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File Location: D:\DEN\Projects\5097-02-RRWD Overall East\Projects\0569-COVER-CDs.dwg Plot Date: 7/19/2025 8:30 PM Last Saved By: BRIAN BERN

ABBREVIATION LEGEND

AB	AS-BUILT
BFV	BUTTERFLY VALVE
BMP	BEST MANAGEMENT PRACTICE
BOP	BOTTOM OF PIPE
BOW	FINISHED GRADE AT BOTTOM OF WALL
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
C&G	CURB & GUTTER
CL	CENTERLINE
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COLT	CITY OF LONE TREE
CONC	CONCRETE
CONT	CONTINUOUS
CR	CURB RETURN
DIA Ø	DIAMETER
DIP	DUCTILE IRON PIPE
DTL	DETAIL
E	EASTING, EAST
EA	EACH
EL ELEV	ELEVATION
EOA	EDGE OF ASPHALT
EOW	EDGE OF WALK
ESMT	EASEMENT
EURV	EXCESS URBAN RUNOFF VOLUME
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EX	EXISTING
FH	FIRE HYDRANT
FES	FLARED END SECTION
FG	FINISHED GRADE
FL	FLOWLINE
FO	FIBER OPTIC
FT	FEET
FLG	FLANGE
GB	GRADE BREAK
GESC	GRADING, EROSION, AND SEDIMENT CONTROL
GPM	GALLONS PER MINUTE
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HHMD	HERITAGE HILLS METROPOLITAN DISTRICT
HOA	HOME OWNERS' ASSOCIATION
HP	HIGH POINT
IN	INCH
INV	INVERT
K	RATE OF CURVATURE
KB	KICK BLOCK
LF	LINEAR FEET
LP	LOW POINT
LT	LEFT
LVC	LENGTH OF VERTICAL CURVE
MAX	MAXIMUM
MFR	MANUFACTURER
MHFD	MILE HIGH FLOOD DISTRICT
MIN	MINIMUM
MH	MANHOLE
MJ	MECHANICAL JOINT
NAVD	NORTH AMERICAN VERTICAL DATUM
N	NORTHING, NORTH
n	MANNING'S ROUGHNESS COEFFICIENT
NTS	NOT TO SCALE
O.C.	ON CENTER
OHE	OVERHEAD ELECTRIC LINE(S)
P&P	PLAN & PROFILE
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PCR	POINT OF CURB RETURN
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVE
PSCO	PUBLIC SERVICE COMPANY OF COLORADO (XCEL)
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVI	POLYVINYL CHLORIDE
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENT
Q80	DISCHARGE AT 80% CAPACITY
R	RADIUS
RT	RIGHT
REC.	RECEPTION
RCP	REINFORCED CONCRETE PIPE
RT	RIGHT
S	SOUTH
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
STA	STATION
STRM	STORM
SUE	SUBSURFACE UTILITY ENGINEERING
SY	SQUARE YARD
TBC	TOP BACK OF CURB
TBR	TO BE REMOVED
TOC	TOP OF CONCRETE
TOP	TOP OF PIPE
TOW	FINISHED GRADE AT TOP OF WALL
TYP	TYPICAL
VERT	VERTICAL
VC	VERTICAL CURVE
VTC	VEHICLE TRACKING CONTROL
W	WEST
W/	WITH
WSEL	WATER SURFACE ELEVATION
WTR	WATER
XING	CROSSING

LEGEND

	EXISTING 1' INTERVAL CONTOUR
	EXISTING 5' INTERVAL CONTOUR
	100-YEAR FLOODPLAIN
	EXISTING RIGHT-OF-WAY
	EXISTING CURB & GUTTER
	EXISTING EDGE OF PAVEMENT
	EXISTING EASEMENT
	EXISTING FENCE
	PROPOSED 1' INTERVAL CONTOUR
	PROPOSED 5' INTERVAL CONTOUR
	PROPERTY BOUNDARY
	PROPOSED LOT LINE
	PROPOSED RIGHT-OF-WAY
	PROPOSED ROADWAY CENTERLINE
	PROPOSED ROADWAY CURB & GUTTER
	PROPOSED EDGE OF PAVEMENT
	PROPOSED EASEMENT
	PROPOSED WATER MAIN, TEE WKB, FIRE HYDRANT ASSEMBLY & GATE VALVE
	PROPOSED WATER METER, BUTTERFLY VALVE, REDUCER & BLOWOFF VALVE
	PROPOSED WATER WELL & AIR RELEASE VALVE
	PROPOSED WATER BENDS/FITTINGS
	PROPOSED IRRIGATION BOX
	PROPOSED SANITARY SEWER & MANHOLE
	PROPOSED STORM SEWER, INLET, MANHOLE, FLARED END SECTION & RIPRAP
	PROPOSED TRENCH DRAIN
	PROPOSED ROADWAY SIGN, STREET LIGHT & TRAFFIC LIGHT
	PROPOSED TRAFFIC CONTROL BOX
	PROPOSED DRY UTILITY VAULT
	TEST HOLE LOCATION
	WETLANDS AREA
	SIGHT TRIANGLE
	BOTTOM OF SWALE

EXISTING UTILITIES (QUALITY LEVEL B)

	TV(B)		TV(B)	TELECOMMUNICATION LINE
	E(B)		E(B)	ELECTRIC LINE
	FO(B)		FO(B)	FIBER OPTIC LINE
	G(B)		G(B)	GAS LINE
	IR(B)		IR(B)	IRRIGATION LINE
	W(B)		W(B)	WATER LINE

EXISTING UTILITIES (QUALITY LEVEL C)

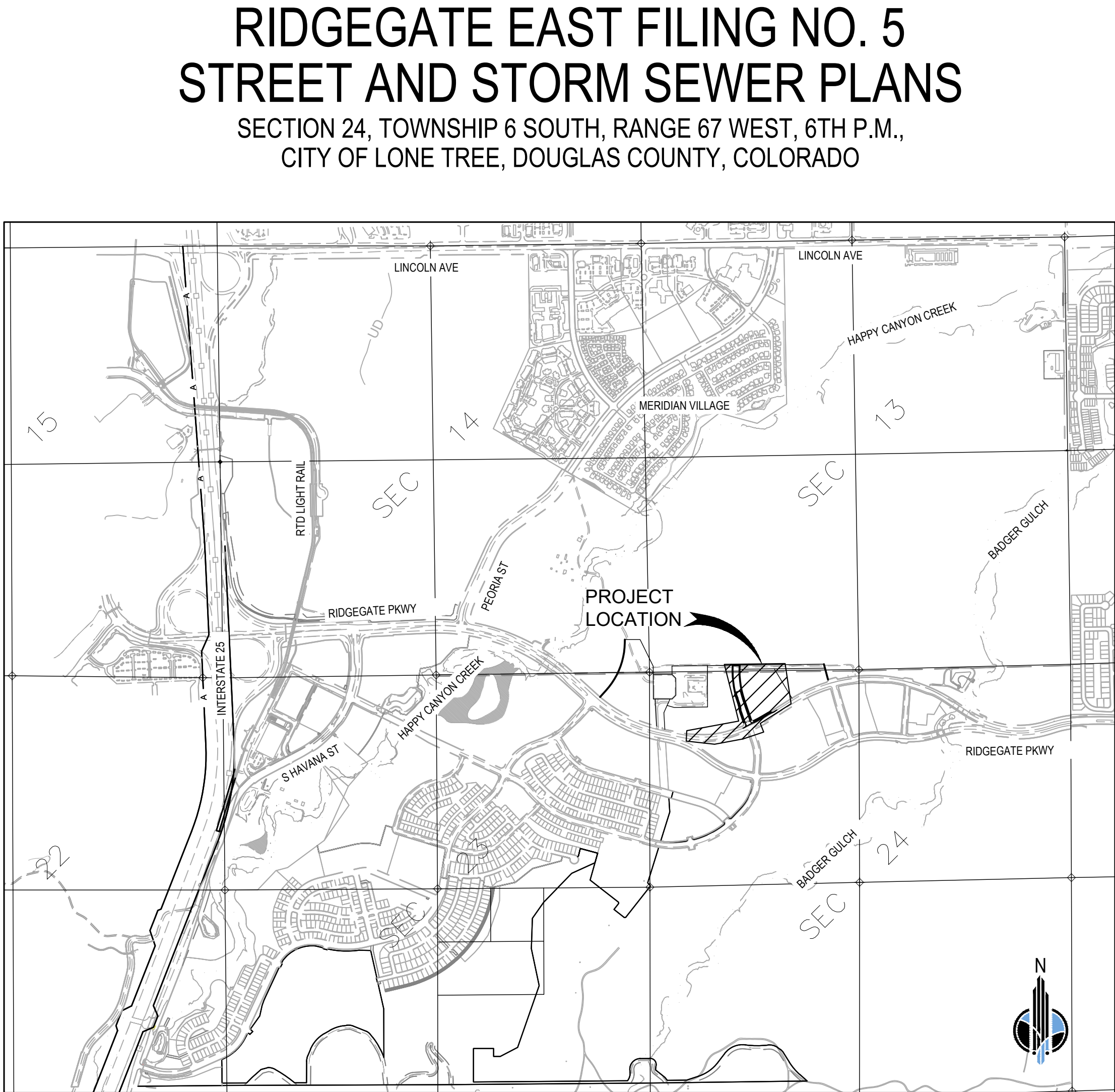
	SS(C)		SS(C)	SANITARY SEWER LINE
	ST(C)		ST(C)	STORM SEWER

EXISTING UTILITIES (QUALITY LEVEL D)

	TV(D)		TV(D)	TELECOMMUNICATION LINE
	E(D)		E(D)	ELECTRIC LINE
	OHE		OHE	ELECTRIC OVERHEAD POWER LINE
	FO(D)		FO(D)	FIBER OPTIC LINE
	G(D)		G(D)	GAS LINE
	IR(D)		IR(D)	IRRIGATION LINE
	SS(D)		SS(D)	SANITARY SEWER LINE
	ST(D)		ST(D)	STORM SEWER
	T		T	TELEPHONE OVERHEAD LINE
	W(D)		W(D)	WATER LINE
	FO(D)		FO(D)	ABANDONED FIBER OPTIC

EXISTING ABOVE GROUND FEATURES

	ELECTRIC PULL BOX		SANITARY VENT
	ELECTRIC HANDHOLE		SANITARY VAULT
	ELECTRIC PEDESTRIAN LIGHT POLE		GROUND SIGN
	ELECTRIC STREET LIGHT POLE		STORM AREA INLET
	ELECTRIC METER		STORM INLET
	ELECTRIC MANHOLE		STORM CLEANOUT
	ELECTRIC MARKER POST		STORM MANHOLE
	ELECTRIC POWER POLE		STORM VAULT
	ELECTRIC RISER		STRUCTURE BOLLARD
	ELECTRIC SWITCH		TRAFFIC SIGNAL PULL BOX
	ELECTRIC TRANSFORMER		TRAFFIC SIGNAL POLE
	ELECTRIC VAULT		TRAFFIC SIGNAL VAULT
	FIBER OPTIC MANHOLE		TELECOMMUNICATION PULL BOX
	FIBER OPTIC MARKER POST		TELECOMMUNICATION MANHOLE
	FIBER OPTIC VAULT		TELECOMMUNICATION PEDESTAL
	GAS METER		TELECOMMUNICATION RISER
	GAS MANHOLE		TELECOMMUNICATION VAULT
	GAS RISER		WATER FIRE HYDRANT
	GAS VAULT		WATER METER
	GAS VALVE		WATER MANHOLE
	IRRIGATION PULL BOX		WATER VENT
	IRRIGATION VALVE		WATER VAULT
	SANITARY CLEANOUT		WATER VALVE
	SANITARY MANHOLE		WATER WELL



VICINITY MAP
1" = 1,200'

AGENCY LIST

PROPERTY OWNER

RIDGEGATE INVESTMENTS, INC.
70 E 55TH ST, 11TH FLOOR
NEW YORK, NY 10022
PH: (212) 752-6164
ATTN: BOB ASSELBERGS

DEVELOPER

COVENTRY DEVELOPMENT CORPORATION
9977 SKY RIDGE AVE, SUITE 415
LONE TREE, CO 80124
PH: (720) 279-2581
ATTN: JOHN CONNELLY

CITY ENGINEER

CITY OF LONE TREE
PUBLIC WORKS DEPARTMENT
9220 KIMMER DR, SUITE 100
LONE TREE, CO 80124
PH: (720) 509-1240
ATTN: JACOB JAMES

METRO DISTRICT

RAMPART RANGE METROPOLITAN DISTRICT NO. 5
2001 16TH STREET, SUITE 1700
DENVER, CO 80202
PH: (303) 779-5710
ATTN: DENISE DENSLOW

CIVIL ENGINEER

MERRICK & COMPANY
8051 E MAPLEWOOD AVE, SUITE 300
GREENWOOD VILLAGE, CO 80111
PH: (303) 751-0741
ATTN: CARSON BESGROVE

COUNTY

DOUGLAS COUNTY
100 THIRD ST
CASTLE ROCK, CO 80104
PH: (303) 660-7490
ATTN: MATT WILLIAMS

UTILITIES

AT&T
619 W BANNOCK ST, ROOM 342
BOISE, ID 83702
PH: (208) 841-5093
ATTN: JT ANDREWS

CENTURYLINK
7759 S WHEELING CT.
ENGLEWOOD, CO 80112
PH: (720) 578-5291
ATTN: TRAVIS YOUNG

PARKER WATER & SANITATION DISTRICT
13939 ANCESTRY DR
PARKER, CO 80134
PH: (303) 841-2058
ATTN: JAROD BAYLIE

XCEL ENERGY - GAS & ELECTRIC DISTRIBUTION
6460 W. 60TH AVE
ARVADA, CO 80003
PH: (303) 941-6135
ATTN: MATTHEW ZIESCHANG

FIRE

SOUTH METRO FIRE RESCUE
9195 E MINERAL AVENUE
CENTENNIAL, CO 80112
PH: (720) 989-2249
ATTN: SCOTT STENE

BENCHMARK

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

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

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3	SUBSURFACE UTILITY ENGINEERING GENERAL NOTES
4	STANDARD DETAIL LIST
5	TYPICAL SECTIONS
6	SUBSURFACE UTILITY ENGINEERING PLAN 1
7	SUBSURFACE UTILITY ENGINEERING PLAN 2
8	DEMOLITION PLAN
9	OVERALL UTILITY PLAN
10	OVERALL GRADING PLAN
11	HIGH NOTE AVE PLAN & PROFILE
12	HIGH NOTE AVE & RIDGEGATE WESTBOUND TURN LANE
13	INTERSECTION DETAILS 1
14	INTERSECTION DETAILS 2
15	INTERSECTION DETAILS 3
16	SIGNAGE & STRIPING PLAN
17	STORM PLAN & PROFILE
18	DOUGLAS COUNTY DETAILS 1
19	DOUGLAS COUNTY DETAILS 2
20	DOUGLAS COUNTY DETAILS 3
21	DOUGLAS COUNTY DETAILS 4
22	CITY OF LONE TREE DETAIL 1
23	CITY OF LONE TREE DETAIL 2
24	CITY OF DENVER DETAIL 1
25	TRAFFIC SIGNAL GENERAL NOTES
26	TABULATION OF TRAFFIC SIGNAL DEVICES
27	TABULATION OF TRAFFIC SIGNAL ITEMS
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40 - 41	LIGHTING CUTSHEETS

ROADWAY DESIGN DATA	
ROADWAY NAME	HIGH NOTE AVE
ROADWAY CLASSIFICATION	RESIDENTIAL COLLECTOR
DESIGN SPEED (MPH)	35
POSTED SPEED LIMIT (MPH)	25
DESIGN VEHICLE	SU-40
TRAFFIC VOLUME (ADT)	7,000
MINIMUM CENTERLINE CURVE RADIUS (FT)	510
MAXIMUM GRADE	6%
MINIMUM GRADE	1%
MIN. K-VALUE CREST VERT. CURVE	29
MIN. K-VALUE SAG VERT. CURVE	49



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City of Lone Tree
7/18/25

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Engineering Division Acceptance Block



RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS

COVER



JOB NO.: 100959
DATE: 7/7/2025
SHEET: 1 OF 41

SUBSURFACE UTILITY ENGINEERING PROJECT NOTES

SUBSURFACE UTILITY ENGINEERING SURVEY NOTES

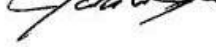
- PERIOD OF DATA COLLECTION
1. UTILITY INVESTIGATION AND SURVEY FIELD WORK WAS PERFORMED BETWEEN 3/3/2025 AND 3/7/2025. TEST HOLES WERE PERFORMED BETWEEN 3/28/2025 AND 4/10/2025.
 2. MERRICK WILL NOT BE HELD LIABLE FOR THE DEPICTION OF ANY CHANGES IN FIELD CONDITIONS BEYOND 10/30/2024, INCLUDING UTILITIES AND FEATURES THAT WERE INSTALLED, REMOVED, OR ADJUSTED AFTER THE FIELD WORK WAS COMPLETE.
- GEOGRAPHICAL INVESTIGATION
1. MERRICK PERFORMED THE GEOPHYSICAL INVESTIGATION FOR THIS PROJECT IN ACCORDANCE WITH ITS STANDARD OF PRACTICE, WHICH GENERALLY CONFORMS TO THE CIA/SC 38-22 AND ALIGNS WITH GENERALLY ACCEPTABLE INDUSTRY STANDARDS. THIS INVOLVED THE TRACING OF DISTINCT, KNOWN, AND DETECTABLE UTILITY ALIGNMENTS WITHIN THE LIMITS OF INVESTIGATION. THIS EFFORT IS NOT A TOTAL GEOPHYSICAL SWEEP OF THE LIMITS OF INVESTIGATION.
 2. ACCESSIBLE NON-METALLIC STORM AND SANITARY SEWER LINES WERE DESIGNATED BY INTRODUCING A CONDUCTIVE MATERIAL INTO THE LINES. TO INTRODUCE CONDUCTIVE MATERIAL INTO THE UTILITY LINES AND ALLOW FOR DESIGNATION, A FLEXIBLE, TRACEABLE ROD WAS INSERTED INTO ACCESSIBLE NON-METALLIC STORM AND SANITARY SEWER LINES.
 3. ACCESSIBLE MANHOLES WERE UNCOVERED TO ALLOW VISUAL VERIFICATION OF UTILITIES AND DIRECT MEASUREMENT OF PIPE INVERT ELEVATIONS.
 4. MERRICK SCANNED THE LIMITS OF INVESTIGATION FOR UNKNOWN UTILITIES. HOWEVER, MERRICK IS NOT RESPONSIBLE FOR DEPICTING UNKNOWN UTILITIES.
- DATA LIMITATIONS
1. MERRICK PERFORMED THIS SUE INVESTIGATION IN ACCORDANCE WITH THE CIA/SC 38-22 GUIDELINES AND CURRENT GENERALLY ACCEPTED INDUSTRY STANDARDS. HOWEVER, THE POSSIBILITY STILL EXISTS THAT SOME UTILITIES WERE NOT FOUND OR DEPICTED.
 2. BURIED UTILITIES WITH VISIBLE SURFACE FEATURES ARE DEPICTED BASED ON THE HORIZONTAL LIMITS THEY OCCUPY ON OR ABOVE GROUND. THE DEPICTED HORIZONTAL LIMITS ARE NOT NECESSARILY INDICATIVE OF THE UNDERGROUND HORIZONTAL LIMITS WHICH CAN SIGNIFICANTLY EXTEND BEYOND WHAT IS SHOWN IN THE SUE PLANS.
 3. SOME UTILITIES MAY BE DEPICTED OUTSIDE THE LIMITS OF INVESTIGATION. HOWEVER, THIS IS NOT AN INDICATION THAT ALL EXISTING UTILITIES ARE DEPICTED BEYOND THE LIMITS OF INVESTIGATION.
 4. UTILITY ATTRIBUTE INFORMATION SUCH AS UTILITY OWNER NAME, PIPE SIZE, AND MATERIAL ARE BASED ON INFORMATION GATHERED FROM AVAILABLE RECORDS OR AS DIRECTLY OBSERVED DURING QLA TEST HOLE EXCAVATION. IN SOME CASES, RECORD INFORMATION MAY BE OBSOLETE OR INACCURATE. THE PROJECT ENGINEER MUST VERIFY UTILITY ATTRIBUTE INFORMATION BY CONTACTING UTILITY OWNERS DURING THE UTILITY COORDINATION PROCESS OR BY PERFORMING QLA TEST HOLES.
- RECORDS RESEARCH & SITE RECONNAISSANCE
1. FOR THIS PROJECT, RECORDS RESEARCH WAS PERFORMED AND PROVIDED BY MERRICK.
 2. THE COLORADO 811 TICKET NUMBER WAS B508600067.
 3. UTILITIES DOCUMENTED IN RECORDS BUT NOT FOUND DURING FIELD INVESTIGATIONS, IF AVAILABLE TO MERRICK, ARE DEPICTED AS QL-D.

1. DESIGNATING MARKS (QLB) WERE SURVEYED TO 0.2 FT (60 MM) ACCURACY.
2. UTILITY MARKINGS WERE SURVEYED BY MERRICK USING A TRIMBLE R12 GPS RECEIVER AND A TRIMBLE TSC-5 DATA COLLECTOR.
3. COORDINATES ARE BASED UPON NAD83(2011) COLORADO STATE PLANE, CENTRAL ZONE.
4. THE UNIT OF MEASUREMENT USED IN THIS SURVEY IS U.S. SURVEY FEET. THE VERTICAL DATUM FOR THIS SURVEY IS NORTH AMERICAN VERTICAL DATUM (NAVD 88).
5. VERTICAL ELEVATIONS WERE BASED ON THE FOLLOWING BENCHMARKS:
SEE COVER SHEET.
6. PROJECT MAPPING PROJECTION:
PROJECTION: NAD83(2011) COLORADO STATE PLANE
ZONE: CENTRAL ZONE
SCALE FACTOR AT ORIGIN: 0.99967418745

811 Colorado Tier 1 Results		
Company	Utility Facilities	Notes
ATT TRANSMISSION	TELECOMMUNICATION	LOCATE AREA MARKED
COMCAST	FIBER OPTIC & TELECOMMUNICATION	OWNER RESPONSE "CONTACT FACILITY OWNER"; HOWEVER, OWNER GENERALLY ONLY RESPONDS TO CONSTRUCTION 811 TICKETS. FACILITY WAS NOT FOUND IN FIELD BY MERRICK AND THERE IS NO INDICATION OF COMCAST IN THE LIMITS OF CONSTRUCTION
DOUGLAS COUNTY GOVERNMENT	FIBER OPTIC	CLEAR - NO CONFLICT
CITY OF LONE TREE	STORM SEWER, FIBER OPTIC, & ELECTRIC	MEMBER FACILITY HAS NOT RESPONDED TO COLORADO 811. STORM SEWER & STREET LIGHT UNDERGROUND ELECTRIC HAVE BEEN FOUND IN THE LIMITS OF CONSTRUCTION. TRAFFIC SIGNAL ELECTRIC & FIBER OPTIC ARE ANTICIPATED TO BE OPERATIONAL PRIOR TO START OF CONSTRUCTION.
LEVEL 3 NOW LUMEN	FIBER OPTIC	INSTALLATION RECORDS, MAPS OR OTHER DOCUMENTS HAVE BEEN PROVIDED.
XCEL ENERGY HP/IP DISTRIBUTION GAS	GAS	CLEAR - NO CONFLICT
PARKER WATER & SANITATION DISTRICT	WATER & SANITARY SEWER	INSTALLATION RECORDS, MAPS OR OTHER DOCUMENTS HAVE BEEN PROVIDED.
CENTURYLINK	FIBER OPTIC	INSTALLATION RECORDS, MAPS OR OTHER DOCUMENTS HAVE BEEN PROVIDED.
XCEL ENERGY	ELECTRIC	INSTALLATION RECORDS, MAPS OR OTHER DOCUMENTS HAVE BEEN PROVIDED.



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CITY OF LONE TREE STANDARD DETAILS

COLORADO DEPARTMENT OF TRANSPORTATION S PLANS LIST

<u>DETAIL NUMBER</u>	<u>DRAWING NAME</u>
	N/A
	MEDIAN NOSE DETAIL
	N/A
	MEDIAN NOSE SIGNAGE
	N/A
	CURB RETURN DETAIL
	N/A
	STREET CUT AND PATCH SPECIFICATION
	ST-02
	STREET CUT CONCRETE PAVEMENT
	ST-01
	ASPHALT PAVEMENT PATCHBACK
	SN-01
	INTERSECTION STREET NAME SIGNAGE
	SN-02
	INTERSECTION STREET NAME SIGNAGE
	SN-03
	INTERSECTION STREET NAME SIGNAGE
	MIH-1
	MANHOLE LID COVER

<u>DETAIL NUMBER</u>	<u>DRAWING NAME</u>
	7.1
	CURB RAMP TYPE 1
	7.2a / b
	CURB RAMP TYPE 2
	7.3
	CURB RAMP TYPE 3
	7.4
	CURB RAMP TYPE 4
	7.6a / b
	CURB RAMP TRUNCATED DOME PLACEMENT OPTIONS
	7.7
	CURB RAMP TYPICAL SECTION
	7.8
	TYPICAL SIDEWALK TRANSITIONS TO CURB RAMP LANDING

CITY AND COUNTY OF DENVER TRANSPORTATION STANDARDS AND DETAILS

<u>DETAIL NUMBER</u>		<u>DRAWING NAME</u>
	7.1	CURB RAMP TYPE 1
	7.2a / b	CURB RAMP TYPE 2
	7.3	CURB RAMP TYPE 3
	7.4	CURB RAMP TYPE 4
	7.6a / b	CURB RAMP TRUNCATED DOME PLACEMENT OPTIONS
	7.7	CURB RAMP TYPICAL SECTION
	7.8	TYPICAL SIDEWALK TRANSITIONS TO CURB RAMP LANDING

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☐	S-612-1	DELINEATOR INSTALLATIONS (8 SHEETS)	151-157
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☐	S-627-1	PAVEMENT MARKINGS (8 SHEETS)	234-238
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John W. Jones

7/18/25

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RIDGEGATE EAST FILING NO. 5

STREET AND STORM SEWER

PLANS

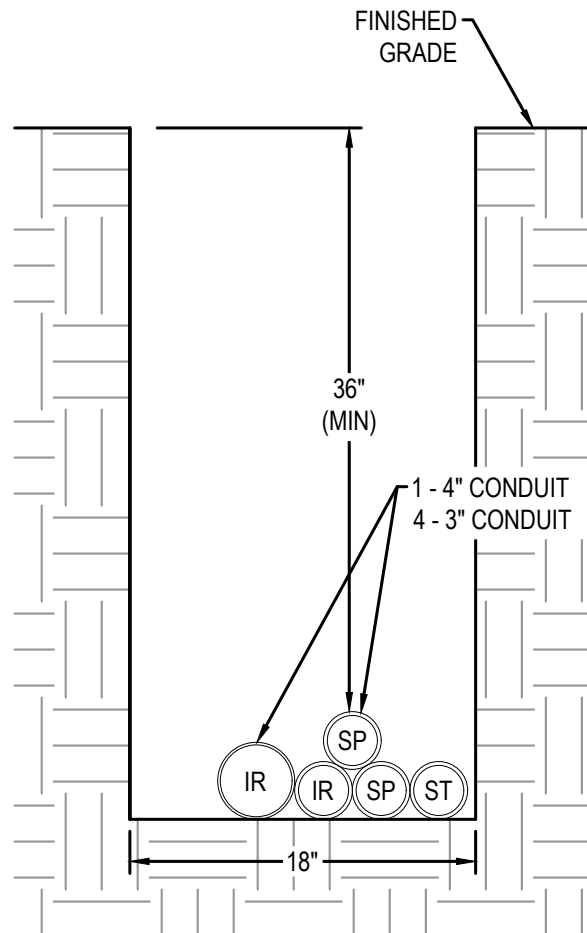
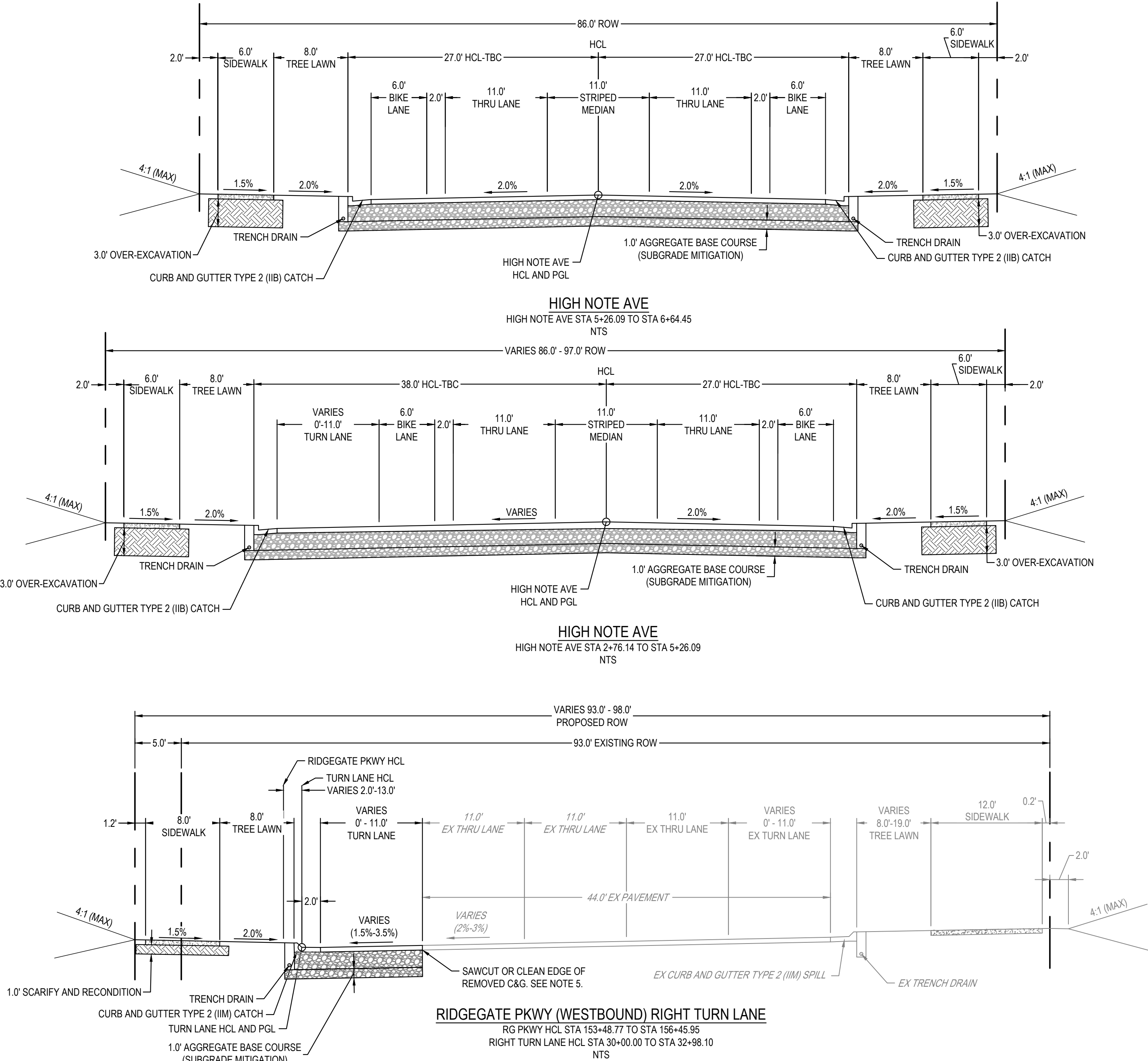
STANDARD DETAIL LIST



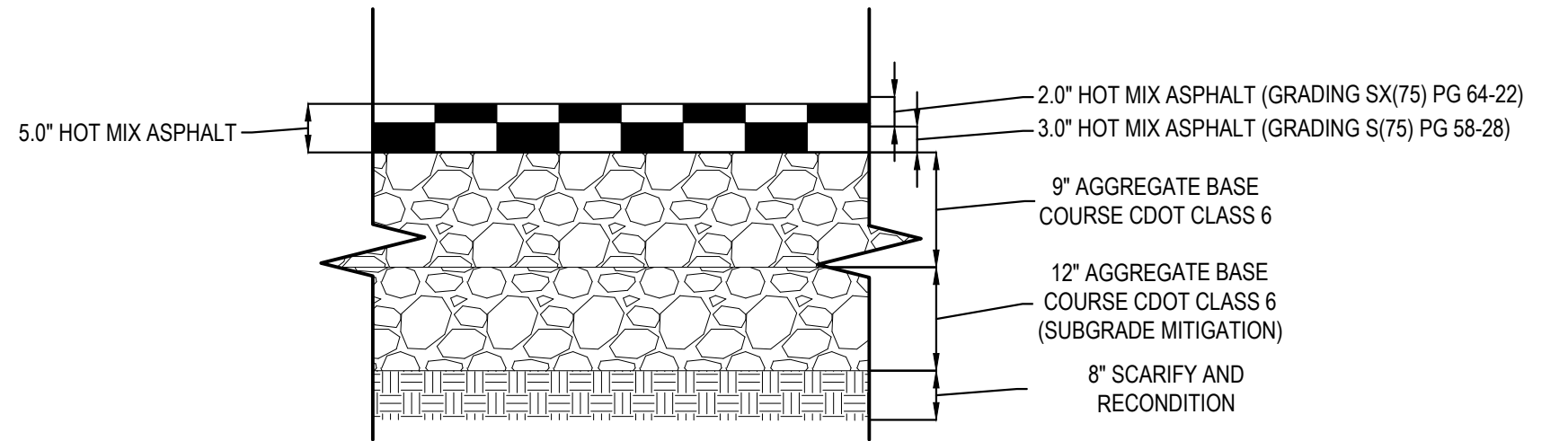
JOB NO.: 100959
 DATE: 7/7/2025
 SHEET: 4 OF 41

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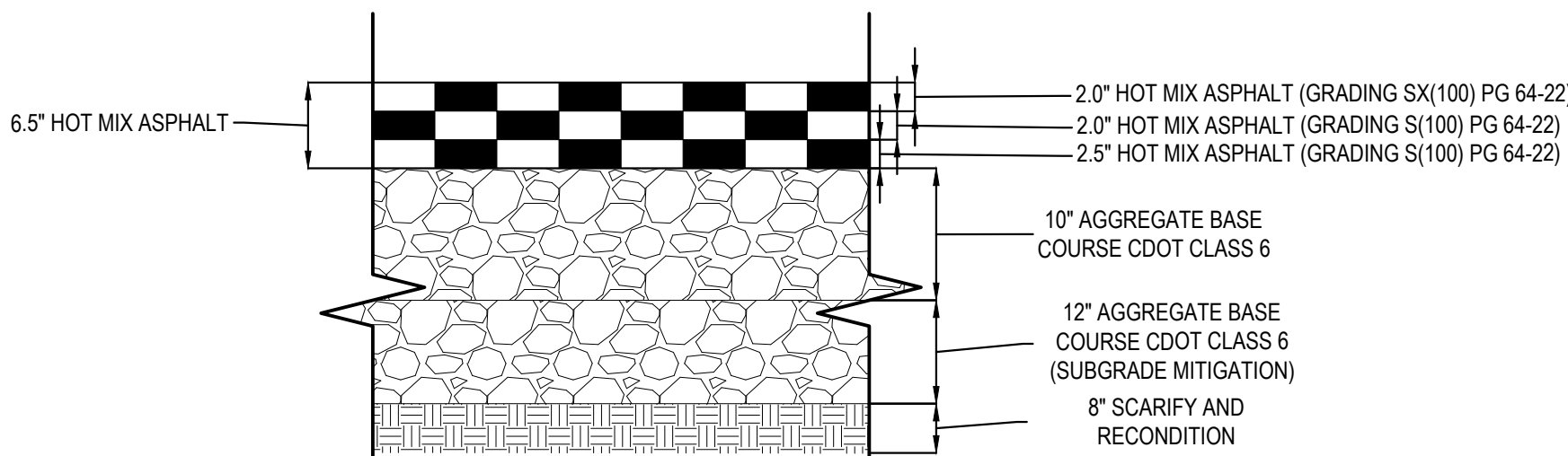


CONDUIT TRENCH DETAIL
NTS



HIGH NOTE AVE
TYPICAL PAVEMENT SECTION
NTS

NOTE: PAVEMENT DESIGN AND SUBGRADE MITIGATION PER GEOTECHNICAL EVALUATION, HIGH NOTE AVENUE EXTENSION, PREPARED BY GROUND ENGINEERING CONSULTANTS NOVEMBER 27, 2024.



RIDGEGATE PARKWAY
TYPICAL PAVEMENT SECTION
NTS

NOTE: PAVEMENT DESIGN AND SUBGRADE MITIGATION PER GEOTECHNICAL EVALUATION, RIDGEGATE PARKWAY WIDENING, PREPARED BY GROUND ENGINEERING CONSULTANTS JANUARY 9, 2018 AND THE LETTER BY GROUND ENGINEERING CONSULTANTS DATED APRIL 4, 2023. SUBJECT: CONTINUED APPLICABILITY OF 2018 GROUND REPORT, RIDGEGATE PARKWAY WIDENING, LONE TREE, COLORADO.



City of Lone Tree
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TYPICAL SECTION NOTES

1. TYPICAL SECTIONS ARE NOT INTENDED TO PROVIDE DETAILED CONSTRUCTION INFORMATION. SEE REMAINDER OF THESE PLANS FOR ACTUAL DIMENSIONS, LOCATIONS, AND ELEVATIONS.
2. TYPICAL ROADWAY CROSS SLOPE IS 2.0%. SEE ROADWAY PLANS FOR ADDITIONAL CROSS SLOPE INFORMATION.
3. TYPICAL SECTIONS ARE SHOWN IN THE DIRECTION OF ASCENDING STATIONING.
4. THE OVER-EXCAVATION LIMITS SHALL EXTEND 1 FOOT BEYOND THE BACK OF CURB AND 1 FOOT BEYOND EACH EDGE OF SIDEWALK.
5. SEE DOUGLAS COUNTY DETAIL SP.62 FOR TIE-IN OF NEW DEPTH ASPHALT PAVEMENT.

CONDUIT TRENCH NOTES

1. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
2. INSTALL 2" PVC PIPE MARKER AT CONDUIT ENDS AT LEAST 3' ABOVE GRADE.
3. INSTALL #14 AWG LOCATE WIRE AND A NYLON PULL STRING IN EACH CONDUIT.
4. BACKFILL WITH NATIVE MATERIAL AND COMPACT TO A MINIMUM 95 PERCENT OF THE MAXIMUM DRY DENSITY AT MOISTURE CONTENTS WITHIN 2 PERCENT OF OPTIMUM MOISTURE CONTENT AS DETERMINED BY ASTM D1557.

