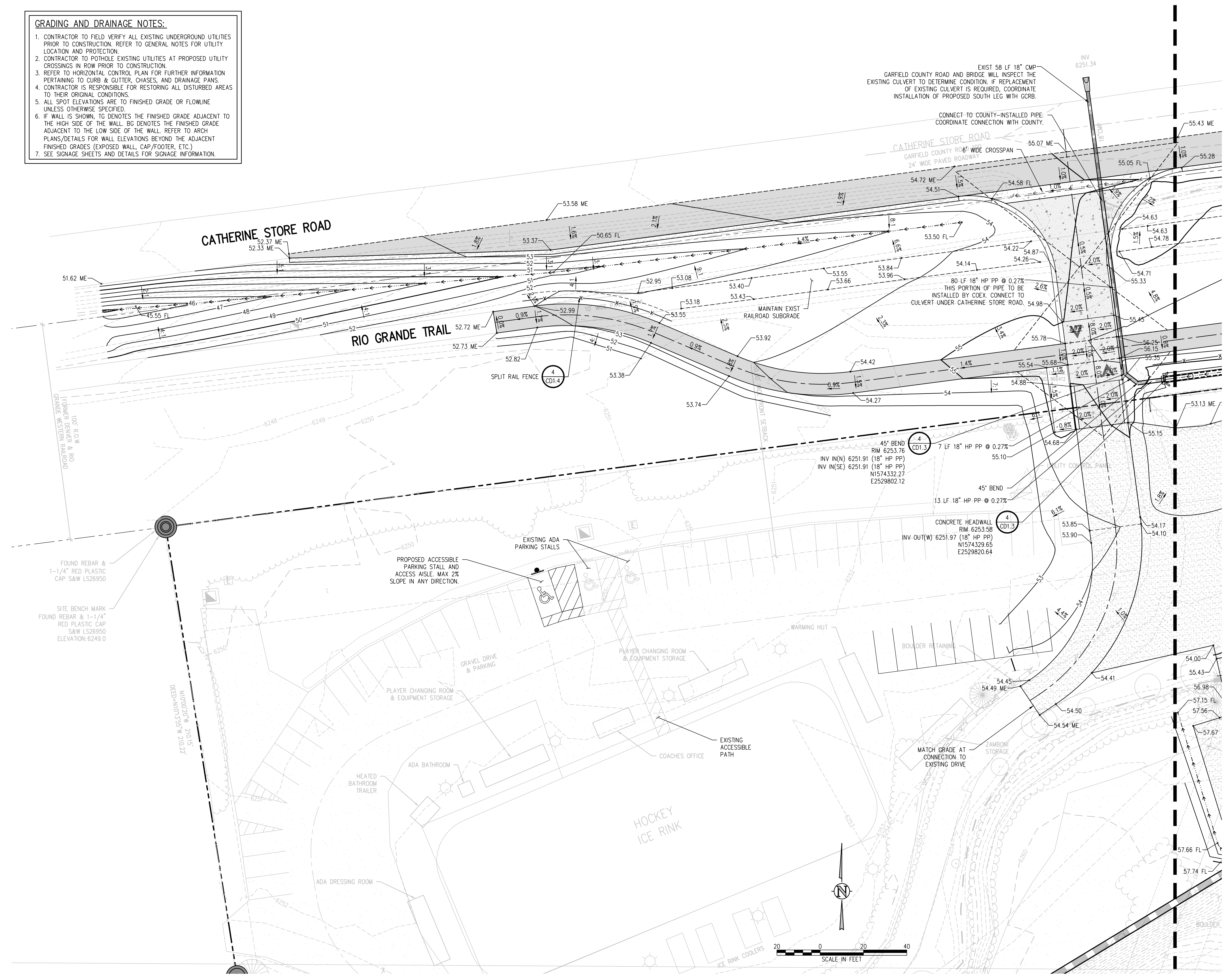


- GRADING AND DRAINAGE NOTES:**
1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
 2. CONTRACTOR TO POTHOLE EXISTING UTILITIES AT PROPOSED UTILITY CROSSINGS IN ROW PRIOR TO CONSTRUCTION.
 3. REFER TO HORIZONTAL CONTROL PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
 4. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO THEIR ORIGINAL CONDITIONS.
 5. ALL SPOT ELEVATIONS ARE TO FINISHED GRADE OR FLOWLINE UNLESS OTHERWISE SPECIFIED.
 6. IF WALL IS SHOWN, TG DENOTES THE FINISHED GRADE ADJACENT TO THE HIGH SIDE OF THE WALL. BG DENOTES THE FINISHED GRADE ADJACENT TO THE LOW SIDE OF THE WALL. REFER TO ARCH PLANS/DETAILS FOR WALL ELEVATIONS BEYOND THE ADJACENT FINISHED GRADES (EXPOSED WALL, CAP/FOOTER, ETC.)
 7. SEE SIGNAGE SHEETS AND DETAILS FOR SIGNAGE INFORMATION.



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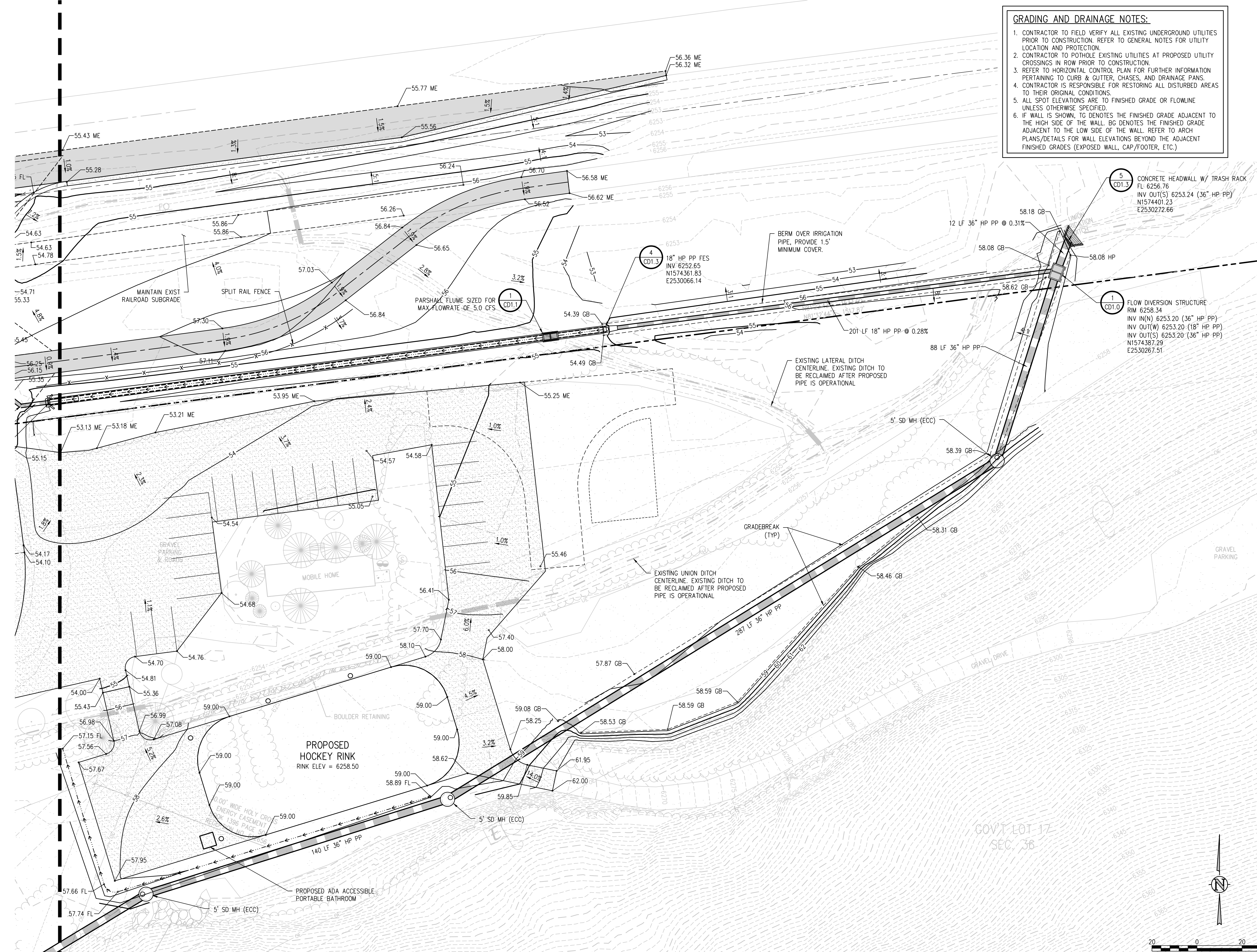
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 JOB #: 3635.1c
 DATE: AUGUST 4, 2023
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**COLORADO EXTREME
 YOUTH HOCKEY FACILITY
 CARBONDALE, COLORADO**

DETAILED GRADING & DRAINAGE PLAN

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- GRADING AND DRAINAGE NOTES:**
1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
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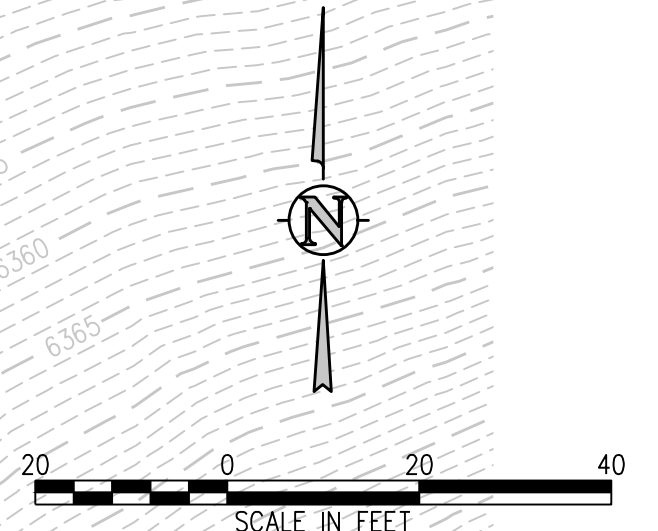


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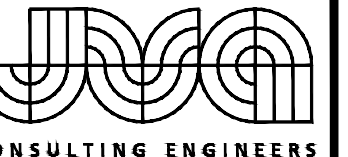
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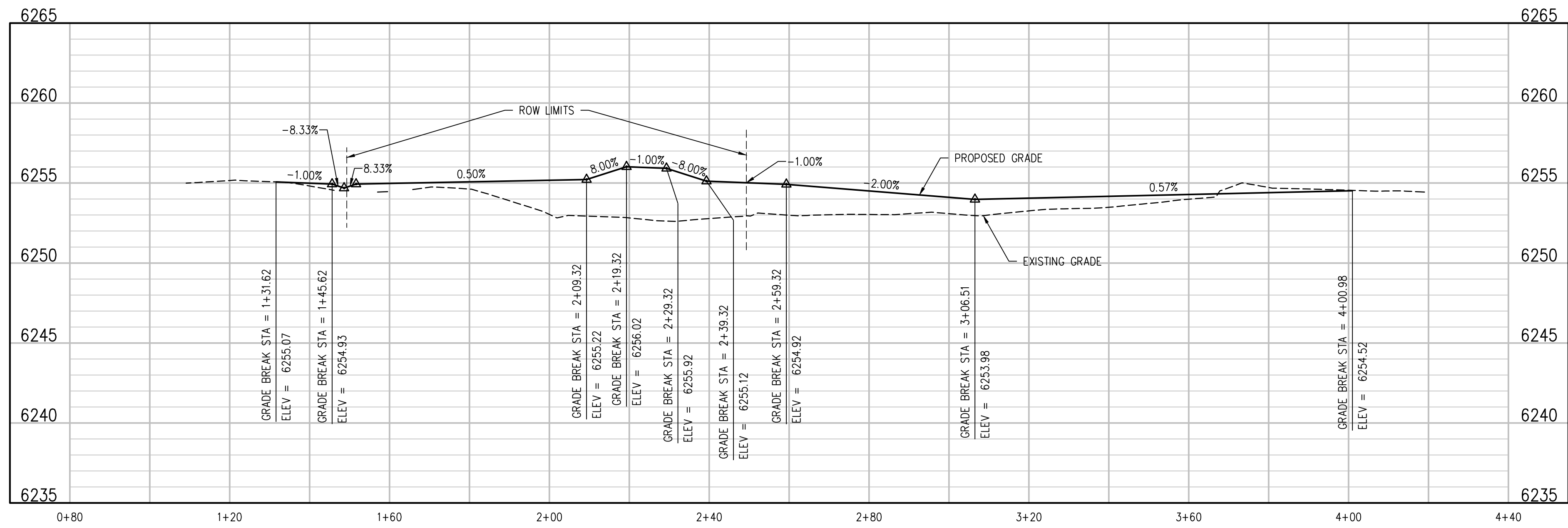
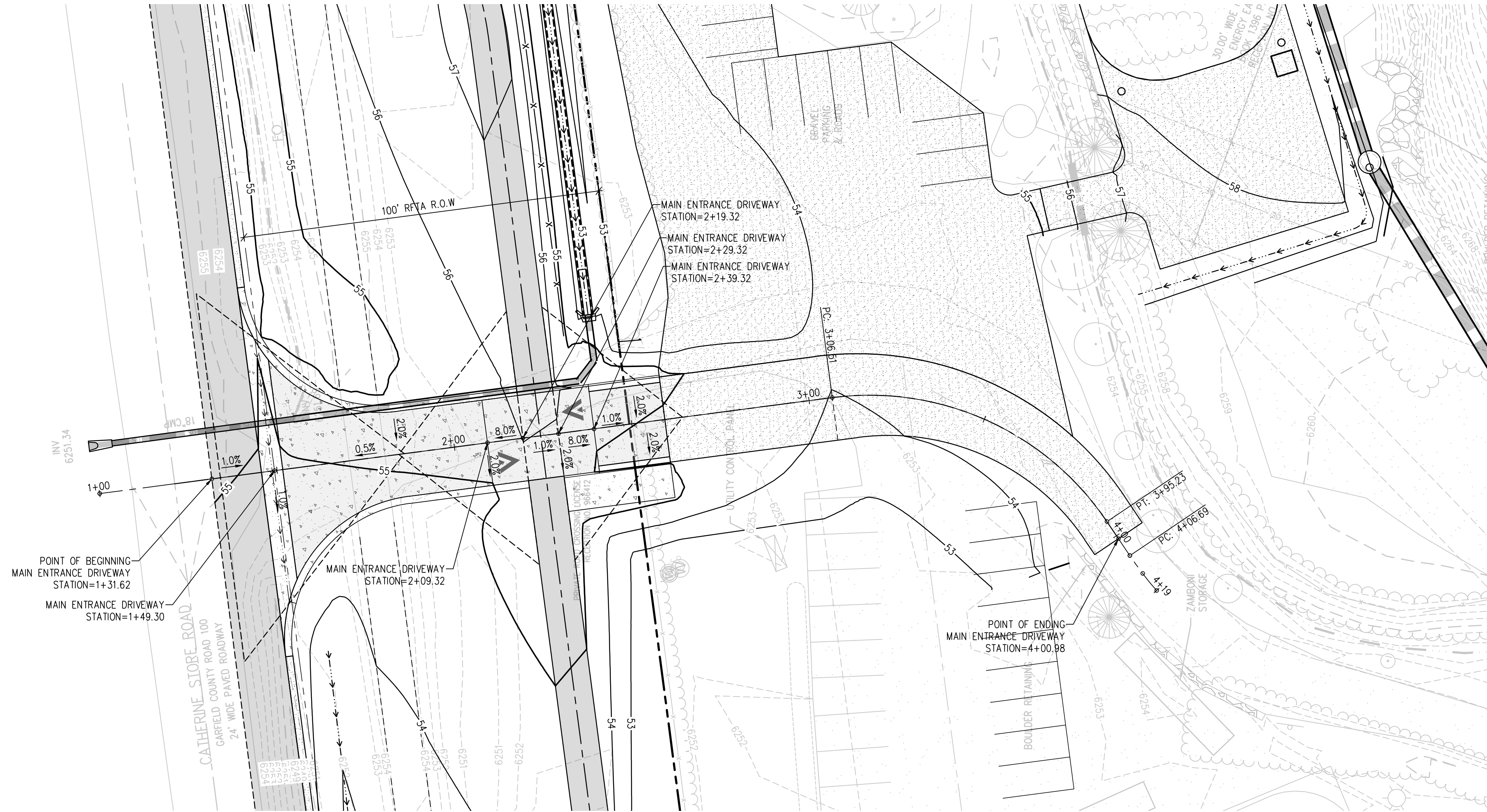
DETAILED GRADING & DRAINAGE PLAN



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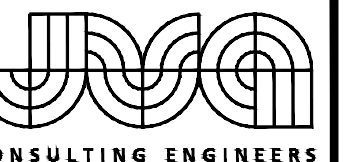
MAIN ENTRANCE DRIVEWAY PROFILE
 SCALE: 1"=20' HORIZ
 1"=5' VERT

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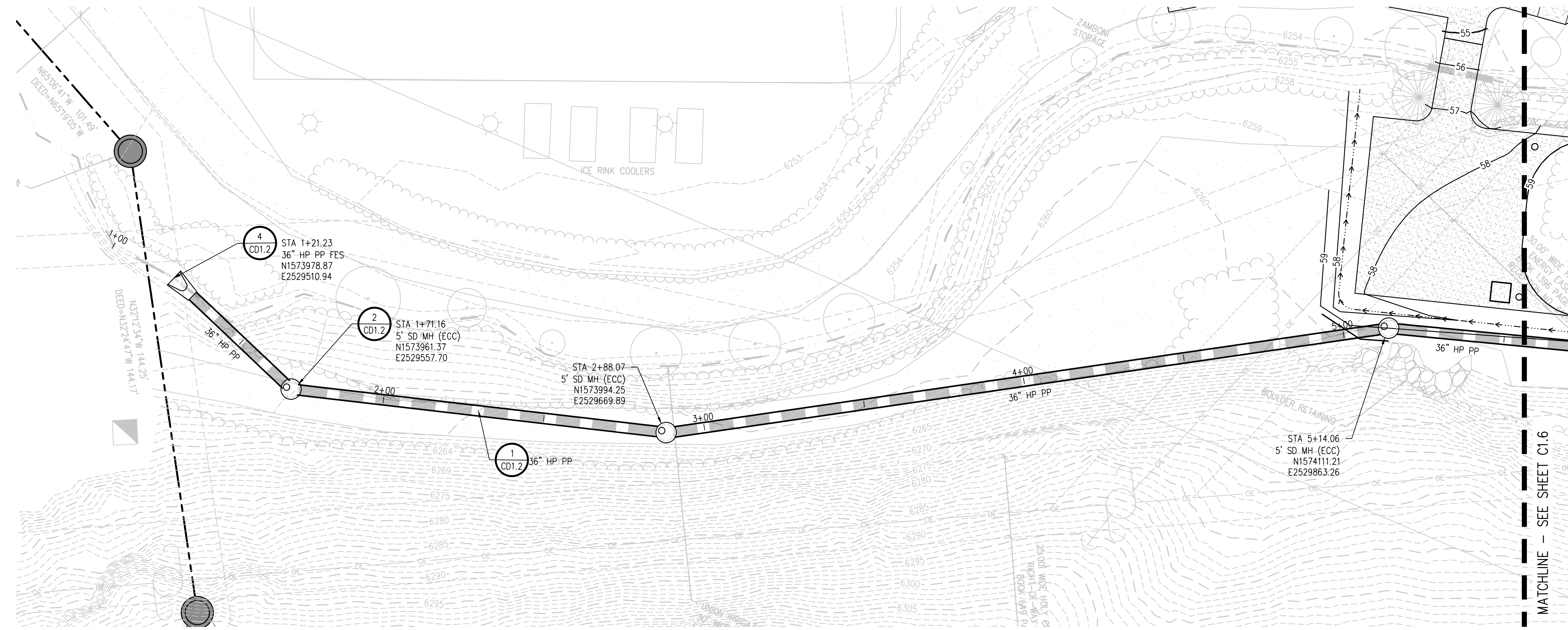
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 CARBONDALE, COLORADO**
ENTRANCE DRIVEWAY PLAN & PROFILE

