



CITY OF IDAHO SPRINGS
1711 Miner Street
P.O. Box 907
Idaho Springs, CO 80452-0907
Telephone (303) 567-4421
FAX (303) 567-4955

NOTICE AND AGENDA
Regular Meeting
Idaho Springs Planning Commission
1711 Miner Street, City Hall
Thursday, September 22, 2022 – 6:00 p.m.

**PLANNING COMMISSION
Regular Meeting
Thursday September 22, 2022
6:00 PM**

- ❖ **Roll Call**
- ❖ **Approval of Minutes**
- ❖ **Public Comment Period**
- ❖ **Public Hearing and Consideration**
 - Final Development Plan for a Transportation Maintenance Facility, Clear Creek School District, 320 Chicago Creek Road
 - Text Amendment to Chapter 21 of the Idaho Springs Municipal Code
- ❖ **Adjournment**

**IN-PERSON AND REMOTE MEETING PUBLIC ATTENDANCE AND PARTICIPATION
INSTRUCTIONS**

The Public is able to view and hear this meeting remotely at the following address on the City's website:
<https://www.colorado.gov/pacific/idahosprings/city-council-live>

To provide public comment remotely please use the link below
<https://us02web.zoom.us/j/82575339754?pwd=Ykh2VVB3OWxET1FsQlICNWdrMit2UT09>

Passcode: 307684

For in-person Unscheduled Public Comment, please sign-in at the entrance to the Council Chambers.

Each individual that is providing public comment is limited to three (3) minutes.



**PLANNING COMMISSION
MINUTES
May 04, 2022**

ROLL CALL

Chairman Cindy Olson called the meeting to order at 6:01 p.m. Commissioners present were Cindy Olson, Don Reimer, Tracy Stokes, Kent Slaymaker, Jordan Hudson and Chuck Howard. Commissioner Ursula Cruzalegui was absent. Staff present are City Planner Jerad Chipman and Deputy City Clerk Wonder Martell. City Administrator Andrew Marsh was present via Zoom.

APPROVAL OF MINUTES

Commissioner Tracy Stokes moved to approve the minutes from April 20, 2022. Commissioner Jordan Hudson seconded the motion, and the motion carried by unanimous voice vote.

PUBLIC COMMENT

Chairman Olson opened the public comment period to anyone having comment that “did not” have to do with the Public Hearing for Conditional Use Permit for Rafting Use at 1743 Miner Street. Community Development Planner Jerad Chipman advised Chair Olsen that there were no virtual public comments signed up and there had been no sign up in person for public comment.

PUBLIC HEARING AND CONSIDERATION

Continuation of the Public hearing and Consideration for a Conditional Use Permit for a Rafting Use at 1743 Miner Street Idaho Springs.

Chairman Olson called to order the public hearing at 6:07 pm.

City Planner Jerad Chipman advised the commission that the applicant at the last hearing was asked to submit additional documentation to continue this hearing. The requested information was a site plan, a long-term lease reflecting landowner permission to park and store rafting operational equipment, and a flow plan showing the staging of the business and the vehicular traffic with it. The applicant was compliant with the three requested items.

PETITIONER TESTIMONY

Faith Costello-Wolff 243 Ridge View Trail, Idaho Springs

Ms. Costello-Wolff advised that she had provided a long term lease using her personal property as a backup. Mile High rafting has been business for 20 years, and they have run it for the past 5 years. Their children also work for the company, and they intend on promoting Idaho Springs as much as possible, by suggesting where to eat, mentioning their favorite spots, etc. Ms. Costello-

Wolff also mentioned that they have been trying to find space in Idaho Springs for 1.5 years and this place (1743 Miner) seems to be the perfect spot.

Dan Costello 243 Ridge View Trail, Idaho Springs

Mr. Costello stated that he had just handed Mr. Chipman another lease for the parking lot behind Eric's Asian Café. Mr. Costello said he knows that the owner of that property is planning on building a hotel, but in the meantime, there is ample space to store the vans and the buss's without having to turn at all in the space. They will be able to pull thru the area without having to make any turns. Mr. Costello is asking to run the bike shop and the rafting business because the owner of 1743 Miner Street is not willing to grant a few months lease to run the rafting company for a season. Mr. Costello said if they were not able to get this location that they would be out about 60 thousand dollars. Mr. Costello said the rafting season is from 06/01 thru 08/14/2022. Mr. Costello did admit there would be a lot of people and they would need to be doing Y turns with their vans.

PUBLIC COMMENT ON PUBLIC HEARING

Dan Smith 1714 Miner Street

Mr. Smith wanted to express his support for the approval of this conditional use permit. Mr. Smith loves this City and watched Jiggies Café being empty for years although it was a very successful business. Mr. Smith says that rafting will help support the proposed bike rental business. Mr. Smith also wanted to offer the applicant the use of a few of his 6 spots that he has at his home address across the street for the Costello's to use for employee parking.

BOARD DISCUSSION

Chair Olsen wanted to bring up the parking situation for this business. Ms. Olson stated that parking in this area has been a hot topic for many years, and sometimes it gets a bit difficult to navigate the space on a regular day. City Planner Mr. Chipman stated that per the code the applicant is required to have 8 spaces, but the board can increase that requirement if they deem it is appropriate for this type of business.

Commissioner Reimer asked for how long this conditional use permit will be good for, which Mr. Chipman advised that this use would follow the property forever. Mr. Chipman also advised that there are 2 ways to revoke a conditional use permit. 1. If a business has b=not been run for 2 years the conditional use is considered abandoned and 2. Or if the property owner asks for a change of use. Commissioner Hudson asked Mr. Chipman if any of the conditions on the conditional use permit are broken, then would the conditional use permit be void. Mr. Chipman advised that in that scenario, it would start with code enforcement and then if it got to bad then yes its possible to revoke the conditional use permit.

Commissioner Stokes sked the applicant if they could have their customer back in to make leaving the parking lot easier. Commissioner Slaymaker wanted to note that he fully supports this use at this location and that he has spoken to surrounding resident who also have shown support for this rafting company to operate at 1743 Miner Street.

Applicant Faith Costello-Wolff advised that when a customer books a rafting trip, they get a very descriptive email advising of where and how to park and that they would ask the customers to back in if necessary. Applicant Dan Costello also mentioned that they have supplied everything that the code required from them as well as everything that the planning commission has asked them for.

Chair Olsen mentioned concern about the parking and the image of the area. Mr. Costello said that he is looking to buy this property and wants to run this business for a very long time. Mr.

Chairman Cindy Olson adjourned the public hearing at 7:05 pm.

Chairman Olson asked for a motion to approve the alternative to staff recommendation conditional use permit. Commissioner Jordan Hudson moved to approve the Conditional use permit with the following conditions:

- No rafts, boats, inflatables, patrons, or employees of any rafting operation shall be allowed to enter or exit Clear Creek at this location.
- No housing, camping or overnight residential use related to the rafting operation of any type may occur on the property; this restriction does not apply to the lower level of the existing building on the property as it contains an existing residential unit.
- All loading and unloading (rafts, buses, vans, patrons etc.) for any rafting operation to occur completely within the property and not on Miner Street and there will be no backing onto Miner Street by raft buses, vans, or patrons.
- All storage shall be within the existing building or within a the fenced in area. Trailers are not permitted to be stored on the site.
- No buses or vehicle towing trailers can enter the site.

Commissioner Chuck Howard seconded followed by an all-in favor roll call vote. Motion passes 5-0

Deputy City Clerk Wonder Martell advised the applicant that the next step is City Council, and they would need to be present for that meeting, which is scheduled for Monday May 9th at 7pm.

Chairman Cindy Olson adjourned the meeting at 7:31 pm.

CITY OF IDAHO SPRINGS

Planning Commission Communication



REPORT DATE: SEPTEMBER 15, 2022

MEETING DATE: SEPTEMBER 22, 2022

PRESENTED BY: JERAD CHIPMAN, AICP
COMMUNITY DEVELOPMENT PLANNER

ITEM: FINAL DEVELOPMENT PLAN FOR A PUBLIC FACILITY IN THE FORM OF
A TRANSPORTATION MAINTENANCE FACILITY LOCATED AT 320
CHICAGO CREEK ROAD, SOUTH OF THE CLEAR CREEK SCHOOL
DISTRICT'S BUILDING 103(FORMER MIDDLE/HIGH SCHOOL).

PETITIONER: Clear Creek School District

PROPERTY OWNER: Clear Creek School District

GENERAL LOCATION: The former track located south of Clear Creek School District Building 103
at 320 Chicago Creek Road



<u>REQUEST:</u>	Final Development Plan (FDP)
<u>CURRENT ZONING:</u>	Commercial One (C-1)
<u>DEVELOPMENT ACERAGE:</u>	The acreage of the site is 5.72, however, the buildable area is significantly smaller as much of the site is steep and mountainous.
<u>COMPREHENSIVE PLAN:</u>	The proposed development is within the Exit 240 Gateway Area. The Comprehensive Plan indicates the area as Regional Commercial and Transitional Mixed Use.

BACKGROUND:

The Petitioner is requesting review and approval of an Final Development Plan (FDP) for a Transportation Maintenance Facility (TMF) located on the old track south of the former high school. The existing TMF (commonly called the Bus Barn), located on Idaho Street between 11th and 12th Avenues, is intended to be redeveloped as part of the recently approved Four Point Funding, LLC mixed-use development. The proposed TMF building is approximately 6,600 square feet and has a southern orientation facing the parking facility with Chicago Creek Road (Colorado State Highway 103) to the east. The building is composed of four (4) service bays and associated office space. The site is well elevated above the adjacent State highway, effectively screening the majority of the site. The School District would like to move quickly to begin construction on the property. Staff has attempted to accommodate the abridged timeline by holding this special meeting of the Planning Commission. Many aspects of this School District Development are reviewed and regulated by the State of Colorado; however, the City has zoning and site plan review authority for the development. The below report focuses on the proposed development’s compliance with the Zoning Ordinance and the “Standards and Specifications for Design and Construction.”

ZONING AND CONFORMANCE WITH THE COMPREHENSIVE PLAN:

The property is zoned Commercial One (C-1). A public facility is a permitted use in the C-1 Zoning District.

The Comprehensive Plan contemplates a mix of uses for this site as outlined in the below excerpt from the Comprehensive Plan. This excerpt provides further detail for the area beyond the Regional Commercial designation and describes the potential future land uses as follows: “In 2016, Idaho Springs and Clear Creek County Economic Development Corporation contracted with a consultant to complete the Highest and Best Use Economic Feasibility Study for the Interstate 70 Economic Hub at Exit 240. This market analysis recommended development scenarios including mixed uses, hotels, multifamily residential, office and the possibility of a mountain adventure center.”

LAND USE AND ZONING STANDARDS:

SETBACKS:

The C-1 Zoning District requires a front yard setback of ten (10) feet. The site plan indicates that the building, accessory structure, and parking encroach into the front yard setback. The Petitioner has informed staff that they are in communication with CDOT to acquire additional property on the east side of the property abutting Colorado 103. The plan complies with the side and rear yard setbacks. The plan complies with the minimum proportion of lot in unobstructed space.

District	Minimum Lot Area in Square Feet	Minimum Lot Width in Feet at Front of Setback Line(a)	Minimum Proportion of Lot in Unobstructed Open Space	Setbacks in Feet See notes (d)(e)(f)			Max Height
				Front	Rear	Side	
C-1	(—)	(—)	10%	10'	10'	5'	35'

MAXIMUM HEIGHT:

The building is twenty-seven (27) feet tall, complying with the maximum height requirement of thirty-five (35) feet.

ACCESS:

One access point is proposed for the TMF. That access point is located on the very southern side of the site and curves into the site at a five percent (5%) grade.

TRAFFIC STUDY:

A traffic study has been submitted for review. The City has hired a third-party engineer, HDR Inc., to review the plans as they were developed by JVA, the City Engineer. Review of the traffic study can be found within the review letter from HDR.

PARKING:

The attached site plan indicates thirty-four (34) automobile parking spaces and fourteen (14) bus parking spaces.

The Zoning Ordinance indicates that Automobile Repairing Facilities require one (1) per 300 square feet of office area and three (3) spaces per service bay. This results in a parking requirement of eighteen (18) spaces. The site plan complies with the minimum parking requirements for number of parking spaces. The plan is, however, deficient in parking stall depth for the spaces on the south side of the site. The spaces indicated are seventeen (17) feet deep, and the minimum requirement is eighteen (18) feet.

LIGHTING:

The Zoning Ordinance requires lighting facilities to be arranged so as to not disturb adjacent residential properties or traffic. The plans indicate six (6) twenty-two (22) foot high poles with full cutoff heads. As there is residential to the south and west of the site, a photometric plan shall be submitted to ensure that nearby residents are not affected by the lights. The significant grade change should be taken into account as the site is substantially higher than the neighboring residential properties. It is also recommended that all exterior building lighting be downcast and not spill past the horizontal plane.

BUILDING DESIGN STANDARDS:

The Zoning Ordinance provides design standards for new commercial and industrial architecture. The building is proposed to be constructed with a concrete block veneer. The elevations of the eastern and southern exposures indicate the use of color bands running through the façade, and several doors and windows break up the walls. These two features comply with the minimum building form requirements for buildings that have single walls that exceed thirty (30) feet in length. Four-sided architecture is required for all new buildings, with the exception of walls that do not face a public right-of-way or that are not likely to be seen. The west side of the building falls into this exempt category. The north side of the building is likely to be seen from the neighboring school property and Colorado 103. Additional architectural delineations shall be indicated on the north side of the building. Parapet deviation is strongly recommended. Rooftop mechanical units are required to be screened. However, staff is amenable to the mechanical units remaining as proposed as long as the Petitioner can demonstrate that the units are not visible from Colorado 103 or the neighboring residences.

FUEL STORAGE:

Section 21-29 of the Zoning Ordinance indicates that “No highly flammable or explosive liquids, solids or gases shall be stored in bulk above ground”. There is a proposed above ground fuel tank indicated on the site plan.

GARBAGE FACILITIES:

Garbage locations have been indicated on the plans. The garbage enclosure is located within the front yard setback. The front yard setback for accessory structures is 1.5 times that of the required minimum in the setback table.

SNOW REMOVAL:

Snow Storage areas are required to be indicated on the plans.

FENCE:

A six (6) foot tall chain link fence is proposed on the property. The Zoning Ordinance allows this type and height of fence for school facilities.

LANDSCAPING:

The proposed plan set does not include a landscape plan. The site is located approximately twelve (12) feet above Colorado 103 on a significant slope, and the rear yard consists of mountainous environs. Staff is amenable to a reduced amount of landscaping due to the challenging environment in which the landscaping would be forced to grow. However, a landscape plan that addresses the spirit of the ordinance is required to be submitted.

CONSIDERATION FOR REVIEW AND APPROVAL; FINAL DEVELOPMENT PLAN (FDP)

Section 21-106 (F) of the Code addresses the review and approval criteria for FDPs. That criteria is as follows:

- (1) Final development plans shall conform to all use and development standards of the Idaho Springs Municipal Code as well as the Idaho Springs Standards and Specifications for Design and Construction and any underlying Planned Development.

Staff has identified several details on the plans that do not comply with the development standard of the Municipal Code. Those items have been discussed in the above report and will be summarized in the “Staff Summary” section of this report.

COMMUNITY ENGAGEMENT MEETINGS:

The Petitioner has held several community engagement meetings over the summer, complying with the required community meeting portion of the public process.

REFERRALS:

Referrals were sent to the following individuals and entities for review and comment:

- Administrator Marsh
- Public Works Director Bordoni
- City Attorney Beery
- Engineering Consultant HDR Inc.

There were fewer referrals for this proposed development as much of the review is conducted by the State of Colorado.

STAFF SUMMARY:

It is staff’s opinion that the proposed FPD meets many of the provisions of the Zoning Ordinance. Staff has outlined the ordinance requirements that have not been met in the above report. The orientation of the building is not ideal, however, provides the best configuration of such a constrained site. Items to be addressed are the front yard setback, the lack of a landscape plan, additional lighting details, a small parking stall adjustment, and minor building design alterations.

PLANNING STAFF RECOMMENDATION:

Staff recommends **APPROVAL** of the proposed Final Development Plan with the following conditions.

- The Petitioner provide a revised plat indicating the property acquired from CDOT resulting in compliance with the front yard setback. The garbage enclosure is required to meet the 1.5 times front yard setback.
- A minor landscape plan be submitted that addresses the spirit of the landscape provisions found within Section 21-231, focusing on drought tolerant materials and practices.
- A photometric plan be submitted to ensure that neighboring residential properties are not adversely affected.
- The parking stalls shall comply with the minimum depth of eighteen (18) feet.
- The building design be amended to include additional architectural delineations on the north side of the building and parapet variations on the east side and to demonstrate that the rooftop mechanical units are not visible from Colorado 103 or the neighboring residences.
- The proposed above ground fuel structure be located underground in compliance with the Zoning Ordinance.



Design Review Memo

Date: Thursday, September 15, 2022

Project: HDR 3rd Party QC Review of Clear Creek School District Maintenance Facility Site Civil Improvements

To: Jerad Chipman, City Planner, City of Idaho Springs

From: Chau Nguyen, Project Manager, HDR

HDR provided a review of the 100% plans for the Clear Creek School District Maintenance Facility Site Civil Improvements. Only plans were provided for review, although HDR also reviewed against City of Idaho Springs Standards and Specifications for Design and Construction, 2nd Edition, November 2018 and the Idaho Springs Municipal Code. Below are our comments:

Plans

Review comments were provided in the PDF named: *HDR Review - 20220804 CCSD TMF - Civil Plans - 100%CD Set*.

Specifications and Details

References to specifications were shown throughout the plans and details, although no specifications were provided with the review package, or other references made. References to specifications, for items such as backfill or bedding type as an example, should be fully referenced. There was no review of specifications performed with this review.

Water Quality and Detention

The plans state that water quality will be handled with the internal subsurface drainage system. There was no drainage analysis provided with this review to verify existing and proposed flows. A major concern that the drastic increase in impervious area will potentially overload the system at the existing point of discharge. A drainage analysis should be included to ensure proper pipe sizing, water quality, and detention if necessary is provided. Drainage requirements should meet City of Idaho Springs, Clear Creek County, and all other jurisdictions.

Colorado Department of Transportation (CDOT) Right-of-Way (ROW) and Permitting

The project appears to have improvements located within CDOT's ROW for CO 103. Proper documentation of CDOT's approval for improvements within CDOT ROW should be provided to the City.

Additionally, possible permits may be required such as:

- Form CDOT #0137 for driveway access



- Utility/Relocation/Special Use Permit CDOT #0333 for utility/special
- CDPHE permits including an MS4 and others during construction along with any additional permits.

In order to obtain such permits traffic control must also be presented with appropriate adaptations to accommodate traffic in area during construction.

Municipal Code

In Sec. 21-131 of Idaho Springs Municipal Code it is stated the minimum size of a parking space should be 9' x 18'. Parking spaces, including ADA accessible, should be sized to accommodate the larger requirement provided in Sec. 21-131.

If further review is warranted for specification, drainage reports, and permitting, HDR is happy to assist.

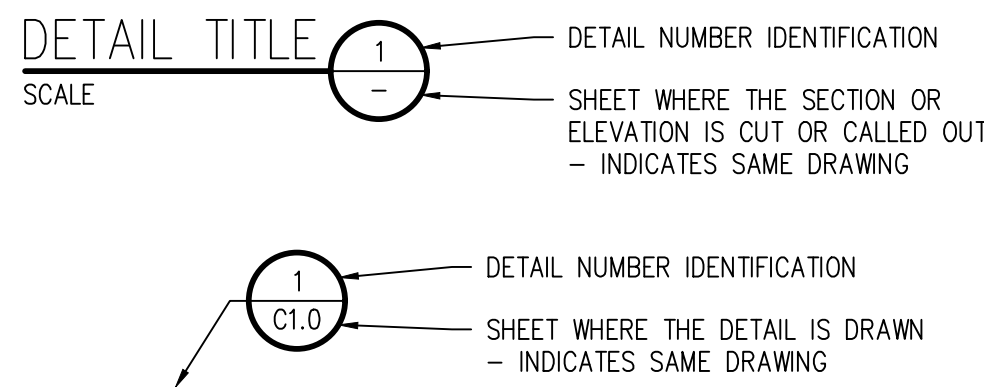
ABBREVIATIONS

ASHTO	AMERICAN ASSOC. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	INCL	INCLUDED
ABAN	ABANDON	ID	INSIDE DIAMETER
AC	ASPHALTIC CONCRETE PAVING	IN	INLET
ADDL	ADDITIONAL	INSUL	INSULATION
ADDM	ADDENDUM	INV	INVERT
ADJ	ADJUSTABLE	IRR	IRRIGATION
AL	ALUMINUM	JTS	JOINTS
ALT	ALTERNATE	KO	KNOCKOUT
AMT	AMOUNT	KPL	KICK PLATE
APPROX	APPROXIMATE	KWY	KEYWAY
ARCH	ARCHITECTURAL	L	LEFT OR LITER
ARV	AIR RELIEF VALVE	LSCAPE	LANDSCAPE(ING)
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	LF	LINEAR FOOT
ASPH	ASPHALT	LP	LOW POINT OR LIGHT POLE
ASSY	ASSEMBLY	LT	LIGHT
ASYM	ASYMMETRICAL	LWL	LOW WATER LEVEL
AUTO	AUTOMATIC	MAINT	MAINTENANCE
AVG	AVERAGE	MAN	MANUAL
AWWA	AMERICAN WATER WORKS ASSO.	MATL	MATERIAL
BC	BACK OF CURB	MAX	MAXIMUM
BEV	BUTTERFLY VALVE	ME	MATCH EXISTING
BG	FINISHED GRADE ADJACENT TO BOTTOM OF WALL	MECH	MECHANICAL
BLDG	BUILDING	MFR	MANUFACTURER
BLK	BLOCK	MH	MANHOLE
BM	BENCHMARK	MIN	MINIMUM
BMP	BEST MANAGEMENT PRACTICE	MISC	MISCELLANEOUS
BS	BACKSIGHT	N	NORTH
BDS	BEGINNING OF STEP	NIC	NOT IN CONTRACT
BDT	BOTTOM	NPT	NATIONAL PIPE THREAD
BSMT	BASEMENT	NTS	NOT TO SCALE
BVCE	BEGIN VERTICAL CURVE ELEVATION	ON	ON CENTER
BVCS	BEGIN VERTICAL CURVE STATION	OD	OUTSIDE DIAMETER
BW	BOTTOM OF WALL	OPP	OPPOSITE
CB	CATCH BASIN	OPT	OPTIONAL
CDW	COUNTER CLOCKWISE	PC	POINT OF CURVATURE
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION	PCO	PRESSURE CLEAN OUT
CIP	CAST IRON PIPE	PI	POINT OF INTERSECTION
CJ	CONSTRUCTION JOINT	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTER LINE OR CHAIN LINK	PL	PROPERTY LINE
CLR	CLEAR	POLYETH	POLYETHYLENE
CMF	CORRUGATED METAL PIPE	PREFAB	PREFABRICATED
CMU	CONCRETE MASONRY UNIT	PRELIM	PRELIMINARY
CO	CLEANOUT	PROP	PROPOSED
CONC	CONCRETE	PRV	PRESSURE REDUCING VALVE OR PRESSURE RELIEF VALVE
CONST	CONSTRUCTION	PSF	POUNDS PER SQUARE FOOT
CONT	CONTINUOUS(ATION)	PSI	POUNDS PER SQUARE INCH
CR	CORNER	PT	POINT OF TANGENCY
CR	CENTRIC REDUCER	PV	PLUG VALVE
CTR	CENTER	PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE
CY	CUBIC YARDS	PVMT	PAVEMENT
DEMO	DEMOLITION	QTY	QUANTITY
DIA	DIAMETER	R	RIGHT
DIAG	DIAGONAL	RAD	RADIUS
DIP	DUCTILE IRON PIPE	REC	REINFORCED CONCRETE PIPE
DOM	DOMESTIC	RD	ROAD DRAIN
DN	DOWN	RO	REFERENCE
DR	DRAIN	RECT	RECTANGULAR
DWG	DRAWING	REINF	REINFORCE (D) (NG) (MENT)
DWL	DOWEL	REQD	REQUIRED
E	EAST	ROW	RIGHT OF WAY
EA	EACH	SAN	SANITARY
ECC	ECCENTRIC	SD	STORM DRAIN
EJ	EXPANSION JT	SECT	SECTION
EL	ELEVATION	SPD	STANDARD PROCTOR DENSITY
ELB	ELBOW	SPEC	SPECIFICATION
ELEC	ELECTRICAL	SQ	SQUARE
ENGR	ENGINEER	SQ IN	SQUARE INCH
EOP	EDGE OF PAVEMENT	SQ FT	SQUARE FOOT
EQ	EQUAL	SQ YD	SQUARE YARD
EQUIP	EQUIPMENT	SS	SANITARY SEWER
EQUIV	EQUIVALENT	SST	STAINLESS STEEL
ESMT	EASEMENT	STA	STATION
EST	ESTIMATE	STD	STANDARD
EVCE	END VERTICAL CURVE ELEVATION	STL	STEEL
EVCS	END VERTICAL CURVE STATION	STRUCT	STRUCTURAL
EW	EACH WAY	SVC	SERVICE
EXP	JT EXPANSION JOINT	SUMP	STORMWATER MANAGEMENT PLAN
EXIST	EXISTING	SYM	SYMMETRICAL
FND	FOUNDATION	TB	THRUST BLOCK
FES	FLARED END SECTION	TBC	TOP BACK OF CURB
FF	FINISH FLOOR	TBM	TEMPORARY BENCH MARK
FG	FINISH GRADE	TEMP	TEMPORARY
FL	FIRE HYDRANT	THK	THICK
FL	FLOW LINE	THK	THICK
FN	FENCE	TOT	TOP OF BANK
FOC	FACE OF CONCRETE	TOS	TOP OF CONCRETE OR TOP OF CURB
FOC	FEET PER MINUTE	TOT	TOP OF STEP
FPS	FEET PER SECOND	TW	TOP OF WALL OR CAP OF WALL
FT	FEET	TYP	TYPICAL
FTG	FOOTING OR FITTING	UBC	UNIFORM BUILDING CODE
G	GAS	UGE	UNDERGROUND ELECTRIC
GA	GAUGE	UTL	UTILITY
GAL	GALLON	VERT	VERTICAL
GALV	GALVANIZED	VC	POINT OF VERTICAL CURVATURE
GCO	GRADE CLEANOUT	VCP	VITRIFIED CLAY PIPE
GIP	GALVANIZED IRON PIPE	W	WIDE OR WIDTH
GND	GROUND	W/	WITH
GPM	GALLONS PER MINUTE	W/O	WITHOUT
GR	GRATE	WQCV	WATER QUALITY CONTROL VOLUME
GRG	GRATING	WSE	WATER SURFACE ELEVATION
GSP	GALVANIZED STEEL PIPE	WW	WASTEWATER
GV	GATE VALVE	X	SECT CROSS SECTION
H	HIGH	XMR	ELECTRICAL TRANSFORMER
HB	HOSE BIB	YH	YARD HYDRANT
HE	HORIZONTAL ELLIPTICAL		
HDWL	HEADWALL		
HNRL	HAND RAIL		
HORIZ	HORIZONTAL		
HP	HIGH POINT		
HR	HOUR		
HVAC	HEATING, VENTILATION, AIR CONDITIONING		
HWY	HIGHWAY		
HWL	HIGH WATER LINE		
HYD	HYDRANT		

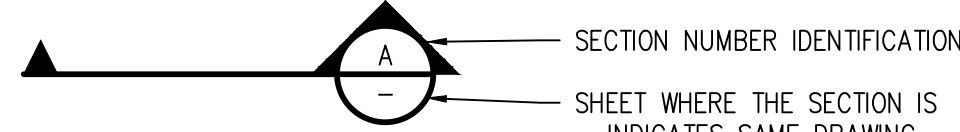
DESIGN LEGEND

	BENCHMARK		FENCE
	MANHOLE		FLOW LINE OF DITCH OR WASH
	AREA DRAIN		SLOPE ARROW
	COMBINATION INLET		PROPOSED SPOT ELEVATION
	TYPE R INLET		EXIST SPOT ELEVATION
	TYPE 13 FIELD INLET		EXIST INDEX CONTOUR
	FLARED END SECTION W/ RIPRAP		EXIST INTERMEDIATE CONTOUR
	TEE W/ THRUST BLOCK		PROPOSED INDEX CONTOUR
	BEND W/ THRUST BLOCK		PROPOSED INTERMEDIATE CONTOUR
	END CAP W/ THRUST BLOCK		CURB AND GUTTER
	GATE VALVE		SPILL/CATCH CURB TRANSITION
	REDUCER/INCREASER		SIGN W/ POST
	WATER METER		CURB RAMP
	FIRE HYDRANT		SIDEWALK CHASE
	STORM - 12\"/>		SIDEWALK
	STORM - LARGER THAN 12\"/>		CONCRETE PAVING
	ROOF DRAIN		HEAVY DUTY CONCRETE PAVING
	TRENCH DRAIN		HEAVY DUTY ASPHALT PAVING
	UNDERDRAIN		LIGHT DUTY ASPHALT PAVING
	SANITARY SEWER		GRAVEL
	FORCE MAIN		PROPOSED BUILDING
	WATER		BUILDING ACCESS
	NON POTABLE WATER		RETAINING WALL
	POTABLE WATER		BOULDER/ROCK WALL
	IRRIGATION		LIMITS OF SAWCUT
	CABLE TV		LIMITS OF WORK
	DRAIN		EASEMENT LINE
	ELECTRIC		PROPERTY LINE
	UNDERGROUND ELECTRIC		ADJACENT PROPERTY LINE/ROW
	OVERHEAD ELECTRIC		MATCHLINE
	TELEPHONE		
	FIBER OPTIC		
	FUEL		
	GAS		
	PVC PIPE (MISC)		

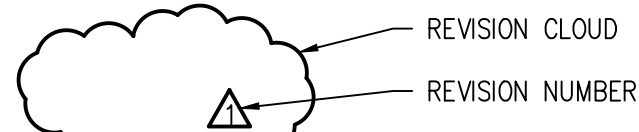
DETAIL TITLE



SECTION CALLOUT



DETAIL MARKER



SURVEY LEGEND

	WATER LINE		BENCHMARK AS DESCRIBED
	WATER VALVE		FOUND MONUMENT
	WATER METER		FOUND MONUMENT
	FIRE HYDRANT		TEST CP
	SANITARY SEWER LINE		UTILITY LOCATED FROM MAP
	SANITARY SEWER MANHOLE		AS MEASURED AT TIME OF SURVEY
	STORM DRAINAGE LINE		CALCULATED FROM RECORD AND AS MEASURED INFORMATION
	STORM DRAINAGE MANHOLE		PLAT
	CURB INLET		RECORDED
	UNDERGROUND ELECTRICAL LINE		MAILBOX
	OVERHEAD ELECTRICAL LINE		CONCRETE
	ELECTRICAL POLE		EDGE OF ASPHALT
	GUY WIRE		GRAVEL
	ELECTRICAL TRANSFORMER		FENCE
	ELECTRICAL RISER		GUARDRAIL
	ELECTRIC VAULT		BOLLARD
	LIGHT POLE		SIGN
	DECORATIVE LIGHT		CONFIFEROUS TREE (TRUNK DIAMETER/DRIP LINE RADIUS)
	FIBEROPTIC LINE		DECIDUOUS TREE (TRUNK DIAMETER/DRIP LINE RADIUS)
	TELEPHONE LINE		BOULDER
	TELEPHONE RISER		
	GAS LINE		
	INDICATION OF ACCESS		
	BUILDING		

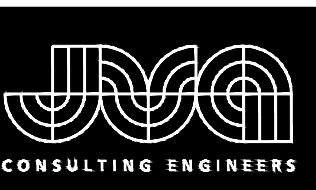
NOTE: SHADED ITEMS REPRESENT EXIST FEATURES

GENERAL NOTES

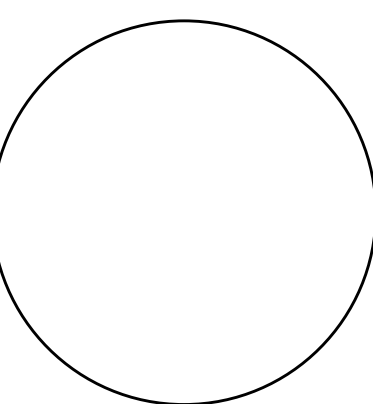
- ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE LATEST STANDARDS AND SPECIFICATIONS OF THE CITY OF IDAHO SPRINGS, CHICAGO CREEK SANITATION DISTRICT, UTILITY DISTRICTS, COLORADO DEPARTMENT OF TRANSPORTATION, CLEAR CREEK COUNTY FIRE AUTHORITY REQUIREMENTS, AND APPLICABLE STATE AND LOCAL STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL HAVE IN POSSESSION AT THE JOB SITE AT ALL TIMES ONE (1) SIGNED COPY OF APPROVED PLANS, STANDARDS AND SPECIFICATIONS. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN EMERGENCY ACCESS ROUTES TO THE SITE AND STRUCTURE AT ALL TIMES PER THE APPLICABLE IDAHO SPRINGS FIRE DEPARTMENT REQUIREMENTS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ANY VARIANCE TO THE ABOVE DOCUMENTS. NOTIFY ENGINEER OF ANY CONFLICTING STANDARDS OR SPECIFICATIONS. IN THE EVENT OF ANY CONFLICTING STANDARD OR SPECIFICATION, THE MORE STRINGENT OR HIGHER QUALITY STANDARD, DETAIL OR SPECIFICATION SHALL APPLY.
- THE CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE CODES, LICENSES, STANDARD SPECIFICATIONS, PERMITS, BONDS, ETC., WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK, INCLUDING, BUT NOT LIMITED TO A LOCAL AND STATE GROUNDWATER DISCHARGE AND COLORADO DEPARTMENT OF HEALTH AND ENVIRONMENT (CDPHE) STORMWATER DISCHARGE PERMIT ASSOCIATED WITH CONSTRUCTION ACTIVITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE REQUIRED PARTY (OWNER, OWNER'S REPRESENTATIVE, MUNICIPAL/DISTRICT INSPECTOR, GEOTECHNICAL ENGINEER, ENGINEER AND/OR UTILITY OWNER) AT LEAST 48 HOURS PRIOR TO START OF ANY CONSTRUCTION, PRIOR TO BACKFILLING, AND AS REQUIRED BY JURISDICTIONAL AUTHORITY AND/OR PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL CONTINUE WITH NOTIFICATIONS THROUGHOUT THE PROJECT AS REQUIRED BY THE STANDARDS AND SPECIFICATIONS.
- THE LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION BASED ON INFORMATION BY OTHERS. NOT ALL UTILITIES MAY BE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT SIZE, LOCATION AND TYPE OF ALL EXISTING UTILITIES WHETHER SHOWN OR NOT BEFORE COMMENCING WORK. THE ENGINEER AND/OR OWNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS SHOWN ON PLANS. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ANY AND ALL DAMAGES AND COSTS WHICH MIGHT OCCUR BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES. THE CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY COMPANIES AND DETERMINE THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO PROCEEDING WITH GRADING AND CONSTRUCTION. ALL WORK PERFORMED IN THE AREA OF UTILITIES SHALL BE PERFORMED AND INSPECTED ACCORDING TO THE REQUIREMENTS OF THE UTILITY OWNER. LIKEWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAPPING ANY EXISTING UTILITY (INCLUDING DEPTH) WHICH MAY CONFLICT WITH THE PROPOSED CONSTRUCTION, AND FOR RELOCATING ENCOUNTERED UTILITIES AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL CONTACT AND RECEIVE APPROVAL FROM MUNICIPALITY/UTILITY OWNER AND ENGINEER BEFORE RELOCATING ANY ENCOUNTERED UTILITIES. CONTRACTOR RESPONSIBLE FOR SERVICE CONNECTIONS, AND RELOCATING AND RECONNECTING AFFECTED UTILITIES AS COORDINATED WITH UTILITY OWNER AND/OR ENGINEER, INCLUDING NON-MUNICIPAL UTILITIES (TELEPHONE, GAS, CABLE, ETC., WHICH SHALL BE COORDINATED WITH THE UTILITY OWNER). THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER UPON DISCOVERY OF A UTILITY DISCREPANCY OR CONFLICT. AT LEAST 48 HOURS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY NOTIFICATION CENTER OF COLORADO (1-800-922-1987, WWW.UNCCO.ORG). SEE SURVEY UTILITY LOCATION INFORMATION BELOW.
- THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR OWNER AND/OR CITY APPROVAL AND PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FENCING, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR AGREES TO COMPLY WITH THE PROVISIONS OF THE TRAFFIC CONTROL PLAN AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," PART V, FOR CONSTRUCTION SIGNAGE AND TRAFFIC CONTROL. ALL TEMPORARY AND PERMANENT TRAFFIC SIGNS SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH REGARD TO SIGN SHAPE, COLOR, SIZE, LETTERING, ETC. UNLESS OTHERWISE SPECIFIED. IF APPLICABLE, PART NUMBERS ON SIGNAGE DETAILS REFER TO MUTCD SIGN NUMBERS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS NOR EROSION ON ADJUTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. GROUNDWATER TO BE PUMPED SHALL BE TESTED, PERMITTED, AND REMOVED PER THE STATE OF COLORADO AND LOCAL GROUNDWATER DISCHARGING PERMIT REQUIREMENTS.
- RIM AND GRATE ELEVATIONS SHOWN ON PLANS ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL ADJUST RIMS AND OTHER IMPROVEMENTS TO MATCH FINAL PAVEMENT AND FINISHED GRADE ELEVATIONS.
- THE EXISTING AND PROPOSED ELEVATIONS OF FLATWORK, SIDEWALKS, CURBS, THRESHOLDS, PAVING, ETC. AS SHOWN HEREON ARE BASED ON EXTRAPOLATION OF FIELD SURVEY DATA, EXISTING CONDITIONS, AND DATA PROVIDED BY OTHERS. AT CRITICAL AREAS AND SITE FEATURES, CONTRACTOR SHALL HAVE FORMWORK INSPECTED AND APPROVED BY OWNER, OWNER'S REPRESENTATIVE, OR ENGINEER PRIOR TO PLACING CONCRETE. MINOR ADJUSTMENTS, AS APPROVED, TO PROPOSED GRADES, INVERTS, ETC. MAY BE REQUIRED TO PREVENT PONDING OR SLOPE NOT IN CONFORMANCE WITH MUNICIPAL STANDARDS. ALL FLATWORK MUST PREVENT PONDING AND PROVIDE POSITIVE DRAINAGE AWAY FROM EXISTING AND PROPOSED BUILDINGS, WALLS, ROOF DRAIN OUTFALLS, ACROSS DRIVES AND WALKS, ETC., TOWARDS THE PROPOSED INTENDED DRAINAGE FEATURES AND CONVEYANCES.
- FINAL LIMITS OF REQUIRED ASPHALT SAWCUTTING AND PATCHING MAY VARY FROM LIMITS SHOWN ON PLANS. CONTRACTOR TO PROVIDE SAWCUT AND PATCH WORK TO ACHIEVE POSITIVE DRAINAGE AND A SMOOTH TRANSITION TO EXISTING ASPHALT WITHIN SLOPES ACCEPTABLE TO THE ENGINEER AND WITHIN MUNICIPAL STANDARDS. CONTRACTOR SHALL PROVIDE ADDITIONAL SAWCUTTING AND PATCHING AT UTILITY WORK, CONNECTION POINTS TO EXISTING PAVEMENT AND FEATURES, ETC., THAT MAY NOT BE DELINEATED ON PLANS.
- ANY EXISTING MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC. TO BE PROTECTED AND TO REMAIN IN SERVICE. IF FEATURES EXIST, EXTEND OR LOWER TO FINAL SURFACE WITH LIKE KIND CAP WITH STANDARD CAST ACCESS LID WITH SAME MARKINGS. IN LANDSCAPED AREAS PROVIDE A CONCRETE COLLAR (18"x18"x6" THICK) AT ALL EXISTING AND PROPOSED MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC.
- OWNER TO APPROVE ALL PRIVATE CONCRETE FINISHING, JOINT PATTERNS AND COLORING REQUIREMENTS PRIOR TO CONSTRUCTION. SUBMIT JOINT LAYOUT PLAN TO OWNER FOR APPROVAL PRIOR TO CONSTRUCTION.
- PIPE LENGTHS AND HORIZONTAL CONTROL POINTS SHOWN ARE FROM CENTER OF STRUCTURES, END OF FLARED END SECTIONS, ETC. SEE STRUCTURE DETAILS FOR EXACT HORIZONTAL CONTROL LOCATION. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING ACTUAL PIPE LENGTHS TO ACCOUNT FOR STRUCTURES AND LENGTH OF FLARED END SECTIONS.
- ALL SURPLUS MATERIALS, TOOLS, AND TEMPORARY STRUCTURES, FURNISHED BY THE CONTRACTOR, SHALL BE REMOVED FROM THE PROJECT SITE BY THE CONTRACTOR. ALL DEBRIS AND RUBBISH CAUSED BY THE OPERATIONS OF THE CONTRACTOR SHALL BE REMOVED, AND THE AREA OCCUPIED DURING CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO ITS ORIGINAL CONDITION, WITHIN 48 HOURS OF PROJECT COMPLETION, UNLESS OTHERWISE DIRECTED BY THE MUNICIPALITY OR OWNER'S REPRESENTATIVE.
- THE CONTRACTOR IS REQUIRED TO PROVIDE AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE LOCAL JURISDICTION, THE STATE OF COLORADO, MILE HIGH FLOOD DISTRICT "URBAN STORM DRAINAGE CRITERIA MANUAL VOLUME 3", THE M-STANDARD PLANS OF THE COLORADO DEPARTMENT OF TRANSPORTATION, AND THE APPROVED EROSION CONTROL PLAN. JURISDICTIONAL AUTHORITY MAY REQUIRE THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION CONTROL MEASURES AT THE CONTRACTOR'S EXPENSE DUE TO UNPREDSEEN EROSION PROBLEMS OR IF THE PLANS DO NOT FUNCTION AS INTENDED. THE CONTRACTOR IS RESPONSIBLE FOR PROHIBITING SILT AND DEBRIS LAZEN RUNOFF FROM LEAVING THE SITE, AND FOR KEEPING ALL PUBLIC AREAS FREE OF MUD AND DEBRIS. THE CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING FINAL GRADES AND FOR REMOVING ACCUMULATED SEDIMENTATION FROM ALL AREAS INCLUDING SWALES AND DETENTION/WATER QUALITY AREAS. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.
- ADA COMPLIANCE: THE CROSS-SLOPE OF ALL WALKS MUST BE LESS THAN 1:48 (2.0%) PERPENDICULAR TO DIRECTION OF TRAVEL. RUNNING SLOPE OF ACCESSIBLE WALKS MUST BE NOT STEEPER THAN 1:20 (5.0%) IN DIRECTION OF TRAVEL. MAXIMUM GRADE OF ACCESSIBLE CURB RAMPS AND RAMPS IS 1:12 (8.3%). CURB RAMPS SHALL PROVIDE A LANDING AT THE TOP AND RAMP RUNS PROVIDE LANDINGS AT THE BOTTOM AND TOP OF EACH RAMP RUN AT A SLOPE NOT TO EXCEED 1:48. RAMP RUNS EXCEEDING SIX INCHES SHALL INCLUDE HANDRAILS. ACCESSIBLE PARKING SPACES AND ACCESS RIGLES SHALL EXCEED 1:48 IN ALL DIRECTIONS. CONTRACTOR SHALL NOTIFY ENGINEER PRIOR TO PLACEMENT OF FLATWORK OF SITE CONDITIONS OR DISCREPANCIES WHICH PREVENT TYPICAL REQUIRED GRADES FROM BEING ACHIEVED. ALL RAMPS, STAIRS, EDGE PROTECTION, AND RAILINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA STANDARDS. ACCESSIBLE CURB RAMPS SHALL CONFORM TO THE CDOT M-STANDARDS (SEE DETAIL M-608-1, ETC.). ACCESSIBLE FEATURE WITHIN THE PUBLIC RIGHTS-OF-WAY SHALL BE CONSTRUCTED TO CONFORM TO THE LOCAL AUTHORITY HAVING JURISDICTION REQUIREMENTS.
- PROTECT ALL TREES AND VEGETATION. PLACE CONSTRUCTION FENCING AT DRIP LINE OF TREES AND PLANTS NEAR THE WORK ZONE. DEEP WATER TREES WEEKLY. HAND EXCAVATION REQUIRED AT ROOT ZONES WHERE PROPOSED PAVING OR UTILITY WORK IS WITHIN DRIPLINE OF TREES.
- LOCATIONS OF CLEANOUTS, LIGHTS, SIGNAGE, JUNCTION BOXES, AND OTHER SIGNIFICANT SITE FEATURES TO BE STAKED FOR ENGINEER AND OR OWNER APPROVAL PRIOR TO WORK. CLEANOUTS, JUNCTION BOXES, AND ADJACENT GRADES TO BE RAISED ONE-HALF INCH AT ASPHALT/CONCRETE (OR 1" AT LANDSCAPING) TO PROVIDE POSITIVE DRAINAGE AWAY FROM FEATURES.
- SURVEY INFORMATION:
 - BENCHMARK INFORMATION: TOPOGRAPHIC INFORMATION WAS PROVIDED BY CLEAR CREEK SURVEYING. SEE "LAND SURVEY PLAT WITH TOPOGRAPHY" DATED 03/25/2022. PROJECT BENCHMARK AT CORNER NO. 3 WITH A FOUND BLM 3-1/4" ALUMINUM CAP ON WITH 1" ALUMINUM MONUMENT STAMPED: PLS 19224. PROJECT COORDINATES FOR THE TOPOGRAPHY ARE MODIFIED COLORADO STATE PLANE COORDINATES CENTRAL ZONE, NORTH AMERICAN DATUM 1983, G.S. SURVEY FEET. ELEVATIONS ARE NAVD 88 BASED UPON CLEAR CREEK COUNTY GEODETIC CONTROL NETWORK POINT NO. 8, BEING NGS POINT KK2023, IDAHO AZ MK HAVING AN ELEVATION OF 7683.77. THE STATE PLANE COORDINATES WERE RAISED BY A COMBINED SCALE FACTOR OF 1.0003604482, HAVING A NORTHING OF 1694588.89 AND AN EASTING OF 2996130.36. THE DATUM IS PER SURVEY. COORDINATE AND VERIFY ALL VERTICAL AND HORIZONTAL DATA SHOWN IN SURVEY AND REPORT ANY IRREGULARITIES OR DISCREPANCIES TO ENGINEER PRIOR TO CONSTRUCTION.
 - BASIS OF BEARINGS: ARE BASED ON THE REFERENCED SURVEY.
 - HORIZONTAL CONTROL INFORMATION: HORIZONTAL CONTROL COORDINATES ARE BASED ON THE REFERENCED SURVEY AND ARE PROVIDED BY THE FOLLOWING POINTS:

POINT #2081	N1693474.88	E2993192.04
POINT #1421	N1694391.41	E2993905.51
POINT #1423	N1694285.28	E2993793.05
- SURVEY UTILITY LOCATION INFORMATION PER THE SURVEYOR: SUBSURFACE UTILITIES ARE SHOWN IN APPROXIMATE HORIZONTAL AND VERTICAL LOCATIONS CONSISTENT WITH ASCE 38-02 QUALITY LEVEL "B" (INFORMATION OBTAINED BY THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND HORIZONTAL POSITION OF VIRTUALLY ALL UTILITIES WITHIN THE PROJECT LIMITS. THE INFORMATION OBTAINED IN THIS MANNER IS SURVEYED TO PROJECT CONTROL) AND QUALITY LEVEL "C" (INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D; INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS), AND BASED ON FIELD MEASUREMENTS PROVIDED BY THE OWNER AND THE CONTRACTOR. SUBSURFACE UTILITIES ARE NOT DEPICTED TO THE EXTENT SET FORTH IN ASCE 38-02 QUALITY LEVELS "A" (INFORMATION OBTAINED THROUGH THE NONDESTRUCTIVE EXPOSURE OF UNDERGROUND UTILITIES, AND ALSO PROVIDES THE TYPE, SIZE, CONDITION, MATERIAL AND OTHER CHARACTERISTICS OF UNDERGROUND FEATURES.), TO THE EXTENT DEEMED NECESSARY FOR THE PROTECTION OF PERSONS AND PROPERTY, POTHOLES OR OTHER PRECISE MAPPING MAY BE COMPLETED TO CONFIRM THE EXACT LOCATION OF ANY SUBSURFACE UTILITIES. NOTIFY OWNER AND ENGINEER WITH ALL UTILITY INFORMATION PRIOR TO CONSTRUCTION VISIT [HTTPS://WWW.FHWA.DOT.GOV/PROGRAMADMIN/SUINDEX.CFM](https://www.fhwa.dot.gov/programadmin/suindex.cfm) FOR MORE INFORMATION.