CONDUIT LEGEND

IR = IRRIGATION
SP = SPARE
ST = STREET LIGHTING

DESIGN BY:	C.S.	C.S.	B.B.	C.B.	REV	REVISION DESCRIPTION	DATE	DRWN/CHKD/APPR
DRAWN BY:								
CHECKED BY:								
APPROVED BY:								

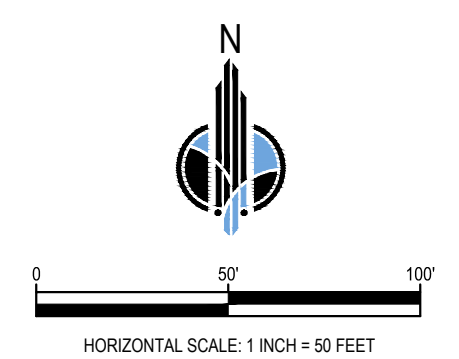
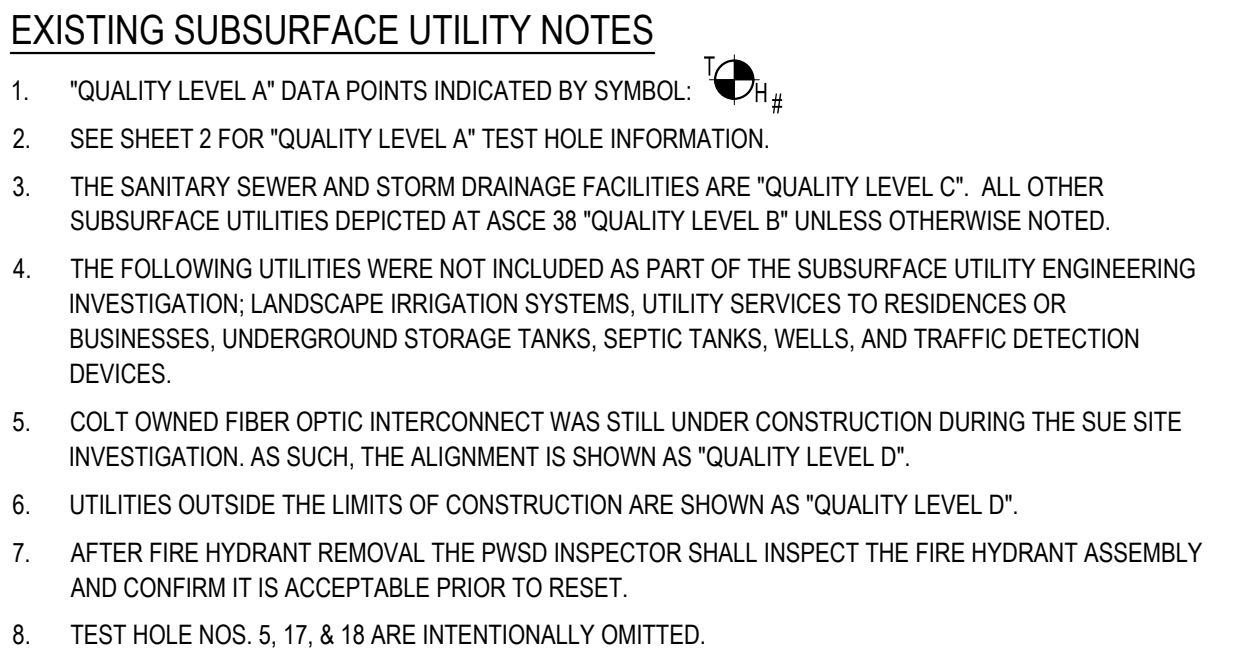
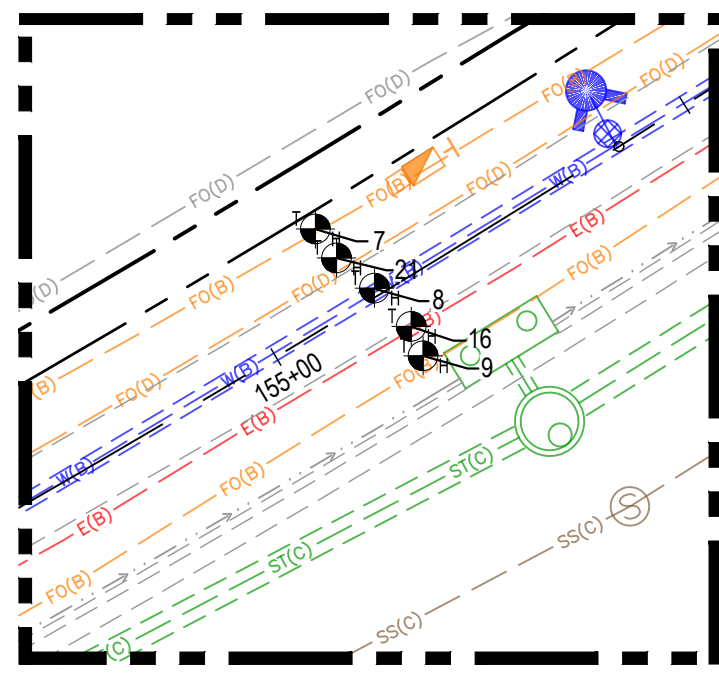
RIDGEGATE EAST FLING NO. 5
STREET AND STORM SEWER
PLANS

TYPICAL SECTIONS

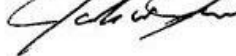


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[illegible]

**RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS**

**SUBSURFACE UTILITY
ENGINEERING PLAN 1**



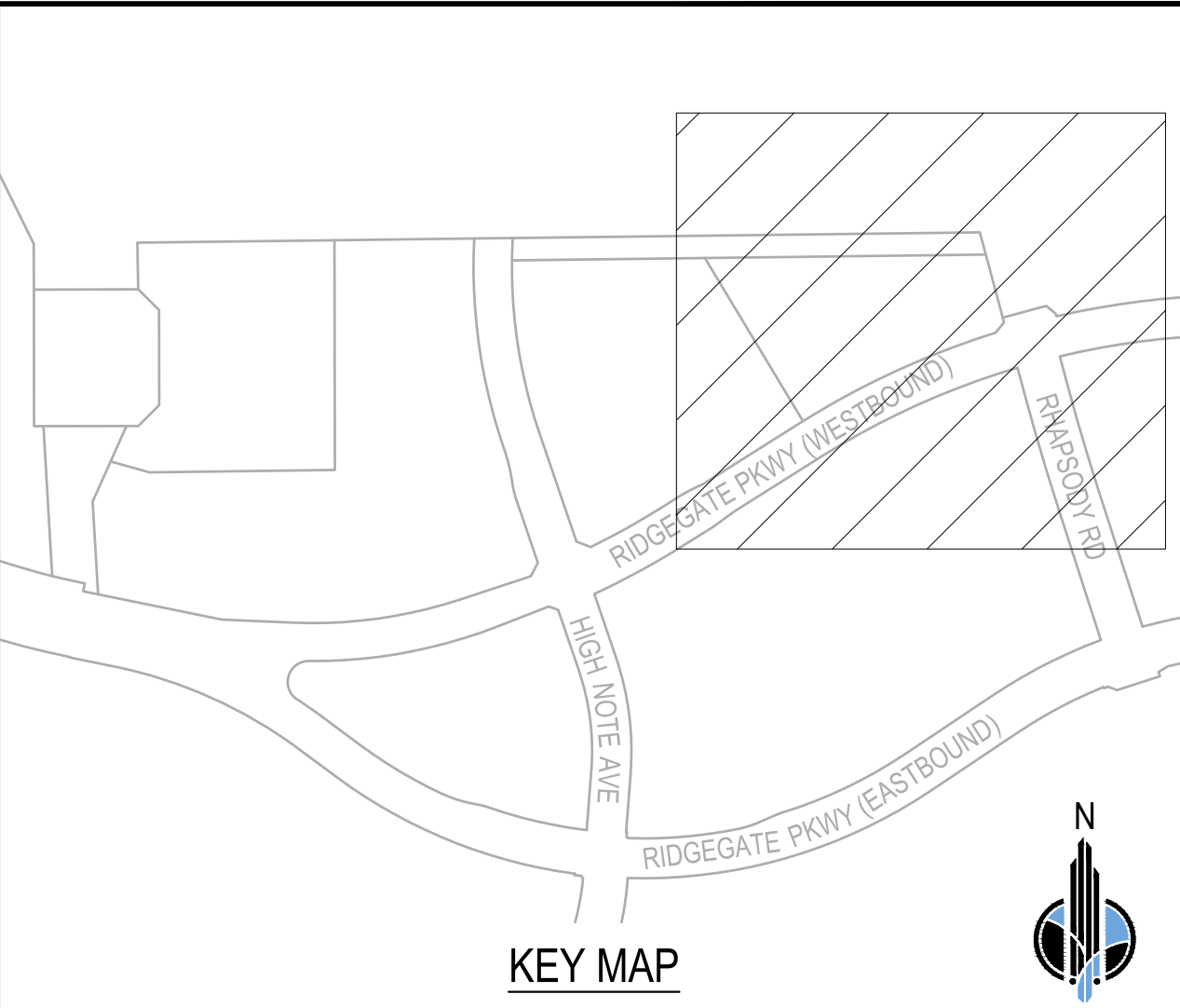
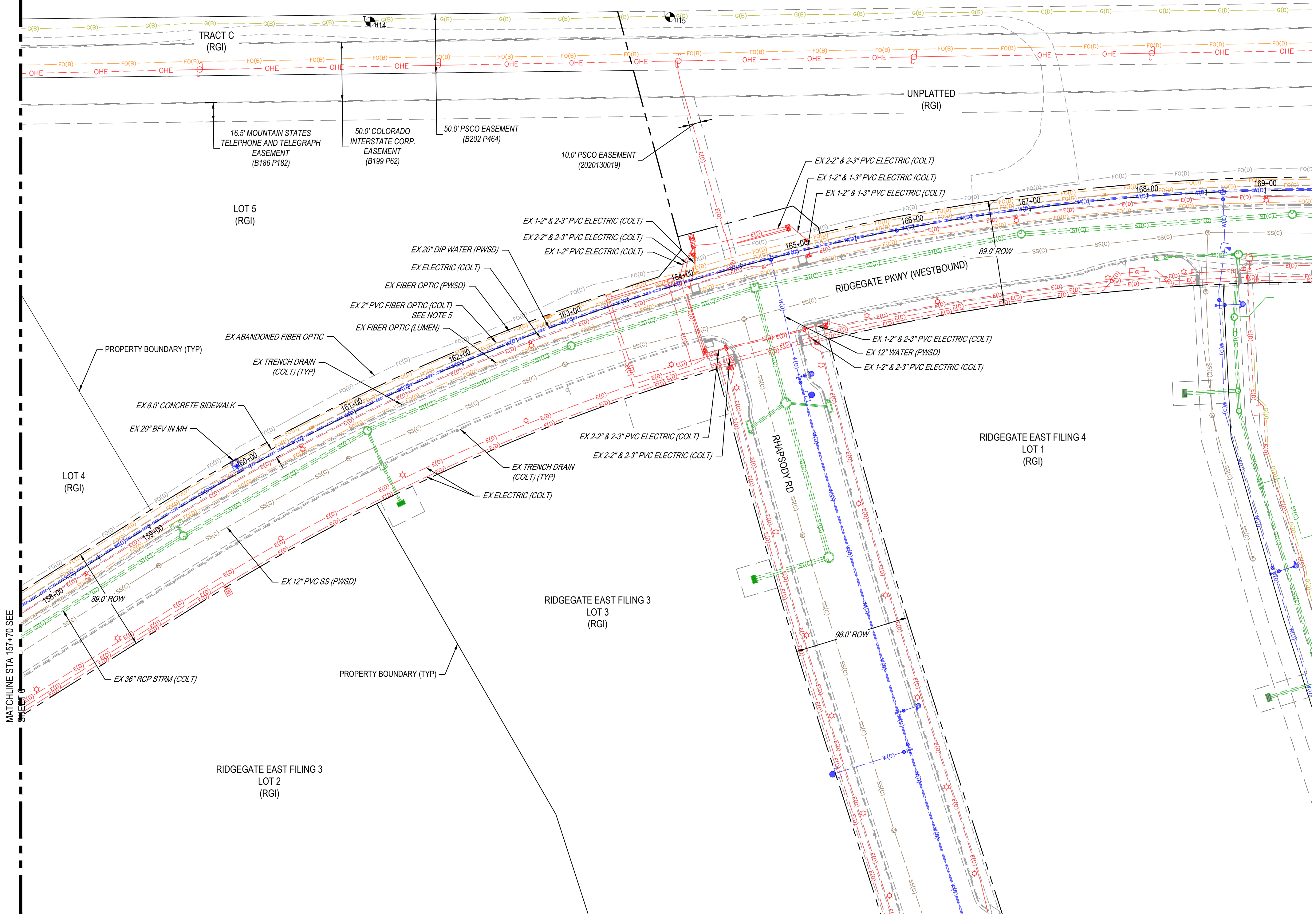
JOB NO.: 100959

DATE: 7/7/2025

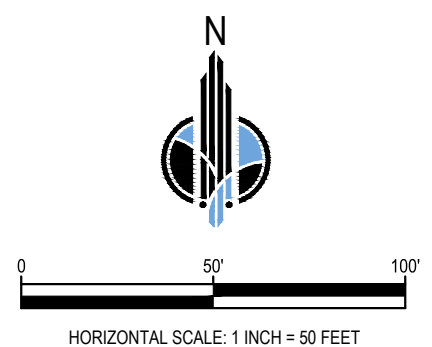
SHEET: 6 OF 41

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- EXISTING SUBSURFACE UTILITY NOTES**
- "QUALITY LEVEL A" DATA POINTS INDICATED BY SYMBOL:
 - SEE SHEET 2 FOR "QUALITY LEVEL A" TEST HOLE INFORMATION.
 - THE SANITARY SEWER AND STORM DRAINAGE FACILITIES ARE "QUALITY LEVEL C". ALL OTHER SUBSURFACE UTILITIES DEPICTED AT ASCE 38 "QUALITY LEVEL B" UNLESS OTHERWISE NOTED.
 - THE FOLLOWING UTILITIES WERE NOT INCLUDED AS PART OF THE SUBSURFACE UTILITY ENGINEERING INVESTIGATION; LANDSCAPE IRRIGATION SYSTEMS, UTILITY SERVICES TO RESIDENCES OR BUSINESSES, UNDERGROUND STORAGE TANKS, SEPTIC TANKS, WELLS, AND TRAFFIC DETECTION DEVICES.
 - COLT OWNED FIBER OPTIC INTERCONNECT WAS STILL UNDER CONSTRUCTION DURING THE SUE SITE INVESTIGATION. AS SUCH, THE ALIGNMENT IS SHOWN AS "QUALITY LEVEL D".
 - UTILITIES OUTSIDE THE LIMITS OF CONSTRUCTION ARE SHOWN AS "QUALITY LEVEL D".
 - AFTER FIRE HYDRANT REMOVAL THE PWSD INSPECTOR SHALL INSPECT THE FIRE HYDRANT ASSEMBLY AND CONFIRM IT IS ACCEPTABLE PRIOR TO RESET.
 - TEST HOLE NOS. 5, 17, & 18 ARE INTENTIONALLY OMITTED.



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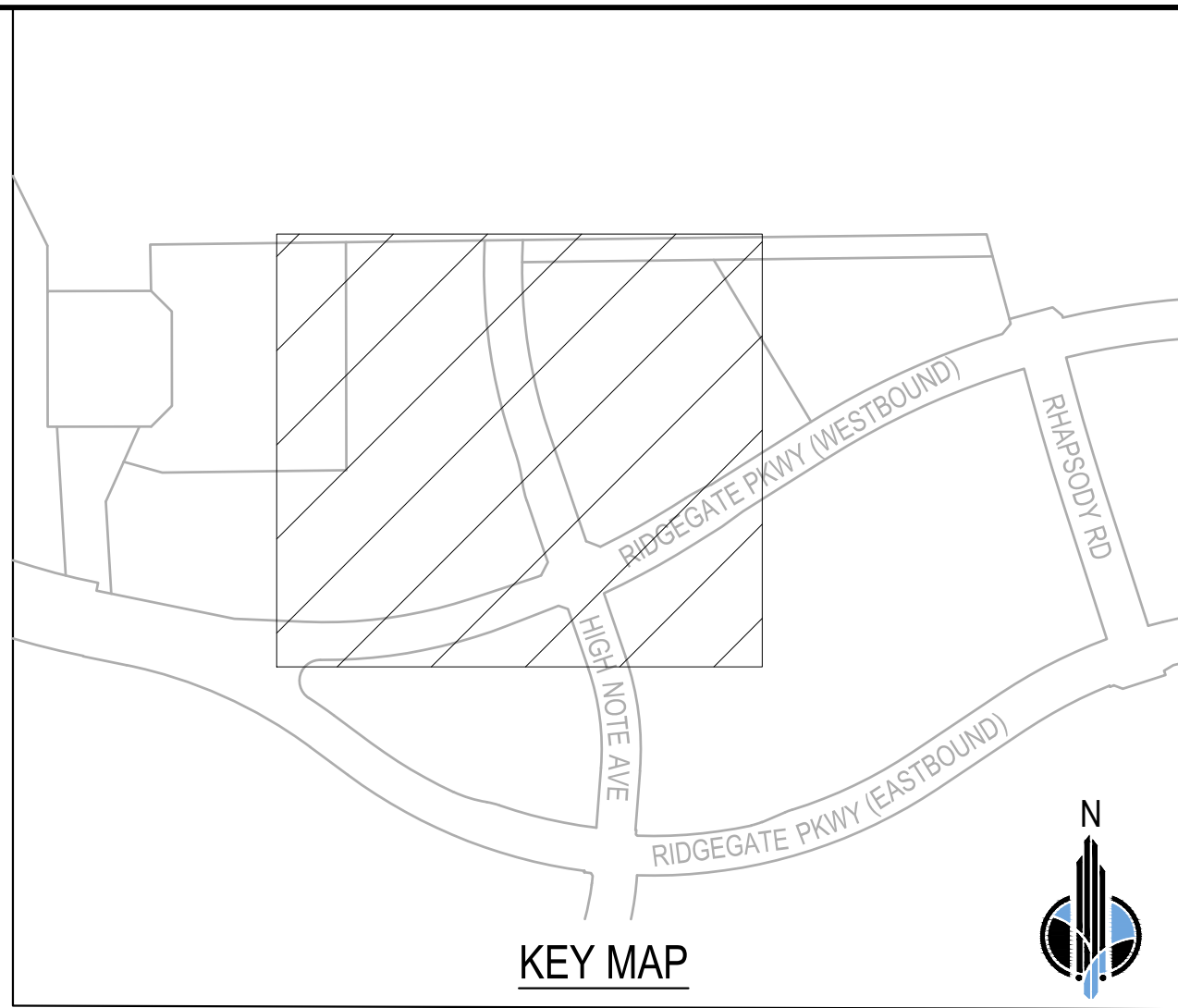
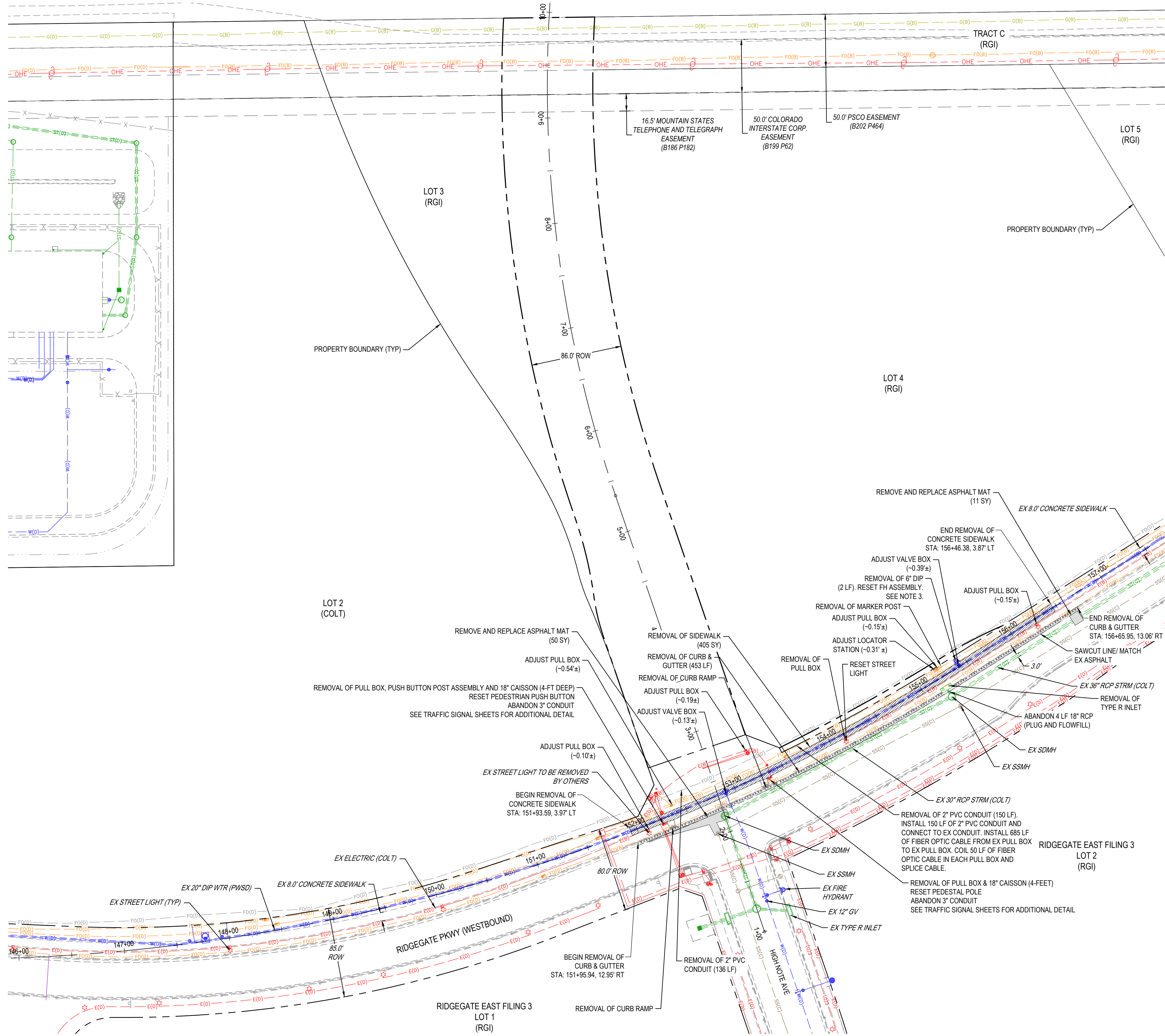
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RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS

SUBSURFACE UTILITY
ENGINEERING PLAN 2

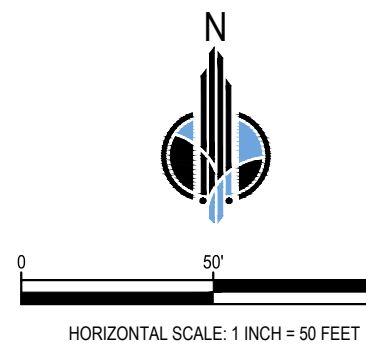
JOB NO.:	100959	DATE:	7/1/2025	SHEET:	7	OF	41



- DEMOLITION NOTES**
1. REMOVAL OF FENCE OR RESET FENCE TO BE DONE BY OTHERS PRIOR TO START OF CONSTRUCTION.
 2. REMOVAL OF SIGNAGE AND STRIPING TO BE FOUND ON SIGNAGE AND STRIPING SHEETS.
 3. PARKER WATER FIELD INSPECTOR SHALL INSPECT AND CONFIRM FH ASSEMBLY IS ACCEPTABLE PRIOR TO RESET.

DEMO LEGEND

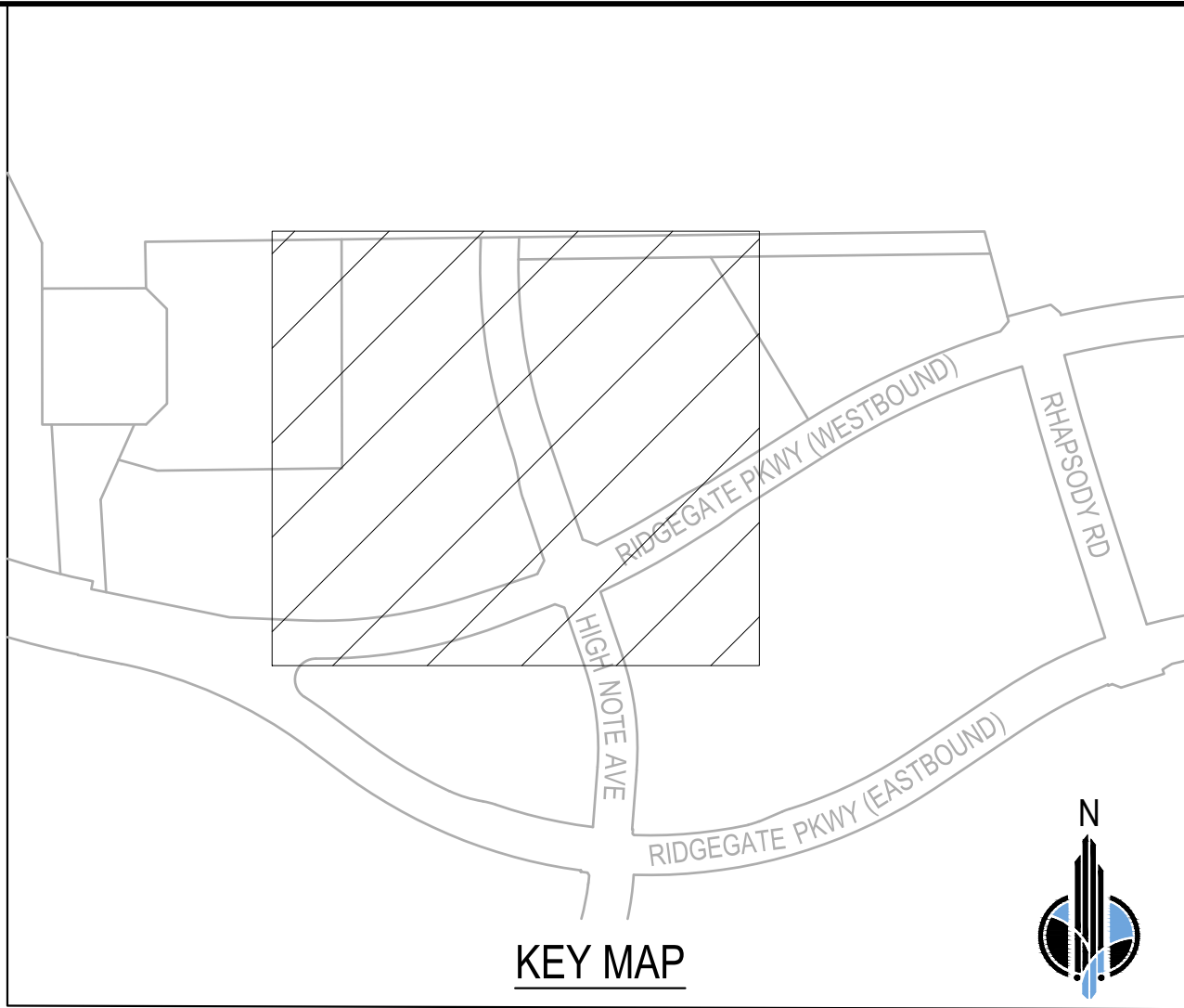
	REMOVAL OF ASPHALT PAVEMENT
	REMOVAL OF CURB AND GUTTER AND PIPE
	REMOVAL OF CONCRETE



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DATE: 7/7/2025				DESIGN BY: CS											
				DRAWN BY: CS											
				CHECKED BY: BB											
				APPROVED BY: CB											

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1. "QUALITY LEVEL A" DATA POINTS INDICATED BY SYMBOL:
2. SEE SHEET 2 FOR "QUALITY LEVEL A" TEST HOLE INFORMATION.
3. THE SANITARY SEWER AND STORM DRAINAGE FACILITIES ARE "QUALITY LEVEL C". ALL OTHER SUBSURFACE UTILITIES DEPICTED AT ASCE 38 "QUALITY LEVEL B" UNLESS OTHERWISE NOTED.
4. THE FOLLOWING UTILITIES WERE NOT INCLUDED AS PART OF THE SUBSURFACE UTILITY ENGINEERING INVESTIGATION; LANDSCAPE IRRIGATION SYSTEMS, UTILITY SERVICES TO RESIDENCES OR BUSINESSES, UNDERGROUND STORAGE TANKS, SEPTIC TANKS, WELLS, AND TRAFFIC DETECTION DEVICES.
5. COLT OWNED FIBER OPTIC INTERCONNECT WAS STILL UNDER CONSTRUCTION DURING THE SUE SITE INVESTIGATION. AS SUCH, THE ALIGNMENT IS SHOWN AS "QUALITY LEVEL D".
6. UTILITIES OUTSIDE THE LIMITS OF CONSTRUCTION ARE SHOWN AS "QUALITY LEVEL D".
7. AFTER FIRE HYDRANT REMOVAL, THE PWSD INSPECTOR SHALL INSPECT THE FIRE HYDRANT ASSEMBLY AND CONFIRM IT IS ACCEPTABLE PRIOR TO RESET.
8. TEST HOLE NOS. 5, 17, & 18 ARE INTENTIONALLY OMITTED.

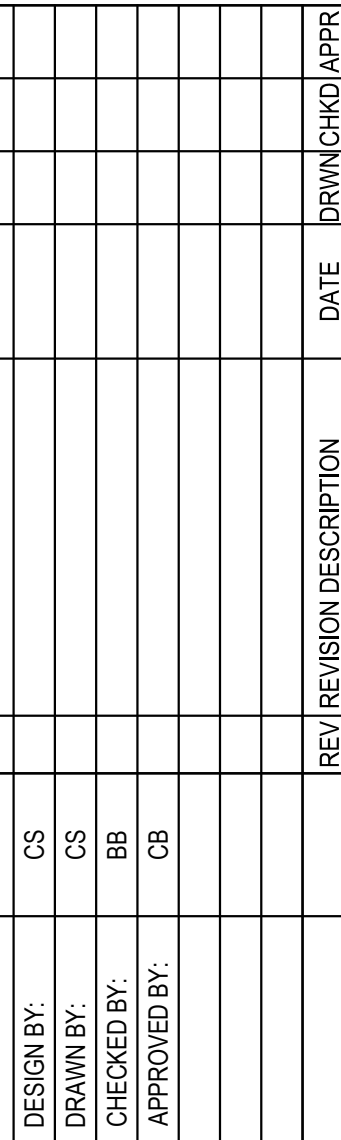


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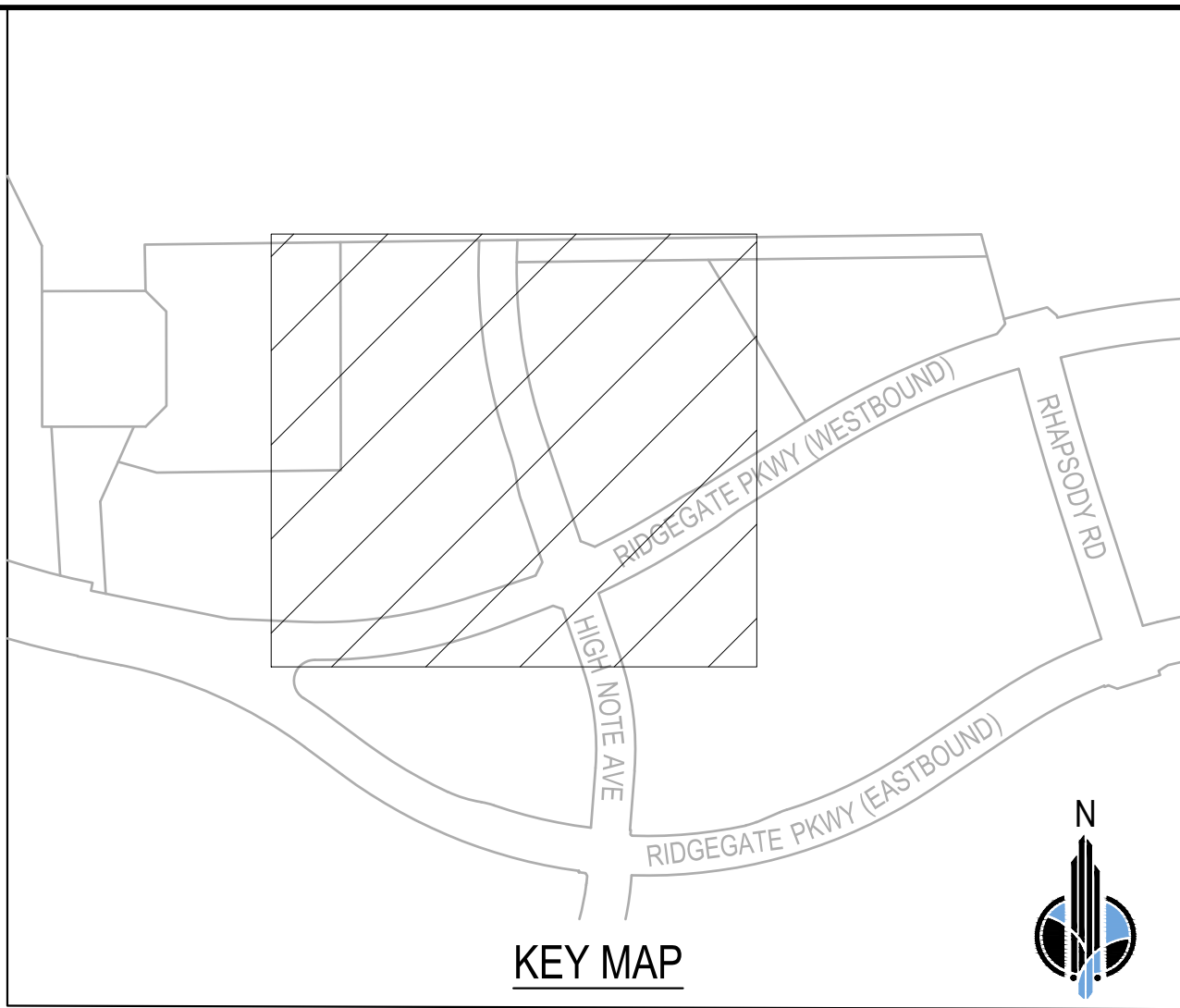
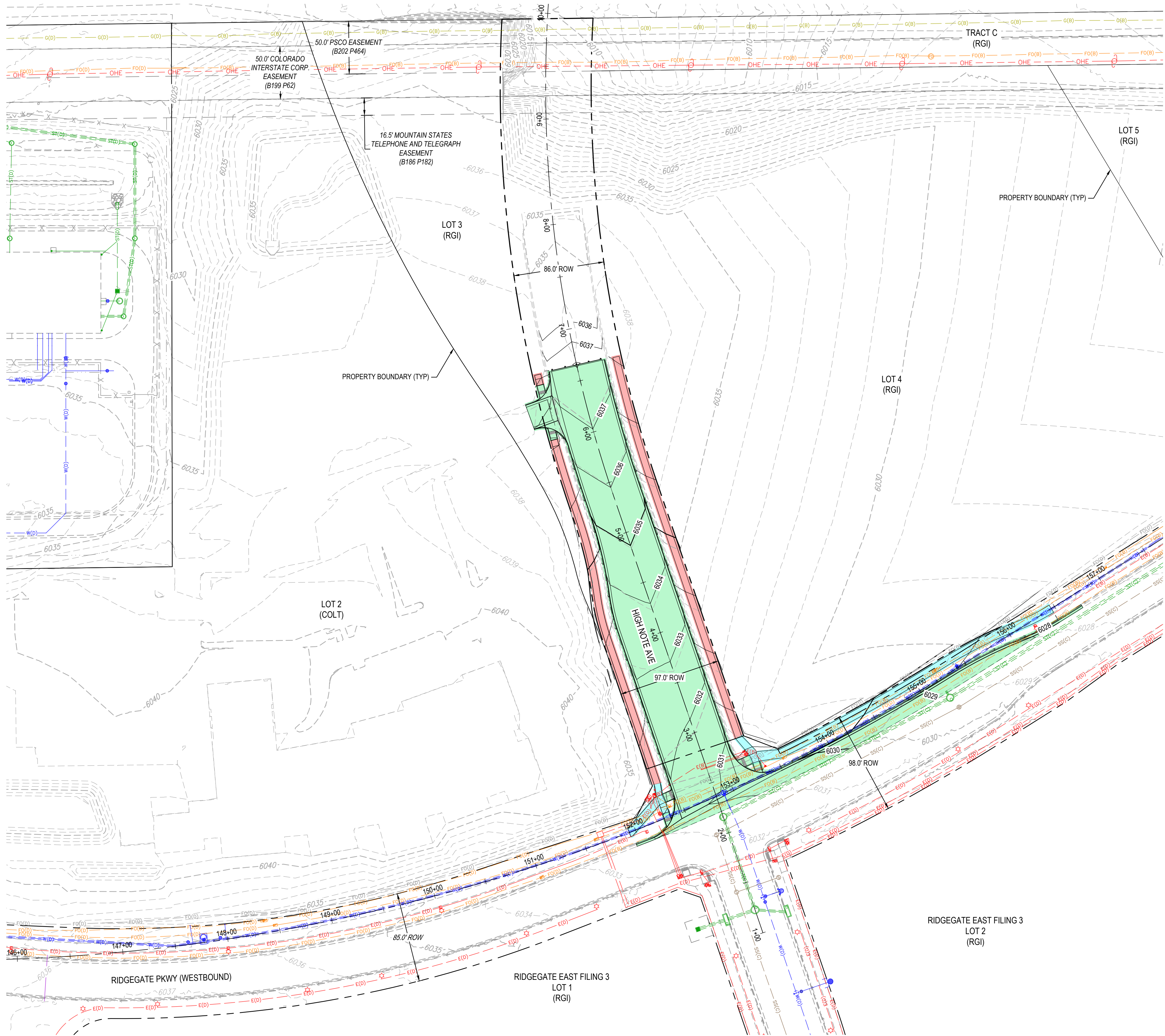


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7/11/2025

JOB NO.: 100959
 DATE: 7/7/2025
 SHEET: 9 OF 41

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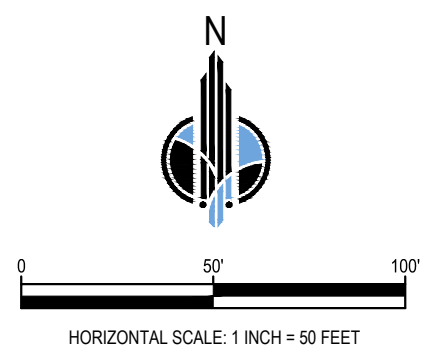
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GRADING NOTES

1. SPOT ELEVATIONS ARE TO FINISHED GRADE.

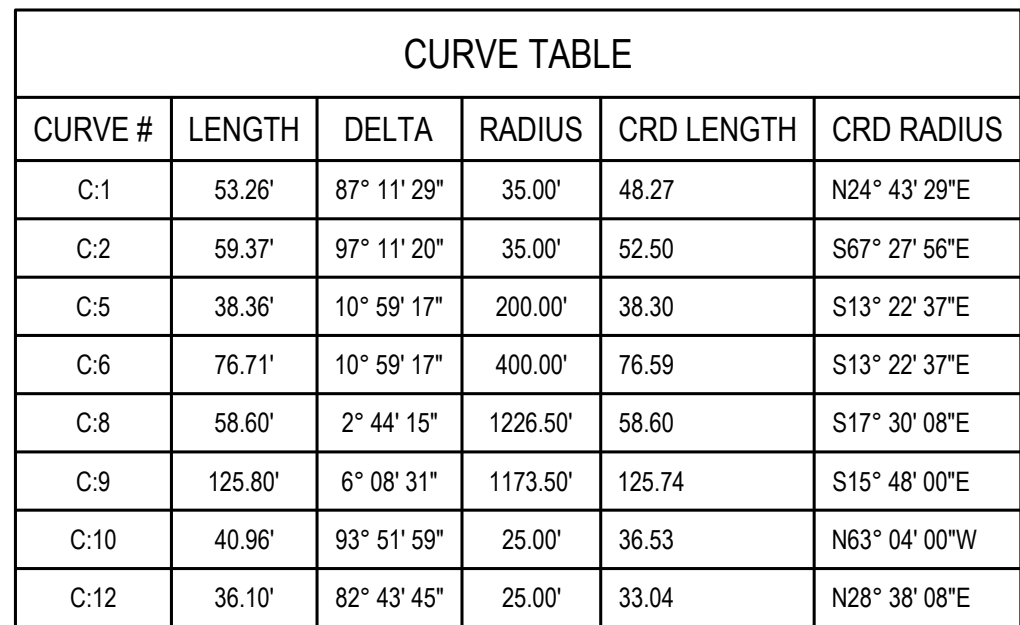
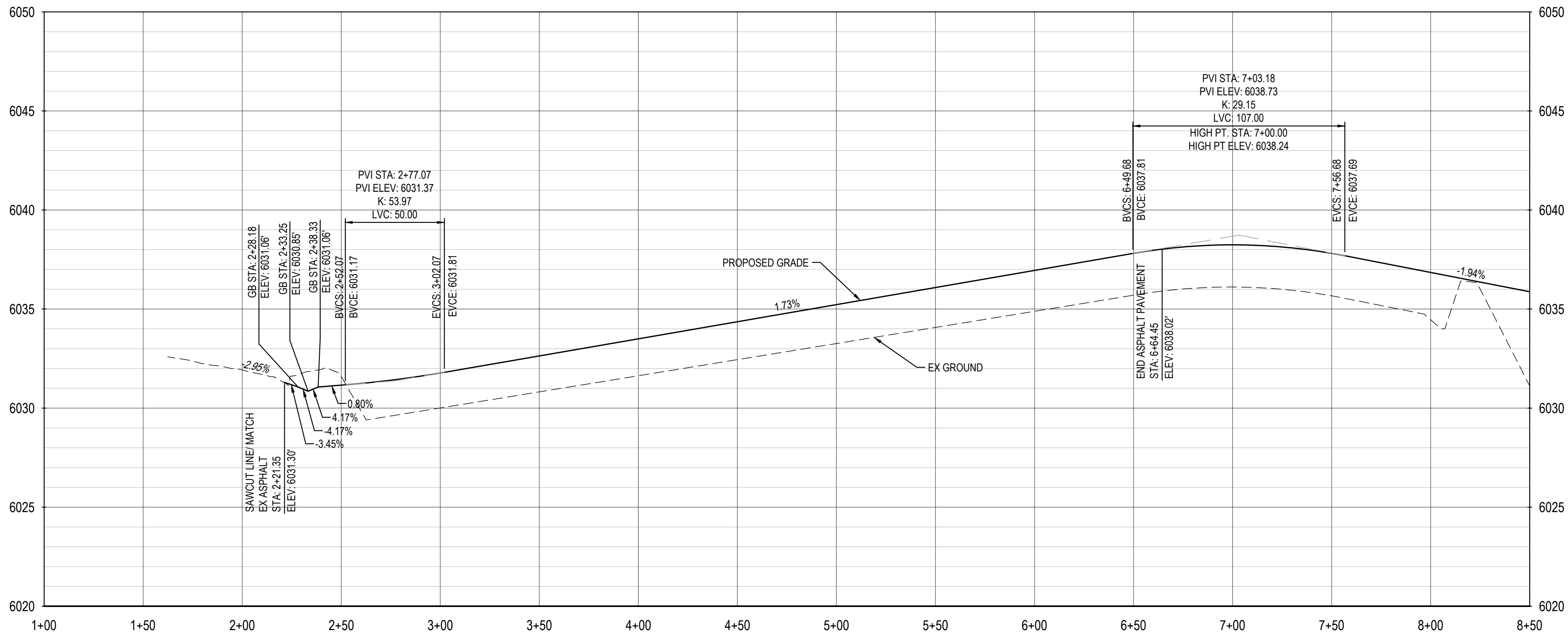
SUBGRADE PREPARATION LEGEND	
	AGGREGATE BASE COURSE LIMIT
	OVER-EXCAVATION LIMITS
	12" SCARIFY & RECONDITION LIMITS



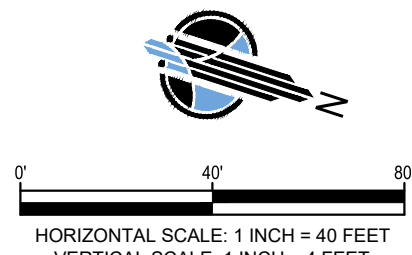

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RIDGEGATE EAST FILING NO. 5 STREET AND STORM SEWER PLANS				OVERALL GRADING PLAN			
				FOR AND ON BEHALF OF MERRICK & COMPANY			
JOB NO.:	100959	DATE:	7/7/2025	REV	REVISION DESCRIPTION	DATE	DRWN/CHKD/APPR
SHEET:	10	OF	41				

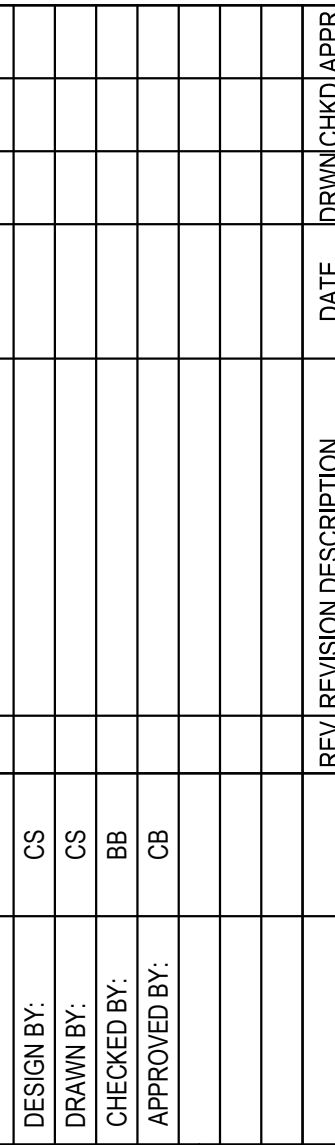
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LINE TABLE		
LINE #	BEARING	LENGTH
L:1	S55° 24' 19"W	26.51'
L:2	N18° 52' 16"W	26.51'
L:3	S61° 28' 37"W	64.92'
L:4	N65° 51' 31"E	38.38'
L:5	N18° 52' 16"W	38.38'
L:6	S18° 52' 16"E	259.68'
L:7	S18° 52' 16"E	158.34'
L:8	S18° 52' 16"E	9.72'
L:9	S22° 16' 22"E	24.03'
L:10	N70° 00' 00"E	24.03'
L:11	N70° 00' 00"E	26.41'
L:12	N5° 01' 51"W	19.19'



