

CONSTRUCTION NOTES:

- 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 FOR THE TOWN OF PARKER ROADWAY DESIGN AND CONSTRUCTION CRITERIA MANUAL, AND THE TOWN OF PARKER STORM DRAINAGE AND ENVIRONMENTAL CRITERIA MANUAL.
- ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF PARKER PUBLIC WORKS DEPARTMENT. THE TOWN RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO ITS STANDARDS AND SPECIFICATIONS.
- A PRECONSTRUCTION MEETING SHALL BE SCHEDULED A MINIMUM OF 48 HOURS AND A MAXIMUM OF 96 HOURS PRIOR TO THE START OF A CONSTRUCTION. A PRECONSTRUCTION MEETING WILL NOT BE SCHEDULED UNTIL THE GRADING PERMIT AND ALL OTHER NECESSARY PERMITS HAVE BEEN OBTAINED.
- 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 PROPER NOTICE OF CONSTRUCTION ACTIVITY HAS BEEN PROVIDED, 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.
- LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ACTUAL CONSTRUCTION. FOR INFORMATION CONTACT: DENVER INTER-UTILITY GROUP, 303-534-6700 OF 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.
- 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.
- ALL PROPOSED STREET CUTS TO EXISTING PAVEMENTS FOR UTILITIES, STORM SEWER OR FOR OTHER PURPOSES ARE LISTED AND REFERENCED BELOW:
EXAMPLES: WATER TIE-IN SHEET 3 STORM SEWER CONNECTION SHEET 6
- 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.
- 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.
- 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.
- 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.
- 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.
- REPAIR OF ANY DAMAGE TO EXISTING IMPROVEMENTS OR LANDSCAPING IS THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL DAMAGED EXISTING CURB, GUTTER, AND SIDEWALK SHALL BE REPAIRED PRIOR TO ACCEPTANCE OF COMPLETED IMPROVEMENTS.
- 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 HEALTH, WATER QUALITY CONTROL DIVISION, WQCD-PE-B2, 4300 CHERRY DRIVE SOUTH, DENVER, COLORADO 80222-1530. ATTENTION: PERMITS AND ENFORCEMENT SECTION. PHONE (303) 692-3500.
- IF 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 WATER OF THE UNITED STATES.
- ALL REFERENCES TO BOOKS, PAGES, MAPS, AND RECEPTION NUMBER ARE PUBLIC DOCUMENTS ON FILE WITH THE COUNTY CLERK AND RECORDER'S OFFICE.

ROADWAY NOTES:

- 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.
- STANDARD TOWN OF PARKER HANDICAP RAMPS ARE TO BE CONSTRUCTED AT ALL CURB RETURNS AND AT ALL "T" INTERSECTIONS.
- ALL STATIONING IS BASED ON CENTERLINE OF ROADWAYS UNLESS OTHERWISE NOTED.
- ALL ELEVATIONS ARE ON USGS DATUM WITH DATE, RANGE POINT OR MONUMENT SHALL BE SHOWN ON THE CONSTRUCTION PLANS.
- EXCEPT WHERE OTHERWISE PROVIDED FOR IN THESE PLANS AND SPECIFICATIONS, THE COLORADO DEPARTMENT OF HIGHWAYS 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.

STORM DRAINAGE INFRASTRUCTURE NOTES:

- 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 (SDEC), AS AMENDED.
- 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 RESERVOIR CONTROL REGULATION NO. 72 (5 CCR 1002-72), THE REGULATION PROMULGATED, CERTIFICATION OR PERMITS ISSUES AND THE REQUIREMENTS PRESENTED IN THE SDEC 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 RESTRICTIVE LAWS, RULES, OR REGULATIONS SHALL APPLY.
- 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, GROUTED BOULDERS, DETENTION POND OUTLET STRUCTURES, FOREBAYS, TRICKLE CHANNELS, ETC). FAILURE TO NOTIFY THE ENGINEERING DEPARTMENT FOR 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).
- STRUCTURAL BACKFILL (CDOT CLASS 1) SHALL BE COMPACTED TO CONFORM TO CDOT STANDARD SPECIFICATION 203.03. STRUCTURAL BACKFILL (CDOT CLASS 2) 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 SDEC, 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 TOP 2 FEET BELOW SUBGRADE ELEVATION SHALL BE THE REQUIRED EMBANKMENT MATERIAL.
- ALL EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
- 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 BY TOWN SPECIFICATIONS, ADDITIONAL COMPACTION AND TESTS WILL BE REQUIRED UNTIL THE SPECIFICATIONS ARE MET. FREQUENCY OF TESTING WILL BE AS FOLLOWS: +1 TEST FOR SUBGRADE AND 1 TEST FOR BACKFILL AT EVERY ABOVE GROUND APPURTENANCE (MANHOLES, INLETS, ETC) +1 TEST EVERY 200 LF OF MAINLINE TRENCH EVERY 1 FOOT OF BACKFILL LIFT AND WITHIN 1 FOOT FROM ALL STRUCTURES.
- ALLOWABLE STORM SEWER CONDUIT MATERIAL WITHIN THE TOWN OF PARKER SHALL BE LIMITED TO REINFORCED CONCRETE PIPE (RCP) CONFORMING TO CDOT STANDARD SPECIFICATION 706.02.
- ALL RCP JOINTS SHALL BE MANUFACTURED IN ACCORDANCE WITH ASTM C443. RUBBER GASKETS SHALL BE USED ON ALL PIPE JOINTS CONFORMING TO ASTM C443. ALL RCP SECTIONS SHALL BE JOINED IN SUCH A MANNER THAT THE ENDS ARE FULLY ENTERED AND THE INNER SURFACES ARE REASONABLE FLUSH. AVERAGE JOINT GAP THAT EXCEEDS 1/8 INCH SHALL BE FILLED WITH AN APPROVED FLEXIBLE PLASTIC SEALANT.
- JOINT RESTRAINTS AND TOE-WALLS, CONFORMING TO CDOT M&S STANDARD PLAN NO. M-601-11 SHALL BE USED ON ALL RCP FLARED END SECTION OUTFALLS.
- 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.
- CDOT CLASS D CONCRETE SHALL BE USED FOR ALL CONCRETE DRAINAGE STRUCTURES.
- 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.
- 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 CDOT M&S STANDARD PLAN NO. M-604-12.
- ALL GROUTING (BOULDERS, RIPRAP) SHALL BE IN ACCORDANCE WITH THE REVISION OF SECTION 506 OF THE CDOT STANDARD SPECIFICATIONS AS PRESENTED IN THE SDEC.
- ALL BOULDERS AND RIPRAP SHALL BE SELECTED AND PLACED IN ACCORDANCE WITH THE REVISION OF SECTION 506 OF THE CDOT STANDARD SPECIFICATIONS AS PRESENTED IN THE SDEC.
- 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.

SIGNAGE AND STRIPING NOTES:

- 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.
- A FIELD INSPECTION OF LOCATION AND INSTALLATION OF ALL SIGNS AND MARKINGS SHALL BE PERFORMED BY THE TOWN OF PARKER.
- THE CONTRACTOR INSTALLING SIGNS SHALL BE RESPONSIBLE FOR THE LOCATING AND PROTECTING OF ALL UNDERGROUND UTILITIES.
- 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.
- SPECIAL CARE SHALL BE TAKEN IN SIGN LOCATIONS TO ENSURE AN UNOBSTRUCTED VIEW OF EACH SIGN.
- 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.
- 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.
- DELINEATION OF ROADWAYS SHALL BE AS SPECIFIED IN THE COLORADO DEPARTMENT OF TRANSPORTATION M AND S STANDARDS.
- 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.
- 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 INSTALLATION OF, 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.
- 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.
- ALL STREET 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.
- ALL LAYOUTS FOR INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE SUBMITTED TO THE TOWN FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.
- ALL REMOVED SIGNS SHALL BE RETURNED TO THE TOWN OF PARKER.
- 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.
- 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-METHACRYLATE, PREFORMED THERMOPLASTIC (90 MIL), PREFORMED PLASTIC (90 MIL), INLAYED TAPE (STAMARK), OR AS SPECIFIED. (SAND OR WATER BLAST CURING COMPOUND PRIOR TO INSTALLATION OF MARKINGS.) 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-METHACRYLATE, OR AS SPECIFIED.
- 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.

N:\PROJECTS\BENCHMARC\ENGINEERING\BENCHMARC\MULTIFAMILY\CDOT\BENCHMARC\DWG.DWG.BRIANW. 10/30/2018 11:00 AM


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1-800-922-1987



BENCHMARK
DOUGLAS COUNTY CONTROL POINT KNOWN AS 1.060032, BEING A 3-1/4" ALUMINUM CAP, BEING LOCATED IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, HAVING A PUBLISHED ELEVATION OF 1799.2870 METERS (5903.13 FEET) NAVD '88 DATUM.

BASIS OF BEARINGS:
THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9 BEING MONUMENTED AT THE NORTHEAST CORNER OF SAID SECTION 9 BY A 3-1/4" ALUMINUM CAP STAMPED LS 23053 AND AT THE EAST QUARTER CORNER OF SAID SECTION 9 BY A 2-1/2" ALUMINUM CAP STAMPED LS 6935 BEING CONSIDERED TO BEAR SOUTH 00°15'06" EAST, 2648.70 FEET.

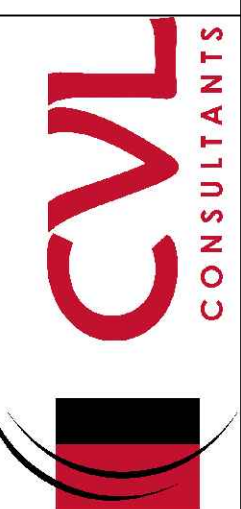
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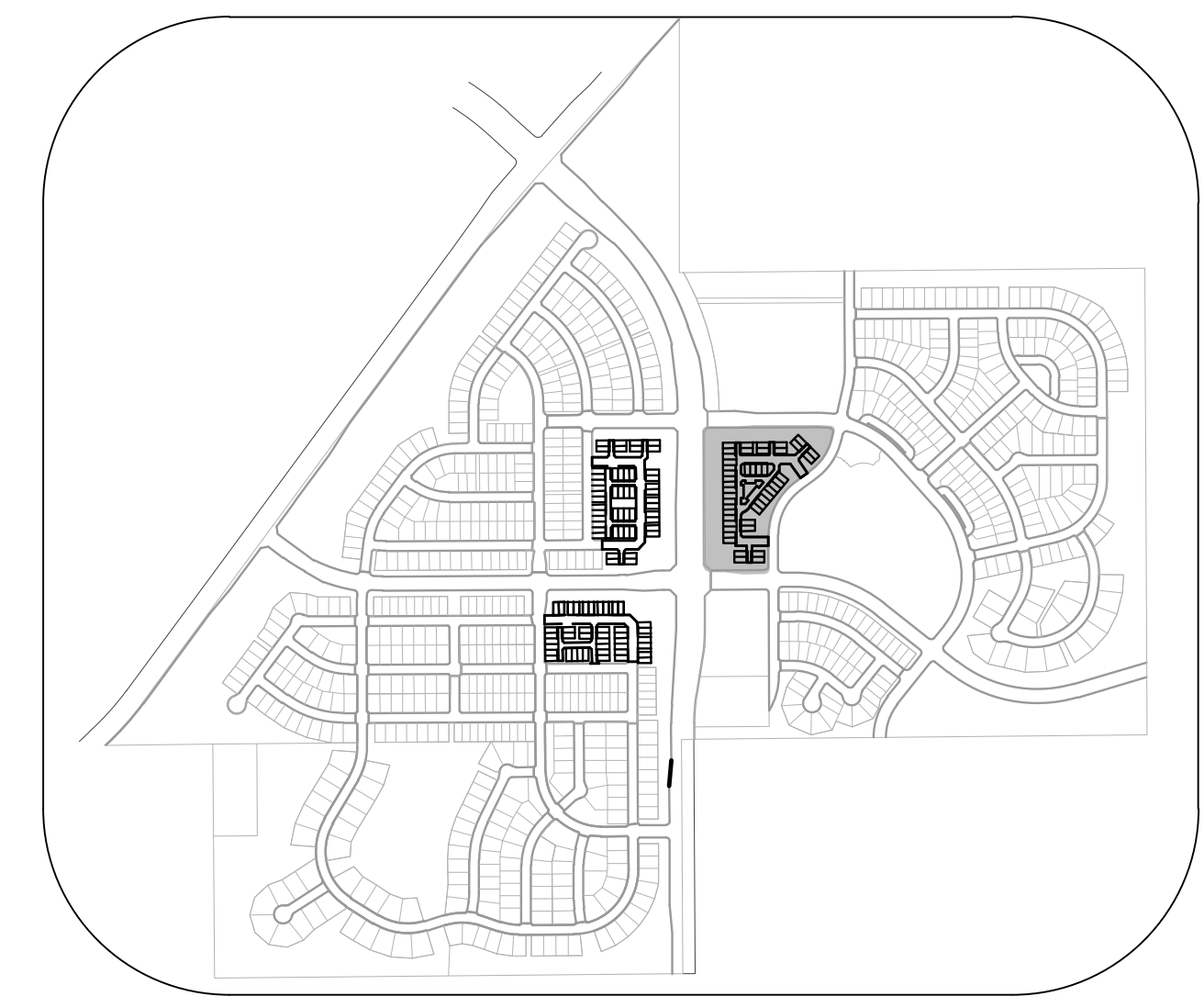
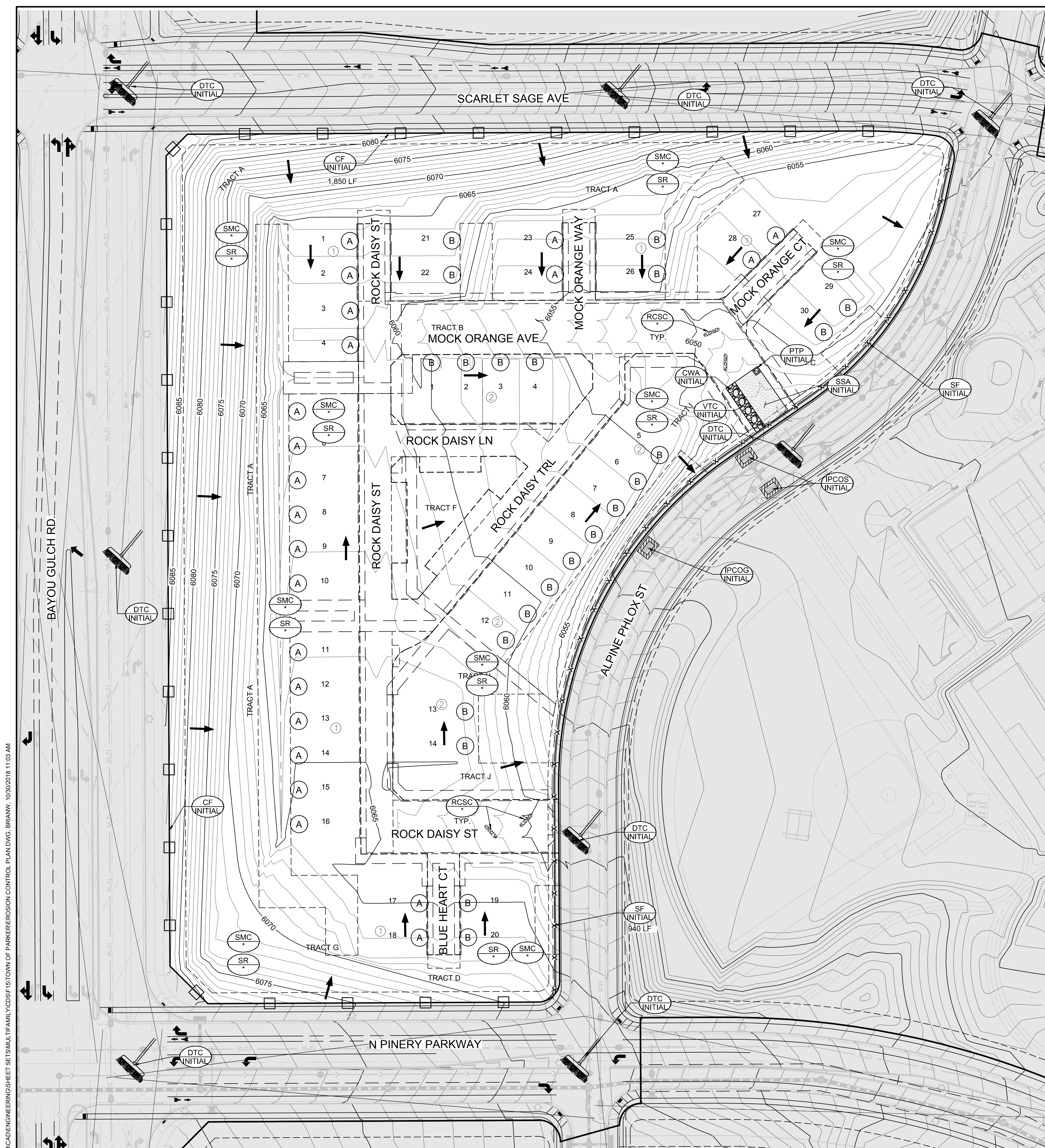
BRIAN P. WILSON
COLORADO P.E. 0050067

THE TOWN OF PARKER REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE TOWN'S STANDARDS AND APPROVED VARIANCES, SUBJECT TO THESE PLANS BEING STAMPED, SIGN, AND DATED BY THE PROFESSIONAL ENGINEER OF RECORD. REVIEW BY THE TOWN DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN OR ACCURACY OR 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.

SHEET NUMBER	DRAWN BY: BPW	CHECKED BY: BPW	SCALE: AS SHOWN	FILE NO: 8130283701	DATE: JUNE 2018	Revisions	Date	Appr.
			TRAILS AT CROWFOOT FILING 15 CONSTRUCTION DRAWINGS NOTES					
HR 935 LLC 7363 South Alton Way CENTENNIAL, CO 80112			10333 E. Dry Creek Rd. Suite 240 Englewood, CO 80112 Tel: (720) 462-9526 Fax: (720) 462-9546					

2



KEYMAP
N.T.S.

