RIDGEGATE SOUTHWEST VILLAGE FILING 5

A PORTION OF THE RIDGEGATE PLANNED DEVELOPMENT DISTRICT, EAST SIDE PROPERTY

A PORTION OF THE EAST HALF OF SECTION 23 AND THE WEST HALF OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO

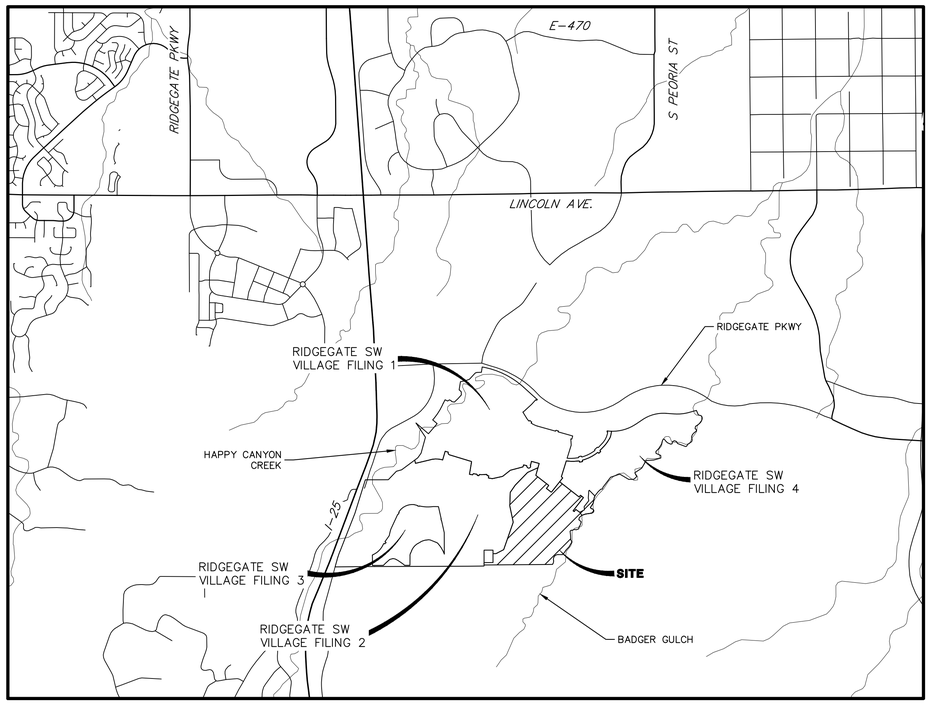
CIVIL CONSTRUCTION PLANS

ABBREVIATIONS

AC	ACRE
AD	ALGEBRAIC DIFFERENCE
AH	AHEAD
ARCH	ARCHITECT
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASSY	ASSEMBLY
AVE	AVENUE
BB	BOX BASE
BK	BACK
BNDY	BOUNDARY
BOP	BOTTOM OF PIPE
BOV	BLOW OFF VALVE
BFV	BUTTERFLY VALVE
BLVD	BOULEVARD
BW	BOTTOM OF WALL
C&G	CURB & GUTTER
CATV	CABLE TELEVISION
CB	CATCH BASIN
CBC	CONCRETE BOX CULVERT
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
CDS	CUL-DE-SAC
CF	CUBIC FOOT
CFS	CUBIC FEET PER SECOND
CIP	COMPLETE IN PLACE
CL	CENTER LINE
CLOMR	CONDITIONAL LETTER OF MAP REVISION
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
COCS	CITY OF COLORADO SPRINGS
CONC	CONCRETE
CR	CIRCLE
CSP	CORRUGATED STEEL PIPE
CSU	COLORADO SPRINGS UTILITIES
CT	COURT
CTRB	CONCRETE THRUST REDUCER BLOCK
CY	CUBIC YARD
DBPS	DRAINAGE BASIN PLANNING STUDY
DE	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DR	DRIVE
DRC	DESIGN REVIEW COMMITTEE
DU	DWELLING UNITS
DY	DAY
E	EAST
EA	EACH
EGL	ENERGY GRADE LINE
EL	ELEVATION
ELEC	ELECTRIC
EOA	EDGE OF ASPHALT
EPC	EL PASO COUNTY
ERCP	ELLIPTICAL RCP
ESMT	EASEMENT
EST	ESTIMATE
EX	EXISTING
FDP	FINAL DEVELOPMENT PLAN
FDR	FINAL DRAINAGE REPORT
FES	FLARED END SECTION
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FIL	FILING
FO	FIBER OPTIC CABLE
GB	GRADE BREAK
GE	GAS EASEMENT
GIS	GEOGRAPHIC INFORMATION SYSTEM
GL	GAS LINE
GPS	GLOBAL POSITIONING SYSTEM
GV	GATE VALVE
HBP	HOT BITUMINOUS PAVEMENT
HC	HANDICAP
HDC	HIGH DEFLECTION COUPLING
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HMA	HOT MIX ASPHALT
HOA	HOME OWNERS ASSOCIATION
HP	HIGH POINT
HR	HOUR
I	INLET
IE	IRRIGATION EASEMENT
INT	INTERSECTION
INV	INVERT
IRR	IRRIGATION
KB	KICK (THRUST) BLOCK
LB	POUND
LE	LANDSCAPE EASEMENT
LF	LINEAR FOOT
LN	LANE
LOMR	LETTER OF MAP REVISION
LP	LOW POINT
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
M/D	MOISTURE DENSITY
MDDP	MASTER DEVELOPMENT DRAINAGE PLAN
MH	MANHOLE
MIN	MINIMUM
MS	MOUNTABLE SIDEWALK
N	NORTH
NRCP	NON-REINFORCED CONCRETE PIPE
ODP	OFFICIAL DEVELOPMENT PLAN
OHE	OVERHEAD ELECTRIC
OHU	OVERHEAD UTILITY
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PDP	PRELIMINARY DEVELOPMENT PLAN
PE	PROFESSIONAL ENGINEER
PI	POINT OF INTERSECTION
PKWY	PARKWAY
PL	PROPERTY LINE
PP	POLYPROPYLENE PIPE
PR	PROPOSED
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PV	PLUG VALVE
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCBC	REINFORCED CONCRETE BOX CULVERT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
STE	STEEL
SAN	SANITARY SEWER
SF	SQUARE FOOT
ST	STREET
STA	STATION
STM	STORM SEWER
SY	SQUARE YARD
SY-IN	SQUARE YARD INCH
TB	THRUST BLOCK
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TEL	TELEPHONE
TN	TON
TOA	TOP OF ASPHALT
TOB	TOP OF BOX
TOC	TOP OF CURB OR CONCRETE
TOF	TOP OF FOUNDATION
TOP	TOP OF PIPE
TW	TOP OF WALL
TYP	TYPICAL
UDFCD	URBAN DRAINAGE AND FLOOD CONTROL DISTRICT
UE	UTILITY EASEMENT
U&DE	UTILITY & DRAINAGE EASEMENT
UGE	UNDERGROUND ELECTRIC
VCP	VITRIFIED CLAY PIPE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
VTC	VEHICLE TRACKING CONTROL
W	WEST
WL	WATER LINE
WM	WATER MAIN
WRD	WATER RESOURCES DEPARTMENT
WS	WATER SURFACE
WSE	WATER SURFACE ELEVATION
WTR	WATER
YR	YEAR

NOTICE TO CONTRACTOR:

1. BY ACCEPTING AND UTILIZING THESE PLANS, THE CONTRACTOR AGREES THAT THEY SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSON AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE CIVIL ENGINEER.
2. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, CONDUITS OR OTHER STRUCTURES SHOWN ON THESE PLANS WAS OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THE ENGINEER ASSUMES NO LIABILITY WHATSOEVER FOR THE ACCURACY OR COMPLETENESS OF SUCH DATA. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ALL UTILITY LINES, CONDUITS OR STRUCTURES WHETHER OR NOT SHOWN ON THESE PLANS AND BY ACCEPTING AND UTILIZING THESE PLANS, ASSUMES ALL RESPONSIBILITY FOR THE PROTECTION AND/OR ANY DAMAGE TO SAID FACILITIES.



VICINITY MAP
SCALE: 1"=2000'

COVER SHEET INDEX

1	MASTER COVER SHEET
2	MASTER LEGEND
3	MASTER OVERALL SITE PLAN
4	MASTER OVERALL UTILITY PLAN
5-7	OVERALL LIGHTING PLANS AND DETAILS
8-12	DRY UTILITY SLEEVE PLAN
13-29	REGIONAL PHASE
30-89	PHASE 1
90-127	PHASE 2
128-147	PHASE 3
147	TOTAL

APPLICANT/OWNER

SHEA HOMES
9380 STATION ST.
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LONE TREE, CO 80124
P~303.791.8180

CIVIL ENGINEER/SURVEYOR

JR ENGINEERING
7200 SOUTH ALTON WAY, SUITE C400
CENTENNIAL, CO
P~303.267.6220

PLANNER

SAGE DESIGN GROUP
1500 SOUTH PEARL STREET, SUITE 200
DENVER, CO 80210
P~303.470.2855

TRAFFIC ENGINEER

JR ENGINEERING
7200 SOUTH ALTON WAY, SUITE C400
CENTENNIAL, CO
P~303.267.6183

GEOTECHNICAL ENGINEER

CTL THOMPSON, INC
1971 WEST 12TH VAE.
DENVER, CO 80204
P~303.825.0777

BASIS OF BEARING

BEARING SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 67 WEST, SIXTH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 89°31'58" EAST, A DISTANCE OF 2635.13 FEET.

BENCHMARK

NGS CONTROL POINT UNBEWUST BEING A 3.5 INCH DIAMETER BRASS CAP. LOCATED ABOUT 3.2 MILES SOUTH OF INTERSTATE 25 AND COLORADO STATE HIGHWAY 470 INTERCHANGE, GO SOUTH ON INTERSTATE 25 FOR 2.9 MILES TO EXIT 191. PROCEED ON A PAVED ROAD TO THE SOUTHWEST FOR 0.2 MILES TO THE STATION ON THE LEFT. IN THE NORTHWEST CORNER OF A 24 FOOT BY 16 FOOT ROCK OUTCROP. IT IS 22.5 FEET EAST OF THE CENTERLINE OF THE PAVED ROAD, 123 FEET NORTH OF THE OUTLET OF A 3 FOOT CORRUGATED STEEL PIPE CULVERT AND APPROXIMATELY 350 FEET WEST OF THE WEST EDGE OF OIL OF SOUTHBOUND INTERSTATE 25, ELEVATION: 6125.32 (NAVD88).

SOIL PREPARATION NOTE:

SOIL PREPARATION SHALL BE PER RECOMMENDATIONS FROM THE GEOTECHNICAL REPORT PREPARED FOR THIS SITE:

GEOTECHNICAL ENGINEER: CTL THOMPSON, INC
PROJECT NUMBER: DN49,935.000-115-R2

THE CONTRACTOR IS TO REVIEW THIS REPORT IN FULL PRIOR TO BID. INFORMATION IN THE GEOTECHNICAL REPORT SUPERCEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
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Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

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V-SCALE	N/A
DATE	02/06/26
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DRAWN BY	GDC
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
MASTER COVER SHEET

SHEET 1 OF 146

JOB NO. 15950.22

LAYER LINETYPE LEGEND

	EXISTING	PROPOSED
PHASE LINE		
MATCH LINE		
SECTION LINE		
BOUNDARY LINE		
PROPERTY LINE		
EASEMENT LINE		
RIGHT OF WAY		
R.O.W. A LINE	A	A
CENTERLINE		
CITY LIMITS		
WIRE FENCE		
CHAIN LINK FENCE		
WOOD FENCE		
MASONRY FENCE		
GUARDRAIL		
CONC. BARRIER		
CABLE TV	TV	TV
ELECTRIC	E	E
FIBER OPTIC	FO	FO
GAS MAIN	G	G
IRRIGATION MAIN	IR	IR
OIL/PETRO. MAIN	O	O
OVERHEAD UTILITY	OHU	OHU
SANITARY SEWER	S	
STORM DRAIN		
TELEPHONE	T	T
WATER MAIN	W	
RAW WATER LINE	RWL	RWL
SWALE/WATERWAY FLOWLINE		
DIVERSION DITCH		
DIVERSION CHANNEL		
MAJOR DRAINAGE BASIN		
MINOR DRAINAGE BASIN		
TOP OF SLOPE		
TOE OF SLOPE		
EDGE OF WATER		
INDEX CONTOUR	6100	6100
INTERMEDIATE CONTOUR		
DEPRESSION CONT. (INDEX)	6100	6100
DEPRESSION CONT. (INTER)		
TOP OF CUTS		
TOE OF FILLS		
CUT AND FILL LINE		C/F
SILT FENCE	SF	SF
100 YEAR FLOODPLAIN	100YR	100YR
500 YEAR FLOODPLAIN	500YR	500YR
FLOODWAY	FLDWY	FLDWY
BASE FLOOD ELEVATION		
EDGE OF WETLANDS		
STONE WALL		

UTILITIES LEGEND

	EXISTING	PROPOSED
STORM SEWER		
MANHOLE		
STORM INLET		
AREA INLET – SQUARE		
AREA INLET – ROUND		
FLARED END SECTION		
RIPRAP		
SANITARY SEWER		
LINE MARKER	Mkr San	
SERVICE MARKER		
CLEAN–OUT		
MANHOLE W/ DIRECTIONAL FLOW ARROW		
WATER LINE		
LINE MARKER	Mkr W	
SERVICE MARKER		
FIRE HYDRANT		
FIRE CONNECTION		
MANHOLE		
BEND		
BLOW–OFF VALVE		
WELL	WELL	WELL
METER		
VALVE		
REDUCER		
THRUST BLOCK		
CROSS		
PLUG W/ THRUST BLOCK		
TEE		
REVERSE ANCHOR		
ANODE		
AIR & VACUUM VALVE ASSEMBLY		
TRANSMISSION BLOW–OFF ASSEMBLY		
GAS LINE		
MARKER	Mkr G	
SERVICE MARKER		
METER		
VALVE		
PLUG		
TEE		
DRY UTILITIES		
CABLE TV MARKER	Mkr TV	
CABLE TELEVISION PEDESTAL		
ELECTRIC MARKER	Mkr E	
ELECTRIC SERVICE MARKER		
ELECTRICAL PEDESTAL		
ELECTRICAL METER		
ELECTRICAL MANHOLE		
FIBER–OPTIC MARKER	Mkr FO	
IRRIGATION PEDESTAL		
TELEPHONE MARKER	Mkr T	
TELEPHONE PEDESTAL		
TELEPHONE MANHOLE		
UTILITY POLE		
GUY ANCHOR		
GUY POLE		
MISC. UTILITIES		
VENT PIPE	VP	VP
TEST HOLE DESIGNATOR	TH# FIRM/AGENCY	

MONUMENTATION LEGEND

ALUMINUM CAP – FOUND	AC
BRASS CAP – FOUND	BC
BENCHMARK – FOUND	
CROSS – FOUND	
MONUMENT – SET	
MONUMENT – FOUND (DEFAULT)	
MONUMENT – FOUND (ALTERNATE 1)	
MONUMENT – FOUND (ALTERNATE 2)	
MONUMENT – FOUND (ALTERNATE 3)	
MONUMENT – FOUND (ALTERNATE 4)	
MONUMENT – FOUND (ALTERNATE 5)	
MONUMENT – FOUND (ALTERNATE 6)	
MONUMENT – FOUND (ALTERNATE 7)	
NAIL & WASHER – FOUND	NAIL & WASHER
PANEL – FOUND	
PK NAIL – FOUND	PK NAIL
ROW MONUMENT – FOUND	
ROW MARKER – FOUND	
SECTION CORNER – FOUND	
SECTION CORNER – SET	
QUARTER–SECTION CORNER – FOUND	
QUARTER–SECTION CORNER – SET	
SECTION CENTER – FOUND	
SECTION CENTER – FOUND	
CONTROL/TRAVERSE POINT – SET	

TRAFFIC LEGEND

	EXISTING	PROPOSED
PARKING METER		
TRAFFIC SIGNAL BOX		
TRAFFIC SIGNAL POLE		
TRAFFIC SIGNAL		
BARRICADE		
GUARD RAIL POST		
IMPACT ATTENUATOR		
BRIDGE STYLE HIGHWAY SIGN POST		
CANTILEVER STYLE HIGHWAY SIGN POST		
SIGN		
RAILROAD MARKER/SIGN		
STREET LIGHT		
STREET LIGHT – SINGLE		
STREET LIGHT – DOUBLE		
LUMINAIRE		
ALTERNATE LUMINAIRE		
SIGNAL MAST ARM W/ LUMINAIRE		
PEDESTAL POLE FOUNDATION		
TRAFFIC SIGNAL POLE		
ROUND PULL BOX		
MEDIUM PULL BOX		
LARGE PULL BOX (20X33X15)		
SIGNAL HEAD WITHOUT BACK PLATE		
SIGNAL HEAD WITH BACK PLATE		
PEDESTRIAN SIGNAL HEAD		
VIDEO IMAGE DETECTOR		
OPTICOM DETECTOR		
VEHICLE DETECTION ZONE		V

STORM WATER MANAGEMENT

	KEY	SYMBOL
CHECK DAM	CD	
CONSTRUCTION ROAD STABILIZATION	CRS	
CURB SOCK INLET PROTECTION	CS	
CONCRETE WASHOUT AREA	CWA	
DIVERSION DITCH AND DIKE, TEMPORARY	DD	
DIVERSION CHANNEL, TEMPORARY	DV	
DEWATERING	DW	
EROSION CONTROL BLANKET	ECB	
INLET FILTER	IF	
INLET PROTECTION	IP	
MULCHING	MU	
OUTLET PROTECTION	OP	
PAVED FLUME	PF	
PERMENENT SEEDING	PS	
REINFORCED CONCRETE DAM	RCD	
ROUGH CUT STREET CONTROL	RCS	
SEDIMENT BASIN	SB	
SEDIMENT CONTROL LOG	SCL	
SILT FENCE	SF	
SURFACE ROUGHENING	SR	
STABILIZED STAGING AREA	SSA	
SEDIMENT TRAP	ST	
STRAW BALE BARRIER	STB	
TERRACING	TER	
TEMPORARY SEEDING	TS	
TEMPORARY STREAM CROSSING CULVERT/BRIDGE	TSC C	
TEMPORARY STREAM CROSSING FORD TYPE	TSC F	
TEMPORARY SLOPE DRAIN	TSD	
VEHICLE TRACKING CONTROL	VTC	
VEHICLE TRACKING CONTROL WITH WASH RACK	WR	

DRAINAGE REPORT PLANS

	KEY
BASIN DESIGNATION (NO COEFFICIENT)	# / #.##
BASIN DESIGNATION (1 COEFFICIENT)	# / ## / #
BASIN DESIGNATION (2 COEFFICIENTS)	# / ## / # / #
ANALISYS POINT IDENTIFIER	#
BASIN DESIGNATION (HISTORIC)	# / ##
BASIN DESIGNATION (DEVELOPED)	# / ##
SUB–BASIN DESIGNATION (DEVELOPED)	# / ##
DRAINAGE PIPE IDENTIFIER	##
DRAINAGE POINT IDENTIFIER (HEXAGONAL)	##
DRAINAGE POINT IDENTIFIER (TRIANGULAR)	?
SWMM DESIGNATION 1	#
SWMM DESIGNATION 2	#
SWMM DESIGNATION 3	#
SWMM DESIGNATION 4	?

LANDSCAPE LEGEND

	EXISTING	PROPOSED
TREE – CONIFEROUS		
TREE – DECIDUOUS		
SHRUB/BUSH		
SHRUBS AND BUSHES		
IRRIGATION BOX		
IRRIGATION SPRINKLER		
IRRIGATION VALVE		
BOLLARD		
FLAGPOLE	FP	

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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PREPARED FOR
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No.	REVISION	BY	DATE

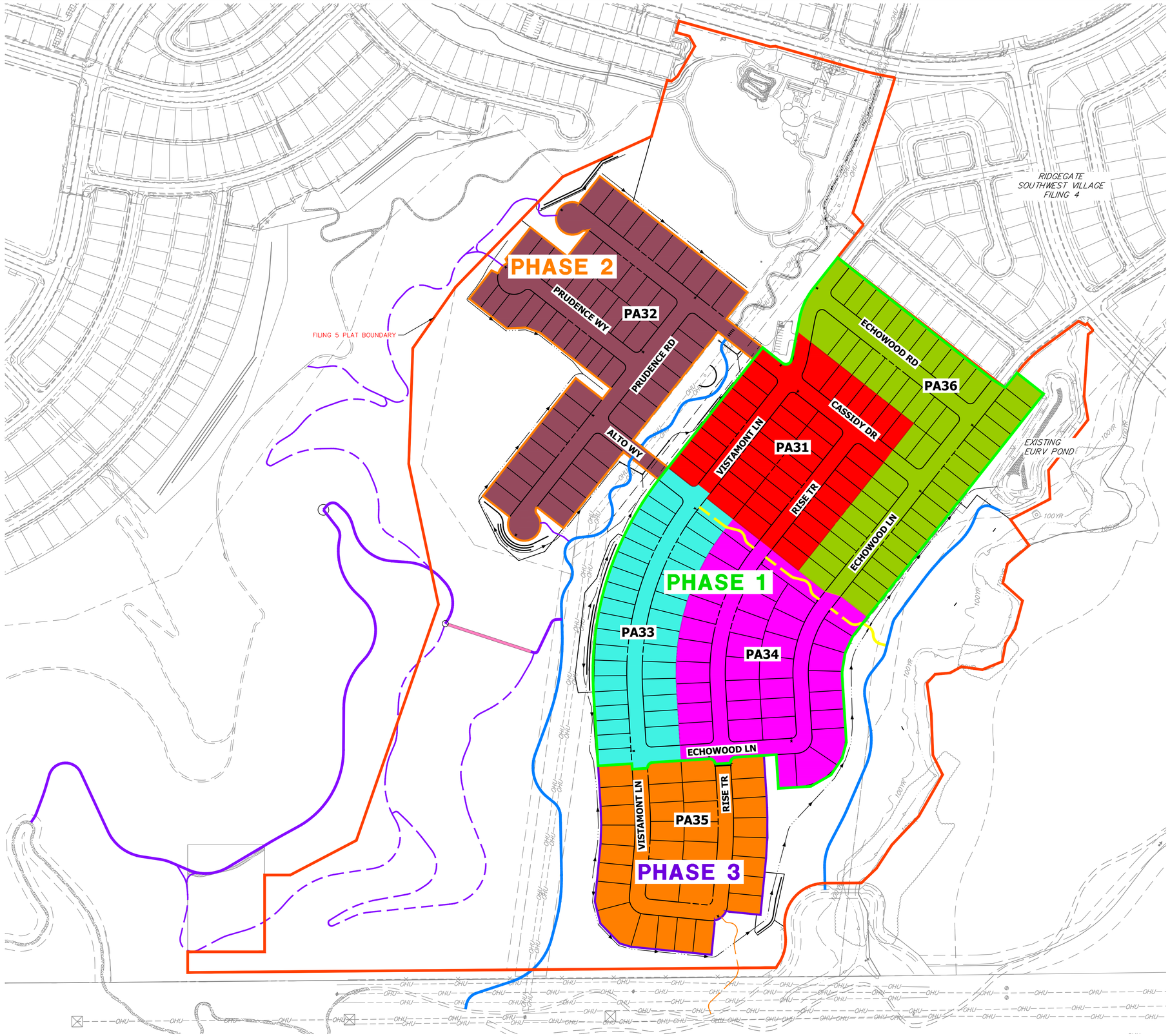
H–SCALE	N/A	DESIGNED BY	N/A
V–SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

MASTER LEGEND

SHEET 2 OF 146

JOB NO. 15950.22



LEGEND

- RIDGEGATE SOUTHWEST VILLAGE FILING 5 BOUNDARY
- PHASE 1 BOUNDARY (PA 31, 33, 34, AND 36)
- PHASE 2 BOUNDARY (PA 32)
- PHASE 3 BOUNDARY (PA 35)

TRAILS LEGEND

- REGIONAL TRAILS TO BE INSTALLED WITH PHASE 1
- CHALLENGE HILL TO BE INSTALLED WITH PHASE 2
- REGIONAL TRAILS TO BE INSTALLED WITH PHASE 2
- TRAIL WITHIN PLANNING AREA TO BE INSTALLED WITH PHASE 1
- TRAIL TO BE INSTALLED WITH PHASE 2
- TRAIL TO BE INSTALLED WITH PHASE 3

811 Know what's below. Call before you dig.

150 75 0 150 300

ORIGINAL SCALE: 1" = 150'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

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BY	DATE

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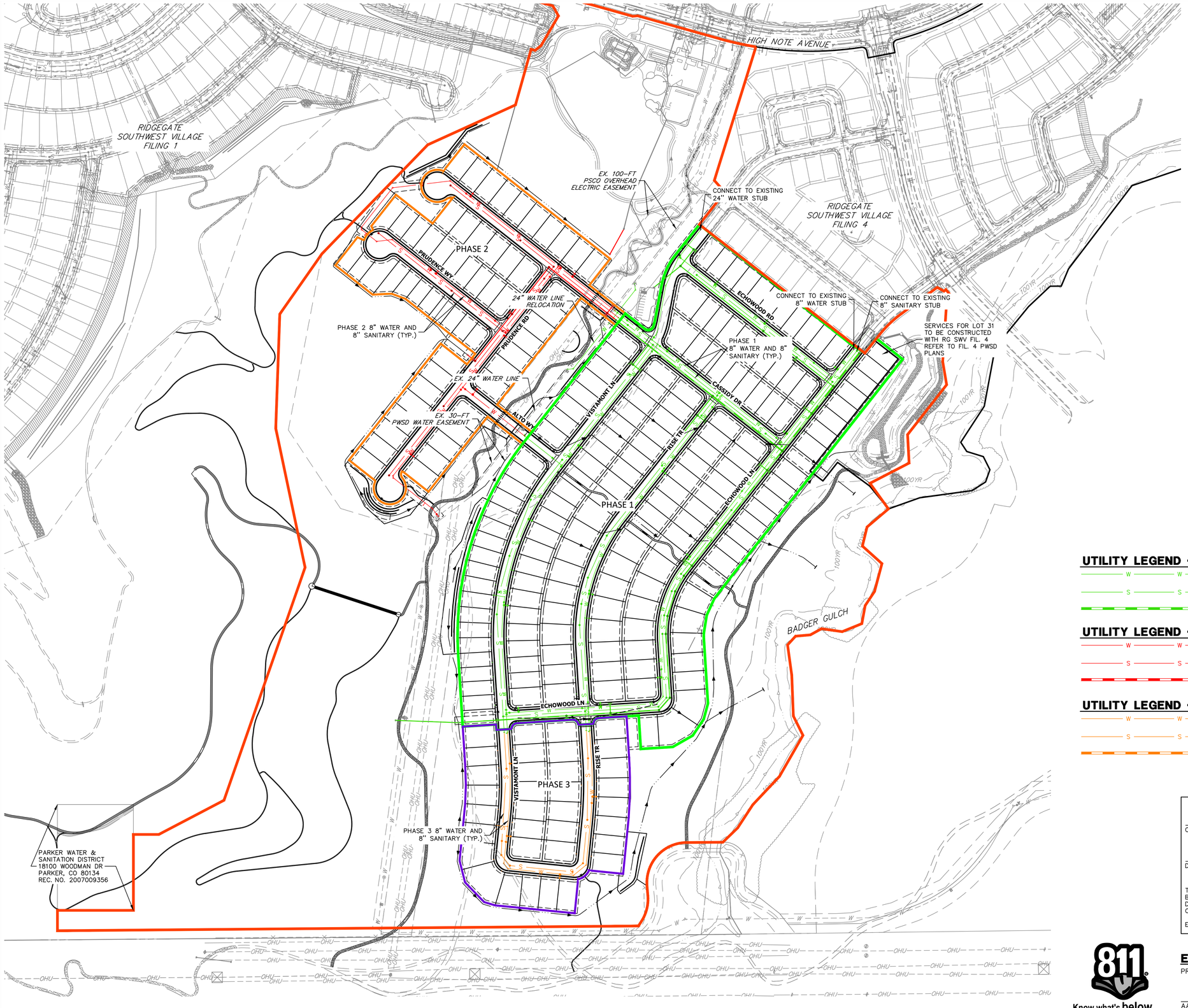
RIDGEGATE SOUTHWEST VILLAGE FILING 5
MASTER OVERALL SITE PLAN

SHEET 3 OF 146

JOB NO. 15950.22



N

150 75 0 150 300

ORIGINAL SCALE: 1" = 150'

BOUNDARY LEGEND

- FILING 5 PLAT BOUNDARY
- PHASE 1 BOUNDARY
- PHASE 2 BOUNDARY
- PHASE 3 BOUNDARY

UTILITY LEGEND - PHASE 1

- PHASE 1 WATER MAIN
- PHASE 1 SANITARY SEWER MAIN
- PHASE 1 STORM SEWER

UTILITY LEGEND - PHASE 2

- PHASE 2 WATER MAIN
- PHASE 2 SANITARY SEWER MAIN
- PHASE 2 STORM SEWER

UTILITY LEGEND - PHASE 3

- PHASE 3 WATER MAIN
- PHASE 3 SANITARY SEWER MAIN
- PHASE 3 STORM SEWER

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DATE

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DRAWN BY	GDC
CHECKED BY	

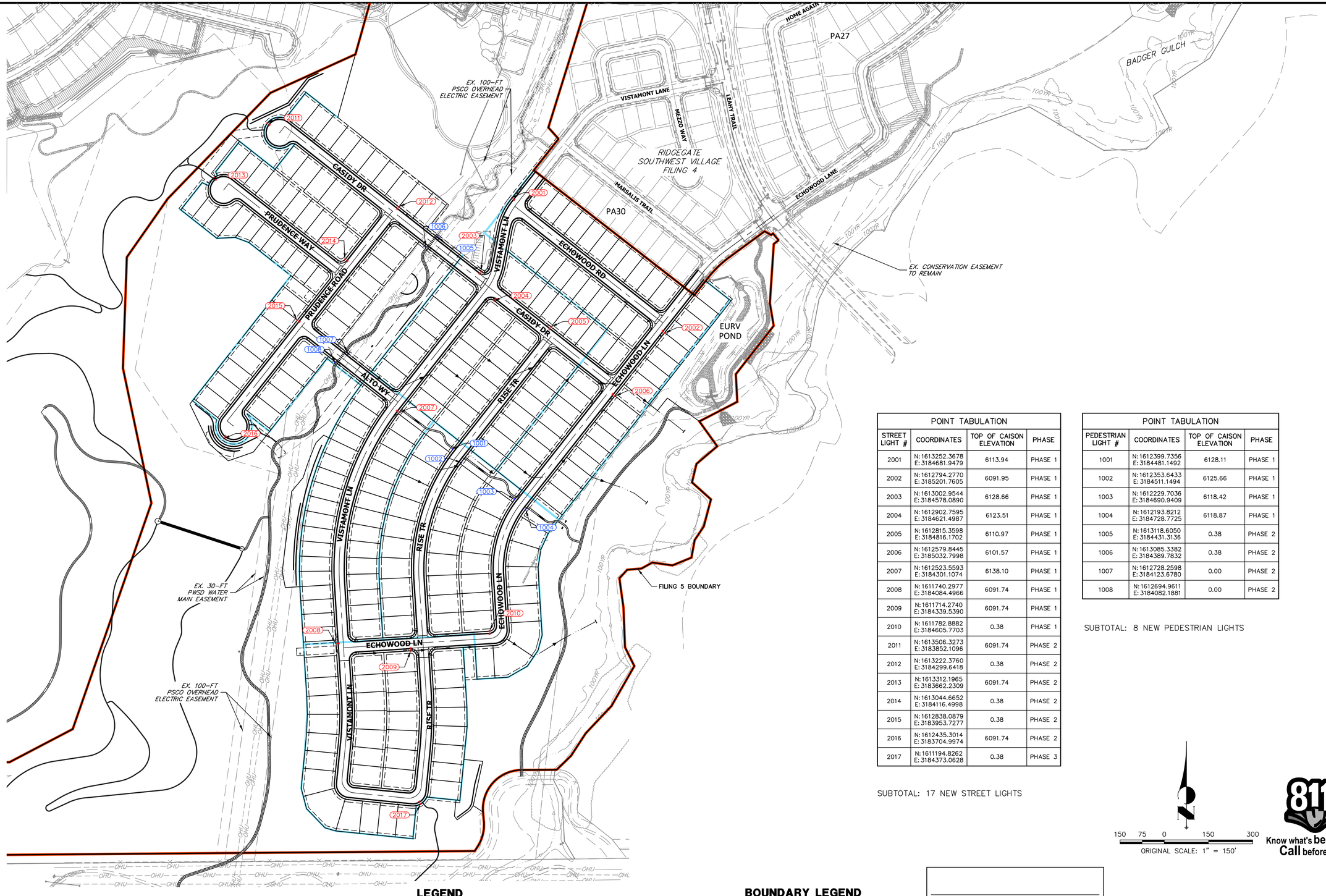
RIDGEGATE SOUTHWEST VILLAGE FILING 5

MASTER OVERALL UTILITY PLAN

SHEET 4 OF 146

JOB NO. 15950.22

c:\Users\kelleyj\DOCACCDocs\jr engineering\15950272\project files\Drawings\sheet dwgs\15950.22-COL115950272-Overall UT1.dwg, Col Overall Utility, 2/10/2026 10:10:14 AM, kelleyp



NOTE:

1. REFER TO THIS SHEET FOR HORIZONTAL STREET AND PEDESTRIAN LIGHT LOCATIONS AND TOP OF CAISSON ELEVATIONS.
2. REFER TO SHEET 6 FOR STREET LIGHT AND PEDESTRIAN LIGHT TABLES.
3. REFER TO SHEET 7 FOR SPECIFIED LIGHTING TYPES.
4. REFER TO SHEET 8 FOR LIGHT POLE DETAIL, LIGHT POLE BASE DETAIL, CONDUIT SIZING, JUNCTION BOX LOCATION, RUN TERMINUS, AND OTHER LIGHTING INSTALLATION AND WIRING REQUIREMENTS.

LEGEND

1101 – 1511	INSTALL PHILIPS GARDCO PUREFORM LED PEDESTRIAN LIGHT WITH 12' POLE HEIGHT, INCLUDING BUT NOT LIMITED TO BASE, POLE, FIXTURE, CONNECTION HARDWARE AND CONDUIT. REFER TO STREET LIGHTING PLANS FOR LIGHT POLE DETAIL, LIGHT POLE BASE DETAIL, CONDUIT SIZING, JUNCTION BOX LOCATION, RUN TERMINUS, AND OTHER WIRING REQUIREMENTS.
2101 – 2409	INSTALL PUREFORM P26 LED AREA MEDIUM STREET LIGHT WITH 36' POLE HEIGHT, INCLUDING BUT NOT LIMITED TO BASE, POLE, FIXTURE, CONNECTION HARDWARE AND CONDUIT. REFER TO STREET LIGHTING PLANS FOR LIGHT POLE DETAIL, LIGHT POLE BASE DETAIL, CONDUIT SIZING, JUNCTION BOX LOCATION, RUN TERMINUS, AND OTHER WIRING REQUIREMENTS.

BOUNDARY LEGEND

- FILING 5 PLAT BOUNDARY
- PLANNING AREA BOUNDARIES

POINT TABULATION

STREET LIGHT #	COORDINATES	TOP OF CAISON ELEVATION	PHASE
2001	N: 1613252.3678 E: 3184681.9479	6113.94	PHASE 1
2002	N: 1612794.2770 E: 3185201.7605	6091.95	PHASE 1
2003	N: 1613002.9544 E: 3184578.0890	6128.66	PHASE 1
2004	N: 1612902.7595 E: 3184621.4987	6123.51	PHASE 1
2005	N: 1612815.3598 E: 3184816.1702	6110.97	PHASE 1
2006	N: 1612579.8445 E: 3185032.7998	6101.57	PHASE 1
2007	N: 1612523.5593 E: 3184301.1074	6138.10	PHASE 1
2008	N: 1611740.2977 E: 3184084.4966	6091.74	PHASE 1
2009	N: 1611714.2740 E: 3184339.5390	6091.74	PHASE 1
2010	N: 1611782.8882 E: 3184605.7703	0.38	PHASE 1
2011	N: 1613506.3273 E: 3183852.1096	6091.74	PHASE 2
2012	N: 1613222.3760 E: 3184299.6418	0.38	PHASE 2
2013	N: 1613312.1965 E: 3183662.2309	6091.74	PHASE 2
2014	N: 1613044.6652 E: 3184116.4998	0.38	PHASE 2
2015	N: 1612838.0879 E: 3183953.7277	0.38	PHASE 2
2016	N: 1612435.3014 E: 3183704.9974	6091.74	PHASE 2
2017	N: 1611194.8262 E: 3184373.0628	0.38	PHASE 3

SUBTOTAL: 17 NEW STREET LIGHTS

POINT TABULATION

PEDESTRIAN LIGHT #	COORDINATES	TOP OF CAISON ELEVATION	PHASE
1001	N: 1612399.7356 E: 3184481.1492	6128.11	PHASE 1
1002	N: 1612353.6433 E: 3184511.1494	6125.66	PHASE 1
1003	N: 1612229.7036 E: 3184690.9409	6118.42	PHASE 1
1004	N: 1612193.8212 E: 3184728.7725	6118.87	PHASE 1
1005	N: 1613118.6050 E: 3184431.3136	0.38	PHASE 2
1006	N: 1613085.3382 E: 3184389.7832	0.38	PHASE 2
1007	N: 1612728.2598 E: 3184123.6780	0.00	PHASE 2
1008	N: 1612694.9611 E: 3184082.1881	0.00	PHASE 2

SUBTOTAL: 8 NEW PEDESTRIAN LIGHTS

150 75 0 150 300
ORIGINAL SCALE: 1" = 150'

Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=150'	DESIGNED BY	GDC
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

OVERALL LIGHTING PLANS AND DETAILS

SHEET 5 OF 146

JOB NO. 15950.22

c:\Users\kelseyp\DOCACCDocs\jr engineering\15950\22\project files\Drawings\sheet dwgs\15950.22-COLT\15950224-PV1.dwg, Overall Lighting Plan, 2/10/2026 10:22:46 AM, kelseyp

PHILIPS

GARDCO

Site & Area

PureForm

LED area, medium

Project:
Location:
Cat No.
Type:
Qty:
Notes:

Philips Gardco PureForm LED area medium P26 features a sleek, low profile design and optimal performance. PureForm area medium is designed to achieve maximum pole spacing, with lumen output up to 28,900 lumens. Multiple distribution and shielding options are availble to achieve maximum control. A full range of control options provides additional energy savings.

Ordering guide

example: P26-64L-800-NW-G2-AR-5-120-HIS-MGY

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Mounting	Distribution	Voltage
P26	48L	600	WW-G2	SF	2	UNV

P26 PureForm area medium, 26"

48L 48 LEDs (3 modules)
64L 64 LEDs (4 modules)
80L 80 LEDs (5 modules)

600 600mA
700 700mA
800 800mA
900 900mA

WW-G2 Warm White 3000K, 70 CRI Generation 2
NW-G2 Neutral White 4000K, 70 CRI Generation 2
CW-G2 Cool White 5000K, 70 CRI Generation 2
WY-G2 Warm Yellow 2700K, 80 CRI Generation 2 [1]
AM-G2 Direct Amber (590nm) Generation 2 [1]

SF Slip Fitter Mount[1] (fits to 2¾" O.D. tenon)
WS Wall mount with surface conduit/rear entry permitted
RAM Retrofit arm mount kit[2]

AR Arm Mount standard[3]

The following mounting kits must be ordered separately (See accessories)

SF Slip Fitter Mount[1] (fits to 2¾" O.D. tenon)
WS Wall mount with surface conduit/rear entry permitted
RAM Retrofit arm mount kit[2]

Type 2 — Type 2: Rotated w/ 90° — 2-90: Rotated right 270° — 2-270: Rotated right 270°
Type 3 — 3: Type 3 Rotated w/ 90° — 3-90: Rotated right 270° — 3-270: Rotated right 270°
Type 4 — 4: Type 4 Rotated w/ 90° — 4-90: Rotated right 270° — 4-270: Rotated right 270°
Type 5 — 5: Type 5W — 5W: Type 5W
AFR Auto Front Row
AFR-90 Auto Front Row, rotated left 90°
AFR-270 Auto Front Row, rotated right 270°
BLC Back Light Control
BLC-90 Back Light Control rotated at 90°
BLC-270 Back Light Control rotated at 270°

120 120V
208 208V
240 240V
277 277V
347 347V
480 480V
UNV 120-277V (50/60Hz)
HVU 347-480V (50/60Hz)

Option

Dimming controls

DD 0-10V External dimming (by others)[4]
DCC Dual Circuit Control[5,6]
FAWS Field Adjustable [7]
SW Interface module for SiteWise [8,9]
LLC1 Integral wireless module with #1 lens [10,11]
LLC4 Integral wireless module with #4 lens [10,11]
BL Bi-level functionary with motion sensor [4]

DynaDimmer Automatic Profile Dimming [12]
C100 Security 30% Dimming, 7 hours
C850 Median 50% Dimming, 8 hours
C350 Economy 30% Dimming, 8 hours
D600 All Night 50% Dimming
K130 Security 30% Dimming, 7 hours
D850 Median 30% Dimming, 8 hours
K350 Economy 30% Dimming, 8 hours
D430 All Night 30% Dimming

Motion sensing

IMR3 Integral with #3 lens

Photo-sensing

TLRD7

PCB Photocontrol Button [13]
TLR05 Twist Lock Receptacle 5 Pin [4]
TLR07 Twist Lock Receptacle 7 Pin [4]
TLRPC Twist Lock Receptacle w/Photocell [13]

Electrical

Fusing
F1 Single (120, 277, 347VAC)[4]
F2 Double (208, 240, 480VAC)[4]
F3 Canadian Double Pull (208, 240, 480VAC)[14]

Pole Mount Fusing
FP1 Single (120, 277, 347VAC)[4]
FP2 Double (208, 240, 480VAC)[4]
FP3 Canadian Double Pull (208, 240, 480VAC)[4]

Surge Protection (10kA standard)
SP2 Increased 20kA

Luminaire

Square Pole Adapter Included as standard
TB Terminal Block[4]
RPA Round Pole Adapter
Fits to 3"- 3.9" O.D. pole[15]
HS Internal Housing Side Shield[14]

Finish

Textured
BK Black
WH White
BZ Bronze
DGY Dark Gray
MGY Medium Gray

Customer specified
RAL Specify optional color or RAL (ex: RAL7024)
CC Custom color (Must supply color chip for required factory quote)

1. Extended lead times apply. Contact factory for details.
2. Mounts to a 4" round pole with adapter included for square poles.
3. Limited to a maximum of 45 degrees aiming above horizontal.
4. Not available with other control options.
5. Not available with motion sensor.
6. Not available with photocontrol.
7. Available only in 120 or 277V.
8. Not available with DCC.
9. Must specify input voltage.
10. Dimming will not be connected to NEMA receptacle if ordering with other control options.
11. Not available in 347 or 480V.
12. Not available with DCC.
13. Not available with SF and WS. RPAs provided with black finish standard.
14. HS not available with Type 5, 5W, and BLC optics.

P26 PureForm LED area medium

PureForm P26 Accessories (ordered separately, field installed)

Controls Accessories

Pole Mount Motion Sensor
MS-A-120V [1] 120V input
MS-A-277V [1] 277V input

Wireless systems
Remote mount module
LLC1(-F) [1] #3 lens
LLC4(-F) [1] #4 lens

Central Remote Motion Response
(used connected to SiteWise main panel)
MS2-A-FVR-1
MS2-A-FVR-7

Shielding Accessories

House Side shield
Standard orientation:
HIS-48-H [2] Internal House Side Shield for 48 LEDs (3 modules)
HIS-64-H [2] Internal House Side Shield for 64 LEDs (4 modules)
HIS-80-H [2] Internal House Side Shield for 80 LEDs (5 modules)

At 90 or 270 orientation:
HIS-48-V [2] Internal House Side Shield for 48 LEDs (3 modules)
HIS-64-V [2] Internal House Side Shield for 64 LEDs (4 modules)
HIS-80-V [2] Internal House Side Shield for 80 LEDs (5 modules)

Mounting Accessories

PureForm PT72 (pole top fitter fits 2 3/8-2 7/2" OD x 4" depth tenon)
FTT2-P26-1-90-(F) 1 luminaire at 90°
FTT2-P26-2-90-(F) 2 luminaires at 90°
FTT2-P26-2-180-(F) 2 luminaires at 180°
FTT2-P26-3-90-(F) 3 luminaires at 90°
FTT2-P26-4-90-(F) 4 luminaires at 90°
FTT2-P26-3-120-(F) 3 luminaires at 120°

PureForm PTT3 (pole top fitter fits 3-3 1/2" O.D. x 6" depth tenon)
FTT3-P26-1-90-(F) 1 luminaire at 90°
FTT3-P26-2-90-(F) 2 luminaires at 90°
FTT3-P26-2-180-(F) 2 luminaires at 180°
FTT3-P26-3-90-(F) 3 luminaires at 90°
FTT3-P26-4-90-(F) 4 luminaires at 90°
FTT3-P26-3-120-(F) 3 luminaires at 120°

PureForm PTT4 (pole top fitter fits 3½-4" OD x 6" depth tenon)
FTT4-P26-1-90-(F) 1 luminaire at 90°
FTT4-P26-2-90-(F) 2 luminaires at 90°
FTT4-P26-2-180-(F) 2 luminaires at 180°
FTT4-P26-3-90-(F) 3 luminaires at 90°
FTT4-P26-4-90-(F) 4 luminaires at 90°
FTT4-P26-3-120-(F) 3 luminaires at 120°

P26-SF-G2-(F) Slip Fitter Mount (fits to 2 3/8" O.D. tenon)
P26-RAM-G2-(F) Retrofit Arm mount kit
P26-WS-G2-(F) Wall mount with surface concuit rear entry permitted
P26-BD-G2 Bird deterrent

(F) = Specify finish

14. HS not available with Type 5, 5W, and BLC optics.
15. DD option required

P26 PureForm LED area medium

LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 2 Lumen Output	Type 2 BUG Rating	Type 2 Efficacy (LPW)	Type 3 Lumen Output	Type 3 BUG Rating	Type 3 Efficacy (LPW)	Type 4 Lumen Output	Type 4 BUG Rating	Type 4 Efficacy (LPW)
P26-48L-400-NW-G2-x	48	400	4000	60	8798	B2-U0-G2	146	8509	B2-U0-G2	142	8827	B2-U0-G2	147
P26-48L-500-NW-G2-x	48	500	4000	74	10755	B2-U0-G2	145	10401	B2-U0-G2	140	10789	B2-U0-G2	145
P26-48L-600-NW-G2-x	48	600	4000	89	12574	B3-U0-G2	141	12160	B2-U0-G2	137	12614	B2-U0-G2	142
P26-48L-700-NW-G2-x	48	700	4000	103	14305	B3-U0-G2	142	13834	B2-U0-G2	137	14351	B2-U0-G2	142
P26-64L-600-NW-G2-x	64	600	4000	109	16617	B3-U0-G3	145	16069	B2-U0-G3	141	16670	B3-U0-G3	146
P26-64L-700-NW-G2-x	64	700	4000	133	18806	B3-U0-G3	142	18186	B3-U0-G3	137	18866	B3-U0-G4	142
P26-64L-800-NW-G2-x	64	800	4000	153	21078	B3-U0-G3	138	20383	B3-U0-G4	134	21145	B3-U0-G4	139
P26-80L-700-NW-G2-x	80	700	4000	169	23764	B3-U0-G3	141	22981	B3-U0-G4	136	23840	B3-U0-G4	141
P26-80L-800-NW-G2-x	80	800	4000	192	26067	B3-U0-G3	136	25208	B3-U0-G4	132	26150	B3-U0-G4	137
P26-80L-900-NW-G2-x	80	900	4000	219	27386	B3-U0-G3	128	27064	B3-U0-G4	123	28176	B3-U0-G4	128

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 5 Lumen Output	Type 5W BUG Rating	Type 5W Efficacy (LPW)	Type AF F Lumen Output	Type AF F BUG Rating	Type AF F Efficacy (LPW)	Type BLC Lumen Output	Type BLC BUG Rating	Type BLC Efficacy (LPW)
P26-48L-400-NW-G2-x	48	400	4000	60	9068	B3-U0-G2	151	9114	B4-U0-G2	152	9056	B2-U0-G1	150
P26-48L-500-NW-G2-x	48	500	4000	74	11083	B4-U0-G2	149	11141	B4-U0-G2	150	11009	B3-U0-G1	148
P26-48L-600-NW-G2-x	48	600	4000	89	12954	B4-U0-G2	146	13025	B4-U0-G2	146	12871	B3-U0-G1	145
P26-48L-700-NW-G2-x	48	700	4000	103	14738	B4-U0-G2	146	14819	B4-U0-G2	147	14643	B3-U0-G1	145
P26-64L-600-NW-G2-x	64	600	4000	114	17116	B4-U0-G2	150	17214	B5-U0-G3	151	17009	B3-U0-G1	149
P26-64L-700-NW-G2-x	64	700	4000	133	19369	B5-U0-G3	146	19481	B5-U0-G3	147	19249	B3-U0-G1	145
P26-64L-800-NW-G2-x	64	800	4000	153	21558	B5-U0-G3	142	21674	B5-U0-G3	143	21375	B3-U0-G1	141
P26-80L-700-NW-G2-x	80	700	4000	169	24474	B5-U0-G3	145	24617	B5-U0-G4	146	24325	B3-U0-G1	144
P26-80L-800-NW-G2-x	80	800	4000	192	26980	B5-U0-G3	140	27005	B5-U0-G4	141	26682	B3-U0-G1	139
P26-80L-900-NW-G2-x	80	900	4000	219	28873	B5-U0-G3	132	28998	B5-U0-G4	133	28647	B3-U0-G1	131

Values from photometric tests performed in accordance with IESNA LM-79 and are representative of the configurations shown.
Actual performance may vary due to installation and environmental variables, LED and driver tolerances, and field measurement considerations. It is highly recommended to confirm performance with a photometric layout.

NOTE: Some data may be scaled based on tests of similar (but not identical) luminaires. Contact factory for configurations not shown.

Predicted Lumen Depreciation Data

Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology.
Actual experience may vary due to field application conditions L_{70} is the predicted time when LED performance depreciates to 70% of initial lumen output. Calculated per IESNA TM21-11. Published L_{70} hours limited to 6 times actual LED test hours

Ambient Temperature °C	Driver mA	Calculated L_{70} Hours	L_{70} per TM-21	Lumen Maintenance % at 60,000 hrs
25°C	up to 900 mA	>100,000 hours	>60,000 hours	>88%

P26 PureForm LED area medium

Specifications

Housing
Two-piece sealed enclosure with main part of the housing designed as the structural and heat sink frame, enclosed by cover to give its unique form. It also includes yoke arm with arm covers. All die-cast parts are made of low-copper, die-cast aluminum alloy for a high resistance to corrosion. The sleek profile with optimized surface area allows housing to provide excellent convection heat transfer with minimum use of heat fins, giving the freedom to have a clean minimalist aesthetic design. Luminaire housing rated to IP66, tested in accordance to Section 9 of IEC 60598-1.

Vibration resistance
Luminaire is tested and rated 3G over 100,000 cycles conforming to standards set forth by ANSI C136.31-2010. Testing includes vibration to 3G acceleration in three axes, all performed on the same luminaire.

Light engine
Light guide technology provides low-glare, uniform illumination. Composed of 140 LEDs strategically positioned on the edge of the optical plate. Light engine luminous opening size optimized to best achieve a balance between lumen output and optical performance with the need to provide visual comfort. Light engine frame ensures contact with housing to provide heat conduction and sealing against the elements. Light engine is RoHS compliant. . Standard color temperatures: 3000K +/- 130K, 4000K+/- 130K, 5000K +/- 225K. Minimum CRI of 70. Also available in 2700K and Amber (>590nm) with extended lead times. Contact factory for details.

Energy saving benefits
System efficacy up to 111 lms/W with significant energy savings over Pulse Start Metal Halide luminaires. Optional control options provide added energy savings during unoccupied periods.

Optical systems
The advanced LED comfort optical system provides Types 1, 2, 3, and 5. Composed of high performance UV-stabilized optical grade lens with molded micro-optics to achieve desired distribution optimized to get a exceptional lighting uniformity. Performance tested per LM-79 and TM-15 (IESNA) certifying its photometric performance. Luminaire designed with 0% uplight (UO per IESNA TM-15).

Mounting
PureForm Post Top mounts standard to a 3" x 4" Tenon, but can also be mounted to a 2-3/8" x 4" Tenon if a separate sleeve is ordered as an accessory.

Control options
0-10V dimming (DD): Access to 0-10V dimming leads supplied through the yoke of the luminaire (for secondary dimming controls by others). Cannot be used with other control options.

SiteWise (SW): SiteWise system includes a controller fully integrated in the luminaire that enables the luminaires to communicate with a dimming signal transmitter cabinet located on-site using Philips patented central dimming technology. A locally accessible mobile app allows users to access the system and set functionalities such as ON/OFF, dimming levels and scheduling. SiteWise is available with motion response options in order to bring the light back to 100% when motion is detected. Cannot be used with other control options or photocell options. Additional functionalities are available such as communication with indoor lighting and connection to BMS systems. Complete information on the control system can be found on the SiteWise website at philips.com/sitewise.

Field Adjustable Wattage Selector (FAWS): Luminaire equipped with the ability to manually adjust the wattage in the field to reduce total luminaire lumen output and light levels. Comes pre-set to the highest position at the lumen output selected. Use chart below to estimate reduction in lumen output desired. Cannot be used with other control options or motion response.

FAWS Position	Percent of Typical Lumen Output
1	25%
2	50%
3	55%
4	65%
5	75%
6	80%
7	85%
8	90%
9	95%
10	100%

Note: Typical value accuracy +/- 5%

Automatic Profile Dimming (CS/CM/CE/CA): Standard dimming profile of 30% or 50% provide flexibility towards energy savings goals while optimizing light levels during specific dark hours. When used in combination with not programmed motion response it overrides the controller's schedule when motion is detected. After 5 minutes with no motion, it will return to the automatic dimming profile schedule. Automatic dimming profile scheduled with the following settings:

- **CS50/C530:** Security for 7 hours night duration (Ex., 11 PM - 6 AM)
- **CM50/CM30:** Median for 8 hours night duration (Ex., 10 PM - 6 AM)
- **CE50/CE30:** Economy for 9 hours night duration (Ex., 9 PM - 6 AM)
- **CA50/CA30:** for all night (during all dark hours)

Cannot be used with other control options.

Emergency Battery Backup (EBP/EBPC): Emergency battery packs included integral to the luminaire, allowing for a consistent look between emergency and non-emergency luminaires. EBP is suitable for use in ambient temperature conditions from 0°C (-32°F) to 40°C (100°F) available on 450mA and 650mA only. EBPC cold weather rated down to -20°C (-4°F) available on all wattage except the 2100mA configuration. Both systems are designed to have a secondary driver with relay to immediately detect AC power loss to power luminaire for a minimum of 90 minutes from the time power is lost. Available with 120-277V, or 'UNV' only.

Wireless system (LLC): Optional wireless controller integral to luminaire ready to be connected to a Limelight system (sold by others). The system allows you to wirelessly manage the entire site, independent lighting groups or individual luminaires while on-site or remotely. Based on a high-density mesh network with an easy to use web-based portal, you can conveniently access, monitor and manage your lighting network remotely. Wireless controls can be combined with site and area, pedestrian, and parking garage luminaires as well, for a completely connected outdoor solution. Equipped with motion response with #3 lens (LLC3) for 8-25' mounting heights or #4 lens (LLC4) for 25-40' mounting heights. Available with remote pod accessory where pod is mounted separate from luminaire to pole or wall.

LLC3/LLCR3 Luminaire or remote mount controller with #3 lens

LLC4/LLCR4 Luminaire or remote mount controller with #4 lens

PHILIPS

GARDCO

Site & Area

PureForm

LED post top with comfort optics

Project:
Location:
Cat No.
Type:
Qty:
Notes:

Philips Gardco PureForm LED post top features a sleek, low profile design. Comfort optics are designed to enhance visual comfort by reducing glare. Type 1, 2, 3, and 5 optical distributions are available with lumen output up to 9000 lumens. A full range of control options provides additional energy savings. Optional integral emergency battery backup is available for path-of-egress illumination.

Ordering guide

example: PPT-140L-450-NW-G2-T3-1-UNV-DGY

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Mounting	Distribution	Emergency	Voltage
PPT	140L	650	WW-G2	T3	5		UNV

PPT PureForm post top, comfort optics

140L 140 LEDs

450 450mA
650 650mA
850 850mA [1]
1000 1000mA [1]
1200 1200mA [1]

WW-G2 Warm White 3000K, 70 CRI Generation 2
NW-G2 Neutral White 4000K, 70 CRI Generation 2
CW-G2 Cool White 5000K, 70 CRI Generation 2
WY-G2 Warm Yellow 2700K, 80 CRI Generation 2 [1]
AM-G2 Direct Amber (590nm) Generation 2 [1]

T3 Mounts to a 3" x 4" Tenon (standard)
T2 Mounts to a 2-3/8" x 4" Tenon (must be ordered and shipped as a separate accessory)

1 Comfort Type 1
2 Comfort Type 2
3 Comfort Type 3
5 Comfort Type 5

Leave blank for no battery
EBPC Emergency battery pack (cold weather [2,3])
EBP Emergency battery pack [2,3]

120 120V
208 208V
240 240V
277 277V
347 347V
480 480V
UNV 120-277V (50/60Hz)
HVU 347-480V (50/60Hz)

Options

Dimming controls

DD 0-10V External dimming (by others) [4]
FAWS Field Adjustable [5]
SW Interface module for SiteWise [6,7]
BL Bi-level functionary with motion sensor [4]

DynaDimmer Automatic Profile Dimming [8]
C100 Security 30% Dimming, 7 hours
C850 Median 50% Dimming, 8 hours
C350 Economy 30% Dimming, 8 hours
D600 All Night 50% Dimming
K130 Security 30% Dimming, 7 hours
D850 Median 30% Dimming, 8 hours
K350 Economy 30% Dimming, 8 hours
D430 All Night 30% Dimming

Motion sensing

IMR3 Integral with #3 lens

Photo-sensing

PCB Photocontrol Button [9]
TLR05 Twist Lock Receptacle 5 Pin [4]
TLR07 Twist Lock Receptacle 7 Pin [4]
TLRPC Twist Lock Receptacle w/Photocell [9]

Electrical

Fusing
F1 Single (120, 277, 347VAC) [4]
F2 Double (208, 240, 480VAC) [4]
F3 Canadian Double Pull (208, 240, 480VAC) [4]

Surge Protection (10kA standard)
SP2 Increased 20kA

Finish

Textured
BK Black
WH White
BZ Bronze
DGY Dark Gray
MGY Medium Gray

Customer specified
RAL Specify optional color or RAL (ex: RAL7024)
CC Custom color (Must supply color chip for required factory quote)

1. 1150, 1675, and 2100mA not available with emergency battery backup (EBP).
2. 2100mA not available with emergency battery backup cold weather (EBPC).
3. Extended lead times apply. Contact factory for details.
4. Not available with other control options.
5. Not available with motion sensor.
6. Not available with photocontrol.
7. Not available in 347 or 480V.
8. Available only in 120 or 277V.
9. Must specify input voltage.
10. Dimming will not be connected to NEMA receptacle if ordering with other control options.
11. Not available in 480V.

PPT PureForm LED post top

with comfort optics

PureForm Accessories (order separately)

PPT-T2
Post top tenon adapter for 2 3/8" x 4"

LED Wattage and Lumen Values

Ordering Code	Total LEDs	LED Current (mA)	Color Temp.	Average System Watts	Type 1 Lumen Output	Type 1 BUG Rating	Type 1 Efficacy (LPW)	Type 2 Lumen Output	Type 2 BUG Rating	Type 2 Efficacy (LPW)	Type 3 Lumen Output	Type 3 BUG Rating	Type 3 Efficacy (LPW)	Type 5 Lumen Output	Type 5 BUG Rating	Type 5 Efficacy (LPW)
PPT-140L-450-NW-G2-x-UNV	140	450	4000	22	1971	B1-U0-G2	88	1951	B1-U0-G2	87	2421	B1-U0-G2	109	2254	B1-U0-G2	101
PPT-140L-650-NW-G2-x-UNV	140	650	4000	30	2636	B1-U0-G2	87	2609	B1-U0-G2	86	3237	B1-U0-G2	106	3014	B2-U0-G2	99
PPT-140L-850-NW-G2-x-UNV	140	850	4000	52	4736	B2-U0-G2	91	4686	B2-U0-G2	90	5816	B2-U0-G2	111	5415	B3-U0-G2	104
PPT-140L-1675-NW-G2-x-UNV	140	1675	4000	75	6574	B3-U0-G3	87	6506	B2-U0-G2	86	8074	B2-U0-G3	106	7517	B3-U0-G2	99
PPT-140L-2100-NW-G2-x-UNV	140	2100	4000	96	7571	B3-U0-G3	82	7318	B3-U0-G3	81	9081	B3-U0-G3	94	8999	B3-U0-G2	94

Values from photometric tests performed in accordance with IESNA LM-79 and are representative of the configurations shown.
Actual performance may vary due to installation and environmental variables, LED and driver tolerances, and field measurement considerations. It is highly recommended to confirm performance with a photometric layout.

NOTE: Some data may be scaled based on tests of similar (but not identical) luminaires. Contact factory for configurations not shown.

LED Wattage and lumen values (Emergency Mode)

Ordering Code	LED Qty	LED Current (mA)	Color Temp.	Temp Range (°C)	Avg. System Watts Normal Mode	Avg. System Watts Emergency Mode	Lumen Outputs Type 1 Normal Mode	Lumen Outputs Type 1 Emergency Mode	Lumen Outputs Type 2 Normal Mode	Lumen Outputs Type 2 Emergency Mode	Lumen Outputs Type 3 Normal Mode	Lumen Outputs Type 3 Emergency Mode	Lumen Outputs Type 5 Normal Mode	Lumen Outputs Type 5 Emergency Mode
PPT-140L-450-NW-G2-x-EBP-UNV	140	450	4000	0 to 40	22	10	1971	1526	1951	1510	2421	1873	2254	1744
PPT-140L-650-NW-G2-x-EBP-UNV	140	650	4000	0 to 40	30	10	2636	1526	2609	1510	3237	1747	3014	1744
PPT-140L-450-NW-G2-x-EBPC-UNV	140	450	4000	-20 to 40	22	18	1971	2178	1951	2155	2421	2493	2254	2490
PPT-140L-650-NW-G2-x-EBPC-UNV	140	650	4000	-20 to 40	30	18	2636	2178	2609	2155	3237	2493	3014	2490
PPT-140L-1150-NW-G2-x-EBPC-UNV	140	1150	4000	-20 to 40	52	18	4736	2178	4686	2155	5816	2493	5415	2490
PPT-140L-1675-NW-G2-x-EBPC-UNV	140	1675	4000	-20 to 40	75	18	6574	2178	6506	2155	8074	2493	7517	2490

Predicted Lumen Depreciation Data

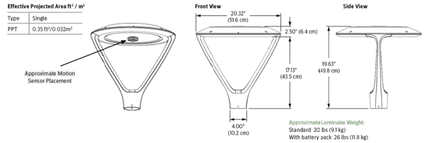
Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology.
Actual experience may vary due to field application conditions L_{70} is the predicted time when LED performance depreciates to 70% of initial lumen output. Calculated per IESNA TM21-11. Published L_{70} hours limited to 6 times actual LED test hours

Ambient Temperature °C	Driver mA	Calculated L_{70} Hours	L_{70} per TM-21	Lumen Maintenance % at 60,000 hrs
25°C	up to 2100mA	>100,000 hours	>60,000 hours	>84%

Dimensions – Post Top Luminaire

Effective Projected Area ft² / m²

Type	Single
PPT	0.35 ft²/0.032m²



Approximate Luminaire Weight:
Standard: 20 lbs (9.1 kg)
With battery pack: 26 lbs (11.8 kg)

PPT PureForm LED post top

with comfort optics

Specifications

Housing
Two-piece sealed enclosure with main part of the housing designed as the structural and heat sink frame,enclosed by cover to give its unique form. It also includes integral arm and separate, self-retained hinged, one-piece die cast door frame. All die-cast parts made of low copper die cast aluminum alloy for a high resistance to corrosion. The sleek profile with optimized surface area allows housing to provide excellent convection heat transfer with minimum use of heat fins, giving the freedom to have a clean minimalist aesthetic design. Luminaire housing rated to IP66, tested in accordance to Section 9 of IEC 60598-1.

Vibration resistance
Luminaire is tested and rated 3G over 100,000 cycles conforming to standards set forth by ANSI C136.31-2010. Testing includes vibration to 3G acceleration in three axes, all performed on the same luminaire.

Light engine
Light guide technology provides low-glare, uniform illumination. Composed of 140 LEDs strategically positioned on the edge of the optical plate. Light engine luminous opening size optimized to best achieve a balance between lumen output and optical performance with the need to provide visual comfort. Light engine frame ensures contact with housing to provide heat conduction and sealing against the elements. Light engine is RoHS compliant. . Standard color temperatures: 3000K +/- 130K, 4000K+/- 130K, 5000K +/- 225K. Minimum CRI of 70. Also available in 2700K and Amber (>590nm) with extended lead times. Contact factory for details.

Energy saving benefits
System efficacy up to 111 lms/W with significant energy savings over Pulse Start Metal Halide luminaires. Optional control options provide added energy savings during unoccupied periods.

Optical systems
The advanced LED comfort optical system provides Types 1, 2, 3, and 5. Composed of high performance UV-stabilized optical grade lens with molded micro-optics to achieve desired distribution optimized to get a exceptional lighting uniformity. Performance tested per LM-79 and TM-15 (IESNA) certifying its photometric performance. Luminaire designed with 0% uplight (UO per IESNA TM-15).

Mounting
PureForm Post Top mounts standard to a 3" x 4" Tenon, but can also be mounted to a 2-3/8" x 4" Tenon if a separate sleeve is ordered as an accessory.

Control options
0-10V dimming (DD): Access to 0-10V dimming leads supplied through the yoke of the luminaire (for secondary dimming controls by others). Cannot be used with other control options.

SiteWise (SW): SiteWise system includes a controller fully integrated in the luminaire that enables the luminaires to communicate with a dimming signal transmitter cabinet located on-site using Philips patented central dimming technology. A locally accessible mobile app allows users to access the system and set functionalities such as ON/OFF, dimming levels and scheduling. SiteWise is available with motion response options in order to bring the light back to 100% when motion is detected. Cannot be used with other control options or photocell options. Additional functionalities are available such as communication with indoor lighting and connection to BMS systems. Complete information on the control system can be found on the SiteWise website at philips.com/sitewise.

Field Adjustable Wattage Selector (FAWS): Luminaire equipped with the ability to manually adjust the wattage in the field to reduce total luminaire lumen output and light levels. Comes pre-set to the highest position at the lumen output selected. Use chart below to estimate reduction in lumen output desired. Cannot be used with other control options or motion response.

FAWS Position	Percent of Typical Lumen Output
1	25%
2	50%
3	55%
4	65%
5	75%
6	80%
7	85%
8	90%
9	95%
10	100%

Note: Typical value accuracy +/- 5%

Automatic Profile Dimming (CS/CM/CE/CA): Standard dimming profile of 30% or 50% provide flexibility towards energy savings goals while optimizing light levels during specific dark hours. When used in combination with not programmed motion response it overrides the controller's schedule when motion is detected. After 5 minutes with no motion, it will return to the automatic dimming profile schedule. Automatic dimming profile scheduled with the following settings:

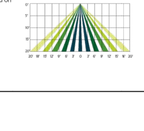
- **CS50/C530:** Security for 7 hours night duration (Ex., 11 PM – 6 AM)
- **CM50/CM30:** Median for 8 hours night duration (Ex., 10 PM – 6 AM)
- **CE50/CE30:** Economy for 9 hours night duration (Ex., 9 PM – 6 AM)
- **CA50/CA30:** for all night (during all dark hours)

Cannot be used with other control options.

Emergency Battery Backup (EBP/EBPC): Emergency battery packs included integral to the luminaire, allowing for a consistent look between emergency and non-emergency luminaires. EBP is suitable for use in ambient temperature conditions from 0°C (-32°F) to 40°C (100°F) available on 450mA and 650mA only. EBPC cold weather rated down to -20°C (-4°F) available on all wattage except the 2100mA configuration. Both systems are designed to have a secondary driver with relay to immediately detect AC power loss to power luminaire for a minimum of 90 minutes from the time power is lost. Available with 120-277V, or 'UNV' only.

Wireless system (LLC): Optional wireless controller integral to luminaire ready to be connected to a Limelight system (sold by others). The system allows you to wirelessly manage the entire site, independent lighting groups or individual luminaires while on-site or remotely. Based on a high-density mesh network with an easy to use web-based portal, you can conveniently access, monitor and manage your lighting network remotely. Wireless controls can be combined with site and area, pedestrian, and parking garage luminaires as well, for a completely connected outdoor solution. Equipped with motion response with #3 lens (LLC3) for 8-25' mounting heights or #4 lens (LLC4) for 25-40' mounting heights. Also available with remote pod accessory where pod is mounted separate from luminaire to pole or wall.

LLC3/LLCR3 Luminaire or remote mount controller with #3 lens



LLC4/LLCR4 Luminaire or remote mount controller with #4 lens

PPT PureForm LED post top

with comfort optics

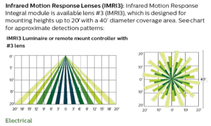
Motion response options

Bi-Level Infrared Motion Response (BL-IMR3): Motion Response module is mounted integral to luminaire factory pre-programmed to 50% dimming when not ordered with other control options. P50-IMR is set/ operates in the following fashion: The motion sensor is set to a constant 50%. When motion is detected by the PIR sensor, the luminaire returns to full power/light output. Dimming on low is factory set to 50% with 5 minutes default in "full power" prior to dimming back to low. Whenno motion is detected for 5 minutes, the motion response system reduces the wattage by 50%, to 50% of the normal constant wattage reducing the light level. Other dimming settings can be provided if different dimming levels are required. This can also be done with FSIR-100 Wireless Remote Programming Tool (contact Technical Support for details).

Infrared Motion Response with Other Controls (SW-IMR3): When used in combination with other controls (Automatic Dimming Profile and SiteWise), motion response device will simply override controller's schedule with the added benefits of a combined dimming profile and sensor detection. In this configuration, the motion response device cannot be re-programmed with FSIR-100 Wireless Remote Programming Tool. The profile can only be re-programmed via the controller.

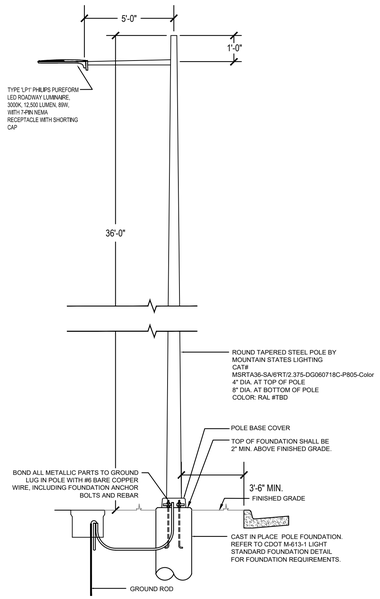
Infrared Motion Response Lenses (IMR3): Infrared Motion Response Integral module is available lens #3 (IMR3), which is designed for mounting heights up to 20' with a 40' diameter coverage area. See chart for approximate detection patterns:

IMR3 Luminaire or remote mount controller with #3 lens



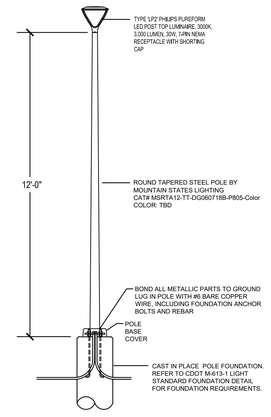
Electrical

Twist-Lock Receptacle (TLRD5/TLRD7/ TLRPC): Twist Lock Receptacle with 5 pins enabling dimming or with 7 pins with additional functionality (by others) can be used with a twistlock photoelectric cell or a shorting cap. Dimming Receptacle Type B (5-pin) and Type D-24 (7-pin) in accordance to ANSI C136.41. Can be used with Philips or third-party control system. Receptacle located on top of luminaire housing. When specifying receptacle with twistlock photoelectric c



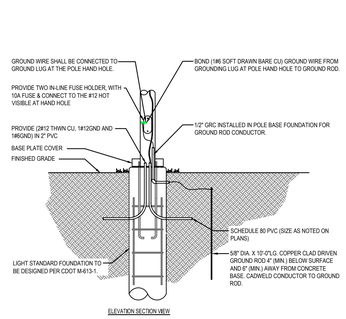
TYPE 'LP1' ROADWAY LIGHT STANDARD DETAIL

NOT TO SCALE



TYPE 'LP2' ROADWAY LIGHT STANDARD DETAIL

NOT TO SCALE

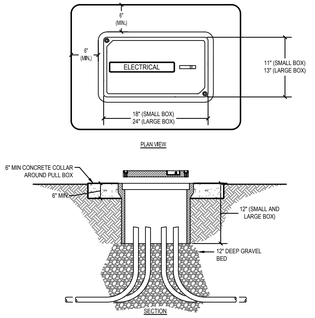


ELEVATION SECTION VIEW

NOTES:

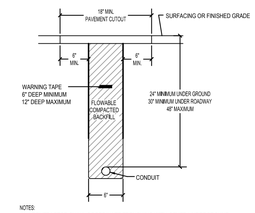
1. LIGHT STANDARD FOUNDATION DIMENSIONS AND REINFORCEMENT PER CDOT M-613-1.
2. DIMENSION FOR ANCHOR BOLT SPACING BY POLE MANUFACTURER.
3. CONTRACTOR SHALL INSTALL A FUSE AND WEATHERPROOF FUSEHOLDER AT EACH POLE BASE.
4. FOUNDATION DETAILS ARE INCLUDED ONLY TO SHOW ELECTRICAL COMPONENTS.

SCALE: 1/24XP



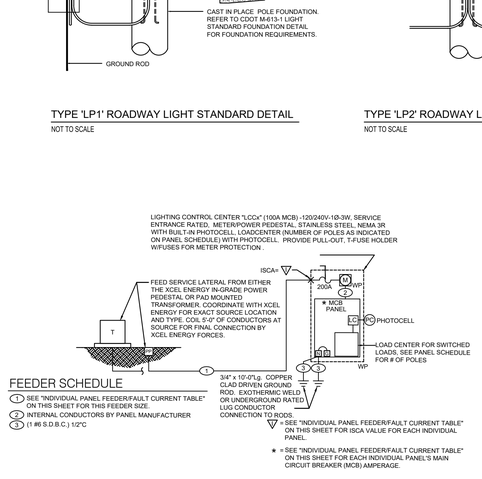
NOTES:

1. PULL BOX SHALL BE TIER 22 CAST POLYMER CONCRETE TYPE WITH HEAVY-DUTY TRAFFIC RATED COVER (ENGRAVED TEXT AS SHOWN) BY QUAZITE OR APPROVED EQUAL.
2. ALL PULL BOXES SHALL BE TRAFFIC RATED 22,500 PSI (MINIMUM).
3. 11"X18"X12" BOX DIMENSIONS SHOWN ARE FOR 2" CONDUITS MAXIMUM. FOR LARGER THAN 2" CONDUITS, REFER TO N.E.C. SECTION 314.28A FOR BOX SIZE REQUIREMENTS.



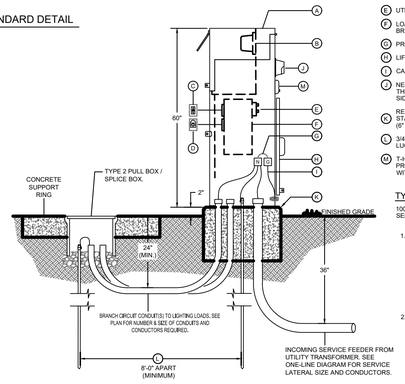
NOTES:

1. CONTRACTOR SHALL COORDINATE TRENCHING WITH OTHER UNDERGROUND UTILITIES. RAMP METERING AND IRRIGATION. CONTRACTOR SHALL USE COMMON TRENCHES AT ALL ROAD CROSSINGS WHEREVER POSSIBLE.
2. 1-#14 AWG LOCATE WIRE AND A NYLON PULL STRING IN ALL EMPTY CONDUITS.
3. LOCATE ALL TRENCHES UNDER THE OUTSIDE EDGE OF THE WALKWAYS WHERE POSSIBLE.



FEEDER SCHEDULE

1. SEE "INDIVIDUAL PANEL FEEDER/FAULT CURRENT TABLE" ON THIS SHEET FOR THIS FEEDER SIZE.
2. INTERNAL CONDUCTORS BY PANEL MANUFACTURER
3. (1 #6 S.D.B.C.) 1/2"C



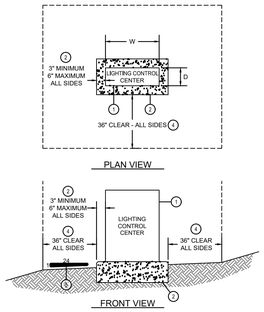
CABINET COMPONENT LIST

- (A) FULLY HINGED METER/TEST SECTION LOCKABLE COVER WITH HOLD OPEN ARM TO KEEP COVER FROM BLOWING SHUT PER XCEL ENERGY SPECIFICATION. COMBINATION ALL-IN-ONE COMMERCIAL METER POWER PEDESTAL IN A NEMA 3R STAINLESS STEEL ENCLOSURE.
- (B) UTILITY METER INSIDE NEMA 3R ENCLOSURE. METER SHALL HAVE LEVER BYPASS AND INTERNAL LOCKING TAB ON METER COVER.
- (C) GFCI MAINTENANCE RECEPTACLE FLUSH MOUNTED IN PANEL DEAD FRONT INSIDE OF THE NEMA 3R ENCLOSURE.
- (D) HAND-OFF-AUTO SWITCH - 15A-2P, HOA SWITCH WITH LEGEND FLUSH MOUNTED IN PANEL DEAD FRONT INSIDE OF THE NEMA 3R ENCLOSURE.
- (E) UTILITY TERMINATION LANDING LUGS.
- (F) LOAD CENTERS WITH SERVICE MAIN AND BRANCH BREAKERS. SEE PROVIDE PANEL SCHEDULE FOR BREAKERS REQUIRED.
- (G) PROVIDE NEUTRAL TO GROUND BONDING JUMPER.
- (H) LIFT OFF SERVICE COVER WITH PAD LOCK HASP.
- (I) CABINET GROUND BOND #6 BARE COPPER CONDUCTOR.
- (J) NEMA 3R 120V PHOTOELECTRIC CONTROL WITH 3-PRONG TWIST-LOCK RECEPTACLE BASE WIRED THROUGH THE H.O.A. SWITCH. THE PHOTOELECTRIC CONTROL SHALL BE MOUNTED ON THE NORTH SIDE ON ENCLOSURE TO MINIMIZE THE SUN'S INTERFERENCE.
- (K) REINFORCED CONCRETE (CLASS B) FOUNDATION PER STRUCTURAL ENGINEER LICENSED IN THE STATE OF COLORADO. MINIMUM 6" ABOVE GRADE, 3/4" CHAMFER ALL EXPOSED EDGES, 3" MINIMUM (6" MAXIMUM) OVERLAP ON ALL SIDES.
- (L) 3/4" X 8'-0" Lg. COPPER CLAD DRIVEN GROUND ROD. EXOTHERMIC WELD OR UNDERGROUND RATED LUG CONNECT CONDUCTOR TO GROUND ROD. (2) REQUIRED - 8'-0" APART (MIN.).
- (M) T-HANDLE, PULL-OUT FUSE HOLDER WITH FRN-R FUSES. METER DISCONNECT FOR METER PROTECTION PER XCEL ENERGY® STANDARDS, COLD SEQUENCE METER, WEATHERPROOF COVER WITH TAB LOCKABLE.

TYPICAL CABINET REQUIREMENTS:

100AMP MCB,120/240V-1Ø-3W STAINLESS STEEL, NEMA 3R, METER/ POWER PEDESTAL WITH SEPARATE SEALABLE AND LOCKABLE CUSTOMER SECTION WITH:

1. LOAD CENTER FOR ALWAYS ON LOADS THAT INCLUDE:
   - SERVICE ENTRANCE M.C.B. - ENGINEER TO PROVIDE SIZE ON THE PANEL SCHEDULE.
   - CONTROL POWER CIRCUIT BREAKER - ENGINEER TO PROVIDE SIZE ON THE PANEL SCHEDULE.
   - SWITCHED LOAD CENTER MAIN BREAKER - ENGINEER TO PROVIDE ON THE PANEL SCHEDULE.
   - BRANCH BREAKERS AS SHOWN - ENGINEER TO PROVIDE SIZE AND QUANTITY ON THE PANEL SCHEDULE.
   - CIRCUIT DIRECTORY TO DOCUMENT CONFIGURATION IN POCKET ON HINGED DOOR.
   - MAINTENANCE RECEPTACLE FLUSH MOUNTED IN DEAD FRONT INSIDE ENCLOSURE.
2. CONTROL CIRCUIT INCLUDING:
   - PHOTOCELL RECEPTACLE, MOUNTED EXTERNALLY ON NEMA-3R ENCLOSURE.
   - ONE HAND-OFF-AUTO (HOA) SWITCH FLUSH MOUNTED IN DEAD FRONT.
   - ONE LIGHTING CONTACTOR CONTROLLING ONE LOAD CENTER IN THIS SECTION.
   - ONE 1Ø CIRCUIT LOAD CENTER PHOTOCELL ON/OFF CONTROLLED.
   - A CIRCUIT DIRECTORY TO DOCUMENT CONFIGURATION IN POCKET ON HINGED DOOR.



DETAIL NOTES

1. PREBUILT NEMA 3R LIGHTING CONTROL CENTER CABINET (LCC). REFER TO LIGHTING CONTROL CENTER DETAILS FOR MORE INFORMATION. MINIMUM DIMENSIONS 17L X 24W X 48H.
2. REINFORCED CONCRETE (CLASS B) FOUNDATION PAD, PIER STRUCTURAL ENGINEER LICENSED IN THE STATE OF COLORADO, WITH 1" CHAMFER ON ALL EXPOSED EDGES. EDGE OF CONCRETE TO EXTEND 3" (MINIMUM) OR 6" (MAXIMUM) BEYOND EDGE OF CABINET.
3. THE LCC SHALL NOT BE LOCATED IN ANY INTERSECTION SIGHT TRIANGLES. PLACEMENT SHALL CONFORM TO ALLOWABLE ENCROACHMENTS IN THE PUBLIC ROW.
4. MINIMUM OF 36" CLEAR ZONE ON ALL SIDES OF CONCRETE PAD.
5. MAXIMUM OF 1:24 SLOPE IN CLEAR ZONE AREA.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's **below.** **Call** before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	N/A	DESIGNED BY	GDC
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

OVERALL LIGHTING PLANS AND DETAILS

SHEET 7 OF 146

JOB NO. 15950.22

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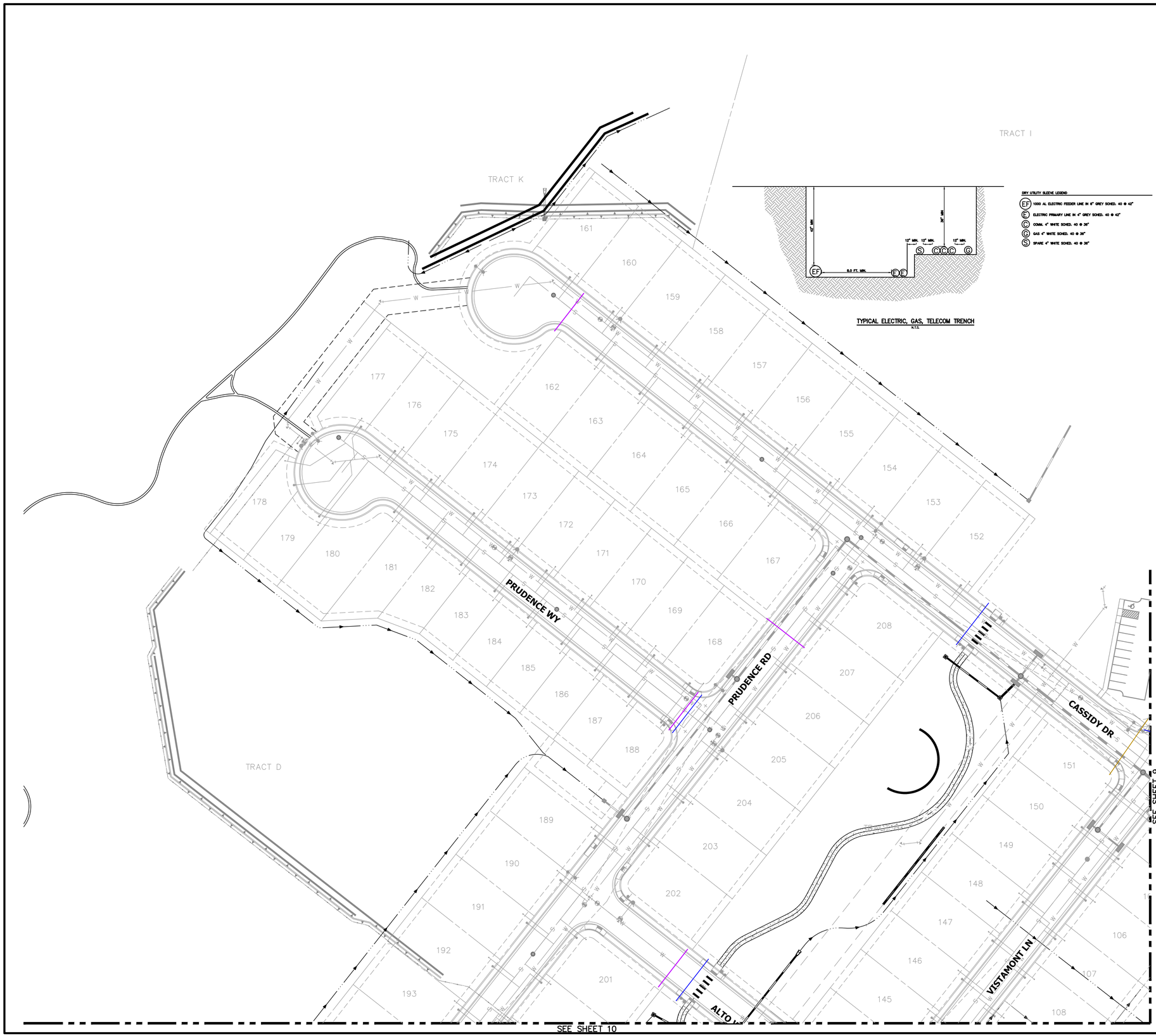
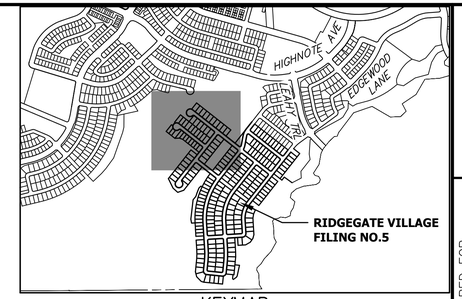


TYPICAL ELECTRIC, GAS, TELECOM TRENCH
N.T.S.

DRY UTILITY SLEEVE LEGEND

- EF 1000 AL ELECTRIC FEEDER LINE IN 6" GREY SCHED. 40 @ 42"
- E ELECTRIC PRIMARY LINE IN 4" GREY SCHED. 40 @ 42"
- C COMM. 4" WHITE SCHED. 40 @ 36"
- G GAS 4" WHITE SCHED. 40 @ 36"
- S SPARE 4" WHITE SCHED. 40 @ 36"



KEYMAP
SCALE: 1"=1000'

NOTES

1. INSTALL SLEEVES IN LINE WITH THE TRENCH ROUTE AND RESPECTIVE EASEMENTS. CLEAR WALK AND DRIVE BY FIVE (5) FEET.
2. EXTRA SLEEVES ARE INSTALLED AT THE DISCRETION OF THE DEVELOPER.
3. THE CROSSING LOCATIONS HAVE BEEN PROVIDED BY XCEL ENERGY AS PRELIMINARY LOCATIONS AND TELECOM IS PENDING. ANY CHANGES OR ADDITIONS AFTER PAVING SHALL HAVE TO BE BORED.
4. ALL CONDUITS ARE SCHEDULE 40 PVC UNLESS OTHERWISE SPECIFIED.
5. MAINTAIN ONE (1) FOOT CLEARANCE BETWEEN ALL UTILITIES FROM GAS AND ELECTRIC. KEEP ELECTRIC AND GAS SEPARATED BY ONE (1) FOOT. ELECTRIC FEEDER CANNOT SHARE TRENCH AND MUST BE A MINIMUM OF THREE (3) FEET FROM ALL OTHER UTILITIES.
6. MINIMUM COVER TO TOP OF PIPE IS 36 INCHES TO TOP OF PIPE.
7. END OF SLEEVES TO BE MARKED WITH 4 x 4 POSTS.
8. ALL SLEEVES ARE TO BE STAKED AND INSTALLED TO FIVE (5) FEET BEHIND THE CONCRETE SIDEWALK (HANDICAP RAMPS ON EACH SIDE OF THE STREET).
9. PLEASE NOTIFY ENGINEER OF ANY DISCREPANCIES ACCORDING TO THE SPECIFICATIONS LISTED ABOVE. THE SURVEY TEAM MUST STATION ACCORDING TO THE SPECIFICATIONS LISTED ABOVE.
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13. MINIMUM COVER FOR GAS IS 36" TO TOP OF PIPE. MINIMUM COVER FOR ELECTRIC IS 42" TO TOP OF PIPE. MINIMUM COVER FOR IRRIGATION IS 30" TO TOP OF PIPE.
14. CONTRACTOR TO SPRAY PAINT THE ENDS OF EACH CONDUIT SLEEVE WITH THE COLORADO 811 STANDARD UTILITY MARKING COLOR.
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LEGEND:

- PROPOSED COMMUNICATION SLEEVE
- PROPOSED ELECTRIC SLEEVE (4")
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- PROPOSED IRRIGATION SLEEVE (3" OR SMALLER)
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CITY OF LONE TREE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's **below.** **Call** before you dig.

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
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FOR AND ON BEHALF OF JR ENGINEERING, LLC

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SH LYRIC, LLC
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SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

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CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

DRY UTILITY SLEEVE PLAN

SHEET 8 OF 146

JOB NO. 15950.22

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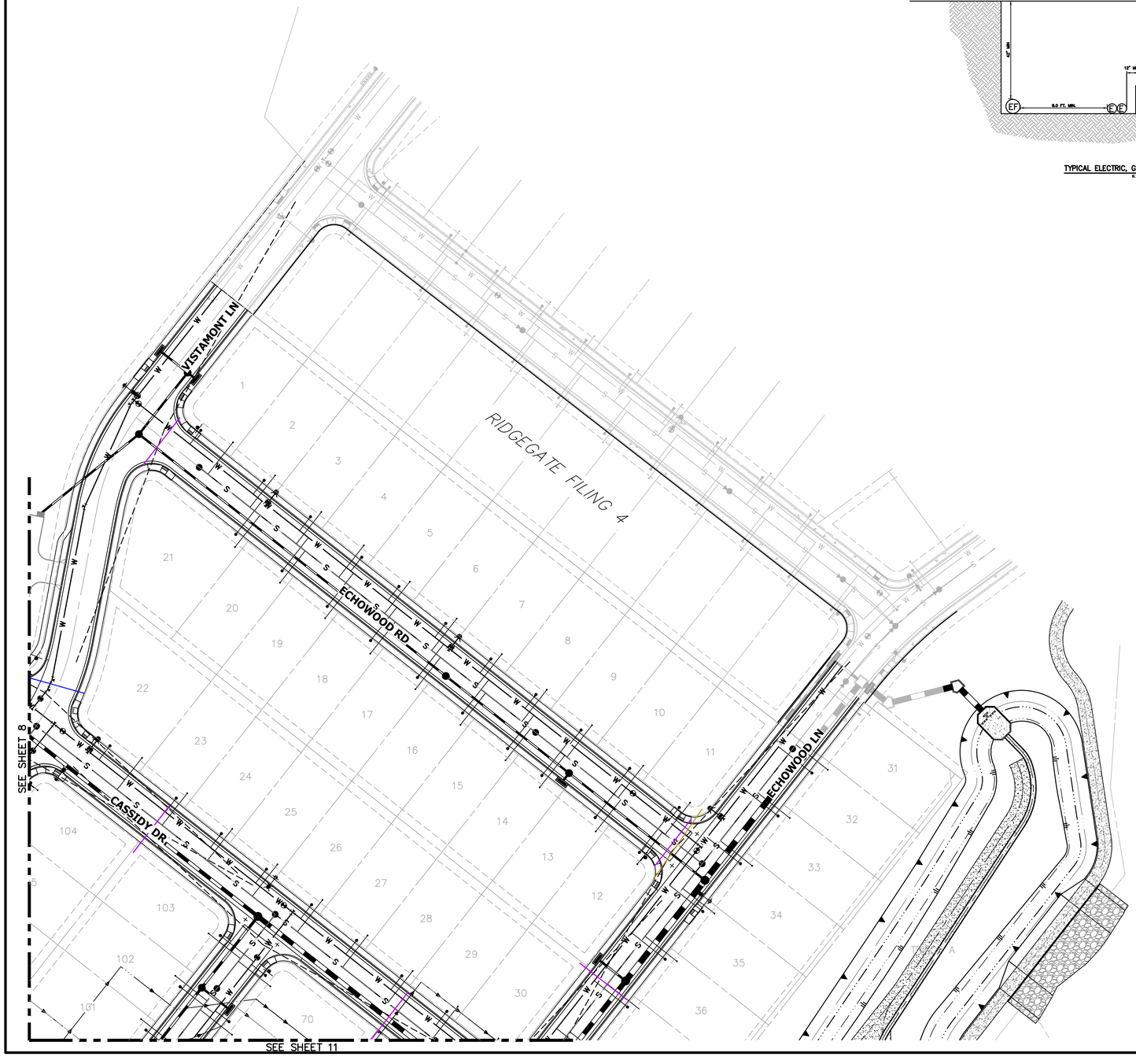

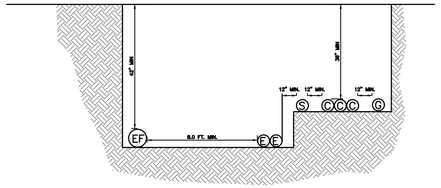

TYPICAL ELECTRIC, GAS, TELECOM TRENCH
N.T.S.

DRY UTILITY SLEEVE LEGEND

- (EF) 1000 AL ELECTRIC FEEDER LINE IN 6" GREY SCHED. 40 @ 42"
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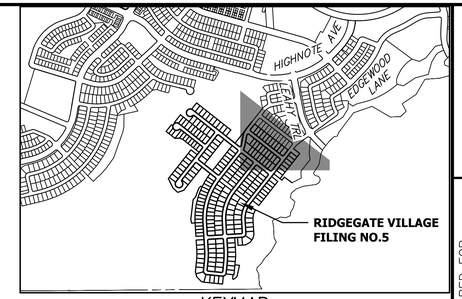
- (C) COMM. 4" WHITE SCHED. 40 @ 36"
- (G) GAS 4" WHITE SCHED. 40 @ 36"
- (S) SPARE 4" WHITE SCHED. 40 @ 36"



KEYMAP
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RIDGEGATE SOUTHWEST VILLAGE FILING 5

DRY UTILITY SLEEVE PLAN

SHEET 9 OF 146

JOB NO. 15950.22

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SEE SHEET 8

SEE SHEET 11

SEE SHEET 12

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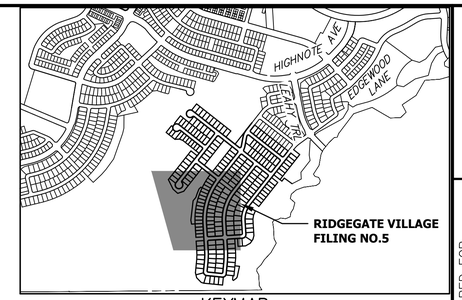

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RIDGEGATE SOUTHWEST VILLAGE FILING 5

DRY UTILITY SLEEVE PLAN

SHEET 10 OF 146

JOB NO. 15950.22

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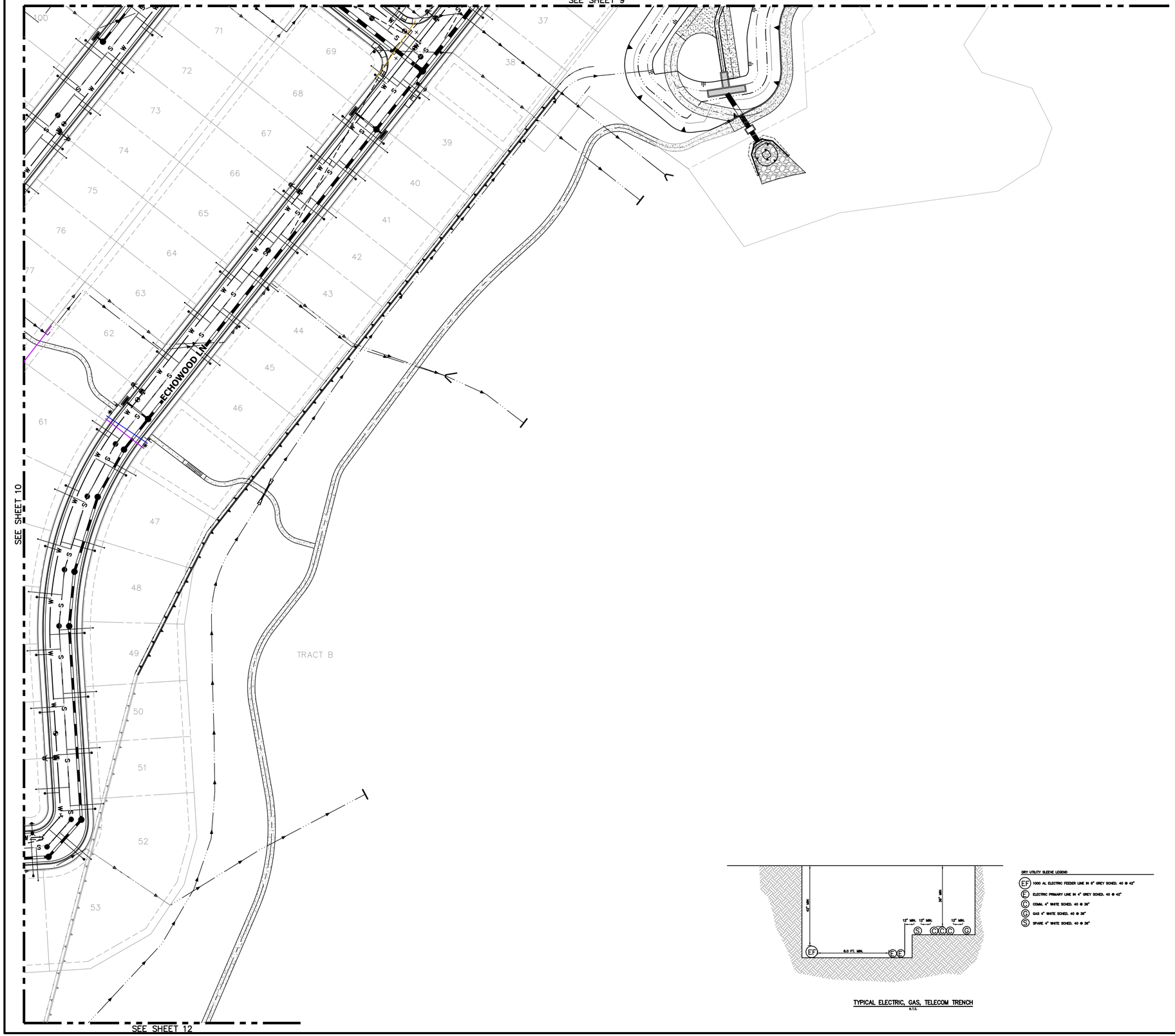

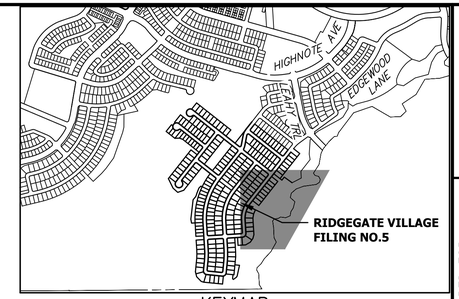

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DRY UTILITY SLEEVE PLAN

SHEET 11 OF 146

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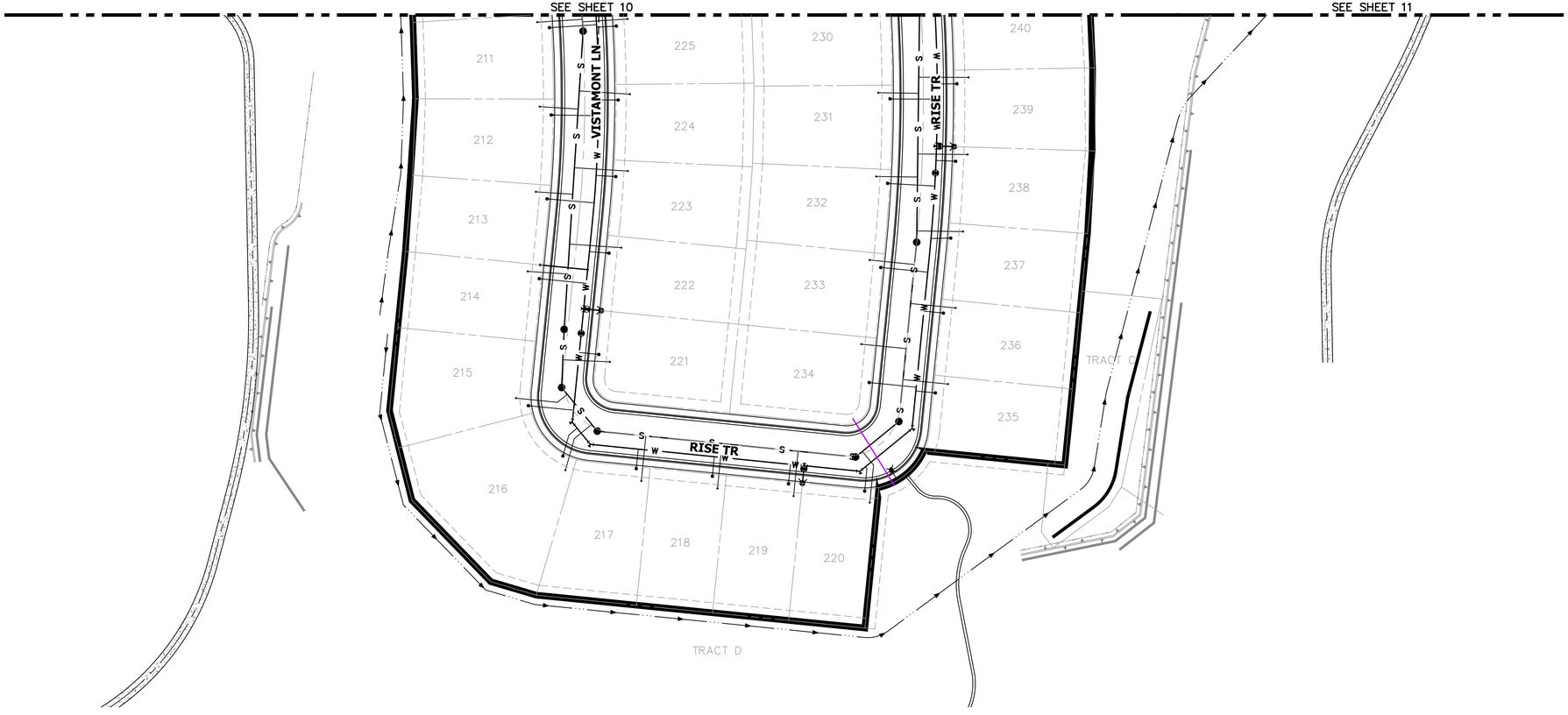

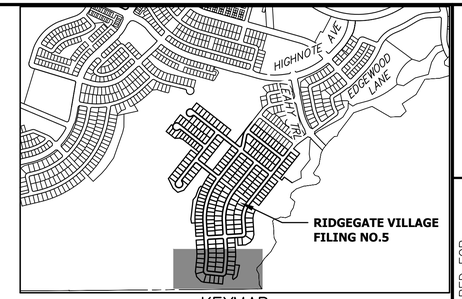

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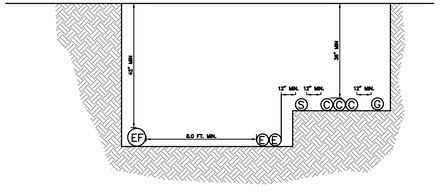

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811 Know what's below. Call before you dig.

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE 1"=50'
V-SCALE N/A
DATE 02/06/26
DESIGNED BY MEP
DRAWN BY MEP
CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5

DRY UTILITY SLEEVE PLAN

SHEET 12 OF 146

JOB NO. 15950.22

c:\Users\kelleyp\DCACDDocs\P engineering\15950\22\project files\Drawings\sheet dwgs\15950.22-COLLT\15950122-Overall Utility Sleeve Plans.dwg, Conduit 5, 2/10/2026 10:19:30 AM, kelleyp

RIDGEGATE SOUTHWEST VILLAGE FILING 5-REGIONAL PHASE

A PORTION OF THE RIDGEGATE PLANNED DEVELOPMENT DISTRICT, EAST SIDE PROPERTY

A PORTION OF THE EAST HALF OF SECTION 23 AND THE WEST HALF OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO

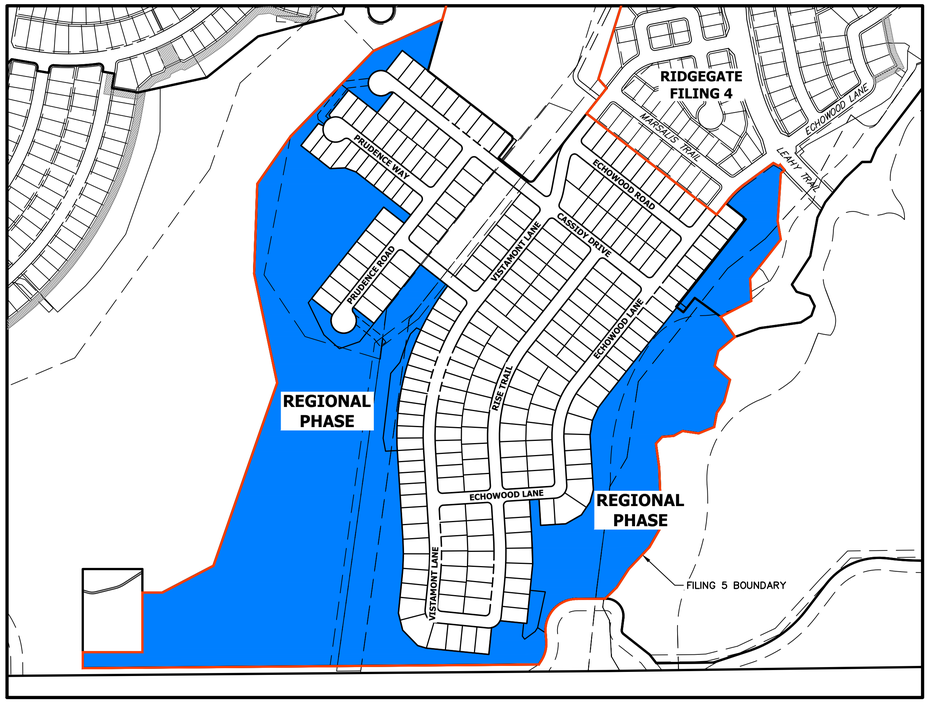
STREET & DRAINAGE CONSTRUCTION PLANS

ABBREVIATIONS

AC	ACRE
AD	ALGEBRAIC DIFFERENCE
AH	AHEAD
ARCH	ARCHITECT
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASSY	ASSEMBLY
AVE	AVENUE
BB	BOX BASE
BK	BACK
BNDY	BOUNDARY
BOP	BOTTOM OF PIPE
BOV	BLOW OFF VALVE
BFV	BUTTERFLY VALVE
BLVD	BOULEVARD
BW	BOTTOM OF WALL
C&G	CURB & GUTTER
CATV	CABLE TELEVISION
CB	CATCH BASIN
CBC	CONCRETE BOX CULVERT
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
CDS	CUL-DE-SAC
CF	CUBIC FOOT
CFS	CUBIC FEET PER SECOND
CIP	COMPLETE IN PLACE
CL	CENTER LINE
CLOMR	CONDITIONAL LETTER OF MAP REVISION
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
COCS	CITY OF COLORADO SPRINGS
CONC	CONCRETE
CR	CIRCLE
CSP	CORRUGATED STEEL PIPE
CSU	COLORADO SPRINGS UTILITIES
CT	COURT
CTRB	CONCRETE THRUST REDUCER BLOCK
CY	CUBIC YARD
DBPS	DRAINAGE BASIN PLANNING STUDY
DE	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DR	DRIVE
DRC	DESIGN REVIEW COMMITTEE
DU	DWELLING UNITS
DY	DAY
E	EAST
EA	EACH
EGL	ENERGY GRADE LINE
EL	ELEVATION
ELEC	ELECTRIC
EOA	EDGE OF ASPHALT
EPC	EL PASO COUNTY
ERCP	ELLIPTICAL RCP
ESMT	EASEMENT
EST	ESTIMATE
EX	EXISTING
FDP	FINAL DEVELOPMENT PLAN
FDR	FINAL DRAINAGE REPORT
FES	FLARED END SECTION
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FIL	FILING
FO	FIBER OPTIC CABLE
GB	GRADE BREAK
GE	GAS EASEMENT
GIS	GEOGRAPHIC INFORMATION SYSTEM
GL	GAS LINE
GPS	GLOBAL POSITIONING SYSTEM
GV	GATE VALVE
HBP	HOT BITUMINOUS PAVEMENT
HC	HANDICAP
HDC	HIGH DEFLECTION COUPLING
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HMA	HOT MIX ASPHALT
HOA	HOME OWNERS ASSOCIATION
HP	HIGH POINT
HR	HOUR
I	INLET
IE	IRRIGATION EASEMENT
INT	INTERSECTION
INV	INVERT
IRR	IRRIGATION
KB	KICK (THRUST) BLOCK
LB	POUND
LE	LANDSCAPE EASEMENT
LF	LINEAR FOOT
LN	LANE
LOMR	LETTER OF MAP REVISION
LP	LOW POINT
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
M/D	MOISTURE DENSITY
MDDP	MASTER DEVELOPMENT DRAINAGE PLAN
MH	MANHOLE
MIN	MINIMUM
MS	MOUNTABLE SIDEWALK
N	NORTH
NRCP	NON-REINFORCED CONCRETE PIPE
ODP	OFFICIAL DEVELOPMENT PLAN
OHE	OVERHEAD ELECTRIC
OHU	OVERHEAD UTILITY
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PDP	PRELIMINARY DEVELOPMENT PLAN
PE	PROFESSIONAL ENGINEER
PI	POINT OF INTERSECTION
PKWY	PARKWAY
PL	PROPERTY LINE
PP	POLYPROPYLENE PIPE
PR	PROPOSED
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PV	PLUG VALVE
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCBC	REINFORCED CONCRETE BOX CULVERT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
STE	STEEL
SAN	SANITARY SEWER
SF	SQUARE FOOT
ST	STREET
STA	STATION
STM	STORM SEWER
SY	SQUARE YARD
SY-IN	SQUARE YARD INCH
TB	THRUST BLOCK
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TEL	TELEPHONE
TN	TON
TOA	TOP OF ASPHALT
TOB	TOP OF BOX
TOC	TOP OF CURB OR CONCRETE
TOF	TOP OF FOUNDATION
TOP	TOP OF PIPE
TW	TOP OF WALL
TYP	TYPICAL
UDFCD	URBAN DRAINAGE AND FLOOD CONTROL DISTRICT
UE	UTILITY EASEMENT
U&DE	UTILITY & DRAINAGE EASEMENT
UGE	UNDERGROUND ELECTRIC
VCP	VITRIFIED CLAY PIPE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
VTC	VEHICLE TRACKING CONTROL
W	WEST
WL	WATER LINE
WM	WATER MAIN
WRD	WATER RESOURCES DEPARTMENT
WS	WATER SURFACE
WSE	WATER SURFACE ELEVATION
WTR	WATER
YR	YEAR

NOTICE TO CONTRACTOR:

1. BY ACCEPTING AND UTILIZING THESE PLANS, THE CONTRACTOR AGREES THAT THEY SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSON AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE CIVIL ENGINEER.
2. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, CONDUITS OR OTHER STRUCTURES SHOWN ON THESE PLANS WAS OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THE ENGINEER ASSUMES NO LIABILITY WHATSOEVER FOR THE ACCURACY OR COMPLETENESS OF SUCH DATA. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ALL UTILITY LINES, CONDUITS OR STRUCTURES WHETHER OR NOT SHOWN ON THESE PLANS AND BY ACCEPTING AND UTILIZING THESE PLANS, ASSUMES ALL RESPONSIBILITY FOR THE PROTECTION AND/OR ANY DAMAGE TO SAID FACILITIES.



VICINITY MAP
SCALE: 1"=300'

COVER SHEET INDEX

13	COVER SHEET
14	GENERAL NOTES
15	LEGEND
16-24	REGIONAL TRAIL PLANS
26	TRAIL DETAILS
27-29	RETAINING WALL PLANS

APPLICANT/OWNER

SHEA HOMES
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
P~303.791.8180

CIVIL ENGINEER/SURVEYOR

JR ENGINEERING
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CENTENNIAL, CO
P~303.267.6220

PLANNER

SAGE DESIGN GROUP
1500 SOUTH PEARL STREET, SUITE 200
DENVER, CO 80210
P~303.470.2855

TRAFFIC ENGINEER

JR ENGINEERING
7200 SOUTH ALTON WAY, SUITE C400
CENTENNIAL, CO
P~303.267.6183

GEOTECHNICAL ENGINEER

CTL THOMPSON, INC
1971 WEST 12TH VAE.
DENVER, CO 80204
P~303.825.0777

BASIS OF BEARING

BEARING SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 67 WEST, SIXTH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 89°31'58" EAST, A DISTANCE OF 2635.13 FEET.

BENCHMARK

NGS CONTROL POINT UNBEWUST BEING A 3.5 INCH DIAMETER BRASS CAP. LOCATED ABOUT 3.2 MILES SOUTH OF INTERSTATE 25 AND COLORADO STATE HIGHWAY 470 INTERCHANGE, GO SOUTH ON INTERSTATE 25 FOR 2.9 MILES TO EXIT 191. PROCEED ON A PAVED ROAD TO THE SOUTHWEST FOR 0.2 MILES TO THE STATION ON THE LEFT. IN THE NORTHWEST CORNER OF A 24 FOOT BY 16 FOOT ROCK OUTCROP. IT IS 22.5 FEET EAST OF THE CENTERLINE OF THE PAVED ROAD, 123 FEET NORTH OF THE OUTLET OF A 3 FOOT CORRUGATED STEEL PIPE CULVERT AND APPROXIMATELY 350 FEET WEST OF THE WEST EDGE OF OIL OF SOUTHBOUND INTERSTATE 25, ELEVATION: 6125.32 (NAVD88).

SOIL PREPARATION NOTE:

SOIL PREPARATION SHALL BE PER RECOMMENDATIONS FROM THE GEOTECHNICAL REPORT PREPARED FOR THIS SITE:

GEOTECHNICAL ENGINEER: CTL THOMPSON, INC
PROJECT NUMBER: DN49,935.000-115-R2

THE CONTRACTOR IS TO REVIEW THIS REPORT IN FULL PRIOR TO BID. INFORMATION IN THE GEOTECHNICAL REPORT SUPERCEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

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H-SCALE	1"=300'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	N/A
DRAWN BY	GDC
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
COVER
REGIONAL PHASE

SHEET 13 OF 146

JOB NO. 15950.22

GENERAL PROJECT NOTES:

1. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF IMPROVEMENTS SHALL MEET OR EXCEED THE GOVERNING CITY, COUNTY, AND/OR STATE AND APPLICABLE UTILITY DISTRICT STANDARDS AND SPECIFICATIONS, AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS A CONFLICT BETWEEN THESE PLANS AND ANY APPLICABLE STANDARDS, THE HIGHER QUALITY STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE CITY AND APPLICABLE UTILITY DISTRICT(S).

2. THE SITE CONSTRUCTION PLANS LISTED WITHIN THIS PLAN SET ARE NOT FOR CONSTRUCTION UNLESS APPROVED BY THE APPROPRIATE GOVERNING JURISDICTION. THE CONTRACTOR SHALL CONFIRM SAID APPROVAL PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL KEEP ONE (1) SIGNED COPY OF THE APPROVED SET OF PLANS, APPROPRIATE SPECIFICATIONS AND STANDARDS, AND APPROVED PERMITS ONSITE AT ALL TIMES.

3. NO REVISIONS SHALL BE MADE TO THESE PLANS WITHOUT THE APPROVAL OF THE CITY, COUNTY, STATE OR LOCAL DISTRICT AND THE ENGINEER OF RECORD.

4. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARDS, UNLESS SPECIFICALLY STATED OTHERWISE.

5. THE CONTRACTOR IS RESPONSIBLE FOR ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR DESIGNATED TO BE PROVIDED, INSTALLED, CONSTRUCTED, REMOVED, OR RELOCATED UNLESS SPECIFICALLY NOTED OTHERWISE.

6. THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES FOR WORK INCLUDING, BUT NOT LIMITED TO DEMOLITION, STREET CUTS, UTILITY INTERFERENCES, TRAFFIC CONTROL, GRADING, AND UTILITY FROM ALL APPLICABLE AGENCIES; AND FOR COMPLYING WITH ALL PROVISIONS INCLUDED THEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL OTHER APPLICABLE PERMITS NOT SPECIFICALLY REQUIRED BY THE AUTHORITY HAVING JURISDICTION.

7. THE CONTRACTOR SHALL UTILITY STAKE PROJECT AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING, TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH COMPANY) ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE.

8. THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ELEVATIONS OF ALL EXISTING SEWER MAINS, WATER MAINS, CURBS, GUTTERS, AND OTHER UTILITIES AT THE POINTS OF CONNECTION SHOWN ON THE PLANS, AND AT ANY UTILITY CROSSINGS PRIOR TO INSTALLING ANY OF THE NEW IMPROVEMENTS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE APPROPRIATE AUTHORITY PRIOR TO BEGINNING CONSTRUCTION.

9. ANY DISRUPTION OF UTILITY SERVICE THAT IS REQUIRED TO ADJUST, EXTEND, RELOCATE OR OTHERWISE REARRANGE ANY UTILITY WITHIN THE PROJECT AREA SHALL BE COORDINATED IN ADVANCE WITH THE AFFECTED UTILITY ENTITY.

10. RIM ELEVATIONS SHOWN ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL USE PRECAST CONCRETE ADJUSTMENT RINGS, GROUT, AND STEEL SHIMS TO ADJUST THE MANHOLE FRAMES TO FINAL GRADE IN CONFORMANCE WITH THE CITY OR UTILITY COMPANY/DISTRICT STANDARD SPECIFICATIONS. ALL FRAMES SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO THE FINAL LIFT OF ASPHALT.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF PROJECT SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.

12. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH THE M.U.T.C.D. TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY (CITY, COUNTY, OR STATE) FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES. ALL WORK WITHIN THE RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE GOVERNING AUTHORITY'S STANDARDS AND SPECIFICATIONS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANING AND RESTORATION OF ANY EXISTING IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO STREET PAVEMENT, FENCES, SOD, LANDSCAPING, SPRINKLER SYSTEMS, AND UTILITIES DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL LOCATION AND CONDITION.

14. INCLUDED IN THESE PLANS IS THE DEMOLITION AND DISPOSAL OF ALL EXISTING UTILITIES, SITE IMPROVEMENTS, STRUCTURES, AND SITE FURNISHINGS NEEDED FOR CONSTRUCTION OF THE IMPROVEMENTS SHOWN HEREON. ALL QUESTIONS IN REGARD TO DEMOLITION SHALL BE SUBMITTED TO THE OWNER IN WRITING PRIOR TO BID.

15. ALL DEMOLITION, REMOVAL, DISPOSAL, AND ABANDONMENT OF UTILITIES, STRUCTURES, SITE IMPROVEMENTS, AND SITE FURNISHINGS SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STANDARDS AND SPECIFICATIONS, AND PERMIT REQUIREMENTS.

16. ALL DISTURBED SOIL, ON- OR OFF-SITE AND RELATED TO WORK AT THIS PROJECT SITE, IS REQUIRED TO BE PROTECTED FROM WIND AND STORM WATER EROSION. TO MITIGATE EROSION, THE CONTRACTOR SHALL USE STANDARD EROSION CONTROL TECHNIQUES DESCRIBED IN THE GESC PLAN SET AND GESC REPORT FOR THIS PROJECT.

17. ALL STRUCTURAL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY GROUND-DISTURBING ACTIVITY. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE CONTRACTOR UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREA IS STABILIZED WITH HARD SURFACE OR PERMANENT LANDSCAPING. THE CONTRACTOR IS RESPONSIBLE FOR REFERRING TO ANY EROSION AND SEDIMENT CONTROL, STORMWATER MANAGEMENT, STORMWATER POLLUTION PREVENTION, OR SIMILAR PLAN AND/OR NARRATIVE AND ASSOCIATED PERMITS INCLUDING, BUT NOT LIMITED TO GRADING PERMITS, AND COMPLYING WITH THE REQUIREMENTS THEREIN.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK, INSPECTIONS, AND CERTIFICATIONS AS REQUIRED BY THE CITY, STATE OR LOCAL DISTRICTS. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COST ASSOCIATED WITH THE INSPECTION AND CERTIFICATION UNLESS OTHERWISE ARRANGED WITH THE OWNER/DEVELOPER. THE CONTRACTOR SHALL COORDINATE ALL CERTIFICATIONS, AND PROVIDE FIELD SURVEYED AS-BUILT INFORMATION FOR REVIEW BY THE OWNER/DEVELOPER AND/OR ENGINEER AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO AVOID POTENTIAL DELAYS.

19. CONTRACTOR IS RESPONSIBLE FOR AS-BUILT DRAWINGS, TESTS, REPORTS, AND/OR ANY OTHER CERTIFICATES OR INFORMATION AS REQUIRED FOR ACCEPTANCE OF WORK FROM CITY, UTILITY DISTRICTS, OR ANY OTHER GOVERNING AGENCY, OR TO THE OWNER/DEVELOPER AS REQUIRED BY AND IN ACCORDANCE WITH THE GOVERNING AUTHORITY OR OWNER/DEVELOPER'S CRITERIA. CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION AN A SET OF RECORD DRAWINGS KEPT AT THE CONSTRUCTION SITE AND AVAILABLE TO THE GOVERNING CITY, COUNTY, AND/OR STATE AND UTILITY DISTRICT INSPECTOR AT ALL TIMES. THE CONTRACTOR SHALL CONFIRM ANY REQUIREMENTS AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO ACCOUNT FOR PREPARATION AND REVIEW OF THE INFORMATION TO AVOID POTENTIAL DELAYS.

20. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED BY THE CONTRACTOR, HIS SUBCONTRACTORS, OR OTHER AFFECTED PARTIES, WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE OWNER/DEVELOPER AND THE ENGINEER IMMEDIATELY.

21. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE CONSULTING ENGINEER FOR CLARIFICATION AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWING.

22. BENCHMARK VERIFICATION: THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS AND THE PROPOSED ELEVATIONS IN THIS CONSTRUCTION PLAN SET AGAINST THE PROJECT BENCHMARK, IDENTIFIED HEREIN, PRIOR TO COMMENCING WORK.

23. DOUGLAS COUNTY STANDARD DETAILS SHALL NOT BE MODIFIED. ANY NON-STANDARD DETAILS WILL BE CLEARLY IDENTIFIED AS SUCH.

24. ALL ELEVATIONS ARE ON UNITED STATES COAST AND GEODETIC SURVEY (USC&GS) (NAVD-88) DATUM WITH DATE. THE RANGE POINT OR MONUMENTS SHALL BE SHOWN ON CONSTRUCTION DRAWINGS.

25. THE PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF COLORADO, SIGNING THESE PLANS IS RESPONSIBLE FOR ENSURING THAT THE DETAILS INCLUDED ARE COMPATIBLE WITH THE STANDARD DOUGLAS COUNTY DETAILS CONTAINED IN THE LATEST VERSIONS OF THE CRITERIA MANUALS. THIS INCLUDES, BUT IS NOT LIMITED TO:

- DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS
- DOUGLAS COUNTY STORM DRAINAGE DESIGN AND TECHNICAL CRITERIA
- DOUGLAS COUNTY GRADING, EROSION AND SEDIMENT CONTROL CRITERIA
- CDOT M&S STANDARDS
- MUTCD
- URBAN STORM DRAINAGE CRITERIA MANUAL VOLUMES 1, 2, & 3

CITY OF LONE TREE GENERAL NOTES

1. 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.

4. 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:

   RIDGEGATE PARKWAY

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.

12. A TEMPORARY CONSTRUCTION ACCESS PERMIT FROM THE CITY OF LONE TREE MAY BE REQUIRED FOR ANY PROJECT.

13. THE CITY OF LONE TREE SHALL NOT BE RESPONSIBLE FOR MAINTENANCE OF ROADWAY AND APPURTENANT IMPROVEMENTS, INCLUDING STORM DRAINAGE INFRASTRUCTURE, FOR THE FOLLOWING PRIVATE STREETS: HOME AGAIN STREET.

CITY OF LONE TREE SIGNAGE & 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.

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.

11. 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.

12. 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.

STORM SEWER NOTES:

1. ALL STORM SEWER IS EITHER REINFORCED CONCRETE PIPE (RCP) OR POLYPROPYLENE PIPE (PP) AS NOTED ON THE STORM PLAN AND PROFILE SHEETS.
2. ALL RCP PIPE IS CLASS III UNLESS OTHERWISE NOTED.
3. ALL POLYPROPYLENE PIPE IS ADVANCE DRAINAGE SYSTEMS, INC. (ADS) "HIGH PERFOMCANCE STORM DRAINAGE PIPE" (HP STORM) OR APPROVED EQUIVALENT
4. SEE COVER SHEET FOR BENCHMARK.
5. ALL STATIONING IS PIPE CENTERLINE UNLESS OTHERWISE NOTED.
6. INLET STATIONING IS TO CENTER OF INLET.
7. PIPE LENGTHS ARE FROM INSIDE INLET WALL TO INSIDE INLET WALL, FROM CENTER OF MANHOLE TO INSIDE INLET WALL, OR FROM CENTER OF MANHOLE TO CENTER OF MANHOLE. PIPE LENGTHS INCLUDE FES.
8. ALL ON-GRADE INLETS ARE TO MATCH TBC ELEVATIONS AT EACH END, FOLLOWING STREET GRADES.
9. ALL INLETS ARE TYPE R INLETS UNLESS OTHERWISE NOTED.
10. ALL TYPE R INLET RIM ELEVATIONS REFERENCE TBC ELEVATION AT CENTER OF INLET UNLESS OTHERWISE NOTED.
11. COORDINATES FOR END SECTIONS ARE SHOWN AT THE DOWNSTREAM END ALONG CENTERLINE OF PIPE
12. LENGTHS SHOWN FOR ALL STORM PIPE REPRESENT HORIZONTAL LENGTHS AND NOT FOR LENGTHS ALONG THE PIPE SLOPE.
13. PRECAST INLETS AND MANHOLE BASES ARE NOT ALLOWED.
14. TOE WALLS ARE REQUIRED ON FLARED END SECTIONS AT THE OUTLET END OF CULVERTS AND STORM SEWER OUTFALLS. FILTER FABRIC IS REQUIRED UNDER ALL RIPRAP PADS.
15. TWO MANHOLE ACCESS POINTS ARE REQUIRED ON ALL TYPE R CURB INLETS GREATER THAN OR EQUAL TO TEN FEET IN LENGTH.
16. CMP AND METAL STRUCTURES ARE NOT APPROVED FOR USE WITHIN THE CITY OF LONE TREE. ALL STRUCTURES, INCLUDING FLARED END SECTIONS ARE REQUIRED TO BE CONCRETE.
17. ALL TYPE R INLET DECKS SHALL MATCH THE WIDTH OF THE SIDEWALK, PER CDOT DETAIL M-604-12 SP.34B.

RCP PIPE NOTES:

1. UNLESS OTHERWISE SHOWN, RCP SHALL BE BACKFILLED ACCORDING TO THE DOUGLAS COUNTY STANDARD TRENCH SECTION SHOWN ON THE STORM SEWER DETAILS.
2. ALL RCP STORM SEWER MUST USE ASTM C44S WATERTIGHT GASKETS PER THE CURRENT DOUGLAS COUNTY AND URBAN DRAINAGE DESIGN CRITERIA.
3. JOINT RESTRAINTS ARE REQUIRED FOR A MINIMUM OF THE LAST TWO PIPE JOINTS AND FLARED END SECITONS OF AN RCP OUTFALL.

POLYPROPYLENE PIPE NOTES:

1. ALL POLYPROPYLENE (PP) PIPE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS AND MEET OR EXCEED THE FOLLOWING STANDARDS:
   1.1. ASTM F2881: STANDARD SPECIFICATION FOR 12-TO-60-INCH (300 TO 1500 MM) POLYPROPYLENE (PP) DUAL WALL PIPE AND FITTINGS FOR NON-PRESSURE STORM SEWER APPLICATIONS.
   1.2. ASTM D2321: UNDERGROUND INSTALLATION FOR THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS.
   1.3. ASTM F477: ELASTOMETRIC SEALS (GASKETS) FOR JOINING PLASTIC PIPE.
   1.4. ASTM D3212: STANDARD SPECIFICATION FOR JOINTS FOR DRAIN AND SEWER PLASTIC PIPES USING FLEXIBLE ELASTOMETRIC SEALS
   1.5. COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD PLAN M-603-4: SHEET 2
2. MINIMUM AND MAXIMUM PIPE COVER SHALL BE BASED ON CDOT-M-603-4, SHEET 2 (REFER TO ROADWAY AND STORM SEWER DETAILS WITHIN THIS PLAN SET)
3. WATER-STOP GASKET/BAND AT ALL INLETS, MANHOLES, OR STRUCTURE CONNECTIONS
4. CITY OF LONE TREE WILL REQUIRE THAT DEFLECTION TESTING BY USE OF A MANDREL BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY OF LONE TREE, AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. DEFLECTION TESTING SHALL BE DONE PRIOR TO PAVING AND NOT LESS THAN THIRTY DAYS AFTER INSTALLATION. THE MAXIMUM ALLOWABLE DEFLECTION SHALL NOT EXCEED 5% DURING TESTING. PIPES 36-INCH IN DIAMETER AND LARGER MAY BE ENTERED AND DEFLECTION LEVELS MEASURED DIRECTLY. THIS ALLOWS FOR SPECIFIC EQUIPMENT SUCH AS GO/NO GO STICKS, CUT TO 95% OF THE INSIDE DIAMETER. IF USING A MANDREL IT SHALL BE A NINE (OR GREATER ODD NUMBER) ARM MANDREL AND SHALL BE SIZED AND INSPECTED BY THE CITY ENGINEERING INSPECTOR PRIOR TO TESTING.
5. THE CITY WILL REQUIRE VIDEO INSPECTION BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. VIDEO INSPECTION WILL BE REQUIRED PRIOR TO INITIAL AND FINAL WARRANTY ACCEPTANCE.
6. THE CITY WILL REQUIRE THE CONTRACTOR TO COORDINATE WITH ADS REPRESENTATIVES REGARDING THE ON-SITE PRECONSTRUCTION CONSULTATION AND SITE VISITS DURING CONSTRUCTION. WHEN THE CITY FEELS COMFORTABLE WITH THE CONTRACTOR CAPABILITY, PROFICIENCY, AND/OR CITY INSPECTIONS THIS REQUIREMENT CAN BE RE-EVALUATED
7. FLARED END SECTIONS MUST BE CONNECTED TO A CONCRETE PIPE. NO POLYPROPYLENE PIPE MAY BE DIRECTLY CONNECTED TO A CONCRETE FLARED END SECTION.

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48-50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51-60 FOR INTERSECTION-RAMP PLANS.
8. SEE SHEETS 64-65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

DRAINAGE GENERAL NOTES

1. PROJECT FACILITIES ARE TO BE LOCATED BASED ON THE SURVEY COORDINATES, ELEVATIONS, DIMENSIONS, AND/OR GEOMETRIC DESIGN DATA PROVIDED ON THE DRAWINGS.
2. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES AND FOR SATISFYING ALL APPLICABLE OSHA, FEDERAL, STATE, AND LOCAL REGULATIONS. TEMPORARY EXCAVATIONS SHALL PROVIDE, AT MINIMUM, THE TRENCH DIMENSIONS AND CLEARANCES SHOWN OR SPECIFIED. TEMPORARY CONSTRUCTION SLOPES SHALL BE SLOPED, SHORED, SHEETED, AND/OR BRACED IN ACCORDANCE WITH STABILITY REQUIREMENTS AND APPLICABLE REGULATIONS, AND SHALL BE NO STEEPER THAN THE SLOPES SHOWN OR SPECIFIED WITHOUT THE APPROVAL OF THE ENGINEER. ANY SUCH APPROVALS BY THE ENGINEER WILL NOT RELIEVE THE CONTRACTOR FROM SOLE RESPONSIBILITY FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES.
3. EXISTING FACILITIES NOT INDICATED TO BE REMOVED SHALL BE PROTECTED IN PLACE OR REMOVED AND REPLACED IN KIND, AS APPROVED BY ENGINEER.
4. THE WORK WILL TAKE PLACE IN AND AROUND DRAINAGE SWALES AND THE BADGER GULCH, SUBJECT TO PERIODIC FLOODING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF SURFACE AND SUBSURFACE WATER DURING THE COURSE OF THE WORK. ANY DAMAGE TO THE WORK RESULTING FROM SURFACE FLOWS, BASE FLOWS, OR FLOOD FLOWS INCLUDING BUOYANCY FORCES ON PIPELINES AND OTHER FACILITIES SHALL BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND SATISFYING THE REQUIREMENTS OF ANY APPLICABLE PERMITS PERTAINING TO WATER AND EROSION CONTROL.
5. CONTACT THE ENGINEER FOR CLARIFICATIONS OF ANY ABBREVIATIONS SHOWN ON THE DRAWINGS.
6. THE SITE WHERE THE WORK IS TO BE PERFORMED SHALL BE OVERLOT GRADED. TOPSOIL SHALL BE SPREAD IN OPEN SPACE AREAS TO A DEPTH OF APPROXIMATELY 6-INCHES. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED, AND SOME AREAS COVERED WITH EROSION CONTROL BLANKETS, UNLESS OTHERWISE DIRECTED IN THE PLANS OR BY THE ENGINEER. CARE SHALL BE TAKEN TO AVOID DISTURBING ANY OPEN SPACE AREAS EXCEPT THE MINIMUM NECESSARY TO PERFORM THE WORK. TOPSOIL IN ANY WORK AREAS OR ACCESS ROADS WITHIN THE OPEN SPACE SHALL BE STRIPPED AND STOCKPILED PRIOR TO THE WORK, PROTECTED FROM MIXING WITH ANY OTHER MATERIALS DURING THE WORK, AND REPLACED TO A LOOSE DEPTH OF 7- TO 8- INCHES (FINAL DEPTH AFTER SETTLEMENT SHALL BE 6- INCHES MINIMUM) AS THE WORK IS BEING COMPLETED. WHERE BLANKETS EXIST, THE MINIMUM AREA OF BLANKET TO ALLOW WORK TO PROGRESS SHALL BE REMOVED AND THEN THE REMOVED OR NEW BLANKET REPLACED AFTER UNDERLYING WORK IS COMP

LAYER LINETYPE LEGEND

	EXISTING	PROPOSED
PHASE LINE		
MATCH LINE		
SECTION LINE		
BOUNDARY LINE		
PROPERTY LINE		
EASEMENT LINE		
RIGHT OF WAY		
R.O.W. A LINE	A	A
CENTERLINE		
CITY LIMITS		
WIRE FENCE	X	X
CHAIN LINK FENCE	O	O
WOOD FENCE	◇	◆
MASONRY FENCE	□	■
GUARDRAIL		
CONC. BARRIER		
CABLE TV	TV	TV
ELECTRIC	E	E
FIBER OPTIC	FO	FO
GAS MAIN	G	G
IRRIGATION MAIN	IR	IR
OIL/PETRO. MAIN	O	O
OVERHEAD UTILITY	OHU	OHU
SANITARY SEWER	S	S
STORM DRAIN		
TELEPHONE	T	T
WATER MAIN	W	W
RAW WATER LINE	RWL	RWL
SWALE/WATERWAY FLOWLINE		
DIVERSION DITCH		
DIVERSION CHANNEL		
MAJOR DRAINAGE BASIN		
MINOR DRAINAGE BASIN		
TOP OF SLOPE		
TOE OF SLOPE		
EDGE OF WATER		
INDEX CONTOUR	6100	6100
INTERMEDIATE CONTOUR		
DEPRESSION CONT. (INDEX)	6100	6100
DEPRESSION CONT. (INTER)		
TOP OF CUTS		
TOE OF FILLS		
CUT AND FILL LINE		C/F
SILT FENCE	SF	SF
100 YEAR FLOODPLAIN	100YR	100YR
500 YEAR FLOODPLAIN	500YR	500YR
FLOODWAY	FLDWY	FLDWY
BASE FLOOD ELEVATION		
EDGE OF WETLANDS		
STONE WALL		

UTILITIES LEGEND

	EXISTING	PROPOSED
STORM SEWER		
MANHOLE	Ⓢ	◉
STORM INLET		▣
AREA INLET – SQUARE	□	
AREA INLET – ROUND	○	
FLARED END SECTION	▷	◁
RIPRAP		
SANITARY SEWER		
LINE MARKER	Mkr San	
SERVICE MARKER	S	
CLEAN–OUT	○–	•–
MANHOLE W/ DIRECTIONAL FLOW ARROW	Ⓢ	◉
WATER LINE		
LINE MARKER	Mkr W	
SERVICE MARKER	W	
FIRE HYDRANT		
FIRE CONNECTION		
MANHOLE	Ⓦ	●
BEND		
BLOW–OFF VALVE		
WELL	WELL	WELL
METER	Ⓜ	●
VALVE	⋈	⋈
REDUCER		
THRUST BLOCK		
CROSS		
PLUG W/ THRUST BLOCK		
TEE		
REVERSE ANCHOR		
ANODE		
AIR & VACUUM VALVE ASSEMBLY		
TRANSMISSION BLOW–OFF ASSEMBLY		
GAS LINE		
MARKER	Mkr G	
SERVICE MARKER	G	
METER	Ⓖ	●
VALVE	⋈	⋈
PLUG	[	[
TEE		
DRY UTILITIES		
CABLE TV MARKER	Mkr TV	
CABLE TELEVISION PEDESTAL	TV	
ELECTRIC MARKER	Mkr E	
ELECTRIC SERVICE MARKER	E	
ELECTRICAL PEDESTAL	E	
ELECTRICAL METER	E	
ELECTRICAL MANHOLE	E	
FIBER–OPTIC MARKER	Mkr FO	
IRRIGATION PEDESTAL	I	
TELEPHONE MARKER	Mkr T	
TELEPHONE PEDESTAL	T	
TELEPHONE MANHOLE	T	
UTILITY POLE		
GUY ANCHOR		
GUY POLE		
MISC. UTILITIES		
VENT PIPE	VP	VP
TEST HOLE DESIGNATOR	TH# FIRM/AGENCY	

MONUMENTATION LEGEND

ALUMINUM CAP – FOUND	AC
BRASS CAP – FOUND	BC
BENCHMARK – FOUND	
CROSS – FOUND	+
MONUMENT – SET	○
MONUMENT – FOUND (DEFAULT)	●
MONUMENT – FOUND (ALTERNATE 1)	■
MONUMENT – FOUND (ALTERNATE 2)	◙
MONUMENT – FOUND (ALTERNATE 3)	▲
MONUMENT – FOUND (ALTERNATE 4)	◭
MONUMENT – FOUND (ALTERNATE 5)	⬟
MONUMENT – FOUND (ALTERNATE 6)	❀
MONUMENT – FOUND (ALTERNATE 7)	⛢
NAIL & WASHER – FOUND	NAIL & WASHER
PANEL – FOUND	
PK NAIL – FOUND	PK NAIL
ROW MONUMENT – FOUND	
ROW MARKER – FOUND	⊡
SECTION CORNER – FOUND	
SECTION CORNER – SET	
QUARTER–SECTION CORNER – FOUND	
QUARTER–SECTION CORNER – SET	
SECTION CENTER – FOUND	
SECTION CENTER – FOUND	
CONTROL/TRAVERSE POINT – SET	

TRAFFIC LEGEND

	EXISTING	PROPOSED
PARKING METER		
TRAFFIC SIGNAL BOX		
TRAFFIC SIGNAL POLE		
TRAFFIC SIGNAL		
BARRICADE		
GUARD RAIL POST		
IMPACT ATTENUATOR		
BRIDGE STYLE HIGHWAY SIGN POST		
CANTILEVER STYLE HIGHWAY SIGN POST		
SIGN		
RAILROAD MARKER/SIGN	RR	
STREET LIGHT		
STREET LIGHT – SINGLE		
STREET LIGHT – DOUBLE		
LUMINAIRE		
ALTERNATE LUMINAIRE		
SIGNAL MAST ARM W/ LUMINAIRE		
PEDESTAL POLE FOUNDATION		
TRAFFIC SIGNAL POLE		
ROUND PULL BOX		
MEDIUM PULL BOX		
LARGE PULL BOX (20X33X15)		
SIGNAL HEAD WITHOUT BACK PLATE		
SIGNAL HEAD WITH BACK PLATE		
PEDESTRIAN SIGNAL HEAD		
VIDEO IMAGE DETECTOR		
OPTICOM DETECTOR		
VEHICLE DETECTION ZONE		V

STORM WATER MANAGEMENT

	KEY	SYMBOL
CHECK DAM	CD	
CONSTRUCTION ROAD STABILIZATION	CRS	
CURB SOCK INLET PROTECTION	CS	
CONCRETE WASHOUT AREA	CWA	
DIVERSION DITCH AND DIKE, TEMPORARY	DD	
DIVERSION CHANNEL, TEMPORARY	DV	
DEWATERING	DW	
EROSION CONTROL BLANKET	ECB	
INLET FILTER	IF	
INLET PROTECTION	IP	
MULCHING	MU	
OUTLET PROTECTION	OP	
PAVED FLUME	PF	
PERMENENT SEEDING	PS	
REINFORCED CONCRETE DAM	RCD	
ROUGH CUT STREET CONTROL	RCS	
SEDIMENT BASIN	SB	
SEDIMENT CONTROL LOG	SCL	
SILT FENCE	SF	
SURFACE ROUGHENING	SR	
STABILIZED STAGING AREA	SSA	
SEDIMENT TRAP	ST	
STRAW BALE BARRIER	STB	
TERRACING	TER	
TEMPORARY SEEDING	TS	
TEMPORARY STREAM CROSSING CULVERT/BRIDGE	TSC C	
TEMPORARY STREAM CROSSING FORD TYPE	TSC F	
TEMPORARY SLOPE DRAIN	TSD	
VEHICLE TRACKING CONTROL	VTC	
VEHICLE TRACKING CONTROL WITH WASH RACK	WR	

DRAINAGE REPORT PLANS

	KEY
BASIN DESIGNATION (NO COEFFICIENT)	# #.##
BASIN DESIGNATION (1 COEFFICIENT)	# #.## | #
BASIN DESIGNATION (2 COEFFICIENTS)	# #.## | # #
ANALISYS POINT IDENTIFIER	#
BASIN DESIGNATION (HISTORIC)	# #.##
BASIN DESIGNATION (DEVELOPED)	# #.##
SUB–BASIN DESIGNATION (DEVELOPED)	# #.#
DRAINAGE PIPE IDENTIFIER	##
DRAINAGE POINT IDENTIFIER (HEXAGONAL)	##
DRAINAGE POINT IDENTIFIER (TRIANGULAR)	?
SWMM DESIGNATION 1	#
SWMM DESIGNATION 2	#
SWMM DESIGNATION 3	#
SWMM DESIGNATION 4	?

LANDSCAPE LEGEND

	EXISTING	PROPOSED
TREE – CONIFEROUS		
TREE – DECIDUOUS		
SHRUB/BUSH		
SHRUBS AND BUSHES		
IRRIGATION BOX		
IRRIGATION SPRINKLER		
IRRIGATION VALVE		
BOLLARD		
FLAGPOLE		FP

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791–8180

J·R ENGINEERING
A Westrian Company
Centennial 303–740–9393 • Colorado Springs 719–593–2593
Fort Collins 970–491–9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H–SCALE	N/A	DESIGNED BY	MEP
V–SCALE	N/A	DRAWN BY	MEP
DATE	02/06/26	CHECKED BY	

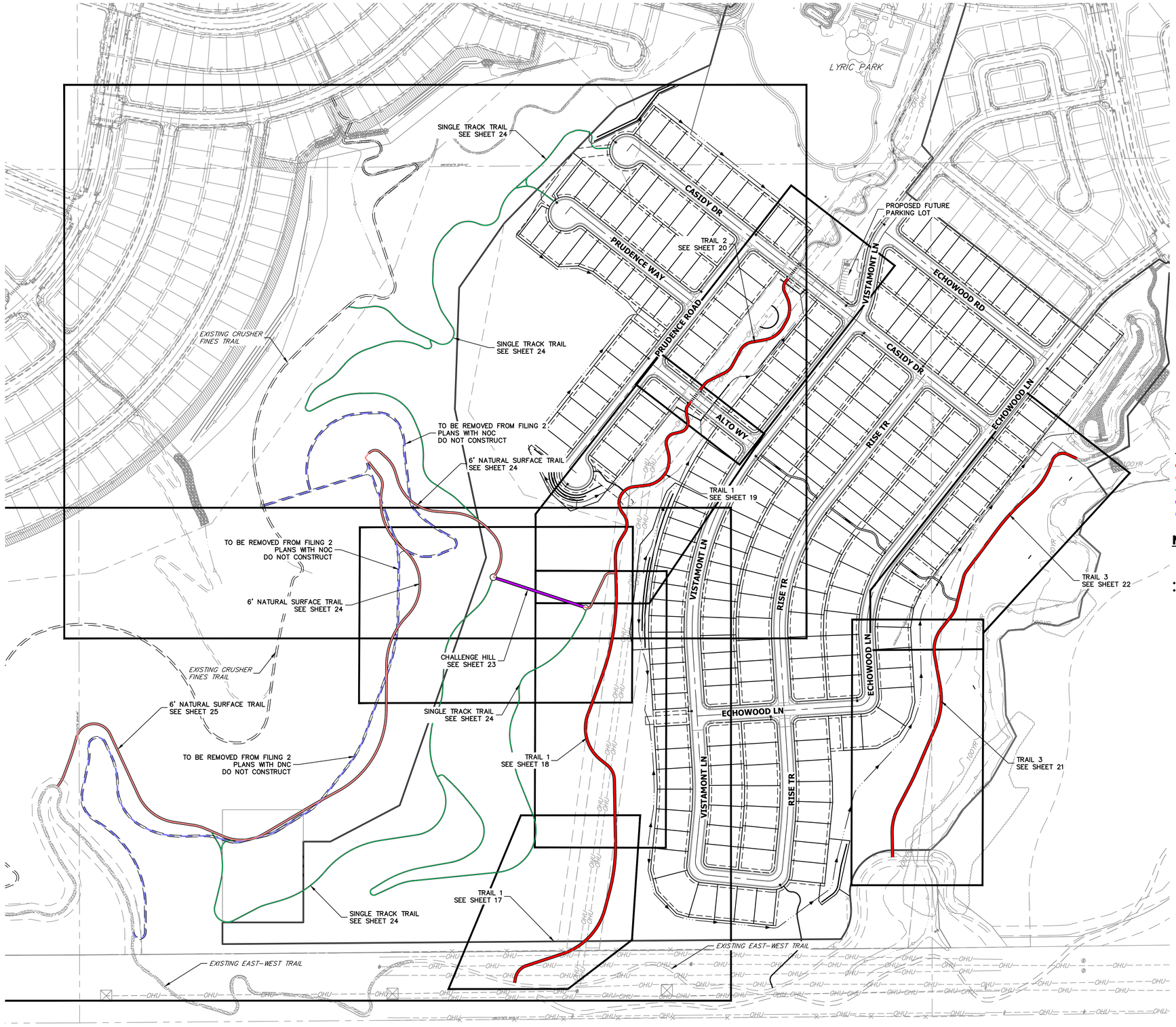
RIDGEGATE SOUTHWEST VILLAGE FILING 5

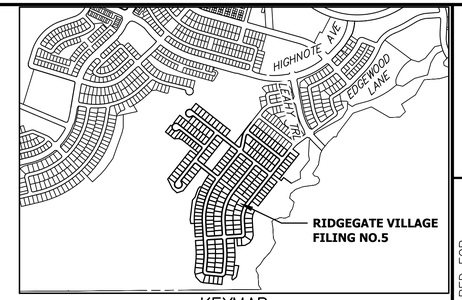
LEGEND

REGIONAL PHASE

SHEET 15 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

LEGEND

- PROPOSED 8' CONCRETE TRAIL
- PROPOSED 6' NATURAL SURFACE TRAIL
- PROPOSED SINGLE TRACK TRAIL
- PROPOSED CHALLENGE HILL
- FILING 2 TRAILS TO BE REMOVED FROM PLANS WITH DCN

NOTES

1. SLOPE OF 8 FT WIDE CONCRETE TRAILS ARE TO BE IN ACCORDANCE WITH THE ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD (ACCESS BOARD) ADVANCE NOTICE OF PROPOSED RULEMAKING (ANPRM) FOR SHARED USE PATHS:

- TRAIL CROSS-SLOPE: 2% (1:50) MAX
- TRAIL RUNNING SLOPE:

TRAIL RUNNING SLOPE	MAXIMUM LENGTH OF SEGMENT
-NOT STEEPER THAN 1:20	N/A
-STEEPER THAN 1:20 BUT NOT STEEPER THAN 1:12	200 FEET
-STEEPER THAN 1:12 BUT NOT STEEPER THAN 1:10	30 FEET
-STEEPER THAN 1:10 BUT NOT STEEPER THAN 1:8	10 FEET

2. FOR SINGLE TRACK AND NATURAL SURFACE TRAILS AND CHALLANGE STEPS SEE NOTES ON SHEET 24.

Know what's **below.**
Call before you dig.

