CONSTRUCTION DRAWINGS
TRUCK YARD LONE TREE

LOT13A1 OF PARK MEADOWS, FILING NO. 2, 15TH AMENDMENT
SITUATED IN THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 6 SOUTH, RANGE 67
WEST OF THE SIXTH P.M., CITY OF LONE TREE, COUNTY OF DOUGLAS, COLORADO
3.36 ACRES

PROOF CIVIL GENERAL NOTES:

1. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, ALL DIMENSIONS AND ELEVATIONS SHALL BE FIELD VERIFIED BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES IN WRITING.
2. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND, IF DAMAGED, SHALL BE REPLACED TO MEET CDOT AND/OR MUNICIPAL SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.
3. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.
4. NEW ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF NEW PAVING (ROADS, WALKS, DRIVE, ETC.) OR TOPSOIL AS SHOWN.
5. ALL ASPHALT BUTT JOINTS AS SHOWN ON THE PLANS (IF APPLICABLE) AND AS DIRECTED BY THE ENGINEER SHALL BE CONSTRUCTED BY MILLING.
6. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
7. ALL CONSTRUCTION ACTIVITIES MUST COMPLY WITH THE STATE OF COLORADO PERMITTING PROCESS FOR "STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY "AND CITY OF LONE TREE STORMWATER DISCHARGE REQUIREMENTS. FOR INFORMATION CONTACT COLORADO DEPT. OF HEALTH, WATER QUALITY CONTROL DIVISION.
8. IF CONSTRUCTION DEWATERING IS REQUIRED, A STATE CONSTRUCTION DEWATERING DISCHARGE PERMIT IS REQUIRED FOR DISCHARGES TO A STORM SEWER, CHANNEL, IRRIGATION DITCH, ANY STREET THAT IS TRIBUTARY TO THE AFOREMENTIONED FACILITIES, OR ANY WATERS OF THE UNITED STATES. NO DISCHARGES SHALL BE ALLOWED TO THE SANITARY SEWER.
9. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.
10. ALL PORTIONS OF RIGHT OF WAY AND ADJACENT PROPERTIES SHALL BE CLEANED UP AND RESTORED TO THEIR ORIGINAL CONDITION, SUBJECT TO MUNICIPALITY AND/OR STATE APPROVAL
11. WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO SEWER INSTALLATION OR ANY OTHER CONSTRUCTION ACTIVITY, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
12. FOR REGULATED UTILITY LOCATIONS THE CONTRACTOR SHALL CONTACT UNCC AT 1-800-922-1987. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NON-REGULATED UTILITY LOCATIONS. PLEASE CALL FOR LOCATES 48 HOURS IN ADVANCE OF CONSTRUCTION.
13. SIX (6") INCHES OF TOPSOIL SHALL BE PLACED ON ALL NON-BUILD AREAS WERE NEW GRADING IS SHOWN ON PLANS (GRADING SHOWN IS TO TOP OF TOPSOIL).
14. STORM SEWER SHALL BE REINFORCED CONCRETE PIPE CLASS III UNLESS OTHERWISE NOTED ON PLANS, SPECIFICATIONS, OR JURISDICTIONAL STANDARDS.
15. NO PAVEMENT WORK IS ALLOWED ADJACENT TO CURB AND GUTTER FOR A MINIMUM OF 7 DAYS AFTER CURB PLACEMENT.
16. BACK FILLING OF CURB IS PROHIBITED UNTIL THREE DAYS AFTER CURB PLACEMENT.
17. ASPHALT JOINTS FOR BINDER, AND SURFACE COURSES ARE TO BE STAGGERED.
18. BAND-SEAL CONNECTORS SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.
19. ALL MANHOLES SHALL HAVE "STORM" OR "SANITARY" CAST INTO LID UNLESS OTHERWISE DIRECTED BY JURISDICTIONAL STANDARDS AND SPECIFICATIONS.
20. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE PLANS (APPROVED BY THE CITY OF LONE TREE, ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS AT THE JOB SITE AT ALL TIMES AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED AT THE JOB SITE AT ALL TIMES.
21. EXCEPT WHERE OTHERWISE PROVIDED FOR IN THESE PLANS AND SPECIFICATIONS, THE CITY OF LONE TREE SPECIFICATIONS LATEST EDITION SHALL GOVERN.
22. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER/ARCHITECT OF ANY DISCREPANCIES PRIOR TO STARTING WORK.

SURVEY NOTES:

1. LEGAL DESCRIPTION: LOT 13A1, PARK MEADOWS NO. 2, 15TH AMENDMENT, SOUTHWEST ONE-QUARTER OF SECTION 3, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LONE TREE, COUNTY OF DOUGLAS, STATE OF COLORADO.
2. BENCHMARK: NGS CONTROL POINT NUMBER K 23 BEING A 3" BRASS CAP SET IN CONCRETE STAMPED "K 23 1929" LOCATED ON THE SOUTH SIDE OF SANTA FE DRIVE, 1,500 FEET NORTHWEST OF THE INTERSECTION OF SANTA FE DRIVE AND HAPPY CANYON ROAD, AND 48 FEET NORTH OF THE NORTH RAIL OF UNION PACIFIC RAILROAD TRACKS AND NEXT TO A CDOT CARSONITE POST. ELEVATION = 5984.85' (NAVD88). (RE: SURVEY)



VICINITY MAP
SCALE: 1" = 2000'±

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
C1.0	COVER SHEET
C2.0	DEMOLITION PLAN
C3.0	HORIZONTAL CONTROL PLAN
C4.0	GRADING PLAN
C4.1	GRADING DETAILS
C5.0	UTILITY PLAN
C6.0	STORM PLAN & PROFILE
C7.0	DETAILS I
C7.1	DETAILS II
C7.2	DETAILS III

PROJECT CONTACT INFORMATION

OWNER:
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ROBERT ROMANO
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CIVIL ENGINEER:
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1531 MARKET STREET
DENVER, CO 80202
JASON DEYOUNG
303.325.5709

JURISDICTION:
CITY OF LONE TREE
9220 KIMMER DR.
SUITE 100
LONE TREE, CO 80124

SEMSWA
7437 SOUTH FAIRPLAY STREET
CENTENNIAL, CO 80112

SOUTHGATE WATER DISTRICT
3722 E ORCHARD ROAD
CENTENNIAL, CO 80121

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REVISIONS

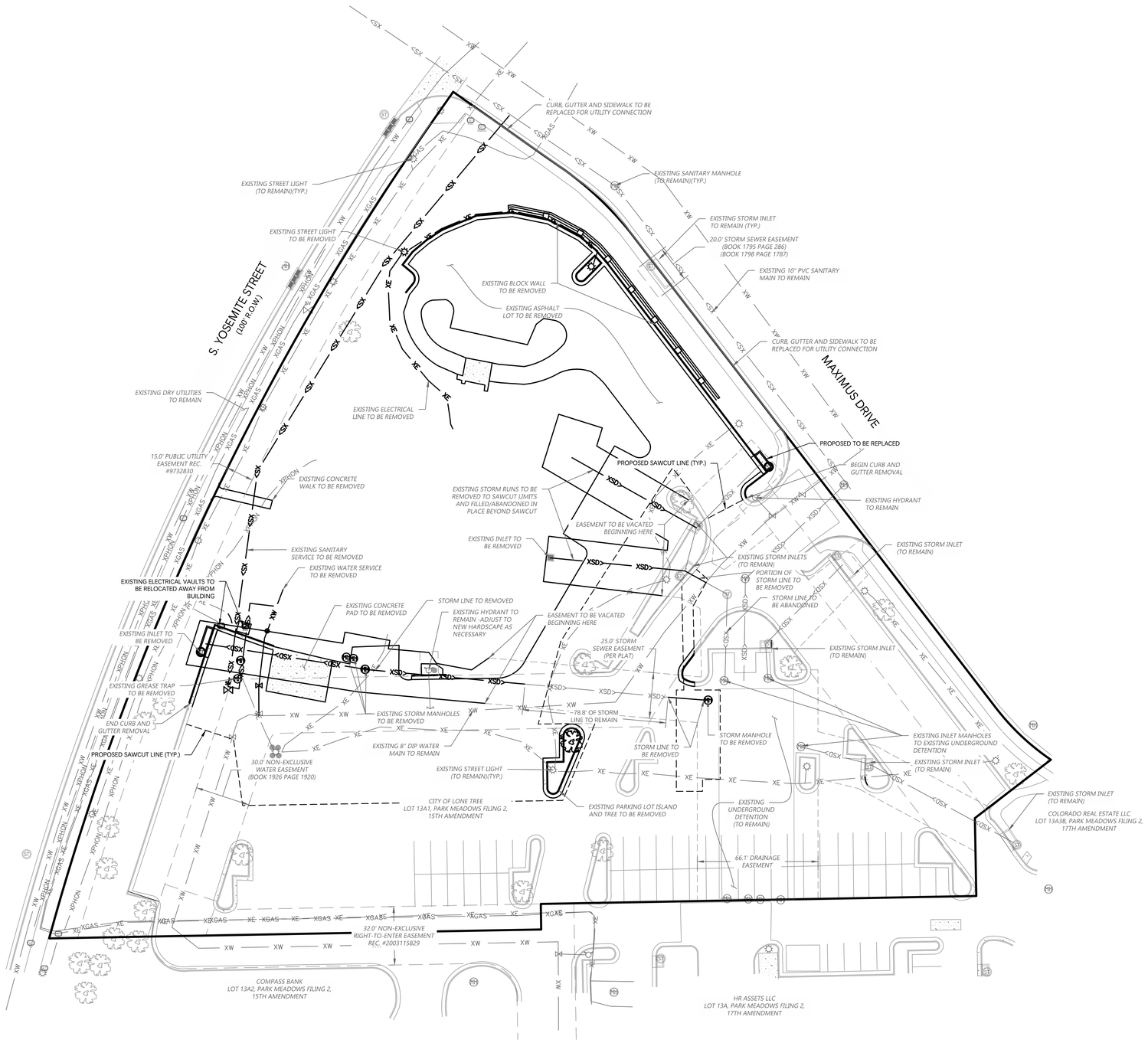
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COVER SHEET

TRUCK YARD - LONE TREE
LONE TREE CO

DRAWING NO.
C1.0
1 OF 10



LEGEND:

- PROPERTY LINE
- EXISTING BUILDING TO BE REMOVED
- EXISTING BUILDING TO REMAIN
- EXISTING EASEMENT
- CURB & GUTTER TO BE REMOVED
- EXISTING CURB & GUTTER TO REMAIN
- PROPOSED SAWCUT
- ASPHALT PAVEMENT TO BE REMOVED
- CONCRETE TO BE REMOVED
- XW — EXISTING WATER TO BE REMOVED
- XW — EXISTING WATER LINE TO REMAIN
- HYDRANT & VALVE TO BE REMOVED
- HYDRANT & VALVE TO REMAIN
- XS> — EXISTING SANITARY TO BE REMOVED
- XS> — EXISTING SANITARY TO REMAIN
- XSD> — EXISTING STORM TO BE REMOVED
- XSD> — EXISTING STORM TO REMAIN
- XE — EXISTING ELECTRICAL TO BE REMOVED
- XE — EXISTING ELECTRICAL TO REMAIN
- XFO — EXISTING FIBER OPTIC TO BE REMOVED
- XFO — EXISTING FIBER OPTIC TO REMAIN
- XPHON — EXISTING TELECOMM TO BE REMOVED
- XPHON — EXISTING TELECOMM TO REMAIN
- XGAS — EXISTING GAS/FUEL TO BE REMOVED
- XGAS — EXISTING GAS/FUEL TO REMAIN
- XIRR — EXISTING IRRIGATION TO BE REMOVED
- XIRR — EXISTING IRRIGATION TO REMAIN

NOTES:

1. CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS SHOWN ON THESE PLANS AND FIELD CONDITIONS.

SAWCUT NOTE:

SAWCUT LIMITS ARE SHOWN AS APPROXIMATES, ALL CONCRETE REMOVAL SHALL BE FULL PANEL/STONE REMOVAL, IE REMOVAL SHALL BE TO NEAREST JOINT.

N

0 15 30 60

SCALE: 1" = 30'

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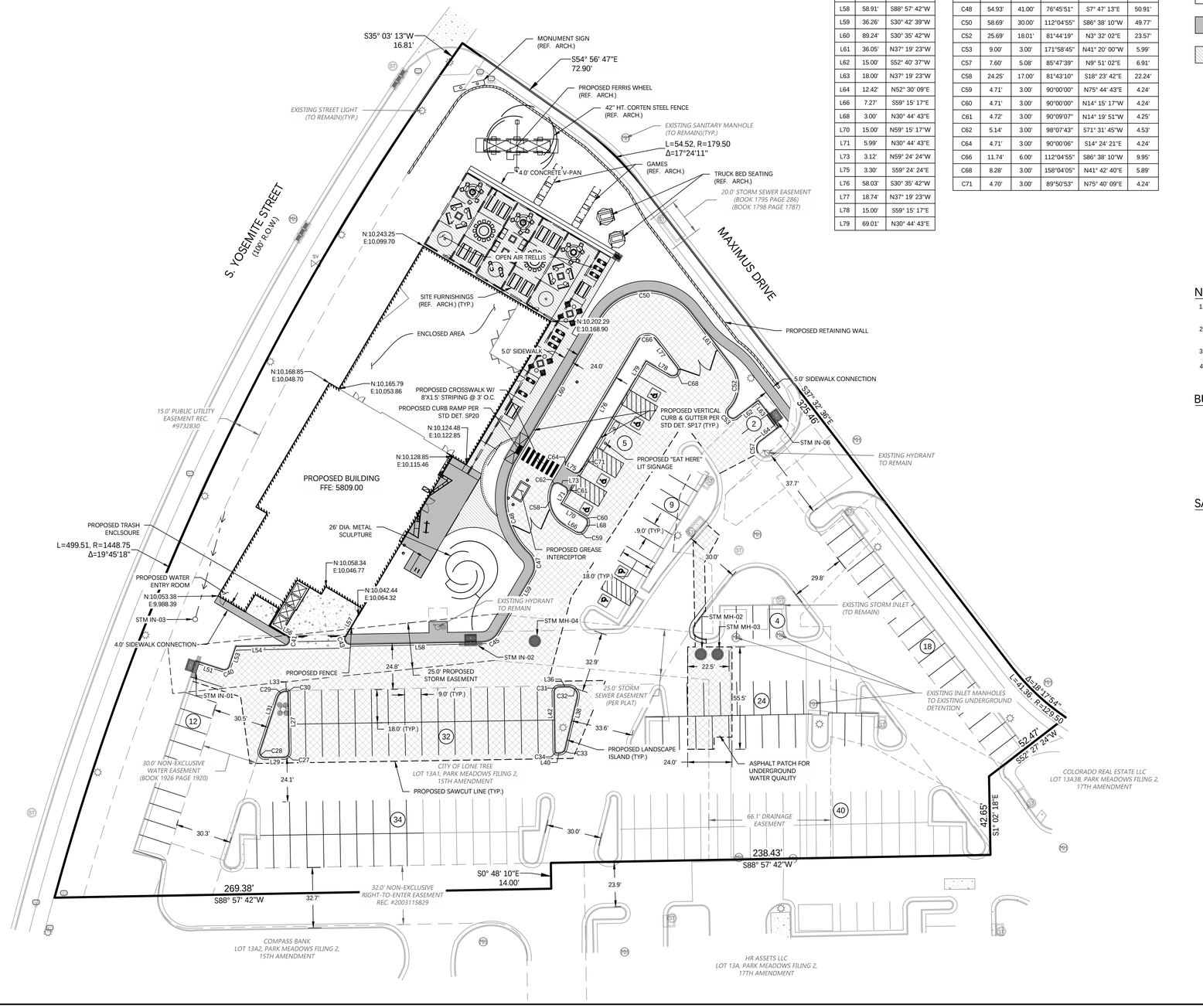
DEMOLITION PLAN

TRUCK YARD - LONE TREE CO

LONE TREE

DRAWING NO.

C2.0



LINE TABLE		
LINE No.	LENGTH	DIRECTION
L27	32.00'	S0° 54' 29"E
L29	6.00'	S89° 05' 31"W
L31	30.32'	N18° 10' 45"E
L33	0.25'	N89° 05' 31"E
L36	4.83'	N89° 05' 31"E
L38	28.39'	S13° 27' 21"W
L40	1.73'	S89° 05' 31"W
L42	32.00'	N0° 54' 29"W
L51	15.02'	N71° 58' 38"W
L53	11.26'	S18° 10' 45"W
L54	26.13'	S88° 57' 42"W
L56	1.02'	S59° 22' 49"E
L57	12.78'	N30° 37' 11"E
L58	58.91'	S88° 57' 42"W
L59	36.26'	S30° 42' 39"W
L60	89.24'	S30° 35' 42"W
L61	36.05'	N37° 19' 23"W
L62	15.00'	S52° 40' 37"W
L63	18.00'	N37° 19' 23"W
L64	12.42'	N52° 30' 09"E
L66	7.27'	S59° 15' 17"E
L68	3.00'	N30° 44' 43"E
L70	15.00'	N59° 15' 17"W
L71	5.99'	N30° 44' 43"E
L73	3.12'	N59° 24' 24"W
L75	3.30'	S59° 24' 24"E
L76	58.03'	S30° 35' 42"W
L77	18.74'	N37° 19' 23"W
L78	15.00'	S59° 15' 17"E
L79	69.01'	N30° 44' 43"E

CURVE TABLE					
CURVE No.	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C27	4.71'	3.00'	90°00'00"	S44° 05' 31"W	4.24'
C28	5.71'	3.00'	109°05'14"	N36° 21' 52"W	4.89'
C29	6.19'	5.00'	70°54'46"	N53° 38' 08"E	5.80'
C30	1.57'	1.00'	90°00'00"	S45° 54' 29"E	1.41'
C31	4.71'	3.00'	90°00'00"	N44° 05' 31"E	4.24'
C32	9.11'	5.00'	104°21'50"	S38° 43' 34"E	7.90'
C33	3.96'	3.00'	75°38'10"	S51° 16' 26"W	3.68'
C34	1.57'	1.00'	90°00'00"	N45° 54' 29"W	1.41'
C40	4.70'	3.00'	89°50'37"	S63° 06' 04"W	4.24'
C41	7.77'	3.00'	148°20'31"	S14° 47' 26"W	5.77'
C43	6.37'	3.00'	121°39'29"	N30° 12' 34"W	5.24'
C45	10.17'	10.00'	58°15'03"	S59° 50' 11"W	9.73'
C47	13.42'	10.00'	76°52'48"	S7° 43' 45"E	12.43'
C48	54.93'	41.00'	76°45'51"	S7° 47' 13"E	50.91'
C50	58.69'	30.00'	112°04'55"	S86° 38' 10"W	49.77'
C52	25.69'	18.01'	81°44'19"	N3° 32' 02"E	23.57'
C53	9.00'	3.00'	171°58'45"	N41° 20' 00"W	5.99'
C57	7.60'	5.08'	85°47'39"	N9° 51' 02"E	6.91'
C58	24.25'	17.00'	81°43'10"	S18° 23' 42"E	22.24'
C59	4.71'	3.00'	90°00'00"	N75° 44' 43"E	4.24'
C60	4.71'	3.00'	90°00'00"	N14° 15' 17"W	4.24'
C61	4.72'	3.00'	90°09'07"	N14° 19' 51"W	4.25'
C62	5.14'	3.00'	98°07'43"	S71° 31' 45"W	4.53'
C64	4.71'	3.00'	90°00'06"	S14° 24' 21"E	4.24'
C66	11.74'	6.00'	112°04'55"	S86° 38' 10"W	9.95'
C68	8.28'	3.00'	158°04'05"	N41° 42' 40"E	5.89'
C71	4.70'	3.00'	89°50'53"	N75° 40' 09"E	4.24'

LEGEND:

- PROPERTY LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED EASEMENT
- EXISTING EASEMENT
- PROPOSED CURB & GUTTER
- PROPOSED SPILL CURB
- EXISTING CURB & GUTTER
- PROPOSED SAWCUT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED WALK
- PROPOSED PERMEABLE PAVERS
- PROPOSED LIGHT POLE
- EXISTING LIGHT POLE
- PROPOSED SIGN
- EXISTING SIGN
- EXISTING TREE

NOTES:

1. PAVEMENT THICKNESSES ARE SHOWN FOR REFERENCE ONLY. REFER TO CURRENT GEOTECHNICAL STUDY FOR THIS PROJECT FOR PAVEMENT THICKNESS RECOMMENDATIONS.
2. THIS PLAN DOES NOT CONTROL COLOR OR SCORING PATTERNS OF HARDSCAPE SHOWN. SEE HARDSCAPE OR LANDSCAPE PLAN FOR DECORATIVE TREATMENT.
3. ALL DIMENSIONS TO CURBS ARE TO FLOWLINE UNLESS OTHERWISE INDICATED.
4. CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS SHOWN ON THESE PLANS AND FIELD CONDITIONS.

