



**NOTICE AND AGENDA
SPECIAL MEETING
IDAHO SPRINGS CITY COUNCIL
CITY COUNCIL CHAMBERS, CITY HALL
MONDAY, NOVEMBER 7, 2022
5:30 P.M.**

CALL TO ORDER

ROLL CALL

Executive session under C.R.S. section 24-6-402(4)(a), (b) and (e) to discuss the purchase, acquisition, lease, transfer, or sale of any real, personal, or other property interest; matters that may be subject to negotiations; and to receive legal advice concerning the same.

ADJOURNMENT



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
WORK SESSION
Idaho Springs City Council
1711 Miner Street
Monday, November 07, 2022 – 6:00 p.m.

**NOTICE AND AGENDA OF
WORK SESSION**
MONDAY November 7th, 2022 6:00 p.m.

- ❖ Clear Creek County Dispatch
- ❖ Project Support Building Restoration Project Funding
- ❖ Mobility Plan Update & Financing Plan
- ❖ Holiday Plans

**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>

CITY OF IDAHO SPRINGS

City Council Communication



REPORT DATE: NOVEMBER 3, 2022

MEETING DATE: NOVEMBER 7, 2022

PRESENTED BY: JERAD CHIPMAN, AICP
COMMUNITY DEVELOPMENT PLANNER

ITEM: PROJECT SUPPORT FUNDING REQUEST

BACKGROUND:

Project Support is proposing an exterior rehabilitation of its building at 1402 Miner Street. The rehabilitation would remove the paint from the original brick building and replace the veranda with a new structure that would closely resemble the original as depicted in historic photographs. Project Support has applied for funding through History Colorado and is requesting funding from the City Council to assist in meeting the grant match requirement. As the grant recipients are not announced until December, and the funding would not be put into place until 2023, the funding request would be for the 2023 budget. Project Support President Donna Kline will address the City Council regarding the funding request, and has indicated that the match requirement is \$79,323. President Kline has reached out to all of the communities in Clear Creek County and the County government. She has also sought matching funds from local businesses, and intends to reach out to additional entities. Project Support is still awaiting responses from many of those entities, but has thus far secured over \$28,000.

In the event that Project Support is awarded the grant, they would commission an architect to complete plan sets for the rehabilitation. The paint removal and veranda plans would need to be reviewed by the Historic Preservation Review Commission (HPRC). An HPRC meeting would most likely be held in the first quarter of 2023, and a Certificate of Appropriateness (COA) would be required prior to a building permit being issued. Construction would most likely not commence until spring as the weather will need to be conducive to removing the paint from the brick, which is the first step in the process. Attached are a few pictures of the building and the paint removal test patch.





To: City Administrator Andrew Marsh
CC:
From: Jerad Chipman and Jonathan Cain
Date: November 7, 2022
Subject: Mobility Hub and Parking Structure Pro Forma (Draft)
Attachments: PRO FORMA Document (2), Pre 30% Review Set for Transit Center

BACKGROUND

Staff has been continuing to work on the Mobility Hub Development. Recently, work has focused in three specific areas: site design, property assemblage, and construction readiness and financing. This report details information pertaining to the present state of this project and details the next steps in the development process.

The City has a goal of building a Mobility Hub that would include a parking structure to alleviate parking congestion downtown. Building a Mobility Hub in Idaho Springs has also been a goal of CDOT to support Bustang and Project Pegasus mass transit programs along the Interstate 70 corridor.

CDOT has committed \$6.3 million to this project to develop a Mobility Hub and associated parking structure in Idaho Springs near the Exit 240 interchange. The City is required to match these CDOT funds. Since these funds were dedicated, City Staff has been working on a location study and conceptual design for the project. The site that was identified is two blocks south of Idaho Street between 13th and 15th Avenues. City Staff has also been working to define a scope of work for the project. An initial “preferred concept” plan has been identified through that process; however, the final scope of the project will largely be based on the funding available for the project.

HDR Engineering is the project manager and is leading a team including JVA Engineering and Walker Parking Consultants. The current cost estimate for the Mobility Hub is \$13,200,000 million which includes \$7,350,000 to \$8,400,000 million for construction of a three-level, 284 space parking structure in the block bounded by 14th and 15th Avenues, Idaho Street, and Interstate 70 (see attached drawings). City Staff has been working to develop a financial pro forma for this project, as well as to identify funding sources for the required City Match to the committed CDOT funds. Recently, City Staff has had conversations with CDOT about applying for a federal “RAISE” grant this fall. This opportunity could allow the City and CDOT to consider a larger plan that may include a pedestrian bridge west of Exit 240 and a traffic roundabout at the north side of Exit 240 in the event that these funds are awarded.

PROJECT SITE WORK

There are two structures that remain in the footprint of the proposed parking structure as well as several businesses that need to be relocated for the Mobility Hub. The following details current efforts to move these buildings to facilitate construction of the project:

The Jacobs House

This building most recently housed the County Health Clinic before it moved to its new location. The City now owns the land and recently transferred ownership of the building to the Indian Hot Springs ownership group with the caveat that they move the structure to a lot that they own on Miner Street near Soda Creek Road.

This building is currently being prepped to be moved to its new location in early December. Public Works staff will then grade and prepare the site to be used for additional public parking.

Roberts Brothers Garage

This building has not been historically designated but is an important part of the community fabric in Idaho Springs and tells an important piece of our history. The Mayor and staff have been working on a plan with the building owner to relocate the front/original portion of the structure to a nearby location. City Council recently expressed its preferred relocation for the building as a site in the parking lot east of 16th Avenue directly across from the Vintage Moose.

A memorandum of understanding is being discussed with the property owner and will be brought to a work session for City Council consideration. In the meantime, staff is working to put together a plan set to be sent out for bid that will specify the location, foundation work, and architectural/structural details. This work is currently underway. It is anticipated that the building could be moved as early as next spring.

3 Businesses south of Idaho Street between 13th and 14th Avenues

The Mayor and staff have been working with the property owner for these three businesses to relocate them to the City parking lot south of Idaho Street between 12th and 13th Avenues. The property owner has verbally agreed to the relocation of these structures, and a memorandum of understanding will be brought to a work session for City Council consideration.

FINANCING

HDR Engineering has created a preliminary estimate for the cost of both the Mobility Hub and the associated Parking Structure. The Mobility Hub is estimated to cost \$13,200,000 million, including the parking structure at a cost of \$7,350,000 to \$8,400,000 million. City Staff has been working with the City's financial consultant on the project, Troy Bernberg of Northland Public Finance, to create a financial pro forma for the project that includes potential funding sources for the required city match to receive CDOT funds.

Special Improvement District

When the possibility of partnering with CDOT to build the Mobility Hub first came up in 2020, a group of Downtown property and business owners petitioned the City to form a Special Improvement District

(SID) in the Historic Downtown to help fund the proposed parking structure. Property assessments, if approved, would raise a maximum of \$2,000,000 to contribute to the City's required match.

City Council created the new SID in November of 2021. However, no decision has been made on what property assessments should be imposed, if any. City Staff has been working since this time to determine a) whether or not such an assessment is needed to help fund the Mobility Hub and b) if so, what the actual amount needed might be.

Both City Staff and Mr. Bernberg currently are optimistic that the City can generate the funds required for this project without the use of property assessments within the SID, and the Pro-Formas have been designed accordingly. That being said, the financial model for the project is still in development- the City likely will not apply for project financing until fall of 2023. City Staff believes it would be financially prudent to maintain a possibility of future consideration of such an assessment if it becomes necessary as the financial model is further developed.

The Parking Enterprise Fund

Earlier this year City Council voted to create a new "Parking Enterprise Fund" to account for parking revenue generated by the City's parking management program and to track related expenses. A Parking Enterprise fund is a separate accounting and financial mechanism for which revenues and expenditures are segregated into a fund with financial statements separate from other government activities.

City Staff has been working since 2019 when the Parking Management Program started to aggregate the data we have received about how the parking facilities in Idaho Springs are utilized, ultimately culminating in the creation of a "model" that can forecast the number of transactions, occupancy rates, citations given, and gross revenue from the City's parking facilities.

City Staff and Mr. Bernberg are optimistic that the City currently has the bond capacity through the enterprise fund based on both current and anticipated revenues to fund the Mobility Hub Project primarily through parking revenues.

Project Pro Forma

Mr. Bernberg and City Staff have developed two models of the Pro Forma for the Mobility Hub and Parking Structure- the first is a "Lease Purchase" model and the other is a "revenue bond" model. Both models are attached to this document.

Mr. Bernberg has designed these models to demonstrate sufficient self-sustainability without need for a SID contribution. The models were also both designed to ensure that a fund balance is created through the period of debt service that would exist for the project.

The Mobility Hub project is currently anticipated to cost \$13,200,000 million. CDOT has committed \$6.3 million to this project. City Staff and Mr. Bernberg are currently designing the Pro Forma models to contemplate \$6.9 million in project proceeds.

One factor in this equation involves the City bringing parking management “in-house” instead of contracting it out. It is generally predicted that financial institutions will look more favorably on the City running Parking Management as it will result in higher net revenue from Parking for the City. The current models show that if the City does take Parking in-house, we will have debt coverage of approximately 2x debt service every year except 2024, as that is the year the City anticipates the costs related to bringing parking management in house to be incurred. This will result in a slightly lower Debt Service Coverage for that year which is not currently seen as problematic for the model.