150 75 0 150 300
ORIGINAL SCALE: 1" = 150'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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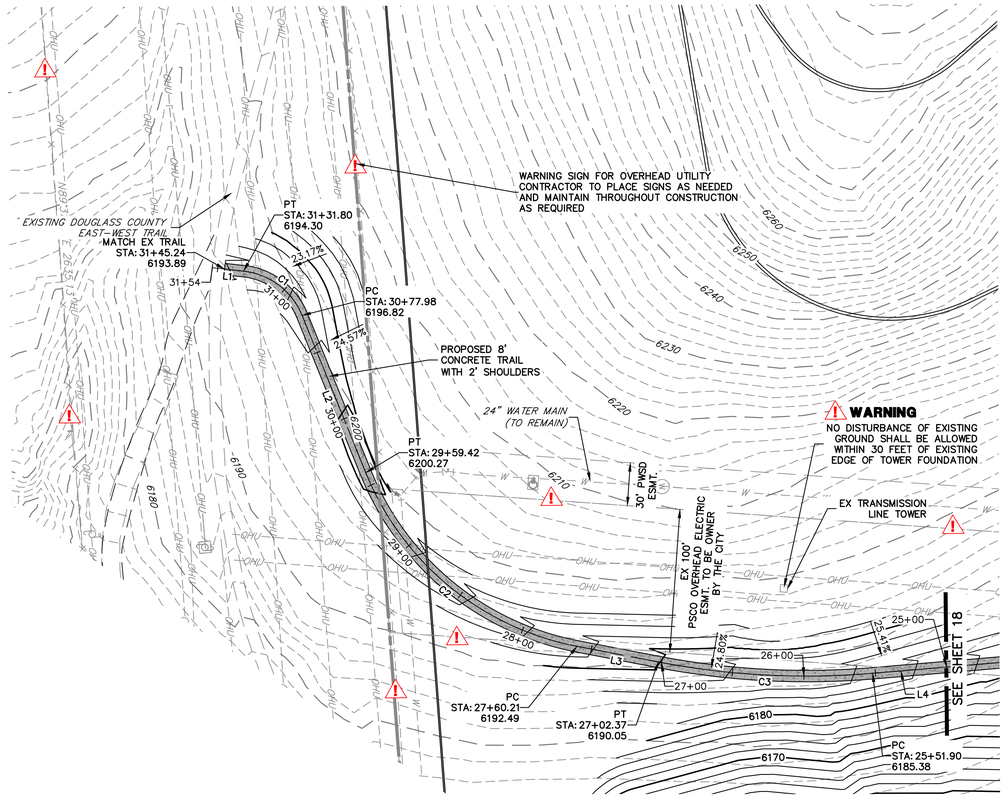
No.	REVISION	BY	DATE

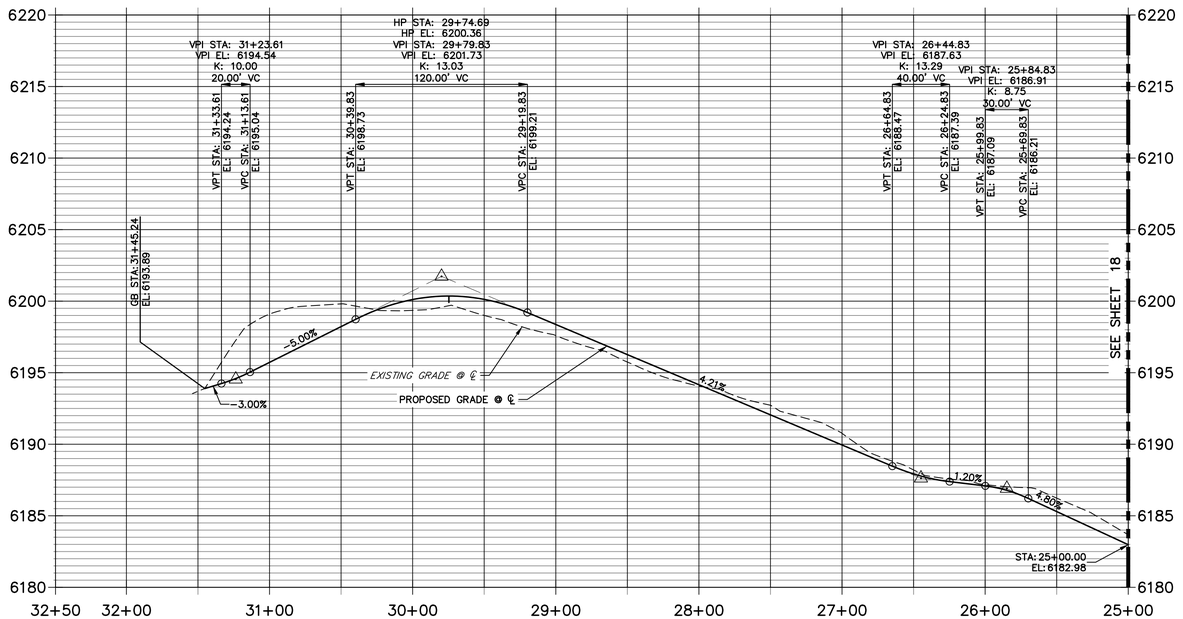
H-SCALE	1"=150'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

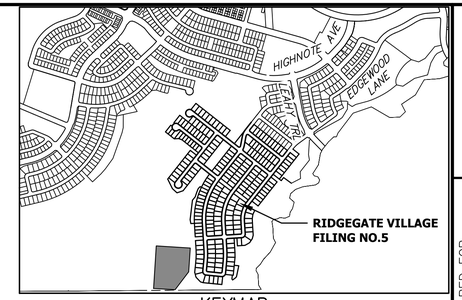
RIDGEGATE SOUTHWEST VILLAGE FILING 5
REGIONAL TRAIL PLANS
REGIONAL PHASE

SHEET 16 OF 146
JOB NO. 15950.22



TRAIL 1 PROFILE (1)
STA 25+00.00 TO 32+49.55





KEYMAP
SCALE: 1"=1000'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S10°04'42"W	22.04'
L2	S71°45'06"W	118.57'
L3	S14°40'55"W	57.84'
L4	S1°03'01"E	193.90'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	61°40'23"	50.00'	53.82'
C2	57°04'11"	200.00'	199.21'
C3	15°43'56"	548.01'	150.47'

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

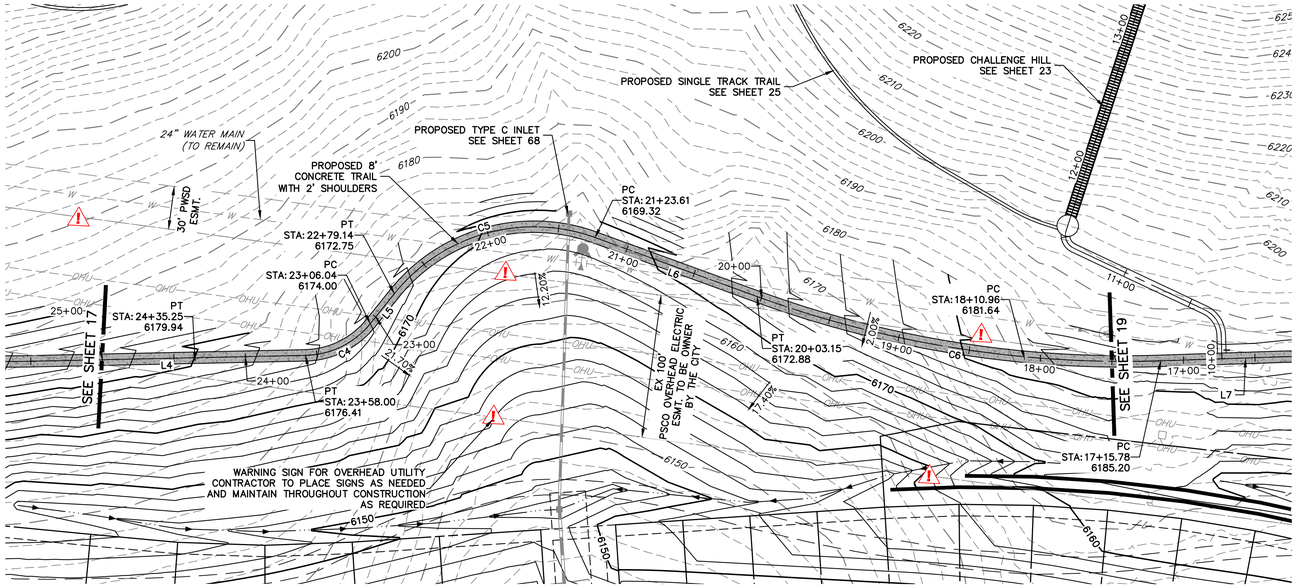
RIDGEGATE SOUTHWEST VILLAGE FILING 5

REGIONAL TRAIL PLANS

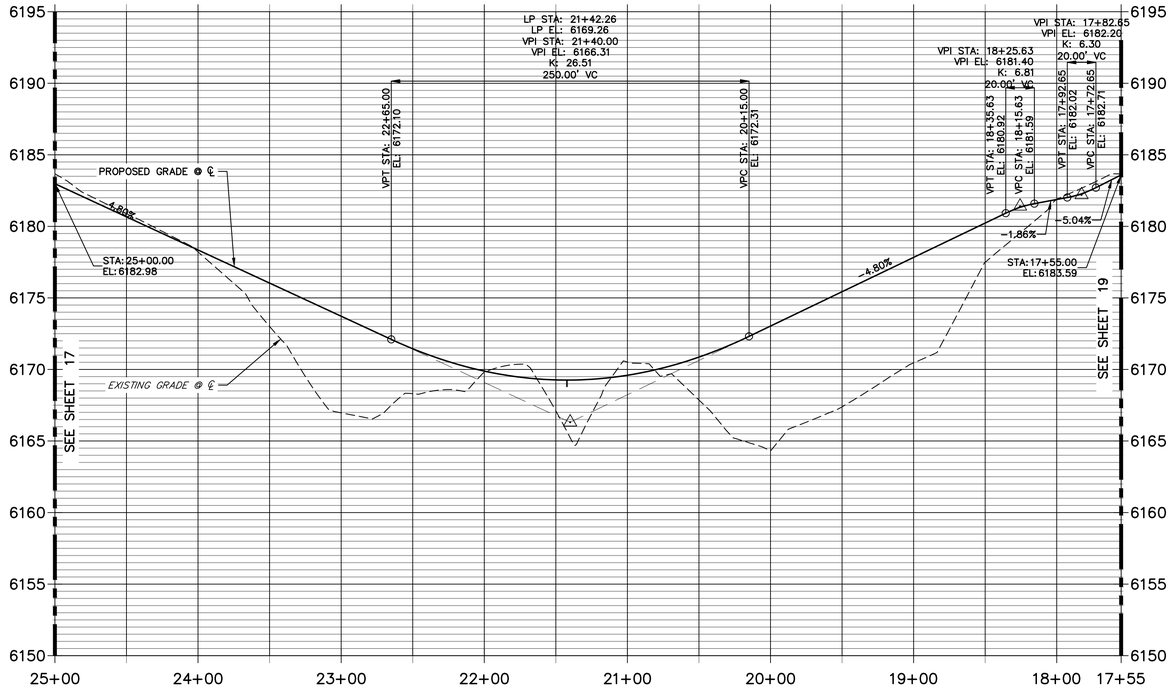
REGIONAL PHASE

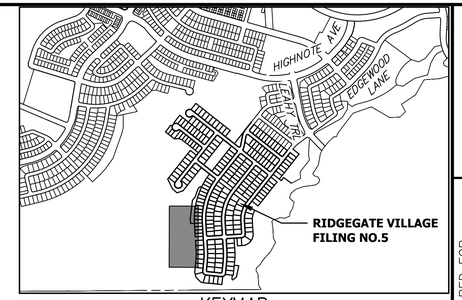
SHEET 17 OF 146

JOB NO. 15950.22



TRAIL 1 PROFILE (2)
STA 17+55.00 TO 25+00.00





KEYMAP
SCALE: 1"=1000'

LINE TABLE		
LINE	BEARING	DISTANCE
L4	S1°03'01"E	193.90'
L5	S51°05'10"E	26.47'
L6	S20°12'13"W	120.45'
L7	S1°45'00"E	85.53'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C4	50°02'09"	60.00'	52.40'
C5	71°17'23"	125.00'	155.53'
C6	21°57'13"	750.00'	287.37'

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

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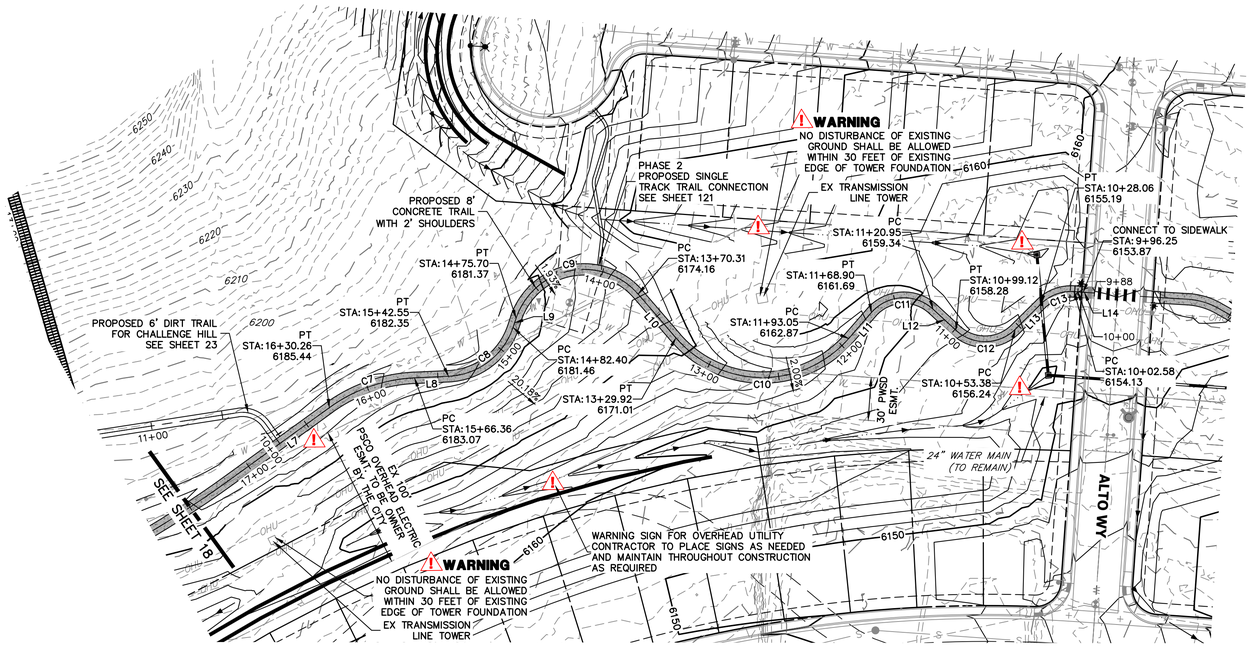
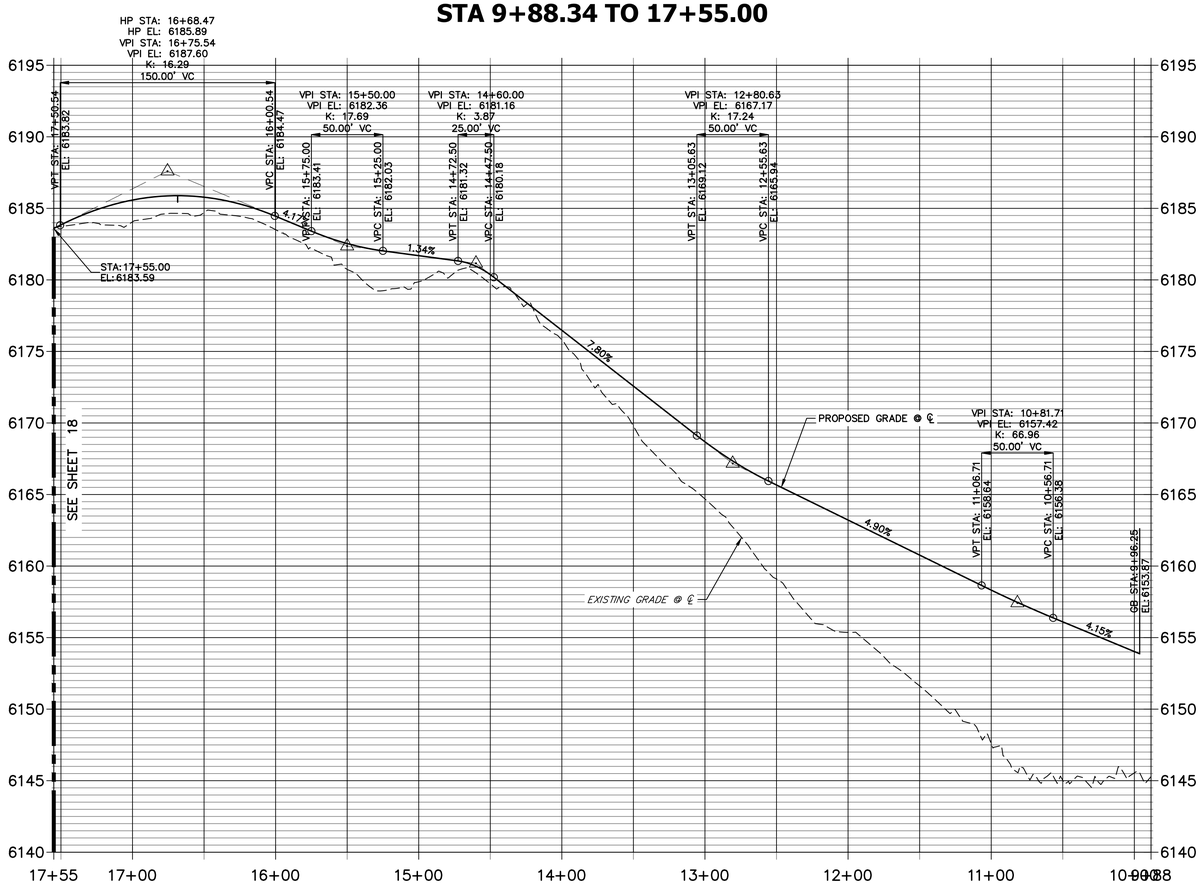
RIDGEGATE SOUTHWEST VILLAGE FILING 5
REGIONAL TRAIL PLANS
REGIONAL PHASE

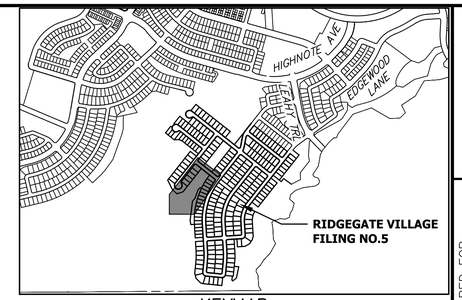
SHEET 18 OF 146

JOB NO. 15950.22



TRAIL 1 PROFILE (3)
STA 9+88.34 TO 17+55.00





KEYMAP
SCALE: 1"=1000'

LINE TABLE		
LINE	BEARING	DISTANCE
L7	S1°45'00"E	85.53'
L8	S31°31'59"W	23.81'
L9	S37°23'40"E	6.70'
L10	S83°22'13"W	40.39'
L11	S14°39'34"E	24.15'
L12	S76°54'04"W	21.83'
L13	S10°27'24"E	25.32'
L14	S38°14'10"W	14.23'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C7	33°16'58"	110.00'	63.90'
C8	68°55'38"	50.00'	60.15'
C9	120°45'53"	50.00'	105.39'
C10	98°01'47"	80.00'	136.88'
C11	91°33'38"	30.00'	47.94'
C12	87°21'28"	30.00'	45.74'
C13	48°41'34"	30.00'	25.50'

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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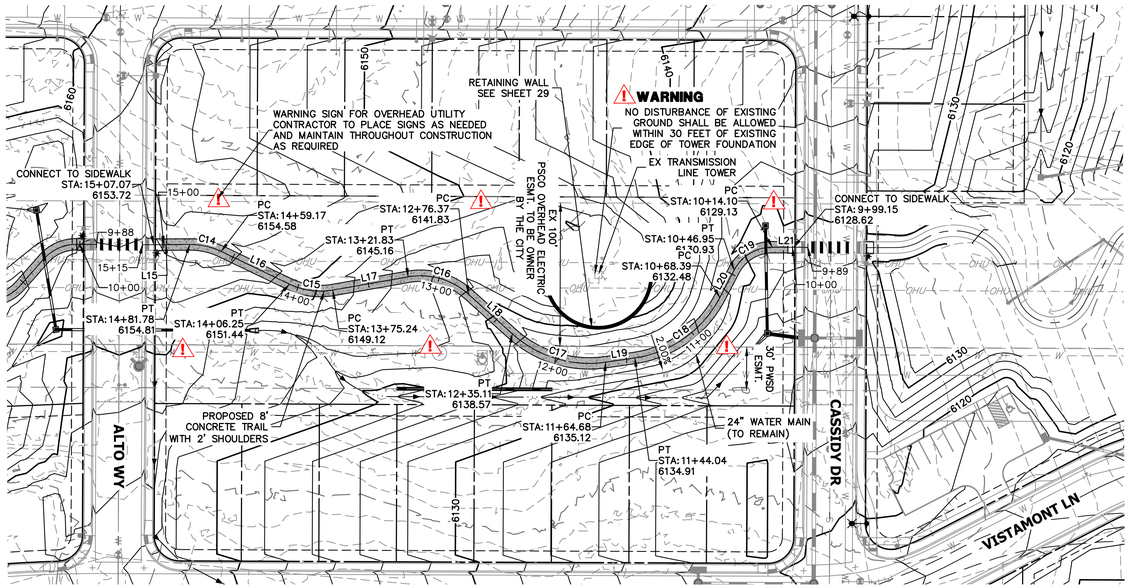
RIDGEGATE SOUTHWEST VILLAGE FILING 5

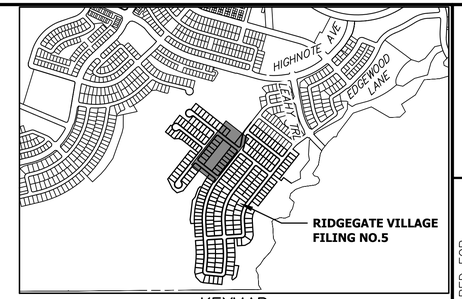
REGIONAL TRAIL PLANS

REGIONAL PHASE

SHEET 19 OF 146

JOB NO. 15950.22



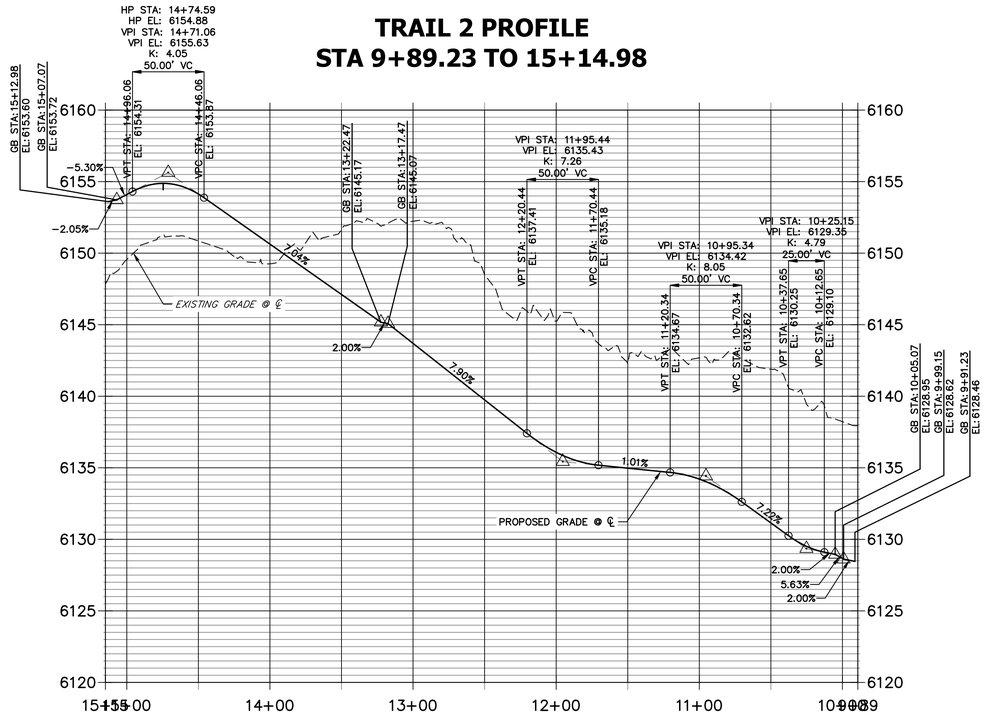


KEYMAP
SCALE: 1"=1000'

LINE TABLE		
LINE	BEARING	DISTANCE
L15	S37°39'49"W	33.21'
L16	S63°34'01"W	52.92'
L17	S28°01'58"W	53.41'
L18	S80°07'32"W	41.26'
L19	S29°41'01"W	20.64'
L20	S24°29'38"E	21.45'
L21	S38°14'10"W	24.87'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C14	25°54'12"	50.00'	22.60'
C15	35°32'03"	50.00'	31.01'
C16	52°05'34"	50.00'	45.46'
C17	50°26'31"	80.00'	70.43'
C18	54°10'39"	80.00'	75.65'
C19	62°43'48"	30.00'	32.85'

TRAIL 2 PROFILE
STA 9+89.23 TO 15+14.98



50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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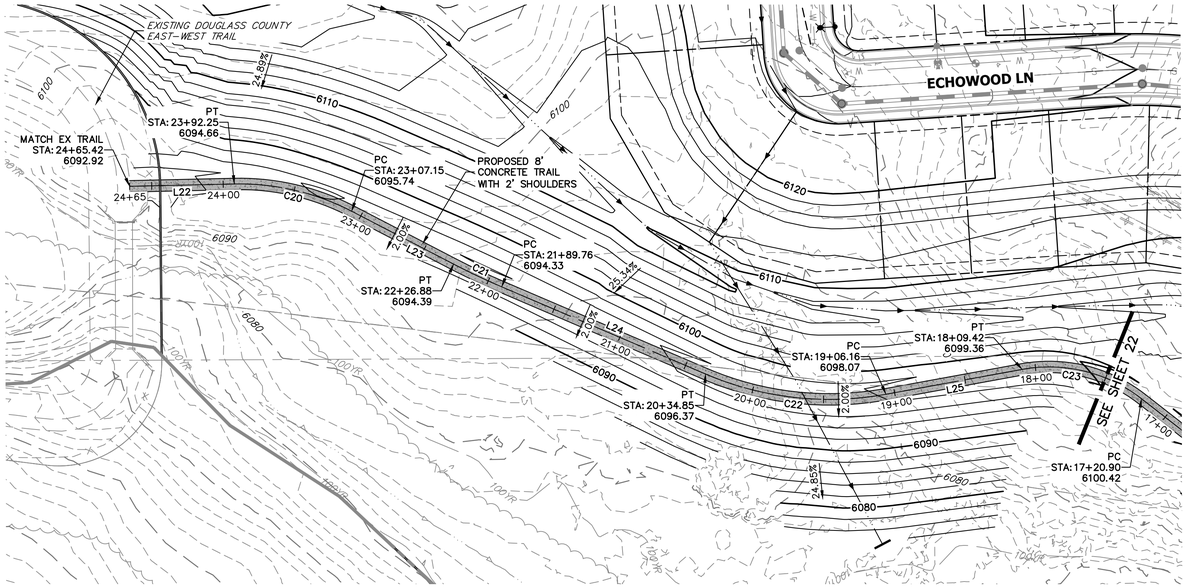
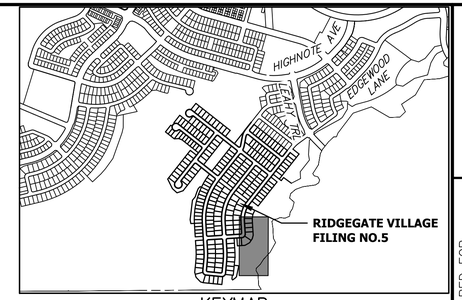
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
REGIONAL TRAIL PLANS
REGIONAL PHASE

SHEET 20 OF 146

JOB NO. 15950.22



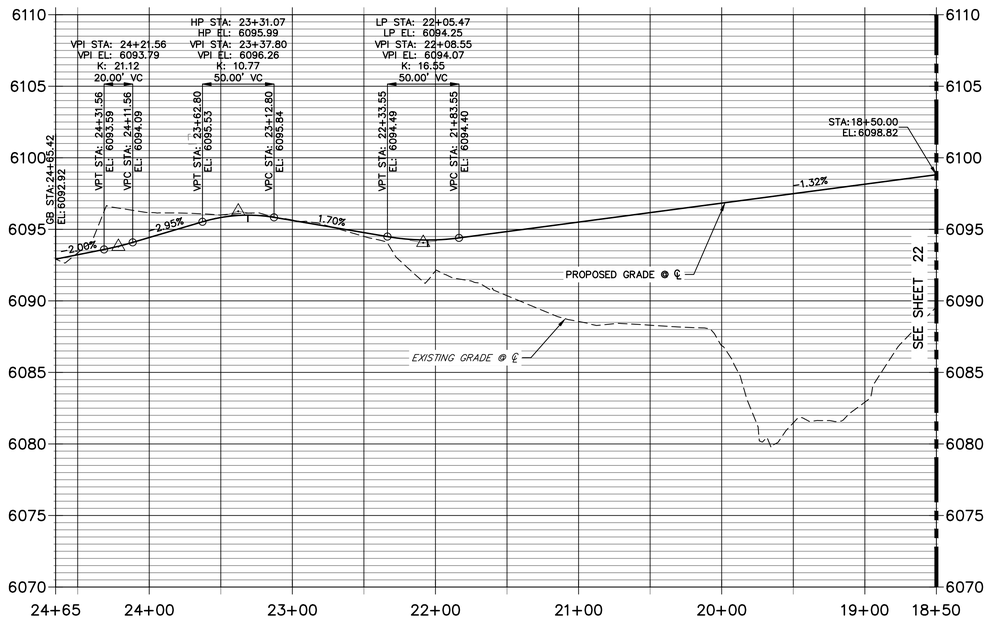


KEYMAP
SCALE: 1"=1000'

LINE TABLE		
LINE	BEARING	DISTANCE
L22	S1°04'51"E	73.16'
L23	S27°36'02"W	80.27'
L24	S23°20'49"W	154.91'
L25	S10°10'11"E	96.74'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C20	28°40'53"	170.00'	85.10'
C21	4°15'12"	500.00'	37.12'
C22	33°31'00"	220.00'	128.69'
C23	48°18'19"	105.00'	88.52'

TRAIL 3 PROFILE (1)
STA 18+50.00 TO 24+65.42



50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

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V-SCALE	1"=5'
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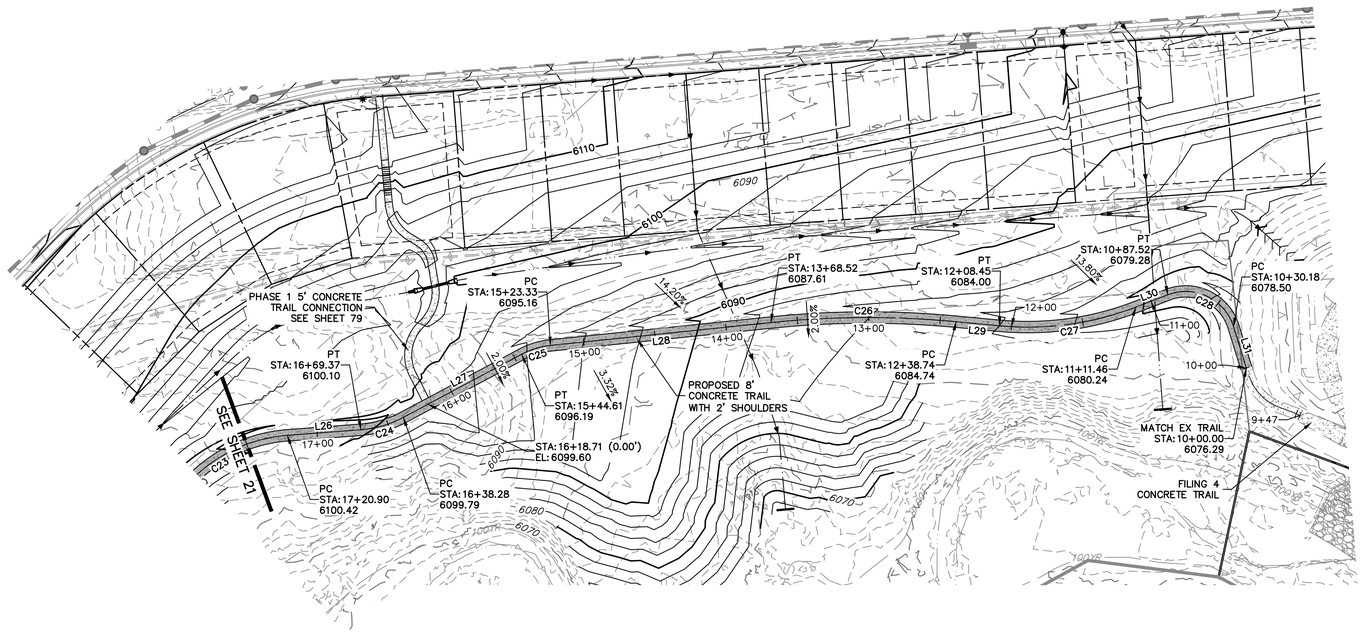
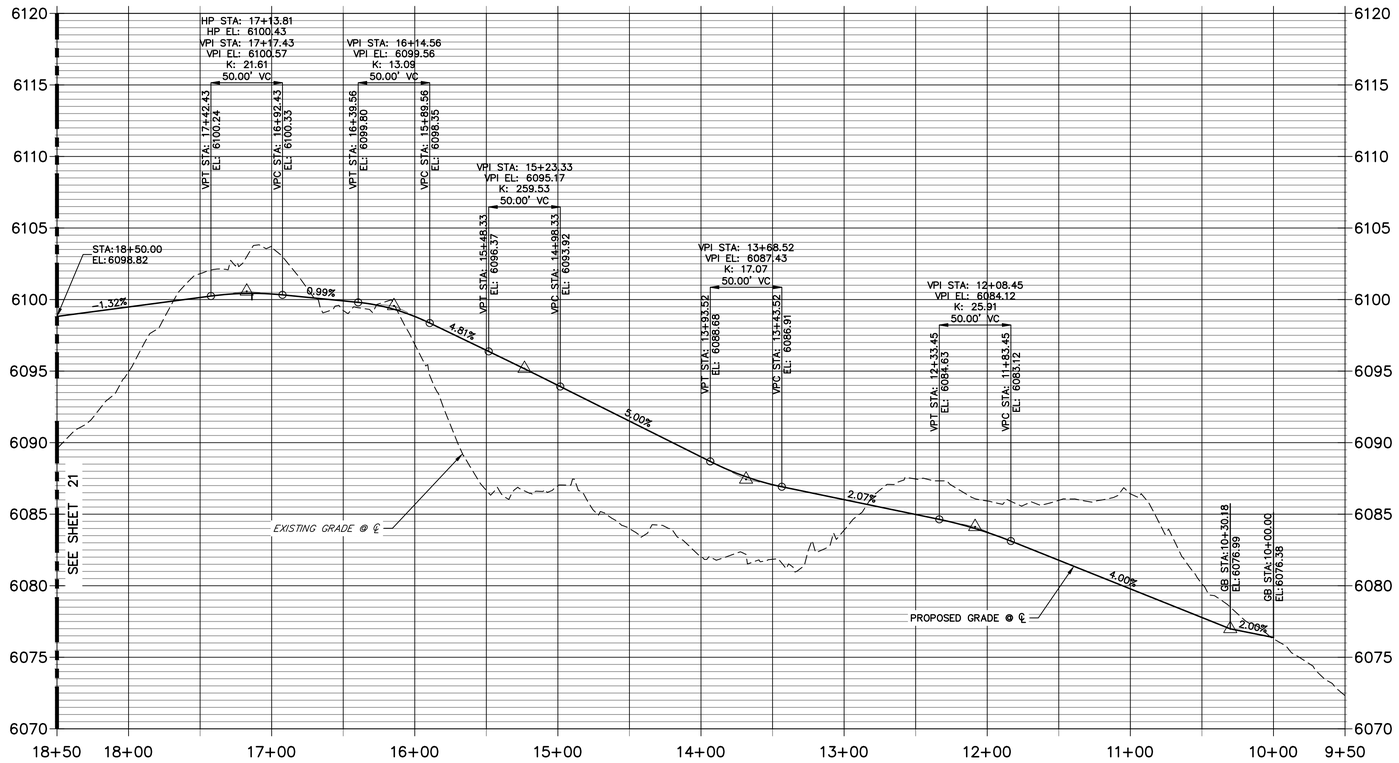
DRAWN BY	GDC
CHECKED BY	

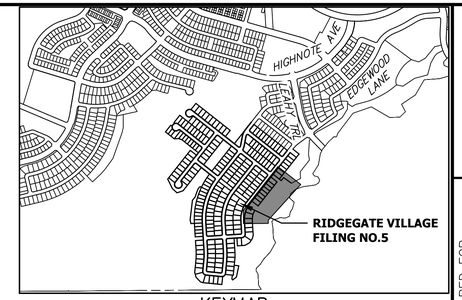
RIDGEGATE SOUTHWEST VILLAGE FILING 5
REGIONAL TRAIL PLANS
REGIONAL PHASE

SHEET 21 OF 146
JOB NO. 15950.22



TRAIL 3 PROFILE
STA 9+50.00 TO 18+50.00





KEYMAP
SCALE: 1"=1000'

LINE TABLE		
LINE	BEARING	DISTANCE
L26	S38°08'08"W	51.53'
L27	S14°23'17"W	93.67'
L28	S36°33'00"W	154.81'
L29	S47°54'11"W	30.28'
L30	S21°26'23"W	23.94'
L31	N64°41'05"W	30.18'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C23	48°18'19"	105.00'	88.52'
C24	23°44'51"	75.00'	31.09'
C25	22°09'43"	55.00'	21.27'
C26	11°21'11"	655.00'	129.79'
C27	26°27'48"	210.00'	96.99'
C28	93°52'33"	35.00'	57.35'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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RIDGEGATE SOUTHWEST VILLAGE FILING 5
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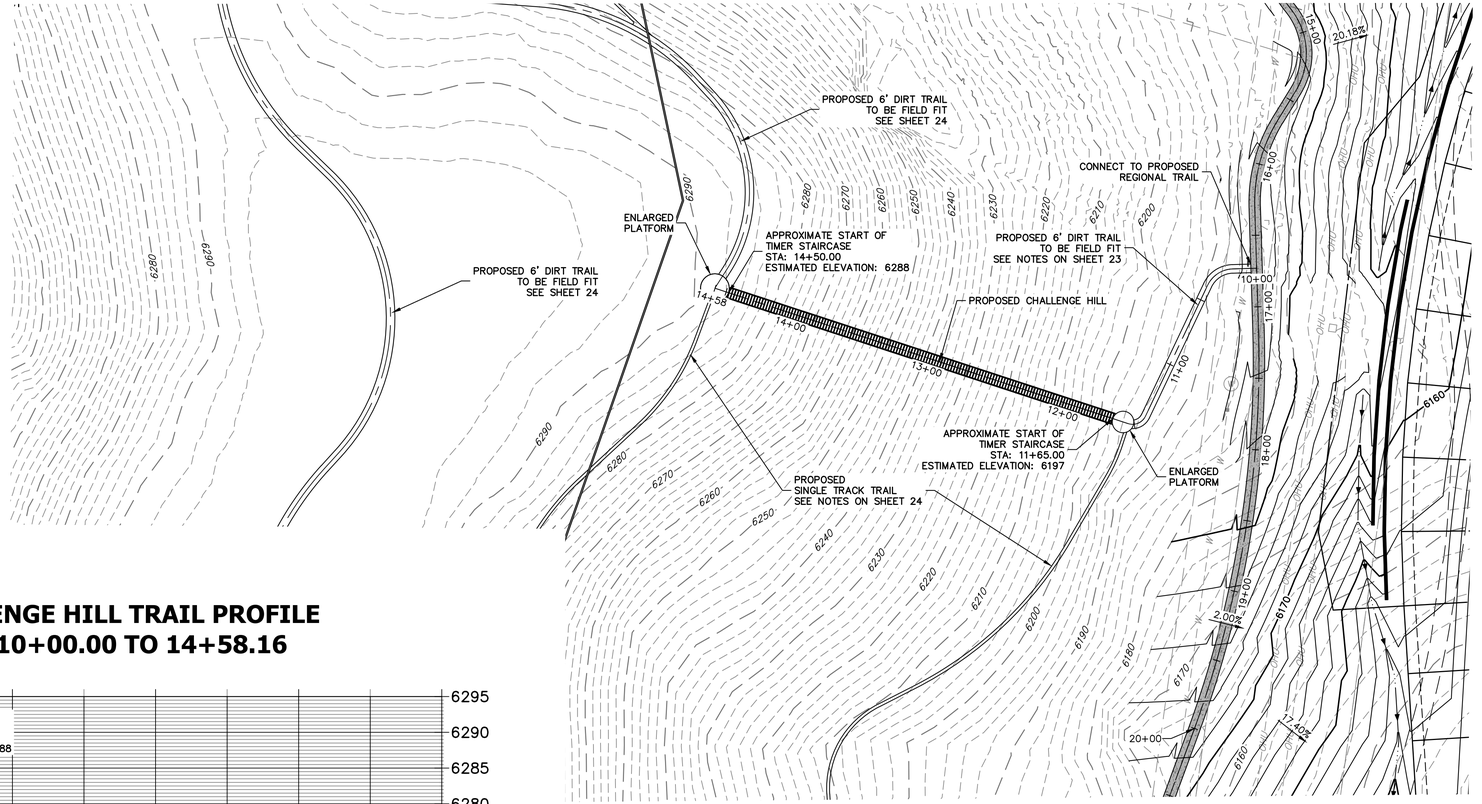
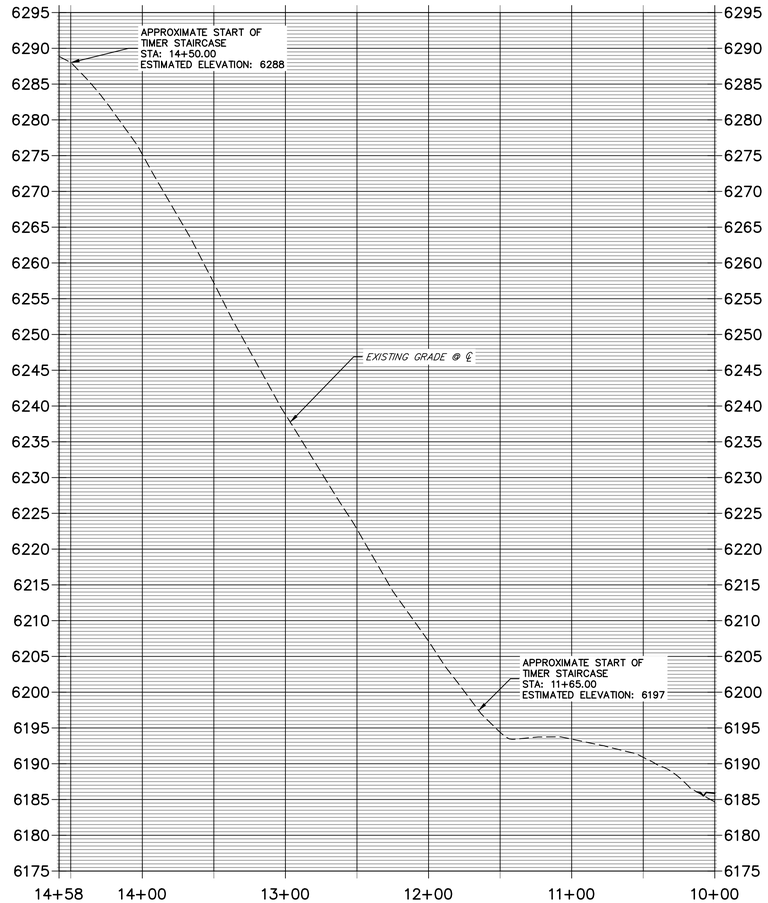
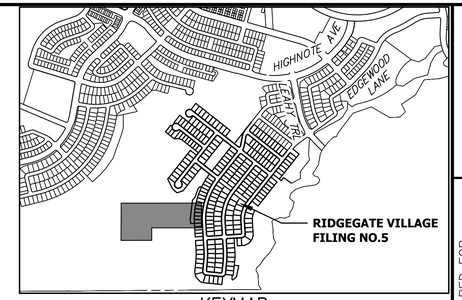
REGIONAL PHASE

SHEET 22 OF 146
JOB NO. 15950.22



CHALLENGE HILL TRAIL PROFILE
STA 10+00.00 TO 14+58.16





KEYMAP
SCALE: 1"=1000'

SINGLE TRACK AND NATURAL SURFACE TRAIL SPECIFICATIONS/NOTES

1. FINAL TRAIL DESIGN SHALL BE DONE BY PROFESSIONAL TRAILBUILDERS ASSOCIATION (PTBA) MEMBER COMPANIES, OR APPROVED EQUAL. DESIGNER SHALL HAVE EXPERIENCE IN DESIGNING SUSTAINABLE, NATURAL SURFACE TRAILS.
2. FINAL TRAIL DESIGN SHALL INCLUDE FIELD FLAGGING APPROXIMATELY EVERY 15-25' CONSISTING OF PIN FLAGS AND/OR FLAGGING TAPE TIED IN VEGETATION. AFTER FLAGGING, TRAIL DESIGNER SHALL COLLECT GPS FINAL TRACKS AND PRODUCE GIS MAPS AND GPX TRACKS FOR THE TRAIL BUILDER TO FOLLOW.
3. FLAGGING REPRESENTS A 20' WIDE CORRIDOR, WITHIN WHICH THE TRAILBUILDER HAS THE FLEXIBILITY TO BUILD THE FINAL TRAIL. PROPOSED DEVIATIONS BEYOND THE 20' WIDE CORRIDOR SHOULD BE SUBMITTED TO THE CLIENT FOR APPROVAL PRIOR TO BUILDING THOSE SECTIONS.
4. TRAILBUILDER SHALL BE A PTBA MEMBER COMPANY, OR APPROVED EQUAL. TRAILBUILDER SHALL HAVE EXPERIENCE BUILDING SUSTAINABLE, NATURAL SURFACE TRAILS INTENDED FOR BOTH HIKING AND MOUNTAIN BIKING.
5. TRAIL GUIDELINES:
   - 5.1. ALL NATURAL SURFACE TRAILS ARE INTENDED TO BE:
     - 5.1.1. SUSTAINABLE, ROLLING CONTOUR DESIGN TRAILS SUITABLE FOR HIKING AND MOUNTAIN BIKING
     - 5.1.2. BI-DIRECTIONAL, EASY TO INTERMEDIATE DIFFICULTY TRAILS.
     - 5.1.3. DESIGNED TO LIMIT AND MAINTAIN BIKE SPEEDS THAT ARE CONDUCIVE TO MULTIPLE USER TYPES.
   - 5.2. TRAILS SHOULD GENERALLY BE WITHIN 4-8% SLOPE, ALTHOUGH THEY WILL LIKELY BE SLIGHTLY STEEPER WHEN CROSSING DRAINAGES. WHEN CROSSING DRAINAGES, TRAILS STILL NEED TO AVOID FALL-LINE ALIGNMENTS.
   - 5.3. WHERE POSSIBLE, LOCATE CLIMBING TURNS WITHIN STANDS OF VEGETATION TO PROVIDE STRUCTURED CORNERS THAT ARE DIFFICULT TO SHORTCUT.
   - 5.4. IN ADDITION TO THE CRITERIA LISTED ABOVE, THE SINGLE TRACK TRAILS CAN BE FURTHER OPTIMIZED FOR BIKE USERS AS LONG AS THE TRAILS ARE STILL ENJOYABLE FOR HIKERS. THIS INCLUDES LIMITING SPEED AND MAINTAINING ADEQUATE SIGHT LINES TO AVOID USER CONFLICTS.
   - 5.5. TRAIL INTERSECTIONS SHOULD EITHER BE TRIANGLES OR ENLARGED PLATFORMS. BOTH STRATEGIES SHOULD FOLLOW THE NATURAL FLOW OF MOVING FROM ONE TRAIL TO THE OTHER IN ORDER TO AVOID SOCIAL SHORTCUTTING.
   - 5.6. INTERSECTIONS BETWEEN THE CHALLENGE CLIMBING STAIRS AND NATURAL SURFACE TRAILS SHOULD BE ENLARGED PLATFORMS THAT PROVIDE A LARGE FLATTENED AREA ALLOWING FOR SAFE USE OF TRAILS AND GATHERING OF SMALL GROUPS USING THE CHALLENGE STAIRS.

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'

VERTICAL
ORIGINAL SCALE: 1" = 10'

Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

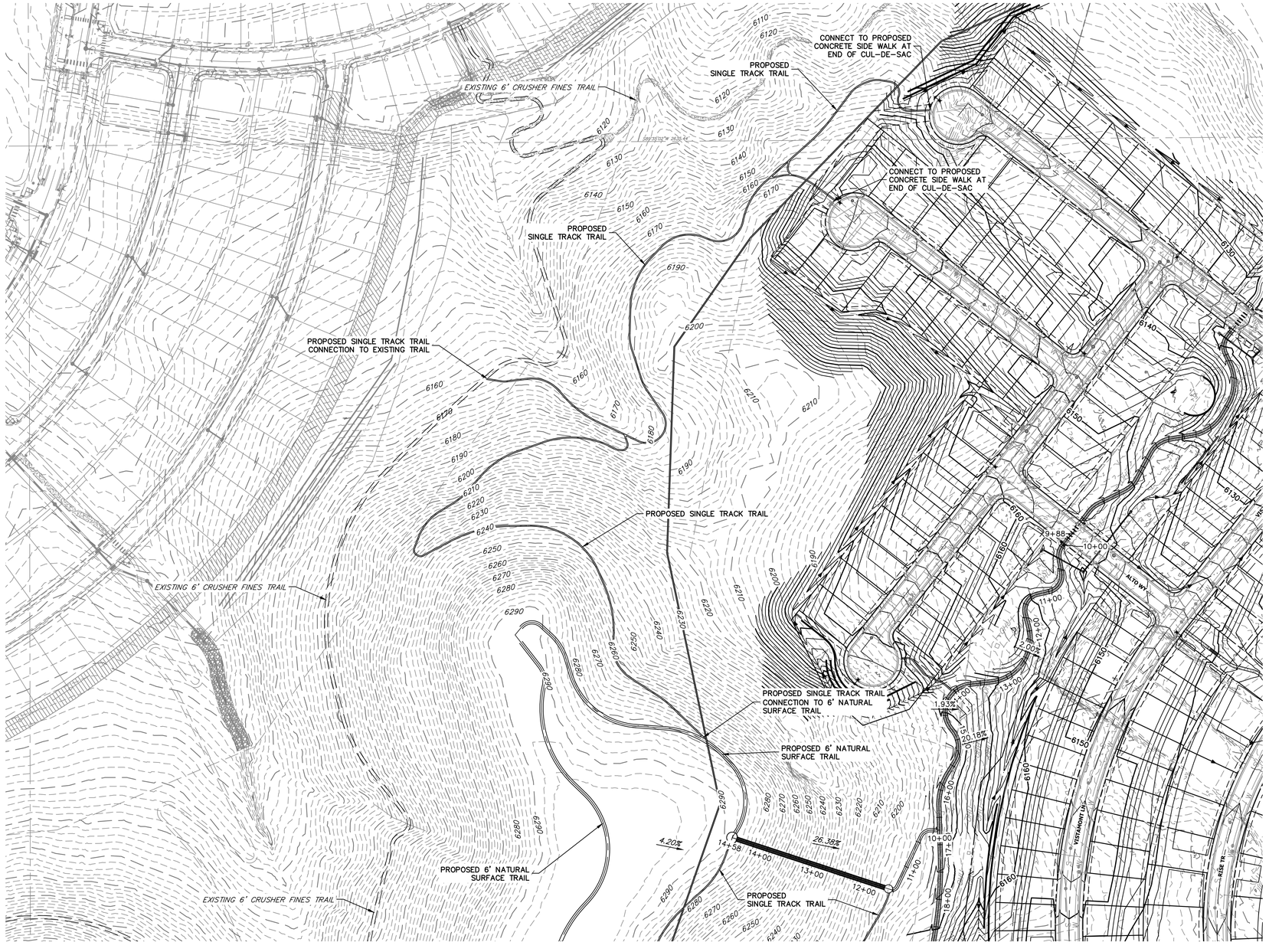
No.	REVISION	BY	DATE

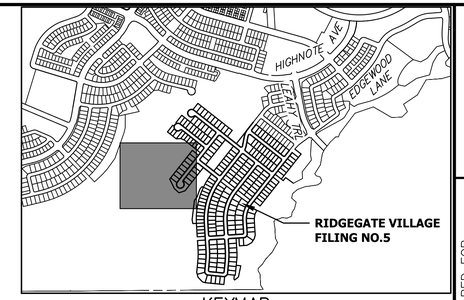
H-SCALE	1"=50'	DESIGNED BY	GDC
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
REGIONAL TRAIL PLANS
REGIONAL PHASE

SHEET 23 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

SINGLE TRACK AND NATURAL SURFACE TRAIL SPECIFICATIONS/NOTES

1. FINAL TRAIL DESIGN SHALL BE DONE BY PROFESSIONAL TRAILBUILDERS ASSOCIATION (PTBA) MEMBER COMPANIES, OR APPROVED EQUAL. DESIGNER SHALL HAVE EXPERIENCE IN DESIGNING SUSTAINABLE, NATURAL SURFACE TRAILS.
2. FINAL TRAIL DESIGN SHALL INCLUDE FIELD FLAGGING APPROXIMATELY EVERY 15-25' CONSISTING OF PIN FLAGS AND/OR FLAGGING TAPE TIED IN VEGETATION. AFTER FLAGGING, TRAIL DESIGNER SHALL COLLECT GPS FINAL TRACKS AND PRODUCE GIS MAPS AND GPX TRACKS FOR THE TRAIL BUILDER TO FOLLOW.
3. FLAGGING REPRESENTS A 20' WIDE CORRIDOR, WITHIN WHICH THE TRAILBUILDER HAS THE FLEXIBILITY TO BUILD THE FINAL TRAIL. PROPOSED DEVIATIONS BEYOND THE 20' WIDE CORRIDOR SHOULD BE SUBMITTED TO THE CLIENT FOR APPROVAL PRIOR TO BUILDING THOSE SECTIONS.
4. TRAILBUILDER SHALL BE A PTBA MEMBER COMPANY, OR APPROVED EQUAL. TRAILBUILDER SHALL HAVE EXPERIENCE BUILDING SUSTAINABLE, NATURAL SURFACE TRAILS INTENDED FOR BOTH HIKING AND MOUNTAIN BIKING.
5. TRAIL GUIDELINES:
   - 5.1. ALL NATURAL SURFACE TRAILS ARE INTENDED TO BE:
     - 5.1.1. SUSTAINABLE, ROLLING CONTOUR DESIGN TRAILS SUITABLE FOR HIKING AND MOUNTAIN BIKING
     - 5.1.2. BI-DIRECTIONAL, EASY TO INTERMEDIATE DIFFICULTY TRAILS.
     - 5.1.3. DESIGNED TO LIMIT AND MAINTAIN BIKE SPEEDS THAT ARE CONDUCIVE TO MULTIPLE USER TYPES.
   - 5.2. TRAILS SHOULD GENERALLY BE WITHIN 4-8% SLOPE, ALTHOUGH THEY WILL LIKELY BE SLIGHTLY STEEPER WHEN CROSSING DRAINAGES. WHEN CROSSING DRAINAGES, TRAILS STILL NEED TO AVOID FALL-LINE ALIGNMENTS.
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ENGINEERING DIVISION ACCEPTANCE BLOCK

811 Know what's below. Call before you dig.

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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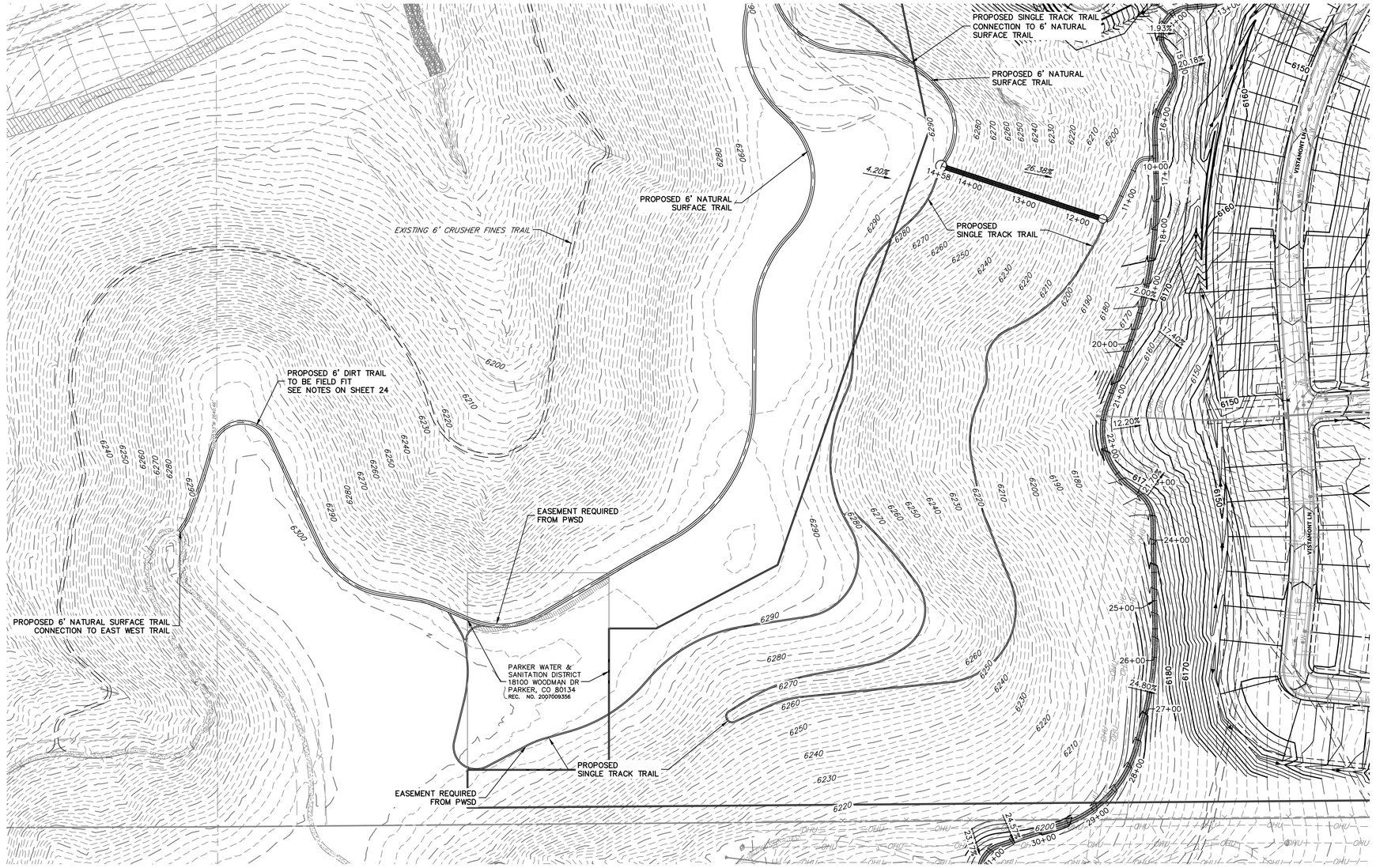
RIDGEGATE SOUTHWEST VILLAGE FILING 5

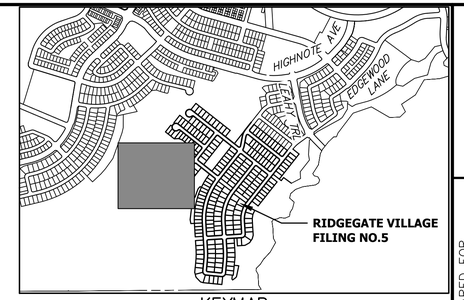
REGIONAL TRAIL PLANS

REGIONAL PHASE

SHEET 24 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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DATE

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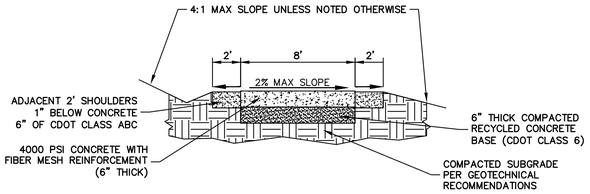
REGIONAL PHASE

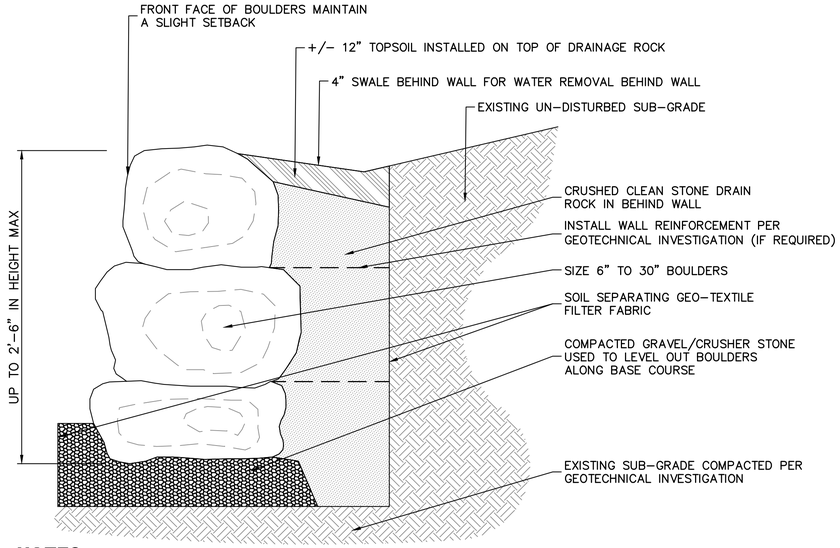
SHEET 25 OF 146
JOB NO. 15950.22



NOTES:
1. CONTRACTION JOINTS SHALL BE PLACED AT A MAXIMUM INTERVAL OF 5 FEET
2. EXPANSION JOINTS HALL BE PLACED AT PCR'S AND EVERY 50 FEET
3. MEDIUM BROOM FINISH PERPENDICULAR TO DIRECTION OF TRAVEL

8-FOOT WIDE RECREATIONAL CONCRETE TRAIL WITH SHOULDER

NTS

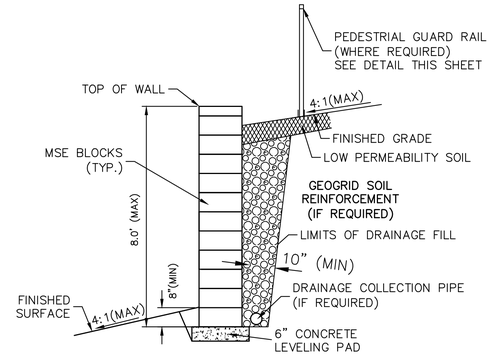


NOTES:

1. THIS DETAIL HAS BEEN PROVIDED FOR REFERENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL DESIGN, INSTALLATION, AND ANY REQUIRED PERMITS OR APPROVALS FOR THE WALL SHOWN HERON.
2. SUBMIT TO THE ARCHITECT AND OWNER/DEVELOPER A SAMPLE OF THE BLOCK OR WALL MATERIAL TO BE USED PRIOR TO INSTALLATION.

BOULDER LANDSCAPE WALL DETAIL

SCALE: NTS



NOTES:

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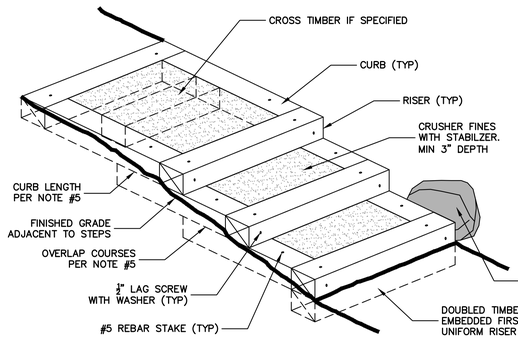
2. THE HORIZONTAL ALIGNMENT OF THE WALLS ARE SHOWN ON THESE PLANS ALONG WITH THE GRADE AT TOP AND GRADE AT BOTTOM OF THE RETAINED EARTH ENVELOPE. NO PORTIONS OF THE WALL WHICH MAY BE REQUIRED BELOW (BURIED COURSE, LEVEL PAD, ETC. OR ABOVE (EXPOSED COURSE, TOP CAP, ETC.) THE RETAINED EARTH ENVELOPE IS ACCOUNTED FOR WITHIN THE PROVIDED ELEVATIONS AND REMAIN INCUMBENT ON THE WALL DESIGNER FOR PROVISION.
3. SUBMIT TO THE OWNER/DEVELPOER A SAMPLE OF THE BLOCK OR WALL MATERIAL TO BE USED PRIOR TO INSTALLATION.

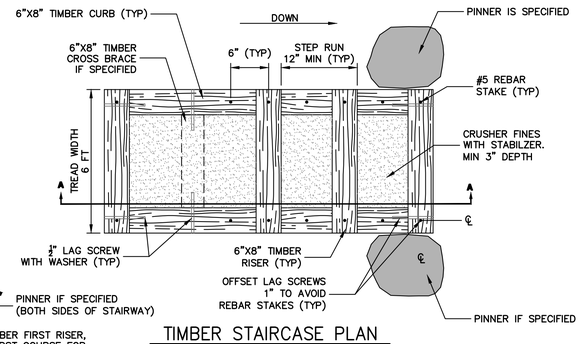
LANDSCAPE WALL DETAIL

SCALE: NTS



TIMBER STAIRCASE PERSPECTIVE

SCALE: N.T.S



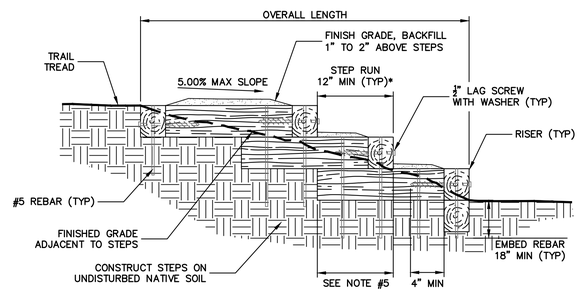
TIMBER STAIRCASE PLAN

SCALE: N.T.S

NOTES:

1. PRE-DRILL HOLES FOR REBAR WITH 1/2" BORING BIT TO PREVENT SPLITTING TIMBERS. PRE-DRILL HOLES FOR LAG SCREWS WITH 1/2" BORING BIT IN FIRST TIMBER (FOR SCREW TO PASS THROUGH FREELY) AND 5/16" BORING BIT IN SECOND TIMBER (FOR PROPER ENGAGEMENT OF THREADS).
2. DRILL PILOT HOLES FOR ALL REBAR STAKES WITH 1/2" BORING BIT FOR TIGHT FIT AND DRIVE REBAR WITH 10# OR LARGER SLEDGE OR EQUIVALENT, UNTIL FLUSH WITH TIMBER SURFACE. PRE-DRILL LAG SCREW HOLES AT 2/3 SCREW DIAMETER.
3. DRIVE REBAR FLUSH WITH SURFACE OF TIMBERS. CUT FLUSH WITH SURFACE IF BEDROCK IS ENCOUNTERED BEFORE 18" EMBEDMENT IS ACHIEVED. ENSURE NO PROTRUSIONS OR SHARP EDGES.
4. OVERLAP COURSES BY THE LENGTH OF THE STEP RUN LENGTH, MINIMUM. EXTEND CURB LENGTHS AS NEEDED TO FULLY EMBED BACK OF CURB IN UNDISTURBED SUBGRADE.
5. ALL TIMBER STAIRCASE COMPONENTS SHALL BE CONSTRUCTED OF THE SAME DIMENSIONAL LUMBER, ORIENTED IN THE SAME DIRECTION. STANDARD ORIENTATION IS FOR 8" RISER (VERTICAL).

* STEP RUN MAX = AS SPECIFIED OR TO MEET THE GRADIENT OF THE STAIRCASE. ADJUST STEP RUN AS NEEDED TO AVOID HAVING MORE THAN 8" OF TIMBER EXPOSED ABOVE FINISH GRADE.



TIMBER STAIRCASE SECTION A-A

SCALE: N.T.S

CITY OF LONE TREE

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V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

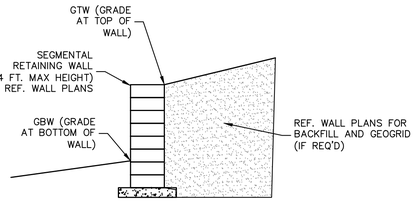
RIDGECATE SOUTHWEST VILLAGE FILING 5

TRAIL DETAILS

REGIONAL PHASE

SHEET 26 OF 146

JOB NO. 15950.22



GRAVITY WALL WITHOUT SWALE

SCALE: N.T.S.

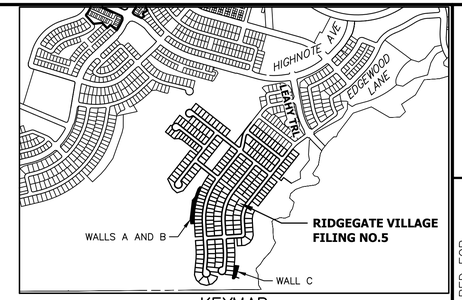
LEGEND:

GTW = GRADE AT TOP OF WALL

GBW = GRADE AT BOTTOM OF WALL

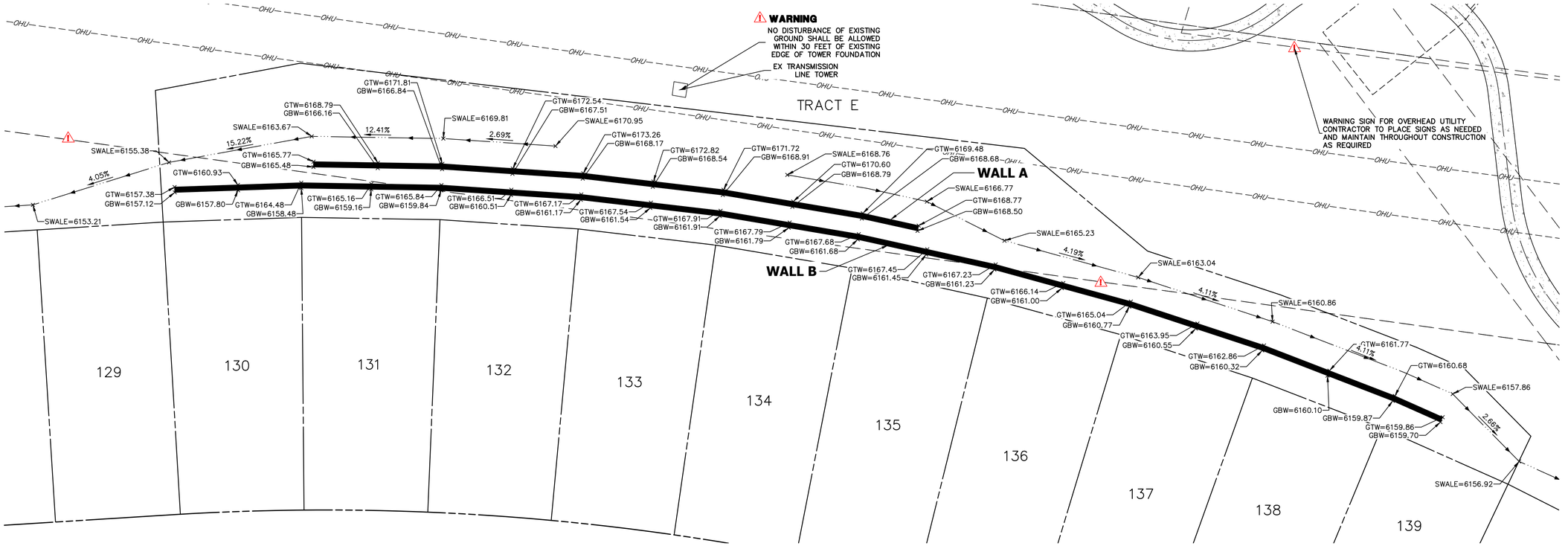
NOTES:

1. SEE SHEET 1 FOR BENCHMARK AND SHEET 2 FOR LEGEND.
2. WALLS GREATER THAN 4' FROM BOTTOM OF FOOTING TO TOP OF WALL REQUIRE A SEPARATE SUBMITTAL FOR A BUILDING PERMIT. CONTACT THE BUILDING DEPARTMENT FOR WALL PERMIT REQUIREMENTS.
3. RETAINING WALLS WILL REQUIRE 3RD PARTY INSPECTION.
4. THE HORIZONTAL ALIGNMENT OF THEWALLS ARE SHOWN ON THESE PLANS ALONG WITH THE GRADE AT TOP AND GRADE AT BOTTOM OF THE RETAINED EARTH ENVELOPE. NO PORTIONS OF THE WALL WHICH MAY BE REQUIRED BELOW (BURIED COURSE, TOP CAP, ETC.) THE RETAINED EARTH ENVELOPE IS ACCOUNTED FOR WITHIN THE ELEVATIONS PROVIDED. SEE STRUCTURAL RETAINING WALL PLANS FOR STRUCTURAL RETAINING WALL DESIGN.
5. SUBMIT TO THE OWNER/DEVELOPER A SAMPLE OF THE BLOCK OR WALL MATERIAL TO BE USED PRIOR TO INSTALLATION.
6. DRAINAGE SWALE AT TOP OF RETAINING WALL TO BE CONSTRUCTED OF EITHER LOC PERMEABLE SOIL OR CONCRETE TO DIVERT WATER AWAY FROM DRAINAGE/REINFORCED MATERIAL. REFER TO RETAINING WALL STRUCTURAL PLANS.
7. RETAINING WALL HEIGHT IS TO BE NO MORE THAN 8 FEET FROM GRADE AT BOTTOM OF WALL TO GRADE AT TOP OF WALL, UNLESS WARRANTED BY THE FINAL STRUCTURAL RETAINING WALL PLANS.

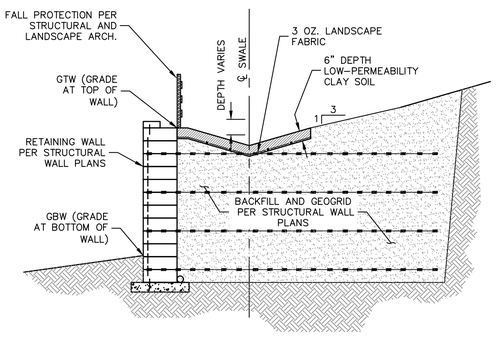


KEYMAP

SCALE: 1"=1000'

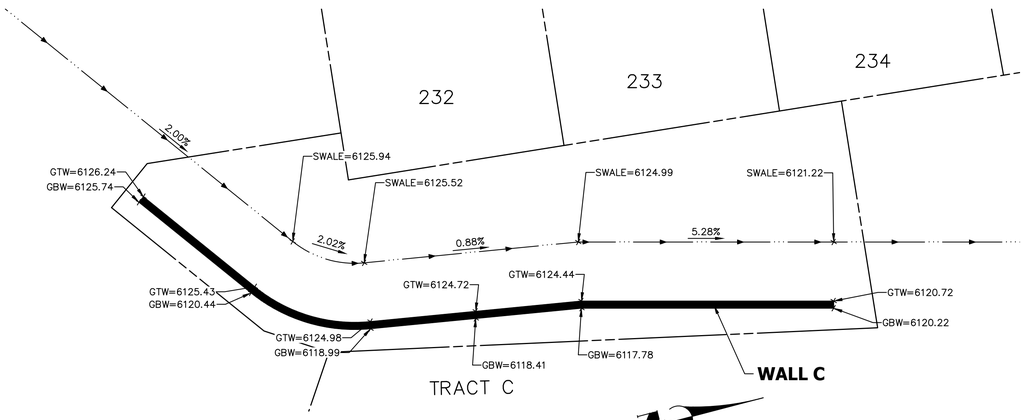


WALLS A AND B



SEGMENTAL WALL WITH SWALE

SCALE: N.T.S.



WALLS C

20 10 0 20 40

ORIGINAL SCALE: 1" = 20'

CITY OF LONE TREE

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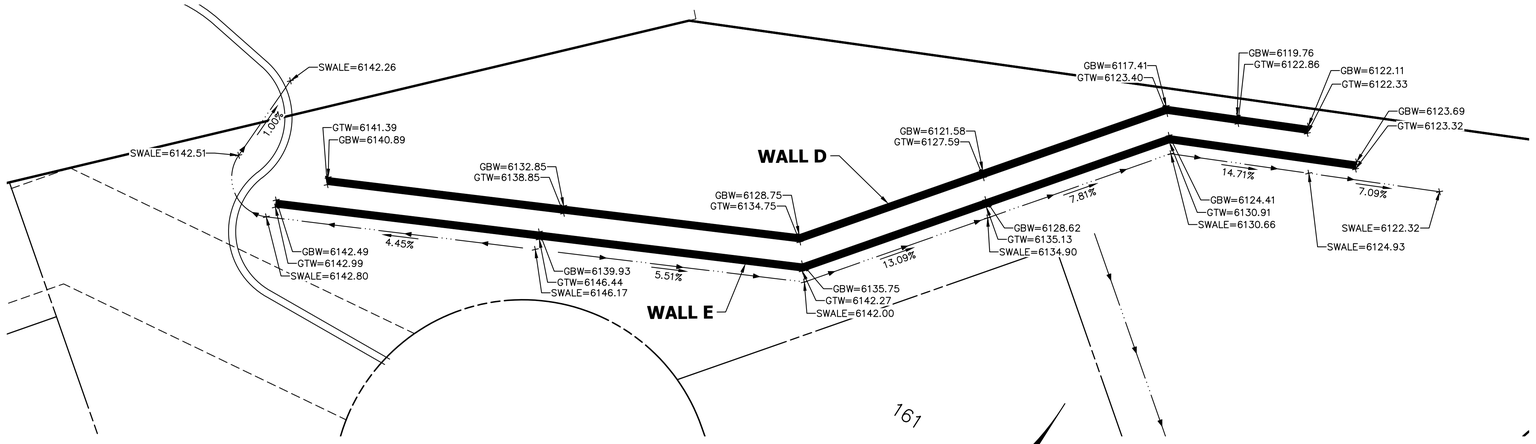
RIDGEGATE SOUTHWEST VILLAGE FILING 5

RETAINING WALL PLANS

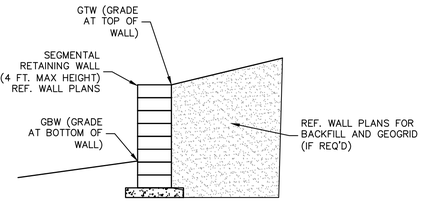
REGIONAL PHASE

SHEET 27 OF 146

JOB NO. 15950.22

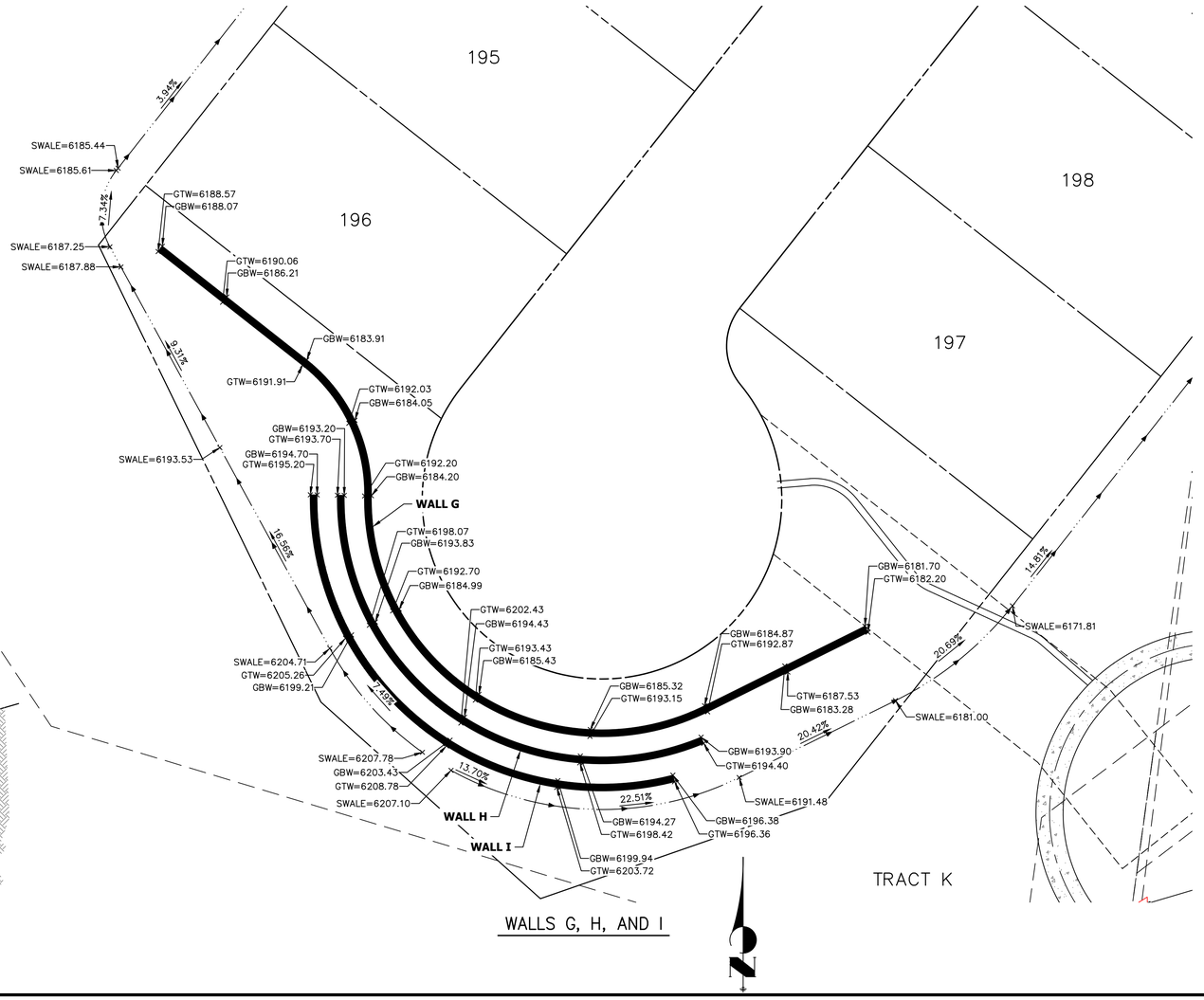


WALLS D AND E

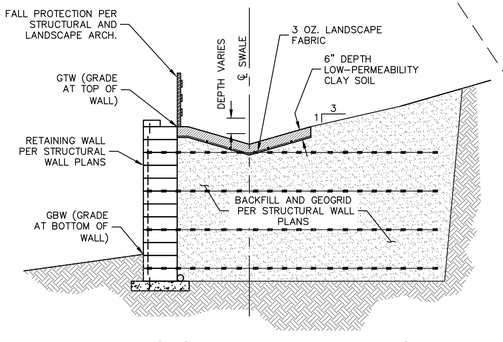


GRAVITY WALL WITHOUT SWALE

SCALE: N.T.S.

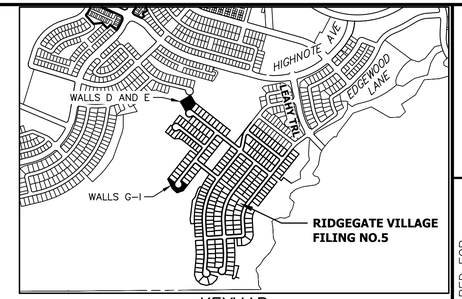


WALLS G, H, AND I



SEGMENTAL WALL WITH SWALE

SCALE: N.T.S.



KEYMAP

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3. RETAINING WALLS WILL REQUIRE 3RD PARTY INSPECTION.
4. THE HORIZONTAL ALIGNMENT OF THEWALLS ARE SHOWN ON THESE PLANS ALONG WITH THE GRADE AT TOP AND GRADE AT BOTTOM OF THE RETAINED EARTH ENVELOPE. NO PORTIONS OF THE WALL WHICH MAY BE REQUIRED BELOW (BURIED COURSE, TOP CAP, ETC.) THE RETAINED EARTH ENVELOPE IS ACCOUNTED FOR WITHIN THE ELEVATIONS PROVIDED. SEE STRUCTURAL RETAINING WALL PLANS FOR STRUCTURAL RETAINING WALL DESIGN.
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6. DRAINAGE SWALE AT TOP OF RETAINING WALL TO BE CONSTRUCTED OF EITHER LOC PERMEABLE SOIL OR CONCRETE TO DIVERT WATER AWAY FROM DRAINAGE/REINFORCED MATERIAL. REFER TO RETAINING WALL STRUCTURAL PLANS.
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Know what's below. Call before you dig.

20 10 0 20 40

ORIGINAL SCALE: 1" = 20'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1" = 20'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

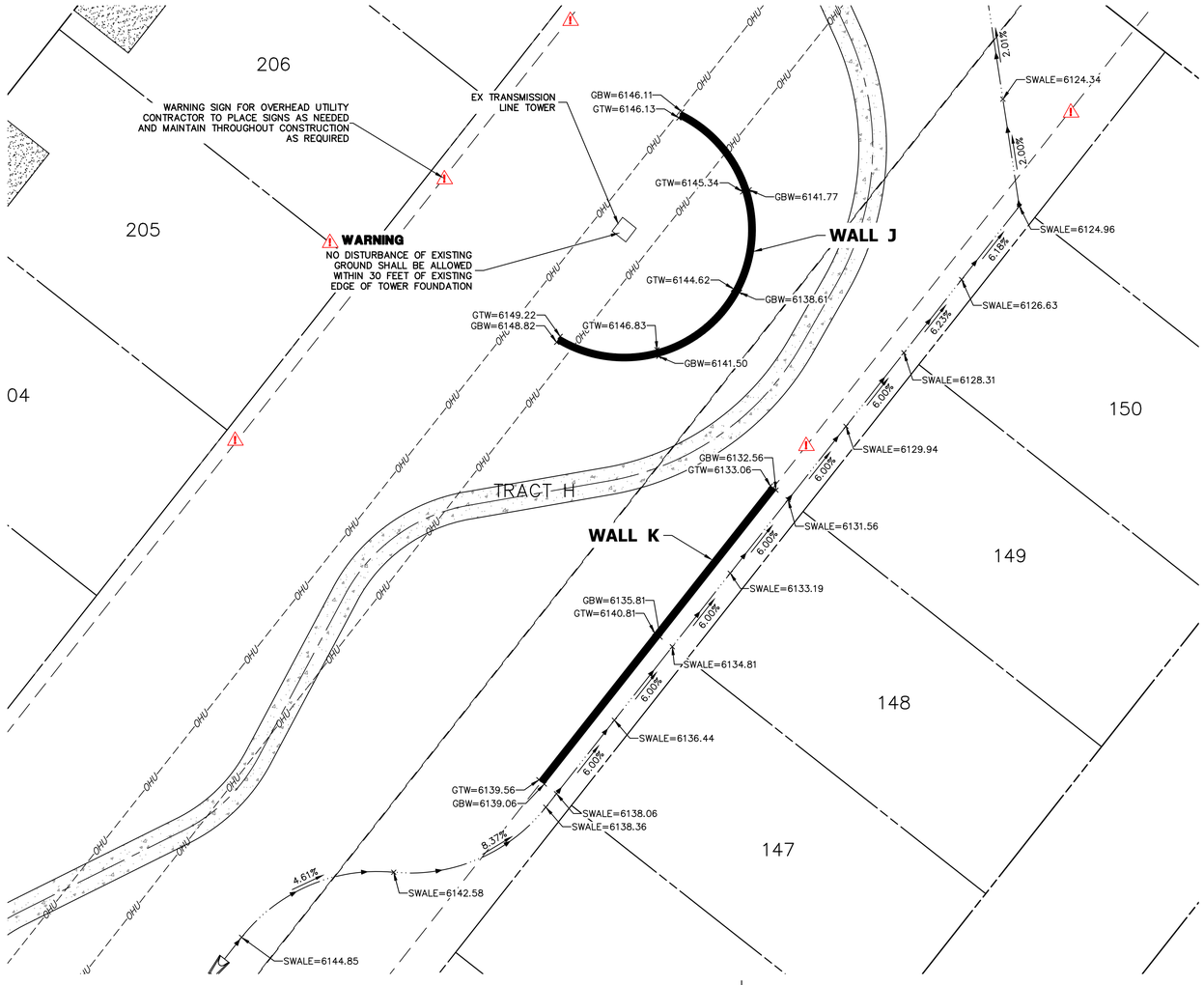
RIDGEGATE SOUTHWEST VILLAGE FILING 5

RETAINING WALL PLANS

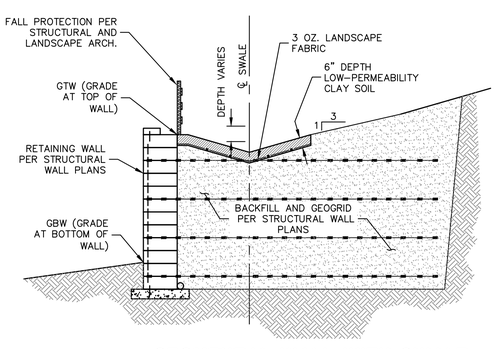
REGIONAL PHASE

SHEET 28 OF 146

JOB NO. 15950.22

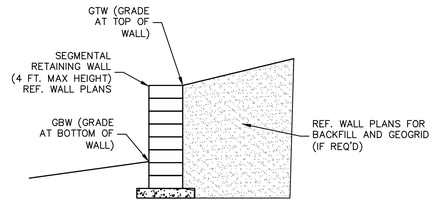


WALLS J AND K



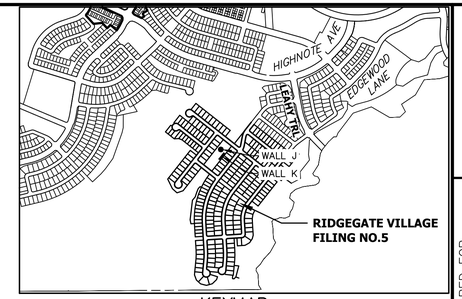
SEGMENTAL WALL WITH SWALE

SCALE: N.T.S.



GRAVITY WALL WITHOUT SWALE

SCALE: N.T.S.



KEYMAP

SCALE: 1"=1000'

LEGEND:

GTW = GRADE AT TOP OF WALL

GBW = GRADE AT BOTTOM OF WALL

NOTES:

1. SEE SHEET 1 FOR BENCHMARK AND SHEET 2 FOR LEGEND.
2. WALLS GREATER THAN 4' FROM BOTTOM OF FOOTING TO TOP OF WALL REQUIRE A SEPARATE SUBMITTAL FOR A BUILDING PERMIT. CONTACT THE BUILDING DEPARTMENT FOR WALL PERMIT REQUIREMENTS.
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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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RIDGEGATE SOUTHWEST VILLAGE FILING 5

RETAINING WALL PLANS

REGIONAL PHASE

SHEET 29 OF 146

JOB NO. 15950.22

RIDGEGATE SOUTHWEST VILLAGE FILING 5-PHASE 1

A PORTION OF THE RIDGEGATE PLANNED DEVELOPMENT DISTRICT, EAST SIDE PROPERTY

A PORTION OF THE EAST HALF OF SECTION 23 AND THE WEST HALF OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO

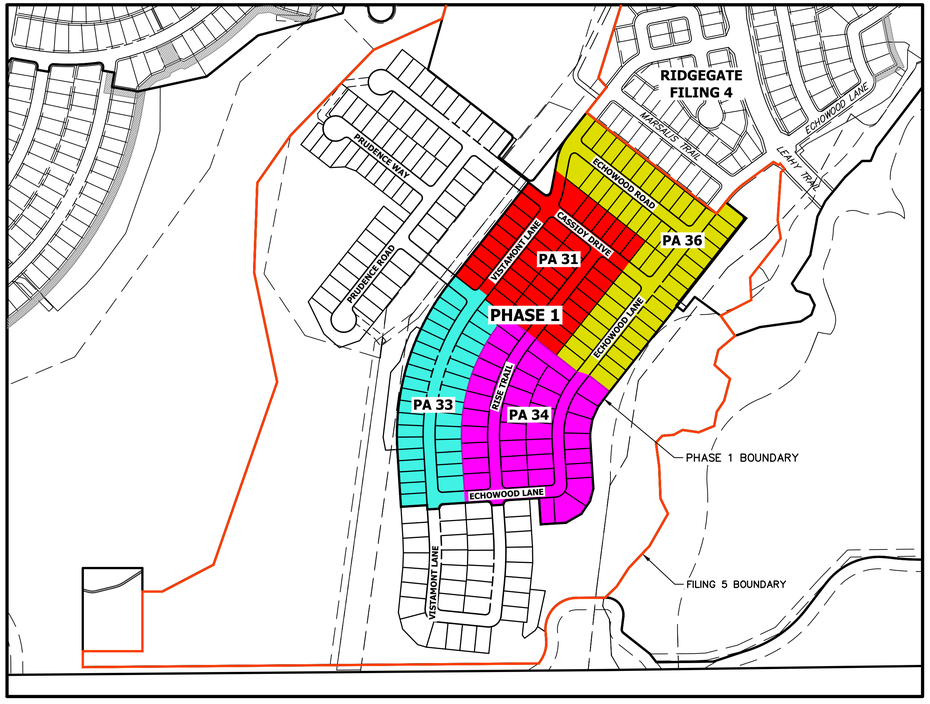
STREET & DRAINAGE CONSTRUCTION PLANS

ABBREVIATIONS

AC	ACRE
AD	ALGEBRAIC DIFFERENCE
AH	AHEAD
ARCH	ARCHITECT
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASSY	ASSEMBLY
AVE	AVENUE
BB	BOX BASE
BK	BACK
BNDY	BOUNDARY
BOP	BOTTOM OF PIPE
BOV	BLOW OFF VALVE
BFV	BUTTERFLY VALVE
BLVD	BOULEVARD
BW	BOTTOM OF WALL
C&G	CURB & GUTTER
CATV	CABLE TELEVISION
CB	CATCH BASIN
CBC	CONCRETE BOX CULVERT
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
CDS	CUL-DE-SAC
CF	CUBIC FOOT
CFS	CUBIC FEET PER SECOND
CIP	COMPLETE IN PLACE
CL	CENTER LINE
CLOMR	CONDITIONAL LETTER OF MAP REVISION
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
COCS	CITY OF COLORADO SPRINGS
CONC	CONCRETE
CR	CIRCLE
CSP	CORRUGATED STEEL PIPE
CSU	COLORADO SPRINGS UTILITIES
CT	COURT
CTRB	CONCRETE THRUST REDUCER BLOCK
CY	CUBIC YARD
DBPS	DRAINAGE BASIN PLANNING STUDY
DE	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DR	DRIVE
DRC	DESIGN REVIEW COMMITTEE
DU	DWELLING UNITS
DY	DAY
E	EAST
EA	EACH
EGL	ENERGY GRADE LINE
EL	ELEVATION
ELEC	ELECTRIC
EOA	EDGE OF ASPHALT
EPC	EL PASO COUNTY
ERCP	ELLIPTICAL RCP
ESMT	EASEMENT
EST	ESTIMATE
EX	EXISTING
FDP	FINAL DEVELOPMENT PLAN
FDR	FINAL DRAINAGE REPORT
FES	FLARED END SECTION
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FIL	FILING
FO	FIBER OPTIC CABLE
GB	GRADE BREAK
GE	GAS EASEMENT
GIS	GEOGRAPHIC INFORMATION SYSTEM
GL	GAS LINE
GPS	GLOBAL POSITIONING SYSTEM
GV	GATE VALVE
HBP	HOT BITUMINOUS PAVEMENT
HC	HANDICAP
HDC	HIGH DEFLECTION COUPLING
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HMA	HOT MIX ASPHALT
HOA	HOME OWNERS ASSOCIATION
HP	HIGH POINT
HR	HOUR
I	INLET
IE	IRRIGATION EASEMENT
INT	INTERSECTION
INV	INVERT
IRR	IRRIGATION
KB	KICK (THRUST) BLOCK
LB	POUND
LE	LANDSCAPE EASEMENT
LF	LINEAR FOOT
LN	LANE
LOMR	LETTER OF MAP REVISION
LP	LOW POINT
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
M/D	MOISTURE DENSITY
MDDP	MASTER DEVELOPMENT DRAINAGE PLAN
MH	MANHOLE
MIN	MINIMUM
MS	MOUNTABLE SIDEWALK
N	NORTH
NRCP	NON-REINFORCED CONCRETE PIPE
ODP	OFFICIAL DEVELOPMENT PLAN
OHE	OVERHEAD ELECTRIC
OHU	OVERHEAD UTILITY
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PDP	PRELIMINARY DEVELOPMENT PLAN
PE	PROFESSIONAL ENGINEER
PI	POINT OF INTERSECTION
PKWY	PARKWAY
PL	PROPERTY LINE
PP	POLYPROPYLENE PIPE
PR	PROPOSED
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PV	PLUG VALVE
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCBC	REINFORCED CONCRETE BOX CULVERT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
STE	STEEL
SAN	SANITARY SEWER
SF	SQUARE FOOT
ST	STREET
STA	STATION
STM	STORM SEWER
SY	SQUARE YARD
SY-IN	SQUARE YARD INCH
TB	THRUST BLOCK
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TEL	TELEPHONE
TN	TON
TOA	TOP OF ASPHALT
TOB	TOP OF BOX
TOC	TOP OF CURB OR CONCRETE
TOF	TOP OF FOUNDATION
TOP	TOP OF PIPE
TW	TOP OF WALL
TYP	TYPICAL
UDFCD	URBAN DRAINAGE AND FLOOD CONTROL DISTRICT
UE	UTILITY EASEMENT
U&DE	UTILITY & DRAINAGE EASEMENT
UGE	UNDERGROUND ELECTRIC
VCP	VITRIFIED CLAY PIPE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
VTC	VEHICLE TRACKING CONTROL
W	WEST
WL	WATER LINE
WM	WATER MAIN
WRD	WATER RESOURCES DEPARTMENT
WS	WATER SURFACE
WSE	WATER SURFACE ELEVATION
WTR	WATER
YR	YEAR

NOTICE TO CONTRACTOR:

1. BY ACCEPTING AND UTILIZING THESE PLANS, THE CONTRACTOR AGREES THAT THEY SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSON AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE CIVIL ENGINEER.
2. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, CONDUITS OR OTHER STRUCTURES SHOWN ON THESE PLANS WAS OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THE ENGINEER ASSUMES NO LIABILITY WHATSOEVER FOR THE ACCURACY OR COMPLETENESS OF SUCH DATA. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ALL UTILITY LINES, CONDUITS OR STRUCTURES WHETHER OR NOT SHOWN ON THESE PLANS AND BY ACCEPTING AND UTILIZING THESE PLANS, ASSUMES ALL RESPONSIBILITY FOR THE PROTECTION AND/OR ANY DAMAGE TO SAID FACILITIES.



VICINITY MAP
SCALE: 1"=300'

COVER SHEET INDEX

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87–89	GESC DETAILS

APPLICANT/OWNER

SHEA HOMES
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
P~303.791.8180

CIVIL ENGINEER/SURVEYOR

JR ENGINEERING
7200 SOUTH ALTON WAY, SUITE C400
CENTENNIAL, CO
P~303.267.6220

PLANNER

SAGE DESIGN GROUP
1500 SOUTH PEARL STREET, SUITE 200
DENVER, CO 80210
P~303.470.2855

TRAFFIC ENGINEER

JR ENGINEERING
7200 SOUTH ALTON WAY, SUITE C400
CENTENNIAL, CO
P~303.267.6183

GEOTECHNICAL ENGINEER

CTL THOMPSON, INC
1971 WEST 12TH VAE.
DENVER, CO 80204
P~303.825.0777

BASIS OF BEARING

BEARING SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 67 WEST, SIXTH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 89°31'58" EAST, A DISTANCE OF 2635.13 FEET.

BENCHMARK

NGS CONTROL POINT UNBEWUST BEING A 3.5 INCH DIAMETER BRASS CAP. LOCATED ABOUT 3.2 MILES SOUTH OF INTERSTATE 25 AND COLORADO STATE HIGHWAY 470 INTERCHANGE, GO SOUTH ON INTERSTATE 25 FOR 2.9 MILES TO EXIT 191. PROCEED ON A PAVED ROAD TO THE SOUTHWEST FOR 0.2 MILES TO THE STATION ON THE LEFT. IN THE NORTHWEST CORNER OF A 24 FOOT BY 16 FOOT ROCK OUTCROP. IT IS 22.5 FEET EAST OF THE CENTERLINE OF THE PAVED ROAD, 123 FEET NORTH OF THE OUTLET OF A 3 FOOT CORRUGATED STEEL PIPE CULVERT AND APPROXIMATELY 350 FEET WEST OF THE WEST EDGE OF OIL OF SOUTHBOUND INTERSTATE 25, ELEVATION: 6125.32 (NAVD88).

SOIL PREPARATION NOTE:

SOIL PREPARATION SHALL BE PER RECOMMENDATIONS FROM THE GEOTECHNICAL REPORT PREPARED FOR THIS SITE:

GEOTECHNICAL ENGINEER: CTL THOMPSON, INC
PROJECT NUMBER: DN49,935.000-115-R2

THE CONTRACTOR IS TO REVIEW THIS REPORT IN FULL PRIOR TO BID. INFORMATION IN THE GEOTECHNICAL REPORT SUPERCEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.

CITY OF LONE TREE

DATE

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RIDGEGATE SOUTHWEST VILLAGE FILING 5
COVER SHEET
PHASE 1

SHEET 30 OF 146

JOB NO. 15950.22

GENERAL PROJECT NOTES:

1. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF IMPROVEMENTS SHALL MEET OR EXCEED THE GOVERNING CITY, COUNTY, AND/OR STATE AND APPLICABLE UTILITY DISTRICT STANDARDS AND SPECIFICATIONS, AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS A CONFLICT BETWEEN THESE PLANS AND ANY APPLICABLE STANDARDS, THE HIGHER QUALITY STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE CITY AND APPLICABLE UTILITY DISTRICT(S).

2. THE SITE CONSTRUCTION PLANS LISTED WITHIN THIS PLAN SET ARE NOT FOR CONSTRUCTION UNLESS APPROVED BY THE APPROPRIATE GOVERNING JURISDICTION. THE CONTRACTOR SHALL CONFIRM SAID APPROVAL PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL KEEP ONE (1) SIGNED COPY OF THE APPROVED SET OF PLANS, APPROPRIATE SPECIFICATIONS AND STANDARDS, AND APPROVED PERMITS ONSITE AT ALL TIMES.

3. NO REVISIONS SHALL BE MADE TO THESE PLANS WITHOUT THE APPROVAL OF THE CITY, COUNTY, STATE OR LOCAL DISTRICT AND THE ENGINEER OF RECORD.

4. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARDS, UNLESS SPECIFICALLY STATED OTHERWISE.

5. THE CONTRACTOR IS RESPONSIBLE FOR ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR DESIGNATED TO BE PROVIDED, INSTALLED, CONSTRUCTED, REMOVED, OR RELOCATED UNLESS SPECIFICALLY NOTED OTHERWISE.

6. THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES FOR WORK INCLUDING, BUT NOT LIMITED TO DEMOLITION, STREET CUTS, UTILITY INTERFERENCES, TRAFFIC CONTROL, GRADING, AND UTILITY FROM ALL APPLICABLE AGENCIES; AND FOR COMPLYING WITH ALL PROVISIONS INCLUDED THEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL OTHER APPLICABLE PERMITS NOT SPECIFICALLY REQUIRED BY THE AUTHORITY HAVING JURISDICTION.

7. THE CONTRACTOR SHALL UTILITY STAKE PROJECT AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING, TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH COMPANY) ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE.

8. THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ELEVATIONS OF ALL EXISTING SEWER MAINS, WATER MAINS, CURBS, GUTTERS, AND OTHER UTILITIES AT THE POINTS OF CONNECTION SHOWN ON THE PLANS, AND AT ANY UTILITY CROSSINGS PRIOR TO INSTALLING ANY OF THE NEW IMPROVEMENTS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE APPROPRIATE AUTHORITY PRIOR TO BEGINNING CONSTRUCTION.

9. ANY DISRUPTION OF UTILITY SERVICE THAT IS REQUIRED TO ADJUST, EXTEND, RELOCATE OR OTHERWISE REARRANGE ANY UTILITY WITHIN THE PROJECT AREA SHALL BE COORDINATED IN ADVANCE WITH THE AFFECTED UTILITY ENTITY.

10. RIM ELEVATIONS SHOWN ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL USE PRECAST CONCRETE ADJUSTMENT RINGS, GROUT, AND STEEL SHIMS TO ADJUST THE MANHOLE FRAMES TO FINAL GRADE IN CONFORMANCE WITH THE CITY OR UTILITY COMPANY/DISTRICT STANDARD SPECIFICATIONS. ALL FRAMES SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO THE FINAL LIFT OF ASPHALT.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF PROJECT SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.

12. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH THE M.U.T.C.D. TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY (CITY, COUNTY, OR STATE) FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES. ALL WORK WITHIN THE RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE GOVERNING AUTHORITY'S STANDARDS AND SPECIFICATIONS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANING AND RESTORATION OF ANY EXISTING IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO STREET PAVEMENT, FENCES, SOD, LANDSCAPING, SPRINKLER SYSTEMS, AND UTILITIES DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL LOCATION AND CONDITION.

14. INCLUDED IN THESE PLANS IS THE DEMOLITION AND DISPOSAL OF ALL EXISTING UTILITIES, SITE IMPROVEMENTS, STRUCTURES, AND SITE FURNISHINGS NEEDED FOR CONSTRUCTION OF THE IMPROVEMENTS SHOWN HEREON. ALL QUESTIONS IN REGARD TO DEMOLITION SHALL BE SUBMITTED TO THE OWNER IN WRITING PRIOR TO BID.

15. ALL DEMOLITION, REMOVAL, DISPOSAL, AND ABANDONMENT OF UTILITIES, STRUCTURES, SITE IMPROVEMENTS, AND SITE FURNISHINGS SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STANDARDS AND SPECIFICATIONS, AND PERMIT REQUIREMENTS.

16. ALL DISTURBED SOIL, ON- OR OFF-SITE AND RELATED TO WORK AT THIS PROJECT SITE, IS REQUIRED TO BE PROTECTED FROM WIND AND STORM WATER EROSION. TO MITIGATE EROSION, THE CONTRACTOR SHALL USE STANDARD EROSION CONTROL TECHNIQUES DESCRIBED IN THE GESC PLAN SET AND GESC REPORT FOR THIS PROJECT.

17. ALL STRUCTURAL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY GROUND-DISTURBING ACTIVITY. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE CONTRACTOR UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREA IS STABILIZED WITH HARD SURFACE OR PERMANENT LANDSCAPING. THE CONTRACTOR IS RESPONSIBLE FOR REFERRING TO ANY EROSION AND SEDIMENT CONTROL, STORMWATER MANAGEMENT, STORMWATER POLLUTION PREVENTION, OR SIMILAR PLAN AND/OR NARRATIVE AND ASSOCIATED PERMITS INCLUDING, BUT NOT LIMITED TO GRADING PERMITS, AND COMPLYING WITH THE REQUIREMENTS THEREIN.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK, INSPECTIONS, AND CERTIFICATIONS AS REQUIRED BY THE CITY, STATE OR LOCAL DISTRICTS. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COST ASSOCIATED WITH THE INSPECTION AND CERTIFICATION UNLESS OTHERWISE ARRANGED WITH THE OWNER/DEVELOPER. THE CONTRACTOR SHALL COORDINATE ALL CERTIFICATIONS, AND PROVIDE FIELD SURVEYED AS-BUILT INFORMATION FOR REVIEW BY THE OWNER/DEVELOPER AND/OR ENGINEER AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO AVOID POTENTIAL DELAYS.

19. CONTRACTOR IS RESPONSIBLE FOR AS-BUILT DRAWINGS, TESTS, REPORTS, AND/OR ANY OTHER CERTIFICATES OR INFORMATION AS REQUIRED FOR ACCEPTANCE OF WORK FROM CITY, UTILITY DISTRICTS, OR ANY OTHER GOVERNING AGENCY, OR TO THE OWNER/DEVELOPER AS REQUIRED BY AND IN ACCORDANCE WITH THE GOVERNING AUTHORITY OR OWNER/DEVELOPER'S CRITERIA. CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION AN A SET OF RECORD DRAWINGS KEPT AT THE CONSTRUCTION SITE AND AVAILABLE TO THE GOVERNING CITY, COUNTY, AND/OR STATE AND UTILITY DISTRICT INSPECTOR AT ALL TIMES. THE CONTRACTOR SHALL CONFIRM ANY REQUIREMENTS AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO ACCOUNT FOR PREPARATION AND REVIEW OF THE INFORMATION TO AVOID POTENTIAL DELAYS.

20. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED BY THE CONTRACTOR, HIS SUBCONTRACTORS, OR OTHER AFFECTED PARTIES, WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE OWNER/DEVELOPER AND THE ENGINEER IMMEDIATELY.

21. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE CONSULTING ENGINEER FOR CLARIFICATION AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWING.

22. BENCHMARK VERIFICATION: THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS AND THE PROPOSED ELEVATIONS IN THIS CONSTRUCTION PLAN SET AGAINST THE PROJECT BENCHMARK, IDENTIFIED HEREIN, PRIOR TO COMMENCING WORK.

23. DOUGLAS COUNTY STANDARD DETAILS SHALL NOT BE MODIFIED. ANY NON-STANDARD DETAILS WILL BE CLEARLY IDENTIFIED AS SUCH.

24. ALL ELEVATIONS ARE ON UNITED STATES COAST AND GEODETIC SURVEY (USC&GS) (NAVD-88) DATUM WITH DATE. THE RANGE POINT OR MONUMENTS SHALL BE SHOWN ON CONSTRUCTION DRAWINGS.

25. THE PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF COLORADO, SIGNING THESE PLANS IS RESPONSIBLE FOR ENSURING THAT THE DETAILS INCLUDED ARE COMPATIBLE WITH THE STANDARD DOUGLAS COUNTY DETAILS CONTAINED IN THE LATEST VERSIONS OF THE CRITERIA MANUALS. THIS INCLUDES, BUT IS NOT LIMITED TO:

- DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS
- DOUGLAS COUNTY STORM DRAINAGE DESIGN AND TECHNICAL CRITERIA
- DOUGLAS COUNTY GRADING, EROSION AND SEDIMENT CONTROL CRITERIA
- CDOT M&S STANDARDS
- MUTCD
- URBAN STORM DRAINAGE CRITERIA MANUAL VOLUMES 1, 2, & 3

CITY OF LONE TREE GENERAL NOTES

1. 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.

4. 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:

   RIDGEGATE PARKWAY

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.

12. A TEMPORARY CONSTRUCTION ACCESS PERMIT FROM THE CITY OF LONE TREE MAY BE REQUIRED FOR ANY PROJECT.

13. THE CITY OF LONE TREE SHALL NOT BE RESPONSIBLE FOR MAINTENANCE OF ROADWAY AND APPURTENANT IMPROVEMENTS, INCLUDING STORM DRAINAGE INFRASTRUCTURE, FOR THE FOLLOWING PRIVATE STREETS: HOME AGAIN STREET.

CITY OF LONE TREE SIGNAGE & 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.

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.

11. 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.

12. 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.

STORM SEWER NOTES:

1. ALL STORM SEWER IS EITHER REINFORCED CONCRETE PIPE (RCP) OR POLYPROPYLENE PIPE (PP) AS NOTED ON THE STORM PLAN AND PROFILE SHEETS.
2. ALL RCP PIPE IS CLASS III UNLESS OTHERWISE NOTED.
3. ALL POLYPROPYLENE PIPE IS ADVANCE DRAINAGE SYSTEMS, INC. (ADS) "HIGH PERFOMCANCE STORM DRAINAGE PIPE" (HP STORM) OR APPROVED EQUIVALENT
4. SEE COVER SHEET FOR BENCHMARK.
5. ALL STATIONING IS PIPE CENTERLINE UNLESS OTHERWISE NOTED.
6. INLET STATIONING IS TO CENTER OF INLET.
7. PIPE LENGTHS ARE FROM INSIDE INLET WALL TO INSIDE INLET WALL, FROM CENTER OF MANHOLE TO INSIDE INLET WALL, OR FROM CENTER OF MANHOLE TO CENTER OF MANHOLE. PIPE LENGTHS INCLUDE FES.
8. ALL ON-GRADE INLETS ARE TO MATCH TBC ELEVATIONS AT EACH END, FOLLOWING STREET GRADES.
9. ALL INLETS ARE TYPE R INLETS UNLESS OTHERWISE NOTED.
10. ALL TYPE R INLET RIM ELEVATIONS REFERENCE TBC ELEVATION AT CENTER OF INLET UNLESS OTHERWISE NOTED.
11. COORDINATES FOR END SECTIONS ARE SHOWN AT THE DOWNSTREAM END ALONG CENTERLINE OF PIPE
12. LENGTHS SHOWN FOR ALL STORM PIPE REPRESENT HORIZONTAL LENGTHS AND NOT FOR LENGTHS ALONG THE PIPE SLOPE.
13. PRECAST INLETS AND MANHOLE BASES ARE NOT ALLOWED.
14. TOE WALLS ARE REQUIRED ON FLARED END SECTIONS AT THE OUTLET END OF CULVERTS AND STORM SEWER OUTFALLS. FILTER FABRIC IS REQUIRED UNDER ALL RIPRAP PADS.
15. TWO MANHOLE ACCESS POINTS ARE REQUIRED ON ALL TYPE R CURB INLETS GREATER THAN OR EQUAL TO TEN FEET IN LENGTH.
16. CMP AND METAL STRUCTURES ARE NOT APPROVED FOR USE WITHIN THE CITY OF LONE TREE. ALL STRUCTURES, INCLUDING FLARED END SECTIONS ARE REQUIRED TO BE CONCRETE.
17. ALL TYPE R INLET DECKS SHALL MATCH THE WIDTH OF THE SIDEWALK, PER CDOT DETAIL M-604-12 SP.34B.

RCP PIPE NOTES:

1. UNLESS OTHERWISE SHOWN, RCP SHALL BE BACKFILLED ACCORDING TO THE DOUGLAS COUNTY STANDARD TRENCH SECTION SHOWN ON THE STORM SEWER DETAILS.
2. ALL RCP STORM SEWER MUST USE ASTM C44S WATERTIGHT GASKETS PER THE CURRENT DOUGLAS COUNTY AND URBAN DRAINAGE DESIGN CRITERIA.
3. JOINT RESTRAINTS ARE REQUIRED FOR A MINIMUM OF THE LAST TWO PIPE JOINTS AND FLARED END SECITONS OF AN RCP OUTFALL.

POLYPROPYLENE PIPE NOTES:

1. ALL POLYPROPYLENE (PP) PIPE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS AND MEET OR EXCEED THE FOLLOWING STANDARDS:
   1.1. ASTM F2881: STANDARD SPECIFICATION FOR 12-TO-60-INCH (300 TO 1500 MM) POLYPROPYLENE (PP) DUAL WALL PIPE AND FITTINGS FOR NON-PRESSURE STORM SEWER APPLICATIONS.
   1.2. ASTM D2321: UNDERGROUND INSTALLATION FOR THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS.
   1.3. ASTM F477: ELASTOMETRIC SEALS (GASKETS) FOR JOINING PLASTIC PIPE.
   1.4. ASTM D3212: STANDARD SPECIFICATION FOR JOINTS FOR DRAIN AND SEWER PLASTIC PIPES USING FLEXIBLE ELASTOMETRIC SEALS
   1.5. COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD PLAN M-603-4: SHEET 2
2. MINIMUM AND MAXIMUM PIPE COVER SHALL BE BASED ON CDOT-M-603-4, SHEET 2 (REFER TO ROADWAY AND STORM SEWER DETAILS WITHIN THIS PLAN SET)
3. WATER-STOP GASKET/BAND AT ALL INLETS, MANHOLES, OR STRUCTURE CONNECTIONS
4. CITY OF LONE TREE WILL REQUIRE THAT DEFLECTION TESTING BY USE OF A MANDREL BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY OF LONE TREE, AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. DEFLECTION TESTING SHALL BE DONE PRIOR TO PAVING AND NOT LESS THAN THIRTY DAYS AFTER INSTALLATION. THE MAXIMUM ALLOWABLE DEFLECTION SHALL NOT EXCEED 5% DURING TESTING. PIPES 36-INCH IN DIAMETER AND LARGER MAY BE ENTERED AND DEFLECTION LEVELS MEASURED DIRECTLY. THIS ALLOWS FOR SPECIFIC EQUIPMENT SUCH AS GO/NO GO STICKS, CUT TO 95% OF THE INSIDE DIAMETER. IF USING A MANDREL IT SHALL BE A NINE (OR GREATER ODD NUMBER) ARM MANDREL AND SHALL BE SIZED AND INSPECTED BY THE CITY ENGINEERING INSPECTOR PRIOR TO TESTING.
5. THE CITY WILL REQUIRE VIDEO INSPECTION BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. VIDEO INSPECTION WILL BE REQUIRED PRIOR TO INITIAL AND FINAL WARRANTY ACCEPTANCE.
6. THE CITY WILL REQUIRE THE CONTRACTOR TO COORDINATE WITH ADS REPRESENTATIVES REGARDING THE ON-SITE PRECONSTRUCTION CONSULTATION AND SITE VISITS DURING CONSTRUCTION. WHEN THE CITY FEELS COMFORTABLE WITH THE CONTRACTOR CAPABILITY, PROFICIENCY, AND/OR CITY INSPECTIONS THIS REQUIREMENT CAN BE RE-EVALUATED
7. FLARED END SECTIONS MUST BE CONNECTED TO A CONCRETE PIPE. NO POLYPROPYLENE PIPE MAY BE DIRECTLY CONNECTED TO A CONCRETE FLARED END SECTION.

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48-50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51-60 FOR INTERSECTION-RAMP PLANS.
8. SEE SHEETS 64-65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

DRAINAGE GENERAL NOTES

1. PROJECT FACILITIES ARE TO BE LOCATED BASED ON THE SURVEY COORDINATES, ELEVATIONS, DIMENSIONS, AND/OR GEOMETRIC DESIGN DATA PROVIDED ON THE DRAWINGS.
2. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES AND FOR SATISFYING ALL APPLICABLE OSHA, FEDERAL, STATE, AND LOCAL REGULATIONS. TEMPORARY EXCAVATIONS SHALL PROVIDE, AT MINIMUM, THE TRENCH DIMENSIONS AND CLEARANCES SHOWN OR SPECIFIED. TEMPORARY CONSTRUCTION SLOPES SHALL BE SLOPED, SHORED, SHEETED, AND/OR BRACED IN ACCORDANCE WITH STABILITY REQUIREMENTS AND APPLICABLE REGULATIONS, AND SHALL BE NO STEEPER THAN THE SLOPES SHOWN OR SPECIFIED WITHOUT THE APPROVAL OF THE ENGINEER. ANY SUCH APPROVALS BY THE ENGINEER WILL NOT RELIEVE THE CONTRACTOR FROM SOLE RESPONSIBILITY FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES.
3. EXISTING FACILITIES NOT INDICATED TO BE REMOVED SHALL BE PROTECTED IN PLACE OR REMOVED AND REPLACED IN KIND, AS APPROVED BY ENGINEER.
4. THE WORK WILL TAKE PLACE IN AND AROUND DRAINAGE SWALES AND THE BADGER GULCH, SUBJECT TO PERIODIC FLOODING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF SURFACE AND SUBSURFACE WATER DURING THE COURSE OF THE WORK. ANY DAMAGE TO THE WORK RESULTING FROM SURFACE FLOWS, BASE FLOWS, OR FLOOD FLOWS INCLUDING BUOYANCY FORCES ON PIPELINES AND OTHER FACILITIES SHALL BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND SATISFYING THE REQUIREMENTS OF ANY APPLICABLE PERMITS PERTAINING TO WATER AND EROSION CONTROL.
5. CONTACT THE ENGINEER FOR CLARIFICATIONS OF ANY ABBREVIATIONS SHOWN ON THE DRAWINGS.
6. THE SITE WHERE THE WORK IS TO BE PERFORMED SHALL BE OVERLOT GRADED. TOPSOIL SHALL BE SPREAD IN OPEN SPACE AREAS TO A DEPTH OF APPROXIMATELY 6-INCHES. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED, AND SOME AREAS COVERED WITH EROSION CONTROL BLANKETS, UNLESS OTHERWISE DIRECTED IN THE PLANS OR BY THE ENGINEER. CARE SHALL BE TAKEN TO AVOID DISTURBING ANY OPEN SPACE AREAS EXCEPT THE MINIMUM NECESSARY TO PERFORM THE WORK. TOPSOIL IN ANY WORK AREAS OR ACCESS ROADS WITHIN THE OPEN SPACE SHALL BE STRIPPED AND STOCKPILED PRIOR TO THE WORK, PROTECTED FROM MIXING WITH ANY OTHER MATERIALS DURING THE WORK, AND REPLACED TO A LOOSE DEPTH OF 7- TO 8- INCHES (FINAL DEPTH AFTER SETTLEMENT SHALL BE 6- INCHES MINIMUM) AS THE WORK IS BEING COMPLETED. WHERE BLANKETS EXIST, THE MINIMUM AREA OF BLANKET TO ALLOW WORK TO PROGRESS SHALL BE REMOVED AND THEN THE REMOVED OR NEW BLANKET REPLACED AFTER UNDERLYING WORK IS COMP

LAYER LINETYPE LEGEND

	EXISTING	PROPOSED
PHASE LINE		
MATCH LINE		
SECTION LINE		
BOUNDARY LINE		
PROPERTY LINE		
EASEMENT LINE		
RIGHT OF WAY		
R.O.W. A LINE	A	A
CENTERLINE		
CITY LIMITS		
WIRE FENCE	X	X
CHAIN LINK FENCE	O	O
WOOD FENCE	◇	◇
MASONRY FENCE	□	■
GUARDRAIL		
CONC. BARRIER		
CABLE TV	TV	TV
ELECTRIC	E	E
FIBER OPTIC	FO	FO
GAS MAIN	G	G
IRRIGATION MAIN	IR	IR
OIL/PETRO. MAIN	O	O
OVERHEAD UTILITY	OHU	OHU
SANITARY SEWER	S	S
STORM DRAIN		
TELEPHONE	T	T
WATER MAIN	W	W
RAW WATER LINE	RWL	RWL
SWALE/WATERWAY FLOWLINE		
DIVERSION DITCH		
DIVERSION CHANNEL		
MAJOR DRAINAGE BASIN		
MINOR DRAINAGE BASIN		
TOP OF SLOPE		
TOE OF SLOPE		
EDGE OF WATER		
INDEX CONTOUR	6100	6100
INTERMEDIATE CONTOUR		
DEPRESSION CONT. (INDEX)	6100	6100
DEPRESSION CONT. (INTER)		
TOP OF CUTS		
TOE OF FILLS		
CUT AND FILL LINE		C/F
SILT FENCE	SF	SF
100 YEAR FLOODPLAIN	100YR	100YR
500 YEAR FLOODPLAIN	500YR	500YR
FLOODWAY	FLDWY	FLDWY
BASE FLOOD ELEVATION		
EDGE OF WETLANDS		
STONE WALL		

UTILITIES LEGEND

	EXISTING	PROPOSED
STORM SEWER		
MANHOLE	Ⓢ	◉
STORM INLET		▣
AREA INLET – SQUARE	□	
AREA INLET – ROUND	○	
FLARED END SECTION	▷	◁
RIPRAP		
SANITARY SEWER		
LINE MARKER	Mkr San	
SERVICE MARKER	S	
CLEAN–OUT	○–	•–
MANHOLE W/ DIRECTIONAL FLOW ARROW	Ⓢ	
WATER LINE		
LINE MARKER	Mkr W	
SERVICE MARKER	W	
FIRE HYDRANT		
FIRE CONNECTION		
MANHOLE	Ⓦ	●
BEND		
BLOW–OFF VALVE		
WELL	WELL	WELL
METER	Ⓜ	●
VALVE	⋈	⋈
REDUCER		
THRUST BLOCK		
CROSS		
PLUG W/ THRUST BLOCK		
TEE		
REVERSE ANCHOR		
ANODE		
AIR & VACUUM VALVE ASSEMBLY		
TRANSMISSION BLOW–OFF ASSEMBLY		
GAS LINE		
MARKER	Mkr G	
SERVICE MARKER	G	
METER	Ⓖ	●
VALVE	⋈	⋈
PLUG	[	[
TEE		
DRY UTILITIES		
CABLE TV MARKER	Mkr TV	
CABLE TELEVISION PEDESTAL	TV	
ELECTRIC MARKER	Mkr E	
ELECTRIC SERVICE MARKER	E	
ELECTRICAL PEDESTAL	E	
ELECTRICAL METER	E	
ELECTRICAL MANHOLE	E	
FIBER–OPTIC MARKER	Mkr FO	
IRRIGATION PEDESTAL	I	
TELEPHONE MARKER	Mkr T	
TELEPHONE PEDESTAL	T	
TELEPHONE MANHOLE	T	
UTILITY POLE		
GUY ANCHOR		
GUY POLE		
MISC. UTILITIES		
VENT PIPE	VP	VP
TEST HOLE DESIGNATOR	TH# FIRM/AGENCY	

MONUMENTATION LEGEND

ALUMINUM CAP – FOUND	AC
BRASS CAP – FOUND	BC
BENCHMARK – FOUND	
CROSS – FOUND	+
MONUMENT – SET	○
MONUMENT – FOUND (DEFAULT)	●
MONUMENT – FOUND (ALTERNATE 1)	■
MONUMENT – FOUND (ALTERNATE 2)	
MONUMENT – FOUND (ALTERNATE 3)	▲
MONUMENT – FOUND (ALTERNATE 4)	
MONUMENT – FOUND (ALTERNATE 5)	⬟
MONUMENT – FOUND (ALTERNATE 6)	
MONUMENT – FOUND (ALTERNATE 7)	
NAIL & WASHER – FOUND	NAIL & WASHER
PANEL – FOUND	
PK NAIL – FOUND	PK NAIL
ROW MONUMENT – FOUND	
ROW MARKER – FOUND	⊡
SECTION CORNER – FOUND	
SECTION CORNER – SET	
QUARTER–SECTION CORNER – FOUND	
QUARTER–SECTION CORNER – SET	
SECTION CENTER – FOUND	
SECTION CENTER – FOUND	
CONTROL/TRAVERSE POINT – SET	

TRAFFIC LEGEND

	EXISTING	PROPOSED
PARKING METER		
TRAFFIC SIGNAL BOX		
TRAFFIC SIGNAL POLE		
TRAFFIC SIGNAL		
BARRICADE		
GUARD RAIL POST		
IMPACT ATTENUATOR		
BRIDGE STYLE HIGHWAY SIGN POST		
CANTILEVER STYLE HIGHWAY SIGN POST		
SIGN		
RAILROAD MARKER/SIGN		
STREET LIGHT		
STREET LIGHT – SINGLE		
STREET LIGHT – DOUBLE		
LUMINAIRE		
ALTERNATE LUMINAIRE		
SIGNAL MAST ARM W/ LUMINAIRE		
PEDESTAL POLE FOUNDATION		
TRAFFIC SIGNAL POLE		
ROUND PULL BOX		
MEDIUM PULL BOX		
LARGE PULL BOX (20X33X15)		
SIGNAL HEAD WITHOUT BACK PLATE		
SIGNAL HEAD WITH BACK PLATE		
PEDESTRIAN SIGNAL HEAD		
VIDEO IMAGE DETECTOR		
OPTICOM DETECTOR		
VEHICLE DETECTION ZONE		V

STORM WATER MANAGEMENT

	KEY	SYMBOL
CHECK DAM	CD	
CONSTRUCTION ROAD STABILIZATION	CRS	
CURB SOCK INLET PROTECTION	CS	
CONCRETE WASHOUT AREA	CWA	
DIVERSION DITCH AND DIKE, TEMPORARY	DD	
DIVERSION CHANNEL, TEMPORARY	DV	
DEWATERING	DW	
EROSION CONTROL BLANKET	ECB	
INLET FILTER	IF	
INLET PROTECTION	IP	
MULCHING	MU	
OUTLET PROTECTION	OP	
PAVED FLUME	PF	
PERMENENT SEEDING	PS	
REINFORCED CONCRETE DAM	RCD	
ROUGH CUT STREET CONTROL	RCS	
SEDIMENT BASIN	SB	
SEDIMENT CONTROL LOG	SCL	
SILT FENCE	SF	
SURFACE ROUGHENING	SR	
STABILIZED STAGING AREA	SSA	
SEDIMENT TRAP	ST	
STRAW BALE BARRIER	STB	
TERRACING	TER	
TEMPORARY SEEDING	TS	
TEMPORARY STREAM CROSSING CULVERT/BRIDGE	TSC C	
TEMPORARY STREAM CROSSING FORD TYPE	TSC F	
TEMPORARY SLOPE DRAIN	TSD	
VEHICLE TRACKING CONTROL	VTC	
VEHICLE TRACKING CONTROL WITH WASH RACK	WR	

DRAINAGE REPORT PLANS

	KEY
BASIN DESIGNATION (NO COEFFICIENT)	# / #.##
BASIN DESIGNATION (1 COEFFICIENT)	# / #.## / #
BASIN DESIGNATION (2 COEFFICIENTS)	# / #.## / # / #
ANALISYS POINT IDENTIFIER	#
BASIN DESIGNATION (HISTORIC)	# / #.##
BASIN DESIGNATION (DEVELOPED)	# / #.##
SUB–BASIN DESIGNATION (DEVELOPED)	# / #.#
DRAINAGE PIPE IDENTIFIER	##
DRAINAGE POINT IDENTIFIER (HEXAGONAL)	##
DRAINAGE POINT IDENTIFIER (TRIANGULAR)	?
SWMM DESIGNATION 1	#
SWMM DESIGNATION 2	#
SWMM DESIGNATION 3	#
SWMM DESIGNATION 4	?

LANDSCAPE LEGEND

	EXISTING	PROPOSED
TREE – CONIFEROUS		
TREE – DECIDUOUS		
SHRUB/BUSH		
SHRUBS AND BUSHES		
IRRIGATION BOX		
IRRIGATION SPRINKLER		
IRRIGATION VALVE		
BOLLARD		
FLAGPOLE		fp

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791–8180

J·R ENGINEERING
A Westrian Company
Centennial 303–740–9393 • Colorado Springs 719–593–2593
Fort Collins 970–491–9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H–SCALE	N/A
V–SCALE	N/A
DATE	02/06/26
DESIGNED BY	MEP
DRAWN BY	MEP
CHECKED BY	

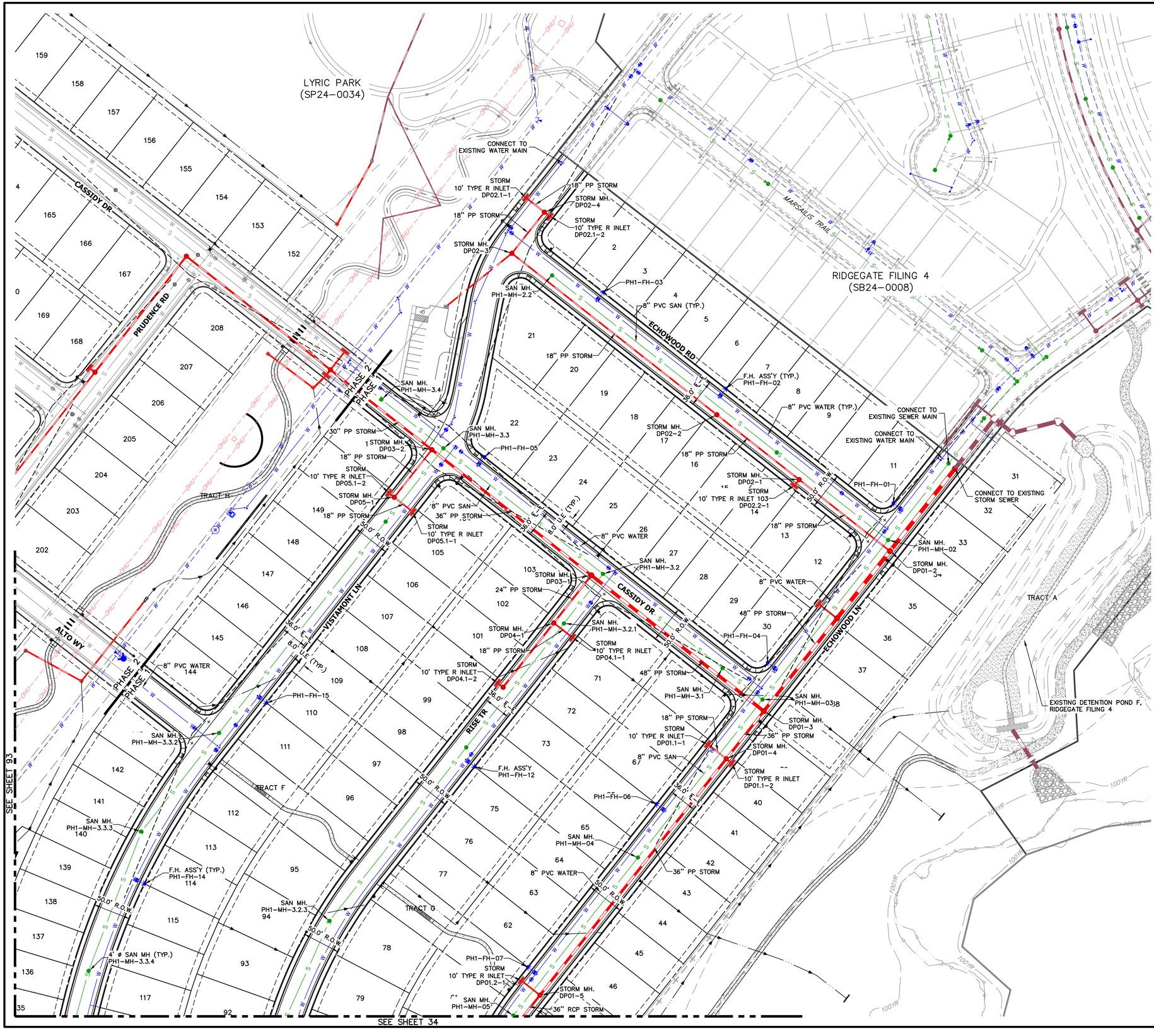
RIDGEGATE SOUTHWEST VILLAGE FILING 5

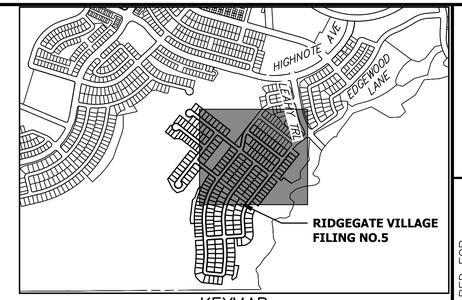
LEGEND

PHASE 1

SHEET 32 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

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RIDGEGATE SOUTHWEST VILLAGE FILING 5
OVERALL SITE AND UTILITY PLAN
PHASE 1

SHEET 33 OF 146

JOB NO. 15950.22

SEE SHEET 93

SEE SHEET 33

SEE SHEET 131

TRACT J

TRACT E

TRACT D

TRACT F

TRACT G

TRACT B

ALTO WY

VISTAMONT LN

RISE TR

CASSIDY DR

ECHOWOOD LN

PHASE 2

PHASE 1

PHASE 3

50.0' R.O.W.

8.0' U.E (TYP.)

36.0' E-E

8" PVC WATER

8" PVC SAN

24" PP STORM

18" PP STORM

48" PP STORM

36" PP STORM

36" RCP STORM

SAN MH. PH1-MH-3.3.2

SAN MH. PH1-MH-3.3.3

SAN MH. PH1-MH-3.3.5

SAN MH. PH1-MH-12.1

SAN MH. PH1-MH-3.2.3

SAN MH. PH1-MH-3.2.4

SAN MH. PH1-MH-3.2.5

SAN MH. PH1-MH-11

SAN MH. PH1-MH-12

SAN MH. PH1-MH-3.2

SAN MH. PH1-MH-3.2.1

SAN MH. PH1-MH-3.1

SAN MH. PH1-MH-04

SAN MH. PH1-MH-05

SAN MH. PH1-MH-06

SAN MH. PH1-MH-07

SAN MH. PH1-MH-08

SAN MH. PH1-MH-09

SAN MH. PH1-MH-10

4' ø SAN MH (TYP.) PH1-MH-3.3.4

4' ø SAN MH (TYP.) PH1-MH-11.1

PH1-FH-04

PH1-FH-06

PH1-FH-07

PH1-FH-09

PH1-FH-10

PH1-FH-11

PH1-FH-13

PH1-FH-14

PH1-FH-15

F.H. ASS'Y PH1-FH-12

F.H. ASS'Y (TYP.) PH1-FH-14

F.H. ASS'Y (TYP.) PH1-FH-08

STORM MH. DP03-1

STORM MH. DP04-1

STORM MH. DP01-4

STORM MH. DP01-5

STORM MH. DP01-6

STORM MH. DP01-7

STORM MH. DP01-8

STORM MH. DP01-9

STORM MH. DP01-10

10' TYPE R INLET DP04.1-1

10' TYPE R INLET DP04.1-2

10' TYPE R INLET DP01.1-1

10' TYPE R INLET DP01.1-2

10' TYPE R INLET DP01.2-1

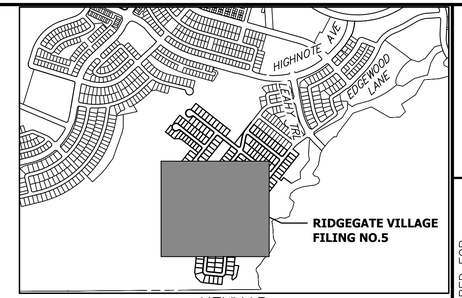
10' TYPE R INLET DP01.3-1

10' TYPE R INLET DP01.3-2

10' TYPE R INLET DP01-13

STORM SEWER (TYP.) 10' TYPE R INLET DP01.3-1

100YR



KEYMAP

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60 30 0 60 120

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
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DATE

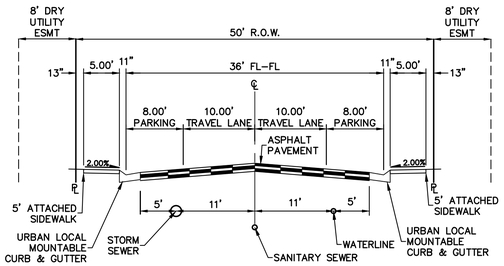
RIDGEGATE SOUTHWEST VILLAGE FILING 5

OVERALL SITE AND UTILITY PLAN

PHASE 1

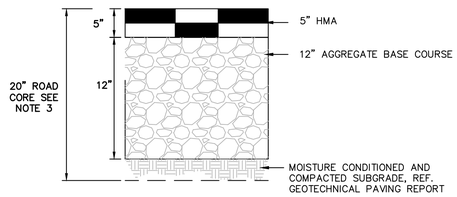
SHEET 34 OF 146

JOB NO. 15950.22



LOCAL ROAD

TYPE II – TYPICAL 50-FOOT R.O.W. RESIDENTIAL LOCAL STREET WITH ATTACHED SIDEWALK (PUBLIC)



MINIMUM RESIDENTIAL LOCAL PAVEMENT SECTION

N.T.S.

NOTES:
1. MINIMUM PAVEMENT SECTIONS FOR BUDGETING PURPOSES ARE PRESENTED HEREON. SUBGRADE INVESTIGATION AND PAVEMENT DESIGNS ARE TO BE COMPLETED BY THE GEOTECHNICAL ENGINEER AFTER OVERLOT GRADING.
2. ASPHALT, BASE COURSE DEPTH, AND SUBGRADE PRAPARTATION IS TO BE IN ACCORDANCE WITH GEOTECHNICAL PAVING RECOMMENDATIONS.
3. CONTOURS SHOWN WITHIN THIS PLAN SET ARE TO TOP OF PAVING. ROAD CORE IS TO EXTEND 3" BELOW BOTTOM OF PAVING AND ROAD BASE SECTION.