- THE CONTRACTOR AT THE CONTRACTORS EXPENSE SHALL FURNISH THE OWNER AND ENGINEER OF RECORD A COMPLETE SET OF CONSTRUCTION RECORD DRAWINGS ("AS-BUILTS") FOR THE CONSTRUCTED IMPROVEMENTS. THE AS-BUILT SET SHALL SHOW SUFFICIENT DIMENSION TIES TO PERMANENT SURFACE FEATURES OR NORTHING/EASTING POINTS FOR ALL BURIED FACILITIES TO ALLOW FOR FUTURE LOCATING. THE AS-BUILT SET SHALL SHOW AS-BUILT CONTOURS AND ELEVATIONS OF ASPHALT AND CONCRETE FLATWORK, FLOWLINES, GRADE BREAKS, STAIRS, CROSS-SLOPES, HIGH AND LOW POINTS, AND ADDITIONAL ELEVATIONS TO DEMONSTRATE IMPROVEMENTS WERE CONSTRUCTED. PLANS, THE AS-BUILT SET SHALL SHOW ELEVATIONS OF ALL DETENTION/WATER QUALITY FACILITIES, INCLUDING BUT NOT LIMITED TO BERMS, SPILLWAYS, BASIN BOTTOM, PIPE INVERTS, AND CONTROL STRUCTURE FEATURES (AS SURVEYED AND STAMPED BY A CERTIFIED P.L.S.), THE AS-BUILT SET SHALL ALSO INCLUDE ELEVATIONS OF MANHOLES, PIPES, INLETS, GRATES, AND SIZES OF ALL UTILITIES. THE AS-BUILT SET SHALL SHOW ANY AND ALL VARIATIONS FROM THE APPROVED PLAN. ENGINEER WILL PRODUCE FINAL RECORD DRAWINGS.



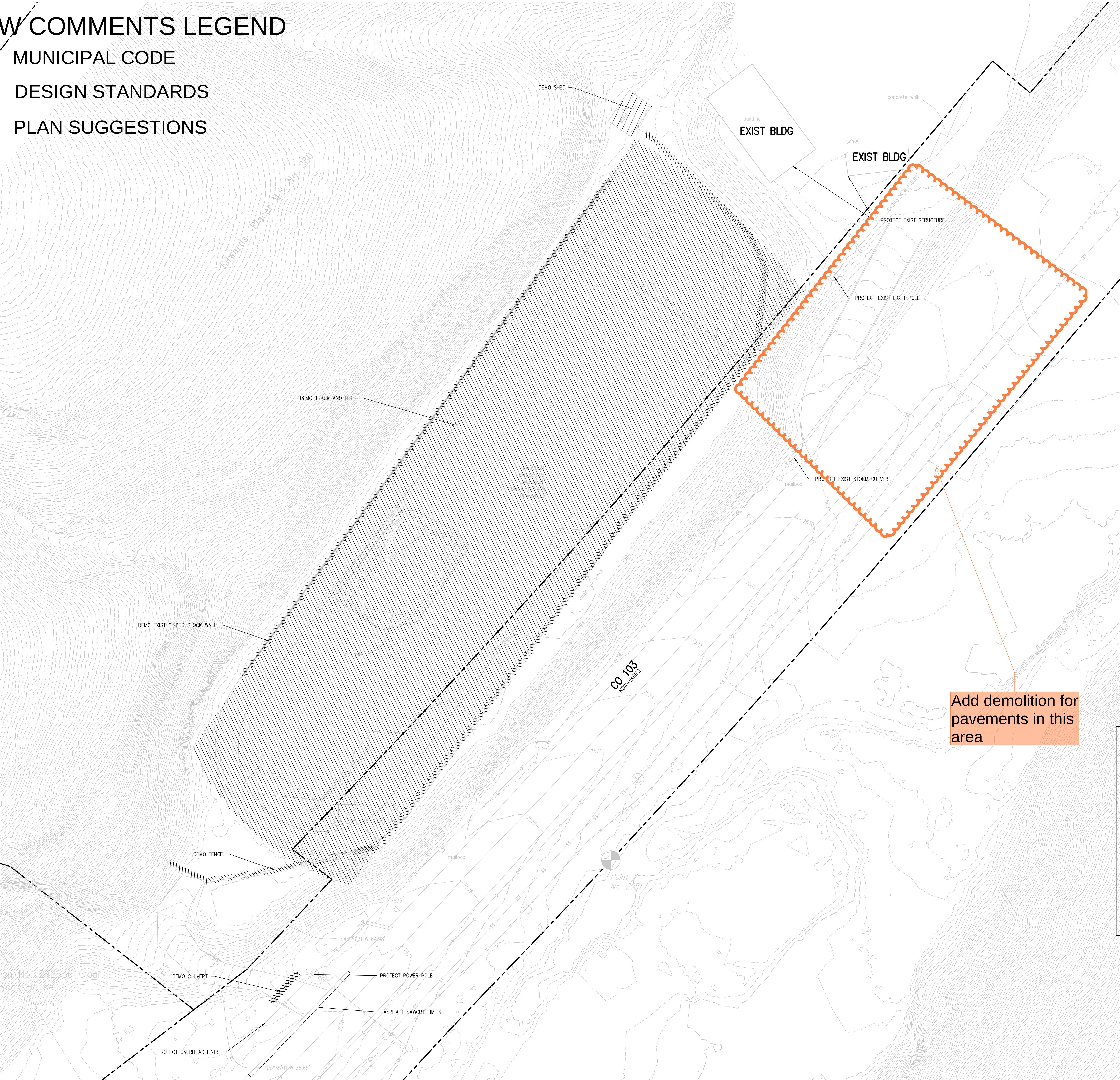
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Sheet Name	GENERAL LEGEND, NOTES AND ABBREVIATIONS

REVIEW COMMENTS LEGEND

- MUNICIPAL CODE
- DESIGN STANDARDS
- PLAN SUGGESTIONS



- DEMOLITION LEGEND
- DEMOLITION SUBSURFACE FEATURE
 - DEMOLITION SURFACE FEATURE
 - DEMOLITION BUILDING
 - ABANDON SUBSURFACE FEATURE
 - LIMITS OF SAWCUT
 - REMOVE EXISTING TREE
 - PROTECT EXISTING TREE

- DEMOLITION NOTES:
- CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
 - ACTUAL LIMITS MAY VARY. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING LIMITS OF DEMOLITION AND CONSTRUCTION AS NECESSARY. COORDINATE DEMOLITION REQUIREMENTS, LIMITS OF DEMOLITION, SALVAGE ITEMS, PROTECTION OF ITEMS TO REMAIN, TREES, FENCINGS, ETC. WITH OWNER, ARCHITECT, ENGINEER, AND RELEVANT CONSTRUCTION AND PHASING PLANS.
 - IF BUILDING DEMOLITION IS REQUIRED, REFER TO ARCHITECT AND APPLICABLE ENGINEERS FOR DETAILED DEMOLITION INFORMATION.
 - REPLACE EXISTING FLATWORK AT UTILITY TRENCHES AS REQUIRED.
 - ALL SAWCUTTING AND PAVEMENT REMOVAL SHOULD BE TO THE NEAREST JOINT.
 - ALL DRY UTILITY AND ELECTRIC DEMOLITION OR RELOCATION SHOULD BE COORDINATED WITH PROPERTY OWNER, UTILITY OWNER, MECHANICAL ENGINEER, AND ARCHITECT PRIOR TO CONSTRUCTION.
 - ALL NECESSARY EROSION AND SEDIMENTATION CONTROLS MUST BE INSTALLED PRIOR TO CONSTRUCTION.
 - CONTRACTOR TO COMPLY WITH ALL REGULATORY REQUIREMENTS FOR HAZARDOUS MATERIAL REMOVAL AND DISPOSAL.
 - REFER TO GENERAL NOTES FOR TREE PROTECTION. COORDINATE WITH LANDSCAPE ARCHITECT FOR TREE REMOVAL.
 - CONTRACTOR TO MAINTAIN SAFE PEDESTRIAN ACCESS. PROVIDE TEMPORARY ROUTE AND SIGNAGE AS NEEDED.
 - CONTRACTOR TO TAKE NECESSARY PRECAUTIONS TO PROTECT AND MAINTAIN SERVICES DURING CONSTRUCTION.
 - CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.

MOA ARCHITECTURE
COLORADO | WYOMING

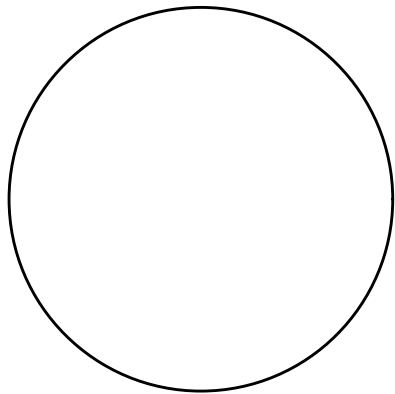
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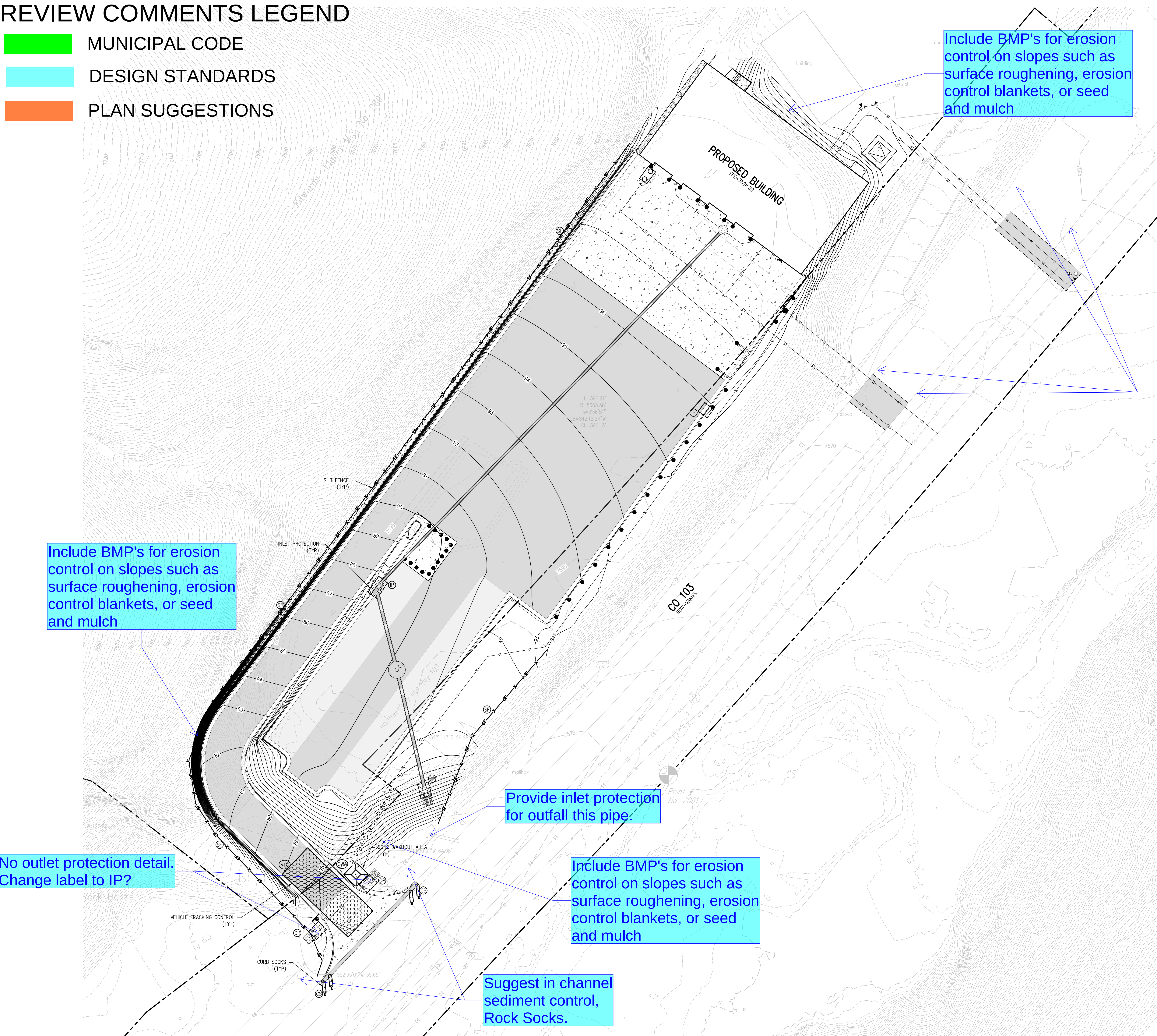
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Sheet Name
DEMOLITION
PLAN

C002

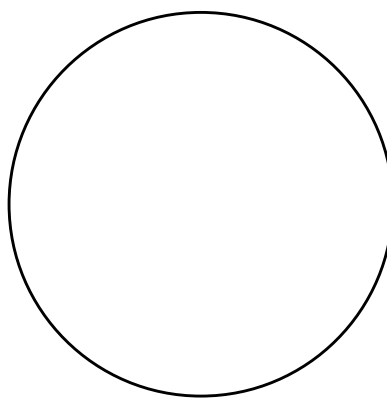
REVIEW COMMENTS LEGEND

- MUNICIPAL CODE
- DESIGN STANDARDS
- PLAN SUGGESTIONS



EROSION AND SEDIMENTATION NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING ALL CONTROLS DURING INITIAL, INTERIM, AND FINAL CONDITIONS.
2. ALL CONTROLS SHALL BE INSTALLED WITHIN THE PROPERTY LINES UNLESS OTHERWISE SPECIFIED. WHEN CONSTRUCTION ACTIVITIES DISTURB ADJACENT AND/OR RIGHT-OF-WAY PROPERTIES, COORDINATION WITH PROPERTY OWNERS IS REQUIRED PRIOR TO CONSTRUCTION.

- EROSION CONTROL LEGEND
- EXISTING INDEX CONTOUR
 - EXISTING INTERMEDIATE CONTOUR
 - PROPOSED INDEX CONTOUR
 - PROPOSED INTERMEDIATE CONTOUR
 - INLET PROTECTION
 - OUTLET PROTECTION
 - VEHICLE TRACKING CONTROL
 - SILT FENCE
 - CURB SOCK
 - CONCRETE WASHOUT AREA



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STORMWATER MANAGEMENT PLAN (SWMP)

THIS STORMWATER MANAGEMENT PLAN IS TO BE RETAINED AND MAINTAINED ONSITE INCLUDING FINAL LANDSCAPING PLANS AND ANY OTHER EROSION CONTROL DOCUMENTATION. A SWMP ADMINISTRATOR WILL BE DESIGNATED BY THE CONTRACTOR AND IS RESPONSIBLE FOR DEVELOPING, IMPLEMENTING, MAINTAINING, AND REVISING THIS SWMP. THE SWMP ADMINISTRATOR IS THE CONTACT FOR ALL SWMP-RELATED ISSUES AND IS RESPONSIBLE FOR ITS ACCURACY, COMPLETENESS, AND IMPLEMENTATION. THE FOLLOWING HAS BEEN DESIGNATED AS THE SWMP ADMINISTRATOR FOR THIS PROJECT:

NAME: _____
CONTACT INFO: _____

THE SITE IS LOCATED AT 320 CO-103, IDAHO SPRINGS, CO 80452, AND AT APPROXIMATELY 39°N 44' 21" LATITUDE, 105°W 31' 25" LONGITUDE. THE PROPOSED PROJECT CONSISTS OF PARKING, UTILITY SERVICE CONNECTIONS, OVERLOT GRADING, BUILDING CONSTRUCTION, PAVING OF SIDEWALKS, PLAY AREAS, PARKING LOTS, ENTRANCE DRIVES, CONSTRUCTION IN THE CITY OF IDAHO SPRINGS. THE TOTAL SITE AREA IS APPROXIMATELY 6.98 ACRES WITH AT TOTAL DISTURBANCE OF 1.75 ACRES. NO AREAS GREATER THAN 40 ACRES SHALL BE DISTURBED AT ANY GIVEN TIME. NO CONSTRUCTION ACTIVITIES SHALL OCCUR OFFSITE OR OUTSIDE OF THE CONSTRUCTION LIMITS SHOWN ON THE CONSTRUCTION DOCUMENTS. THE SEQUENCE OF CONSTRUCTION STARTS IS AS FOLLOWS:

PHASE	ESTIMATED	ACTUAL
CONSTRUCTION START	MAY, 2023	_____
ROAD AND OVERLOT GRADING	MAY, 2023	_____
UTILITY CONSTRUCTION	JUNE, 2023	_____
BUILDING CONSTRUCTION	JULY, 2023	_____
PAVING	AUG, 2023	_____
SITE RESTORATION	AUG, 2023	_____

THE EXISTING SITE CONSISTS OF DEVELOPED LAND AND IS APPROXIMATELY 85% COVERED WITH VEGETATIVE GROUND COVER. THE ESTIMATED HISTORIC AND DEVELOPED RUNOFF COEFFICIENTS ARE 0.55 AND 0.75 RESPECTIVELY.

OFFSITE RUNOFF FLOWS ONTO THE PROPERTY FROM WHERE THE NORTHWEST. ONSITE FLOWS ARE ROUTED TO A PRIVATE STORM SYSTEM BEFORE DISCHARGING TO PUBLIC INFRASTRUCTURE. ONSITE DETENTION IS NOT PROVIDED. STORMWATER IS DISCHARGED FROM THIS SITE TO PUBLIC STORM SYSTEM THAT ULTIMATELY OUTFALLS TO CLEAR CREEK.

OTHER POTENTIAL POLLUTION SOURCES DO NOT EXIST AT THIS SITE.

NON-STORMWATER COMPONENTS OF THE DISCHARGE DO NOT EXIST AT THIS SITE.

BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT

NON STRUCTURAL BMPs WILL BE IMPLEMENTED TO THE MAXIMUM EXTENT POSSIBLE. THE UTILIZATION OF NON STRUCTURAL BMPs WILL BE AN ONGOING PROCESS DIRECTED AT PREVENTING EROSION. THE NON STRUCTURAL BMPs WILL RECEIVE CONTINUOUS EMPHASIS THROUGHOUT CONSTRUCTION BECAUSE THEY AVERT PROBLEMS BEFORE THEY OCCUR AND REDUCE THE NEED FOR STRUCTURAL BMPs. NON STRUCTURAL BMPs WILL CONSIST PRIMARILY OF PRESERVATION OF EXISTING MATURE VEGETATION AND TREES, PLANNING AND SCHEDULING CONSTRUCTION ACTIVITIES AIMED AT ACHIEVING THE GOAL OF MINIMIZING EROSION. FURTHERMORE, CONSTRUCTION PERSONNEL WILL BE INSTRUCTED AND SUPERVISED IN CONSTRUCTION METHODS CONSISTENT WITH EROSION PREVENTION PRACTICES.

PLANNED STRUCTURAL BMPs FOR EROSION AND SEDIMENT CONTROL ARE SHOWN ON THE EROSION AND SEDIMENTATION CONTROL PLAN. IMPLEMENTING THESE MEASURES SHOULD MINIMIZE NOISANCE SILT AND SEDIMENTATION EXITING THE SITE AND PREVENT CLOGGING EXISTING STORM SEWERS AND STREET GUTTERS.

APPLICATION OF THESE BMPs FOR STORMWATER MANAGEMENT ARE FOR CONSTRUCTION PERIODS AND ARE CONSIDERED TEMPORARY. POST-DEVELOPMENT STORMWATER MANAGEMENT IS PROVIDED THROUGH VEGETATED LANDSCAPED AREAS, GRASSED SWALES, RIPRAP PROTECTION, STORM COLLECTION SYSTEM, AND WATER QUALITY UNIT.

VEHICLE TRACKING CONTROL (VTC)

A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED AT CO-103. THE CONSTRUCTION ACCESS AND PARKING WILL BE GRADED AND COVERED WITH A CRUSHED STONE BASE COURSE DURING CONSTRUCTION. THE VEHICLE TRACKING CONTROL WILL BE RELOCATED WITH THE CONSTRUCTION ACCESS AS NECESSARY.

SILT FENCING (SF) AND SEDIMENT CONTROL LOGS (SCL)

SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED WITH RESPECT TO PROPOSED DRAINAGE PATTERNS. SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE CONSTRUCTED ALONG THE PORTIONS OF THE EAST, WEST, SOUTH, AND NORTH SIDE OF THE PROPERTY AND ALONG ANY DRAINAGE AREAS SUBJECT TO EROSION. THE SILT FENCING AND SEDIMENT CONTROL LOGS SHALL BE INSTALLED AT THE DOWNHILL SIDE OF THE EXISTING SLOPES ACROSS THE SITE AND AT ALL POINT DISCHARGE AREAS WHETHER SHOWN OR NOT. SILT FENCE AND SEDIMENT CONTROL LOGS SHALL BE MAINTAINED AS NEEDED THROUGHOUT THE CONSTRUCTION PROCESS. THE TEMPORARY SILT FENCE AND SEDIMENT CONTROL LOGS WILL REMAIN UNTIL THE STORM SEWER STRUCTURES ARE COMPLETED AND GROUND COVER IS EFFECTIVE.

INLET PROTECTION (IP)

THE INLET PROTECTION WILL BE INSTALLED AS THE STORM SEWER STRUCTURES ARE CONSTRUCTED. EACH INLET ON THE PROPOSED STORM SEWER SYSTEM WILL HAVE A TEMPORARY INLET SEDIMENT TRAP CONSTRUCTED AROUND IT. IN PAVED AREAS, THIS TRAP CONSISTS OF WIRE MESH SOCKS, CONCRETE BLOCKS, AND/OR SCREENS TO FILTER THE STORM RUNOFF AND ALLOW ANY SILT TO SETTLE OUT. IN FIELDS OR LANDSCAPED AREAS THIS TRAP CONSISTS OF WIRE MESH SOCKS, STRAW BALE BARRIERS.

STRAW BALE DROP STRUCTURES DAMS (SB)

STRAW BALE BARRIERS WILL BE INSTALLED TO PROTECT THE PROPOSED SWALE(S) PRIOR TO LANDSCAPING THE SITE. THESE BARRIERS WILL REDUCE THE FLOW VELOCITY IN THE SWALE(S) AND ALLOW THE DISTURBED SOIL TO SETTLE OUT.

ROCK CHECK DAMS (RCD)

ROCK CHECK DAMS WILL BE INSTALLED AS SHOWN AND MAINTAINED AT LOCATIONS AROUND THE SITE WHERE FUTURE GRASS LINES SWALES WILL CARRY THE STORM RUNOFF. PRIOR TO LANDSCAPING OF THE SITE, THESE BARRIERS WILL REDUCE THE FLOW VELOCITIES IN THESE SWALES AND ALLOW THE DISTURBED SOIL TO SETTLE OUT. THE ROCK CHECK DAMS WILL BE LEFT IN PLACE AS PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN.

OUTLET PROTECTION (OP)

THE STORM SEWER OUTLETS WILL BE PROTECTED WITH RIPRAP. PLACING RIPRAP AT PIPE OUTFALLS REDUCES EXIT VELOCITIES AND REDUCES SCOUR. THIS RIPRAP WILL BE LEFT IN PLACE AS PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN.

DIVERSIONS DIKES (DD)

SEVERAL DIVERSION DIKES ARE TO BE INSTALLED TO DIRECT STORMWATER TO PROPOSED SWALES OR PROPOSED GUTTER PLANS. THESE TEMPORARY DIVERSIONS WILL BE NECESSARY UNTIL ALL INLETS BECOME FUNCTIONAL, SURROUNDED WITH PAVEMENT.

OVERLOT GRADING

ALL OPEN AREAS WILL BE TREATED WITHIN 14 DAYS OF COMPLETION OF THE OVERLOT GRADING. ALL OVERLOT GRADING IN THE NON-IRRIGATED AREAS WILL HAVE THE SURFACE ROUGHENED AND WILL BE PERMANENTLY LANDSCAPED OR TEMPORARILY SEEDED UNTIL THE PLANNED INSTALLATIONS ARE COMPLETED. AT THE COMPLETION OF THE MASS GRADING, ALL EXPOSED SOIL AREAS WILL HAVE THE SURFACE ROUGHENED AND PLANTED WITH A REVEGETATION SEED MIX. VEGETATION IS TO BE MAINTAINED THROUGHOUT CONSTRUCTION BY THE CONTRACTOR UNTIL AREAS ARE PERMANENTLY LANDSCAPED. ALTERNATELY, ROUGH-CUT DRIVEWAYS OR PROPOSED PAVED AREAS CAN BE COVERED WITH A LAYER OF AGGREGATE, ROAD BASE OR ASPHALT PAVING.

DUST CONTROL MEASURES

DISTURBED AREAS NOT YET READY TO BE SEEDED, LANDSCAPED, PAVED, OR OTHERWISE STABILIZED SHALL BE WATERED, OR RIPRAP AS NECESSARY TO PRECLUDE VISIBLE DUST EMISSIONS.

ITEMS ARE SCHEDULED TO BE IMPLEMENTED ACCORDING TO THE CONSTRUCTION SCHEDULE. AS WORK PROCEEDS, IMPLEMENTATION OF INDIVIDUAL BMPs IS TO COINCIDE WITH THE CONSTRUCTION THEREBY MINIMIZING THE EXPOSURE OF UNPROTECTED AREAS. THE SILT FENCE, INLET PROTECTION (FOR EXISTING INLETS), AND GRAVELING OF THE CONSTRUCTION ENTRANCE WILL BE PERFORMED WHEN THE GRADING BEGINS. THE INLET PROTECTION WILL BE INSTALLED AS THE STORM SEWER STRUCTURES ARE CONSTRUCTED. THE RIPRAP PROTECTION WILL BE INSTALLED AS THE STORM SEWER OUTFALLS OR CULVERTS ARE CONSTRUCTED. THE STRUCTURAL BMPs THAT DO NOT BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN ARE TO BE REMOVED, AS THE PAVING, LANDSCAPING, AND OTHER PERMANENT GROUND COVER INSTALLATIONS ARE COMPLETED. FUGITIVE DUST EMISSIONS RESULTING FROM GRADING ACTIVITIES AND/OR WIND SHALL BE CONTROLLED USING THE BEST AVAILABLE CONTROL TECHNOLOGY AS DEFINED BY THE COLORADO DEPARTMENT OF HEALTH AT THE TIME OF GRADING. THE GRAVELING IS TO BE MAINTAINED AND EXTENDED CONSTRUCTION PROGRESSES ESPECIALLY AROUND THE BUILDING SITE. THE STRUCTURAL BMPs ARE TO BE REMOVED, AS THE PERMANENT LANDSCAPING INSTALLATIONS ARE COMPLETED.

THE EROSION AND SEDIMENT CONTROL PLAN MAY BE MODIFIED BY THE DEPARTMENT OF HIGHWAYS AND TRANSPORTATION, OWNER'S ENGINEER, COUNTY ENGINEERING INSPECTORS, MUNICIPALITY OR ITS AUTHORIZED REPRESENTATIVE AS FIELD CONDITIONS WARRANT.

STORMWATER DETENTION AND WATER QUALITY

WATER QUALITY TREATMENT IS PROVIDED ONSITE IN WATER QUALITY UNIT.

TEMPORARY SEEDING AND MULCHING

ALL SEEDS FURNISHED SHALL BE FREE FROM NOXIOUS SEEDS (SUCH AS RUSSIAN OR CANADIAN THISTLE, COURSE FESCUE, EUROPEAN BINDWEED, JOHNSON GRASS, KNAWEED, AND LEAFY SPURGE. THE FORMULA USED FOR DETERMINING THE QUALITY OF PURE LIVE SEED (PLS) SHALL BE (POUNDS OF SEED) X (PURITY) X (GERMINATION) = POUNDS OF PURE LIVE SEED (PLS). SEEDING RECOMMENDATIONS ARE PROVIDED BELOW, BUT MAY BE MODIFIED WITH THE OWNER'S APPROVAL TO MAKE THE BEST USE OF EXISTING CLEARINGS AND GRUBBINGS:

SPECIES	COMMON NAME	VARIETY	LBS./ACRE
AGROPYRON SMITHI	WESTERN WHEATGRASS	ARRIBA	8.0
ARRHENATHERUM ELATES	TALL OATGRASS		3.0
LOLIUM PERENNE	PERENNIAL RYEGRASS	PENNFINE	2.0

ALL SEEDS SHALL BE DRILLED NOT HYDROSEEDED. ALL DISTURBED AREAS SHALL BE SEEDED AND CRIMP MULCHED IF PERMANENT VEGETATION IS NOT IMMEDIATELY INSTALLED. AFTER SEEDING HAS BEEN COMPLETED, A RATE OF 4,000 LBS. OF STRAW PER ACRE SHALL BE APPLIED UNIFORMLY, CRIMPED IN WITH A CRIMPER OR OTHER APPROVED EQUIPMENT OR OTHERWISE ATTACHED. A TACKIFIER OR JUTE NETTING TO ATTACH MULCH MAY BE USED WITH THE OWNER'S APPROVAL. THE SEEDED AREA SHALL BE CRIMPED MULCHED AND THE MULCH ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING. AREAS NOT MULCHED AND ATTACHED WITHIN TWENTY-FOUR (24) HOURS AFTER SEEDING MUST BE RESEEDED WITH THE SPECIFIED MIX AT THE CONTRACTOR'S EXPENSE, PRIOR TO MULCHING AND ATTACHING. ON STEEP SLOPES OR OTHER SPECIFIED AREAS AS SHOWN ON THE PLANTING PLAN, WHICH ARE DIFFICULT TO MULCH AND ATTACH BY CONVENTIONAL METHOD, BURLAP OR OTHER BLANKETING MATERIALS PROPERLY ANCHORED AND SECURED MAY BE USED WHEN APPROVED BY THE CITY OF IDAHO SPRINGS ENGINEER.

PERMANENT STABILIZATION MEASURES

RRAP FOR STORM DRAIN OUTFALLS AND ROCK CHECK DAMS WILL BECOME PART OF THE PERMANENT STORMWATER MANAGEMENT PLAN AND WILL NOT BE REMOVED. PERMANENT LANDSCAPING WILL INCLUDE SODDING, SEEDING, TREES, SHRUBS, OR OTHER VEGETATIVE COVER TO OPEN AREAS. NATIVE PERENNIAL SEEDING WILL BE ESTABLISHED IN NON-IRRIGATED AREAS AND SOD OR OTHER VEGETATIVE COVER WILL BE ESTABLISHED IN IRRIGATED OPEN AREAS. ALL PERMANENT STABILIZATION MEASURES WILL BE SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER.

MATERIALS AND SPILL PREVENTION

THE CONTRACTOR WILL STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN CONFINED AREAS ON SITE FROM WHICH RUNOFF WILL BE CONTAINED AND FILTERED. MATERIALS WILL BE STORED OFF THE GROUND AND PROTECTED FROM THE WEATHER BY A COVER OR STORED IN A CONTAINER SUCH AS A VAN OR TRAILER. AN EARTHEN DIKE WILL BE CONSTRUCTED AROUND THE PERIMETER OF THE FUEL STORAGE AREA TO PREVENT MATERIALS FROM CONTACT WITH SURFACE RUNOFF. EQUIPMENT MAINTENANCE WILL BE PERFORMED IN A DESIGNATED AREA AND STANDARD MAINTENANCE PROCEDURES, SUCH AS THE USE OF DRIP PANS, WILL BE USED TO CONTAIN PETROLEUM PRODUCTS.

INSPECTION AND MAINTENANCE

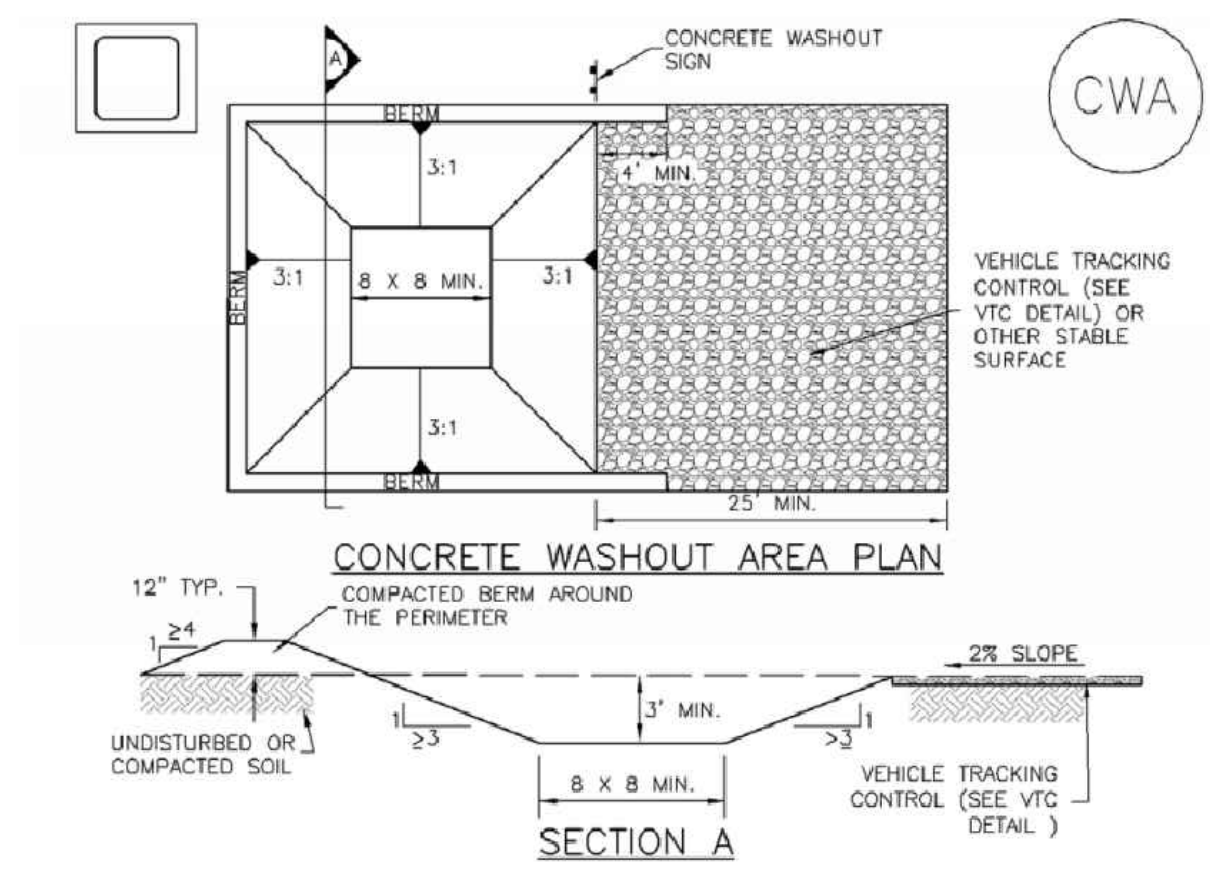
THE EROSION CONTROL MEASURES WILL BE INSPECTED DAILY DURING CONSTRUCTION BY THE CONTRACTOR AND AFTER EACH RAIN EVENT. ALL INSPECTIONS SHALL BE DOCUMENTED AND SHALL INCLUDE THE DATE OF INSPECTION, ANY INCIDENCE OF NON-COMPLIANCE, SIGNED CERTIFICATION THAT THE SITE IS IN COMPLIANCE, AND ANY NOTES, DRAWINGS, MAPS, ETC. PERTAINING TO REPAIRS. COPIES OF ALL DOCUMENTATION SHALL BE DISTRIBUTED TO MUNICIPALITIES AND OWNER ON A REGULAR BASIS AS SPECIFIED BY OWNER. SILT FENCE AND STRAW BALE BARRIERS WILL BE CHECKED FOR UNDERMINING AND BYPASS AND REPAIRED OR EXPANDED AS NEEDED. SEDIMENT SHOULD BE REMOVED FROM INLET FILTERS AND SILT FENCING BEFORE ONE HALF OF THE DESIGN DEPTH HAS BEEN FILLED. SEDIMENTS DEPOSITED IN THE PUBLIC RIGHTS-OF-WAY WILL BE REMOVED IMMEDIATELY. THE TEMPORARY VEGETATION OF BARE SOILS WILL BE CHECKED REGULARLY AND AREAS WHERE IT IS LOST OR DAMAGED WILL BE RESEEDED. AT MINIMUM THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL BMPs EVERY 14 DAYS AND AFTER SIGNIFICANT PRECIPITATION OR SNOWMELT EVENTS. INSTALLATIONS AND MODIFICATIONS AS REQUIRED BY THE CITY OF IDAHO SPRINGS WILL BE IMPLEMENTED WITHIN 48 HOURS OF NOTIFICATION. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.

FINAL STABILIZATION AND LONG-TERM STORMWATER QUALITY

FINAL STABILIZATION IS REACHED WHEN ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED, AND UNIFORM VEGETATIVE COVER HAS BEEN ESTABLISHED WITH A DENSITY OF AT LEAST 70% OR PRE-DISTURBANCE LEVELS OR EQUIVALENT PERMANENT, PHYSICAL EROSION REDUCTION METHODS HAVE BEEN EMPLOYED. FINAL STABILIZATION WILL BE ACHIEVED USING SOD, NATIVE SEEDING, PERMANENT BMPs, AND OTHER METHODS. CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STABILIZATION REGARDLESS OF ACCEPTANCE BY OWNER OF THE CONTRACTOR ITEM.