LEGEND

	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	NO WORK AREA
	EXISTING SURFACE FLOW DIRECTION
	PROPOSED SURFACE FLOW DIRECTION

- NOTE:
- RCSC, SMC, & SR TO BE INSTALLED WITH FILING 9.
 - ALL STREET CUTS SHALL BE CONTROLLED PER THE ROUGH CUT STREET CONTROL DETAIL. SEE BMP DETAILS.
 - TO REDUCE THE POTENTIAL FOR CLOGGING OF DEBRIS GATES, NO STRAW MULCH SHALL BE USED WITHIN THE EXCESS URBAN RUNOFF VOLUME OF A DETENTION BASIN. INSTEAD, EROSION CONTROL BLANKET SHALL BE INSTALLED FOR A WIDTH OF AT LEAST 6-FEET ON BOTH SIDES OF THE CONCRETE LOW FLOW CHANNELS OR UP TO A DEPTH OF 1-FOOT IN SOIL RIPRAP OR BENCHED LOW FLOW CHANNELS. ADDITIONALLY, HYDRAULICALLY APPLIED WOOD FIBER MULCH, STABILIZED FIBER MATRIX, BONDED FIBER MATRIX, OR FLEXIBLE GROWTH MEDIUM SHALL BE USED IN ALL OTHER AREAS WITHIN THE EXCESS URBAN RUNOFF VOLUME OF THE DETENTION BASIN. THE BLANKET AND HYDRAULICALLY APPLIED MULCH SHALL COMPLY WITH THE MATERIALS AND INSTALLATION REQUIREMENTS FOR EROSION CONTROL BLANKETS AS REQUIRED BY THE TOWN'S CBMP PROGRAM, AND WHERE APPLICABLE, THE PRODUCT MANUFACTURER.
 - IT MAY BE NECESSARY TO PROVIDE BACK OF WALK PROTECTION AND BACK OF CURB PROTECTION ONCE VERTICAL CONSTRUCTION HAS BEGUN.
 - INSTALL ECB IN TREE LAWN AFTER INSTALLATION OF CURB AND GUTTER AND SIDEWALK. TYPICAL THROUGHOUT SUBDIVISION.
 - LOT PROTECTION REQUIRED ON ALL RESIDENTIAL LOTS IN ALL UNLANDSCAPED AREAS PRIOR TO CO.
 - SEDIMENT CONTROL BMPs MAY BE NECESSARY ALONG LOT LINES DURING HOME CONSTRUCTION.
 - TEMPORARY IRRIGATION IS REQUIRED IN ALL AREAS OF PERMANENT NATIVE SEEDING THAT ARE NOT SERVED BY PERMANENT IRRIGATION.
 - A MINIMUM OF ONE VTC WILL BE REQUIRED FOR EACH SUBDIVISION BLOCK DURING HOME CONSTRUCTION.

<p>CBMP COLORADO CONCRETE EROSION MANAGEMENT TRACTORS</p>	<p>CBMP COLORADO CONCRETE EROSION MANAGEMENT TRACTORS</p>	<p>CBMP COLORADO CONCRETE EROSION MANAGEMENT TRACTORS</p>
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BENCHMARK
DOUGLAS COUNTY CONTROL POINT KNOWN AS 1.060032, BEING A 3-1/4" ALUMINUM CAP, BEING LOCATED IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, HAVING A PUBLISHED ELEVATION OF 1799.2870 METERS (5903.13 FEET) NAVD '88 DATUM.

BASIS OF BEARINGS:
THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9 BEING MONUMENTED AT THE NORTHEAST CORNER OF SAID SECTION 9 BY A 3-1/4" ALUMINUM CAP STAMPED LS 23053 AND AT THE EAST QUARTER CORNER OF SAID SECTION 9 BY A 2-1/2" ALUMINUM CAP STAMPED LS 6935 BEING CONSIDERED TO BEAR SOUTH 00°15'06" EAST, 2648.70 FEET.

PREPARED UNDER THE SUPERVISION OF

BRIAN P. WILSON
COLORADO P.E. 0050067

TOWN OF PARKER, DIRECTOR OF ENGINEERING DATE

10333 E. Dry Creek Rd. Suite 240 Englewood, CO 80112 Tel: (720) 462-9526 Fax: (720) 462-9546		HR 935 LLC 7363 South Alton Way CENTENNIAL, CO 80112	No.	Revisions	Date	Appr.	Date
			<p>TRAILS AT CROWFOOT FLING 15 CONSTRUCTION DRAWINGS INITIAL CBMP PLAN</p> <p>SCALE: AS SHOWN DRAWN BY: BPW CHECKED BY: BPW DATE: JUNE 2018</p> <p>FILE NO: 8130283701</p> <p>SHEET NUMBER 5</p>				

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

DEBRIS AND TRASH CONTROL

NOTE:

1. THE EROSION CONTROL SUPERVISOR IS RESPONSIBLE FOR ENSURING THAT ALL STREETS, CURBS, GUTTERS, SIDEWALKS, DRIVEWAYS, PARKING LOTS, ALLEYS, TRUCK CHANNELS, AND OTHER SURFACES IMPACTED BY CONSTRUCTION ACTIVITIES ARE THOROUGHLY CLEANED THROUGHOUT THE DAY IF THEY BECOME SOILED. THESE AREAS MUST ALSO BE THOROUGHLY CLEANED AT THE END OF THE WORK DAY TO INCLUDE ALL CURB, TRASH AND LITTER ASSOCIATED WITH THE PROJECT MUST BE REMOVED AND PROPERLY DISPOSED ON A DAILY BASIS.

1 OF 2
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

DEBRIS CONTROL NOTES:

1. A COMBINATION OF SURFACE SCANNING AND SWEEPING MAY BE NECESSARY TO PROPERLY CLEAN THE AREAS.
2. ALL CHYMEI OILS AND STAINS ON THE SITE SHALL BE CLEANED TO THE MAXIMUM EXISTING PRACTICES IN SOIL BASINS. IT MAY BE NECESSARY TO USE PRESSURIZED WATER AND A VAC-TRUCK.
3. ON-SITE FERTILIZERS, DE-ICE DRIVERS, ETC., SHOULD BE EDUCATED ON THE NEED FOR CONTINUAL EFFORTS AND TRANS-CONTOUR.

1 OF 2
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

EROSION CONTROL BLANKET (SLOPE)

NOTE:

IF NECESSARY, ALL STAPLES SHALL BE COMPLETED PRIOR TO THE PLACEMENT OF EROSION CONTROL BLANKET. PLEASE SEE DETAIL FOR STAPLING, WELDING, AND CUTTING REQUIREMENTS.

1 OF 2
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

EROSION CONTROL BLANKET (CHANNEL)

NOTE:

WOOD STAKES SHALL BE INSTALLED SUCH THAT ONLY 1/4" IS EXPOSED ABOVE THE GROUND. ALL WOOD STAKES SHALL BE COMPLETED PRIOR TO THE PLACEMENT OF EROSION CONTROL BLANKETS. PLEASE SEE DETAIL FOR STAPLING, WELDING, AND CUTTING REQUIREMENTS.

1 OF 2
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

EROSION CONTROL BLANKET INSTALLATION NOTES

1. SET THE PLAN VIEW FOR THE LOCATION(S) OF THE EROSION CONTROL BLANKETS.
2. EROSION CONTROL BLANKETS USED FOR CHANNEL PROTECTION SHALL BE THOROUGHLY SECTORED BY THE EROSION ENGINEER BASED ON CURRENT AND FUTURE FLOW RATES WITHIN THE CHANNEL. BASED ON THESE CALCULATIONS, THE EROSION CONTROL BLANKETS OR REPAIRS MAY BE NECESSARY IN THE EROSION CONTROL BLANKETS.
3. INSTALLATION PRIOR TO BANK INSTALLATION, EROSION CONTROL BLANKETS SHALL BE INSTALLED AND TIEP OF ANY GAPS, HOLES, WEFTS, ROCKS, STAKES OR OTHER UNDESIRABLE DEBRIS.
4. EROSION CONTROL BLANKETS SHALL BE INSTALLED ACCORDING TO THE DETAIL DRAWINGS.
5. ANY DAMAGED OR WEAVING STAPLES OR STAKES SHALL BE REMOVED FROM THE SITE.
6. ALL EROSION CONTROL BLANKETS FOR SLOPE PROTECTION INSTALLED IN THE TOWN SHALL BE DOUBLE LAYER, STRAW OR EXCELISOR.

MANUFACTURER	PRODUCT NAME
AGRI-MANUFACTURING	ST150
APPROVED EQUAL	APPROVED EQUAL

EROSION CONTROL BLANKET MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE EROSION CONTROL BLANKETS AND MAKE ANY NECESSARY REPAIRS.

1 OF 2
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

AREA INLET PROTECTION INSTALLATION NOTES

1. SEE PLAN VIEW FOR LOCATION(S) OF AREA INLET PROTECTION.
2. THE AREA INLET PROTECTION SHOWN ON CBMP PLANS SHALL BE INSTALLED ON EXISTING INLETS IN PROXIMITY TO ANY LAND DISTURBING ACTIVITIES ON UNPAVED AREAS. THE INSTALLATION OF NEW INLETS, AN INTERMEDIATE INLET PROTECTION MAY BE ALLOWED UNTIL THE INSTALLATION OF THE GUTTER AND/OR PAVEMENT.

AREA INLET PROTECTION INSPECTION AND MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE AREA INLET PROTECTION.
2. AREA INLET PROTECTION 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.
3. WHEN THE AREA INLET PROTECTION IS REMOVED, ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE AREA INLET PROTECTION SHALL BE REVEALED, SEEDING, MULCHED, AND COMPACTED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SPEC).
4. ACCUMULATED SEDIMENT SHALL BE REMOVED AS SOON AS POSSIBLE, IMMEDIATELY IN MOST CASES.

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

AREA INLET PROTECTION FOR AREA INLETS IN PAVEMENT

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REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

AREA INLET PROTECTION FOR AREA INLETS IN PAVEMENT

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

AREA INLET PROTECTION FOR AREA INLETS IN PAVEMENT

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

AREA INLET PROTECTION FOR AREA INLETS IN PAVEMENT

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

INLET PROTECTION, CURB ON-GRADE INSTALLATION NOTES

1. SET CBMP PLAN FOR LOCATION(S) OF ON-GRADE INLET PROTECTION.
2. CRUSHED ROCK SHALL BE 2.0"-3.0" IN SIZE WITH A FRACTURED FACE (ALL SIDES).
3. ROCK SOCK FOR ON-GRADE INLET PROTECTION SHALL BE ONE CONTINUOUS PIECE.
4. ROCK SOCK SHALL BE CONSTRUCTED USING CHICKEN WIRE OR OTHER APPROVED MATERIAL, WELD TO KILL ROCK TO PREVENT SPINNING OUT.
5. ROCK SOCK SHALL BE PLACED 5.0' UPHILL OF THE INLET OPENING.
6. TUBULAR MARKER SHALL BE A MINIMUM OF 3.0' HIGH WITH REFLECTIVE BANDS AND OCTAGON SHAPED BASES.
7. THE CURB INLET PROTECTION SHOWN ON CBMP PLANS SHALL BE INSTALLED ON EXISTING INLETS PRIOR TO ANY LAND DISTURBING ACTIVITIES OR IMMEDIATELY AFTER THE A TYPICAL INSTALLATION OF THE CURB INLET ON ROADWAYS ADJACENT TO THE INLET.

ON-GRADE INLET PROTECTION INSPECTION AND MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE ON-GRADE INLET PROTECTION.
2. ACCUMULATED SEDIMENT SHALL BE REMOVED AS SOON AS POSSIBLE, IMMEDIATELY IN MOST CASES.
3. ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED OR DAMAGED.
4. ON-GRADE INLET PROTECTION 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.

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

AREA INLET PROTECTION FOR AREA INLETS IN PAVEMENT

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

CURB INLET PROTECTION INSTALLATION NOTES

1. SET CBMP PLAN FOR LOCATION(S) OF CURB INLET PROTECTION.
2. CRUSHED ROCK SHALL BE 2.0"-3.0" IN SIZE WITH A FRACTURED FACE (ALL SIDES).
3. ROCK SOCK SHALL BE ONE CONTINUOUS PIECE OR SHALL BE CONSTRUCTED USING WIRE WRAPPED JOINTS (SEE DETAIL RS).
4. ROCK SOCK SHALL BE CONSTRUCTED USING CHICKEN WIRE OR OTHER APPROVED MATERIAL SIZED TO KEEP ROCK FROM SPINNING OUT.
5. ROCK SOCK SHALL BE PLACED 5.0' UPHILL OF CURB OPENING WITH IT RETURNING TO CONTACT CURB FACE.
6. TUBULAR MARKERS SHALL BE A MINIMUM OF 36" IN HEIGHT WITH REFLECTIVE BANDS AND OCTAGON SHAPED BASES.
7. THE CURB INLET PROTECTION SHOWN ON CBMP PLANS SHALL BE INSTALLED ON EXISTING INLETS PRIOR TO ANY LAND DISTURBING ACTIVITIES ON UNPAVED AREAS. THE INSTALLATION OF NEW INLETS, AN INTERMEDIATE INLET PROTECTION MAY BE ALLOWED UNTIL THE INSTALLATION OF THE GUTTER AND/OR PAVEMENT.

CURB INLET PROTECTION INSPECTION AND MAINTENANCE NOTES

1. THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE CURB INLET PROTECTION.
2. ACCUMULATED SEDIMENT SHALL BE REMOVED AS SOON AS POSSIBLE, IMMEDIATELY IN MOST CASES.
3. ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED OR DAMAGED.
4. CURB INLET PROTECTION 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.

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

AREA INLET PROTECTION FOR AREA INLETS IN PAVEMENT

1 OF 1
REV. 03/14

THIS DRAWING SET IS TO BE USED TO BE SEPARATELY SUBMITTED FOR REVIEW BY THE TOWN OF PARKER.

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:
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 BLANKETS PROVIDED THEY ARE A MINIMUM OF 6" THICK AND MADE OF METAL STAPLES.
 - ALL EROSION CONTROL BLANKET EDGES (SIDES AND ENDS) MUST OVERLAP THE ADJACENT BLANKET BY A MINIMUM OF 6" NOTICES WITH THE ADJACENT EDGES BEING PLACED ON TOP OF THE DOWN-SLOPE EDGE OF THE ADJACENT BLANKET.
 - THE EDGES (SIDES AND ENDS) OF THE EROSION CONTROL BLANKETS SHALL BE NEEDED TO BE REVEALED INTO THE GROUND ASSURING THE SITE CONDITIONS WILL NOT CAUSE EROSION BEHIND THE BLANKETS. THESE ASSUMPTIONS WILL BE THE RESPONSIBILITY OF THE EROSION CONTROL SUPERVISOR. ON OCCASION, THE TOWN'S INSPECTOR MAY REQUEST REVEALING BASED UPON SITE CONDITIONS.
 - TOPSOIL PLACEMENT, SEEDING, AND MULCH 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 UPON CONSTRUCTION INSTALLATION.
4. THE EROSION CONTROL BLANKETS REQUIRED AS PART OF THE LOT PROTECTION (LP) REQUIREMENT MUST BE INSTALLED UPON ALL UNPAVED AREAS WITHIN EACH RESIDENTIAL, COMMERCIAL, AND COMMUNITY LOT PRIOR TO THE BEGINNING 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 LANDSCAPE IS INSTALLED.