RAISE Grant Opportunity

The City has recently been in conversations with CDOT about applying for a RAISE grant. This is a federal transportation infrastructure grant that typically awards a minimum of \$25 million to communities. The application for this program will open this fall.

The CDOT leadership team believes that the project and the City would score very competitively if we were to apply for the program. This project is listed in the CDOT “Strategic Plan” and has recently had a lot of exposure at the federal level due to its proximity and importance to the Floyd Hill project that has just recently begun.

City Staff will be speaking with the CDOT leadership team tomorrow about the potential for applying for this grant. If the City does apply for funding through the program, it could significantly alter the financing discussed in this report. If City Staff believes that this is a good opportunity for the City, we will bring a future report and request for direction to City Council. We would also potentially widen the scope of the project to include other needed infrastructure improvements in the vicinity of exit 240.

Next Steps

1. The City needs to enter into an Intergovernmental Agreement (IGA) with CDOT as a precursor to spending “CDOT Funds” on this project. If City Council is comfortable with the proposed financial plan, staff will finalize an IGA for City Council’s consideration and possible adoption. Once this is completed, the City will begin working on further design and engineering of the project. During this phase, the City can spend funding at a ratio of 80% (CDOT):20% (City) for this project.
2. City Staff and Mr. Bernberg will finalize the preferred pro forma model and prepare to issue \$6.9 million in bonds next fall so that construction may begin in 2024.
3. If it becomes clear that the City should apply for a Raise Grant, a future work session with City Council will be held to discuss the program, project scope of work, and other details.

Request for Direction

City Staff is requesting direction from City Council regarding this financial plan and whether City Staff may finalize the IGA with CDOT for consideration and possible adoption by City Council.

CITY OF IDAHO SPRINGS

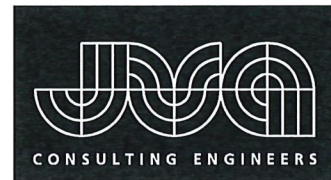
TRANSIT CENTER & PARKING STRUCTURE

IDAHO SPRINGS, COLORADO

30% REVIEW SET

CONTACTS

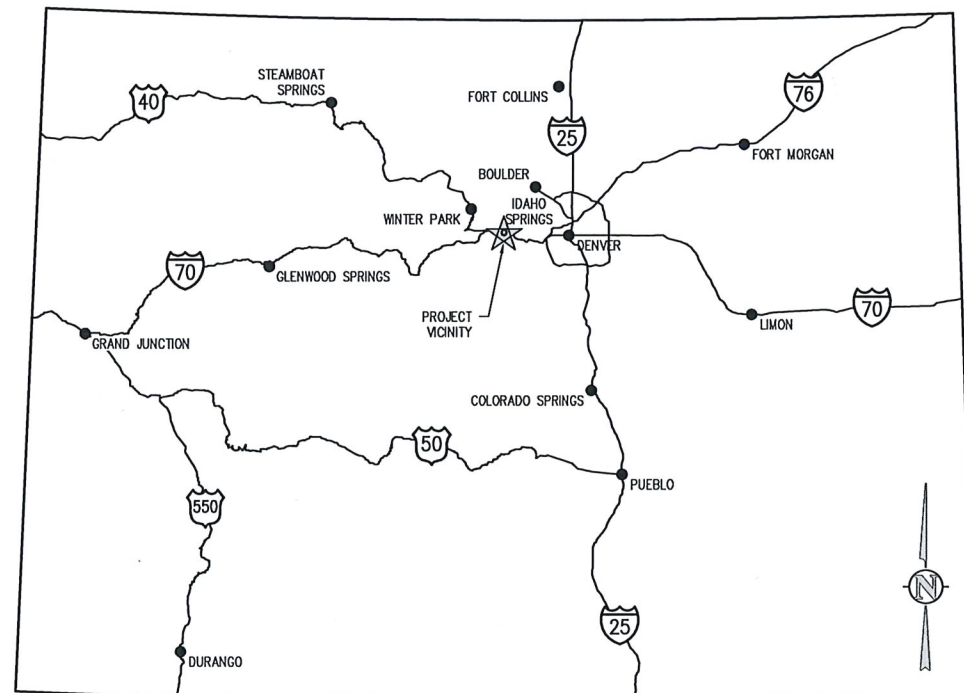
OWNER:	CITY OF IDAHO SPRINGS 1711 MINER STREET IDAHO SPRINGS, CO 80452	ANDREW MARSH (303)-567-4421 ADMIN@IDAHO SPRINGS.CO.COM
CIVIL ENGINEER:	JVA, INC. 1319 SPRUCE STREET BOULDER, CO 80302	KEVIN TONE, P.E. (303) 565-4927 KTONE@JVAJVA.COM
SURVEYING:	WOOLPERT 720 S COLORADO BLVD , SUITE 1200-S GLENDALE, CO 80202-4824	MICHAEL HARDING (720)-279-3806 MICHAEL.HARDING@WOOLPERT.COM
PROGRAM MANAGER:	HDR, INC. 1670 BROADWAY, SUITE 3400 DENVER, CO 80202-4824	STEVE LONG STEVE.LONG@HDRINC.COM
STRUCTURAL ENGINEER:	WALKER CONSULTANTS 10375 PARK MEADOWS DRIVE, SUITE 425 LONE TREE, CO 80124	KIRK TAYLOR, P.E. (303)-694-6622 KTAYLOR@WALKERCONSULTANTS.COM



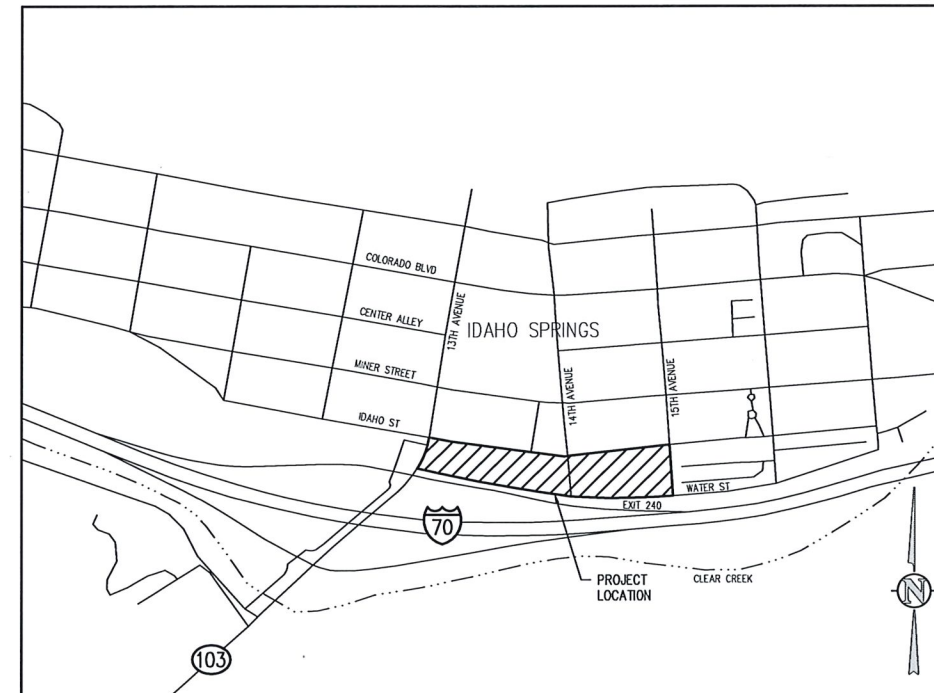
JVA, Inc. 1319 Spruce Street
Boulder, CO 80302 303.444.1951
www.jvajva.com
Boulder • Fort Collins • Winter Park
Glenwood Springs • Denver

DRAWING INDEX

SHEET NO.	TITLE
C0.0	COVER SHEET
C0.1	LEGEND, NOTES AND ABBREVIATIONS
C0.2	DEMOLITION PLAN
C0.3	EXISTING UTILITY PLAN
C0.4	RIGHT-OF-WAY DOCUMENT – OVERALL SURVEY
C0.5	TYPICAL STREET SECTIONS
C1.0	GRADING AND DRAINAGE PLAN
AG-101	OPTION D-7 GROUND TIER PLAN
AG-102	OPTION D-7 SECOND TIER PLAN
AG-103	OPTION D-7 THIRD TIER PLAN
AG-104	OPTION D-7 TOP TIER PLAN



VICINITY MAP
NTS



LOCATION MAP
NTS



DESIGNED BY: NAS/JGJ
DRAWN BY: JGJ
CHECKED BY: KAT
JOB #: 3316c
DATE: SEPTEMBER 2022
© JVA, INC.

