RIDGEGATE COUPLET

LOT 2, RIDGEGATE FILING NO. 4
LOCATED IN THE NORTH HALF OF SECTION 24
TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO
5.646 ACRES

PROPERTY DESCRIPTION PER SURVEY:

LOT 2, RIDGEGATE FILING NO. 4

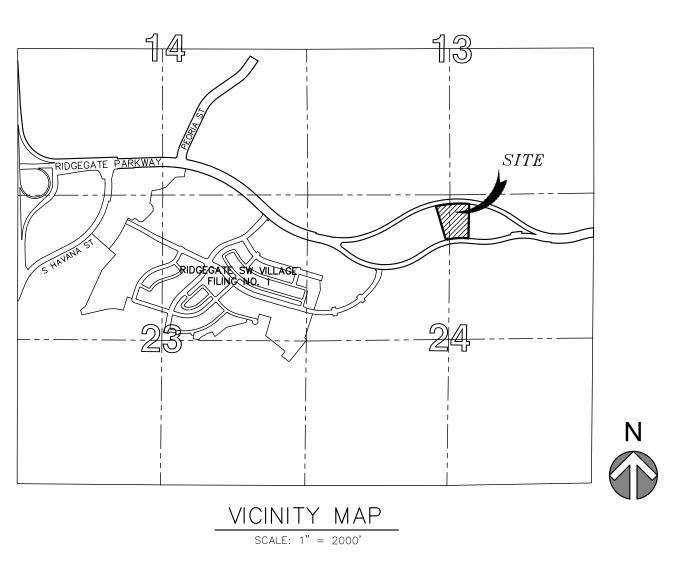
BENCHMARK:

PROJECT BENCHMARK IS RIDGEATE BM 1, A 3.25" DIAMETER BRASS CAP SET ON THE NORTHWEST BRIDGE ABUTMENT OF RIDGEGATE PARKWAY STAMPED "RIDGEGATE BM 1 2021" AND IS APPROXIMATELY 0.7 MILES EAST ON RIDGEGATE PARKWAY FROM THE INTERSECTION OF I-25 AND RIDGEGATE PARKWAY IN LONE TREE, COLORADO. THE BENCHMARK IS 1 FOOT FROM THE WEST EDGE OF THE ABUTMENT, 3 FEET NORTH OF THE BACK OF WALK, AND 31 FEET NORTH OF THE WEST BOUND CENTERLINE OF RIDGEGATE PARKWAY. ELEVATION IS 5983.40 U.S. SURVEY FEET, NAVD 88 DOUGLAS COUNTY DATUM.

PROJECT COORDINATES ARE MODIFIED COLORADO STATE PLANE CENTRAL ZONE COORDINATES. THE COMBINED FACTOR USED TO MODIFY COORDINATES WAS 1.00032591873.

BASIS OF BEARING:

BEARINGS ARE ASSUMED AND ARE BASED UPON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 24, AS BEARING N88°33'25"E A DISTANCE OF 2626.96 FEET BETWEEN THE NORTH QUARTER CORNER OF SAID SECTION 24 BEING A FOUND 1-1/2" BRASS CAP, SET IN A 6" DIAMETER CONCRETE POST AND THE NORTHEAST CORNER OF SAID SECTION 24, BEING A FOUND 1-1/2" BRASS CAP, SET IN A 6" DIAMETER CONCRETE POST.



— — — EXISTING MINOR CONTOUR _______10E _______10E _______ EXISTING SOUTHGATE WATER LINE ———— SAN ————— EXISTING SANITARY SEWER EXISTING ELECTRIC LINE EXISTING GAS LINE ——— GAS ——— GAS ——— PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR PROPOSED WATER LINE PROPOSED SANITARY SEWER PROPOSED STORM SEWER CUT/FILL AREAS PROPOSED SLOPE DIRECTIONAL FLOW ARROWS

ENGINEERING CERTIFICATION NOTE:

THESE CONSTRUCTION PLANS FOR RIDGEGATE COUPLET WERE
PREPARED BY ME (OR UNDER MY DIRECT SUPERVISION) IN ACCORDANCE WITH THE
REQUIREMENTS OF DOUGLAS COUNTY'S ROADWAY DESIGN AND CONSTRUCTION STANDARDS,
STORM DRAINAGE DESIGN AND TECHNICAL CRITERIA, AND THE GRADING, EROSION AND SEDIMENT

KELLAN BLACK MERRICK & COMPANY

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PROJECT DIRECTORY

WATER AUTHORITY
PARKER WATER & SANITATION DISTRICT
18100 E. WOODMAN DRIVE
PARKER, CO 80134
P: 303-841-4627

PUBLIC WORKS DEPARTMENT
CITY OF LONE TREE
9220 KIMMER DRIVE SUITE 100
LONE TREE, CO 80124
JACOB JAMES

820 16TH STREET MALL #500 DENVER, CO 80202 NICHOLAS ELSTER P: 303-825-6400 LANDSCAPE ARCHITECT RIPLEY DESIGN

P: 720-509-1240

RIPLEY DESIGN
419 CANYON AVE, STE 200
FORT COLLINS, CO 80521
SAM COUTTS
P: 970-224-5828

SOUTH METRO FIRE RESCUE AUTHORITY

CENTENNIAL, CO 80112 SCOTT STENE P: 720-989-2249 CABLE TV COMCAST GREG YSLAS P: 303-603-5621

9195 EAST MINERAL AVENUE

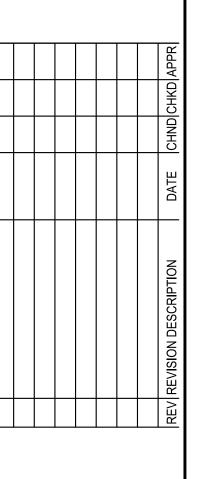
OWNER/APPLICANT CENTURY LIVING 8390 E. CRESCENT PKWY #550 GREENWOOD VILLAGE, CO 80111 NATALIE DUSTMAN P: 309-357-5921

ABBREVIATIONS:

TW	GRADE AT TOP OF WALL
BG	GRADE AT BOTTOM OF WALL
PC	POINT OF CURVE
PT	POINT OF TANGENT
Δ	DELTA, HORIZONTAL CURVE DIRECTION CHANGE
CL	CENTERLINE
FL	FLOWLINE
DBL	DOUBLE
DR	DOOR
C.O.	CLEAN OUT
K	RATE OF CURVATURE
AD	ABSOLUTE GRADE DIFFERENCE IN %
VC	VERTICAL CURVE
PVC	POINT OF VERTICAL CURVE
PVT	POINT OF VERTICAL TANGENT
PVI	POINT OF VERTICAL INTERSECTION
PI	POINT OF TANGENT INTERSECTION
PVMT	PAVEMENT
HP	HIGH POINT
LP	LOW POINT
PCR	POINT OF CURB RETURN
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
EX, EX.	EXISTING
PR, PR.	PROPOSED
TOC	TOP OF CONCRETE/TOP OF CURB
FG	FINISHED GRADE
ME	MATCH EXISTING GRADE
STA	STATION
EL, ELEV	ELEVATION
FF	FINISHED FLOOR
TC	TOP OF CONCRETE
B/P	BOTTOM OF PIPE
T/P	TOP OF PIPE
Ø	DIAMETER
SW	SIDEWALK
TP	TOP OF PAVEMENT
TBC	TOP BACK OF CURB

CITY OF LONE TREE APPROVAL		
	PE STAMP	
CITY ENGINEER		
		_
DATE		85121370
THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR GESC IMPROVEMENTS ONLY.	NUMBER	S





RIDGEGATE COUI

LONE TREE, COLORAD

ON-SITE IMPROVEMENT



8/7/2023 SHEET CO.O

- THE CITY OF LONE TREE ENGINEER'S SIGNATURE AFFIXED TO THIS DOCUMENT INDICATES THE ENGINEERING DIVISION HAS REVIEWED THE DOCUMENT AND FOUND IT IN GENERAL CONFORMANCE WITH THE CITY OF LONE TREE SUBDIVISION RESOLUTION OR APPROVED VARIANCES TO THOSE REGULATIONS. THE CITY OF LONE TREE ENGINEER, THROUGH ACCEPTANCE OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY, OTHER THAN STATED ABOVE, FOR THE COMPLETENESS AND/OR ACCURACY OF THESE DOCUMENTS. THE OWNER AND ENGINEER UNDERSTAND THAT THE RESPONSIBILITY FOR THE ENGINEERING ADEQUACY OF THE FACILITIES DEPICTED IN THIS DOCUMENT LIES SOLELY WITH THE REGISTERED PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE IS AFFIXED TO THIS DOCUMENT.
- 2. ALL ROADWAY CONSTRUCTION SHALL CONFORM TO CURRENT DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
- 3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE CITY OF LONE TREE ENGINEERING DIVISION. THE CITY RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO ITS STANDARDS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF LONE TREE PUBLIC WORKS, INSPECTION SECTION, (303) 662-8112, A MINIMUM OF 48 HOURS AND A MAXIMUM OF 96 HOURS PRIOR TO STARTING CONSTRUCTION, AND/OR BEFORE RESTARTING CONSTRUCTION AFTER A SHUTDOWN OF MORE THAN 10 DAYS.
- 5. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ACTUAL CONSTRUCTION. FOR INFORMATION, CONTACT: UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT (800) 922-1987 OR 811.
- 6. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY (SIGNED BY BOTH DESIGN ENGINEER AND CITY OF LONE TREE) OF THE CONSTRUCTION PLANS AND GESC REPORT AND PLAN, AND ONE (1) COPY OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS AT THE JOB SITE AT ALL TIMES.
- 7. ALL PROPOSED STREET CUTS TO EXISTING PAVEMENTS FOR UTILITIES, STORM SEWER, OR OTHER PURPOSES ARE LISTED AND REFERENCED BELOW:
- 7.1. NO STREET CUTS TO EXISTING PAVEMENTS FOR UTILITIES, STORM SEWER, OR OTHER PURPOSES ARE ANTICIPATED WITH THIS DEVELOPMENT.
- 8. A ROW/CONSTRUCTION PERMIT MUST BE OBTAINED BEFORE ANY WORK WITHIN EXISTING OR PROPOSED PUBLIC ROW. THE PERMIT APPLICATION MUST BE SUBMITTED TO THE CITY OF LONE TREE ENGINEER FOR REVIEW/PROCESSING A MINIMUM OF 7 DAYS PRIOR TO REQUESTED START FOR THE WORK IN THE ROW.
- 9. A PLAN FOR TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE SUBMITTED TO THE CITY OF LONE TREE ENGINEER FOR ACCEPTANCE WITH THE PERMIT APPLICATION. AN EXCAVATION OR PUBLIC IMPROVEMENTS CONSTRUCTION PERMIT WILL NOT BE ISSUED WITHOUT AN APPROVED TRAFFIC CONTROL PLAN FOR TRAFFIC CONTROL DURING CONSTRUCTION.
- 10. THE CONSTRUCTION PLANS SHALL BE CONSIDERED VALID FOR TWO (2) YEARS FROM THE DATE OF CITY OF LONE TREE ACCEPTANCE/APPROVAL. IF APPLICABLE CONSTRUCTION PERMITS HAVE NOT BEEN OBTAINED, AND CONSTRUCTION STARTED WITHIN THAT TIME, THESE PLANS SHALL BE VOID AND WILL BE SUBJECT TO RE-REVIEW AND RE-ACCEPTANCE BY THE CITY OF LONE TREE.
- 11. CONTRACTOR SHALL NOTIFY THE CITY OF LONE TREE ENGINEER INSPECTOR WHEN WORKING OUTSIDE OF THE PUBLIC RIGHT-OF-WAY ON ANY FACILITY WHICH WILL BE CONVEYED TO THE CITY, URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, OR OTHER SPECIAL DISTRICT FOR MAINTENANCE (STORM SEWER, ENERGY DISSIPATERS, DETENTION OUTLET STRUCTURES, OR OTHER DRAINAGE INFRASTRUCTURES). FAILURE TO NOTIFY ENGINEERING INSPECTOR TO ALLOW THEM TO INSPECT THE CONSTRUCTION MAY RESULT IN NON-ACCEPTANCE OF THE FACILITIES/INFRASTRUCTURE BY CITY AND/OR URBAN DRAINAGE.

SIGNAGE AND STRIPING NOTES:

- 1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MOST RECENT VERSION OF THE FEDERAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE "COLORADO SUPPLEMENTAL MUTCD" AND THE DOUGLAS COUNTY "ROAD AND CONSTRUCTION STANDARDS MANUAL". FURTHER SPECIFICATIONS AND ILLUSTRATIONS ARE LOCATED IN THE COLORADO DIVISION OF HIGHWAYS "M AND S STANDARDS".
- 2. DELINEATION OF ROADWAYS SHALL BE AS SPECIFIED IN THE COLORADO "M AND S MANUAL".
- 3. SPECIAL CARE SHALL BE TAKEN IN SIGN LOCATION TO ENSURE AN UNOBSTRUCTED VIEW OF EACH SIGN. STREET NAME SIGNS SHALL BE MOUNTED SO THAT THEY CAN BE SEEN FROM ALL DIRECTIONS OF TRAVEL.
- 4. INSTALLATION OF SIGNS SHALL CONFORM TO THE MUTCD MOUNTING HEIGHT REQUIREMENTS, INCLUDING A 7-FOOT MINIMUM HEIGHT FROM THE BOTTOM OF THE LOWEST SIGN PANEL TO THE TOP GRADE OF SIDEWALK.
- 5. ALL NEWLY INSTALLED TRAFFIC SIGNS SHALL MEET THE MINIMUM RETRO-REFLECTIVITY AND ILLUMINATION STANDARDS AS SET FORTH BY THE MUTCD (LATEST EDITION). THESE MINIMUM REQUIREMENTS SHALL FALL UNDER THE REQUIREMENTS OF THE TWO (2) YEAR WARRANTY PERIOD FOR NEW CONSTRUCTION.
- 6. DIAMOND GRADE MATERIAL SHALL BE USED ON ALL STOP SIGNS.
- 7. THE CONTRACTOR INSTALLING SIGNS IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES. LONE TREE PUBLIC WORKS SHALL BE CONTACTED A MINIMUM OF 72 HOURS PRIOR TO INSTALLATION AT 303-662-8112.
- 8. FOLLOWING INSTALLATION, THE CONTRACTOR SHALL NOTIFY THE CITY OF LONE TREE PUBLIC WORKS DEPARTMENT, 303-662-8112. A FIELD INSPECTION OF LOCATION AND INSTALLATION OF ALL SIGNS SHALL BE PERFORMED BY PUBLIC WORKS. ALL DISCREPANCIES IDENTIFIED DURING THE FIELD INSPECTION MUST BE CORRECTED BEFORE THE TWO-YEAR WARRANTY PERIOD WILL BEGIN.
- 9. SIGNAGE AND STRIPING HAS BEEN DETERMINED BY INFORMATION AVAILABLE AT THE TIME OF REVIEW. PRIOR TO INITIATION OF THE WARRANTY PERIOD, LONE TREE RESERVES THE RIGHT TO REQUIRE MODIFICATIONS TO EXISTING OR INSTALLATION OF ADDITIONAL SIGNAGE AND/OR STRIPING IF THEY DETERMINE THAT AN UNFORESEEN CONDITION WARRANTS SUCH MODIFICATION ACCORDING TO THE MUTCD OR THE CDOT M AND S STANDARDS. ALL SIGNAGE AND STRIPING SHALL FALL UNDER THE REQUIREMENTS OF THE TWO (2) YEAR WARRANTY PERIOD FOR NEW CONSTRUCTION. UPDATED 03-1-12
- 10. FINAL STRIPING AND CROSSWALK LAYOUT TO BE APPROVED BY THE CITY OF LONE TREE PRIOR TO INSTALLATION. LONE TREE PUBLIC WORKS SHALL BE CONTACTED A MINIMUM OF 72 HOURS PRIOR TO INSTALLATION AT 303-662-8112.
- CROSSWALKS SHALL:
 BE CONSTRUCTED USING 125 MIL PREFORMED THERMOPLASTIC.
 LINE UP WITH THE HANDICAP RAMPS AT BOTH ENDS.
 BE CENTERED ON LANE LINES SO AS TO BE STRADDLED BY VEHICLES.
- 2. ALL PAVEMENT MARKINGS SHALL BE AS FOLLOWS:
 FOR CONCRETE SURFACE: METHYL METHACRYLATE OR EPOXY PAINT.
 FOR ASPHALT SURFACE: PAINT, 90 MIL PREFORMED THERMOPLASTIC, INLAID MARKING TAPE, METHYL METHACRYLATE, OR EPOXY PAINT.
 TURN ARROWS AND ONLYS: 125 MIL PREFORMED THERMOPLASTIC.
- 13. ALL PAVEMENT MARKING SHALL BE PRECEDED BY THE APPROPRIATE SURFACE PREPARATION.
- 14. ANY SIGNAGE AND/OR OTHER TRAFFIC CONTROL DEVICES REMOVED SHALL BE RETURNED TO THE CITY OF LONE TREE.
- 15. TYPE III LIGHTED BARRICADES SHALL BE SET AT ENDS OF ROADWAYS, SEPARATING FINISHED AND UNFINISHED CONSTRUCTION AREAS AND WILL BE MAINTAINED BY THE CONTRACTOR/DEVELOPER.

NOTE: ALSO SEE CITY OF LONE TREE "STREET SIGN DETAILS" FOR ADDITIONAL INTERSECTION STREET SIGNAGE REQUIREMENTS.

GENERAL NOTES:

- BENCHMARK: ELEVATIONS ARE BASED UPON THE NGS BENCHMARK UNBEWUST, A BRASS DISK STAMPED "UNBEWUST 1992" AND SET IN THE NORTHWEST CORNER OF A 24'X16' ROCK OUTCROP, LOCATED 0.2 MILE SOUTHWEST ALONG A PAVED ROAD FROM EXIT 191 OFF INTERSTATE 25 AND 22.5' EAST OF CENTERLINE, 123' NORTH OF THE OUTLET OF A 3' CORRUGATED METAL CULVERT AND APPROXIMATELY 350' WEST OF THE WEST EDGE OF ASPHALT OF SOUTHBOUND INTERSTATE 25. ELEVATION = 6125.32 NAVD88 / DOUGLAS COUNTY DATUM.
- 2. PROJECT COORDINATES ARE MODIFIED COLORADO STATE PLANE CENTRAL ZONE COORDINATES. THE COMBINED FACTOR USED TO MODIFY COORDINATES WAS XXXX.
- 3. SANITARY FACILITIES SHALL BE PROVIDED AND MAINTAINED ON THE SITE AT ALL TIMES BY THE CONTRACTOR.
- 4. THE APPROPRIATE AUTHORITIES SHALL BE CONTACTED FOR ALL NECESSARY INSPECTIONS WITH AT LEAST 48 HOURS ADVANCE NOTICE.
- 5. DUST SHALL BE PROPERLY CONTROLLED BY THE CONTRACTOR AT ALL TIMES.
- 6. THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY FOR UNDERGROUND UTILITIES, WHETHER SHOWN ON THESE PLANS OR NOT. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION AND PROTECTING THEM DURING CONSTRUCTION.
- 7. THE CONTRACTOR IS RESPONSIBLE FOR ALL PROJECT SAFETY INCLUDING BUT NOT LIMITED TO SAFETY DURING TRENCH EXCAVATION AND SHORING, TRAFFIC CONTROL, AND SECURITY.
- 8. THE CONTRACTOR MUST SECURE ALL REQUIRED PERMITS PRIOR TO THE START OF CONSTRUCTION.
- 9. THE CONTRACT DOCUMENTS AND SPECIFICATIONS THAT ARE SPECIFIC TO THIS PROJECT SHALL CONTROL ALL WORK EXCEPT WHEN STANDARDS AND SPECIFICATIONS OF DOUGLAS COUNTY CONFLICT OR OVERRIDE.

MERRICK GENERAL NOTES:

- 1. THE OWNER SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT ON THE CONSTRUCTION SITE, AND AVAILABLE TO THE LOCAL ENTITY'S INSPECTOR AT ALL TIMES.
- 2. THE PROJECT PLANS AND SPECIFICATIONS AS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER, FOR AND ON BEHALF OF MERRICK AND COMPANY, REPRESENT THE FINAL CONSTRUCTION DOCUMENTS FOR THIS PROJECT. THE USE OF ANY ELECTRONIC OR OTHER MEDIA PURPORTING TO REPRESENT THE FINAL CONSTRUCTION DOCUMENTS FOR THIS PROJECT SHALL NOT BE RELIED UPON AS FINAL CONSTRUCTION DOCUMENTS. SHOULD THERE BE A CONFLICT BETWEEN SEALED DRAWINGS AND ELECTRONIC OR OTHER MEDIA FILES, THE SEALED DRAWINGS SHALL GOVERN. EACH USER OF ANY ELECTRONIC OR OTHER MEDIA WAIVES AND RELEASES MERRICK FROM ALL ACTIONS, CLAIMS, DAMAGES, ACTIONS, OBLIGATIONS AND LIABILITIES OF ANY KIND OR NATURE WITH RESPECT TO THE ELECTRONIC OR OTHER MEDIA FILES.
- 3. NOTHING CONTAINED IN THE CONTRACT DOCUMENTS SHALL CREATE, NOR SHALL BE CONSTRUED TO CREATE ANY CONTRACTUAL RELATIONSHIP BETWEEN THE ENGINEER AND THE CONTRACTOR OR ANY SUBCONTRACTOR.
- 4. THE PROJECT PLANS AND SPECIFICATIONS ARE INTENDED TO PROVIDE THE COMPLETED PROJECT IN A COMPLETE AND OPERABLE CONDITION. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL MATERIALS AND PROVIDE ALL LABOR NECESSARY TO COMPLETE THE PROJECT IN A NEAT AND WORKMANLIKE MANNER, INCLUDING ALL INCIDENTIALS NECESSARY TO COMPLETE THE WORK, WITHOUT ADDITIONAL COST TO THE OWNER.
- UPON COMPLETION OF CONSTRUCTION, THE SITE SHALL BE CLEANED AND RESTORED TO A CONDITION EQUAL TO, OR BETTER THAN, THAT WHICH EXISTED BEFORE CONSTRUCTION, OR TO THE GRADES AND CONDITION AS REQUIRED BY THESE PLANS. EXISTING FENCES, TREES, STREETS, SIDEWALKS, CURBS AND GUTTERS, LANDSCAPING, STRUCTURES, AND IMPROVEMENTS DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED OR RESTORED IN LIKE KIND AT THE OWNER'S EXPENSE, UNLESS OTHERWISE INDICATED ON THESE PLANS.
- 6. DEVIATIONS FROM THESE PLANS AND SPECIFICATIONS WITHOUT PRIOR WRITTEN APPROVAL OF THE OWNER OR HIS DESIGNATED REPRESENTATIVE MAY CAUSE THE WORK TO BE DEEMED UNACCEPTABLE.
- MERRICK & COMPANY IS NOT RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OR FOR SAFETY PRECAUTIONS OR PROGRAMS UTILIZED IN CONNECTION WITH THE WORK. MERRICK WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- 8. WHEN APPLICABLE, THE OWNER SHALL HAVE ONSITE AT ALL TIMES, EACH OF THE FOLLOWING:
 - 8.1. THE NOTICE OF INTENT (NOI)
 - 8.2. BEST MANAGEMENT PRACTICES (BMP) MAINTENANCE FOLDER
 - 8.3. UP TO DATE STORMWATER MANGEMENT PLAN (SWMP) THAT ACCURATELY REPRESENTS CURRENT FIELD CONDITIONS
 - 8.4. ONE (1) SIGNED COPY OF THE APPROVED PLANS
 - 8.5. ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS
 - 8.6. A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB.
- 9. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF PUBLIC IMPROVEMENTS SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE CITY OF LONE TREE STANDARDS AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE MOST RESTRICTIVE STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE LOCAL ENTITY.
- 10. DO NOT SCALE DRAWINGS. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE DESIGNER FOR CLARIFICATION, AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWINGS.
- 11. THE BOUNDARY AND TOPOGRAPHIC INFORMATION ON THESE PLANS IS TAKEN FROM FIELD SURVEYS PREPARED BY MERRICK AND COMPANY DATED OCTOBER, 2021.
- 12. THE CONTRACTOR SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL EVALUATION OF THE COUPLET AT RIDGEGATE PROJECT PREPARED BY CTL THOMPSON DATED NOVEMBER 28, 2022.
- 13. THE CONTRACTOR SHALL OBTAIN ALL PERMITS NECESSARY TO COMPLETE THE WORK AND SHALL COMPLY WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS. A COPY OF ALL PERMITS SHALL BE MAINTAINED ON-SITE AT ALL TIMES.
- 14. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY OF ALL PERSONNEL AND EQUIPMENT ON THE PROJECT SITE AT ALL TIMES, AND IS NOT LIMITED TO NORMAL WORKING HOURS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH REGULATIONS.
- 15. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE OWNER SHALL CONTACT THE DESIGNER AND THE LOCAL ENTITY ENGINEER IMMEDIATELY.
- 16. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.
- 17. THERE SHALL BE NO WORK PERFORMED ON WEEKENDS OR HOLIDAYS, UNLESS ACCEPTED AND APPROVED IN WRITING AND IN ADVANCE BY THE OWNER, ENGINEER, AND LOCAL JURISDICTION.
- 18. MAINTAIN EMERGENCY VEHICLE ACCESS TO AND THROUGH THE PROJECT SITE AT ALL TIMES.
- 19. ACCESS TO PRIVATE PROPERTY AND BUSINESSES SHALL BE MAINTAINED AT ALL TIMES. CONTRACTOR TO PROVIDE ALTERNATIVE MEANS OF INGRESS AND EGRESS TO PRIVATE PROPERTY AND BUSINESS LOCATIONS AS NECESSARY TO PROVIDE FOR THE TIMELY COMPLETION OF THE PROJECT.
- 20. THE CONTRACTOR SHALL CALL THE NATIONWIDE UTILITY CONTACT NUMBER (811) OR LOCAL UTILITY LOCATE SERVICE, TO REQUEST LOCATES OF ALL UNDERGROUND UTILITIES AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF ANY LAND DISTURBING ACTIVITY.
- 21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES, INCLUDING DEPTH. THE TYPE, SIZE, LOCATION AND NUMBER OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE ONLY AND ARE NOT RELIABLE FOR CONSTRUCTION PURPOSES. THE UTILITIES SHOWN ON THE PLANS ARE FROM THE BEST AVAILABLE INFORMATION AND MAY NOT INCLUDE ALL UTILITIES THAT EXIST ON THE PROJECT SITE. IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK BEFORE COMMENCING NEW CONSTRUCTION. THE OWNER SHALL BE RESPONSIBLE FOR UNKNOWN UNDERGROUND UTILITIES.

