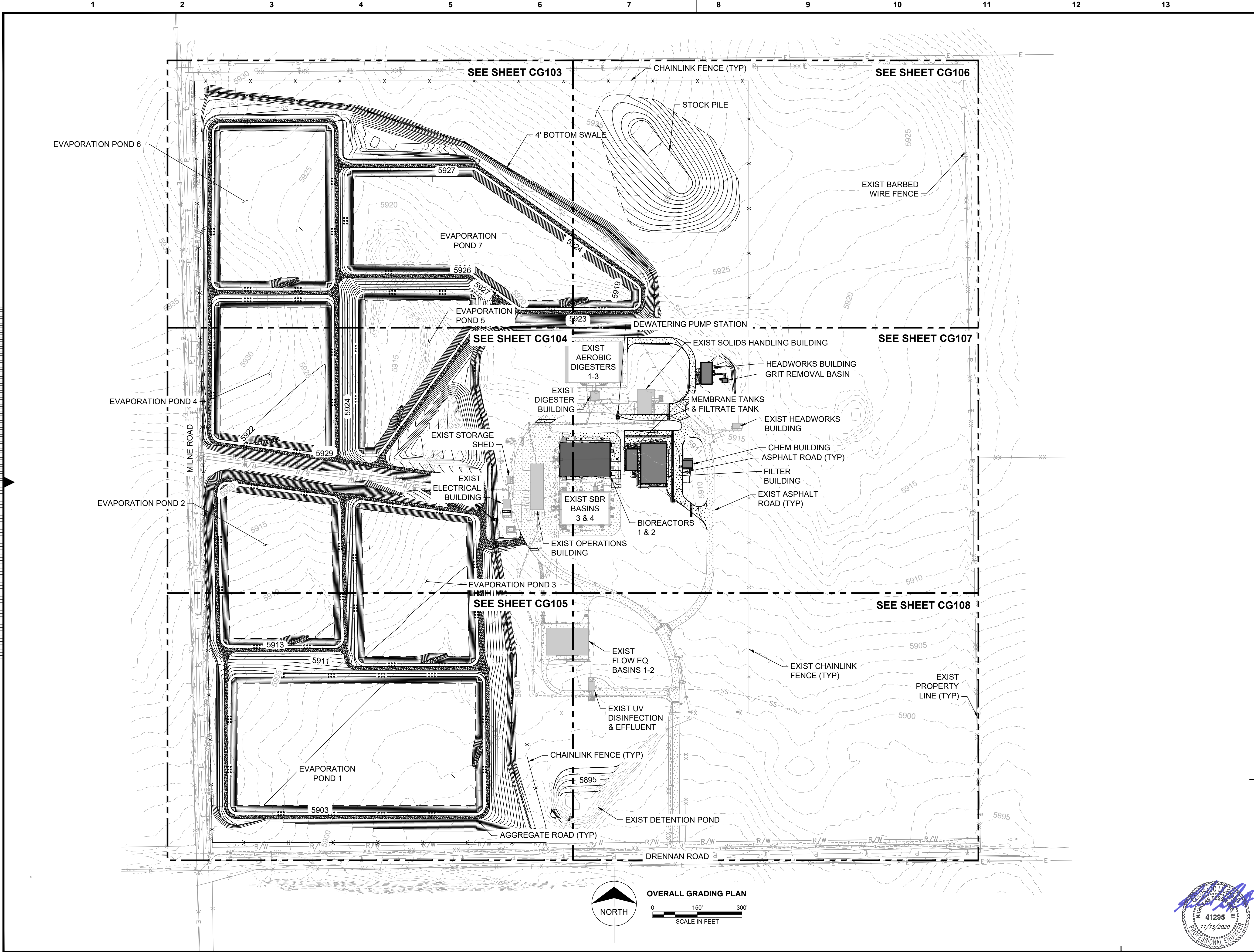


no.	date	by	ckd	description
0	10/2/20	MJL	NT	ISSUED FOR PERMIT REVIEW
1	11/13/20	MJL	NT	ISSUED FOR EL PASO COUNTY PERMIT REVIEW

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 9785 Maroon Cir., Suite 400 Centennial, CO 80112 303-721-9292	
date OCTOBER 2020	detailed M. LIESENDAHL
designed M. LIESENDAHL	checked N. TESSITORE
CHEROKEE METROPOLITAN DISTRICT TDS REDUCTION FACILITY OVERALL EXISTING GRADING PLAN	
project 119461	contract
drawing CG101	rev. 1
sheet 17	of sheets
file 119461_CG101.DWG	





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MCDONNELL**  
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Centennial, CO 80112  
303-721-9292

date	OCTOBER 2020	detailed	M. LIESENDAHL
designed	M. LIESENDAHL	checked	N. TESSITORE

**CHEROKEE METROPOLITAN  
DISTRICT**

**CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
OVERALL GRADING PLAN**

project	119461	contract	
drawing	41295	rev.	1
sheet	18 of	sheets	
file	119461_CG102.DWG		

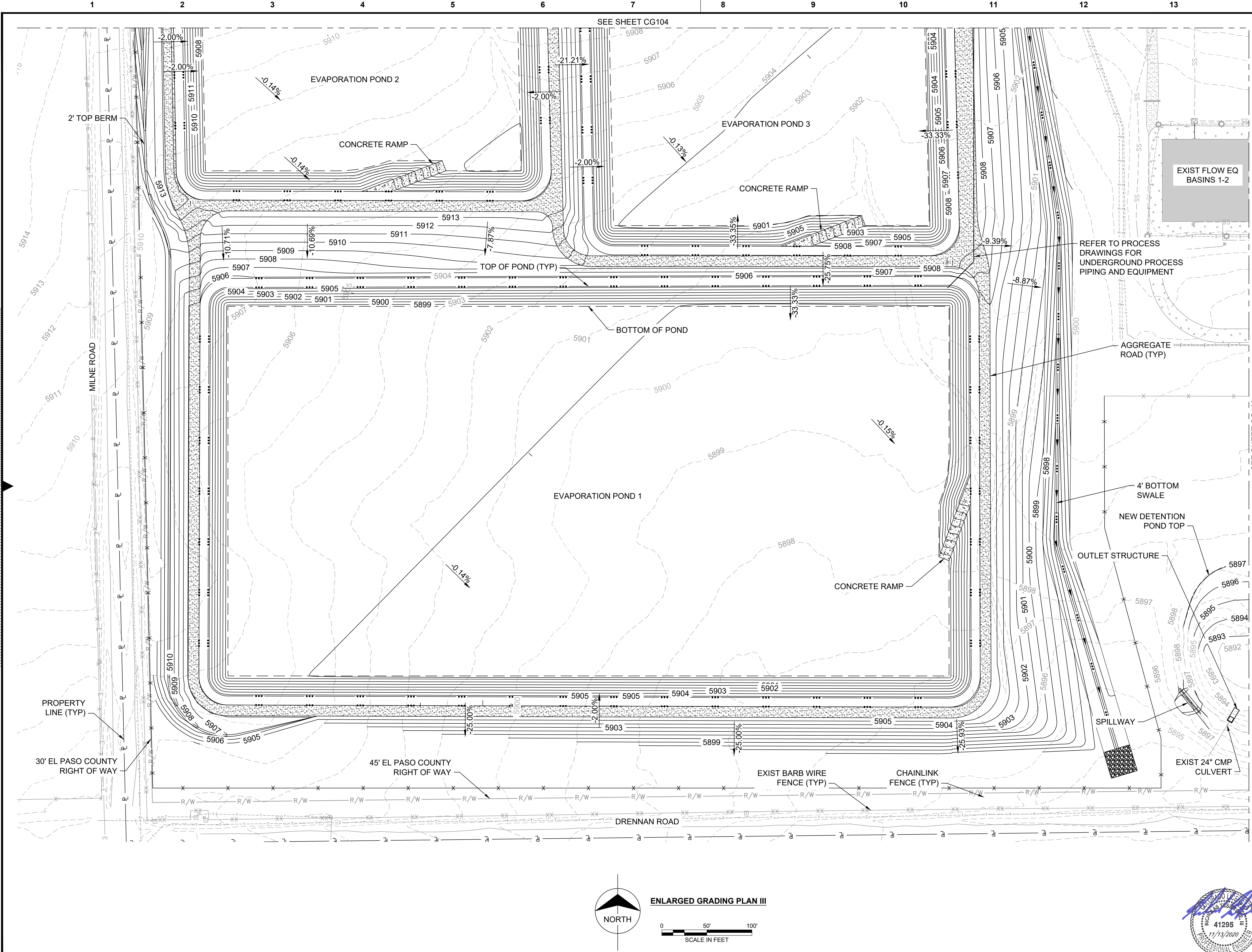












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**BURNS  
McDONNELL**

9785 Maroon Cir., Suite 400  
Centennial, CO 80112  
303-721-9292

date

OCTOBER 2020

detailed


M. LIESENDAHL

designed

M. LIESENDAHL

checked

N. TESSITORE



CHEROKEE METROPOLITAN DISTRICT

TDS REDUCTION FACILITY

ENLARGED GRADING PLAN III

project

119461

contract

drawing

41295

rev.

1

sheet

21

of

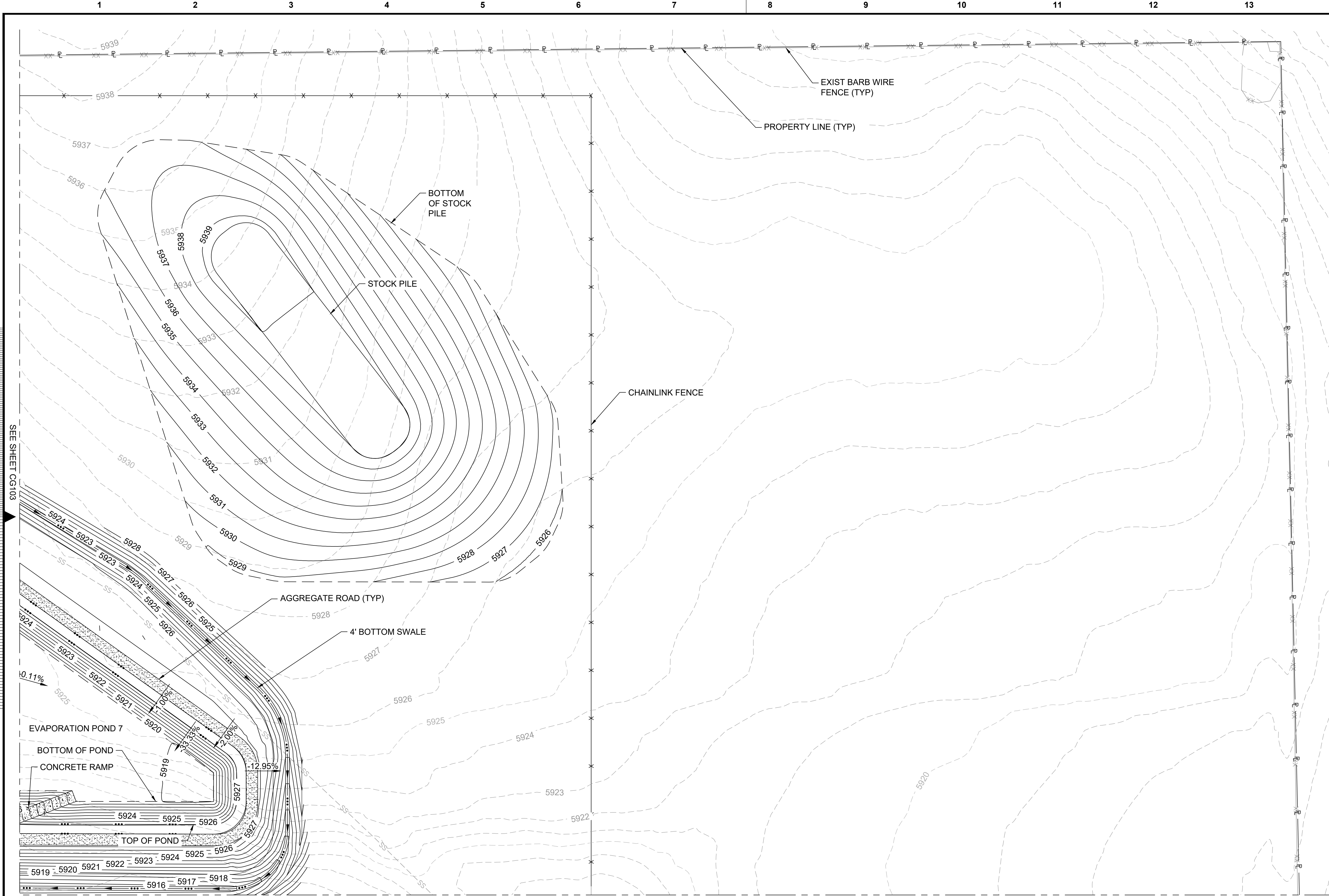
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file