BUILDING HC NOTE:

HORIZONTAL CONTROL INFORMATION SHOWN FOR THE PROPOSED BUILDING IS BASED ON THE OUTER MOST LIMIT OF THE ARCHITECTURAL BUILDING PLAN PROVIDED AT THE TIME OF DESIGN/APPROVAL OF HORIZONTAL CONTROL PLAN. CONTRACTOR AND SURVEYOR SHALL VERIFY BUILDING CONTROL WITH ARCHITECTURAL AND STRUCTURAL BUILDING LAYOUT INFORMATION PRIOR TO THE STAKING AND CONSTRUCTION OF PROPOSED BUILDING AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES BETWEEN ARCHITECTURAL, STRUCTURAL AND INFORMATION SHOWN ON PLANS.

SAWCUT NOTE:

SAWCUT LIMITS ARE SHOWN AS APPROXIMATES. ALL CONCRETE REMOVAL SHALL BE FULL PANEL/STONE REMOVAL, IE REMOVAL SHALL BE TO NEAREST JOINT.

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HORIZONTAL CONTROL PLAN

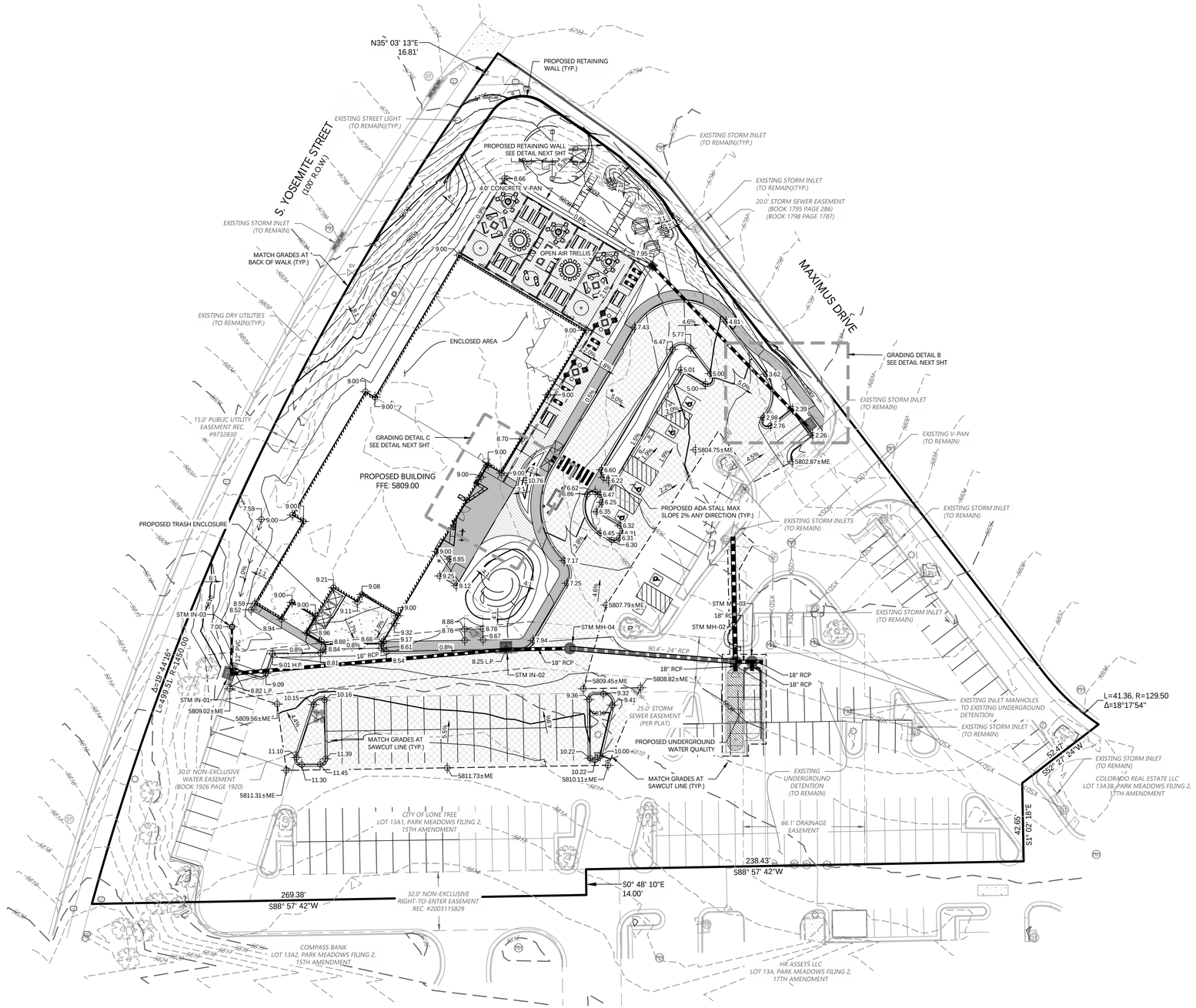
TRUCK YARD - LONE TREE

LONE TREE CO

DRAWING NO.

C3.0

3 OF 10



LEGEND:

- PROPERTY LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED EASEMENT
- EXISTING EASEMENT
- 5400 — PROPOSED 5' CONTOUR
- 5401 — PROPOSED 1' CONTOUR
- 5400 — EXISTING 5' CONTOUR
- 5401 — EXISTING 1' CONTOUR
- PROPOSED SWALE
- SD> — PROPOSED STORM LINE W/ F.E.S.
- XSD> — EXISTING STORM LINE W/ F.E.S.
- PROPOSED SAWCUT
- PROPOSED STORM INLET
- EXISTING STORM INLET
- FLOW DIRECTION
- 25.25 — PROPOSED SPOT GRADE
- 25.25 — EXISTING SPOT GRADE
- 2.00% — SLOPE AND DIRECTION
- HP — HIGH POINT
- LP — LOW POINT
- GB — GRADE BREAK
- GTW — FINISHED GRADE AT TOP OF WALL
- GBW — FINISHED GRADE AT BOTTOM FACE OF WALL
- FFE — FINISHED FLOOR ELEVATION
- M.E. — MATCH EXISTING

NOTES:

1. SPOT ELEVATION VALUES ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) (WITH THE TWO LEADING DIGITS TRUNCATED) AND DO NOT RELATE TO ARCHITECTURAL ELEVATIONS RELATIVE TO FINISHED FLOOR (I.E. +100'-0").
2. UNLESS SPECIFICALLY SHOWN OTHERWISE, ALL SIDEWALKS TO SLOPE 1.8% AWAY FROM BUILDINGS OR STRUCTURES TOWARD PARKING LOTS, DRIVE LANES, ROADS OR LOW POINTS.
3. UNLESS SPECIFICALLY SHOWN OTHERWISE, ALL PROPOSED WALKS AND TRAILS SHALL BE ADA ACCESSIBLE WITH A MAXIMUM LONGITUDINAL SLOPE OF 5.0%.
4. ALL GRADING SHALL CONFORM WITH THE GEOTECHNICAL RECOMMENDATIONS FROM THE CURRENT GEOTECHNICAL STUDY FOR THIS PROJECT.
5. PROPOSED ACCESSIBLE PARKING SPOTS SHALL HAVE 2.0% MAX SLOPE IN ANY DIRECTION.
6. ALL ELEVATION SPOTS ALONG CURB INDICATE FLOWLINE ELEVATION UNLESS OTHERWISE NOTED.
7. MAXIMUM FINISHED GRADES SHALL BE 4:1 (H:V).
8. THE CONTRACTOR IS RESPONSIBLE TO LOCATE ALL EXISTING UTILITIES ONSITE PRIOR TO CONSTRUCTION AND PROTECT OR RELOCATE ALL EXISTING UTILITIES DURING GRADING OPERATIONS. THIS PLAN DOES NOT CONSTITUTE A UTILITY LOCATE.
9. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES WITH THESE PLANS.

N

0 15 30 60

SCALE: 1" = 30'

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GRADING PLAN

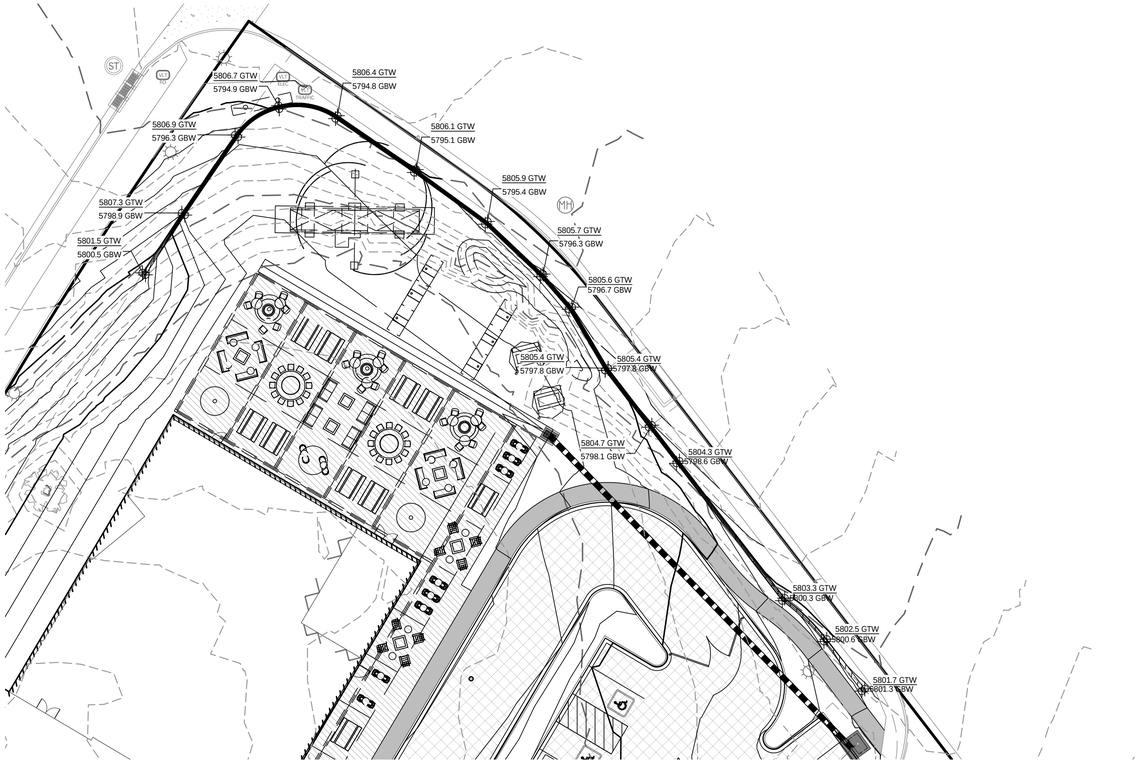
TRUCK YARD - LONE TREE

CO

LONE TREE

DRAWING NO.