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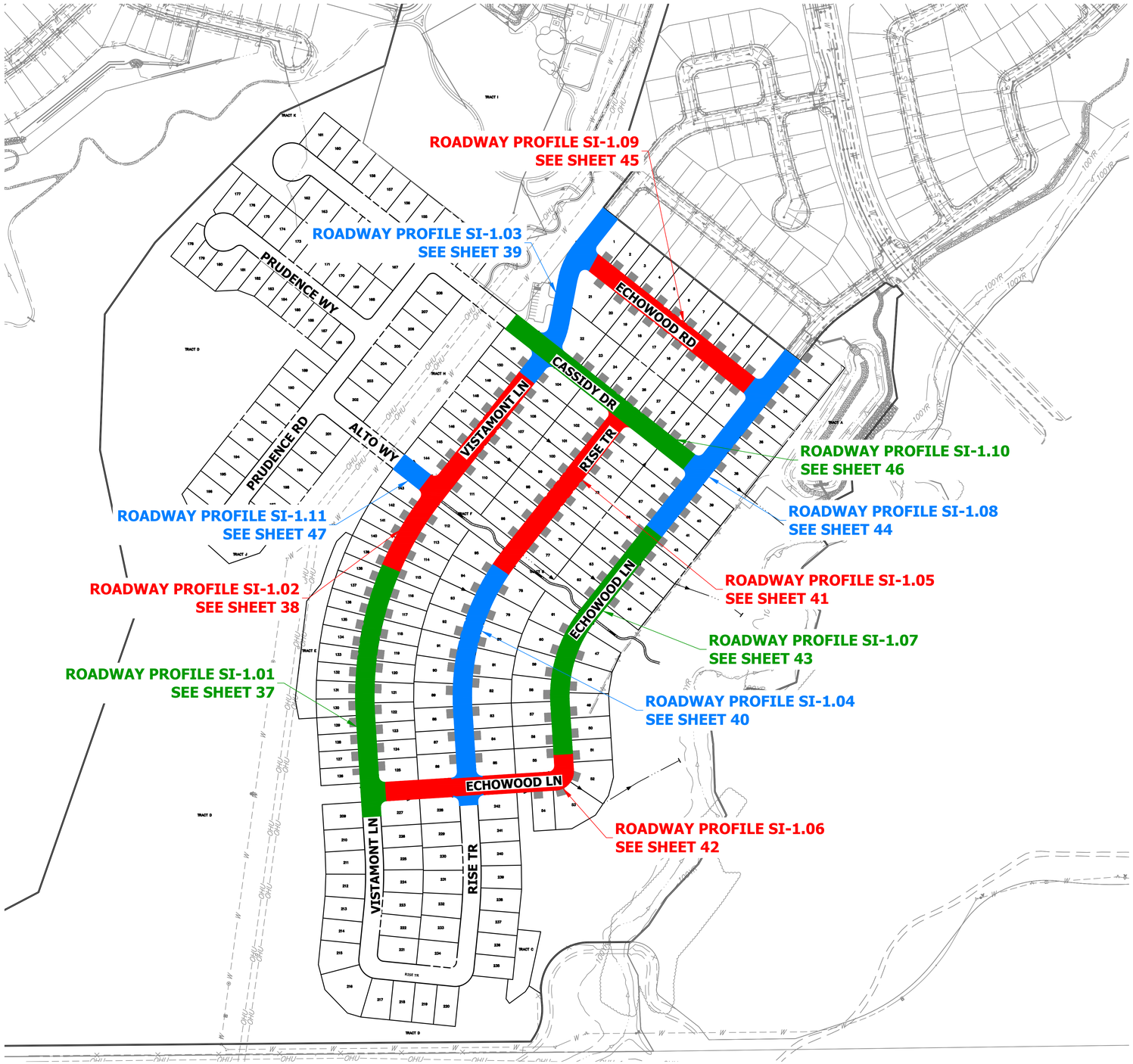
RIDGECATE SOUTHWEST VILLAGE FILING 5

ROADWAY TYPICAL SECTIONS

PHASE 1

SHEET 35 OF 146

JOB NO. 15950.22



ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48–50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51–60 FOR INTERSECTION–RAMP PLANS.
8. SEE SHEETS 64–65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
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16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

N

150 75 0 150 300

ORIGINAL SCALE: 1" = 150'

CITY OF LONE TREE

DATE

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No.	REVISION	BY	DATE

H-SCALE	1"=150'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

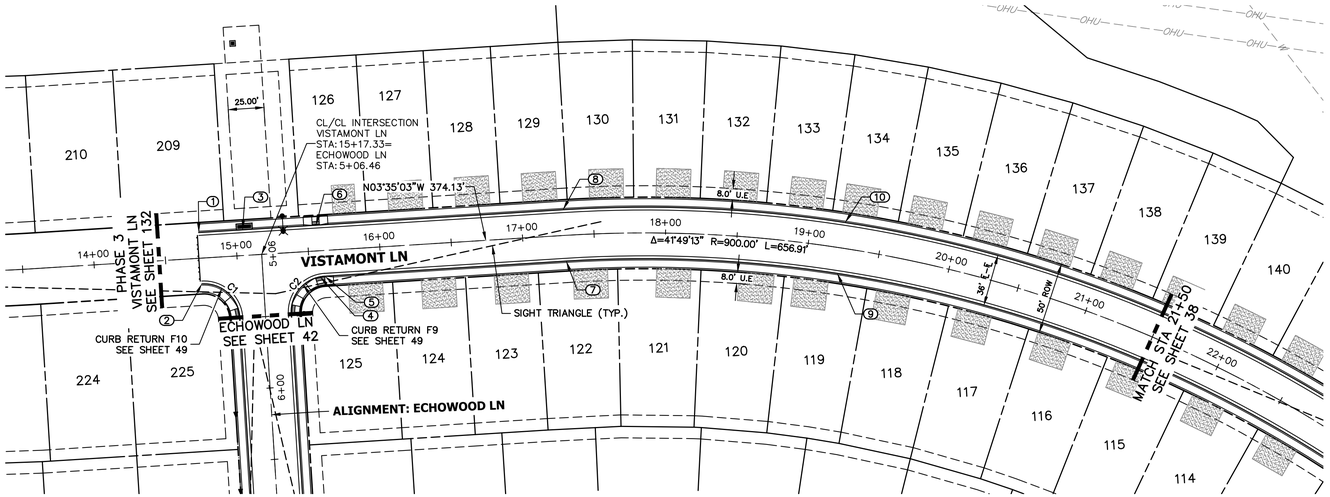
RIDGEGATE SOUTHWEST VILLAGE FILING 5

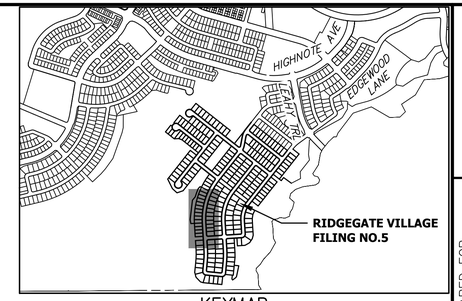
ROADWAY PLAN & PROFILES

PHASE 1

SHEET 36 OF 146

JOB NO. 15950.22





KEYMAP
SCALE:1"=1000'

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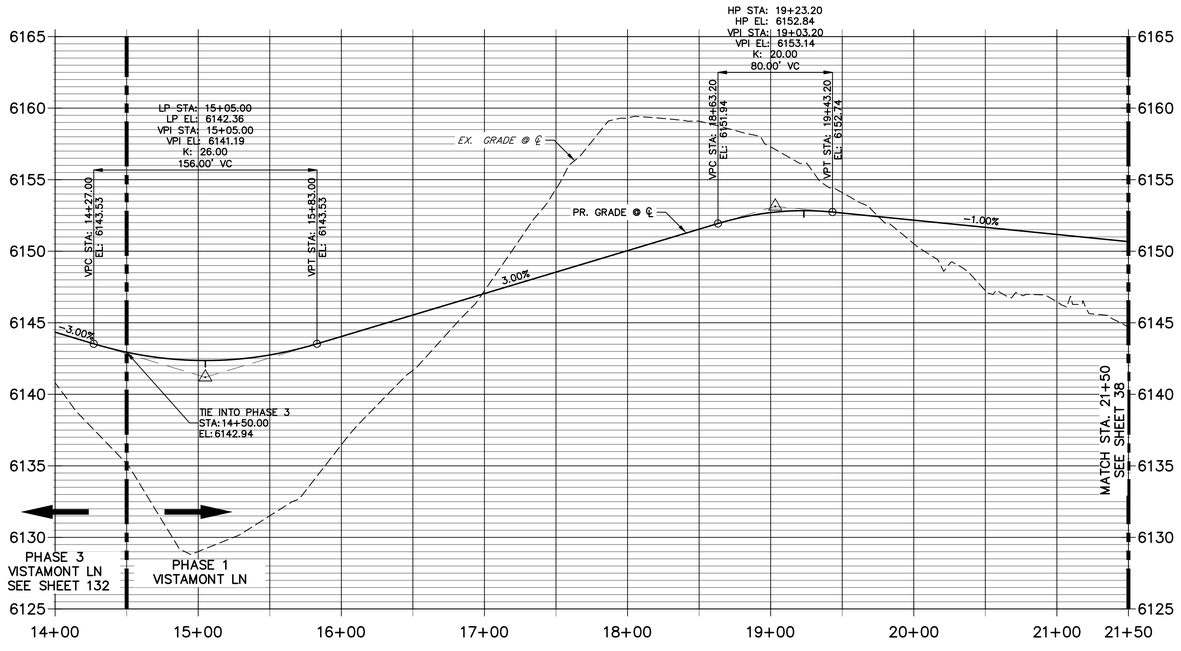
VISTAMONT LN PROFILE SI-1.01
STA 14+00.00 TO 21+50.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
1	14+74.33	18.00' (LT)	VISTAMONT LN	6142.05	BEGIN C&G
2	14+74.33	18.00' (RT)	VISTAMONT LN	6142.05	BEGIN C&G
3	15+05.00	18.00' (LT)	VISTAMONT LN	6141.87	LP
4	15+57.06	18.22' (RT)	VISTAMONT LN	6142.39	HC RAMP MID PT
5	15+60.33	18.00' (RT)	VISTAMONT LN	6142.46	PCR
6	15+56.34	18.00' (LT)	VISTAMONT LN	6142.38	HC RAMP MID PT
7	17+29.32	18.00' (RT)	VISTAMONT LN	6147.43	PC
8	17+29.32	18.00' (LT)	VISTAMONT LN	6147.43	PC
9	19+23.20	18.00' (RT)	VISTAMONT LN	6152.35	HP
10	19+23.20	18.00' (LT)	VISTAMONT LN	6152.35	HP

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	90°00'00"	25.00'	39.27'
C2	90°00'00"	25.00'	39.27'

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

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COLORADO P.E. 36742
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V-SCALE	1"=5'
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DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

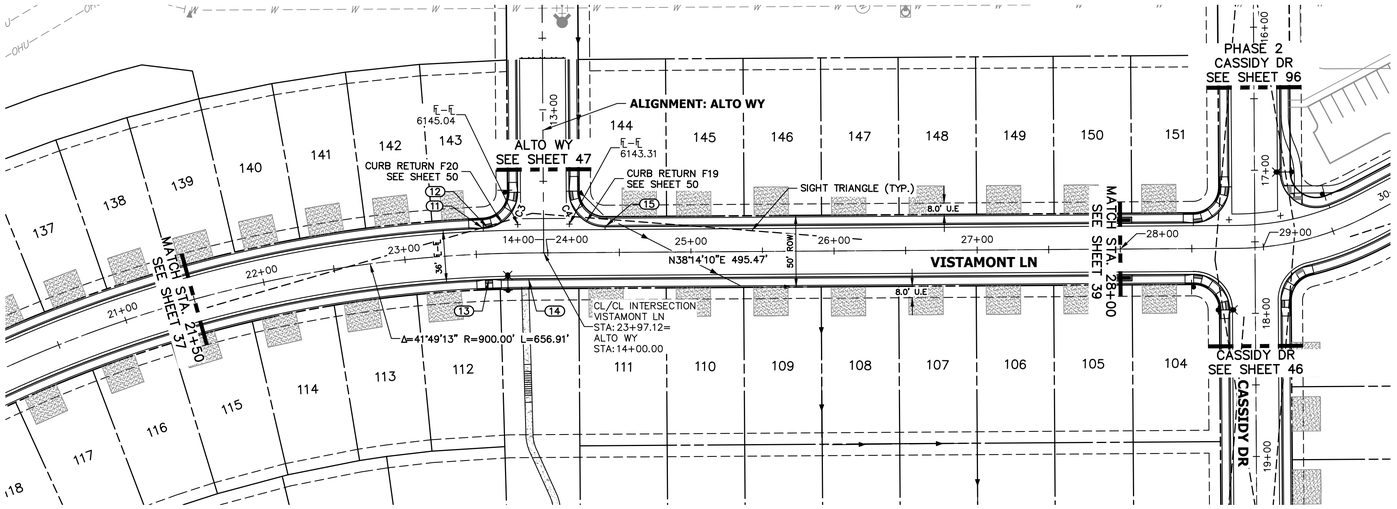
RIDGEGATE SOUTHWEST VILLAGE FILING 5

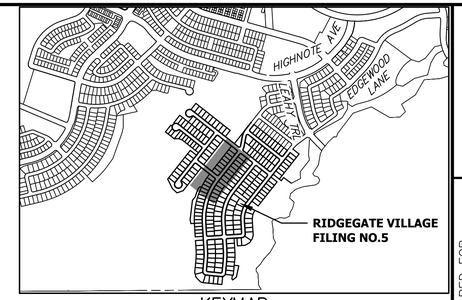
ROADWAY PLAN & PROFILES

PHASE 1

SHEET 37 OF 146

JOB NO. 15950.22





KEYMAP
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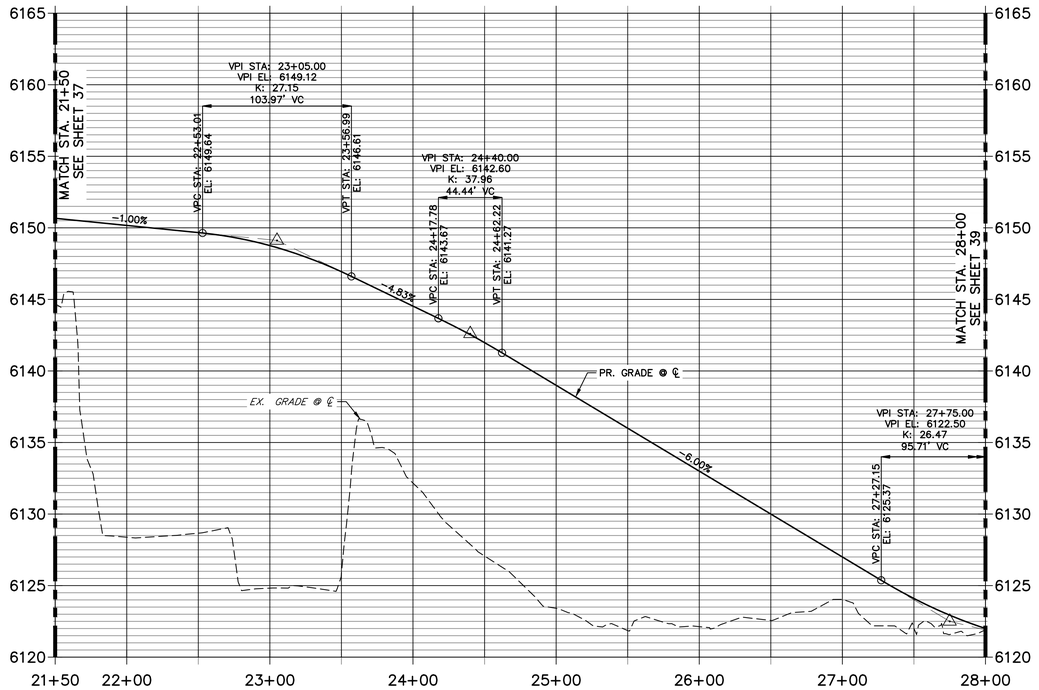
VISTAMONT LN PROFILE SI-1.02
STA 21+50.00 TO 28+00.00



POINT TABULATION

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
11	23+55.58	18.00' (LT)	VISTAMONT LN	6146.20	PRC
12	23+58.79	18.22' (LT)	VISTAMONT LN	6146.05	HC RAMP MID PT
13	23+58.15	18.00' (RT)	VISTAMONT LN	6146.06	HC RAMP MID PT
14	23+86.23	18.00' (RT)	VISTAMONT LN	6144.71	PT
15	24+40.12	18.00' (LT)	VISTAMONT LN	6142.04	PCR

CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C3	88°02'55"	25.00'	38.42'
C4	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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PREPARED FOR
SH LYRIC, LLC
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SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

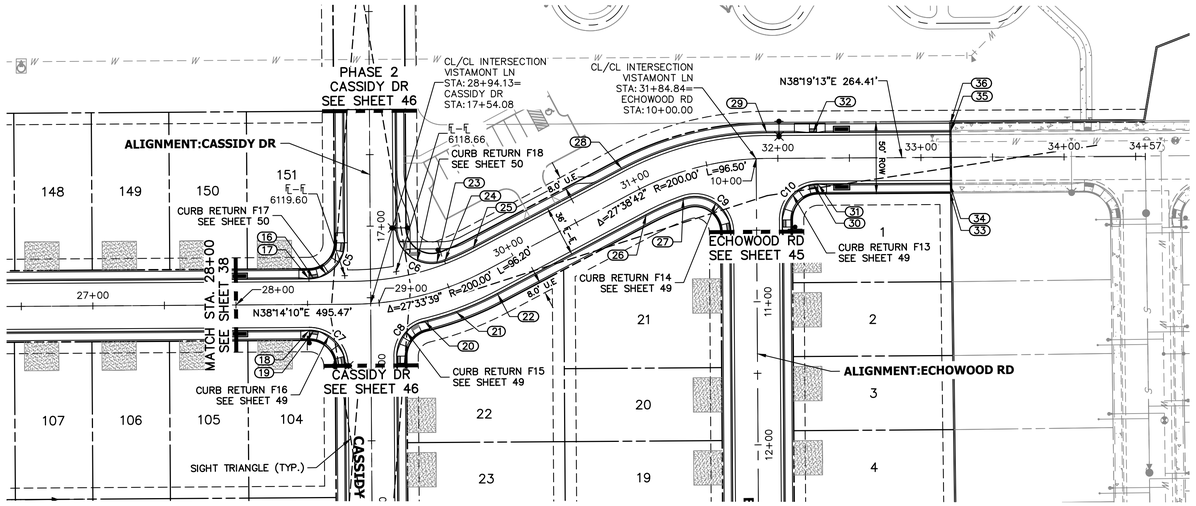
J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

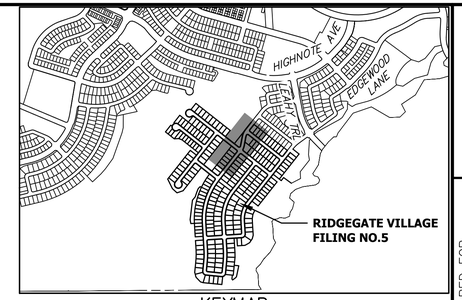
No.	REVISION	BY	DATE

H-SCALE	1"=50'	DESIGNED BY	JP
V-SCALE	1"=5'	DRAWN BY	DAD
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

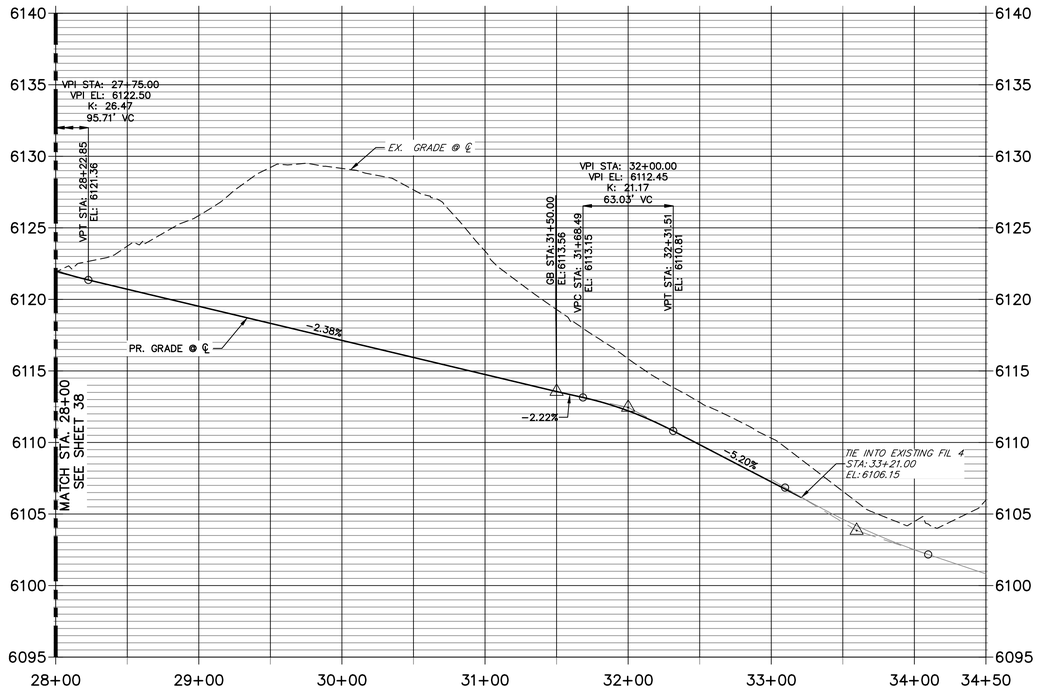
SHEET 38 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

VISTAMONT LN PROFILE SI-1.03
STA 28+00.00 TO 34+50.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
16	28+54.40	18.22' (LT)	VISTAMONT LN	6120.13	HC RAMP MID PT
17	28+51.12	18.00' (LT)	VISTAMONT LN	6120.19	PCR
18	28+51.12	18.00' (RT)	VISTAMONT LN	6120.19	PCR
19	28+54.40	18.22' (RT)	VISTAMONT LN	6120.13	HC RAMP MID PT
20	29+27.72	18.00' (RT)	VISTAMONT LN	6118.37	PRC
21	29+48.92	18.00' (RT)	VISTAMONT LN	6117.87	HC RAMP MID PT
22	29+77.90	18.00' (RT)	VISTAMONT LN	6117.17	PT
23	29+47.57	18.57' (LT)	VISTAMONT LN	6117.99	HC RAMP MID PT
24	29+53.86	18.00' (LT)	VISTAMONT LN	6117.78	PCR
25	29+77.90	18.00' (LT)	VISTAMONT LN	6117.17	PT
26	30+95.90	18.00' (RT)	VISTAMONT LN	6114.36	PC
27	31+26.93	18.00' (RT)	VISTAMONT LN	6113.62	PCC
28	30+95.90	18.00' (LT)	VISTAMONT LN	6114.36	PC
29	31+92.40	18.00' (LT)	VISTAMONT LN	6111.99	PT
30	32+24.63	18.22' (RT)	VISTAMONT LN	6110.63	HC RAMP MID PT
31	32+27.91	18.00' (RT)	VISTAMONT LN	6110.50	PCR
32	32+24.65	18.00' (LT)	VISTAMONT LN	6110.66	HC RAMP MID PT
33	33+19.88	23.92' (RT)	VISTAMONT LN	6106.15	MATCH EX. SW
34	33+19.88	18.00' (RT)	VISTAMONT LN	6105.72	MATCH EX. C&G
35	33+20.67	18.00' (LT)	VISTAMONT LN	6105.68	MATCH EX. C&G
36	33+20.62	23.92' (LT)	VISTAMONT LN	6106.11	MATCH EX. SW

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C5	90°00'00"	25.00'	39.27'
C6	110°40'18"	25.00'	48.29'
C7	90°00'00"	25.00'	39.27'
C8	76°48'58"	25.00'	33.52'
C9	108°40'17"	25.00'	47.42'
C10	90°05'03"	25.00'	39.31'

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48–50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51–60 FOR INTERSECTION–RAMP PLANS.
8. SEE SHEETS 64–65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

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DATE	02/06/26
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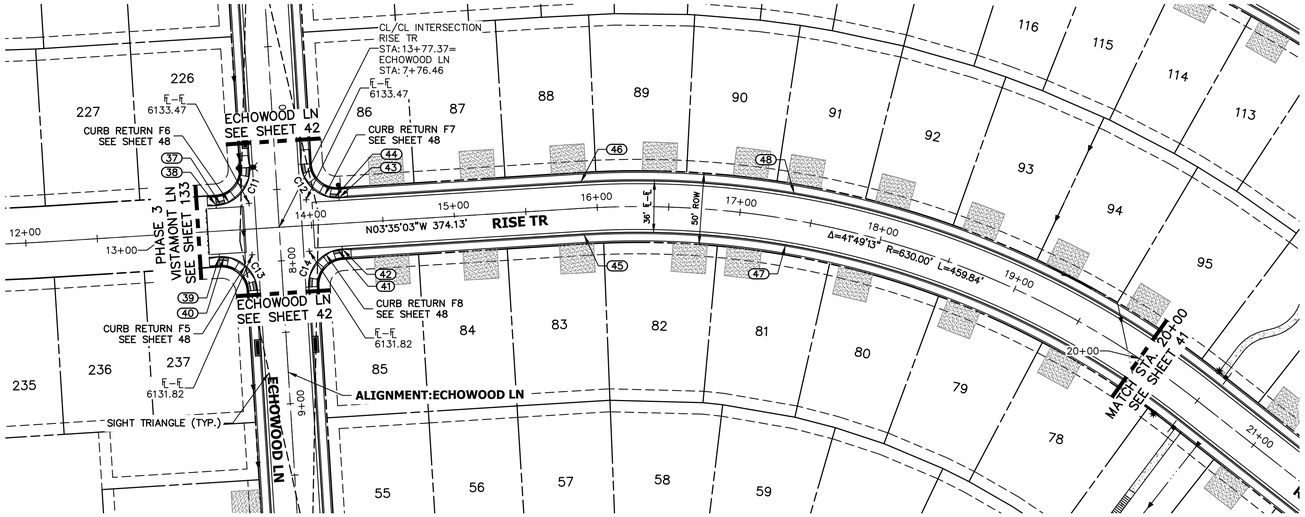
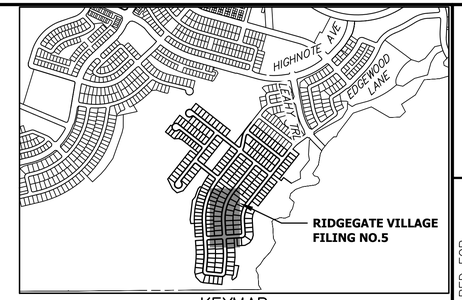
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

SHEET 39 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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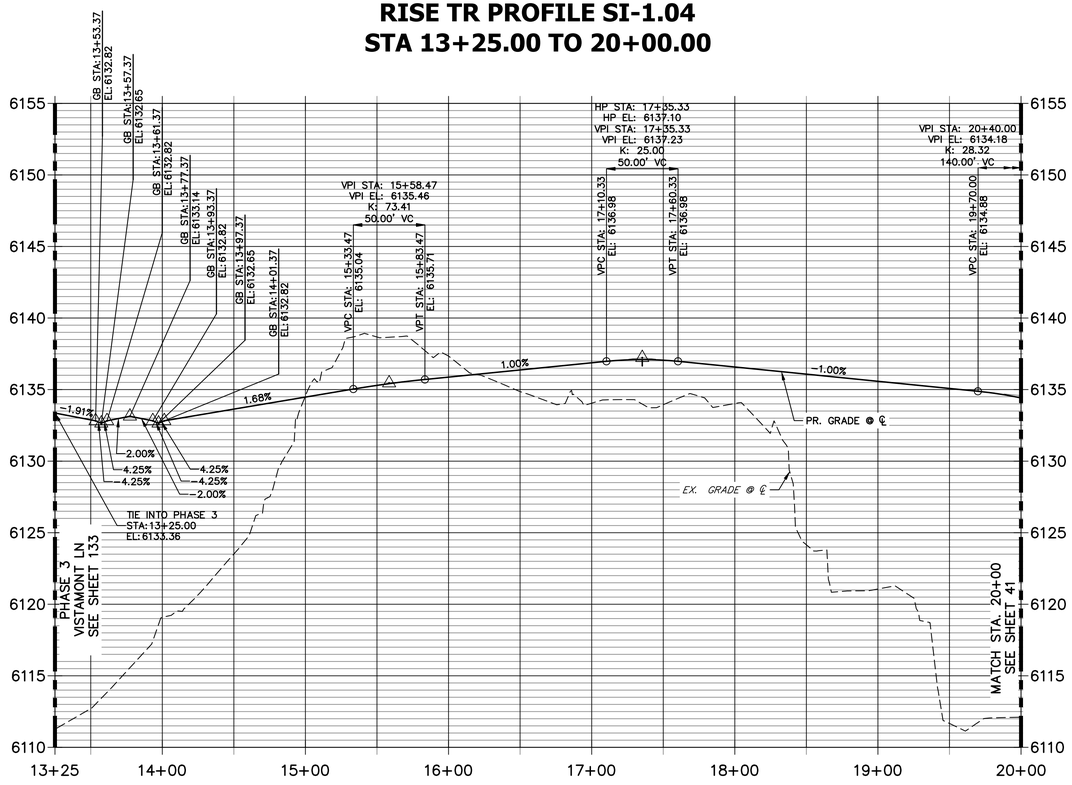
RISE TR PROFILE SI-1.04
STA 13+25.00 TO 20+00.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
37	13+37.65	18.22' (LT)	RISE TR	6133.53	HC RAMP MID PT
38	13+34.37	18.00' (LT)	RISE TR	6133.57	PCR
39	13+34.37	18.00' (RT)	RISE TR	6132.45	PCR
40	13+37.65	18.22' (RT)	RISE TR	6132.38	HC RAMP MID PT
41	14+17.10	18.22' (RT)	RISE TR	6132.34	HC RAMP MID PT
42	14+20.35	18.00' (RT)	RISE TR	6132.41	PCR
43	14+20.37	18.00' (LT)	RISE TR	6133.61	PCR
44	14+17.13	18.21' (LT)	RISE TR	6133.55	HC RAMP MID PT
45	15+89.36	18.00' (RT)	RISE TR	6135.28	PC
46	15+89.36	18.00' (LT)	RISE TR	6135.28	PC
47	17+35.33	18.00' (RT)	RISE TR	6136.61	HP
48	17+35.33	18.00' (LT)	RISE TR	6136.61	HP

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C11	90°00'00"	25.00'	39.27'
C12	90°00'00"	25.00'	39.27'
C13	90°00'00"	25.00'	39.27'
C14	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
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VERTICAL
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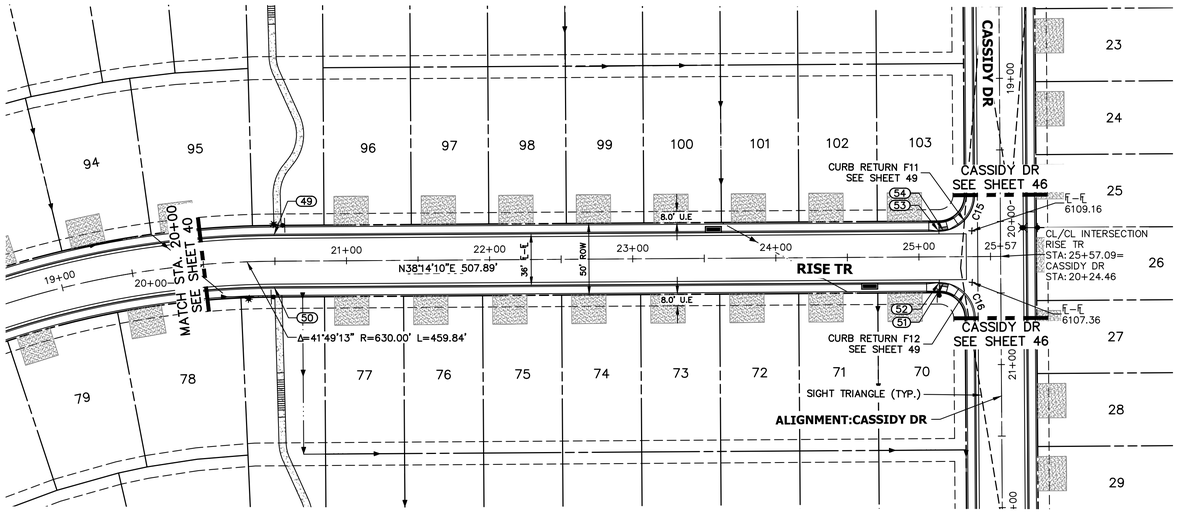
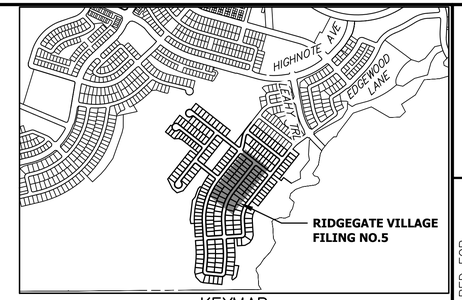
No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

SHEET 40 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

ROADWAY NOTES

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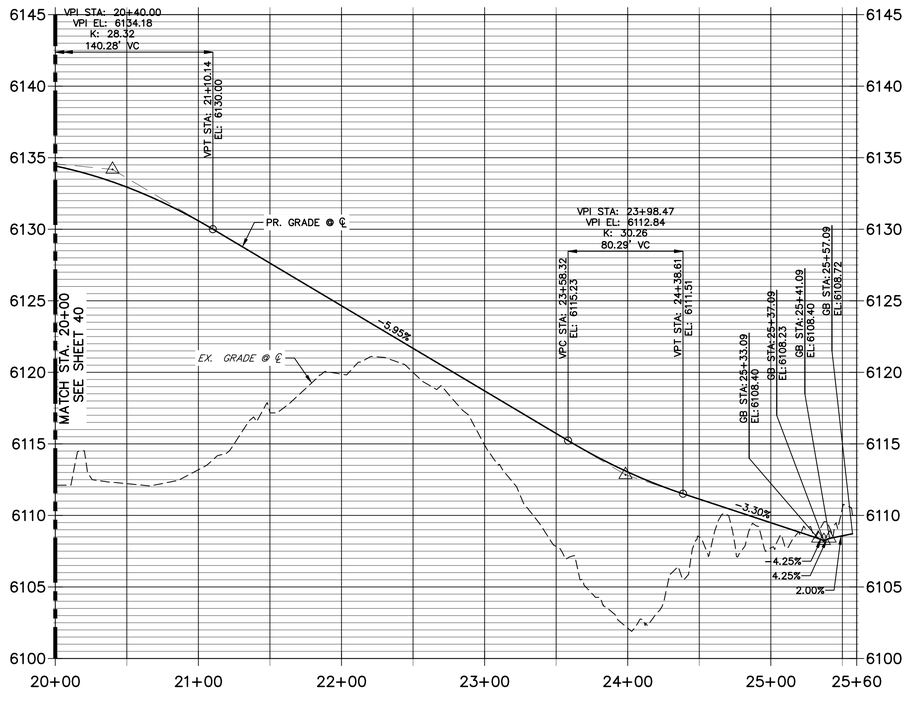
RISE TR PROFILE SI-1.05
STA 20+00.00 TO 25+60.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
49	20+49.20	18.00' (LT)	RISE TR	6132.49	PT
50	20+49.20	18.00' (RT)	RISE TR	6132.49	PT
51	25+17.36	18.22' (RT)	RISE TR	6108.18	HC RAMP MID PT
52	25+14.11	18.00' (RT)	RISE TR	6108.25	PCR
53	25+14.09	18.00' (LT)	RISE TR	6109.57	PCR
54	25+17.36	18.22' (LT)	RISE TR	6109.50	HC RAMP MID PT

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C15	90°00'00"	25.00'	39.27'
C16	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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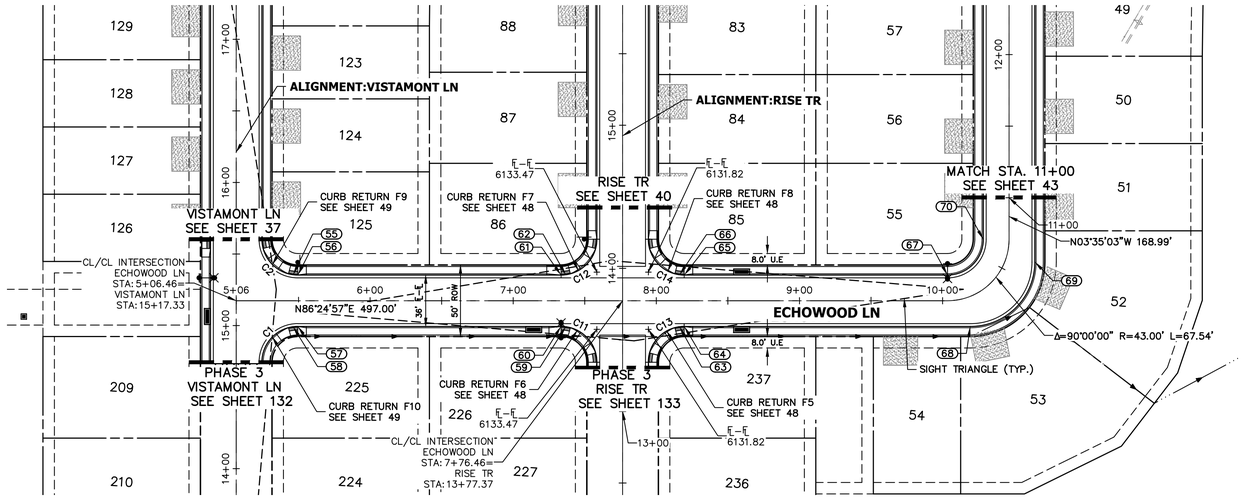
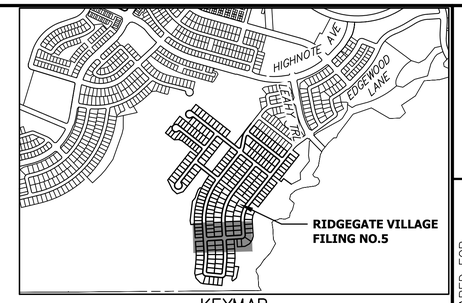
V-SCALE	1"=5'	DRAWN BY	DAD
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

SHEET 41 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
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ECHOWOOD LN PROFILE SI-1.06
STA 5+06.46 TO 11+00.00

POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
55	5+46.18	18.22' (LT)	ECHOWOOD LN	6141.67	HC RAMP MID PT
56	5+49.46	18.00' (LT)	ECHOWOOD LN	6141.61	PCR
57	5+49.46	18.00' (RT)	ECHOWOOD LN	6140.97	PCR
58	5+46.18	18.22' (RT)	ECHOWOOD LN	6141.03	HC RAMP MID PT
59	7+36.73	18.22' (RT)	ECHOWOOD LN	6134.49	HC RAMP MID PT
60	7+33.46	18.00' (RT)	ECHOWOOD LN	6134.62	PCR
61	7+33.46	18.00' (LT)	ECHOWOOD LN	6134.62	PCR
62	7+36.73	18.22' (LT)	ECHOWOOD LN	6134.49	HC RAMP MID PT
63	8+16.18	18.22' (RT)	ECHOWOOD LN	6130.80	HC RAMP MID PT
64	8+19.46	18.00' (RT)	ECHOWOOD LN	6130.67	PCR
65	8+19.46	18.00' (LT)	ECHOWOOD LN	6130.67	PCR
66	8+16.18	18.22' (LT)	ECHOWOOD LN	6130.80	HC RAMP MID PT
67	10+03.46	18.00' (LT)	ECHOWOOD LN	6122.62	PC
68	10+14.49	20.06' (RT)	ECHOWOOD LN	6122.35	PC
69	10+59.97	20.06' (RT)	ECHOWOOD LN	6121.56	PT
70	10+71.00	18.00' (LT)	ECHOWOOD LN	6121.43	PT

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	90°00'00"	25.00'	39.27'
C2	90°00'00"	25.00'	39.27'
C11	90°00'00"	25.00'	39.27'
C12	90°00'00"	25.00'	39.27'
C13	90°00'00"	25.00'	39.27'
C14	90°00'00"	25.00'	39.27'

N

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=50'	DESIGNED BY	JP
V-SCALE	1"=5'	DRAWN BY	DAD
DATE	02/06/26	CHECKED BY	

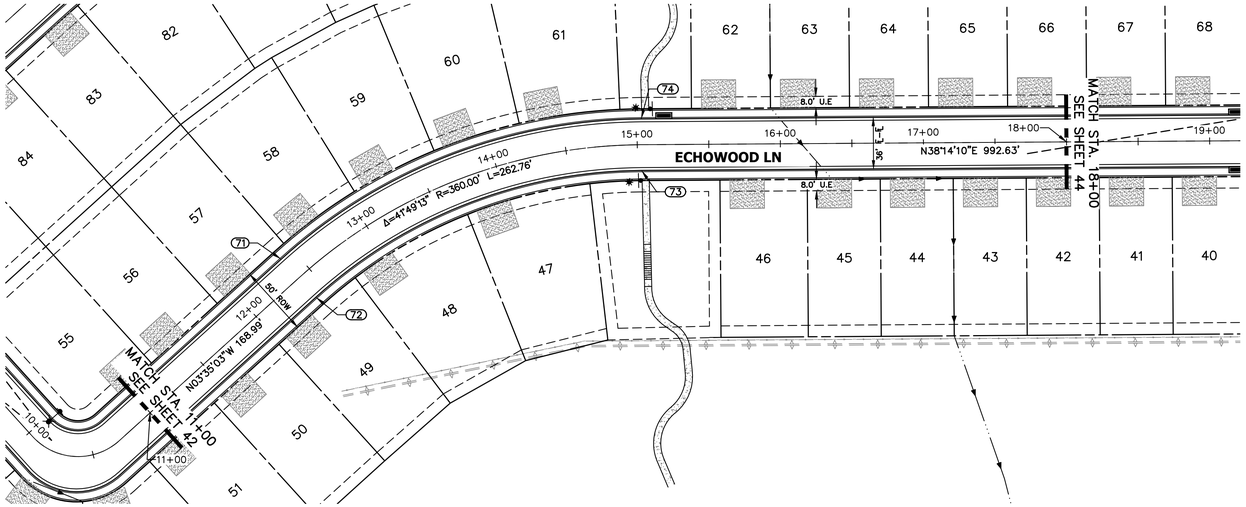
RIDGEGATE SOUTHWEST VILLAGE FILING 5

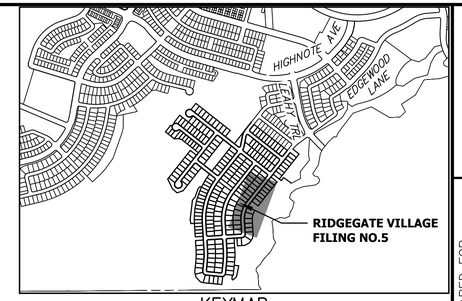
ROADWAY PLAN & PROFILES

PHASE 1

SHEET 42 OF 146

JOB NO. 15950.22



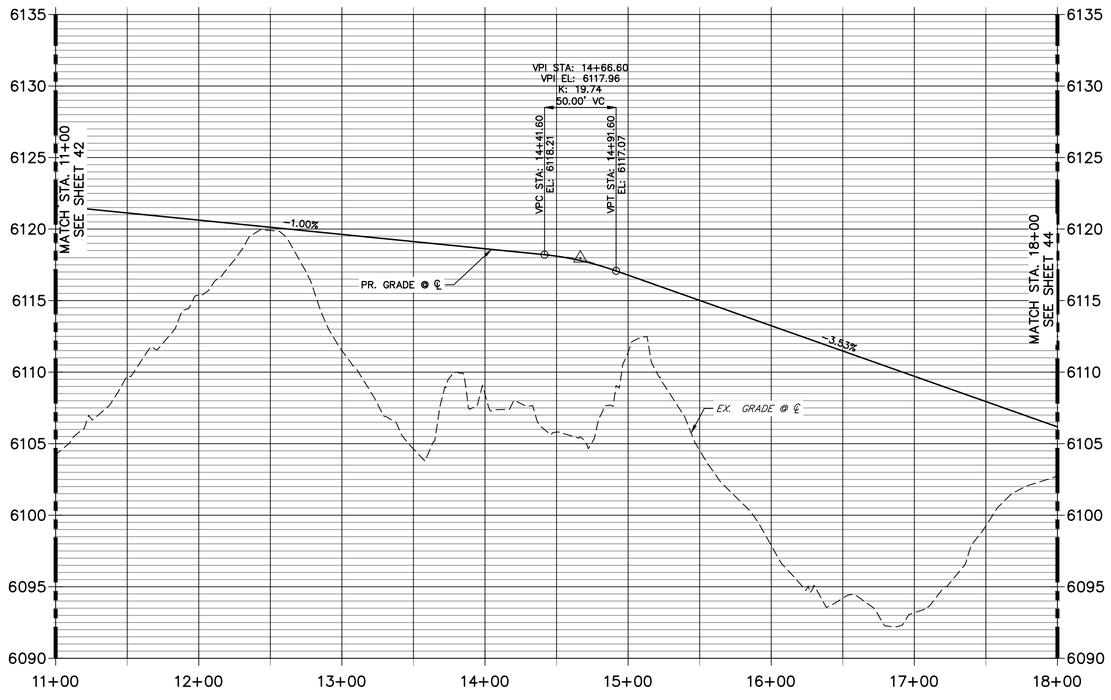


KEYMAP
SCALE: 1"=1000'

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48–50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51–60 FOR INTERSECTION–RAMP PLANS.
8. SEE SHEETS 64–65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

ECHOWOOD LN PROFILE SI-1.07
STA 11+00.00 TO 18+00.00



POINT TABULATION

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
71	12+39.99	18.00' (LT)	ECHOWOOD LN	6119.73	PC
72	12+39.99	18.00' (RT)	ECHOWOOD LN	6119.73	PC
73	15+02.75	18.00' (RT)	ECHOWOOD LN	6116.19	PT
74	15+02.75	18.00' (LT)	ECHOWOOD LN	6116.19	PT

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

811 Know what's below. Call before you dig.

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PREPARED UNDER MY SUPERVISION

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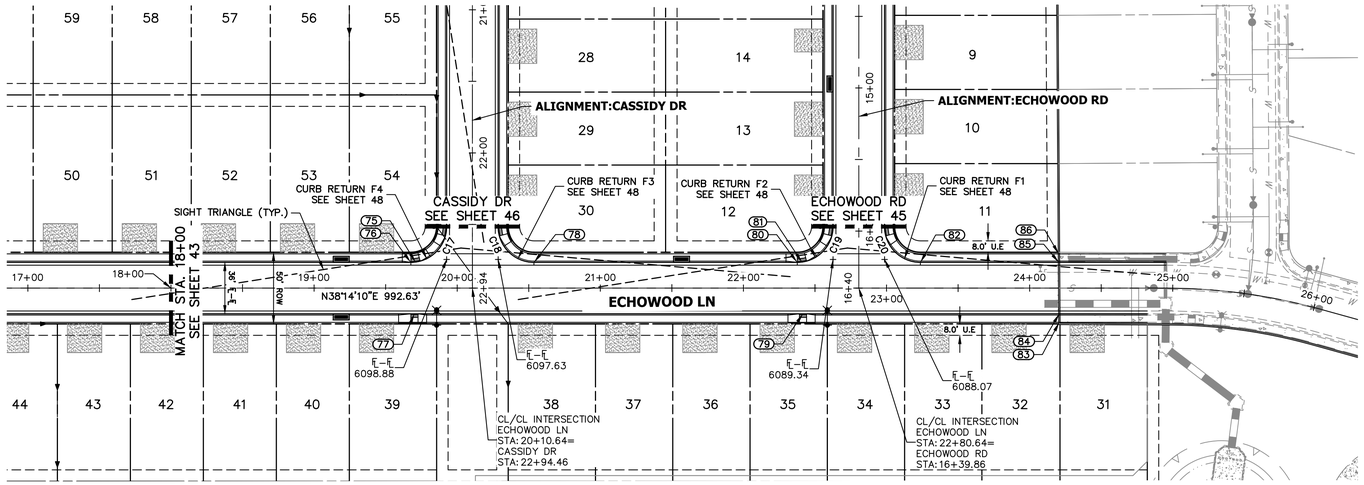
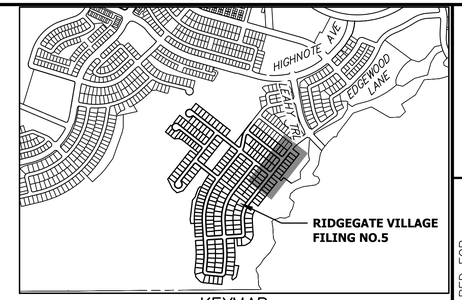
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

SHEET 43 OF 146
JOB NO. 15950.22


ALIGNMENT:CASSIDY DR
ALIGNMENT:ECHOWOOD RD
CASSIDY DR
SEE SHEET 46
ECHOWOOD RD
SEE SHEET 45
ECHOWOOD LN
CURB RETURN F4
SEE SHEET 48
CURB RETURN F3
SEE SHEET 48
CURB RETURN F2
SEE SHEET 48
CURB RETURN F1
SEE SHEET 48
SIGHT TRIANGLE (TYP.)
MATCH STA. 18+00
SEE SHEET 43
N38°14'10"E 992.63'
8.0' U.E
E-E 6098.88
E-E 6097.63
E-E 6089.34
E-E 6088.07
CL/CL INTERSECTION
ECHOWOOD LN
STA: 20+10.64=
CASSIDY DR
STA: 22+94.46
CL/CL INTERSECTION
ECHOWOOD LN
STA: 22+80.64=
ECHOWOOD RD
STA: 16+39.86



KEYMAP
SCALE: 1"=1000'

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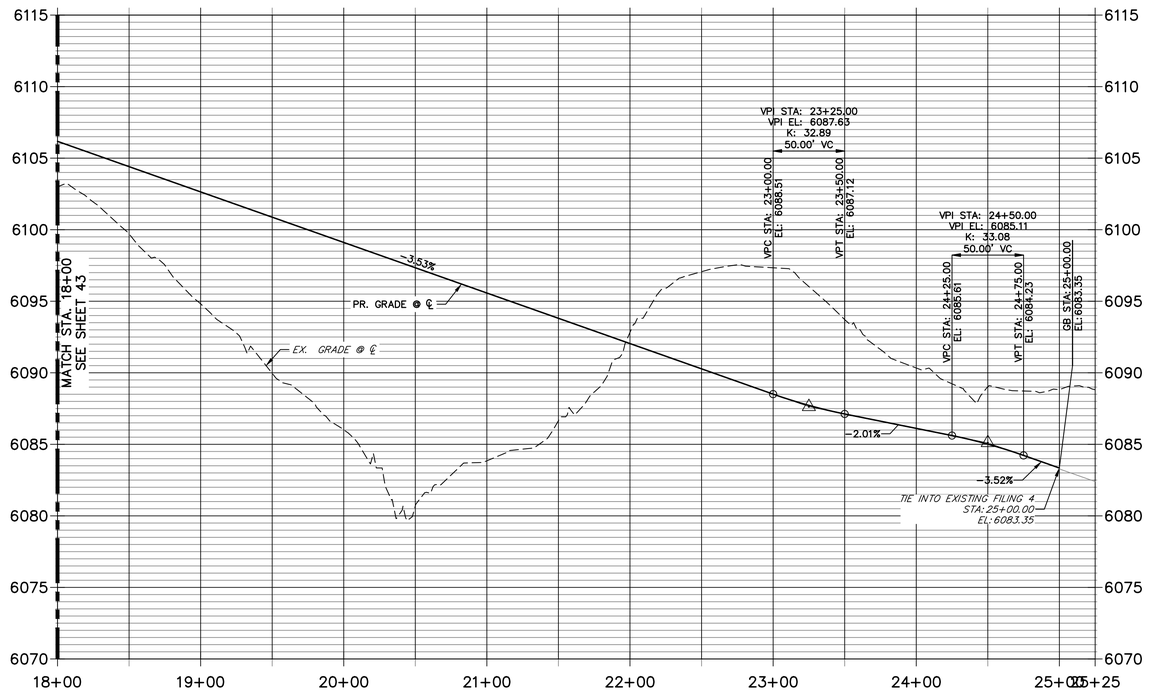
ECHOWOOD LN PROFILE SI-1.08
STA 18+00.00 TO 25+25.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
75	19+70.92	18.22' (LT)	ECHOWOOD LN	6099.70	HC RAMP MID PT
76	19+67.64	18.00' (LT)	ECHOWOOD LN	6099.76	PCR
77	19+70.14	18.00' (RT)	ECHOWOOD LN	6099.68	HC RAMP MID PT
78	20+53.64	18.00' (LT)	ECHOWOOD LN	6096.73	PCR
79	22+41.64	18.00' (RT)	ECHOWOOD LN	6090.08	HC RAMP MID PT
80	22+37.64	18.00' (LT)	ECHOWOOD LN	6090.22	PCR
81	22+40.92	18.22' (LT)	ECHOWOOD LN	6090.16	HC RAMP MID PT
82	23+23.64	18.00' (LT)	ECHOWOOD LN	6087.27	PCR
83	24+20.79	23.92' (RT)	ECHOWOOD LN	6085.64	MATCH EX. SW
84	24+20.75	18.00' (RT)	ECHOWOOD LN	6085.21	MATCH EX. C&G
85	24+20.48	18.00' (LT)	ECHOWOOD LN	6085.21	MATCH EX. C&G
86	24+20.44	23.92' (LT)	ECHOWOOD LN	6085.64	MATCH EX. SW

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C17	90°00'00"	25.00'	39.27'
C18	90°00'00"	25.00'	39.27'
C19	90°00'00"	25.00'	39.27'
C20	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
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VERTICAL
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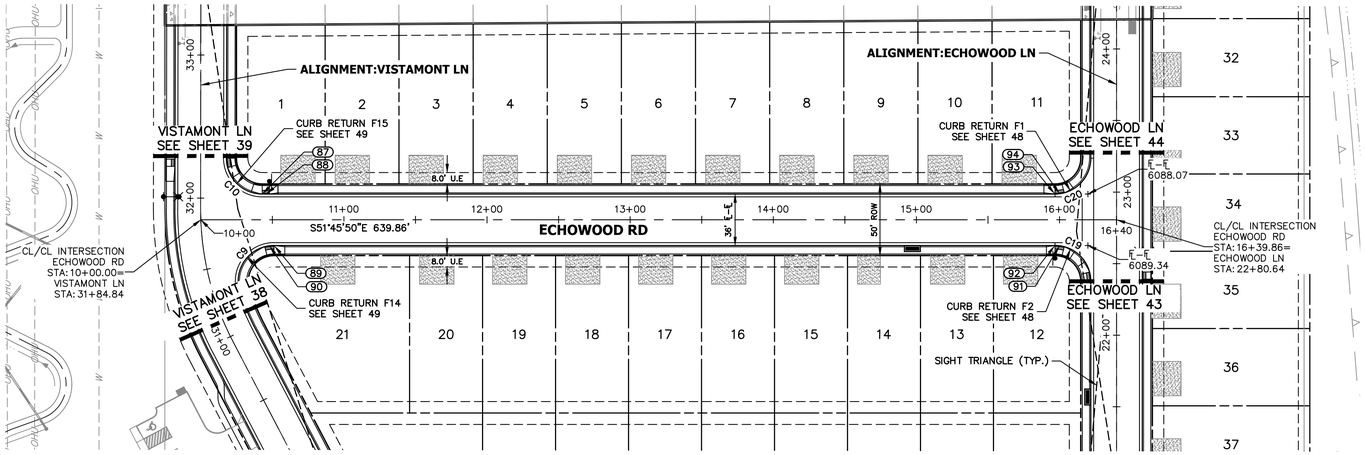
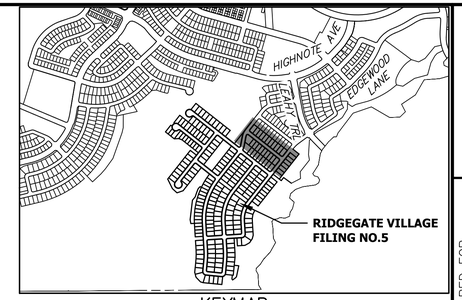
V-SCALE	1"=5'	DRAWN BY	DAD
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

SHEET 44 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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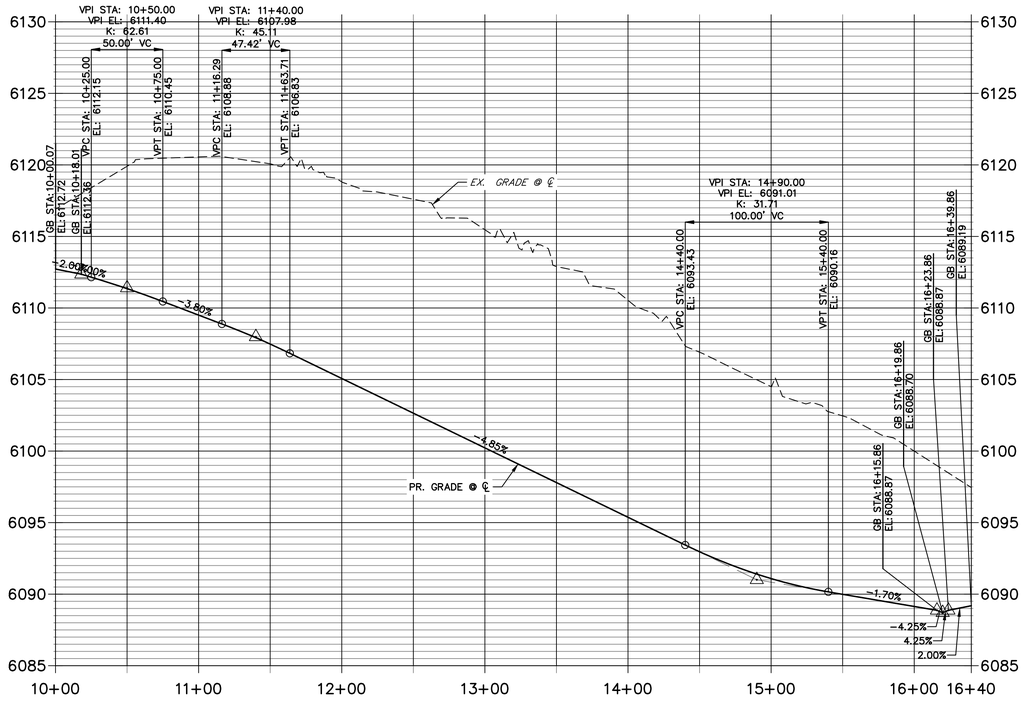
ECHOWOOD RD PROFILE SI-1.09
STA 10+00.00 TO 16+39.86



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
87	10+42.92	18.00' (LT)	ECHOWOOD RD	6110.83	PCR
88	10+45.42	18.00' (LT)	ECHOWOOD RD	6110.78	HC RAMP MID PT
89	10+51.13	18.00' (RT)	ECHOWOOD RD	6111.62	PCR
90	10+47.85	18.22' (RT)	ECHOWOOD RD	6111.69	HC RAMP MID PT
91	16+00.13	18.22' (RT)	ECHOWOOD RD	6089.39	HC RAMP MID PT
92	15+96.86	18.00' (RT)	ECHOWOOD RD	6089.43	PCR
93	15+96.86	18.00' (LT)	ECHOWOOD RD	6088.63	PCR
94	16+00.13	18.22' (LT)	ECHOWOOD RD	6088.56	HC RAMP MID PT

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C9	108°40'17"	25.00'	47.42'
C10	90°05'03"	25.00'	39.31'
C19	90°00'00"	25.00'	39.27'
C20	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

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DATE	02/06/26
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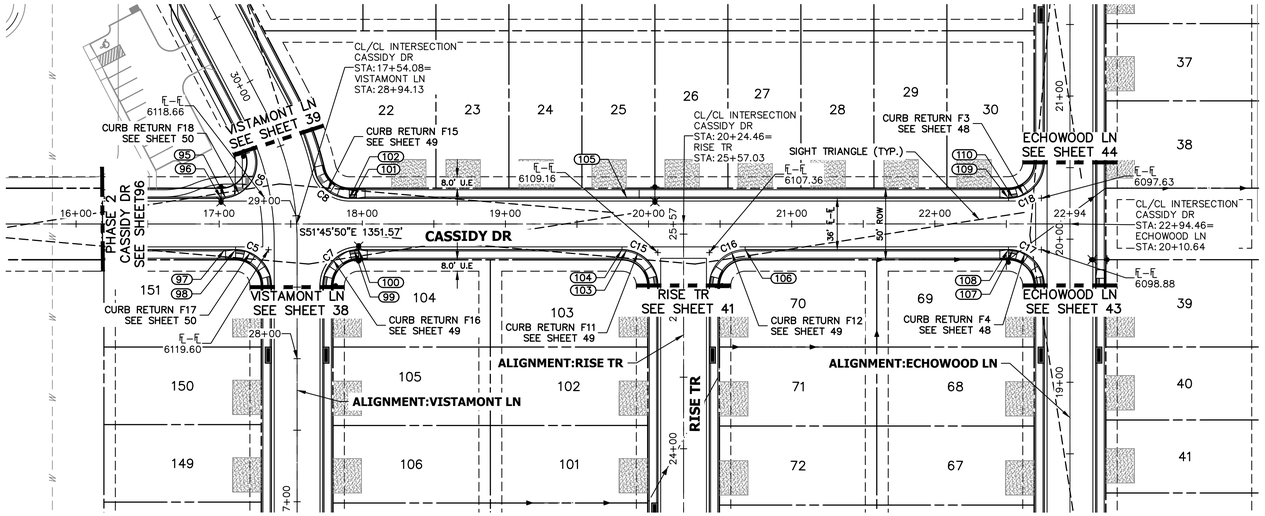
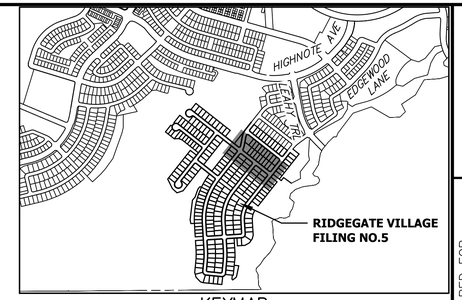
RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

SHEET 45 OF 146
JOB NO. 15950.22





KEYMAP
SCALE:1"=1000'

ROADWAY NOTES

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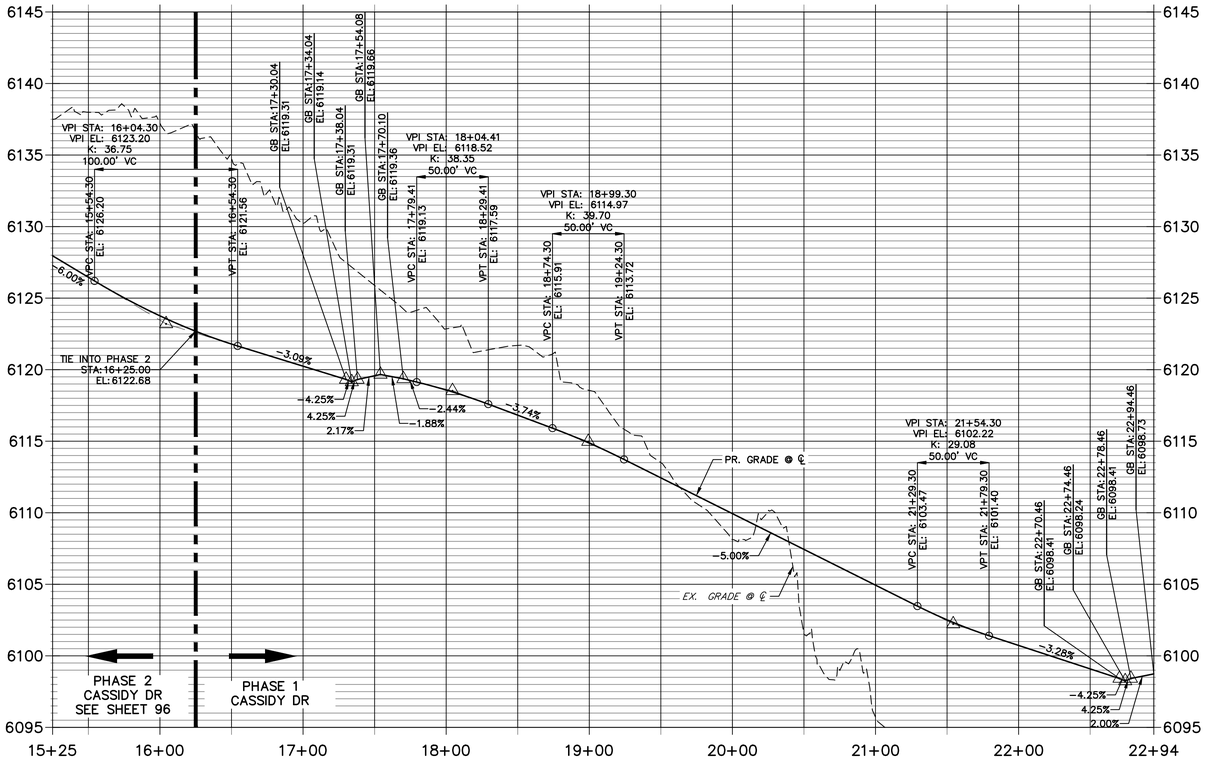
CASSIDY DR PROFILE SI-1.10
STA 15+25.00 TO 22+94.46



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
95	29+21.95	46.74' (LT)	VISTAMONT LN	6119.25	HC RAMP MID PT
96	29+22.54	49.99' (LT)	VISTAMONT LN	6119.39	PCR
97	28+76.12	50.61' (LT)	VISTAMONT LN	6120.62	HC RAMP MID PT
98	28+76.12	43.00' (LT)	VISTAMONT LN	6120.47	PCR
99	17+94.19	18.22' (RT)	CASSIDY DR	6119.19	HC RAMP MID PT
100	17+97.46	18.00' (RT)	CASSIDY DR	6119.12	PCR
101	17+93.47	18.00' (LT)	CASSIDY DR	6117.92	HC RAMP MID PT
102	17+90.97	18.00' (LT)	CASSIDY DR	6117.97	PCR
103	19+84.74	18.22' (RT)	CASSIDY DR	6110.72	HC RAMP MID PT
104	19+81.46	18.00' (RT)	CASSIDY DR	6110.85	PCR
105	19+84.96	18.00' (LT)	CASSIDY DR	6110.20	HC RAMP MID PT
106	20+67.46	18.00' (RT)	CASSIDY DR	6106.08	PCR
107	22+54.74	18.22' (RT)	CASSIDY DR	6099.49	HC RAMP MID PT
108	22+51.46	18.00' (RT)	CASSIDY DR	6099.56	PCR
109	22+51.46	18.00' (LT)	CASSIDY DR	6098.76	PCR
110	22+54.74	18.22' (LT)	CASSIDY DR	6098.69	HC RAMP MID PT

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C5	90°00'00"	25.00'	39.27'
C6	110°40'18"	25.00'	48.29'
C7	90°00'00"	25.00'	39.27'
C8	76°48'58"	25.00'	33.52'
C15	90°00'00"	25.00'	39.27'
C16	90°00'00"	25.00'	39.27'
C17	90°00'00"	25.00'	39.27'
C18	90°00'00"	25.00'	39.27'

50 25 0 50 100
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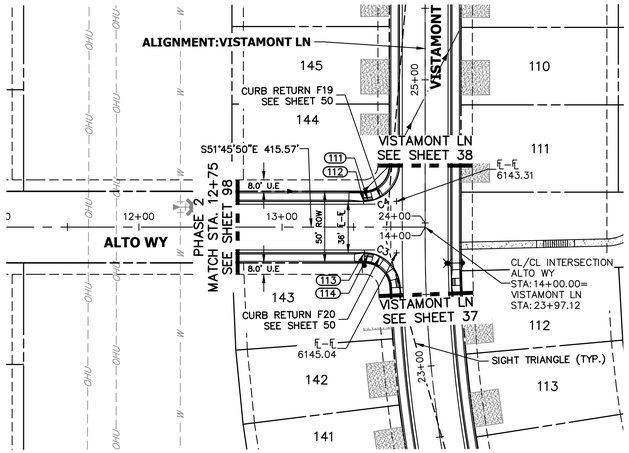
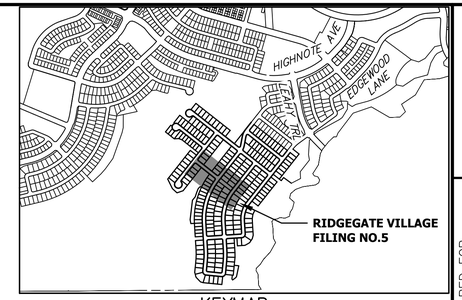
SHEET 46 OF 146
JOB NO. 15950.22



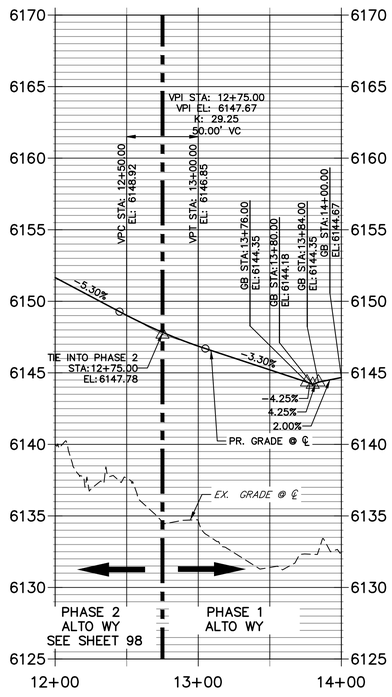


KEYMAP
SCALE: 1"=1000'

ROADWAY NOTES

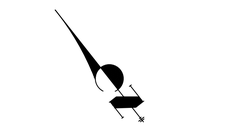
1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48–50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51–60 FOR INTERSECTION–RAMP PLANS.
8. SEE SHEETS 64–65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

ALTO WY PROFILE SI-1.11
STA 12+00.00 TO 14+00.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
111	13+60.28	18.22' (LT)	ALTO WY	6144.10	HC RAMP MID PT
112	13+57.00	18.00' (LT)	ALTO WY	6144.17	PCR
113	13+57.55	18.00' (RT)	ALTO WY	6145.43	PCR
114	13+60.82	18.21' (RT)	ALTO WY	6145.37	HC RAMP MID PT

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C3	88°02'55"	25.00'	38.42'
C4	90°00'00"	25.00'	39.27'



HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

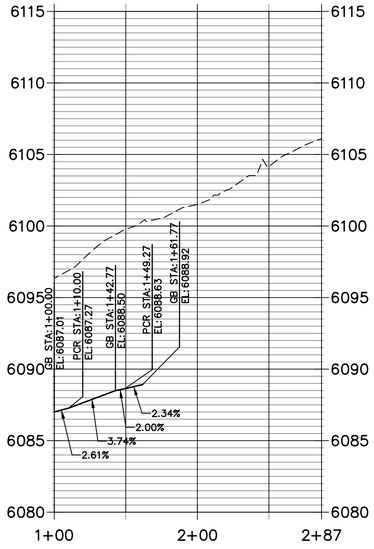
No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILES
PHASE 1

SHEET 47 OF 146
JOB NO. 15950.22

F1 PROFILE
STA 1+00.00 TO 2+86.77



F2 PROFILE
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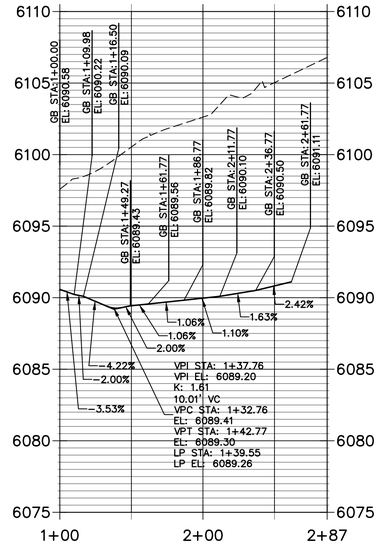

F3 PROFILE
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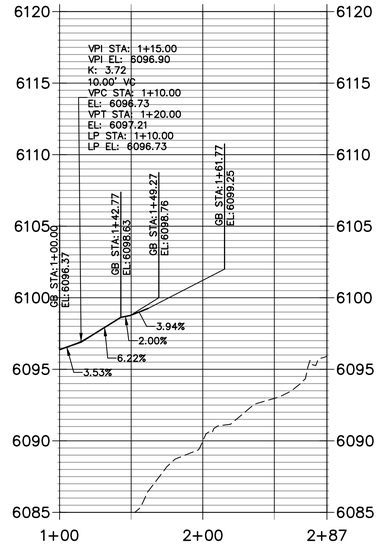

F4 PROFILE
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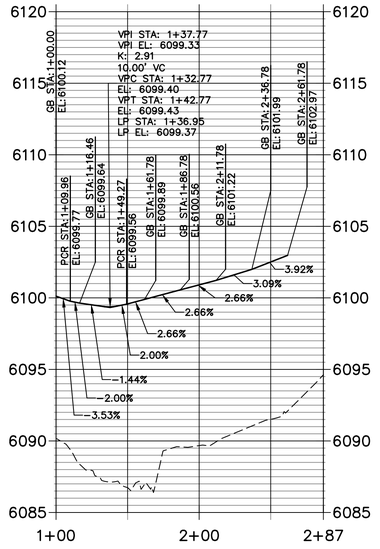
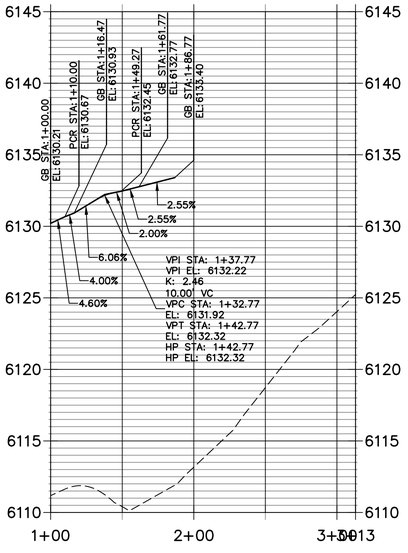
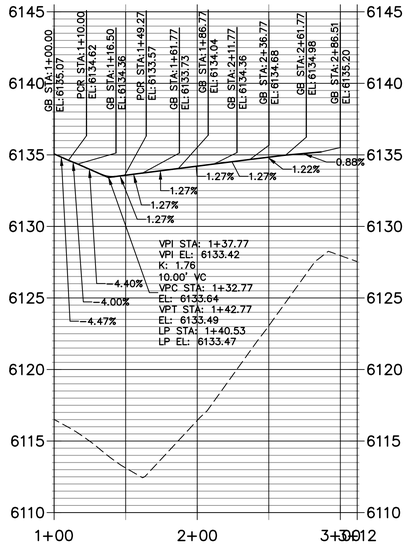


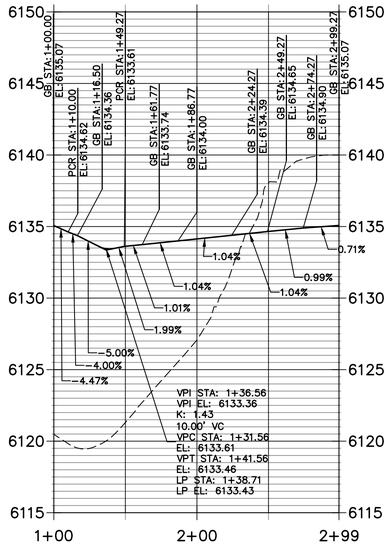
F5 PROFILE
STA 1+00.00 TO 3+13.01



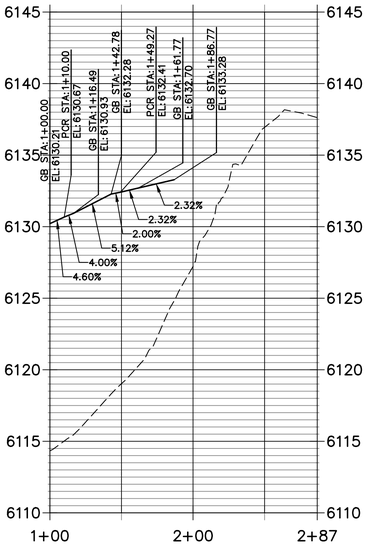
F6 PROFILE
STA 1+00.00 TO 3+11.77



F7 PROFILE
STA 1+00.00 TO 2+99.27



F8 PROFILE
STA 1+00.00 TO 2+86.77



50 25 0 50

HORIZONTAL
ORIGINAL SCALE: 1" = 50'

VERTICAL
ORIGINAL SCALE: 1" = 5'

----- *EXISTING GRADE AT ℄*

——— PROPOSED GRADE AT ℄

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DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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COLORADO P.E. 36742
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No.	REVISION	BY	DATE

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V-SCALE 1"=5'
DATE 02/06/26
DESIGNED BY JP
DRAWN BY DAD
CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5

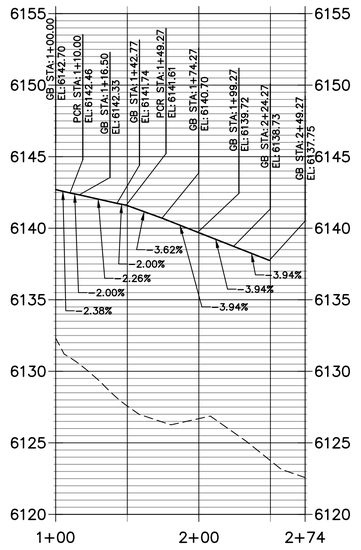
CURB RETURN PROFILES

PHASE 1

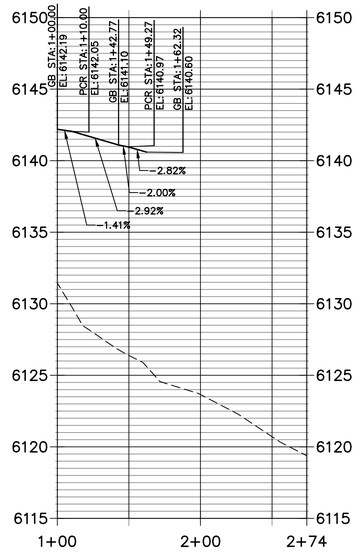
SHEET 48 OF 146

JOB NO. 15950.22

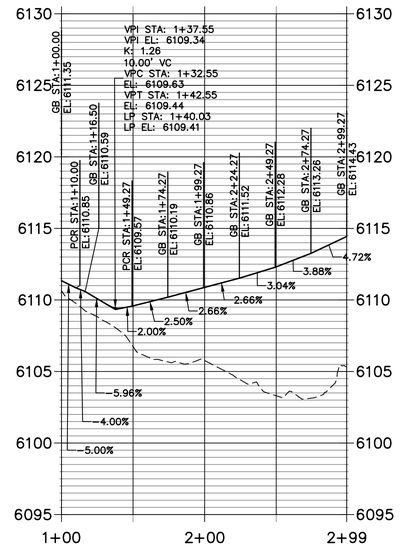
F9 PROFILE
STA 1+00.00 TO 2+74.27



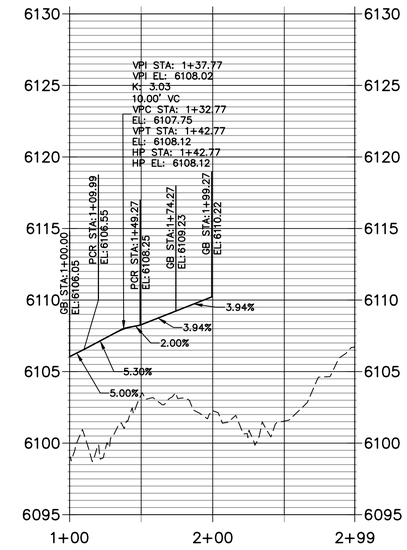
F10 PROFILE
STA 1+00.00 TO 2+74.27



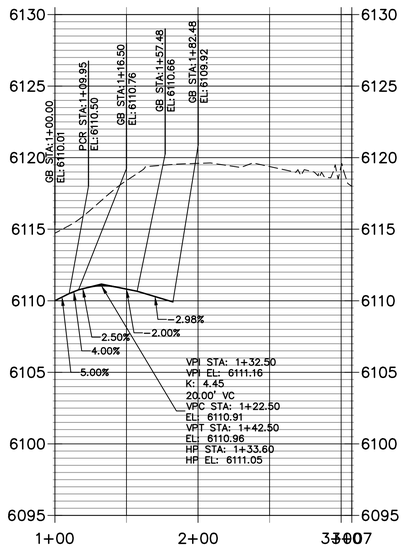
F11 PROFILE
STA 1+00.00 TO 2+99.27



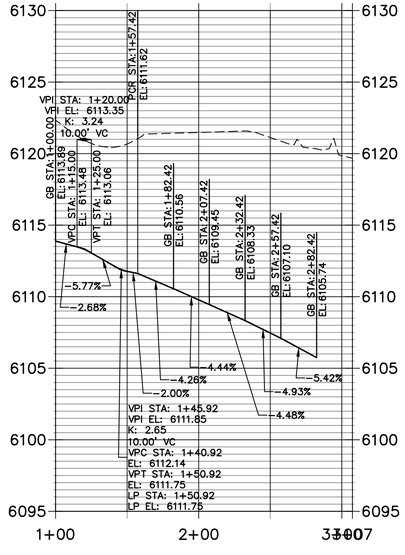
F12 PROFILE
STA 1+00.00 TO 2+99.27



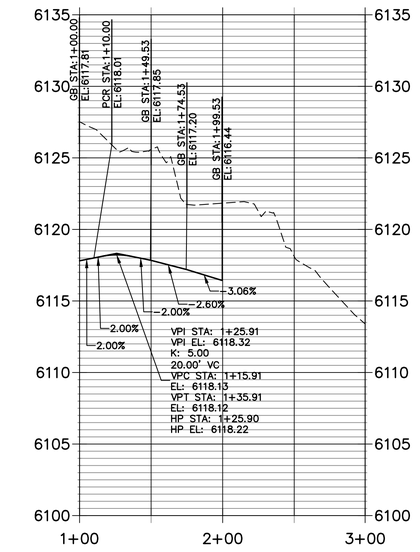
F13 PROFILE
STA 1+00.00 TO 3+07.48



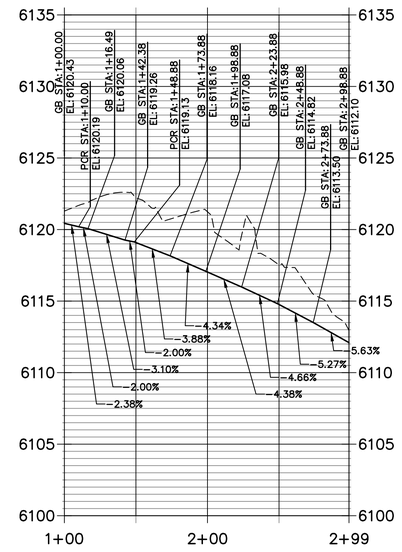
F14 PROFILE
STA 1+00.00 TO 3+07.42



F15 PROFILE
STA 1+00.00 TO 2+99.53



F16 PROFILE
STA 1+00.00 TO 2+98.88



50 25 0 50

HORIZONTAL
ORIGINAL SCALE: 1" = 50'

VERTICAL
ORIGINAL SCALE: 1" = 5'

----- EXISTING GRADE AT ℄

——— PROPOSED GRADE AT ℄

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DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
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DATE

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PREPARED FOR
SH LYRIC, LLC
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SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

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A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=50'	DESIGNED BY	JP
V-SCALE	1"=5'	DRAWN BY	DAD
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

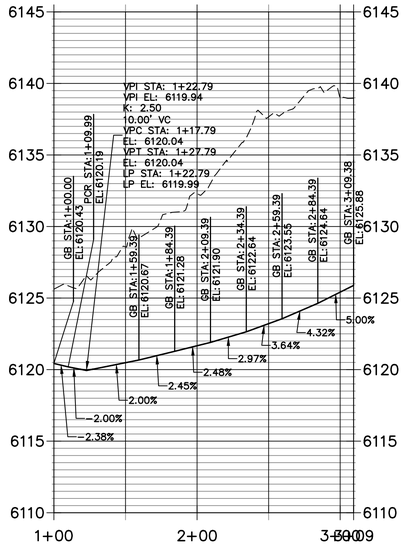
CURB RETURN PROFILES

PHASE 1

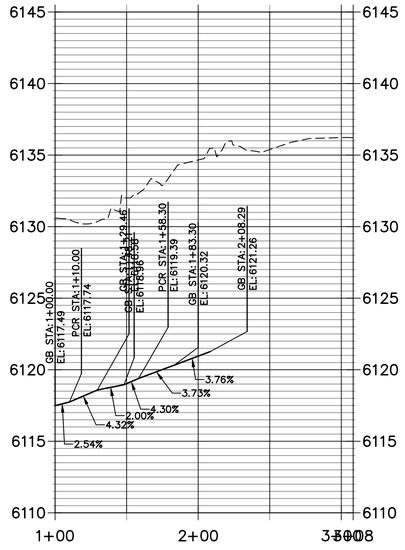
SHEET 49 OF 146

JOB NO. 15950.22

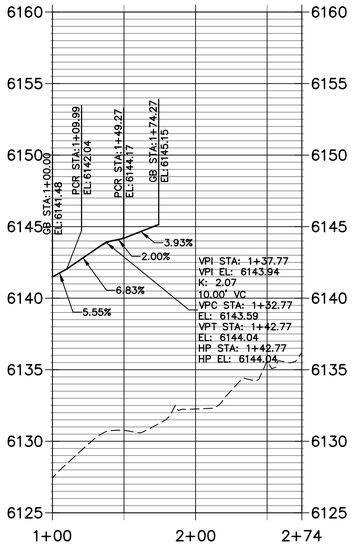
F17 PROFILE
STA 1+00.00 TO 3+09.38



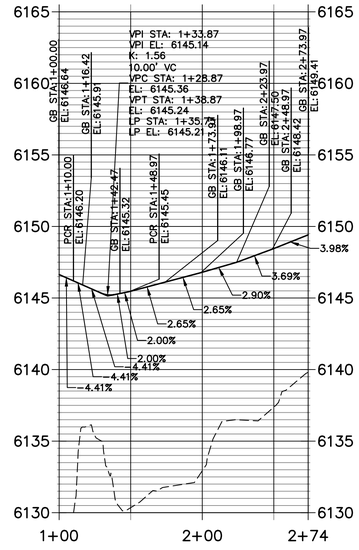
F18 PROFILE
STA 1+00.00 TO 3+08.29



F19 PROFILE
STA 1+00.00 TO 2+74.27



F20 PROFILE
STA 1+00.00 TO 2+73.97



----- *EXISTING GRADE AT ℄*

——— PROPOSED GRADE AT ℄

50 25 0 50

HORIZONTAL
ORIGINAL SCALE: 1" = 50'

VERTICAL
ORIGINAL SCALE: 1" = 5'

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DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

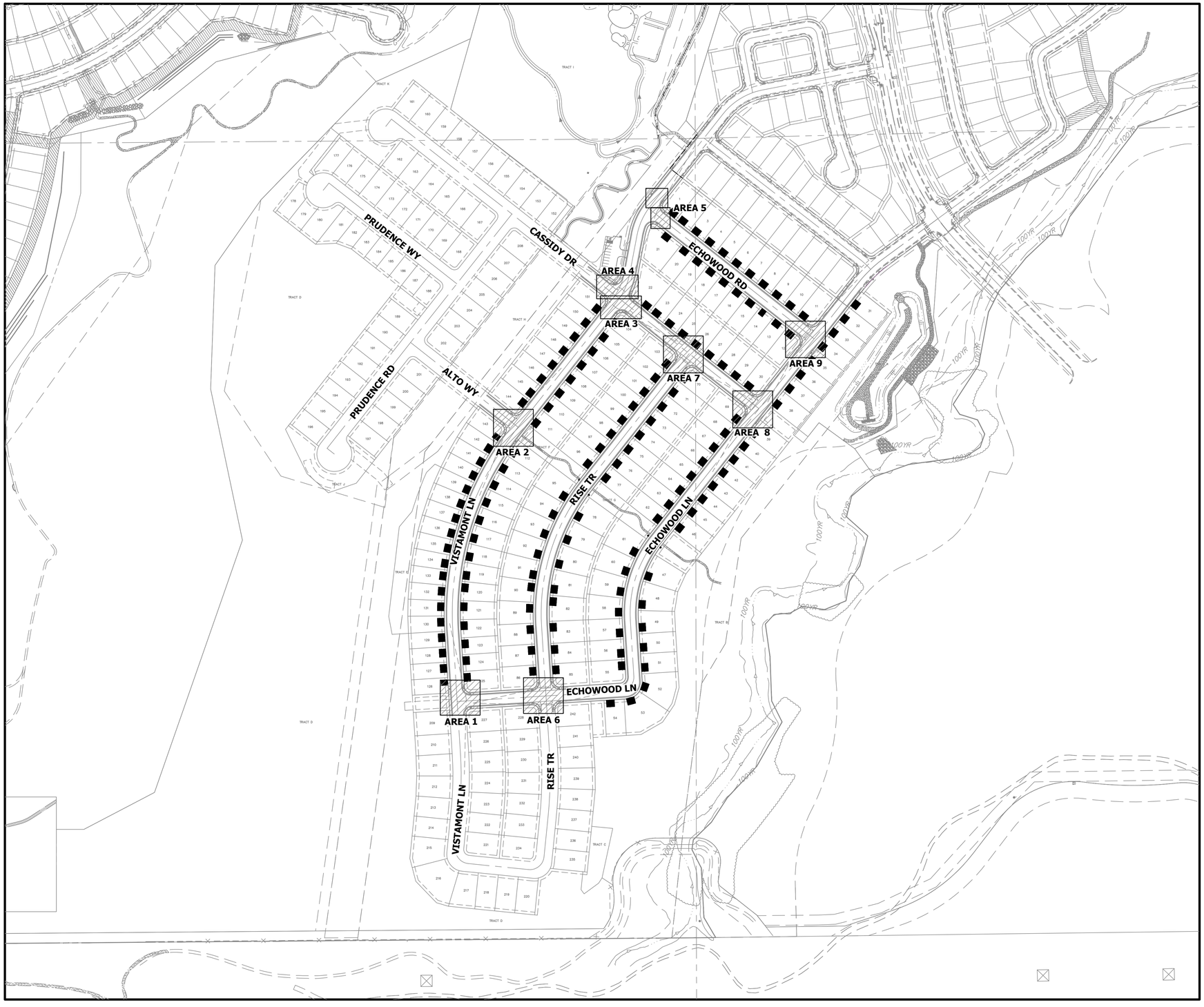
CURB RETURN PROFILES

PHASE 1

SHEET 50 OF 146

JOB NO. 15950.22

ALL RAMP AREAS SHOWN ARE PRELIMINARY AND FOR HORIZONTAL INFORMATION ONLY. NEXT SUBMITTAL WILL DEPICT ACCURATE SLOPES AND GRADES AROUND THE RAMPS. THIS VERSION HAS NO VERTICAL INFO FOR REVIEW OUTSIDE OF FLOWLINE ELEVATIONS.



NOTES:

SEE SHEET 52 FOR AREA 1

SEE SHEET 53 FOR AREA 2

SEE SHEET 54 FOR AREA 3

SEE SHEET 55 FOR AREA 4

SEE SHEET 56 FOR AREA 5

SEE SHEET 57 FOR AREA 6

SEE SHEET 58 FOR AREA 7

SEE SHEET 59 FOR AREA 8

SEE SHEET 60 FOR AREA 9

Know what's below. Call before you dig.

150 75 0 150 300

ORIGINAL SCALE: 1" = 150'

ENGINEER'S STATEMENT

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Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=150'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

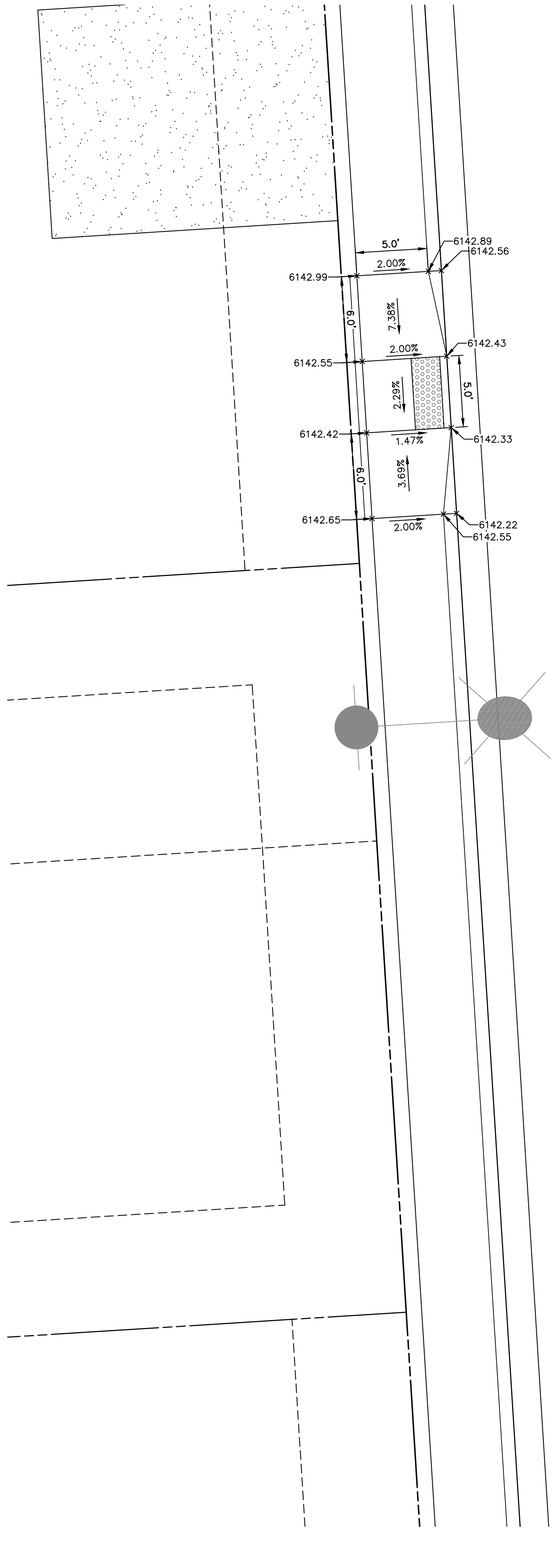
INTERSECTION-RAMP PLANS

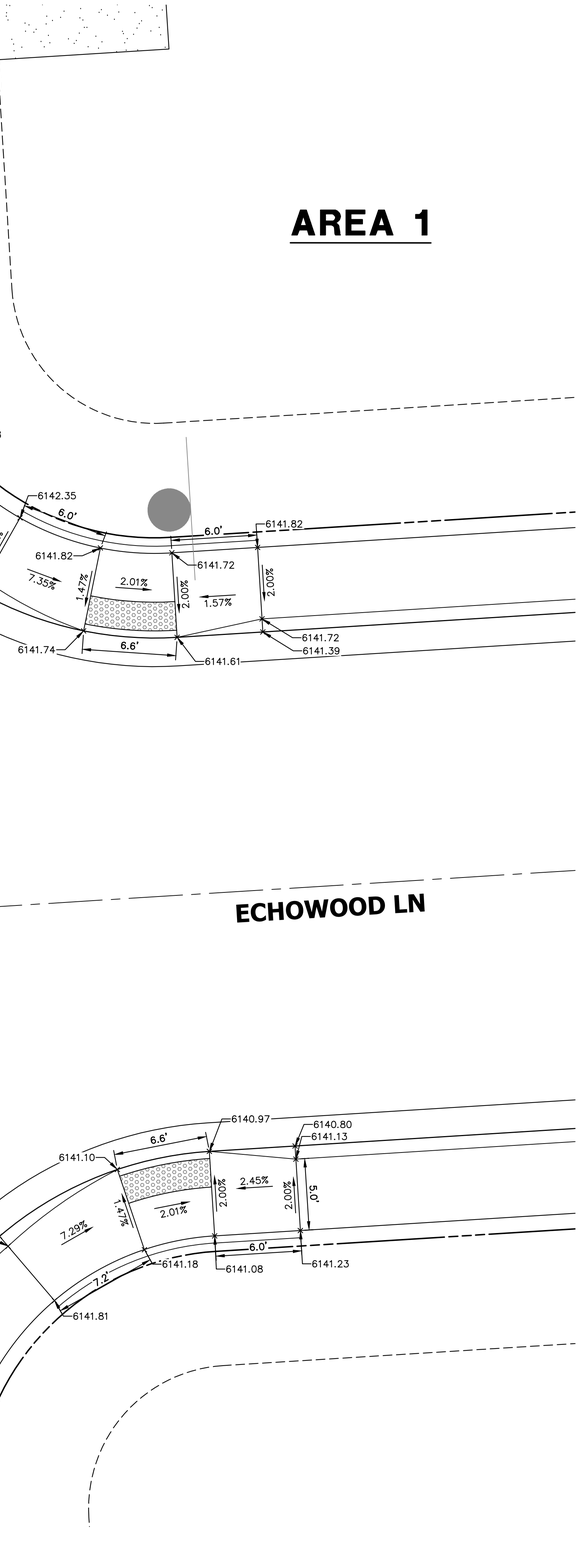
PHASE 1

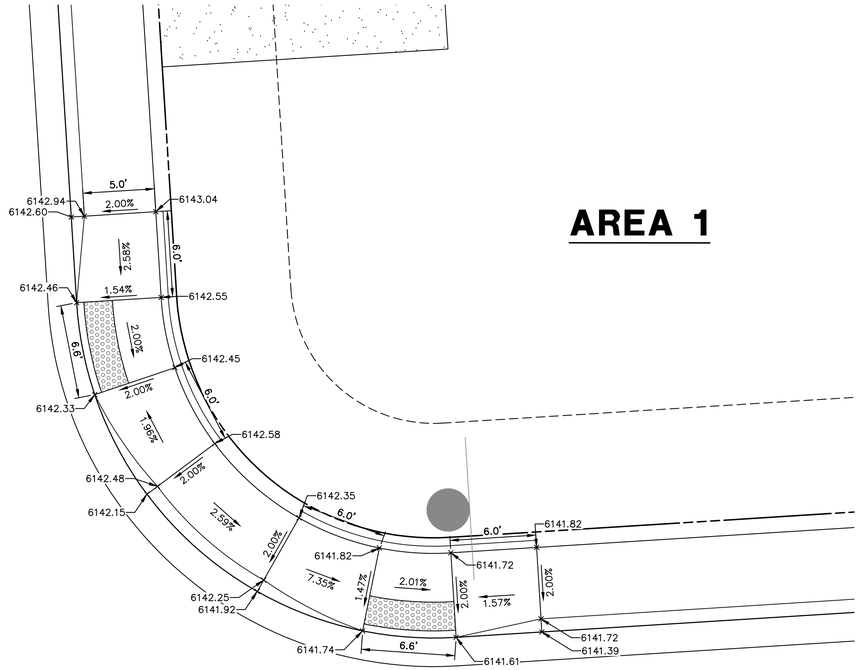
SHEET 51 OF 146

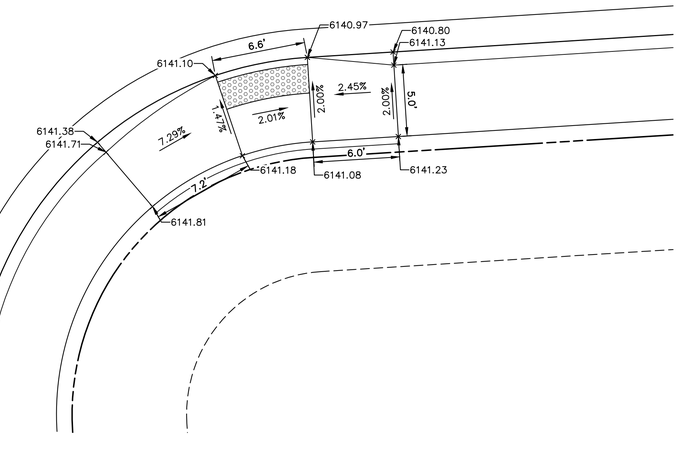
JOB NO. 15950.22

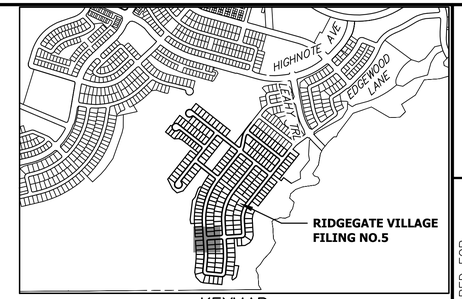
C:\Users\PerryM\DC\ACCDocs\JR Engineering\15950229\Project Files\Drawings\Sheet Dwgs\15950.22-COL TPhase 1\15950229-Ramps-Phase 1.dwg, 1.00 ADA Ramp Index, 2/10/2026 1:47:55 PM, perrym











KEYMAP
SCALE: 1"=1000'

AREA 1

LEGEND:

DETECTABLE WARNING AREA

CURB RAMP NOTES

1. FOR ALL ATTACHED PARALLEL CURB RAMPS, THE REAR WIDTH OF THE LANDING IS 5.0' AND THE LENGTH PERPENDICULAR TO THE FLOWLINE IS 5.92' UNLESS OTHERWISE NOTED.
2. GRADES SHOWN ALONG CURVES ARE FOR INFORMATION ONLY. THE GRADE IS MEASURE LINEARLY SO THE ACTUALLY DESIGN POINTS MAY HAVE A SLIGHTLY FLATTER GRADE WHEN MEASURED ALONG THE CURVE.

Know what's below. Call before you dig.

5 3 0 5 10
ORIGINAL SCALE: 1" = 5

ENGINEER'S STATEMENT

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FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=5'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
INTERSECTION-RAMP PLANS
PHASE 1

SHEET 52 OF 146
JOB NO. 15950.22

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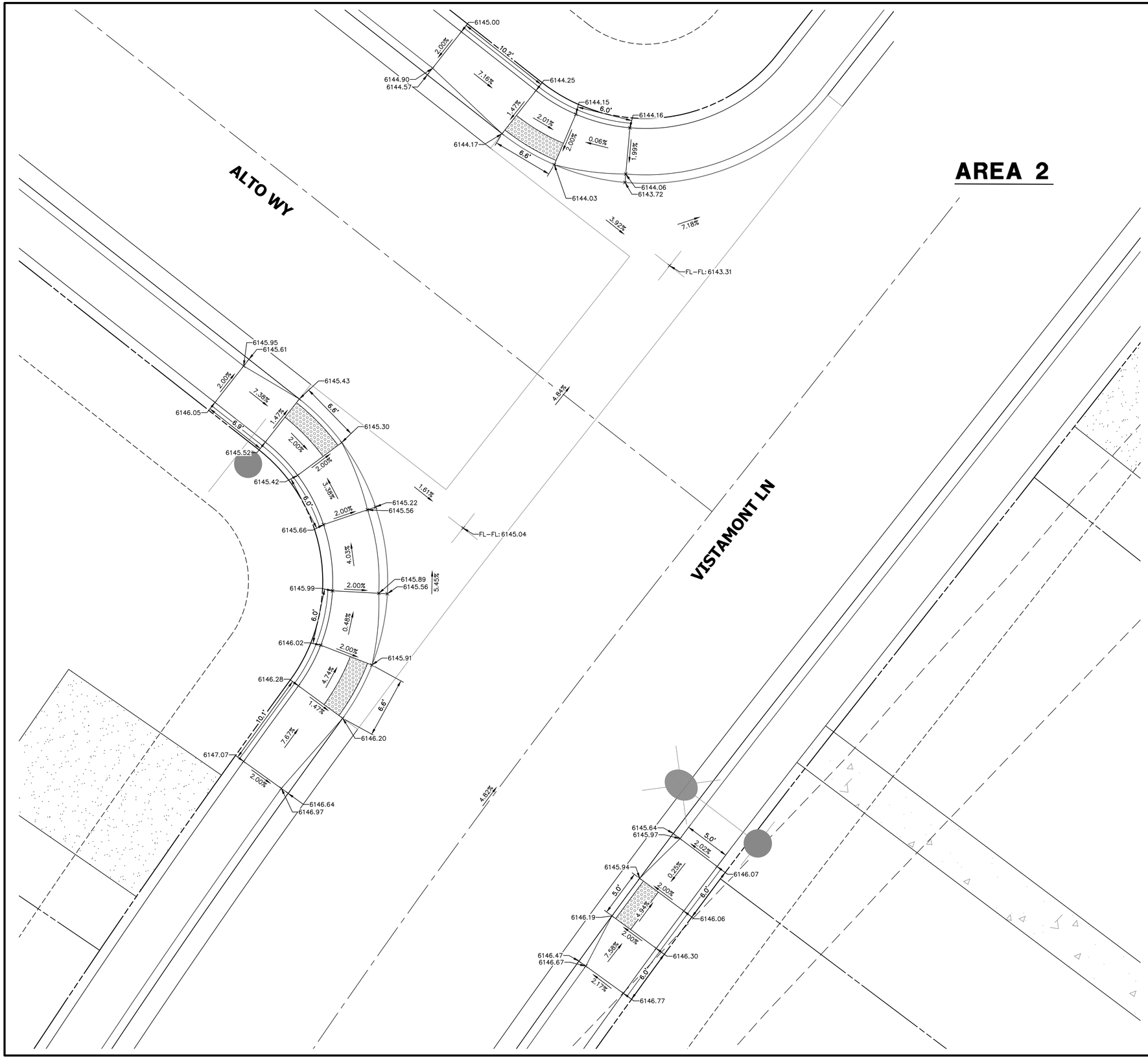

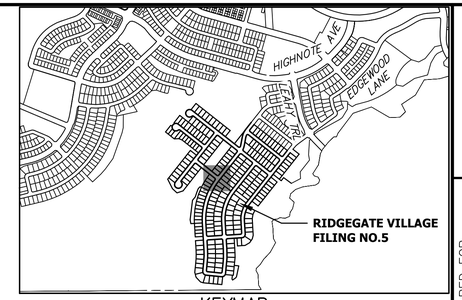

KEYMAP
SCALE: 1"=1000'

LEGEND:

DETECTABLE WARNING AREA

Know what's **below.** **Call** before you dig.

ORIGINAL SCALE: 1" = 5

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
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CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

INTERSECTION-RAMP PLANS

PHASE 1

SHEET 53 OF 146

JOB NO. 15950.22

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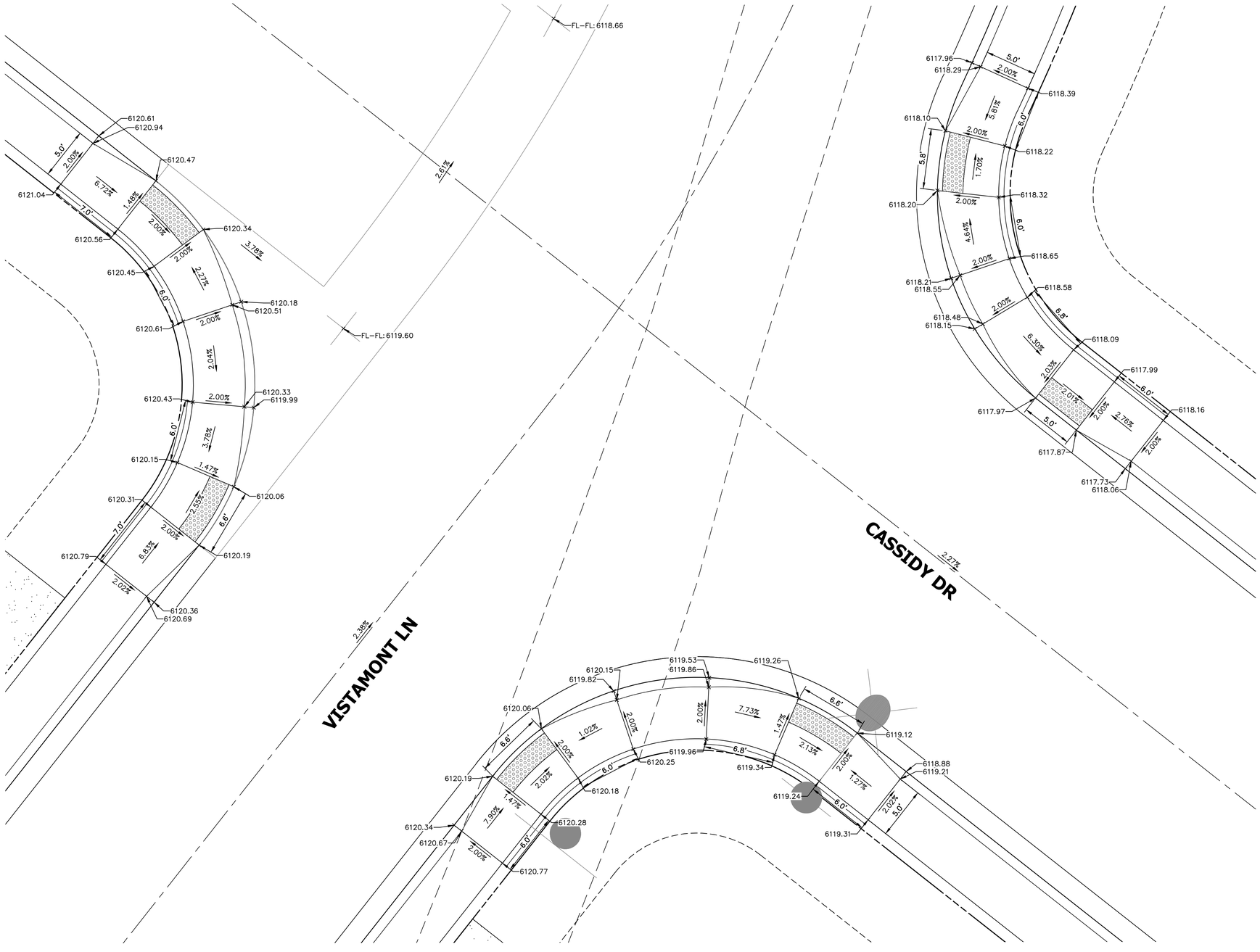
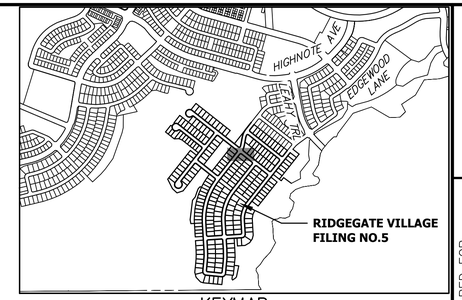
AREA 3





KEYMAP
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LEGEND:

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RIDGEGATE SOUTHWEST VILLAGE FILING 5
INTERSECTION–RAMP PLANS
PHASE 1

SHEET 54 OF 146
JOB NO. 15950.22

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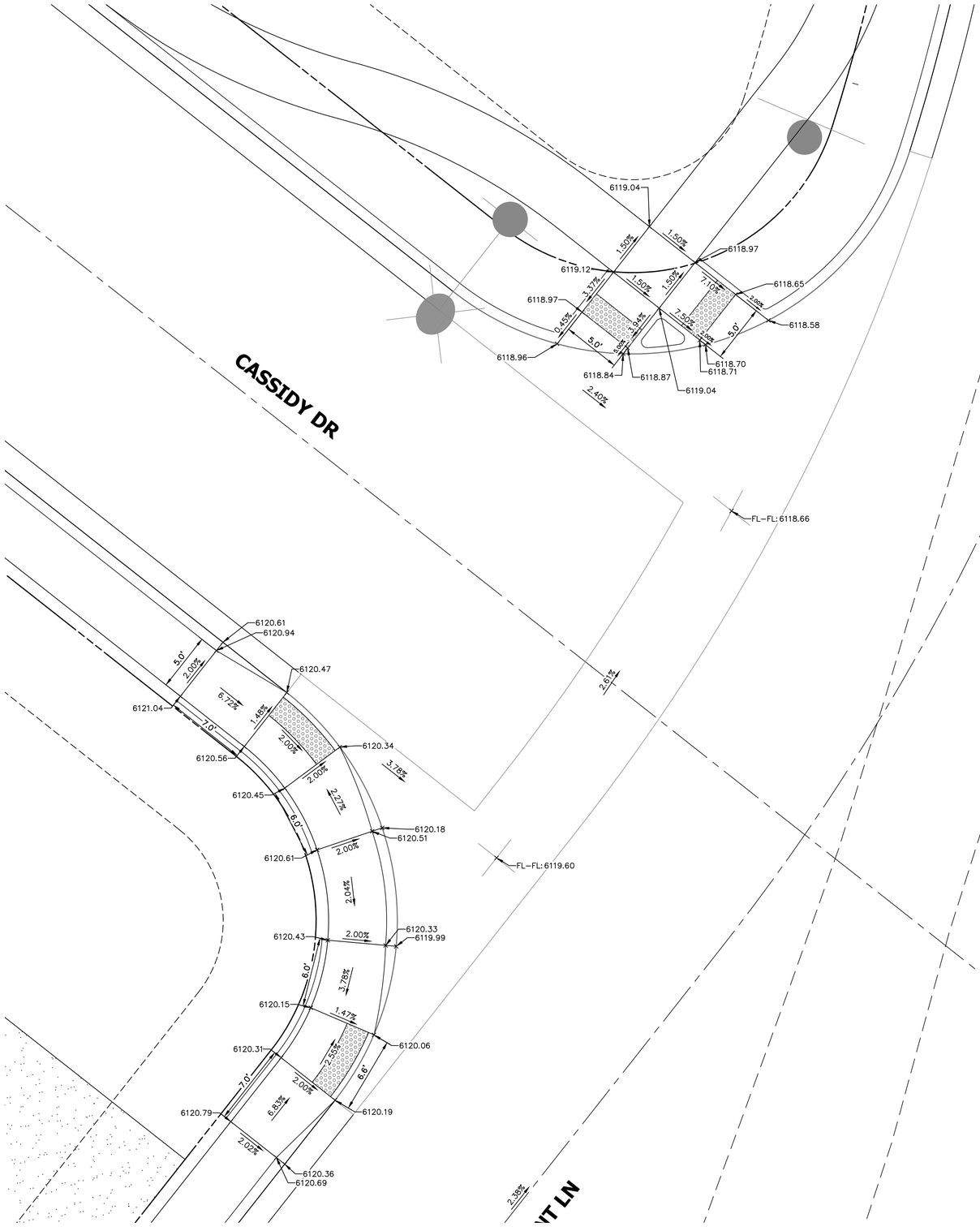

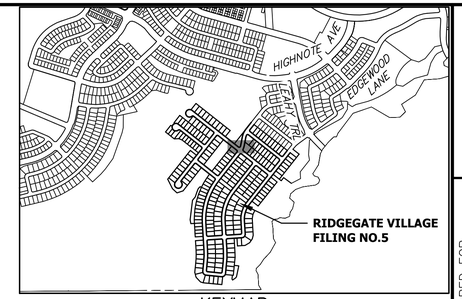

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CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

INTERSECTION–RAMP PLANS

PHASE 1

SHEET 55 OF 146

JOB NO. 15950.22

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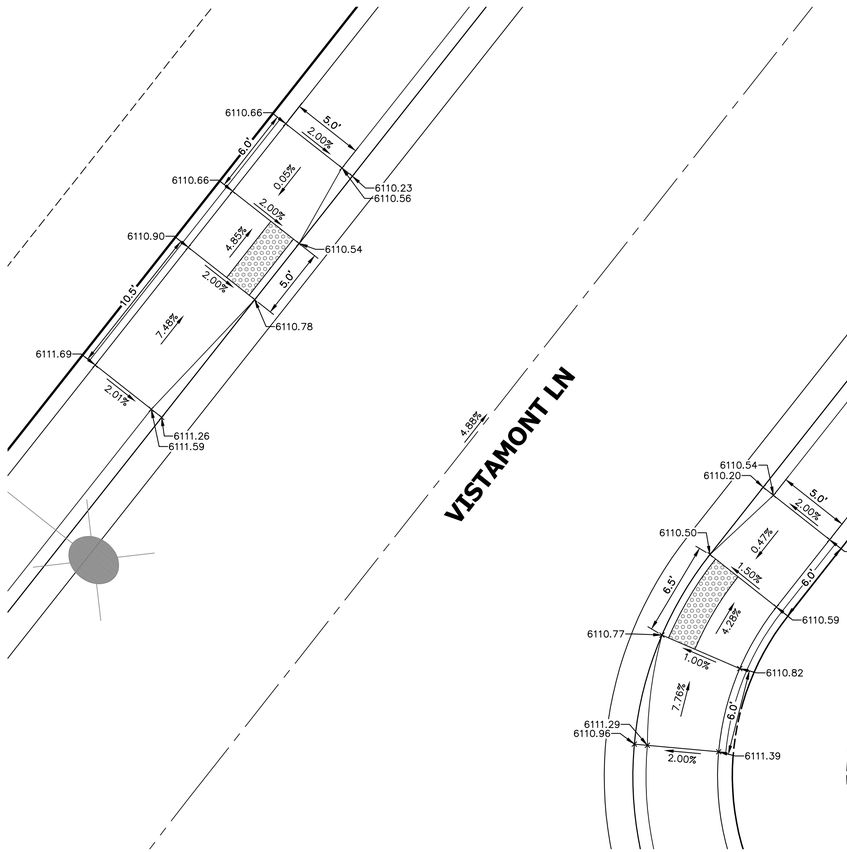
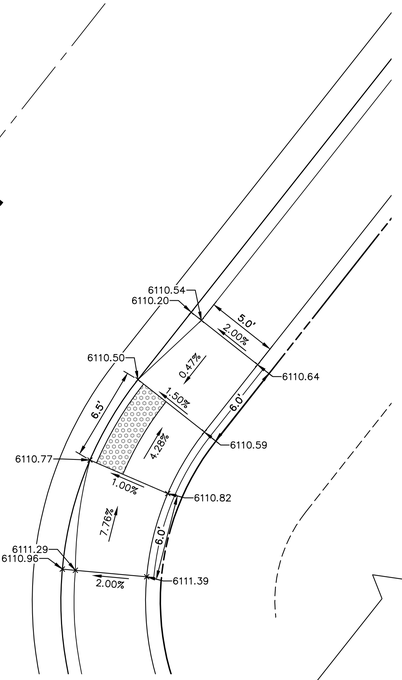
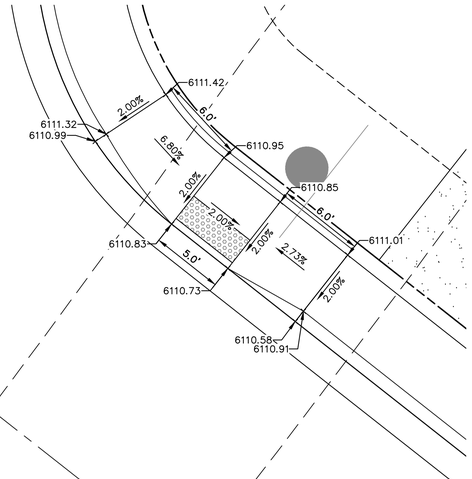
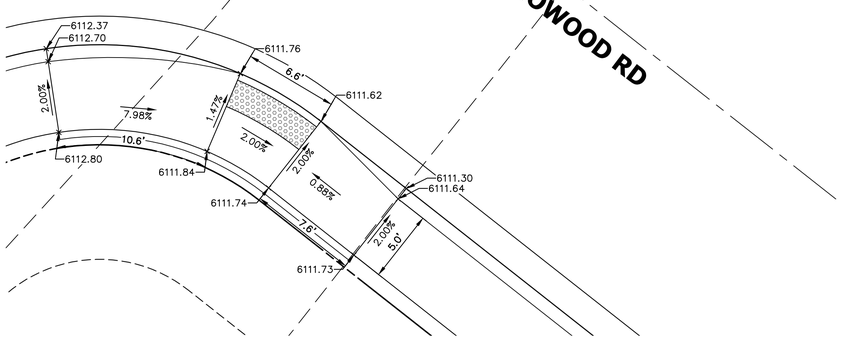
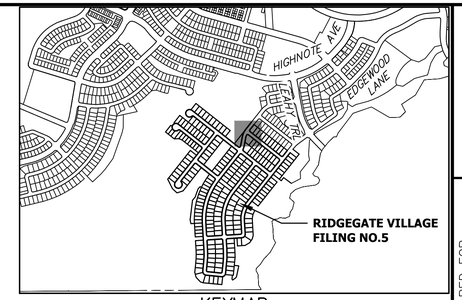








AREA 5



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DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

INTERSECTION-RAMP PLANS

PHASE 1

SHEET 56 OF 146

JOB NO. 15950.22

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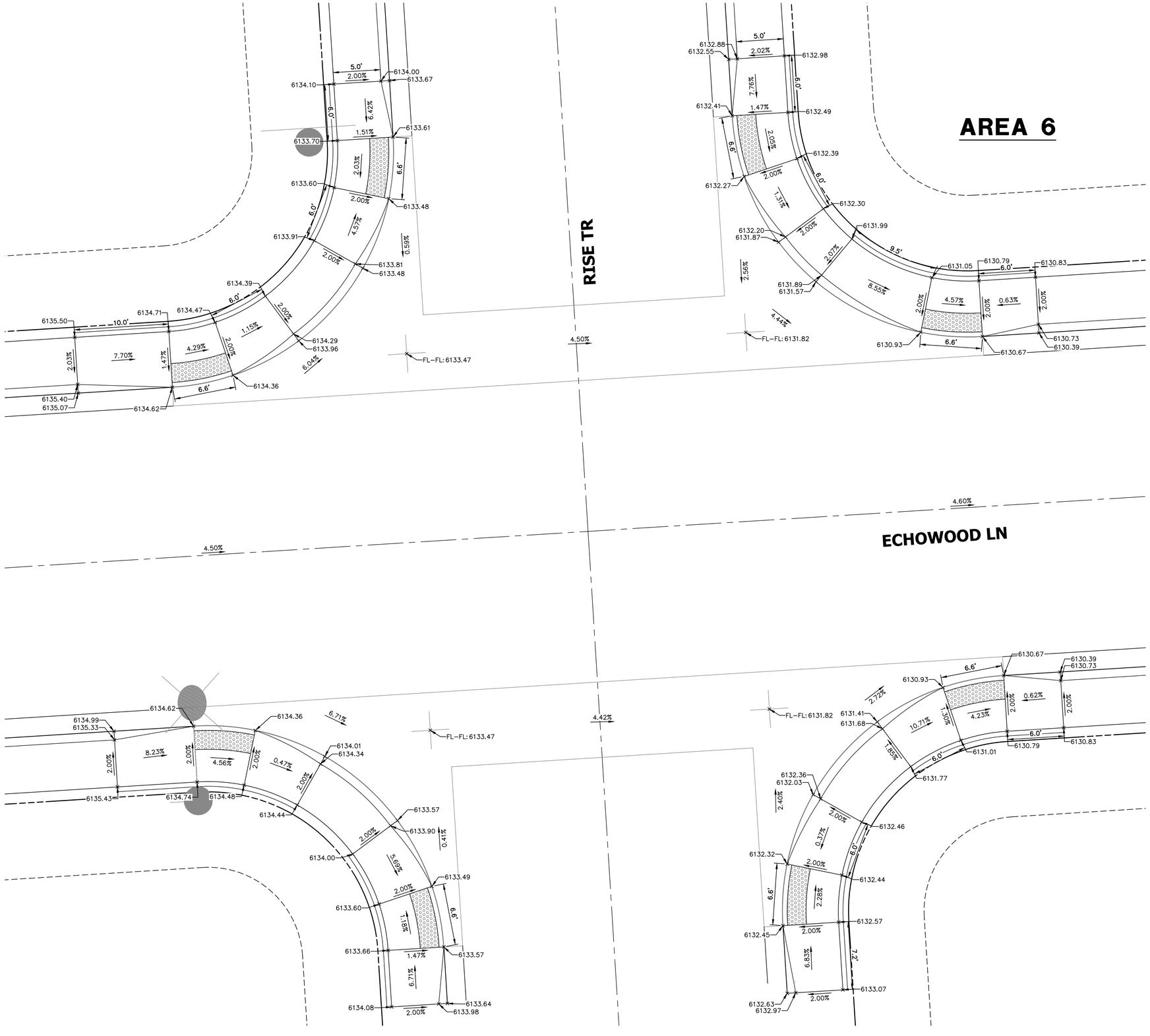

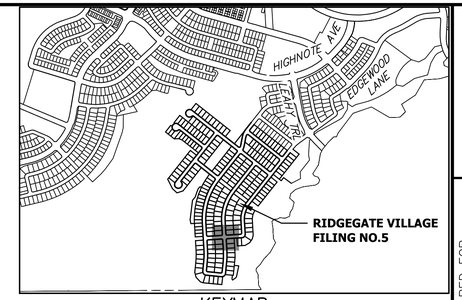

KEYMAP
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LEGEND:

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No.	REVISION	BY	DATE

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V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
INTERSECTION-RAMP PLANS
PHASE 1

SHEET 57 OF 146
JOB NO. 15950.22

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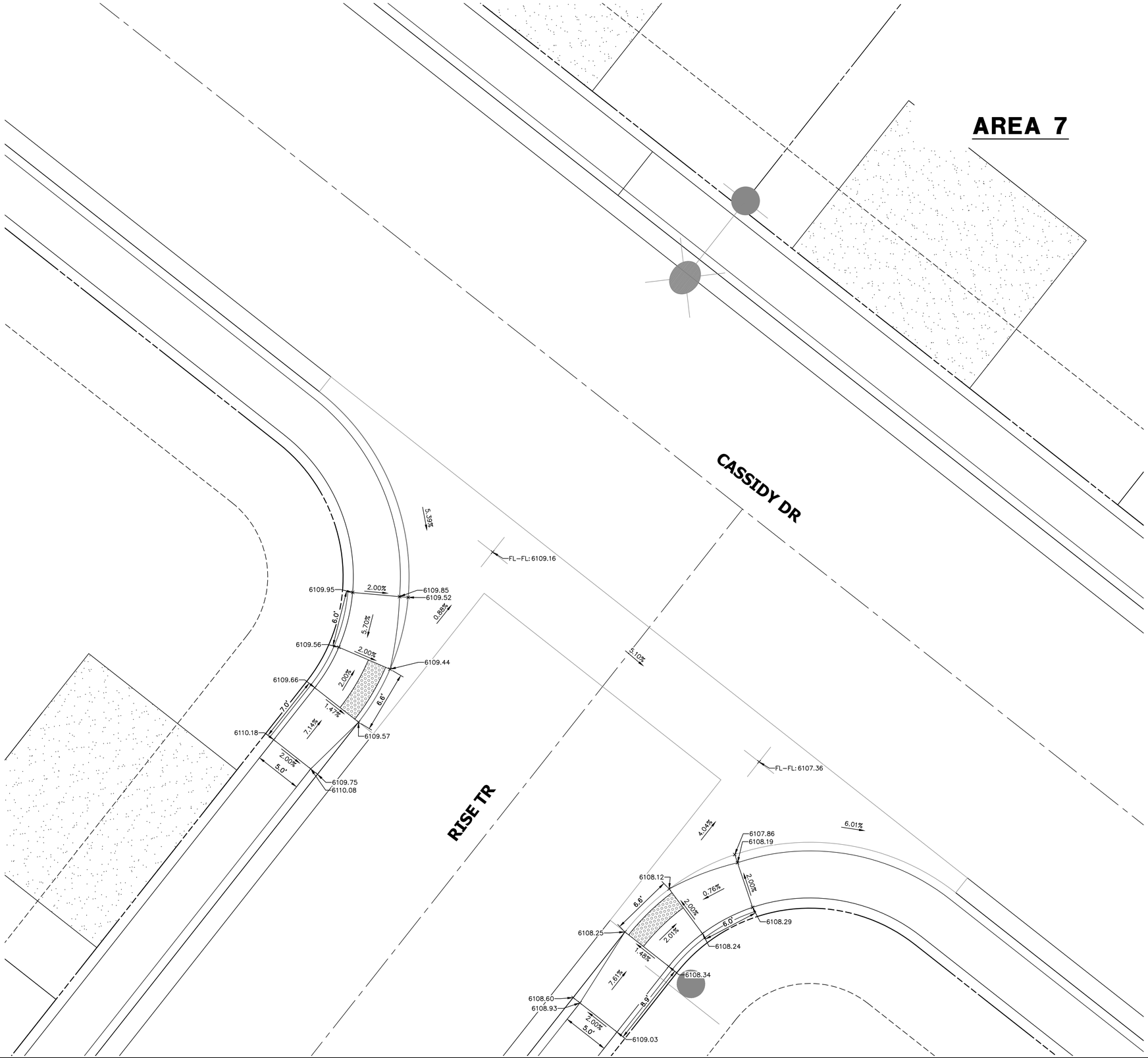

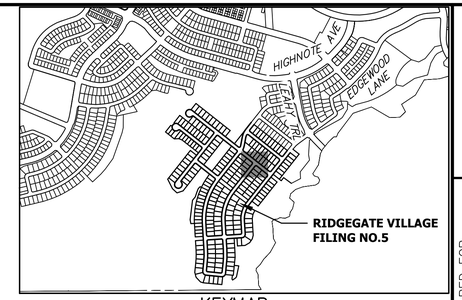

KEYMAP
SCALE: 1"=1000'

LEGEND:

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RIDGEGATE SOUTHWEST VILLAGE FILING 5
INTERSECTION-RAMP PLANS
PHASE 1

SHEET 58 OF 146
JOB NO. 15950.22

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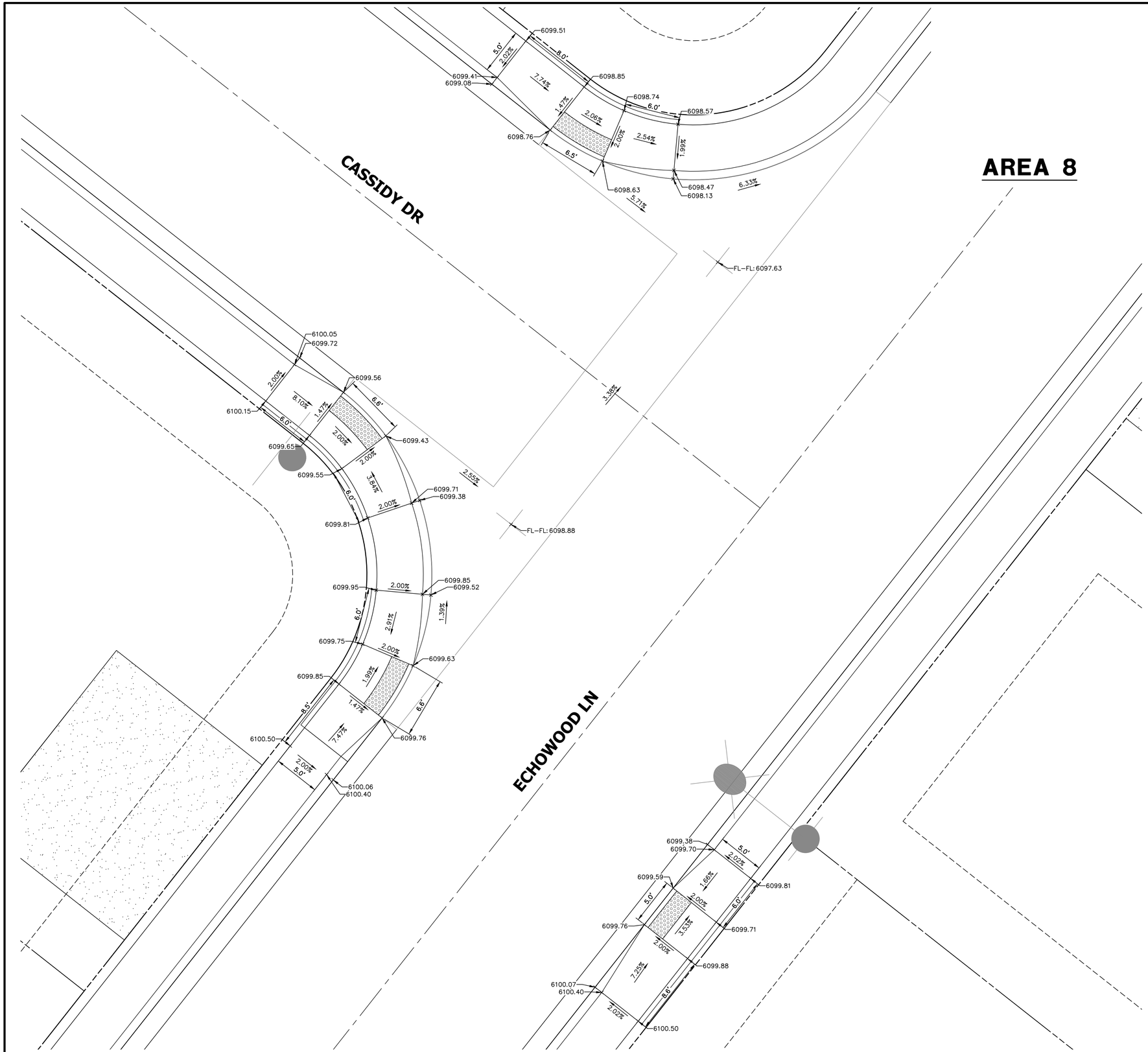

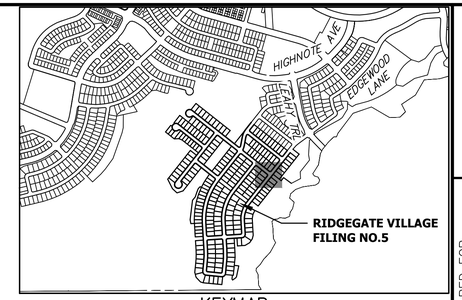

KEYMAP
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LEGEND:

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RIDGEGATE SOUTHWEST VILLAGE FILING 5

INTERSECTION–RAMP PLANS

PHASE 1

SHEET 59 OF 146

JOB NO. 15950.22

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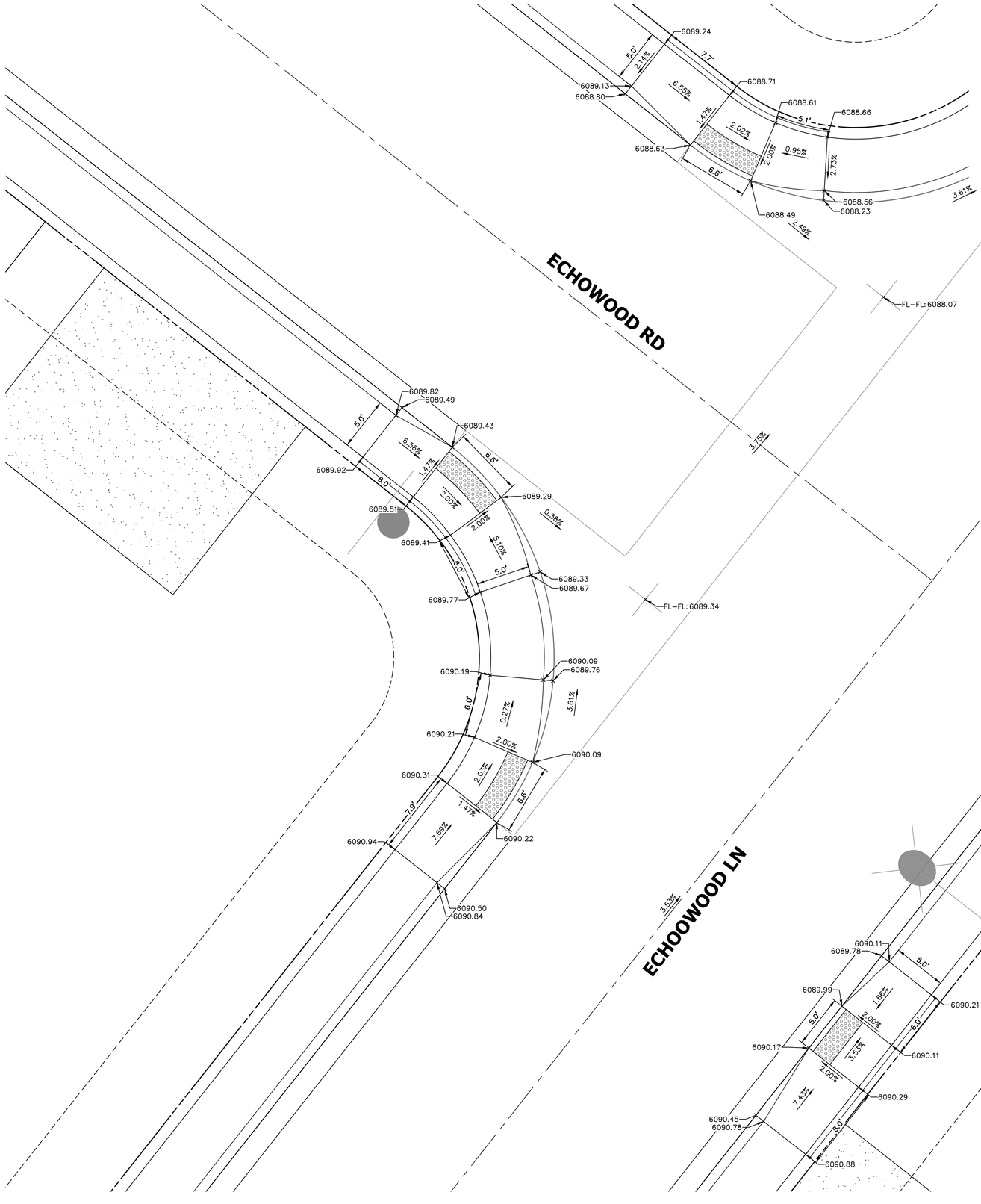
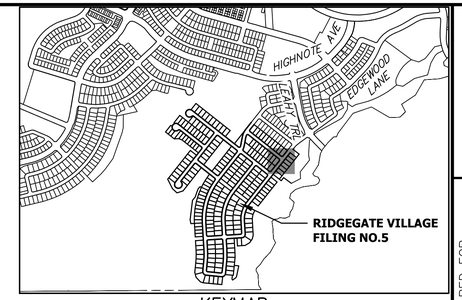
AREA 9





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PHASE 1

SHEET 60 OF 146

JOB NO. 15950.22

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EXAMPLE PRIVATE STREET SIGN

N.T.S

EXAMPLE PUBLIC STREET SIGN

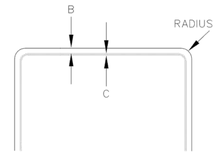
N.T.S

INTERSECTION STREET NAME SIGNAGE 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. 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. NON ILLUMINATED SIGNS SHALL BE USED AT MAJOR/MAJOR AND MAJOR/ARTERIAL INTERSECTIONS. THEY SHALL BE MOUNTED TO THE SIGNAL POLE WITH ASTRO-BRACS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
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.
10. ANY INTERSECTION STREET NAME SIGNAGE REMOVED SHALL BE RETURNED TO THE CITY OF LONE TREE.

CITY OF LONE TREE PUBLIC WORKS	INTERSECTION STREET NAME SIGNAGE	SHEET
DATE: 04/19/12 BY: GRW	DRAWING NO.: SN-02	2 OF 3

STANDARD SIGN BORDER SPECIFICATIONS



SIGN SIZE	BORDER WIDTHS (INCH) A	B	C	RADIUS (INCH)
< 12"	N/A	.375	.375	1
≥ 12"	N/A	.375	.438	1.5

MINIMUM LETTER HEIGHTS ON STREET NAME SIGNS

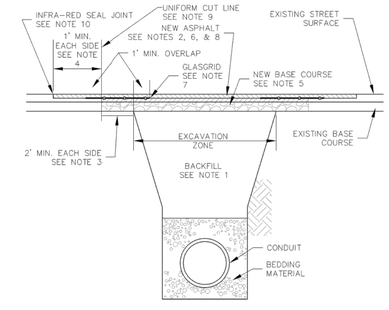
(MUTCD 2009 EDITION-TABLE 2D-2)

TYPE OF MOUNTING	TYPE OF STREET OR HIGHWAY	SPEED LIMIT	RECOMMENDED MINIMUM LETTER HEIGHT ** INITIAL UPPER-CASE	LOWER-CASE
OVERHEAD	ALL TYPES	ALL SPEED LIMITS	12 INCHES	9 INCHES
POST-MOUNTED	MULTI-LANE	MORE THAN 40 MPH	8 INCHES	6 INCHES
POST-MOUNTED	MULTI-LANE	40 MPH OR LESS	6 INCHES	4.5INCHES
POST-MOUNTED	2-LANE	ALL SPEED LIMITS	6 INCHES*	4.5 INCHES*

*ON LOCAL 2-LANE STREETS W/SPEED LIMITS OF 25 MPH OR LESS, 4" INITIAL UPPER-CASE LETTERS WITH 3" LOWER CASE LETTERS MAY BE USED.

** SUPPLEMENTARY LETTERING (E.G. ST., DR., LN., & NUMBERING) SHALL BE A MINIMUM OF ⅔ THE APPLICABLE RECOMMENDED MINIMUM LETTER HEIGHT PER ABOVE TABLE

CITY OF LONE TREE PUBLIC WORKS	INTERSECTION STREET NAME SIGNAGE	SHEET
DATE: 04/19/12 BY: GRW	DRAWING NO.: SN-03	3 OF 3



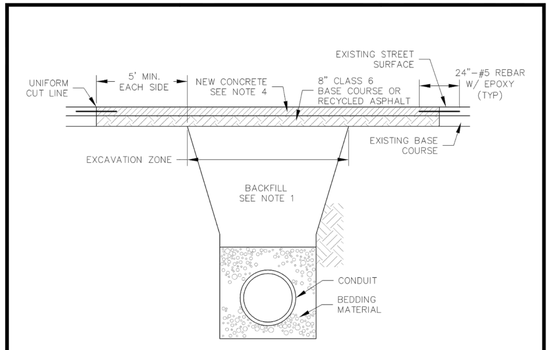
TYPICAL TRENCH SECTION

ROADWAY CLASSIFICATION	MIN. PAVEMENT PATCH THICKNESS
ARTERIAL	9 IN.
COLLECTOR	7 IN.
LOCAL	5 IN.

NOTES:

1. ALL PUBLIC STREET CUTS SHALL BE BACKFILLED WITH CLSM UNLESS THE TRENCH IS WIDE ENOUGH FOR A FULL-SIZED, SELF-PROPELLED COMPACTOR TO DRIVE THROUGH.
2. PAVEMENT PATCH THICKNESS SHALL NOT BE LESS THAN THE EXISTING SECTION.
3. SAW CUT AND REMOVE PAVEMENT AND BASE A MINIMUM OF 2' BACK FROM EXCAVATION ZONE OR LIMITS OF UNDISTURBED SUB-BASE, WHICHEVER IS GREATER.
4. ROTOMILL ASPHALT (2" DEPTH MINIMUM) A MINIMUM OF 1' BEYOND THE FULL DEPTH SAW CUT AND REMOVAL.
5. INSTALL 8 INCHES OF CDOT CLASS 6 ROAD BASE OR RECYCLED ASPHALT, COMPACTED IN PLACE TO MINIMUM 95% MODIFIED PROCTOR MAXIMUM DENSITY (ASTM D 1557).
6. INSTALL AND PROPERLY COMPACT REQUIRED DEPTH OF BASE COURSE ASPHALTIC CONCRETE (CDOT GRADING S).
7. INSTALL REINFORCEMENT MAT (TENSAR GLASGRID 8511, OR APPROVED EQUAL) PER MANUFACTURERS RECOMMENDATIONS. (MINIMUM 5 FOOT WIDTH)
8. INSTALL AND PROPERLY COMPACT ASPHALTIC CONCRETE TOP COURSE (CDOT GRADING SX).
9. ALL CUTS TO BE SQUARED OFF PRIOR TO RESTORATION. SAW CUT OR ROTOMILL.
10. THE JOINT BETWEEN THE NEW TOP COURSE ASPHALT AND THE EXISTING ASPHALT SHALL BE SEALED USING INFRARED JOINTING PROCESS.
11. ARTERIAL STREETS AND MAJOR COLLECTORS MUST BE PATCHED THE SAME DAY THE CUT OCCURS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEERING/PUBLIC WORKS DEPARTMENT.
12. ANY PAVEMENT MARKING (LANE LINES, TURN ARROWS, ETC.) DAMAGED BY THE STREET CUT AND REPAIR OPERATIONS SHALL BE REPLACED IN CONFORMANCE WITH CITY SIGNAGE AND STRIPING STANDARDS, AS DIRECTED BY THE ENGINEERING/PUBLIC WORKS DEPARTMENT.

CITY OF LONE TREE PUBLIC WORKS	ASPHALT PAVEMENT PATCHBACK	DETAIL NUMBER
DATE: 9/24/13 BY: GAW	DRAWING NO.: ST-01	1



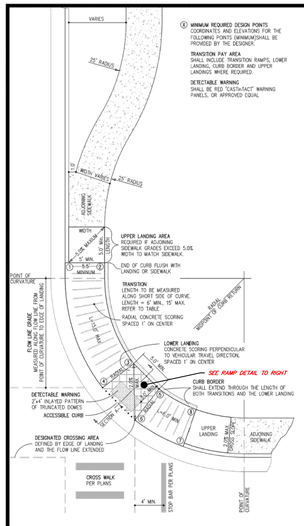
TYPICAL TRENCH SECTION

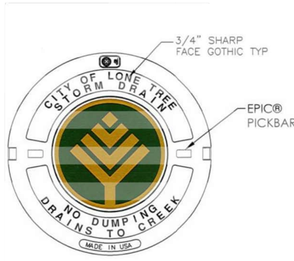
ROADWAY CLASSIFICATION	MIN. PAVEMENT PATCH THICKNESS
ARTERIAL	9 IN.
COLLECTOR	7 IN.
LOCAL	5 IN.

NOTES:

1. ALL PUBLIC STREET CUTS SHALL BE BACKFILLED WITH CLSM UNLESS THE TRENCH IS WIDE ENOUGH FOR A FULL-SIZED, SELF-PROPELLED COMPACTOR TO DRIVE THROUGH.
2. PAVEMENT PATCH THICKNESS SHALL NOT BE LESS THAN THE EXISTING SECTION.
3. SAW CUT AND REMOVE PAVEMENT AND BASE 5' BACK FROM EXCAVATION ZONE.
4. 8" OF COMPACTED CDOT CLASS 6 ROAD BASE OR RECYCLED ASPHALT SHALL BE INSTALLED PRIOR TO PAVING.
5. CONCRETE STREET PAVEMENT TO BE MINIMUM 7 SACK MIX, 5000 PSI AT 28 DAYS.
6. ALL CUTS TO BE SQUARED OFF PRIOR TO RESTORATION. SAW CUT OR ROTOMILL FULL DEPTH.
7. CONCRETE PATCHES SHALL BE DOWELED INTO EXISTING CONCERTE WITH 24"-#5 REBAR AT 18" O.C. AROUND THE PERIMETER OF THE PATCH.
8. ARTERIAL STREETS AND MAJOR COLLECTORS MUST BE PATCHED THE SAME DAY THE CUT OCCURS, UNLESS APPROVED BY THE ENGINEERING DEPARTMENT.

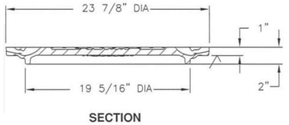
CITY OF LONE TREE PUBLIC WORKS	CONCRETE PAVEMENT PATCHBACK	DETAIL NUMBER
DATE: 12/9/11 BY: GAW	DRAWING NO.: ST-02	2


VARIES
20' RADIUS
MEDIAN VARIES
24' RADIUS
ADJACENT SIDEWALK
WIDTH
5' MIN.
5' MIN.
5.5' MINIMUM
UPPER LANDING AREA
REQUIRED IF ADJOINING SIDEWALK GRADES EXCEED 5.0% WIDTH TO MATCH SIDEWALK
END OF CURB FLUSH WITH LANDING OR SIDEWALK
TRANSITION
LENGTH TO BE MEASURED ALONG SHORT SIDE OF CURVE. LENGTH = 6' MIN. TO 10' MAX. REFER TO TABLE
RADIAL CONCRETE SCORING SPACED 1' ON CENTER
POINT OF CURVATURE
FLOW LINE
MEASURED ALONG THE LINE FROM POINT OF CURVATURE TO EDGE OF LANDING
LOWER LANDING
CONCRETE SCORING PERPENDICULAR TO VEHICULAR TRAVEL DIRECTION, SPACED 1' ON CENTER
SEE RAMP DETAIL TO RIGHT
CURB BORDER
SHALL EXTEND THROUGH THE LENGTH OF BOTH TRANSITIONS AND THE LOWER LANDING
DETECTABLE WARNING
24" INLAID PATTERN OF TRUNCATED DOMES
ACCESSIBLE CURB
GUTTER
DESIGNATED CROSSING AREA
DEFINED BY EDGE OF LANDING AND THE FLOW LINE EXTENDED
CROSS WALK PER PLANS
4' MIN.
STOP BAR PER PLANS
UPPER LANDING
ADJOINING SIDEWALK
CURB & GUTTER
4' MIN.
1' MIN.
1' MIN.
4' MIN.
4' MIN.
4



COVER FACE

COVER BOTTOM

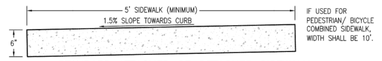


SECTION

Design Features

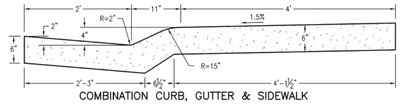
-Materials
Gray Iron (CL35B)
-Load Rating
Heavy Duty
-Open Area
n/a
-Coating
Undipped
-√ Designates Machined Surface

CITY OF LONE TREE PUBLIC WORKS	MANHOLE LID COVER	DETAIL NUMBER MH-1
DATE: 06/05/2020	BY: J. KRELL	DRAWING NO.:

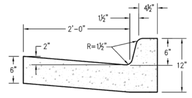


IF USED FOR PEDESTRIAN/ BICYCLE COMBINED SIDEWALK, WIDTH SHALL BE 10'.

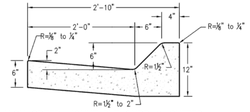
STANDARD ATTACHED OR DETACHED SIDEWALK



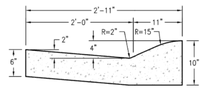
COMBINATION CURB, GUTTER & SIDEWALK



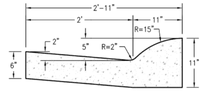
VERTICAL CURB & GUTTER



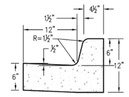
HIGH SPEED MOUNTABLE CURB & GUTTER
(DESIGN SPEED OF 45 M.P.H. OR HIGHER)



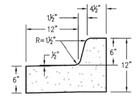
URBAN LOCAL MOUNTABLE CURB & GUTTER



RURAL LOCAL MOUNTABLE CURB & GUTTER



MEDIAN CURB & GUTTER (CATCH)



MEDIAN CURB & GUTTER (SPILL)

NOTES:
1. IF A SIDEWALK IS PLACED BEHIND THE CURB BUT IS NOT PLACED MONOLITHICALLY, EXPANSION JOINT MATERIAL AND A SILICONE BASE SEALER MUST BE APPLIED BETWEEN THE SIDEWALK AND THE CURB.
2. SEE DRAWING NUMBER SP.23a and SP.23b FOR TRENCH DRAIN.
3. SEE DRAWING NUMBER SP.31 AND SP.32 FOR CONCRETE JOINTS.