119461\_CG105.DWG

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0	10/2/20	MJL	NT	ISSUED FOR PERMIT REVIEW
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**BURNS MEDONNELL**  
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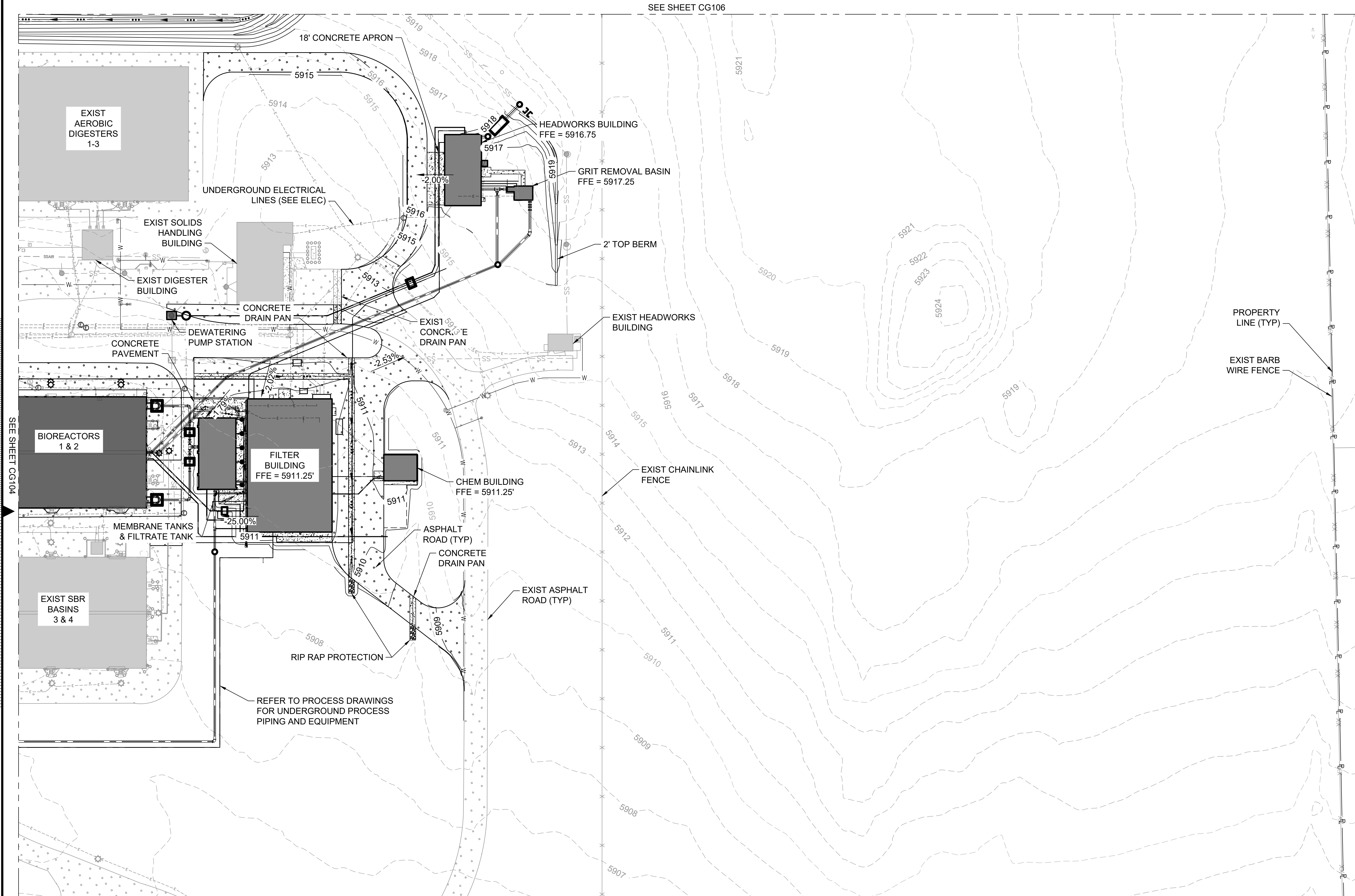
<b>date</b> OCTOBER 2020	<b>detailed</b> M. LIESENDAHL
<b>designed</b> M. LIESENDAHL	<b>checked</b> N. TESSITORE

**CHEROKEE METROPOLITAN DISTRICT**

**CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
ENLARGED GRADING PLAN IV**

<b>project</b> 119461	<b>contract</b>
<b>drawing</b> 41295	<b>rev.</b> 1
<b>sheet</b> 22	<b>of</b> sheets
<b>file</b> 119461_CG106.DWG	





no.	date	by	ckd	description
0	10/2/20	MJL	NT	ISSUED FOR PERMIT REVIEW
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MCDONNELL**  
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Centennial, CO 80112  
303-721-9292

<b>date</b> OCTOBER 2020	<b>detailed</b> M. LIESENDAHL
<b>designed</b> M. LIESENDAHL	<b>checked</b> N. TESSITORE

**CHEROKEE METROPOLITAN DISTRICT**  
TDS REDUCTION FACILITY  
ENLARGED GRADING PLAN V

<b>project</b> 119461	<b>contract</b>
<b>drawing</b> CG107	<b>rev.</b> 1
<b>sheet</b> 23	<b>of</b> sheets
<b>file</b> 119461_CG107.DWG	

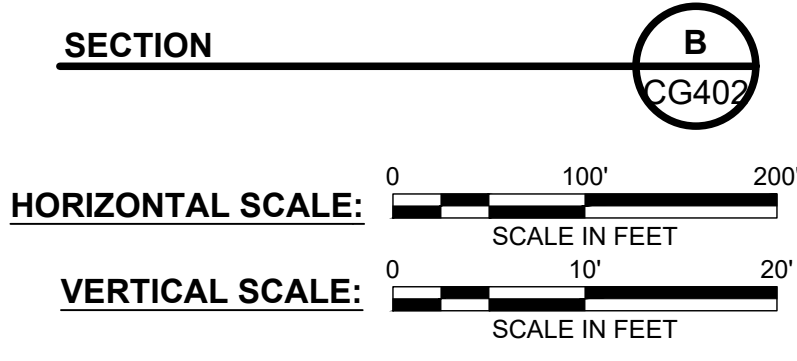
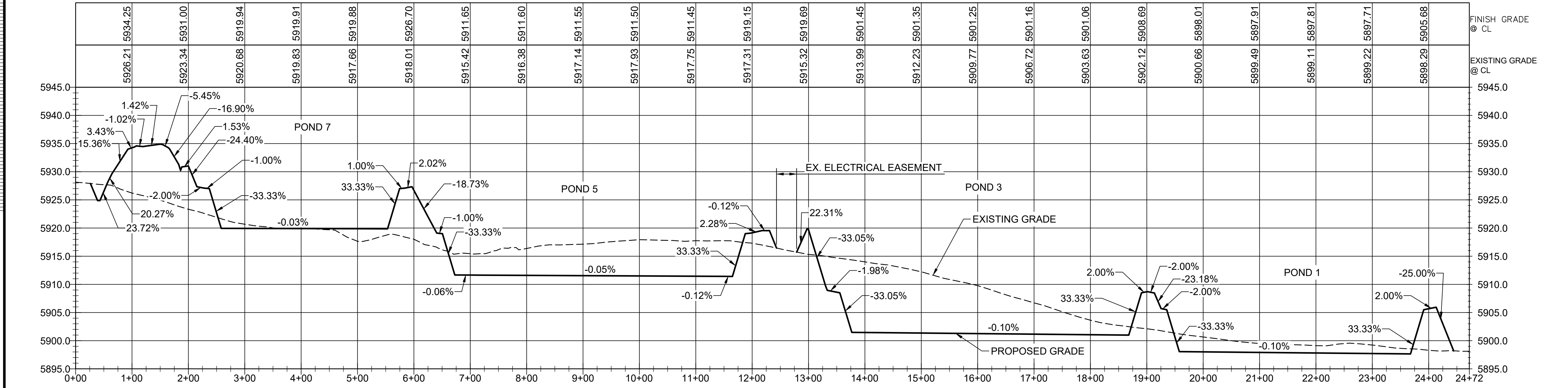
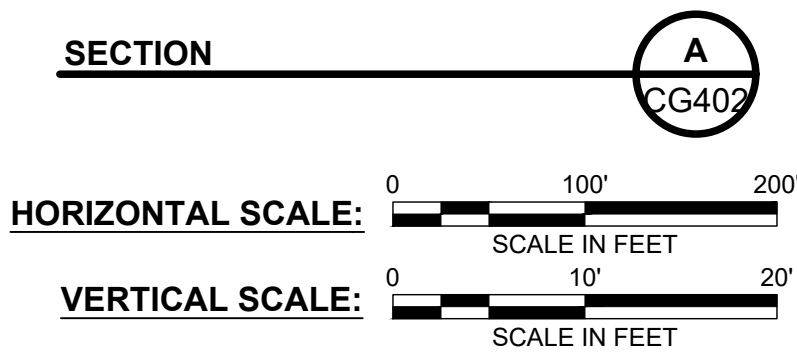
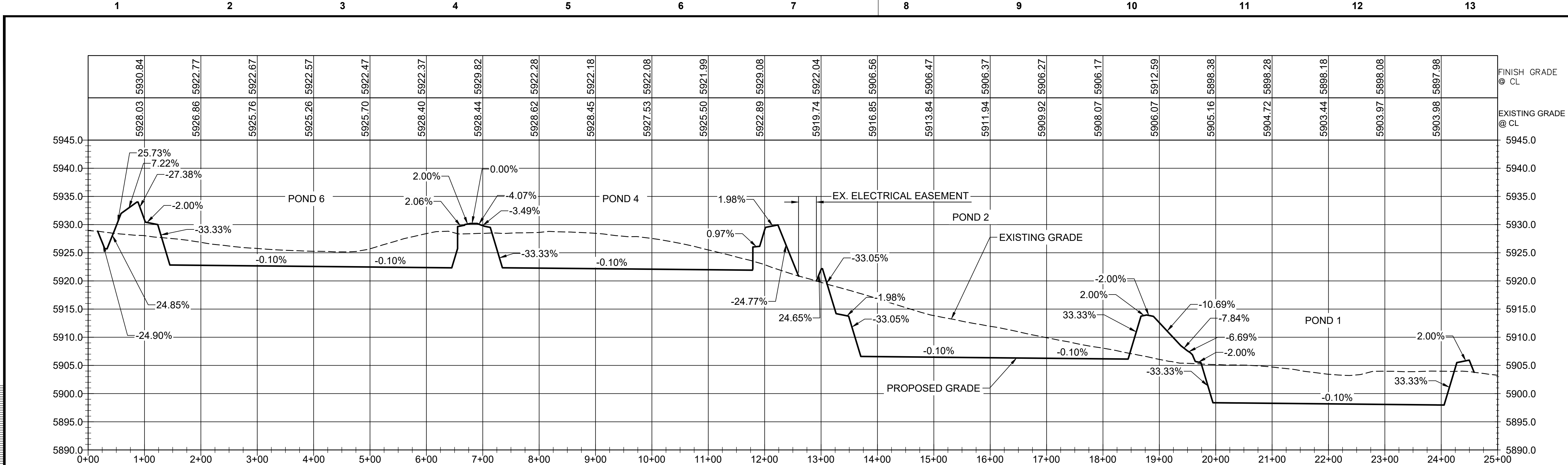












no.	date	by	ckd	description
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1	11/13/20	MJL	NT	ISSUED FOR EL PASO COUNTY PERMIT REVIEW

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303-721-9292

date	OCTOBER 2020	detailed	M. LIESENDAHL
designed	M. LIESENDAHL	checked	N. TESSITORE

CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
POND PROFILES I

project	119461	contract	
drawing	41295	rev.	1
sheet	26	of	sheets
file	119461_CG402.DWG		





