

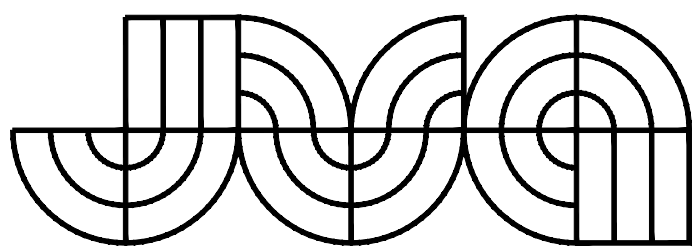
PUBLIC IMPROVEMENT CONSTRUCTION PLANS

CANTRIL SITE ADA IMPROVEMENTS

A PARCEL OF LAND BEING A PORTION OF BLOCK 11, CRAIG AND GOULD'S ADDITION TO THE TOWN OF CASTLE ROCK LOCATED IN THE NORTHEAST QUARTER OF SECTION 11, T 8 S, R 67 W OF THE 6TH P.M.,
TOWN OF CASTLE ROCK, COUNTY OF DOUGLAS, STATE OF COLORADO
TOWN OF CASTLE ROCK PROJECT NO. CD25-_____

CONTACTS

OWNER:	TOWN OF CASTLE ROCK 100 N WILCOX STREET CASTLE ROCK, CO 80104	MATT GOHL, ASSISTANT TOWN MANAGER, (303) 660-1359 MGOHL@CRGOV.COM
CIVIL ENGINEER:	JVA, INC 1319 SPRUCE STREET BOULDER, CO 80302	ROBIN L. KRISS, P.E. (303) 565-4938 RKRISS@JVAJVA.COM
ARCHITECT:	EPPSTIEN UHEN ARCHITECTS, INC 1899 WYNKOOP STREET, SUITE 700 DENVER, CO 80202	RYAN WALLACE, AIA, LEED, AP, BD+C. (303) 256-1149 RYANW@EUA.COM
FIRE PROTECTION:	CASTLE ROCK FIRE AND RESCUE PROTECTION 300 PERRY STREET CASTLE ROCK, CO 80104	KEVIN SULLIVAN (303) 663-3120 FPO@CRGOV.COM
SANITARY SEWER:	CASTLE ROCK WATER 175 KELLOGG COURT CASTLE ROCK, CO 80109	KEN TORRES (720) 733-6000 WATER@CRGOV.COM
WATER:	CASTLE ROCK WATER 175 KELLOGG COURT CASTLE ROCK, CO 80109	KEN TORRES (720) 733-6000 WATER@CRGOV.COM
STORM SEWER:	CASTLE ROCK WATER 175 KELLOGG COURT CASTLE ROCK, CO 80109	(720) 733-2235 STORMWATER@CRGOV.COM
ELECTRIC:	CORE ELECTRIC COOPERATIVE 5496 US-85 SEDALIA, CO 80135	BROOKS KAUFMAN (720) 733-5493 BKAUFMAN@CORE.COOP
NATURAL GAS:	BLACK HILLS ENERGY 1769 PARK STREET CASTLE ROCK, CO 80109	KYLE SOWDER (303) 817-9026 KYLE.SOWDER@BLACKHILLSCORP.COM
ROADS/PUBLIC WORKS:	TOWN OF CASTLE ROCK PUBLIC WORKS 4175 CASTLETON COURT CASTLE ROCK, CO 80109	(720) 733-2462 ROADS@CRGOV.COM



CONSULTING ENGINEERS
JVA, Inc. 1319 Spruce Street
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Boulder • Fort Collins • Winter Park
Glenwood Springs • Denver



LOCATION MAP
SCALE: 1"=1000'

Sheet List Table

Sheet Number	Sheet Title
C0.0	COVER SHEET
C0.1	GENERAL LEGEND, NOTES & ABBREVIATIONS
C0.2	TOWN OF CASTLE ROCK GENERAL NOTES
C0.3	DEMOLITION PLAN
C1.0	GRADING AND DRAINAGE PLAN
C3.0	HORIZONTAL CONTROL PLAN
CD3.0	SITE DETAILS
CD3.1	SITE DETAILS
CD3.2	SITE DETAILS

PROFESSIONAL ENGINEER CERTIFICATION

I HEREBY AFFIRM THAT THESE FINAL CONSTRUCTION PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH ALL APPLICABLE TOWN OF CASTLE ROCK AND STATE OF COLORADO STANDARDS AND STATUTES, RESPECTIVELY; AND THAT I AM FULLY RESPONSIBLE FOR ALL DESIGN AND REVISIONS RELATIVE TO SAID PLANS.

INDEMNIFICATION AND ADHERENCE TO STANDARDS STATEMENTS

THESE PLANS HAVE BEEN REVIEWED BY THE TOWN OF CASTLE ROCK FOR CONCEPT ONLY. THE REVIEW DOES NOT IMPLY RESPONSIBILITY BY THE REVIEWING DEPARTMENT, THE TOWN ENGINEER, OR THE TOWN OF CASTLE ROCK FOR ACCURACY AND CORRECTNESS OF THE CALCULATIONS. FURTHERMORE, THE REVIEW DOES NOT IMPLY THAT QUANTITIES OF ITEMS ON THE PLANS ARE THE FINAL QUANTITIES REQUIRED. THE REVIEW SHALL NOT BE CONSTRUED FOR ANY REASON AS ACCEPTANCE OF FINANCIAL RESPONSIBILITY BY THE TOWN FOR ADDITIONAL QUANTITIES OF ITEMS SHOWN THAT MAY BE REQUIRED DURING THE CONSTRUCTION PHASE.

ALL WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TOWN OF CASTLE ROCK MUNICIPAL CODE, TECHNICAL MANUALS AND/OR OTHER TOWN-APPROVED APPLICABLE STANDARDS.

ROBIN L. KRISS, CO PE 36807

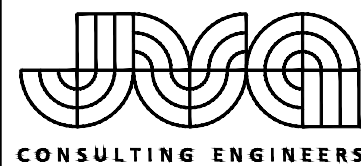
DATE

TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
DATE OF DEVELOPMENT SERVICES APPROVAL

APPROVED BY:

DEVELOPMENT SERVICES

DATE



JVA, Inc. 1319 Spruce Street
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CANTRIL SCHOOL, SITE ADA IMPROVEMENTS,
312 CANTRIL STREET,
TOWN OF CASTLE ROCK, COLORADO
COVER SHEET

SHEET NO.

C0.0

ABBREVIATIONS

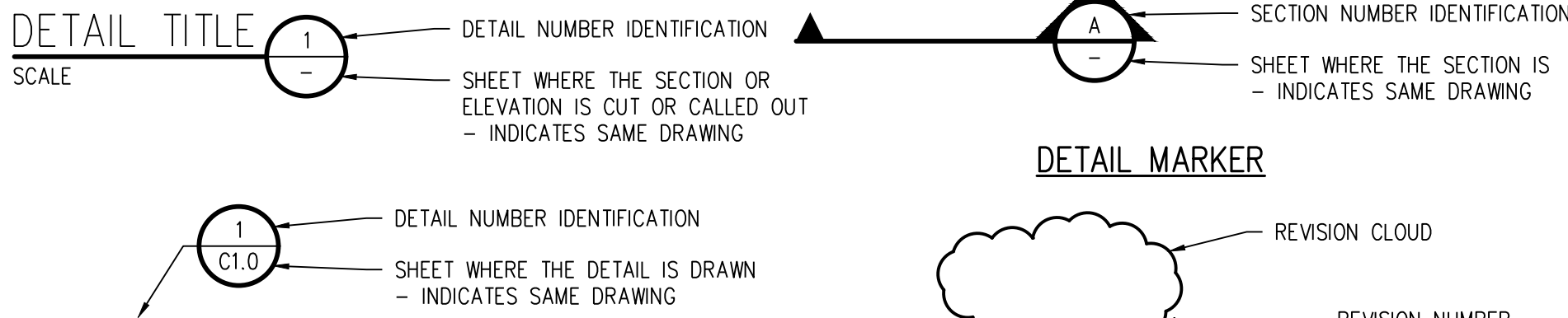
AASHTO	AMERICAN ASSOC. OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	INCL	INCLUDED
ABAN	ABANDON	ID	INSIDE DIAMETER
AC	ASPHALTIC CONCRETE PAVING	IN	INLET
ADDL	ADDITIONAL	INSUL	INSULATION
ADDM	ADDENDUM	INV	INVERT
ADJ	ADJUSTABLE	IRR	IRRIGATION
ALT	ALTERNATE		
AMT	AMOUNT	JTS	JOINTS
APPROX	APPROXIMATE	KO	KNOCKOUT
ARCH	ARCHITECT(URAL)	KPL	KICK PLATE
ARV	AIR RELIEF VALVE	KWY	KEYWAY
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS		
ASPH	ASPHALT	L	LEFT OR LITER
ASSY	ASSEMBLY	LSCAPE	LANDSCAPE(NG)
ASYM	ASYMMETRICAL	LF	LINEAR FOOT
AUTO	AUTOMATIC	LP	LOW POINT OR LIGHT POLE
AVG	AVERAGE	LT	LIGHT
AWWA	AMERICAN WATER WORKS ASSOC.	LWL	LOW WATER LEVEL
BC	BACK OF CURB	MAINT	MAINTENANCE
BFV	BUTTERFLY VALVE	MAN	MANUAL
BG	FINISHED GRADE ADJACENT TO BOTTOM OF WALL	MATL	MATERIAL
BLOG	BUILDING	MAX	MAXIMUM
BLK	BLOCK	ME	MATCH EXISTING
BM	BENCH MARK	MECH	MECHANICAL
BMP	BEST MANAGEMENT PRACTICE	MEP	MECHANICAL, ELECTRICAL, PLUMBING (ARCH)
BS	BACKSIGHT	MFR	MANUFACTURER
BOS	BOTTOM OF STEP	MH	MANHOLE
BOT	BOTTOM	MIN	MINIMUM
BSMT	BASEMENT	MISC	MISCELLANEOUS
BVCE	BEGIN VERTICAL CURVE ELEVATION	MJ	MECHANICAL JOINT
BVCS	BEGIN VERTICAL CURVE STATION		
CB	BOTTOM OF WALL	N	NORTH
		NA	NOT APPLICABLE
CCW	CATCH BASIN	NC	NOT IN CONTRACT
CDOT	COUNTER CLOCKWISE	NPT	NATIONAL PIPE THREAD
CIP	CAST IRON PIPE	NTS	NOT TO SCALE
CJ	CONSTRUCTION JOINT		
CL	CENTER LINE OR CHAIN LINK	OS	OFFSET
CLR	CLEAR	OC	ON CENTER
CMP	CORRUGATED METAL PIPE	OD	OUTSIDE DIAMETER
CMU	CONCRETE MASONRY UNIT	OPP	OPPOSITE
CO	CLEANOUT	OPT	OPTIONAL
CONC	CONCRETE	PC	POINT OF CURVATURE
CONST	CONSTRUCTION	PCO	PRESSURE CLEAN OUT
CONT	CONTINUOUS(ATION)	PCR	POINT OF CURVE RETURN
COR	CORNER	PI	POINT OF INTERSECTION
CR	CONCENTRIC REDUCER	PVI	POINT OF VERTICAL INTERSECTION
CTR	CENTER	PL	PROPERTY LINE
CY	CUBIC YARDS	PE	POLYETHYLENE
		PREFAB	PREFABRICATED
DEMO	DEMOLITION	PRELIM	PRELIMINARY
DET	DETAIL	PREP	PREPARATION
DIA	DIAMETER	PROSP	PROPOSED
DIAG	DIAGONAL	PRV	PRESSURE REDUCING VALVE OR PRESSURE RELIEF VALVE
DIP	DUCTILE IRON PIPE	PSF	POUNDS PER SQUARE FOOT
DOM	DOMESTIC	PSI	POUNDS PER SQUARE INCH
DN	DOWN	PT	POINT OF TANGENCY
DR	DRAIN	PV	PLUG VALVE
DWG	DRAWING	PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE
DWL	DOWEL	PVMT	PAVEMENT
E	EAST	QTY	QUANTITY
EA	EACH	R	RIGHT
ECC	ECCENTRIC	RD	RADIUS
EJ	EXPANSION JT	RCP	REINFORCED CONCRETE PIPE
EL	ELEVATION	RD	ROOF DRAIN
ELB	ELBOW	RE	REFERENCE
ELEC	ELECTRICAL	RECT	RECTANGULAR
ENGR	ENGINEER	RENF	REINFORCE (D) (ING) (MENT)
EOP	EDGE OF PAVEMENT	REQD	REQUIRED
EQ	EQUAL	ROW	RIGHT OF WAY
EQUIP	EQUIPMENT		
EQUIV	EQUIVALENT	SAN	SANITARY
ESMT	EASEMENT	SC	SAWCUT
EST	ESTIMATE	SD	STORM DRAIN
EVCE	END VERTICAL CURVE ELEVATION	SECT	SECTION
EVCS	END VERTICAL CURVE STATION	SPD	STANDARD PROCTOR DENSITY
EW	EACH WAY	SPEC	SPECIFICATION
EXP	JT EXPANSION JOINT	SQ	SQUARE
EXIST	EXISTING	SQ IN	SQUARE INCH
		SQ FT	SQUARE FOOT
FND	FOUNDATION	SQ YD	SQUARE YARD
FES	FLARED END SECTION	SS	SANITARY SEWER
FF	FINISH FLOOR	SST	STAINLESS STEEL
FG	FINISH GRADE	STA	STATION
FH	FIRE HYDRANT	STD	STANDARD
FL	FLOW LINE	STL	STEEL
FN	FENCE	STRUCT	STRUCTURAL
FOC	FACE OF CONCRETE	SVC	SERVICE
FPM	FEET PER MINUTE	SWMP	STORMWATER MANAGEMENT PLAN
FPS	FEET PER SECOND	SYM	SYMMETRICAL
FT	FEET		
FTG	FOOTING OR FITTING	TB	THRUST BLOCK
		TBC	TOP BACK OF CURB
G	GAS	TBM	TEMPORARY BENCH MARK
GA	GALUGE	TEMP	TEMPORARY
GAL	GALLON	TG	FINISHED GRADE ADJACENT TO TOP OF WALL
GALV	GALVANIZED	THK	THICK
GB	GRADE BREAK	TOB	TOP OF BANK
GCO	GRADE CLEANOUT	TOC	TOP OF CONCRETE OR TOP OF CURB
GIP	GALVANIZED IRON PIPE	TOS	TOP OF STEP
GND	GROUND	TOT	TOTAL
GPD	GALLONS PER DAY	TW	TOP OF WALL OR CAP OF WALL
GPW	GALLONS PER MINUTE	TYP	TYPICAL
GR	GRATE		
GRTG	GRATING	UBC	UNIFORM BUILDING CODE
GSP	GALVANIZED STEEL PIPE	UGE	UNDERGROUND ELECTRIC
GV	GATE VALVE	UTIL	UTILITY
		VERT	VERTICAL
H	HIGH	VC	POINT OF VERTICAL CURVATURE
HB	HOSE BIB	VCP	VITRIFIED CLAY PIPE
HE	HORIZONTAL ELLIPTICAL		
HWL	HEADWALL	W	WIDE OR WIDTH
HNDRL	HAND RAIL	W/O	WITHOUT
HORIZ	HORIZONTAL	WOCV	WATER QUALITY CONTROL VOLUME
HP	HIGH POINT	WSE	WATER SURFACE ELEVATION
HR	HOUR	WW	WASTEWATER
HVAC	HEATING, VENTILATION, AIR CONDITIONING		
HWY	HIGHWAY	X	SECT CROSS SECTION
HWL	HIGH WATER LINE	XFMR	ELECTRICAL TRANSFORMER
HYD	HYDRANT	YH	YARD 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
	END CAP W/ THRUST BLOCK		PROPOSED INTERMEDIATE CONTOUR
	GATE VALVE		CURB AND GUTTER
	BUTTERFLY VALVE		SPILL/CATCH CURB TRANSITION
	REDUCER/INCREASER		SIGN W/ POST
	WATER METER		CURB RAMP
	FIRE HYDRANT		SIDEWALK CHASE
	STORM - 12" AND SMALLER		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 - 12" AND SMALLER		GRAVEL
	SANITARY SEWER - LARGER THAN 12"		PROPOSED BUILDING
	FORCE MAIN		BUILDING ACCESS
	WATER - 12" AND SMALLER		RETAINING WALL
	WATER - LARGER THAN 12"		BOULDER/ROCK WALL
	NON POTABLE WATER		LIMITS OF SAWCUT
	POTABLE WATER		LIMITS OF WORK
	IRRIGATION - 12" AND SMALLER		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



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 TOWN OF CASTLE ROCK, COLORADO DEPARTMENT OF TRANSPORTATION, CASTLE ROCK FIRE DEPARTMENT 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 CASTLE ROCK 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 THEIR 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, TOWN OF CASTLE ROCK INSPECTORS, 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 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 TOWN OF CASTLE ROCK 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.UCCO.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 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 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. ALL MANHOLES SHALL BE FINAL ADJUSTED AFTER PAVING SUCH THAT THE RIM IS ¼" TO ½" BELOW FINISHED ASPHALT. MANHOLES IN UNPAVED AREAS SHALL BE SET SO THAT THE RIM IS 6" ABOVE FINISHED GRADE.
- 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 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 NOT BE 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 BE CONSTRUCTED AND FINISHED 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.
- 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 TRUE NORTH SURVEYING & MAPPING, LLC. SEE "ALTA / NSPS LAND TITLE SURVEY FOR BLOCK 11, CRAIG AND GOULD'S ADDITION" DATED 08/01/2023. BASIS OF ELEVATIONS: ELEVATIONS ARE BASED UPON DOUGLAS COUNTY GIS CONTROL POINT DC3020015, BEING A 3.25" ALUMINUM CAP SET IN A CONCRETE SIDEWALK. ELEVATION = 6255.22 NAVD83. 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: ARE BASED ON THE REFERENCED SURVEY.
- 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 DEPICED 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, POTHOLING 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/SUEINDEX.CFM](https://www.fhwa.dot.gov/PROGRAMADMIN/SUEINDEX.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 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.