SHEET NO.
C1.4

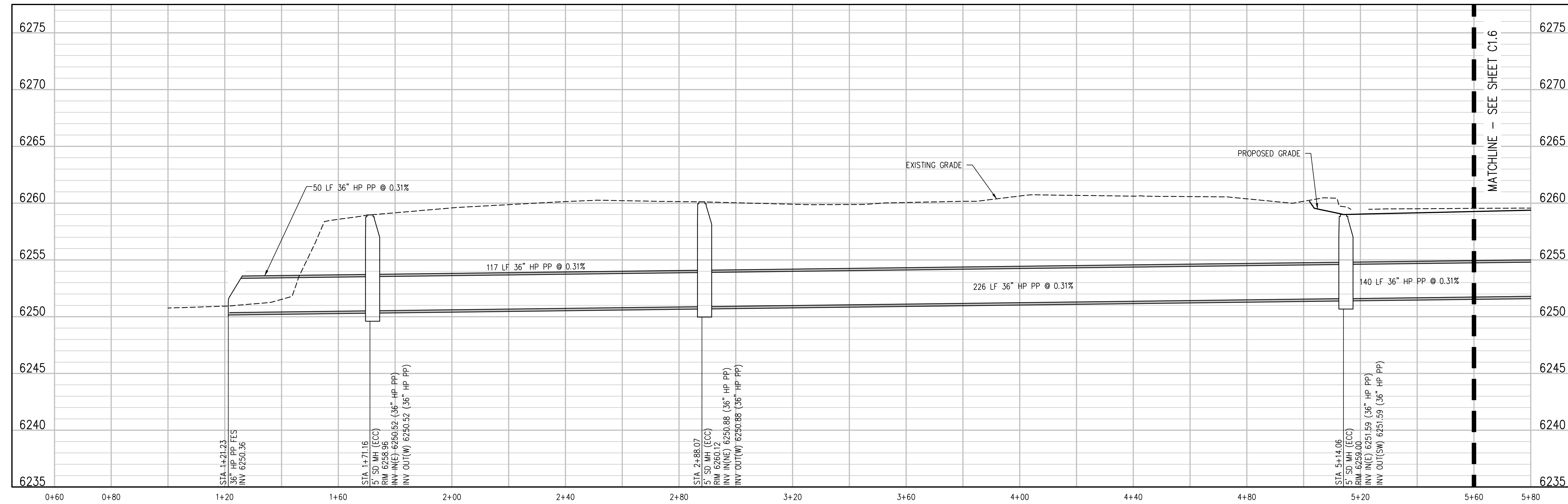
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UNION DITCH PLAN



UNION DITCH PROFILE

SCALE: 1"=20' HORIZ
1"=5' VERT

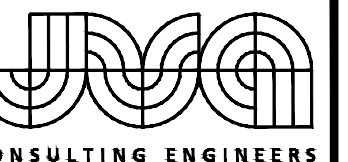
NO. DATE DESD DWN REVISION DESCRIPTION

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DATE: AUGUST 4, 2023
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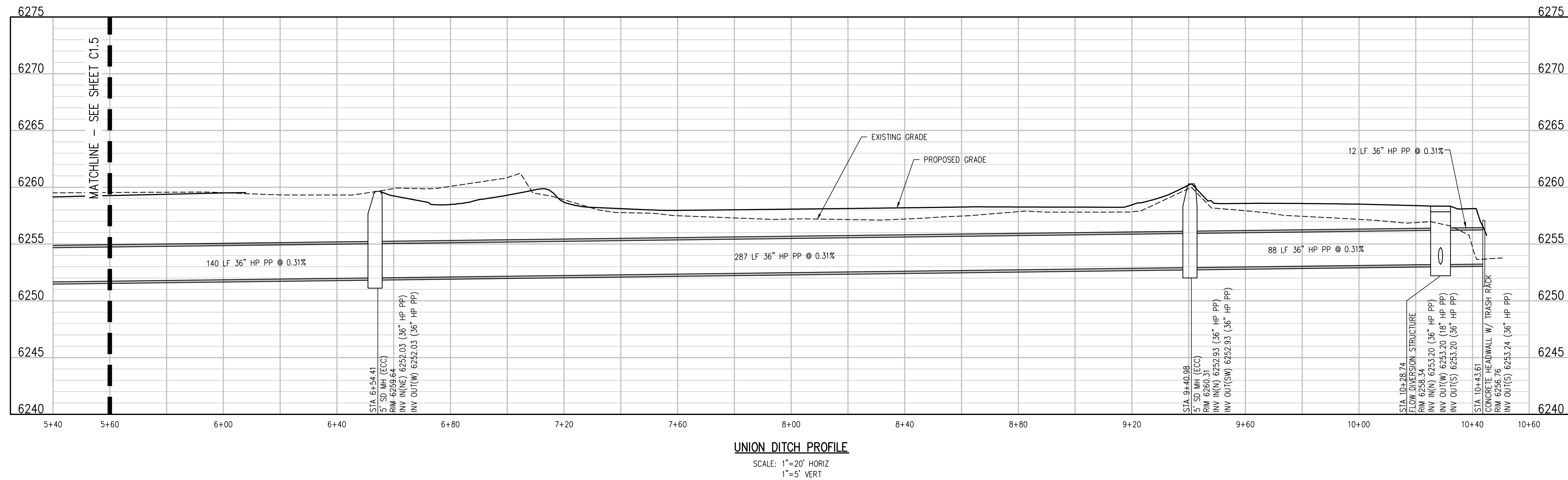
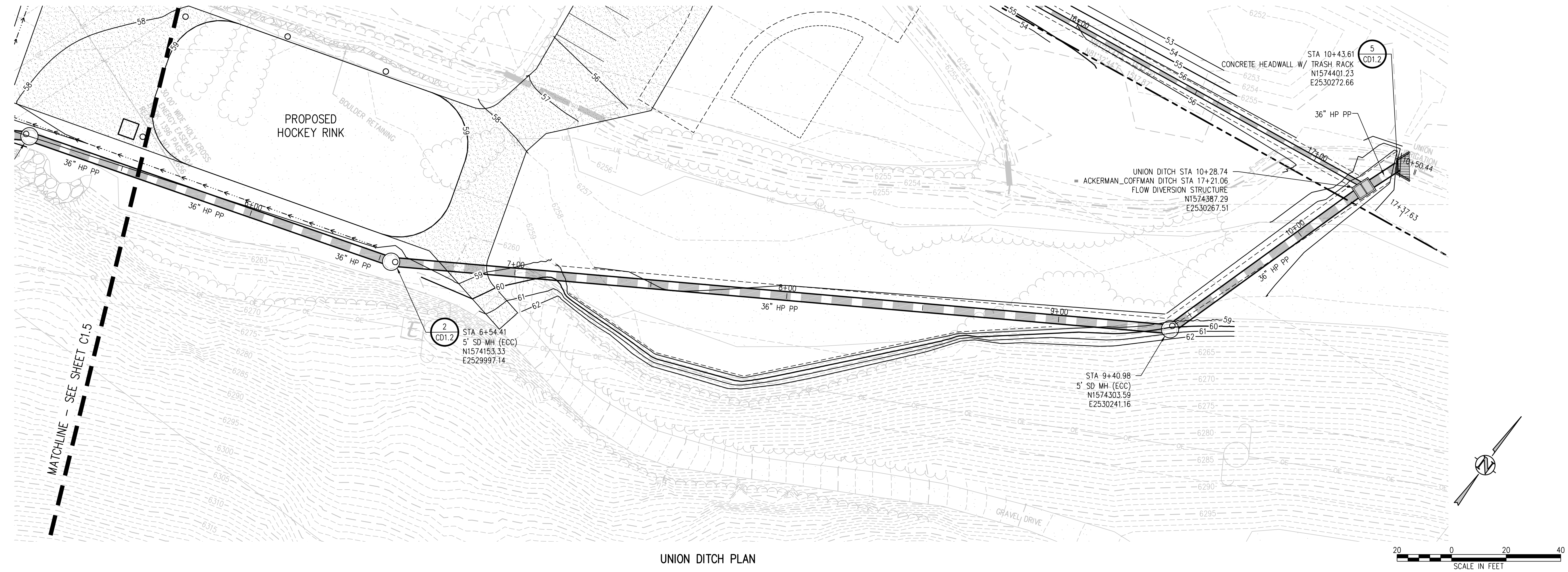
COLORADO EXTREME
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CARBONDALE, COLORADO
UNION DITCH PLAN & PROFILE

SHEET NO.

C1.5



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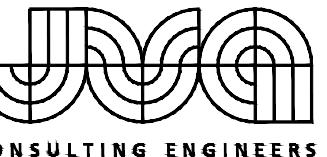
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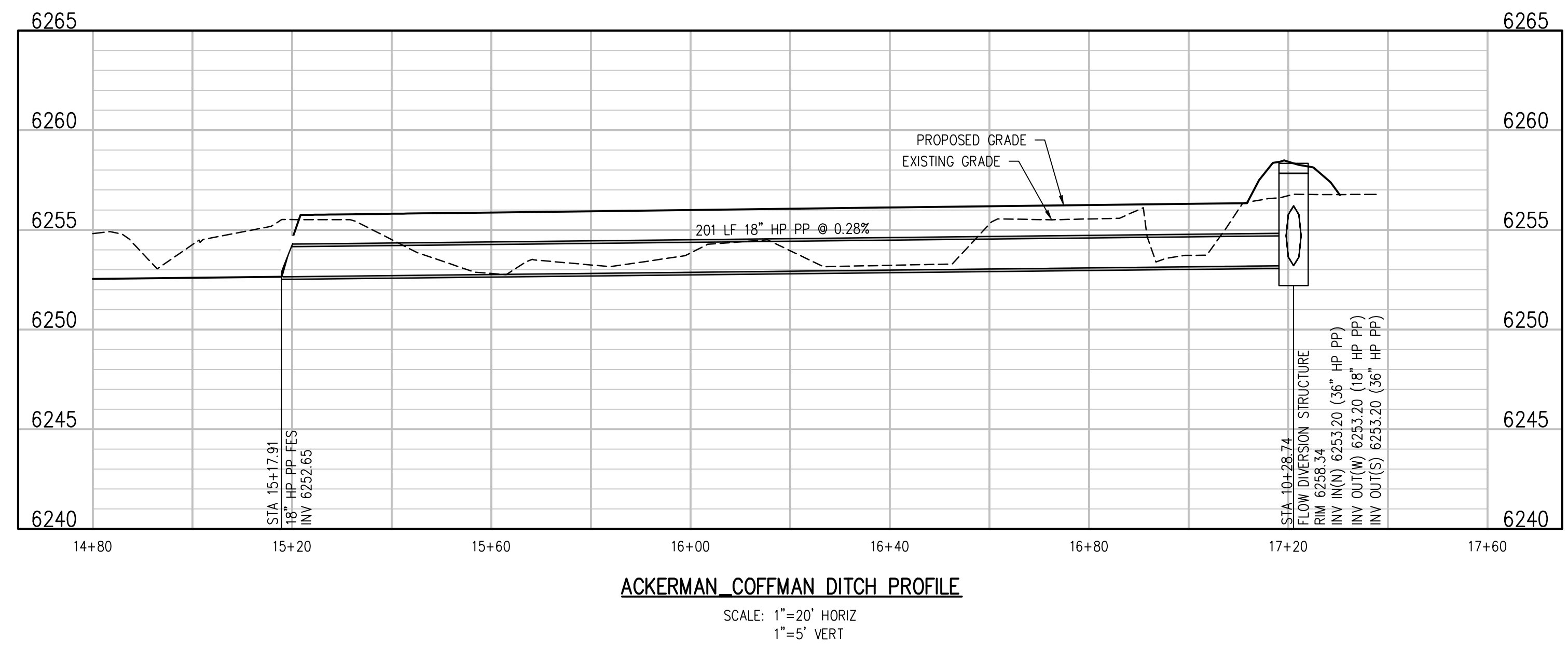
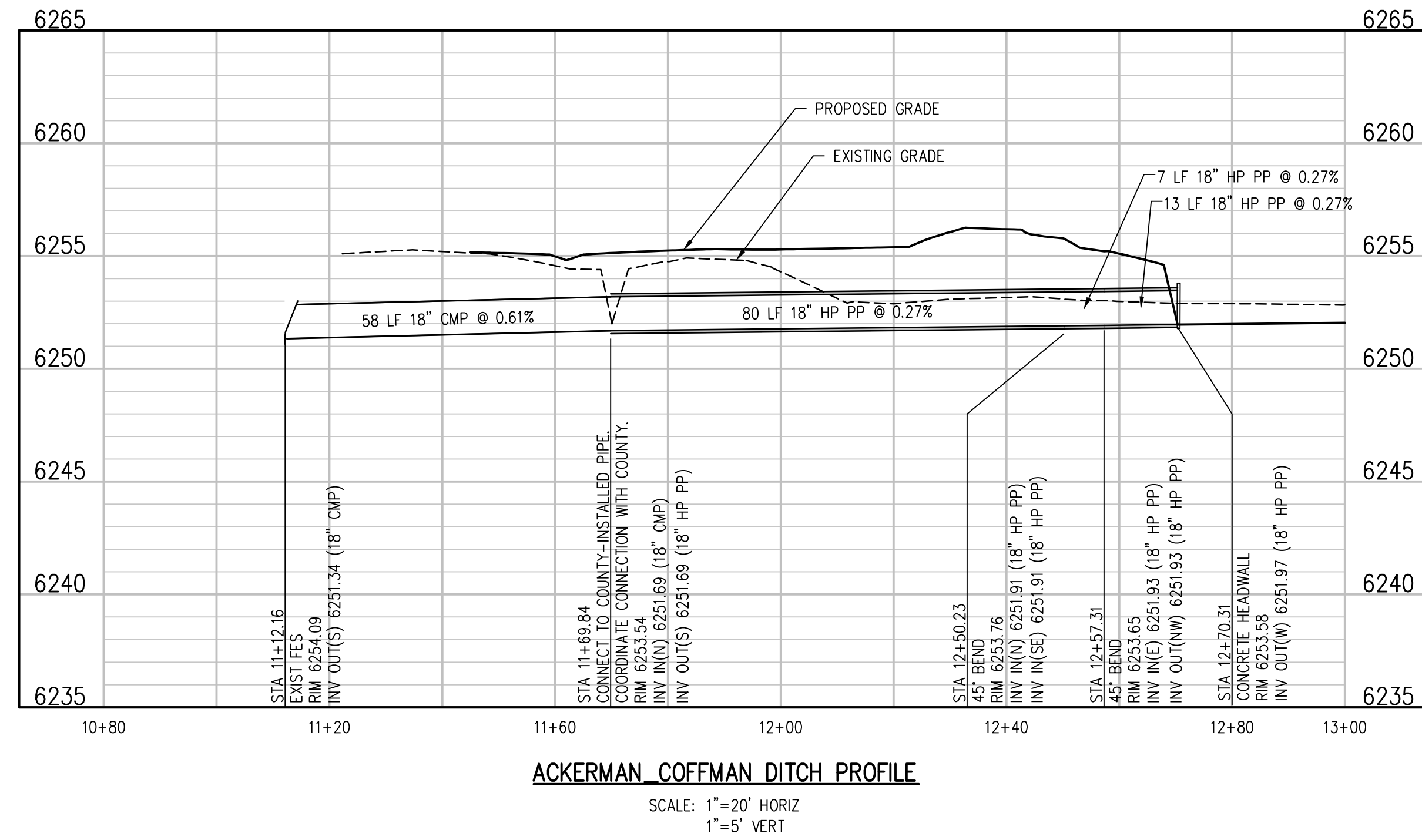
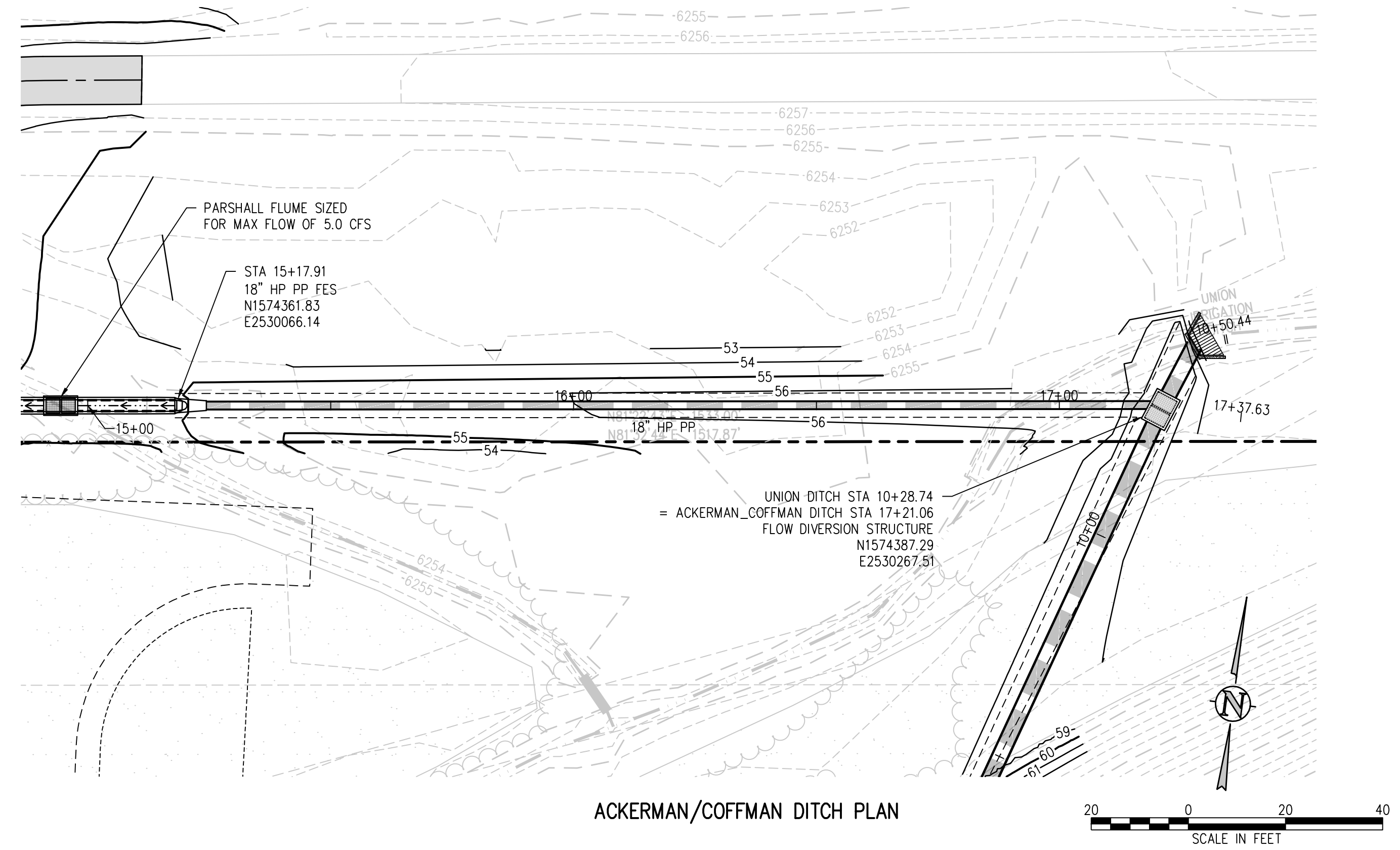
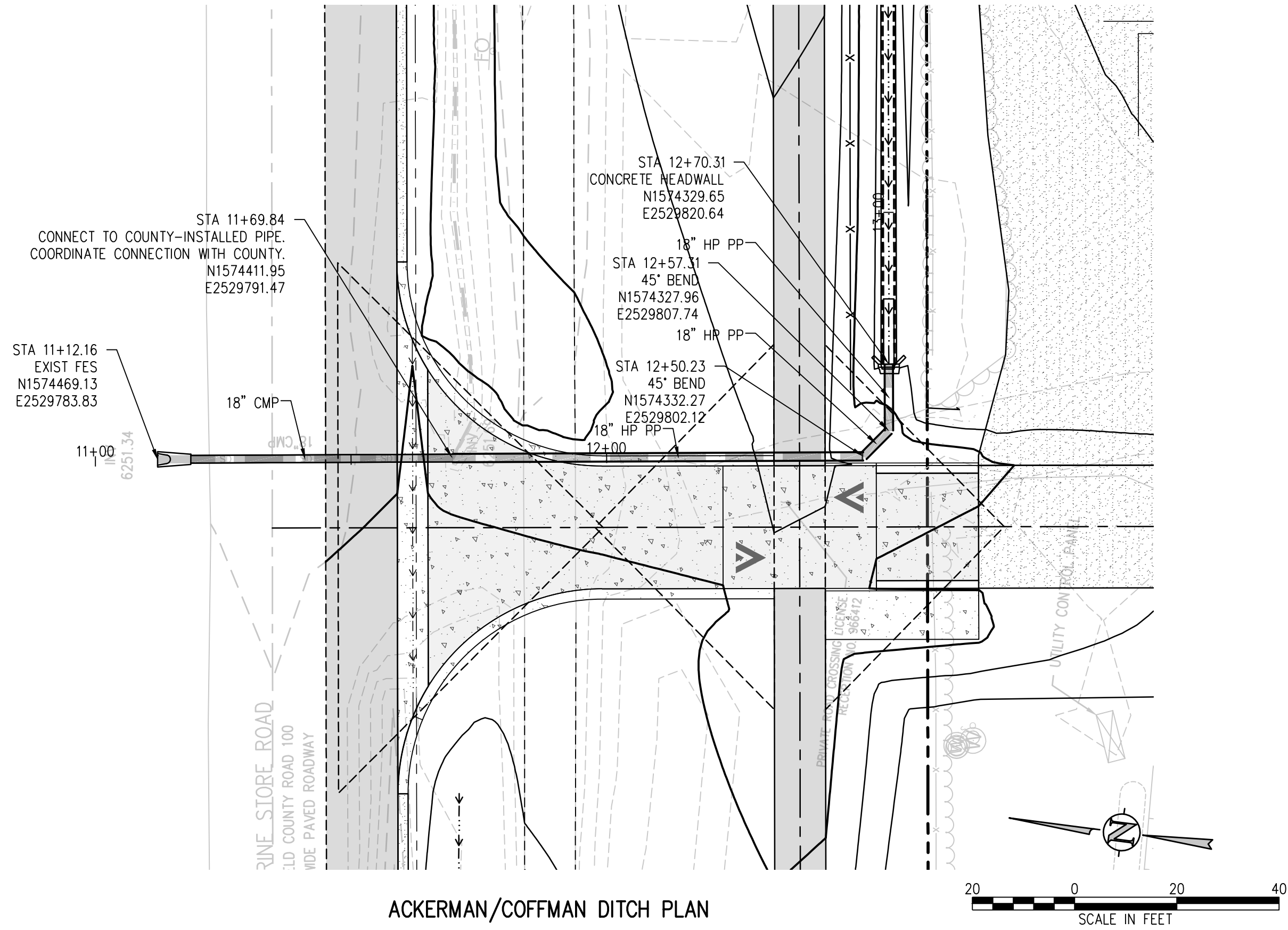
UNION DITCH PLAN & PROFILE