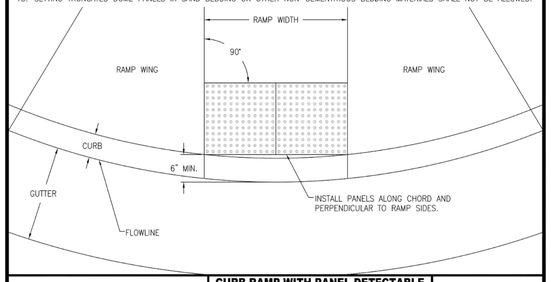
	CURB & GUTTERS AND SIDEWALKS	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. SP.17

Panel Installation Notes:

1. DETECTABLE WARNING PANELS, 24" X 24" OR 24" X 30" IN SIZE, SHALL BE PREFABRICATED REDDISH WITH TRUNCATED DOMES AND COMPLY WITH ADA REQUIREMENTS. ONLY FULL PANELS SHALL BE USED TO OBTAIN SPECIFIC RAMP THROAT WIDTH, (I.E. TWO 24" PANELS FOR A 4' RAMP, TWO 30" PANELS FOR A 5' RAMP, ETC.)
2. PRIOR TO START OF WORK, CONTRACTOR SHALL SUBMIT, TO DOUGLAS COUNTY FOR APPROVAL, A SAMPLE PANEL AND DOCUMENTATION FROM THE MANUFACTURER. PANEL SURFACE SHALL HAVE A MINIMUM OF 70% LIGHT REFLECTIVITY CONTRAST WITH THE ADJOINING SURFACE. PANELS SHALL ONLY BE SELECTED FROM THE APPROVED PRODUCT LIST BELOW:

PRODUCT NAME	MANUFACTURER	PRODUCER SUPPLIER CODE
CAST-DWD	Pioneer Detectable, LLC	GEN130004
Cast-In-Place Tactile	ADA Solutions, Inc.	GEN100123
DURAAST	EJ USA, Inc.	GEN130020
Detectable Warning Paving Slab	StoneBit Concepts	GEN100341
TekWay Dome-Tiles	StrongGo LLC	GEN100343
TufTile Cast Iron Tile/Radius-Wedge (CIP)	TufTile, Inc.	GEN150088

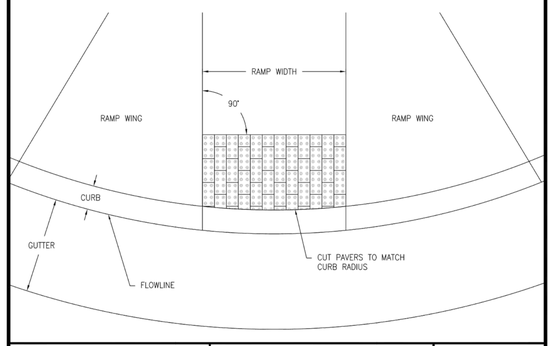
3. PANELS SHALL BE PLACED AS SHOWN, WITH DOME PATTERN IN A SQUARE GRID AND ALIGNED IN THE DIRECTION OF TRAVEL. A STEEL TEMPLATE SHALL BE USED TO ENSURE PROPER ALIGNMENT AND UNIFORM GRADE.
4. REMOVE THE PROPER AMOUNT OF CONCRETE WITHIN THE TEMPLATE FOR AN ACCURATE INSTALLATION. ONCE TO THE PROPER DEPTH, FLOAT THE AREA TO RECEIVE THE PANELS UNTIL A SMOOTH PASTE HAS DEVELOPED.
5. WET THE BACK SIDE OF EACH PANEL AND TROWEL SOME CONCRETE PASTE OR APPROVED BONDING AGENT OVER THE WET SURFACE FOR BETTER ADHERENCE.
6. SET THE FIRST PANEL ON THE FRESHLY PREPARED SURFACE. DO NOT PRESS DOWN HARD ON THE PANEL, BUT PREFERABLY TWIST FROM SIDE TO SIDE. SET PANEL WITH RUBBER MALLET TO PROPER DEPTH SO THAT THE BASE OF THE TRUNCATED DOME IS AT THE SAME ELEVATION AS THE ADJOINING RAMP SURFACE.
7. SET SUCCESSIVE PANELS WITH A TIGHT BUTT JOINT AGAINST THE PREVIOUSLY SET PANEL. PROVIDE A ¼" GAP BETWEEN PANELS.
8. FLOAT FRESH CONCRETE AROUND PANELS. FINISH AND BROOM SURROUNDING CONCRETE AS SPECIFIED. CLEAN ANY CONCRETE OFF PANELS WITH A SPONGE.
9. PROVIDE 1" DEEP TOOL JOINTS AT CORNERS OF DETECTABLE WARNING AREA, AND TOOL AROUND PANELS WITH ¼" RADIUS EDGER.
10. WHEN CUT PANELS ARE REQUIRED, CUT SECTIONS SHALL NOT SIGNIFICANTLY IMPACT OVERALL TRUNCATED DOMES PATTERN AND CUT DOMES SHALL BE BEVELED AT A 45-DEGREE ANGLE TO CREATE A SMOOTH TRANSITION.
11. ANY PANELS THAT ARE DAMAGED DURING TRANSPORT OR INSTALLATION WILL BE REJECTED AND SHALL NOT BE INSTALLED.
12. CLEAN OUT ¼" JOINT(S) BETWEEN PANELS AND SEAL WITH EPOXY.
13. SETTING TRUNCATED DOME PANELS IN SAND BEDDING OR OTHER NON-CEMENTITIOUS BEDDING MATERIALS SHALL NOT BE ALLOWED.



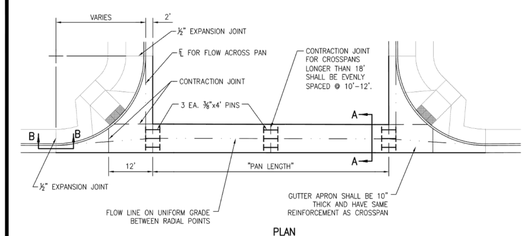
	CURB RAMP WITH PANEL DETECTABLE WARNING AREA INSTALLATION	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. SP.18b

Paver Installation Notes:

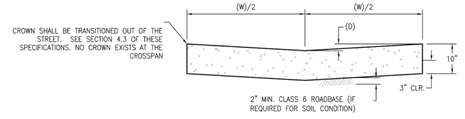
1. DETECTABLE WARNING PAVERS SHALL BE PREFABRICATED REDDISH INTEGRALLY COLORED TRUNCATED DOMES SURFACED CONCRETE OR MASONRY PAVERS. PAVERS SHALL MEET THE REQUIREMENTS OF ASTM C 902 OR ASTM C 936 AND COMPLY WITH ADA REQUIREMENTS.
2. PRIOR TO START OF WORK, CONTRACTOR SHALL SUBMIT, TO DOUGLAS COUNTY FOR APPROVAL, A SAMPLE PAVER AND DOCUMENTATION FROM THE MANUFACTURER. PAVERS SURFACE SHALL HAVE A MINIMUM OF 70% LIGHT REFLECTIVITY CONTRAST WITH THE ADJOINING SURFACE.
3. WELL FOR PAVERS SHALL BE ACCURATELY BLOCKED OUT TO ENSURE PROPER DEPTH, ALIGNMENT, AND UNIFORM GRADE. ONLY FULL WIDTH PAVERS SHALL BE USED TO OBTAIN SPECIFIED RAMP THROAT WIDTH.
4. PAVERS SHALL BE PLACED IN THE RUNNING PATTERN SHOWN, DOMES PLACED IN A SQUARE GRID AND ALIGNED IN THE DIRECTION OF TRAVEL. PAVERS SHALL BE INSTALLED SO THAT THE BASES OF THE TRUNCATED DOMES ARE AT THE SAME ELEVATION AS THE ADJOINING RAMP SURFACE.
5. SAND FOR BEDDING MATERIAL SHALL CONFORM TO ASTM C 33. SAND TO BE PLACED BETWEEN JOINTS SHALL CONFORM TO ASTM C 144.
6. BEDDING SAND SHALL BE SCREED TO THE APPROPRIATE DEPTH PRIOR TO THE PAVERS INSTALLATION. A PLATE VIBRATOR SHALL BE USED TO EMBED THE PAVERS INTO THE SAND. ANY PAVERS THAT ARE DAMAGED DURING TRANSPORTATION OR INSTALLATION WILL BE REJECTED AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
7. WHEN CUT PAVERS ARE REQUIRED, CUT SECTIONS SHALL NOT SIGNIFICANTLY IMPACT OVERALL TRUNCATED DOMES PATTERN AND CUT DOMES SHALL BE BEVELED AT A 45-DEGREE ANGLE TO CREATE A SMOOTH TRANSITION.
8. JOINT SPACING SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, BUT SHALL NOT BE MORE THAN ⅛". JOINTS SHALL BE FILLED COMPLETELY WITH SAND. EXCESS SAND SHALL BE REMOVED BY SWEEPING.



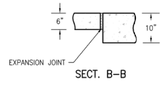
	CURB RAMP WITH PAVER DETECTABLE WARNING AREA INSTALLATION	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. SP.18c



PLAN



SECTION A–A
FIBERMESH MIXED AT 1½ LBS. / C.Y. CONCRETE.

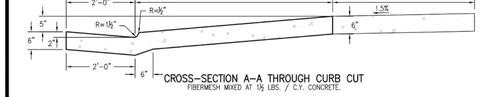


SECT. B–B

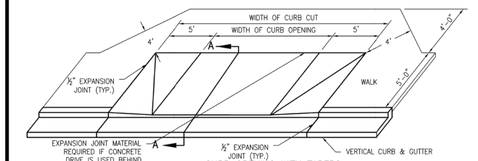
WIDTH (W)	DEPTH (D)	THICKNESS (T)
8'	2"	10"
10'	2½"	10"

NOTE: LOCAL STREET INTERSECTIONS REQUIRE AN 8' CROSSPAN. COLLECTOR STREET INTERSECTIONS REQUIRE AN 10' CROSSPAN. CROSSPANS ARE NOT ALLOWED AT ANY ARTERIAL STREET INTERSECTIONS.

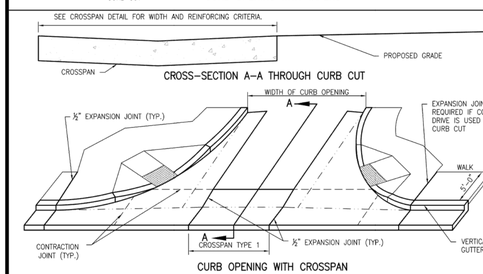
	CROSSPAN	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. SP.21



CROSS-SECTION A–A THROUGH CURB CUT
FIBERMESH MIXED AT 1½ LBS. / C.Y. CONCRETE.



CURB OPENING WITH TAPERS



CROSS-SECTION A–A THROUGH CURB CUT

CURB OPENING WITH CROSSPAN

NOTES:
1. BACK OF CURB CUT EXTENDS TO BACK OF WALK OR BACK OF BICYCLE PATH. IF NO WALK IS PRESENT, EXTEND BACK OF CURB CUT TO 5'-6" BEHIND FLOWLINE OR TO R.O.W. LINE, WHICHEVER IS GREATER.
2. COUNTY SHALL APPROVE LOCATION OF CURB CUT BEFORE CONSTRUCTION.
3. CURB OPENINGS OF 30' OR MORE MUST BE CONSTRUCTED WITH A MINIMUM 20' RADIUS CURB RETURN.
4. DESIGN ENGINEER MUST DEMONSTRATE THAT STREET DRAINGE STAYS WITHIN THE STREET RIGHT-OF-WAY.

	CURB OPENING	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. SP.22

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	N/A	DESIGNED BY	GDC
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

Know what's below.
Call before you dig.

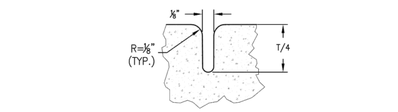
ENGINEER'S STATEMENT
PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

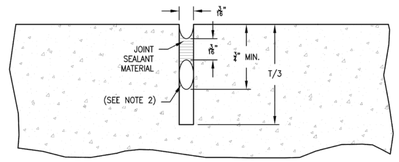
DATE

RIDGECATE SOUTHWEST VILLAGE FILING 5
ROADWAY DETAILS
PHASE 1

SHEET 62 OF 146
JOB NO. 15950.22

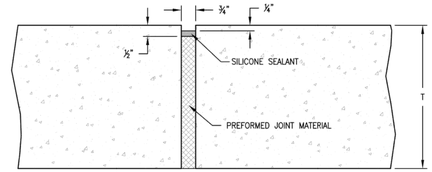


CONTRACTION OR WEAKEN PLANE JOINT
N.T.S.



NOTE: WASH & BLOW OUT WITH FORCED AIR UNTIL DRY BEFORE APPLYING SEALANT MATERIAL.

SAWED JOINT
N.T.S.



EXPANSION JOINT
N.T.S.

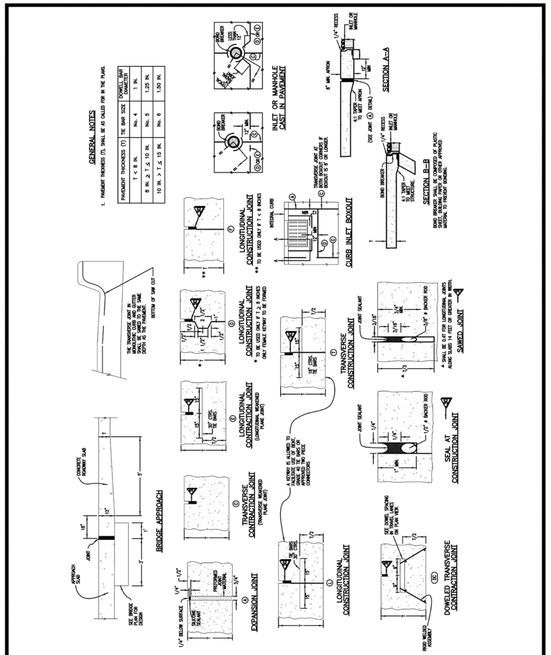
NOTES:

1. JOINT SEALANT MATERIAL MUST MEET ASTM 3406.
2. ¾" DIA. BACKER ROD.

CONCRETE JOINTS

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.31**



REFERENCE:
CDOT M & S STANDARDS
M-412-1

CONCRETE JOINTS

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.32**

Know what's **below.**
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ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	N/A
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

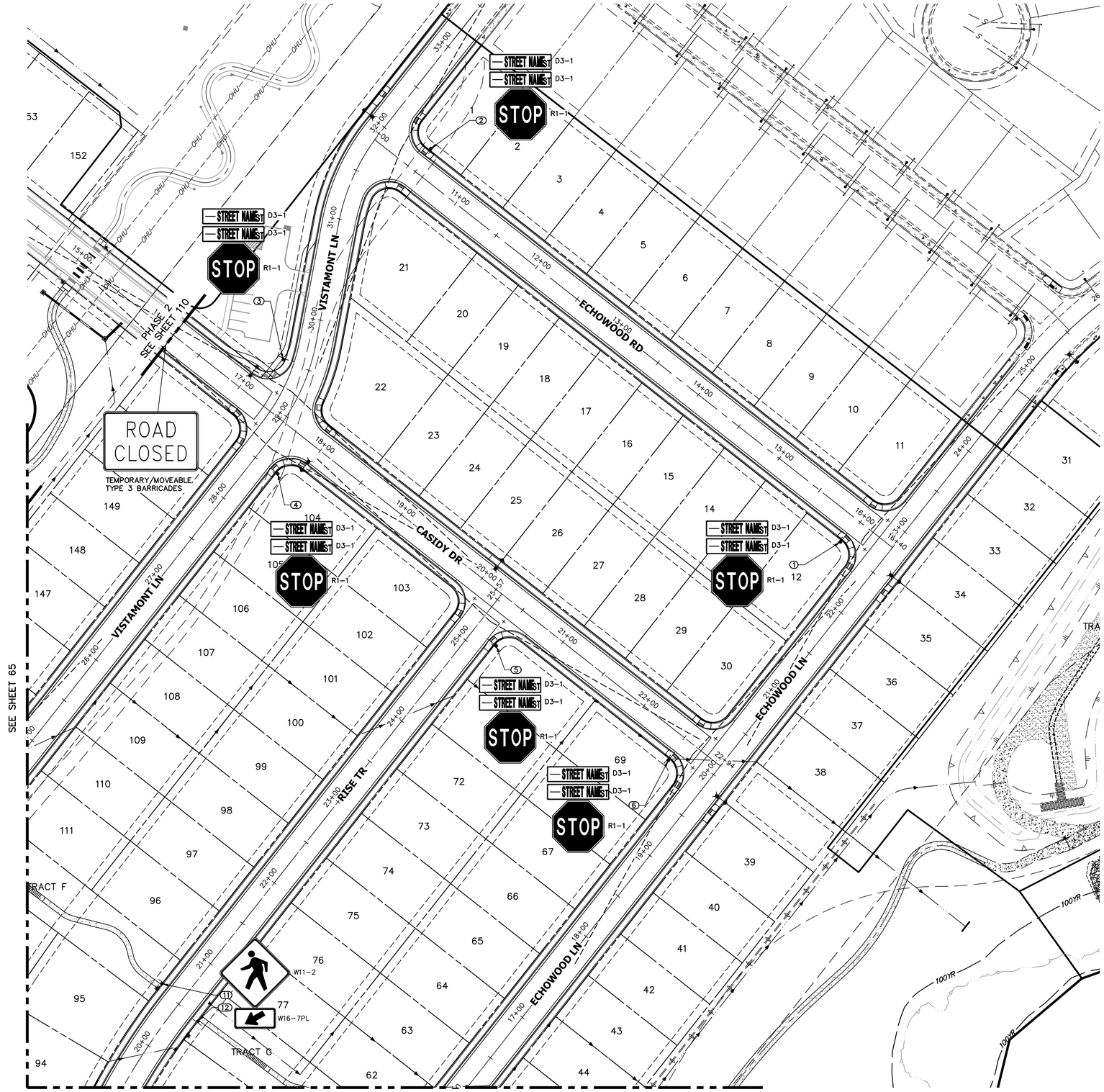
RIDGEGATE SOUTHWEST VILLAGE FILING 5

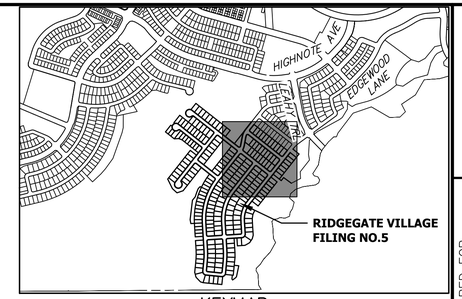
ROADWAY DETAILS

PHASE 1

SHEET 63 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

SIGN TABULATION				
SIGN NUMBER	STATION	OFFSET	ALIGNMENT	DESCRIPTION
1	15+96.86	26.92' (RT)	ECHOWOOD RD	D3-1 X2 R1-1
2	10+47.92	26.92' (LT)	ECHOWOOD RD	D3-1 X2 R1-1
3	29+52.03	26.99' (LT)	VISTAMONT LN	D3-1 X2 R1-1
4	28+51.12	26.92' (RT)	VISTAMONT LN	D3-1 X2 R1-1
5	25+14.09	26.92' (RT)	RISE TR	D3-1 X2 R1-1
6	22+51.46	26.92' (RT)	CASSIDY DR	D3-1 X2 R1-1
11	20+55.48	25.00' (LT)	RISE TR	W11-2 W16-7PL
12	20+48.71	25.00' (RT)	RISE TR	W11-2 W16-7PL

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
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PREPARED FOR
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SUITE 600
LONE TREE, CO 80124
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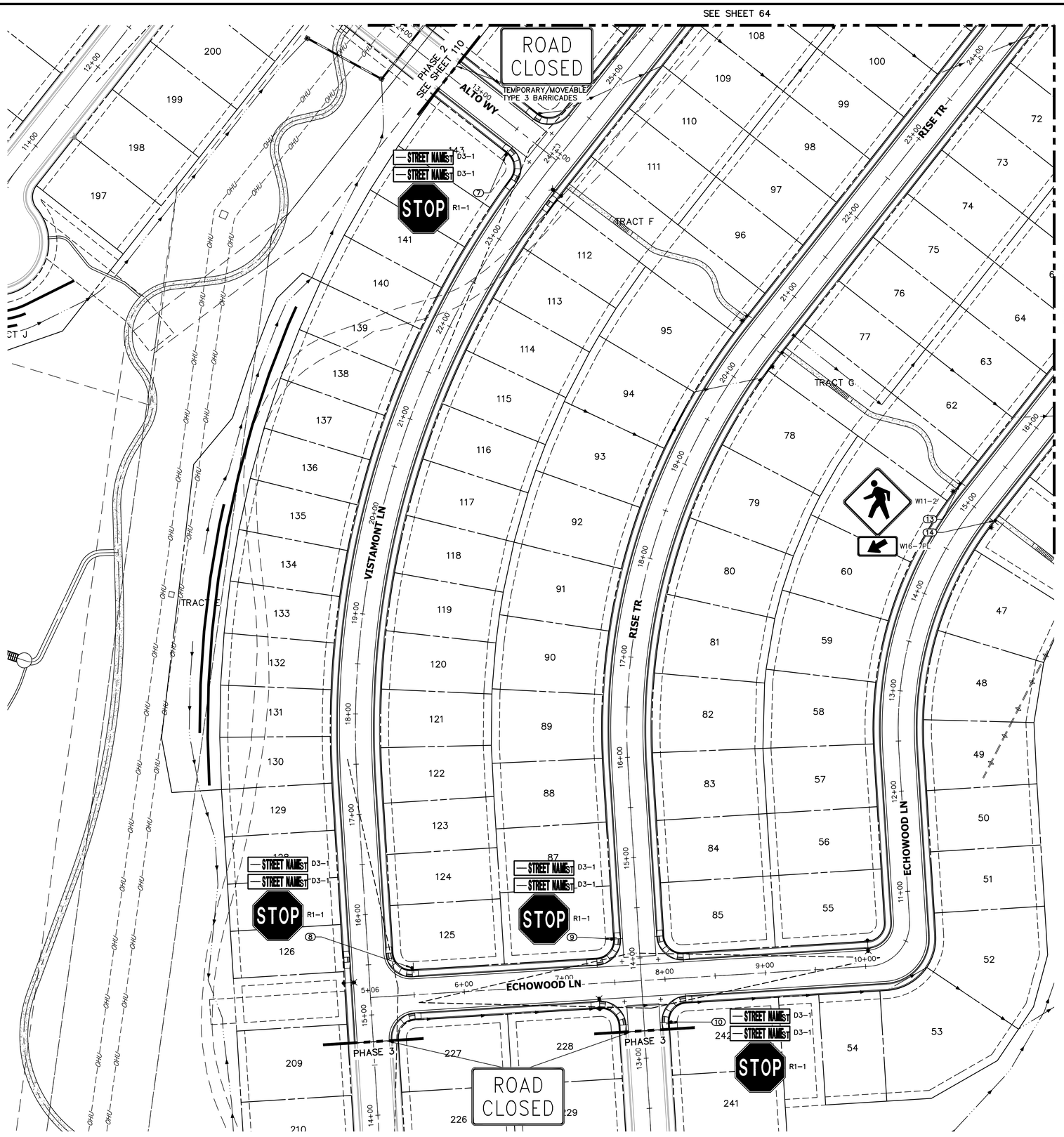
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

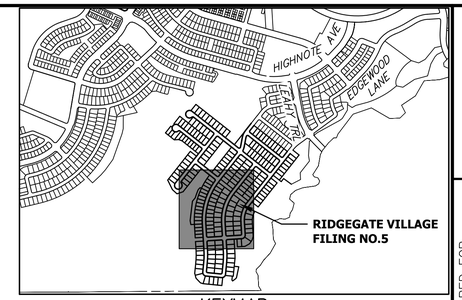
No.	REVISION	BY	DATE

H-SCALE	1"=50'		
V-SCALE	N/A		
DATE	02/06/26		
DESIGNED BY	GDC		
DRAWN BY	GDC		
CHECKED BY			

RIDGEGATE SOUTHWEST VILLAGE FILING 5
SIGNAGE & STRIPING PLANS
PHASE 1

SHEET 64 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

LEGEND

- PROPOSED SIGN
- EXISTING SIGN
- (XX) PROPOSED STRIPE
- (XX) EXISTING STRIPE
- (A) SHOULDER/BIKE LANE LINE – 6" WIDE, SOLID WHITE
- (B) CROSSWALK – 2'X8' SOLID WHITE, 4' GAP CENTERED IN LANE
- (C) STOP BAR – 2' SOLID WHITE
- (D) YIELD LINE – 16"X24" SOLID WHITE TRIANGLES, 6" GAP CENTERED IN LANE
- (E) DROP LANE – 8" WIDE X 3' LONG, 12' GAP, WHITE
- (F) CHANNELIZING LINE – 8" WIDE, SOLID WHITE
- (G) DOUBLE YELLOW LINE – 5" WIDE, 3" GAP, SOLID
- (H) YELLOW EDGE LINE – 5" WIDE, SOLID
- (I) DIAGONAL MEDIAN LINE – 4" WIDE, SOLID YELLOW
- (J) LANE LINE – 5" WIDE X 10' LONG, 30' GAP, WHITE
- (K) CROSSWALK – 2'X10' SOLID WHITE, 4' GAP CENTERED IN LANE
- (L) LANE EXTENSION LINE – 4" WIDE X 2' LONG, 4' GAP, WHITE, EPOXY
- (M) EDGE LINE – 4" WIDE, SOLID WHITE, MODIFIED EPOXY

SIGN TABULATION

SIGN NUMBER	STATION	OFFSET	ALIGNMENT	DESCRIPTION
7	13+57.55	26.92' (RT)	ALTO WY	D3-1 X2 R1-1
8	15+44.25	43.00' (RT)	VISTAMONT LN	D3-1 X2 R1-1
9	14+20.37	26.92' (LT)	RISE TR	D3-1 X2 R1-1
10	13+34.37	26.92' (RT)	RISE TR	D3-1 X2 R1-1
13	20+55.65	245.00' (RT)	RISE TR	W11-2 W16-7PL
14	20+48.24	295.00' (RT)	RISE TR	W11-2 W16-7PL

N

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

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CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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LONE TREE, CO 80124
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No.	REVISION	BY	DATE

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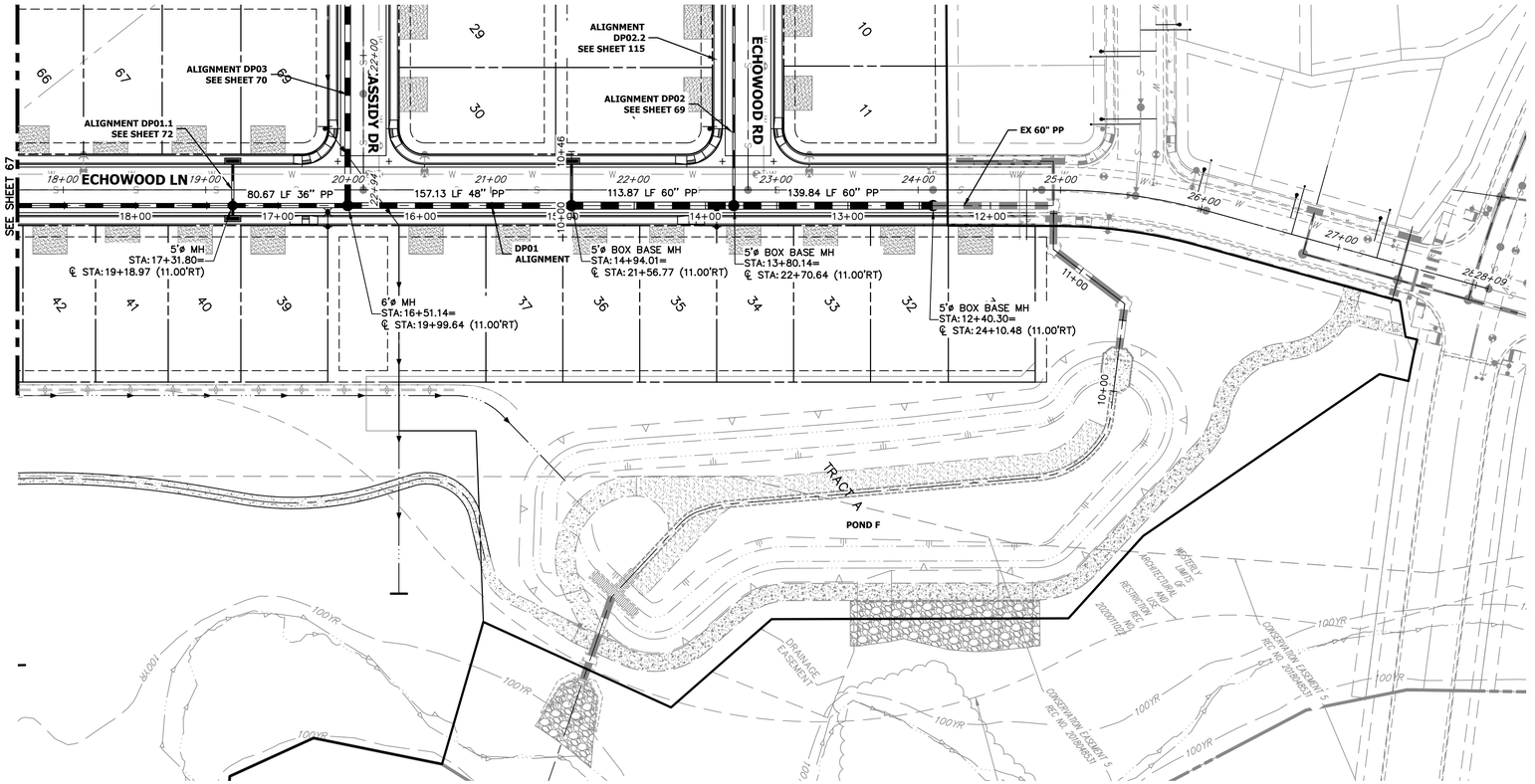
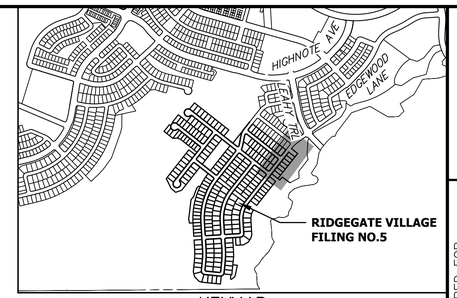
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
SIGNAGE & STRIPING PLANS
PHASE 1

SHEET 65 OF 146
JOB NO. 15950.22



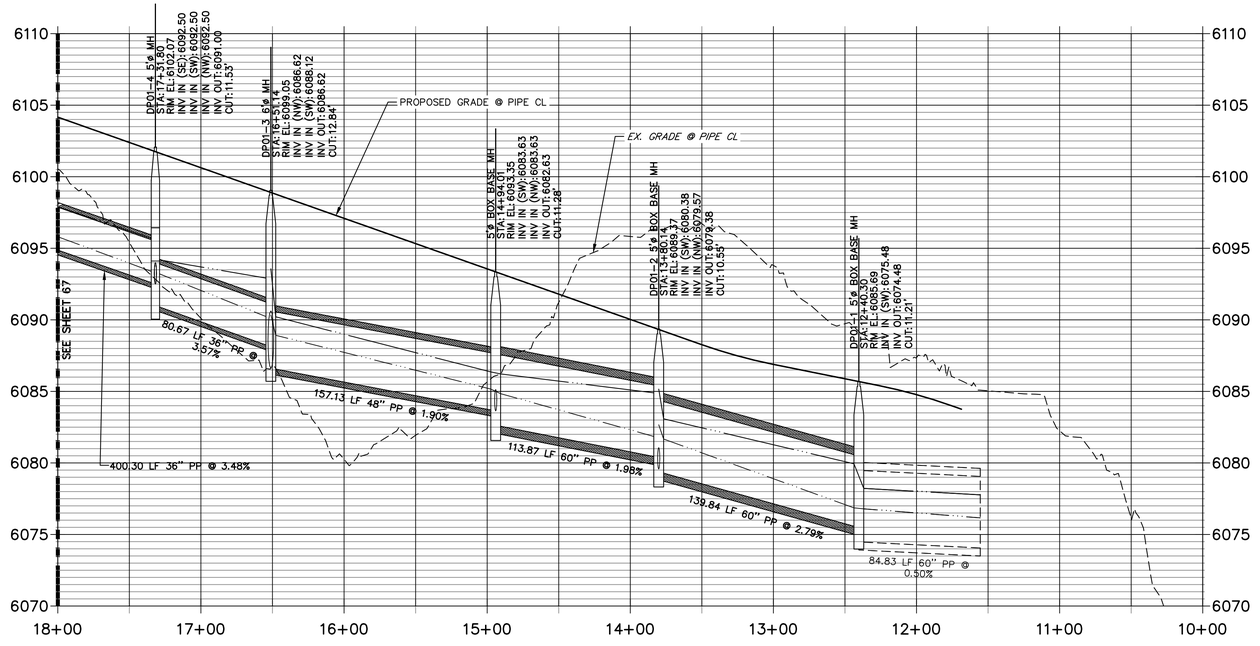


KEYMAP
SCALE: 1"=1000'

TRACER WIRE NOTE

1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

DP01 PROFILE (1)
STA 10+00.00 TO 18+00.00



STORM PROFILE LEGEND	
	5 YR HGL
	100 YR HGL
	PROPOSED GRADE
	EXISTING GRADE

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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COLORADO P.E. 36742
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PREPARED FOR
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SUITE 600
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A Westrian Company
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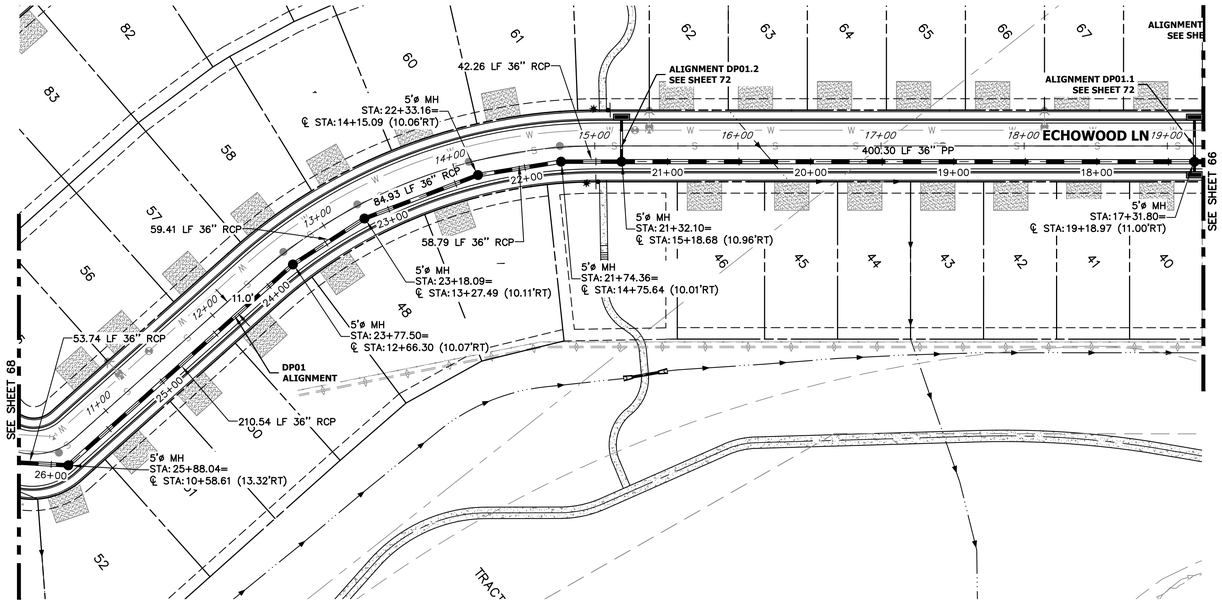
Fort Collins 970-491-9888 • www.jrengineering.com

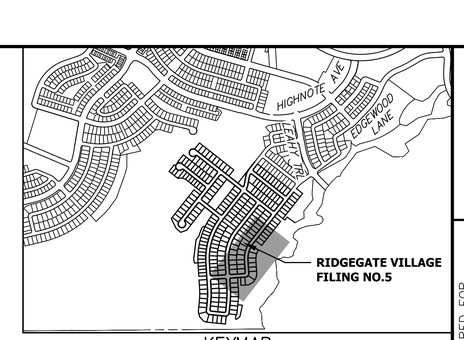
No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	EAT
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
STORM SEWER PLANS & PROFILE
PHASE 1

SHEET 66 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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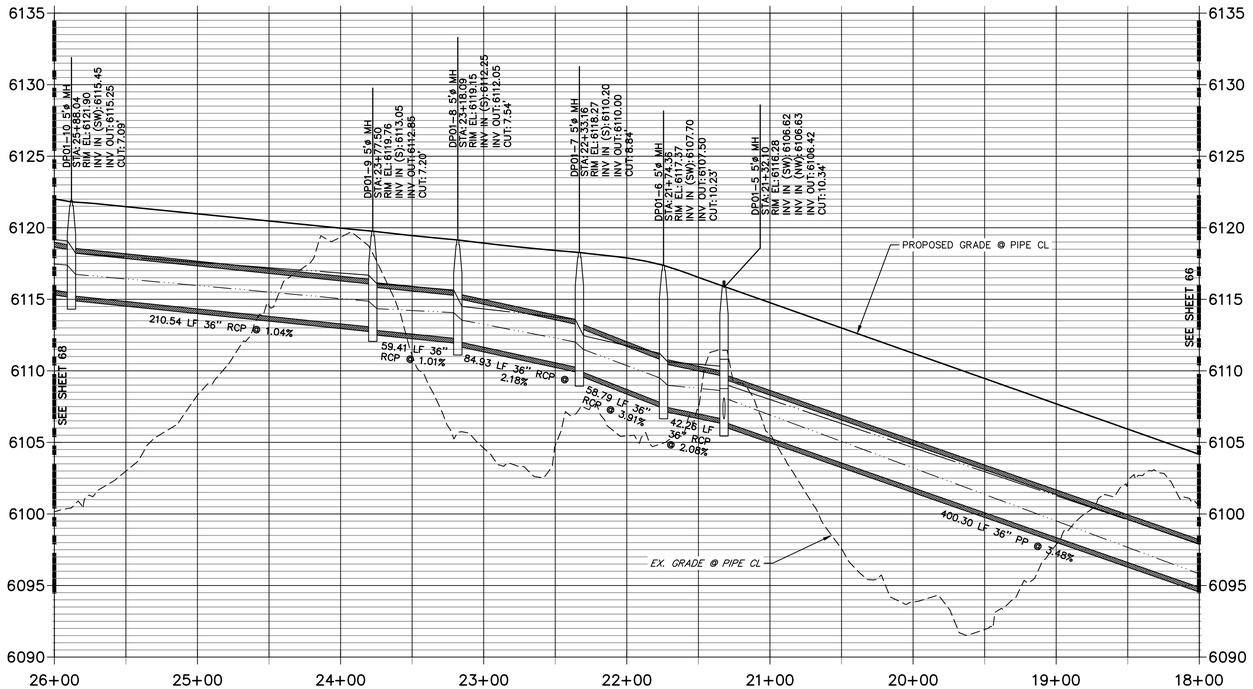
DP01 PROFILE (2)
STA 18+00.00 TO 26+00.00



STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

TRACER WIRE NOTE
1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

811 Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT
PREPARED UNDER MY SUPERVISION

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COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

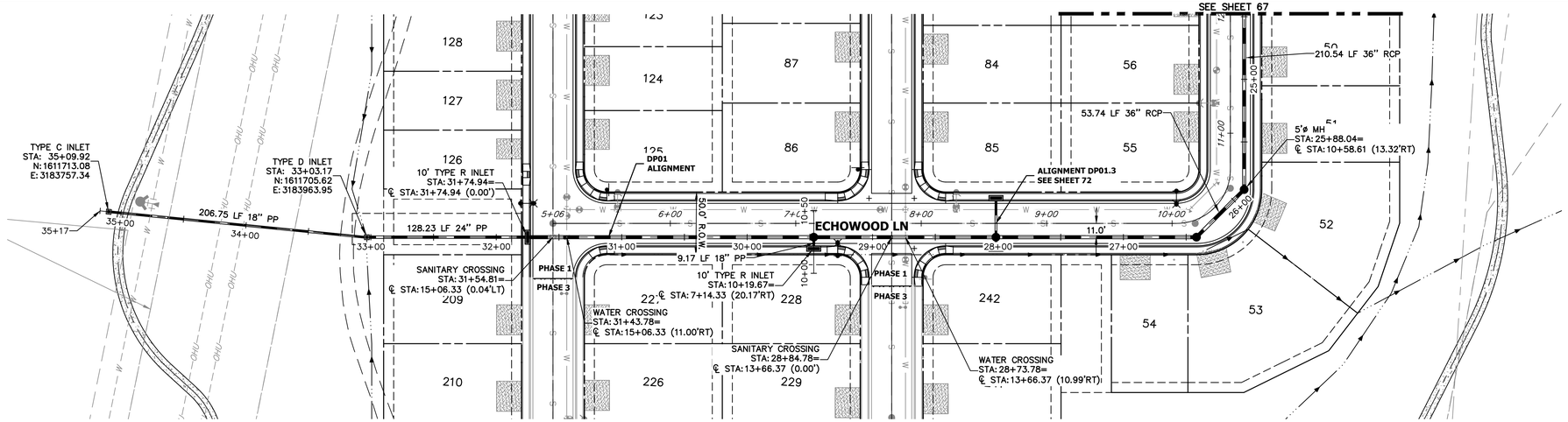
DATE

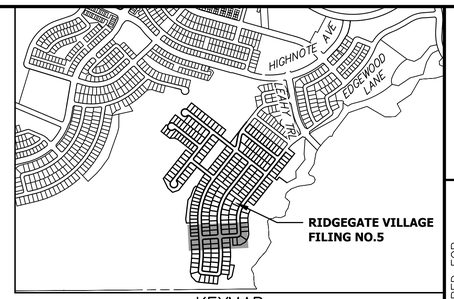
No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	EAT
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
STORM SEWER PLANS & PROFILE
PHASE 1

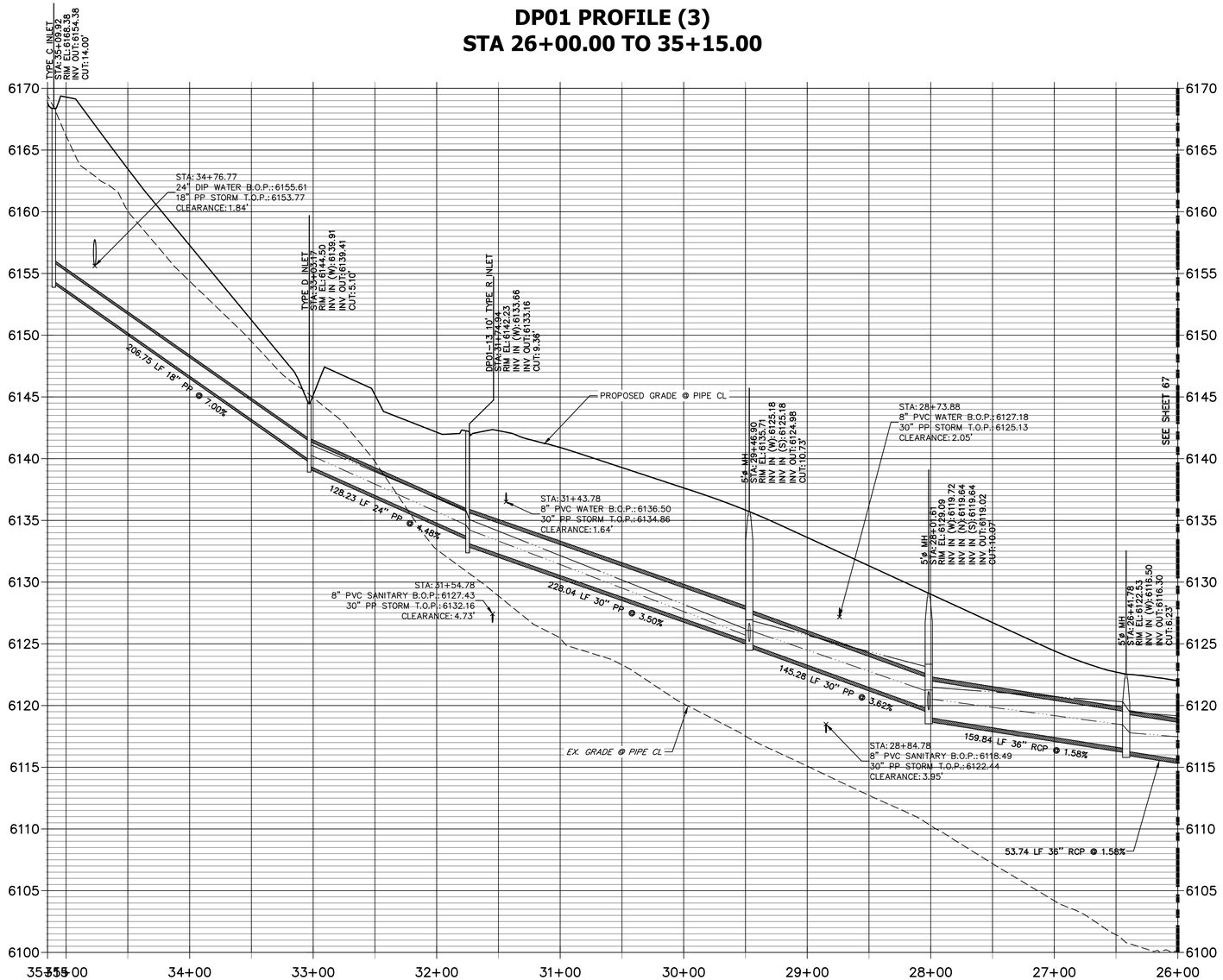
SHEET 67 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

DP01 PROFILE (3)
STA 26+00.00 TO 35+15.00



TRACER WIRE NOTE

1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

50 25 0 50

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

Know what's **below.**
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STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

CITY OF LONE TREE

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V-SCALE	1"=5'
DATE	02/06/26
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DRAWN BY	JFK
CHECKED BY	

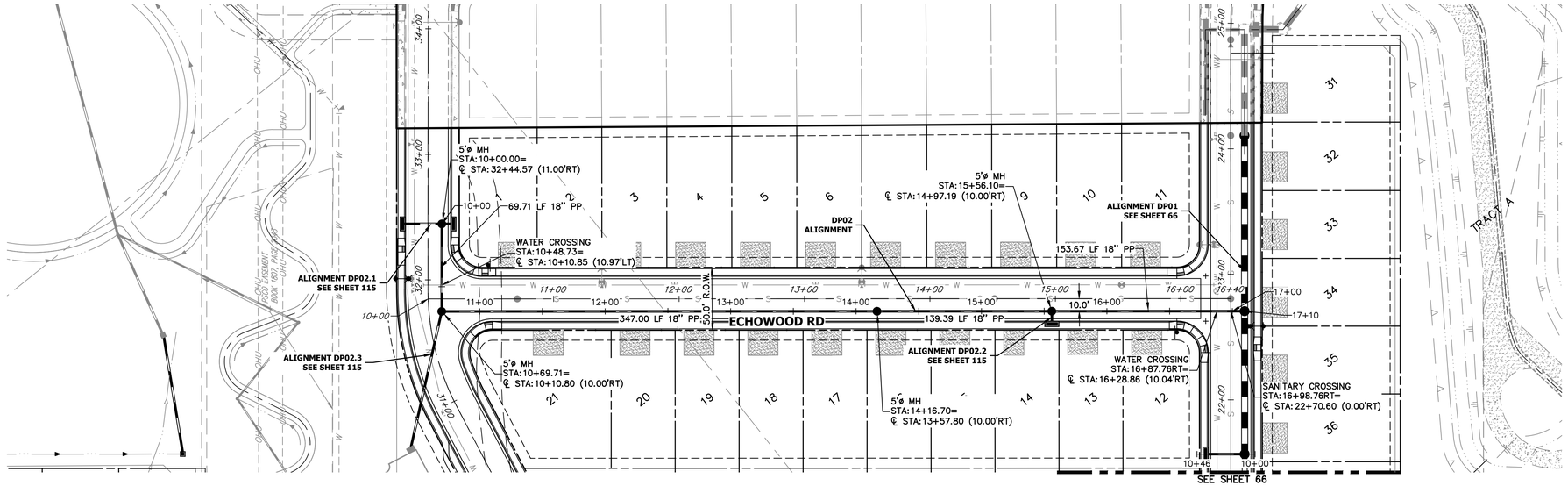
RIDGEGATE SOUTHWEST VILLAGE FILING 5

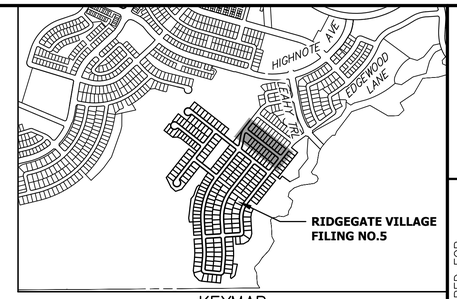
STORM SEWER PLANS & PROFILE

PHASE 1

SHEET 68 OF 146

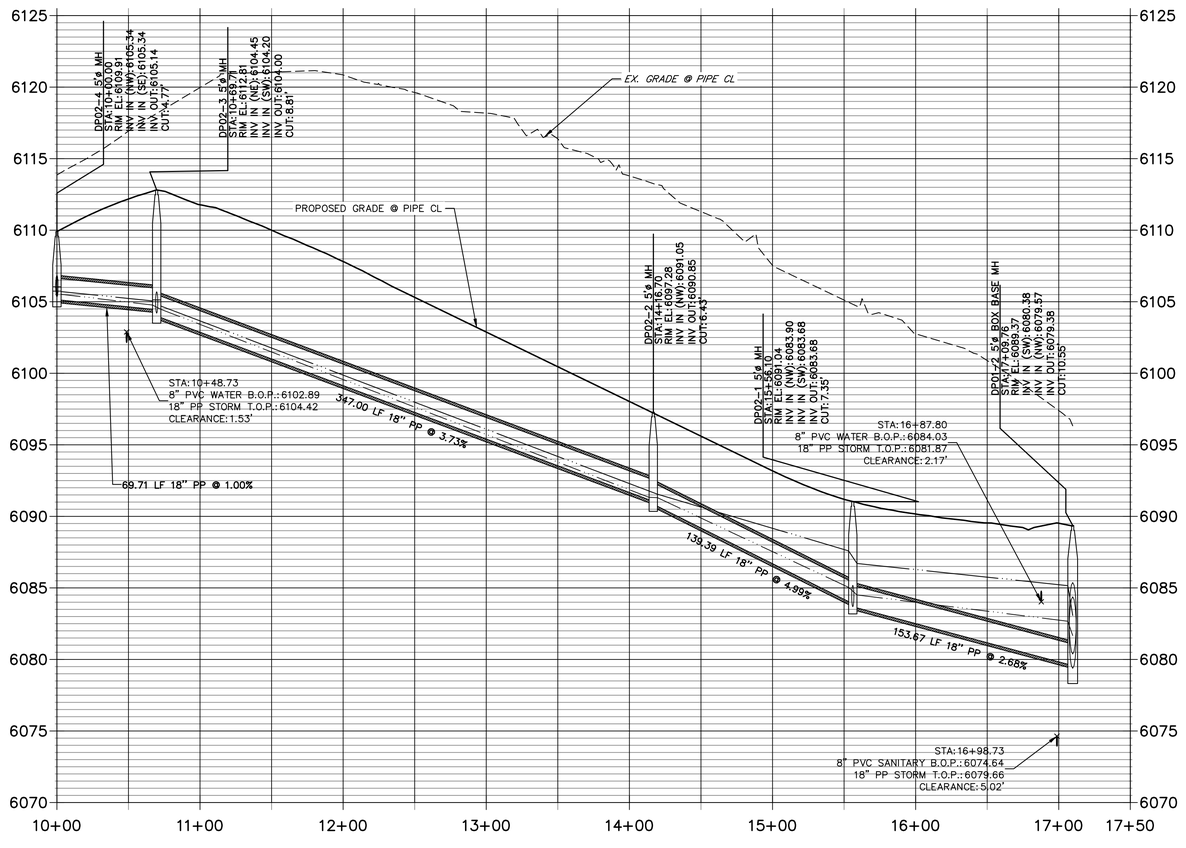
JOB NO. 15950.22





KEYMAP
SCALE:1"=1000'

DP02 PROFILE
STA 10+00.00 TO 17+50.00



STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

TRACER WIRE NOTE
1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

Know what's **below.**
Call before you dig.

CITY OF LONE TREE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT
PREPARED UNDER MY SUPERVISION

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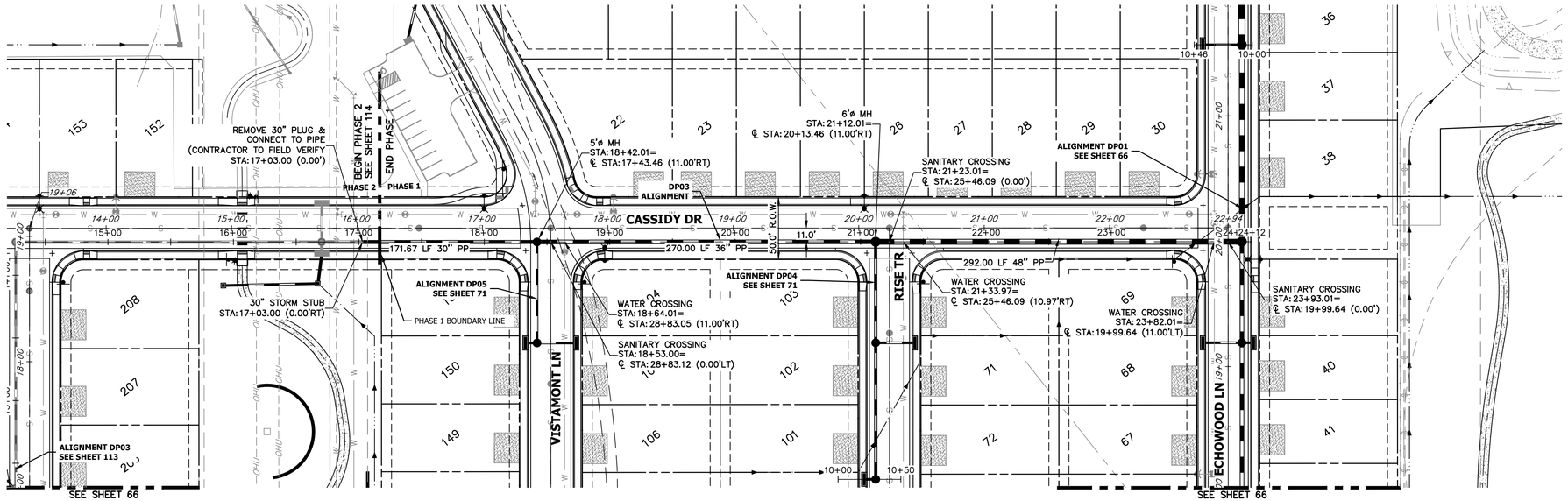
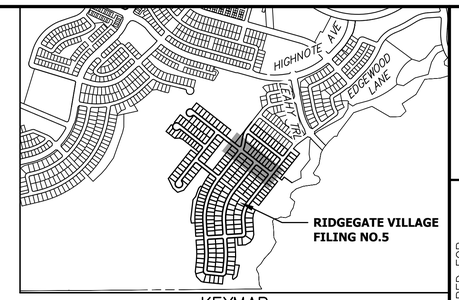
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	EAT
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
STORM SEWER PLANS & PROFILE
PHASE 1

SHEET 69 OF 146
JOB NO. 15950.22

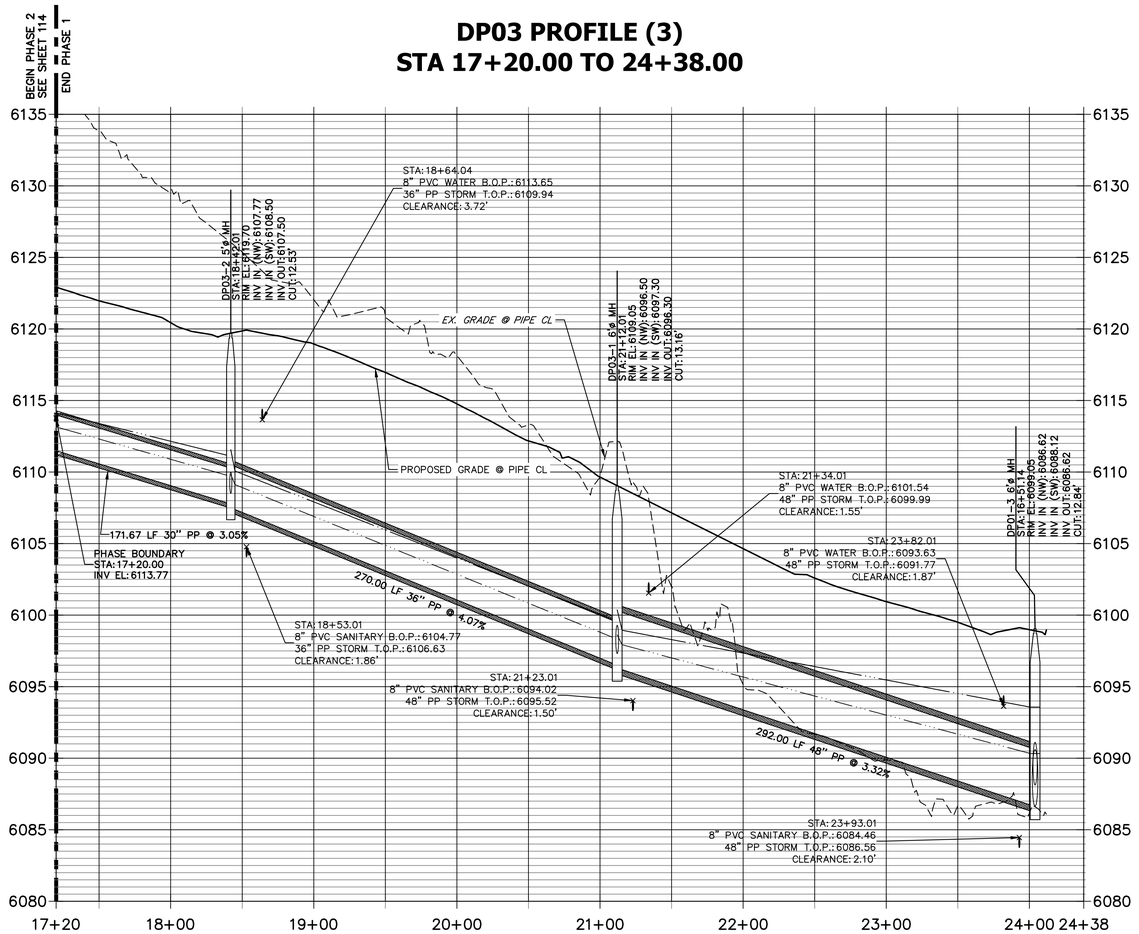




KEYMAP
SCALE:1"=1000'

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

DP03 PROFILE (3)
STA 17+20.00 TO 24+38.00



STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

TRACER WIRE NOTE

1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

CITY OF LONE TREE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	EAT
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

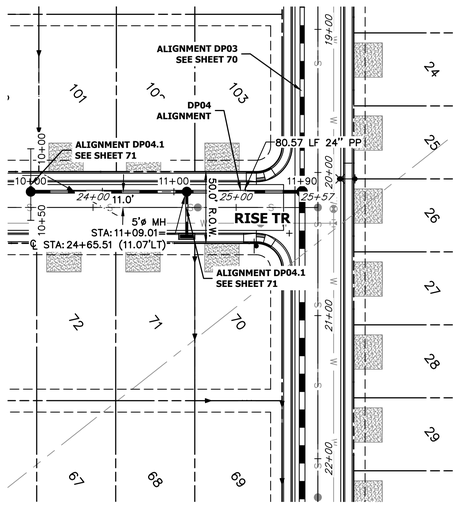
STORM SEWER PLANS & PROFILE

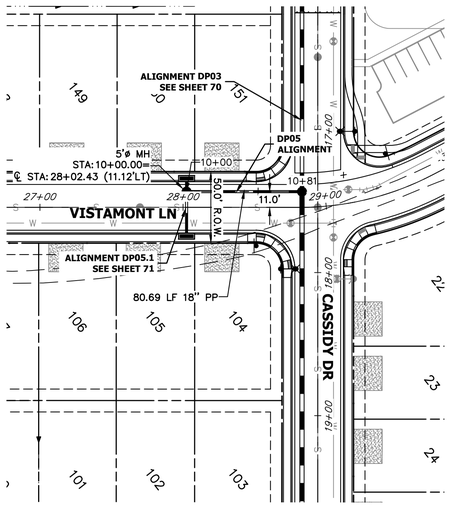
PHASE 1

SHEET 70 OF 146

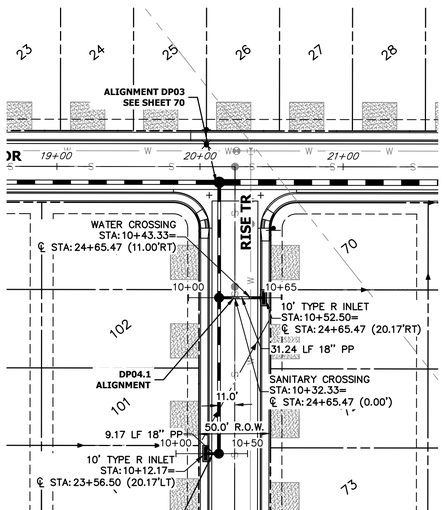
JOB NO. 15950.22

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'





50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

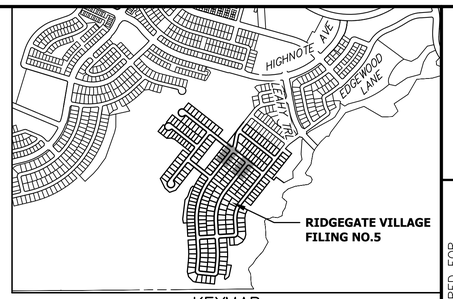


CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK



KEYMAP
SCALE: 1"=1000'

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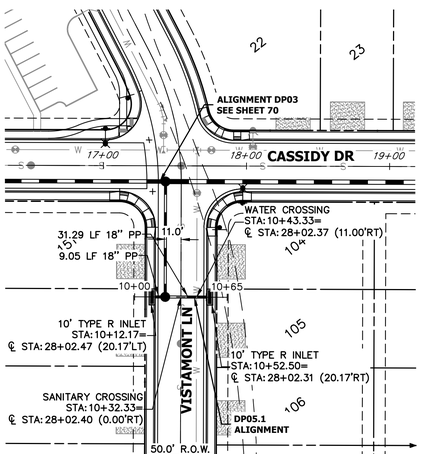
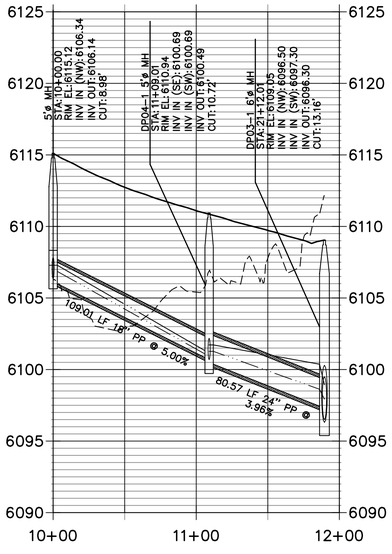
PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'



DP04 PROFILE
STA 10+00.00 TO 12+00.00



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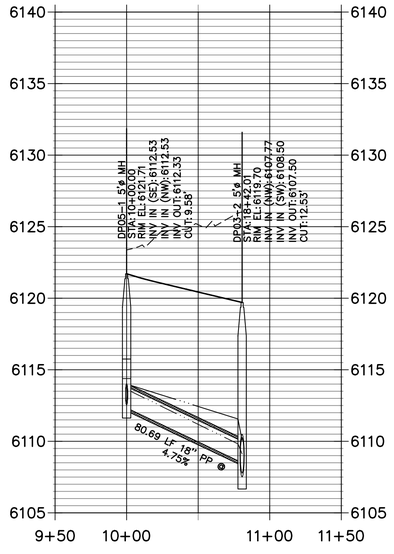

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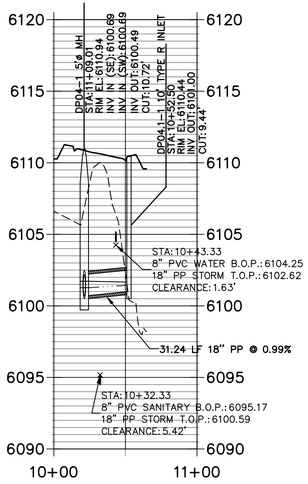

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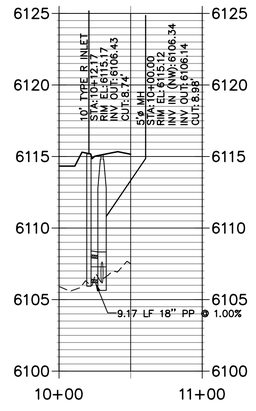

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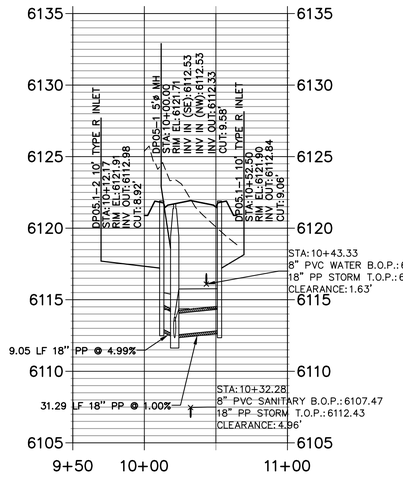

Know what's below.
Call before you dig.

TRACER WIRE NOTE

1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

J·R ENGINEERING
A Westrian Company
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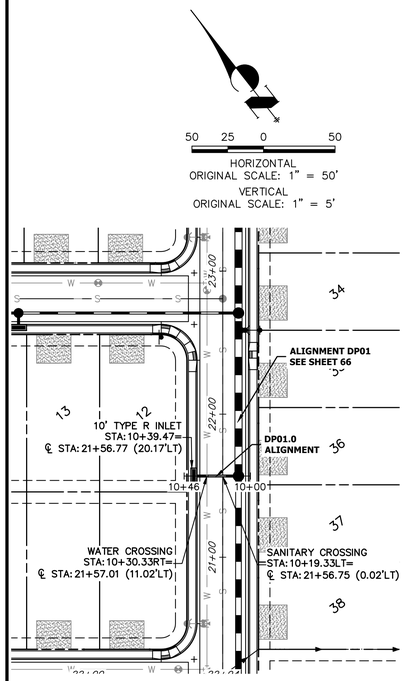
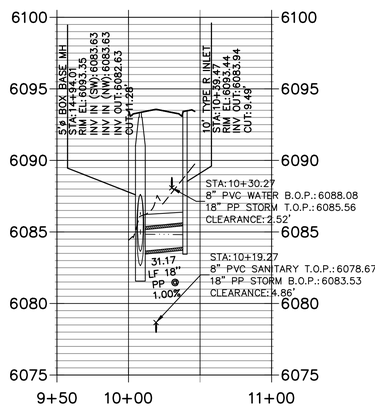
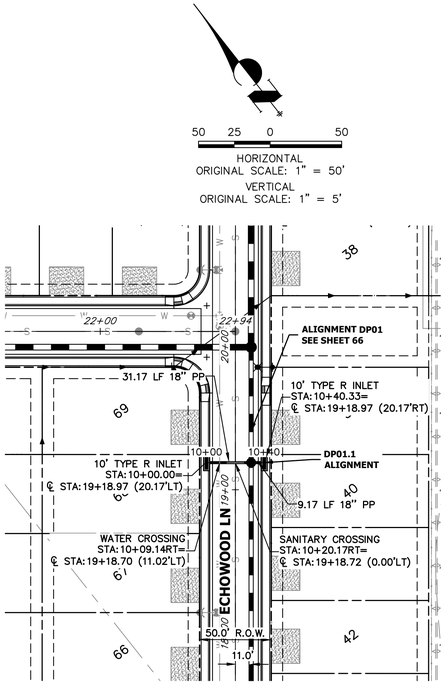
STORM SEWER PLANS & PROFILE
PHASE 1

SHEET 71 OF 146
JOB NO. 15950.22

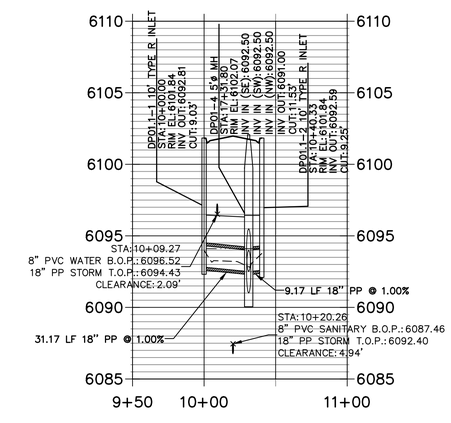


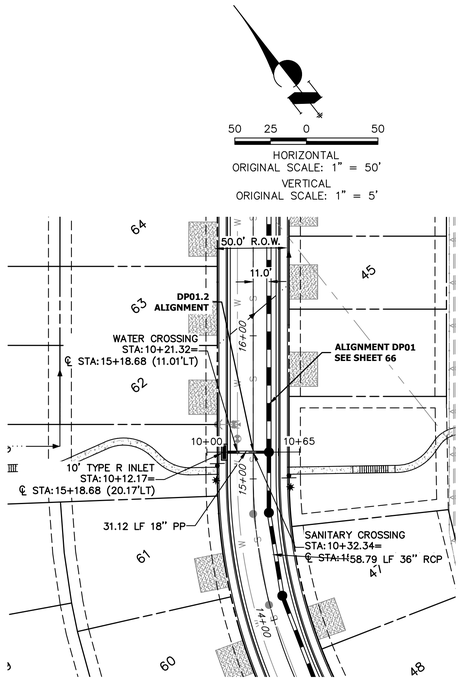
DP01.0 PROFILE
STA 9+50.00 TO 11+00.00





DP01.1 PROFILE
STA 9+50.00 TO 11+00.00





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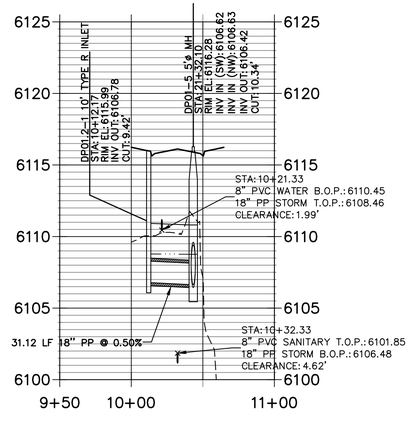
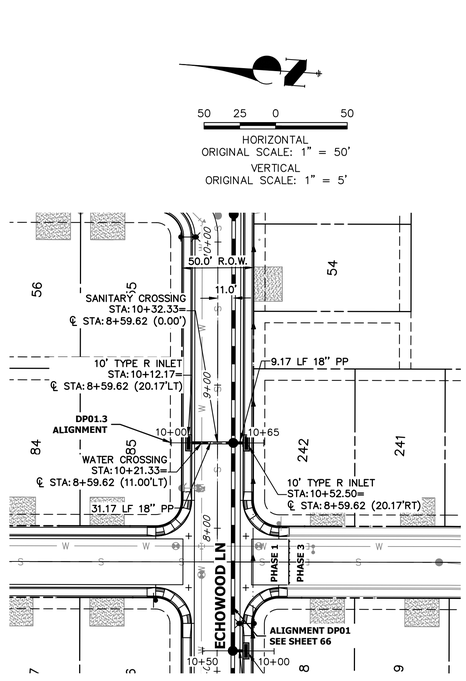
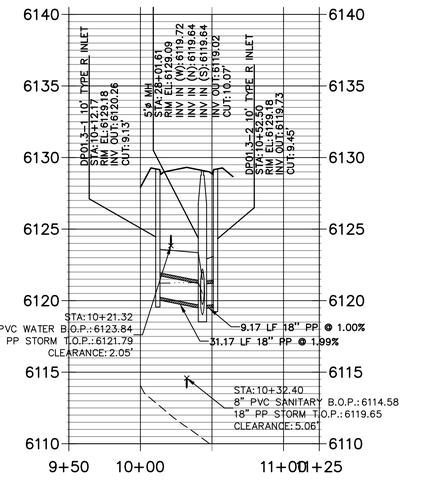
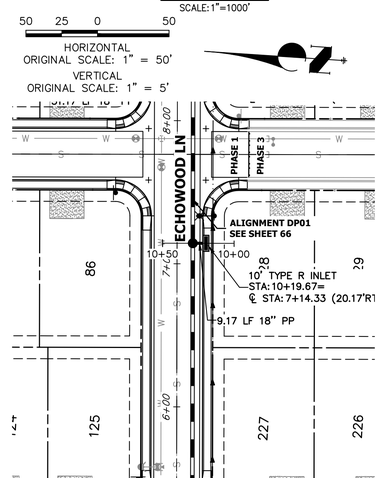




DP01.3 PROFILE
STA 9+50.00 TO 11+25.00





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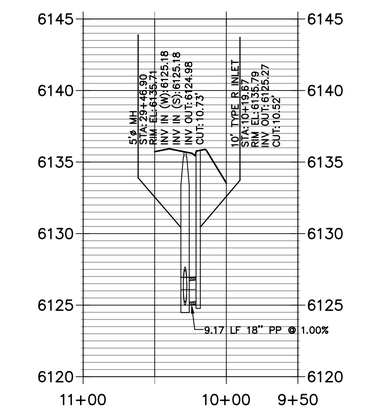
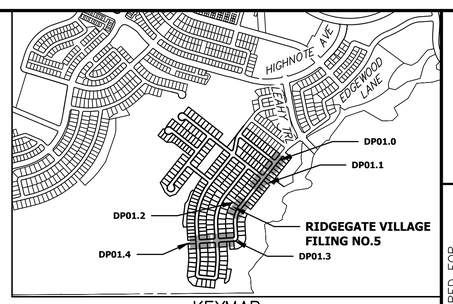
STA 9+50.00 TO 11+00.00





KEYMAP
SCALE: 1"=1000'

TRACER WIRE NOTE

1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

STORM PROFILE LEGEND	
	5 YR HGL
	100 YR HGL
	PROPOSED GRADE
	EXISTING GRADE

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ENGINEER'S STATEMENT

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RIDGEGATE SOUTHWEST VILLAGE FILING 5

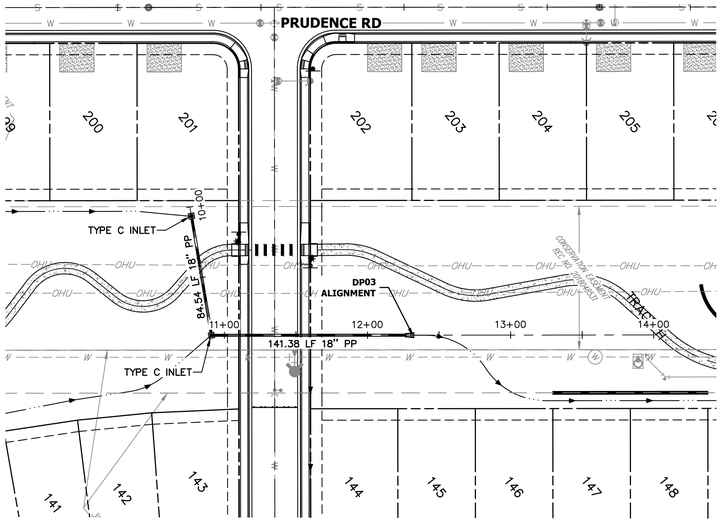
STORM SEWER PLANS & PROFILE

PHASE 1

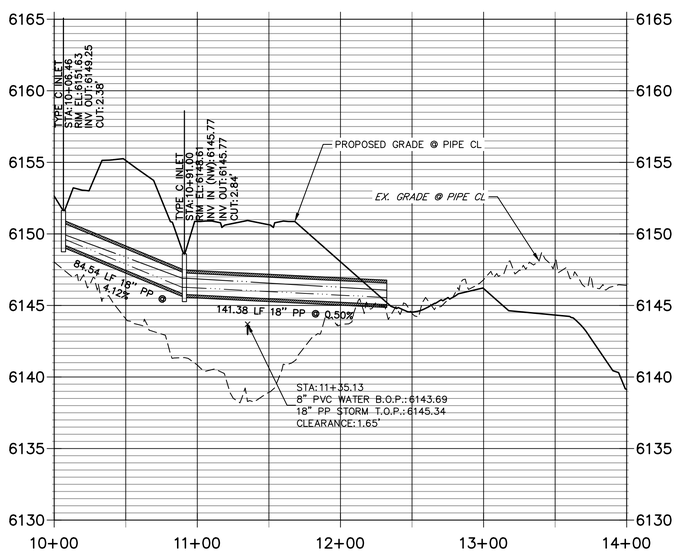
SHEET 72 OF 146

JOB NO. 15950.22

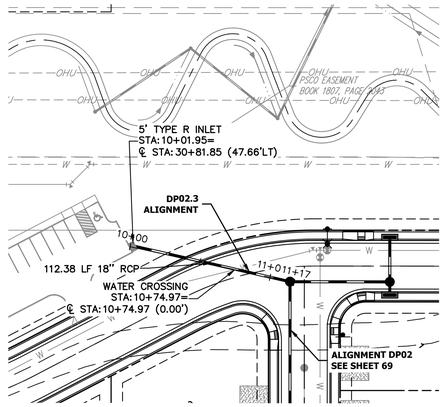
50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'



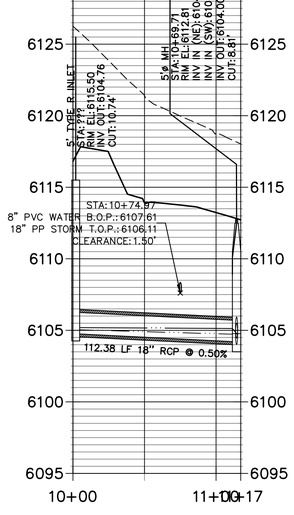
DP06 PROFILE
STA 10+00.00 TO 14+00.00



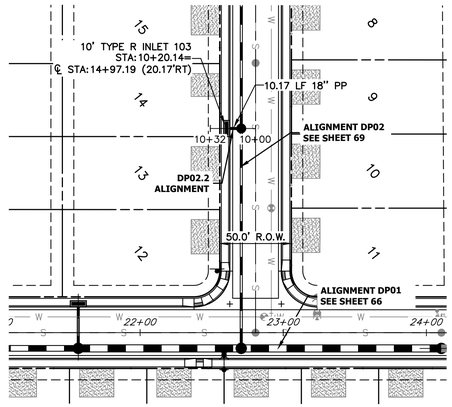
50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'



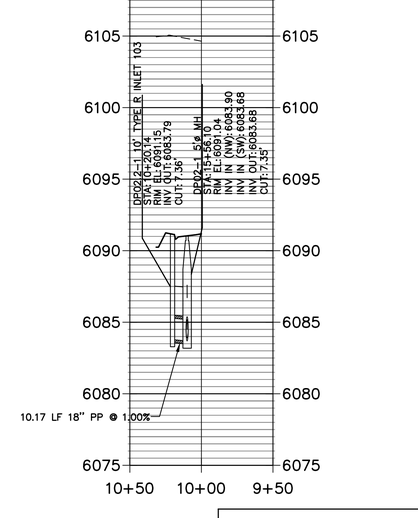
DP02.3 PROFILE
STA 10+00.00 TO 11+17.22

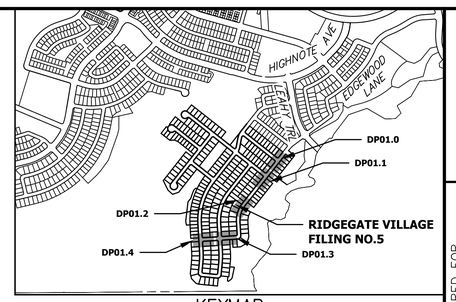


50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'



DP02.2 PROFILE
STA 9+50.00 TO 10+50.00





KEYMAP
SCALE:1"=1000'

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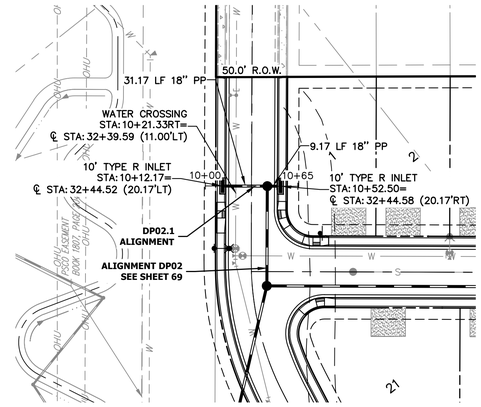

DP02.1 PROFILE
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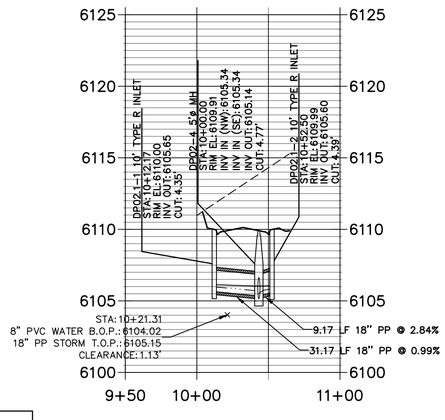

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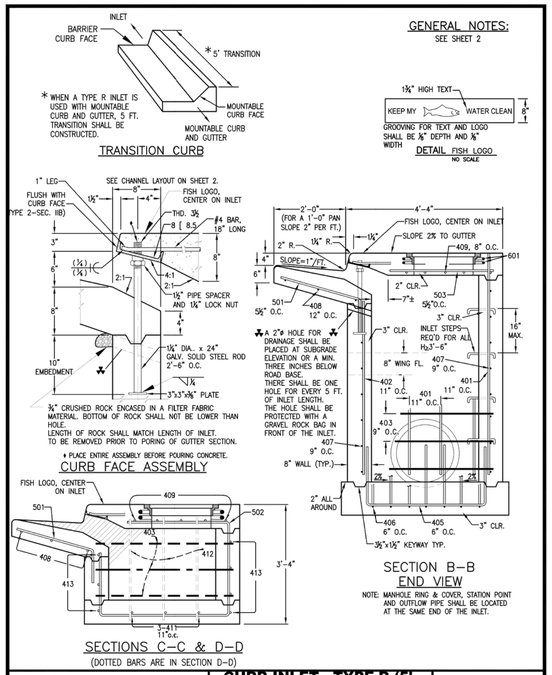
RIDGEGATE SOUTHWEST VILLAGE FILING 5

STORM SEWER PLANS & PROFILE

PHASE 1

SHEET 73 OF 146

JOB NO. 15950.22

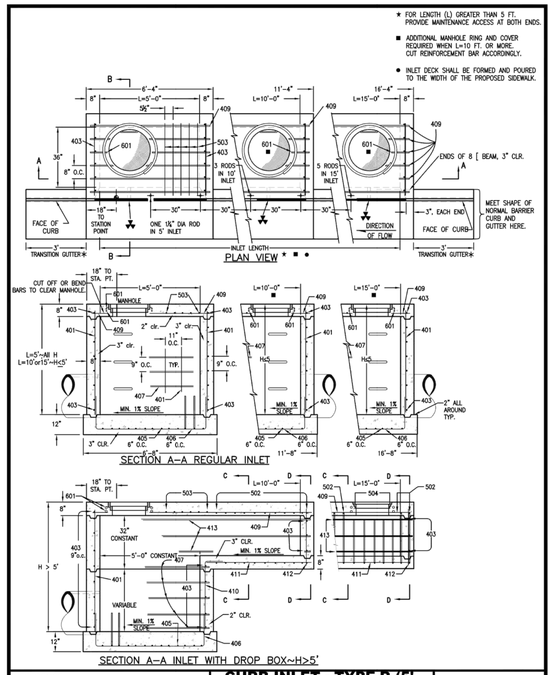


REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.34a**



REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.34b**

MARK	BAR # OR SIZE	O.C. SPACING	TYPE	ALL INLETS L = 5 FT. NO. REQ'D.	ALL INLETS L = 5 FT. LENGTH	INLETS: H ≤ 5 FT. L = 10 FT. NO. REQ'D.	INLETS: H ≤ 5 FT. L = 10 FT. LENGTH	INLETS: H ≤ 5 FT. L = 15 FT. NO. REQ'D.	INLETS: H ≤ 5 FT. L = 15 FT. LENGTH	INLETS: H > 5 FT. L = 10 FT. NO. REQ'D.	INLETS: H > 5 FT. L = 10 FT. LENGTH	INLETS: H > 5 FT. L = 15 FT. NO. REQ'D.	INLETS: H > 5 FT. L = 15 FT. LENGTH
401	4	11"	II	15	•	21	•	26	•	11	•	11	•
402	4	11"	II	7	•	13	•	18	•	7	•	7	•
403	4	9 "	II	•	4'-0"	•	4'-0"	•	4'-0"	•	4'-0"	•	4'-0"
405	4	6 "	VI	11	6'-10"	21	6'-10"	31	6'-10"	11	6'-10"	11	6'-10
406	4	6 "	VIII	7	8'-10"	7	13'-10"	7	18'-10"	7	8'-10"	7	8'-10"
407	4	9 "	II	•	5'-10"	•	10'-10"	•	15'-10"	•	5'-10"	•	5'-10"
408	4	12"	II	3	6'-10"	3	11'-10"	3	16'-0"	3	11'-10"	3	16'-0"
409	4	8 "	II	6	5'-10"	6	10'-10"	6	15'-10"	6	10'-10"	6	15'-10"
410	4	11"	VII							3	•	3	•
411	4	11"	II							3	5'-2"	3	10'-2"
412	4	11"	II							3	2'-9"	3	2'-9"
413	4	9 "	II							7	10'-10"	7	15'-10"
501	5	5½"	IV	11	3'-4"	22	3'-4"	33	3'-4"	22	3'-4"	33	3'-4"
502	5	5½"	III							11	11'-5"	17	11'-5"
503	5	5½"	II	5	3'-6"	16	3'-6"	27	3'-6"	6	3'-6"	6	3'-6"
504	5	5½"	IX									5	8'-4"
601	6	2½"	V	2	8'-10"	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"
■S(8.5				1	5'-10"	1	10'-10"	1	15'-10"	1	10'-10"	1	15'-10"
				2 BARS, 1 ROD	——	4 BARS, 3 RODS	——	8 BARS, 5 RODS	——	4 BARS, 3 RODS	——	8 BARS, 5 RODS	——

* VARIABLE, REFER TO TABLE TWO.
■ INCLUDE #4, 18 IN. BARS (SEE CHANNEL LAYOUT).

REGULAR INLETS | DROP BOX INLETS

TABLE ONE ~ BAR LIST FOR CURB INLETS, TYPE "R"

"H"	LENGTH 401	402	410	NO. REQ'D. REGULAR 403	407	NO. REQ'D. DROP BOX 403	407	L=5' CONC. CU. YDS.	L=5' STEEL LBS.	L=10' CONC. CU. YDS.	L=10' STEEL LBS.	L=15' CONC. CU. YDS.	L=15' STEEL LBS.
3'-0"	2'-8"	1'-8"		10	7			3.2	285	5.3	497	7.4	706
3'-6"	3'-2"	2'-2"		10	7			3.4	305	5.7	528	7.9	747
4'-0"	3'-8"	2'-8"		12	9			3.7	326	6.0	559	8.4	786
4'-6"	4'-2"	3'-2"		12	9			3.9	334	6.4	571	8.8	803
5'-0"	4'-8"	3'-8"		14	11			4.1	354	6.7	602	9.3	844
5'-6"	5'-2"	4'-2"	3'-5"	16	13	15	6	4.4	375	6.0	607	7.4	850
6'-0"	5'-8"	4'-8"	3'-11"	16	13	16	6	4.6	382	6.2	616	7.6	860
6'-6"	6'-2"	5'-2"	4'-5"	18	15	18	8	4.8	402	6.4	637	7.8	880
7'-0"	6'-8"	5'-8"	4'-11"	20	17	19	10	5.0	423	6.6	654	8.0	897
7'-6"	7'-2"	6'-2"	5'-5"	20	17	20	10	5.3	430	6.9	664	8.3	907
8'-0"	7'-8"	6'-8"	5'-11"	22	19	22	12	5.5	451	7.1	684	8.5	927
8'-6"	8'-2"	7'-2"	6'-5"	24	21	23	14	5.7	471	7.3	702	8.7	944
9'-0"	8'-8"	7'-8"	6'-11"	24	21	24	14	6.0	479	7.6	711	9.0	954
9'-6"	9'-2"	8'-2"	7'-5"	26	23	26	16	6.2	499	7.8	732	9.2	974
10'-0"	9'-8"	8'-8"	7'-11"	28	25	27	18	6.4	520	8.0	749	9.4	992
10'-6"	10'-2"	9'-2"	8'-5"	28	25	28	18	6.7	527	8.3	759	9.7	1001
11'-0"	10'-8"	9'-8"	8'-11"	30	27	30	20	6.9	547	8.5	779	9.9	1022

NOTES: FOR L=5 FT., L=10 FT., AND L=15 FT.
REGULAR INLETS: TOTAL QUANTITIES NEEDED ARE OUTSIDE THE HEAVY BLACK LINE.
DROP BOX INLETS: TOTAL QUANTITIES NEEDED ARE INSIDE THE HEAVY BLACK LINE.

STEEL WEIGHTS DO NOT INCLUDE STRUCTURAL STEEL CHANNEL.

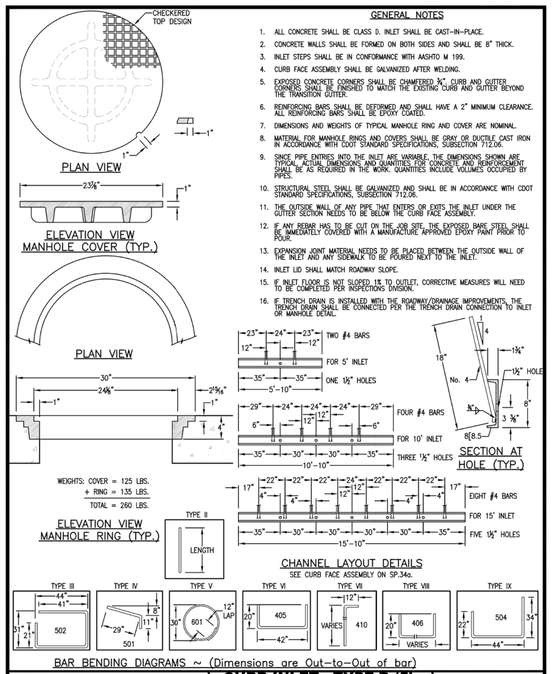
TABLE TWO ~ BARS AND QUANTITIES VARIABLE WITH "H"

REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.34c**



REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
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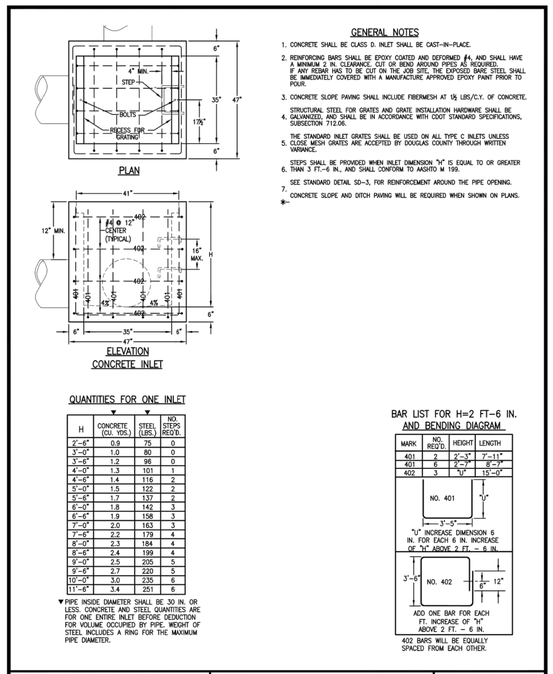


H	CONCRETE (CU. YDS.)	STEEL (LBS.)	NO. STEPS REQ'D.
2'–6"	0.9	75	0
3'–0"	1.0	80	0
3'–6"	1.2	96	0
4'–0"	1.3	101	1
4'–6"	1.4	116	2
5'–0"	1.5	122	2
5'–6"	1.7	137	2
6'–0"	1.8	142	3
6'–6"	1.9	158	3
7'–0"	2.0	163	3
7'–6"	2.2	179	4
8'–0"	2.3	184	4
8'–6"	2.4	199	4
9'–0"	2.5	205	5
9'–6"	2.7	220	5
10'–0"	3.0	235	6
11'–6"	3.4	251	6

▼PIPE INSIDE DIAMETER SHALL BE 30 IN. OR LESS. CONCRETE AND STEEL QUANTITIES ARE FOR ONE ENTIRE INLET BEFORE DEDUCTION FOR VOLUME OCCUPIED BY PIPE. WEIGHT OF STEEL INCLUDES A RING FOR THE MAXIMUM PIPE DIAMETER.

BAR LIST FOR H=2 FT–6 IN.
AND BENDING DIAGRAM

MARK	NO. REQ'D.	HEIGHT	LENGTH
401	2	2'–3"	7'–11"
403	6	2'–7"	8'–3"
402	3	"H"	15'–0"

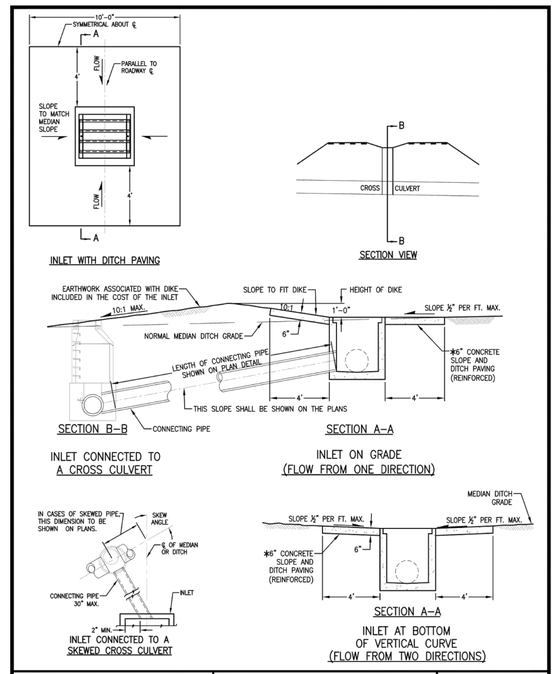
"H" INCREASE DIMENSION 6 IN. FOR EACH 6 IN. INCREASE OF "H" ABOVE 2 FT. – 6 IN.
ADD ONE BAR FOR EACH FT. INCREASE OF "H" ABOVE 2 FT. – 6 IN.
402 BARS WILL BE EQUALLY SPACED FROM EACH OTHER.

REFERENCE: CDOT M & S STANDARDS M-604-10

INLET TYPE C

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.35a**



REFERENCE: CDOT M & S STANDARDS M-604-10

INLET TYPE C

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.35b**

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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No.	REVISION	BY	DATE

H-SCALE N/A
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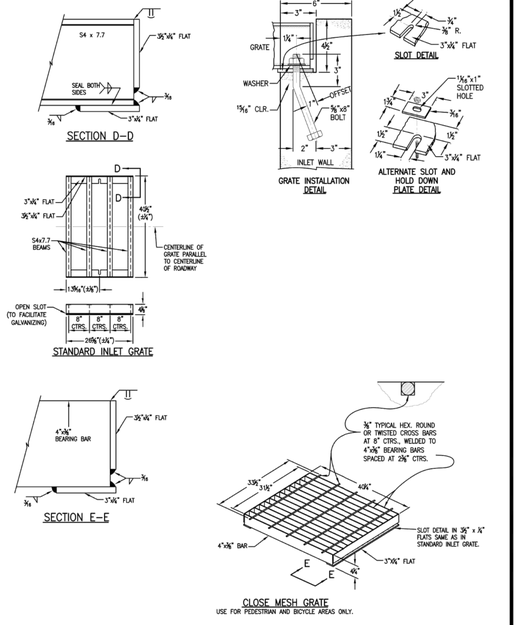
RIDGEGATE SOUTHWEST VILLAGE FILING 5
STORM DETAILS
PHASE 1

SHEET 74 OF 146
JOB NO. 15950.22

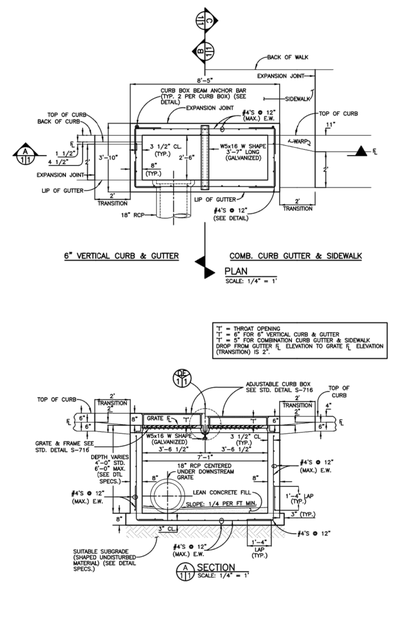


REFERENCE:
CDOT M & S STANDARDS
M-604-10

INLET TYPE C

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.35c**

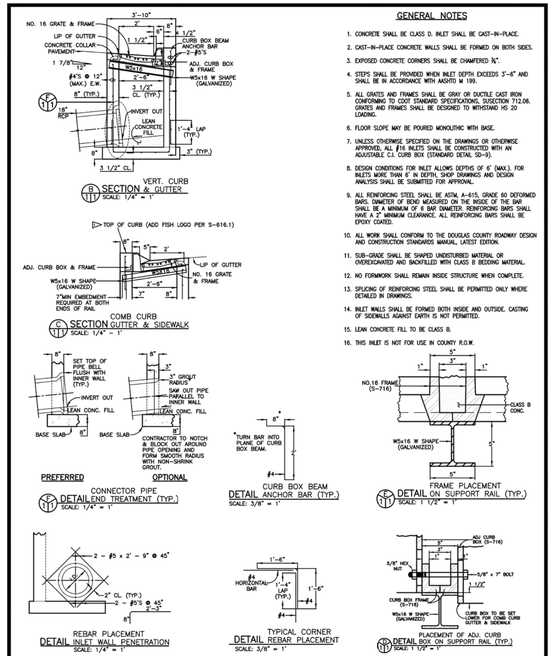


REFERENCE:
CITY AND COUNTY OF DENVER
DRAWING NUMBER S-616.2

COMBINATION INLET TYPE 13/ DENVER TYPE 16 - DOUBLE NO. 16 OPEN THROAT INLET ADJUSTABLE CURB BOX

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.39a**

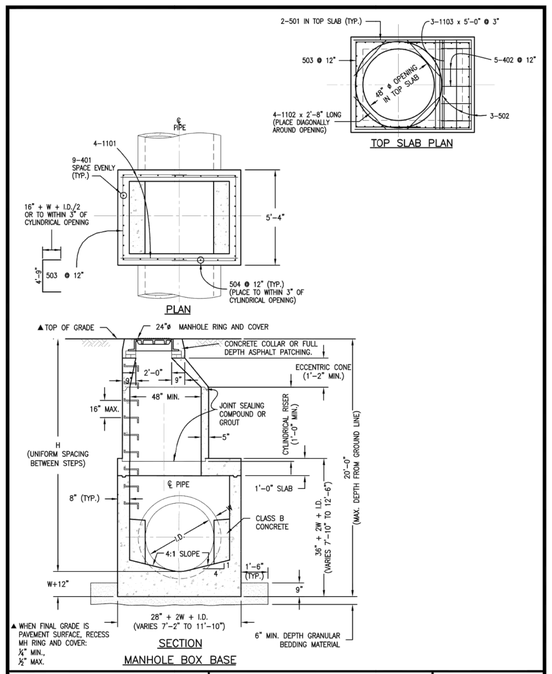


REFERENCE:
CITY AND COUNTY OF DENVER
DRAWING NUMBER S-616.2

COMBINATION INLET TYPE 13/ DENVER TYPE 16 - DOUBLE NO. 16 OPEN THROAT INLET ADJUSTABLE CURB BOX

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.39b**

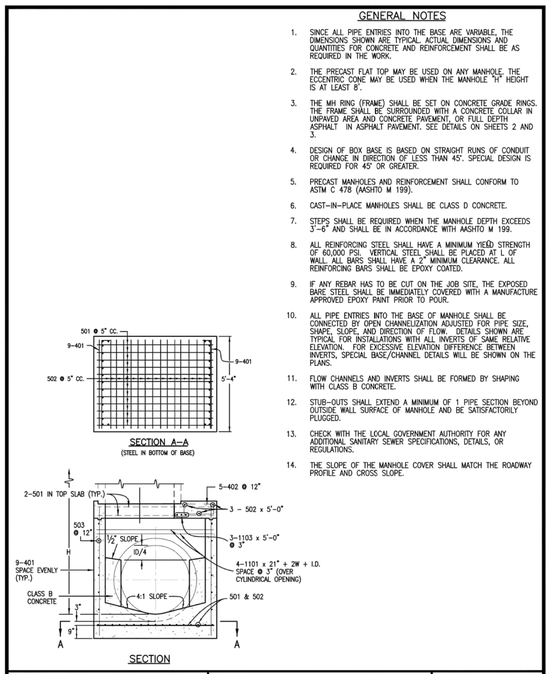


REFERENCE:
CDOT M & S STANDARDS
M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43a**

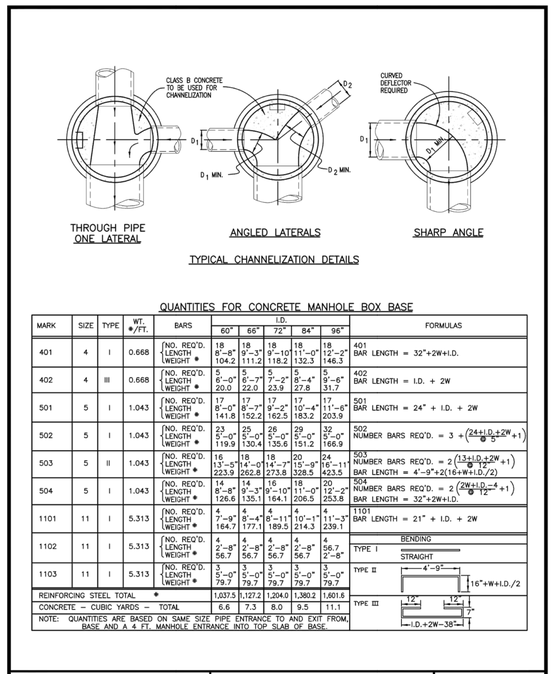


REFERENCE:
CDOT M & S STANDARDS
M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43b**



QUANTITIES FOR CONCRETE MANHOLE BOX BASE

MARK	SIZE	TYPE	WT. #/FT.	BARS	I.D. 60"	I.D. 66"	I.D. 72"	I.D. 84"	I.D. 96"	FORMULAS
401	4	I	0.668	NO. REQ'D.	18	18	18	18	18	401
				LENGTH	8'-8"	9'-3"	9'-10"	11'-0"	12'-2"	BAR LENGTH = 32"+2W+I.D.
				WEIGHT #	104.2	111.2	118.2	132.3	146.3	
402	4	III	0.668	NO. REQ'D.	5	5	5	5	5	402
				LENGTH	5'-0"	5'-7"	7'-2"	8'-4"	9'-6"	BAR LENGTH = I.D. + 2W
				WEIGHT #	20.0	22.0	23.9	27.8	31.7	
501	5	I	1.043	NO. REQ'D.	17	17	17	17	17	501
				LENGTH	8'-0"	8'-7"	9'-2"	10'-4"	11'-6"	BAR LENGTH = 24" + I.D. + 2W
				WEIGHT #	141.8	152.2	162.5	183.2	203.9	
502	5	I	1.043	NO. REQ'D.	23	25	26	29	32	502
				LENGTH	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	NUMBER BARS REQ'D. = $3+\left(\frac{24+I.D.+2W}{5}+1\right)$
				WEIGHT #	119.9	130.4	135.6	151.2	166.9	
503	5	II	1.043	NO. REQ'D.	16	18	18	20	24	503
				LENGTH	13'-5"	14'-0"	14'-7"	15'-9"	18'-11"	NUMBER BARS REQ'D. = $2\left(\frac{13+I.D.+2W}{12}+1\right)$
				WEIGHT #	223.9	262.8	273.8	328.5	423.5	BAR LENGTH = 4'-9"+2(16+W+I.D./2)
504	5	I	1.043	NO. REQ'D.	14	14	16	18	20	504
				LENGTH	8'-8"	9'-3"	9'-10"	11'-0"	12'-2"	NUMBER BARS REQ'D. = $2\left(\frac{2W+I.D.-4}{12}+1\right)$
				WEIGHT #	126.6	135.1	164.1	206.5	253.8	BAR LENGTH = 32"+2W+I.D.
1101	11	I	5.313	NO. REQ'D.	4	4	4	4	4	1101
				LENGTH	7'-9"	8'-4"	8'-11"	10'-1"	11'-3"	BAR LENGTH = 21" + I.D. + 2W
				WEIGHT #	164.7	177.1	189.5	214.3	239.1	
1102	11	I	5.313	NO. REQ'D.	4	4	4	4	4	BENDING
				LENGTH	2'-8"	2'-8"	2'-8"	2'-8"	2'-8"	TYPE I: STRAIGHT
				WEIGHT #	56.7	56.7	56.7	56.7	56.7	
1103	11	I	5.313	NO. REQ'D.	3	3	3	3	3	TYPE II: 4'-9" / 16"+W+I.D./2
				LENGTH	5'-0"	5'-0"	5'-0"	5'-0"	5'-0"	
				WEIGHT #	79.7	79.7	79.7	79.7	79.7	
REINFORCING STEEL TOTAL #					1,037.5	1,127.2	1,204.0	1,380.2	1,601.6	TYPE III: 12" / 12" / 7" / I.D.+2W–38"
CONCRETE – CUBIC YARDS – TOTAL					6.6	7.3	8.0	9.5	11.1	

NOTE: QUANTITIES ARE BASED ON SAME SIZE PIPE ENTRANCE TO AND EXIT FROM BASE AND A 4 FT. MANHOLE ENTRANCE INTO TOP SLAB OF BASE.

REFERENCE:
CDOT M & S STANDARDS
M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43c**

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
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DATE

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No.	REVISION	BY	DATE

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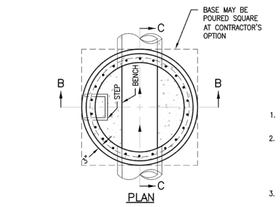
CHECKED BY

RIDGECATE SOUTHWEST VILLAGE FILING 5
STORM DETAILS
PHASE 1

SHEET 75 OF 146
JOB NO. 15950.22



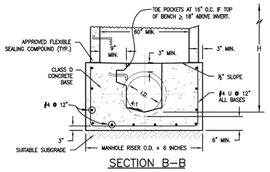
PLAN

LEGEND

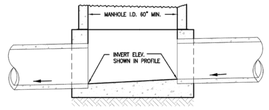
- SUITABLE SUBGRADE
- GRANULAR BEDDING MATERIAL
- CONCRETE

MANHOLE BASES:

1. THE BASE SLAB SHALL BE POURED MONOLITHICALLY WITH BOTTOM RISER SECTION.
2. 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 DEPARTMENT.
3. MANHOLE BASES SHALL BE BEDDED ON AN APPROVED GRANULAR BEDDING MATERIAL AS SHOWN ABOVE.



SECTION B–B



SECTION C–C

CAST–IN–PLACE SLAB BASE

REFERENCE: CDOT M & S STANDARDS M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
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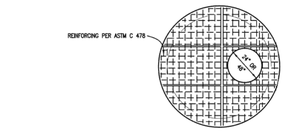
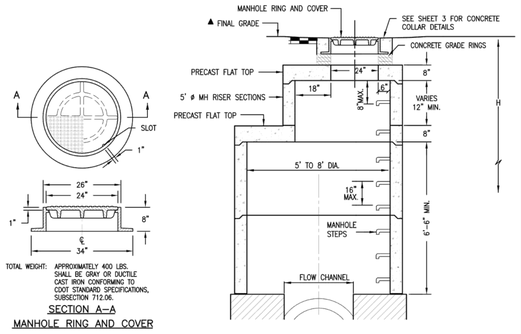
Drawing No. **SP.43d**



FLAT TOP SECTION DETAIL



TOTAL WEIGHT: APPROXIMATELY 400 LBS. SHALL BE GRAY OR DUCTILE CAST IRON CONFORMING TO CDOT STANDARD SPECIFICATIONS, SUBSECTION 712.06.

SECTION A–A
MANHOLE RING AND COVER

REFERENCE: CDOT M & S STANDARDS M-604-20

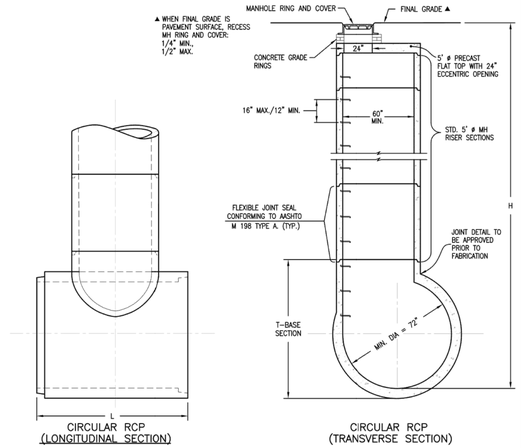
MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43e**

T–BASE MANHOLES:

1. THE T–BASE SECTION SHALL BE SHOP–FABRICATED FOR DELIVERY TO THE CONSTRUCTION SITE AS A COMPLETE UNIT.
2. THESE DETAILS SHALL ONLY BE CONSTRUED TO SHOW CONCEPTUAL AND STANDARD DIMENSIONAL REQUIREMENTS FOR TYPE T–BASE MANHOLES. THE CONTRACTOR SHALL FURNISH DETAILED SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. THE DETAILS SHOWN HEREIN APPLY ONLY TO 72–INCH DIAMETER PIPE AND LARGER.
3. EXCEPT FOR CLASS OF PIPE, SPECIFICATIONS TO BE MET FOR THE MANHOLE SHALL BE THE SAME AS THOSE REQUIRED FOR THE ADJOINING PIPE CULVERT OR SEWER.
4. THE T–BASE SECTION SHALL MAINTAIN ITS INTERNAL SHAPE AND FLOW AREA WITH ANY GROUTING, ETC. APPLIED SO AS TO NOT DISTURB THE NORMAL FLOW OR REDUCE THE AREA.



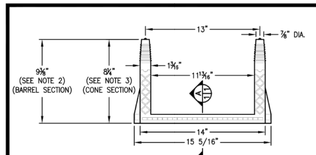
MANHOLE T–BASE

REFERENCE: CDOT M & S STANDARDS M-604-20

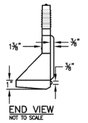
MANHOLES

DOUGLAS COUNTY COLORADO

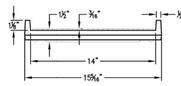
Issued: 05/2013
Revised:
Drawing No. **SP.43f**



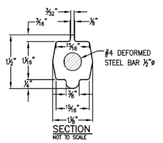
PLAN
NOT TO SCALE



END VIEW
NOT TO SCALE



ELEVATION
NOT TO SCALE



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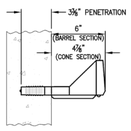
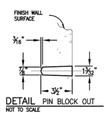


DETAIL
NOT TO SCALE



DETAIL PIN BLOCK OUT
NOT TO SCALE

POLYPROPYLENE REINFORCED PLASTIC STEP

GENERAL NOTES

1. ASTM SPECIFICATIONS:
   A. ASTM C–478
   B. ASTM A–615 GRADE 60 (STEEL REBAR).
   C. ASTM 2146–69, TYPE III, GRADE 16906 (POLYPROPYLENE).
2. STEPS INSTALLED IN MANHOLE BARREL SECTIONS OR VERTICAL WALLS OF STRUCTURES SHALL HAVE A 9⅜" LEG AND SHALL PROJECT FROM THE WALL 6".
3. STEPS INSTALLED IN MANHOLE CONE SECTIONS SHALL HAVE AN 8⅜" LEG AND SHALL PROJECT FROM THE WALL 4⅞".
4. ALL STEPS SHALL HAVE A PENETRATION DEPTH INTO THE WALL OF 3⅜".
5. STEPS SHALL BE INSTALLED BY THE "PRESS–FIT" METHOD UTILIZING A SPECIALLY TAPERED PIN TO FORM THE INSERT HOLE AS SHOWN. FOLLOWING MANUFACTURER'S RECOMMENDED PROCEDURE AND SHALL NOT BE GROUTED IN PLACE.
6. INSTALLED STEPS SHALL BE CAPABLE OF WITHSTANDING A PULL OUT FORCE OF 2500 LB. PER LEG FOR A MINIMUM PERIOD OF TWO MINUTES.
7. PINS MUST BE SMOOTH AND CONTINUOUSLY TAPERED. DIMENSIONS OF THE PIN AND THE INSERTED PORTION OF THE MANHOLE STEP ARE TYPICAL ONLY. DOUGLAS COUNTY INSTALLATIONS REQUIRE A MATCHED COMBINATION OF A TAPERED INSERT PIN AND MANHOLE STEP, AS RECOMMENDED OR REQUIRED BY SPECIFIC MANUFACTURER OF THE STEP TO BE USED.
8. THIS STEP CAN ALSO BE USED IN TOE POCKET INSTALLATIONS PROVIDED 5" TOE CLEARANCE IS ALLOWED.

REFERENCE: CITY AND COUNTY OF DENVER DRAWING NUMBER S–750

MANHOLE AND INLET STEPS

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.45**

NOTES:

1. 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 that storm sewer pipes have adequate depth.
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):
    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 the trench.
    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

DOUGLAS COUNTY COLORADO

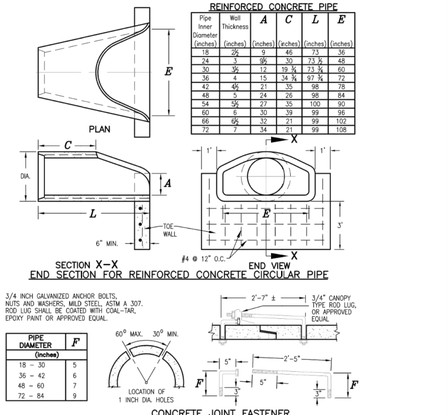
Issued: 05/2013
Revised:
Drawing No. **SP.46b**

GENERAL NOTES

1. DIMENSIONS OF END SECTIONS MAY VARY SLIGHTLY FROM THOSE SHOWN ON THE TABLES DUE TO DIFFERENT MANUFACTURER'S VARIATIONS.
2. CONCRETE END SECTIONS ARE TO BE FURNISHED WITH TONGUE OR GROOVE AS REQUIRED.
3. DESIGN LENGTH OF CULVERT OR SIDE DRAIN IS BASED ON LENGTH OF END SECTION SHOWN IN TABLE. ANY ADDITIONAL PIPE REQUIRED TO PROVIDE THE DESIGN LENGTH SHALL BE FURNISHED BY AND AT THE EXPENSE OF THE CONTRACTOR.
4. INSIDE CONFIGURATION AND JOINT OF CONCRETE END SECTION END PIPE SHALL MATCH.
5. END SECTIONS FOR CMP ARCH CULVERT SHALL MATCH THE DIMENSIONS OF THE CULVERT SHOWN ON THE PLANS.
6. GALVANIZED TOE PLATE AS SHOWN, WILL BE REQUIRED ON END SECTIONS FOR CORRUGATED STEEL PIPE AND SHALL BE THE SAME THICKNESS AS END SECTIONS. TOE PLATE SHALL BE FIELD–BOLTED TO END SECTION WITH ⅜" GALVANIZED BOLTS, NUTS AND WASHERS.
7. GALVANIZED STEEL SHALL BE IN CONFORMANCE WITH AASHTO M 111, M 218 OR M 232.
8. FOR TYPE 5D END SECTIONS, BARS SHALL BE FABRICATED FROM NPS–3 GALVANIZED STEEL SCHEDULE 40 PIPE WHICH SHALL BE IN CONFORMANCE WITH ASTM A 53.
9. FOR A TYPE 5D END SECTION, THE INSTALLATION OF ALTERNATIVE 1 OR ALTERNATIVE 2 END SECTION SHALL BE THE CONTRACTOR'S OPTION.
10. CONCRETE PIPE JOINT FASTENERS SHALL BE INSTALLED AT THE FLARED END SECTION AND LAST TWO PIPE JOINTS OF ALL RCP OUTFALLS.
11. CONNECTIONS OF METAL END SECTIONS TO PLASTIC PIPE SHALL BE APPROVED BY THE ENGINEER.
12. CLASS D CONCRETE TOE WALLS ARE REQUIRED AT THE ENDS OF ALL FLARED END SECTIONS.

REINFORCED CONCRETE PIPE

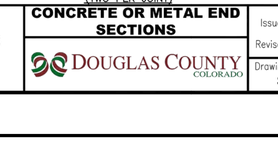
Pipe Inner Diameter (inches)	Wall Thickness (inches)	A (inches)	C (inches)	L (inches)	E (inches)
18	2½	9	46	73	36
24	3	9½	50	73.½	48
30	3½	12	52.½	73.½	60
36	4	15	54.½	97.½	72
42	4½	21	35	98	78
48	5	24	26	98	84
54	5½	27	35	100	90
60	6	30	39	99	96
66	6½	32	21	99	102
72	7	34	21	99	108



END SECTION FOR REINFORCED CONCRETE CIRCULAR PIPE

3/4 INCH GALVANIZED ANCHOR BOLTS, NUTS AND WASHERS, MILD STEEL, ASTM A 307. ROD LUG SHALL BE COATED WITH COAL–TAR, EPOXY PAINT OR APPROVED EQUAL.

PIPE DIAMETER (inches)	F
18 – 30	5
36 – 42	6
48 – 60	7
72 – 84	9



CONCRETE JOINT FASTENER (TWO PER JOINT)

REFERENCE: CDOT M & S STANDARDS M-603-10

CONCRETE OR METAL END SECTIONS

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised: 09/2017
Drawing No. **SP.52a**

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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No.	REVISION	BY	DATE

H–SCALE N/A
V–SCALE N/A
DATE 02/06/26
DESIGNED BY GDC
DRAWN BY GDC
CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5

STORM DETAILS

PHASE 1

SHEET 75 OF 146

JOB NO. 15950.22

LEGEND

H = ALLOWABLE HEIGHT OF COVER OVER THE TOP OF THE PIPE, EXCLUDING PAVEMENT THICKNESS.

THE MINIMUM COVER SHALL BE THE DIMENSIONS SHOWN IN THE TABLE BELOW OR THE ENTIRE PAVEMENT STRUCTURE THICKNESS AS DEFINED IN SPECIFICATION 101.02, WHICHEVER IS GREATER.

THE MINIMUM COVER IN THE TABLE BELOW IS MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP

FILL HEIGHTS AND DESIGN ASSUMPTIONS ARE BASED ON AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, SECTION 12, AND AASHTO T180 MINIMUM RELATIVE COMPACTION OF 95%.

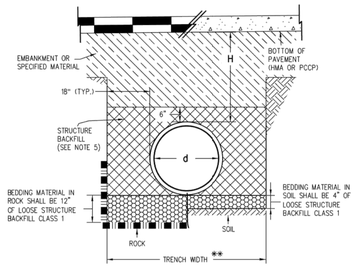
FILL HEIGHTS ARE BASED ON AASHTO M330 FOR POLYPROPYLENE TYPE S PIPES WITH OUTER, CORRUGATED WALLS AND SMOOTH INNER LINERS.

L_1 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.

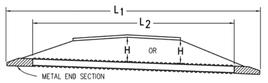
L_2 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 603.

M = THE MINIMUM SPACING BETWEEN THE OUTSIDE WALLS OF MULTIPLE PIPES OR END SECTIONS IS 18" OR ½(d), WHICHEVER IS GREATER.

d = INNER DIAMETER OF PIPE.

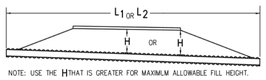


INSTALLATION OF PIPE



NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

PIPE WITH END SECTIONS



NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

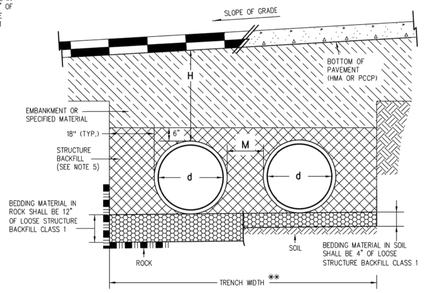
PIPE WITHOUT END SECTIONS

POLYPROPYLENE (PP) FINAL FILL HEIGHTS				
		H MAXIMUM COVER (FT.)		
PIPE DIA. d (IN.)	H MIN. COVER (FT.)	FLOWABLE FILL	CDOT CLASS 3 AND A-1, A-3	CDOT CLASS 1, 2, AND A-2-4, A-2-5
		COMP.	95%	95%
12	1	41	28	20
15	1	42	29	21
18	1	44	30	22
24	1	30	21	16
30	1	39	27	19
36	1	28	20	14
42	1	30	21	15
48	1	29	20	14
60	2	29	20	14

MINIMUM AND MAXIMUM COVER

GENERAL NOTES

1. ALL PIPES SHALL MEET THE REQUIREMENTS OF AASHTO M330 FOR POLYPROPYLENE TYPE S FOR POLYPROPYLENE PIPE (PP) WITH SMOOTH INNER SURFACE.
2. WHEN A PIPE IS TO BE EXTENDED, THE SAME PIPE MATERIAL AND SIZE AS IN THE ORIGINAL INSTALLATION SHALL BE USED.
3. MINIMUM COVER FOR TEMPORARY/CONSTRUCTION LOADS SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE PIPE FROM DAMAGE AS SHOWN THE IN TABLE. FINAL MAXIMUM COVER HEIGHTS (H) SHALL NOT BE EXCEEDED DURING CONSTRUCTION.
4. WHEN INSTALLING A GUARDRAIL OR A SIGN POST DIRECTLY ABOVE A PIPE, THE POST'S BOTTOM MUST BE AT LEAST 1 FOOT ABOVE THE TOP OF THE PIPE. THE HOLE FOR THE POST SHALL BE DRILLED INTO THE SOIL.
5. STRUCTURE BACKFILL MATERIAL SHALL BE CLASS 1.
6. FOR PIPES 24 INCHES OR LESS IN DIAMETER, H MIN. MAY BE REDUCED TO ONE FOOT FOR LOW VOLUME APPROACH ROADS NOT ON STATE HIGHWAYS.
7. FOR FLOWABLE FILL INSTALLATIONS, REFER TO SECTION 206.02(A). CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN PROPER PIPE ALIGNMENT AND PREVENT DISPLACEMENT DUE TO PIPE BOUANCY.



INSTALLATION OF MULTIPLE PIPES

NOTE: M IS 12 INCHES FOR DIAMETERS (d) UP TO AND INCLUDING 24 INCHES AND d/2 FOR GREATER DIAMETERS.

** TRENCH WIDTH ASSUMES STABLE IN-SITU SIDE WALL

NOMINAL PIPE DIAMETER (IN.)	MINIMUM COVER (IN.) FOR INDICATED AXLE LOADS (KIPS)			
	18.0–50.0	50.0–75.0	75.0–110.0	110.0–150.0
24 – 36	24.0	30.0	36.0	36.0
42 – 48	36.0	36.0	42.0	48.0
54 – 60	36.0	36.0	42.0	48.0

MINIMUM COVER FOR CONSTRUCTION LOADS

Computer File Information		Sheet Revisions	
Creation Date: 07/31/19		Date:	Comments
Designer Initials: JBK	(R-X)	03/07/22	Separated the previous M-603-4, Corrugated Polyethylene Pipe (AASHTO M294) and Polypropylene Pipe (AASHTO M330) sheet into 2 sheets. Revised the Legend and Gen. Notes. Deleted the "Construction Minimum Cover for Pipe" detail and incorporated its dimensions in to the tables and Installation of Pipes details.
Last Modification Date: 03/07/22	(R-X)		
Detailer Initials: LTA	(R-X)		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)		

Colorado Department of Transportation
2829 West Howard Place
CDOT HQ, 3rd Floor
Denver, CO 80204
Phones 303-757-9021 FAX: 303-757-9868
Construction Engineering Services JBK

CORRUGATED POLYPROPYLENE PIPE (AASHTO M330)

Issued by the Project Development Branch: July 31, 2019

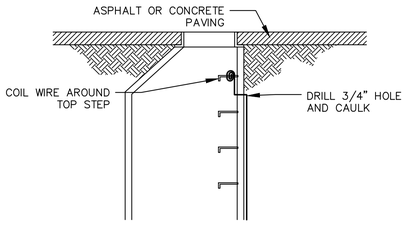
STANDARD PLAN NO. M-603-4

Standard Sheet No. 2 of 2

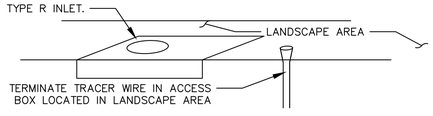
Project Sheet Number:

CORRUGATED POLYPROPYLENE PIPE INSTALLATION DETAILS

SCALE: NTS



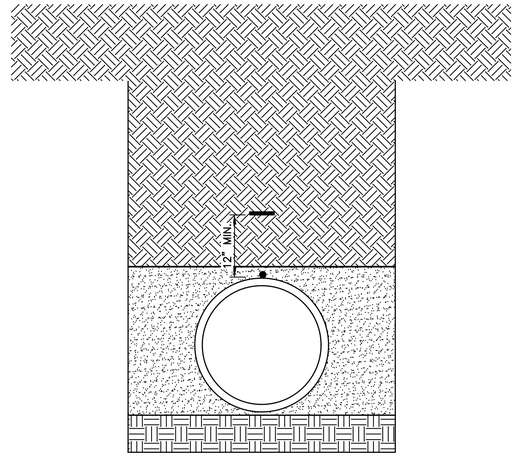
TRACER WIRE TERMINATION
INLET AND MANHOLES IN PAVED AREAS



TRACER WIRE TERMINATION
TYPE R INLET WITH ADJACENT LANDSCAPING

TERMINAL STATION ACCESS BOX NOTES

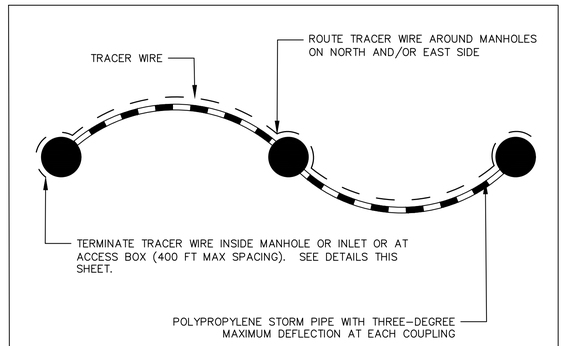
1. ALL GRADE LEVEL/IN GROUND ACCESS BOXES SHALL BE APPROPRIATELY IDENTIFIED WITH "STORM" CAST INTO THE CAP AND BE COLOR CODED.
2. A MINIMUM OF 2 FT OF EXCESS/SLACK WIRE IS REQUIRED IN ALL TRACER WIRE ACCESS BOXES AFTER MEETING FINAL ELEVATION.
3. ALL TRACER WIRE ACCESS BOXES MUST INCLUDE A MANUALLY INTERRUPTIBLE CONDUCTIVE/CONNECTIVE LINK BETWEEN THE TERMINAL(S) FOR THE TRACER WIRE CONNECTION AND THE TERMINAL FOR THE GROUNDING ANODE WIRE CONNECTION.
4. GROUND ANODE WIRE SHALL BE CONNECTED TO THE IDENTIFIED (OR BOTTOM) TECHNICAL ON ALL ACCESS BOXES.



WARNING TAPE AND TRACER WIRE FOR POLYPROPYLENE STORM PIPE

SCALE: NTS

NOTE:
1. UP TO A THREE–DEGREE DEFLECTION IS ALLOWED AT ALL JOINTS FOR ADS HP STORM (POLYPROPYLENE) STORM PIPE INSTALLATIONS PER MANUFACTURER SPECIFICATIONS.
2. FOR ALL POLYPROPYLENE PIPE INSTALLATIONS, WARNING TAPE AND TRACER WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THIS DETAIL. TERMINAL STATIONS SHALL BE INSTALLED AT MANHOLES (400 FT MAX SPACING)



STORM SEWER TRACER WIRE NOTES

1. ALL TRACER WIRE TERMINATION POINTS MUST EITHER TERMINATE INSIDE THE MANHOLE OR INLET PER DETAILS ON THIS SHEET OR UTILIZE AN APPROVED TRACER WIRE ACCESS BOX (ABOVE GROUND ACCESS BOX OR GRADE LEVEL/IN–GROUND ACCESS BOX AS APPLICABLE), SPECIFICALLY MANUFACTURED FOR THIS PURPOSE.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
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A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	N/A
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

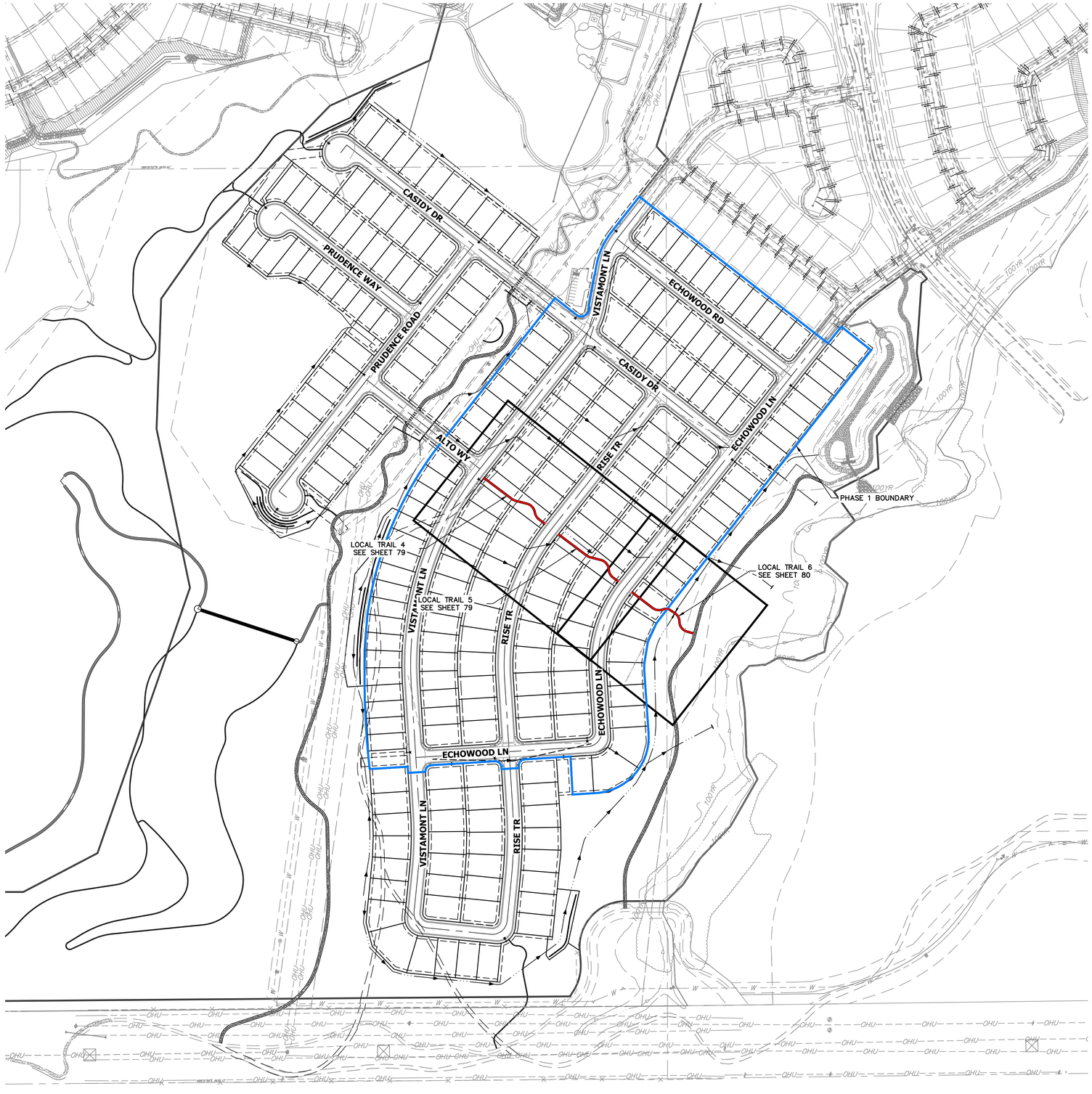
RIDGEGATE SOUTHWEST VILLAGE FILING 5

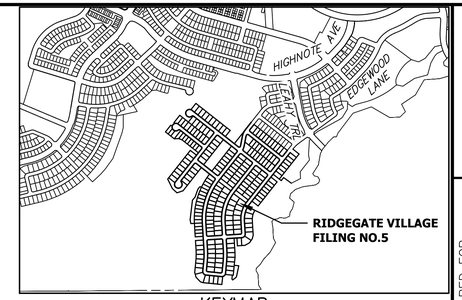
STORM DETAILS

PHASE 1

SHEET 77 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

Know what's **below.**
Call before you dig.

150 75 0 150 300
ORIGINAL SCALE: 1" = 150'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

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Fort Collins 970-491-9888 • www.jrengineering.com

BY	DATE	No.	REVISION

H-SCALE	1"=150'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

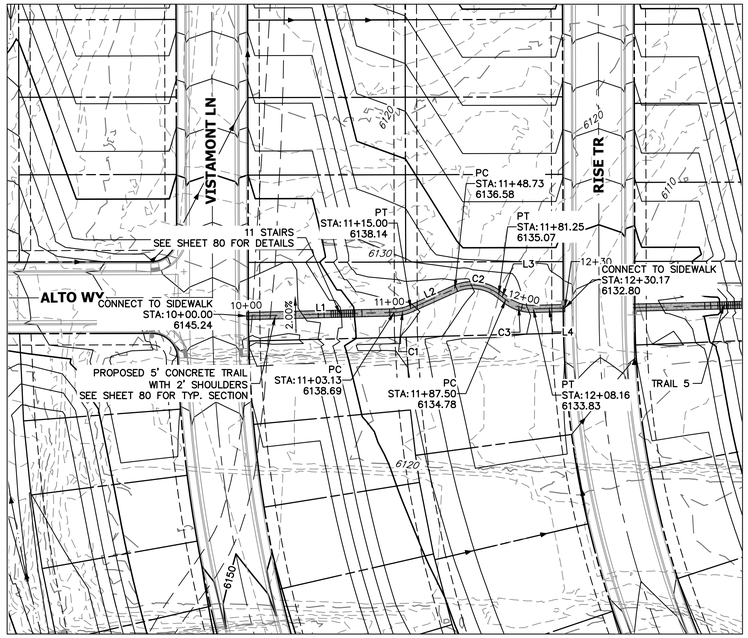
RIDGEGATE SOUTHWEST VILLAGE FILING 5

TRAIL PLAN & PROFILE

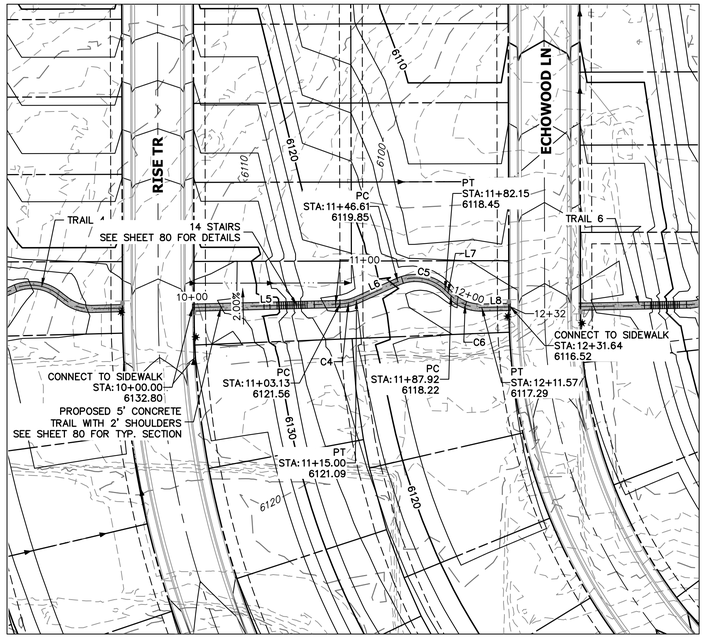
PHASE 1

SHEET 78 OF 146

JOB NO. 15950.22

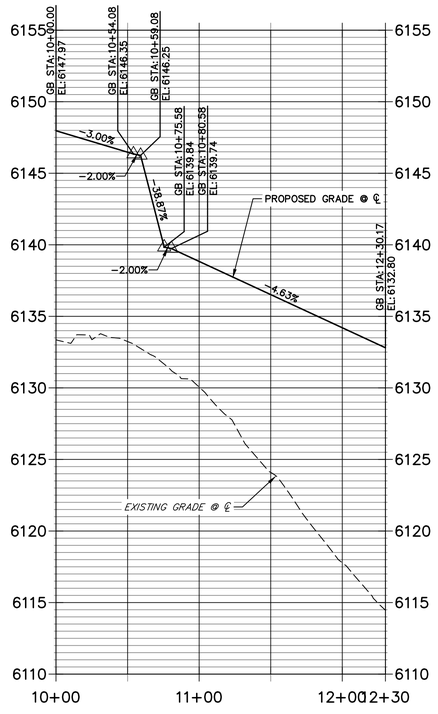


TRAIL 4

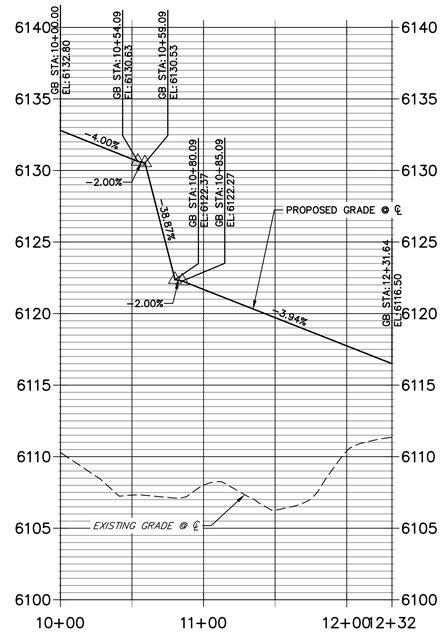


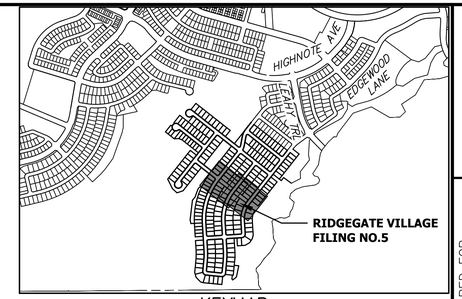
TRAIL 5

TRAIL 4 PROFILE
STA 10+00.00 TO 12+30.17



TRAIL 5 PROFILE
STA 10+00.00 TO 12+31.64





KEYMAP
SCALE: 1"=1000'

TRAIL 4 LINE AND CURVE TABLES

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S53°03'06"E	103.13'
L2	S75°43'20"E	33.73'
L3	S13°36'31"E	6.25'
L4	S53°03'06"E	22.01'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	22°40'13"	30.00'	11.87'
C2	62°06'48"	30.00'	32.52'
C3	39°26'35"	30.00'	20.65'

TRAIL 5 LINE AND CURVE TABLES

LINE TABLE		
LINE	BEARING	DISTANCE
L5	S53°03'06"E	103.13'
L6	S75°43'20"E	31.61'
L7	S7°50'39"E	5.78'
L8	S53°00'32"E	20.06'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C4	22°40'13"	30.00'	11.87'
C5	67°52'41"	30.00'	35.54'
C6	45°09'53"	30.00'	23.65'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

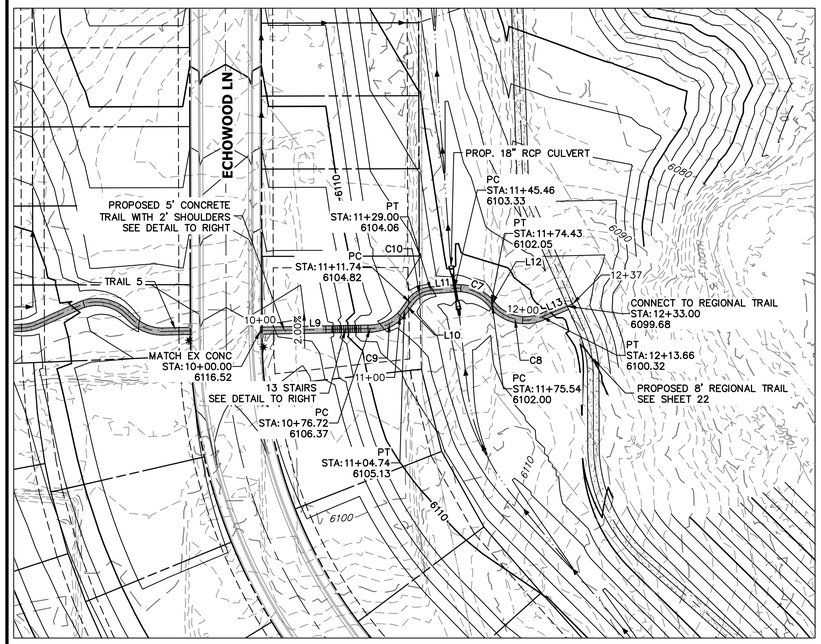
RIDGEGATE SOUTHWEST VILLAGE FILING 5

TRAIL PLAN & PROFILE

PHASE 1

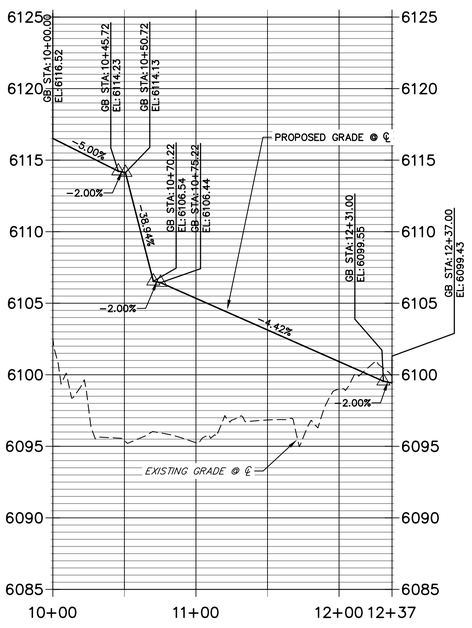
SHEET 79 OF 146

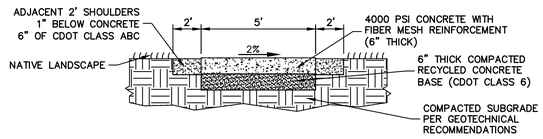
JOB NO. 15950.22



TRAIL 6

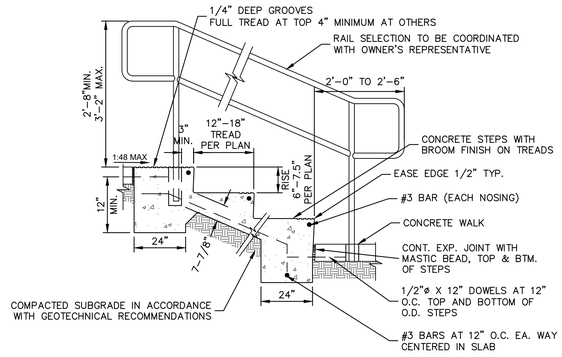
TRAIL 6 PROFILE
STA 10+00.00 TO 12+37.00





NOTES:
1. CONTRACTION JOINTS SHALL BE PLACED AT A MAXIMUM INTERVAL OF 5 FEET
2. EXPANSION JOINTS HALL BE PLACED AT PCR'S AND EVERY 50 FEET
3. MEDIUM BROOM FINISH PERPENDICULAR TO DIRECTION OF TRAVEL

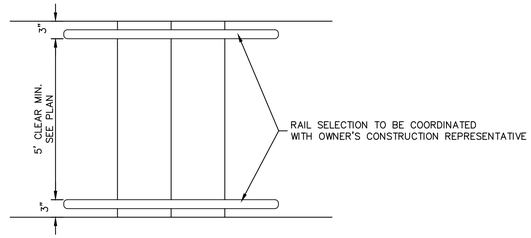
5-FOOT WIDE RECREATIONAL CONCRETE TRAIL
NTS



ELEVATION
NTS

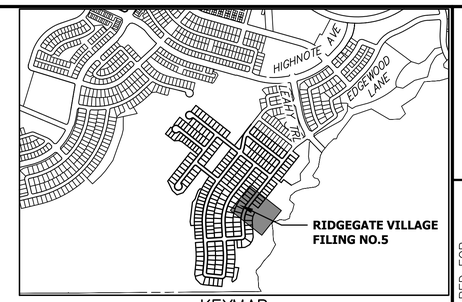
PEDESTRIAN RAILING NOTE

1. HANDRAILS WHERE INDICATED PER PLAN. SELECTION AND INSTALLATION TO BE COMPLIANT WITH ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.



