

THE ROCK COMMERCE CENTER
PUBLIC IMPROVEMENT PLAN CONSTRUCTION DOCUMENTS

LOCATED IN THE SOUTHWEST QUARTER OF THE
NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 11 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
EL PASO COUNTY, STATE OF COLORADO.

PROJECT TEAM

OWNER / DEVELOPER

BASE CAMP, LLC
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CIVIL ENGINEER

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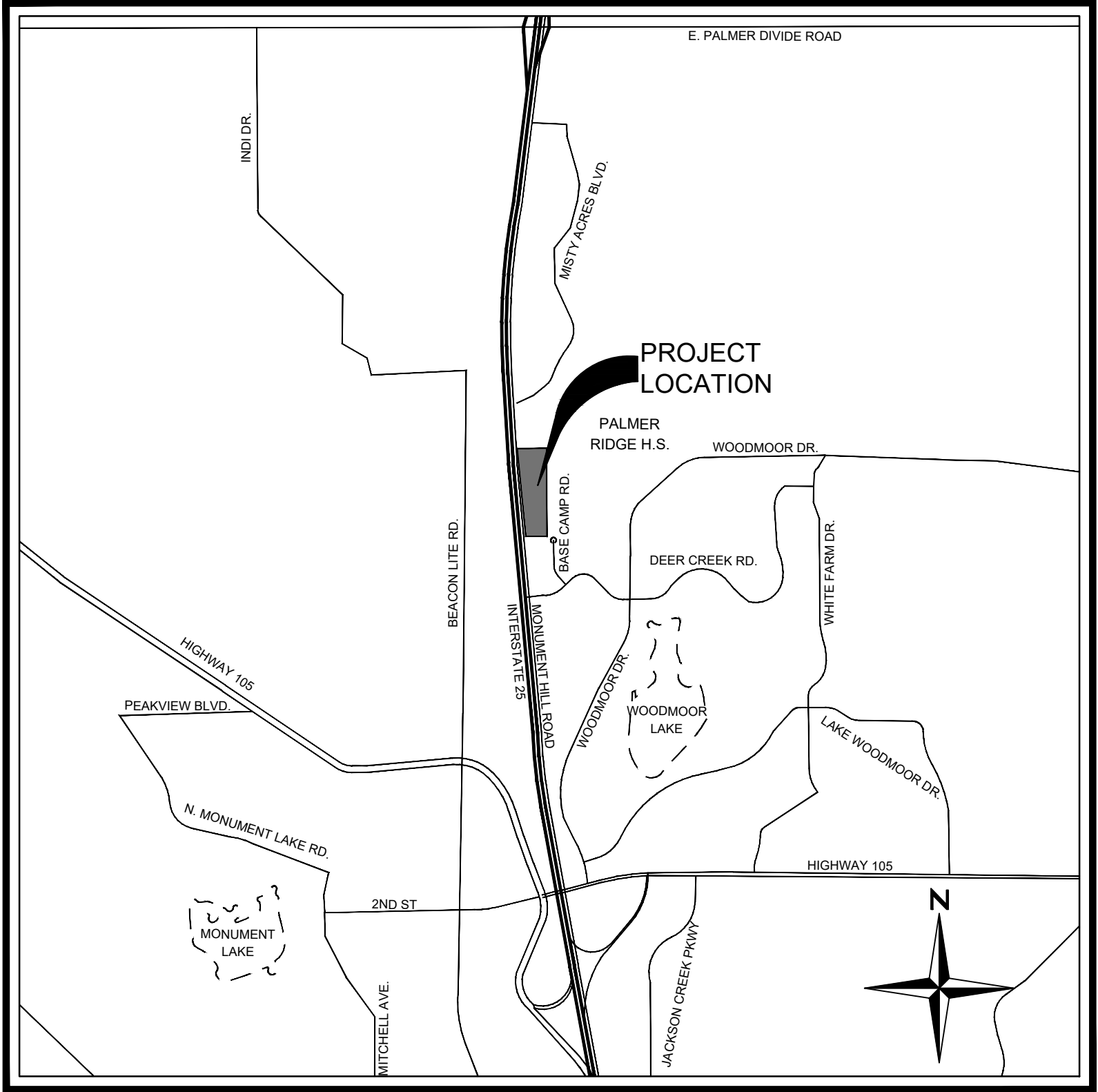
LEGAL DESCRIPTION:

PARCEL B:

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 11 SOUTH, RANGE 67 WEST OF THE 6TH P.M. LYING EAST OF THE EAST LINE OF THAT TRACT CONVEYED TO THE STATE HIGHWAY DEPARTMENT BY QUITCLAIM DEED RECORDED SEPTEMBER 8, 1948 IN BOOK 1185, PAGE 458, ALSO DESCRIBED AS: THAT PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 11 SOUTH, RANGE 67 WEST OF THE P.M., COUNTY OF EL PASO, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 996.04 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF INTERSTATE HIGHWAY 25 DESCRIBED IN THAT DEED TO THE STATE HIGHWAY DEPARTMENT RECORDED SEPTEMBER 8, 1948 IN BOOK 1185 AT PAGE 458, WHICH POINT IS THE TRUE POINT OF THE BEGINNING OF THE PARCEL TO BE DESCRIBED; THENCE ON A DEFLECTION ANGLE TO THE LEFT 95°08'20" AND ALONG SAID EASTERLY RIGHT OF WAY LINE A DISTANCE OF 1334.24 FEET TO A POINT ON THE NORTHERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER; THENCE ON A DEFLECTION ANGLE TO THE RIGHT 95°00'36" AND ALONG SAID NORTHERLY LINE 441.95 FEET TO THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER; THENCE ON A DEFLECTION ANGLE TO THE RIGHT 90°16'15" AND ALONG THE EASTERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER A DISTANCE OF 1329.88 FEET TO THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER; THENCE ON A DEFLECTION ANGLE TO THE RIGHT 89°51'29" AND ALONG THE SOUTHERLY LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER A DISTANCE OF 319.15 FEET TO THE POINT OF BEGINNING.

SIGNING AND STRIPING NOTES:

- ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY A METHOD THAT DOES NOT MATERIALLY DAMAGE THE PAVEMENT. THE PAVEMENT MARKINGS SHALL BE REMOVED TO THE EXTENT THAT THEY WILL NOT BE VISIBLE UNDER DAY OR NIGHT CONDITIONS. AT NO TIME WILL IT BE ACCEPTABLE TO PAINT OVER EXISTING PAVEMENT MARKINGS.
- ANY DEVIATION FROM THE STRIPING AND SIGNING PLAN SHALL BE APPROVED BY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT.
- ALL SIGNS SHOWN ON THE SIGNING AND STRIPING PLAN SHALL BE NEW SIGNS. EXISTING SIGNS MAY REMAIN OR BE REUSED IF THEY MEET CURRENT EL PASO COUNTY AND MUTCD STANDARDS.
- STREET NAME AND REGULATORY STOP SIGNS SHALL BE ON THE SAME POST AT INTERSECTIONS.
- ALL REMOVED SIGNS SHALL BE DISPOSED OF IN A PROPER MANNER BY THE CONTRACTOR.
- ALL STREET NAME SIGNS SHALL HAVE "D" SERIES LETTERS, WITH LOCAL ROADWAY SIGNS BEING 4" UPPER-LOWER CASE LETTERING ON 8" BLANK AND NON-LOCAL ROADWAY SIGNS BEING 6" LETTERING, UPPER-LOWER CASE ON 12" BLANK, WITH A WHITE BORDER THAT IS NOT RECESSED. MULTI-LANE ROADWAYS WITH SPEED LIMITS OF 35 MPH OR HIGHER SHALL HAVE 8" UPPER-LOWER CASE LETTERING ON 12" BLANK WITH A WHITE BORDER THAT IS NOT RECESSED. THE WIDTH OF THE NON-RECESSED WHITE BORDERS SHALL MATCH PAGE 255 OF THE 2012 MUTCD "STANDARD HIGHWAY SIGNS". SIGNAL POLE MOUNTED AND OVERHEAD STREET NAME SIGNS SHALL BE PER MUTCD SIZE STANDARDS.
- ALL TRAFFIC SIGNS SHALL HAVE A MINIMUM HIGH INTENSITY PRISMATIC GRADE SHEETING.
- ALL LOCAL RESIDENTIAL STREET SIGNS SHALL BE MOUNTED ON A 1.75" X 1.75" SQUARE TUBE SIGN POST AND STUB POST BASE. FOR OTHER APPLICATIONS, REFER TO THE CDOT STANDARD S-614-8 REGARDING USE OF THE P2 TUBULAR STEEL POST SLIPBASE DESIGN.
- ALL SIGNS SHALL BE SINGLE SHEET ALUMINUM WITH 0.0007" MINIMUM THICKNESS.
- ALL LIMIT LINES/STOP LINES, CROSSWALK LINES, PAVEMENT LEGENDS, AND ARROWS SHALL BE A MINIMUM 125 MIL THICKNESS PREFORMED THERMOPLASTIC PAVEMENT MARKINGS WITH TAPERED LEADING EDGES PER CDOT STANDARD S-627-1. STOP BARS SHALL BE 24" IN WIDTH. CROSSWALKS LINES SHALL BE 24" WIDE AND A MINIMUM OF 9' LONG.
- WORD AND SYMBOL MARKINGS SHALL BE THE NARROW TYPE.
- ALL LONGITUDINAL LINES SHALL BE A MINIMUM 15MIL THICKNESS EPOXY PAINT. ALL NON-LOCAL RESIDENTIAL ROADWAYS SHALL INCLUDE BOTH RIGHT AND LEFT EDGE LINE STRIPING AND ANY ADDITIONAL STRIPING AS REQUIRED BY CDOT S-627-1.
- THE CONTRACTOR SHALL NOTIFY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT (719) 520-6819 PRIOR TO AND UPON COMPLETION OF SIGNING AND STRIPING.
- THE CONTRACTOR SHALL OBTAIN A WORK IN THE RIGHT OF WAY PERMIT FROM THE EL PASO COUNTY DEPARTMENT OF PUBLIC WORKS (DPW) PRIOR TO ANY SIGNAGE OR STRIPING WORK WITHIN AN EXISTING EL PASO COUNTY ROADWAY.



VICINITY MAP
SCALE: 1" = 2000'

BENCHMARK

NGS CONTROL POINT T 395 BEING A STANDARD NGS STEEL ROD IN A LOGO MONUMENT BOX LOCATED 20 MILES NORTH OF COLORADO SPRINGS ON THE EAST SIDE OF I-25, 1,200 FEET NORTH OF THE WEIGH STATION BUILDING, AND 20.5 FEET EAST OF THE EASTERLY EDGE OF OIL OF THE NORTHBOUND LANES OF I-25.

NAVD88. ELEV = 7111.32'

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE REFERENCED TO THE SOUTHERLY BOUNDARY OF LOT 1, GREATER EUROPE MISSION SUBDIVISION FILING NO. 1, BEING MONUMENTED AS SHOWN HEREON, ASSUMED TO BEAR SOUTH 80°00'37" WEST, A DISTANCE OF 358.79 FEET.

DESIGN ENGINEER'S STATEMENT

THESE DETAILED PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECTION AND SUPERVISION. SAID PLANS AND SPECIFICATIONS HAVE BEEN PREPARED ACCORDING TO THE CRITERIA ESTABLISHED BY THE COUNTY FOR DETAILED ROADWAY, DRAINAGE, GRADING, AND EROSION CONTROL PLANS AND SPECIFICATIONS, AND SAID PLANS AND SPECIFICATIONS ARE IN CONFORMITY WITH APPLICABLE MASTER DRAINAGE PLANS AND MASTER TRANSPORTATION PLANS. SAID PLANS AND SPECIFICATIONS MEET THE 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

MARK D. CEVAAL, P.E. #33123

01/09/23
DATE

OWNER/DEVELOPER'S STATEMENT

I, THE OWNER/DEVELOPER HAVE READ AND WILL COMPLY WITH THE REQUIREMENTS OF THE GRADING AND EROSION CONTROL PLAN

JEREMY RECORDS
BASE CAMP, LLC
1600 S. ALBION ST., #200,
DENVER, CO 80222

DATE

1/3/24

Sheet List Table

Sheet Number	Sheet Title
C1.0	COVER SHEET
C1.1	REDLAND GENERAL NOTES
C2.0	DEMOLITION PLAN
C3.0	HORIZONTAL CONTROL PLAN
C4.0	PLAN AND PROFILE
C5.0	GRADING PLAN
C6.0	EROSION CONTROL PLAN
C7.1	ROAD CROSS SECTIONS
C7.2	ROAD CROSS SECTIONS
C8.0	SIGNAGE AND STRIPING PLAN
C9.1	SITE DETAILS
C9.2	EROSION CONTROL DETAILS
C9.3	EROSION CONTROL DETAILS

STANDARD NOTES FOR EL PASO COUNTY CONSTRUCTION PLANS:

- ALL DRAINAGE AND ROADWAY CONSTRUCTION SHALL MEET THE STANDARDS AND SPECIFICATIONS OF THE CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2, AND THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION AND FIELD NOTIFICATION OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT, BEFORE BEGINNING CONSTRUCTION. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CALL 811 TO CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC).
- CONTRACTOR SHALL KEEP A COPY OF THESE APPROVED PLANS, THE GRADING AND EROSION CONTROL PLAN, THE STORMWATER MANAGEMENT PLAN (SWMP), THE SOILS AND GEOTECHNICAL REPORT, AND THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS AT THE JOB SITE AT ALL TIMES, INCLUDING THE FOLLOWING:
 - EL PASO COUNTY ENGINEERING CRITERIA MANUAL (ECM)
 - CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2
 - COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
 - CDOT M & S STANDARDS
- 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. ANY MODIFICATIONS NECESSARY TO MEET CRITERIA AFTER-THE-FACT WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.
- IT IS THE DESIGN ENGINEER'S RESPONSIBILITY TO ACCURATELY SHOW EXISTING CONDITIONS, BOTH ONSITE AND OFFSITE, ON THE CONSTRUCTION PLANS. ANY MODIFICATIONS NECESSARY DUE TO CONFLICTS, OMISSIONS, OR CHANGED CONDITIONS WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.
- CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT (PCD) – INSPECTIONS, PRIOR TO STARTING CONSTRUCTION.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE REQUIREMENTS OF ALL JURISDICTIONAL AGENCIES AND TO OBTAIN ALL REQUIRED PERMITS, INCLUDING BUT NOT LIMITED TO EL PASO COUNTY EROSION AND STORMWATER QUALITY CONTROL PERMIT (ESQCP), REGIONAL BUILDING FLOODPLAIN DEVELOPMENT PERMIT, U.S. ARMY CORPS OF ENGINEERS-ISSUED 401 AND/OR 404 PERMITS, AND COUNTY AND STATE FUGITIVE DUST PERITS.
- CONTRACTOR SHALL NOT DEVIATE FROM THE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE DESIGN ENGINEER AND PCD. CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY UPON DISCOVERY OF ANY ERRORS OR INCONSISTENCIES.
- ALL STORM DRAIN PIPE SHALL BE CLASS III RCP UNLESS OTHERWISE NOTED AND APPROVED BY PCD.
- CONTRACTOR SHALL COORDINATE GEOTECHNICAL TESTING PER ECM STANDARDS. PAVEMENT DESIGN SHALL BE APPROVED BY EL PASO COUNTY PCD PRIOR TO PLACEMENT OF CURB AND GUTTER AND PAVEMENT.
- ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE AT APPROVED CONSTRUCTION ACCESS POINTS.
- SIGHT VISIBILITY TRIANGLES AS IDENTIFIED IN THE PLANS SHALL BE PROVIDED AT ALL INTERSECTIONS.
- OBSTRUCTIONS GREATER THAN 18 INCHES ABOVE FLOWLINE ARE NOT ALLOWED WITHIN SIGHT TRIANGLES.
- SIGNING AND STRIPING SHALL COMPLY WITH EL PASO COUNTY DOT AND MUTCD CRITERIA. IF APPLICABLE, ADDITIONAL SIGNING AND STRIPING NOTES WILL BE PROVIDED.
- CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY DOT, INCLUDING WORK WITHIN THE RIGHT-OF-WAY AND SPECIAL TRANSPORT PERMITS.
- THE LIMITS OF CONSTRUCTION SHALL REMAIN WITHIN THE PROPERTY LINE UNLESS OTHERWISE NOTED. THE OWNER/DEVELOPER SHALL OBTAIN WRITTEN PERMISSION AND EASEMENTS, WHERE REQUIRED, FROM ADJOINING PROPERTY OWNER(S) PRIOR TO ANY OFF-SITE DISTURBANCE, GRADING, OR CONSTRUCTION

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 WITH 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.

FIELD IN ACCORDANCE WITH 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.

JOSH PALMER, P.E.
COUNTY ENGINEER/ECM ADMINISTRATOR

DATE

15 YEARS
WHERE GREAT PLACES BEGIN
Redland
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Landscape Architecture
Land Planning
Civil Engineering
Construction Management



PROJECT NO.	23009	DATE	NO.	NOTES
07/28/2023	1	1ST SUBMITTAL		
10/20/2023	2	2ND SUBMITTAL		
11/17/2023	3	3RD SUBMITTAL		
12/15/2023	4	4TH SUBMITTAL		