SHEET NO.
C1.6

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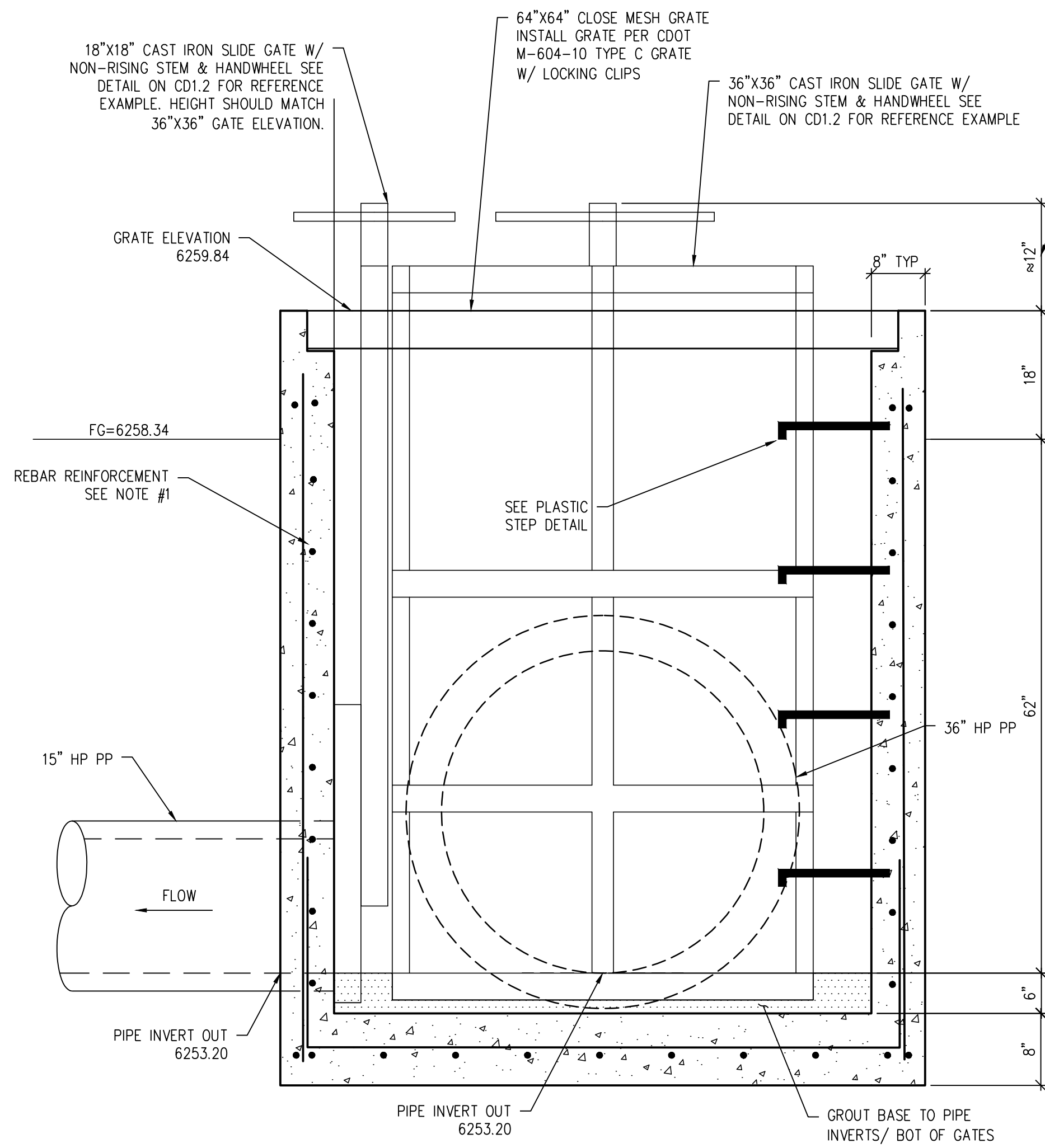
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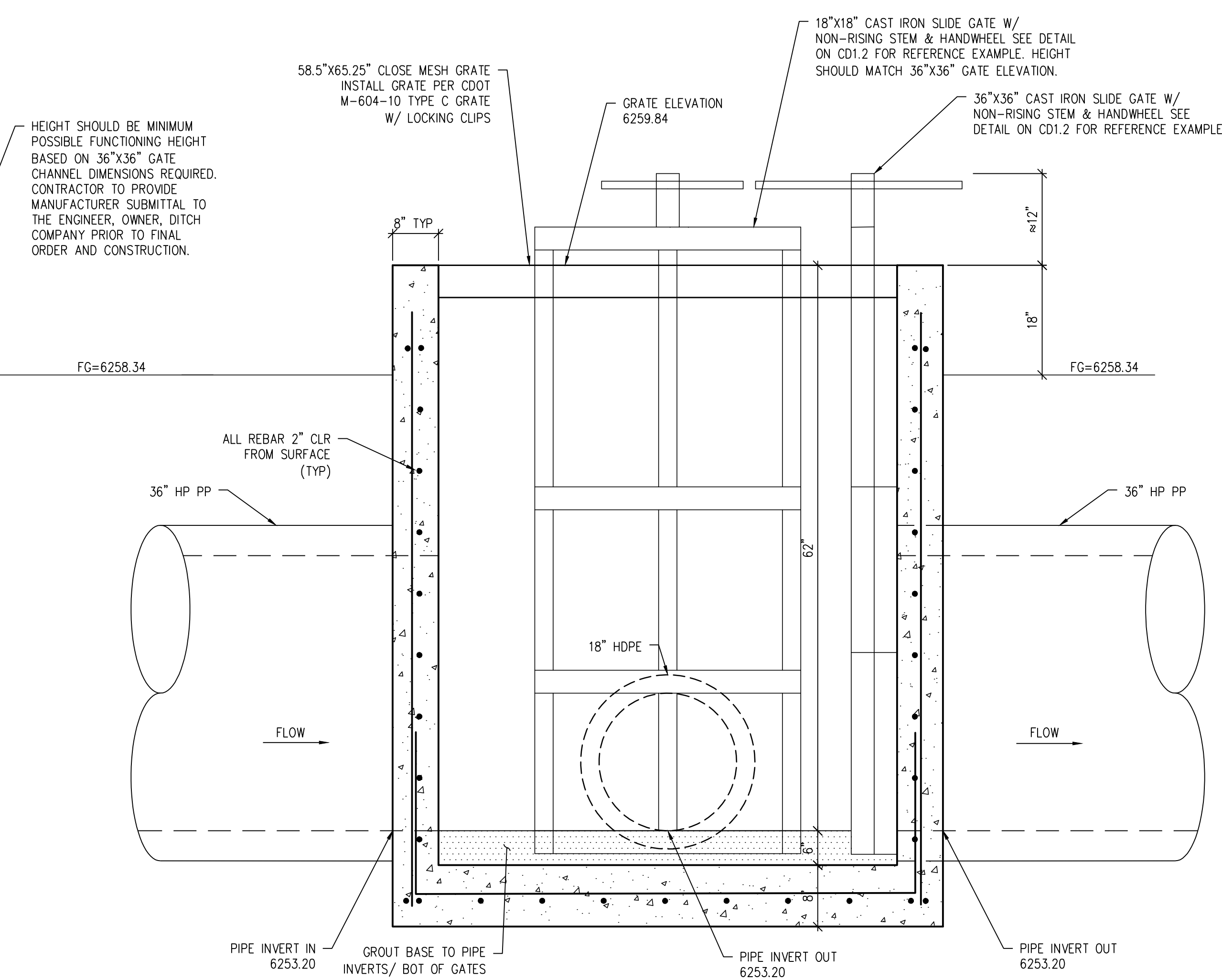
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ACKERMAN, COFFMAN DITCH PLAN &
PROFILE

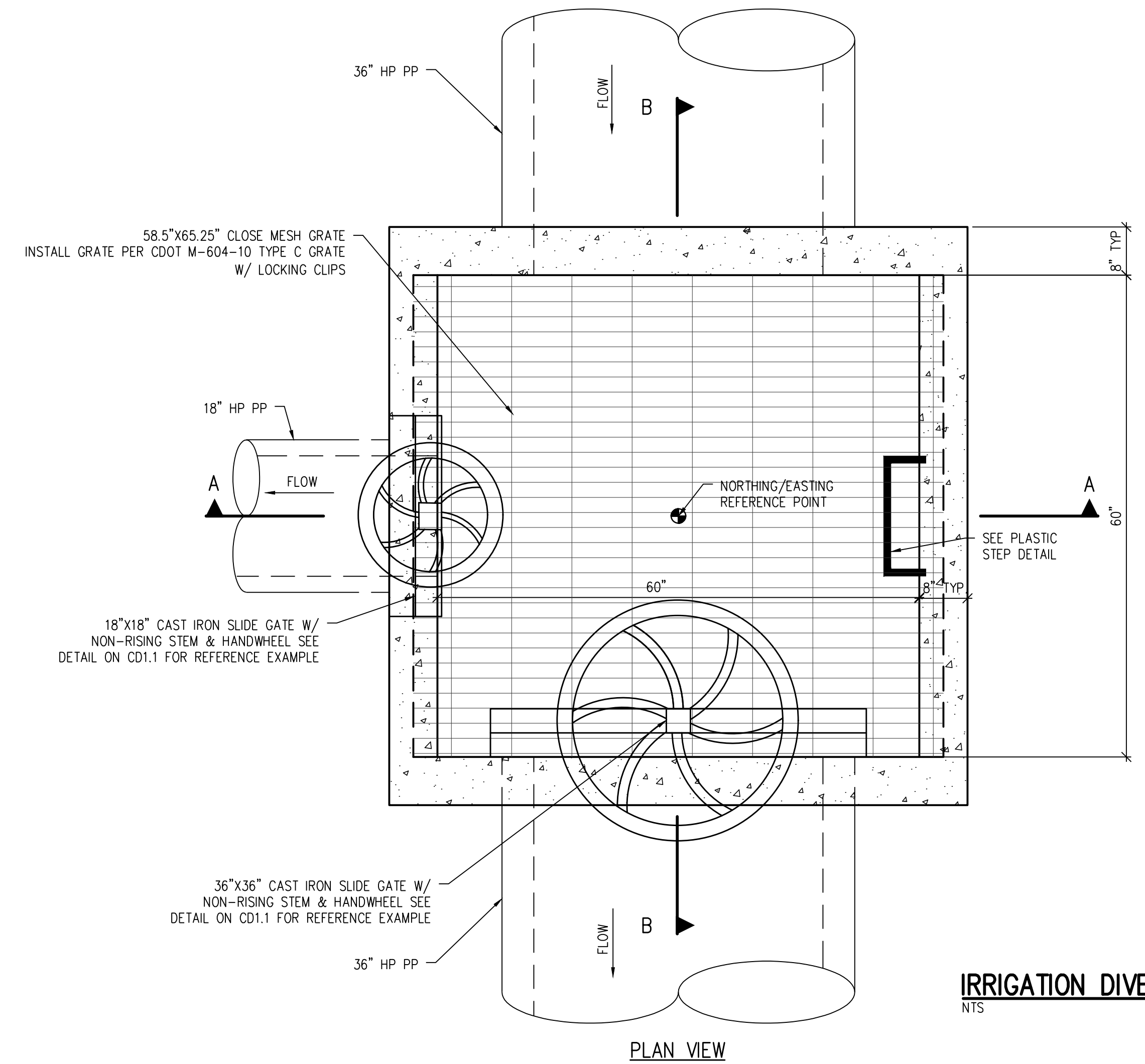
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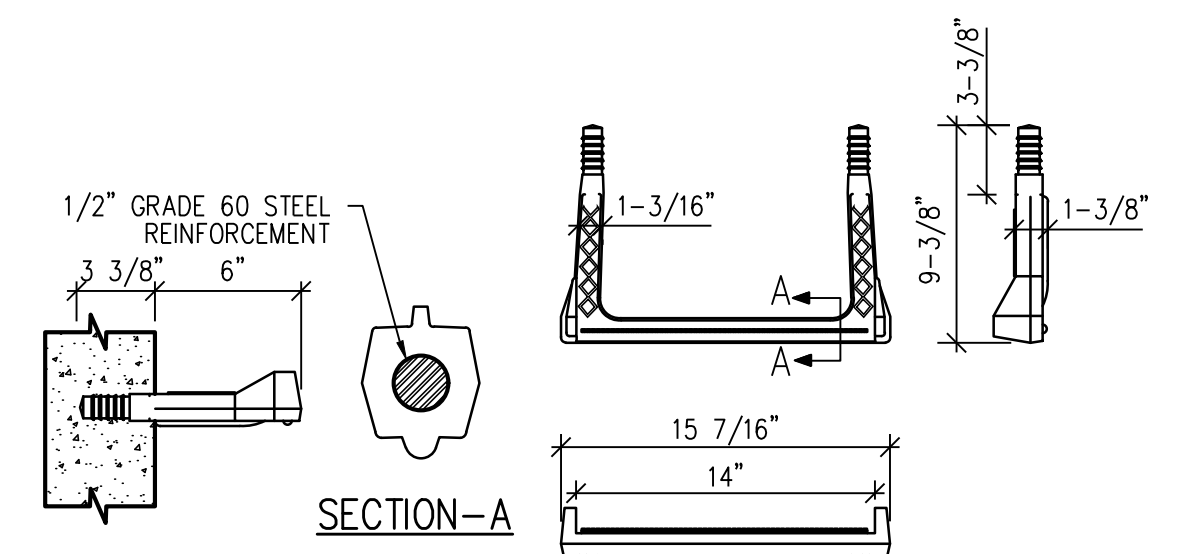
SECTION A-A



SECTION B-B



PLAN VIEW

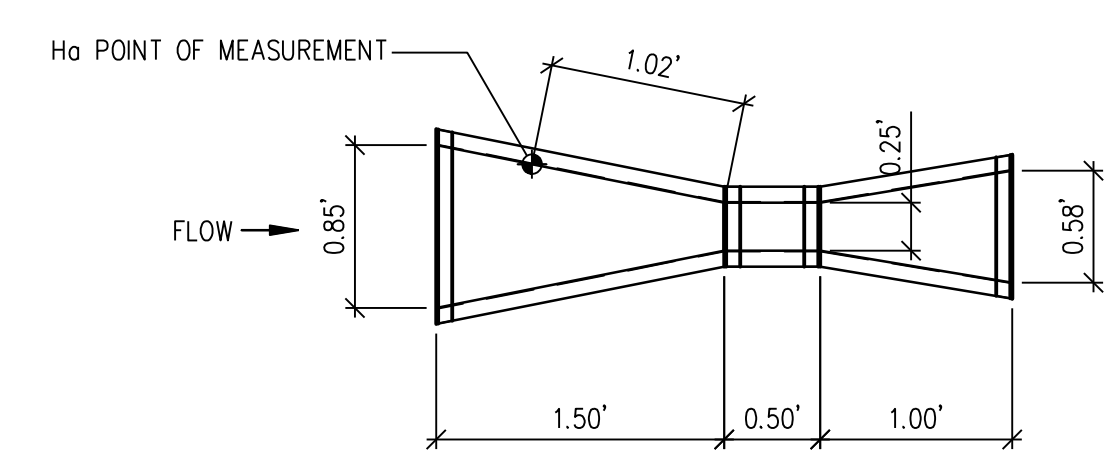


SECTION-A

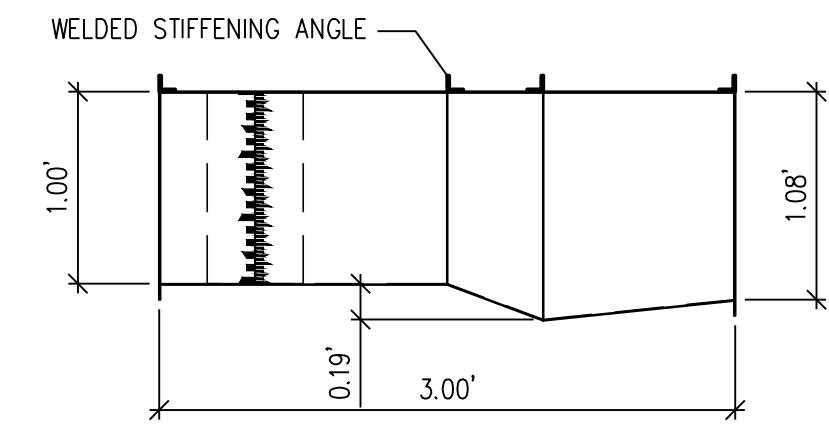
NOTE:
AS MANUFACTURED BY M.A. INDUSTRIES (MODEL NO. PS2-PF) OR
AN APPROVED EQUIVALENT SPACED AT 15"

COPOLYMER POLYPROPYLENE PLASTIC STEP DETAIL

NOTES:
1. ALL WALLS AND BASE SHALL BE REINFORCED WITH #4 REBAR @ 8" OC EACH
WAY. REINFORCING BARS SHALL BE DEFORMED AND SHALL HAVE A 2" MINIMUM
CLEARANCE. ALL SPLICED BARS TO BE LAPPED 1'-6" MIN.



