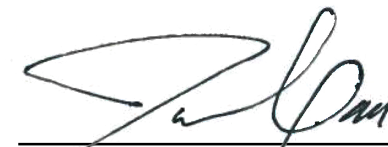


CONSTRUCTION PLANS
FOR
PARKER ADVENTIST HOSPITAL MOB III

A PARCEL OF LAND BEING A PORTION OF LOT 1, BLOCK 1, CROWN POINT F#1, AMENDMENT 28
SITUATED IN THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN,
TOWN OF PARKER, COUNTY OF DOUGLAS, STATE OF COLORADO

ENGINEER'S STATEMENT

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
AND THAT I AM A REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF
COLORADO.



JASON DEAN CARR
COLORADO P.E.# 33854
12/19/19
DATE

SIGHT DISTANCE CERTIFICATION

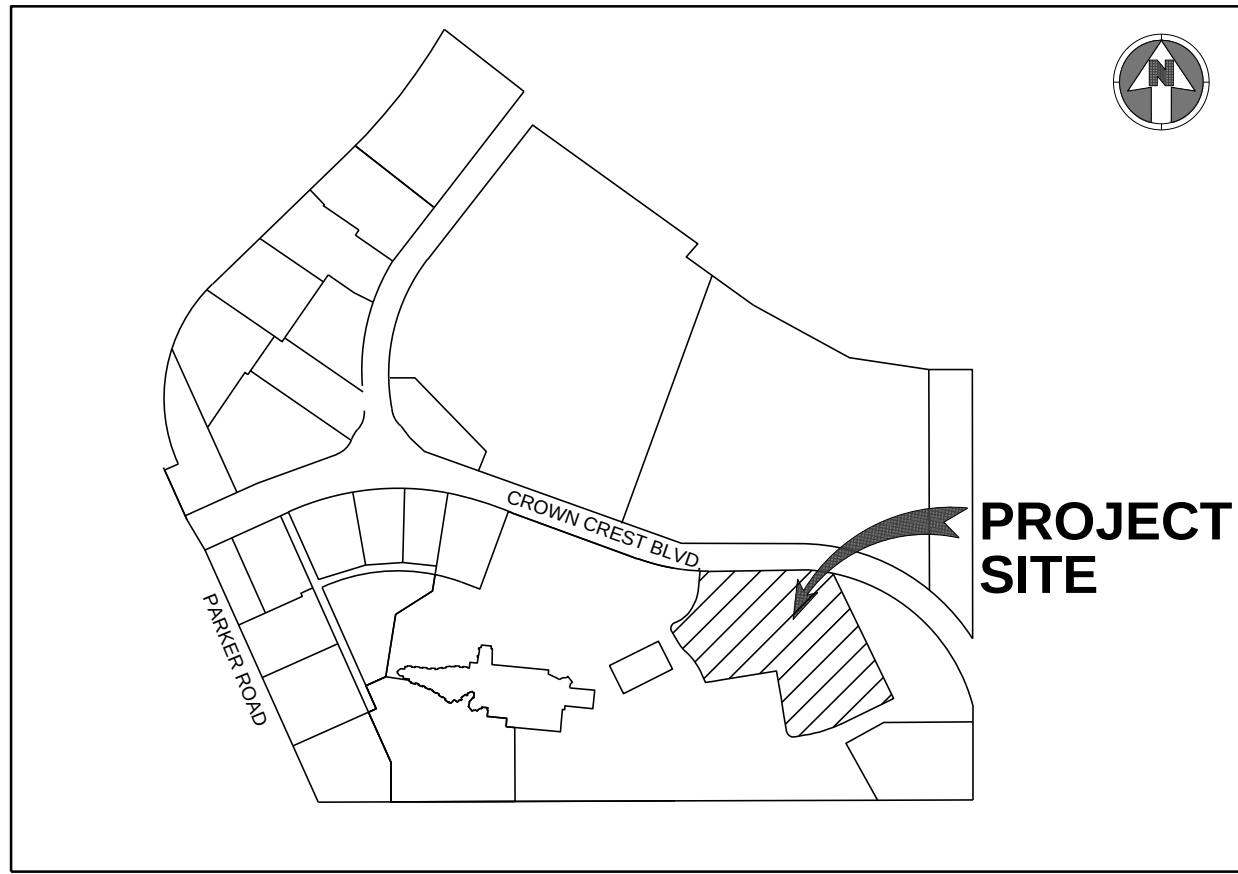
I, THE UNDERSIGNED, HEREBY CERTIFY THAT THE PROPOSED MOB III AT PARKER ADVENTIST
HOSPITAL IS DESIGNED IN ACCORDANCE WITH THE TOWN OF PARKER SIGHT DISTANCE CRITERIA
AND WITH AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAY AND STREETS.



JASON DEAN CARR
COLORADO P.E.# 33854
12/19/19
DATE

AGENCY LIST

ELECTRIC-IREA PO DRAWER A 5496 US HWY 85 SEDALIA, CO. 80135 303-688-3100 CONTACT: BROOKS KAUFMAN	GAS-XCEL ENERGY 2070 SOUTH VALENTIA STREET DENVER, CO. 80231 1-800-628-2121 CONTACT: DESIGN MANAGER
FIRE-SOUTH METRO FIRE RESCUE 9195 E. MINERAL AVE CENTENNIAL, CO 80112 720-989-2000 CONTACT: RANDY CAPRA	TOWN OF PARKER PLANNING AND BUILDING DEPT. 20120 E. MAIN STREET PARKER, CO. 80134 303-841-2332 CONTACT: PAUL WORKMAN
TOWN OF PARKER-PUBLIC WORKS 9200 MOTSENBOCKER ROAD PARKER, CO 80134 303-840-9546 CONTACT: MIKE WAUGH	COTTONWOOD WATER & SANITATION DISTRICT 2 INVERNESS DRIVE EAST ENGLEWOOD, CO 303-792-9509 CONTACT: PATRICK MULHERN/ LAURI TATLOCK
CABLE-COMCAST 6850 S. TUSCON WAY ENGLEWOOD, CO. 80112 303-603-5605 CONTACT: KEVIN YOUNG	TELEPHONE - CENTURY LINK LOCAL NETWORK OPERATIONS 9750 E. COSTILLA AVENUE ENGLEWOOD, CO. 80112 303-792-1840 CONTACT: KAREN CAIME
TRI-COUNTY HEALTH DEPARTMENT 7000 E. BELLEVUE AVENUE GREENWOOD VILLAGE, CO. 80111 303-220-9200 CONTACT: CAROL MACLENNAN	COTTONWOOD WATER AND SANITATION DISTRICT ENGINEER-KENNEDY JENKS CONSULTING 143 UNION BOULEVARD SUITE 600 LAKEWOOD, CO 80228 PHONE: 303-985-3636 CONTACTS: TOM NAPOLILLI
CROWN POINT ARCHITECTURAL CONTROL COMMITTEE 27905 MEADOW DRIVE, SUITE 11 EVERGREEN, CO 80439 303-674-7856 CONTACT: TIM LEONARD	



VICINITY MAP
NO SCALE

OWNER INFORMATION

PARKER ADVENTIST HOSPITAL
9395 CROWN CREST BLVD.
PARKER, CO. 80138
PHONE: 303-269-4014
CONTACT: JONATHON FISHER / CFO

DEVELOPER INFORMATION

CP DEVELOPMENT
OWNER' REPRESENTATIVE:
GUIDE MANAGEMENT, LLC
CONTACT: KATE REILLY
PHONE: 720-255-6879
EMAIL: KATE@GUIDEMGMT.COM

DESIGN INFORMATION

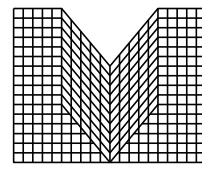
ARCHITECT: RTA ARCHITECTS
PHONE: 719-471-7566

CIVIL ENGINEER: S. A. MIRO, INC
PHONE: 303-741-3737

LANDSCAPE ARCHITECT: GROUND LOGIC INC.
PHONE: 303-733-8333

PHOTOMETRIC ENGINEER: SSR, INC.
PHONE: 303-779-1222

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S.A. MIRO INC.
CONSULTING ENGINEERS
4582 South Ulster Street Pkwy.
Suite 750 Denver, CO 80237
ph. 303-741-3737
fax 303-694-3134


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

DATE		DESCRIPTION		REV.	1	2	3	4	5	6	7	8

CLIENT NAME:	PARKER ADVENTIST HOSPITAL
PROJECT NAME:	PARKER MOB III
DRAWING TITLE:	9403 CROWN CREST BLVD. COVER SHEET

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C000-COVr.dwg C000 - 12/16/2019



DESIGNED BY:	MHV
DRAWN BY:	DAT
CHECKED BY:	JDC
DATE:	12/10/2019
MIRO JOB NUMBER	18057
CLIENT JOB NUMBER	

DRAWING NUMBER:

C-000

BENCHMARK:

THE SITE BENCHMARK IS DOUGLAS COUNTY CONTROL MONUMENT NO. 1.115026,
473.35± NORTH AND 1959.02± WEST OF THE WEST 1/4 CORNER OF SECTION 3,
TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN. 3-1/2"
ALUMINUM CAP, ELEVATION 5759.78.

BASIS OF BEARING:

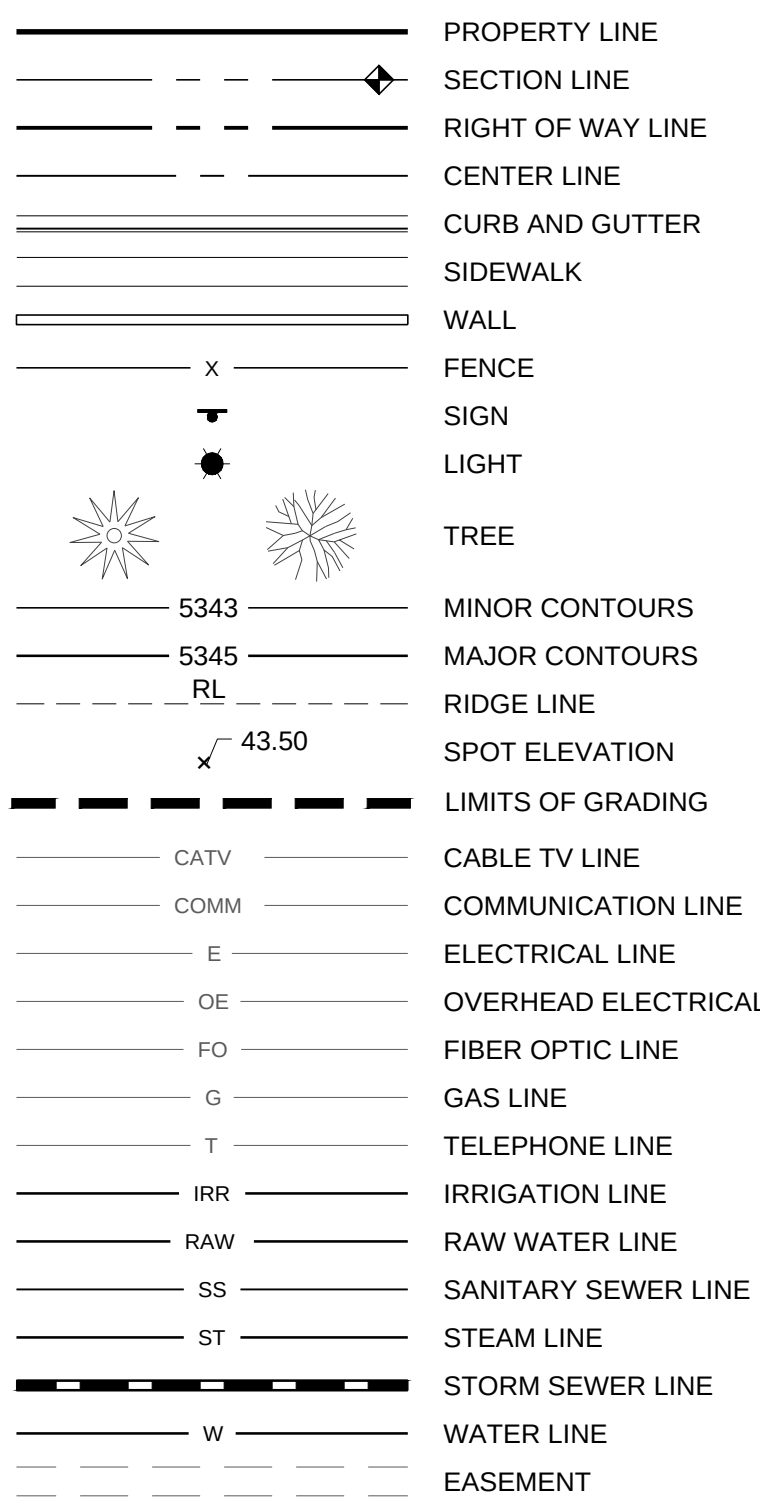
BEARINGS ARE BASED ON THE EAST LINE OF THE NORTHWEST QUARTER OF
SECTION 10, TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL
MERIDIAN, BEING MONUMENTED ON THE SOUTH END BY A #6 REBAR WITH A 3.25"
ALUMINUM CAP IN RANGE BOX "PLS 29412" AND ON THE NORTH END BY A #6 REBAR
WITH A 3.25" ALUMINUM CAP "LS 9329". SAID LINE HAVING A BEARING OF NORTH
00°07'01" WEST, 2678.56 FEET AS DEPICTED ON THE CROWN POINT F#1, 4TH
AMENDMENT PLAT. THE BEARINGS SHOWN ON THIS SURVEY ARE BASED ON THE
CROWN POINT FILING NO. 1, 17TH AMENDMENT.

The Town of Parker review constitutes general compliance with the Town's Standards and
approved variances, subject to these plans being stamped, signed, and dated by the professional
engineer of record. Review by the Town does not constitute approval of the plan design or
accuracy and correctness of engineering calculations. Errors in the design or calculations remain
the responsibility of the registered professional engineer whose stamp and signature are affixed to
this document.

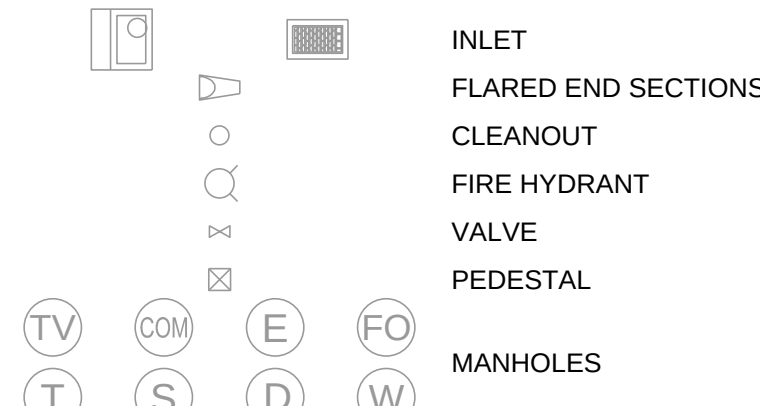
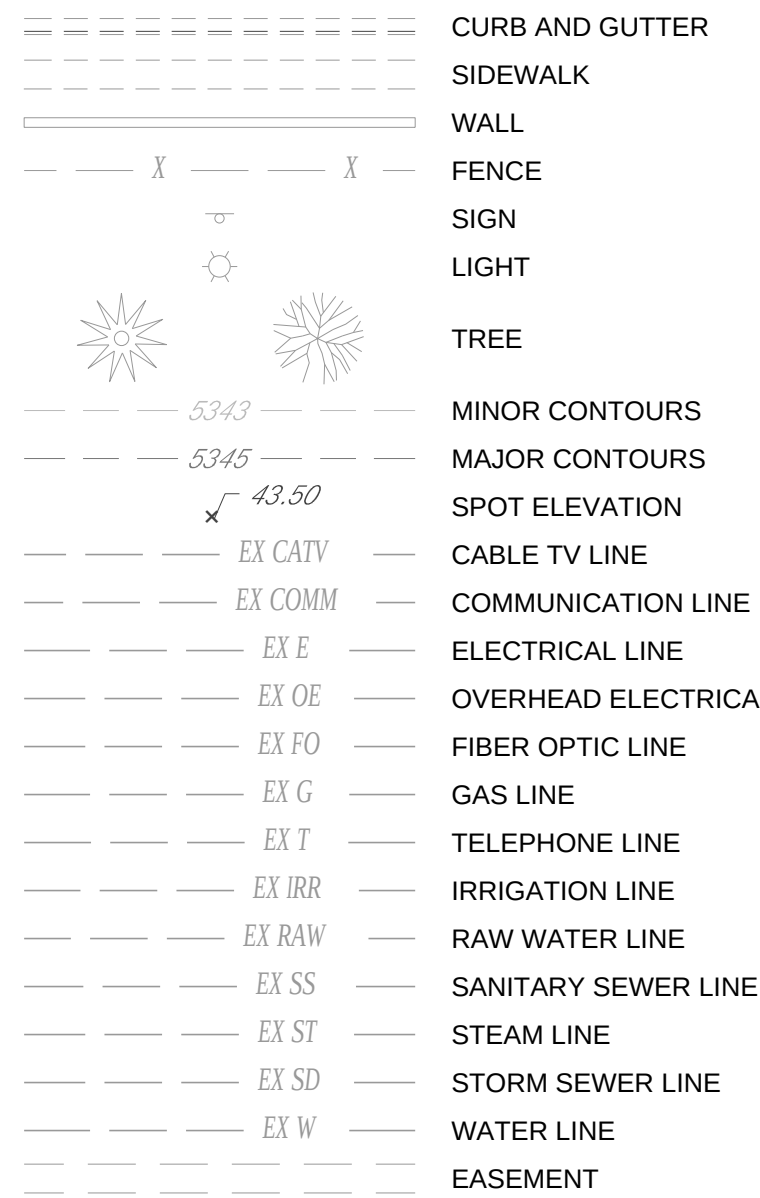
This review does not constitute approval of any private on-site improvements which may be
shown. Construction cannot commence until all required drainage/traffic report(s), final
development plan(s), special review(s), grading permit, and/or other permits are complete,
approved and on file with the Town of Parker.


Town of Parker, Director of Engineering
01/30/2020
Date

PROPOSED



EXISTING



BFV	BUTTERFLY VALVE
BOV	BLOW OFF VALVE
BW	BOTTOM OF WALL @ FINISHED GRADE
CL	CENTERLINE
CP	CORROLATED METAL PIPE
EJ	EXPANSION JOINT
ELEC.ELECTRIC	
ELEV.ELEVATION	
EX	EXISTING
FES	FLARED END SECTION
FL	FLOWLINE
GB	GRADE BREAK
HP	HIGH POINT
FH	FIRE HYDRANT
INV.	INVERT
IRR	IRRIGATION
KB	KICK BLOCK
LF	LINEAR FEET
LP	LOW POINT
LE	LEFT
ME	MATCH EXISTING
MH	MANHOLE
PC	POINT OF CURVATURE

1. DURING CONSTRUCTION IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING UTILITY LINES SHOWN ON THE PLANS AND THOSE UTILITY LINES WHICH MAY NOT BE SHOWN ON THE PLANS.
2. UNLESS OTHERWISE NOTED, EXISTING UTILITIES AND STRUCTURES SHALL REMAIN.
3. CONTRACTOR SHALL PROTECT ALL ADJACENT IMPROVEMENTS (BUILDINGS, ROADSWAYS, FENCES, PARKING LOTS, UTILITY LINES, ETC.) FROM DAMAGE AND EROSION. ALL DISTURBED AREAS OFF-SITE SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.
4. THE EXISTING UTILITIES AS SHOWN HAVE BEEN LOCATED USING UTILITY PLANS OF RECORD AND FIELD SURVEY DATA INCLUDING MANHOLES, WATER VALVES, ELECTRICAL EQUIPMENT, AND OTHER FEATURES FOUND AT THE SURFACE.
5. COORDINATE WORK WITH OTHER PROJECTS.
6. REMOVAL QUANTITIES SHOWN ARE APPROXIMATE QUANTITIES, FOR BIDDING PURPOSES ONLY.
7. THE CONTRACTOR SHALL NOTIFY APPROPRIATE PERSONNEL FOR UTILITY LOCATIONS AND NOTICE OF CONSTRUCTION COMMENCEMENT 48 HOURS PRIOR TO START OF CONSTRUCTION.
8. THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
9. EXISTING SITE INFORMATION SHOWN ON THESE DRAWINGS IS BASED UPON AVAILABLE SURVEY BY FARNSWORTH GROUP SURVEYING DATED 03/16/16, S.A. MIRO MAKES NO WARRANTIES OR CERTIFICATION OF THE COMPLETENESS OR ACCURACY OF THE EXISTING CONDITIONS PRESENTED. THE CONTRACTOR SHALL INSPECT THE SITE TO ASSESS EXISTING CONDITIONS, AND SATISFY THEMSELVES THAT THE DOCUMENTS ACCURATELY REPRESENT THE SITE CONDITIONS PRIOR TO CONSTRUCTION. ANY DISCREPANCIES FORTH DURING INITIAL INSPECTIONS, OR SUBSEQUENTLY, SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY FOR RESOLUTION RELATIVE TO THE INTENDED CONSTRUCTION.
10. THE CONTRACTOR SHALL PROVIDE ELECTRONIC AND HARD COPY AS-BUILTS IN ACCORDANCE WITH APPENDIX G, TOWN OF PARKER ROADWAY DESIGN AND CONSTRUCTION CRITERIA MANUAL.
11. ANY AFFECTED ELECTRICAL/COMM LINE WILL NEED TO BE LOWERED OR RELOCATED TO ACHIEVE ADEQUATE COVERAGE REQUIREMENTS.

1. LOCATION OF ALL EXISTING UTILITIES (PRIVATE AND PUBLIC) SHALL BE IDENTIFIED AND VERIFIED BY THE CONTRACTOR PRIOR TO MOBILIZATION, CONSTRUCTION AND ORDERING OF MATERIALS. IF ANY CONFLICTS OR DISCREPANCIES ARE FOUND THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY. THE CONTRACTOR SHALL BEAR THE FULL COST OF REMOVAL, REPLACEMENT, REPAIR AND DELAYS RELATED TO ANY AND ALL UNVERIFIED EXISTING CONDITIONS.
2. THE CONTRACTOR SHALL CALL THE UTILITY NOTIFICATION CENTER AT 1-800-922-1987 TO HAVE ALL UTILITIES LOCATED PRIOR TO ANY CONSTRUCTION.
3. ALL UTILITY LENGTHS AND QUANTITIES SHOWN ON THESE PLANS ARE FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND QUANTITIES PRIOR TO ORDERING OF ANY MATERIALS.
4. PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
5. WHERE FLARED END SECTIONS ARE REQUIRED, THE LENGTH OF PIPE INCLUDES THE FLARED END SECTION.
6. ALL UTILITY WORK SHALL BE COMPLETED PRIOR TO ANY PAVING.
7. CONTRACTOR SHALL SURVEY THE LOCATION AND ELEVATION OF ALL INSTALLED UTILITIES PRIOR TO TRENCH BACKFILL, AND PROVIDE SURVEY INFORMATION TO THE ENGINEER UPON COMPLETION OF THE PROJECT FOR AS-BUILT DOCUMENTATION.
8. THERE ARE EXISTING I.R.E.A. POWER LINES ON SITE WITHIN AN EXISTING 30' BLANKET EASEMENT, PORTIONS OF WHICH MUST BE RELOCATED SUCH THAT THE PROPOSED RETAINING WALL IS OUTSIDE OF THE EASEMENT. THE CONTRACTOR SHALL COORDINATE WITH I.R.E.A. REGARDING UTILITY RELOCATION. I.R.E.A. REQUIRES 48"-60" OF COVER. THE EXISTING ELECTRICAL LINE MUST ALSO BE RELOCATED IN AREAS WHERE THE EXISTING COVER IS INCONFORMING TO THE PROPOSED DESIGN.
9. THE CONTRACTOR SHALL POTHOLE PRIOR TO CONSTRUCTION AND PROVIDE DETAILED POTHOLE AND SURVEY INFORMATION TO THE ENGINEER AND I.R.E.A. FOR FURTHER ANALYSIS.
9. IF ANY MODIFICATIONS TO EXISTING NATURAL GAS MAINS OR SERVICES ARE REQUIRED, THE CONTRACTOR SHALL COMPLETE THE XCEL ENERGY APPLICATION PROCESS AND CONTACT DESIGNER ASSIGNED TO THE PROJECT FOR FURTHER APPROVAL OF DESIGN DETAILS. ADDITIONAL EASEMENTS MAY NEED TO BE ACQUIRED BY SEPARATE DOCUMENT FOR THE NEW FACILITIES.

1. SITE GRADING (EXCAVATION, EMBANKMENTS, AND COMPACTION) SHALL CONFORM TO THE RECOMMENDATIONS OF THE LATEST GEOTECHNICAL REPORT FOR THIS PROPERTY.
2. SPOT ELEVATIONS MAY BE ABBREVIATED FOR CLARITY. REFER TO THE ADJACENT CONTOUR LABELS FOR FULL ELEVATIONS.
3. MAXIMUM PROPOSED SLOPES SHALL BE 4:1 UNLESS NOTED OTHERWISE.
4. SPOT ELEVATIONS ARE TO FLOWLINE UNLESS NOTED OTHERWISE.
5. PROPOSED GRADING SHALL MEET AND MATCH EXISTING GRADE AT LIMITS OF DISTURBANCE.
6. PROPOSED GRADING AS SHOWN REFLECTS PLANNED FINISHED GRADE. THE CONTRACTOR SHALL ACCOUNT FOR PAVEMENT DEPTH, SUBGRADE REQUIREMENTS, OVEREXCAVATION, TOPSOIL, AND ANY PLANNED SURFACING.
7. MAXIMUM TEMPORARY SLOPES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS AND IN COMPLIANCE WITH OSHA REQUIREMENTS.

1. UNLESS OTHERWISE NOTED, EXISTING UTILITIES AND STRUCTURES SHALL REMAIN AND BE PROTECTED IN PLACE.
2. THE CONTRACTOR SHALL PROTECT ALL ADJACENT IMPROVEMENTS (BUILDINGS, ROADWAYS, FENCES, PARKING LOTS, UTILITIES, ETC.) FROM DAMAGE AND EROSION. ALL DISTURBED AREAS OUTSIDE OF THE LIMITS OF WORK SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.

1. BEARINGS ARE BASED ON THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING MONUMENTED ON THE SOUTH END BY A #6 REBAR WITH A 3.25" ALUMINUM CAP SAVED IN BOX "PLS 29412" AND ON THE NORTH END BY A #6 REBAR WITH A 3.25" ALUMINUM CAP "LS 9329". SAID LINE HAVING A BEARING OF NORTH 00°07'01" WEST, 2678.56 FEET AS DEPICTED ON THE CROWN POINT FILE #1, 4TH AMENDMENT PLAT. THE BEARINGS SHOWN ON THE SURVEY ARE BASED ON THE CROWN POINT FILING NO. 17TH AMENDMENT.
2. THE CONTRACTOR SHALL VERIFY THAT BUILDING GRID LOCATIONS ARE CONSISTENT WITH LATEST ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.

1. THE CONTRACTOR SHALL ADJUST EXISTING AND PROPOSED MANHOLES, WATER VALVES AND OTHER SURFACE APPURTENANCES WITHIN THE LIMITS OF WORK TO FINISHED GRADE.
2. THE CONTRACTOR SHALL REFER TO ARCHITECTURAL/LANDSCAPE PLANS FOR CONCRETE SCORING PATTERNS, COLOR AND FINISHING.
3. PROPOSED PAVEMENT DESIGN IS BASED UPON THE GEOTECHNICAL REPORT BY KUMAR & ASSOCIATES, INC. DATED 04/24/14. S.A. MIRO, INC. MAKES NO WARRANTIES OR CERTIFICATION OF PAVEMENT PERFORMANCE.