THE ROCK COMMERCE CENTER
PUBLIC IMPROVEMENTS PLAN
CONSTRUCTION DODUMENTS
COVER SHEET

SHEET

PCD FILE NO. PPR2329

C1.0

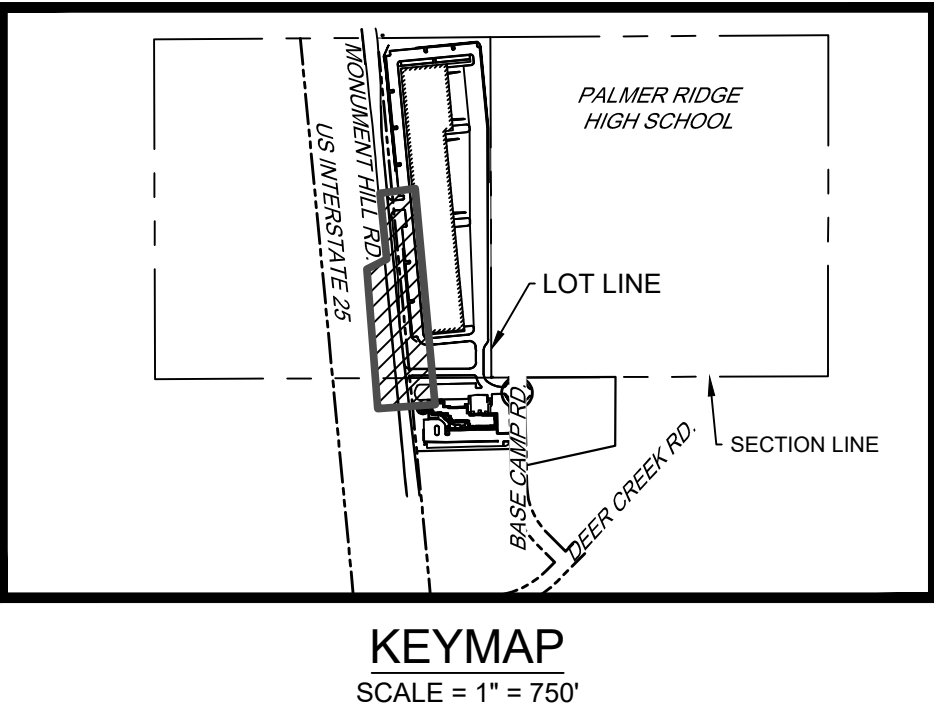
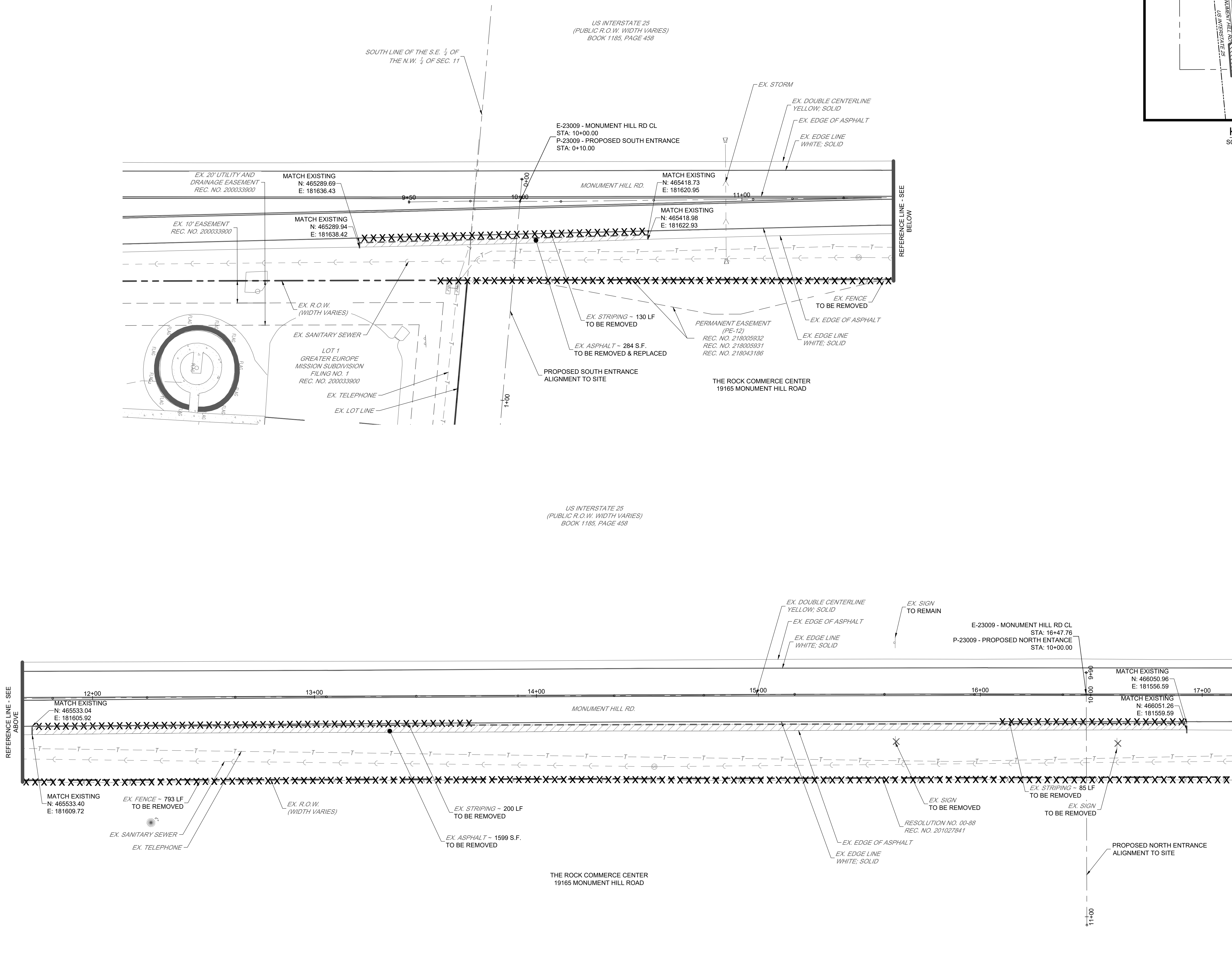
13. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO FOR THE LOCATION OF UNDERGROUND GAS, ELECTRIC AND COMMUNICATION UTILITIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION (CALL 811 OR 1-800-922-1987). THE CONTRACTOR SHALL ALSO NOTIFY OTHER APPLICABLE UTILITY COMPANIES TO OBTAIN FIELD LOCATES OF ALL EXISTING UTILITIES PRIOR TO

	PROPERTY LINE
	R.O.W.
	LOT LINE
	SETBACK
	EASEMENT
	ROAD CENTERLINE
	CURB AND GUTTER (CATCH)
	CURB AND GUTTER (SPILL)
	SIDEWALK
	STORM SEWER
	SANITARY SEWER
	TRENCH DRAIN
	WATER LINE
	IRRIGATION LINE
	NONPOTABLE WATER LINE
	RAW WATER LINE
	MANHOLE w/ DIA. (FT.)
	INLET
	FLARED END SECTION
	WATER BEND
	WATER CROSS
	WATER TEE
	WATER REDUCER
	WATER VALVE
	FIRE HYDRANT
	PLUG/CAP
	SANITARY SEWER SERVICE (* INDICATES NON-TYPICAL LOCATION)
	WATER SERVICE (* INDICATES NON-TYPICAL LOCATION)
	UTILITY CROSSING
	UNDERDRAIN w/ SIZE (IN.)
	RETAINING WALL
	5280 CONTOUR MAJOR
	5281 CONTOUR MINOR
	81.73 SPOT ELEVATION
	SLOPE ARROW (4:1 MAX UNLESS NOTED OTHERWISE)
	LIMITS OF CONSTRUCTION / SAWCUT
	PEDESTRIAN ACCESSIBLE ROUTE
	LOT TYPE
	LINE OF SIGHT
	OVER FLOW ARROW
	DEMOLITION

ABC	AGGREGATE BASE COARSE
ARV	AIR RELEASE VALVE
BB MH	BOX BASE MANHOLE
BC	BUILDING CORNER
BFE	BASEMENT FLOOR ELEVATION
B.O.P.	BOTTOM OF PIPE (ELEVATION)
BW	BOTTOM OF WALL
CATV	CABLE TELEVISION
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
D.E.	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DW	DOMESTIC WATER
E	EAST
EC	END CURVE RETURN
EG	EXISTING GRADE/GROUND
ELEC	ELECTRIC OR ELECTRICAL
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
ESMT	EASEMENT
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FG	FINISH GRADE
FL	FLOWLINE
FM	FORCE MAIN
FO	FIBER OPTIC
G.E.	GAS EASEMENT
GB	GRADE BREAK
GFE	GARAGE FINISH FLOOR
GM	GAS METER
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH POINT
IBV	INLINE BUTTERFLY VALVE
INV	INVERT (ELEVATION)
IRR	IRRIGATION
L	LEFT
LF	LINEAR FEET/FOOT
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MIN	MINIMUM
N	NORTH
PC	POINT ON CURVE
PCC	POINT OF COMPOUND CURVE
PCR	POINT OF CURVE RETURN
PL	PROPERTY LINE
PRC	POINT OF REVERSE CURVE
PROP.	PROPOSED
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE PIPE
R	RADIUS OR RIGHT
R.O.W.	RIGHT OF WAY
RCP	REINFORCED CONCRETE PIPE
S	SOUTH
S.D.M.E.	SIDEWALK, DRAINAGE, AND MAINTENANCE EASEMENT
S.M.E.	SIDEWALK AND MAINTENANCE EASEMENT
S.W.E.	SIDEWALK EASEMENT
SD	STORM DRAIN
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
STA	STATION
STM	STORMWATER
STM MH	STORMWATER MANHOLE
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TC	TOP OF CURB
TOF	TOP OF FOUNDATION
T.O.P.	TOP OF PIPE (ELEVATION)
TW	TOP OF WALL
TYP	TYPICAL
U.E.	UTILITY EASEMENT
VC	VERTICAL CURVE
W	WEST
WL	WATERLINE
WM	WATER METER
WV	WATER VALVE

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THE ROCK COMMERCE CENTER
PUBLIC IMPROVEMENTS PLAN
CONSTRUCTION DODUMENTS
DEMOLITION PLAN

SHEET

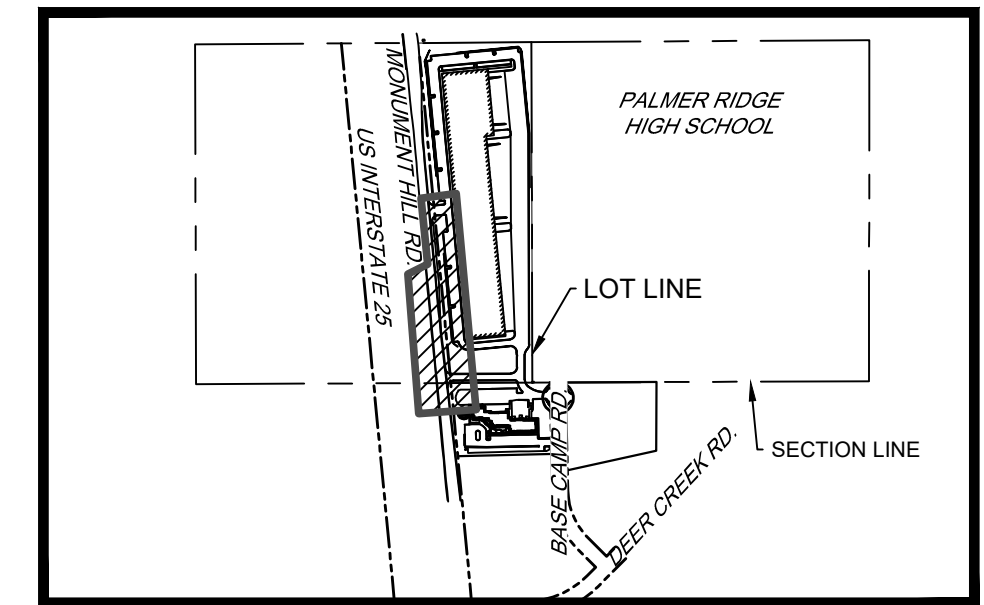
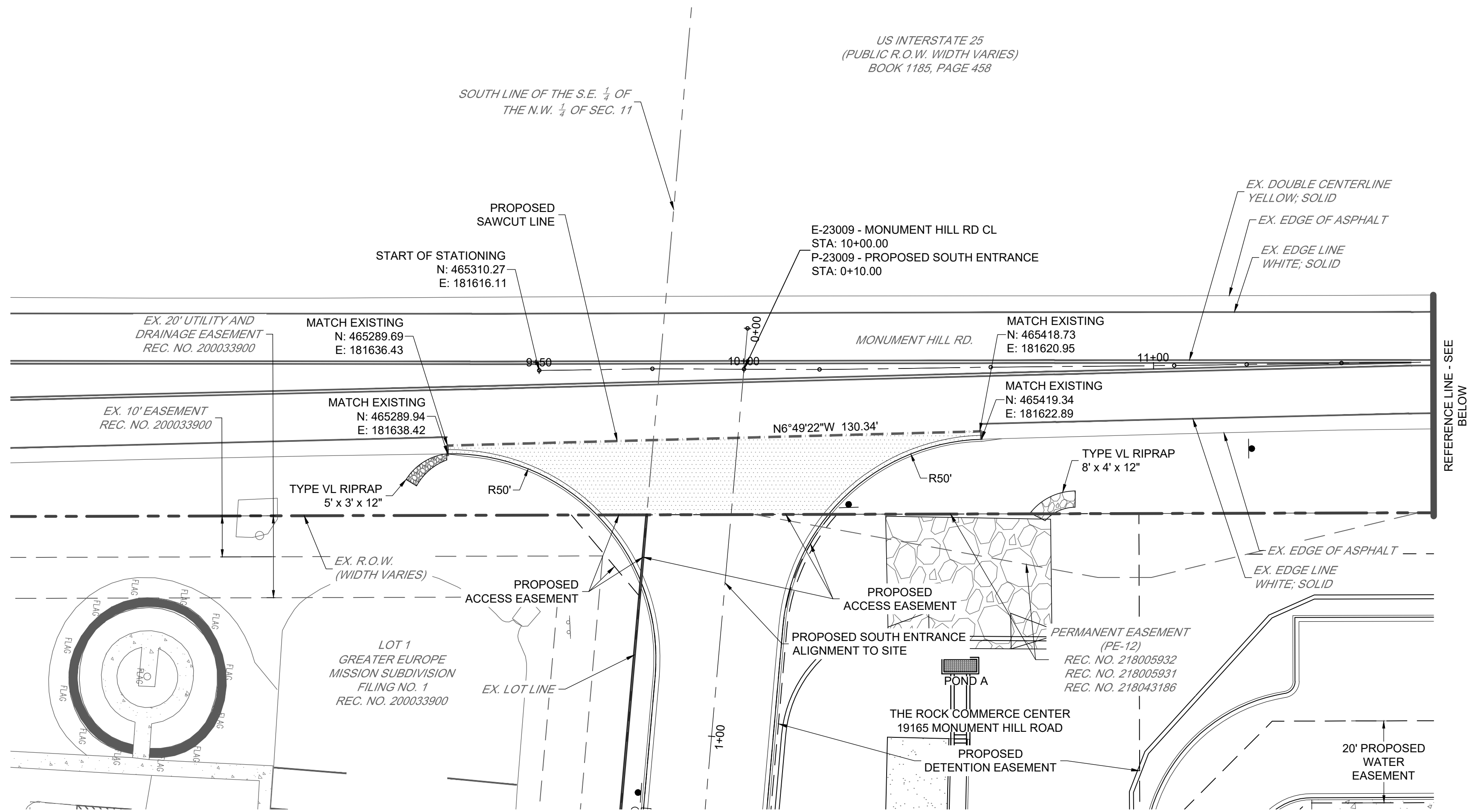
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15 YEARS
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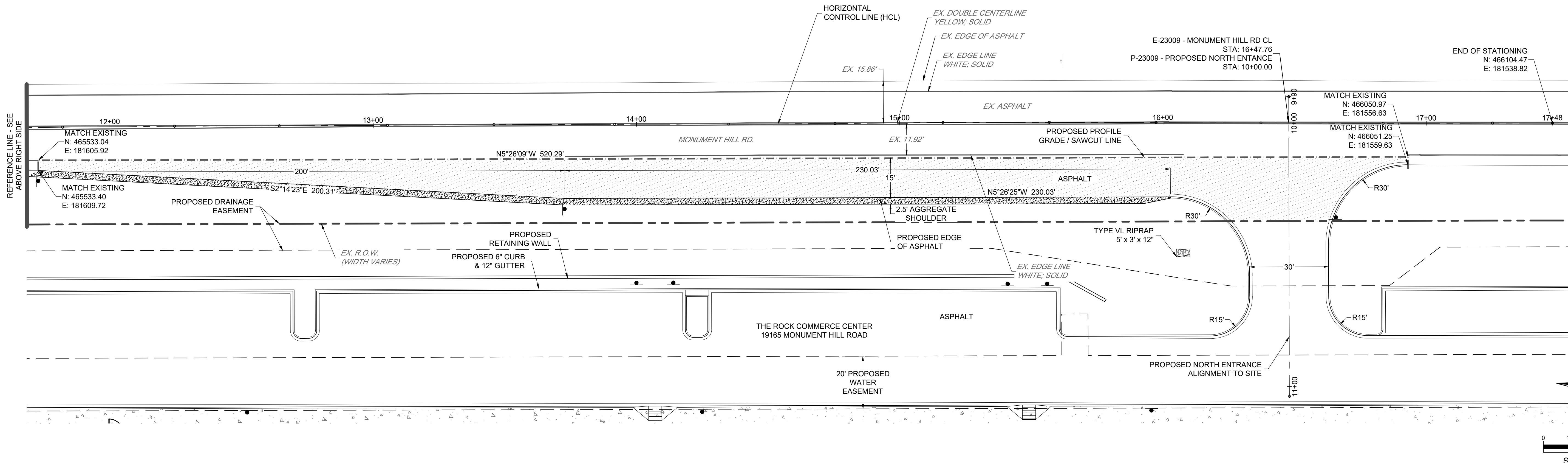
KEYMAP
SCALE = 1" = 750'



Know what's below.
Call before you dig.

PAVING LEGEND

- PROPOSED ASPHALT PAVEMENT
7.5-INCHES ASPHALT OVER 10-INCHES COMPACTED
CLASS 6 AGGREGATE BASE COURSE.
- PROPOSED SHOULDER
8" CLASS 6 AGGREGATE BASE COURSE



15 YEARS
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WHERE GREAT PLACES BEGIN



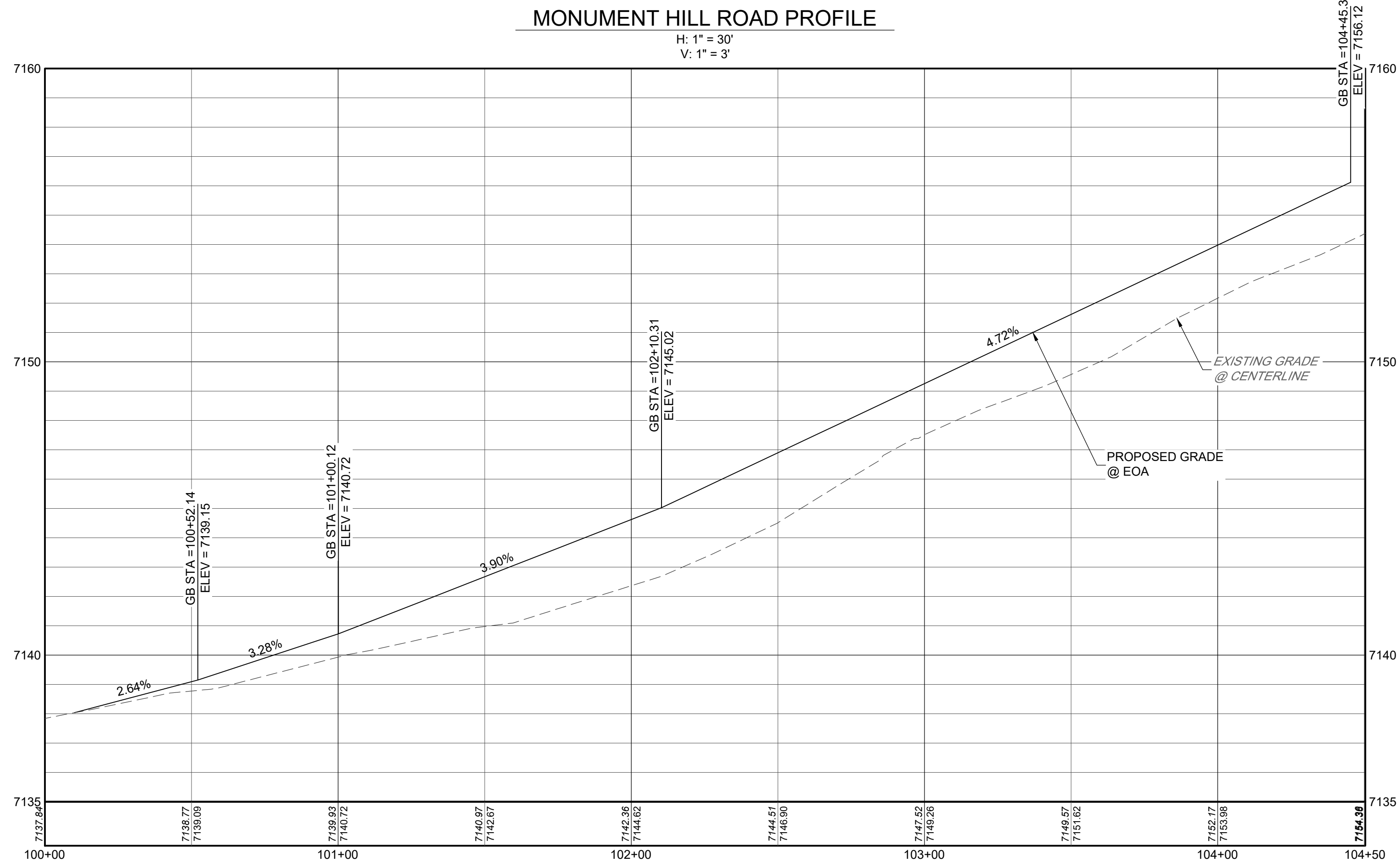
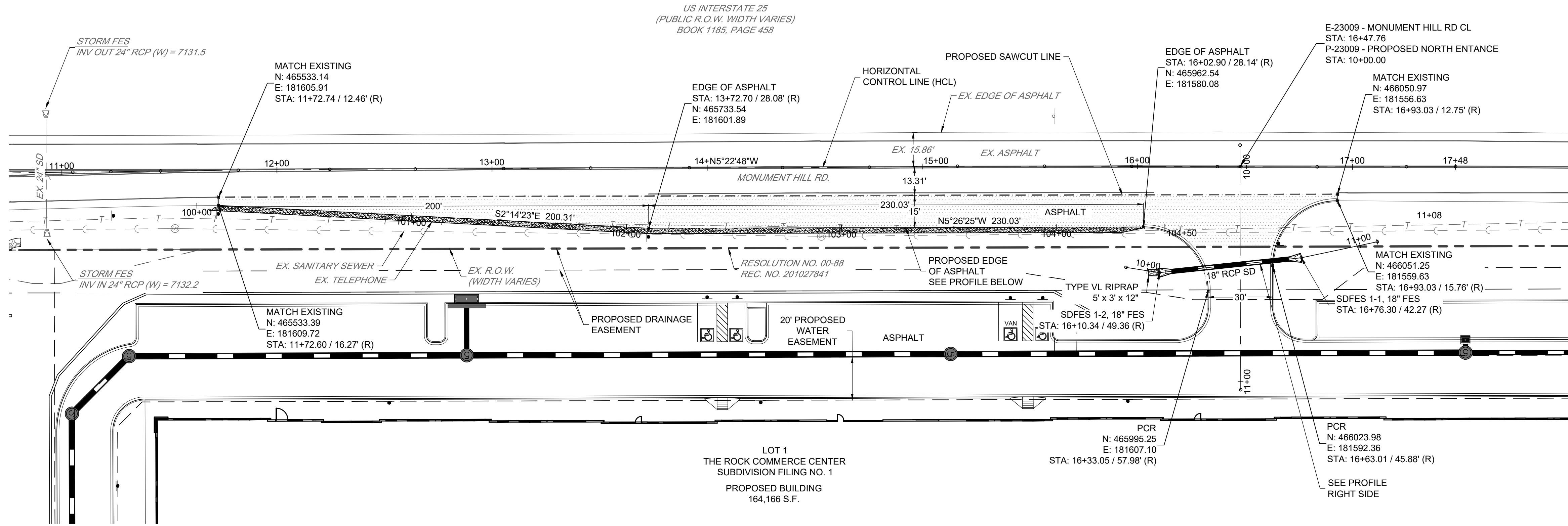
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THE ROCK COMMERCE CENTER
PUBLIC IMPROVEMENTS PLAN
CONSTRUCTION DODUMENTS
HORIZONTAL CONTROL PLAN