PLAN VIEW



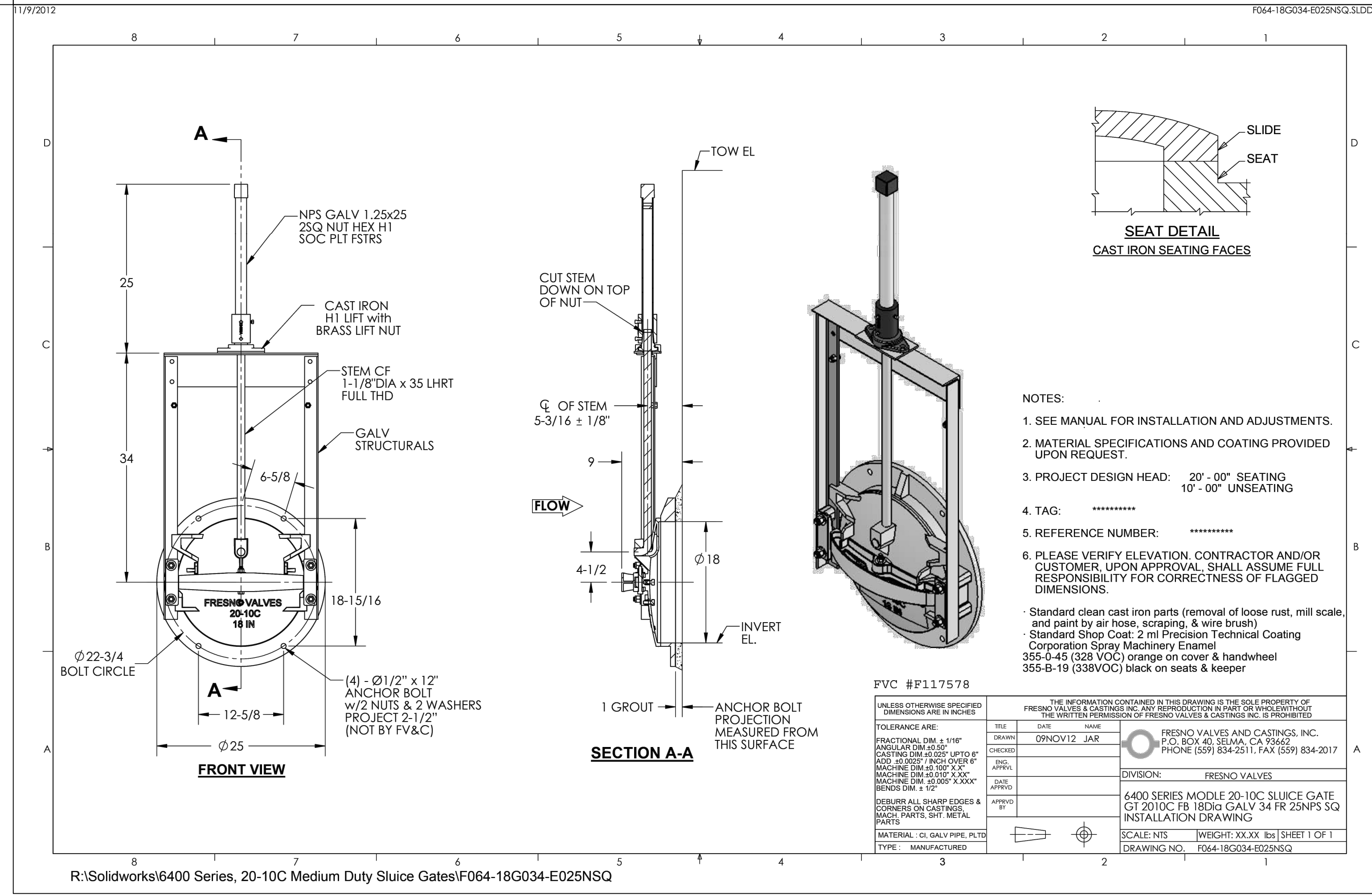
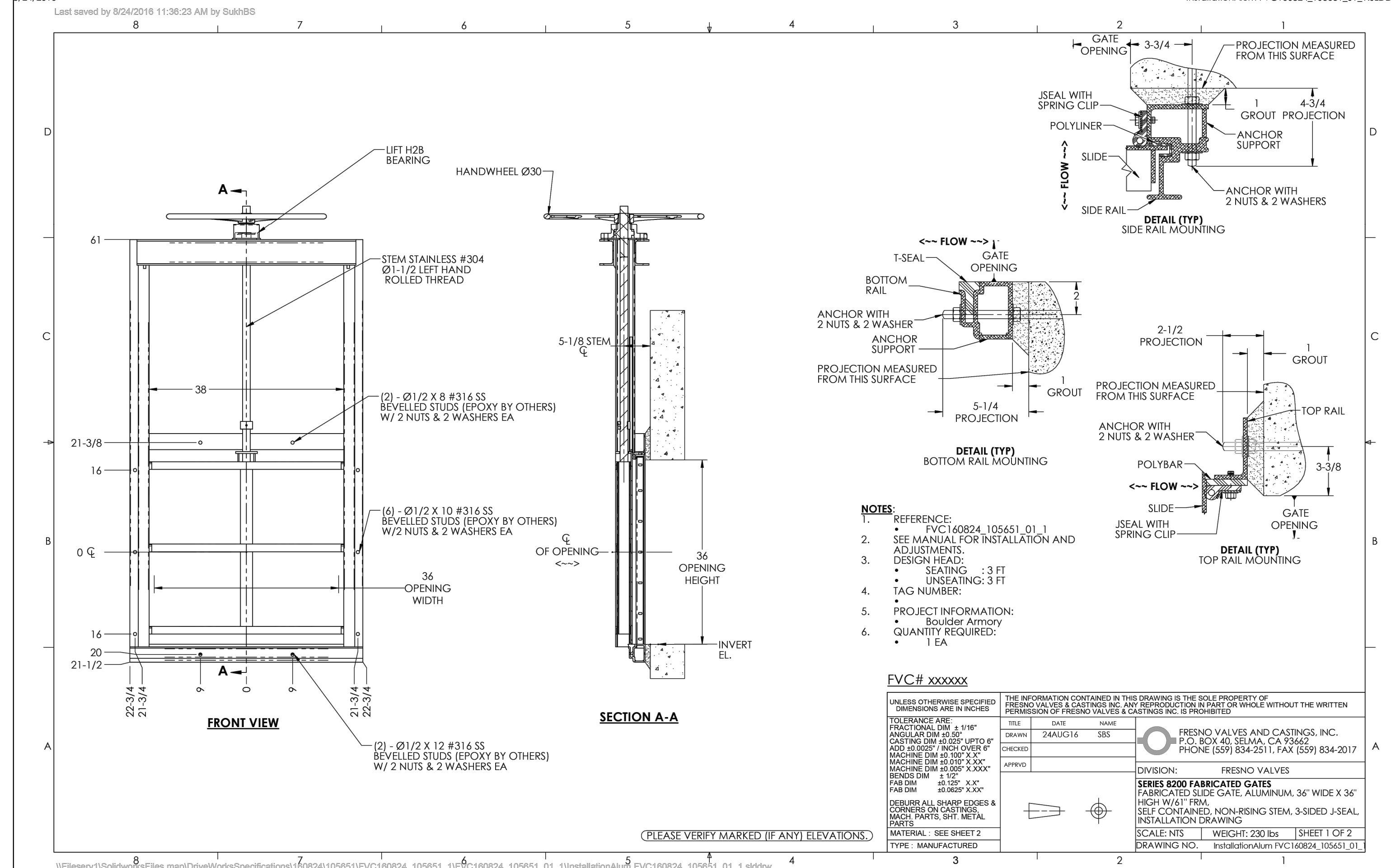
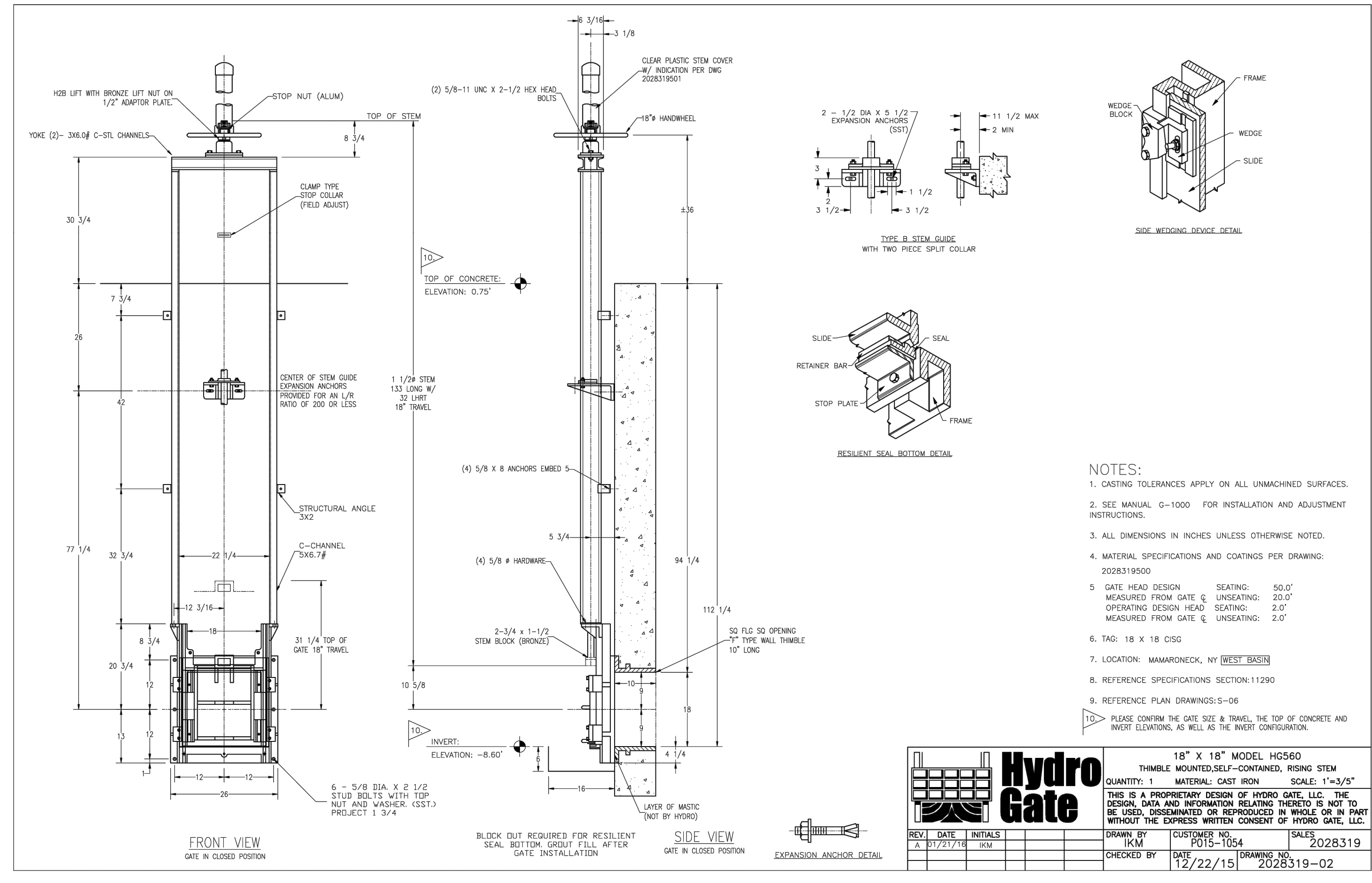
ELEVATION VIEW

GALVANIZED STEEL 3' PARSHALL FLUME WITH STAFF
GAUGE AND REDUCED SIDEWALL

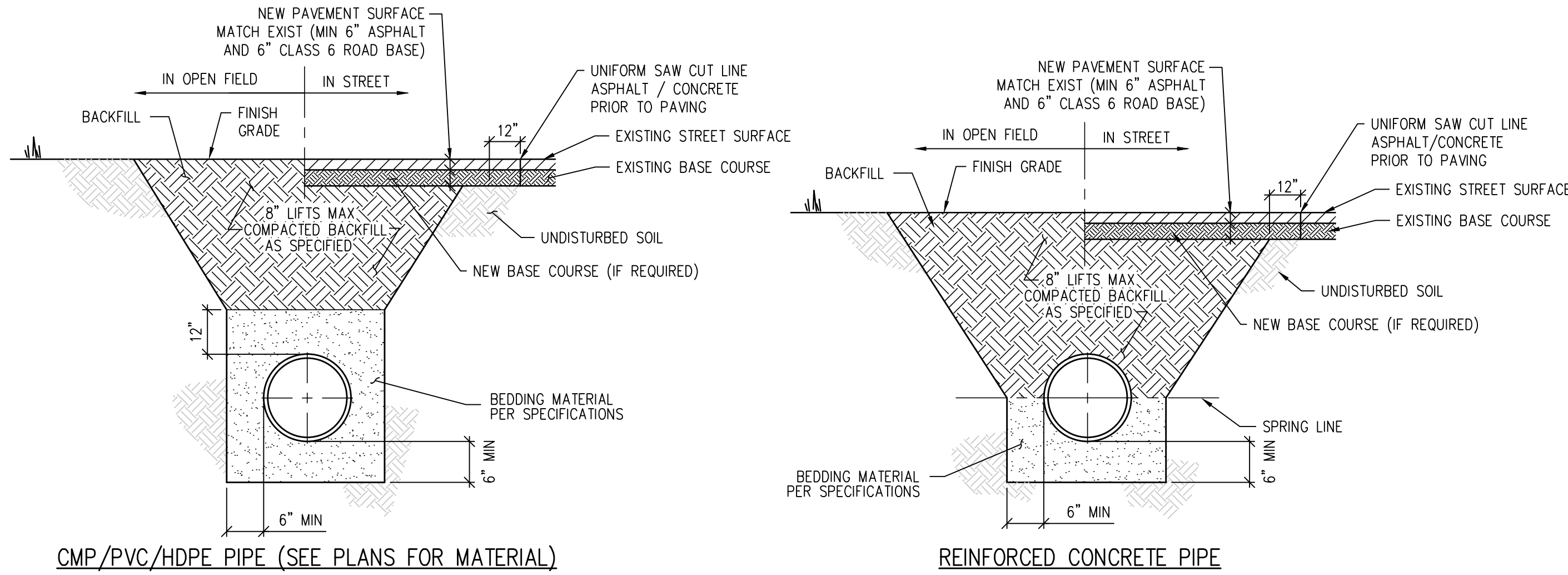
NOTES:
1. FLUME TO BE SIZED TO CONVEY MAXIMUM FLOW OF 5 CFS
2. INSTALL PARSHALL FLUME PER MANUFACTURER'S SPECIFICATIONS.
3. PROVIDE MANUFACTURER SUBMITTAL OF EQUIPMENT TO ENGINEER, OWNER, DITCH
COMPANY PRIOR TO FINAL ORDER AND CONSTRUCTION.

IRRIGATION PARSHALL FLUME DETAIL 1
NTS CD1.3

IRRIGATION DIVERSION STRUCTURE DETAIL 1
NTS CD1.2

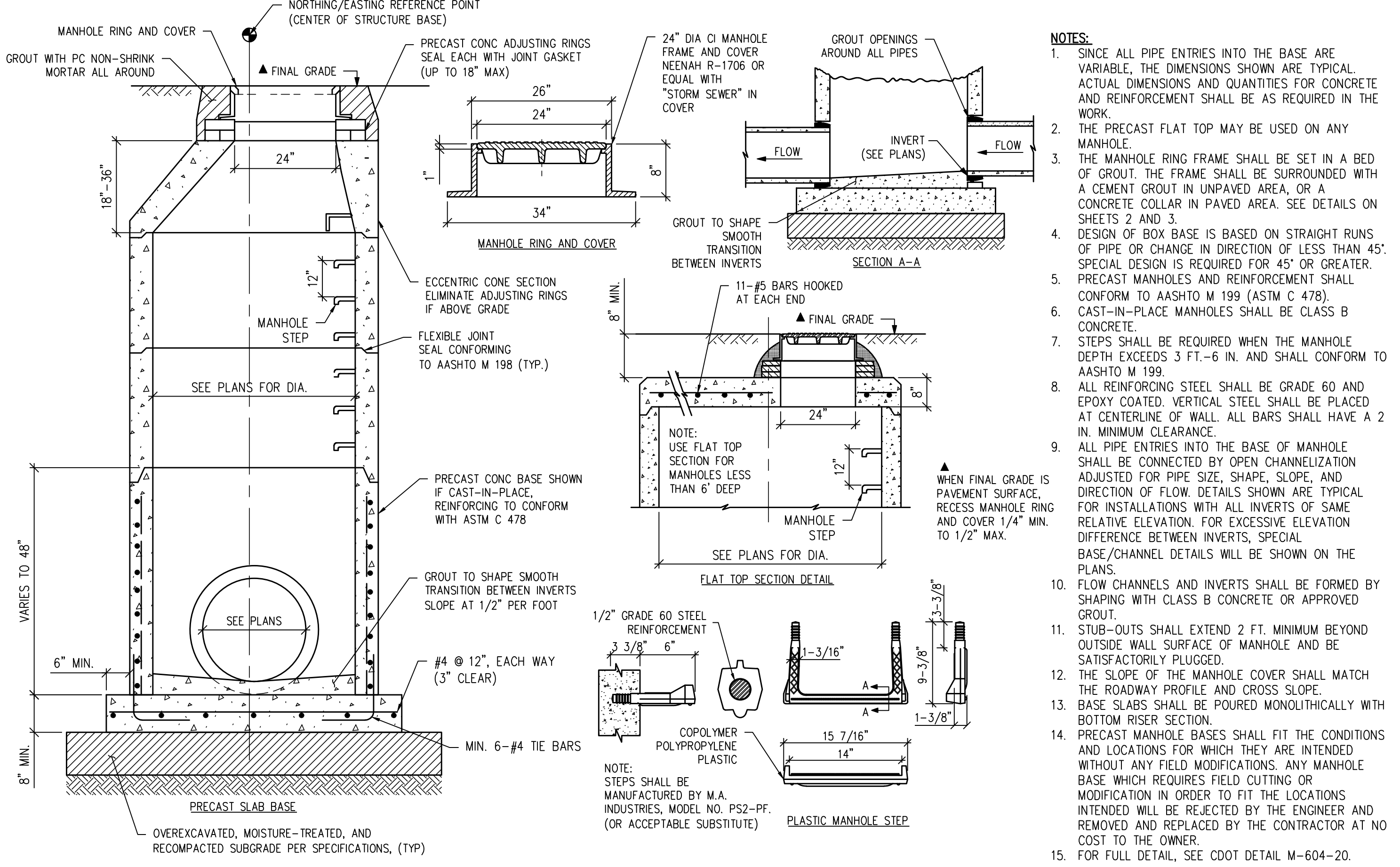


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- NOTES:**
- IF UNSTABLE MATERIALS ARE FOUND IN TRENCH, OVEREXCAVATED PER SPECIFICATIONS OR AS REQUIRED.
 - TRENCH TO BE BRACED OR SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKERS AND THE PROTECTION OF OTHER UTILITIES.
 - MINIMUM COVER IS 18" BELOW FINISHED GRADE.

PIPE BEDDING DETAIL 1. C1.1
NTS



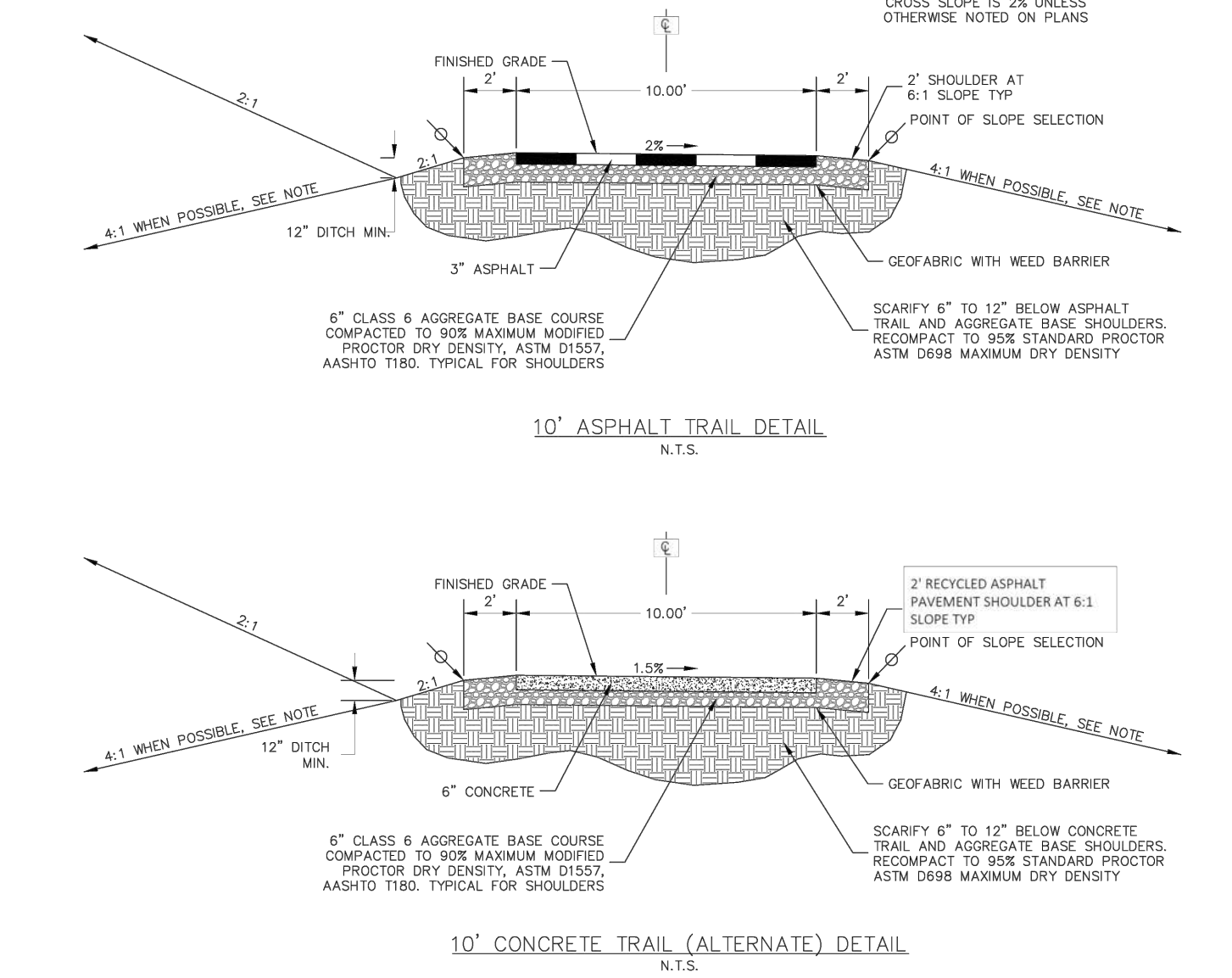
- NOTES:**
- SINCE ALL PIPE ENTRIES INTO THE BASE ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK.
 - THE PRECAST FLAT TOP MAY BE USED ON ANY MANHOLE.
 - THE MANHOLE RING FRAME SHALL BE SET IN A BED OF GROUT. THE FRAME SHALL BE SURROUNDED WITH A CEMENT COLLAR IN UNPAVED AREA, OR A CONCRETE COLLAR IN PAVED AREA. SEE DETAILS ON SHEETS 2 AND 3.
 - DESIGN OF BOX BASE IS BASED ON STRAIGHT RUNS OF PIPE OR CHANGE IN DIRECTION OF LESS THAN 45°. SPECIAL DESIGN IS REQUIRED FOR 45° OR GREATER.
 - PRECAST MANHOLES AND REINFORCEMENT SHALL CONFORM TO AASHTO M 199 (ASTM C 478).
 - CAST-IN-PLACE MANHOLES SHALL BE CLASS B CONCRETE.
 - STEPS SHALL BE REQUIRED WHEN THE MANHOLE DEPTH EXCEEDS 3 FT.-6 IN. AND SHALL CONFORM TO AASHTO M 199.
 - ALL REINFORCING STEEL SHALL BE GRADE 60 AND EPOXY COATED. VERTICAL STEEL SHALL BE PLACED AT CENTERLINE OF WALL. ALL BARS SHALL HAVE A 2 IN. MINIMUM CLEARANCE.
 - ALL PIPE ENTRIES INTO THE BASE OF MANHOLE SHALL BE CONNECTED BY OPEN CHANNELIZATION ADJUSTED FOR PIPE SIZE, SHAPE, SLOPE, AND DIRECTION OF FLOW. DETAILS SHOWN ARE TYPICAL FOR INSTALLATIONS WITH ALL INVERTS OF SAME RELATIVE ELEVATION. FOR EXCESSIVE ELEVATION DIFFERENCE BETWEEN INVERTS, SPECIAL BASE/CHANNEL DETAILS WILL BE SHOWN ON THE PLANS.
 - FLOW CHANNELS AND INVERTS SHALL BE FORMED BY SHAPING WITH CLASS B CONCRETE OR APPROVED GROUT.
 - STUB-OUTS SHALL EXTEND 2 FT. MINIMUM BEYOND OUTSIDE WALL SURFACE OF MANHOLE AND BE SATISFACTORILY PLUGGED.
 - THE SLOPE OF THE MANHOLE COVER SHALL MATCH THE ROADWAY PROFILE AND CROSS SLOPE.
 - BASE SLABS SHALL BE POURED MONOLITHICALLY WITH BOTTOM RISER SECTION.
 - PRECAST MANHOLE BASES SHALL FIT THE CONDITIONS AND LOCATIONS FOR WHICH THEY ARE INTENDED WITHOUT ANY FIELD MODIFICATIONS. ANY MANHOLE BASE WHICH REQUIRES FIELD CUTTING OR MODIFICATION IN ORDER TO FIT THE LOCATIONS INTENDED WILL BE REJECTED BY THE ENGINEER AND REMOVED AND REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
 - FOR FULL DETAIL, SEE CDDOT DETAIL M-604-20.