PLAN
NTS

CONCRETE STEP AND HANDRAIL
SCALE: N.T.S.
(PRIVATE)



KEYMAP
SCALE: 1"=1000'

LINE TABLE		
LINE	BEARING	DISTANCE
L9	S52°42'37"E	76.72'
L11	S56°48'03"E	16.46'
L12	S1°28'10"E	1.12'
L13	S74°15'49"E	23.34'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C7	55°19'53"	30.00'	28.97'
C8	72°47'39"	30.00'	38.11'
C9	53°31'02"	30.00'	28.02'
C10	49°25'36"	20.00'	17.25'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

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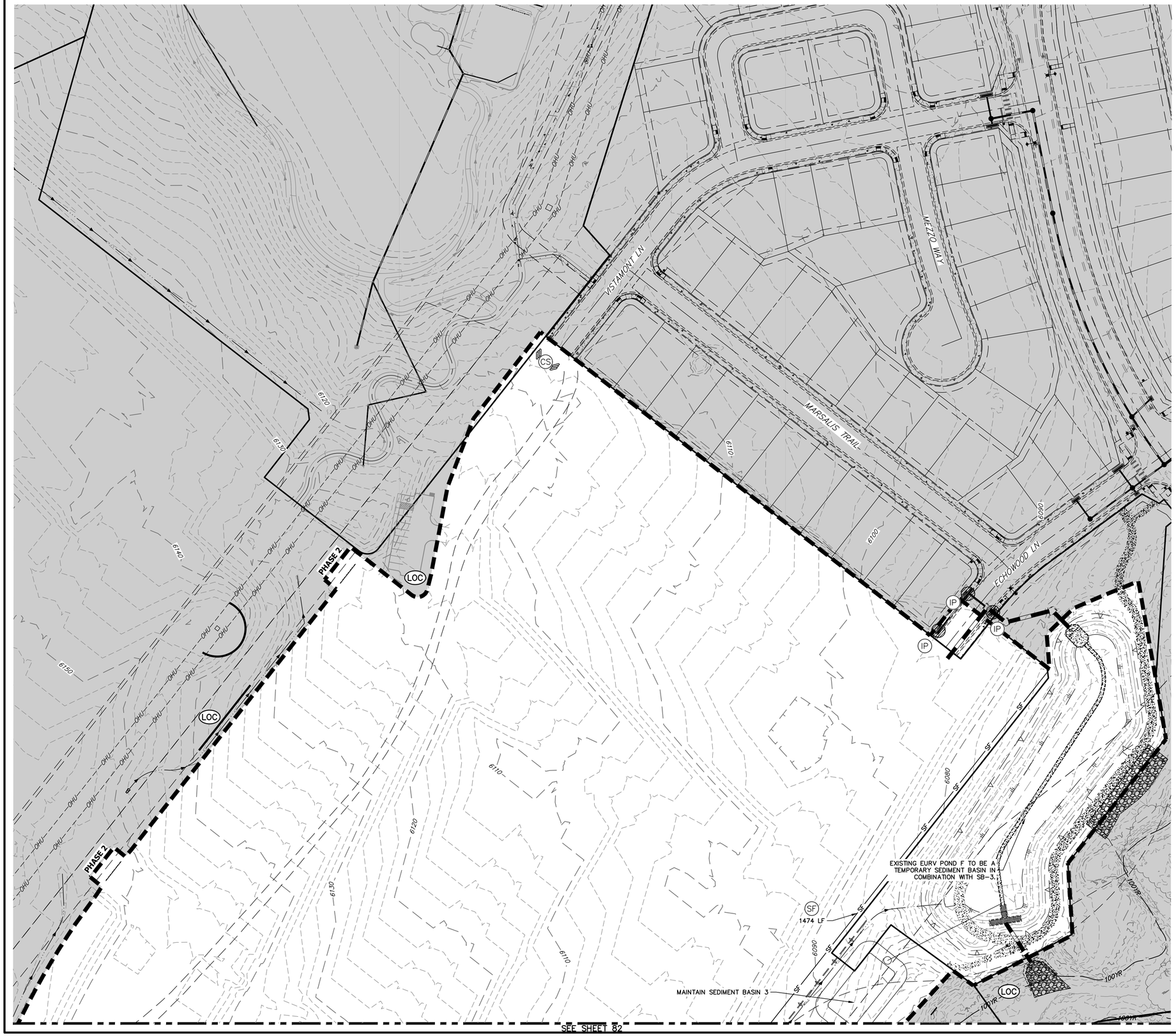
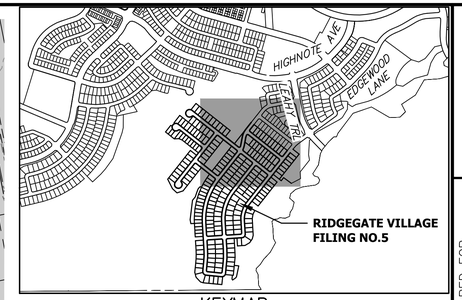
RIDGEGATE SOUTHWEST VILLAGE FILING 5
TRAIL PLAN & PROFILE
PHASE 1

SHEET 80 OF 146
JOB NO. 15950.22





KEYMAP
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NOTES:

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2. SEE SHEET 2 FOR STANDARD GESC NOTES.
3. SEE SHEETS 87–89 FOR STANDARD GESC DETAILS.
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GESC NOTE:

THE INITIAL CONDITION IS REFLECTIVE OF THE INTERIM CONDITION FROM THE OVERLOT GESC PLANS UNDER SEPARATE COVER

N

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING

DATE

COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

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DATE	02/06/26
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DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
GESC INITIAL
PHASE 1

SHEET 81 OF 146
JOB NO. 15950.22

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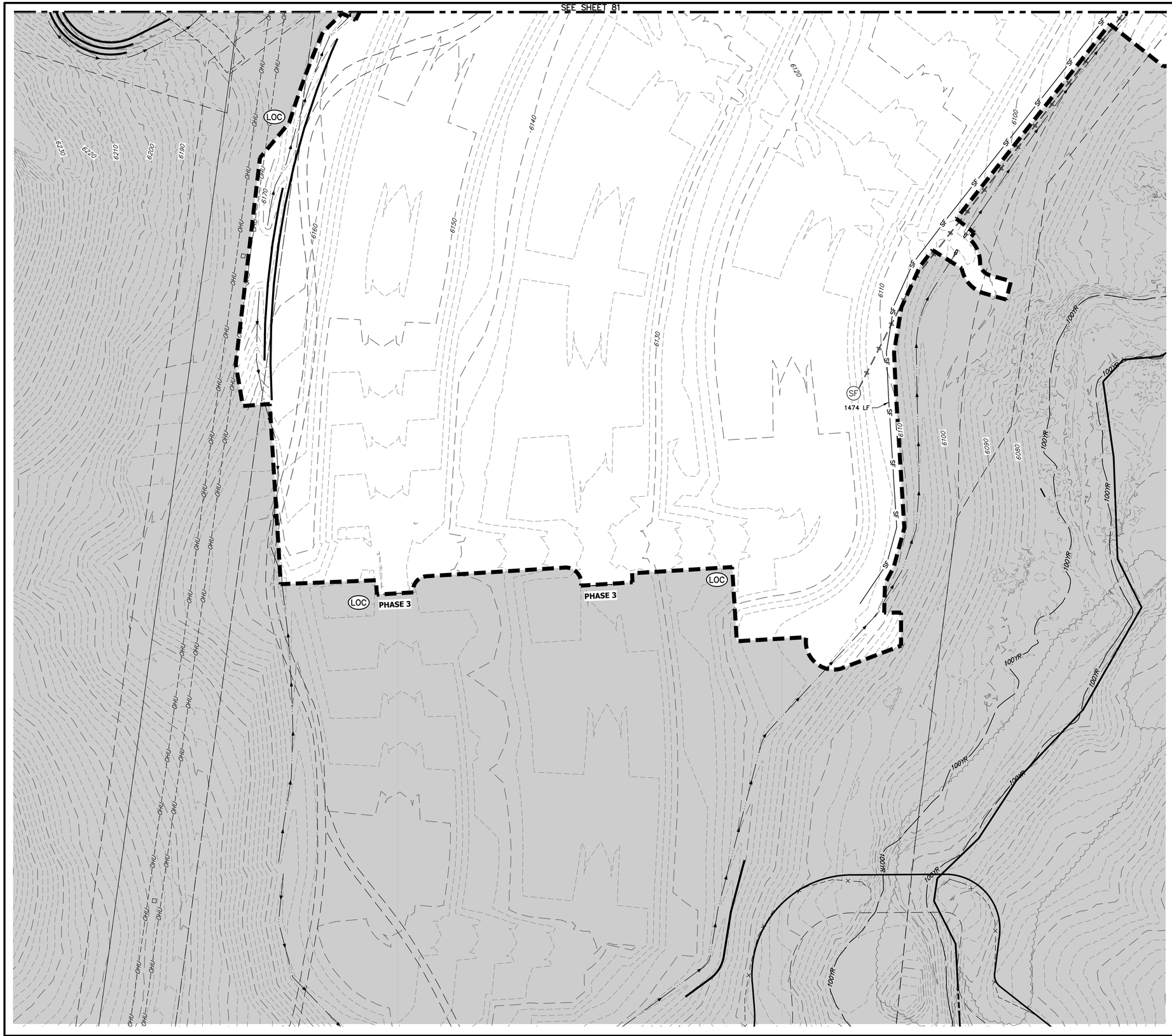

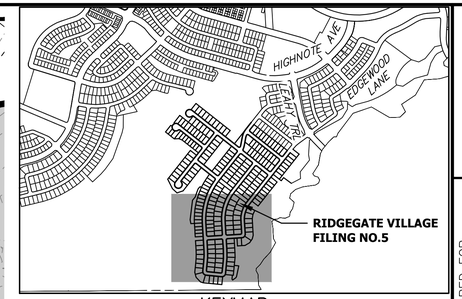

KEYMAP
SCALE: 1"=1000'

NOTES:

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3. SEE SHEETS 87–89 FOR STANDARD GESC DETAILS.
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GESC NOTE:

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N

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING

DATE

COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

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PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

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A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=60'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	JFK
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
GESC INITIAL
PHASE 1

SHEET 82 OF 146
JOB NO. 15950.22

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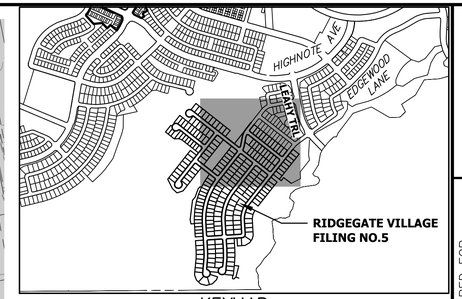

KEYMAP
SCALE: 1"=1000'

NOTES:

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60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

CITY OF LONE TREE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

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COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
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DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
GESC INTERIM
PHASE 1

SHEET 83 OF 146
JOB NO. 15950.22

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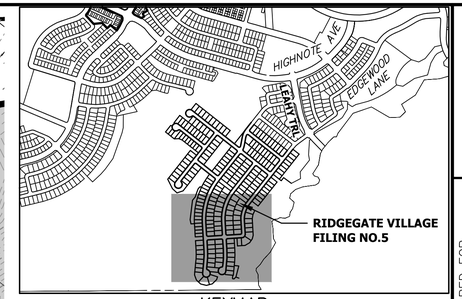

KEYMAP
SCALE: 1"=1000'

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RIDGEGATE SOUTHWEST VILLAGE FILING 5
GESC INTERIM
PHASE 1

SHEET 84 OF 146
JOB NO. 15950.22

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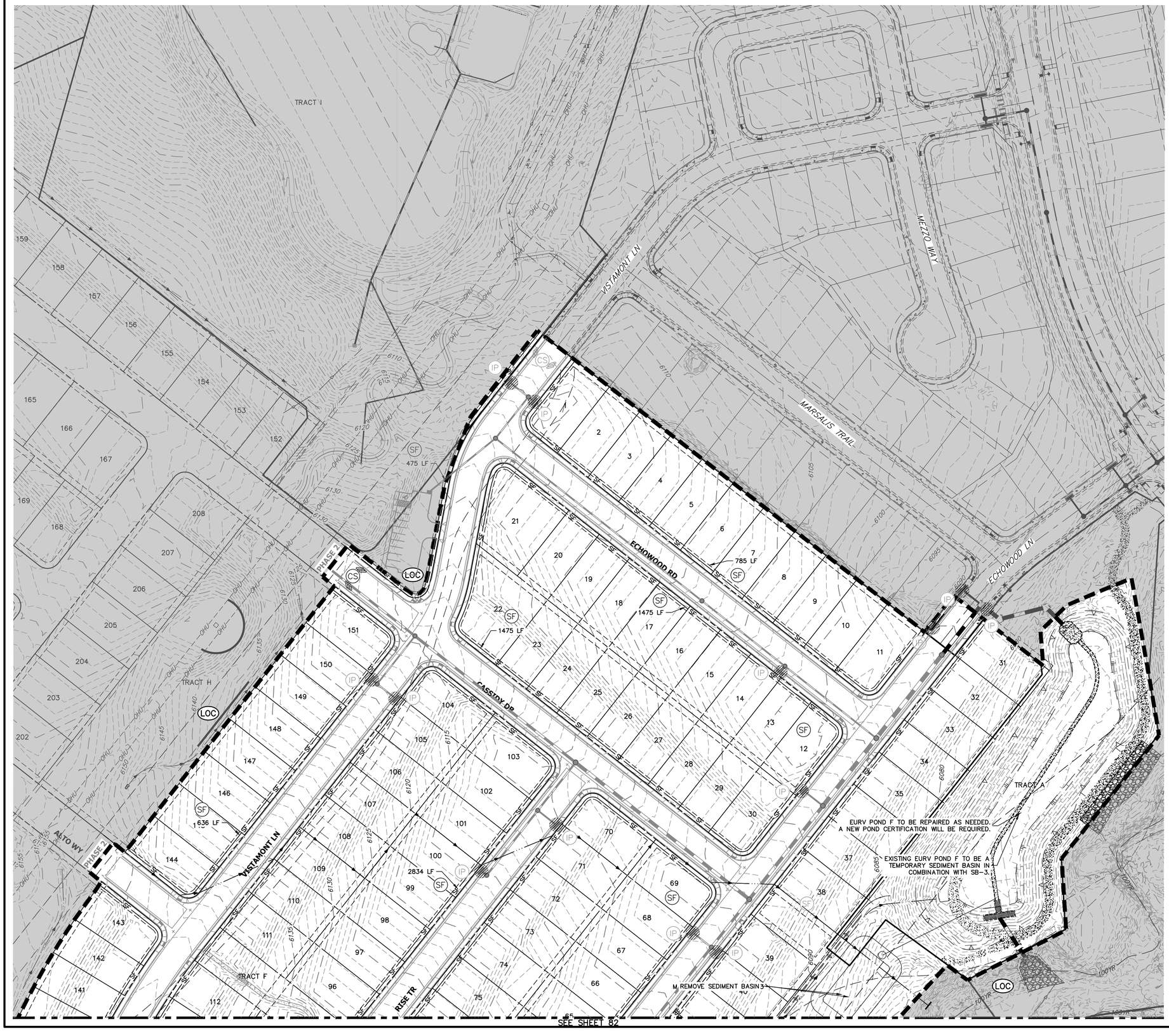

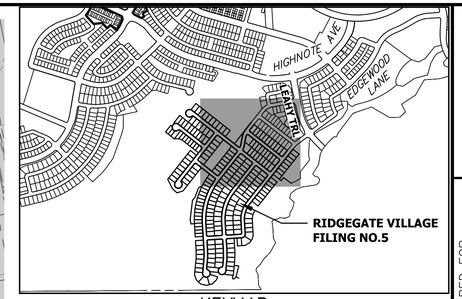

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SCALE: 1"=1000'

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1. SEE SHEET 1 FOR BENCHMARK AND SHEET 3 FOR LEGEND.
2. SEE SHEET 2 FOR STANDARD GESC NOTES.
3. SEE SHEETS 87–89 FOR STANDARD GESC DETAILS.
4. CONTRACTOR TO ADJUST SEDIMENT BASINS TO GRADE AS WARRANTED BY CONSTRUCTION.
5. NO GRADING OPERATIONS SHALL OCCUR WITHIN 20' OF OVERHEAD TRANSMISSION TOWERS.
6. CONSTRUCTION MARKERS TO BE PLACED 100' APART
7. CONTRACTOR SHALL HAVE ADEQUATE DUST SUPPRESSION CONTROL MEASURES ONSITE AT ALL TIMES. EXCESS DUST GENERATED FROM OPERATIONS AS DETERMINED BY THE CITY IS GROUNDS FOR STOPPING ALL WORK UNTIL DUST CAN BE CONTROLLED.
8. GEOTECHNICAL ENGINEERING REPRESENTATIVE SHALL BE ONSITE AT ALL TIMES DURING FILL/COMPACTION ACTIVITIES. COMPACTION EFFORTS AND TESTING SHALL FOLLOW THE APPROVED COMPACTION AND TESTING PLAN PROVIDED BY THE GEOTECHNICAL ENGINEER.
9. ALL POTABLE TOILETS SHALL BE PLACED ON A PERVIOUS SURFACE AND STAKED DOWN ON ALL FOUR SIDES.
10. ALL ADJACENT AREAS SHALL BE CLEANED OF DIRT AND DEBRIS IMMEDIATELY USING DRY METHODS ONLY.
11. CONTROL MEASURE DEVIATIONS, FROM THE APPROVED CITY OF LONE TREE SPECIFICATIONS AND DETAILS, REQUIRE PRIOR CITY OF LONE TREE WRITTEN APPROVAL.
12. THIS SITE IS LOCATED WITHIN THE CHERRY CREEK BASIN, THEREFORE REGULATION 72 IS REQUIRED TO BE FOLLOWED. ALL DISTURBED AREAS THAT REMAIN EXPOSED AND WHERE CONSTRUCTION ACTIVITIES ARE NOT TAKING PLACE FOR LONGER THAN 14 DAYS SHALL BE STABILIZED TO PROTECT FROM EROSION.
13. GESC PERMIT CLOSEOUT WILL NOT OCCUR UNTIL ALL DISTURBED AREA ACHIEVES 70% STABILIZATION BASED ON PRE-DEVELOPMENT CONDITIONS. WEED MITIGATION MAY BE REQUIRED PRIOR TO GESC CLOSEOUT.

N

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR GRADING, EROSION AND SEDIMENT CONTROL (GESC) IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

THE GRADING, EROSION, AND SEDIMENT CONTROL PLAN INCLUDED HEREIN HAS BEEN PREPARED UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH THE REQUIREMENTS OF CITY OF LONE TREE GRADING, EROSION, AND SEDIMENT CONTROL (GESC) CRITERIA

COLORADO REGISTERED JASON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

DATE

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
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Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=60'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	JFK
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
GESC FINAL
PHASE 1

SHEET 85 OF 146
JOB NO. 15950.22

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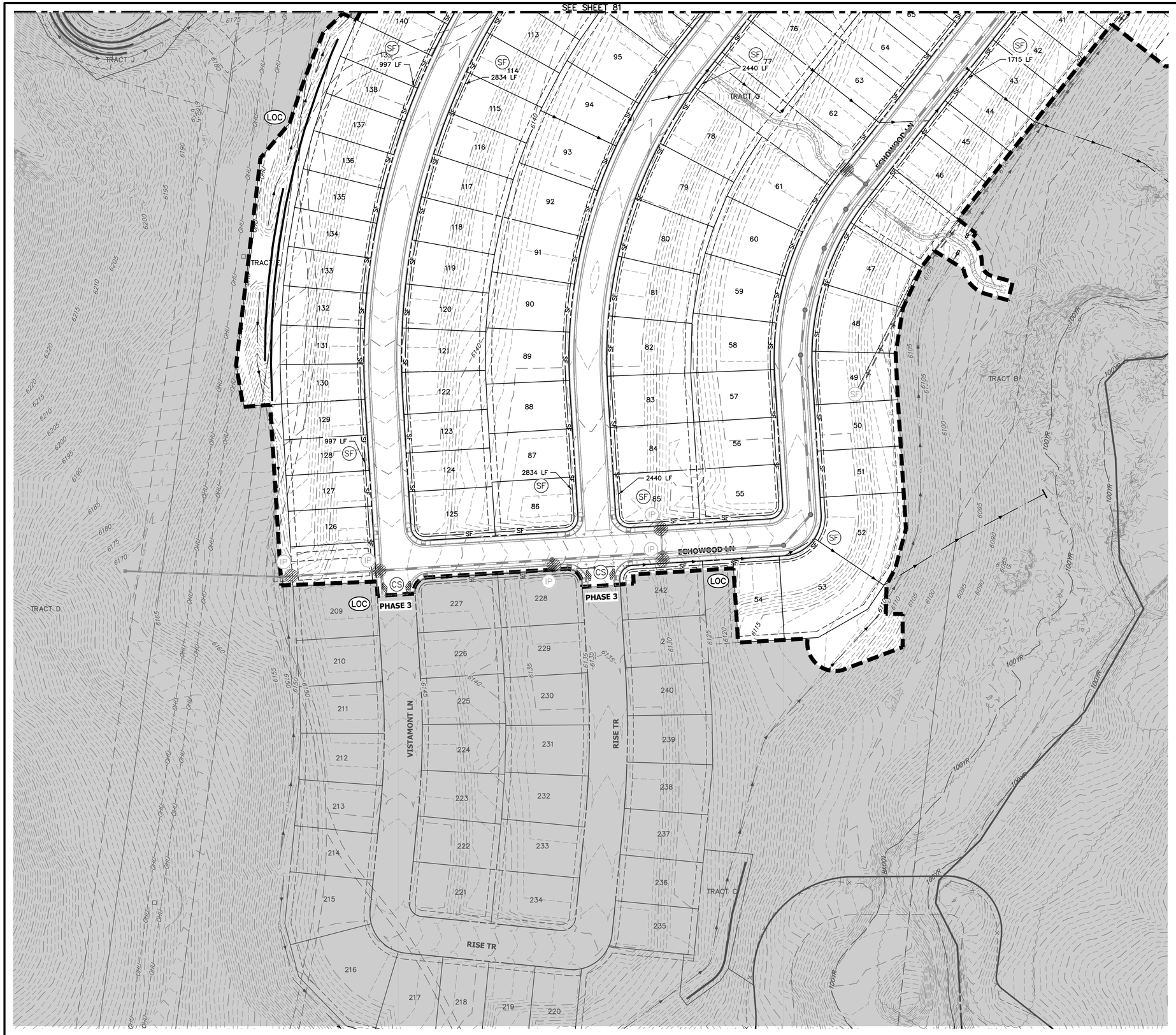

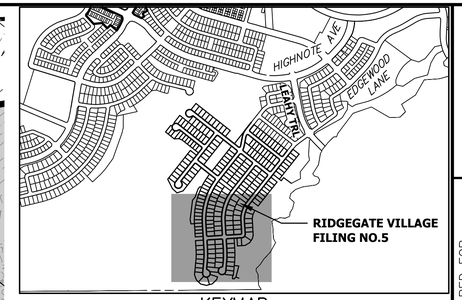

KEYMAP
SCALE: 1"=1000'

NOTES:

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2. SEE SHEET 2 FOR STANDARD GESC NOTES.
3. SEE SHEETS 87–89 FOR STANDARD GESC DETAILS.
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60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR GRADING, EROSION AND SEDIMENT CONTROL (GESC) IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

THE GRADING, EROSION, AND SEDIMENT CONTROL PLAN INCLUDED HEREIN HAS BEEN PREPARED UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH THE REQUIREMENTS OF CITY OF LONE TREE GRADING, EROSION, AND SEDIMENT CONTROL (GESC) CRITERIA

COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE PLANS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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DATE	02/06/26
DESIGNED BY	JFK
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
GESC FINAL
PHASE 1

SHEET 86 OF 146
JOB NO. 15950.22

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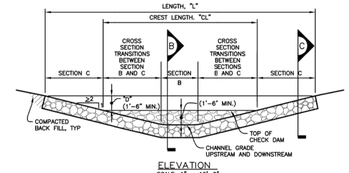
GRADING, EROSION, AND SEDIMENT CONTROL (GESC) GENERAL NOTES ⚠

1. THE CITY OF LONE TREE ENGINEER'S SIGNATURE AFFIXED TO THIS DOCUMENT INDICATES THE CITY OF LONE TREE PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION, HAS REVIEWED THE DOCUMENT AND FOUND IT IN GENERAL COMPLIANCE WITH THE CITY OF LONE TREE SUBDIVISION REGULATIONS AND/OR THE GRADING, EROSION AND SEDIMENT CONTROL (GESC) CRITERIA MANUAL. THE CITY OF LONE TREE ENGINEER, THROUGH ACCEPTANCE OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY (OTHER THAN AS STATED ABOVE) FOR THE COMPLETENESS AND/OR ACCURACY OF THESE DOCUMENTS.
2. THE ADEQUACY OF THIS GESC PLAN LIES WITH THE ORIGINAL DESIGN ENGINEER.
3. THE GESC PLAN SHALL BE CONSIDERED VALID FOR TWO (2) YEARS FROM THE DATE OF ACCEPTANCE BY THE CITY OF LONE TREE, AFTER WHICH TIME THE PLAN SHALL BE VOID AND WILL BE SUBJECT TO RE-REVIEW AND RE-ACCEPTANCE BY THE CITY OF LONE TREE.
4. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE CITY OF LONE TREE ENGINEERING DIVISION. THE CITY OF LONE TREE RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THE GESC MANUAL, GESC PLAN OR GESC PERMIT.
5. THE PLACEMENT OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs) SHALL BE IN ACCORDANCE WITH THE CITY OF LONE TREE – ACCEPTED GESC PLAN AND THE CITY OF LONE TREE GESC MANUAL.
6. ANY VARIATION IN MATERIAL, TYPE OR LOCATION OF EROSION AND SEDIMENT CONTROL BMPs FROM THE CITY OF LONE TREE – ACCEPTED GESC PLAN WILL REQUIRE APPROVAL FROM AN ACCOUNTABLE REPRESENTATIVE OF THE CITY OF LONE TREE ENGINEERING DIVISION.
7. AFTER THE GESC PLAN HAS BEEN ACCEPTED, THE GESC PERMIT APPLIED FOR, FEES AND FISCAL SECURITY SUBMITTED TO THE CITY, AND THE GESC FIELD MANUAL OBTAINED AND REVIEWED, THE CONTRACTOR MAY INSTALL THE INITIAL-STAGE EROSION AND SEDIMENT CONTROL BMPs INDICATED ON THE ACCEPTED GESC PLAN.
8. THE FIRST BMP TO BE INSTALLED ON THE SITE SHALL BE CONSTRUCTION FENCE, MARKERS, OR OTHER APPROVED MEANS OF DEFINING THE LIMITS OF CONSTRUCTION, INCLUDING CONSTRUCTION LIMITS ADJACENT TO STREAM CORRIDORS AND OTHER AREAS TO BE PRESERVED.
9. AFTER INSTALLATION OF THE INITIAL–STAGE EROSION AND SEDIMENT CONTROL BMPs, THE PERMITTEE SHALL CALL THE CITY OF LONE TREE CONSTRUCTION INSPECTOR AT (303) 662–8112 TO SCHEDULE A PRECONSTRUCTION MEETING AT THE PROJECT SITE. THE REQUEST SHALL BE MADE A MINIMUM OF THREE BUSINESS DAYS PRIOR TO THE REQUESTED MEETING TIME. NO CONSTRUCTION ACTIVITIES SHALL BE PLANNED WITHIN 24 HOURS AFTER THE PRECONSTRUCTION MEETING.
10. THE OWNER OR OWNER'S REPRESENTATIVE, THE GESC MANAGER, THE GENERAL CONTRACTOR, AND THE GRADING SUBCONTRACTOR, IF DIFFERENT FROM THE GENERAL CONTRACTOR, MUST ATTEND THE PRECONSTRUCTION MEETING. IF ANY OF THE REQUIRED PARTICIPANTS FAIL TO ATTEND THE PRECONSTRUCTION MEETING, OR IF THE GESC FIELD MANUAL IS NOT ON SITE, OR IF THE INSTALLATION OF THE INITIAL BMPs ARE NOT APPROVED BY THE CITY OF LONE TREE GESC INSPECTOR, THE APPLICANT WILL HAVE TO PAY A REINSPECTION FEE, ADDRESS ANY PROBLEMS WITH BMP INSTALLATION, AND CONDUCT ANOTHER MEETING, WITH A CORRESPONDING DELAY IN THE START OF CONSTRUCTION. THE CITY OF LONE TREE STRONGLY ENCOURAGES THE APPLICANT TO HAVE THE ENGINEER OF RECORD AT THE PRECONSTRUCTION MEETING. FAILURE OF THE ENGINEER OF RECORD TO ATTEND MAY RESULT IN A DELAY OF THE START OF CONSTRUCTION.
11. CONSTRUCTION SHALL NOT BEGIN UNTIL THE CITY OF LONE TREE GESC INSPECTOR APPROVES THE INSTALLATION OF THE INITIAL BMPs AND THE APPROVED GESC PERMIT IS POSTED UP FROM THE CITY AND IS IN–HAND ON THE SITE. THE COMPLETED PERMIT WILL BE AVAILABLE WITHIN 24–HOURS AFTER THE INSTALLATION OF THE INITIAL BMPs ARE APPROVED.
12. THE GESC MANAGER S-WILL STRICTLY ADHERE TO THE CITY OF LONE TREE–APPROVED LIMITS OF CONSTRUCTION AT ALL TIMES. THE CITY OF LONE TREE ENGINEERING DIVISION MUST APPROVE ANY CHANGES TO THE LIMITS OF CONSTRUCTION AND, AT THE DISCRETION OF THE ENGINEERING DIVISION, ADDITIONAL EROSION/SEDIMENT CONTROLS MAY BE REQUIRED IN ANY ADDITIONAL AREAS OF CONSTRUCTION.
13. THE MAXIMUM AREA OF CONSTRUCTION SHALL BE LIMITED TO 40 ACRES (70 ACRES IF APPROVED FOR SOIL MITIGATION OPERATIONS) TO REDUCE THE AMOUNT OF LAND DISTURBED AT ANY ONE TIME. LARGER SITES SHALL BE DIVIDED INTO PHASES THAT ARE EACH (OR TO) 40 ACRES OR LESS IN SIZE. THESE PROJECTS SHALL CONDUCT GRADING ACTIVITIES IN ACCORDANCE WITH THE ACCEPTED GESC PLAN. BMP INSTALLATION AND APPROVAL BY THE CITY OF LONE TREE AT THE START AND COMPLETION OF EACH PHASE SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN THE GESC MANUAL AND/OR GESC FIELD MANUAL.
14. PRIOR TO ACTUAL CONSTRUCTION, THE PERMITTEE SHALL VERIFY THE LOCATION OF EXISTING UTILITIES. FOR INFORMATION, CONTACT THE DENVER INTER–UTILITY GROUP AT 1–800–922–1987 OR FAX AT (303) 534–6700.
15. NATURAL VEGETATION SHALL BE RETAINED AND PROTECTED WHEREVER POSSIBLE. EXPOSURE OF SOIL TO EROSION BY REMOVAL OR DISTURBANCE OF VEGETATION SHALL BE LIMITED TO THE AREA REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATIONS.
16. THE GESC PERMIT SHALL BE VALID FOR A PERIOD OF ONE (1) YEAR, UNLESS EXTENDED.
17. A COPY OF THE GESC PERMIT, ACCEPTED GESC PLANS AND THE GESC FIELD MANUAL SHALL BE ON SITE AT ALL TIMES.
18. THE GESC MANAGER S-WILL BE RESPONSIBLE FOR ENSURING THAT THE SITE REMAINS IN COMPLIANCE WITH THE GESC PERMIT AND SHALL BE THE PERMITTEE'S CONTACT PERSON WITH THE CITY FOR ALL MATTERS PERTAINING TO THE GESC PERMIT. THE GESC MANAGER SHALL BE PRESENT AT THE SITE THE MAJORITY OF THE TIME AND SHALL BE AVAILABLE THROUGH A 24–HOUR CONTACT NUMBER. IN THE EVENT THAT THE CONTRACTOR'S GESC MANAGER IS NOT ON SITE AND CANNOT BE REACHED DURING A VIOLATION, THE ALTERNATE GESC MANAGER SHALL BE CONTACTED. IF NEITHER THE GESC MANAGER NOR ALTERNATE GESC MANAGER CAN BE CONTACTED DURING ANY VIOLATION, A STOP WORK ORDER SHALL BE ISSUED.
19. ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE THROUGH THE CITY OF LONE TREE–APPROVED ACCESS POINT. A VEHICLE TRACKING CONTROL PAD IS REQUIRED AT ALL ACCESS POINTS ON THE SITE. ADDITIONAL STABILIZED CONSTRUCTION ENTRANCES MAY BE ADDED WITH AUTHORIZATION FROM THE CITY OF LONE TREE ENGINEERING DIVISION.
20. THE GESC MANAGER IS RESPONSIBLE FOR CLEANUP OF SEDIMENT OR CONSTRUCTION DEBRIS TRACKED ONTO ADJACENT PAVED AREAS. PAVED AREAS INCLUDING STREETS ARE TO BE KEPT CLEAN THROUGHOUT BUILD–OUT AND SHALL BE CLEANED, WITH A STREET SWEEPER OR SIMILAR DEVICE, AT FIRST NOTICE OF ACCIDENTAL TRACKING OR AT THE DISCRETION OF THE CITY OF LONE TREE GESC INSPECTOR. STREET WASHING IS NOT ALLOWED. THE CITY OF LONE TREE RESERVES THE RIGHT TO REQUIRE ADDITIONAL MEASURES TO ENSURE AREA STREETS ARE KEPT FREE OF SEDIMENT AND/OR CONSTRUCTION DEBRIS.
21. APPROVED EROSION AND SEDIMENT CONTROL BMPs SHALL BE MAINTAINED AND KEPT IN GOOD REPAIR FOR THE DURATION OF THIS PROJECT. AT A MINIMUM, THE GESC MANAGER SHALL INSPECT ALL BMPs IN ACCORDANCE WITH THE ACCEPTED GESC PLAN AND GESC MANUAL. ALL NECESSARY MAINTENANCE AND REPAIR ACTIVITIES SHALL BE COMPLETED WITHIN 48 HOURS FOR LEVEL III VIOLATIONS, AND IMMEDIATELY FOR LEVEL II VIOLATIONS, OR AS DIRECTED BY A CITY OF LONE TREE GESC INSPECTOR. ACCUMULATED SEDIMENT AND CONSTRUCTION DEBRIS SHALL BE REMOVED AND PROPERLY DISPOSED.
22. STRAW BALES ARE NOT A GESC–ACCEPTED SEDIMENT CONTROL BMP.
23. TOPSOIL SHALL BE STRIPPED AND STOCKPILED IN THE LOCATION SHOWN ON THE ACCEPTED GESC PLAN. THE GESC MANAGER SHALL SCHEDULE AN INSPECTION WITH THE CITY OF LONE TREE GESC INSPECTOR AS SOON AS TOPSOIL STRIPPING IS COMPLETED. FAILURE TO SCHEDULE SUCH INSPECTION OR FAILURE TO STOCKPILE TOPSOIL SHALL RESULT IN ISSUANCE OF A STOP WORK ORDER. THE STOP WORK ORDER SHALL REMAIN IN PLACE UNTIL TOPSOIL IS STOCKPILED ON SITE OR APPROPRIATE SOIL AMENDMENTS ARE STOCKPILED ON SITE.
24. THE ACCEPTED GESC PLAN MAY REQUIRE CHANGES OR ALTERATIONS AFTER APPROVAL TO MEET CHANGING SITE OR PROJECT CONDITIONS OR TO ADDRESS INEFFICIENCIES IN DESIGN OR INSTALLATION. THE GESC MANAGER SHALL OBTAIN PRIOR APPROVAL FROM THE DESIGN ENGINEER AND THE CITY OF LONE TREE ENGINEERING FOR ANY PROPOSED CHANGES.
25. LINING OF TEMPORARY SWALES AND DITCHES SHALL BE IN ACCORDANCE WITH THE GESC CRITERIA MANUAL.
26. NO PERMANENT EARTH SLOPES GREATER THAN 3:1 SHALL BE ALLOWED.
27. ANY SETTLEMENT OR SOIL ACCUMULATIONS BEYOND THE LIMITS OF CONSTRUCTION DUE TO GRADING OR EROSION SHALL BE REPAIRED IMMEDIATELY BY THE GESC MANAGER. THE GESC MANAGER SHALL BE HELD RESPONSIBLE FOR OBTAINING ACCESS RIGHTS TO ADJACENT PROPERTY, IF NEEDED, AND REMEDIATING ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
28. A WATER SOURCE SHALL BE AVAILABLE ON SITE DURING EARTHWORK OPERATIONS AND UTILIZED AS REQUIRED TO MINIMIZE DUST FROM EARTHWORK EQUIPMENT AND WIND.
29. SOILS THAT WILL BE STOCKPILED FOR MORE THAN THIRTY (30) DAYS SHALL BE SEEDED AND MULCHED WITHIN FOURTEEN (14) DAYS OF STOCKPILE CONSTRUCTION. NO STOCKPILES SHALL BE PLACED WITHIN ONE HUNDRED (100) FEET OF A DRAINAGE WAY UNLESS APPROVED BY THE CITY OF LONE TREE ENGINEERING DIVISION.
30. ALL CHEMICAL OR HAZARDOUS MATERIAL SPILLS WHICH MAY ENTER WATERS OF THE STATE OF COLORADO, WHICH INCLUDE BUT ARE NOT LIMITED TO, SURFACE WATER, GROUND WATER AND DRY GULLIES OR STORM SEWER LEADING TO SURFACE WATER, SHALL BE IMMEDIATELY REPORTED TO THE CDPHE PER (303) 25–6–601, AND, THE CITY OF LONE TREE. RELEASES OF PETROLEUM PRODUCTS AND CERTAIN HAZARDOUS SUBSTANCES LISTED UNDER THE FEDERAL CLEAN WATER ACT (40 CFR PART 116) MUST BE REPORTED TO THE NATIONAL RESPONSE CENTER AS WELL AS THE CDPHE. THE APPLICABLE CONTACT INFORMATION (SEE APPENDIX A, DOUGLAS COUNTY GESC MANUAL – SUBJECT TO CHANGE) IS: COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT TOLL–FREE 24–HOUR ENVIRONMENTAL EMERGENCY SPILL REPORTING LINE 1–877–518–5608; NATIONAL RESPONSE CENTER (24–HOUR NATIONAL SPILL RESPONSE) 1–800–424–8802; CITY OF LONE TREE PUBLIC WORKS (303) 662–8112. SPILLS THAT POSE AN IMMEDIATE RISK TO HUMAN LIFE SHALL BE REPORTED TO 911. FAILURE TO REPORT AND CLEAN UP ANY SPILL SHALL RESULT IN ISSUANCE OF A STOP WORK ORDER.
31. ALL WORK ON SITE SHALL STAY A MINIMUM OF ONE HUNDRED (100) FEET AWAY FROM ANY DRAINAGE WAY, WETLAND, ETC. UNLESS OTHERWISE NOTED ON AN ACCEPTED CITY OF LONE TREE GESC PLAN.
32. ALL PROJECTS SHALL BALANCE EARTHWORK QUANTITIES ON SITE. IN THE EVENT A VARIANCE IS GRANTED BY THE CITY ENGINEER TO ALLOW IMPORT OR EXPORT OF MATERIAL, THE PERMITEE SHALL HAVE A GESC PERMIT IN HAND FOR THE IMPORT OR EXPORT SITE PRIOR TO ANY TRANSPORTING OF EARTHEN MATERIAL. THE GESC MANAGER SHALL NOTIFY THE CITY OF LONE TREE GESC INSPECTOR OF THE LOCATION AND GESC PERMIT NUMBERS OF BOTH THE EXPORTING AND IMPORTING SITES PRIOR TO ANY IMPORT/EXPORT OPERATIONS.
33. THE USE OF REBAR, STEEL STAKES OR STEEL FENCE POSTS FOR STAKING OR SUPPORT OF ANY EROSION OR SEDIMENT CONTROL BMP IS PROHIBITED (EXCEPT STEEL TEE–POSTS FOR USE IN SUPPORTING CONSTRUCTION FENCE).
34. THE CLEANING OF CONCRETE DELIVERY TRUCK CHUTES IS RESTRICTED TO APPROVED CONCRETE WASH OUT LOCATIONS ON THE JOB SITE. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE TO THE STORM SEWER SYSTEM IS PROHIBITED. ALL CONCRETE WASTE SHALL BE PROPERLY CLEANED UP AND DISPOSED AT AN APPROPRIATE LOCATION.
35. ALL DEWATERING ON SITE SHALL BE COORDINATED WITH A CITY OF LONE TREE GESC INSPECTOR AND BE FREE OF SEDIMENT IN ACCORDANCE WITH THE GESC CRITERIA MANUAL.
36. ALL PERMANENT INSTALLATIONS OF PIPES FOR STORM SEWERS, SLOPE DRAINS, AND CULVERTS, TOGETHER WITH RIPRAP APRONS OR OTHER INLET AND OUTLET PROTECTION, REQUIRE INSPECTION BY THE CITY OF LONE TREE ENGINEERING (SEPARATE FROM GESC INSPECTIONS).
37. ALL DISTURBED AREAS SHALL BE DRILL SEEDED AND CRIMP MULCHED IN ACCORDANCE WITH THE DOUGLAS COUNTY GESC MANUAL CRITERIA AND THE CITY OF LONE TREE SEEDING AND MULCHING DETAIL (#17) INCLUDED HEREIN WITHIN THIRTY DAYS OF INITIAL EXCAVATION OR WITHIN SEVEN DAYS OF SUBSTANTIAL COMPLETION (AS DEFINED BY THE CITY OF LONE TREE) OF AN AREA, WHICHEVER IS LESS. THIS MAY REQUIRE MULTIPLE MOBILIZATIONS FOR SEEDING AND MULCHING.
38. HYDRAULIC SEEDING AND HYDRAULIC MULCHING ARE NOT AN ACCEPTABLE METHOD OF SEEDING OR MULCHING IN THE CITY OF LONE TREE.
39. NO CURB AND GUTTER PERMITS SHALL BE ISSUED UNTIL ALL DISTURBED AREAS ARE DRILL SEEDED AND CRIMP MULCHED.
40. NO PAVING PERMITS SHALL BE ISSUED UNTIL ALL INTERIM INLET PROTECTION IS INSTALLED AND APPROVED BY THE GESC INSPECTOR.
41. A FINAL GESC INSPECTION SHALL BE CONDUCTED A MINIMUM OF TWO WEEKS PRIOR TO THE ANTICIPATED REQUEST FOR CERTIFICATE OR TEMPORARY CERTIFICATE OF OCCUPANCY OR INITIAL ACCEPTANCE.

DETAIL SHEET NO. 1

BMP LEGEND

NO.		BMP LEGEND
1	(1)	(CD) CHECK DAM
2	(1)	(CB) COMPOST BLANKET
3	(1)	(CFB) COMPOST FILTER BERM
4	(1)	(CWA) CONCRETE WASHOUT AREA
5	(1)	(CF) CONSTRUCTION FENCE
6	(1)	(CM) CONSTRUCTION MARKERS
7	(1)	(DW) DEWATERING
8	(1)	(DD) DIVERSION DITCH
9	(2)	(ECB) EROSION CONTROL BLANKET
10	(2)	(IP) INLET PROTECTION
11	(2)	(RCD) REINFORCED CHECK DAM
12	(2)	(RRB) REINFORCED ROCK BERM
13	(2)	(RRC) RRB FOR CULVERT PROTECTION
14	(2)	(SB) SEDIMENT BASIN
15	(3)	(SCL) SEDIMENT CONTROL LOG
16	(3)	(ST) SEDIMENT TRAP
17	(3)	(SM) SEEDING AND MULCHING
18	(3)	(SF) SILT FENCE
19	(3)	(SSA) STABILIZED STAGING AREA
20	(3)	(SR) SURFACE ROUGHENING
21	(3)	(TSD) TEMPORARY SLOPE DRAIN
22	(3)	(TSC) TEMPORARY STREAM CROSSING
23	(3)	(TER) TERRACING
24	(3)	(VTC) VEHICLE TRACKING CONTROL
25	(3)	(WW) VTC WITH WHEEL WASH
⚠ 26	(3)	(CS) CURB SOCK
	(1)	ROCK AND RIPRAP GRADATIONS
		(LOC) LIMITS OF CONSTRUCTION



ELEVATION
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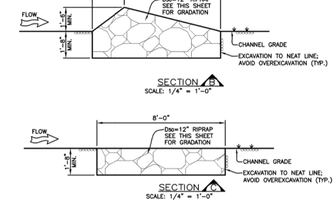
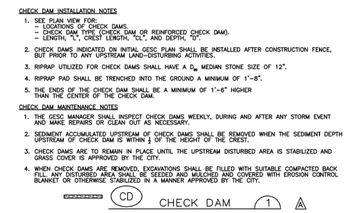


SECTION B
SCALE: 1/4" = 1'-0"



SECTION C
SCALE: 1/4" = 1'-0"

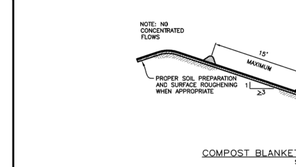
CHECK DAM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CHECK DAMS.
   – TYPE OF CHECK DAM (RIPRAP CHECK DAM, OR REINFORCED CHECK DAM).
   – LENGTH, "L", OF CREST (LINED), AND "CL", AND DEPTH, "D".
2. CHECK DAMS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED AFTER CONSTRUCTION FENCE, BUT PRIOR TO ANY UPSTREAM LAND–DISTURBING ACTIVITIES.
3. RIPRAP UTILIZED FOR CHECK DAMS SHALL HAVE A D_{50} MEDIAN STONE SIZE OF 12".
4. RIPRAP PAD SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'–8".
5. 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

1. THE GESC MANAGER SHALL INSPECT CHECK DAMS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CHECK DAMS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CHECK DAM IS WITHIN ½ OF THE HEIGHT OF THE CREST.
3. CHECK DAMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CHECK DAMS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACK FILL. ANY DISTURBED AREA SHALL BE SEEDED AND MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

(CD) CHECK DAM (1) ⚠



COMPOST BLANKET AND COMPOST FILTER BERM
SCALE: 1" = 10'-0"

COMPOST BLANKET NOTES:

1. SEE PLAN VIEW FOR AREA OF COMPOST BLANKET.
2. MAY BE USED IN PLACE OF STRAW MULCH OR EROSION CONTROL BLANKET IN AREAS WHERE ACCESS IS DIFFICULT DUE TO LANDSCAPING OR OTHER OBJECTIVES OR IN AREAS WHERE A SMOOTH TURF GRASS FINISH IS DESIRED.
3. SHALL ONLY BE UTILIZED IN AREAS WHERE SHEET FLOW CONDITIONS PREVAIL; SHALL BE PROHIBITED IN AREAS OF POSSIBLE CONCENTRATED FLOW.
4. SOIL PREPARATION SHALL BE COMPLETE PER THE SPECIFICATIONS OUTLINED IN THESE CRITERIA PRIOR TO APPLICATION.
5. WHEN TURF GRASS FINISH IS NOT DESIRED, SURFACE ROUGHENING ON SLOPES SHALL TAKE PLACE PRIOR TO APPLICATION.
6. SHALL BE EVENLY APPLIED AT A DEPTH OF 2 INCH.
7. MAYBE APPLIED UTILIZING PNEUMATIC BLOWER, OR BY HAND.
8. SEEDING SHALL BE DRILLED PRIOR TO THE APPLICATION OF COMPOST OR SEED MAY BE COMBINED AND BLOWN WITH THE PNEUMATIC BLOWER.
9. COMPOST FILTER BERM SHALL BE UTILIZED ON SLOPES WITH A MAXIMUM SPACING OF 15 FEET PER THE REQUIREMENTS FOUND IN THE COMPOST FILTER BERM SECTION.
10. THE GESC MANAGER SHALL INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.
11. COMPOST USED IN THE APPLICATION OF THE COMPOST BLANKET SHALL BE A CLASS I COMPOST AS DEFINED BY THE FOLLOWING PHYSICAL, CHEMICAL, AND BIOLOGICAL PARAMETERS:

PARAMETERS	CLASS I COMPOST FOR COMPOST BLANKET
MINIMUM STABILITY INDICATOR	STABLE TO VERY STABLE
SOLUBLE SALTS	MAXIMUM 5mmhos/cm
PH	6.0 – 8.0
AG INDEX	> 10
MATURITY INDICATOR EXPRESSED AS PERCENTAGE OF GERMINATION/VIGOR	80+/80+
MATURITY INDICATOR EXPRESSED AS AMMONIA N/ NITRATE N RATIO	< 4
MATURITY INDICATOR EXPRESSED AS CARBON TO NITROGEN RATIO	20:1
TESTED FOR CLOPYRALID	YES/NEGATIVE RESULT
MOISTURE CONTENT	30–60 %
ORGANIC MATTER CONTENT	25–45 % OF DRY WEIGHT
PARTICLE SIZE DISTRIBUTION	3" (75mm) 100% PASSING 1" (25mm) 95% TO 100% PASSING 3/4" (19mm) 85% TO 90% PASSING 3/8" (9.5mm) 50% TO 60% PASSING #4 20 TO 35% PASSING
PRIMARY, SECONDARY NUTRIENTS; TRACE ELEMENT	MUST BE REPORTED
TESTING AND TEST REPORT SUBMITTAL REQUIREMENTS	STA + CLOPYRALID
ORGANIC MATTER PER CUBIC YARD	MUST REPORT
CHEMICAL CONTAMINANTS	MEET OR EXCEED US EPA CLASS A STANDARD, 40 CFR 503.1 TABLES 1 & 3 LEVELS
MINIMUM MANUFACTURING/PRODUCTION REQUIREMENT	FULLY PERMITTED UNDER COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, HAZARDOUS MATERIALS AND WASTE MANAGEMENT DIVISION
RISK FACTOR RELATING TO PLANT GERMINATION AND HEALTH	LOW

NOTE: CLOPYRALID IS THE COMMON NAME OF A HERBICIDE THAT KILLS BROAD–LEAVED WEEDS SUCH AS DANDELIONS, CLOVER AND THISTLE.

(CB) COMPOST BLANKET (2)

COMPOST FILTER BERM NOTES:

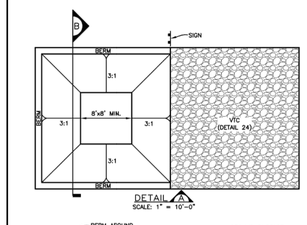
1. SEE PLAN VIEW FOR LENGTH OF COMPOST FILTER BERM.
2. SHALL BE APPLIED TO ALL SLOPES RECEIVING A COMPOST BLANKET AT 15' INCREMENTS.
3. FILTER BERMS SHALL RUN PARALLEL TO THE CONTOUR.
4. FILTER BERMS SHALL BE A MINIMUM OF 1' H x 2' W.
5. FILTER BERMS SHALL BE APPLIED UTILIZING PNEUMATIC BLOWER, OR BY HAND.
6. SHALL ONLY BE UTILIZED IN AREAS WHERE SHEET FLOW CONDITIONS PREVAIL; SHALL BE PROHIBITED IN AREAS OF POSSIBLE CONCENTRATED FLOW.
7. SOIL PREPARATION SHALL BE COMPLETE PER THE SPECIFICATIONS OUTLINED IN THESE CRITERIA PRIOR TO APPLICATION.
8. WHEN TURF GRASS FINISH IS NOT DESIRED, SURFACE ROUGHENING ON SLOPES SHALL TAKE PLACE PRIOR TO APPLICATION.
9. SEEDING SHALL BE DRILLED BEFORE THE APPLICATION OF COMPOST OR SEED MAY BE COMBINED AND BLOWN WITH THE PNEUMATIC BLOWER.
10. THE GESC MANAGER SHALL INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.
11. COMPOST USED IN THE APPLICATION OF THE COMPOST FILTER BERM SHALL BE A CLASS I COMPOST AS DEFINED BY THE FOLLOWING PHYSICAL, CHEMICAL, AND BIOLOGICAL PARAMETERS:

PARAMETERS	CLASS I COMPOST FOR COMPOST FILTER BERM
MINIMUM STABILITY INDICATOR	STABLE TO VERY STABLE
SOLUBLE SALTS	MAXIMUM 5mmhos/cm
PH	6.0 – 8.0
AG INDEX	> 10
MATURITY INDICATOR EXPRESSED AS PERCENTAGE OF GERMINATION/VIGOR	80+/80+
MATURITY INDICATOR EXPRESSED AS AMMONIA N/ NITRATE N RATIO	< 4
MATURITY INDICATOR EXPRESSED AS CARBON TO NITROGEN RATIO	20:1
TESTED FOR CLOPYRALID	YES/NEGATIVE RESULT
MOISTURE CONTENT	30–60 %
ORGANIC MATTER CONTENT	25–45 % OF DRY WEIGHT
PARTICLE SIZE DISTRIBUTION	3" (75mm) 100% PASSING 1" (25mm) 95% TO 100% PASSING 3/4" (19mm) 85% TO 90% PASSING 3/8" (9.5mm) 50% TO 60% PASSING #4 20 TO 35% PASSING
PRIMARY, SECONDARY NUTRIENTS; TRACE ELEMENT	MUST BE REPORTED
TESTING AND TEST REPORT SUBMITTAL REQUIREMENTS	STA + CLOPYRALID
ORGANIC MATTER PER CUBIC YARD	MUST REPORT
CHEMICAL CONTAMINANTS	MEET OR EXCEED US EPA CLASS A STANDARD, 40 CFR 503.1 TABLES 1 & 3 LEVELS
MINIMUM MANUFACTURING/PRODUCTION REQUIREMENT	FULLY PERMITTED UNDER COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, HAZARDOUS MATERIALS AND WASTE MANAGEMENT DIVISION
RISK FACTOR RELATING TO PLANT GERMINATION AND HEALTH	LOW

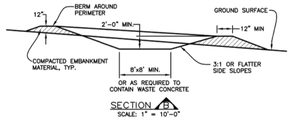
NOTE: IF A BIOSOLIDS COMPOST IS TO BE UTILIZED IT SHALL BE PRODUCED BY A FACILITY IN POSSESSION OF A VALID NOTICE OF AUTHORIZATION (NOA) FOR THE UNRESTRICTED USE AND DISTRIBUTION BY THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT. THE NOA SHALL BE PROVIDED UPON REQUEST TO CITY OF LONE TREE.

NOTE: A LAB TEST DETAILING THE CHEMICAL, PHYSICAL AND BIOLOGICAL PARAMETERS SHALL BE PROVIDED UPON REQUEST BY CITY OF LONE TREE.

(CFB) COMPOST FILTER BERM (3) ⚠



DETAIL (4) ⚠
SCALE: 1" = 10'-0"



SECTION (4) ⚠
SCALE: 1" = 10'-0"

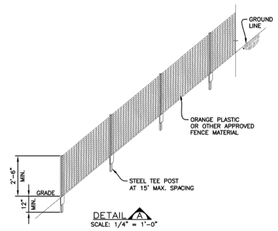
CONCRETE WASHOUT AREA INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CONCRETE WASHOUT AREA.
2. THE CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
3. VEHICLE TRACKING CONTROL (DETAIL 24) IS REQUIRED AT THE ACCESS POINT.
4. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
5. EXCAVATED MATERIAL SHALL BE UTILIZED IN PERIMETER BERM CONSTRUCTION.

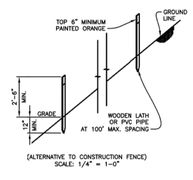
CONCRETE WASHOUT AREA MAINTENANCE NOTES

1. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND ENLARGED OR CLEANED OUT AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.
2. AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN APPROVED WASTE SITE.
3. WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.
4. INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.

(CWA) CONCRETE WASHOUT AREA (4)



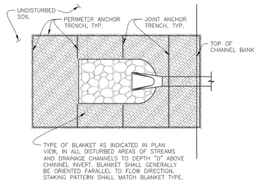
DETAIL (5) ⚠
SCALE: 1/4" = 1'-0"



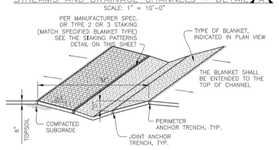
(ALTERNATIVE TO CONSTRUCTION FENCE)
SCALE: 1/4" = 1'-0"

CONSTRUCTION FENCE INSTALLATION NOTES

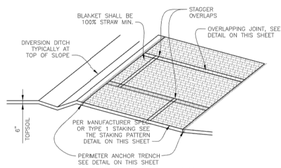
1. SEE PLAN VIEW FOR:
   – TYP



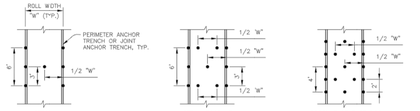
IN DISTURBED AREAS OF STREAMS AND DRAINAGE CHANNELS — DETAIL A
SCALE: 1" = 10'-0"



IN DIVERSION DITCH OR SMALL DITCH DRAINAGEWAY — DETAIL A
SCALE: 1" = 10'-0"

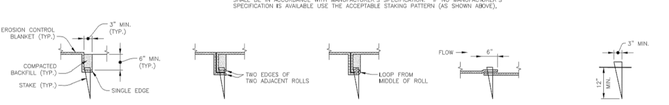


OUTSIDE OF STREAMS AND DRAINAGE CHANNELS — DETAIL A
SCALE: 1" = 10'-0"



STAKING PATTERNS
SCALE: 1" = 10'-0"

SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION. IF NO MANUFACTURER'S SPECIFICATION IS AVAILABLE USE THE ACCEPTABLE STAKING PATTERN (AS SHOWN ABOVE).



PERIMETER ANCHOR TRENCH — SCALE: 1/2" = 1'-0"
JOINT ANCHOR TRENCH — SCALE: 1/2" = 1'-0"
INTERMEDIATE ANCHOR TRENCH — SCALE: 1/2" = 1'-0"
OVERLAPPING JOINT — SCALE: 1/2" = 1'-0"
WOOD STAKE DETAIL — SCALE: 1/2" = 1'-0" MINIMUM THICKNESS 1/2"

EROSION CONTROL BLANKET INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION OF PERIMETER OF EROSION CONTROL BLANKET.
   - TYPE OF BLANKET (STRAW, STRAW-COCONUT, COCONUT, OR EXCELSIOR).
   - AREA "A" IN SQUARE YARDS OF EACH TYPE OF BLANKET.
2. ALL EROSION CONTROL BLANKETS AND NETTING SHALL BE MADE OF 100% NATURAL, AND BIODEGRADABLE MATERIAL; NO PLASTIC OR OTHER SYNTHETIC MATERIAL, EVEN IF PHOTO DEGRADABLE, SHALL BE ALLOWED.
3. IN AREAS WHERE EROSION CONTROL BLANKET IS SHOWN ON THE PLANS, THE PERMITTEE SHALL PLACE TOPSOIL AND PERFORM FINAL GRADING, SURFACE PREPARATION, AND SEEDING BELOW THE BLANKET IN ACCORDANCE WITH THE REQUIREMENTS OF DETAIL 17, SEEDING AND MULCHING. SUBGRADE SHALL BE SMOOTH AND MOIST PRIOR TO BLANKET INSTALLATION AND THE BLANKET SHALL BE IN FULL CONTACT WITH SUBGRADE, NO GAPS OR VOIDS SHALL EXIST UNDER THE BLANKET.
4. PERIMETER ANCHOR TRENCH SHALL BE USED AT OUTSIDE PERIMETER OF ALL BLANKET AREAS.
5. JOINT ANCHOR TRENCH SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER (LONGITUDINALLY AND TRANSVERSELY) FOR ALL BLANKETS EXCEPT STRAW, WHICH MAY USE AN OVERLAPPING JOINT.
6. INTERMEDIATE ANCHOR TRENCH SHALL BE USED AT SPACING OF ONE-HALF THE ROLL LENGTH FOR COCONUT AND EXCELSIOR BLANKETS.
7. THE OVERLAPPING JOINT DETAIL SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER FOR BLANKETS ON SLOPES.
8. MATERIAL SPECIFICATIONS OF EROSION CONTROL BLANKET SHALL CONFORM TO TABLE 7.1.

EROSION CONTROL BLANKET INSTALLATION NOTES — CONTINUED

9. ANY AREAS OF SEEDING AND MULCHING DISTURBED IN THE PROCESS OF INSTALLING EROSION CONTROL BLANKET SHALL BE RESEEDED AND MULCHED IN ACCORDANCE WITH DETAIL 17.
10. SEE DRAINAGE DESIGN PLANS FOR MAJOR DRAINAGEWAY STABILIZATION MEASURES THAT MAY EXCEED THE DESIGN CONDITIONS ASSOCIATED WITH THE DETAILS ABOVE.

TABLE 7.1 — EROSION CONTROL BLANKET TYPE

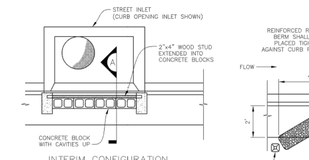
TYPE	COCONUT CONTENT	STRAW CONTENT	EXCELSIOR CONTENT	NETTING MIN.
STRAW*	—	100%	—	DOUBLE/NATURAL
STRAW—COCONUT	30% MIN.	70% MAX.	—	DOUBLE/NATURAL
COCONUT	100%	—	—	DOUBLE/NATURAL
EXCELSIOR	—	—	100%	DOUBLE/NATURAL

* FOR OUTSIDE OF STREAMS AND DRAINAGE CHANNELS

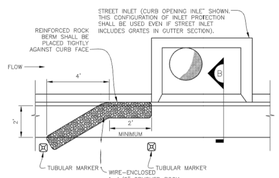
EROSION CONTROL BLANKET MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT EROSION CONTROL BLANKETS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS AS NECESSARY.
2. EROSION CONTROL BLANKET IS TO BE LEFT IN PLACE UNLESS REQUESTED TO BE REMOVED BY THE CITY.
3. ANY EROSION CONTROL BLANKET PULLED OUT, TORN, OR OTHERWISE DAMAGED SHALL BE RE-INSTALLED. ANY SUBGRADE AREAS BELOW THE BLANKET THAT HAVE ERODED TO CREATE A VOID UNDER THE BLANKET, OR THAT REMAIN DEVOID OF GRASS SHALL BE REPAIRED, RESEEDED AND MULCHED AND THE EROSION CONTROL BLANKET REINSTALLED.

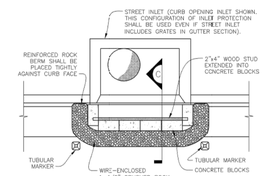
ECB EROSION CONTROL BLANKET 9



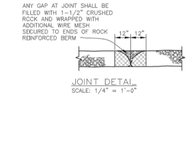
INTERIM CONFIGURATION (BEFORE PAVING) STREET INLET — PLAN
SCALE: 1/4" = 1'-0"



STREET INLET ON CONTINUOLS GRADE (AFTER PAVING) — PLAN
SCALE: 1/4" = 1'-0"

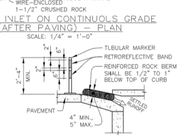


STREET INLET IN SUMP (AFTER PAVING) — PLAN
SCALE: 1/4" = 1'-0"

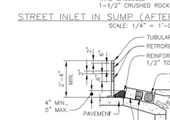


JOINT DETAIL
SCALE: 1/4" = 1'-0"

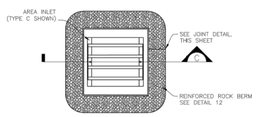
SECTION A
SCALE: 1/4" = 1'-0"



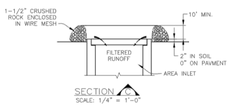
SECTION A
SCALE: 1/4" = 1'-0"



SECTION A
SCALE: 1/4" = 1'-0"



AREA INLET — PLAN
SCALE: 1/4" = 1'-0"



SECTION A
SCALE: 1/4" = 1'-0"

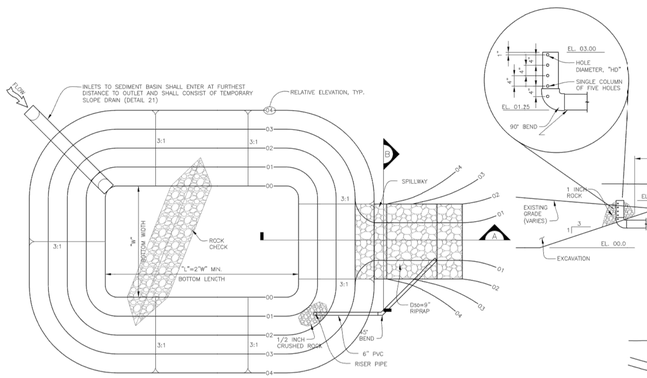
INLET PROTECTION INSTALLATION NOTES

1. INTERIM CONFIGURATION OF INLET PROTECTION IN STREETS SHALL BE INSTALLED WITHIN 48-HOURS OF POURING INLET. INLET PROTECTION (AFTER PAVEMENT) SHALL BE INSTALLED WITHIN 48 HOURS AFTER PAVING IS PLACED.
2. INLET PROTECTION AT AREA INLETS SHALL BE INSTALLED WITHIN 48-HOURS OF POURING INLET.
3. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON SHEET 1 (1-1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
4. WIRE MESH SHAL, BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE"). ROLL WIDTH SHALL BE 48-INCHES.
5. WIRE MESH SHAL, BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6-INCH CENTERS ALONG ALL JOINTS AND AT 2-INCH CENTERS ON ENDS OF BERM.
6. REINFORCED ROCK BERM SHALL BE CONSTRUCTED IN ONE PIECE OR SHALL BE CONSTRUCTED USING JOINT DETAIL.
7. TUBULAR MARKERS SHALL MEET REQUIREMENTS OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED.
8. THE TOP OF REINFORCED ROCK BERM SHALL BE 1/2"–1" BELOW TOP OF CURB.

INLET PROTECTION MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT INLET PROTECTION WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY. MORE FREQUENT INSPECTIONS AND REPAIRS SHALL BE REQUIRED DURING WINTER CONDITIONS DUE TO FREEZE/THAW PROBLEMS.
2. SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF ROCK BERM IS WITHIN 2-1/2 INCHES OF THE CREST.
3. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED, UNLESS THE CITY APPROVES EARLIER REMOVAL OF INLET PROTECTION IN STREETS.
4. WHEN INLET PROTECTION AT AREA INLETS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

IP INLET PROTECTION 10



STANDARD BASIN — PLAN
SCALE: 1" = 10'-0"

STANDARD BASIN — SECTION A
SCALE: 1/4" = 1'-0"

STANDARD BASIN — SECTION B
SCALE: 1/4" = 1'-0"

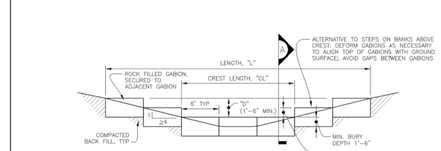
SEDIMENT BASIN INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION OF SEDIMENT BASIN.
   - TYPE OF BASIN (STANDARD BASIN OR NON-STANDARD BASIN).
   - FOR STANDARD BASIN, CREST LENGTH, "CL", BOTTOM WIDTH, "W", AND HOLE DIAMETER, "HD".
   - FOR NON-STANDARD BASIN, SEE CONSTRUCTION DRAWINGS FOR DESIGN OF BASIN INCLUDING RISER HEIGHT, "H", NUMBER OF COLUMNS, "N", HOLE DIAMETER, "HD", AND PIPE DIAMETER "D".
2. FOR STANDARD BASIN, BOTTOM DIMENSION MAY BE MODIFIED AS LONG AS BOTTOM AREA IS NOT REDUCED.
3. SEDIMENT BASINS INDICATED ON INITIAL GESC PLAN SHALL EE INSTALLED PRIOR TO ANY OTHER LAND-DISTURBING ACTIVITY.
4. EMBANKMENT MATERIAL SHALL CONSIST OF SOIL FREE OF DEBRIS, ORGANIC MATERIAL, AND ROCKS OR CONCRETE GREATER THAN 3 INCHES AND SHALL HAVE A MINIMUM OF 15 PERCENT BY WEIGHT PASSING THE NO. 200 SIEVE.
5. EMBANKMENT MATERIAL SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DENSITY WITHIN 2 PERCENTAGE POINTS OF OPTIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
6. PIPE SCH 40 OR GREATER SHALL BE USED.
7. THE DETAILS SHOWN ON THIS SHEET PERTAIN TO STANDARD SEDIMENT BASIN(S) IDENTIFIED ON THE GESC PLAN VIEW DRAWINGS USED FOR DRAINAGE AREAS LESS THAN 15 ACRES. SEE CONSTRUCTION DRAWINGS FOR EMBANKMENT, STORAGE VOLUME, SPILLWAY, OUTLET, AND OUTLET PROTECTION DETAILS FOR ANY SEDIMENT BASIN(S) THAT HAVE BEEN INDIVIDUALLY DESIGNED FOR DRAINAGE AREAS LARGER THAN 15 ACRES.

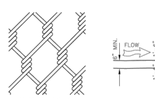
SEDIMENT BASIN MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT BASIN WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED IN SEDIMENT BASIN SHALL BE REMOVED WHEN THE SEDIMENT DEPTH IS WITHIN 2.0 FEET OF THE CREST OF THE SPILLWAY.
3. SEDIMENT BASINS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. IF SEDIMENT BASINS ARE REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

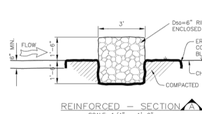
SB SEDIMENT BASIN 14



REINFORCED — ELEVATION
SCALE: 1" = 10'-0"



BLOW UP OF TWISTED WIRE GABION
SCALE: NTS



REINFORCED — SECTION A
SCALE: 1/4" = 1'-0"

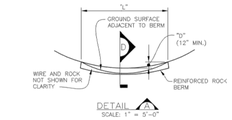
REINFORCED CHECK DAM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATIONS OF CHECK DAMS.
   - CHECK DAM TYPE (CHECK DAM OR REINFORCED CHECK DAM).
   - LENGTH, "L", CREST LENGTH, "CL", AND DEPTH, "D".
2. CHECK DAMS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED AFTER CONSTRUCTION FENCE, BUT PRIOR TO ANY UPSTREAM LAND-DISTURBING ACTIVITIES.
3. REINFORCED CHECK DAMS, GABIONS SHALL HAVE GALVANIZED TWISTED WIRE NETTING WITH A MAXIMUM OPENING DIMENSION OF 3 INCHES AND A MINIMUM WIRE THICKNESS OF 0.10". WIRE "HOG RINGS" OR WIRE TIES OF EQUIVALENT STRENGTH AND LENGTH SHALL BE USED AT ALL GABION SEAMS AND TO SECURE THE GABION TO THE ADJACENT GABION.
4. RIPRAP UTILIZED FOR CHECK DAMS SHALL HAVE A D_{50} MEDIAN STONE SIZE OF 6".
5. THE CHECK DAM SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'-6".
6. EROSION BLANKET SHALL BE PLACED IN THE REINFORCED CHECK DAM TRENCH EXTENDING A MINIMUM OF 1'-6" ON BOTH THE UPSTREAM AND DOWNSTREAM SIDES OF THE REINFORCED CHECK DAM.

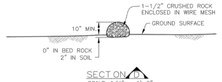
REINFORCED CHECK DAM MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT CHECK DAMS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CHECK DAMS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CHECK DAM IS WITHIN ½ OF THE HEIGHT OF THE CREST.
3. CHECK DAMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CHECK DAMS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACK FILL, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

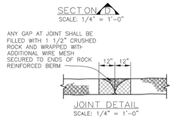
RCD REINFORCED CHECK DAM 11



DETAIL A
SCALE: 1" = 5'-0"



SECTION A
SCALE: 1/4" = 1'-0"



JOINT DETAIL
SCALE: 1/4" = 1'-0"

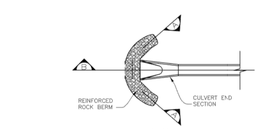
REINFORCED ROCK BERM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATIONS "L" OF REINFORCED ROCK BERMS.
   - LENGTH, "L", AND DEPTH, "D" DIMENSIONS.
2. REINFORCED ROCK BERM SECTION APPLIES TO CULVERT INLET FILTER AND INLET PROTECTION.
3. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON SHEET 1 (1-1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
4. WIRE MESH SHALL BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE"). ROLL WIDTH SHALL BE 48-INCHES.
5. WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6-INCH CENTERS ALONG ALL JOINTS AND AT 2-INCH CENTERS ON ENDS OF BERM.
6. FOR CONCENTRATED FLOW AREAS THE ENDS OF THE REINFORCED ROCK BERM SHALL BE 12" HIGHER THAN THE CENTER OF THE BERM.

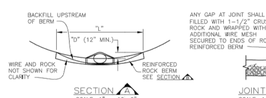
REINFORCED ROCK BERM MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT REINFORCED ROCK BERM WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF REINFORCED ROCK BERM SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF FILTER IS WITHIN 5 INCHES OF THE CREST.
3. REINFORCED ROCK BERMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED.
4. WHEN REINFORCED ROCK BERMS ARE REMOVED, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RRB REINFORCED ROCK BERM 12



PLAN
SCALE: 1" = 10'-0"



SECTION A
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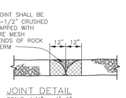

JOINT DETAIL
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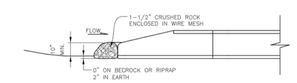

SECTION B
SCALE: 1/4" = 1'-0"

INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATIONS OF CULVERT INLET FILTERS.
   - LENGTH, "L", AND DEPTH, "D".
2. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHAL, COMPLY WITH GRADATION SHOWN ON SHEET 1 (1-1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
3. WIRE MESH SHALL BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE").
4. WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6-INCH CENTERS ALONG ALL JOINTS AND AT 2-INCH CENTERS ON ENDS OF BERM.
5. THE ENDS OF THE REINFORCED ROCK BERM SHALL BE 12" HIGHER THAN THE CENTER OF THE BERM.

MAINCENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT CULVERT INLET FILTER WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CULVERT INLET FILTER SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF FILTER IS ⅓ THE HEIGHT OF THE REINFORCED ROCK BERM.
3. RRB FOR CULVERT PROTECTION ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CULVERT INLET FILTERS ARE REMOVED, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RRC RRB FOR CULVERT PROTECTION 13

Sheet Revisions		
6/30/05	ADOPTED FROM DOUGLAS COUNTY GESC PLANS	MLP
5/ /08	EDIT UPDATES A	GAW
11/ /08	ADD CURB SOCK DETAIL A (REF UDFCD, V3 FIGURE C5-23), MISC. NOTE EDITS	GAW

NOTE: SCALES SHOWN ARE FOR 24"x36" SHEETS; ADJUST ACCORDINGLY FOR 11"x17" SHEETS.

CITY OF LONE TREE
DEPARTMENT OF PUBLIC WORKS
Engineering Division

GESC GRADING, EROSION, AND SEDIMENT CONTROL

GESC PLAN STANDARD NOTES AND DETAILS

SHEET 2 OF 3

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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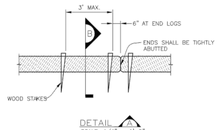
No.	REVISION	BY	DATE

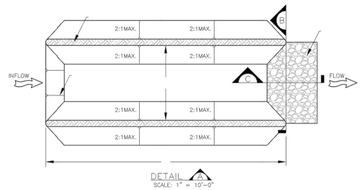
H-SCALE	N/A
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

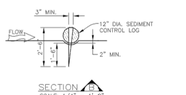
RIDGEGATE SOUTHWEST VILLAGE FILING 5
GESC DETAILS
PHASE 1

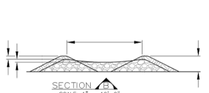
SHEET 87 OF 146

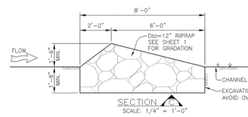
JOB NO. 15950.22











SEDIMENT CONTROL LOG INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF SEDIMENT CONTROL LOG.
2. SEDIMENT CONTROL LOGS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.
3. SEDIMENT CONTROL LOGS SHALL CONSIST OF STRAW, COMPOST, EXCELSIOR, OR COCONUT FIBER.
4. NOT FOR USE IN CONCENTRATED FLOW AREAS.
5. THE SEDIMENT CONTROL LOG SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 2".

SEDIMENT CONTROL LOG MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT CONTROL LOGS DAILY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF SEDIMENT CONTROL LOGS SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN ½ THE HEIGHT OF THE CREST OF LOG.
3. SEDIMENT CONTROL LOG SHALL BE REMOVED AT THE END OF CONSTRUCTION. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

SCL SEDIMENT CONTROL LOG /15

SEDIMENT TRAP INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION, LENGTH AND WIDTH OF SEDIMENT TRAP.
2. SEDIMENT TRAPS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.
3. SEDIMENT TRAP BERM SHALL BE CONSTRUCTED FROM MATERIAL FROM EXCAVATION. THE BERM SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
4. RIPRAP OUTLET SHALL BE CONSTRUCTED WITH D =12" RIPRAP WITH A MINIMUM OVERFLOW OF 6".
5. THE TOP OF THE EARTHEN BERM SHALL BE A MINIMUM OF 6" HIGHER THAN THE TOP OF THE RIPRAP OUTLET STRUCTURE.
6. THE ENDS OF THE RIPRAP OUTLET STRUCTURE SHALL BE MINIMUM OF 6" HIGHER THAN THE CENTER OF THE OUTLET STRUCTURE.

SEDIMENT TRAP MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT TRAPS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF RIPRAP SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN ½ THE HEIGHT OF THE RIPRAP OUTLET STRUCTURE.
3. SEDIMENT TRAPS SHALL REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVERAGE IS APPROVED BY THE CITY.
4. WHEN SEDIMENT TRAPS ARE REMOVED THE DISTURBED AREA SHALL BE DRILLED SEEDED AND CRIMP MULCHED OR STABILIZED IN A MANNER APPROVED BY THE CITY.

ST SEDIMENT TRAP /16

SEEDING AND MULCHING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - AREA OF SEEDING AND MULCHING.
   - TYPE OF SEED MIX (PERMANENT, TEMPORARY, OR LOW-GROWTH).
2. ALL BRANDS FURNISHED SHALL BE FREE FROM SUCH NOXIOUS SEEDS AS RUSSIAN OR CANADIAN THISTLE, COARSE FESCUE, EUROPEAN BINDWEED, JOHNSON GRASS, KNAP WEED AND LEAFY SPURGE.
3. THE SEEDER SHALL FURNISH TO THE CONTRACTOR A SIGNED STATEMENT CERTIFYING THAT THE SEED FURNISHED IS FROM A LOT THAT HAS BEEN TESTED BY A RECOGNIZED LABORATORY, SEED WHICH HAS BECOME WET, MOLDY, OR OTHERWISE DAMAGED IN TRANSIT OR IN STORAGE WILL NOT BE ACCEPTABLE. SEED TICKETS SHALL BE PROVIDED TO CITY OF LONE TREE UPON REQUEST.
4. DRILL SEEDING MIX SHALL CONFORM TO THE TABLE ON THE RIGHT:
5. IF THE SEED AVAILABLE ON THE MARKET DOES NOT MEET THE MINIMUM PURITY AND GERMINATION PERCENTAGES SPECIFIED, THE SUBCONTRACTOR MUST COMPENSATE FOR A LESSER PERCENTAGE OF PURITY OR GERMINATION BY FURNISHING SUFFICIENT ADDITIONAL SEED TO EQUAL THE SPECIFIED PRODUCT. THE TAGS FROM THE SEED MIXES MUST BE SUPPLIED TO CONTRACTOR AND FORWARDED TO THE CITY OF LONE TREE GESC INSPECTOR.
6. THE FORMULA USED FOR DETERMINING THE QUANTITY OF PURE LIVE SEED (PLS) SHALL BE (POUNDS OF SEED) X (PURITY) X (GERMINATION) = POUNDS OF PURE LIVE SEED (PLS).
7. PERMANENT SEED MIX SHALL BE USED UNLESS OTHERWISE APPROVED BY THE CITY.
8. ALL AREAS TO BE SEEDED AND MULCHED SHALL HAVE NATIVE TOPSOIL OR APPROVED SOIL AMENDMENTS SPREAD TO A DEPTH OF AT LEAST 6 INCHES (LOOSE DEPTH). HAUL ROADS AND OTHER COMPACTED AREAS SHALL BE LOOSENED TO A DEPTH OF 6 INCHES PRIOR TO SPREADING TOPSOIL.
9. SOIL IS TO BE THOROUGHLY LOOSENED (TILLED) TO A DEPTH OF AT LEAST 6 INCHES PRIOR TO SEEDING. THE TOP 6 INCHES OF THE SEED BED SHALL BE FREE OF ROCKS GREATER THAN 4 INCHES AND SOIL CLODS GREATER THAN 2 INCHES. SEEDING OVER ANY COMPACTED AREAS THAT HAVEN'T BEEN THOROUGHLY LOOSENED SHALL BE REJECTED.
10. SEED IS TO BE APPLIED USING A MECHANICAL DRILL TO A DEPTH OF 1/4 INCH. ROW SPACING SHALL BE NO MORE THAN 6 INCHES. MATERIAL USED FOR MULCH SHALL CONSIST OF LONG-STEMMED STRAW AT LEAST 50 PERCENT OF THE MULCH, BY WEIGHT, SHALL BE 10 INCHES OR MORE IN LENGTH. MULCH SHALL BE APPLIED AND MECHANICALLY ANCHORED TO A DEPTH OF AT LEAST 2 INCHES. MULCH SHALL BE APPLIED AT A RATE OF 4000 LB. OF STRAW PER ACRE.
11. IF THE PERMITTEE DEMONSTRATES TO THE CITY THAT IT IS NOT POSSIBLE TO DRILL SEED, SEED IS TO BE UNIFORMLY BROADCAST AT TWO TIMES THE DRILLED RATE, THEN LIGHTLY HARROWED TO PROVIDE A SEED DEPTH OF APPROXIMATELY 1/4 INCH, THEN ROLLED TO COMPACT, THEN MULCHED AS SPECIFIED ABOVE.
12. SEEDING AND MULCHING SHALL BE COMPLETED WITHIN 30 DAYS OF INITIAL EXPOSURE OR 7 DAYS AFTER GRADING IS SUBSTANTIALLY COMPLETE IN A GIVEN AREA (AS DEFINED BY THE CITY), THIS MAY REQUIRE MULTIPLE MOBILIZATIONS FOR SEEDING AND MULCHING.
13. MULCH SHALL BE APPLIED WITHIN 24-HOURS OF SEEDING.
14. TACKIFIER SHOULD BE UTILIZED TO HELP WITH STRAW DISPLACEMENT.

SEEDING AND MULCHING MAINTENANCE NOTES

1. SEEDED AND MULCHED AREAS SHALL BE INSPECTED FOR REQUIRED COVERAGE MONTHLY FOR A PERIOD OF TWO YEARS FOLLOWING INITIAL SEEDING. REPAIRS AND RE-SEEDING AND MULCHING SHALL BE UNDERTAKEN AFTER THE FIRST GROWING SEASON FOR ANY AREAS FAILING TO MEET THE REQUIRED COVERAGE.
2. REQUIRED COVERAGE FOR STANDARD, OPEN SPACE AND LOW GROWTH SEED MIXES SHALL BE DEFINED AS FOLLOWS:
   1. THREE (3) PLANTS PER SQUARE FOOT WITH A MINIMUM HEIGHT OF 3 INCHES. THE 3 PLANTS PER SQUARE FOOT SHALL BE OF THE VARIETY AND SPECIES FOUND IN THE CITY OF LONE TREE-APPROVED MIX.
   2. NO BARE AREAS LARGER THAN 4 SQUARE FEET (TWO-FEET BY TWO-FEET OR EQUIVALENT).
   3. FREE OF ERODED AREAS.
   4. FREE FROM INFESTATION OF NOXIOUS WEEDS IN ACCORDANCE WITH SECTION 6.4 OF THE GESC CRITERIA MANUAL.
3. REQUIRED COVERAGE FOR TURF GRASS AREAS SHALL BE DEFINED AS FOLLOWS:
   1. AT LEAST 80% VEGETATIVE COVER OF GRASS SPECIES PLANTED.
   2. NO BARE AREAS LARGER THAN 4 SQUARE FEET (TWO-FEET BY TWO-FEET OR EQUIVALENT).
   3. FREE OF ERODED AREAS.
   4. FREE FROM INFESTATION OF NOXIOUS WEEDS IN ACCORDANCE WITH SECTION 6.4 OF THE GESC CRITERIA MANUAL.
4. RILL AND GULLY EROSION SHALL BE FILLED WITH TOPSOIL PRIOR TO RESEEDING. THE RESEEDING METHOD SHALL BE APPROVED BY THE CITY.

CITY OF LONE TREE PERMANENT DRILL SEEDING MIX

SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
BIG BLUESTEM	KAW	PNWS	10	1.1
YELLOW INDIANGRASS	CHEYENNE	PNWS	10	1
SWITCHGRASS	BLACKWELL	PNWS	10	0.4
SIDEOATS GRAMA	VAUGHN	PNWB	10	0.5
WESTERN WHEATGRASS	ARRIBA	PNCS	10	1.6
BLUE GRAMA	HACHITA	PNWB	10	0.2
THICKSPIKE WHEATGRASS	CRITANA	PNCS	10	1
PRAIRIE SANDREED	GOSHEN	PNWS	10	0.7
GREEN NEEDLEGRASS	LODORM	PNCB	10	1
SLENDER WHEATGRASS	PRYOR	PNCB	5	0.6
STREAMBANK WHEATGRASS	SODAR	PNCS	5	0.6
		TOTAL		9.2

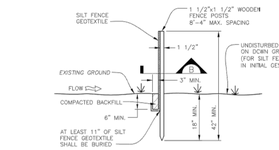
CITY OF LONE TREE TEMPORARY DRILL SEEDING MIX

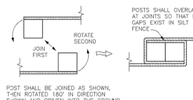
SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
SMOOTH BROMEGRASS	LINCOLN	PICS	30	3.5
INTERMEDIATE WHEATGRASS	OAHE	PICS	30	4.5
PUBESCENT WHEATGRASS	LUNA	PICS	30	4.2
ANNUAL RYEGRASS	N/A	AICB	10	0.8
		TOTAL		13.4

CITY OF LONE TREE LOW-GROWTH DRILL SEEDING MIX

SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
BUFFALOGRASS	TEXOKA	PNWS	20	3.2
BLUE GRAMA	HACHITA	PNWB	20	0.4
WESTERN WHEATGRASS	ARRIBA	PNCS	20	3.2
SIDEOATS GRAMA	VAUGHN	PNWB	20	1.8
THICKSPIKE WHEATGRASS	CRITANA	PNCS	10	1
STREAMBANK WHEATGRASS	SODAR	PNCS	10	1.2
		TOTAL		11.0

SM SEEDING AND MULCHING /17





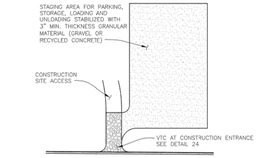
SILT FENCE INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF FENCE.
2. ANCHOR TRENCH SHALL BE EXCAVATED WITH TRENCHER, OR WITH SILT FENCE INSTALLATION MACHINE. NO ROAD GRADERS, BACKHOES, ETC. SHALL BE USED. TRENCH SHALL BE COMPACTED BY HAND, WITH "JUMPING JACK", OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
3. SILT FENCE GEOTEXTILE SHALL MEET THE FOLLOWING REQUIREMENTS:
   - 6-TO 12-GALLONS PER MINUTE PER SQUARE FOOT FLOW CAPACITY.
   - 90 LB. TENSILE STRENGTH PER ASTM D4632.
   - UV DESIGN AT 500 HRS MIN. 70% STRENGTH RETAINED PER ASTM D 4355.
4. SILT FENCE INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.

SILT FENCE MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SILT FENCE DAILY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT REACHES A DEPTH OF 6-INCHES.
3. SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

SF SILT FENCE /18



STABILIZED STAGING AREA INSTALLATION NOTES

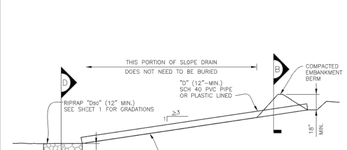
1. SEE PLAN VIEW FOR GENERAL LOCATION OF STAGING AREA. CONTRACTOR MAY MODIFY LOCATION AND SIZE OF STABILIZED STAGING AREA WITH CITY APPROVAL.
2. STABILIZED STAGING AREA SHALL BE LARGE ENOUGH TO FULLY CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
3. IF REQUIRED BY THE CITY, SITE ACCESS ROADS SHALL BE STABILIZED IN THE SAME MANNER AS THE STAGING AREA.
4. STAGING AREA SHALL BE STABILIZED PRIOR TO ANY OTHER OPERATIONS ON THE SITE.
5. THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM OF 3" OF GRANULAR MATERIAL (GRAVEL OR RECYCLED CONCRETE).

STABILIZED STAGING AREA MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE STABILIZED STAGING AREA WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. GESC MANAGER SHALL PROVIDE ADDITIONAL THICKNESS OF GRANULAR MATERIAL IF ANY RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.
3. STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
4. ANY ACCUMULATED DIRT OR MUD SHALL BE REMOVED FROM THE SURFACE OF THE STABILIZED STAGING AREA.
5. THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE CITY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED.

SSA STABILIZED STAGING AREA /19

SR SURFACE ROUGHENING /20



SLOPE DRAIN INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF SLOPE DRAIN.
   - PIPE DIAMETER, "D", AND RIPRAP SIZE, "Dsw".
2. SLOPE DRAIN DIMENSIONS SHALL BE CONSIDERED MINIMUM DIMENSIONS; CONTRACTOR MAY ELECT TO INSTALL LARGER FACILITIES. ANY DAMAGE TO SLOPE OR SLOPE DRAIN DURING RUNOFF EVENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
3. SLOPE DRAINS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY UPSTREAM LAND-DISTURBING ACTIVITIES.
4. FOR TEMPORARY SLOPE DRAINS, PIPE MAY BE INSTALLED ON TOP OF SLOPE, HOWEVER, 12" MIN. COVER AT TOP OF SLOPE SHALL BE PROVIDED.
5. A RIPRAP PAD SHALL BE PLACED AT THE OUTFALL OF THE SLOPE DRAIN.

SLOPE DRAIN MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SLOPE DRAINS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS AS NECESSARY.
2. TEMPORARY SLOPE DRAINS ARE TO REMAIN IN PLACE UNTIL NO LONGER NEEDED, BUT SHALL BE REMOVED PRIOR TO THE END OF CONSTRUCTION. WHEN SLOPE DRAINS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

TSD TEMPORARY SLOPE DRAIN /21

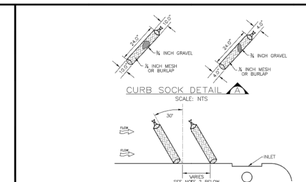
TEMPORARY STREAM CROSSING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATIONS OF TEMPORARY STREAM CROSSING.
   - STREAM CROSSING TYPE (FORD OR CULVERT).
   - FOR FORD CROSSING: LENGTH, "L", CREST LENGTH, "CL", AND DEPTH, "D".
   - FOR CULVERT CROSSING: LENGTH, "L", CREST LENGTH, "CL", CROSSING HEIGHT, "H", DEPTH, "D", CULVERT DIAMETER, "CD", AND NUMBER, TYPE AND CLASS OR GAUGE OF CULVERTS.
2. TEMPORARY STREAM CROSSING DIMENSIONS, D50, AND NUMBER OF CULVERTS INDICATED (FOR CULVERT CROSSING) SHALL BE CONSIDERED MINIMUM DIMENSIONS; ENGINEER MAY ELECT TO INSTALL LARGER FACILITIES. ANY DAMAGE TO STREAM CROSSING OR EXISTING STREAM CHANNEL DURING BASEFLOW OR FLOOD EVENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
3. SEE SHEET 1 FOR RIPRAP AND 1-1/2" CRUSHED ROCK GRADATIONS.
4. FOR A TEMPORARY STREAM CROSSING THAT WILL CARRY LOADS, THE TEMPORARY STREAM CROSSING MUST BE DESIGNED BY THE DESIGN ENGINEER.

TEMPORARY STREAM CROSSING MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT STREAM CROSSINGS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF STREAM CROSSINGS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CROSSING IS WITHIN 6-INCHES OF THE CREST (FORD CROSSING) OR GREATER THAN AN AVERAGE DEPTH OF 12-INCHES (CULVERT CROSSING).
3. STREAM CROSSINGS ARE TO REMAIN IN PLACE UNTIL NO LONGER NEEDED, BUT SHALL BE REMOVED PRIOR TO THE END OF CONSTRUCTION.
4. WHEN STREAM CROSSINGS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

TSC TEMPORARY STREAM CROSSING /22



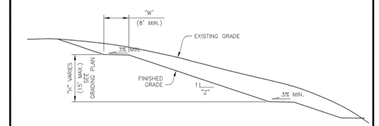
CURB SOCK INSTALLATION NOTES

1. SOCKS WILL BE USED UPGRADIENT OF INLET PERPENDICULAR TO AND FLUSH WITH CURB.
2. NO LESS THAN TWO 10" DIAMETER SOCKS MUST BE USED IN SEQUENCE, SPACED NO MORE THAN 5 FEET APART. NO LESS THAN SIX SOCKS SHALL BE USED IF THE 4" SOCK IS USED, ALSO SPACED AT NO MORE THAN 5 FEET APART.
3. INCLINE AT 30 DEGREES FROM PERPENDICULAR, OPPOSITE THE DIRECTION OF FLOW (SEE DETAIL B).

CURB SOCK MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE CURB SOCKS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPGRADIENT SEDIMENT AS NECESSARY.

CS CURB SOCK /26



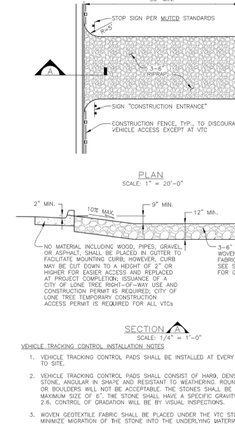
TERRACING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - WIDTH, "W", AND SLOPE, "Z".
2. TERRACING IS NOT REQUIRED FOR SLOPES OF 4 TO 1 OR FLATTER.
3. EARTH (VEGETATED) SLOPES STEEPER THAN 3 TO 1 ARE NOT ALLOWED ON THE SITE.

TERRACING MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE SURFACE ROUGHENING WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. ANY RILL EROSION OCCURRING ON SLOPES SHALL BE REPAIRED AND RESEEDED AND MULCHED IN ACCORDANCE WITH DETAIL 17.

TER TERRACING /23



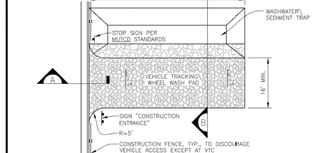
VEHICLE TRACKING CONTROL INSTALLATION NOTES

1. VEHICLE TRACKING CONTROL PADS SHALL BE INSTALLED AT EVERY ACCESS POINT TO SITE.
2. VEHICLE TRACKING CONTROL PADS SHALL CONSIST OF HARD, DENSE, DURABLE STONE, ANGULAR IN SHAPE AND RESISTANT TO WEATHERING. ROUNDED STONE OR BOULDERS WILL NOT BE ACCEPTABLE. THE STONES SHALL BE 3" WITH A MAXIMUM SIZE OF 6". THE STONE SHALL HAVE A SPECIFIC GRAVITY OF AT LEAST 2.6. CONTROL OF GRADATION WILL BE BY VISUAL INSPECTIONS.
3. WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE VTC STONE TO HELP MINIMIZE MIGRATION OF THE STONE INTO THE UNDERLYING MATERIAL.
4. ANY CRACKED OR DAMAGED CURB AND GUTTER AND SIDEWALK SHALL BE REPLACED BY PERMITTEE
5. A CITY OF LONE TREE TEMPORARY CONSTRUCTION ACCESS PERMIT IS REQUIRED FOR EACH ACCESS/EXIT POINT FROM THE SITE.
6. A STOP SIGN INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED, SHALL BE INSTALLED FOR EXITING TRAFFIC AT THE VTC.

VEHICLE TRACKING CONTROL MAINTENANCE NOTES

1. GESC MANAGER SHALL INSPECT VEHICLE TRACKING CONTROL PADS DAILY. ACCUMULATED SEDIMENTS SHALL BE REMOVED FROM PAD SURFACE. STONE SURFACE SHALL BE CLEAN AND LOOSE ENOUGH TO RELIEVE SLIGHTLY UNDER FOOT. IF STONE IS NOT CLEAN ENOUGH TO REMOVE MUD, SCRAPE MUD/SEDIMENT FROM VEHICLE TIRES. WHEN STONE BECOMES COMPACTED AND/OR FILLED WITH SEDIMENT SO THAT THE EFFECTIVENESS OF THE PAD IS DIMINISHED, CONTRACTOR SHALL RIP, TURN OVER, OR OTHERWISE LOOSEN THE STONE, PLACE ADDITIONAL NEW STONE, OR REPLACE STONE AS NECESSARY TO RESTORE EFFECTIVENESS.
2. VEHICLE TRACKING CONTROL SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE STONE MATERIAL AND GEOTEXTILE REMOVED OR, IF APPROVED BY THE CITY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN CONFORMANCE WITH CITY APPROVED PLANS FOR SITE AND THE APPLICABLE GESC PERMIT.

VTC VEHICLE TRACKING CONTROL /24


50' MIN.
WASHWATER, SEDIMENT TRAP
STOP SIGN PER MUTCD STANDARDS
VEHICLE TRACKING, WHEEL WASH PAD
16' MIN.
SIGN "CONSTRUCTION ENTRANCE"
R=5'
CONSTRUCTION FENCE, TYP., TO DISCOURAGE VEHICLE ACCESS EXCEPT AT VTC
PLAN
SCALE: 1" = 20'-0"
10% MAX
6" MIN.
VARIES 12' TO 1'-10"±
3-6" RIPRAP OVER WOVEN GEOTEXTILE FABRIC
SECTION A
SCAL

RIDGEGATE SOUTHWEST VILLAGE FILING 5-PHASE 2

A PORTION OF THE RIDGEGATE PLANNED DEVELOPMENT DISTRICT, EAST SIDE PROPERTY

A PORTION OF THE EAST HALF OF SECTION 23 AND THE WEST HALF OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO

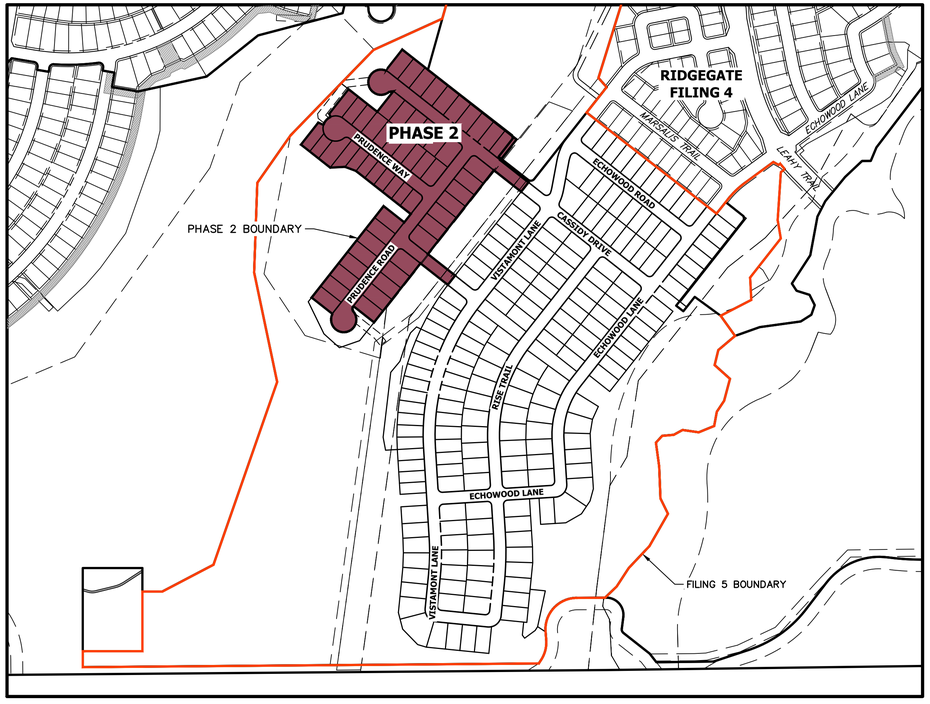
STREET & DRAINAGE CONSTRUCTION PLANS

ABBREVIATIONS

AC	ACRE
AD	ALGEBRAIC DIFFERENCE
AH	AHEAD
ARCH	ARCHITECT
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASSY	ASSEMBLY
AVE	AVENUE
BB	BOX BASE
BK	BACK
BNDY	BOUNDARY
BOP	BOTTOM OF PIPE
BOV	BLOW OFF VALVE
BFV	BUTTERFLY VALVE
BLVD	BOULEVARD
BW	BOTTOM OF WALL
C&G	CURB & GUTTER
CATV	CABLE TELEVISION
CB	CATCH BASIN
CBC	CONCRETE BOX CULVERT
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
CDS	CUL-DE-SAC
CF	CUBIC FOOT
CFS	CUBIC FEET PER SECOND
CIP	COMPLETE IN PLACE
CL	CENTER LINE
CLOMR	CONDITIONAL LETTER OF MAP REVISION
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
COCS	CITY OF COLORADO SPRINGS
CONC	CONCRETE
CR	CIRCLE
CSP	CORRUGATED STEEL PIPE
CSU	COLORADO SPRINGS UTILITIES
CT	COURT
CTRB	CONCRETE THRUST REDUCER BLOCK
CY	CUBIC YARD
DBPS	DRAINAGE BASIN PLANNING STUDY
DE	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DR	DRIVE
DRC	DESIGN REVIEW COMMITTEE
DU	DWELLING UNITS
DY	DAY
E	EAST
EA	EACH
EGL	ENERGY GRADE LINE
EL	ELEVATION
ELEC	ELECTRIC
EOA	EDGE OF ASPHALT
EPC	EL PASO COUNTY
ERCP	ELLIPTICAL RCP
ESMT	EASEMENT
EST	ESTIMATE
EX	EXISTING
FDP	FINAL DEVELOPMENT PLAN
FDR	FINAL DRAINAGE REPORT
FES	FLARED END SECTION
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FIL	FILING
FO	FIBER OPTIC CABLE
GB	GRADE BREAK
GE	GAS EASEMENT
GIS	GEOGRAPHIC INFORMATION SYSTEM
GL	GAS LINE
GPS	GLOBAL POSITIONING SYSTEM
GV	GATE VALVE
HBP	HOT BITUMINOUS PAVEMENT
HC	HANDICAP
HDC	HIGH DEFLECTION COUPLING
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HMA	HOT MIX ASPHALT
HOA	HOME OWNERS ASSOCIATION
HP	HIGH POINT
HR	HOUR
I	INLET
IE	IRRIGATION EASEMENT
INT	INTERSECTION
INV	INVERT
IRR	IRRIGATION
KB	KICK (THRUST) BLOCK
LB	POUND
LE	LANDSCAPE EASEMENT
LF	LINEAR FOOT
LN	LANE
LOMR	LETTER OF MAP REVISION
LP	LOW POINT
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
M/D	MOISTURE DENSITY
MDDP	MASTER DEVELOPMENT DRAINAGE PLAN
MH	MANHOLE
MIN	MINIMUM
MS	MOUNTABLE SIDEWALK
N	NORTH
NRCP	NON-REINFORCED CONCRETE PIPE
ODP	OFFICIAL DEVELOPMENT PLAN
OHE	OVERHEAD ELECTRIC
OHU	OVERHEAD UTILITY
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PDP	PRELIMINARY DEVELOPMENT PLAN
PE	PROFESSIONAL ENGINEER
PI	POINT OF INTERSECTION
PKWY	PARKWAY
PL	PROPERTY LINE
PP	POLYPROPYLENE PIPE
PR	PROPOSED
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PV	PLUG VALVE
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCBC	REINFORCED CONCRETE BOX CULVERT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
STE	STEEL
SAN	SANITARY SEWER
SF	SQUARE FOOT
ST	STREET
STA	STATION
STM	STORM SEWER
SY	SQUARE YARD
SY-IN	SQUARE YARD INCH
TB	THRUST BLOCK
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TEL	TELEPHONE
TN	TON
TOA	TOP OF ASPHALT
TOB	TOP OF BOX
TOC	TOP OF CURB OR CONCRETE
TOF	TOP OF FOUNDATION
TOP	TOP OF PIPE
TW	TOP OF WALL
TYP	TYPICAL
UDFCD	URBAN DRAINAGE AND FLOOD CONTROL DISTRICT
UE	UTILITY EASEMENT
U&DE	UTILITY & DRAINAGE EASEMENT
UGE	UNDERGROUND ELECTRIC
VCP	VITRIFIED CLAY PIPE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
VTC	VEHICLE TRACKING CONTROL
W	WEST
WL	WATER LINE
WM	WATER MAIN
WRD	WATER RESOURCES DEPARTMENT
WS	WATER SURFACE
WSE	WATER SURFACE ELEVATION
WTR	WATER
YR	YEAR

NOTICE TO CONTRACTOR:

1. BY ACCEPTING AND UTILIZING THESE PLANS, THE CONTRACTOR AGREES THAT THEY SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSON AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE CIVIL ENGINEER.
2. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, CONDUITS OR OTHER STRUCTURES SHOWN ON THESE PLANS WAS OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THE ENGINEER ASSUMES NO LIABILITY WHATSOEVER FOR THE ACCURACY OR COMPLETENESS OF SUCH DATA. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ALL UTILITY LINES, CONDUITS OR STRUCTURES WHETHER OR NOT SHOWN ON THESE PLANS AND BY ACCEPTING AND UTILIZING THESE PLANS, ASSUMES ALL RESPONSIBILITY FOR THE PROTECTION AND/OR ANY DAMAGE TO SAID FACILITIES.



VICINITY MAP
SCALE: 1"=300'

COVER SHEET INDEX

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123	ROADWAY GESC FINAL
125–127	GESC DETAILS

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CIVIL ENGINEER/SURVEYOR

JR ENGINEERING
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CENTENNIAL, CO
P~303.267.6220

PLANNER

SAGE DESIGN GROUP
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DENVER, CO 80210
P~303.470.2855

TRAFFIC ENGINEER

JR ENGINEERING
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CENTENNIAL, CO
P~303.267.6183

GEOTECHNICAL ENGINEER

CTL THOMPSON, INC
1971 WEST 12TH VAE.
DENVER, CO 80204
P~303.825.0777

BASIS OF BEARING

BEARING SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 67 WEST, SIXTH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 89°31'58" EAST, A DISTANCE OF 2635.13 FEET.

BENCHMARK

NGS CONTROL POINT UNBEWUST BEING A 3.5 INCH DIAMETER BRASS CAP. LOCATED ABOUT 3.2 MILES SOUTH OF INTERSTATE 25 AND COLORADO STATE HIGHWAY 470 INTERCHANGE, GO SOUTH ON INTERSTATE 25 FOR 2.9 MILES TO EXIT 191. PROCEED ON A PAVED ROAD TO THE SOUTHWEST FOR 0.2 MILES TO THE STATION ON THE LEFT. IN THE NORTHWEST CORNER OF A 24 FOOT BY 16 FOOT ROCK OUTCROP. IT IS 22.5 FEET EAST OF THE CENTERLINE OF THE PAVED ROAD, 123 FEET NORTH OF THE OUTLET OF A 3 FOOT CORRUGATED STEEL PIPE CULVERT AND APPROXIMATELY 350 FEET WEST OF THE WEST EDGE OF OIL OF SOUTHBOUND INTERSTATE 25, ELEVATION: 6125.32 (NAVD88).

SOIL PREPARATION NOTE:

SOIL PREPARATION SHALL BE PER RECOMMENDATIONS FROM THE GEOTECHNICAL REPORT PREPARED FOR THIS SITE:

GEOTECHNICAL ENGINEER: CTL THOMPSON, INC
PROJECT NUMBER: DN49,935.000-115-R2

THE CONTRACTOR IS TO REVIEW THIS REPORT IN FULL PRIOR TO BID. INFORMATION IN THE GEOTECHNICAL REPORT SUPERCEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=300'	DESIGNED BY	N/A
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
COVER SHEET
PHASE 2

SHEET 90 OF 146

JOB NO. 15950.22

GENERAL PROJECT NOTES:

1. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF IMPROVEMENTS SHALL MEET OR EXCEED THE GOVERNING CITY, COUNTY, AND/OR STATE AND APPLICABLE UTILITY DISTRICT STANDARDS AND SPECIFICATIONS, AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS A CONFLICT BETWEEN THESE PLANS AND ANY APPLICABLE STANDARDS, THE HIGHER QUALITY STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE CITY AND APPLICABLE UTILITY DISTRICT(S).

2. THE SITE CONSTRUCTION PLANS LISTED WITHIN THIS PLAN SET ARE NOT FOR CONSTRUCTION UNLESS APPROVED BY THE APPROPRIATE GOVERNING JURISDICTION. THE CONTRACTOR SHALL CONFIRM SAID APPROVAL PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL KEEP ONE (1) SIGNED COPY OF THE APPROVED SET OF PLANS, APPROPRIATE SPECIFICATIONS AND STANDARDS, AND APPROVED PERMITS ONSITE AT ALL TIMES.

3. NO REVISIONS SHALL BE MADE TO THESE PLANS WITHOUT THE APPROVAL OF THE CITY, COUNTY, STATE OR LOCAL DISTRICT AND THE ENGINEER OF RECORD.

4. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARDS, UNLESS SPECIFICALLY STATED OTHERWISE.

5. THE CONTRACTOR IS RESPONSIBLE FOR ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR DESIGNATED TO BE PROVIDED, INSTALLED, CONSTRUCTED, REMOVED, OR RELOCATED UNLESS SPECIFICALLY NOTED OTHERWISE.

6. THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES FOR WORK INCLUDING, BUT NOT LIMITED TO DEMOLITION, STREET CUTS, UTILITY INTERFERENCES, TRAFFIC CONTROL, GRADING, AND UTILITY FROM ALL APPLICABLE AGENCIES; AND FOR COMPLYING WITH ALL PROVISIONS INCLUDED THEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL OTHER APPLICABLE PERMITS NOT SPECIFICALLY REQUIRED BY THE AUTHORITY HAVING JURISDICTION.

7. THE CONTRACTOR SHALL UTILITY STAKE PROJECT AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING, TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH COMPANY) ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE.

8. THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ELEVATIONS OF ALL EXISTING SEWER MAINS, WATER MAINS, CURBS, GUTTERS, AND OTHER UTILITIES AT THE POINTS OF CONNECTION SHOWN ON THE PLANS, AND AT ANY UTILITY CROSSINGS PRIOR TO INSTALLING ANY OF THE NEW IMPROVEMENTS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE APPROPRIATE AUTHORITY PRIOR TO BEGINNING CONSTRUCTION.

9. ANY DISRUPTION OF UTILITY SERVICE THAT IS REQUIRED TO ADJUST, EXTEND, RELOCATE OR OTHERWISE REARRANGE ANY UTILITY WITHIN THE PROJECT AREA SHALL BE COORDINATED IN ADVANCE WITH THE AFFECTED UTILITY ENTITY.

10. RIM ELEVATIONS SHOWN ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL USE PRECAST CONCRETE ADJUSTMENT RINGS, GROUT, AND STEEL SHIMS TO ADJUST THE MANHOLE FRAMES TO FINAL GRADE IN CONFORMANCE WITH THE CITY OR UTILITY COMPANY/DISTRICT STANDARD SPECIFICATIONS. ALL FRAMES SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO THE FINAL LIFT OF ASPHALT.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF PROJECT SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.

12. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH THE M.U.T.C.D. TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY (CITY, COUNTY, OR STATE) FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES. ALL WORK WITHIN THE RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE GOVERNING AUTHORITY'S STANDARDS AND SPECIFICATIONS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANING AND RESTORATION OF ANY EXISTING IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO STREET PAVEMENT, FENCES, SOD, LANDSCAPING, SPRINKLER SYSTEMS, AND UTILITIES DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL LOCATION AND CONDITION.

14. INCLUDED IN THESE PLANS IS THE DEMOLITION AND DISPOSAL OF ALL EXISTING UTILITIES, SITE IMPROVEMENTS, STRUCTURES, AND SITE FURNISHINGS NEEDED FOR CONSTRUCTION OF THE IMPROVEMENTS SHOWN HEREON. ALL QUESTIONS IN REGARD TO DEMOLITION SHALL BE SUBMITTED TO THE OWNER IN WRITING PRIOR TO BID.

15. ALL DEMOLITION, REMOVAL, DISPOSAL, AND ABANDONMENT OF UTILITIES, STRUCTURES, SITE IMPROVEMENTS, AND SITE FURNISHINGS SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STANDARDS AND SPECIFICATIONS, AND PERMIT REQUIREMENTS.

16. ALL DISTURBED SOIL, ON- OR OFF-SITE AND RELATED TO WORK AT THIS PROJECT SITE, IS REQUIRED TO BE PROTECTED FROM WIND AND STORM WATER EROSION. TO MITIGATE EROSION, THE CONTRACTOR SHALL USE STANDARD EROSION CONTROL TECHNIQUES DESCRIBED IN THE GESC PLAN SET AND GESC REPORT FOR THIS PROJECT.

17. ALL STRUCTURAL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY GROUND-DISTURBING ACTIVITY. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE CONTRACTOR UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREA IS STABILIZED WITH HARD SURFACE OR PERMANENT LANDSCAPING. THE CONTRACTOR IS RESPONSIBLE FOR REFERRING TO ANY EROSION AND SEDIMENT CONTROL, STORMWATER MANAGEMENT, STORMWATER POLLUTION PREVENTION, OR SIMILAR PLAN AND/OR NARRATIVE AND ASSOCIATED PERMITS INCLUDING, BUT NOT LIMITED TO GRADING PERMITS, AND COMPLYING WITH THE REQUIREMENTS THEREIN.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK, INSPECTIONS, AND CERTIFICATIONS AS REQUIRED BY THE CITY, STATE OR LOCAL DISTRICTS. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COST ASSOCIATED WITH THE INSPECTION AND CERTIFICATION UNLESS OTHERWISE ARRANGED WITH THE OWNER/DEVELOPER. THE CONTRACTOR SHALL COORDINATE ALL CERTIFICATIONS, AND PROVIDE FIELD SURVEYED AS-BUILT INFORMATION FOR REVIEW BY THE OWNER/DEVELOPER AND/OR ENGINEER AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO AVOID POTENTIAL DELAYS.

19. CONTRACTOR IS RESPONSIBLE FOR AS-BUILT DRAWINGS, TESTS, REPORTS, AND/OR ANY OTHER CERTIFICATES OR INFORMATION AS REQUIRED FOR ACCEPTANCE OF WORK FROM CITY, UTILITY DISTRICTS, OR ANY OTHER GOVERNING AGENCY, OR TO THE OWNER/DEVELOPER AS REQUIRED BY AND IN ACCORDANCE WITH THE GOVERNING AUTHORITY OR OWNER/DEVELOPER'S CRITERIA. CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION AN A SET OF RECORD DRAWINGS KEPT AT THE CONSTRUCTION SITE AND AVAILABLE TO THE GOVERNING CITY, COUNTY, AND/OR STATE AND UTILITY DISTRICT INSPECTOR AT ALL TIMES. THE CONTRACTOR SHALL CONFIRM ANY REQUIREMENTS AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO ACCOUNT FOR PREPARATION AND REVIEW OF THE INFORMATION TO AVOID POTENTIAL DELAYS.

20. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED BY THE CONTRACTOR, HIS SUBCONTRACTORS, OR OTHER AFFECTED PARTIES, WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE OWNER/DEVELOPER AND THE ENGINEER IMMEDIATELY.

21. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE CONSULTING ENGINEER FOR CLARIFICATION AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWING.

22. BENCHMARK VERIFICATION: THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS AND THE PROPOSED ELEVATIONS IN THIS CONSTRUCTION PLAN SET AGAINST THE PROJECT BENCHMARK, IDENTIFIED HEREIN, PRIOR TO COMMENCING WORK.

23. DOUGLAS COUNTY STANDARD DETAILS SHALL NOT BE MODIFIED. ANY NON-STANDARD DETAILS WILL BE CLEARLY IDENTIFIED AS SUCH.

24. ALL ELEVATIONS ARE ON UNITED STATES COAST AND GEODETIC SURVEY (USC&GS) (NAVD-88) DATUM WITH DATE. THE RANGE POINT OR MONUMENTS SHALL BE SHOWN ON CONSTRUCTION DRAWINGS.

25. THE PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF COLORADO, SIGNING THESE PLANS IS RESPONSIBLE FOR ENSURING THAT THE DETAILS INCLUDED ARE COMPATIBLE WITH THE STANDARD DOUGLAS COUNTY DETAILS CONTAINED IN THE LATEST VERSIONS OF THE CRITERIA MANUALS. THIS INCLUDES, BUT IS NOT LIMITED TO:

- DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS
- DOUGLAS COUNTY STORM DRAINAGE DESIGN AND TECHNICAL CRITERIA
- DOUGLAS COUNTY GRADING, EROSION AND SEDIMENT CONTROL CRITERIA
- CDOT M&S STANDARDS
- MUTCD
- URBAN STORM DRAINAGE CRITERIA MANUAL VOLUMES 1, 2, & 3

CITY OF LONE TREE GENERAL NOTES

1. 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.

4. 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:

   RIDGEGATE PARKWAY

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.

12. A TEMPORARY CONSTRUCTION ACCESS PERMIT FROM THE CITY OF LONE TREE MAY BE REQUIRED FOR ANY PROJECT.

13. THE CITY OF LONE TREE SHALL NOT BE RESPONSIBLE FOR MAINTENANCE OF ROADWAY AND APPURTENANT IMPROVEMENTS, INCLUDING STORM DRAINAGE INFRASTRUCTURE, FOR THE FOLLOWING PRIVATE STREETS: HOME AGAIN STREET.

CITY OF LONE TREE SIGNAGE & 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.

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.

11. 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.

12. 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.

STORM SEWER NOTES:

1. ALL STORM SEWER IS EITHER REINFORCED CONCRETE PIPE (RCP) OR POLYPROPYLENE PIPE (PP) AS NOTED ON THE STORM PLAN AND PROFILE SHEETS.
2. ALL RCP PIPE IS CLASS III UNLESS OTHERWISE NOTED.
3. ALL POLYPROPYLENE PIPE IS ADVANCE DRAINAGE SYSTEMS, INC. (ADS) "HIGH PERFOMCANCE STORM DRAINAGE PIPE" (HP STORM) OR APPROVED EQUIVALENT
4. SEE COVER SHEET FOR BENCHMARK.
5. ALL STATIONING IS PIPE CENTERLINE UNLESS OTHERWISE NOTED.
6. INLET STATIONING IS TO CENTER OF INLET.
7. PIPE LENGTHS ARE FROM INSIDE INLET WALL TO INSIDE INLET WALL, FROM CENTER OF MANHOLE TO INSIDE INLET WALL, OR FROM CENTER OF MANHOLE TO CENTER OF MANHOLE. PIPE LENGTHS INCLUDE FES.
8. ALL ON-GRADE INLETS ARE TO MATCH TBC ELEVATIONS AT EACH END, FOLLOWING STREET GRADES.
9. ALL INLETS ARE TYPE R INLETS UNLESS OTHERWISE NOTED.
10. ALL TYPE R INLET RIM ELEVATIONS REFERENCE TBC ELEVATION AT CENTER OF INLET UNLESS OTHERWISE NOTED.
11. COORDINATES FOR END SECTIONS ARE SHOWN AT THE DOWNSTREAM END ALONG CENTERLINE OF PIPE
12. LENGTHS SHOWN FOR ALL STORM PIPE REPRESENT HORIZONTAL LENGTHS AND NOT FOR LENGTHS ALONG THE PIPE SLOPE.
13. PRECAST INLETS AND MANHOLE BASES ARE NOT ALLOWED.
14. TOE WALLS ARE REQUIRED ON FLARED END SECTIONS AT THE OUTLET END OF CULVERTS AND STORM SEWER OUTFALLS. FILTER FABRIC IS REQUIRED UNDER ALL RIPRAP PADS.
15. TWO MANHOLE ACCESS POINTS ARE REQUIRED ON ALL TYPE R CURB INLETS GREATER THAN OR EQUAL TO TEN FEET IN LENGTH.
16. CMP AND METAL STRUCTURES ARE NOT APPROVED FOR USE WITHIN THE CITY OF LONE TREE. ALL STRUCTURES, INCLUDING FLARED END SECTIONS ARE REQUIRED TO BE CONCRETE.
17. ALL TYPE R INLET DECKS SHALL MATCH THE WIDTH OF THE SIDEWALK, PER CDOT DETAIL M-604-12 SP.34B.

RCP PIPE NOTES:

1. UNLESS OTHERWISE SHOWN, RCP SHALL BE BACKFILLED ACCORDING TO THE DOUGLAS COUNTY STANDARD TRENCH SECTION SHOWN ON THE STORM SEWER DETAILS.
2. ALL RCP STORM SEWER MUST USE ASTM C44S WATERTIGHT GASKETS PER THE CURRENT DOUGLAS COUNTY AND URBAN DRAINAGE DESIGN CRITERIA.
3. JOINT RESTRAINTS ARE REQUIRED FOR A MINIMUM OF THE LAST TWO PIPE JOINTS AND FLARED END SECITONS OF AN RCP OUTFALL.

POLYPROPYLENE PIPE NOTES:

1. ALL POLYPROPYLENE (PP) PIPE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS AND MEET OR EXCEED THE FOLLOWING STANDARDS:
   1.1. ASTM F2881: STANDARD SPECIFICATION FOR 12-TO-60-INCH (300 TO 1500 MM) POLYPROPYLENE (PP) DUAL WALL PIPE AND FITTINGS FOR NON-PRESSURE STORM SEWER APPLICATIONS.
   1.2. ASTM D2321: UNDERGROUND INSTALLATION FOR THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS.
   1.3. ASTM F477: ELASTOMETRIC SEALS (GASKETS) FOR JOINING PLASTIC PIPE.
   1.4. ASTM D3212: STANDARD SPECIFICATION FOR JOINTS FOR DRAIN AND SEWER PLASTIC PIPES USING FLEXIBLE ELASTOMETRIC SEALS
   1.5. COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD PLAN M-603-4: SHEET 2
2. MINIMUM AND MAXIMUM PIPE COVER SHALL BE BASED ON CDOT-M-603-4, SHEET 2 (REFER TO ROADWAY AND STORM SEWER DETAILS WITHIN THIS PLAN SET)
3. WATER-STOP GASKET/BAND AT ALL INLETS, MANHOLES, OR STRUCTURE CONNECTIONS
4. CITY OF LONE TREE WILL REQUIRE THAT DEFLECTION TESTING BY USE OF A MANDREL BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY OF LONE TREE, AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. DEFLECTION TESTING SHALL BE DONE PRIOR TO PAVING AND NOT LESS THAN THIRTY DAYS AFTER INSTALLATION. THE MAXIMUM ALLOWABLE DEFLECTION SHALL NOT EXCEED 5% DURING TESTING. PIPES 36-INCH IN DIAMETER AND LARGER MAY BE ENTERED AND DEFLECTION LEVELS MEASURED DIRECTLY. THIS ALLOWS FOR SPECIFIC EQUIPMENT SUCH AS GO/NO GO STICKS, CUT TO 95% OF THE INSIDE DIAMETER. IF USING A MANDREL IT SHALL BE A NINE (OR GREATER ODD NUMBER) ARM MANDREL AND SHALL BE SIZED AND INSPECTED BY THE CITY ENGINEERING INSPECTOR PRIOR TO TESTING.
5. THE CITY WILL REQUIRE VIDEO INSPECTION BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. VIDEO INSPECTION WILL BE REQUIRED PRIOR TO INITIAL AND FINAL WARRANTY ACCEPTANCE.
6. THE CITY WILL REQUIRE THE CONTRACTOR TO COORDINATE WITH ADS REPRESENTATIVES REGARDING THE ON-SITE PRECONSTRUCTION CONSULTATION AND SITE VISITS DURING CONSTRUCTION. WHEN THE CITY FEELS COMFORTABLE WITH THE CONTRACTOR CAPABILITY, PROFICIENCY, AND/OR CITY INSPECTIONS THIS REQUIREMENT CAN BE RE-EVALUATED
7. FLARED END SECTIONS MUST BE CONNECTED TO A CONCRETE PIPE. NO POLYPROPYLENE PIPE MAY BE DIRECTLY CONNECTED TO A CONCRETE FLARED END SECTION.

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48-50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51-60 FOR INTERSECTION-RAMP PLANS.
8. SEE SHEETS 64-65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

DRAINAGE GENERAL NOTES

1. PROJECT FACILITIES ARE TO BE LOCATED BASED ON THE SURVEY COORDINATES, ELEVATIONS, DIMENSIONS, AND/OR GEOMETRIC DESIGN DATA PROVIDED ON THE DRAWINGS.
2. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES AND FOR SATISFYING ALL APPLICABLE OSHA, FEDERAL, STATE, AND LOCAL REGULATIONS. TEMPORARY EXCAVATIONS SHALL PROVIDE, AT MINIMUM, THE TRENCH DIMENSIONS AND CLEARANCES SHOWN OR SPECIFIED. TEMPORARY CONSTRUCTION SLOPES SHALL BE SLOPED, SHORED, SHEETED, AND/OR BRACED IN ACCORDANCE WITH STABILITY REQUIREMENTS AND APPLICABLE REGULATIONS, AND SHALL BE NO STEEPER THAN THE SLOPES SHOWN OR SPECIFIED WITHOUT THE APPROVAL OF THE ENGINEER. ANY SUCH APPROVALS BY THE ENGINEER WILL NOT RELIEVE THE CONTRACTOR FROM SOLE RESPONSIBILITY FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES.
3. EXISTING FACILITIES NOT INDICATED TO BE REMOVED SHALL BE PROTECTED IN PLACE OR REMOVED AND REPLACED IN KIND, AS APPROVED BY ENGINEER.
4. THE WORK WILL TAKE PLACE IN AND AROUND DRAINAGE SWALES AND THE BADGER GULCH, SUBJECT TO PERIODIC FLOODING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF SURFACE AND SUBSURFACE WATER DURING THE COURSE OF THE WORK. ANY DAMAGE TO THE WORK RESULTING FROM SURFACE FLOWS, BASE FLOWS, OR FLOOD FLOWS INCLUDING BUOYANCY FORCES ON PIPELINES AND OTHER FACILITIES SHALL BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND SATISFYING THE REQUIREMENTS OF ANY APPLICABLE PERMITS PERTAINING TO WATER AND EROSION CONTROL.
5. CONTACT THE ENGINEER FOR CLARIFICATIONS OF ANY ABBREVIATIONS SHOWN ON THE DRAWINGS.
6. THE SITE WHERE THE WORK IS TO BE PERFORMED SHALL BE OVERLOT GRADED. TOPSOIL SHALL BE SPREAD IN OPEN SPACE AREAS TO A DEPTH OF APPROXIMATELY 6-INCHES. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED, AND SOME AREAS COVERED WITH EROSION CONTROL BLANKETS, UNLESS OTHERWISE DIRECTED IN THE PLANS OR BY THE ENGINEER. CARE SHALL BE TAKEN TO AVOID DISTURBING ANY OPEN SPACE AREAS EXCEPT THE MINIMUM NECESSARY TO PERFORM THE WORK. TOPSOIL IN ANY WORK AREAS OR ACCESS ROADS WITHIN THE OPEN SPACE SHALL BE STRIPPED AND STOCKPILED PRIOR TO THE WORK, PROTECTED FROM MIXING WITH ANY OTHER MATERIALS DURING THE WORK, AND REPLACED TO A LOOSE DEPTH OF 7- TO 8- INCHES (FINAL DEPTH AFTER SETTLEMENT SHALL BE 6- INCHES MINIMUM) AS THE WORK IS BEING COMPLETED. WHERE BLANKETS EXIST, THE MINIMUM AREA OF BLANKET TO ALLOW WORK TO PROGRESS SHALL BE REMOVED AND THEN THE REMOVED OR NEW BLANKET REPLACED AFTER UNDERLYING WORK IS COMP

LAYER LINETYPE LEGEND

	EXISTING	PROPOSED
PHASE LINE		
MATCH LINE		
SECTION LINE		
BOUNDARY LINE		
PROPERTY LINE		
EASEMENT LINE		
RIGHT OF WAY		
R.O.W. A LINE	A	A
CENTERLINE		
CITY LIMITS		
WIRE FENCE	X	X
CHAIN LINK FENCE	O	O
WOOD FENCE	◇	◆
MASONRY FENCE	□	■
GUARDRAIL		
CONC. BARRIER		
CABLE TV	TV	TV
ELECTRIC	E	E
FIBER OPTIC	FO	FO
GAS MAIN	G	G
IRRIGATION MAIN	IR	IR
OIL/PETRO. MAIN	O	O
OVERHEAD UTILITY	OHU	OHU
SANITARY SEWER	S	S
STORM DRAIN		
TELEPHONE	T	T
WATER MAIN	W	W
RAW WATER LINE	RWL	RWL
SWALE/WATERWAY FLOWLINE		
DIVERSION DITCH		
DIVERSION CHANNEL		
MAJOR DRAINAGE BASIN		
MINOR DRAINAGE BASIN		
TOP OF SLOPE		
TOE OF SLOPE		
EDGE OF WATER		
INDEX CONTOUR	6100	6100
INTERMEDIATE CONTOUR		
DEPRESSION CONT. (INDEX)	6100	6100
DEPRESSION CONT. (INTER)		
TOP OF CUTS		
TOE OF FILLS		
CUT AND FILL LINE		C/F
SILT FENCE	SF	SF
100 YEAR FLOODPLAIN	100YR	100YR
500 YEAR FLOODPLAIN	500YR	500YR
FLOODWAY	FLDWY	FLDWY
BASE FLOOD ELEVATION		
EDGE OF WETLANDS		
STONE WALL		

UTILITIES LEGEND

	EXISTING	PROPOSED
STORM SEWER		
MANHOLE	Ⓢ	◉
STORM INLET		▣
AREA INLET – SQUARE	□	
AREA INLET – ROUND	○	
FLARED END SECTION	▷	◁
RIPRAP		
SANITARY SEWER		
LINE MARKER	Mkr San	
SERVICE MARKER	S	
CLEAN–OUT	○–	•–
MANHOLE W/ DIRECTIONAL FLOW ARROW	Ⓢ	
WATER LINE		
LINE MARKER	Mkr W	
SERVICE MARKER	W	
FIRE HYDRANT		
FIRE CONNECTION		
MANHOLE	Ⓦ	●
BEND		
BLOW–OFF VALVE		
WELL	WELL	WELL
METER	Ⓜ	●
VALVE	⋈	⋈
REDUCER		
THRUST BLOCK		
CROSS		
PLUG W/ THRUST BLOCK		
TEE		
REVERSE ANCHOR		
ANODE		
AIR & VACUUM VALVE ASSEMBLY		
TRANSMISSION BLOW–OFF ASSEMBLY		
GAS LINE		
MARKER	Mkr G	
SERVICE MARKER	G	
METER	Ⓖ	●
VALVE	⋈	⋈
PLUG	[	[
TEE		
DRY UTILITIES		
CABLE TV MARKER	Mkr TV	
CABLE TELEVISION PEDESTAL	TV	
ELECTRIC MARKER	Mkr E	
ELECTRIC SERVICE MARKER	E	
ELECTRICAL PEDESTAL	E	
ELECTRICAL METER	E	
ELECTRICAL MANHOLE	E	
FIBER–OPTIC MARKER	Mkr FO	
IRRIGATION PEDESTAL	I	
TELEPHONE MARKER	Mkr T	
TELEPHONE PEDESTAL	T	
TELEPHONE MANHOLE	T	
UTILITY POLE		
GUY ANCHOR		
GUY POLE		
MISC. UTILITIES		
VENT PIPE	VP	VP
TEST HOLE DESIGNATOR	TH# FIRM/AGENCY	

MONUMENTATION LEGEND

ALUMINUM CAP – FOUND	AC
BRASS CAP – FOUND	BC
BENCHMARK – FOUND	
CROSS – FOUND	+
MONUMENT – SET	○
MONUMENT – FOUND (DEFAULT)	●
MONUMENT – FOUND (ALTERNATE 1)	■
MONUMENT – FOUND (ALTERNATE 2)	
MONUMENT – FOUND (ALTERNATE 3)	▲
MONUMENT – FOUND (ALTERNATE 4)	
MONUMENT – FOUND (ALTERNATE 5)	⬟
MONUMENT – FOUND (ALTERNATE 6)	
MONUMENT – FOUND (ALTERNATE 7)	
NAIL & WASHER – FOUND	NAIL & WASHER
PANEL – FOUND	
PK NAIL – FOUND	PK NAIL
ROW MONUMENT – FOUND	
ROW MARKER – FOUND	⊡
SECTION CORNER – FOUND	
SECTION CORNER – SET	
QUARTER–SECTION CORNER – FOUND	
QUARTER–SECTION CORNER – SET	
SECTION CENTER – FOUND	
SECTION CENTER – FOUND	
CONTROL/TRAVERSE POINT – SET	

TRAFFIC LEGEND

	EXISTING	PROPOSED
PARKING METER		
TRAFFIC SIGNAL BOX		
TRAFFIC SIGNAL POLE		
TRAFFIC SIGNAL		
BARRICADE		
GUARD RAIL POST		
IMPACT ATTENUATOR		
BRIDGE STYLE HIGHWAY SIGN POST		
CANTILEVER STYLE HIGHWAY SIGN POST		
SIGN		
RAILROAD MARKER/SIGN		
STREET LIGHT		
STREET LIGHT – SINGLE		
STREET LIGHT – DOUBLE		
LUMINAIRE		
ALTERNATE LUMINAIRE		
SIGNAL MAST ARM W/ LUMINAIRE		
PEDESTAL POLE FOUNDATION		
TRAFFIC SIGNAL POLE		
ROUND PULL BOX		
MEDIUM PULL BOX		
LARGE PULL BOX (20X33X15)		
SIGNAL HEAD WITHOUT BACK PLATE		
SIGNAL HEAD WITH BACK PLATE		
PEDESTRIAN SIGNAL HEAD		
VIDEO IMAGE DETECTOR		
OPTICOM DETECTOR		
VEHICLE DETECTION ZONE		V

STORM WATER MANAGEMENT

	KEY	SYMBOL
CHECK DAM	CD	
CONSTRUCTION ROAD STABILIZATION	CRS	
CURB SOCK INLET PROTECTION	CS	
CONCRETE WASHOUT AREA	CWA	
DIVERSION DITCH AND DIKE, TEMPORARY	DD	
DIVERSION CHANNEL, TEMPORARY	DV	
DEWATERING	DW	
EROSION CONTROL BLANKET	ECB	
INLET FILTER	IF	
INLET PROTECTION	IP	
MULCHING	MU	
OUTLET PROTECTION	OP	
PAVED FLUME	PF	
PERMENENT SEEDING	PS	
REINFORCED CONCRETE DAM	RCD	
ROUGH CUT STREET CONTROL	RCS	
SEDIMENT BASIN	SB	
SEDIMENT CONTROL LOG	SCL	
SILT FENCE	SF	
SURFACE ROUGHENING	SR	
STABILIZED STAGING AREA	SSA	
SEDIMENT TRAP	ST	
STRAW BALE BARRIER	STB	
TERRACING	TER	
TEMPORARY SEEDING	TS	
TEMPORARY STREAM CROSSING CULVERT/BRIDGE	TSC C	
TEMPORARY STREAM CROSSING FORD TYPE	TSC F	
TEMPORARY SLOPE DRAIN	TSD	
VEHICLE TRACKING CONTROL	VTC	
VEHICLE TRACKING CONTROL WITH WASH RACK	WR	

DRAINAGE REPORT PLANS

	KEY
BASIN DESIGNATION (NO COEFFICIENT)	#/##
BASIN DESIGNATION (1 COEFFICIENT)	#/##/#
BASIN DESIGNATION (2 COEFFICIENTS)	#/##/#/#
ANALISYS POINT IDENTIFIER	#
BASIN DESIGNATION (HISTORIC)	#/##
BASIN DESIGNATION (DEVELOPED)	#/##
SUB–BASIN DESIGNATION (DEVELOPED)	#/##
DRAINAGE PIPE IDENTIFIER	##
DRAINAGE POINT IDENTIFIER (HEXAGONAL)	##
DRAINAGE POINT IDENTIFIER (TRIANGULAR)	?
SWMM DESIGNATION 1	#
SWMM DESIGNATION 2	#
SWMM DESIGNATION 3	#
SWMM DESIGNATION 4	?

LANDSCAPE LEGEND

	EXISTING	PROPOSED
TREE – CONIFEROUS		
TREE – DECIDUOUS		
SHRUB/BUSH		
SHRUBS AND BUSHES		
IRRIGATION BOX		
IRRIGATION SPRINKLER		
IRRIGATION VALVE		
BOLLARD		
FLAGPOLE		FP

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791–8180

J·R ENGINEERING
A Westrian Company
Centennial 303–740–9393 • Colorado Springs 719–593–2593
Fort Collins 970–491–9888 • www.jrengineering.com

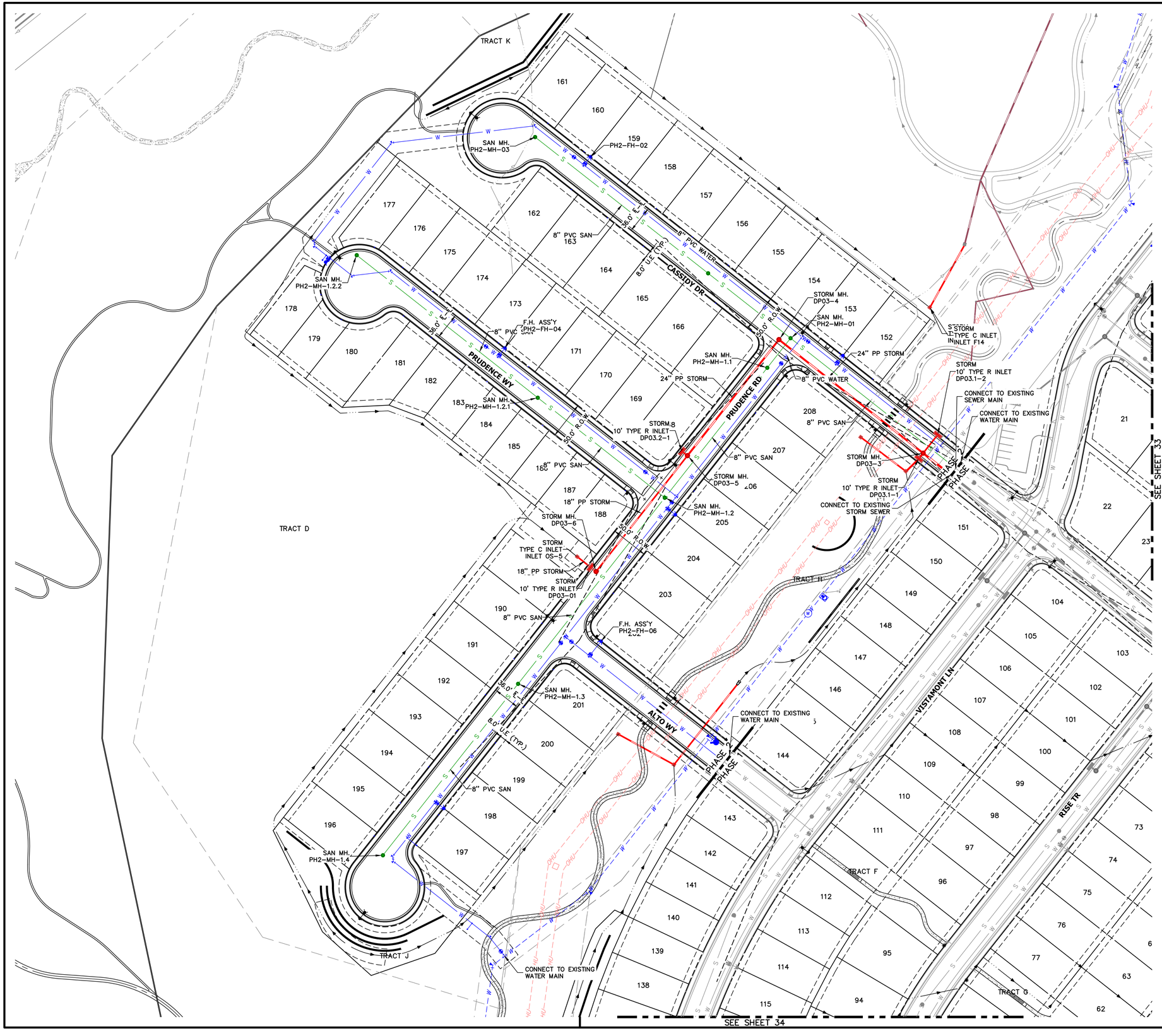
No.	REVISION	BY	DATE

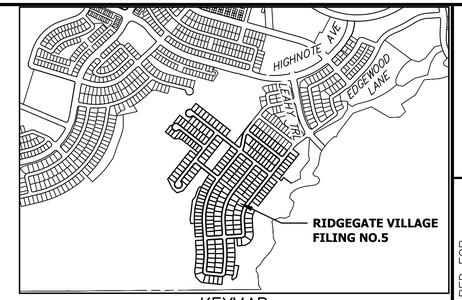
H–SCALE	N/A
V–SCALE	N/A
DATE	02/06/26
DESIGNED BY	MEP
DRAWN BY	MEP
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
LEGEND
PHASE 2

SHEET 92 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

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DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

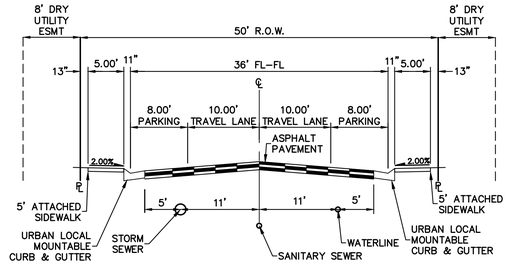
RIDGEGATE SOUTHWEST VILLAGE FILING 5

OVERALL SITE AND UTILITY PLAN

PHASE 2

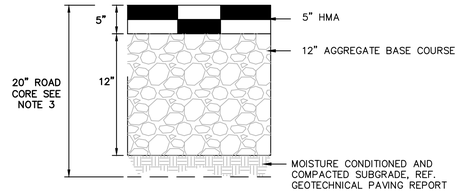
SHEET 93 OF 146

JOB NO. 15950.22



LOCAL ROAD

TYPE II – TYPICAL 50-FOOT R.O.W. RESIDENTIAL LOCAL STREET WITH ATTACHED SIDEWALK (PUBLIC)



MINIMUM RESIDENTIAL LOCAL PAVEMENT SECTION

N.T.S.

NOTES:
1. MINIMUM PAVEMENT SECTIONS FOR BUDGETING PURPOSES ARE PRESENTED HEREON. SUBGRADE INVESTIGATION AND PAVEMENT DESIGNS ARE TO BE COMPLETED BY THE GEOTECHNICAL ENGINEER AFTER OVERLOT GRADING.
2. ASPHALT, BASE COURSE DEPTH, AND SUBGRADE PRAPARTATION IS TO BE IN ACCORDANCE WITH GEOTECHNICAL PAVING RECOMMENDATIONS.
3. CONTOURS SHOWN WITHIN THIS PLAN SET ARE TO TOP OF PAVING. ROAD CORE IS TO EXTEND 3" BELOW BOTTOM OF PAVING AND ROAD BASE SECTION.