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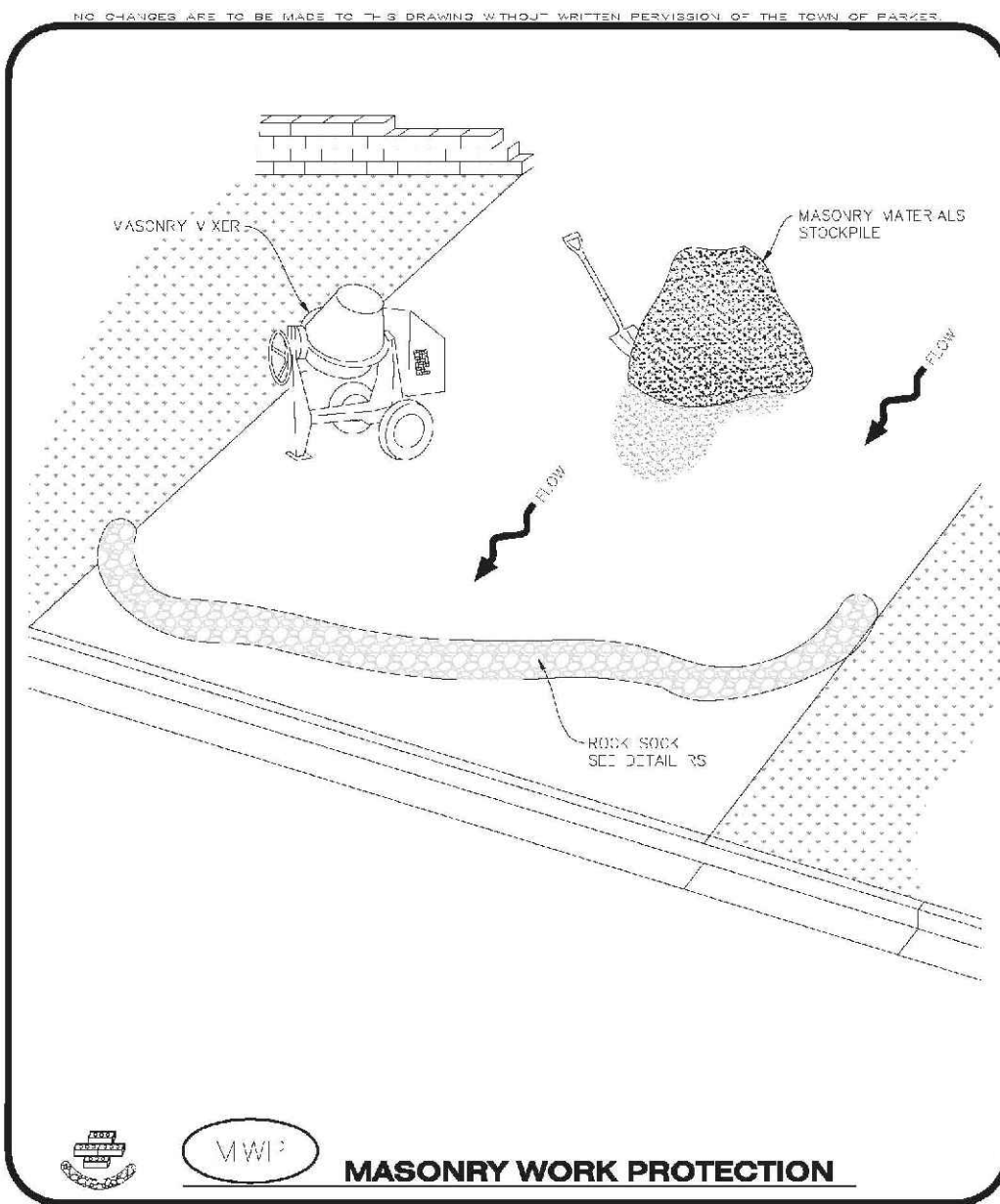
TRAILS AT CROWFOOT
FILING 15 CONSTRUCTION DRAWINGS
BMP DETAILS

SCALE: AS SHOWN
DRAWN BY: JF
CHECKED BY: BWV
DATE: JUNE 2018

FILE NO: 8130283701

SHEET NUMBER: 8

Revisions: No. Date Initial Appr. Date



MASONRY WORK PROTECTION INSTALLATION NOTES

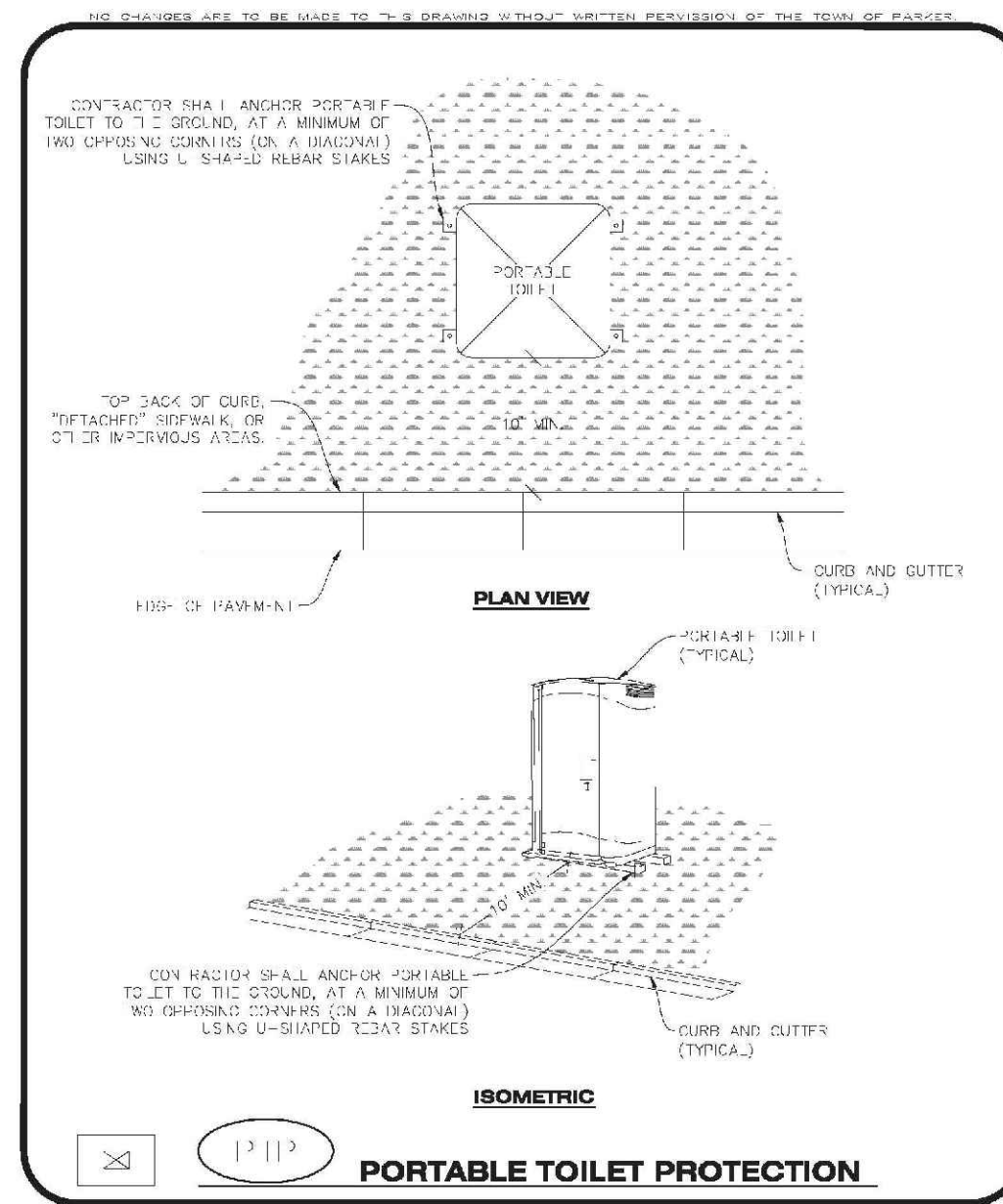
- MASONRY WORK PROTECTION SHALL BE INSTALLED WHEN MASONRY WORK AND MIXING IS OCCURRING.
- A ROCK SOCK SHALL BE INSTALLED IN A CRESCENT SHAPE ON THE DOWNHILL SIDE OF THE MASONRY WORK AND MIXING.
- CRUSHED ROCK SHALL BE 2.0" TO 3.0" IN SIZE WITH A FRACTURED FACE (ALL SIDES).
- ROCK SOCK SHALL BE ONE CONTINUOUS PIECE OR SHALL BE CONSTRUCTED USING WIRE WRAP-UP JOINTS (SEE DETAIL RS).
- ROCK SOCK SHALL BE CONSTRUCTED USING CHAIN WIRE OR OTHER APPROVED MATERIAL, SHALL BE 4.0" ROCK THICK FROM SPILLING OUT.

MASONRY WORK PROTECTION INSPECTION AND MAINTENANCE NOTES

- THE PROJECT CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE MASONRY WORK PROTECTION.
- ALL CONCRETE WASTE SHALL BE REGULARLY CLEANED AND PLACED IN THE CONCRETE WASTE COLLECTION AREA.
- ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED OR DAMAGED.

Parker COLORADO | **CBMP** | **MWP**
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Parker COLORADO | **CBMP** | **MWP**
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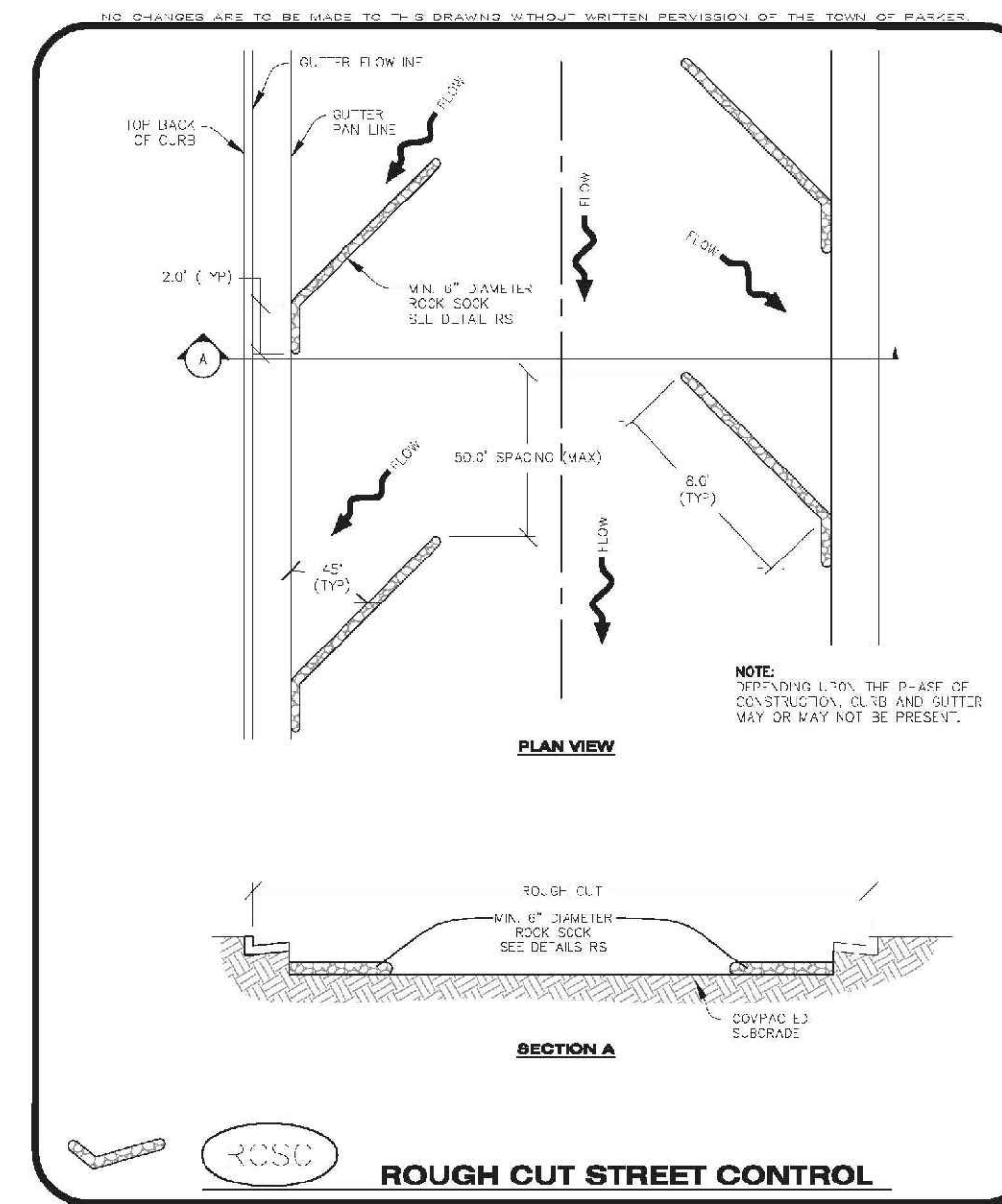
PORTABLE TOILET PROTECTION INSTALLATION NOTES

- PORTABLE TOILETS SHALL BE PLACED A MINIMUM OF 10.0' BEHIND ALL CURBS, SIDEWALKS, AND OTHER IMPERVIOUS AREAS.
- ALL PORTABLE TOILETS MUST BE CIRCUMFERENCED WITH.
- PORTABLE TOILETS SHALL BE SECURELY ANCHORED TO THE GROUND USING U-SHAPED STEEL STAKES.
- U-SHAPED STEEL STAKES SHALL BE POSITIONED ON AT LEAST 2 OPPOSITE DIRECTION CORNERS.

PORTABLE TOILET PROTECTION INSPECTION AND MAINTENANCE NOTES

- THE EROSION CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE PORTABLE TOILET PROTECTION.
- PORTABLE TOILETS SHALL BE SECURED AT THE NEAREST IMPERVIOUS CURBLINE TO THE POSSIBILITY OF OVERTURN.
- WHEN THE PORTABLE TOILETS ARE BEING USED, ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE TOILETS MAY NEED TO BE LANDSCAPED OR ROCK-CURED, SEEDED, MULCHED, AND GRATED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).
- PORTABLE TOILETS THAT ARE NOT CONSISTENTLY MAINTAINED ACCORDANCE WITH THESE REQUIREMENTS MAY NEED TO BE CLOSED TO TRAFFIC, IN ONE OR MORE DIRECTIONS IN ORDER TO INCREASE COMPLIANCE AND REDUCE THE CHANCE OF A SPILL.

Parker COLORADO | **CBMP** | **PTP**
CONSTRUCTION BEST MANAGEMENT PRACTICES | 2 OF 2
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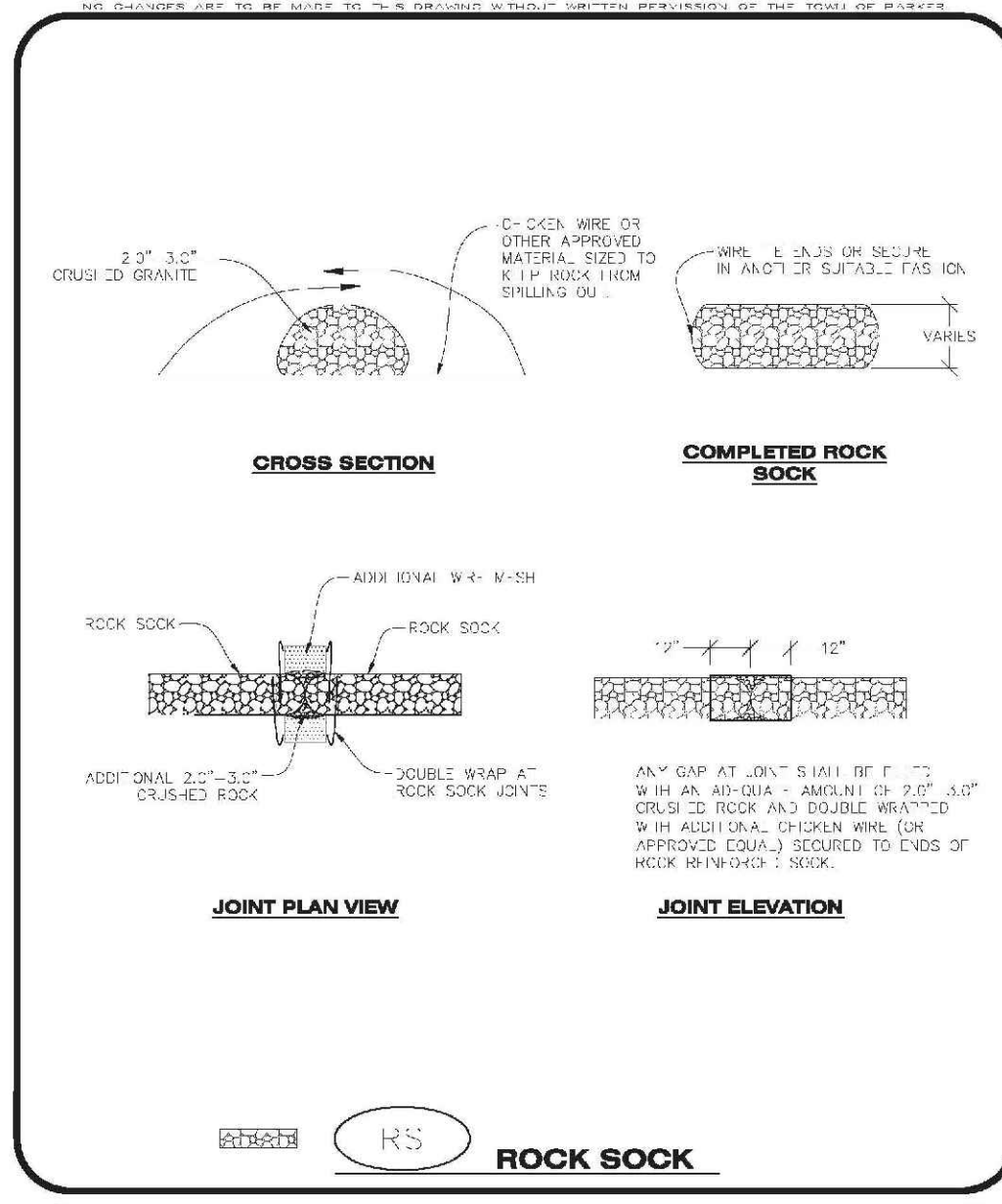


ROUGH CUT STREET CONTROL INSTALLATION NOTES

- SEE CBMP PLAN FOR LOCATION(S) OF ROUGH CUT STREET CONTROL.
- TYPICAL SPACING OF THE ROUGH CUT STREET CONTROL MAY BE DETERMINED BY THE DESIGN ENGINEER AND SHOWN ON THE CBMP PLAN.

ROUGH CUT STREET CONTROL INSPECTION AND MAINTENANCE NOTES

- THE PROJECT CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE ROUGH CUT STREET CONTROL.
- ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN THE SEDIMENT DEPTH IS 1/2 THE HEIGHT OF THE ROCK SOCK.
- ROCK SOCK SHALL BE REPLACED OR ALL REPAIRED IMMEDIATELY FOLLOWING ANY SIGN OF WEAR OR ALTERATION OF THE ORIGINAL SHAPE AND DIMENSIONS.
- ROUGH CUT STREET CONTROL SHALL BE KEPT IN PLACE AND MAINTAINED UNTIL SUBGRADE PREPARATION BEGINS FOR PAVING. AT THAT POINT, THE ROCK SOCK SHOULD BE REMOVED IN ACCORDANCE WITH THE TOWN'S SPECIFICATIONS.



