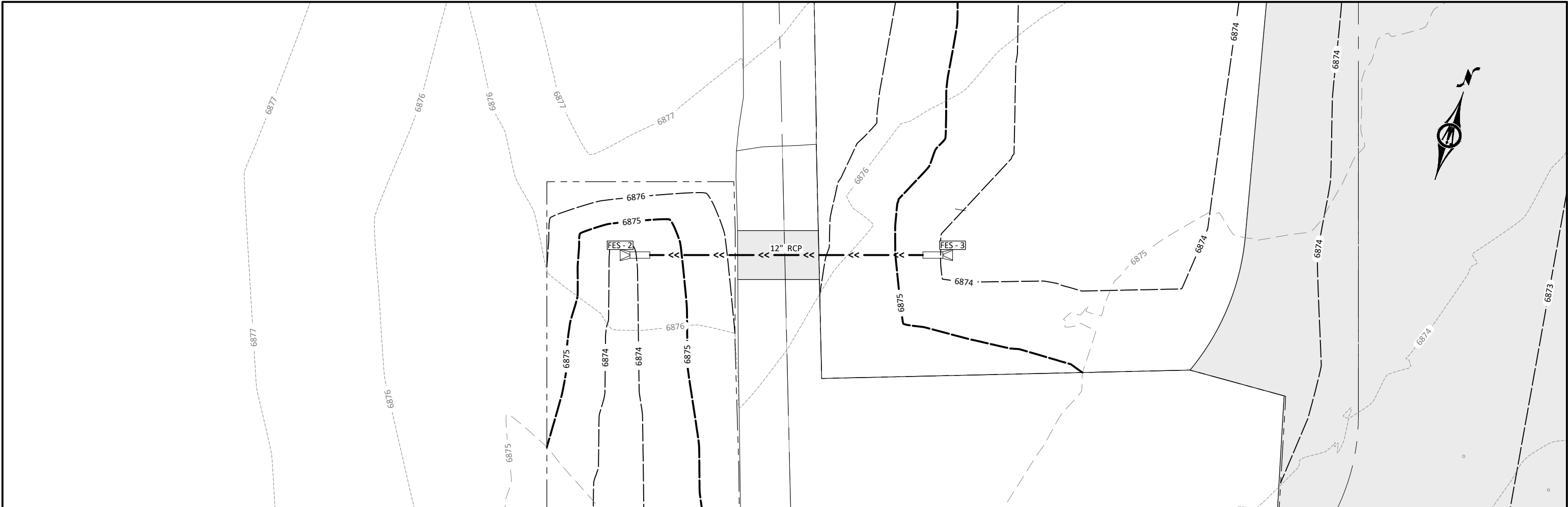
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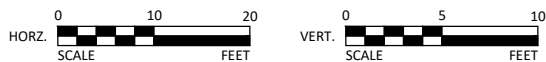
MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
STORM SEWER PLAN & PROFILE



SHEET
C5.01



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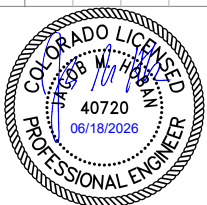