Concrete Washout Area (CWA)

MM-1



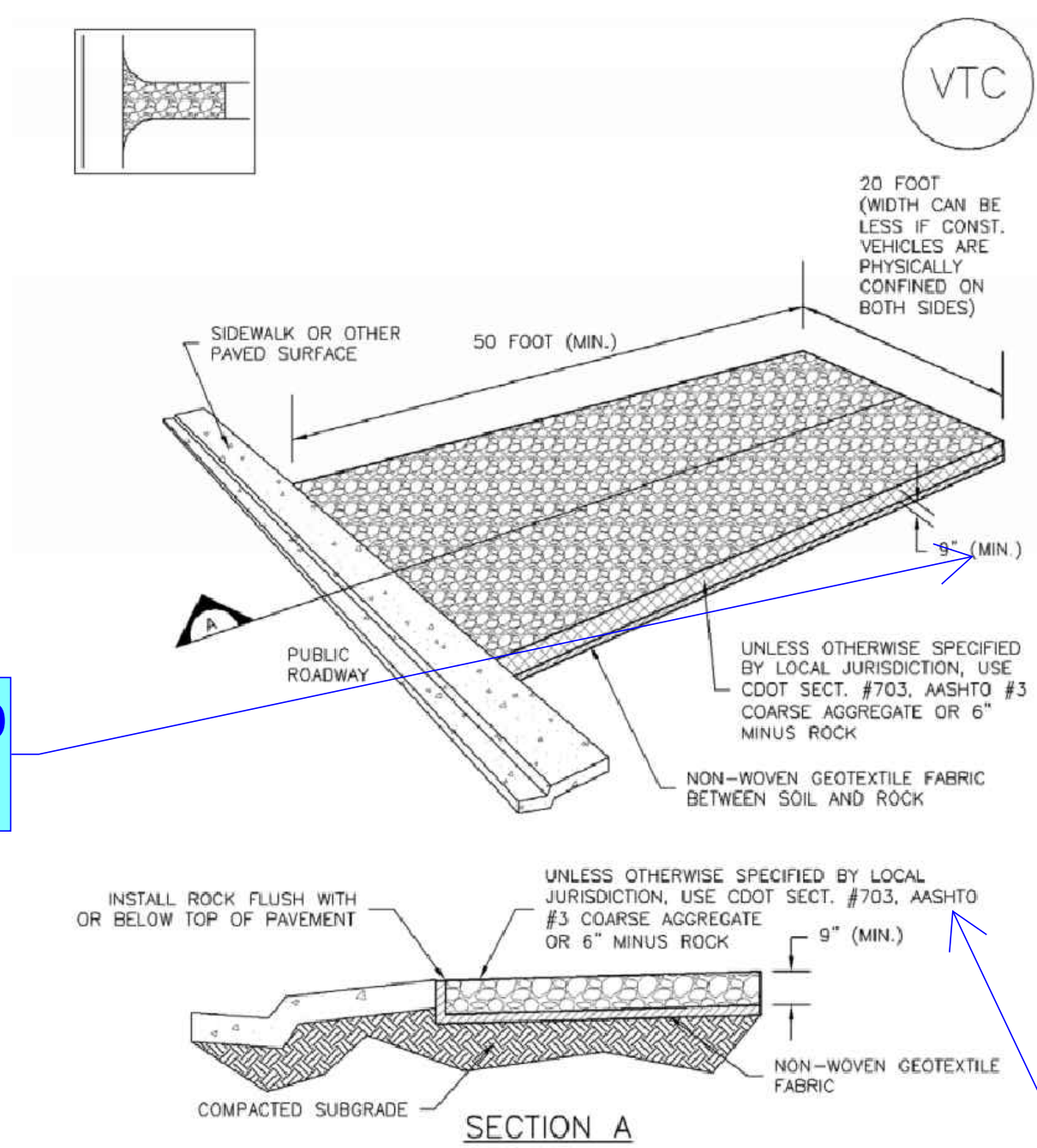
CWA-1. CONCRETE WASHOUT AREA

CWA INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-CWA INSTALLATION LOCATION.
2. DO NOT LOCATE AN UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATHWAY OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS INFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PREFABRICATED CONCRETE WASHOUT DEVICES OR A LINED ABOVE GROUND STORAGE ARE SHOULD BE USED.
3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
4. CWA SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 8' BY 8' SLOPES LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3\"/>
5. BERM SURROUNDING SIDES AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'.
6. VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE CWA.
7. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CWA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CWA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
8. USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.

Vehicle Tracking Control (VTC)

SM-4



VTC-1. AGGREGATE VEHICLE TRACKING CONTROL

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MM-1

Concrete Washout Area (CWA)

CWA 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.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE MATERIALS ACCUMULATED IN PIT, SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2\"/>
 5. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.
 6. THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
 7. WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM DOUGLAS COUNTY, COLORADO AND THE CITY OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCO STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

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SM-4

Vehicle Tracking Control (VTC)

STABILIZED CONSTRUCTION ENTRANCE/EXIT INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-LOCATION OF CONSTRUCTION ENTRANCE(S)/EXIT(S)
-TYPE OF CONSTRUCTION ENTRANCE(S)/EXIT(S) (WITH/WITHOUT WHEEL WASH, CONSTRUCTION MAT OR TRM).
2. CONSTRUCTION MAT OR TRM STABILIZED CONSTRUCTION ENTRANCES ARE ONLY TO BE USED ON SHORT DURATION PROJECTS (TYPICALLY RANGING FROM A WEEK TO A MONTH) WHERE THERE WILL BE LIMITED VEHICULAR ACCESS.
3. A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE LOCATED AT ALL ACCESS POINTS WHERE VEHICLES ACCESS THE CONSTRUCTION SITE FROM PAVED RIGHT-OF-WAYS.
4. STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.
5. A NON-WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE STABILIZED CONSTRUCTION ENTRANCE/EXIT PRIOR TO THE PLACEMENT OF ROCK.
6. UNLESS OTHERWISE SPECIFIED BY LOCAL JURISDICTION, ROCK SHALL CONSIST OF DOT SECT. #703, AASHTO #3 COARSE AGGREGATE OR 6\"/>

STABILIZED CONSTRUCTION ENTRANCE/EXIT 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.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. ROCK SHALL BE REAPPLIED OR REGRADED AS NECESSARY TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT DEPTH.
 5. SEDIMENT TRACKED ONTO PAVED ROADS IS TO BE REMOVED THROUGHOUT THE DAY AND AT THE END OF THE DAY BY SHOVELING OR SWEEPING. SEDIMENT MAY NOT BE WASHED DOWN STORM SEWER DRAINS.
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCO STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.
- (DETAILS ADAPTED FROM CITY OF BROOMFIELD, COLORADO, NOT AVAILABLE IN AUTOCAD)

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Is this referring to the Contech sediment separator? Is there a need for detention to simulate pre-development Hydrology?

REVIEW COMMENTS LEGEND



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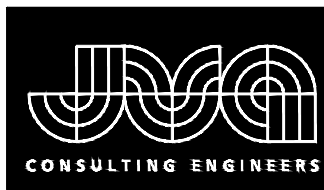
DESIGN STANDARDS



PLAN SUGGESTIONS

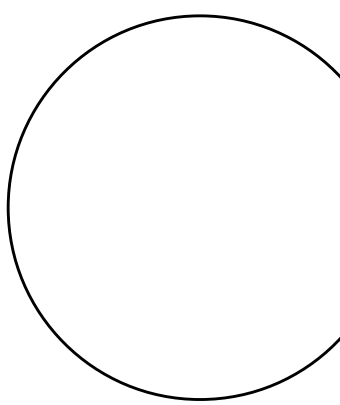


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DENVER, COLORADO 80202
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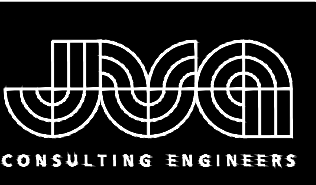


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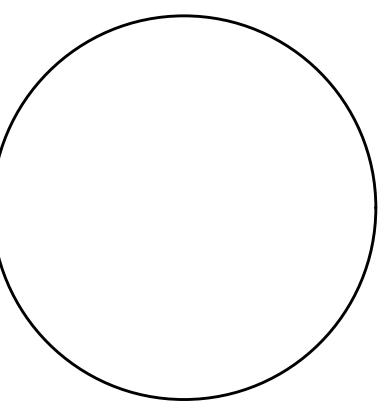
Construction Documents	
Project Number	2107.00
Date	8/05/2022
Drawn By	YHN/LO
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Sheet Name
SWMP NOTES AND
EROSION CONTROL
DETAILS

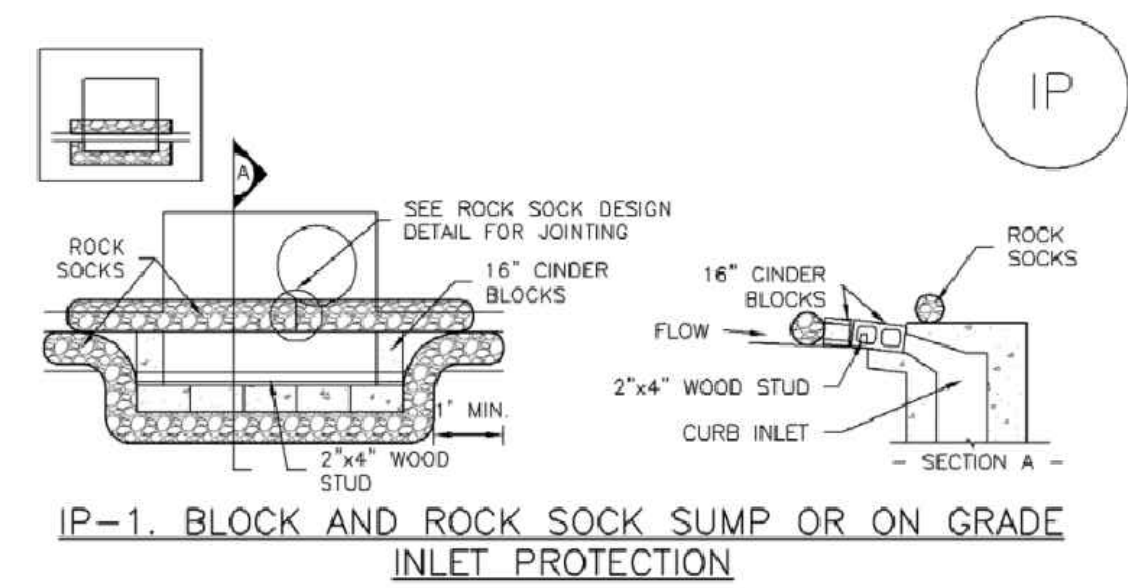
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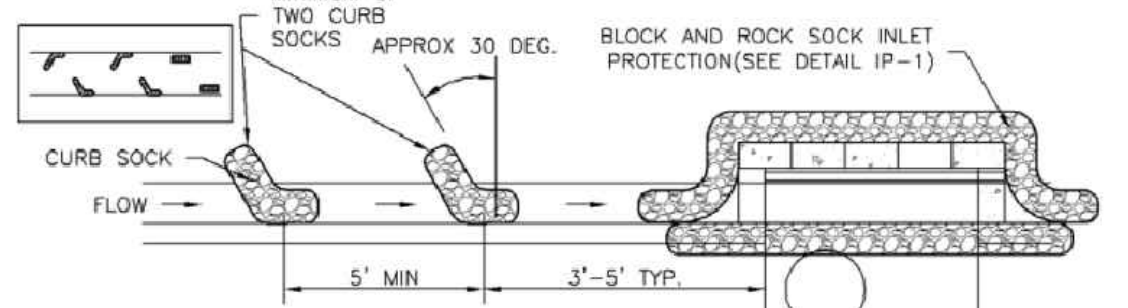
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SC-6 Inlet Protection (IP)



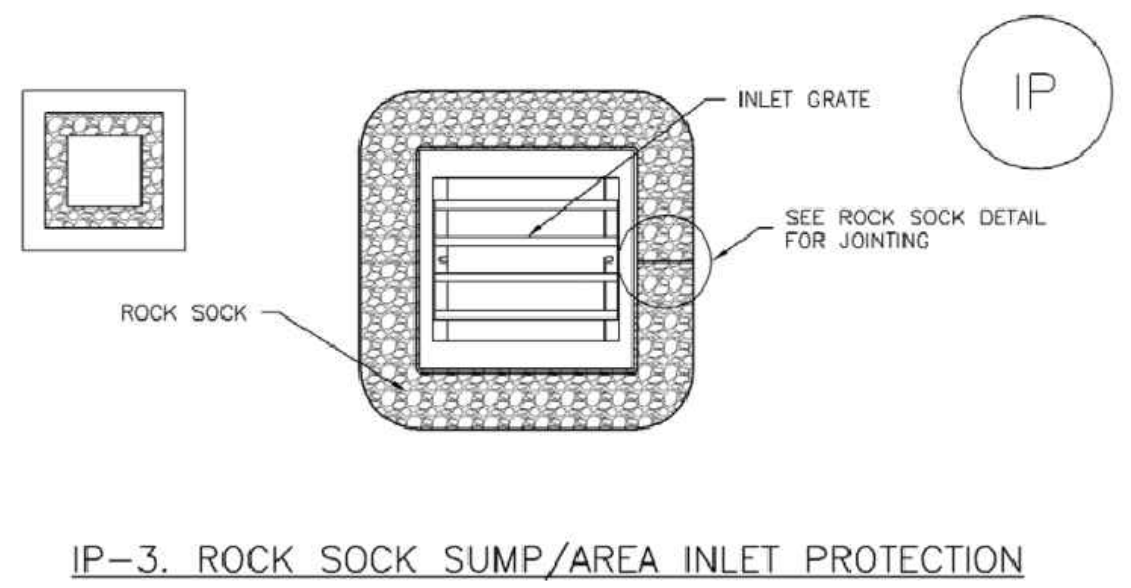
- BLOCK AND CURB SOCK INLET PROTECTION INSTALLATION NOTES**
1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 2. CONCRETE "CINDER" BLOCKS SHALL BE LAID ON THEIR SIDES AROUND THE INLET IN A SINGLE ROW, ABUTTING ONE ANOTHER WITH THE OPEN END FACING AWAY FROM THE CURB.
 3. GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ABUTTING ONE ANOTHER AND JOINED TOGETHER IN ACCORDANCE WITH ROCK SOCK DESIGN DETAIL.



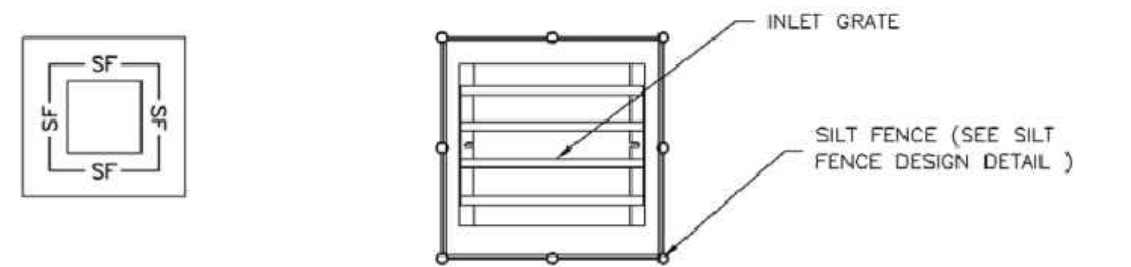
- CURB ROCK SOCK INLET PROTECTION INSTALLATION NOTES**
1. SEE ROCK SOCK DESIGN DETAIL INSTALLATION REQUIREMENTS.
 2. PLACEMENT OF THE SOCK SHALL BE APPROXIMATELY 30 DEGREES FROM PERPENDICULAR IN THE OPPOSITE DIRECTION OF FLOW.
 3. SOCKS ARE TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5 FEET APART.
 4. AT LEAST TWO CURB SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADE INLETS.

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Inlet Protection (IP) SC-6



- ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES**
1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 2. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.



- SILT FENCE INLET PROTECTION INSTALLATION NOTES**
1. SEE SILT FENCE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 2. POSTS SHALL BE PLACED AT EACH CORNER OF THE INLET AND AROUND THE EDGES AT A MAXIMUM SPACING OF 3 FEET.
 3. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.

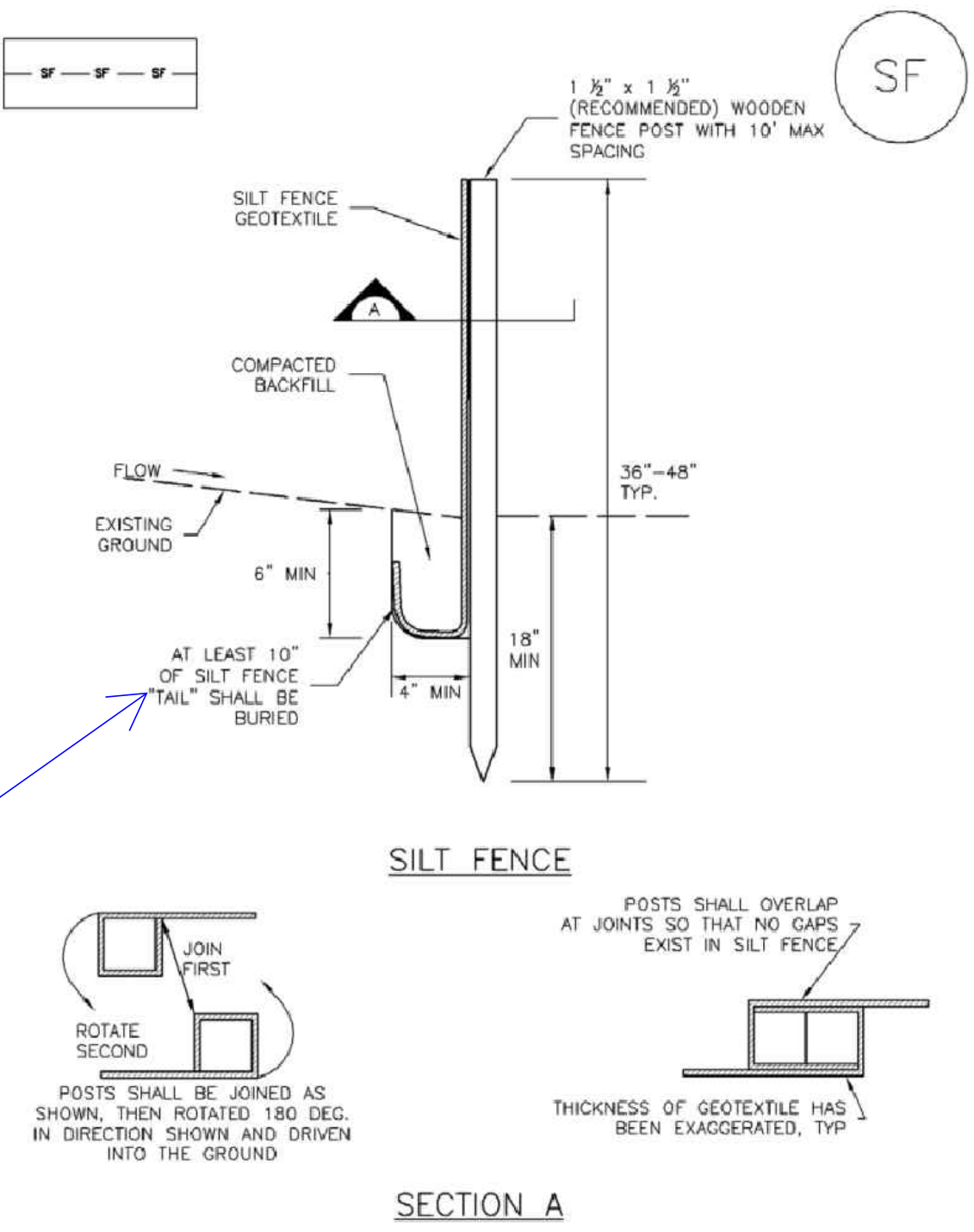
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SC-6 Inlet Protection (IP)

- GENERAL INLET PROTECTION INSTALLATION NOTES**
1. SEE PLAN VIEW FOR:
-LOCATION OF INLET PROTECTION.
-TYPE OF INLET PROTECTION (IP-1, IP-2, IP-3, IP-4, IP-5, IP-6)
 2. INLET PROTECTION SHALL BE INSTALLED PROMPTLY AFTER INLET CONSTRUCTION OR PAVING IS COMPLETE (TYPICALLY WITHIN 48 HOURS). IF A RAINFALL/RUNOFF EVENT IS FORECAST, INSTALL INLET PROTECTION PRIOR TO ONSET OF EVENT.
 3. 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.
- INLET PROTECTION 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.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED AS NECESSARY TO MAINTAIN BMP EFFECTIVENESS, TYPICALLY WHEN STORAGE VOLUME REACHES SIZE OF CAPACITY, A DEPTH OF 6" WHEN SILT FENCE IS USED, OR 1/4 OF THE HEIGHT FOR STRAW BALES.
 5. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS PERMANENTLY STABILIZED, UNLESS THE LOCAL JURISDICTION APPROVES EARLIER REMOVAL OF INLET PROTECTION IN STREETS.
 6. WHEN INLET PROTECTION AT AREA INLETS IS REMOVED, THE DISTURBED AREA SHALL BE COVERED WITH TOP SOIL, SEEDED AND MULCHED, OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)
- 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.
- NOTE:** THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW COMMONLY USED, CONVENTIONAL METHODS OF INLET PROTECTION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY PROPRIETARY INLET PROTECTION METHODS ON THE MARKET. UDFCD NEITHER ENDORSES NOR DISCOURAGES USE OF PROPRIETARY INLET PROTECTION. HOWEVER, IN THE EVENT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE SWMP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.
- NOTE:** SOME MUNICIPALITIES DISCOURAGE OR PROHIBIT THE USE OF STRAW BALES FOR INLET PROTECTION. CHECK WITH LOCAL JURISDICTION TO DETERMINE IF STRAW BALE INLET PROTECTION IS ACCEPTABLE.

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Urban Storm Drainage Criteria Manual Volume 3 August 2013

Silt Fence (SF) SC-1



SF-1. SILT FENCE

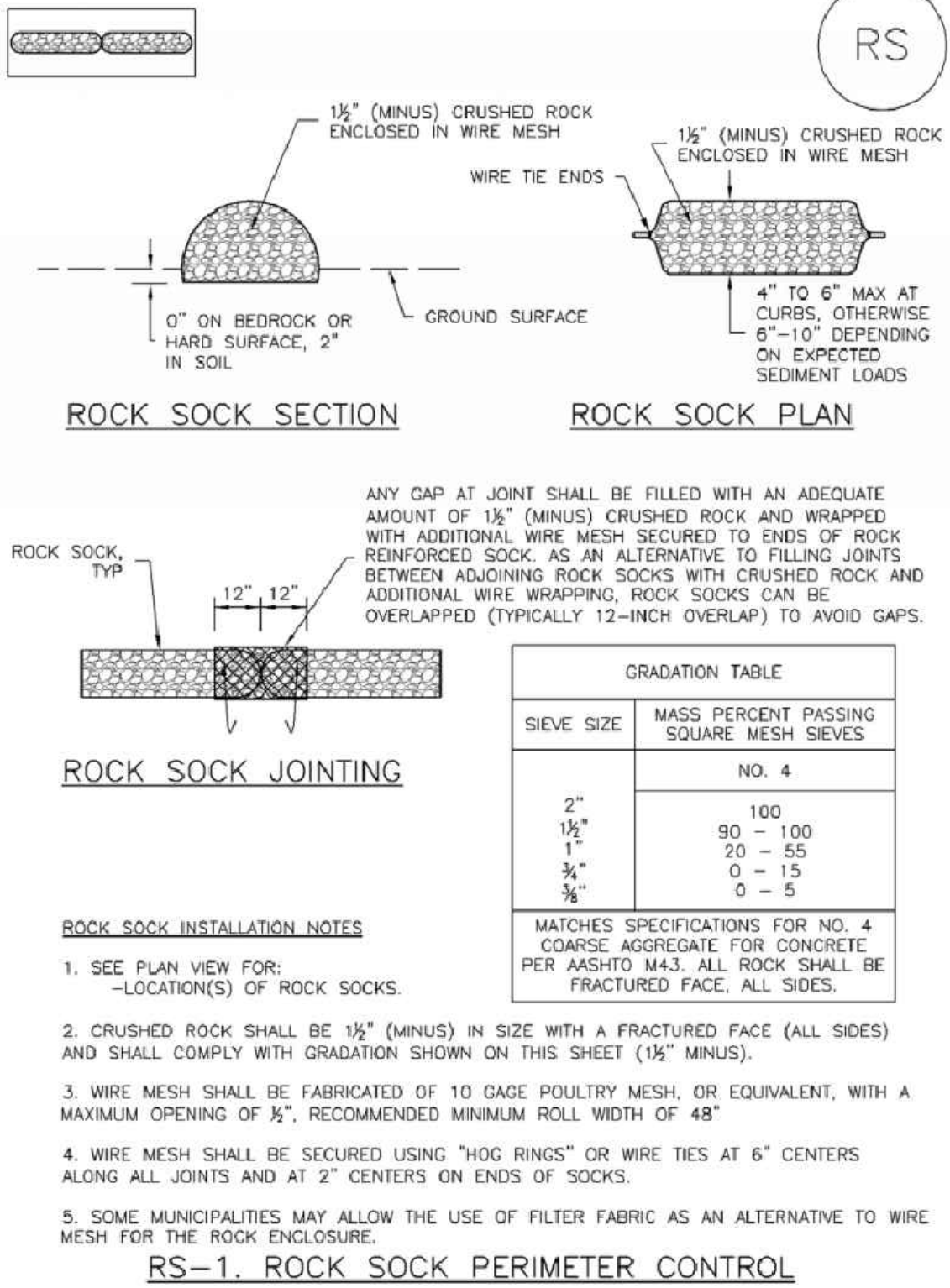
November 2010 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 SF-3

SC-1 Silt Fence (SF)

- SILT FENCE INSTALLATION NOTES**
1. SILT FENCE MUST BE PLACED AWAY FROM THE TOE OF THE SLOPE TO ALLOW FOR WATER PONDING. SILT FENCE AT THE TOE OF A SLOPE SHOULD BE INSTALLED IN A FLAT LOCATION AT LEAST SEVERAL FEET (2-3 FT) FROM THE TOE OF THE SLOPE TO ALLOW ROOM FOR PONDING AND DEPOSITION.
 2. A UNIFORM 6" x 4" ANCHOR TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION DEVICE. NO ROAD GRADERS, BACKHOES, OR SIMILAR EQUIPMENT SHALL BE USED.
 3. COMPACT ANCHOR TRENCH BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
 4. SILT FENCE SHALL BE PULLED TIGHT AS IT IS ANCHORED TO THE STAKES. THERE SHOULD BE NO NOTICEABLE SAG BETWEEN STAKES AFTER IT HAS BEEN ANCHORED TO THE STAKES.
 5. SILT FENCE FABRIC SHALL BE ANCHORED TO THE STAKES USING 1" HEAVY DUTY STAPLES OR NAILS WITH 1" HEADS. STAPLES AND NAILS SHOULD BE PLACED 3" ALONG THE FABRIC DOWN THE STAKE.
 6. AT THE END OF A RUN OF SILT FENCE ALONG A CONTOUR, THE SILT FENCE SHOULD BE TURNED PERPENDICULAR TO THE CONTOUR TO CREATE A "J-HOOK." THE "J-HOOK" EXTENDING PERPENDICULAR TO THE CONTOUR SHOULD BE OF SUFFICIENT LENGTH TO KEEP RUNOFF FROM FLOWING AROUND THE END OF THE SILT FENCE (TYPICALLY 10' - 20').
 7. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.
- SILT FENCE 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.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. SEDIMENT ACCUMULATED UPSTREAM OF THE SILT FENCE SHALL BE REMOVED AS NEEDED TO MAINTAIN THE FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 6".
 5. REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.
 6. SILT FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION, OR IS REPLACED BY AN EQUIVALENT PERIMETER SEDIMENT CONTROL BMP.
 7. WHEN SILT FENCE IS REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)
- 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.

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Urban Storm Drainage Criteria Manual Volume 3 November 2010

SC-5 Rock Sock (RS)



RS-1. ROCK SOCK PERIMETER CONTROL

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

Rock Sock (RS) SC-5

- ROCK SOCK 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.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED, OR DAMAGED BEYOND REPAIR.
 5. SEDIMENT ACCUMULATED UPSTREAM OF ROCK SOCKS SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 1/2 OF THE HEIGHT OF THE ROCK SOCK.
 6. ROCK SOCKS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
 7. WHEN ROCK SOCKS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AUTOCAD)
- 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.
- NOTE:** THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW COMMONLY USED, CONVENTIONAL METHODS OF ROCK SOCK INSTALLATION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY OTHER SIMILAR PROPRIETARY PRODUCTS ON THE MARKET. UDFCD NEITHER ENDORSES NOR DISCOURAGES USE OF PROPRIETARY PROTECTION PRODUCTS; HOWEVER, IN THE EVENT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE INCLUDED IN THE SWMP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

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Urban Storm Drainage Criteria Manual Volume 3 RS-3

REVIEW COMMENTS LEGEND

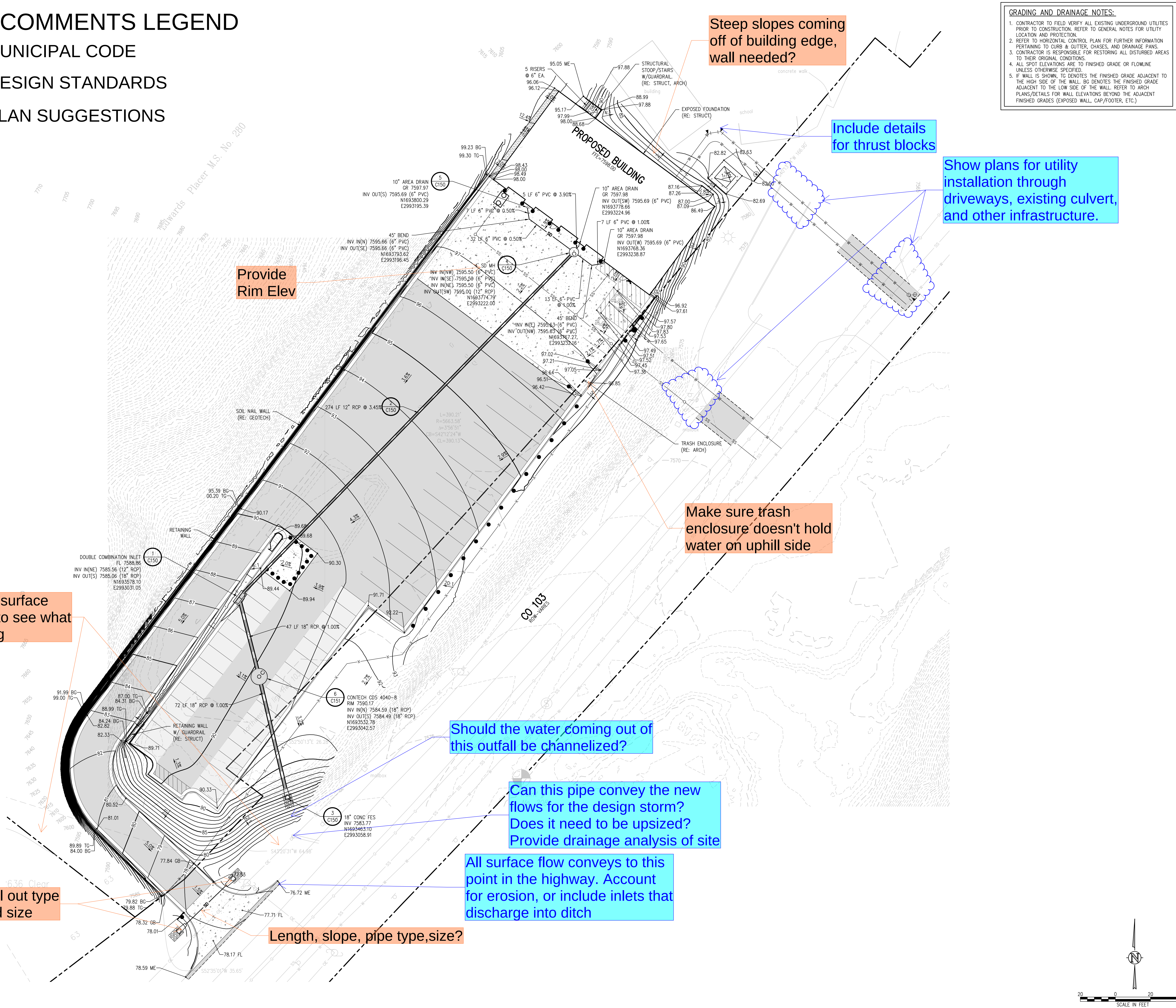
- MUNICIPAL CODE
- DESIGN STANDARDS
- PLAN SUGGESTIONS

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Project Number	22107.00
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DETAILS**

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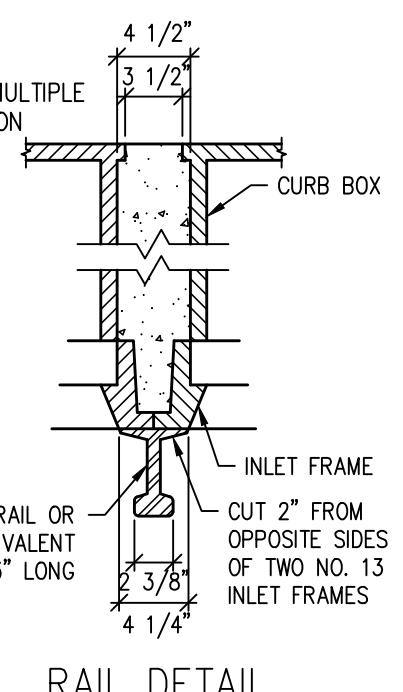
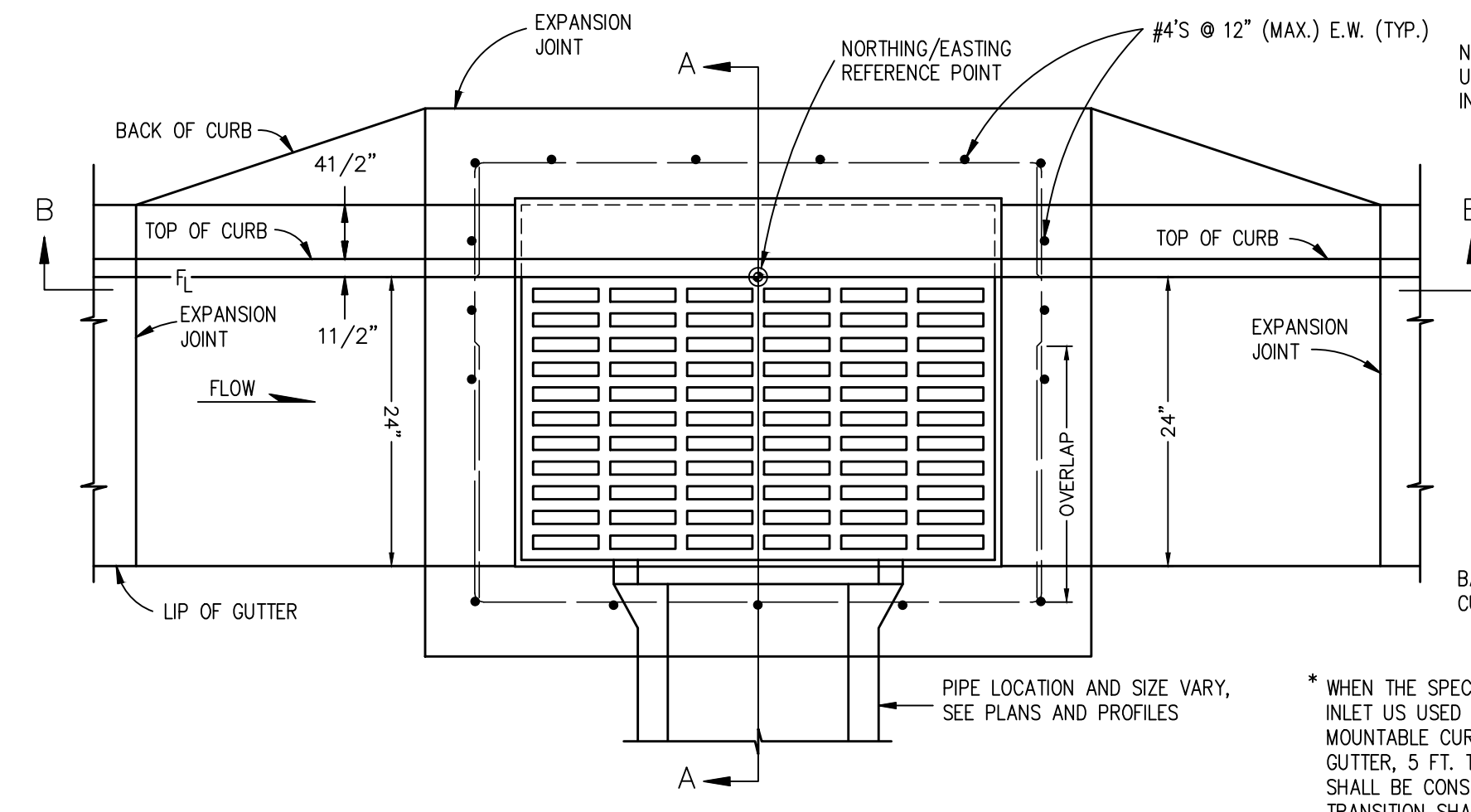
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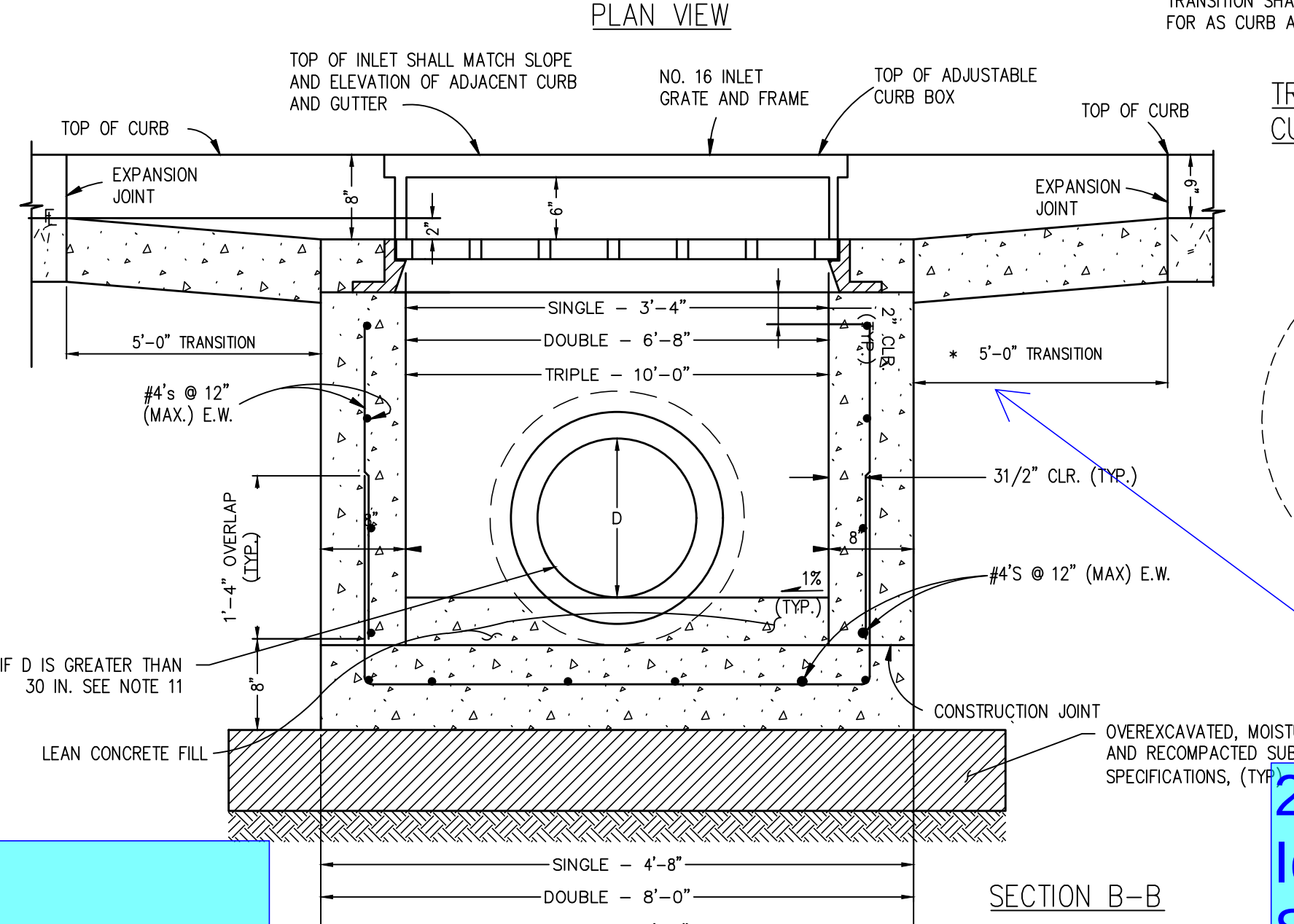
**CCSD RE1 -TRANSPORTATION
MAINTENANCE FACILITY**
320 Chicago Creek Road, Idaho Springs, CO 80452

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Construction Documents	
Project Number	22107.00
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Sheet Name	GRADING AND DRAINAGE PLAN

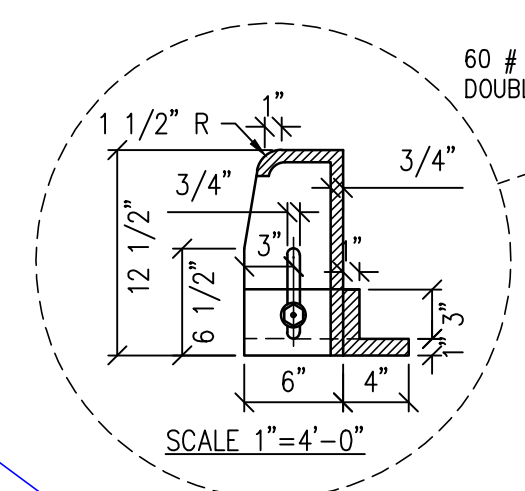
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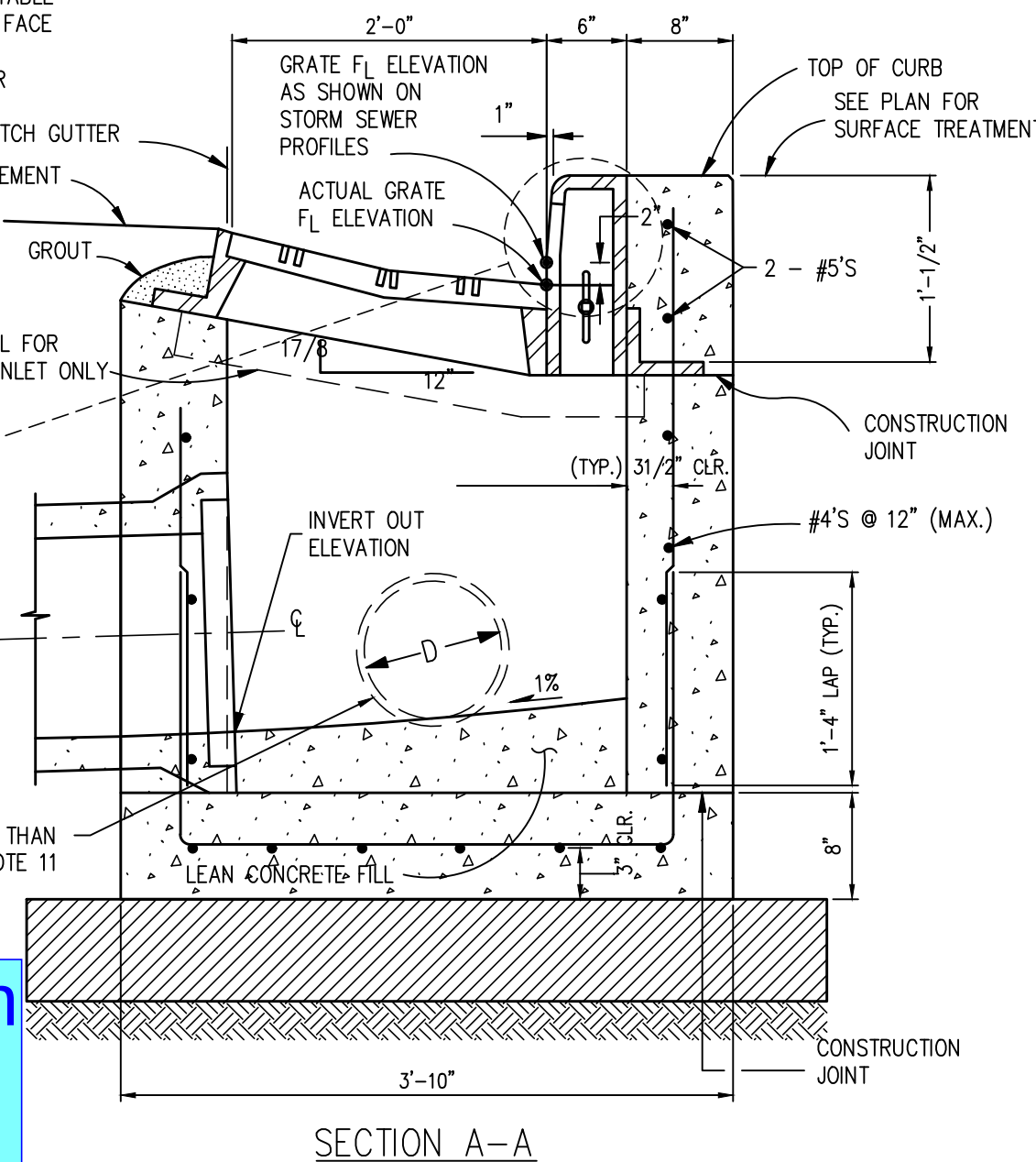
- NOTES:**
1. ALL CASTING SHALL CONFORM TO ASTM A-48(C1 35k) WITH A MINIMUM STRENGTH OF 35 ksi.
 2. ALL CASTINGS SHALL BE HEAVY DUTY, AND CAPABLE OF WITHSTANDING AASHTO BED LOADING.
 3. FLOOR SLOPE MAY BE POURED MONOLITHIC WITH BASE.
 4. ALL REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60, DEFORMED BARS. DIAMETER OF BEND MEASURED ON THE INSIDE OF THE BAR SHALL BE A MINIMUM OF 6 BAR DIAMETER.
 5. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS APPLICABLE TO THE PROJECT.
 6. CONCRETE SHALL HAVE A 28 DAY STRENGTH OF 4000 PSI.
 7. SUBGRADE SHALL HAVE A GRADATION EQUAL TO CLASS B BEDDING COMPACTED TO 100% MAXIMUM DRY DENSITY, AASHTO 1-99.
 8. NO FORMWORK SHALL REMAIN INSIDE STRUCTURE WHEN COMPLETE.
 9. INLET WALLS SHALL BE FORMED BOTH INSIDE AND OUTSIDE. CASTING OF SIDEWALLS AGAINST EARTH IS NOT PERMITTED.
 10. LEAN CONCRETE FILL TO BE $f' = 2000$ PSI.
 11. ALL CONNECTED PIPES WITH A DIAMETER (D) GREATER THAN 30" FRONT AND 18" SIDE AND/OR ENTERING AT AN ANGLE GREATER THAN 80° A CUSTOM CONC BOX MUST BE CONSTRUCTED. CONTRACTOR TO COORDINATE BOX DIMENSIONS AND SPECS WITH MANUFACTURER.