TRANSIT CENTER & PARKING STRUCTURE
IDAHO SPRINGS, COLORADO
COVER SHEET

SHEET NO.
C0.0

ABBREVIATIONS

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

DESIGN LEGEND

	BENCHMARK		FLOW LINE OF DITCH OR WASH
	MANHOLE		SLOPE ARROW
	AREA DRAIN		PROPOSED SPOT ELEVATION
	COMBINATION INLET		EXIST SPOT ELEVATION
	TYPE R INLET		EXIST INDEX CONTOUR
	TYPE 13 FIELD INLET		EXIST INTERMEDIATE CONTOUR
	FLARED END SECTION W/ RIPRAP		PROPOSED INDEX CONTOUR
	TEE W/ THRUST BLOCK		PROPOSED INTERMEDIATE CONTOUR
	BEND W/ THRUST BLOCK		CURB AND GUTTER
	END CAP W/ THRUST BLOCK		SPILL/CATCH CURB TRANSITION
	GATE VALVE		SIGN W/ POST
	REDUCER/INCREASER		CURB RAMP
	WATER METER		SIDEWALK CHASE
	FIRE HYDRANT		SIDEWALK
	STORM - 10" AND SMALLER		CONCRETE PAVING
	STORM - LARGER THAN 10"		HEAVY DUTY CONCRETE PAVING
	ROOF DRAIN		HEAVY DUTY ASPHALT PAVING
	TRENCH DRAIN		LIGHT DUTY ASPHALT PAVING
	UNDERDRAIN		GRAVEL
	SANITARY SEWER		PROPOSED BUILDING
	FORCE MAIN		BUILDING ACCESS
	WATER - 10" AND SMALLER		RETAINING WALL
	WATER - LARGER THAN 10"		BOULDER/ROCK WALL
	NON POTABLE WATER		LIMITS OF SAWCUT
	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)		

DETAIL TITLE

	1	DETAIL NUMBER IDENTIFICATION
	2	SHEET WHERE THE SECTION OR ELEVATION IS CUT OR CALLED OUT - INDICATES SAME DRAWING

	3	DETAIL NUMBER IDENTIFICATION
	4	SHEET WHERE THE DETAIL IS DRAWN - INDICATES SAME DRAWING

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		CONIFEROUS 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		

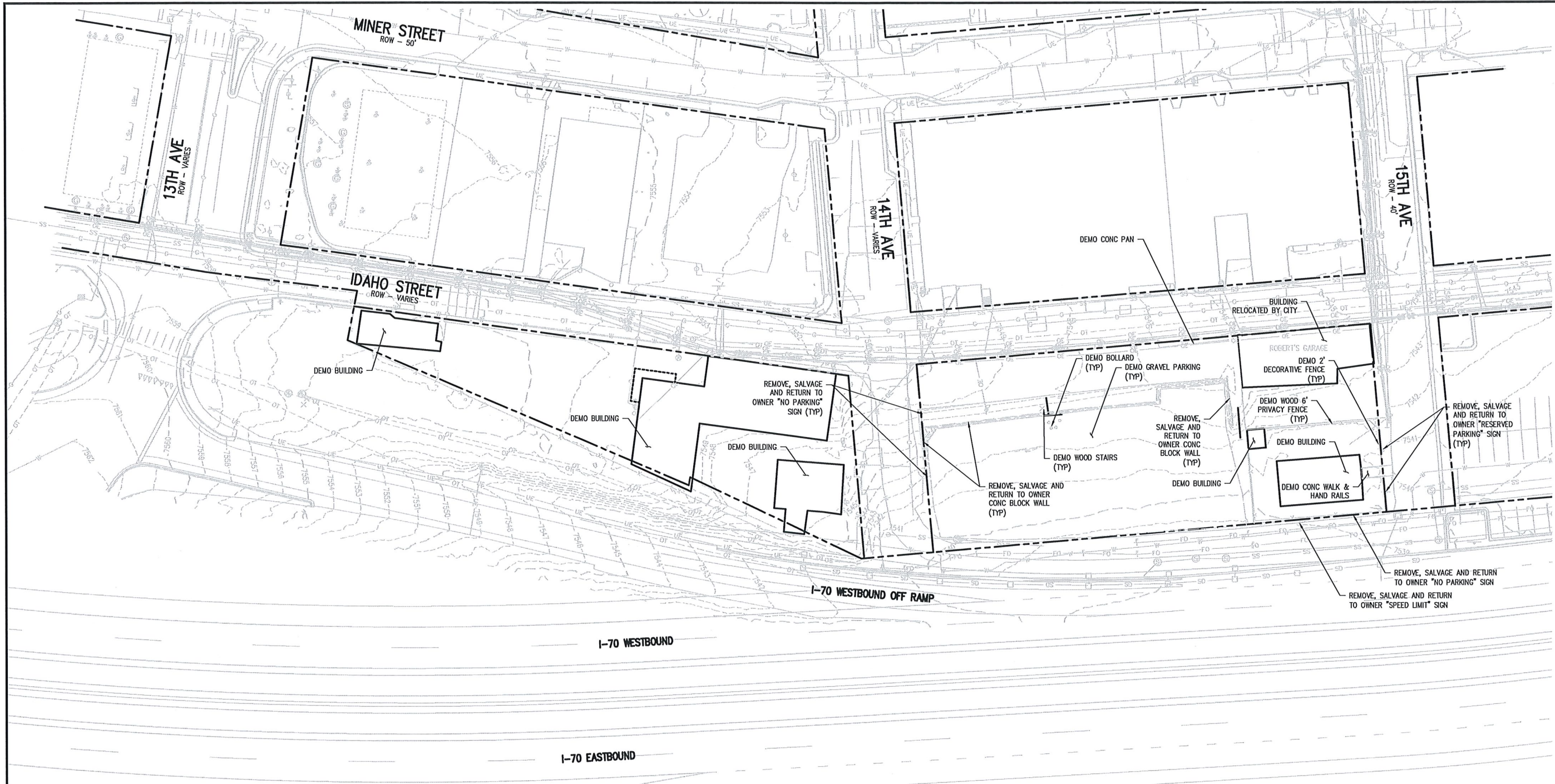
NOTE: SHADED ITEMS REPRESENT EXIST FEATURES

GENERAL NOTES

- ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE LATEST STANDARDS AND SPECIFICATIONS OF THE <NAME OF CITY>, <NAME OF UTILITY DISTRICTS>, COLORADO DEPARTMENT OF TRANSPORTATION, <JURISDICTIONAL> FIRE PROTECTION 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 <JURISDICTIONAL> FIRE PROTECTION DISTRICT 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.UNCC.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 VI, FOR CONSTRUCTION SIGNS 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 ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. GROUNDWATER TO BE PUMPED SHALL BE TESTED, PERMITTED, AND PUMPED 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 <IDENTIFY CRITICAL AREAS> AND SITE FEATURES, CONTRACTOR SHALL HAVE FORWORK 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 37, 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 UNFORESEEN EROSION PROBLEMS OR IF THE PLANS DO NOT FUNCTION AS INTENDED. THE CONTRACTOR IS RESPONSIBLE FOR PROHIBITING SILT AND DEBRIS LADEN 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. RAMPS RUNS EXCEEDING SIX INCHES SHALL INCLUDE HANDRAILS. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT 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.
- <DELETE IF NOT NEEDED> 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:
18.1. BENCHMARK INFORMATION: TOPOGRAPHIC INFORMATION WAS PROVIDED BY _____ <EX: FLATIRON SURVEYING, INC. OR OTHERS> SEE _____ <TYPE NAME OF SURVEY AS SHOWN ON SURVEY, EX: "IMPROVEMENT SURVEY PLAT" OR "TOPOGRAPHIC SURVEY FOR..."> DATED _____ <TYPE SURVEY'S BM TEXT HERE OR USE THIS EXAMPLE> PROJECT BENCHMARK ELEVATION: 5. _____ AT _____ <PROVIDE DESCRIPTION PER SURVEY, EX: AT CP-10 OR TOP OF BOLT AT FIRE HYDRANT NEAR 1ST AND MAIN, OR QTY OF BOULDER BMXYZ, OR OF CONTROL POINTS SHOWN ON PLANS...> _____ <LOCAL, MUNICIPAL, ETC.> THE DATUM IS <DATUM> PER SURVEY. COORDINATE AND VERIFY ALL VERTICAL AND HORIZONTAL DATA SHOWN IN SURVEY AND REPORT ANY IRREGULARITIES OR DISCREPANCIES TO ENGINEER PRIOR TO CONSTRUCTION.
18.2. BASIS OF BEARINGS: SEE PLANS. <OR DESCRIBE HERE>
18.3. HORIZONTAL CONTROL INFORMATION: HORIZONTAL CONTROL COORDINATES <ARE BASED ON THE REFERENCED SURVEY AND> ARE PROVIDED BY THE <FOLLOWING> POINTS AS SHOWN ON THE PLANS:

CP-1	N	_____	E	_____	ELEV. _____	<USE DESCRIPTION IF NO CP OR CP NUMBER IS GIVEN>
CP-2	N	_____	E	_____	ELEV. _____	<USE DESCRIPTION IF NO CP OR CP NUMBER IS GIVEN>
CP-3	N	_____	E	_____	ELEV. _____	<USE DESCRIPTION IF NO CP OR CP NUMBER IS GIVEN>
- 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/PROGRAMADMIN/SUIINDEX.CFM](https://www.fhwa.dot.gov/programadmin/suindex.cfm) FOR MORE INFORMATION.
- <DELETE IF AS-BUILTS NOT REQUIRED> 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 PER 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.
- <FOR CITY OF BOULDER ONLY OR IF TAP SIZES ARE NOT KNOWN AND SUBJECT TO CHANGE, OR IF NEEDED FOR BIDDING ONLY. NOT FOR CONSTRUCTION PLANS> BASED ON THE CURRENT PROPOSED BUILDING PLAN, IT IS ANTICIPATED THAT THE PROJECT WILL BE SERVED BY A _____ <EX: 1" DOMESTIC WATER SERVICE, A _____ <EX: 3" IRRIGATION SERVICE LINE, A _____ <EX: 6" FIRE SERVICE LINE, AND A _____ <EX: 4" SANITARY SERVICE. NOTE: IF TAP SIZES NOT KNOWN, DELETE FIRST SENTENCE. OWNER AND CONTRACTOR TO VERIFY FINAL TAP SIZES, BASED ON FINAL FUTURE COUNTS, AT THE TIME OF BUILDING PERMIT APPLICATION AND ADJUST TAP SIZES, SERVICE LINES AND FITTINGS, AND TAP FEES ACCORDINGLY.