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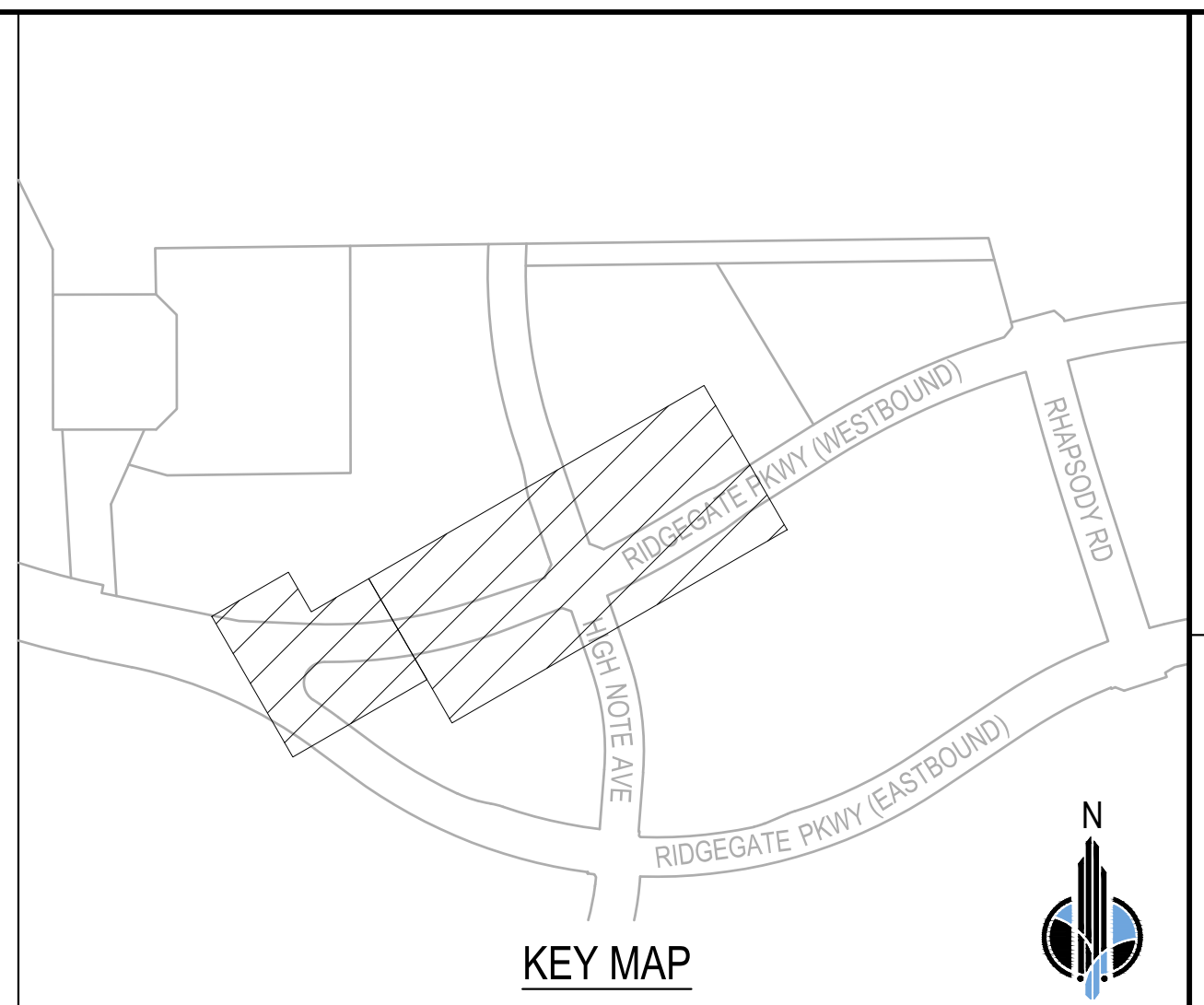
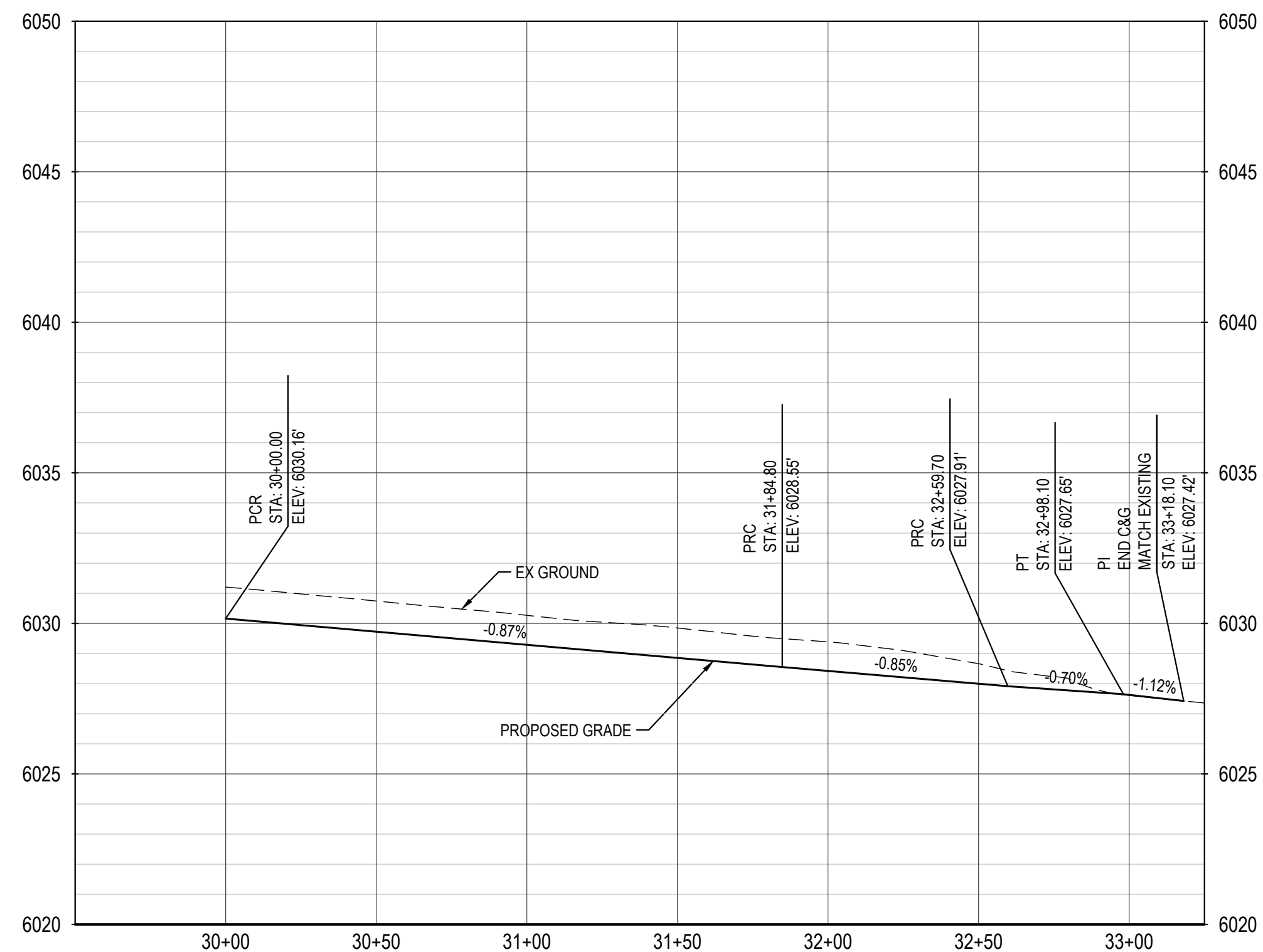
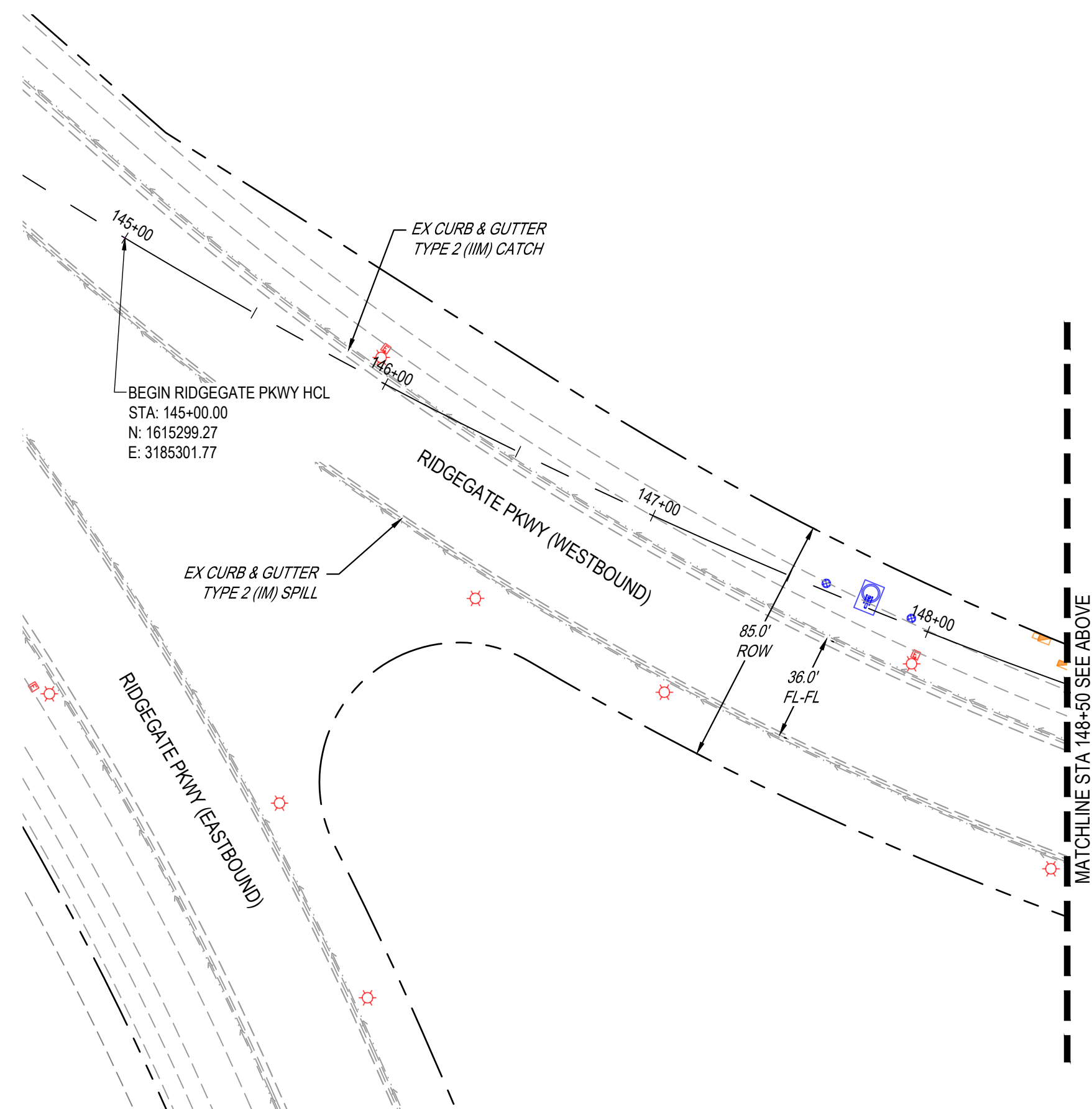
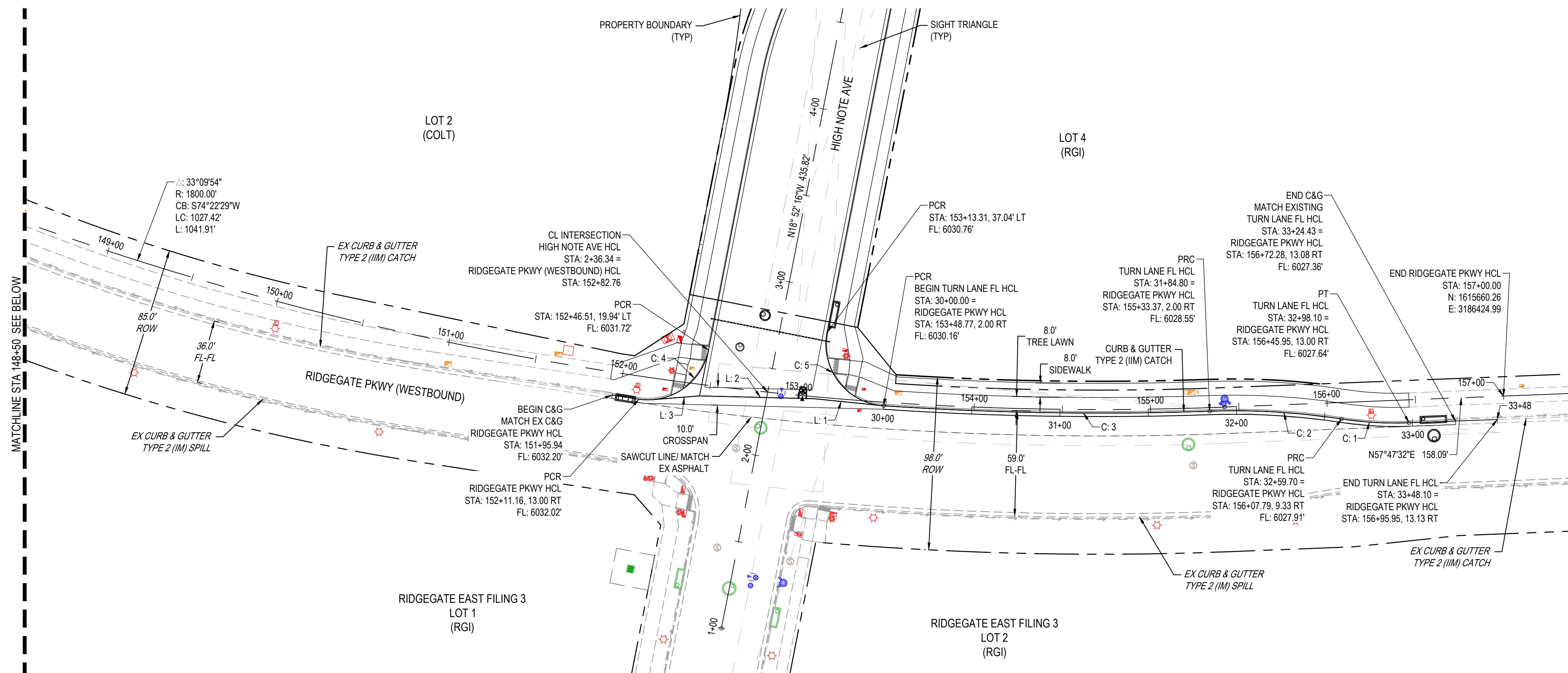
RIDGEGATE EAST FILING NO. 5 STREET AND STORM SEWER PLANS HIGH NOTE AVE PLAN & PROFILE



JOB NO.: 100959

DATE: 7/7/2025

SHEET: 11 OF 41



ROADWAY NOTES

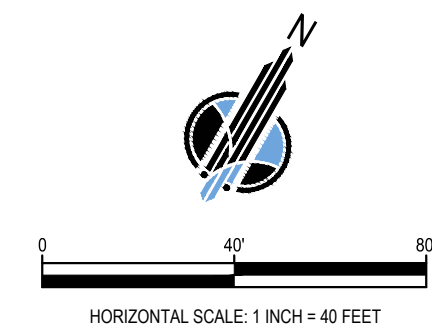
1. ALL STATIONS, OFFSETS, AND ELEVATIONS ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
2. ALL LINE AND CURVE TABLE DATA REFERENCES FLOWLINE AT CURB AND GUTTER AND EDGE OF ASPHALT WHERE CURB AND GUTTER IS NOT PROPOSED.

CURVE TABLE					
CURVE #	LENGTH	DELTA	RADIUS	CRD LENGTH	CRD RADIUS
C: 1	38.40'	11° 00' 02"	200.00'	38.34	N63° 17' 33"E
C: 2	74.90'	10° 43' 43"	400.00'	74.79	N63° 25' 42"E
C: 3	184.80'	5° 52' 33"	1802.00'	184.72	N61° 00' 07"E
C: 4	53.26'	87° 11' 29"	35.00'	48.27	N24° 43' 29"E
C: 5	59.37'	97° 11' 20"	35.00'	52.50	S67° 27' 56"E

LINE TABLE		
LINE #	BEARING	LENGTH
L: 1	N65° 51' 31"E	38.38'
L: 2	S61° 28' 37"W	64.92'
L: 3	S55° 24' 19"W	26.51'

PROFILE LEGEND

— — — — — EXISTING GROUND AT PIPE CENTERLINE
————— PROPOSED GRADE AT PIPE CENTERLINE



John W. Jones

City of Lone Tree

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RIDGEGATE EAST FILING NO. 5
 STREET AND STORM SEWER
 PLANS

HIGH NOTE AVE & RIDGEGATE
WESTBOUND TURN LANE



FOR AND ON BEHALF OF MERRICK & COMPANY

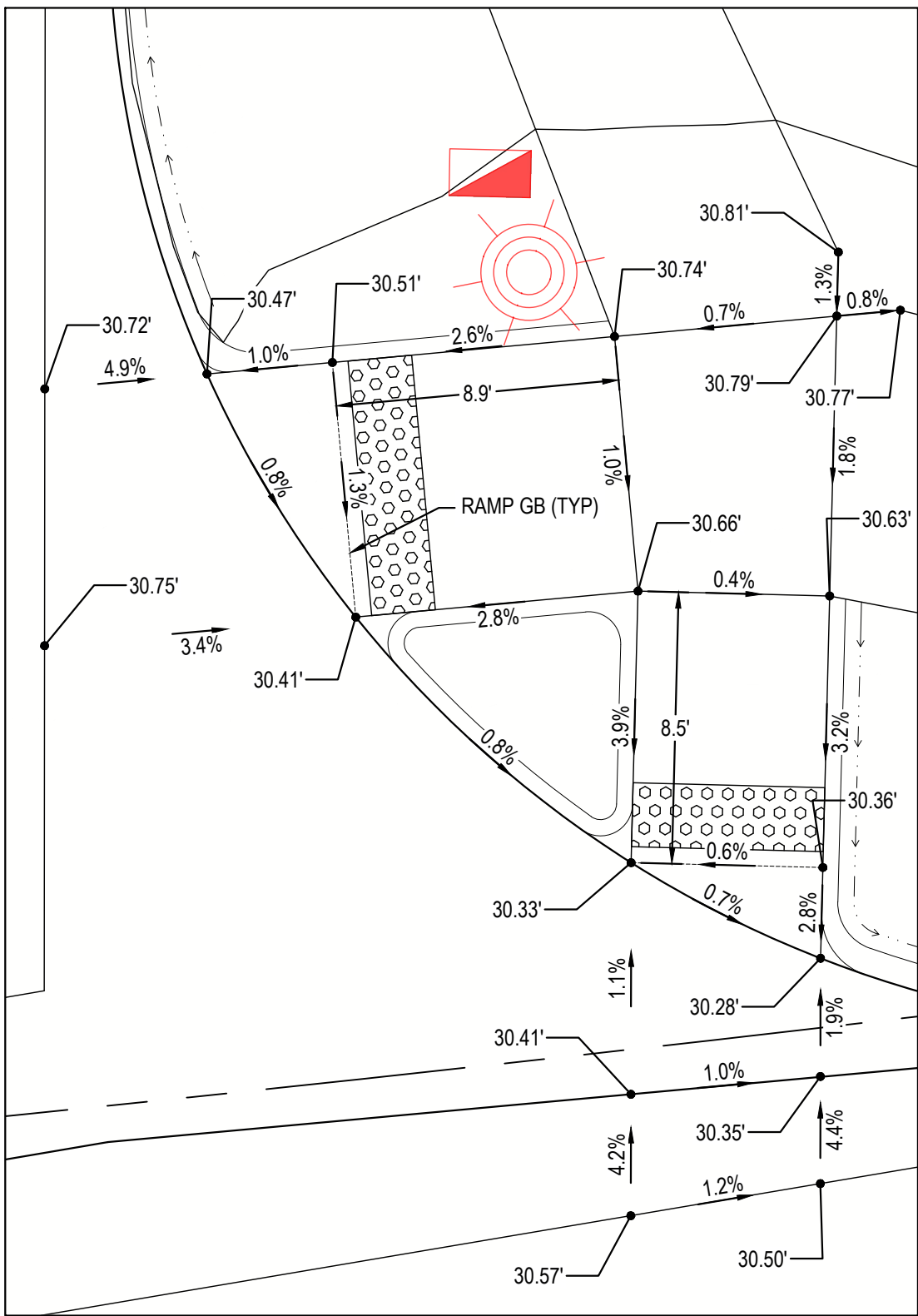
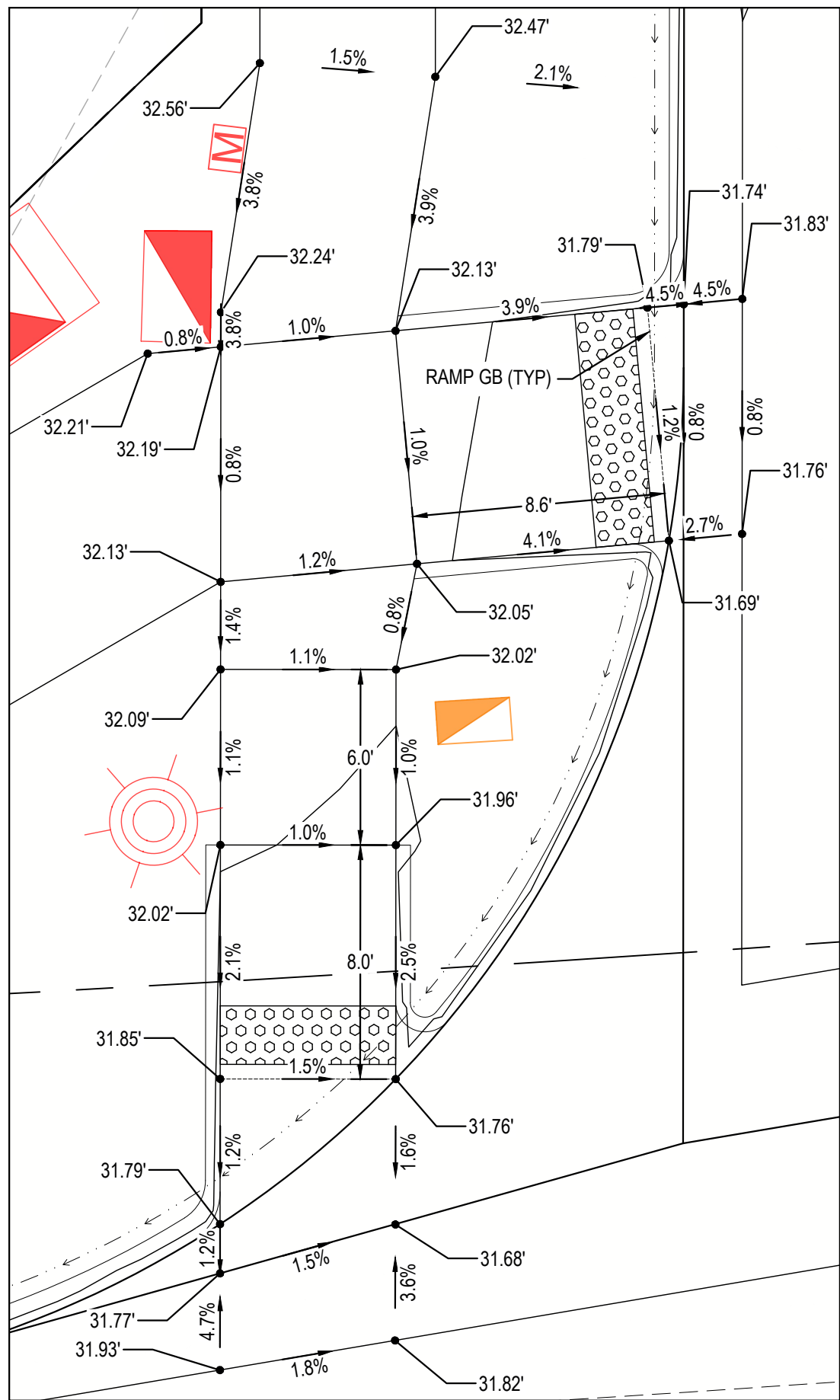
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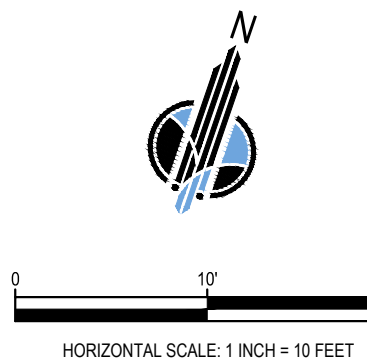
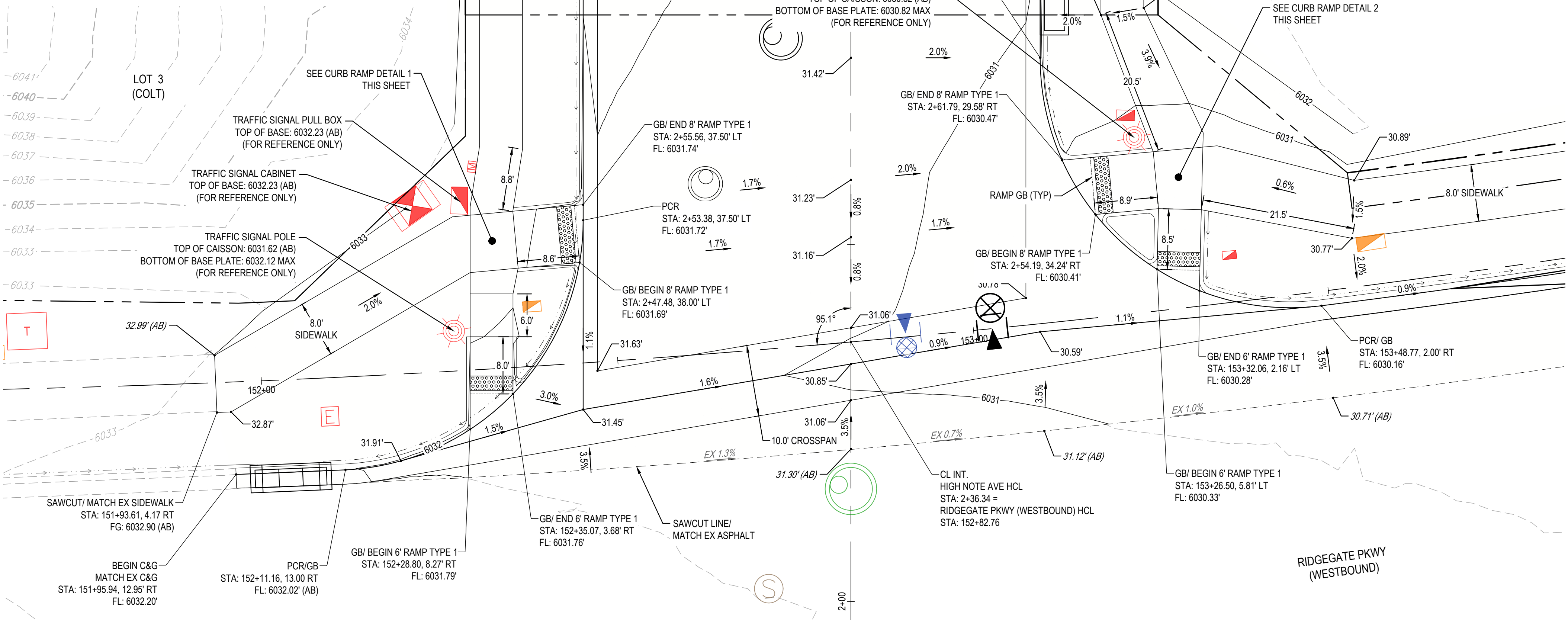
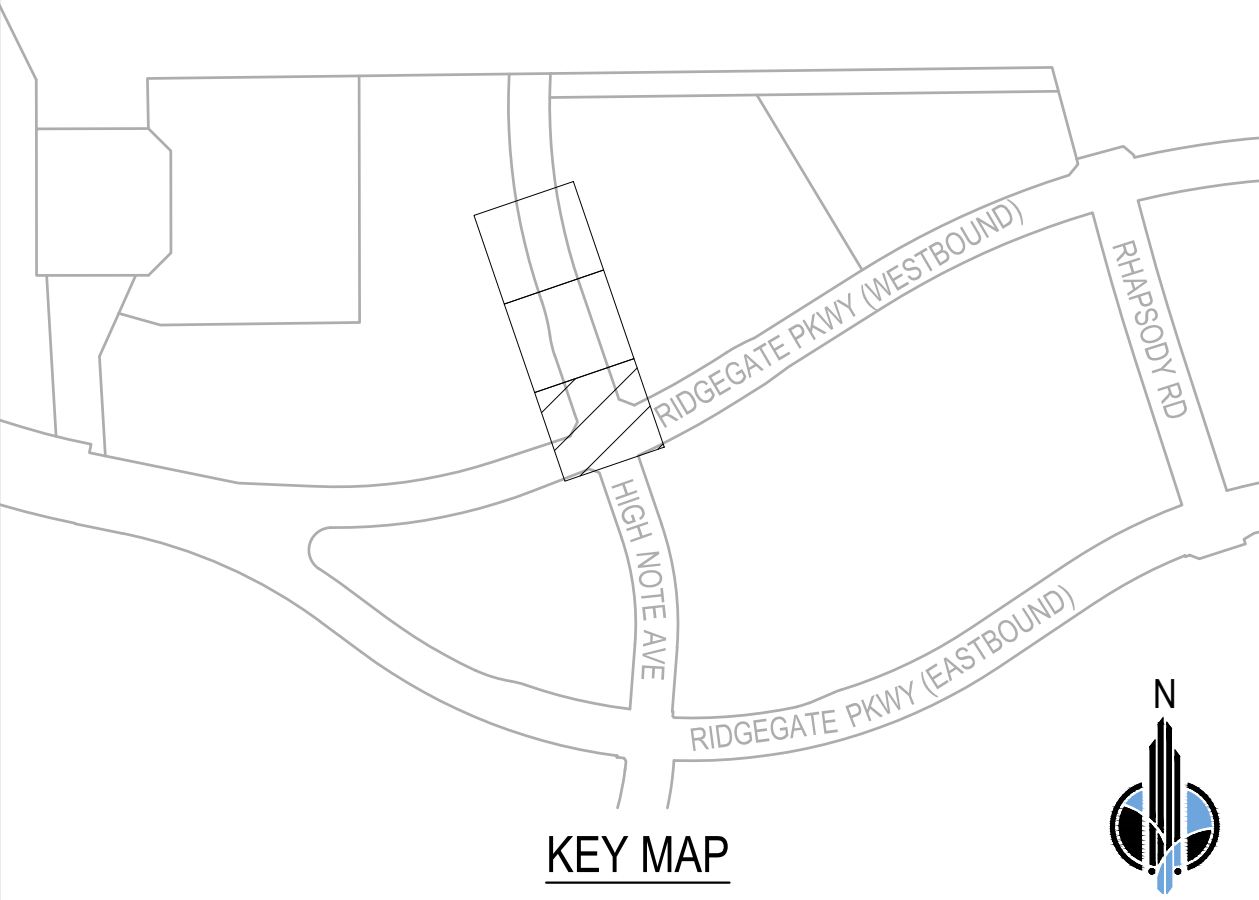
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INTERSECTION NOTES

- ALL STATIONS AND OFFSETS ARE TO CURB AND GUTTER FLOWLINE UNLESS OTHERWISE NOTED.
- THE FLOWLINE ELEVATION AT TYPE R INLETS REPRESENTS THE ELEVATION AT THE MIDPOINT OF THE INLET AT FLOWLINE. THE FLOWLINE ELEVATION DOES NOT ACCOUNT FOR THE LOCAL DEPRESSION AT THE INLET.
- REFER TO THE MOST CURRENT VERSION OF THE CITY AND COUNTY OF DENVER "SIDEWALK AND CURB RAMP CONSTRUCTION RULES AND REGULATIONS" AND "CURB RAMP INSTALLATION AND REPLACEMENT POLICY AND PROCEDURES" FOR ADDITIONAL DESIGN PARAMETERS.
- THE MAXIMUM CROSS-SLOPE OF THE GUTTER IN FRONT OF THE CURB RAMP SHALL BE 5%.
- THE MAXIMUM CROSS-SLOPE OF THE CURB RAMP SURFACE SHALL BE 2%.
- A LEVEL LANDING AREA SHALL BE REQUIRED AT THE TOP OF EACH CURB RAMP. THE MAXIMUM LANDING AREA SLOPE SHALL NOT EXCEED 2% IN ANY DIRECTION.
- PROPOSED CURB RAMP SHALL BE CENTERED AND PARALLEL WHEN ALIGNING WITH AN EXISTING CURB RAMP.



City of Lone Tree

7/18/25

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RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS

INTERSECTION DETAILS 1



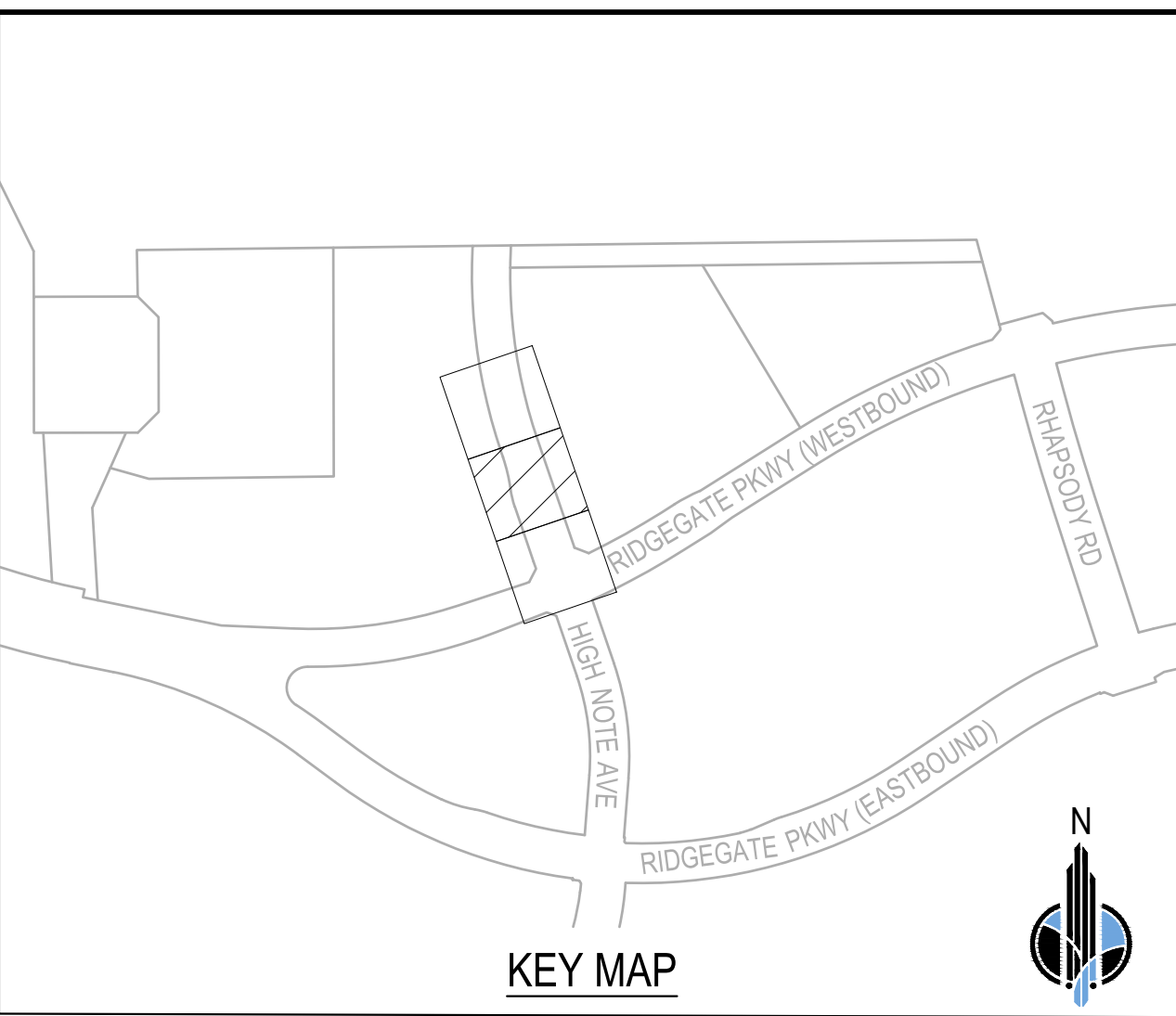
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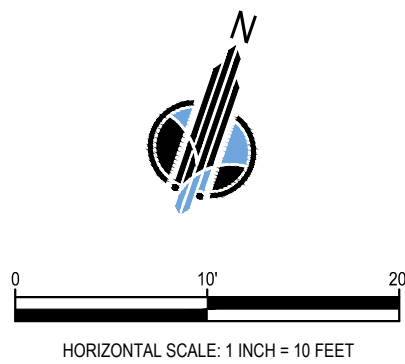
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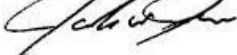
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1. ALL STATIONS AND OFFSETS ARE TO CURB AND GUTTER FLOWLINE UNLESS OTHERWISE NOTED.
2. THE FLOWLINE ELEVATION AT TYPE R INLET REPRESENTS THE ELEVATION AT THE MIDPOINT OF THE INLET AT FLOWLINE. THE FLOWLINE ELEVATION DOES NOT ACCOUNT FOR THE LOCAL DEPRESSION AT THE INLET.
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4. THE MAXIMUM CROSS-SLOPE OF THE GUTTER IN FRONT OF THE CURB RAMP SHALL BE 5%.
5. THE MAXIMUM CROSS-SLOPE OF THE CURB RAMP SURFACE SHALL BE 2%.
6. A LEVEL LANDING AREA SHALL BE REQUIRED AT THE TOP OF EACH CURB RAMP. THE MAXIMUM LANDING AREA SLOPE SHALL NOT EXCEED 2% IN ANY DIRECTION.
7. PROPOSED CURB RAMPS SHALL BE CENTERED AND PARALLEL WHEN ALIGNING WITH AN EXISTING CURB RAMP.




City of Lone Tree

7/18/25

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Engineering Division Acceptance Block



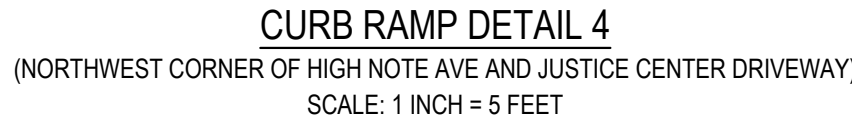
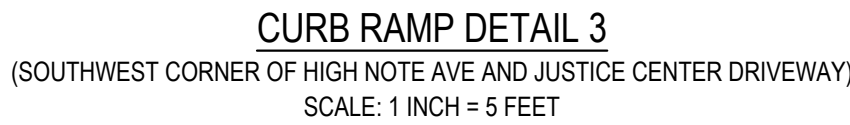
RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS

INTERSECTION DETAILS 2

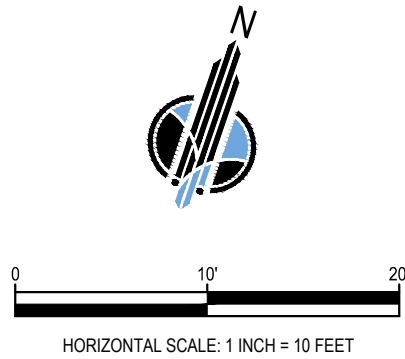
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JOB NO.: 100959
 DATE: 7/7/2025
 SHEET: 14 OF 41

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1. ALL STATIONS AND OFFSETS ARE TO CURB AND GUTTER FLOWLINE UNLESS OTHERWISE NOTED.
2. THE FLOWLINE ELEVATION AT TYPE R INLETS REPRESENTS THE ELEVATION AT THE MIDPOINT OF THE INLET AT FLOWLINE. THE FLOWLINE ELEVATION DOES NOT ACCOUNT FOR THE LOCAL DEPRESSION AT THE INLET.
3. REFER TO THE MOST CURRENT VERSION OF THE CITY AND COUNTY OF DENVER "SIDEWALK AND CURB RAMP CONSTRUCTION RULES AND REGULATIONS" AND "CURB RAMP INSTALLATION AND REPLACEMENT POLICY AND PROCEDURES" FOR ADDITIONAL DESIGN PARAMETERS.
4. THE MAXIMUM CROSS-SLOPE OF THE GUTTER IN FRONT OF THE CURB RAMP SHALL BE 5%.
5. THE MAXIMUM CROSS-SLOPE OF THE CURB RAMP SURFACE SHALL BE 2%.
6. A LEVEL LANDING AREA SHALL BE REQUIRED AT THE TOP OF EACH CURB RAMP. THE MAXIMUM LANDING AREA SLOPE SHALL NOT EXCEED 2% IN ANY DIRECTION.
7. PROPOSED CURB RAMPS SHALL BE CENTERED AND PARALLEL WHEN ALIGNING WITH AN EXISTING CURB RAMP.