- 22. APPROXIMATE WHEN SHOWN ON THE DRAWINGS. ALL UTILITY INSTALLATIONS WITHIN OR ACROSS THE ROADBED OF NEW RESIDENTIAL ROADS MUST BE COMPLETED PRIOR TO THE FINAL STAGES OF ROAD CONSTRUCTION. FOR THE PURPOSES OF THESE STANDARDS, ANY WORK EXCEPT C/G ABOVE THE SUBGRADE IS CONSIDERED FINAL STAGE WORK. ALL SERVICE LINES MUST BE STUBBED TO THE PROPERTY LINES AND MARKED SO AS TO REDUCE THE EXCAVATION NECESSARY FOR BUILDING CONNECTIONS.
- 23. A STATE CONSTRUCTION DEWATERING WASTEWATER DISCHARGE PERMIT IS REQUIRED IF DEWATERING IS REQUIRED IN ORDER TO INSTALL UTILITIES OR BEFORE WATER IS DISCHARGED INTO A STORM SEWER, CHANNEL, IRRIGATION DITCH OR ANY WATERS OF THE UNITED STATES.
- 24. THE OWNER SHALL COORDINATE AND COOPERATE WITH THE LOCAL ENTITY, AND ALL UTILITY COMPANIES INVOLVED, WITH REGARD TO RELOCATIONS, ADJUSTMENTS, EXTENSIONS AND REARRANGEMENTS OF EXISTING UTILITIES DURING CONSTRUCTION, AND TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH A MINIMUM DISRUPTION OF SERVICE. THE OWNER SHALL BE RESPONSIBLE FOR CONTACTING, IN ADVANCE, ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE AS WELL AS THE UTILITY COMPANIES. IN GENERAL, STORM SEWER AND SANITARY SEWER SHOULD BE CONSTRUCTED PRIOR TO INSTALLATION OF THE WATER LINES AND DRY UTILITIES.
- 25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES DURING CONSTRUCTION AND FOR COORDINATING WITH THE APPROPRIATE UTILITY COMPANY FOR ANY UTILITY CROSSINGS REQUIRED.
- 26. THE CONTRACTOR SHALL VERIFY SITE CONDITIONS, EXISTING TOPOGRAPHIC DATA, AND LOCATIONS OF ALL UTILITIES PRIOR TO INITIATING CONSTRUCTION. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES ON THE PROJECT SITE. ANY DAMAGE TO EXISTING UTILITIES OR STRUCTURES, WHETHER SHOWN OR NOT ON THE PROJECT PLANS SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE OWNER. NOTIFY ENGINEER AND OWNER OF ANY DISCREPANCIES FOUND PRIOR TO INITIATING ANY WORK.
- 27. ANY DISRUPTION IN UTILITIES SHALL BE COORDINATED AT LEAST 48 HOURS IN ADVANCE WITH THE UTILITY OWNER, PROJECT OWNER, EMERGENCY PROVIDERS, ALL IMPACTED LOCAL RESIDENTS, AND IMPACTED BUSINESS OWNERS. METHOD OF NOTIFICATION SHALL BE SUBJECT TO APPROVAL OF THE PROJECT OWNER AND AFFECTED UTILITY.
- 28. THE CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF SURFACE CONDITIONS DISTURBED BY CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE OWNER, PROPERTY OWNER, AFFECTED UTILITY, AND/OR LOCAL JURISDICTION. ALL SURFACE AND UTILITY RESTORATION SHALL BE REPLACED WITH LIKE KIND, SIZE, AND TYPE OF IMPROVEMENT THAT EXISTED PRIOR TO INITIATING CONSTRUCTION AT NO ADDITIONAL EXPENSE TO THE PROJECT OWNER.
- 29. OVERLOT GRADING CONSTRUCTION MUST COMPLY WITH THE STATE OF COLORADO PERMITTING PROCESS FOR "STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY." CONTACT THE COLORADO DEPARTMENT OF PUBLIC HEALTH & ENVIRONMENT, WATER QUALITY CONTROL DIVISION, PHONE (303) 692-3500.
- 30. PAVING SHALL NOT START UNTIL A SOILS REPORT AND PAVEMENT DESIGN IS ACCEPTED BY THE LOCAL ENTITY ENGINEER AND SUBGRADE COMPACTION TESTS ARE TAKEN AND ACCEPTED BY THE LOCAL ENTITY ENGINEER.
- 31. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING SOILS TESTS WITHIN THE PUBLIC RIGHT- OF-WAY AFTER RIGHT OF WAY GRADING AND ALL UTILITY TRENCH WORK IS COMPLETE. IF THE FINAL SOILS/PAVEMENT DESIGN REPORT DOES NOT CORRESPOND WITH THE RESULTS OF THE ORIGINAL GEOTECHNICAL REPORT, THE OWNER SHALL BE RESPONSIBLE FOR A RE-DESIGN OF THE SUBJECT PAVEMENT SECTION OR, THE OWNER MAY USE THE LOCAL ENTITY'S DEFAULT PAVEMENT THICKNESS SECTION(S). REGARDLESS OF THE OPTION USED, ALL FINAL SOILS/PAVEMENT DESIGN REPORTS SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER. THE FINAL REPORT SHALL BE SUBMITTED TO THE INSPECTOR A MINIMUM OF TEN (10) WORKING DAYS PRIOR TO PLACEMENT OF BASE AND ASPHALT. PLACEMENT OF BASE AND ASPHALT SHALL NOT OCCUR UNTIL THE ENGINEERING DIVISION APPROVES THE FINAL REPORT.
- 32. ALL ROAD CONSTRUCTION IN AREAS DESIGNATED AS WILD FIRE HAZARD AREAS SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION CRITERIA AS ESTABLISHED IN THE WILD FIRE HAZARD AREA MITIGATION REGULATIONS IN FORCE AT THE TIME OF FINAL PLAT APPROVAL.
- 33. THE ENGINEER MAKES NO REPRESENTATION OR GUARANTEE REGARDING EARTHWORK QUANTITIES OR THAT THE EARTHWORK FOR THIS PROJECT WILL BALANCE DUE TO VARIOUS FIELD CONDITIONS, CHANGING SOIL TYPES, ALLOWABLE CONSTRUCTION TOLERANCES AND CONSTRUCTION METHODS THAT ARE BEYOND THE CONTROL OF THE ENGINEER.
- 34. TRAFFIC CONTROL STANDARDS FOR THIS PROJECT SHALL COMPLY WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. A TRAFFIC CONTROL PLAN APPROVED BY THE LOCAL ENTITY EXERCISING JURISDICTION SHALL BE OBTAINED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
- 35. THE OWNER SHALL SUBMIT A CONSTRUCTION TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH MUTCD, TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY. (LOCAL ENTITY, COUNTY OR STATE), FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. THE OWNER SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.
- 36. SAW CUT ALL JOINTS IN EXISTING PAVEMENTS. SAW CUT JOINTS IN CURB AND GUTTER SECTIONS SHALL BE CONTINUOUS THROUGH THE CURB HEAD.
- 37. INSTALL SEDIMENTATION AND EROSION CONTROL MEASURES PRIOR TO INITIATING ANY WORK ON THE PROJECT SITE. MAINTAIN ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY A CITY OF LONE TREE GESC INSPECTOR.
- 38. ALL STRUCTURAL EROSION CONTROL MEASURES SHALL BE INSTALLED, AT THE LIMITS OF CONSTRUCTION AND AT AREAS WITH DISTURBED SOIL, ON- OR OFF-SITE, PRIOR TO ANY OTHER GROUND-DISTURBING ACTIVITY. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE OWNER, UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREAS IS STABILIZED WITH HARD SURFACE OR LANDSCAPING.
- 39. THE OWNER SHALL BE RESPONSIBLE FOR INSURING THAT NO MUD OR DEBRIS SHALL BE TRACKED ONTO THE EXISTING PUBLIC STREET SYSTEM. MUD AND DEBRIS MUST BE REMOVED BY THE END OF EACH WORKING DAY BY AN APPROPRIATE MECHANICAL METHOD (I.E. MACHINE BROOM SWEEP, LIGHT DUTY FRONT-END LOADER, ETC.) OR AS APPROVED BY THE LOCAL ENTITY STREET INSPECTOR.
- 40. ALL WASTE MATERIALS SHALL BE PROPERLY DISPOSED OF IN AN APPROVED LANDFILL PERMITTED TO ACCEPT THAT PARTICULAR TYPE OF WASTE.
- 41. WHERE CONFLICTS EXIST BETWEEN GENERAL NOTES AND THE NOTES OF SPECIFIC GOVERNING JURISDICTIONS, THE GREATER STANDARD OR REQUIREMENT SHALL PREVAIL. WHERE CONFLICTS BETWEEN THE PLANS AND SPECIFICATIONS AND THE NOTES OR REQUIREMENTS OF SPECIFIC GOVERNING JURISDICTIONS OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR OWNER IMMEDIATELY AND REQUEST CLARIFICATION.
- 42. CONTRACTOR RESPONSIBLE FOR PROVIDING STRUCTURAL DESIGN OF PROPOSED RETAINING WALL AND PROCESSING STRUCTURAL DRAWINGS THROUGH CITY OF LONE TREE PUBLIC WORKS. CONTRACTOR SHALL VERIFY THAT ADDITIONS TO EXISTING WALL SHALL FIT WITH PROPOSED WALL.
- 43. A COLORADO PE SIGNED/SEALED WALL DESIGN MUST BE PREPARED AND SUBMITTED TO THE CITY (ATTENTION PUBLIC WORKS/ENGINEERING)
- 44. THE CITY WILL "RECEIVE AND PLACE ON FILE" THE DESIGN REPORT. WHILE THE CITY MAY SCAN THE REPORT FOR GENERAL CONTENT AND APPARENT SUFFICIENCY OF DOCUMENTATION, THE CITY WILL NOT DO AN ENGINEERING REVIEW FOR ADEQUACY OF THE DESIGN NOR ISSUE A FORMAL APPROVAL. THE RESPONSIBILITY FOR THE ADEQUACY OF WALL DESIGN WILL REST WITH THE PE SIGNING/SEALING THE DESIGN.
- 45. DURING CONSTRUCTION OF THE WALL, THE DEVELOPER/CONTRACTOR SHALL PROVIDE, VIA A THIRD PARTY ENTITY, SUFFICIENT INSPECTION/DOCUMENTATION TO BE ABLE TO PROVIDE TO THE CITY (ATTENTION PUBLIC WORKS/ENGINEERING) A PE SIGNED/SEALED POST CONSTRUCTION CERTIFICATION THAT THE WALL(S) WERE CONSTRUCTED IN GENERAL CONFORMANCE WITH THE SUBMITTED PE SIGNED/SEALED DESIGN.
- 46. THE NOTED CONSTRUCTION CERTIFICATION MUST BE SUBMITTED TO THE CITY PRIOR TO ISSUANCE OF FINAL CERTIFICATE(S) OF OCCUPANCY.
- 47. THE CITY (VIA PUBLIC WORKS/ENGINEERING WILL "RECEIVE AND PLACE ON FILE" THE PE SIGNED/SEALED POST CONSTRUCTION WALL CERTIFICATION.
- 48. ALL EXISTING AND PROPOSED VALVE AND MANHOLE COVERS SHALL BE ADJUSTED TO FINAL PAVEMENT GRADE DURING CONSTRUCTION, SEWER RIM ELEVATIONS SHOWN ARE APPROXIMATE AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE PIPELINE CONTRACTOR SHALL USE CONCRETE ADJUSTMENT RINGS TO ALLOW FOR LATER ADJUSTMENT TO MATCH FINAL PAVEMENT ELEVATIONS.
- 49. THE MAXIMUM CROSS SLOPE FOR ANY SIDEWALK SHALL NOT EXCEED 2.00%. THE MAXIMUM LONGITUDINAL GRADE SHALL NOT EXCEED 5.00%, EXCEPT WHERE SPECIFICALLY NOTED AS "RAMPS", ANYWHERE ON THIS PROJECT. "RAMPS", EXCEPT FOR CURB RAMPS, SHALL NOT HAVE A SLOPE EXCEEDING 1:12 AND SHALL HAVE APPROVED PEDESTRIAN HAND RAIL ON BOTH SIDES OF THE RAMP.
- 50. ALL EXTERIOR STEPS SHALL HAVE RISER HEIGHTS AS NOTED ON THE GRADING PLAN AND 12-INCH TREAD DEPTHS (UNLESS OTHERWISE NOTED).
- 51. TREADS SHALL HAVE A SLOPE OF ONE PERCENT AND SHALL HAVE A 1/2-INCH RADIUS ON THE NOSING.
- 52. LANDINGS SHALL HAVE A MAXIMUM SLOPE, IN ANY DIRECTION, OF TWO PERCENT AND SHALL NOT BE LESS THAN FIVE FEET WIDE IN ANY DIRECTION.
- 53. CURB RAMPS SHALL MEET CITY OF LONE TREE, DOUGLAS COUNTY, AND ADA STANDARDS.
- 54. ACCESSIBLE ROUTE CROSSINGS ON ASPHALT PAVEMENT SHALL BE LESS BLUE-TOPPED IN THE FIELD PRIOR TO PLACING PAVEMENT. CROSS-SLOPES ON THE ACCESSIBLE ROUTE SHALL NOT EXCEED TWO PERCENT (2.00%).
- 55. SLOPE AWAY FROM ALL BUILDING FOUNDATIONS SHALL NOT BE LESS THAN FIVE PERCENT (5%) FOR THE FIRST 10 FEET AND TWO PERCENT (2%) THEREAFTER.
- 56. THE CONTRACTOR SHALL SUBMIT STORM SEWER INLET SHOP DRAWINGS AND DESIGN ANALYSIS FOR INLETS MORE THAN 6 FEET IN DEPTH AND FOR INLETS THAT REQUIRE A LARGE BASE DUE TO PIPE SIZE AND PIPE ANGLE.
- 57. ALL STORM SEWER, LANDSCAPE, AND IRRIGATION IS PRIVATELY OWNED AND MAINTAINED.

CITY OF LONE TREE APPROVAL

CITY ENGINEER

DATE

CITY OF LONE TREE APPROVAL

OVER 1971

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE

CITY OF LONE TREE FOR GESC IMPROVEMENTS ONLY.

JOB NUMBER

65121370

DATE

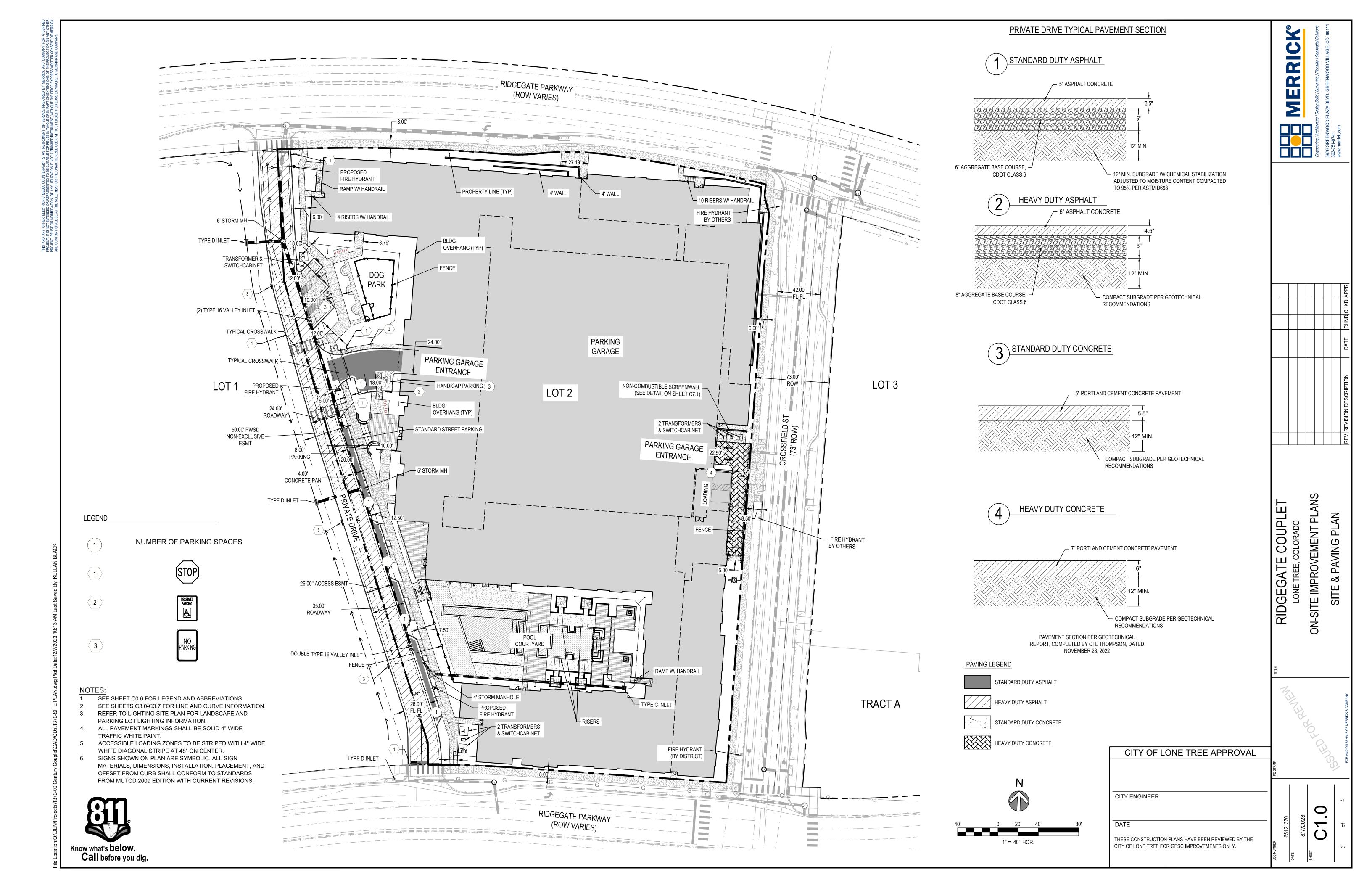
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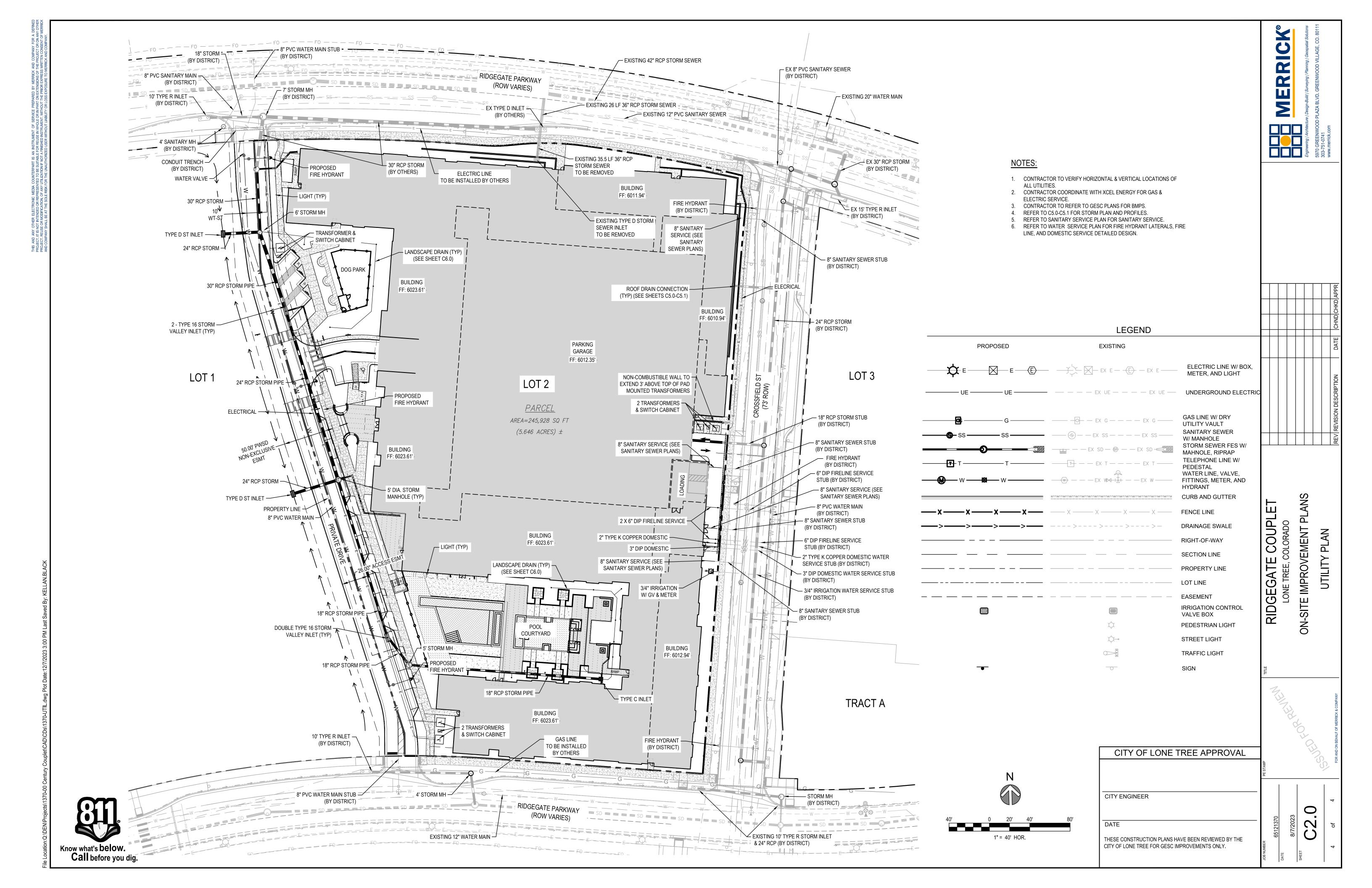
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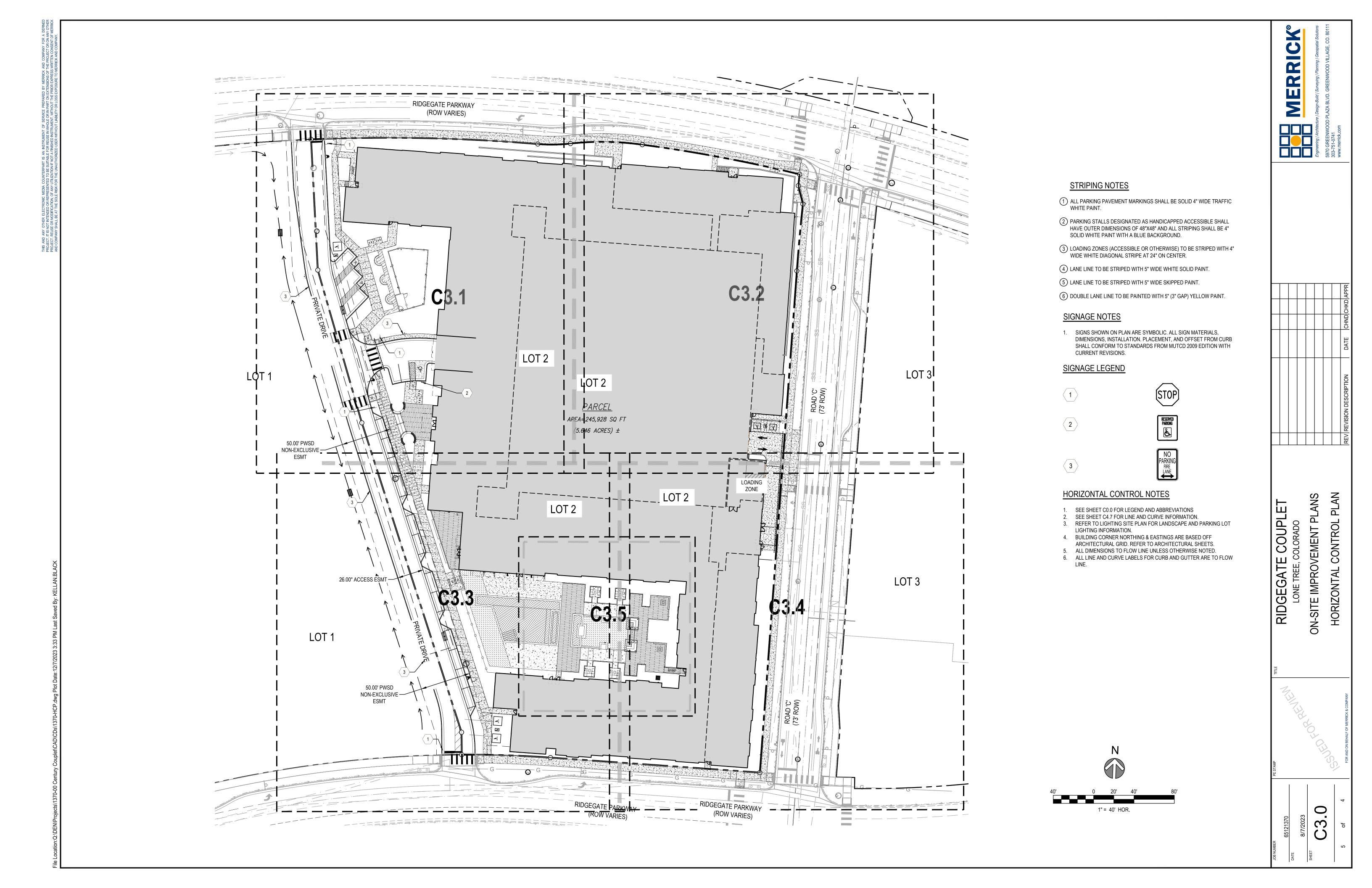
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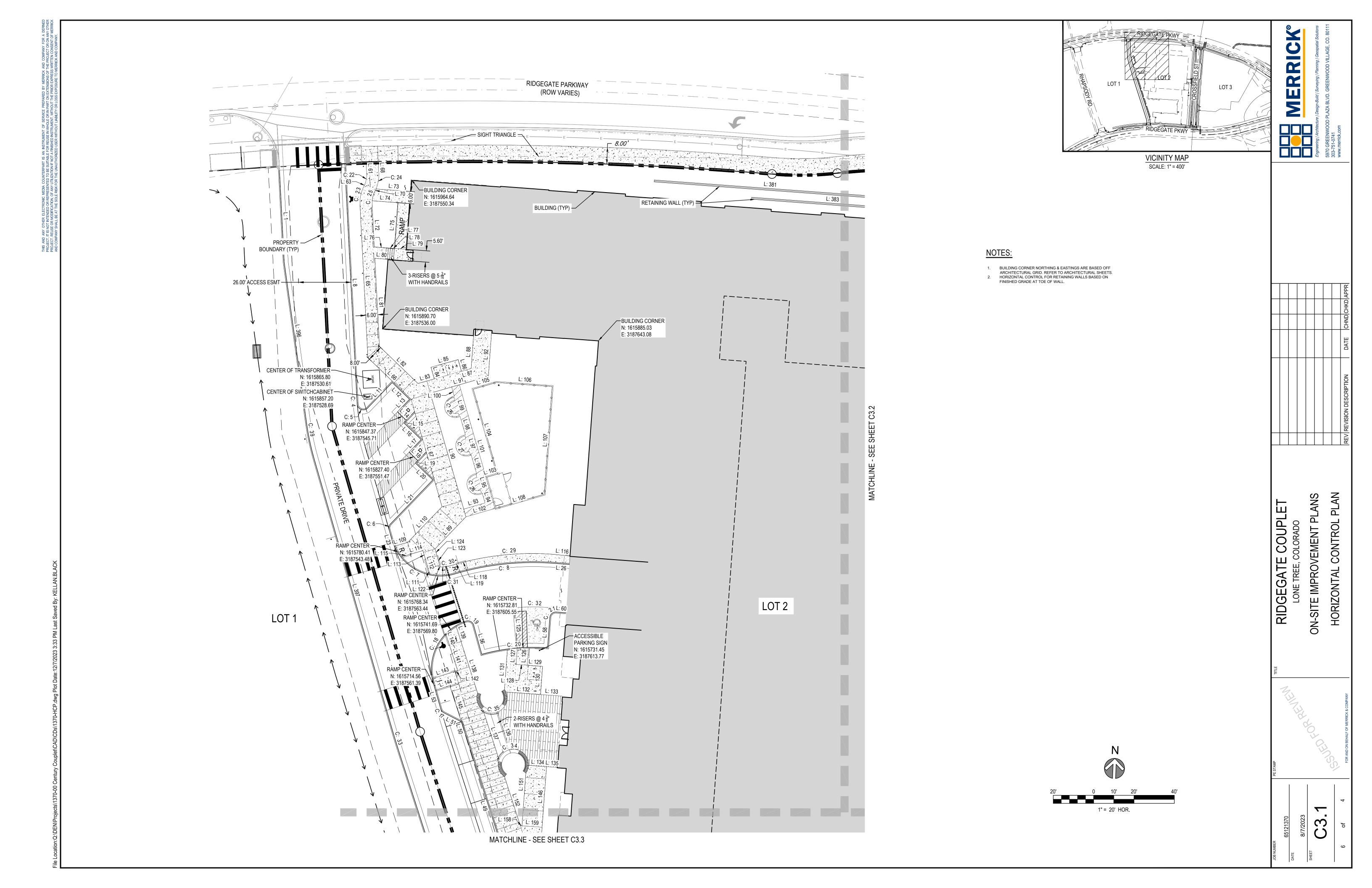
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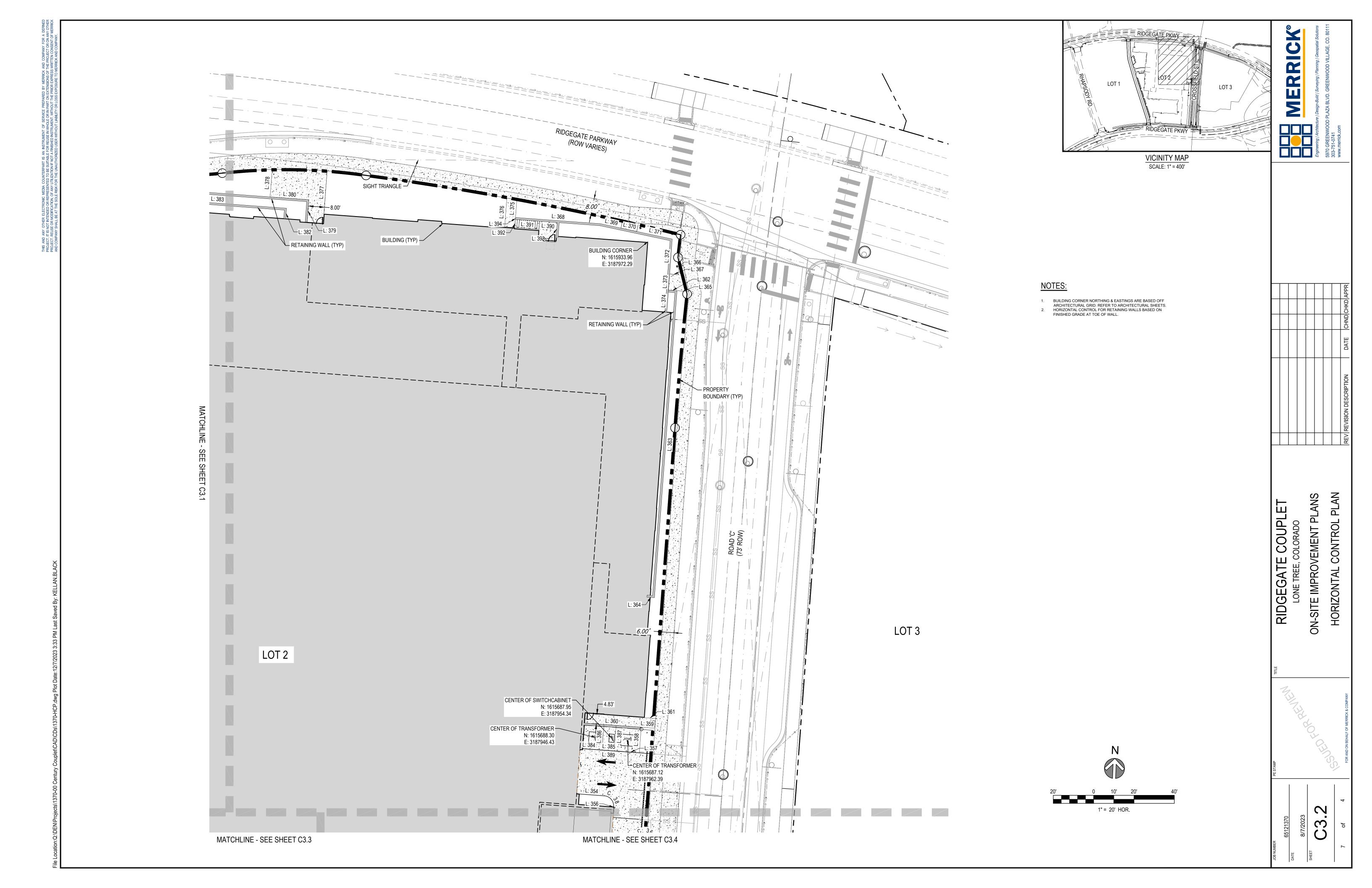
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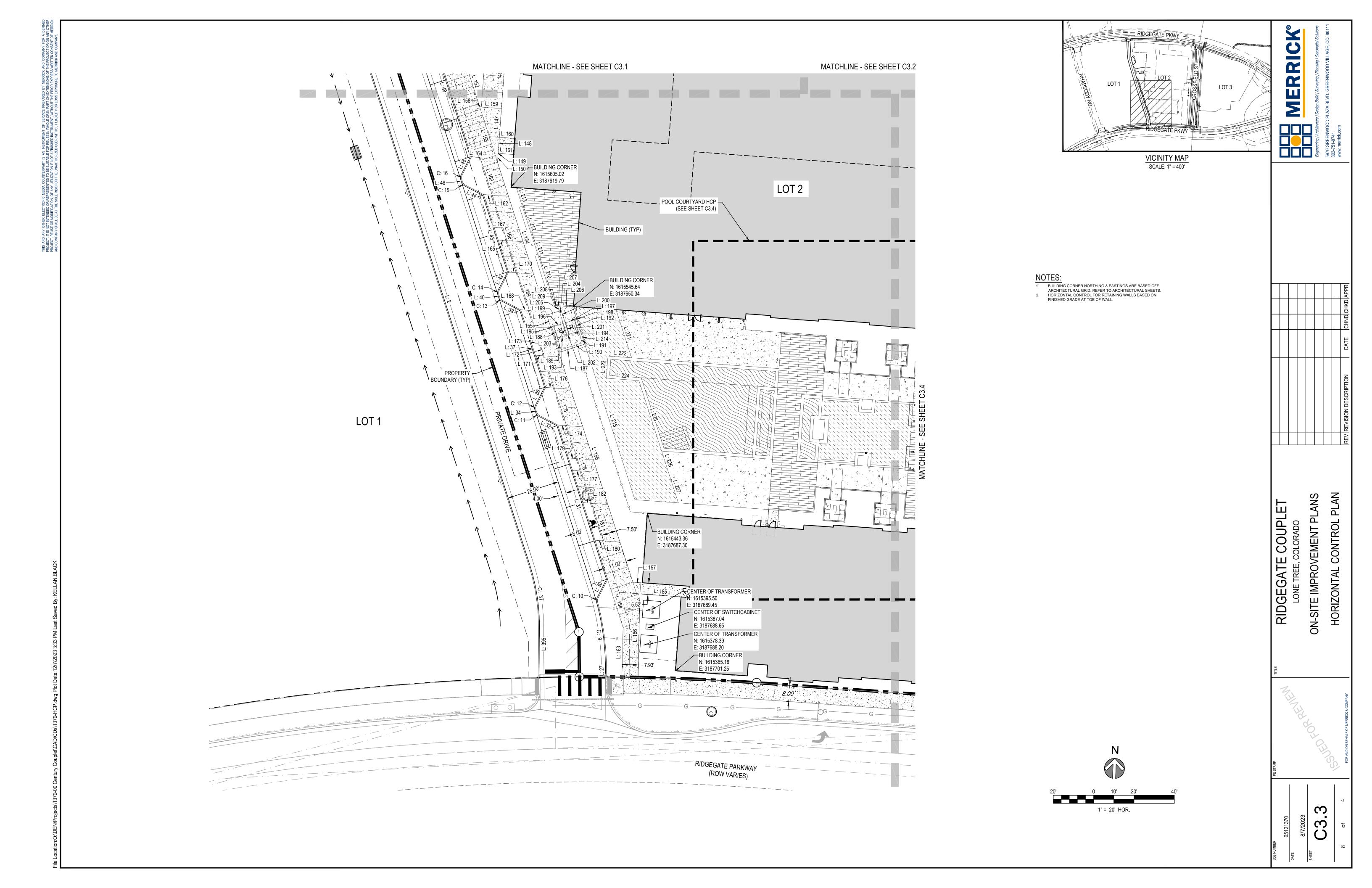