C4.0

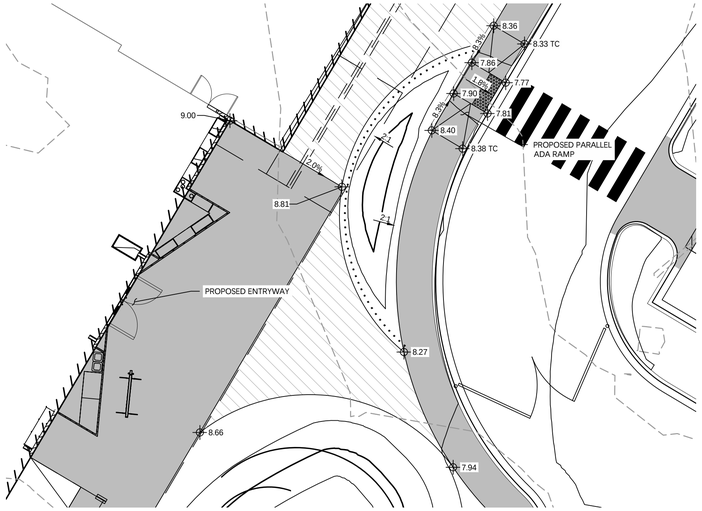


DETAIL A: RETAINING WALL

SCALE: 1"=20'

0 10 20 40

SCALE: 1" = 20'



DETAIL C: RAMP GRADING

SCALE: 1"=10'

0 5 10 20

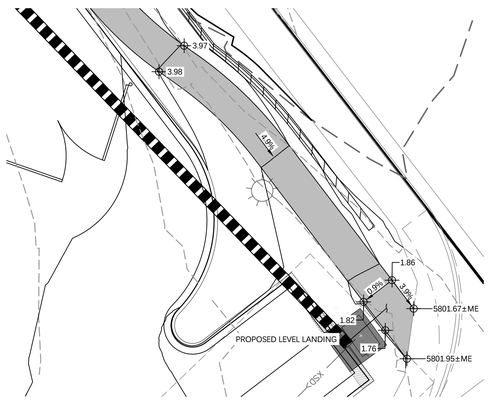
SCALE: 1" = 10'

LEGEND:

	PROPERTY LINE
	PROPOSED BUILDING
	EXISTING BUILDING
	PROPOSED EASEMENT
	EXISTING EASEMENT
5400	PROPOSED 5' CONTOUR
5401	PROPOSED 1' CONTOUR
5400	EXISTING 5' CONTOUR
5401	EXISTING 1' CONTOUR
	PROPOSED SWALE
SD>	PROPOSED STORM LINE W/ F.E.S.
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	PROPOSED SAWCUT
	PROPOSED STORM INLET
	EXISTING STORM INLET
	FLOW DIRECTION
25.25	PROPOSED SPOT GRADE
25.25	EXISTING SPOT GRADE
2.00%	SLOPE AND DIRECTION
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GTW	FINISHED GRADE AT TOP OF WALL
GBW	FINISHED GRADE AT BOTTOM FACE OF WALL
FFE	FINISHED FLOOR ELEVATION
M.E.	MATCH EXISTING

NOTES:

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2. UNLESS SPECIFICALLY SHOWN OTHERWISE, ALL SIDEWALKS TO SLOPE 1.8% AWAY FROM BUILDINGS OR STRUCTURES TOWARD PARKING LOTS, DRIVE LANES, ROADS OR LOW POINTS.
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4. ALL GRADING SHALL CONFORM WITH THE GEOTECHNICAL RECOMMENDATIONS FROM THE CURRENT GEOTECHNICAL STUDY FOR THIS PROJECT.
5. PROPOSED ACCESSIBLE PARKING SPOTS SHALL HAVE 2.0% MAX SLOPE IN ANY DIRECTION.
6. ALL ELEVATION SPOTS ALONG CURB INDICATE FLOWLINE ELEVATION UNLESS OTHERWISE NOTED.
7. MAXIMUM FINISHED GRADES SHALL BE 4:1 (H:V).
8. THE CONTRACTOR IS RESPONSIBLE TO LOCATE ALL EXISTING UTILITIES ONSITE PRIOR TO CONSTRUCTION AND PROTECT OR RELOCATE ALL EXISTING UTILITIES DURING GRADING OPERATIONS. THIS PLAN DOES NOT CONSTITUTE A UTILITY LOCATE.
9. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES WITH THESE PLANS.



DETAIL B: RAMP GRADING

SCALE: 1"=10'

0 5 10 20

SCALE: 1" = 10'



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GRADING DETAILS

TRUCK YARD - LONE TREE

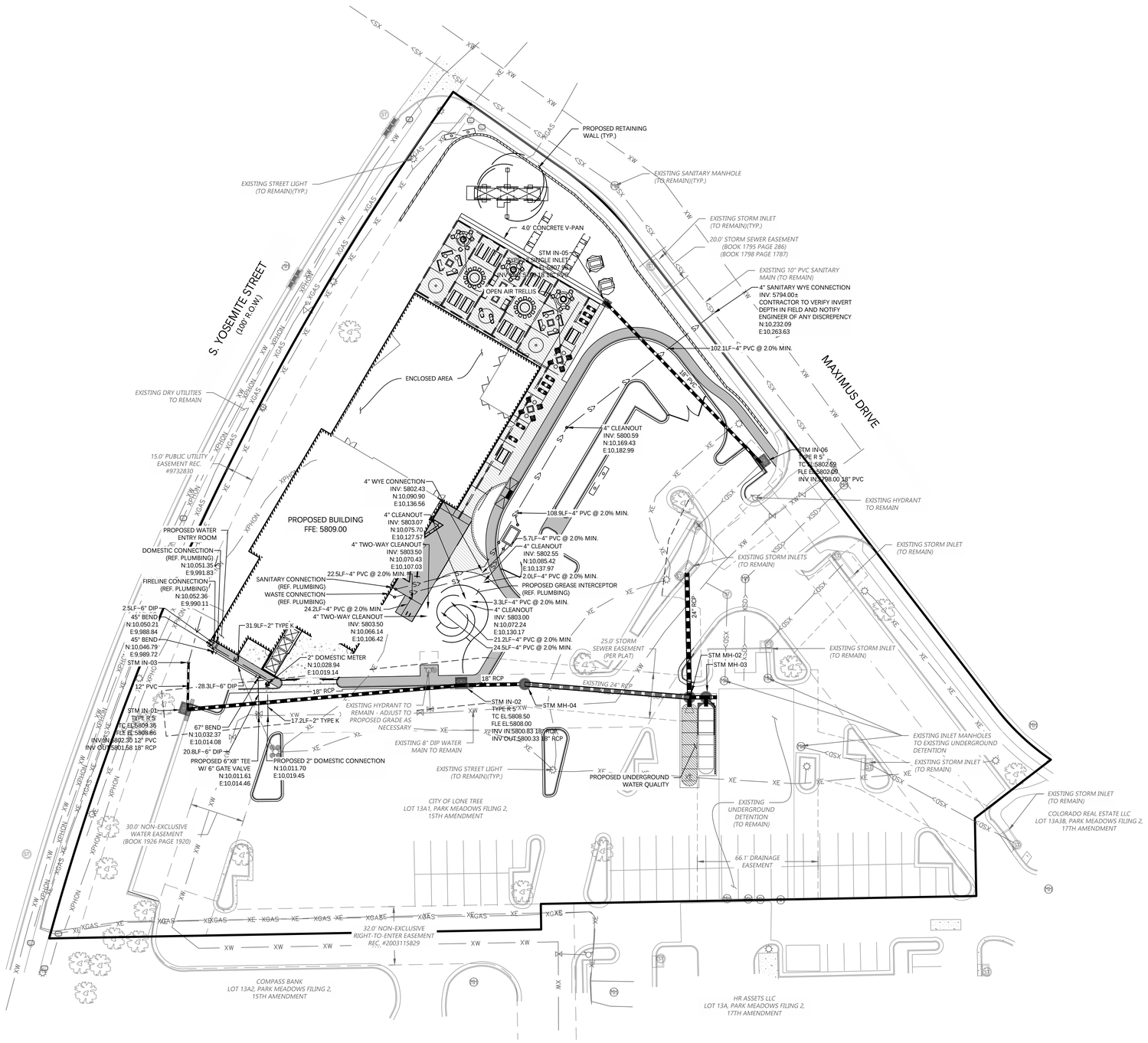
CO

LONE TREE

DRAWING NO.

C4.1

5 OF 10



LEGEND:

- PROPERTY LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- PROPOSED EASEMENT
- EXISTING EASEMENT
- PROPOSED STORM LINE W/ F.E.S. (SD>)
- EXISTING STORM LINE W/ F.E.S. (XSD>)
- PROPOSED INLET
- EXISTING INLET
- PROPOSED WATER LINE (W)
- EXISTING WATER LINE (XW)
- PROPOSED HYDRANT & VALVE
- EXISTING HYDRANT & VALVE
- PROPOSED SAN SEWER LINE (S>)
- EXISTING SAN SEWER LINE (XS>)
- EXISTING ELECTRICAL LINE (XE)
- EXISTING OVERHEAD ELECTRIC LINE (XOH)
- EXISTING TELECOMM LINE (XPHON)
- EXISTING GAS LINE (XGAS)
- EXISTING IRRIGATION LINE (XIRR)
- EXISTING FIBER OPTIC LINE (XFO)
- PROPOSED LIGHT POLE
- EXISTING LIGHT POLE

NOTES:

1. CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS SHOWN ON THESE PLANS AND FIELD CONDITIONS.
2. ALL PIPE LENGTHS AND STATIONS ARE TO CENTER OF STRUCTURE. ACTUAL FIELD LENGTHS MAY VARY.
3. CONTRACTOR SHALL COORDINATE SPLASHBLOCK (OR ALTERNATIVE) WITH ARCHITECT FOR DOWNSPOUT LOCATIONS. THE DISCHARGE CONDITION SHALL MEET GEOTECHNICAL REQUIREMENTS.