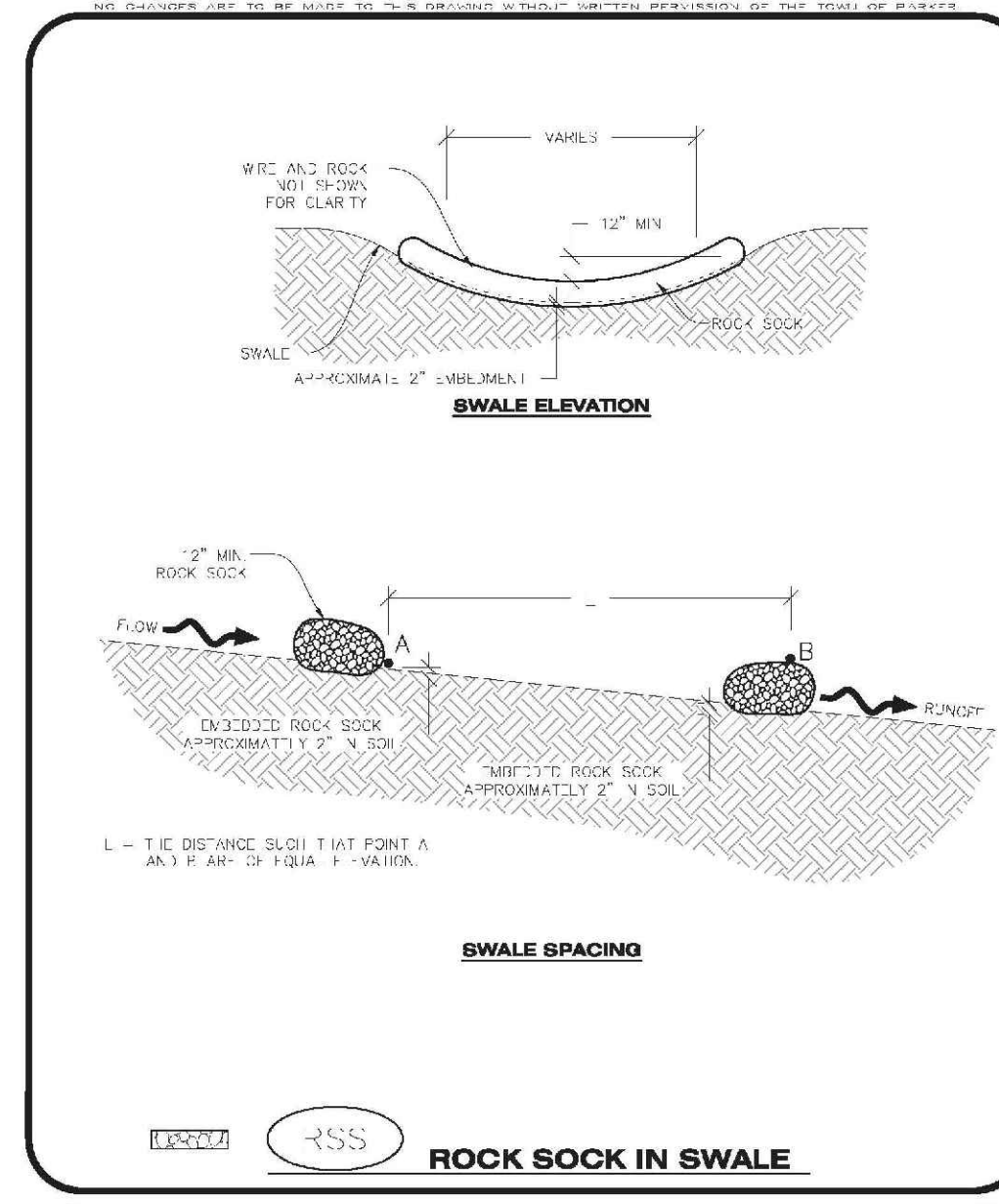
ROCK SOCK INSTALLATION NOTES

- SEE CBMP PLAN FOR LOCATION(S) OF ROCK SOCK.
- CRUSHED ROCK SHALL BE APPROXIMATELY 2.0"-3.0" DIAMETER IN SIZE WITH A FRACTURED FACE (ALL SIDES).
- ROCK SOCK SHALL BE APPROXIMATELY ONE CONTINUOUS PIECE OR SHALL BE CONSTRUCTED USING WIRE WRAP-UP JOINTS (SEE DETAIL RS).
- ROCK SOCK SHALL BE CONSTRUCTED USING CHAIN WIRE OR OTHER APPROVED MATERIAL, SHALL BE 4.0" ROCK THICK FROM SPILLING OUT.
- MINIMUM ROCK SOCK DIAMETER SHALL VARY BASED ON APPLICATION (7" MIN).
- TUBULAR MARKERS MAY NEED TO BE USED IN CONJUNCTION WITH ROCK SOCKS ANYTIME THE ROCK SOCK IS PLACED ON A ROADWAY, SIDEWALK, PARKING LOT OR OTHER LOCAL JURISDICTION TO WEIGH OR TRAFFIC.

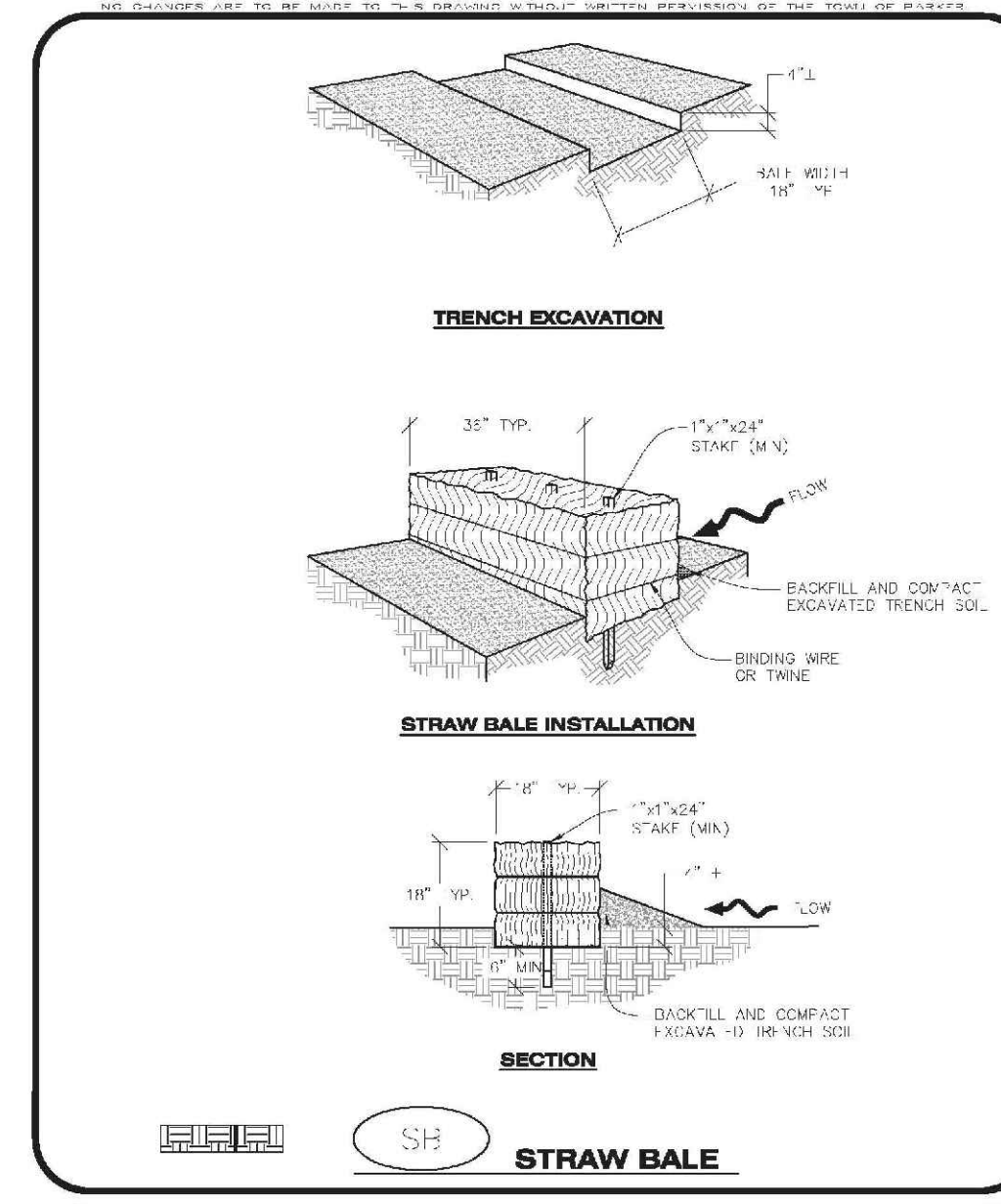
ROCK SOCK INSPECTION AND MAINTENANCE NOTES

- THE PROJECT CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE ROCK SOCKS.
- ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED OR DAMAGED.
- ROCK SOCKS SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL VEGETATIVE COVER HAS REACHED A CONSISTENT DENSITY OF AT LEAST 70% OF FULL VEGETATIVE COVER AND FRESH AND STABILIZATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR.

Parker COLORADO | **CBMP** | **RS**
CONSTRUCTION BEST MANAGEMENT PRACTICES | 2 OF 2
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Parker COLORADO | **CBMP** | **RSS**
CONSTRUCTION BEST MANAGEMENT PRACTICES | 1 OF 1
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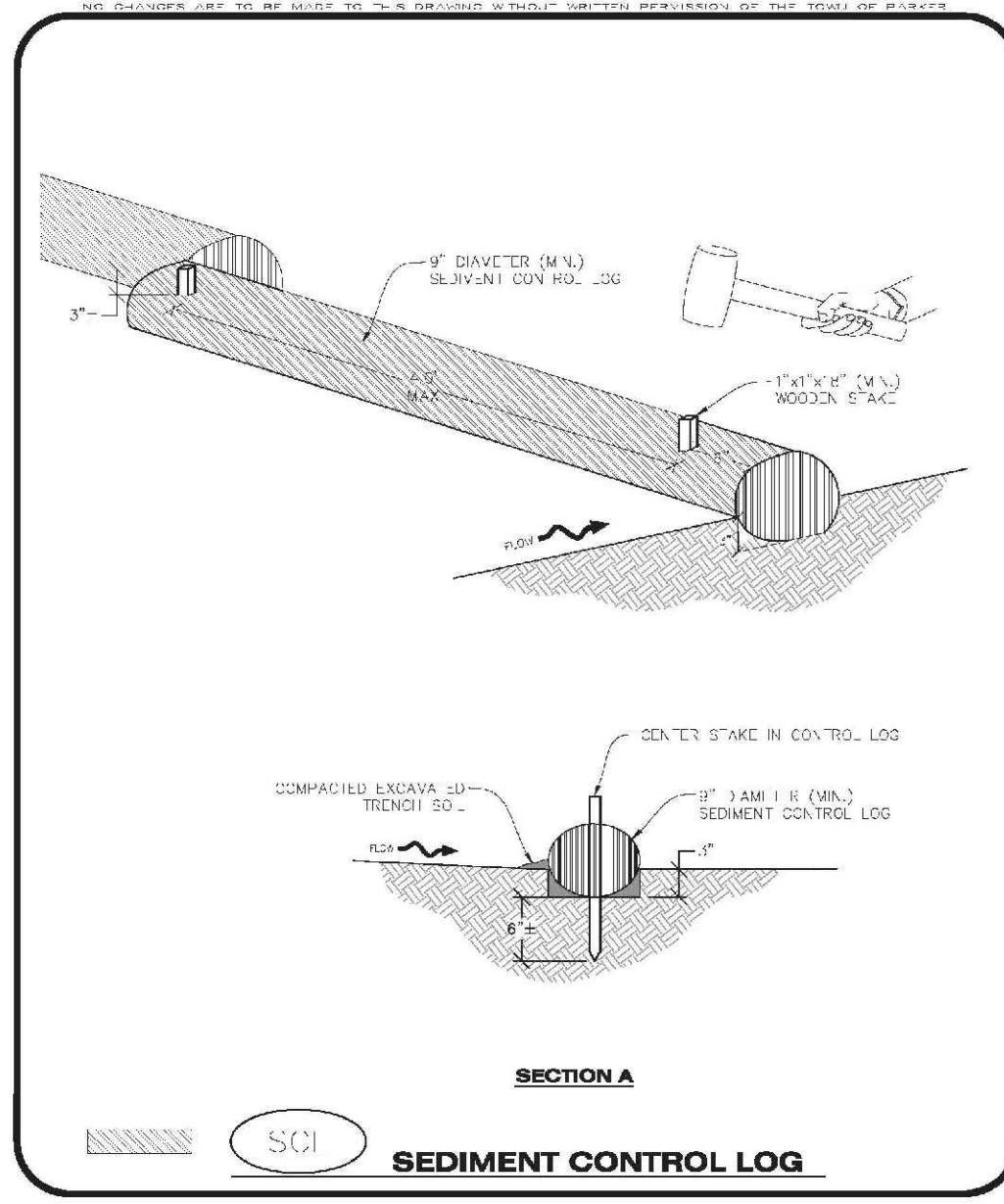
Parker COLORADO | **CBMP** | **SB**
CONSTRUCTION BEST MANAGEMENT PRACTICES | 1 OF 2
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STRAW BALE INSTALLATION NOTES

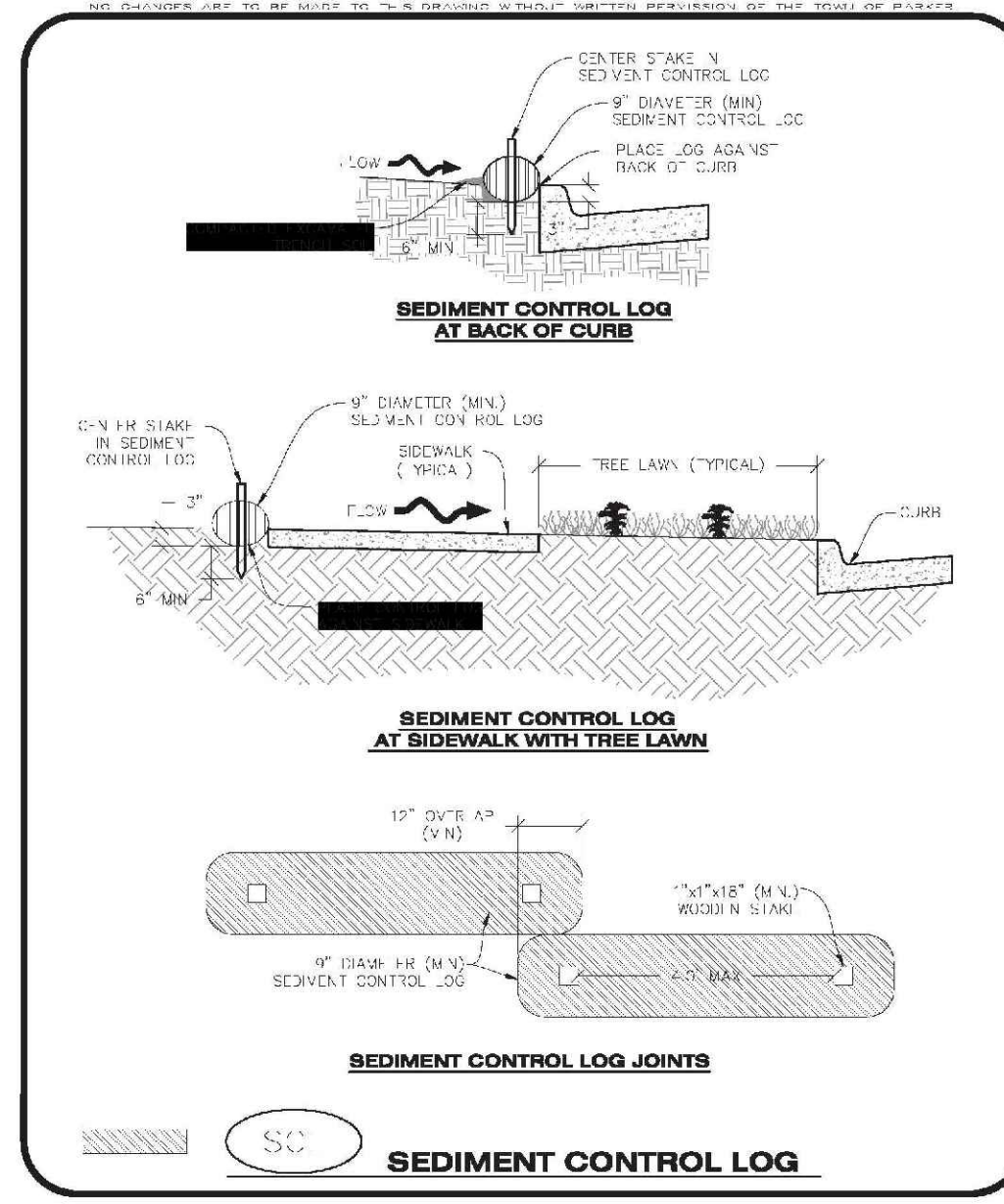
- SEE CBMP PLAN FOR LOCATION(S) OF STRAW BALES.
- TYPICAL STRAW BALES SHALL BE APPROXIMATELY 36"X18"X18".
- TWO (2) WOODEN STAKES SHALL BE USED TO HOLD EACH BALE IN PLACE. WOODEN STAKES SHALL BE A MINIMUM OF 1"X12"X24".
- WOODEN STAKES SHALL BE PLACED APPROXIMATELY 6" INTO THE GROUND.
- STRAW BALES SHALL BE STAGED AND POSITIONED ACCORDING TO DETAILS.

STRAW BALE INSPECTION AND MAINTENANCE NOTES

- THE PROJECT CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE STRAW BALES.
- ACCUMULATED SEDIMENT SHALL BE REMOVED ONCE THE SEDIMENT HAS REACHED A DEPTH EQUAL TO 1/2 THE HEIGHT OF THE STRAW BALE.
- STRAW BALES MAY NEED TO BE REPLACED IF THEY BECOME HEAVILY SOILED, ROTTEN, OR OTHERWISE DAMAGED.
- 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 STABILIZATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR.
- 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 ROCK-CURED, SEEDED, MULCHED, AND GRATED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).