A:\316c Drawings\316c-00-DMO.dwg, 9/28/2022 - 3:18 PM, jgj

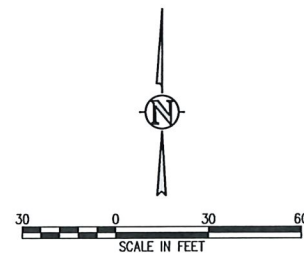


DEMOLITION LEGEND

- 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, FENCING, 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.



DESIGNED BY: NAS/JGJ
DRAWN BY: JGJ
CHECKED BY: KAT
JOB #: 3316c
DATE: SEPTEMBER 2022
© JVA, INC.

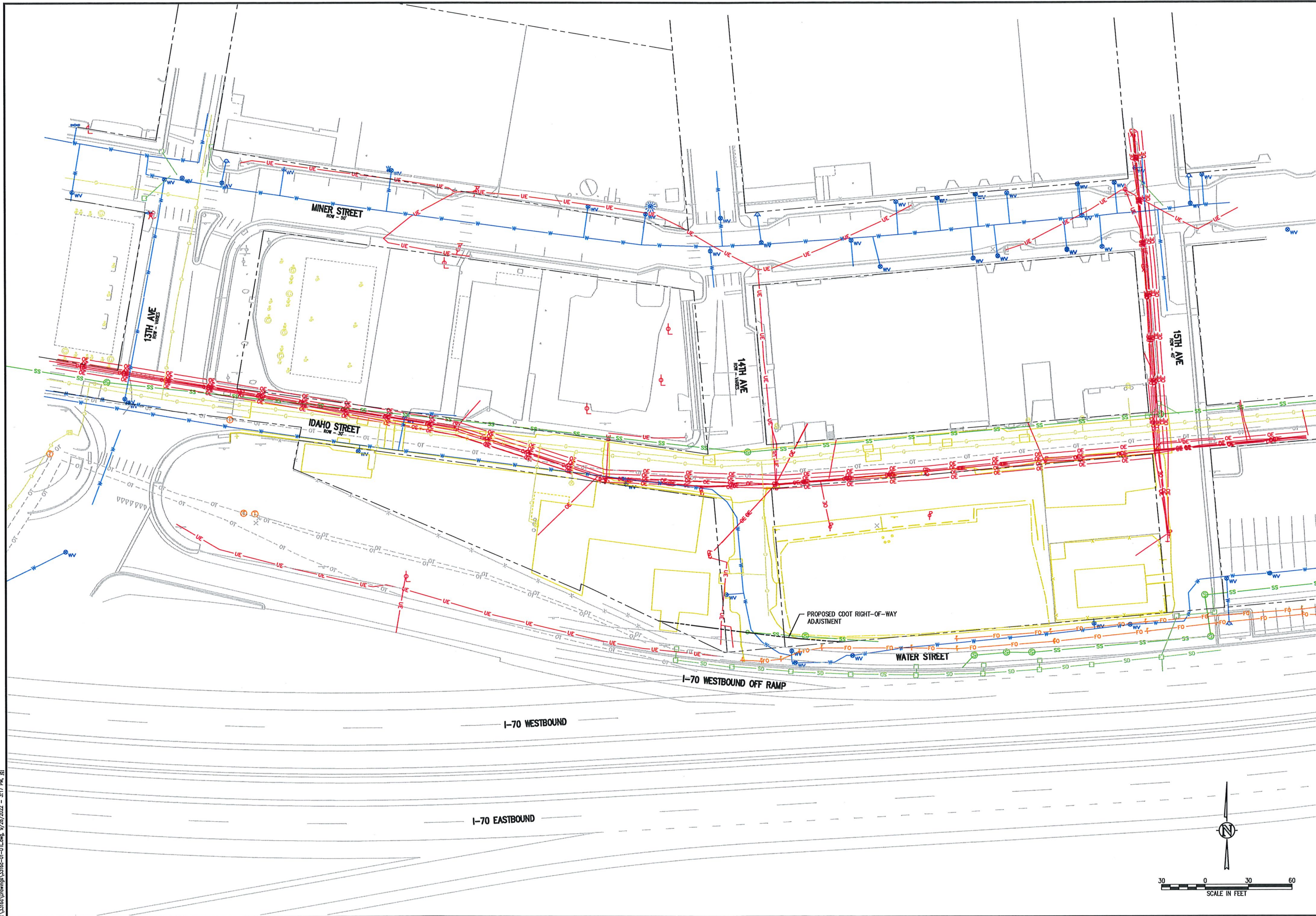
TRANSIT CENTER & PARKING STRUCTURE
IDAHO SPRINGS, COLORADO

DEMOLITION PLAN

SHEET NO.
C0.2

NO. DATE DESD DWN REVISION DESCRIPTION

\\jva\Drawings\3316c-01-JTL.dwg, 9/28/2022 3:17 PM, jg



DESIGNED BY: NAS/JGJ
DRAWN BY: JGJ
CHECKED BY: KAT
JOB #: 3316c
DATE: SEPTEMBER 2022
© JVA, INC.

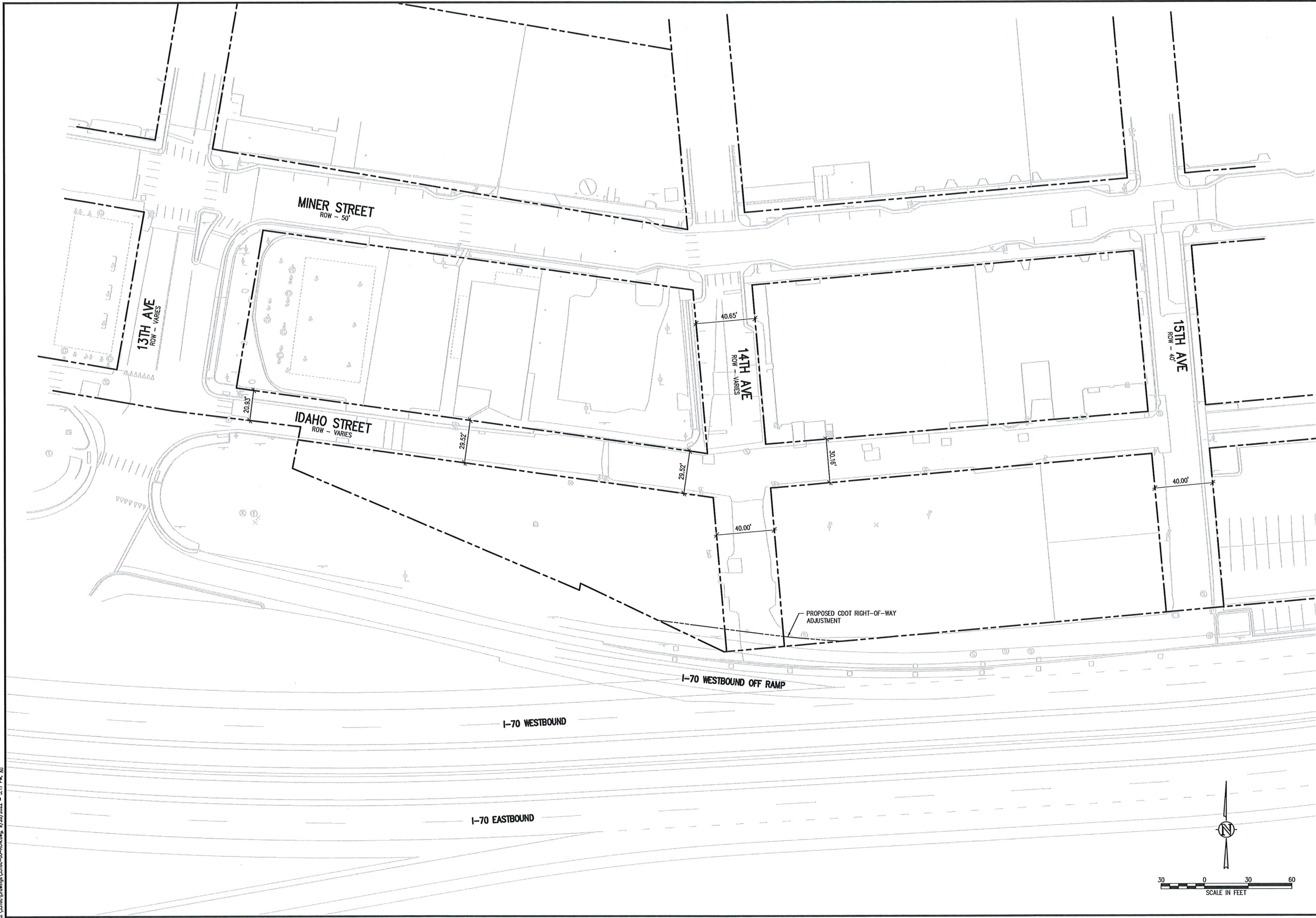
TRANSIT CENTER & PARKING STRUCTURE
IDAHO SPRINGS, COLORADO

EXISTING UTILITY PLAN

SHEET NO.
C0.3

NO.	DATE	DESIGNED	DRAWN	REVISION DESCRIPTION

L:\316c Drawings\316c-00-ROW.dwg 9/29/2022 - 3:17 PM [J]



JVA, Inc. 1319 Spruce Street
Boulder, CO 80302 303.444.1951
www.jva.com
Boulder • Fort Collins • Winter Park
Glenwood Springs • Denver

NO.	DATE	DES'D	DWN	REVISION DESCRIPTION
DESIGNED BY: NAS/JGJ				
DRAWN BY: JGJ				
CHECKED BY: KAT				
JOB #: 3316c				
DATE: SEPTEMBER 2022				
© JVA, INC.				