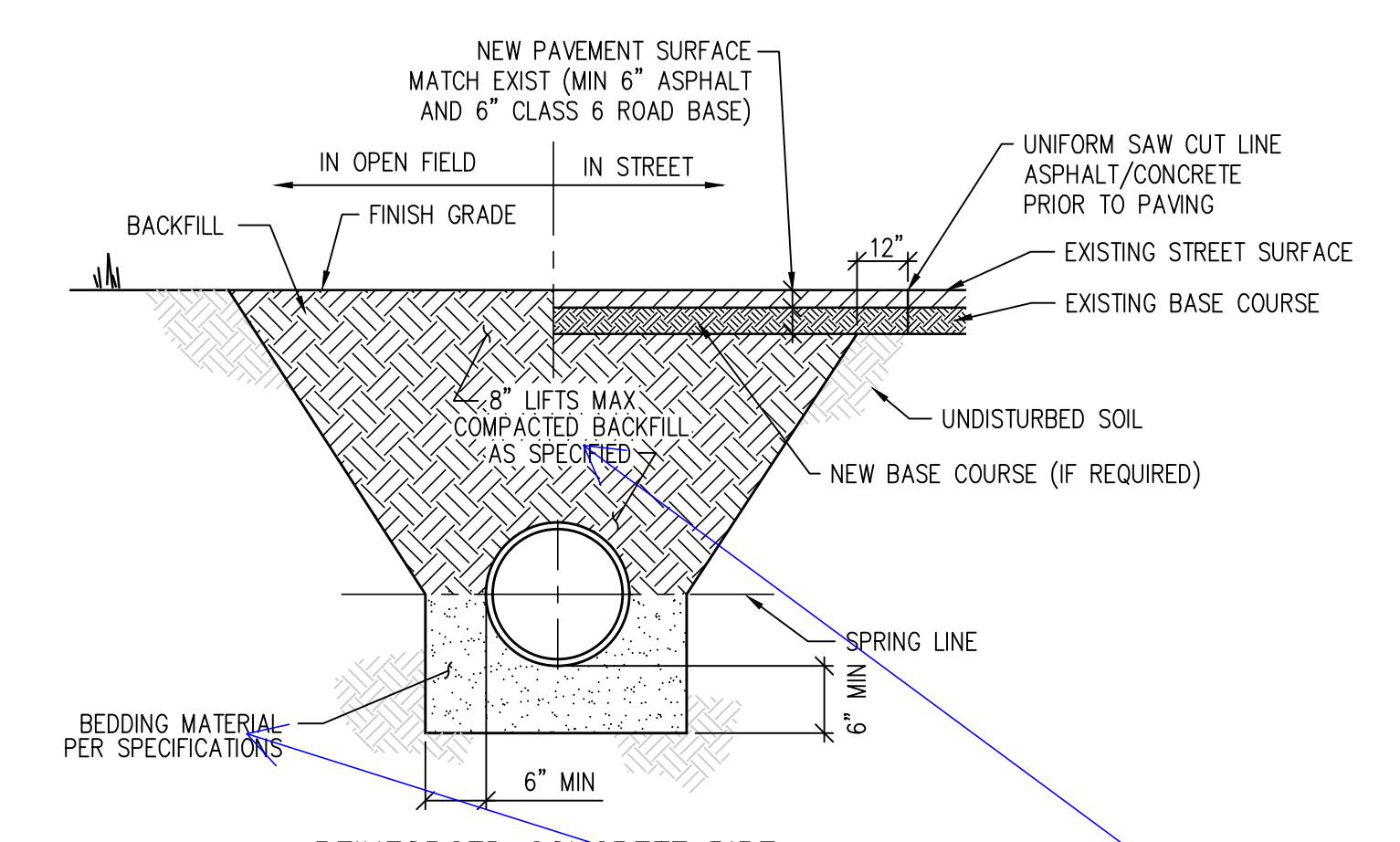
TRANSITION CURB



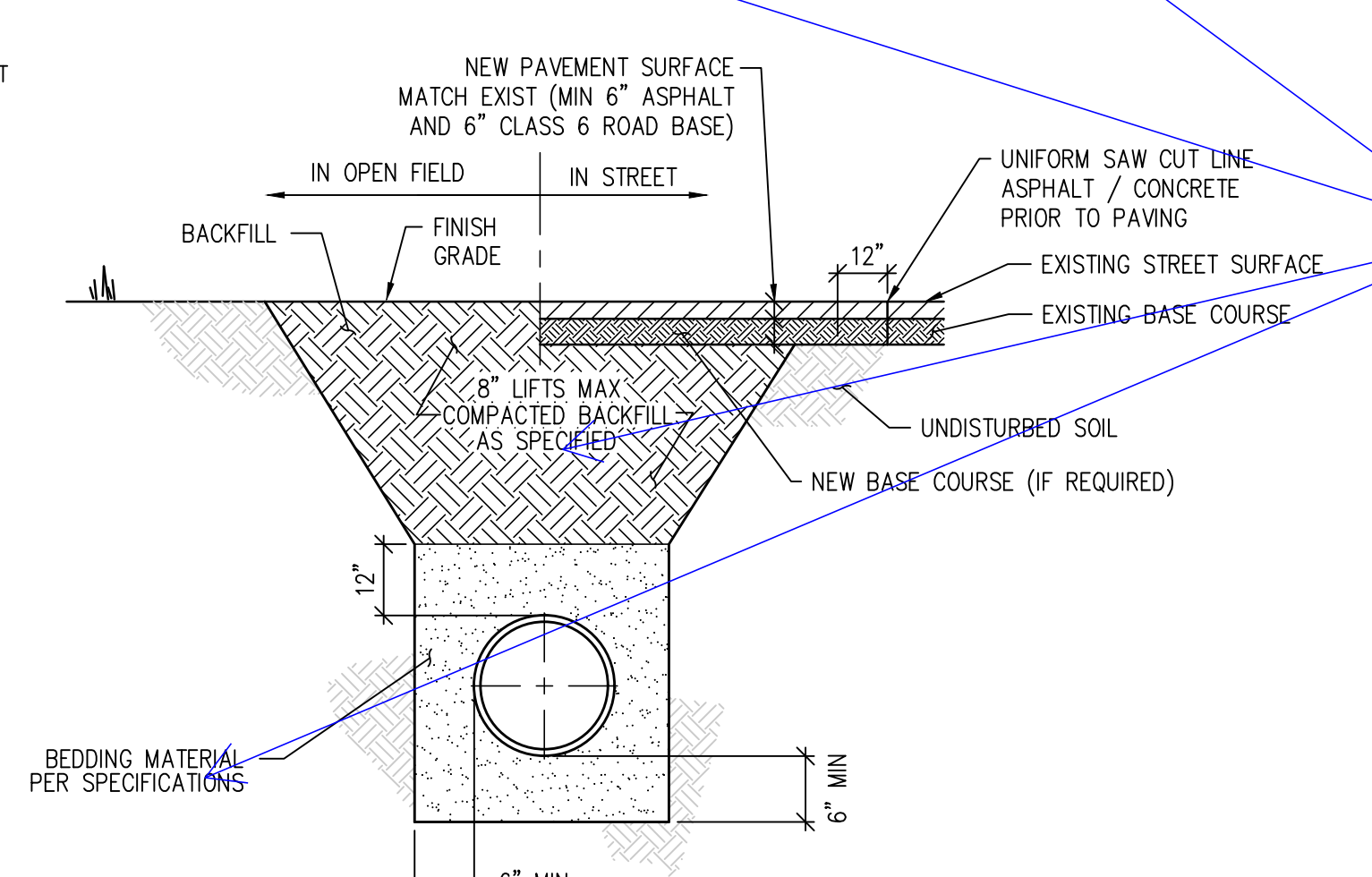
2' transitions in Idaho Springs Standards



SECTION A-A



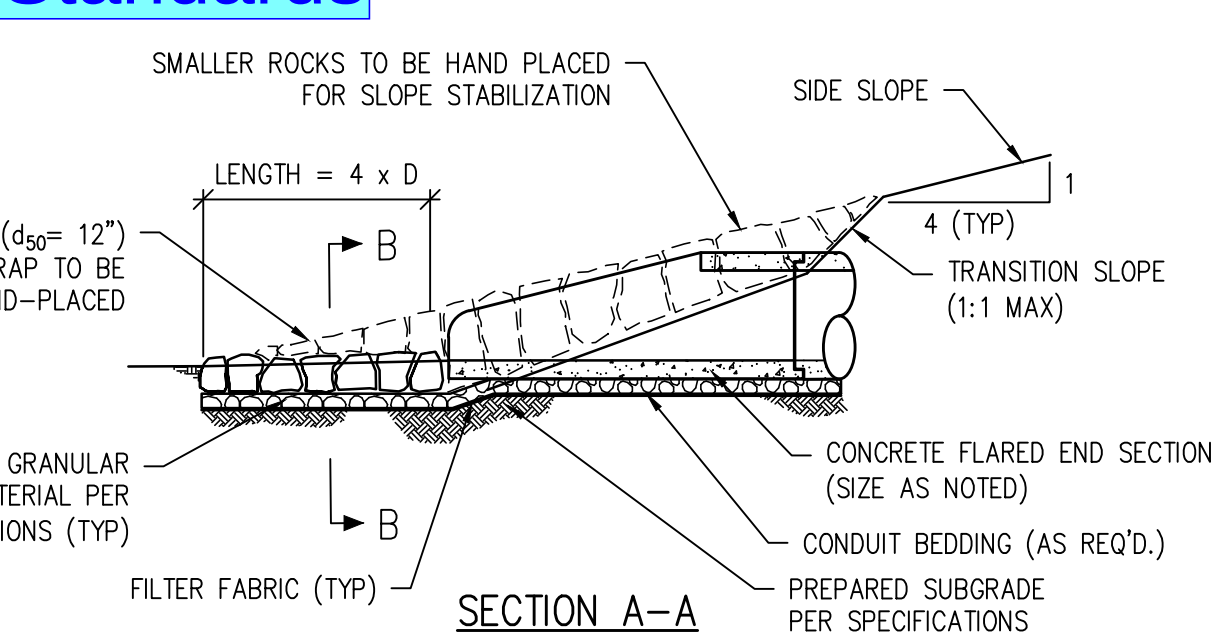
REINFORCED CONCRETE PIPE



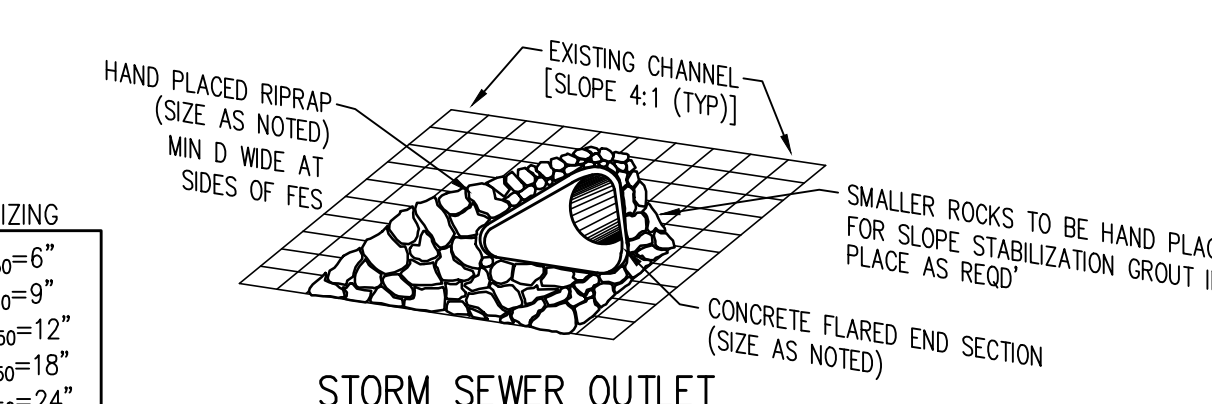
CMP/PVC/HDPE PIPE (SEE PLANS FOR MATERIAL)

- NOTES:**
1. IF UNSTABLE MATERIALS ARE FOUND IN TRENCH, OVEREXCAVATED PER SPECIFICATIONS OR AS REQUIRED.
 2. TRENCH TO BE BRACED OR SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKERS AND THE PROTECTION OF OTHER UTILITIES.
 3. MINIMUM COVER IS 18" BELOW FINISHED GRADE.

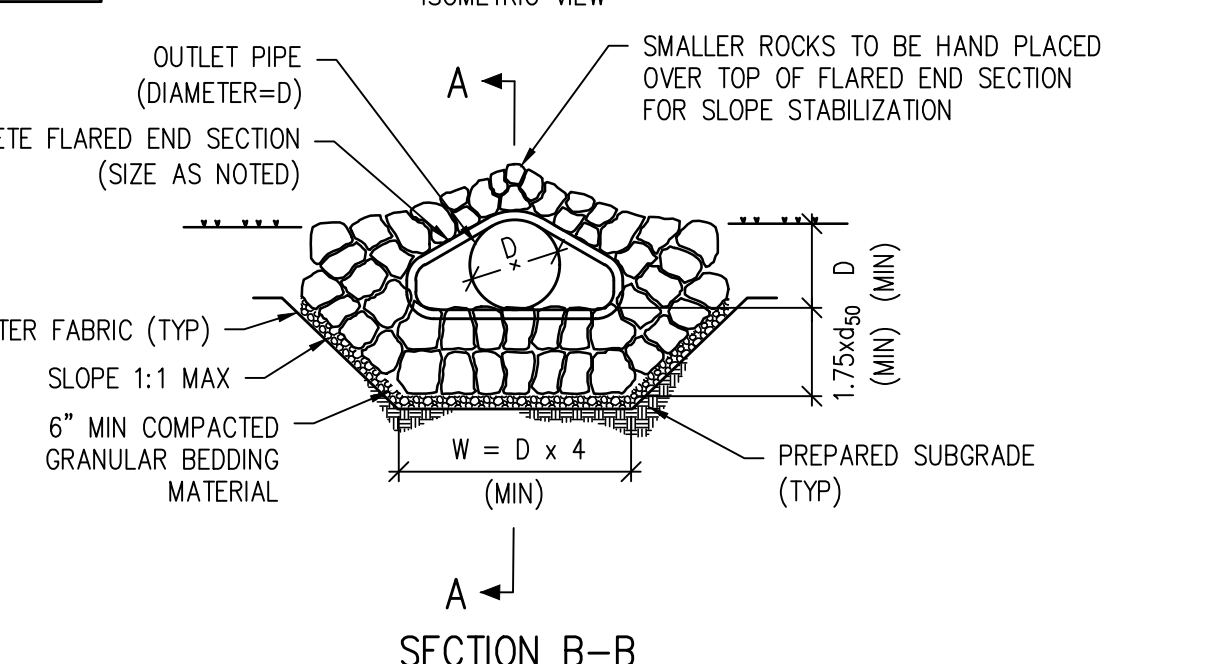
STORM SEWER PIPE BEDDING DETAIL 2 C100



SECTION A-A

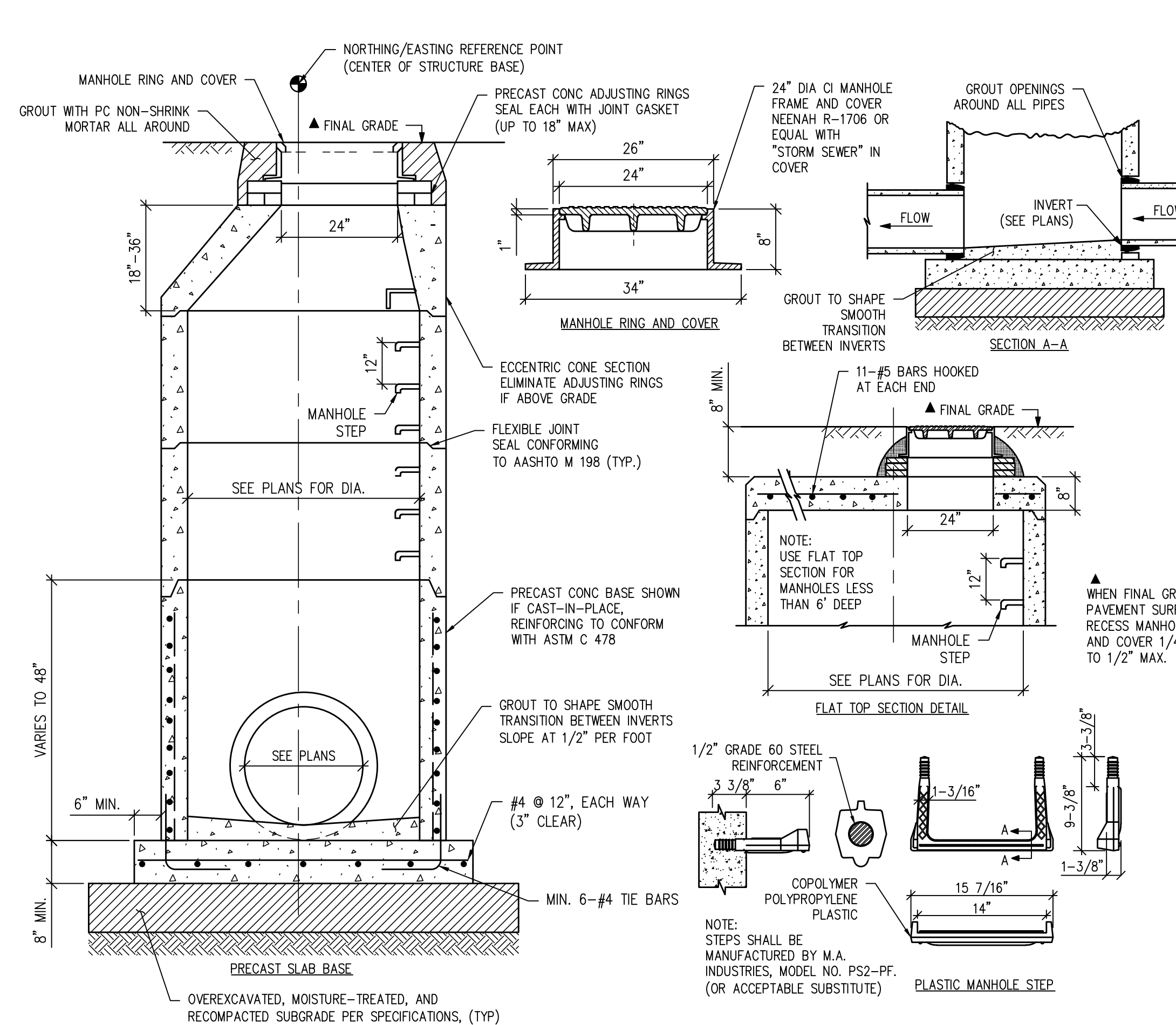


STORM SEWER OUTLET



SECTION B-B

STORM SEWER FLARED END SECTION DETAIL 3 C100

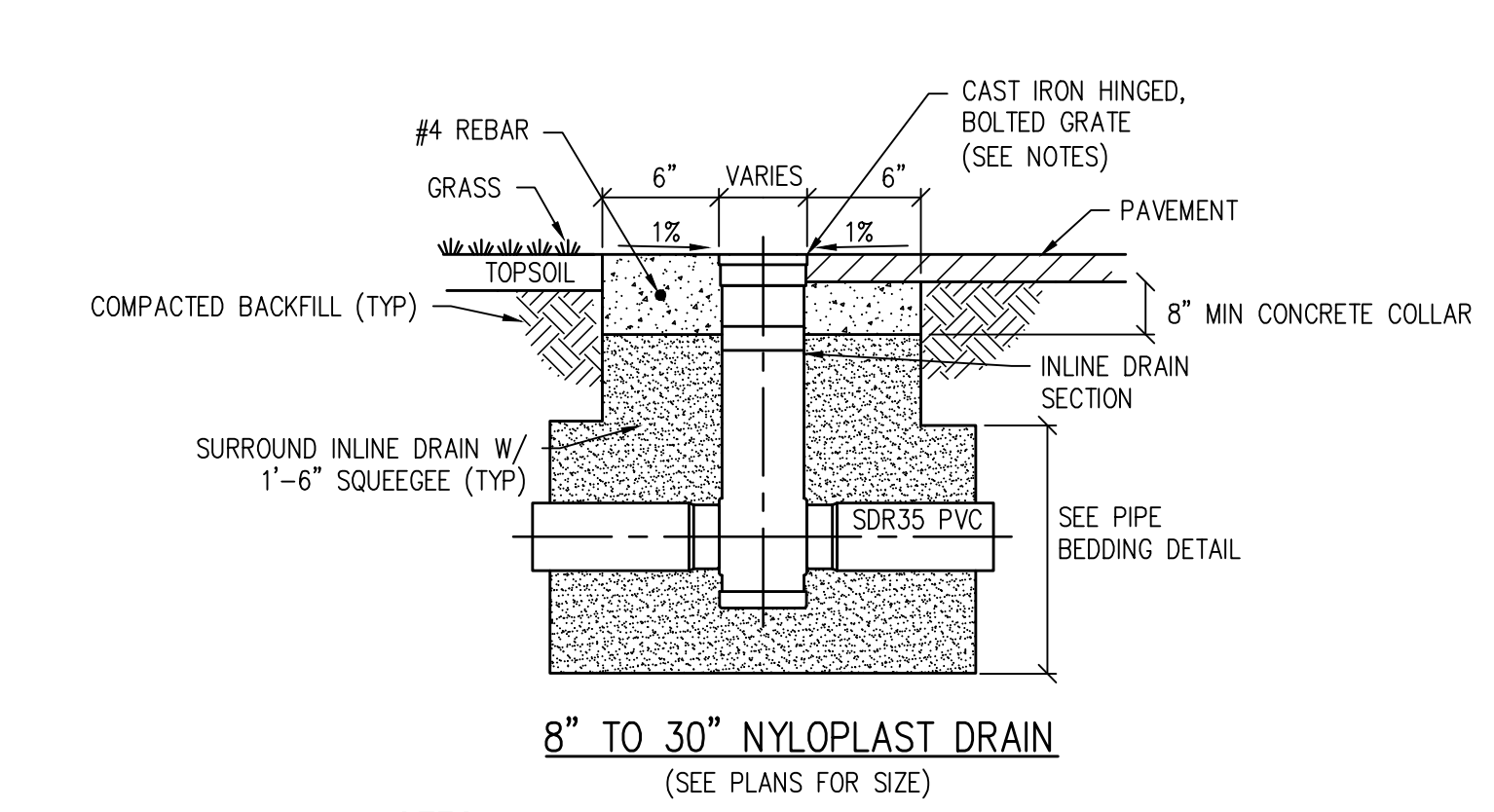


STORM MANHOLE DETAIL 4 C100

- NOTES:**
1. SINCE ALL PIPE ENTRIES INTO THE BASE ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK.
 2. THE PRECAST FLAT TOP MAY BE USED ON ANY MANHOLE.
 3. THE MANHOLE RING FRAME SHALL BE SET IN A BED OF GROUT. THE FRAME SHALL BE SURROUNDED WITH A CEMENT GROUT IN UNPAVED AREA, OR A CONCRETE COLLAR IN PAVED AREA. SEE DETAILS ON SHEETS 2 AND 3.
 4. DESIGN OF BOX BASE IS BASED ON STRAIGHT RUNS OF PIPE OR CHANGE IN DIRECTION OF LESS THAN 45°. SPECIAL DESIGN IS REQUIRED FOR 45° OR GREATER.
 5. PRECAST MANHOLES AND REINFORCEMENT SHALL CONFORM TO AASHTO M 199 (ASTM C 478).
 6. CAST-IN-PLACE MANHOLES SHALL BE CLASS B CONCRETE.
 7. STEPS SHALL BE REQUIRED WHEN THE MANHOLE DEPTH EXCEEDS 3 FT.-6 IN. AND SHALL CONFORM TO AASHTO M 199.
 8. ALL REINFORCING STEEL SHALL BE GRADE 60 AND EPOXY COATED. VERTICAL STEEL SHALL BE PLACED AT CENTERLINE OF WALL. ALL BARS SHALL HAVE A 2 IN. MINIMUM CLEARANCE.
 9. ALL PIPE ENTRIES INTO THE BASE OF MANHOLE SHALL BE CONNECTED BY OPEN CHANNELIZATION ADJUSTED FOR PIPE SIZE, SHAPE, SLOPE, AND DIRECTION OF FLOW. DETAILS SHOWN ARE TYPICAL FOR INSTALLATIONS WITH ALL INVERTS OF SAME RELATIVE ELEVATION. FOR EXCESSIVE ELEVATION DIFFERENCE BETWEEN INVERTS, SPECIAL BASE/CHANNEL DETAILS WILL BE SHOWN ON THE PLANS.
 10. FLOW CHANNELS AND INVERTS SHALL BE FORMED BY SHAPING WITH CLASS B CONCRETE OR APPROVED GROUT.
 11. STUB-OUTS SHALL EXTEND 2 FT. MINIMUM BEYOND OUTSIDE WALL SURFACE OF MANHOLE AND BE SATISFACTORILY PLUGGED.
 12. THE SLOPE OF THE MANHOLE COVER SHALL MATCH THE ROADWAY PROFILE AND CROSS SLOPE.
 13. BASE SLABS SHALL BE POURED MONOLITHICALLY WITH BOTTOM RISER SECTION.
 14. PRECAST MANHOLE BASES SHALL FIT THE CONDITIONS AND LOCATIONS FOR WHICH THEY ARE INTENDED. WITHOUT ANY FIELD MODIFICATIONS, ANY MANHOLE BASE WHICH REQUIRES FIELD CUTTING OR MODIFICATION IN ORDER TO FIT THE LOCATIONS INTENDED WILL BE REJECTED BY THE ENGINEER AND REMOVED AND REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
 15. FOR FULL DETAIL, SEE CDDT DETAIL M-604-20.

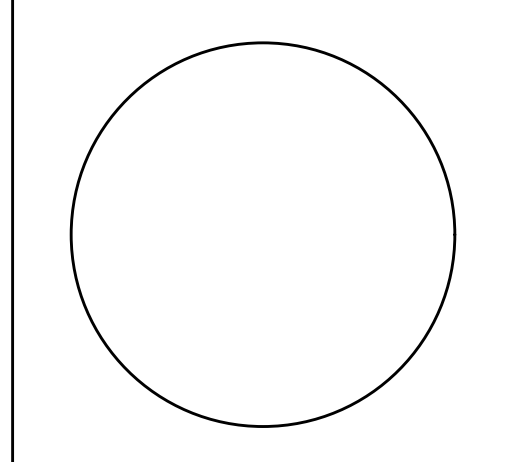
REVIEW COMMENTS LEGEND

- MUNICIPAL CODE
- DESIGN STANDARDS
- PLAN SUGGESTIONS



- NOTES:**
1. AREA DRAIN COVER TO BE NYLOPLAST CAST HS-20 RATED BOLTED AND HINGED GRATE OR APPROVED EQUAL IN TRAFFIC AREAS.
 2. AREA DRAIN INLETS IN PEDESTRIAN AREAS SHALL BE INSTALLED WITH PEDESTRIAN RATED GRATES (1/4" MAX OPENING, TYPICAL).

AREA DRAIN DETAIL 5 C100

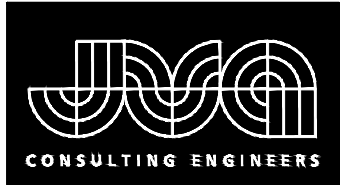


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Double: 100"
Triple: 144"
per Idaho Springs Standards

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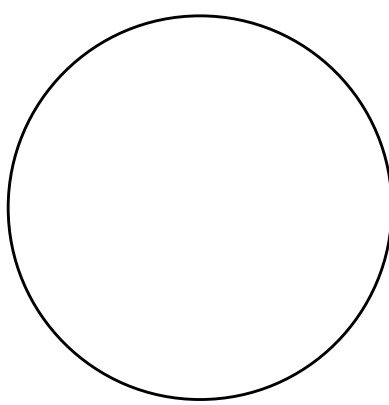
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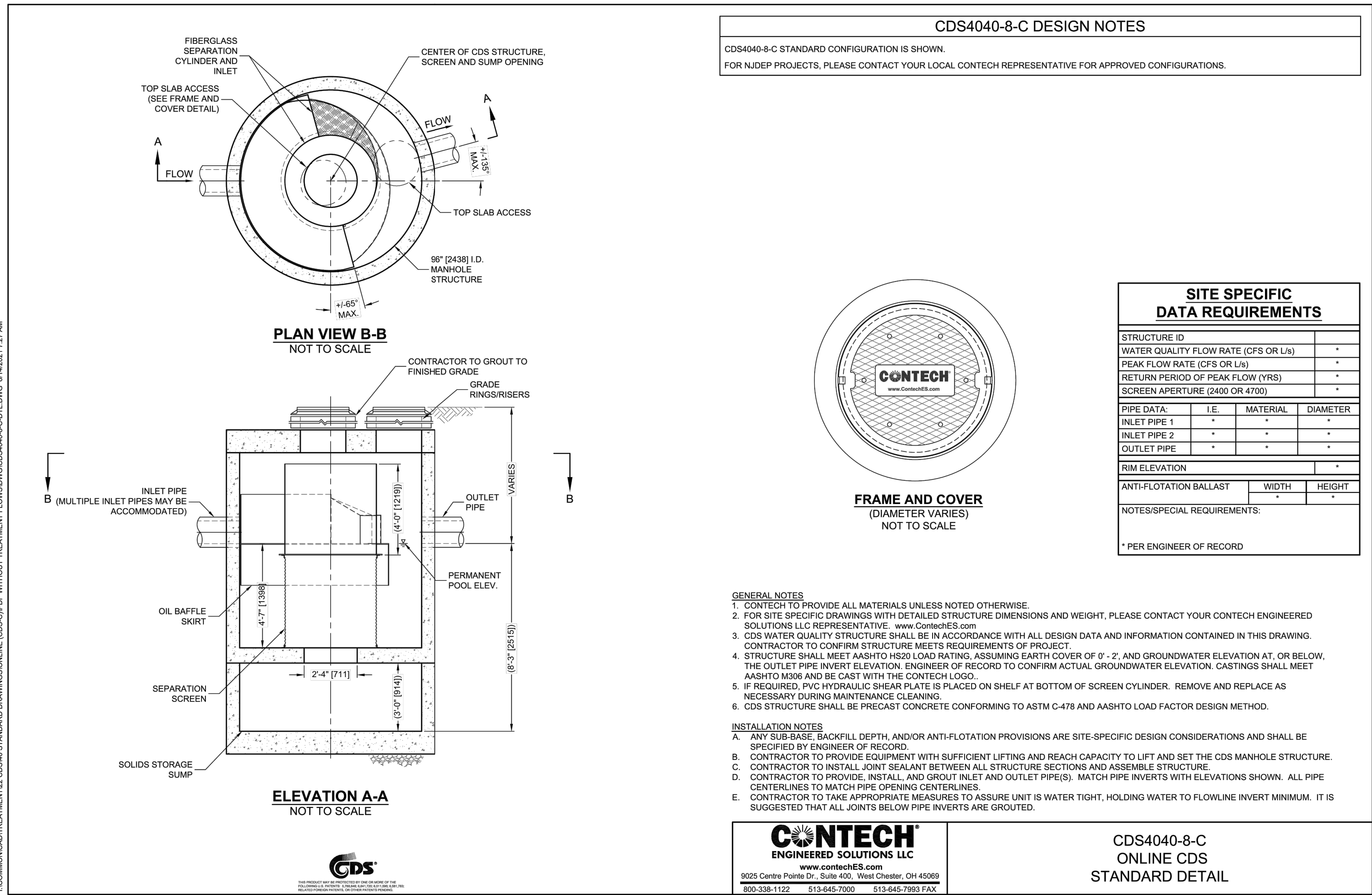
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MAINTENANCE FACILITY**

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GRADING AND DRAINAGE DETAILS	

C151



CONTECH CDS 4040-8 DETAIL
NTS

6
C100

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- DESIGN STANDARDS
- PLAN SUGGESTIONS

- UTILITY NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.

2. ALL DRY UTILITY AND ELECTRIC DESIGNS ARE PROVIDED BY OTHERS AND SHOWN FOR REFERENCE ONLY. SEE MEP PLANS AND SPECIFICATIONS AND COORDINATE WITH ALL UTILITY OWNERS AS NEEDED.