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SEDIMENT CONTROL LOG INSTALLATION NOTES

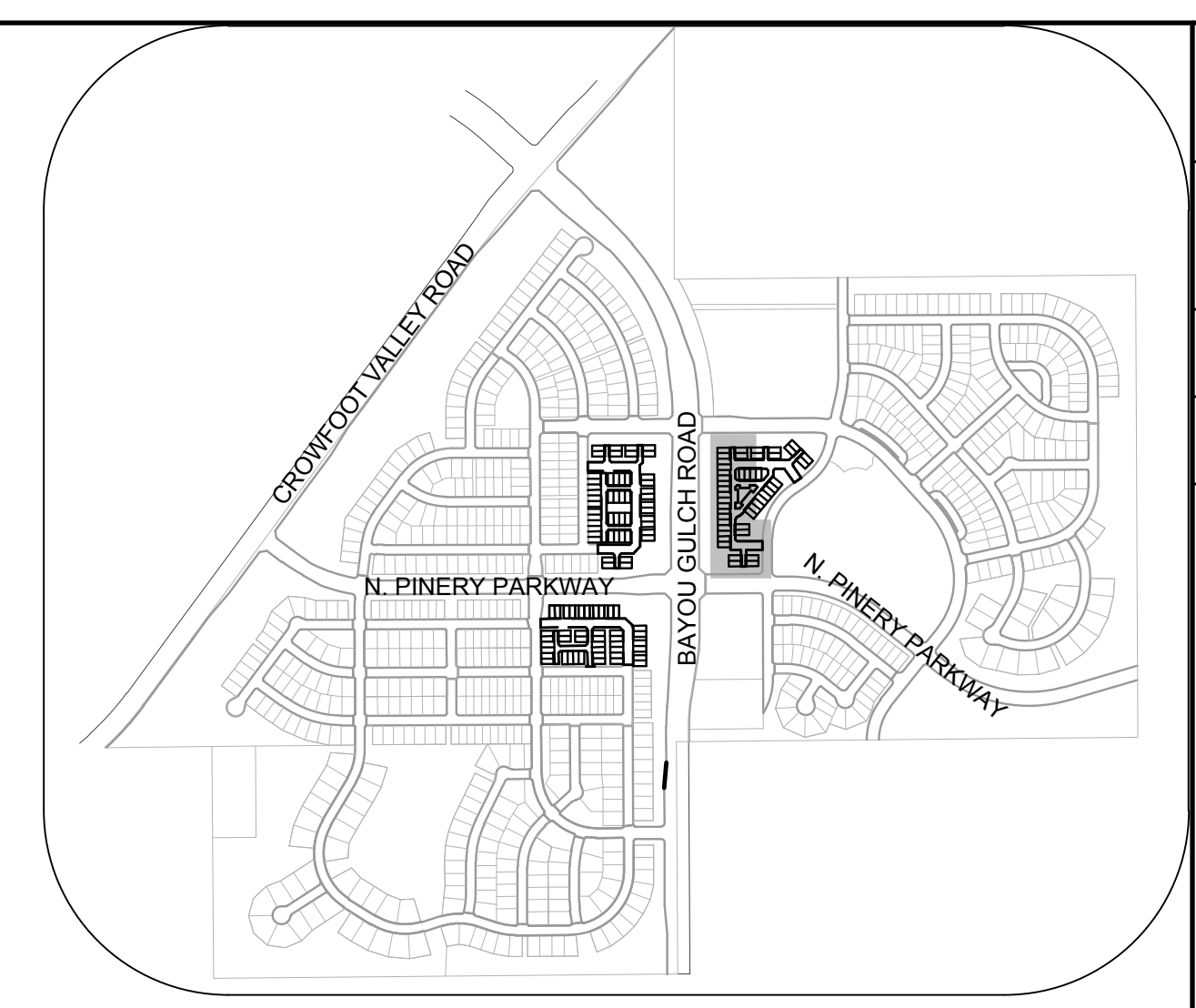
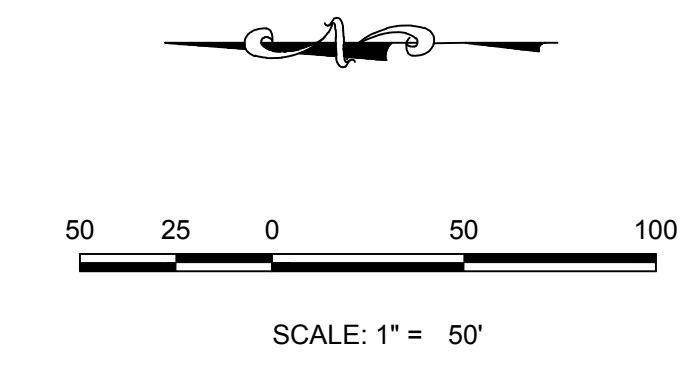
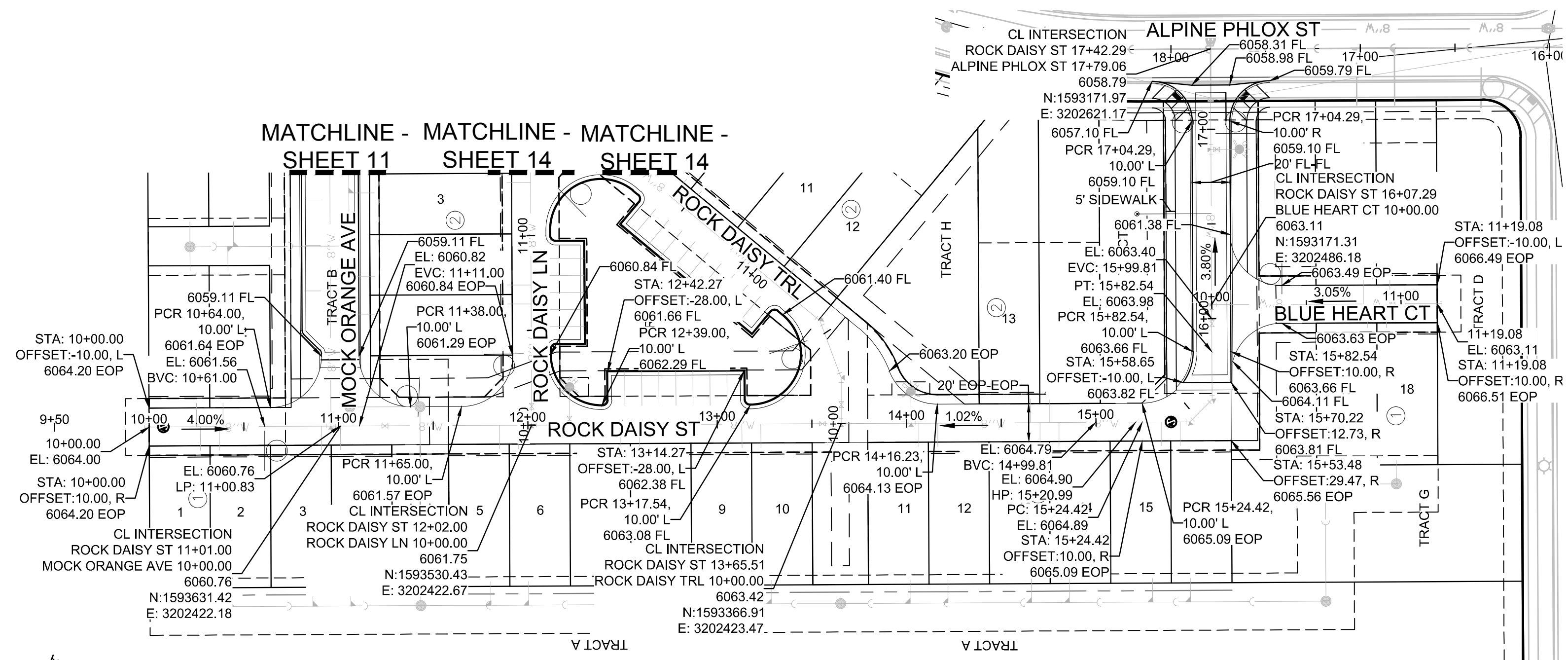
- SEE CBMP PLAN FOR LOCATION(S) OF SEDIMENT CONTROL LOGS.
- ALL SEDIMENT CONTROL LOGS SHALL BE INSTALLED UPSTREAM OF ALL CURBS, SIDEWALKS, AND OTHER IMPERVIOUS AREAS.
- SEDIMENT CONTROL LOGS SHALL BE INSTALLED WITH A MINIMUM OF 10.0' FROM THE CURBLINE AS A CURB HEAD, SIDEWALK, OR OTHER IMPERVIOUS AREA EXIST BETWEEN THE SEDIMENT CONTROL LOG AND THE IMPERVIOUS SURFACE.
- A MINIMUM OF 4.0' DEEP ANCHOR HOOKS (ANYONE) IN THE SHAPE OF A HOOK-SHAPE SHALL BE EXCAVATED USING A (TRENCH SHovel) SHOVEL OR PICK ANCHOR (SHovel) SHALL BE SIZED TO ALLOW FOR THE SEDIMENT CONTROL LOG TO SEAT HIGHLY AGAINST THE ANCHOR TRENCH.
- EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF THE ANCHOR TRENCH AND PROPERLY COMPACTED.
- ANCHOR TRENCH SHALL BE RELATIVELY FREE OF ROCKS OR OTHER DEBRIS PRIOR TO THE PLACEMENT.
- ALL SEDIMENT CONTROL LOGS SHALL BE PLACED 3" (APPROX.) BELOW THE GROUND AND PULLED TIGHT ON BOTH ENDS TO REMOVE ANY CURVES OR SAGS.
- THE UPHILL SIDE OF THE SEDIMENT CONTROL LOG SHALL BE BACKFILLED WITH SOIL THAT IS RELATIVELY FREE OF ROCKS AND DEBRIS. THE SOIL SHALL BE TIGHTLY COMPACTED AGAINST THE GROUND AND SEDIMENT CONTROL LOG USING A SHOVEL OR SIMILAR DEVICE.
- SEDIMENT CONTROL LOG STAKES SHALL BE MADE OF WOOD AND SECURELY ANCHOR TO THE SOIL IN PLACE.
- STAKES SHALL BE PLACED ON 4.0' CENTERS AND EMBEDDED APPROXIMATELY 6" INTO THE GROUND. STAKES THAT ARE BROKEN PRIOR TO OR DURING INSTALLATION SHALL BE REPLACED.
- SEDIMENT CONTROL LOGS SHALL OVERLAP A MINIMUM OF 12". THE OVERLAPPING SHALL OCCUR ON THE UPHILL SIDE OF THE LOGS.
- SEDIMENT CONTROL LOGS SHALL BE STAGED WITHIN 6" FROM EACH END.
- SEDIMENT CONTROL LOGS SHALL BE INSTALLED WITH CURBS AND SIDEWALKS MUST BE DONE SO THAT NO MORE THAN A 2" GAP EXISTS BETWEEN THE SEDIMENT CONTROL LOG AND THE CURB OR SIDEWALK. (LEG) DISTANCE TO CURB MAY BE REDUCED IN ANGLES WHERE THE SOIL DOES NOT OCCUR.

SEDIMENT CONTROL LOG INSPECTION AND MAINTENANCE NOTES

- THE PROJECT CONTROL SUPERVISOR SHALL REGULARLY INSPECT THE SEDIMENT CONTROL LOGS.
- ACCUMULATED SEDIMENT SHALL BE REMOVED ONCE THE SEDIMENT HAS REACHED A DEPTH EQUAL TO 1/2 THE HEIGHT OF THE LOGS.
- SEDIMENT CONTROL LOGS SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL VEGETATIVE COVER HAS REACHED A CONSISTENT DENSITY OF AT LEAST 70% OF FULL VEGETATIVE COVER AND FRESH AND STABILIZATION IS NO LONGER A POSSIBILITY AS DETERMINED BY THE TOWN'S INSPECTOR OR AS OTHERWISE DIRECTED BY THE TOWN'S INSPECTOR.
- SEDIMENT CONTROL LOGS SHALL BE REPLACED WHEN THERE ARE ANY SIGNS OF WEAR OR DAMAGE THAT WOULD PREVENT THE SEDIMENT CONTROL LOG FROM FUNCTIONING AS DESIGNED.
- WHEN THE SEDIMENT CONTROL LOGS ARE REMOVED, ANY DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE SEDIMENT CONTROL LOGS MAY NEED TO BE ROCK-CURED, SEEDED, MULCHED, AND GRATED PER THE TOWN'S SPECIFICATIONS (SEE DETAIL SMC).

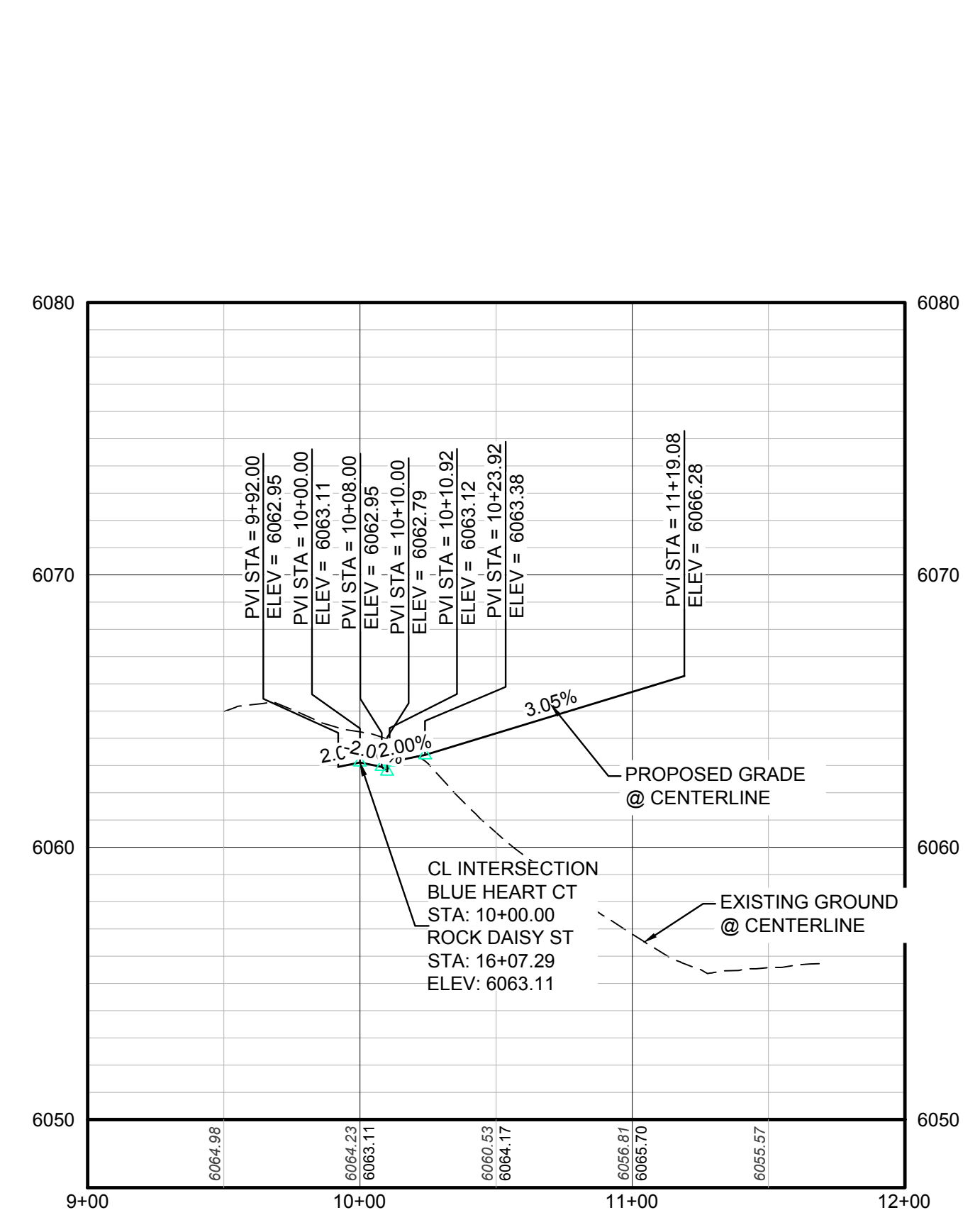
Parker COLORADO | **CBMP** | **SCL**
CONSTRUCTION BEST MANAGEMENT PRACTICES | 3 OF 3
REV. 2014

10339 E. Dry Creek Rd. Suite 110 Englewood, CO 80110 Tel: (720) 482-9526 Fax: (720) 482-9546	Revisions	Appr.	Date
HR 935 LLC 7353 South Alton Way CENTENNIAL, CO 80112	No.	Init.	Date
TRAILS AT CROWFOOT FILING 15 CONSTRUCTION DRAWINGS BMP DETAILS	9		
SCALE: AS SHOWN	DRAWN BY: JF	CHECKED BY: BPW	DATE: JUNE 2018
FILE NO: 8130283701			

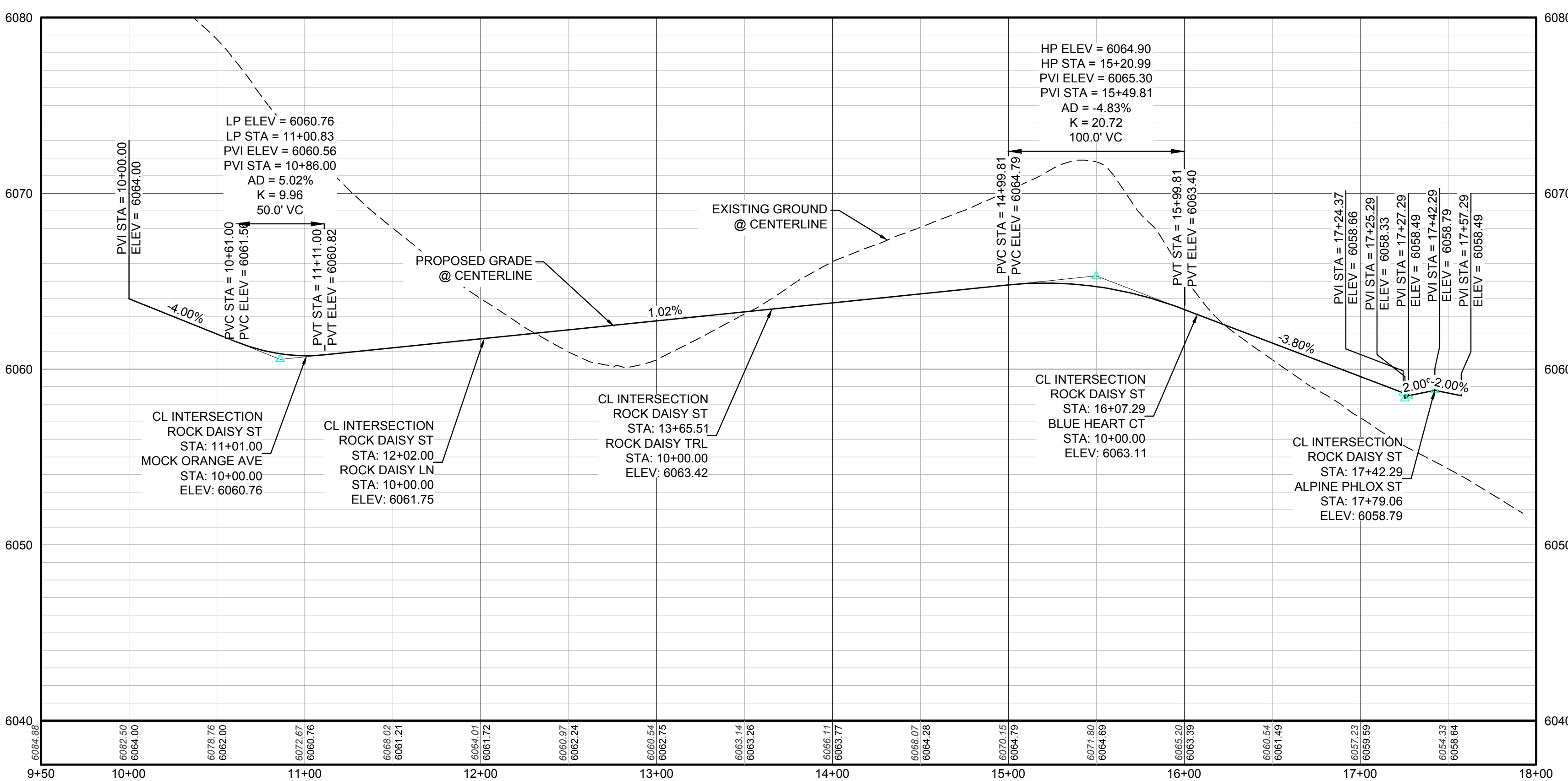


KEYMAP
N.T.S.

