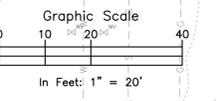
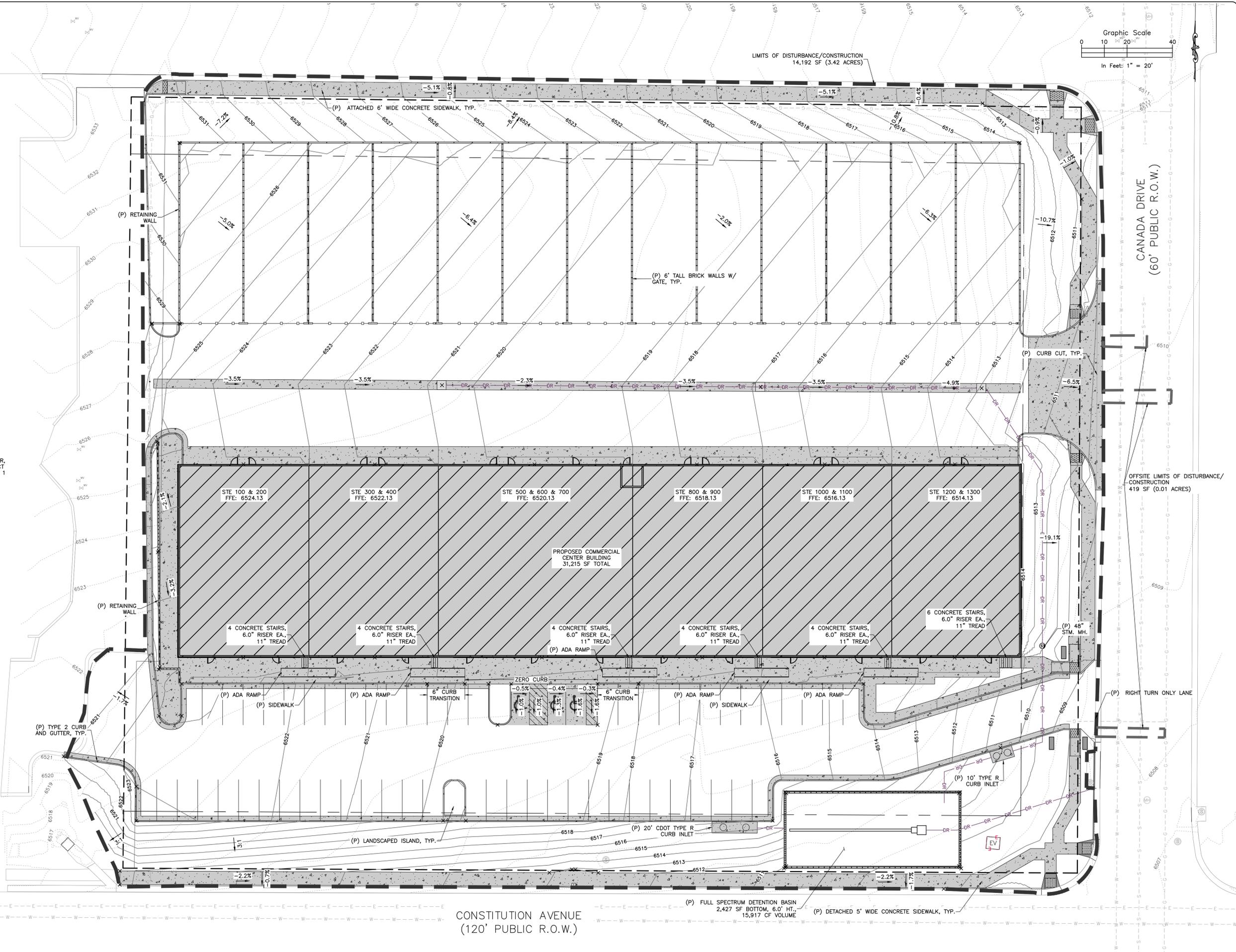


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6805 BISMARCK ROAD
SCH: 5332309007
ZONING: CC CAD-0
PLAT NO. 7776
LOTS 1 & 2 NORTHCREST CENTER,
A VACATION & REPLAT OF TRACT
B NORTHCREST FIL NO 2 PHASE 1



LIMITS OF DISTURBANCE/CONSTRUCTION
14,192 SF (3.42 ACRES)

CANADA DRIVE
(60' PUBLIC R.O.W.)