TRANSIT CENTER & PARKING STRUCTURE
IDAHO SPRINGS, COLORADO

RIGHT-OF-WAY DOCUMENT -
OVERALL SURVEY

SHEET NO.

C0.4



JVA, Inc. 3319 Spruce Street
Boulder, CO 80302 303.444.1951
www.jvaiva.com
Boulder • Fort Collins • Winter Park
Glenwood Springs • Denver

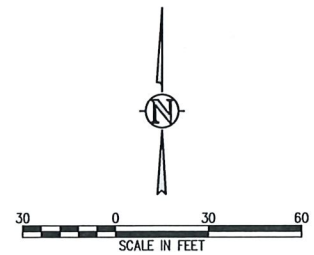
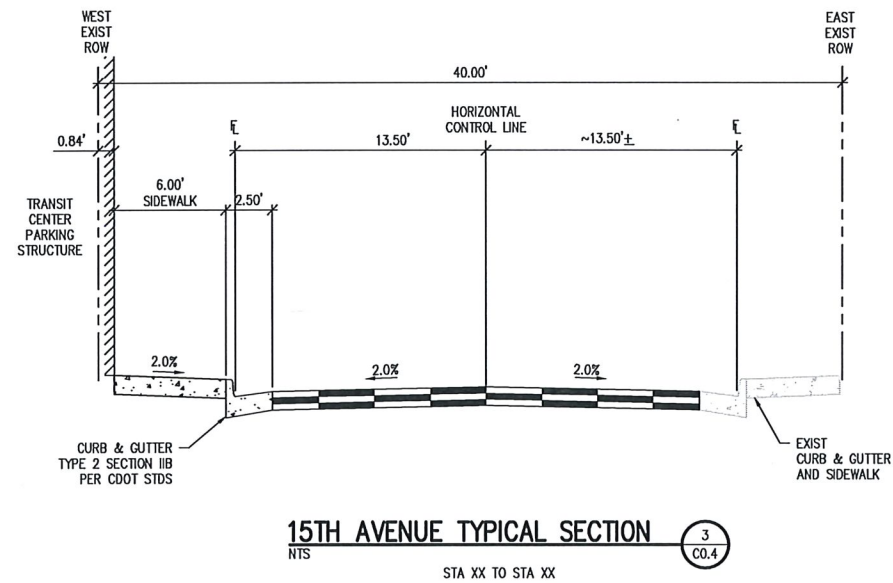
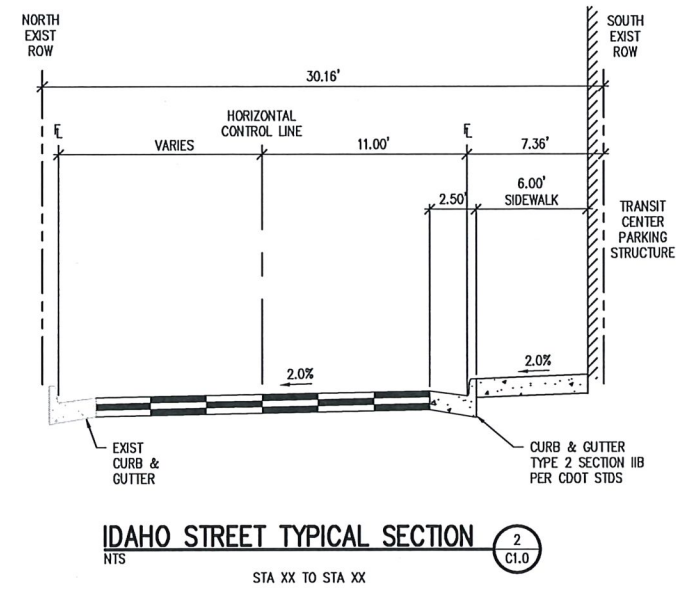
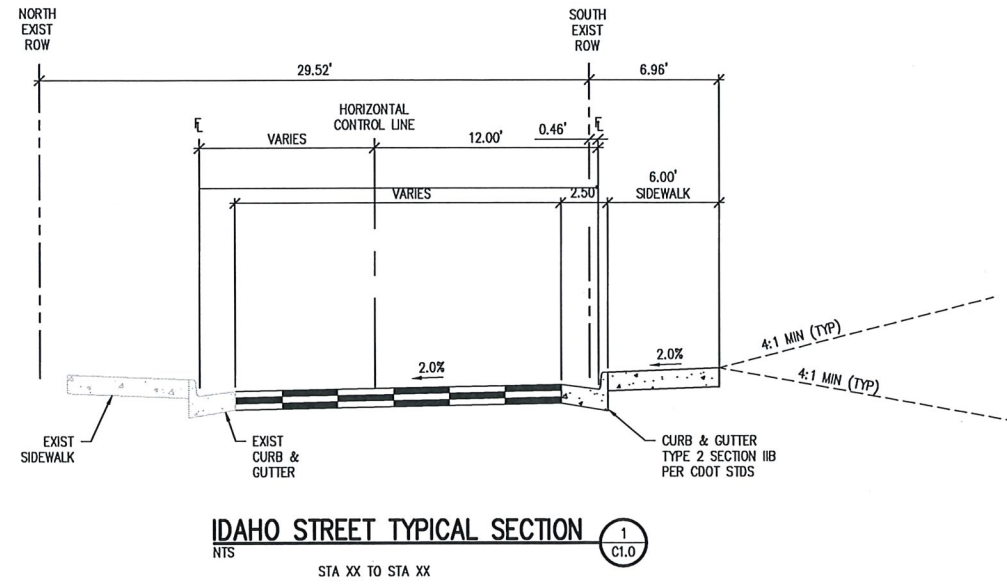
NO. DATE DESD DWN REVISION DESCRIPTION

DESIGNED BY: NAS/JGJ
DRAWN BY: JGJ
CHECKED BY: KAT
JOB #: 3316c
DATE: SEPTEMBER 2022
© JVA, INC.

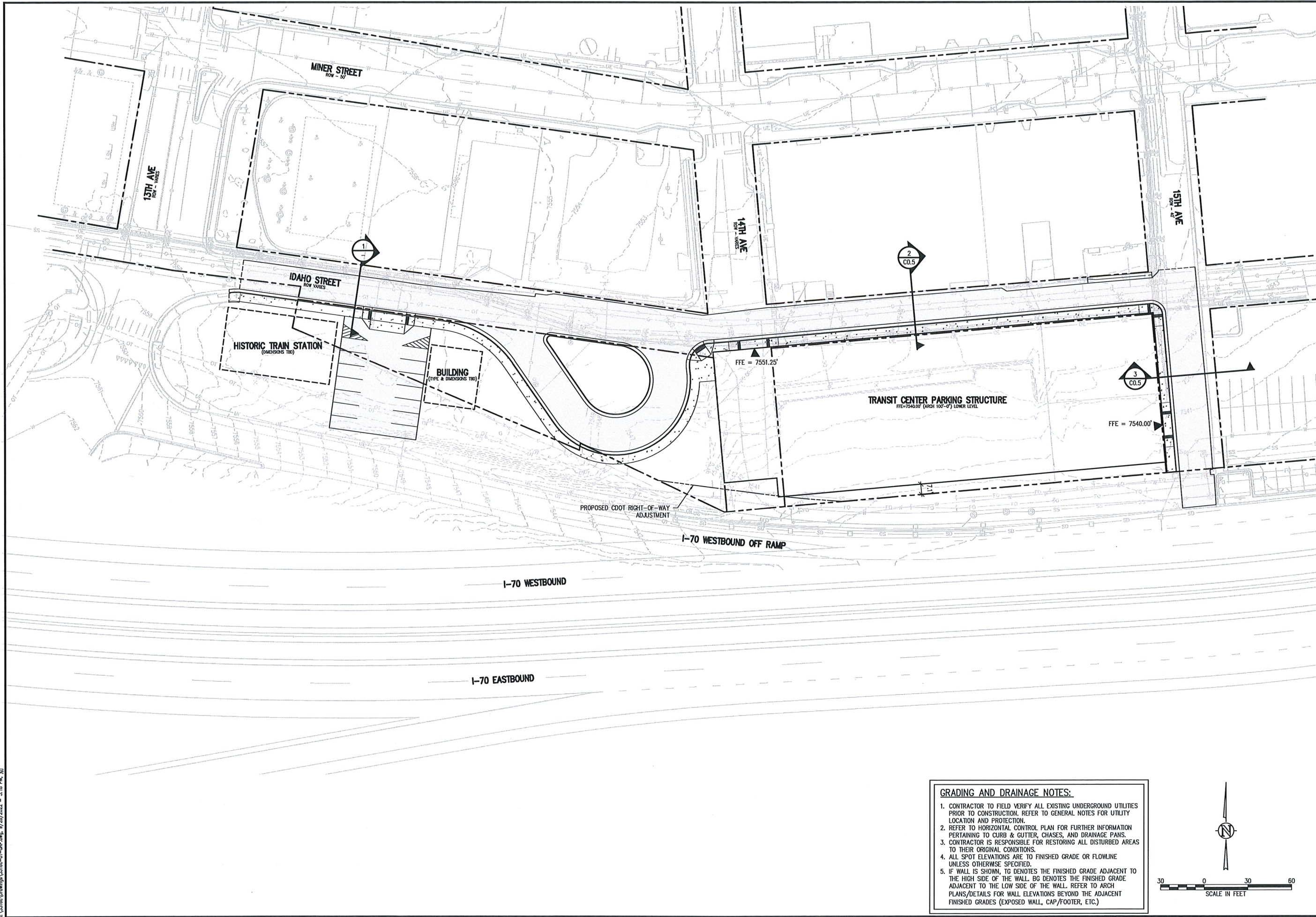
TRANSIT CENTER & PARKING STRUCTURE
IDAHO SPRINGS, COLORADO
TYPICAL STREET SECTIONS

SHEET NO.