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MOST RECENT VERSION OF THE FEDERAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), COLORADO SUPPLEMENTAL MUTCD, AND THE TOWN OF PARKER ROADWAY DESIGN AND CONSTRUCTION CRITERIA MANUAL. FURTHER SPECIFICATIONS AND ILLUSTRATIONS ARE LOCATED IN THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) M AND S STANDARDS.
2. A FIELD INSPECTION OF LOCATION AND INSTALLATION OF ALL SIGNS AND MARKINGS SHALL BE PERFORMED BY THE TOWN OF PARKER.
3. THE CONTRACTOR INSTALLING SIGNS SHALL BE RESPONSIBLE FOR THE LOCATING AND PROTECTING OF ALL UNDERGROUND UTILITIES.
4. TYPE III (LIGHTED) BARRICADES SHALL BE SET AT THE ENDS OF ROADWAYS SEPARATING FINISHED (AND/OR ACCEPTED) AND UNFINISHED CONSTRUCTION AREAS AND SHALL BE MAINTAINED BY THE CONTRACTOR/DEVELOPER. A "ROAD CLOSED AHEAD" AND "TO BE EXTENDED" WARNING SIGNS SHALL BE INSTALLED APPROPRIATELY IN ADVANCE OF THE TYPE III BARRICADES.
5. SPECIAL CARE SHALL BE TAKEN IN SIGN LOCATIONS TO ENSURE AN UNOBSTRUCTED VIEW OF EACH SIGN.
6. WHERE STOP SIGN CONTROL IS APPROPRIATE, 36 INCH STOP SIGNS SHALL BE USED FOR APPROACHES TO ANY ROADWAY THAT IS CLASSIFIED AS A COLLECTOR OR GREATER.
7. A 7 FOOT MINIMUM POST LENGTH SHALL BE MAINTAINED FROM THE BOTTOM OF THE SIGN PANEL TO THE GROUND. THIS REQUIREMENT FOR VERTICAL CLEARANCE IS FOR ALL SIGNS.
8. DELINEATION OF ROADWAYS SHALL BE AS SPECIFIED IN THE COLORADO DEPARTMENT OF TRANSPORTATION M AND S STANDARDS.
9. RAISED MEDIAN ISLAND NOSES SHALL HAVE R4-7 SIGNS AT EACH END AND A 4"x12" HIGH INTENSITY YELLOW SIGN BLANK LOCATED MIDWAY BETWEEN THE R4-7 SIGN AND FINISHED GRADE ON EACH POST.
10. SIGNAGE AND STRIPING HAS BEEN DETERMINED BY INFORMATION AVAILABLE AT THE TIME OF REVIEW PRIOR TO THE INITIATION OF ANY WARRANTY PERIOD. THE TOWN OF PARKER RESERVES THE RIGHT TO REQUIRE MODIFICATIONS TO EXISTING OR INSTALLED SIGNAGE. ADDITIONAL SIGNAGE AND/OR PAVEMENT MARKING IF IT IS DETERMINED THAT CONDITIONS WARRANT 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 YEAR WARRANTY PERIOD FOR NEW CONSTRUCTION. ADDITIONALLY, ALL PAVEMENT MARKINGS SHALL NOT LIFT OR PEEL DURING THE FIRST YEAR AFTER INSTALLATION.
11. DIAMOND GRADE MATERIAL SHALL BE USED ON ALL STOP SIGNS AND OVERHEAD SIGNS. ALL OTHER ROADSIDE TRAFFIC CONTROL DEVICES SHALL USE HIGH INTENSITY GRADE SHEETING. NO FLUORESCENT YELLOW GREEN SHEETING SHALL BE USED UNLESS SPECIFICALLY APPROVED BY THE TOWN OF PARKER.
12. ALL NAME SIGNS SHALL BE HIGH INTENSITY, EXTRUDED GREEN AND WHITE BLADES. ARTERIAL AND COLLECTOR STREET NAME SIGNS SHALL BE 9 INCH BLADES AND HAVE MIXED CASE LETTERING. LOCAL STREET NAME SIGNS SHALL BE 6 INCHES BLADES WITH MIXED CASE LETTERING.
13. ALL LAYOUTS FOR INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE SUBMITTED TO THE TOWN FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.
14. ALL REMOVED SIGNS SHALL BE RETURNED TO THE TOWN OF PARKER.
15. CROSSWALKS: SHALL BE CONSTRUCTED USING PREFORMED THERMO-PLASTIC OR AN APPROVED EQUAL. SHALL BE LONGITUDINAL 2 FEET BY 10 FEET (CONTINENTAL) TYPE OR OTHER APPROVED BY THE TOWN OF PARKER. SHALL LINE UP WITH HANDICAP RAMPS. SHALL BE CENTERED WITHIN LANES AND PLACED ON LANE AND CURB LINES SO AS TO AVOID VEHICLE WHEEL PATHS.
16. ALL PAVEMENT MARKING MATERIAL (INCLUDING WORDS AND SYMBOLS) SHALL BE AS FOLLOWS:
FOR CONCRETE SURFACE:

LONG LINE MARKINGS (CHANNELIZATION LINES, SKIPS, ETC.) SHALL BE EPOXY PAINT. OTHER PAINT MAY BE USED FOR TEMPORARY APPLICATION ONLY WHEN APPROVED BY THE TOWN OF PARKER.

WORDS, SYMBOLS, AND CROSSWALKS/STOP BARS SHALL BE METHYL-MYTHACRALATE, PREFORMED THERMOPLASTIC (90 MIL), PREFORMED PLASTIC (90 MIL), INLAYED TAPE (STAMARK), OR AS SPECIFIED.

(SAND OR WATER BLAST CLEANING)

FOR ASPHALT SURFACE:

LONG LINE MARKINGS (CHANNELIZATION LINES, SKIPS, ETC.) SHALL BE EPOXY PAINT. OTHER PAINT MAY BE USED FOR TEMPORARY APPLICATION ONLY WHEN APPROVED BY THE TOWN OF PARKER.

WORDS, SYMBOLS, AND CROSSWALKS/STOP BARS SHALL BE HOT APPLIED THERMOPLASTIC (90 MIL), PREFORMED PLASTIC (90 MIL), INLAYED TAPE (STAMARK), METHYL-MYTHACRALATE, OR AS SPECIFIED.

17. INSPECTION AND APPROVAL OF STRIPING AND CROSSWALK LAYOUT TO BE DONE BY TOWN OF PARKER DEVELOPMENT REVIEW ENGINEER (CALL 303-840-9546) PRIOR TO APPLICATION OF FINAL STRIPING.

1. ALL STORM DRAINAGE IMPROVEMENTS ARE SUBJECT TO COMPLIANCE WITH THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, M & S STANDARDS, AND ALL STANDARD SPECIAL PROVISIONS CURRENTLY USED BY CDOT, WITH THE MODIFICATIONS SET FORTH IN THE TOWN OF PARKER'S STORM DRAINAGE AND ENVIRONMENTAL CRITERIA MANUAL (SDECM), AS AMENDED.
2. THE CONTRACTOR SHALL COMPLY WITH THE "COLORADO WATER QUALITY CONTROL ACT" (TITLE 25, ARTICLE 8 CRS), THE "PROTECTION OF FISHING STREAMS" TITLE 33, ARTICLE 5, CRS), THE "CLEAN WATER ACT" (33 USC 1344, CHERRY CREEK RESERVE VECTOR CONTROL REGULATION - NO. 72" (5 CCR 1002-72) THE REGULATION PROMULGATED, CERTIFICATION OR PERMITS REQUIRED, AND THE REQUIREMENTS PRESENTED IN THE SDECM REVISION TO SECTION 107 AND THE CONSTRUCTION BMP PLAN, IN THE EVENT OF CONFLICTS BETWEEN THESE REQUIREMENTS AND WATER QUALITY CONTROL LAWS, RULES, OR REGULATIONS OF OTHER FEDERAL, OR STATE AGENCIES, THE MORE STRINGENT LAWS, RULES, OR REGULATIONS SHALL APPLY.
3. INSPECTIONS: CONSTRUCTION SHALL NOT BEGIN UNTIL A GRADING PERMIT HAS BEEN ISSUED FOR THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE TOWN OF PARKER ENGINEERING DEPARTMENT (PUBLIC WORKS) TO SCHEDULE INSPECTIONS A MINIMUM OF 48 HOURS PRIOR TO THE CONSTRUCTION OF ALL DRAINAGE INFRASTRUCTURE (STORM SEWERS, INLETS, MANHOLES, ENERGY DISSIPATORS, RIPRAP, GROUNTED BOULDERS, DETENTION POND OUTLET STRUCTURES, FOREBAYS, TRICKLE CHANNELS, ETC.) PRIOR TO THE CONSTRUCTION OF ANY DRAINAGE INFRASTRUCTURE. INSPECTIONS MAY RESULT IN NON-ACCEPTANCE OF THE INFRASTRUCTURE BY THE TOWN. URBAN DRAINAGE AND FLOOD CONTROL DISTRICT MUST ALSO BE NOTIFIED IN A SIMILAR MANNER FOR ALL MAINTENANCE ELIGIBLE DRAINAGE INFRASTRUCTURES (CONSULT WITH STORMWATER ENGINEERING DIVISION).
4. STRUCTURAL BACKFILL (CDOT CLASS 1) SHALL BE COMPACTED TO CONFORM TO CDOT STANDARD SPECIFICATIONS FOR CDOT CLASS 1 OR CDOT CLASS 2. STRUCTURAL BACKFILL (CDOT CLASS 3) SHALL CONFORM TO CDOT STANDARD SPECIFICATION 203.07. AT THE CONTRACTOR'S OPTION, STRUCTURAL BACKFILL (SQUEEGEE) MEETING THE GRADATION REQUIREMENTS CONTAINED IN REVISION OF SECTION 206 OF THE CDOT STANDARD SPECIFICATIONS AS PRESENTED IN THE SDECM, MAY BE SUBSTITUTED FOR STRUCTURE BACKFILL (CLASS 1 OR CLASS 2) FOR BACKFILLING OF CULVERT PIPES, STORM SEWER PIPES, MANHOLES AND INLET STRUCTURES; HOWEVER, THE TOWN 2 FEET BELOW SUBGRADE ELEVATION SHALL BE THE REQUIRED EMBANKMENT MATERIAL.
5. ALL EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
6. TESTING: PROBATIONARY ACCEPTANCE OF STORM DRAINAGE IMPROVEMENTS WILL BE CONTINGENT UPON SATISFACTORY TESTING RESULTS. IN ALL CASES WHERE TESTS INDICATE COMPACTION LESS THAN THAT REQUIRED TO MEET TOWN SPECIFICATIONS, ADDITIONAL COMPACTION AND TESTS WILL BE REQUIRED UNTIL THE SPECIFICATIONS ARE MET. FREQUENCY OF TESTING WILL BE AS FOLLOWS:
 - A) 1 TEST FOR SUBGRADE AND 1 TEST FOR BACKFILL AT EVERY ABOVE GROUND APPURTENANCE (MANHOLES, INLETS, ETC.) B) 1 TEST EVERY 200 LF OF MAINLINE TRENCH EVERY 1 FOOT OF BACKFILL LIFT AND WITHIN 1 FOOT FROM ALL STRUCTURES.
7. ALLOWABLE STORM SEWER CONDUIT MATERIAL WITHIN THE TOWN OF PARKER SHALL BE LIMITED TO REINFORCED CONCRETE PIPE OR CONFORMING TO CDOT STANDARD SPECIFICATIONS.
8. ALL RCP SECTIONS SHALL BE JOINED IN SUCH A MANNER THAT THE ENDS ARE FULLY ENTERED AND THE INNER SURFACES ARE REASONABLY FLUSH. RUBBER GASKETS SHALL BE USED ON ALL PIPE JOINTS CONFORMING TO BUREAU OF RECLAMATION SPECIFICATIONS FOR TYPE R-4 JOINTS AND ASTM C-433. AVERAGE JOINT GAP THAT EXCEEDS 5/8" INCH SHALL BE FILLED WITH AN APPROVED FLEXIBLE PLASTIC SEALANT.
9. JOINT RESTRAINTS AND TOWERS SHALL BE CONFORMING TO CDOT M&S STANDARD PLAN NO. M-601-11 SHALL BE USED ON ALL RCP FLARED END SECTION OUTFALLS.
10. EPOXY COATED REBAR SHALL BE USED AS REINFORCING STEEL ON ALL STORM INLETS. REFERENCE CDOT M&S STANDARD PLAN NO. M-604-10, 11, 12, AND 13.
11. CDOT CLASS 3 CONCRETE SHALL BE USED FOR ALL CONCRETE DRAINAGE STRUCTURES.
12. PRE-CAST INLETS AND MANHOLE BASES SHALL NOT BE USED WITHIN THE TOWN OF PARKER RIGHT-OF-WAY, WITH THE EXCEPTION OF CDOT TYPE C AND D INLETS.

13. TWO- (2) MANHOLE ACCESS POINTS ARE REQUIRED ON ALL TYPE "R" CURB INLETS GREATER THAN OR EQUAL TO TEN (10) FEET IN LENGTH AS PRESENTED IN CDDT M&S STANDARD PLAN NO. M-604-12.
14. ALL GROUTING (BOULDERS, RIPRAP) SHALL BE IN ACCORDANCE WITH THE REVISION OF SECTION 506 OF THE CDDT STANDARD SPECIFICATIONS AS PRESENTED IN THE SDECM.
15. ALL BOULDERS AND RIPRAP SHALL BE SELECTED AND PLACED IN ACCORDANCE WITH THE REVISION OF SECTION 506 OF THE CDDT STANDARD SPECIFICATIONS AS PRESENTED IN THE SDECM.
16. CONTRACTOR SHALL REFER TO THE TOWN OF PARKER'S CONSTRUCTION BEST MANAGEMENT PRACTICES DETAILS AND NOTES FOR ALL REQUIREMENTS RELATING TO RE-VEGETATION, SEDIMENT AND EROSION CONTROL REQUIREMENTS FOR CONSTRUCTION ACTIVITIES.

1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE COLORADO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE LATEST EDITION OF THE TOWN OF PARKER ROADWAY DESIGN AND CONSTRUCTION CRITERIA MANUAL, AND THE TOWN OF PARKER STORM DRAINAGE AND ENVIRONMENTAL CRITERIA MANUAL.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF PARKER PUBLIC WORKS DEPARTMENT. IF THE TOWN RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO ITS STANDARDS AND SPECIFICATIONS.
3. A PRECONSTRUCTION MEETING SHALL BE SCHEDULED A MINIMUM OF 48 HOURS AND A MAXIMUM OF 96 HOURS PRIOR TO THE START OF CONSTRUCTION. A PRECONSTRUCTION MEETING WILL NOT BE SCHEDULED UNTIL THE GRADING PERMIT AND ALL OTHER NECESSARY PERMITS HAVE BEEN OBTAINED.
4. A DEVELOPMENT REVIEW ENGINEER SHALL BE CONTACTED A MINIMUM OF 24 HOURS PRIOR TO A NECESSARY INSPECTION. IF A DEVELOPMENT REVIEW ENGINEER IS NOT AVAILABLE AFTER PROVIDING NOTICE TO THE TOWN OF PARKER, THE PERMITTEE MAY COMMENCE WORK IN THE DEVELOPMENT REVIEW ENGINEER'S ABSENCE. HOWEVER, TOWN OF PARKER RESERVES THE RIGHT TO REJECT THE IMPROVEMENT IF SUBSEQUENT TESTING REVEALS AN IMPROPER INSTALLATION.
5. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ACTUAL CONSTRUCTION. FOR INFORMATION CONTACT: DENVER UTILITY-UTILITY GROUP, 303-534-6700 OR 1-800-922-1987. THE CONTRACTOR SHALL FIELD VERIFY SIZE AND HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING FACILITIES PRIOR TO CONSTRUCTION, AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
6. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE PLANS, APPROVED BY THE TOWN OF PARKER PUBLIC WORKS DIRECTOR, AND ONE (1) COPY OF THE ROADWAY DESIGN AND CONSTRUCTION CRITERIA AT THE JOB SITE AT ALL TIMES.
7. ALL PROPOSED STREET CUTS TO EXISTING PAVEMENTS FOR UTILITIES, STORM SEWER OR FOR OTHER PURPOSES ARE LISTED AND REFERENCED ON THE OVERALL UTILITY PLAN, SHEET CS.01.
8. A PLAN FOR TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE SUBMITTED TO THE TOWN OF PARKER FOR ACCEPTANCE WITH THE RIGHT-OF-WAY PERMIT USE APPLICATION. A PERMIT WILL NOT BE ISSUED WITHOUT AN APPROVED TRAFFIC CONTROL PLAN FOR USE DURING CONSTRUCTION.
9. ALL TRENCHES SHALL BE ADEQUATELY SUPPORTED AND THE SAFETY OF WORKERS PROVIDED FOR AS REQUIRED BY THE MOST RECENT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION." COMPACTION OF ALL TRENCHES MUST BE ATTAINED AND COMPACTION TEST RESULTS SUBMITTED TO THE DEVELOPMENT REVIEW ENGINEER IN PRELIMINARY FORM PRIOR TO PAVING AND IN FINAL FORM PRIOR TO PROBATIONARY ACCEPTANCE.
11. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING EROSION AND SEDIMENT CONTROL MEASURES AT ALL TIMES DURING CONSTRUCTION. THE PLAN MAY BE MODIFIED AS FIELD CONDITIONS WARRANT WITH APPROVAL FROM THE TOWN OF PARKER PUBLIC WORKS DEPARTMENT.
12. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN PROPER TRAFFIC CONTROL DEVICES UNTIL THE SITE IS OPEN TO TRAFFIC. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE TOWN OF PARKER PUBLIC WORKS DEPARTMENT FOR APPROVAL PRIOR TO CONSTRUCTION.
13. PLANS ARE APPROVED FOR PERIOD OF 1 (ONE) YEAR FROM THE DATE SHOWN ON THE TOWN OF PARKER SIGNATURE BLOCK. PLANS SHALL BE RESUBMITTED TO THE TOWN FOR APPROVAL AFTER 1 YEAR. THE COST OF THE PLAN RE-REVIEW AND RE-ACCEPTANCE WILL BE CHARGED BACK TO THE DEVELOPER INCLUDING ALL TIME AND EXPENSES OF THE TOWN OF PARKER PUBLIC WORKS DEPARTMENT.
14. REPAIR OF ANY DAMAGE TO EXISTING IMPROVEMENTS OR LANDSCAPING IS THE RESPONSIBILITY OF THE CONTRACTOR.
15. ALL DAMAGED EXISTING CURB, GUTTER, AND SIDEWALK SHALL BE REPAIRED PRIOR TO ACCEPTANCE OF COMPLETED IMPROVEMENTS.
16. ALL CONSTRUCTION ACTIVITIES MUST COMPLY WITH THE STATE OF COLORADO PERMITTING PROCESS FOR "STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY." FOR INFORMATION, PLEASE CONTACT COLORADO DEPARTMENT OF HEATH, WATER QUALITY CONTROL DIVISION, WQCD-PB-B2, 4300 CHERRY DRIVE SOUTH, DENVER, COLORADO 80222-1530. ATTENTION: PERMITS AND ENFORCEMENT SECTION. PHONE (303) 892-3500.
17. DEVELOPING A DISCHARGE PERMIT FROM THE STATE OF COLORADO FOR STORMWATER DISCHARGE PERMIT IS REQUIRED FOR DISCHARGES TO A STORM SEWER, CHANNEL, IRRIGATION DITCH, ANY STREET THAT IS TRIBUTARY TO THE FOREMENTIONED FACILITIES, OR ANY WATER OF THE UNITED STATES.
18. ALL REFERENCES TO BOOKS, PAGES, MAPS, AND RECEPTION NUMBER ARE PUBLIC DOCUMENTS ON FILE WITH THE COUNTY CLERK AND RECORDER'S OFFICE.

1. PAVING SHALL NOT COMMENCE UNTIL A SOILS REPORT AND PAVEMENT DESIGN IS APPROVED BY THE ENGINEERING DIVISION AND SUBGRADE COMPACTION TESTS ARE SUBMITTED TO AND APPROVED BY THE DEVELOPMENT REVIEW ENGINEER.
2. STANDARD TOWN OF PARKER HANDICAP RAMPS ARE TO BE CONSTRUCTED AT ALL CURB RETURNS AND AT ALL "T" INTERSECTIONS.
3. ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
4. ALL ELEVATIONS ARE ON USGS DATA WITH DATE. RANGE POINT OR MONUMENT SHALL BE SHOWN ON THE CONSTRUCTION PLANS.
5. EXCEPT WHERE OTHERWISE PROVIDED, FOR IN THESE PLANS AND SPECIFICATIONS, THE COLORADO DEPARTMENT OF HIGHWAYS AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE COLORADO DEPARTMENT OF HIGHWAYS' M AND S STANDARDS, AND THE TOWN OF PARKER ROADWAY DESIGN AND CONSTRUCTION CRITERIA MANUAL, LATEST EDITION, SHALL APPLY.

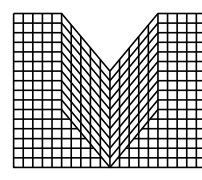
The Town of Parker review constitutes general compliance with the Town's Standards and approved variances, subject to these plans being stamped, signed, and dated by the professional engineer of record. Review by the Town does not constitute approval of the plan design or accuracy and correctness of engineering calculations. Errors in the design or calculations remain the responsibility of the registered professional engineer whose stamp and signature are affixed to this document.

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Town of Parker, Director of Engineering

01/30/2020

Date _____



S.A. MIRO INC.
CONSULTING ENGINEERS

4582 South Ulster Street Pkwy
Suite 750 Denver, CO 80237
ph. 303-741-3737
fax 303-694-3134



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

REV.	DESCRIPTION	DATE
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PARKER ADVENTIST HOSPITAL

PARKER MOB III

9403 CROWN CREST BLVD.

CIVIL NOTES AND LEGEND

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C000-COVR.dwg C001 - 12/16/2019



DESIGNED BY: MHV

DRAWN BY: DAT

CHECKED BY: JDC

DATE: 12/10/2019	
MIRO JOB NUMBER 18057	CLIENT JOB NUMBER

DRAWING NUMBER:

C 001

C-001



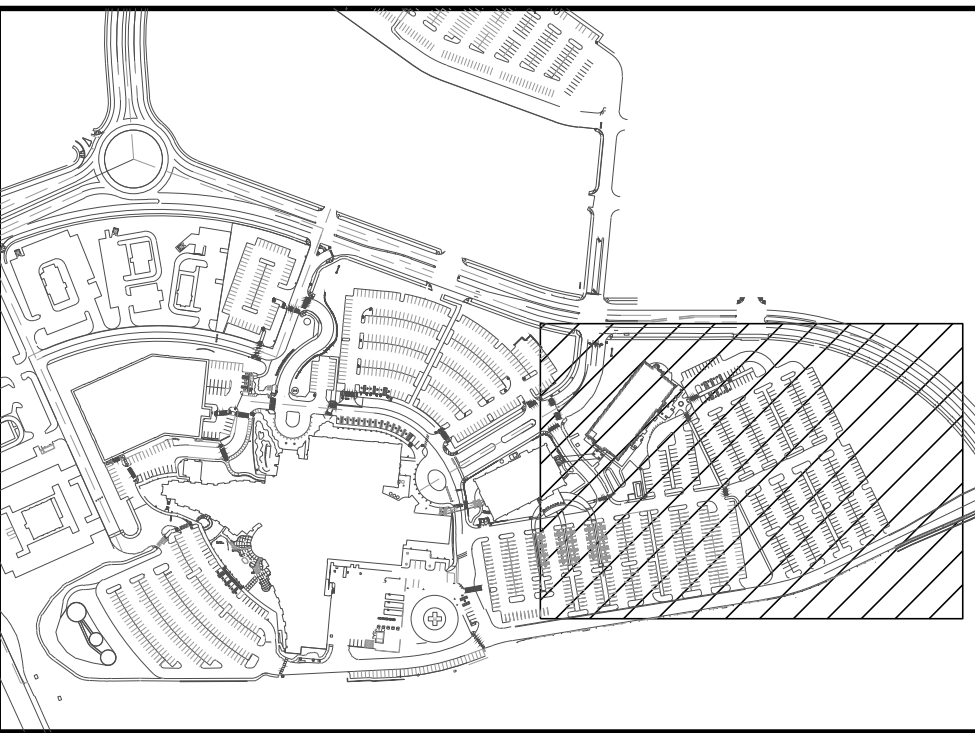
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1/16/2019	

**PARKER MOB III
9403 CROWN CREST BLVD.
DEMOLITION PLAN**



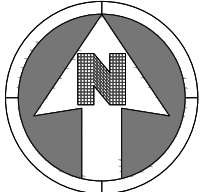
DESIGNED BY:		MHV
DRAWN BY:		DAT
CHECKED BY:		JDC
DATE: 12/10/2019		
MIRO JOB NUMBER 18057	CLIENT JOB NUMBER	
DRAWING NUMBER:		

C-111



KEY MAP

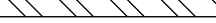
NOT TO SCALE



NOTES:

1. SEE SHEET C-001 FOR CIVIL NOTES AND LEGEND.

LEGEND:

- | | |
|---|---------------------------------|
|  | UTILITY TO BE REMOVED |
|  | CURB AND GUTTER REMOVAL |
|  | CONCRETE SIDEWALK REMOVAL |
|  | ASPHALT PAVEMENT REMOVAL |
|  | TEMPORARY PARKING TO BE REMOVED |
|  | SAWCUT LINE |
|  | REMOVE/ RELOCATE SIGN |
|  | REMOVE/ RELOCATE TREE |
|  | REMOVE/ RELOCATE LIGHT POLE |

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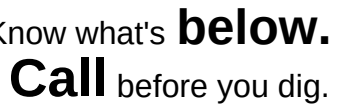
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Town of Parker, Director of Engineering

01/30/2020
Date



582 South Ulster Street Pkwy.
Suite 750 Denver, CO 80237
a. 303-741-3737
x 303-694-3134

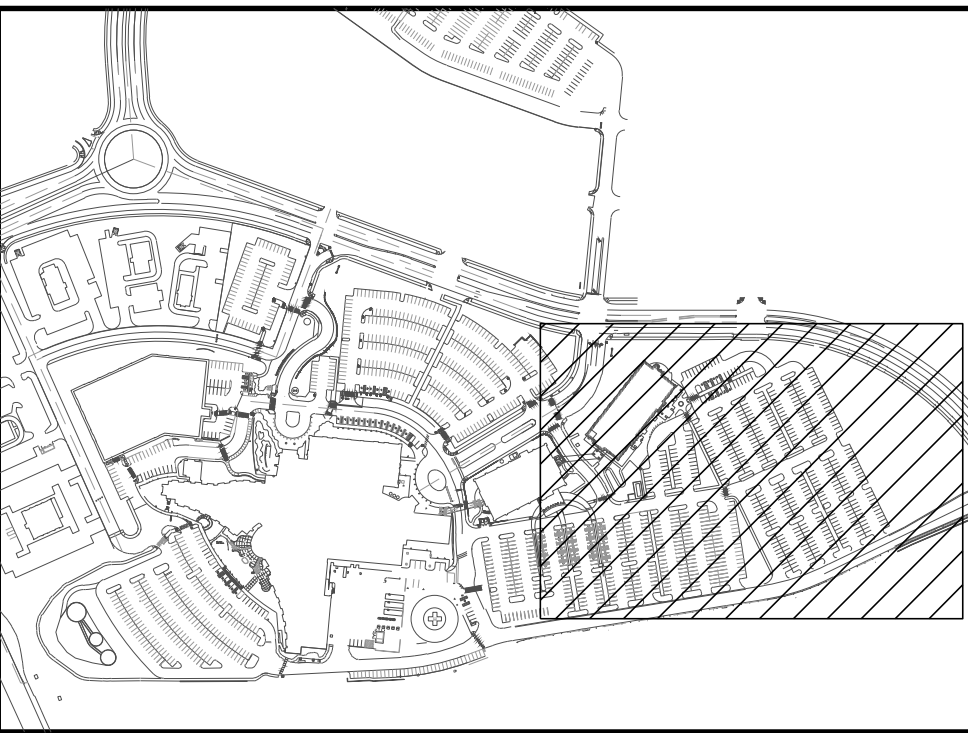
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PROJECT NAME:	PARKER ADVENTIST HOSPITAL PARKER MOB III 9403 CROWN CREST BLVD.
DRAWING TITLE:	GRADING PLAN



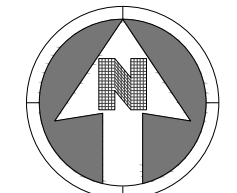
DESIGNED BY:		MHW
DRAWN BY:		DAT
CHECKED BY:		JDC
DATE: 12/10/2019		
MIRO JOB NUMBER 18057	CLIENT JOB NUMBER	
DRAWING NUMBER:		