3. CONTRACTOR TO MARK ALL UTILITY STUBS WITH MARKERS.

MOA ARCHITECTURE
COLORADO | WYOMING

414 14TH STREET, SUITE 300
DENVER, COLORADO 80202
303.308.1190
moaarch.com

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Boulder, CO 80302
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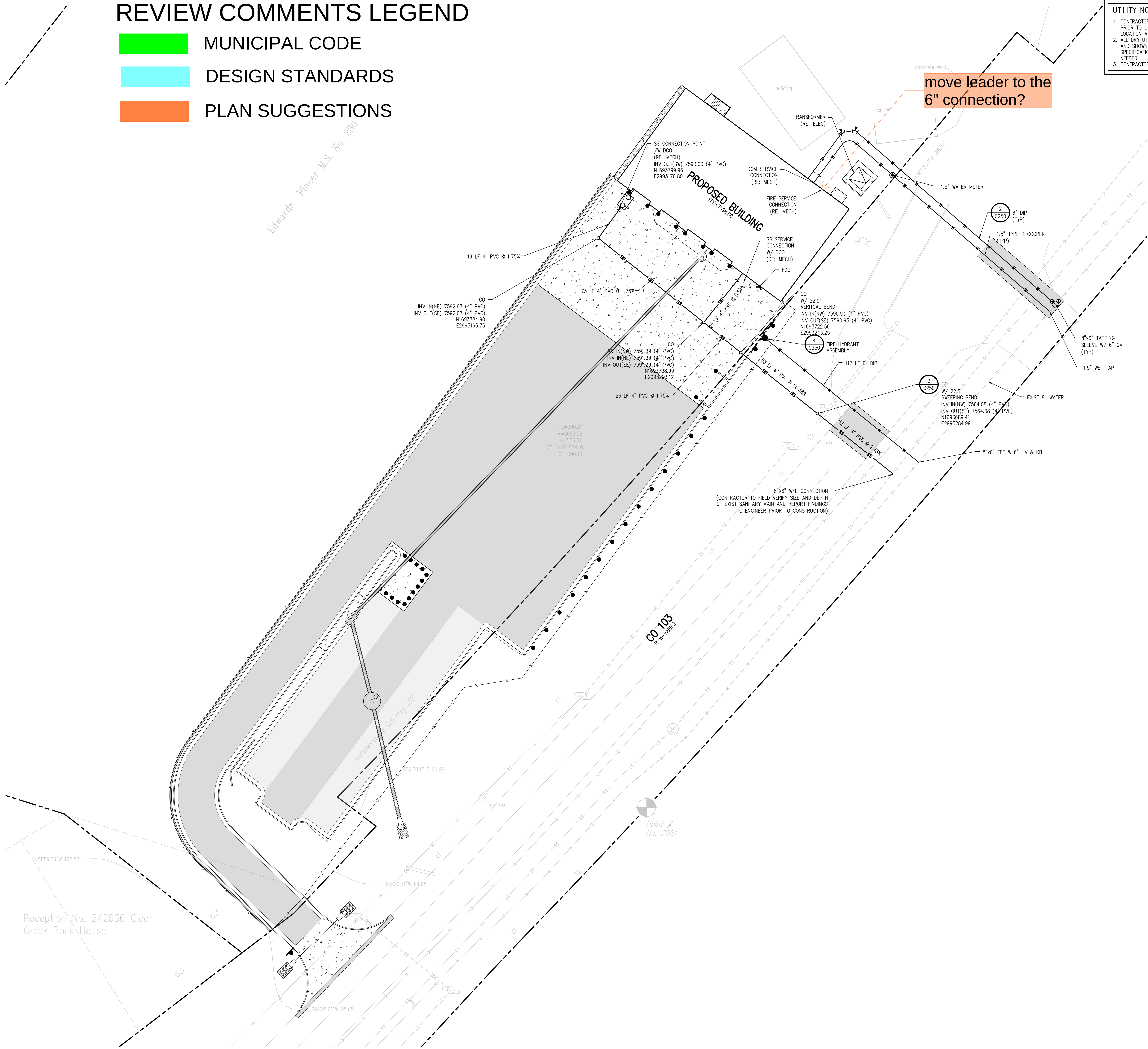
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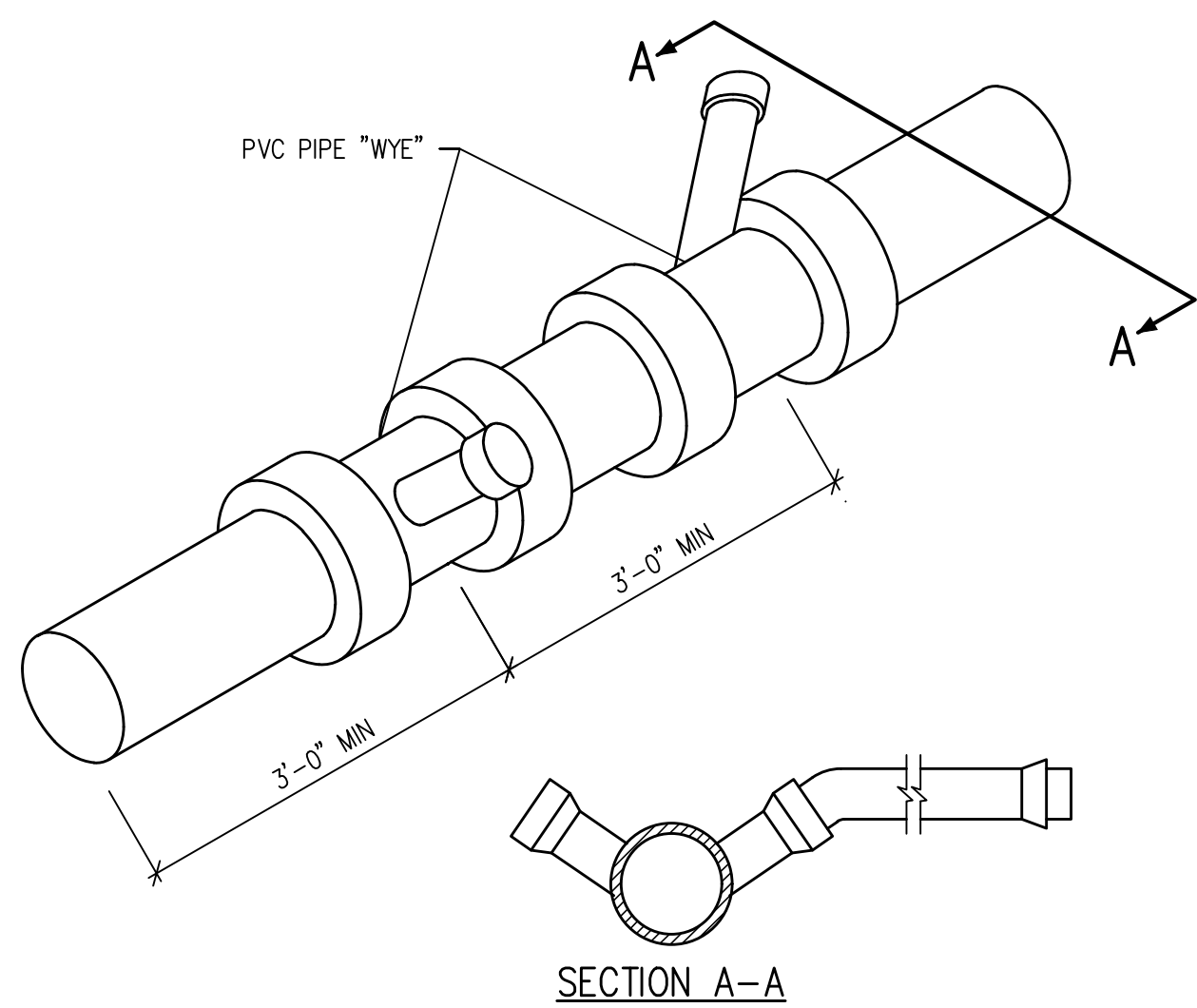
UTILITY PLAN

C200



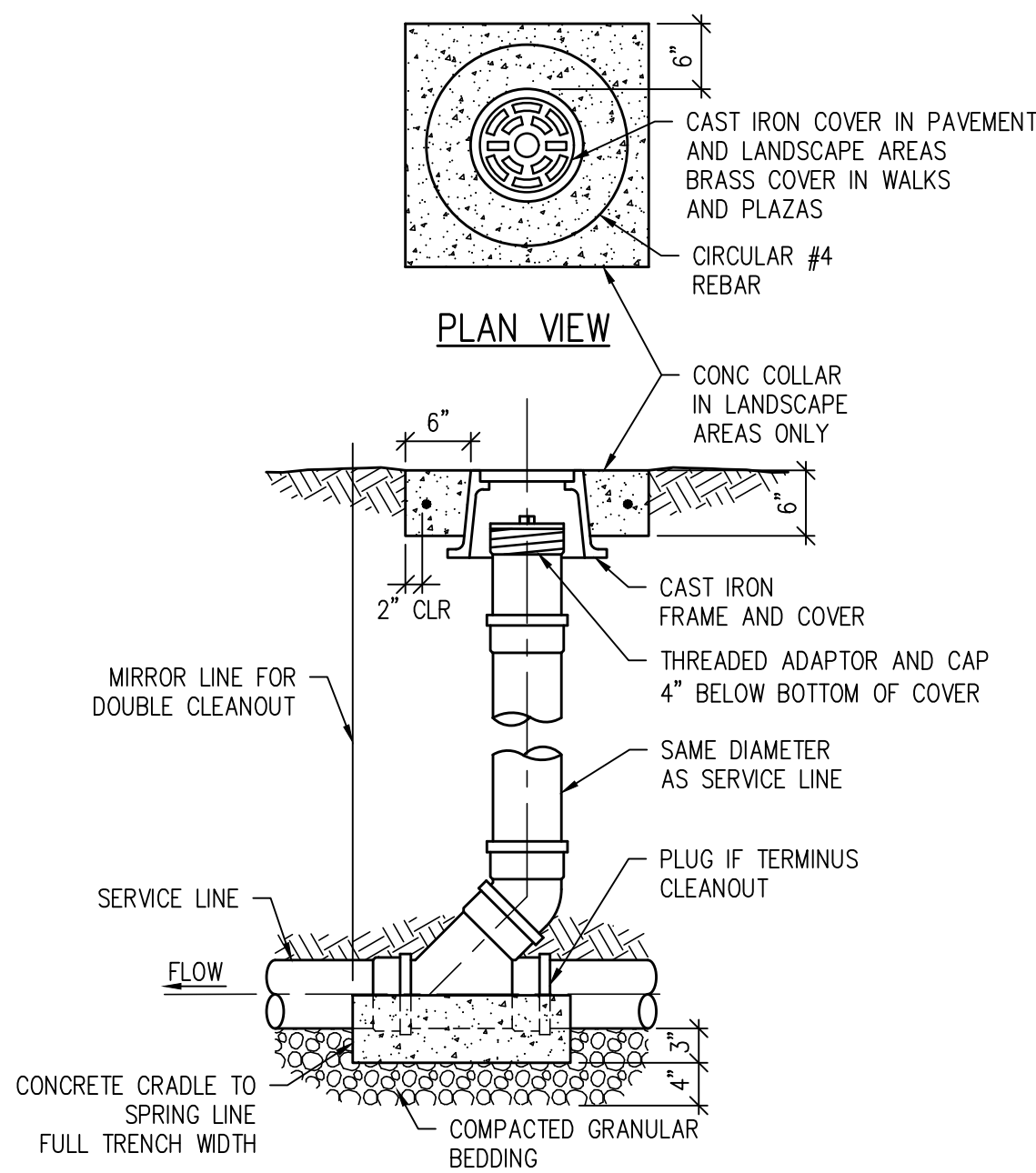
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- DESIGN STANDARDS
- PLAN SUGGESTIONS

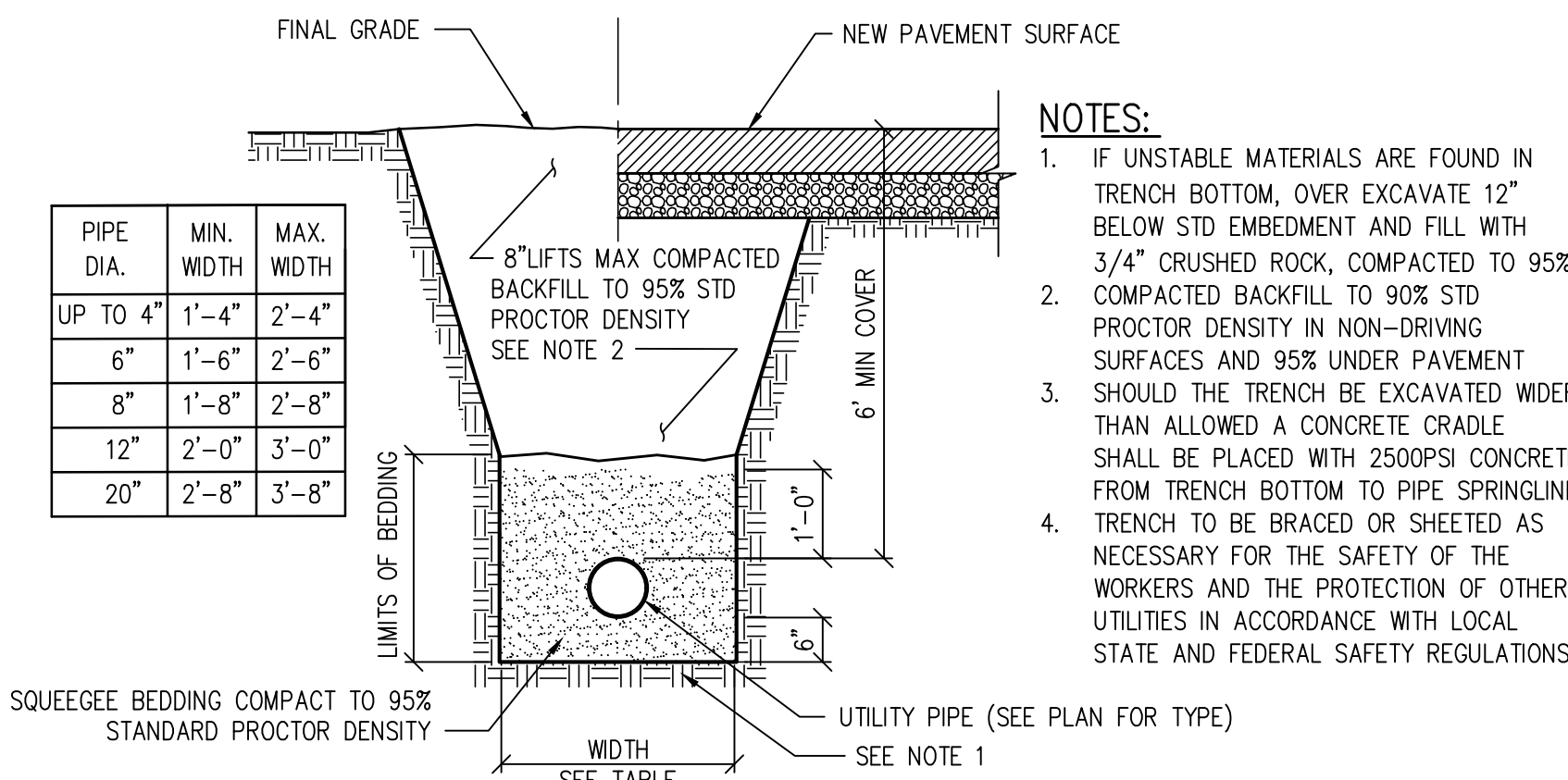


- NOTES:
- SANITARY SEWER SERVICE TAPS SHALL BE LOCATED ON THE MAIN AT THE 2 O'CLOCK OR 10 O'CLOCK POSITION.
 - THE MINIMUM DISTANCE BETWEEN ANY TWO CONSECUTIVE FITTINGS SHALL BE 3 FEET, MEASURED BETWEEN FITTING CENTERLINES.
 - SANITARY SEWER SERVICE TAPS SHALL NOT BE MADE WITHIN 3 FEET OF A PIPE JOINT, OR 5 FEET FROM EDGE OF MANHOLE BASE.
 - A MAXIMUM OF FOUR SERVICE TAPS ARE ALLOWED PER 20 FOOT LENGTH OF PIPE.
 - ALL SANITARY SEWER TAPS SHALL USE "WYE" STYLE FITTINGS. TEES ARE NOT ALLOWED.
 - SERVICE CONNECTIONS TO MANHOLES SHALL BE PERFORMED IN ACCORDANCE WITH THE "SERVICE CONNECTION TO DEAD-END MANHOLE" CONSTRUCTION DETAIL.
 - TAPS IN STAGGERED CONFIGURATION AT 10 O'CLOCK OR 2 O'CLOCK POSITION

DOMESTIC SEWER TAPPING DETAIL 1 C200

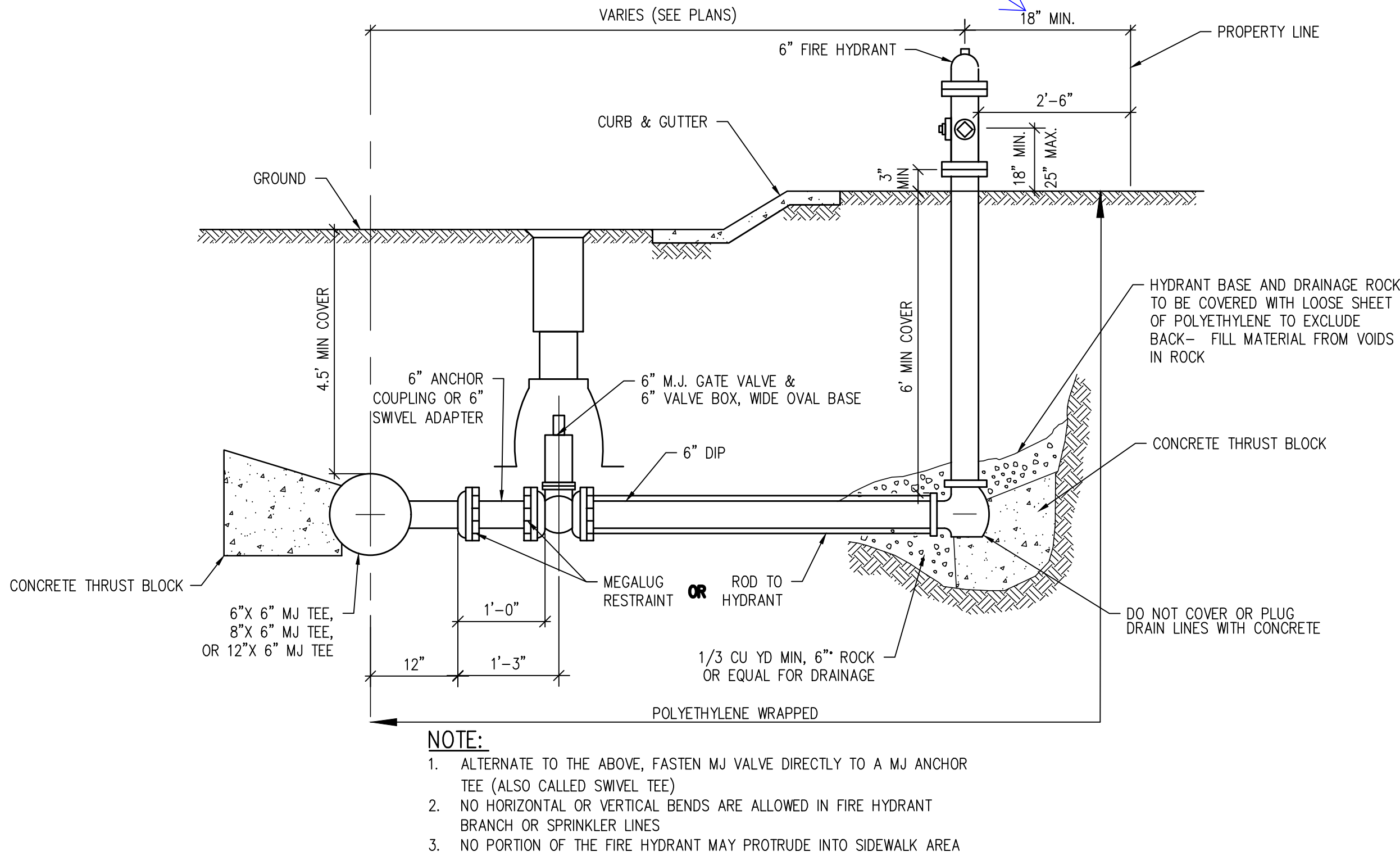


SANITARY CLEANOUT DETAIL 3 C200



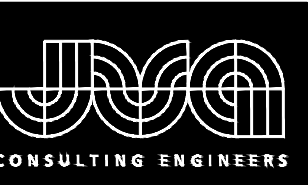
SANITARY SEWER & WATER PIPE BEDDING DETAIL 2 C200

5' min per Idaho Springs standard

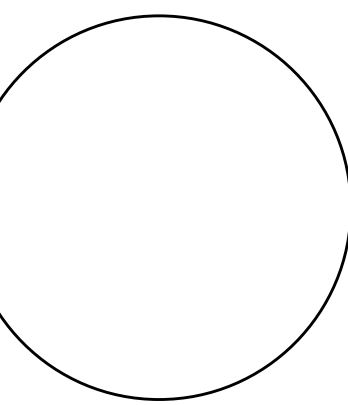


- NOTE:
- ALTERNATE TO THE ABOVE, FASTEN MJ VALVE DIRECTLY TO A MJ ANCHOR TEE (ALSO CALLED SWIVEL TEE)
 - NO HORIZONTAL OR VERTICAL BENDS ARE ALLOWED IN FIRE HYDRANT BRANCH OR SPRINKLER LINES
 - NO PORTION OF THE FIRE HYDRANT MAY PROTRUDE INTO SIDEWALK AREA

FIRE HYDRANT ASSEMBLY DETAIL 4 C200



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Sheet Name	UTILITY DETAILS

 MUNICIPAL CODE

 DESIGN STANDARDS

 PLAN SUGGESTIONS

HORIZONTAL CONTROL NOTES:

1. ALL DIMENSIONS AND RADI ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.
3. REFER TO GRADING AND DRAINAGE PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & CUTTER, CHASES, AND DRAINAGE PANS.

	ASPHALT PAVING
	HEAVY-DUTY ASPHALT PAVING
	CONCRETE PAVING
	HEAVY-DUTY CONCRETE PAVING
	MILL AND OVERLAY
	LIMITS OF SAWCUT

LINE TABLE			
LINE	LENGTH	DIRECTION	START (N, E)
L1	2.94	N53° 32' 47"W	(1693816.13, 2993176.07)
L2	383.32	S36° 42' 56"W	(1693817.88, 2993173.70)
L4	69.24	S46° 08' 34"E	(1693446.06, 2992949.92)
L6	3.00	S53° 17' 04"E	(1693750.38, 2993265.08)
L7	237.84	S36° 42' 56"W	(1693748.58, 2993267.49)
L8	25.61	N53° 17' 04"W	(1693557.93, 2993125.30)
L9	144.00	S36° 42' 56"W	(1693573.24, 2993124.37)
L10	14.06	N53° 17' 04"W	(1693457.81, 2993018.68)
L12	3.00	S36° 42' 56"W	(1693465.19, 2993000.41)
L13	24.00	N53° 17' 04"W	(1693462.79, 2992998.62)
L14	3.00	N36° 42' 56"E	(1693477.14, 2992799.38)
L16	13.94	N53° 17' 04"W	(1693486.54, 2992880.16)
L17	145.00	N36° 42' 56"E	(1693494.87, 2992968.98)
L19	1.00	N53° 17' 04"W	(169361.91, 2993055.26)
L21	146.90	S36° 42' 56"W	(1693614.10, 2993051.66)
L23	69.02	S46° 08' 34"E	(1693463.37, 2992966.55)

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	CHORD	CHORD LEN	START (N. E.)
C1	70.86	49.00	82°51'31"	S4°42'49"E	64.85	(1693501.69, 2992994.59)
C2	40.62	26.00	89°31'01"	S12°30'4"E	36.61	(1693398.09, 2992999.85)
C3	7.85	5.00	90°00'00"	S81°42'56"W	7.07	(1693466.21, 2993001.46)
C4	7.85	5.00	90°00'00"	N81°70'4"W	7.07	(1693479.54, 2992981.17)
C5	3.14	2.00	90°00'00"	N87°10'4"W	2.83	(1693611.11, 2993055.67)
C6	3.14	2.00	90°00'00"	S81°42'56"W	2.83	(1693614.50, 2993054.46)
C7	36.15	25.00	82°51'31"	S4°42'49"E	33.08	(1693496.34, 2992963.83)
C8	40.64	26.00	90°00'00"	N88°51'26"E	36.77	(1693415.55, 2993016.32)



MOA ARCHITECTURE
COLORADO | WYOMING

414 14TH STREET, SUITE 300
DENVER, COLORADO 80202
303.308.1190
moaarch.com



JVA, Inc.
Boulder, CO 80502

1319 Spruce Street
Glenwood Spring • Denver
303.444.1551

www.jvaja.com

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**CCSD RE1 -TRANSPORTATION
MAINTENANCE FACILITY**
320 Chicago Creek Road , Idaho Springs, CO 80452

REVISION	DATE
Construction Documents	
Project Number	22107.00
Date	8/05/2022
Drawn By	YHN/LO
Checked By:	SBP/CFG
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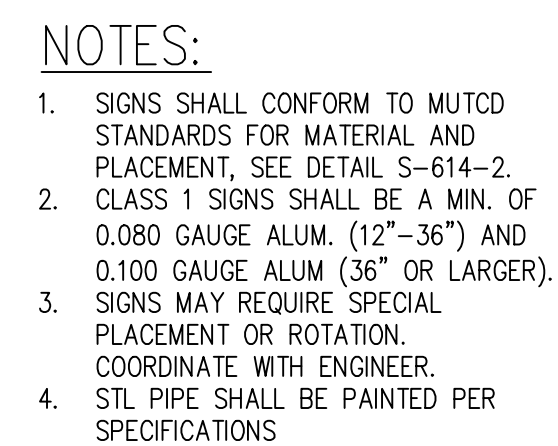
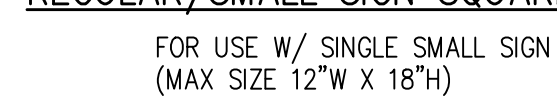
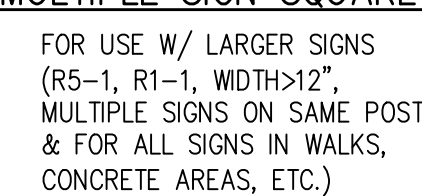
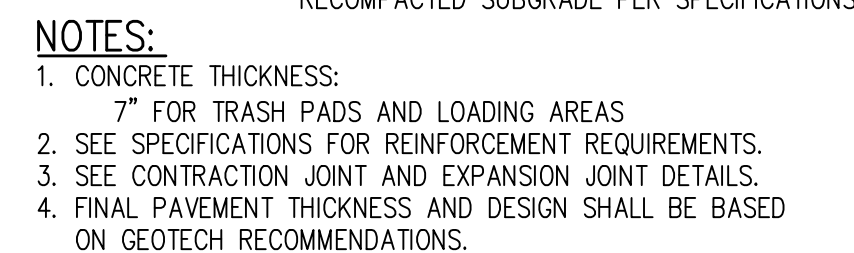
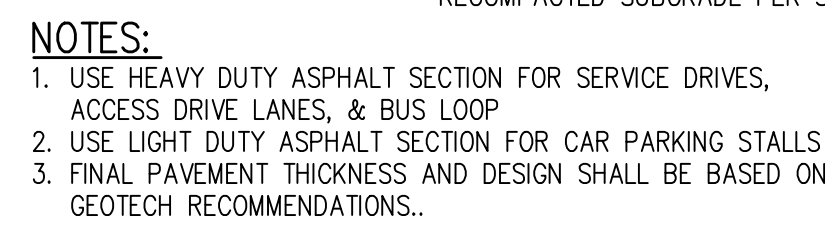
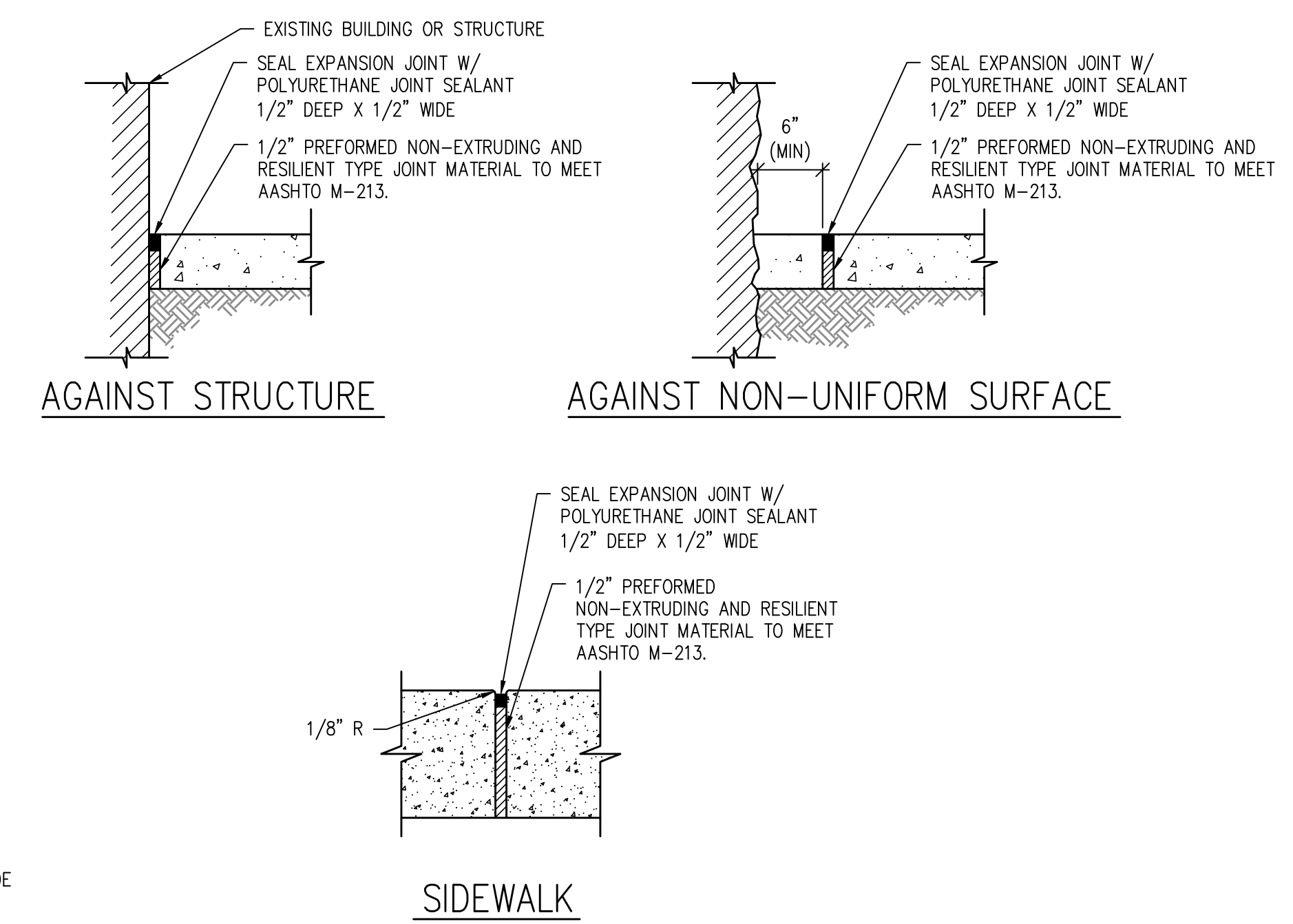
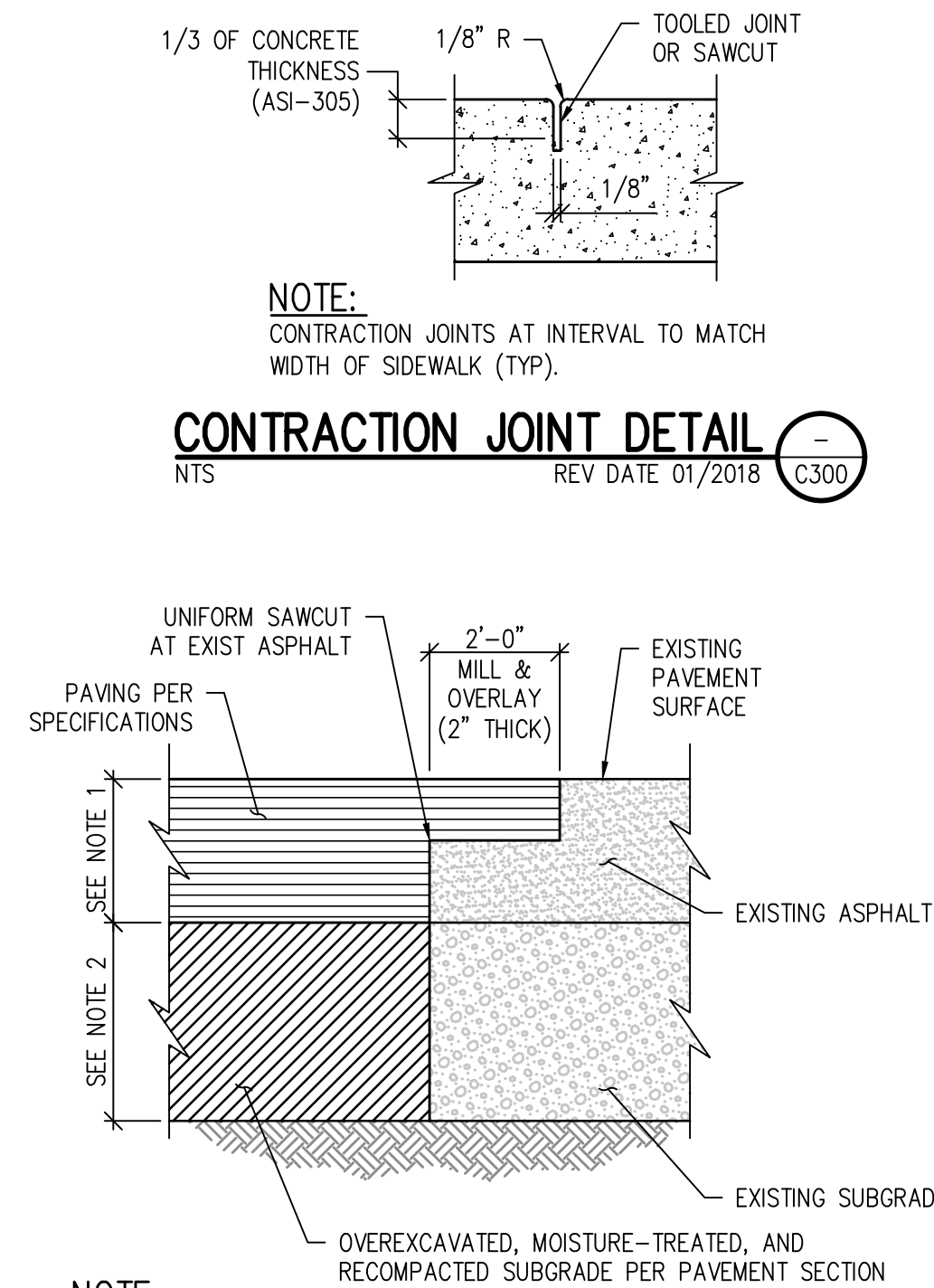
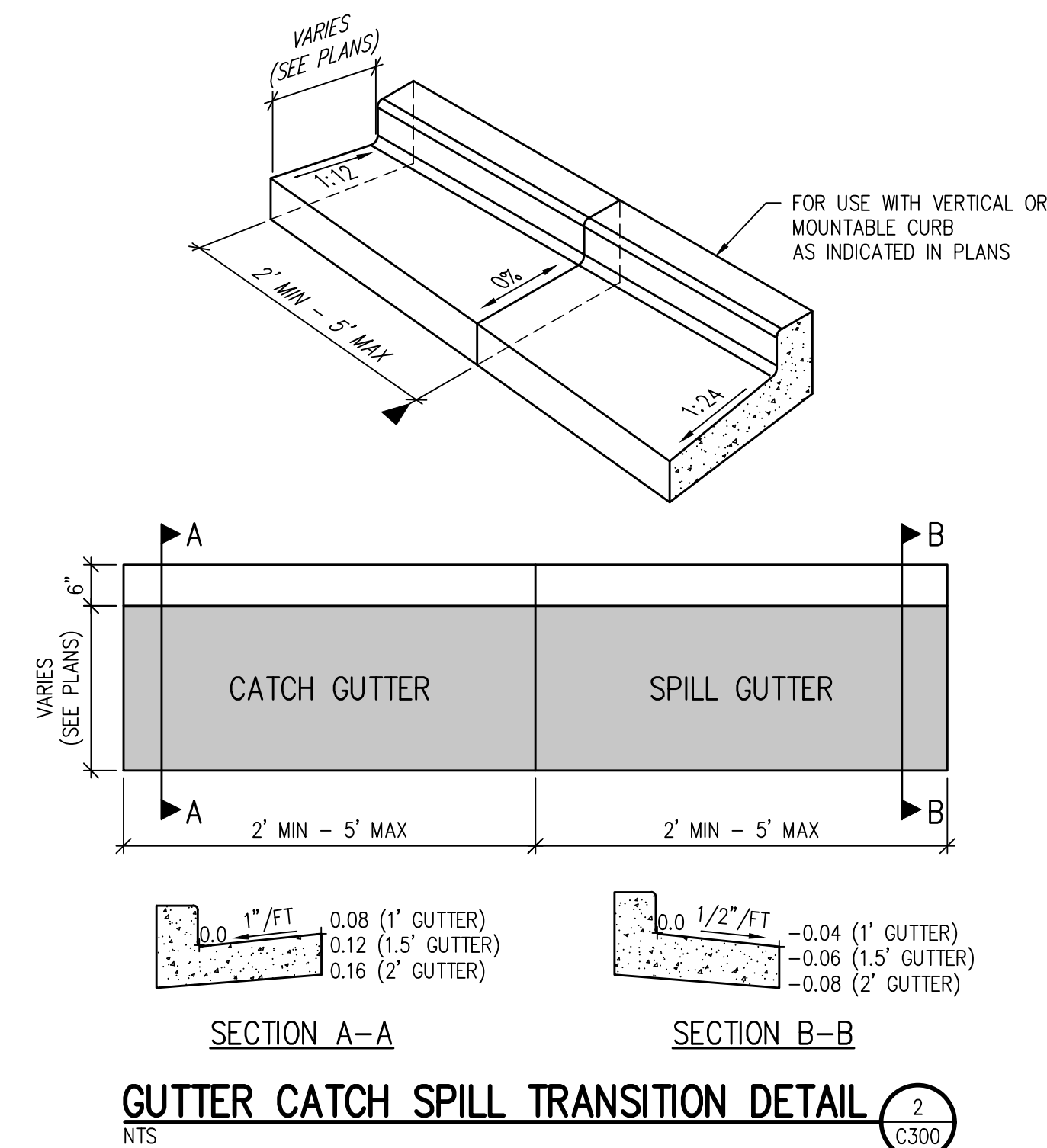
Sheet Name

**HORIZONTAL
CONTROL
PLAN**

C300

I:\3576c\Drawings\3576c-03-HCP-01.dwg, 8/04/2022 - 12:48 PM, nlo

Confirm appropriate sized
for conveyance.



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 DESIGN STANDARDS
 PLAN SUGGESTIONS



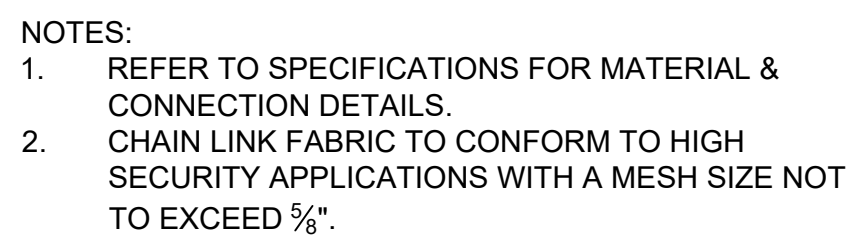
320 Chicago Creek Road, Idaho Springs, CO 80452



NOTES:

1. REFER TO SPECIFICATIONS FOR MATERIAL & CONNECTION DETAILS.
2. CHAIN LINK FABRIC TO CONFORM TO HIGH SECURITY APPLICATIONS WITH A MESH SIZE NOT TO EXCEED 5/8".

NTS



NOTES:

1. REFER TO SPECIFICATIONS FOR MATERIAL & CONNECTION DETAILS.
2. CHAIN LINK FABRIC TO CONFORM TO HIGH SECURITY APPLICATIONS WITH A MESH SIZE NOT TO EXCEED $\frac{5}{8}$ ".

4

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OF MOA ARCHITECTURE

SITE DETAILS

C351



Memorandum

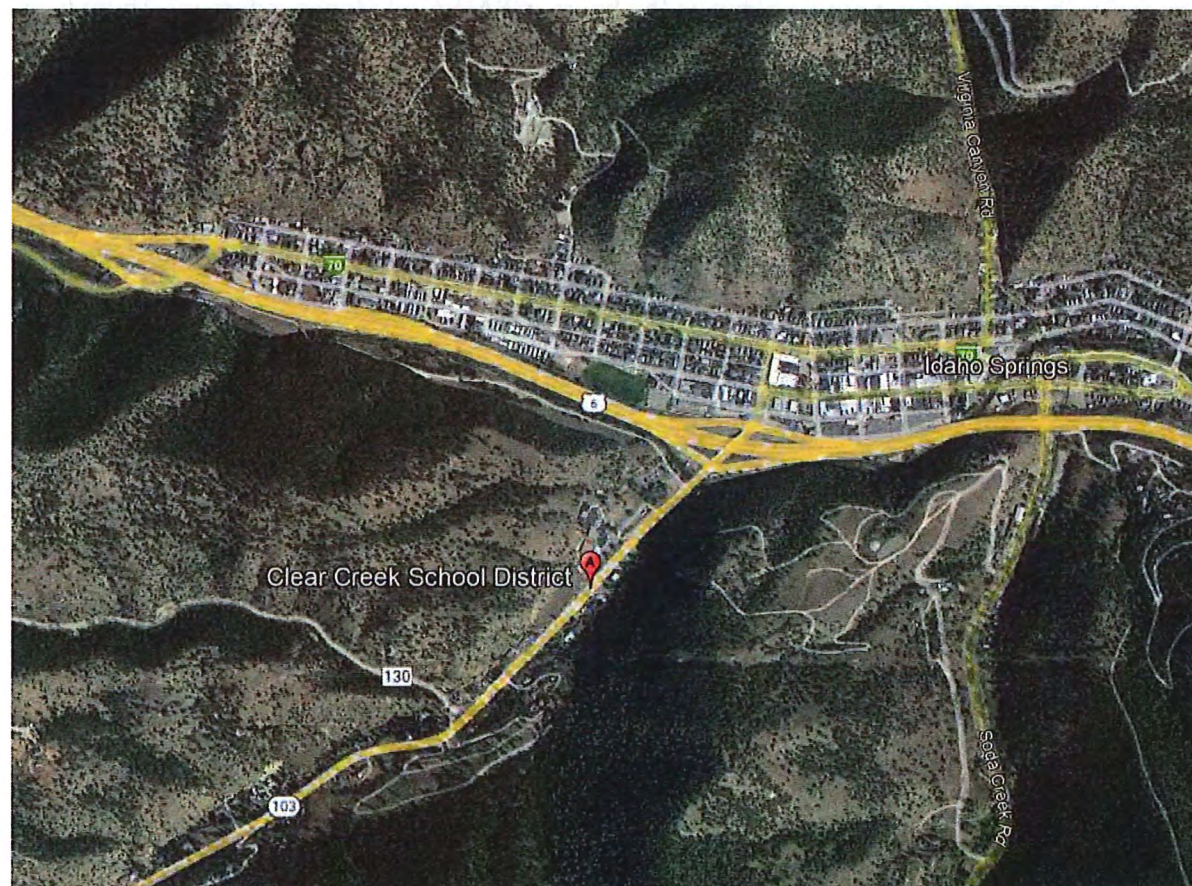
To: Rachel Rubinstein, CCSD Bond Program Manager
From: Jeff Vasquez
Matt Brown, PE, PTOE
Date: April 8, 2022
Re: Clear Creek School District Level Two Auxiliary Turn Lane Assessment

Introduction

Stolfus and Associates prepared a Level Two Auxiliary Turn Lane Assessment for Clear Creek School District's planned Transportation and Maintenance Facility located in Idaho Springs, Colorado. The following sections describe the facilities' operations, traffic volumes, auxiliary turn lane warrants, and sight distance.

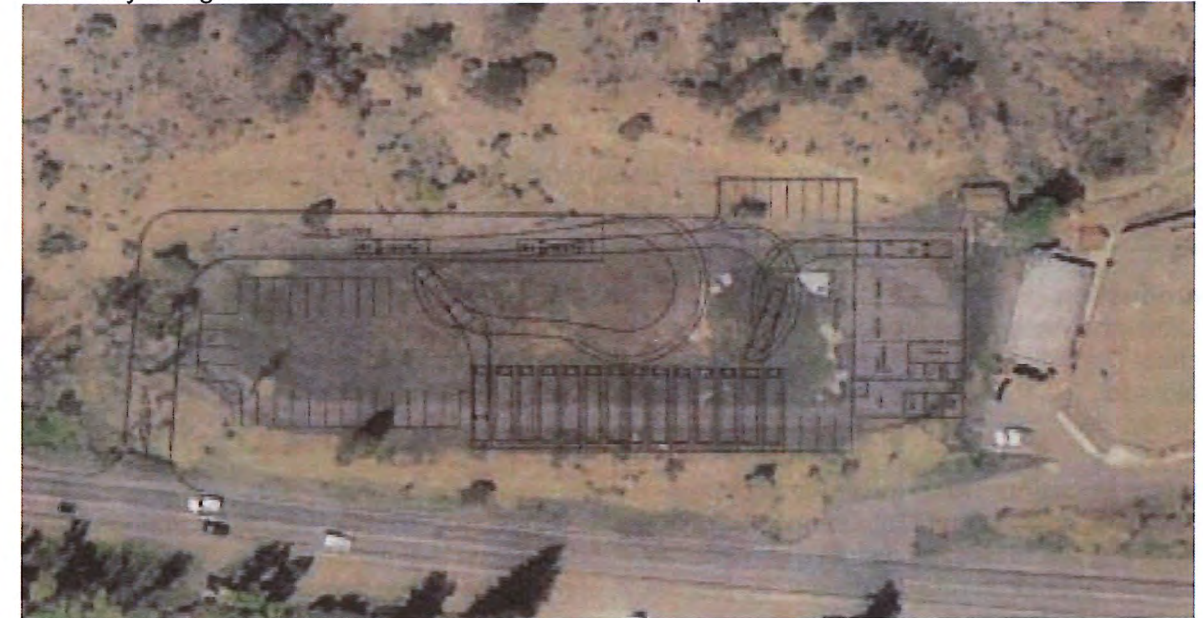
Project Location, Description, & Size

The Transportation and Maintenance Facility will be located at 320 CO-103, Idaho Springs, CO 80452 and will house the district's administrative, busing, and maintenance operations. The facility is located on rural Highway 103 just south of I-70. The image below shows the location of the proposed facility.



Rachel Rubinstein, CCSD Bond Program Manager
April 8, 2022
Page 2

The Transportation and Maintenance Facility will be approximately 1.25 acres and includes 14 spaces for bus parking, 18 maintenance/district vehicle spaces, and 20 staff parking spaces. The early design schematic of the site is shown in the picture below.



The facility is expected to operate between the hours of 6AM-5PM Mondays through Thursdays. There is potential for use on Fridays and Saturdays however they are not yet determined and will be occasional. The facility is expected to have a maximum of 20 people arriving/departing the facility each day consisting of bus drivers, office personnel, and maintenance vehicles. There is a total of 5 permanent office personnel who will stay at the facility during office hours and the rest are expected to be in and out of the facility tending to maintenance calls or driving buses. Special events are expected to occur at the facility approximately 3 times per year and will consist of the same staff. Daily mail and deliveries are to be expected during business hours and service trucks such as waste oil removal and fuel tank fill-ups are expected seasonally, approximately 3-4 times per year per service.

Existing Driveways & Side Roads within 1,000 Feet of Access

The image on the next page shows the access points within 1,000 feet of the proposed access point. There is a total of 21 existing driveways and side roads within 1,000 feet of the proposed facility's access point.

Clear Creek School District Access

Access points within 1000' of proposed access point

Legend

- Proposed Access Point
- Residential
- Side Street Access Points



1000' to Access

Google Earth

Trip Generation

The following describes the trip generation for the school district's facility for both the AM and PM periods.