C0.5

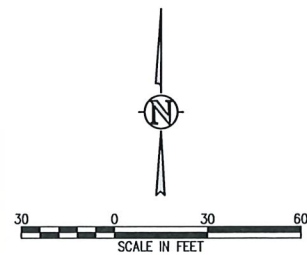


J:\3316a\Drawings\3316a-01-CRP.dwg, 9/28/2022 - 3:18 PM, jgj



GRADING AND DRAINAGE NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. REFER TO HORIZONTAL CONTROL PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
3. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO THEIR ORIGINAL CONDITIONS.
4. ALL SPOT ELEVATIONS ARE TO FINISHED GRADE OR FLOWLINE UNLESS OTHERWISE SPECIFIED.
5. IF WALL IS SHOWN, TG DENOTES THE FINISHED GRADE ADJACENT TO THE HIGH SIDE OF THE WALL, BG DENOTES THE FINISHED GRADE ADJACENT TO THE LOW SIDE OF THE WALL. REFER TO ARCH PLANS/DETAILS FOR WALL ELEVATIONS BEYOND THE ADJACENT FINISHED GRADES (EXPOSED WALL, CAP/FOOTER, ETC.)



DESIGNED BY: NAS/JGJ
DRAWN BY: JGJ
CHECKED BY: KAT
JOB #: 3316c
DATE: SEPTEMBER 2022
© JVA, INC.

TRANSIT CENTER & PARKING STRUCTURE
IDAHO SPRINGS, COLORADO

GRADING AND DRAINAGE PLAN

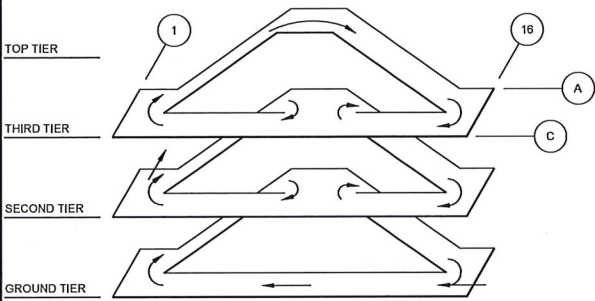
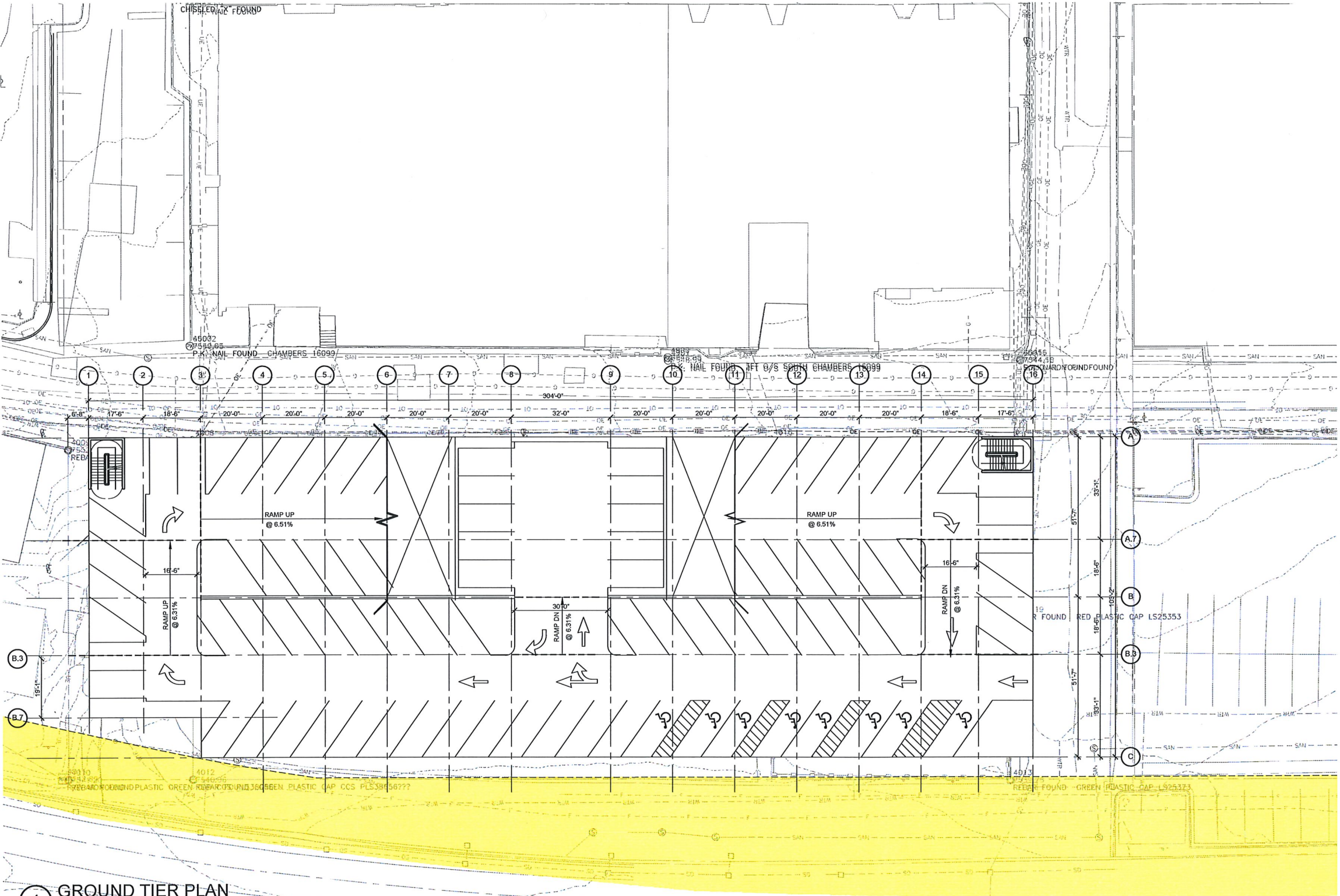
SHEET NO.
C1.0

NO. DATE DESD DWN REVISION DESCRIPTION

IDAHO SPRINGS PARKING STRUCTURE
IDAHO SPRINGS, COLORADO



OPTION D-7
GROUND TIER
PLAN



ISOMETRIC

CAR COUNT
55' STANDARD SPACE

TIER	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL	PARKING AREA (SQ FT)	EFFICIENCY (SQ FT/STALL)
GROUND	71	6	2	79	28,178	357
SECOND	87	0	0	87	30,440	350
THIRD	89	0	0	89	30,440	342
TOP	22	0	0	22	5,745	261
TOTAL	269	6	2	277	94,803	342
EXISTING SURFACE					-64	
NET GAIN					213	