C-311



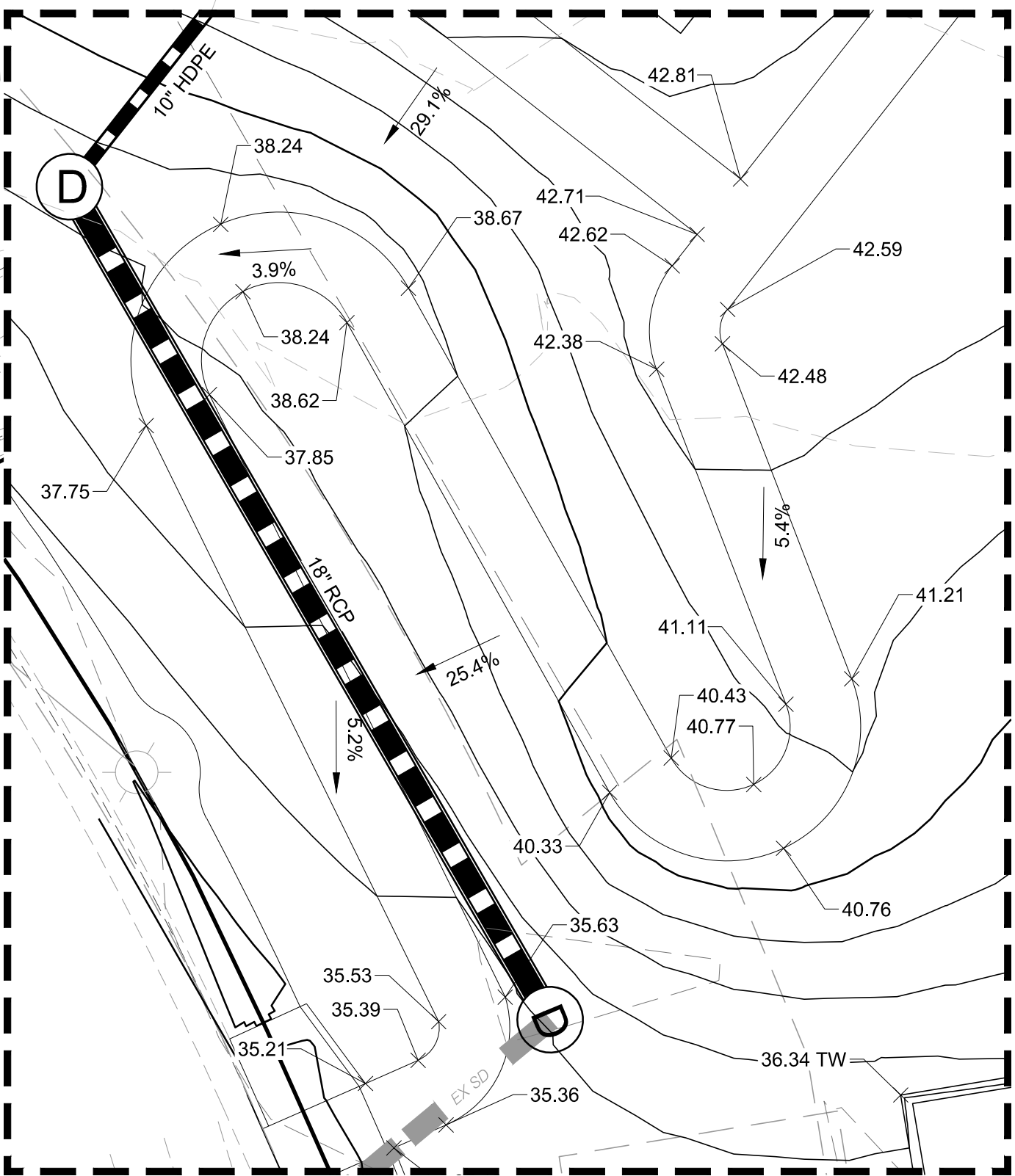
KEY MAP

NOT TO SCALE



NOTES:

2. SPOT ELEVATIONS SHOWN ARE LIP OF CURB UNLESS NOTED OTHERWISE.



GRADING ENLARGEMENT

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Town of Parker, Director of Engineering

01/30/2020
Date



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941 - 12/16/2019	

PARKER ADVENIST HOSPITAL
PARKER MOB III
9403 CROWN CREST BLVD.
INITIAL EROSION CONTROL PLAN

PROJECT NAME:	
DRAWING TITLE:	
FILE PATH:	J:\300



DESIGNED BY: MHW

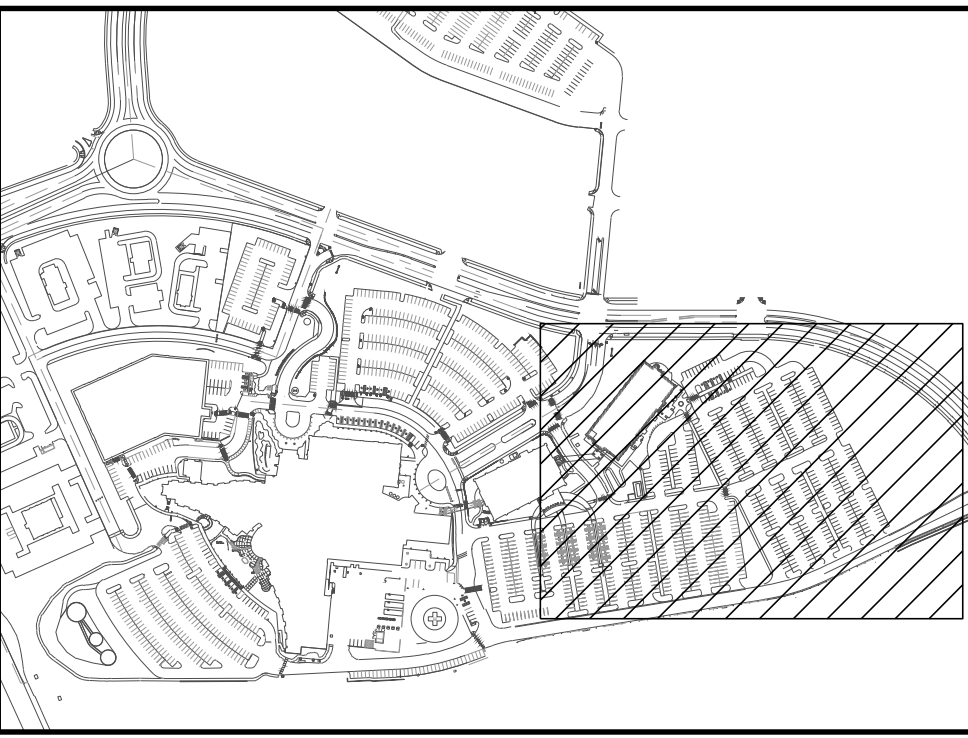
RAWN BY: DAT

HECKED BY: JDC

DATE: 12/10/2019	
MIRO JOB NUMBER 18057	CLIENT JOB NUMBER

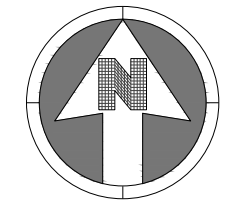
DRAWING NUMBER:

C-341



KEY MAP

NOT TO SCALE



40 0 40

SCALE: 1" = 40'

NOTES:

2. SEE SHEET C-001 FOR CIVIL NOTES AND LEGEND.
3. SEE SHEET C-351 THROUGH C-363 FOR EROSION CONTROL DETAILS.
4. SHADED BMP'S IN INTERIM AND FINAL EROSION CONTROL PLAN SHALL BE LEFT IN PLACE UNTIL REVEGETATION IS ESTABLISHED.
5. CONTRACTOR IS RESPONSIBLE FOR DEBRIS AND TRAFFIC CONTROL ON AND NEXT TO ENTIRE SITE.
6. LOT PROTECTION IS REQUIRED ON ALL COMMERCIAL PROJECTS WHEN LANDSCAPING IS NOT POSSIBLE.

LEGEND:

- | | | |
|--|--|---|
| | | LIMITS OF CONSTRUCTION |
| | | FLOW DIRECTION ARROW |
| | | SILT FENCE |
| | | CONSTRUCTION FENCE |
| | | DIVERSION DIKE |
| | | INLET PROTECTION CURB ON SUMP |
| | | INLET PROTECTION AREA INLET NOT IN PAVEMENT |
| | | INLET PROTECTION FOR AREA INLET ON GRADE |
| | | OUTLET PROTECTION |
| | | VEHICLE TRACKING CONTROL |
| | | STABILIZED STORAGE AREA |
| | | CONCRETE WASHOUT AREA |
| | | PORTABLE TOILET PROTECTION |
| | | SEDIMENT BASIN |
| | | ROUGH-CUT STREET CONTROL |
| | | LIMITS OF CONSTRUCTION |

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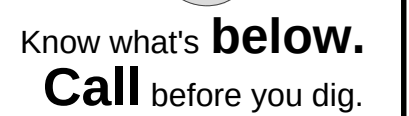
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Town of Parker, Director of Engineering

01/30/2020
Date



4582 South Ulster Street Pkwy.
Suite 750 Denver, CO 80237
ph. 303-741-3737
fax 303-694-3134



PROJECT NAME:	PARKER ADVENTIST HOSPITAL		
CLIENT NAME:	PARKER MOB III		
	9403 CROWN CREST BLVD.		
DRAWING TITLE:	INTERIM EROSION CONTROL PLAN		
	REV.	DESCRIPTION	DATE
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FILE PATH: J:\Jobs\118057 Parker MOB III\05 CAD\Plans and Details\C342-EROS-INTER-PLAN.dwg C-342 - 12/16/2019			



DESIGNED BY: MHV

DRAWN BY:	DAT
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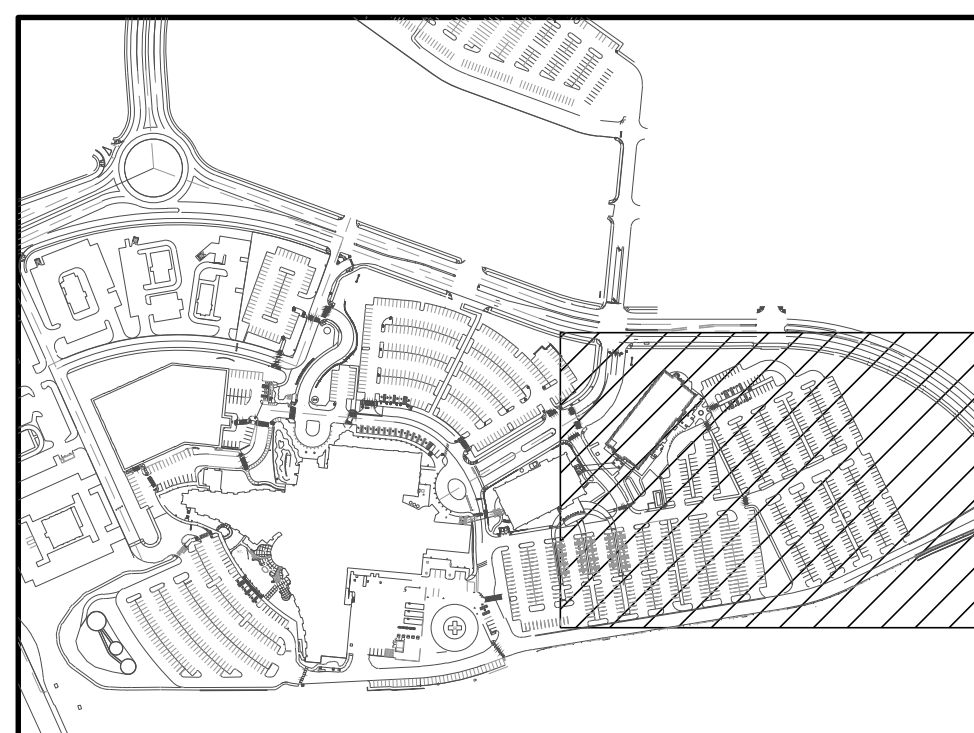
CHECKED BY: JDC

DATE: 12/10/2019

MIRO JOB NUMBER 18057	CLIENT JOB NUMBER
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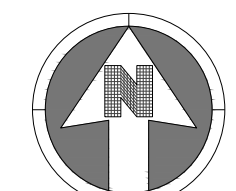
DRAWING NUMBER:

C-342



KEY MAP

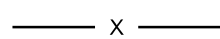
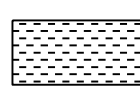
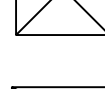
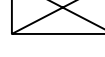
NOT TO SCALE



NOTES:

1. SEE SHEET C-001 FOR CIVIL NOTES AND LEGEND.
2. SEE SHEET C-351 THROUGH C-363 FOR EROSION CONTROL DETAILS.
3. SHADED BMP'S IN INTERIM AND FINAL EROSION CONTROL PLANS SHALL BE LEFT IN PLACE UNTIL REVEGETATION IS ESTABLISHED.
4. CONTRACTOR IS RESPONSIBLE FOR DEBRIS AND TRAFFIC CONTROL ON AND NEXT TO ENTIRE SITE.
5. LOT PROTECTION IS REQUIRED ON ALL COMMERCIAL PROJECTS WHEN LANDSCAPING IS NOT POSSIBLE

LEGEND:

		LIMITS OF CONSTRUCTION
		FLOW DIRECTION ARROW
		SILT FENCE
		CONSTRUCTION FENCE
		INLET PROTECTION CURB ON SUMP
		INLET PROTECTION AREA INLET NOT IN PAVEMENT
		INLET PROTECTION FOR AREA INLET ON GRADE
		OUTLET PROTECTION
		VEHICLE TRACKING CONTROL
		STABILIZED STORAGE AREA
		CONCRETE WASHOUT AREA
		PORTABLE TOILET PROTECTION
		ROCK SOCK
		SEED, MULCH AND CRIMP
		DEBRIS TRASH CONTROL
		MASONRY WORK PROTECTION

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Town of Parker, Director of Engineering

01/30/2020

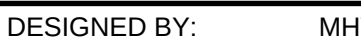
Date _____



4582 South Ulster Street Pkwy
Suite 750 Denver, CO 80237
ph. 303-741-3737
fax 303-694-3134



CLIENT NAME:	PARKER ADVENTIST HOSPITAL
PROJECT NAME:	PARKER MOB III 9403 CROWN CREST BLVD.
DRAWING TITLE:	EROSION CONTROL DETAILS



CHECKED BY: _____ ID: _____

DATE: 12/10/2019

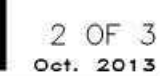
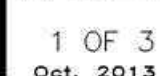
DRAWING NUMBER:

DRAWING NUMBER:

C-351

THIS REVIEW DOES NOT CONSTITUTE APPROVAL OF ANY PRIVATE ON-SITE IMPROVEMENTS WHICH MAY BE SHOWN. CONSTRUCTION CANNOT COMMENCE UNTIL ALL REQUIRED DRAINAGE/TRAFFIC REPORTS(S), FINAL DEVELOPMENT PLAN(S), SPECIAL REVIEW(S), GRADING PERMIT, AND/OR OTHER PERMITS ARE COMPLETE, APPROVED AND ON FILE WITH THE TOWN OF PARKER

DATE



FOR THE APPLICABLE SITE OR ASSIGNMENT AS PROVIDED BY SECTION 11.10.150 OF THE TOWN OF PARKER MUNICIPAL CODE, IT IS THE PROPERTY OWNER'S OBLIGATION AT THE TIME OF CLOSING TO ENSURE THAT THE NEW SITE OWNER HAS PROVIDED THE TOWN WITH A REPLACEMENT SECURITY.



34. THE TOWN OF PARKER RESERVES THE RIGHT TO ALLOW MODIFICATIONS AND SUBSTITUTIONS TO THE CBMP NOTES AND DETAILS WHEN SUCH MODIFICATIONS AND SUBSTITUTIONS OFFER THE SAME LEVEL OF PROTECTION AS THE STANDARD REQUIREMENTS BASED UPON THE SPECIFIC SITUATION, AS DETERMINED BY TOWN STAFF. DUE TO THE INSIGNIFICANCE AND REGULARITY OF SUCH MODIFICATIONS AND SUBSTITUTIONS, THE APPROVAL OF SUCH VARIATIONS MAY NOT BE DOCUMENTED BY TOWN STAFF.



(III) BMP PLAN SHOWING SPECIFIC EROSION AND SEDIMENT CONTROLS FOR EACH PHASE.

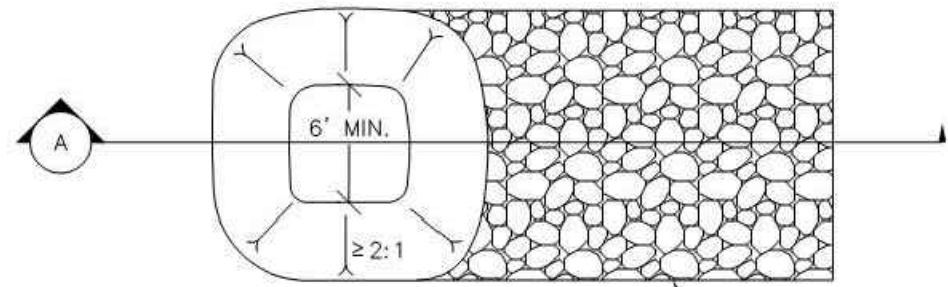


24. A WATER SOURCE SHALL BE AVAILABLE ONSITE DURING CONSTRUCTION ACTIVITIES, AND UTILIZED TO MINIMIZE FUGITIVE DUST. ALTERNATIVE BMPS MAY BE REQUIRED IF INITIAL ATTEMPTS TO SUPPRESS DUST ARE UNSUCCESSFUL.



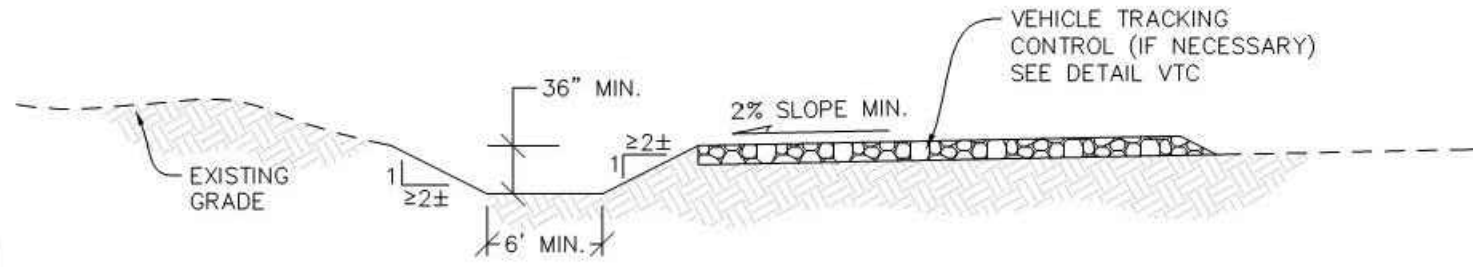
NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF THE TOWN OF PARKER.

NOTE:
A VTC PAD IS NOT NECESSARY IF
THERE IS ANOTHER VTC PAD IN
BETWEEN THE CWA AND ROADWAY,
PARKING LOT, DRIVE AISLES, ETC.



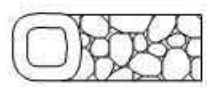
PLAN VIEW

VEHICLE TRACKING
CONTROL (IF NECESSARY)
SEE DETAIL VTC



SECTION A

VEHICLE TRACKING
CONTROL (IF NECESSARY)
SEE DETAIL VTC



CWA

CONCRETE WASHOUT AREA



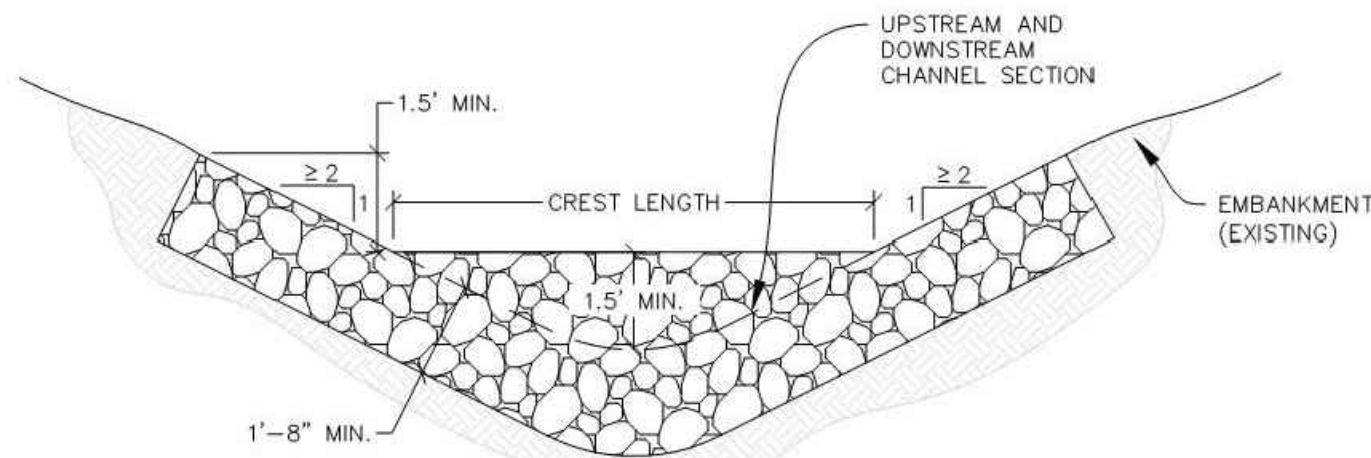
CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

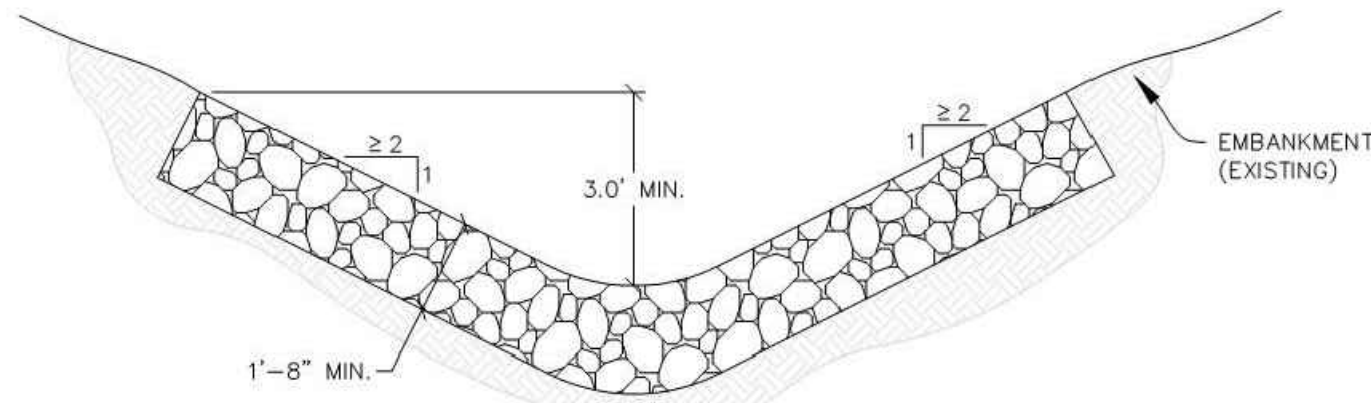
CWA

1 OF 2
Oct. 2013

NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF THE TOWN OF PARKER.



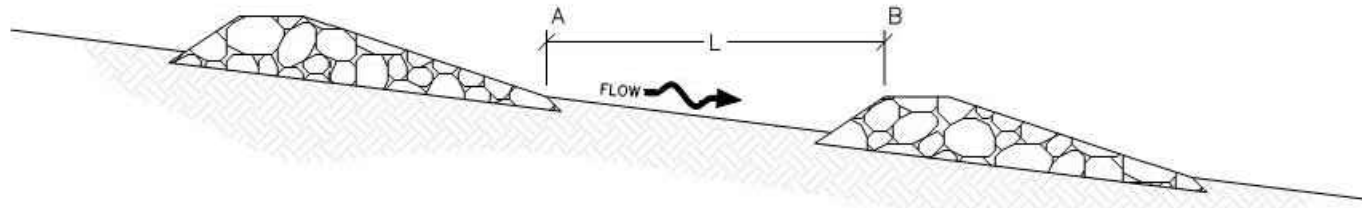
SECTION B



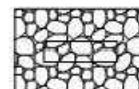
SECTION C

NOTE: SECTION C IS LOCATED IMMEDIATELY UPSTREAM AND DOWNSTREAM
OF THE CHECK DAM, THEREFORE NO ROCK IS SHOWN WITHIN THE
CHANNEL FLOW AREA.

L = THE DISTANCE SUCH THAT POINT
A AND B ARE OF EQUAL ELEVATION.



SPACING BETWEEN CHECK DAMS



CD

CHECK DAM



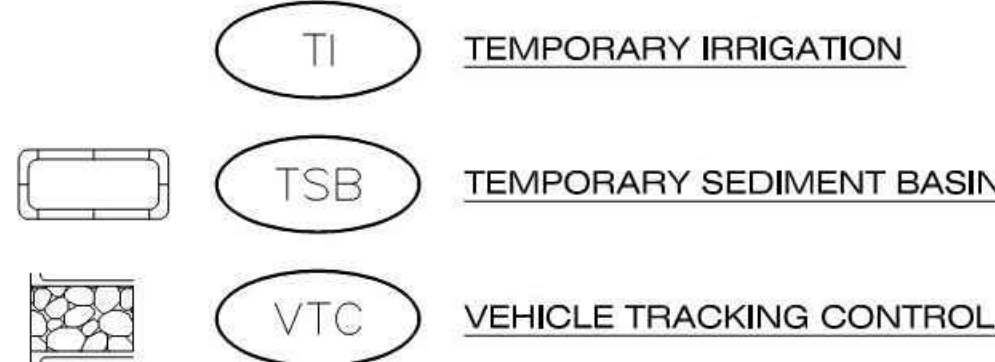
CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

CD

2 OF 3
Oct. 2013

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TI

TEMPORARY IRRIGATION

TSB

TEMPORARY SEDIMENT BASIN

VTC

VEHICLE TRACKING CONTROL



CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

LEGEND

3 OF 3
Oct. 2013

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CONCRETE WASHOUT AREA INSTALLATION NOTES

1. CONCRETE WASHOUT AREAS SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
2. A VEHICLE TRACKING CONTROL PAD IS REQUIRED AT THE ACCESS POINT TO ALL CONCRETE WASHOUT AREAS WHEN NO OTHER VTC PAD EXISTS IN BETWEEN THE CWA AND THE ROADWAY.
3. IF GROUNDWATER IS ENCOUNTERED WHEN DIGGING THE PIT, A NEW LOCATION SHOULD BE SELECTED. IF NO OTHER LOCATION CAN BE FOUND, A ONE-PIECE IMPERVIOUS LINER SHALL BE REQUIRED ALONG THE BOTTOM AND SIDES OF THE SUBSURFACE PIT.

CONCRETE WASHOUT AREA INSPECTION AND MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE CONCRETE WASHOUT AREA.
2. CONCRETE WASHOUT MATERIALS SHALL BE REMOVED BEFORE ITS CAPACITY HAS BEEN REACHED.
3. CONCRETE WASHOUT AREAS SHALL BE ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE AND ASSOCIATED WASH WATER.
4. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE AS NECESSARY TO ENSURE ADEQUATE CAPACITY.
5. CONCRETE WASHOUT AREAS SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
6. WHEN CONCRETE WASHOUT AREAS ARE REMOVED, THE TOWN'S INSPECTOR MAY REQUIRE EXCAVATIONS TO BE FILLED WITH SUITABLE COMPACTED BACKFILL AND TOPSOIL, ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE CONCRETE WASHOUT AREAS SHALL BE ROUGHENED, SEEDED, MULCHED, AND CRIMPED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).



CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

CWA

2 OF 2
Oct. 2013

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CHECK DAM INSTALLATION NOTES

1. SEE PLAN VIEW FOR LOCATION(S) OF CHECK DAMS.
2. CHECK DAMS SHOWN ON CBMP PLAN SHALL BE INSTALLED WHEN DIRECTED BY THE TOWN'S INSPECTOR.
3. RIPRAP UTILIZED FOR CHECK DAMS SHALL HAVE A D50 MEDIAN STONE SIZE OF 12".
4. RIPRAP PAD SHALL BE TRENCHED INTO THE GROUND A MINIMUM OF 1'-8".
5. THE MAXIMUM SPACING BETWEEN CHECK DAMS SHOULD BE SUCH THAT THE BOTTOM OF THE UPSTREAM DAM IS AT THE SAME ELEVATION AS THE TOP OF THE DOWNSTREAM DAM AS SHOWN IN THE DETAIL.

CHECK DAM INSPECTION AND MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE CHECK DAMS.
2. ACCUMULATED SEDIMENT SHALL BE REMOVED ONCE SEDIMENT HAS REACHED A DEPTH EQUAL TO 1/2 THE HEIGHT OF THE CREST OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR.
3. CHECK DAMS SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL VEGETATIVE COVER HAS REACHED A CONSISTENT DENSITY OF AT LEAST 70% OF FULL VEGETATIVE COVER AND EROSION AND SEDIMENTATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR.
4. WHEN CHECK DAMS ARE REMOVED, THE TOWN'S INSPECTOR MAY REQUIRE EXCAVATIONS TO BE FILLED WITH SUITABLE COMPACTED TOPSOIL AND ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE CHECK DAMS BE ROUGHENED, SEEDED, MULCHED, AND CRIMPED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).
5. IN SOME INSTANCES, CHECK DAMS MAY REMAIN IN PLACE PERMANENTLY.