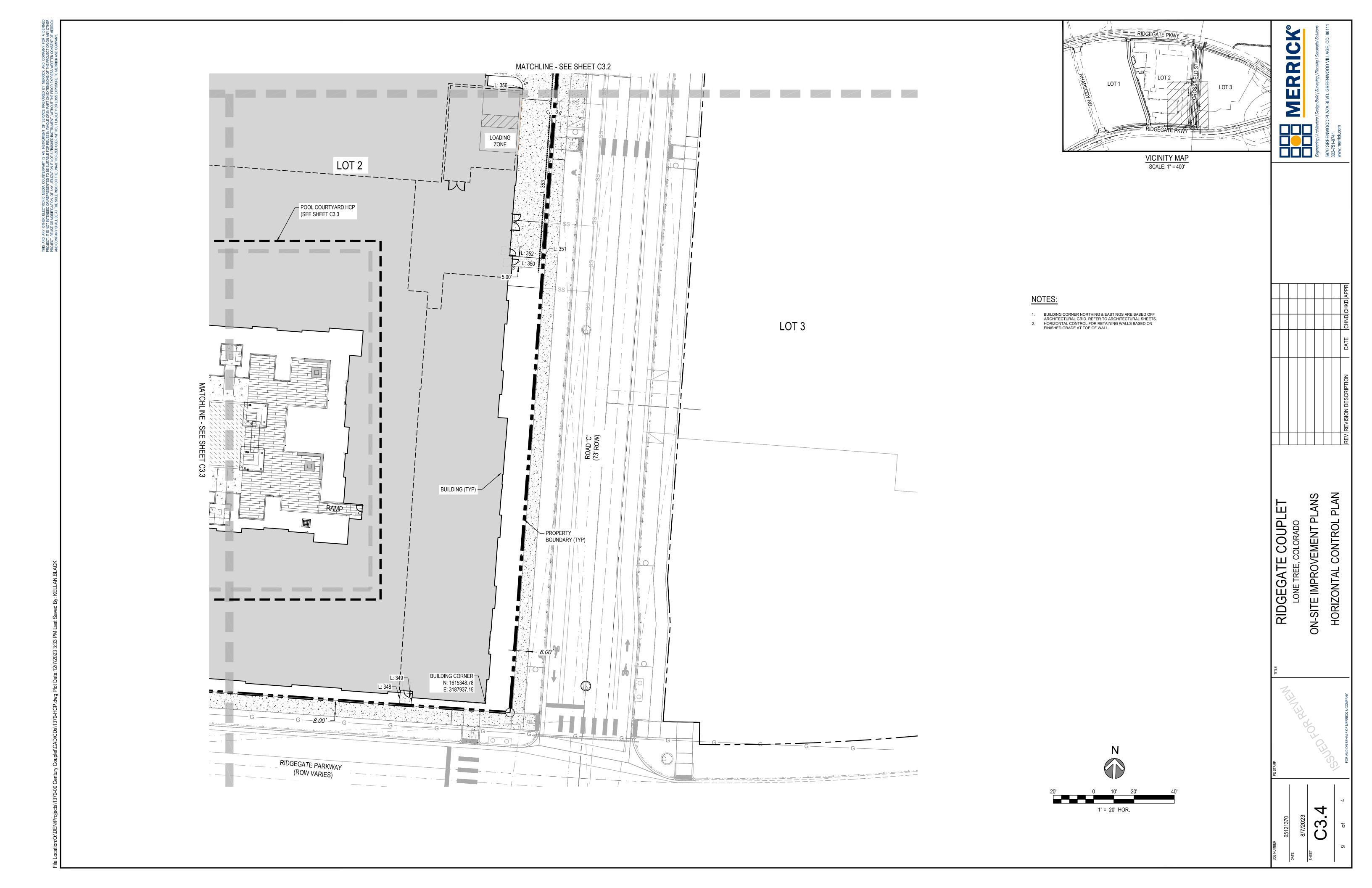














LINE TABLE					
LINE#	BEARING	LENGTH	START	END	
L: 1	S2° 57' 09"E	45.56'	N:1615969.382 E:3187484.856	N:1615923.883 E:3187487.203	
L: 2	S17° 52' 01"E	275.09'	N:1615679.762 E:3187544.586	N:1615417.940 E:3187628.986	
L: 8	S2° 57' 09"E	114.46'	N:1615970.723 E:3187517.330	N:1615856.416 E:3187523.226	
L: 11	N43° 54' 55"E	17.53'	N:1615851.565 E:3187528.577	N:1615864.196 E:3187540.739	
L: 12	S46° 05' 05"E	12.00'	N:1615864.196 E:3187540.739	N:1615855.873 E:3187549.383	
L: 13	S43° 54' 55"W	8.68'	N:1615855.873 E:3187549.383	N:1615849.624 E:3187543.366	
L: 14	S46° 05' 05"E	6.00'	N:1615849.624 E:3187543.366	N:1615845.462 E:3187547.688	
L: 15	S43° 54' 55"W	1.72'	N:1615845.462 E:3187547.688	N:1615844.225 E:3187546.497	
L: 16	S46° 05' 05"E	12.00'	N:1615844.225 E:3187546.497	N:1615835.902 E:3187555.142	
L: 17	S43° 54' 55"W	8.68'	N:1615835.902 E:3187555.142	N:1615829.653 E:3187549.125	
L: 18	S46° 05' 05"E	6.00'	N:1615829.653 E:3187549.125	N:1615825.491 E:3187553.447	
L: 19	S43° 54' 55"W	1.72'	N:1615825.491 E:3187553.447	N:1615824.254 E:3187552.256	
L: 20	S46° 05' 05"E	12.00'	N:1615824.254 E:3187552.256	N:1615815.931 E:3187560.900	
L: 21	S43° 54' 55"W	30.20'	N:1615815.931 E:3187560.900	N:1615794.179 E:3187539.956	
L: 23	S16° 05' 05"E	5.08'	N:1615791.267 E:3187539.235	N:1615786.386 E:3187540.642	
L: 26	S85° 47' 47"E	7.87'	N:1615774.616 E:3187620.721	N:1615774.039 E:3187628.568	
L: 27	N0° 29' 00"W	3.31'	N:1615363.706 E:3187666.603	N:1615367.019 E:3187666.576	
L: 30	N27° 07' 59"E	10.29'	N:1615401.375 E:3187662.403	N:1615410.533 E:3187667.096	
L: 31	N17° 52' 01"W	80.00'	N:1615410.533 E:3187667.096	N:1615486.675 E:3187642.552	
L: 32	N62° 42' 01"W	10.11'	N:1615486.675 E:3187642.552	N:1615491.312 E:3187633.568	
L: 34	N17° 52' 01"W	1.47'	N:1615493.057 E:3187632.089	N:1615494.459 E:3187631.637	
L: 36	N27° 07' 59"E	10.07'	N:1615496.748 E:3187631.822	N:1615505.710 E:3187636.415	
L: 37	N17° 52' 01"W	40.00'	N:1615505.710 E:3187636.415	N:1615543.781 E:3187624.143	
L: 38	N62° 42' 01"W	10.11'	N:1615543.781 E:3187624.143	N:1615548.418 E:3187615.160	
L: 40	N17° 52' 01"W	1.47'	N:1615550.163 E:3187613.680	N:1615551.565 E:3187613.228	
L: 42	N27° 07' 59"E	10.07'	N:1615553.854 E:3187613.414	N:1615562.817 E:3187618.007	
L: 43	N17° 52' 01"W	40.00'	N:1615562.817 E:3187618.007	N:1615600.887 E:3187605.735	
L: 44	N62° 42' 01"W	10.11'	N:1615600.887 E:3187605.735	N:1615605.524 E:3187596.751	
L: 46	N17° 52' 01"W	1.47'	N:1615607.269 E:3187595.272	N:1615608.672 E:3187594.820	
L: 48	N27° 07' 59"E	10.07'	N:1615610.960 E:3187595.005	N:1615619.923 E:3187599.598	
L: 49	N17° 52' 01"W	73.77'	N:1615619.923 E:3187599.598	N:1615690.135 E:3187576.965	
L: 50	N16° 58' 33"W	6.14'	N:1615690.135 E:3187576.965	N:1615696.002 E:3187575.174	
L: 51	N62° 42' 01"W	9.91'	N:1615696.002 E:3187575.174	N:1615700.546 E:3187566.372	
L: 53	N16° 05' 05"W	13.42'	N:1615702.380 E:3187564.865	N:1615715.279 E:3187561.146	
L: 56	S15° 35' 29"E	14.95'	N:1615743.892 E:3187581.125	N:1615729.489 E:3187585.144	
L: 58	N4° 12' 13"E	15.00'	N:1615732.720 E:3187617.771	N:1615747.679 E:3187618.871	
L: 60	S85° 47' 47"E	4.74'	N:1615750.451 E:3187622.083	N:1615750.104 E:3187626.808	
L: 61	S2° 57' 09"E	5.28'	N:1615972.931 E:3187527.826	N:1615967.658 E:3187528.098	
L: 63	S25° 11' 59"W	1.06'	N:1615962.405 E:3187527.182	N:1615961.445 E:3187526.731	
L: 65	S2° 57' 18"E	75.95'	N:1615952.332 E:3187524.786	N:1615876.480 E:3187528.702	

LINE TABLE				
LINE#	BEARING	LENGTH	START	END
L: 66	S46° 05' 05"E	29.69'	N:1615876.480 E:3187528.702	N:1615855.886 E:3187550.090
L: 67	S16° 05' 05"E	55.43'	N:1615855.886 E:3187550.090	N:1615802.631 E:3187565.446
L: 68	S2° 57' 09"E	5.14'	N:1615973.099	N:1615967.967
L: 70	S25° 06' 20"W	1.51'	E:3187533.825 N:1615960.087	E:3187534.090 N:1615958.717
L: 72	S2° 57' 18"E	21.32'	E:3187532.717 N:1615952.642	E:3187532.075 N:1615931.353
L: 73	S85° 47' 47"E	17.44'	E:3187530.778 N:1615960.087	E:3187531.877
L: 74	S85° 47' 47"E	12.72'	E:3187532.717 N:1615954.212	E:3187550.105 N:1615953.279
L: 75	S4° 12' 13"W	22.72'	E:3187530.800 N:1615953.279	E:3187543.484 N:1615930.622
L: 76	S85° 47' 47"E	6.97'	E:3187543.484 N:1615931.353	E:3187541.819 N:1615930.842
L: 77	S85° 47' 47"E	2.00'	E:3187531.877 N:1615930.842	E:3187538.827 N:1615930.696
L: 78	S85° 47' 47"E	1.00'	E:3187538.827 N:1615930.696	E:3187540.821 N:1615930.622
L: 79	S85° 47' 47"E	6.00'	E:3187540.821 N:1615930.622	E:3187541.819 N:1615930.183
			E:3187541.819 N:1615925.712	E:3187547.802 N:1615925.244
L: 80	S85° 47' 47"E	6.38'	E:3187532.168 N:1615925.712	E:3187538.534 N:1615882.079
L: 81	S2° 57' 18"E	43.69'	E:3187532.168 N:1615882.079	E:3187534.421 N:1615863.697
L: 82	S46° 05' 05"E	26.50'	E:3187534.421 N:1615863.697	E:3187553.513 N:1615865.973
L: 83	N74° 15' 39"E	8.39'	E:3187553.513 N:1615865.973	E:3187561.589
L: 84	N15° 44' 21"W	6.00'	E:3187561.589	E:3187559.961 N:1615875.545
L: 85	N74° 15' 39"E	14.00'	E:3187559.961 N:1615875.545	E:3187573.436 N:1615869.770
L: 86	S15° 44' 21"E	6.00'	E:3187573.436	E:3187575.064
L: 87	N74° 15' 39"E	5.00'	N:1615869.770 E:3187575.064	N:1615871.126 E:3187579.876
L: 88	N4° 12' 13"E	16.31'	N:1615871.126 E:3187579.876	N:1615887.389 E:3187581.072
L: 89	N43° 54' 55"E	22.08'	N:1615781.726 E:3187561.977	N:1615797.635 E:3187577.294
L: 90	N16° 05' 05"W	63.77'	N:1615797.635 E:3187577.294	N:1615858.904 E:3187559.627
L: 91	N73° 54' 55"E	29.95'	N:1615858.904 E:3187559.627	N:1615867.202 E:3187588.403
L: 92	N4° 12' 13"E	21.66'	N:1615867.202 E:3187588.403	N:1615888.801 E:3187589.991
L: 93	N73° 54' 55"E	11.00'	N:1615801.478 E:3187576.186	N:1615804.526 E:3187586.755
L: 94	N16° 05' 05"W	4.85'	N:1615804.526 E:3187586.755	N:1615809.182 E:3187585.413
L: 95	N16° 05' 05"W	10.31'	N:1615809.182 E:3187585.413	N:1615819.086 E:3187582.557
L: 96	N16° 05' 05"W	9.58'	N:1615819.086 E:3187582.557	N:1615828.287 E:3187579.904
L: 97	N16° 05' 05"W	10.31'	N:1615828.287 E:3187579.904	N:1615838.191 E:3187577.048
L: 98	N16° 05' 05"W	9.58'	N:1615838.191 E:3187577.048	N:1615847.391 E:3187574.395
L: 99	N16° 05' 05"W	10.31'	N:1615847.391 E:3187574.395	N:1615857.296 E:3187571.539
L: 100	N16° 05' 05"W	4.85'	N:1615857.296 E:3187571.539	N:1615861.952 E:3187570.197
L: 101	S16° 05' 05"E	64.27'	N:1615863.060 E:3187574.040	N:1615801.310 E:3187591.846
L: 102	S75° 49' 28"W	15.01'	N:1615801.310 E:3187591.846	N:1615797.635 E:3187577.294
L: 103	N73° 54' 55"E	5.50'	N:1615817.645 E:3187587.136	N:1615819.168 E:3187592.420
L: 104	N16° 05' 05"W	43.77'	N:1615819.168 E:3187592.420	N:1615861.221 E:3187580.295
L: 105	N73° 54' 55"E	12.57'	N:1615861.221 E:3187580.295	N:1615864.703 E:3187592.369
L: 106	S85° 47' 47"E	28.25'	N:1615864.703 E:3187592.369	N:1615862.632 E:3187620.540
L: 107	S4° 12' 13"W	54.34'	N:1615862.632 E:3187620.540	N:1615808.435 E:3187616.557