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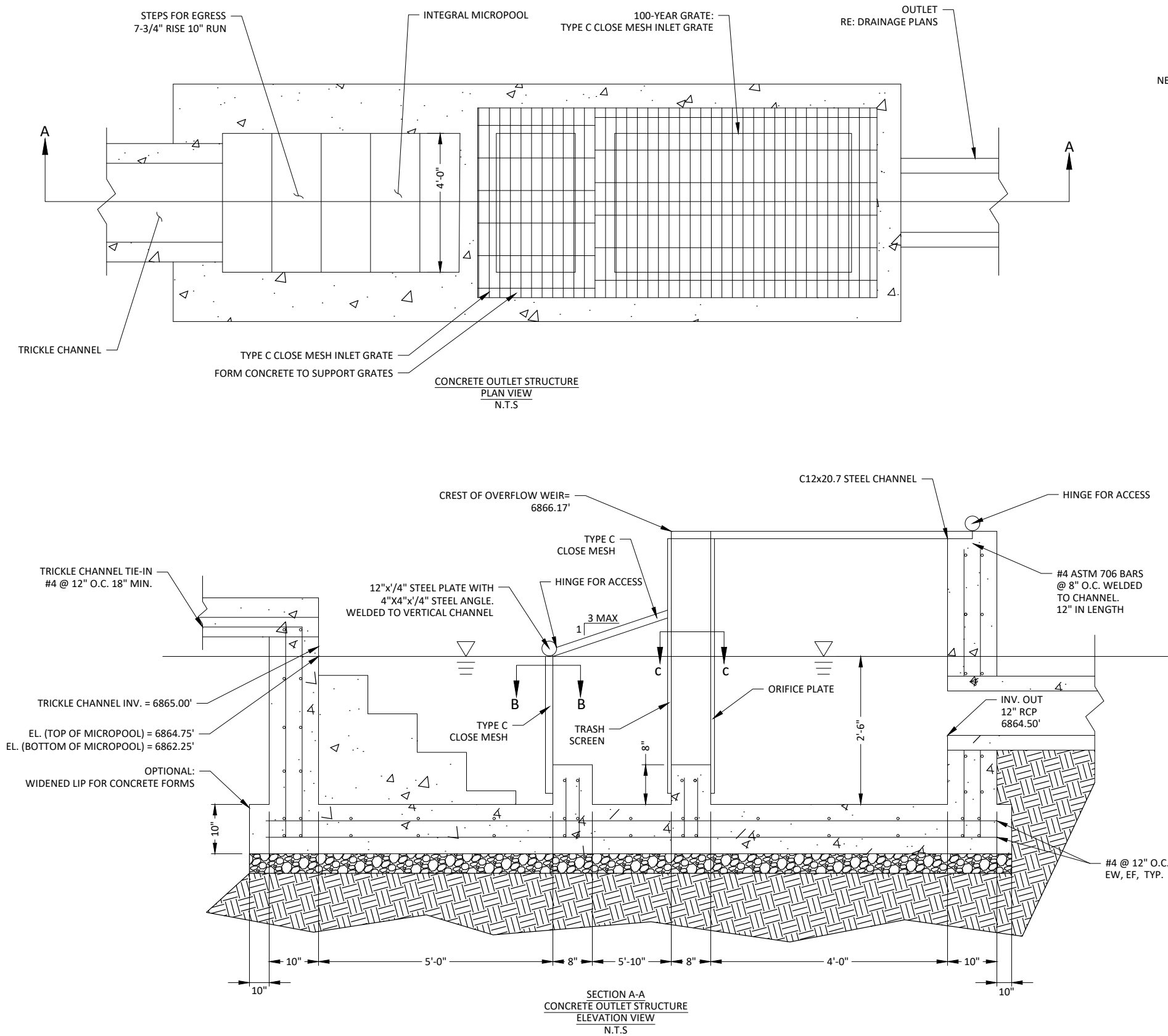
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MEADOW LAKE AIRPORT
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STORM SEWER PLAN & PROFILE

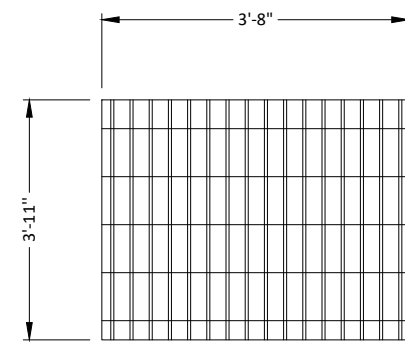
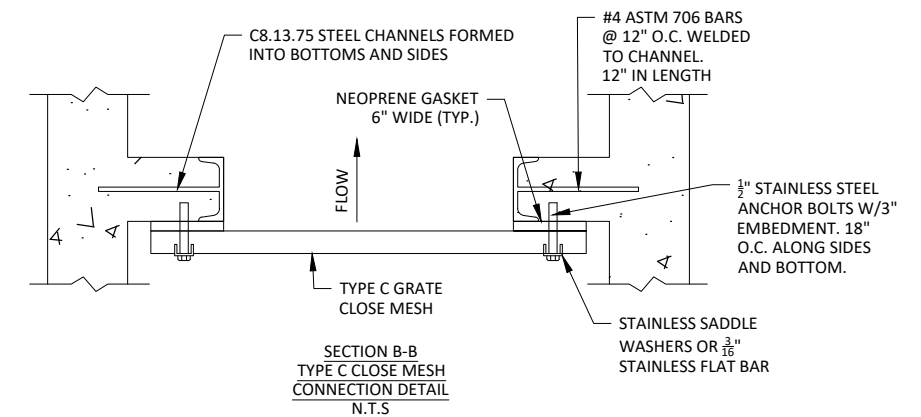
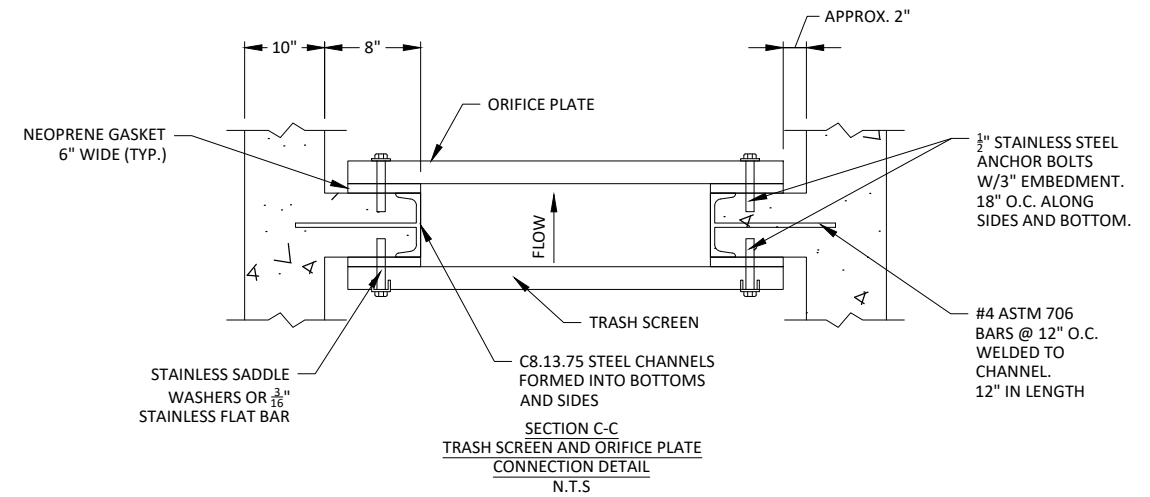