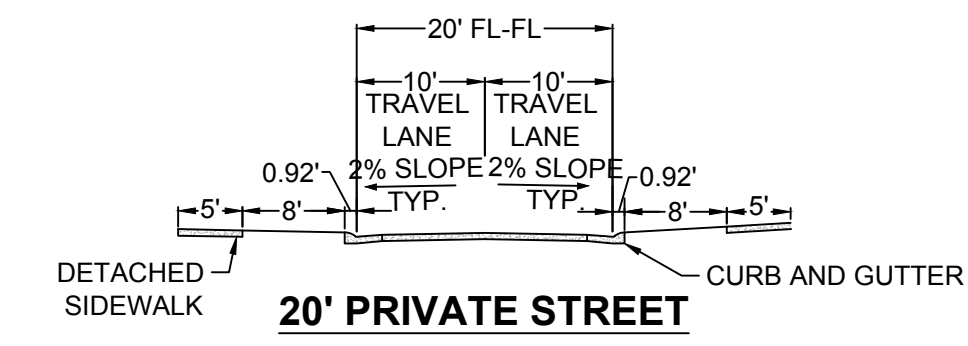
PLAN: ROCK DAISY ST STA: 9+50.00 TO 18+00.00 & BLUE HEART CT 10+00.00 TO 11+00.00
HORIZONTAL SCALE: 1" = 50'



PROFILE: BLUE HEART CT STA: 9+00.00 TO 12+00.00
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 5'



PROFILE: ROCK DAISY ST STA: 9+50.00 TO 18+00.00
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 5'



LEGEND			
⊙	BLOCK NUMBER	△	PROPOSED RANGE POINT
Ⓐ	LOT TYPE	---	CENTERLINE
6	LOT NUMBER	---	RIGHT-OF-WAY
⊕	PROPOSED BUTTERFLY VALVE	---	PROPERTY LINE
⌋	PROPOSED CAP WITH END OF LINE BLOWOFF	---	EDGE OF PAVEMENT
⌋	PROPOSED REDUCER	→	PROPOSED DIRECTION OF FLOW
⊕	PROPOSED VALVE	1.0%	PROPOSED SLOPE & DIRECTION
⊕	PROPOSED FIRE HYDRANT	5615	EXISTING 5' CONTOUR
⊕	PROPOSED WL FITTING WITH THRUST BLOCK	5616	EXISTING 1' CONTOUR
⊕	PROPOSED FLARED END SECTION	5620	PROPOSED 5' CONTOUR
⊕	PROPOSED LOW POINT BLOW-OFF	5607	PROPOSED 1' CONTOUR
⊕	PROPOSED AIR VALVE	---	PROPOSED STORM DRAIN
⊕	FUTURE PHASE VALVE	---	PROPOSED SEWER LINE WITH MANHOLE
⊕	FUTURE FIRE HYDRANT	---	PROPOSED SEWER LATERAL
⊕	PROPOSED LIGHT POLE	---	PROPOSED WATER LINE
⊕	PROPOSED SIDEWALK RAMP	---	PROPOSED WATER LATERAL W/ METER
10.00	EXISTING ELEVATION	---	SECTION LINE
10.00	PROPOSED DESIGN ELEVATION	---	FILING BOUNDARY
⊕	PROPOSED STORM DRAIN INLET	---	EXISTING FIBER OPTIC LINE
⊕	PROPOSED STORM DRAIN MANHOLE	---	EXISTING OVERHEAD POWER
		---	EXISTING TELEPHONE LINE

ABBREVIATIONS			
AD	ANGLE DIFFERENCE	MH	MANHOLE
AV	AIR VAC RELEASE VALVE	N.T.S.	NOT TO SCALE
BVC	BEGIN VERTICAL CURVE	PVC	POLYVINYL CHLORIDE
BVP	BEGIN VERTICAL PROFILE	PVI	PT. OF VERTICAL INTERSECTION
CBO	CAP WITH BLOW OFF	PVT	POINT OF VERTICAL TANGENT
CRR	CURB RETURN RADIUS	ROBC	REINFORCED CONCRETE BOX CULVERT
EPR	ELEVATION	RCP	REINFORCED CONCRETE PIPE
EP	EDGE OF PAVEMENT	ROW	RIGHT OF WAY
EVC	END VERTICAL CURVE	SC	SANITARY CAP
EVP	END VERTICAL PROFILE	SD	STORM DRAIN
FG	FINISHED GROUND	SL	SECTION LINE
FH	FIRE HYDRANT	SS	SANITARY SEWER
FL	FLOW LINE	STA	STATION
GV	GATE VALVE	T.O.P.	TOP OF PIPE
HCR	HANDICAP CURB RAMP	UE	UTILITY EASEMENT
HP	HIGH POINT	VC	VERTICAL CURVE
INV	INVERT	WL	WATER LINE
K	CURVATURE COEFFICIENT	WLC	WATER LINE CONNECTION
LF	LINEAR FEET	WSE	WATER SURFACE ELEVATION

PREPARED UNDER THE SUPERVISION OF

 BRIAN P. WILSON
 COLORADO P.E. 0050067

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BENCHMARK
 DOUGLAS COUNTY CONTROL POINT KNOWN AS 1.060032, BEING A 3-1/4" ALUMINUM CAP, BEING LOCATED IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 6 SOUTH, RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN, HAVING A PUBLISHED ELEVATION OF 1799.2870 METERS (5903.13 FEET) NAVD '88 DATUM

BASIS OF BEARINGS:
 THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 9 BEING MONUMENTED AT THE NORTHEAST CORNER OF SAID SECTION 9 BY A 3-1/4" ALUMINUM CAP STAMPED LS 23053 AND AT THE EAST QUARTER CORNER OF SAID SECTION 9 BY A 2-1/2" ALUMINUM CAP STAMPED LS 6935 BEING CONSIDERED TO BEAR SOUTH 00°15'06" EAST, 2648.70 FEET.

No.	Revisions	Date	Init.	Appr.	Date

10338 E. Dry Creek Rd.
 Suite 410
 Englewood, CO 80110
 Tel: (720) 482-9526
 Fax: (720) 482-9548

CVL CONSULTANTS

HR 935 LLC
 7353 South Alton Way
 CENTENNIAL, CO 80112

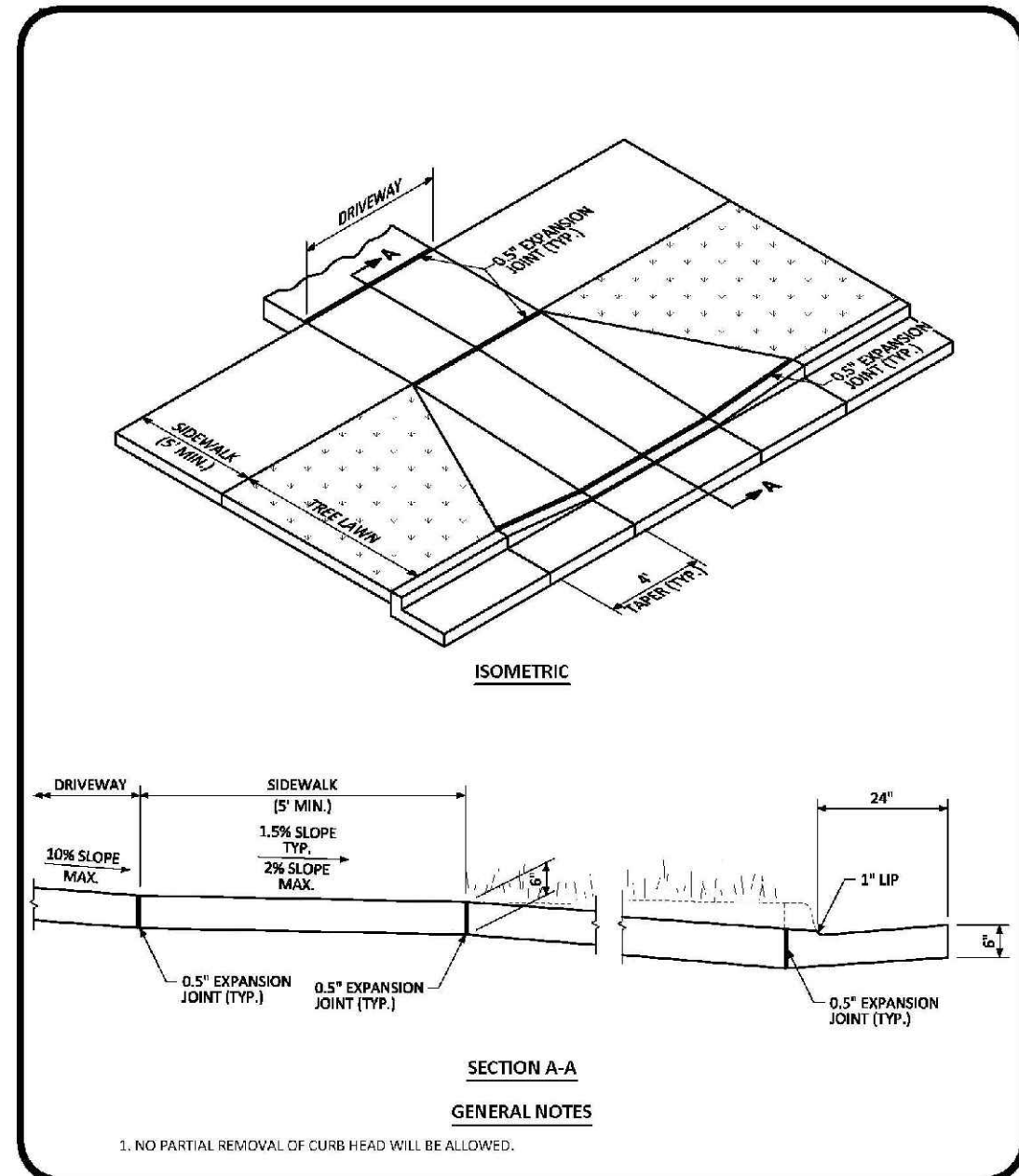
TRAILS AT CROWFOOT
FILING 15 CONSTRUCTION DRAWINGS
 STREET AND STORM PLAN & PROFILE
 ROCK DAISY STREET & BLUE HEART COURT