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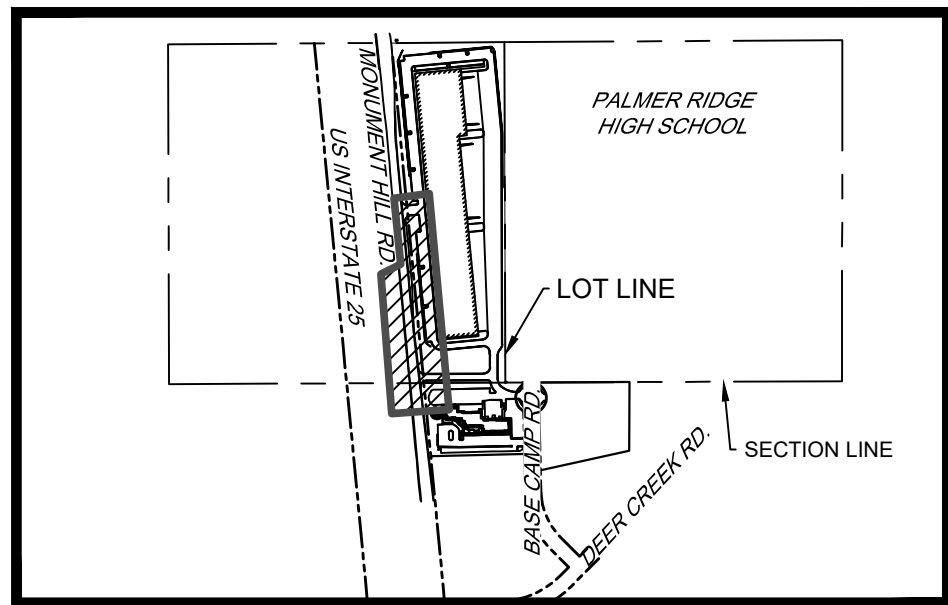
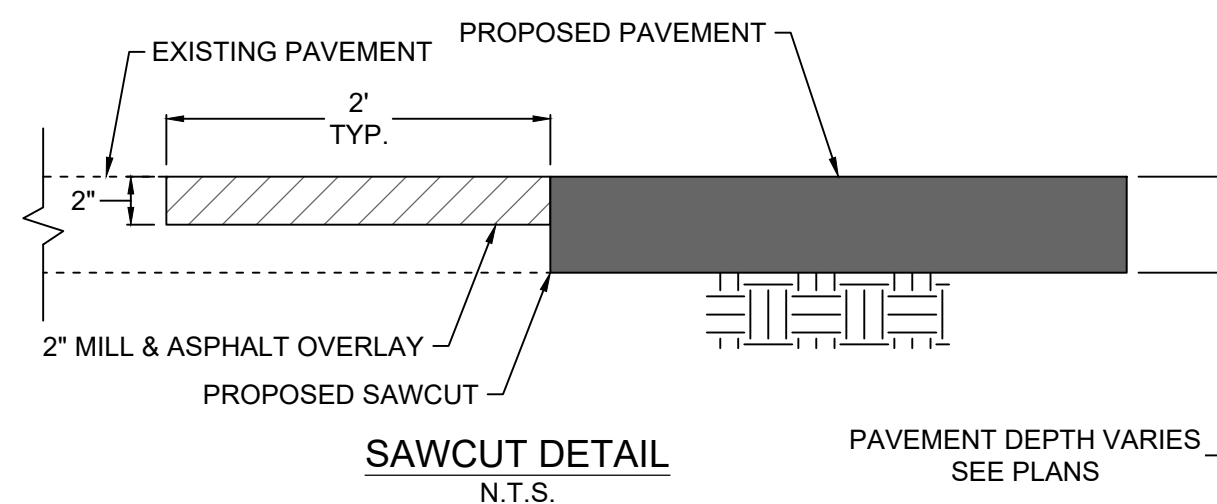
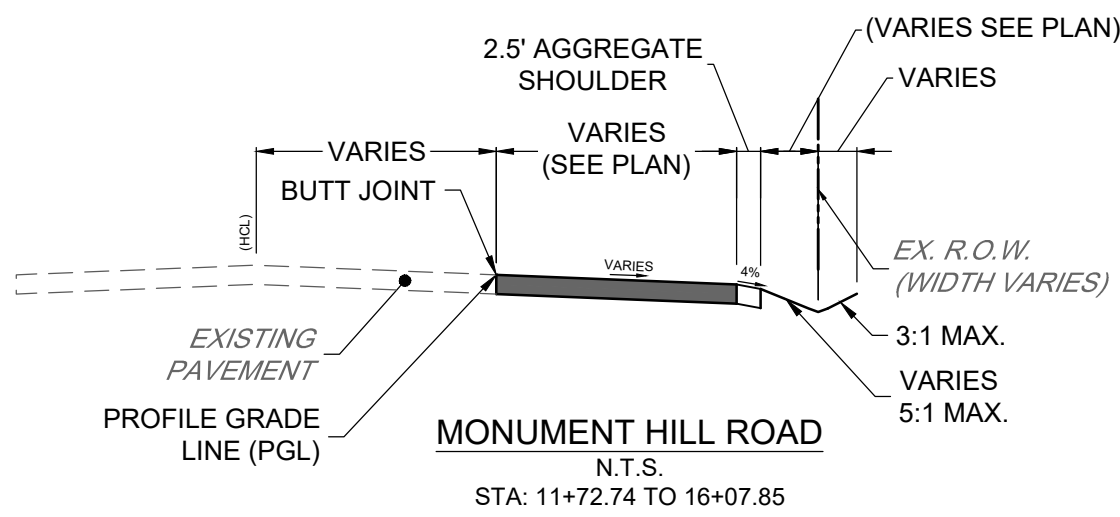
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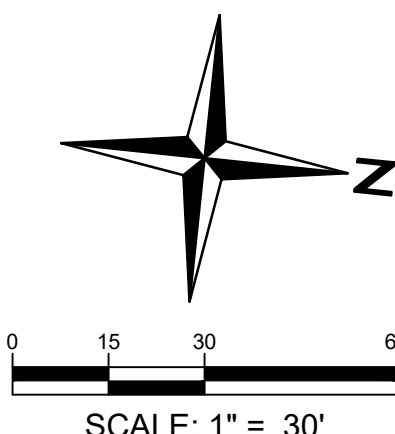
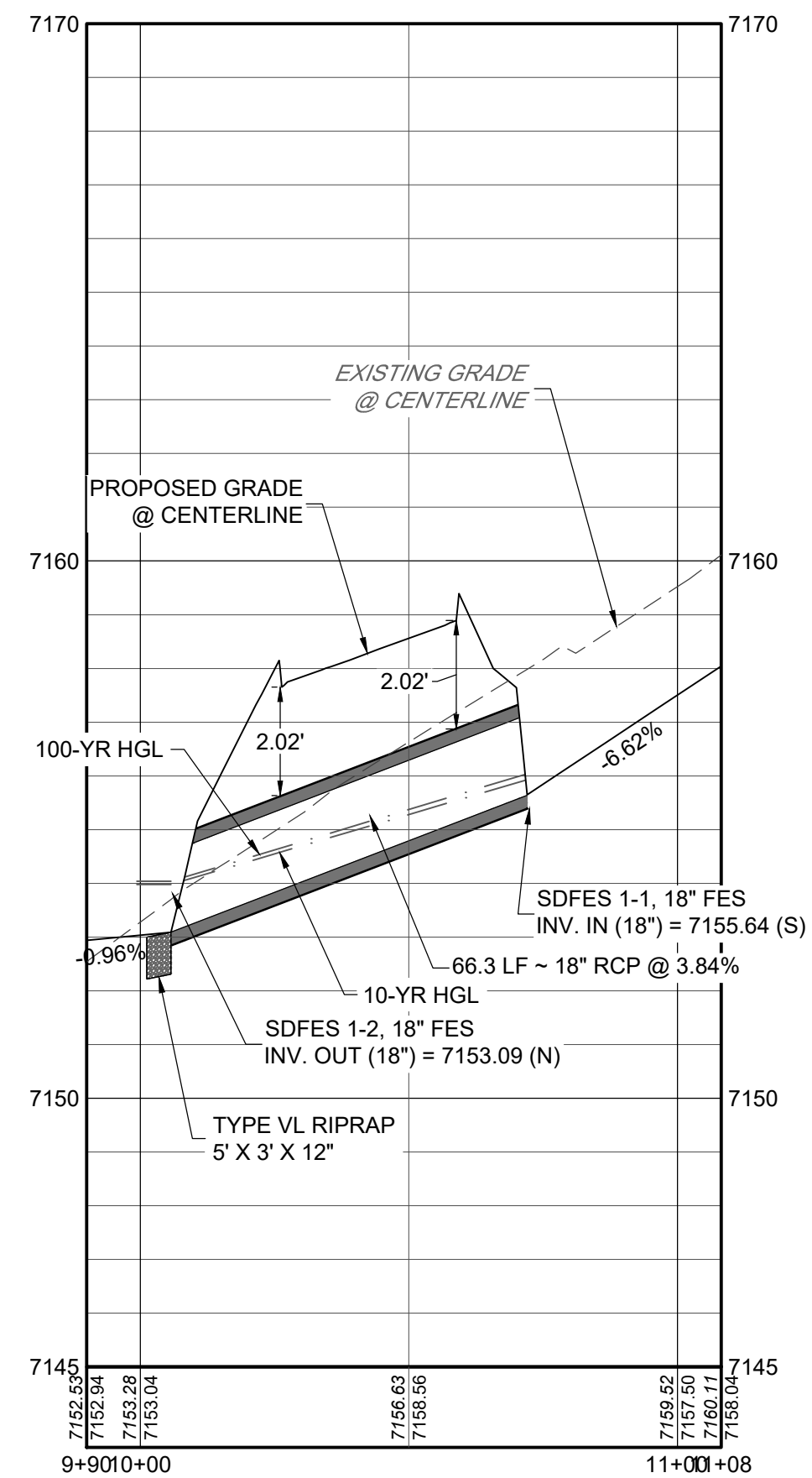
PAVING LEGEND

- PROPOSED ASPHALT PAVEMENT
7.5-INCHES ASPHALT OVER 10-INCHES COMPACTED CLASS 6 AGGREGATE BASE COURSE.
*THIS MAY BE USED FOR BIDDING PURPOSES ONLY. HOWEVER, THE ACTUAL PAVEMENT DESIGN IS SUBJECT TO CHANGE PENDING PAVEMENT DESIGN REPORT SUBMITTAL.
- PROPOSED SHOULDER
8" CLASS 6 AGGREGATE BASE COURSE



KEYMAP
SCALE = 1" = 750'

NORTH ENTRANCE CULVERT PROFILE
H: 1" = 30'
V: 1" = 3'



Redland
15 YEARS
WHERE GREAT PLACES BEGIN



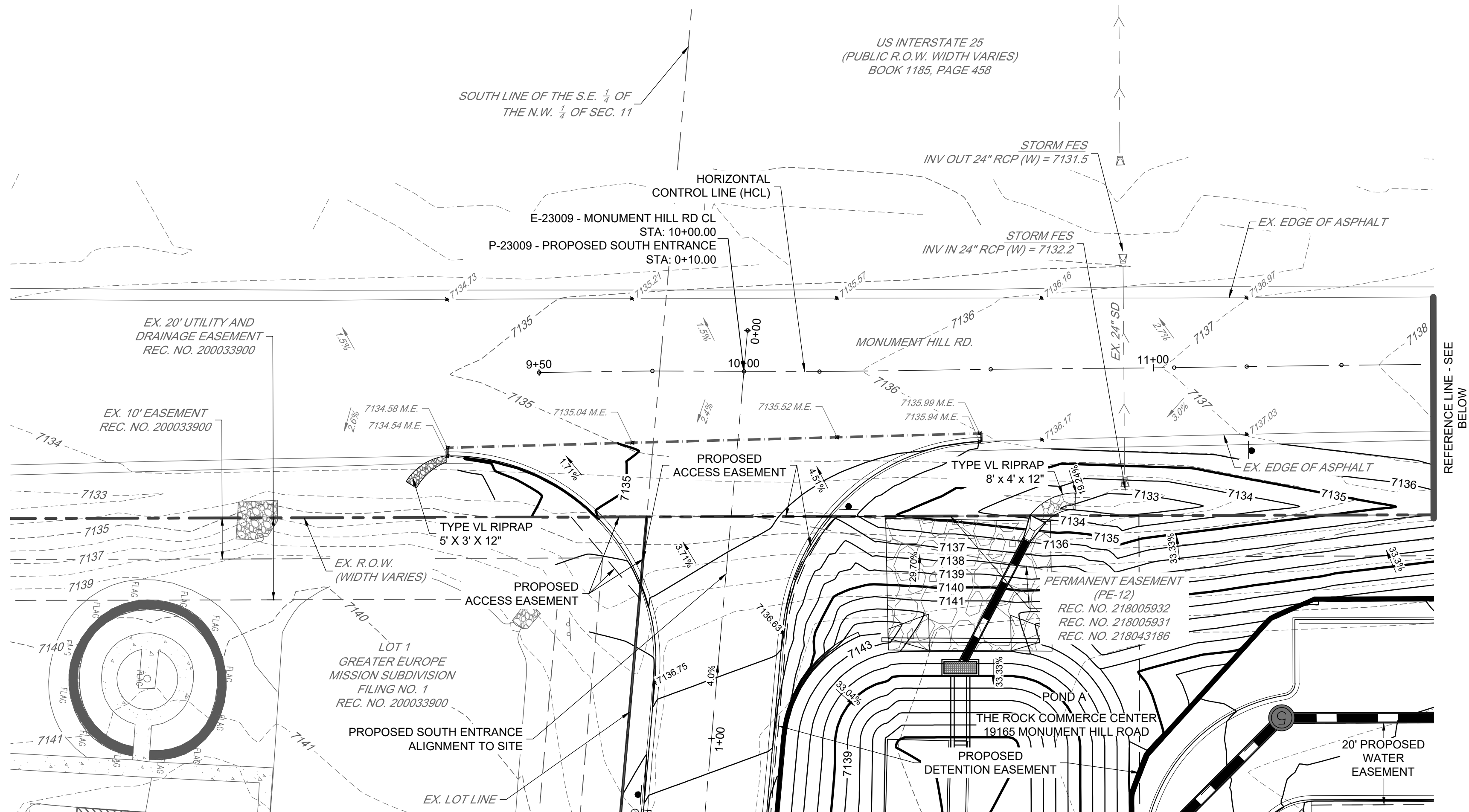
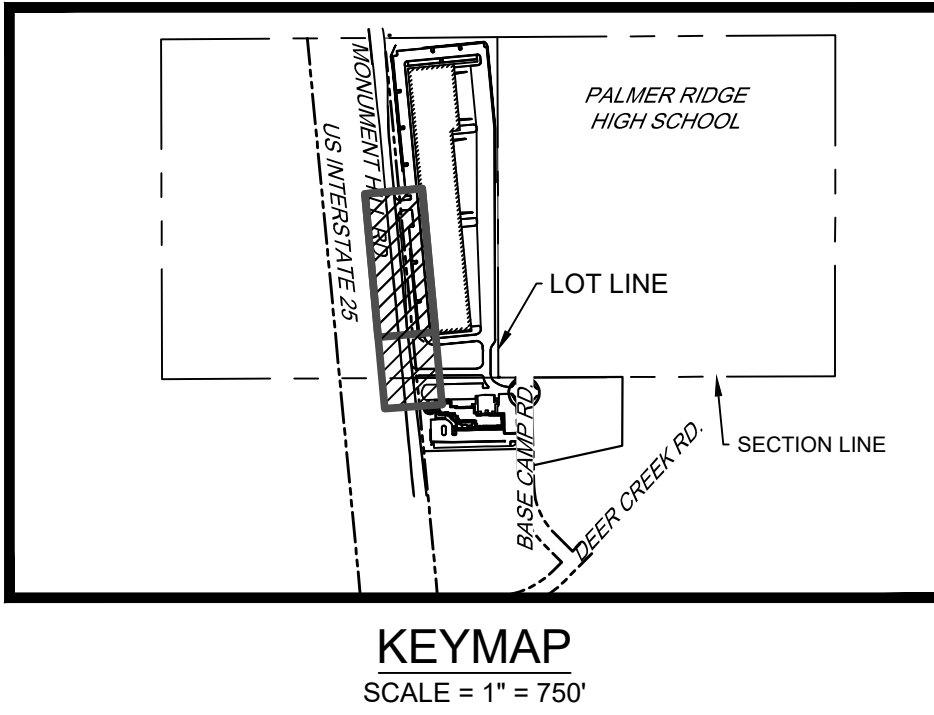
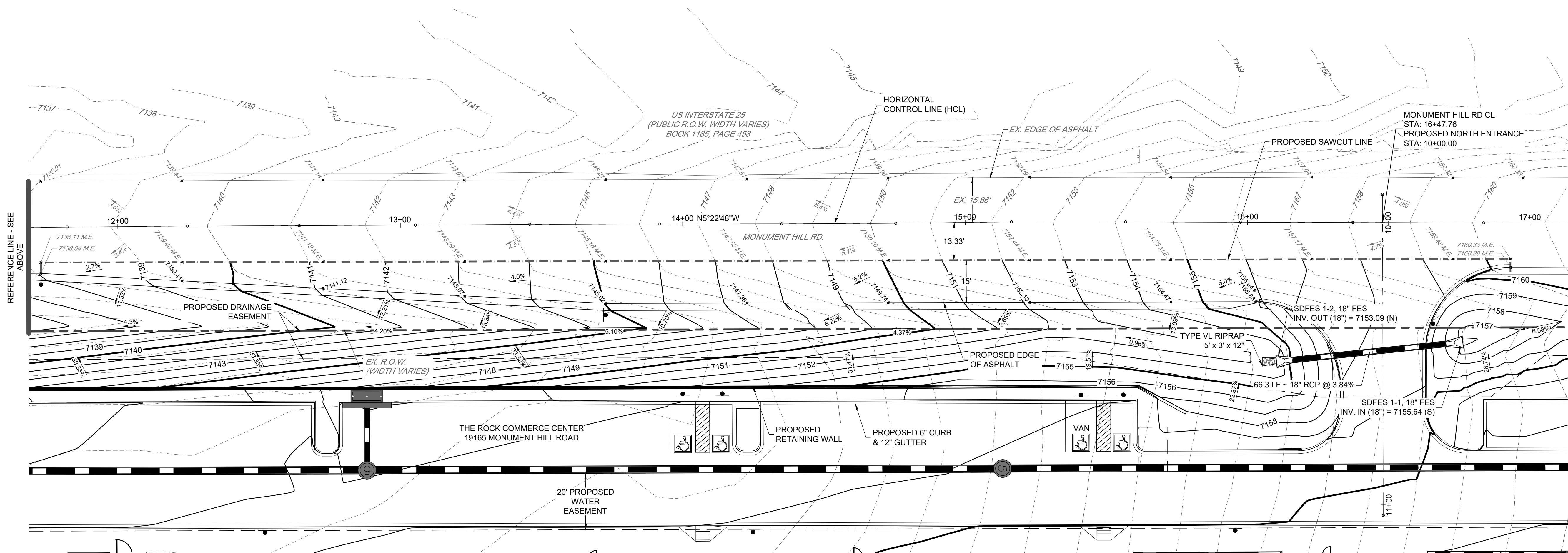
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DATE	11/17/2023	3	3RD SUBMITTAL	
DATE	12/15/2023	4	4TH SUBMITTAL	