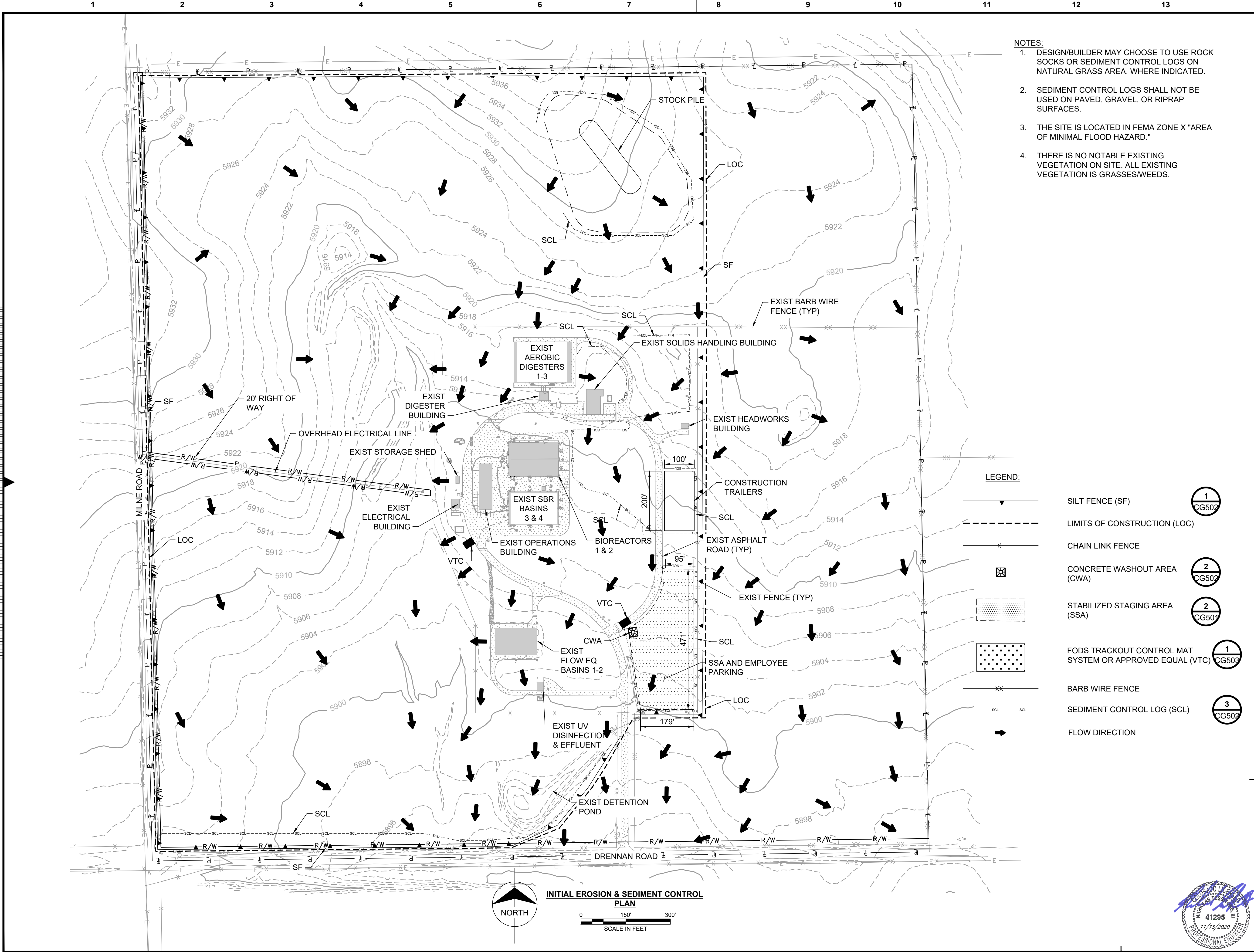












- NOTES:
- DESIGN/BUILDER MAY CHOOSE TO USE ROCK SOCKS OR SEDIMENT CONTROL LOGS ON NATURAL GRASS AREA, WHERE INDICATED.
  - SEDIMENT CONTROL LOGS SHALL NOT BE USED ON PAVED, GRAVEL, OR RIPRAP SURFACES.
  - THE SITE IS LOCATED IN FEMA ZONE X "AREA OF MINIMAL FLOOD HAZARD."
  - THERE IS NO NOTABLE EXISTING VEGETATION ON SITE. ALL EXISTING VEGETATION IS GRASSES/WEEDS.

LEGEND:	
	SILT FENCE (SF)
	LIMITS OF CONSTRUCTION (LOC)
	CHAIN LINK FENCE
	CONCRETE WASHOUT AREA (CWA)
	STABILIZED STAGING AREA (SSA)
	FODS TRACKOUT CONTROL MAT SYSTEM OR APPROVED EQUAL (VTC)
	BARB WIRE FENCE
	SEDIMENT CONTROL LOG (SCL)
	FLOW DIRECTION

no.	date	by	ckd	description
0	10/2/20	MJL	NT	ISSUED FOR PERMIT REVIEW
1	11/13/20	MJL	NT	ISSUED FOR EL PASO COUNTY PERMIT REVIEW

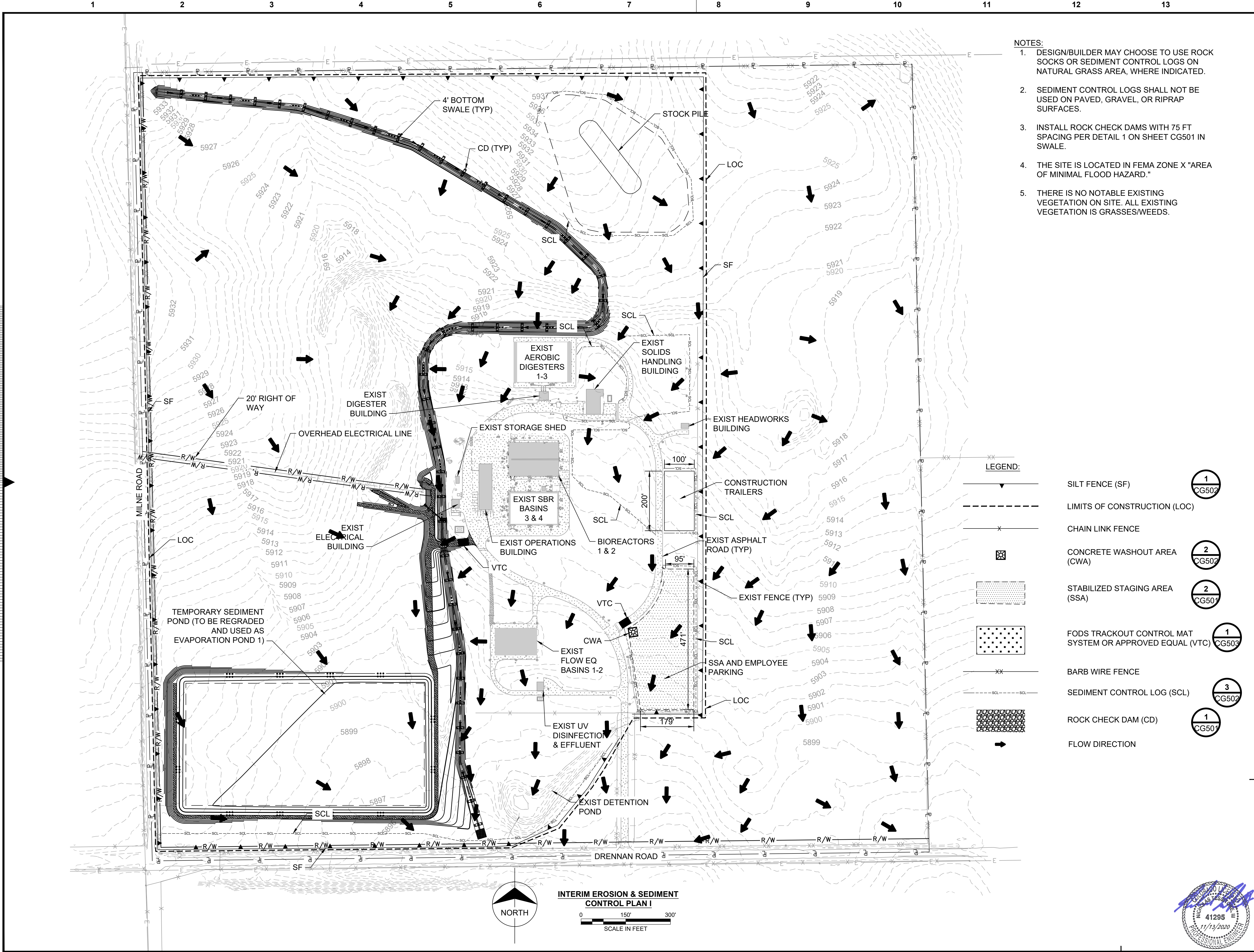
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Centennial, CO 80112  
303-721-9292

date	OCTOBER 2020	detailed	M. LIESENDAHL
designed	M. LIESENDAHL	checked	N. TESSITORE

CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
INITIAL EROSION & SEDIMENT CONTROL PLAN

project	119461	contract	
drawing	41295	rev.	1
sheet	30	of	sheets
file	119461_CE101.DWG		



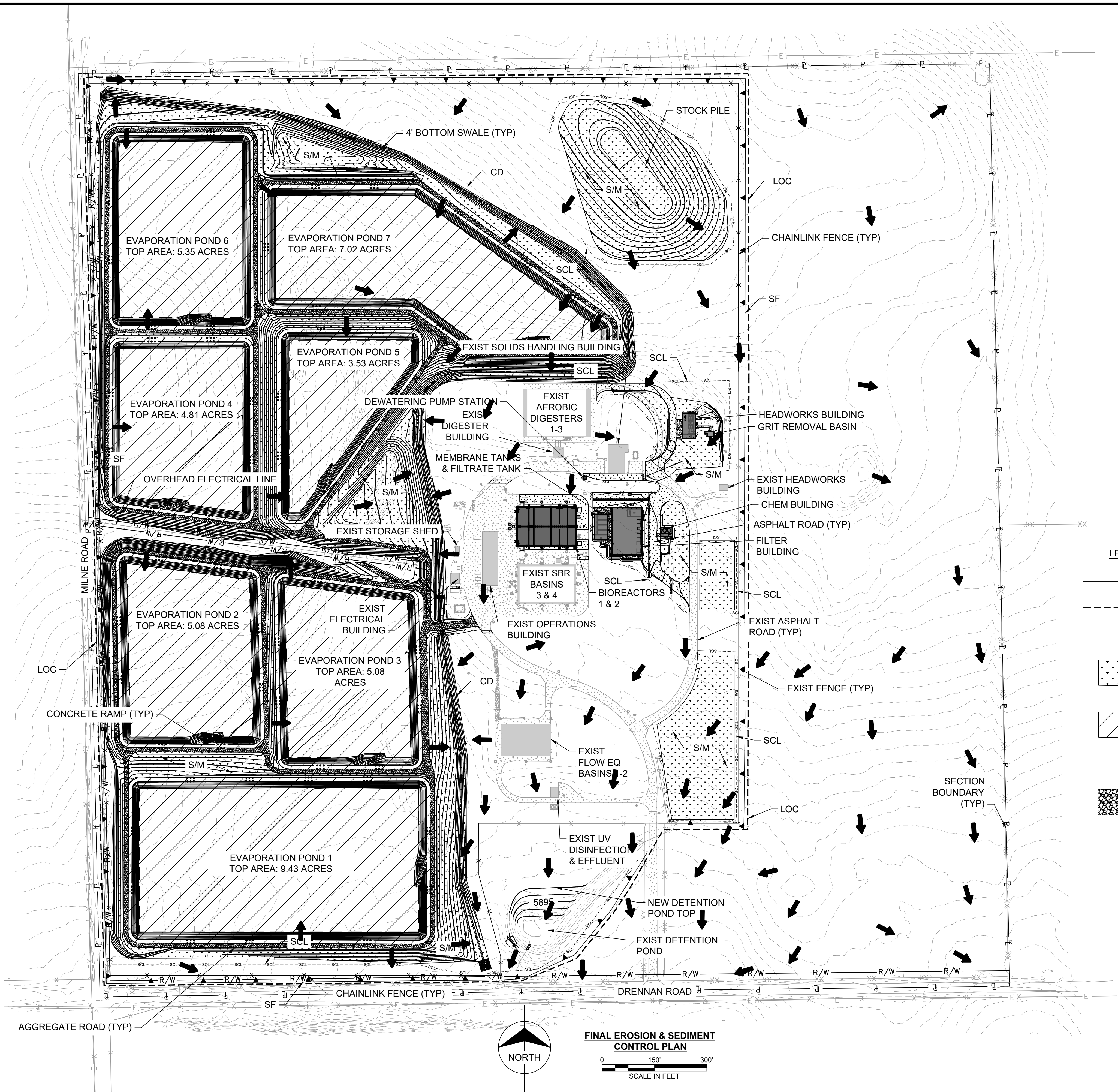








Scale For Microfilming  
Inches  
Millimeters



- NOTES:
1. DESIGN/BUILDER MAY CHOOSE TO USE ROCK SOCKS OR SEDIMENT CONTROL LOGS ON NATURAL GRASS AREA, WHERE INDICATED.
  2. SEDIMENT CONTROL LOGS SHALL NOT BE USED ON PAVED, GRAVEL, OR RIPRAP SURFACES.
  3. ALL DISTURBED EARTHEN AREAS TO BE SEEDED AND MULCHED WITH A NATIVE SEED MIX
  4. THE SITE IS LOCATED IN FEMA ZONE X "AREA OF MINIMAL FLOOD HAZARD."
  5. THERE IS NO NOTABLE EXISTING VEGETATION ON SITE. ALL EXISTING VEGETATION IS GRASSES/WEEDS.