LINE TABLE					
LINE#	BEARING	LENGTH	START	END	
L: 108	S73° 54' 55"W	25.72'	N:1615808.435 E:3187616.557	N:1615801.310 E:3187591.846	
L: 109	N73° 54' 55"E	6.83'	N:1615783.062 E:3187541.862	N:1615784.955 E:3187548.428	
L: 110	N43° 54' 55"E	24.54'	N:1615784.955 E:3187548.428	N:1615802.631 E:3187565.446	
L: 111	N16° 05' 05"W	3.23'	N:1615768.868 E:3187559.440	N:1615771.976 E:3187558.544	
L: 112	N16° 05' 05"W	4.79'	N:1615771.976 E:3187558.544	N:1615776.579 E:3187557.217	
L: 113	N16° 05' 05"W	4.48'	N:1615776.579 E:3187557.217	N:1615780.887 E:3187555.975	
L: 114	S73° 54' 55"W	6.12'	N:1615780.887 E:3187555.975	N:1615779.190 E:3187550.090	
L: 115	S73° 54' 55"W	5.19'	N:1615779.190 E:3187550.090	N:1615777.751 E:3187545.099	
L: 116	N83° 55' 42"W	8.18'	N:1615778.195 E:3187628.873	N:1615779.060 E:3187620.737	
L: 118	S75° 46' 32"W	2.66'	N:1615775.508 E:3187577.207	N:1615774.855 E:3187574.632	
L: 119	S73° 52' 18"W	4.31'	N:1615774.855 E:3187574.632	N:1615773.657 E:3187570.488	
L: 122	N16° 05' 05"W	0.86'	N:1615772.817 E:3187564.546	N:1615773.640 E:3187564.309	
L: 123	N16° 05' 05"W	4.79'	N:1615773.640 E:3187564.309	N:1615778.241 E:3187562.982	
L: 124	N16° 05' 05"W	3.63'	N:1615778.241 E:3187562.982	N:1615781.726 E:3187561.977	
L: 125	S5° 04' 22"E	18.00'	N:1615752.534 E:3187600.510	N:1615734.605 E:3187602.101	
L: 126	S4° 12' 13"W	8.88'	N:1615732.955 E:3187608.320	N:1615724.104 E:3187607.669	
L: 127	S4° 12' 13"W	8.17'	N:1615732.656 E:3187602.783	N:1615724.507 E:3187602.184	
L: 128	S85° 47' 47"E	5.50'	N:1615724.507 E:3187602.184	N:1615724.104 E:3187607.669	
L: 129	S85° 47' 47"E	7.64'	N:1615724.104 E:3187607.669	N:1615723.544 E:3187615.287	
L: 130	S4° 12' 13"W	14.00'	N:1615723.544 E:3187615.287	N:1615709.581 E:3187614.260	
L: 131	S4° 12' 13"W	19.62'	N:1615731.607 E:3187597.831	N:1615712.044 E:3187596.393	
L: 132	S85° 47' 47"E	17.26'	N:1615710.847 E:3187597.045	N:1615709.581 E:3187614.260	
L: 133	S85° 47' 36"E	10.88'	N:1615709.581 E:3187614.260	N:1615708.783 E:3187625.111	
L: 134	S85° 47' 47"E	9.01'	N:1615674.511 E:3187608.257	N:1615673.850 E:3187617.238	
L: 135	S85° 47' 47"E	5.30'	N:1615673.850 E:3187617.238	N:1615673.462 E:3187622.522	
L: 136	S17° 52' 01"E	19.62'	N:1615700.906 E:3187592.930	N:1615682.235 E:3187598.949	
L: 137	S17° 52' 01"E	25.58'	N:1615701.751 E:3187585.829	N:1615677.401 E:3187593.678	
L: 138	N17° 52' 01"W	26.79'	N:1615710.317 E:3187583.067	N:1615735.818 E:3187574.847	
L: 139	N17° 52' 01"W	8.24'	N:1615735.818 E:3187574.847	N:1615743.660 E:3187572.319	
L: 140	S17° 52' 01"E	6.03'	N:1615739.712 E:3187567.288	N:1615733.977 E:3187569.136	
L: 141	S17° 52' 01"E	13.12'	N:1615733.977 E:3187569.136	N:1615721.491 E:3187573.161	
L: 142	S72° 07' 59"W	1.44'	N:1615721.491 E:3187573.161	N:1615721.049 E:3187571.787	
L: 143	S72° 07' 59"W	11.47'	N:1615721.049 E:3187571.787	N:1615717.530 E:3187560.872	
L: 144	N72° 07' 59"E	12.01'	N:1615711.651 E:3187562.192	N:1615715.335 E:3187573.619	
L: 145	S17° 52' 01"E	17.55'	N:1615713.464 E:3187569.445	N:1615696.760 E:3187574.830	
L: 146	S4° 12' 13"W	30.10'	N:1615673.850 E:3187617.238	N:1615643.830 E:3187615.031	
L: 147	S4° 12' 13"W	14.28'	N:1615643.830 E:3187615.031	N:1615629.584 E:3187613.984	
L: 148	S4° 12' 13"W	8.00'	N:1615629.584 E:3187613.984	N:1615621.606 E:3187613.398	
L: 149	???	0.00'	N:1615621.606 E:3187613.398	N:1615621.606 E:3187613.398	

N:1615621.606 N:1615617.225 E:3187613.398 E:3187613.076

L: 190 N72° 07' 59"E

11.00'

4.39'

L: 150 S4° 12' 13"W

		LINE TA	BLE	
LINE#	BEARING	LENGTH	START	END
L: 151	S4° 12' 13"W	26.27'	N:1615670.760 E:3187606.984	N:1615644.50 E:3187605.00
L: 152	S17° 52' 01"E	25.44'	N:1615668.835 E:3187596.439	N:1615644.6 E:3187604.2
L: 153	S17° 52' 01"E	28.79'	N:1615644.622 E:3187604.244	N:1615617.22 E:3187613.03
L: 154	S17° 52' 01"E	79.57'	N:1615617.225 E:3187613.076	N:1615541.4 E:3187637.4
L: 155	S17° 52' 01"E	6.47'	N:1615541.495 E:3187637.488	N:1615535.33 E:3187639.47
L: 156	S17° 52' 01"E	132.57'	N:1615535.333 E:3187639.475	N:1615409.1 E:3187680.1
L: 157	S85° 47' 47"E	4.62'	N:1615409.157 E:3187680.148	N:1615408.8 E:3187684.7
L: 158	S85° 47' 47"E	0.82'	N:1615644.622 E:3187604.244	N:1615644.5 E:3187605.0
L: 159	S85° 47' 47"E	10.00'	N:1615644.563 E:3187605.058	N:1615643.8 E:3187615.0
L: 160	S85° 47' 47"E	7.59'	N:1615629.584 E:3187613.984	N:1615629.0 E:3187621.5
L: 161	N85° 47' 47"W	7.59'	N:1615621.050 E:3187620.968	N:1615621.6 E:3187613.3
L: 162	S85° 47' 47"E	4.32'	N:1615601.238 E:3187606.147	N:1615600.9 E:3187610.4
L: 163	N17° 52' 01"W	19.59'	N:1615600.922 E:3187610.452	N:1615619.5 E:3187604.4
L: 164	N85° 47' 47"W	4.31'	N:1615619.567 E:3187604.441	N:1615619.8 E:3187600.1
L: 165	S85° 47' 47"E	4.32'	N:1615578.731 E:3187613.402	N:1615578.4 E:3187617.70
L: 166	N17° 52' 01"W	6.47'	N:1615578.415 E:3187617.707	N:1615584.5 E:3187615.7
L: 167	N85° 47' 47"W	4.32'	N:1615584.577 E:3187615.720	N:1615584.8 E:3187611.4
L: 168	S85° 47' 47"E	4.32'	N:1615544.132 E:3187624.555	N:1615543.8 E:3187628.8
L: 169	N17° 52' 01"W	19.59'	N:1615543.815 E:3187628.860	N:1615562.4 E:3187622.8
L: 170	N85° 47' 47"W	4.31'	N:1615562.461 E:3187622.850	N:1615562.7 E:3187618.5
L: 171	S85° 47' 47"E	4.32'	N:1615521.625 E:3187631.811	N:1615521.3 E:3187636.1
L: 172	N17° 52' 01"W	6.47'	N:1615521.309 E:3187636.115	N:1615527.4 E:3187634.1
L: 173	N85° 47' 47"W	4.32'	N:1615527.471 E:3187634.129	N:1615527.7 E:3187629.8
L: 174	S85° 48' 24"E	4.32'	N:1615487.025 E:3187642.964	N:1615486.7 E:3187647.2
L: 175	N17° 52' 01"W	19.59'	N:1615486.709 E:3187647.269	N:1615505.3 E:3187641.2
L: 176	N85° 47' 47"W	4.31'	N:1615505.354 E:3187641.258	N:1615505.6 E:3187636.9
L: 177	S85° 47' 47"E	4.32'	N:1615464.519	N:1615464.2
L: 178	N17° 52' 01"W	6.47'	E:3187650.219 N:1615464.202 E:3187654.524	E:3187654.5 N:1615470.3 E:3187652.5
L: 179	N85° 47' 47"W	4.32'	N:1615470.365	N:1615470.6
L: 180	S85° 47' 47"E	4.32'	E:3187652.537 N:1615429.919 E:3187661.373	E:3187648.2 N:1615429.6
L: 181	N17° 52' 01"W	19.59'	E:3187661.373 N:1615429.603	E:3187665.6 N:1615448.2
L: 182	N85° 47' 47"W	4.31'	E:3187665.677 N:1615448.248	E:3187659.6 N:1615448.5
L: 183	N1° 12' 50"E	24.68'	E:3187659.667 N:1615362.039	E:3187655.3
L: 184	N17° 52' 01"W	24.98'	E:3187674.779 N:1615386.710	N:1615410.4
L: 185	N85° 47' 47"W	20.35'	E:3187675.301 N:1615401.872	E:3187667.6
L: 186	S1° 19' 33"W	41.37'	E:3187703.947 N:1615403.364	E:3187683.6 N:1615362.0
L: 187	N72° 07' 59"E	13.50'	E:3187683.656 N:1615522.960	E:3187682.69 N:1615527.1
			E:3187643.463 N:1615535.793	E:3187656.3 N:1615530.0
L: 188	S17° 52' 01"E	6.00'	E:3187640.902 N:1615530.082	E:3187642.74 N:1615524.3
L: 189	S17° 52' 01"E	6.00'	E:3187642.743	E:3187644.58

N:1615524.371 N:1615527.746 E:3187655.054

LINE TABLE				
LINE #	BEARING	LENGTH	START	END
L: 191	N17° 52' 01"W	6.00'	N:1615527.746 E:3187655.054	N:1615533.45 E:3187653.21
L: 192	N17° 52' 01"W	6.00'	N:1615533.457 E:3187653.213	N:1615539.16 E:3187651.37
L: 193	S72° 07' 59"W	5.00'	N:1615531.616 E:3187647.502	N:1615530.08 E:3187642.74
L: 194	N72° 07' 59"E	5.00'	N:1615531.923 E:3187648.454	N:1615533.45 E:3187653.21
L: 195	N72° 07' 59"E	1.50'	N:1615535.333 E:3187639.475	N:1615535.79 E:3187640.90
L: 196	N72° 07' 59"E	5.00'	N:1615535.793 E:3187640.902	N:1615537.32 E:3187645.66
L: 197	N72° 07' 59"E	5.00'	N:1615537.634 E:3187646.613	N:1615539.16 E:3187651.37
L: 198	N72° 07' 59"E	1.00'	N:1615539.168 E:3187651.372	N:1615539.47 E:3187652.32
L: 199	S72° 07' 59"W	6.50'	N:1615543.489 E:3187643.675	N:1615541.49 E:3187637.48
L: 200	S17° 52' 01"E	8.91'	N:1615546.111 E:3187643.880	N:1615537.63 E:3187646.61
L: 201	S17° 52' 01"E	6.00'	N:1615537.634 E:3187646.613	N:1615531.92 E:3187648.45
L: 202	S72° 07' 59"W	1.00'	N:1615531.923 E:3187648.454	N:1615531.61 E:3187647.50
L: 203	N17° 52' 01"W	6.00'	N:1615531.616 E:3187647.502	N:1615537.32 E:3187645.66
L: 204	N17° 52' 01"W	6.47'	N:1615537.327 E:3187645.661	N:1615543.48 E:3187643.67
L: 205	N17° 52' 01"W	2.84'	N:1615543.489 E:3187643.675	N:1615546.19 E:3187642.80
L: 206	N85° 47' 47"W	6.45'	N:1615545.639 E:3187650.311	N:1615546.11 E:3187643.88
L: 207	N85° 47' 47"W	1.08'	N:1615546.111 E:3187643.880	N:1615546.19 E:3187642.80
L: 208	N85° 47' 47"W	1.62'	N:1615546.190 E:3187642.804	N:1615546.30 E:3187641.19
L: 209	N17° 52' 01"W	6.61'	N:1615546.309 E:3187641.190	N:1615552.59 E:3187639.16
L: 210	N17° 52' 01"W	20.00'	N:1615552.598 E:3187639.162	N:1615571.63 E:3187633.02
L: 211	N17° 52' 01"W	5.00'	N:1615571.634 E:3187633.026	N:1615576.39 E:3187631.49
L: 212	N17° 52' 01"W	20.00'	N:1615576.393 E:3187631.492	N:1615595.42 E:3187625.35
L: 213	N17° 52' 01"W	9.88'	N:1615595.428 E:3187625.356	N:1615604.83 E:3187622.32
L: 214	S17° 56' 23"E	19.48'	N:1615545.639 E:3187650.311	N:1615527.10 E:3187656.31
L: 215	S17° 52' 01"E	80.98'	N:1615527.101 E:3187656.312	N:1615450.02 E:3187681.15
L: 216	S85° 47' 47"E	66.49'	N:1615450.022 E:3187681.159	N:1615445.14 E:3187747.46
L: 217	S85° 47' 47"E	5.00'	N:1615445.149 E:3187747.467	N:1615444.78 E:3187752.45
L: 218	S85° 47' 47"E	17.50'	N:1615444.782 E:3187752.454	N:1615443.49 E:3187769.90
L: 219	N4° 12' 13"E	13.00'	N:1615443.499 E:3187769.907	N:1615456.46 E:3187770.86
L: 220	N4° 12' 13"E	12.00'	N:1615456.464 E:3187770.860	N:1615468.43 E:3187771.73
L: 221	S17° 52' 01"E	24.92'	N:1615544.055 E:3187671.861	N:1615520.33 E:3187679.50
L: 222	N85° 47' 47"W	11.71'	N:1615520.333 E:3187679.508	N:1615521.19 E:3187667.82
L: 223	S4° 12' 13"W	11.00'	N:1615521.191 E:3187667.827	N:1615510.22 E:3187667.02
L: 224	S85° 47' 47"E	16.17'	N:1615510.221 E:3187667.021	N:1615509.03 E:3187683.14
L: 225	S17° 52' 01"E	36.80'	N:1615509.035	N:1615474.00
L: 226	S17° 52' 01"E	10.86'	E:3187683.149 N:1615474.009	E:3187694.44 N:1615463.67
L: 227	S17° 52' 01"E	16.00'	E:3187694.440 N:1615463.673	E:3187697.77
L: 228	S85° 47' 47"E	73.29'	E:3187697.772 N:1615520.333	E:3187702.68
L: 229	S85° 47' 47"E	55.04'	E:3187679.508 N:1615474.116	E:3187752.59
		00.04	E:3187694.406 N:1615532.912	E:3187749.30 N:1615514.96

LINE TABLE				Г
LINE #	BEARING	LENGTH	START	END
L: 231	S4° 12' 13"W	45.00'	N:1615514.960 E:3187752.599	N:1615470.081 E:3187749.300
L: 232	S4° 12' 13"W	10.17'	N:1615470.081 E:3187749.300	N:1615459.940 E:3187748.555
L: 233	S4° 12' 13"W	14.83'	N:1615459.940 E:3187748.555	N:1615445.149 E:3187747.467
L: 234	S4° 12' 13"W	8.66'	N:1615445.149 E:3187747.467	N:1615436.512 E:3187746.833
L: 235	N4° 12' 14"E	12.00'	N:1615501.343 E:3187774.158	N:1615513.311 E:3187775.038
L: 236	N4° 12' 13"E	18.00'	N:1615513.311 E:3187775.038	N:1615531.262 E:3187776.357
L: 237	N85° 47' 47"W	40.53'	N:1615531.262 E:3187776.357	N:1615534.233 E:3187735.939
L: 238	N4° 37' 24"E	5.10'	N:1615534.233 E:3187735.939	N:1615539.317 E:3187736.350
L: 239	S4° 12' 13"W	8.66'	N:1615444.782 E:3187752.454	N:1615436.145 E:3187751.819
L: 240	N4° 12' 13"E	33.00'	N:1615469.202 E:3187761.268	N:1615502.113 E:3187763.687
L: 241	N85° 47' 47"W	7.31'	N:1615465.135 E:3187816.596	N:1615465.671 E:3187809.305
L: 242	N85° 47' 47"W	5.00'	N:1615465.671 E:3187809.305	N:1615466.037 E:3187804.318
L: 243	N85° 47' 47"W	6.42'	N:1615466.037 E:3187804.318	N:1615466.508 E:3187797.919
L: 244	N85° 47' 47"W	8.00'	N:1615466.508 E:3187797.919	N:1615467.094 E:3187789.940
L: 245	N85° 47' 47"W	5.58'	N:1615467.094 E:3187789.940	N:1615467.503 E:3187784.372
L: 246	N85° 47' 47"W	5.00'	N:1615467.503 E:3187784.372	N:1615467.870 E:3187779.385
L: 247	N85° 47' 47"W	7.67'	N:1615467.870 E:3187779.385	N:1615468.432 E:3187771.739
L: 248	N85° 47' 47"W	10.50'	N:1615468.432	N:1615469.202
L: 249	S85° 47' 47"E	10.50'	E:3187771.739 N:1615502.113	E:3187761.268
L: 250	S85° 47' 47"E	7.67'	E:3187763.687 N:1615501.343	E:3187774.158
L: 251	S85° 47' 47"E	5.00'	E:3187774.158 N:1615500.781	E:3187781.804 N:1615500.415
L: 252	S85° 47' 48"E	5.58'	E:3187781.804 N:1615500.415	E:3187786.791 N:1615500.005
L: 252	S85° 47' 47"E	8.00'	E:3187786.791 N:1615500.005	E:3187792.359 N:1615499.419
			E:3187792.359 N:1615499.419	E:3187800.338 N:1615498.949
L: 254	S85° 47' 45"E	6.42'	E:3187800.338 N:1615498.949	E:3187806.737 N:1615498.582
L: 255	S85° 47' 47"E	5.00'	E:3187806.737 N:1615498.582	E:3187811.724 N:1615498.045
L: 256	S85° 47' 47"E	7.33'	E:3187811.724 N:1615513.311	E:3187819.037
L: 257	S85° 47' 47"E	7.67'	E:3187775.038	E:3187782.684
L: 258	S85° 47' 47"E	5.00'	N:1615512.749 E:3187782.684	E:3187787.671
L: 259	S85° 47' 47"E	20.00'	N:1615512.382 E:3187787.671	N:1615510.916 E:3187807.617
L: 261	S85° 47' 47"E	7.33'	N:1615510.550 E:3187812.603	N:1615510.012 E:3187819.917
L: 262	N4° 12' 14"E	6.00'	N:1615512.749 E:3187782.684	N:1615518.733 E:3187783.124
L: 263	N85° 47' 46"W	2.50'	N:1615518.733 E:3187783.124	N:1615518.916 E:3187780.631
L: 264	N4° 12' 13"E	10.00'	N:1615518.916 E:3187780.631	N:1615528.889 E:3187781.364
L: 265	S85° 47' 47"E	10.00'	N:1615528.889 E:3187781.364	N:1615528.156 E:3187791.337
L: 266	S4° 12' 13"W	10.00'	N:1615528.156 E:3187791.337	N:1615518.183 E:3187790.604
L: 267	N85° 47' 47"W	2.50'	N:1615518.183 E:3187790.604	N:1615518.366 E:3187788.110
L: 268	S4° 12' 13"W	6.00'	N:1615518.366 E:3187788.110	N:1615512.382 E:3187787.671
L: 269	N4° 12' 14"E	6.00'	N:1615510.916 E:3187807.617	N:1615516.900 E:3187808.057
L: 270	N85° 47' 45"W	2.50'	N:1615516.900 E:3187808.057	N:1615517.084 E:3187805.563
L: 271	N4° 12' 13"E	10.00'	N:1615517.084 E:3187805.563	N:1615527.057 E:3187806.296

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ON-SITE IMPROVEMENT PLANS
HORIZONTAL CONTROL PLAN

C3.6

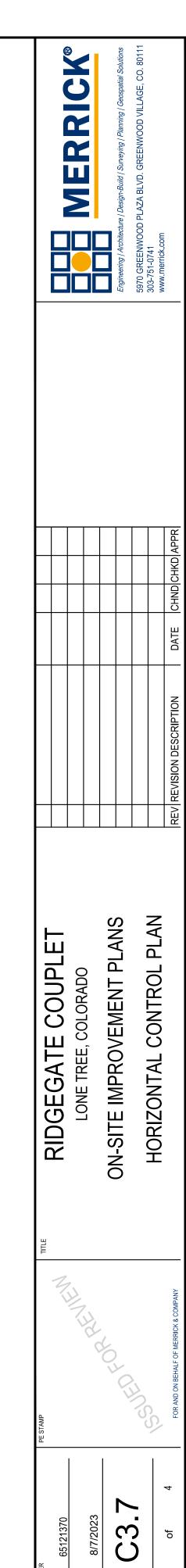
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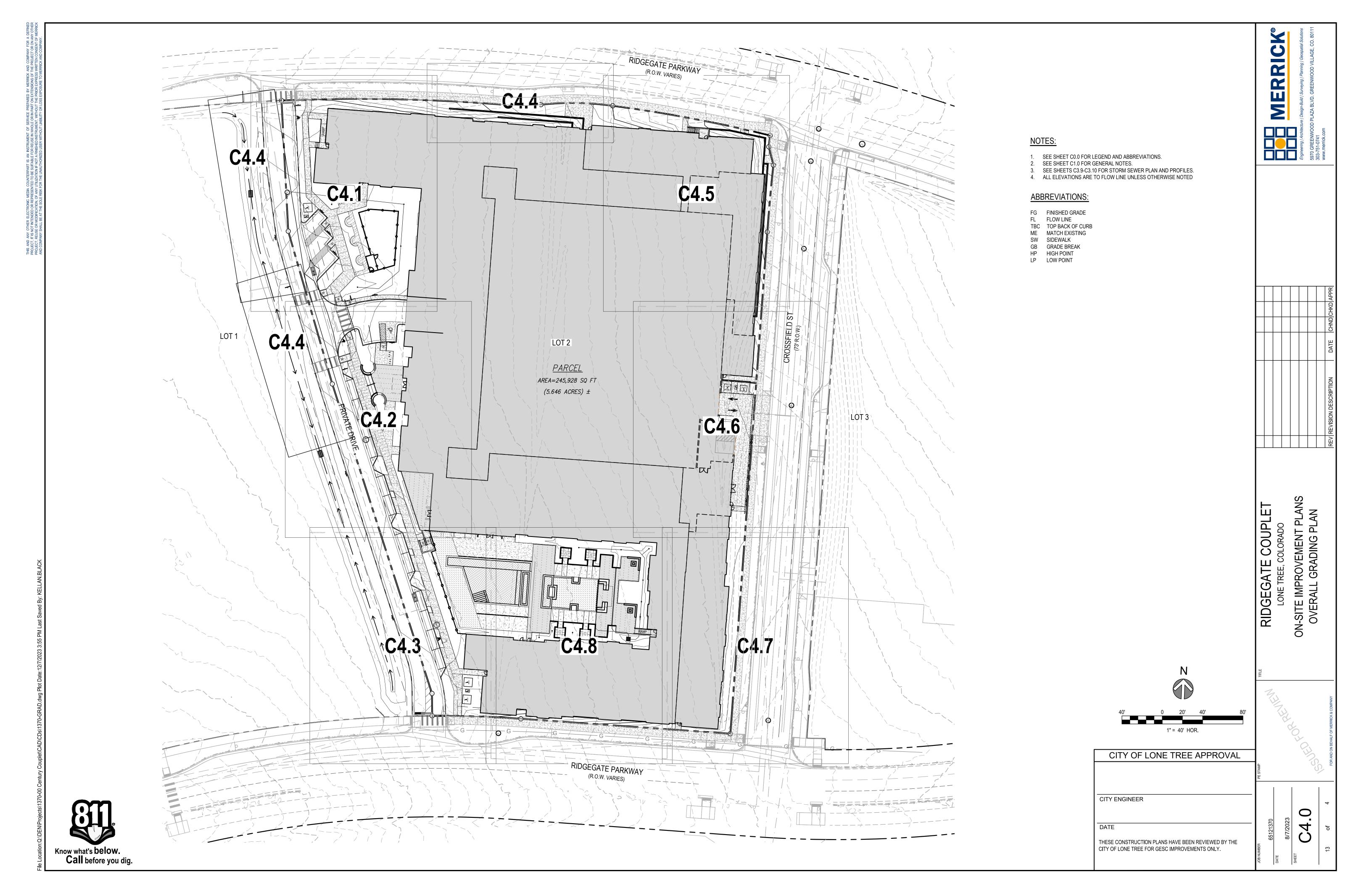
LINE TABLE				
LINE # BEARING LENGTH START				END
L: 272	S85° 47' 47"E	10.00'	N:1615527.057 E:3187806.296	N:1615526.324 E:3187816.270
L: 273	S4° 12' 13"W	10.00'	N:1615526.324 E:3187816.270	N:1615516.350 E:3187815.536
L: 274	N85° 47' 46"W	2.50'	N:1615516.350 E:3187815.536	N:1615516.534 E:3187813.043
L: 275	S4° 12' 13"W	6.00'	N:1615516.534 E:3187813.043	N:1615510.550 E:3187812.603
L: 276	S4° 12' 13"W	12.00'	N:1615521.975 E:3187820.796	N:1615510.012 E:3187819.917
L: 277	S4° 12' 13"W	12.00'	N:1615510.012 E:3187819.917	N:1615498.045 E:3187819.037
L: 279	N4° 12' 45"E	24.00'	N:1615495.149 E:3187858.428	N:1615519.083 E:3187860.190
L: 280	N85° 47' 10"W	19.50'	N:1615519.083 E:3187860.190	N:1615520.516 E:3187840.743
L: 281	S4° 12' 13"W	12.00'	N:1615520.516 E:3187840.743	N:1615508.546 E:3187839.863
L: 282	N85° 47' 47"W	8.00'	N:1615508.546 E:3187839.863	N:1615509.133 E:3187831.885
L: 283	N4° 10' 51"E	12.00'	N:1615509.133 E:3187831.885	N:1615521.101 E:3187832.760
L: 284	N85° 49' 09"W	12.00'	N:1615521.101 E:3187832.760	N:1615521.975 E:3187820.796
L: 285	N85° 49' 36"W	11.52'	N:1615448.584 E:3187866.559	N:1615449.422 E:3187855.071
L: 286	N4° 11' 54"E	23.35'	N:1615449.422 E:3187855.071	N:1615472.713 E:3187856.781
L: 287	N85° 48' 21"W	19.50'	N:1615472.713 E:3187856.781	N:1615474.139 E:3187837.334
L: 288	N4° 12' 13"E	22.50'	N:1615474.139 E:3187837.334	N:1615496.578 E:3187838.984
L: 289	S85° 47' 47"E	19.50'	N:1615496.578 E:3187838.984	N:1615495.149 E:3187858.428
L: 290	S85° 46' 25"E	12.00'	N:1615441.203 E:3187814.859	N:1615440.318 E:3187826.827
L: 291	N4° 12' 13"E	12.00'	N:1615440.318 E:3187826.827	N:1615452.286 E:3187827.706
L: 292	S85° 47' 47"E	8.00'	N:1615452.286 E:3187827.706	N:1615451.700 E:3187835.685
L: 293	S4° 12' 13"W	7.14'	N:1615451.700 E:3187835.685	N:1615444.577 E:3187835.161
L: 294	S85° 47' 47"E	40.51'	N:1615444.577 E:3187835.161	N:1615441.608 E:3187875.558
L: 297	S4° 12' 13"W	12.00'	N:1615465.133 E:3187816.618	N:1615453.168 E:3187815.739
L: 298	S4° 12' 13"W	12.00'	N:1615453.168 E:3187815.739	N:1615441.203 E:3187814.859
L: 307	S85° 47' 47"E	7.67'	N:1615513.311 E:3187775.038	N:1615512.749 E:3187782.684
L: 310	S85° 47' 47"E	5.00'	N:1615510.916 E:3187807.617	N:1615510.550 E:3187812.603
L: 312	S85° 47' 47"E	7.67'	N:1615456.464 E:3187770.860	N:1615455.902 E:3187778.506
L: 313	S85° 47' 47"E	5.00'	N:1615455.902 E:3187778.506	N:1615455.536 E:3187783.492
L: 314	S85° 47' 47"E	20.00'	N:1615455.536 E:3187783.492	N:1615454.070 E:3187803.439
L: 315	S85° 47' 48"E	5.00'	N:1615454.070 E:3187803.439	N:1615453.703 E:3187808.425
L: 316	S85° 48' 53"E	7.33'	N:1615453.703 E:3187808.425	N:1615453.168 E:3187815.739
L: 317	S4° 12' 13"W	6.00'	N:1615454.070 E:3187803.439	N:1615448.086 E:3187802.999
L: 318	N85° 47' 47"W	2.50'	N:1615448.086 E:3187802.999	N:1615448.269 E:3187800.505
L: 319	S4° 12' 13"W	10.00'	N:1615448.269 E:3187800.505	N:1615438.296 E:3187799.772
L: 320	S85° 47' 47"E	10.00'	N:1615438.296 E:3187799.772	N:1615437.563 E:3187809.746
L: 321	N4° 12' 13"E	10.00'	N:1615437.563 E:3187809.746	N:1615447.535 E:3187810.478
L: 322	N85° 46' 41"W	2.50'	N:1615447.535 E:3187810.478	N:1615447.719 E:3187807.985
L: 323	N4° 12' 13"E	6.00'	N:1615447.719 E:3187807.985	N:1615453.702 E:3187808.425
L: 324	S4° 12' 13"W	6.00'	N:1615455.902 E:3187778.506	N:1615449.918 E:3187778.066
L: 325	N85° 47' 35"W	2.50'	N:1615449.918 E:3187778.066	N:1615450.102 E:3187775.573