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PUBLIC IMPROVEMENTS PLAN
CONSTRUCTION DODUMENTS
PLAN AND PROFILE

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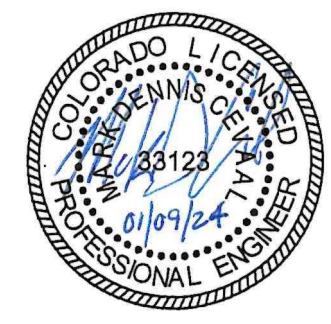


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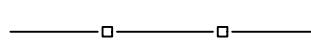
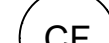












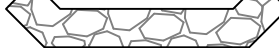
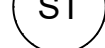
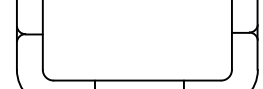
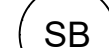
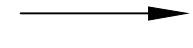
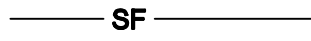






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10/02/2023	2	2ND SUBMITTAL
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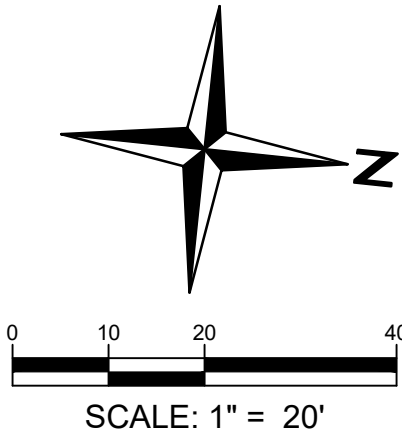
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11/17/2023	3	3RD SUBMITTAL
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|---|---|----------------------|---|---|--------------------------|
|  |  | CONSTRUCTION FENCE |  |  | VEHICLE TRACKING CONTROL |
|  |  | DIVERSION DITCH |  |  | EROSION CONTROL BLANKET |
|  |  | INLET PROTECTION |  |  | LIMITS OF CONSTRUCTION |
|  |  | OUTLET PROTECTION |  |  | SEDIMENT TRAP |
|  |  | SEDIMENT BASIN |  | | FLOW ARROW |
|  |  | SILT FENCE |  |  | CURB SOCK |
|  |  | SEDIMENT CONTROL LOG | |  | STREET SWEEPING |