- LEGEND:
- SILT FENCE (SF)
  - LIMITS OF CONSTRUCTION (LOC)
  - CHAIN LINK FENCE
  - SEEDING & MULCHING (S/M)
  - EVAPORATION POND LINER
  - BARB WIRE FENCE
  - ROCK CHECK DAM (CD)
  - FLOW DIRECTION

no.	date	by	ckd	description
0	11/13/20	MJL	NT	ISSUED FOR EL PASO COUNTY PERMIT REVIEW

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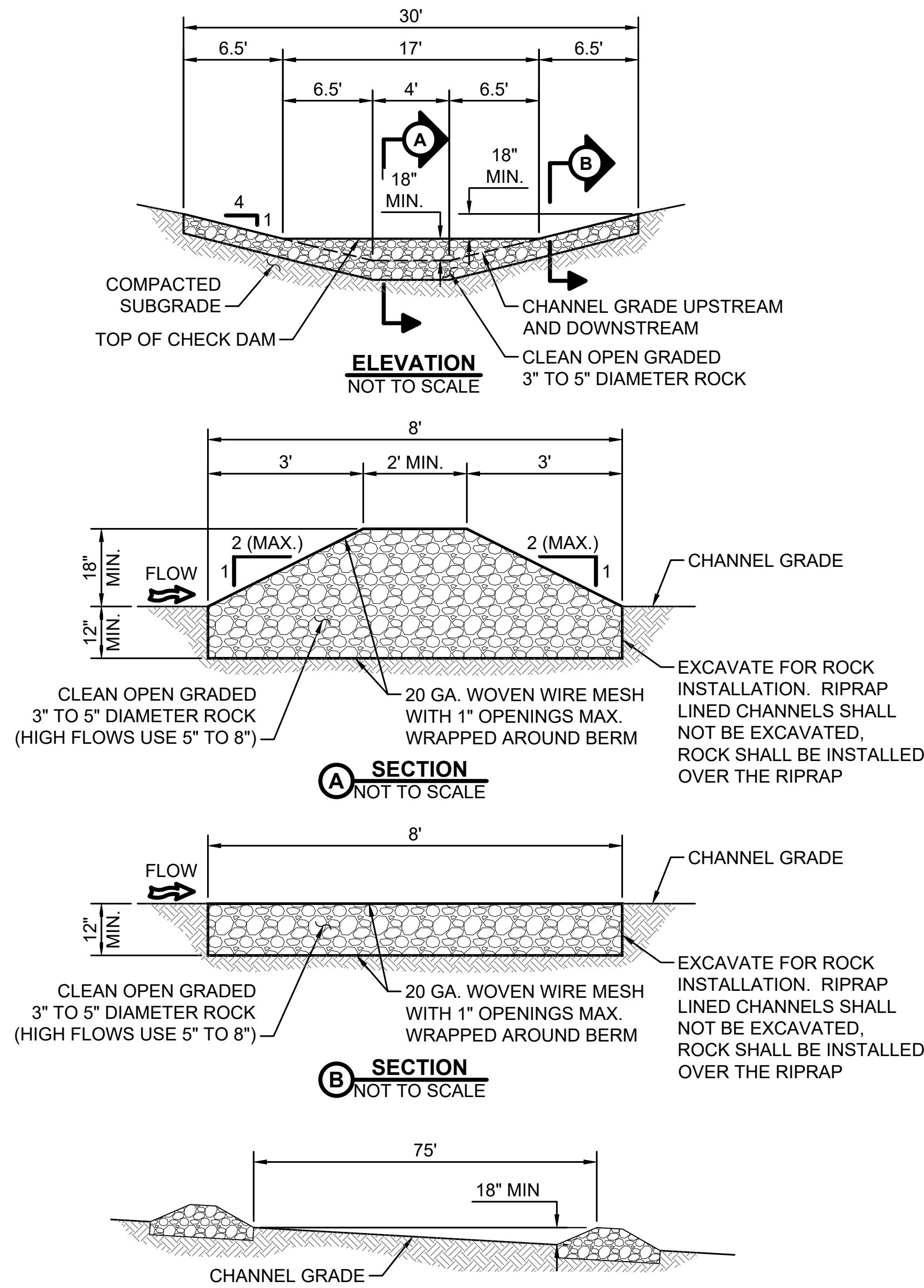
date	OCTOBER 2020	detailed	M. LIESENDAHL
designed	M. LIESENDAHL	checked	N. TESSITORE

CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
FINAL EROSION & SEDIMENT CONTROL PLAN

project	119461	contract	
drawing	41295	rev.	0
sheet	33 of	sheets	
file	119461_CE104.DWG		



Millimeters  
Inches  
Scale For Microfining

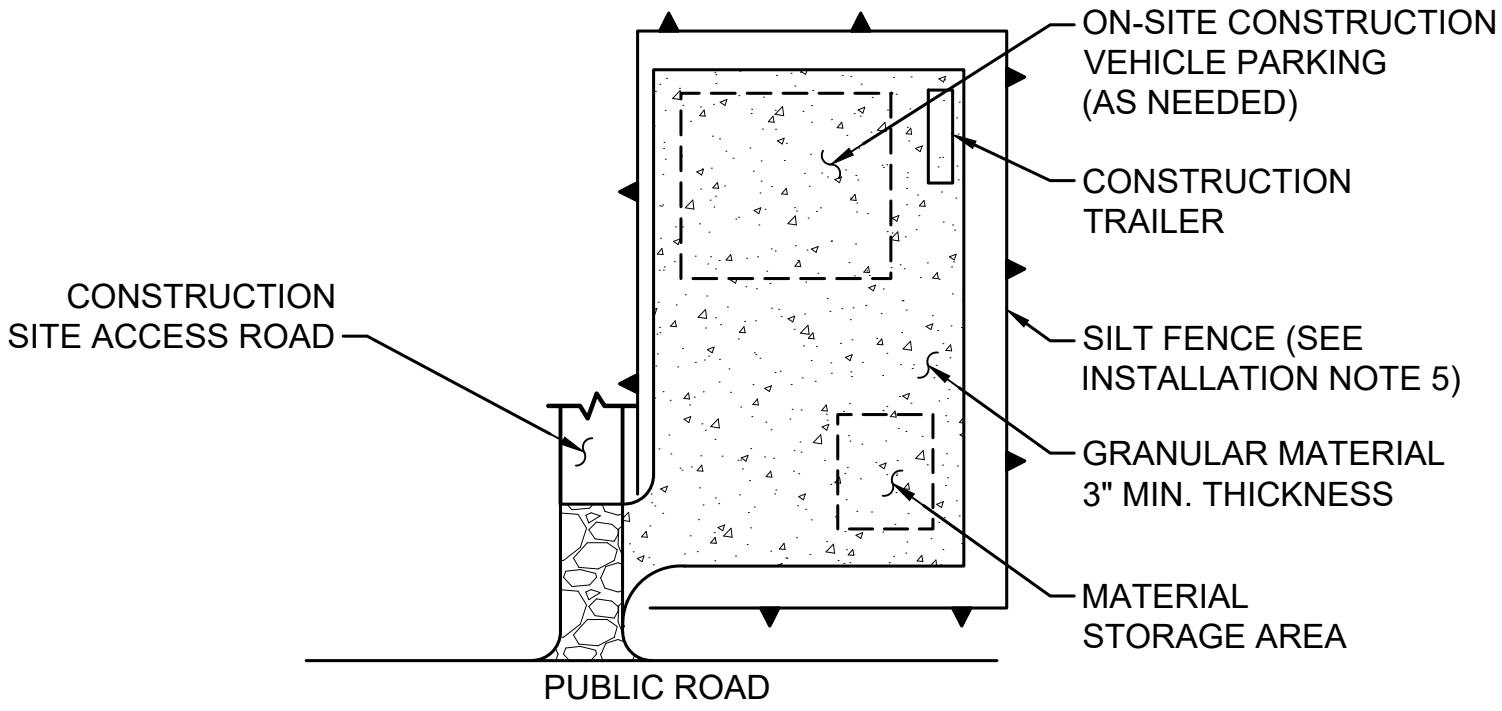


- INSTALLATION NOTES:**
- SEE SEDIMENT AND EROSION CONTROL PLAN FOR GENERAL LOCATION OF CHECK DAMS. DESIGN/BUILDER MAY MODIFY LOCATIONS AND QUANTITIES WITH APPROVAL FROM ENGINEER AND/OR OWNER.
  - CHECK DAMS SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES IN THE CHANNELS THAT WILL NOT BE DISTURBED. DAMS LOCATED IN NEW CHANNELS THAT WILL BE GRADED SHALL BE INSTALLED AS SOON AS POSSIBLE AFTER CHANNEL GRADING HAS BEEN COMPLETED.
  - CHECK DAM AGGREGATE SHALL CONSIST OF 3" TO 5" DIAMETER ROCK (5" TO 8" FOR HIGH FLOW AREAS). CHECK DAM BERM STRUCTURE SHALL BE SECURED WITH A WOVEN WIRE SHEATHING HAVING A MAXIMUM OPENING OF 1 INCH AND A MINIMUM WIRE DIAMETER OF 20 GAGE GALVANIZED SECURED WITH SHOAT RINGS. WIRE SHALL BE INSTALLED PERPENDICULAR TO THE FLOW LINE, AND WRAPPED AROUND ROCK BERM AND TIED WITH TIE WIRE TO RETAIN THE BERMS SHAPE.
  - CHECK DAM SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 12 INCHES. CHECK DAMS THAT ARE INSTALLED ON RIPRAP LINED CHANNELS SHALL NOT BE EXCAVATED 12 INCHES. WOVEN WIRE SHALL BE PLACED ON OVER THE RIPRAP PRIOR TO CHECK DAM ROCK PLACEMENT TO SEPARATE THE CHECK DAM ROCK FROM THE RIPRAP.

- MAINTENANCE NOTES:**
- THE DESIGN/BUILDER SHALL INSPECT THE REINFORCED CHECK DAMS WEEKLY AND MAINTAIN THEM IN AN EFFECTIVE CONDITION. THEY SHALL ALSO BE INSPECTED WITHIN 24 HOURS AFTER A STORM EVENT AND REPAIRS SHOULD BE COMPLETED AS NEEDED.
  - SEDIMENT ACCUMULATED UPSTREAM OF REINFORCED CHECK DAMS SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN 1/2 THE HEIGHT OF THE CREST OF THE DAM.
  - CHECK DAMS THAT ARE SHOWN IN RIPRAP LINED DRAINAGE CHANNELS SHALL BE INSTALLED AFTER RIPRAP IS INSTALLED. IF RIPRAP IS NOT INSTALLED DURING CHANNEL CONSTRUCTION, THE CHECK DAMS SHALL BE TEMPORARILY INSTALLED UNTIL COMMENCING THE RIPRAP INSTALLATION.
  - REINFORCED CHECK DAMS SHALL BE REMOVED AT THE END OF CONSTRUCTION. AFTER REMOVAL OF THE DAMS THE EXCAVATION SHALL BE FILLED AND THE DISTURBED AREA SHALL BE TOP-SOILED, SEEDED AND MULCHED.