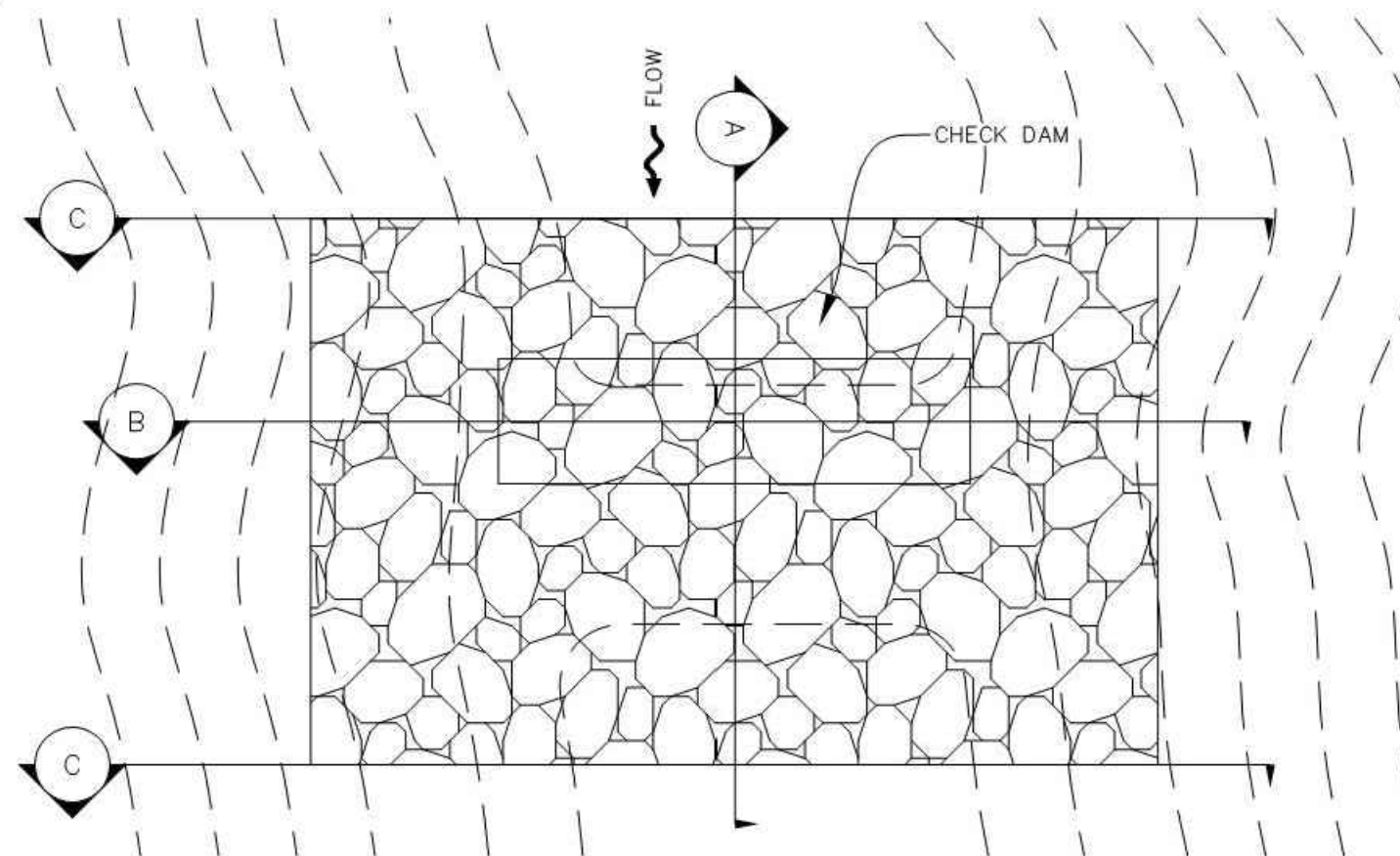
CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

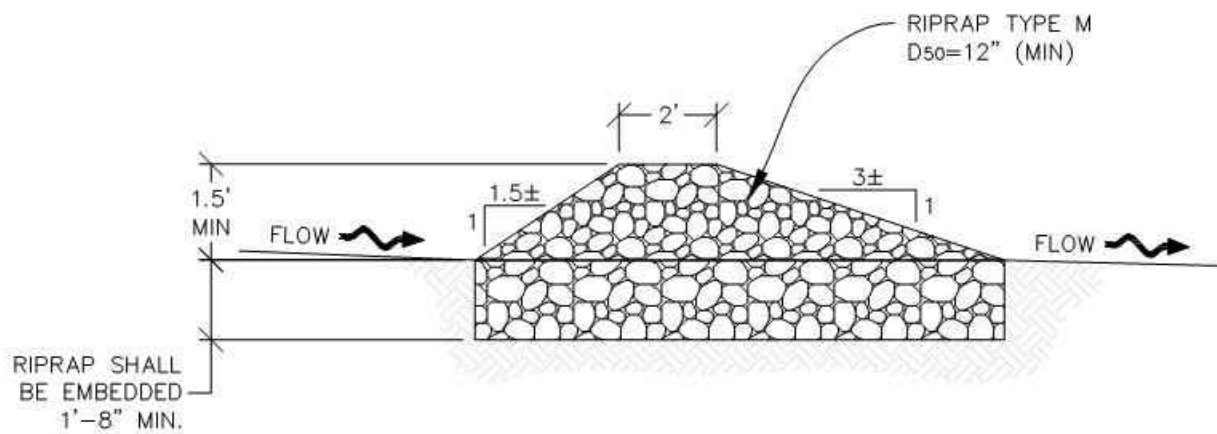
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3 OF 3
Oct. 2013

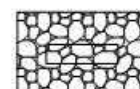
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PLAN VIEW



SECTION A



CD

CHECK DAM



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CONSTRUCTION BEST MANAGEMENT PRACTICES

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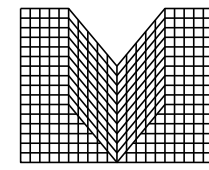
1 OF 3
Oct. 2013

THE TOWN OF PARKER REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE TOWN'S STANDARDS AND
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ENGINEER OF RECORD. REVIEW BY THE TOWN DOES NOT CONSTITUTE APPROVAL OF THE PLANS DESIGN OR
ACCURACY AND CORRECTNESS OF ENGINEERING CALCULATIONS, ERRORS IN THE DESIGN OR CALCULATIONS REMAIN
THE RESPONSIBILITY OF THE REGISTERED PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE ARE AFFIXED TO
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DEVELOPMENT PLAN(S), SPECIAL REVIEW(S), GRADING PERMIT, AND/OR OTHER PERMITS ARE COMPLETE,
APPROVED AND ON FILE WITH THE TOWN OF PARKER

TOWN OF PARKER, DIRECTOR OF ENGINEERING

DATE



MIRO

S.A. MIRO INC.
CONSULTING ENGINEERS

4582 South Ulster Street Pkwy.
Suite 750 Denver, CO 80237
ph. 303-741-3737
fax 303-694-3134



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DATE	DESCRIPTION	REV.	1	2	3	4	5	6	7	8

CLIENT NAME: PARKER ADVENTIST HOSPITAL

PROJECT NAME: PARKER MOB III

9403 CROWN CREST BLVD.

EROSION CONTROL DETAILS

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C351-EROS-DTL.sdwg C-352 - 12/16/2019



DESIGNED BY: MHV

DRAWN BY: DAT

CHECKED BY: JDC

DATE: 12/10/2019

MIRO JOB
NUMBER
18057

CLIENT JOB
NUMBER

DRAWING NUMBER:

C-352

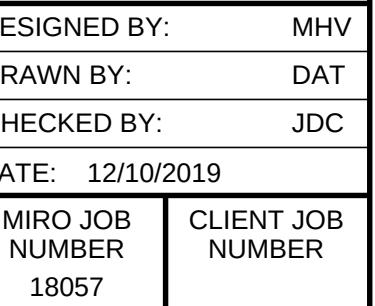


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PROJECT NAME: **PARKER MOB III**
9403 CROWN CREST BLVD.
EROSION CONTROL DETAILS

DRAWING TITLE:

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C35+EROS-DTLS.dwg C:\



C-353

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TOWN OF PARKER, DIRECTOR OF ENGINEERING _____ DATE _____



- CONSTRUCTION FENCE INSPECTION AND MAINTENANCE NOTES**
- THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE CONSTRUCTION FENCE AND MAKE ANY NECESSARY REPAIRS.
- CONSTRUCTION FENCE SHALL BE REPAIRED WHEN THE FENCING MATERIAL FALLS OUT OF COMPLIANCE WITH THE NOTES AND DETAILS.





REV.	DESCRIPTION	DATE
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CLIENT NAME: **PARKER ADVENTIST HOSPITAL**

PARKER MOB III

9403 CROWN CREST BLVD.

EROSION CONTROL DETAILS

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C351-ERQS-DTL\S.dwg C-354 - 12/16/2019



DESIGNED BY: MHY

DRAWN BY: DAT

CHECKED BY: JDC

DATE: 12/10/2019	
MIRO JOB NUMBER 18057	CLIENT JOB NUMBER

DRAWING NUMBER:

C-354



1. SEE THE PLAN VIEW FOR THE LOCATION(S) OF THE DIVERSION DITCHES.
2. A PLASTIC LINER, RIPRAP, OR EROSION CONTROL BLANKET MAY BE NECESSARY TO PROTECT THE DIVERSION DITCH. THE REQUIRED LINING MATERIAL SHALL BE OBTAINED FROM THE CBMP PLANS VIA THE DESIGN ENGINEER.
3. ALL MATERIAL EXCAVATED FROM THE DITCH MAY BE USED TO CONSTRUCT THE BERM ON THE DOWNHILL SIDE OF THE DITCH.
4. THE DIVERSION DITCH SHALL BE A MINIMUM OF 20" DEEP WITH APPROX. 3:1 SIDE SLOPES. THE ADJACENT BERM SHALL BE A MINIMUM OF 20" IN HEIGHT WITH APPROX. 3:1 SIDE SLOPES. ALL EMBANKMENTS SHALL BE FIRMLY COMPACTED.
5. THE DISCHARGE FROM THE DIVERSION DITCH SHALL BE DIRECTED TOWARDS AN APPROPRIATELY SIZED TEMPORARY SEDIMENT BASIN OR OTHER APPROVED AREA.

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE DIVERSION DITCH.
2. ACCUMULATED SEDIMENT SHALL BE REMOVED ONCE THE SEDIMENT HAS REACHED A DEPTH EQUAL TO 1/2 (10") THE CREST HEIGHT.
3. DIVERSION DITCHES SHALL BE RE-GRADED FOLLOWING THE SIGNS OF MODERATE OR MORE SOIL EROSION OR ANY DAMAGE.
4. DIVERSION DITCHES ARE TO REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL VEGETATIVE COVER HAS REACHED A CONSISTENT DENSITY OF AT LEAST 70% OF FULL VEGETATIVE COVER AND EROSION AND SEDIMENTATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR. ALTERNATIVELY, THE DIVERSION DITCHES MAY BE REMOVED WHEN THE SITE'S TOPOGRAPHY CHANGES SUCH THAT SIGNIFICANT RUNOFF IS NO LONGER POSSIBLE. IN SOME INSTANCES, THE DIVERSION DITCHES MAY REMAIN IN PLACE PERMANENTLY.

1. IT IS THE EROSION CONTROL SUPERVISOR'S RESPONSIBILITY TO ENSURE THAT ALL DEWATERING IS PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE).

1. THE EROSION CONTROL SUPERVISOR SHALL INSPECT THE DEWATERING OPERATION TO ENSURE THAT THE DISCHARGE WATER IS DRAINING TO THE PROPER LOCATION(S) AND PERFORM ANY NECESSARY REPAIRS OR MAINTENANCE ON A FREQUENT BASIS.

1. DETENTION POND PROTECTION SHALL BE INSTALLED IMMEDIATELY FOLLOWING THE CONSTRUCTION OF THE TRICKLE CHANNEL AND FOREBAY.
2. CRUSHED ROCK SHALL BE 2.0"-3.0" IN SIZE WITH A FRACTURED FACE (ALL SIDES).
3. ROCK SOCK FOR OUTLET STRUCTURE AND FOREBAY PROTECTION SHALL BE ONE CONTINUOUS PIECE (SEE DETAIL RS).

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE OUTLET STRUCTURE PROTECTION.
2. ACCUMULATED SEDIMENT SHALL BE REMOVED IMMEDIATELY.
3. OUTLET STRUCTURE PROTECTION SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL VEGETATIVE COVER HAS REACHED A CONSISTENT DENSITY OF AT LEAST 70% OF VEGETATIVE COVER AND EROSION AND SEDIMENTATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR.



CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

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2 OF 2

Oct. 2013

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CONSTRUCTION BEST MANAGEMENT PRACTICES

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TOWN OF PARKER, DIRECTOR OF ENGINEERING

DATE _____



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CONSTRUCTION BEST MANAGEMENT PRACTICES

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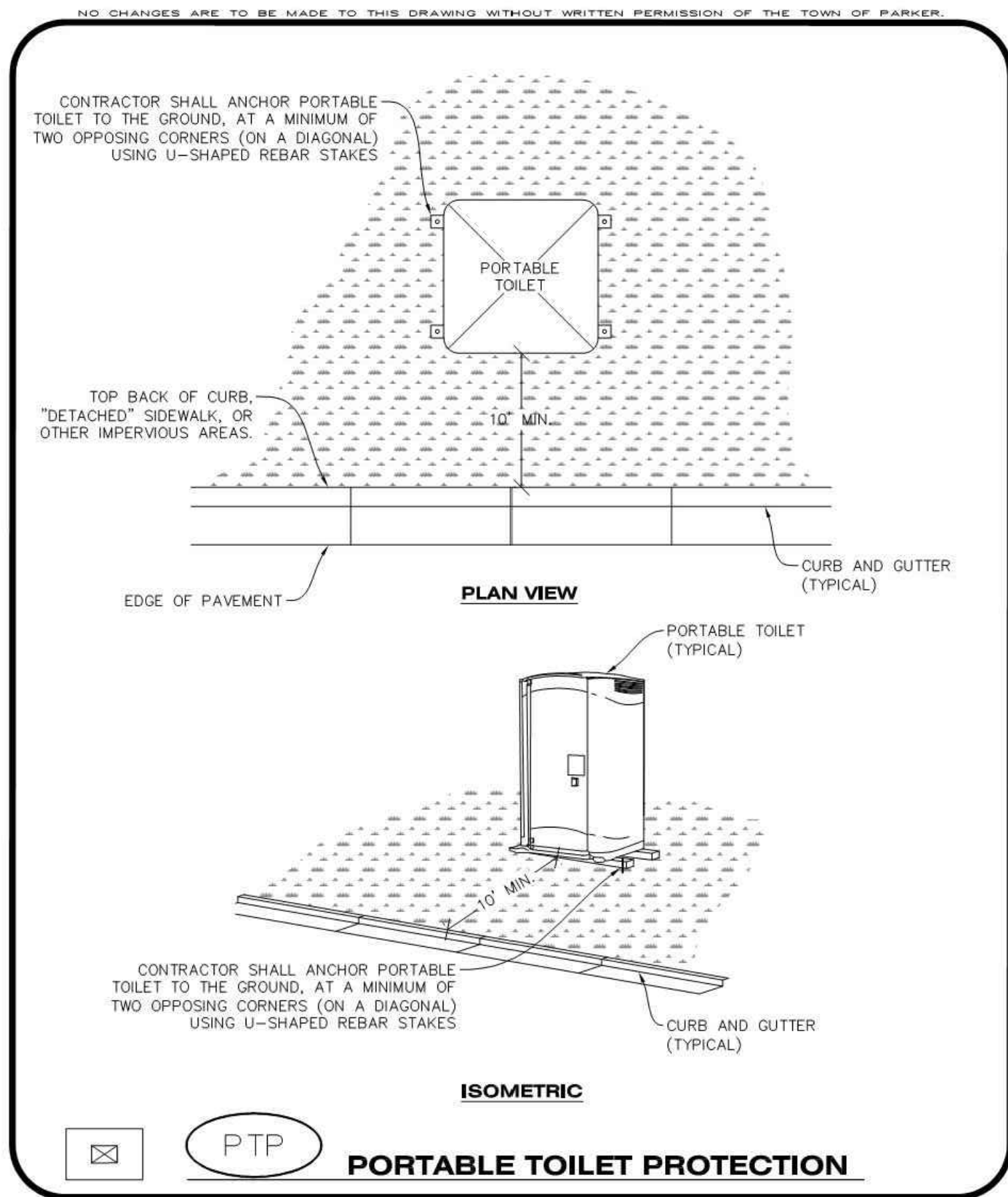
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Oct. 2013

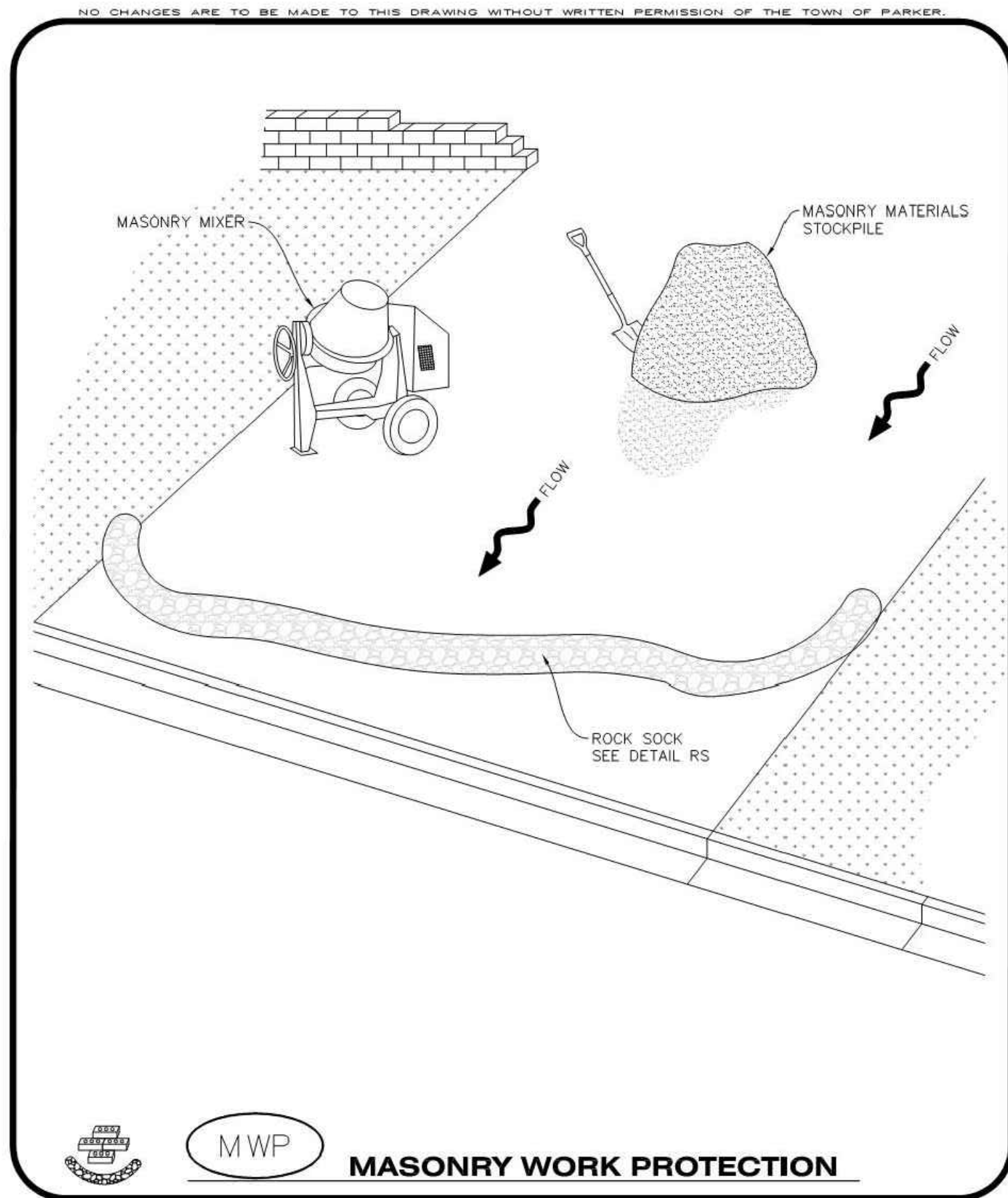


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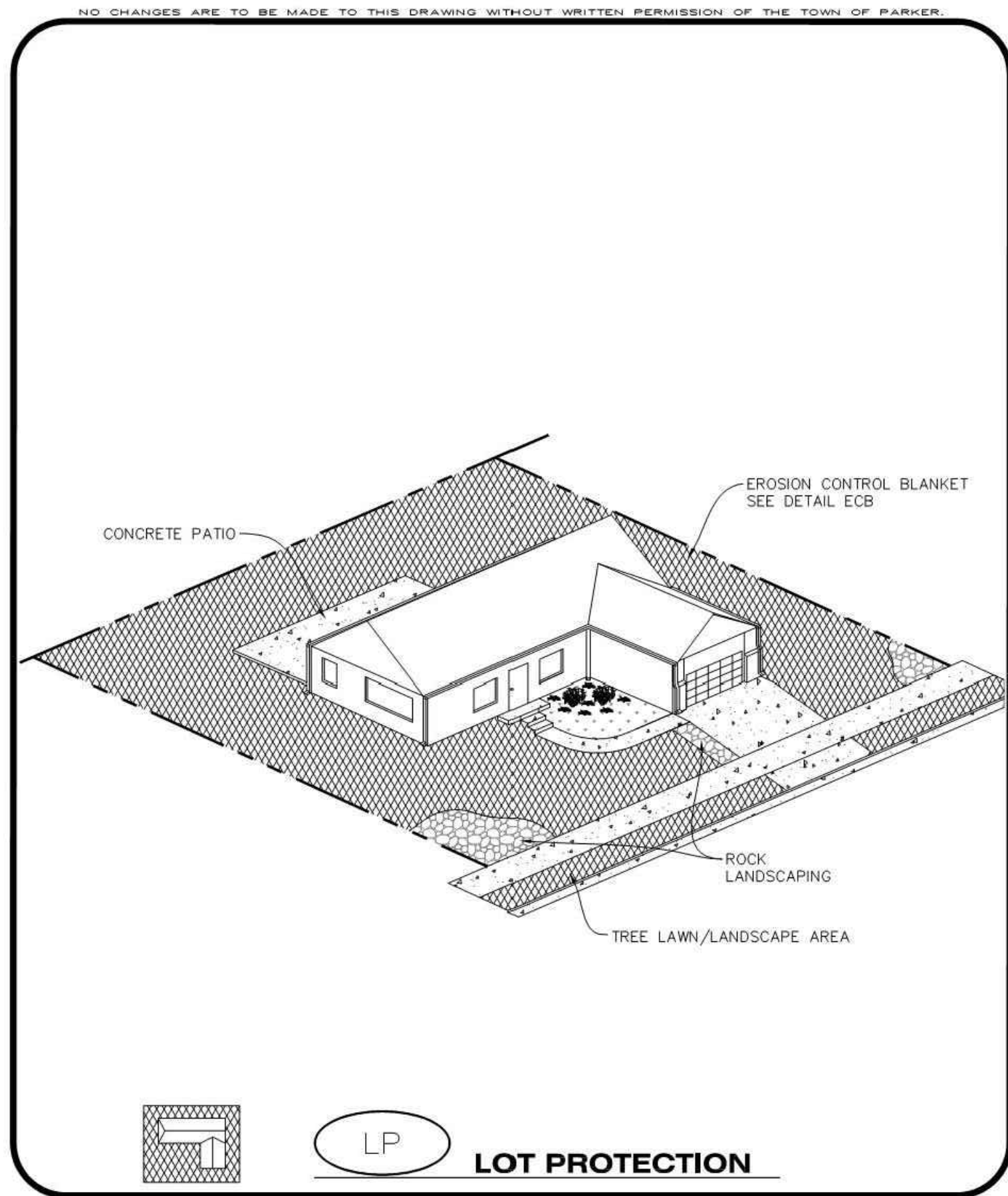




 **CBMP** **CONSTRUCTION BEST MANAGEMENT PRACTICES** **PTP** **1 OF 2** **Oct. 2013**



 **CBMP** **CONSTRUCTION BEST MANAGEMENT PRACTICES** **MWP** **1 OF 2** **Oct. 2013**



 **CBMP** **CONSTRUCTION BEST MANAGEMENT PRACTICES** **LP** **1 OF 2** **Oct. 2013**

NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF THE TOWN OF PARKER.

PORTABLE TOILET PROTECTION INSTALLATION NOTES

1. PORTABLE TOILETS SHALL BE PLACED A MINIMUM OF 10.0' BEHIND ALL CURBS, SIDEWALKS, AND OTHER IMPERVIOUS AREAS.
2. ALL PORTABLE TOILETS MUST BE GROUPED TOGETHER.
3. PORTABLE TOILETS SHALL BE SECURELY ANCHORED TO THE GROUND USING U-SHAPED REBAR STAKES.
4. U-SHAPED REBAR STAKES SHALL BE POSITIONED ON AT LEAST 2 OPPOSING (DIGITAL) CORNERS.

PORTABLE TOILET PROTECTION INSPECTION AND MAINTENANCE NOTES

2. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE PORTABLE TOILET PROTECTION.
3. PORTABLE TOILETS SHALL BE SERVICED AT THE NECESSARY INTERVALS TO ELIMINATE THE POSSIBILITY OF OVERFLOW.
4. WHEN THE PORTABLE TOILETS ARE REMOVED, ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE TOILETS MAY NEED TO BE LANDSCAPED OR ROUGHENED, SEEDED, MULCHED, AND CRIMPED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).
5. PORTABLE TOILETS THAT ARE NOT CONSISTENTLY MAINTAINED IN ACCORDANCE WITH THESE REQUIREMENTS MAY NEED TO BE CLUSTERED TOGETHER, IN ONE CENTRALIZED LOCATION IN ORDER TO INCREASE COMPLIANCE AND REDUCE THE CHANCE OF A SPILL.

 **CBMP** **CONSTRUCTION BEST MANAGEMENT PRACTICES** **PTP** **2 OF 2** **Oct. 2013**

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MASONRY WORK PROTECTION INSTALLATION NOTES

1. MASONRY WORK PROTECTION MAY NEED TO BE INSTALLED WHEN MASONRY WORK AND MIXING IS OCCURRING.
2. A ROCK SOCK SHALL BE INSTALLED IN A CRESCENT SHAPE ON THE DOWNHILL SIDE OF THE MASONRY WORK AND MIXER.
3. CRUSHED ROCK SHALL BE 2.0"-3.0" IN SIZE WITH A FRACTURED FACE (ALL SIDES).
4. ROCK SOCK SHALL BE ONE CONTINUOUS PIECE OR SHALL BE CONSTRUCTED USING WIRE WRAPPED JOINTS (SEE DETAIL RS).
5. ROCK SOCK SHALL BE CONSTRUCTED USING CHICKEN WIRE OR OTHER APPROVED MATERIAL, SIZED TO KEEP ROCK FROM SPILLING OUT.

MASONRY WORK PROTECTION INSPECTION AND MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE MASONRY WORK PROTECTION.
2. ALL CONCRETE WASTE SHALL BE REGULARLY CLEANED AND PLACED IN THE CONCRETE WASH OUT AREA.
3. ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED OR DAMAGED.

 **CBMP** **CONSTRUCTION BEST MANAGEMENT PRACTICES** **MWP** **2 OF 2** **Oct. 2013**

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EROSION CONTROL BLANKET FOR LOT PROTECTION INSTALLATION NOTES

1. ALL EROSION CONTROL BLANKETS FOR LOT PROTECTION INSTALLED IN THE TOWN SHALL MEET THE FOLLOWING MINIMUM REQUIREMENTS:

MANUFACTURER	PRODUCT NAME
NORTH AMERICAN GREEN	S150 BN
APPROVED EQUAL	APPROVED EQUAL
2. ALL EROSION CONTROL BLANKETS FOR LOT PROTECTION SHALL BE INSTALLED ACCORDING TO THE DETAIL DRAWINGS, WITH THE FOLLOWING ALLOWANCES AND ADDITIONS:
 - THE TOWN WILL ALLOW THE USE OF BIODEGRADABLE, EROSION CONTROL BLANKET-SPECIFIC STAPLES, IN LIEU OF TRADITIONAL METAL STAPLES.
 - ALL EROSION CONTROL BLANKET EDGES (SIDES AND ENDS) MUST OVERLAP THE ADJACENT BLANKET BY A MINIMUM OF 6-INCHES WITH THE UP-GRADIENT EDGES BEING PLACED ON TOP OF THE DOWN-GRADIENT EDGE OF THE ADJACENT BLANKET.
 - THE EDGES (SIDES AND ENDS) OF THE EROSION CONTROL BLANKETS DO NOT NEED TO BE TRENCHED INTO THE GROUND ASSUMING THE SITE CONDITIONS WILL NOT CAUSE EROSION BENEATH THE BLANKETS. THESE ASSUMPTIONS WILL BE THE RESPONSIBILITY OF THE EROSION CONTROL SUPERVISOR. ON OCCASION, THE TOWN'S INSPECTOR MAY REQUEST TRENCHING BASED UPON SITE CONDITIONS.
 - TOPSOIL PLACEMENT, SEEDING, AND MULCHING WILL NOT BE REQUIRED ON THE LOTS PRIOR TO THE INSTALLATION OF THE EROSION CONTROL BLANKET.
3. ANY DAMAGED OR EXCESS STAPLES SHALL BE REMOVED FROM THE SITE FOLLOWING INSTALLATION.
4. THE EROSION CONTROL BLANKETING REQUIRED AS PART OF THE LOT PROTECTION (LP) REQUIREMENT MUST BE INSTALLED OVER ALL UN-LANDSCAPED AREAS WITHIN EACH RESIDENTIAL, MULTI-FAMILY, AND COMMERCIAL LOT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY / TEMPORARY CERTIFICATE OF OCCUPANCY.

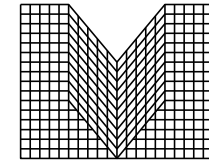
EROSION CONTROL BLANKET FOR LOT PROTECTION MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE EROSION CONTROL BLANKET FOR LOT PROTECTION.
2. EROSION CONTROL BLANKETS FOR LOT PROTECTION ARE INTENDED TO REMAIN IN PLACE AND MAINTAINED UNTIL LANDSCAPING IS INSTALLED.