PROFESSIONAL ENGINEER CERTIFICATION

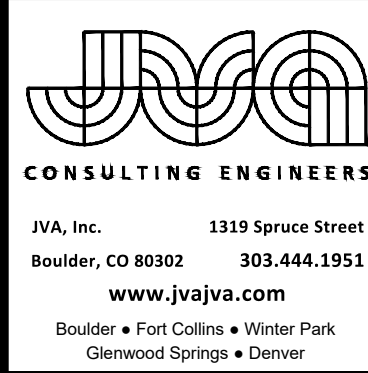
I HEREBY AFFIRM THAT THESE FINAL CONSTRUCTION PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH ALL APPLICABLE TOWN OF CASTLE ROCK AND STATE OF COLORADO STANDARDS AND STATUTES, RESPECTIVELY; AND THAT I AM FULLY RESPONSIBLE FOR ALL DESIGN AND REVISIONS RELATIVE TO SAID PLANS.

TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
DATE OF DEVELOPMENT SERVICES APPROVAL

APPROVED BY:

DEVELOPMENT SERVICES

DATE



DESIGNED BY: EJK/DAM	NO.	DATE	DESIGNED	OWN
DRAWN BY: DAM				
CHECKED BY: RLK/HMM				
JOB #: 3715c				
DATE: 04.04.2024				
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CANTRIL SCHOOL, SITE ADA IMPROVEMENTS,
312 CANTRIL STREET,
TOWN OF CASTLE ROCK, COLORADO
GENERAL LEGEND, NOTES &
ABBREVIATIONS

SHEET NO.

C0.1

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TOWN OF CASTLE ROCK GENERAL NOTES

- ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF PUBLIC IMPROVEMENTS SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE TOWN OF CASTLE ROCK (TCR) MUNICIPAL CODE, TCR TECHNICAL MANUALS, AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS CONFLICT BETWEEN THESE PLANS AND THE TECHNICAL MANUAL OR ANY APPLICABLE STANDARDS, THE MORE STRINGENT STANDARD SHALL APPLY. ALL WORK SHALL BE INSPECTED AND APPROVED BY THE TCR CONSTRUCTION INSPECTOR.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE.
- THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY PERTINENT LOCATIONS AND ELEVATIONS, ESPECIALLY AT CONNECTION POINTS AND AT POTENTIAL UTILITY CONFLICTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.
- THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH THE TOWN AND ALL UTILITY COMPANIES INVOLVED WITH REGARD TO RELOCATIONS OR ADJUSTMENTS OF EXISTING UTILITIES DURING CONSTRUCTION AND TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH A MINIMUM DISRUPTION OF SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE.
- CONTRACTOR SHALL PROVIDE A MINIMUM SEVENTY-TWO (72) HOURS NOTICE TO THE ON-SITE TCR CONSTRUCTION INSPECTOR, 733-2200, PRIOR TO MAKING ANY CONNECTIONS/TIE-INS TO EXISTING WATER, SANITARY SEWER, AND/OR STORM SEWER SYSTEMS PROVIDED THAT THE UTILITY TIE-IN DOES NOT DISRUPT SERVICE TO EXISTING OR WATER CUSTOMERS. IF THE TIE-IN WILL DISRUPT UTILITY SERVICE, THEN CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE (3) WEEKS NOTICE TO THE TCR CONSTRUCTION INSPECTOR TO ALLOW TIME FOR OR WATER TO PROVIDE WRITTEN NOTIFICATION TO EXISTING CUSTOMERS AFFECTED BY THE TIE-IN. ALL TOWN UTILITY TIE-INS MUST BE APPROVED BY CR WATER PRIOR TO COMMENCING WORK.
- THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE APPROVED PLANS, ONE (1) COPY OF THE APPROPRIATE CRITERIA AND SPECIFICATIONS, AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB ONSITE AT ALL TIMES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.
- IF DURING THE CONSTRUCTION PROCESS CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE TCR CONSTRUCTION INSPECTOR IMMEDIATELY.
- ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD UNLESS SPECIFICALLY STATED OTHERWISE.
- THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN IN ACCORDANCE WITH MUTCD TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY (TOWN, COUNTY OR STATE) FOR APPROVAL PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN OR AFFECTING THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR AS DESIGNATED TO BE PROVIDED, INSTALLED, OR CONSTRUCTED UNLESS SPECIFICALLY NOTED OTHERWISE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT ON THE CONSTRUCTION SITE AND AVAILABLE TO THE TCR CONSTRUCTION INSPECTOR AT ALL TIMES.
- DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE CONSULTANT ENGINEER FOR CLARIFICATION AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWINGS.
- ALL INITIAL SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PER THE TEMPORARY EROSION & SEDIMENT CONTROL (TESC) PLAN PRIOR TO ANY EARTH-DISTURBING ACTIVITY. ALL EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION AT ALL TIMES. REMOVAL OF CONTROL MEASURES SHALL NOT OCCUR WITHOUT THE APPROVAL OF THE STORMWATER INSPECTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADWAYS FREE AND CLEAR OF ALL CONSTRUCTION DEBRIS AND DIRT TRACKED FROM THE SITE. THE CONTRACTOR SHALL ALSO COMPLY WITH ALL TERMS AND CONDITIONS OF THE COLORADO CONSTRUCTION GENERAL PERMIT FOR STORM WATER DISCHARGES.
- THE CONTRACTOR SHALL PROVIDE AN ACTION PLAN IMMEDIATELY FOLLOWING THE PRE-CONSTRUCTION MEETING DETAILING SUFFICIENT MEANS TO MITIGATE DUST ON SITE DURING OVERLOT GRADING, ROCK CRUSHING OR OTHER EARTHWORK ACTIVITIES. IF THE CONTRACTOR FAILS TO CONTROL DUST, ALL EARTH DISTURBING ACTIVITIES SHALL BE STOPPED UNTIL SUFFICIENT MEASURES ARE TAKEN TO THE TOWN'S SATISFACTION. THE CONTRACTOR SHALL ALSO COMPLY WITH ALL TERMS AND CONDITIONS OF THE COLORADO AIR QUALITY REGULATIONS FOR LAND DEVELOPMENT, AS REQUIRED.
- THE CONTRACTOR SHALL SEQUENCE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO MINIMIZE POTENTIAL UTILITY CONFLICTS. IN GENERAL, STORM SEWER AND SANITARY SEWER SHOULD BE CONSTRUCTED PRIOR TO INSTALLATION OF THE WATER LINES AND DRY UTILITIES.
- THERE SHALL BE NO SITE CONSTRUCTION ACTIVITIES ON SATURDAYS UNLESS SPECIFICALLY APPROVED BY THE TCR CONSTRUCTION INSPECTOR AND NO SITE CONSTRUCTION ACTIVITIES ON SUNDAYS OR HOLIDAYS UNLESS THERE IS PRIOR WRITTEN APPROVAL BY THE PUBLIC WORKS DIRECTOR.
- NO SOLID OBJECT (EXCLUDING FIRE HYDRANTS AND TRAFFIC CONTROL DEVICES AND TRAFFIC SIGNS) EXCEEDING THIRTY(30) INCHES IN HEIGHT ABOVE THE FLOWLINE ELEVATION OF THE ADJACENT STREET, INCLUDING BUT NOT LIMITED TO BUILDINGS, UTILITY CABINETS, WALLS, FENCES, LANDSCAPE PLANTINGS, CROPS, CUT SLOPES, AND BERMS, SHALL BE PLACED WITHIN SIGHT DISTANCE LINES AND SIGHT DISTANCE EASEMENTS.
- THIS PROPERTY IS LOCATED WITHIN ZONE X AS PER FEMA FIRM PANEL NO. 080050 DATED 03/16/2016.
- BENCHMARK INFORMATION: ELEVATIONS ARE BASED UPON DOUGLAS COUNTY GIS CONTROL POINT DC3020015, BEING A 3.25" ALUMINUM CAP SET IN A CONCRETE SIDEWALK ELEVATION = 6255.22 NAVD88. HORIZONTAL DATUM (STATE PLANE COORDINATES CENTRAL AT GROUND).
- BASIS OF BEARINGS: (GRID NAD-83) BEARINGS ARE BASED UPON THE NORTHERLY LINE BLOCK 11, CRAIG AND GOULD'S ADDITION TO THE TOWN OF CASTLE ROCK, BEING MONUMENTED ON BOTH ENDS WITH A FOUND 1.5" ALUMINUM CAP STAMPED 16099. SAID LINE BEARS N 85°25'29" E, A DISTANCE OF 299.96 FEET PER COLORADO STATE PLAN COORDINATES.

TOWN OF CASTLE ROCK SIGNAGE AND STRIPING NOTES

- ALL SIGNAGE AND STRIPING IS SUBJECT TO THE GENERAL NOTES ON THE COVER SHEET OF THESE PLANS AS WELL AS THE SIGNAGE AND STRIPING NOTES LISTED HERE.
- ALL PAINT SHALL BE 15 MIL THICK UPON INSTALLATION AND 8 MIL THICK WHEN DRY.
- ALL PERMANENT LONGITUDINAL PAVEMENT STRIPING ON ASPHALT SURFACES (CENTERLINES, LANE LINES, BAY LINES, ETC.) SHALL BE INSTALLED USING AN APPROVED REFLECTIVE TRAFFIC PAINT OR PAVEMENT MARKING TAPE. REFLECTIVE BEADS SHALL BE APPLIED IN ACCORDANCE WITH CDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE MANUFACTURER'S REQUIREMENTS. WHEN TAPE IS USED ON AN ASPHALT STREET, IT SHALL BE ROLLED INTO THE FINAL LIFT. ON CONCRETE SURFACES TAPE SHALL BE UTILIZED WITH A CONTRASTING BLACK EDGE AND GROOVED INTO THE PAVEMENT.
- THERMO-PLASTIC APPLICATIONS SHALL BE AS SPECIFIED IN THE PLANS AND/OR PER TOWN CRITERIA.
- ALL SURFACES THAT ACCEPT PAINT/THERMO-PLASTIC STRIPING OR PRE-FORMED MARKINGS SHALL BE FIRST SANDBLASTED AND THOROUGHLY CLEANED PRIOR TO INSTALLATION OF STRIPING OR MARKINGS.
- ALL ARROW MARKINGS SHALL BE PRE-FORMED TAPE, THERMO-PLASTIC OR EPOXY-PAINTED.
- STOP BARS SHALL BE 90 MIL THERMO-PLASTIC.
- ALL ROADWAY SIGNAGE SHALL CONFORM TO THE MUTCD AND/OR THE TOWN'S CRITERIA.
- ALL SIGN POSTS SHALL UTILIZE BREAKAWAY ASSEMBLIES AND FASTENERS, PER THE TCR STANDARD DETAIL.

TOWN OF CASTLE ROCK SIGNAGE FIRE NOTES

- IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO MAINTAIN DRIVE LANES FOR EMERGENCY VEHICLE INGRESS AND EGRESS, INCLUDING SNOW REMOVAL.
- EMERGENCY VEHICLE ACCESS ROAD IS REQUIRED TO ALLOW ACCESS WITHIN 150' OF ALL EXTERIOR OF THE BUILDING BY AN APPROVED ROUTE.
- FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRES APPARATUS AND SHALL BE PROVIDED WITH A SURFACE SO AS TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES. ACCESS ROAD SHALL BE EITHER CONCRETE, ASPHALT, OR OTHER APPROVED ALTERNATIVE MATERIAL ACCOMPANIED WITH AN ENGINEER'S STAMP STATING THE MATERIAL WILL SUPPORT A 75,000 POUND IMPOSED LOAD.
- FIRE HYDRANT(S) ARE REQUIRED TO BE INSTALLED AND MADE SERVICEABLE PRIOR TO COMBUSTIBLE MATERIALS BEING BROUGHT ONTO THE SITE AND DURING THE TIME OF VERTICAL CONSTRUCTION.
- NO PARKING FIRE LANE SIGNS ARE REQUIRED IN AREAS THAT MEET THE FOLLOWING CRITERIA AND IN AREAS DESIGNATED BY THE FIRE PREVENTION BUREAU. SIGNS SHALL BE POSTED ON BOTH SIDES OF FIRE DEPARTMENT ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS AND DRIVE WAYS LESS THAN 26 FEET WIDE. SIGNS SHALL BE POSTED ON ONE SIDE ONLY OF FIRE DEPARTMENT ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS BETWEEN 26 FEET WIDE AND 32 FEET WIDE. NO SIGNAGE IS REQUIRED FOR ACCESS ROADWAY FIRE DEPARTMENT ACCESS ROADWAYS, PUBLIC OR PRIVATE ROADWAYS OR DRIVEWAYS EXCEEDING 32 FEET WIDE.
- WHEN FIRE APPARATUS ACCESS ROADS OR A WATER SUPPLY FOR FIRE PROTECTION IS REQUIRED TO BE INSTALLED, SUCH PROTECTION SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO COMBUSTIBLE MATERIALS BEING BROUGHT ONTO THE SITE AND THE BUILDING CONSTRUCTION GOING VERTICAL.
- TRACER WIRE SHALL BE INSTALLED ON ALL FIRE SERVICE LINES AND AT ALL FIRE HYDRANTS. REFER TO TOWN OF CASTLE ROCK STANDARD DETAILS, THE WATER LINE CONSTRUCTION NOTES, AND THE TRACER WIRE INSTALLATION NOTES LISTED HEREIN.

TOWN OF CASTLE ROCK STORM DRAINAGE CONSTRUCTION NOTES

- ALL STORM DRAINAGE CONSTRUCTION IS SUBJECT TO THE GENERAL NOTES ON THE COVER SHEET OF THESE PLANS AS WELL AS THE STORM DRAINAGE CONSTRUCTION NOTES LISTED HERE.
- ALL STORM DRAINAGE PIPES SHALL BE REINFORCED CONCRETE PIPE (RCP) PER ASTM C76, CL III INSTALLED WITH FLEXIBLE PLASTIC (BITUMEN) GASKETS, ACCORDING TO THE MANUFACTURER'S INSTALLATION GUIDELINES. ANY STORM DRAINAGE PIPE UNDER A PROPOSED OR FUTURE TRAFFIC AREA SHALL BE RCP CL III AS A MINIMUM. RCP TO BE JACKED SHALL BE CL-V AS A MINIMUM.
- ALL STORM DRAINAGE PIPES SHALL HAVE A MINIMUM COVER OF 24" UNLESS LOAD CALCULATIONS ARE PROVIDED. UNDER NO CIRCUMSTANCES WILL ANY PIPE HAVE LESS THAN 18" COVER FROM THE FINISH SURFACE TO THE OUTSIDE WALL OF THE PIPE.
- ALL STORM DRAINAGE PIPES SHALL BE BEDDED IN ACCORDANCE WITH TCR STANDARD DETAIL SD-2.
- ALL STORM DRAINAGE TRENCHES SHALL BE SLOPED OR BRACED AND SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKERS AND THE PROTECTION OF OTHER UTILITIES AND IN COMPLIANCE WITH ALL APPLICABLE STATE AND FEDERAL REQUIREMENTS. ALL EXCAVATION OPERATION SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL MANHOLE RIM ELEVATIONS GIVEN ON THESE PLANS ARE TO BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL SET THE FINAL RIM ELEVATION BASED ON THE COMPLETED FINISH SURFACE.
- ALL STORM DRAINAGE PIPES SHALL HAVE A MINIMUM HORIZONTAL SEPARATION OF 10' FROM ALL WATER LINES. WHERE LINES CROSS, THERE SHALL BE A MINIMUM OF 18" CLEAR VERTICAL SEPARATION.
- ALL INLETS AND MANHOLES SHALL BE PLACED ON A MINIMUM OF 1' OF ¾" WASH ROCK. IF ADDITIONAL SUBGRADE IS DISTURBED, EXCAVATION SHALL BE BACKFILLED WITH ¾" WASH ROCK OR OTHER APPROVED STRUCTURAL SOIL COMPACTED TO 95% OF ASTM D698 UNLESS OTHERWISE INSTRUCTED BY THE INSPECTOR.