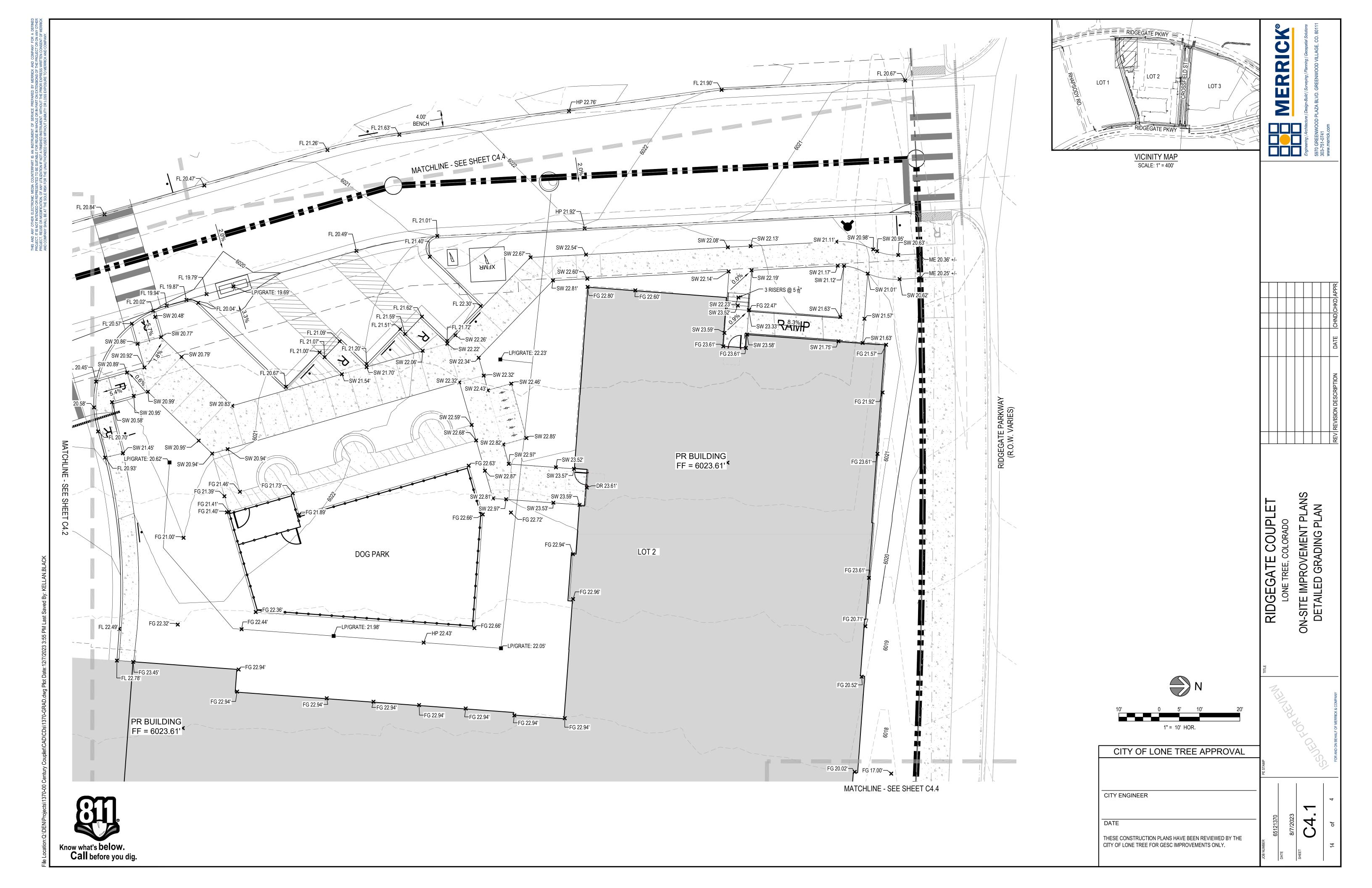
LINE TABLE							
LINE # BEARING LENGTH START END							
L: 326	S4° 12' 13"W	10.00'	N:1615450.102 E:3187775.573	N:1615440.129 E:3187774.840			
L: 327	S85° 47' 47"E	10.00'	N:1615440.129 E:3187774.840	N:1615439.396 E:3187784.813			
L: 328	N4° 12' 13"E	10.00'	N:1615439.396	N:1615449.369			
L: 329	N85° 47' 35"W	2.50'	E:3187784.813 N:1615449.369	E:3187785.546 N:1615449.552			
L: 330	N4° 12' 50"E	6.00'	E:3187785.546 N:1615449.552	E:3187783.051 N:1615455.536			
L: 331	S85° 47' 47"E	18.25'	E:3187783.051 N:1615470.260	E:3187783.492 N:1615468.923			
L: 332	N4° 12' 13"E	4.67'	E:3187771.874 N:1615468.923	E:3187790.075 N:1615473.577			
L: 333	S85° 47' 47"E	8.00'	E:3187790.075 N:1615473.577	E:3187790.417 N:1615472.990			
L: 334	S4° 12' 13"W	5.58'	E:3187790.417 N:1615472.990	E:3187798.395 N:1615467.422			
			E:3187798.395 N:1615499.515	E:3187797.986 N:1615498.177			
L: 336	S85° 47' 47"E	18.25'	E:3187774.024 N:1615498.177	E:3187792.225 N:1615493.523			
L: 337	S4° 12' 13"W	4.67'	E:3187792.225 N:1615493.523	E:3187791.883			
L: 338	S85° 47' 47"E	8.00'	E:3187791.883 N:1615492.937	E:3187799.861 N:1615498.505			
L: 339	N4° 12' 13"E	5.58'	E:3187799.861	E:3187800.271			
L: 340	S85° 47' 47"E	18.75'	N:1615498.505 E:3187800.271	N:1615497.130 E:3187818.970			
L: 341	S4° 12' 13"W	1.83'	N:1615501.343 E:3187774.158	N:1615499.515 E:3187774.024			
L: 342	S4° 12' 13"W	7.67'	N:1615499.515 E:3187774.024	N:1615491.869 E:3187773.462			
L: 343	S85° 47' 47"E	4.00'	N:1615491.869 E:3187773.462	N:1615491.576 E:3187777.451			
L: 344	S4° 12' 13"W	14.00'	N:1615491.576 E:3187777.451	N:1615477.613 E:3187776.425			
L: 345	N85° 47' 47"W	4.00'	N:1615477.613 E:3187776.425	N:1615477.906 E:3187772.436			
L: 346	S4° 12' 13"W	7.67'	N:1615477.906 E:3187772.436	N:1615470.260 E:3187771.874			
L: 347	S4° 12' 13"W	1.83'	N:1615470.260 E:3187771.874	N:1615468.432 E:3187771.739			
L: 348	N3° 58' 12"E	6.10'	N:1615348.269 E:3187894.301	N:1615354.354 E:3187894.723			
L: 349	N4° 12' 13"E	3.98'	N:1615347.837 E:3187900.181	N:1615351.808 E:3187900.473			
L: 350	N85° 47' 47"W	16.27'	N:1615564.451 E:3187966.335	N:1615565.644 E:3187950.106			
L: 351	N85° 47' 47"W	2.00'	N:1615569.437 E:3187966.702	N:1615569.584 E:3187964.707			
L: 352	N85° 47' 47"W	14.27'	N:1615569.584 E:3187964.707	N:1615570.630 E:3187950.473			
L: 353	S4° 12' 57"W	71.04'	N:1615640.433 E:3187969.929	N:1615569.584 E:3187964.707			
L: 354	S85° 47' 47"E	12.70'	N:1615660.326 E:3187938.023	N:1615659.395 E:3187950.686			
L: 356	S4° 12' 13"W	0.50'	N:1615654.042 E:3187955.306	N:1615653.543 E:3187955.270			
L: 357	N85° 47' 47"W	12.50'	N:1615680.754 E:3187968.101	N:1615681.671 E:3187955.635			
L: 358	S4° 12' 13"W	12.67'	N:1615693.387 E:3187969.030	N:1615680.754 E:3187968.101			
L: 359	N85° 47' 38"W	7.79'	N:1615692.889 E:3187975.801	N:1615693.460 E:3187968.032			
L: 360	N85° 47' 47"W	27.50'	N:1615693.460 E:3187968.032	N:1615695.476 E:3187940.606			
L: 361	S85° 43' 11"E	5.54'	N:1615698.116 E:3187970.631	N:1615697.702 E:3187976.156			
L: 362	S85° 47' 47"E	4.24'	N:1615909.972	N:1615909.660			
L: 363	S4° 12' 56"W	152.49'	E:3187982.534 N:1615909.660	E:3187986.767 N:1615757.584			
L: 364	N85° 47' 04"W	3.75'	E:3187986.767 N:1615757.584	E:3187975.558 N:1615757.860			
L: 365	N85° 47' 47"W	6.13'	E:3187975.558 N:1615909.211	E:3187971.815 N:1615909.660			
	S4° 10' 45"W		E:3187992.880 N:1615924.033	E:3187986.767 N:1615917.639			
L: 366		6.41'	E:3187987.820 N:1615917.639	E:3187987.353 N:1615917.950			
L: 367	N85° 47' 47"W	4.24'	E:3187987.353	E:3187983.121			

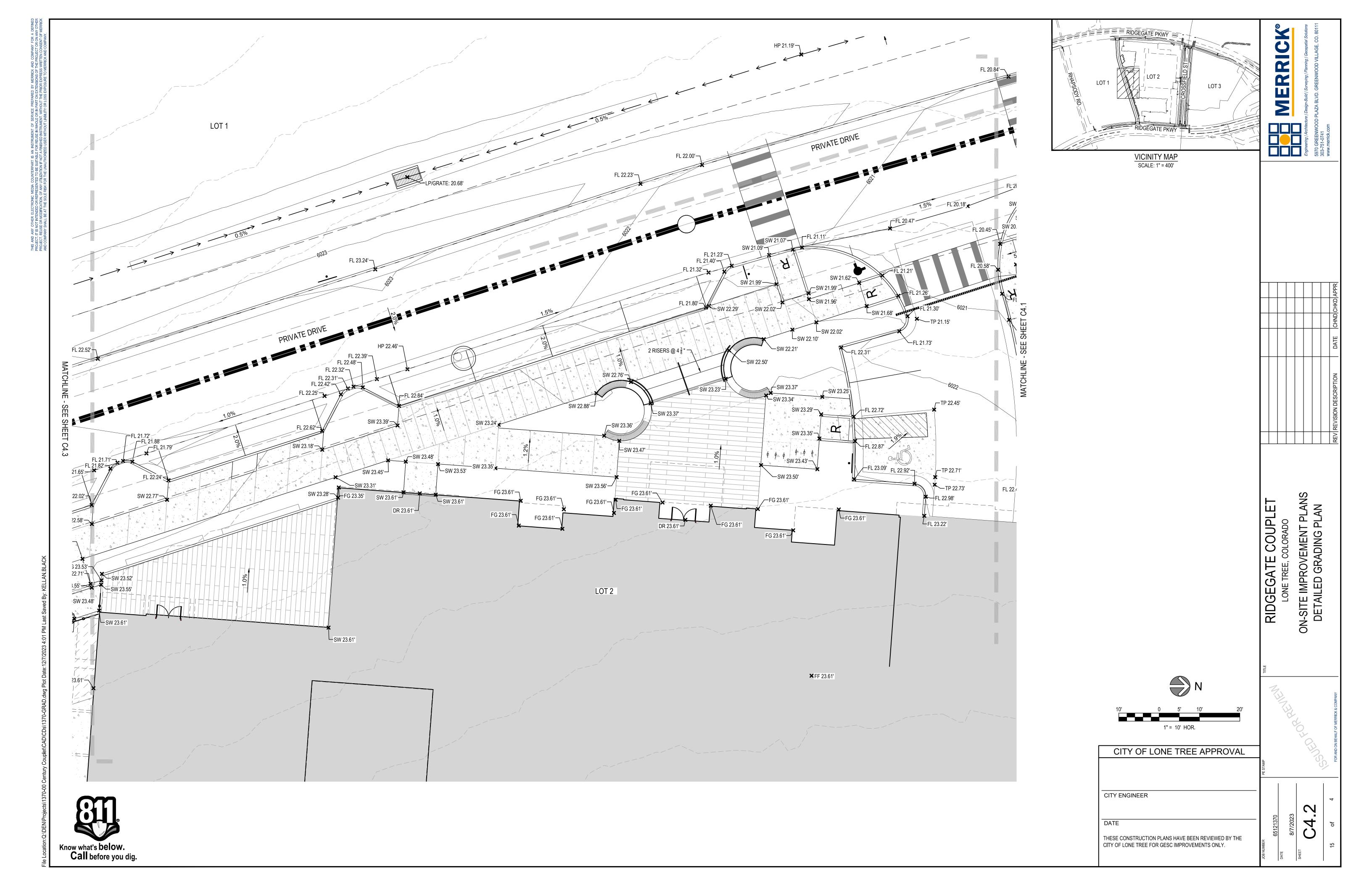
		LINE TA	BLE	
LINE#	BEARING	LENGTH	START	END
L: 368	S85° 47' 47"E	42.17'	N:1615945.957 E:3187906.716	N:1615942.865 E:3187948.771
L: 369	S77° 57' 10"E	10.43'	N:1615942.865 E:3187948.771	N:1615940.689 E:3187958.968
L: 370	S77° 57' 10"E	8.00'	N:1615940.689 E:3187958.968	N:1615939.020 E:3187966.792
L: 371	S77° 57' 10"E	18.00'	N:1615939.020 E:3187966.792	N:1615935.263 E:3187984.395
L: 372	S4° 12' 38"W	17.36'	N:1615935.263 E:3187984.395	N:1615917.950 E:3187983.121
L: 373	S4° 12' 13"W	8.00'	N:1615917.950 E:3187983.121	N:1615909.972 E:3187982.534
L: 374	S4° 11' 35"W	10.96'	N:1615909.972 E:3187982.534	N:1615899.040 E:3187981.733
L: 375	S4° 12' 13"W	8.74'	N:1615954.675 E:3187907.357	N:1615945.957 E:3187906.716
L: 376	S4° 12' 13"W	14.29'	N:1615955.589 E:3187902.411	N:1615941.336 E:3187901.363
L: 377	S4° 12' 13"W	20.58'	N:1615968.445 E:3187813.301	N:1615947.920 E:3187811.792
L: 378	S4° 31' 29"W	13.63'	N:1615969.742 E:3187786.141	N:1615956.151 E:3187785.066
L: 379	N4° 12' 13"E	11.08'	N:1615943.686 E:3187803.459	N:1615954.739 E:3187804.272
L: 380	N85° 47' 47"W	19.26'	N:1615954.739 E:3187804.272	N:1615956.151 E:3187785.066
L: 381	N85° 47' 47"W	114.78'	N:1615956.151 E:3187785.066	N:1615964.564 E:3187670.596
L: 382	N4° 12' 13"E	5.19'	N:1615945.366 E:3187792.832	N:1615950.539 E:3187793.212
L: 383	N85° 47' 46"W	74.55'	N:1615950.539 E:3187793.212	N:1615956.003 E:3187718.863
L: 384	N85° 47' 47"W	10.00'	N:1615682.111 E:3187949.651	N:1615682.844 E:3187939.678
L: 385	N85° 47' 47"W	6.00'	N:1615681.671 E:3187955.635	N:1615682.111 E:3187949.651
L: 386	N4° 12' 13"E	12.57'	N:1615682.111 E:3187949.651	N:1615694.643 E:3187950.572
L: 387	N4° 12' 13"E	12.57'	N:1615681.671 E:3187955.635	N:1615694.204 E:3187956.556
L: 389	S85° 47' 47"E	30.79'	N:1615682.764 E:3187939.672	N:1615680.507 E:3187970.382
L: 390	N85° 47' 47"W	8.79'	N:1615943.436 E:3187927.373	N:1615944.080 E:3187918.610
L: 391	N85° 47' 47"W	12.00'	N:1615944.080 E:3187918.610	N:1615944.959 E:3187906.643
L: 392	S4° 12' 13"W	4.00'	N:1615944.959 E:3187906.643	N:1615940.970 E:3187906.349
L: 393	N4° 12' 13"E	6.49'	N:1615936.963 E:3187926.898	N:1615943.436 E:3187927.373
L: 394	S4° 12' 13"W	1.00'	N:1615945.957 E:3187906.716	N:1615944.959 E:3187906.643
L: 395	S0° 29' 00"E	24.06'	N:1615387.506 E:3187633.902	N:1615363.445 E:3187634.105
L: 396	S8° 18' 58"E	69.54'	N:1615923.883 E:3187487.203	N:1615855.077 E:3187497.260
L: 397	S16° 05' 05"E	136.53'	N:1615826.207 E:3187502.101	N:1615695.025 E:3187539.927

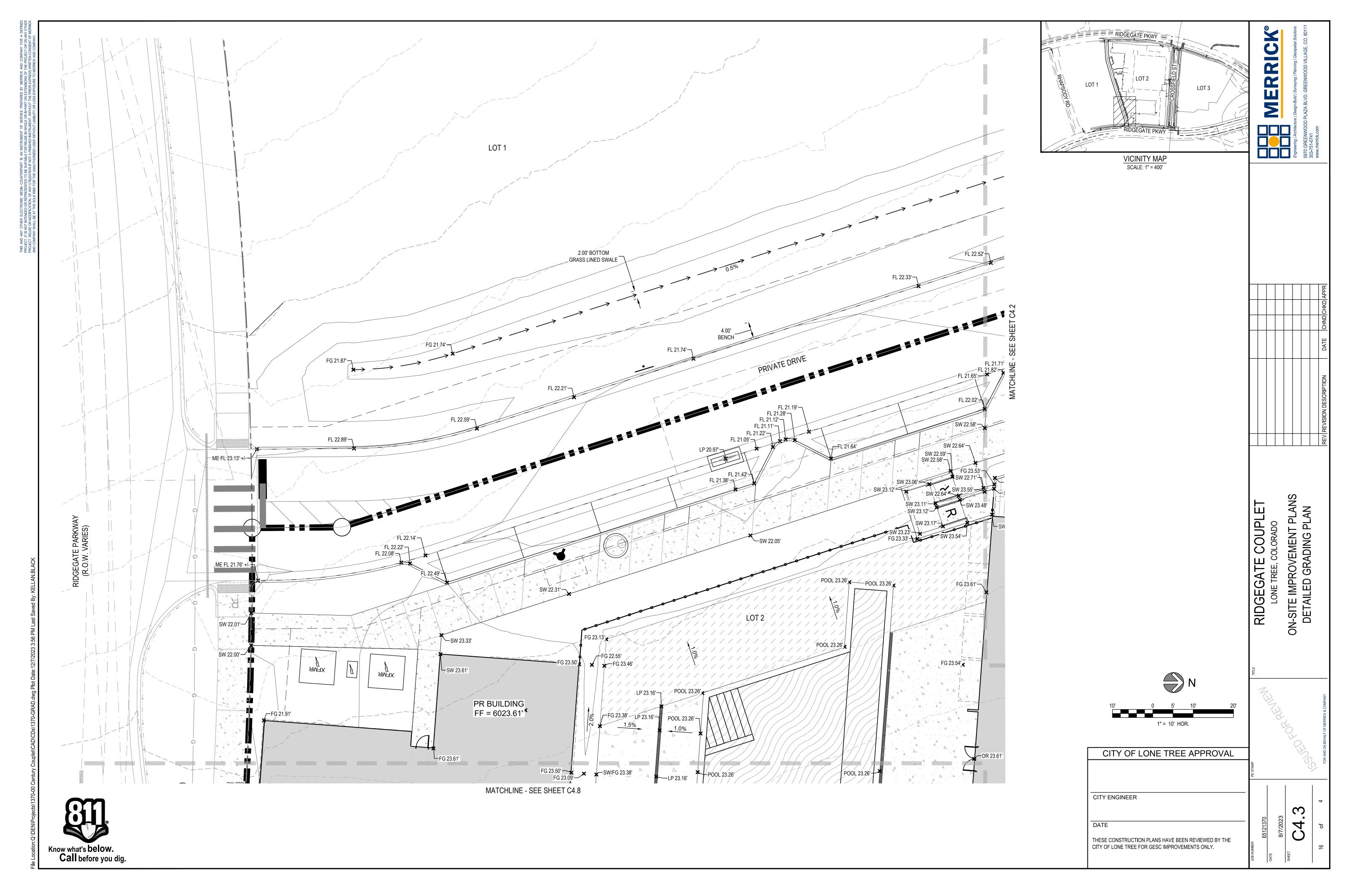
CURVE#	LENGTH	DELTA	RADIUS	CRD LENGTH	CRD RADIUS	START	STOP
C: 4	3.02'	1° 41' 48"	102.00'	3.02	S3° 48' 03"E	N: 1615856.416 E: 3187523.226	N:1615853.40 E:3187523.42
C: 5	6.88'	131° 26' 08"	3.00'	5.47	S70° 22' 01"E	N: 1615853.403 E: 3187523.426	N:1615851.56
C: 6	3.14'	60° 00' 00"	3.00'	3.00	S13° 54' 55"W	N: 1615794.179	E:3187528.57
C: 7	39.45'	90° 25' 00"	25.00'	35.48	S61° 17' 35"E	E: 3187539.956 N: 1615786.386	E:3187539.23
C: 8	49.51'	20° 42' 19"	137.00'	49.24	N83° 51' 04"E	E: 3187540.642 N: 1615769.342	E:3187571.76
C: 9	32.59'	14° 35' 24"	128.00'	32.51	N7° 46' 42"W	E: 3187571.765 N: 1615367.019	E:3187620.72
C: 10	2.21'	42° 12' 23"	3.00'	2.16	N6° 01' 47"E	E: 3187666.576 N: 1615399.226	E:3187662.17
C: 11	2.35'	44° 49' 59"	3.00'	2.29	N40° 17' 01"W	E: 3187662.176 N: 1615491.312	E:3187662.40 N:1615493.00
C: 12	2.36'	45° 00' 00"	3.00'	2.30	N4° 37' 59"E	E: 3187633.568 N: 1615494.459	E:3187632.08 N:1615496.74
C: 13	2.35'	44° 49' 59"	3.00'	2.29	N40° 17' 01"W	E: 3187631.637 N: 1615548.418	E:3187631.82 N:1615550.16
C: 14	2.36'	45° 00' 00"	3.00'	2.30	N4° 37' 59"E	E: 3187615.160 N: 1615551.565	E:3187613.68 N:1615553.88
					N40° 17' 01"W	E: 3187613.228 N: 1615605.524	E:3187613.41 N:1615607.26
C: 15	2.35'	44° 49' 59"	3.00'	2.29		E: 3187596.751 N: 1615608.672	E:3187595.27 N:1615610.96
C: 16	2.36'	45° 00' 00"	3.00'	2.30	N4° 37' 59"E	E: 3187594.820 N: 1615700.546	E:3187595.00 N:1615702.38
C: 17	2.44'	46° 36' 56"	3.00'	2.37	N39° 23' 33"W	E: 3187566.372 N: 1615715.279	E:3187564.86 N:1615745.93
C: 18	38.28'	87° 43' 14"	25.00'	34.65	N27° 46' 32"E	E: 3187561.146 N: 1615745.933	E:3187577.29 N:1615743.89
C: 19	4.86'	92° 46' 22"	3.00'	4.34	S61° 58' 40"E	E: 3187577.291	E:3187581.12
C: 20	32.95'	19° 52' 24"	95.00'	32.79	N84° 20' 43"E	E: 3187585.144 N: 1615747.679	E:3187617.77
C: 21	4.71'	90° 00' 00"	3.00'	4.24	N49° 12' 13"E	E: 3187618.871	E:3187622.08
C: 22	5.38'	25° 40' 27"	12.00'	5.33	S9° 53' 05"W	N: 1615967.658 E: 3187528.098	N:1615962.40 E:3187527.18
C: 23	9.43'	30° 00' 09"	18.00'	9.32	S12° 02' 47"W	N: 1615961.445 E: 3187526.731	N:1615952.33 E:3187524.78
C: 24	8.07'	25° 40' 27"	18.00'	8.00	S9° 53' 05"W	N: 1615967.967 E: 3187534.090	N:1615960.08 E:3187532.71
C: 25	6.28'	30° 00' 09"	12.00'	6.21	S12° 02' 47"W	N: 1615958.717 E: 3187532.075	N:1615952.64 E:3187530.77
C: 26	18.51'	201° 57' 40"	5.25'	10.31	S16° 05' 05"E	N: 1615857.296 E: 3187571.539	N:1615847.39 E:3187574.39
C: 27	18.51'	201° 57' 40"	5.25'	10.31	S16° 05' 05"E	N: 1615838.191 E: 3187577.048	N:1615828.28 E:3187579.90
C: 28	18.51'	201° 57' 40"	5.25'	10.31	S16° 05' 05"E	N: 1615819.086 E: 3187582.557	N:1615809.18 E:3187585.41
C: 29	43.86'	18° 01' 38"	139.39'	43.67	S85° 20' 06"W	N: 1615779.060 E: 3187620.737	N:1615775.50 E:3187577.20
C: 30	3.54'	9° 51' 59"	20.58'	3.54	S78° 30' 11"W	N: 1615773.657 E: 3187570.488	N:1615772.95 E:3187567.02
C: 31	2.48'	6° 54' 19"	20.58'	2.48	S86° 53' 21"W	N: 1615772.952 E: 3187567.021	N:1615772.8 ² E:3187564.5 ²
C: 32	21.75'	10° 26' 10"	119.41'	21.72	N89° 46' 01"W	N: 1615752.446 E: 3187622.229	N:1615752.53 E:3187600.51
C: 33	15.96'	1° 46' 56"	513.00'	15.96	S16° 58' 33"E	N: 1615695.025 E: 3187539.927	N:1615679.76 E:3187544.58
C: 34	35.18'	268° 46' 51"	7.50'	10.72	N79° 39' 13"E	N: 1615668.835 E: 3187596.439	N:1615670.76 E:3187606.98
C: 35	30.47'	232° 46' 40"	7.50'	13.44	S82° 36' 50"W	N: 1615712.044 E: 3187596.393	N:1615710.3 ⁻ E:3187583.06
C: 36	2.02'	25° 00' 25"	4.62'	2.00	N85° 47' 03"W	N: 1615640.286 E: 3187971.924	N:1615640.43 E:3187969.92
C: 37	30.95'	17° 23' 01"	102.00'	30.83	S9° 10' 31"E	N: 1615417.940 E: 3187628.986	N:1615387.50 E:3187633.90
C: 38	7.85'	90° 00' 00"	5.00'	7.07	S40° 47' 47"E	N: 1615659.395 E: 3187950.686	N:1615654.04 E:3187955.30
C: 39	29.34'	13° 07' 56"	128.00'	29.27	S9° 31' 07"E	N: 1615855.077 E: 3187497.260	N:1615826.20 E:3187502.10