MANHOLE DETAIL 2. C1.3
NTS

RFTA RIO GRANDE TRAIL | CORRIDOR STANDARDS
JULY 2019

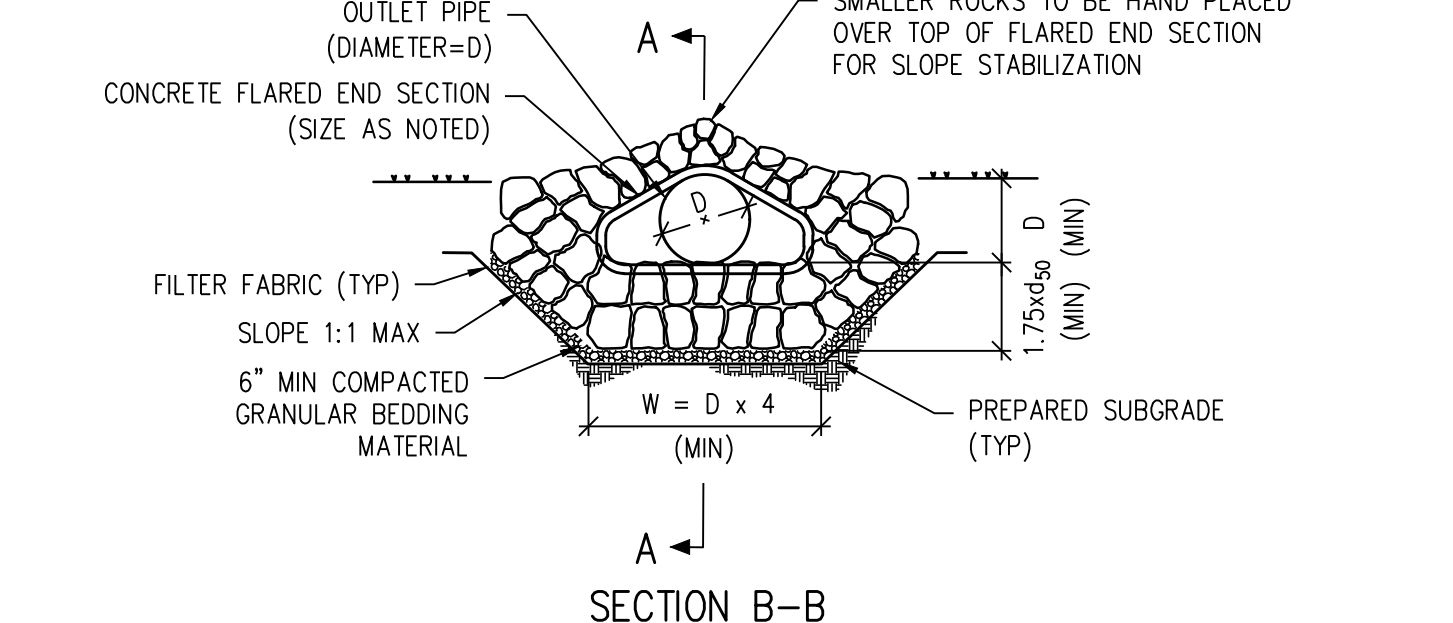
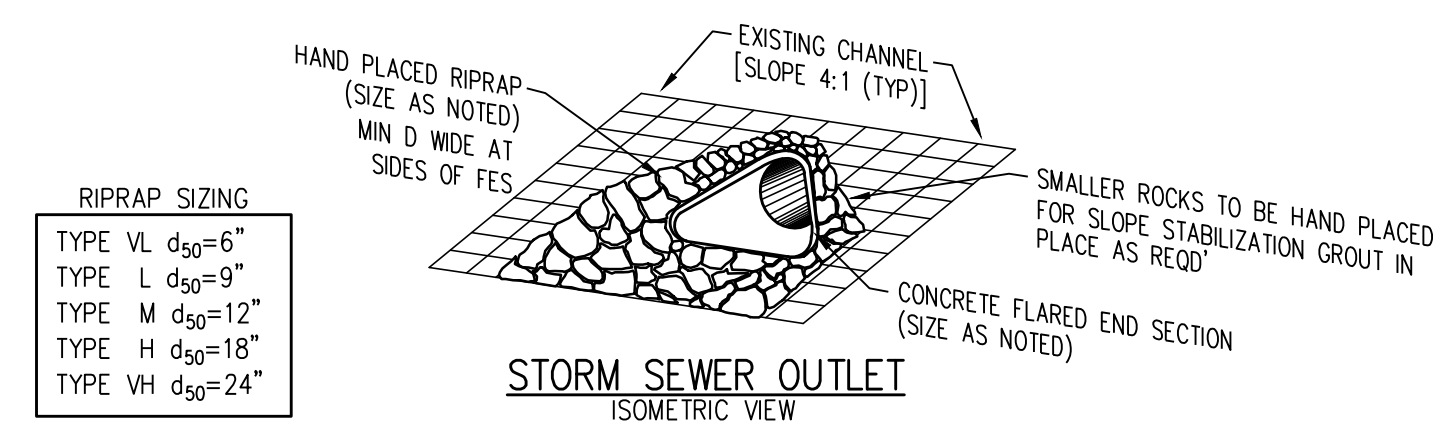
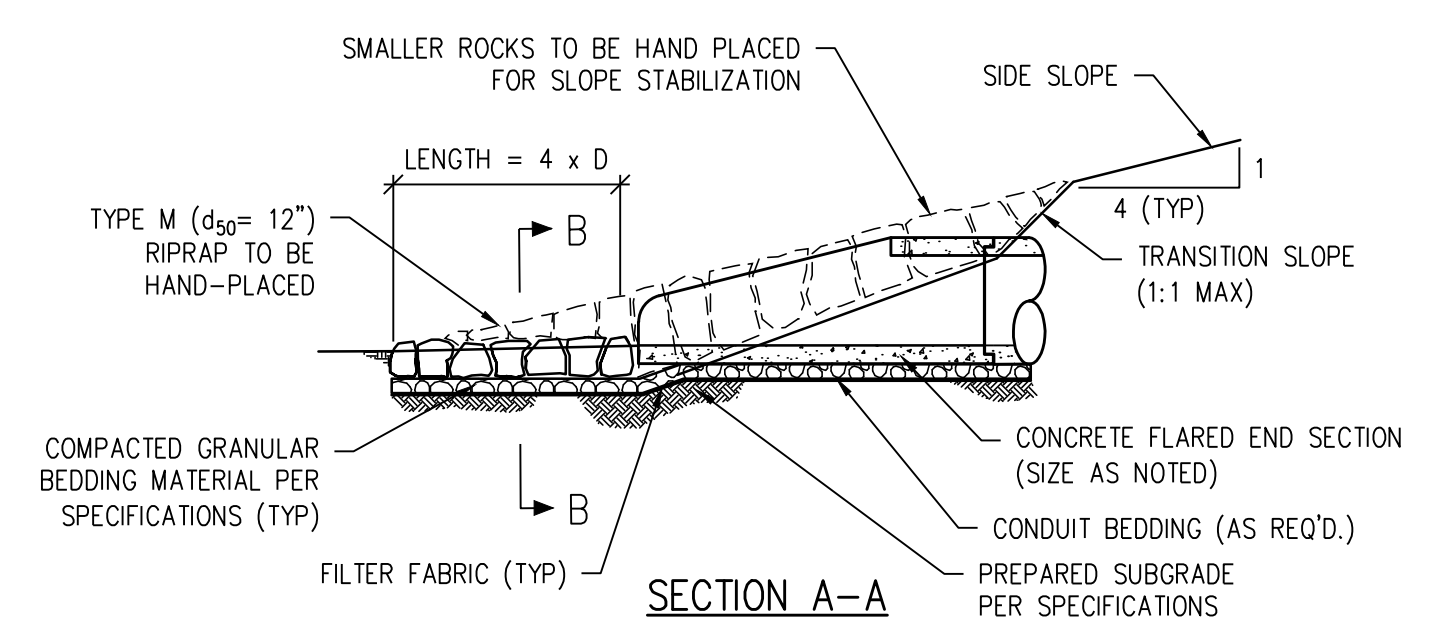
1 Typical Cross Sections and Layout Standards

1.1 Asphalt and Concrete Pavement
Asphalt is the standard surface material for the 10' wide, paved trail. Concrete may be used in areas of heavy loading/turning or when crossing existing concrete surfacing. Asphalt surfacing is to conform to SX 75(52-28) Grading. Concrete is to be CDOT Class D.

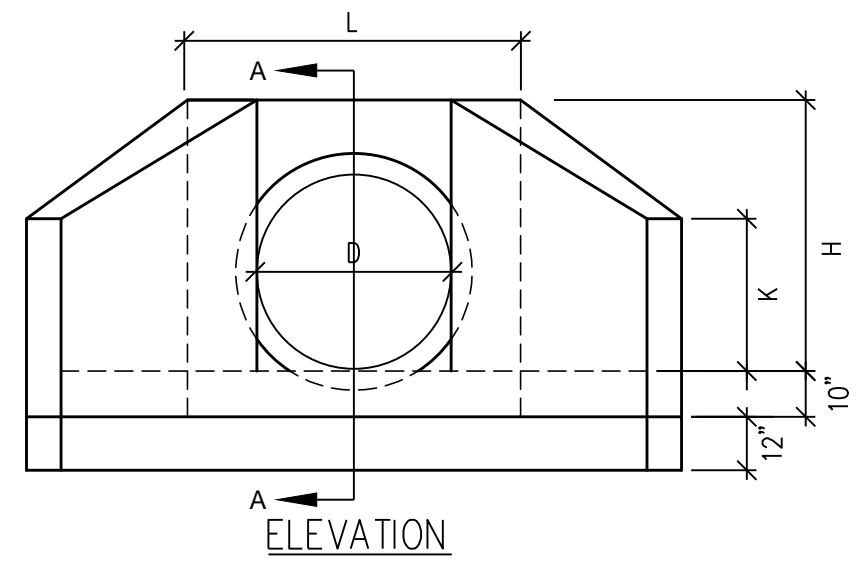
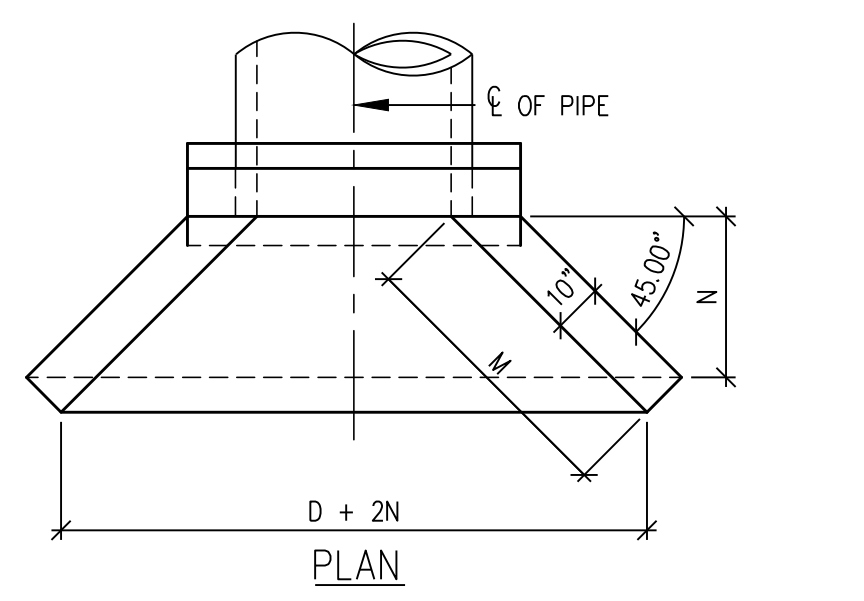


- NOTES:**
- MAINTAIN MINIMUM 3' CLEAR ZONE FROM THE EDGE OF PAVEMENT, FREE OF SIGNS, VEGETATION, ETC.
 - A SUITABLE BARRIER SUCH AS A RAILING OR FENCE SHOULD BE PROVIDED AT THE TOP OF THE SLOPE SPECIFICALLY. BARRIERS SHOULD BE PLACED TO SEPARATE GRADED USE PATHS FROM DROP-OFFS UNDER THE FOLLOWING CONDITIONS:
 - SLOPES 2:1 OR STEEPER, WITH A DROP OF 6 FEET OR GREATER
 - SLOPES 3:1 OR STEEPER, WITH A DROP OF 1 FEET OR GREATER
 - SLOPES 1:1 OR STEEPER, WITH A DROP OF 1 FEET OR GREATER
 - SLOPES 3:1 OR STEEPER, ADJACENT TO A PARALLEL, WATER HAZARD, ROADWAY, OR OTHER OBVIOUS HAZARD
- Figure 1.1 - Typical Asphalt and Concrete Trail Cross-Sections
Detail provided by SEH

PAVED BIKE PATH DETAIL 3. C1.1
NTS



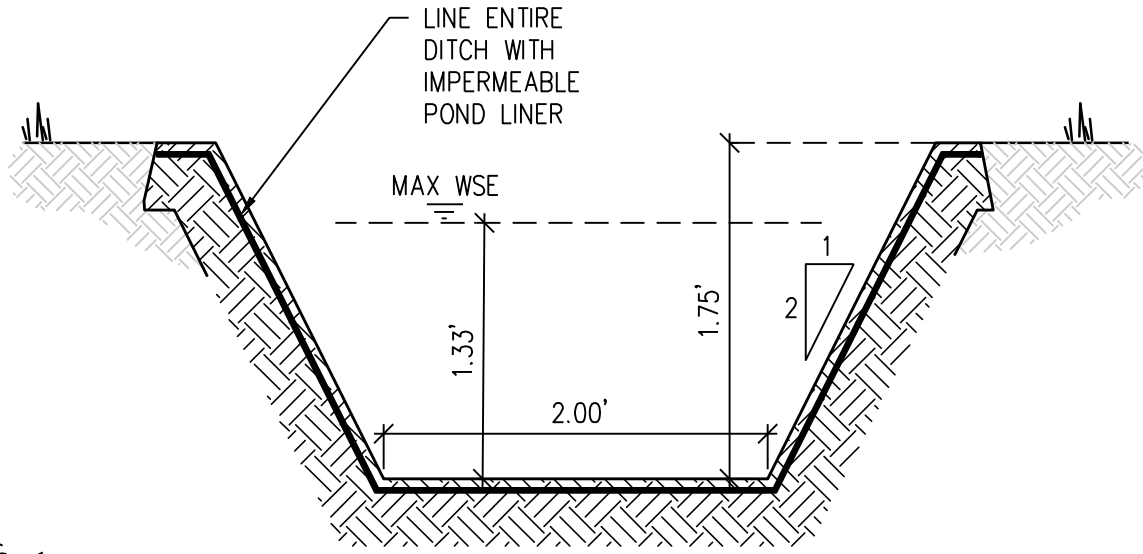
FLARED END SECTION DETAIL 4. C1.2
NTS



DIMENSIONS							
D	AREA SQ FT	T	H	K	L	M	N
15"	1.23	2 1/4"	2'-5 1/4"	1'-5"	3'-7"	1'-9"	1'-3"
18"	1.77	2 1/2"	2'-8 1/2"	1'-7"	3'-10"	2'-1 1/2"	1'-6"
24"	3.14	3"	3'-3"	1'-10 1/2"	4'-4"	2'-10"	2'-0"
30"	4.91	3 1/2"	3'-9 1/2"	2'-2"	4'-10"	3'-6 1/2"	2'-6"
36"	7.07	4"	4'-4"	2'-5 1/2"	5'-4"	4'-3"	3'-0"
42"	9.62	4 1/2"	4'-10 1/2"	2'-9"	5'-10"	4'-1 1/2"	3'-6"

HEADWALL WITH CIRCULAR PIPE DETAIL 5. C1.3
NTS

- NOTES:**
- CONCRETE SHALL BE CLASS B. CAST-IN-PLACE CONCRETE SHALL CONFORM TO ASTM C478.
 - CAST-IN-PLACE CONCRETE WALL EDGES SHALL BE CHAMFERED 3/4".
 - ALL WALLS AND BASE SHALL BE REINFORCED WITH #4'S @ 12" OC EACH WAY. REINFORCING BARS SHALL BE DEFORMED AND SHALL HAVE 3" MINIMUM CLEARANCE FROM FACE OF CONCRETE.
 - DIMENSIONS AND MATERIAL REQUIREMENTS VARY DEPENDING ON APPLICATION. FOR COMPLETE DETAILS, MEASUREMENTS, MATERIALS LIST, AND OTHER FACTORS REFER TO THE CURRENT CDDOT M75 STANDARDS.