City of Lone Tree

7/18/25

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**RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS**

INTERSECTION DETAILS 3



JOB NO.: 100959
DATE: 7/7/2025
SHEET: 15 OF 41

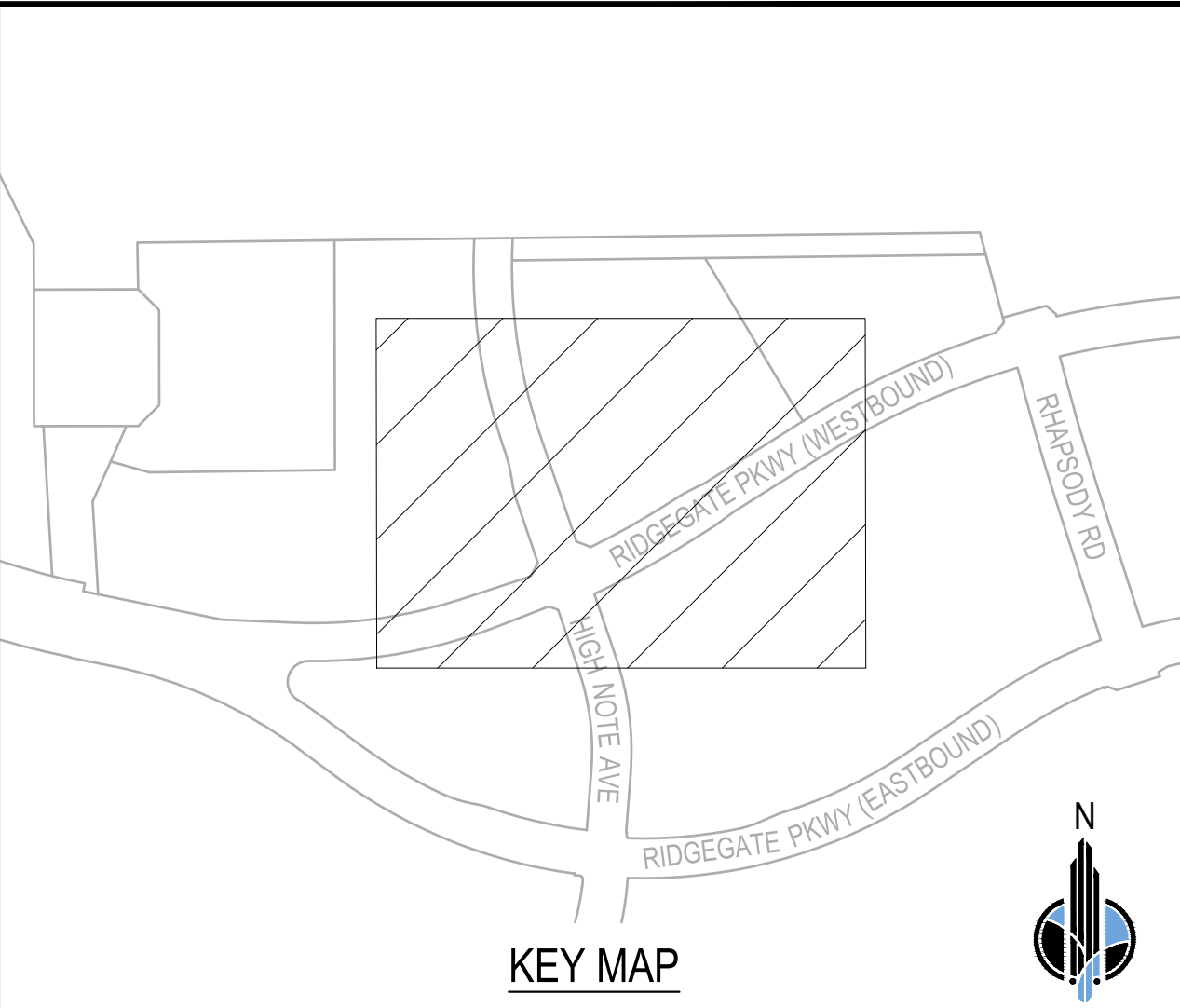
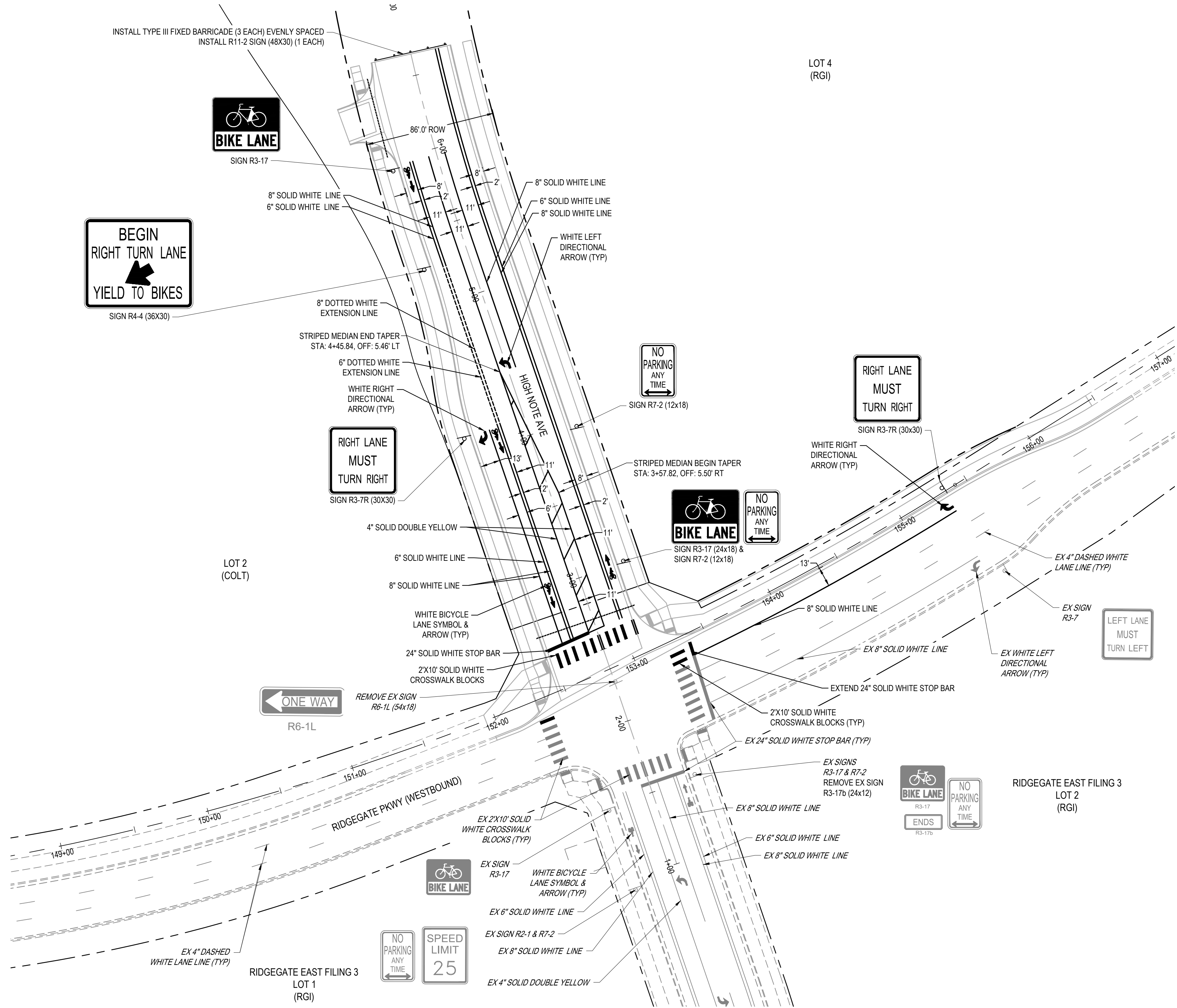


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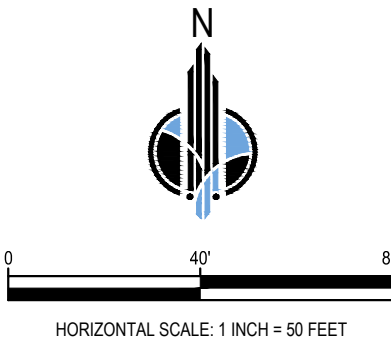
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SIGNAGE AND STRIPING NOTES

1. STRIPING PLAN TO BE COORDINATED WITH, AND APPROVED BY, THE CITY OF LONE TREE PRIOR TO PLACEMENT OF PAVEMENT MARKINGS.



City of Lone Tree
7/18/25
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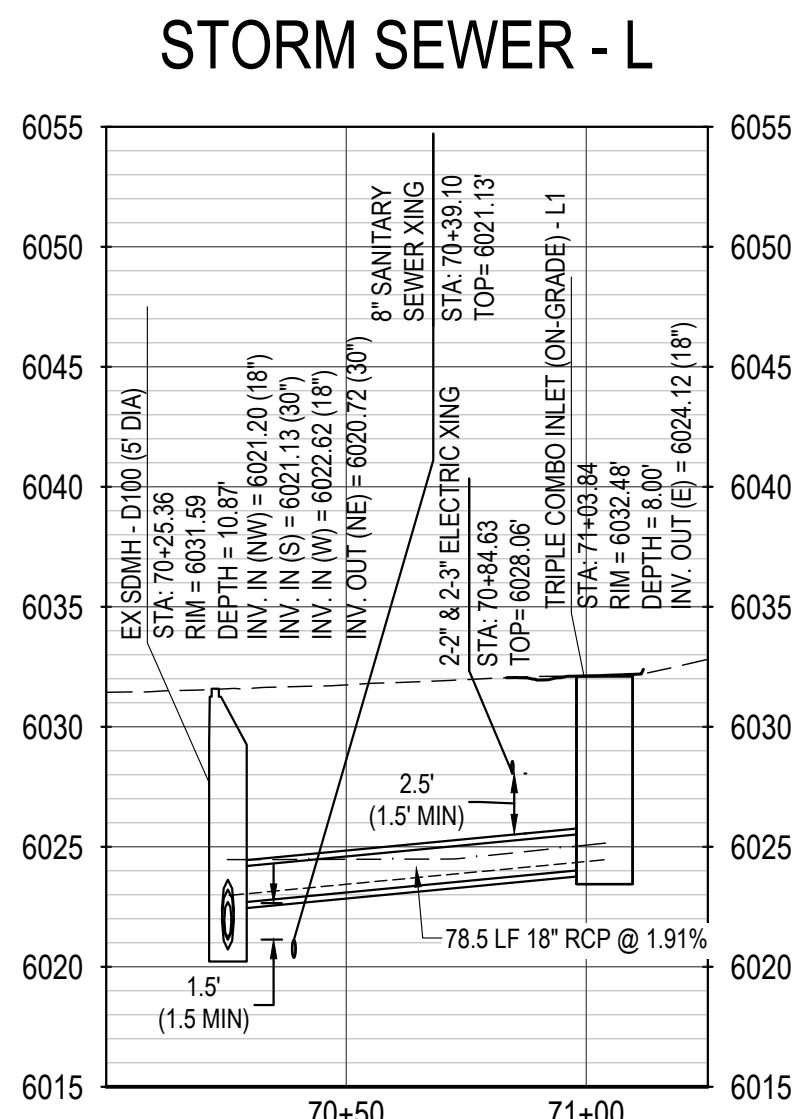
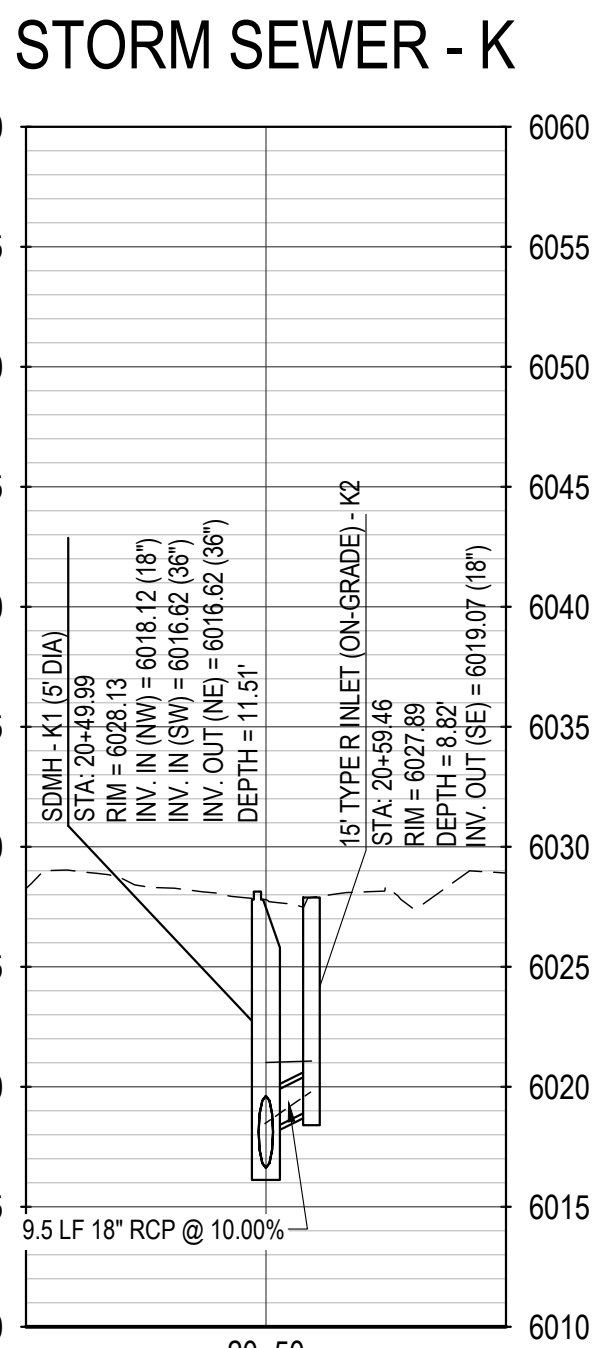
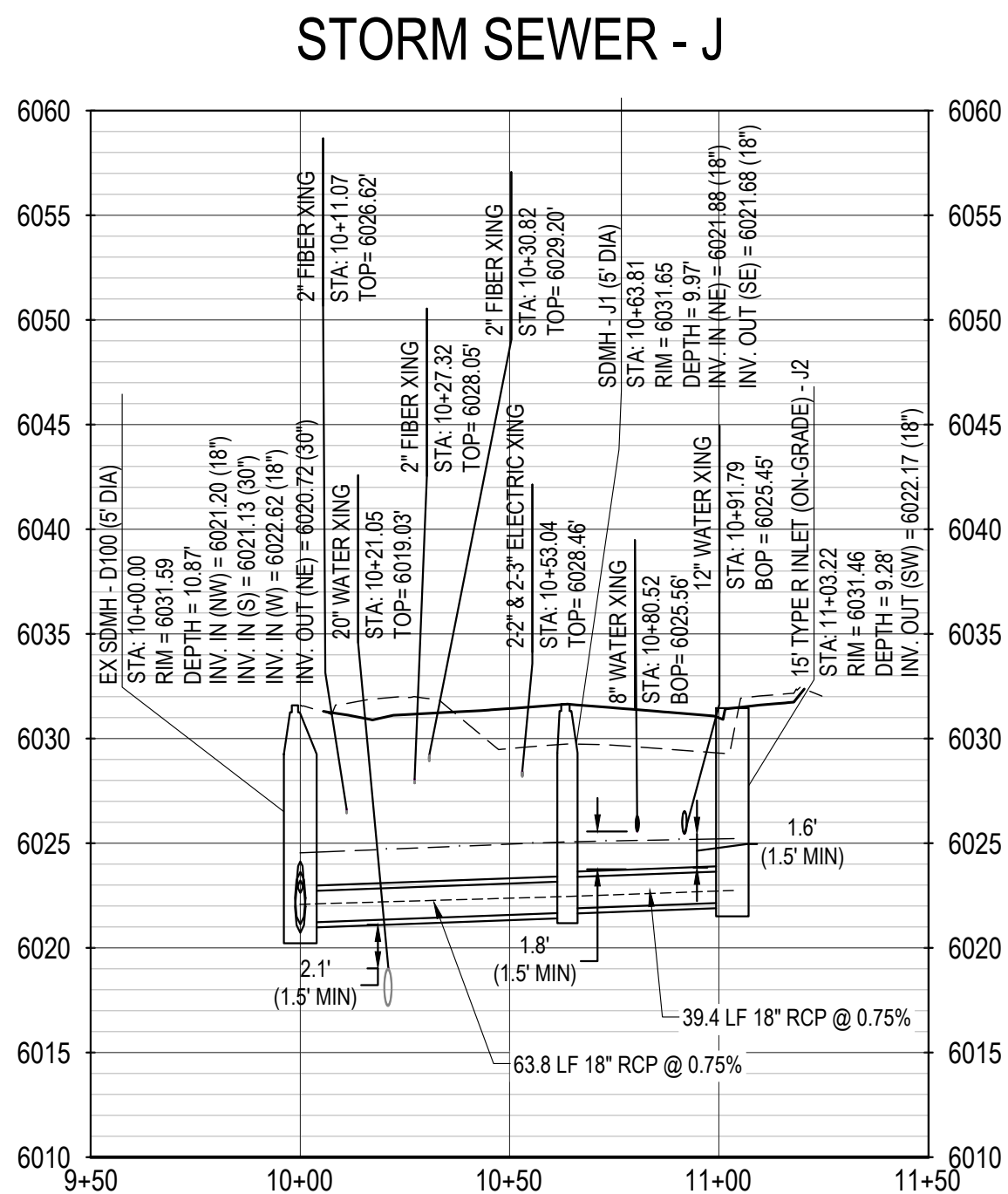
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CHECKED BY:								
APPROVED BY:								

RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS
SIGNAGE & STRIPING PLAN



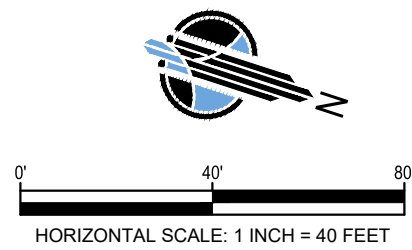
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DATE: 7/7/2025

SHEET: 17 OF 41

RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS

STORM PLAN & PROFILE



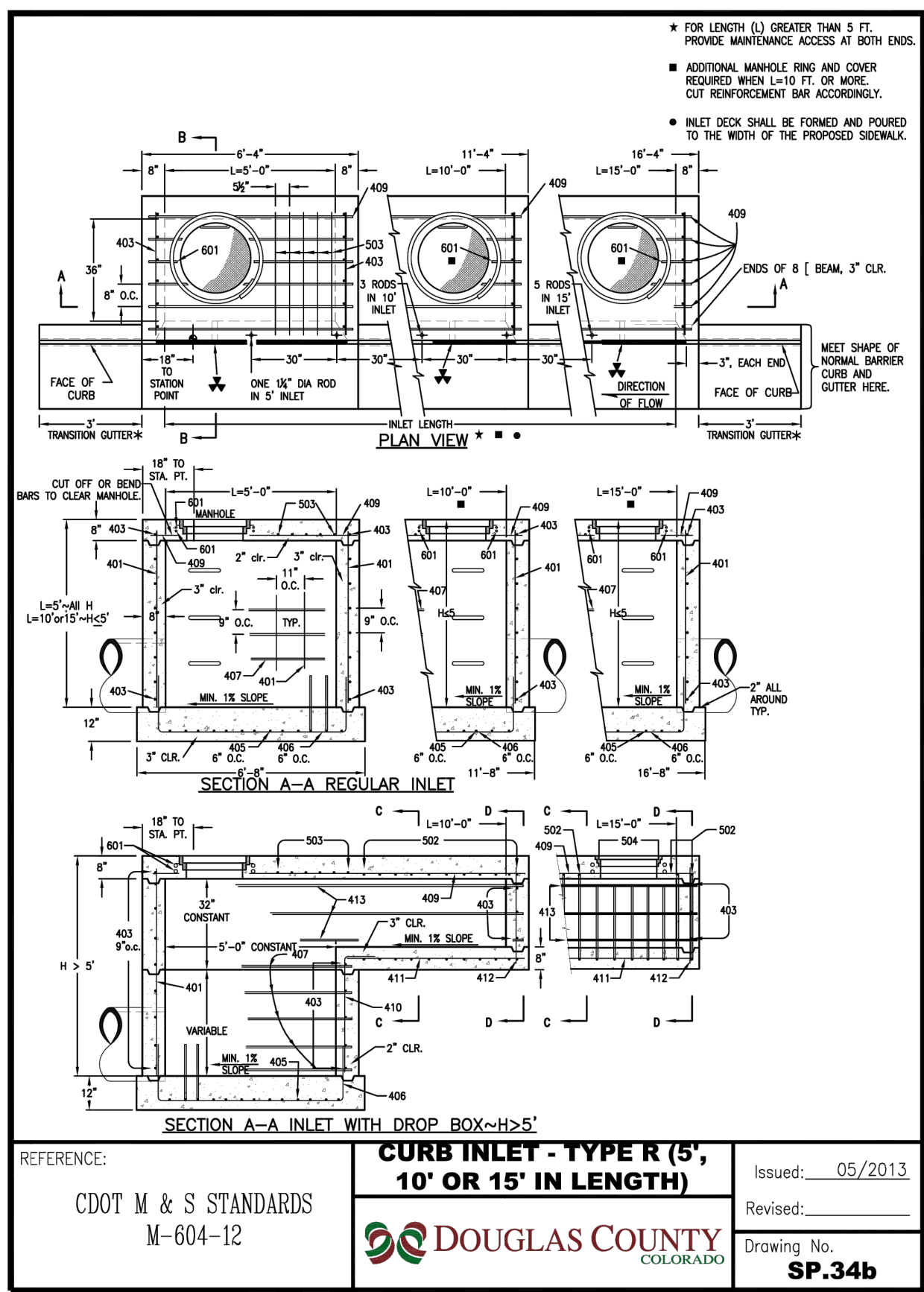
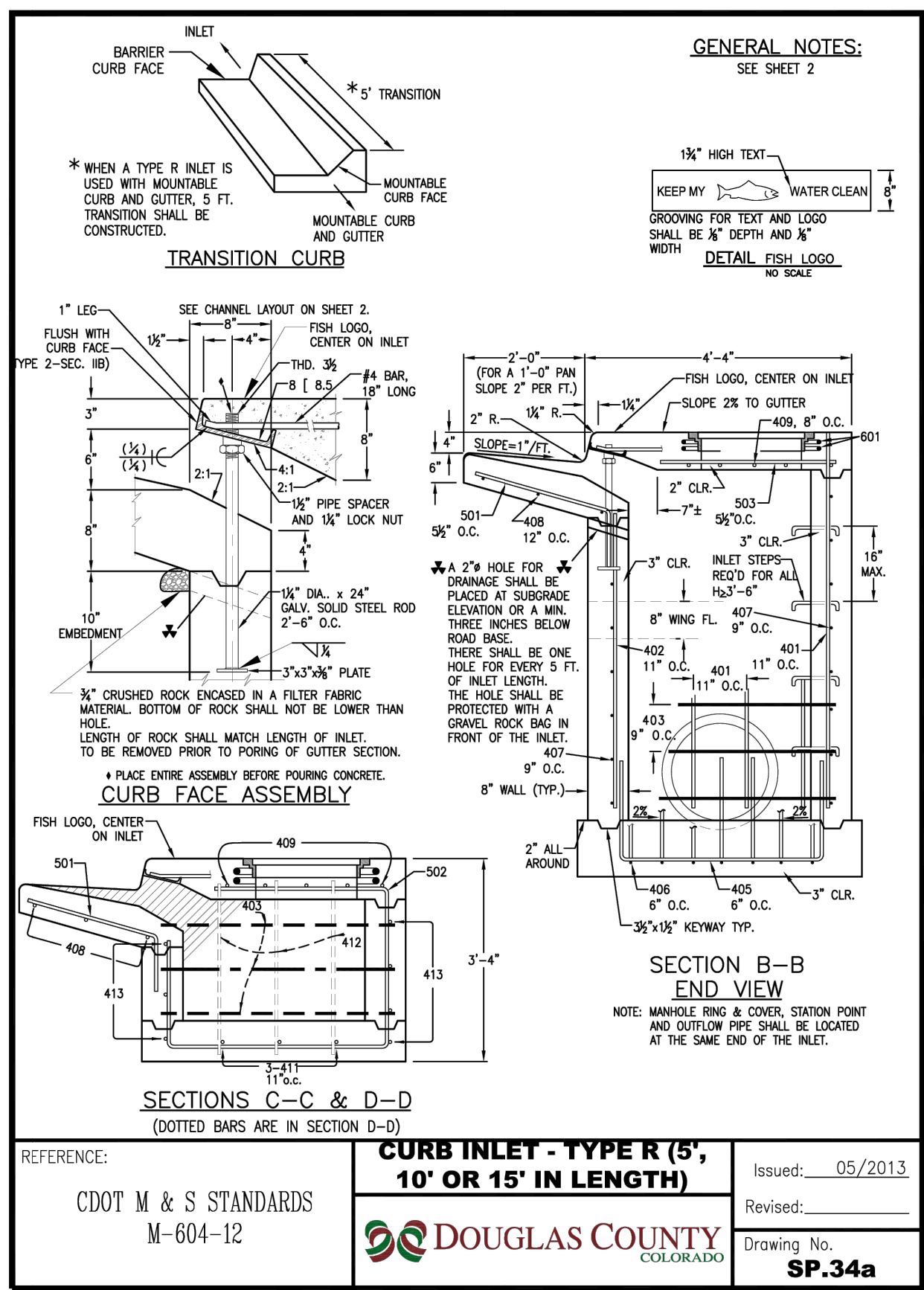
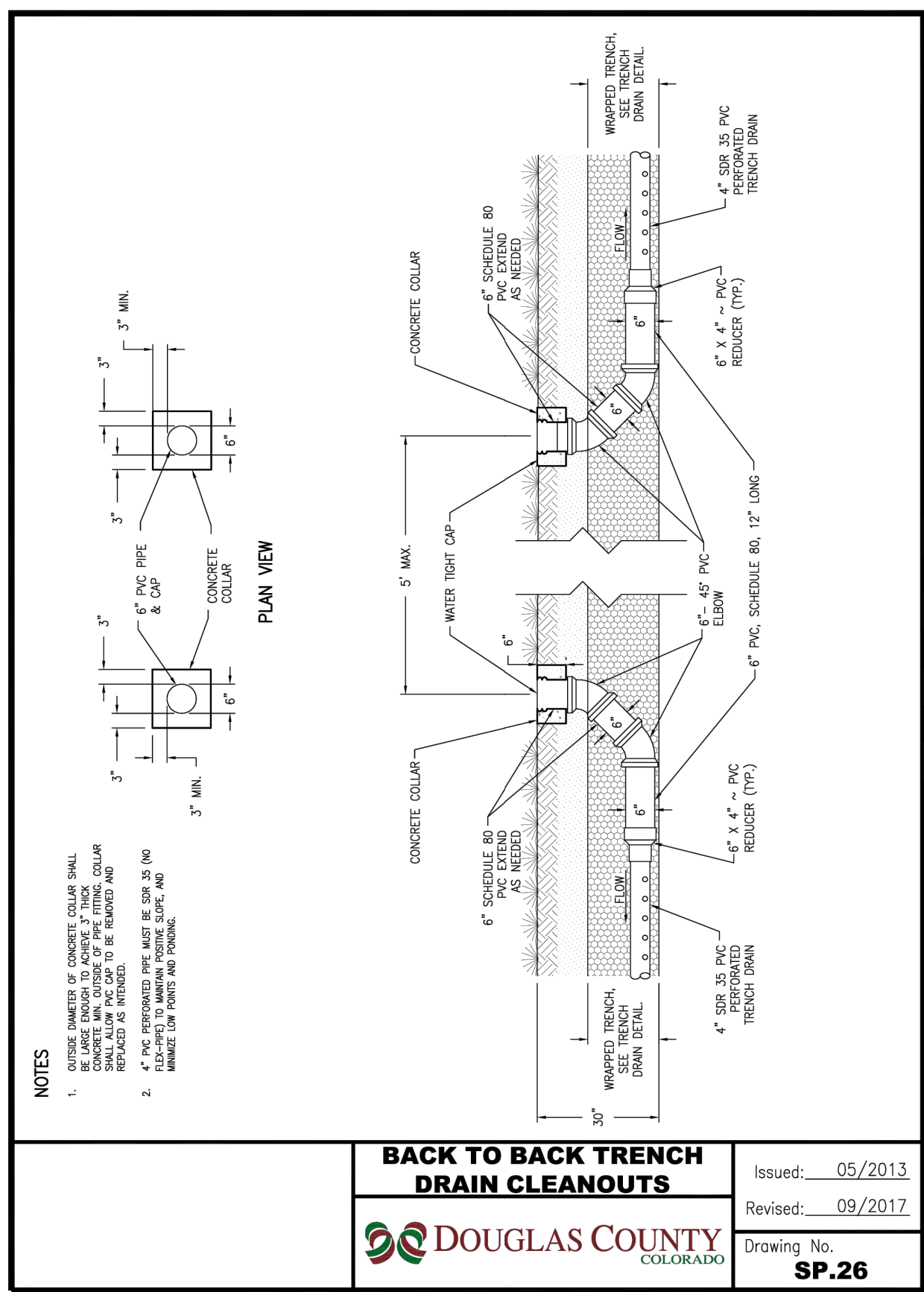
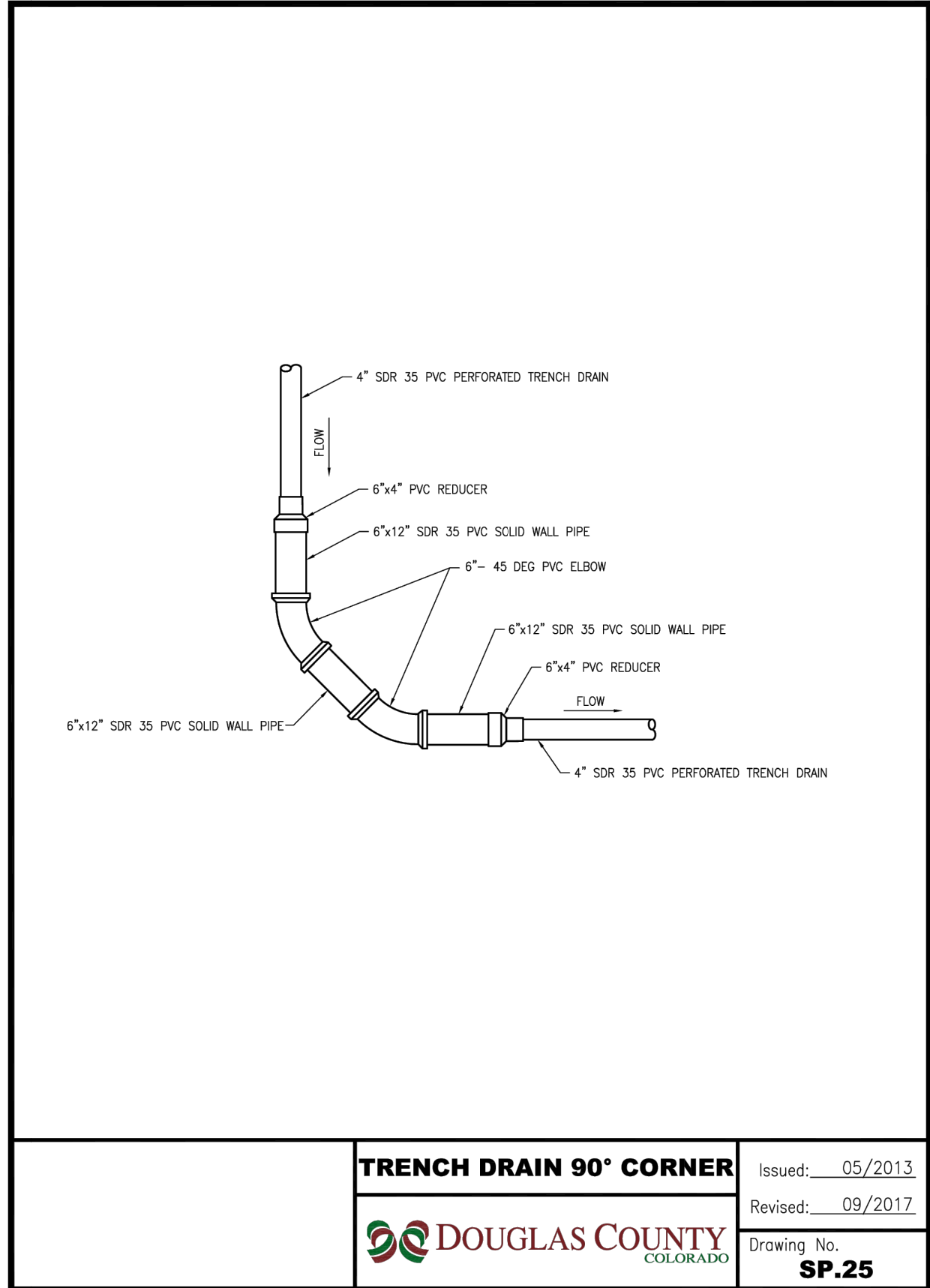
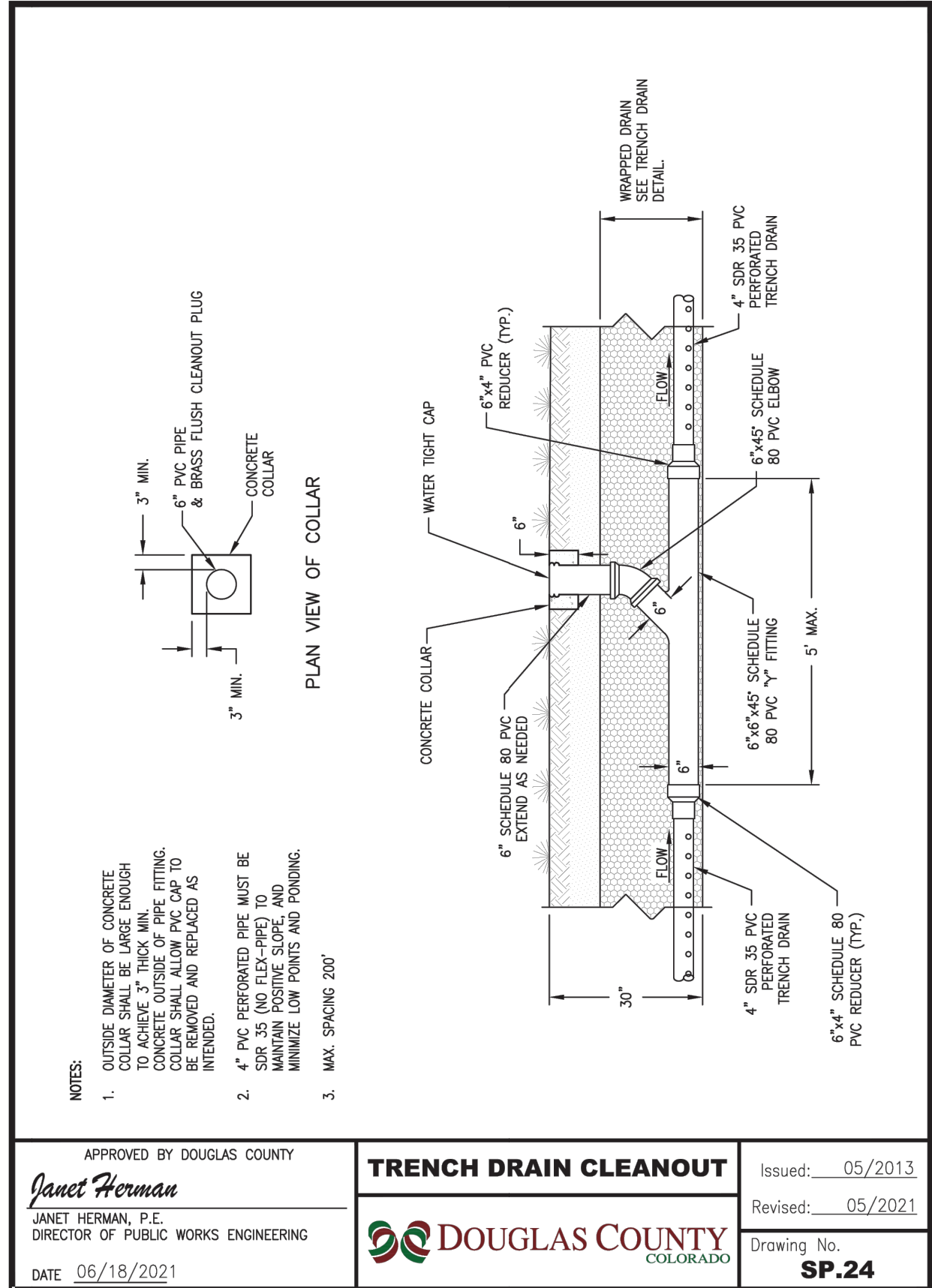
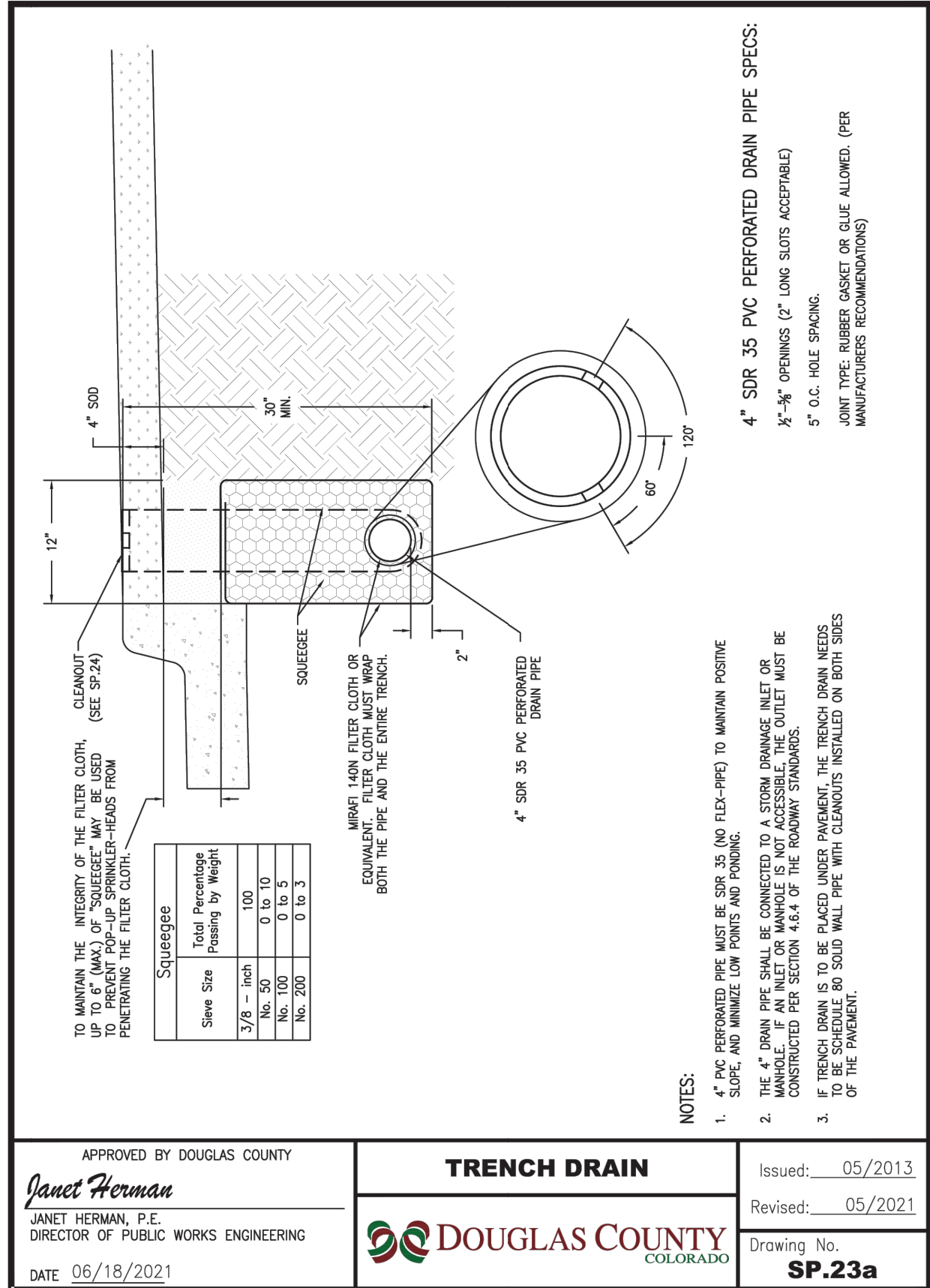
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MARK

BAR # OR SPACING

O.C.

TYPE

ALL INLETS

L = 5 FT.

L = 10 FT.

L = 15 FT.

L = 10 FT.

L = 15 FT.