The ITE Trip Generation Manual does not contain data for a transportation and maintenance facility in a rural area or anything similar. ITE Trip Generation was not used for the assessment due to the atypical nature of the development. Instead, bus routes and location of the facility was used to determine bus driver's, administrative/office worker's, and maintenance worker's trips. The trip generation information shown in the table below has been created to reflect the anticipated situation at the school district's transportation and maintenance facility for a regular business day. It is anticipated that there are 8 bus drivers, 7 maintenance employees, and 5 administrative office employees that will frequent the facility during business hours.

Time	Groups Arriving / Departing	# Vehicles	Comment
AM Trips (6:15-8:30AM)	<u>Arrive</u> • Bus Drivers 8 (x2) = (~16) • Maintenance (~7) • Admin/Office (~5) <u>Depart</u> • Bus Drivers 8 (x2) = (~16) • Maintenance (~7)	~51 max	Bus drivers will enter in their personal vehicles and depart in their buses. Buses will return to facility after completing routes and drivers are assumed to leave during the day until next PM shift. Maintenance workers will enter in their personal vehicles, receive a maintenance call and leave the facility with their maintenance vehicles, and return end of day. Admin/Office workers will enter the facility at the start of day and stay until end of business day.
PM Trips (3:00-5:30PM)	<u>Arrive</u> • Bus Drivers 8 (x2) = (~16) • Maintenance (~7) <u>Depart</u> • Bus Drivers 8 (x2) = (~16) • Maintenance (~7) • Admin/Office (~5)	~51 max	Bus drivers will enter in their personal vehicles for the PM shift and depart in their buses. Buses will return to facility after completing routes and drivers are assumed to leave for the day. Maintenance workers will come to the facility at end of day to drop off maintenance vehicles and leave with their personal vehicles. Admin/Office workers will leave facility at end of business day.

The overall trip generation for the facility can be filtered down to estimate the peak hour trip generation. It is anticipated that bus drivers leaving on their routes do not return to the facility within the same hour. To project peak hour volumes at the access point, the initial arrival/departure of the bus drivers was removed.

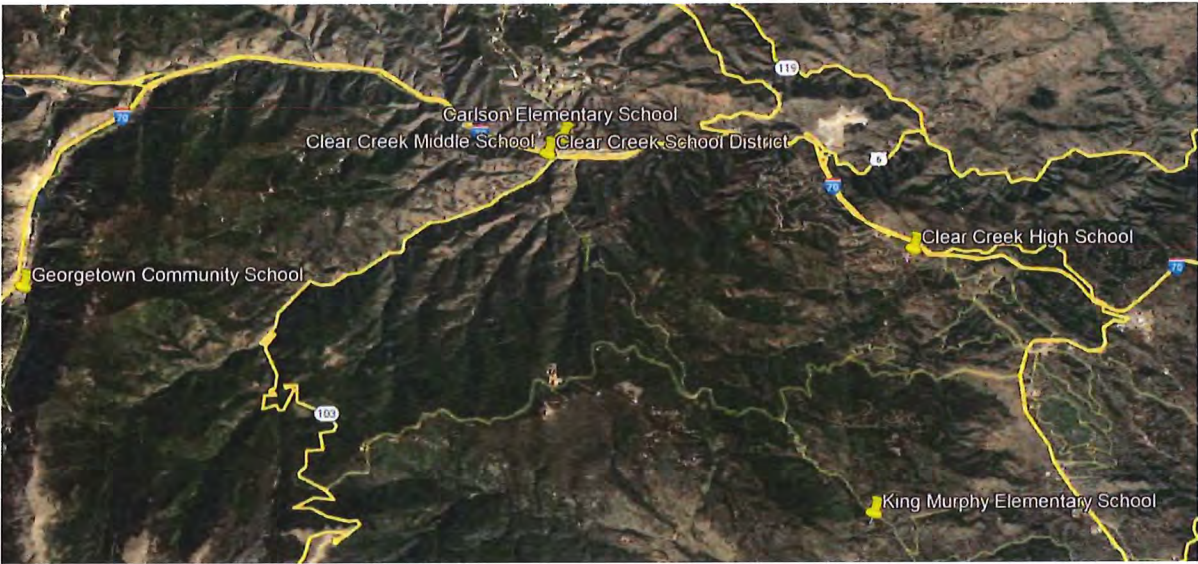
According to the State Highway Access Code, passenger car equivalents (PCE) must be determined to allow for the impact of larger vehicles, such as buses. A passenger car equivalent of 3 was used for each bus and is accounted for in the peak hour table below.

Time	Groups Arriving / Departing	Total # of Vehicles	Passenger Car Equivalent (PCE)	Comment
AM Peak (7-8AM)	<u>Arrive</u> - Buses (~8) (~24)* - Maintenance (~7) - Admin/Office (~5) <u>Depart</u> - Bus Drivers (~8) - Maintenance (~7)	~35 max	~51 max	Bus will enter in their buses and depart in their personal vehicles. Maintenance workers will come to the facility, receive a maintenance call and leave the facility. Admin/Office workers will enter the facility at the start of day and stay until end of business day.
PM Peak (4-5PM)	<u>Arrive</u> - Buses (~8) (~24)* - Maintenance (~7) <u>Depart</u> - Bus Drivers (~8) - Maintenance (~7) - Admin/Office (~5)	~35 max	~51 max	Bus drivers will return to the facility after completing routes and drivers are assumed to leave for the day. Maintenance workers will come to the facility at end of day to drop off maintenance vehicles and leave with their personal vehicles. Admin/Office workers will leave facility at end of business day.
Peak Hour	AM Peak	~35	~51	From 7 am to 8 am
	PM Peak	~35	~51	From 4 pm to 5 pm

*Passenger car equivalent of 3 was applied

Trip Distribution & Assignment

The trip distribution for the facility is based on the location of the school district in relation to Interstate 70 and the schools within the district. The figure below shows the locations of all schools included in the Clear Creek School District.



The maintenance facilities trip distribution is anticipated to be 100% to/from the north due to all schools within the district falling along I-70. There are no schools in the district that are along Highway 103 so it is unlikely maintenance vehicles will be making trips south of the proposed access.

Stolfus and Associates received information from the school district that there are 8 buses at the facility. Of the 8 buses, 1 bus runs south on Hwy 103 in the morning and 2 buses run south in the afternoon. The remainder of buses head north of the access point. Assuming that there is a total of 16 bus routes in both the AM and PM, it is projected that 80% ($13 / 16 = \sim 0.80$) of bus driver trips will be heading north out of the access point towards I-70, and 20% are heading south along Hwy 103.

Of the administrative/office personnel that will be frequenting the facility, it is anticipated that the typical trip distribution will be 100% to/from north of the access point due to the town of Idaho Springs and the many communities I-70 caters to. There are few residential estates and communities south of the access point along Hwy 103 so it not likely that workers will be entering and exiting from the south.

While there may be occasional trips to/from the south of the school district along Highway 103, it is anticipated that the trip distribution will be coming solely from the north to/from I-70.

The peak hour trip assignment is as follows:

Peak Hour Trips IN at the Site Access (36 Total)

- 33 will make a southbound right turn (7 buses + 12 passenger cars)
- 3 will make a northbound left turn (1 bus)

Peak Hour Trips OUT at the Site Access (15 Total)

- 15 will make a eastbound left turn (15 passenger cars)
- 0 will make a eastbound right turn

Year 2040 Traffic Growth on Highway 103

The Average Annual Daily Traffic (AADT) along the examined section of Highway 103 was obtained from CDOT’s Online Transportation Information System (OTIS). The 2020 AADT for the examined section of Highway 103 is 2,300 vehicles consisting of 1.9% trucks.

Per CDOT’s OTIS, a 1.31 factor was applied to the 2020 AADT to calculate the 20-year growth factor for the year 2040. It is projected that in the year 2040, the AADT on the examined section of Highway 103 will be 3,013 vehicles.

Traffic Volumes on Highway 103

(Traffic data to be received shortly and will be included in this section)

Auxiliary Turn Lanes

The need for auxiliary turn lanes at the facility’s proposed access point is based on the requirements of Colorado’s State Highway Access Code (SHAC). Highway 103 is classified as Category R-B – Rural Highway according to the SHAC.

The table below outlines the specific auxiliary lane warrant recommendations from the SHAC and associated turning movement volumes for the proposed access point.

Turn Lane	Aux Lane Requirement (SHAC)	Projected Access Point Turn Volumes or Explanation	Aux Lane Warranted?
NB Left Turn Deceleration Lane (inbound)	Left turn ingress greater than 10 vehicles per hour	3 PCEs per hour	No
SB Right Turn Deceleration Lane (inbound)	Right turn ingress greater than 25 vehicles per hour	33 PCEs per hour	Yes
EB-NB Left Turn Acceleration Lane (outbound)	If there is benefit to safety and operation of roadway. Not require when posted speed is less than 45 mph	Speed Limit = 30 mph	No
EB-SB Right Turn Acceleration Lane (outbound)	Right turn volume greater than 50 mph when posted speed on highway is 45 mph or greater	Speed Limit = 30 mph	No

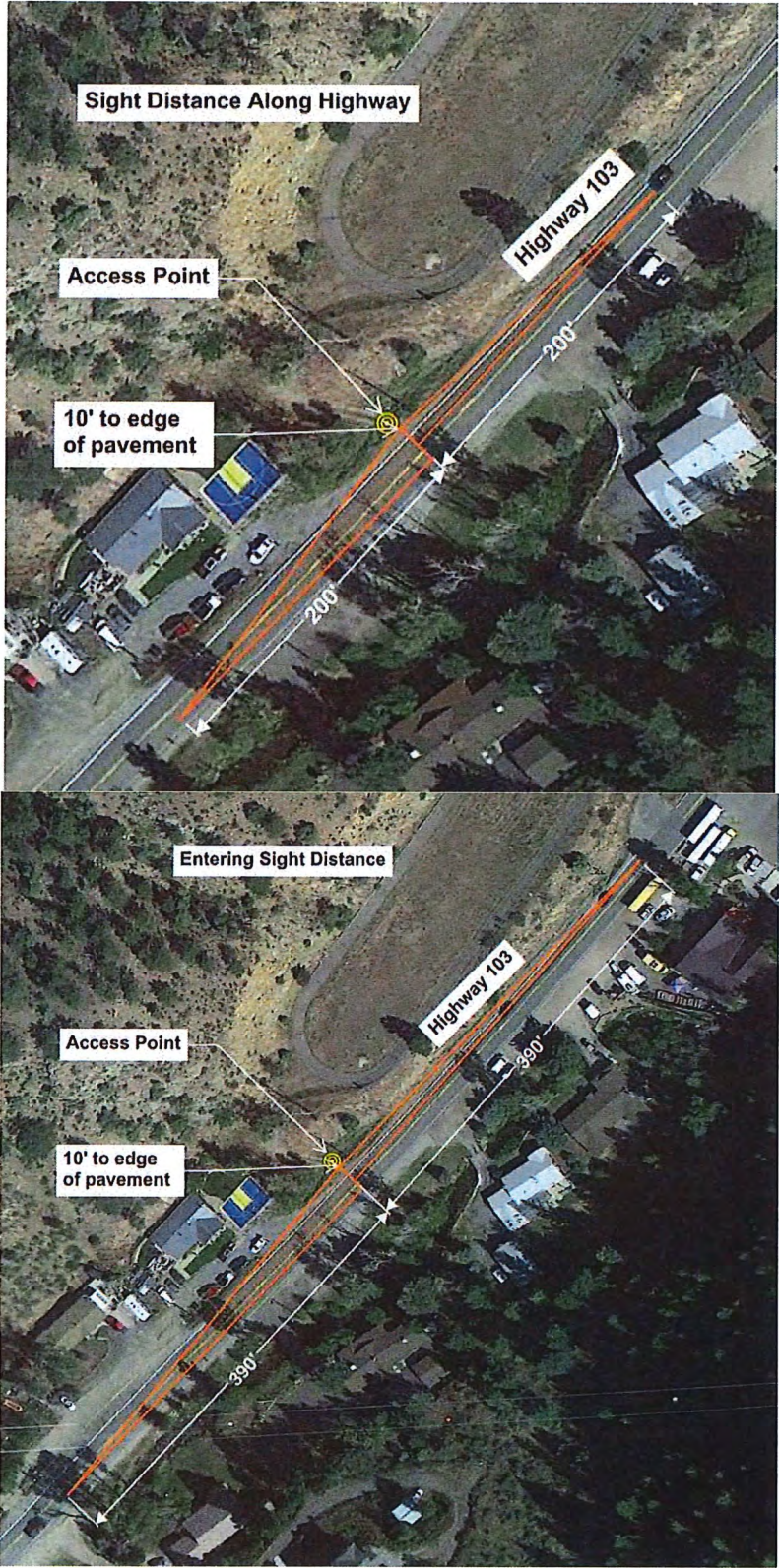
A southbound auxiliary turn lane is required at this access based on the information above. According to the State Highway Access Code requirements, the components for a right turn deceleration lane for a R-B roadway with a speed limit of 30 mph consists of a deceleration length of 250 feet with a transition taper ratio of 8:1 included in the 250 feet.

The image below shows the extents of the southbound right turn lane deceleration lane with respect to nearby access points.



Entering Sight Distance

Stolfus and Associates checked the required sight distance based off the requirements of the State Highway Access Code. Highway 103 has a speed limit of 30 mph through the proposed facility's access point, so a sight distance of 200' was checked along the highway. The entering sight distance for vehicles entering or crossing the highway was also checked. Since buses will be frequenting the access, requirements for Single Unit trucks on a two lane roadway at a posted speed of 30 mph was used. A sight distance of 390' was observed for the entering sight distance. The images below show the sight distance along the highway and the entering sight distance. The sight distance is adequate to allow the safe movement of a motorist using the access on both approaches.



FOR
Clear Creek County School District RE-1

STL	STEEL
STR	STORAGE
STRUC	STRUCTURE or STRUCTURAL
SYS	SYSTEM
T	
T	TILE
T&G	TONGUE AND GROOVE
TB	TILE BASE
TEL	TELEPHONE
TEMP	TEMPORARY
THK	THICKNESS
TO	TOP OF
TOP	TOP OF WALL
TP	TOILET PARTITION
TS	TACK SURFACE
TV	TELEVISION
TYP	TYPICAL
U	
UL	UNDERWRITER'S LABORATORY
UNO	UNLESS NOTED OTHERWISE
UNS	UNLESS OTHERWISE SPECIFIED
UPH	UPHOLSTERY
UTL	UTILITY
V	
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VEST	VESTIBULE
VF	VINYL FLOORING
VF	VERIFY IN FIELD
VOC	VOLATILE ORGANIC COMPOUND
VOL	VOLUME
W	
W	WEST or WIDE FLANGE or WIDTH
W	WITH
WO	WITHOUT
WB	WOOD BASE
WC	WALL COVERING
WO	WOOD
WO	WOODEN
WCH	WALK OFF MAT
WP	WALL PROTECTION
WSC	WAINSCOT
WT	WEIGHT or WINDOW TREATMENT
WV	WOOD VENEER
X	
X	EXTENDED POLYSTYRENE

Jacobs
PO Box 3399
Idaho Springs, CO 80452
240.418.7248
Contact:
Rachel.Rubins@jacobs.com



320 Chicago Creek Road, Idaho Springs, CO 80452

A map showing the location of the Project Site. The site is marked with a small rectangle on Colorado 103, just north of its intersection with Interstate 70. A callout box points to the site with the text "PROJECT SITE" and "300 CHICAGO CREEK ROAD". The map includes labels for "TO VAIL" at the top, "CITY OF IDAHO SPRINGS, CO" to the right, "INTERSTATE 70" at the bottom right, and "TO DENVER" at the bottom right. The road "COLORADO 103" is labeled along the horizontal route.

ABBREVIATIONS			
ASHTO	AMERICAN ASSOC. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	NOL	INCLUDED
ABAN	ABANDON	ID	INSIDE DIAMETER
AC	ASPHALTIC CONCRETE PAVING	N	INLET
ADOL	ADDITIONAL	INSUL	INSULATION
ADOM	ADDITIONAL	INV	INVERT
ADJ	ADJUSTABLE	IRR	IRRIGATION
AL	ALUMINUM	JTS	JOINTS
ALT	ALTERNATE	KO	KNOCKOUT
AMT	AMOUNT	KPL	KICK PLATE
APPROX	APPROXIMATE	KNY	KEYWAY
ARCH	ARCHITECTURAL	L	LEFT OR LITER
ARV	AIR RELIEF VALVE	LANDSCAPE (W)	LANDSCAPE (W)
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	LF	LINEAR FOOT
ASPH	ASPHALT	LP	LOW POINT OR LIGHT POLE
ASSY	ASSEMBLY	LT	LIGHT
ASTM	ASTM METRIC	LWL	LOW WATER LEVEL
AUTO	AUTOMATIC	MAINT	MAINTENANCE
AVG	AVERAGE	MAN	MANHOLE
AWWA	AMERICAN WATER WORKS ASSOC.	MATL	MATERIAL
BC	BACK OF CURB	MATL	MATERIAL
BCV	BUTTERFLY VALVE	MAX	MAXIMUM
BC	FINISHED GRADE ADJACENT TO BOTTOM OF WALL	ME	MATCH EXISTING
BLDG	BUILDING	MECH	MECHANICAL
BLK	BLOCK	MFR	MANUFACTURER
BM	BENCH MARK	MNI	MINIMUM
BMP	BEST MANAGEMENT PRACTICE	MISC	MISCELLANEOUS
BS	BACKSIGHT	MJ	MECHANICAL JOINT
BOS	BOTTOM OF STEP	N	NORTH
BOT	BOTTOM	NA	NOT APPLICABLE
BSMT	BASMENT	NC	NOT IN CONTRACT
BVC	BEGIN VERTICAL CURVE ELEVATION	NPT	NATIONAL PIPE THREAD
BVCS	BEGIN VERTICAL CURVE STATION	NPT	NOT TO SCALE
BW	BOTTOM OF WALL	OC	ON CENTER
CB	CATCH BASIN	OD	OUTSIDE DIAMETER
CCW	COUNTER CLOCKWISE	OPP	OPPOSITE
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION	OPT	OPTIONAL
CE	CAST IRON PIPE	PC	POINT OF CURVATURE
CJ	CONSTRUCTION JOINT	PCD	PRESSURE CLEAN OUT
CL	CENTER LINE OR CHAIN LINK	PCR	POINT OF CURVE RETURN
CLR	CLEAR	PI	POINT OF INTERSECTION
CMP	CORRUGATED METAL PIPE	PM	POINT OF VERTICAL INTERSECTION
CMT	CONCRETE MASONRY UNIT	PL	PROPERTY LINE
CMC	CONCRETE	PL	POLYETHYLENE
CONST	CONSTRUCTION	PE	PREFABRICATED
CONT	CONTINUOUS (STATION)	PRELIM	PRELIMINARY
COR	CORNER	PROP	PROPOSED
CIR	CIRCULAR	PRV	PRESSURE REDUCING VALVE OR PRESSURE
CY	CUBIC YARDS	PSF	POUNDS PER SQUARE FOOT
DEMO	DEMOLITION	PSI	POUNDS PER SQUARE INCH
DIA	DIAMETER	PT	POINT OF TANGENCY
DIA	DIAGONAL	PV	PLUG VALVE
DIP	DUCTILE IRON PIPE	PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL
DOM	DOMESTIC	PWT	PAVEMENT
DN	DOWN	QTY	QUANTITY
DR	DOWN	R	RADIUS
DWG	DRAWING	RAD	RADIUS
DWL	DOWEL	REIN	REINFORCED CONCRETE PIPE
E	EAST	RO	ROOF DRAIN
EA	EACH	RE	REFERENCE
ECC	ECCENTRIC	RECT	RECTANGULAR
EJ	EXPANSION JOINT	REIN	REINFORCE (R) (NG) (WHT)
EL	ELEVATION	REQD	REQUIRED
ELB	ELBOW	ROW	RIGHT OF WAY
ENG	ENGINEER	SAN	SANITARY
ENR	ENGINEER	SD	STORM DRAIN
EQ	EQUAL	SECT	SECTION
EQU	EQUIPMENT	SPO	STANDARD PROCTOR DENSITY
EQUIV	EQUIVALENT	SPEC	SPECIFICATION
EAS	EASEMENT	SQ	SQUARE
EST	ESTIMATE	SQ IN	SQUARE INCH
EVCE	END VERTICAL CURVE ELEVATION	SQ FT	SQUARE FOOT
EVCS	END VERTICAL CURVE STATION	SQ YD	SQUARE YARD
EW	EACH WAY	SS	SANITARY SEWER
EXP	EXPANSION JOINT	SST	STAINLESS STEEL
EXIST	EXISTING	STA	STATION
FD	FOUNDATION	STD	STANDARD
FES	FLARED END SECTION	STL	STEEL
FF	FINISH FLOOR	STRUCT	STRUCTURE
FG	FINISH GRADE	SWAP	STORMWATER MANAGEMENT PLAN
FI	FIRE HYDRANT	SYN	SYMMETRICAL
FL	FLOW LINE	TB	THRUST BLOCK
FN	FENCE	TBC	TOP BACK OF CURB
FDC	FACE OF CONCRETE	TDM	TEMPORARY DRAIN MARK
FTM	FEET PER MINUTE	TEMP	TEMPORARY
FPS	FEET PER SECOND	TG	THICK
FT	FEET	TIC	TOP OF BANK
FTG	FOOTING OR FITTING	TIS	TOP OF CONCRETE OR TOP OF CURB
G	GAS	TOS	TOP OF STEP
GA	GAUGE	TOT	TOTAL
GAL	GALLON	TOT	TOP OF WALL OR CAP OF WALL
GALV	GALVANIZED	TYP	TYPICAL
GC	GRADE CLEANSOUT	USC	UNIFORM BUILDING CODE
GP	GALVANIZED IRON PIPE	USE	UNDERGROUND ELECTRIC
GRD	GROUND	UTL	UTILITY
GPD	GALLONS PER DAY	VERT	VERTICAL
CPM	GALLONS PER MINUTE	VIC	POINT OF VERTICAL CURVATURE
GR	GRATE	VCP	VITRIFIED CLAY PIPE
GRATING	GRATING	W	WIDE OR WIDTH
GSP	GALVANIZED STEEL PIPE	W	W/
GV	GATE VALVE	W/O	WITHOUT
H	HIGH	WCV	WATER QUALITY CONTROL VOLUME
HB	HOSE BIB	WSE	WATER SURFACE ELEVATION
HE	HORIZONTAL ELLIPTICAL	WW	WASTEWATER
HOML	HORIZONTAL	X	SECT CROSS SECTION
HORZ	HORIZONTAL	YTR	ELECTRICAL TRANSFORMER
HP	HIGH POINT	YH	YARD HYDRANT
HR	HOUR		
HYAC	HEATING, VENTILATION, AIR CONDITIONING		
HWY	HIGHWAY		
HWL	HIGH WATER LINE		
HYD	HYDRANT		

DESIGN LEGEND			
BENCHMARK	5.0%	FENCE	5.0%
MANHOLE	+0.54	FLOW LINE OF DITCH OR WASH	+0.54
AREA DRAIN		SLOPE ARROW	
COMBINATION INLET		PROPOSED SPOT ELEVATION	
TYPE R INLET		EXIST SPOT ELEVATION	
TYPE 15 FIELD INLET		EXIST INDEX CONTOUR	
FLARED END SECTION W/ REPAIR		EXIST INTERMEDIATE CONTOUR	
TEE W/ THRUST BLOCK		PROPOSED INDEX CONTOUR	
BOND W/ THRUST BLOCK		PROPOSED INTERMEDIATE CONTOUR	
END CAP W/ THRUST BLOCK		CURB AND GUTTER	
GATE VALVE		SPILL/CATCH CURB TRANSITION	
REDUCER/INCREASER		SIGN W/ POST	
WATER METER		SIDEWALK CHASE	
FIRE HYDRANT		SIDEWALK	
STORM - 12" AND SMALLER		CONCRETE PAVING	
STORM - LARGER THAN 12"		HEAVY DUTY CONCRETE PAVING	
ROOF DRAIN		LIGHT DUTY CONCRETE PAVING	
TRENCH DRAIN		GRAVEL	
UNDERDRAIN		PROPOSED BUILDING	
SANITARY SEWER		BUILDING ACCESS	
FORCE MAIN		RETAINING WALL	
WATER		BOULDER/ROCK WALL	
NON POTABLE WATER		LIMITS OF SANICUT	
POTABLE WATER		LIMITS OF WORK	
IRRIGATION		EASEMENT LINE	
IRRIGATION - LARGER THAN 12"		PROPERTY LINE	
CABLE TV		ADJACENT PROPERTY LINE/ROW	
DRAIN		MATCHLINE	
ELECTRIC			
UNDERGROUND ELECTRIC			
OVERHEAD ELECTRIC			
TELEPHONE			
FIBER OPTIC			
FUEL			
GAS			
PVC PIPE (MISC)			
SURVEY LEGEND			
WATER LINE	BENCHMARK AS DESCRIBED	TEST CP	UTILITY LOCATED FROM MAP
WATER VALVE	FOUND MONUMENT	AS MEASURED AT TIME OF SURVEY	CALCULATED FROM RECORD AND AS MEASURED INFORMATION
WATER METER	FOUND MONUMENT	PLAT	RECORDED
FIRE HYDRANT			
SANITARY SEWER LINE			
STORM DRAINAGE LINE			
STORM DRAINAGE MANHOLE			
CURB INLET			
UNDERGROUND ELECTRICAL LINE			
OVERHEAD ELECTRICAL LINE			
ELECTRICAL POLE			
GUY WIRE			
ELECTRICAL TRANSFORMER			
ELECTRICAL RISER			
ELECTRIC VAULT			
LIGHT POLE			
DECORATIVE LIGHT			
FIBEROPTIC LINE			
TELEPHONE LINE			
TELEPHONE RISER			
GAS LINE			
INDICATION OF ACCESS			
BUILDING			

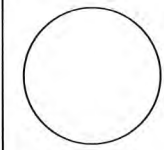
NOTE: SHADED ITEMS REPRESENT EXIST FEATURES



GENERAL NOTES

- ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE LATEST STANDARDS AND SPECIFICATIONS OF THE CITY OF IDAHO SPRINGS, CHICAGO CREEK SANITATION DISTRICT, UTILITY DISTRICTS, COLORADO DEPARTMENT OF TRANSPORTATION, CLEAR CREEK COUNTY FIRE AUTHORITY REQUIREMENTS, AND APPLICABLE STATE AND LOCAL STANDARDS AND SPECIFICATIONS. THE CONTRACTOR SHALL HAVE IN POSSESSION AT THE JOB SITE AT ALL TIMES ONE (1) SIGNED COPY OF APPROVED PLANS, STANDARDS AND SPECIFICATIONS. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN EMERGENCY ACCESS ROUTES TO THE SITE AND STRUCTURE AT ALL TIMES PER THE APPLICABLE IDAHO SPRINGS FIRE DEPARTMENT REQUIREMENTS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ANY VARIANCE TO THE ABOVE DOCUMENTS. NOTIFY ENGINEER OF ANY CONFLICTING STANDARDS OR SPECIFICATIONS. IN THE EVENT OF ANY CONFLICTING STANDARD OR SPECIFICATION, THE MORE STRINGENT OR HIGHER QUALITY STANDARD, DETAIL OR SPECIFICATION SHALL APPLY.
- THE CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE CODES, LICENSES, STANDARD SPECIFICATIONS, PERMITS, BONDS, ETC., WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK, INCLUDING, BUT NOT LIMITED TO A LOCAL AND STATE GROUNDWATER DISCHARGE AND COLORADO DEPARTMENT OF HEALTH AND ENVIRONMENT (CDHE) STORMWATER DISCHARGE PERMIT ASSOCIATED WITH CONSTRUCTION ACTIVITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE REQUIRED PARTY (OWNER, OWNER'S REPRESENTATIVE, MUNICIPAL/DISTRICT INSPECTOR, GEOTECHNICAL ENGINEER, ENGINEER AND/OR UTILITY OWNER) AT LEAST 48 HOURS PRIOR TO START OF ANY CONSTRUCTION, PRIOR TO BACKFILLING, AND AS REQUIRED BY JURISDICTIONAL AUTHORITY AND/OR PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL CONTINUE WITH NOTIFICATIONS THROUGHOUT THE PROJECT AS REQUIRED BY THE STANDARDS AND SPECIFICATIONS.
- THE LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION BASED ON INFORMATION BY OTHERS. NOT ALL UTILITIES MAY BE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT SIZE, LOCATION AND TYPE OF ALL EXISTING UTILITIES WHETHER SHOWN OR NOT BEFORE COMMENCING WORK. THE ENGINEER AND/OR OWNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS SHOWN ON PLANS. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR ANY AND ALL DAMAGES AND COSTS WHICH MIGHT OCCUR BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES. THE CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY COMPANIES AND DETERMINE THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO PROCEEDING WITH GRADING AND CONSTRUCTION. ALL WORK PERFORMED IN THE AREA OF UTILITIES SHALL BE PERFORMED AND INSPECTED ACCORDING TO THE REQUIREMENTS OF THE UTILITY OWNER. OTHERWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MARKING ANY EXISTING UTILITY (INCLUDING DEPTH) WHICH MAY CONFLICT WITH THE PROPOSED CONSTRUCTION, AND FOR RELOCATING DISCOVERED UTILITIES AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL CONTACT AND RECEIVE APPROVAL FROM MUNICIPALITY/UTILITY OWNER AND ENGINEER BEFORE RELOCATING ANY DISCOVERED UTILITIES. CONTRACTOR RESPONSIBLE FOR SERVICE CONNECTIONS, AND RELOCATING AND RECONNECTING AFFECTED UTILITIES AS COORDINATED WITH UTILITY OWNER AND/OR ENGINEER, INCLUDING NON-MUNICIPAL UTILITIES (TELEPHONE, GAS, CABLE, ETC., WHICH SHALL BE COORDINATED WITH THE UTILITY OWNER). THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER UPON DISCOVERY OF A UTILITY DISCREPANCY OR CONFLICT. AT LEAST 48 HOURS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY NOTIFICATION CENTER OF COLORADO (1-800-922-1987, WWW.NCIC.CO). SEE SURVEY UTILITY LOCATION INFORMATION BELOW.
- THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR OWNER AND/OR CITY APPROVAL AND PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FENCING, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR AGREES TO COMPLY WITH THE PROVISIONS OF THE TRAFFIC CONTROL PLAN AND THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," PART 1A, FOR CONSTRUCTION SIGNS AND TRAFFIC CONTROL. ALL TEMPORARY AND PERMANENT TRAFFIC SIGNS SHALL COMPLY TO THE MANUAL ON SIGNAGE DETAILS REFER TO MUTCD SIGN NUMBERS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STRUCTURES NOR EROSION ON ADJUTING PROPERTIES IN ORDER TO CONSTRUCT THE PROPOSED PLANS. GROUNDWATER TO BE PUMPED SHALL BE TESTED, PERMITTED, AND PUMPED PER THE STATE OF COLORADO AND LOCAL GROUNDWATER DISCHARGING PERMIT REQUIREMENTS.
- R/W AND GRATE ELEVATIONS SHOWN ON PLANS ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. THE CONTRACTOR SHALL ADJUST R/W AND OTHER IMPROVEMENTS TO MATCH FINAL PAVEMENT AND FINISHED GRADE ELEVATIONS.
- THE EXISTING AND PROPOSED ELEVATIONS OF FLATWORK, SIDEWALKS, CURBS, THRESHOLDS, PAVING, ETC. AS SHOWN HEREON ARE BASED ON EXTRAPOLATION OF FIELD SURVEY DATA, EXISTING CONDITIONS, AND DATA PROVIDED BY OTHERS. AT CRITICAL AREAS AND SITE FEATURES, CONTRACTOR SHALL HAVE WORKMANSHIP INSPECTED AND APPROVED BY OWNER, OWNER'S REPRESENTATIVE, OR ENGINEER PRIOR TO PLACING CONCRETE. MINOR ADJUSTMENTS, AS APPROVED, TO PROPOSED DRAINS, INVERTS, ETC. MAY BE REQUIRED TO PREVENT POONDING OR SLOPE NOT IN CONFORMANCE WITH CONFORMANCE AND PREVENT POSITIVE DRAINAGE. ALL FLATWORK AND PERMANENT DRAINAGE AWAY FROM EXISTING AND PROPOSED BUILDINGS, WALLS, ROOF DRAIN OUTFALLS, ACROSS DRIVES AND WALKS, ETC., TOWARDS THE PROPOSED INTENDED DRAINAGE FEATURES AND CONVEYANCES.
- FINAL LIMITS OF REQUIRED ASPHALT SAWCUTTING AND PATCHING MAY VARY FROM LIMITS SHOWN ON PLANS. CONTRACTOR TO PROVIDE SAWCUT AND PATCH WORK TO ACHIEVE POSITIVE DRAINAGE AND A SMOOTH TRANSITION TO EXISTING ASPHALT WITHIN SLOPES ACCEPTABLE TO THE ENGINEER AND WITHIN MUNICIPAL STANDARDS. CONTRACTOR SHALL PROVIDE ADDITIONAL SAWCUTTING AND PATCHING AT UTILITY WORK, CONNECTION POINTS TO EXISTING PAVEMENT AND FEATURES, ETC. THAT MAY NOT BE DELINEATED ON PLANS.
- ANY EXISTING MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC. TO BE PROTECTED AND TO REMAIN IN SERVICE. IF FEATURES EXIST, EXTEND OR LOWER TO FINAL SURFACE WITH LIKE KIND AND CAP WITH STANDARD CAST ACCESS LID WITH SAME WARNING. IN LANDSCAPED AREAS PROVIDE A CONCRETE COLLAR (18"x18"x6" THICK) AT ALL EXISTING AND PROPOSED MONITORING WELLS, CLEANOUTS, VALVE BOXES, ETC.
- OWNER TO APPROVE ALL PRIVATE CONCRETE FINISHING, JOINT PATTERNS AND COLORING REQUIREMENTS PRIOR TO CONSTRUCTION. SUBMIT JOINT LAYOUT PLAN TO OWNER FOR APPROVAL PRIOR TO CONSTRUCTION.
- PIPE LENGTHS AND HORIZONTAL CONTROL POINTS SHOWN ARE FROM CENTER OF STRUCTURES, END OF FLARED END SECTIONS, ETC. SEE STRUCTURE DETAILS FOR EXACT HORIZONTAL CONTROL. LOCATION. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING ACTUAL PIPE LENGTHS TO ACCOUNT FOR STRUCTURES AND LENGTH OF FLARED END SECTIONS.
- ALL SURPLUS MATERIALS, TOOLS, AND TEMPORARY STRUCTURES, FURNISHED BY THE CONTRACTOR, SHALL BE REMOVED FROM THE PROJECT SITE BY THE CONTRACTOR. ALL DEBRIS AND RUBBISH CAUSED BY THE OPERATIONS OF THE CONTRACTOR SHALL BE REMOVED, AND THE AREA OCCUPIED DURING CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO ITS ORIGINAL CONDITION, WITHIN 48 HOURS OF PROJECT COMPLETION, UNLESS OTHERWISE DIRECTED BY THE MUNICIPALITY OR OWNER'S REPRESENTATIVE.
- THE CONTRACTOR IS REQUIRED TO PROVIDE AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE LOCAL JURISDICTION, THE STATE OF COLORADO, MILE HIGH FLOOD DISTRICT "URBAN STORM DRAINAGE CRITERIA MANUAL VOLUME 3", THE "M-STANDARD PLANS OF THE COLORADO DEPARTMENT OF TRANSPORTATION, AND THE APPROVED EROSION CONTROL PLAN. JURISDICTIONAL AUTHORITY MAY REQUIRE THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION CONTROL MEASURES AT THE CONTRACTOR'S EXPENSE DUE TO UNDESIGNED EROSION PROBLEMS OR IF THE PLANS DO NOT FUNCTION AS INTENDED. THE CONTRACTOR IS RESPONSIBLE FOR PROHIBITING SILT AND DEBRIS LAIDEN RANOFF FROM LEAVING THE SITE, AND FOR KEEPING ALL PUBLIC AREAS FREE OF MUD AND DEBRIS. THE CONTRACTOR IS RESPONSIBLE FOR RE-ESTABLISHING FINAL GRADES AND FOR REMOVING ACCUMULATED SEDIMENTATION FROM ALL AREAS INCLUDING SWALES AND DETENTION/WATER QUALITY AREAS. CONTRACTOR SHALL REMOVE TEMPORARY EROSION CONTROL MEASURES AND REPAIR AREAS AS REQUIRED AFTER VEGETATION IS ESTABLISHED AND ACCEPTED BY OWNER AND MUNICIPALITY.
- 15.A. UNLAPLISHED: THE CROSS-SLOPE OF ALL WALKS MUST BE LESS THAN 1:48 (2.0%) PERPENDICULAR TO DIRECTION OF TRAVEL. RUNNING SLOPE OF ACCESSIBLE WALKS MUST BE NOT STEEPER THAN 1:20 (5.0%) IN DIRECTION OF TRAVEL. MAXIMUM GRADE OF ACCESSIBLE CURB RAMPS AND RAMPS IS 1:12 (8.3%). CURB RAMPS SHALL PROVIDE A LANDING AT THE TOP AND RAMP RUNS PROVIDE LANDINGS AT THE BOTTOM AND TOP OF EACH RAMP RUN AT A SLOPE NOT TO EXCEED 1:48. RAMP RUNS EXCEEDING SIX INCHES SHALL INCLUDE HANDRAILS. ACCESSIBLE PARALLEL AND ACCESS ASSESSABLE. CONTRACTOR SHALL NOTIFY ENGINEER PRIOR TO PLACEMENT OF FLATWORK OF SITE CONDITIONS OR DISCREPANCIES WHICH PREVENT TYPICAL REQUIRED GRADES FROM BEING ACHIEVED. ALL RAMPS, STAIRS, EDGE PROTECTION, AND RAILINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA STANDARDS. ACCESSIBLE CURB RAMPS SHALL CONFORM TO THE CDOT M-STANDARDS (SEE DETAIL M-608-1, ETC.). ACCESSIBLE FEATURE WITHIN THE PUBLIC RIGHTS-OF-WAY SHALL BE CONSTRUCTED TO CONFORM TO THE LOCAL AUTHORITY HAVING JURISDICTION REQUIREMENTS.
16. PROTECT ALL TREES AND VEGETATION. PLACE CONSTRUCTION FENCING AT DRIP LINE OF TREES AND PLANTS NEAR THE WORK ZONE. DEEP WATER TREES WEEKLY. HAND EXCAVATION REQUIRED AT ROOT ZONES WHERE PROPOSED PAVING OR UTILITY WORK IS WITHIN DRUPLINE OF TREES.
17. LOCATIONS OF CLEANOUTS, LIGHTS, SIGNAGE, JUNCTION BOXES, AND OTHER SIGNIFICANT SITE FEATURES TO BE STAKED FOR ENGINEER AND OR OWNER APPROVAL PRIOR TO WORK. CLEANOUTS, JUNCTION BOXES, AND ADJACENT GRADES TO BE RAISED ONE-HALF INCH AT ASPHALT/CONCRETE (OR 1" AT LANDSCAPING) TO PROVIDE POSITIVE DRAINAGE AWAY FROM FEATURES.
18. SURVEY INFORMATION:
 - 18.1. BENCHMARK INFORMATION: TOPOGRAPHIC INFORMATION WAS PROVIDED BY CLEAR CREEK SURVEYING, SEE "LAND SURVEY PLAT WITH TOPOGRAPHY" DATED 03/25/2022. PROJECT BENCHMARK AT CORNER NO. 3 WITH A FOUND BLM 3-1/4" ALUMINUM CAP ON WITH 1" ALUMINUM MONUMENT STAMPED: PLS 19234. PROJECT COORDINATES FOR THE TOPOGRAPHY ARE LOCATED COLORADO STATE PLANE COORDINATES CENTRAL ZONE, NORTH AMERICAN DATUM 1983, G.S. SURVEY FEET. ELEVATIONS ARE HADN BE BASED UPON CLEAR CREEK COUNTY GEODETIC CONTROL NETWORK POINT NO. 8, BEING NGSP POINT M2023, IDAHO AS MK HAVING AN ELEVATION OF 7683.77. THE STATE PLANE COORDINATES WERE BASED BY A COMBINED SCALE FACTOR OF 1.000304482, HAVING A NORTHING OF 1694508.89 AND AN EASTING OF 299130.36. THE DATUM IS PER SURVEY, COORDINATE AND VERIFY ALL VERTICAL AND HORIZONTAL DATA SHOWN IN SURVEY AND REPORT ANY DISCREPANCIES OR DISCREPANCIES TO ENGINEER PRIOR TO CONSTRUCTION.
 - 18.2. BASIS OF BEARINGS: ARE BASED ON THE REFERENCED SURVEY.
 - 18.3. HORIZONTAL CONTROL INFORMATION: HORIZONTAL CONTROL COORDINATES ARE BASED ON THE REFERENCED SURVEY AND ARE PROVIDED BY THE FOLLOWING POINTS:

POINT #2081	N1683474.88	E2993192.04
POINT #1421	N1684381.41	E2993205.51
POINT #1423	N1684285.28	E2993793.05
 - 18.4. SURVEY UTILITY LOCATION INFORMATION PER THE SURVEYOR: SUBSURFACE UTILITIES ARE SHOWN IN APPROXIMATE HORIZONTAL AND VERTICAL LOCATIONS CONSISTENT WITH ASCE 38-02 QUALITY LEVEL "B" (INFORMATION OBTAINED BY THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND HORIZONTAL POSITION OF VIRTUALLY ALL UTILITIES WITHIN THE PROJECT LIMITS. THE INFORMATION OBTAINED IN THIS MANNER IS SURVEYED TO PROJECT CONTROL) AND QUALITY LEVEL "C" (INFORMATION OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL "B" INFORMATION DERIVED FROM EXISTING RECORDS OR ORAL RECOLLECTIONS), AND BASED ON FIELD MEASUREMENTS PROVIDED BY THE OWNER AND THE CONTRACTOR. SUBSURFACE UTILITIES ARE NOT DEPICTED TO THE EXTENT SET FORTH IN ASCE 38-02 QUALITY LEVELS "A" (INFORMATION OBTAINED THROUGH THE NONDESTRUCTIVE EXPOSURE OF UNDERGROUND UTILITIES, AND ALSO PROVIDES THE TYPE, SIZE, CONDITION, MATERIAL AND OTHER CHARACTERISTICS OF UNDERGROUND FEATURES). TO THE EXTENT DEEMED NECESSARY FOR THE PROTECTION OF PERSONS AND PROPERTY, POTHOLES OR OTHER PRECISE MAPPING MAY BE COMPLETED TO CONFIRM THE EXACT LOCATION OF ANY SUBSURFACE UTILITIES. NOTIFY OWNER AND ENGINEER WITH ALL UTILITY INFORMATION PRIOR TO CONSTRUCTION. VISIT <https://www.fhwa.dot.gov/programdiv/surveydata/> FOR MORE INFORMATION.
19. THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE SHALL FURNISH THE OWNER AND ENGINEER OF RECORD A COMPLETE SET OF CONSTRUCTION RECORD DRAWINGS ("AS-BUILTS") FOR THE CONSTRUCTED IMPROVEMENTS. THE AS-BUILT SET SHALL SHOW SUFFICIENT DIMENSION LIES TO PERMANENT SURFACE FEATURES OR NORTHING/EASTING POINTS FOR ALL BORED FACILITIES TO ALLOW FOR BUILT SET SHALL SHOW AS-BUILT SETS AND ELEVATIONS OF ASPHALT AND CONCRETE FLATWORK, FLOWLINES, GRADE BREAKS, STAIRS, CROSS-SLOPES, HOI AND LOW POINTS, AND ADDITIONAL ELEVATIONS TO DEMONSTRATE IMPROVEMENTS WERE CONSTRUCTED PER PLANS. THE AS-BUILT SET SHALL SHOW ELEVATIONS OF ALL DETENTION/WATER QUALITY FACILITIES, INCLUDING BUT NOT LIMITED TO BENS, SPILLWAYS, BASIN BOTTOM, PIPE INVERTS, AND CONTROL STRUCTURE FEATURES (AS SURVEYED AND STAKED BY A CERTIFIED P.L.S.). THE AS-BUILT SET SHALL ALSO INCLUDE ELEVATIONS OF MANHOLES, PIPES, WEETS, GRATES, AND SIZES OF ALL UTILITIES. THE AS-BUILT SET SHALL SHOW ANY AND ALL VARIATIONS FROM THE APPROVED FINAL RECORD DRAWINGS.