PROFESSIONAL ENGINEER CERTIFICATION

I HEREBY AFFIRM THAT THESE FINAL CONSTRUCTION PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH ALL APPLICABLE TOWN OF CASTLE ROCK AND STATE OF COLORADO STANDARDS AND STATUTES, RESPECTIVELY; AND THAT I AM FULLY RESPONSIBLE FOR ALL DESIGN AND REVISIONS RELATIVE TO SAID PLANS.

TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
DATE OF DEVELOPMENT SERVICES APPROVAL

APPROVED BY:

DEVELOPMENT SERVICES _____ DATE _____



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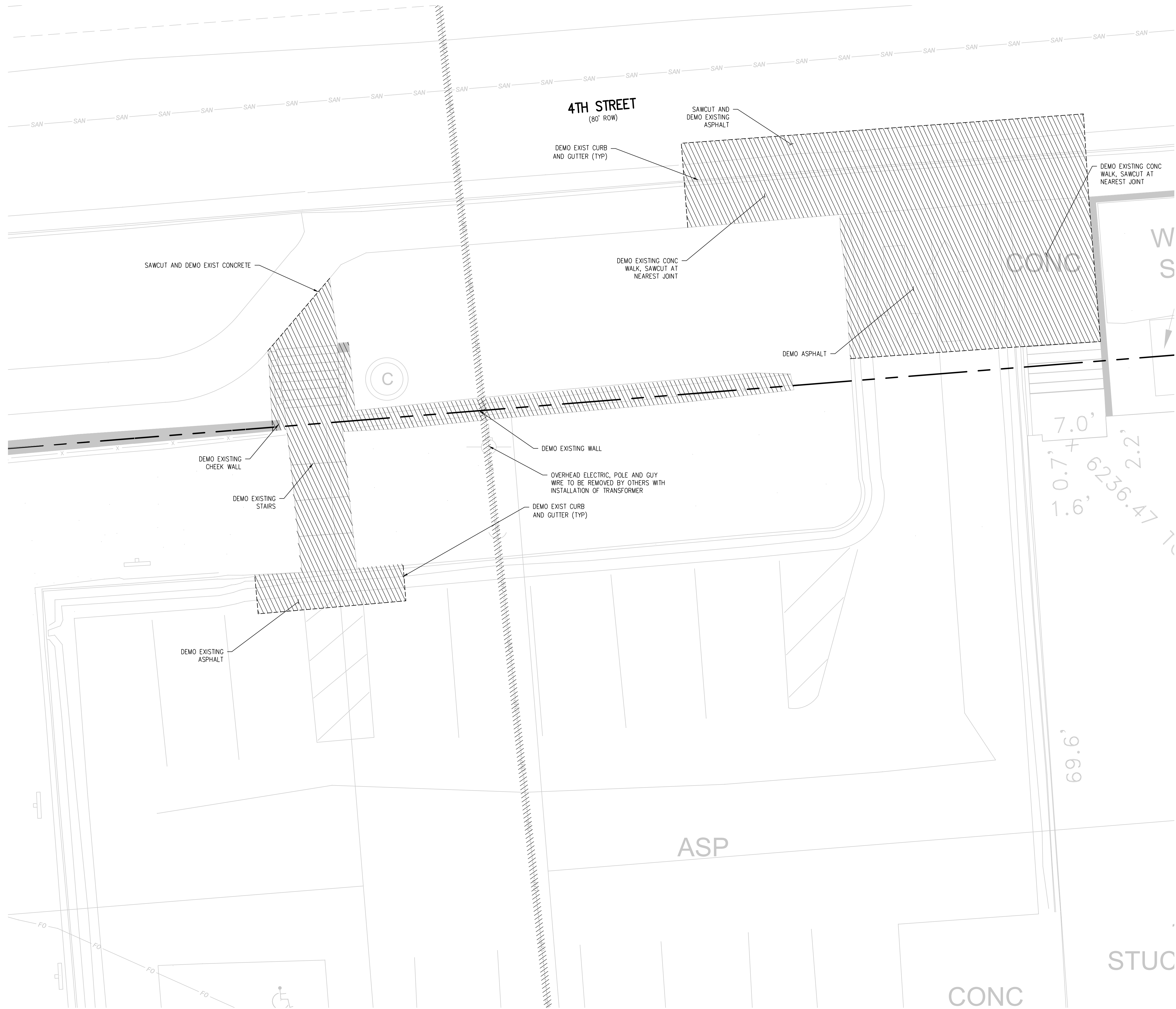
DESIGNED BY: EJK/DAM
DRAWN BY: DAM
CHECKED BY: RLK/HMM
JOB #: 3715c
DATE: 04.04.2024
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CANTRIL SCHOOL, SITE ADA IMPROVEMENTS,
312 CANTRIL STREET,
TOWN OF CASTLE ROCK, COLORADO
TOWN OF CASTLE ROCK GENERAL NOTES

SHEET NO.
C0.2

NO. | DATE | DESD | DWN | REVISION DESCRIPTION

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DEMOLITION NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. REFER TO GENERAL NOTES FOR UTILITY LOCATION AND PROTECTION.
2. 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.
3. IF PARTIAL BUILDING DEMOLITION IS REQUIRED, CONTRACTOR TO PROTECT ARCHITECTURAL AND STRUCTURAL ELEMENTS CONNECTED TO BUILDING. REFER TO ARCHITECT AND APPLICABLE ENGINEERS FOR DETAILED BUILDING DEMOLITION INFORMATION INCLUDING, COLUMNS, STOOPS, FOOTINGS, ETC.
4. REPLACE EXISTING FLATWORK AT UTILITY TRENCHES AS REQUIRED.
5. ALL SAWCUTTING AND PAVEMENT REMOVAL SHOULD BE TO THE NEAREST JOINT.
6. ALL DRY UTILITY AND ELECTRIC DEMOLITION OR RELOCATION SHOULD BE COORDINATED WITH PROPERTY OWNER, UTILITY OWNER, MECHANICAL ENGINEER, AND ARCHITECT PRIOR TO CONSTRUCTION.
7. ALL NECESSARY EROSION AND SEDIMENTATION CONTROLS MUST BE INSTALLED PRIOR TO SITE DISTURBANCE.
8. CONTRACTOR TO COMPLY WITH ALL REGULATORY REQUIREMENTS FOR HAZARDOUS MATERIAL REMOVAL AND DISPOSAL.
9. REFER TO GENERAL NOTES FOR TREE PROTECTION. COORDINATE WITH LANDSCAPE ARCHITECT FOR TREE REMOVAL.
10. CONTRACTOR TO MAINTAIN SAFE PEDESTRIAN ACCESS. PROVIDE TEMPORARY ROUTE AND SIGNAGE AS NEEDED.
11. CONTRACTOR TO TAKE NECESSARY PRECAUTIONS TO PROTECT AND MAINTAIN SERVICES DURING CONSTRUCTION.
12. CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.

DEMOLITION LEGEND

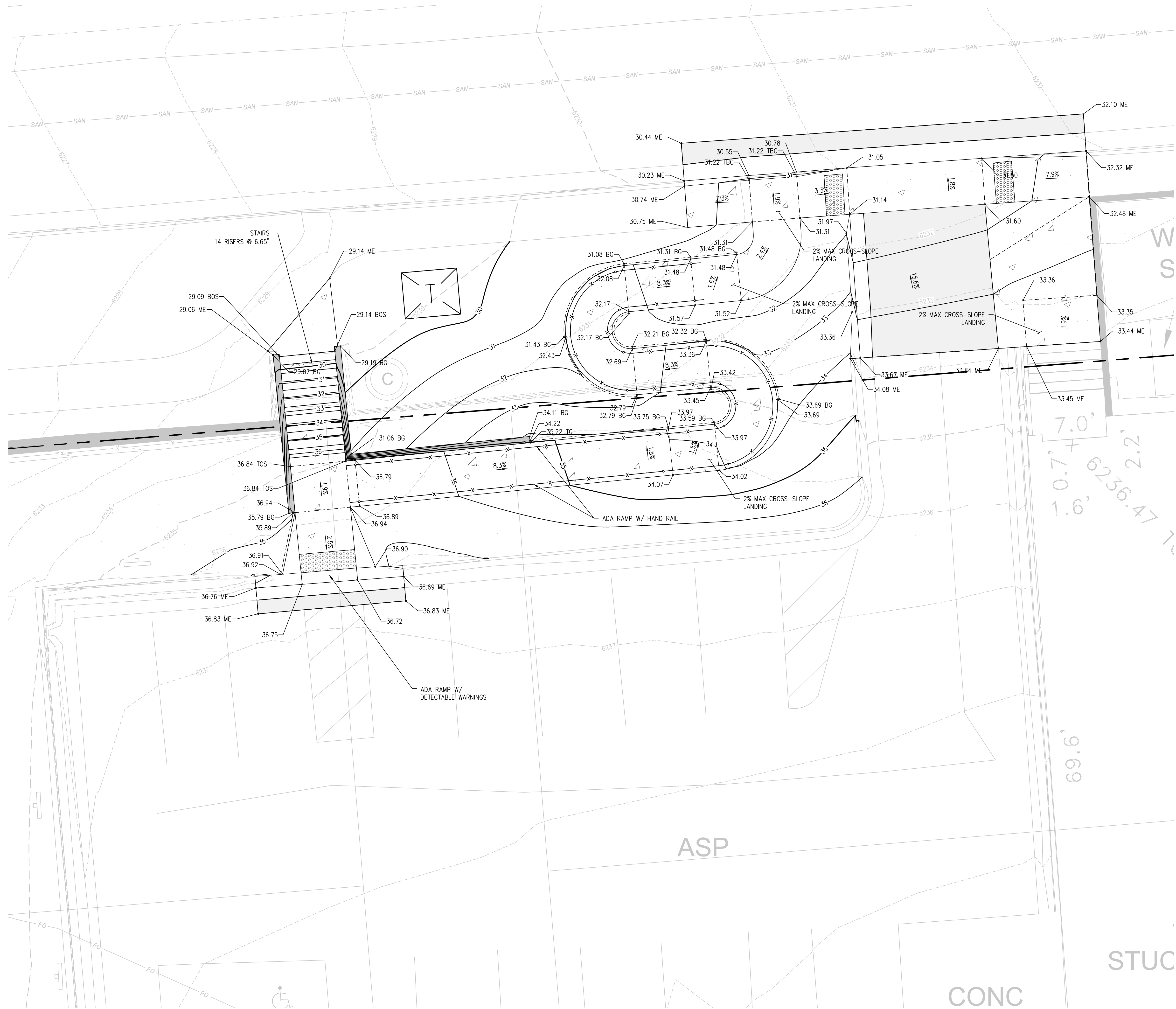
- DEMOSUBSURFACE FEATURE
- DEMOSURFACE FEATURE
- DEMO BUILDING
- ABANDON SUBSURFACE FEATURE
- LIMITS OF SAWCUT
- REMOVE EXISTING TREE
- PROTECT EXISTING TREE

DESIGNED BY: EJK/DAM
DRAWN BY: DAM
CHECKED BY: RLK/HMM
JOB #: 3715c
DATE: 04.04.2024
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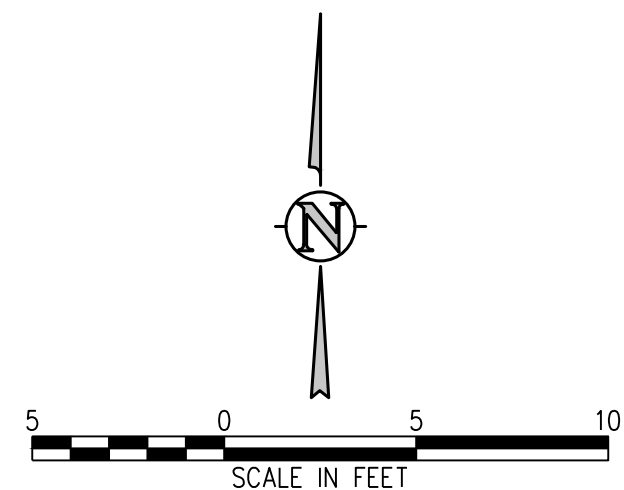
CANTRIL SCHOOL, SITE ADA IMPROVEMENTS,
312 CANTRIL STREET,
TOWN OF CASTLE ROCK, COLORADO
DEMOLITION PLAN

SHEET NO.
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- 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. CONTRACTOR TO POTHOLE EXISTING UTILITIES AT PROPOSED UTILITY CROSSINGS IN ROW PRIOR TO CONSTRUCTION.
 3. REFER TO HORIZONTAL CONTROL PLAN FOR FURTHER INFORMATION PERTAINING TO CURB & GUTTER, CHASES, AND DRAINAGE PANS.
 4. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO THEIR ORIGINAL CONDITIONS.
 5. ALL SPOT ELEVATIONS ARE TO FINISHED GRADE OR FLOWLINE UNLESS OTHERWISE SPECIFIED.
 6. IF WALL IS SHOWN, TO 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.)



TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
DATE OF DEVELOPMENT SERVICES APPROVAL

APPROVED BY: _____

DEVELOPMENT SERVICES _____ DATE _____

JVA, Inc. 1319 Spruce Street
Boulder, CO 80302 303.444.1951
www.jvajva.com
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NO.	DATE	DESIGNED	DESCRIPTION
		DWN	

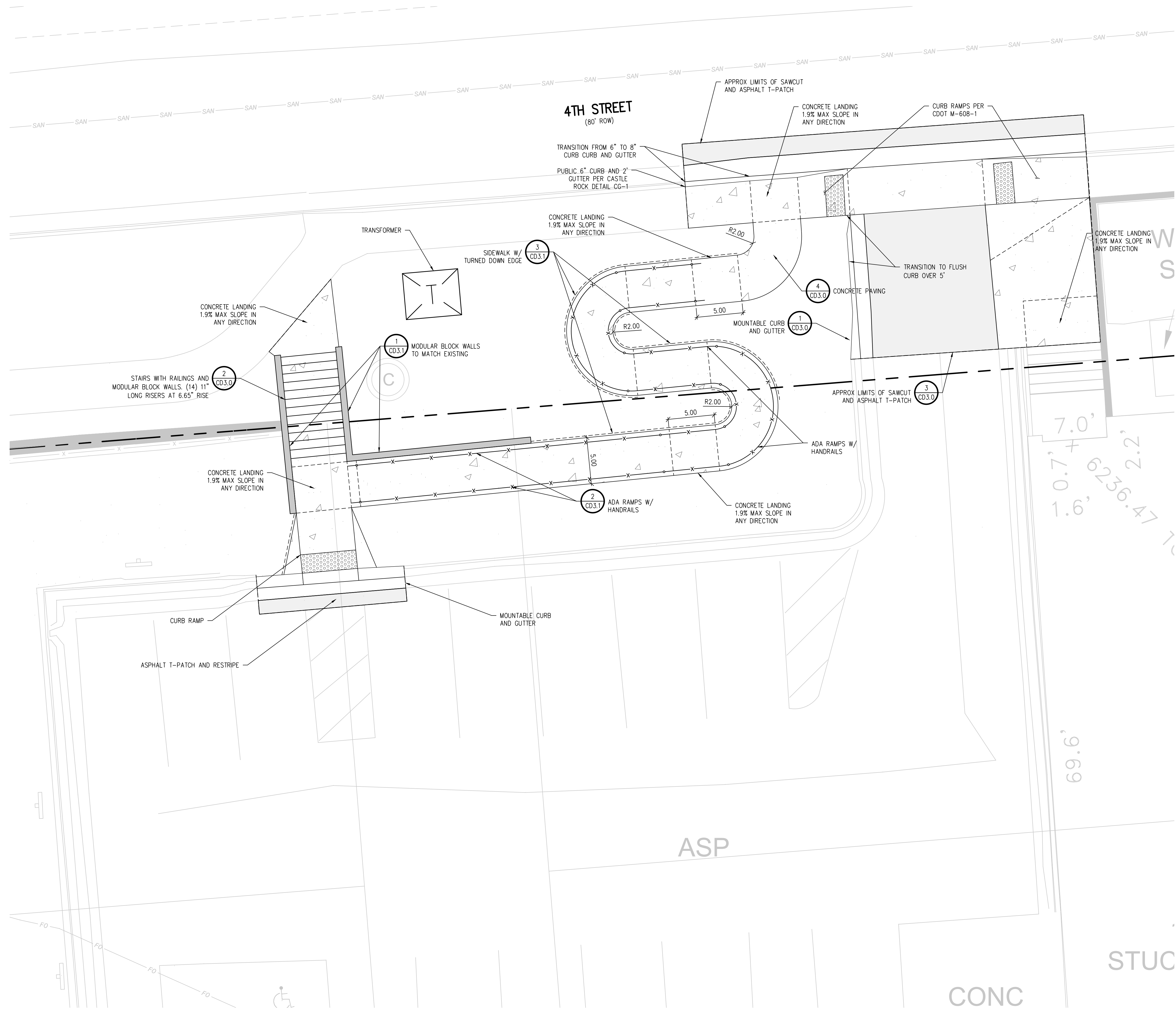
DESIGNED BY: EJK/DAM
DRAWN BY: DAM
CHECKED BY: RLK/HMM
JOB #: 3715c
DATE: 04.04.2024
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312 CANTRIL STREET,
TOWN OF CASTLE ROCK, COLORADO

GRADING AND DRAINAGE PLAN

SHEET NO.
C1.0

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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.