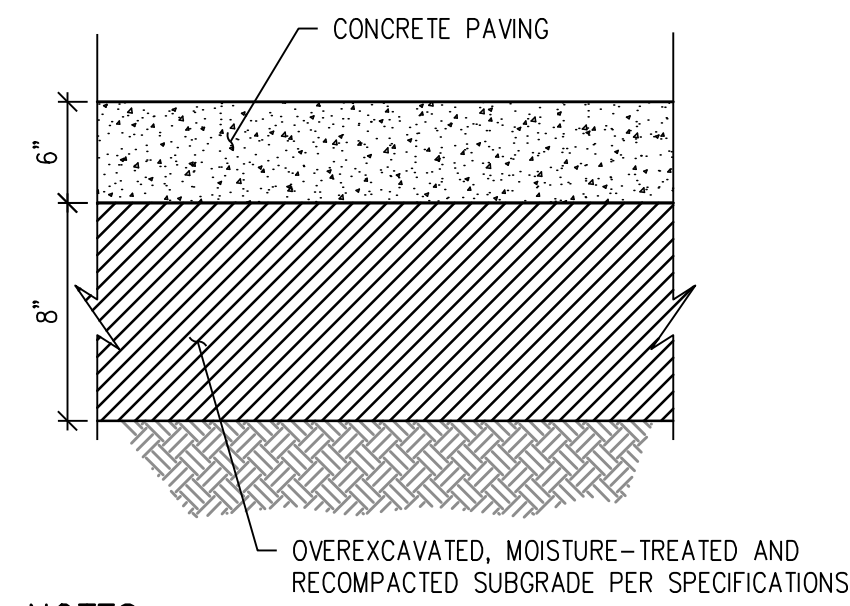


IRRIGATION DITCH DETAIL 6. C1.1
NTS

NO. DATE DESIGNED BY

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JOB #: 3635.1c
DATE: AUGUST 4, 2023
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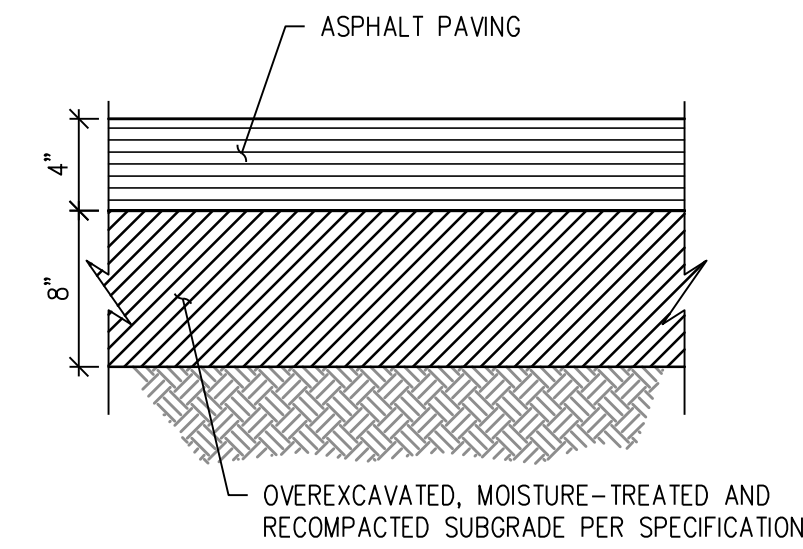
COLORADO EXTREME
YOUTH HOCKEY FACILITY
CARBONDALE, COLORADO
GRADING & DRAINAGE DETAILS



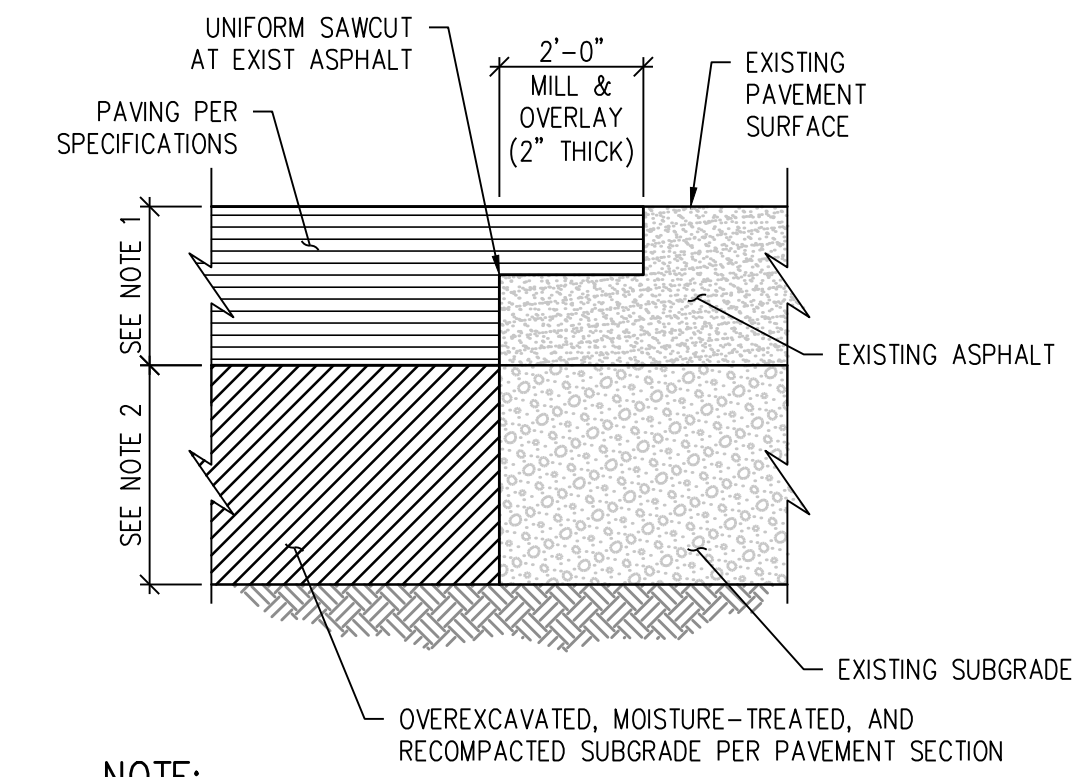
NOTES:

1. CONCRETE THICKNESS:
6" FOR DRIVES AND WALKS
8" FOR TRASH PADS AND LOADING AREAS
2. SEE CONTRACTION JOINT AND EXPANSION JOINT DETAILS.
3. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

CONCRETE PAVEMENT SECTION DETAIL 1
NTS C1.1



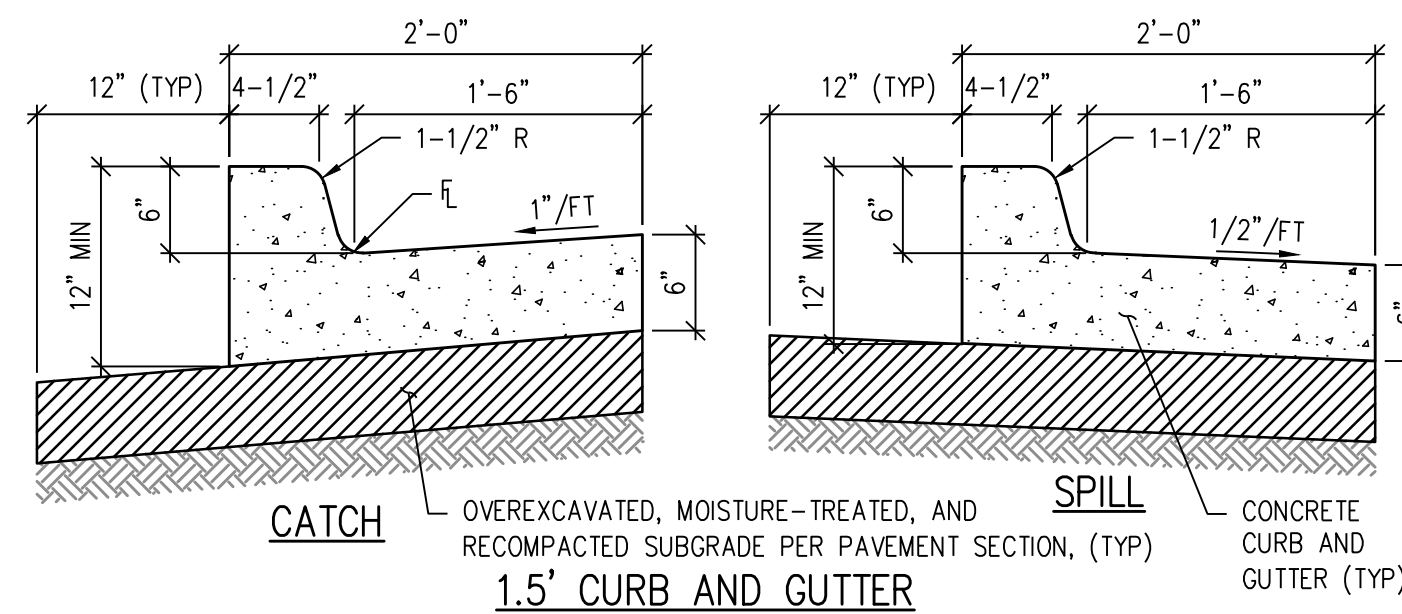
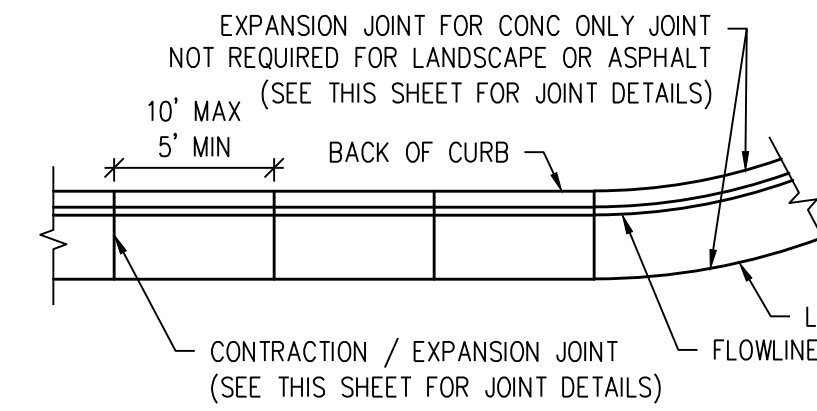
FULL DEPTH ASPHALT PAVEMENT SECTION DETAIL 2
NTS C1.1



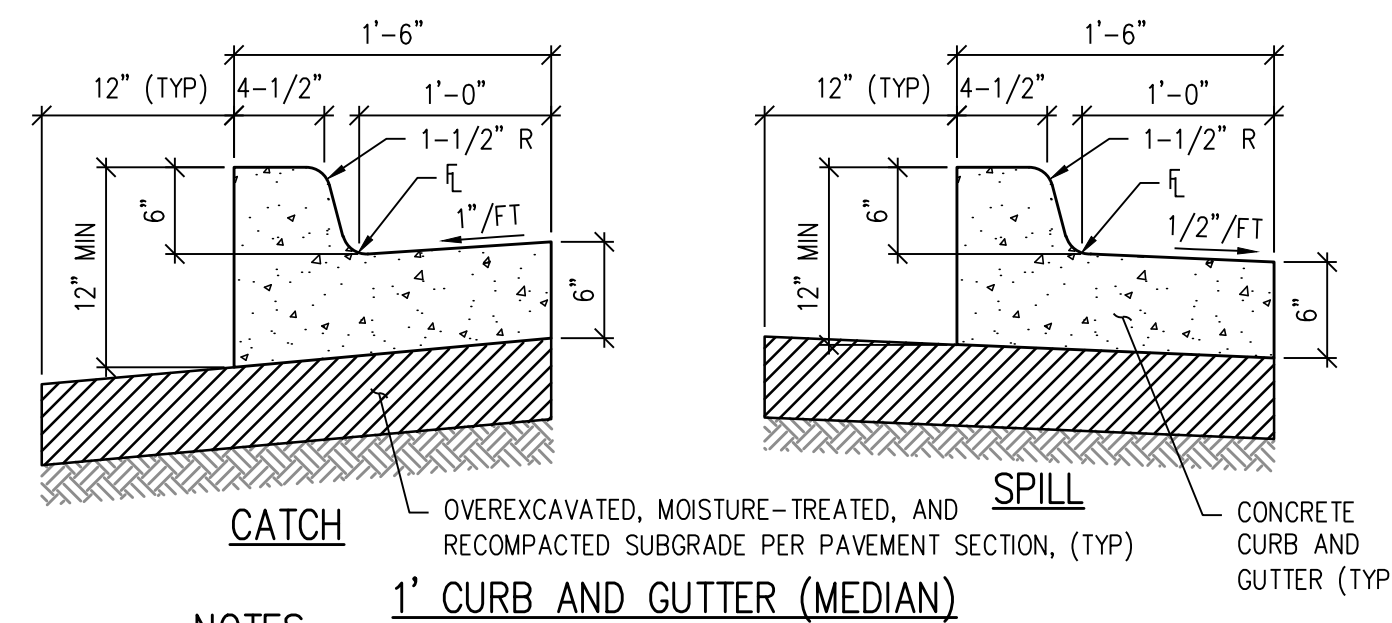
NOTE:

1. MATCH EXISTING DEPTH +1"
2. MATCH EXIST SUBGRADE DEPTH UNLESS OTHERWISE SPECIFIED
3. APPLY TACKIFIER AT SAWCUT AND MILL PRIOR TO PAVING.

ASPHALT "T" PATCH DETAIL 3
NTS C1.1



1.5' CURB AND GUTTER
CATCH: OVEREXCAVATED, MOISTURE-TREATED, AND RECOMPACTED SUBGRADE PER PAVEMENT SECTION, (TYP)
SPILL: CONCRETE CURB AND GUTTER (TYP)

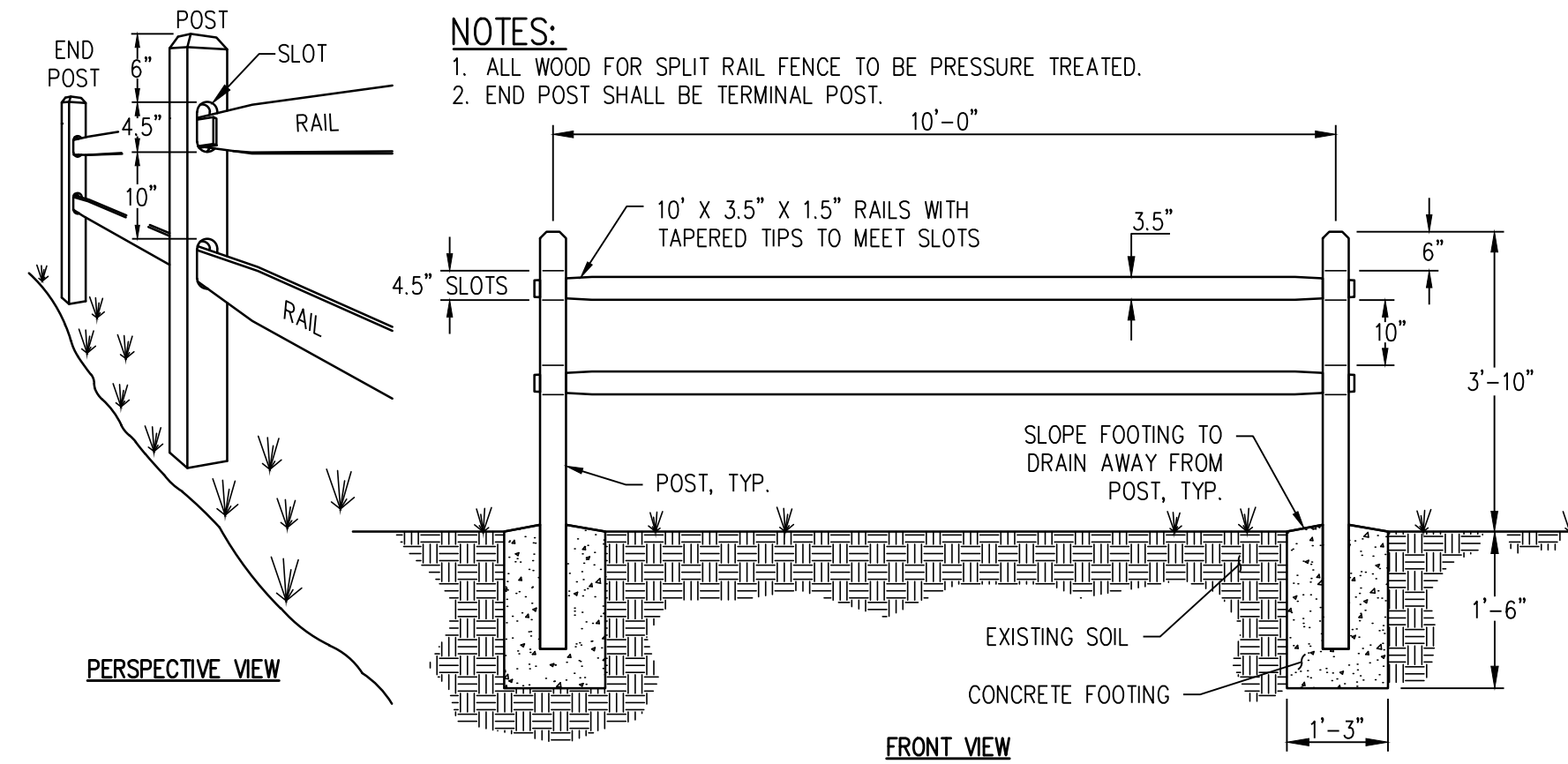


1' CURB AND GUTTER (MEDIAN)
CATCH: OVEREXCAVATED, MOISTURE-TREATED, AND RECOMPACTED SUBGRADE PER PAVEMENT SECTION, (TYP)
SPILL: CONCRETE CURB AND GUTTER (TYP)

NOTES:

1. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

PRIVATE CURB AND GUTTER DETAIL 5
NTS C1.1



NOTES:

1. ALL WOOD FOR SPLIT RAIL FENCE TO BE PRESSURE TREATED.
2. END POST SHALL BE TERMINAL POST.

SPLIT RAIL WOODEN FENCE DETAIL 4
NTS C1.1

NO. DATE DESIGNED BY

DESIGNED BY: QDH
DRAWN BY: QDH
CHECKED BY: JLS
JOB #: 3635.1c
DATE: AUGUST 4, 2023
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COLORADO EXTREME
YOUTH HOCKEY FACILITY
CARBONDALE, COLORADO
SITE DETAILS

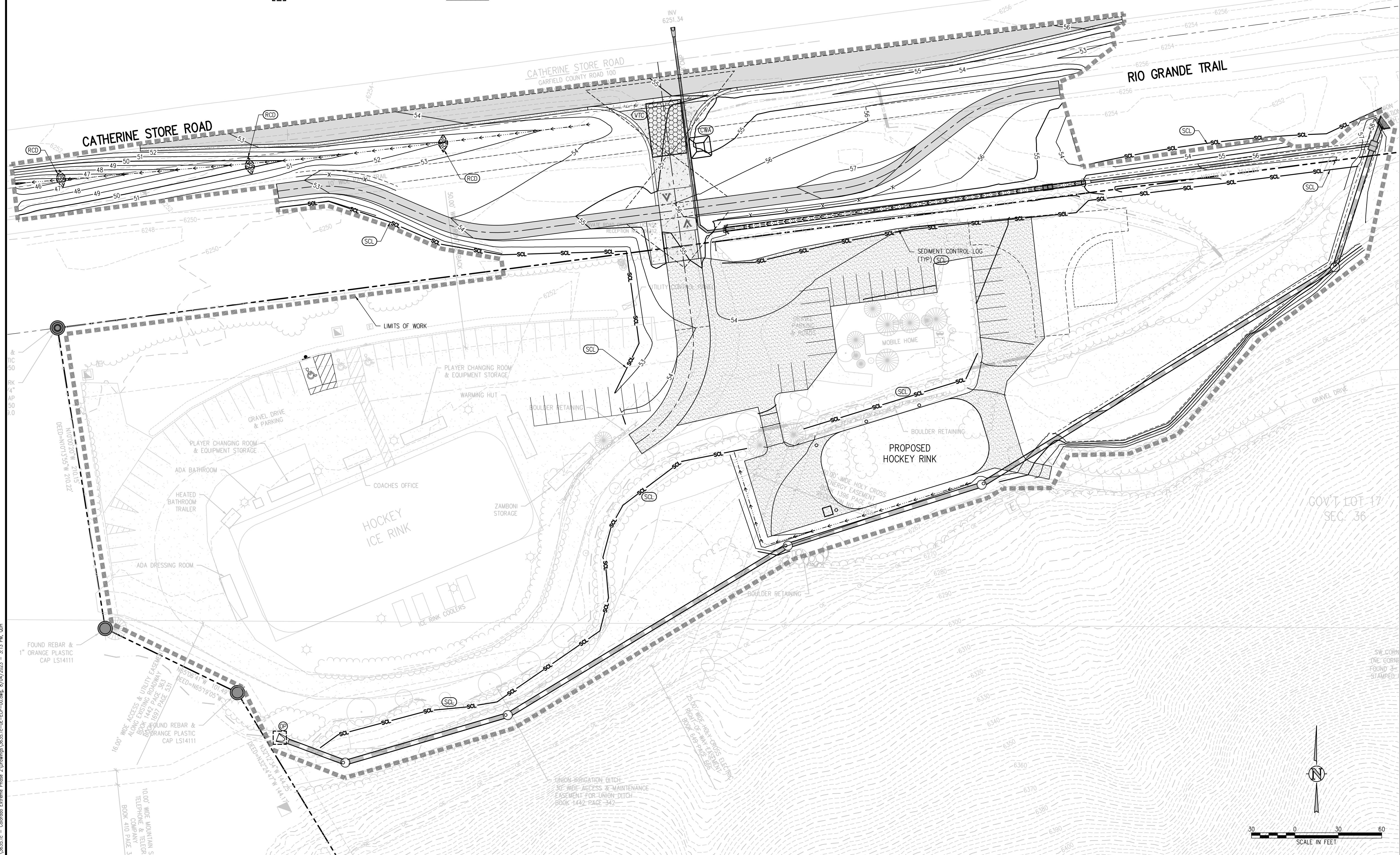
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EROSION AND SEDIMENTATION NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.
2. ALL CONTROLS SHALL BE INSTALLED WITHIN THE PROPERTY LINES UNLESS OTHERWISE SPECIFIED. WHEN CONSTRUCTION ACTIVITIES DISTURB ADJACENT AND/OR RIGHT-OF-WAY PROPERTIES, COORDINATION WITH PROPERTY OWNERS IS REQUIRED PRIOR TO CONSTRUCTION.