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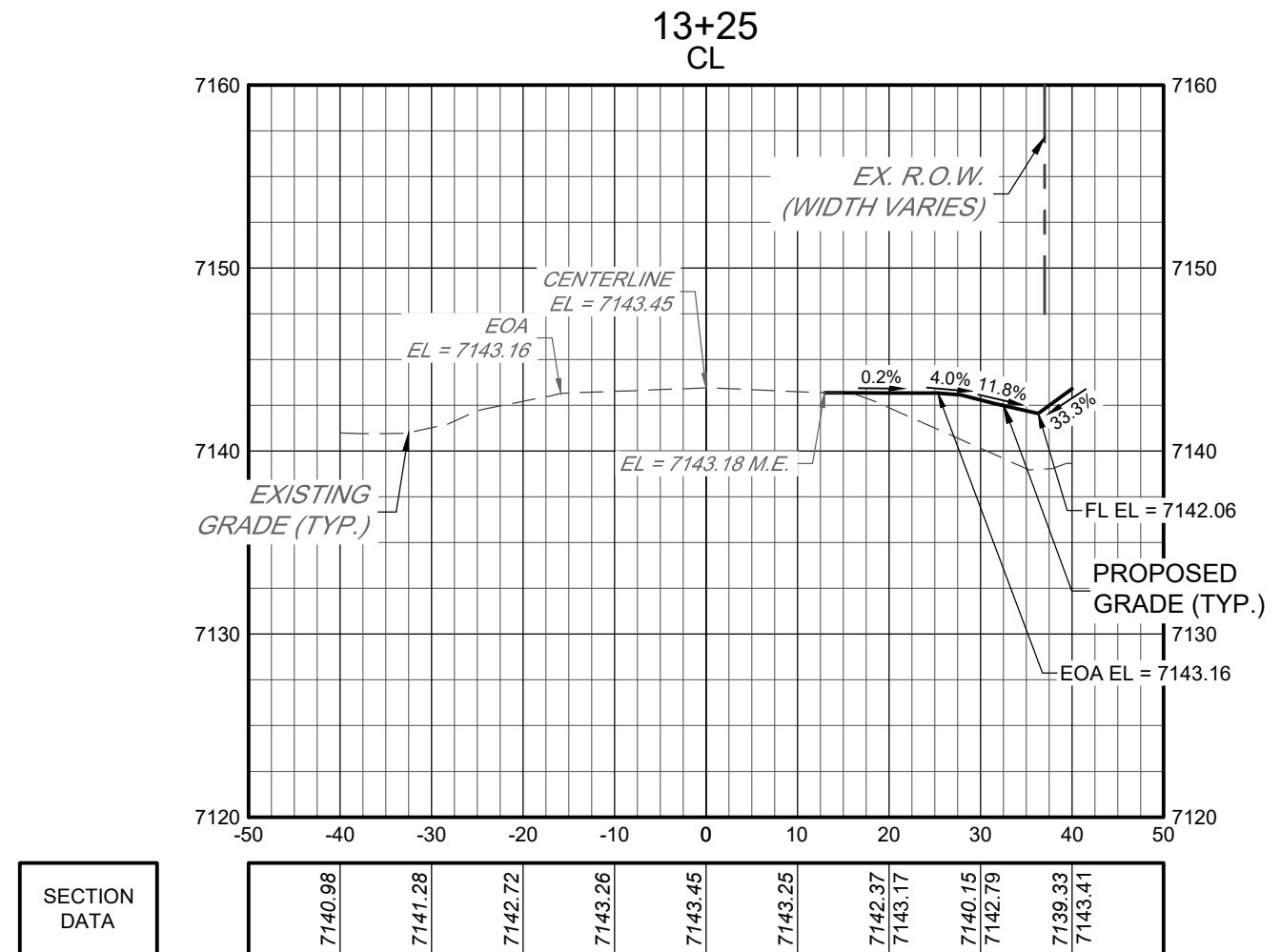
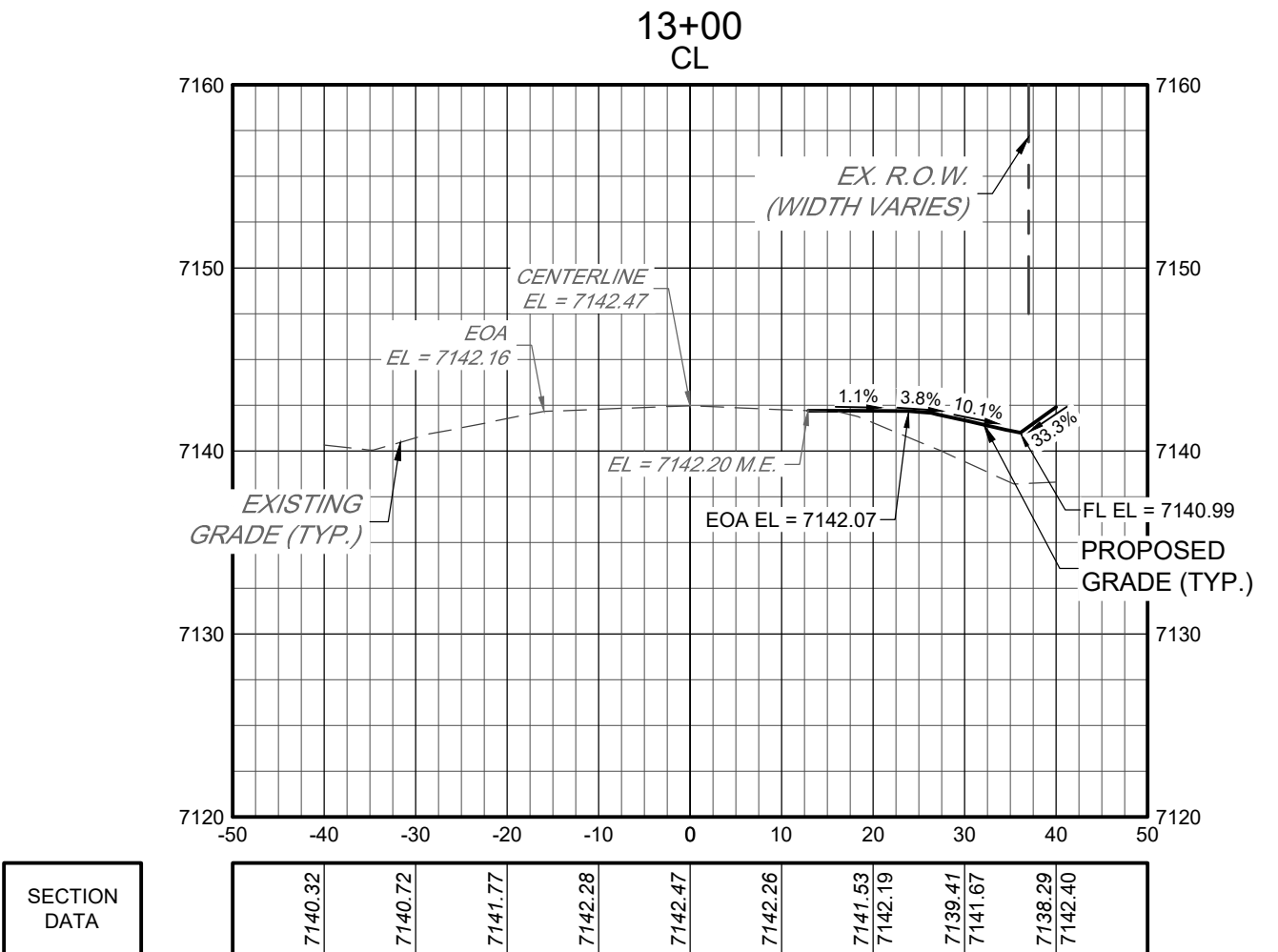
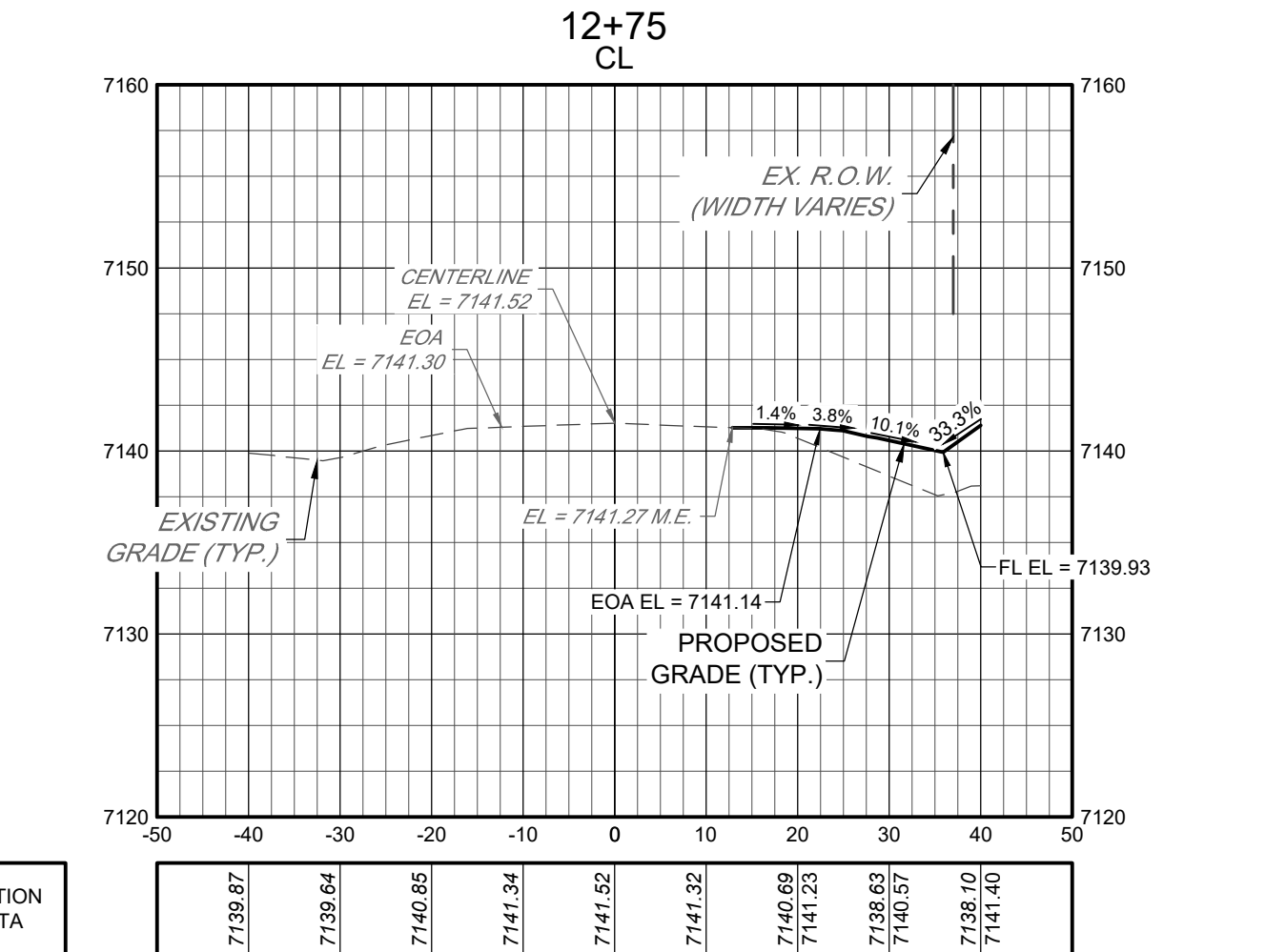
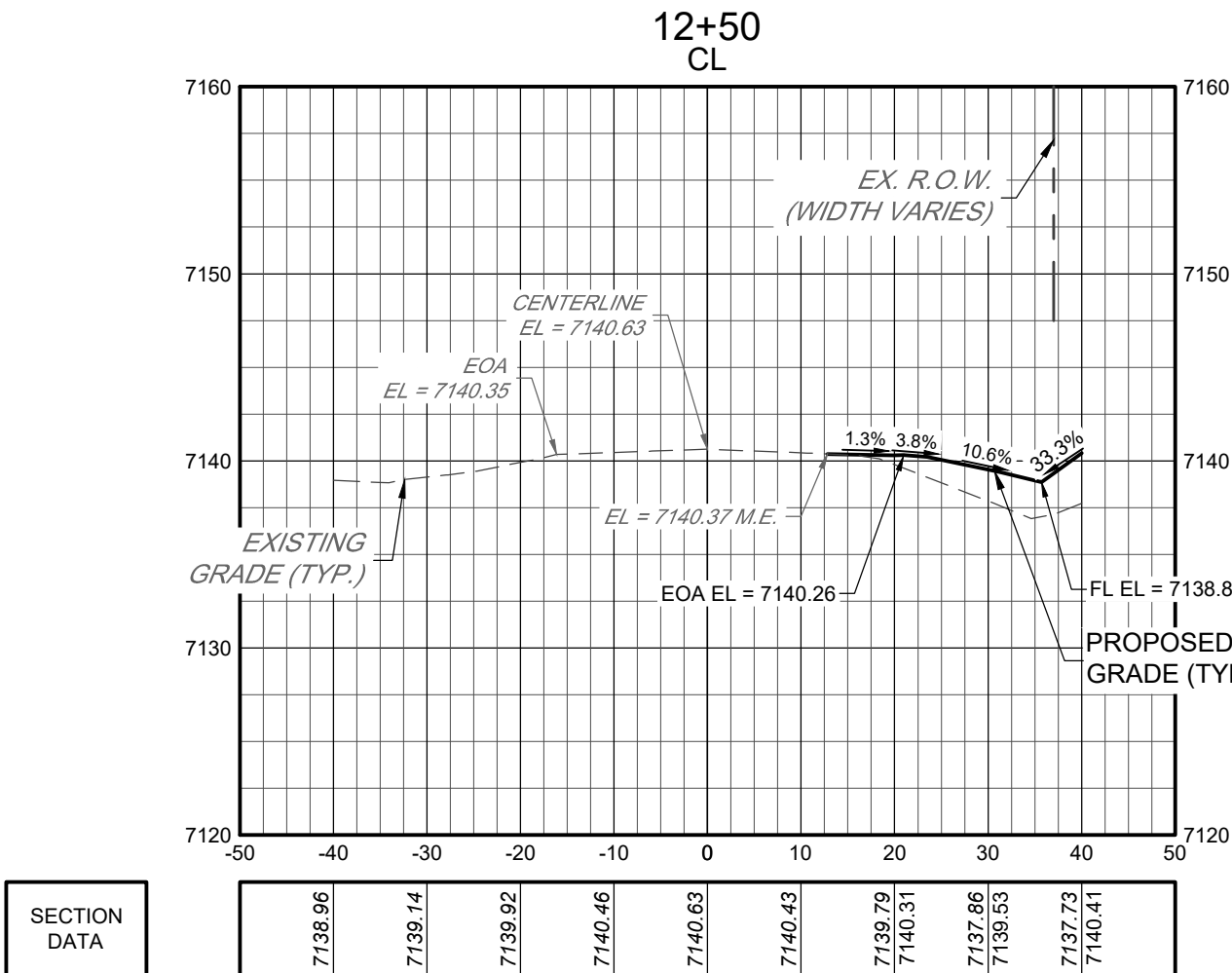
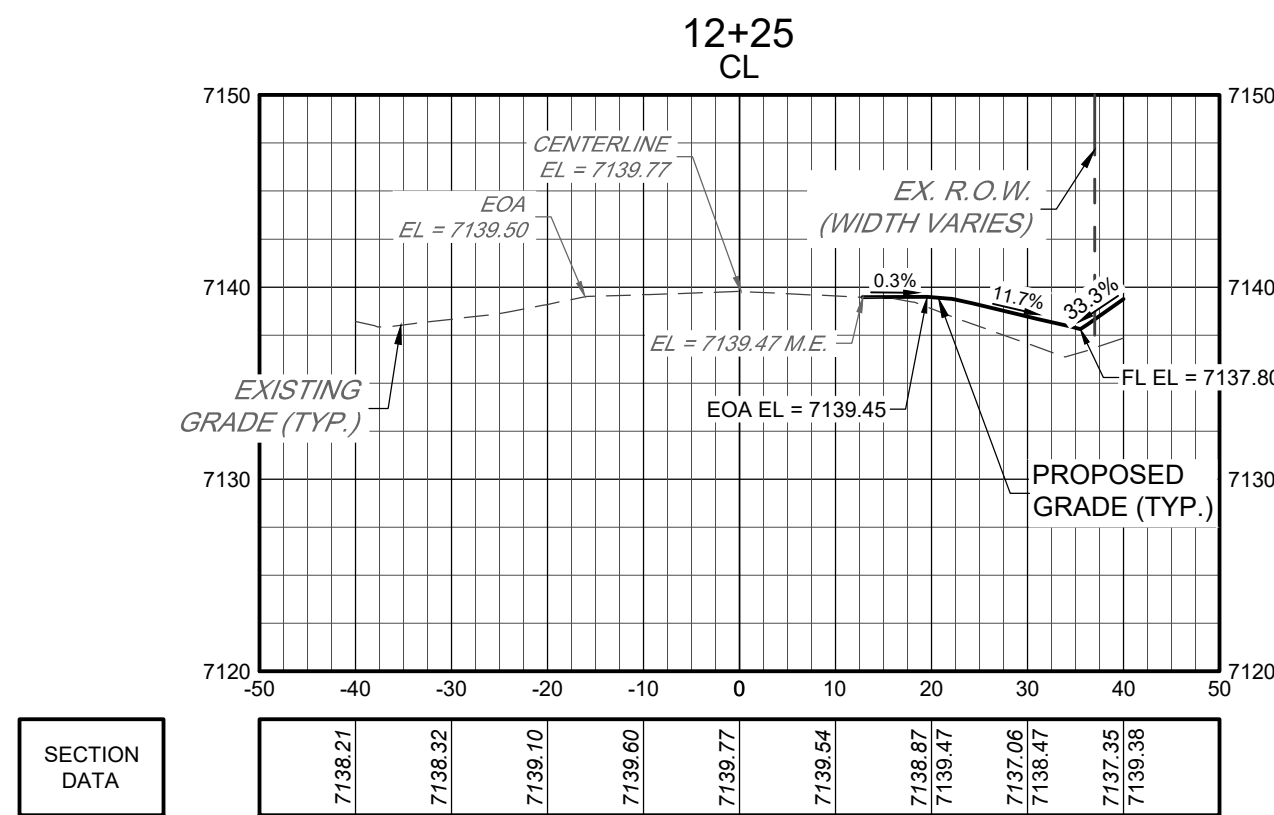
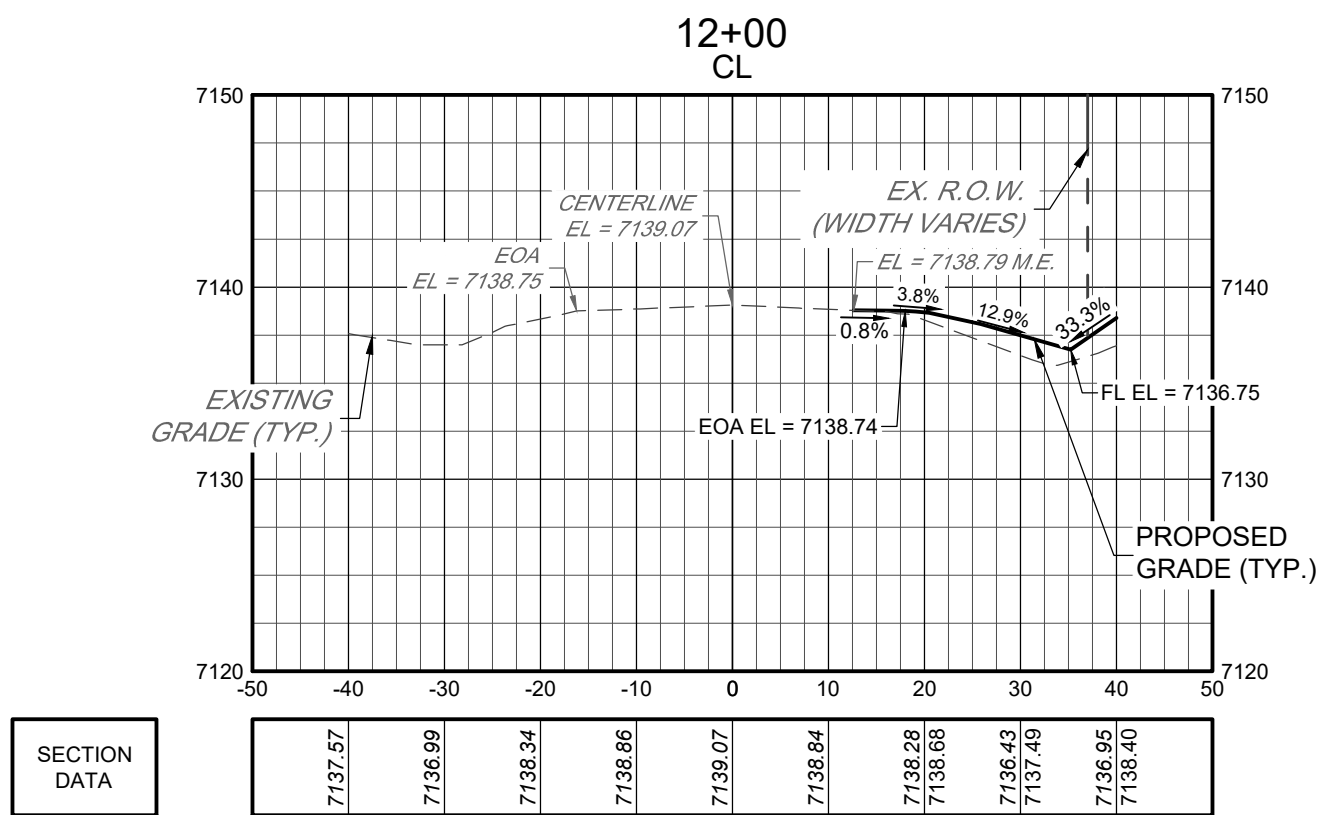
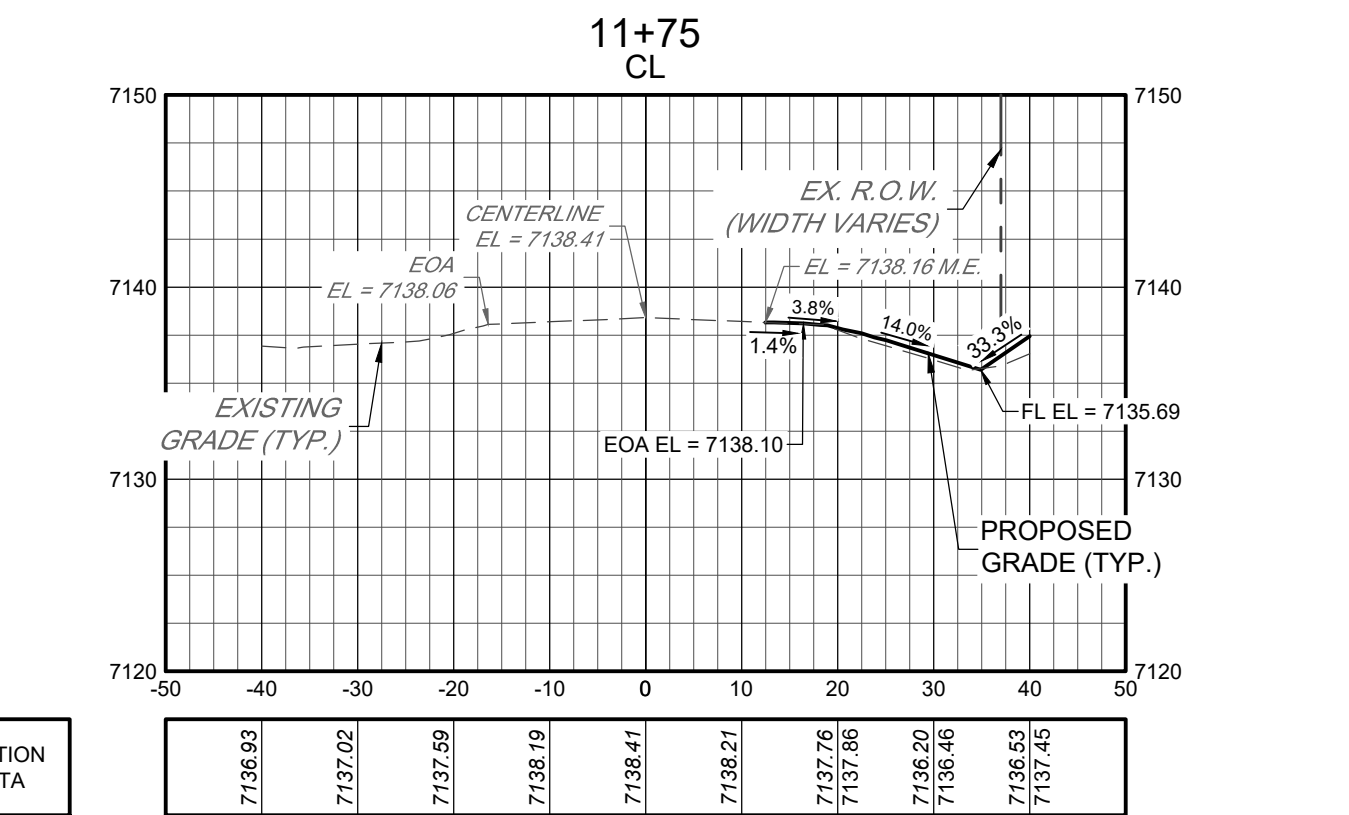
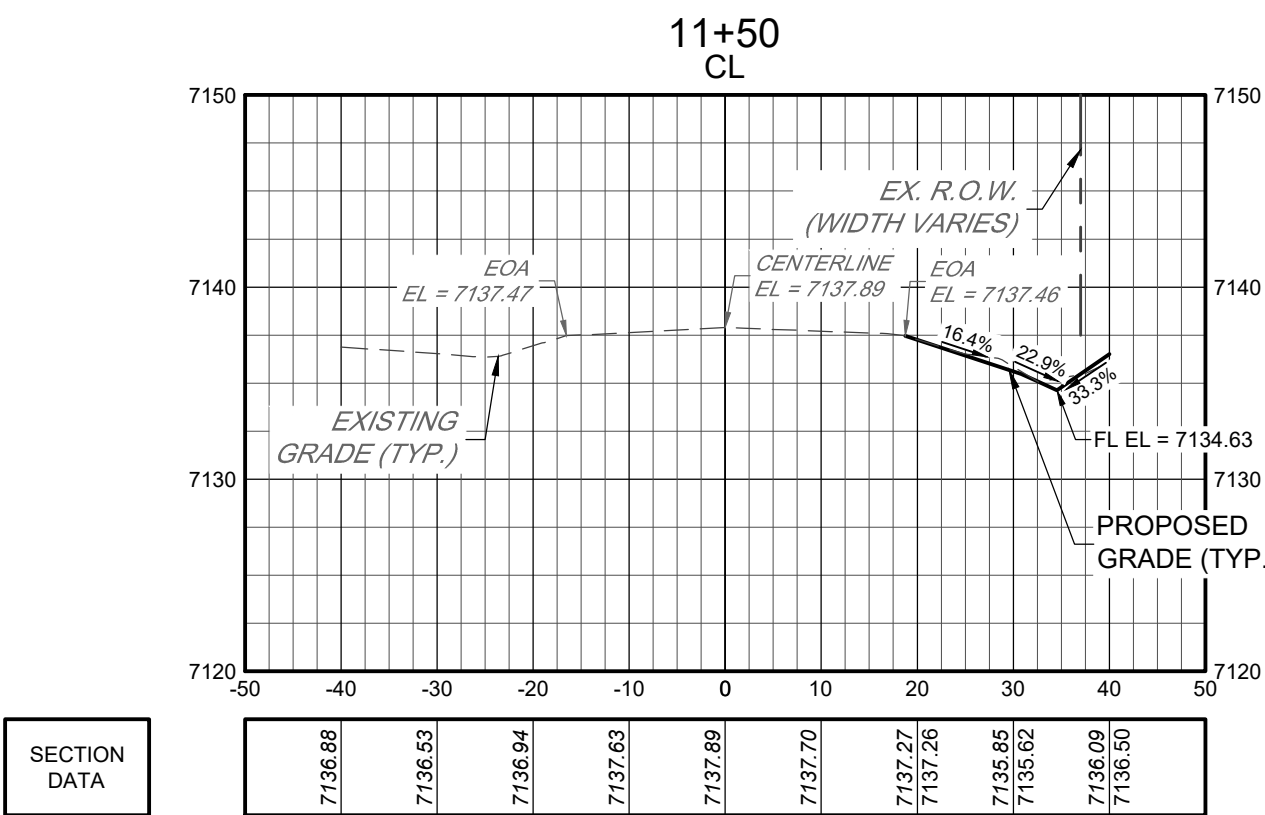