REVISION	DATE
Construction Documents	
Proposed Number	2210133
Date	8/5/2022
Drawn By	19P40
Checked By	SP15P
Copyright	
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Sheet Name: GENERAL LEGEND, NOTES AND ABBREVIATIONS	



DEMO/OLITION NOTES:

- [illegible]

DEMOLITION LEGEND

-
- Legend:
- DEMO SUBSURFACE FEATURE: Wavy line pattern
 - DEMO SURFACE FEATURE: Parallel diagonal line pattern
 - DEMO BUILDING: Stippled pattern
 - ABANDON SUBSURFACE FEATURE: Dashed line pattern
 - UNITS OF SAMCUT: Horizontal dashed line
 - REMOVE EXISTING TREE: Tree symbol with an 'X'
 - PROTECT EXISTING TREE: Tree symbol with a circle



2002

DEMOLITION
PLAN

DATE: 02/17/00
 BY: 650922
 TYPE: 1
 SPICED COPY

DATE	PERMISSION
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CCSD RE1 -TRANSPORTATION MAINTENANCE FACILITY

320 Chicago Creek Road, Idaho Springs, CO 80452



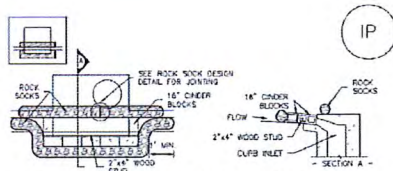
MOA ARCHITECTURE
COLORADO | WYOMING
414 14th STREET, SUITE 300
DENVER, COLORADO 80202
303.308.1190
moaarch.com



4:30 PM, 8/24/2022, 12:47 PM, moa



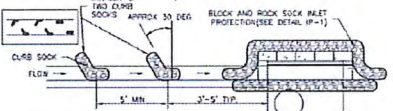
SC-6 Inlet Protection (IP)



IP-1. BLOCK AND ROCK SOCK SUMP OR ON GRADE INLET PROTECTION

BLOCK AND CURB SOCK #1/2 PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. CONCRETE "CHISEL" ROCKS SHALL BE Laid ON THEIR SEES AROUND THE INLET IN A "SHAKE BONE" PATTERN ONE ANOTHER WITH THE STRIP END POINTS AWAY FROM THE CURB.
3. GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ADJUTING ONE ANOTHER AND JOINED TOGETHER IN ACCORDANCE WITH ROCK SOCK DESIGN DETAIL.

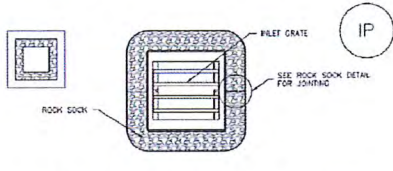


IP-2. CURB ROCK SOCKS UPSTREAM OF INLET PROTECTION

CURB ROCK SOCK #1/2 PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL INSTALLATION REQUIREMENTS.
2. PLACEMENT OF THE SOCK SHALL BE APPROXIMATELY 30 DEGREES FROM PERPENDICULAR IN THE OPPOSITE DIRECTION OF FLOW.
3. SOCKS ARE TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5 FEET APART.
4. AT LEAST TWO CURB SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADE INLETS.

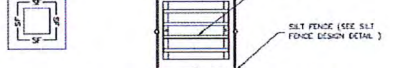
Inlet Protection (IP) SC-6



IP-3. ROCK SOCK SUMP/AREA INLET PROTECTION

ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. STRIP BATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR INLETS IN PERIODS AREAS. INSTALL PER SEGMENT CONTROL LOG DETAIL.



IP-4. SILT FENCE FOR SUMP INLET PROTECTION

SILT FENCE INLET PROTECTION INSTALLATION NOTES

1. SEE SILT FENCE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. POSTS SHALL BE PLACED AT EACH CORNER OF THE BUILT AND AROUND THE EDGES AT A MAXIMUM SPACING OF 2 FEET.
3. STRIP BATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR INLETS IN PERIODS AREAS. INSTALL PER SEGMENT CONTROL LOG DETAIL.

SC-6 Inlet Protection (IP)

GENERAL INLET PROTECTION INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
- LOCATION OF INLET PROTECTION
- TYPE OF INLET PROTECTION (IP-1, IP-2, IP-3, IP-4, IP-5, IP-6)
2. INLET PROTECTION SHALL BE INSTALLED PROMPTLY AFTER INLET CONSTRUCTION OR FINISH IS COMPLETE. TYPICALLY WITHIN 48 HOURS. IF A RAINFALL/RUNOFF EVENT IS FORECAST, INSTALL INLET PROTECTION PRIOR TO ONSET OF DOWN.
3. MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM LEICED STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

INLET PROTECTION MAINTENANCE NOTES

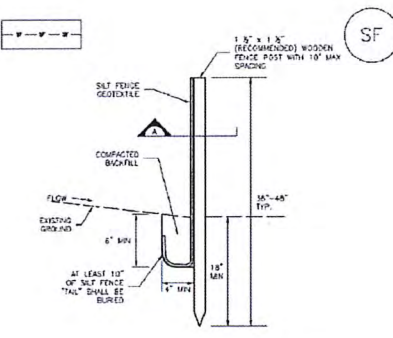
1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON OCCURRENCE OF THE FAILURE.
4. SEDIMENT ACCUMULATED UPSTREAM OF INLET PROTECTION SHALL BE REMOVED AS NECESSARY TO MAINTAIN BMP EFFECTIVENESS. TYPICALLY WITHIN 24 HOURS. VOLUNTARY PRACICES: 25% OF CAPACITY, A DEPTH OF 5" WHEN SILT FENCE IS USED, OR 5" OF THE HEIGHT FOR STRIP BATTLES.
5. INLET PROTECTION IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS PERMANENTLY STABILIZED, UNLESS THE LOCAL JURISDICTION APPROVES EARLY REMOVAL OF INLET PROTECTION IN STREETS.
6. WHEN INLET PROTECTION AT AREA INLETS IS REMOVED, THE DISTURBED AREA SHALL BE COVERED WITH TOP SOIL, SEEDING AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.

(DETAIL ADDED FROM TOWN OF FORT COLLINS AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AURORA)

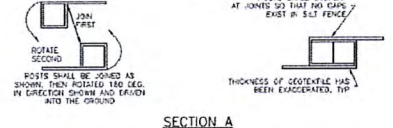
NOTE: THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW CONVENTIONAL, CONVENTIONAL METHODS OF INLET PROTECTION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY PROPRIETARY INLET PROTECTION METHODS ON THE MARKET. UNLESS EITHER INDICATES NON-PROPRIETARY USE OF PROPRIETARY INLET PROTECTION, HOWEVER, IN THE EVENT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE PROVIDED IN THE BMP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

NOTE: SOME JURISDICTIONS DISALLOW OR PROHIBIT THE USE OF STRIP BATTLES FOR INLET PROTECTION. CHECK WITH LOCAL JURISDICTION TO DETERMINE IF STRIP BATTLE INLET PROTECTION IS ACCEPTABLE.

Silt Fence (SF) SC-1



SILT FENCE



SECTION A

SF-1. SILT FENCE

SC-1 Silt Fence (SF)

SILT FENCE INSTALLATION NOTES

1. SILT FENCE MUST BE PLACED AWAY FROM THE TOE OF THE SLOPE TO ALLOW FOR WATER PASSING. SILT FENCE AT THE TOE OF A SLOPE SHOULD BE INSTALLED IN A FLAT LOCATION AT LEAST SEVERAL FEET (2-3 FT) FROM THE TOE OF THE SLOPE TO ALLOW ROOM FOR PAVING AND EROSION.
2. A UNIFORM 6" X 4" ANCHOR TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION DEVICE. NO ROAD GRADERS, BACKHOES, OR SIMILAR EQUIPMENT SHALL BE USED.
3. CONNECT ANCHOR TRENCH BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
4. SILT FENCE SHALL BE PULLED TIGHT AS IT IS ANCHORED TO THE STAKES. THERE SHOULD BE NO NOTICEABLE SAG BETWEEN STAKES AFTER IT HAS BEEN ANCHORED TO THE STAKES.
5. SILT FENCE FABRIC SHALL BE ANCHORED TO THE STAKES USING 1" HEAVY DUTY STAPLES OR NAILS WITH 1" HEADS. STAPLES AND NAILS SHOULD BE PLACED 3" ALONG THE FABRIC DOWN THE STAKE.
6. AT THE END OF A RUN OF SILT FENCE ALONG A CONTOUR, THE SILT FENCE SHOULD BE TURNED PERPENDICULAR TO THE CONTOUR TO CREATE A "J" JOINT. THE "J" JOINT, EXTENDING PERPENDICULAR TO THE CONTOUR SHOULD BE OF SUFFICIENT LENGTH TO KEEP RUNWAY FROM FLOWING AROUND THE END OF THE SILT FENCE (TYPICALLY 10' - 20').

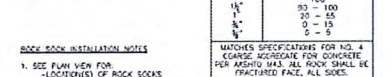
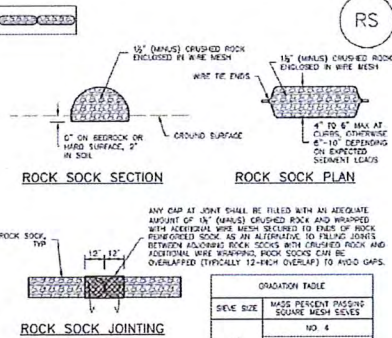
SILT FENCE MAINTENANCE NOTES

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.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON OCCURRENCE OF THE FAILURE.
4. SEDIMENT ACCUMULATED UPSTREAM OF THE SILT FENCE SHALL BE REMOVED AS NEEDED TO MAINTAIN THE FUNCTIONALITY OF THE BMP. TYPICALLY WITHIN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 6".
5. REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.
6. SILT FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION, OR IS REPLACED BY AN EQUIVALENT PERIMETER SEDIMENT CONTROL BMP.
7. WHEN SILT FENCE IS REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDING AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(DETAIL ADDED FROM TOWN OF FORT COLLINS AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AURORA)

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

SC-5 Rock Sock (RS)



GRADATION TABLE	
SIZE	MASS PERCENT PASSING SQUARE HOLE SIZES
NO. 4	100
2"	93 - 100
1 1/2"	25 - 55
1"	0 - 15
3/4"	2 - 9

MANHOLE SPECIFICATIONS FOR NO. 4 COARSE AGGREGATE FOR CONCRETE: FOR AGGREGATE HAS ALL ROCK SHALL BE FRACTURED FACE, ALL SIDES.

RS-1. ROCK SOCK PERIMETER CONTROL

Rock Sock (RS) SC-5

ROCK SOCK MAINTENANCE NOTES

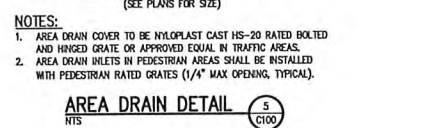
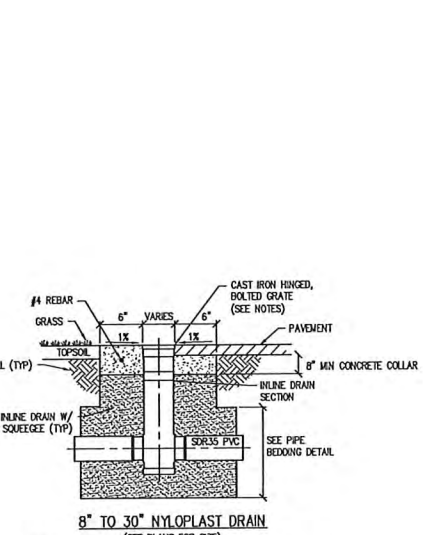
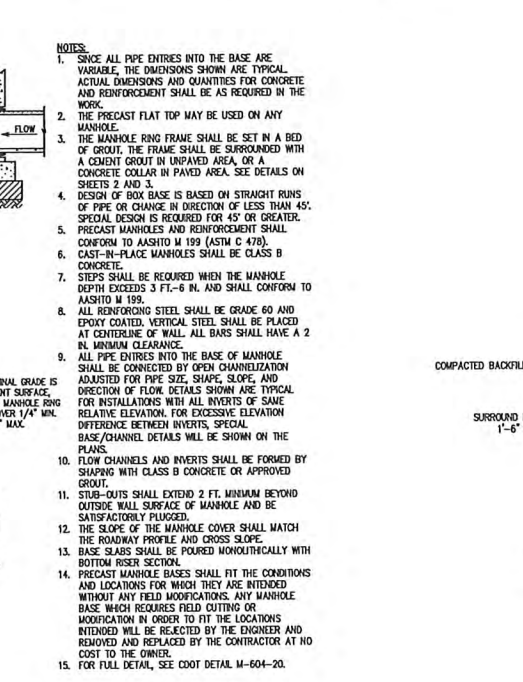
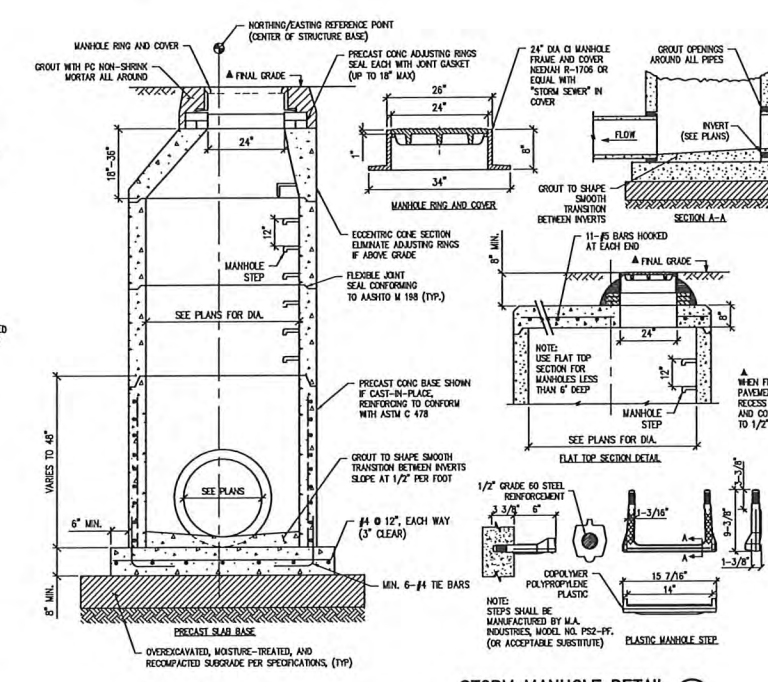
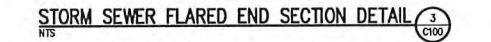
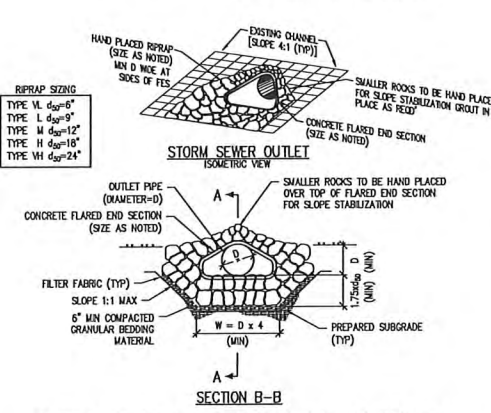
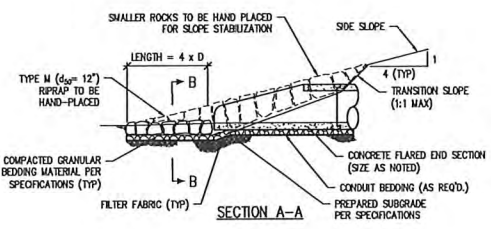
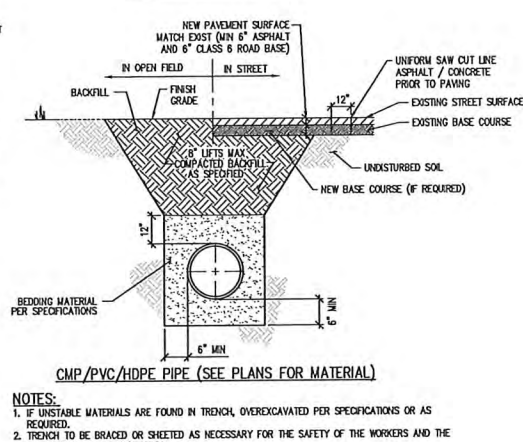
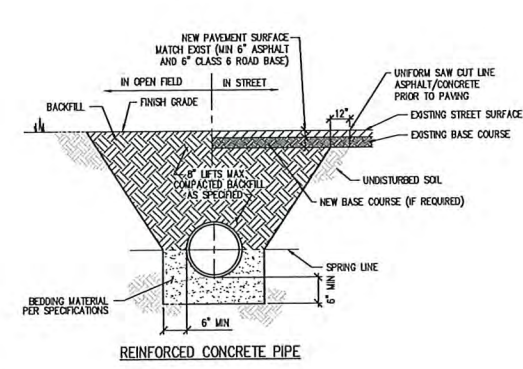
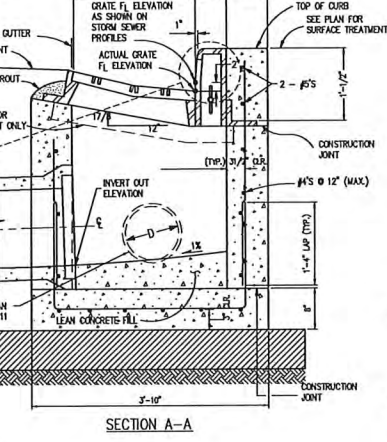
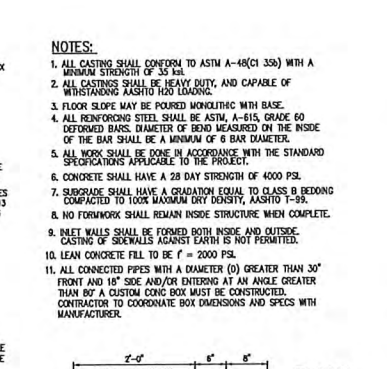
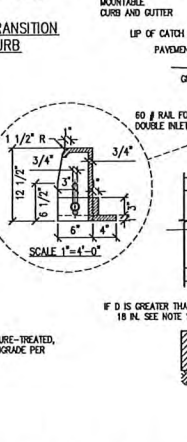
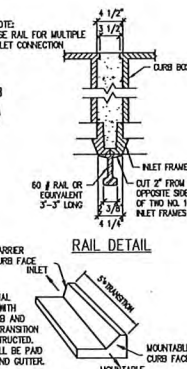
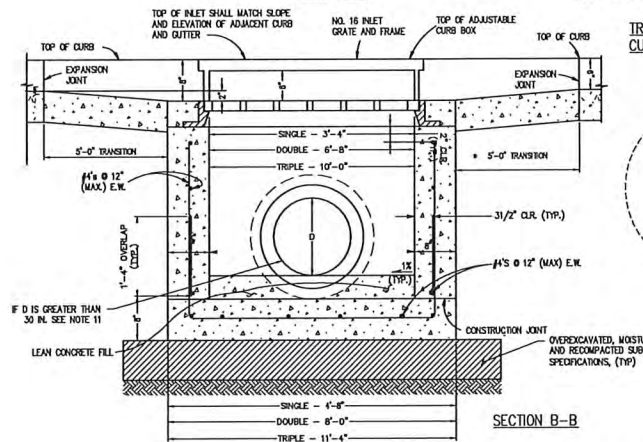
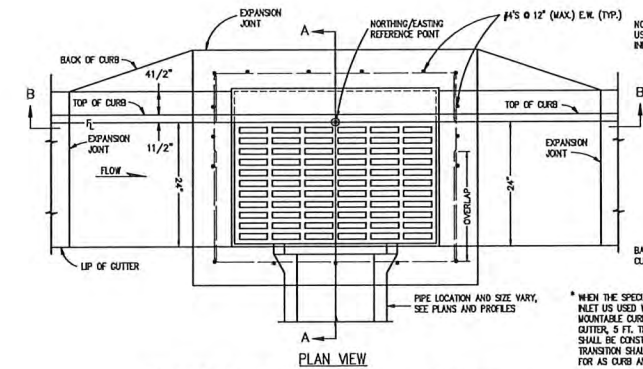
1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON OCCURRENCE OF THE FAILURE.
4. ROCK SOCKS SHALL BE REPLACED IF THEY BECOME HEAVILY SOILED, OR DAMAGED BEYOND REPAIR.
5. SEDIMENT ACCUMULATED UPSTREAM OF ROCK SOCKS SHALL BE REMOVED AS NEEDED TO MAINTAIN FUNCTIONALITY OF THE BMP. TYPICALLY WITHIN DEPTH OF ACCUMULATED SEDIMENTS IS APPROXIMATELY 5" OF THE HEIGHT OF THE ROCK SOCK.
6. ROCK SOCKS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
7. WHEN ROCK SOCKS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDING AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

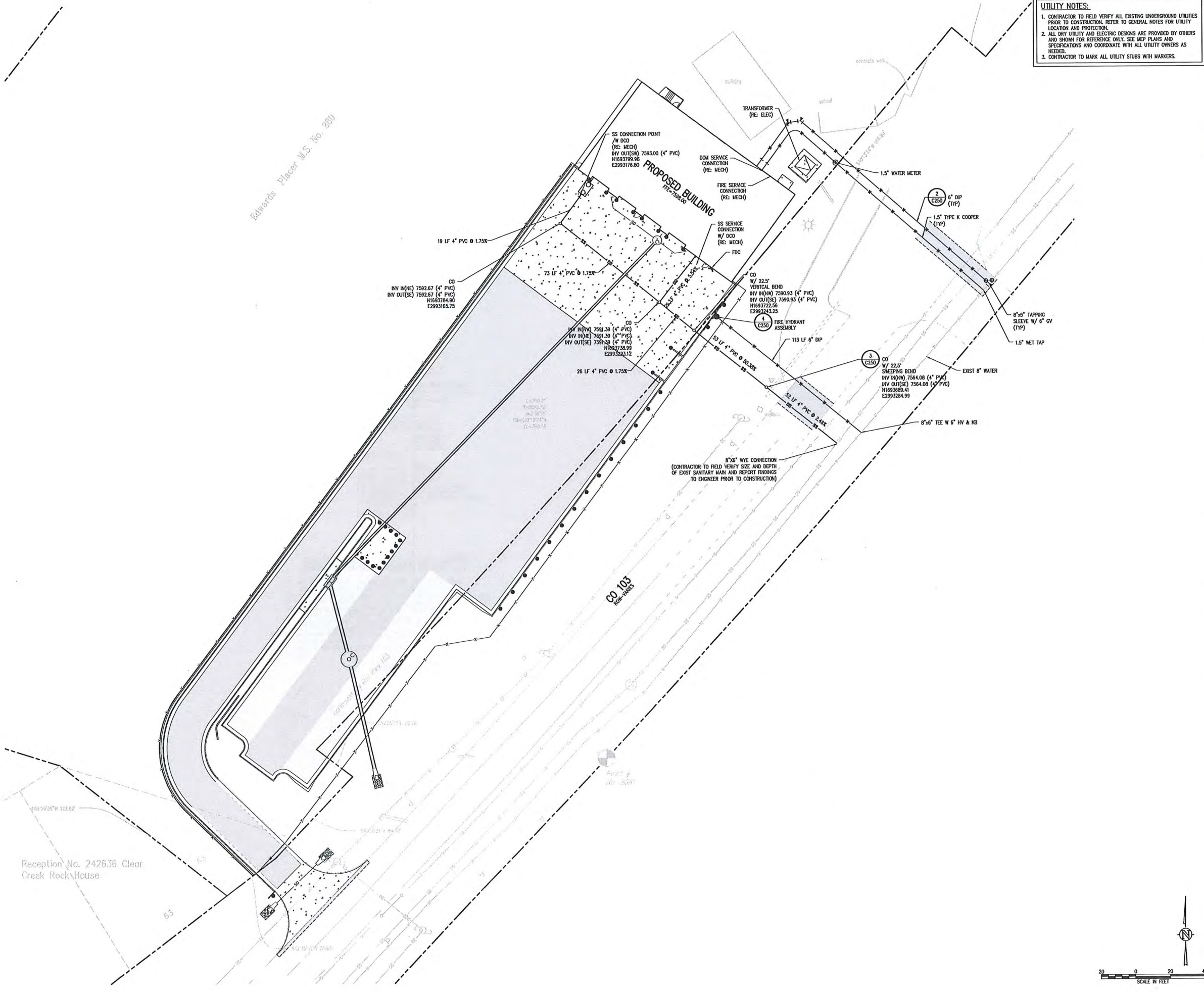
(DETAIL ADDED FROM TOWN OF FORT COLLINS AND CITY OF AURORA, COLORADO, NOT AVAILABLE IN AURORA)

NOTE: THE DETAILS INCLUDED WITH THIS FACT SHEET SHOW CONVENTIONAL, CONVENTIONAL METHODS OF ROCK SOCK INSTALLATION IN THE DENVER METROPOLITAN AREA. THERE ARE MANY OTHER SIMILAR PROPRIETARY PRODUCTS ON THE MARKET. UNLESS EITHER INDICATES NON-PROPRIETARY USE OF PROPRIETARY PROTECTION PRODUCTS, HOWEVER, IN THE EVENT PROPRIETARY METHODS ARE USED, THE APPROPRIATE DETAIL FROM THE MANUFACTURER MUST BE PROVIDED IN THE BMP AND THE BMP MUST BE INSTALLED AND MAINTAINED AS SHOWN IN THE MANUFACTURER'S DETAILS.

REVISION	DATE
Construction Documents	
Project Number	22107.00
Drawn	8/15/2012
Drawn By	THP/ED
Checked By	SEP/CFG
Copyright	
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Sheet Name	
EROSION CONTROL DETAILS	

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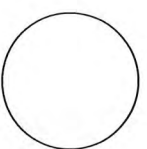
- UTILITY NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
 2. ALL DRY UTILITY AND ELECTRIC DESIGNS ARE PROVIDED BY OTHERS AND SHOWN FOR REFERENCE ONLY. SEE MEP PLANS AND SPECIFICATIONS AND COORDINATE WITH ALL UTILITY OWNERS AS NEEDED.
 3. CONTRACTOR TO MARK ALL UTILITY STUBS WITH MARKERS.

MOA ARCHITECTURE
COLORADO | WYOMING
414 14TH STREET, SUITE 300
DENVER, COLORADO 80202
303.308.1190
moaarch.com



CONSTRUCTIVE BUSINESS
P.O. Box 1000
3113 Spruce Street
Boulder, CO 80502 303.444.1911
www.cbjra.com
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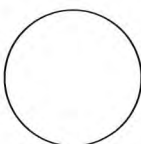
**CCSD RE1 -TRANSPORTATION
MAINTENANCE FACILITY**
320 Chicago Creek Road, Idaho Springs, CO 80452



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SCALE IN FEET

REVISION	DATE
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Project Number	21111.00
Date	8/15/2022
Drawn By	HVA/D
Checked By	SBP/CFO
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Sheet Name	UTILITY PLAN

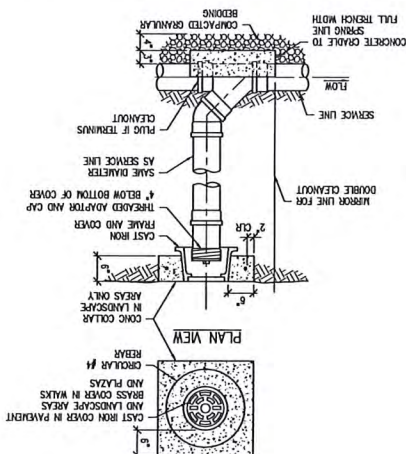
C200



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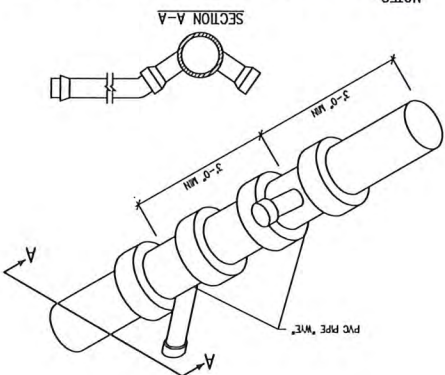


SANITARY CLEANOUT DETAIL

DOMESTIC SEWER TAPPING DETAIL
NHS

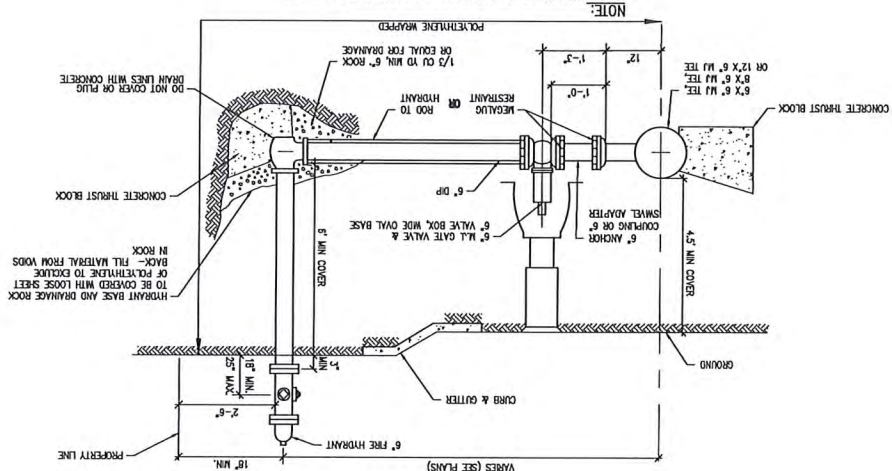
1. SENTRY SCREEN SERVICE SHALL BE LOCATED ON THE MAIN AT 10 O'CLOCK POSITION.
2. THE MINIMUM DISTANCE BETWEEN ANY TWO CONSECUTIVE TITMUS SHALL BE 3 FEET.
3. MEASURING BETWEEN TITMUS CONDUITS.
4. ON THE END OF MANHOLE BOX.
5. ANY OTHER SERVICE TITMUS SHALL NOT BE MADE WITHIN 3 FEET OF A PIPE JOINT.
6. ALL SADDLES OR TOWER SERVICE TITMUS SHALL BE ATTACHED PER 20 FOOT LENGTH OF PIPE.
7. SERVICE CONNECTIONS TO MANHOLES SHALL BE PERFORMED IN ACCORDANCE WITH THE SERVICE CONNECTION TO MANHOLES CONSTRUCTION DETAIL.
8. TITMUS IN STANDARD CONFIGURATION AT 10 O'CLOCK OR 2 O'CLOCK POSITION.

NOTES:

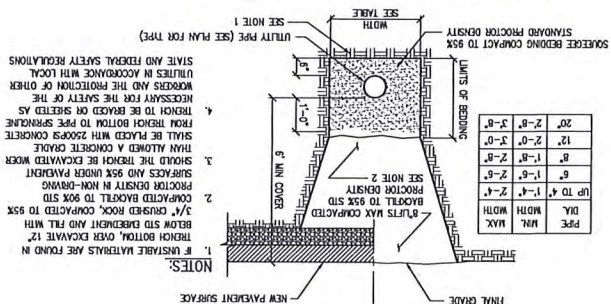


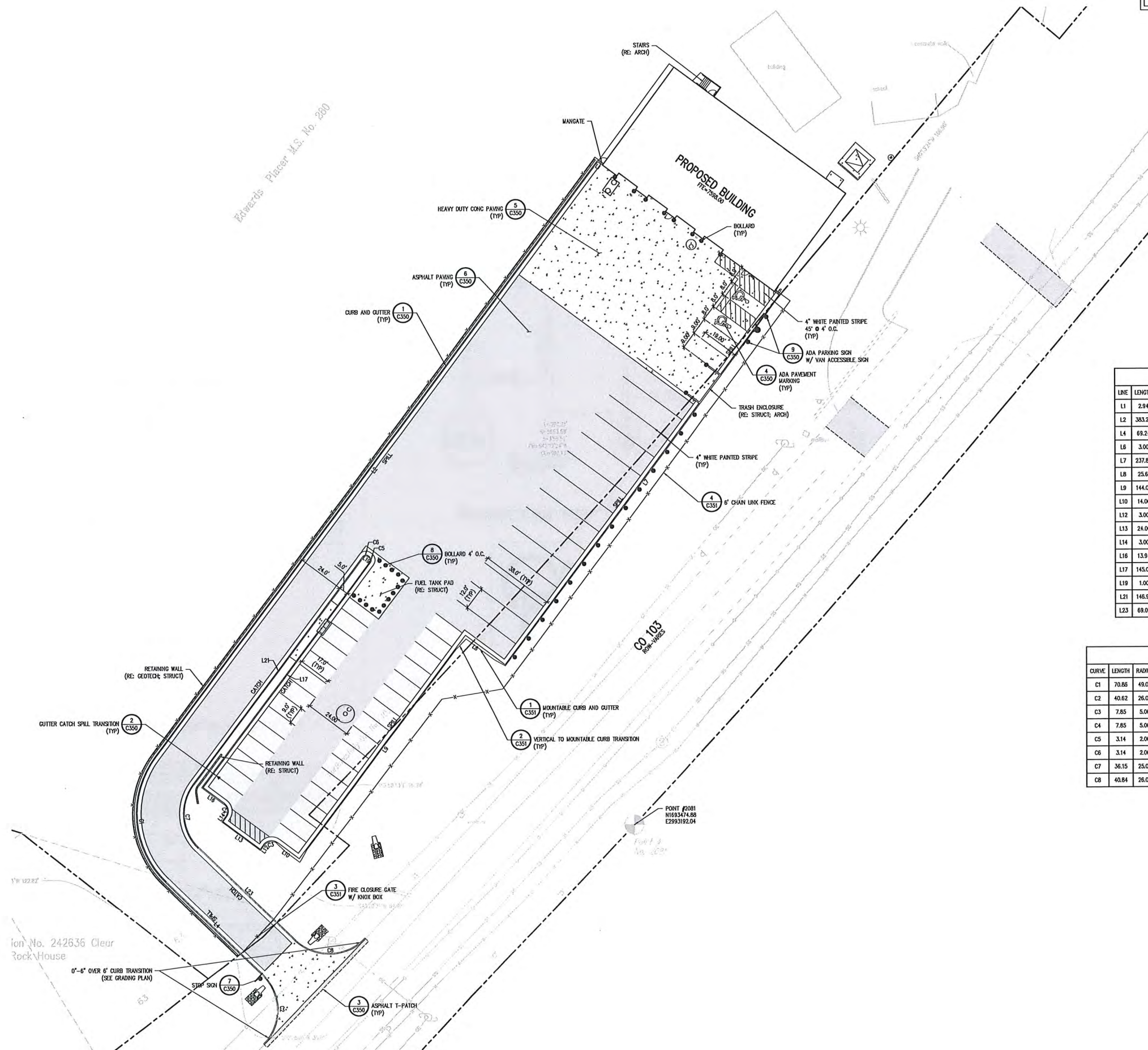
NTS
FIRE HYDRANT ASSEMBLY DETAIL
C200

- ALTERNATE TO THE ABOVE, FASTEN VALVE DIRECTLY TO A WALL ANCHOR
TEE (ALSO CALLED SMOKE TEE)
NO HORIZONTAL OR VERTICAL BENDS ARE ALLOWED IN FIRE HYDRANT
BRANCH OR SPRINKLER LINES
NO PORTION OF THE FIRE HYDRANT MAY PROTRUDE INTO SIDEWALK AREA



SANITARY SEWER & WATER PIPE BEDDING DETAIL



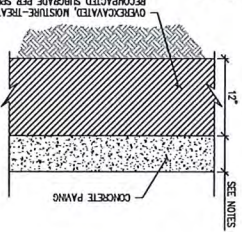


HORIZONTAL CONTROL NOTES:

1. ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.
3. REFER TO GRADING AND DRAINAGE PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.

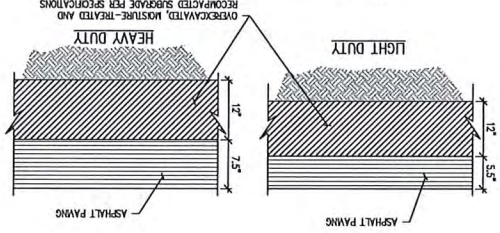
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CONCRETE PAVEMENT SECTION DETAIL

- NOTES:
1. CONCRETE THICKNESS
 2. SEE SPECIFICATIONS FOR REINFORCEMENT REQUIREMENTS
 3. SEE CONSTRUCTION JOINT AND EXPANSION JOINT DETAILS
 4. FINAL PAVEMENT THICKNESS AND DESIGN SHALL BE BASED ON GEOTECH RECOMMENDATIONS

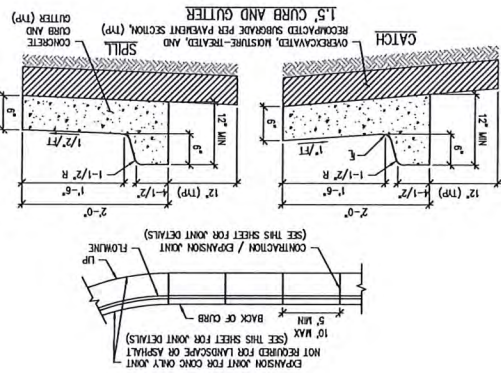


C300
FULL DEPTH ASPHALT PAVEMENT SECTION DETAIL

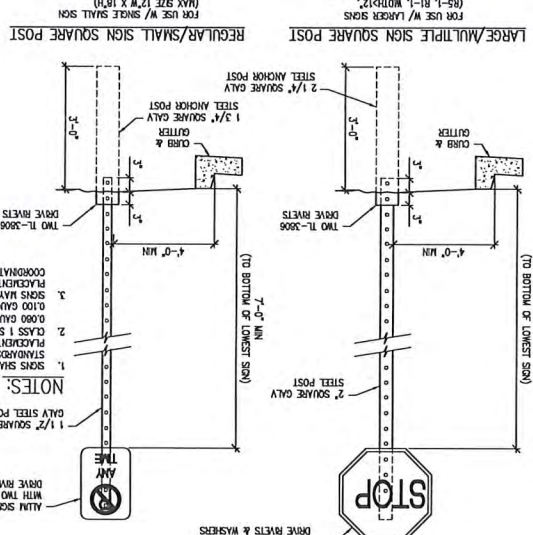
- NOTES:
1. USE HEAVY DUTY ASPHALT SECTION FOR SERVICE DRIVERS
 2. USE LIGHT DUTY ASPHALT SECTION FOR CAR PARKING STALLS
 3. FINAL PAVEMENT THICKNESS AND DESIGN SHALL BE BASED ON GEOTECH RECOMMENDATIONS



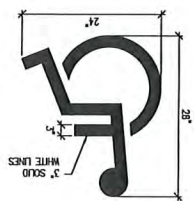
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PRIVATE CURB AND GUTTER DETAIL



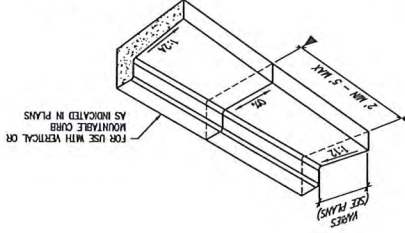
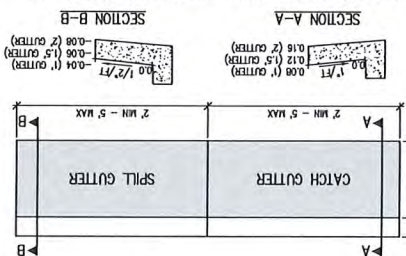
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SIGN DETAIL



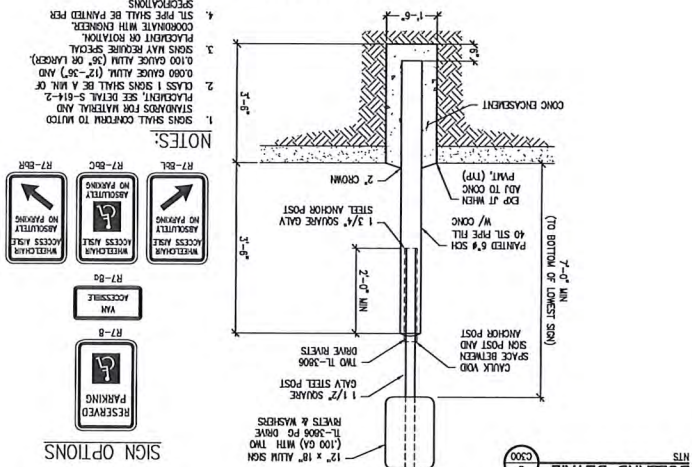
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ACCESSIBLE SYMBOL DETAIL



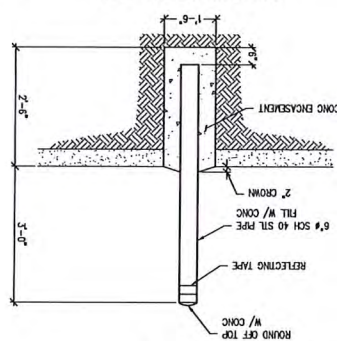
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GUTTER CATCH SPILL TRANSITION DETAIL



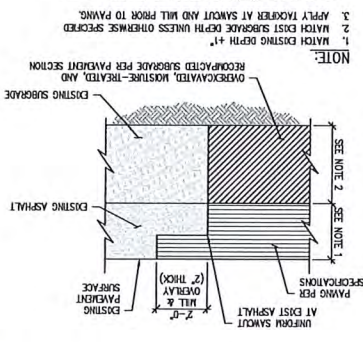
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SIGN W/ BOLLARD DETAIL



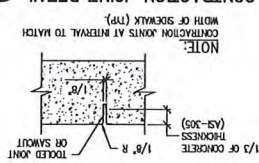
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BOLLARD DETAIL



C300
ASPHALT "T" PATCH DETAIL

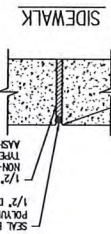


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CONTRACTION JOINT DETAIL

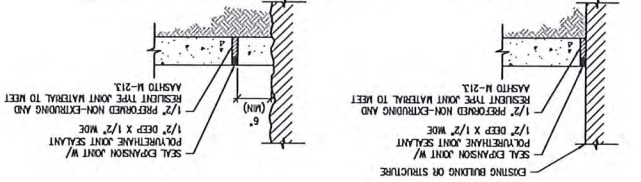


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EXPANSION JOINT DETAIL

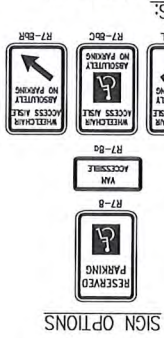
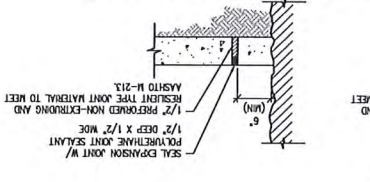
- NOTES:
1. EXPANSION JOINTS EVERY 100' MAX AND WHEREVER SPOKEWALK ABUTS EXISTING & PROPOSED CONCRETE STRUCTURES (TYP) - SEE PLAN
 2. REMOVE PLASTIC FORMING MATERIAL ("TIE STRIPS") FROM PREPARED JOINT MATERIAL PRIOR TO PLACING SEALANT



C300
AGAINST STRUCTURE

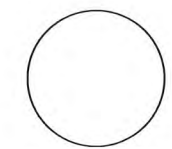


C300
AGAINST NON-UNIFORM SURFACE



C350

REVISION	DATE
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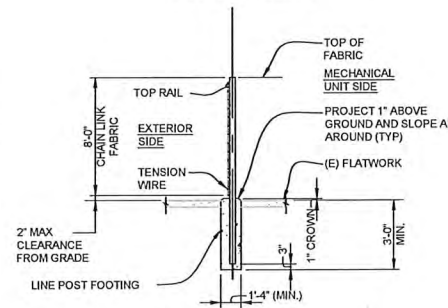
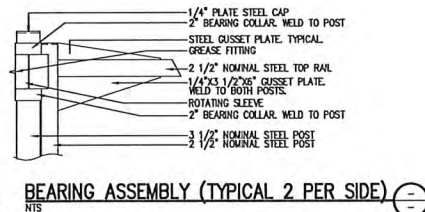
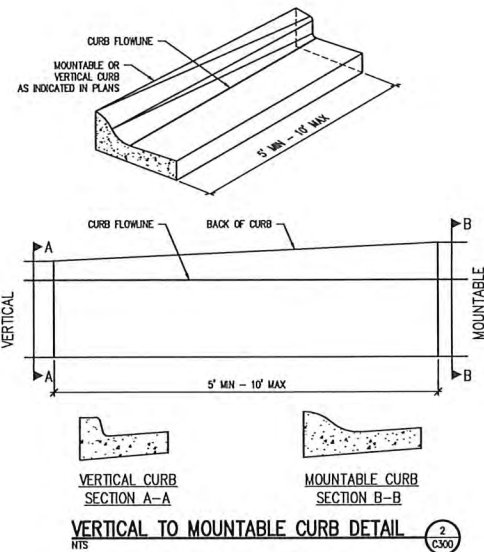
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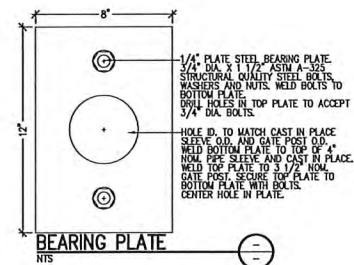
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114 1st STREET, SUITE 300
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FIRE CLOSURE GATE DETAIL 3
C300



NOTES:

1. REFER TO SPECIFICATIONS FOR MATERIAL & CONNECTION DETAILS.
2. CHAIN LINK FABRIC TO CONFORM TO HIGH SECURITY APPLICATIONS WITH A MESH SIZE NOT TO EXCEED $\frac{5}{8}$ ".