NO. REQ'D

LENGTH

NO. REQ'D

LENGTH

NO. REQ'D

LENGTH

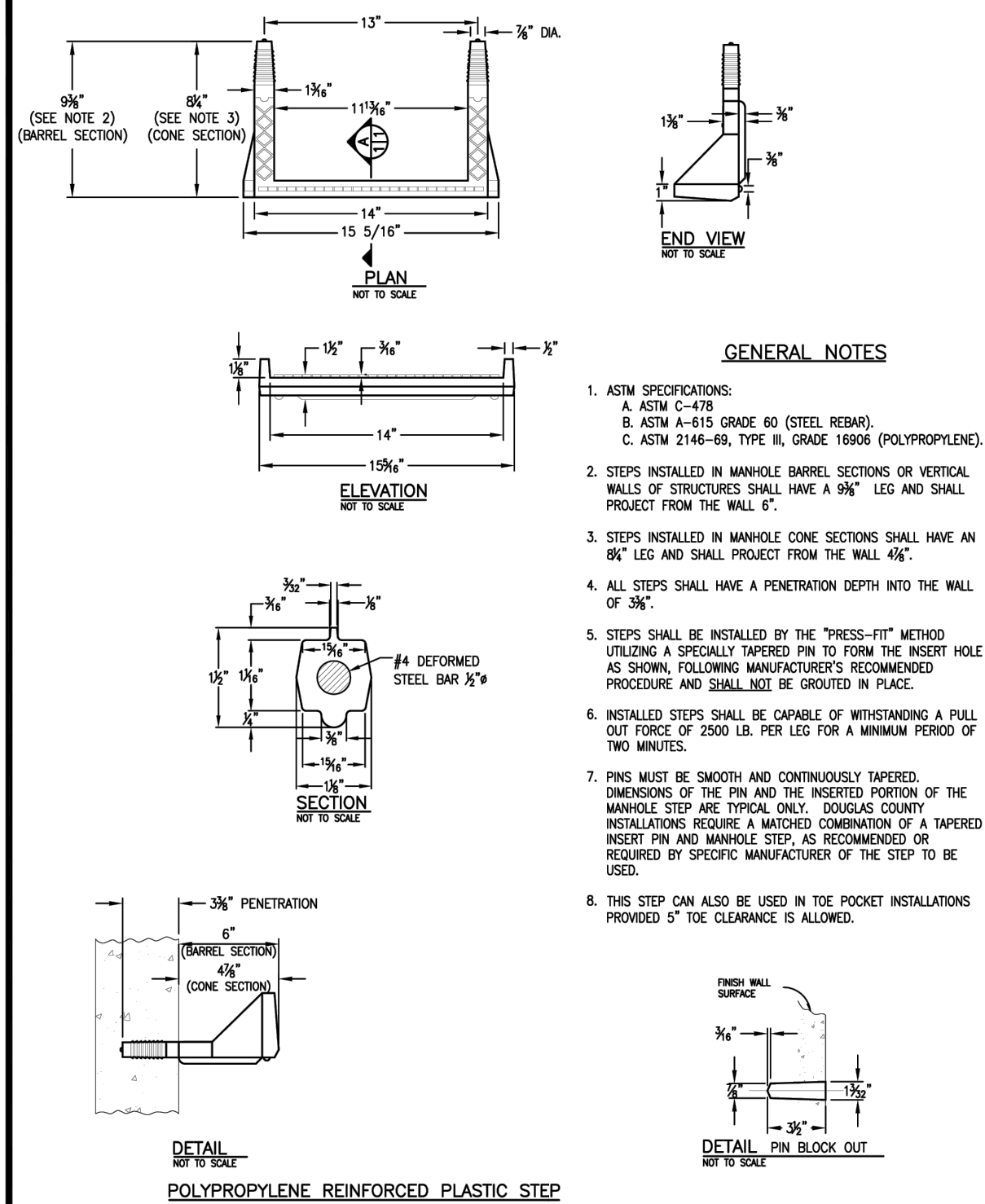
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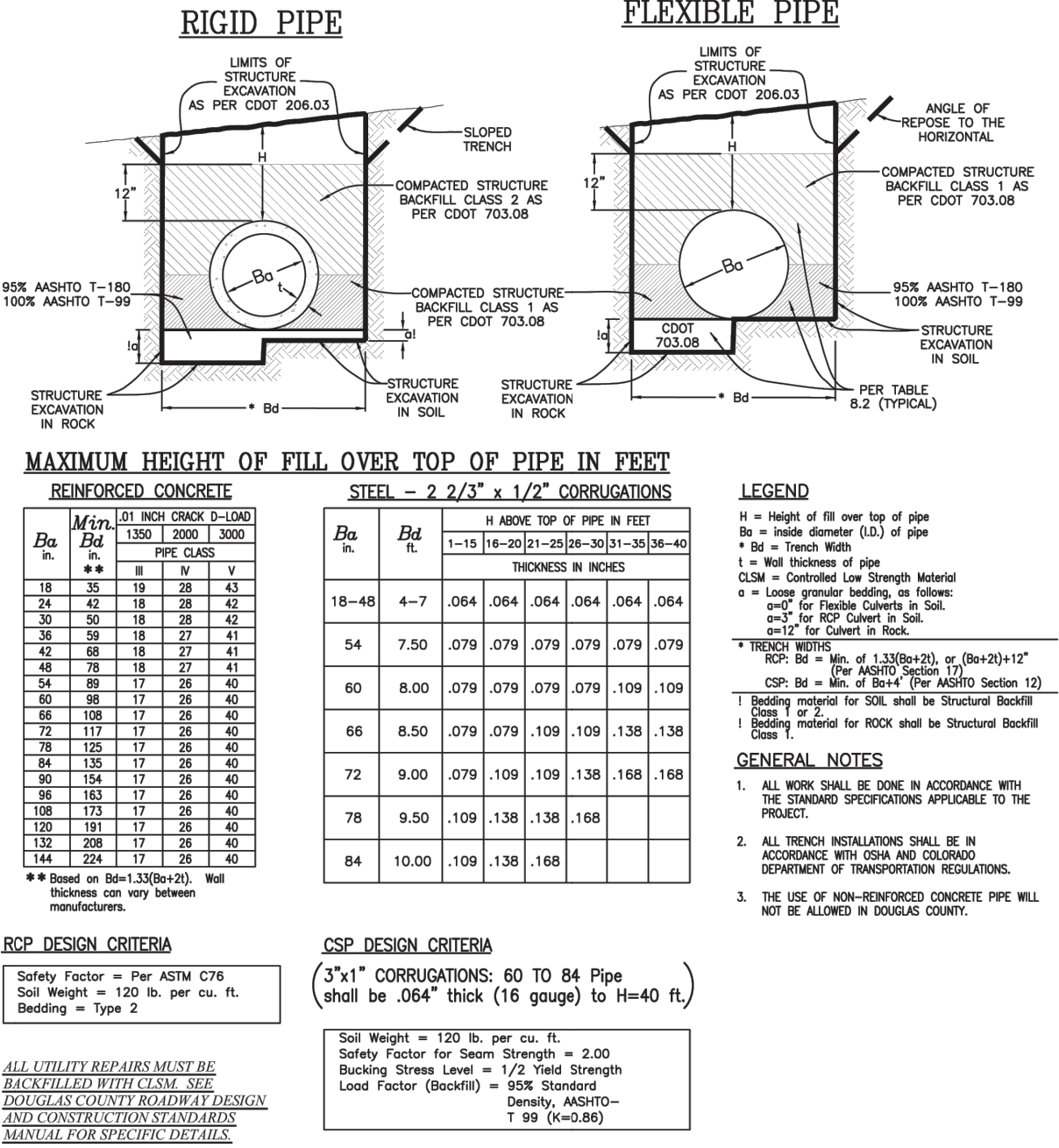
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689	6	2 1/2"	V	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"	4	8'-10"
690	6	2 1/2"	V	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"	4	8'-10"
691	6	2 1/2"	V	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"	4	8'-10"
692	6	2 1/2"	V	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"	4	8'-10"
693	6	2 1/2"	V	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"	4	8'-10"
694	6	2 1/2"	V	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"	4	8'-10"
695	6	2 1/2"	V	2	8'-10"	2	8'-10"	2	8'-10"	4	8'-10"	4	8'-10"
696	6	2 1/2"	V	2	8'-10"	2							



REFERENCE: CITY AND COUNTY OF DENVER DRAWING NUMBER S-750	MANHOLE AND INLET STEPS	Issued: 05/2013
	 DOUGLAS COUNTY COLORADO	Revised: _____ Drawing No. SP.45



NOTE: All trenching shall comply with all State, Federal and O.S.H.A. safety requirements. It will be the responsibility of the Contractor to meet all safety requirements.

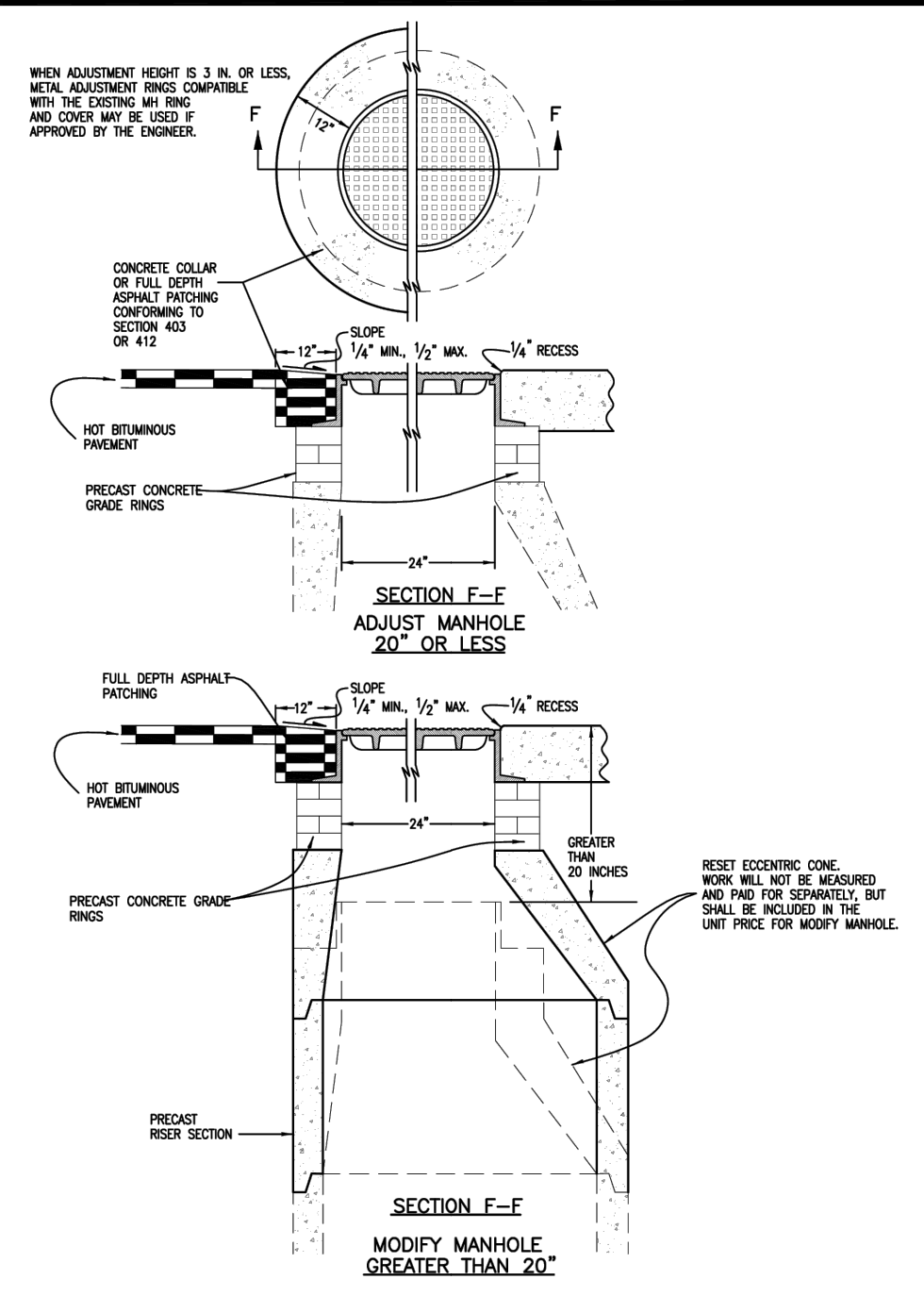
TO BE USED IN OPEN FIELDS OR PRIOR TO PAVING ROADS

APPROVED BY DOUGLAS COUNTY		 PIPE INSTALLATION IN TRENCH	Issued: 05/2013
 JANET HERMAN, P.E. DIRECTOR OF PUBLIC WORKS ENGINEERING DATE 06/18/2021			Revised: 05/2021 Drawing No. SP.46a

1. This trench backfill details 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. Pavement edges shall be saw-cut. Edges shall be tack coated prior to patching.
7. 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 of 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.
8. Changes in design criteria will require compensating change in pipe design.
9. 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.
10. When two or more conduits are laid side-by-side, they shall be placed so that they are $\frac{1}{2}$ outside diameter, or $\frac{1}{2}$ 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.
11. 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 shoring or shoring to be removed.
12. CLSM may be used in place of Structural Backfill.
13. CLSM shall not exceed a strength over 100 p.s.i.

REFERENCE: Douglas County Drainage Manual and Colorado Department of Transportation "M" Standards.

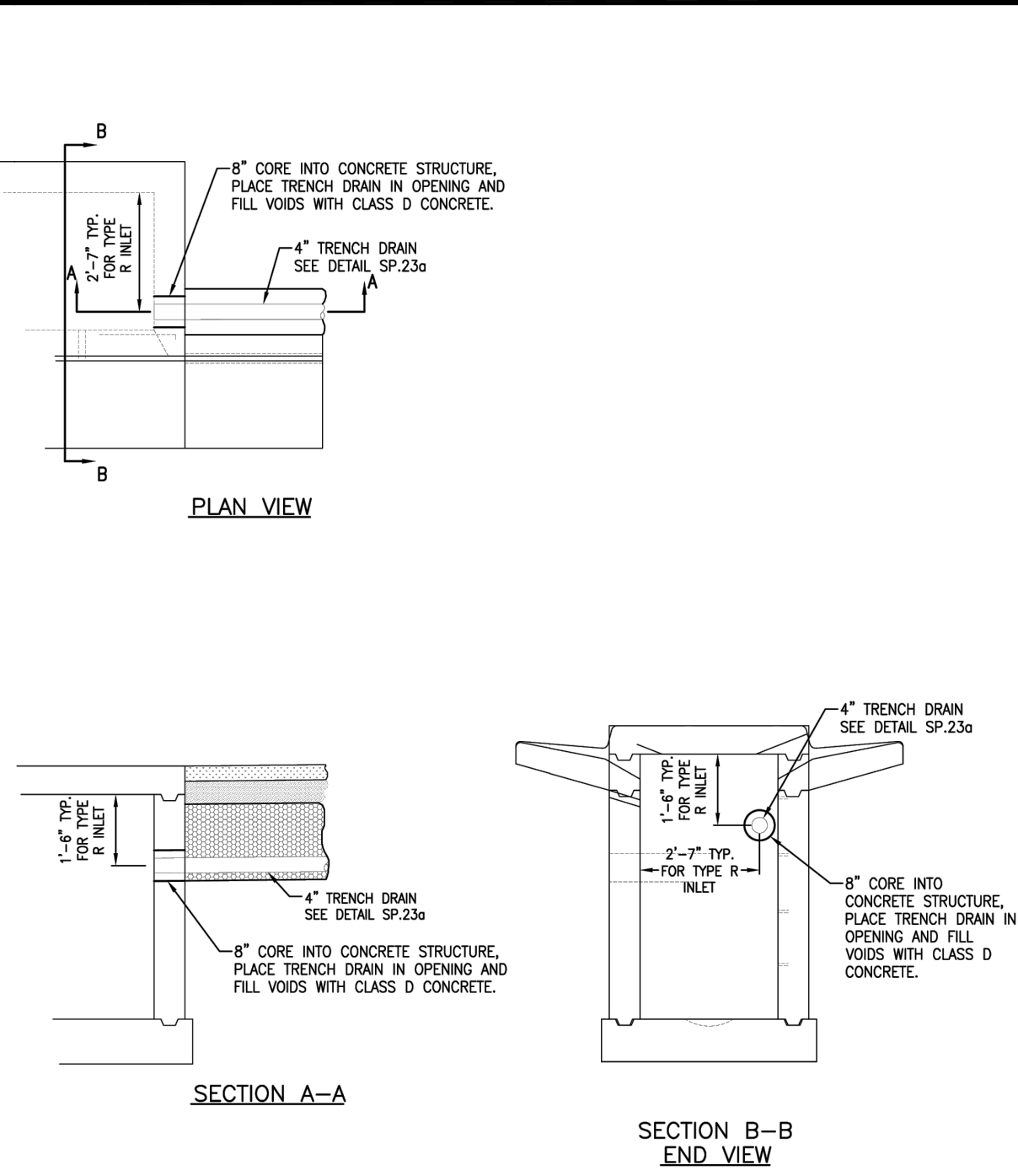
TO BE USED IN OPEN FIELDS OR PRIOR TO PAVING ROADS		
APPROVED BY DOUGLAS COUNTY <i>Janet Herman</i> JANET HERMAN, P.E. DIRECTOR OF PUBLIC WORKS ENGINEERING DATE 06/18/2021	PIPE INSTALLATION IN TRENCH NOTES  DOUGLAS COUNTY COLORADO	Issued: 05/20/13 Revised: 05/20/21 Drawing No. SP.46b



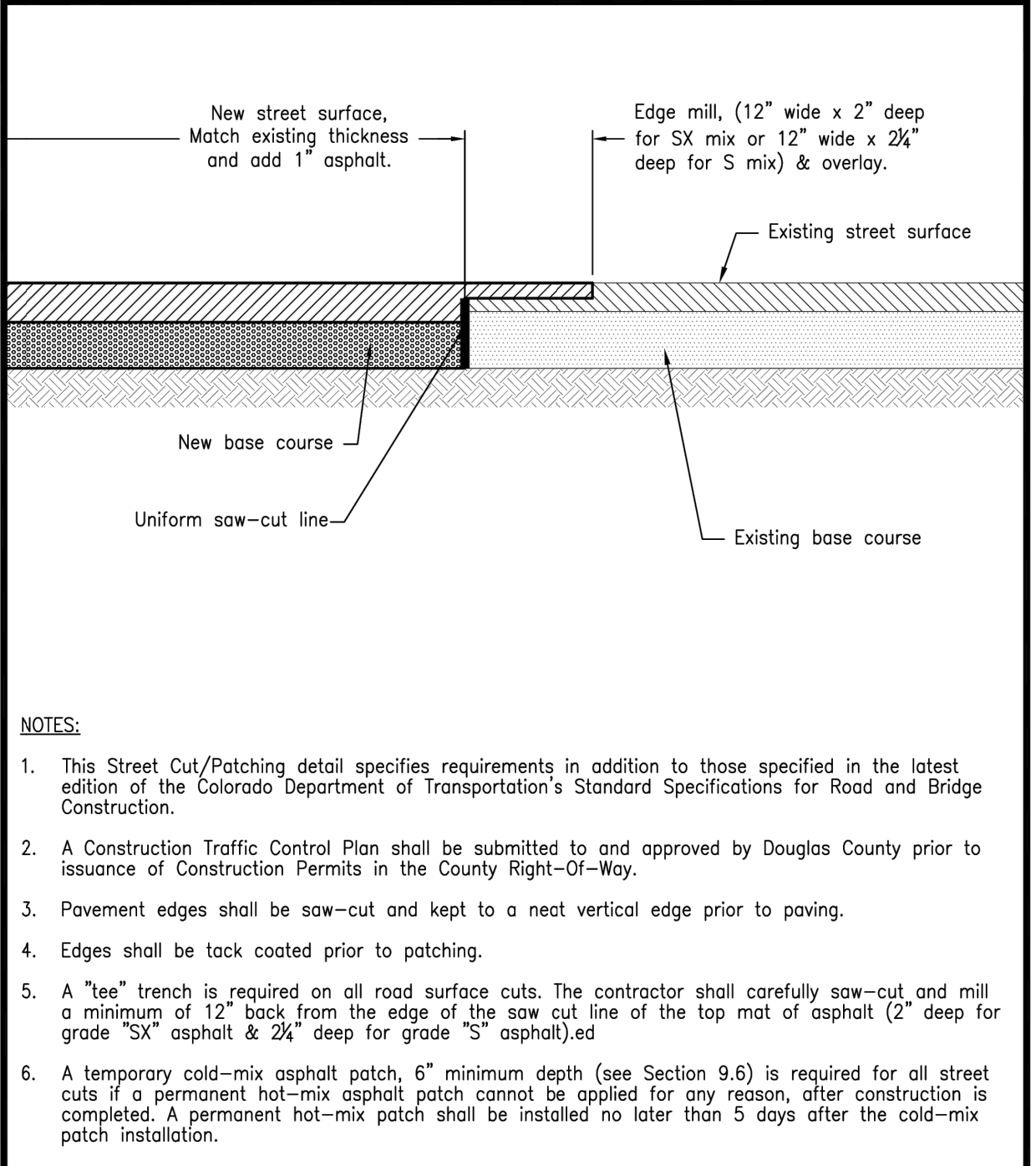
NOTES:

1. ADEQUATE BARRICADES SHALL BE PLACED AND MAINTAINED UNTIL THE COLLAR ATTAINS A COMPRESSIVE STRENGTH OF 4500 PSI.
2. MANHOLES SHALL NOT BE LOCATED IN CROSSPANS OR GUTTERS.
3. MANHOLE RIM AND COVER SHALL MATCH ROADWAY SLOPE.

 DOUGLAS COUNTY COLORADO	MANHOLE RING AND COVER ADJUSTMENT	Issued: <u>05/24</u>
		Revised: _____ Drawing No. SP.57



	TRENCH DRAIN CONNECTION TO INLET OR MANHOLE	Issued: <u>05/2013</u>
	 DOUGLAS COUNTY COLORADO	Revised: _____ Drawing No. SP.61

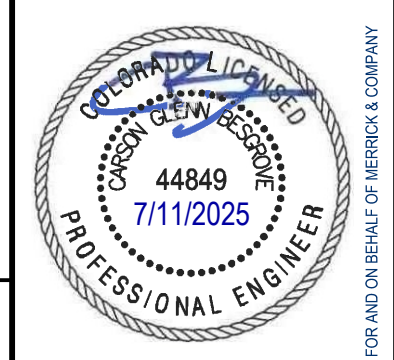


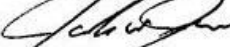
	ASPHALT STREET CUT/PATCHING	Issued: <u>05/2013</u>
	 DOUGLAS COUNTY COLORADO	Revised: _____
		Drawing No. SP.62

[illegible]

**RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS**

DOUGLAS COUNTY DETAILS 4




City of Lone Tree

7/18/25

These construction plans have been reviewed by the City of Lone Tree for street and drainage improvements only.

Engineering Division Acceptance Block

JOB NO.:	100959
DATE:	7/7/2025
SHEET:	21 OF 41



CITY OF LONE TREE
PAVEMENT UTILITY CUT AND PATCH SPECIFICATIONS

1. General

These specifications are intended to provide guidelines for the removal and replacement of pavement in order to permit placement and repair of utilities in existing roadways, sidewalks, bike paths, driveways, curbs, gutters and other surfaces.

Any improvements in the right-of-way or on private property damaged during construction shall be repaired prior to placement of the permanent pavement patch. Damaged sections of concrete sidewalk curb and/or gutter shall be removed and replaced to the nearest control joint. Replacement of less than a 10-foot length of curb and gutter or sidewalk will not be permitted. Integral curb, gutters, and/or sidewalk shall be replaced in their entirety. Private improvements shall be replaced to equal or better standards.

Cuts over twelve feet (12') in width and two-hundred feet (200') in length shall require the use of a self-propelled paver. All other cuts in asphalt streets shall require the use of a paving box.

Cuts will not be allowed on streets that have been paved, overlaid or sealcoated within 2 years, except for emergency repair of existing facilities or when approved by the City Engineer. When reviewing a request for a street cut on a recently resurfaced street, the City Engineer shall consider factors such as:

- a. Whether the applicant considered the City's anticipated resurfacing schedule prior to planning the proposed street cut,
- b. Alternatives that eliminate the need for the street cut,
- c. Whether the proposed street cut is needed to provide new service to a new customer, and
- d. Additional restoration requirements, beyond the permanent patch requirements of these regulations, may be required to restore ride quality and anticipated pavement life. Additional requirements may include resurfacing an area larger than the street cut, replacing or using paving fabric and other materials, a longer warranty, payment to the City equal to the anticipated restoration remedy, or a reasonable combination thereof.

Cuts of over two-hundred feet (200') in length on streets that have been overlaid within 8 years will require milling and a minimum three inch (3") H.B.P. grading SX overlay (and use of

Page 1 of 7

rev. 9/24/13

reinforcement mat per the Asphalt Pavement Patchback Detail) placed with a self propelled paver from the gutter or edge of asphalt to the center line of the street on residential streets, and to adjacent lane lines on collector and arterial streets.

Cuts of over two-hundred feet (200') in length on streets that have been sealcoated within 3 years will require re-sealcoating of the entire street width for the length of the cut.

In lieu of performing the overlaying or sealcoating described above, the Permittee may be allowed to pay the City the cost of overlay or sealcoat of the required street sections using contract unit prices from the City's current year overlay and sealcoating programs, plus an administrative fee of 10% of the cost. The work will then be completed by the City as part of the following year's overlay and sealcoating programs.

Upon completion of the permanent patch, the surface shall be thoroughly compacted, smooth, and free from ruts, humps, depressions, or irregularities and shall not separate from pre-existing adjacent pavement. When a straightedge ten feet (10') long is laid across the permanent patch both parallel to the centerline of the street and in a direction perpendicular to the centerline, the surface shall be no more than 3/16 inch from the lower edge of the straightedge. Patches exhibiting deviations greater than 3/16 inch shall be replaced prior to acceptance of the patch. Patches separating from pre-existing adjacent pavement more than 3/16 inch shall be replaced or sealed as directed by the City. Patches shall have a cross slope consistent with the design of the existing roadway.

2. Cutting Streets

The Public Works Department shall be notified 24 hours in advance and shall inspect utility cuts whenever they are made in the public rights-of-way. All cuts within the City's right-of-way require a ROW/Construction Permit and approved Traffic Control Plan.

All streets shall be kept open to traffic by the Permittee unless otherwise approved by the City Engineer. Prior to beginning work, a traffic control plan must be submitted to and approved by the Engineering Division. All barricading and traffic control devices shall be in compliance with the approved traffic control plan.

Existing pavements may be removed by jack hammering, line cutting, or saw cutting to straight lines parallel and perpendicular to the flow of traffic. Prior to final patching, asphalt and concrete pavements shall be cut to clean, straight lines. Angled and irregular shaped patches will not be allowed and the edges of patches shall not fall within two feet (2') of existing wheelpaths. Patches shall not leave strips of existing pavement less than three feet (3') in width from the edge of the new patch to the lip of the gutter, edge of paved roadway surface, or edges of existing patches. Patches on all streets shall be four sided, with sides either parallel or perpendicular to the direction of traffic.

Patches on concrete streets shall not be less than five feet (5') in any dimension, and patches shall not leave strips of existing concrete pavement of less than five feet (5') in width from the edge of the new patch to the lip of the gutter, edge of paved roadway surface or adjacent concrete construction joints. Patches within existing patches will not be accepted. Boundaries of the

Page 2 of 7

rev. 9/24/13

patches will coincide.

Asphalt and concrete pavements shall be removed by saw cutting prior to final patching (asphalt pavements may also be rotomilled). Care shall be taken to avoid breaking away the edges of the existing pavement or damaging the remaining pavement with heavy construction equipment. Any overbreak or separation outside the original cut shall be re-cut and squared off.

3. Trench Backfill

Excavation, including the manner of supporting excavation and provisions for access to trenches, shall comply with current OSHA regulations for trench safety.

Trench backfill shall consist of a flowable backfill. On-site structural excavated material or approved imported fill may only be used with the approval of the City Engineer and if the trench width is greater than eight feet (8') and a full-size, self-propelled compactor can be utilized to achieve the required compaction.

In areas where lime treated sub-base, cement modified sub-base, soil cement, or similar materials have been used, the Permittee shall replace the material in kind, or provide flowable backfill up to sixteen inches (16") below finished grade.

Flowable backfill shall consist of a controlled low strength, self-leveling concrete material composed of a mixture of cement, fly ash, aggregate, water, and chemical admixtures. Flowable backfill shall have a design compressive strength of between 50 and 150 psi at 28 days when tested in accordance with ASTM D 4832. The mix should have a design slump between 6 and 10 inches.

Flowable backfill shall be discharged directly from the truck into the space to be filled, or by other methods approved by the City. The mix may be placed partial or full depth. When used as backfill in the pipe zone, care should be taken to prevent flotation or misalignment of the pipe by means of straps, soil anchors or other approved means of restraint. Material may be placed in stages with initially less flowability, to prevent movement or flotation of pipe. Compaction of flowable backfill will not be required.

Placement of pavement materials or vehicle traffic shall not be allowed until the flowable backfill has achieved a penetration resistance of at least 600 psi using a hand-held penetrometer, in accordance with ASTM C 403. This penetration resistance shall be considered achieved when a person weighing at least 150 pounds, using their body weight, cannot penetrate the flowable backfill with the square cut end of a No. 4 steel reinforcing bar. A traffic plate or barricading of the patch area will be required until temporary or permanent patching is completed, as per the approved traffic control plan. Traffic will not be allowed directly on the flowable backfill material.

The alternative to the use of flowable backfill is the use of structural on-site excavated material or approved imported fill. On-site excavated material or imported fill used for backfill shall be compacted to the density and moisture content outlined below:

Page 3 of 7

rev. 9/24/13

[illegible]

BRIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS

CITY OF LONE TREE DETAIL 1



FOR AND ON BEHALF OF MERRICK & COMPANY

John W. Jones

7/18/25

These construction plans have been reviewed by the City of Lone Tree for street and drainage improvements only.

Engineering Division Acceptance Block

JOB NO.: 100959

DATE: 7/7/2025

SHEET: 22 OF 41

Excavations will require restoration of the area to original condition, including irrigation system repair, topsoil placement, seeding, sodding and/or replacement of plant materials. It is the responsibility of the Permittee to establish a good stand of grass. The area shall be left free from debris and clods. On steep embankments or upon request of the City Engineer, sod or other erosion control techniques shall be used for restoration. (Erosion control blankets per City GESG requirements shall be installed on all slopes greater than 4:1).

11. Gravel Streets

Excavations in gravel streets and alleys shall be backfilled in the same manner as excavations in paved streets. The final surface shall be six inches (6") of compacted CDOT Class 6 aggregate base course material. Recycled concrete or asphalt will be considered on a case-by-case basis.

12. Warranty

All cuts shall be warranted for two years. During the warranty period, the Permittee shall be required to repair any defects in the final asphalt or concrete patch including, but not limited to:

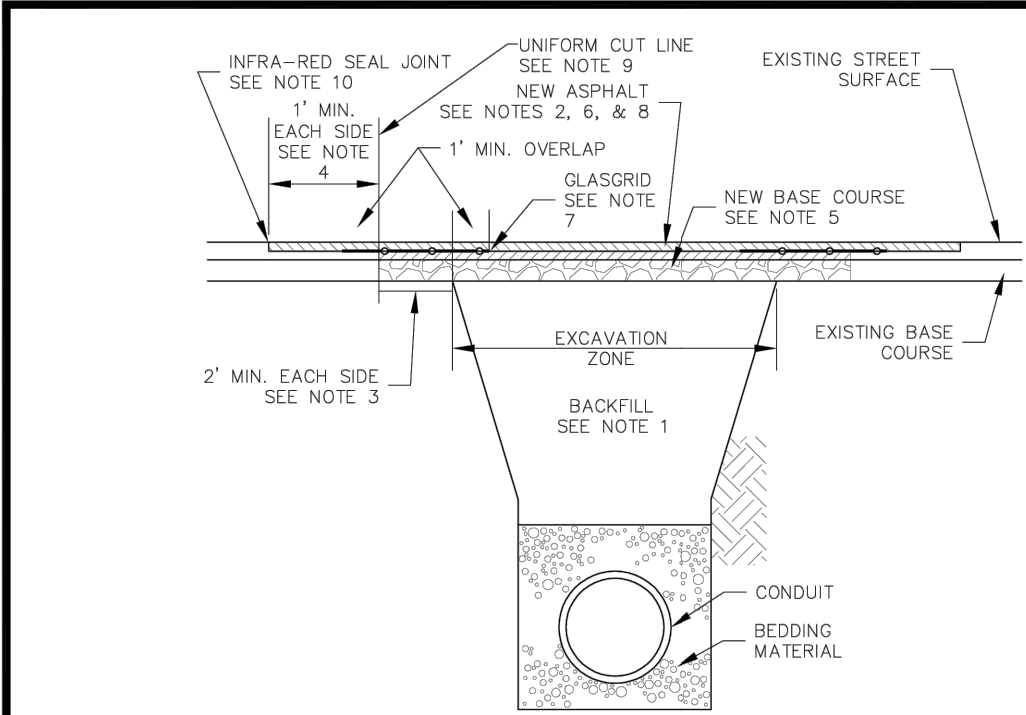
- Asphalt**
- Alligator cracking of the asphalt surface
 - Excessive stripping of the asphalt surface
 - Potholes in the asphalt surface
 - Settlement of the asphalt surface greater than or equal to one-half of an inch (1/2")
 - Separation of the patch from the existing pavement of more than one-quarter of an inch (1/4")
- Concrete**
- Any cracking outside of a control joint
 - Any scaling or spalling
 - Surface damage
 - Settlement of the concrete surface greater than or equal to one-quarter of an inch (1/4")

Gravel Streets and Other Unpaved Surfaces

- Settlement of the surface greater than or equal to one-half of an inch (1/2")

13. Erosion and Sedimentation Control

Appropriate erosion and sedimentation control best management practices meeting or exceeding City GESG requirements shall be installed and maintained. In most cases, a full City GESG Permit will not be required for utility repair/street cut work, however, the proposed on-site specific GESG management must be approved by the City Engineering/Public Works GESG Inspector or City Engineer.



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 SX).
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
1

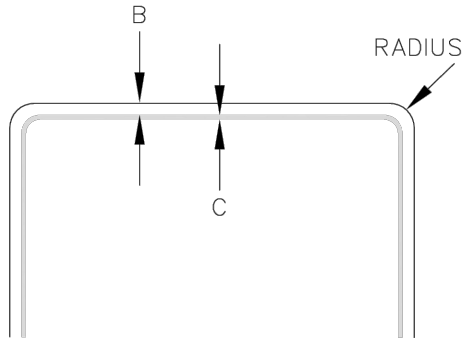
DATE: 9/24/13

BY: GAW

DRAWING NO.: ST-01

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	4.5 INCHES
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 1/2 THE APPLICABLE RECOMMENDED MINIMUM LETTER HEIGHT PER ABOVE TABLE



CITY OF LONE TREE
PUBLIC WORKS

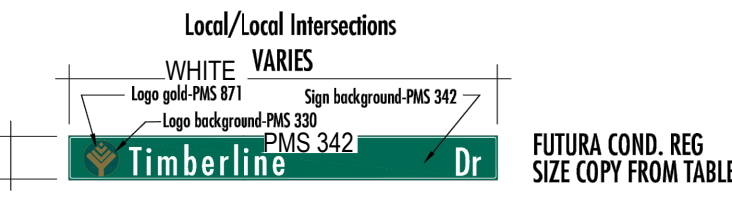
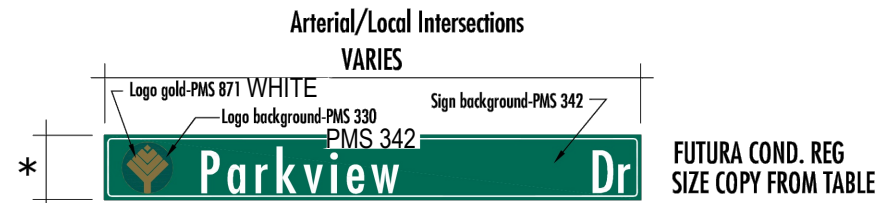
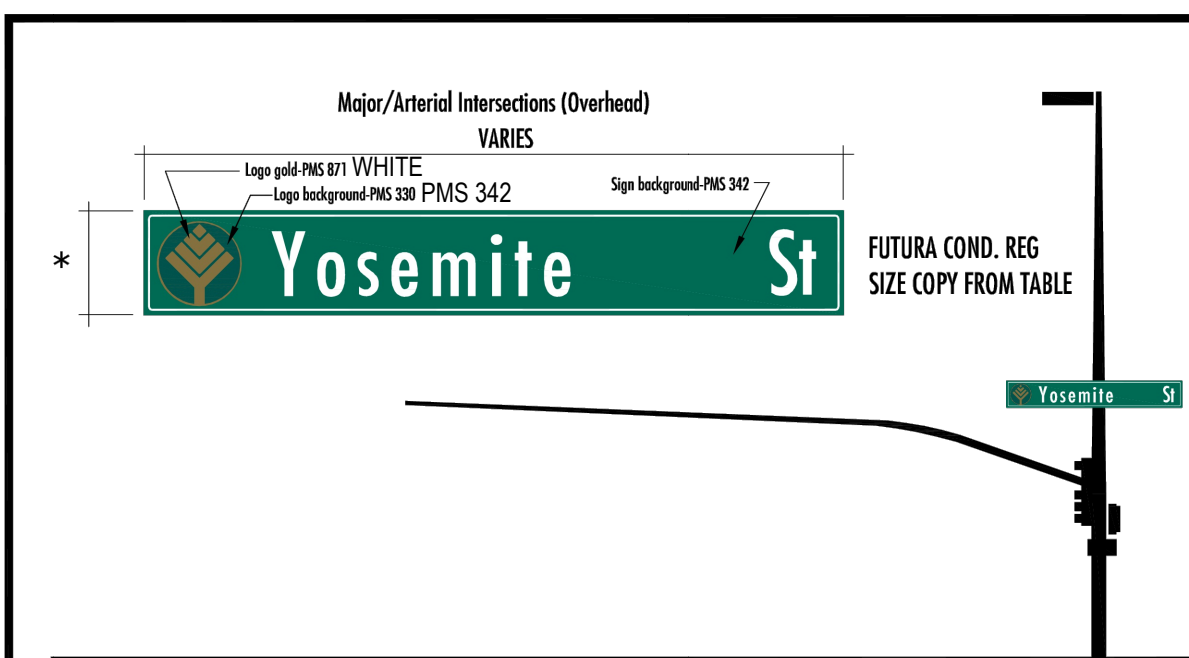
INTERSECTION STREET
NAME SIGNAGE

SHEET
3 OF 3

DATE: 04/19/12

BY: GRW

DRAWING NO.: SN-03



* NOTE: SIGN HEIGHT SHALL BE 4" GREATER THAN RECOMMENDED MINIMUM UPPER-CASE LETTER HEIGHT PER TABLE, SHEET 3. CITY LOGO DIAMETER SHALL EQUAL UPPER-CASE LETTER HEIGHT.



CITY OF LONE TREE
PUBLIC WORKS

INTERSECTION STREET
NAME SIGNAGE

SHEET
1 OF 3

DATE: 08/28/13

BY: GRW

DRAWING NO.: SN-01

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
2 OF 3

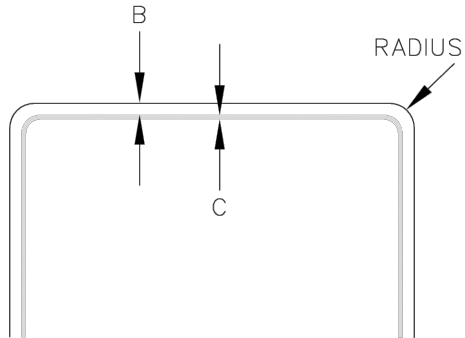
DATE: 04/19/12

BY: GRW

DRAWING NO.: SN-02

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)

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POST-MOUNTED	MULTI-LANE	40 MPH OR LESS	6 INCHES	4.5 INCHES
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 1/2 THE APPLICABLE RECOMMENDED MINIMUM LETTER HEIGHT PER ABOVE TABLE



CITY OF LONE TREE
PUBLIC WORKS

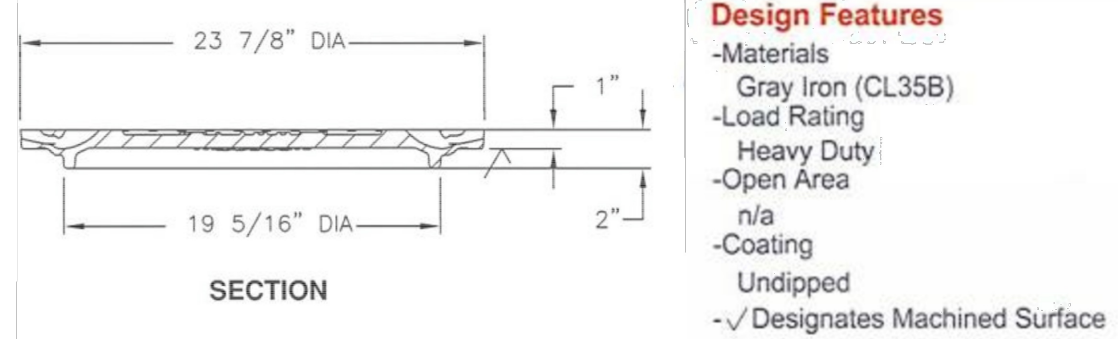
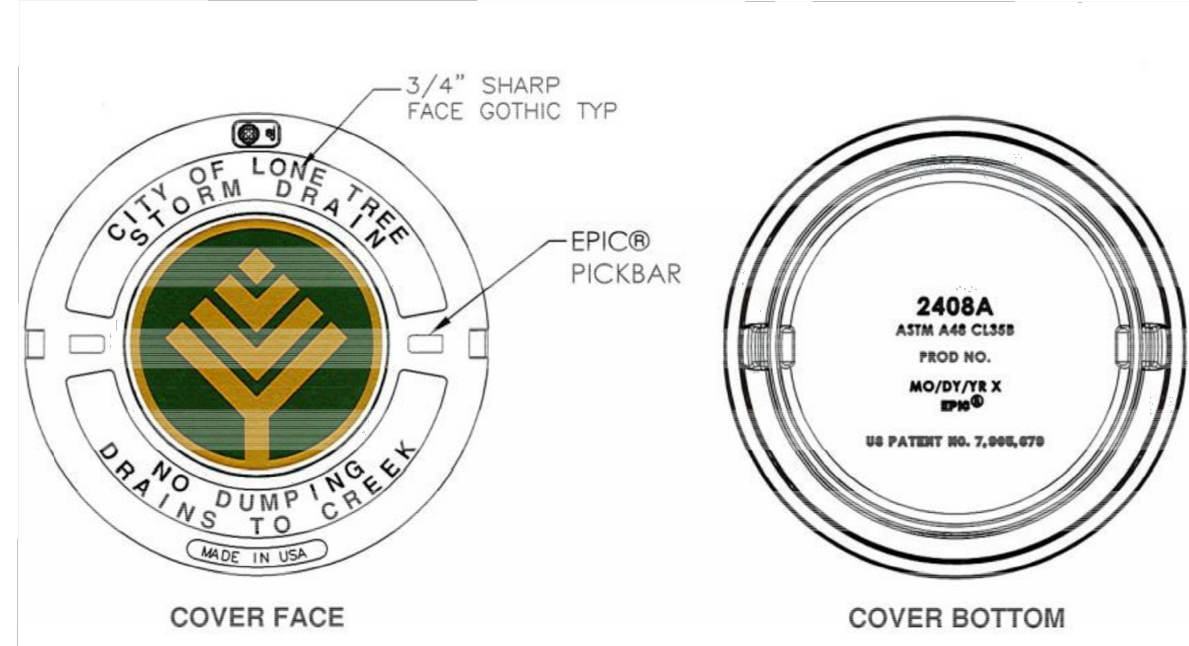
INTERSECTION STREET
NAME SIGNAGE

SHEET
3 OF 3

DATE: 04/19/12

BY: GRW

DRAWING NO.: SN-03



CITY OF LONE TREE
PUBLIC WORKS

MANHOLE LID COVER

DETAIL
NUMBER
MH-1

DATE: 06/05/2020

BY: J. KRELL

DRAWING NO.:

City of Lone Tree

7/18/25

These construction plans have been reviewed by the City of Lone Tree for street and drainage improvements only.