ORDER OF MAGNITUDE COST
\$7,400,000 - 9,400,000

LEGEND

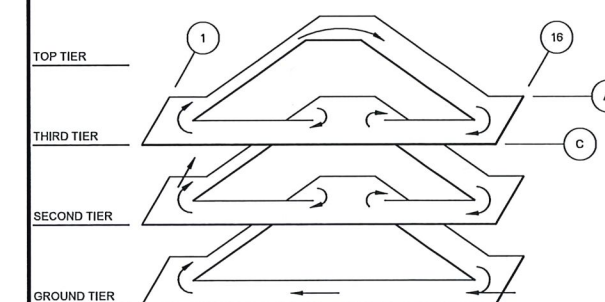


Scale: 1/16" = 1'-0"
AG-101.D-7

05-24-22/23-8501.00

1 GROUND TIER PLAN

WALKER
CONSULTANTS

ISOMETRIC

LEGEND



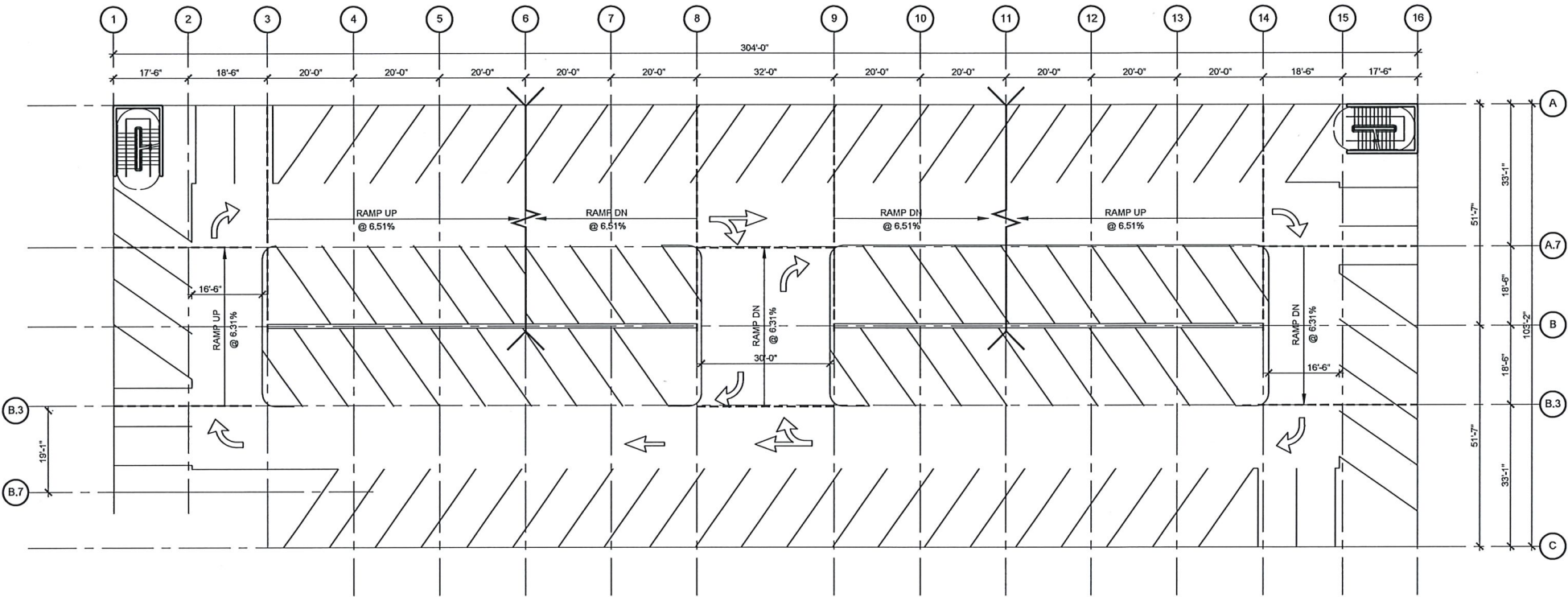
Scale: 1/16" = 1'-0"
AG-102.D-7

02-10-22/23-8501.00

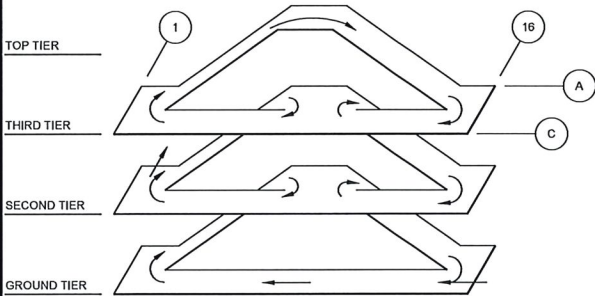
IDAHO SPRINGS PARKING STRUCTURE
IDAHO SPRINGS, COLORADO



OPTION D-7
THIRD TIER
PLAN



1 THIRD TIER PLAN



ISOMETRIC

LEGEND

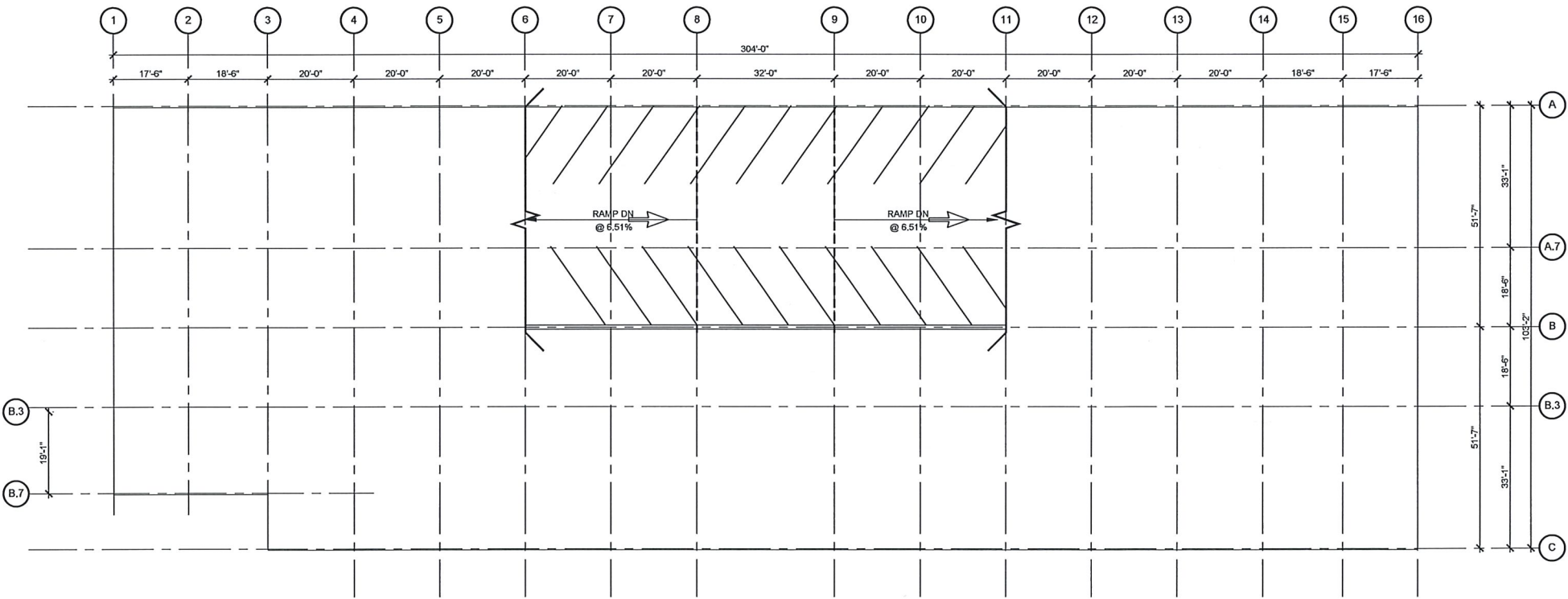


Scale: 1/16" = 1'-0"
AG-103.D-7

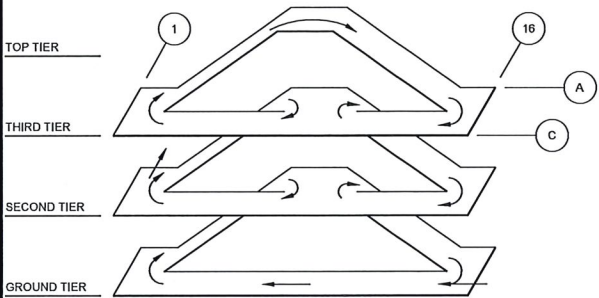
IDAHO SPRINGS PARKING STRUCTURE
IDAHO SPRINGS, COLORADO



OPTION D-7
TOP TIER PLAN



1 TOP TIER PLAN



ISOMETRIC

LEGEND



Scale: 1/16" = 1'-0"
AG-104.D-7

City of Idaho Springs
Parking Enterprise Proforma

Working Draft: Revenue Bond Financing			1	2	3	4	5	6	7	8		
			12/1/2022 Budget	12/1/2023 Budget	12/1/2024 In-House Ops	12/1/2025 Garage Open	12/1/2026 1.50%	12/1/2027 1.50%	12/1/2028 1.50%	12/1/2029 1.50%	12/1/2030 1.50%	12/1/2031
Revenues												
Parking Fee Revenue ^{1,2}			200,000	335,000	690,000	1,200,000	1,218,000	1,218,000	1,236,270	1,236,270	1,254,814	1,254,814
Parking Fine Revenue ³			8,000	50,000	50,000	292,500	296,888	296,888	301,341	301,341	305,861	305,861
Total Revenues			208,000	385,000	740,000	1,492,500	1,514,888	1,514,888	1,537,611	1,537,611	1,560,675	1,560,675
Expenses-3.00% Growth Rate												
Administrative			-	-	30,000	30,000	30,900	31,827	32,782	33,765	34,778	35,822
Operations			-	-	210,003	210,003	216,303	222,792	229,475	236,360	243,450	250,754
Maintenance			-	-	55,000	55,000	56,650	58,350	60,100	61,903	63,760	65,673
Insurance			-	-	20,000	20,000	20,600	21,218	21,855	22,510	23,185	23,881
[open]			-	-	-	-	-	-	-	-	-	-
[open]			-	-	-	-	-	-	-	-	-	-
Total Expenses			0	0	315,003	315,003	324,453	334,186	344,212	354,538	365,174	376,129
Net Income			208,000	385,000	424,998	1,177,498	1,190,435	1,180,701	1,193,399	1,183,073	1,195,501	1,184,546
Debt Service												
Principal		(\$7,645,000)	-	-	(290,000)	(240,000)	(255,000)	(265,000)	(280,000)	(295,000)	(305,000)	(325,000)
Interest		(\$4,524,292)	-	-	(318,542)	(367,750)	(355,750)	(343,000)	(329,750)	(315,750)	(301,000)	(285,750)
Total Debt Service			-	-	(608,542)	(607,750)	(610,750)	(608,000)	(609,750)	(610,750)	(606,000)	(610,750)
Other Revenues/Expenses												
CDOT Reimbursement			-	400,000	-	-	-	-	-	-	-	-
Potential SID Contribution		\$ -	-	-	-	-	-	-	-	-	-	-
Total Other Rev/Exp			-	400,000	-	-	-	-	-	-	-	-
Capital Expenditures			(600,000)									
Excess/Deficiency			208,000	185,000	(183,544)	569,748	579,685	572,701	583,649	572,323	589,501	573,796
Beginning Fund Balance			-	208,000	393,000	209,456	779,203	1,358,888	1,931,590	2,515,239	3,087,561	3,677,062
Ending Funding Balance			208,000	393,000	209,456	779,203	1,358,888	1,931,590	2,515,239	3,087,561	3,677,062	4,250,858
Debt Service Coverage				-	0.70	1.94	1.95	1.94	1.96	1.94	1.97	1.94

¹ Grown at 1.5% every other year, beg. 2026

² Garage operational in 2025; '22 parking revs bdgtd in Sales Tax Improvement Fund; 50/50 split w/Interstate for 2023. City parking operations begin in 2024.