SHEET
C5.02



NOTES:

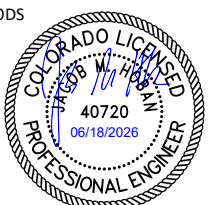
- ALL STEEL, GRATES, CONCRETE (P-610), SCREENS, REBAR, STRUCTURAL EXCAVATION, BACKFILL, HINGES AND FASTENERS REQUIRED TO CONSTRUCT THE OUTLET STRUCTURE SHALL BE INCIDENTAL TO THE "STORMWATER QUALITY AND DETENTION POND OUTLET STRUCTURE" BID ITEM.
- CONCRETE REINFORCING BAR FOR THE OUTLET STRUCTURE SHALL BE EPOXY COATED.
- OUTLET STRUCTURE SHALL BE PLACED ON 4" OF CONDITIONED AND COMPACTED CDOT CLASS 6 OR P-208 AGGREGATE BASE COURSE.



TRASH SCREEN DETAIL
N.T.S

NOTES:

- TRASH SCREEN IS JONHSON #93 STAINLESS STEEL VEE WIRE SCREEN WITH TE.074x0.75" STRIP SUPPORT RODS ON 1" CENTER AND SLOT OPENINGS OF 0.139", OR APPROVED EQUAL.
- ALL GRATES SHALL BE ORIENTED SO THE SWAGES OR SUPPORT RODS FACE UPSTREAM.



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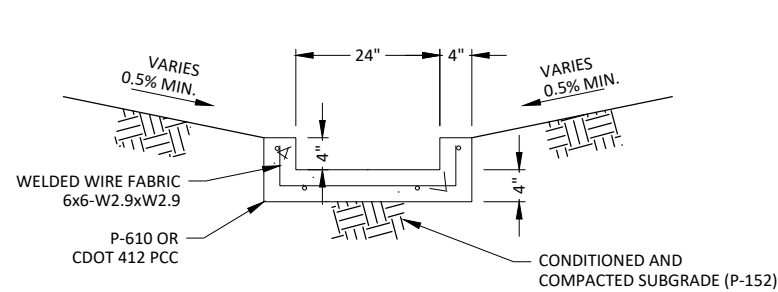
MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION

DRAINAGE DETAILS

SHEET

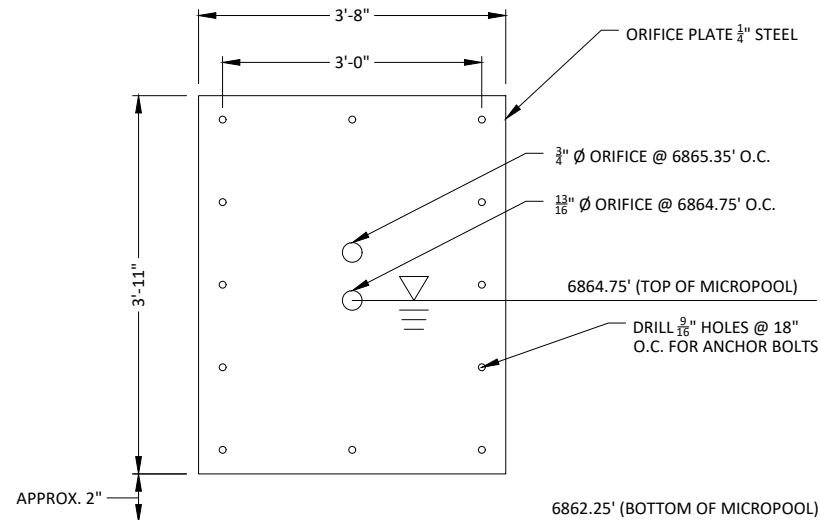
C5.03

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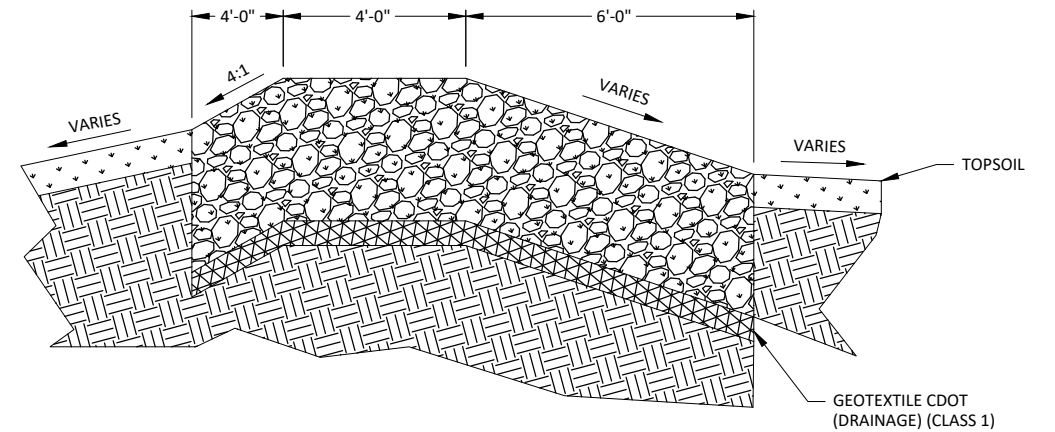


- NOTES:
1. PLACE CONTROL JOINTS AT 10'-0" SPACING WITH $\frac{1}{4}$ " x 2" SAW CUT AND JOINT SEALANT COMPOUND
 2. PLACE ON COMPACTED AND CONDITIONED SUBGRADE

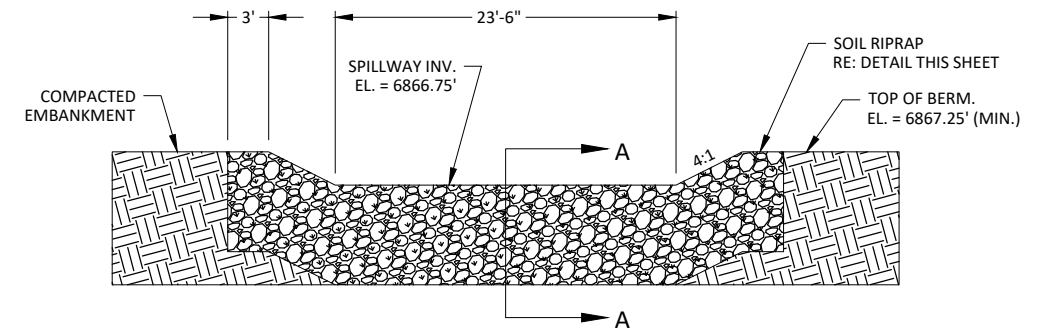
CONCRETE TRICKLE CHANNEL DETAIL
(TYP.)
N.T.S



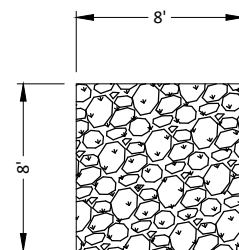
ORIFICE PLATE DETAIL
N.T.S



SPILLWAY
SECTION A-A
N.T.S

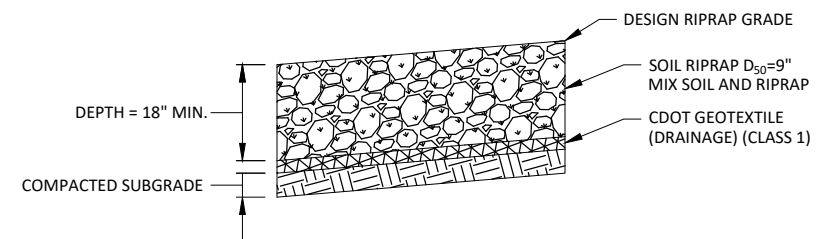


SPILLWAY
END VIEW
N.T.S



SOIL RIPRAP OUTLET PAD DETAIL
N.T.S

- NOTES:
1. TOTAL THICKNESS FOR RIPRAP OF $D_{50}=9$ " IS 18"
 2. TOTAL THICKNESS FOR RIPRAP OF $D_{50}=12$ " IS 24"
 3. SOIL RIPRAP SHALL BE PLACED ON CDOT (DRAINAGE) (CLASS 1) GEOTEXTILE FABRIC.