Engineering Division Acceptance Block



Engineering / Architecture / Design-Build / Surveying / Planning / Geospatial Solutions
8051 E MAPLEWOOD AVE, SUITE 300
GREENWOOD VILLAGE, CO 80111
303-751-0741
www.merrick.com

DESIGN BY: CS
DRAWN BY: CS
CHECKED BY: BB
APPROVED BY: CB

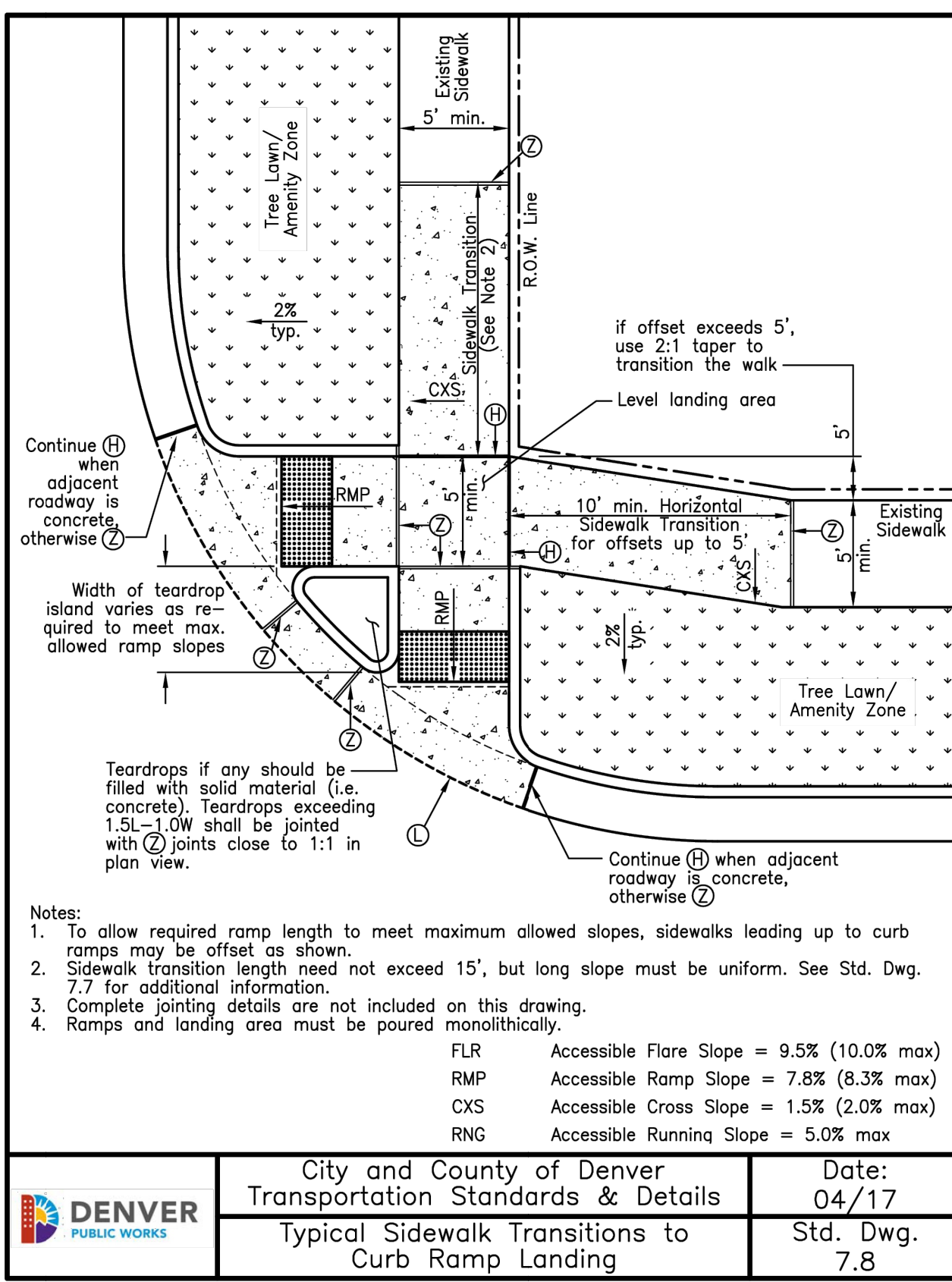
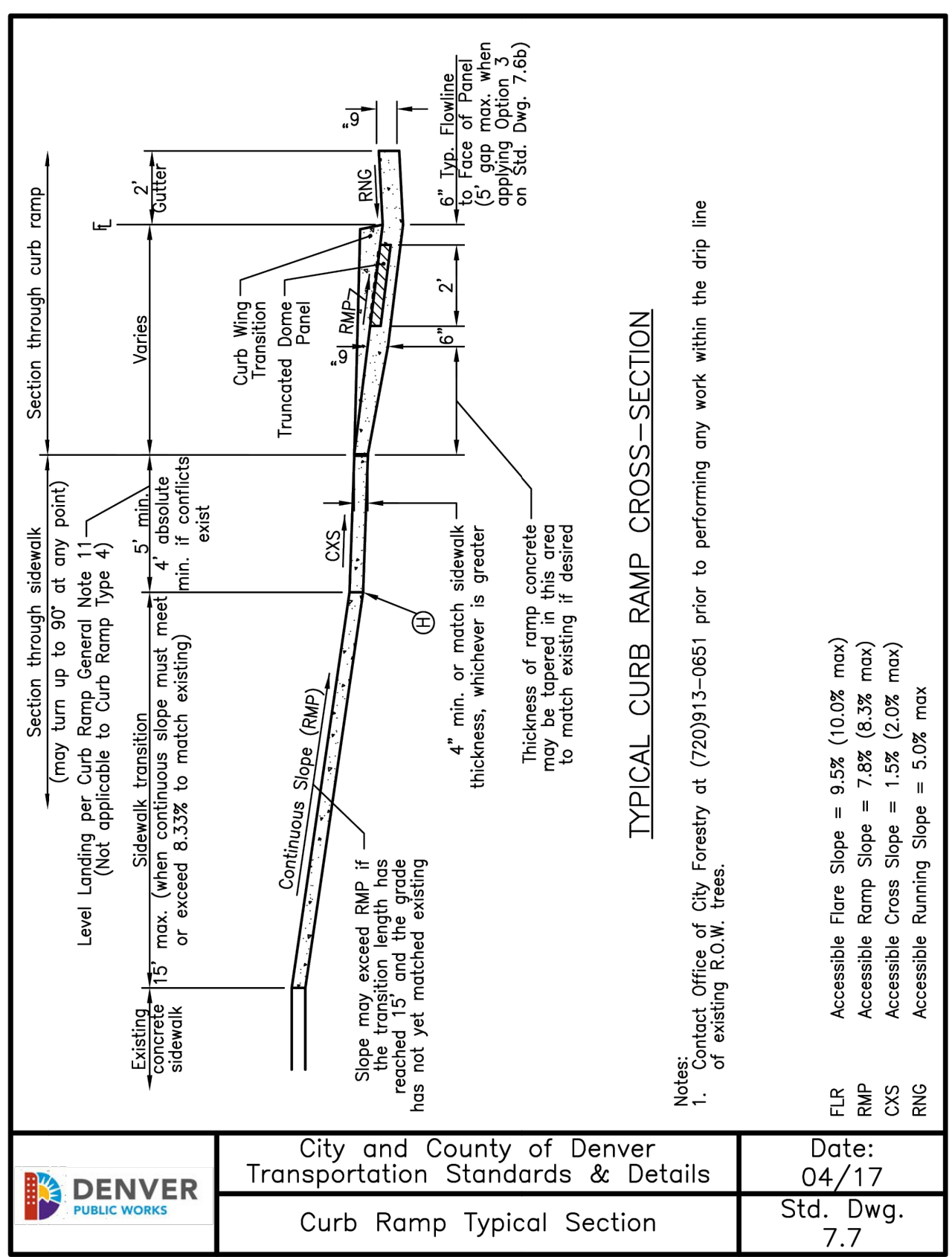
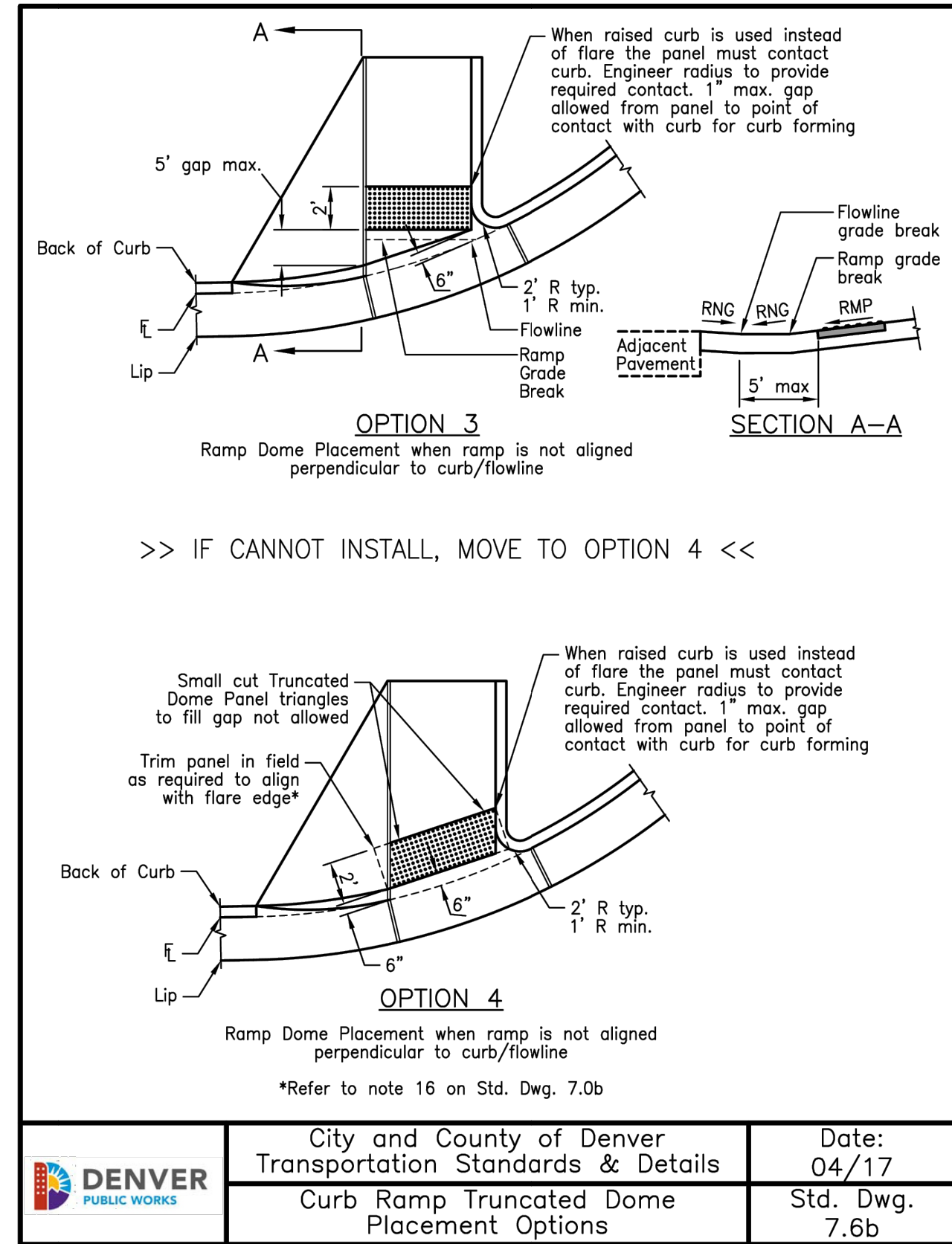
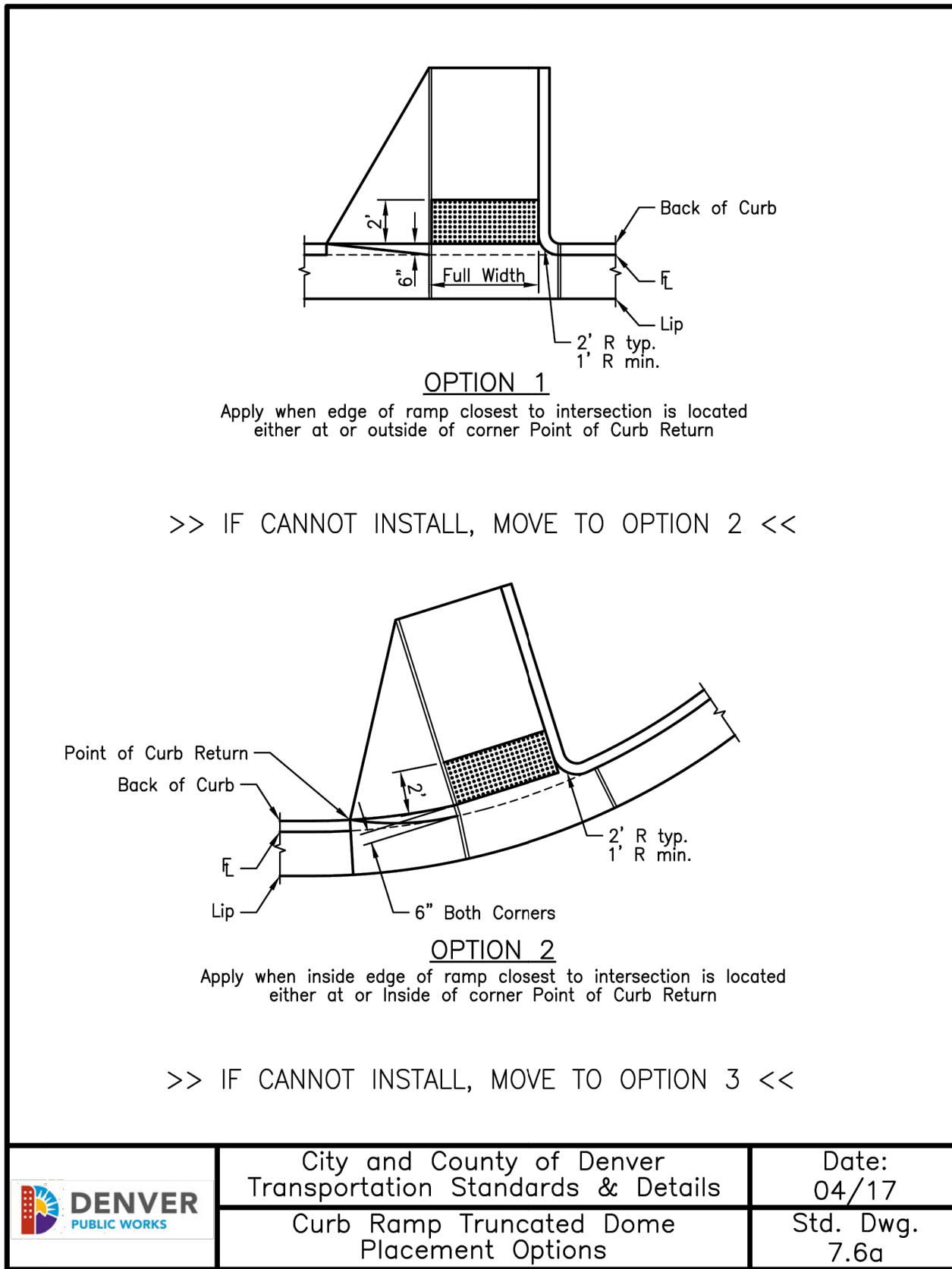
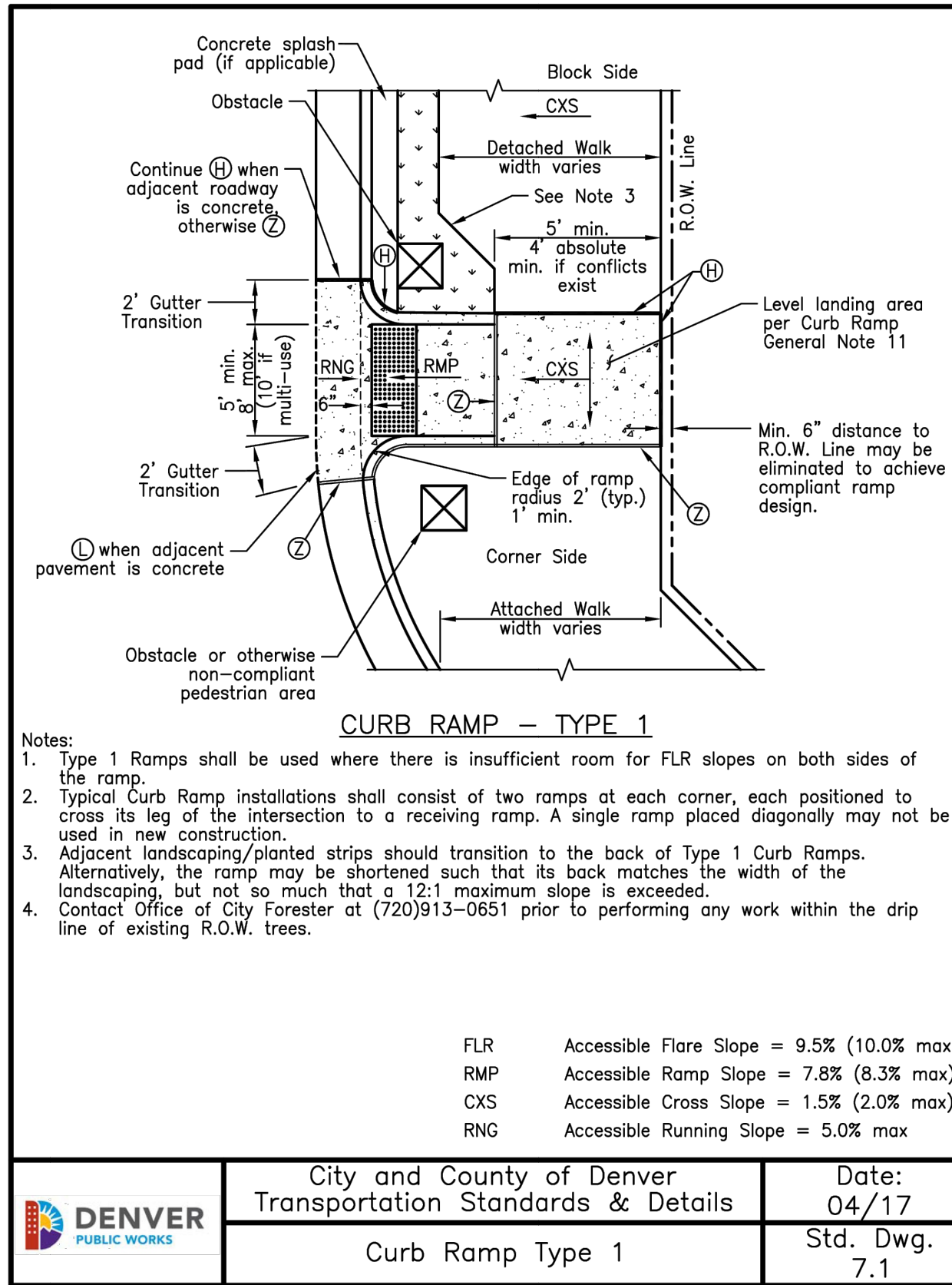
RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS



JOB NO.: 100959

DATE: 7/7/2025

SHEET: 23 OF 41



TABULATION OF TRAFFIC SIGNAL ITEMS

LONE TREE ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	COMMENTS
1	REMOVAL OF PULL BOX	EACH	1	
2	REMOVAL OF PEDESTRIAN PUSH BUTTON POST ASSEMBLY	EACH	1	
3	RESET PEDESTRIAN SIGNAL HEAD	EACH	1	
4	RESET PEDESTAL POLE	EACH	1	
5	RESET PEDESTRIAN PUSH BUTTION STATION	EACH	2	
6	PVC CONDUIT (2" - TRENCHED)	LF	45	
7	PVC CONDUIT (3" - TRENCHED)	LF	45	
8	PULL BOX (TYPE 1)	EACH	1	DECEMBER 2023 DOUGLAS COUNTY STANDARD
9	DRILLED SHAFT (18 INCH)	LF	8	ONE (1) RESET PEDESTAL POLE AND ONE (1) NEW PEDESTAL POLE
10	SIGN PANEL (CLASS I)	SF	46	
11	PEDESTRIAN SIGNAL FACE (16)(COUNTDOWN)	EACH	2	
12	TRAFFIC SIGNAL FACE (12-12-12)	EACH	4	INCLUDES BACKPLATES WITH YELLOW REFLECTIVE TAPE; SEE TRAFFIC SIGNAL GENERAL NOTE NO.16
13	FIRE PREEMPTION UNIT AND TIMER	EACH	1	MATCH EXISTING TOMAR STROBECOM II SYSTEM
14	PEDESTRIAN PUSH BUTTON STATION	EACH	2	AUDIBLE ADA TYPE; POLARA INAVIGATOR 2-WIRE PUSH BUTTON STATION; INCLUDES PUSH BUTTON SIGNS
15	TRAFFIC SIGNAL PEDESTAL POLE	EACH	1	
16	TRAFFIC SIGNAL MAST ARM (INSTALL ONLY)	EACH	1	
17	PTZ CAMERA	EACH	1	AXIS Q6075-E




City of Lone Tree

7/18/25

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Engineering Division Acceptance Block

JOB NO.: 100959

DATE: 7/7/2025

SHEET: 26 OF 41

RIDGEGATE EAST FILING NO. 5
TRAFFIC SIGNAL PLANS

TABULATION OF TRAFFIC
SIGNAL DEVICES

DESIGN BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

RRE
TCB
XX
XX

REV
REVISION DESCRIPTION

DATE

DRWN
CHKD
APPR



6400 South Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111
Phone: 303.721.1440
www.FHUENG.com

DIRECTION OF TRAVEL	SIGNAL FACE MOUNT	FACE NO.	SIGNAL PHASE	INDICATION SIZE AND TYPE (ALL LED)										
				CIRCULAR			ARROW				BIKE			PEDESTRIAN
				R	Y	G	R	Y	FY	G	R	Y	G	HAND/MAN
WESTBOUND RIDGEGATE PARKWAY AT HIGH NOTE AVENUE	MA1 (NE)	1	3				12"	12"	12"	12"				
	POLE (NE)	2	3	12"	12"	12"								
	PED. POLE (NE)	3	8P											16"X16"
	POLE (SE)	4	8P											16"X16"
	PED. POLE (SE)	5	6P											16"X16"
	POLE (SW)	6	6P											16"X16"
	POLE (SW)	7	6	12"	12"	12"								
	POLE (SW)	8	8P											16"X16"
	MA4 (SW)	9	6	12"	12"	12"								
	MA4 (SW)	10	6	12"	12"	12"								
	MA4 (SW)	11	6	12"	12"	12"								
	POLE (NW)	12	3				12"	12"	12"	12"				
	POLE (NW)	13	8P											16"X16"
	POLE (NW)	14	6	12"	12"	12"								

[illegible]

ARM REF. NO.	LENGTH	LUMINAIRE EXTENSION	POLE STANDARD	LUMINAIRE ARM LENGTH	LOCATION (STREET AND APPROACH DIRECTION)	NOTES:
MA-3	30'	EXISTING	DOUG 101	EXISTING	WESTBOUND RIDGEGATE PARKWAY & HIGH NOTE AVENUE - SOUTHBOUND	OBTAIN FROM CITY OF LONE TREE; SEE NOTE 2 ON TRAFFIC SIGNAL PLAN

1. REFER TO TRAFFIC SIGNAL PLAN SHEETS FOR HEAD PLACEMENT LOCATIONS.

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

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Phone: 303.721.1440
www.FHUENG.com

[illegible]

DESIGN BY:	RRF
DRAWN BY:	TCB
CHECKED BY:	XX
APPROVED BY:	XX

**RIDGEGATE EAST FILING NO. 5
TRAFFIC SIGNAL PLANS**

TABULATION OF TRAFFIC SIGNAL ITEMS

JOB NO.: 100959

DATE: 7/7/2025

SHEET: 27 OF 41

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File Location: I:\122093-01 RidgeGate Coupler Signal Designs\CADD\Traffic ITS\Drawings\High Note Redesign.dwg Plot Date: 7/7/2025 12:42 PM Last Saved By: THOMAS.BRIGHTWELL

The diagram illustrates various traffic signals and pedestrian crossing signs, each associated with a number in a circle:

- Signal 1:** A vertical traffic light with four lenses. From top to bottom: red arrow pointing left, yellow arrow pointing left, yellow arrow pointing left, and green arrow pointing left.
- Signal 12:** A vertical traffic light with four lenses. From top to bottom: red arrow pointing left, yellow arrow pointing left, yellow arrow pointing left, and green arrow pointing left.
- Signal 9:** A vertical traffic light with three lenses. From top to bottom: red circle, yellow circle, and green circle.
- Signal 10:** A vertical traffic light with three lenses. From top to bottom: red circle, yellow circle, and green circle.
- Signal 2:** A vertical traffic light with three lenses. From top to bottom: red circle, yellow circle, and green circle.
- Signal 7:** A vertical traffic light with three lenses. From top to bottom: red circle, yellow circle, and green circle.
- Signal 14:** A vertical traffic light with three lenses. From top to bottom: red circle, yellow circle, and green circle.
- Signal 4:** A square pedestrian crossing sign showing a white silhouette of a person walking on a grey background.
- Signal 5:** A square pedestrian crossing sign showing a white silhouette of a person walking on a grey background.
- Signal 6:** A square pedestrian crossing sign showing a white silhouette of a person walking on a grey background.
- Signal 8:** A square pedestrian crossing sign showing a white silhouette of a person walking on a grey background.
- Signal 13:** A square pedestrian crossing sign showing a white silhouette of a person walking on a grey background.

Three traffic signs are shown. The first is a vertical traffic light with red, yellow, and green lights. The second is a vertical traffic light with red, yellow, and green lights. The third is a pedestrian crossing sign showing a white figure on a grey background.

EXISTING

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The symbols are arranged in a vertical list:

- A solid black circle.
- A horizontal line with a solid black triangle pointing right, followed by a circle containing an 'X'.
- A horizontal line with a solid black triangle pointing right, followed by a circle containing an 'X'.
- A horizontal line with a rectangle in the middle (divided vertically), followed by a circle containing an 'X'.
- A triangle pointing right with a vertical line through its center.
- A horizontal line with a vertical line intersecting it, followed by a circle containing an 'X'.
- A square with a diagonal line from the bottom-left to the top-right.
- A square with a diagonal line from the top-left to the bottom-right.
- A horizontal line with the letters 'TR' below it.
- A horizontal line with the letters 'TR' below it.
- A horizontal line with the letters 'TR' below it.
- A horizontal line with the letters 'TR' below it.
- A horizontal line with a solid black triangle pointing right.
- A dashed rectangle containing a circle with a diagonal line from the bottom-left to the top-right.
- A dashed rectangle containing a circle with a diagonal line from the bottom-left to the top-right, followed by an 'X'.
- A circle with a smaller solid black circle inside it.

1. CONDUIT LENGTHS REPRESENT THE HORIZONTAL DISTANCE BETWEEN PULL BOXES AND/OR OTHER TRAFFIC SIGNAL INFRASTRUCTURE. QUANTITY ESTIMATES IN THE TABULATION OF TRAFFIC SIGNAL ITEMS INCLUDE THE NUMBER/SIZE OF CONDUITS, VERTICAL CONDUIT LENGTHS AT THE PULL BOXES/INFRASTRUCTURE AND AN ADDITIONAL 5% FOR HORIZONTAL AND VERTICAL PATHWAY ALLOWANCE.
2. THE 30' MAST ARM HAS BEEN PROCURED BY RMD AND IS CURRENTLY STORED AT THE CITY OF LONE TREE PUBLIC WORKS FACILITY LOCATED AT 10151 EAST FIRST STREET. CONTRACTOR SHALL CONTACT ERNIE WARZECHA, 303-902-2184, EWARZECHA@DIVERSE-LLC.COM OR STEVE FLETCHER, 303-386-2198, STEVE.FLETCHER@CITYOFLONETREE.COM TO SCHEDULE PICKUP. OBTAINING AND DELIVERING OF THE 30' MAST ARM SHALL BE INCIDENTAL TO THE TRAFFIC SIGNAL MAST ARM (INSTALL ONLY) PAY ITEM.
3. CONTRACTOR SHALL COORDINATE WITH THE CITY OF LONE TREE (STEVE FLETCHER, 303-386-2198, STEVE.FLETCHER@CITYOFLONETREE.COM) RELATED TO THE VEHICLE CLEARANCE OF EXISTING OVERHEAD TRAFFIC SIGNAL HEADS, SIGNING, AND ANY OTHER OVERHEAD EQUIPMENT, ON THE MAST ARM CONNECTED TO THE TRAFFIC SIGNAL POLE IN THE NORTHEAST CORNER OF THE INTERSECTION. CONTRACTOR SHALL ADJUST TRAFFIC SIGNAL HEADS, SIGNING, AND ANY OTHER EQUIPMENT, TO PROVIDE A MINIMUM OF 17' OF VEHICLE CLEARANCE (OR AS DIRECTED BY THE CITY) BETWEEN THE NEW ROADWAY PAVEMENT GRADE AND THE EXISTING TRAFFIC SIGNAL EQUIPMENT. THE CLEARANCE ADJUSTMENTS SHALL BE INCIDENTAL TO THE PROJECT.

 PROTECTED MOVEMENT
 PERMISSIVE MOVEMENT
 PED MOVEMENT

R10-3b
9"X12"
1 - LEFT ARROW
1 - RIGHT ARROW

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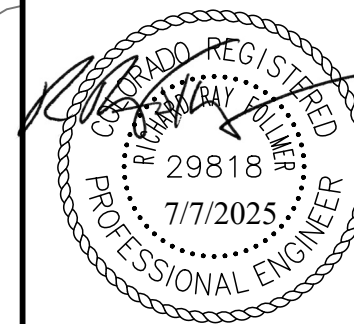
ONE WAY
R6-1R
54"X18"
(C)



R3-5R
30"X36"
(E) (F)

KEY MAP

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Greenwood Village, CO 80111
Phone: 303.721.1440
www.FHUENG.com

[illegible]

GE GATE EAST FILING NO. 5
TRAFFIC SIGNAL PLANS

FINAL TRAFFIC SIGNAL PLANS

JOB NO.: 100959

DATE: 7/7/2025

SHEET. 28 OF 41

SYMBOL	DESCRIPTION
	NEW TYPE 'LS' LED ROADWAY LUMINAIRE, 89 WATTS, ON 36" TALL LIGHT STANDARD. REFER TO LIGHTING DETAILS FOR ADDITIONAL INFORMATION.
LCC#-##	CIRCUIT IDENTIFICATION NUMBER
LS#-##	LUMINAIRE IDENTIFICATION NUMBER
	NEW TYPE 'LP' LED POST TOP PEDESTRIAN LUMINAIRE ON 12' LIGHT STANDARD 30-WATT PEDESTRIAN LIGHT. REFER TO LIGHTING DETAILS FOR ADDITIONAL INFORMATION.
LCC#-##	CIRCUIT IDENTIFICATION NUMBER
LP#-##	LUMINAIRE IDENTIFICATION NUMBER
	NEW STREETLIGHT MOUNTED ON TRAFFIC SIGNALS. REFER TO TRAFFIC PLANS FOR MORE INFORMATION
	EXISTING ROADWAY LIGHT TO REMAIN
	EXISTING PEDESTRIAN LIGHTS TO REMAIN
	EXISTING LIGHT STANDARD TO BE RESET
	NEW HEAVY DUTY POLYMER CONCRETE TYPE 1 & 2 SPLICE BOX WITH INCIDENTAL TRAFFIC RATED TIER 22 BOLTED COVER.
S1 = 11" x 18" x 12" Dp. TYPE 1.	
S2 = 13" x 24" x 12" Dp. TYPE 2.	
	HOME RUN CIRCUIT. NUMBER OF ARROWS INDICATES THE NUMBER OF CIRCUITS
	ELECTRICAL CONDUIT. SEE FEEDER SCHEDULE FOR SIZE AND WIRING QUANTITIES
	3" PVC CONDUIT
	NEW PROPOSED PAD MOUNTED TRANSFORMER
	EXISTING PAD MOUNTED TRANSFORMER
	NEW LIGHTING CONTROL CENTER 'LCC#'
	EXISTING METER POWER PEDESTAL 'MPP#'

1. UNLESS OTHERWISE NOTED, THE WORK DESCRIBED ON THE PLANS INCLUDES PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE AND OPERATIONAL ELECTRICAL SYSTEMS. FURNISH ALL REQUIRED ITEMS WHETHER SUCH ARE SPECIFICALLY SHOWN OR NOT.
2. INFORMATION SHOWN ON THE DRAWINGS IS DIAGRAMMATIC ONLY AND SHALL NOT BE SCALED. OBTAIN AND VERIFY EXACT LOCATIONS, MEASUREMENTS, LEVELS, SPACE REQUIREMENTS, POTENTIAL CONFLICTS AMONG TRADES, ETC. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES AND FOR ADJUSTING THE WORK AS REQUIRED BY THE ACTUAL CONDITIONS OF THE PROJECT.
3. COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES, REGULATIONS AND ORDINANCES, AND THE LATEST APPLICABLE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE (NEC) OF THE NATIONAL FIRE PREVENTION ASSOCIATION AS INTERPRETED BY THE LOCAL INSPECTION AUTHORITY HAVING JURISDICTION.
4. SECURE AND PAY FOR ALL PERMITS, FEES, TAXES, LICENSES AND INSPECTIONS IN CONNECTION WITH THE ELECTRICAL WORK INCLUDING ANY CONNECTION FEES OR SERVICE MODIFICATION COSTS BY LOCAL UTILITIES. 5. INSTRUCTIONS SUCH AS "PROVIDE..." SHALL MEAN, "CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING COMPLETE IN EVERY RESPECT."
6. MAINTAIN A COMPLETE SET OF ELECTRICAL DRAWINGS AT THE JOB SITE WITH ALL CHANGES OR VARIATIONS IN THE WORK MARKED IN AN OBVIOUS MANNER. A COMPLETE AS-BUILT SET OF DRAWINGS INCORPORATING ALL MARK-UPS OF THE WORK SHALL BE DELIVERED TO THE OWNER UPON THE COMPLETION OF THE PROJECT.
7. SCHEDULE THE WORK TO CONFORM TO THE PROGRESS OF THE OTHER TRADES. COORDINATE ALL ELECTRICAL INSTALLATION AND ROUGH-IN AS REQUIRED.
8. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH INFORMATION INDICATED ON THE DRAWINGS AND IN FULL ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
9. PROVIDE ALL CUTTING, CHANNELING, CHASING, DRILLING, AND OTHER OPERATIONS AS MAY BE REQUIRED FOR THE ELECTRICAL WORK. ALL PATCHING AND FINISHING SHALL BE DONE BY THE CONTRACTOR.
10. PROVIDE POWER AND LIGHTING FOR THE CONSTRUCTION WORK AS REQUIRED. ALL TEMPORARY POWER AND LIGHTING SHALL COMPLY WITH NEC AND OSHA REQUIREMENTS.
11. GUARANTEE ALL MATERIALS, LABOR, WORKMANSHIP AND THE SUCCESSFUL OPERATION OF ALL EQUIPMENT INSTALLED UNDER THIS CONTRACT FOR A PERIOD OF ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE. REPAIR OR REPLACE, AT NO EXPENSE TO THE OWNER, ALL DEFECTS WHICH MAY ARISE DURING THIS TIME DUE TO INFERIOR OR DEFECTIVE MATERIALS, EQUIPMENT OR WORKMANSHIP.
12. POWER OUTAGES, WHEN NECESSARY, SHALL BE SCHEDULED SUFFICIENTLY IN ADVANCE WITH THE OWNER. POWER SHALL BE INTERRUPTED ONLY AT OWNER APPROVED TIMES.
13. ALL MATERIALS SHALL BE NEW, SHALL BE SUITABLE FOR THE PURPOSE, AND SHALL BEAR THE UL LABEL. DAMAGED OR DEFECTIVE MATERIALS SHALL BE REPLACED.
14. PROVIDE FUSIBLE AND NONFUSIBLE HEAVY DUTY TYPE DISCONNECT SWITCHES WHERE SHOWN AND REQUIRED. SWITCHES SHALL BE HORSEPOWER RATED, QUICK-MAKE, QUICK-BREAK. FUSIBLE SWITCHES UP TO 600A SHALL BE EQUIPPED WITH REJECTION CLIPS FOR CLASS "R" FUSES.
15. ENCLOSURES SHALL BE SUITABLE FOR THE ENVIRONMENT OF THE INSTALLATION.
16. CONDUITS SHALL BE PROVIDED FOR ALL WIRING AS SHOWN, UNLESS OTHERWISE NOTED. EMT AND FLEXIBLE METALLIC CONDUIT SHALL BE USED ABOVE GRADE. GALVANIZED RIGID OR PVC CONDUIT SHALL BE USED IN SLABS OR BELOW GRADE. PROVIDE APPROVED COUPLINGS AND CONNECTORS FOR ALL CONNECTIONS. FINAL CONNECTIONS TO MOTORS AND OTHER VIBRATING OR ROTATING EQUIPMENT SHALL BE MADE IN FLEXIBLE METALLIC CONDUIT. CONDUIT SHALL BE ROUTED CONCEALED IN FINISHED SPACES. WHERE USED, EXPOSED CONDUIT SHALL BE ROUTED TO FOLLOW BUILDING LINES AS CLOSELY AS POSSIBLE.
17. ALL CONDUCTORS SHALL BE RATED 600 VOLTS, AND SHALL BE OF SIZES AND TYPES AS INDICATED OR AS REQUIRED BY THE NEC. ALL CONDUCTORS SHALL BE COPPER, THWN-2 OR XHHW INSULATION, MINIMUM #12 AWG WIRE SIZE. CONDUCTORS SHALL BE CONTINUOUS BETWEEN OUTLETS OR JUNCTION BOXES. SPLICES SHALL BE IN READILY ACCESSIBLE PULL BOXES, JUNCTION BOXES, OR OUTLET BOXES AND MADE IN AN ACCEPTABLE MANNER.
18. BOXES SHALL BE GALVANIZED STEEL OR CAST WATERPROOF TYPES OR POLYMER CONCRETE TYPE FOR IN-GRADE BOXES. PROVIDE BOXES OF PROPER SIZE AND TYPE SUITABLE FOR THE DEVICE TO BE INSTALLED.
19. SWITCHES: HEAVY-DUTY SPECIFICATION GRADE, IVORY, 20A, 120-277 V AC, OR AS SHOWN ON THE DRAWINGS. 20. RECEPTACLES: HEAVY-DUTY SPECIFICATION GRADE, IVORY, 20A, 120V AC, OR AS SHOWN ON THE DRAWINGS.
21. GROUND THE ENTIRE ELECTRICAL SYSTEM IN COMPLIANCE WITH THE NEC AND LOCAL REQUIREMENTS. ALL GROUNDING AND BONDING CONDUCTORS SHALL BE COPPER. THE USE OF CONDUIT AS A GROUNDING CONDUCTOR SHALL NOT BE PERMITTED.
22. INSTALL AND WIRE ALL EQUIPMENT SUCH AS MAGNETIC STARTERS, SPEED CONTROLLERS, RELAYS, LINE VOLTAGE THERMOSTATS, SWITCHES, ETC., FURNISHED BY OTHERS, WHICH CONTROL LINE VOLTAGE OR THE RUNNING CURRENT OF ELECTRICALLY POWERED EQUIPMENT.
23. PROVIDE HORSEPOWER RATED, FUSIBLE DISCONNECT SWITCHES FOR ALL MOTORS OR AS INDICATED. PROVIDE HORSEPOWER RATED, THERMAL OVERLOAD SWITCHES FOR EACH MOTOR FURNISHED SINGLE PHASE, 120 VOLTS AND WITHOUT ANY OTHER OVERLOAD DEVICE.
24. UPON COMPLETION OF THE WORK, AT A TIME TO BE ACCEPTABLE WITH THE OWNER, THE CONTRACTOR SHALL DEMONSTRATE THE OPERATION OF THE ENTIRE ELECTRICAL INSTALLATION TO THE OWNER. PROVIDE INSTRUCTION MANUALS FOR ALL EQUIPMENT AS APPLICABLE.
25. UPON COMPLETION OF THE PROJECT, CLEAN ALL ELECTRICAL EQUIPMENT AND DEVICES OF ALL FOREIGN MATTER. REMOVE ALL TEMPORARY WIRING, WORK OUTLETS, ETC.

ITEM #	DESCRIPTION	UNIT	QTY	NOTES
202-00700	REMOVAL OF LIGHT STANDARD	EA	2	
202-00705	REMOVAL OF LIGHT STANDARD FOUNDATION	EA	2	
210-00750	RESET LIGHT STANDARD	EA	1	
613-01100	1 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	460	
613-01200	2 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	810	
613-01300	3 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	240	
316-04100	ELECTRICAL SYSTEM MODIFICATIONS	LS	1	4
613-07001	TYPE ONE PULL BOX	EA	2	
613-07002	TYPE TWO PULL BOX	EA	4	
613-10000	WIRING	LS	1	
613-13000	LUMINAIRE(LED)(SPECIAL)	EA	11	1
613-13011	LUMINAIRE (LED) (11,000 LUMENS)	EA	3	2
613-30120	LIGHT STANDARD ALUMINUM (12 FOOT)	EA	11	1
613-30350	LIGHT STANDARD ALUMINUM (35 FOOT)	EA	3	3
613-40000	CONCRETE FOUNDATION PAD	EA	1	
613-40010	LIGHT STANDARD FOUNDATION	EA	15	
613-50100	LIGHTING CONTROL CENTER	EA	1	

Notes:

1. THIS PAY ITEM IS FOR THE 3000 LUMEN, 3000K, TYPE 'LP' PEDESTRIAN LUMINAIRE.
2. THIS PAY ITEM IS FOR THE 11,000 LUMENS, 3000K, TYPE 'LS' LUMINAIRE.
3. THIS PAY ITEM IS FOR THE 36 FT ALUMINUM POLE BY MOUNTAIN STATES LIGHTING.FOR TYPE 'LS' LIGHT STANDARD AND 5 FOOT MAST ARM.
4. THIS PAY ITEM IS FOR THE NEW WORK IN THE EXISTING LCC2 AND LCC3 (NEW BREAKERS, WIRING, HARDWARE, ETC.)