 **CBMP** **CONSTRUCTION BEST MANAGEMENT PRACTICES** **LP** **2 OF 2** **Oct. 2013**

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DATE	DESCRIPTION	REV.	1	2	3	4	5	6	7	8

PARKER ADVENTIST HOSPITAL

PARKER MOB III

9403 CROWN CREST BLVD.

EROSION CONTROL DETAILS

CLIENT NAME: PARKER ADVENTIST HOSPITAL
PROJECT NAME: PARKER MOB III
DRAWING TITLE: EROSION CONTROL DETAILS

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C351-EROS-DTL.dwg C-357 - 12/16/2019



DESIGNED BY: MHV
DRAWN BY: DAT
CHECKED BY: JDC
DATE: 12/10/2019
MIRO JOB NUMBER 18057
CLIENT JOB NUMBER
DRAWING NUMBER: **C-357**

TOWN OF PARKER, DIRECTOR OF ENGINEERING DATE

DATE _____

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SILT FENCE INSTALLATION NOTES

- SEE CBMP PLAN FOR LOCATION(S) OF SILT FENCE.
- ALL SILT FENCE SHALL BE INSTALLED IN GOOD CONDITION AND FREE OF ANY DEFECTS INCLUDING RIPS, HOLES AND OBVIOUS WEAR.
- A UNIFORM 10" DEEP ANCHOR TRENCH SHALL BE EXCAVATED USING A TRENCHER.
- A 10" DEEP ANCHOR SLIT SHALL BE FORMED IF USING A STATIC SLICING METHOD.
- EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF THE ANCHOR TRENCH.
- ANCHOR TRENCH SHALL BE GENERALLY FREE OF ROCKS OR OTHER DEBRIS PRIOR TO THE PLACEMENT OF THE SILT FENCE.
- THE ANCHOR TRENCH SHALL BE THOROUGHLY BACKFILLED WITH SOIL THAT IS GENERALLY FREE OF ROCKS AND DEBRIS.
- ALL EXCAVATED MATERIAL SHALL BE PLACED ON THE UP-GRAIDENT SIDE OF THE SILT FENCE.
- STAKES SHALL BE POSITIONED ON THE DOWNHILL SIDE OF THE SILT FENCE FABRIC AND PLACED ON 10.0' CENTERS OR LESS. STAKES SHALL BE EMBEDDED A MINIMUM OF 12" INTO THE GROUND. A WOODEN LATH SHALL BE ATTACHED TO THE OPPOSING (UPHILL) SIDE OF THE STAKE FOR ADDED STRENGTH AND SUPPORT. THE LATH SHALL HAVE THE FOLLOWING DIMENSIONS: 1"x4"x24".
- SILT FENCE SHALL BE PULLED TIGHT AS IT IS ANCHORED TO THE STAKES. THERE SHOULD NOT BE SIGNIFICANT SAGGING ALONG ANY PORTION OF THE SILT FENCE AFTER IT HAS BEEN ANCHORED TO THE STAKES.
- SILT FENCE FABRIC SHALL BE ANCHORED TO THE STAKES AND LATHS USING STAPLES OR NAILS OF AN APPROXIMATE LENGTH. ENOUGH STAPLES AND NAILS SHOULD BE PLACED ALONG THE LATH TO ENSURE PROPER ATTACHMENT.
- SILT FENCE FABRIC SHALL MEET THE FOLLOWING MANDATORY REQUIREMENTS:

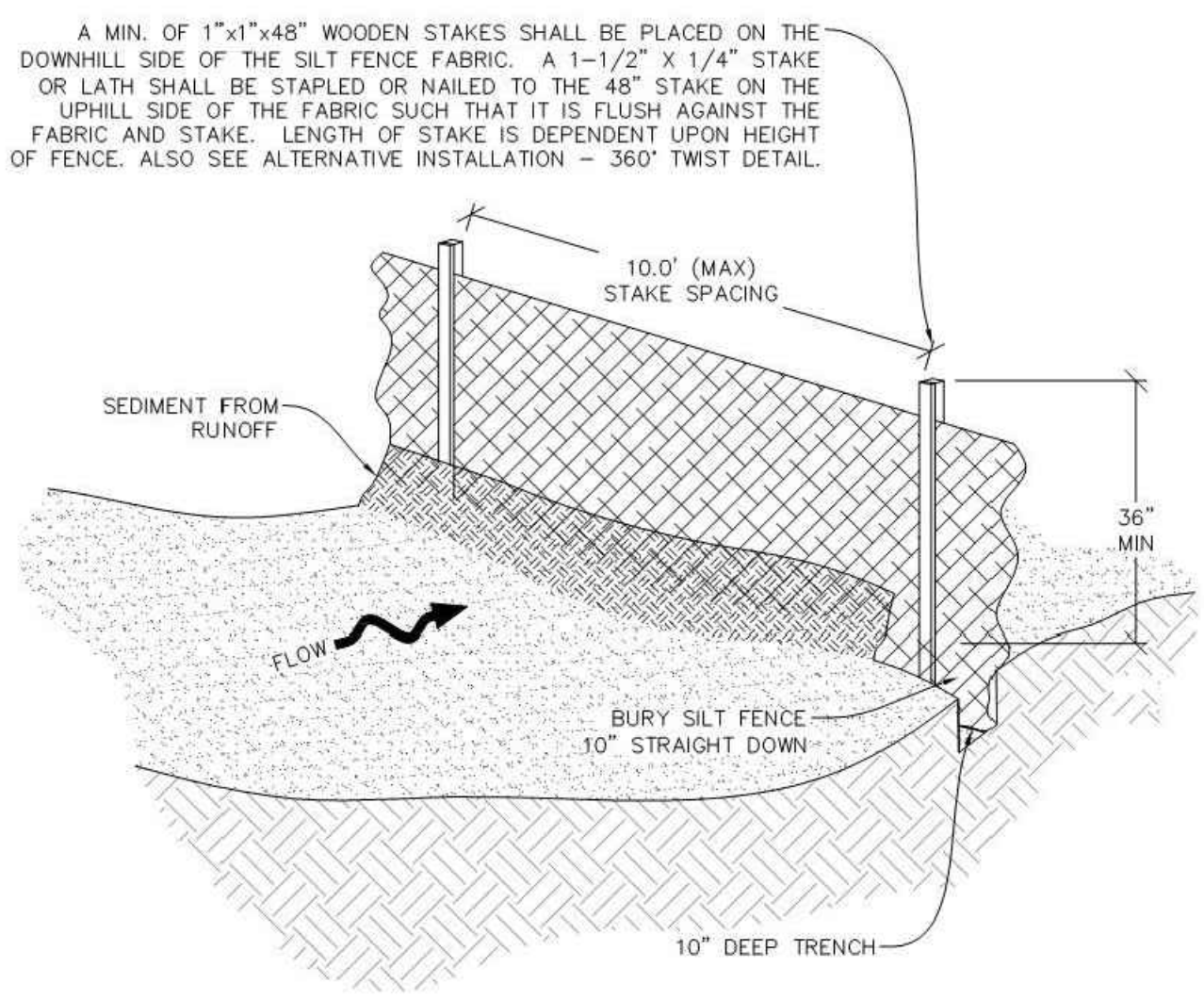
PROPERTIES	TEST METHOD	MANDATORY REQUIREMENTS
GRAB TENSILE STRENGTH	ASTM D 4632	≥ 124 LBS
MULLEN BURST STRENGTH	ASTM D 3786	≥ 300 PSI
PUNCTURE STRENGTH	ASTM D 4833	≥ 60 LBS
TRAPEZOID TEAR STRENGTH	ASTM D 4533	≥ 65 LBS
UV RESISTANCE	ASTM D 4355	≥ 80% AT 500 HOURS OF UV EXPOSURE
FLOW RATE	ASTM D 4491	≥ 10 GAL/MIN/FT2
- AN ORIGINAL PRODUCT SPECIFICATION SHEET FROM THE SILT FENCE MANUFACTURER SHALL BE MADE AVAILABLE AT THE REQUEST OF THE TOWN'S INSPECTOR. THE PRODUCT SPECIFICATION SHEET SHALL PROVIDE THE RESULTS FOR THE TEST METHODS ABOVE.
- SILT FENCE JOINTS SHALL BE CONNECTED ACCORDING TO THE ATTACHED DRAWING.
- SILT FENCE THAT IS INSTALLED BEHIND CURBS AND SIDEWALKS MUST BE DONE SO THAT NO MORE THAN A 2" GAP EXISTS BETWEEN CONCRETE AND THE SILT FENCE. EROSION CONTROL BLANKETING (ECB) BETWEEN THE GAP MAY BE REQUIRED IN INSTANCES WHERE THIS DOES NOT OCCUR.



CBMP
CONSTRUCTION BEST MANAGEMENT PRACTICES

SF
3 OF 4
Oct. 2013

NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF THE TOWN OF PARKER.



A MIN. OF 1"x1"x48" WOODEN STAKES SHALL BE PLACED ON THE DOWNHILL SIDE OF THE SILT FENCE FABRIC. A 1-1/2" X 1/4" STAKE OR LATH SHALL BE STAPLED OR NAILED TO THE 48" STAKE ON THE UPHILL SIDE OF THE FABRIC SUCH THAT IT IS FLUSH AGAINST THE FABRIC AND STAKE. LENGTH OF STAKE IS DEPENDENT UPON HEIGHT OF FENCE. ALSO SEE ALTERNATIVE INSTALLATION - 360° TWIST DETAIL.

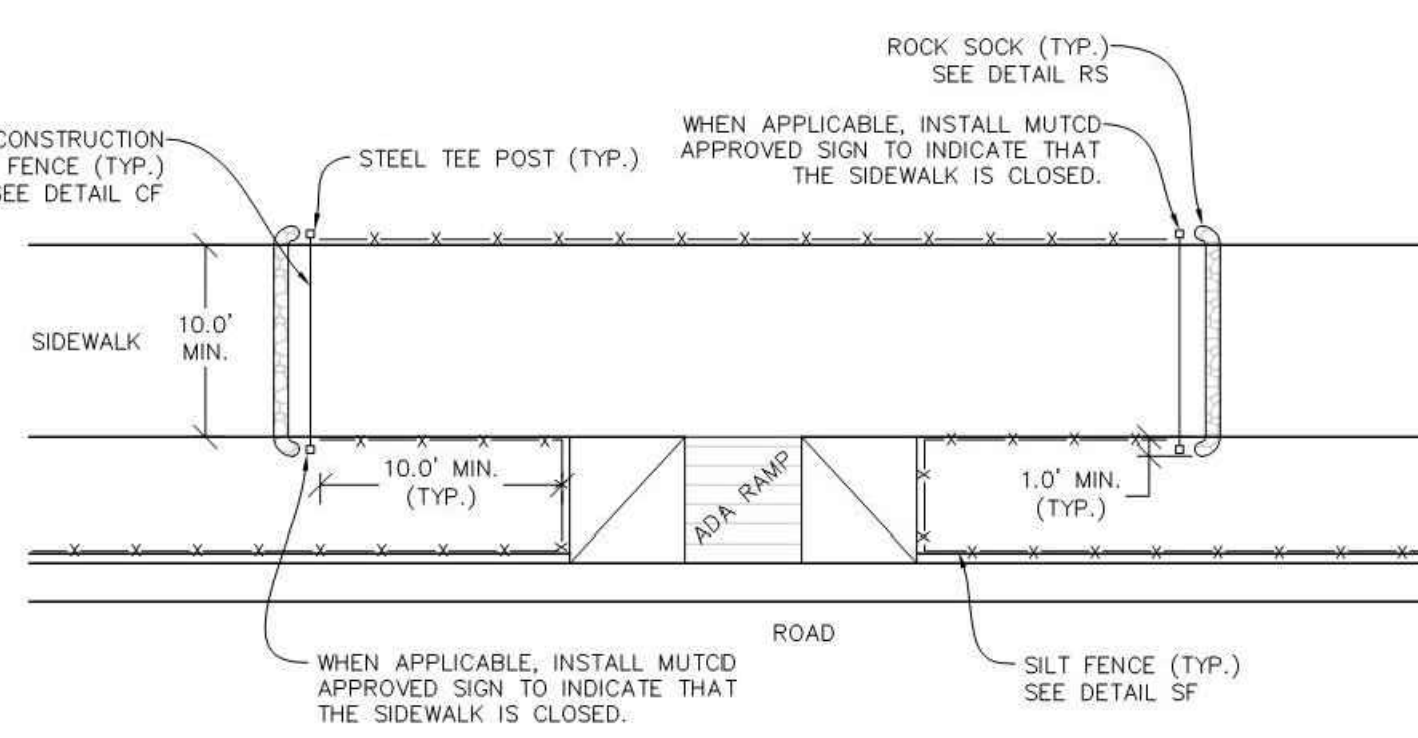
Labels: 10.0' (MAX) STAKE SPACING, 36" MIN, SEDIMENT FROM RUNOFF, BURY SILT FENCE 10" STRAIGHT DOWN, 10" DEEP TRENCH, FLOW, SF



CBMP
CONSTRUCTION BEST MANAGEMENT PRACTICES

SF
1 OF 4
Oct. 2013

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Labels: CONSTRUCTION FENCE (TYP.) SEE DETAIL CF, STEEL TEE POST (TYP.), ROCK SOCK (TYP.) SEE DETAIL RS, WHEN APPLICABLE, INSTALL MUTCD APPROVED SIGN TO INDICATE THAT THE SIDEWALK IS CLOSED, SIDEWALK, 10.0' MIN., 10.0' MIN. (TYP.), ADA RAMP, ROAD, 1.0' MIN. (TYP.), SILT FENCE (TYP.) SEE DETAIL SF, WHEN APPLICABLE, INSTALL MUTCD APPROVED SIGN TO INDICATE THAT THE SIDEWALK IS CLOSED.

NOTE: SEDIMENT CONTROL LOGS (SCL) MAY BE USED IN LIEU OF SILT FENCE (SF) WITH PRIOR APPROVAL FROM TOWN.

SF

STP

SIDEWALK TRANSITION PROTECTION (ALONG STRAIGHT ROADWAY)



CBMP
CONSTRUCTION BEST MANAGEMENT PRACTICES

STP
2 OF 3
Oct. 2013

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SILT FENCE INSPECTION AND MAINTENANCE NOTES

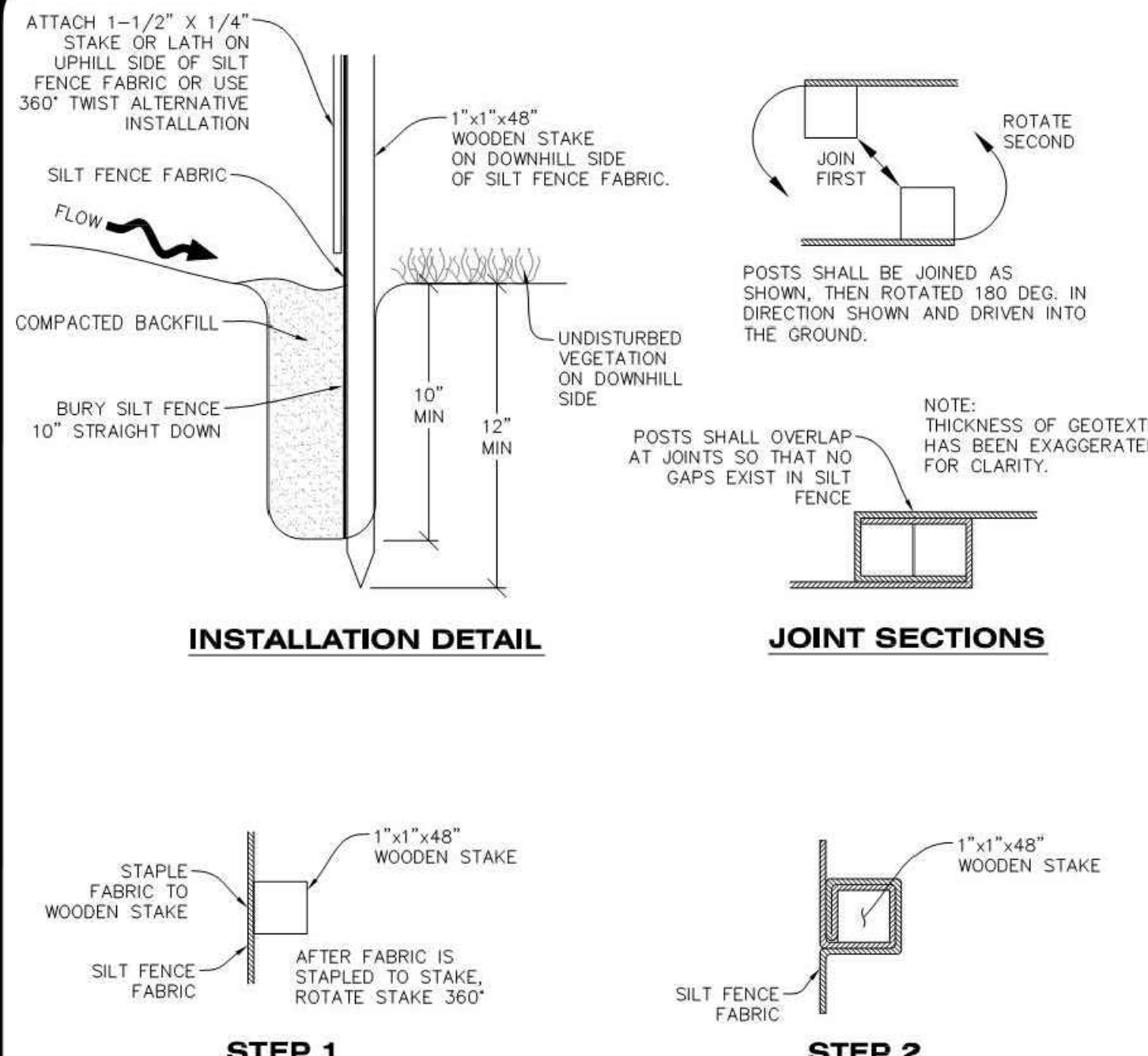
- THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE SILT FENCE.
- ACCUMULATED SEDIMENT SHALL BE REMOVED REGULARLY.
- SILT FENCE SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL VEGETATIVE COVER HAS REACHED A CONSISTENT DENSITY OF AT LEAST 70% OF FULL VEGETATIVE COVER AND EROSION AND SEDIMENTATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR.
- SILT FENCE SHALL BE REPLACED WHEN THERE ARE ANY SIGNS OF WEAR AND/OR DAMAGE.
- WHEN THE SILT FENCE IS REMOVED, ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE SILT FENCE MAY NEED TO BE ROUGHENED, SEEDED, MULCHED, AND CRIMPED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).



CBMP
CONSTRUCTION BEST MANAGEMENT PRACTICES

SF
4 OF 4
Oct. 2013

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Labels: ATTACH 1-1/2" X 1/4" STAKE OR LATH ON UPHILL SIDE OF SILT FENCE FABRIC OR USE 360° TWIST ALTERNATIVE INSTALLATION, 1"x1"x48" WOODEN STAKE ON DOWNHILL SIDE OF SILT FENCE FABRIC, ROTATE SECOND, JOIN FIRST, POSTS SHALL BE JOINED AS SHOWN, THEN ROTATED 180 DEG. IN DIRECTION SHOWN AND DRIVEN INTO THE GROUND., UNDISTURBED VEGETATION ON DOWNHILL SIDE, NOTE: THICKNESS OF GEOTEXTILE HAS BEEN EXAGGERATED FOR CLARITY., POSTS SHALL OVERLAP AT JOINTS SO THAT NO GAPS EXIST IN SILT FENCE, STEP 1, STEP 2, AFTER FABRIC IS STAPLED TO STAKE, ROTATE STAKE 360°, SILT FENCE FABRIC, STAPLE FABRIC TO WOODEN STAKE, BURY SILT FENCE 10" STRAIGHT DOWN, COMPACTED BACKFILL, FLOW, SF

ALTERNATIVE INSTALLATION - 360° TWIST



CBMP
CONSTRUCTION BEST MANAGEMENT PRACTICES

SF
2 OF 4
Oct. 2013

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SIDEWALK TRANSITION PROTECTION INSTALLATION NOTES

- SEE PLAN VIEW FOR LOCATION(S) OF SIDEWALK TRANSITION PROTECTION.
- ROCK SOCK SHALL BE CONSTRUCTED ACCORDING TO THE DETAIL (SEE DETAIL RS).
- SILT FENCE SHALL BE CONSTRUCTED ACCORDING TO THE DETAIL (SEE DETAIL SF).
- CONSTRUCTION FENCE SHALL BE CONSTRUCTED ACCORDING TO THE DETAIL (SEE DETAIL CF).
- SEDIMENT CONTROL LOGS MAY BE USED IS LIEU OF SILT FENCE WITH PRIOR APPROVAL FROM THE TOWN.

SIDEWALK TRANSITION PROTECTION INSPECTION & MAINTENANCE NOTES

- THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE SIDEWALK TRANSITION INSPECTION.

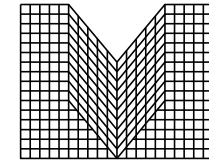


CBMP
CONSTRUCTION BEST MANAGEMENT PRACTICES

STP
3 OF 3
Oct. 2013

THE TOWN OF PARKER REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE TOWN'S STANDARDS AND APPROVED VARIANCES, SUBJECT TO THESE PLANS BEING STAMPED, SIGNED, AND DATED BY THE PROFESSIONAL ENGINEER OF RECORD. REVIEW BY THE TOWN DOES NOT CONSTITUTE APPROVAL OF THE PLANS DESIGN OR ACCURACY AND CORRECTNESS OF ENGINEERING CALCULATIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE REGISTERED PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE ARE AFFIXED TO THIS DOCUMENT.

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S.A. MIRO INC.
CONSULTING ENGINEERS
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Suite 750 Denver, CO 80237
ph. 303-741-3737
fax 303-694-3134



Know what's below.
Call before you dig.

DATE	DESCRIPTION	REV.	1	2	3	4	5	6	7	8

CLIENT NAME: PARKER ADVENTIST HOSPITAL

PROJECT NAME: PARKER MOB III

DRAWING TITLE: 9403 CROWN CREST BLVD. EROSION CONTROL DETAILS



33854
12/19/19
PROFESSIONAL ENGINEER

DESIGNED BY: MHV

DRAWN BY: DAT

CHECKED BY: JDC

DATE: 12/10/2019

MIRO JOB NUMBER 18057

CLIENT JOB NUMBER

DRAWING NUMBER: C-360

TOWN OF PARKER, DIRECTOR OF ENGINEERING

DATE

- NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF THE TOWN OF PARKER.
- STRAW BALE INSTALLATION NOTES**
1. SEE CBMP PLAN FOR LOCATION(S) OF STRAW BALES.
 2. TYPICAL STRAW BALES SHALL BE APPROXIMATELY 36"x18"x18".
 3. TWO (2) WOODEN STAKES SHALL BE USED TO HOLD EACH BALE IN PLACE. WOODEN STAKES SHALL BE A MINIMUM OF 1"x1"x24".
 4. WOODEN STAKES SHALL BE PLACED APPROXIMATELY 6" INTO THE GROUND.
 5. STRAW BALES SHALL BE SPACED AND POSITIONED ACCORDING TO DETAILS.
- STRAW BALE INSPECTION AND MAINTENANCE NOTES**
1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE STRAW BALES.
 2. ACCUMULATED SEDIMENT SHALL BE REMOVED ONCE THE SEDIMENT HAS REACHED A DEPTH EQUAL TO 1/2 THE HEIGHT OF THE STRAW BALE.
 3. STRAW BALES MAY NEED TO BE REPLACED IF THEY BECOME HEAVILY SOILED, ROTTEN, OR OTHERWISE DAMAGED.
 4. STRAW BALES SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL VEGETATIVE COVER HAS REACHED A CONSISTENT DENSITY OF AT LEAST 70% OF FULL VEGETATIVE COVER AND EROSION AND SEDIMENTATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN INSPECTOR.
 5. WHEN THE STRAW BALES ARE REMOVED, ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE STRAW BALES MAY NEED TO BE ROUGHENED, SEEDED, MULCHED, AND CRIMPED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).



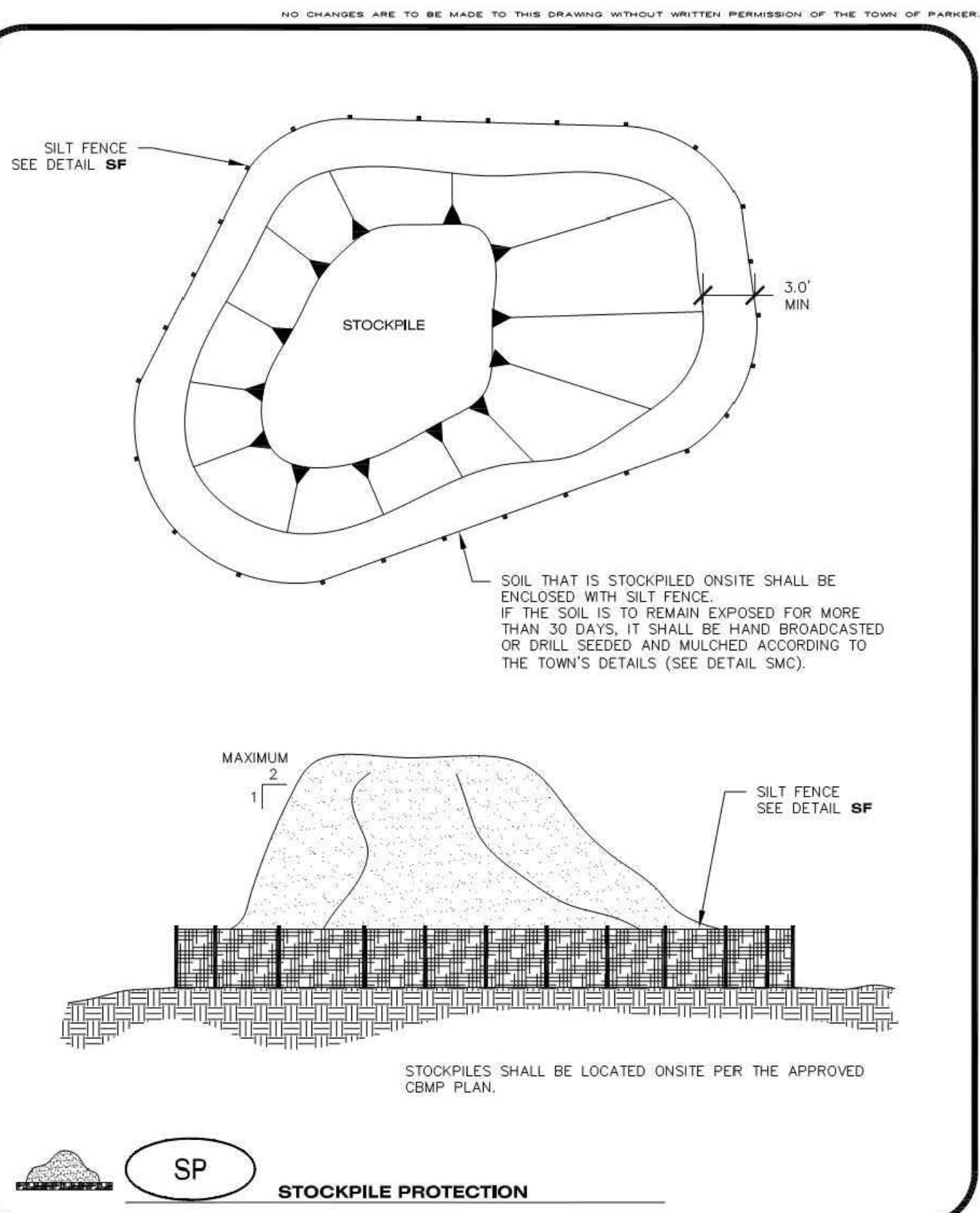
CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