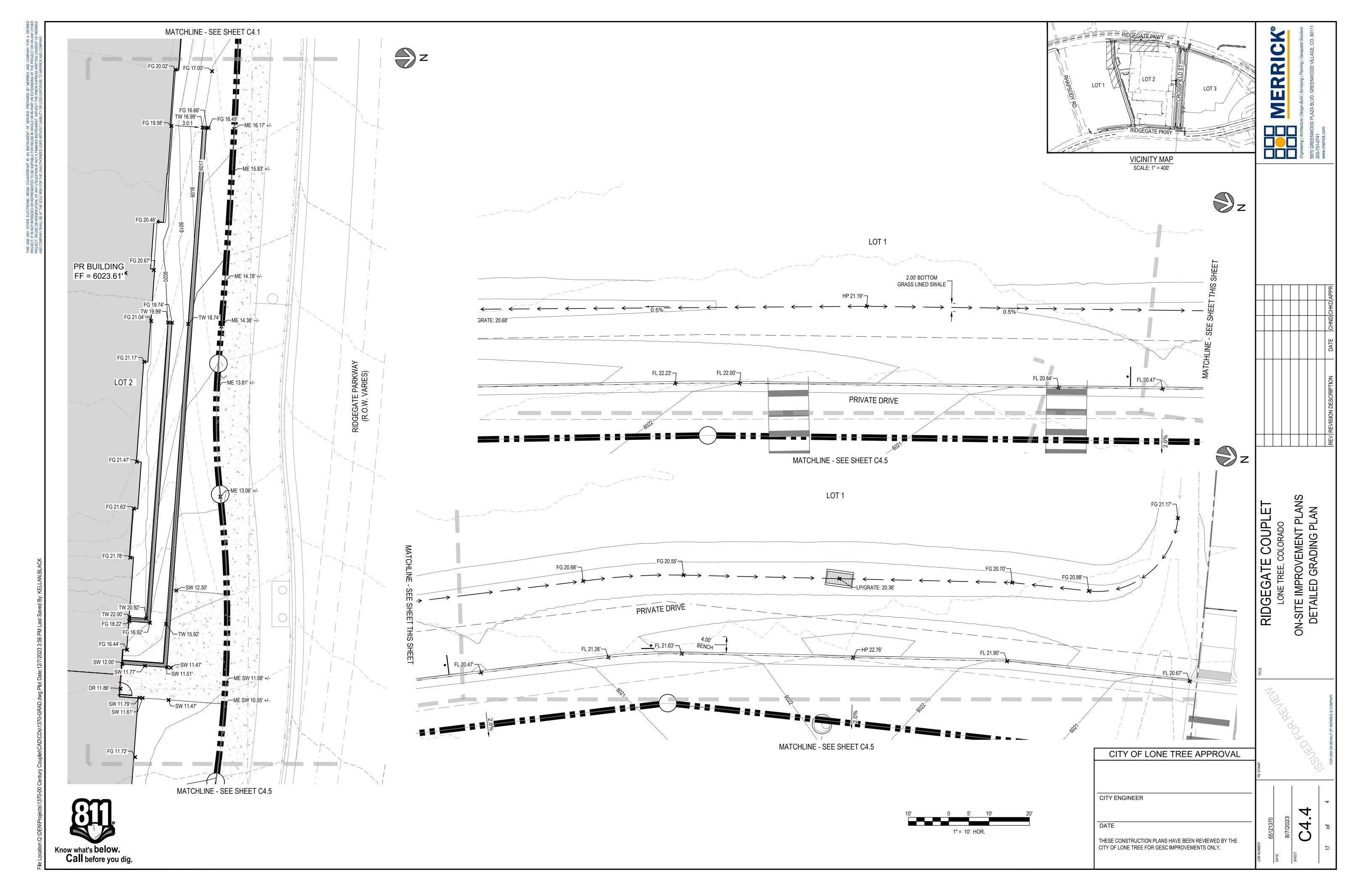




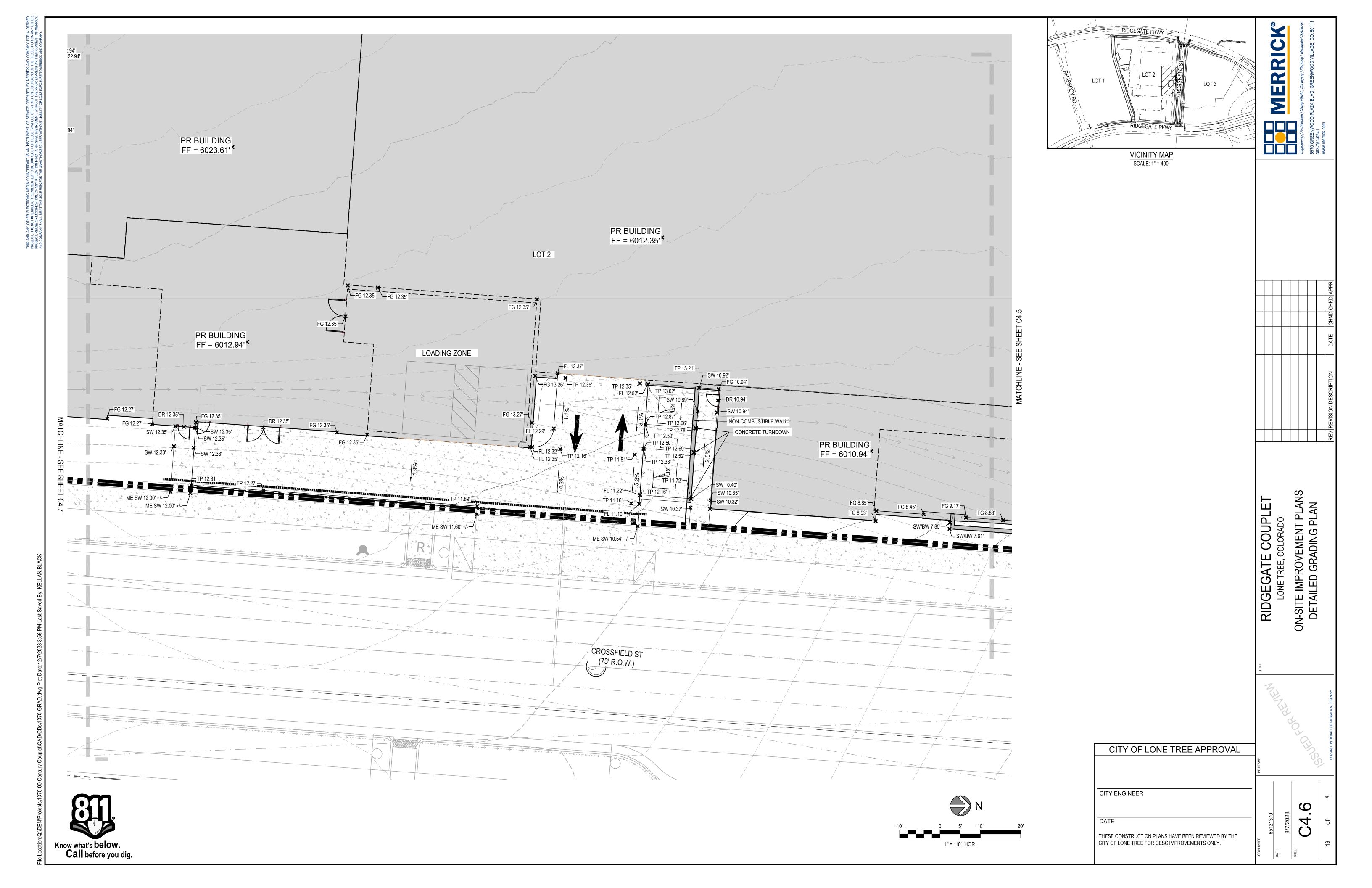


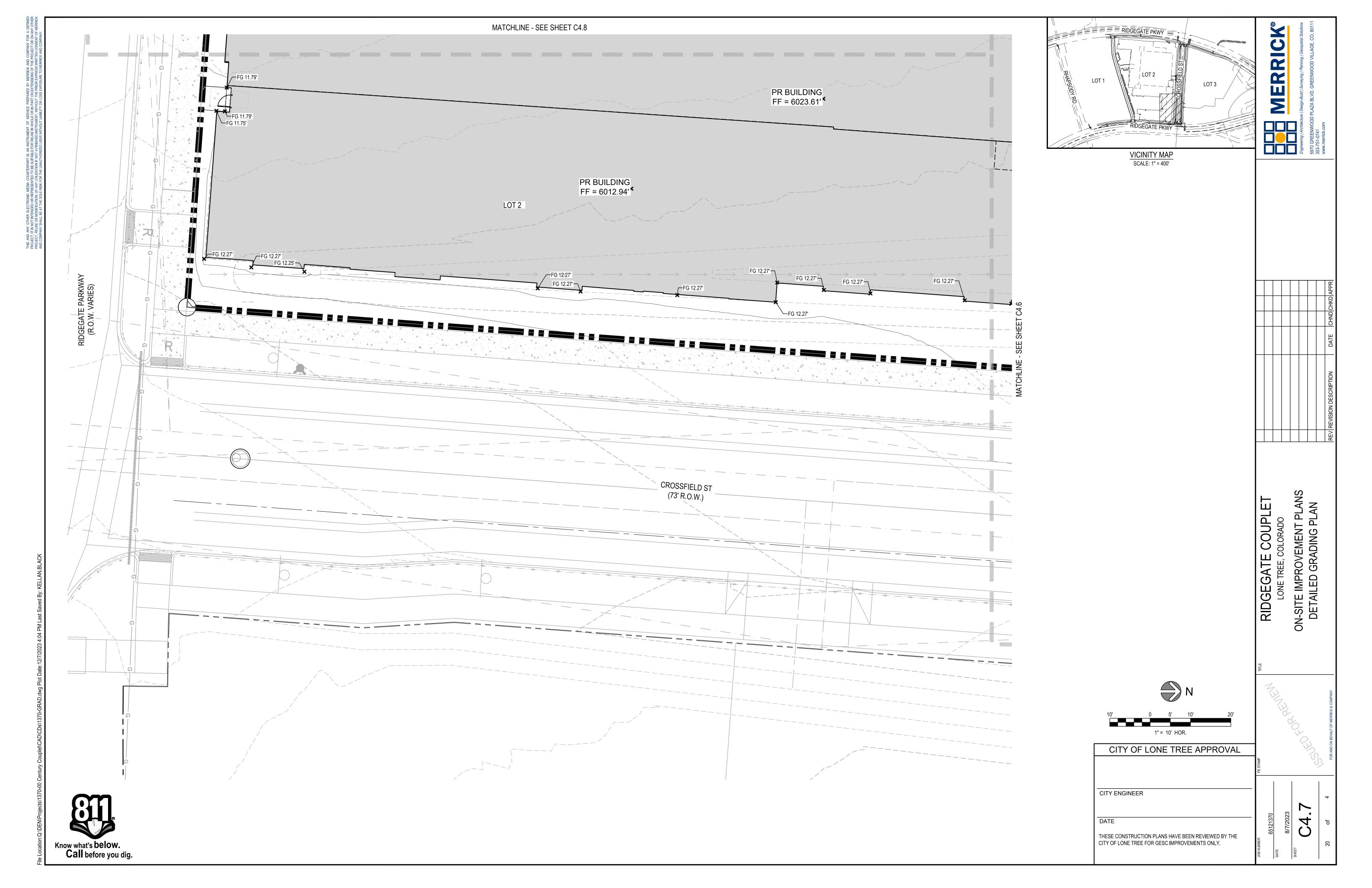




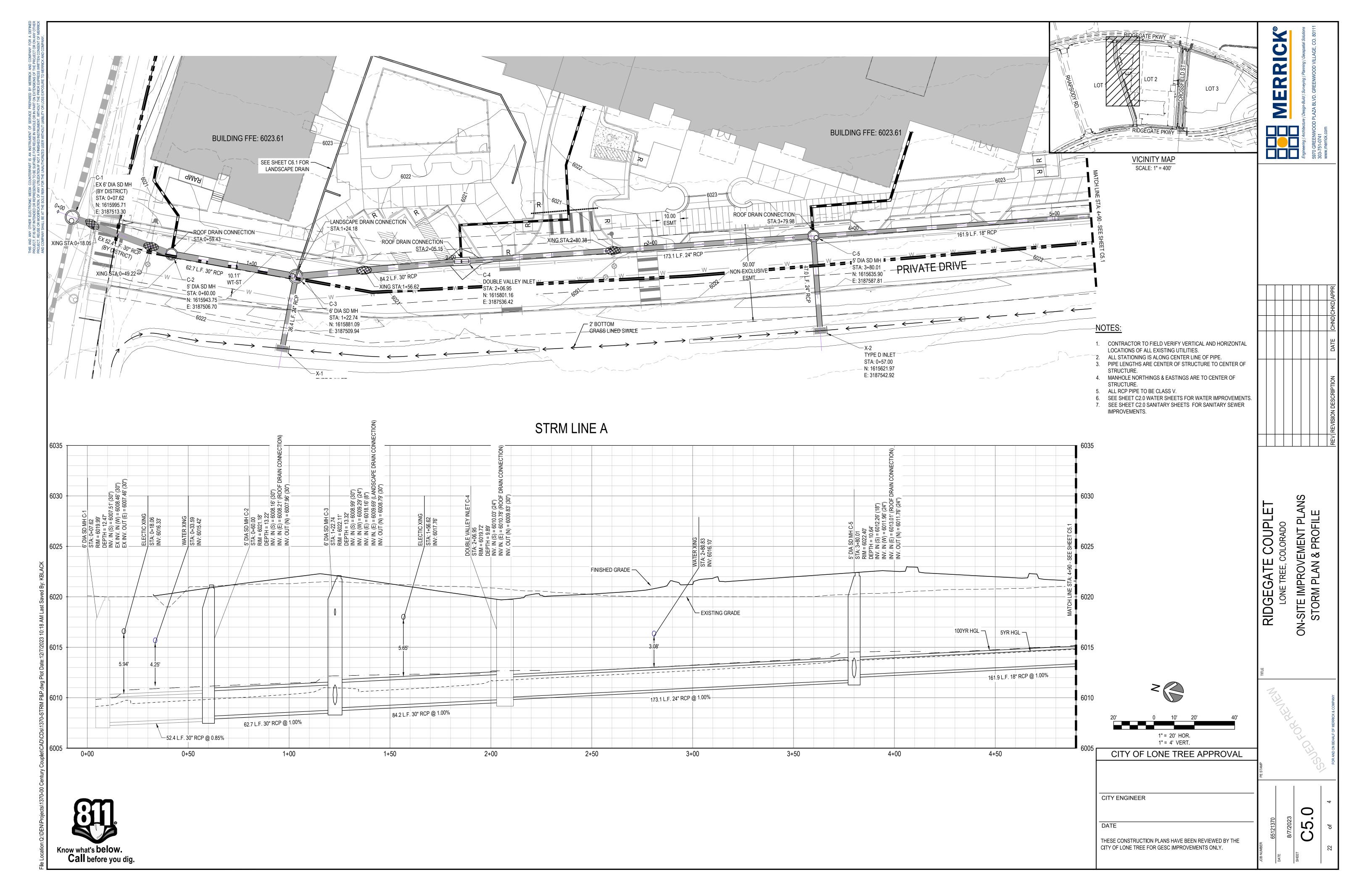


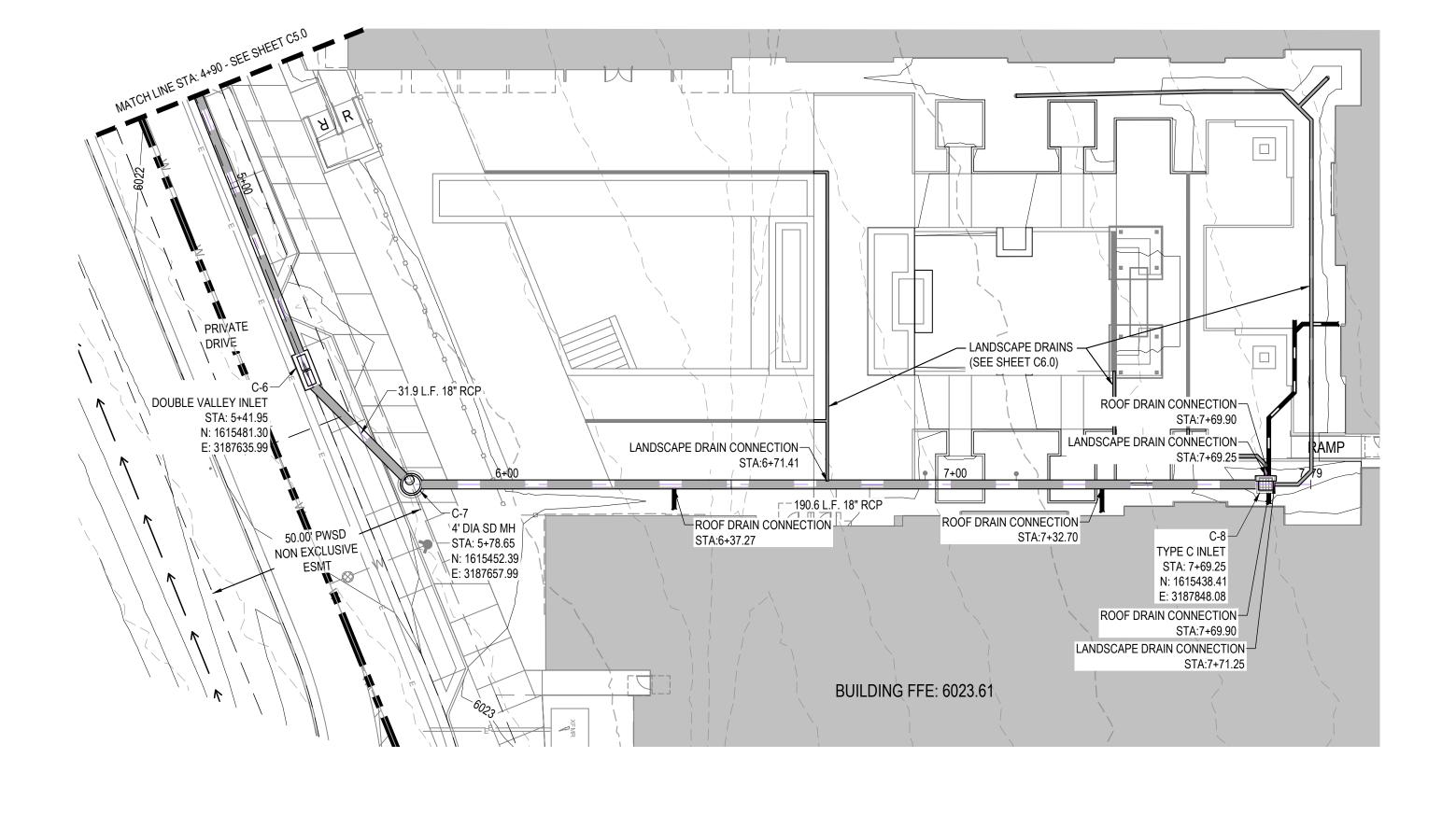


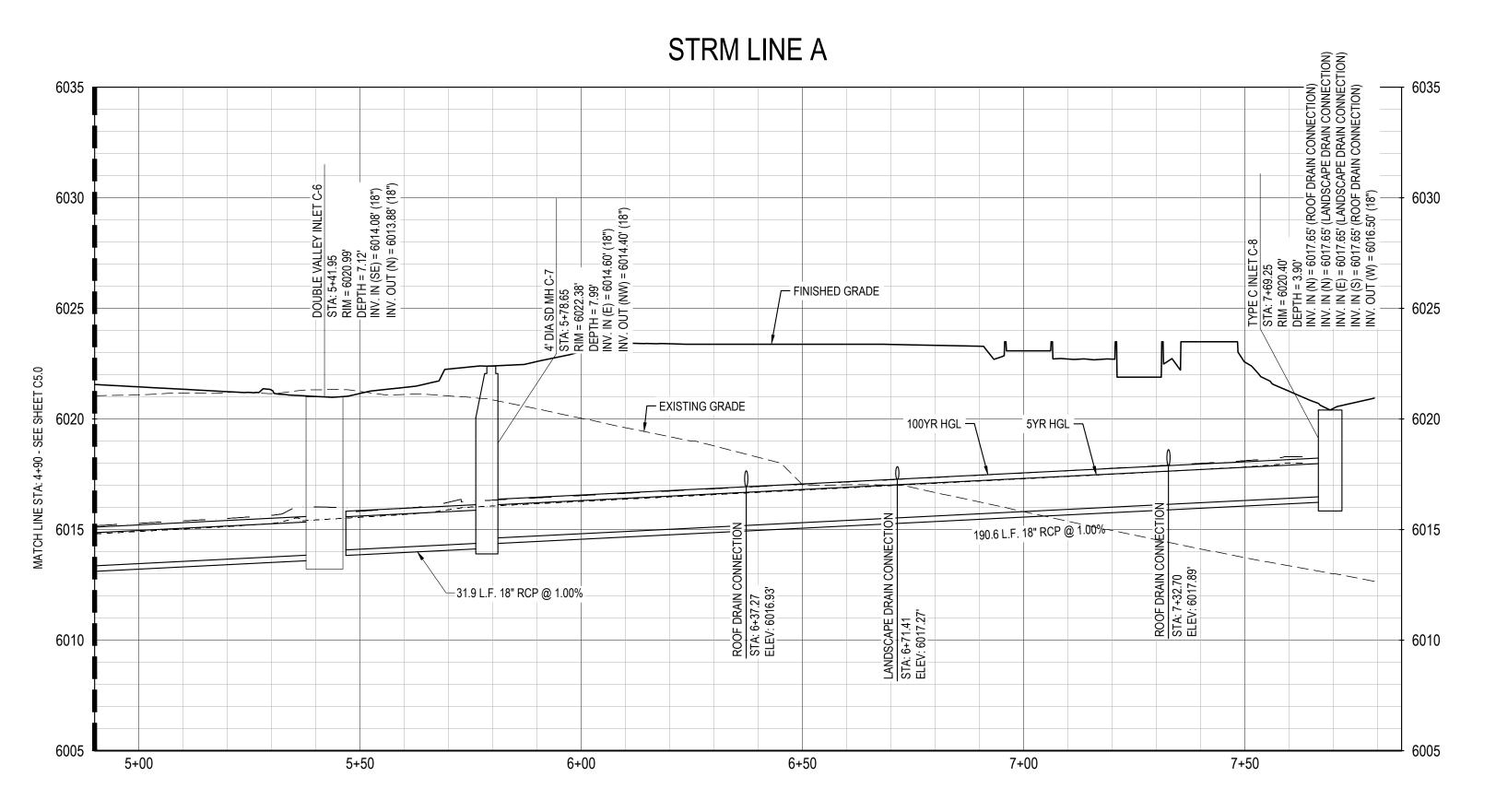


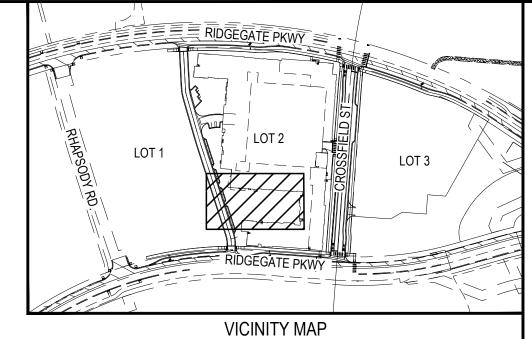












SCALE: 1" = 400'

NOTES:

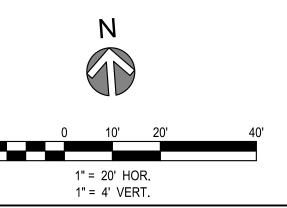
- 1. CONTRACTOR TO FIELD VERIFY VERTICAL AND HORIZONTAL LOCATIONS OF ALL EXISTING UTILITIES.
- 2. ALL STATIONING IS ALONG CENTER LINE OF PIPE. 3. PIPE LENGTHS ARE CENTER OF STRUCTURE TO CENTER OF
- STRUCTURE. 4. MANHOLE NORTHINGS & EASTINGS ARE TO CENTER OF
- STRUCTURE. 5. ALL RCP PIPE TO BE CLASS V.
- 6. SEE SHEET C2.0 WATER SHEETS FOR WATER IMPROVEMENTS.
- 7. SEE SHEET C2.0 SANITARY SHEETS FOR SANITARY SEWER IMPROVEMENTS.