N

0 15 30 60

SCALE: 1" = 30'

PROOFCIVIL consulting engineers
1531 Market Street | Denver, CO

SEAL:

FOR AND ON BEHALF OF PROOF CIVIL CO.

REVISIONS

NO.	DATE	DESCRIPTION
1	10/29/2026	REVISED PER COMMENTS

PROJ. NO.: 28054
DATE: 5/22/2026
DRAWN BY: TJG
CHECKED BY: JGD

UTILITY PLAN

TRUCK YARD - LONE TREE

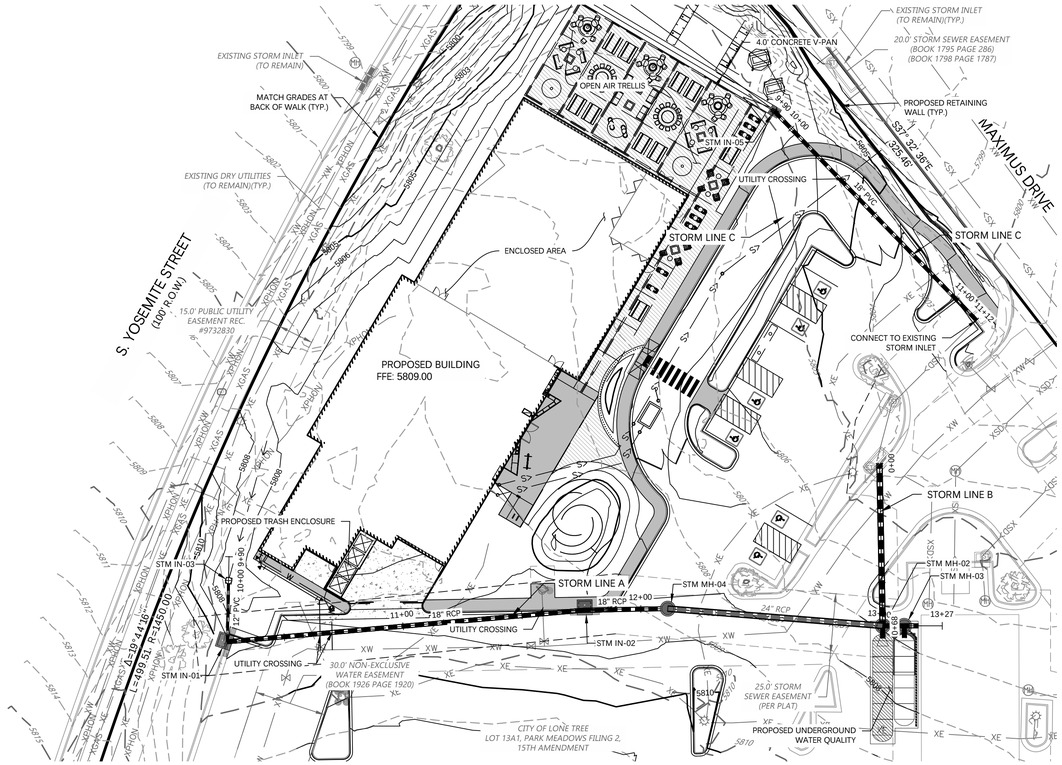
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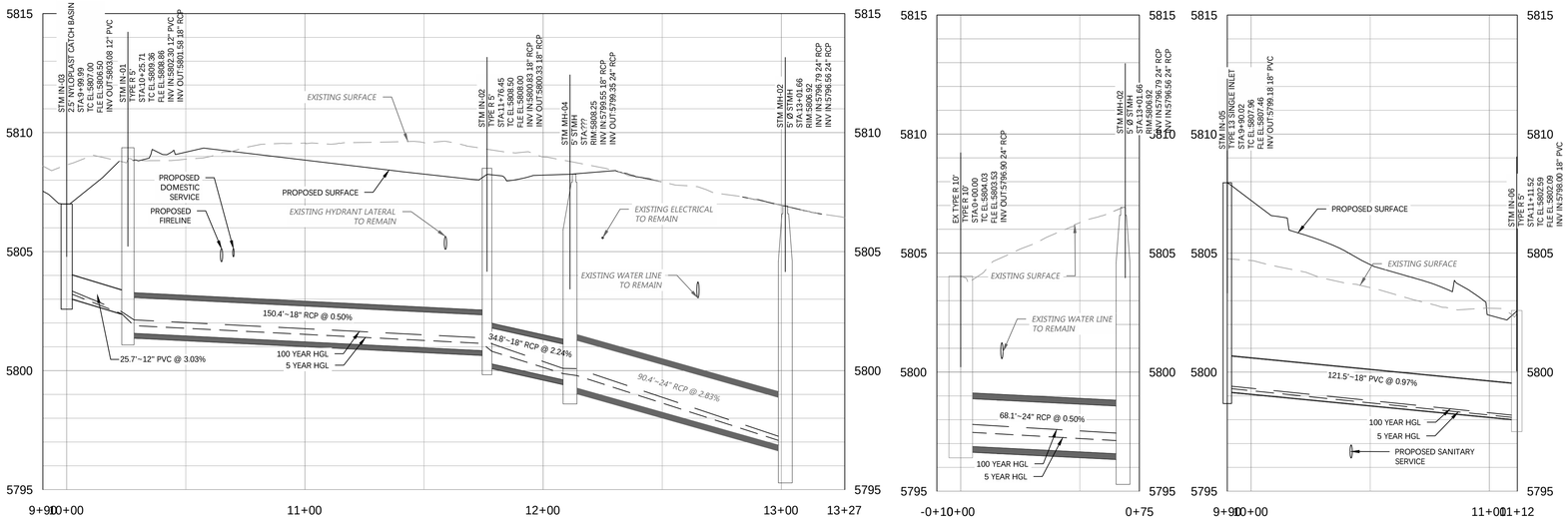
LONE TREE

DRAWING NO.

C5.0

6 OF 10





STORM PROFILE A
H:1"=30'
V: 1"=3'

STORM PROFILE B
H:1"=30'
V: 1"=3'

STORM PROFILE C
H:1"=30'
V: 1"=3'

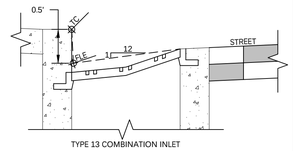
LEGEND:

	PROPERTY LINE
	PROPOSED BUILDING
	EXISTING BUILDING
	PROPOSED EASEMENT
	EXISTING EASEMENT
SD>	PROPOSED STORM LINE W/ F.E.S.
XSD>	EXISTING STORM LINE W/ F.E.S.
	PROPOSED INLET
	EXISTING INLET
W	PROPOSED WATER LINE
XW	EXISTING WATER LINE
	PROPOSED HYDRANT & VALVE
	EXISTING HYDRANT & VALVE
S>	PROPOSED SAN SEWER LINE
XS>	EXISTING SAN SEWER LINE
XE	EXISTING ELECTRICAL LINE
XOH	EXISTING OVERHEAD ELECTRIC LINE
XPHON	EXISTING TELECOMM LINE
XGAS	EXISTING GAS LINE
XIRR	EXISTING IRRIGATION LINE
XFO	EXISTING FIBER OPTIC LINE
	PROPOSED LIGHT POLE
	EXISTING LIGHT POLE
FLE	FLOWLINE EXTENDED*
TC	TOP OF CURB*
GTW	FINISHED GRADE AT TOP OF WALL
GBW	FINISHED GRADE AT BOTTOM FACE OF WALL

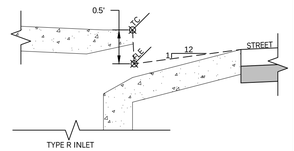
* SEE DETAIL BELOW FOR DEFINED LOCATION

NOTES:

1. CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS SHOWN ON THESE PLANS AND FIELD CONDITIONS.
2. ALL PIPE LENGTHS AND STATIONS ARE TO CENTER OF STRUCTURE, ACTUAL FIELD LENGTHS MAY VARY.

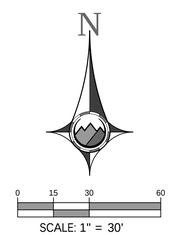


TYPE 13 COMBINATION INLET



TYPE R INLET

FLE/TC DETAILS FOR 6" VERTICAL CURB
SCALE: NTS



SCALE: 1" = 30'

PROOFCIVIL
consulting engineers
1531 Market Street | Denver, CO

SEAL:

FOR AND ON BEHALF OF PROOF CIVIL CO.

REVISIONS

NO.	DATE	DESCRIPTION
1	10/29/2026	REVISED PER COMMENTS

PROJ. NO: 28054
DATE: 5/22/2026
DRAWN BY: TJG
CHECKED BY: JGD

STORM PLAN & PROFILE

TRUCK YARD - LONE TREE

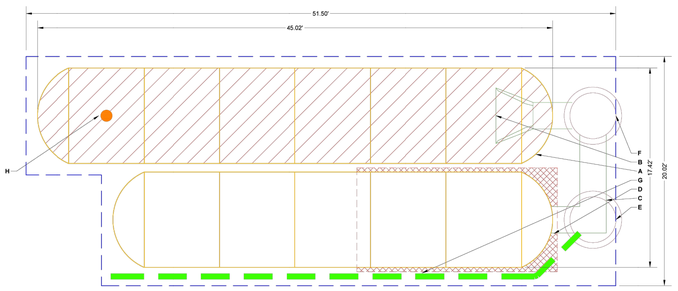
LONE TREE CO

DRAWING NO.