SB

2 OF 2

Oct. 2013





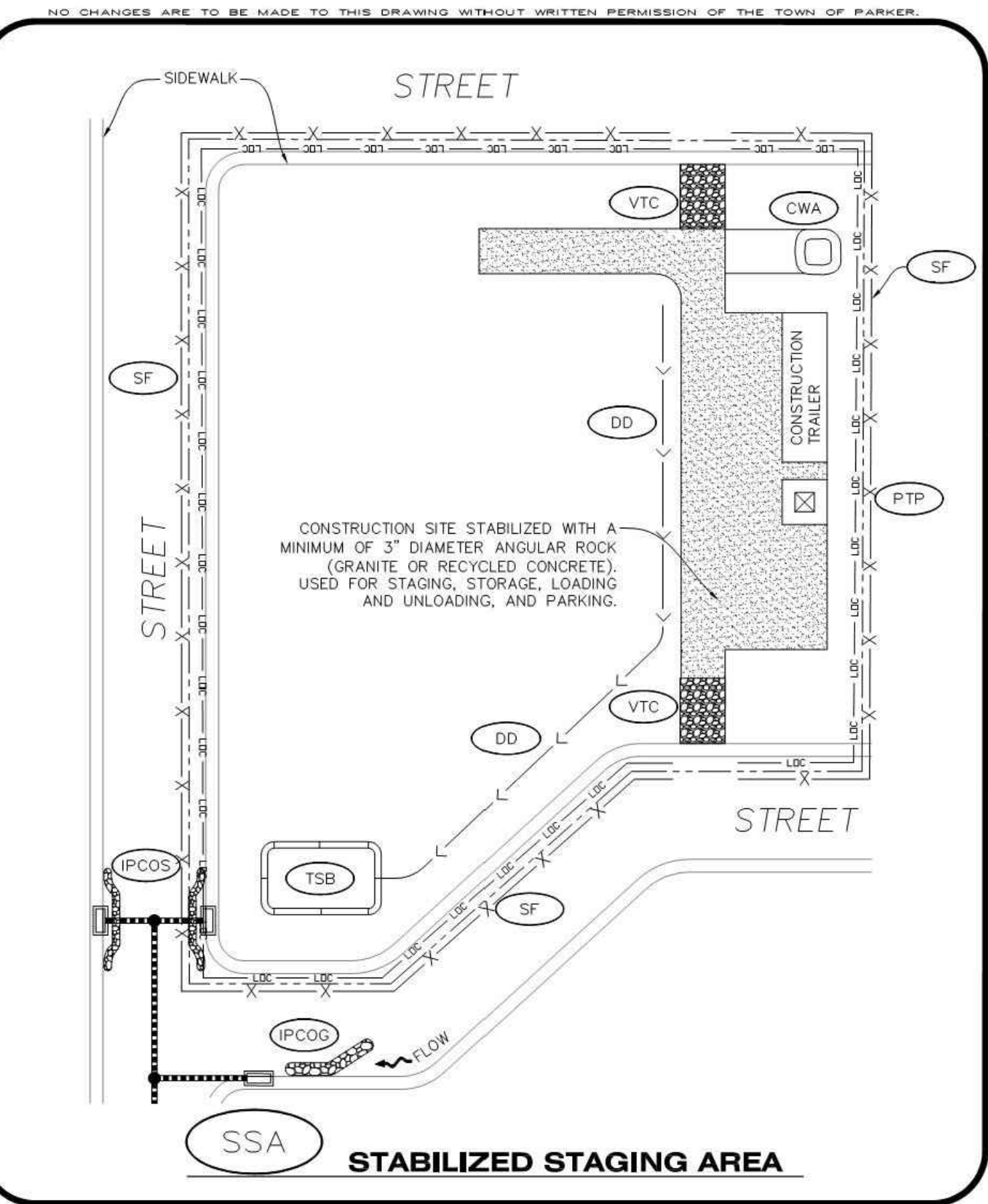
CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

SP

1 OF 2

JUNE 2006





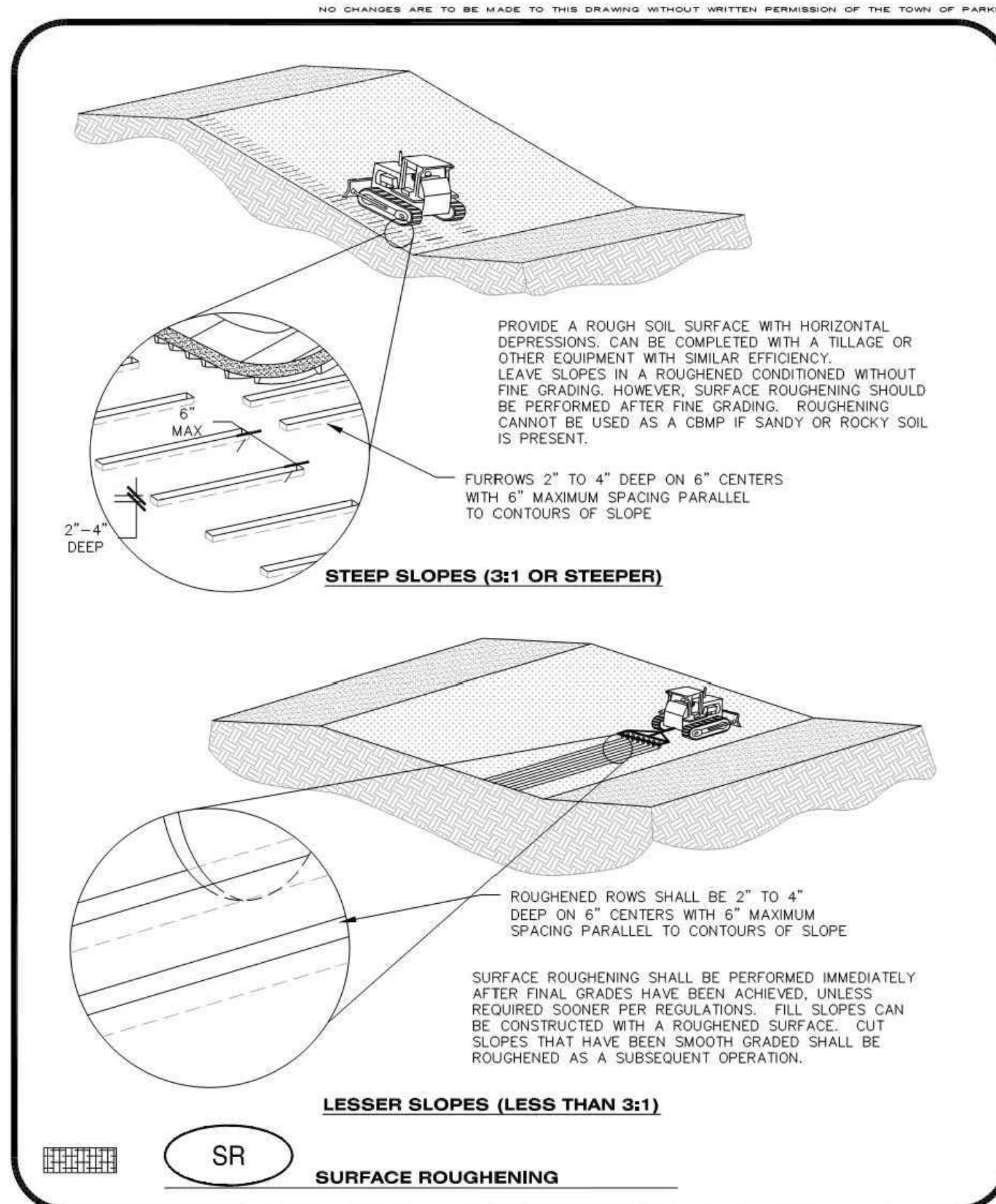
CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

SSA

1 OF 2

Oct. 2013





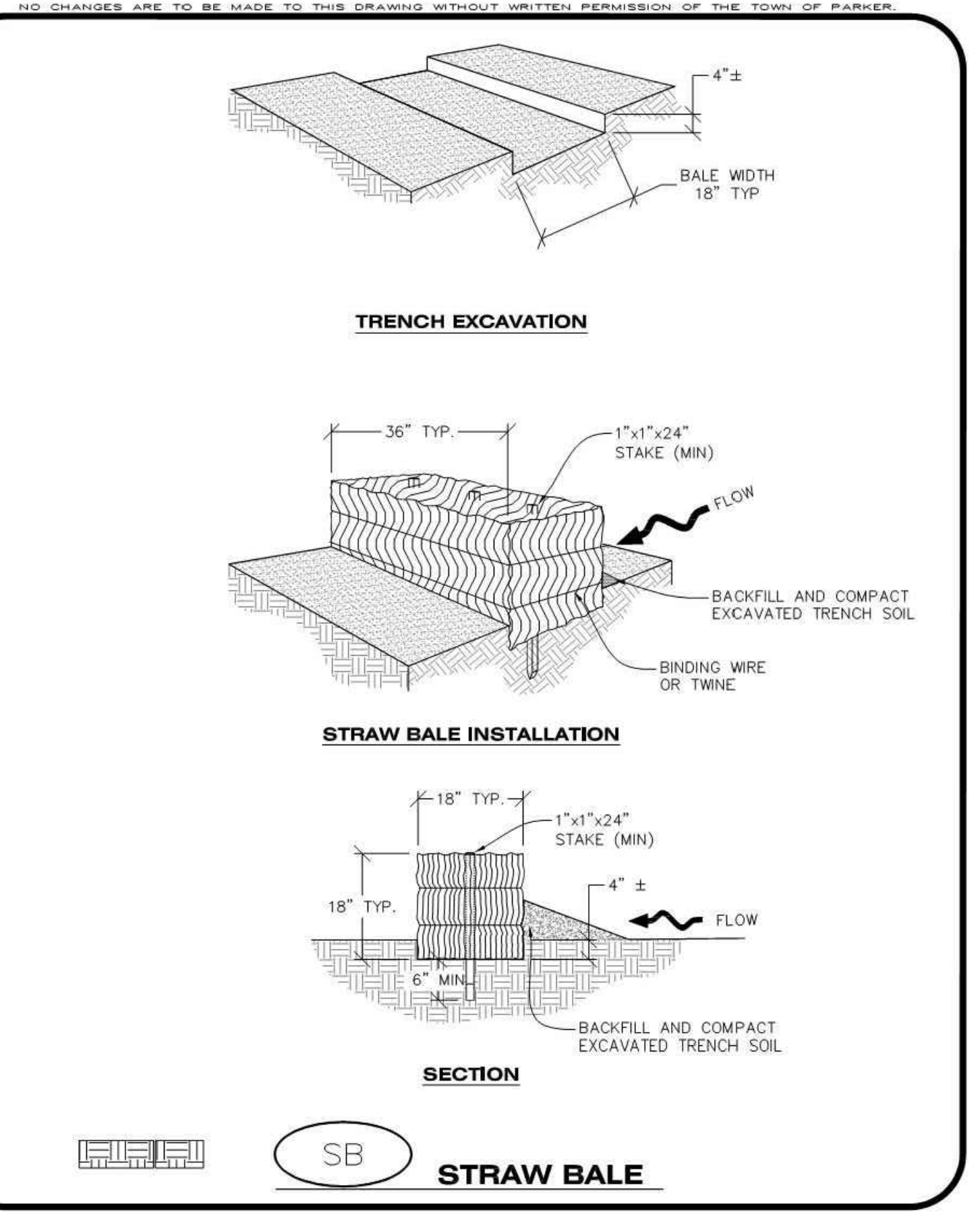
CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

SR

1 OF 2

JUNE 2006





CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

SB

1 OF 2

Oct. 2013

- NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF THE TOWN OF PARKER.
- STABILIZED STAGING AREA INSTALLATION NOTES**
1. SEE CBMP PLAN FOR LOCATION OF STAGING AREA. CONTRACTOR MAY MODIFY LOCATION AND SIZE OF STABILIZED STAGING AREA WITH TOWN APPROVAL.
 2. STABILIZED STAGING AREA SHALL BE LARGE ENOUGH TO FULLY CONTAIN PARKING, STORAGE, AND LOADING OPERATIONS.
 3. THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM OF 3" DIAMETER OF ANGULAR ROCK (GRANITE OR RECYCLED CONCRETE).
 4. SSA FOR SMALLER SITES MAY NOT BE PRACTICAL. IN THESE AND SIMILAR SITUATIONS, VARIANCES MAY BE PERMITTED BY THE TOWN.
- STABILIZED STAGING AREA INSPECTION AND MAINTENANCE NOTES**
1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE STAGING AREA.
 2. STABILIZED STAGING AREA SHALL BE ENLARGED AS NECESSARY TO CONTAIN PARKING, STORAGE, LOADING, AND UNLOADING.



CBMP

CONSTRUCTION BEST MANAGEMENT PRACTICES

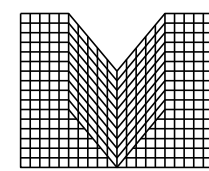
SSA

2 OF 2

Oct. 2013

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CLIENT NAME: PARKER ADVENTIST HOSPITAL

PROJECT NAME: PARKER MOB III

DRAWING TITLE: 9403 CROWN CREST BLVD. EROSION CONTROL DETAILS



DESIGNED BY: MHV
DRAWN BY: DAT
CHECKED BY: JDC
DATE: 12/10/2019
MIRO JOB NUMBER: 18057
CLIENT JOB NUMBER: 18057
DRAWING NUMBER: C-361

TOWN OF PARKER, DIRECTOR OF ENGINEERING

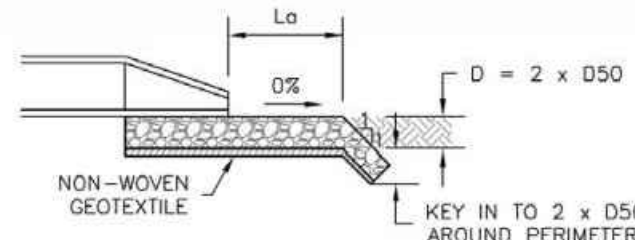
DATE



AN VIEW



TEMPORARY OUTLET PROTECTION PLAN



SECTION A

PIPE DIAMETER, D _o (INCHES)	DISCHARGE, Q (CFS)	APRON LENGTH, L _a (FT)	RIPRAP DISCHARGER MIN (INCHES)
8	2.5 5	5 10	4 6
12	5 10	10 13	4 6
18	10 20 30 40	10 16 20 23 26	6 9 12 12 16
24	30 40 50 60	16 20 26 30	9 12 12 16

OP-1. TEMPORARY OUTLET PROTECTION

TOP-2 Urban Drainage and Flood Control District November 2010
Urban Storm Drainage Criteria Manual Volume 3

EC-8

1. SEE PLAN VIEW FOR
-LOCATION OF OUTLET PROTECTION.
-DIMENSIONS OF OUTLET PROTECTION.

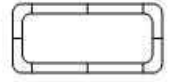
2. DETAIL IS INTENDED FOR PIPES WITH SLOPE $\leq 10\%$. ADDITIONAL EVALUATION OF RIPRAP SIZING AND OUTLET PROTECTION DIMENSIONS REQUIRED FOR STEEPER SLOPES.

TEMPORARY OUTLET PROTECTION INSPECTION AND MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

(DETAILS ADAPTED FROM AURORA, COLORADO AND PREVIOUS VERSION OF VOLUME 3, NOT AVAILABLE IN AUTOCAD)



SECTION B

CONSTRUCTION BEST MANAGEMENT PRACTICES

SR

JUNE 2006

To allow for a proper and timely establishment of native grasses, temporary irrigation is required over all areas where permanent native seeding is proposed. This includes, but is not limited to: detention ponds, drainageways, park and trail areas, general open space, etc. **In addition to the landscape plans, please show the temporary irrigation symbol (TI) on the CBMP Plan over all areas where permanent native seeding is proposed.** As a reminder, when working within Parker Water and Sanitation District's (PWSD) jurisdiction, the following is required:

- Temporary irrigation for native seed must be supplied by a fire hydrant hook-up. Use of proposed/existing landscape irrigation taps is not allowed. Please indicate on the irrigation plans fire hydrants that are to be used for the temporary irrigation mainline and provide a detail for the connection. This detail should show the hydrant, PRV, PWSD water meter, a 2" backflow assembly, a 2" x 2" cam lock for fire department quick disconnect and a support system for all components
- The following note must be shown on the Irrigation plan set "Temporary irrigation for establishment of native vegetation must be installed above ground, and removed immediately after establishment is complete, or in no case, any longer than one growing season." PWSD may allow temporary irrigation to continue for one additional growing season with prior approval.
- The following note must be shown on the Irrigation plan set "All temporary irrigation components including but not limited to mainlines, laterals, valves, heads and quick couplers must be installed above ground."
- All temporary irrigation components including but not limited to mainlines, laterals, valves, heads and quick couplers must be clearly labeled on the plans.
- Provide detail drawings for all above ground components including but not limited to mainlines, laterals, valves, heads and quick couplers.

If the project is outside of PWS's jurisdiction, check with the applicable water provider regarding their specific requirements for temporary irrigation.



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6/2019		

CLIENT NAME:	PARKER ADVENTIST HOSPITAL
PROJECT NAME:	PARKER MOB III
	9403 CROWN CREST BLVD.
DRAWING TITLE:	EROSION CONTROL DETAILS
FILE PATH:	J:\Jobs\110657 Parker MOB III\05 CAD\Plans and Details\1C351-EROS-DT1 s.dwg C-362 - 121



DESIGNED BY:		MHV
DRAWN BY:		DAT
CHECKED BY:		JDC
DATE: 12/10/2019		
MIRO JOB NUMBER 18057	CLIENT JOB NUMBER	
DRAWING NUMBER:		

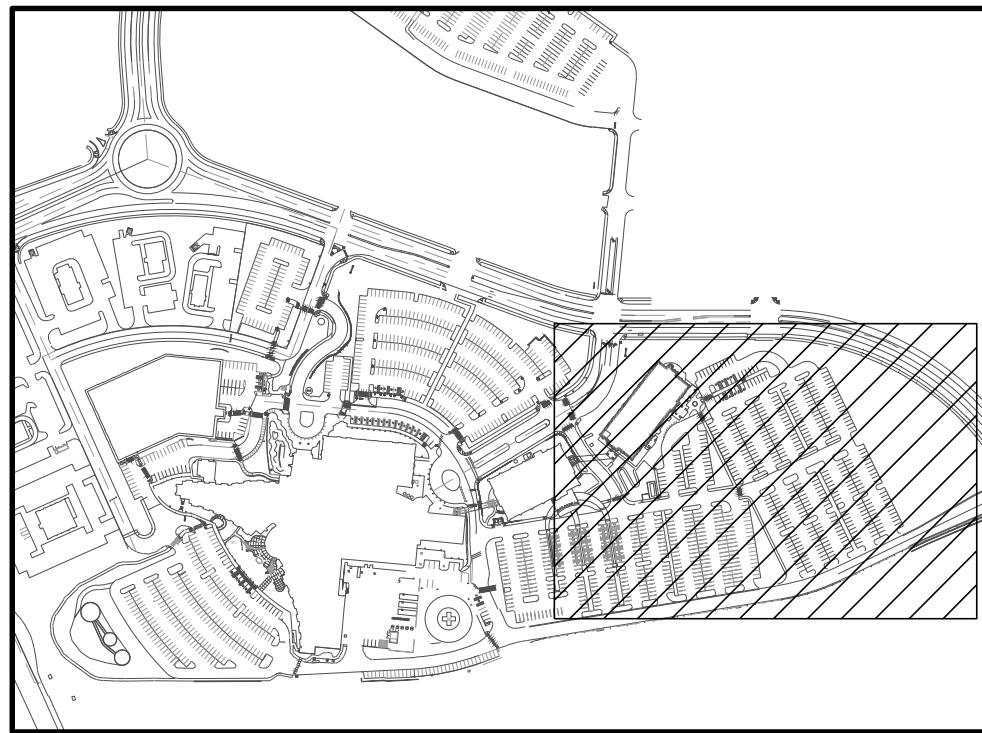
C-362

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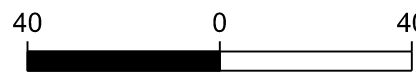
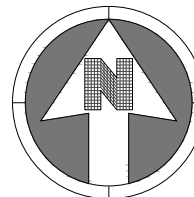
TOWN OF PARKER, DIRECTOR OF ENGINEERING

DATE _____



KEY MAP

NOT TO SCALE



SCALE: 1" = 40'

LEGEND:

- PROPOSED 6" CATCH CURB AND GUTTER
RE: DTL. 2 / C-452
- PROPOSED 6" SPILL CURB AND GUTTER
RE: DTL. 2 / C-452
- PROPOSED MOUNTABLE CURB AND GUTTER
RE: DTL. 7 / C-451
- PROPOSED FLUSH CURB AND GUTTER
RE: DTL. 6 / C-451
- PROPOSED PATCHBACK
RE: DTL. 3 / C-451
- PROPOSED CURB TRANSITION
- PROPOSED 6" FULL DEPTH ASPHALT
- PROPOSED 7" FULL DEPTH ASPHALT
- PROPOSED CONCRETE PAVEMENT
6" FOR CONCRETE PADS
4" FOR SIDEWALKS/WALKWAYS

The Town of Parker review constitutes general compliance with the Town's Standards and approved variances, subject to these plans being stamped, signed, and dated by the professional engineer of record. Review by the Town does not constitute approval of the plan design or accuracy and correctness of engineering calculations. Errors in the design or calculations remain the responsibility of the registered professional engineer whose stamp and signature are affixed to this document.

This review does not constitute approval of any private on-site improvements which may be shown. Construction cannot commence until all required drainage/traffic report(s), final development plan(s), special review(s), grading permit, and/or other permits are complete, approved and on file with the Town of Parker.

Town of Parker, Director of Engineering

01/30/2020

Date

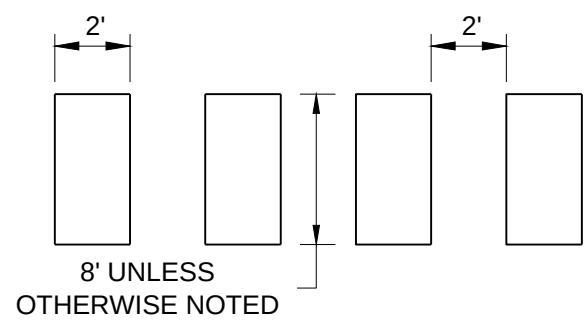
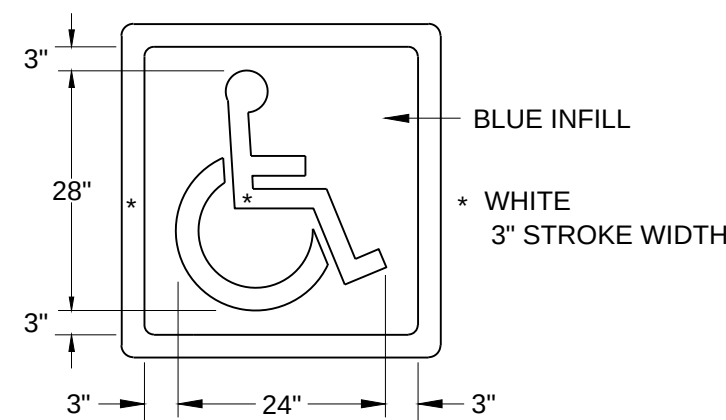
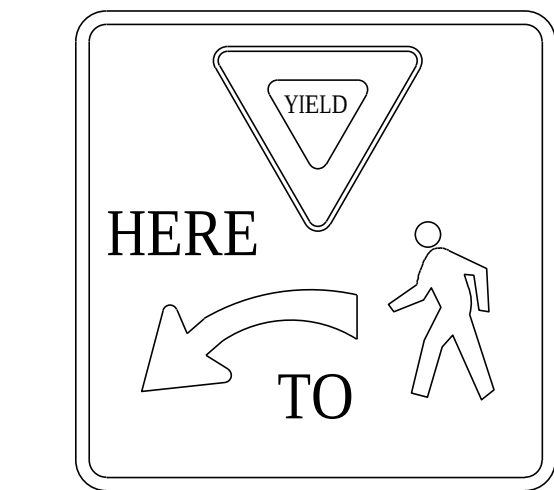
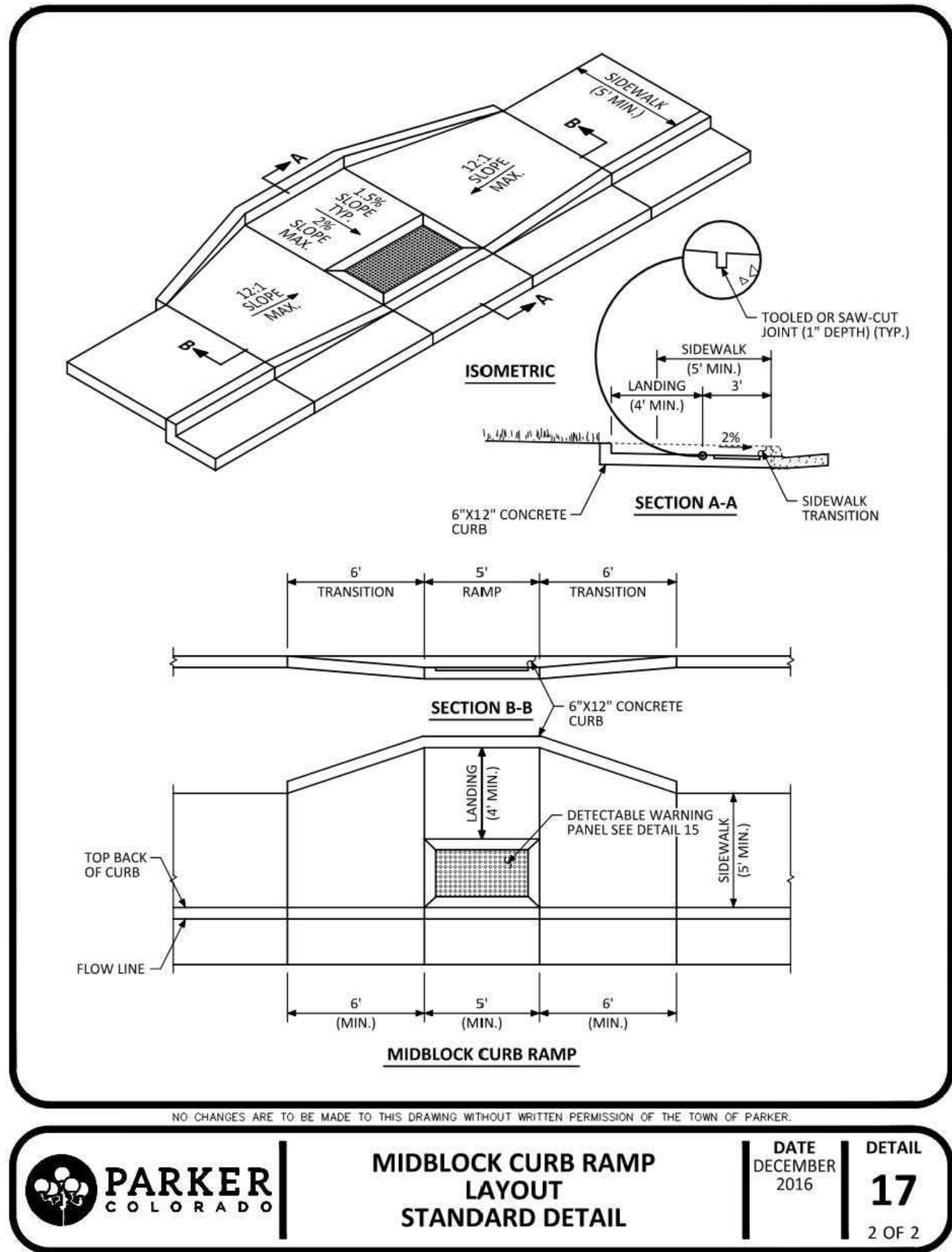
REV.	DESCRIPTION	DATE
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CLIENT NAME:	PARKER ADVENTIST HOSPITAL
PROJECT NAME:	PARKER MOB III
DRAWING TITLE:	9403 CROWN CREST BLVD. PAVING PLAN
FILE PATH:	J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C411-PAVE-PLAN.dwg C411 - 12/16/2019



DESIGNED BY:	MHV
DRAWN BY:	DAT
CHECKED BY:	JDC
DATE:	12/10/2019
MIRO JOB NUMBER	18057
CLIENT JOB NUMBER	

DRAWING NUMBER:
C-411



HANDICAP STALL

CROSS WALK



12"x18" FL-R



12"x18" FL

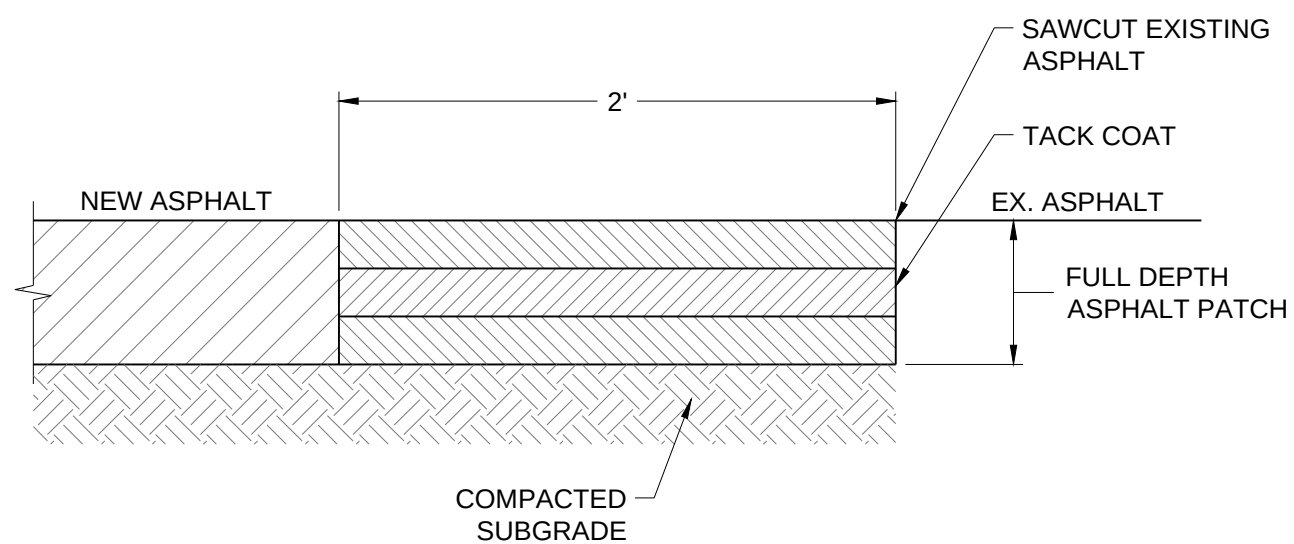
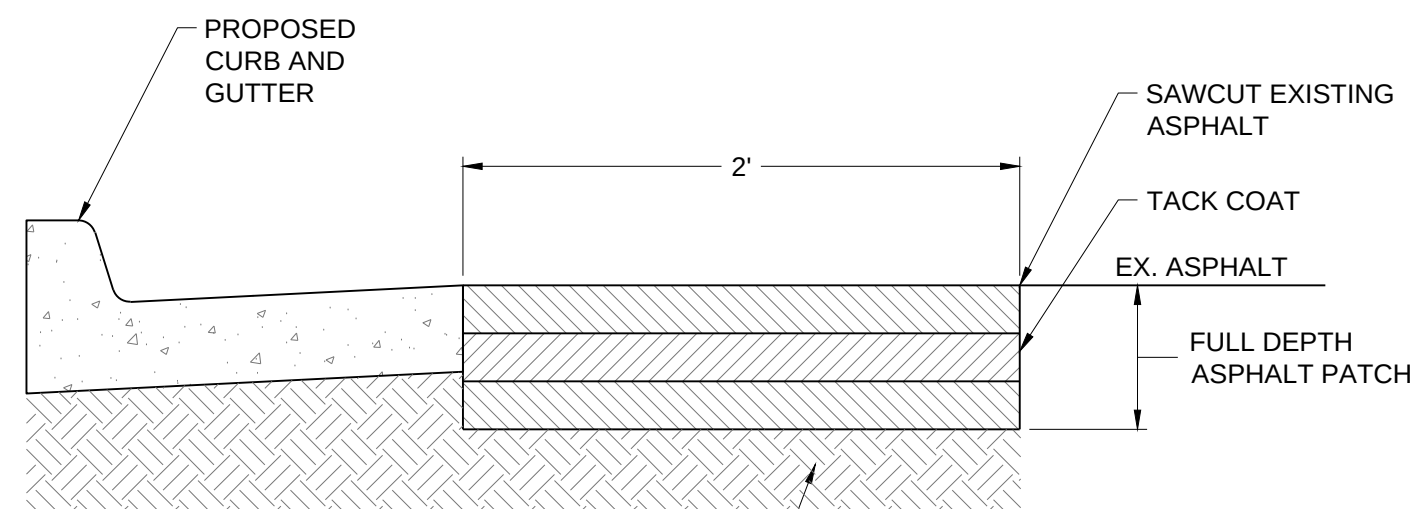