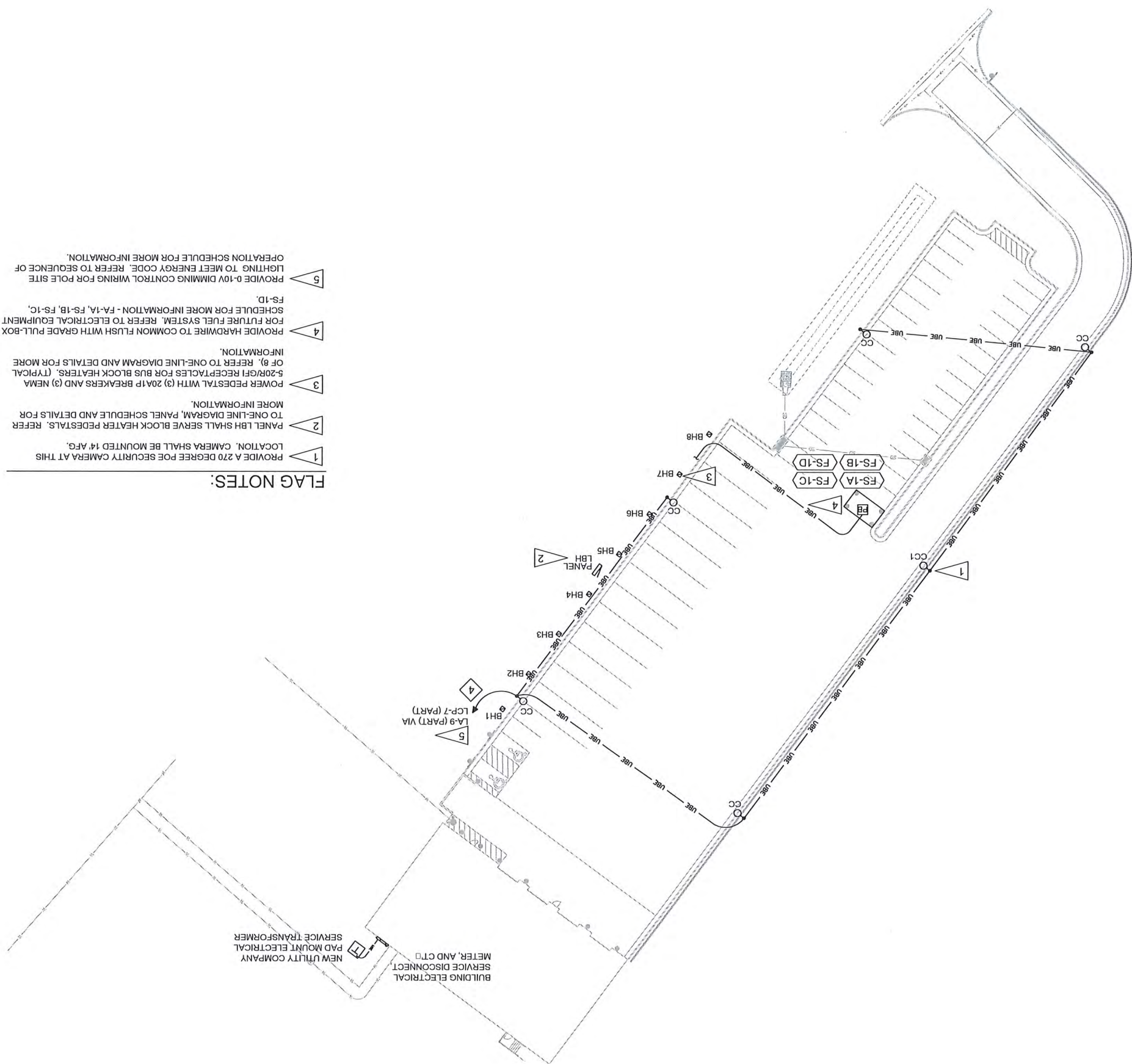
NOTES:

1. REFER TO SPECIFICATIONS FOR MATERIAL & CONNECTION DETAILS.
2. CHAIN LINK FABRIC TO CONFORM TO HIGH SECURITY APPLICATIONS WITH A MESH SIZE NOT TO EXCEED $\frac{5}{8}$ ".

TYPICAL CHAIN LINK FENCE DETAILS
NTS

Sheet Name **SITE
DETAILS**

C351

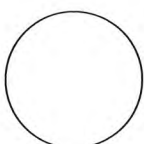


FLAG NOTES:

- 1 PROVIDE A 270 DEGREE POE SECURITY CAMERA AT THIS LOCATION. CAMERA SHALL BE MOUNTED 14' AFG.
- 2 PANEL 1B1 SHALL SERVE BLOCK HEATER PEDESTALS. REFER TO ONE-LINE DIAGRAM, PANEL SCHEDULE AND DETAILS FOR MORE INFORMATION.
- 3 POWER FEEDSAL WITH (2) 201P BREAKERS AND (2) NEMA 5-20R/61 RECEPTACLES FOR BUS BLOCK HEATERS. (TYPICAL OR B). REFER TO ONE-LINE DIAGRAM AND DETAILS FOR MORE INFORMATION.
- 4 PROVIDE HARDWARE TO COMMON FLUSH WITH GRADE PULL-BOX FOR FUTURE FUEL SYSTEM. REFER TO ELECTRICAL EQUIPMENT SCHEDULE FOR MORE INFORMATION - FA-1A, FS-1B, FS-1C, FS-1D.
- 5 PROVIDE 0-10V DIMMING CONTROL WIRING FOR POLE SITE LIGHTING TO MEET ENERGY CODE. REFER TO SCHEDULE OF OPERATIONS SCHEDULE FOR MORE INFORMATION.

E-300

Construction Documents Project Number 22 107 00 Date 05/07/22 A/E Drawn By Checked By Copy to ALL CHAIRMAN AND MEMBERS OF THE BOARD APPROVED AND DISCLOSED OR OTHERWISE USED WITHOUT THE WRITTEN CONSENT OF NCA ARCHITECTURE	Sheet Name SITE ELECTRICAL PLAN
--	---------------------------------------



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ARC-FLASH HAZARD WARNING. ELECTRICAL EQUIPMENT, SUCH AS SWITCHBOARDS AND PANELBOARDS SHALL BE FIELD OR FACTORY MARKED TO WARN QUALIFIED PERSONS OF POTENTIAL ELECTRIC ARC FLASH HAZARDS. THE MARKING SHALL MEET THE REQUIREMENTS BELOW AND SHALL BE LOCATED SO AS TO BE CLEARLY VISIBLE TO QUALIFIED PERSONS BEFORE EXAMINATION, ADJUSTMENT, SERVICING, OR MAINTENANCE OF THE EQUIPMENT.

(1) THE MARKING SHALL ADEQUATELY WARN OF THE HAZARD USING EFFECTIVE WORDS, COLORS OR SYMBOLS IN COMPLIANCE WITH THE NFPA 70E, 130.5(C) EQUIPMENT LABELING. EQUIPMENT LABELING FOR THE ARC FLASH HAZARD SHALL HAVE ONE OR MORE OF THE FOLLOWING: (A) AVAILABLE INCIDENT ENERGY AT CORRESPONDING WORKING DISTANCE; (B) MINIMUM ARC RATING OF CLOTHING; (C) REQUIRED LEVEL OF PPE; (D) HIGHEST HAZARD RISK CATEGORY FOR THE EQUIPMENT; NOMINAL SYSTEM VOLTAGE; AND ARC FLASH BOUNDARY.

(2) THE LABEL SHALL BE PERMANENTLY AFFIXED TO THE EQUIPMENT OR WIRING METHOD AND SHALL NOT BE HAND WRITTEN.

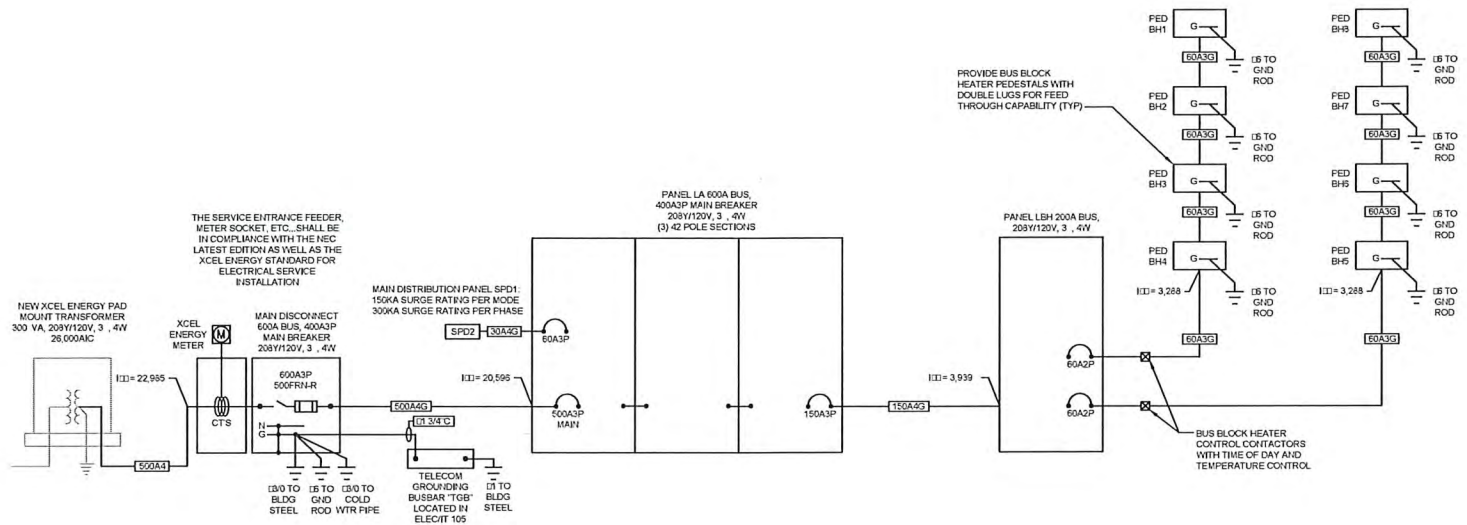
(3) THE LABEL SHALL BE OF SUFFICIENT DURABILITY TO WITHSTAND THE ENVIRONMENT INVOLVED.

FRAMED ONE-LINE DIAGRAM. THE CONTRACTOR SHALL PROVIDE TWO FRAMED COPIES OF THE FINAL RECORD DOCUMENT VERSION OF THE ONE-LINE DIAGRAM, WITH APPROPRIATE CODE DEMAND, LOAD CALCULATION, FEEDER SCHEDULE AND FAULT CURRENT CALCULATION INFORMATION AS SHOWN IN THE CONTRACT DOCUMENTS. ONE FRAMED COPY SHALL BE WALL MOUNTED IN EACH ELECTRICAL ROOM. COORDINATE WITH ENGINEER TO OBTAIN FINAL RECORD DOCUMENT AFTER PROJECT IS COMPLETE.

FEEDER SCHEDULE					
ALL WIRE SHALL BE COPPER UNLESS NOTED OTHERWISE					
Feeder Key	# of Runs	Wire Size	Ground	Conduit	Notes
20A 3G	1 Set	3#12	+1#12G	3/4" C	1
20A 4G	1 Set	4#12	+1#12G	3/4" C	1
30A 3G	1 Set	3#10	+1#10G	3/4" C	1
30A 4G	1 Set	4#10	+1#10G	3/4" C	1
40A 3G	1 Set	3#8	+1#8G	3/4" C	1
40A 4G	1 Set	4#8	+1#8G	3/4" C	1
50A 3G	1 Set	3#6	+1#6G	1" C	
50A 4G	1 Set	4#6	+1#6G	1" C	
60A 3G	1 Set	3#4	+1#6G	1 1/4" C	
60A 4G	1 Set	4#4	+1#6G	1 1/4" C	
70A 3G	1 Set	3#4	+1#6G	1 1/4" C	
70A 4G	1 Set	4#4	+1#6G	1 1/4" C	
80A 3G	1 Set	3#3	+1#6G	1 1/4" C	
80A 4G	1 Set	4#3	+1#6G	1 1/4" C	
100A 3G	1 Set	3#1	+1#6G	1 1/2" C	
100A 4G	1 Set	4#1	+1#6G	1 1/2" C	
125A 4SG	1 Set	4#1	+1#6G	1 1/2" C	
125A 3G	1 Set	3#1	+1#6G	1 1/2" C	
125A 4G	1 Set	4#1	+1#6G	1 1/2" C	
125A 4SG	1 Set	4#1	+1#6G	1 1/2" C	
150A 3G	1 Set	3#1/0	+1#6G	2" C	
150A 4G	1 Set	4#1/0	+1#6G	2" C	
150A 4SG	1 Set	4#1/0	+1#6G	2" C	
175A 3G	1 Set	3#2/0	+1#6G	2" C	
175A 4G	1 Set	4#2/0	+1#6G	2" C	
175A 4SG	1 Set	4#2/0	+1#6G	2" C	
200A 3G	1 Set	3#3/0	+1#6G	2 1/2" C	
200A 4G	1 Set	4#3/0	+1#6G	2 1/2" C	
200A 4SG	1 Set	4#3/0	+1#4G	2 1/2" C	
225A 3G	1 Set	3#4/0	+1#4G	2 1/2" C	
225A 4G	1 Set	4#4/0	+1#4G	2 1/2" C	
225A 4SG	1 Set	4#4/0	+1#2G	2 1/2" C	
250A 3G	1 Set	3-250kcmil	+1#4G	2 1/2" C	
250A 4G	1 Set	4-250kcmil	+1#4G	2 1/2" C	
250A 4SG	1 Set	4-250kcmil	+1#2G	2 1/2" C	
300A 3G	1 Set	3-350kcmil	+1#4G	3" C	
300A 4G	1 Set	4-350kcmil	+1#4G	3" C	
300A 4SG	1 Set	4-350kcmil	+1#2G	3" C	
350A 3G	1 Set	3-500kcmil	+1#3G	3 1/2" C	
350A 4G	1 Set	4-500kcmil	+1#3G	3 1/2" C	
350A 4SG	1 Set	4-500kcmil	+1#2G	3 1/2" C	

NOTES:
1 Minimum 1" Conduit for all underground installations

Short Circuit Summary									
Point-to-Point * Feeder Summary									
Description	Phase	Length	Isc Avail	# Runs	C	V(L-L)	Isc @ Device		
(B) Xcel Transformer			26000				26000		
(B) Main Dis	3	20	26000	2	16483	208	22995		
(B) Panel LA	3	20	22655	2	16483	208	26596		
(B) Panel LBH	3	230	20598	1	9317	208	3939		
(B) PED BH1	1	20	3939	1	3928	208	3938		
(B) PED BH5	1	20	3939	1	3928	208	3288		

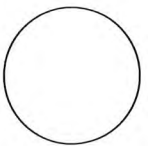


1 ELECTRICAL ONE-LINE DIAGRAM
NO SCALE



CCSD RE1 -TRANSPORTATION MAINTENANCE FACILITY

Clear Creek County, Colorado



REVISION	DATE
Construction Documents	
Project Number	22101.03
Date	8/15/2022
Drawn By	AES
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Sheet Name
ELECTRICAL
ONE-LINE DIAGRAM
AND SCHEDULES

Name	LBH	W4	Method	SURFACE							
Vol	208120	Bus	Rating	200							
Ph	3	Main	Breaker	150							
Wire	4	A/C	Rating	18000							
NEMA 4											
Code	Description	Load	Br	P	Ph	P	Br	Load	Description	Code	
		VA	A	B	C			VA			
1	6	BH1-BH4	9000	60	2	*	1	20	SPACE	2	
3	1	North Shop Up	/	/	*	1	20	SPACE	2	4	
5	6	BH4-BH4	9000	60	2	*	1	20	300	Fuel Blk, Com/Perm	6
7	1	Bus Branch	/	/	*	1	20	500	Fuel Blk, Disp	6	8
9	1	SPARE	20	1	*	2	15	1500	Fuel Blk, Tank Pump	3	10
11	1	SPARE	20	1	*	/	/	/	/	12	12
13	1	SPARE	-	-	*	-	-	SPACE	14	14	
15	1	SPARE	-	-	*	-	-	SPACE	16	16	
17	1	SPARE	-	-	*	-	-	SPACE	18	18	
19	1	SPARE	-	-	*	-	-	SPACE	20	20	
21	1	SPARE	-	-	*	-	-	SPACE	22	22	
23	1	SPARE	-	-	*	-	-	SPACE	24	24	
E..											
Code	Description	Load	VA	Dem	Per	Phase	Load Summary				
1	Lighting	125%									
2	Rec up to 10,000	100%			Ph A	19100	VA				
3	Rec over 10,000	25%			Ph B	5050	VA				
4	Motor	100%			Ph C	5850	VA				
5	Large Motor	125%	1500		Com...		21500 VA				
6	Heater	100%			Code	Demand	21875 VA				
7	Kitchen	100%									
8	Hood/Exhaust	20000									
7	Sub Panel	100%			Code	Demand	63.79 Amps				

Name	LA	W4	Method	SURFACE						
Vol:	208120	Bus	Rating	600						
Ph:	3	Main	Breaker	450						
Wire:	4	A/C	Rating	4						
(3) 42 POLE SECTIONS										
Code	Description	Load	Br	P	Ph	P	Br	Load	Description	Code
		VA	A	B	C			VA		
1	1 East Office Shop Up	595	20	1	*	1	20	1000	Office 104 Rec.	2
3	1 North Shop Up	1120	20	1	*	1	20	720	Office 103 Rec.	2
5	1 Main Bay Up	836	20	1	*	1	20	900	Office 102 Rec.	2
7	1 Bus Branch Bay Up	516	20	1	*	1	20	1000	Warehouse	2
9	1 Entrance Up	740	20	1	*	1	20	1500	Diagonal	2
11	1 SPARE	20	1	*	1	20	300	Counter Rec.	2	
13	6 Exhaust Box Per	500	20	1	*	1	20	1000	Box Machine	2
15	2 Exhaust 105 Rec.	360	20	1	*	1	20	500	Quarant Rec.	2
17	2 Exhaust 105 Rec.	360	20	1	*	1	20	720	Quarant Rec.	2
19	6 Fire Alarm Per Bldg	720	20	1	*	1	20	540	Quarant Rec.	2
21	2 Tallied Shop Rec.	500	20	1	*	1	20	220	Shop 115 Rec.	2
23	2 Main Shop 111 Rec.	420	20	1	*	1	20	540	Main Shop SE Rec.	2
25	2 Main Shop 111 Rec.	360	20	1	*	1	20	540	Main Shop SW Rec.	2
27	2 Shop Area 113 Rec.	540	20	1	*	2	50	4500	Office	2
29	2 Shop Area 113 Rec.	360	20	1	*	1	20	854	Washer	2
31	2 Shop Cord Rec 1	360	20	1	*	1	20	854	Washer	2
33	2 Shop Cord Rec 2	360	20	1	*	1	20	854	Washer	2
35	2 Shop Cord Rec 3	360	20	1	*	2	50	8000	Washer Out 2	2
37	2 Welder Out 1	8000	50	2	*	2	50	8000	Welder Out 3	2
39	6 Fire Alarm Cord Panel	500	20	1	*	/	/	/	42	
41	6 SPARE	20	1	*	1	20	1128	Office Phas	2	
43	6 SPARE	20	1	*	1	20	1856	Industrial Grinder	2	
45	6 SPARE	20	1	*	1	20	595	Parts Wash	2	
47	6 SPARE	20	1	*	1	20	1800	Tire Mount	2	
49	3 Vehicle Lift	2800	30	2	*	1	20	1555	Tire Balance	2
51	3 Bus Pressure Wash	5727	60	3	*	3	50	11592	Shop Air Comp.	3
53	6 Panel LCP	200	20	1	*	/	/	/	58	
55	6 Black Hdr Control Circ	150	20	1	*	1	20	SPACE	62	
57	3 Door Operator 1	1123	20	2	*	1	20	SPACE	68	
59	3 Door Operator 2	1123	20	2	*	1	20	SPACE	68	
61	3 Door Operator 3	1123	20	2	*	1	20	SPACE	68	
63	3 Door Operator 4	1123	20	2	*	1	20	SPACE	68	
65	3 Door Operator 5	1123	20	2	*	1	20	SPACE	68	
67	3 Door Operator 6	1123	20	2	*	1	20	SPACE	68	
69	3 Door Operator 7	1123	20	2	*	1	20	SPACE	68	
71	3 Door Operator 8	1123	20	2	*	1	20	SPACE	68	
73	3 Door Operator 9	1123	20	2	*	1	20	SPACE	68	
75	3 Door Operator 10	1123	20	2	*	1	20	SPACE	68	
77	3 SPARE	20	1	*	3	150	21875	Panel L&H	7	69
81	3 SPARE	20	1	*	/	/	/	/	4	68
83	3 SPARE	20	1	*	/	/	/	/	4	68
85	3 Furnace F-1	1056	15	1	*	2	20	3000	Elec. Hrs. Box 112	4
87	3 Const. Unit Hrs F-1	2516	20	2	*	2	20	3000	Elec. Hrs. Box 115	4
89	4 Elec Cab. Box, ECU-1	5000	40	2	*	2	20	3000	Elec. Hrs. Box 116	4
91	4 Gas Radant Hrs.	600	20	1	*	2	20	3000	Elec. Hrs. Box 109	4
93	5 Gas Radant Hrs.	600	20	1	*	3	20	3552	Main In Air MM-1	3
95	5 Const. Unit CU-2	3506.4	30	2	*	/	/	/	104	100
97	2 Lower Rad Rec.	180	20	1	*	1	20	180	Rec. WALL-1	2
100	3 Exhaust Fan EP-1	2000	20	2	*	1	20	240	Box Water Hrs	6
103	3 Exhaust Fan EP-2	2000	20	2	*	1	20	240	Box Water Hrs	6
109	3 Exhaust Fan EP-2	2000	20	2	*	1	15	15	Box Buffer Fan	3
110	3 Exhaust Fan EP-2	2000	20	2	*	1	15	15	Box Buffer Fan	3
113	3 RR Exhaust Fans	50	15	1	*	1	20	432	Box Fan, C-1	3
115	3 Exhaust Fan EP-5	695	15	1	*	1	20	SPACE	3	110
117	3 Exhaust Fan EP-6	1176	20	1	*	1	20	SPACE	3	118
119	SPACE	-	-	-	-	-	-	SPACE	120	
121	SPACE	-	-	-	-	-	-	SPACE	122	
123	SPACE	-	-	-	-	-	-	SPACE	124	
125	SPACE	-	-	-	-	-	-	SPACE	126	
E..										
Code	Description	Load	VA	Dem	Per	Phase	Load Summary			
1	Lighting	125%	4387				4387 VA			
2	Rec up to 10,000	100%	10000		Ph A	45875	VA			
3	Rec over 10,000	25%	43280		Ph B	54102	VA			
4	Motor	100%	37299		Ph C	65376	VA			
5	Large Motor	125%	14532		Com...					
6	Heater	100%	14600		Code	Demand	145352 VA			
7	Sub Panel	100%	21875		Code	Demand	127703 VA			
								35489 Amps		

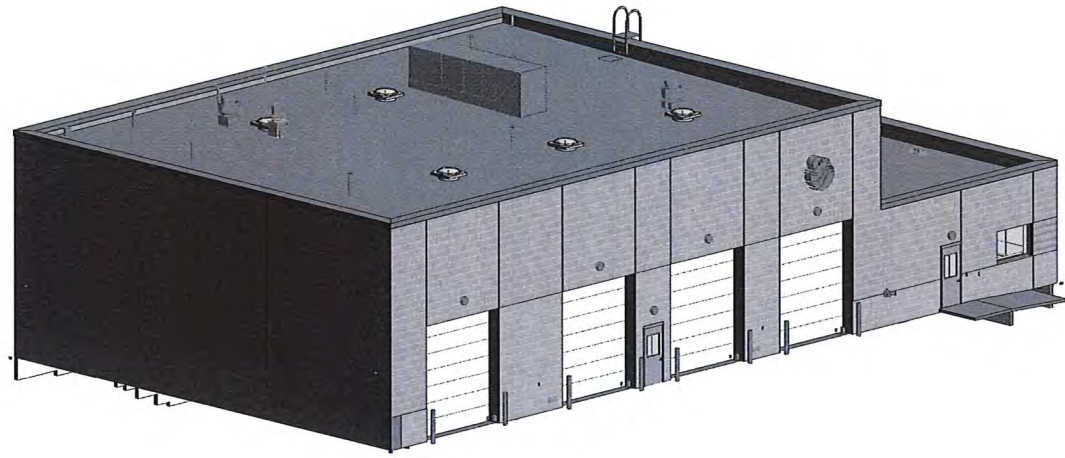


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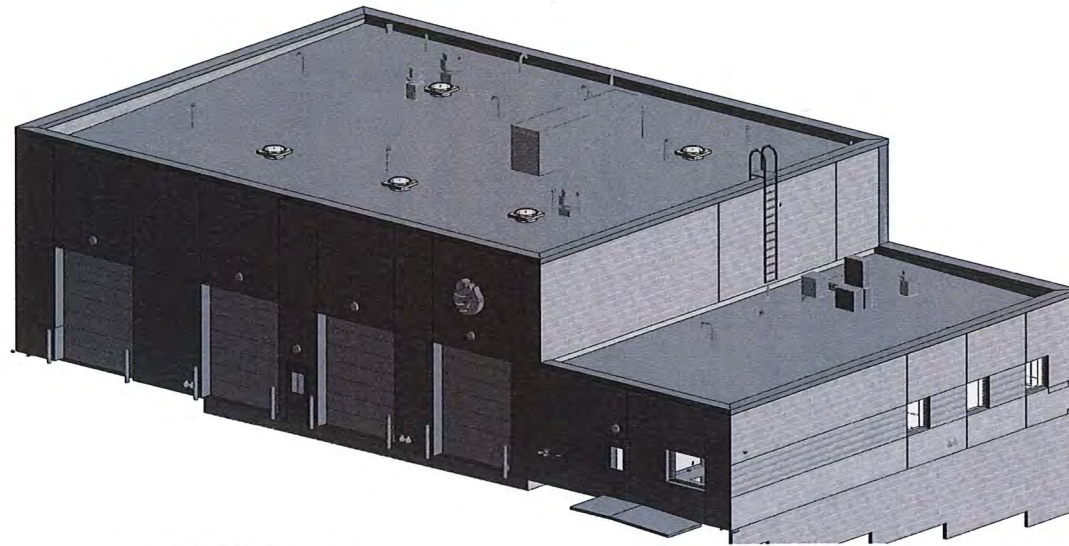
Clear Creek County, Colorado



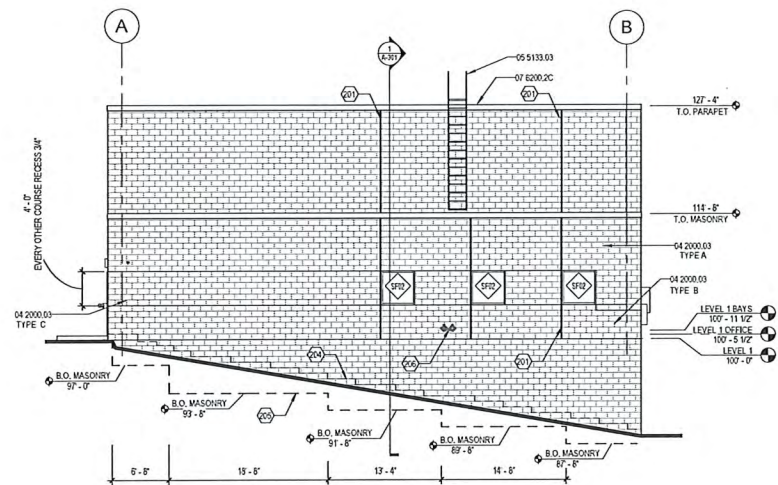
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Sheet Name	ELECTRICAL SCHEDULES



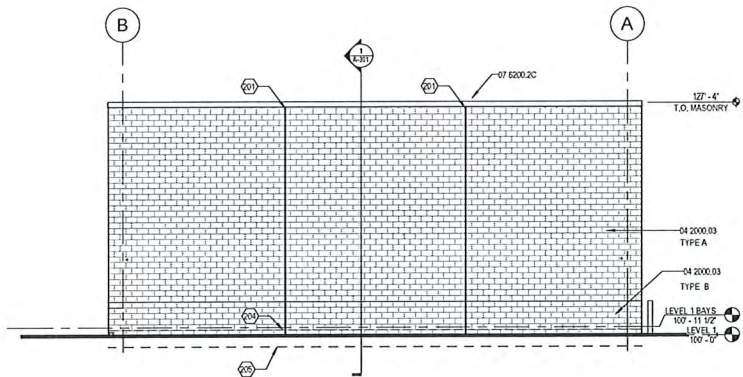
6 SOUTHWEST 3D VIEW



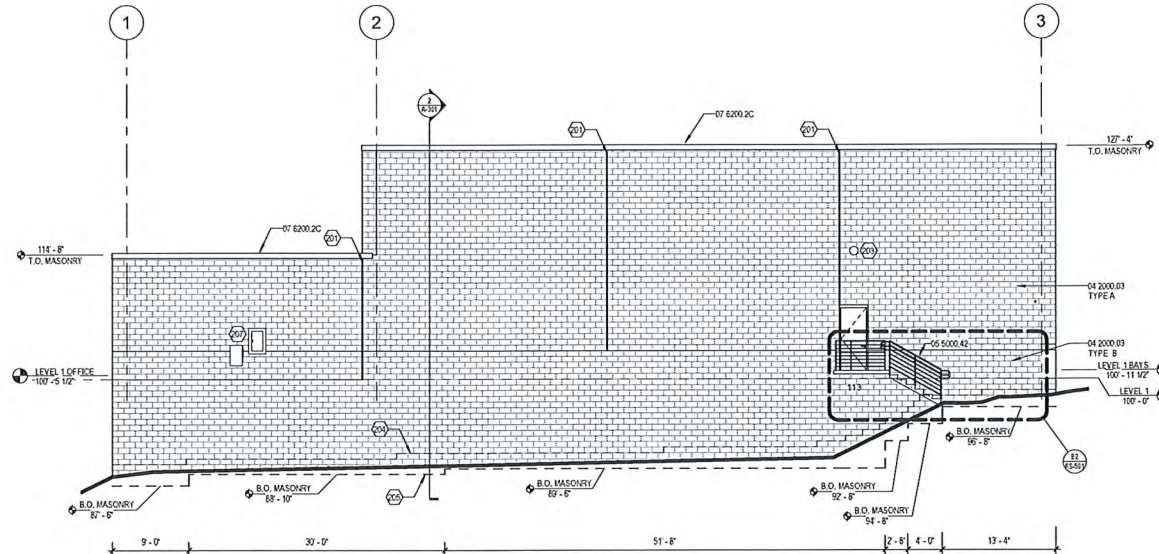
5 SOUTHEAST 3D VIEW



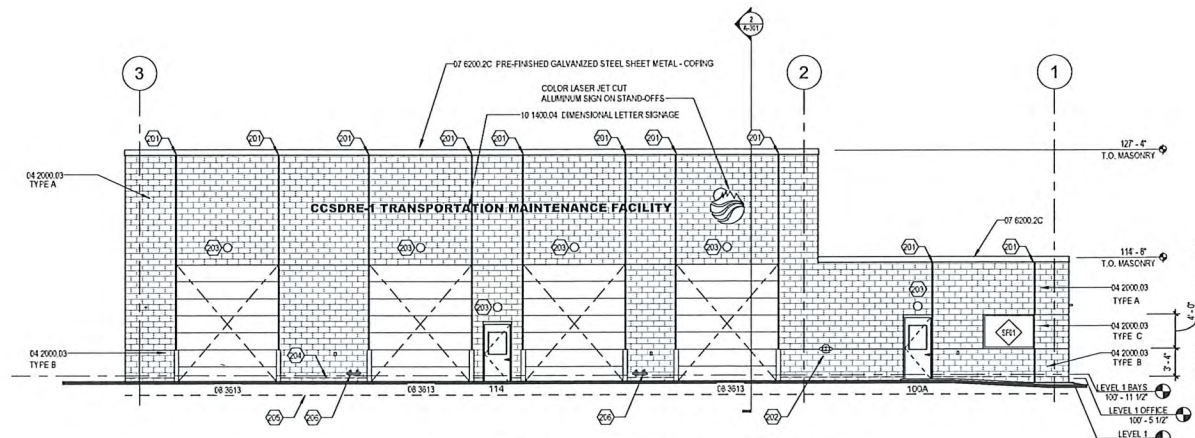
4 EAST BUILDING ELEVATION
1/8" = 1'-0"



2 WEST BUILDING ELEVATION
1/8" = 1'-0"



3 NORTH BUILDING ELEVATION
1/8" = 1'-0"



1 SOUTH BUILDING ELEVATION
1/8" = 1'-0"

GENERAL NOTES

- SHEET SPECIFIC GENERAL INFORMATION AND/OR INSTRUCTION
1. PROVIDE SEALED EXPANSION JOINT AT ALL INTERNAL CORNERS.
 2. ELEVATIONS OF CURVED WALLS HAVE BEEN FLATTENED FOR CLARITY.

REFERENCE KEYNOTES

- SHEET SPECIFIC IDENTIFICATION OF ITEMS DIRECTLY REFERENCED TO CORRESPONDING ARCHITECTURAL SPECIFICATION SECTIONS IN THE PROJECT MANUAL. THE SECTIONAL AND SUFFIX NUMBERS / LETTERS ARE NOT IDENTIFIED IN SPECIFICATIONS.
- 04 2000.03 CONCRETE BLOCK VENEER
 - 05 5000.42 STEEL PIPE RAILING AND HANDRAILS
 - 05 5133.03 PREFABRICATED ALUMINUM FRAMED LADDERS
 - 07 6200.2C PRE-FINISHED GALVANIZED STEEL SHEET METAL - COVING
 - 08 3613 SECTIONAL DOORS
 - 10 1400.04 DIMENSIONAL LETTER SIGNAGE

SHEET KEYNOTES

NUMBERING IS GROUPED BY TYPE / PHASE OF WORKSHEET OF NON-ARCHITECTURAL ITEMS OR INFORMATIONAL / INSTRUCTIONAL NOTATION. SOME NUMBERS MAY BE SHIPPED ON ANY GIVEN DRAWING SHEET.

- 201 VERTICAL CONTROL JOINT WITH SEALANT - MATCH ADJACENT MATERIAL COLOR
- 202 FIRE DEPARTMENT CONNECTION, RE. PLUMB
- 203 EXTERIOR LIGHTING RE. ELECTRICAL
- 204 BOTTOM OF THROUGH WALL FLASHING, RE. TYPICAL FOUNDATION DETAILS
- 205 BRICK LEDGE
- 206 ROOF / OVERFLOW DRAIN CONDUCTOR NOZZLE, RE. PLUMB
- 207 MAIN DISCONNECT, RE. ELEC



CCSD RE1 - TRANSPORTATION MAINTENANCE FACILITY

320 Chicago Creek Road, Idaho Springs, CO 80452



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Date	6/25/2022
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Sheet Name	EXTERIOR BUILDING ELEVATIONS

CITY OF IDAHO SPRINGS

Planning Commission Communication



REPORT DATE: SEPTEMBER 15, 2022

MEETING DATE: SEPTEMBER 22, 2022

PRESENTED BY: JERAD CHIPMAN, AICP
COMMUNITY DEVELOPMENT PLANNER

ITEM: TEXT AMENDMENTS TO CHAPTER 21 OF THE IDAHO SPRINGS
MUNICIPAL CODE REGARDING STR INSURANCE, ACCESSORY
STRUCTURE

Staff is preparing short term rental (STR) renewal notices for the forthcoming renewal cycle. The renewal cycle has prompted staff to seek the following text amendments to Chapter 21 of the Municipal Code regarding insurance requirements for STRs and allowing for Accessory Dwelling Units (ADU) in the R-2 and R-3 Residential Districts as discussed at previous Planning Commission Meetings. Staff understands that the Planning Commission previously wanted to explore requiring STR licensees to acquire something akin to general commercial liability insurance. Instead, and for the time being, the Code has remained silent on that topic on the belief that responsible homeowners would ensure their coverage is adequate under their homeowner's insurance policy. Staff has more recently encountered a different tactic that would require the STR license holder to have liability insurance as described in the below text amendment language.

In addition, the Historic Preservation Review Commission (HPRC) would like to formalize a timeframe for how long a Certificate of Appropriateness (COA) is valid. In recent years, the HPRC has approved COAs for six (6) months. The below proposed text amendment would establish the default COA period as one (1) year. The HPRC has voiced its support for this change, but as an ordinance text amendment, it would need to be reviewed by the Planning Commission and ultimately approved by the City Council.

CHAPTER 21 – ARTICLE III ZONING:

Chapter 21-33(E)(8) Insurance Requirements:

- a) A Licensee shall inform his or her Insurance Company that the property covered by the Insurance Company will be used as a short term rental before any short term rental transaction is processed, regardless of whether the Licensee obtains liability insurance for the short term rental through that Insurance Company. The Licensee shall verify compliance with this notification requirement by executing and submitting a form affidavit provided by the City during the application process.

- b) A Licensee shall maintain liability insurance to cover use of the short term rental in an amount determined appropriate by the insurance company insuring such short term rental, but in any case no amount of less than one million dollars (\$1,000,000) in the aggregate. Such coverage shall be maintained in full force and effect for the term of the license. Alternatively, a Licensee may elect to conduct each short term rental transaction through a third party hosting platform that provides equal or greater insurance coverage for each short term rental use, provided that the Licensee abides by the notification requirements above.
- c) A Licensee shall maintain an insurance policy as described in this section. Failure to maintain an insurance policy as described in this section shall be cause for automatic suspension of the short term rental license until the coverage is reinstated.

Chapter 21-50. – Allowed uses by zone district:

		Table 21-50-1: Allowed uses by zone district.											
		X = Allowed by right in indicated zone district.											
		CONS, Conservation District - No buildings or development are allowed in this zone district.											
CATEGORY	USE TYPE	ZONE DISTRICT											
		R-E, Residential Estate	R-1, Residential One	R-2, Residential Two	R-3, Residential Three	R-M, Rural Multiple-Family	HD, Historic Downtown	C-1, Commercial One	C-2, Commercial Two	C-3, Commercial Interchange	L-1, Light Industrial	I-1, Industrial One	P, Park and Recreation
ACCESSORY USES													
	Accessory Dwelling Unit (ADU)	X	X	X	X								

Chapter 21-104. – Certificate of Appropriateness (COA).

- (l) Revocation. A Certificate of Appropriateness (COA) shall be valid for one (1) calendar year from the date of approval. An approved COA shall expire one (1) calendar year after approval unless a building permit is issued for the work authorized by the COA or the holder of the COA files a written request for an extension. A COA may be extended for only one additional time period, the extension period not to extend one additional calendar year. All such written requests must be filed prior to the expiration of the initial COA period and shall state the applicant's "good cause" for the delay and need for extension. All requests for extensions shall be considered and decided by the Historic Preservation Review Commission.