C6.0

7 OF 10

PROPOSED LAYOUT		PROPOSED ELEVATIONS	
11	STORMTECH MC-7200 CHAMBERS	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	5808.75
4	STORMTECH MC-7200 END CAPS	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	5804.75
12	STONE ABOVE (in)	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	5803.75
40	STONE BELOW (in)	MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	5803.75
40	STONE VOID	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	5803.75
3887	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED)	TOP OF STONE:	5803.75
		TOP OF MC-7200 CHAMBER:	5801.75
	(COVER STONE INCLUDED)	24" x 24" TOP MANIFOLD INVERT:	5798.67
	(BASE STONE INCLUDED)	24" ISOLATOR ROW PLUS INVERT:	5795.94
967	SYSTEM AREA (SF)	24" BOTTOM CONNECTION INVERT:	5796.94
143.0	SYSTEM PERIMETER (ft)	BOTTOM OF MC-7200 CHAMBER:	5795.75
		UNDERDRAIN INVERT:	5796.00
		BOTTOM OF STONE:	5796.00



ISOLATOR ROW PLUS (SEE DETAIL)

PLACE MINIMUM 17.50" OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

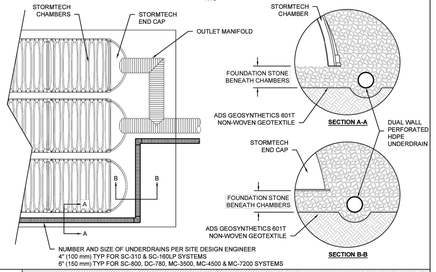
NOTES

- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- **NOT FOR CONSTRUCTION**: THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

*INVERT ABOVE BASE OF CHAMBER

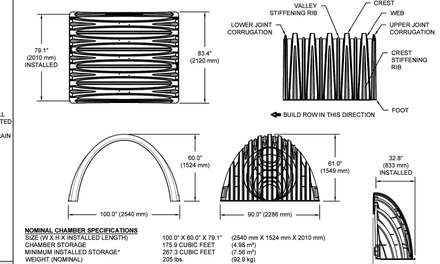
PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
PREFABRICATED END CAP	A	24" BOTTOM PARTIAL CUT END CAP, PART#: MC4500IEPP24B / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS		
	B	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MCFLAMP		
	C	24" x 24" TOP MANIFOLD, ADS N-12	23.05"	
	D	24" BOTTOM CONNECTION	2.26"	
	E	OGS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)		7.0 CFS OUT
	F	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		9.5 CFS IN
	G	9" ADS N-12 DUAL WALL PERFORATED HDPE UNDERDRAIN		
INSPECTION PORT	H	10" SEE DETAIL		

5 UNDERDRAIN DETAIL



SPACE INTENTIONALLY LEFT BLANK

2 MC-7200 TECHNICAL SPECIFICATION



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	100.0" X 60.0" X 79.1"	(2540 mm X 1524 mm X 2010 mm)
CHAMBER STORAGE	175.9 CUBIC FEET	(4.98 m³)
MINIMUM INSTALLED STORAGE*	267.3 CUBIC FEET	(7.56 m³)
WEIGHT (NOMINAL)	205 lbs.	(92.9 kg)

NOMINAL END CAP SPECIFICATIONS

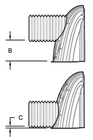
SIZE (W X H X INSTALLED LENGTH)	90.0" X 61.0" X 32.8"	(2286 mm X 1549 mm X 833 mm)
END CAP STORAGE	39.5 CUBIC FEET	(1.12 m³)
MINIMUM INSTALLED STORAGE*	115.3 CUBIC FEET	(3.26 m³)
WEIGHT (NOMINAL)	90 lbs.	(40.8 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION AND BETWEEN CHAMBERS, 12" (305 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

PARTIAL CUT HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PARTIAL CUT HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "W"

PART #	STUB	B	C
MC4500IEPP06T	6" (150 mm)	42.54" (1081 mm)	---
MC4500IEPP06B		---	0.86" (22 mm)
MC4500IEPP08T	8" (200 mm)	40.50" (1029 mm)	---
MC4500IEPP08B		---	1.01" (26 mm)
MC4500IEPP10T	10" (250 mm)	38.37" (975 mm)	---
MC4500IEPP10B		---	1.33" (34 mm)
MC4500IEPP12T	12" (300 mm)	35.69" (907 mm)	---
MC4500IEPP12B		---	1.55" (39 mm)
MC4500IEPP15T	15" (375 mm)	32.72" (831 mm)	---
MC4500IEPP15B		---	1.70" (43 mm)
MC4500IEPP18T	18" (450 mm)	29.36" (746 mm)	---
MC4500IEPP18TW		---	1.97" (50 mm)
MC4500IEPP18B		---	
MC4500IEPP18BW			
MC4500IEPP24T	24" (600 mm)	23.05" (585 mm)	---
MC4500IEPP24TW		---	2.26" (57 mm)
MC4500IEPP24B		---	
MC4500IEPP24BW			
MC4500IEPP30BW	30" (750 mm)	---	2.95" (75 mm)
MC4500IEPP36BW	36" (900 mm)	---	3.25" (83 mm)
MC4500IEPP42BW	42" (1050 mm)	---	3.55" (90 mm)

NOTE: ALL DIMENSIONS ARE NOMINAL

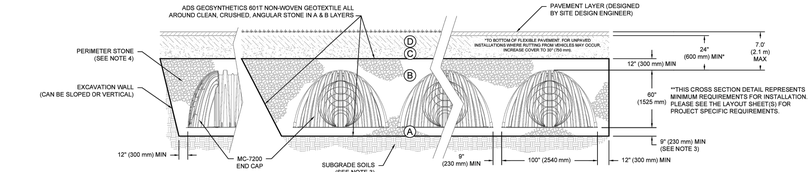


CUSTOM PREFABRICATED INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS. CUSTOM INVERT LOCATIONS ON THE MC-7200 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm). THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHEST POSSIBLE FOR THE PIPE SIZE.

ACCEPTABLE FILL MATERIALS: STORMTECH MC-7200 CHAMBER SYSTEMS

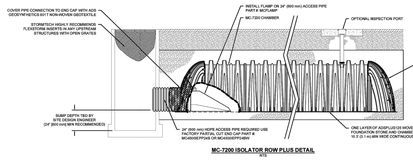
	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE (9" LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145* A-1, A-2-4, A-3 OR AASHTO M43* 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE (A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[6]	AASHTO M43* 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[6]	AASHTO M43* 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



NOTES:
1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
2. MC-7200 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/% . THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

1 MC-7200 CROSS SECTION DETAIL



MC-7200 ISOLATOR ROW PLUS DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1: REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2: REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3: USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4: LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5: IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1: REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2: USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3: IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

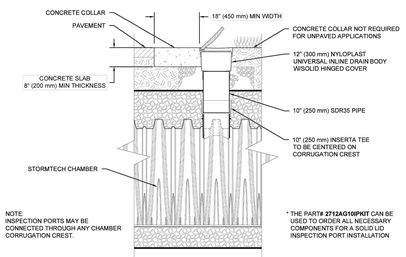
STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

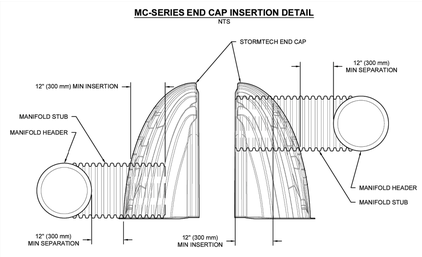
3 MC-7200 ISOLATOR ROW PLUS DETAIL



10" (250 mm) PVC INSPECTION PORT DETAIL (MC SERIES CHAMBER)
NTS

4 MC-7200 10" INSPECTION PORT DETAIL

MC-SERIES END CAP INSERTION DETAIL
NTS



NOTE: MANIFOLD STUB MUST BE LAID HORIZONTAL FOR A PROPER FIT IN END CAP OPENING.

6 MC-SERIES END CAP INSERTION DETAIL

StormTech® Chamber System

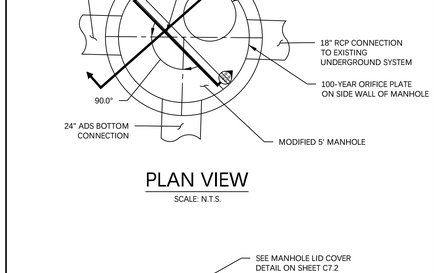
WWW.ADSPIPE.COM

SHEET 1 OF 1

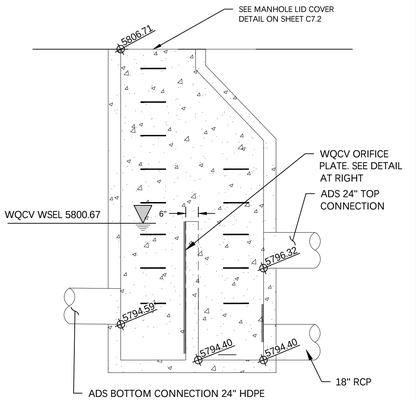
THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS/STORMTECH UNDER THE DIRECTION OF THE PROJECT'S ENGINEER OF RECORD ("EOR") OR OTHER PROJECT REPRESENTATIVE. THIS DRAWING IS NOT INTENDED FOR USE IN BIDDING OR CONSTRUCTION WITHOUT THE EOR'S PRIOR APPROVAL. EOR SHALL REVIEW THIS DRAWING PRIOR TO BIDDING AND/OR CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE EOR TO ENSURE THAT THE PRODUCT(S) DEPICTED AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.

DATE: 05/25/2026
PROJECT #:
DRAWN: JM
CHECKED: N/A
REV:
NOT TO SCALE

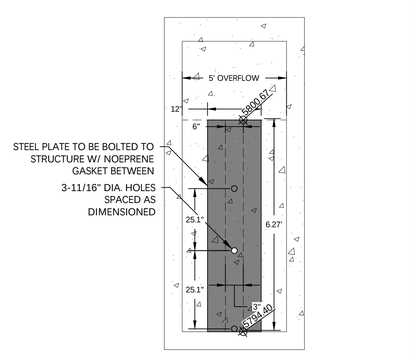
TRUCK YARD
LONE TREE, CO, USA



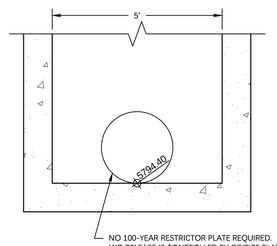
PLAN VIEW
SCALE: N.T.S.



SECTION A-A
SCALE: N.T.S.



SECTION B-B
SCALE: N.T.S.



100-YR. RESTRICTOR PLATE
SCALE: N.T.S.

PROOFCIVIL
consulting engineers
1531 Market Street | Denver, CO

SEAL:

FOR AND ON BEHALF OF PROOF CIVIL CO.