SOIL RIPRAP DETAIL
N.T.S



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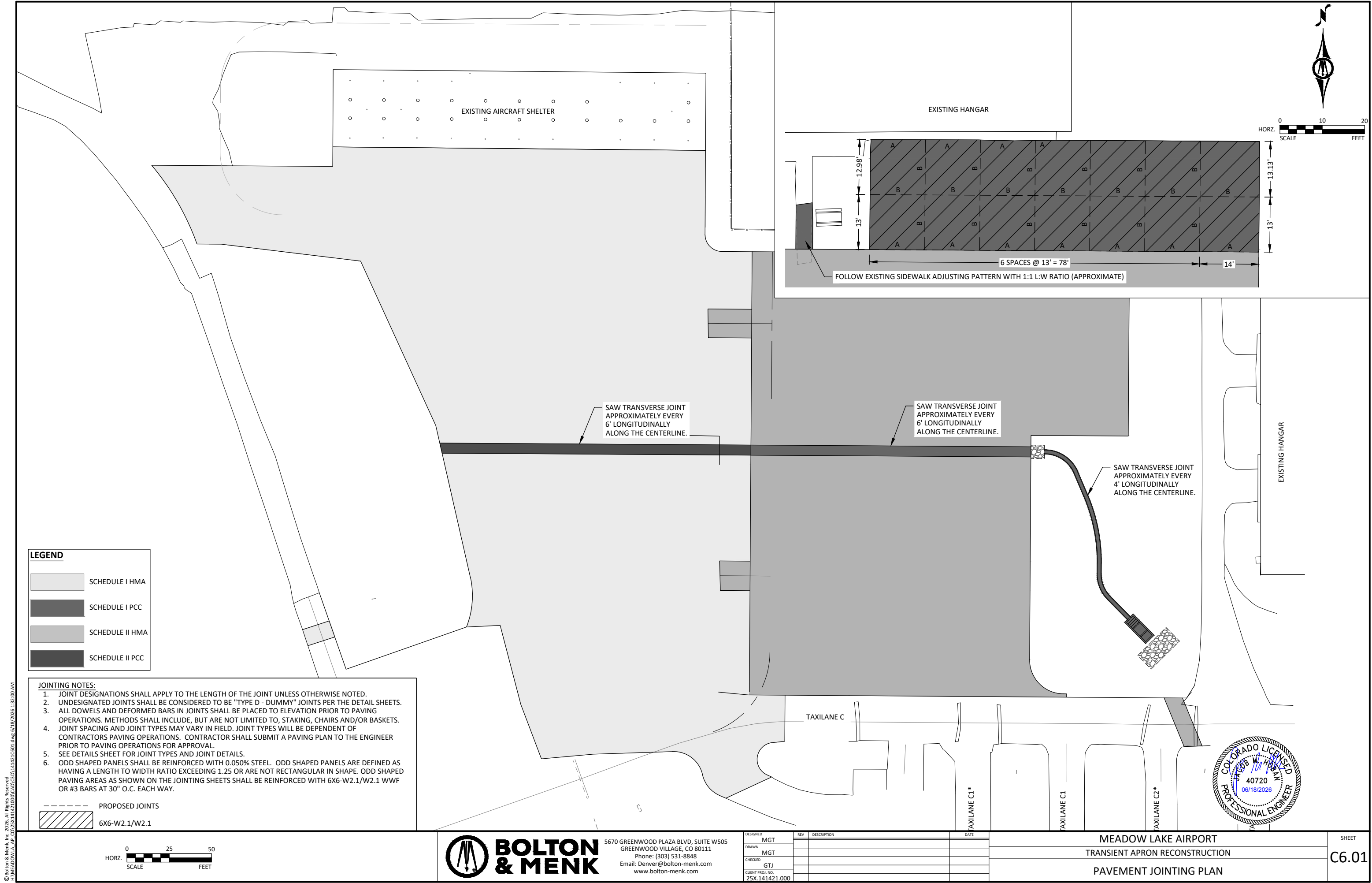
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION

DRAINAGE DETAILS

SHEET

C5.04



LEGEND

[Light Gray Box]	SCHEDULE I HMA
[Dark Gray Box]	SCHEDULE I PCC
[Medium Gray Box]	SCHEDULE II HMA
[Dark Gray Box]	SCHEDULE II PCC

JOINTING NOTES:

1. JOINT DESIGNATIONS SHALL APPLY TO THE LENGTH OF THE JOINT UNLESS OTHERWISE NOTED.
2. UNDESIGNATED JOINTS SHALL BE CONSIDERED TO BE "TYPE D - DUMMY" JOINTS PER THE DETAIL SHEETS.
3. ALL DOWELS AND DEFORMED BARS IN JOINTS SHALL BE PLACED TO ELEVATION PRIOR TO PAVING OPERATIONS. METHODS SHALL INCLUDE, BUT ARE NOT LIMITED TO, STAKING, CHAIRS AND/OR BASKETS.
4. JOINT SPACING AND JOINT TYPES MAY VARY IN FIELD. JOINT TYPES WILL BE DEPENDENT OF CONTRACTORS PAVING OPERATIONS. CONTRACTOR SHALL SUBMIT A PAVING PLAN TO THE ENGINEER PRIOR TO PAVING OPERATIONS FOR APPROVAL.
5. SEE DETAILS SHEET FOR JOINT TYPES AND JOINT DETAILS.
6. ODD SHAPED PANELS SHALL BE REINFORCED WITH 0.050% STEEL. ODD SHAPED PANELS ARE DEFINED AS HAVING A LENGTH TO WIDTH RATIO EXCEEDING 1.25 OR ARE NOT RECTANGULAR IN SHAPE. ODD SHAPED PAVING AREAS AS SHOWN ON THE JOINTING SHEETS SHALL BE REINFORCED WITH 6X6-W2.1/W2.1 WWF OR #3 BARS AT 30" O.C. EACH WAY.