RICK®

M

ON-SITE IMPROVEMENT PLANS STORM PLAN & PROFILE

C5



CITY OF LONE TREE APPROVAL

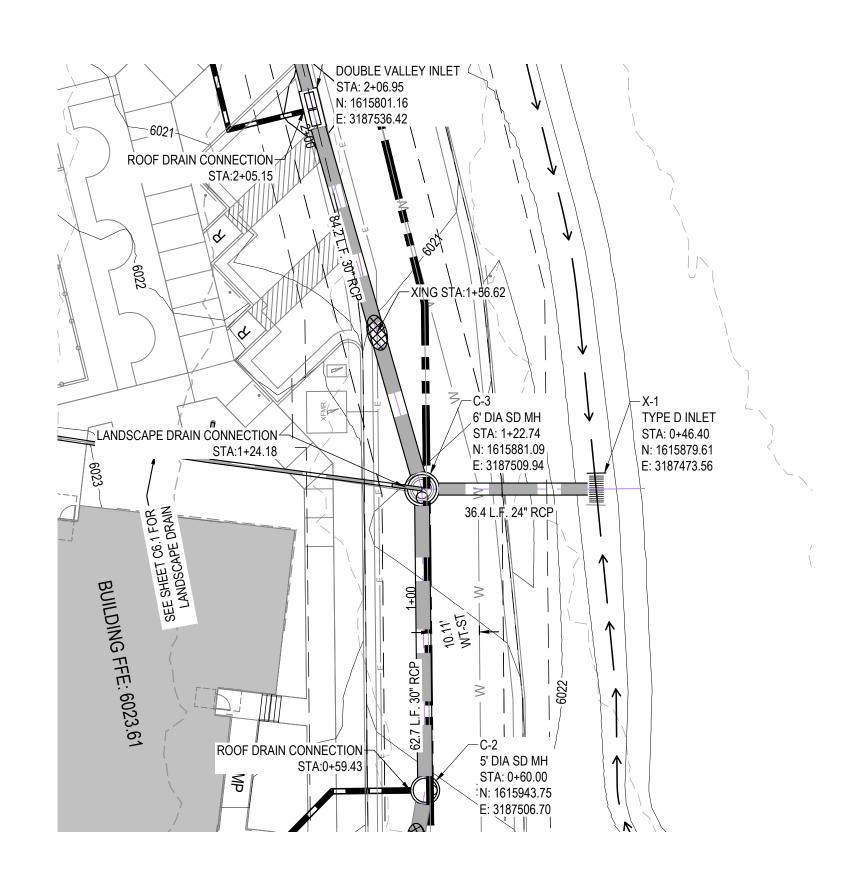
CITY ENGINEER

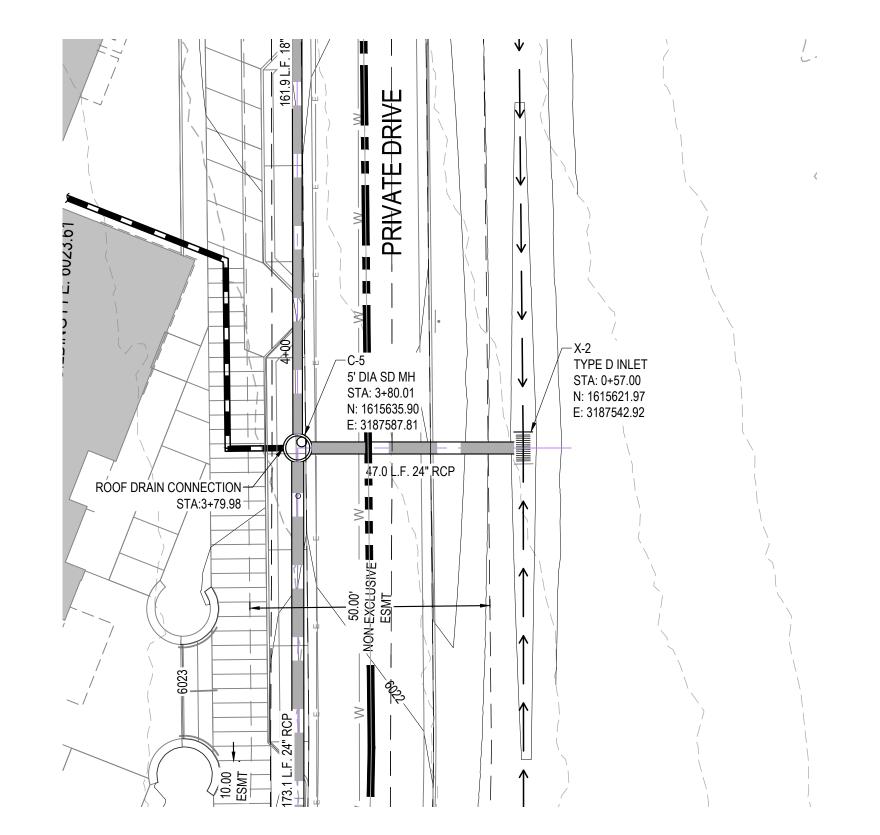
DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR GESC IMPROVEMENTS ONLY.

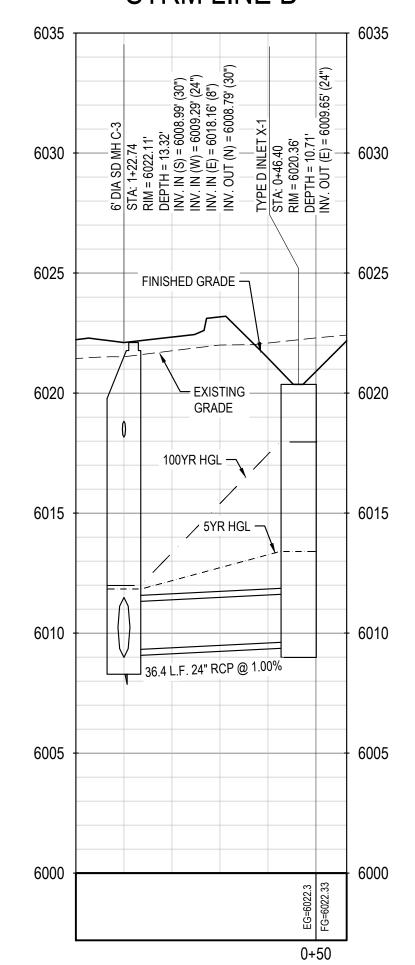


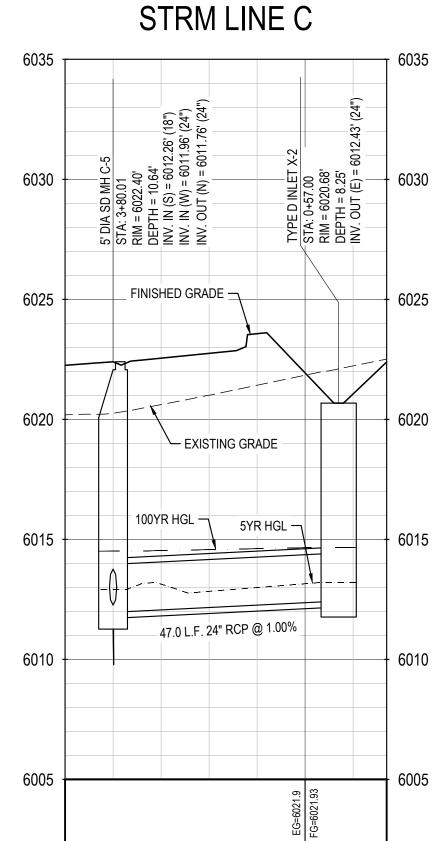
RIDGEGATE COUPLE

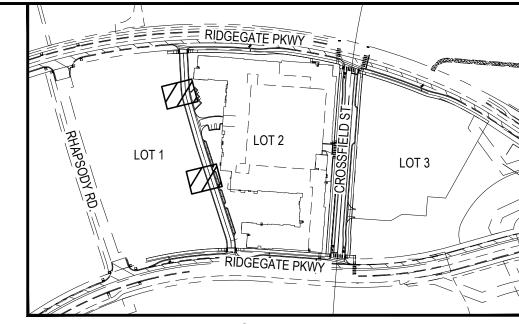




STRM LINE B







SCALE: 1" = 400'

VICINITY MAP

NOTES:

- 1. CONTRACTOR TO FIELD VERIFY VERTICAL AND HORIZONTAL LOCATIONS OF ALL EXISTING UTILITIES.
- 2. ALL STATIONING IS ALONG CENTER LINE OF PIPE. 3. PIPE LENGTHS ARE CENTER OF STRUCTURE TO CENTER OF
- STRUCTURE. 4. MANHOLE NORTHINGS & EASTINGS ARE TO CENTER OF
- STRUCTURE.
- 5. ALL RCP PIPE TO BE CLASS V.
- 6. SEE SHEET C2.0 WATER SHEETS FOR WATER IMPROVEMENTS. 7. SEE SHEET C2.0 SANITARY SHEETS FOR SANITARY SEWER

IMPROVEMENTS.

MERRIC

ON-SITE IMPROVEMENT PLANS STORM PLAN & PROFILE RIDGEGATE COUPLET

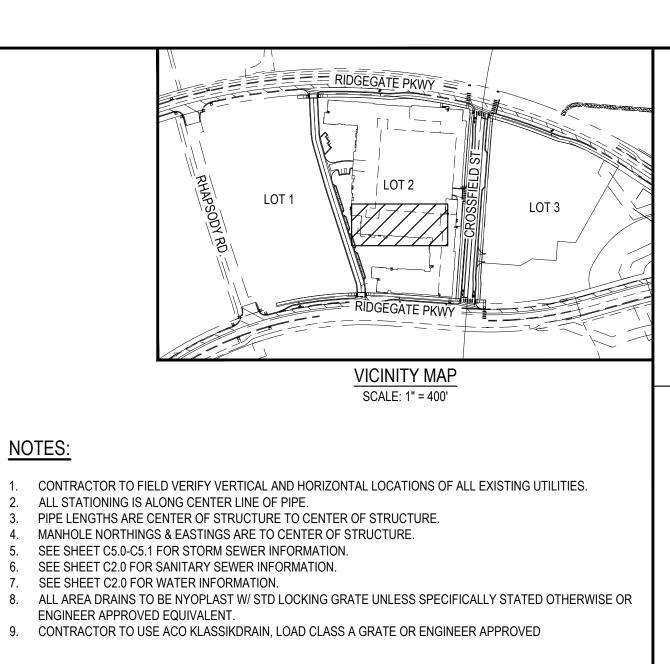
1" = 20' HOR.

1" = 4' VERT.	
CITY OF LONE TREE APPROVAL	
	PE STAMP
CITY ENGINEER	
DATE	
HESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE ITY OF LONE TREE FOR GESC IMPROVEMENTS ONLY.	MBER

035 T		6035
030 -	5' DIA SD MH C-5 STA: 3+80.01 RIM = 6022.40' DEPTH = 10.64' INV. IN (W) = 6011.26' (18") INV. OUT (N) = 6011.76' (24") INV. OUT (N) = 6011.76' (24") STA: 0+57.00 RIM = 6020.68' DEPTH = 8.25' INV. OUT (E) = 6012.43' (24")	6030
025	FINISHED GRADE	6025
020 -	EXISTING GRADE 100YR HGL 5YR HGL	6020
010 -	47.0 L.F. 24" RCP @ 1.00%	6010
005 -	EG=6021.93	6005
•	0+50	



Pipe Table BUILDING Pipe Name | Size | MATERIAL FFE: 6023.61' Pipe - (11) 8.000 41.97 1.00% HDPE Pipe - (12) 8.000 HDPE 17.51 1.00% 45 ° BEND 12" AREA DRAIN 12" AREA DRAIN N: 1615525.58 N: 1615528.98 Pipe - (13) 8.000 HDPE 4.90 1.00% N: 1615526.86 E: 3187858.30 —E: 3187798.92 E: 3187840.83 GRATE = 6019.961 GRATE = 6020.556 4.10 | 1.00% Pipe - (14) 8.000 HDPE 4.4______ GRATE = 6020.137 INV. IN (W) = 6019.39' (8") INV. OUT (E) = 6019.99' (8") INV. IN (W) = 6019.57' (8") INV. OUT (SE) = 6019.40' (8") 22.04 1.00% Pipe - (15) 8.000 HDPE INV. OUT (E) = 6019.57' (8") Dir. ((4) Pipe - (16) 8.000 21.45 | 1.00% HDPE 1 + 56Pipe - (17) 8.000 15.12 1.00% HDPE Pipe - (18) | 8.000 HDPE 19.69 1.00% Pipe - (13)— 6"x73' TRENCH DRAIN @ 0.5% (SEE NOTE 9) 4.24 | 1.00% Pipe - (19) 8.000 HDPE N: 1615521.87 E: 3187861.50 5.16 | 1.00% Pipe - (20) 8.000 HDPE 90° BEND GRATE = 6019.938 Pipe - (21) 6.000 HDPE 3.00 1.00% N: 1615515.07 INV. IN (NW) = 6019.35' (8") CONNECT TO TRENCH DRAIN E: 3187755.62 INV. IN (NE) = 6018.82' (8") Pipe - (22) 1.00% 6.000 HDPE 4.24 N: 1615515.29 GRATE = 6020.267 INV. OUT (SE) = 6019.35' (8") E: 3187752.62 INV. IN (W) = 6019.70' (6") Pipe - (23) HDPE 15.92 1.00% GRATE = 6020.297 INV. OUT (S) = 6019.70' (6") INV. OUT (E) = 6019.73' (6") Pipe - (24) 4.24 1.00% Pipe - (25) 16.50 1.00% Pipe - (26) HDPE 12.34 1.00% 8"x57' TRENCH DRAIN @ 0.5% Pipe - (27) 1.00% 8.000 2.83 12"x37' TRENCH DRAIN @ 0.5% — (SEE NOTE 9) (SEE NOTE 9) 1.00% Pipe - (28) HDPE 8.000 2.34 CONNECT TO TRENCH DRAIN Pipe - (29) 6.000 HDPE 3.00 1.00% N: 1615466.08 E: 3187816.19 55.51 1.50% Pipe - (30) 6.000 GRATE = 6020.386 INV. OUT (S) = 6019.82' (6") Pipe - (31) HDPE 13.42 1.00% 6.000 Pipe - (32) 6.000 HDPE 3.00 | 1.00% CONNECT TO TRENCH DRAIN_ 9.20 | 1.00% Pipe - (33) 8.000 N: 1615451.99 CONNECT TO TRENCH DRAIN E: 3187831.70 6" TEE N: 1615459.94 — 45.11 0.88% Pipe - (34) 8.000 N: 1615459.72 GRATE = 6019.457 E: 3187748.55— E: 3187751.55 INV. OUT (S) = 6018.89' (6") GRATE = 6020.191 71.10 | 1.00% Pipe - (35) 8.000 HDPE -GRATE = 6020.197 INV. OUT (E) = 6019.62' (6") 45 ° BEND INV. IN (N) = 6018.87' (6") N: 1615449.00 41.58 | 1.00% Pipe - (36) 8.000 HDPE INV. IN (W) = 6019.59' (6") E: 3187831.48 INV. OUT (S) = 6018.87' (6") GRATE = 6019.427 Pipe - (37) 8.000 24.99 1.00% 45 ° BEND INV. IN (N) = 6018.86' (6") N: 1615450.21 8"X54' TRENCH DRAIN @ 0.5% ☐ INV. OUT (SE) = 6018.86' (6" Pipe - (38) 8.000 26.46 1.00% CONNECT TO STORM E: 3187815.02 N: 1615446.33 —E: 3187750.56 GRATE = 6019.301 INV. IN (N) = 6018.73' (6") GRATE = 6020.227 🗋 Pipe - (39) 8.000 HDPE 21.19 1.00% INV. IN (N) = 6019.66' (6") > INV. OUT (SE) = 6019.66' (6") Pipe - (40) 8.000 HDPE 8.00 1.00% Pipe - (27) -Pipe - (25) 45 ° BEND 45 ° BEND KORN-N-TEE BUILDING FFE: 6023.61' 8" WYE CONNECTION PROPOSED -N: 1615447.00 CONNECTION N: 1615444.88 N: 1615445.79 BUILDING (TYP) E: 3187817.79 E: 3187846.55 E: 3187834.25 GRATE = 6020.185 GRATE = 6019.897 GRATE = 6020.052 CONNECT TO INLET INV. IN (NW) = 6019.62' (6") INV. IN (W) = 6019.33' (8") INV. IN (NW) = 6018.82' (6") N: 1615438.27 INV. OUT (E) = 6019.62' (6") INV. OUT (SE) = 6019.33' (8") INV. IN (W) = 6019.45' (6") E: 3187850.08 INV. OUT (E) = 6019.45' (8") 45 ° BEND GRATE = 6018.995 N: 1615442.74 INV. IN (E) = 6018.43' (8") E: 3187848.40 GRATE = 6019.869 CONNECT TO INLET INV. IN (NW) = 6019.30' (8") N: 1615440.41 INV. OUT (S) = 6019.30' (8") E: 3187848.23



NOTES:

12" AREA DRAIN

GRATE = 6019.481

INV. OUT (SW) = 6018.91' (8")

N: 1615527.88

E: 3187868.46

—Pipe - (14)

45 ° BEND

N: 1615518.76

E: 3187864.18

12" AREA DRAIN

INV. IN (N) = 6019.08' (8") INV. OUT (S) = 6019.08' (8")

12" AREA DRAIN

GRATE = 6019.437 INV. IN (N) = 6018.87' (8")

INV. OUT (S) = 6018.87' (8")

N: 1615475.39

E: 3187860.99

12" AREA DRAIN

GRATE = 6019.285

 \sqrt{INV} . IN (N) = 6018.72' (8")

INV. OUT (S) = 6018.72' (8")

N: 1615460.30

E: 3187859.88

GRATE = 6019.088 INV. IN (N) = 6018.52' (8") INV. OUT (SW) = 6018.52' (8")

45° BEND N: 1615437.89

E: 3187855.23

GRATE = 6019.046

INV. IN (NE) = 6018.48' (8")

INV. OUT (W) = 6018.48' (8")

45 ° BEND N: 1615440.66

GRATE = 6019.846 INV. IN (N) = 6019.28' (8")

E: 3187858.44

BUILDING

FFE: 6023.61'

N: 1615496.78

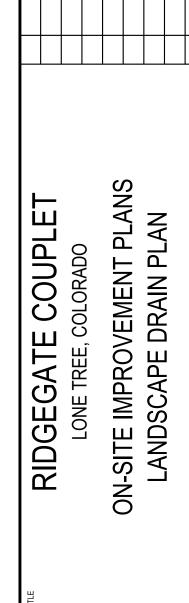
E: 3187862.56 GRATE = 6019.651

GRATE = 6019.871

INV. IN (NW) = 6019.30' (8")

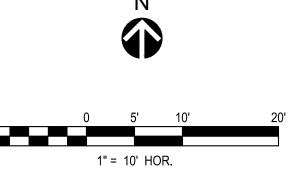
INV. OUT (S) = 6019.30' (8")

- CONTRACTOR TO FIELD VERIFY VERTICAL AND HORIZONTAL LOCATIONS OF ALL EXISTING UTILITIES.
- ALL STATIONING IS ALONG CENTER LINE OF PIPE.
- SEE SHEET C5.0-C5.1 FOR STORM SEWER INFORMATION.
- SEE SHEET C2.0 FOR WATER INFORMATION.
- 9. CONTRACTOR TO USE ACO KLASSIKDRAIN, LOAD CLASS A GRATE OR ENGINEER APPROVED



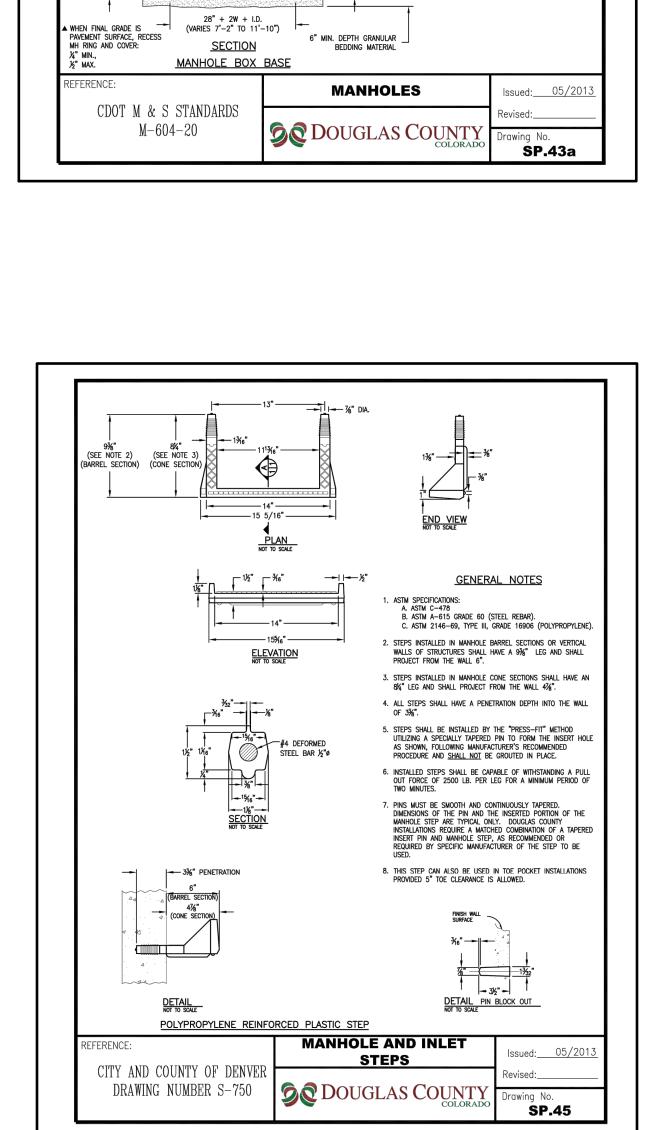
C6.0

Σ



Pipe Table Pipe Name | Size | MATERIAL | Pipe - (11) 8.000 HDPE 41.97 1.00% 1.00% Pipe - (12) 8.000 17.51 VICINITY MAP Pipe - (13) 8.000 HDPE 4.90 1.00% SCALE: 1" = 400' 8" TEE 4.10 | 1.00% Pipe - (14) 8.000 HDPE N: 1615877.00 E: 3187554.85 NOTES: Pipe - (15) 8.000 HDPE 22.04 1.00% -GRATE = 6011.784 INV. IN (E) = 6011.03' (8") Pipe - (16) 8.000 HDPE 21.45 1.00% INV. IN (S) = 6011.03' (8") 1. CONTRACTOR TO FIELD VERIFY VERTICAL AND HORIZONTAL LOCATIONS OF ALL EXISTING UTILITIES. 12" AREA DRAIN ALL STATIONING IS ALONG CENTER LINE OF PIPE. INV. OUT (W) = 6011.03' (8") N: 1615869.21 Pipe - (17) 8.000 15.12 1.00% HDPE 3. PIPE LENGTHS ARE CENTER OF STRUCTURE TO CENTER OF STRUCTURE. E: 3187625.52 4. MANHOLE NORTHINGS & EASTINGS ARE TO CENTER OF STRUCTURE. GRATE = 6012.495 Pipe - (18) 8.000 HDPE 19.69 1.00% 5. SEE SHEET C5.0-C5.1 FOR STORM SEWER INFORMATION. INV. IN (S) = 6011.74' (8") Disc. (OF) 6. SEE SHEET C2.0 FOR SANITARY SEWER INFORMATION. INV. OUT (W) = 6011.74' (8") Pipe - (19) 8.000 HDPE 4.24 1.00% 7. SEE SHEET C2.0 FOR WATER INFORMATION. 8. ALL AREA DRAINS TO BE NYOPLAST W/ STD LOCKING GRATE UNLESS SPECIFICALLY STATED OTHERWISE OR Pipe - (20) 8.000 HDPE 5.16 1.00% ENGINEER APPROVED EQUIVALENT. 12" AREA DRAIN Pipe - (21) 6.000 HDPE 3.00 1.00% _N: 1615869.05 E: 3187553.98 Pipe - (22) 6.000 1.00% HDPE 4.24 GRATE = 6011.864 INV. OUT (N) = 6011.11' (8") Pipe - (23) 6.000 1.00% HDPE 15.92 Pipe - (24) 1.00% 1.00% Pipe - (25) 16.50 Pipe - (26) 8.000 1.00% 12.34 BUILDING Pipe - (27) 8.000 1.00% 2.83 FFE: 6023.61' 1.00% Pipe - (28) 8.000 2.34 Pipe - (29) 6.000 1.00% 3.00 12" AREA DRAIN Pipe - (30) 55.51 1.50% 6.000 N: 1615827.75 E: 3187622.48 13.42 1.00% Pipe - (31) 6.000 GRATE = 6012.911 INV. IN (S) = 6012.16' (8") 3.00 | 1.00% Pipe - (32) 6.000 INV. OUT (N) = 6012.16' (8") Pipe - (33) 8.000 9.20 1.00% Pipe - (34) 8.000 45.11 0.88% Pipe - (35) 8.000 71.10 1.00% Pipe - (36) 8.000 41.58 1.00% Pipe - (37) 8.000 24.99 1.00% ON-SITE IMPROVEMENT PLANS LANDSCAPE DRAIN PLAN Pipe - (38) 8.000 26.46 1.00% 21.19 1.00% 8.00 1.00% Pipe - (39) 8.000 Pipe - (40) 8.000 HDPE RIDGEGATE COUPLETONE TREE, COLORADO 45 ° BEND N: 1615802.82 E: 3187620.66 GRATE = 6013.161 INV. IN (SW) = 6012.41' (8") INV. OUT (N) = 6012.41' (8") 12" AREA DRAIN
N: 1615787.08
E: 3187579.50
GRATE = 6013.638
INV. OUT (E) = 6012.89' (8") 45 ° BEND N: 1615785.53 E: 3187600.63 GRATE = 6013.426 INV. IN (W) = 6012.68' (8") <u>C6.</u>