CITY OF LONE TREE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

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No.	REVISION	BY	DATE

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V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

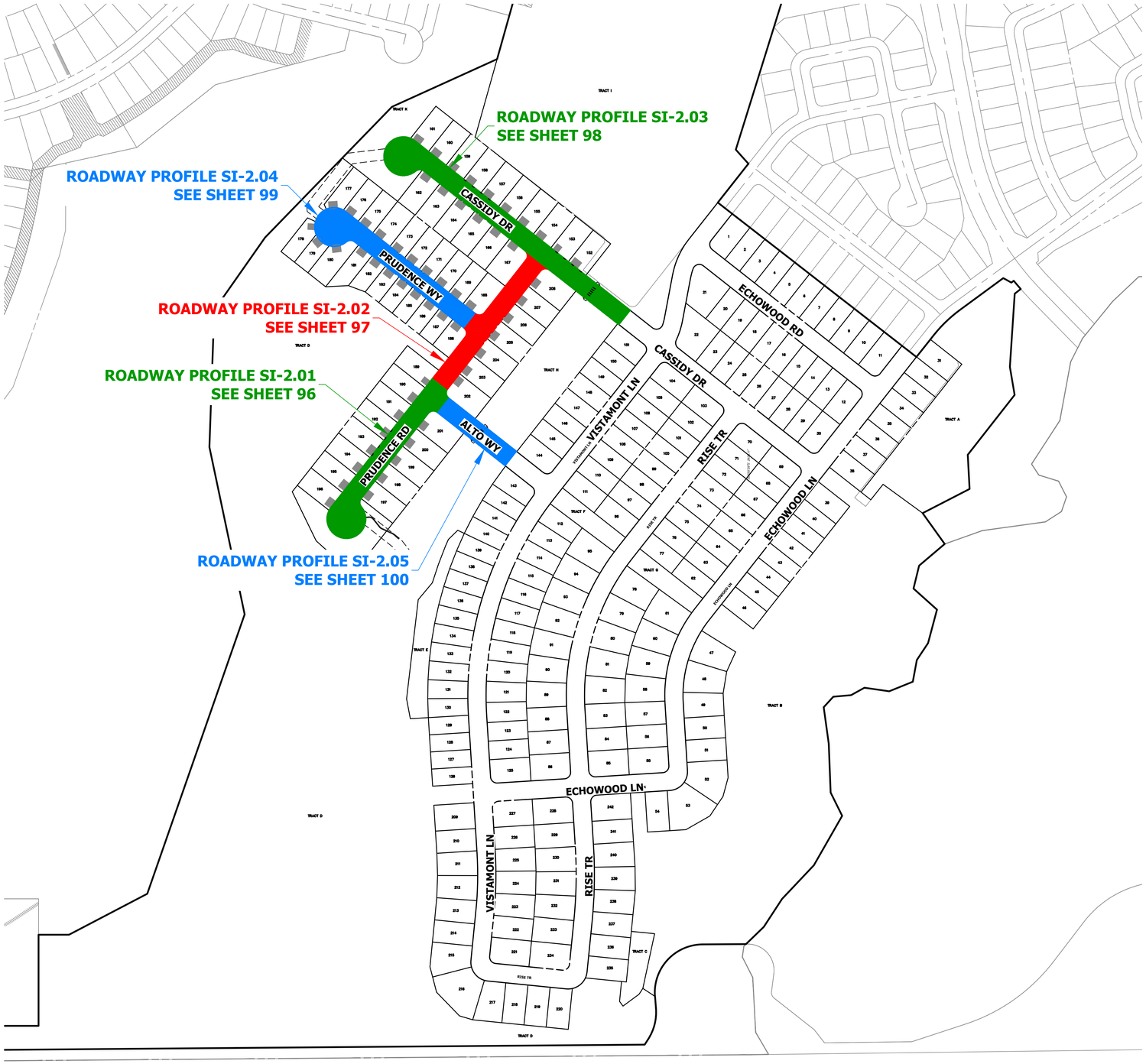
RIDGECATE SOUTHWEST VILLAGE FILING 5

ROADWAY TYPICAL SECTIONS

PHASE 2

SHEET 94 OF 146

JOB NO. 15950.22



150 75 0 150 300

HORIZONTAL
ORIGINAL SCALE: 1" = 150'
VERTICAL
ORIGINAL SCALE: 1" = 15'

CITY OF LONE TREE

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No.	REVISION	BY	DATE

H-SCALE	1"=150'	DESIGNED BY	JP
V-SCALE	1"=15'	DRAWN BY	DAD
DATE	02/06/26	CHECKED BY	

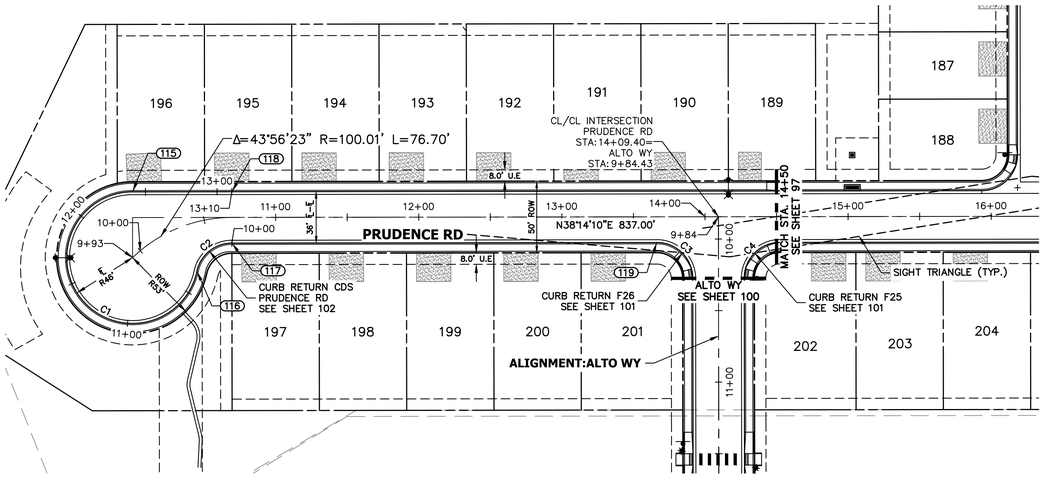
RIDGEGATE SOUTHWEST VILLAGE FILING 5

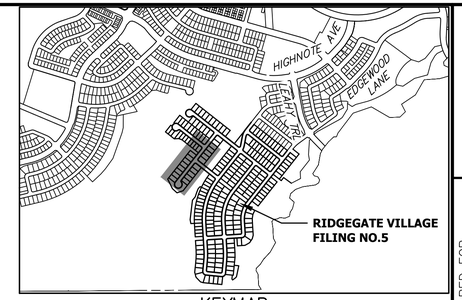
ROADWAY PLAN & PROFILE

PHASE 2

SHEET 95 OF 146

JOB NO. 15950.22



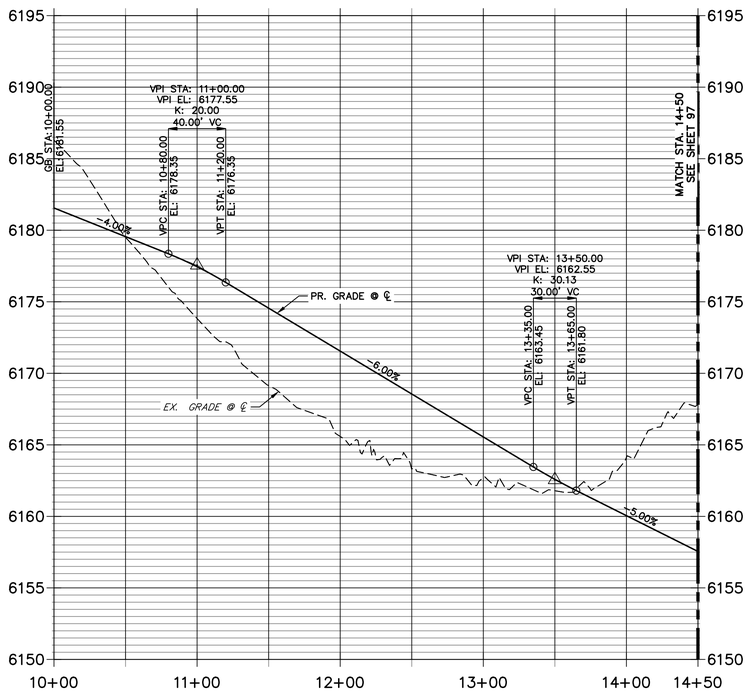


KEYMAP
SCALE: 1"=1000'

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 92 FOR LEGEND.
5. SEE SHEET 94 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 101–102 FOR CURB RETURN PROFILES.
7. SEE SHEETS 103–108 FOR INTERSECTION–RAMP PLANS.
8. SEE SHEETS 112 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

PRUDENCE RD PROFILE SI-2.01
STA 10+00.00 TO 14+50.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
115	10+16.23	36.90' (LT)	PRUDENCE RD	6181.06	PT
116	10+32.01	33.09' (RT)	PRUDENCE RD	6179.64	PRC
117	10+69.40	18.00' (RT)	PRUDENCE RD	6178.29	PC
118	10+69.40	18.00' (LT)	PRUDENCE RD	6178.29	PT
119	13+66.39	18.00' (RT)	PRUDENCE RD	6160.92	PCR

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	257°48'13"	46.00'	206.98'
C2	77°48'12"	25.00'	33.95'
C3	90°00'01"	25.00'	39.27'
C4	90°00'00"	25.00'	39.27'

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

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PREPARED UNDER MY SUPERVISION

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V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

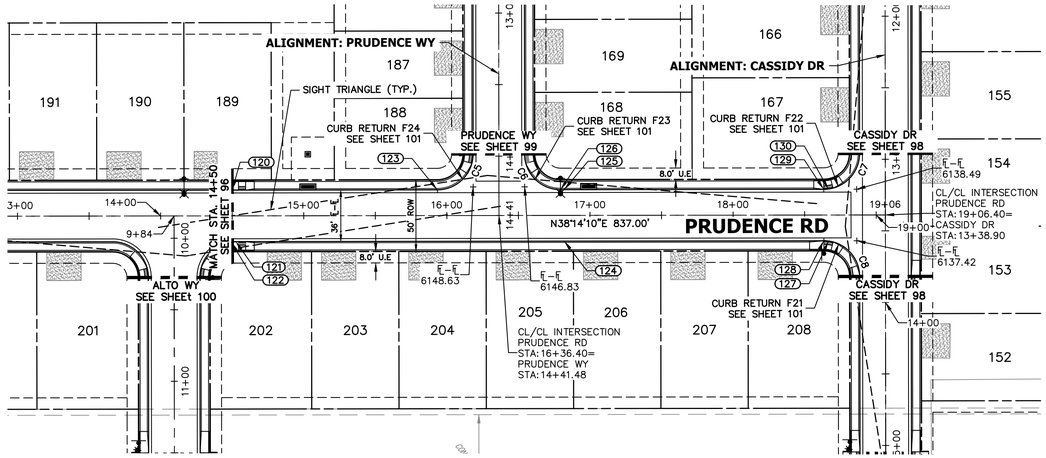
RIDGEGATE SOUTHWEST VILLAGE FILING 5

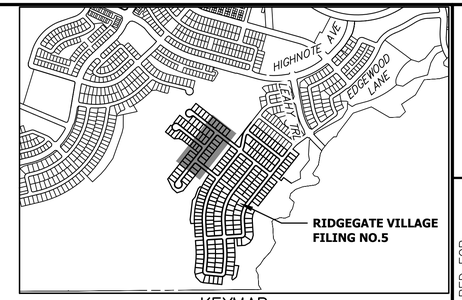
ROADWAY PLAN & PROFILE

PHASE 2

SHEET 96 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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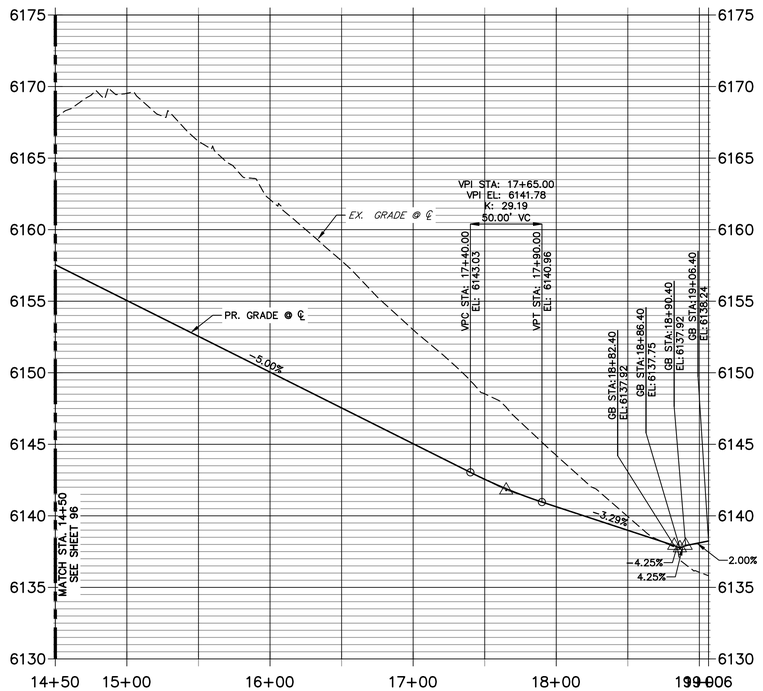
PRUDENCE RD PROFILE SI-2.02
STA 14+50.00 TO 19+06.40



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
120	14+49.90	18.00' (LT)	PRUDENCE RD	6157.06	HC RAMP MID PT
121	14+52.40	18.00' (RT)	PRUDENCE RD	6156.94	PCR
122	14+49.13	18.21' (RT)	PRUDENCE RD	6157.07	HC RAMP MID PT
123	15+93.40	18.00' (LT)	PRUDENCE RD	6149.88	PCR
124	16+81.90	18.00' (RT)	PRUDENCE RD	6145.45	HC RAMP MID PT
125	16+81.90	18.00' (LT)	PRUDENCE RD	6145.45	HC RAMP MID PT
126	16+79.40	18.00' (LT)	PRUDENCE RD	6145.58	PCR
127	18+66.67	18.21' (RT)	PRUDENCE RD	6137.74	HC RAMP MID PT
128	18+63.40	18.00' (RT)	PRUDENCE RD	6137.81	PCR
129	18+63.40	18.00' (LT)	PRUDENCE RD	6138.93	PCR
130	18+66.67	18.22' (LT)	PRUDENCE RD	6138.86	HC RAMP MID PT

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C5	90°00'00"	25.00'	39.27'
C6	90°00'00"	25.00'	39.27'
C7	90°00'00"	25.00'	39.27'
C8	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

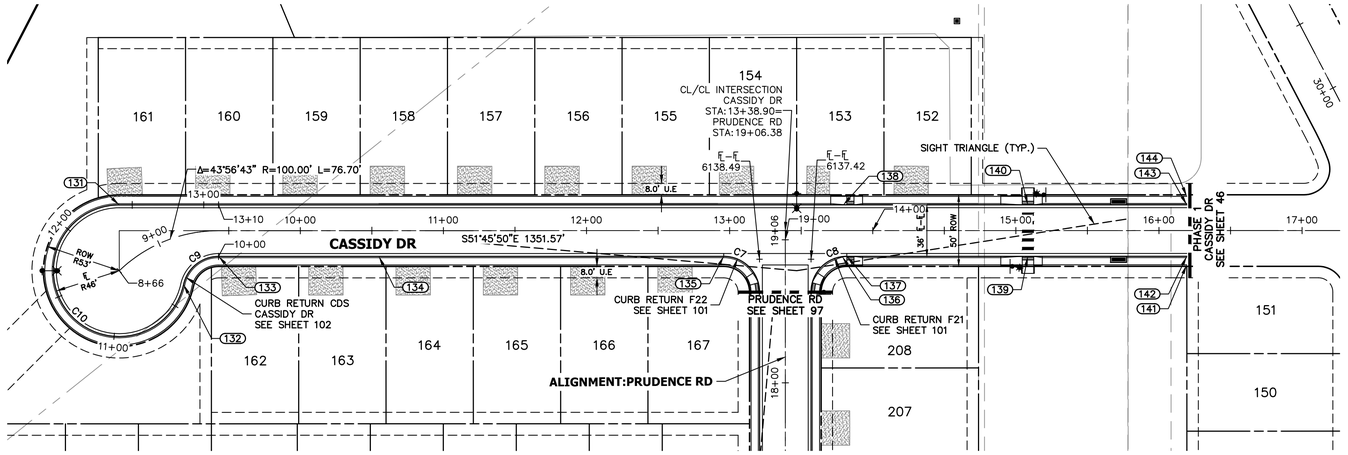
J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

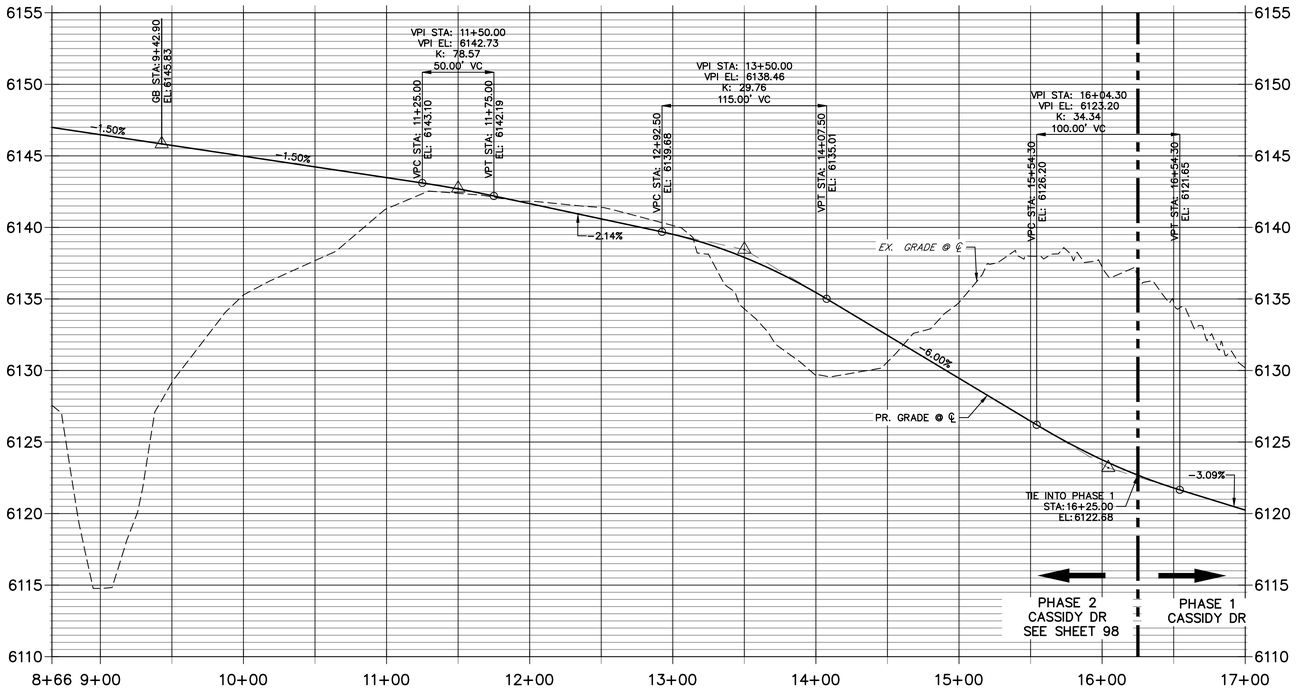
H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILE
PHASE 2

SHEET 97 OF 146
JOB NO. 15950.22

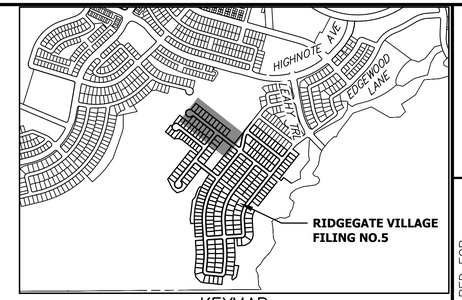


CASSIDY DR PROFILE SI-2.03
STA 8+66.20 TO 17+00.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
131	8+89.73	36.89' (LT)	CASSIDY DR	6146.39	PT
132	9+05.51	33.10' (RT)	CASSIDY DR	6145.85	PRC
133	9+42.90	18.00' (RT)	CASSIDY DR	6145.34	PC
134	10+54.83	18.00' (RT)	CASSIDY DR	6143.67	PT
135	12+95.89	18.00' (RT)	CASSIDY DR	6139.12	PCR
136	13+78.62	18.22' (RT)	CASSIDY DR	6136.11	HC RAMP MID PT
137	13+81.89	18.00' (RT)	CASSIDY DR	6135.97	PCR
138	13+79.39	18.00' (LT)	CASSIDY DR	6136.07	HC RAMP MID PT
139	15+08.46	18.00' (RT)	CASSIDY DR	6128.46	HC RAMP MID PT
140	15+08.46	18.00' (LT)	CASSIDY DR	6128.46	HC RAMP MID PT
141	16+19.46	23.92' (RT)	CASSIDY DR	6123.32	MATCH EX. SW
142	16+19.46	18.00' (RT)	CASSIDY DR	6122.89	MATCH EX. C&G
143	16+19.46	18.00' (LT)	CASSIDY DR	6122.42	MATCH EX. C&G
144	16+19.46	23.92' (LT)	CASSIDY DR	6122.85	MATCH EX. SW

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C7	90°00'00"	25.00'	39.27'
C8	90°00'00"	25.00'	39.27'
C9	77°48'12"	25.00'	33.95'
C10	257°48'12"	46.00'	206.98'



KEYMAP
SCALE:1"=1000'

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 92 FOR LEGEND.
5. SEE SHEET 94 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 101–102 FOR CURB RETURN PROFILES.
7. SEE SHEETS 103–108 FOR INTERSECTION–RAMP PLANS.
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11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
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16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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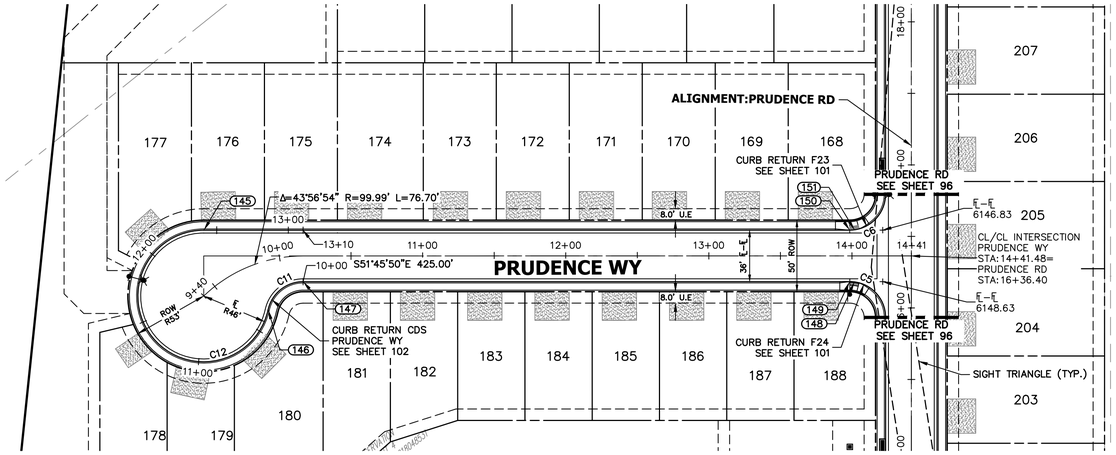
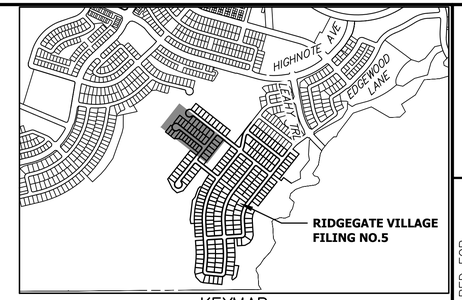
CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILE
PHASE 2

SHEET 98 OF 146
JOB NO. 15950.22





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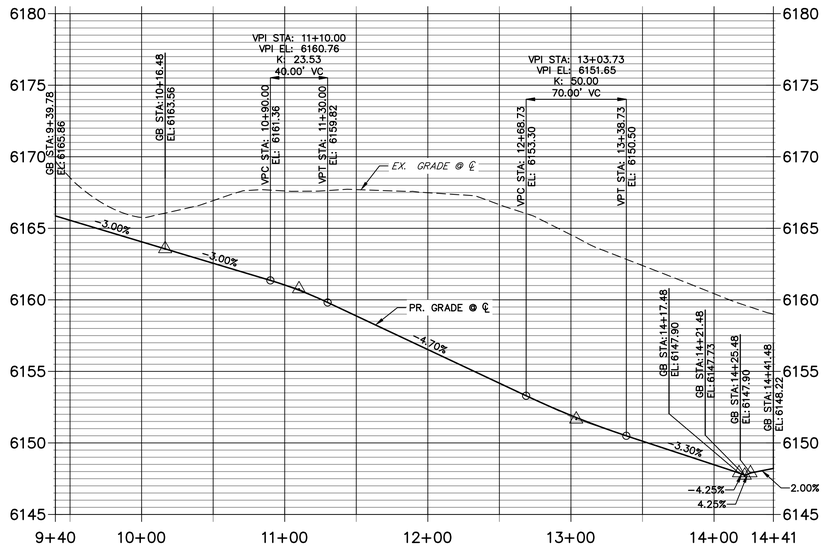
PRUDENCE WY PROFILE SI-2.04
STA 9+39.78 TO 14+41.48



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
145	9+63.32	36.89' (LT)	PRUDENCE WY	6165.16	PT
146	9+79.10	33.10' (RT)	PRUDENCE WY	6164.09	PRC
147	10+16.48	18.00' (RT)	PRUDENCE WY	6163.07	PC
148	14+01.75	18.22' (RT)	PRUDENCE WY	6148.83	HC RAMP MID PT
149	13+98.48	18.00' (RT)	PRUDENCE WY	6148.89	PCR
150	13+98.48	18.00' (LT)	PRUDENCE WY	6147.72	PCR
151	14+01.75	18.22' (LT)	PRUDENCE WY	6147.65	HC RAMP MID PT

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C5	90°00'00"	25.00'	39.27'
C6	90°00'00"	25.00'	39.27'
C11	77°48'12"	25.00'	33.95'
C12	257°48'12"	46.00'	206.98'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

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COLORADO P.E. 36742
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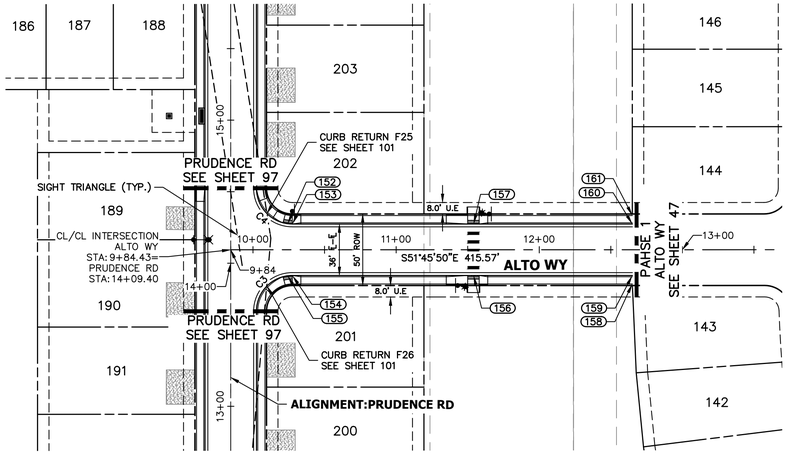
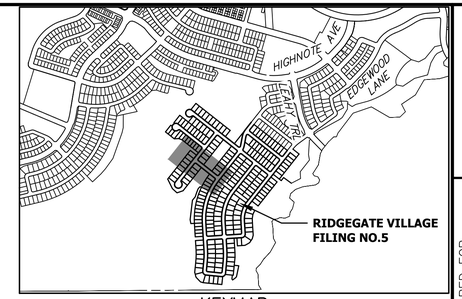
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILE
PHASE 2

SHEET 99 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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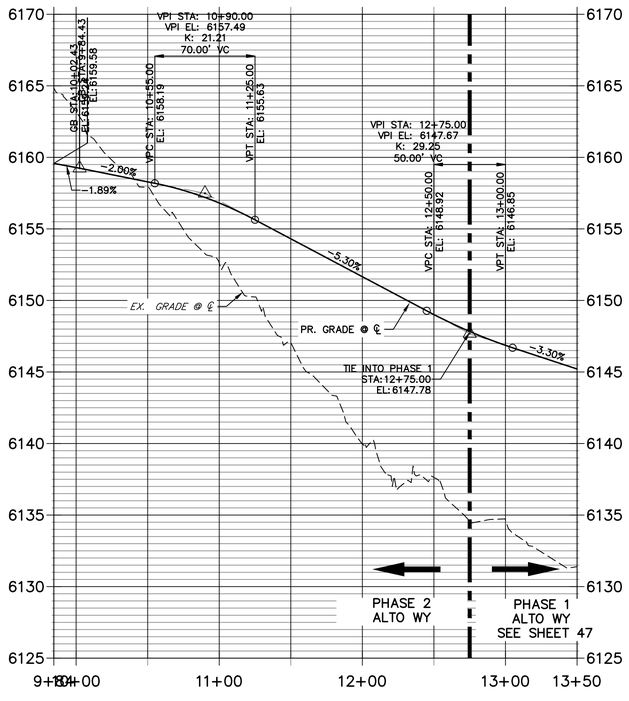
ALTO WY PROFILE SI-2.05
STA 9+84.43 TO 13+50.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
152	10+24.15	18.22' (LT)	ALTO WY	6157.97	HC RAMP MID PT
153	10+27.43	18.00' (LT)	ALTO WY	6157.93	PCR
154	10+27.43	18.00' (RT)	ALTO WY	6159.21	PRC
155	10+24.15	18.22' (RT)	ALTO WY	6159.28	HC RAMP MID PT
156	11+54.00	18.00' (RT)	ALTO WY	6153.75	HC RAMP MID PT
157	11+54.03	18.00' (LT)	ALTO WY	6153.60	HC RAMP MID PT
158	12+65.09	23.92' (RT)	ALTO WY	6148.55	MATCH EX. SW
159	12+65.09	18.00' (RT)	ALTO WY	6148.12	MATCH EX. C&G
160	12+65.09	18.00' (LT)	ALTO WY	6147.79	MATCH EX. C&G
161	12+65.09	23.92' (LT)	ALTO WY	6148.22	MATCH EX. SW

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C3	90°00'01"	25.00'	39.27'
C4	90°00'00"	25.00'	39.27'

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

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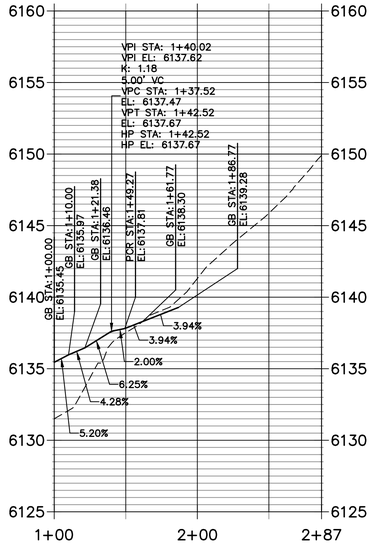
DATE	02/06/26	CHECKED BY	

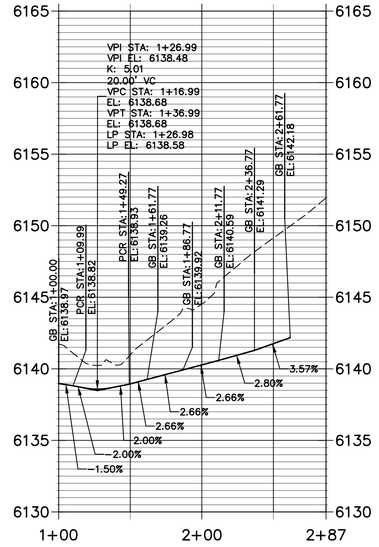
RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILE
PHASE 2

SHEET 100 OF 146
JOB NO. 15950.22

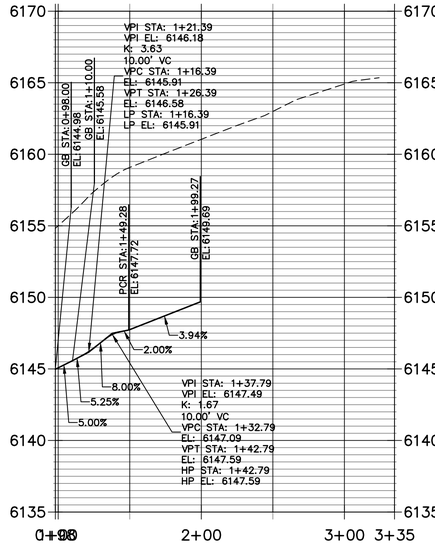
F21 PROFILE
STA 1+00.00 TO 2+86.77



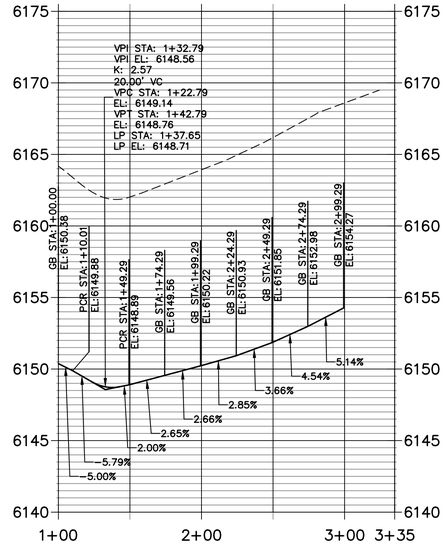
F22 PROFILE
STA 1+00.00 TO 2+86.77



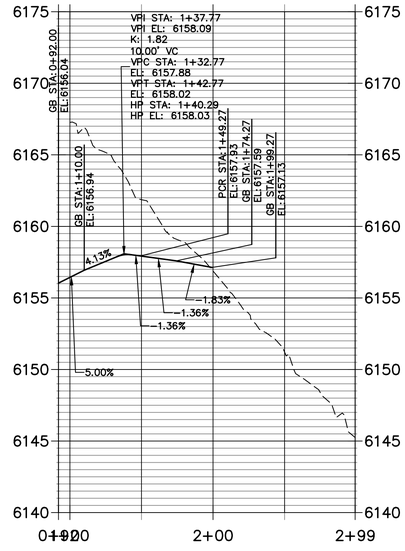
F23 PROFILE
STA 0+98.00 TO 3+35.00



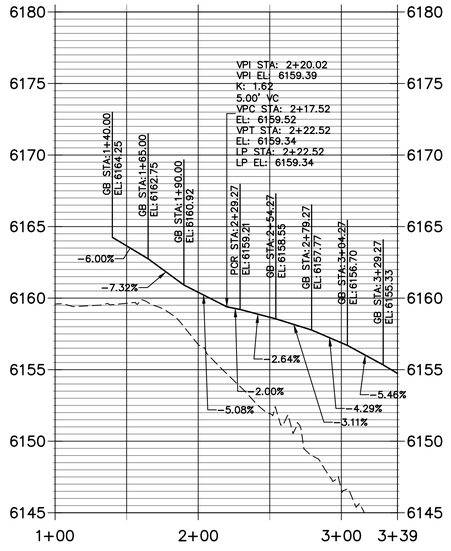
F24 PROFILE
STA 1+00.00 TO 3+35.00



F25 PROFILE
STA 0+92.00 TO 2+99.27



F26 PROFILE
STA 1+00.00 TO 3+39.27



50 25 0 50

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

----- *EXISTING GRADE AT ℄*
——— PROPOSED GRADE AT ℄

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RIDGEGATE SOUTHWEST VILLAGE FILING 5

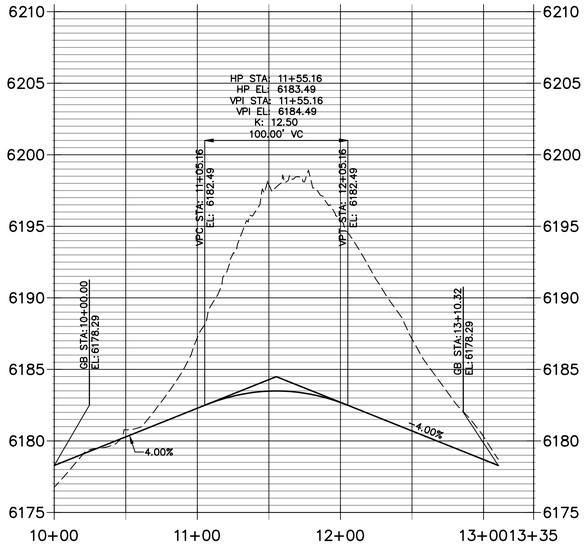
CURB RETURN PROFILES

PHASE 2

SHEET 101 OF 146

JOB NO. 15950.22

CDS PRUDENCE RD PROFILE
STA 10+00.00 TO 13+35.00



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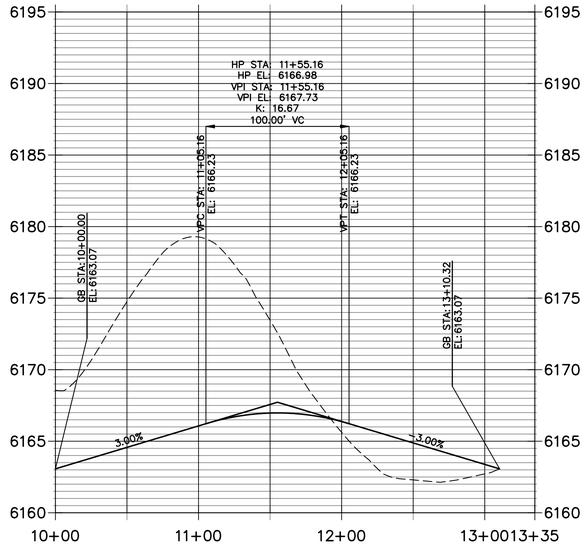

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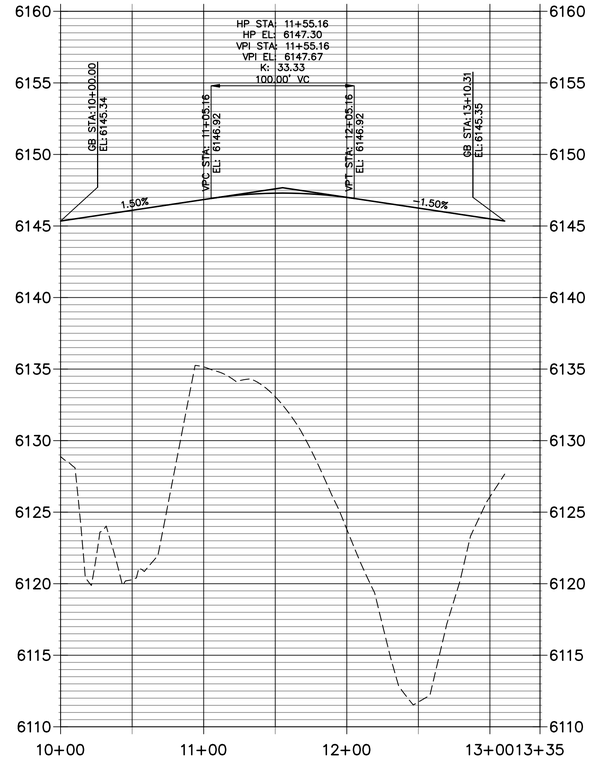
STA 10+00.00 TO 13+35.00



----- *EXISTING GRADE AT ℄*

——— PROPOSED GRADE AT ℄

50 25 0 50

HORIZONTAL
ORIGINAL SCALE: 1" = 50'

VERTICAL
ORIGINAL SCALE: 1" = 5'

Know what's **below.**
Call before you dig.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

BY	DATE	No.	REVISION

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

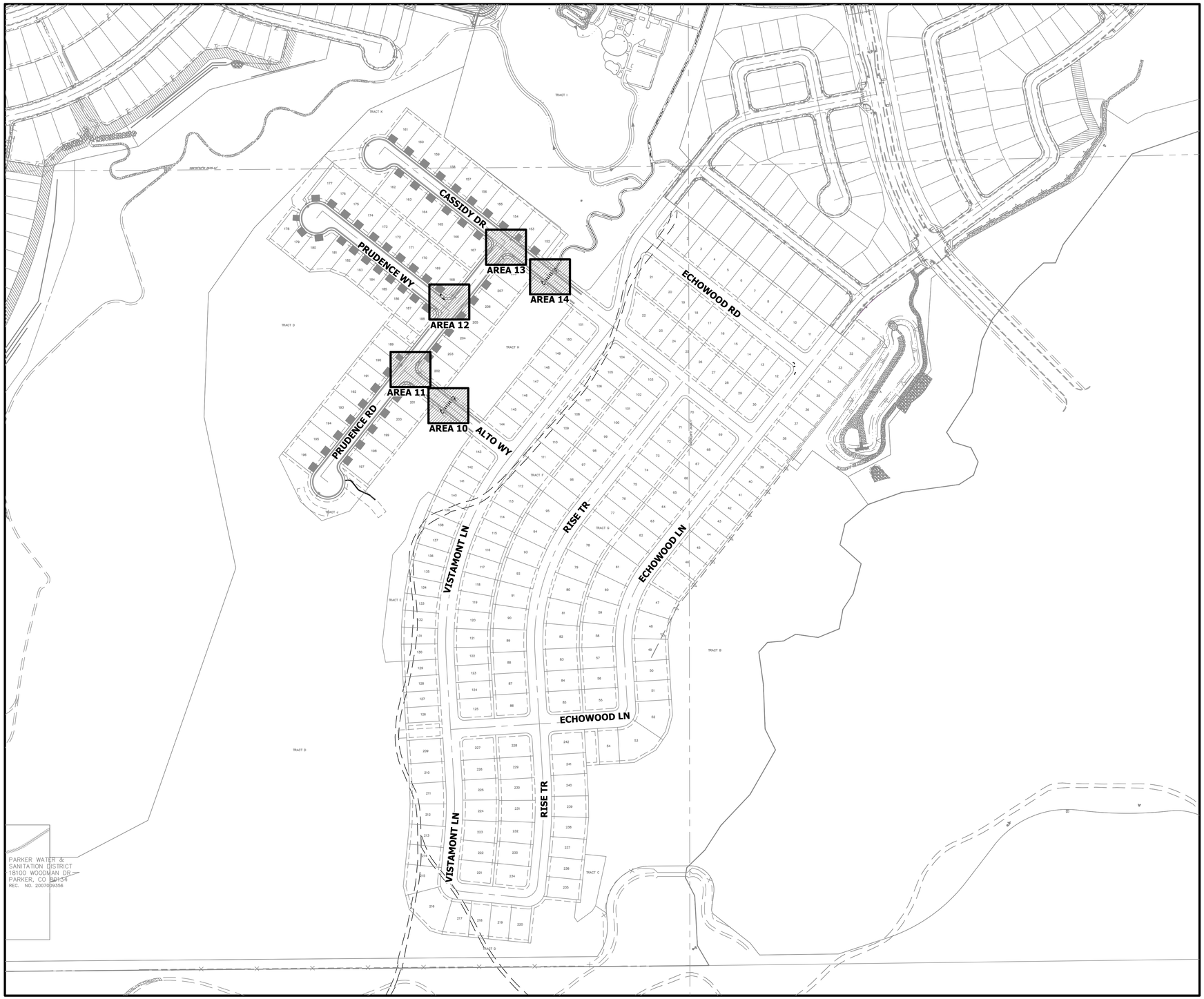
CURB RETURN PROFILES

PHASE 2

SHEET 102 OF 146

JOB NO. 15950.22

ALL RAMP AREAS SHOWN ARE PRELIMINARY AND FOR HORIZONTAL INFORMATION ONLY. NEXT SUBMITTAL WILL DEPICT ACCURATE SLOPES AND GRADES AROUND THE RAMPS. THIS VERSION HAS NO VERTICAL INFO FOR REVIEW OUTSIDE OF FLOWLINE ELEVATIONS.



NOTES:

SEE SHEET 104 FOR AREA 10

SEE SHEET 105 FOR AREA 11

SEE SHEET 106 FOR AREA 12

SEE SHEET 107 FOR AREA 13

SEE SHEET 108 FOR AREA 14

Know what's below. Call before you dig.

150 75 0 150 300

ORIGINAL SCALE: 1" = 150'

ENGINEER'S STATEMENT

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No.	REVISION	BY	DATE

H-SCALE	1"=150'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

INTERSECTION-RAMP PLANS

PHASE 2

SHEET 103 OF 146

JOB NO. 15950.22

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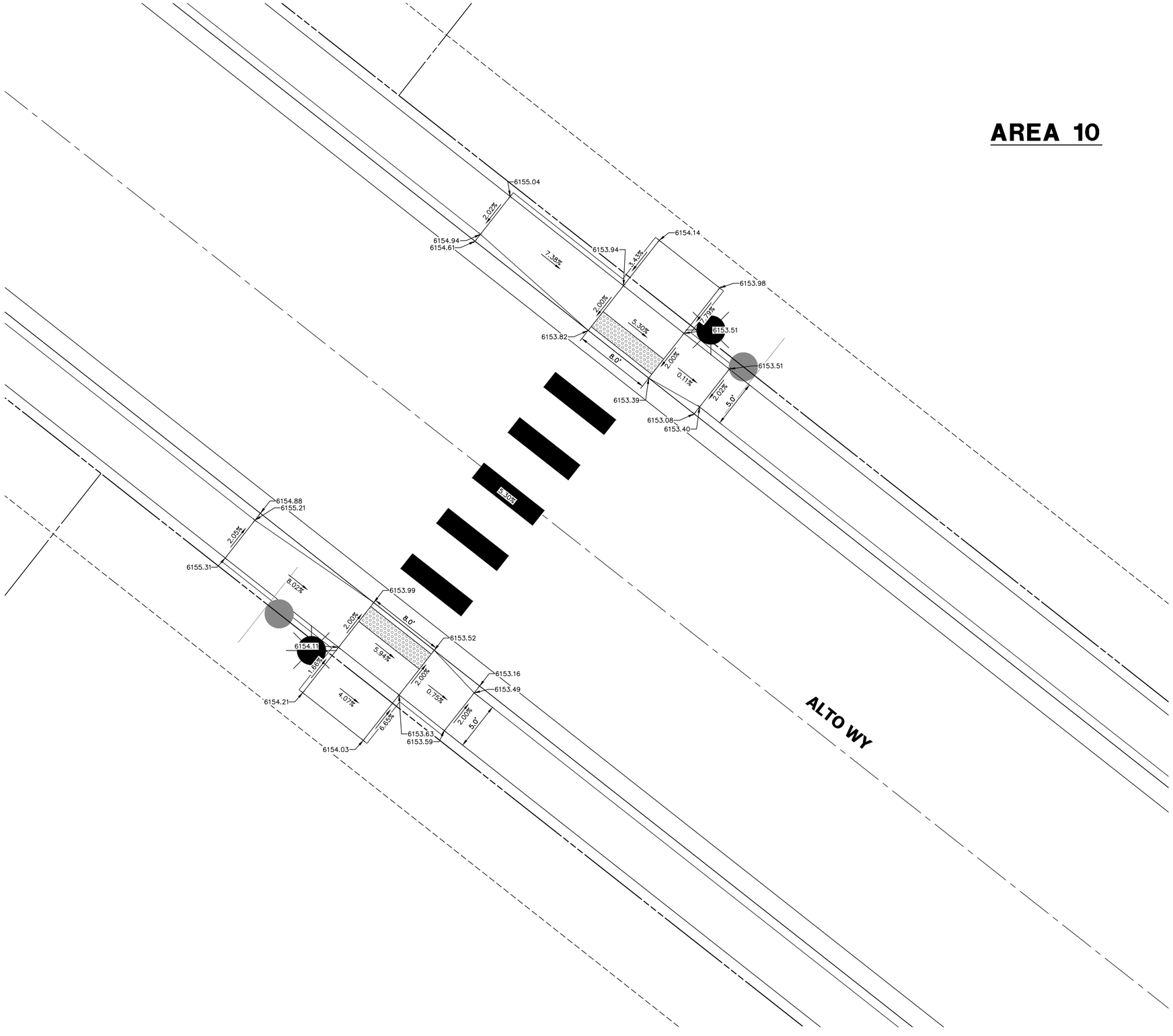
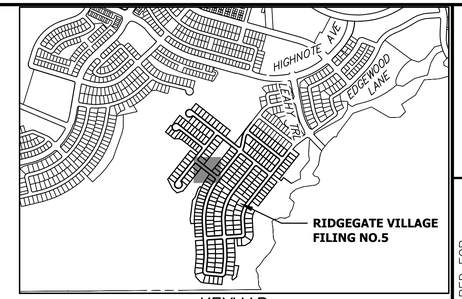
AREA 10





KEYMAP
SCALE: 1"=1000'

LEGEND:

DETECTABLE WARNING AREA

Know what's below. Call before you dig.

5 3 0 5 10
ORIGINAL SCALE: 1" = 5

ENGINEER'S STATEMENT

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No.	REVISION	BY	DATE

H-SCALE	1"=5'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

INTERSECTION-RAMP PLANS

PHASE 2

SHEET 104 OF 146

JOB NO. 15950.22

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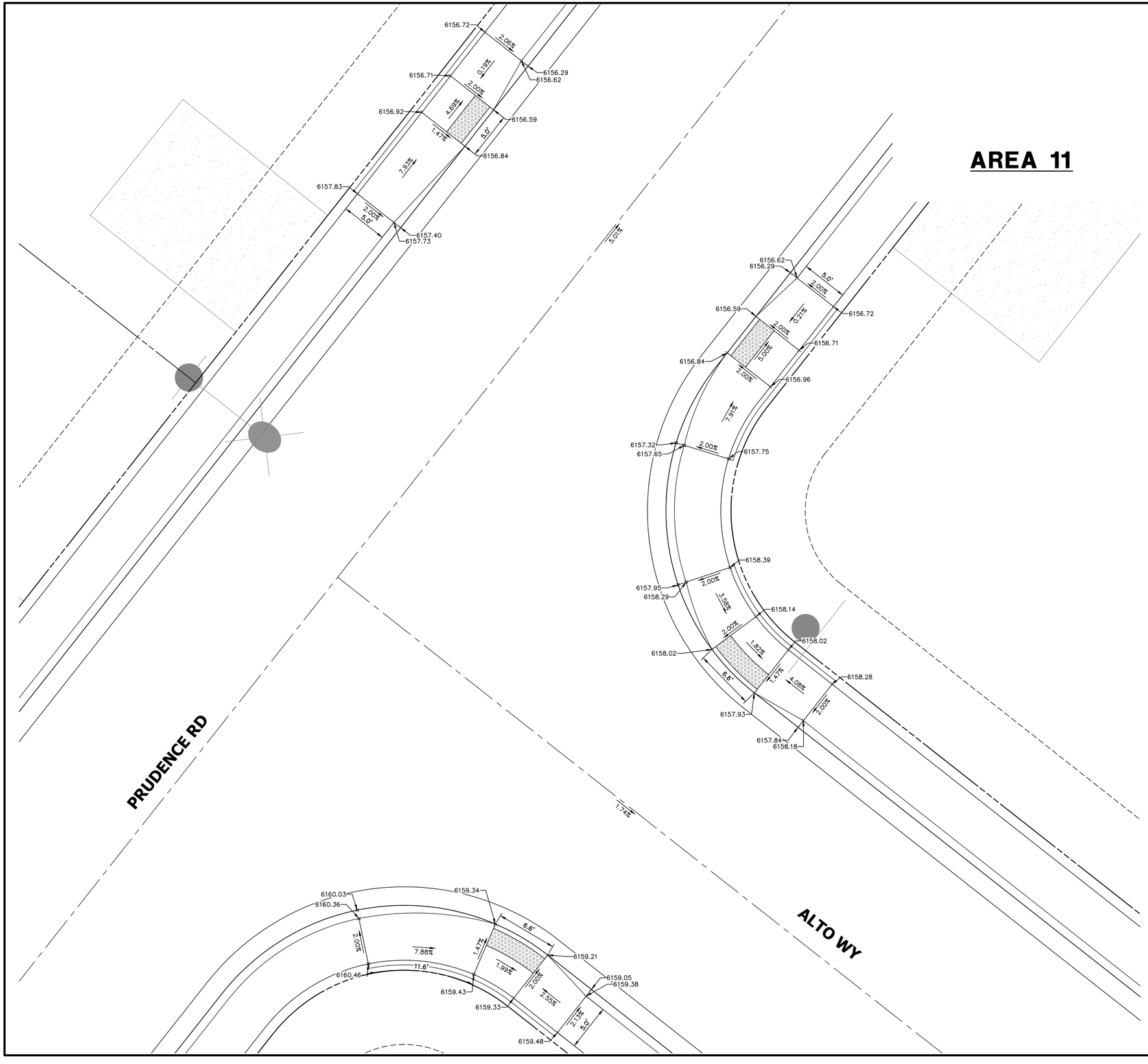
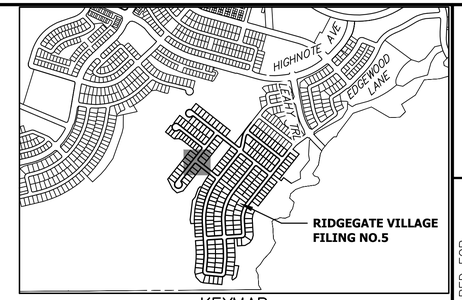
AREA 11





KEYMAP
SCALE: 1"=1000'

LEGEND:

DETECTABLE WARNING AREA

Know what's below. Call before you dig.

5 3 0 5 10
ORIGINAL SCALE: 1" = 5

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V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
INTERSECTION-RAMP PLANS
PHASE 2

SHEET 105 OF 146

JOB NO. 15950.22

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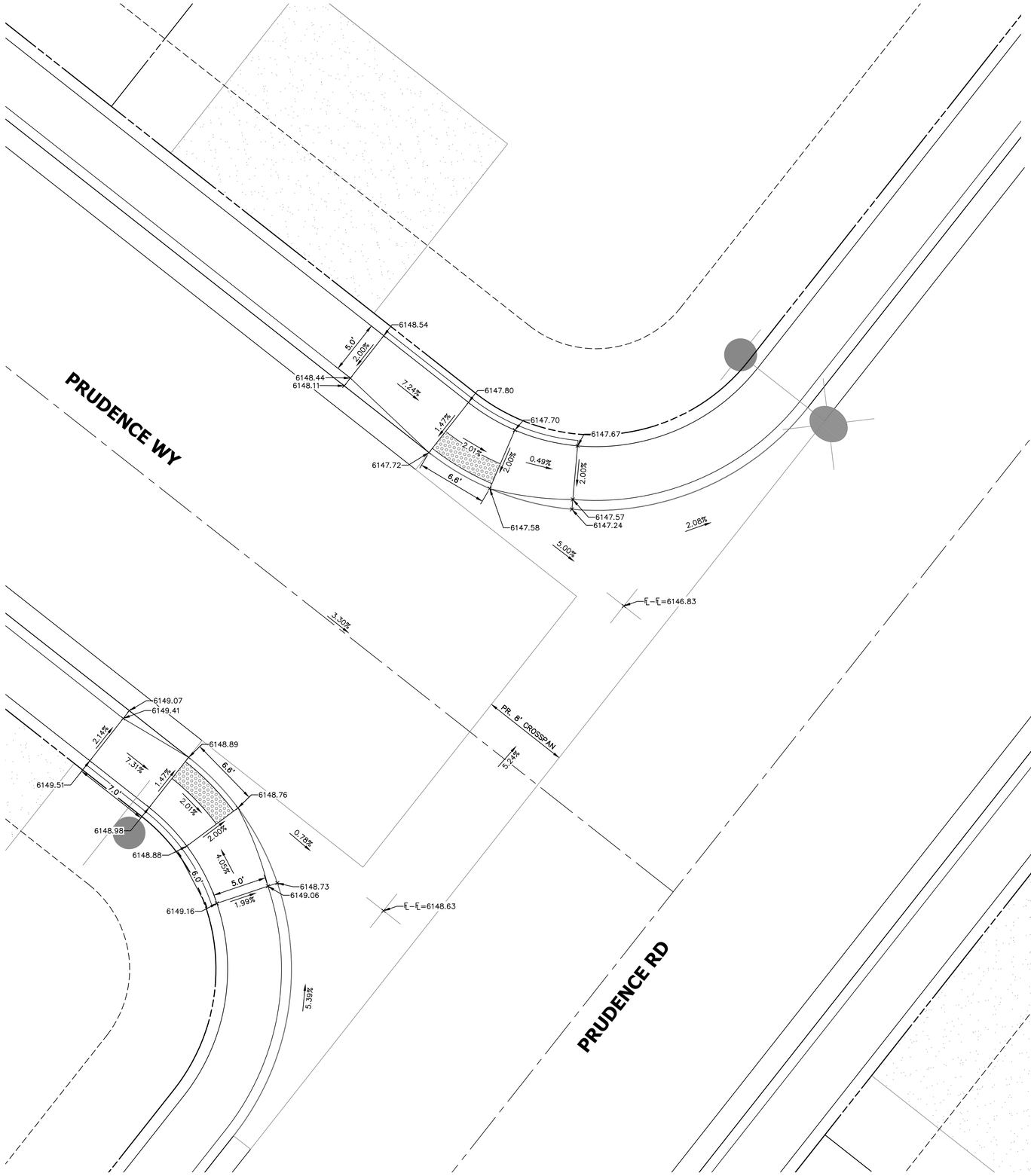
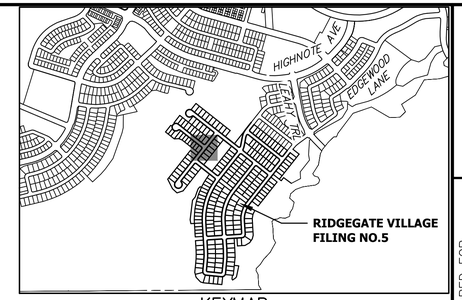
AREA 12





KEYMAP
SCALE: 1"=1000'

LEGEND:

DETECTABLE WARNING AREA

Know what's **below.** **Call** before you dig.

5 3 0 5 10
ORIGINAL SCALE: 1" = 5

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No.	REVISION	BY	DATE

H-SCALE	1"=5'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
INTERSECTION-RAMP PLANS
PHASE 2

SHEET 106 OF 146

JOB NO. 15950.22

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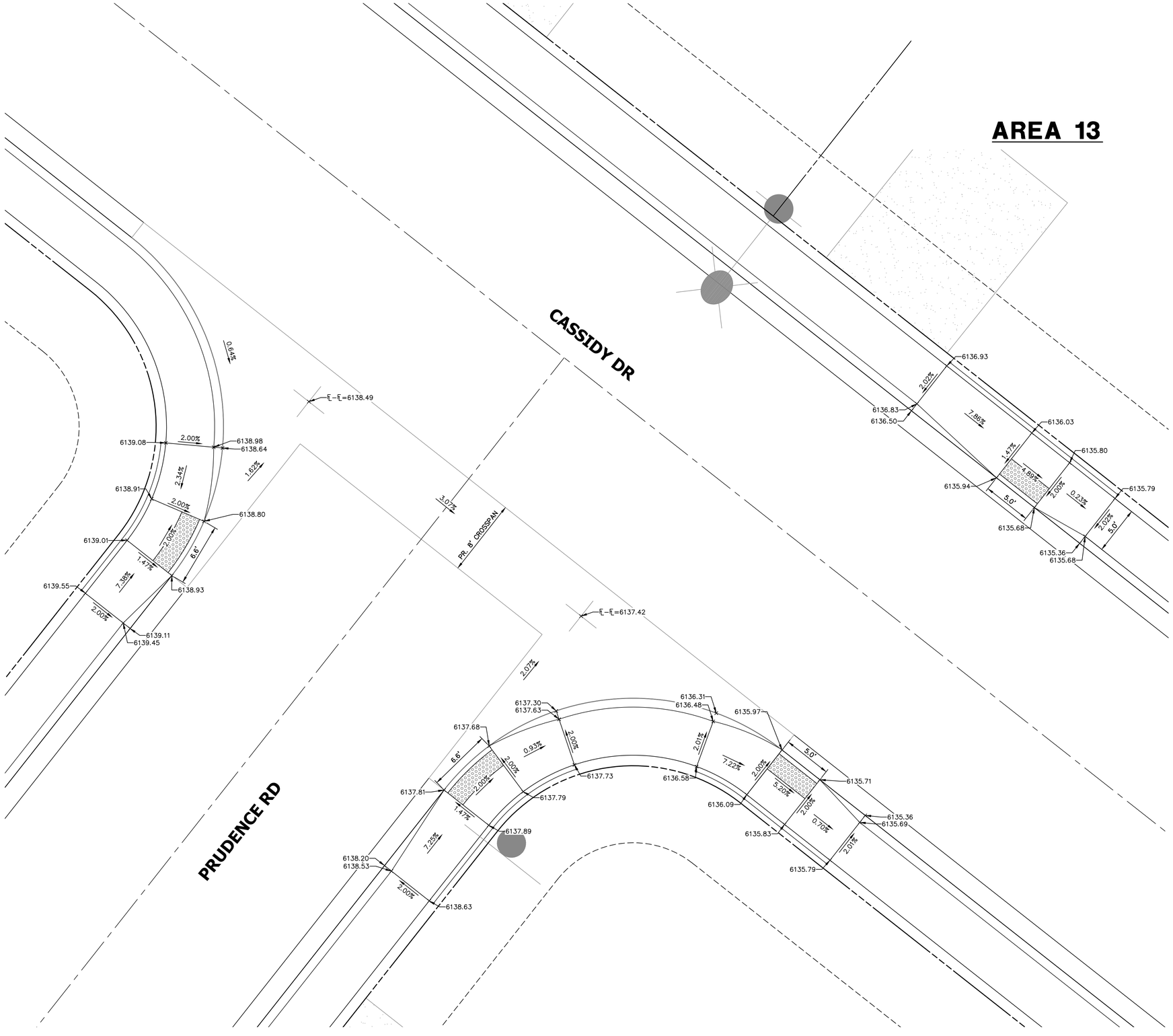
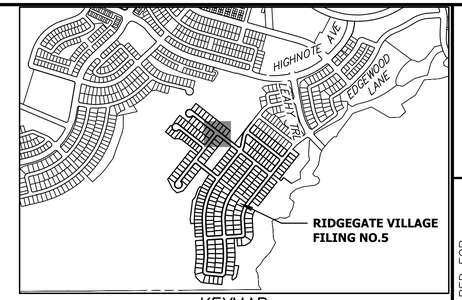
AREA 13





KEYMAP
SCALE: 1"=1000'

LEGEND:

DETECTABLE WARNING AREA

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5 3 0 5 10
ORIGINAL SCALE: 1" = 5

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No.	REVISION	BY	DATE

H-SCALE	1"=5'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
INTERSECTION-RAMP PLANS
PHASE 2

SHEET 107 OF 146
JOB NO. 15950.22

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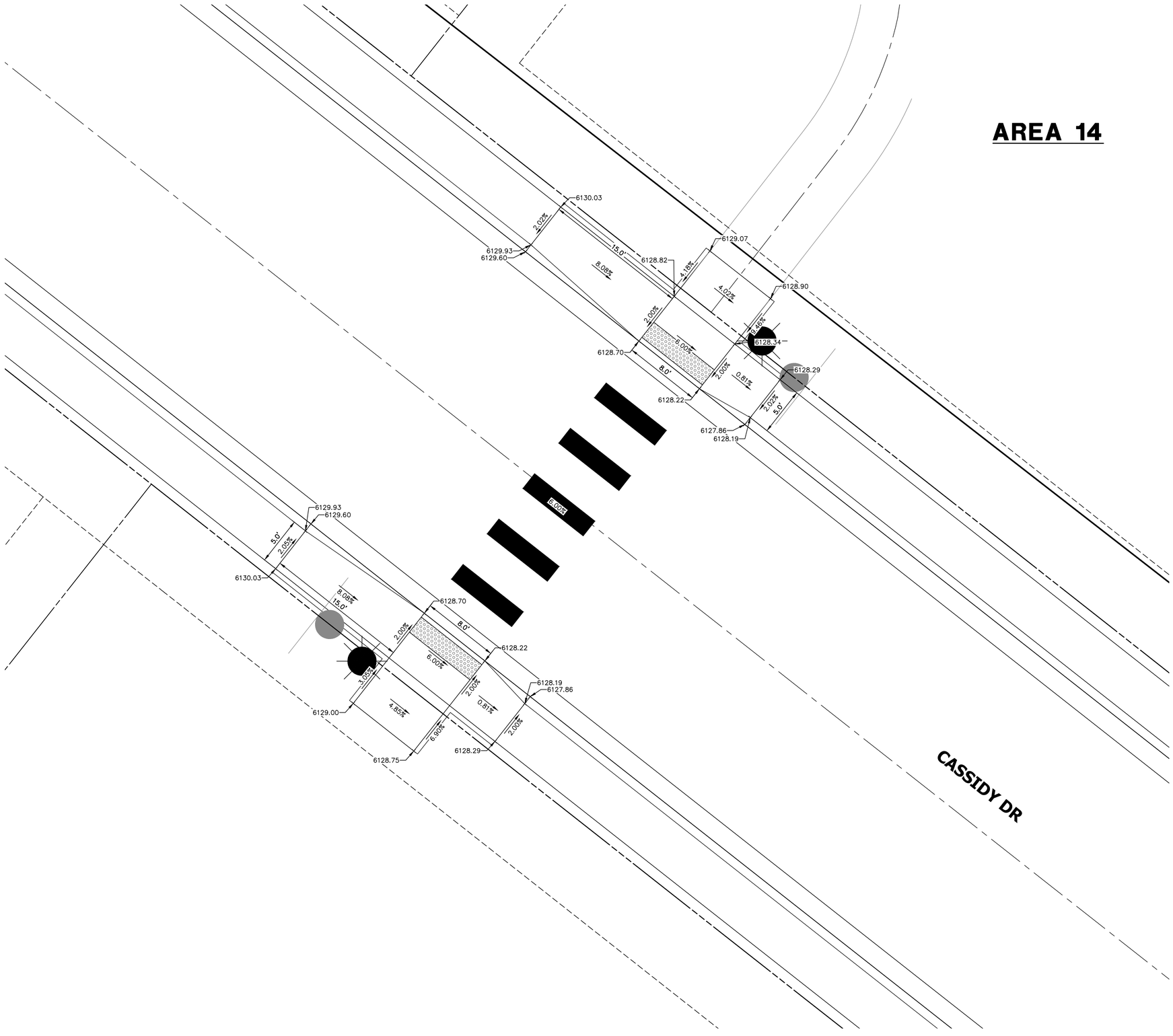
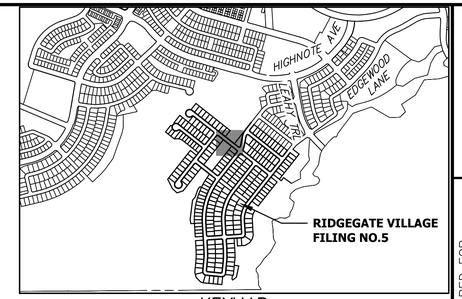
AREA 14





KEYMAP
SCALE: 1"=1000'

LEGEND:

DETECTABLE WARNING AREA

Know what's **below.** **Call** before you dig.

5 3 0 5 10
ORIGINAL SCALE: 1" = 5

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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COLORADO P.E. 36742
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No.	REVISION	BY	DATE

H-SCALE	1"=5'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	XXX
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

INTERSECTION-RAMP PLANS

PHASE 2

SHEET 108 OF 146

JOB NO. 15950.22

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EXAMPLE PRIVATE STREET SIGN

N.T.S

EXAMPLE PUBLIC STREET SIGN

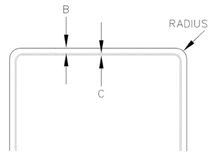
N.T.S

INTERSECTION STREET NAME SIGNAGE 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. 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. NON ILLUMINATED SIGNS SHALL BE USED AT MAJOR/MAJOR AND MAJOR/ARTERIAL INTERSECTIONS. THEY SHALL BE MOUNTED TO THE SIGNAL POLE WITH ASTRO-BRACS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
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.
10. ANY INTERSECTION STREET NAME SIGNAGE REMOVED SHALL BE RETURNED TO THE CITY OF LONE TREE.

CITY OF LONE TREE PUBLIC WORKS	INTERSECTION STREET NAME SIGNAGE	SHEET
DATE: 04/19/12 BY: GRW	DRAWING NO.: SN-02	2 OF 3

STANDARD SIGN BORDER SPECIFICATIONS



SIGN SIZE	BORDER WIDTHS (INCH)			RADIUS (INCH)
	A	B	C	
< 12"	N/A	.375	.375	1
≥ 12"	N/A	.375	.438	1.5

MINIMUM LETTER HEIGHTS ON STREET NAME SIGNS

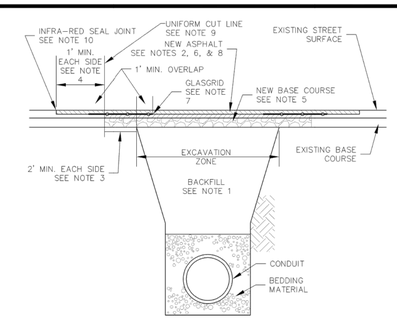
(MUTCD 2009 EDITION-TABLE 2D-2)

TYPE OF MOUNTING	TYPE OF STREET OR HIGHWAY	SPEED LIMIT	RECOMMENDED MINIMUM LETTER HEIGHT **	
			INITIAL UPPER-CASE	LOWER-CASE
OVERHEAD	ALL TYPES	ALL SPEED LIMITS	12 INCHES	9 INCHES
POST-MOUNTED	MULTI-LANE	MORE THAN 40 MPH	8 INCHES	6 INCHES
POST-MOUNTED	MULTI-LANE	40 MPH OR LESS	6 INCHES	4.5INCHES
POST-MOUNTED	2-LANE	ALL SPEED LIMITS	6 INCHES*	4.5 INCHES*

*ON LOCAL 2-LANE STREETS W/SPEED LIMITS OF 25 MPH OR LESS, 4" INITIAL UPPER-CASE LETTERS WITH 3" LOWER CASE LETTERS MAY BE USED.

** SUPPLEMENTARY LETTERING (E.G. ST., DR., LN., & NUMBERING) SHALL BE A MINIMUM OF ¾ THE APPLICABLE RECOMMENDED MINIMUM LETTER HEIGHT PER ABOVE TABLE

CITY OF LONE TREE PUBLIC WORKS	INTERSECTION STREET NAME SIGNAGE	SHEET
DATE: 04/19/12 BY: GRW	DRAWING NO.: SN-03	3 OF 3



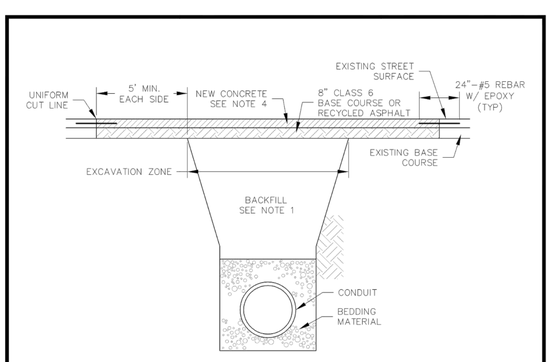
TYPICAL TRENCH SECTION

ROADWAY CLASSIFICATION	MIN. PAVEMENT PATCH THICKNESS
ARTERIAL	9 IN.
COLLECTOR	7 IN.
LOCAL	5 IN.

NOTES:

1. ALL PUBLIC STREET CUTS SHALL BE BACKFILLED WITH CLSM UNLESS THE TRENCH IS WIDE ENOUGH FOR A FULL-SIZED, SELF-PROPELLED COMPACTOR TO DRIVE THROUGH.
2. PAVEMENT PATCH THICKNESS SHALL NOT BE LESS THAN THE EXISTING SECTION.
3. SAW CUT AND REMOVE PAVEMENT AND BASE A MINIMUM OF 2' BACK FROM EXCAVATION ZONE OR LIMITS OF UNDISTURBED SUB-BASE, WHICHEVER IS GREATER.
4. ROTOMILL ASPHALT (2" DEPTH MINIMUM) A MINIMUM OF 1' BEYOND THE FULL DEPTH SAW CUT AND REMOVAL.
5. INSTALL 8 INCHES OF CDOT CLASS 6 ROAD BASE OR RECYCLED ASPHALT, COMPACTED IN PLACE TO MINIMUM 95% MODIFIED PROCTOR MAXIMUM DENSITY (ASTM D 1557).
6. INSTALL AND PROPERLY COMPACT REQUIRED DEPTH OF BASE COURSE ASPHALTIC CONCRETE (CDOT GRADING S).
7. INSTALL REINFORCEMENT MAT (TENSAR GLASGRID 8511, OR APPROVED EQUAL) PER MANUFACTURERS RECOMMENDATIONS. (MINIMUM 5 FOOT WIDTH)
8. INSTALL AND PROPERLY COMPACT ASPHALTIC CONCRETE TOP COURSE (CDOT GRADING SX).
9. ALL CUTS TO BE SQUARED OFF PRIOR TO RESTORATION. SAW CUT OR ROTOMILL.
10. THE JOINT BETWEEN THE NEW TOP COURSE ASPHALT AND THE EXISTING ASPHALT SHALL BE SEALED USING INFRARED JOINTING PROCESS.
11. ARTERIAL STREETS AND MAJOR COLLECTORS MUST BE PATCHED THE SAME DAY THE CUT OCCURS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEERING/PUBLIC WORKS DEPARTMENT.
12. ANY PAVEMENT MARKING (LANE LINES, TURN ARROWS, ETC.) DAMAGED BY THE STREET CUT AND REPAIR OPERATIONS SHALL BE REPLACED IN CONFORMANCE WITH CITY SIGNAGE AND STRIPING STANDARDS, AS DIRECTED BY THE ENGINEERING/PUBLIC WORKS DEPARTMENT.

CITY OF LONE TREE PUBLIC WORKS	ASPHALT PAVEMENT PATCHBACK	DETAIL NUMBER
DATE: 9/24/13 BY: GAW	DRAWING NO.: ST-01	1



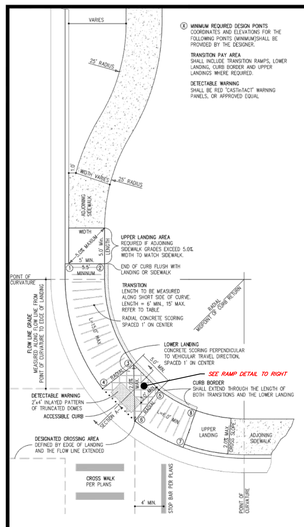
TYPICAL TRENCH SECTION

ROADWAY CLASSIFICATION	MIN. PAVEMENT PATCH THICKNESS
ARTERIAL	9 IN.
COLLECTOR	7 IN.
LOCAL	5 IN.

NOTES:

1. ALL PUBLIC STREET CUTS SHALL BE BACKFILLED WITH CLSM UNLESS THE TRENCH IS WIDE ENOUGH FOR A FULL-SIZED, SELF-PROPELLED COMPACTOR TO DRIVE THROUGH.
2. PAVEMENT PATCH THICKNESS SHALL NOT BE LESS THAN THE EXISTING SECTION.
3. SAW CUT AND REMOVE PAVEMENT AND BASE 5' BACK FROM EXCAVATION ZONE.
4. 8" OF COMPACTED CDOT CLASS 6 ROAD BASE OR RECYCLED ASPHALT SHALL BE INSTALLED PRIOR TO PAVING.
5. CONCRETE STREET PAVEMENT TO BE MINIMUM 7 SACK MIX, 5000 PSI AT 28 DAYS.
6. ALL CUTS TO BE SQUARED OFF PRIOR TO RESTORATION. SAW CUT OR ROTOMILL FULL DEPTH.
7. CONCRETE PATCHES SHALL BE DOWELED INTO EXISTING CONCERTE WITH 24"-#5 REBAR AT 18" O.C. AROUND THE PERIMETER OF THE PATCH.
8. ARTERIAL STREETS AND MAJOR COLLECTORS MUST BE PATCHED THE SAME DAY THE CUT OCCURS, UNLESS APPROVED BY THE ENGINEERING DEPARTMENT.

CITY OF LONE TREE PUBLIC WORKS	CONCRETE PAVEMENT PATCHBACK	DETAIL NUMBER
DATE: 12/9/11 BY: GAW	DRAWING NO.: ST-02	2



NOTES

SLOPED TRANSITIONS SHALL COMPLY WITH ALL APPLICABLE RULES AND GUIDELINES OF THE AMERICANS WITH DISABILITIES ACT.

SLOPED TRANSITIONS SHALL BE CONSISTENT WITH THE CURRENT PUBLICATION OF FEDERAL GUIDELINES FOR ACCESSIBLE RIGHTS OF WAY.

LONGITUDINAL SLOPES WITHIN THE TRANSITION SHALL NOT EXCEED 1:12 (8.33%).

CROSS SLOPES, OR SLOPES PERPENDICULAR TO THE DIRECTION OF TRAVEL SHALL NOT EXCEED 1:50 (2.0%)

THE LOWER LANDING AREA IS A REQUIRED ELEMENT.

SLOPED TRANSITIONS ARE A REQUIRED ELEMENT AND SHALL:

A. NOT EXCEED 1:12 (8.3%) LONGITUDINAL SLOPE ALONG THE SHORTEST SIDE UNLESS TRANSITION LENGTH EXCEEDS 15.0'
B. NOT EXCEED 1:50 (2.0%) SLOPE PERPENDICULAR TO THE TRAVELED DIRECTION.
C. BE EXCEED 15.0' IN LENGTH AS MEASURED ALONG THE SHORTEST SIDE. MAXIMUM LONGITUDINAL SLOPE SHALL BE ADJUSTED TO ACCOMODATE THE LENGTH.
D. NOT BE LESS THAN 6.0' IN LENGTH.

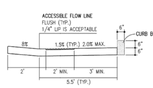
THE UPPER LANDING AREA IS REQUIRED IF:

A. THE ADJOINING SIDEWALK HAS A LONGITUDINAL GRADE (DIRECTION OF TRAVEL) IN EXCESS OF 1:20 (5.0%). SAID LANDING SHALL NOT EXCEED A 1:20 (5.0%) SLOPE IN ANY DIRECTION.
B. A CHANGE IN DIRECTION IS REQUIRED TO ENTER OF EXIT THE SLOPED TRANSITION. SAID LANDING SHALL SHALL NOT EXCEED 1:50 (2.0%) SLOPE IN ANY DIRECTION.

LANDINGS AND SLOPED TRANSITIONS SHALL MATCH THE WIDTH OF THE ADJOINING SIDEWALK, 5.0' MINIMUM

ALL TOOLED JOINTS WITHIN THE SLOPED TRANSITIONS SHALL RUN PERPENDICULAR TO THE DIRECTION OF TRAVEL.

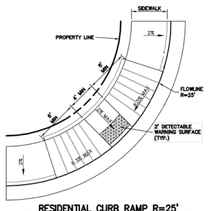
ALL TOOLED JOINTS WITHIN THE LOWER LANDING AREA SHALL RUN PARALLEL TO AND/OR PERPENDICULAR TO THE DIRECTION OF VEHICULAR TRAVEL WITHIN THE TRAVELED WAY.



SECTION A-A

TOOLED JOINT

CITY OF LONE TREE Department of Public Works	CURB TRANSITION	
	SCALE: NTS	DETAIL 1
	DATE: 3/05	



RESIDENTIAL CURB RAMP R=25'
(ATTACHED WALK)

RIDGEGATE EAST RAMP DETAIL

811 Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	N/A	DESIGNED BY	
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

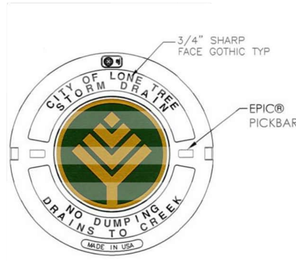
ROADWAY DETAILS

PHASE 2

SHEET 109 OF 146

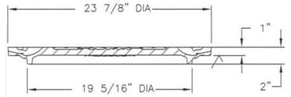
JOB NO. 15950.22

c:\Users\kelly\DOCACCDocs\jr engineering\15950\22\project files\Drawings\sheet dwgs\15950.22-CDLT(Phase 2)\15950.22-DT-Road-PH2.dwg, DT01 - 2/10/2026 12:55:42 PM, kelly



COVER FACE

COVER BOTTOM

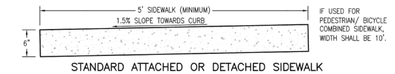


SECTION

Design Features

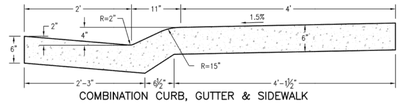
-Materials
Gray Iron (CL35B)
-Load Rating
Heavy Duty
-Open Area
n/a
-Coating
Undipped
-√ Designates Machined Surface

CITY OF LONE TREE PUBLIC WORKS	**MANHOLE LID COVER**		DETAIL NUMBER **MH-1**
DATE: 06/05/2020	BY: J. KRELL	DRAWING NO.:	

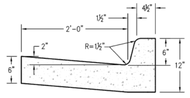


IF USED FOR PEDESTRIAN/ BICYCLE COMBINED SIDEWALK, WIDTH SHALL BE 10'.

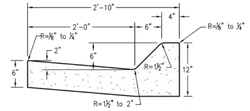
STANDARD ATTACHED OR DETACHED SIDEWALK



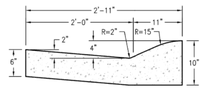
COMBINATION CURB, GUTTER & SIDEWALK



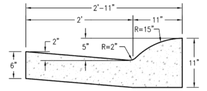
VERTICAL CURB & GUTTER



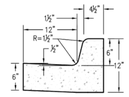
HIGH SPEED MOUNTABLE CURB & GUTTER
(DESIGN SPEED OF 45 M.P.H. OR HIGHER)



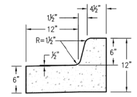
URBAN LOCAL MOUNTABLE CURB & GUTTER



RURAL LOCAL MOUNTABLE CURB & GUTTER



MEDIAN CURB & GUTTER (CATCH)



MEDIAN CURB & GUTTER (SPILL)

NOTES:
1. IF A SIDEWALK IS PLACED BEHIND THE CURB BUT IS NOT PLACED MONOLITHICALLY, EXPANSION JOINT MATERIAL AND A SILICONE BASE SEALER MUST BE APPLIED BETWEEN THE SIDEWALK AND THE CURB.
2. SEE DRAWING NUMBER SP.23a and SP.23b FOR TRENCH DRAIN.
3. SEE DRAWING NUMBER SP.31 AND SP.32 FOR CONCRETE JOINTS.

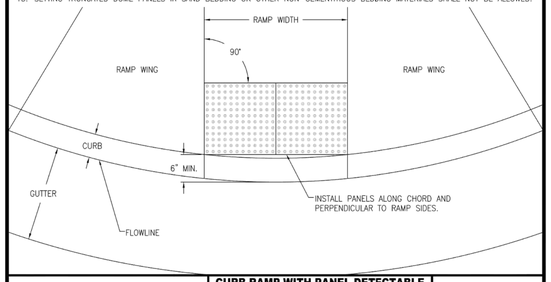
	CURB & GUTTERS AND SIDEWALKS	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.17**

Panel Installation Notes:

1. DETECTABLE WARNING PANELS, 24" X 24" OR 24" X 30" IN SIZE, SHALL BE PREFABRICATED REDDISH WITH TRUNCATED DOMES AND COMPLY WITH ADA REQUIREMENTS. ONLY FULL PANELS SHALL BE USED TO OBTAIN SPECIFIC RAMP THROAT WIDTH, (I.E. TWO 24" PANELS FOR A 4' RAMP, TWO 30" PANELS FOR A 5' RAMP, ETC.)
2. PRIOR TO START OF WORK, CONTRACTOR SHALL SUBMIT, TO DOUGLAS COUNTY FOR APPROVAL, A SAMPLE PANEL AND DOCUMENTATION FROM THE MANUFACTURER. PANEL SURFACE SHALL HAVE A MINIMUM OF 70% LIGHT REFLECTIVITY CONTRAST WITH THE ADJOINING SURFACE. PANELS SHALL ONLY BE SELECTED FROM THE APPROVED PRODUCT LIST BELOW:

PRODUCT NAME	MANUFACTURER	PRODUCER SUPPLIER CODE
CAST-DWD	Pioneer Detectable, LLC	GEN130004
Cast-In-Place Tactile	ADA Solutions, Inc.	GEN100123
DURAAST	EJ USA, Inc.	GEN130020
Detectable Warning Paving Slab	StoneBit Concepts	GEN100341
TekWay Dome-Tiles	StrongGo LLC	GEN100343
TufTile Cast Iron Tile/Radius-Wedge (CIP)	TufTile, Inc.	GEN150088

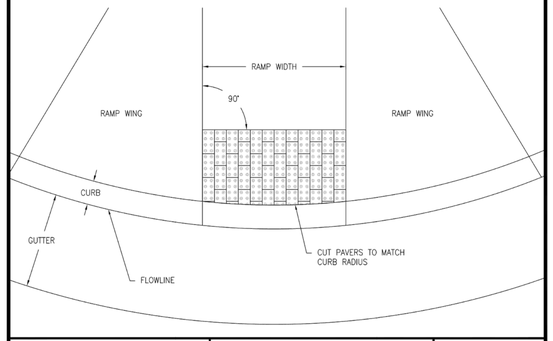
3. PANELS SHALL BE PLACED AS SHOWN, WITH DOME PATTERN IN A SQUARE GRID AND ALIGNED IN THE DIRECTION OF TRAVEL. A STEEL TEMPLATE SHALL BE USED TO ENSURE PROPER ALIGNMENT AND UNIFORM GRADE.
4. REMOVE THE PROPER AMOUNT OF CONCRETE WITHIN THE TEMPLATE FOR AN ACCURATE INSTALLATION. ONCE TO THE PROPER DEPTH, FLOAT THE AREA TO RECEIVE THE PANELS UNTIL A SMOOTH PASTE HAS DEVELOPED.
5. WET THE BACK SIDE OF EACH PANEL AND TROWEL SOME CONCRETE PASTE OR APPROVED BONDING AGENT OVER THE WET SURFACE FOR BETTER ADHERENCE.
6. SET THE FIRST PANEL ON THE FRESHLY PREPARED SURFACE. DO NOT PRESS DOWN HARD ON THE PANEL, BUT PREFERABLY TWIST FROM SIDE TO SIDE. SET PANEL WITH RUBBER MALLET TO PROPER DEPTH SO THAT THE BASE OF THE TRUNCATED DOME IS AT THE SAME ELEVATION AS THE ADJOINING RAMP SURFACE.
7. SET SUCCESSIVE PANELS WITH A TIGHT BUTT JOINT AGAINST THE PREVIOUSLY SET PANEL. PROVIDE A ¼" GAP BETWEEN PANELS.
8. FLOAT FRESH CONCRETE AROUND PANELS. FINISH AND BROOM SURROUNDING CONCRETE AS SPECIFIED. CLEAN ANY CONCRETE OFF PANELS WITH A SPONGE.
9. PROVIDE 1" DEEP TOOL JOINTS AT CORNERS OF DETECTABLE WARNING AREA, AND TOOL AROUND PANELS WITH ¼" RADIUS EDGER.
10. WHEN CUT PANELS ARE REQUIRED, CUT SECTIONS SHALL NOT SIGNIFICANTLY IMPACT OVERALL TRUNCATED DOMES PATTERN AND CUT DOMES SHALL BE BEVELED AT A 45-DEGREE ANGLE TO CREATE A SMOOTH TRANSITION.
11. ANY PANELS THAT ARE DAMAGED DURING TRANSPORT OR INSTALLATION WILL BE REJECTED AND SHALL NOT BE INSTALLED.
12. CLEAN OUT ¼" JOINT(S) BETWEEN PANELS AND SEAL WITH EPOXY.
13. SETTING TRUNCATED DOME PANELS IN SAND BEDDING OR OTHER NON-CEMENTITIOUS BEDDING MATERIALS SHALL NOT BE ALLOWED.



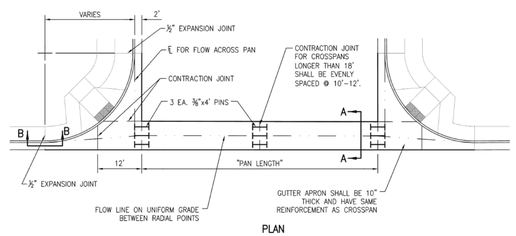
	CURB RAMP WITH PANEL DETECTABLE WARNING AREA INSTALLATION	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.18b**

Paver Installation Notes:

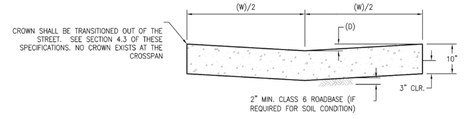
1. DETECTABLE WARNING PAVERS SHALL BE PREFABRICATED REDDISH INTEGRALLY COLORED TRUNCATED DOMES SURFACED CONCRETE OR MASONRY PAVERS. PAVERS SHALL MEET THE REQUIREMENTS OF ASTM C 902 OR ASTM C 936 AND COMPLY WITH ADA REQUIREMENTS.
2. PRIOR TO START OF WORK, CONTRACTOR SHALL SUBMIT, TO DOUGLAS COUNTY FOR APPROVAL, A SAMPLE PAVER AND DOCUMENTATION FROM THE MANUFACTURER. PAVERS SURFACE SHALL HAVE A MINIMUM OF 70% LIGHT REFLECTIVITY CONTRAST WITH THE ADJOINING SURFACE.
3. WELL FOR PAVERS SHALL BE ACCURATELY BLOCKED OUT TO ENSURE PROPER DEPTH, ALIGNMENT, AND UNIFORM GRADE. ONLY FULL WIDTH PAVERS SHALL BE USED TO OBTAIN SPECIFIED RAMP THROAT WIDTH.
4. PAVERS SHALL BE PLACED IN THE RUNNING PATTERN SHOWN, DOMES PLACED IN A SQUARE GRID AND ALIGNED IN THE DIRECTION OF TRAVEL. PAVERS SHALL BE INSTALLED SO THAT THE BASES OF THE TRUNCATED DOMES ARE AT THE SAME ELEVATION AS THE ADJOINING RAMP SURFACE.
5. SAND FOR BEDDING MATERIAL SHALL CONFORM TO ASTM C 33. SAND TO BE PLACED BETWEEN JOINTS SHALL CONFORM TO ASTM C 144.
6. BEDDING SAND SHALL BE SCREED TO THE APPROPRIATE DEPTH PRIOR TO THE PAVERS INSTALLATION. A PLATE VIBRATOR SHALL BE USED TO EMBED THE PAVERS INTO THE SAND. ANY PAVERS THAT ARE DAMAGED DURING TRANSPORTATION OR INSTALLATION WILL BE REJECTED AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
7. WHEN CUT PAVERS ARE REQUIRED, CUT SECTIONS SHALL NOT SIGNIFICANTLY IMPACT OVERALL TRUNCATED DOMES PATTERN AND CUT DOMES SHALL BE BEVELED AT A 45-DEGREE ANGLE TO CREATE A SMOOTH TRANSITION.
8. JOINT SPACING SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, BUT SHALL NOT BE MORE THAN ⅛". JOINTS SHALL BE FILLED COMPLETELY WITH SAND. EXCESS SAND SHALL BE REMOVED BY SWEEPING.



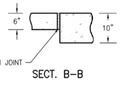
	CURB RAMP WITH PAVER DETECTABLE WARNING AREA INSTALLATION	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.18c**



PLAN



SECTION A–A
FIBERMESH MIXED AT 1½ LBS. / C.Y. CONCRETE.

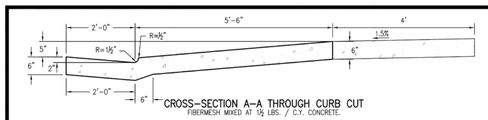


SECT. B–B

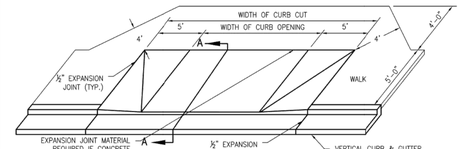
WIDTH (W)	DEPTH (D)	THICKNESS (T)
8'	2"	10"
10'	2½"	10"

NOTE: LOCAL STREET INTERSECTIONS REQUIRE AN 8' CROSSPAN. COLLECTOR STREET INTERSECTIONS REQUIRE AN 10' CROSSPAN. CROSSPANS ARE NOT ALLOWED AT ANY ARTERIAL STREET INTERSECTIONS.

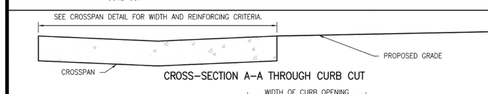
	CROSSPAN	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.21**



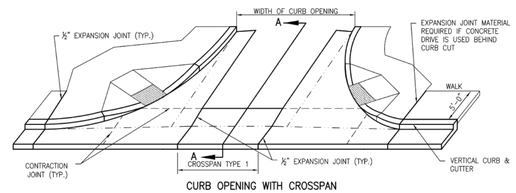
CROSS-SECTION A–A THROUGH CURB CUT
FIBERMESH MIXED AT 1½ LBS. / C.Y. CONCRETE.



CURB OPENING WITH TAPERS



CROSS-SECTION A–A THROUGH CURB CUT



CURB OPENING WITH CROSSPAN

NOTES:
1. BACK OF CURB CUT EXTENDS TO BACK OF WALK OR BACK OF BICYCLE PATH. IF NO WALK IS PRESENT, EXTEND BACK OF CURB CUT TO 5'-6" BEHIND FLOWLINE OR TO R.O.W. LINE, WHICHEVER IS GREATER.
2. COUNTY SHALL APPROVE LOCATION OF CURB CUT BEFORE CONSTRUCTION.
3. CURB OPENINGS OF 30' OR MORE MUST BE CONSTRUCTED WITH A MINIMUM 20' RADIUS CURB RETURN.
4. DESIGN ENGINEER MUST DEMONSTRATE THAT STREET DRAINGE STAYS WITHIN THE STREET RIGHT-OF-WAY.

	CURB OPENING	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.22**

Know what's **below.**
Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

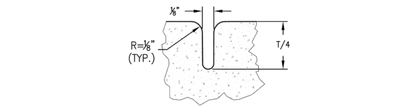
J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

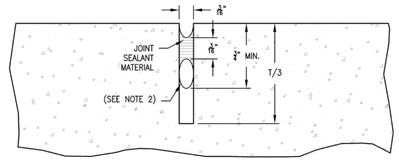
H-SCALE	N/A	DESIGNED BY	GDC
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGECATE SOUTHWEST VILLAGE FILING 5
ROADWAY DETAILS
PHASE 2

SHEET 110 OF 146
JOB NO. 15950.22

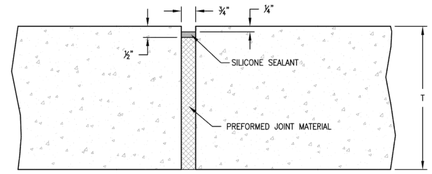


CONTRACTION OR WEAKEN PLANE JOINT
N.T.S.



NOTE: WASH & BLOW OUT WITH FORCED AIR UNTIL DRY BEFORE APPLYING SEALANT MATERIAL.

SAWED JOINT
N.T.S.

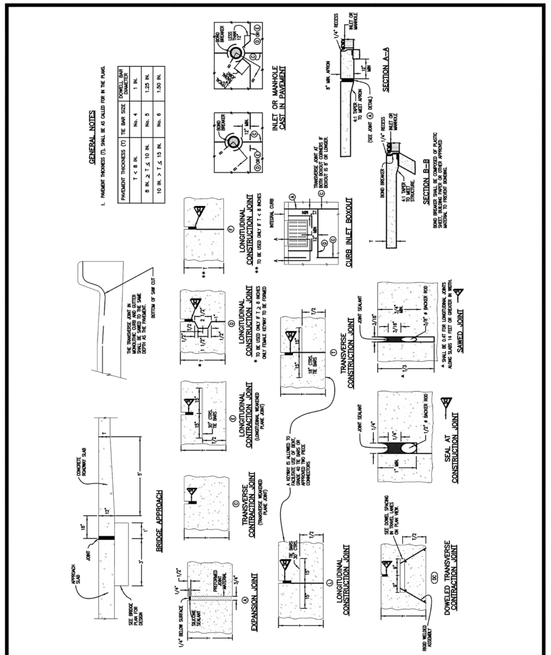


EXPANSION JOINT
N.T.S.

NOTES:

1. JOINT SEALANT MATERIAL MUST MEET ASTM 3406.
2. ⅜" DIA. BACKER ROD.

	CONCRETE JOINTS	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. **SP.31**



REFERENCE: CDOT M & S STANDARDS M-412-1	**CONCRETE JOINTS**	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. **SP.32**

Know what's **below.** **Call** before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	N/A
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

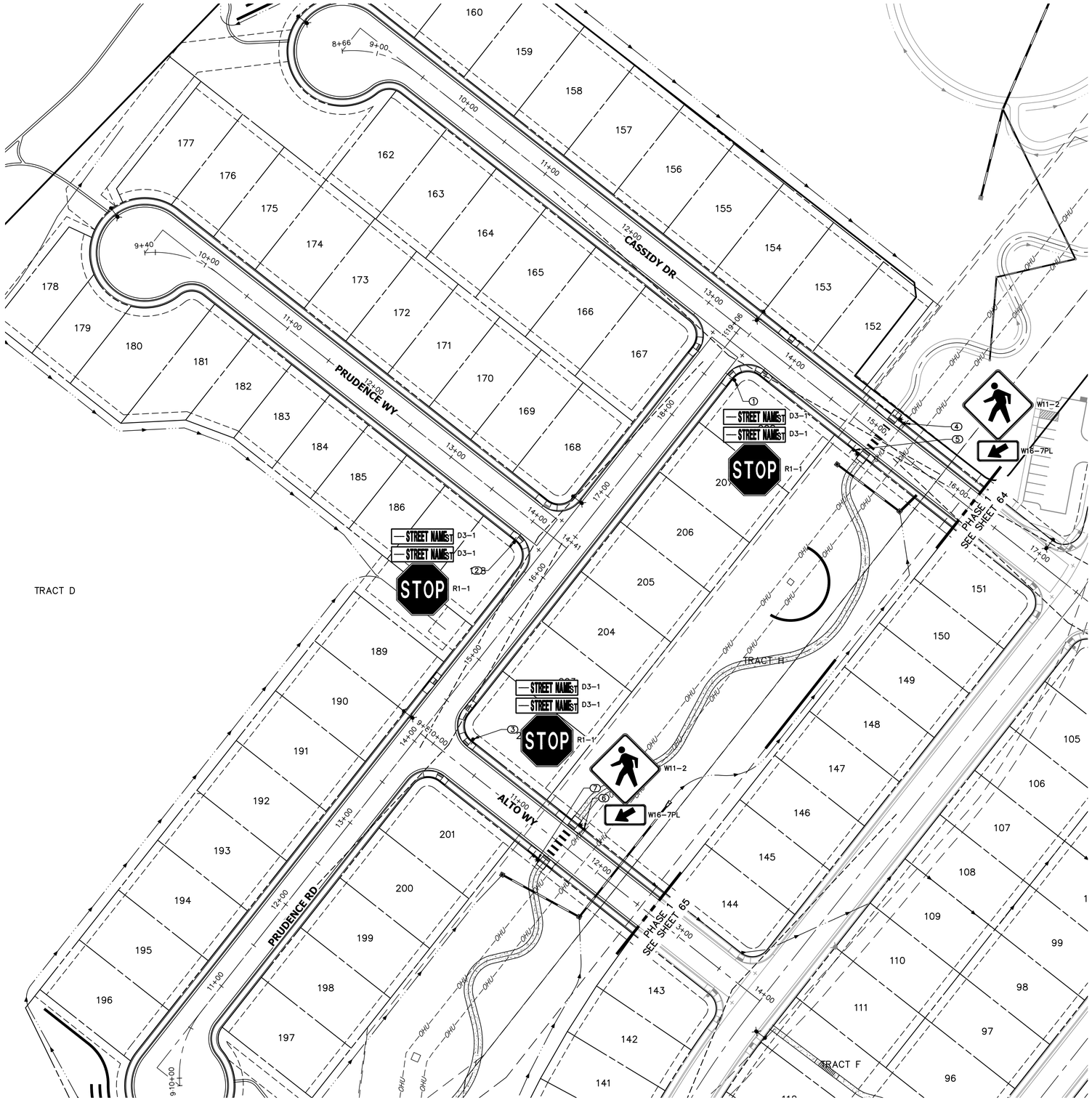
RIDGEGATE SOUTHWEST VILLAGE FILING 5

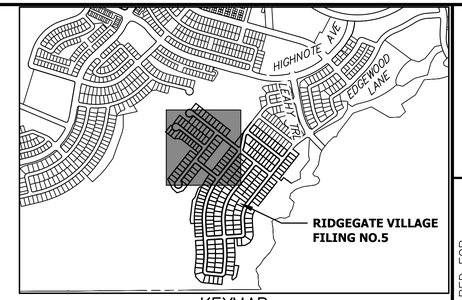
ROADWAY DETAILS

PHASE 2

SHEET 111 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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LEGEND

- PROPOSED SIGN
- EXISTING SIGN
- (XX) PROPOSED STRIPE
- (XX) EXISTING STRIPE
- (A) SHOULDER/BIKE LANE LINE – 6" WIDE, SOLID WHITE
- (B) CROSSWALK – 2'X8' SOLID WHITE, 4' GAP CENTERED IN LANE
- (C) STOP BAR – 2' SOLID WHITE
- (D) YIELD LINE – 16"X24" SOLID WHITE TRIANGLES, 6" GAP CENTERED IN LANE
- (E) DROP LANE – 8" WIDE X 3' LONG, 12' GAP, WHITE
- (F) CHANNELIZING LINE – 8" WIDE, SOLID WHITE
- (G) DOUBLE YELLOW LINE – 5" WIDE, 3" GAP, SOLID
- (H) YELLOW EDGE LINE – 5" WIDE, SOLID
- (I) DIAGONAL MEDIAN LINE – 4" WIDE, SOLID YELLOW
- (J) LANE LINE – 5" WIDE X 10' LONG, 30' GAP, WHITE
- (K) CROSSWALK – 2'X10' SOLID WHITE, 4' GAP CENTERED IN LANE
- (L) LANE EXTENSION LINE – 4" WIDE X 2' LONG, 4' GAP, WHITE, EPOXY
- (M) EDGE LINE – 4" WIDE, SOLID WHITE, MODIFIED EPOXY

SIGN TABULATION				
SIGN NUMBER	STATION	OFFSET	ALIGNMENT	DESCRIPTION
1	18+63.40	26.91' (RT)	PRUDENCE RD	D3-1 X2 R1-1
2	13+98.48	26.92' (RT)	PRUDENCE WY	D3-1 X2 R1-1
3	10+27.43	26.92' (LT)	ALTO WY	D3-1 X2 R1-1
4	???	???' (???)	PRUDENCE RD	W11-2 W17-7PL
5	18+81.40	158.56' (RT)	PRUDENCE RD	W11-2 W17-7PL
6	14+34.40	180.56' (RT)	PRUDENCE RD	W11-2 W17-7PL
7	13+83.48	163.56' (RT)	PRUDENCE RD	W11-2 W17-7PL

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

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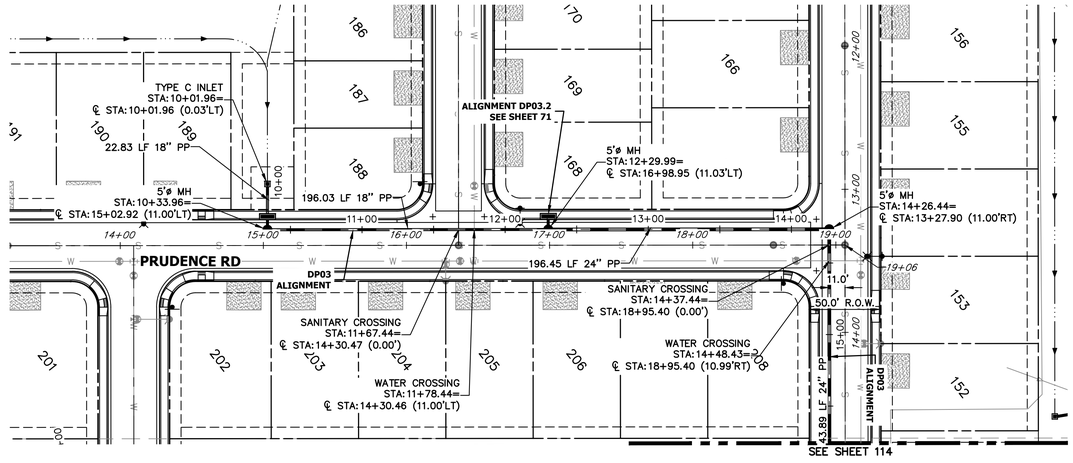
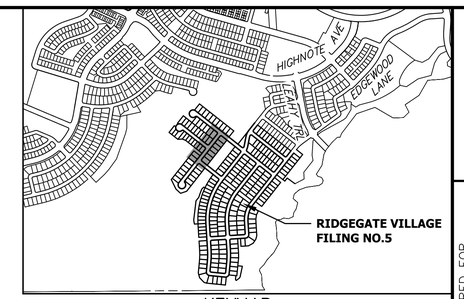
H-SCALE	1"=50'		
V-SCALE	N/A		
DATE	02/06/26		
DESIGNED BY	GDC		
DRAWN BY	GDC		
CHECKED BY			

RIDGEGATE SOUTHWEST VILLAGE FILING 5
SIGNAGE & STRIPING PLANS
PHASE 2

SHEET 112 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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DP03 PROFILE (1)
STA 10+00.00 TO 14+25.00

STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

TRACER WIRE NOTE
1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

811 Know what's below. Call before you dig.

CITY OF LONE TREE

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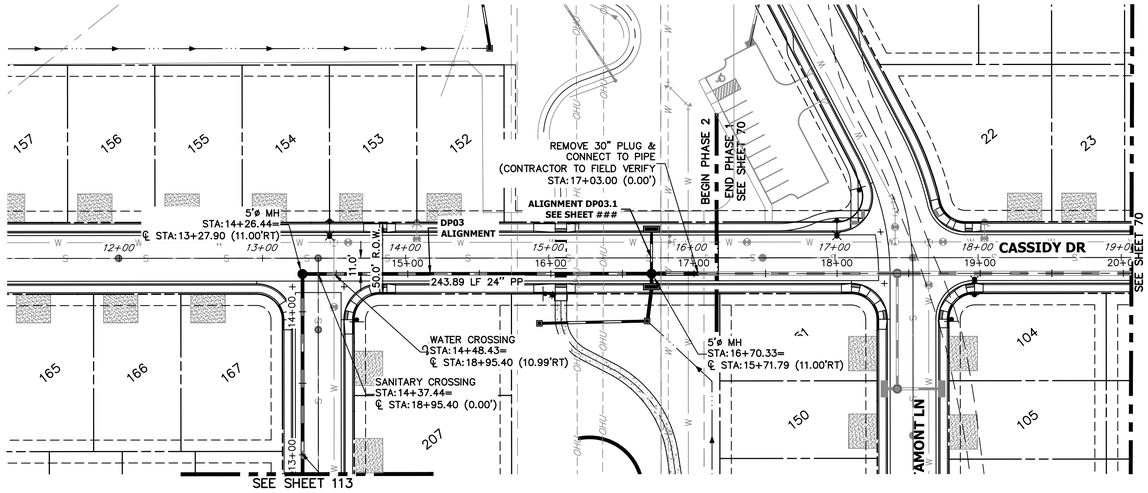
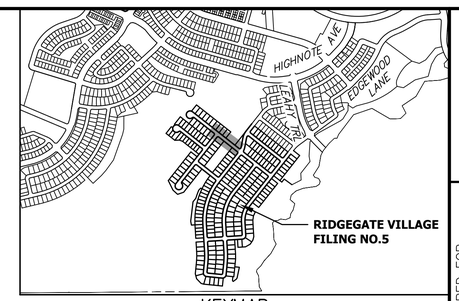
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	EAT
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
STORM SEWER PLANS & PROFILE
PHASE 2

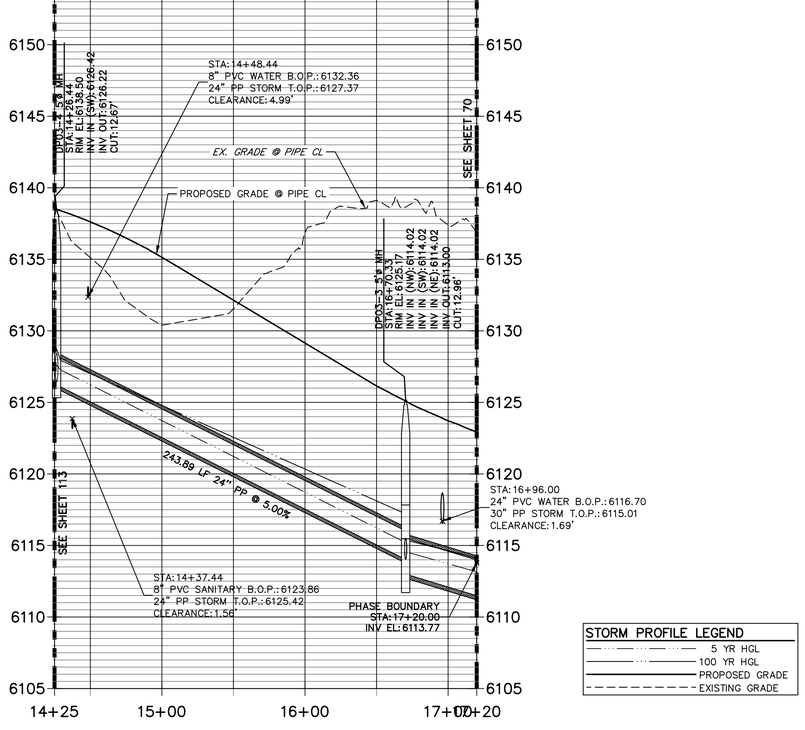
SHEET 113 OF 146
JOB NO. 15950.22





KEYMAP
SCALE:1"=1000'

DP03 PROFILE (2)
STA 14+25.00 TO 17+20.00



STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

TRACER WIRE NOTE

1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

50 25 0 50
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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No.	REVISION	BY	DATE

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DATE	02/06/26
DESIGNED BY	EAT
DRAWN BY	JFK
CHECKED BY	

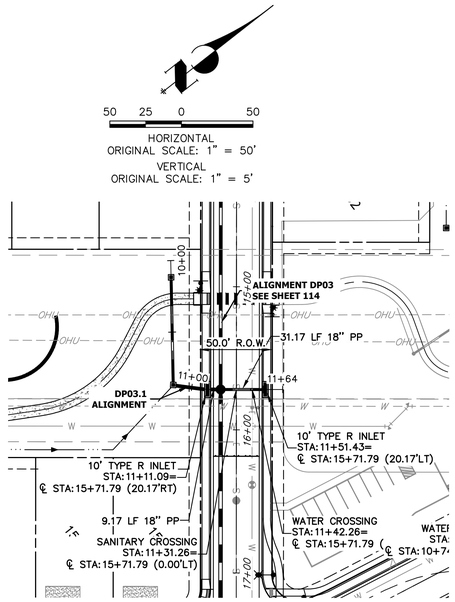
RIDGEGATE SOUTHWEST VILLAGE FILING 5

STORM SEWER PLANS & PROFILE

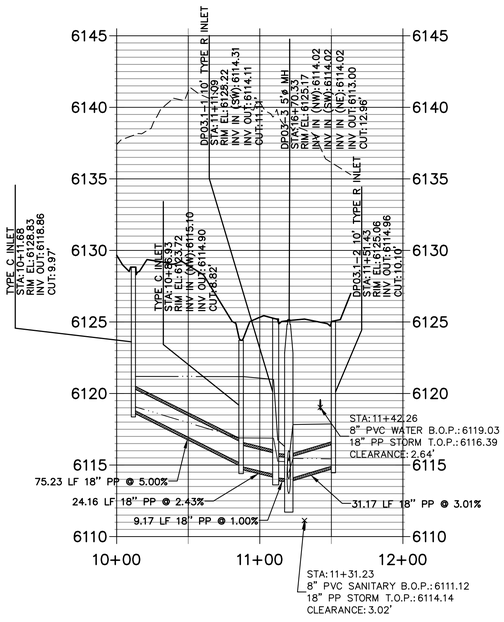
PHASE 2

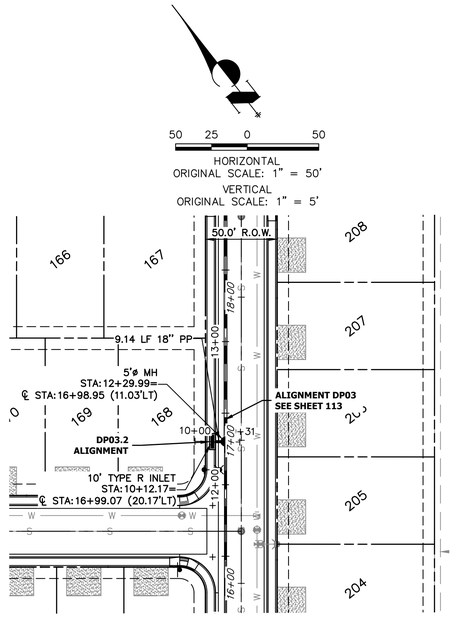
SHEET 114 OF 146

JOB NO. 15950.22

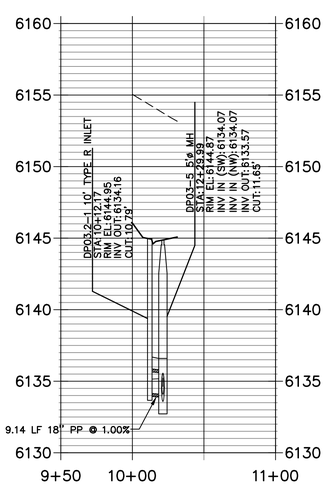


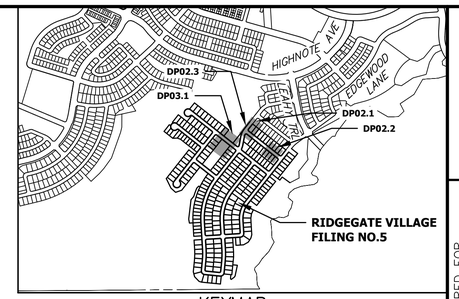
DP03.1 PROFILE
STA 10+00.00 TO 12+00.00





DP03.2 PROFILE
STA 9+50.00 TO 11+00.00





KEYMAP
SCALE:1"=1000'

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TRACER WIRE NOTE

1. REFER TO STORM SEWER DETAILS FOR TRACER WIRE TERMINATION NOTES AND SPECIFICATIONS.

STORM PROFILE LEGEND
- 5 YR HGL
- 100 YR HGL
- PROPOSED GRADE
- EXISTING GRADE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
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DATE

No.	REVISION	BY	DATE

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V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	EAT
DRAWN BY	JFK
CHECKED BY	

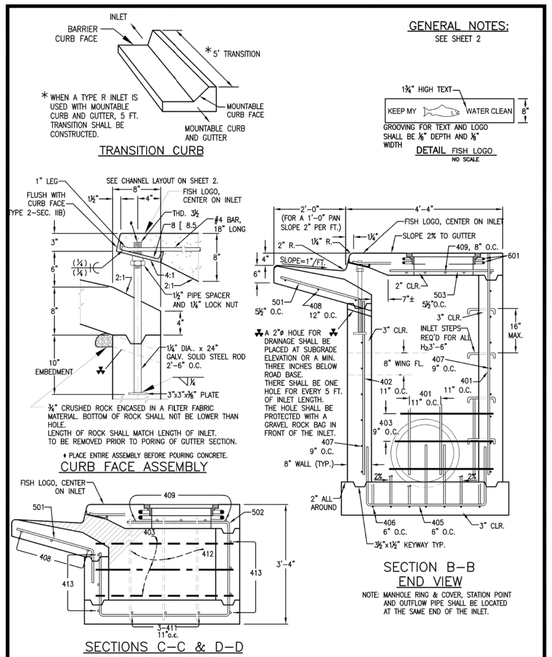
RIDGEGATE SOUTHWEST VILLAGE FILING 5

STORM SEWER PLANS & PROFILE

PHASE 2

SHEET 115 OF 146

JOB NO. 15950.22

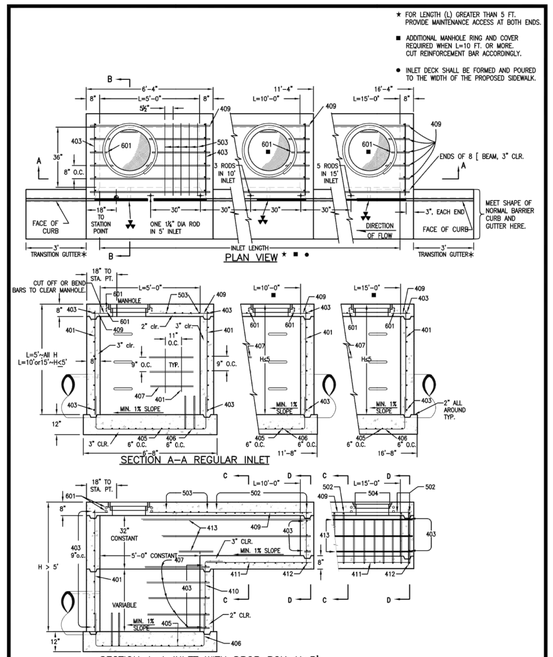


REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.34a**



REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.34b**

MARK	BAR # OR SIZE	O.C. SPACING	TYPE	ALL INLETS L = 5 FT. NO. REQ'D.	ALL INLETS L = 5 FT. LENGTH	INLETS: H ≤ 5 FT. L = 10 FT. NO. REQ'D.	INLETS: H ≤ 5 FT. L = 10 FT. LENGTH	INLETS: H ≤ 5 FT. L = 15 FT. NO. REQ'D.	INLETS: H ≤ 5 FT. L = 15 FT. LENGTH	INLETS: H > 5 FT. L = 10 FT. NO. REQ'D.	INLETS: H > 5 FT. L = 10 FT. LENGTH	INLETS: H > 5 FT. L = 15 FT. NO. REQ'D.	INLETS: H > 5 FT. L = 15 FT. LENGTH
401	4	11"	II	15	•	21	•	26	•	11	•	11	•
402	4	11"	II	7	•	13	•	18	•	7	•	7	•
403	4	9 "	II	•	4'-0"	•	4'-0"	•	4'-0"	•	4'-0"	•	4'-0"
405	4	6 "	VI	11	6'-10"	21	6'-10"	31	6'-10"	11	6'-10"	11	6'-10
406	4	6 "	VIII	7	8'-10"	7	13'-10"	7	18'-10"	7	8'-10"	7	8'-10"
407	4	9 "	II	•	5'-10"	•	10'-10"	•	15'-10"	•	5'-10"	•	5'-10"
408	4	12"	II	3	6'-10"	3	11'-10"	3	16'-0"	3	11'-10"	3	16'-0"
409	4	8 "	II	6	5'-10"	6	10'-10"	6	15'-10"	6	10'-10"	6	15'-10"
410	4	11"	VII							3	•	3	•
411	4	11"	II							3	5'-2"	3	10'-2"
412	4	11"	II							3	2'-9"	3	2'-9"
413	4	9 "	II							7	10'-10"	7	15'-10"
501	5	5½"	IV	11	3'-4"	22	3'-4"	33	3'-4"	22	3'-4"	33	3'-4"
502	5	5½"	III							11	11'-5"	17	11'-5"
503	5	5½"	II	5	3'-6"	16	3'-6"	27	3'-6"	6	3'-6"	6	3'-6"
504	5	5½"	IX									5	8'-4"
601	6	2½"	V	2	8'-10"	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"
■ ℄8.5				1	5'-10"	1	10'-10"	1	15'-10"	1	10'-10"	1	15'-10"
				2 BARS, 1 ROD	——	4 BARS, 3 RODS	——	8 BARS, 5 RODS	——	4 BARS, 3 RODS	——	8 BARS, 5 RODS	——

* VARIABLE, REFER TO TABLE TWO.
■ INCLUDE #4, 18 IN. BARS (SEE CHANNEL LAYOUT).

REGULAR INLETS | DROP BOX INLETS

TABLE ONE ~ BAR LIST FOR CURB INLETS, TYPE "R"

'H'	LENGTH 401	402	410	NO. REQ'D REGULAR 403	407	NO. REQ'D DROP BOX 403	407	L=5' CONC. CU. YDS.	L=5' STEEL LBS.	L=10' CONC. CU. YDS.	L=10' STEEL LBS.	L=15' CONC. CU. YDS.	L=15' STEEL LBS.
3'-0"	2'-8"	1'-8"		10	7			3.2	285	5.3	497	7.4	706
3'-6"	3'-2"	2'-2"		10	7			3.4	305	5.7	528	7.9	747
4'-0"	3'-8"	2'-8"		12	9			3.7	326	6.0	559	8.4	786
4'-6"	4'-2"	3'-2"		12	9			3.9	334	6.4	571	8.8	803
5'-0"	4'-8"	3'-8"		14	11			4.1	354	6.7	602	9.3	844
5'-6"	5'-2"	4'-2"	3'-5"	16	13	15	6	4.4	375	6.0	607	7.4	850
6'-0"	5'-8"	4'-8"	3'-11"	16	13	16	6	4.6	382	6.2	616	7.6	860
6'-6"	6'-2"	5'-2"	4'-5"	18	15	18	8	4.8	402	6.4	637	7.8	880
7'-0"	6'-8"	5'-8"	4'-11"	20	17	19	10	5.0	423	6.6	654	8.0	897
7'-6"	7'-2"	6'-2"	5'-5"	20	17	20	10	5.3	430	6.9	664	8.3	907
8'-0"	7'-8"	6'-8"	5'-11"	22	19	22	12	5.5	451	7.1	684	8.5	927
8'-6"	8'-2"	7'-2"	6'-5"	24	21	23	14	5.7	471	7.3	702	8.7	944
9'-0"	8'-8"	7'-8"	6'-11"	24	21	24	14	6.0	479	7.6	711	9.0	954
9'-6"	9'-2"	8'-2"	7'-5"	26	23	26	16	6.2	499	7.8	732	9.2	974
10'-0"	9'-8"	8'-8"	7'-11"	28	25	27	18	6.4	520	8.0	749	9.4	992
10'-6"	10'-2"	9'-2"	8'-5"	28	25	28	18	6.7	527	8.3	759	9.7	1001
11'-0"	10'-8"	9'-8"	8'-11"	30	27	30	20	6.9	547	8.5	779	9.9	1022

NOTES: FOR L=5 FT., L=10 FT., AND L=15 FT.
REGULAR INLETS: TOTAL QUANTITIES NEEDED ARE OUTSIDE THE HEAVY BLACK LINE.
DROP BOX INLETS: TOTAL QUANTITIES NEEDED ARE INSIDE THE HEAVY BLACK LINE.

STEEL WEIGHTS DO NOT INCLUDE STRUCTURAL STEEL CHANNEL.

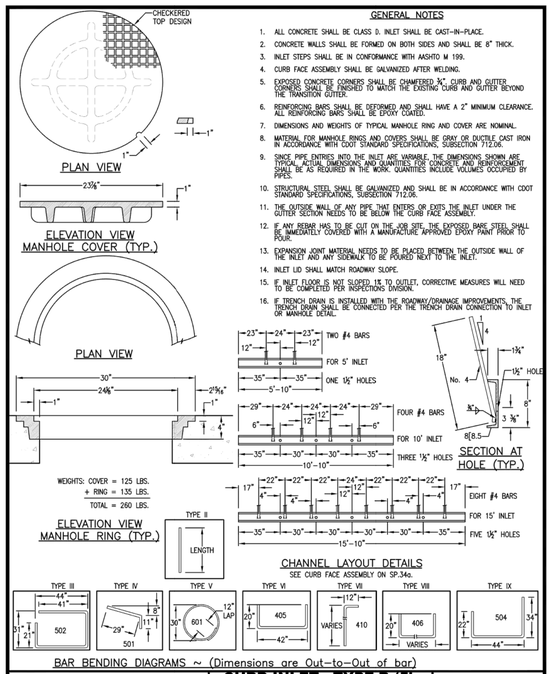
TABLE TWO ~ BARS AND QUANTITIES VARIABLE WITH "H"

REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.34c**

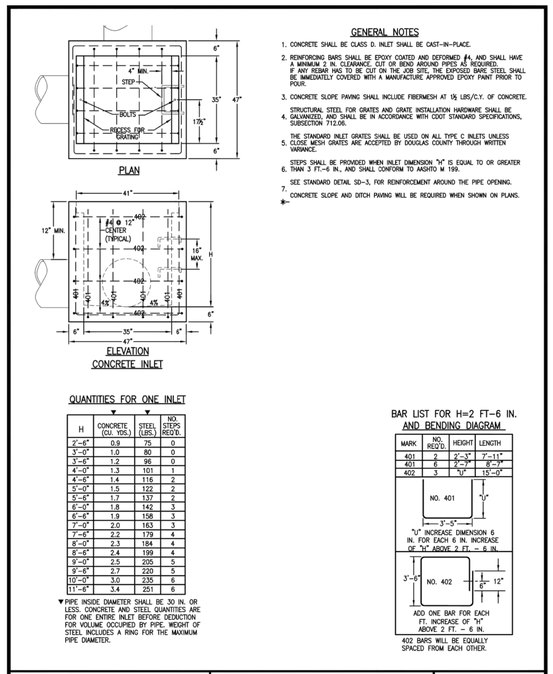


REFERENCE: CDOT M & S STANDARDS M-604-12

CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.34d**



H	CONCRETE (CU. YDS.)	STEEL (LBS.)	NO. STEPS REQ'D.
2'–6"	0.9	75	0
3'–0"	1.0	80	0
3'–6"	1.2	96	0
4'–0"	1.3	101	1
4'–6"	1.4	116	2
5'–0"	1.5	122	2
5'–6"	1.7	137	2
6'–0"	1.8	142	3
6'–6"	1.9	158	3
7'–0"	2.0	163	3
7'–6"	2.2	179	4
8'–0"	2.3	184	4
8'–6"	2.4	199	4
9'–0"	2.5	205	5
9'–6"	2.7	220	5
10'–0"	3.0	235	6
11'–6"	3.4	251	6

▼PIPE INSIDE DIAMETER SHALL BE 30 IN. OR LESS. CONCRETE AND STEEL QUANTITIES ARE FOR ONE ENTIRE INLET BEFORE DEDUCTION FOR VOLUME OCCUPIED BY PIPE. WEIGHT OF STEEL INCLUDES A RING FOR THE MAXIMUM PIPE DIAMETER.

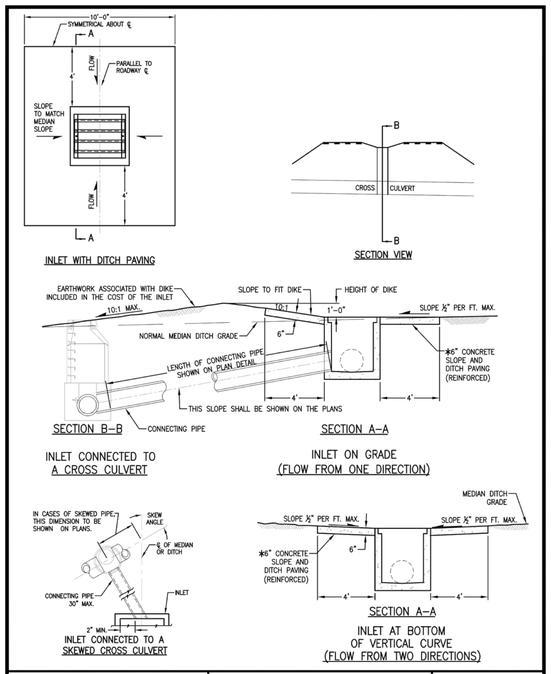
MARK	NO. REQ'D.	HEIGHT	LENGTH
401	2	3'–3"	7'–11"
401	6	3'–3"	8'–3"
402	3	"H"	15'–0"

REFERENCE: CDOT M & S STANDARDS M-604-10

INLET TYPE C

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.35a**



REFERENCE: CDOT M & S STANDARDS M-604-10

INLET TYPE C

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.35b**

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DOCUMENTS ARE APPROVED BY USE IN APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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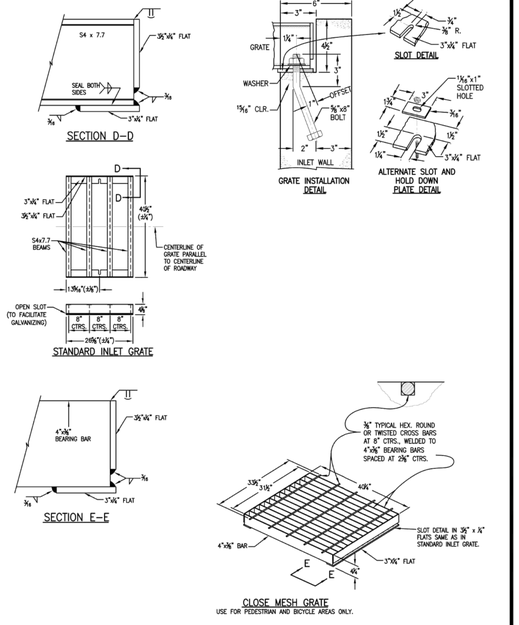
No.	REVISION	BY	DATE

H-SCALE N/A
V-SCALE N/A
DATE 02/06/26
DESIGNED BY GDC
DRAWN BY GDC
CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5
STORM DETAILS
PHASE 2

SHEET 116 OF 146
JOB NO. 15950.22



REFERENCE: CDOT M & S STANDARDS M-604-10

INLET TYPE C

DOUGLAS COUNTY COLORADO

Issued: 05/2013
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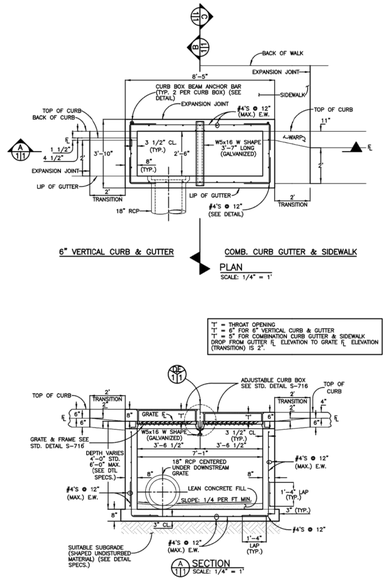
Drawing No. **SP.35c**

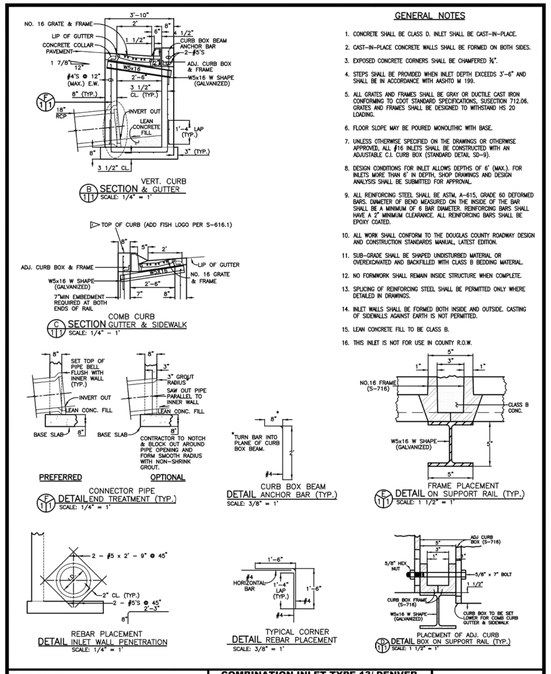


REFERENCE: CITY AND COUNTY OF DENVER DRAWING NUMBER S-616.2

COMBINATION INLET TYPE 13/ DENVER TYPE 16 - DOUBLE NO. 16 OPEN THROAT INLET ADJUSTABLE CURB BOX

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.39a**



REFERENCE: CITY AND COUNTY OF DENVER DRAWING NUMBER S-616.2

COMBINATION INLET TYPE 13/ DENVER TYPE 16 - DOUBLE NO. 16 OPEN THROAT INLET ADJUSTABLE CURB BOX

DOUGLAS COUNTY COLORADO

Issued: 05/2013
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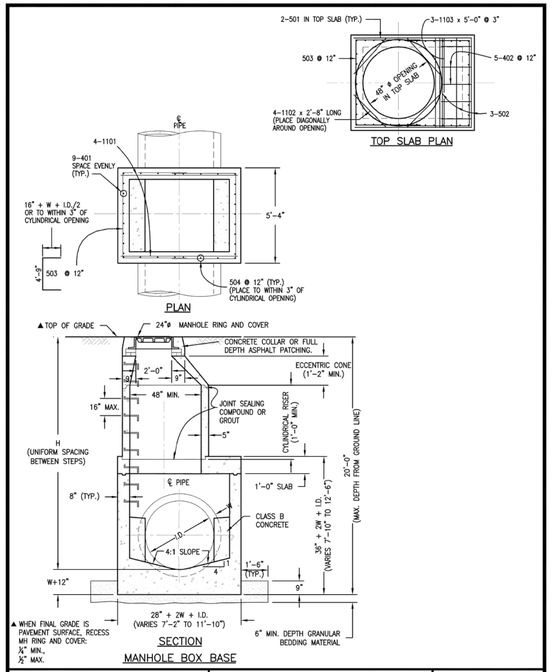
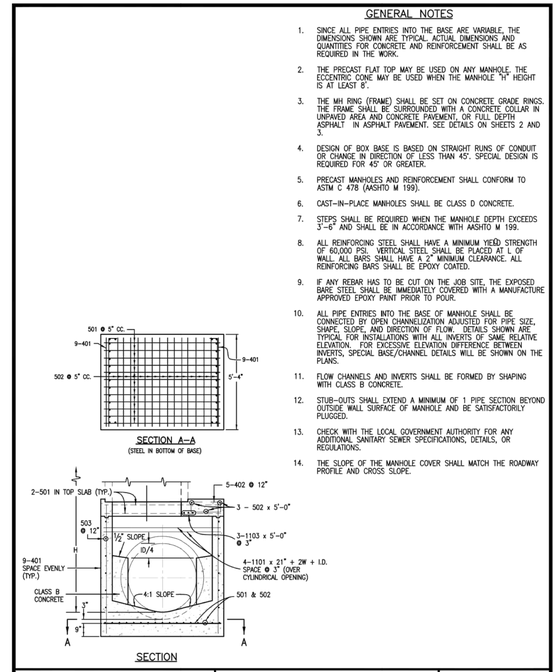


REFERENCE: CDOT M & S STANDARDS M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43a**

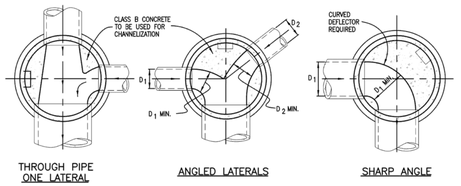


REFERENCE: CDOT M & S STANDARDS M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43b**



QUANTITIES FOR CONCRETE MANHOLE BOX BASE

MARK	SIZE	TYPE	WT. #/FT.	BARS	I.D. 60"	I.D. 66"	I.D. 72"	I.D. 84"	I.D. 96"	FORMULAS
401	4	I	0.668	NO. REQ'D.	18	18	18	18	18	401
				LENGTH	8'–8"	8'–3"	9'–10"	11'–0"	12'–2"	BAR LENGTH = 32"+2W+I.D.
				WEIGHT #	104.2	111.2	118.2	132.3	146.3	
402	4	III	0.668	NO. REQ'D.	5	5	5	5	5	402
				LENGTH	6'–0"	6'–7"	7'–2"	8'–4"	9'–6"	BAR LENGTH = I.D. + 2W
				WEIGHT #	20.0	22.0	23.9	27.8	31.7	
501	5	I	1.043	NO. REQ'D.	17	17	17	17	17	501
				LENGTH	8'–0"	8'–7"	9'–2"	10'–4"	11'–6"	BAR LENGTH = 24" + I.D. + 2W
				WEIGHT #	141.8	152.2	162.5	183.2	203.9	
502	5	I	1.043	NO. REQ'D.	23	25	26	29	32	502
				LENGTH	5'–0"	5'–0"	5'–0"	5'–0"	5'–0"	NUMBER BARS REQ'D. = $3+\left(\frac{24+I.D.+2W}{5}+1\right)$
				WEIGHT #	119.9	130.4	135.6	151.2	166.9	
503	5	II	1.043	NO. REQ'D.	16	18	18	20	24	503
				LENGTH	13'–5"	14'–0"	14'–7"	15'–9"	18'–11"	NUMBER BARS REQ'D. = $2\left(\frac{13+I.D.+2W}{12}+1\right)$
				WEIGHT #	223.9	262.8	273.8	328.5	423.5	BAR LENGTH = 4'–9"+2(16+W+I.D./2)
504	5	I	1.043	NO. REQ'D.	14	14	16	18	20	504
				LENGTH	8'–8"	9'–3"	9'–10"	11'–0"	12'–2"	NUMBER BARS REQ'D. = $2\left(\frac{2W+I.D.-4}{12}+1\right)$
				WEIGHT #	126.6	135.1	164.1	206.5	253.8	BAR LENGTH = 32"+2W+I.D.
1101	11	I	5.313	NO. REQ'D.	4	4	4	4	4	1101
				LENGTH	7'–9"	8'–4"	8'–11"	10'–1"	11'–3"	BAR LENGTH = 21" + I.D. + 2W
				WEIGHT #	164.7	177.1	189.5	214.3	239.1	
1102	11	I	5.313	NO. REQ'D.	4	4	4	4	4	1102 BENDING
				LENGTH	2'–8"	2'–8"	2'–8"	2'–8"	2'–8"	TYPE I STRAIGHT
				WEIGHT #	56.7	56.7	56.7	56.7	56.7	
1103	11	I	5.313	NO. REQ'D.	3	3	3	3	3	TYPE II 4'–9" 16"+W+I.D./2
				LENGTH	5'–0"	5'–0"	5'–0"	5'–0"	5'–0"	
				WEIGHT #	79.7	79.7	79.7	79.7	79.7	
REINFORCING STEEL TOTAL #					1,037.5	1,127.2	1,204.0	1,380.2	1,601.6	TYPE III 12" 12" 7" I.D.+2W–38"
CONCRETE – CUBIC YARDS – TOTAL					6.6	7.3	8.0	9.5	11.1	

NOTE: QUANTITIES ARE BASED ON SAME SIZE PIPE ENTRANCE TO AND EXIT FROM BASE AND A 4 FT. MANHOLE ENTRANCE INTO TOP SLAB OF BASE.

REFERENCE: CDOT M & S STANDARDS M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43c**

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE PLANS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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No.	REVISION	BY	DATE

H-SCALE N/A
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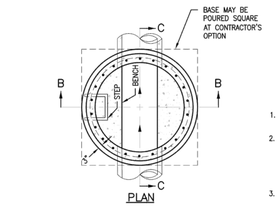
RIDGEGATE SOUTHWEST VILLAGE FILING 5
STORM DETAILS
PHASE 2

SHEET 117 OF 146
JOB NO. 15950.22



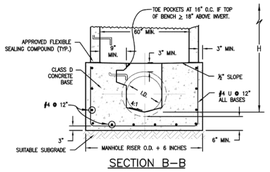
PLAN

LEGEND

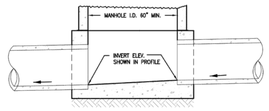
- SUITABLE SUBGRADE
- GRANULAR BEDDING MATERIAL
- CONCRETE

MANHOLE BASES:

1. THE BASE SLAB SHALL BE POURED MONOLITHICALLY WITH BOTTOM RISER SECTION.
2. 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 DEPARTMENT.
3. MANHOLE BASES SHALL BE BEDDED ON AN APPROVED GRANULAR BEDDING MATERIAL AS SHOWN ABOVE.



SECTION B–B



SECTION C–C

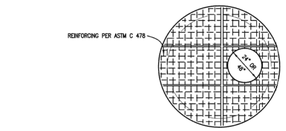
CAST–IN–PLACE SLAB BASE

REFERENCE: CDOT M & S STANDARDS M-604-20

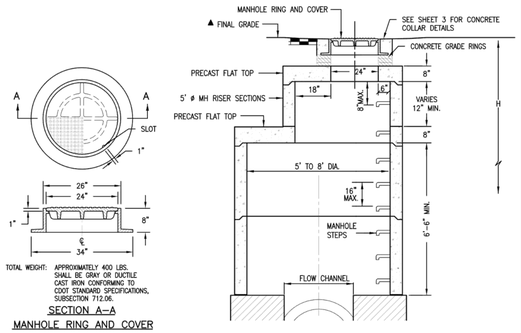
MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43d**



FLAT TOP SECTION DETAIL



TOTAL WEIGHT: APPROXIMATELY 400 LBS. SHALL BE GRAY OR DUCTILE CAST IRON CONFORMING TO CDOT STANDARD SPECIFICATIONS, SUBSECTION 712.06.

SECTION A–A
MANHOLE RING AND COVER

REFERENCE: CDOT M & S STANDARDS M-604-20

MANHOLES

DOUGLAS COUNTY COLORADO

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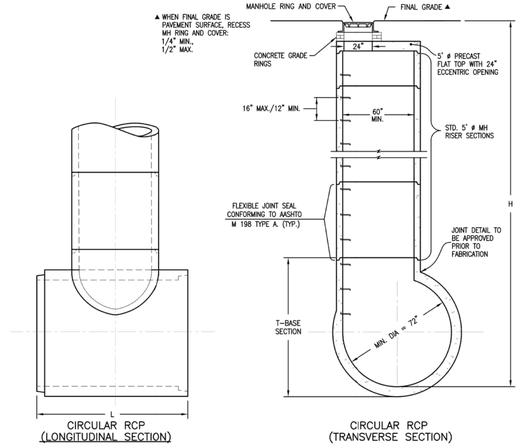
Drawing No. **SP.43e**

T–BASE MANHOLES:

1. THE T–BASE SECTION SHALL BE SHOP–FABRICATED FOR DELIVERY TO THE CONSTRUCTION SITE AS A COMPLETE UNIT.
2. THESE DETAILS SHALL ONLY BE CONSTRUED TO SHOW CONCEPTUAL AND STANDARD DIMENSIONAL REQUIREMENTS FOR TYPE T–BASE MANHOLES. THE CONTRACTOR SHALL FURNISH DETAILED SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. THE DETAILS SHOWN HEREIN APPLY ONLY TO 72–INCH DIAMETER PIPE AND LARGER.
3. EXCEPT FOR CLASS OF PIPE, SPECIFICATIONS TO BE MET FOR THE MANHOLE SHALL BE THE SAME AS THOSE REQUIRED FOR THE ADJOINING PIPE CULVERT OR SEWER.
4. THE T–BASE SECTION SHALL MAINTAIN ITS INTERNAL SHAPE AND FLOW AREA WITH ANY GROUTING, ETC. APPLIED SO AS TO NOT DISTURB THE NORMAL FLOW OR REDUCE THE AREA.



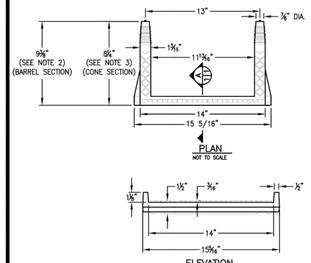
MANHOLE T–BASE

REFERENCE: CDOT M & S STANDARDS M-604-20

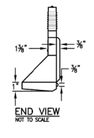
MANHOLES

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.43f**

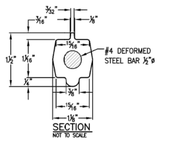


PLAN
NOT TO SCALE



END VIEW
NOT TO SCALE

ELEVATION
NOT TO SCALE



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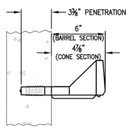
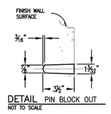


DETAIL
NOT TO SCALE



DETAIL PIN BLOCK OUT
NOT TO SCALE

POLYPROPYLENE REINFORCED PLASTIC STEP

REFERENCE: CITY AND COUNTY OF DENVER DRAWING NUMBER S-750

MANHOLE AND INLET STEPS

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.45**

NOTES:

1. 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 that storm sewer pipes have adequate depth.
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):
    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 the trench.
    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

DOUGLAS COUNTY COLORADO

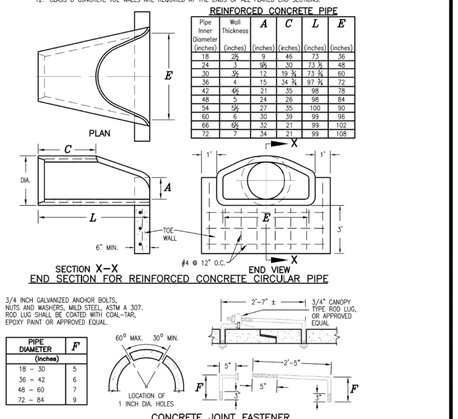
Issued: 05/2013
Revised:
Drawing No. **SP.46b**

GENERAL NOTES

1. DIMENSIONS OF END SECTIONS MAY VARY SLIGHTLY FROM THOSE SHOWN ON THE TABLES DUE TO DIFFERENT MANUFACTURER'S VARIATIONS.
2. CONCRETE END SECTIONS ARE TO BE FURNISHED WITH TONGUE OR GROOVE AS REQUIRED.
3. DESIGN LENGTH OF CULVERT OR SIDE DRAIN IS BASED ON LENGTH OF END SECTION SHOWN IN TABLE. ANY ADDITIONAL PIPE REQUIRED TO PROVIDE THE DESIGN LENGTH SHALL BE FURNISHED BY AND AT THE EXPENSE OF THE CONTRACTOR.
4. INSIDE CONFIGURATION AND JOINT OF CONCRETE END SECTION END PIPE SHALL MATCH.
5. END SECTIONS FOR CMP ARCH CULVERT SHALL MATCH THE DIMENSIONS OF THE CULVERT SHOWN ON THE PLANS.
6. GALVANIZED TOE PLATE AS SHOWN, WILL BE REQUIRED ON END SECTIONS FOR CORRUGATED STEEL PIPE AND SHALL BE THE SAME THICKNESS AS END SECTIONS. TOE PLATE SHALL BE FIELD–BOLTED TO END SECTION WITH ⅞" GALVANIZED BOLTS, NUTS AND WASHERS.
7. GALVANIZED STEEL SHALL BE IN CONFORMANCE WITH AASHTO M 111, M 218 OR M 232.
8. FOR TYPE SD END SECTIONS, BARS SHALL BE FABRICATED FROM NPS–3 GALVANIZED STEEL SCHEDULE 40 PIPE WHICH SHALL BE IN CONFORMANCE WITH ASTM A 53.
9. FOR A TYPE SD END SECTION, THE INSTALLATION OF ALTERNATIVE 1 OR ALTERNATIVE 2 END SECTION SHALL BE THE CONTRACTOR'S OPTION.
10. CONCRETE PIPE JOINT FASTENERS SHALL BE INSTALLED AT THE FLARED END SECTION AND LAST TWO PIPE JOINTS OF ALL RCP OUTFALLS.
11. CONNECTIONS OF METAL END SECTIONS TO PLASTIC PIPE SHALL BE APPROVED BY THE ENGINEER.
12. CLASS D CONCRETE TOE WALLS ARE REQUIRED AT THE ENDS OF ALL FLARED END SECTIONS.

REINFORCED CONCRETE PIPE

Pipe Inner Diameter (inches)	Wall Thickness (inches)	A (inches)	C (inches)	L (inches)	E (inches)
18	2½	9	48	73	36
24	3	9½	50	73 ½	48
30	3½	12	51 ½	73 ½	60
36	4	15	54 ½	97 ½	72
42	4½	21	35	98	78
48	5	24	35	98	84
54	5½	27	35	100	90
60	6	30	39	99	96
66	6½	32	21	99	102
72	7	34	21	99	108



END SECTION FOR REINFORCED CONCRETE CIRCULAR PIPE

3/4 INCH GALVANIZED ANCHOR BOLTS, NUTS AND WASHERS, MILD STEEL, ASTM A 307. ROD LUG SHALL BE COATED WITH COAL–TAR, EPOXY PAINT OR APPROVED EQUAL.

PIPE DIAMETER (inches)	F
18 – 30	5
36 – 42	6
48 – 60	7
72 – 84	9

CONCRETE JOINT FASTENER (TWO PER JOINT)

REFERENCE: CDOT M & S STANDARDS M-603-10

CONCRETE OR METAL END SECTIONS

DOUGLAS COUNTY COLORADO

Issued: 05/2013
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Drawing No. **SP.52a**

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

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FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
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OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE N/A
V-SCALE N/A
DATE 02/06/26
DESIGNED BY GDC
DRAWN BY GDC
CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5

STORM DETAILS

PHASE 2

SHEET 118 OF 146

JOB NO. 15950.22

LEGEND

H = ALLOWABLE HEIGHT OF COVER OVER THE TOP OF THE PIPE, EXCLUDING PAVEMENT THICKNESS.

THE MINIMUM COVER SHALL BE THE DIMENSIONS SHOWN IN THE TABLE BELOW OR THE ENTIRE PAVEMENT STRUCTURE THICKNESS AS DEFINED IN SPECIFICATION 101.02, WHICHEVER IS GREATER.

THE MINIMUM COVER IN THE TABLE BELOW IS MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE PAVEMENT: HMA OR PCCP

FILL HEIGHTS AND DESIGN ASSUMPTIONS ARE BASED ON AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, SECTION 12, AND AASHTO T180 MINIMUM RELATIVE COMPACTION OF 95%.

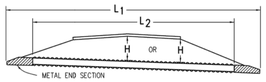
FILL HEIGHTS ARE BASED ON AASHTO M330 FOR POLYPROPYLENE TYPE S PIPES WITH OUTER, CORRUGATED WALLS AND SMOOTH INNER LINERS.

L_1 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 624.

L_2 = LENGTH OF PIPE TO BE MEASURED WHEN PLACED IN ACCORDANCE WITH SECTION 603.

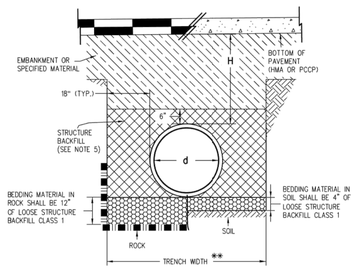
M = THE MINIMUM SPACING BETWEEN THE OUTSIDE WALLS OF MULTIPLE PIPES OR END SECTIONS IS 18" OR ½(d), WHICHEVER IS GREATER.

d = INNER DIAMETER OF PIPE.

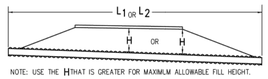


NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

PIPE WITH END SECTIONS



INSTALLATION OF PIPE



NOTE: USE THE H THAT IS GREATER FOR MAXIMUM ALLOWABLE FILL HEIGHT.

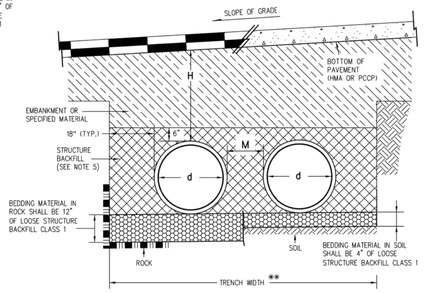
PIPE WITHOUT END SECTIONS

POLYPROPYLENE (PP) FINAL FILL HEIGHTS				
		H MAXIMUM COVER (FT.)		
PIPE DIA. d (IN.)	H MIN. COVER (FT.)	FLOWABLE FILL	CDOT CLASS 3 AND A-1, A-3	CDOT CLASS 1, 2, AND A-2-4, A-2-5
		COMP.	95%	95%
12	1	41	28	20
15	1	42	29	21
18	1	44	30	22
24	1	30	21	16
30	1	39	27	19
36	1	28	20	14
42	1	30	21	15
48	1	29	20	14
60	2	29	20	14

MINIMUM AND MAXIMUM COVER

GENERAL NOTES

1. ALL PIPES SHALL MEET THE REQUIREMENTS OF AASHTO M330 FOR POLYPROPYLENE TYPE S FOR POLYPROPYLENE PIPE (PP) WITH SMOOTH INNER SURFACE.
2. WHEN A PIPE IS TO BE EXTENDED, THE SAME PIPE MATERIAL AND SIZE AS IN THE ORIGINAL INSTALLATION SHALL BE USED.
3. MINIMUM COVER FOR TEMPORARY/CONSTRUCTION LOADS SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE PIPE FROM DAMAGE AS SHOWN THE IN TABLE. FINAL MAXIMUM COVER HEIGHTS (H) SHALL NOT BE EXCEEDED DURING CONSTRUCTION.
4. WHEN INSTALLING A GUARDRAIL OR A SIGN POST DIRECTLY ABOVE A PIPE, THE POST'S BOTTOM MUST BE AT LEAST 1 FOOT ABOVE THE TOP OF THE PIPE. THE HOLE FOR THE POST SHALL BE DRILLED INTO THE SOIL.
5. STRUCTURE BACKFILL MATERIAL SHALL BE CLASS 1.
6. FOR PIPES 24 INCHES OR LESS IN DIAMETER, H MIN. MAY BE REDUCED TO ONE FOOT FOR LOW VOLUME APPROACH ROADS NOT ON STATE HIGHWAYS.
7. FOR FLOWABLE FILL INSTALLATIONS, REFER TO SECTION 206.02(A). CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN PROPER PIPE ALIGNMENT AND PREVENT DISPLACEMENT DUE TO PIPE BOUANCY.



INSTALLATION OF MULTIPLE PIPES

NOTE: M IS 12 INCHES FOR DIAMETERS (d) UP TO AND INCLUDING 24 INCHES AND d/2 FOR GREATER DIAMETERS.