----- PROPOSED JOINTS
[Hatched Box] 6X6-W2.1/W2.1

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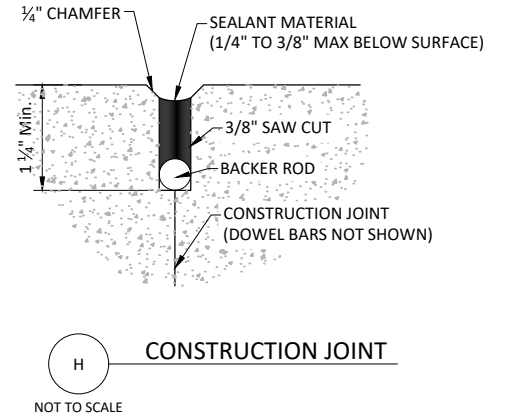
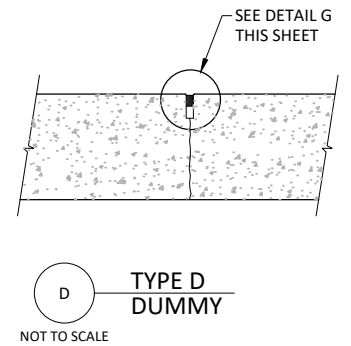
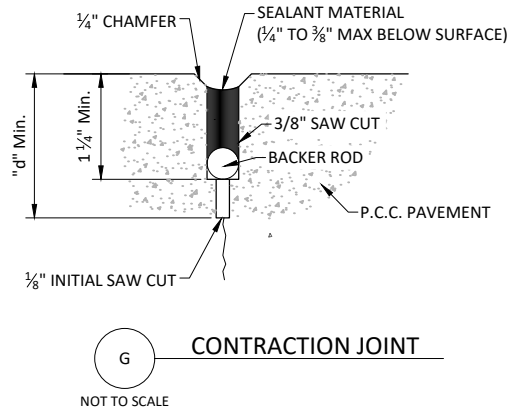
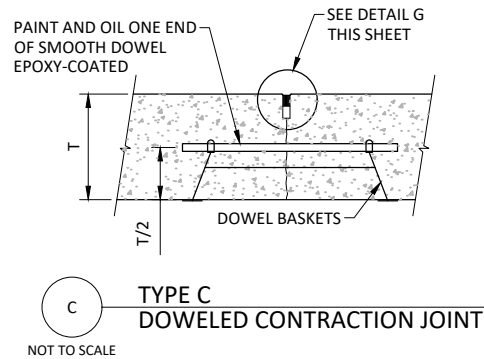
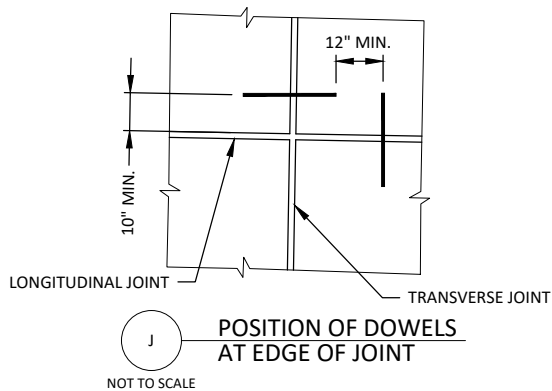
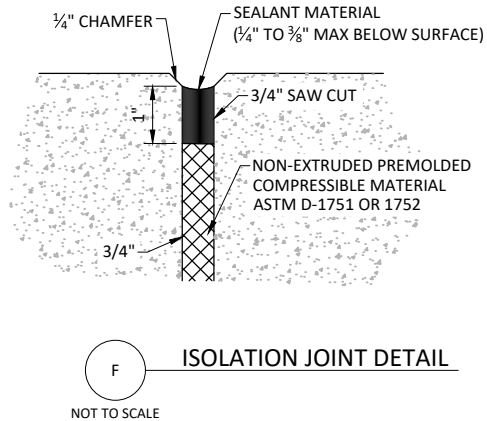
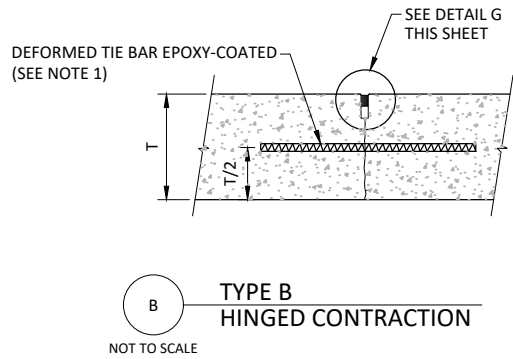
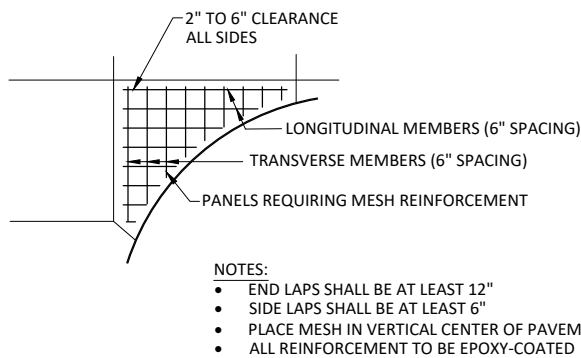
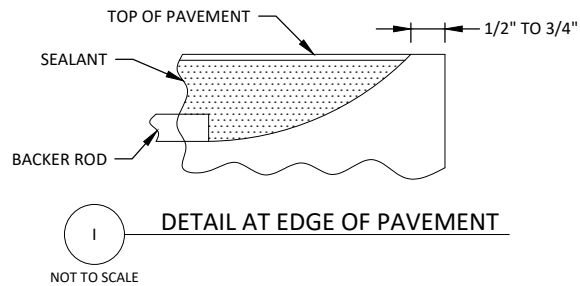
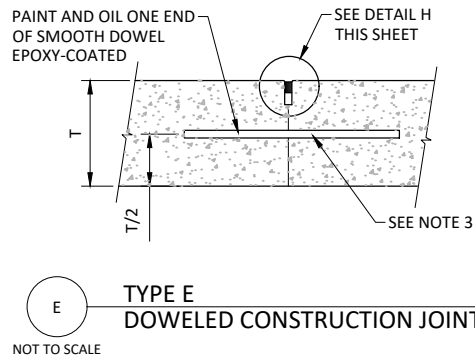
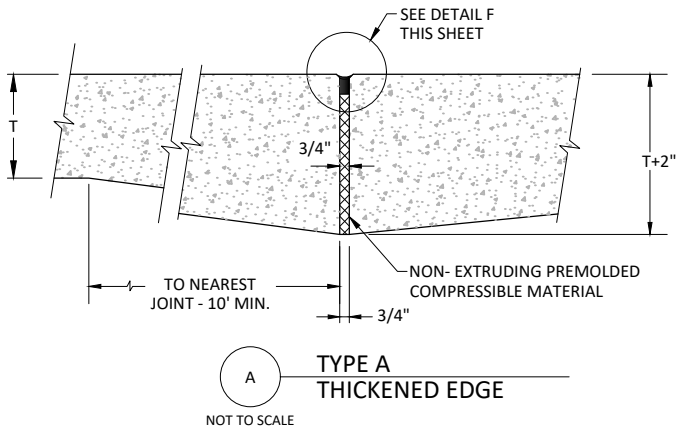
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MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
PAVEMENT JOINTING PLAN