**ROCK CHECK DAM DETAIL (CD)**  
NOT TO SCALE

1  
CG501



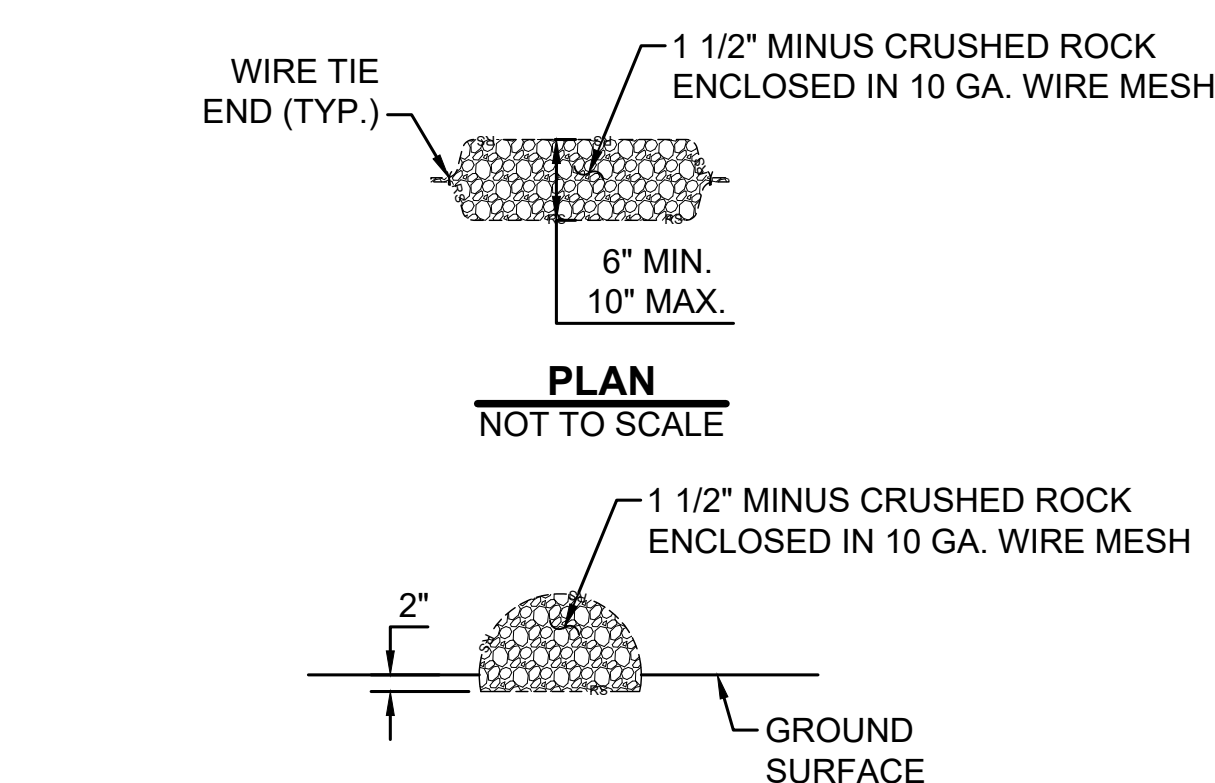
**PLAN**  
NOT TO SCALE

- INSTALLATION NOTES:**
- SEE SEDIMENT AND EROSION CONTROL PLAN FOR GENERAL LOCATION OF STAGING AREA. DESIGN/BUILDER MAY MODIFY LOCATION AND SIZE OF STABILIZED STAGING AREA WITH APPROVAL FROM ENGINEER AND/OR OWNER.
  - STABILIZED STAGING AREA SHALL BE SIZED APPROPRIATELY TO FULLY CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
  - STAGING AREA SHALL BE STABILIZED PRIOR TO ANY OTHER OPERATIONS ON THE SITE.
  - THE STABILIZED STAGING AREA SHALL CONSIST OF 2-4" DIAMETER AGGREGATE A MINIMUM OF 3 INCHES THICK.
  - STAGING AREA SHALL BE CONTAINED WITHIN THE SITE'S PERIMETER BMPS, OR HAVE ADDITIONAL PERIMETER BMPS (SILT FENCE) INSTALLED AROUND STAGING AREA.

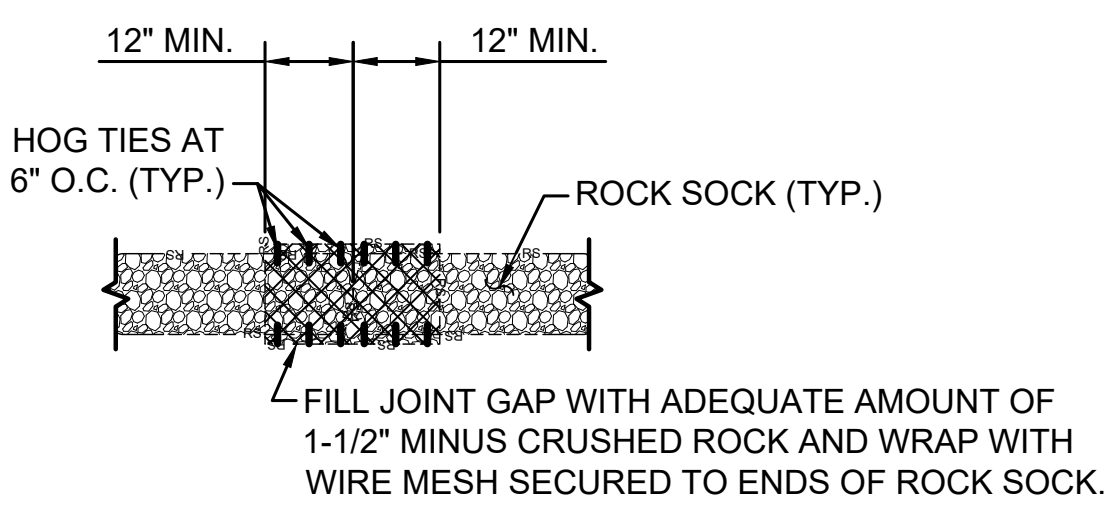
- MAINTENANCE NOTES:**
- THE DESIGN/BUILDER SHALL INSPECT THE STABILIZED STAGING AREA WEEKLY AND MAINTAIN IT IN AN EFFECTIVE CONDITION. IT SHALL ALSO BE INSPECTED WITHIN 24 HOURS AFTER A STORM EVENT AND REPAIRS OR CLEAN OUT OF UPSTREAM SEDIMENT SHOULD BE COMPLETED AS NEEDED.
  - THE DESIGN/BUILDER SHALL PROVIDE ADDITIONAL THICKNESS OF AGGREGATE MATERIAL IF ANY RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.
  - STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
  - ANY ACCUMULATED DIRT OR MUD SHALL BE REMOVED FROM THE SURFACE OF THE STABILIZED STAGING AREA.
  - THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED AND THE AREA TOPSOILED, SEEDED AND MULCHED.

**STABILIZED STAGING AREA DETAIL (SSA)**  
NOT TO SCALE

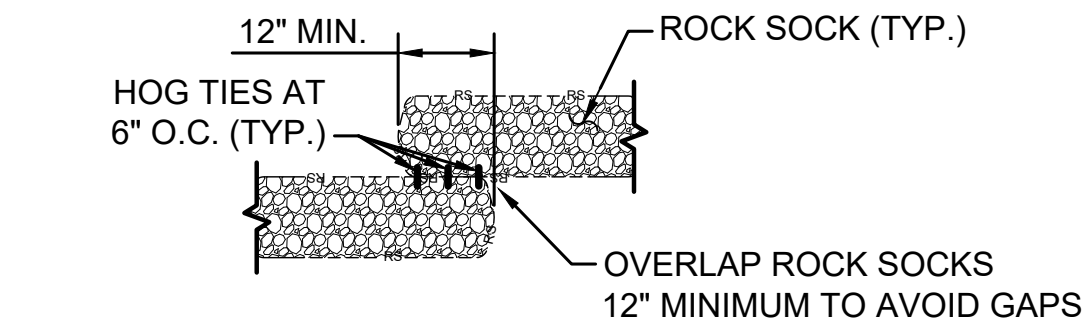
2  
CG501



**PLAN**  
NOT TO SCALE



**SECTION A**  
NOT TO SCALE



**SECTION B**  
NOT TO SCALE

- INSTALLATION NOTES:**
- SEE SEDIMENT AND EROSION CONTROL PLAN FOR GENERAL LOCATION OF ROCK SOCKS. DESIGN/BUILDER MAY MODIFY LOCATIONS WITH APPROVAL FROM ENGINEER AND/OR OWNER.
  - CRUSHED ROCK SHALL BE 1-1/2" MINUS IN SIZE WITH A FRACTURED FACE ON ALL SIDES AND SHALL CONFORM TO THE GRADION IN TABLE A.
  - WIRE MESH SHALL BE FABRICATED OF 10 GAGE POULTRY MESH, OR EQUIVALENT, WITH A MAXIMUM OPENING OF 1/2".
  - WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6" CENTERS ALONG ALL JOINTS AND AT 2" CENTERS AT ENDS OF SOCKS.

- MAINTENANCE NOTES:**
- THE DESIGN/BUILDER SHALL INSPECT THE ROCK SOCKS WEEKLY AND MAINTAIN THEM IN AN EFFECTIVE CONDITION. THEY SHALL ALSO BE INSPECTED WITHIN 24 HOURS AFTER A STORM EVENT AND REPAIRS SHOULD BE COMPLETED AS NEEDED.
  - SEDIMENT ACCUMULATED UPSTREAM OF ROCK SOCK SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN 1/2 THE HEIGHT OF THE ROCK SOCK.
  - ROCK SOCKS SHALL REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED.
  - ONCE CONSTRUCTION AND FINAL STABILIZATION IS COMPLETE THE ROCK SOCKS SHALL BE REMOVED. AFTER REMOVAL THE DISTURBED AREAS SHALL BE TOP-SOILED, SEEDED AND MULCHED.

GRADATION TABLE A	
SIEVE SIZE	PERCENT PASSING
2"	100
1-1/2"	90 - 100
1"	20 - 55
3/4"	0 - 15
3/8"	0 - 5

**ROCK SOCK DETAIL (RS)**  
NOT TO SCALE

3  
CG501



no.	date	by	ckd	description
0	11/13/20	MJL	NT	ISSUED FOR EL PASO COUNTY PERMIT REVIEW



<b>date</b> OCTOBER 2020	<b>detailed</b> M. LIESENDAHL
<b>designed</b> M. LIESENDAHL	<b>checked</b> N. TESSITORE