HORIZONTAL CONTROL LEGEND

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

NO.	DATE	DES'D	DWN	REVISION DESCRIPTION

DESIGNED BY:	EJK/DAM
DRAWN BY:	DAM
CHECKED BY:	RLK/HMM
JOB #:	3715c
DATE:	04.04.2024
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CANTRIL SCHOOL, SITE ADA IMPROVEMENTS,
312 CANTRIL STREET,
TOWN OF CASTLE ROCK, COLORADO

HORIZONTAL CONTROL PLAN

SHEET NO.

C3.0

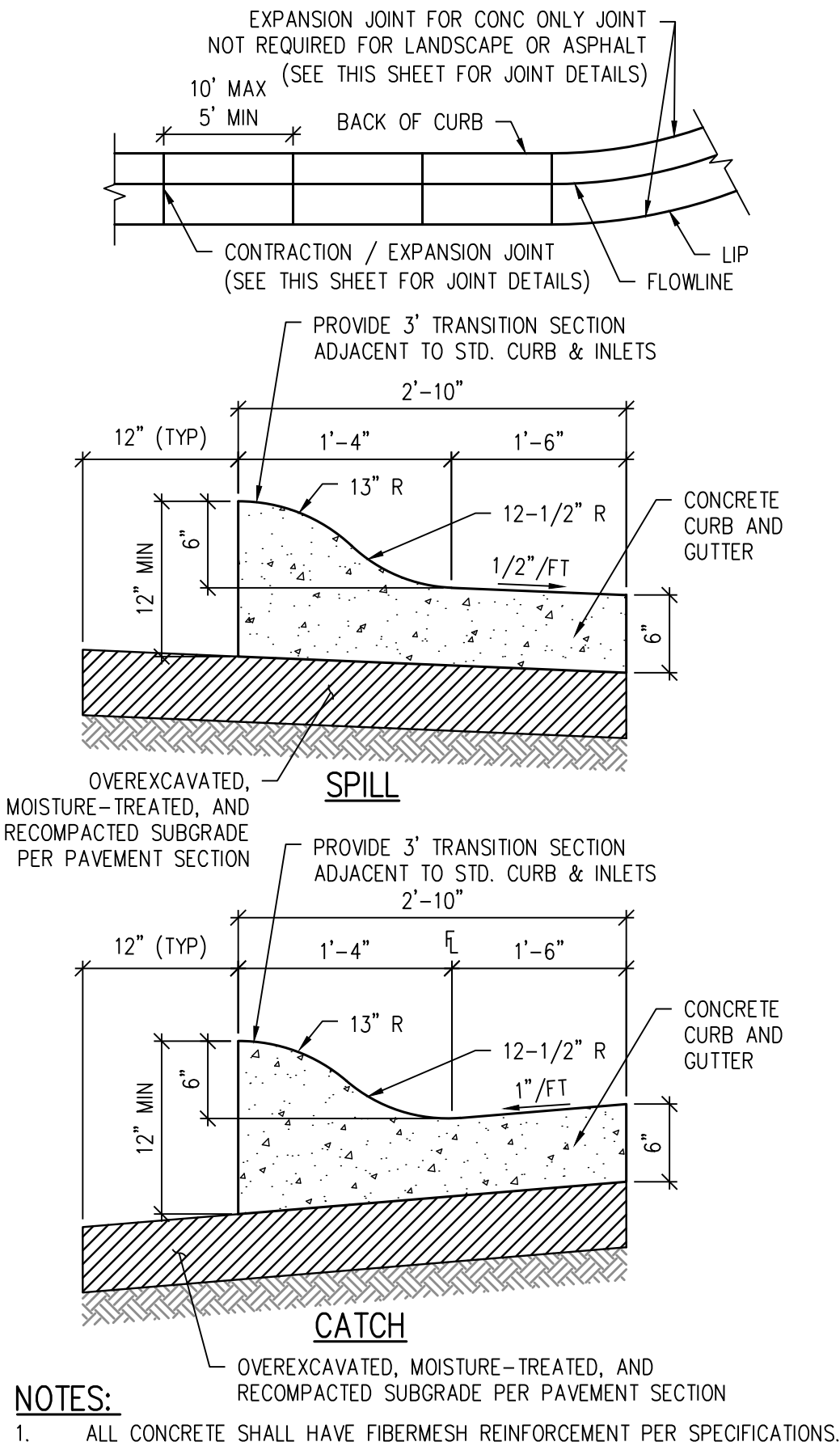
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PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
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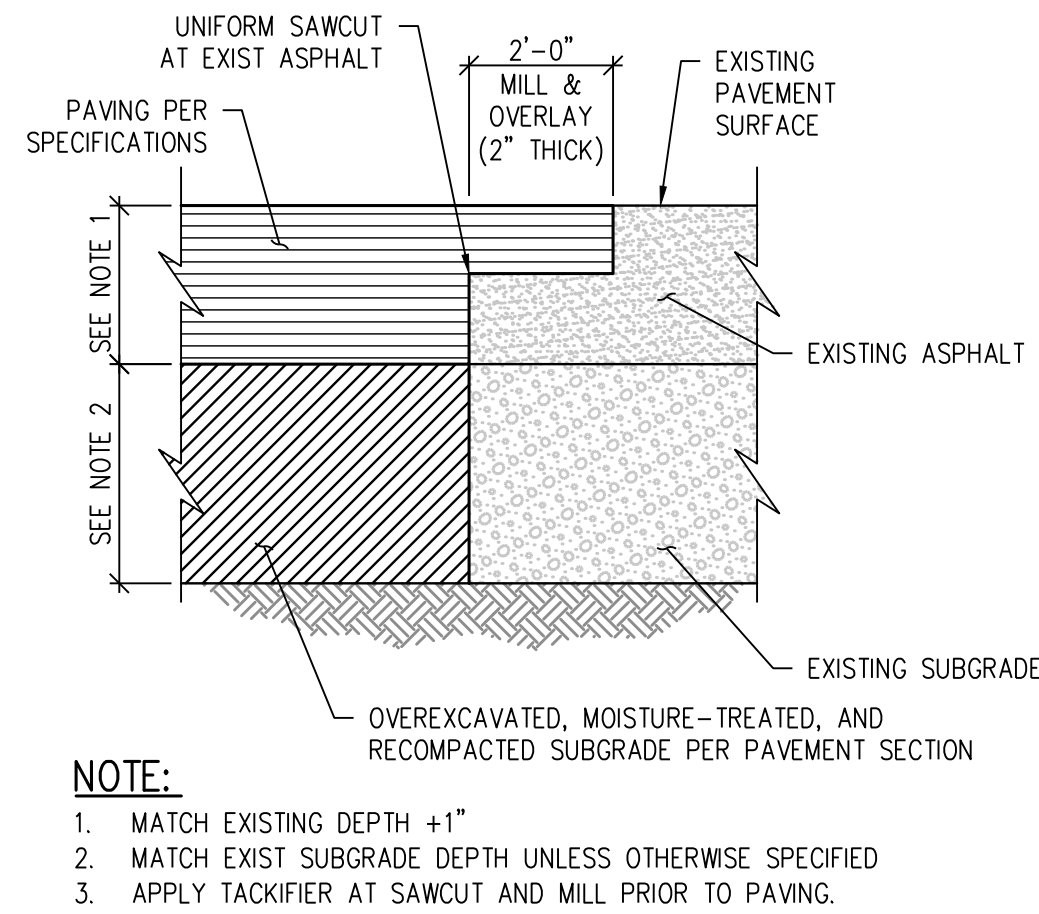
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DATE

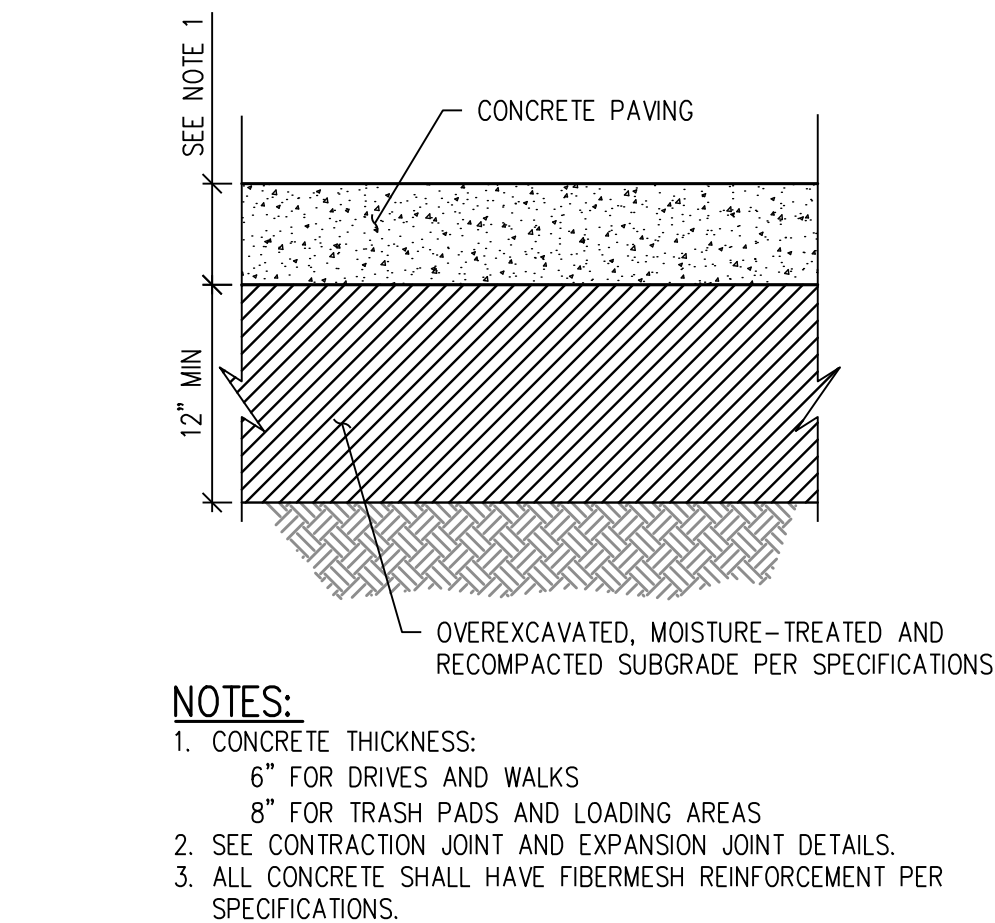
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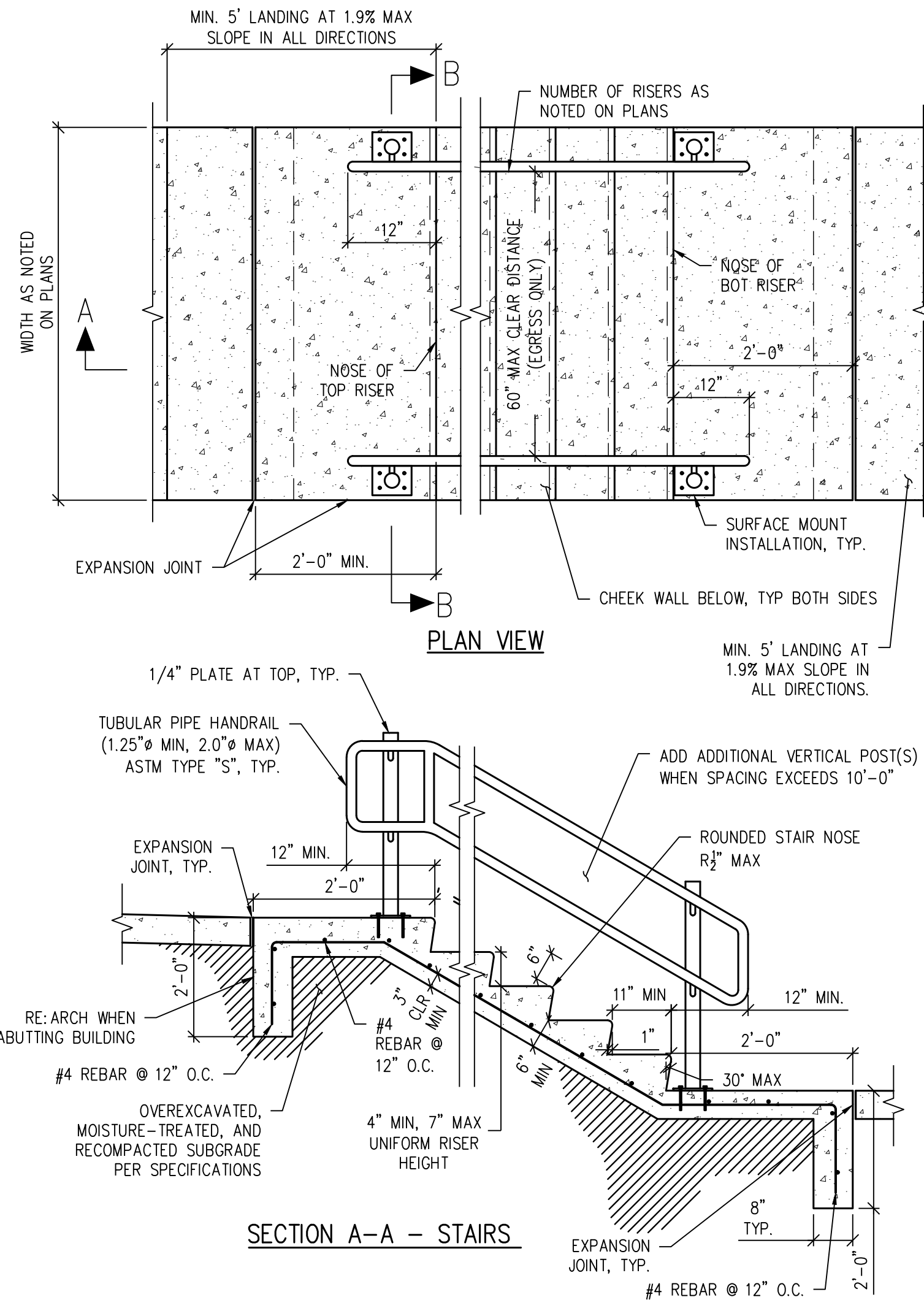
MOUNTABLE CURB & GUTTER DETAIL 1 C3.0