SHEET
C6.01



NOTES:

- WIRE MESH SHALL BE FURNISHED IN FLAT SHEETS AND EPOXY COATED. IN LIEU OF WIRE MESH AS SPECIFIED, CONTRACTOR MAY USE EPOXY COATED DEFORMED BARS MEETING 0.050% OF THE PANEL CROSS-SECTIONAL AREA IN REINFORCEMENT IN BOTH DIRECTIONS. STEEL MESH SHALL BE W6xW6 AS DETAILED ON THIS SHEET AND PLACED ON WIRE MESH SUPPORTS.
- CONTRACTOR SHALL DRILL AND EPOXY ALL DOWEL BARS INTO EXISTING PAVEMENT OR INSTALL IN BASKETS. REFER TO DOWEL BAR DIMENSIONS AND SPACING TABLE THIS SHEET FOR DOWEL BAR SIZE AND SPACING.
- "d" = MINIMUM T/4 ($\pm 1/4$ ") FOR ALL JOINTS.
- W/D FACTOR SHALL BE 1:1 UNLESS OTHERWISE SPECIFIED BY JOINT MATERIAL MANUFACTURER.
- OUTSIDE LONGITUDINAL JOINTS TO BE TYPE 'B' HINGED
- INNER LONGITUDINAL JOINTS BETWEEN PAVING PASSES (CONSTRUCTION JOINT) SHALL BE TYPE 'E'. IF WITHIN SLAB (NOT AT EDGE OF PAVING PASS), INNER LONGITUDINAL JOINTS MAY BE TYPE 'B'
- IF PCC IS NOT PAVED CONTINUOUSLY, DOWELED CONSTRUCTION JOINT WILL BE REQUIRED.
- TRAVERSE JOINTS SHALL BE TYPE 'B' OR 'C' FOR PAVEMENTS <8" OR 'C' FOR PAVEMENTS ≥ 8 " FOR FIRST 3 JOINTS EITHER SIDE OF AN EXPANSION JOINT OR FREE END, OR WHEN SHOWN ON PLANS.
- ANY CONSTRUCTION JOINT (TRANSVERSE OR LONGITUDINAL) AT THE EDGE OR END OF A PAVING PASS SHALL BE TYPE 'E' UNLESS SHOWN OTHERWISE.
- ALL IRREGULAR SHAPED SLABS OR PANELS WITH LENGTH TO WIDTH RATIOS OF 1.25 OR GREATER SHALL BE REINFORCED.

TIE BAR DIMENSION AND SPACING TABLE			
THICKNESS OF SLAB	NO.	LENGTH	SPACING
6"	4	20"	36"

DOWEL BAR DIMENSION AND SPACING TABLE			
THICKNESS OF SLAB	DIAMETER	LENGTH	SPACING
6" - 7"	3/4"	18"	12"



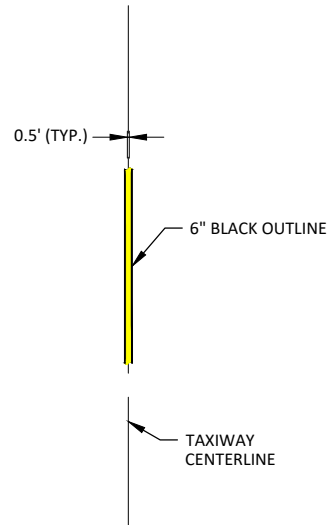
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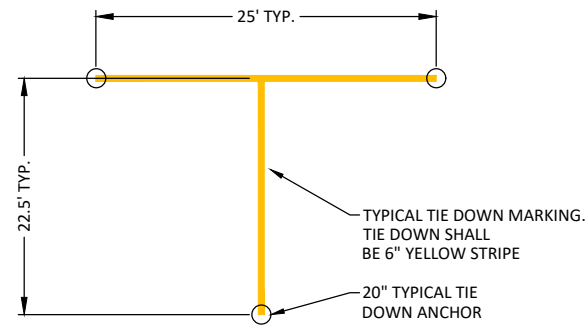
MEADOW LAKE AIRPORT
TRANSIENT APRON RECONSTRUCTION
PAVEMENT JOINTING DETAILS

SHEET

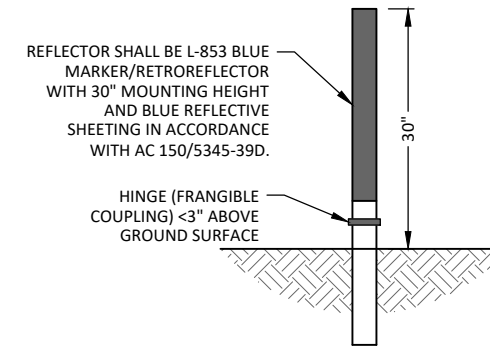
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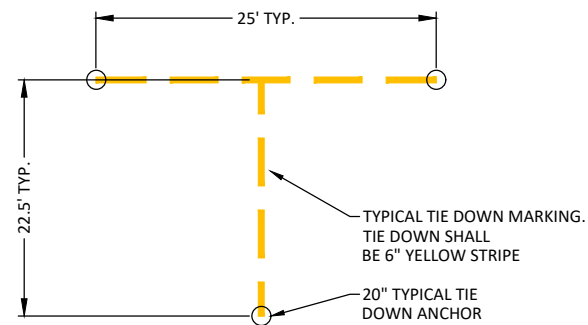
1 TAXIWAY CENTERLINE PAVEMENT MARKING DETAIL
PLAN VIEW
NOT TO SCALE



5 TIE DOWN PAVEMENT MARKING DETAIL
PLAN VIEW
NOT TO SCALE



1 RETROREFLECTIVE MARKER DETAIL
NOT TO SCALE



5 DASHED TIE DOWN PAVEMENT MARKING DETAIL
PLAN VIEW
NOT TO SCALE



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TRANSIENT APRON RECONSTRUCTION
PAVEMENT MARKING & RETROREFLECTIVE DETAILS

SHEET
C7.02