LONG DESCRIPTION					REMOVAL OF LIGHT STANDARD	REMOVAL OF LIGHT STANDARD FOUNDATION	RESET LIGHT STANDARD	LUMINAIRE (LED) (SPECIAL) 'LPH'	LUMINAIRE (LED)(11,000 LUMEN) 'LSH'	LIGHT STANDARD STEEL (36 FOOT)	LIGHT STANDARD STEEL (12 FOOT)	LIGHT STANDARD FOUNDATION	LIGHTING CONTROL CENTER	CONCRETE FOUNDATION PAD	NOTES
UNITS					EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
SHEET No.	I.D. No.	BASELINE	STATION	OFFSET											
32	LR01	Ridgegate Pkwy (west bound)	-	-	1	1									
32	LRS01	Ridgegate Pkwy (west bound)	154+15.61	L=2.83	1	1	1					1			
30	LPH01	High Note Ave.	6+61.57	R=30.75				1			1	1			
30	LPH02	High Note Ave.	5+86.29	R=30.75				1			1	1			
30	LPH03	High Note Ave.	4+24.98	R=30.75				1			1	1			
30	LPH04	High Note Ave.	3+44.98	R=30.75				1			1	1			
30	LPH05	High Note Ave.	5+86.29	L=30.75				1			1	1			
30	LPH06	High Note Ave.	4+24.98	L=41.32				1			1	1			
30	LPH07	High Note Ave.	3+44.98	L=41.75				1			1	1			
31	LPH08	Ridgegate Pkwy (west bound)	146+96.91	L=3.94				1			1	1			
31	LPH09	Ridgegate Pkwy (west bound)	149+00.86	L=15.20				1			1	1			
32	LPH10	Ridgegate Pkwy (west bound)	150+93.72	L=10.37				1			1	1			
32	LPH11	Ridgegate Pkwy (west bound)	155+5.79	R=02.83				1			1	1			
30	LSH01	High Note Ave.	6+59.02	L=30.75					1	1		1			
30	LSH02	High Note Ave.	5+04.98	L=31.31					1	1		1			
30	LSH03	High Note Ave.	5+04.98	R=30.75					1	1		1			
32	LCC8	High Note Ave.	2+63.57	L=40.00									1	1	
TOTALS					2	2	1	11	3	3	11	15	1	1	
NOTES:															




City of Lone Tree

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Engineering Division Acceptance Block

LIGHTING DESIGN AND ENGINEERING
4699 NAUTILUS COURT SOUTH STE. 102
BOULDER, CO 80301

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BRIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS

LIGHTING LEGEND AND GENERAL NOTES

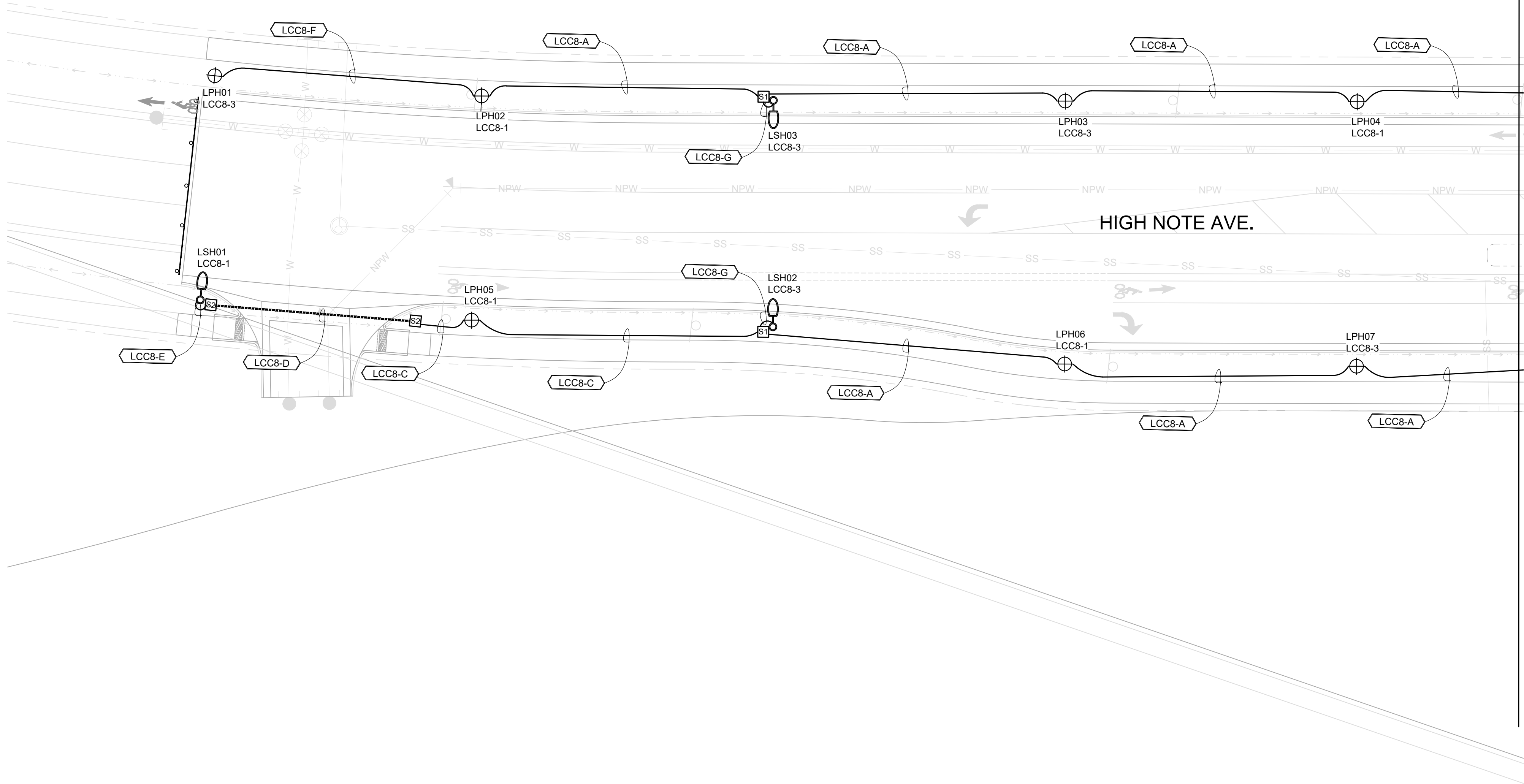


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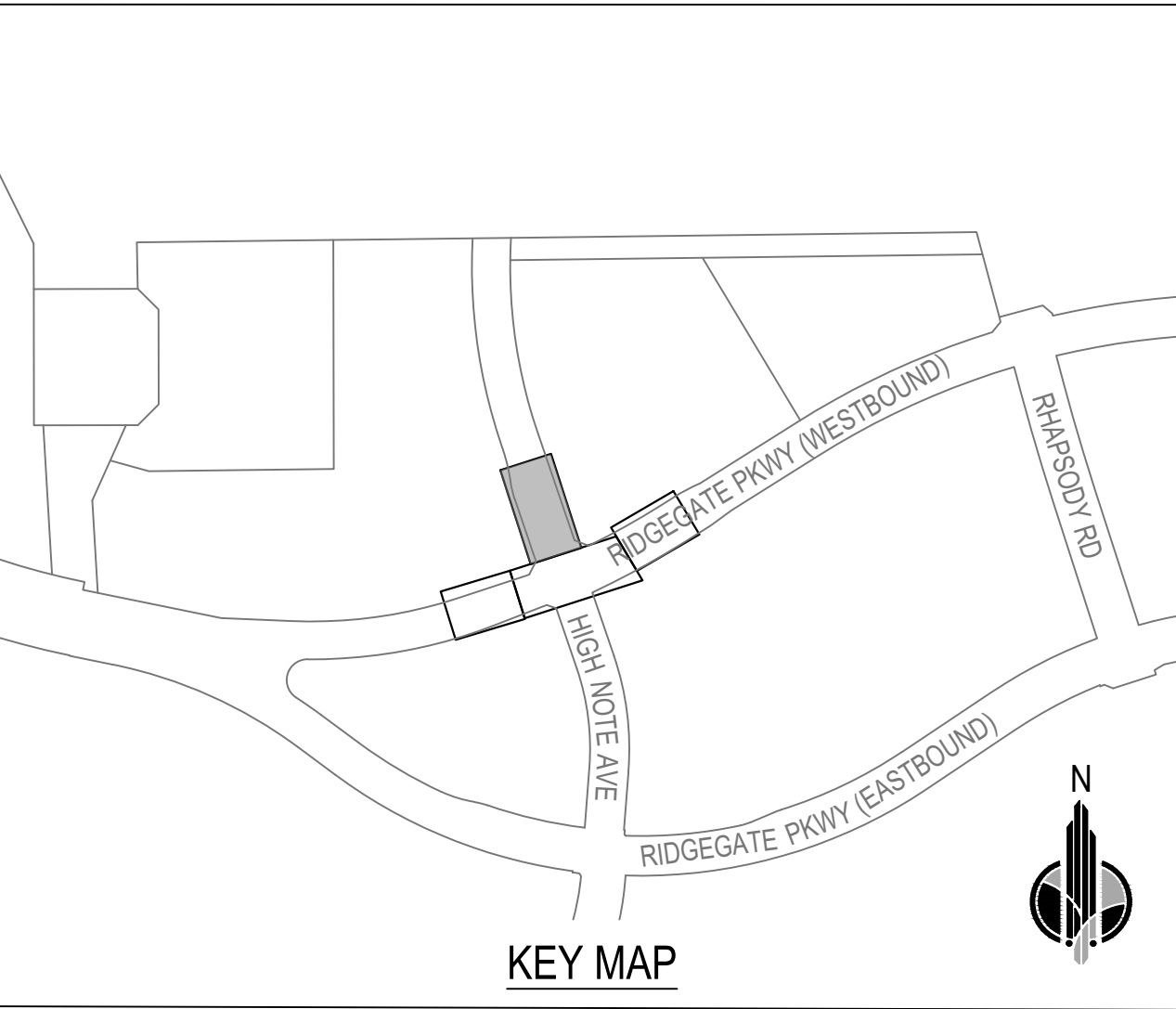
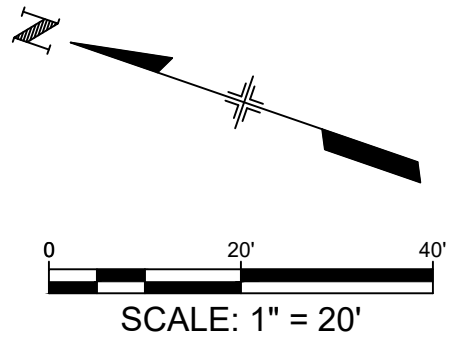
7/7/2025

SHEET: 29 OF 41

File Location: Z:\24082 High Note Avenue (FRWD)\CAD\High Note W RPW Lighting Model.dwg Plot Date: 7/8/2025 1:50 PM Last Saved By: ERIC TSMALLWOOD

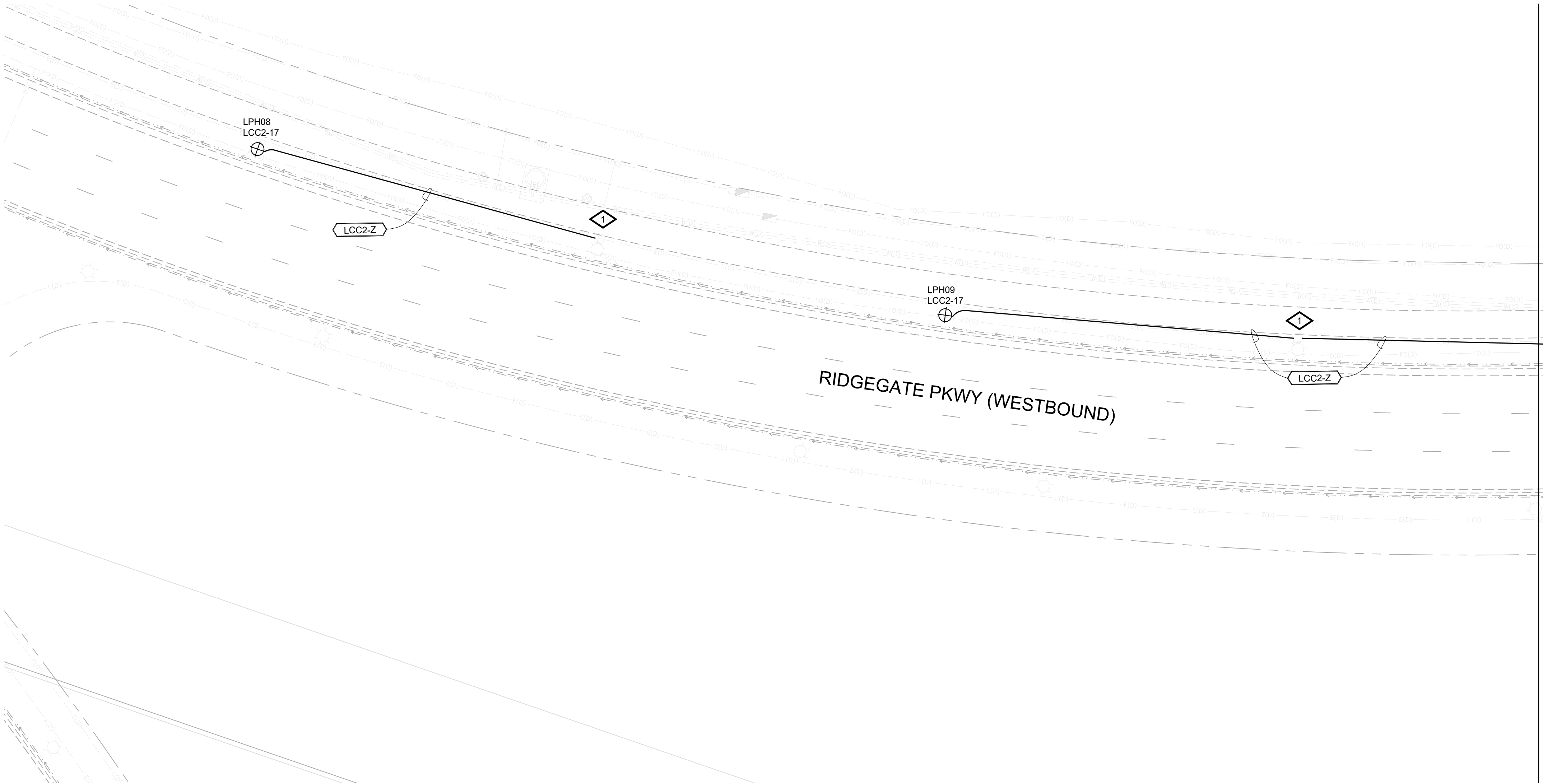



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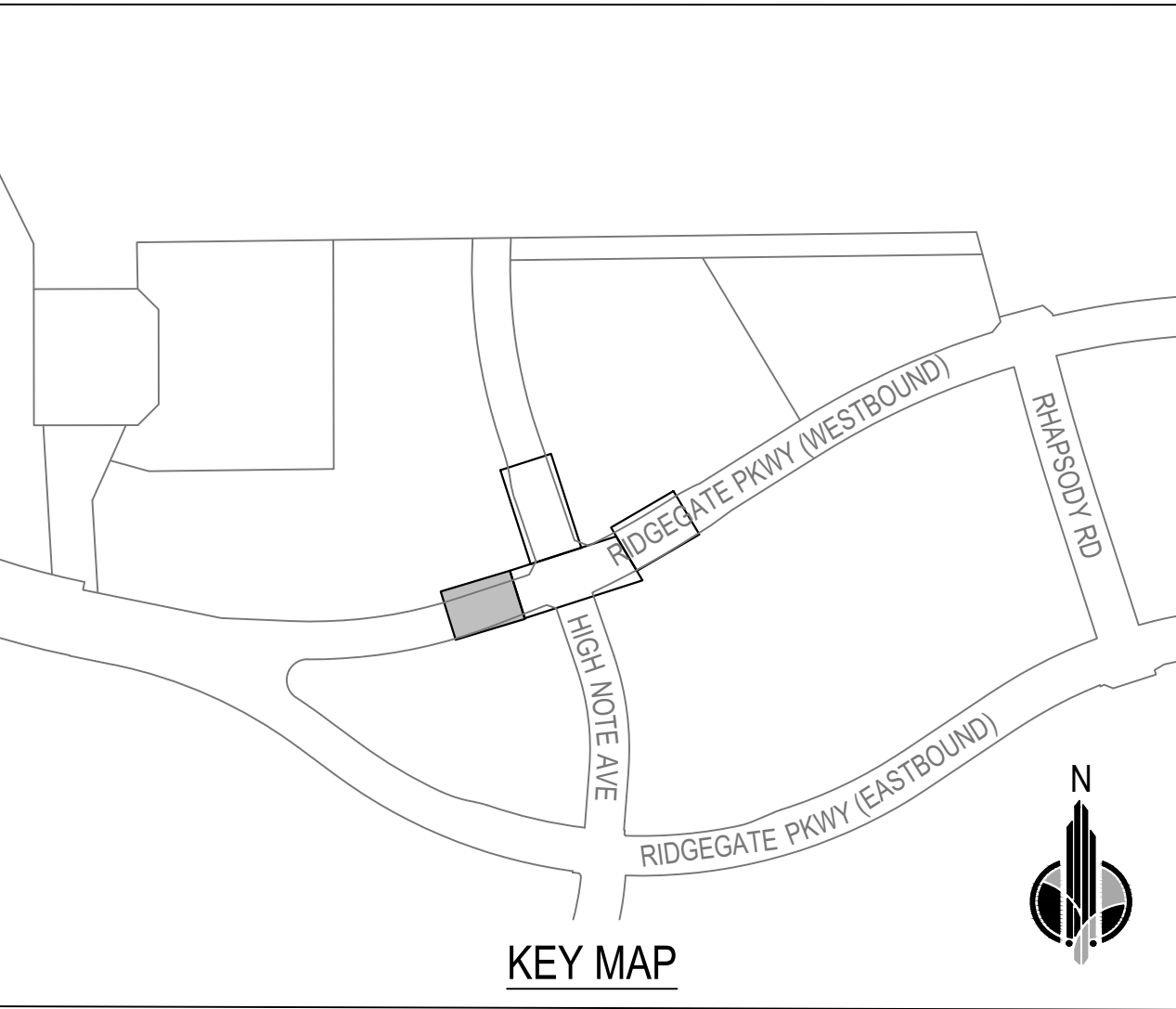


 CLANTON & ASSOCIATES		 LIGHTING DESIGN AND ENGINEERING 4699 NAUTILUS COURT SOUTH STE. 102 BOULDER CO. 80301 303-535-7229	
RIDGEGATE EAST FILING NO. 5 STREET AND STORM SEWER PLANS		LIGHTING PLANS	
 R. SANTES 7/11/2025 41269 PROFESSIONAL ENGINEER			
JOB NO.:	100859	DATE:	7/17/2025
SHEET: 30		OF 41	
DESIGN BY:	TB	REV	REVISION DESCRIPTION
DRAWN BY:	ES	DATE	DRW/CHKD/APPR
CHECKED BY:	BN		
APPROVED BY:	DS		

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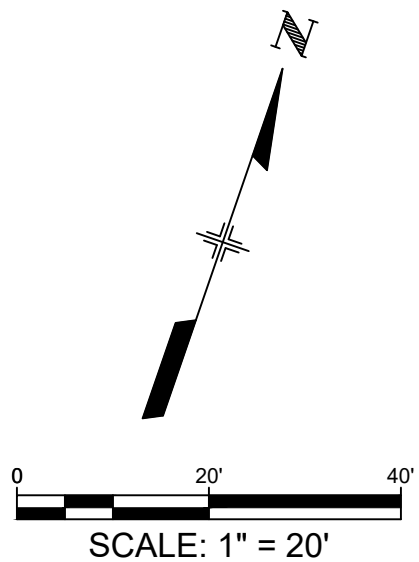


MATCHLINE - SHEET 32



NEW WORK NOTES:

- EXISTING LIGHTING CONTROL CENTER 'LCC2' IS LOCATED APPROXIMATELY 1000' WEST OF THIS EXISTING SPLICE BOX LOCATION ON THE SOUTH SIDE OF RIDGEGATE PARKWAY. CONDUCTORS ARE TO BE PULLED THROUGH EXISTING CONDUIT BACK TO 'LCC2'. INSTALL NEW 1" CONDUIT FROM EXISTING LIGHT PULL BOX TO NEW PEDESTRIAN LIGHTS.




City of Lone Tree

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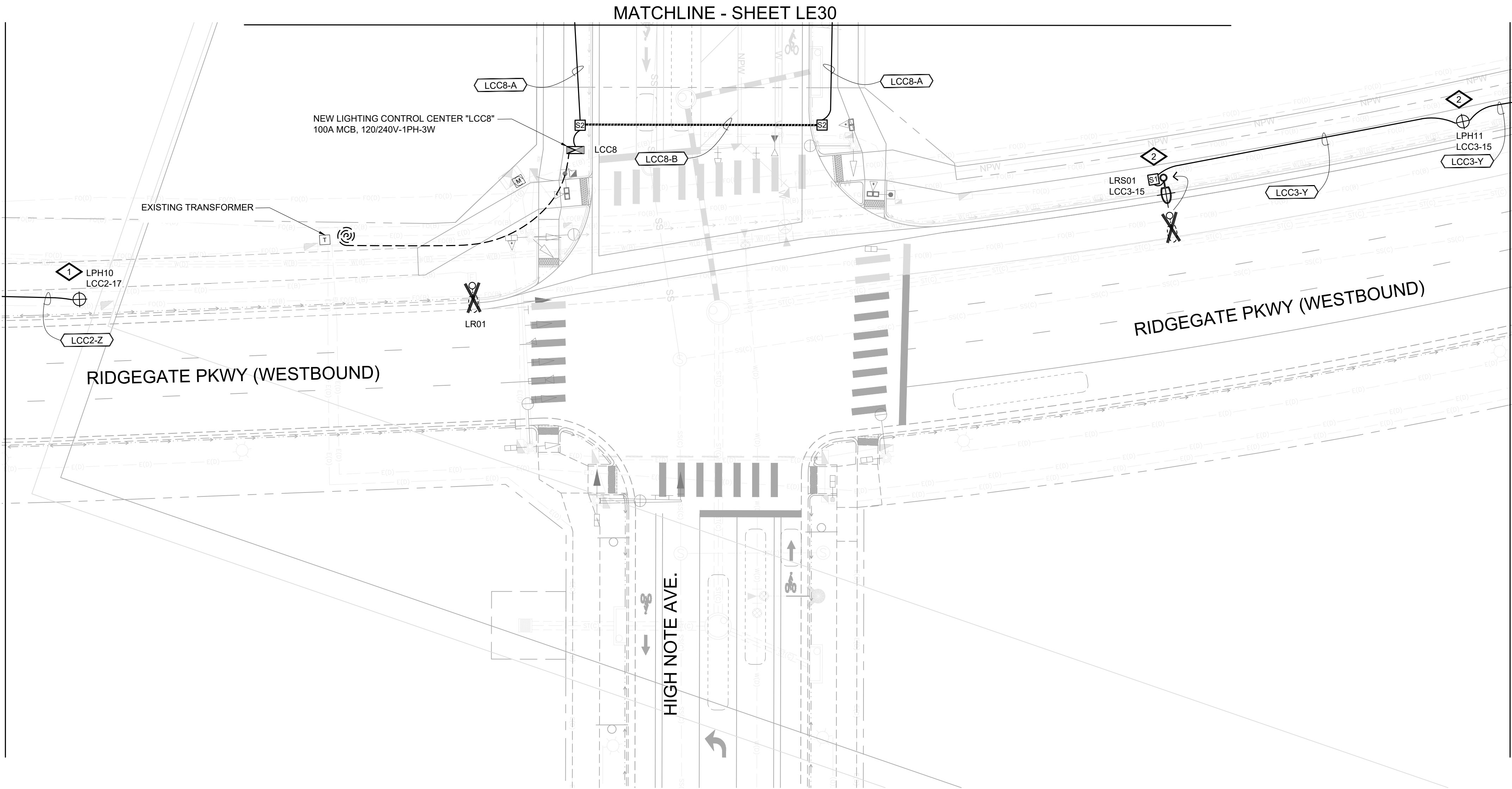
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JOB NO.:	100859	DATE:	7/17/2025
SHEET:	31	OF	41
RIDGEGATE EAST FILING NO. 5 STREET AND STORM SEWER PLANS		LIGHTING PLANS	
DESIGN BY:	TB	REV	DESCRIPTION
DRAWN BY:	ES		
CHECKED BY:	BN		
APPROVED BY:	DS		
DATE		DRW/CHKD/APP/	

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MATCHLINE - SHEET LE31



City of Lone Tree

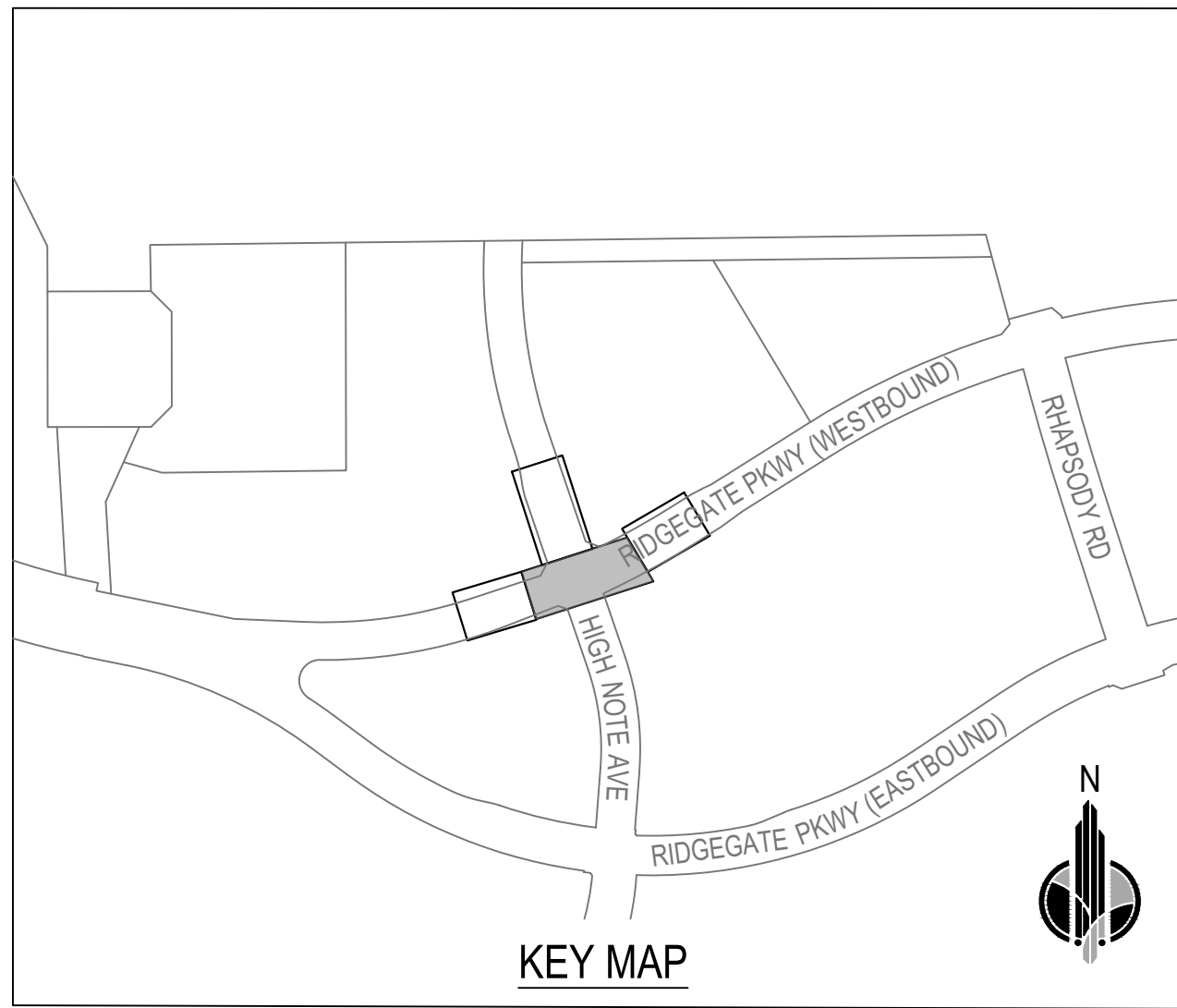
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NEW WORK NOTES:

- 1 INTERCEPT EXISTING CONDUIT TO RUN CONDUCTORS BACK TO EXISTING LIGHTING CONTROL CENTER 'LCC2' WHICH IS LOCATED APPROXIMATELY 1200' WEST OF THIS NEW SPLICE BOX LOCATION ON THE SOUTH SIDE OF RIDGEGATE PARKWAY. CONDUCTORS ARE TO BE PULLED THROUGH EXISTING CONDUIT BACK TO 'LCC2'. INSTALL NEW 1" CONDUIT FROM EXISTING LIGHT PULL BOX TO NEW PEDESTRIAN LIGHTS.
- 2 PULL NEW 2" CONDUIT RUN TO NEW PEDESTRIAN LIGHT AND RESET STREETLIGHT. CONDUIT TO BE RUN FROM EXISTING SPLICE BOX ON SHEET 33 AND CONTRACTOR IS TO RUN CONDUCTORS BACK TO EXISTING LIGHTING CONTROL CENTER 'LCC3' IN EXISTING CONDUIT WHICH IS LOCATED APPROXIMATELY 1000' EAST OF THESE LIGHT LOCATIONS



JOB NO. :	100859	DATE:	7/17/2025	SHEET: 32	OF 41
RIDGEGATE EAST FILING NO. 5 STREET AND STORM SEWER PLANS					
LIGHTING PLANS					
DESIGN BY:	TB	ES	BN	DS	
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CHECKED BY:					
APPROVED BY:					
REV	REVISION DESCRIPTION	DATE	DRWN	CHKD	APPR



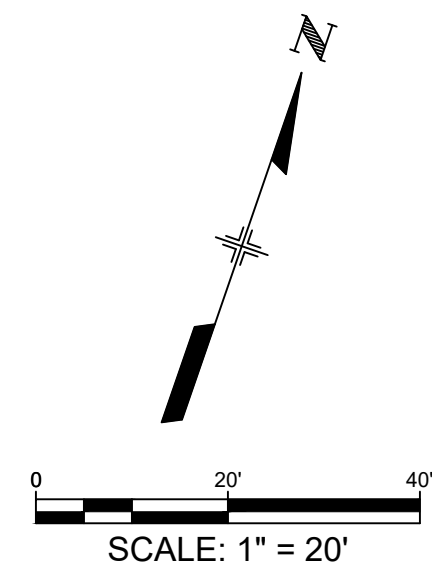



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**RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS**

LIGHTING PLANS

JOB NO.: 100959

DATE: 7/7/2025

SHEET: 33 OF 41

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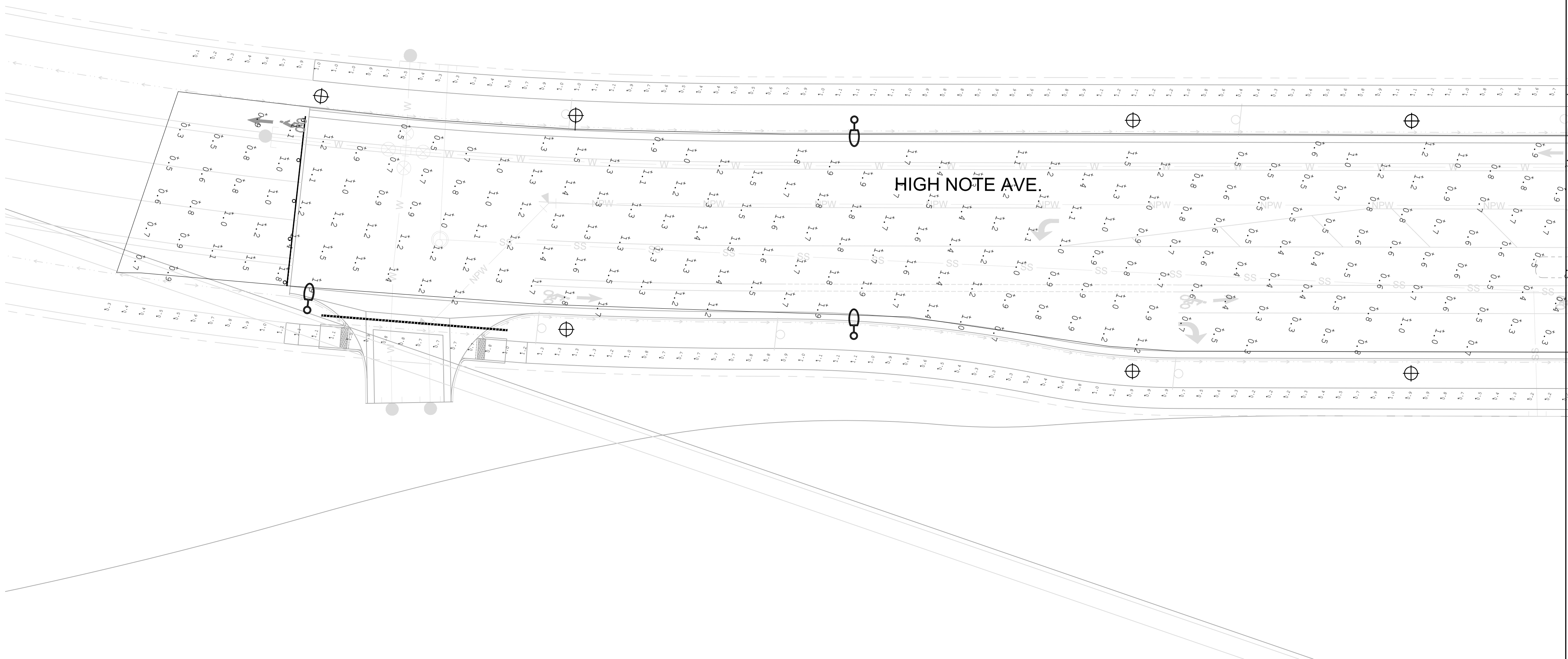
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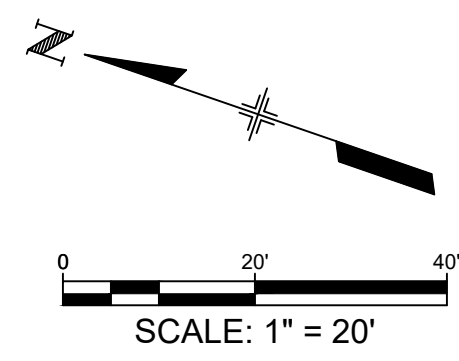
CLANTON & ASSOCIATES

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4699 NAUTILUS COURT SOUTH STE. 102
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303-530-7229

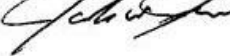
PHOTOMETRIC SUMMARY					
ROADWAY- LUMINANCE	Criteria				
	Lavg (cd/m ²)	Lmax (cd/m ²)	Lmin (cd/m ²)	Lavg/min (cd/m ²)	Lmax/min (cd/m ²)
	---	---	---	---	---
High Note Avenue	0.8	1.7	0.3	2.5	5.7
ROADWAY- ILLUMINANCE	Criteria				
	Eavg (fc)	Emax (fc)	Emin (fc)	Eavg/Emin (fc)	Emax/Emin (fc)
	0.6	---	---	4.00	---
High Note Avenue	1.0	1.9	0.3	3.4	6.3
SIDEWALKS	Criteria				
	Eavg (fc)	Emax (fc)	Emin (fc)	Eavg/Emin (fc)	Emax/Emin (fc)
	0.4	---	---	---	---
High Note Avenue	0.8	1.5	0.2	5.9	11.0
CROSSWALKS	Criteria				
	Eavg (fc)	Emax (fc)	Emin (fc)	Eavg/Emin (fc)	Emax/Emin (fc)
	---	---	---	---	---
High Note Avenue- Northbound	1.1	2.3	0.4	2.8	5.8
High Note Avenue- Southbound	1.6	2.7	0.7	2.3	3.9
Ridgegate Parkway- Westbound	1.5	2.0	1.2	1.3	1.7
Ridgegate Parkway- Eastbound	1.9	2.7	1.1	1.8	2.5
INTERSECTIONS	Criteria				
	Eavg (fc)	Emax (fc)	Emin (fc)	Eavg/Emin (fc)	Emax/Emin (fc)
	---	---	---	---	---
High Note Avenue/Ridgegate Parkway	1.7	3.5	0.7	2.5	5.0



MATCHLINE - SHEET LE36



Know what's **below**.
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7/18/25

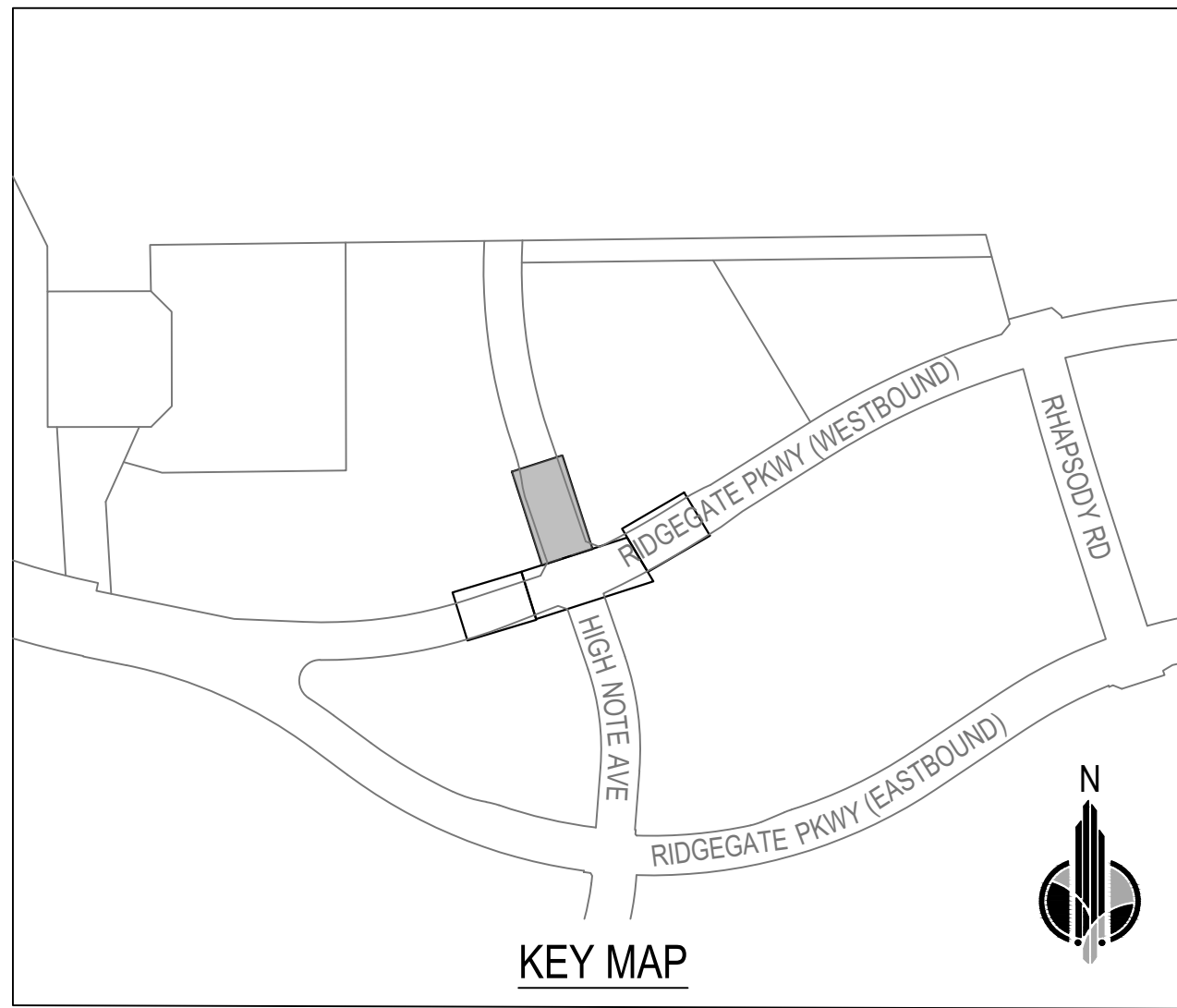
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**RIDGEGATE EAST FILING NO. 5
STREET AND STORM SEWER
PLANS**

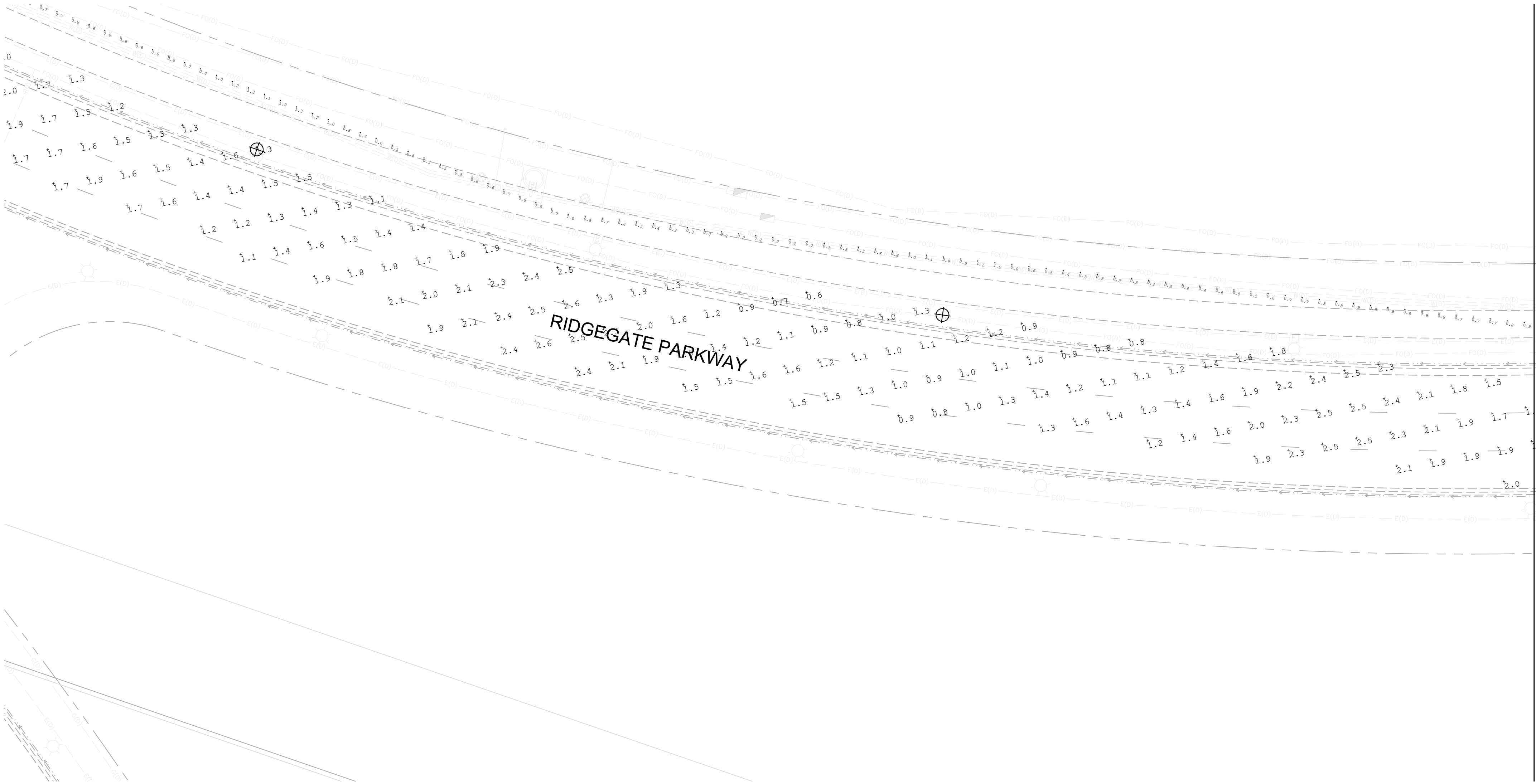
PHOTOMETRIC PLAN

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CLANTON & ASSOCIATES

 LIGHTING DESIGN AND ENGINEERING
4699 NAUTILUS COURT SOUTH STE. 102
BOULDER, CO 80301
303.530.7220

File Location: Z:\24082 High Note Avenue (FRWD)\CAD\High Note W RPW Lighting Model.dwg Plot Date: 7/8/2025 1:51 PM Last Saved By: ERIC TSMALLWOOD