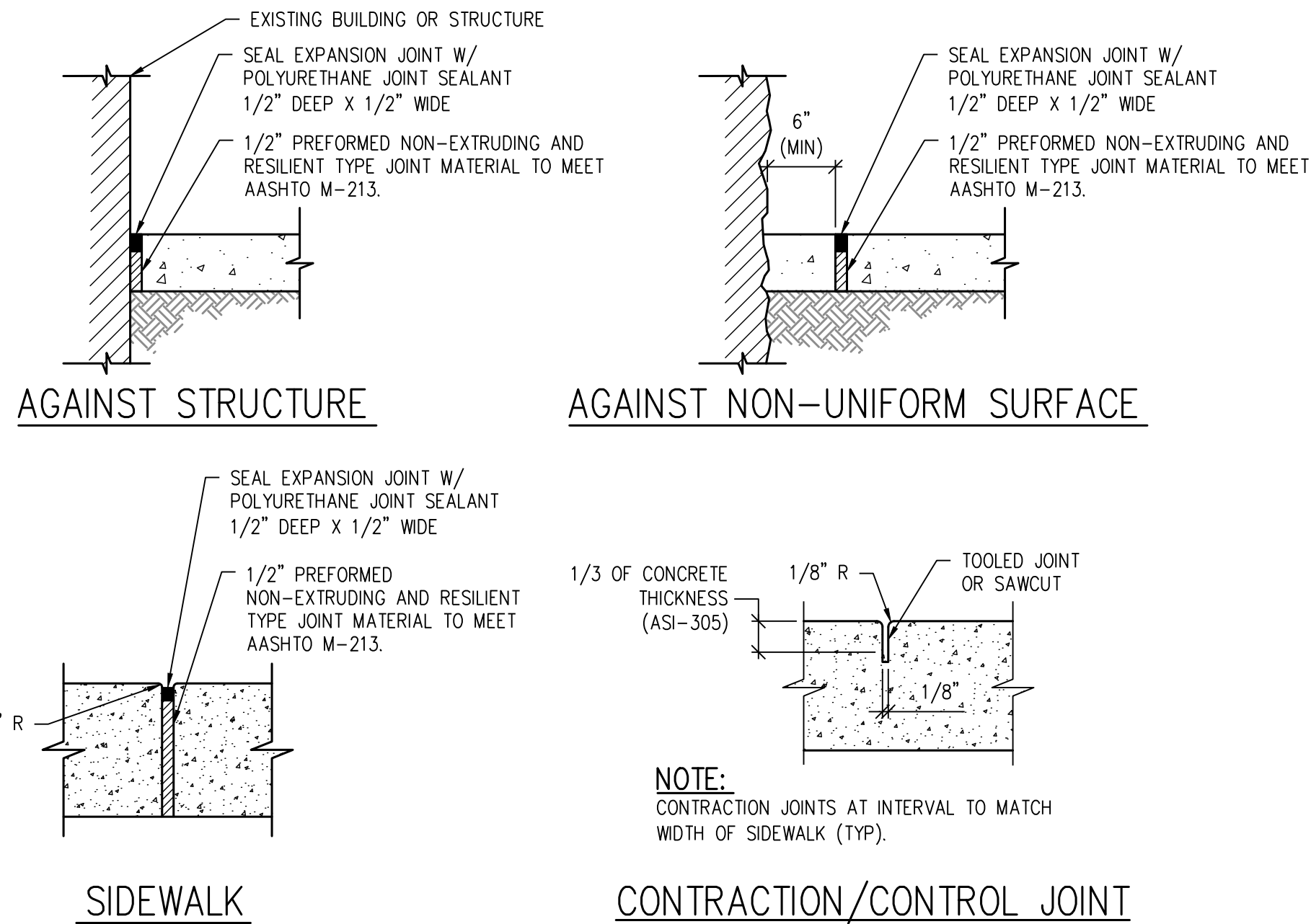
ASPHALT "T" PATCH DETAIL 3 C3.0



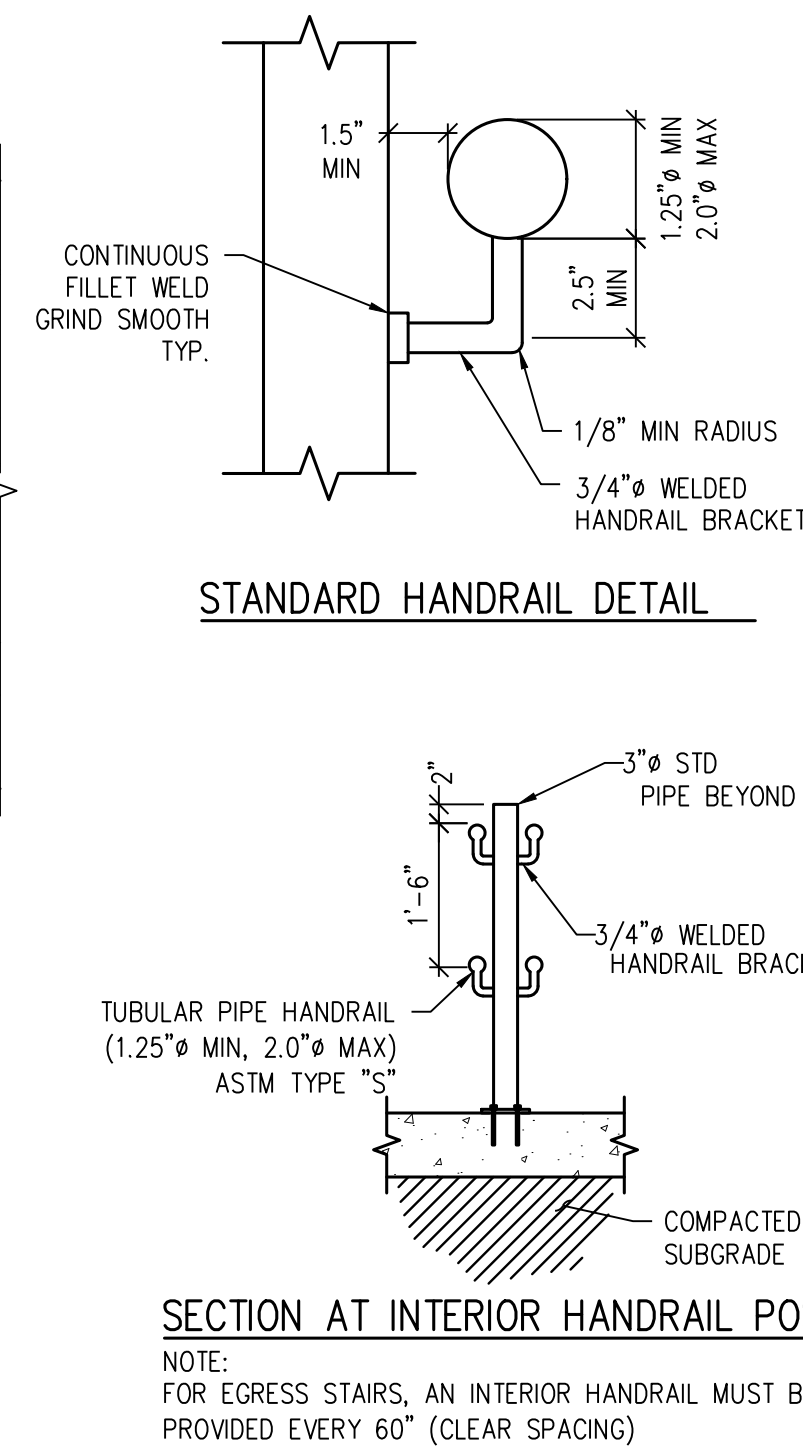
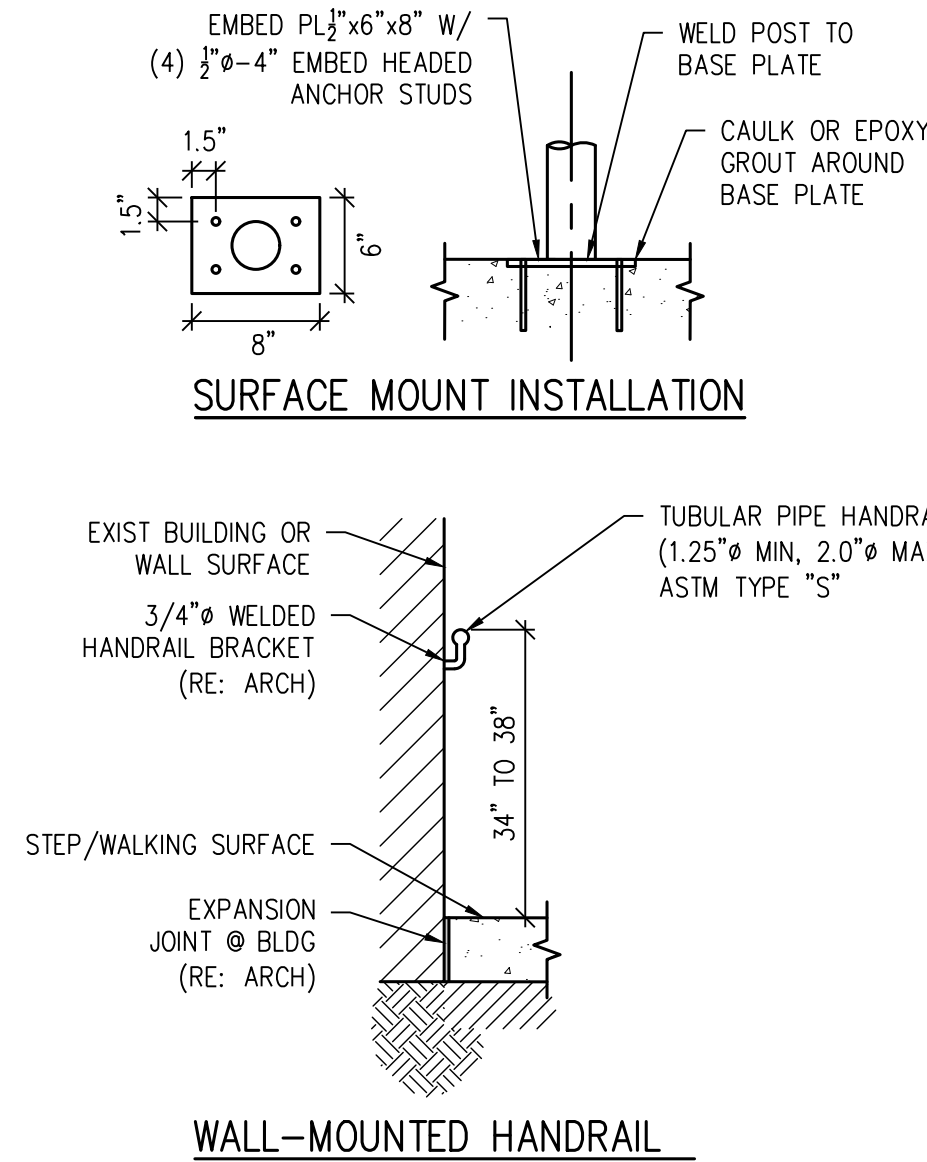
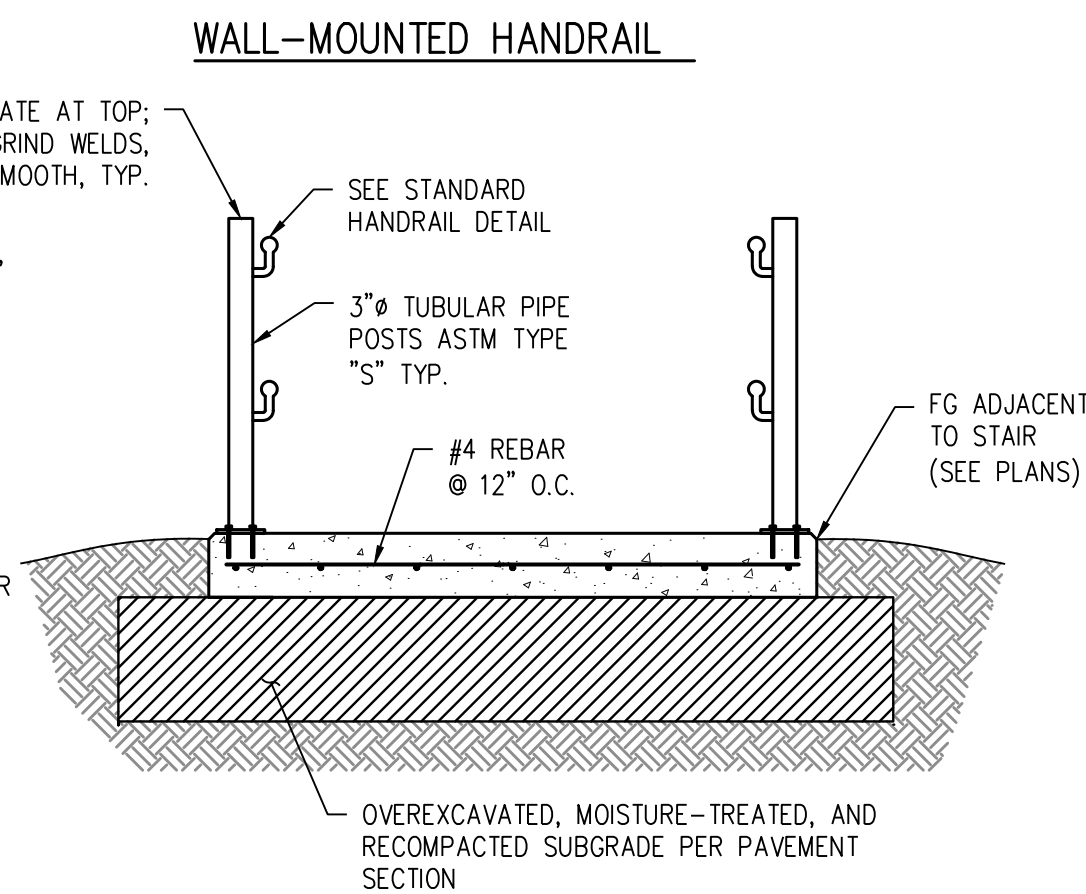
CONCRETE PAVEMENT SECTION DETAIL 4 C3.0