REVISIONS

NO.	DATE	DESCRIPTION
1	10/29/2026	REVISED PER COMMENTS

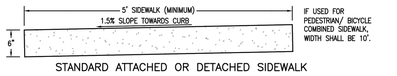
PROJ. NO: 28054
DATE: 5/22/2026
DRAWN BY: TJG
CHECKED BY: JGD

DETAILS I

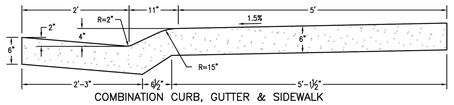
TRUCK YARD - LONE TREE

LONE TREE CO

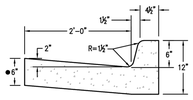
DRAWING NO.
C7.0
8 OF 10



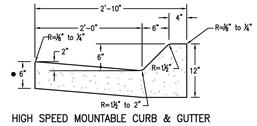
STANDARD ATTACHED OR DETACHED SIDEWALK



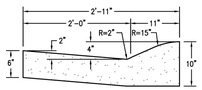
COMBINATION CURB, GUTTER & SIDEWALK



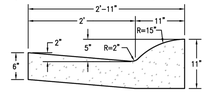
VERTICAL CURB & GUTTER



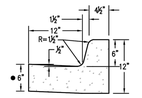
HIGH SPEED MOUNTABLE CURB & GUTTER
(DESIGN SPEED OF 45 M.P.H. OR HIGHER)



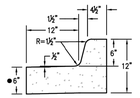
URBAN LOCAL MOUNTABLE CURB & GUTTER



RURAL LOCAL MOUNTABLE CURB & GUTTER



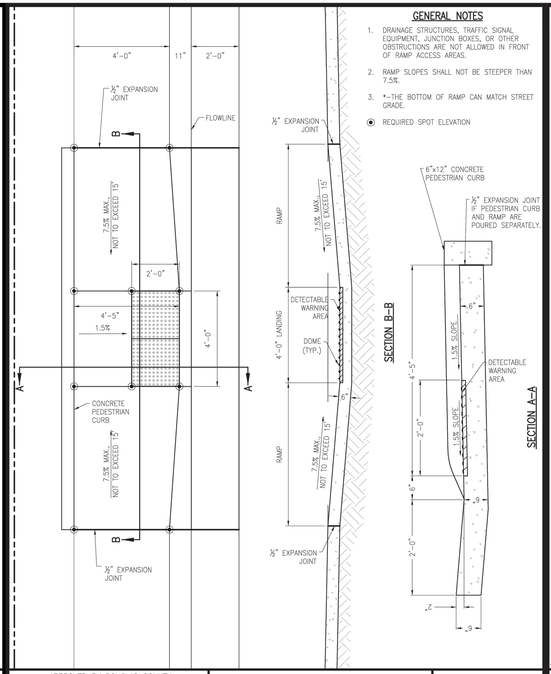
MEDIAN CURB & GUTTER (CATCH)



MEDIAN CURB & GUTTER (SPILL)

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

APPROVED BY DOUGLAS COUNTY	CURB & GUTTERS AND SIDEWALKS	Issued: 05/2013
Janet Herman	DOUGLAS COUNTY COLORADO	Revised: 10/2021
JANET HERMAN, P.E. DIRECTOR OF PUBLIC WORKS ENGINEERING		Drawing No. SP.17
DATE 10/1/2021		



GENERAL NOTES

1. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, JUNCTION BOXES, OR OTHER OBSTRUCTIONS ARE NOT ALLOWED IN FRONT OF RAMP ACCESS AREAS.
2. RAMP SLOPES SHALL NOT BE STEEPER THAN 7.5%.
3. *–THE BOTTOM OF RAMP CAN MATCH STREET GRADE.

◉ REQUIRED SPOT ELEVATION

APPROVED BY DOUGLAS COUNTY	MID-BLOCK CURB RAMP	Issued: 05/2013
Janet Herman	DOUGLAS COUNTY COLORADO	Revised: 07/2020
JANET HERMAN, P.E. DIRECTOR OF PUBLIC WORKS ENGINEERING		Drawing No. SP.20
DATE 06/18/2021		

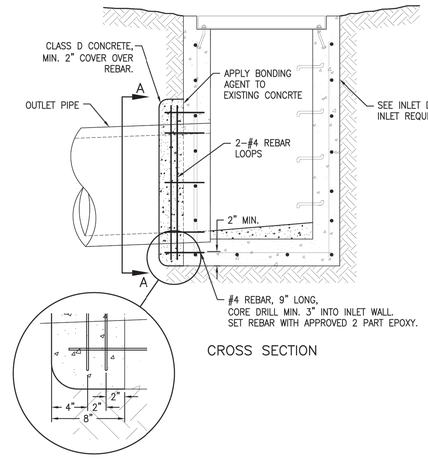
NOTES:

1. This trench backfill detail specifies requirements in addition to those specified in the latest edition of the Colorado Department of Transportation's Standard Specifications for Road and Bridge Construction.
2. A construction traffic control plan shall be submitted to and approved by Douglas County prior to issuance of construction permits in the County right–of–way.
3. Trench shall be braced or shored as necessary for the safety of the workers and protection of other utilities or structures in accordance with applicable local, state and federal safety regulations.
4. The trench width shall be confined to those minimum dimensions, which will permit proper installation and acceptable pipe loading, as established by current local, state and federal Safety regulations.
5. Backfill compaction requirements: Minimum density will be determined in accordance with AASHTO T 99 or T 180 as defined by CDOT Standard Specifications Section 203.07 and CDOT 703.03. Except for CLSM.
6. 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 at any point along the pipe. Other factors that affect the depth of the pipe are hydraulic grade line elevations, inlet depths, adjacent utilities or utility crossings, including water and sewer services lines along residential streets, and connections to existing storm sewer systems. The roadway subgrade, which supports the pavement section is typically plowed to a certain depth, moisture treated and compacted prior to the placement of the sub–base, base course, and surfacing. There are also instances where the subgrade material must be excavated and replaced or treated to a certain depth to mitigate swelling soils. These efforts can impact the storm sewer system if it has not been designed with adequate depth. The design engineer shall use the best information available, including pavement design or soils reports (if available) to ensure that storm sewer pipes have adequate depth.
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 ½ outside diameter, or ½ outside span, or 3' apart, whichever is less. However, if end sections are used, the minimum spacing shall be 1' between the outside edge of end sections.
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 sheeting 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.

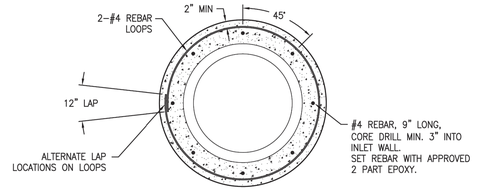
REFERENCE: Douglas County Drainage Manual and Colorado Department of Transportation "M" Standards.

TO BE USED IN OPEN FIELDS OR PRIOR TO PAVING ROADS

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

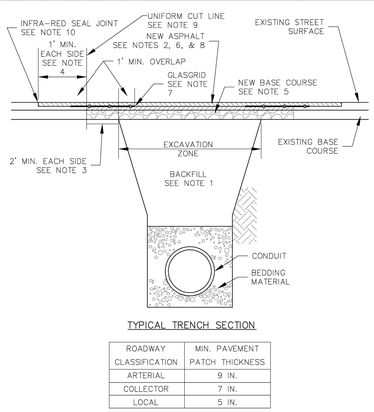


CROSS SECTION



SECTION A–A

	PIPE CONNECTION DETAIL TO EXISTING INLET	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. SP.60b



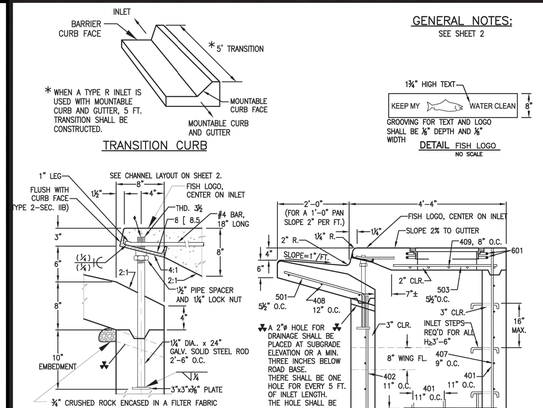
TYPICAL TRENCH SECTION

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

NOTES:

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

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



TRANSITION CURB

GENERAL NOTES:
SEE SHEET 2

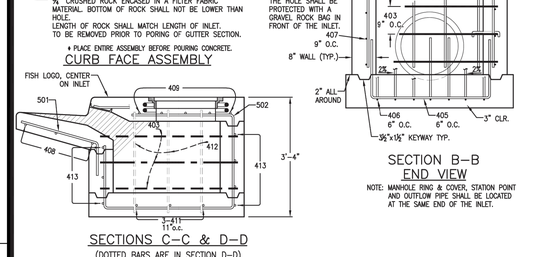
GROOVING FOR TEXT AND LOGO SHALL BE ⅛" DEPTH AND ⅛" WIDTH

DETAIL FISH LOGO
NO SCALE

CURB FACE ASSEMBLY

SECTION B–B
END VIEW

NOTE: MANHOLE RING & COVER, STATION POINT AND OUTFLOW PIPE SHALL BE LOCATED AT THE SAME END OF THE INLET.



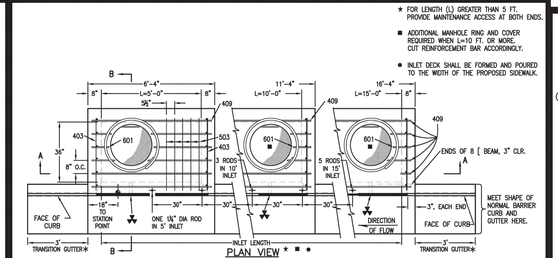
SECTIONS C–C & D–D
(DOTTED BARS ARE IN SECTION D–D)

REFERENCE: CDOT M & S STANDARDS M–604–12	CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. SP.34a

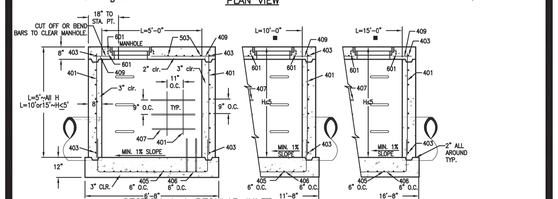
★ FOR LENGTH (L) GREATER THAN 5 FT. PROVIDE MAINTENANCE ACCESS AT BOTH ENDS.

■ ADDITIONAL MANHOLE RING AND COVER REQUIRED WHEN L=10 FT. OR MORE. CUT REINFORCEMENT BAR ACCORDINGLY.

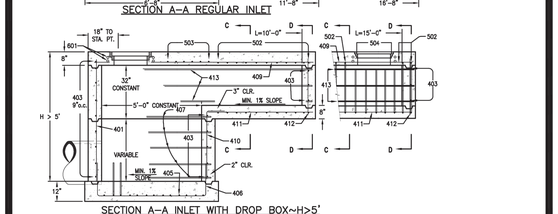
● INLET DECK SHALL BE FORMED AND POURED TO THE WIDTH OF THE PROPOSED SIDEWALK.