³ P'22 pkg fines bdgtd in General Fund; 35/65 City/Interstate split. \$50k update. 2025 - 6,500 citations @ \$45 per. Grown at 1.50% every other year.

City of Idaho Springs
Parking Enterprise Proforma

9	10	11	12	13	14	15	16	17	18	19	20	21
12/1/2032	12/1/2033	12/1/2034	12/1/2035	12/1/2036	12/1/2037	12/1/2038	12/1/2039	12/1/2040	12/1/2041	12/1/2042	12/1/2043	12/1/2044
1.50%		1.50%		1.50%		1.50%		1.50%		1.50%		1.50%
1,273,636	1,273,636	1,292,741	1,292,741	1,312,132	1,312,132	1,331,814	1,331,814	1,351,791	1,351,791	1,372,068	1,372,068	1,392,649
310,449	310,449	315,106	315,106	319,832	319,832	324,630	324,630	329,499	329,499	334,442	334,442	8,000
1,584,085	1,584,085	1,607,846	1,607,846	1,631,964	1,631,964	1,656,444	1,656,444	1,681,290	1,681,290	1,706,510	1,706,510	1,400,649
36,896	38,003	39,143	40,317	41,527	42,773	44,056	45,378	46,739	48,141	49,585	51,073	52,605
258,277	266,025	274,006	282,226	290,693	299,413	308,396	317,648	327,177	336,992	347,102	357,515	368,241
67,643	69,672	71,763	73,915	76,133	78,417	80,769	83,192	85,688	88,259	90,907	93,634	96,443
24,597	25,335	26,095	26,878	27,685	28,515	29,371	30,252	31,159	32,094	33,057	34,049	35,070
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
387,413	399,036	411,007	423,337	436,037	449,118	462,592	476,470	490,764	505,487	520,651	536,271	552,359
1,196,672	1,185,049	1,196,840	1,184,509	1,195,927	1,182,846	1,193,852	1,179,974	1,190,527	1,175,804	1,185,858	1,170,239	848,290
(340,000)	(355,000)	(375,000)	(390,000)	(410,000)	(435,000)	(455,000)	(475,000)	(500,000)	(525,000)	(550,000)	(580,000)	-
(269,500)	(252,500)	(234,750)	(216,000)	(196,500)	(176,000)	(154,250)	(131,500)	(107,750)	(82,750)	(56,500)	(29,000)	-
(609,500)	(607,500)	(609,750)	(606,000)	(606,500)	(611,000)	(609,250)	(606,500)	(607,750)	(607,750)	(606,500)	(609,000)	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
150,000	200,000					(500,000)						
737,172	577,549	587,090	578,509	589,427	771,846	584,602	573,474	582,777	568,054	79,358	561,239	848,290
4,250,858	4,988,029	5,565,579	6,152,668	6,731,178	7,320,605	8,092,450	8,677,052	9,250,526	9,833,303	10,401,356	10,480,715	11,041,954
4,988,029	5,565,579	6,152,668	6,731,178	7,320,605	8,092,450	8,677,052	9,250,526	9,833,303	10,401,356	10,480,715	11,041,954	11,890,244
1.96	1.95	1.96	1.95	1.97	1.94	1.96	1.95	1.96	1.93	1.96	1.92	#DIV/0!

City of Idaho Springs
Parking Enterprise Proforma

Working Draft: Lease Purchase Financing				1	2	3	4	5	6	7	8
		12/1/2022	12/1/2023	12/1/2024	12/1/2025	12/1/2026	12/1/2027	12/1/2028	12/1/2029	12/1/2030	12/1/2031
		Budget	Budget		Garage Open	1.50%		1.50%		1.50%	
Revenues											
Parking Fee Revenue ^{1,2}		200,000	335,000	690,000	1,200,000	1,218,000	1,218,000	1,236,270	1,236,270	1,254,814	1,254,814
Parking Fine Revenue ³		8,000	50,000	50,000	292,500	8,000	8,000	8,000	8,000	8,000	8,000
Total Revenues		208,000	385,000	740,000	1,492,500	1,226,000	1,226,000	1,244,270	1,244,270	1,262,814	1,262,814
Expenses-3.00% Growth Rate											
Administrative		-	-	30,000	30,000	30,900	31,827	32,782	33,765	34,778	35,822
Operations		-	-	210,003	210,003	216,303	222,792	229,475	236,360	243,450	250,754
Maintenance		-	-	55,000	55,000	56,650	58,350	60,100	61,903	63,760	65,673
Insurance		-	-	20,000	20,000	20,600	21,218	21,855	22,510	23,185	23,881
[open]		-	-	-	-	-	-	-	-	-	-
[open]		-	-	-	-	-	-	-	-	-	-
Total Expenses		0	0	315,003	315,003	324,453	334,186	344,212	354,538	365,174	376,129
Net Income		208,000	385,000	424,998	1,177,498	901,547	891,814	900,058	889,732	897,640	886,685
Debt Service											
Principal		(\$7,025,000)	-	-	(265,000)	(220,000)	(245,000)	(255,000)	(270,000)	(285,000)	(295,000)
Interest		(\$4,162,958)	-	-	(292,708)	(338,000)	(315,500)	(303,250)	(290,500)	(277,000)	(262,750)
Total Debt Service		-	-	(557,708)	(558,000)	(557,000)	(560,500)	(558,250)	(560,500)	(562,000)	(557,750)
Other Revenues/Expenses											
CDOT Reimbursement		-	400,000	-	-	-	-	-	-	-	-
Potential SID Contribution		\$ -	-	-	-	-	-	-	-	-	-
Total Other Rev/Exp		-	400,000	-	-	-	-	-	-	-	-
Capital Expenditures			(600,000)								
Excess/Deficiency		208,000	185,000	(132,711)	619,498	344,547	331,314	341,808	329,232	335,640	328,935
Beginning Fund Balance		-	208,000	393,000	260,289	879,787	1,224,334	1,555,648	1,897,456	2,226,688	2,562,328
Ending Funding Balance		208,000	393,000	260,289	879,787	1,224,334	1,555,648	1,897,456	2,226,688	2,562,328	2,891,263

¹ Grown at 1.5% every other year, beg. 2026

² Garage operational in 2025; '22 parking revs bdgtd in Sales Tax Improvement Fund; 50/50 split w/Interstate for 2023. City parking operations begin in 2024.

³ P'22 pkg fines bdgtd in General Fund; 35/65 City/Interstate split. \$50k update. 2025 - 6,500 citations @ \$45 per. Grown at 1.50% every other year.

City of Idaho Springs
Parking Enterprise Proforma

9	10	11	12	13	14	15	16	17	18	19
12/1/2032	12/1/2033	12/1/2034	12/1/2035	12/1/2036	12/1/2037	12/1/2038	12/1/2039	12/1/2040	12/1/2041	12/1/2042
1.50%		1.50%		1.50%		1.50%		1.50%		1.50%
1,273,636	1,273,636	1,292,741	1,292,741	1,312,132	1,312,132	1,331,814	1,331,814	1,351,791	1,351,791	1,372,068
8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000
1,281,636	1,281,636	1,300,741	1,300,741	1,320,132	1,320,132	1,339,814	1,339,814	1,359,791	1,359,791	1,380,068
36,896	38,003	39,143	40,317	41,527	42,773	44,056	45,378	46,739	48,141	49,585
258,277	266,025	274,006	282,226	290,693	299,413	308,396	317,648	327,177	336,992	347,102
67,643	69,672	71,763	73,915	76,133	78,417	80,769	83,192	85,688	88,259	90,907
24,597	25,335	26,095	26,878	27,685	28,515	29,371	30,252	31,159	32,094	33,057
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
387,413	399,036	411,007	423,337	436,037	449,118	462,592	476,470	490,764	505,487	520,651
894,223	882,601	889,734	877,404	884,095	871,014	877,222	863,344	869,027	854,305	859,417
(310,000)	(325,000)	(345,000)	(360,000)	(380,000)	(400,000)	(415,000)	(440,000)	(460,000)	(485,000)	(505,000)
(248,000)	(232,500)	(216,250)	(199,000)	(181,000)	(162,000)	(142,000)	(121,250)	(99,250)	(76,250)	(52,000)
(558,000)	(557,500)	(561,250)	(559,000)	(561,000)	(562,000)	(557,000)	(561,250)	(559,250)	(561,250)	(557,000)
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-				200,000						(500,000)
336,223	325,101	328,484	318,404	323,095	509,014	320,222	302,094	309,777	293,055	(197,583)
2,891,263	3,227,485	3,552,586	3,881,070	4,199,474	4,522,569	5,031,582	5,351,804	5,653,899	5,963,676	6,256,731
3,227,485	3,552,586	3,881,070	4,199,474	4,522,569	5,031,582	5,351,804	5,653,899	5,963,676	6,256,731	6,059,148