STAIR AND RAILING DETAIL 2 C3.0



CONCRETE JOINT DETAIL - C3.0



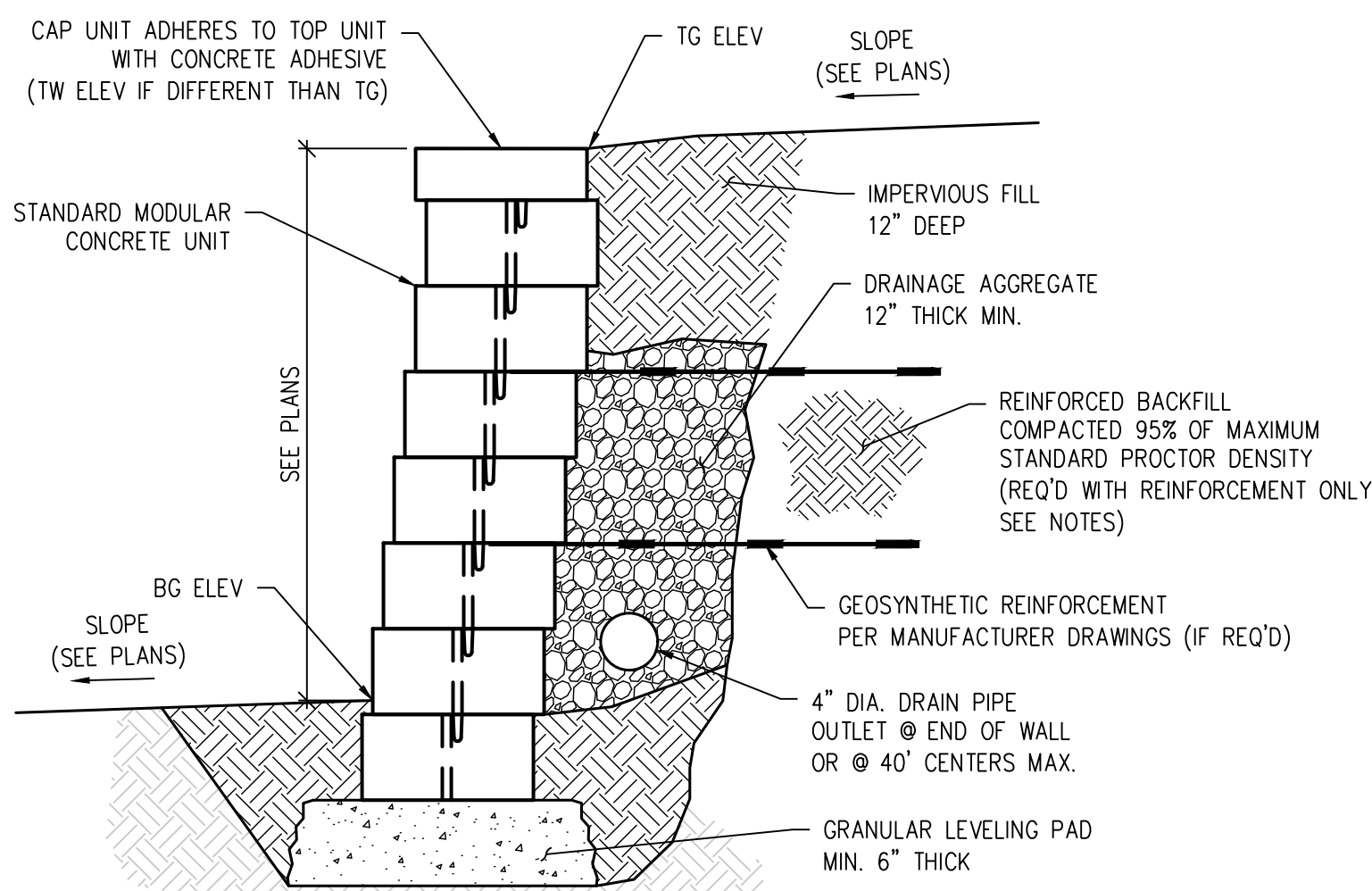
SECTION B-B - STAIRS

TOWN OF CASTLE ROCK APPROVAL
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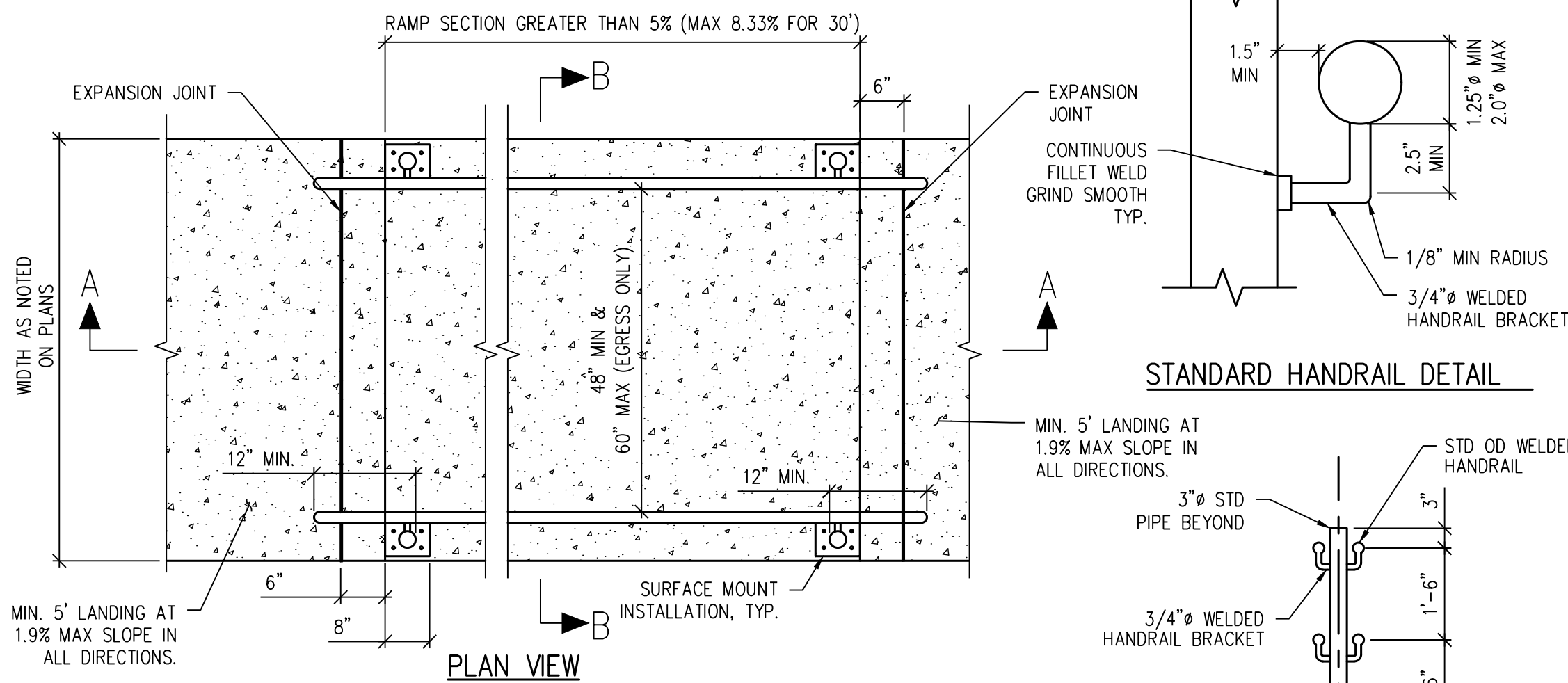
DEVELOPMENT SERVICES

DATE

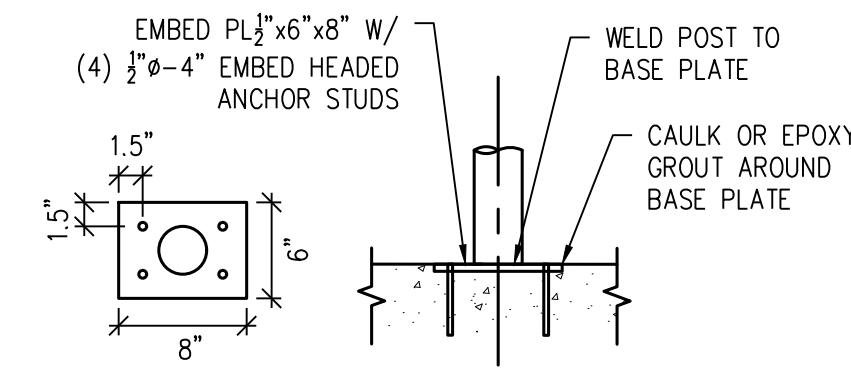


- NOTES:**
1. THE ABOVE DETAIL IS BASED ON MANUFACTURERS STANDARD DETAILS AND ARE FOR GENERAL WALL LAYOUT & INSTALLATION INFORMATION ONLY. CONTRACTOR TO REVIEW AND FOLLOW ALL OF BLOCK MANUFACTURER'S DESIGN, SUBMITTAL AND INSTALLATION REQUIREMENTS, INCLUDING STAMPED ENGINEERING DRAWINGS AND DETAILS TO BE PROVIDED TO OWNER AND ENGINEER.
 2. BLOCKS TO BE VERSA-LOK "STANDARD" SPLIT FACE OR ACCEPTED SUBSTITUTION.
 3. CONTRACTOR TO PROVIDE MANUFACTURER INFORMATION AND SAMPLE OF COLOR, SIZE, ETC. TO OWNER AND ENGINEER PRIOR TO CONSTRUCTION.
 4. SUBMIT FINAL BLOCK COLOR AND TEXTURE SAMPLE TO OWNER FOR APPROVAL PRIOR TO CONSTRUCTION.
 5. ALL RETAINING WALLS (OR ADDITION OF MULTIPLE TIERED WALLS) THAT EXCEED A FOUR FOOT HEIGHT OR INCLUDE A SURCHARGE LOAD MAY REQUIRE A SEPARATE PERMIT TO BE OBTAINED BY CONTRACTOR.
 6. JVA PLANS ARE FOR WALL LAYOUT AND GRADING ONLY. 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.
 7. GRADES AT BOTTOM AND TOP OF WALL SHALL BE 1% MIN TO 2% MAX FOR CONCRETE OR 2% MINIMUM FOR LANDSCAPE.

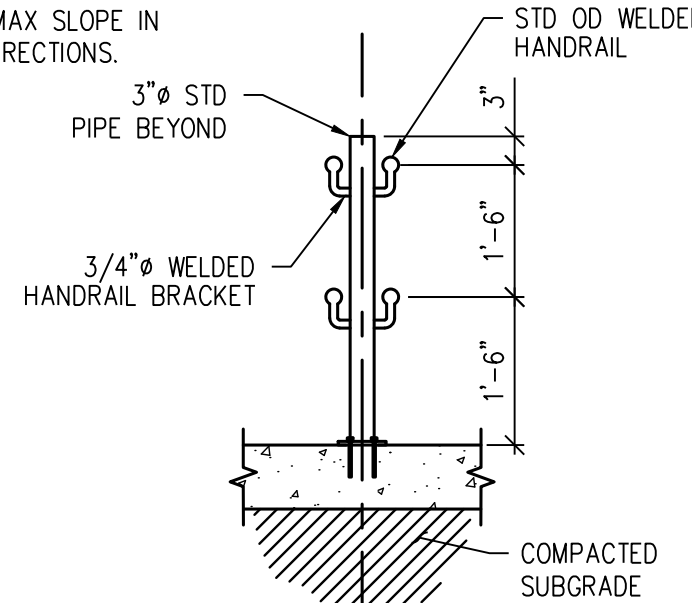
SEGMENTAL RETAINING WALL 1
NTS C3.0



STANDARD HANDRAIL DETAIL



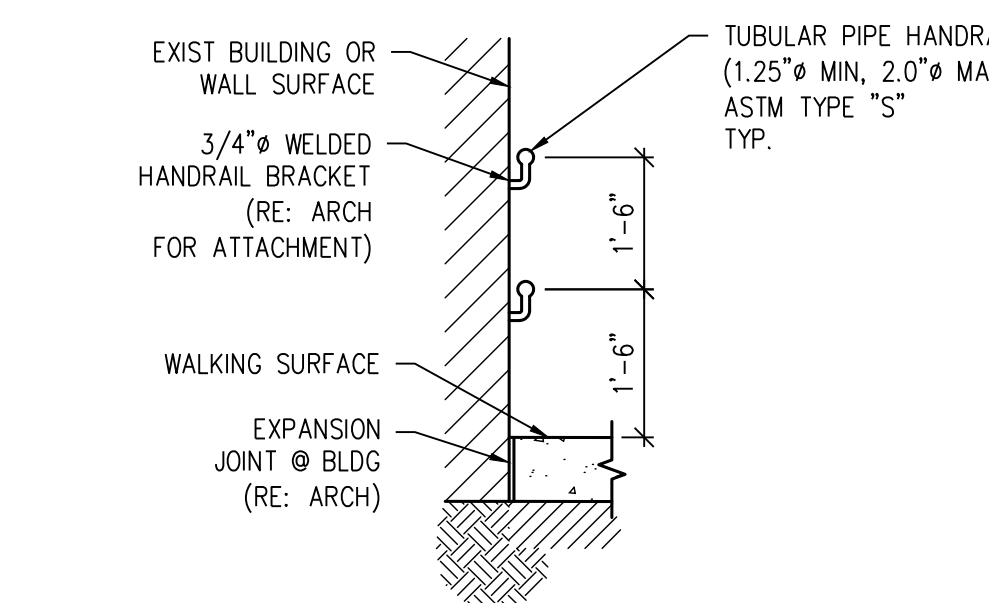
SURFACE MOUNT INSTALLATION



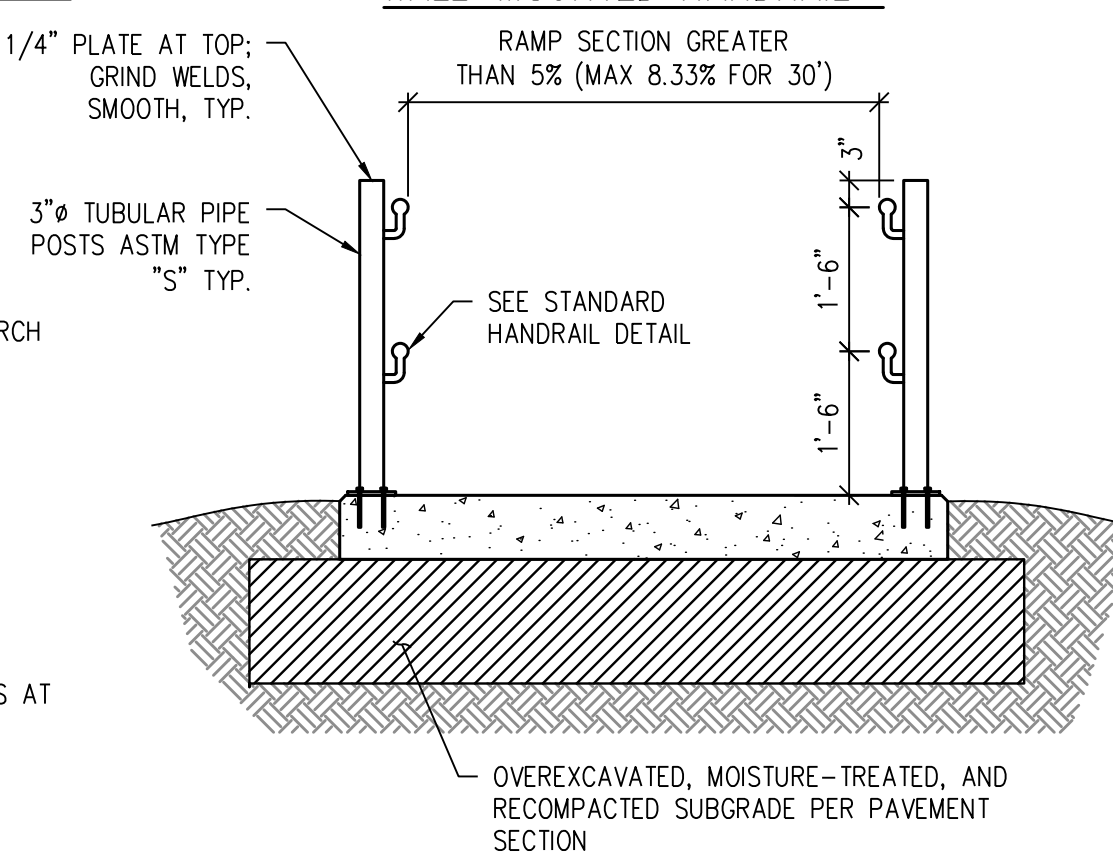
SECTION AT INTERIOR HANDRAIL POST

NOTE: FOR EGRESS STAIRS, AN INTERIOR HANDRAIL MUST 1/4" PLATE AT TOP; GRIND WELDS, SMOOTH, TYP.

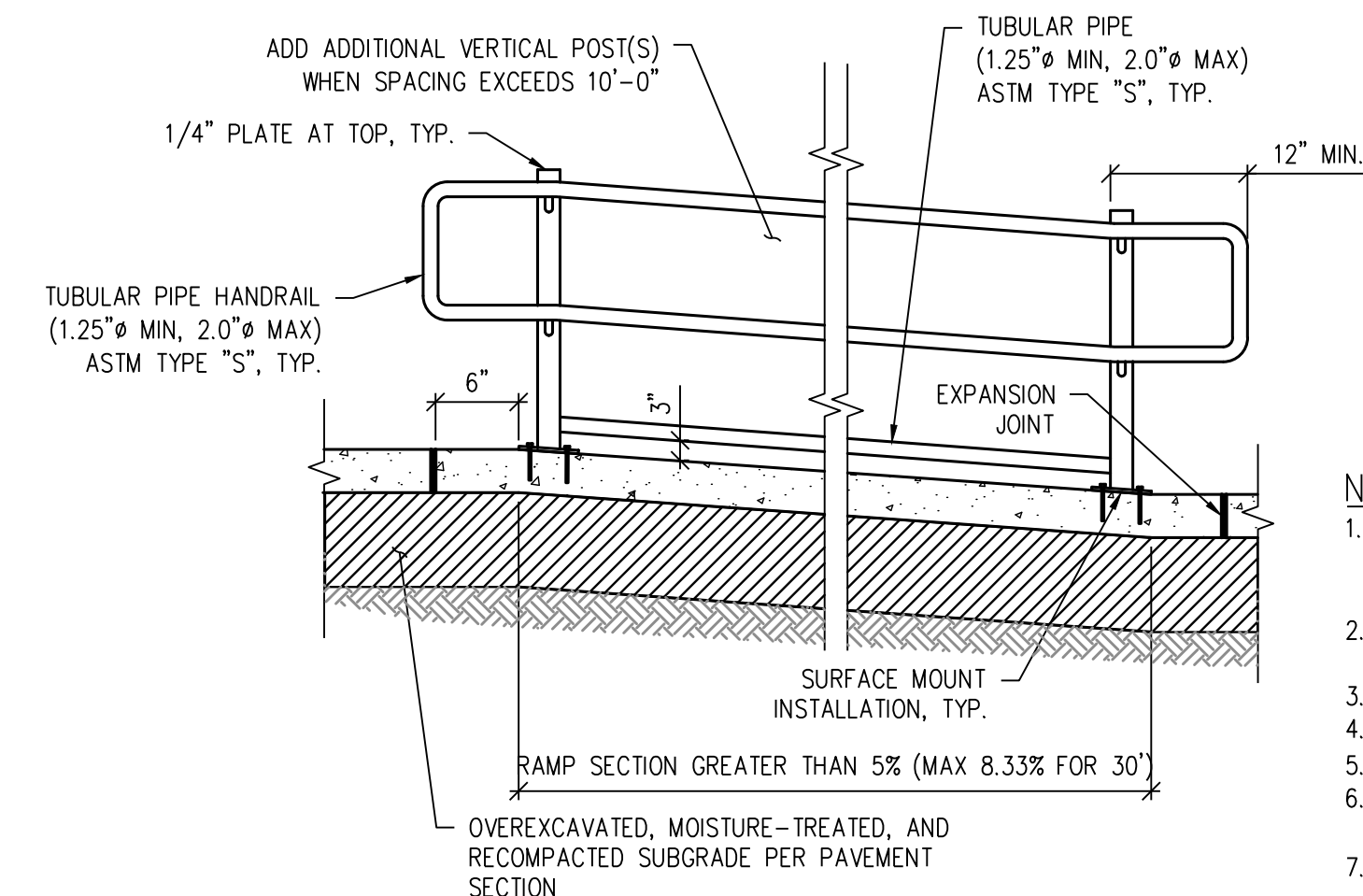
- NOTES:**
1. PROVIDE FINAL DESIGN AND LAYOUT DETAILS TO OWNER, ARCH AND ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION (INCLUDING DIMENSIONS, REBAR, RAILING, COLORS, ETC.).
 2. SEE PLANS FOR SLOPES, WIDTHS, AND OTHER LAYOUT INFORMATION.
 3. HANDRAILS AND ACCESSORIES TO BE GALVANIZED STEEL.
 4. ALL HARDWARE SHALL BE GALVANIZED STEEL.
 5. CONCRETE SHALL BE 4,500 PSI. (AT 28 DAYS)
 6. COMPACT SUBGRADE TO 95% STANDARD PROCTOR MOISTURE CONDITION PER SPECIFICATIONS.
 7. PROVIDE A 5' x 5' MIN. LANDING AT 1.9% IN ALL DIRECTIONS AT TOP AND BOTTOM OF STAIRS.
 8. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS



WALL-MOUNTED HANDRAIL

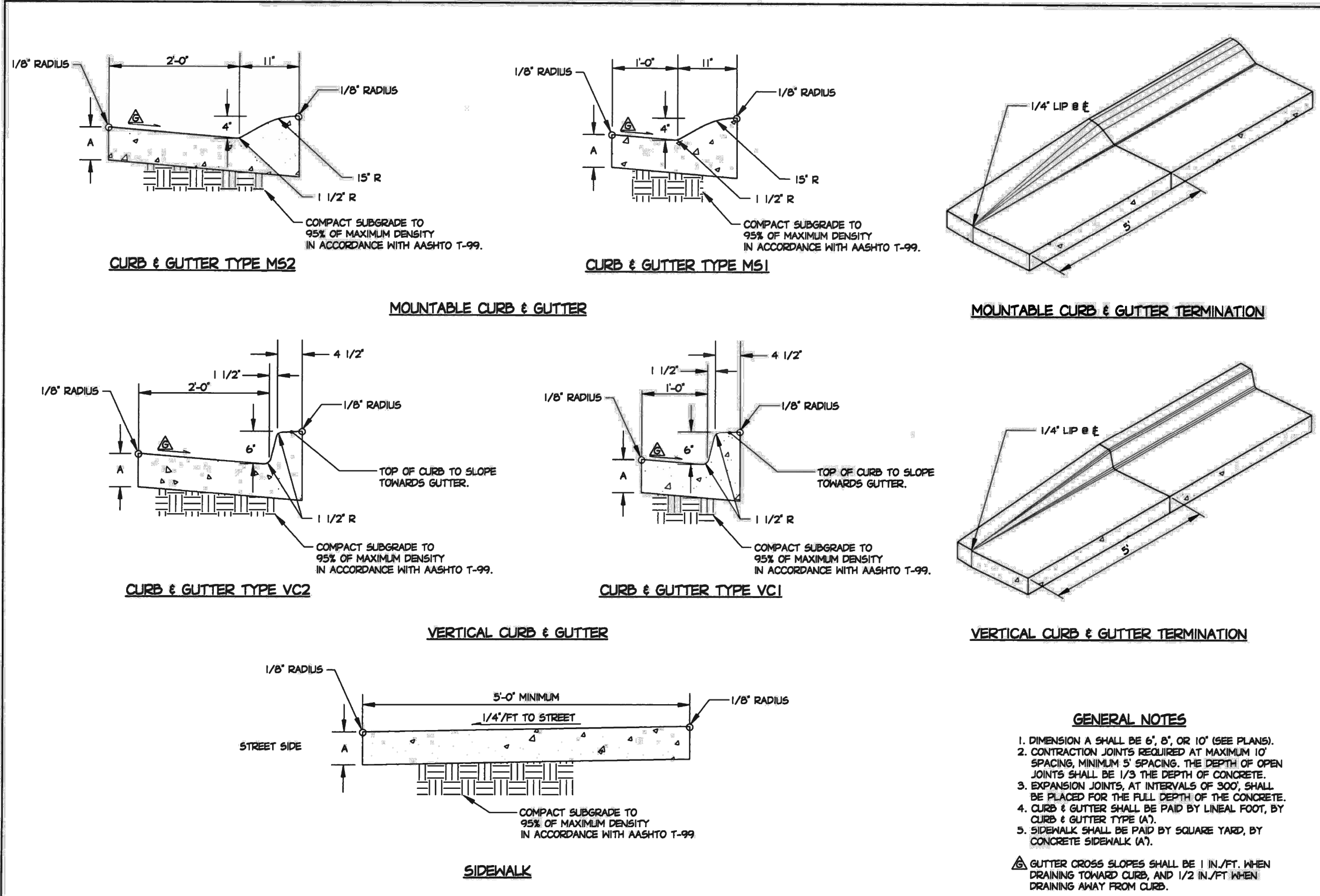


SECTION B-B - RAMP



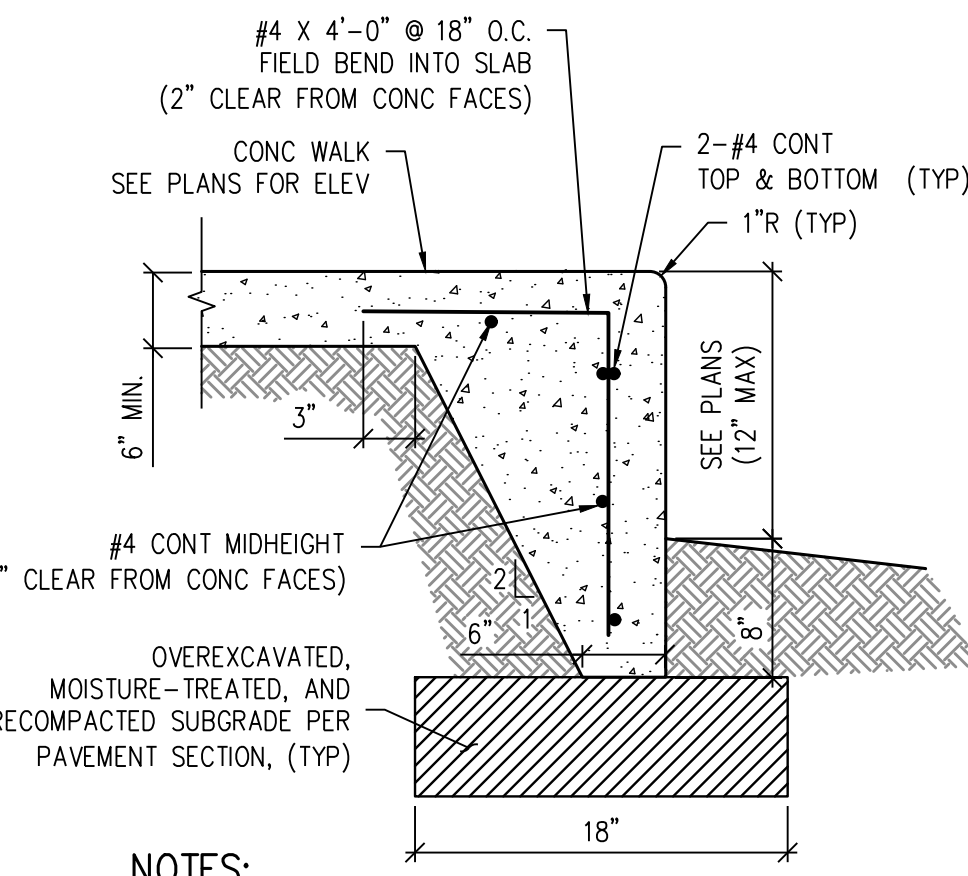
SECTION A-A - RAMP

ADA RAMP AND RAILING DETAIL 2
NTS C3.0



GENERAL NOTES

1. DIMENSION A SHALL BE 6', 8', OR 10' (SEE PLANS).
2. CONTRACTION JOINTS REQUIRED AT MAXIMUM 10' SPACING, MINIMUM 5' SPACING. THE DEPTH OF OPEN JOINTS SHALL BE 1/3 THE DEPTH OF CONCRETE.
3. EXPANSION JOINTS, AT INTERVALS OF 300', SHALL BE PLACED FOR THE FULL DEPTH OF THE CONCRETE.
4. CURB & GUTTER SHALL BE PAID BY LINEAL FOOT, BY CURB & GUTTER TYPE (A).
5. SIDEWALK SHALL BE PAID BY SQUARE YARD, BY CONCRETE SIDEWALK (A).
6. GUTTER CROSS SLOPES SHALL BE 1 IN/FT. WHEN DRAINING TOWARD CURB, AND 1/2 IN/FT. WHEN DRAINING AWAY FROM CURB.

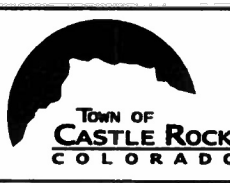
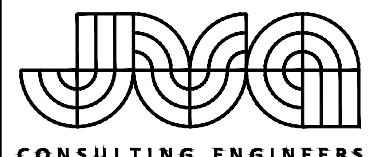


NOTES:

1. ALL REINF SHALL BE GRADE 60 STEEL CONFORMING TO ASTM 615
2. ALL CONCRETE SHALL HAVE FIBERMESH REINFORCEMENT PER SPECIFICATIONS.

SIDEWALK W/ TURNED DOWN EDGE 3
NTS C3.0

Sheet Revisions		Town of Castle Rock 100 N. Wilcox St. Castle Rock, CO 80104 Phone: (720) 733-2200 Fax: (720) 733-2217 Development Services	CURB, GUTTERS, AND SIDEWALK Issued By: Town of Castle Rock, Development Services March 31, 2010	DETAIL PLAN NO. CG-1 Sheet 1 of 1
Date	Comments			



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DESIGNED BY: EJK/DAM
DRAWN BY: DAM
CHECKED BY: RLK/HMM
JOB #: 3715c
DATE: 04.04.2024
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CANTRIL SCHOOL, SITE ADA IMPROVEMENTS,
312 CANTRIL STREET,
TOWN OF CASTLE ROCK, COLORADO

SITE DETAILS

SHEET NO.

CD3.1

TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
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APPROVED BY:

DEVELOPMENT SERVICES

DATE

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CURB RAMP GENERAL NOTES:

- IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION, PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED PEDESTRIAN STREET CROSSING. CURB RAMPS SHALL BE CONTAINED WHOLLY WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING OR CROSSWALK THEY SERVE, OR AS SHOWN ON THE CONTRACT PLANS.
- ALTERATIONS ARE DEFINED AS CHANGES TO AN EXISTING HIGHWAY THAT AFFECT PEDESTRIAN ACCESS, CIRCULATION, OR USE. ALTERATIONS INCLUDE, BUT ARE NOT LIMITED TO, RESURFACING, REHABILITATION, RECONSTRUCTION, CURB RAMP RETROFITS, HISTORIC RESTORATION, OR CHANGES OR REARRANGEMENT TO STRUCTURAL PARTS OR ELEMENTS OF A PEDESTRIAN FACILITY.
- A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP OR TURNING SPACE, WITHOUT RAISED OBSTACLES, THAT COULD BE MISTAKENLY TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
- IN ALTERATIONS, WHERE AN EXISTING PHYSICAL CONSTRAINT PREVENTS PROVIDING A SEPARATE CURB RAMP FOR EACH PEDESTRIAN STREET CROSSING, A SINGLE DIAGONAL RAMP (ON THE APX) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. THE USE OF A SINGLE DIAGONAL RAMP SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION.
- DETECTABLE WARNING SURFACES (DWS) ARE INTENDED TO INDICATE THE BOUNDARY BETWEEN A PEDESTRIAN ROUTE AND VEHICULAR ROUTE WHERE THERE IS A FLUSH RATHER THAN CURVED CONNECTION. DWS ARE NOT REQUIRED TO PROVIDE WAYFINDING. DWS SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS:
 - CURB RAMPS, BLENDED TRANSITIONS, AND DEPRESSED CORNERS AT PEDESTRIAN STREET CROSSINGS;
 - PEDESTRIAN REFUGE ISLANDS (8 FEET IN WIDTH OR GREATER);
 - BOARDING PLATFORMS AT TRANSIT STOPS WHERE THE EDGE OF THE PLATFORM IS NOT PROTECTED TO PEDESTRIAN CROSS TRAFFIC; AND
 - BOARDING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS WHERE THE AREA IS NOT PROTECTED TO PEDESTRIAN CROSS TRAFFIC.
- DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT GUTTER, HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. FEDERAL YELLOW COLOR IS PREFERRED, HOWEVER, OTHER COLORS MAY BE USED IF APPROVED BY THE ENGINEER.
- IN ALTERATIONS, TO AVOID CHASING GRADE INDEFINITELY ON STEEP ROADWAYS, A CURB RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET REGARDLESS OF THE RESULTING RAMP RUNNING SLOPE.
- ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE.
- DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED ON THE CURB RAMP, OR TURNING SPACE AREAS.
- IN NEW CONSTRUCTION, RAIL BOXES, METER BOXES, MAINTENANCE HOLE COVERS, VAULT LIDS, OR SIMILAR, SHALL NOT BE CONSTRUCTED WITHIN ANY PART OF CURB RAMP OR TURNING SPACE. IN ALTERATIONS, WHERE THESE ITEMS CANNOT BE RELOCATED OUTSIDE OF THE CURB RAMP OR TURNING SPACE, THEY MUST NOT CREATE A VERTICAL DISCONTINUITY GREATER THAN 1/4 INCH. ANY VERTICAL DISCONTINUITY BETWEEN 1/4 INCH AND 1/2 INCH SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1V:2H. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE SURFACE DISCONTINUITY.
- CONSTRUCTION OF ANY REQUIRED PEDESTRIAN CURB SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE CURB RAMP AND WILL NOT BE PAID FOR SEPARATELY.
- ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH (0'-1/8"). THE JOINT BETWEEN THE ROADWAY SURFACE AND THE GUTTER PAN SHALL BE FLUSH.
- THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS, AND AVOID PONDING IN THE FINAL CONFIGURATION.
- FLARED SIDE SLOPES MAY EXCEED 10.0% ONLY WHERE THEY ABUT A NON-WALKABLE SURFACE, OR WHERE THE ADJACENT RAMP SURFACE IS BLOCKED TO PEDESTRIAN TRAFFIC.
- THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33% THE COUNTER SLOPE OF THE GUTTER AT THE FOOT OF A RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL NOT EXCEED 5.0%.
- GRADE BREAKS AT THE TOP AND BOTTOM OF RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF THE RAMP RUN OR TURNING SPACE. SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- A BROOM FINISH, WITH SWEEPS PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAFFIC, SHALL BE APPLIED TO ALL RAMP AND TURNING SPACE SURFACES.
- IN ALTERATIONS, WHERE A RAMP OR TURNING SPACE MUST TIE INTO AN EXISTING GRADE THAT CANNOT BE ALTERED, THE RAMP OR TURNING SPACE MAY BE WARPED TO TRANSITION TO THE REQUIRED CROSS SLOPE. THE TRANSITION TO THE REQUIRED CROSS SLOPE SHALL BE SPREAD EVENLY OVER THE LENGTH OF THE RAMP OR TURNING SPACE TO MINIMIZE THE DEGREE OF WARPING. THE RATE OF CHANGE ON A RAMP OR TURNING SPACE SHALL NOT EXCEED .3% PER LINEAR FOOT.
- DESIGN AND CONSTRUCT CURB RAMPS, TURNING SPACES, AND FLARE SLOPES WITH THE FLATTEST SLOPES POSSIBLE. THE SLOPES INDICATED IN THESE DETAILS SHOW THE MAXIMUM SLOPES ALLOWABLE. PREFERRED VALUES TO BE USED DURING DESIGN, LAYOUT, AND CONSTRUCTION ARE:
 - RAMP RUNNING SLOPE 7.5%
 - RAMP CROSS SLOPE 1.5%
 - TURNING SPACE RUNNING SLOPE 1.5%
 - TURNING SPACE CROSS SLOPE 1.5%
 - FLARE SLOPE 8.0-9.0%

GENERAL NOTES & PAY AREAS

Computer File Information	
Creation Date: 07/31/19	
Designer Initials: JBK	(EJK)
Last Modification Date: 07/31/19	(EJK)
Detailer Initials: LTA	(EJK)
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Sheet Revisions	
Date:	Comments