OFFSITE LIMITS OF DISTURBANCE/
CONSTRUCTION
419 SF (0.01 ACRES)

CONSTITUTION AVENUE
(120' PUBLIC R.O.W.)

ROCKY MOUNTAIN GROUP
ARCHITECTS
Geotechnical
Materials Testing
Civil Planning
RMG
ENGINEERS
Architectural
Structural
Forensics

SOUTHERN COLORADO
2910 AUSTIN BLUFFS PARKWAY, COLORADO SPRINGS, CO 80918
719-536-6600 WWW.ROCKYMOUNTAINENGINEERS.COM
Structural Engineering, Driveway Design, Right-of-Way, Easements

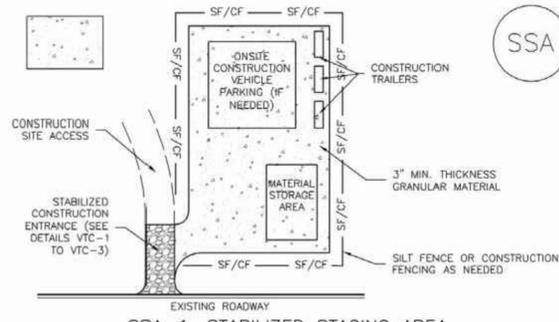
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NORTHCREST PEMB DEVELOPMENT
PETERSON ROAD AND CONSTITUTION AVENUE
COLORADO SPRINGS, COLORADO
LEISURE CONSTRUCTION

**PRELIMINARY GRADING AND
DRAINAGE**
PROJECT STATUS:
DESIGN DEVELOPMENT

ENG:	SAM	
DRAWN:	ASP	
CHECKED:	SAM	
DATE:	06/18/2021	
#	REVISION	DATE
JOB NO.:	180649	
SHEET NO.:	C-02	
	of 4	

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SSA-1. STABILIZED STAGING AREA

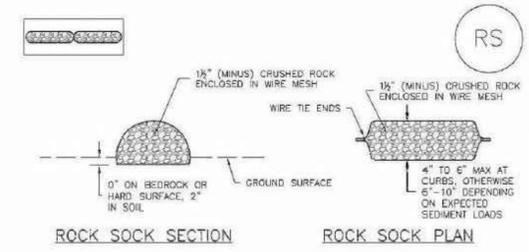
- STABILIZED STAGING AREA INSTALLATION NOTES**
- SEE PLAN VIEW FOR:
 - LOCATION OF STAGING AREA(S).
 - CONTRACTOR MAY ADJUST LOCATION AND SIZE OF STAGING AREA WITH APPROVAL FROM THE LOCAL JURISDICTION.
 - STABILIZED STAGING AREA SHOULD BE APPROPRIATE FOR THE NEEDS OF THE SITE. OVERSIZING RESULTS IN A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

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

- STABILIZED STAGING AREA MAINTENANCE NOTES**
- STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING/LOADING OPERATIONS.
 - THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE LOCAL JURISDICTION, USED ON SITE, AND THE AREA COVERED WITH TOPSOIL, 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 UDFCO STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.



ANY GAP AT JOINT SHALL BE FILLED WITH AN ADEQUATE AMOUNT OF 1 1/2" (MINUS) CRUSHED ROCK AND WRAPPED WITH ADDITIONAL WIRE MESH SECURED TO ENDS OF ROCK REINFORCED SOCK. AS AN ALTERNATIVE TO FILLING JOINTS BETWEEN ADJOINING ROCK SOCKS WITH CRUSHED ROCK AND ADDITIONAL WIRE WRAPPING, ROCK SOCKS CAN BE OVERLAPPED (TYPICALLY 12-INCH OVERLAP) TO AVOID GAPS.