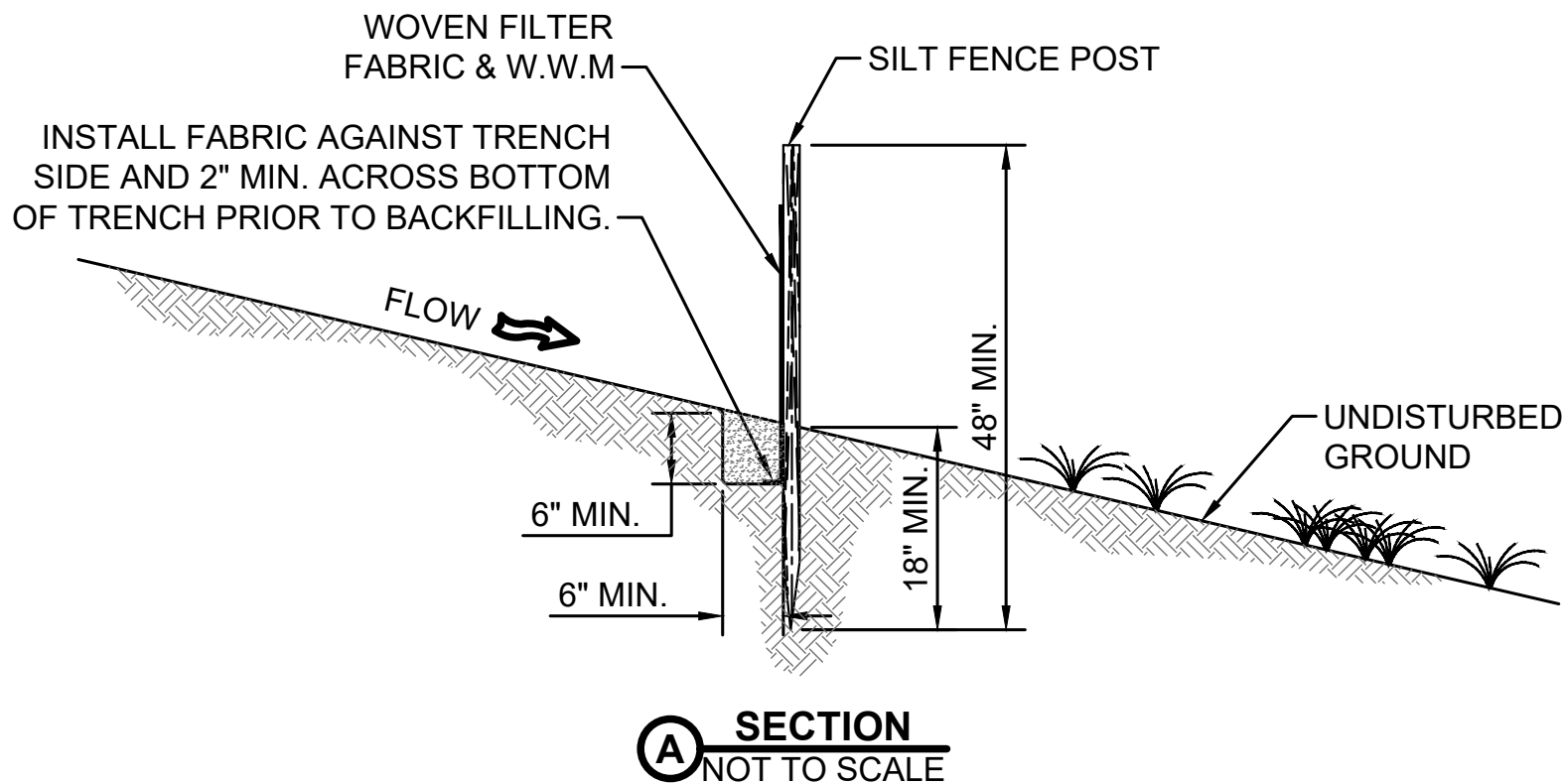
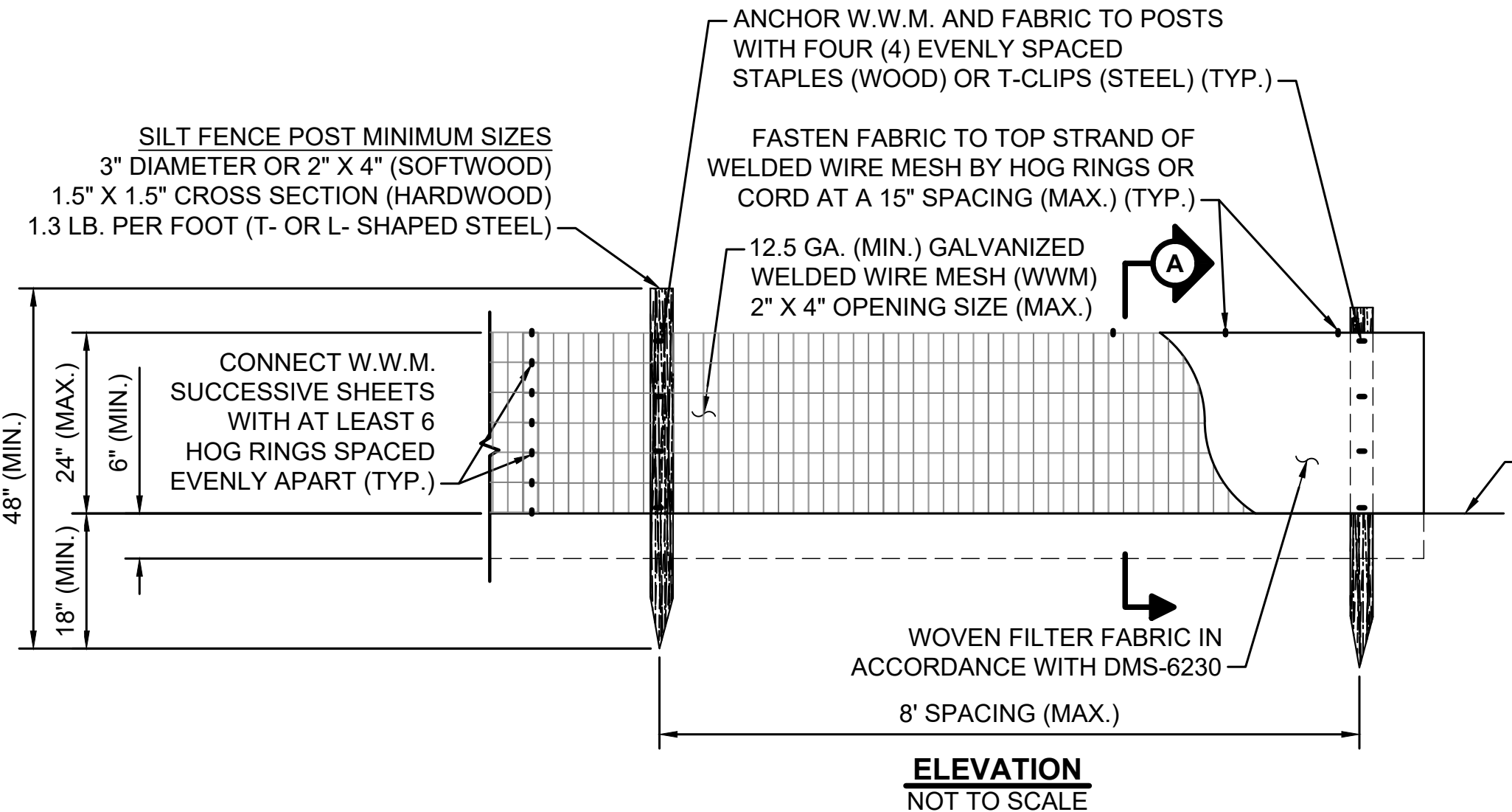
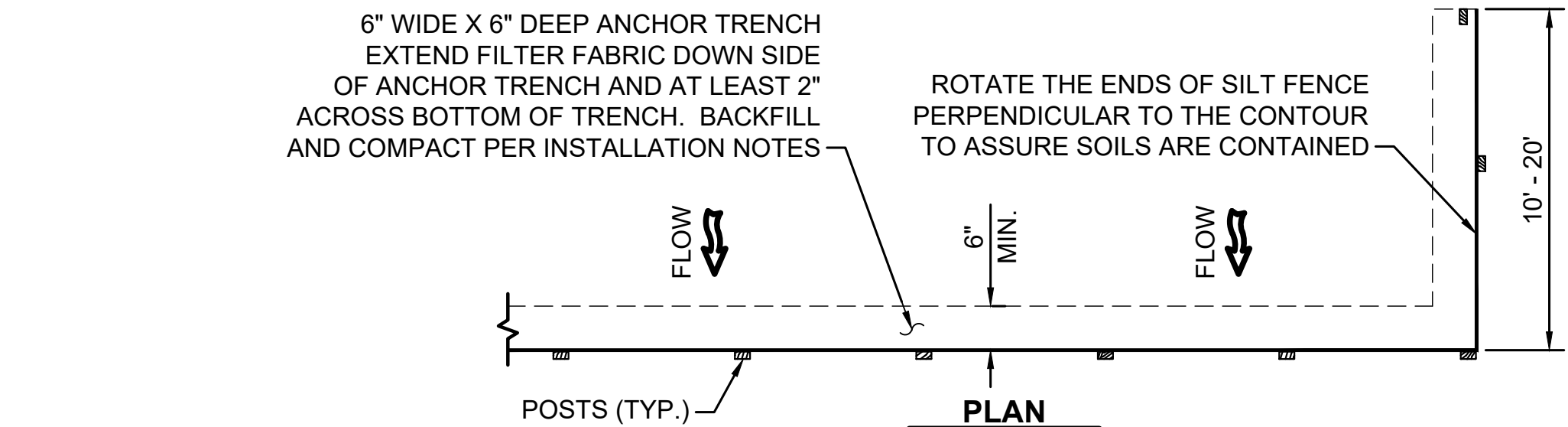


**CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
GRADING & EROSION CONTROL DETAILS I**

<b>project</b> 119461	<b>contract</b>
<b>drawing</b> CG501	<b>rev.</b> 0
<b>sheet</b> 34	<b>of</b> sheets
<b>file</b> 119461_CG501.DWG	



Millimeters  
Inches  
Scale For Microfining



#### INSTALLATION NOTES:

- SEE SEDIMENT AND EROSION CONTROL PLAN FOR GENERAL LOCATION OF SILT FENCE. CONTRACTOR MAY MODIFY LOCATIONS AND QUANTITIES WITH APPROVAL FROM ENGINEER AND/OR OWNER.
- SILT FENCE SHALL BE INSTALLED PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES.
- SILT FENCE SHALL BE PLACED AWAY FROM THE TOE OF A SLOPE TO ALLOW FOR WATER PONDING. IT SHALL BE INSTALLED AT LEAST 5 FEET BEYOND THE LIMITS OF GRADING.
- ANCHOR TRENCH SHALL BE EXCAVATED USING A TRENCHER OR SILT FENCE INSTALLATION DEVICE. GRADERS, BACKHOES OR OTHER SIMILAR EQUIPMENT SHALL NOT BE USED FOR INSTALLATION.
- COMPACTION OF THE ANCHOR TRENCH BACKFILL SHALL BE COMPLETED BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. THE COMPACTION EFFORT SHALL BE SUFFICIENT TO PREVENT THE SILT FENCE FROM BEING PULLED OUT BY HAND.
- WIRE MESH AND FABRIC SHALL BE PULLED TIGHT AS IT IS ANCHORED TO THE POSTS, THERE SHALL BE NO NOTICEABLE SAG BETWEEN POSTS AFTER INSTALLATION.
- STAPLES USED TO ANCHOR MESH AND FABRIC TO POSTS SHALL BE 3/4" HEAVY DUTY STAPLES WITH 1/2" LEGS MINIMUM.

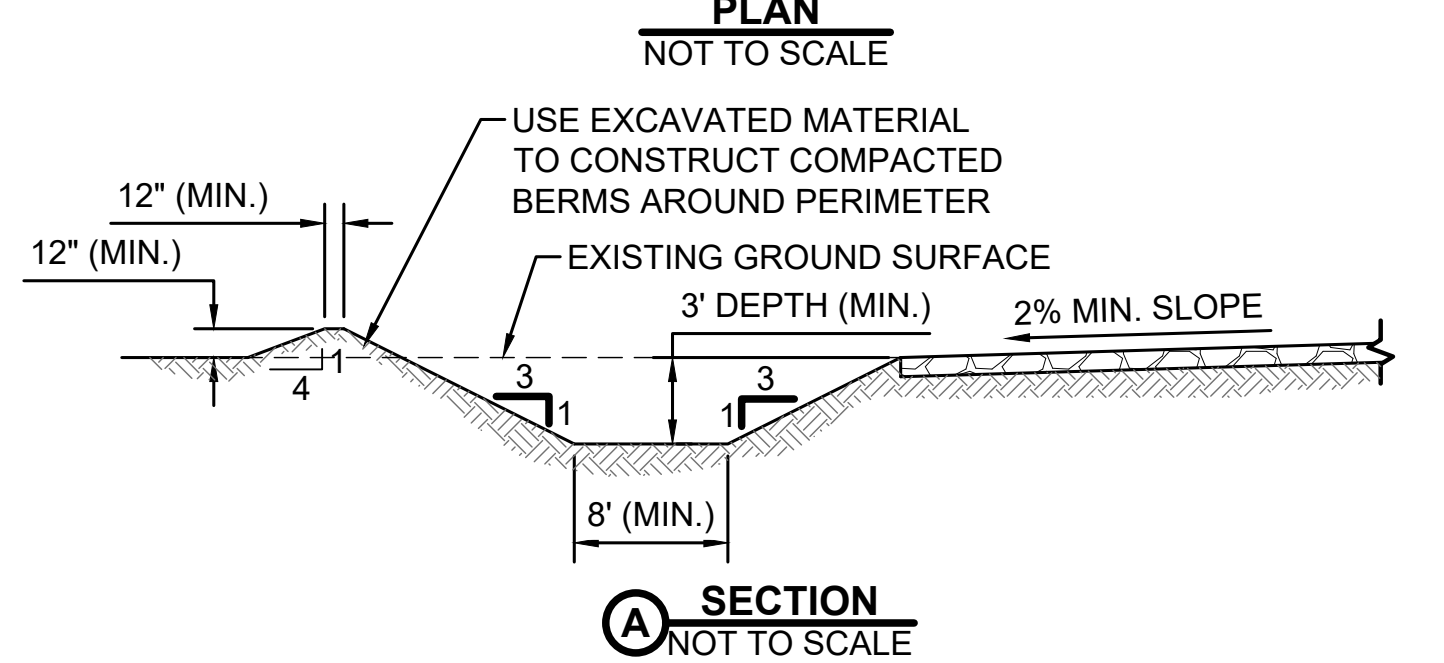
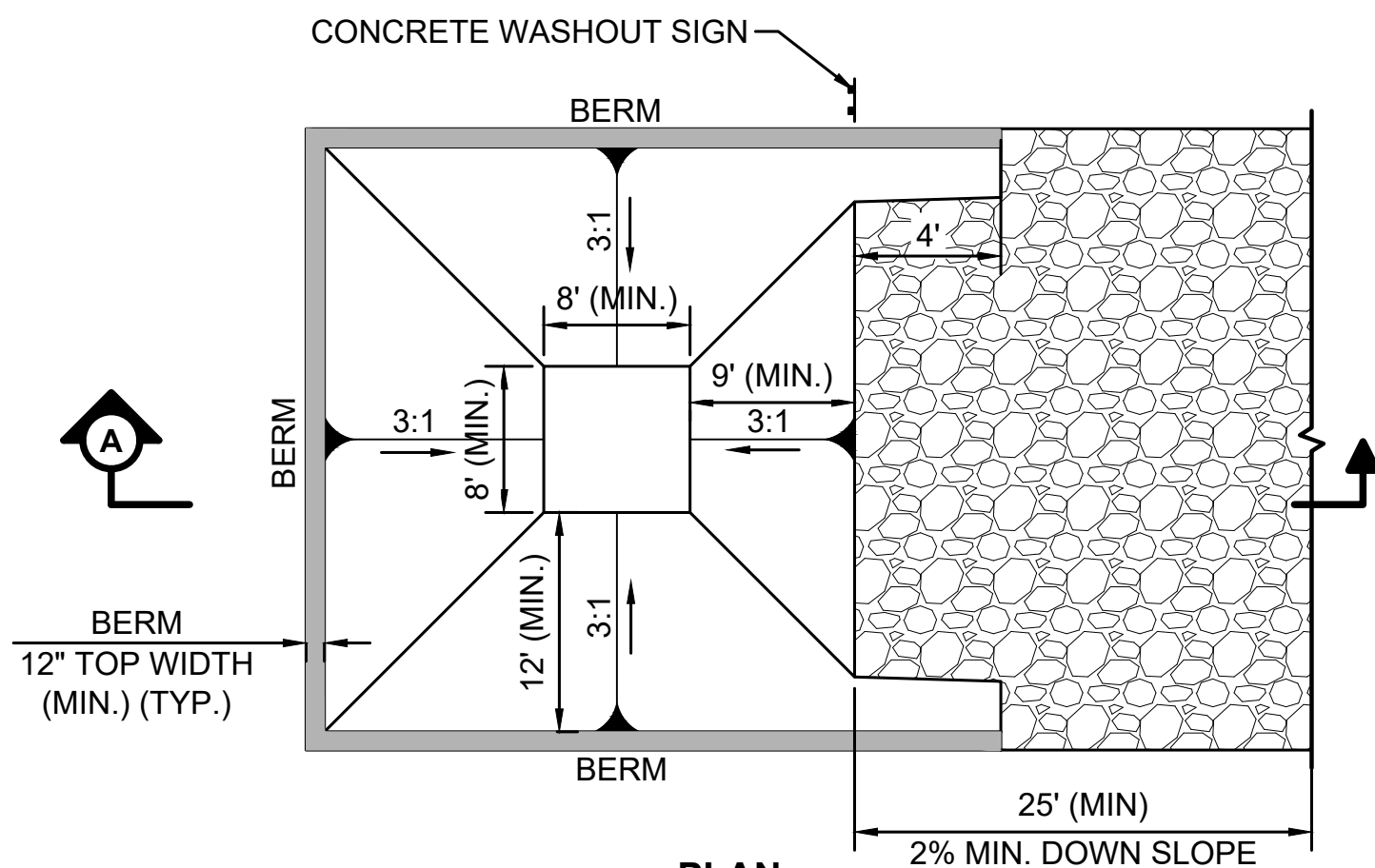
SILT FENCE DETAIL (SF)  
NOT TO SCALE