SCALE: AS SHOWN
 FILE NO: 8130283701

DRAWN BY: RRR
 CHECKED BY: BPW
 DATE: JUNE 2018

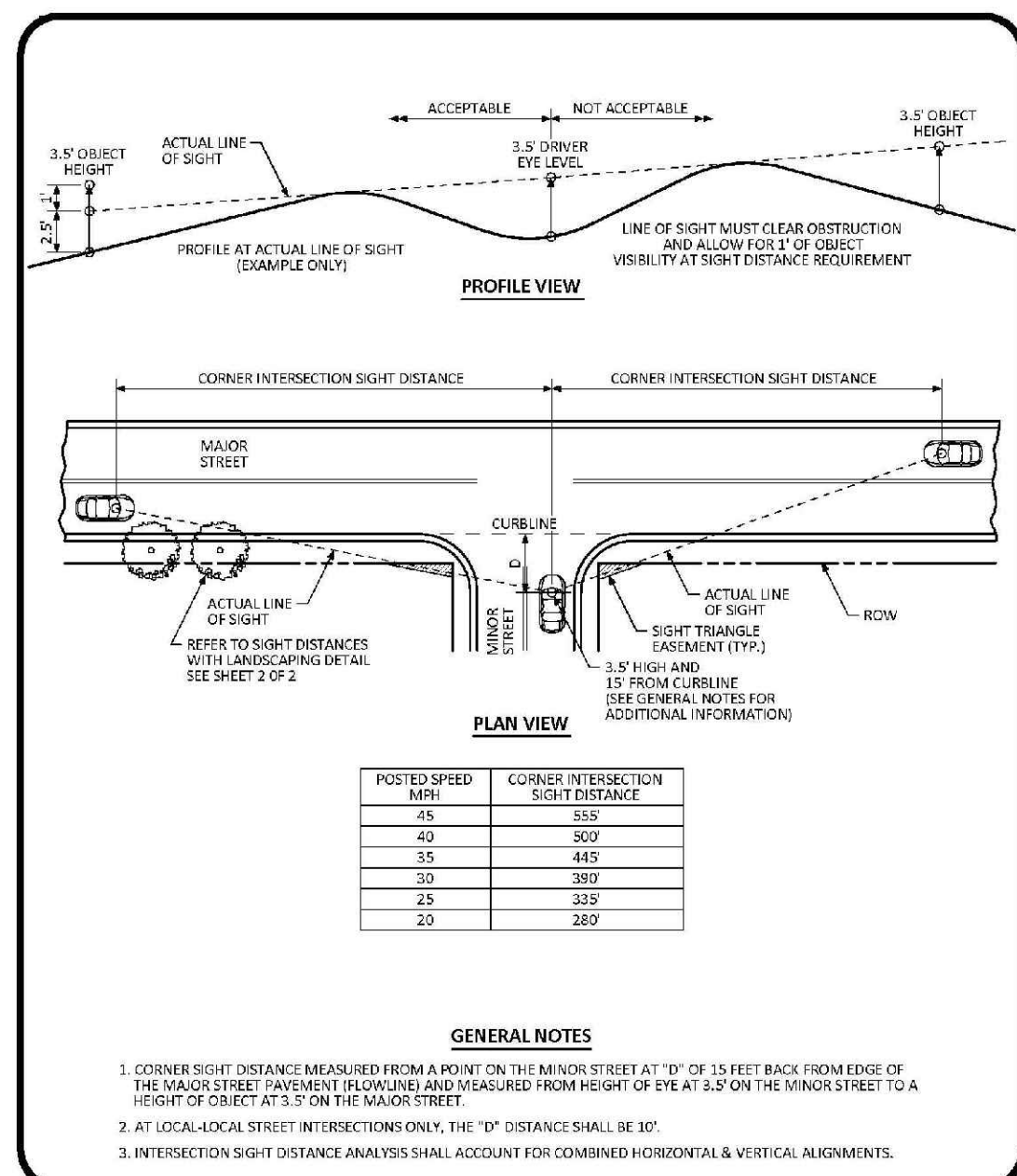
SHEET NUMBER **13**

TOWN OF PARKER, DIRECTOR OF ENGINEERING _____ DATE _____



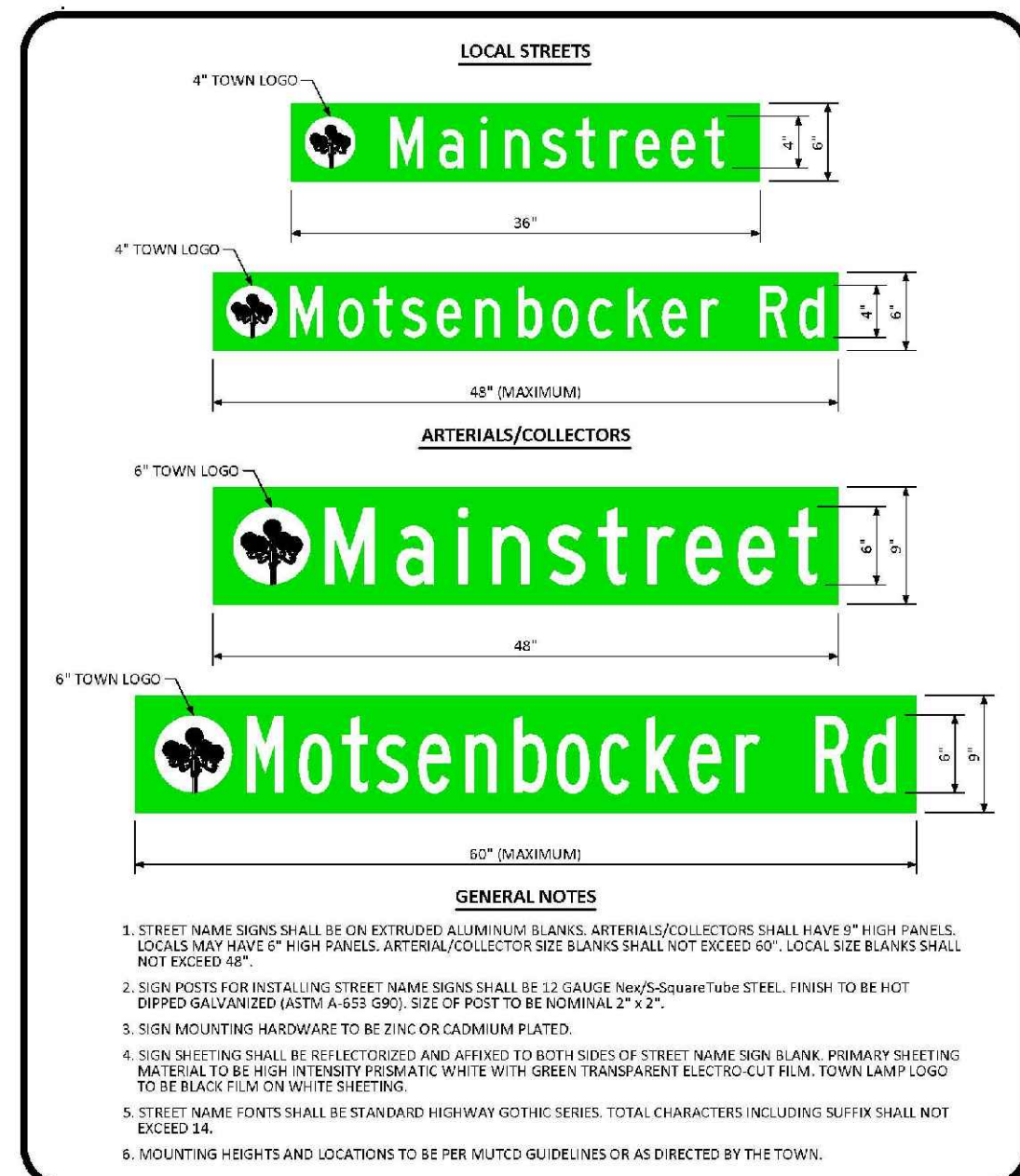
RESIDENTIAL DRIVEWAY WITH 6" VERTICAL CURB & GUTTER LAYOUT STANDARD DETAIL

DATE: AUGUST 2014
 DETAIL: 23
 1 OF 3



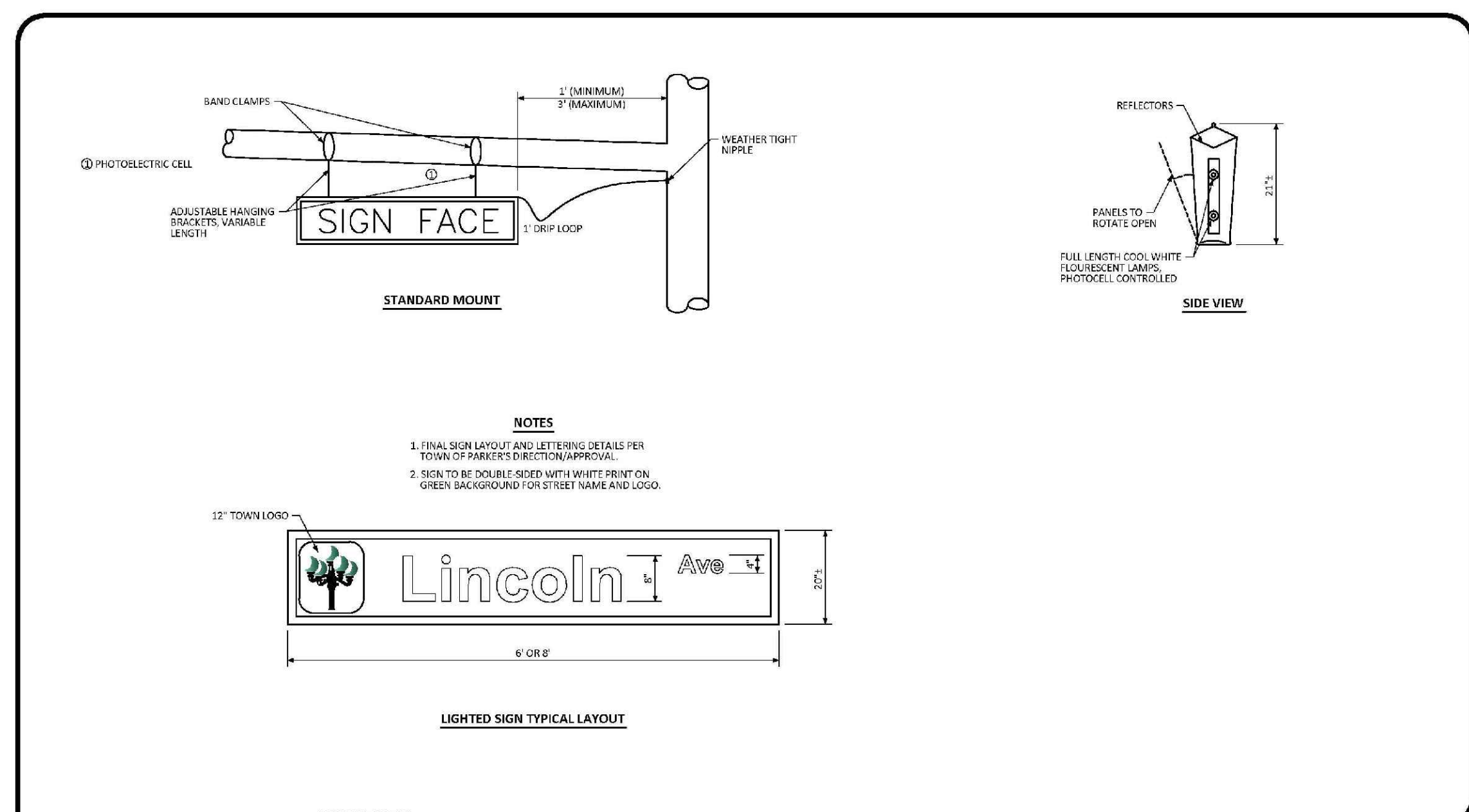
INTERSECTION SIGHT DISTANCE REQUIREMENTS STANDARD DETAIL

DATE: AUGUST 2014
 DETAIL: 25
 1 OF 2



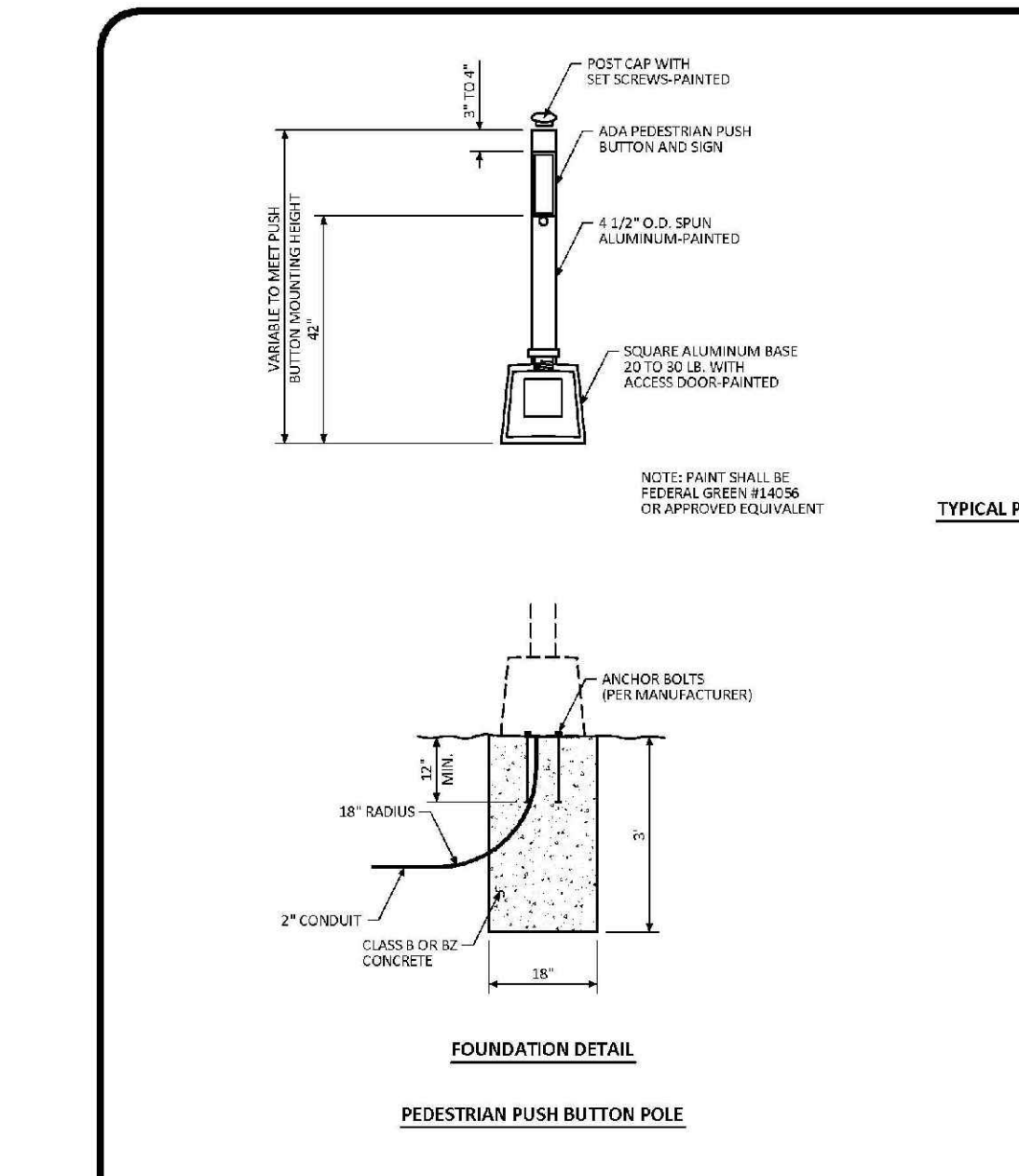
GROUND MOUNTED STREET NAME PANELS

DATE: DECEMBER 2016
 DETAIL: 32
 1 OF 1



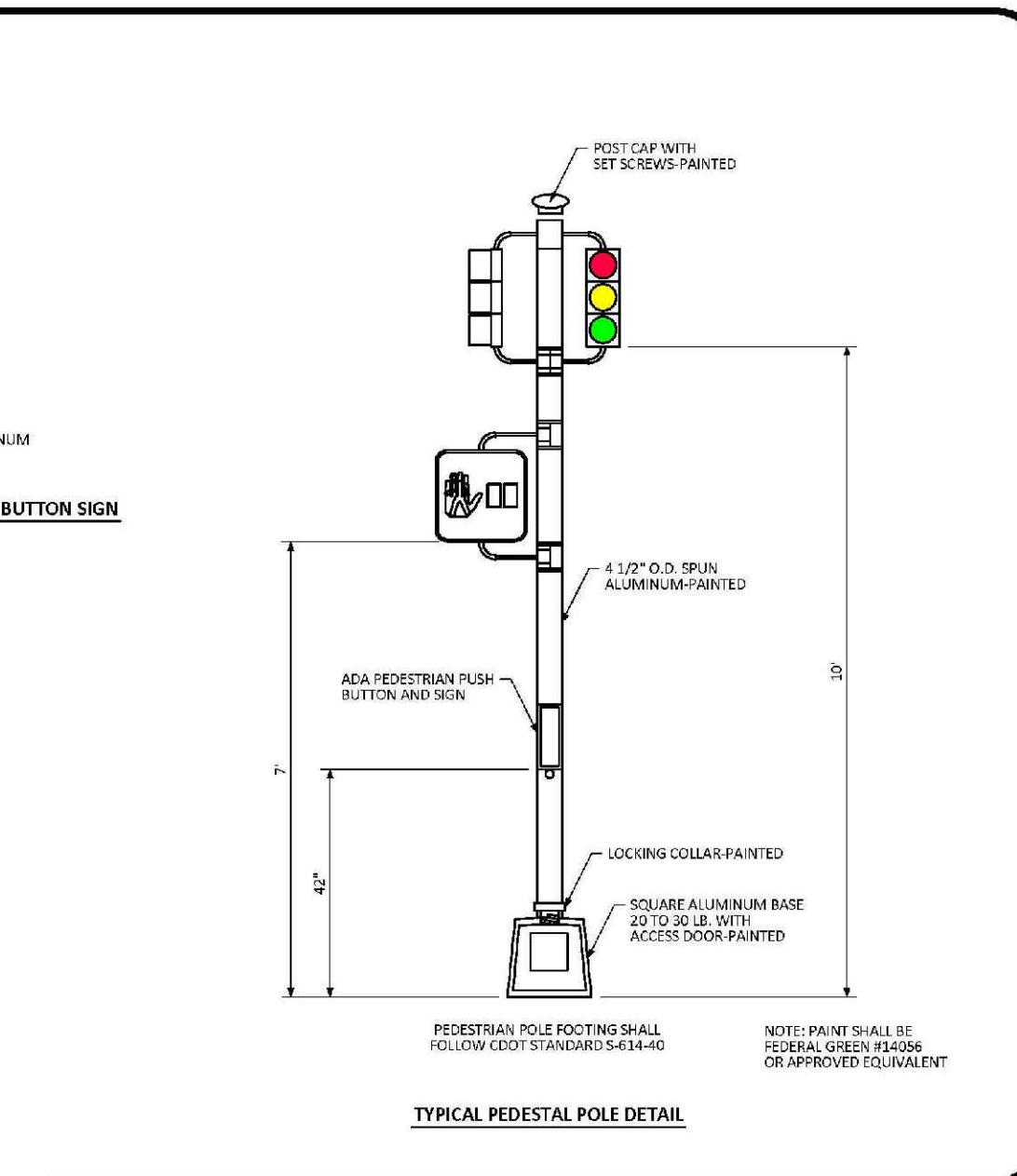
ILLUMINATED STREET NAME SIGN STANDARD SIGNAL DETAIL

DATE: NOVEMBER 2012
 DETAIL: 3
 1 OF 1



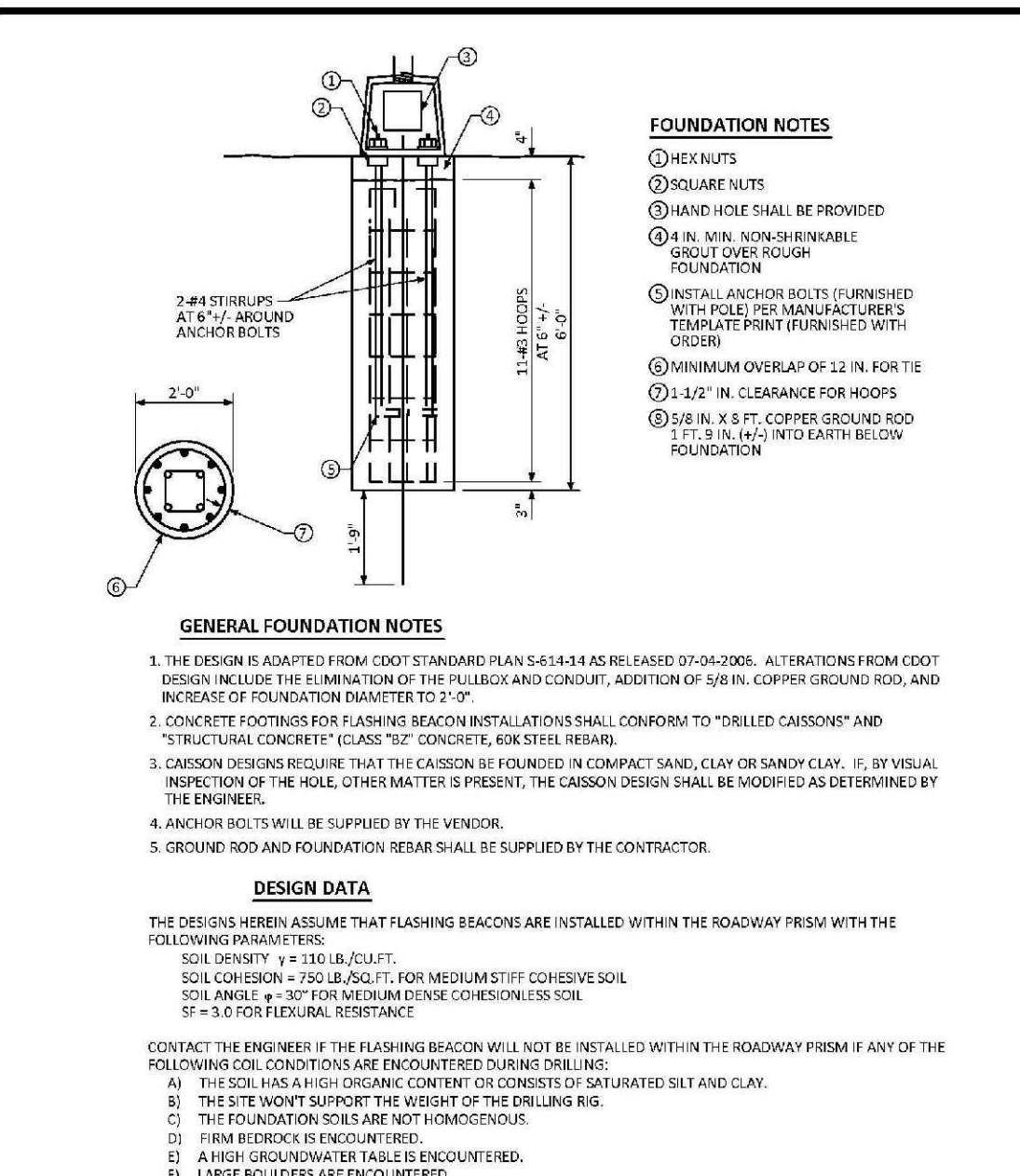
PEDESTRIAN PUSH BUTTON POLE

DATE: NOVEMBER 2012
 DETAIL: 4
 1 OF 1



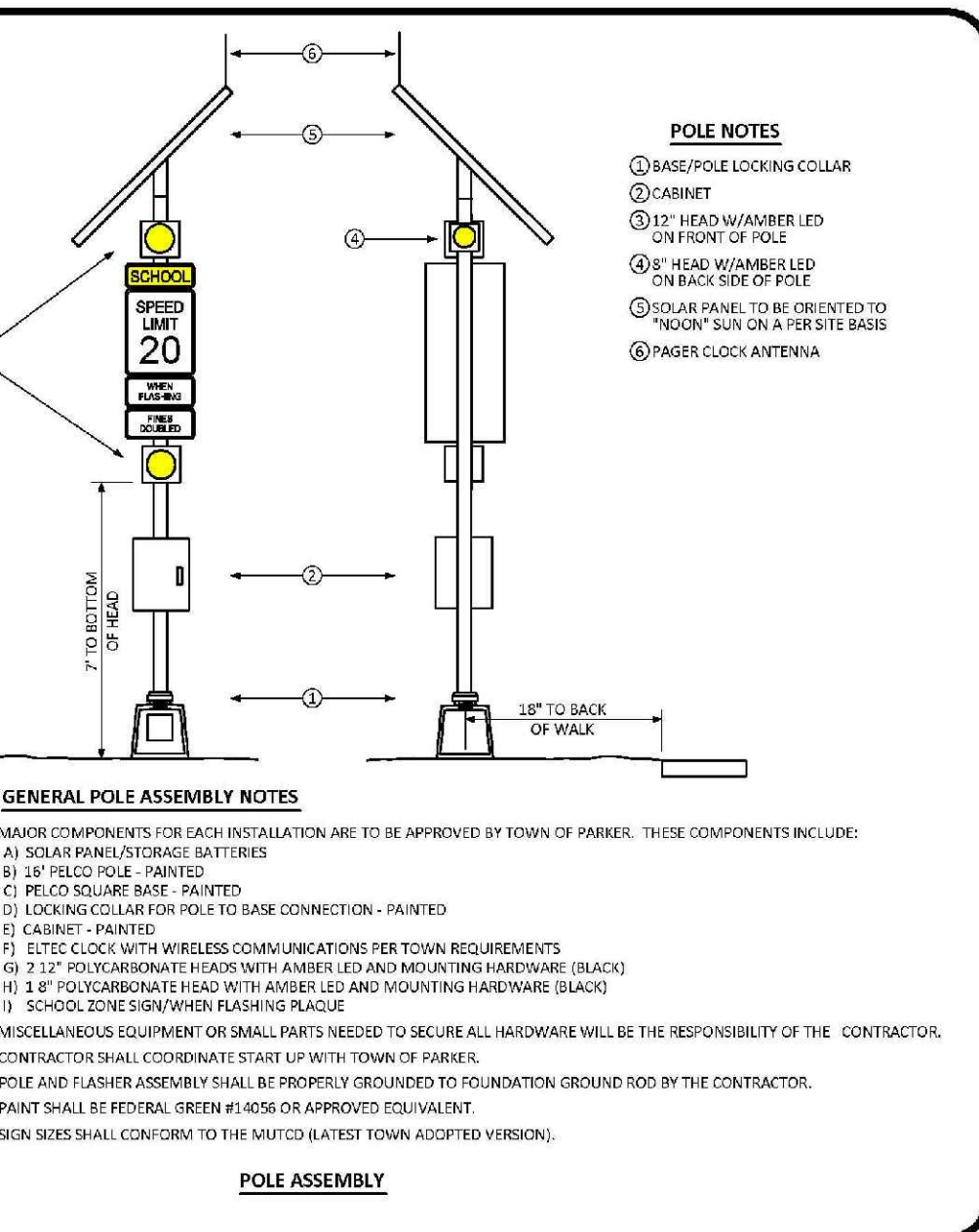
PEDESTRIAN POLE STANDARD SIGNAL DETAIL

DATE: NOVEMBER 2012
 DETAIL: 4
 1 OF 1



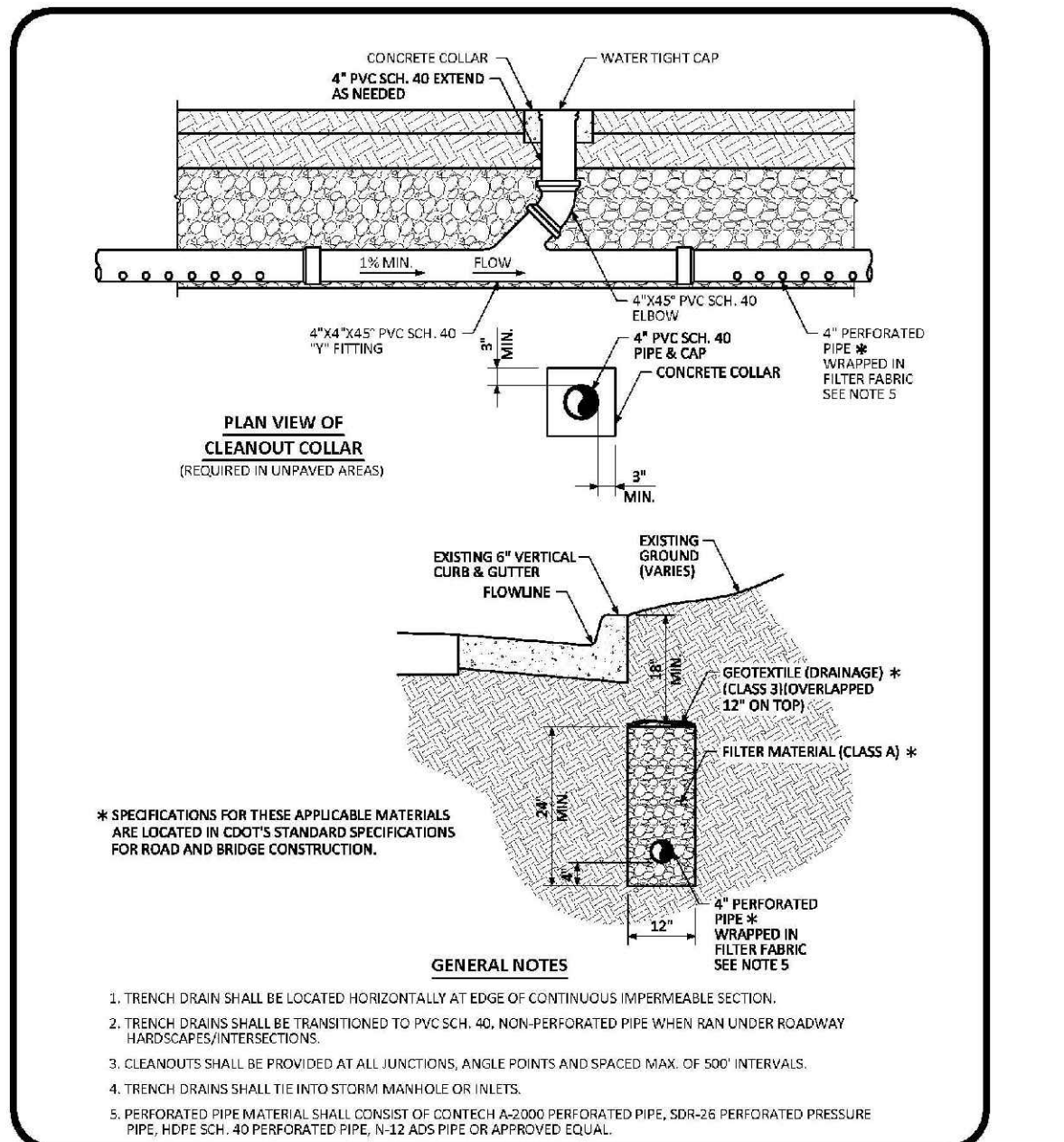
FOUNDATION

DATE: NOVEMBER 2012
 DETAIL: 6
 1 OF 1



SCHOOL FLASHING BEACON STANDARD SIGNAL DETAIL

DATE: NOVEMBER 2012
 DETAIL: 6
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TRENCH DRAIN DETAIL SECTION STANDARD DETAIL

DATE: AUGUST 2014
 DETAIL: 31
 1 OF 1

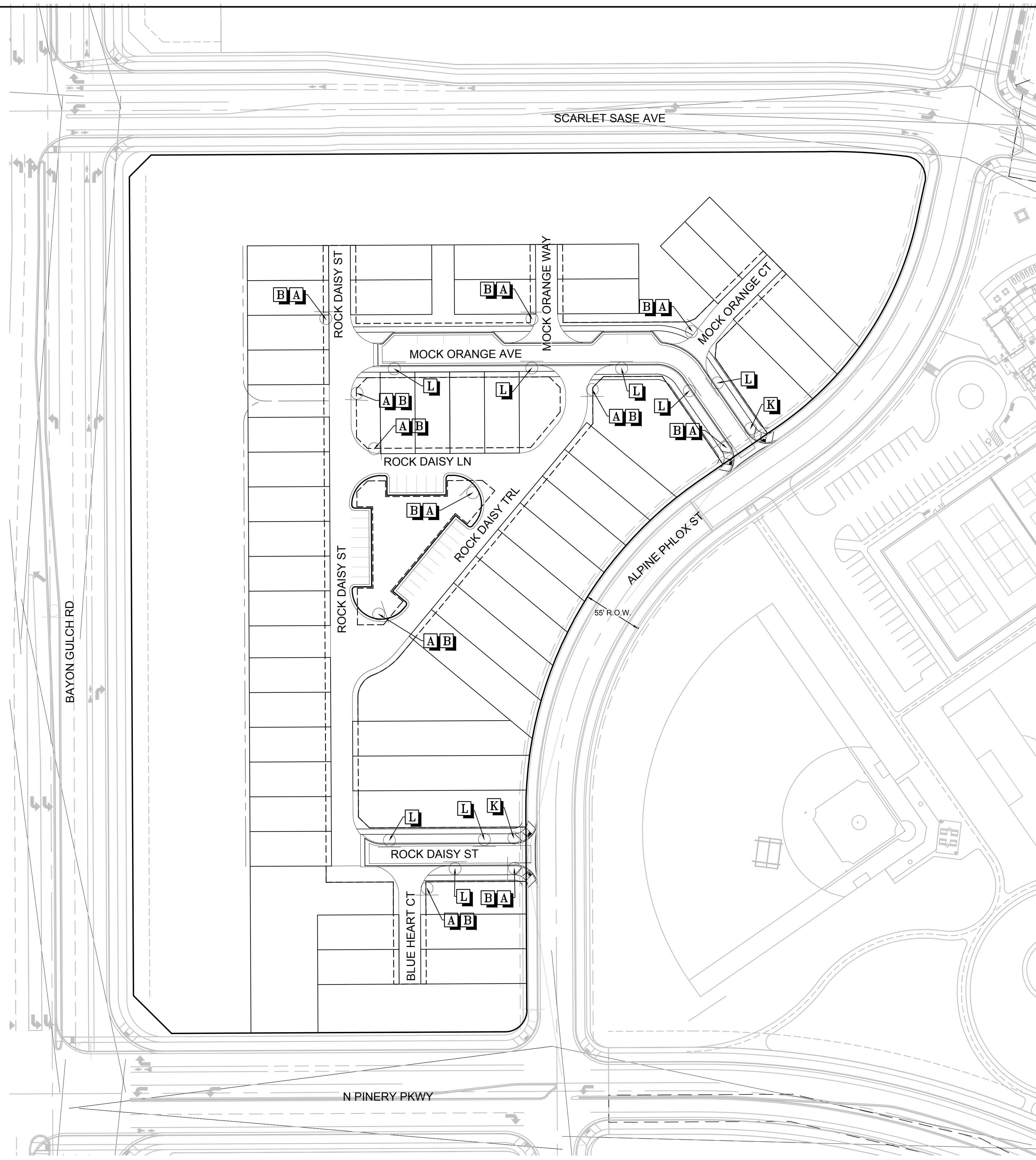
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 CENTER OF COLORADO

SHEET NUMBER	DRAWN BY: BPW	CHECKED BY: BPW	DATE: JUNE 2018	SCALE:	AS SHOWN	FILE NO:	8130283701	DATE	INIT.	APPR.	DATE	DATE