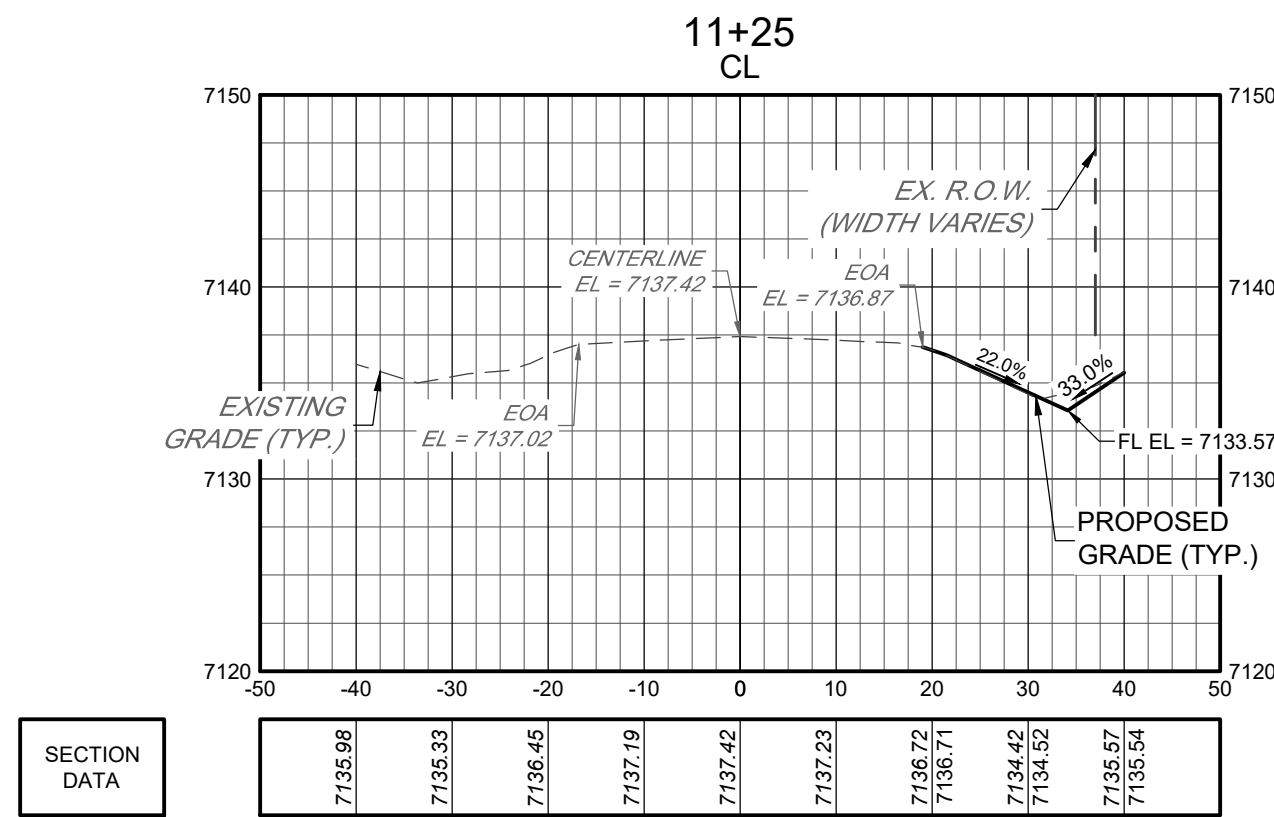
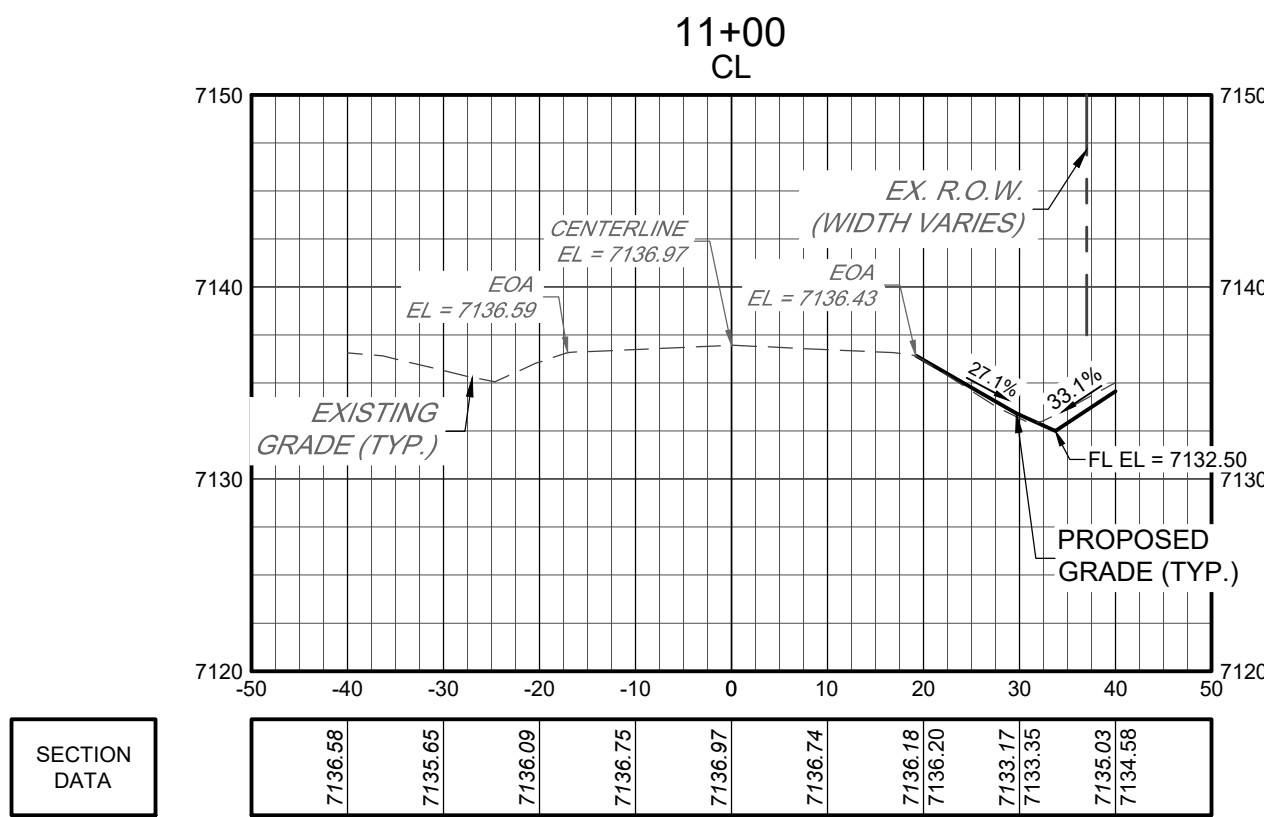
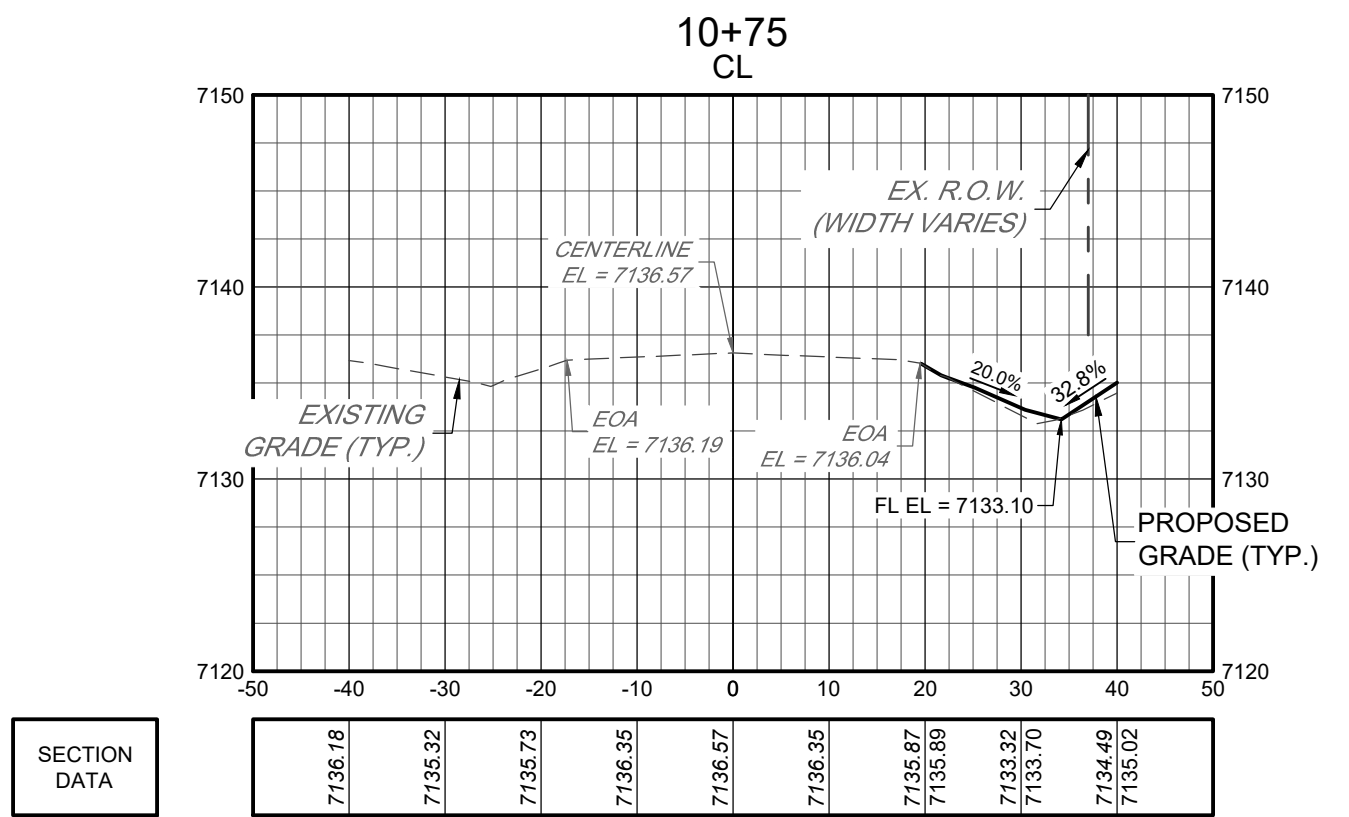
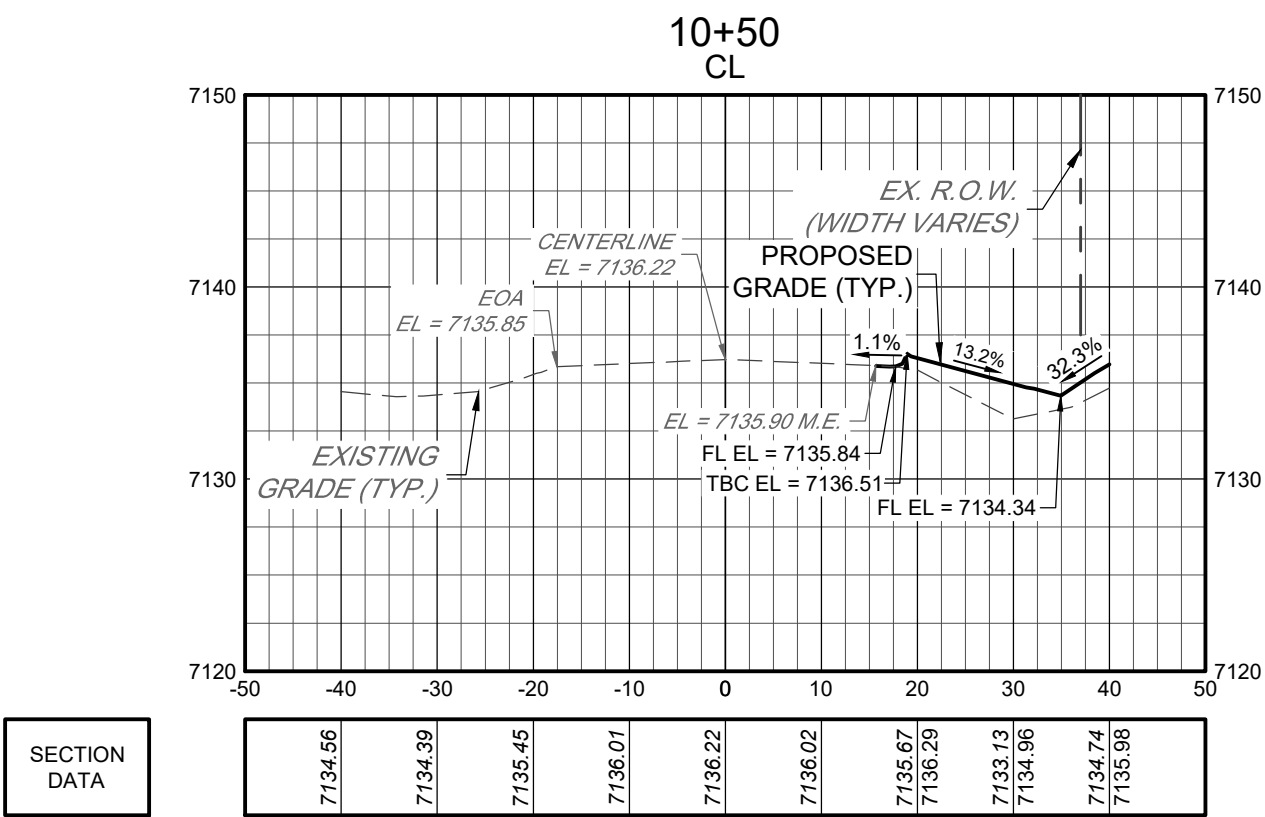
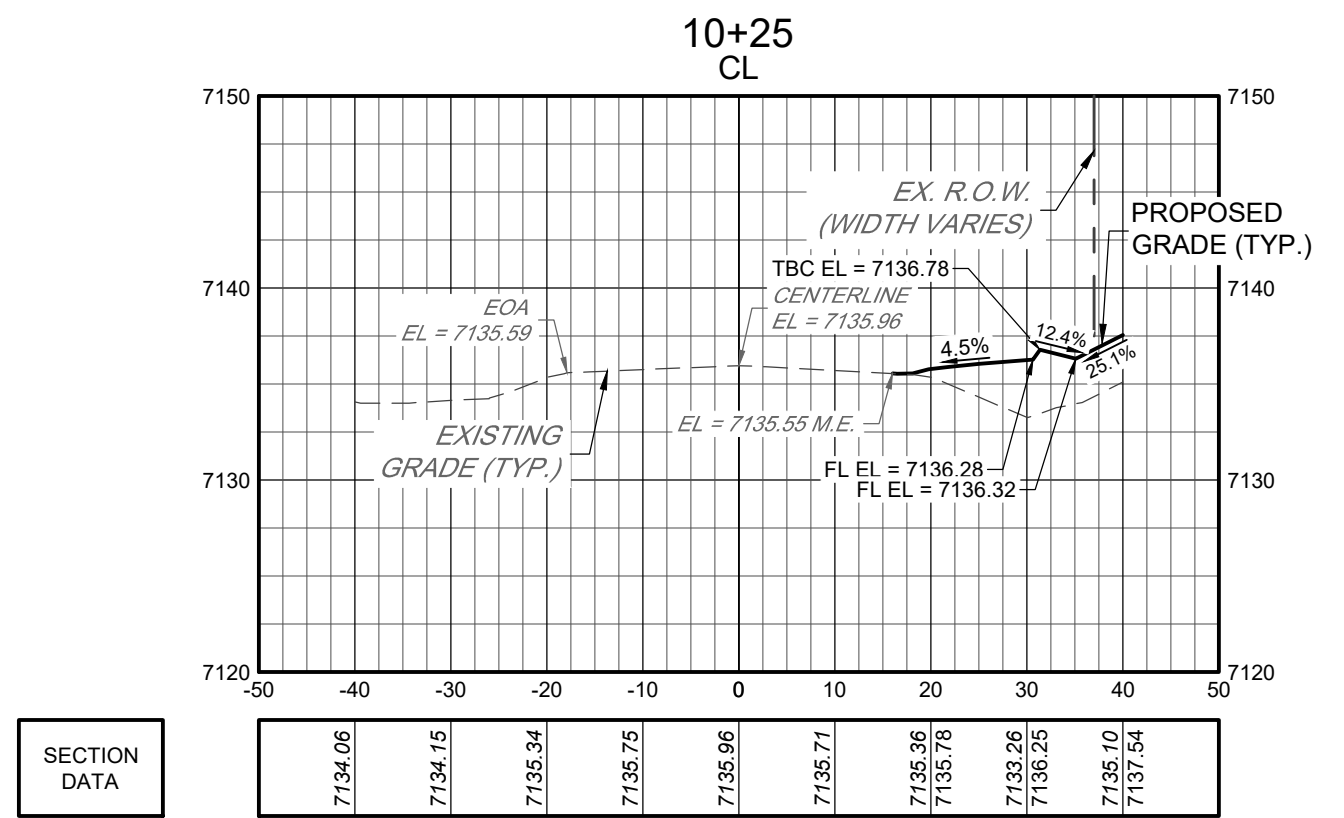
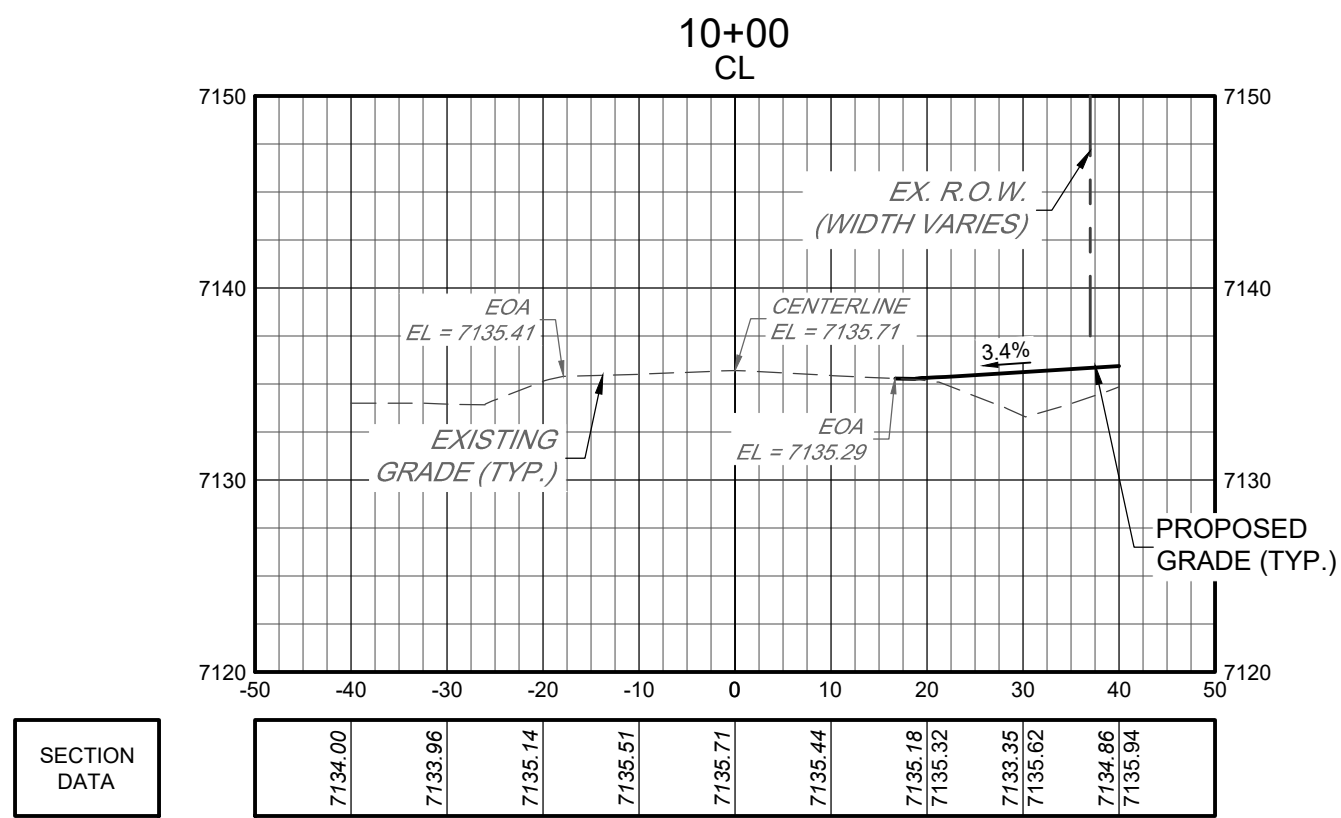
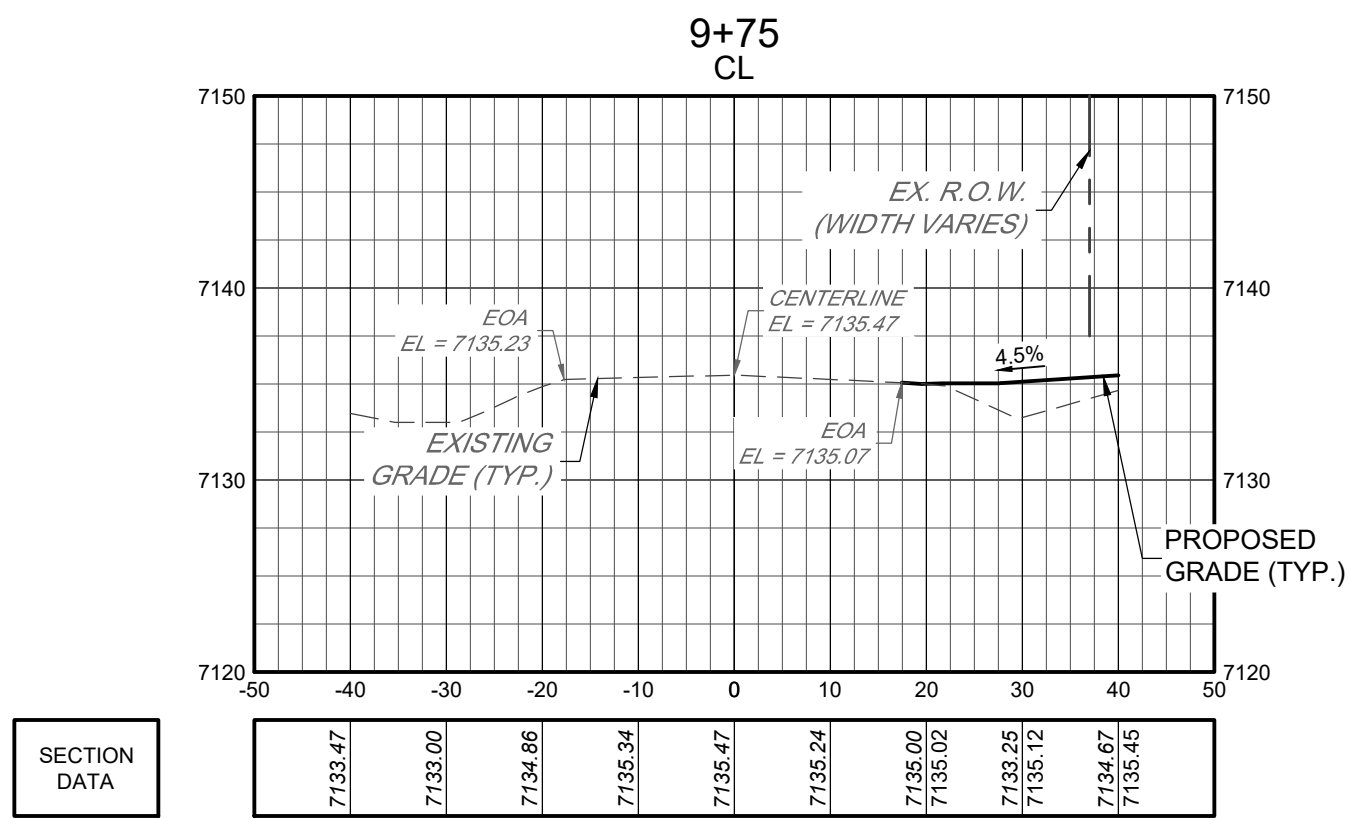
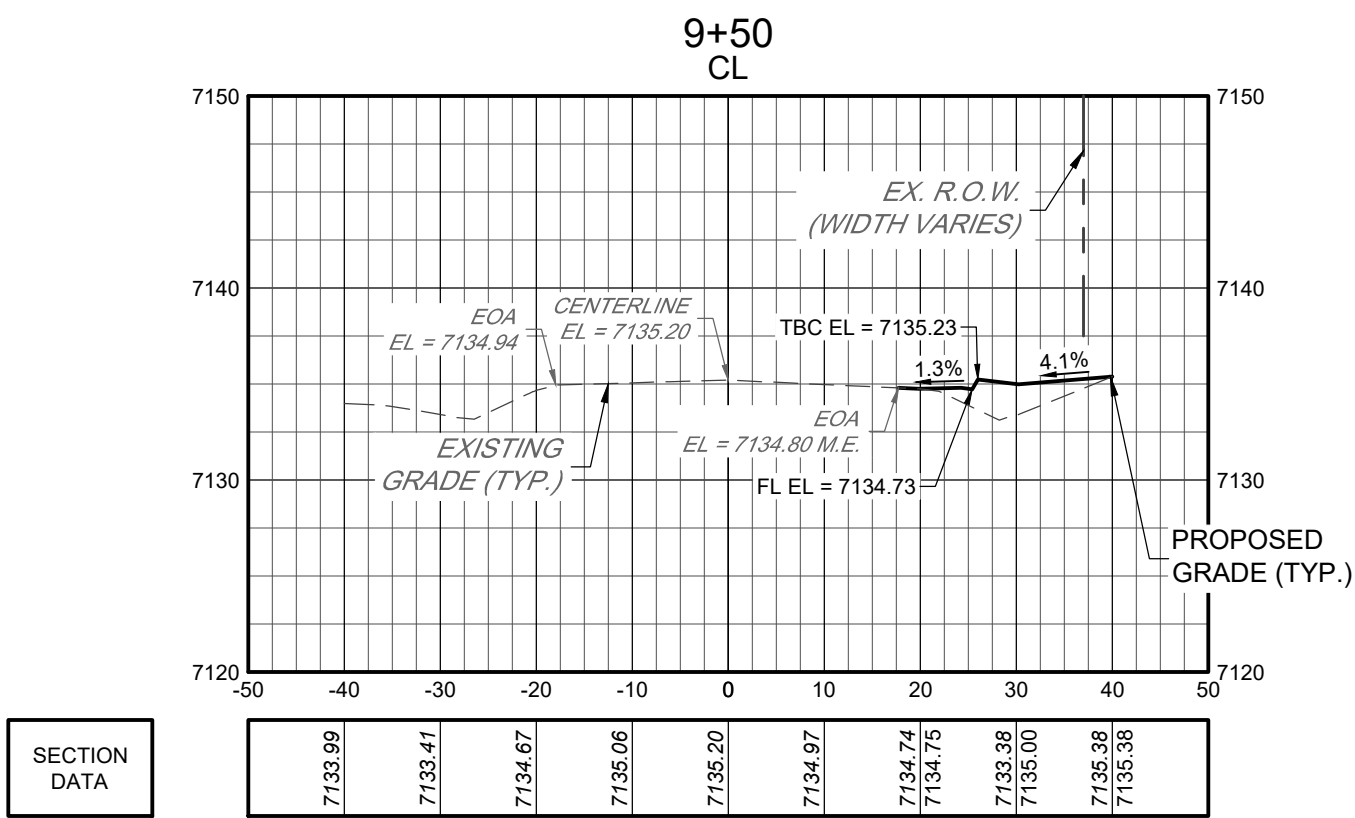
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SECTION VIEWS