ROCK SOCK JOINTING

GRADATION TABLE	
NO. 4	
2"	100
1 1/2"	90 - 100
1"	20 - 55
3/4"	0 - 15
3/8"	0 - 5

MATCHES SPECIFICATIONS FOR NO. 4 COARSE AGGREGATE FOR CONCRETE PER AASHTO M43. ALL ROCK SHALL BE FRACTURED FACE, ALL SOCKS.

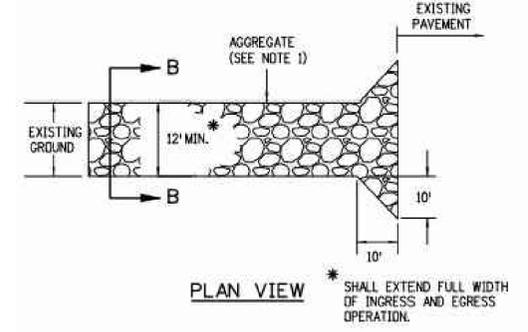
- ROCK SOCK INSTALLATION NOTES**
- SEE PLAN VIEW FOR:
 - LOCATION(S) OF ROCK SOCKS.
 - CRUSHED ROCK SHALL BE 1 1/2" (MINUS) IN SIZE WITH A FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON THIS SHEET (1 1/2" MINUS).
 - WIRE MESH SHALL BE FABRICATED OF 10 GAGE POULTRY MESH, OR EQUIVALENT, WITH A MAXIMUM OPENING OF 1/2 INCH, RECOMMENDED MINIMUM ROLL WIDTH OF 48 INCHES.
 - WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6" CENTERS.
 - ALONG ALL JOINTS AND AT 2" CENTERS ON ENDS OF SOCKS.
 - JEFFERSON COUNTY MAY ALLOW THE USE OF FILTER FABRIC AS AN ALTERNATIVE TO WIRE MESH FOR THE ROCK ENCLOSURE IF SPECIFIED ON THE APPROVED PLANS.

- ROCK SOCK MAINTENANCE NOTES**
- INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 - FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 - WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 - ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED, OR DAMAGED BEYOND REPAIR.
 - SEDIMENT ACCUMULATED UPSTREAM OF ROCK SOCKS SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 1/2 OF THE HEIGHT OF THE ROCK SOCK.
 - ROCK SOCKS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY JEFFERSON COUNTY.
 - WHEN ROCK SOCKS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY JEFFERSON COUNTY.

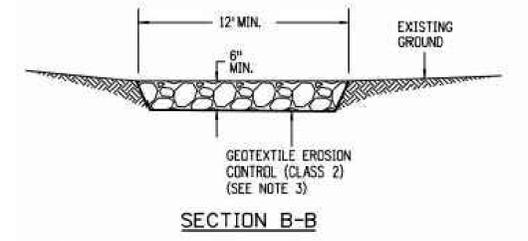
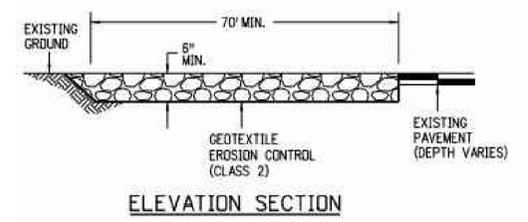
ROCK SOCK