1

- SILT FENCE SHALL BE INSTALLED AS CLOSE TO ON THE CONTOUR AS POSSIBLE. AT THE END OF A RUN OF SILT FENCE IT SHALL BE TURNED PERPENDICULAR TO THE CONTOUR TO CREATE A J-HOOK. THE EXTENSION OF THE PERPENDICULAR SECTION SHOULD BE A SUFFICIENT LENGTH TO PREVENT RUNOFF FROM FLOWING AROUND THE END OF THE SILT FENCE.

#### MAINTENANCE NOTES:

- THE CONTRACTOR SHALL INSPECT SILT FENCE WEEKLY AND MAINTAIN IT IN AN EFFECTIVE CONDITION. IT SHALL ALSO BE INSPECTED WITHIN 24 HOURS AFTER A STORM EVENT AND REPAIRS SHOULD BE COMPLETED AS NEEDED.
- SEDIMENT ACCUMULATED UPSTREAM OF SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS GREATER THAN 6 INCHES.
- REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING OR COLLAPSE.
- SILT FENCE SHALL REMAIN IN PLACE UNTIL UPSTREAM DISTURBED AREA HAS BEEN STABILIZED OR IT IS REPLACED BY ANOTHER EQUIVALENT PERIMETER SEDIMENT CONTROL BMP.
- SILT FENCE SHALL BE REMOVED AT THE END OF CONSTRUCTION. AFTER REMOVAL OF THE THE FABRIC, WIRE MESH AND POSTS THE DISTURBED AREAS SHALL BE TOP-SOILED, SEEDED AND MULCHED.



CONCRETE WASHOUT  
AREA DETAIL (CWA)  
NOT TO SCALE

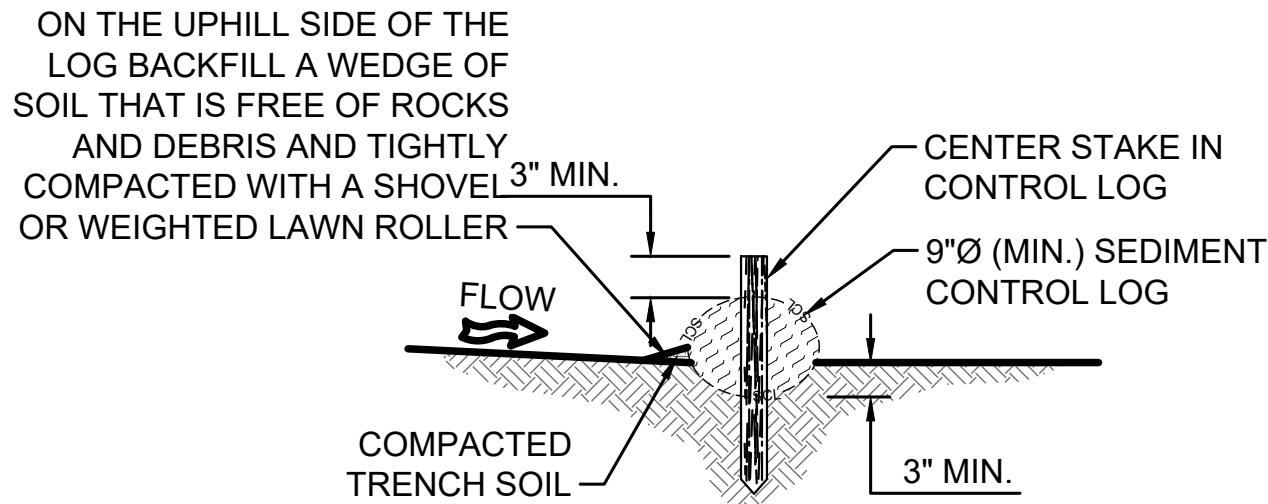
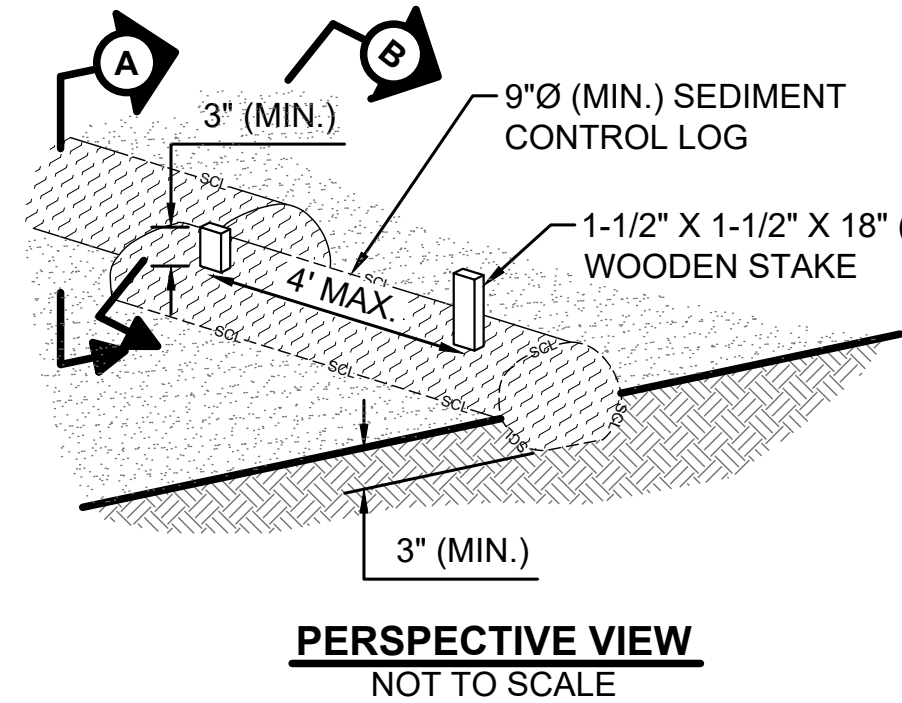
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#### INSTALLATION NOTES:

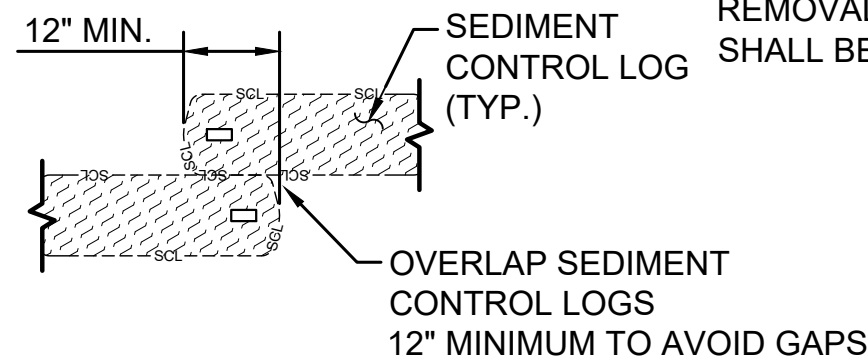
- SEE SEDIMENT AND EROSION CONTROL PLAN FOR GENERAL LOCATION OF SEDIMENT CONTROL LOGS. CONTRACTOR MAY MODIFY LOCATIONS AND QUANTITIES WITH APPROVAL FROM ENGINEER AND/OR OWNER.
- SEDIMENT CONTROL LOGS SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES IN THE LOCATIONS THAT WILL NOT BE DISTURBED. LOGS LOCATED IN AREAS THAT WILL BE GRADED SHALL BE INSTALLED AS SOON AS POSSIBLE AFTER GRADING HAS BEEN COMPLETED.
- SEDIMENT CONTROL LOGS SHOULD BE AVOIDED IN CONCENTRATED HIGH FLOW AREAS.
- SEDIMENT CONTROL LOGS SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 3 INCHES.

#### MAINTENANCE NOTES:

- THE CONTRACTOR SHALL INSPECT THE SEDIMENT CONTROL LOGS WEEKLY AND MAINTAIN THEM IN AN EFFECTIVE CONDITION. THEY SHALL ALSO BE INSPECTED WITHIN 24 HOURS AFTER A STORM EVENT AND REPAIRS SHOULD BE COMPLETED AS NEEDED.
- SEDIMENT ACCUMULATED UPSTREAM OF SEDIMENT CONTROL LOGS SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN 1/2 THE HEIGHT OF THE CREST OF THE LOG.
- SEDIMENT CONTROL LOGS THAT ARE SHOWN IN RIPRAP LINED DRAINAGE CHANNELS DO NOT NEED TO BE INSTALLED IF RIPRAP IS INSTALLED DURING CHANNEL CONSTRUCTION. IF RIPRAP IS NOT INSTALLED DURING CHANNEL CONSTRUCTION, THE SEDIMENT CONTROL LOGS SHALL BE TEMPORARILY INSTALLED UNTIL COMMENCING THE RIPRAP INSTALLATION.
- SEDIMENT CONTROL LOGS SHALL BE REMOVED AT THE END OF CONSTRUCTION. AFTER REMOVAL OF THE LOGS THE DISTURBED AREAS SHALL BE TOPSOILED, SEEDED AND MULCHED.



SECTION A  
NOT TO SCALE



OVERLAP JOINT DETAIL  
NOT TO SCALE

SEDIMENT CONTROL LOG  
DETAIL (SCL)  
NOT TO SCALE

3



FODS TRACKOUT CONTROL SYSTEM INSTALLATION

THE PURPOSE AND DESIGN OF THE FODS TRACKOUT CONTROL SYSTEM IS TO EFFECTIVELY REMOVE MOST SEDIMENT FROM VEHICLE TIRES AS THEY EXIT A DISTURBED LAND AREA ONTO A PAVED STREET. THIS MANUAL IS A PLATFORM FROM WHICH TO INSTALL A FODS TRACKOUT CONTROL SYSTEM. (NOTE: THIS IS NOT A ONE SIZE FITS ALL GUIDE.) THE INSTALLATION MAY NEED TO BE MODIFIED TO MEET THE EXISTING CONDITIONS, EXPECTATIONS, OR DEMANDS OF A PARTICULAR SITE. THIS IS A GUIDELINE. ULTIMATELY THE FODS TRACKOUT CONTROL SYSTEM SHOULD BE INSTALLED SAFELY WITH PROPER ANCHORING AND SIGNS PLACED AT THE ENTRANCE AND EXIT TO CAUTION USERS AND OTHERS.

KEY NOTES:

- A. FODS TRACKOUT CONTROL SYSTEM MAT.
- B. FODS SAFETY SIGN.
- C. ANCHOR POINT.
- D. SILT OR ORANGE CONSTRUCTION FENCE.