** TRENCH WIDTH ASSUMES STABLE IN-SITU SIDE WALL

NOMINAL PIPE DIAMETER (IN.)	MINIMUM COVER (IN.) FOR INDICATED AXLE LOADS (KIPS)			
	18.0–50.0	50.0–75.0	75.0–110.0	110.0–150.0
24 – 36	24.0	30.0	36.0	36.0
42 – 48	36.0	36.0	42.0	48.0
54 – 60	36.0	36.0	42.0	48.0

MINIMUM COVER FOR CONSTRUCTION LOADS

Computer File Information		Sheet Revisions	
Creation Date: 07/31/19		Date:	Comments
Designer Initials: JBK	(R-X)	03/07/22	Separated the previous M-603-4, Corrugated Polyethylene Pipe (AASHTO M294) and Polypropylene Pipe (AASHTO M330) sheet into 2 sheets. Revised the Legend and Gen. Notes. Deleted the "Construction Minimum Cover for Pipe" detail and incorporated its dimensions in to the tables and Installation of Pipes details.
Last Modification Date: 03/07/22	(R-X)		
Detailer Initials: LTA	(R-X)		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-X)		

Colorado Department of Transportation
2829 West Howard Place
CDOT HQ, 3rd Floor
Denver, CO 80204
Phones 303-757-9021 FAX: 303-757-9868
Construction Engineering Services JBK

CORRUGATED POLYPROPYLENE PIPE (AASHTO M330)

Issued by the Project Development Branch: July 31, 2019

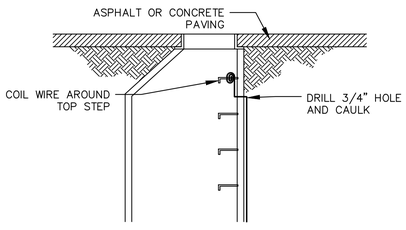
STANDARD PLAN NO. M-603-4

Standard Sheet No. 2 of 2

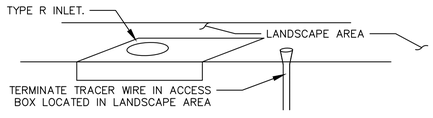
Project Sheet Number:

CORRUGATED POLYPROPYLENE PIPE INSTALLATION DETAILS

SCALE: NTS



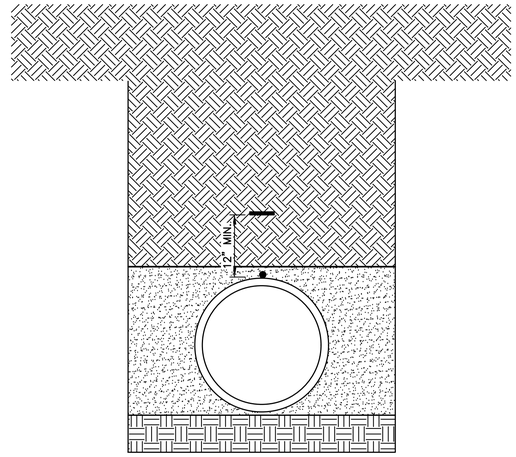
TRACER WIRE TERMINATION
INLET AND MANHOLES IN PAVED AREAS



TRACER WIRE TERMINATION
TYPE R INLET WITH ADJACENT LANDSCAPING

TERMINAL STATION ACCESS BOX NOTES

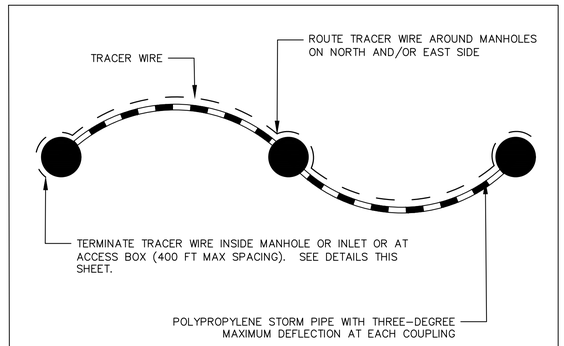
1. ALL GRADE LEVEL/IN GROUND ACCESS BOXES SHALL BE APPROPRIATELY IDENTIFIED WITH "STORM" CAST INTO THE CAP AND BE COLOR CODED.
2. A MINIMUM OF 2 FT OF EXCESS/SLACK WIRE IS REQUIRED IN ALL TRACER WIRE ACCESS BOXES AFTER MEETING FINAL ELEVATION.
3. ALL TRACER WIRE ACCESS BOXES MUST INCLUDE A MANUALLY INTERRUPTIBLE CONDUCTIVE/CONNECTIVE LINK BETWEEN THE TERMINAL(S) FOR THE TRACER WIRE CONNECTION AND THE TERMINAL FOR THE GROUNDING ANODE WIRE CONNECTION.
4. GROUND ANODE WIRE SHALL BE CONNECTED TO THE IDENTIFIED (OR BOTTOM) TECHNICAL ON ALL ACCESS BOXES.



WARNING TAPE AND TRACER WIRE FOR POLYPROPYLENE STORM PIPE

SCALE: NTS

NOTE:
1. UP TO A THREE–DEGREE DEFLECTION IS ALLOWED AT ALL JOINTS FOR ADS HP STORM (POLYPROPYLENE) STORM PIPE INSTALLATIONS PER MANUFACTURER SPECIFICATIONS.
2. FOR ALL POLYPROPYLENE PIPE INSTALLATIONS, WARNING TAPE AND TRACER WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THIS DETAIL. TERMINAL STATIONS SHALL BE INSTALLED AT MANHOLES (400 FT MAX SPACING)



STORM SEWER TRACER WIRE NOTES

1. ALL TRACER WIRE TERMINATION POINTS MUST EITHER TERMINATE INSIDE THE MANHOLE OR INLET PER DETAILS ON THIS SHEET OR UTILIZE AN APPROVED TRACER WIRE ACCESS BOX (ABOVE GROUND ACCESS BOX OR GRADE LEVEL/IN–GROUND ACCESS BOX AS APPLICABLE), SPECIFICALLY MANUFACTURED FOR THIS PURPOSE.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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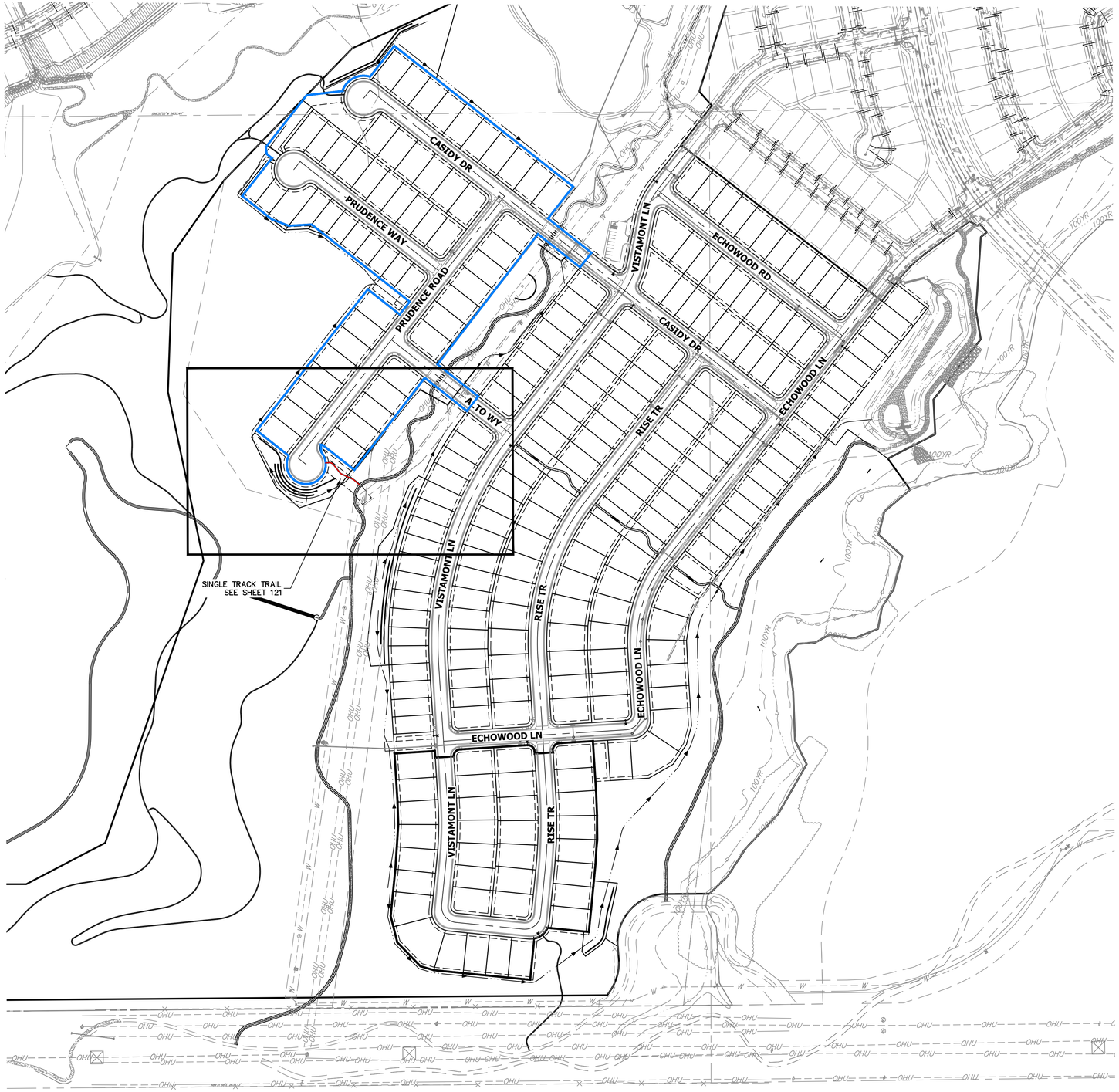
RIDGEGATE SOUTHWEST VILLAGE FILING 5

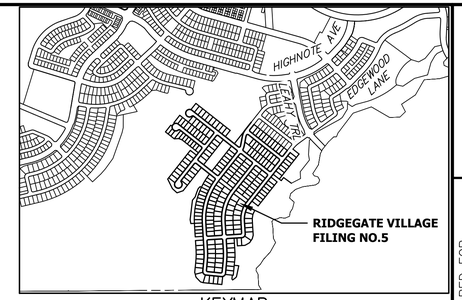
STORM DETAILS

PHASE 2

SHEET 119 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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150 75 0 150 300
ORIGINAL SCALE: 1" = 150'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

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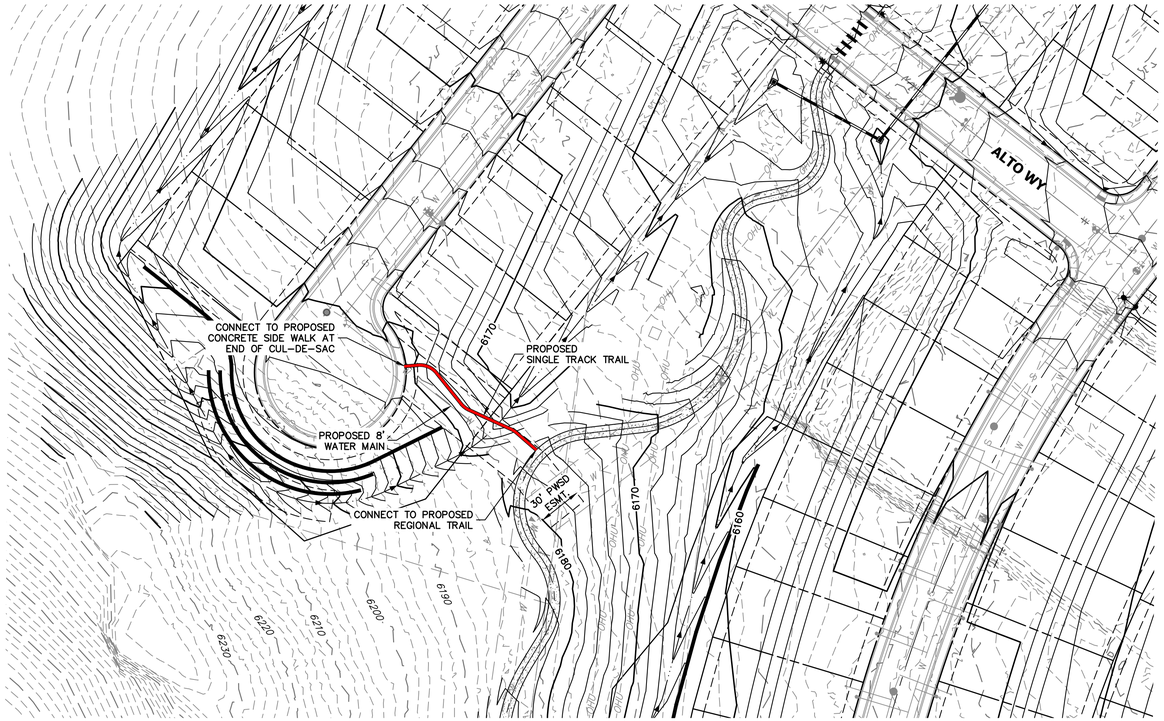
RIDGEGATE SOUTHWEST VILLAGE FILING 5

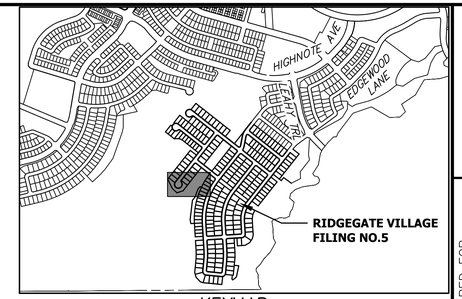
TRAIL PLAN & PROFILE

PHASE 2

SHEET 120 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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ENGINEERING DIVISION ACCEPTANCE BLOCK

811 Know what's below. Call before you dig.

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BY	DATE	No.	REVISION

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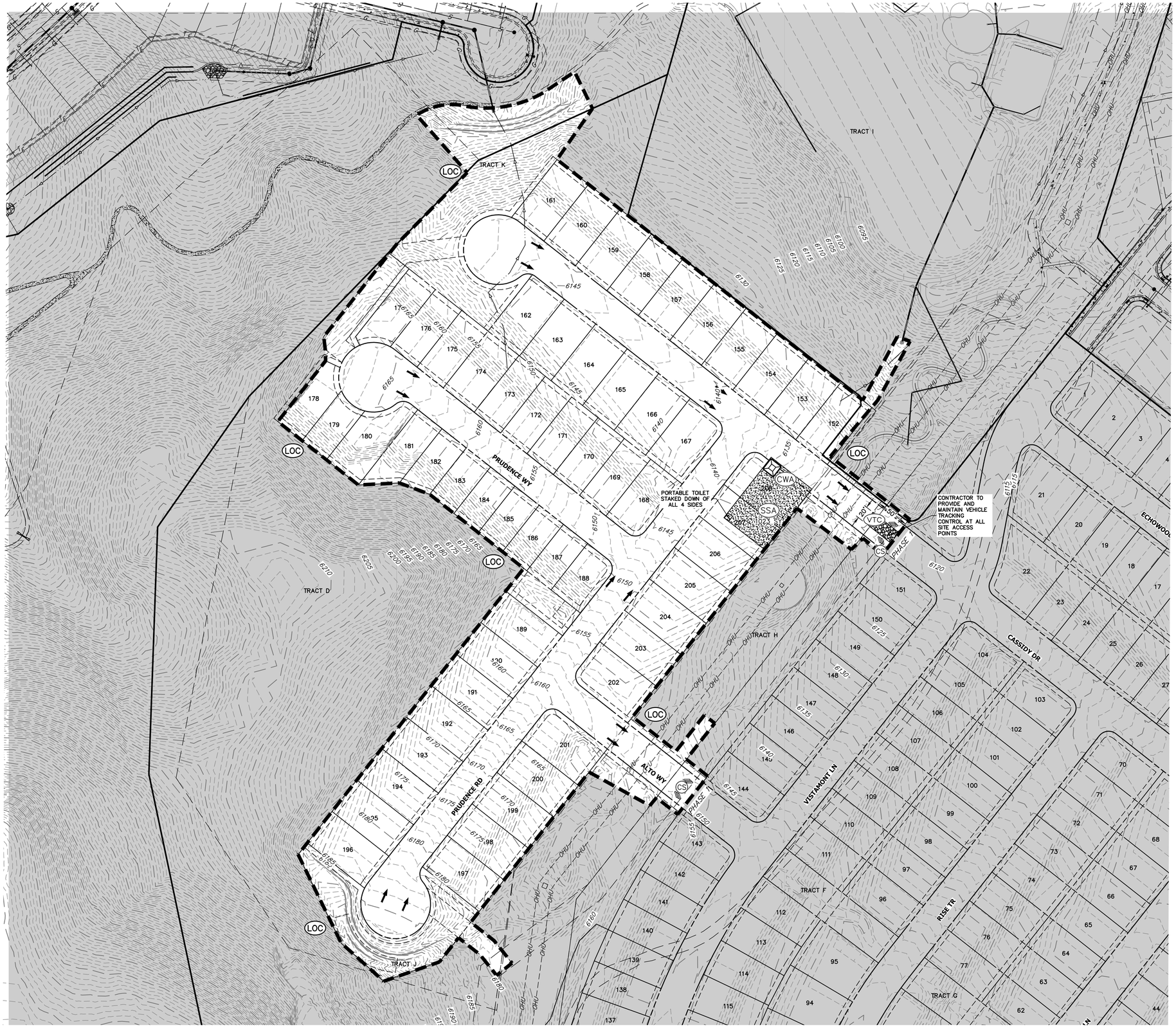
RIDGEGATE SOUTHWEST VILLAGE FILING 5

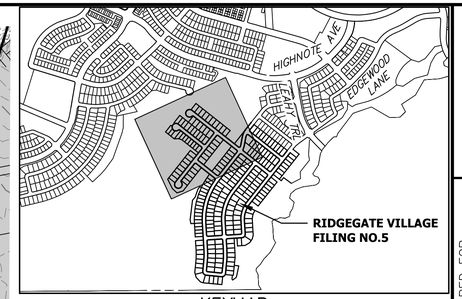
TRAIL PLAN & PROFILE

PHASE 2

SHEET 121 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

NOTES:

1. SEE SHEET 1 FOR BENCHMARK AND SHEET 3 FOR LEGEND.
2. SEE SHEET 2 FOR STANDARD GESC NOTES.
3. SEE SHEETS 125–127 FOR STANDARD GESC DETAILS.
4. CONTRACTOR TO ADJUST SEDIMENT BASINS TO GRADE AS WARRANTED BY CONSTRUCTION.
5. NO GRADING OPERATIONS SHALL OCCUR WITHIN 20' OF OVERHEAD TRANSMISSION TOWERS.
6. CONSTRUCTION MARKERS TO BE PLACED 100' APART
7. CONTRACTOR SHALL HAVE ADEQUATE DUST SUPPRESSION CONTROL MEASURES ONSITE AT ALL TIMES. EXCESS DUST GENERATED FROM OPERATIONS AS DETERMINED BY THE CITY IS GROUNDS FOR STOPPING ALL WORK UNTIL DUST CAN BE CONTROLLED.
8. GEOTECHNICAL ENGINEERING REPRESENTATIVE SHALL BE ONSITE AT ALL TIMES DURING FILL/COMPACTION ACTIVITIES. COMPACTION EFFORTS AND TESTING SHALL FOLLOW THE APPROVED COMPACTION AND TESTING PLAN PROVIDED BY THE GEOTECHNICAL ENGINEER.
9. ALL POTABLE TOILETS SHALL BE PLACED ON A PERVIOUS SURFACE AND STAKED DOWN ON ALL FOUR SIDES.
10. ALL ADJACENT AREAS SHALL BE CLEANED OF DIRT AND DEBRIS IMMEDIATELY USING DRY METHODS ONLY.
11. CONTROL MEASURE DEVIATIONS, FROM THE APPROVED CITY OF LONE TREE SPECIFICATIONS AND DETAILS, REQUIRE PRIOR CITY OF LONE TREE WRITTEN APPROVAL.
12. THIS SITE IS LOCATED WITHIN THE CHERRY CREEK BASIN, THEREFORE REGULATION 72 IS REQUIRED TO BE FOLLOWED. ALL DISTURBED AREAS THAT REMAIN EXPOSED AND WHERE CONSTRUCTION ACTIVITIES ARE NOT TAKING PLACE FOR LONGER THAN 14 DAYS SHALL BE STABILIZED TO PROTECT FROM EROSION.
13. GESC PERMIT CLOSEOUT WILL NOT OCCUR UNTIL ALL DISTURBED AREA ACHIEVES 70% STABILIZATION BASED ON PRE–DEVELOPMENT CONDITIONS. WEED MITIGATION MAY BE REQUIRED PRIOR TO GESC CLOSEOUT.

N

70 35 0 70 140
ORIGINAL SCALE: 1" = 70'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E. DATE
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING

COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

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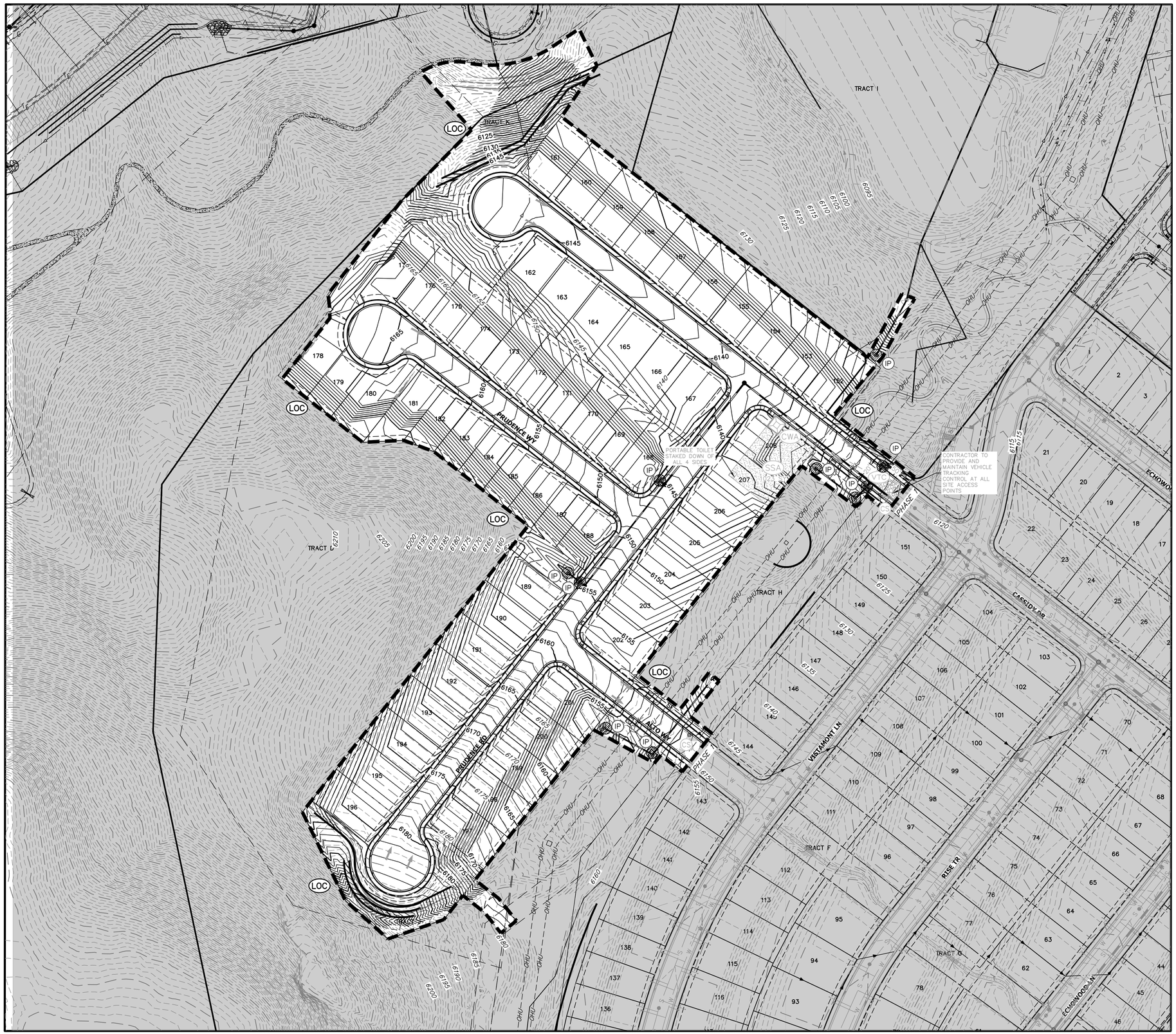
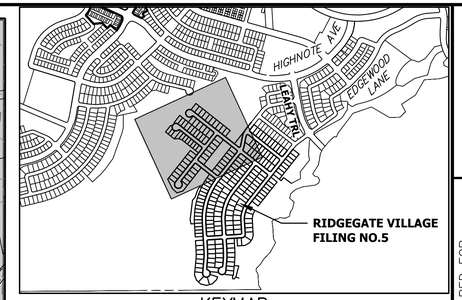
RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY GESC INITIAL
PHASE 2

SHEET 122 OF 146
JOB NO. 15950.22

C:\Users\Kmoe\ADOCACDDocs\JR Engineering\15950\Project Files\Drawings\Sheet Dwgs\15950.22-GESC\Phase 2\15950.22-Phase 2 Initial-Roadway.dwg, Initial, 2/10/2026 1:07:15 PM, kmoe





KEYMAP
SCALE: 1"=1000'

NOTES:

1. SEE SHEET 1 FOR BENCHMARK AND SHEET 3 FOR LEGEND.
2. SEE SHEET 2 FOR STANDARD GESC NOTES.
3. SEE SHEETS 125–127 FOR STANDARD GESC DETAILS.
4. CONTRACTOR TO ADJUST SEDIMENT BASINS TO GRADE AS WARRANTED BY CONSTRUCTION.
5. NO GRADING OPERATIONS SHALL OCCUR WITHIN 20' OF OVERHEAD TRANSMISSION TOWERS.
6. CONSTRUCTION MARKERS TO BE PLACED 100' APART
7. CONTRACTOR SHALL HAVE ADEQUATE DUST SUPPRESSION CONTROL MEASURES ONSITE AT ALL TIMES. EXCESS DUST GENERATED FROM OPERATIONS AS DETERMINED BY THE CITY IS GROUNDS FOR STOPPING ALL WORK UNTIL DUST CAN BE CONTROLLED.
8. GEOTECHNICAL ENGINEERING REPRESENTATIVE SHALL BE ONSITE AT ALL TIMES DURING FILL/COMPACTION ACTIVITIES. COMPACTION EFFORTS AND TESTING SHALL FOLLOW THE APPROVED COMPACTION AND TESTING PLAN PROVIDED BY THE GEOTECHNICAL ENGINEER.
9. ALL POTABLE TOILETS SHALL BE PLACED ON A PERVIOUS SURFACE AND STAKED DOWN ON ALL FOUR SIDES.
10. ALL ADJACENT AREAS SHALL BE CLEANED OF DIRT AND DEBRIS IMMEDIATELY USING DRY METHODS ONLY.
11. CONTROL MEASURE DEVIATIONS, FROM THE APPROVED CITY OF LONE TREE SPECIFICATIONS AND DETAILS, REQUIRE PRIOR CITY OF LONE TREE WRITTEN APPROVAL.
12. THIS SITE IS LOCATED WITHIN THE CHERRY CREEK BASIN, THEREFORE REGULATION 72 IS REQUIRED TO BE FOLLOWED. ALL DISTURBED AREAS THAT REMAIN EXPOSED AND WHERE CONSTRUCTION ACTIVITIES ARE NOT TAKING PLACE FOR LONGER THAN 14 DAYS SHALL BE STABILIZED TO PROTECT FROM EROSION.
13. GESC PERMIT CLOSEOUT WILL NOT OCCUR UNTIL ALL DISTURBED AREA ACHIEVES 70% STABILIZATION BASED ON PRE-DEVELOPMENT CONDITIONS. WEED MITIGATION MAY BE REQUIRED PRIOR TO GESC CLOSEOUT.

70 35 0 70 140
ORIGINAL SCALE: 1" = 70'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

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DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

ROADWAY GESC INTERIM

PHASE 2

SHEET 123 OF 146

JOB NO. 15950.22

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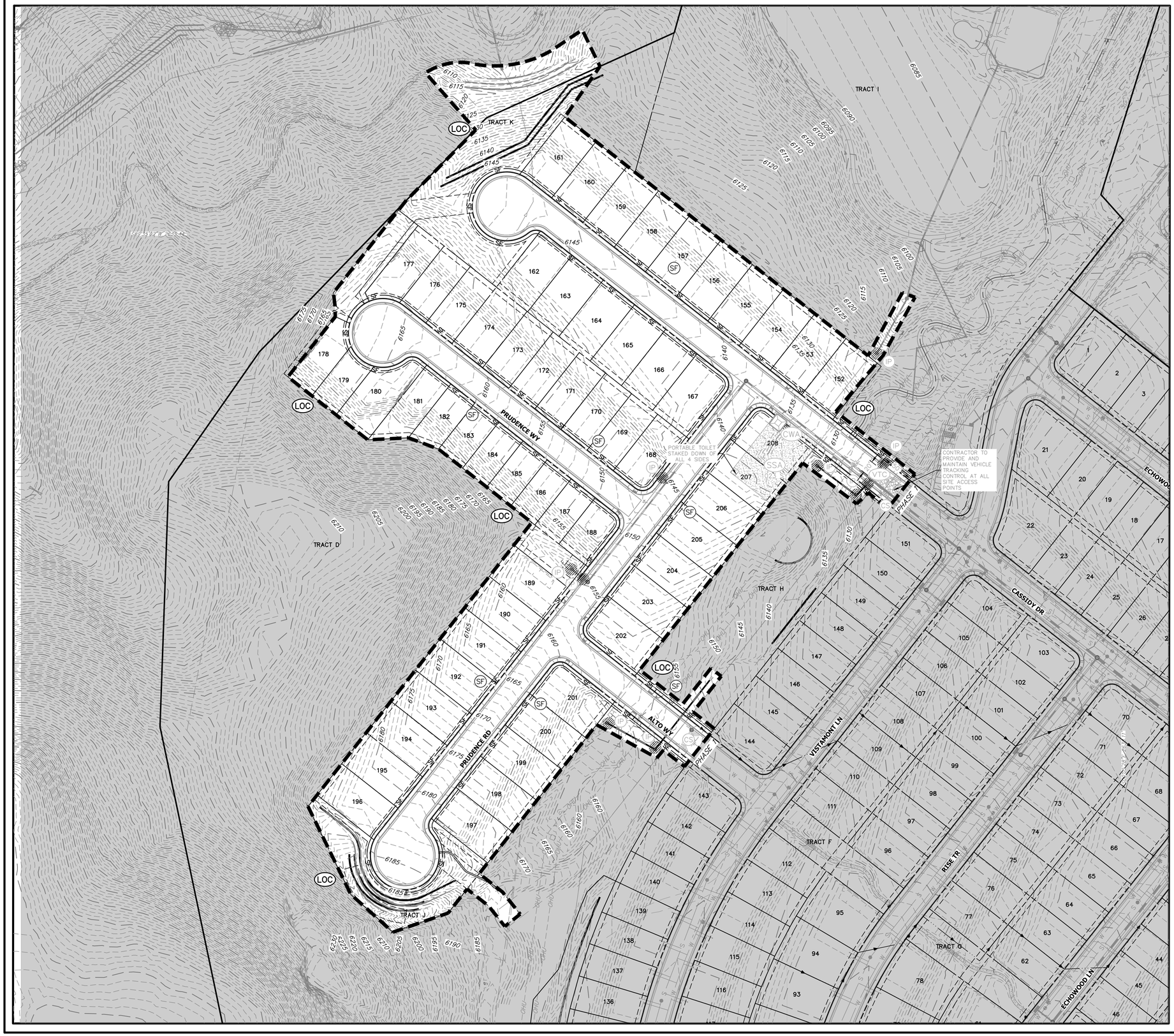

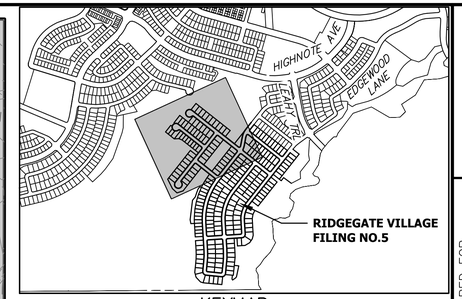

KEYMAP
SCALE: 1"=1000'

NOTES:

1. SEE SHEET 1 FOR BENCHMARK AND SHEET 3 FOR LEGEND.
2. SEE SHEET 2 FOR STANDARD GESC NOTES.
3. SEE SHEETS 125-127 FOR STANDARD GESC DETAILS.
4. CONTRACTOR TO ADJUST SEDIMENT BASINS TO GRADE AS WARRANTED BY CONSTRUCTION.
5. NO GRADING OPERATIONS SHALL OCCUR WITHIN 20' OF OVERHEAD TRANSMISSION TOWERS.
6. CONSTRUCTION MARKERS TO BE PLACED 100' APART
7. CONTRACTOR SHALL HAVE ADEQUATE DUST SUPPRESSION CONTROL MEASURES ONSITE AT ALL TIMES. EXCESS DUST GENERATED FROM OPERATIONS AS DETERMINED BY THE CITY IS GROUNDS FOR STOPPING ALL WORK UNTIL DUST CAN BE CONTROLLED.
8. GEOTECHNICAL ENGINEERING REPRESENTATIVE SHALL BE ONSITE AT ALL TIMES DURING FILL/COMPACTION ACTIVITIES. COMPACTION EFFORTS AND TESTING SHALL FOLLOW THE APPROVED COMPACTION AND TESTING PLAN PROVIDED BY THE GEOTECHNICAL ENGINEER.
9. ALL POTABLE TOILETS SHALL BE PLACED ON A PERVIOUS SURFACE AND STAKED DOWN ON ALL FOUR SIDES.
10. ALL ADJACENT AREAS SHALL BE CLEANED OF DIRT AND DEBRIS IMMEDIATELY USING DRY METHODS ONLY.
11. CONTROL MEASURE DEVIATIONS, FROM THE APPROVED CITY OF LONE TREE SPECIFICATIONS AND DETAILS, REQUIRE PRIOR CITY OF LONE TREE WRITTEN APPROVAL.
12. THIS SITE IS LOCATED WITHIN THE CHERRY CREEK BASIN, THEREFORE REGULATION 72 IS REQUIRED TO BE FOLLOWED. ALL DISTURBED AREAS THAT REMAIN EXPOSED AND WHERE CONSTRUCTION ACTIVITIES ARE NOT TAKING PLACE FOR LONGER THAN 14 DAYS SHALL BE STABILIZED TO PROTECT FROM EROSION.
13. GESC PERMIT CLOSEOUT WILL NOT OCCUR UNTIL ALL DISTURBED AREA ACHIEVES 70% STABILIZATION BASED ON PRE-DEVELOPMENT CONDITIONS. WEED MITIGATION MAY BE REQUIRED PRIOR TO GESC CLOSEOUT.

70 35 0 70 140
ORIGINAL SCALE: 1" = 70'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR GRADING, EROSION AND SEDIMENT CONTROL (GESC) IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

Aaron L. Clutter 36742

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING

DATE

COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
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No.	REVISION	BY	DATE

H-SCALE	1"=60'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	JFK
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY GESC FINAL
PHASE 2

SHEET 124 OF 146

JOB NO. 15950.22

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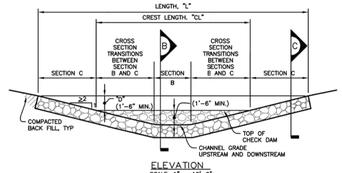
GRADING, EROSION, AND SEDIMENT CONTROL (GESC) GENERAL NOTES ⚠

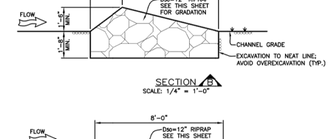
1. THE CITY OF LONE TREE ENGINEER'S SIGNATURE AFFIXED TO THIS DOCUMENT INDICATES THE CITY OF LONE TREE PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION, HAS REVIEWED THE DOCUMENT AND FOUND IT IN GENERAL COMPLIANCE WITH THE CITY OF LONE TREE SUBDIVISION REGULATIONS AND/OR THE GRADING, EROSION AND SEDIMENT CONTROL (GESC) CRITERIA MANUAL. THE CITY OF LONE TREE ENGINEER, THROUGH ACCEPTANCE OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY (OTHER THAN AS STATED ABOVE) FOR THE COMPLETENESS AND/OR ACCURACY OF THESE DOCUMENTS.
2. THE ADEQUACY OF THIS GESC PLAN LIES WITH THE ORIGINAL DESIGN ENGINEER.
3. THE GESC PLAN SHALL BE CONSIDERED VALID FOR TWO (2) YEARS FROM THE DATE OF ACCEPTANCE BY THE CITY OF LONE TREE, AFTER WHICH TIME THE PLAN SHALL BE VOID AND WILL BE SUBJECT TO RE-REVIEW AND RE-ACCEPTANCE BY THE CITY OF LONE TREE.
4. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE CITY OF LONE TREE ENGINEERING DIVISION. THE CITY OF LONE TREE RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THE GESC MANUAL, GESC PLAN OR GESC PERMIT.
5. THE PLACEMENT OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs) SHALL BE IN ACCORDANCE WITH THE CITY OF LONE TREE – ACCEPTED GESC PLAN AND THE CITY OF LONE TREE GESC MANUAL.
6. ANY VARIATION IN MATERIAL, TYPE OR LOCATION OF EROSION AND SEDIMENT CONTROL BMPs FROM THE CITY OF LONE TREE – ACCEPTED GESC PLAN WILL REQUIRE APPROVAL FROM AN ACCOUNTABLE REPRESENTATIVE OF THE CITY OF LONE TREE ENGINEERING DIVISION.
7. AFTER THE GESC PLAN HAS BEEN ACCEPTED, THE GESC PERMIT APPLIED FOR, FEES AND FISCAL SECURITY SUBMITTED TO THE CITY, AND THE GESC FIELD MANUAL OBTAINED AND REVIEWED, THE CONTRACTOR MAY INSTALL THE INITIAL-STAGE EROSION AND SEDIMENT CONTROL BMPs INDICATED ON THE ACCEPTED GESC PLAN.
8. THE FIRST BMP TO BE INSTALLED ON THE SITE SHALL BE CONSTRUCTION FENCE, MARKERS, OR OTHER APPROVED MEANS OF DEFINING THE LIMITS OF CONSTRUCTION, INCLUDING CONSTRUCTION LIMITS ADJACENT TO STREAM CORRIDORS AND OTHER AREAS TO BE PRESERVED.
9. AFTER INSTALLATION OF THE INITIAL–STAGE EROSION AND SEDIMENT CONTROL BMPs, THE PERMITTEE SHALL CALL THE CITY OF LONE TREE CONSTRUCTION INSPECTOR AT (303) 662–8112 TO SCHEDULE A PRECONSTRUCTION MEETING AT THE PROJECT SITE. THE REQUEST SHALL BE MADE A MINIMUM OF THREE BUSINESS DAYS PRIOR TO THE REQUESTED MEETING TIME. NO CONSTRUCTION ACTIVITIES SHALL BE PLANNED WITHIN 24 HOURS AFTER THE PRECONSTRUCTION MEETING.
10. THE OWNER OR OWNER'S REPRESENTATIVE, THE GESC MANAGER, THE GENERAL CONTRACTOR, AND THE GRADING SUBCONTRACTOR, IF DIFFERENT FROM THE GENERAL CONTRACTOR, MUST ATTEND THE PRECONSTRUCTION MEETING. IF ANY OF THE REQUIRED PARTICIPANTS FAIL TO ATTEND THE PRECONSTRUCTION MEETING, OR IF THE GESC FIELD MANUAL IS NOT ON SITE, OR IF THE INSTALLATION OF THE INITIAL BMPs ARE NOT APPROVED BY THE CITY OF LONE TREE GESC INSPECTOR, THE APPLICANT WILL HAVE TO PAY A REINSPECTION FEE, ADDRESS ANY PROBLEMS WITH BMP INSTALLATION, AND CONDUCT ANOTHER PRECONSTRUCTION MEETING BEFORE THE START OF CONSTRUCTION. THE CITY OF LONE TREE STRONGLY ENCOURAGES THE APPLICANT TO HAVE THE ENGINEER OF RECORD AT THE PRECONSTRUCTION MEETING. FAILURE OF THE ENGINEER OF RECORD TO ATTEND MAY RESULT IN A DELAY OF THE START OF CONSTRUCTION.
11. CONSTRUCTION SHALL NOT BEGIN UNTIL THE CITY OF LONE TREE GESC INSPECTOR APPROVES THE INSTALLATION OF THE INITIAL BMPs AND THE APPROVED GESC PERMIT IS POSTED UP FROM THE CITY AND IS IN–HAND ON THE SITE. THE COMPLETED PERMIT WILL BE AVAILABLE WITHIN 24–HOURS AFTER THE INSTALLATION OF THE INITIAL BMPs ARE APPROVED.
12. THE GESC MANAGER S-WILL STRICTLY ADHERE TO THE CITY OF LONE TREE–APPROVED LIMITS OF CONSTRUCTION AT ALL TIMES. THE CITY OF LONE TREE ENGINEERING DIVISION MUST APPROVE ANY CHANGES TO THE LIMITS OF CONSTRUCTION AND, AT THE DISCRETION OF THE ENGINEERING DIVISION, ADDITIONAL EROSION/SEDIMENT CONTROLS MAY BE REQUIRED IN ANY ADDITIONAL AREAS OF CONSTRUCTION.
13. THE MAXIMUM AREA OF CONSTRUCTION SHALL BE LIMITED TO 40 ACRES (70 ACRES IF APPROVED FOR SOIL MITIGATION OPERATIONS) TO REDUCE THE AMOUNT OF LAND DISTURBED AT ANY ONE TIME. LARGER SITES SHALL BE DIVIDED INTO PHASES THAT ARE EACH (OR TO) 40 ACRES OR LESS IN SIZE. THESE PROJECTS SHALL CONDUCT GRADING ACTIVITIES IN ACCORDANCE WITH THE ACCEPTED GESC PLAN. BMP INSTALLATION AND APPROVAL BY THE CITY OF LONE TREE AT THE START AND COMPLETION OF EACH PHASE SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN THE GESC MANUAL AND/OR GESC FIELD MANUAL.
14. PRIOR TO ACTUAL CONSTRUCTION, THE PERMITTEE SHALL VERIFY THE LOCATION OF EXISTING UTILITIES. FOR INFORMATION, CONTACT THE DENVER INTER–UTILITY GROUP AT 1–800–922–1987 OR FAX AT (303) 534–6700.
15. NATURAL VEGETATION SHALL BE RETAINED AND PROTECTED WHEREVER POSSIBLE. EXPOSURE OF SOIL TO EROSION BY REMOVAL OR DISTURBANCE OF VEGETATION SHALL BE LIMITED TO THE AREA REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATIONS.
16. THE GESC PERMIT SHALL BE VALID FOR A PERIOD OF ONE (1) YEAR, UNLESS EXTENDED.
17. A COPY OF THE GESC PERMIT, ACCEPTED GESC PLANS AND THE GESC FIELD MANUAL SHALL BE ON SITE AT ALL TIMES.
18. THE GESC MANAGER S-WILL BE RESPONSIBLE FOR ENSURING THAT THE SITE REMAINS IN COMPLIANCE WITH THE GESC PERMIT AND SHALL BE THE PERMITTEE'S CONTACT PERSON WITH THE CITY FOR ALL MATTERS PERTAINING TO THE GESC PERMIT. THE GESC MANAGER SHALL BE PRESENT AT THE SITE THE MAJORITY OF THE TIME AND SHALL BE AVAILABLE THROUGH A 24–HOUR CONTACT NUMBER. IN THE EVENT THAT THE CONTRACTOR'S GESC MANAGER IS NOT ON SITE AND CANNOT BE REACHED DURING A VIOLATION, THE ALTERNATE GESC MANAGER SHALL BE CONTACTED. IF NEITHER THE GESC MANAGER NOR ALTERNATE GESC MANAGER CAN BE CONTACTED DURING ANY VIOLATION, A STOP WORK ORDER SHALL BE ISSUED.
19. ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE THROUGH THE CITY OF LONE TREE–APPROVED ACCESS POINT. A VEHICLE TRACKING CONTROL PAD IS REQUIRED AT ALL ACCESS POINTS ON THE SITE. ADDITIONAL STABILIZED CONSTRUCTION ENTRANCES MAY BE ADDED WITH AUTHORIZATION FROM THE CITY OF LONE TREE ENGINEERING DIVISION.
20. THE GESC MANAGER IS RESPONSIBLE FOR CLEANUP OF SEDIMENT OR CONSTRUCTION DEBRIS TRACKED ONTO ADJACENT PAVED AREAS. PAVED AREAS INCLUDING STREETS ARE TO BE KEPT CLEAN THROUGHOUT BUILD–OUT AND SHALL BE CLEANED, WITH A STREET SWEEPER OR SIMILAR DEVICE, AT FIRST NOTICE OF ACCIDENTAL TRACKING OR AT THE DISCRETION OF THE CITY OF LONE TREE GESC INSPECTOR. STREET WASHING IS NOT ALLOWED. THE CITY OF LONE TREE RESERVES THE RIGHT TO REQUIRE ADDITIONAL MEASURES TO ENSURE AREA STREETS ARE KEPT FREE OF SEDIMENT AND/OR CONSTRUCTION DEBRIS.
21. APPROVED EROSION AND SEDIMENT CONTROL BMPs SHALL BE MAINTAINED AND KEPT IN GOOD REPAIR FOR THE DURATION OF THIS PROJECT. AT A MINIMUM, THE GESC MANAGER SHALL INSPECT ALL BMPs IN ACCORDANCE WITH THE ACCEPTED GESC PLAN AND GESC MANUAL. ALL NECESSARY MAINTENANCE AND REPAIR ACTIVITIES SHALL BE COMPLETED WITHIN 48 HOURS FOR LEVEL III VIOLATIONS, AND IMMEDIATELY FOR LEVEL II VIOLATIONS, OR AS DIRECTED BY A CITY OF LONE TREE GESC INSPECTOR. ACCUMULATED SEDIMENT AND CONSTRUCTION DEBRIS SHALL BE REMOVED AND PROPERLY DISPOSED.
22. STRAW BALES ARE NOT A GESC–ACCEPTED SEDIMENT CONTROL BMP.
23. TOPSOIL SHALL BE STRIPPED AND STOCKPILED IN THE LOCATION SHOWN ON THE ACCEPTED GESC PLAN. THE GESC MANAGER SHALL SCHEDULE AN INSPECTION WITH THE CITY OF LONE TREE GESC INSPECTOR AS SOON AS TOPSOIL STRIPPING IS COMPLETED. FAILURE TO SCHEDULE SUCH INSPECTION OR FAILURE TO STOCKPILE TOPSOIL SHALL RESULT IN ISSUANCE OF A STOP WORK ORDER. THE STOP WORK ORDER SHALL REMAIN IN PLACE UNTIL TOPSOIL IS STOCKPILED ON SITE OR APPROPRIATE SOIL AMENDMENTS ARE STOCKPILED ON SITE.
24. THE ACCEPTED GESC PLAN MAY REQUIRE CHANGES OR ALTERATIONS AFTER APPROVAL TO MEET CHANGING SITE OR PROJECT CONDITIONS OR TO ADDRESS INEFFICIENCIES IN DESIGN OR INSTALLATION. THE GESC MANAGER SHALL OBTAIN PRIOR APPROVAL FROM THE DESIGN ENGINEER AND THE CITY OF LONE TREE ENGINEERING FOR ANY PROPOSED CHANGES.
25. LINING OF TEMPORARY SWALES AND DITCHES SHALL BE IN ACCORDANCE WITH THE GESC CRITERIA MANUAL.
26. NO PERMANENT EARTH SLOPES GREATER THAN 3:1 SHALL BE ALLOWED.
27. ANY SETTLEMENT OR SOIL ACCUMULATIONS BEYOND THE LIMITS OF CONSTRUCTION DUE TO GRADING OR EROSION SHALL BE REPAIRED IMMEDIATELY BY THE GESC MANAGER. THE GESC MANAGER SHALL BE HELD RESPONSIBLE FOR OBTAINING ACCESS RIGHTS TO ADJACENT PROPERTY, IF NEEDED, AND REMEDIATING ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
28. A WATER SOURCE SHALL BE AVAILABLE ON SITE DURING EARTHWORK OPERATIONS AND UTILIZED AS REQUIRED TO MINIMIZE DUST FROM EARTHWORK EQUIPMENT AND WIND.
29. SOILS THAT WILL BE STOCKPILED FOR MORE THAN THIRTY (30) DAYS SHALL BE SEEDED AND MULCHED WITHIN FOURTEEN (14) DAYS OF STOCKPILE CONSTRUCTION. NO STOCKPILES SHALL BE PLACED WITHIN ONE HUNDRED (100) FEET OF A DRAINAGE WAY UNLESS APPROVED BY THE CITY OF LONE TREE ENGINEERING DIVISION.
30. ALL CHEMICAL OR HAZARDOUS MATERIAL SPILLS WHICH MAY ENTER WATERS OF THE STATE OF COLORADO, WHICH INCLUDE BUT ARE NOT LIMITED TO, SURFACE WATER, GROUND WATER AND DRY GULLIES OR STORM SEWER LEADING TO SURFACE WATER, SHALL BE IMMEDIATELY REPORTED TO THE CDPHE PER (303) 25–6–601, AND THE CITY OF LONE TREE. RELEASES OF PETROLEUM PRODUCTS AND CERTAIN HAZARDOUS SUBSTANCES LISTED UNDER THE FEDERAL CLEAN WATER ACT (40 CFR PART 116) MUST BE REPORTED TO THE NATIONAL RESPONSE CENTER AS WELL AS THE CDPHE. THE APPLICABLE CONTACT INFORMATION (SEE APPENDIX A, DOUGLAS COUNTY GESC MANUAL – SUBJECT TO CHANGE) IS: COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT TOLL–FREE 24–HOUR ENVIRONMENTAL EMERGENCY SPILL REPORTING LINE 1–877–518–5608; NATIONAL RESPONSE CENTER (24–HOUR NATIONAL SPILL RESPONSE) 1–800–424–8802; CITY OF LONE TREE PUBLIC WORKS (303) 662–8112. SPILLS THAT POSE AN IMMEDIATE RISK TO HUMAN LIFE SHALL BE REPORTED TO 911. FAILURE TO REPORT AND CLEAN UP ANY SPILL SHALL RESULT IN ISSUANCE OF A STOP WORK ORDER.
31. ALL WORK ON SITE SHALL STAY A MINIMUM OF ONE HUNDRED (100) FEET AWAY FROM ANY DRAINAGE WAY, WETLAND, ETC. UNLESS OTHERWISE NOTED ON AN ACCEPTED CITY OF LONE TREE GESC PLAN.
32. ALL PROJECTS SHALL BALANCE EARTHWORK QUANTITIES ON SITE. IN THE EVENT A VARIANCE IS GRANTED BY THE CITY ENGINEER TO ALLOW IMPORT OR EXPORT OF MATERIAL, THE PERMITEE SHALL HAVE A GESC PERMIT IN HAND FOR THE IMPORT OR EXPORT SITE PRIOR TO ANY TRANSPORTING OF EARTHEN MATERIAL. THE GESC MANAGER SHALL NOTIFY THE CITY OF LONE TREE GESC INSPECTOR OF THE LOCATION AND GESC PERMIT NUMBERS OF BOTH THE EXPORTING AND IMPORTING SITES PRIOR TO ANY IMPORT/EXPORT OPERATIONS.
33. THE USE OF REBAR, STEEL STAKES OR STEEL FENCE POSTS FOR STAKING OR SUPPORT OF ANY EROSION OR SEDIMENT CONTROL BMP IS PROHIBITED (EXCEPT STEEL TEE–POSTS FOR USE IN SUPPORTING CONSTRUCTION FENCE).
34. THE CLEANING OF CONCRETE DELIVERY TRUCK CHUTES IS RESTRICTED TO APPROVED CONCRETE WASH OUT LOCATIONS ON THE JOB SITE. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE TO THE STORM SEWER SYSTEM IS PROHIBITED. ALL CONCRETE WASTE SHALL BE PROPERLY CLEANED UP AND DISPOSED AT AN APPROPRIATE LOCATION.
35. ALL DEWATERING ON SITE SHALL BE COORDINATED WITH A CITY OF LONE TREE GESC INSPECTOR AND BE FREE OF SEDIMENT IN ACCORDANCE WITH THE GESC CRITERIA MANUAL.
36. ALL PERMANENT INSTALLATIONS OF PIPES FOR STORM SEWERS, SLOPE DRAINS, AND CULVERTS, TOGETHER WITH RIPRAP APPROVS OR OTHER INLET AND OUTLET PROTECTION, REQUIRE INSPECTION BY THE CITY OF LONE TREE ENGINEERING (SEPARATE FROM GESC INSPECTIONS).
37. ALL DISTURBED AREAS SHALL BE DRILL SEEDED AND CRIMP MULCHED IN ACCORDANCE WITH THE DOUGLAS COUNTY GESC MANUAL CRITERIA AND THE CITY OF LONE TREE SEEDING AND MULCHING DETAIL (#17) INCLUDED HEREIN WITHIN THIRTY DAYS OF INITIATION OR EXPIRATION OF WITHIN SEVEN DAYS OF SUBSTANTIAL COMPLETION (AS DEFINED BY THE CITY OF LONE TREE) OF AN AREA, WHICHEVER IS LESS. THIS MAY REQUIRE MULTIPLE MOBILIZATIONS FOR SEEDING AND MULCHING.
38. HYDRAULIC SEEDING AND HYDRAULIC MULCHING ARE NOT AN ACCEPTABLE METHOD OF SEEDING OR MULCHING IN THE CITY OF LONE TREE.
39. NO CURB AND GUTTER PERMITS SHALL BE ISSUED UNTIL ALL DISTURBED AREAS ARE DRILL SEEDED AND CRIMP MULCHED.
40. NO PAVING PERMITS SHALL BE ISSUED UNTIL ALL INTERIM INLET PROTECTION IS INSTALLED AND APPROVED BY THE GESC INSPECTOR.
41. A FINAL GESC INSPECTION SHALL BE CONDUCTED A MINIMUM OF TWO WEEKS PRIOR TO THE ANTICIPATED REQUEST FOR CERTIFICATE OR TEMPORARY CERTIFICATE OF OCCUPANCY OR INITIAL ACCEPTANCE.

DETAIL SHEET

NO.	NO.	BMP LEGEND	
1	1		CD CHECK DAM
2	1		CB COMPOST BLANKET
3	1		CFB COMPOST FILTER BERM
4	1		CWA CONCRETE WASHOUT AREA
5	1		CF CONSTRUCTION FENCE
6	1		CM CONSTRUCTION MARKERS
7	1		DW DEWATERING
8	1		DD DIVERSION DITCH
9	2		ECB EROSION CONTROL BLANKET
10	2		IP INLET PROTECTION
11	2		RCD REINFORCED CHECK DAM
12	2		RRB REINFORCED ROCK BERM
13	2		RRC RRB FOR CULVERT PROTECTION
14	2		SB SEDIMENT BASIN
15	3		SCL SEDIMENT CONTROL LOG
16	3		ST SEDIMENT TRAP
17	3		SM SEEDING AND MULCHING
18	3		SF SILT FENCE
19	3		SSA STABILIZED STAGING AREA
20	3		SR SURFACE ROUGHENING
21	3		TSD TEMPORARY SLOPE DRAIN
22	3		TSC TEMPORARY STREAM CROSSING
23	3		TER TERRACING
24	3		VTC VEHICLE TRACKING CONTROL
25	3		WW VTC WITH WHEEL WASH
⚠ 26	3		CS CURB SOCK
	1		ROCK AND RIPRAP GRADATIONS
			LOC LIMITS OF CONSTRUCTION



ELEVATION
SCALE: 1" = 10'-0"



SECTION B
SCALE: 1/4" = 1'-0"

SECTION C
SCALE: 1/4" = 1'-0"

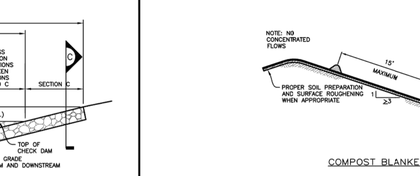
CHECK DAM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CHECK DAMS.
   – TYPE OF CHECK DAM (RIPRAP CHECK DAM, OR REINFORCED CHECK DAM).
   – LENGTH, "L", (FLAT BOTTOM), "CL", AND DEPTH, "D".
2. CHECK DAMS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED AFTER CONSTRUCTION FENCE, BUT PRIOR TO ANY UPSTREAM LAND–DISTURBING ACTIVITIES.
3. RIPRAP UTILIZED FOR CHECK DAMS SHALL HAVE A D_{50} MEDIAN STONE SIZE OF 12".
4. RIPRAP PAD SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'–8".
5. 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

1. THE GESC MANAGER SHALL INSPECT CHECK DAMS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CHECK DAMS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CHECK DAM IS WITHIN ½ OF THE HEIGHT OF THE CREST.
3. CHECK DAMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CHECK DAMS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACK FILL. ANY DISTURBED AREA SHALL BE SEEDED AND MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

CD CHECK DAM 1 ⚠



COMPOST BLANKET AND COMPOST FILTER BERM
SCALE: 1" = 10'-0"

COMPOST BLANKET NOTES:

1. SEE PLAN VIEW FOR AREA OF COMPOST BLANKET.
2. MAY BE USED IN PLACE OF STRAW MULCH OR EROSION CONTROL BLANKET IN AREAS WHERE ACCESS IS DIFFICULT DUE TO LANDSCAPING OR OTHER OBJECTS OR IN AREAS WHERE A SMOOTH TURF GRASS FINISH IS DESIRED.
3. SHALL ONLY BE UTILIZED IN AREAS WHERE SHEET FLOW CONDITIONS PREVAIL; SHALL BE PROHIBITED IN AREAS OF POSSIBLE CONCENTRATED FLOW.
4. SOIL PREPARATION SHALL BE COMPLETE PER THE SPECIFICATIONS OUTLINED IN THESE CRITERIA PRIOR TO APPLICATION.
5. WHEN TURF GRASS FINISH IS NOT DESIRED, SURFACE ROUGHENING ON SLOPES SHALL TAKE PLACE PRIOR TO APPLICATION.
6. SHALL BE EVENLY APPLIED AT A DEPTH OF 2 INCH.
7. MAYBE APPLIED UTILIZING PNEUMATIC BLOWER, OR BY HAND.
8. SEEDING SHALL BE DRILLED PRIOR TO THE APPLICATION OF COMPOST OR SEED MAY BE COMBINED AND BLOWN WITH THE PNEUMATIC BLOWER.
9. COMPOST FILTER BERM SHALL BE UTILIZED ON SLOPES WITH A MAXIMUM SPACING OF 15 FEET PER THE REQUIREMENTS FOUND IN THE COMPOST FILTER BERM SECTION.
10. THE GESC MANAGER SHALL INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.
11. COMPOST USED IN THE APPLICATION OF THE COMPOST BLANKET SHALL BE A CLASS I COMPOST AS DEFINED BY THE FOLLOWING PHYSICAL, CHEMICAL, AND BIOLOGICAL PARAMETERS:

PARAMETERS	CLASS I COMPOST FOR COMPOST BLANKET
MINIMUM STABILITY INDICATOR	STABLE TO VERY STABLE
SOLUBLE SALTS	MAXIMUM 5mmhos/cm
PH	6.0 – 8.0
AG INDEX	> 10
MATURITY INDICATOR EXPRESSED AS PERCENTAGE OF GERMINATION/VIGOR	80+/80+
MATURITY INDICATOR EXPRESSED AS AMMONIA N/ NITRATE N RATIO	< 4
MATURITY INDICATOR EXPRESSED AS CARBON TO NITROGEN RATIO	20:1
TESTED FOR CLOPYRALID	YES/NEGATIVE RESULT
MOISTURE CONTENT	30–60 %
ORGANIC MATTER CONTENT	25–45 % OF DRY WEIGHT
PARTICLE SIZE DISTRIBUTION	3" (75mm) 100% PASSING 1" (25mm) 95% TO 100% PASSING ¾"(19mm) 85% TO 90% PASSING ⅜" (9.5mm) 50% TO 60% PASSING #4 20 TO 35% PASSING
PRIMARY, SECONDARY NUTRIENTS; TRACE ELEMENT	MUST BE REPORTED
TESTING AND TEST REPORT SUBMITTAL REQUIREMENTS	STA + CLOPYRALID
ORGANIC MATTER PER CUBIC YARD	MUST REPORT
CHEMICAL CONTAMINANTS	MEET OR EXCEED US EPA CLASS A STANDARD, 40 CFR 503.1 TABLES 1 & 3 LEVELS
MINIMUM MANUFACTURING/PRODUCTION REQUIREMENT	FULLY PERMITTED UNDER COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, HAZARDOUS MATERIALS AND WASTE MANAGEMENT DIVISION
RISK FACTOR RELATING TO PLANT GERMINATION AND HEALTH	LOW

NOTE: CLOPYRALID IS THE COMMON NAME OF A HERBICIDE THAT KILLS BROAD–LEAVED WEEDS SUCH AS DANDELIONS, CLOVER AND THISTLE.

CB COMPOST BLANKET 2

COMPOST FILTER BERM NOTES:

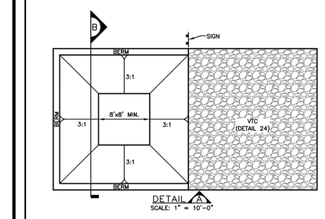
1. SEE PLAN VIEW FOR LENGTH OF COMPOST FILTER BERM.
2. SHALL BE APPLIED TO ALL SLOPES RECEIVING A COMPOST BLANKET AT 15' INCREMENTS.
3. FILTER BERMS SHALL RUN PARALLEL TO THE CONTOUR.
4. FILTER BERMS SHALL BE A MINIMUM OF 1' H x 2' W.
5. FILTER BERMS SHALL BE APPLIED UTILIZING PNEUMATIC BLOWER, OR BY HAND.
6. SHALL ONLY BE UTILIZED IN AREAS WHERE SHEET FLOW CONDITIONS PREVAIL; SHALL BE PROHIBITED IN AREAS OF POSSIBLE CONCENTRATED FLOW.
7. SOIL PREPARATION SHALL BE COMPLETE PER THE SPECIFICATIONS OUTLINED IN THESE CRITERIA PRIOR TO APPLICATION.
8. WHEN TURF GRASS FINISH IS NOT DESIRED, SURFACE ROUGHENING ON SLOPES SHALL TAKE PLACE PRIOR TO APPLICATION.
9. SEEDING SHALL BE DRILLED BEFORE THE APPLICATION OF COMPOST OR SEED MAY BE COMBINED AND BLOWN WITH THE PNEUMATIC BLOWER.
10. THE GESC MANAGER SHALL INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.
11. COMPOST USED IN THE APPLICATION OF THE COMPOST FILTER BERM SHALL BE A CLASS I COMPOST AS DEFINED BY THE FOLLOWING PHYSICAL, CHEMICAL, AND BIOLOGICAL PARAMETERS:

PARAMETERS	CLASS I COMPOST FOR COMPOST FILTER BERM
MINIMUM STABILITY INDICATOR	STABLE TO VERY STABLE
SOLUBLE SALTS	MAXIMUM 5mmhos/cm
PH	6.0 – 8.0
AG INDEX	> 10
MATURITY INDICATOR EXPRESSED AS PERCENTAGE OF GERMINATION/VIGOR	80+/80+
MATURITY INDICATOR EXPRESSED AS AMMONIA N/ NITRATE N RATIO	< 4
MATURITY INDICATOR EXPRESSED AS CARBON TO NITROGEN RATIO	20:1
TESTED FOR CLOPYRALID	YES/NEGATIVE RESULT
MOISTURE CONTENT	30–60 %
ORGANIC MATTER CONTENT	25–45 % OF DRY WEIGHT
PARTICLE SIZE DISTRIBUTION	3" (75mm) 100% PASSING 1" (25mm) 95% TO 100% PASSING ¾"(19mm) 85% TO 90% PASSING ⅜" (9.5mm) 50% TO 60% PASSING #4 20 TO 35% PASSING
PRIMARY, SECONDARY NUTRIENTS; TRACE ELEMENT	MUST BE REPORTED
TESTING AND TEST REPORT SUBMITTAL REQUIREMENTS	STA + CLOPYRALID
ORGANIC MATTER PER CUBIC YARD	MUST REPORT
CHEMICAL CONTAMINANTS	MEET OR EXCEED US EPA CLASS A STANDARD, 40 CFR 503.1 TABLES 1 & 3 LEVELS
MINIMUM MANUFACTURING/PRODUCTION REQUIREMENT	FULLY PERMITTED UNDER COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, HAZARDOUS MATERIALS AND WASTE MANAGEMENT DIVISION
RISK FACTOR RELATING TO PLANT GERMINATION AND HEALTH	LOW

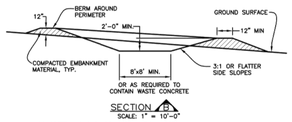
NOTE: IF A BIOSOLIDS COMPOST IS TO BE UTILIZED IT SHALL BE PRODUCED BY A FACILITY IN POSSESSION OF A VALID NOTICE OF AUTHORIZATION (NOA) FOR THE UNRESTRICTED USE AND DISTRIBUTION BY THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT. THE NOA SHALL BE PROVIDED UPON REQUEST TO CITY OF LONE TREE.

NOTE: A LAB TEST DETAILING THE CHEMICAL, PHYSICAL AND BIOLOGICAL PARAMETERS SHALL BE PROVIDED UPON REQUEST BY CITY OF LONE TREE.

CFB COMPOST FILTER BERM 3 ⚠



DETAIL 4 ⚠
SCALE: 1" = 10'-0"



SECTION 4 ⚠
SCALE: 1" = 10'-0"

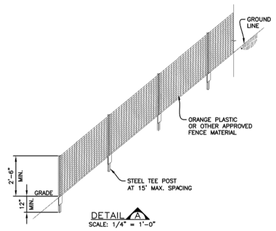
CONCRETE WASHOUT AREA INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CONCRETE WASHOUT AREA.
2. THE CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
3. VEHICLE TRACKING CONTROL (DETAIL 24) IS REQUIRED AT THE ACCESS POINT.
4. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
5. EXCAVATED MATERIAL SHALL BE UTILIZED IN PERIMETER BERM CONSTRUCTION.

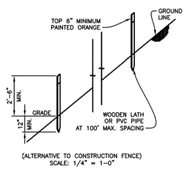
CONCRETE WASHOUT AREA MAINTENANCE NOTES

1. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND ENLARGED OR CLEANED OUT AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.
2. AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN APPROVED WASTE SITE.
3. WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.
4. INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.

CWA CONCRETE WASHOUT AREA 4



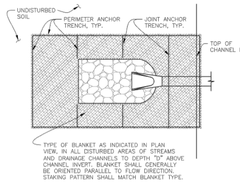
DETAIL 5 ⚠
SCALE: 1/4" = 1'-0"



(ALTERNATIVE TO CONSTRUCTION FENCE)
SCALE: 1/4" = 1'-0"

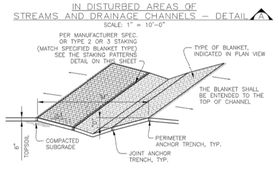
CONSTRUCTION FENCE INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – TYPE OF CONSTRUCTION LIMIT INDICATOR (FENCE OR MARKERS).
   – LOCATION AND LENGTH OF FENCE OR LINE OF MARKERS.
2. CONSTRUCTION FENCE OR MARKERS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO OTHER BMPS AND ANY LA



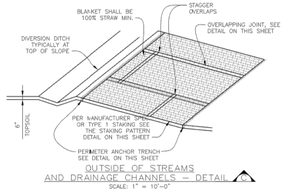
IN DISTURBED AREAS OF STREAMS AND DRAINAGE CHANNELS – DETAIL A

SCALE: 1" = 10'-0"



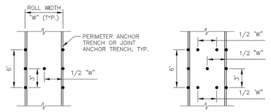
IN DIVERSION DITCH OR SMALL DITCH DRAINAGEWAY – DETAIL A

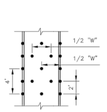
SCALE: 1" = 10'-0"



OUTSIDE OF STREAMS AND DRAINAGE CHANNELS – DETAIL A

SCALE: 1" = 10'-0"

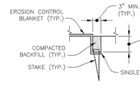




STAKING PATTERNS

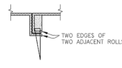
SCALE: 1" = 10'-0"

SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION. IF NO MANUFACTURER'S SPECIFICATION IS AVAILABLE USE THE ACCEPTABLE STAKING PATTERN (AS SHOWN ABOVE).



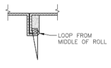
PERIMETER ANCHOR TRENCH

SCALE: 1/2" = 1'-0"



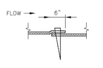
JOINT ANCHOR TRENCH

SCALE: 1/2" = 1'-0"



INTERMEDIATE ANCHOR TRENCH

SCALE: 1/2" = 1'-0"



OVERLAPPING JOINT

SCALE: 1/2" = 1'-0"

WOOD STAKE DETAIL

SCALE: 1/2" = 1'-0"
MINIMUM THICKNESS 1/2"

EROSION CONTROL BLANKET INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATION OF PERIMETER OF EROSION CONTROL BLANKET.
   – TYPE OF BLANKET (STRAW, STRAW–COCONUT, COCONUT, OR EXCELSIOR).
   – AREA "A" IN SQUARE YARDS OF EACH TYPE OF BLANKET.
2. ALL EROSION CONTROL BLANKETS AND NETTING SHALL BE MADE OF 100% NATURAL AND BIODEGRADABLE MATERIAL; NO PLASTIC OR OTHER SYNTHETIC MATERIAL, EVEN IF P-HOTO DEGRADABLE, SHALL BE ALLOWED.
3. IN AREAS WHERE EROSION CONTROL BLANKET IS SHOWN ON THE PLANS, THE PERMITTEE SHALL PLACE TOPSOIL AND PERFORM FINAL GRADING, SURFACE PREPARATION, AND SEEDING BELOW THE BLANKET IN ACCORDANCE WITH THE REQUIREMENTS OF DETAIL 17, SEEDING AND MULCHING. SUBGRADE SHALL BE SMOOTH AND MOIST PRIOR TO BLANKET INSTALLATION AND THE BLANKET SHALL BE IN FULL CONTACT WITH SUBGRADE, NO GAPS OR VOIDS SHALL EXIST UNDER THE BLANKET.
4. PERIMETER ANCHOR TRENCH SHALL BE USED AT OUTSIDE PERIMETER OF ALL BLANKET AREAS.
5. JOINT ANCHOR TRENCH SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER "LONGITUDINALLY AND TRANSVERSELY) FOR ALL BLANKETS EXCEPT STRAW, WHICH MAY USE AN OVERLAPPING JOINT.
6. INTERMEDIATE ANCHOR TRENCH SHALL BE USED AT SPACING OF ONE–HALF THE ROLL LENGTH FOR COCONUT AND EXCELSIOR BLANKETS.
7. THE OVERLAPPING JOINT DETAIL SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER FOR BLANKETS ON SLOPES.
8. MATERIAL SPECIFICATIONS OF EROSION CONTROL BLANKET SHALL CONFORM TO TABLE 7.1.

EROSION CONTROL BLANKET INSTALLATION NOTES – CONTINUED

9. ANY AREAS OF SEEDING AND MULCHING DISTURBED IN THE PROCESS OF INSTALLING EROSION CONTROL BLANKET SHALL BE RESEEDED AND MULCHED IN ACCORDANCE WITH DETAIL 17.
10. SEE DRAINAGE DESIGN PLANS FOR MAJOR DRAINAGEWAY STABILIZATION MEASURES THAT MAY EXCEED THE DESIGN CONDITIONS ASSOCIATED WITH THE DETAILS ABOVE.

TABLE 7.1 – EROSION CONTROL BLANKET TYPE

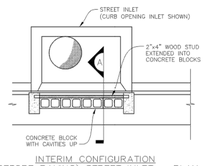
TYPE	COCONUT CONTENT	STRAW CONTENT	EXCELSIOR CONTENT	NETTING MIN.
STRAW*	–	100%	–	DOUBLE/NATURAL
STRAW–COCONUT	30% MIN.	70% MAX.	–	DOUBLE/NATURAL
COCONUT	100%	–	–	DOUBLE/NATURAL
EXCELSIOR	–	–	100%	DOUBLE/NATURAL

* FOR OUTSIDE OF STREAMS AND DRAINAGE CHANNELS

EROSION CONTROL BLANKET MAINTENANCE NOTES

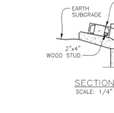
1. THE GESC MANAGER SHALL INSPECT EROSION CONTROL BLANKETS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS AS NECESSARY.
2. EROSION CONTROL BLANKET IS TO BE LEFT IN PLACE UNLESS REQUESTED TO BE REMOVED BY THE CITY.
3. ANY EROSION CONTROL BLANKET PULLED OUT, TORN, OR OTHERWISE DAMAGED SHALL BE RE–INSTALLED. ANY SUBGRADE AREAS BELOW THE BLANKET THAT HAVE ERODED TO CREATE A VOID UNDER THE BLANKET, OR THAT REMAIN DEVOID OF GRASS SHALL BE REPAIRED, RESEEDED AND MULCHED AND THE EROSION CONTROL BLANKET REINSTALLED.

ECB EROSION CONTROL BLANKET 9



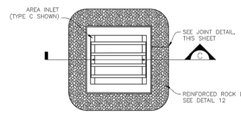
INTERIM CONFIGURATION (BEFORE PAVING) STREET INLET – PLAN

SCALE: 1/4" = 1'-0"



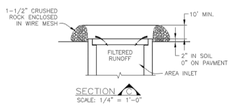
SECTION A

SCALE: 1/4" = 1'-0"



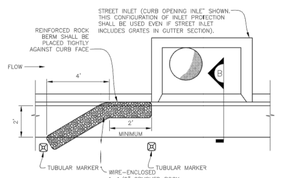
AREA INLET – PLAN

SCALE: 1/4" = 1'-0"



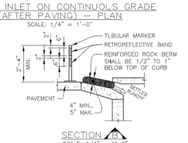
SECTION A

SCALE: 1/4" = 1'-0"



STREET INLET ON CONTINUOUS GRADE (AFTER PAVING) – PLAN

SCALE: 1/4" = 1'-0"

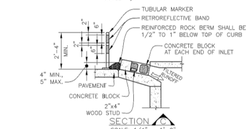


SECTION A

SCALE: 1/4" = 1'-0"

STREET INLET IN SUMP (AFTER PAVING) – PLAN

SCALE: 1/4" = 1'-0"



SECTION A

SCALE: 1/4" = 1'-0"

JOINT DETAIL

SCALE: 1/4" = 1'-0"

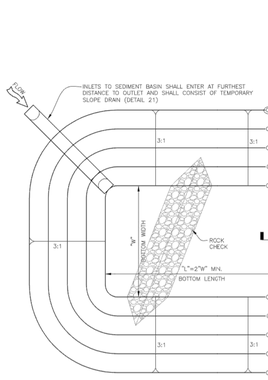
INLET PROTECTION INSTALLATION NOTES

1. INTERIM CONFIGURATION OF INLET PROTECTION IN STREETS SHALL BE INSTALLED WITHIN 48–HOURS OF POURING INLET. INLET PROTECTION (AFTER PAVEMENT) SHALL BE INSTALLED WITHIN 48 HOURS AFTER PAVING IS PLACED.
2. INLET PROTECTION AT AREA INLETS SHALL BE INSTALLED WITHIN 48–HOURS OF POURING INLET.
3. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON SHEET 1 (1–1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
4. WIRE MESH SHAL, BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE"). ROLL WIDTH SHALL BE 48–INCHES.
5. WIRE MESH SHAL, BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6–INCH CENTERS ALONG ALL JOINTS AND AT 2–INCH CENTERS ON ENDS OF BERM.
6. REINFORCED ROCK BERM SHALL BE CONSTRUCTED IN ONE PIECE OR SHALL BE CONSTRUCTED USING JOINT DETAIL.
7. TUBULAR MARKERS SHALL MEET REQUIREMENTS OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED.
8. THE TOP OF REINFORCED ROCK BERM SHALL BE 1/2"–1" BELOW TOP OF CURB.

INLET PROTECTION MAINTENANCE NOTES

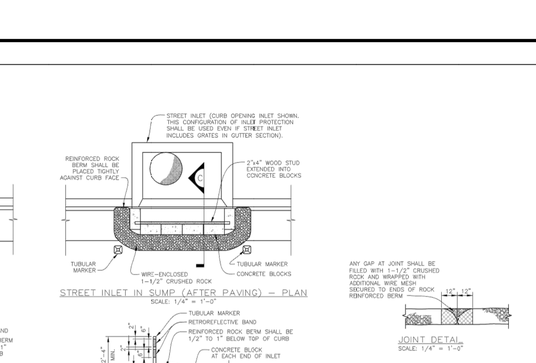
1. THE GESC MANAGER SHALL INSPECT INLET PROTECTION WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY. MORE FREQUENT INSPECTIONS AND REPAIRS SHALL BE REQUIRED DURING WINTER CONDITIONS DUE TO FREEZE/THAW PROBLEMS.
2. SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED WHEN "HE SEDIMENT DEPTH UPSTREAM OF ROCK BERM IS WITHIN 2–1/2 INCHES OF THE CREST.
3. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED, UNLESS THE CITY APPROVES EARLIER REMOVAL OF INLET PROTECTION IN STREETS.
4. WHEN INLET PRO"ECTION AT AREA INLETS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

IP INLET PROTECTION 10



STANDARD BASIN – PLAN

SCALE: 1" = 10'-0"



STANDARD BASIN – SECTION A

SCALE: 1/4" = 1'-0"

STANDARD BASIN – SECTION B

SCALE: 1/4" = 1'-0"

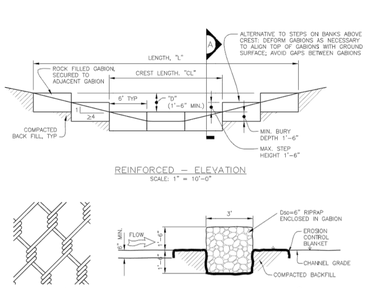
SEDIMENT BASIN INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATION OF SEDIMENT BASIN.
   – TYPE OF BASIN (STANDARD BASIN OR NON–STANDARD BASIN).
   – FOR STANDARD BASIN, CREST LENGTH, "CL", BOTTOM WIDTH, "W", AND HOLE DIAMETER, "HD".
   – FOR NON–STANDARD BASIN, SEE CONSTRUCTION DRAWINGS FOR DESIGN OF BASIN INCLUDING RISER HEIGHT, "H", NUMBER OF COLUMNS, "N", HOLE DIAMETER, "HD", AND PIPE DIAMETER "D".
2. FOR STANDARD BASIN, BOTTOM DIMENSION MAY BE MODIFIED AS LONG AS BOTTOM AREA IS NOT REDUCED.
3. SEDIMENT BASINS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY OTHER LAND–DISTURBING ACTIVITY.
4. EMBANKMENT MATERIAL SHALL CONSIST OF SOIL FREE OF DEBRIS, ORGANIC MATERIAL, AND ROCKS OR CONCRETE GREATER THAN 3 INCHES AND SHALL HAVE A MINIMUM OF 15 PERCENT BY WEIGHT PASSING THE NO. 200 SIEVE.
5. EMBANKMENT MATERIAL SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DENSITY WITHIN 2 PERCENTAGE POINTS OF OPTIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
6. PIPE SCH 40 OR GREATER SHALL BE USED.
7. THE DETAILS SHOWN ON THIS SHEET PERTAIN TO STANDARD SEDIMENT BASIN(S) IDENTIFIED ON THE GESC PLAN VIEW DRAWINGS USED FOR DRAINAGE AREAS LESS THAN 15 ACRES. SEE CONSTRUCTION DRAWINGS FOR EMBANKMENT, STORAGE VOLUME, SPILLWAY, OUTLET, AND OUTLET PROTECTION DETAILS FOR ANY SEDIMENT BASIN(S) THAT HAVE BEEN INDIVIDUALLY DESIGNED FOR DRAINAGE AREAS LARGER THAN 15 ACRES.

SEDIMENT BASIN MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT BASIN WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED IN SEDIMENT BASIN SHALL BE REMOVED WHEN THE SEDIMENT DEPTH IS WITHIN 2.0 FEET OF THE CREST OF THE SPILLWAY.
3. SEDIMENT BASINS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. IF SEDIMENT BASINS ARE REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

SB SEDIMENT BASIN 14



REINFORCED – ELEVATION

SCALE: 1" = 10'-0"

BLOW UP OF TWISTED WIRE GABION

SCALE: NTS

REINFORCED – SECTION A

SCALE: 1/4" = 1'-0"

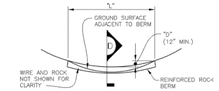
REINFORCED CHECK DAM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CHECK DAMS.
   – CHECK DAM TYPE (CHECK DAM OR REINFORCED CHECK DAM).
   – LENGTH, "L", CREST LENGTH, "CL", AND DEPTH, "D".
2. CHECK DAMS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED AFTER CONSTRUCTION FENCE, BUT PRIOR TO ANY UPSTREAM LAND–DISTURBING ACTIVITIES.
3. REINFORCED CHECK DAMS, GABIONS SHALL HAVE GALVANIZED TWISTED WIRE NETTING WITH A MAXIMUM OPENING DIMENSION OF 4–1/2" AND A MINIMUM WIRE THICKNESS OF 0.10", WIRE "HOG RINGS" AT 4" SPACING OR OTHER APPROVED MEANS SHALL BE USED AT ALL GABION SEAMS AND TO SECURE THE GABION TO THE ADJACENT GABION.
4. RIPRAP UTILIZED FOR CHECK DAMS SHALL HAVE A D_{50} MEDIAN STONE SIZE OF 6".
5. THE CHECK DAM SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'–6".
6. EROSION BLANKET SHALL BE PLACED IN THE REINFORCED CHECK DAM TRENCH EXTENDING A MINIMUM OF 1'–8" ON BOTH THE UPSTREAM AND DOWNSTREAM SIDES OF THE REINFORCED CHECK DAM.

REINFORCED CHECK DAM MAINTENANCE NOTES

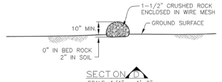
1. THE GESC MANAGER SHALL INSPECT CHECK DAMS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CHECK DAMS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CHECK DAM IS WITHIN ½ OF THE HEIGHT OF THE CREST.
3. CHECK DAMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CHECK DAMS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACK FILL, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RCD REINFORCED CHECK DAM 11



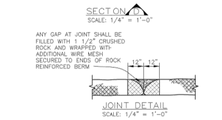
DETAIL A

SCALE: 1" = 5'-0"



SECTION A

SCALE: 1/4" = 1'-0"



JOINT DETAIL

SCALE: 1/4" = 1'-0"

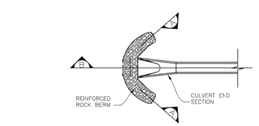
REINFORCED ROCK BERM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF REINFORCED ROCK BERMS.
   – LENGTH, "L", AND DEPTH, "D" DIMENSIONS.
2. REINFORCED ROCK BERM SECTION APPLIES TO CULVERT INLET FILTER AND INLET PROTECTION.
3. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON SHEET 1 (1–1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
4. WIRE MESH SHALL BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE"). ROLL WIDTH SHALL BE 48–INCHES.
5. WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6–INCH CENTERS ALONG ALL JOINTS AND AT 2–INCH CENTERS ON ENDS OF BERM.
6. FOR CONCENTRATED FLOW AREAS THE SIDES OF THE REINFORCED ROCK BERM SHALL BE 12" HIGHER THAN THE CENTER OF THE BERM.

REINFORCED ROCK BERM MAINTENANCE NOTES

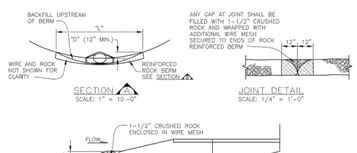
1. THE GESC MANAGER SHALL INSPECT REINFORCED ROCK BERM WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF REINFORCED ROCK BERM SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF FILTER IS WITHIN 5 INCHES OF THE CREST.
3. REINFORCED ROCK BERMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED.
4. WHEN REINFORCED ROCK BERMS ARE REMOVED, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RRB REINFORCED ROCK BERM 12



PLAN

SCALE: 1" = 10'-0"

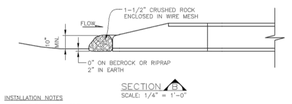


SECTION A

SCALE: 1" = 10'-0"

JOINT DETAIL

SCALE: 1/4" = 1'-0"



SECTION A

SCALE: 1/4" = 1'-0"

INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CULVERT INLET FILTERS.
   – LENGTH, "L", AND DEPTH, "D".
2. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHAL, COMPLY WITH GRADATION SHOWN ON SHEET 1 (1–1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
3. WIRE MESH SHALL BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE").
4. WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6–INCH CENTERS ALONG ALL JOINTS AND AT 2–INCH CENTERS ON ENDS OF BERM.
5. THE ENDS OF THE REINFORCED ROCK BERM SHALL BE 12" HIGHER THAN THE CENTER OF THE BERM.

MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT CULVERT INLET FILTER WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CULVERT INLET FILTER SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF FILTER IS ½ THE HEIGHT OF THE REINFORCED ROCK BERM.
3. RRB FOR CULVERT PROTECTION ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CULVERT INLET FILTERS ARE REMOVED, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RRC RRB FOR CULVERT PROTECTION 13

Sheet Revisions		
6/30/05	ADOPTED FROM DOUGLAS COUNTY GESC PLANS	MLP
5/ /08	EDIT UPDATES A	GAW
11/ /08	ADD CURB SOCK DETAIL A (REF. UDFCD, V3 FIGURE C5–23), MISC. NOTE EDITS	GAW

NOTE: SCALES SHOWN ARE FOR 24"x36" SHEETS; ADJUST ACCORDINGLY FOR 11"x17" SHEETS.

CITY OF LONE TREE
DEPARTMENT OF PUBLIC WORKS
Engineering Division

GESC GRADING, EROSION, AND SEDIMENT CONTROL

GESC PLAN STANDARD NOTES AND DETAILS

SHEET 2 OF 3

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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Fort Collins 970–491–9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H–SCALE	N/A	DESIGNED BY	GDC
V–SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

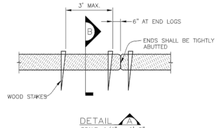
RIDGEGATE SOUTHWEST VILLAGE FILING 5

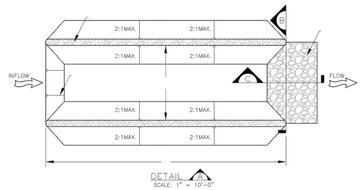
GESC DETAILS

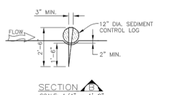
PHASE 2

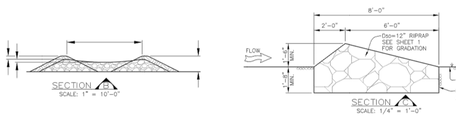
SHEET 126 OF 146

JOB NO. 15950.22









SEDIMENT CONTROL LOG INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF SEDIMENT CONTROL LOG.
2. SEDIMENT CONTROL LOGS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.
3. SEDIMENT CONTROL LOGS SHALL CONSIST OF STRAW, COMPOST, EXCELSIOR, OR COCONUT FIBER.
4. NOT FOR USE IN CONCENTRATED FLOW AREAS.
5. THE SEDIMENT CONTROL LOG SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 2".

SEDIMENT CONTROL LOG MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT CONTROL LOGS DAILY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF SEDIMENT CONTROL LOGS SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN ½ THE HEIGHT OF THE CREST OF LOG.
3. SEDIMENT CONTROL LOG SHALL BE REMOVED AT THE END OF CONSTRUCTION. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

SCL SEDIMENT CONTROL LOG /15

SEDIMENT TRAP INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION, LENGTH AND WIDTH OF SEDIMENT TRAP.
2. SEDIMENT TRAPS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.
3. SEDIMENT TRAP BERM SHALL BE CONSTRUCTED FROM MATERIAL FROM EXCAVATION. THE BERM SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
4. RIPRAP OUTLET SHALL BE CONSTRUCTED WITH D =12" RIPRAP WITH A MINIMUM OVERFLOW OF 6".
5. THE TOP OF THE EARTHEN BERM SHALL BE A MINIMUM OF 6" HIGHER THAN THE TOP OF THE RIPRAP OUTLET STRUCTURE.
6. THE ENDS OF THE RIPRAP OUTLET STRUCTURE SHALL BE MINIMUM OF 6" HIGHER THAN THE CENTER OF THE OUTLET STRUCTURE.

SEDIMENT TRAP MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT TRAPS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF RIPRAP SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN ½ THE HEIGHT OF THE RIPRAP OUTLET STRUCTURE.
3. SEDIMENT TRAPS SHALL REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVERAGE IS APPROVED BY THE CITY.
4. WHEN SEDIMENT TRAPS ARE REMOVED THE DISTURBED AREA SHALL BE DRILLED SEEDED AND CRIMP MULCHED OR STABILIZED IN A MANNER APPROVED BY THE CITY.

ST SEDIMENT TRAP /16

SEEDING AND MULCHING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - AREA OF SEEDING AND MULCHING.
   - TYPE OF SEED MIX (PERMANENT, TEMPORARY, OR LOW-GROWTH).
2. ALL BRANDS FURNISHED SHALL BE FREE FROM SUCH NOXIOUS SEEDS AS RUSSIAN OR CANADIAN THISTLE, COARSE FESCUE, EUROPEAN BINDWEED, JOHNSON GRASS, KNAP WEED AND LEAFY SPURGE.
3. THE SEEDER SHALL FURNISH TO THE CONTRACTOR A SIGNED STATEMENT CERTIFYING THAT THE SEED FURNISHED IS FROM A LOT THAT HAS BEEN TESTED BY A RECOGNIZED LABORATORY, SEED WHICH HAS BECOME WET, MOLDY, OR OTHERWISE DAMAGED IN TRANSIT OR IN STORAGE WILL NOT BE ACCEPTABLE. SEED TICKETS SHALL BE PROVIDED TO CITY OF LONE TREE UPON REQUEST.
4. DRILL SEEDING MIX SHALL CONFORM TO THE TABLE ON THE RIGHT:
5. IF THE SEED AVAILABLE ON THE MARKET DOES NOT MEET THE MINIMUM PURITY AND GERMINATION PERCENTAGES SPECIFIED, THE SUBCONTRACTOR MUST COMPENSATE FOR A LESSER PERCENTAGE OF PURITY OR GERMINATION BY FURNISHING SUFFICIENT ADDITIONAL SEED TO EQUAL THE SPECIFIED PRODUCT. THE TAGS FROM THE SEED MIXES MUST BE SUPPLIED TO CONTRACTOR AND FORWARDED TO THE CITY OF LONE TREE GESC INSPECTOR.
6. THE FORMULA USED FOR DETERMINING THE QUANTITY OF PURE LIVE SEED (PLS) SHALL BE (POUNDS OF SEED) X (PURITY) X (GERMINATION) = POUNDS OF PURE LIVE SEED (PLS).
7. PERMANENT SEED MIX SHALL BE USED UNLESS OTHERWISE APPROVED BY THE CITY.
8. ALL AREAS TO BE SEEDED AND MULCHED SHALL HAVE NATIVE TOPSOIL OR APPROVED SOIL AMENDMENTS SPREAD TO A DEPTH OF AT LEAST 6 INCHES (LOOSE DEPTH). HAUL ROADS AND OTHER COMPACTED AREAS SHALL BE LOOSENED TO A DEPTH OF 6 INCHES PRIOR TO SPREADING TOPSOIL.
9. SOIL IS TO BE THOROUGHLY LOOSENED (TILLED) TO A DEPTH OF AT LEAST 6 INCHES PRIOR TO SEEDING. THE TOP 6 INCHES OF THE SEED BED SHALL BE FREE OF ROCKS GREATER THAN 4 INCHES AND SOIL CLODS GREATER THAN 2 INCHES. SEEDING OVER ANY COMPACTED AREAS THAT HAVEN'T BEEN THOROUGHLY LOOSENED SHALL BE REJECTED.
10. SEED IS TO BE APPLIED USING A MECHANICAL DRILL TO A DEPTH OF 1/4 INCH. ROW SPACING SHALL BE NO MORE THAN 6 INCHES. MATERIAL USED FOR MULCH SHALL CONSIST OF LONG-STEMMED STRAW AT LEAST 50 PERCENT OF THE MULCH, BY WEIGHT, SHALL BE 10 INCHES OR MORE IN LENGTH. MULCH SHALL BE APPLIED AND MECHANICALLY ANCHORED TO A DEPTH OF AT LEAST 2 INCHES. MULCH SHALL BE APPLIED AT A RATE OF 4000 LB. OF STRAW PER ACRE.
11. IF THE PERMITTEE DEMONSTRATES TO THE CITY THAT IT IS NOT POSSIBLE TO DRILL SEED, SEED IS TO BE UNIFORMLY BROADCAST AT TWO TIMES THE DRILLED RATE, THEN LIGHTLY HARROWED TO PROVIDE A SEED DEPTH OF APPROXIMATELY 1/4 INCH, THEN ROLLED TO COMPACT, THEN MULCHED AS SPECIFIED ABOVE.
12. SEEDING AND MULCHING SHALL BE COMPLETED WITHIN 30 DAYS OF INITIAL EXPOSURE OR 7 DAYS AFTER GRADING IS SUBSTANTIALLY COMPLETE IN A GIVEN AREA (AS DEFINED BY THE CITY), THIS MAY REQUIRE MULTIPLE MOBILIZATIONS FOR SEEDING AND MULCHING.
13. MULCH SHALL BE APPLIED WITHIN 24-HOURS OF SEEDING.
14. TACKIFIER SHOULD BE UTILIZED TO HELP WITH STRAW DISPLACEMENT.

SEEDING AND MULCHING MAINTENANCE NOTES

1. SEEDED AND MULCHED AREAS SHALL BE INSPECTED FOR REQUIRED COVERAGE MONTHLY FOR A PERIOD OF TWO YEARS FOLLOWING INITIAL SEEDING. REPAIRS AND RE-SEEDING AND MULCHING SHALL BE UNDERTAKEN AFTER THE FIRST GROWING SEASON FOR ANY AREAS FAILING TO MEET THE REQUIRED COVERAGE.
2. REQUIRED COVERAGE FOR STANDARD, OPEN SPACE AND LOW GROWTH SEED MIXES SHALL BE DEFINED AS FOLLOWS:
   1. THREE (3) PLANTS PER SQUARE FOOT WITH A MINIMUM HEIGHT OF 3 INCHES. THE 3 PLANTS PER SQUARE FOOT SHALL BE OF THE VARIETY AND SPECIES FOUND IN THE CITY OF LONE TREE-APPROVED MIX.
   2. NO BARE AREAS LARGER THAN 4 SQUARE FEET (TWO-FEET BY TWO-FEET OR EQUIVALENT).
   3. FREE OF ERODED AREAS.
   4. FREE FROM INFESTATION OF NOXIOUS WEEDS IN ACCORDANCE WITH SECTION 6.4 OF THE GESC CRITERIA MANUAL.
3. REQUIRED COVERAGE FOR TURF GRASS AREAS SHALL BE DEFINED AS FOLLOWS:
   1. AT LEAST 80% VEGETATIVE COVER OF GRASS SPECIES PLANTED.
   2. NO BARE AREAS LARGER THAN 4 SQUARE FEET (TWO-FEET BY TWO-FEET OR EQUIVALENT).
   3. FREE OF ERODED AREAS.
   4. FREE FROM INFESTATION OF NOXIOUS WEEDS IN ACCORDANCE WITH SECTION 6.4 OF THE GESC CRITERIA MANUAL.
4. RILL AND GULLY EROSION SHALL BE FILLED WITH TOPSOIL PRIOR TO RESEEDING. THE RESEEDING METHOD SHALL BE APPROVED BY THE CITY.

CITY OF LONE TREE PERMANENT DRILL SEEDING MIX

SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
BIG BLUESTEM	KAW	PNWS	10	1.1
YELLOW INDIANGRASS	CHEYENNE	PNWS	10	1
SWITCHGRASS	BLACKWELL	PNWS	10	0.4
SIDEOATS GRAMA	VAUGHN	PNWB	10	0.5
WESTERN WHEATGRASS	ARRIBA	PNCS	10	1.6
BLUE GRAMA	HACHITA	PNWB	10	0.2
THICKSPIKE WHEATGRASS	CRITANA	PNCS	10	1
PRAIRIE SANDREED	GOSHEN	PNWS	10	0.7
GREEN NEEDLEGRASS	LODORM	PNCB	10	1
SLENDER WHEATGRASS	PRYOR	PNCB	5	0.6
STREAMBANK WHEATGRASS	SODAR	PNCS	5	0.6
		TOTAL		9.2

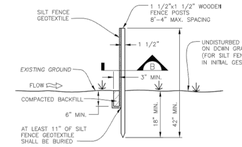
CITY OF LONE TREE TEMPORARY DRILL SEEDING MIX

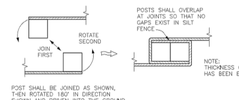
SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
SMOOTH BROMEGRASS	LINCOLN	PICS	30	3.5
INTERMEDIATE WHEATGRASS	OAHE	PICS	30	4.5
PUBESCENT WHEATGRASS	LUNA	PICS	30	4.2
ANNUAL RYEGRASS	N/A	AICB	10	0.8
		TOTAL		13.4

CITY OF LONE TREE LOW-GROWTH DRILL SEEDING MIX

SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
BUFFALOGRASS	TEXOKA	PNWS	20	3.2
BLUE GRAMA	HACHITA	PNWB	20	0.4
WESTERN WHEATGRASS	ARRIBA	PNCS	20	3.2
SIDEOATS GRAMA	VAUGHN	PNWB	20	1.8
THICKSPIKE WHEATGRASS	CRITANA	PNCS	10	1
STREAMBANK WHEATGRASS	SODAR	PNCS	10	1.2
		TOTAL		11.0

SM SEEDING AND MULCHING /17





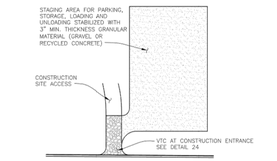
SILT FENCE INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF FENCE.
2. ANCHOR TRENCH SHALL BE EXCAVATED WITH TRENCHER, OR WITH SILT FENCE INSTALLATION MACHINE. NO ROAD GRADERS, BACKHOES, ETC. SHALL BE USED. TRENCH SHALL BE COMPACTED BY HAND, WITH "JUMPING JACK", OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
3. SILT FENCE GEOTEXTILE SHALL MEET THE FOLLOWING REQUIREMENTS:
   - 6-TO 12-GALLONS PER MINUTE PER SQUARE FOOT FLOW CAPACITY.
   - 90 LB. TENSILE STRENGTH PER ASTM D4632.
   - UV DESIGN AT 500 HRS MIN. 70% STRENGTH RETAINED PER ASTM D 4355.
4. SILT FENCE INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.

SILT FENCE MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SILT FENCE DAILY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT REACHES A DEPTH OF 6-INCHES.
3. SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

SF SILT FENCE /18



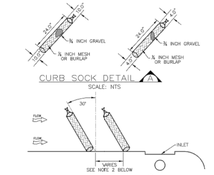
STABILIZED STAGING AREA INSTALLATION NOTES

1. SEE PLAN VIEW FOR GENERAL LOCATION OF STAGING AREA. CONTRACTOR MAY MODIFY LOCATION AND SIZE OF STABILIZED STAGING AREA WITH CITY APPROVAL.
2. STABILIZED STAGING AREA SHALL BE LARGE ENOUGH TO FULLY CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
3. IF REQUIRED BY THE CITY, SITE ACCESS ROADS SHALL BE STABILIZED IN THE SAME MANNER AS THE STAGING AREA.
4. STAGING AREA SHALL BE STABILIZED PRIOR TO ANY OTHER OPERATIONS ON THE SITE.
5. THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM OF 3" OF GRANULAR MATERIAL (GRAVEL OR RECYCLED CONCRETE).

STABILIZED STAGING AREA MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE STABILIZED STAGING AREA WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. GESC MANAGER SHALL PROVIDE ADDITIONAL THICKNESS OF GRANULAR MATERIAL IF ANY RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.
3. STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
4. ANY ACCUMULATED DIRT OR MUD SHALL BE REMOVED FROM THE SURFACE OF THE STABILIZED STAGING AREA.
5. THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE CITY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED.

SSA STABILIZED STAGING AREA /19



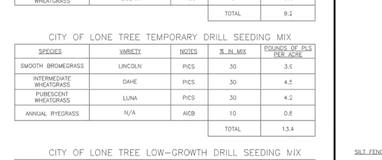
CURB SOCK INSTALLATION NOTES

1. SOCKS WILL BE USED UPGRADIENT OF INLET PERPENDICULAR TO AND FLUSH WITH CURB.
2. NO LESS THAN TWO 10" DIAMETER SOCKS MUST BE USED IN SEQUENCE, SPACED NO MORE THAN 5 FEET APART.
   NO LESS THAN SIX SOCKS SHALL BE USED IF THE 4" SOCK IS USED, ALSO SPACED AT NO MORE THAN 5 FEET APART.
3. INCLINE AT 30 DEGREES FROM PERPENDICULAR, OPPOSITE THE DIRECTION OF FLOW (SEE DETAIL B).

CURB SOCK MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE CURB SOCKS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPGRADIENT SEDIMENT AS NECESSARY.

CS CURB SOCK /26



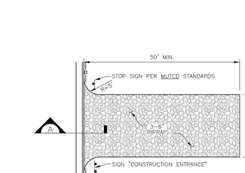
TERRACING INSTALLATION NOTES

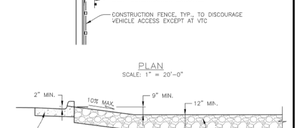
1. SEE PLAN VIEW FOR:
   - WIDTH, "W", AND SLOPE, "Z".
2. TERRACING IS NOT REQUIRED FOR SLOPES OF 4 TO 1 OR FLATTER.
3. EARTH (VEGETATED) SLOPES STEEPER THAN 3 TO 1 ARE NOT ALLOWED ON THE SITE.

TERRACING MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE SURFACE ROUGHENING WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. ANY RILL EROSION OCCURRING ON SLOPES SHALL BE REPAIRED AND RESEEDED AND MULCHED IN ACCORDANCE WITH DETAIL 17.

TER TERRACING /23





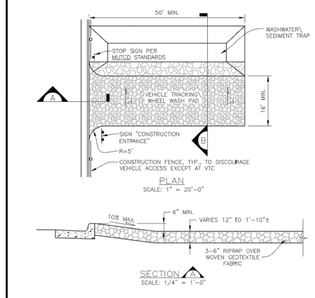
VEHICLE TRACKING CONTROL INSTALLATION NOTES

1. VEHICLE TRACKING CONTROL PADS SHALL BE INSTALLED AT EVERY ACCESS POINT TO SITE.
2. VEHICLE TRACKING CONTROL PADS SHALL CONSIST OF HARD, DENSE, DURABLE STONE, ANGULAR IN SHAPE, AND RESISTANT TO WEATHERING. ROUNDED STONE OR BOULDERS WILL NOT BE ACCEPTABLE. THE STONES SHALL BE 3" WITH A MAXIMUM SIZE OF 6". THE STONE SHALL HAVE A SPECIFIC GRAVITY OF AT LEAST 2.6. CONTROL OF GRADATION WILL BE BY VISUAL INSPECTIONS.
3. WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE VTC STONE TO HELP MINIMIZE MIGRATION OF THE STONE INTO THE UNDERLYING MATERIAL.
4. ANY CRACKED OR DAMAGED CURB AND GUTTER AND SIDEWALK SHALL BE REPLACED BY PERMITTEE
5. A CITY OF LONE TREE TEMPORARY CONSTRUCTION ACCESS PERMIT IS REQUIRED FOR EACH ACCESS/EXIT POINT FROM THE SITE.
6. A STOP SIGN INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED, SHALL BE INSTALLED FOR EXITING TRAFFIC AT THE VTC.

VEHICLE TRACKING CONTROL MAINTENANCE NOTES

1. GESC MANAGER SHALL INSPECT VEHICLE TRACKING CONTROL PADS DAILY. ACCUMULATED SEDIMENTS SHALL BE REMOVED FROM PAD SURFACE. STONE SURFACE SHALL BE CLEAN AND LOOSE ENOUGH TO KEEP MUD SLIGHTLY UNDER THE SURFACE OF THE STONE. CLEAN OUT MUD/SEDIMENT FROM VEHICLE TIRES WHEN STONE BECOMES COMPACTED AND/OR FILLED WITH SEDIMENT SO THAT THE EFFECTIVENESS OF THE PAD IS DIMINISHED, CONTRACTOR SHALL RIP, TURN OVER, OR OTHERWISE LOOSEN THE STONE, PLACE ADDITIONAL NEW STONE, OR REPLACE STONE AS NECESSARY TO RESTORE EFFECTIVENESS.
2. VEHICLE TRACKING CONTROL SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE STONE MATERIAL AND GEOTEXTILE REMOVED OR, IF APPROVED BY THE CITY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN CONFORMANCE WITH CITY APPROVED PLANS FOR SITE AND THE APPLICABLE GESC PERMIT.

VTC VEHICLE TRACKING CONTROL /24



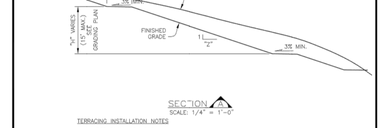
VEHICLE TRACKING CONTROL WITH WHEEL WASH INSTALLATION NOTES

1. ALTHOUGH NOT NORMALLY USED, THE CITY RESERVES THE RIGHT TO REQUIRE VEHICLE TRACKING CONTROL WITH WHEEL WASH FACILITIES AT SITES WHERE TRACKING ONTO PAVED AREAS BECOMES A SIGNIFICANT PROBLEM.
2. IF VEHICLE TRACKING CONTROL WITH WHEEL WASH FACILITIES ARE REQUIRED, ALL WHEELS ON EVERY VEHICLE LEAVING THE SITE SHALL BE CLEANED OF MUD USING A PRESSURE-WASHER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A WATER SOURCE.
3. VEHICLE TRACKING CONTROL PADS SHALL CONSIST OF HARD, DENSE, DURABLE STONE, ANGULAR IN SHAPE AND RESISTANT TO WEATHERING. ROUNDED STONE OR BOULDERS WILL NOT BE ACCEPTABLE. THE STONES SHALL BE 3" WITH A MAXIMUM SIZE OF 6". THE STONE SHALL HAVE A SPECIFIC GRAVITY OF AT LEAST 2.6. CONTROL OF GRADATION WILL BE BY VISUAL INSPECTION.
4. WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE VTC STONE TO HELP MINIMIZE MIGRATION OF THE STONE INTO THE UNDERLYING BASE MATERIAL.
5. ANY CRACKED OR DAMAGED CURB AND GUTTER AND SIDEWALK SHALL BE REPLACED BY PERMITTEE.
6. A CITY OF LONE TREE TEMPORARY CONSTRUCTION ACCESS PERMIT IS REQUIRED FOR EACH ACCESS/EXIT POINT FROM THE SITE.
7. A STOP SIGN INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED, SHALL BE INSTALLED FOR EXITING TRAFFIC AT THE VTC.

VEHICLE TRACKING CONTROL WITH WHEEL WASH MAINTENANCE NOTES

1. GESC MANAGER SHALL INSPECT VEHICLE TRACKING CONTROL PADS DAILY. ACCUMULATED SEDIMENTS SHALL BE REMOVED FROM PAD SURFACE. STONE SURFACE SHALL BE CLEAN AND LOOSE ENOUGH TO KEEP MUD SLIGHTLY UNDER THE SURFACE OF THE STONE. CLEAN OUT MUD/SEDIMENT FROM VEHICLE TIRES WHEN STONE BECOMES COMPACTED AND/OR FILLED WITH SEDIMENT SO THAT THE EFFECTIVENESS OF THE PAD IS DIMINISHED, CONTRACTOR SHALL RIP, TURN OVER, OR OTHERWISE LOOSEN THE STONE, PLACE ADDITIONAL NEW STONE, OR REPLACE STONE AS NECESSARY TO RESTORE EFFECTIVENESS.
2. ACCUMULATED SEDIMENT IN THE WASHWATER/SEDIMENT TRAP SHALL BE REMOVED WHEN THE SEDIMENT DEPTH REACHES AN AVERAGE OF 12-INCHES.
3. VEHICLE TRACKING CONTROL SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE STONE MATERIAL AND GEOTEXTILE REMOVED OR, IF APPROVED BY THE CITY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN CONFORMANCE WITH CITY APPROVED PLANS FOR SITE AND THE APPLICABLE GESC PERMIT.

WW VTC WITH WHEEL WASH /25



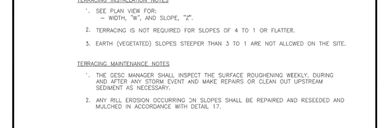
TEMPORARY STREAM CROSSING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATIONS OF TEMPORARY STREAM CROSSING.
   - STREAM CROSSING TYPE (FORD OR CULVERT).
   - FOR FORD CROSSING: LENGTH, "L", CREST LENGTH, "CL", AND DEPTH, "D".
   - FOR CULVERT CROSSING: LENGTH, "L", CREST LENGTH, "CL", CROSSING HEIGHT, "H", DEPTH, "D", CULVERT DIAMETER, "CD", AND NUMBER, TYPE AND CLASS OR GAUGE OF CULVERTS.
2. TEMPORARY STREAM CROSSING DIMENSIONS, D50, AND NUMBER OF CULVERTS INDICATED (FOR CULVERT CROSSING) SHALL BE CONSIDERED MINIMUM DIMENSIONS; ENGINEER MAY ELECT TO INSTALL LARGER FACILITIES. ANY DAMAGE TO STREAM CROSSING OR EXISTING STREAM CHANNEL DURING BASEFLOW OR FLOOD EVENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
3. SEE SHEET 7 FOR RIPRAP AND 1-1/2" CRUSHED ROCK GRADATIONS.
4. FOR A TEMPORARY STREAM CROSSING THAT WILL CARRY LOADS, THE TEMPORARY STREAM CROSSING MUST BE DESIGNED BY THE DESIGN ENGINEER.

TEMPORARY STREAM CROSSING MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT STREAM CROSSINGS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF STREAM CROSSINGS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CROSSING IS WITHIN 6-INCHES OF THE CREST (FORD CROSSING) OR GREATER THAN AN AVERAGE DEPTH OF 12-INCHES (CULVERT CROSSING).
3. STREAM CROSSINGS ARE TO REMAIN IN PLACE UNTIL NO LONGER NEEDED, BUT SHALL BE REMOVED PRIOR TO THE END OF CONSTRUCTION.
4. WHEN STREAM CROSSINGS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

TSC TEMPORARY STREAM CROSSING /22



SURFACE ROUGHENING INSTALLATION NOTES

1. SURFACE ROUGHENING SHALL BE PROVIDED ON ALL FINISHED GRADES (SLOPES) AND "FLAT" AREAS (1 SITES WITHIN 7 DAYS OF COMPLETION OF FINISHED GRADE (F

RIDGEGATE SOUTHWEST VILLAGE FILING 5-PHASE 3

A PORTION OF THE RIDGEGATE PLANNED DEVELOPMENT DISTRICT, EAST SIDE PROPERTY

A PORTION OF THE EAST HALF OF SECTION 23 AND THE WEST HALF OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO

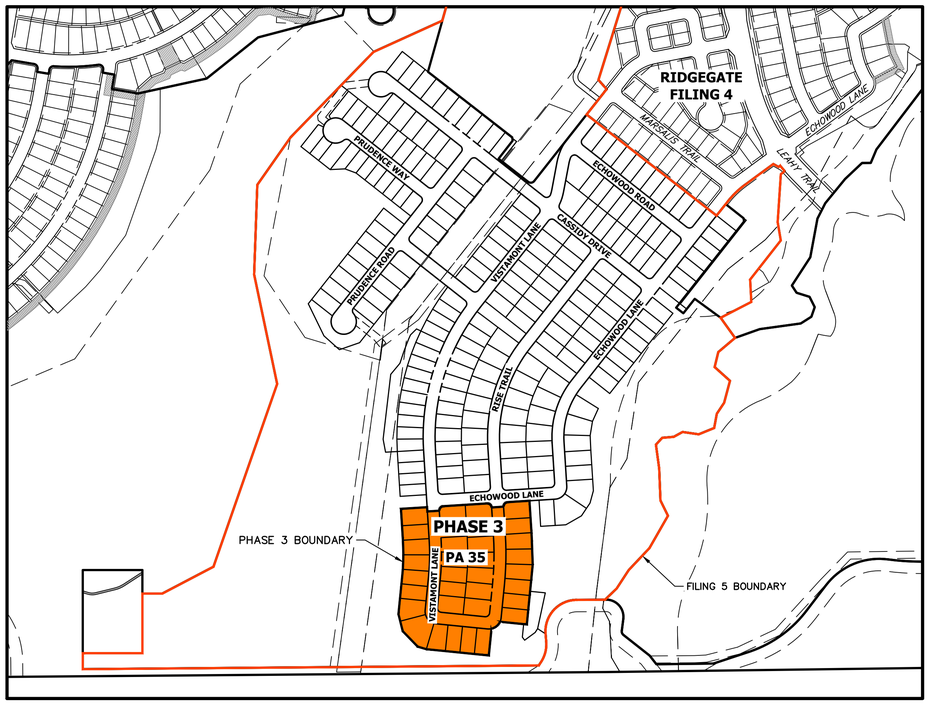
STREET & DRAINAGE CONSTRUCTION PLANS

ABBREVIATIONS

AC	ACRE
AD	ALGEBRAIC DIFFERENCE
AH	AHEAD
ARCH	ARCHITECT
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASSY	ASSEMBLY
AVE	AVENUE
BB	BOX BASE
BK	BACK
BNDY	BOUNDARY
BOP	BOTTOM OF PIPE
BOV	BLOW OFF VALVE
BFV	BUTTERFLY VALVE
BLVD	BOULEVARD
BW	BOTTOM OF WALL
C&G	CURB & GUTTER
CATV	CABLE TELEVISION
CB	CATCH BASIN
CBC	CONCRETE BOX CULVERT
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
CDS	CUL-DE-SAC
CF	CUBIC FOOT
CFS	CUBIC FEET PER SECOND
CIP	COMPLETE IN PLACE
CL	CENTER LINE
CLOMR	CONDITIONAL LETTER OF MAP REVISION
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
COCS	CITY OF COLORADO SPRINGS
CONC	CONCRETE
CR	CIRCLE
CSP	CORRUGATED STEEL PIPE
CSU	COLORADO SPRINGS UTILITIES
CT	COURT
CTRB	CONCRETE THRUST REDUCER BLOCK
CY	CUBIC YARD
DBPS	DRAINAGE BASIN PLANNING STUDY
DE	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DR	DRIVE
DRC	DESIGN REVIEW COMMITTEE
DU	DWELLING UNITS
DY	DAY
E	EAST
EA	EACH
EGL	ENERGY GRADE LINE
EL	ELEVATION
ELEC	ELECTRIC
EOA	EDGE OF ASPHALT
EPC	EL PASO COUNTY
ERCP	ELLIPTICAL RCP
ESMT	EASEMENT
EST	ESTIMATE
EX	EXISTING
FDP	FINAL DEVELOPMENT PLAN
FDR	FINAL DRAINAGE REPORT
FES	FLARED END SECTION
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FIL	FILING
FO	FIBER OPTIC CABLE
GB	GRADE BREAK
GE	GAS EASEMENT
GIS	GEOGRAPHIC INFORMATION SYSTEM
GL	GAS LINE
GPS	GLOBAL POSITIONING SYSTEM
GV	GATE VALVE
HBP	HOT BITUMINOUS PAVEMENT
HC	HANDICAP
HDC	HIGH DEFLECTION COUPLING
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HMA	HOT MIX ASPHALT
HOA	HOME OWNERS ASSOCIATION
HP	HIGH POINT
HR	HOUR
I	INLET
IE	IRRIGATION EASEMENT
INT	INTERSECTION
INV	INVERT
IRR	IRRIGATION
KB	KICK (THRUST) BLOCK
LB	POUND
LE	LANDSCAPE EASEMENT
LF	LINEAR FOOT
LN	LANE
LOMR	LETTER OF MAP REVISION
LP	LOW POINT
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
M/D	MOISTURE DENSITY
MDDP	MASTER DEVELOPMENT DRAINAGE PLAN
MH	MANHOLE
MIN	MINIMUM
MS	MOUNTABLE SIDEWALK
N	NORTH
NRCP	NON-REINFORCED CONCRETE PIPE
ODP	OFFICIAL DEVELOPMENT PLAN
OHE	OVERHEAD ELECTRIC
OHU	OVERHEAD UTILITY
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCR	POINT OF CURB RETURN
PDP	PRELIMINARY DEVELOPMENT PLAN
PE	PROFESSIONAL ENGINEER
PI	POINT OF INTERSECTION
PKWY	PARKWAY
PL	PROPERTY LINE
PP	POLYPROPYLENE PIPE
PR	PROPOSED
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PV	PLUG VALVE
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCBC	REINFORCED CONCRETE BOX CULVERT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
ROW	RIGHT OF WAY
RT	RIGHT
S	SOUTH
STE	STEEL
SAN	SANITARY SEWER
SF	SQUARE FOOT
ST	STREET
STA	STATION
STM	STORM SEWER
SY	SQUARE YARD
SY-IN	SQUARE YARD INCH
TB	THRUST BLOCK
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TEL	TELEPHONE
TN	TON
TOA	TOP OF ASPHALT
TOB	TOP OF BOX
TOC	TOP OF CURB OR CONCRETE
TOF	TOP OF FOUNDATION
TOP	TOP OF PIPE
TW	TOP OF WALL
TYP	TYPICAL
UDFCD	URBAN DRAINAGE AND FLOOD CONTROL DISTRICT
UE	UTILITY EASEMENT
U&DE	UTILITY & DRAINAGE EASEMENT
UGE	UNDERGROUND ELECTRIC
VCP	VITRIFIED CLAY PIPE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
VTC	VEHICLE TRACKING CONTROL
W	WEST
WL	WATER LINE
WM	WATER MAIN
WRD	WATER RESOURCES DEPARTMENT
WS	WATER SURFACE
WSE	WATER SURFACE ELEVATION
WTR	WATER
YR	YEAR

NOTICE TO CONTRACTOR:

1. BY ACCEPTING AND UTILIZING THESE PLANS, THE CONTRACTOR AGREES THAT THEY SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSON AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE CIVIL ENGINEER.
2. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, CONDUITS OR OTHER STRUCTURES SHOWN ON THESE PLANS WAS OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THE ENGINEER ASSUMES NO LIABILITY WHATSOEVER FOR THE ACCURACY OR COMPLETENESS OF SUCH DATA. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT ALL UTILITY LINES, CONDUITS OR STRUCTURES WHETHER OR NOT SHOWN ON THESE PLANS AND BY ACCEPTING AND UTILIZING THESE PLANS, ASSUMES ALL RESPONSIBILITY FOR THE PROTECTION AND/OR ANY DAMAGE TO SAID FACILITIES.



VICINITY MAP
SCALE: 1"=300'

COVER SHEET INDEX

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131	OVERALL SITE AND UTILITY PLAN
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137-139	ROADWAY DETAILS
140-141	TRAIL PLAN & PROFILE
142	ROADWAY GESC INITIAL
143	ROADWAY GESC INTERIM
144	ROADWAY GESC FINAL
145-147	GESC DETAILS

APPLICANT/OWNER

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9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
P~303.791.8180

CIVIL ENGINEER/SURVEYOR

JR ENGINEERING
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CENTENNIAL, CO
P~303.267.6220

PLANNER

SAGE DESIGN GROUP
1500 SOUTH PEARL STREET, SUITE 200
DENVER, CO 80210
P~303.470.2855

TRAFFIC ENGINEER

JR ENGINEERING
7200 SOUTH ALTON WAY, SUITE C400
CENTENNIAL, CO
P~303.267.6183

GEOTECHNICAL ENGINEER

CTL THOMPSON, INC
1971 WEST 12TH VAE.
DENVER, CO 80204
P~303.825.0777

BASIS OF BEARING

BEARING SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 6 SOUTH, RANGE 67 WEST, SIXTH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 89°31'58" EAST, A DISTANCE OF 2635.13 FEET.

BENCHMARK

NGS CONTROL POINT UNBEWUST BEING A 3.5 INCH DIAMETER BRASS CAP. LOCATED ABOUT 3.2 MILES SOUTH OF INTERSTATE 25 AND COLORADO STATE HIGHWAY 470 INTERCHANGE, GO SOUTH ON INTERSTATE 25 FOR 2.9 MILES TO EXIT 191. PROCEED ON A PAVED ROAD TO THE SOUTHWEST FOR 0.2 MILES TO THE STATION ON THE LEFT. IN THE NORTHWEST CORNER OF A 24 FOOT BY 16 FOOT ROCK OUTCROP. IT IS 22.5 FEET EAST OF THE CENTERLINE OF THE PAVED ROAD, 123 FEET NORTH OF THE OUTLET OF A 3 FOOT CORRUGATED STEEL PIPE CULVERT AND APPROXIMATELY 350 FEET WEST OF THE WEST EDGE OF OIL OF SOUTHBOUND INTERSTATE 25, ELEVATION: 6125.32 (NAVD88).

SOIL PREPARATION NOTE:

SOIL PREPARATION SHALL BE PER RECOMMENDATIONS FROM THE GEOTECHNICAL REPORT PREPARED FOR THIS SITE:

GEOTECHNICAL ENGINEER: CTL THOMPSON, INC
PROJECT NUMBER: DN49,935.000-115-R2

THE CONTRACTOR IS TO REVIEW THIS REPORT IN FULL PRIOR TO BID. INFORMATION IN THE GEOTECHNICAL REPORT SUPERCEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	1"=300'	DESIGNED BY	N/A	CHECKED BY	
V-SCALE	N/A	DRAWN BY	GDC		
DATE	02/06/26				

RIDGEGATE SOUTHWEST VILLAGE FILING 5
COVER SHEET
PHASE 3

SHEET 128 OF 146

JOB NO. 15950.22

GENERAL PROJECT NOTES:

1. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF IMPROVEMENTS SHALL MEET OR EXCEED THE GOVERNING CITY, COUNTY, AND/OR STATE AND APPLICABLE UTILITY DISTRICT STANDARDS AND SPECIFICATIONS, AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS A CONFLICT BETWEEN THESE PLANS AND ANY APPLICABLE STANDARDS, THE HIGHER QUALITY STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE CITY AND APPLICABLE UTILITY DISTRICT(S).

2. THE SITE CONSTRUCTION PLANS LISTED WITHIN THIS PLAN SET ARE NOT FOR CONSTRUCTION UNLESS APPROVED BY THE APPROPRIATE GOVERNING JURISDICTION. THE CONTRACTOR SHALL CONFIRM SAID APPROVAL PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL KEEP ONE (1) SIGNED COPY OF THE APPROVED SET OF PLANS, APPROPRIATE SPECIFICATIONS AND STANDARDS, AND APPROVED PERMITS ONSITE AT ALL TIMES.

3. NO REVISIONS SHALL BE MADE TO THESE PLANS WITHOUT THE APPROVAL OF THE CITY, COUNTY, STATE OR LOCAL DISTRICT AND THE ENGINEER OF RECORD.

4. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARDS, UNLESS SPECIFICALLY STATED OTHERWISE.

5. THE CONTRACTOR IS RESPONSIBLE FOR ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR DESIGNATED TO BE PROVIDED, INSTALLED, CONSTRUCTED, REMOVED, OR RELOCATED UNLESS SPECIFICALLY NOTED OTHERWISE.

6. THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES FOR WORK INCLUDING, BUT NOT LIMITED TO DEMOLITION, STREET CUTS, UTILITY INTERFERENCES, TRAFFIC CONTROL, GRADING, AND UTILITY FROM ALL APPLICABLE AGENCIES; AND FOR COMPLYING WITH ALL PROVISIONS INCLUDED THEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL OTHER APPLICABLE PERMITS NOT SPECIFICALLY REQUIRED BY THE AUTHORITY HAVING JURISDICTION.

7. THE CONTRACTOR SHALL UTILITY STAKE PROJECT AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING, TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH COMPANY) ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE.

8. THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ELEVATIONS OF ALL EXISTING SEWER MAINS, WATER MAINS, CURBS, GUTTERS, AND OTHER UTILITIES AT THE POINTS OF CONNECTION SHOWN ON THE PLANS, AND AT ANY UTILITY CROSSINGS PRIOR TO INSTALLING ANY OF THE NEW IMPROVEMENTS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE APPROPRIATE AUTHORITY PRIOR TO BEGINNING CONSTRUCTION.

9. ANY DISRUPTION OF UTILITY SERVICE THAT IS REQUIRED TO ADJUST, EXTEND, RELOCATE OR OTHERWISE REARRANGE ANY UTILITY WITHIN THE PROJECT AREA SHALL BE COORDINATED IN ADVANCE WITH THE AFFECTED UTILITY ENTITY.

10. RIM ELEVATIONS SHOWN ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL USE PRECAST CONCRETE ADJUSTMENT RINGS, GROUT, AND STEEL SHIMS TO ADJUST THE MANHOLE FRAMES TO FINAL GRADE IN CONFORMANCE WITH THE CITY OR UTILITY COMPANY/DISTRICT STANDARD SPECIFICATIONS. ALL FRAMES SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO THE FINAL LIFT OF ASPHALT.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF PROJECT SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.

12. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH THE M.U.T.C.D. TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY (CITY, COUNTY, OR STATE) FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES. ALL WORK WITHIN THE RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE GOVERNING AUTHORITY'S STANDARDS AND SPECIFICATIONS.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANING AND RESTORATION OF ANY EXISTING IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO STREET PAVEMENT, FENCES, SOD, LANDSCAPING, SPRINKLER SYSTEMS, AND UTILITIES DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL LOCATION AND CONDITION.

14. INCLUDED IN THESE PLANS IS THE DEMOLITION AND DISPOSAL OF ALL EXISTING UTILITIES, SITE IMPROVEMENTS, STRUCTURES, AND SITE FURNISHINGS NEEDED FOR CONSTRUCTION OF THE IMPROVEMENTS SHOWN HEREON. ALL QUESTIONS IN REGARD TO DEMOLITION SHALL BE SUBMITTED TO THE OWNER IN WRITING PRIOR TO BID.

15. ALL DEMOLITION, REMOVAL, DISPOSAL, AND ABANDONMENT OF UTILITIES, STRUCTURES, SITE IMPROVEMENTS, AND SITE FURNISHINGS SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STANDARDS AND SPECIFICATIONS, AND PERMIT REQUIREMENTS.

16. ALL DISTURBED SOIL, ON- OR OFF-SITE AND RELATED TO WORK AT THIS PROJECT SITE, IS REQUIRED TO BE PROTECTED FROM WIND AND STORM WATER EROSION. TO MITIGATE EROSION, THE CONTRACTOR SHALL USE STANDARD EROSION CONTROL TECHNIQUES DESCRIBED IN THE GESC PLAN SET AND GESC REPORT FOR THIS PROJECT.

17. ALL STRUCTURAL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY GROUND-DISTURBING ACTIVITY. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE CONTRACTOR UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREA IS STABILIZED WITH HARD SURFACE OR PERMANENT LANDSCAPING. THE CONTRACTOR IS RESPONSIBLE FOR REFERRING TO ANY EROSION AND SEDIMENT CONTROL, STORMWATER MANAGEMENT, STORMWATER POLLUTION PREVENTION, OR SIMILAR PLAN AND/OR NARRATIVE AND ASSOCIATED PERMITS INCLUDING, BUT NOT LIMITED TO GRADING PERMITS, AND COMPLYING WITH THE REQUIREMENTS THEREIN.

18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK, INSPECTIONS, AND CERTIFICATIONS AS REQUIRED BY THE CITY, STATE OR LOCAL DISTRICTS. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COST ASSOCIATED WITH THE INSPECTION AND CERTIFICATION UNLESS OTHERWISE ARRANGED WITH THE OWNER/DEVELOPER. THE CONTRACTOR SHALL COORDINATE ALL CERTIFICATIONS, AND PROVIDE FIELD SURVEYED AS-BUILT INFORMATION FOR REVIEW BY THE OWNER/DEVELOPER AND/OR ENGINEER AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO AVOID POTENTIAL DELAYS.

19. CONTRACTOR IS RESPONSIBLE FOR AS-BUILT DRAWINGS, TESTS, REPORTS, AND/OR ANY OTHER CERTIFICATES OR INFORMATION AS REQUIRED FOR ACCEPTANCE OF WORK FROM CITY, UTILITY DISTRICTS, OR ANY OTHER GOVERNING AGENCY, OR TO THE OWNER/DEVELOPER AS REQUIRED BY AND IN ACCORDANCE WITH THE GOVERNING AUTHORITY OR OWNER/DEVELOPER'S CRITERIA. CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION AN A SET OF RECORD DRAWINGS KEPT AT THE CONSTRUCTION SITE AND AVAILABLE TO THE GOVERNING CITY, COUNTY, AND/OR STATE AND UTILITY DISTRICT INSPECTOR AT ALL TIMES. THE CONTRACTOR SHALL CONFIRM ANY REQUIREMENTS AS EARLY AS POSSIBLE IN THE CONSTRUCTION SCHEDULE TO ACCOUNT FOR PREPARATION AND REVIEW OF THE INFORMATION TO AVOID POTENTIAL DELAYS.

20. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED BY THE CONTRACTOR, HIS SUBCONTRACTORS, OR OTHER AFFECTED PARTIES, WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE OWNER/DEVELOPER AND THE ENGINEER IMMEDIATELY.

21. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE CONSULTING ENGINEER FOR CLARIFICATION AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWING.

22. BENCHMARK VERIFICATION: THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS AND THE PROPOSED ELEVATIONS IN THIS CONSTRUCTION PLAN SET AGAINST THE PROJECT BENCHMARK, IDENTIFIED HEREIN, PRIOR TO COMMENCING WORK.

23. DOUGLAS COUNTY STANDARD DETAILS SHALL NOT BE MODIFIED. ANY NON-STANDARD DETAILS WILL BE CLEARLY IDENTIFIED AS SUCH.

24. ALL ELEVATIONS ARE ON UNITED STATES COAST AND GEODETIC SURVEY (USC&GS) (NAVD-88) DATUM WITH DATE. THE RANGE POINT OR MONUMENTS SHALL BE SHOWN ON CONSTRUCTION DRAWINGS.

25. THE PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF COLORADO, SIGNING THESE PLANS IS RESPONSIBLE FOR ENSURING THAT THE DETAILS INCLUDED ARE COMPATIBLE WITH THE STANDARD DOUGLAS COUNTY DETAILS CONTAINED IN THE LATEST VERSIONS OF THE CRITERIA MANUALS. THIS INCLUDES, BUT IS NOT LIMITED TO:

- DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS
- DOUGLAS COUNTY STORM DRAINAGE DESIGN AND TECHNICAL CRITERIA
- DOUGLAS COUNTY GRADING, EROSION AND SEDIMENT CONTROL CRITERIA
- CDOT M&S STANDARDS
- MUTCD
- URBAN STORM DRAINAGE CRITERIA MANUAL VOLUMES 1, 2, & 3

CITY OF LONE TREE GENERAL NOTES

1. 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.

4. 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:

   RIDGEGATE PARKWAY

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.

12. A TEMPORARY CONSTRUCTION ACCESS PERMIT FROM THE CITY OF LONE TREE MAY BE REQUIRED FOR ANY PROJECT.

13. THE CITY OF LONE TREE SHALL NOT BE RESPONSIBLE FOR MAINTENANCE OF ROADWAY AND APPURTENANT IMPROVEMENTS, INCLUDING STORM DRAINAGE INFRASTRUCTURE, FOR THE FOLLOWING PRIVATE STREETS: HOME AGAIN STREET.

CITY OF LONE TREE SIGNAGE & 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.

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.

11. 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.

12. 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.

STORM SEWER NOTES:

1. ALL STORM SEWER IS EITHER REINFORCED CONCRETE PIPE (RCP) OR POLYPROPYLENE PIPE (PP) AS NOTED ON THE STORM PLAN AND PROFILE SHEETS.
2. ALL RCP PIPE IS CLASS III UNLESS OTHERWISE NOTED.
3. ALL POLYPROPYLENE PIPE IS ADVANCE DRAINAGE SYSTEMS, INC. (ADS) "HIGH PERFOMCANCE STORM DRAINAGE PIPE" (HP STORM) OR APPROVED EQUIVALENT
4. SEE COVER SHEET FOR BENCHMARK.
5. ALL STATIONING IS PIPE CENTERLINE UNLESS OTHERWISE NOTED.
6. INLET STATIONING IS TO CENTER OF INLET.
7. PIPE LENGTHS ARE FROM INSIDE INLET WALL TO INSIDE INLET WALL, FROM CENTER OF MANHOLE TO INSIDE INLET WALL, OR FROM CENTER OF MANHOLE TO CENTER OF MANHOLE. PIPE LENGTHS INCLUDE FES.
8. ALL ON-GRADE INLETS ARE TO MATCH TBC ELEVATIONS AT EACH END, FOLLOWING STREET GRADES.
9. ALL INLETS ARE TYPE R INLETS UNLESS OTHERWISE NOTED.
10. ALL TYPE R INLET RIM ELEVATIONS REFERENCE TBC ELEVATION AT CENTER OF INLET UNLESS OTHERWISE NOTED.
11. COORDINATES FOR END SECTIONS ARE SHOWN AT THE DOWNSTREAM END ALONG CENTERLINE OF PIPE
12. LENGTHS SHOWN FOR ALL STORM PIPE REPRESENT HORIZONTAL LENGTHS AND NOT FOR LENGTHS ALONG THE PIPE SLOPE.
13. PRECAST INLETS AND MANHOLE BASES ARE NOT ALLOWED.
14. TOE WALLS ARE REQUIRED ON FLARED END SECTIONS AT THE OUTLET END OF CULVERTS AND STORM SEWER OUTFALLS. FILTER FABRIC IS REQUIRED UNDER ALL RIPRAP PADS.
15. TWO MANHOLE ACCESS POINTS ARE REQUIRED ON ALL TYPE R CURB INLETS GREATER THAN OR EQUAL TO TEN FEET IN LENGTH.
16. CMP AND METAL STRUCTURES ARE NOT APPROVED FOR USE WITHIN THE CITY OF LONE TREE. ALL STRUCTURES, INCLUDING FLARED END SECTIONS ARE REQUIRED TO BE CONCRETE.
17. ALL TYPE R INLET DECKS SHALL MATCH THE WIDTH OF THE SIDEWALK, PER CDOT DETAIL M-604-12 SP.34B.

RCP PIPE NOTES:

1. UNLESS OTHERWISE SHOWN, RCP SHALL BE BACKFILLED ACCORDING TO THE DOUGLAS COUNTY STANDARD TRENCH SECTION SHOWN ON THE STORM SEWER DETAILS.
2. ALL RCP STORM SEWER MUST USE ASTM C44S WATERTIGHT GASKETS PER THE CURRENT DOUGLAS COUNTY AND URBAN DRAINAGE DESIGN CRITERIA.
3. JOINT RESTRAINTS ARE REQUIRED FOR A MINIMUM OF THE LAST TWO PIPE JOINTS AND FLARED END SECITONS OF AN RCP OUTFALL.

POLYPROPYLENE PIPE NOTES:

1. ALL POLYPROPYLENE (PP) PIPE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS AND MEET OR EXCEED THE FOLLOWING STANDARDS:
   1.1. ASTM F2881: STANDARD SPECIFICATION FOR 12-TO-60-INCH (300 TO 1500 MM) POLYPROPYLENE (PP) DUAL WALL PIPE AND FITTINGS FOR NON-PRESSURE STORM SEWER APPLICATIONS.
   1.2. ASTM D2321: UNDERGROUND INSTALLATION FOR THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS.
   1.3. ASTM F477: ELASTOMETRIC SEALS (GASKETS) FOR JOINING PLASTIC PIPE.
   1.4. ASTM D3212: STANDARD SPECIFICATION FOR JOINTS FOR DRAIN AND SEWER PLASTIC PIPES USING FLEXIBLE ELASTOMETRIC SEALS
   1.5. COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD PLAN M-603-4: SHEET 2
2. MINIMUM AND MAXIMUM PIPE COVER SHALL BE BASED ON CDOT-M-603-4, SHEET 2 (REFER TO ROADWAY AND STORM SEWER DETAILS WITHIN THIS PLAN SET)
3. WATER-STOP GASKET/BAND AT ALL INLETS, MANHOLES, OR STRUCTURE CONNECTIONS
4. CITY OF LONE TREE WILL REQUIRE THAT DEFLECTION TESTING BY USE OF A MANDREL BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY OF LONE TREE, AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. DEFLECTION TESTING SHALL BE DONE PRIOR TO PAVING AND NOT LESS THAN THIRTY DAYS AFTER INSTALLATION. THE MAXIMUM ALLOWABLE DEFLECTION SHALL NOT EXCEED 5% DURING TESTING. PIPES 36-INCH IN DIAMETER AND LARGER MAY BE ENTERED AND DEFLECTION LEVELS MEASURED DIRECTLY. THIS ALLOWS FOR SPECIFIC EQUIPMENT SUCH AS GO/NO GO STICKS, CUT TO 95% OF THE INSIDE DIAMETER. IF USING A MANDREL IT SHALL BE A NINE (OR GREATER ODD NUMBER) ARM MANDREL AND SHALL BE SIZED AND INSPECTED BY THE CITY ENGINEERING INSPECTOR PRIOR TO TESTING.
5. THE CITY WILL REQUIRE VIDEO INSPECTION BE COMPLETED BY THE CONTRACTOR OR AN INDEPENDENT AGENCY, APPROVED BY THE CITY AND PAID FOR BY THE CONTRACTOR OR OWNER/DEVELOPER. VIDEO INSPECTION WILL BE REQUIRED PRIOR TO INITIAL AND FINAL WARRANTY ACCEPTANCE.
6. THE CITY WILL REQUIRE THE CONTRACTOR TO COORDINATE WITH ADS REPRESENTATIVES REGARDING THE ON-SITE PRECONSTRUCTION CONSULTATION AND SITE VISITS DURING CONSTRUCTION. WHEN THE CITY FEELS COMFORTABLE WITH THE CONTRACTOR CAPABILITY, PROFICIENCY, AND/OR CITY INSPECTIONS THIS REQUIREMENT CAN BE RE-EVALUATED
7. FLARED END SECTIONS MUST BE CONNECTED TO A CONCRETE PIPE. NO POLYPROPYLENE PIPE MAY BE DIRECTLY CONNECTED TO A CONCRETE FLARED END SECTION.

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 32 FOR LEGEND.
5. SEE SHEET 35 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 48-50 FOR CURB RETURN PROFILES.
7. SEE SHEETS 51-60 FOR INTERSECTION-RAMP PLANS.
8. SEE SHEETS 64-65 FOR SIGNAGE AND STRIPING.
9. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
10. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
11. GUTTERS SHALL BE AT LEAST 6" THICK.
12. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
13. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
14. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
15. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
16. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.

DRAINAGE GENERAL NOTES

1. PROJECT FACILITIES ARE TO BE LOCATED BASED ON THE SURVEY COORDINATES, ELEVATIONS, DIMENSIONS, AND/OR GEOMETRIC DESIGN DATA PROVIDED ON THE DRAWINGS.
2. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES AND FOR SATISFYING ALL APPLICABLE OSHA, FEDERAL, STATE, AND LOCAL REGULATIONS. TEMPORARY EXCAVATIONS SHALL PROVIDE, AT MINIMUM, THE TRENCH DIMENSIONS AND CLEARANCES SHOWN OR SPECIFIED. TEMPORARY CONSTRUCTION SLOPES SHALL BE SLOPED, SHORED, SHEETED, AND/OR BRACED IN ACCORDANCE WITH STABILITY REQUIREMENTS AND APPLICABLE REGULATIONS, AND SHALL BE NO STEEPER THAN THE SLOPES SHOWN OR SPECIFIED WITHOUT THE APPROVAL OF THE ENGINEER. ANY SUCH APPROVALS BY THE ENGINEER WILL NOT RELIEVE THE CONTRACTOR FROM SOLE RESPONSIBILITY FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES.
3. EXISTING FACILITIES NOT INDICATED TO BE REMOVED SHALL BE PROTECTED IN PLACE OR REMOVED AND REPLACED IN KIND, AS APPROVED BY ENGINEER.
4. THE WORK WILL TAKE PLACE IN AND AROUND DRAINAGE SWALES AND THE BADGER GULCH, SUBJECT TO PERIODIC FLOODING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF SURFACE AND SUBSURFACE WATER DURING THE COURSE OF THE WORK. ANY DAMAGE TO THE WORK RESULTING FROM SURFACE FLOWS, BASE FLOWS, OR FLOOD FLOWS INCLUDING BUOYANCY FORCES ON PIPELINES AND OTHER FACILITIES SHALL BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND SATISFYING THE REQUIREMENTS OF ANY APPLICABLE PERMITS PERTAINING TO WATER AND EROSION CONTROL.
5. CONTACT THE ENGINEER FOR CLARIFICATIONS OF ANY ABBREVIATIONS SHOWN ON THE DRAWINGS.
6. THE SITE WHERE THE WORK IS TO BE PERFORMED SHALL BE OVERLOT GRADED. TOPSOIL SHALL BE SPREAD IN OPEN SPACE AREAS TO A DEPTH OF APPROXIMATELY 6-INCHES. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED, AND SOME AREAS COVERED WITH EROSION CONTROL BLANKETS, UNLESS OTHERWISE DIRECTED IN THE PLANS OR BY THE ENGINEER. CARE SHALL BE TAKEN TO AVOID DISTURBING ANY OPEN SPACE AREAS EXCEPT THE MINIMUM NECESSARY TO PERFORM THE WORK. TOPSOIL IN ANY WORK AREAS OR ACCESS ROADS WITHIN THE OPEN SPACE SHALL BE STRIPPED AND STOCKPILED PRIOR TO THE WORK, PROTECTED FROM MIXING WITH ANY OTHER MATERIALS DURING THE WORK, AND REPLACED TO A LOOSE DEPTH OF 7- TO 8- INCHES (FINAL DEPTH AFTER SETTLEMENT SHALL BE 6- INCHES MINIMUM) AS THE WORK IS BEING COMPLETED. WHERE BLANKETS EXIST, THE MINIMUM AREA OF BLANKET TO ALLOW WORK TO PROGRESS SHALL BE REMOVED AND THEN THE REMOVED OR NEW BLANKET REPLACED AFTER UNDERLYING WORK IS COMP

LAYER LINETYPE LEGEND

	EXISTING	PROPOSED
PHASE LINE		
MATCH LINE		
SECTION LINE		
BOUNDARY LINE		
PROPERTY LINE		
EASEMENT LINE		
RIGHT OF WAY		
R.O.W. A LINE	A	A
CENTERLINE		
CITY LIMITS		
WIRE FENCE	X	X
CHAIN LINK FENCE	O	O
WOOD FENCE	◇	◆
MASONRY FENCE	□	■
GUARDRAIL		
CONC. BARRIER		
CABLE TV	TV	TV
ELECTRIC	E	E
FIBER OPTIC	FO	FO
GAS MAIN	G	G
IRRIGATION MAIN	IR	IR
OIL/PETRO. MAIN	O	O
OVERHEAD UTILITY	OHU	OHU
SANITARY SEWER	S	S
STORM DRAIN		
TELEPHONE	T	T
WATER MAIN	W	W
RAW WATER LINE	RWL	RWL
SWALE/WATERWAY FLOWLINE		
DIVERSION DITCH		
DIVERSION CHANNEL		
MAJOR DRAINAGE BASIN		
MINOR DRAINAGE BASIN		
TOP OF SLOPE		
TOE OF SLOPE		
EDGE OF WATER		
INDEX CONTOUR	6100	6100
INTERMEDIATE CONTOUR		
DEPRESSION CONT. (INDEX)	6100	6100
DEPRESSION CONT. (INTER)		
TOP OF CUTS		
TOE OF FILLS		
CUT AND FILL LINE		C/F
SILT FENCE	SF	SF
100 YEAR FLOODPLAIN	100YR	100YR
500 YEAR FLOODPLAIN	500YR	500YR
FLOODWAY	FLDWY	FLDWY
BASE FLOOD ELEVATION		
EDGE OF WETLANDS		
STONE WALL		

UTILITIES LEGEND

	EXISTING	PROPOSED
STORM SEWER		
MANHOLE	Ⓢ	◉
STORM INLET		▣
AREA INLET – SQUARE	□	
AREA INLET – ROUND	○	
FLARED END SECTION	▷	◁
RIPRAP		
SANITARY SEWER		
LINE MARKER	Mkr San	
SERVICE MARKER	S	
CLEAN–OUT	○–	•–
MANHOLE W/ DIRECTIONAL FLOW ARROW	Ⓢ	
WATER LINE		
LINE MARKER	Mkr W	
SERVICE MARKER	W	
FIRE HYDRANT		
FIRE CONNECTION		
MANHOLE	Ⓦ	●
BEND		
BLOW–OFF VALVE		
WELL	WELL	WELL
METER	Ⓜ	●
VALVE	⋈	⋈
REDUCER		
THRUST BLOCK		
CROSS		
PLUG W/ THRUST BLOCK		
TEE		
REVERSE ANCHOR		
ANODE		
AIR & VACUUM VALVE ASSEMBLY		
TRANSMISSION BLOW–OFF ASSEMBLY		
GAS LINE		
MARKER	Mkr G	
SERVICE MARKER	G	
METER	Ⓖ	●
VALVE	⋈	⋈
PLUG	[	[
TEE		
DRY UTILITIES		
CABLE TV MARKER	Mkr TV	
CABLE TELEVISION PEDESTAL	TV	
ELECTRIC MARKER	Mkr E	
ELECTRIC SERVICE MARKER	E	
ELECTRICAL PEDESTAL	E	
ELECTRICAL METER	E	
ELECTRICAL MANHOLE	E	
FIBER–OPTIC MARKER	Mkr FO	
IRRIGATION PEDESTAL	I	
TELEPHONE MARKER	Mkr T	
TELEPHONE PEDESTAL	T	
TELEPHONE MANHOLE	T	
UTILITY POLE		
GUY ANCHOR		
GUY POLE		
MISC. UTILITIES		
VENT PIPE	VP	VP
TEST HOLE DESIGNATOR	TH# FIRM/AGENCY	

MONUMENTATION LEGEND

ALUMINUM CAP – FOUND	AC
BRASS CAP – FOUND	BC
BENCHMARK – FOUND	
CROSS – FOUND	+
MONUMENT – SET	○
MONUMENT – FOUND (DEFAULT)	●
MONUMENT – FOUND (ALTERNATE 1)	■
MONUMENT – FOUND (ALTERNATE 2)	
MONUMENT – FOUND (ALTERNATE 3)	▲
MONUMENT – FOUND (ALTERNATE 4)	
MONUMENT – FOUND (ALTERNATE 5)	⬟
MONUMENT – FOUND (ALTERNATE 6)	
MONUMENT – FOUND (ALTERNATE 7)	
NAIL & WASHER – FOUND	NAIL & WASHER
PANEL – FOUND	
PK NAIL – FOUND	PK NAIL
ROW MONUMENT – FOUND	
ROW MARKER – FOUND	⊡
SECTION CORNER – FOUND	
SECTION CORNER – SET	
QUARTER–SECTION CORNER – FOUND	
QUARTER–SECTION CORNER – SET	
SECTION CENTER – FOUND	
SECTION CENTER – FOUND	
CONTROL/TRAVERSE POINT – SET	

TRAFFIC LEGEND

	EXISTING	PROPOSED
PARKING METER		
TRAFFIC SIGNAL BOX		
TRAFFIC SIGNAL POLE		
TRAFFIC SIGNAL		
BARRICADE		
GUARD RAIL POST		
IMPACT ATTENUATOR		
BRIDGE STYLE HIGHWAY SIGN POST		
CANTILEVER STYLE HIGHWAY SIGN POST		
SIGN		
RAILROAD MARKER/SIGN		
STREET LIGHT		
STREET LIGHT – SINGLE		
STREET LIGHT – DOUBLE		
LUMINAIRE		
ALTERNATE LUMINAIRE		
SIGNAL MAST ARM W/ LUMINAIRE		
PEDESTAL POLE FOUNDATION		
TRAFFIC SIGNAL POLE		
ROUND PULL BOX		
MEDIUM PULL BOX		
LARGE PULL BOX (20X33X15)		
SIGNAL HEAD WITHOUT BACK PLATE		
SIGNAL HEAD WITH BACK PLATE		
PEDESTRIAN SIGNAL HEAD		
VIDEO IMAGE DETECTOR		
OPTICOM DETECTOR		
VEHICLE DETECTION ZONE		V

STORM WATER MANAGEMENT

	KEY	SYMBOL
CHECK DAM	CD	
CONSTRUCTION ROAD STABILIZATION	CRS	
CURB SOCK INLET PROTECTION	CS	
CONCRETE WASHOUT AREA	CWA	
DIVERSION DITCH AND DIKE, TEMPORARY	DD	
DIVERSION CHANNEL, TEMPORARY	DV	
DEWATERING	DW	
EROSION CONTROL BLANKET	ECB	
INLET FILTER	IF	
INLET PROTECTION	IP	
MULCHING	MU	
OUTLET PROTECTION	OP	
PAVED FLUME	PF	
PERMENENT SEEDING	PS	
REINFORCED CONCRETE DAM	RCD	
ROUGH CUT STREET CONTROL	RCS	
SEDIMENT BASIN	SB	
SEDIMENT CONTROL LOG	SCL	
SILT FENCE	SF	
SURFACE ROUGHENING	SR	
STABILIZED STAGING AREA	SSA	
SEDIMENT TRAP	ST	
STRAW BALE BARRIER	STB	
TERRACING	TER	
TEMPORARY SEEDING	TS	
TEMPORARY STREAM CROSSING CULVERT/BRIDGE	TSC C	
TEMPORARY STREAM CROSSING FORD TYPE	TSC F	
TEMPORARY SLOPE DRAIN	TSD	
VEHICLE TRACKING CONTROL	VTC	
VEHICLE TRACKING CONTROL WITH WASH RACK	WR	

DRAINAGE REPORT PLANS

	KEY
BASIN DESIGNATION (NO COEFFICIENT)	# / #.##
BASIN DESIGNATION (1 COEFFICIENT)	# / #.## / #
BASIN DESIGNATION (2 COEFFICIENTS)	# / #.## / # / #
ANALISYS POINT IDENTIFIER	#
BASIN DESIGNATION (HISTORIC)	# / #.##
BASIN DESIGNATION (DEVELOPED)	# / #.##
SUB–BASIN DESIGNATION (DEVELOPED)	# / #.##
DRAINAGE PIPE IDENTIFIER	##
DRAINAGE POINT IDENTIFIER (HEXAGONAL)	##
DRAINAGE POINT IDENTIFIER (TRIANGULAR)	?
SWMM DESIGNATION 1	#
SWMM DESIGNATION 2	#
SWMM DESIGNATION 3	#
SWMM DESIGNATION 4	?