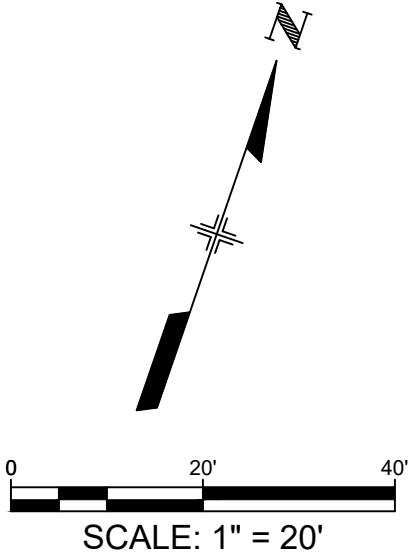
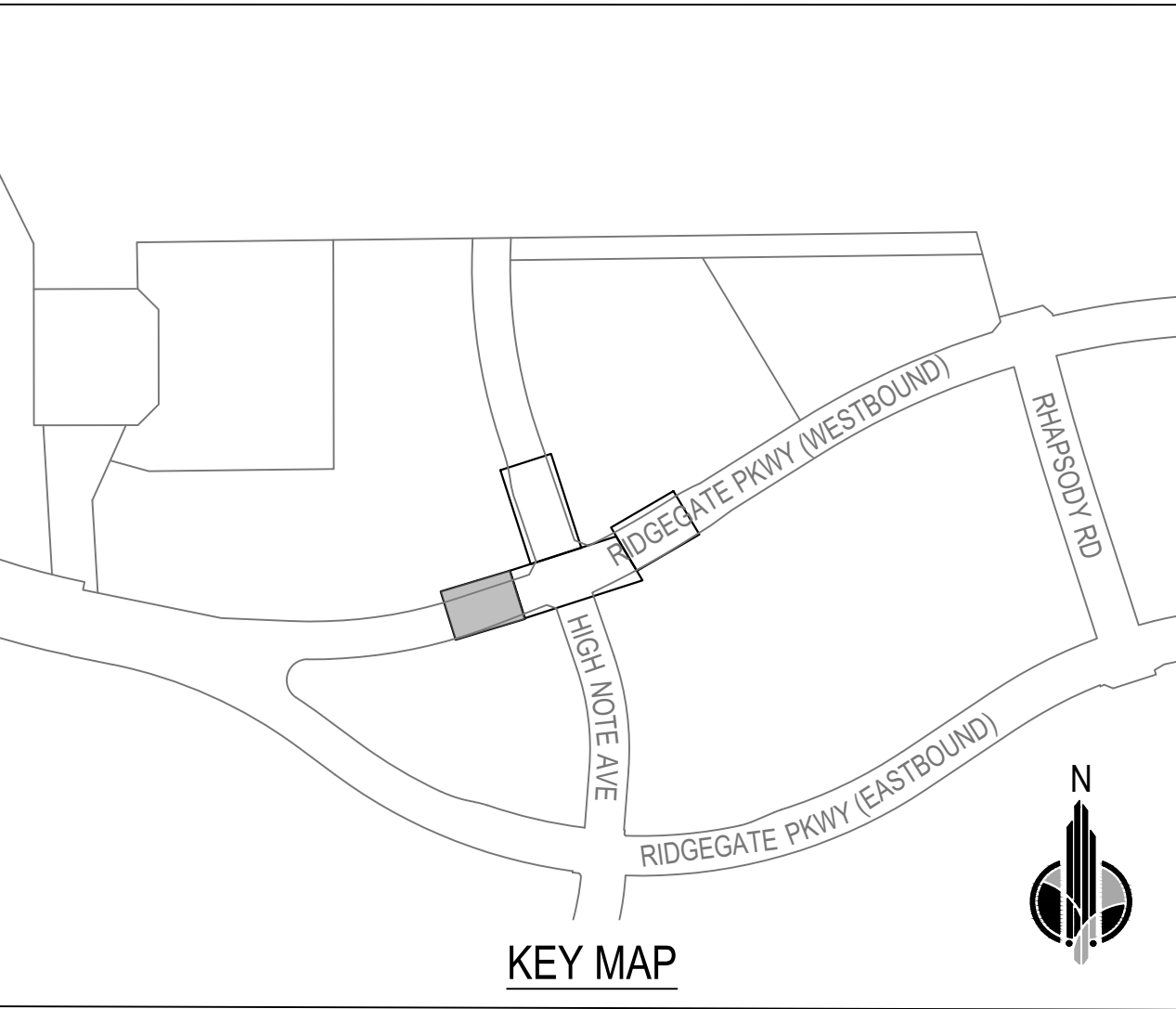


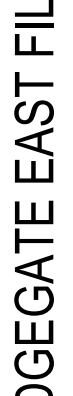
City of Lone Tree

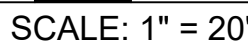
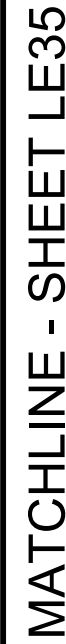
7/18/25

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JOB NO.: 100959				RIDGEGATE EAST FILING NO. 5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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PHOTOMETRIC PLAN



7/17/2025

SHEET: 36 OF 41

DESIGN BY:	TB
DRAWN BY:	ES
CHECKED BY:	BN
APPROVED BY:	DS

REV	REVISION DESCRIPTION

DATE _____

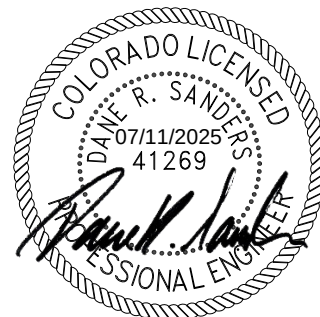
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LIGHTING DESIGN AND ENGINEERING
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BOULDER, CO 80301
303-530-7229

City of Lone Tree

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RIDGEGATE EAST FILING NO. 5 STREET AND STORM SEWER PLANS

PHOTOMETRIC PLAN

JOB NO.: 100959

DATE: 7/7/2025

SHEET: 37 OF 41

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	RWNCHKD APPR

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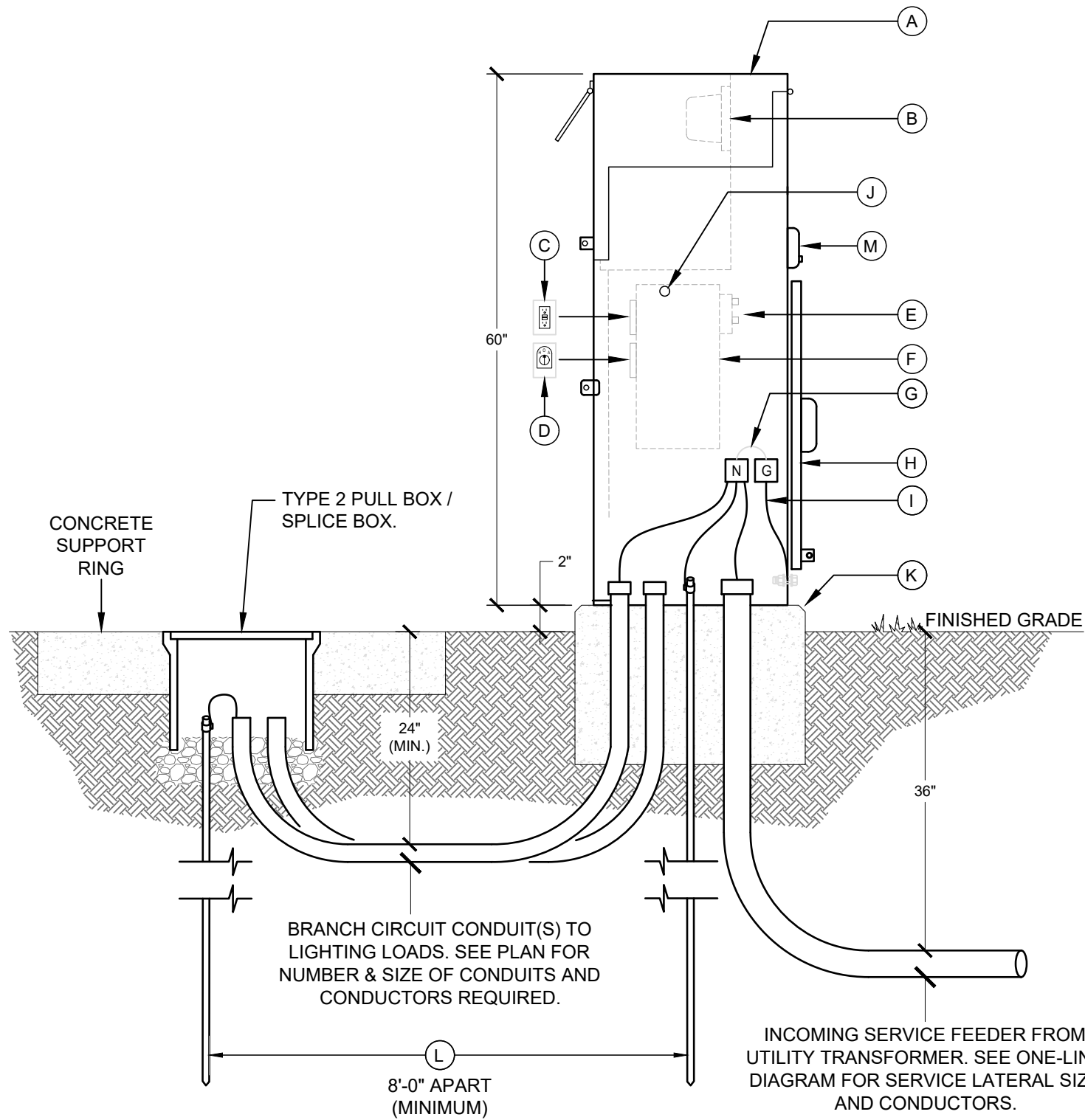
REVISION DESCRIPTION

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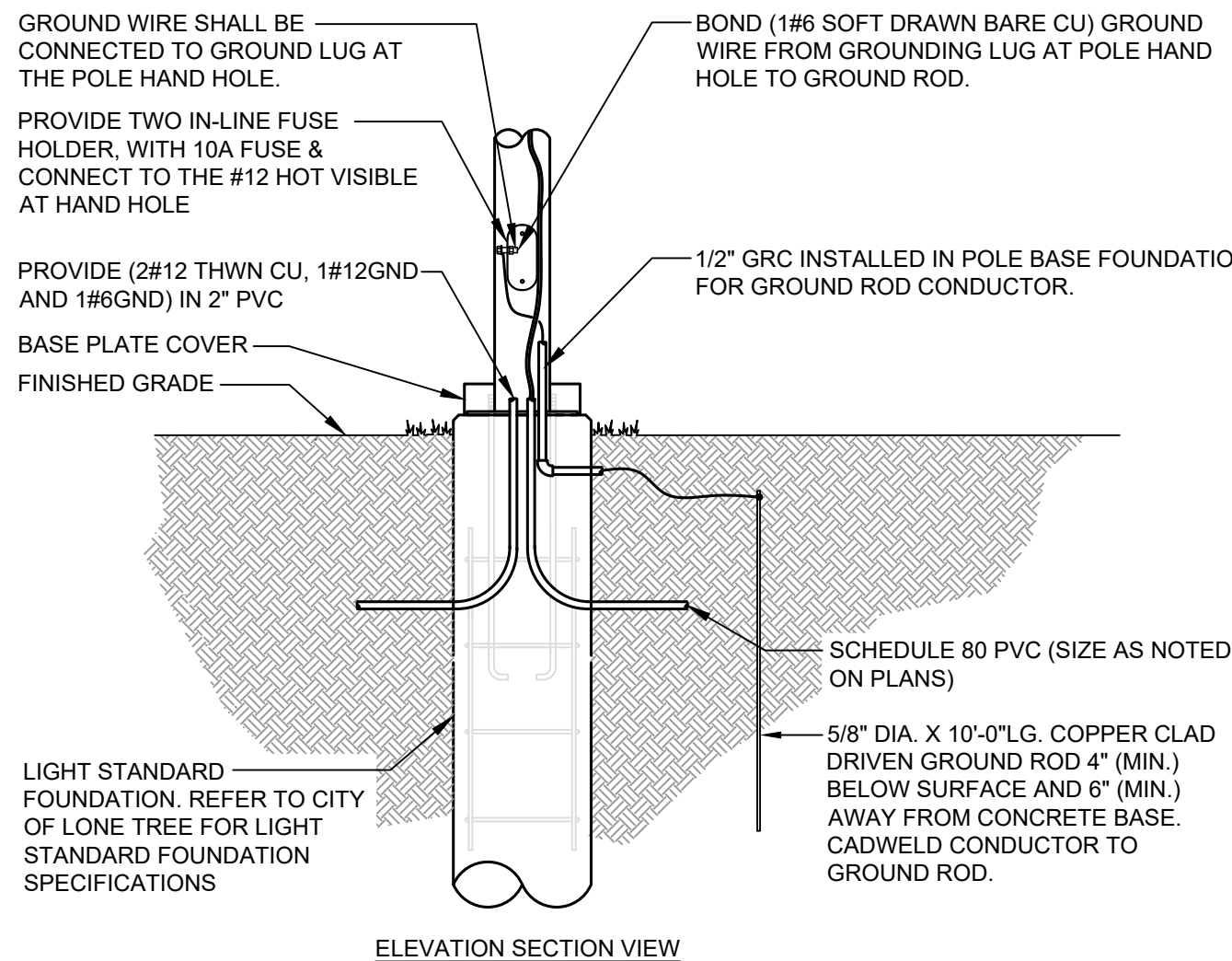
LIGHTING DESIGN AND ENGINEERING
4699 NAUTILUS COURT SOUTH STE. 102
BOULDER, CO 80301
303.440.7999

File Location: Z:\24092 High Note Avenue (FRWD)\CAD\Ridgegate Highnote _ Details Model.dwg Plot Date: 7/11/2025 5:44 PM Last Saved By: TRAVIS



TYPICAL LIGHTING CONTROL CENTER 'LCC8' DETAIL

NOT TO SCALE



NOTES:

1. LIGHT STANDARD FOUNDATION DIMENSIONS AND REINFORCEMENT PER CITY OF LONE TREE SPECIFICATIONS.
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.

TYPE "LPH" FOUNDATION DETAIL

NOT TO SCALE

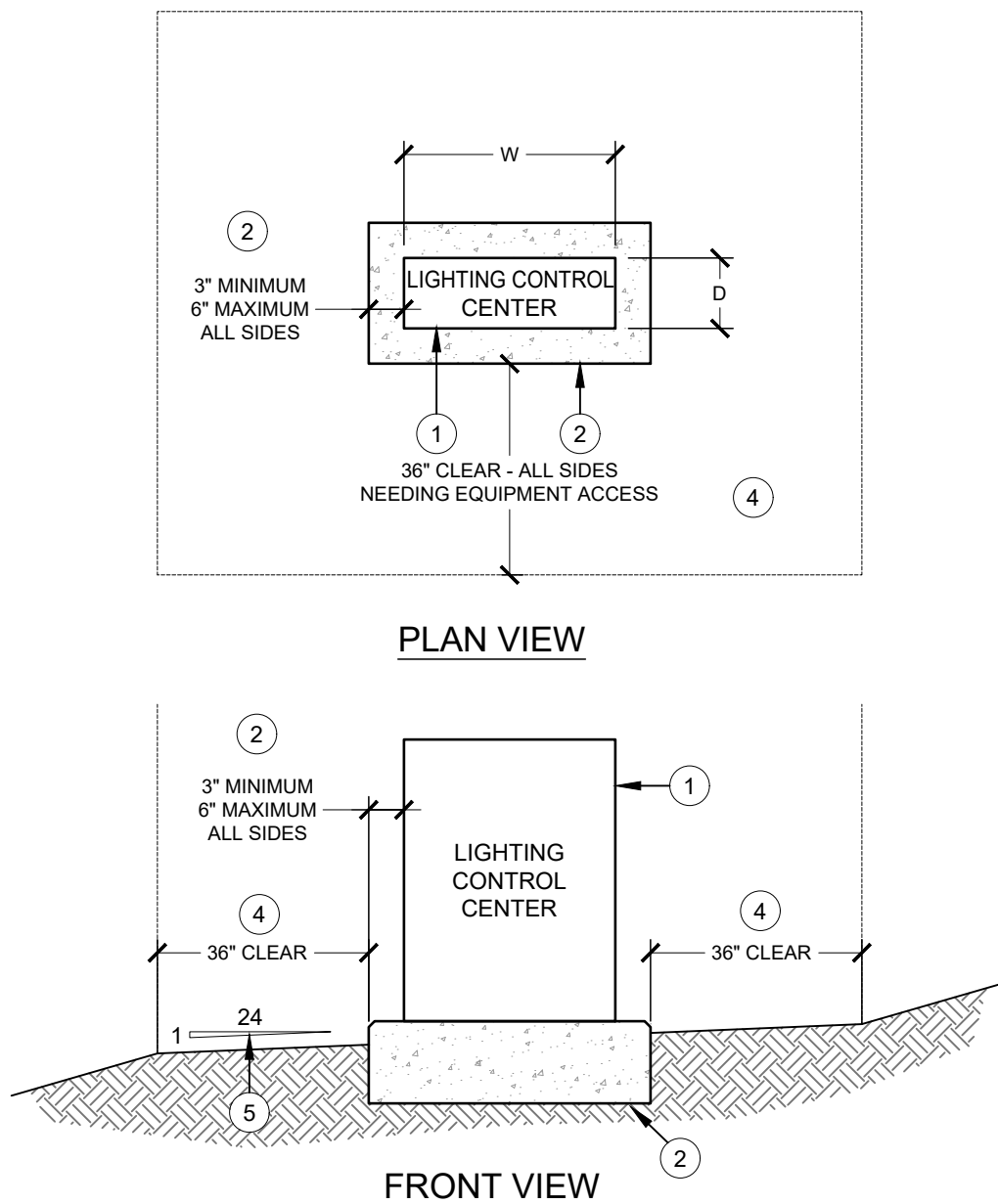
CABINET COMPONENT LIST

- 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.
- UTILITY METER INSIDE NEMA 3R ENCLOSURE. METER SHALL HAVE LEVER BYPASS AND INTERNAL LOCKING TAB ON METER COVER.
- GFCI MAINTENANCE RECEPTACLE FLUSH MOUNTED IN PANEL DEAD FRONT INSIDE OF THE NEMA 3R ENCLOSURE.
- HAND-OFF-AUTO SWITCH - 15A-2P, HOA SWITCH WITH LEGEND FLUSH MOUNTED IN PANEL DEAD FRONT INSIDE OF THE NEMA 3R ENCLOSURE.
- UTILITY TERMINATION LANDING LUGS.
- LOAD CENTERS WITH SERVICE MAIN AND BRANCH BREAKERS. SEE PROVIDE PANEL SCHEDULE FOR BREAKERS REQUIRED.
- PROVIDE NEUTRAL TO GROUND BONDING JUMPER.
- LIFT OFF SERVICE COVER WITH PAD LOCK HASP.
- CABINET GROUND BOND #6 BARE COPPER CONDUCTOR.
- NEMA 3R 120V PHOTOELECTRIC CONTROL WITH 3-PRONG TWIST-LOCK RECEPTACLE BEHIND GLASS WINDOW 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. GLASS WINDOW SHALL BE LOCATED AT LEAST 2'-0" ABOVE FINISHED GRADE.
- 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.
- 3/4" X 10'-0" Lg. COPPER CLAD DRIVEN GROUND ROD. EXOTHERMIC WELD OR UNDERGROUND RATED LUG CONNECT CONDUCTOR TO GROUND ROD. (2) REQUIRED - 8'-0" APART (MIN.).
- 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 REFER TO PANEL SCHEDULE FOR MORE INFORMATION:
 - SERVICE ENTRANCE M.C.B.
 - CONTROL POWER CIRCUIT BREAKER
 - SWITCHED LOAD CENTER MAIN BREAKER
 - BRANCH BREAKERS AS SHOWN
 - 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 INTERNALLY 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.



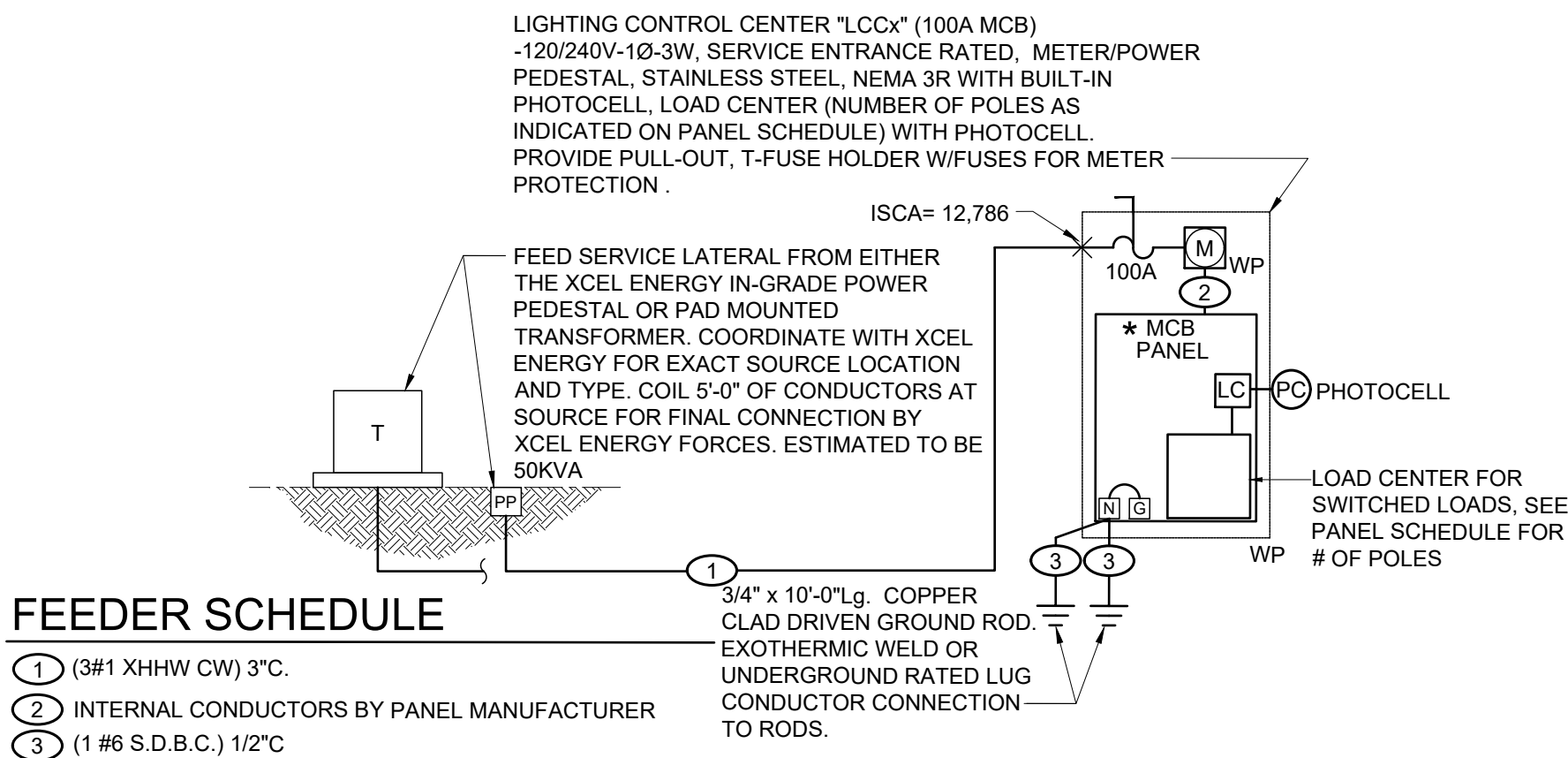
DETAIL NOTES

1. PREBUILT NEMA 3R LIGHTING CONTROL CENTER CABINET (LCC). REFER TO LIGHTING CONTROL CENTER DETAILS FOR MORE INFORMATION. MINIMUM DIMENSIONS 17" L X 24" W X 60" H.
2. REINFORCED CONCRETE (CLASS B) FOUNDATION PAD, PER 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 WITH ACCESS TO EQUIPMENT.
5. MAXIMUM OF 1:24 SLOPE IN CLEAR ZONE AREA.

TYPICAL LIGHTING CONTROL CENTER

'LCC8' ELEVATION

NOT TO SCALE



FEEDER SCHEDULE

- 1 (3#1 XHHW CW) 3°C.
- 2 INTERNAL CONDUCTORS BY PANEL MANUFACTURER
- 3 (1 #6 S.D.B.C.) 1/2°C

TYPICAL LIGHTING CONTROL CENTER LCC8 ONE-LINE DIAGRAM

NOT TO SCALE



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City of Lone Tree

7/18/25

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Engineering Division Acceptance Block

JOB NO.: 100959				RIDGEGATE EAST FILING NO. 5 STREET AND STORM SEWER PLANS				DESIGN BY: DRAWN BY: CHECKED BY: APPROVED BY:	TB ES BN DS										
DATE: 7/7/2025				LIGHTING DETAILS															
SHEET: 39 OF 41											REV/REVISION DESCRIPTION	DATE	DRWN	CHKD	APPR				

CLANTON & ASSOCIATES

LIGHTING DESIGN AND ENGINEERING

4699 NAUTILUS COURT SOUTH STE. 102
BOULDER CO. 80301
303-535-7429

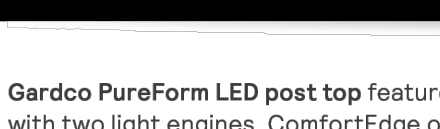
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LCC2 BRANCH FEEDER SCHEDULE					
KEY	CIRCUIT NUMBERS	VOLTAGE	WIRE SIZE	COLOR	CONDUIT SIZE & TYPE
LCC2-A	LCC2-1	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC2-3	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
	LCC2-9	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
	LCC2-11	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	
LCC2-B	GROUND	120/240V-GND	1#4-THWN CU	GREEN	2" PVC 24" BELOW GRADE
	LCC2-1	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	
	LCC2-11	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
LCC2-C	LCC2-11	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	
	LCC2-9	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
LCC2-D	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	1" PVC 24" BELOW GRADE
	LCC2-2	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	
LCC2-E	LCC2-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	2" PVC 24" BELOW GRADE
	LCC2-14	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	
	LCC2-16	120V-HOT,NEU	2#6-THWN CU	RED,WHT	
	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
	LCC2-2	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	
LCC2-Ea	LCC2-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	2" PVC 24" BELOW GRADE
	LCC2-14	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	
	LCC2-16	120V-HOT,NEU	2#6-THWN CU	RED,WHT	
	LCC2-18	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC2-20	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	LCC2-22	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
LCC2-F	LCC2-24	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
	LCC2-18	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC2-20	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	LCC2-22	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC2-24	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	
LCC2-Fa	GROUND	120/240V-GND	1#8-THWN-2 CU	GREEN	3" HDPE BORE 48" BELOW ROADWAY
	LCC2-18	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC2-20	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	LCC2-22	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
LCC2-G	LCC2-24	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#8-THWN-2 CU	GREEN	
	LCC2-18	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC2-20	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
LCC2-H	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	2" PVC 24" BELOW GRADE
	LCC2-22	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC2-24	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	
LCC2-I	GROUND	120/240V-GND	1#8-THWN-2 CU	GREEN	2" PVC 24" BELOW GRADE
	LCC2-22	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC2-J	LCC2-24	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#8-THWN-2 CU	GREEN	
	LCC2-2	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	
LCC2-K	LCC2-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	2" PVC 24" BELOW GRADE
	LCC2-14	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
	LCC2-16	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	
	LCC2-17	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
	LCC2-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
LCC2-L	GROUND	120/240V-GND	1#4-THWN CU	GREEN	2" PVC 24" BELOW GRADE
	LCC2-14	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
LCC2-M	LCC2-16	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	
	LCC2-16	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	
LCC2-N	LCC2-18	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	
	LCC2-14	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
LCC2-Na	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	2" PVC 24" BELOW GRADE
	LCC2-5	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	
	LCC2-6	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	
	LCC2-7	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
	LCC2-8	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
	LCC2-10	120V-HOT,NEU	2#8-THWN CU	BLK,WHT	
LCC2-O	LCC2-12	120V-HOT,NEU	2#8-THWN CU	RED,WHT	2" PVC 24" BELOW GRADE
	LCC2-13	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	
	LCC2-15	120V-HOT,NEU	2#6-THWN CU	RED,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
	LCC2-5	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	
	LCC2-7	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
LCC2-P	LCC2-13	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	3" PVC 48" BELOW GRADE
	LCC2-15	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
	LCC2-7	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
	LCC2-15	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	
	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
LCC2-Q	GROUND	120/240V-GND	1#4-THWN CU	GREEN	2" PVC 24" BELOW GRADE
	LCC2-7	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	
	LCC2-13	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
	LCC2-15	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	
LCC2-R	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
	LCC2-7	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
LCC2-S	LCC2-15	120V-HOT,NEU	2#6-THWN-2 CU	RED,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	
	LCC2-13	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	
LCC2-T	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	1" PVC 24" BELOW GRADE
	LCC2-13	120V-HOT,NEU	2#6-THWN-2 CU	BLK,WHT	

CONTINUED

LCC2 BRANCH FEEDER SCHEDULE					
KEY	CIRCUIT NUMBERS	VOLTAGE	WIRE SIZE	COLOR	CONDUIT SIZE & TYPE
LCC2-U	LCC2-6	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC2-8	120V-HOT,NEU	2#6-THWN CU	RED,WHT	
	LCC2-10	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
	LCC2-12	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	
	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
	GROUND	120/240V-GND	1#6-THWN CU	GREEN	
LCC2-Ua	LCC2-6	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC2-8	120V-HOT,NEU	2#6-THWN CU	RED,WHT	
	LCC2-10	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
	GROUND	120/240V-GND	1#6-THWN CU	GREEN	
LCC2-V	LCC2-8	120V-HOT,NEU	2#6-THWN CU	RED,WHT	2" PVC 24" BELOW GRADE
	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
	GROUND	120/240V-GND	1#6-THWN CU	GREEN	
LCC2-W	LCC2-10	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	1" PVC 24" BELOW GRADE
	LCC2-12	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	
	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	
	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	
LCC2-X	LCC2-10	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	
LCC2-Y	LCC2-12	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#6-THWN-2 CU	GREEN	
LCC2-Z	LCC2-17	120V-HOT,NEU	2#8-THWN-2 CU	BLK,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	2#8-THWN-2 CU	GREEN	

LCC3 BRANCH FEEDER SCHEDULE					
KEY	CIRCUIT NUMBERS	VOLTAGE	WIRE SIZE	COLOR	CONDUIT SIZE & TYPE
LCC3-A	LCC3-1	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC3-2	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	
	LCC3-3	120V-HOT,NEU	2#6-THWN CU	RED,WHT	
	LCC3-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
LCC3-B	LCC3-1	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	3" PVC 24" BELOW GRADE
	LCC3-2	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	
	LCC3-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
LCC3-C	LCC3-1	120V-HOT,NEU	2#6-THWN CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC3-3	120V-HOT,NEU	2#6-THWN CU	RED,WHT	
	LCC3-15	120V-HOT,NEU	2#8-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#6-THWN CU	GREEN	
LCC3-D	LCC3-3	120V-HOT,NEU	2#6-THWN CU	RED,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#6-THWN CU	GREEN	
LCC3-E	LCC3-5	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC3-7	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-Ea	LCC3-5	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	3" PVC 48" BELOW ROADWAY
	LCC3-7	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-F	LCC3-5	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-Fa	LCC3-5	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	3" PVC 48" BELOW ROADWAY
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-G	LCC3-2	120V-HOT,NEU	2#4-THWN CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC3-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
LCC3-H	LCC3-4	120V-HOT,NEU	2#4-THWN CU	RED,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#4-THWN CU	GREEN	
	LCC3-6	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
LCC3-I	LCC3-8	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
	LCC3-6	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
LCC3-J	LCC3-6	120V-HOT,NEU	2#10-THWN-2 CU	GREEN	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-Ja	LCC3-6	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	3" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-K	LCC3-9	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC3-11	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-Ka	LCC3-9	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	3" PVC 48" BELOW ROADWAY
	LCC3-11	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-L	LCC3-9	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	2" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	
LCC3-M	LCC3-10	120V-HOT,NEU	2#10-THWN CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC3-12	120V-HOT,NEU	2#10-THWN CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN CU	GREEN	
LCC3-N	LCC3-10	120V-HOT,NEU	2#10-THWN CU	BLK,WHT	3" PVC 48" BELOW ROADWAY
	LCC3-12	120V-HOT,NEU	2#10-THWN CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN CU	GREEN	
LCC3-O	LCC3-10	120V-HOT,NEU	2#10-THWN CU	BLK,WHT	1" PVC 24" BELOW GRADE
	LCC3-12	120V-HOT,NEU	2#10-THWN CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN CU	GREEN	
LCC3-P	LCC3-12	120V-HOT,NEU	2#10-THWN CU	RED,WHT	1" PVC 24" BELOW GRADE
	GROUND	120/240V-GND	1#10-THWN CU	GREEN	
LCC3-Q	LCC3-5	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	2" PVC 24" BELOW GRADE
	LCC3-6	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC3-7	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	LCC3-8	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	LCC3-9	120V-HOT,NEU	2#10-THWN-2 CU	BLK,WHT	
	LCC3-11	120V-HOT,NEU	2#10-THWN-2 CU	RED,WHT	
	GROUND	120/240V-GND	1#10-THWN-2 CU	GREEN	

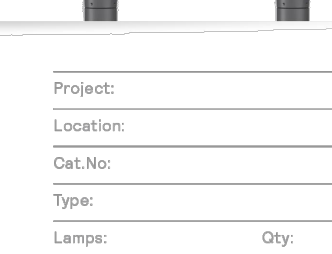


GARDCO

Site & Area

PureForm

PPT PureForm LED post top

Gardco PureForm LED post top features a sleek, low profile design and is available with two light engines. ComfortEdge optics provide a unique and lower glare lighting solution designed to enhance visual comfort for pedestrian applications, while precision optics maximize efficiency and spacing. PureForm post top is available with multiple optical distributions with output up to 17,000 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

Prefix	Catalog Code	Lumens Selection	CCT/CRI	Distribution	Shielding	Mounting	Voltage
PPT							

PPT	Pure form post, comfort optics	P	Precision optics	A01 ¹ 2500	A06 ¹ 11000	730 ¹ TCRI, 3000K	T2M ¹ Area optic type 2	None - HIS¹ Internal house side shield (chip-on)	T3 Mounts to a 3"x4" tenon (standard) T2 Post top tenon adapter for 2-3/8" x 4" (ships separately)	A02 ¹ 3500	A07 ¹ 15500	740 ¹ TCRI, 4000K	T3M ¹ Area optic type 3	120 ¹ 120V
				A03 ¹ 5000	A08 ¹ 16500	750 ¹ TCRI, 5000K	T4M ¹ Area optic type 4			240 ¹ 240V				
				A04 ¹ 7000	A09 ¹ 17000	830 ¹ 80CRI, 3000K	T5M ¹ Area optic type 5			277 ¹ 120-277V				
				A05 ¹ 9000		840 ¹ 80CRI, 4000K	T6M ¹ Area optic type 6			UNV ¹ 120-277V				
						827 ¹ 80CRI, 2700K (ETOP)	T7M ¹ Area optic type 7			347 ¹ 347V				
C	Comfort optics			A01 ¹ 2000	A06 ¹ 11000	830 ¹ 80CRI, 3000K	T2M ¹ Comfort optic type 2M	None - (comfort shielding must be ordered as separately as necessary PPT-HIS-BK)	T3M Comfort optic type 3M T4M Comfort optic type 4M T5M Comfort optic type 5M	A02 ¹ 3500	A07 ¹ 15500	840 ¹ 80CRI, 4000K	T6M ¹ Comfort optic type 6M	480 ¹ 480V
				A03 ¹ 5000	A08 ¹ 16800	827 ¹ 80CRI, 2700K (ETOP)	T7M ¹ Comfort optic type 7M			HVV ¹ 374-480V				
				A04 ¹ 7000	A09 ¹ 17000	830 ¹ 80CRI, 3500K (ETOP)								
				A05 ¹ 9000		760 ¹ TCRI, 5000K (ETOP)								

Example: PPT-P-A09-840-T2M-730-120-AL-C530-PCB-BZ

Driver type	Dimming Controls ¹ (only one may be selected)	Lighting controls ² (only one may be selected)	Emergency	Finish
0-10V				
010V-0-10V	None DLEA Dimming leads externally accessible (controls by others) FAWS Field adjustable wattage selector BL0L2² PR motion response dim to 50% L2 lens BL50L3³ PR motion response dim to 50% L3 lens BL30MW⁴ Microwave motion sensor factory set at 50% dimming	None PCB^{5A,B} Photocontrol button TLR6¹ 5-pin twist lock w/ 0-10V driver TLR7¹ 7-pin twist lock w/ 0-10V driver (see D4) TLRPC^{6A} 7-pin twist lock w/ 0-10V photocell (non-D4) & on/off photocell	None - EM^{7A} Emergency battery backup (0°C to +40°C/32°F to +104°F) EM^{8A} Emergency battery pack cold (20°C) to +40°C/4°F to +104°F)	Standard textured finish BK Black WH White BZ Bronze GG Dark gray MG Medium gray
DALI			Fusing	Customer specified
DALI SR/ DALI	None - C550⁹ Security 50% dimming, 7 hours C560⁹ Median 50% dimming, 8 hours C590⁹ Security 30% dimming, 7 hours C630⁹ Median 30% dimming, 8 hours SR¹⁰ SR driver connected to Zhaga socket (D4) WIAPL^{11A} Wireless Interact outdoor low mounting (7-15°), white housing WIAPL^{11B} Wireless Interact outdoor low mounting (7-15°), black housing WIAPWH^{11A} Wireless Interact outdoor low mounting (15-40°), white housing WIAPWH^{11B} Wireless Interact outdoor low mounting (15-40°), black housing	None PCB^{5A,B} Photocontrol button TLR6¹ 5-pin twist lock SR/DALI driver TLR7¹ 7-pin twist lock SR/DALI driver (D4) TLRPC^{6A} 7-pin twist lock SR/DALI driver (D4) & on/off photocell		

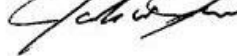
CLANTON & ASSOCIATES

 **LIGHTING DESIGN AND ENGINEERING**

4699 NORTHEAST SOUTH STE. 102
 BULLHEED, CT 06021
 303-530-7229

2
41 TYPE 'LPH' PEDESTRIAN LIGHTS
NOT TO SCALE
PLAN SYMBOL = 

MOUNTING: SURFACE				EXISTING PANEL "LCC3"				120/240V-1PH-3W												
NEMA 3R STAINLESS STEEL ENCLOSURE, SERVICE ENTRANCE RATED																				
FEEDER: BOTTOM				Minimum A.I.C.= 10,000 AMPS				100 AMPS MAIN BREAKER CKT#P1,P3												
BRANCH BREAKER																				
		LEFT PHASE LOAD				RIGHT PHASE LOAD														
DESCRIPTION	Size	P	Ckt#	L1	L2		L1	L2	Ckt#	Size	P	DESCRIPTION								
SERVICE ENTRANCE	100	1	P1	3910			1690		P2	60		BOTTOM SECTION MCB								
MAIN CIRCUIT BREAKER		2	P3		1490			1490	P4	60	2	PC ON / TS OFF								
LCC3 MAINTENANCE RECEPT.	15	1	P5	180					P6	20	1	SPARE								
SPACE ONLY			P7						P8			SPACE ONLY								
SPACE ONLY			P9				2040		P10	50	1	SIGNAL CABINET								
[BOTTOM SECTION IS ON/OFF CONTROL WITH BUILT-IN 60A 2-POLE CONTACTOR, FED FROM THE TOP SECTION BREAKER CKT#P2,P4] [CONTACTOR COIL IS OPERATED BY BUILT-IN PHOTOCCELL (ON/OFF CONTROL) WHOA SWITCH]																				
NW STREET LIGHTS (3)	20	1	1	300			300		2	20	1	NE STREET LIGHTS (3)								
NW STREET LIGHTS (3)	20	1	3		300			400	4	20	1	NE STREET LIGHTS (4)								
SB RHAPSODY PED LIGHTS (5)	20	1	5	175			175		6	20	1	NB RHAPSODY PED LIGHTS (5)								
SB RHAPSODY PED LIGHTS (4)	20	1	7		140			140	8	20	1	NB RHAPSODY PED LIGHTS (4)								
RDGATE PKWY WB PED LTS (4)	20	1	9	140			200		10	20	1	WB RDGATE PKWY ST LTS (2)								
RDGATE PKWY WB PED LTS (5)	20	1	11		175			200	12	20	1	WB RDGATE PKWY ST LTS (2)								
SPARE	20	1	13				400		14	20	1	WB RDGATE SIGNAL LTS (4)								
WB RDGATE PED (1) & SL (1)	20	1	15		135				16	20	1	SPARE								
SPACE ONLY			17						18			SPACE ONLY								
				795	750		3115	740												
				3910	1490		Total Connected VA.													
					5400		=Total Connected VA Both Phases													
LOAD	CONNECTED		D.F.A.C.T.	Est. KVA	AMPS															
LIGHTING	3180 VA		1.25	3.98																
RECEPTACLES (1ST 10000)	180 VA		1.00	0.18																
RECEPTACLES (REMAINING)	VA		0.50	0.00																
MOTOR (LARGEST)	0 VA		1.25	0.00																
MOTORS (REMAINING)	0 VA		1.00	0.00																
ELECTRICAL HEATING	0 VA		1.25	0.00																
ELECTRICAL MISC.	2040 VA		1.00	2.04																
TOTAL ESTIMATED LOAD	5400 VA			6.20	26															


City of Lone Tree

7/18/25

These construction plans have been reviewed by the City of Lone Tree for street and drainage improvements only.

Engineering Division Acceptance Block

[illegible]