EROSION CONTROL LEGEND

- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- LIMITS OF WORK
- INLET PROTECTION
- OUTLET PROTECTION
- VEHICLE TRACKING CONTROL
- SILT FENCE
- SEDIMENT CONTROL LOG
- ROCK CHECK DAM
- CONCRETE WASHOUT AREA
- EROSION CONTROL BLANKET

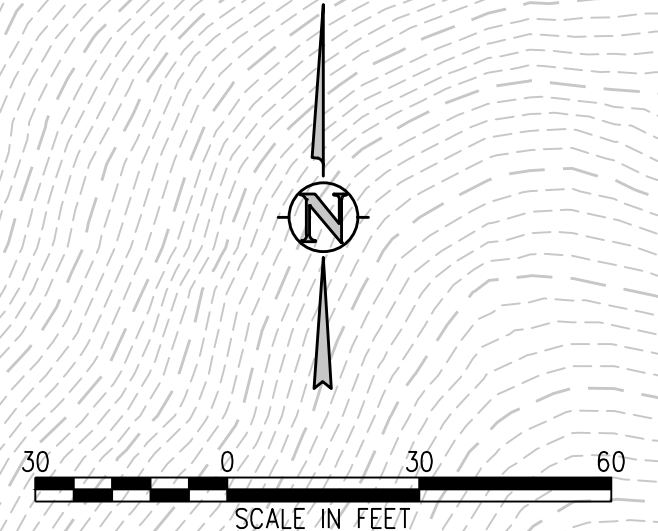


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 DATE: AUGUST 4, 2023
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**COLORADO EXTREME
 YOUTH HOCKEY FACILITY
 CARBONDALE, COLORADO
 EROSION CONTROL PLAN**

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STORMWATER MANAGEMENT PLAN (SWMP)

THIS STORMWATER MANAGEMENT PLAN IS TO BE RETAINED AND MAINTAINED ONSITE INCLUDING FINAL LANDSCAPING PLANS AND ANY OTHER EROSION CONTROL DOCUMENTATION. A SWMP ADMINISTRATOR WILL BE DESIGNATED BY THE CONTRACTOR AND IS RESPONSIBLE FOR DEVELOPING, IMPLEMENTING, MAINTAINING, AND REVISING THIS SWMP. THE SWMP ADMINISTRATOR IS THE CONTACT FOR ALL SWMP-RELATED ISSUES AND IS RESPONSIBLE FOR ITS ACCURACY, COMPLETENESS, AND IMPLEMENTATION. THE FOLLOWING HAS BEEN DESIGNATED AS THE SWMP ADMINISTRATOR FOR THIS PROJECT:

NAME: _____
 CONTACT INFO: _____

THE SITE IS LOCATED AT 2340 CO RD 100, CARBONDALE, CO 81623, AND AT APPROXIMATELY 39° 23' 54.00" LATITUDE, 107° 9' 50.06" LONGITUDE. THE PROPOSED PROJECT CONSISTS OF UTILITY SERVICE CONNECTIONS, OVERLOT GRADING, PAVING OF SIDEWALKS, PARKING LOTS, ENTRANCE DRIVES, AND UTILITY INFRASTRUCTURE CONSTRUCTION IN THE TOWN OF CARBONDALE. THE TOTAL SITE AREA IS APPROXIMATELY 36.2 ACRES WITH AT TOTAL DISTURBANCE OF 3.6 ACRES. NO AREAS GREATER THAN 40 ACRES SHALL BE DISTURBED AT ANY GIVEN TIME. NO CONSTRUCTION ACTIVITIES SHALL OCCUR OFFSITE OR OUTSIDE OF THE CONSTRUCTION LIMITS SHOWN ON THE CONSTRUCTION DOCUMENTS. THE SEQUENCE OF CONSTRUCTION STARTS IS AS FOLLOWS:

PHASE	ESTIMATED	ACTUAL
CONSTRUCTION START	MONTH, YEAR	-----
ROAD AND OVERLOT GRADING	MONTH, YEAR	-----
UTILITY CONSTRUCTION	MONTH, YEAR	-----
BUILDING CONSTRUCTION	MONTH, YEAR	-----
PAVING	MONTH, YEAR	-----
SITE RESTORATION	MONTH, YEAR	-----

THE EXISTING SITE CONSISTS OF DEVELOPED LAND, AND IS APPROXIMATELY 20% COVERED WITH VEGETATIVE GROUND COVER. THE ESTIMATED HISTORIC AND DEVELOPED RUNOFF COEFFICIENTS ARE TO BE DETERMINED.

OFFSITE RUNOFF DOES NOT FLOW ONTO THE PROPERTY ONSITE FLOWS WILL BE CALCULATED IN A FUTURE PHASE. ONSITE DETENTION IS NOT REQUIRED. STORMWATER IS DISCHARGED FROM THIS SITE TO THE EXISTING ROADSIDE DRAINAGE DITCH ALONGSIDE CATHERINE STORE ROAD. A DRAINAGE REPORT FOR THIS DEVELOPMENT IS NOT REQUIRED FOR THIS PROJECT.

OTHER POTENTIAL POLLUTION SOURCES SUCH AS VEHICLE FUELING, STORAGE OF FERTILIZER OR CHEMICALS, VEHICLE WASHING, WASTE INCINERATION, HAUL-ROADS, DO NOT EXIST AT THIS SITE. NON-STORMWATER COMPONENTS OF THE DISCHARGE, SUCH AS SPRINGS, LANDSCAPE IRRIGATION RETURN FLOW, DO NOT EXIST AT THIS SITE.

BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT

NON STRUCTURAL BMPs WILL BE IMPLEMENTED TO THE MAXIMUM EXTENT POSSIBLE. THE UTILIZATION OF NON STRUCTURAL BMPs WILL BE AN ONGOING PROCESS DIRECTED AT PREVENTING EROSION. THE NON STRUCTURAL BMPs WILL RECEIVE CONTINUOUS EMPHASIS THROUGHOUT CONSTRUCTION BECAUSE THEY AVERT PROBLEMS BEFORE THEY OCCUR AND REDUCE THE NEED FOR STRUCTURAL BMPs. NON STRUCTURAL BMPs WILL CONSIST PRIMARILY OF PRESERVATION OF EXISTING MATURE VEGETATION AND TREES, PLANNING AND SCHEDULING CONSTRUCTION ACTIVITIES AIMED AT ACHIEVING THE GOAL OF MINIMIZING EROSION. FURTHERMORE, CONSTRUCTION PERSONNEL WILL BE INSTRUCTED AND SUPERVISED IN CONSTRUCTION METHODS CONSISTENT WITH EROSION PREVENTION PRACTICES.

PLANNED STRUCTURAL BMPs FOR EROSION AND SEDIMENT CONTROL ARE SHOWN ON THE EROSION AND SEDIMENTATION CONTROL PLAN. IMPLEMENTING THESE MEASURES SHOULD MINIMIZE NUISANCE SILT AND SEDIMENTATION EXITING THE SITE AND PREVENT CLOGGING EXISTING STORM SEWERS AND STREET GUTTERS.

APPLICATION OF THESE BMPs FOR STORMWATER MANAGEMENT ARE FOR CONSTRUCTION PERIODS AND ARE CONSIDERED TEMPORARY. POST-DEVELOPMENT STORMWATER MANAGEMENT IS PROVIDED THROUGH VEGETATED LANDSCAPED AREAS, GRASS BUFFERS AND GRASSED SWALES.

VEHICLE TRACKING CONTROL (VTC)

A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED AT CO RD 100. THE CONSTRUCTION ACCESS AND PARKING WILL BE GRADED AND COVERED WITH A CRUSHED STONE BASE COURSE DURING CONSTRUCTION. THE VEHICLE TRACKING CONTROL WILL BE RELOCATED WITH THE CONSTRUCTION ACCESS AS NECESSARY.

SILT FENCING (SF) AND SEDIMENT CONTROL LOGS (SCL)

SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED WITH RESPECT TO PROPOSED DRAINAGE PATTERNS. SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE CONSTRUCTED ALONG THE PORTIONS OF THE NORTH SIDE OF THE PROPERTY AND ALONG ANY DRAINAGE AREAS SUBJECT TO EROSION. THE SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED AT THE DOWNHILL SIDE OF THE EXISTING SLOPES ACROSS THE SITE AND AT ALL POINT DISCHARGE AREAS WHETHER SHOWN OR NOT. SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE MAINTAINED AS NEEDED THROUGHOUT THE CONSTRUCTION PROCESS. THE TEMPORARY SILT FENCE AND SEDIMENT CONTROL LOGS WILL REMAIN UNTIL THE STORM SEWER STRUCTURES ARE COMPLETED AND GROUND COVER IS EFFECTIVE.

ROCK CHECK DAMS (ROD)

ROCK CHECK DAMS WILL BE INSTALLED AS SHOWN AND MAINTAINED AT LOCATIONS AROUND THE SITE WHERE FUTURE GRASS LINES SWALES WILL CARRY THE STORM RUNOFF. PRIOR TO LANDSCAPING OF THE SITE, THESE BARRIERS WILL REDUCE THE FLOW VELOCITIES IN THESE SWALES AND ALLOW THE DISTURBED SOIL TO SETTLE OUT. THE ROCK CHECK DAMS WILL BE LEFT IN PLACE AS PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN.

OVERLOT GRADING

ALL OPEN AREAS WILL BE TREATED WITHIN 14 DAYS OF COMPLETION OF THE OVERLOT GRADING. ALL OVERLOT GRADING IN THE NON-IRRIGATED AREAS WILL HAVE THE SURFACE ROUGHENED AND WILL BE PERMANENTLY LANDSCAPED OR TEMPORARILY SEEDED UNTIL THE PLANNED INSTALLATIONS ARE COMPLETED. AT THE COMPLETION OF THE MASS GRADING, ALL EXPOSED SOIL AREAS WILL HAVE THE SURFACE ROUGHENED AND PLANTED WITH A REVEGETATION SEED MIX. VEGETATION IS TO BE MAINTAINED THROUGHOUT CONSTRUCTION BY THE CONTRACTOR UNTIL AREAS ARE PERMANENTLY LANDSCAPED. ALTERNATELY, ROUGH-CUT DRIVEWAYS OR PROPOSED PAVED AREAS CAN BE COVERED WITH A LAYER OF AGGREGATE, ROAD BASE OR ASPHALT PAVING.

DUST CONTROL MEASURES

DISTURBED AREAS NOT YET READY TO BE SEEDED, LANDSCAPED, PAVED, OR OTHERWISE STABILIZED SHALL BE WATERED, OR RIPPED AS NECESSARY TO PRECLUDE VISIBLE DUST EMISSIONS.

ITEMS ARE SCHEDULED TO BE IMPLEMENTED ACCORDING TO THE CONSTRUCTION SCHEDULE. AS WORK PROCEEDS, IMPLEMENTATION OF INDIVIDUAL BMPs IS TO COINCIDE WITH THE CONSTRUCTION THEREBY MINIMIZING THE EXPOSURE OF UNPROTECTED AREAS. THE SILT FENCE, INLET PROTECTION (FOR EXISTING INLETS), AND GRAVELING OF THE CONSTRUCTION ENTRANCE WILL BE PERFORMED WHEN THE GRADING BEGINS. THE INLET PROTECTION WILL BE INSTALLED AS THE STORM SEWER STRUCTURES ARE CONSTRUCTED. THE RIPRAP PROTECTION WILL BE INSTALLED AS THE STORM SEWER OUTFALLS OR CULVERTS ARE CONSTRUCTED. THE STRUCTURAL BMPs THAT DO NOT BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN ARE TO BE REMOVED, AS THE PAVING, LANDSCAPING, AND OTHER PERMANENT GROUND COVER INSTALLATIONS ARE COMPLETED. FUGITIVE DUST EMISSIONS RESULTING FROM GRADING ACTIVITIES AND/OR WIND SHALL BE CONTROLLED USING THE BEST AVAILABLE CONTROL TECHNOLOGY AS DEFINED BY THE COLORADO DEPARTMENT OF HEALTH AT THE TIME OF GRADING. THE GRAVELING IS TO BE MAINTAINED AND EXTENDED CONSTRUCTION PROGRESSES ESPECIALLY AROUND THE BUILDING SITE. THE STRUCTURAL BMPs ARE TO BE REMOVED, AS THE PERMANENT LANDSCAPING INSTALLATIONS ARE COMPLETED.

THE EROSION AND SEDIMENT CONTROL PLAN MAY BE MODIFIED BY THE DEPARTMENT OF HIGHWAYS AND TRANSPORTATION, OWNER'S ENGINEER, COUNTY ENGINEERING INSPECTORS, MUNICIPALITY, OR ITS AUTHORIZED REPRESENTATIVE AS FIELD CONDITIONS WARRANT.

STORMWATER DETENTION AND WATER QUALITY

STORMWATER DETENTION IS NOT PROVIDED ONSITE. WATER QUALITY TREATMENT IS PROVIDED PASSIVELY THROUGH LANDSCAPED AREAS, GRASS BUFFERS AND GRASS SWALES.

TEMPORARY SEEDING AND MULCHING

ALL SEEDS FURNISHED SHALL BE FREE FROM NOXIOUS SEEDS (SUCH AS RUSSIAN OR CANADIAN THISTLE, COURSE FESCUE, EUROPEAN BINDWEED, JOHNSON GRASS, KNAPWEED, AND LEAFY SPURGE) THE FORMULA USED FOR DETERMINING THE QUALITY OF PURE LIVE SEED (PLS) SHALL BE (POUNDS OF SEED) X (PURITY) X (GERMINATION) = POUNDS OF PURE LIVE SEED (PLS). SEEDING RECOMMENDATIONS ARE PROVIDED BELOW, BUT MAY BE MODIFIED WITH THE OWNER'S APPROVAL TO MAKE THE BEST USE OF EXISTING CLEARINGS AND GRUBBING. SEEDING MIX PER PITKIN COUNTY NON-IRRIGATED MIX (DRILL/BROADCAST APPLICATION AT RATE OF 10-12 PLS/ACRE):

COMMON NAME	SPECIES	VARIETY	PERCENT OF MIX
WESTERN WHEATGRASS	PASCOPYRUM SMITHII		25%
SLENDER WHEATGRASS	ELYMUS TRACHYCAULUS		25%
BLUEBUNCH WHEATGRASS	PSEUDOREGNERIA SPICATA	SECAR	10%
GREEN NEEDLEGRASS	NASSELLA VIRIDULA		15%
BLUE GRAMA	BOUTELLOUA GRACILIS		15%
INDIAN RICEGRASS	ACHNATHERUM HYMENODES		10%

ALL SEEDS SHALL BE DRILLED NOT HYDROSEEDED. ALL DISTURBED AREAS SHALL BE SEEDED AND CRIMP MULCHED IF PERMANENT VEGETATION IS NOT IMMEDIATELY INSTALLED. AFTER SEEDING HAS BEEN COMPLETED, A RATE OF 4,000 LBS. OF STRAW PER ACRE SHALL BE APPLIED UNIFORMLY, CRIMPED IN WITH A CRIMPER OR OTHER APPROVED EQUIPMENT OR OTHERWISE ATTACHED. A TACKIFIER OR JUTE NETTING TO ATTACH MULCH MAY BE USED WITH THE OWNER'S APPROVAL. THE SEEDED AREA SHALL BE CRIMPED MULCHED AND THE MULCH ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING. AREAS NOT MULCHED AND ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING MUST BE RESEEDED WITH THE SPECIFIED MIX AT THE CONTRACTOR'S EXPENSE, PRIOR TO MULCHING AND ATTACHING. ON STEEP SLOPES OR OTHER SPECIFIED AREAS AS SHOWN ON THE PLANTING PLAN, WHICH ARE DIFFICULT TO MULCH AND ATTACH BY CONVENTIONAL METHOD, BURLAP OR OTHER BLANKETING MATERIALS PROPERLY ANCHORED AND SECURED MAY BE USED WHEN APPROVED BY THE COUNTY OF GARFIELD ENGINEER.

PERMANENT STABILIZATION MEASURES

RIPRAP FOR STORM DRAIN OUTFALLS AND ROCK CHECK DAMS WILL BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN AND WILL NOT BE REMOVED. PERMANENT LANDSCAPING WILL INCLUDE (SODDING, SEEDING, TREES, SHRUBS, AND OTHER VEGETATIVE COVER) TO OPEN AREAS. NATIVE PERENNIAL SEEDING WILL BE ESTABLISHED IN NON-IRRIGATED AREAS AND SOD OR OTHER VEGETATIVE COVER WILL BE ESTABLISHED IN IRRIGATED OPEN AREAS. ALL PERMANENT STABILIZATION MEASURES WILL BE SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER.

MATERIALS AND SPILL PREVENTION

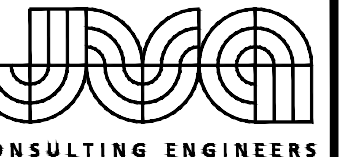
THE CONTRACTOR WILL STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN CONFINED AREAS ON SITE FROM WHICH RUNOFF WILL BE CONTAINED AND FILTERED. MATERIALS WILL BE STORED OFF THE GROUND AND PROTECTED FROM THE WEATHER BY A COVER OR STORED IN A CONTAINER SUCH AS A VAN OR TRAILER. AN EARTHEN DIKE WILL BE CONSTRUCTED AROUND THE PERIMETER OF THE FUEL STORAGE AREA TO PREVENT MATERIALS FROM CONTACT WITH SURFACE RUNOFF. EQUIPMENT MAINTENANCE WILL BE PERFORMED IN A DESIGNATED AREA AND STANDARD MAINTENANCE PROCEDURES, SUCH AS THE USE OF DRIP PANS, WILL BE USED TO CONTAIN PETROLEUM PRODUCTS.

INSPECTION AND MAINTENANCE

THE EROSION CONTROL MEASURES WILL BE INSPECTED DAILY DURING CONSTRUCTION BY THE CONTRACTOR AND AFTER EACH RAIN EVENT. ALL INSPECTIONS SHALL BE DOCUMENTED AND SHALL INCLUDE THE DATE OF INSPECTION, ANY INCIDENCE OF NON-COMPLIANCE, SIGNED CERTIFICATION THAT THE SITE IS IN COMPLIANCE, AND ANY NOTES, DRAWINGS, MAPS, ETC. PERTAINING TO REPAIRS. COPIES OF ALL DOCUMENTATION SHALL BE DISTRIBUTED TO MUNICIPALITIES AND OWNER ON A REGULAR BASIS AS SPECIFIED BY OWNER. SILT FENCE AND STRAW BALE BARRIERS WILL BE CHECKED FOR UNDERMINING AND BYPASS AND REPAIRED OR EXPANDED AS NEEDED. SEDIMENT SHOULD BE REMOVED FROM INLET FILTERS AND SILT FENCING BEFORE ONE HALF OF THE DESIGN DEPTH HAS BEEN FILLED. SEDIMENTS DEPOSITED IN THE PUBLIC RIGHTS-OF-WAY WILL BE REMOVED IMMEDIATELY. THE TEMPORARY VEGETATION OF BARE SOILS WILL BE CHECKED REGULARLY AND AREAS WHERE IT IS LOST OR DAMAGED WILL BE RESEEDED. AT MINIMUM THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL BMPs EVERY 14 DAYS AND AFTER SIGNIFICANT PRECIPITATION OR SNOWMELT EVENTS. INSTALLATIONS AND MODIFICATIONS AS REQUIRED BY THE COUNTY OF GARFIELD WILL BE IMPLEMENTED WITHIN 48 HOURS OF NOTIFICATION. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.

FINAL STABILIZATION AND LONG-TERM STORMWATER QUALITY

FINAL STABILIZATION IS REACHED WHEN ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED, AND UNIFORM VEGETATIVE COVER HAS BEEN ESTABLISHED WITH A DENSITY OF AT LEAST 70% OR PRE-DISTURBANCE LEVELS OR EQUIVALENT PERMANENT, PHYSICAL EROSION REDUCTION METHODS HAVE BEEN EMPLOYED. FINAL STABILIZATION WILL BE ACHIEVED USING SOD, NATIVE SEEDING, PERMANENT BMP'S, AND OTHER METHODS. CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STABILIZATION REGARDLESS OF ACCEPTANCE BY OWNER OF THE CONTRACTOR ITEM.