LANDSCAPE LEGEND

	EXISTING	PROPOSED
TREE – CONIFEROUS		
TREE – DECIDUOUS		
SHRUB/BUSH		
SHRUBS AND BUSHES		
IRRIGATION BOX		
IRRIGATION SPRINKLER		
IRRIGATION VALVE		
BOLLARD		
FLAGPOLE		FP

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791–8180

J·R ENGINEERING
A Westrian Company
Centennial 303–740–9393 • Colorado Springs 719–593–2593
Fort Collins 970–491–9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H–SCALE	N/A
V–SCALE	N/A
DATE	02/06/26
DESIGNED BY	MEP
DRAWN BY	MEP
CHECKED BY	

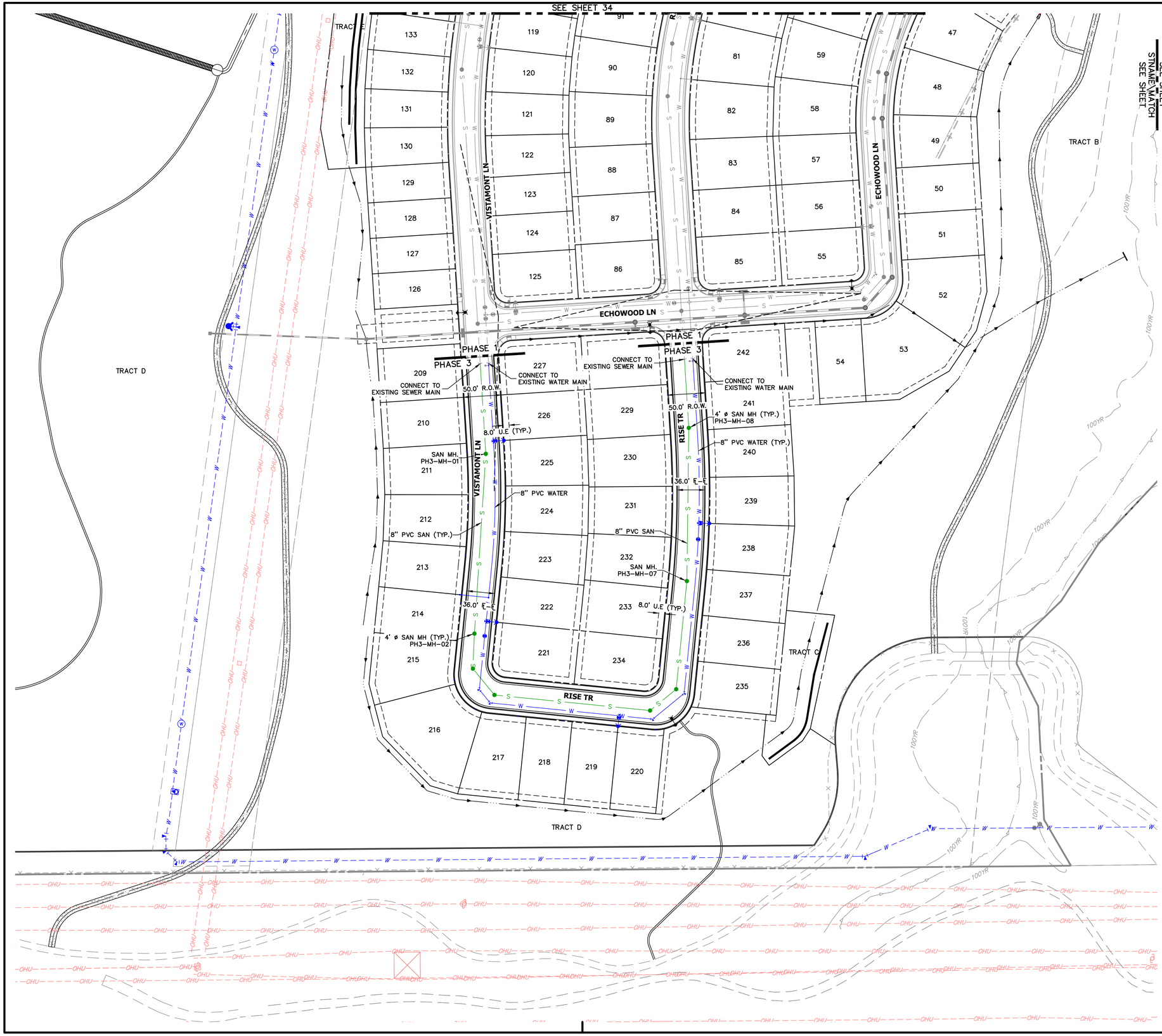
RIDGEGATE SOUTHWEST VILLAGE FILING 5

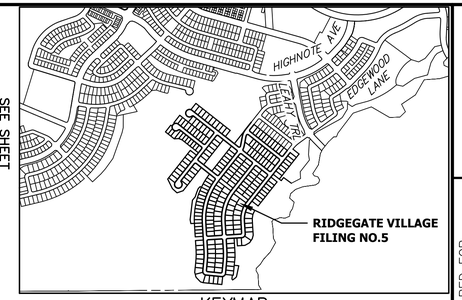
LEGEND

PHASE 3

SHEET 130 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

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No.	REVISION	BY	DATE

H-SCALE	1"=60'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

Know what's below. Call before you dig.

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

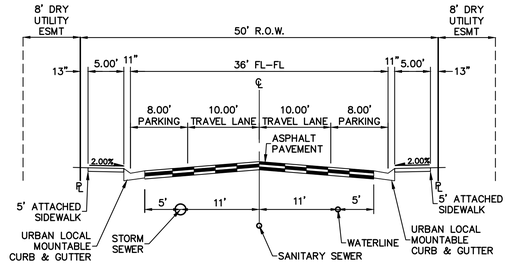
RIDGEGATE SOUTHWEST VILLAGE FILING 5

OVERALL SITE AND UTILITY PLAN

PHASE 3

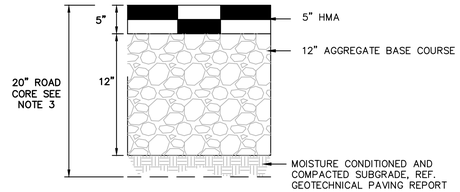
SHEET 131 OF 146

JOB NO. 15950.22



LOCAL ROAD

TYPE II – TYPICAL 50-FOOT R.O.W. RESIDENTIAL LOCAL STREET WITH ATTACHED SIDEWALK (PUBLIC)



MINIMUM RESIDENTIAL LOCAL PAVEMENT SECTION

N.T.S.

NOTES:
1. MINIMUM PAVEMENT SECTIONS FOR BUDGETING PURPOSES ARE PRESENTED HEREON. SUBGRADE INVESTIGATION AND PAVEMENT DESIGNS ARE TO BE COMPLETED BY THE GEOTECHNICAL ENGINEER AFTER OVERLOT GRADING.
2. ASPHALT, BASE COURSE DEPTH, AND SUBGRADE PRAPARTATION IS TO BE IN ACCORDANCE WITH GEOTECHNICAL PAVING RECOMMENDATIONS.
3. CONTOURS SHOWN WITHIN THIS PLAN SET ARE TO TOP OF PAVING. ROAD CORE IS TO EXTEND 3" BELOW BOTTOM OF PAVING AND ROAD BASE SECTION.

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

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No.	REVISION	BY	DATE

H-SCALE	1"=10'
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

RIDGECATE SOUTHWEST VILLAGE FILING 5

ROADWAY TYPICAL SECTIONS

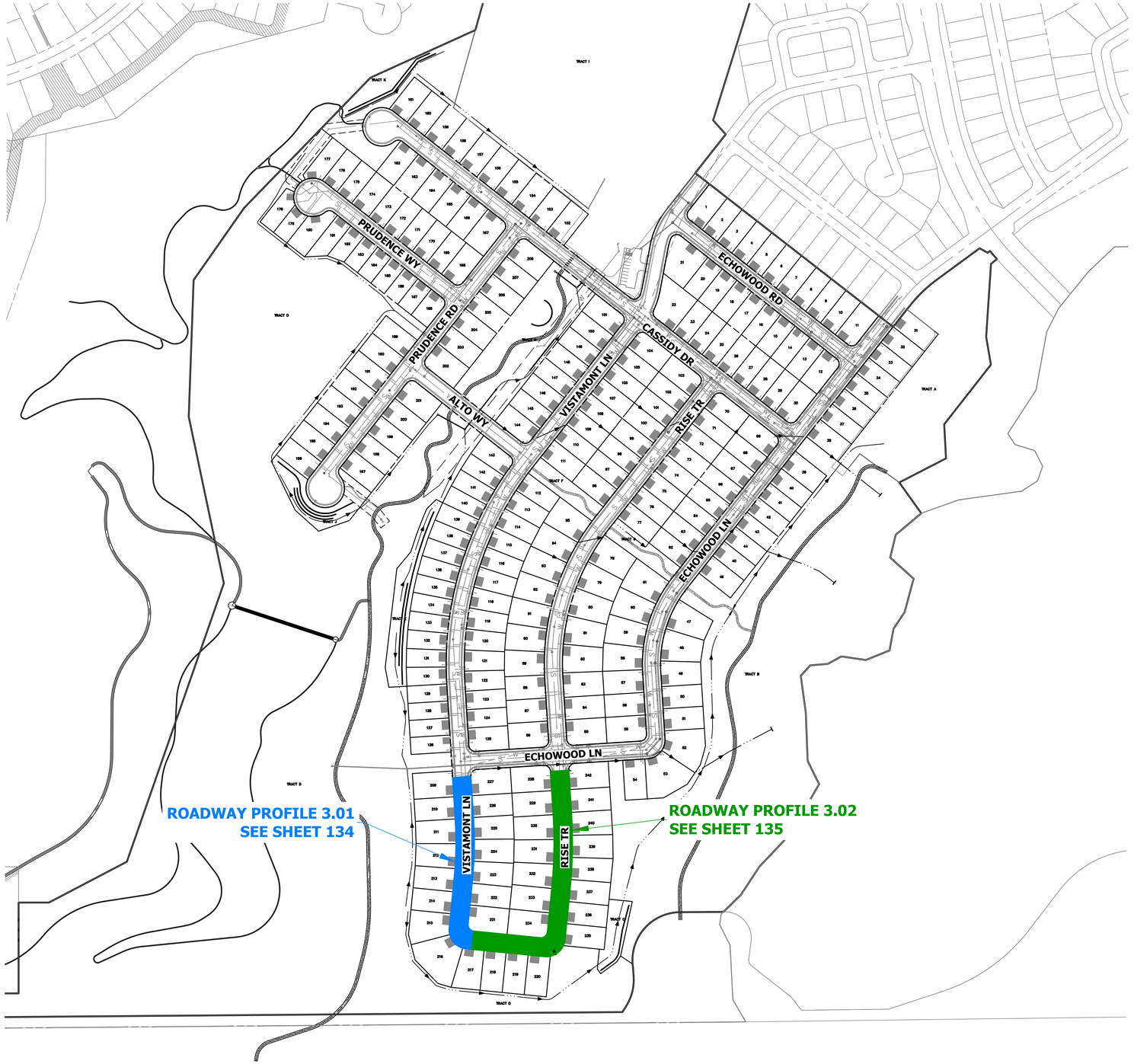
PHASE 3

SHEET 132 OF 146

JOB NO. 15950.22

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 130 FOR LEGEND.
5. SEE SHEET 132 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 136 FOR CURB RETURN PROFILES.
7. ALL CURB RADII ARE 25' UNLESS OTHERWISE NOTED.
8. SIDEWALK SHALL BE A DEPTH OF 6 INCHES.
9. GUTTERS SHALL BE AT LEAST 6" THICK.
10. ALL CURBS SHALL USE THE CATCH SECTION UNLESS OTHERWISE NOTED.
11. ALL COMBINATION CURB, GUTTER AND SIDEWALKS TO BE 6" THICK (MIN.). SIDEWALKS WITH VERTICAL CURB AND GUTTER TO BE 6" THICK (MIN.).
12. PLACEMENT, MOISTURE AND DENSITY CONTROL FOR SUBGRADE, SUBBASE, AND SURFACING MATERIALS SHALL BE IN COMPLIANCE WITH THE REQUIREMENTS OF CHAPTER 8 OF THE DOUGLAS COUNTY ROADWAY DESIGN AND CONSTRUCTION STANDARDS.
13. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
14. PAVING, INCLUDING CONSTRUCTION OF CURB AND GUTTER (WHEN USED), SHALL NOT START UNTIL A PAVEMENT DESIGN REPORT AND SUBGRADE COMPACTION TESTS ARE ACCEPTED BY THE ENGINEERING INSPECTION DIVISION FOR ALL PUBLIC AND PRIVATE ROADS.



150 75 0 150 300

HORIZONTAL
ORIGINAL SCALE: 1" = 150'
VERTICAL
ORIGINAL SCALE: 1" = 15'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

811 Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

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A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

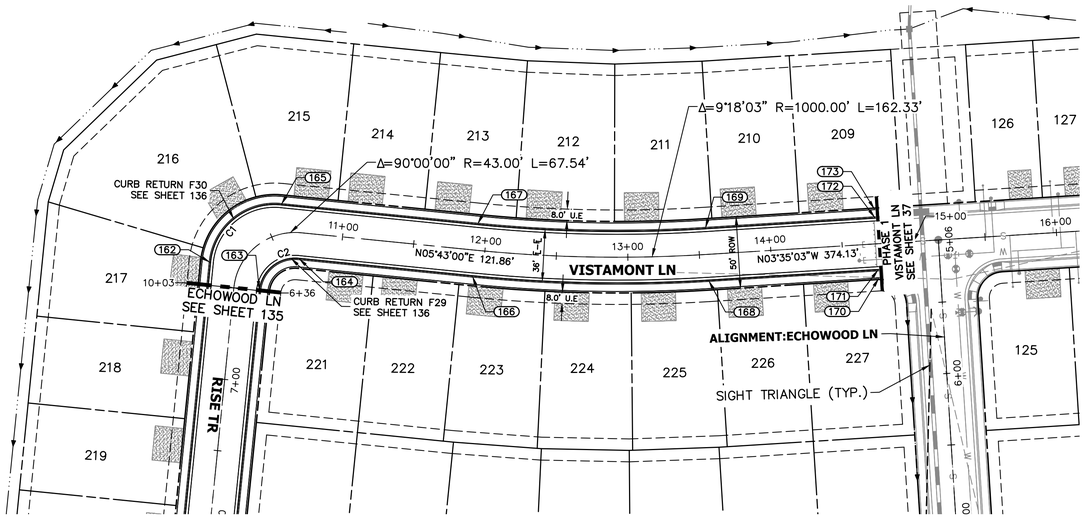
No.	REVISION	BY	DATE

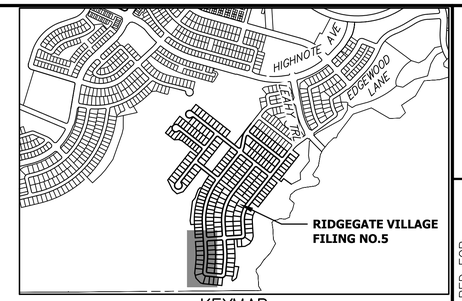
H-SCALE	1"=150'	DESIGNED BY	JP
V-SCALE	N/A	DRAWN BY	DAD
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILE
PHASE 3

SHEET 133 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

ROADWAY NOTES

1. ALL PROFILE ELEVATIONS AND STATIONING ARE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
3. SEE COVER SHEET FOR BENCHMARK.
4. SEE SHEET 130 FOR LEGEND.
5. SEE SHEET 132 FOR TYPICAL STREET SECTIONS.
6. SEE SHEETS 136 FOR CURB RETURN PROFILES.
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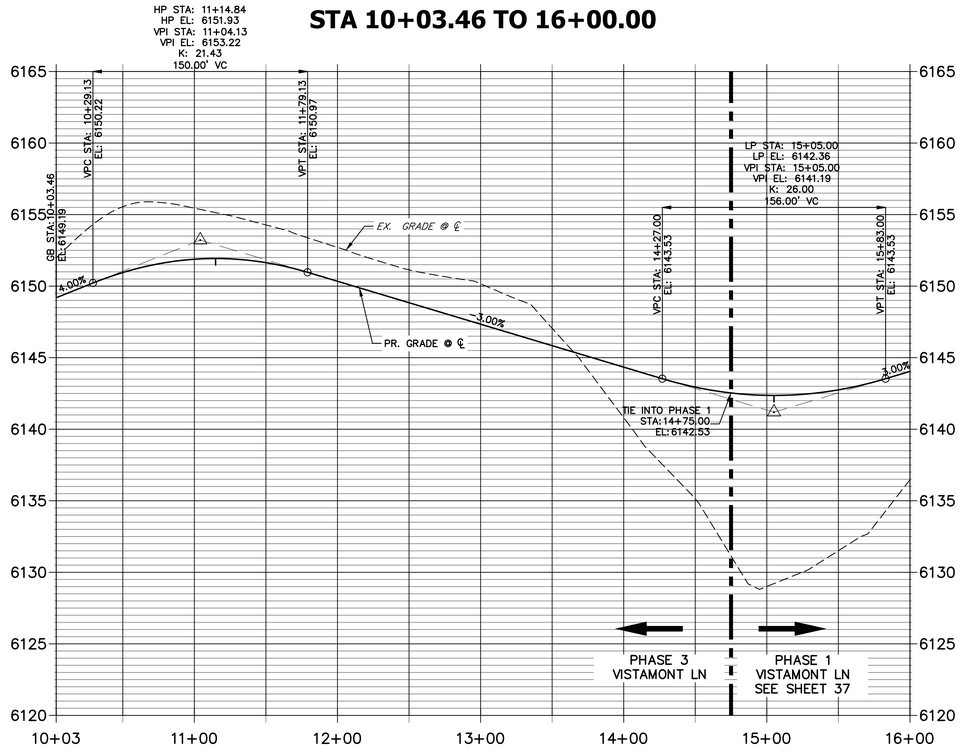
VISTAMONT LN PROFILE SI-3.01
STA 10+03.46 TO 16+00.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
162	10+14.49	20.06' (LT)	VISTAMONT LN	6149.17	PC
163	10+03.46	18.00' (RT)	VISTAMONT LN	6148.70	PC
164	10+71.00	18.00' (RT)	VISTAMONT LN	6150.99	PT
165	10+59.97	20.06' (LT)	VISTAMONT LN	6150.76	PT
166	11+92.86	18.00' (RT)	VISTAMONT LN	6150.06	PC
167	11+92.86	18.00' (LT)	VISTAMONT LN	6150.06	PC
168	13+55.19	18.00' (RT)	VISTAMONT LN	6145.19	PT
169	13+55.19	18.00' (LT)	VISTAMONT LN	6145.19	PT
170	14+74.33	23.92' (RT)	VISTAMONT LN	6142.48	MATCH EX. SW
171	14+74.33	18.00' (RT)	VISTAMONT LN	6142.05	MATCH EX. C&G
172	14+74.33	18.00' (LT)	VISTAMONT LN	6142.05	MATCH EX. C&G
173	14+74.33	23.92' (LT)	VISTAMONT LN	6142.48	MATCH EX. SW

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	90°00'00"	45.00'	70.69'
C2	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below.
Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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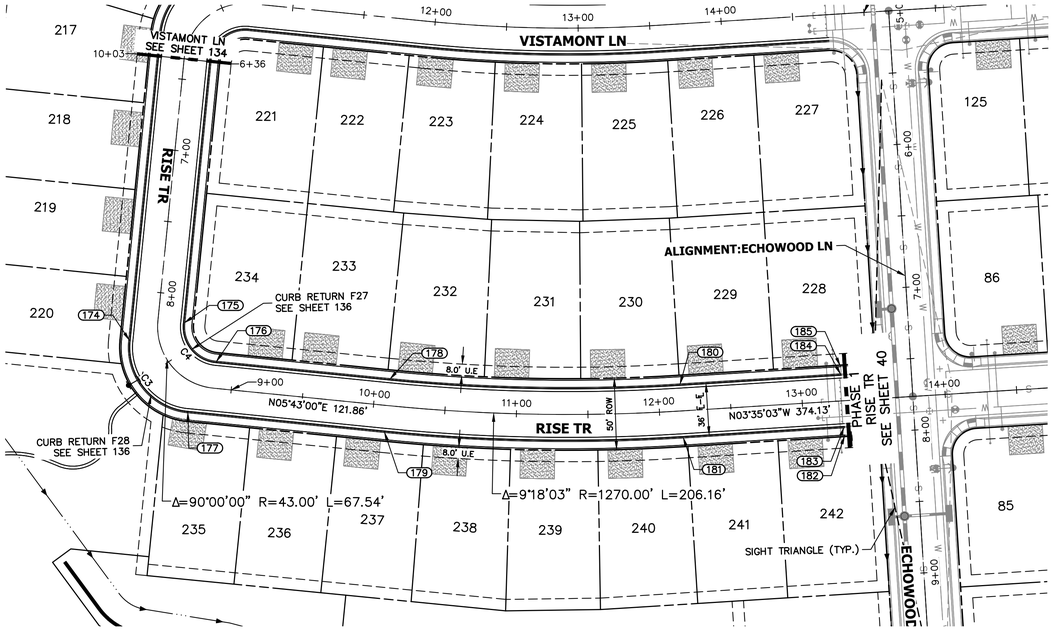
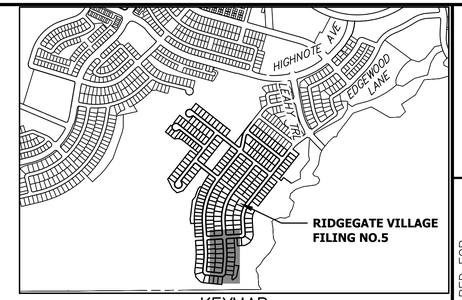
No.	REVISION	BY	DATE

H-SCALE 1"=50' | V-SCALE 1"=5' | DATE 02/06/26 | DESIGNED BY JP | DRAWN BY DAD | CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILE
PHASE 3

SHEET 134 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

ROADWAY NOTES

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2. ALL POINT TABULATIONS ARE FLOWLINE UNLESS OTHERWISE NOTED.
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4. SEE SHEET 130 FOR LEGEND.
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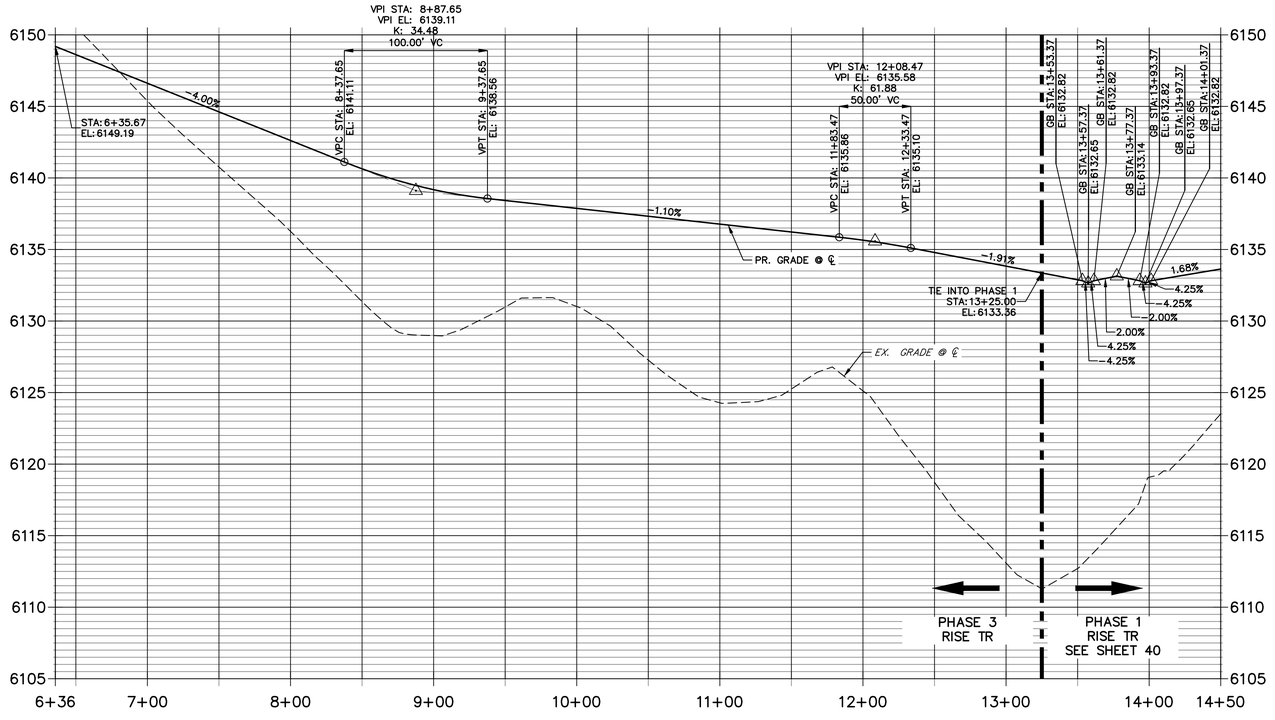
RISE TR PROFILE SI-3.02
STA 6+35.67 TO 14+50.00



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
174	8+30.70	20.06' (RT)	RISE TR	6140.95	PC
175	8+19.67	18.00' (LT)	RISE TR	6141.34	PC
176	8+87.21	18.00' (LT)	RISE TR	6138.99	PT
177	8+76.18	20.06' (RT)	RISE TR	6139.34	PT
178	10+09.07	18.00' (LT)	RISE TR	6137.29	PC
179	10+09.07	18.00' (RT)	RISE TR	6137.29	PC
180	12+15.23	18.00' (LT)	RISE TR	6135.04	PT
181	12+15.23	18.00' (RT)	RISE TR	6134.94	PT
182	13+28.37	23.92' (RT)	RISE TR	6133.04	MATCH EX. SW
183	13+28.37	18.00' (RT)	RISE TR	6132.60	MATCH EX. C&G
184	13+28.37	18.00' (LT)	RISE TR	6133.64	MATCH EX. C&G
185	13+28.37	23.92' (LT)	RISE TR	6134.08	MATCH EX. SW

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C3	90°00'00"	45.00'	70.69'
C4	90°00'00"	25.00'	39.27'

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

Know what's below. Call before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

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Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

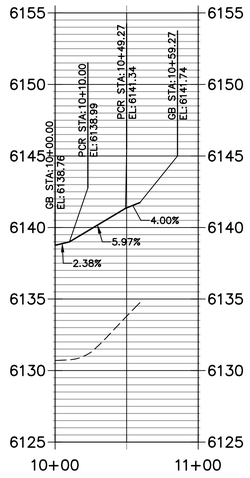
No.	REVISION	BY	DATE

H-SCALE 1"=50'
V-SCALE 1"=5'
DATE 02/06/26
DESIGNED BY JP
DRAWN BY DAD
CHECKED BY

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY PLAN & PROFILE
PHASE 3

SHEET 135 OF 146
JOB NO. 15950.22

F27 PROFILE
STA 10+00.00 TO 11+00.00



F28 PROFILE
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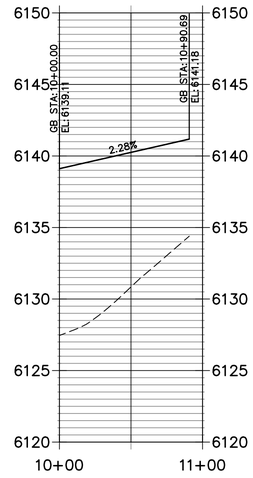
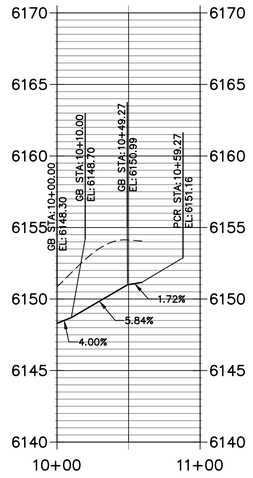


F29 PROFILE
STA 10+00.00 TO 11+00.00



F30 PROFILE
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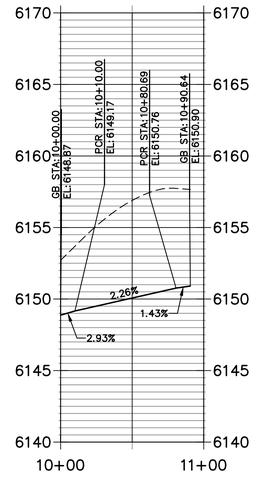

----- *EXISTING GRADE AT ℄*

——— PROPOSED GRADE AT ℄

50 25 0 50

HORIZONTAL
ORIGINAL SCALE: 1" = 50'

VERTICAL
ORIGINAL SCALE: 1" = 5'

811
Know what's below.
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CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

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No.	REVISION	BY	DATE

H-SCALE	1"=50'
V-SCALE	1"=5'
DATE	02/06/26
DESIGNED BY	JP
DRAWN BY	DAD
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

CURB RETURN PROFILES

PHASE 3

SHEET 136 OF 146

JOB NO. 15950.22

EXAMPLE PRIVATE STREET SIGN

N.T.S

EXAMPLE PUBLIC STREET SIGN

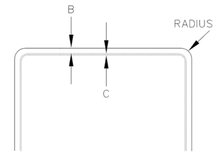
N.T.S

INTERSECTION STREET NAME SIGNAGE 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. 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. NON ILLUMINATED SIGNS SHALL BE USED AT MAJOR/MAJOR AND MAJOR/ARTERIAL INTERSECTIONS. THEY SHALL BE MOUNTED TO THE SIGNAL POLE WITH ASTRO-BRACS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
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.
10. ANY INTERSECTION STREET NAME SIGNAGE REMOVED SHALL BE RETURNED TO THE CITY OF LONE TREE.

CITY OF LONE TREE PUBLIC WORKS	INTERSECTION STREET NAME SIGNAGE	SHEET
DATE: 04/19/12 BY: GRW	DRAWING NO.: SN-02	2 OF 3

STANDARD SIGN BORDER SPECIFICATIONS



SIGN SIZE	BORDER WIDTHS (INCH)			RADIUS (INCH)
	A	B	C	
< 12"	N/A	.375	.375	1
≥ 12"	N/A	.375	.438	1.5

MINIMUM LETTER HEIGHTS ON STREET NAME SIGNS

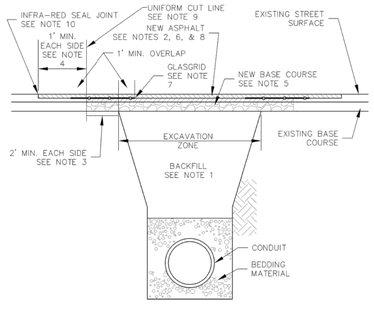
(MUTCD 2009 EDITION-TABLE 2D-2)

TYPE OF MOUNTING	TYPE OF STREET OR HIGHWAY	SPEED LIMIT	RECOMMENDED MINIMUM LETTER HEIGHT **	
			INITIAL UPPER-CASE	LOWER-CASE
OVERHEAD	ALL TYPES	ALL SPEED LIMITS	12 INCHES	9 INCHES
POST-MOUNTED	MULTI-LANE	MORE THAN 40 MPH	8 INCHES	6 INCHES
POST-MOUNTED	MULTI-LANE	40 MPH OR LESS	6 INCHES	4.5INCHES
POST-MOUNTED	2-LANE	ALL SPEED LIMITS	6 INCHES*	4.5 INCHES*

*ON LOCAL 2-LANE STREETS W/SPEED LIMITS OF 25 MPH OR LESS, 4" INITIAL UPPER-CASE LETTERS WITH 3" LOWER CASE LETTERS MAY BE USED.

** SUPPLEMENTARY LETTERING (E.G. ST., DR., LN., & NUMBERING) SHALL BE A MINIMUM OF ⅔ THE APPLICABLE RECOMMENDED MINIMUM LETTER HEIGHT PER ABOVE TABLE

CITY OF LONE TREE PUBLIC WORKS	INTERSECTION STREET NAME SIGNAGE	SHEET
DATE: 04/19/12 BY: GRW	DRAWING NO.: SN-03	3 OF 3



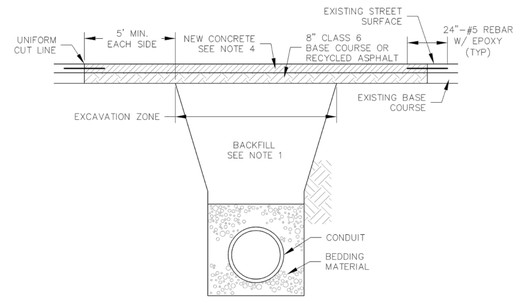
TYPICAL TRENCH SECTION

ROADWAY CLASSIFICATION	MIN. PAVEMENT PATCH THICKNESS
ARTERIAL	9 IN.
COLLECTOR	7 IN.
LOCAL	5 IN.

NOTES:

1. ALL PUBLIC STREET CUTS SHALL BE BACKFILLED WITH CLSM UNLESS THE TRENCH IS WIDE ENOUGH FOR A FULL-SIZED, SELF-PROPELLED COMPACTOR TO DRIVE THROUGH.
2. PAVEMENT PATCH THICKNESS SHALL NOT BE LESS THAN THE EXISTING SECTION.
3. SAW CUT AND REMOVE PAVEMENT AND BASE A MINIMUM OF 2' BACK FROM EXCAVATION ZONE OR LIMITS OF UNDISTURBED SUB-BASE, WHICHEVER IS GREATER.
4. ROTOMILL ASPHALT (2" DEPTH MINIMUM) A MINIMUM OF 1' BEYOND THE FULL DEPTH SAW CUT AND REMOVAL.
5. INSTALL 8 INCHES OF CDOT CLASS 6 ROAD BASE OR RECYCLED ASPHALT, COMPACTED IN PLACE TO MINIMUM 95% MODIFIED PROCTOR MAXIMUM DENSITY (ASTM D 1557).
6. INSTALL AND PROPERLY COMPACT REQUIRED DEPTH OF BASE COURSE ASPHALTIC CONCRETE (CDOT GRADING S).
7. INSTALL REINFORCEMENT MAT (TENSAR GLASGRID 8511, OR APPROVED EQUAL) PER MANUFACTURERS RECOMMENDATIONS. (MINIMUM 5 FOOT WIDTH)
8. INSTALL AND PROPERLY COMPACT ASPHALTIC CONCRETE TOP COURSE (CDOT GRADING SX).
9. ALL CUTS TO BE SQUARED OFF PRIOR TO RESTORATION. SAW CUT OR ROTOMILL.
10. THE JOINT BETWEEN THE NEW TOP COURSE ASPHALT AND THE EXISTING ASPHALT SHALL BE SEALED USING INFRARED JOINTING PROCESS.
11. ARTERIAL STREETS AND MAJOR COLLECTORS MUST BE PATCHED THE SAME DAY THE CUT OCCURS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEERING/PUBLIC WORKS DEPARTMENT.
12. ANY PAVEMENT MARKING (LANE LINES, TURN ARROWS, ETC.) DAMAGED BY THE STREET CUT AND REPAIR OPERATIONS SHALL BE REPLACED IN CONFORMANCE WITH CITY SIGNAGE AND STRIPING STANDARDS, AS DIRECTED BY THE ENGINEERING/PUBLIC WORKS DEPARTMENT.

CITY OF LONE TREE PUBLIC WORKS	ASPHALT PAVEMENT PATCHBACK	DETAIL NUMBER
DATE: 9/24/13 BY: GAW	DRAWING NO.: ST-01	1



TYPICAL TRENCH SECTION

ROADWAY CLASSIFICATION	MIN. PAVEMENT PATCH THICKNESS
ARTERIAL	9 IN.
COLLECTOR	7 IN.
LOCAL	5 IN.

NOTES:

1. ALL PUBLIC STREET CUTS SHALL BE BACKFILLED WITH CLSM UNLESS THE TRENCH IS WIDE ENOUGH FOR A FULL-SIZED, SELF-PROPELLED COMPACTOR TO DRIVE THROUGH.
2. PAVEMENT PATCH THICKNESS SHALL NOT BE LESS THAN THE EXISTING SECTION.
3. SAW CUT AND REMOVE PAVEMENT AND BASE 5' BACK FROM EXCAVATION ZONE.
4. 8" OF COMPACTED CDOT CLASS 6 ROAD BASE OR RECYCLED ASPHALT SHALL BE INSTALLED PRIOR TO PAVING.
5. CONCRETE STREET PAVEMENT TO BE MINIMUM 7 SACK MIX, 5000 PSI AT 28 DAYS.
6. ALL CUTS TO BE SQUARED OFF PRIOR TO RESTORATION. SAW CUT OR ROTOMILL FULL DEPTH.
7. CONCRETE PATCHES SHALL BE DOWELED INTO EXISTING CONCERTE WITH 24"-#5 REBAR AT 18" O.C. AROUND THE PERIMETER OF THE PATCH.
8. ARTERIAL STREETS AND MAJOR COLLECTORS MUST BE PATCHED THE SAME DAY THE CUT OCCURS, UNLESS APPROVED BY THE ENGINEERING DEPARTMENT.

CITY OF LONE TREE PUBLIC WORKS	CONCRETE PAVEMENT PATCHBACK	DETAIL NUMBER
DATE: 12/9/11 BY: GAW	DRAWING NO.: ST-02	2

Know what's **below.**
Call before you dig.

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PREPARED UNDER MY SUPERVISION

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COLORADO P.E. 36742
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DATE

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No.	REVISION	BY	DATE

H-SCALE	N/A	DESIGNED BY	GDC
V-SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

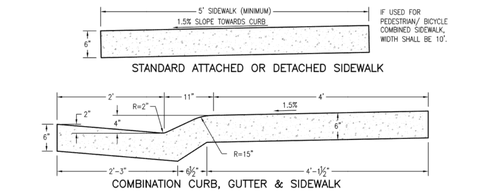
ROADWAY DETAILS

PHASE 3

SHEET 137 OF 146

JOB NO. 15950.22

c:\Users\kelley\DOCACCDocs\jr engineering\15950\22\project files\Drawings\sheet dwgs\15950.22-CDLTPhase 3\15950222-DT-Road-PH3.dwg, DT01 - 2/10/2026 12:56:00 PM, kelley



NOTES:
1. IF A SIDEWALK IS PLACED BEHIND THE CURB BUT IS NOT PLACED MONOLITHICALLY, EXPANSION JOINT MATERIAL AND A SILICONE BASE SEALER MUST BE APPLIED BETWEEN THE SIDEWALK AND THE CURB.
2. SEE DRAWING NUMBER SP.23a and SP.23b FOR TRENCH DRAIN.
3. SEE DRAWING NUMBER SP.31 AND SP.32 FOR CONCRETE JOINTS.

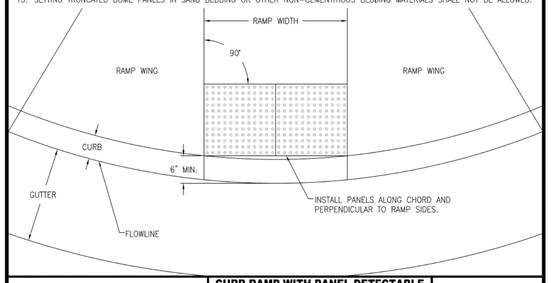
	CURB & GUTTERS AND SIDEWALKS	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.17**

Panel Installation Notes:

1. DETECTABLE WARNING PANELS, 24" X 24" OR 24" X 30" IN SIZE, SHALL BE PREFABRICATED REDDISH WITH TRUNCATED DOMES AND COMPLY WITH ADA REQUIREMENTS. ONLY FULL PANELS SHALL BE USED TO OBTAIN SPECIFIC RAMP THROAT WIDTH, (I.E. TWO 24" PANELS FOR A 4' RAMP, TWO 30" PANELS FOR A 5' RAMP, ETC.)
2. PRIOR TO START OF WORK, CONTRACTOR SHALL SUBMIT, TO DOUGLAS COUNTY FOR APPROVAL, A SAMPLE PANEL AND DOCUMENTATION FROM THE MANUFACTURER. PANEL SURFACE SHALL HAVE A MINIMUM OF 70% LIGHT REFLECTIVITY CONTRAST WITH THE ADJOINING SURFACE. PANELS SHALL ONLY BE SELECTED FROM THE APPROVED PRODUCT LIST BELOW:

PRODUCT NAME	MANUFACTURER	PRODUCER SUPPLIER CODE
CAST-DWD	Pioneer Detectable, LLC	GEN130004
Cast-In-Place Tactile	ADA Solutions, Inc.	GEN100123
DURALAST	EJ USA, Inc.	GEN130020
Detectable Warning Paving Slab	StoneBilt Concepts	GEN100341
TekWay Dome-Tile	StrongGo LLC	GEN100343
Tuffile Cast Iron Tile/Radius-Wedge (CIP)	Tuffile, Inc.	GEN150088

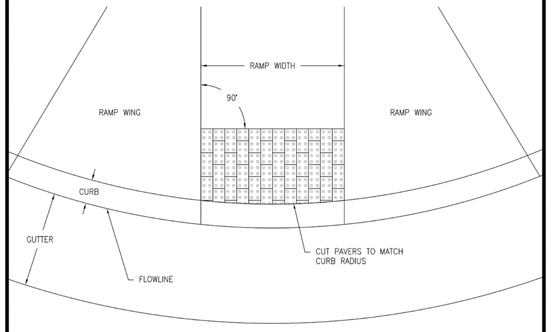
3. PANELS SHALL BE PLACED AS SHOWN, WITH DOME PATTERN IN A SQUARE GRID AND ALIGNED IN THE DIRECTION OF TRAVEL. A STEEL TEMPLATE SHALL BE USED TO ENSURE PROPER ALIGNMENT AND UNIFORM GRADE.
4. REMOVE THE PROPER AMOUNT OF CONCRETE WITHIN THE TEMPLATE FOR AN ACCURATE INSTALLATION. ONCE TO THE PROPER DEPTH, FLOAT THE AREA TO RECEIVE THE PANELS UNTIL A SMOOTH PASTE HAS DEVELOPED.
5. WET THE BACK SIDE OF EACH PANEL AND TROWEL SOME CONCRETE PASTE OR APPROVED BONDING AGENT OVER THE WET SURFACE FOR BETTER ADHERENCE.
6. SET THE FIRST PANEL ON THE FRESHLY PREPARED SURFACE. DO NOT PRESS DOWN HARD ON THE PANEL, BUT PREFERABLY TWIST FROM SIDE TO SIDE. SET PANEL WITH RUBBER MALLET TO PROPER DEPTH SO THAT THE BASE OF THE TRUNCATED DOME IS AT THE SAME ELEVATION AS THE ADJOINING RAMP SURFACE.
7. SET SUCCESSIVE PANELS WITH A TIGHT BUTT JOINT AGAINST THE PREVIOUSLY SET PANEL. PROVIDE A ⅛" GAP BETWEEN PANELS.
8. FLOAT FRESH CONCRETE AROUND PANELS. FINISH AND BROOM SURROUNDING CONCRETE AS SPECIFIED. CLEAN ANY CONCRETE OFF PANELS WITH A SPONGE.
9. PROVIDE 1" DEEP TOOL JOINTS AT CORNERS OF DETECTABLE WARNING AREA, AND TOOL AROUND PANELS WITH ⅜" RADIUS EDGER.
10. WHEN CUT PANELS ARE REQUIRED, CUT SECTIONS SHALL NOT SIGNIFICANTLY IMPACT OVERALL TRUNCATED DOMES PATTERN AND CUT DOMES SHALL BE BEVELED AT A 45-DEGREE ANGLE TO CREATE A SMOOTH TRANSITION.
11. ANY PANELS THAT ARE DAMAGED DURING TRANSPORT OR INSTALLATION WILL BE REJECTED AND SHALL NOT BE INSTALLED.
12. CLEAN OUT ⅛" JOINT(S) BETWEEN PANELS AND SEAL WITH EPOXY.
13. SETTING TRUNCATED DOME PANELS IN SAND BEDDING OR OTHER NON-CEMENTITIOUS BEDDING MATERIALS SHALL NOT BE ALLOWED.



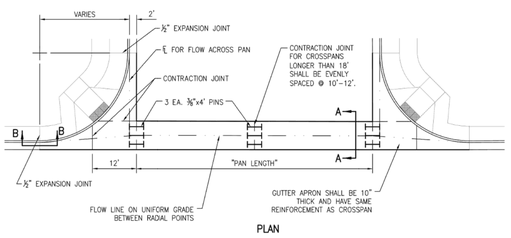
	CURB RAMP WITH PANEL DETECTABLE WARNING AREA INSTALLATION	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.18b**

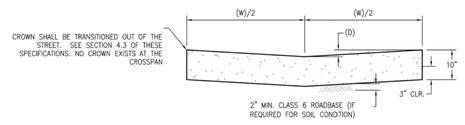
Paver Installation Notes:

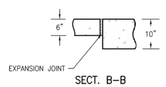
1. DETECTABLE WARNING PAVERS SHALL BE PREFABRICATED REDDISH INTEGRALLY COLORED TRUNCATED DOMES SURFACED CONCRETE OR MASONRY PAVERS. PAVERS SHALL MEET THE REQUIREMENTS OF ASTM C 902 OR ASTM C 936 AND COMPLY WITH ADA REQUIREMENTS.
2. PRIOR TO START OF WORK, CONTRACTOR SHALL SUBMIT, TO DOUGLAS COUNTY FOR APPROVAL, A SAMPLE PAVER AND DOCUMENTATION FROM THE MANUFACTURER. PAVERS SURFACE SHALL HAVE A MINIMUM OF 70% LIGHT REFLECTIVITY CONTRAST WITH THE ADJOINING SURFACE.
3. WELL FOR PAVERS SHALL BE ACCURATELY BLOCKED OUT TO ENSURE PROPER DEPTH, ALIGNMENT, AND UNIFORM GRADE. ONLY FULL WIDTH PAVERS SHALL BE USED TO OBTAIN SPECIFIED RAMP THROAT WIDTH.
4. PAVERS SHALL BE PLACED IN THE RUNNING PATTERN SHOWN, DOMES PLACED IN A SQUARE GRID AND ALIGNED IN THE DIRECTION OF TRAVEL. PAVERS SHALL BE INSTALLED SO THAT THE BASES OF THE TRUNCATED DOMES ARE AT THE SAME ELEVATION AS THE ADJOINING RAMP SURFACE.
5. SAND FOR BEDDING MATERIAL SHALL CONFORM TO ASTM C 33. SAND TO BE PLACED BETWEEN JOINTS SHALL CONFORM TO ASTM C 144.
6. BEDDING SAND SHALL BE SCREED TO THE APPROPRIATE DEPTH PRIOR TO THE PAVERS INSTALLATION. A PLATE VIBRATOR SHALL BE USED TO EMBED THE PAVERS INTO THE SAND. ANY PAVERS THAT ARE DAMAGED DURING TRANSPORTATION OR INSTALLATION WILL BE REJECTED AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
7. WHEN CUT PAVERS ARE REQUIRED, CUT SECTIONS SHALL NOT SIGNIFICANTLY IMPACT OVERALL TRUNCATED DOMES PATTERN AND CUT DOMES SHALL BE BEVELED AT A 45-DEGREE ANGLE TO CREATE A SMOOTH TRANSITION.
8. JOINT SPACING SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, BUT SHALL NOT BE MORE THAN ⅜". JOINTS SHALL BE FILLED COMPLETELY WITH SAND. EXCESS SAND SHALL BE REMOVED BY SWEEPING.



	CURB RAMP WITH PAVER DETECTABLE WARNING AREA INSTALLATION	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.18c**



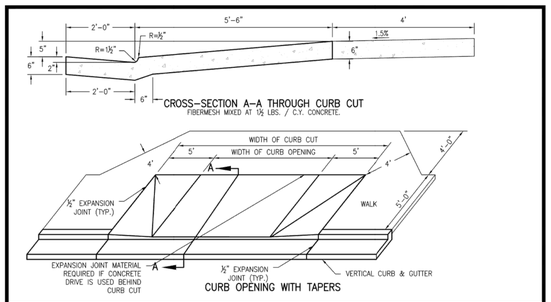




WIDTH (W)	DEPTH (D)	THICKNESS (T)
8'	2"	10"
10'	2½"	10"

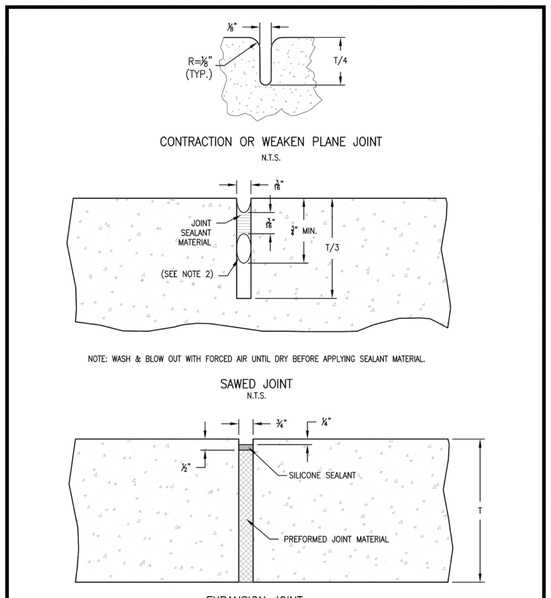
NOTE: LOCAL STREET INTERSECTIONS REQUIRE AN 8' CROSSPAN. COLLECTOR STREET INTERSECTIONS REQUIRE AN 10' CROSSPAN. CROSSPANS ARE NOT ALLOWED AT ANY ARTERIAL STREET INTERSECTIONS.

	CROSSPAN	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.21**



NOTES:
1. BACK OF CURB CUT EXTENDS TO BACK OF WALK OR BACK OF BICYCLE PATH. IF NO WALK IS PRESENT, EXTEND BACK OF CURB CUT TO 5'-6" BEHIND FLOWLINE OR TO R.O.W. LINE, WHICHEVER IS GREATER.
2. COUNTY SHALL APPROVE LOCATION OF CURB CUT BEFORE CONSTRUCTION.
3. CURB OPENINGS OF 30' OR MORE MUST BE CONSTRUCTED WITH A MINIMUM 20' RADIUS CURB RETURN.
4. DESIGN ENGINEER MUST DEMONSTRATE THAT STREET DRAINGE STAYS WITHIN THE STREET RIGHT-OF-WAY.

	CURB OPENING	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised: 09/2017
		Drawing No. **SP.22**



NOTES:
1. JOINT SEALANT MATERIAL MUST MEET ASTM 3406.
2. ⅜" DIA. BACKER ROD.

	CONCRETE JOINTS	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. **SP.31**

Know what's **below.** **Call** before you dig.

ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

AARON L. CLUTTER, P.E.
COLORADO P.E. 36742
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

UNTIL SUCH TIME AS THESE PLANS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SH LYRIC, LLC
9380 STATION ST.
SUITE 600
LONE TREE, CO 80124
OFFICE PHONE
(303) 791-8180

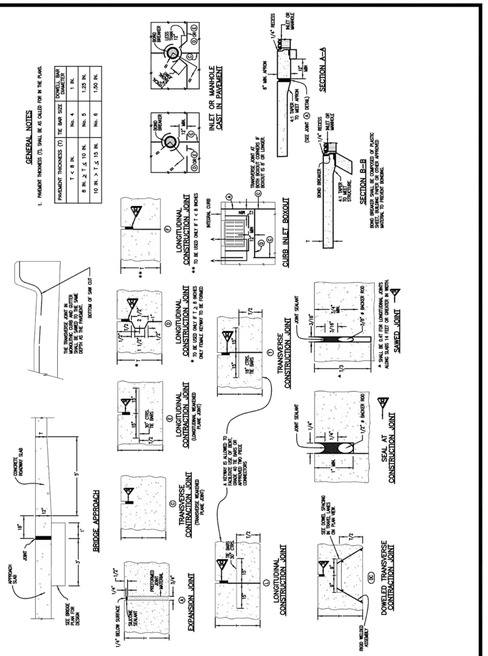
J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	N/A
V-SCALE	N/A
DATE	02/06/26
DESIGNED BY	GDC
DRAWN BY	GDC
CHECKED BY	

RIDGECATE SOUTHWEST VILLAGE FILING 5
ROADWAY DETAILS
PHASE 3

SHEET 138 OF 146
JOB NO. 15950.22



REFERENCE:
CDOT M & S STANDARDS
M-412-1

CONCRETE JOINTS

DOUGLAS COUNTY COLORADO

Issued: 05/2013
Revised:
Drawing No. **SP.32**

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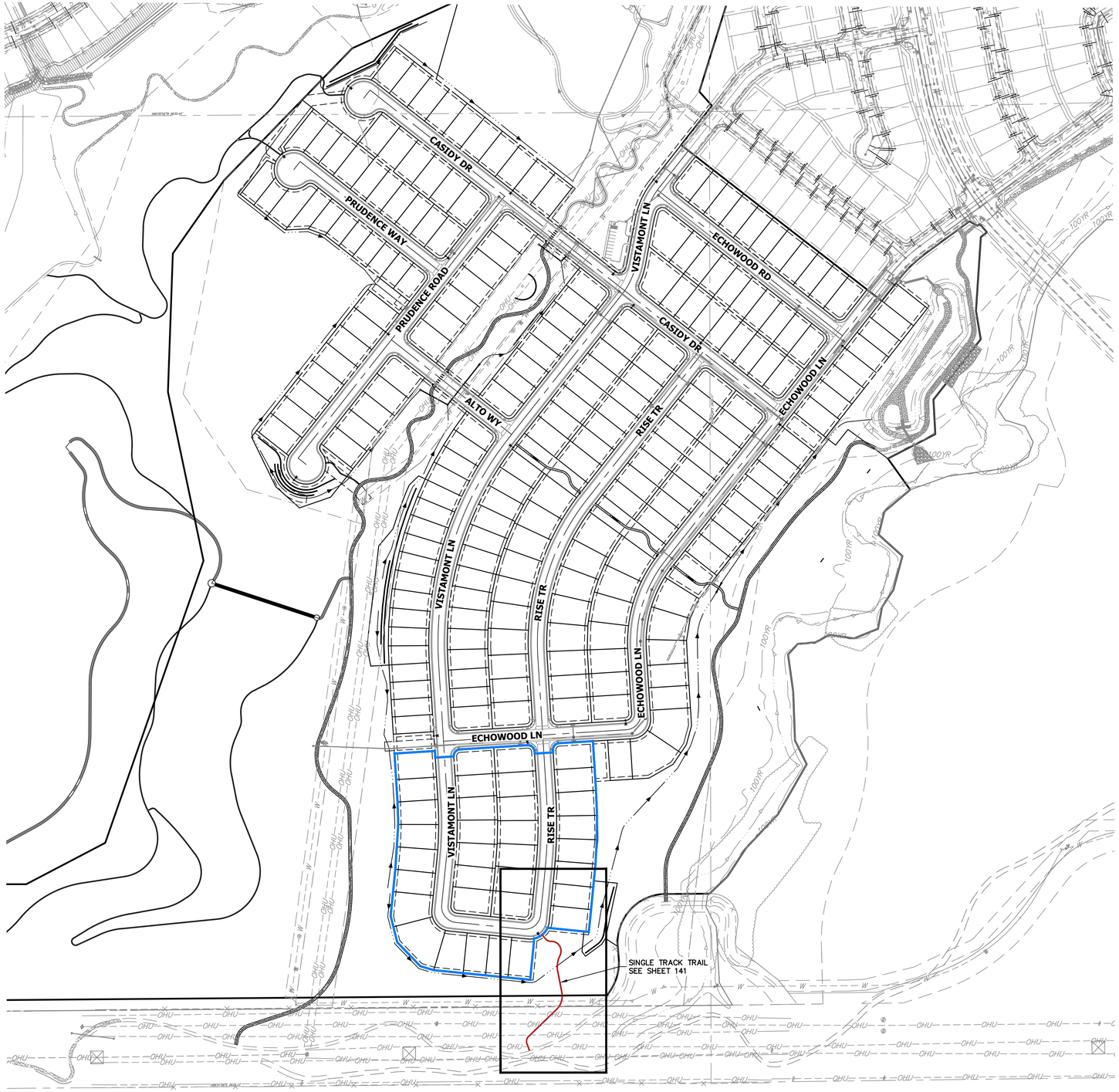
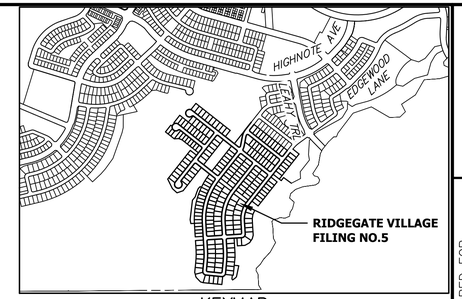
RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY DETAILS
PHASE 3

SHEET 139 OF 146
JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

Know what's below. Call before you dig.

150 75 0 150 300
ORIGINAL SCALE: 1" = 150'

CITY OF LONE TREE

DATE

THESE CONSTRUCTION PLANS HAVE BEEN REVIEWED BY THE CITY OF LONE TREE FOR STREET AND DRAINAGE, SIGNAGE AND STRIPING IMPROVEMENTS ONLY.

ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

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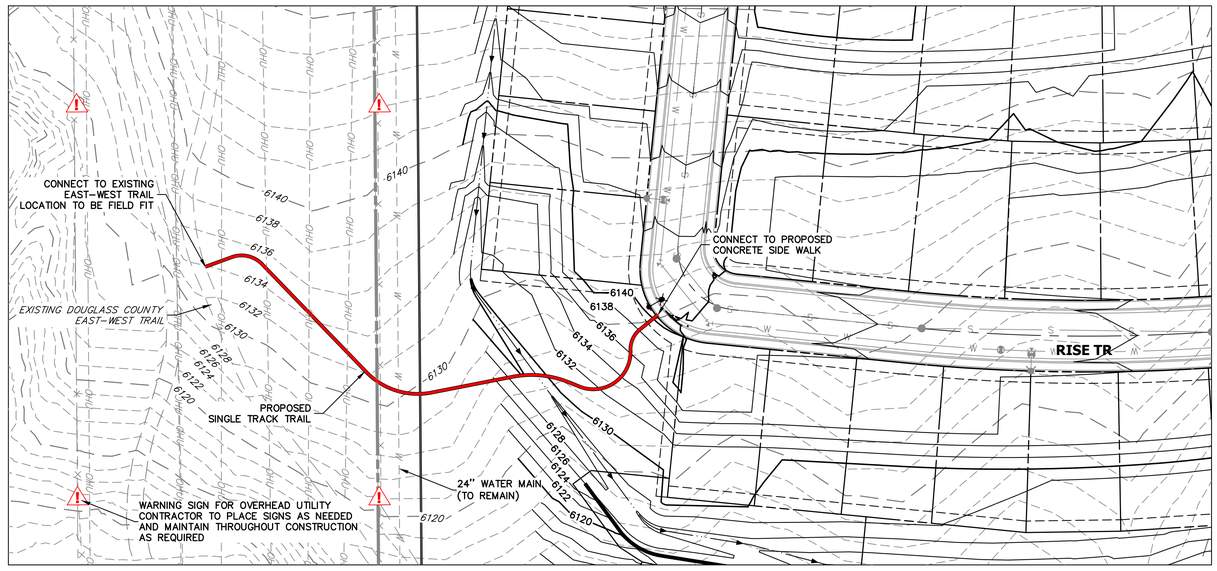
RIDGEGATE SOUTHWEST VILLAGE FILING 5

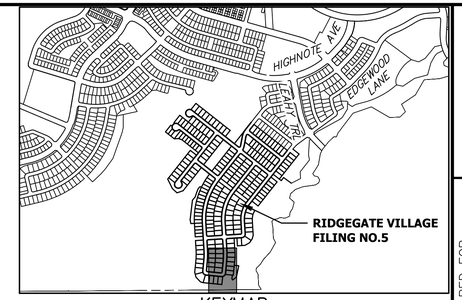
TRAIL PLAN & PROFILE

PHASE 3

SHEET 140 OF 146

JOB NO. 15950.22





KEYMAP
SCALE: 1"=1000'

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

CITY OF LONE TREE

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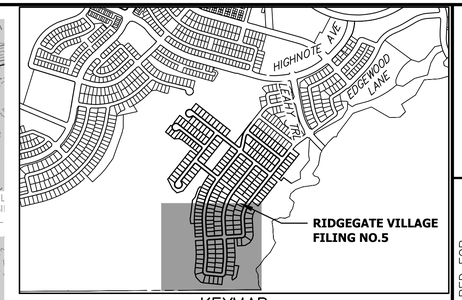
RIDGEGATE SOUTHWEST VILLAGE FILING 5

TRAIL PLAN & PROFILE

PHASE 3

SHEET 141 OF 146

JOB NO. 15950.22



KEYMAP
SCALE: 1"=1000'

NOTES:

1. SEE SHEET 1 FOR BENCHMARK AND SHEET 3 FOR LEGEND.
2. SEE SHEET 2 FOR STANDARD GESC NOTES.
3. SEE SHEETS 145–147 FOR STANDARD GESC DETAILS.
4. CONTRACTOR TO ADJUST SEDIMENT BASINS TO GRADE AS WARRANTED BY CONSTRUCTION.
5. NO GRADING OPERATIONS SHALL OCCUR WITHIN 20' OF OVERHEAD TRANSMISSION TOWERS.
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N

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

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COLORADO REGISTERED AARON LEE CLUTTER 36742 PROFESSIONAL ENGINEER

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COLORADO P.E. 36742
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RIDGEGATE SOUTHWEST VILLAGE FILING 5

ROADWAY GESC INITIAL

PHASE 3

SHEET 142 OF 146

JOB NO. 15950.22

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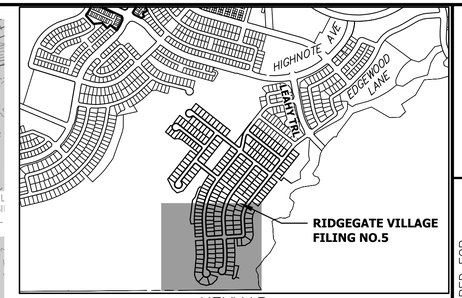

KEYMAP
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NOTES:

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N

60 30 0 60 120
ORIGINAL SCALE: 1" = 60'

CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

ENGINEER'S STATEMENT

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DATE	02/06/26
DESIGNED BY	JFK
DRAWN BY	JFK
CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5
ROADWAY GESC INTERIM
PHASE 3

SHEET 143 OF 146

JOB NO.

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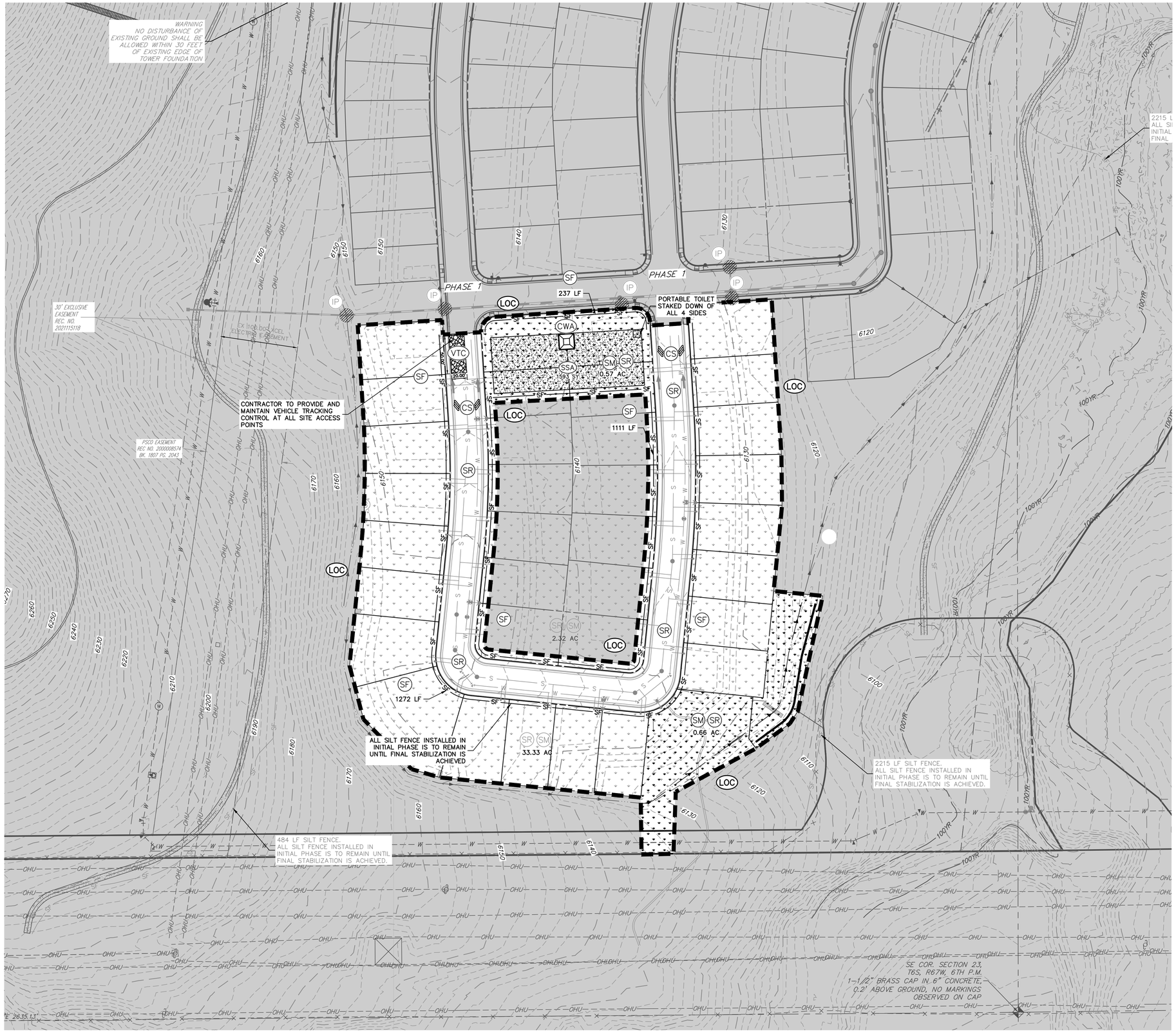

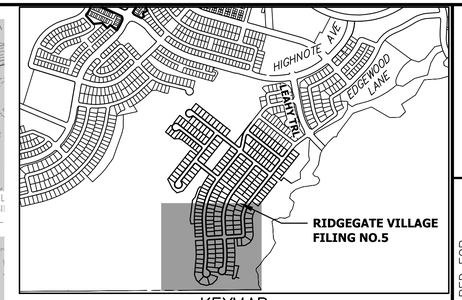

KEYMAP
SCALE: 1"=1000'

NOTES:

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60 30 0 60 120
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CITY OF LONE TREE

DATE

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ENGINEERING DIVISION ACCEPTANCE BLOCK

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CHECKED BY	

RIDGEGATE SOUTHWEST VILLAGE FILING 5

ROADWAY GESC FINAL

PHASE 3

SHEET 144 OF 146

JOB NO. 15950.22

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GRADING, EROSION, AND SEDIMENT CONTROL (GESC) GENERAL NOTES ⚠

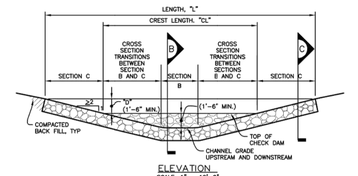
1. THE CITY OF LONE TREE ENGINEER'S SIGNATURE AFFIXED TO THIS DOCUMENT INDICATES THE CITY OF LONE TREE PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION, HAS REVIEWED THE DOCUMENT AND FOUND IT IN GENERAL COMPLIANCE WITH THE CITY OF LONE TREE SUBDIVISION REGULATIONS AND/OR THE GRADING, EROSION AND SEDIMENT CONTROL (GESC) CRITERIA MANUAL. THE CITY OF LONE TREE ENGINEER, THROUGH ACCEPTANCE OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY (OTHER THAN AS STATED ABOVE) FOR THE COMPLETENESS AND/OR ACCURACY OF THESE DOCUMENTS.
2. THE ADEQUACY OF THIS GESC PLAN LIES WITH THE ORIGINAL DESIGN ENGINEER.
3. THE GESC PLAN SHALL BE CONSIDERED VALID FOR TWO (2) YEARS FROM THE DATE OF ACCEPTANCE BY THE CITY OF LONE TREE, AFTER WHICH TIME THE PLAN SHALL BE VOID AND WILL BE SUBJECT TO RE-REVIEW AND RE-ACCEPTANCE BY THE CITY OF LONE TREE.
4. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE CITY OF LONE TREE ENGINEERING DIVISION. THE CITY OF LONE TREE RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THE GESC MANUAL, GESC PLAN OR GESC PERMIT.
5. THE PLACEMENT OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPs) SHALL BE IN ACCORDANCE WITH THE CITY OF LONE TREE – ACCEPTED GESC PLAN AND THE CITY OF LONE TREE GESC MANUAL.
6. ANY VARIATION IN MATERIAL, TYPE OR LOCATION OF EROSION AND SEDIMENT CONTROL BMPs FROM THE CITY OF LONE TREE – ACCEPTED GESC PLAN WILL REQUIRE APPROVAL FROM AN ACCOUNTABLE REPRESENTATIVE OF THE CITY OF LONE TREE ENGINEERING DIVISION.
7. AFTER THE GESC PLAN HAS BEEN ACCEPTED, THE GESC PERMIT APPLIED FOR, FEES AND FISCAL SECURITY SUBMITTED TO THE CITY, AND THE GESC FIELD MANUAL OBTAINED AND REVIEWED, THE CONTRACTOR MAY INSTALL THE INITIAL-STAGE EROSION AND SEDIMENT CONTROL BMPs INDICATED ON THE ACCEPTED GESC PLAN.
8. THE FIRST BMP TO BE INSTALLED ON THE SITE SHALL BE CONSTRUCTION FENCE, MARKERS, OR OTHER APPROVED MEANS OF DEFINING THE LIMITS OF CONSTRUCTION, INCLUDING CONSTRUCTION LIMITS ADJACENT TO STREAM CORRIDORS AND OTHER AREAS TO BE PRESERVED.
9. AFTER INSTALLATION OF THE INITIAL–STAGE EROSION AND SEDIMENT CONTROL BMPs, THE PERMITTEE SHALL CALL THE CITY OF LONE TREE CONSTRUCTION INSPECTOR AT (303) 662–8112 TO SCHEDULE A PRECONSTRUCTION MEETING AT THE PROJECT SITE. THE REQUEST SHALL BE MADE A MINIMUM OF THREE BUSINESS DAYS PRIOR TO THE REQUESTED MEETING TIME. NO CONSTRUCTION ACTIVITIES SHALL BE PLANNED WITHIN 24 HOURS AFTER THE PRECONSTRUCTION MEETING.
10. THE OWNER OR OWNER'S REPRESENTATIVE, THE GESC MANAGER, THE GENERAL CONTRACTOR, AND THE GRADING SUBCONTRACTOR, IF DIFFERENT FROM THE GENERAL CONTRACTOR, MUST ATTEND THE PRECONSTRUCTION MEETING. IF ANY OF THE REQUIRED PARTICIPANTS FAIL TO ATTEND THE PRECONSTRUCTION MEETING, OR IF THE GESC FIELD MANUAL IS NOT ON SITE, OR IF THE INSTALLATION OF THE INITIAL BMPs ARE NOT APPROVED BY THE CITY OF LONE TREE GESC INSPECTOR, THE APPLICANT WILL HAVE TO PAY A REINSPECTION FEE, ADDRESS ANY PROBLEMS WITH BMP INSTALLATION, AND CONDUCT ANOTHER PRECONSTRUCTION MEETING BEFORE THE START OF CONSTRUCTION. THE CITY OF LONE TREE STRONGLY ENCOURAGES THE APPLICANT TO HAVE THE ENGINEER OF RECORD AT THE PRECONSTRUCTION MEETING. FAILURE OF THE ENGINEER OF RECORD TO ATTEND MAY RESULT IN A DELAY OF THE START OF CONSTRUCTION.
11. CONSTRUCTION SHALL NOT BEGIN UNTIL THE CITY OF LONE TREE GESC INSPECTOR APPROVES THE INSTALLATION OF THE INITIAL BMPs AND THE APPROVED GESC PERMIT IS POSTED UP FROM THE CITY AND IS IN–HAND ON THE SITE. THE COMPLETED PERMIT WILL BE AVAILABLE WITHIN 24–HOURS AFTER THE INSTALLATION OF THE INITIAL BMPs ARE APPROVED.
12. THE GESC MANAGER S-WILL STRICTLY ADHERE TO THE CITY OF LONE TREE–APPROVED LIMITS OF CONSTRUCTION AT ALL TIMES. THE CITY OF LONE TREE ENGINEERING DIVISION MUST APPROVE ANY CHANGES TO THE LIMITS OF CONSTRUCTION AND, AT THE DISCRETION OF THE ENGINEERING DIVISION, ADDITIONAL EROSION/SEDIMENT CONTROLS MAY BE REQUIRED IN ANY ADDITIONAL AREAS OF CONSTRUCTION.
13. THE MAXIMUM AREA OF CONSTRUCTION SHALL BE LIMITED TO 40 ACRES (70 ACRES IF APPROVED FOR SOIL MITIGATION OPERATIONS) TO REDUCE THE AMOUNT OF LAND DISTURBED AT ANY ONE TIME. LARGER SITES SHALL BE DIVIDED INTO PHASES THAT ARE EACH (OR TO) 40 ACRES OR LESS IN SIZE. THESE PROJECTS SHALL CONDUCT GRADING ACTIVITIES IN ACCORDANCE WITH THE ACCEPTED GESC PLAN. BMP INSTALLATION AND APPROVAL BY THE CITY OF LONE TREE AT THE START AND COMPLETION OF EACH PHASE SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN THE GESC MANUAL AND/OR GESC FIELD MANUAL.
14. PRIOR TO ACTUAL CONSTRUCTION, THE PERMITTEE SHALL VERIFY THE LOCATION OF EXISTING UTILITIES. FOR INFORMATION, CONTACT THE DENVER INTER–UTILITY GROUP AT 1–800–922–1987 OR FAX AT (303) 534–6700.
15. NATURAL VEGETATION SHALL BE RETAINED AND PROTECTED WHEREVER POSSIBLE. EXPOSURE OF SOIL TO EROSION BY REMOVAL OR DISTURBANCE OF VEGETATION SHALL BE LIMITED TO THE AREA REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATIONS.
16. THE GESC PERMIT SHALL BE VALID FOR A PERIOD OF ONE (1) YEAR, UNLESS EXTENDED.
17. A COPY OF THE GESC PERMIT, ACCEPTED GESC PLANS AND THE GESC FIELD MANUAL SHALL BE ON SITE AT ALL TIMES.
18. THE GESC MANAGER S-WILL BE RESPONSIBLE FOR ENSURING THAT THE SITE REMAINS IN COMPLIANCE WITH THE GESC PERMIT AND SHALL BE THE PERMITTEE'S CONTACT PERSON WITH THE CITY FOR ALL MATTERS PERTAINING TO THE GESC PERMIT. THE GESC MANAGER SHALL BE PRESENT AT THE SITE THE MAJORITY OF THE TIME AND SHALL BE AVAILABLE THROUGH A 24–HOUR CONTACT NUMBER. IN THE EVENT THAT THE CONTRACTOR'S GESC MANAGER IS NOT ON SITE AND CANNOT BE REACHED DURING A VIOLATION, THE ALTERNATE GESC MANAGER SHALL BE CONTACTED. IF NEITHER THE GESC MANAGER NOR ALTERNATE GESC MANAGER CAN BE CONTACTED DURING ANY VIOLATION, A STOP WORK ORDER SHALL BE ISSUED.
19. ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE THROUGH THE CITY OF LONE TREE–APPROVED ACCESS POINT. A VEHICLE TRACKING CONTROL PAD IS REQUIRED AT ALL ACCESS POINTS ON THE SITE. ADDITIONAL STABILIZED CONSTRUCTION ENTRANCES MAY BE ADDED WITH AUTHORIZATION FROM THE CITY OF LONE TREE ENGINEERING DIVISION.
20. THE GESC MANAGER IS RESPONSIBLE FOR CLEANUP OF SEDIMENT OR CONSTRUCTION DEBRIS TRACKED ONTO ADJACENT PAVED AREAS. PAVED AREAS INCLUDING STREETS ARE TO BE KEPT CLEAN THROUGHOUT BUILD–OUT AND SHALL BE CLEANED, WITH A STREET SWEEPER OR SIMILAR DEVICE, AT FIRST NOTICE OF ACCIDENTAL TRACKING OR AT THE DISCRETION OF THE CITY OF LONE TREE GESC INSPECTOR. STREET WASHING IS NOT ALLOWED. THE CITY OF LONE TREE RESERVES THE RIGHT TO REQUIRE ADDITIONAL MEASURES TO ENSURE AREA STREETS ARE KEPT FREE OF SEDIMENT AND/OR CONSTRUCTION DEBRIS.
21. APPROVED EROSION AND SEDIMENT CONTROL BMPs SHALL BE MAINTAINED AND KEPT IN GOOD REPAIR FOR THE DURATION OF THIS PROJECT. AT A MINIMUM, THE GESC MANAGER SHALL INSPECT ALL BMPs IN ACCORDANCE WITH THE ACCEPTED GESC PLAN AND GESC MANUAL. ALL NECESSARY MAINTENANCE AND REPAIR ACTIVITIES SHALL BE COMPLETED WITHIN 48 HOURS FOR LEVEL III VIOLATIONS, AND IMMEDIATELY FOR LEVEL II VIOLATIONS, OR AS DIRECTED BY A CITY OF LONE TREE GESC INSPECTOR. ACCUMULATED SEDIMENT AND CONSTRUCTION DEBRIS SHALL BE REMOVED AND PROPERLY DISPOSED.
22. STRAW BALES ARE NOT A GESC–ACCEPTED SEDIMENT CONTROL BMP.
23. TOPSOIL SHALL BE STRIPPED AND STOCKPILED IN THE LOCATION SHOWN ON THE ACCEPTED GESC PLAN. THE GESC MANAGER SHALL SCHEDULE AN INSPECTION WITH THE CITY OF LONE TREE GESC INSPECTOR AS SOON AS TOPSOIL STRIPPING IS COMPLETED. FAILURE TO SCHEDULE SUCH INSPECTION OR FAILURE TO STOCKPILE TOPSOIL SHALL RESULT IN ISSUANCE OF A STOP WORK ORDER. THE STOP WORK ORDER SHALL REMAIN IN PLACE UNTIL TOPSOIL IS STOCKPILED ON SITE OR APPROPRIATE SOIL AMENDMENTS ARE STOCKPILED ON SITE.
24. THE ACCEPTED GESC PLAN MAY REQUIRE CHANGES OR ALTERATIONS AFTER APPROVAL TO MEET CHANGING SITE OR PROJECT CONDITIONS OR TO ADDRESS INEFFICIENCIES IN DESIGN OR INSTALLATION. THE GESC MANAGER SHALL OBTAIN PRIOR APPROVAL FROM THE DESIGN ENGINEER AND THE CITY OF LONE TREE ENGINEERING FOR ANY PROPOSED CHANGES.
25. LINING OF TEMPORARY SWALES AND DITCHES SHALL BE IN ACCORDANCE WITH THE GESC CRITERIA MANUAL.
26. NO PERMANENT EARTH SLOPES GREATER THAN 3:1 SHALL BE ALLOWED.
27. ANY SETTLEMENT OR SOIL ACCUMULATIONS BEYOND THE LIMITS OF CONSTRUCTION DUE TO GRADING OR EROSION SHALL BE REPAIRED IMMEDIATELY BY THE GESC MANAGER. THE GESC MANAGER SHALL BE HELD RESPONSIBLE FOR OBTAINING ACCESS RIGHTS TO ADJACENT PROPERTY, IF NEEDED, AND REMEDIATING ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
28. A WATER SOURCE SHALL BE AVAILABLE ON SITE DURING EARTHWORK OPERATIONS AND UTILIZED AS REQUIRED TO MINIMIZE DUST FROM EARTHWORK EQUIPMENT AND WIND.
29. SOILS THAT WILL BE STOCKPILED FOR MORE THAN THIRTY (30) DAYS SHALL BE SEEDED AND MULCHED WITHIN FOURTEEN (14) DAYS OF STOCKPILE CONSTRUCTION. NO STOCKPILES SHALL BE PLACED WITHIN ONE HUNDRED (100) FEET OF A DRAINAGE WAY UNLESS APPROVED BY THE CITY OF LONE TREE ENGINEERING DIVISION.
30. ALL CHEMICAL OR HAZARDOUS MATERIAL SPILLS WHICH MAY ENTER WATERS OF THE STATE OF COLORADO, WHICH INCLUDE BUT ARE NOT LIMITED TO, SURFACE WATER, GROUND WATER AND DRY GULLIES OR STORM SEWER LEADING TO SURFACE WATER, SHALL BE IMMEDIATELY REPORTED TO THE CDPHE PER (303) 25–6–601, AND THE CITY OF LONE TREE. RELEASES OF PETROLEUM PRODUCTS AND CERTAIN HAZARDOUS SUBSTANCES LISTED UNDER THE FEDERAL CLEAN WATER ACT (40 CFR PART 116) MUST BE REPORTED TO THE NATIONAL RESPONSE CENTER AS WELL AS THE CDPHE. THE APPLICABLE CONTACT INFORMATION (SEE APPENDIX A, DOUGLAS COUNTY GESC MANUAL – SUBJECT TO CHANGE) IS: COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT TOLL–FREE 24–HOUR ENVIRONMENTAL EMERGENCY SPILL REPORTING LINE 1–877–518–5608; NATIONAL RESPONSE CENTER (24–HOUR NATIONAL SPILL RESPONSE) 1–800–424–8802; CITY OF LONE TREE PUBLIC WORKS (303) 662–8112. SPILLS THAT POSE AN IMMEDIATE RISK TO HUMAN LIFE SHALL BE REPORTED TO 911. FAILURE TO REPORT AND CLEAN UP ANY SPILL SHALL RESULT IN ISSUANCE OF A STOP WORK ORDER.
31. ALL WORK ON SITE SHALL STAY A MINIMUM OF ONE HUNDRED (100) FEET AWAY FROM ANY DRAINAGE WAY, WETLAND, ETC. UNLESS OTHERWISE NOTED ON AN ACCEPTED CITY OF LONE TREE GESC PLAN.
32. ALL PROJECTS SHALL BALANCE EARTHWORK QUANTITIES ON SITE. IN THE EVENT A VARIANCE IS GRANTED BY THE CITY ENGINEER TO ALLOW IMPORT OR EXPORT OF MATERIAL, THE PERMITEE SHALL HAVE A GESC PERMIT IN HAND FOR THE IMPORT OR EXPORT SITE PRIOR TO ANY TRANSPORTING OF EARTHEN MATERIAL. THE GESC MANAGER SHALL NOTIFY THE CITY OF LONE TREE GESC INSPECTOR OF THE LOCATION AND GESC PERMIT NUMBERS OF BOTH THE EXPORTING AND IMPORTING SITES PRIOR TO ANY IMPORT/EXPORT OPERATIONS.
33. THE USE OF REBAR, STEEL STAKES OR STEEL FENCE POSTS FOR STAKING OR SUPPORT OF ANY EROSION OR SEDIMENT CONTROL BMP IS PROHIBITED (EXCEPT STEEL TEE–POSTS FOR USE IN SUPPORTING CONSTRUCTION FENCE).
34. THE CLEANING OF CONCRETE DELIVERY TRUCK CHUTES IS RESTRICTED TO APPROVED CONCRETE WASH OUT LOCATIONS ON THE JOB SITE. THE DISCHARGE OF WATER CONTAINING WASTE CONCRETE TO THE STORM SEWER SYSTEM IS PROHIBITED. ALL CONCRETE WASTE SHALL BE PROPERLY CLEANED UP AND DISPOSED AT AN APPROPRIATE LOCATION.
35. ALL DEWATERING ON SITE SHALL BE COORDINATED WITH A CITY OF LONE TREE GESC INSPECTOR AND BE FREE OF SEDIMENT IN ACCORDANCE WITH THE GESC CRITERIA MANUAL.
36. ALL PERMANENT INSTALLATIONS OF PIPES FOR STORM SEWERS, SLOPE DRAINS, AND CULVERTS, TOGETHER WITH RIPRAP APRONS OR OTHER INLET AND OUTLET PROTECTION, REQUIRE INSPECTION BY THE CITY OF LONE TREE ENGINEERING (SEPARATE FROM GESC INSPECTIONS).
37. ALL DISTURBED AREAS SHALL BE DRILL SEEDED AND CRIMP MULCHED IN ACCORDANCE WITH THE DOUGLAS COUNTY GESC MANUAL CRITERIA AND THE CITY OF LONE TREE SEEDING AND MULCHING DETAIL (#17) INCLUDED HEREIN WITHIN THIRTY DAYS OF INITIATION OR APPLICATION WITHIN SEVEN DAYS OF SUBSTANTIAL COMPLETION (AS DEFINED BY THE CITY OF LONE TREE) OF AN AREA, WHICHEVER IS LESS. THIS MAY REQUIRE MULTIPLE MOBILIZATIONS FOR SEEDING AND MULCHING.
38. HYDRAULIC SEEDING AND HYDRAULIC MULCHING ARE NOT AN ACCEPTABLE METHOD OF SEEDING OR MULCHING IN THE CITY OF LONE TREE.
39. NO CURB AND GUTTER PERMITS SHALL BE ISSUED UNTIL ALL DISTURBED AREAS ARE DRILL SEEDED AND CRIMP MULCHED.
40. NO PAVING PERMITS SHALL BE ISSUED UNTIL ALL INTERIM INLET PROTECTION IS INSTALLED AND APPROVED BY THE GESC INSPECTOR.
41. A FINAL GESC INSPECTION SHALL BE CONDUCTED A MINIMUM OF TWO WEEKS PRIOR TO THE ANTICIPATED REQUEST FOR CERTIFICATE OR TEMPORARY CERTIFICATE OF OCCUPANCY OR INITIAL ACCEPTANCE.

DETAIL SHEET

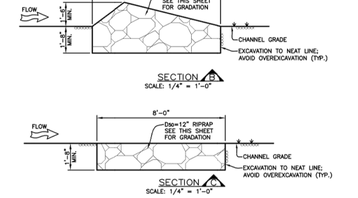
NO.	NO.
1	1
2	1
3	1
4	1
5	1
6	1
7	1
8	1
9	2
10	2
11	2
12	2
13	2
14	2
15	3
16	3
17	3
18	3
19	3
20	3
21	3
22	3
23	3
24	3
25	3
⚠ 26	3
	1

BMP LEGEND

CD	CHECK DAM
CB	COMPOST BLANKET
CFB	COMPOST FILTER BERM
CWA	CONCRETE WASHOUT AREA
CF	CONSTRUCTION FENCE
CM	CONSTRUCTION MARKERS
DW	DEWATERING
DD	DIVERSION DITCH
ECB	EROSION CONTROL BLANKET
IP	INLET PROTECTION
RCD	REINFORCED CHECK DAM
RRB	REINFORCED ROCK BERM
RRC	RRB FOR CULVERT PROTECTION
SB	SEDIMENT BASIN
SCL	SEDIMENT CONTROL LOG
ST	SEDIMENT TRAP
SM	SEEDING AND MULCHING
SF	SILT FENCE
SSA	STABILIZED STAGING AREA
SR	SURFACE ROUGHENING
TSD	TEMPORARY SLOPE DRAIN
TSC	TEMPORARY STREAM CROSSING
TER	TERRACING
VTC	VEHICLE TRACKING CONTROL
WW	VTC WITH WHEEL WASH
CS	CURB SOCK
	ROCK AND RIPRAP GRADATIONS
LOC	LIMITS OF CONSTRUCTION



ELEVATION
SCALE: 1" = 10'-0"



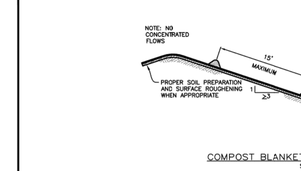
CHECK DAM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CHECK DAMS.
   – TYPE OF CHECK DAM (RIPRAP CHECK DAM, OR REINFORCED CHECK DAM).
   – LENGTH, "L", (MEASURED ALONG "CL"), AND DEPTH, "D".
2. CHECK DAMS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED AFTER CONSTRUCTION FENCE, BUT PRIOR TO ANY UPSTREAM LAND–DISTURBING ACTIVITIES.
3. RIPRAP UTILIZED FOR CHECK DAMS SHALL HAVE A D_{50} MEDIAN STONE SIZE OF 12".
4. RIPRAP PAD SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'–8".
5. 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

1. THE GESC MANAGER SHALL INSPECT CHECK DAMS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CHECK DAMS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CHECK DAM IS WITHIN ½ OF THE HEIGHT OF THE CREST.
3. CHECK DAMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CHECK DAMS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACK FILL. ANY DISTURBED AREA SHALL BE SEEDED AND MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

CD CHECK DAM 1 ⚠



COMPOST BLANKET AND COMPOST FILTER BERM
SCALE: 1" = 10'-0"

COMPOST BLANKET NOTES:

1. SEE PLAN VIEW FOR AREA OF COMPOST BLANKET.
2. MAY BE USED IN PLACE OF STRAW MULCH OR EROSION CONTROL BLANKET IN AREAS WHERE ACCESS IS DIFFICULT DUE TO LANDSCAPING OR OTHER OBJECTS OR IN AREAS WHERE A SMOOTH TURF GRASS FINISH IS DESIRED.
3. SHALL ONLY BE UTILIZED IN AREAS WHERE SHEET FLOW CONDITIONS PREVAIL; SHALL BE PROHIBITED IN AREAS OF POSSIBLE CONCENTRATED FLOW.
4. SOIL PREPARATION SHALL BE COMPLETE PER THE SPECIFICATIONS OUTLINED IN THESE CRITERIA PRIOR TO APPLICATION.
5. WHEN TURF GRASS FINISH IS NOT DESIRED, SURFACE ROUGHENING ON SLOPES SHALL TAKE PLACE PRIOR TO APPLICATION.
6. SHALL BE EVENLY APPLIED AT A DEPTH OF 2 INCH.
7. MAYBE APPLIED UTILIZING PNEUMATIC BLOWER, OR BY HAND.
8. SEEDING SHALL BE DRILLED PRIOR TO THE APPLICATION OF COMPOST OR SEED MAY BE COMBINED AND BLOWN WITH THE PNEUMATIC BLOWER.
9. COMPOST FILTER BERM SHALL BE UTILIZED ON SLOPES WITH A MAXIMUM SPACING OF 15 FEET PER THE REQUIREMENTS FOUND IN THE COMPOST FILTER BERM SECTION.
10. THE GESC MANAGER SHALL INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.
11. COMPOST USED IN THE APPLICATION OF THE COMPOST BLANKET SHALL BE A CLASS I COMPOST AS DEFINED BY THE FOLLOWING PHYSICAL, CHEMICAL, AND BIOLOGICAL PARAMETERS:

PARAMETERS	CLASS I COMPOST FOR COMPOST BLANKET
MINIMUM STABILITY INDICATOR	STABLE TO VERY STABLE
SOLUBLE SALTS	MAXIMUM 5mmhos/cm
PH	6.0 – 8.0
AG INDEX	5 -10
MATURITY INDICATOR EXPRESSED AS PERCENTAGE OF GERMINATION/VIGOR	80+/80+
MATURITY INDICATOR EXPRESSED AS AMMONIA N/ NITRATE N RATIO	< 4
MATURITY INDICATOR EXPRESSED AS CARBON TO NITROGEN RATIO	20:1
TESTED FOR CLOPYRALID	YES/NEGATIVE RESULT
MOISTURE CONTENT	30–60 %
ORGANIC MATTER CONTENT	25–45 % OF DRY WEIGHT
PARTICLE SIZE DISTRIBUTION	3" (75mm) 100% PASSING 1" (25mm) 95% TO 100% PASSING ¾"(19mm) 65% TO 90% PASSING ⅜" (9.5mm) 50% TO 60% PASSING #4 20 TO 35% PASSING
PRIMARY, SECONDARY NUTRIENTS; TRACE ELEMENT	MUST BE REPORTED
TESTING AND TEST REPORT SUBMITTAL REQUIREMENTS	STA + CLOPYRALID
ORGANIC MATTER PER CUBIC YARD	MUST REPORT
CHEMICAL CONTAMINANTS	MEET OR EXCEED US EPA CLASS A STANDARD, 40 CFR 503.1 TABLES 1 & 3 LEVELS
MINIMUM MANUFACTURING/PRODUCTION REQUIREMENT	FULLY PERMITTED UNDER COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, HAZARDOUS MATERIALS AND WASTE MANAGEMENT DIVISION
RISK FACTOR RELATING TO PLANT GERMINATION AND HEALTH	LOW

NOTE: CLOPYRALID IS THE COMMON NAME OF A HERBICIDE THAT KILLS BROAD–LEAVED WEEDS SUCH AS DANDELIONS, CLOVER AND THISTLE.

CB COMPOST BLANKET 2

COMPOST FILTER BERM NOTES:

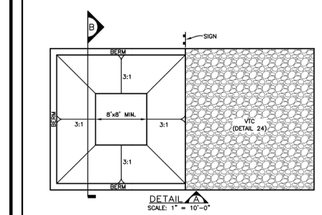
1. SEE PLAN VIEW FOR LENGTH OF COMPOST FILTER BERM.
2. SHALL BE APPLIED TO ALL SLOPES RECEIVING A COMPOST BLANKET AT 15' INCREMENTS.
3. FILTER BERMS SHALL RUN PARALLEL TO THE CONTOUR.
4. FILTER BERMS SHALL BE A MINIMUM OF 1' H x 2' W.
5. FILTER BERMS SHALL BE APPLIED UTILIZING PNEUMATIC BLOWER, OR BY HAND.
6. SHALL ONLY BE UTILIZED IN AREAS WHERE SHEET FLOW CONDITIONS PREVAIL; SHALL BE PROHIBITED IN AREAS OF POSSIBLE CONCENTRATED FLOW.
7. SOIL PREPARATION SHALL BE COMPLETE PER THE SPECIFICATIONS OUTLINED IN THESE CRITERIA PRIOR TO APPLICATION.
8. WHEN TURF GRASS FINISH IS NOT DESIRED, SURFACE ROUGHENING ON SLOPES SHALL TAKE PLACE PRIOR TO APPLICATION.
9. SEEDING SHALL BE DRILLED BEFORE THE APPLICATION OF COMPOST OR SEED MAY BE COMBINED AND BLOWN WITH THE PNEUMATIC BLOWER.
10. THE GESC MANAGER SHALL INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.
11. COMPOST USED IN THE APPLICATION OF THE COMPOST FILTER BERM SHALL BE A CLASS I COMPOST AS DEFINED BY THE FOLLOWING PHYSICAL, CHEMICAL, AND BIOLOGICAL PARAMETERS:

PARAMETERS	CLASS I COMPOST FOR COMPOST FILTER BERM
MINIMUM STABILITY INDICATOR	STABLE TO VERY STABLE
SOLUBLE SALTS	MAXIMUM 5mmhos/cm
PH	6.0 – 8.0
AG INDEX	> 10
MATURITY INDICATOR EXPRESSED AS PERCENTAGE OF GERMINATION/VIGOR	80+/80+
MATURITY INDICATOR EXPRESSED AS AMMONIA N/ NITRATE N RATIO	< 4
MATURITY INDICATOR EXPRESSED AS CARBON TO NITROGEN RATIO	20:1
TESTED FOR CLOPYRALID	YES/NEGATIVE RESULT
MOISTURE CONTENT	30–60 %
ORGANIC MATTER CONTENT	25–45 % OF DRY WEIGHT
PARTICLE SIZE DISTRIBUTION	3" (75mm) 100% PASSING 1" (25mm) 95% TO 100% PASSING ¾"(19mm) 65% TO 90% PASSING ⅜" (9.5mm) 50% TO 60% PASSING #4 20 TO 35% PASSING
PRIMARY, SECONDARY NUTRIENTS; TRACE ELEMENT	MUST BE REPORTED
TESTING AND TEST REPORT SUBMITTAL REQUIREMENTS	STA + CLOPYRALID
ORGANIC MATTER PER CUBIC YARD	MUST REPORT
CHEMICAL CONTAMINANTS	MEET OR EXCEED US EPA CLASS A STANDARD, 40 CFR 503.1 TABLES 1 & 3 LEVELS
MINIMUM MANUFACTURING/PRODUCTION REQUIREMENT	FULLY PERMITTED UNDER COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT, HAZARDOUS MATERIALS AND WASTE MANAGEMENT DIVISION
RISK FACTOR RELATING TO PLANT GERMINATION AND HEALTH	LOW

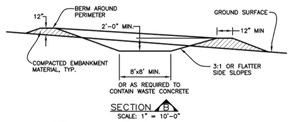
NOTE: IF A BIOSOLIDS COMPOST IS TO BE UTILIZED IT SHALL BE PRODUCED BY A FACILITY IN POSSESSION OF A VALID NOTICE OF AUTHORIZATION (NOA) FOR THE UNRESTRICTED USE AND DISTRIBUTION BY THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT. THE NOA SHALL BE PROVIDED UPON REQUEST TO CITY OF LONE TREE.

NOTE: A LAB TEST DETAILING THE CHEMICAL, PHYSICAL AND BIOLOGICAL PARAMETERS SHALL BE PROVIDED UPON REQUEST BY CITY OF LONE TREE.

CFB COMPOST FILTER BERM 3 ⚠



DETAIL A
SCALE: 1" = 10'-0"



SECTION A
SCALE: 1" = 10'-0"

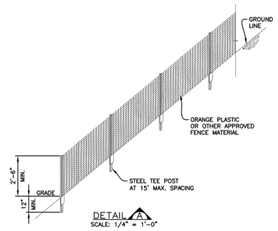
CONCRETE WASHOUT AREA INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CONCRETE WASHOUT AREA.
2. THE CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
3. VEHICLE TRACKING CONTROL (DETAIL 24) IS REQUIRED AT THE ACCESS POINT.
4. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
5. EXCAVATED MATERIAL SHALL BE UTILIZED IN PERIMETER BERM CONSTRUCTION.

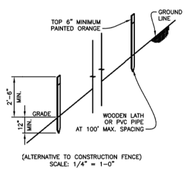
CONCRETE WASHOUT AREA MAINTENANCE NOTES

1. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND ENLARGED OR CLEANED OUT AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.
2. AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN APPROVED WASTE SITE.
3. WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.
4. INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.

CWA CONCRETE WASHOUT AREA 4



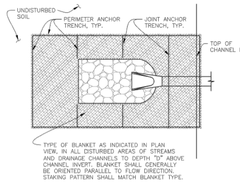
DETAIL A
SCALE: 1/4" = 1'-0"



(ALTERNATIVE TO CONSTRUCTION FENCE)
SCALE: 1/4" = 1'-0"

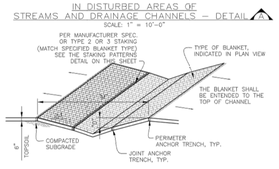
CONSTRUCTION FENCE INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – TYPE OF CONSTRUCTION LIMIT INDICATOR (FENCE OR MARKERS).
   – LOCATION AND LENGTH OF FENCE OR LINE OF MARKERS.
2. CONSTRUCTION FENCE OR MAR



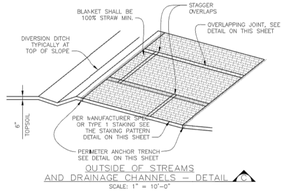
IN DISTURBED AREAS OF STREAMS AND DRAINAGE CHANNELS – DETAIL A

SCALE: 1" = 10'-0"



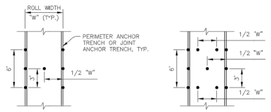
IN DIVERSION DITCH OR SMALL DITCH DRAINAGEWAY – DETAIL B

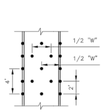
SCALE: 1" = 10'-0"



OUTSIDE OF STREAMS AND DRAINAGE CHANNELS – DETAIL C

SCALE: 1" = 10'-0"

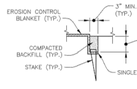




STAKING PATTERNS

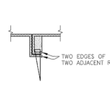
SCALE: 1" = 10'-0"

SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION. IF NO MANUFACTURER'S SPECIFICATION IS AVAILABLE USE THE ACCEPTABLE STAKING PATTERN (AS SHOWN ABOVE).



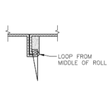
PERIMETER ANCHOR TRENCH

SCALE: 1/2" = 1'-0"



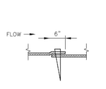
JOINT ANCHOR TRENCH

SCALE: 1/2" = 1'-0"



INTERMEDIATE ANCHOR TRENCH

SCALE: 1/2" = 1'-0"



OVERLAPPING JOINT

SCALE: 1/2" = 1'-0"

WOOD STAKE DETAIL

SCALE: 1/2" = 1'-0"
MINIMUM THICKNESS 1/2"

EROSION CONTROL BLANKET INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATION OF PERIMETER OF EROSION CONTROL BLANKET.
   – TYPE OF BLANKET (STRAW, STRAW–COCONUT, COCONUT, OR EXCELSIOR).
   – AREA "A" IN SQUARE YARDS OF EACH TYPE OF BLANKET.
2. ALL EROSION CONTROL BLANKETS AND NETTING SHALL BE MADE OF 100% NATURAL AND BIODEGRADABLE MATERIAL; NO PLASTIC OR OTHER SYNTHETIC MATERIAL, EVEN IF P-HOTO DEGRADABLE, SHALL BE ALLOWED.
3. IN AREAS WHERE EROSION CONTROL BLANKET IS SHOWN ON THE PLANS, THE PERMITTEE SHALL PLACE TOPSOIL AND PERFORM FINAL GRADING, SURFACE PREPARATION, AND SEEDING BELOW THE BLANKET IN ACCORDANCE WITH THE REQUIREMENTS OF DETAIL 17, SEEDING AND MULCHING. SUBGRADE SHALL BE SMOOTH AND MOIST PRIOR TO BLANKET INSTALLATION AND THE BLANKET SHALL BE IN FULL CONTACT WITH SUBGRADE, NO GAPS OR VOIDS SHALL EXIST UNDER THE BLANKET.
4. PERIMETER ANCHOR TRENCH SHALL BE USED AT OUTSIDE PERIMETER OF ALL BLANKET AREAS.
5. JOINT ANCHOR TRENCH SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER "LONGITUDINALLY AND TRANSVERSELY) FOR ALL BLANKETS EXCEPT STRAW, WHICH MAY USE AN OVERLAPPING JOINT.
6. INTERMEDIATE ANCHOR TRENCH SHALL BE USED AT SPACING OF ONE–HALF THE ROLL LENGTH FOR COCONUT AND EXCELSIOR BLANKETS.
7. THE OVERLAPPING JOINT DETAIL SHALL BE USED TO JOIN ROLLS OF BLANKETS TOGETHER FOR BLANKETS ON SLOPES.
8. MATERIAL SPECIFICATIONS OF EROSION CONTROL BLANKET SHALL CONFORM TO TABLE 7.1.

EROSION CONTROL BLANKET INSTALLATION NOTES – CONTINUED

9. ANY AREAS OF SEEDING AND MULCHING DISTURBED IN THE PROCESS OF INSTALLING EROSION CONTROL BLANKET SHALL BE RESEEDED AND MULCHED IN ACCORDANCE WITH DETAIL 17.
10. SEE DRAINAGE DESIGN PLANS FOR MAJOR DRAINAGEWAY STABILIZATION MEASURES THAT MAY EXCEED THE DESIGN CONDITIONS ASSOCIATED WITH THE DETAILS ABOVE.

TABLE 7.1 – EROSION CONTROL BLANKET TYPE

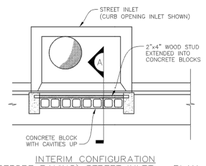
TYPE	COCONUT CONTENT	STRAW CONTENT	EXCELSIOR CONTENT	NETTING MIN.
STRAW*	–	100%	–	DOUBLE/NATURAL
STRAW–COCONUT	30% MIN.	70% MAX.	–	DOUBLE/NATURAL
COCONUT	100%	–	–	DOUBLE/NATURAL
EXCELSIOR	–	–	100%	DOUBLE/NATURAL

* FOR OUTSIDE OF STREAMS AND DRAINAGE CHANNELS

EROSION CONTROL BLANKET MAINTENANCE NOTES

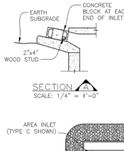
1. THE GESC MANAGER SHALL INSPECT EROSION CONTROL BLANKETS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS AS NECESSARY.
2. EROSION CONTROL BLANKET IS TO BE LEFT IN PLACE UNLESS REQUESTED TO BE REMOVED BY THE CITY.
3. ANY EROSION CONTROL BLANKET PULLED OUT, TORN, OR OTHERWISE DAMAGED SHALL BE RE–INSTALLED. ANY SUBGRADE AREAS BELOW THE BLANKET THAT HAVE ERODED TO CREATE A VOID UNDER THE BLANKET, OR THAT REMAIN DEVOID OF GRASS SHALL BE REPAIRED, RESEEDED AND MULCHED AND THE EROSION CONTROL BLANKET REINSTALLED.

ECB EROSION CONTROL BLANKET 9



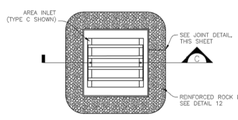
INTERIM CONFIGURATION (BEFORE PAVING) STREET INLET – PLAN

SCALE: 1/4" = 1'-0"



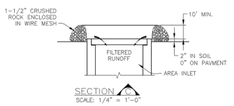
SECTION A

SCALE: 1/4" = 1'-0"



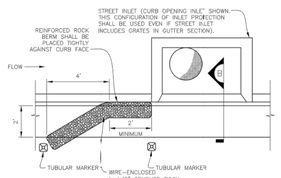
AREA INLET – PLAN

SCALE: 1/4" = 1'-0"



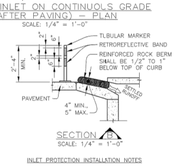
SECTION A

SCALE: 1/4" = 1'-0"



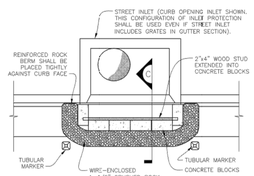
STREET INLET ON CONTINUOUS GRADE (AFTER PAVING) – PLAN

SCALE: 1/4" = 1'-0"



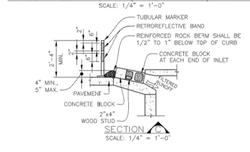
SECTION A

SCALE: 1/4" = 1'-0"



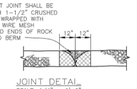
STREET INLET IN SUMP (AFTER PAVING) – PLAN

SCALE: 1/4" = 1'-0"



SECTION A

SCALE: 1/4" = 1'-0"



JOINT DETAIL

SCALE: 1/4" = 1'-0"

INLET PROTECTION INSTALLATION NOTES

1. INTERIM CONFIGURATION OF INLET PROTECTION IN STREETS SHALL BE INSTALLED WITHIN 48–HOURS OF POURING INLET. INLET PROTECTION (AFTER PAVEMENT) SHALL BE INSTALLED WITHIN 48 HOURS AFTER PAVING IS PLACED.
2. INLET PROTECTION AT AREA INLETS SHALL BE INSTALLED WITHIN 48–HOURS OF POURING INLET.
3. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON SHEET 1 (1–1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
4. WIRE MESH SHAL, BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE"). ROLL WIDTH SHALL BE 48–INCHES.
5. WIRE MESH SHAL, BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6–INCH CENTERS ALONG ALL JOINTS AND AT 2–INCH CENTERS ON ENDS OF BERM.
6. REINFORCED ROCK BERM SHALL BE CONSTRUCTED IN ONE PIECE OR SHALL BE CONSTRUCTED USING JOINT DETAIL.
7. TUBULAR MARKERS SHALL MEET REQUIREMENTS OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED.
8. THE TOP OF REINFORCED ROCK BERM SHALL BE 1/2"–1" BELOW TOP OF CURB.

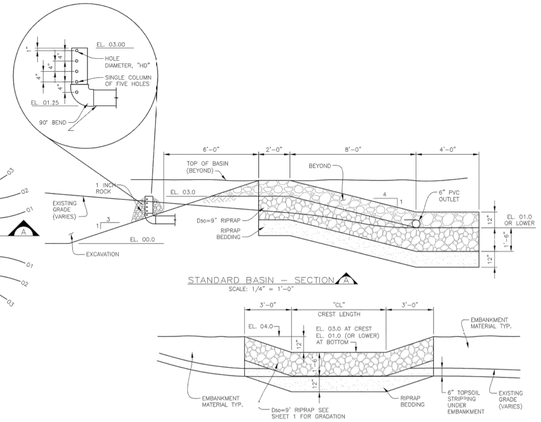
INLET PROTECTION MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT INLET PROTECTION WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY. MORE FREQUENT INSPECTIONS AND REPAIRS SHALL BE REQUIRED DURING WINTER CONDITIONS DUE TO FREEZE/THAW PROBLEMS.
2. SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED WHEN "HE SEDIMENT DEPTH UPSTREAM OF ROCK BERM IS WITHIN 2–1/2 INCHES OF THE CREST.
3. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED, UNLESS THE CITY APPROVES EARLIER REMOVAL OF INLET PROTECTION IN STREETS.
4. WHEN INLET PRO"ECTION AT AREA INLETS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

IP INLET PROTECTION 10

STANDARD BASIN – PLAN

SCALE: 1" = 10'-0"



STANDARD BASIN – SECTION A

SCALE: 1/4" = 1'-0"

STANDARD BASIN – SECTION B

SCALE: 1/4" = 1'-0"

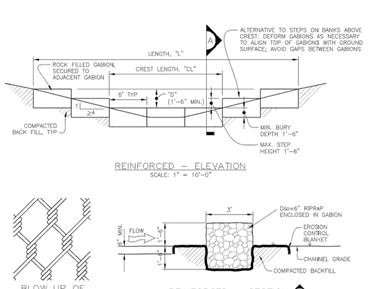
SEDIMENT BASIN INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATION OF SEDIMENT BASIN.
   – TYPE OF BASIN (STANDARD BASIN OR NON–STANDARD BASIN).
   – FOR STANDARD BASIN, CREST LENGTH, "CL", BOTTOM WIDTH, "W", AND HOLE DIAMETER, "HD".
   – FOR NON–STANDARD BASIN, SEE CONSTRUCTION DRAWINGS FOR DESIGN OF BASIN INCLUDING RISER HEIGHT, "H", NUMBER OF COLUMNS, "N", HOLE DIAMETER, "HD", AND PIPE DIAMETER "D".
2. FOR STANDARD BASIN, BOTTOM DIMENSION MAY BE MODIFIED AS LONG AS BOTTOM AREA IS NOT REDUCED.
3. SEDIMENT BASINS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY OTHER
4. EMBANKMENT MATERIAL SHALL CONSIST OF SOIL FREE OF DEBRIS, ORGANIC MATERIAL, AND ROOKS OR CONCRETE GREATER THAN 3 INCHES AND SHALL HAVE A MINIMUM OF 15 PERCENT BY WEIGHT PASSING THE NO. 200 SIEVE.
5. EMBANKMENT MATERIAL SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DENSITY WITHIN 2 PERCENTAGE POINTS OF OPTIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
6. PIPE SCH 40 OR GREATER SHALL BE USED.
7. THE DETAILS SHOWN ON THIS SHEET PERTAIN TO STANDARD SEDIMENT BASIN(S) IDENTIFIED ON THE GESC PLAN VIEW DRAWINGS USED FOR DRAINAGE AREAS LESS THAN 15 ACRES. SEE CONSTRUCTION DRAWINGS FOR EMBANKMENT, STORAGE VOLUME, SPILLWAY, OUTLET, AND OUTLET PROTECTION DETAILS FOR ANY SEDIMENT BASIN(S) THAT HAVE BEEN INDIVIDUALLY DESIGNED FOR DRAINAGE AREAS LARGER THAN 15 ACRES.

SEDIMENT BASIN MAINTENANCE NOTES

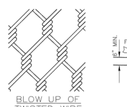
1. THE GESC MANAGER SHALL INSPECT SEDIMENT BASIN WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED IN SEDIMENT BASIN SHALL BE REMOVED WHEN THE SEDIMENT DEPTH IS WITHIN 2.0 FEET OF THE CREST OF THE SPILLWAY.
3. SEDIMENT BASINS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. IF SEDIMENT BASINS ARE REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

SB SEDIMENT BASIN 14



REINFORCED – ELEVATION

SCALE: 1" = 10'-0"



BLOW UP OF TWISTED WIRE GABION

SCALE: NTS

REINFORCED – SECTION A

SCALE: 1/4" = 1'-0"

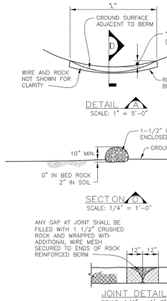
REINFORCED CHECK DAM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CHECK DAMS.
   – CHECK DAM TYPE (CHECK DAM OR REINFORCED CHECK DAM).
   – LENGTH, "L", CREST LENGTH, "CL", AND DEPTH, "D".
2. CHECK DAMS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED AFTER CONSTRUCTION FENCE, BUT PRIOR TO ANY UPSTREAM LAND–DISTURBING ACTIVITIES.
3. REINFORCED CHECK DAMS, GABIONS SHALL HAVE GALVANIZED TWISTED WIRE NETTING WITH A MAXIMUM OPENING DIMENSION OF 4–1/2" AND A MINIMUM WIRE THICKNESS OF 0.10", WIRE "HOG RINGS" AT 4" SPACING OR OTHER APPROVED MEANS SHALL BE USED AT ALL GABION SEAMS AND TO SECURE THE GABION TO THE ADJACENT GABION.
4. RIPRAP UTILIZED FOR CHECK DAMS SHALL HAVE A D_{50} MEDIAN STONE SIZE OF 6".
5. THE CHECK DAM SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'–6".
6. EROSION BLANKET SHALL BE PLACED IN THE REINFORCED CHECK DAM TRENCH EXTENDING A MINIMUM OF 1'–8" ON BOTH THE UPSTREAM AND DOWNSTREAM SIDES OF THE REINFORCED CHECK DAM.

REINFORCED CHECK DAM MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT CHECK DAMS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CHECK DAMS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CHECK DAM IS WITHIN ½ OF THE HEIGHT OF THE CREST.
3. CHECK DAMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CHECK DAMS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACK FILL. ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RCD REINFORCED CHECK DAM 11

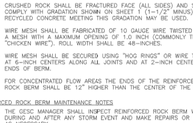


DETAIL A

SCALE: 1" = 5'-0"

SECTION A

SCALE: 1/4" = 1'-0"



JOINT DETAIL

SCALE: 1/4" = 1'-0"

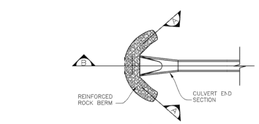
REINFORCED ROCK BERM INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF REINFORCED ROCK BERMS.
   – LENGTH, "L", AND DEPTH, "D" DIMENSIONS.
2. REINFORCED ROCK BERM SECTION APPLIES TO CULVERT INLET FILTER AND INLET PROTECTION.
3. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHALL COMPLY WITH GRADATION SHOWN ON SHEET 1 (1–1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
4. WIRE MESH SHALL BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE"). ROLL WIDTH SHALL BE 48–INCHES.
5. WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6–INCH CENTERS ALONG ALL JOINTS AND AT 2–INCH CENTERS ON ENDS OF BERM.
6. FOR CONCENTRATED FLOW AREAS THE ENDS OF THE REINFORCED ROCK BERM SHALL BE 12" HIGHER THAN THE CENTER OF THE BERM.

REINFORCED ROCK BERM MAINTENANCE NOTES

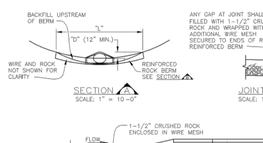
1. THE GESC MANAGER SHALL INSPECT REINFORCED ROCK BERM WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF REINFORCED ROCK BERM SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF FILTER IS WITHIN 5 INCHES OF THE CREST.
3. REINFORCED ROCK BERMS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED.
4. WHEN REINFORCED ROCK BERMS ARE REMOVED, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RRB REINFORCED ROCK BERM 12



PLAN

SCALE: 1" = 10'-0"

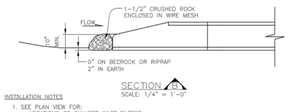


SECTION A

SCALE: 1" = 10'-0"

JOINT DETAIL

SCALE: 1/4" = 1'-0"



SECTION A

SCALE: 1/4" = 1'-0"

INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   – LOCATIONS OF CULVERT INLET FILTERS.
   – LENGTH, "L", AND DEPTH, "D".
2. CRUSHED ROCK SHALL BE FRACTURED FACE (ALL SIDES) AND SHAL, COMPLY WITH GRADATION SHOWN ON SHEET 1 (1–1/2" MINUS). RECYCLED CONCRETE MEETING THIS GRADATION MAY BE USED.
3. WIRE MESH SHALL BE FABRICATED OF 10 GAUGE WIRE TWISTED INTO A MESH WITH A MAXIMUM OPENING OF 1.0 INCH (COMMONLY TERMED "CHICKEN WIRE").
4. WIRE MESH SHALL BE SECURED USING "HOG RINGS" OR WIRE TIES AT 6–INCH CENTERS ALONG ALL JOINTS AND AT 2–INCH CENTERS ON ENDS' OF BERM.
5. THE ENDS OF THE REINFORCED ROCK BERM SHALL BE 12" HIGHER THAN THE CENTER OF THE BERM.

MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT CULVERT INLET FILTER WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF CULVERT INLET FILTER SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF FILTER IS 2 THE HEIGHT OF THE REINFORCED ROCK BERM.
3. RRB FOR CULVERT PROTECTION ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY.
4. WHEN CULVERT INLET FILTERS ARE REMOVED, ANY DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

RRC RRB FOR CULVERT PROTECTION 13

Sheet Revisions		
6/30/05	ADOPTED FROM DOUGLAS COUNTY GESC PLANS	MLP
5/ /08	EDIT UPDATES A	GAW
11/ /08	ADD CURB SOCK DETAIL A (REF. UDFCD, V3 FIGURE C5–23), MISC. NOTE EDITS	GAW

NOTE: SCALES SHOWN ARE FOR 24"x36" SHEETS; ADJUST ACCORDINGLY FOR 11"x17" SHEETS.

CITY OF LONE TREE
DEPARTMENT OF PUBLIC WORKS
Engineering Division

GESC GRADING, EROSION, AND SEDIMENT CONTROL

GESC PLAN STANDARD NOTES AND DETAILS

SHEET 2 OF 3

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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No.	REVISION	BY	DATE

H–SCALE	N/A	DESIGNED BY	GDC
V–SCALE	N/A	DRAWN BY	GDC
DATE	02/06/26	CHECKED BY	

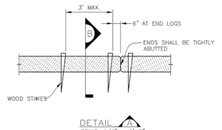
RIDGEGATE SOUTHWEST VILLAGE FILING 5

GESC DETAILS

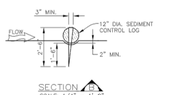
PHASE 3

SHEET 146 OF 146

JOB NO. 15950.22



DETAIL A
SCALE: 1/4" = 1'-0"



SECTION B
SCALE: 1/4" = 1'-0"

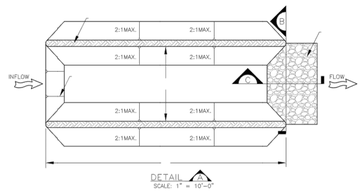
SEDIMENT CONTROL LOG INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF SEDIMENT CONTROL LOG.
2. SEDIMENT CONTROL LOGS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.
3. SEDIMENT CONTROL LOGS SHALL CONSIST OF STRAW, COMPOST, EXCELSIOR, OR COCONUT FIBER.
4. NOT FOR USE IN CONCENTRATED FLOW AREAS.
5. THE SEDIMENT CONTROL LOG SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 2".

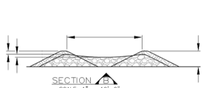
SEDIMENT CONTROL LOG MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT CONTROL LOGS DAILY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF SEDIMENT CONTROL LOGS SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN ½ THE HEIGHT OF THE CREST OF LOG.
3. SEDIMENT CONTROL LOG SHALL BE REMOVED AT THE END OF CONSTRUCTION. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

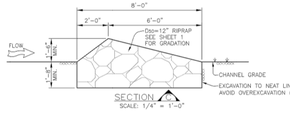
SCL SEDIMENT CONTROL LOG /15



DETAIL A
SCALE: 1" = 10'-0"



SECTION B
SCALE: 1" = 10'-0"



SECTION A
SCALE: 1" = 10'-0"

SEDIMENT TRAP INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION, LENGTH AND WIDTH OF SEDIMENT TRAP.
2. SEDIMENT TRAPS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.
3. SEDIMENT TRAP BERM SHALL BE CONSTRUCTED FROM MATERIAL FROM EXCAVATION. THE BERM SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
4. RIPRAP OUTLET SHALL BE CONSTRUCTED WITH D =12" RIPRAP WITH A MINIMUM OVERFLOW OF 6".
5. THE TOP OF THE EARTHEN BERM SHALL BE A MINIMUM OF 6" HIGHER THAN THE TOP OF THE RIPRAP OUTLET STRUCTURE.
6. THE ENDS OF THE RIPRAP OUTLET STRUCTURE SHALL BE MINIMUM OF 6" HIGHER THAN THE CENTER OF THE OUTLET STRUCTURE.

SEDIMENT TRAP MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SEDIMENT TRAPS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF RIPRAP SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT DEPTH IS WITHIN ½ THE HEIGHT OF THE RIPRAP OUTLET STRUCTURE.
3. SEDIMENT TRAPS SHALL REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVERAGE IS APPROVED BY THE CITY.
4. WHEN SEDIMENT TRAPS ARE REMOVED THE DISTURBED AREA SHALL BE DRILLED SEEDED AND CRIMP MULCHED OR STABILIZED IN A MANNER APPROVED BY THE CITY.

ST SEDIMENT TRAP /16

SEEDING AND MULCHING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - AREA OF SEEDING AND MULCHING.
   - TYPE OF SEED MIX (PERMANENT, TEMPORARY, OR LOW-GROWTH).
2. ALL BRANDS FURNISHED SHALL BE FREE FROM SUCH NOXIOUS SEEDS AS RUSSIAN OR CANADIAN THISTLE, COARSE FESCUE, EUROPEAN BINDWEED, JOHNSON GRASS, KNAP WEED AND LEAFY SPURGE.
3. THE SEEDER SHALL FURNISH TO THE CONTRACTOR A SIGNED STATEMENT CERTIFYING THAT THE SEED FURNISHED IS FROM A LOT THAT HAS BEEN TESTED BY A RECOGNIZED LABORATORY, SEED WHICH HAS BECOME WET, MOLDY, OR OTHERWISE DAMAGED IN TRANSIT OR IN STORAGE WILL NOT BE ACCEPTABLE. SEED TICKETS SHALL BE PROVIDED TO CITY OF LONE TREE UPON REQUEST.
4. DRILL SEEDING MIX SHALL CONFORM TO THE TABLE ON THE RIGHT:
5. IF THE SEED AVAILABLE ON THE MARKET DOES NOT MEET THE MINIMUM PURITY AND GERMINATION PERCENTAGES SPECIFIED, THE SUBCONTRACTOR MUST COMPENSATE FOR A LESSER PERCENTAGE OF PURITY OR GERMINATION BY FURNISHING SUFFICIENT ADDITIONAL SEED TO EQUAL THE SPECIFIED PRODUCT. THE TAGS FROM THE SEED MIXES MUST BE SUPPLIED TO CONTRACTOR AND FORWARDED TO THE CITY OF LONE TREE GESC INSPECTOR.
6. THE FORMULA USED FOR DETERMINING THE QUANTITY OF PURE LIVE SEED (PLS) SHALL BE (POUNDS OF SEED) X (PURITY) X (GERMINATION) = POUNDS OF PURE LIVE SEED (PLS).
7. PERMANENT SEED MIX SHALL BE USED UNLESS OTHERWISE APPROVED BY THE CITY.
8. ALL AREAS TO BE SEEDED AND MULCHED SHALL HAVE NATIVE TOPSOIL OR APPROVED SOIL AMENDMENTS SPREAD TO A DEPTH OF AT LEAST 6 INCHES (LOOSE DEPTH). HAUL ROADS AND OTHER COMPACTED AREAS SHALL BE LOOSENED TO A DEPTH OF 6 INCHES PRIOR TO SPREADING TOPSOIL.
9. SOIL IS TO BE THOROUGHLY LOOSENED (TILLED) TO A DEPTH OF AT LEAST 6 INCHES PRIOR TO SEEDING. THE TOP 6 INCHES OF THE SEED BED SHALL BE FREE OF ROCKS GREATER THAN 4 INCHES AND SOIL CLODS GREATER THAN 2 INCHES. SEEDING OVER ANY COMPACTED AREAS THAT HAVEN'T BEEN THOROUGHLY LOOSENED SHALL BE REJECTED.
10. SEED IS TO BE APPLIED USING A MECHANICAL DRILL TO A DEPTH OF 1/4 INCH. ROW SPACING SHALL BE NO MORE THAN 6 INCHES. MATERIAL USED FOR MULCH SHALL CONSIST OF LONG-STEMMED STRAW AT LEAST 50 PERCENT OF THE MULCH, BY WEIGHT, SHALL BE 10 INCHES OR MORE IN LENGTH. MULCH SHALL BE APPLIED AND MECHANICALLY ANCHORED TO A DEPTH OF AT LEAST 2 INCHES. MULCH SHALL BE APPLIED AT A RATE OF 4000 LB. OF STRAW PER ACRE.
11. IF THE PERMITTEE DEMONSTRATES TO THE CITY THAT IT IS NOT POSSIBLE TO DRILL SEED, SEED IS TO BE UNIFORMLY BROADCAST AT TWO TIMES THE DRILLED RATE, THEN LIGHTLY HARROWED TO PROVIDE A SEED DEPTH OF APPROXIMATELY 1/4 INCH, THEN ROLLED TO COMPACT, THEN MULCHED AS SPECIFIED ABOVE.
12. SEEDING AND MULCHING SHALL BE COMPLETED WITHIN 30 DAYS OF INITIAL EXPOSURE OR 7 DAYS AFTER GRADING IS SUBSTANTIALLY COMPLETE IN A GIVEN AREA (AS DEFINED BY THE CITY), THIS MAY REQUIRE MULTIPLE MOBILIZATIONS FOR SEEDING AND MULCHING.
13. MULCH SHALL BE APPLIED WITHIN 24-HOURS OF SEEDING.
14. TACKIFIER SHOULD BE UTILIZED TO HELP WITH STRAW DISPLACEMENT.

SEEDING AND MULCHING MAINTENANCE NOTES

1. SEEDED AND MULCHED AREAS SHALL BE INSPECTED FOR REQUIRED COVERAGE MONTHLY FOR A PERIOD OF TWO YEARS FOLLOWING INITIAL SEEDING. REPAIRS AND RE-SEEDING AND MULCHING SHALL BE UNDERTAKEN AFTER THE FIRST GROWING SEASON FOR ANY AREAS FAILING TO MEET THE REQUIRED COVERAGE.
2. REQUIRED COVERAGE FOR STANDARD, OPEN SPACE AND LOW GROWTH SEED MIXES SHALL BE DEFINED AS FOLLOWS:
   1. THREE (3) PLANTS PER SQUARE FOOT WITH A MINIMUM HEIGHT OF 3 INCHES. THE 3 PLANTS PER SQUARE FOOT SHALL BE OF THE VARIETY AND SPECIES FOUND IN THE CITY OF LONE TREE-APPROVED MIX.
   2. NO BARE AREAS LARGER THAN 4 SQUARE FEET (TWO-FEET BY TWO-FEET OR EQUIVALENT).
   3. FREE OF ERODED AREAS.
   4. FREE FROM INFESTATION OF NOXIOUS WEEDS IN ACCORDANCE WITH SECTION 6.4 OF THE GESC CRITERIA MANUAL.
3. REQUIRED COVERAGE FOR TURF GRASS AREAS SHALL BE DEFINED AS FOLLOWS:
   1. AT LEAST 80% VEGETATIVE COVER OF GRASS SPECIES PLANTED.
   2. NO BARE AREAS LARGER THAN 4 SQUARE FEET (TWO-FEET BY TWO-FEET OR EQUIVALENT).
   3. FREE OF ERODED AREAS.
   4. FREE FROM INFESTATION OF NOXIOUS WEEDS IN ACCORDANCE WITH SECTION 6.4 OF THE GESC CRITERIA MANUAL.
4. RILL AND GULLY EROSION SHALL BE FILLED WITH TOPSOIL PRIOR TO RESEEDING. THE RESEEDING METHOD SHALL BE APPROVED BY THE CITY.

CITY OF LONE TREE PERMANENT DRILL SEEDING MIX

SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
BIG BLUESTEM	KAW	PNWS	10	1.1
YELLOW INDIANGRASS	CHEYENNE	PNWS	10	1
SWITCHGRASS	BLACKWELL	PNWS	10	0.4
SIDEOATS GRAMA	VAUGHN	PNWB	10	0.5
WESTERN WHEATGRASS	ARRIBA	PNCS	10	1.6
BLUE GRAMA	HACHITA	PNWB	10	0.2
THICKSPIKE WHEATGRASS	CRITANA	PNCS	10	1
PRAIRIE SANDREED	GOSHEN	PNWS	10	0.7
GREEN NEEDLEGRASS	LODORM	PNCB	10	1
SLENDER WHEATGRASS	PRYOR	PNCB	5	0.6
STREAMBANK WHEATGRASS	SODAR	PNCS	5	0.6
		TOTAL		9.2

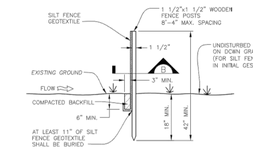
CITY OF LONE TREE TEMPORARY DRILL SEEDING MIX

SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
SMOOTH BROMEGRASS	LINCOLN	PICS	30	3.5
INTERMEDIATE WHEATGRASS	OAHE	PICS	30	4.5
PUBESCENT WHEATGRASS	LUNA	PICS	30	4.2
ANNUAL RYEGRASS	N/A	AICB	10	0.8
		TOTAL		13.4

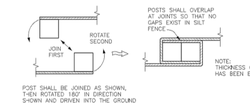
CITY OF LONE TREE LOW-GROWTH DRILL SEEDING MIX

SPECIES	VARIETY	NOTES	% IN MIX	POUNDS OF PLS PER ACRE
BUFFALOGRASS	TEXOKA	PNWS	20	3.2
BLUE GRAMA	HACHITA	PNWB	20	0.4
WESTERN WHEATGRASS	ARRIBA	PNCS	20	3.2
SIDEOATS GRAMA	VAUGHN	PNWB	20	1.8
THICKSPIKE WHEATGRASS	CRITANA	PNCS	10	1
STREAMBANK WHEATGRASS	SODAR	PNCS	10	1.2
		TOTAL		11.0

SM SEEDING AND MULCHING /17



DETAIL A
SCALE: 1/2" = 1'-0"



POST SHALL BE JOINED AS SHOWN, T-PEN ROTATED 180° IN DIRECTION SHOWN AND DRIVEN INTO THE GROUND

JOINTS — SECTION B
SCALE: N.T.S.

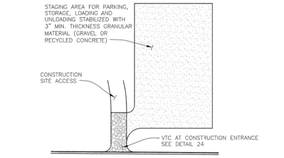
SILT FENCE INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF FENCE.
2. ANCHOR TRENCH SHALL BE EXCAVATED WITH TRENCHER, OR WITH SILT FENCE INSTALLATION MACHINE. NO ROAD GRADERS, BACKHOES, ETC. SHALL BE USED. TRENCH SHALL BE COMPACTED BY HAND, WITH "JUMPING JACK", OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
3. SILT FENCE GEOTEXTILE SHALL MEET THE FOLLOWING REQUIREMENTS:
   - 6-TO 12-GALLONS PER MINUTE PER SQUARE FOOT FLOW CAPACITY.
   - 90 LB. TENSILE STRENGTH PER ASTM D4632.
   - UV DESIGN AT 500 HRS MIN. 70% STRENGTH RETAINED PER ASTM D 4355.
4. SILT FENCE INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTURBING ACTIVITIES.

SILT FENCE MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SILT FENCE DAILY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT REACHES A DEPTH OF 6-INCHES.
3. SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS APPROVED BY THE CITY. IF ANY DISTURBED AREA EXISTS AFTER REMOVAL, IT SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

SF SILT FENCE /18



PLAN
SCALE: N.T.S.

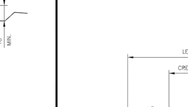
STABILIZED STAGING AREA INSTALLATION NOTES

1. SEE PLAN VIEW FOR GENERAL LOCATION OF STAGING AREA. CONTRACTOR MAY MODIFY LOCATION AND SIZE OF STABILIZED STAGING AREA WITH CITY APPROVAL.
2. STABILIZED STAGING AREA SHALL BE LARGE ENOUGH TO FULLY CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
3. IF REQUIRED BY THE CITY, SITE ACCESS ROADS SHALL BE STABILIZED IN THE SAME MANNER AS THE STAGING AREA.
4. STAGING AREA SHALL BE STABILIZED PRIOR TO ANY OTHER OPERATIONS ON THE SITE.
5. THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM OF 3" OF GRANULAR MATERIAL (GRAVEL OR RECYCLED CONCRETE).

STABILIZED STAGING AREA MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE STABILIZED STAGING AREA WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. GESC MANAGER SHALL PROVIDE ADDITIONAL THICKNESS OF GRANULAR MATERIAL IF ANY RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.
3. STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
4. ANY ACCUMULATED DIRT OR MUD SHALL BE REMOVED FROM THE SURFACE OF THE STABILIZED STAGING AREA.
5. THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE CITY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED.

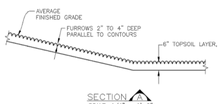
SSA STABILIZED STAGING AREA /19



SLOPE DRAIN — DETAIL A
SCALE: 1" = 10'-0"

SLOPE DRAIN — SECTION A
SCALE: 1" = 10'-0"

PLASTIC LINED DRAIN — SECTION A
SCALE: 1" = 10'-0"



SECTION A
SCALE: 1/4" = 1'-0"

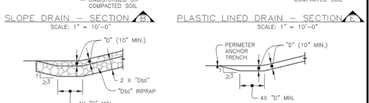
SURFACE ROUGHENING INSTALLATION NOTES

1. SURFACE ROUGHENING SHALL BE PROVIDED ON ALL FINISHED GRADES (SLOPES) AND "FLAT" AREAS) SITES WITHIN 7 DAYS OF COMPLETION OF FINISHED GRADE (FOR AREAS NOT RECEIVING TOPSOIL) OR WITHIN 2 DAYS OF TOPSOIL PLACEMENT.
2. AREAS WHERE BUILDING FOUNDATIONS, PAVEMENT, OR SOD IS TO BE PLACED WITHIN 7-DAYS OF FINISHED GRADING DO NOT NEED TO BE SURFACE ROUGHENED.
3. DISTURBED SURFACES SHALL BE ROUGHENED USING RIPPING OR TILLING TO CREATE ON THE CONTOUR OR TRACKING UP AND DOWN A SLOPE USING EQUIPMENT TREADS.

SURFACE ROUGHENING MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE SURFACE ROUGHENING WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. VEHICLES AND EQUIPMENT SHALL GENERALLY BE CONFINED TO ACCESS DRIVES AND SHALL NOT BE DRIVEN OVER AREAS THAT HAVE BEEN SURFACE ROUGHENED.
3. IN NON-TURF GRASS FINISHED AREAS, SEEDING AND MULCHING SHALL TAKE PLACE DIRECTLY OVER SURFACE ROUGHENED AREAS WITHOUT FIRST SMOOTHING OUT THE SURFACE.
4. IN AREAS NOT SEEDED AND MULCHED AFTER SURFACE ROUGHENING, SURFACES SHALL BE RE-ROUGHENED AS NECESSARY TO MAINTAIN GROOVE DEPTH AND SMOOTH OVER ANY RILL EROSION.

SR SURFACE ROUGHENING /20



TERMINATION OF RIPRAP LINED SLOPE DRAIN — DETAIL A
SCALE: 1" = 10'-0"

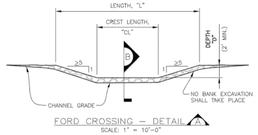
SLOPE DRAIN INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATION AND LENGTH OF SLOPE DRAIN.
   - PIPE DIAMETER, "D", AND RIPRAP SIZE, "Dsw".
2. SLOPE DRAIN DIMENSIONS SHALL BE CONSIDERED MINIMUM DIMENSIONS; CONTRACTOR MAY ELECT TO INSTALL LARGER FACILITIES. ANY DAMAGE TO SLOPE OR SLOPE DRAIN DURING RUNOFF EVENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
3. SLOPE DRAINS INDICATED ON INITIAL GESC PLAN SHALL BE INSTALLED PRIOR TO ANY UPSTREAM LAND-DISTURBING ACTIVITIES.
4. FOR TEMPORARY SLOPE DRAINS, PIPE MAY BE INSTALLED ON TOP OF SLOPE, HOWEVER, 12" MIN. COVER AT TOP OF SLOPE SHALL BE PROVIDED.
5. A RIPRAP PAD SHALL BE PLACED AT THE OUTFALL OF THE SLOPE DRAIN.

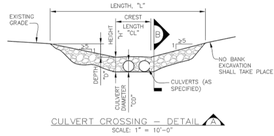
SLOPE DRAIN MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT SLOPE DRAINS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS AS NECESSARY.
2. TEMPORARY SLOPE DRAINS ARE TO REMAIN IN PLACE UNTIL NO LONGER NEEDED, BUT SHALL BE REMOVED PRIOR TO THE END OF CONSTRUCTION. WHEN SLOPE DRAINS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

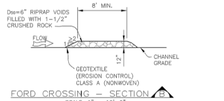
TSD TEMPORARY SLOPE DRAIN /21



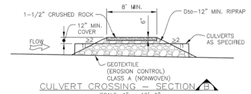
FORD CROSSING — DETAIL A
SCALE: 1" = 10'-0"



CULVERT CROSSING — DETAIL A
SCALE: 1" = 10'-0"



FORD CROSSING — SECTION A
SCALE: 1" = 10'-0"



CULVERT CROSSING — SECTION A
SCALE: 1" = 10'-0"

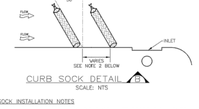
TEMPORARY STREAM CROSSING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - LOCATIONS OF TEMPORARY STREAM CROSSING.
   - STREAM CROSSING TYPE (FORD OR CULVERT).
   - FOR FORD CROSSING: LENGTH, "L", CREST LENGTH, "CL", AND DEPTH, "D".
   - FOR CULVERT CROSSING: LENGTH, "L", CREST LENGTH, "CL", CROSSING HEIGHT, "H", DEPTH, "D", CULVERT DIAMETER, "CD", AND NUMBER, TYPE AND CLASS OR GAUGE OF CULVERTS.
2. TEMPORARY STREAM CROSSING DIMENSIONS, DSO, AND NUMBER OF CULVERTS INDICATED (FOR CULVERT CROSSING) SHALL BE CONSIDERED MINIMUM DIMENSIONS; ENGINEER MAY ELECT TO INSTALL LARGER FACILITIES. ANY DAMAGE TO STREAM CROSSING OR EXISTING STREAM CHANNEL DURING BASEFLOW OR FLOOD EVENTS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
3. SEE SHEET 1 FOR RIPRAP AND 1-1/2" CRUSHED ROCK GRADATIONS.
4. FOR A TEMPORARY STREAM CROSSING THAT WILL CARRY LOADS, THE TEMPORARY STREAM CROSSING MUST BE DESIGNED BY THE DESIGN ENGINEER.

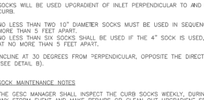
TEMPORARY STREAM CROSSING MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT STREAM CROSSINGS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. SEDIMENT ACCUMULATED UPSTREAM OF STREAM CROSSINGS SHALL BE REMOVED WHEN THE SEDIMENT DEPTH UPSTREAM OF CROSSING IS WITHIN 6-INCHES OF THE CREST (FORD CROSSING) OR GREATER THAN AN AVERAGE DEPTH OF 12-INCHES (CULVERT CROSSING).
3. STREAM CROSSINGS ARE TO REMAIN IN PLACE UNTIL NO LONGER NEEDED, BUT SHALL BE REMOVED PRIOR TO THE END OF CONSTRUCTION.
4. WHEN STREAM CROSSINGS ARE REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED AND COVERED WITH EROSION CONTROL BLANKET OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.

TSC TEMPORARY STREAM CROSSING /22



CURB SOCK DETAIL A
SCALE: NTS



CURB SOCK DETAIL B
SCALE: NTS

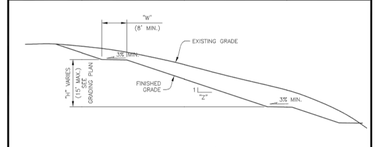
CURB SOCK INSTALLATION NOTES

1. SOCKS WILL BE USED UPGRADIENT OF INLET PERPENDICULAR TO AND FLUSH WITH CURB.
2. NO LESS THAN TWO 10" DIAMETER SOCKS MUST BE USED IN SEQUENCE, SPACED NO MORE THAN 5 FEET APART. NO LESS THAN SIX SOCKS SHALL BE USED IF THE 4" SOCK IS USED, ALSO SPACED AT NO MORE THAN 5 FEET APART.
3. INCLINE AT 30 DEGREES FROM PERPENDICULAR, OPPOSITE THE DIRECTION OF FLOW (SEE DETAIL B).

CURB SOCK MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE CURB SOCKS WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPGRADIENT SEDIMENT AS NECESSARY.

CS CURB SOCK /26



SECTION A
SCALE: 1/4" = 1'-0"

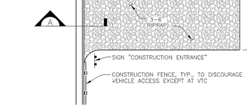
TERRACING INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
   - WIDTH, "W", AND SLOPE, "Z".
2. TERRACING IS NOT REQUIRED FOR SLOPES OF 4 TO 1 OR FLATTER.
3. EARTH (VEGETATED) SLOPES STEEPER THAN 3 TO 1 ARE NOT ALLOWED ON THE SITE.

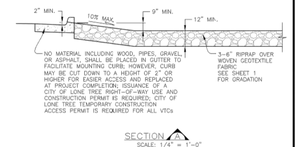
TERRACING MAINTENANCE NOTES

1. THE GESC MANAGER SHALL INSPECT THE SURFACE ROUGHENING WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. ANY RILL EROSION OCCURRING ON SLOPES SHALL BE REPAIRED AND RESEEDED AND MULCHED IN ACCORDANCE WITH DETAIL 17.

TER TERRACING /23



PLAN
SCALE: 1" = 20'-0"



SECTION A
SCALE: 1/4" = 1'-0"

VEHICLE TRACKING CONTROL INSTALLATION NOTES

1. VEHICLE TRACKING CONTROL PADS SHALL BE INSTALLED AT EVERY ACCESS POINT TO SITE.
2. VEHICLE TRACKING CONTROL PADS SHALL CONSIST OF HARD, DENSE, DURABLE STONE, ANGULAR IN SHAPE, AND RESISTANT TO WEATHERING. ROUNDED STONE OR BOULDERS WILL NOT BE ACCEPTABLE. THE STONES SHALL BE 3" WITH A MAXIMUM SIZE OF 6". THE STONE SHALL HAVE A SPECIFIC GRAVITY OF AT LEAST 2.6. CONTROL OF GRADATION WILL BE BY VISUAL INSPECTIONS.
3. WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE VTC STONE TO HELP MINIMIZE MIGRATION OF THE STONE INTO THE UNDERLYING MATERIAL.
4. ANY CRACKED OR DAMAGED CURB AND GUTTER AND SIDEWALK SHALL BE REPLACED BY PERMITTEE
5. A CITY OF LONE TREE TEMPORARY CONSTRUCTION ACCESS PERMIT IS REQUIRED FOR EACH ACCESS/EXIT POINT FROM THE SITE.
6. A STOP SIGN INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED, SHALL BE INSTALLED FOR EXITING TRAFFIC AT THE VTC.

VEHICLE TRACKING CONTROL MAINTENANCE NOTES

1. GESC MANAGER SHALL INSPECT VEHICLE TRACKING CONTROL PADS DAILY. ACCUMULATED SEDIMENTS SHALL BE REMOVED FROM PAD SURFACE. STONE SURFACE SHALL BE CLEAN AND LOOSE ENOUGH TO KEEP MUD SLIGHTLY UNDER THE SURFACE. IF THE STONE BECOMES COMPACTED AND/OR FILLED WITH MUD/SEDIMENT FROM VEHICLE TIRES, WHICH STONE BECOMES COMPACTED AND/OR FILLED WITH SEDIMENT SO THAT THE EFFECTIVENESS OF THE PAD IS DIMINISHED, CONTRACTOR SHALL RIP, TURN OVER, OR OTHERWISE LOOSEN THE STONE, PLACE ADDITIONAL NEW STONE, OR REPLACE STONE AS NECESSARY TO RESTORE EFFECTIVENESS.
2. VEHICLE TRACKING CONTROL SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE STONE MATERIAL AND GEOTEXTILE REMOVED OR, IF APPROVED BY THE CITY, USED ON SITE, AND THE AREA TOPSOILED, DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN CONFORMANCE WITH CITY APPROVED PLAN