INSTALLATION:

- THE SITE WHERE THE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED SHOULD CORRESPOND TO BEST MANAGEMENT PRACTICES AS MUCH AS POSSIBLE. THE SITE WHERE FODS TRACKOUT CONTROL SYSTEM IS PLACED SHOULD ALSO MEET OR EXCEED THE LOCAL JURISDICTION OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) REQUIREMENTS.
- CALL FOR UTILITY LOCATES 3 BUSINESS DAYS IN ADVANCE OF THE OF FODS TRACKOUT CONTROL SYSTEM INSTALLATION FOR THE MARKING OF UNDERGROUND UTILITIES. CALL THE UTILITY NOTIFICATION CENTER AT 811.
- ONCE THE SITE IS ESTABLISHED WHERE FODS TRACKOUT CONTROL SYSTEM IS TO BE PLACED, ANY EXCESSIVE UNEVEN TERRAIN SHOULD BE LEVELED OUT OR REMOVED SUCH AS LARGE ROCKS, LANDSCAPING MATERIALS, OR SUDDEN ABRUPT CHANGES IN ELEVATION.
- THE INDIVIDUAL MATS CAN START TO BE PLACED INTO POSITION. THE FIRST MAT SHOULD BE PLACED NEXT TO THE CLOSEST POINT OF EGRESS. THIS WILL ENSURE THAT THE VEHICLE WILL EXIT STRAIGHT FROM THE SITE ONTO THE PAVED SURFACE.
- AFTER THE FIRST MAT IS PLACED DOWN IN THE PROPER LOCATION, MATS SHOULD BE ANCHORED TO PREVENT THE POTENTIAL MOVEMENT WHILE THE ADJOINING MATS ARE INSTALLED. ANCHORS SHOULD BE PLACED AT EVERY ANCHOR POINT (IF FEASIBLE) TO HELP MAINTAIN THE MAT IN ITS CURRENT POSITION.
- AFTER THE FIRST MAT IS ANCHORED IN ITS PROPER PLACE, AN H BRACKET SHOULD BE PLACED AT THE END OF THE FIRST MAT BEFORE ANOTHER MAT IS PLACED ADJACENT TO THE FIRST MAT.
- ONCE THE SECOND MAT IS PLACED ADJACENT TO THE FIRST MAT, MAKE SURE THE H BRACKET IS CORRECTLY SITUATED BETWEEN THE TWO MATS, AND SLIDE MATS TOGETHER.
- NEXT THE CONNECTOR STRAPS SHOULD BE INSTALLED TO CONNECT THE TWO MATS TOGETHER.
- UPON PLACEMENT OF EACH NEW MAT IN THE SYSTEM, THAT MAT SHOULD BE ANCHORED AT EVERY ANCHOR POINT TO HELP STABILIZE THE MAT AND ENSURE THE SYSTEM IS CONTINUOUS WITH NO GAPS IN BETWEEN THE MATS.
- SUCCESSIVE MATS CAN THEN BE PLACED TO CREATE THE FODS TRACKOUT CONTROL SYSTEM REPEATING THE ABOVE STEPS.

USE AND MAINTENANCE

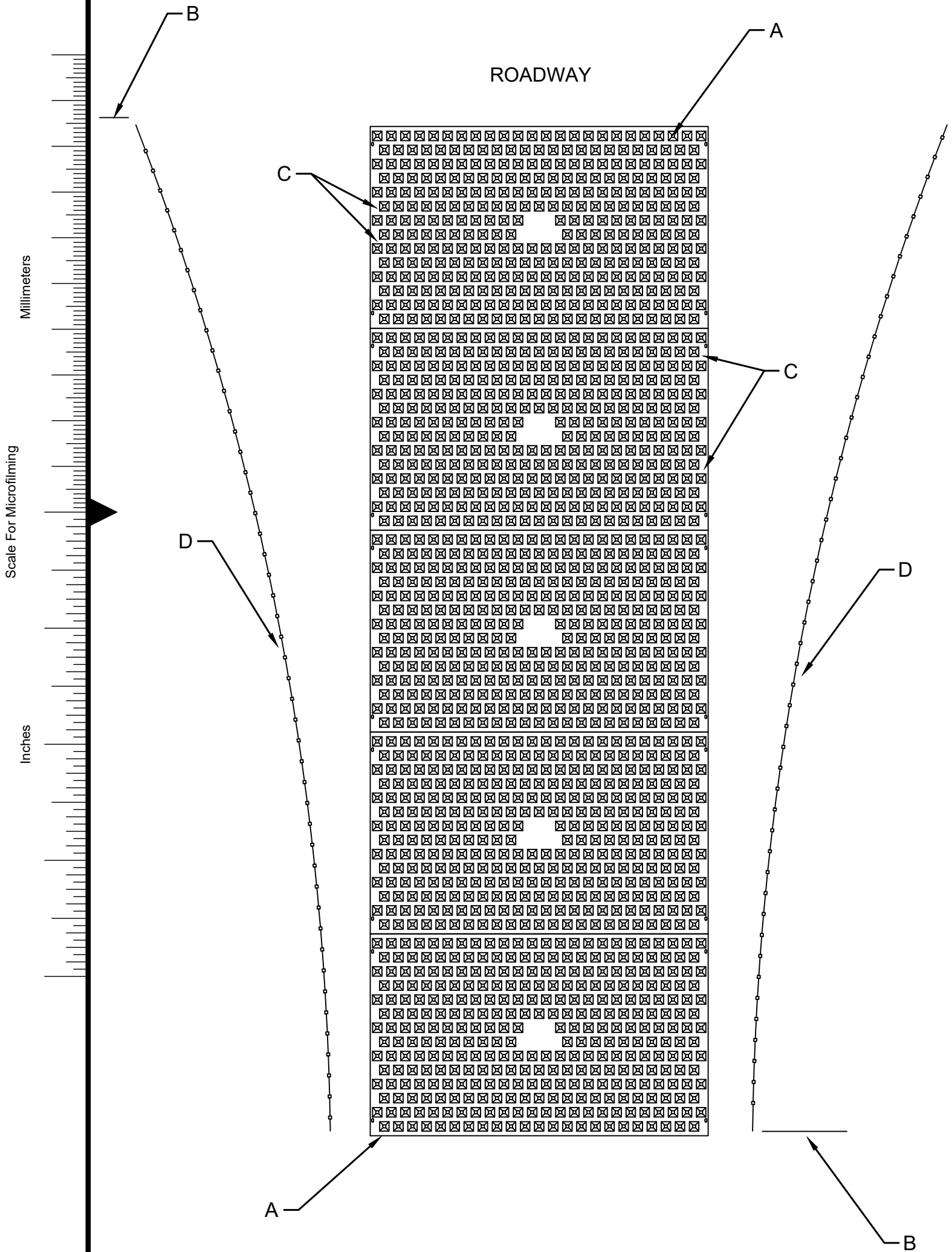
- VEHICLES SHOULD TRAVEL DOWN THE LENGTH OF THE TRACKOUT CONTROL SYSTEM AND NOT CUT ACROSS THE MATS.
- DRIVERS SHOULD TURN THE WHEEL OF THEIR VEHICLES SUCH THAT THE VEHICLE WILL MAKE A SHALLOW S-TURN ROUTE DOWN THE LENGTH OF THE FODS TRACKOUT CONTROL SYSTEM.
- MATS SHOULD BE CLEANED ONCE THE VOIDS BETWEEN THE PYRAMIDS BECOME FULL OF SEDIMENT. TYPICALLY THIS WILL NEED TO BE PERFORMED WITHIN TWO WEEKS AFTER A STORM EVENT. BRUSHING IS THE PREFERRED METHOD OF CLEANING, EITHER MANUALLY OR MECHANICALLY.
- THE USE OF ICE MELT, ROCK SALT, SNOW MELT, DE-ICER, ETC. SHOULD BE UTILIZED AS NECESSARY DURING THE WINTER MONTHS AND AFTER A SNOW EVENT TO PREVENT ICE BUILDUP.

REMOVAL

- REMOVAL OF FODS TRACKOUT CONTROL SYSTEM IS REVERSE ORDER OF INSTALLATION.
- STARTING WITH THE LAST MAT, THE MAT THAT IS PLACED AT THE INNERMOST POINT OF THE SITE OR THE MAT FURTHEST FROM THE EXIT OR PAVED SURFACE SHOULD BE REMOVED FIRST.
- THE ANCHORS SHOULD BE REMOVED.
- THE CONNECTOR STRAPS SHOULD BE UNBOLTED AT ALL LOCATIONS IN THE FODS TRACKOUT CONTROL SYSTEM.
- STARTING WITH THE LAST MAT IN THE SYSTEM, EACH SUCCESSIVE MAT SHOULD THEN BE MOVED AND STACKED FOR LOADING BY FORKLIFT OR EXCAVATOR ONTO A TRUCK FOR REMOVAL FROM THE SITE.

FODS TRACKOUT CONTROL  
MAT SYSTEM OR APPROVED  
EQUAL (VTC)

NOT TO SCALE



TYPICAL ONE-LANE LAYOUT

no.	date	by	ckd	description
0	11/13/20	MJL	NT	ISSUED FOR EL PASO COUNTY PERMIT REVIEW

**BURNS  
McDONNELL**  
9785 Maroon Cir., Suite 400  
Centennial, CO 80112  
303-721-9292

date	OCTOBER 2020	detailed	M. LIESENDAHL
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designed	M. LIESENDAHL	checked	N. TESSITORE
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CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
GRADING & EROSION CONTROL DETAILS II

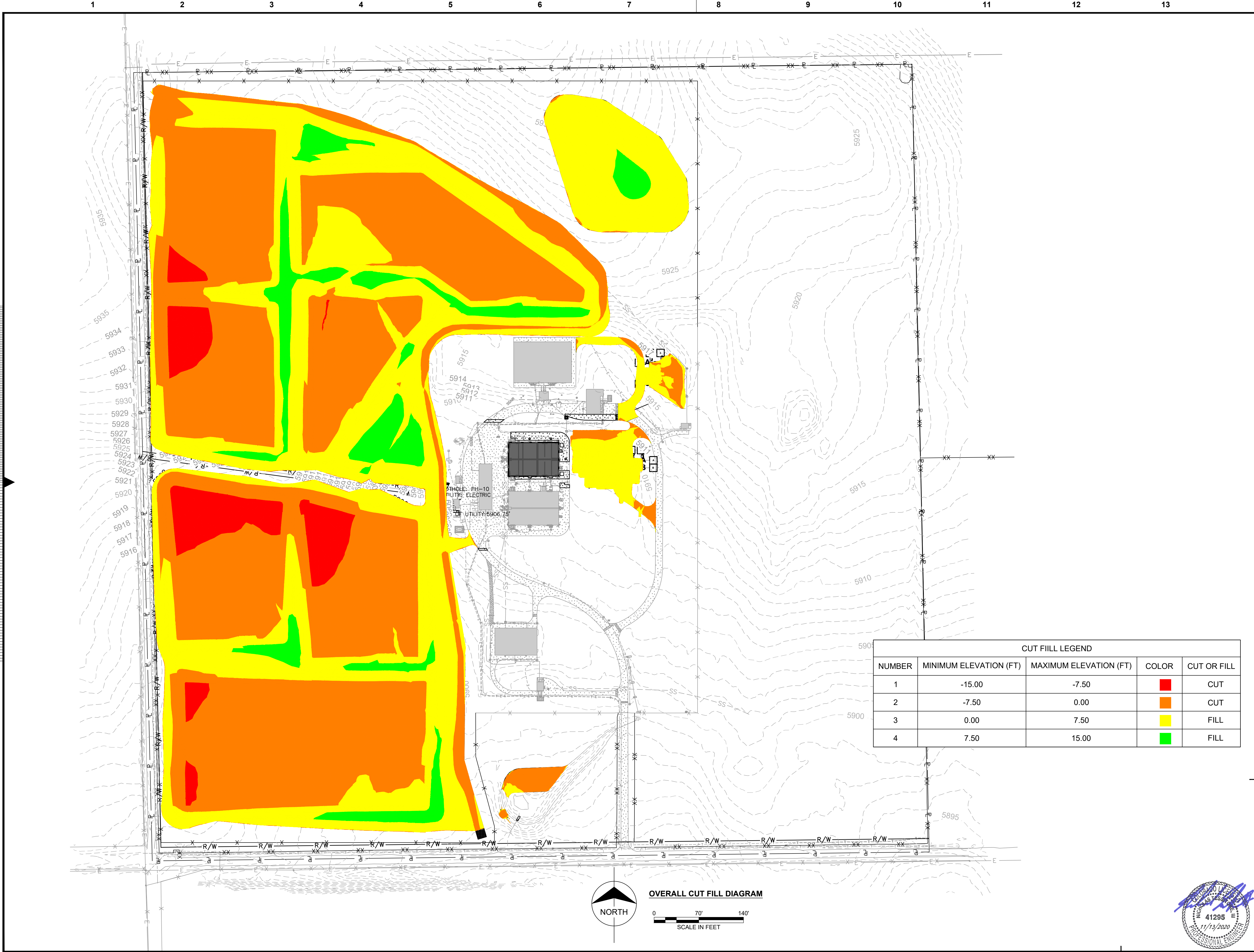
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designed	M. LIESENDAHL	checked	N. TESSITORE



CHEROKEE METROPOLITAN DISTRICT  
TDS REDUCTION FACILITY  
OVERALL CUT FILL DIAGRAM

project	119461	contract	
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sheet	37	of	sheets
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