PLAN VIEW

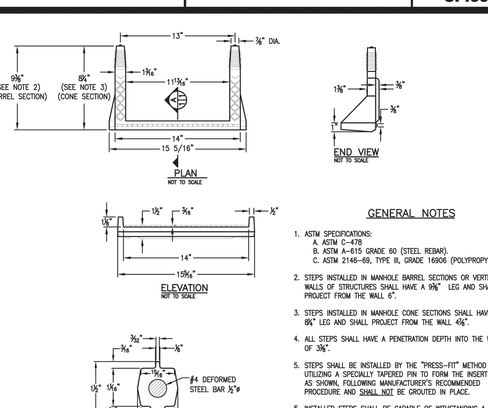


SECTION A–A REGULAR INLET



SECTION A–A INLET WITH DROP BOX~H>5'

REFERENCE: CDOT M & S STANDARDS M–604–12	CURB INLET - TYPE R (5', 10' OR 15' IN LENGTH)	Issued: 05/2013
	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. SP.34b



POLYPROPYLENE REINFORCED PLASTIC STEP

GENERAL NOTES

1. ASTM SPECIFICATIONS:
   A. ASTM C–478
   B. ASTM A–615 GRADE 60 (STEEL REBAR).
   C. ASTM 2146–69, TYPE III, GRADE 16906 (POLYPROPYLENE).
2. STEPS INSTALLED IN MANHOLE BARREL SECTIONS OR VERTICAL WALLS OF STRUCTURES SHALL HAVE A 9⅝" LEG AND SHALL PROJECT FROM THE WALL 6".
3. STEPS INSTALLED IN MANHOLE CONE SECTIONS SHALL HAVE AN 8¼" LEG AND SHALL PROJECT FROM THE WALL 4½".
4. ALL STEPS SHALL HAVE A PENETRATION DEPTH INTO THE WALL OF 3⅜".
5. STEPS SHALL BE INSTALLED BY THE "PRESS–FIT" METHOD UTILIZING A SPECIALLY TAPERED PIN TO FORM THE INSERT HOLE AS SHOWN, FOLLOWING MANUFACTURER'S RECOMMENDED PROCEDURE AND SHALL NOT BE GROUTED IN PLACE.
6. INSTALLED STEPS SHALL BE CAPABLE OF WITHSTANDING A PULL OUT FORCE OF 2500 LB. PER LEG FOR A MINIMUM PERIOD OF TWO MINUTES.
7. PINS MUST BE SMOOTH AND CONTINUOUSLY TAPERED. DIMENSIONS OF THE PIN AND THE INSERTED PORTION OF THE MANHOLE STEP ARE TYPICAL ONLY. DOUGLAS COUNTY INSTALLATIONS REQUIRE A MATCHED COMBINATION OF A TAPERED INSERT PIN AND MANHOLE STEP, AS RECOMMENDED OR REQUIRED BY SPECIFIC MANUFACTURER OF THE STEP TO BE USED.
8. THIS STEP CAN ALSO BE USED IN TOE POCKET INSTALLATIONS PROVIDED 5" TOE CLEARANCE IS ALLOWED.

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

PROOFCIVIL
consulting engineers
1531 Market Street | Denver, CO

SEAL:

FOR AND ON BEHALF OF PROOF CIVIL CO.

REVISIONS

NO.	DATE	DESCRIPTION
1	10/29/2026	REVISED PER COMMENTS

PROJ. NO. 28054 | DATE 5/22/2026 | DRAWN BY TJG | CHECKED BY JGD

DETAILS II

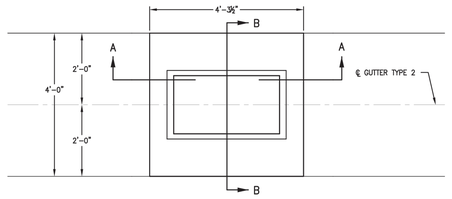
TRUCK YARD - LONE TREE

LONE TREE CO

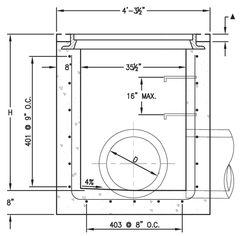
DRAWING NO.

C7.1

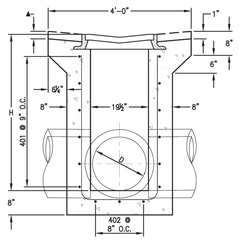
9 OF 10



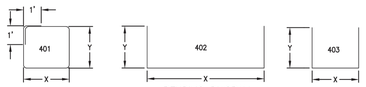
PLAN VIEW
TYPE 13 INLET FOR GUTTER TYPE 2



SECTION A–A
D MAX = 30" FOR H > 4 FT.

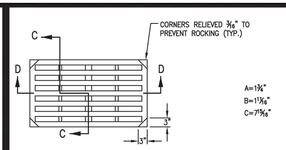


SECTION B–B
D MAX = 18" FOR ALL H

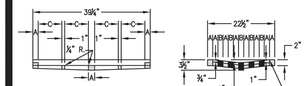


BENDING DIAGRAM
ALL DIMENSIONS ARE OUT-TO-OUT OF BAR.

REFERENCE:	GRATED INLET TYPE 13	Issued: 05/2013
CDOT M & S STANDARDS M-604-13	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. SP.37a

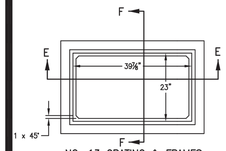


NO. 13 GRATE

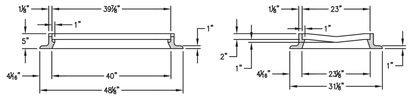


SECTION D–D

SECTION C–C



NO. 13 GRATING & FRAMES



SECTION E–E
APPROX. WEIGHT 590 LBS.

SECTION F–F

GENERAL NOTES

1. CONCRETE SHALL BE CLASS D. INLET SHALL BE CAST–IN–PLACE.
2. WALLS SHALL BE FORMED ON BOTH SIDES.
3. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾".
4. REINFORCING BARS SHALL BE DEFORMED AND SHALL HAVE A 2" MINIMUM CLEARANCE. ALL REINFORCING BARS SHALL BE EPOXY COATED.
   IF ANY REBAR HAS TO BE CUT ON THE JOB SITE, THE EXPOSED BARE STEEL SHALL BE IMMEDIATELY COVERED WITH A MANUFACTURE APPROVED EPOXY PAINT PRIOR TO POUR.
5. STEPS SHALL BE PROVIDED WHEN INLET DIMENSION "H" EXCEEDS 3'–6" AND SHALL BE IN ACCORDANCE WITH AASHTO M 199.
6. ALL GRATES AND FRAMES SHALL BE GRAY OR DUCTILE CAST IRON CONFORMING TO CDOT STANDARD SPECIFICATION, SUBSECTION 712.05. GRATES AND FRAMES SHALL BE DESIGNED TO WITHSTAND HS 20 LOADING.
7. SEE PLAN DETAILS FOR LOCATION AND SIZE OF PIPE.

▲ WHEN BITUMINOUS MATERIAL IS TO EXTEND TO THE EDGE OF THE GRATING FRAME, CONCRETE MAY BE DEPRESSED.

QUANTITIES

H	CONCRETE	REINFORCING STEEL	NO. OF 401 BARS REQ'D.	MAXIMUM PIPE I.D.	
	CU. YD.	@ LB.		SEC. A–A IN.	SEC. B–B IN.
3'–0"	1.3	72	4	18	18
3'–6"	1.5	76	4	24	18
4'–0"	1.6	90	5	30	18
4'–6"	1.8	104	6	30	18
5'–0"	1.9	109	6	30	18
5'–6"	2.1	122	7	30	18
6'–0"	2.2	136	8	30	18
6'–6"	2.4	141	8	30	18
7'–0"	2.5	154	9	30	18
7'–6"	2.7	168	10	30	18
8'–0"	2.8	173	10	30	18
8'–6"	3.0	187	11	30	18
9'–0"	3.1	200	12	30	18
9'–6"	3.3	205	12	30	18
10'–0"	3.4	219	13	30	18

@ INCLUDES 1% FOR OVERRUN.

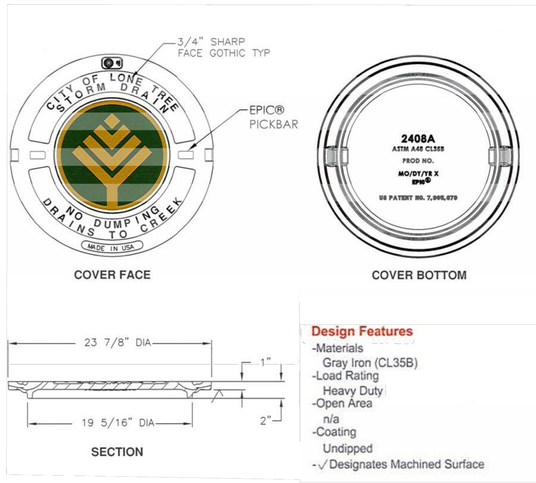
NOTE: CONCRETE QUANTITIES INCLUDE VOLUME OCCUPIED BY PIPE.

BAR LIST FOR H=3'–0"

MARK	NO. REQ'D.	DIMENSIONS X	DIMENSIONS Y	LENGTH
401	4	3'–6"	2'–2"	13'–4"
402	2	3'–6⅝"	*2'–6⅝"	8'–5⅝"
403	5	2'–3⅝"	*2'–7"	7'–2⅝"

*ADD 6 IN. TO THIS DIMENSION FOR EACH 6 IN. INCREASE OF "H" OVER 3 FT.–0 IN.

REFERENCE:	GRATED INLET TYPE 13	Issued: 05/2013
CDOT M & S STANDARDS M-604-13	DOUGLAS COUNTY COLORADO	Revised:
		Drawing No. SP.37b



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

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

PROOFCIVIL consulting engineers
1531 Market Street | Denver, CO

SEAL:

FOR AND ON BEHALF OF PROOF CIVIL CO.

REVISIONS

NO.	DATE	DESCRIPTION
1	10/29/2026	REVISED PER COMMENTS

PROJ. NO: 28054
DATE: 5/22/2026
DRAWN BY: TJG
CHECKED BY: JGD

DETAILS III

TRUCK YARD - LONE TREE

LONE TREE CO

DRAWING NO.

C7.2

10 OF 10