H: 1" = 20'

V: 1" = 10'

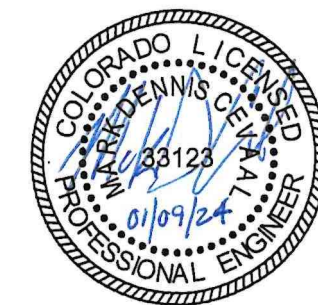


SCALE: 1" = 20'

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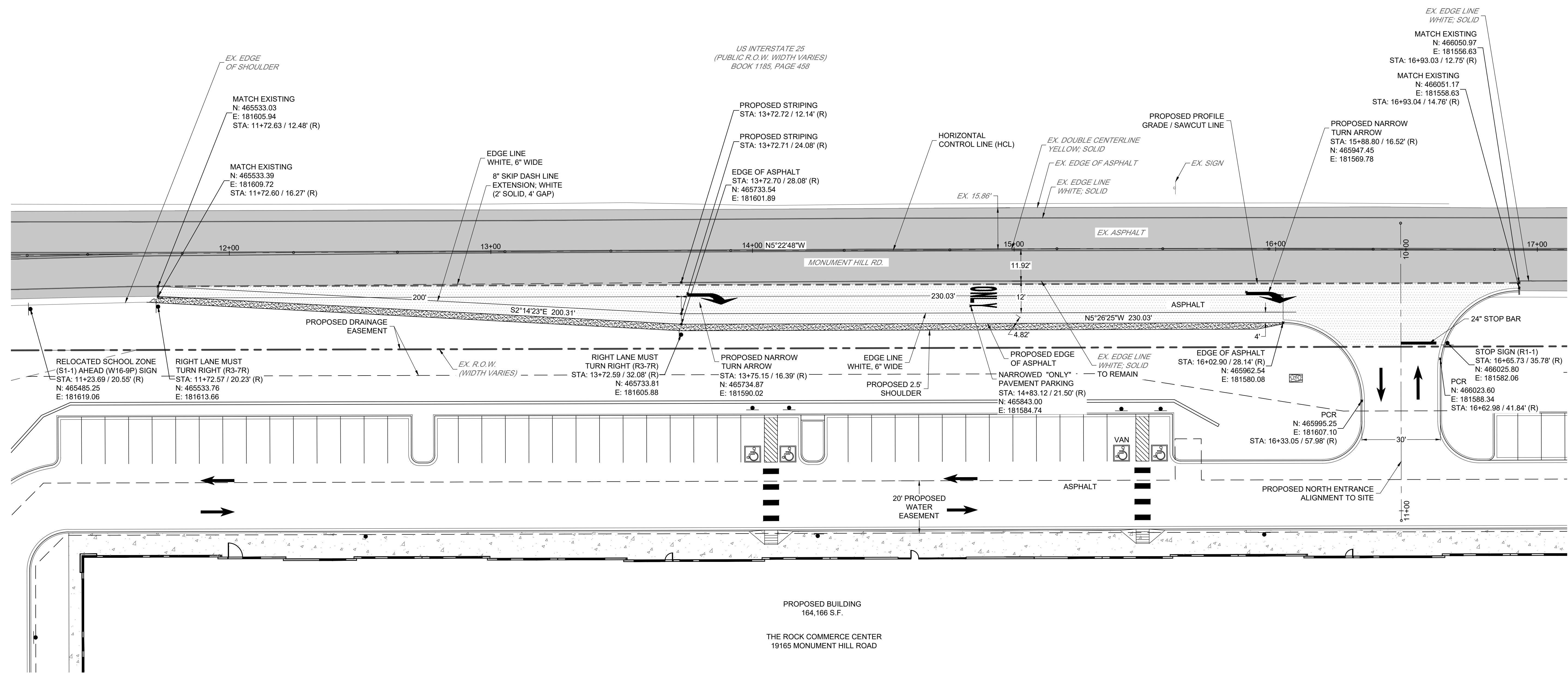
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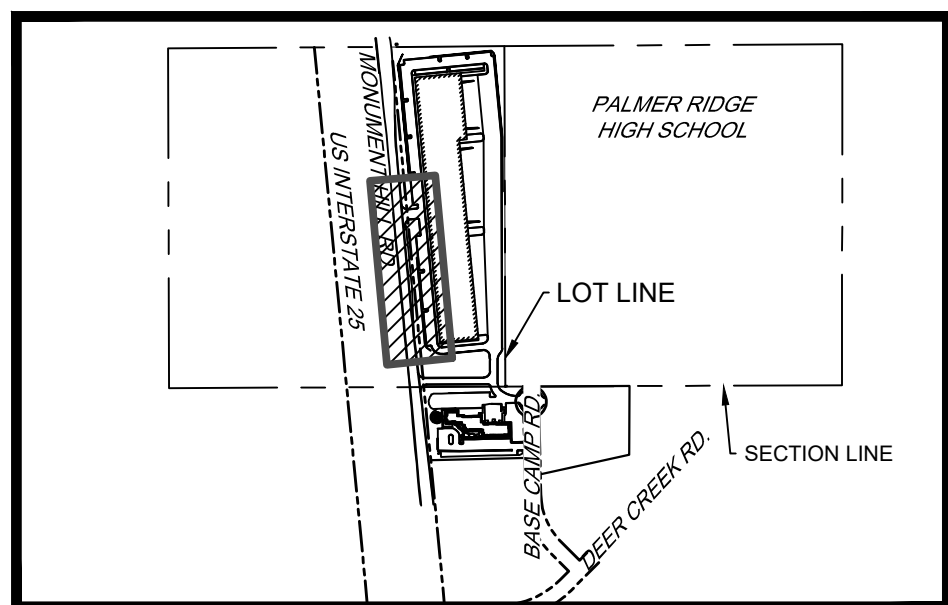
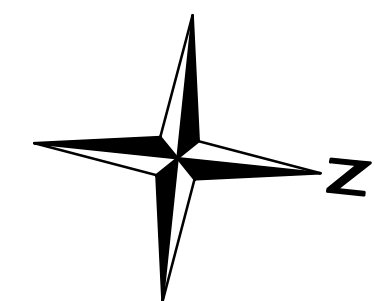
2 2ND SUBMITTAL

3 3RD SUBMITTAL

4 4TH SUBMITTAL



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KEYMAP
SCALE = 1" = 750'

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SIGNAGE AND STRIPING PLAN

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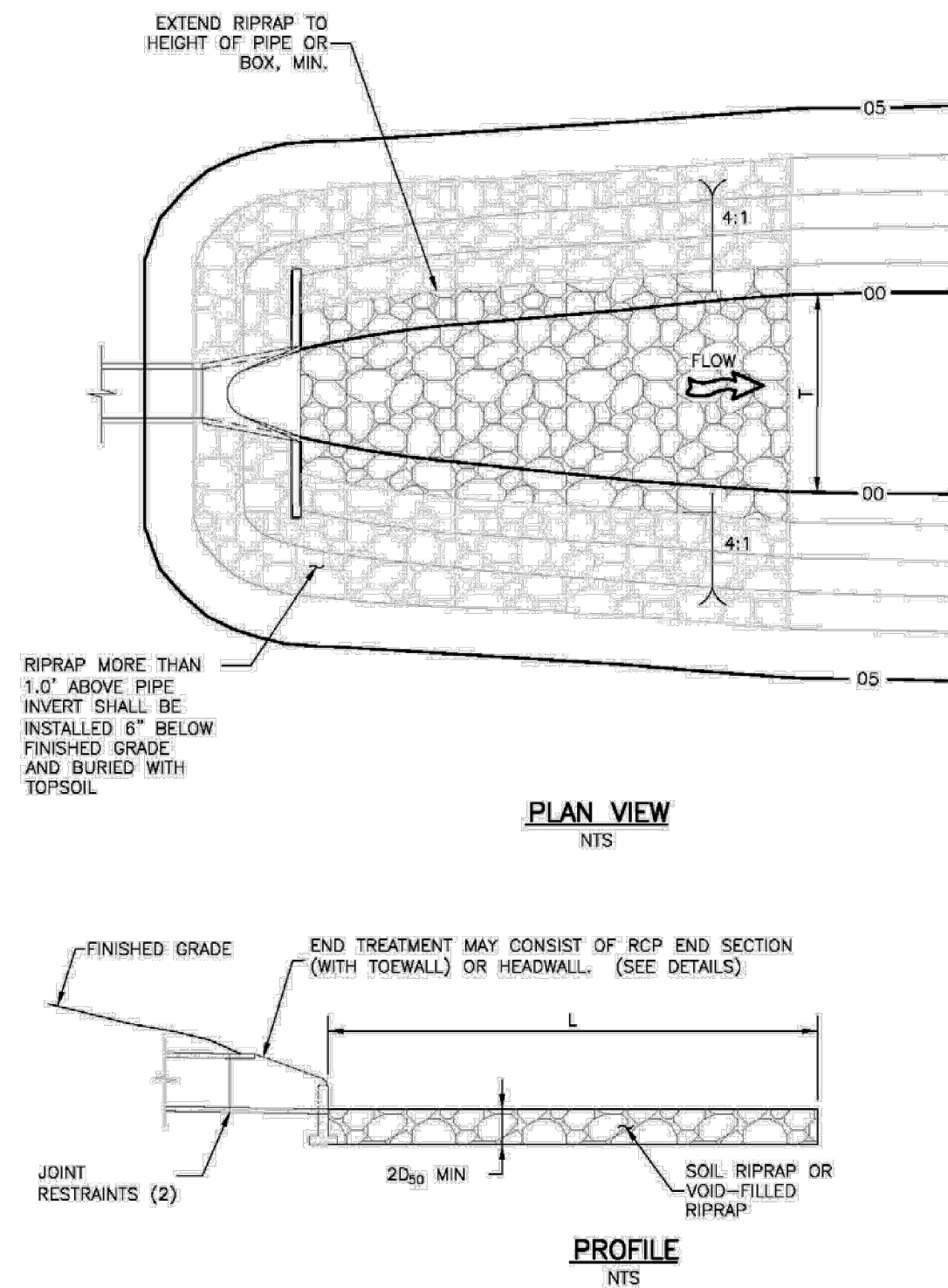
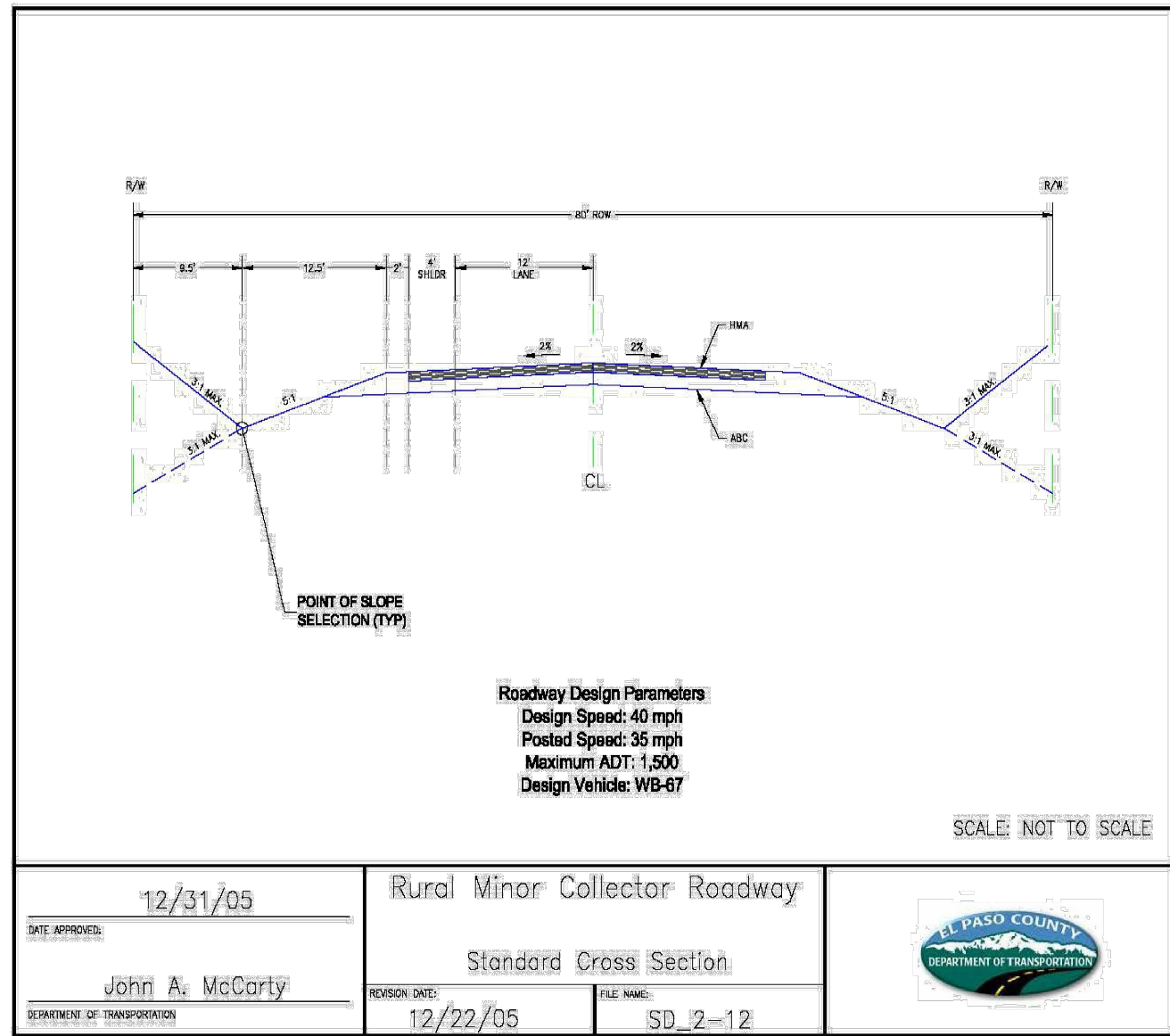
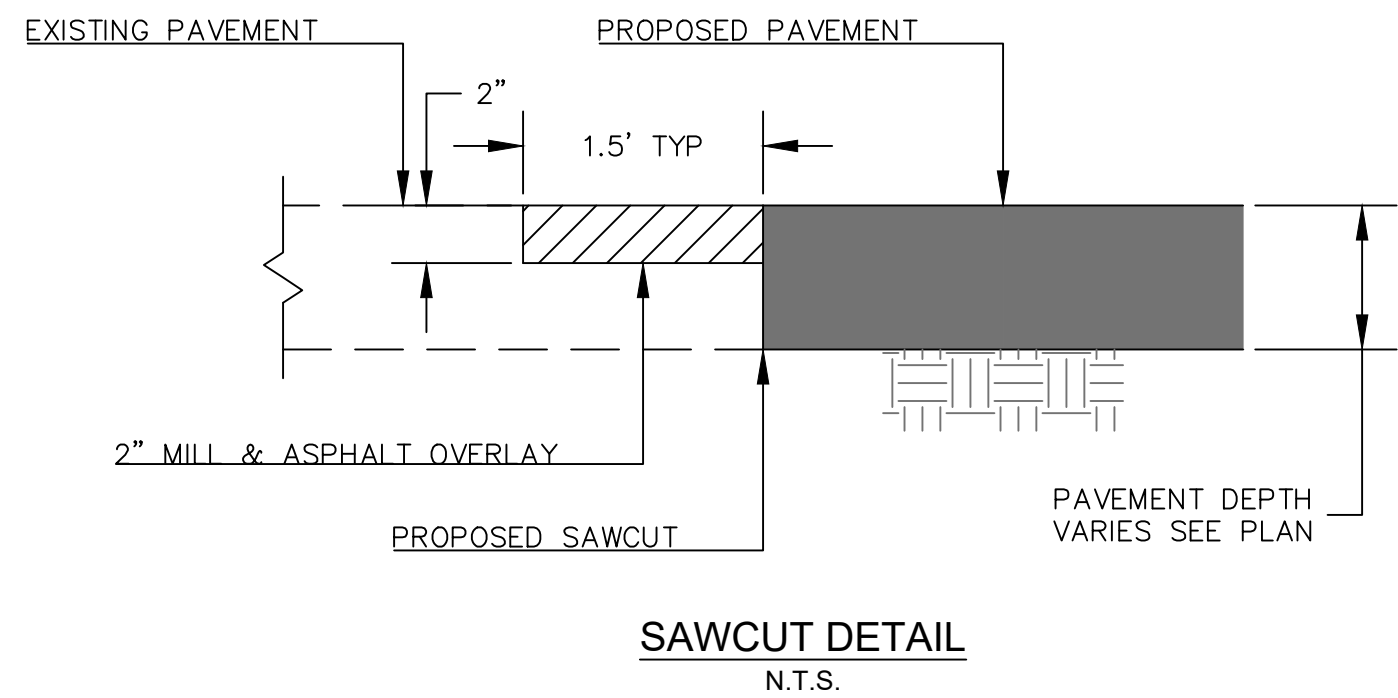
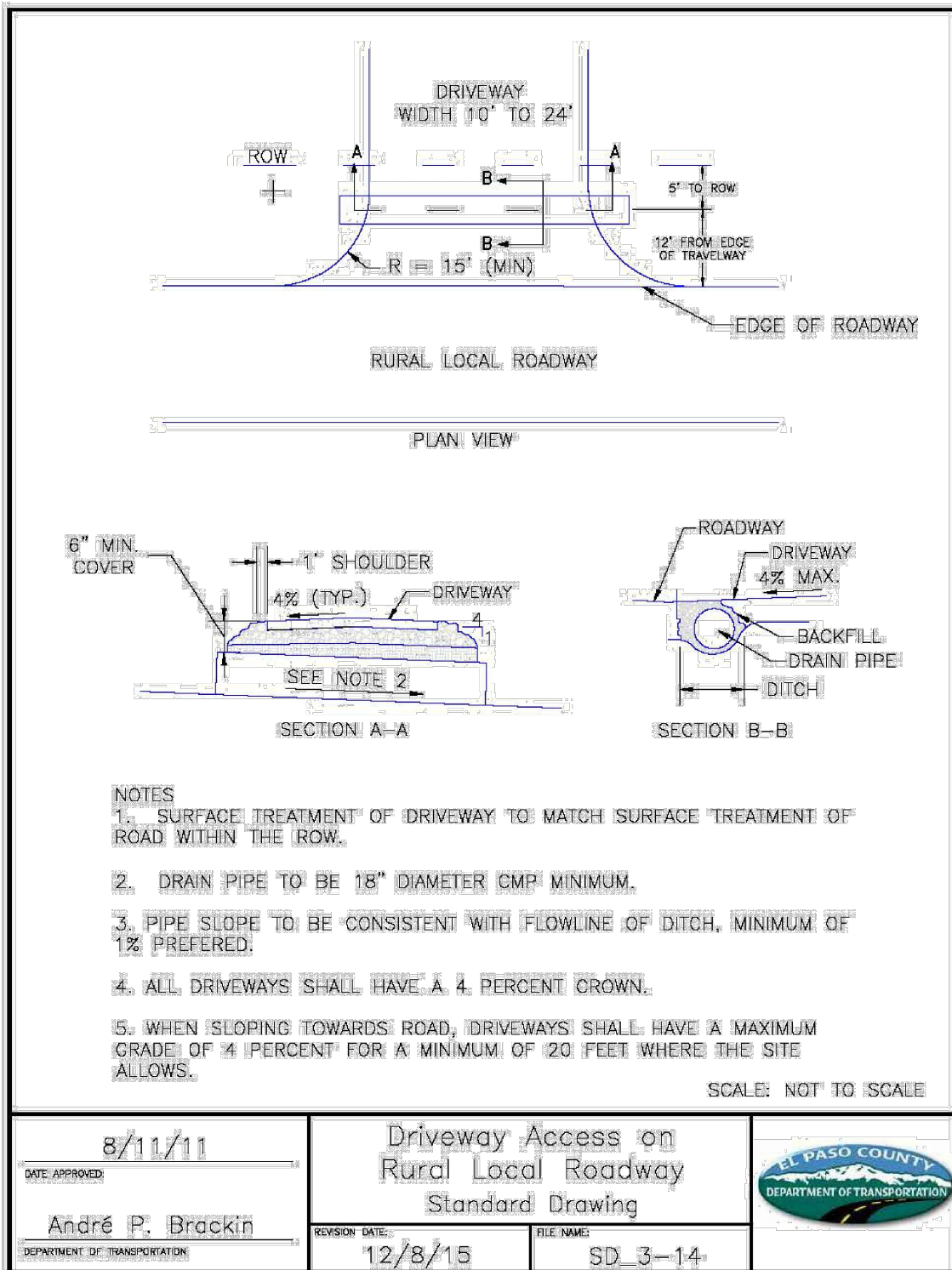