Detail 14

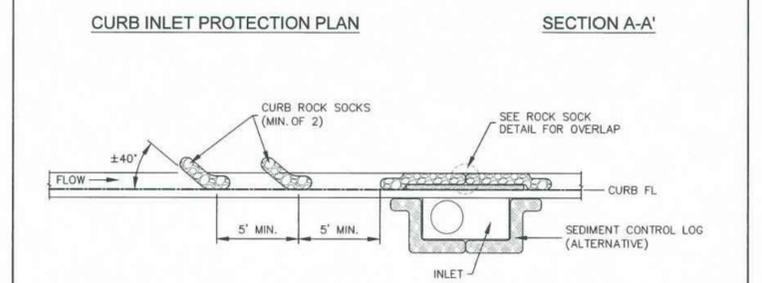
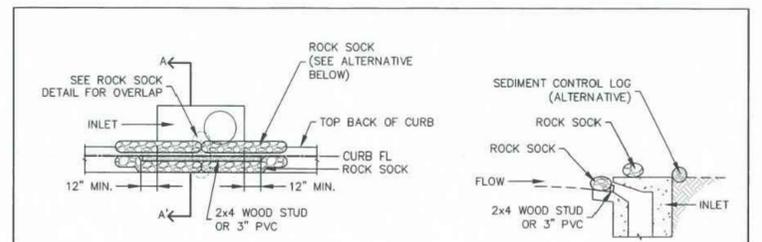


* SHALL EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION.



- NOTES:**
- AGGREGATE SHALL CONFORM TO SUBSECTION 208.02 (K).
 - THE CONTRACTOR SHALL PROTECT CURB AND GUTTER THAT CROSSES THE ENTRANCE FROM DAMAGE. PROTECTION OF THE CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF WORK AND NOT PAID FOR SEPARATELY.
 - GEOTEXTILE SHALL CONFORM TO SUBSECTION 712.08.
 - ALL MATERIALS AND LABOR TO COMPLETE THE VEHICLE TRACKING PAD SHALL BE INCLUDED IN THE COST OF WORK AND NOT PAID FOR SEPARATELY.
 - THE PAY ITEM NUMBER FOR VEHICLE TRACKING PAD (EACH) IS 208-00070.

VEHICLE TRACKING PAD

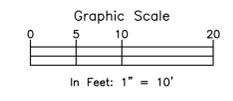


- INSTALLATION NOTES**
- SEE ROCK SOCK DETAIL FOR INSTALLATION REQUIREMENTS.
 - PLACEMENT OF THE ROCK SOCK SHALL BE APPROXIMATELY 40 DEGREES FROM THE CURB.
 - ROCK SOCKS ARE TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5' APART.
 - AT LEAST TWO CURB ROCK SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADIENT INLETS.
 - ADDITIONAL ROCK SOCKS MAY BE REQUIRED AT GEC INSPECTOR'S DISCRETION.
- MAINTENANCE NOTES**
- FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN CONTROL MEASURES IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 - ACCUMULATED SEDIMENT MUST BE REMOVED WHEN THE HEIGHT REACHES 1/2 OF THE DESIGN DEPTH OF THE INLET BARRIER.
 - ROCK SOCKS MUST REMAIN UNTIL THE UPSTREAM DISTURBANCE AREA IS STABILIZED.
 - PERMANENTLY STABILIZE AREA BEHIND INLET AFTER ROCK SOCKS ARE REMOVED WHEN REMOVAL IS APPROPRIATE.



ON-GRADE INLET PROTECTION	
APPROVED:	<i>[Signature]</i>
ISSUED:	10/7/19
REVISED:	8/19/2020
DRAWING NO.	905-IP-1

NOTE: THE STABILIZED DRIVEWAY ACCESS/DRIVEWAY TO BE CONSTRUCTED TO VEHICLE TRACKING CONTROL STANDARDS WITH THE PROPOSED DRIVEWAY AGGREGATE BASE COURSE MATERIAL AND COMPACTION. A MINIMUM OF 30' INSIDE RADII ARE TO BE CONSTRUCTED FOR THE STABILIZED DRIVEWAY ACCESS/DRIVEWAY AND VEHICLE TRACKING FOR HEAVY VEHICLE INGRESS/EGRESS.



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ROCKY MOUNTAIN GROUP
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NORTHCREST PEMB DEVELOPMENT
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EROSION CONTROL DETAILS 2		
DESIGN DEVELOPMENT		
ENG:	SAM	
DRAWN:	ASP	
CHECKED:	SAM	
DATE		
06/18/2021		
#	REVISION	DATE
JOB NO.	180649	
SHEET NO.	C-04	
of 4		