12"x18" FL-L

2 SIGNAGE AND STRIPING DETAILS

NOTE: FIRE LANE SIGNS SHALL BE RED PRINT ON WHITE

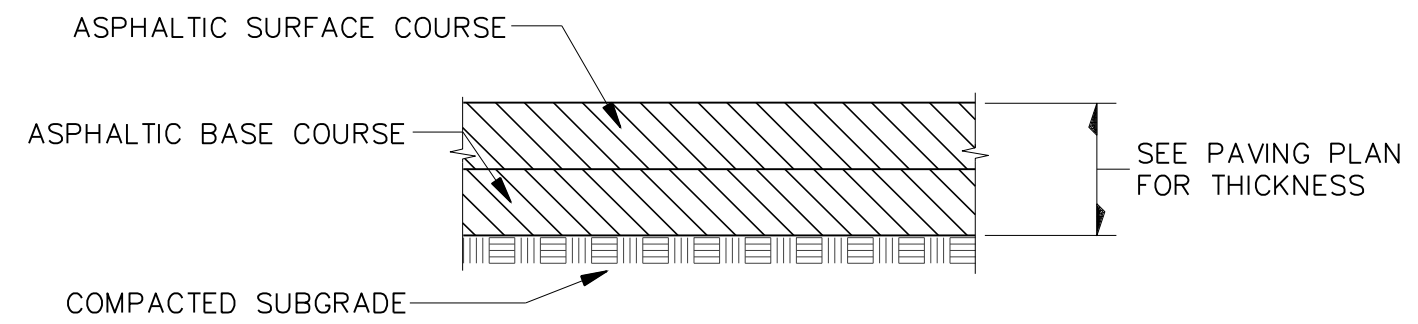
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3 ASPHALT PATCHBACK DETAIL

3" MAXIMUM COMPACTED LIFTS

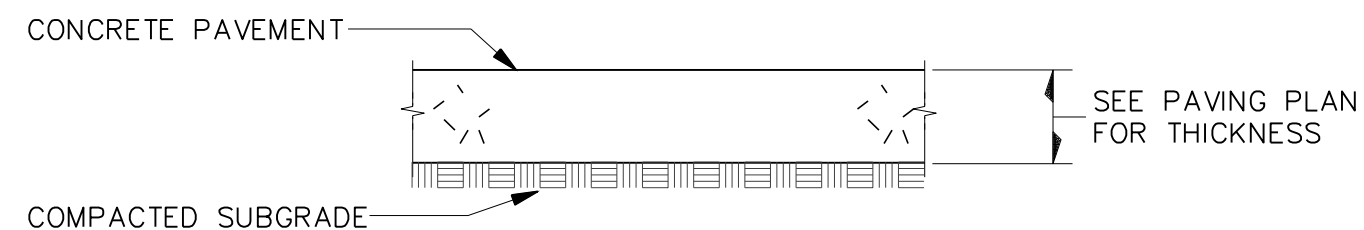
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A FULL DEPTH ASPHALT PAVEMENT SECTION

USE 3" MAXIMUM COMPACTED LIFT

NO SCALE

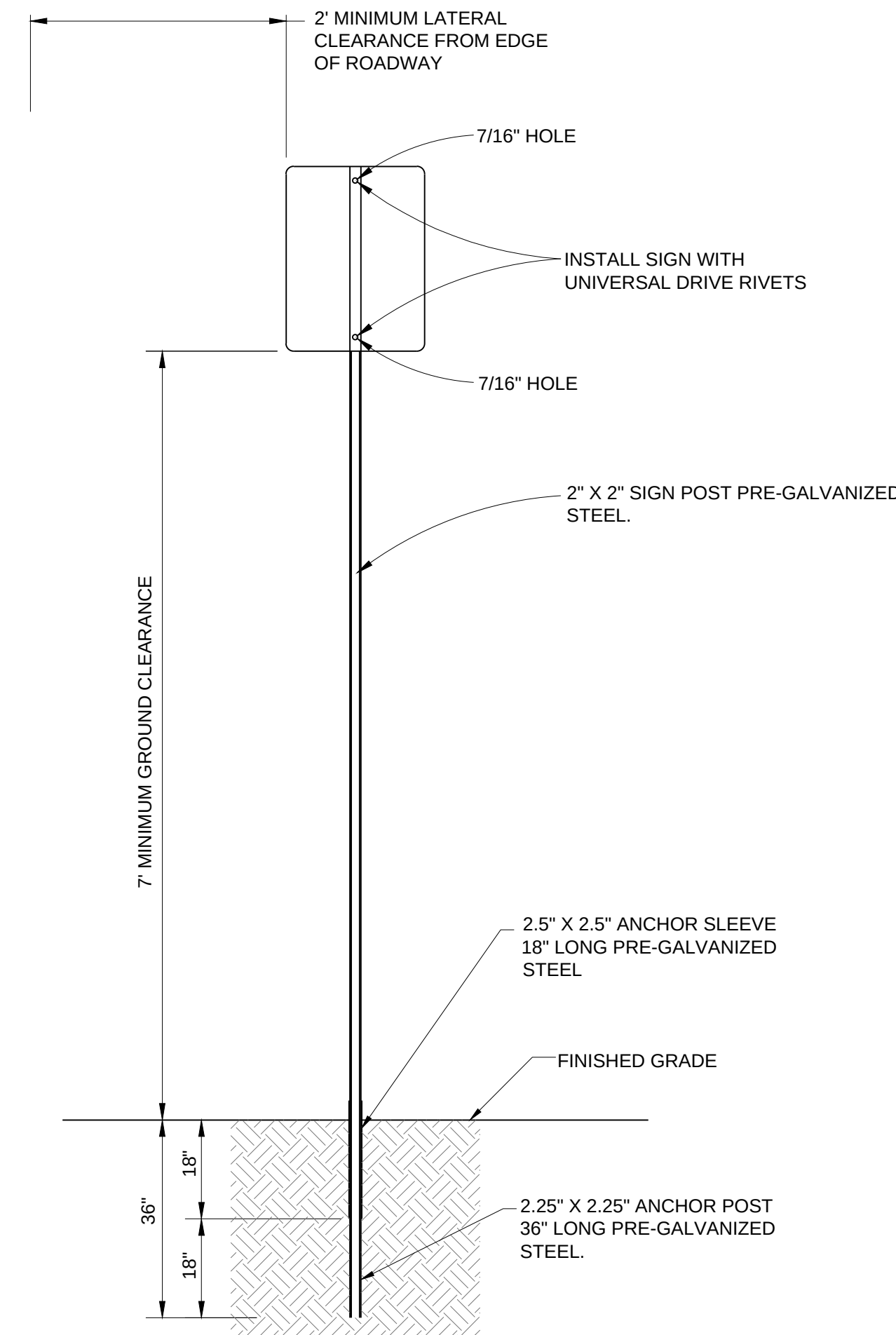


B CONCRETE PAVEMENT SECTION

NO SCALE

4 PAVING SECTIONS

NO SCALE



- NOTES:
- ALL TUBING SHALL BE #12 U.S. STANDARD GAUGE WALL THICKNESS.
 - SIGN POST INSTALLATION SHALL FOLLOW THE MANUFACTURE'S SPECIFICATIONS.
 - SIGN AND POST SHALL BE PLUMB AND FREE OF VERTICAL AND LATERAL MOVEMENT.
 - SIGN SHALL BE PARALLEL TO FLOWLINE FOR PARKING STALL INSTALLATION AND 90° FOR ROADWAY INSTALLATION.
 - DRIVE ANCHOR POST AND ANCHOR SLEEVE INTO THE GROUND TOGETHER, LEAVING THREE HOLES EXPOSED FOR BOLT CONNECTION. FOR HAND INSTALLATION, DRIVE CAP OF PROPER SIZE SHALL BE USED TO PREVENT DAMAGE TO TUBING. SIDEWALK SHALL BE POURED AROUND ANCHOR SLEEVE OR EXISTING SIDEWALK SHALL BE CORE DRILLED AND SEALED AROUND THE SLEEVE.
 - INSERT SIGN POST INTO ANCHOR ASSEMBLY APPROXIMATELY 6" TO 8" AND BOLT IN PLACE.

1 SIGN SUPPORT DETAIL

NO SCALE

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Town of Parker, Director of Engineering

12/19/19

12/30/2020

Date

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DATE	DESCRIPTION	REV.	1	2	3	4	5	6	7	8

PARKER ADVENTIST HOSPITAL
PARKER MOB III
9403 CROWN CREST BLVD.
SITE DETAILS

CLIENT NAME: PARKER ADVENTIST HOSPITAL
PROJECT NAME: PARKER MOB III
DRAWING TITLE: SITE DETAILS

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C451-SITE-DTLS.dwg C-451 - 12/16/2019

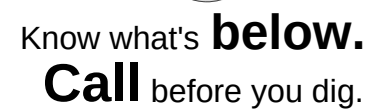
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DRAWN BY: DAT
CHECKED BY: JDC
DATE: 12/10/2019

MIRO JOB NUMBER: 18057
CLIENT JOB NUMBER: 18057

DRAWING NUMBER: C-451



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CLIENT NAME:	PROJECT NAME:	REV.	DESCRIPTION	DATE
PARKER ADVENTIST HOSPITAL PARKER MOB III 9403 CROWN CREST BLVD. SITE DETAILS		1		
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		3		
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		7		
		8		

FILE PATH: J:\Jobs\18057 Parker_MOB_III\05 CAD\Plans and Details\C451-SITE-DTL-SI.dwg C-452 - 1/21/2019



DESIGNED BY: MHV

DRAWN BY: DAT

CHECKED BY: JDC

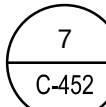
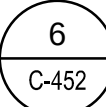
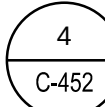
DATE: 12/10/2019

MIRO JOB NUMBER 18057	CLIENT JOB NUMBER
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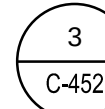
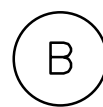
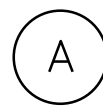
DRAWING NUMBER:

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NOTE: SPILL CURB SHALL BE USED WHEN PAVEMENT SLOPES AWAY FROM CURB



* GUTTER CROSS SLOPE SHALL BE 1/2 IN./FT. WHEN DRAINING AWAY FROM CURB AND 1 IN./FT. WHEN DRAINING TOWARD CURB. DIRECTION OF SLOPE SHALL MATCH STREET CROSS SLOPE.



NO CHANGES ARE TO BE MADE TO THIS DRAWING WITHOUT WRITTEN PERMISSION OF THE TOWN OF PARKER



DATE
AUGUS
2014

DETAIL
2

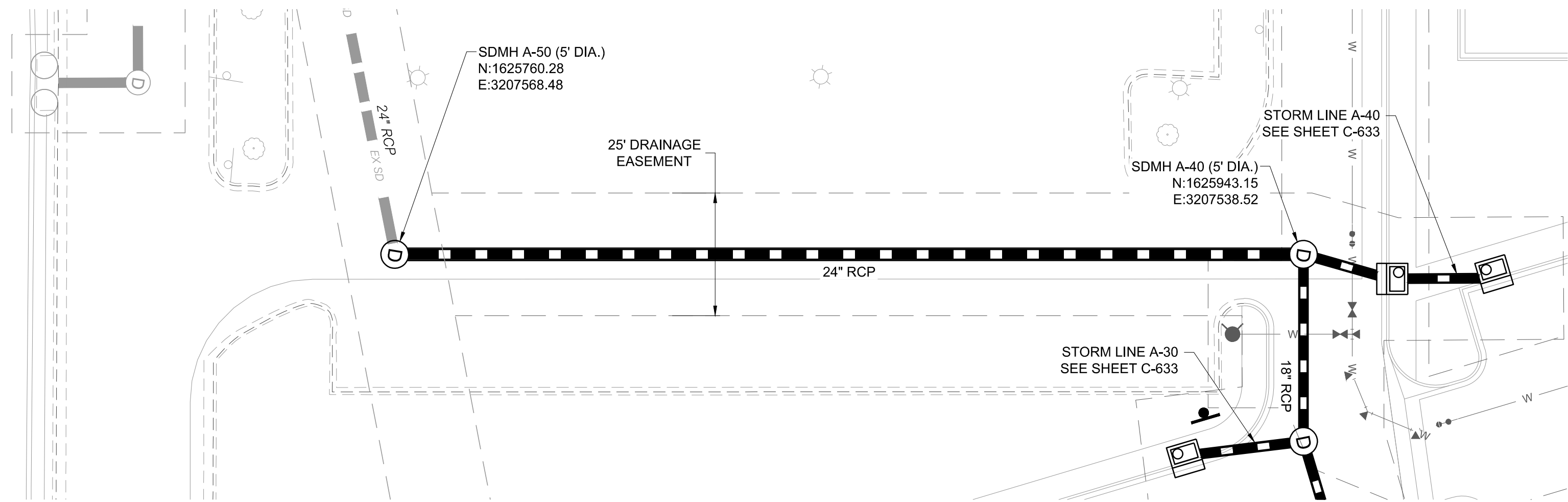
1 OF 1

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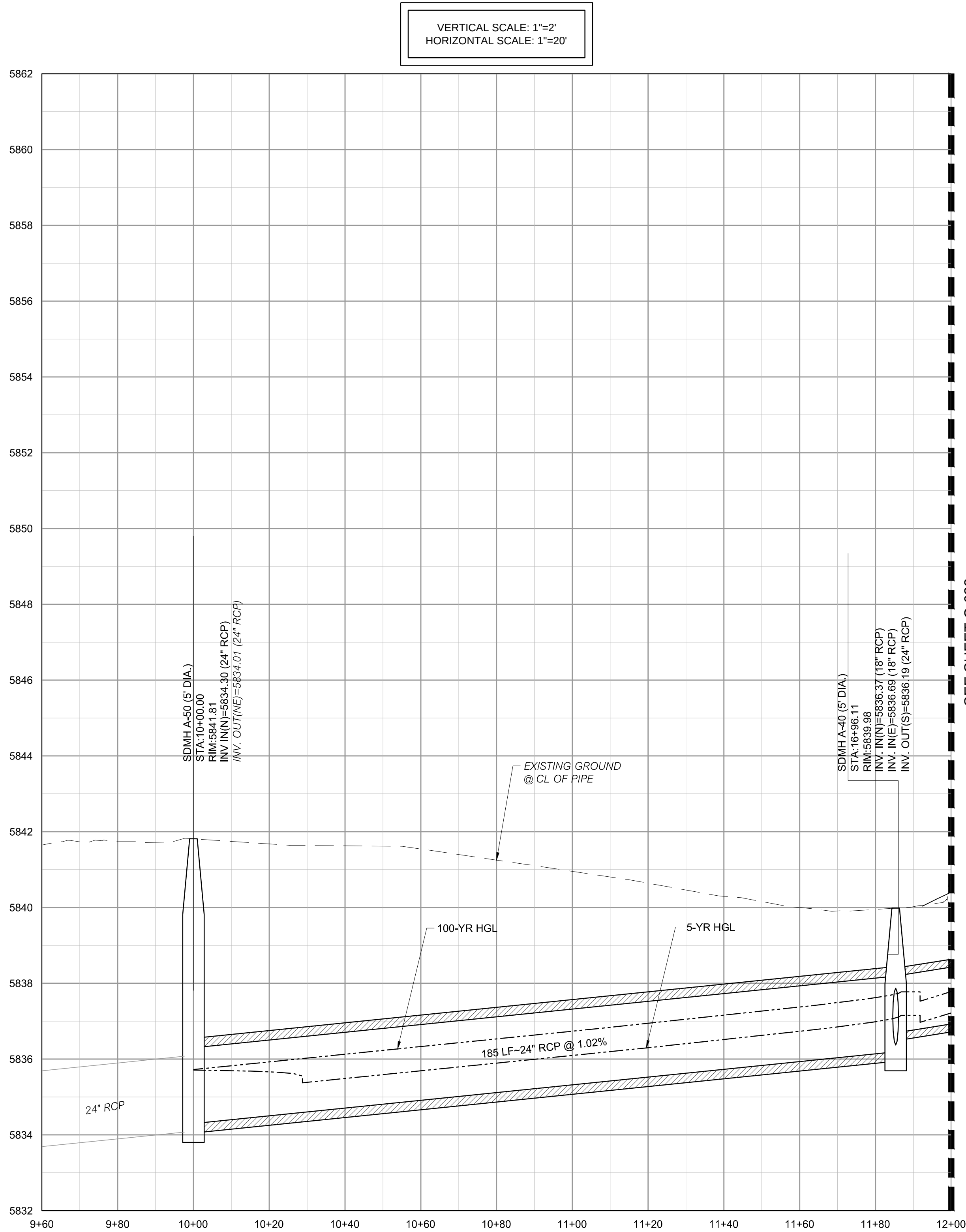
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Town of Parker, Director of Engineering

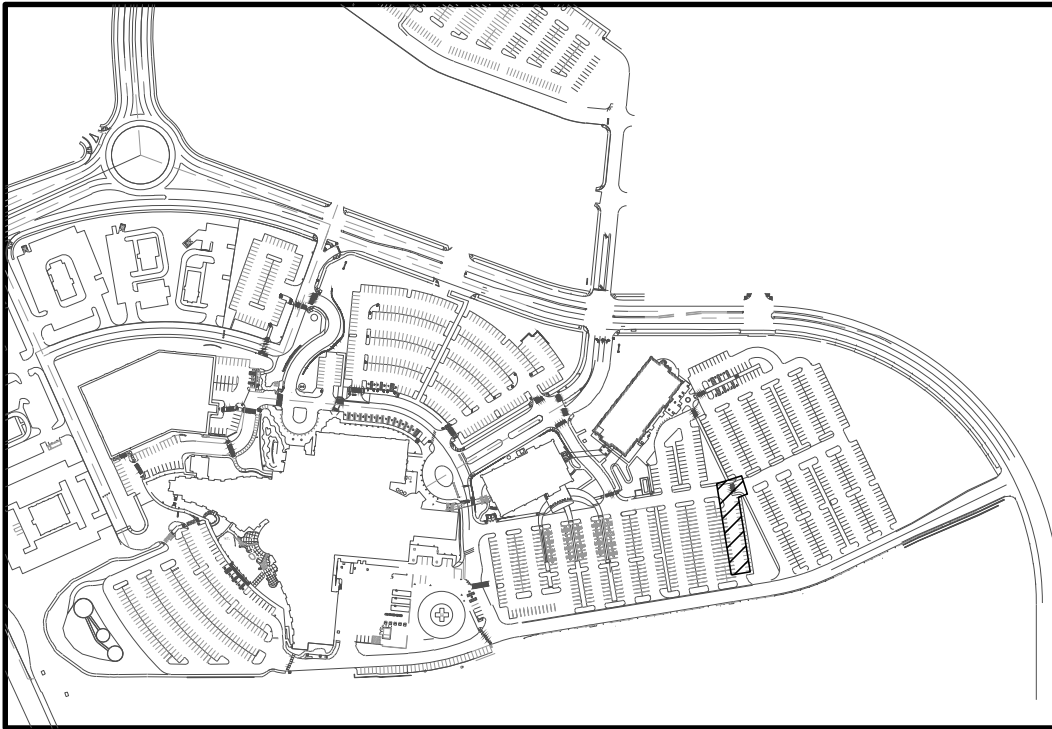
01/30/2020
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STORM LINE A PLAN



STORM LINE A PROFILE



KEY MAP

NOT TO SCALE

NOTES:

1. SEE SHEET C-001 FOR CIVIL NOTES AND LEGEND.

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CLIENT NAME:	PARKER ADVENTIST HOSPITAL
PROJECT NAME:	PARKER MOB III
DRAWING TITLE:	9403 CROWN CREST BLVD. STORM PLAN AND PROFILE

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C631-STRM-PROF.dwg C-631 - 12/16/2019

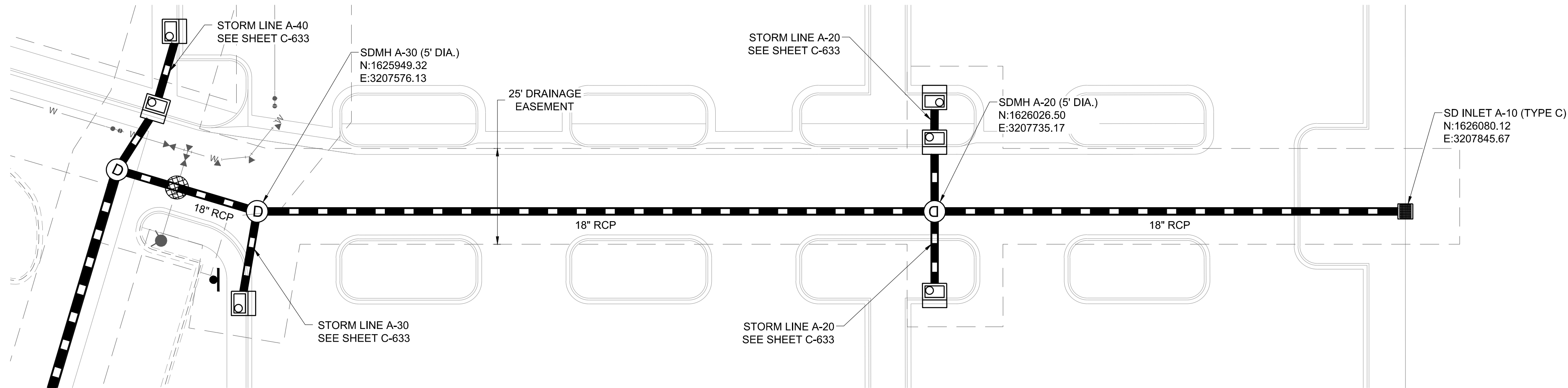
DESIGNED BY:	MHV
DRAWN BY:	DAT
CHECKED BY:	JDC
DATE:	12/10/2019
MIRO JOB NUMBER	CLIENT JOB NUMBER
18057	
DRAWING NUMBER:	
C-631	

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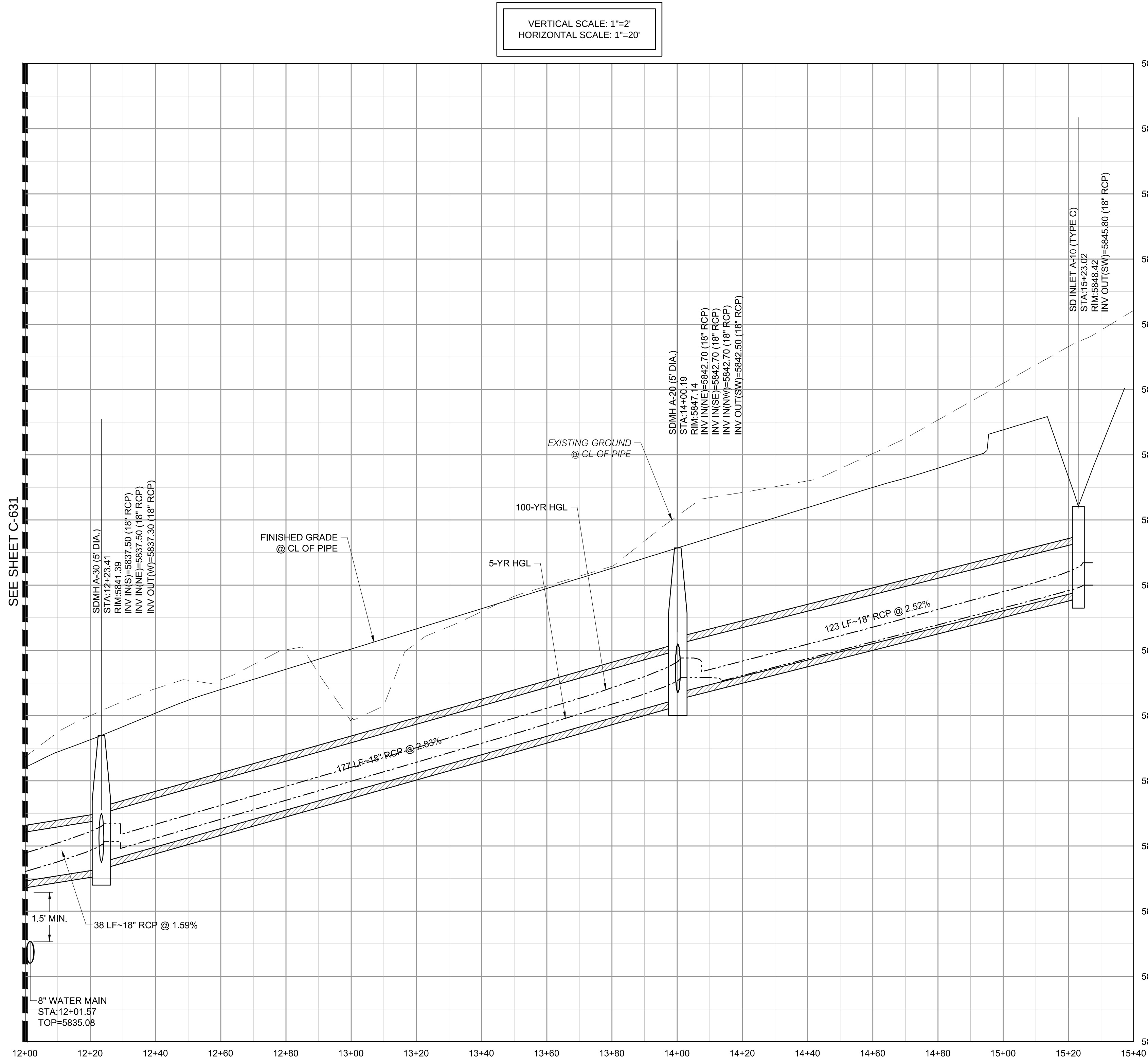
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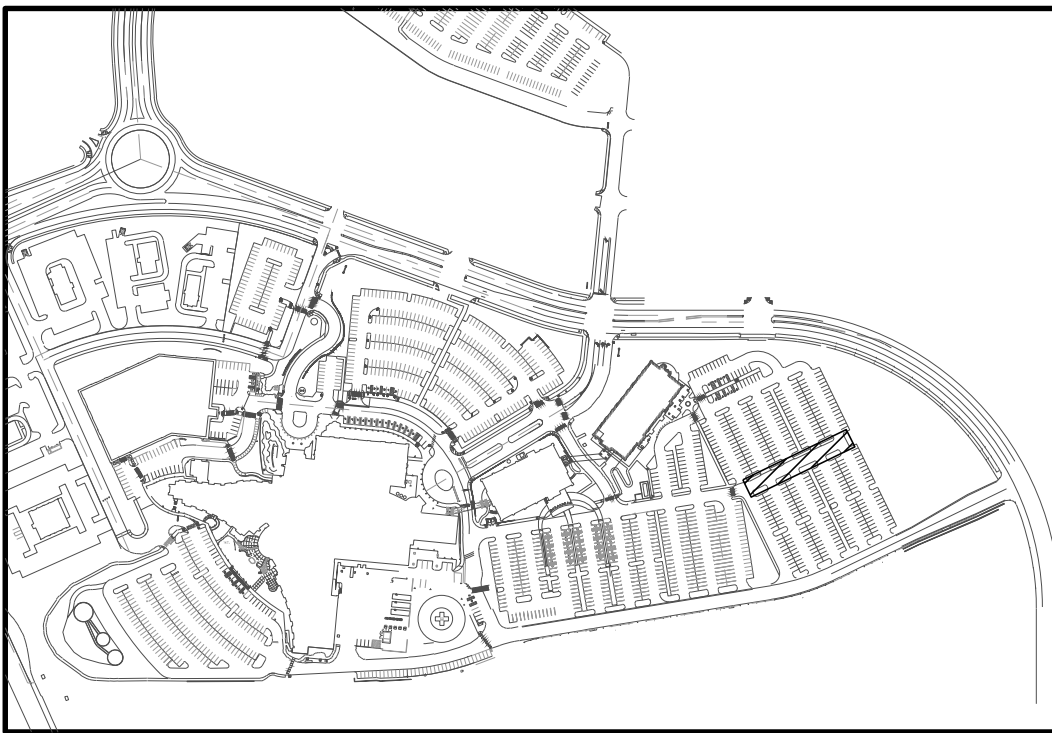
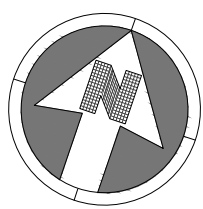
01/30/2020
Date



STORM LINE A PLAN (CONTINUED)



STORM LINE A PROFILE (CONTINUED)

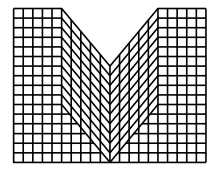


KEY MAP

NOT TO SCALE

NOTES:

1. SEE SHEET C-001 FOR CIVIL NOTES AND LEGEND.



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CLIENT NAME:	PARKER ADVENTIST HOSPITAL
PROJECT NAME:	PARKER MOB III
DRAWING TITLE:	9403 CROWN CREST BLVD. STORM PLAN AND PROFILE
FILE PATH:	J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C631-STRM-PROF.dwg C-632 - 12/16/2019



DESIGNED BY: MHV

DRAWN BY: DAT

CHECKED BY: JDC

DATE: 12/10/2019

MIRO JOB NUMBER 18057

CLIENT JOB NUMBER

DRAWING NUMBER:

C-632

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01/30/2020
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1. SEE SHEET C-001 FOR CIVIL NOTES AND LEGEND.