Figure 9-34. Riprap apron detail for culverts in-line with the channel

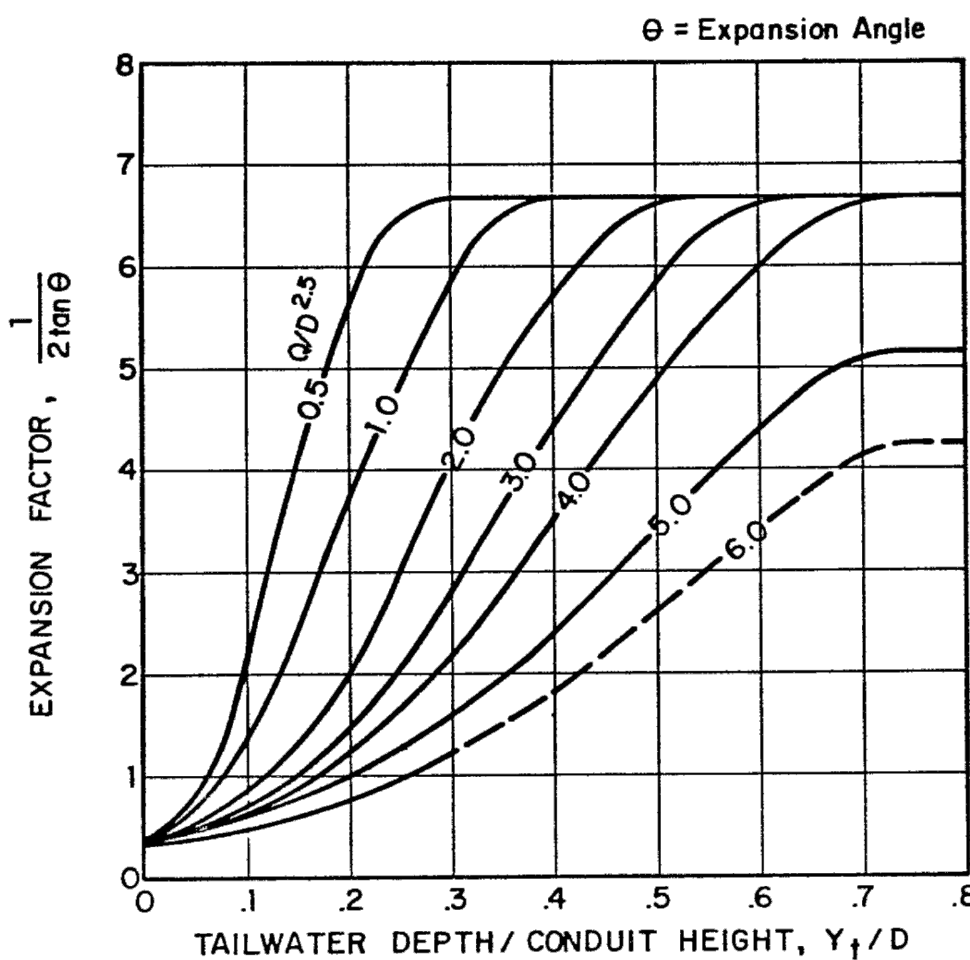
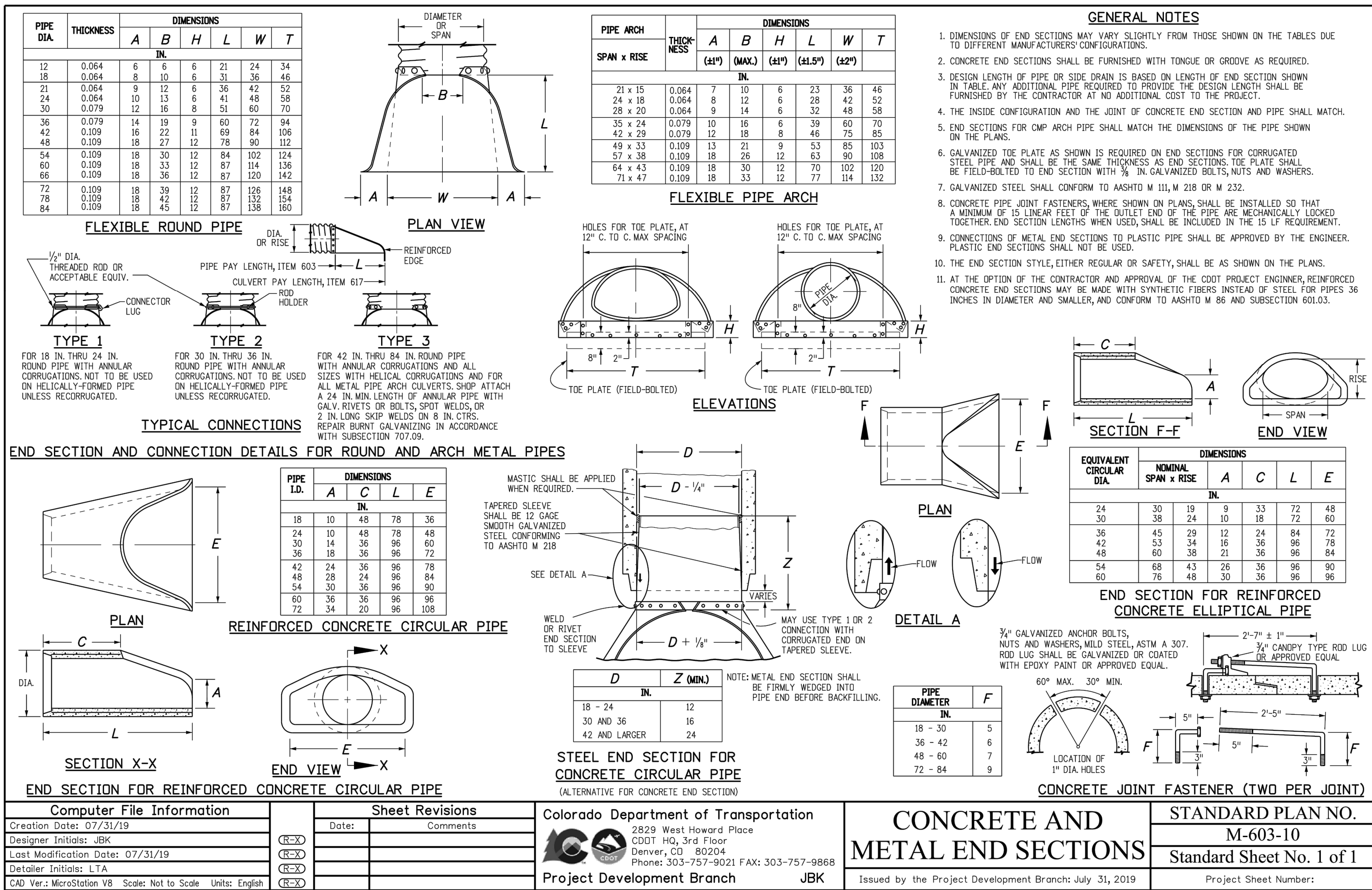


Figure 9-35. Expansion factor for circular conduits

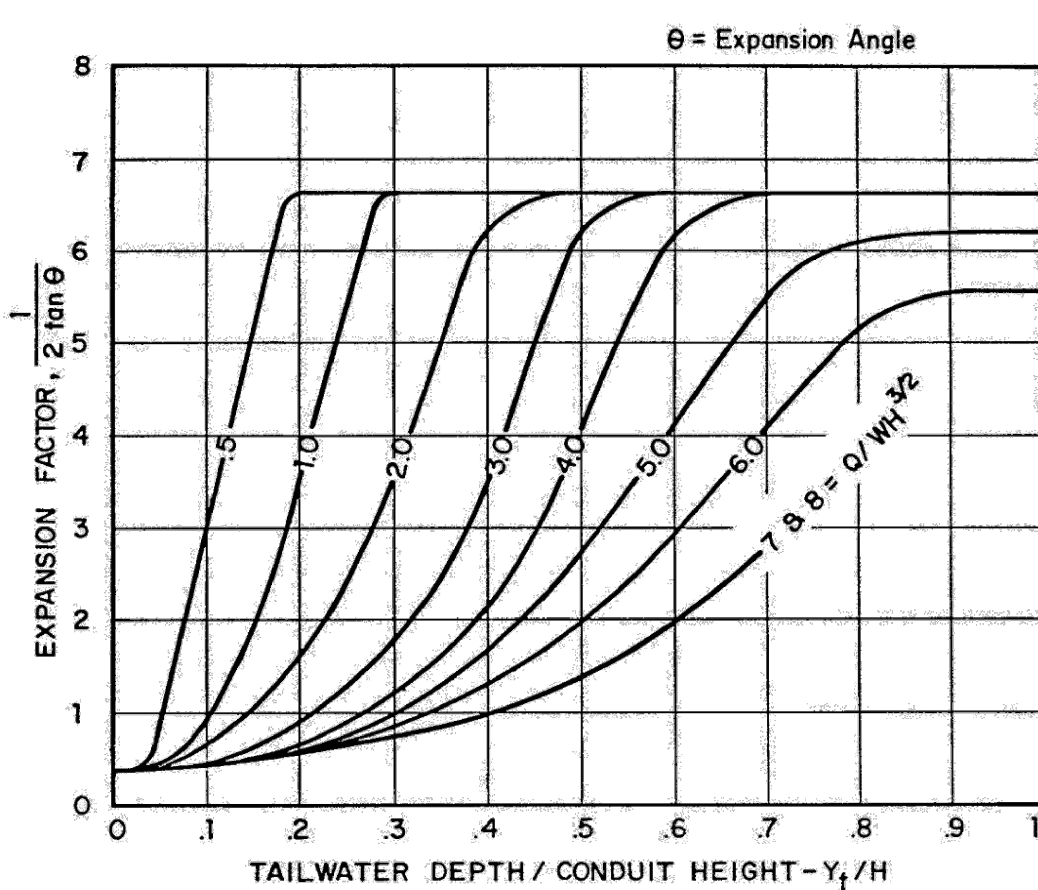


Figure 9-36. Expansion factor for rectangular conduits

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Inlet Protection (IP)

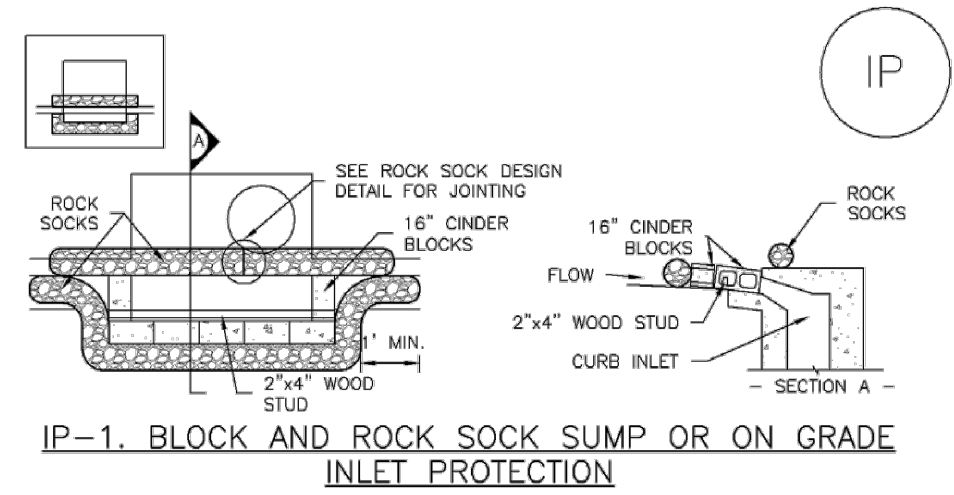
SC-6

- Remove sediment accumulation from the area upstream of the inlet protection, as needed to maintain BMP effectiveness, typically when it reaches to more than half the storage capacity of the inlet protection. For silt fence, remove sediment when it accumulates to a depth of no more than 6 inches. Remove sediment accumulation from the area upstream of the inlet protection as needed to maintain the functionality of the BMP.
- Propriety inlet protection devices should be inspected and maintained in accordance with manufacturer specifications. If proprietary inlet insert devices are used, sediment should be removed in a timely manner to prevent devices from breaking and spilling sediment into the storm drain.

Inlet protection must be removed and properly disposed of when the drainage area for the inlet has reached final stabilization.

SC-6

Inlet Protection (IP)



- BLOCK AND CURB SOCK INLET PROTECTION INSTALLATION NOTES**
- SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 - CONCRETE "CINDER" 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.
 - GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ABUTTING ONE ANOTHER AND JOINED TOGETHER IN ACCORDANCE WITH ROCK SOCK DESIGN DETAIL.
- IP-2. CURB ROCK SOCKS UPSTREAM OF INLET PROTECTION**
- CURB ROCK SOCK INLET PROTECTION INSTALLATION NOTES**
- SEE ROCK SOCK DESIGN DETAIL INSTALLATION REQUIREMENTS.
 - PLACEMENT OF THE SOCK SHALL BE APPROXIMATELY 30 DEGREES FROM PERPENDICULAR IN THE OPPOSITE DIRECTION OF FLOW.
 - SOCKS ARE TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5 FEET APART.
 - AT LEAST TWO CURB SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADE INLETS.

Inlet Protection (IP)

SC-6

Description

Inlet protection consists of permeable barriers installed around an inlet to filter runoff and remove sediment prior to entering a storm drain inlet. Inlet protection can be constructed from rock socks, sediment control logs, silt fence, block and rock socks, or other materials approved by the local jurisdiction. Area inlets can also be protected by over-excavating around the inlet to form a sediment trap.

Appropriate Uses

Install protection at storm sewer inlets that are operable during construction. Consider the potential for tracked-out sediment or temporary stockpile areas to contribute sediment to inlets when determining which inlets must be protected. This may include inlets in the general proximity of the construction area, not limited to downgradient inlets. Inlet protection is not a stand-alone BMP and should be used in conjunction with other upgradient BMPs.

Design and Installation

To function effectively, inlet protection measures must be installed to ensure that flows do not bypass the inlet protection and enter the storm drain without treatment. However, designs must also enable the inlet to function without completely blocking flows into the inlet in a manner that causes localized flooding. When selecting the type of inlet protection, consider factors such as type of inlet (e.g., curb or area, sump or on-grade conditions), traffic, anticipated flows, ability to secure the BMP properly, safety and other site-specific conditions. For example, block and rock socks will be better suited to a curb and gutter along a roadway, as opposed to silt fence or sediment control logs, which cannot be properly secured in a curb and gutter setting, but are effective area inlet protection measures.

Several inlet protection designs are provided in the Design Details. Additionally, a variety of proprietary products are available for inlet protection that may be approved for use by local governments. If proprietary products are used, design details and installation procedures from the manufacturer must be followed. Regardless of the type of inlet protection selected, inlet protection is most effective when combined with other BMPs such as curb socks and check dams. Inlet protection is often the last barrier before runoff enters the storm sewer or receiving water.

Design details with notes are provided for these forms of inlet protection:

- IP-1. Block and Rock Sock Inlet Protection for Sump or On-grade Inlets
- IP-2. Curb (Rock) Socks Upstream of Inlet Protection, On-grade Inlets



Photograph IP-1. Inlet protection for a curb opening inlet.

Inlet Protection (various forms)	
Functions	
Erosion Control	No
Sediment Control	Yes
Site/Material Management	No

SC-6

Inlet Protection (IP)

- IP-3. Rock Sock Inlet Protection for Sump/Area Inlet
- IP-4. Silt Fence Inlet Protection for Sump/Area Inlet
- IP-5. Over-excavation Inlet Protection
- IP-6. Straw Bale Inlet Protection for Sump/Area Inlet
- CIP-1. Culvert Inlet Protection

Propriety inlet protection devices should be installed in accordance with manufacturer specifications.

More information is provided below on selecting inlet protection for sump and on-grade locations.

Inlets Located in a Sump

When applying inlet protection in sump conditions, it is important that the inlet continue to function during larger runoff events. For curb inlets, the maximum height of the protective barrier should be lower than the top of the curb opening to allow overflow into the inlet during larger storms without excessive localized flooding. If the inlet protection height is greater than the curb elevation, particularly if the filter becomes clogged with sediment, runoff will not enter the inlet and may bypass it, possibly causing localized flooding, public safety issues, and downstream erosion and damage from bypassed flows.

Area inlets located in a sump setting can be protected through the use of silt fence, concrete block and rock socks (on paved surfaces), sediment control logs/straw wattles embedded in the adjacent soil and stacked around the area inlet (on pervious surfaces), over-excavation around the inlet, and proprietary products providing equivalent functions.

Inlets Located on a Slope

For curb and gutter inlets on paved sloping streets, block and rock sock inlet protection is recommended in conjunction with curb socks in the gutter leading to the inlet. For inlets located along unpaved roads, also see the Check Dam Fact Sheet.

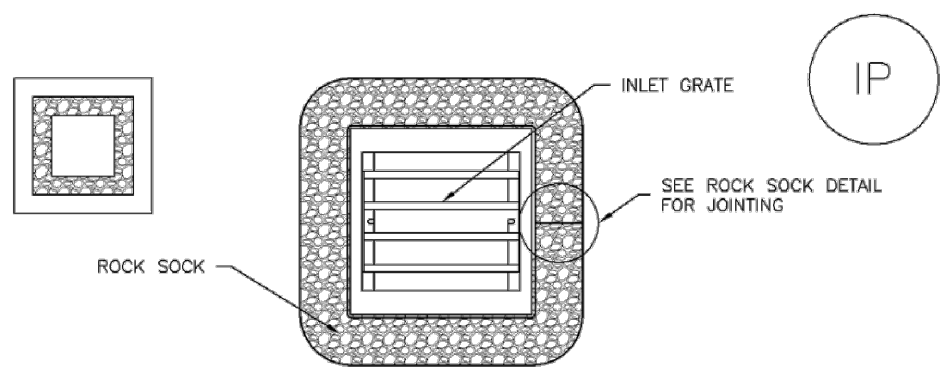
Maintenance and Removal

Inspect inlet protection frequently. Inspection and maintenance guidance includes:

- Inspect for tears that can result in sediment directly entering the inlet, as well as result in the contents of the BMP (e.g., gravel) washing into the inlet.
- Check for improper installation resulting in untreated flows bypassing the BMP and directly entering the inlet or bypassing to an unprotected downstream inlet. For example, silt fence that has not been properly trenched around the inlet can result in flows under the silt fence and directly into the inlet.
- Look for displaced BMPs that are no longer protecting the inlet. Displacement may occur following larger storm events that wash away or reposition the inlet protection. Traffic or equipment may also crush or displace the BMP.
- Monitor sediment accumulation upgradient of the inlet protection.

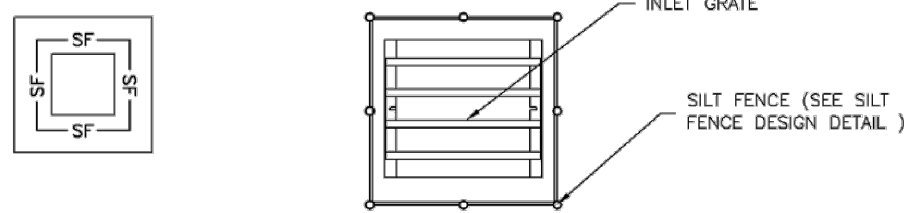
Inlet Protection (IP)

SC-6



IP-3. ROCK SOCK SUMP/AREA INLET PROTECTION

- ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES**
- SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 - STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.

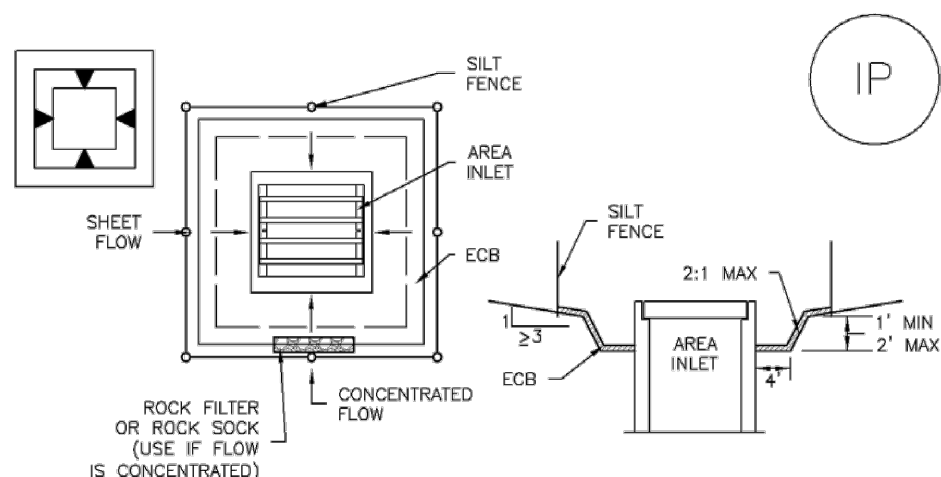


IP-4. SILT FENCE FOR SUMP INLET PROTECTION

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

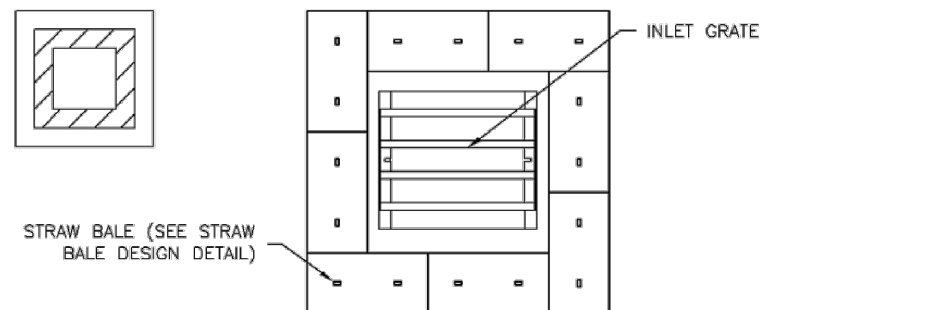
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Inlet Protection (IP)



IP-5. OVEREXCAVATION INLET PROTECTION

- OVEREXCAVATION INLET PROTECTION INSTALLATION NOTES**
- 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.
 - WHEN USING FOR CONCENTRATED FLOWS, SHAPE BASIN IN 2:1 RATIO WITH LENGTH ORIENTED TOWARDS DIRECTION OF FLOW.
 - SEDIMENT MUST BE PERIODICALLY REMOVED FROM THE OVEREXCAVATED AREA.



IP-6. STRAW BALE FOR SUMP INLET PROTECTION

- STRAW BALE BARRIER INLET PROTECTION INSTALLATION NOTES**
- SEE STRAW BALE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 - BALES SHALL BE PLACED IN A SINGLE ROW AROUND THE INLET WITH ENDS OF BALES TIGHTLY ABUTTING ONE ANOTHER.

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