				TRAILS AT CROWFOOT FILING 15 CONSTRUCTION DRAWINGS ROADWAY DETAILS								
17	HR 935 LLC 7353 South Alton Way CENTENNIAL, CO 80112 10333 E. Dry Creek Rd. Suite 410 Englewood, Colorado Tel: (720) 482-9526 Fax: (720) 482-9548 CVL CONSULTANTS											

N:\PROJECTS\SHERRANCH\CA\ENGINEERING\SHERRANCH\SETSMULTIFAMILY\CD\SET\B1TOWN OF PARKER\SIGNAGE AND STRIPING.DWG. BRIANW. 10/30/2018 11:12 AM


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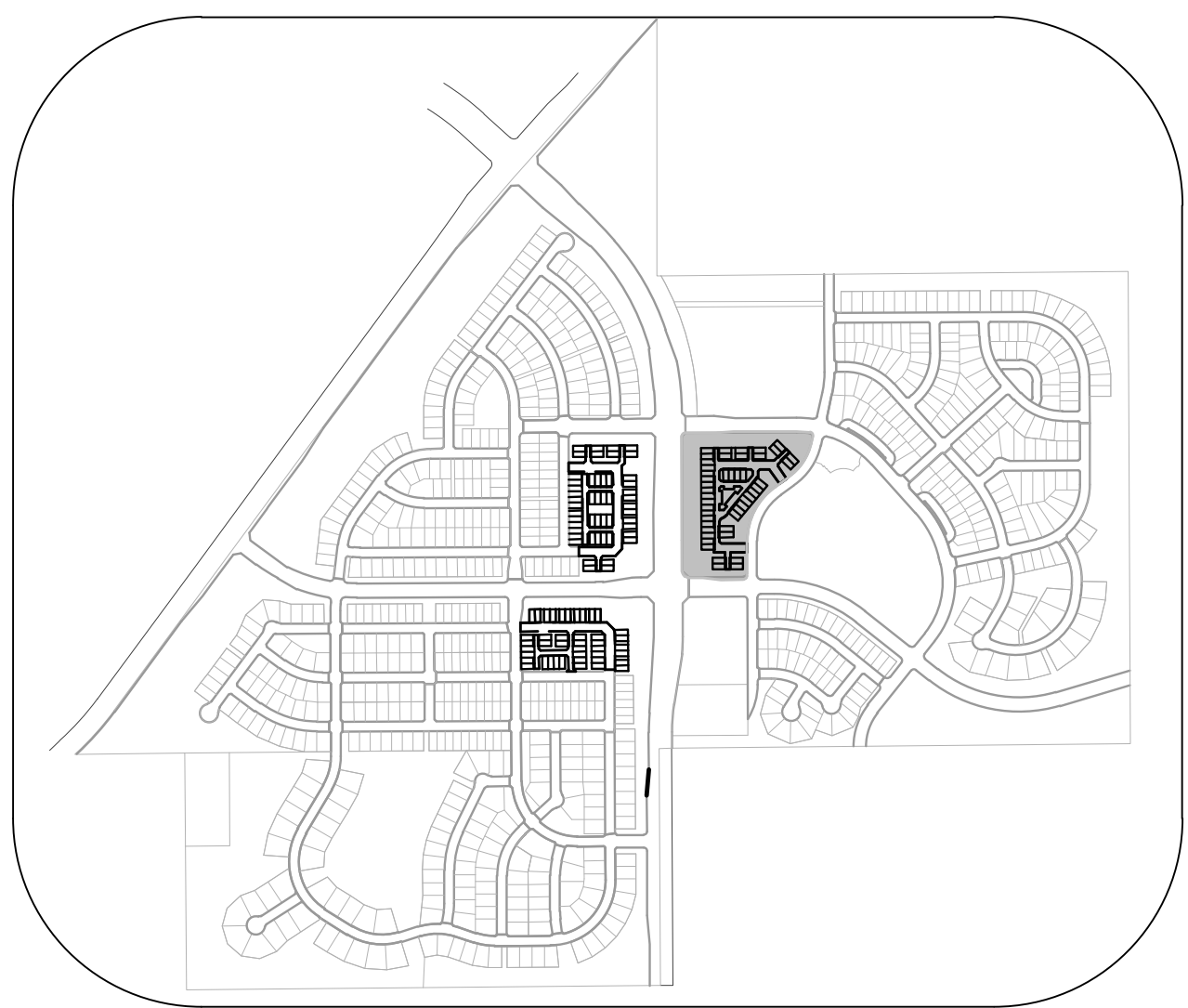
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PREPARED UNDER THE SUPERVISION OF




BRIAN P. WILSON
COLORADO P.E. 0050067



KEYMAP
N.T.S.



SCALE: 1" = 50'



LEGEND	
A	STOP SIGN R1-1
B	STREET NAME SIGN D3
C	DEAD END SIGN W14-1
D	SPEED LIMIT SIGN R2-1
E	BIKE LANE SIGN R3-17
F	AHEAD SIGN R3-17A
G	ENDS SIGN R3-17B
H	YIELD SIGN R1-2
I	PEDESTRIAN TRAFFIC SIGN W11-2
J	SCHOOL CROSSING SIGN S1-1
K	PRIVATE ROAD NO TOWN MAINTENANCE
L	NO PARKING R8-3A
*	TO BE INSTALLED WITH OTHER FILINGS

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TOWN OF PARKER, DIRECTOR OF ENGINEERING DATE

SHEET NUMBER 18	DRAWN BY: BPW	SCALE: AS SHOWN	FILE NO.:
	CHECKED BY: BPW	DATE: JUNE 2018	8130283701
<p>TRAILS AT CROWFOOT FILING 15 CONSTRUCTION DRAWINGS SIGNAGE AND STRIPING</p>			
<p>HR 935 LLC 7353 South Alton Way CENTENNIAL, CO 80112</p>			
<p>10333 E. Dry Creek Rd. Suite 240 Englewood, CO 80112 Tel: (720) 462-9526 Fax: (720) 462-9546</p>			
No.	Revisions	Date	Appr.