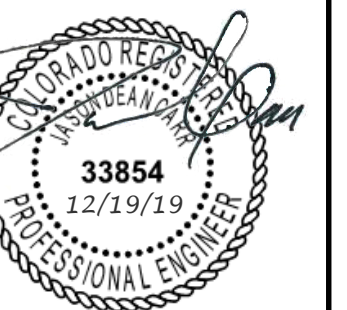
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 01/30/2020
Town of Parker, Director of Engineering Date



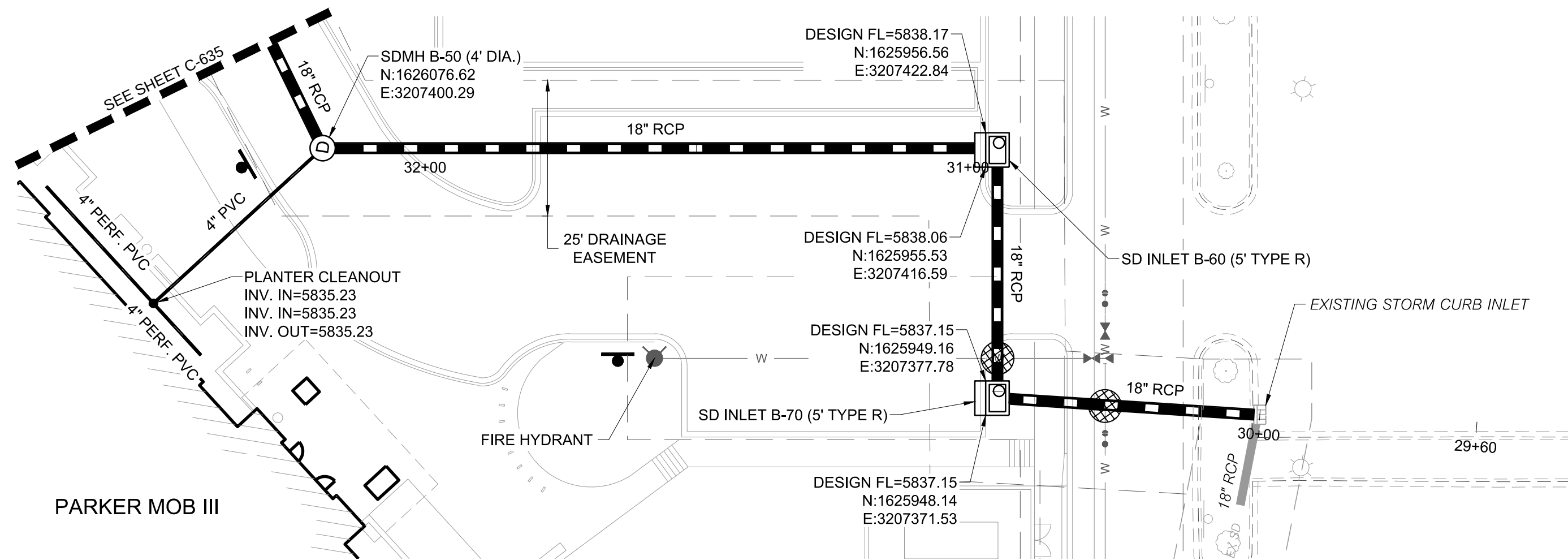
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CLIENT NAME	PROJECT NAME	REV.	DESCRIPTION	DATE
PARKER ADVENTIST HOSPITAL	PARKER MOB III	1		
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9403 CROWN CREST BLVD.		5		
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		8		
STORM PLAN AND PROFILE				
FILE PATH: J:\Jobs\U8057 Parker MOB III\05 CAD\Plans and Details\C631-STRM-PROF.dwg C-633 - 12/16/2019				

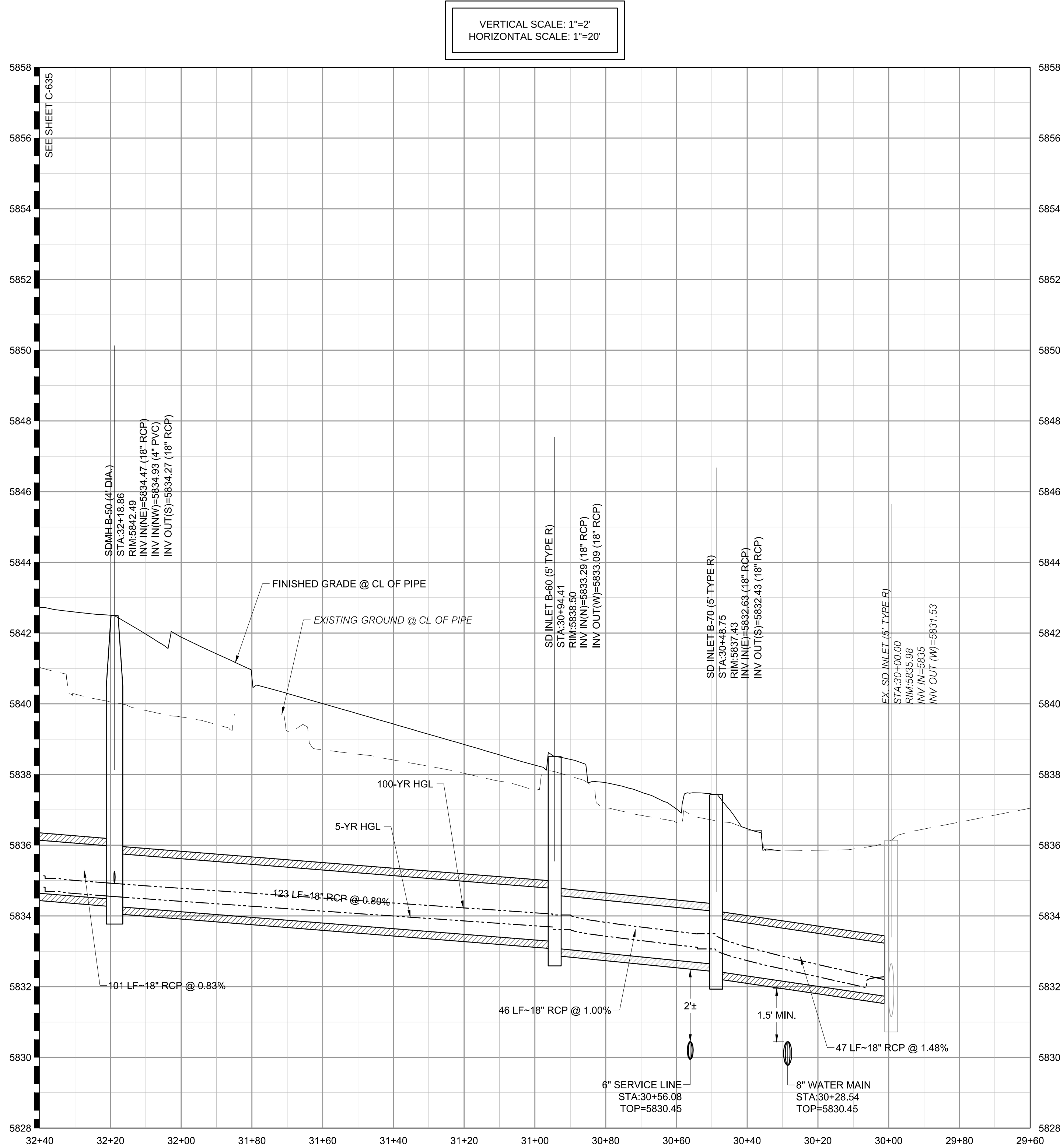


SIGNED BY:		MHV
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CHECKED BY:		JDC
E: 12/10/2019		
PRO JOB NUMBER 18057	CLIENT JOB NUMBER	
FOLLOWING NUMBER:		

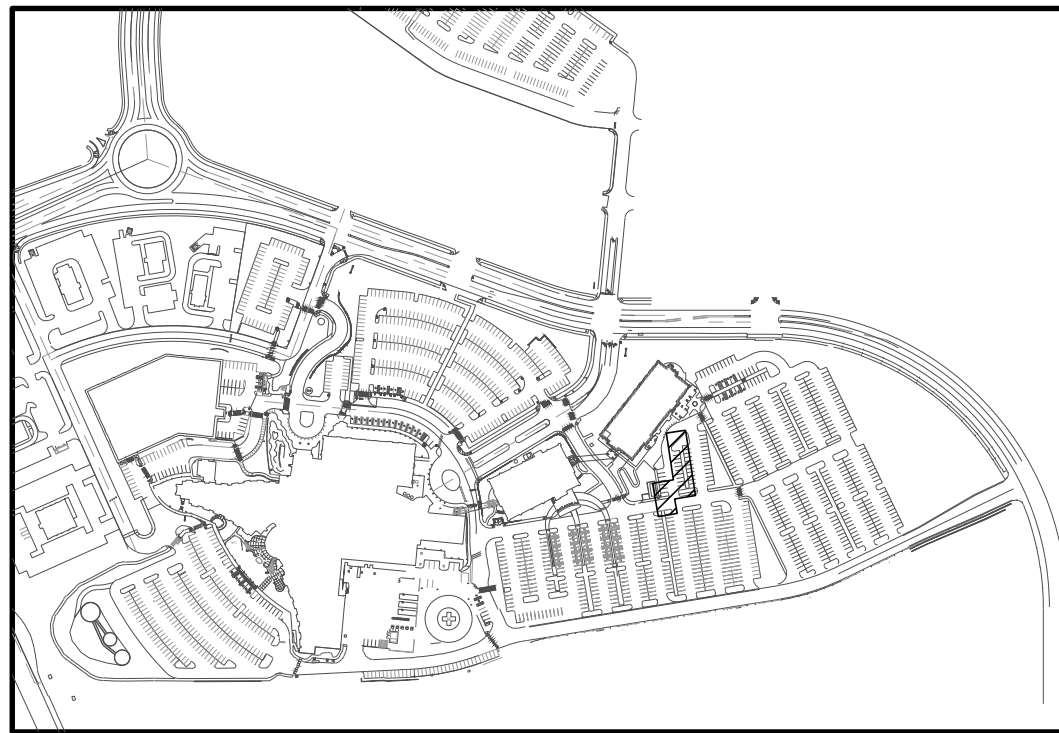
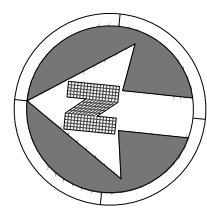
C-633



STORM LINE B PLAN



STORM LINE B PROFILE



KEY MAP

NOT TO SCALE

NOTES:

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CLIENT NAME:	PARKER ADVENTIST HOSPITAL
PROJECT NAME:	PARKER MOB III
DRAWING TITLE:	9403 CROWN CREST BLVD. STORM PLAN AND PROFILE

FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C031-STRM-PROF.dwg C-634 - 12/16/2019



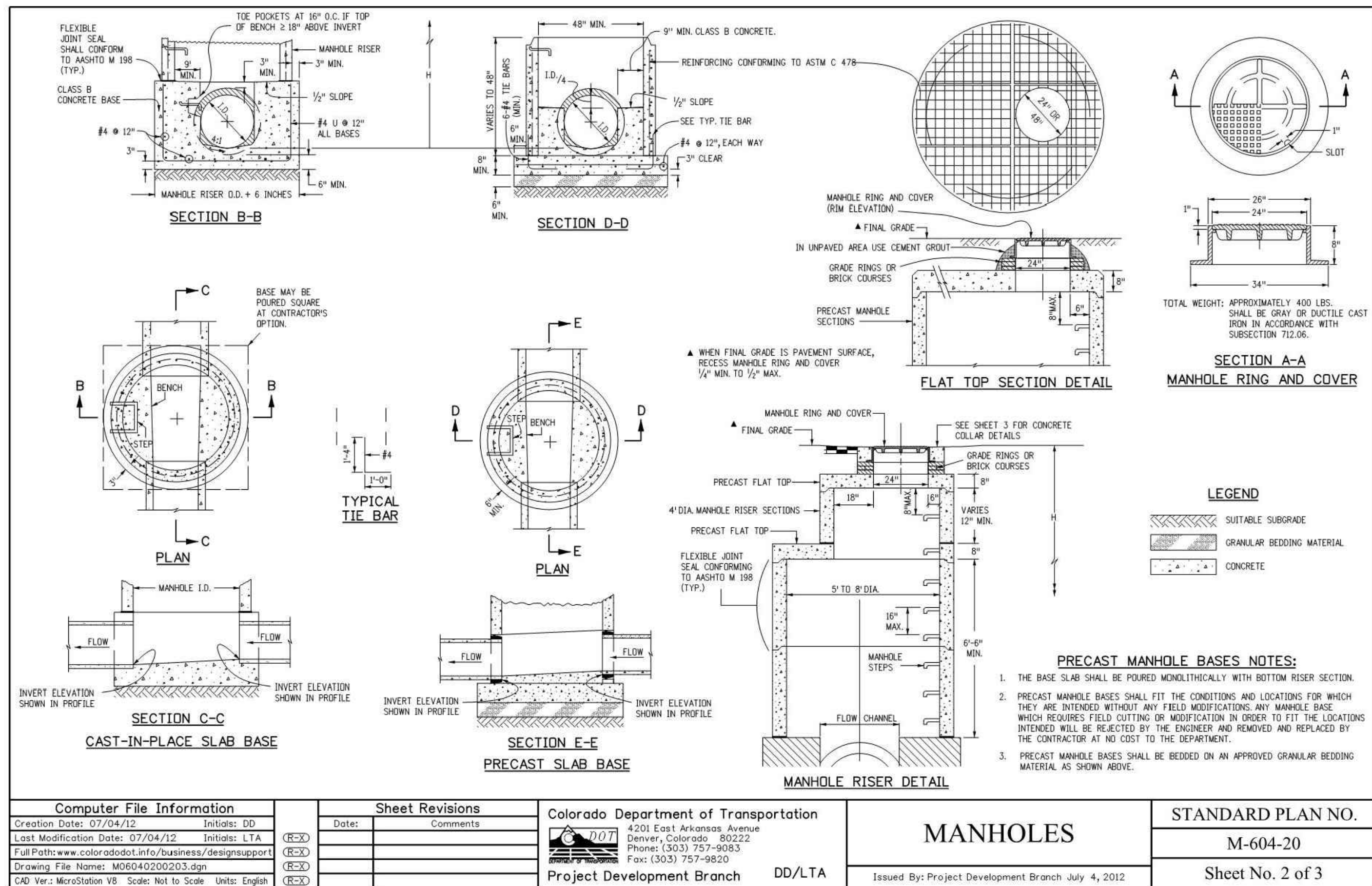
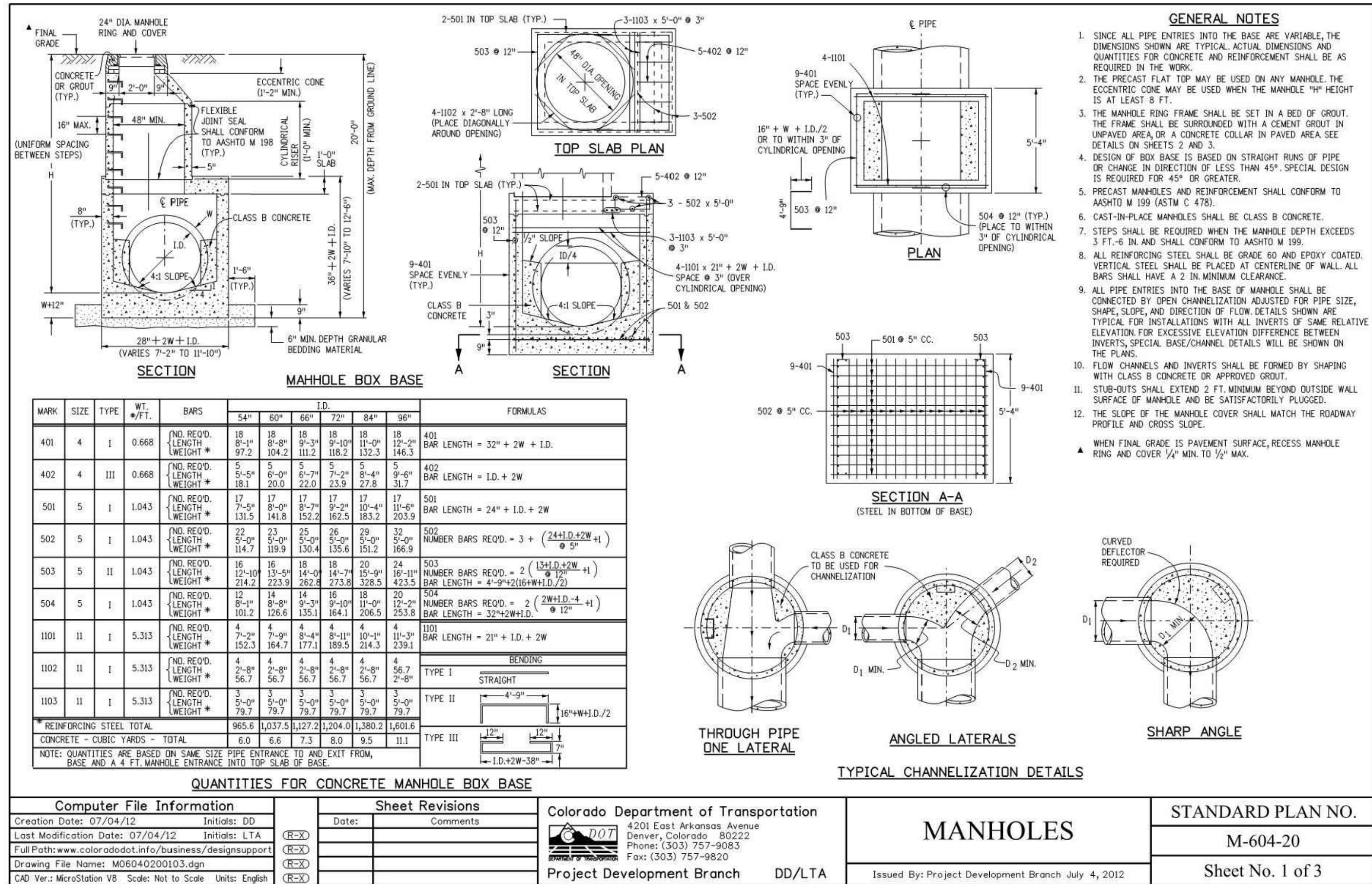
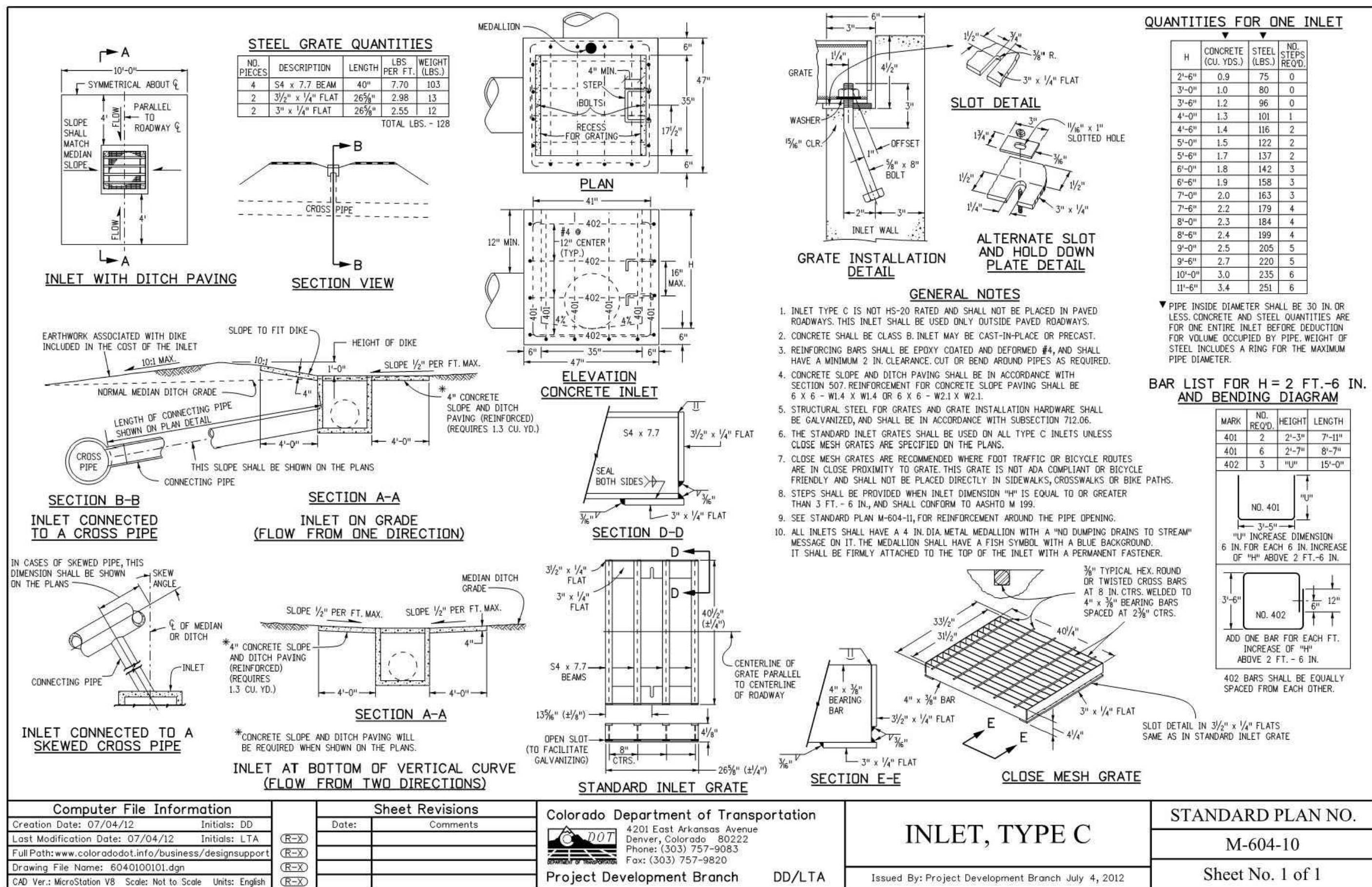
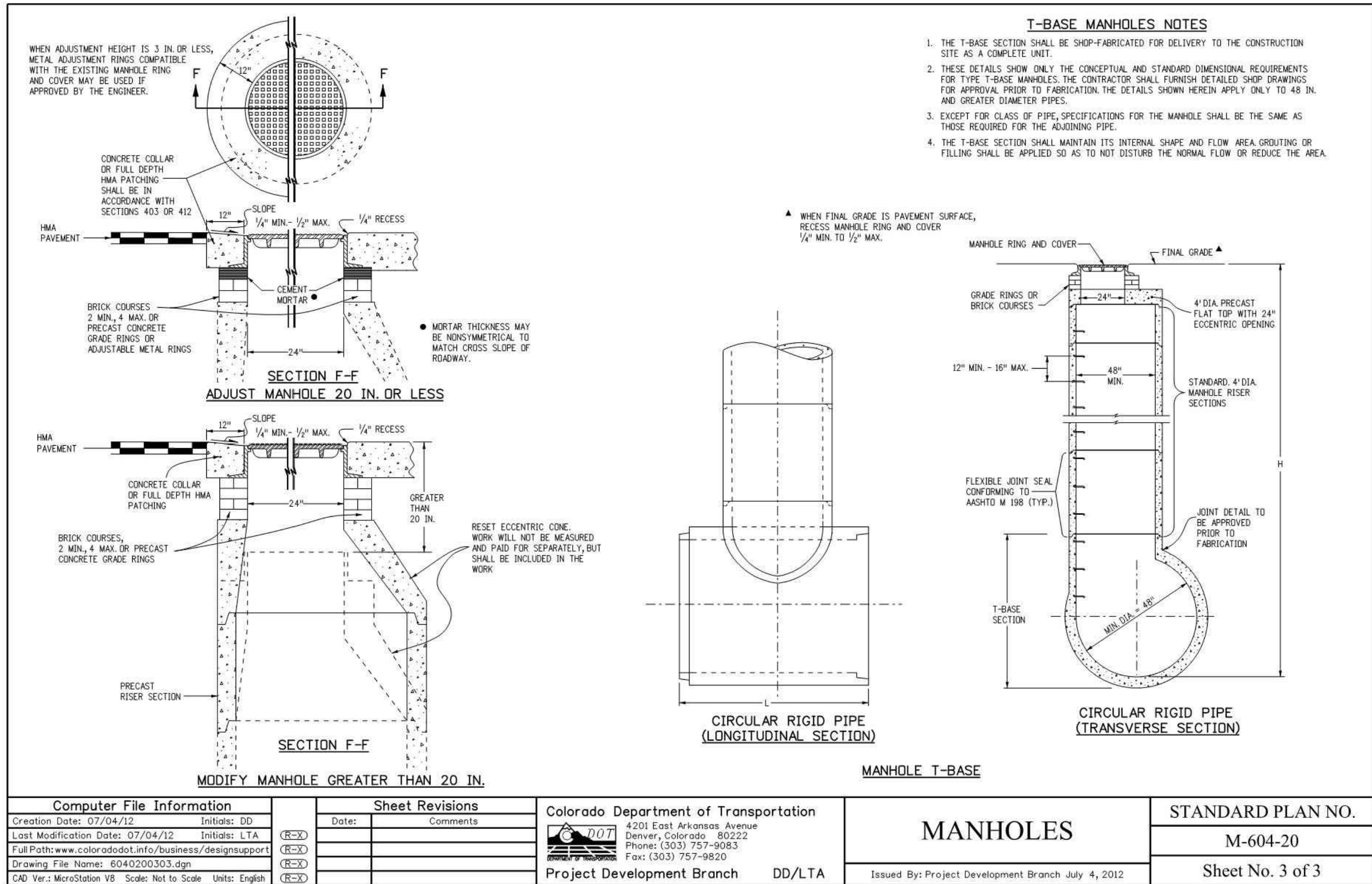
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CLIENT JOB NUMBER	

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Date



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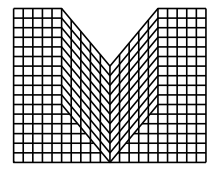
DATE	DESCRIPTION	REV.	1	2	3	4	5	6	7	8

PARKER ADVENTIST HOSPITAL
PARKER MOB III
9403 CROWN CREST BLVD.
STORM DETAILS

CLIENT NAME: PROJECT NAME: DRAWING TITLE: FILE PATH: J:\Jobs\18057 Parker MOB III\05 CAD\Plans and Details\C651-STRM-DTL S.dwg C-651 - 12/16/2019

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DATE: 12/10/2019

MIRO JOB NUMBER 18057
CLIENT JOB NUMBER
DRAWING NUMBER: **C-651**



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PROJECT NAME:	PARKER MOB III
DRAWING TITLE:	9403 CROWN CREST BLVD. STORM DETAILS

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CLIENT JOB NUMBER	

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C-652