RIDGEGATE PKWY



2-501 IN TOP SLAB (TYP.) -

504 @ 12" (TYP.) (PLACE TO WITHIN 3" OF CYLINDRICAL OPENING)

<u>PLAN</u>

/ 24"ø MANHOLE RING AND COVER

16" + W + I.D./2 OR TO WITHIN 3" OF CYLINDRICAL OPENING

503 @ 12"

(UNIFORM SPACING BETWEEN STEPS)

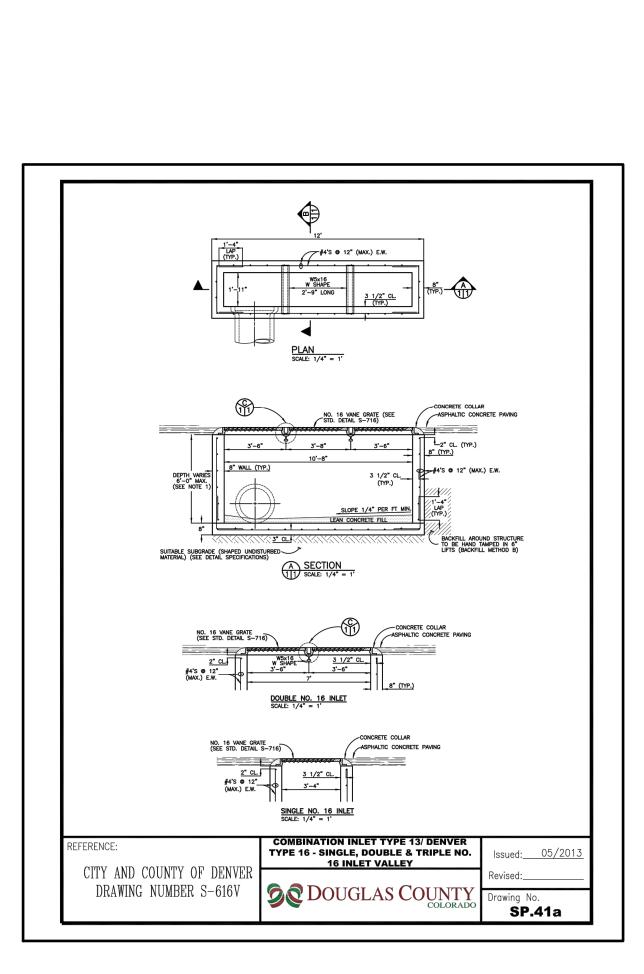
W+12"

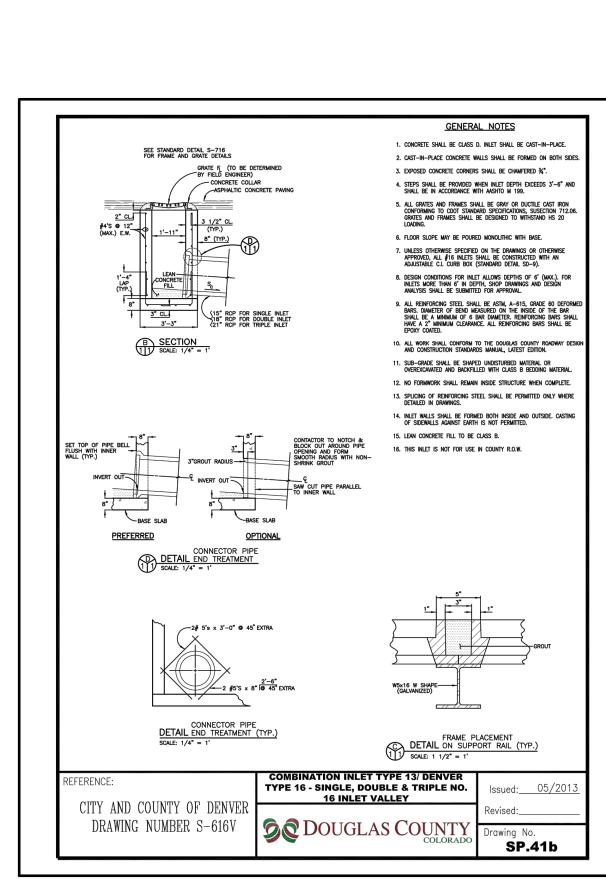
8" (TYP.)

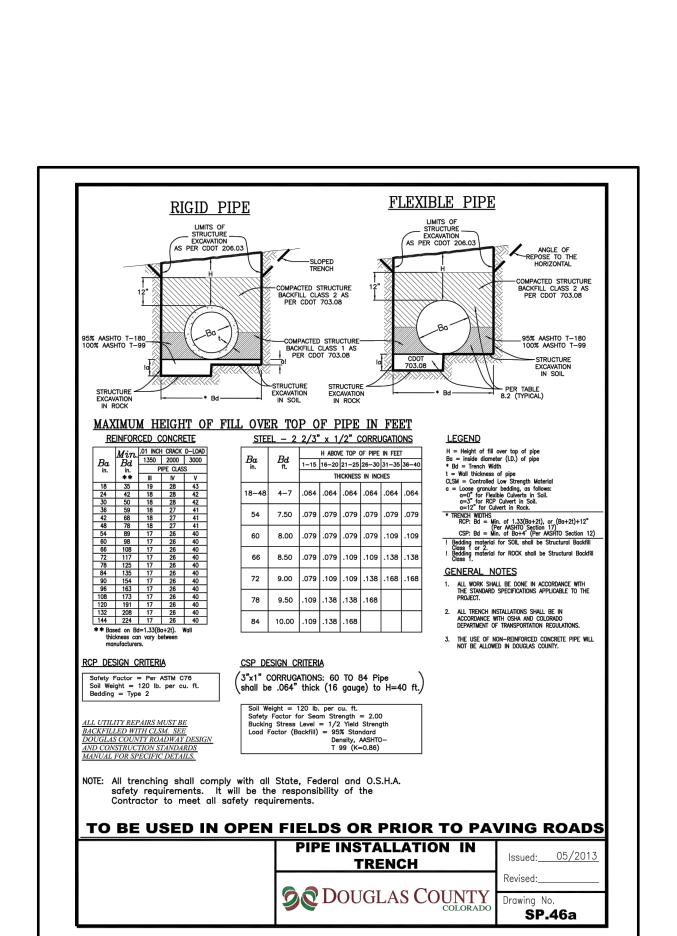
▲TOP OF GRADE —

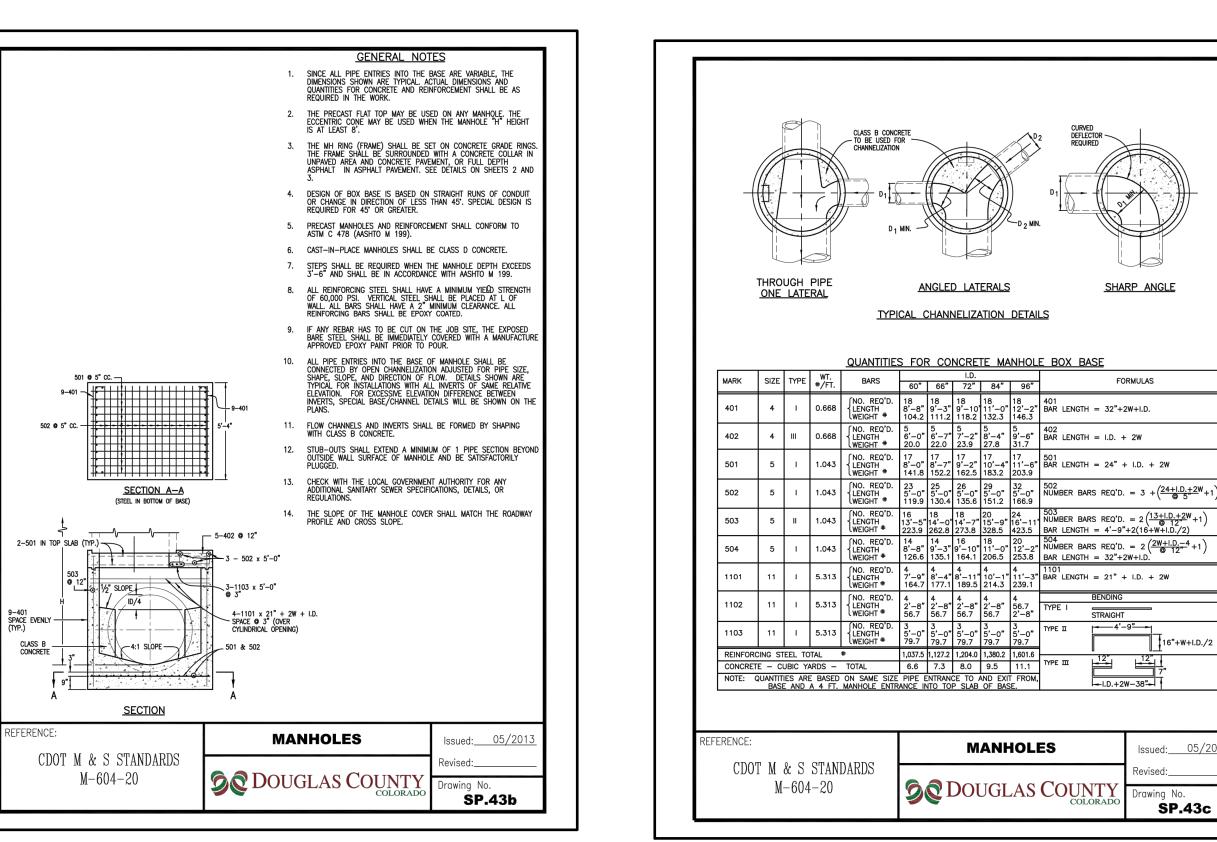
∕3-1103 x 5'-0" @ 3"

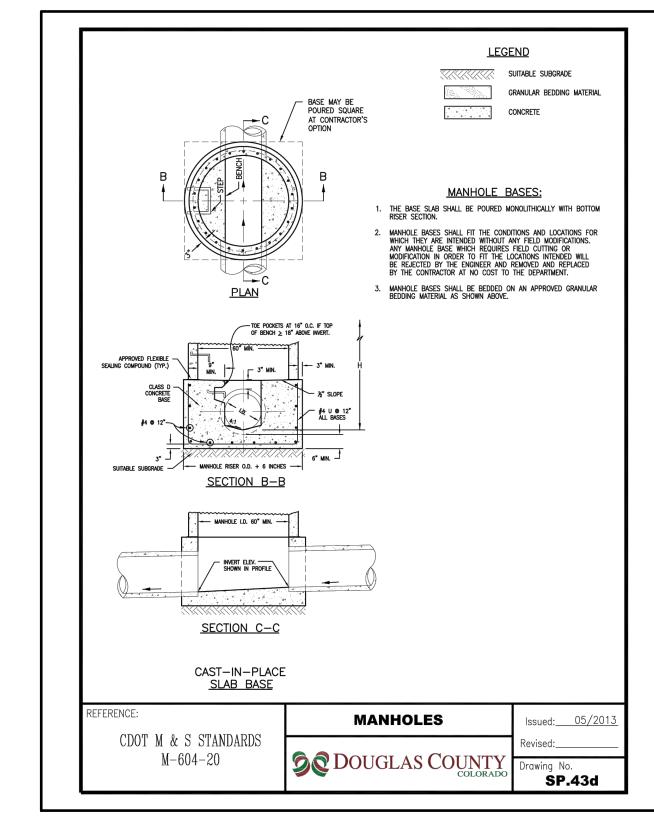
TOP SLAB PLAN

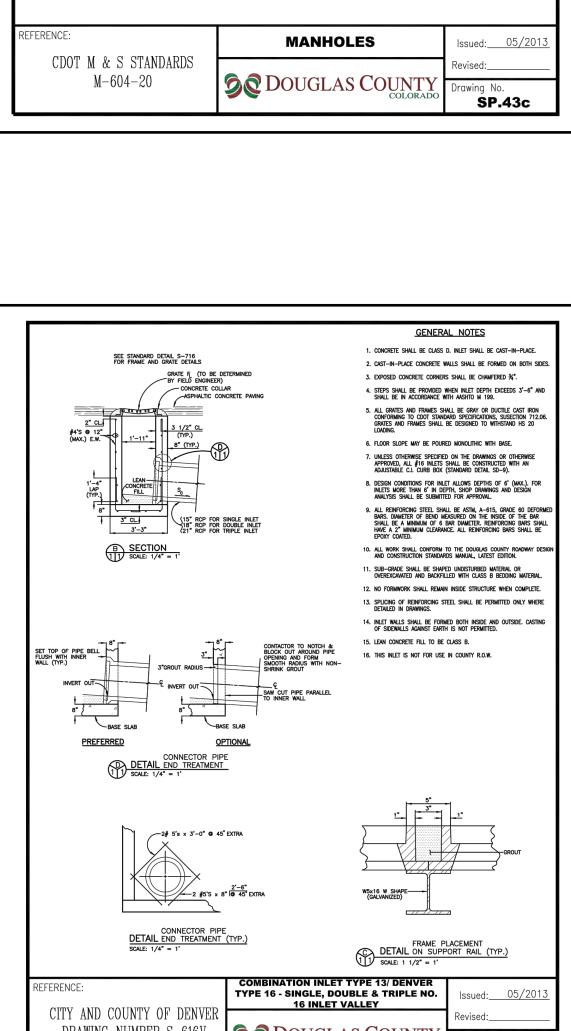








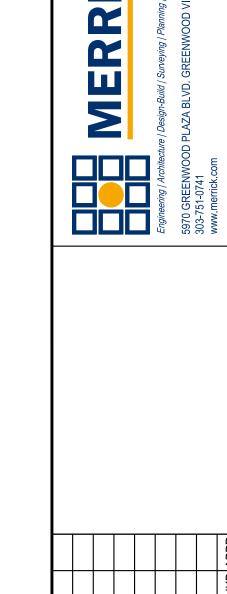




SHARP ANGLE

4'-9"-1

16"+W+I.D./



COUPL IMPROVEMENT I DETAILS RIDGEGATE ON-SITE

0 0

NOTES:

- . This trench backfill detail specifies requirements in addition to those specified in the latest edition of the Colorado Department of Transportation's Standard Specifications for Road and Bridge Construction.
- 2. A construction traffic control plan shall be submitted to and approved by Douglas County prior to issuance of construction permits in the County right—of—way.
- 3. Trench shall be braced or shored as necessary for the safety of the workers and protection of other utilities or structures in accordance with applicable local, state and federal safety regulations.
- 4. The trench width shall be confined to those minimum dimensions, which will permit proper installation
- and acceptable pipe loading, as established by current local, state and federal Safety regulations.

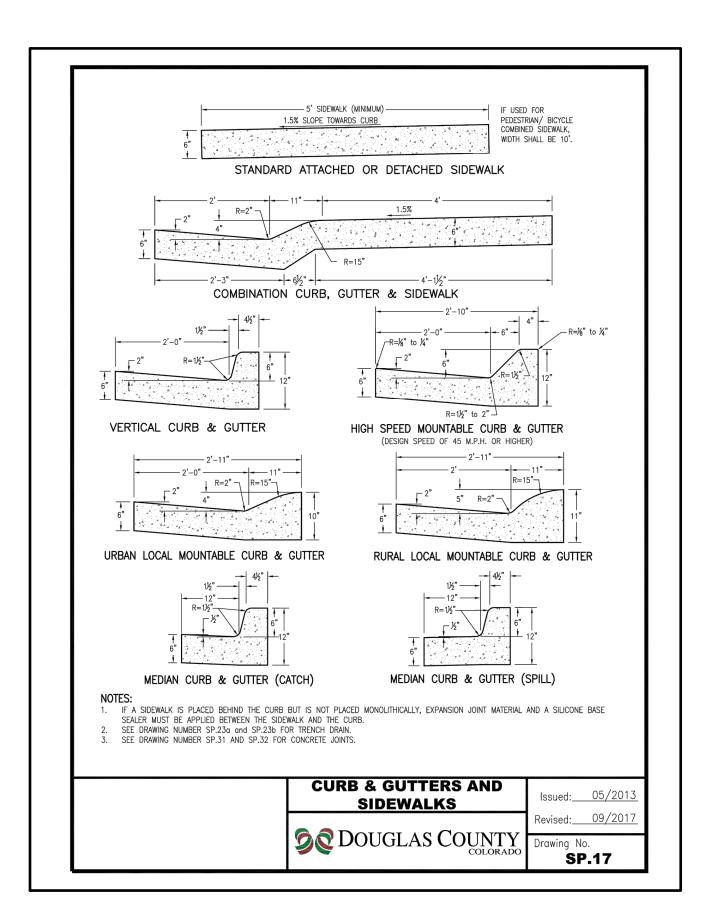
 5. Backfill compaction requirements: Minimum density will be determined in accordance with AASHTO T 99 or
- T 180 as defined by CDOT Standard Specifications Section 203.07 and CDOT 703.03. Except for CLSM.
- 6. Full depth asphalt can be used as an alternative to base course.7. Pavement edges shall be saw—cut. Edges shall be tack coated prior to patching.
- 8. All storm sewers shall be constructed so that a minimum cover is maintained to withstand AASHTO HS-20 loading on the pipe. The minimum cover to withstand live loading depends upon the pipe size, type and class, and soil bedding condition, but shall be not less than 1-foot at any point along the pipe. Other factors that affect the depth of the pipe are hydraulic grade line elevations, inlet depths, adjacent utilities or utility crossings, including water and sewer services lines along residential streets, and connections to existing storm sewer systems. The roadway subgrade, which supports the pavement section is typically plowed to a certain depth, moisture treated and compacted prior to the placement of the sub-base, base course, and surfacing. There are also instances where the subgrade material must be excavated and replaced or treated to a certain depth to mitigate swelling soils. These efforts can impact the storm sewer system if it has not been designed with adequate depth. The design engineer shall use the best information available, including pavement design or soils reports (if available) to ensure
- 9. Changes in design criteria will require compensating change in pipe design.
- 10. When pipe sewer is to be extended or replaced with pipe of different material, the connections shall conform to the detail shown on plans or be approved through Douglas County Engineering.
- 11. When two or more conduits are laid side—by—side, they shall be placed so that they are ½ outside diameter, or ½ outside span, or 3' apart, whichever is less. However, if end sections are used, the minimum spacing shall be 1' between the outside edge of end sections.
- 12. TRENCH INSTALLATION (per OSHA Standards):

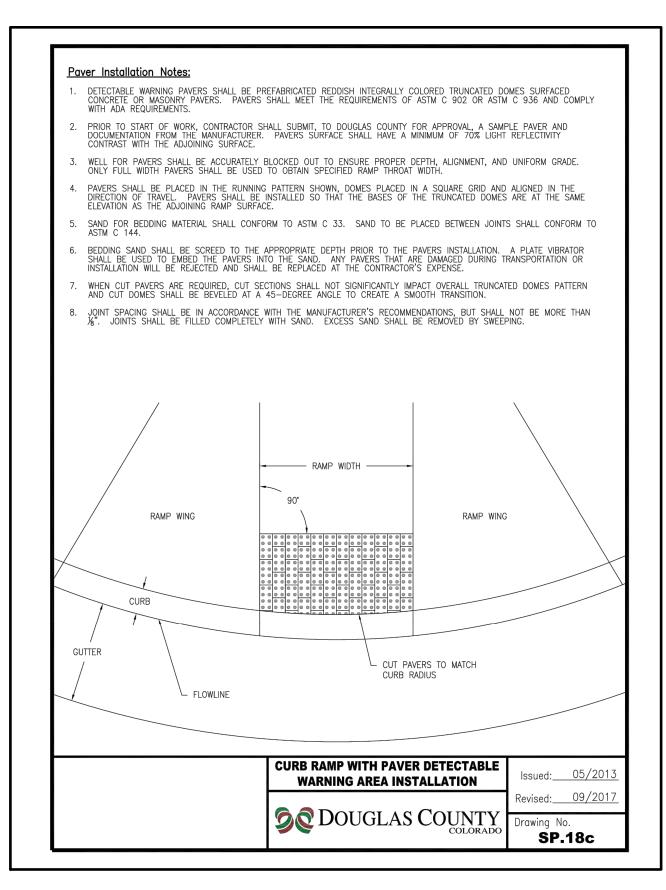
that storm sewer pipes have adequate depth.

- a. Trenches over 5 feet in depth shall be either shored or the trench walls shall be sloped no steeper than 3:1 to the angle of repose. If sloped, the bottom of the slope shall be a minimum of 1 foot above the top of the pipe.
- b. Shoring will be required when the bottom of the slope is more than 3 feet above the bottom of
- c. All sheeting or shoring to be removed.
- 13. CLSM may be used in place of Structural Backfill.
- 14. CLSM shall not exceed a strength over 1000 p.s.i.
- REFERENCE: Douglas County Drainage Manual and Colorado Department of Transportation "M" Standards.

TO BE USED IN OPEN FIELDS OR PRIOR TO PAVING ROADS

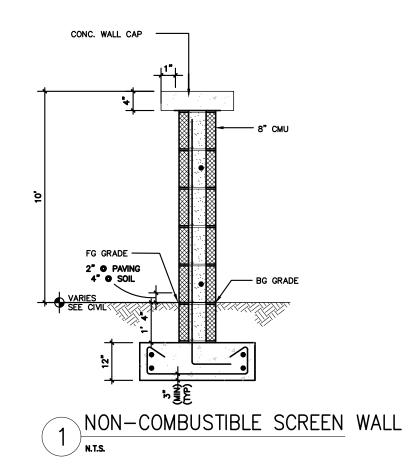
PIPE INSTALLATION IN TRENCH NOTES	Issued: 05/2013
	Revised:
DOUGLAS COUNTY	Drawing No. SP.46b





Item	Description	Conveyance	Detention
Pipe	Type S: This pipe shall have a full circular cross section, with an outer corrugated pipe wall and a smooth inner wall per latest edition of AASHTO M294 and ASTM F2306 for diameters 12" to 60" and AASHTO M252 for diameters 3" to 10", section 4.1.2.	Same	
Fittings	Shall conform to AASHTO M252, AASHTO M294, and/or ASTM F2306.	Same	
Joints	Pipe shall be joined with a water tight joint meeting the requirements of ASTM D3212 laboratory test 74kPa (10.8 psi) and utilize a bell and spigot design with a gasket meeting ASTM F477.	Same	
Bedding	Bedding material to be squeegee or course sand bedding in accordance with City of Lone Tree typical trench section.	6" above top of pipe	
Trench Width	Minimum trench width shall not be less than 1.25 times the pipe outside diameter plus 12 inches. (1.25 x O.D. + 12")	NA	NA
Max. Cover		≤ 20 feet If > 20 feet requires engineer's approval in writing	8 feet
Min. Cover		24" from top of pipe to bottom of flexible pavement and top of rigid pavement	
Manholes & Cleanouts		Concrete manholes only	See Underground Detention Item below
Connections. to Manholes and dissimilar material	Waterstop [®] Gaskets (or equivalent) grouted in with non-shrink grout and/or flexible boot fittings can be provided by other manufactures.	Same	
End Treatment	End treatments for HDPE pipe shall be manufactured from a concrete flared end section, headwall, or sloped paving.	Same	
Spacing	Cell spacing for detention	NA	18" minimum O.D. to O.D.
Post Installation Inspection	Visually inspect 100 percent of all the cross culvert, storm drain installations, and irrigation pipe units, selected by the Engineer. If any visible segments of concern are identified, additional testing may be required as directed by the engineer. For storm sewers and culverts ≥ 36" the additional inspection may include direct manual measurements, for storm sewers and culverts < 36" the additional inspection may include performing remote video inspection and/or mandrel testing. Lines that do not pass a deflection test of 7.5% must be repaired or replaced at no additional cost to the Owner.	Same	

NYLOPLAST BEDDING DETAIL



 CONTRACTOR TO SUBMIT SIGNED AND SEALED PLAN BY A LICENSED STRUCTURAL ENGINEER IN THE STATE OF COLORADO FOR CITY APPROVAL PRIOR TO COMMENCING CONSTRUCTION.