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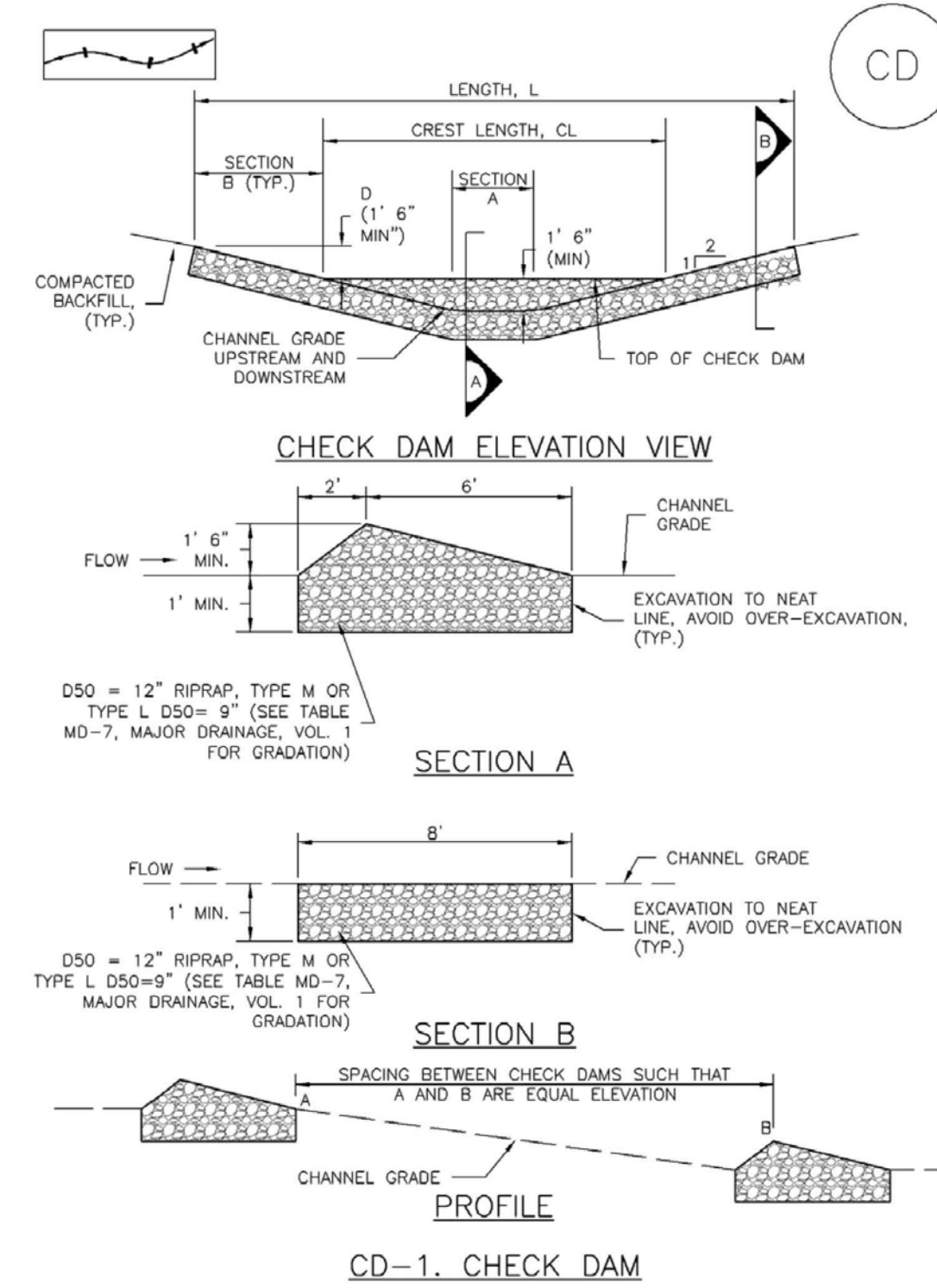
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COLORADO EXTREME
 YOUTH HOCKEY FACILITY
 CARBONDALE, COLORADO

SWMP NOTES

SHEET NO.
CE1.1

Check Dams (CD) EC-12



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

EC-12 Check Dams (CD)

CHECK DAM INSTALLATION NOTES

- SEE PLAN VIEW FOR:
 - LOCATION OF CHECK DAMS.
 - CHECK DAM TYPE (CHECK DAM OR REINFORCED CHECK DAM).
 - LENGTH (L), CREST LENGTH (CL), AND DEPTH (D).
- CHECK DAMS INDICATED ON INITIAL SWMP SHALL BE INSTALLED AFTER CONSTRUCTION FENCE, BUT PRIOR TO ANY UPSTREAM LAND DISTURBING ACTIVITIES.
- RIPRAP UTILIZED FOR CHECK DAMS SHOULD BE OF APPROPRIATE SIZE FOR THE APPLICATION. TYPICAL TYPES OF RIPRAP USED FOR CHECK DAMS ARE TYPE M (D50 12") OR TYPE L (D50 9").
- RIPRAP PAD SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'.
- THE ENDS OF THE CHECK DAM SHALL BE A MINIMUM OF 1' 6" HIGHER THAN THE CENTER OF THE CHECK DAM.

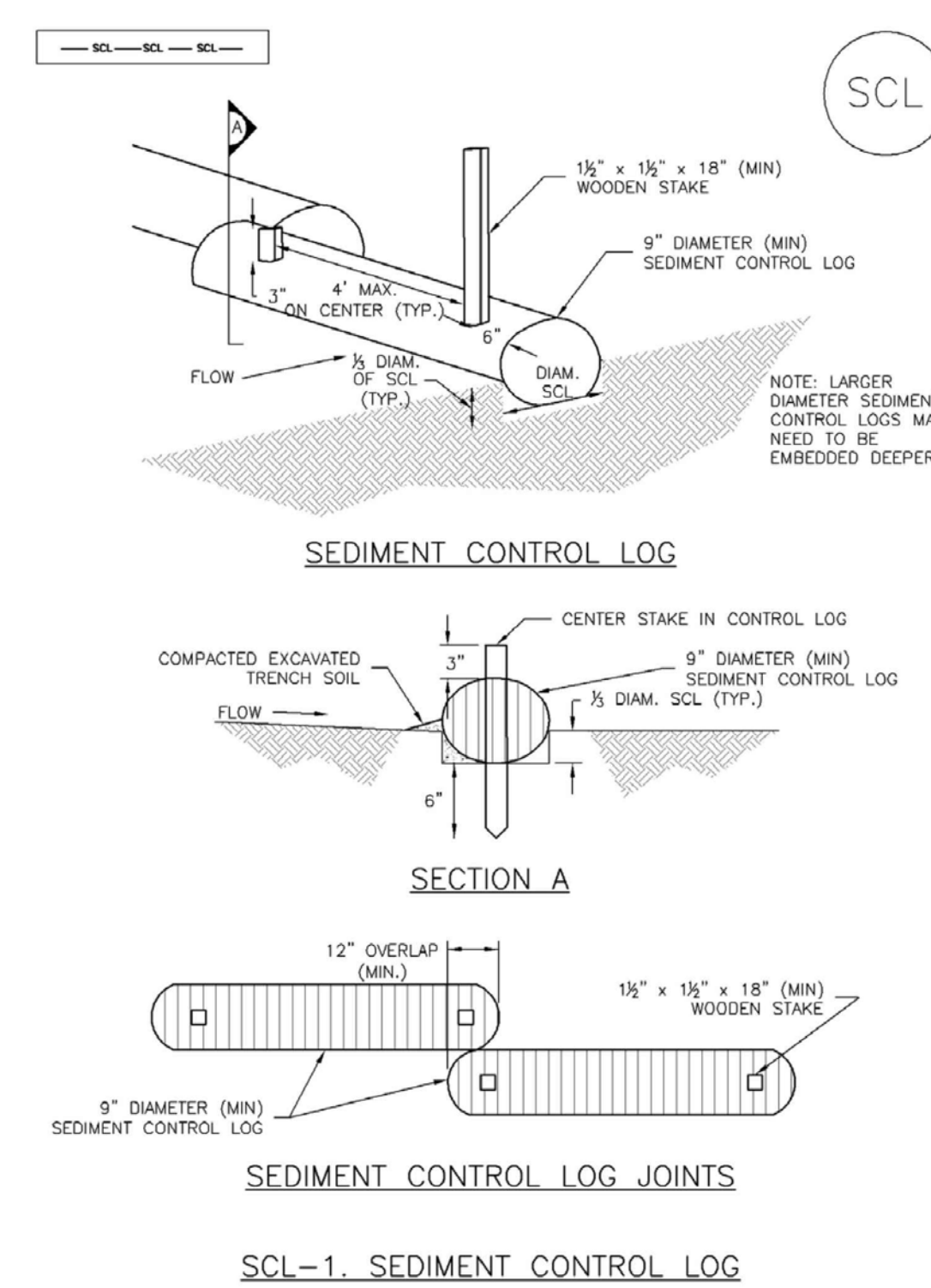
CHECK DAM MAINTENANCE NOTES

- 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.
- SEDIMENT ACCUMULATED UPSTREAM OF THE CHECK DAMS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH IS WITHIN 1/2 OF THE HEIGHT OF THE CREST.
- CHECK DAMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
- WHEN CHECK DAMS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACKFILL. DISTURBED AREA SHALL BE SEEDED AND MULCHED AND COVERED WITH GEOTEXTILE OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.

(DETAILS ADAPTED FROM DOUGLAS COUNTY, 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.

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

Sediment Control Log (SCL) SC-2



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

SC-2 Sediment Control Log (SCL)

SEDIMENT CONTROL LOG INSTALLATION NOTES

- SEE PLAN VIEW FOR LOCATION AND LENGTH OF SEDIMENT CONTROL LOGS.
- SEDIMENT CONTROL LOGS THAT ACT AS A PERIMETER CONTROL SHALL BE INSTALLED PRIOR TO ANY UPGRADIENT LAND-DISTURBING ACTIVITIES.
- 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 OBVIOUS WEAR.
- SEDIMENT CONTROL LOGS MAY BE USED AS SMALL CHECK DAMS IN DITCHES AND SWALES. HOWEVER, THEY SHOULD NOT BE USED IN PERENNIAL STREAMS OR HIGH VELOCITY DRAINAGE WAYS.
- IT IS RECOMMENDED THAT SEDIMENT CONTROL LOGS BE TRENCHED INTO THE GROUND TO A DEPTH OF APPROXIMATELY 1/2 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.
- THE UPSIDE SIDE OF THE SEDIMENT CONTROL LOG SHALL BE BACKFILLED WITH SOIL 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.
- FOLLOW MANUFACTURERS' GUIDANCE FOR STAKING. IF MANUFACTURERS' INSTRUCTIONS DO NOT SPECIFY SPACING, STAKES SHALL BE PLACED ON 4' CENTERS AND EMBEDDED 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.

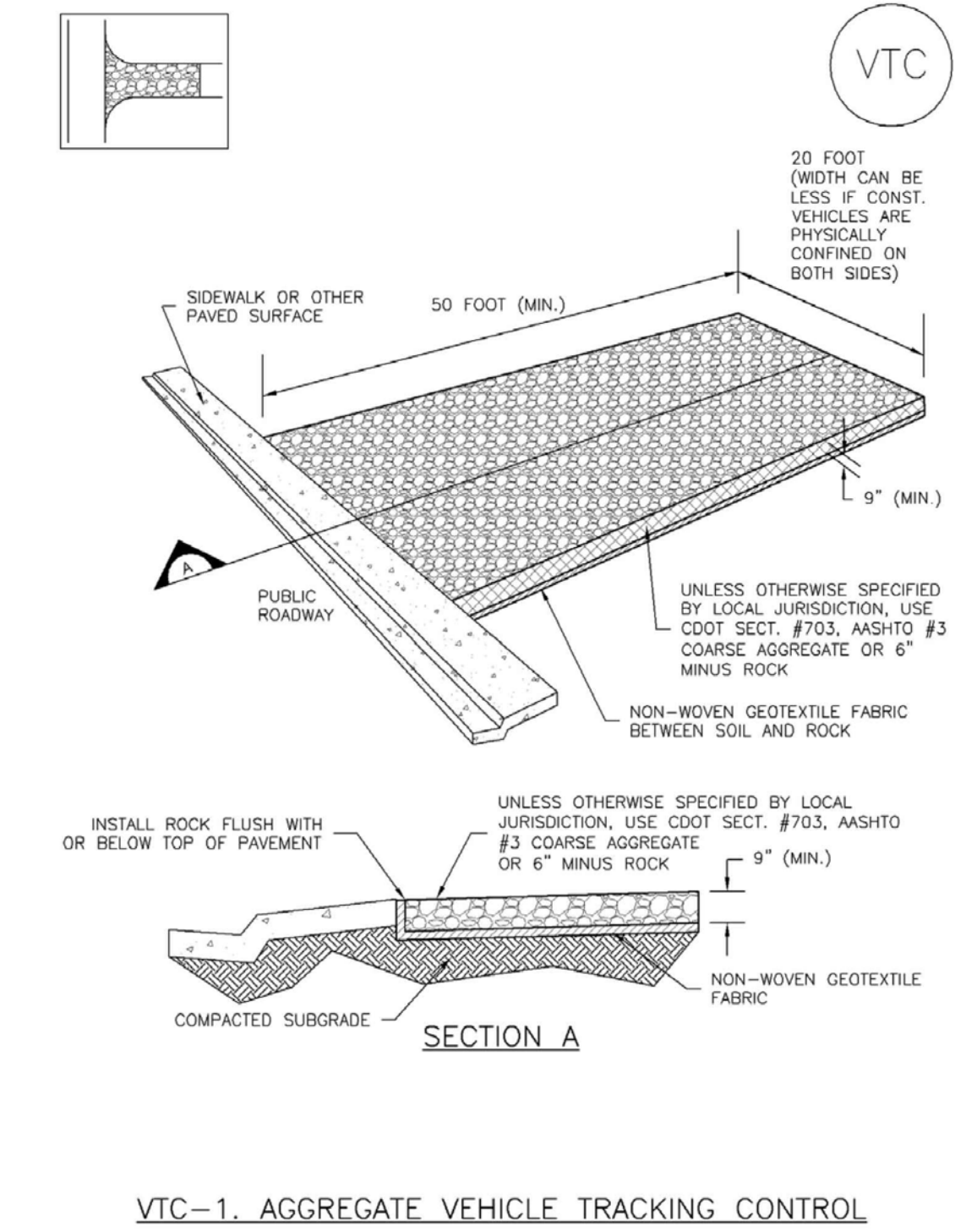
SEDIMENT CONTROL LOG MAINTENANCE NOTES

- 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.
- SEDIMENT ACCUMULATED UPSTREAM OF SEDIMENT CONTROL LOG SHALL BE REMOVED AS NECESSARY TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 1/2 OF THE HEIGHT OF THE SEDIMENT CONTROL LOG.
- SEDIMENT CONTROL LOG SHALL BE REMOVED AT THE END OF CONSTRUCTION. IF DISTURBED AREAS EXIST AFTER REMOVAL, THEY SHALL BE COVERED WITH TOP SOIL, SEEDED AND MULCHED 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.

November 2010 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 SCL-5

Vehicle Tracking Control (VTC) SM-4



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

SM-4 Vehicle Tracking Control (VTC)

STABILIZED CONSTRUCTION ENTRANCE/EXIT INSTALLATION NOTES

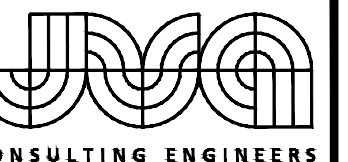
- SEE PLAN VIEW FOR:
 - LOCATION OF CONSTRUCTION ENTRANCE(S)/EXIT(S).
 - TYPE OF CONSTRUCTION ENTRANCE(S)/EXIT(S) (WITH/WITHOUT WHEEL WASH, CONSTRUCTION MAT OR TRM).
- CONSTRUCTION MAT OR TRM STABILIZED CONSTRUCTION ENTRANCES ARE ONLY TO BE USED ON SHORT DURATION PROJECTS (TYPICALLY RANGING FROM A WEEK TO A MONTH) WHERE THERE WILL BE LIMITED VEHICULAR ACCESS.
- A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE LOCATED AT ALL ACCESS POINTS WHERE VEHICLES ACCESS THE CONSTRUCTION SITE FROM PAVED RIGHT-OF-WAYS.
- STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.
- A NON-WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE STABILIZED CONSTRUCTION ENTRANCE/EXIT PRIOR TO THE PLACEMENT OF ROCK.
- 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

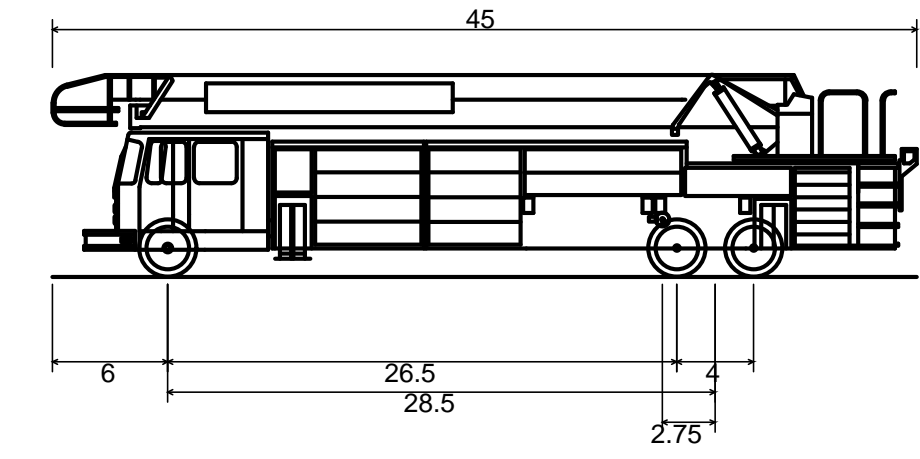
- INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
- FREQUENT OBSERVATIONS 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 TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT DEPTH.
- 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.

(DETAILS ADAPTED FROM CITY OF BROOMFIELD, 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.

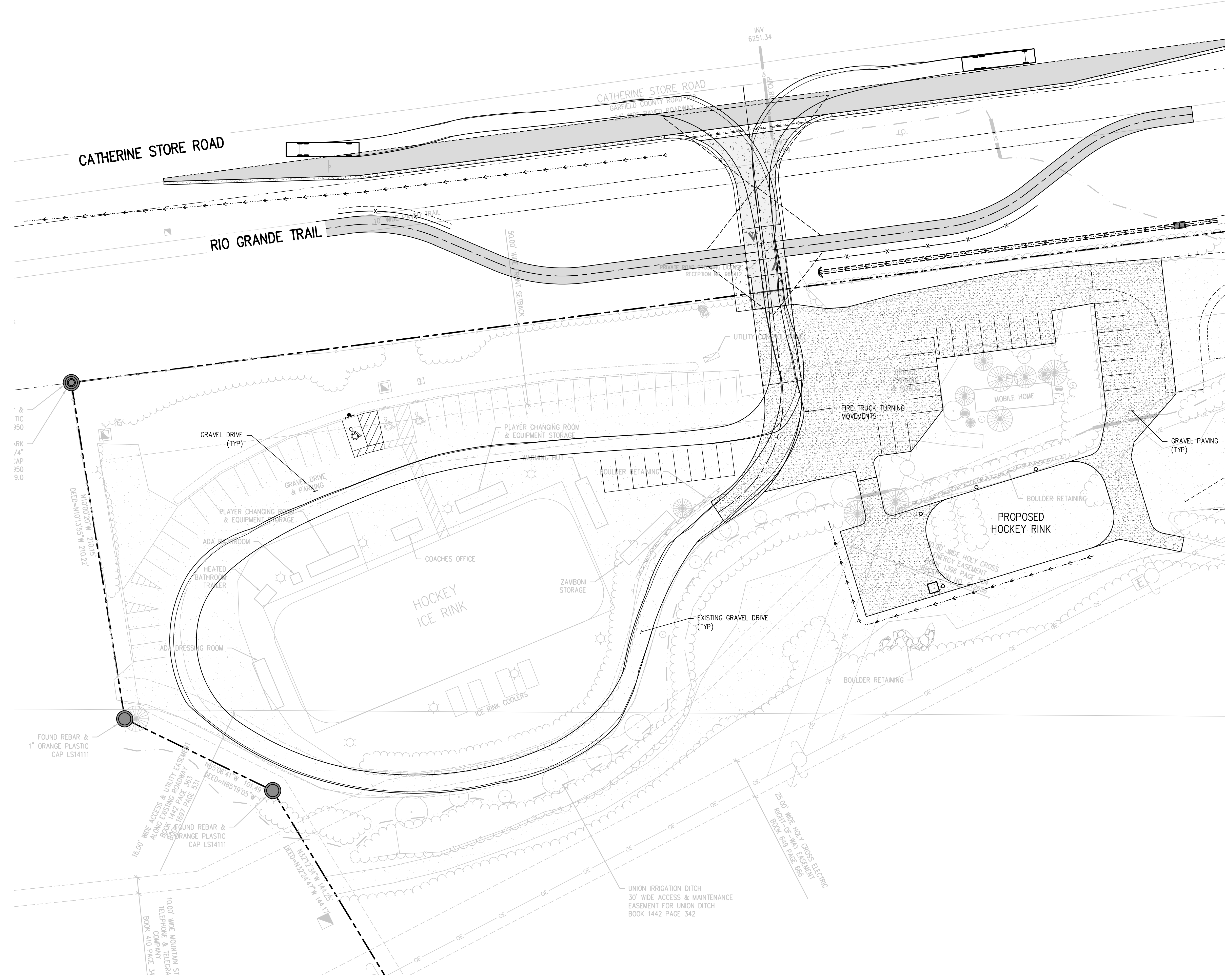
VTC-6 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 November 2010



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Denver Fire Truck
Overall Length 45.00ft
Overall Width 6.00ft
Overall Body Height 26.50ft
Min Body Ground Clearance 28.50ft
Track Width 2.75ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 36.00°

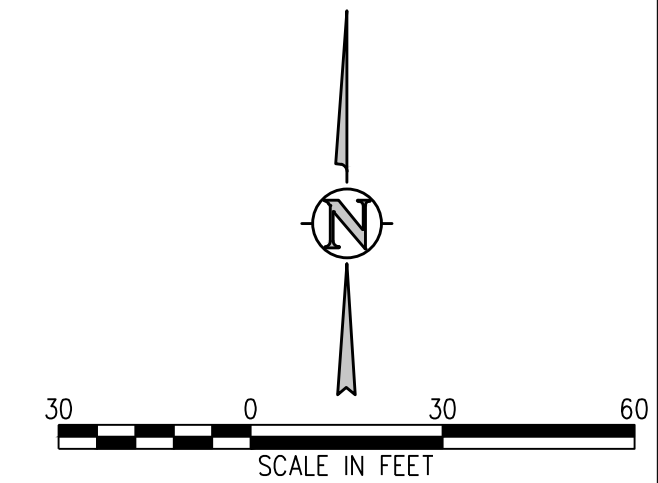


NO.	DATE	DESIGNED BY	DESCRIPTION

DESIGNED BY: QDH
DRAWN BY: QDH
CHECKED BY: JLS
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DATE: AUGUST 4, 2023
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COLORADO EXTREME
YOUTH HOCKEY FACILITY
CARBONDALE, COLORADO
VEHICLE TURNING SIMULATION

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