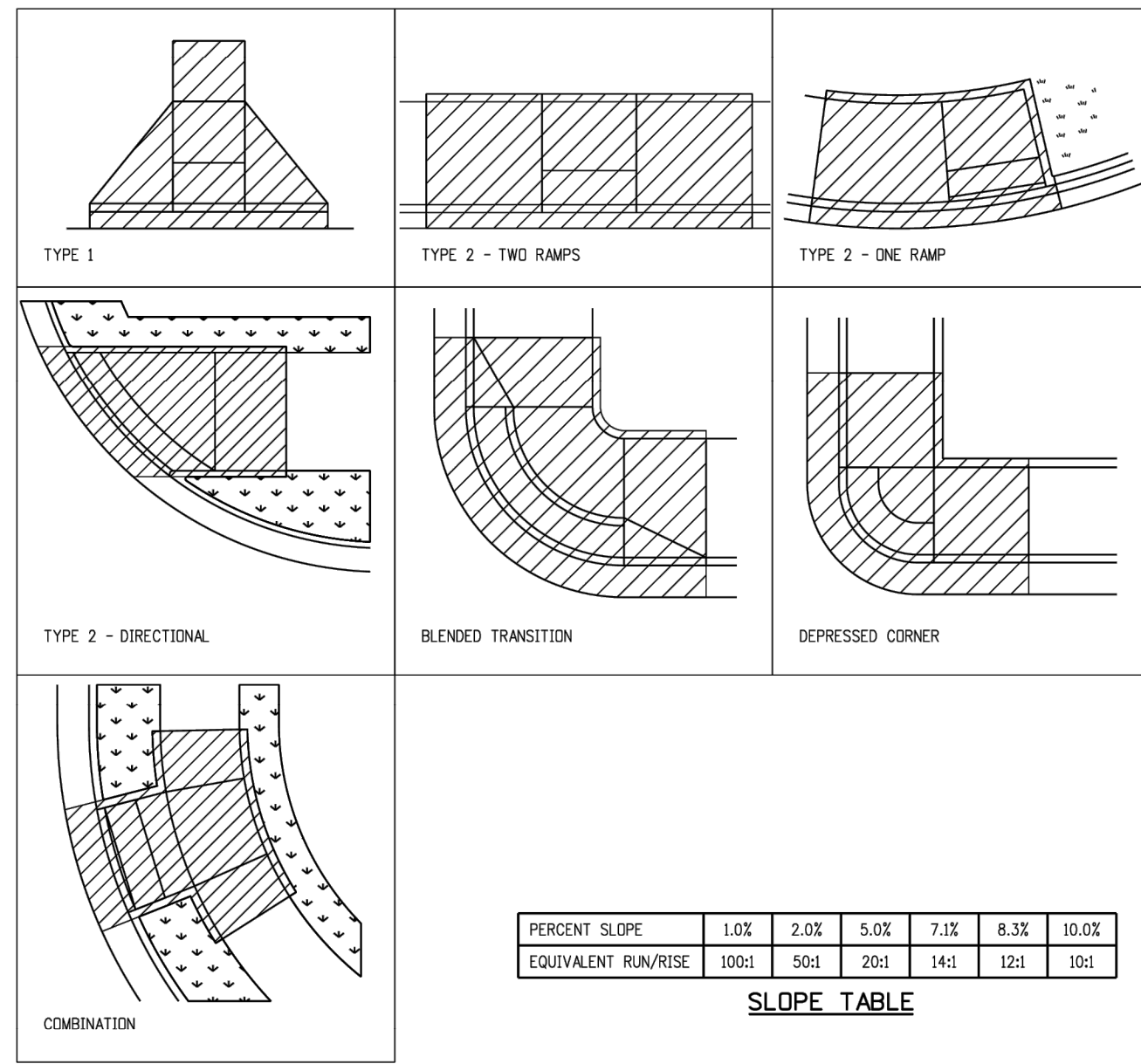
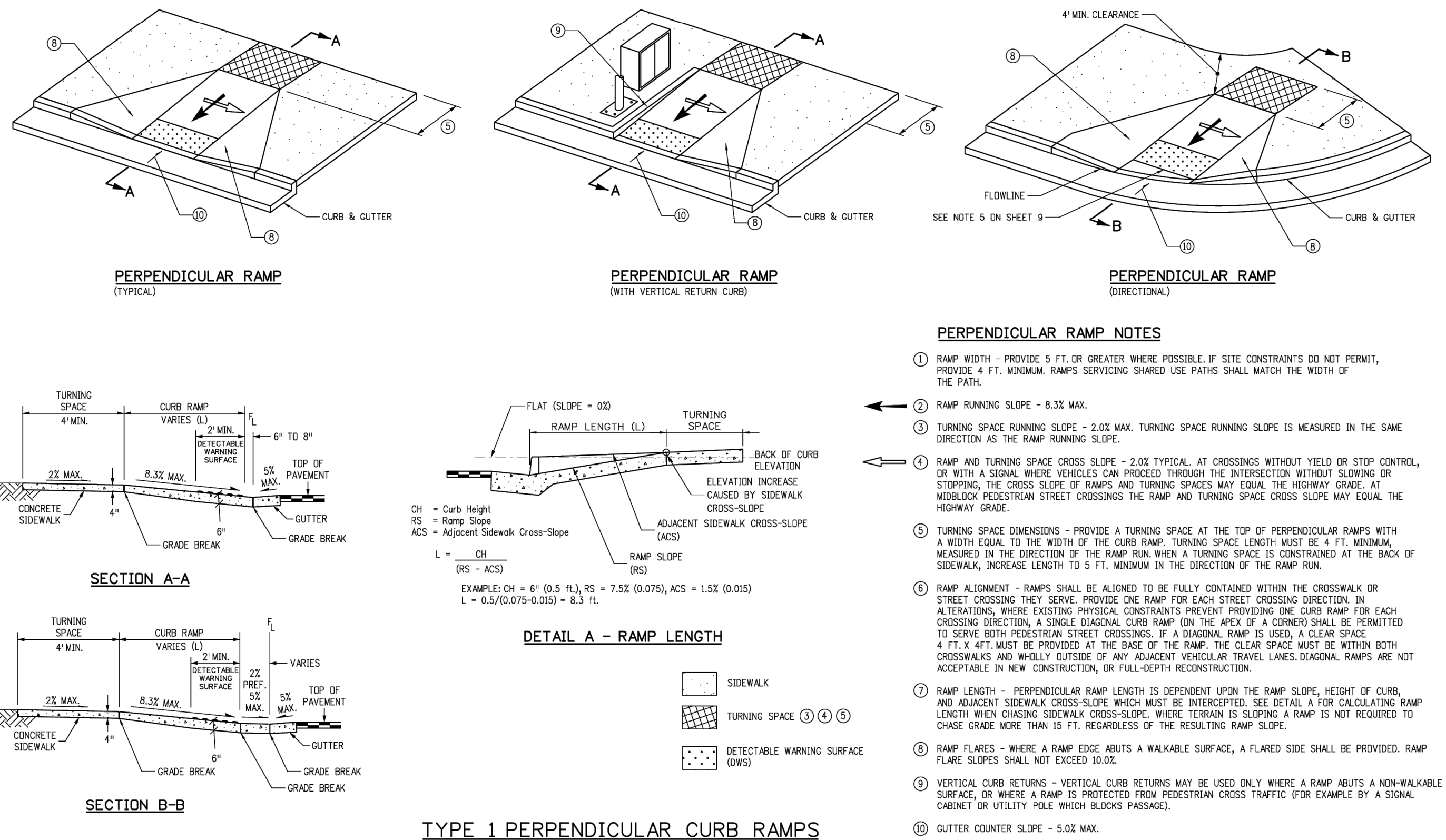
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	2829 West Howard Place CDOT HQ, 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9868
Project Development Branch JBK	

CURB RAMPS

Issued by the Project Development Branch: July 31, 2019

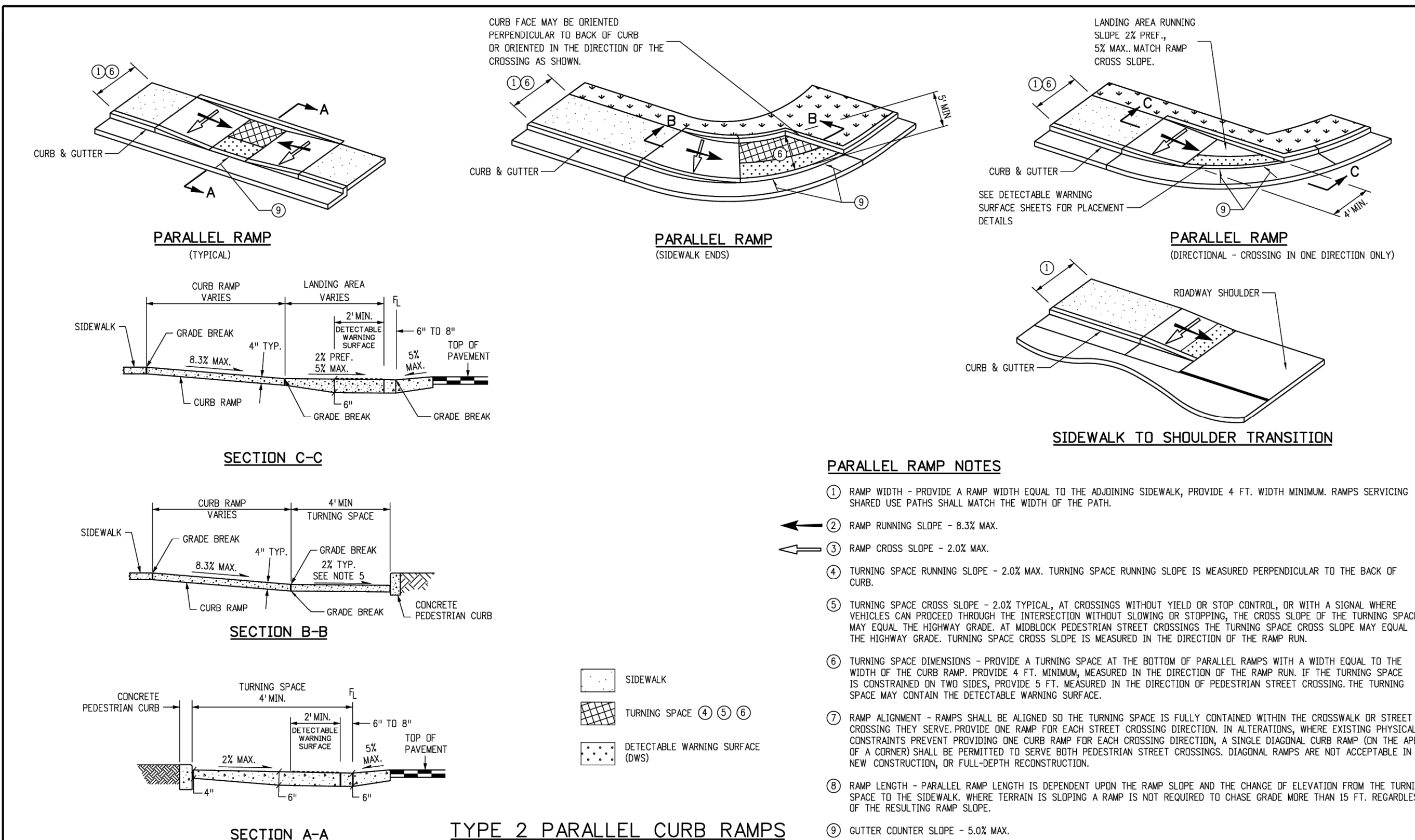
STANDARD PLAN NO.	
M-608-1	
Standard Sheet No. 1 of 10	
Project Sheet Number:	

CURB RAMP PAY AREAS



PERPENDICULAR RAMP NOTES

- RAMP WIDTH - PROVIDE 5 FT. OR GREATER WHERE POSSIBLE. IF SITE CONSTRAINTS DO NOT PERMIT, PROVIDE 4 FT. MINIMUM. RAMPS SERVICING SHARED USE PATHS SHALL MATCH THE WIDTH OF THE PATH.
- RAMP RUNNING SLOPE - 8.3% MAX.
- TURNING SPACE RUNNING SLOPE - 2.0% MAX. TURNING SPACE RUNNING SLOPE IS MEASURED IN THE SAME DIRECTION AS THE RAMP RUNNING SLOPE.
- RAMP AND TURNING SPACE CROSS SLOPE - 2.0% TYPICAL. AT CROSSINGS WITHOUT YIELD OR STOP CONTROL, OR WITH A SIGNAL WHERE VEHICLES CAN PROCEED THROUGH THE INTERSECTION WITHOUT SLOWING OR STOPPING, THE CROSS SLOPE OF RAMPS AND TURNING SPACES MAY EQUAL THE HIGHWAY GRADE. AT MIDBLOCK PEDESTRIAN STREET CROSSINGS THE RAMP AND TURNING SPACE CROSS SLOPE MAY EQUAL THE HIGHWAY GRADE.
- TURNING SPACE DIMENSIONS - PROVIDE A TURNING SPACE AT THE TOP OF PERPENDICULAR RAMPS WITH A WIDTH EQUAL TO THE WIDTH OF THE CURB RAMP. TURNING SPACE LENGTH MUST BE 4 FT. MINIMUM, MEASURED IN THE DIRECTION OF THE RAMP RUN WHEN A TURNING SPACE IS CONSTRAINED AT THE BACK OF SIDEWALK, INCREASE LENGTH TO 5 FT. MINIMUM IN THE DIRECTION OF THE RAMP RUN.
- RAMP ALIGNMENT - RAMPS SHALL BE ALIGNED TO BE FULLY CONTAINED WITHIN THE CROSSWALK OR STREET CROSSING THEY SERVE. PROVIDE ONE RAMP FOR EACH STREET CROSSING DIRECTION. IN ALTERATIONS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT PROVIDING ONE CURB RAMP FOR EACH CROSSING DIRECTION, A SINGLE DIAGONAL CURB RAMP (ON THE APX OF A CORNER) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. IF A DIAGONAL RAMP IS USED, A CLEAR SPACE 4 FT. X 4 FT. MUST BE PROVIDED AT THE BASE OF THE RAMP. THE CLEAR SPACE MUST BE WITHIN BOTH CROSSWALKS AND WHOLLY OUTSIDE OF ANY ADJACENT VEHICULAR TRAVEL LANES. DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION, OR FULL-DEPTH RECONSTRUCTION.
- RAMP LENGTH - PERPENDICULAR RAMP LENGTH IS DEPENDENT UPON THE RAMP SLOPE, HEIGHT OF CURB, AND ADJACENT SIDEWALK CROSS-SLOPE WHICH MUST BE INTERCEPTED. SEE DETAIL A FOR CALCULATING RAMP LENGTH WHEN CHASING SIDEWALK CROSS-SLOPE. WHERE TERRAIN IS SLOPING A RAMP IS NOT REQUIRED TO CHASE GRADE MORE THAN 15 FT. REGARDLESS OF THE RESULTING RAMP SLOPE.
- RAMP FLARE - WHERE A RAMP EDGE ABUTS A WALKABLE SURFACE, A FLARED SIDE SHALL BE PROVIDED. RAMP FLARE SLOPES SHALL NOT EXCEED 10.0%.
- VERTICAL CURB RETURNS - VERTICAL CURB RETURNS MAY BE USED ONLY WHERE A RAMP ABUTS A NON-WALKABLE SURFACE, OR WHERE A RAMP IS PROTECTED FROM PEDESTRIAN CROSS TRAFFIC (FOR EXAMPLE BY A SIGNAL CABINET OR UTILITY POLE WHICH BLOCKS PASSAGE).
- GUTTER COUNTER SLOPE - 5.0% MAX.



PARALLEL RAMP NOTES

- RAMP WIDTH - PROVIDE A RAMP WIDTH EQUAL TO THE ADJOINING SIDEWALK, PROVIDE 4 FT. WIDTH MINIMUM. RAMPS SERVICING SHARED USE PATHS SHALL MATCH THE WIDTH OF THE PATH.
- RAMP RUNNING SLOPE - 8.3% MAX.
- RAMP CROSS SLOPE - 2.0% MAX.
- TURNING SPACE RUNNING SLOPE - 2.0% MAX. TURNING SPACE RUNNING SLOPE IS MEASURED PERPENDICULAR TO THE BACK OF CURB.
- TURNING SPACE CROSS SLOPE - 2.0% TYPICAL. AT CROSSINGS WITHOUT YIELD OR STOP CONTROL, OR WITH A SIGNAL WHERE VEHICLES CAN PROCEED THROUGH THE INTERSECTION WITHOUT SLOWING OR STOPPING, THE CROSS SLOPE OF THE TURNING SPACE MAY EQUAL THE HIGHWAY GRADE. AT MIDBLOCK PEDESTRIAN STREET CROSSINGS THE TURNING SPACE CROSS SLOPE MAY EQUAL THE HIGHWAY GRADE. TURNING SPACE CROSS SLOPE IS MEASURED IN THE DIRECTION OF THE RAMP RUN.
- TURNING SPACE DIMENSIONS - PROVIDE A TURNING SPACE AT THE BOTTOM OF PARALLEL RAMPS WITH A WIDTH EQUAL TO THE WIDTH OF THE CURB RAMP. PROVIDE 4 FT. MINIMUM, MEASURED IN THE DIRECTION OF THE RAMP RUN. IF THE TURNING SPACE IS CONSTRAINED ON TWO SIDES, PROVIDE 5 FT. MEASURED IN THE DIRECTION OF PEDESTRIAN STREET CROSSING. THE TURNING SPACE MAY CONTAIN THE DETECTABLE WARNING SURFACE.
- RAMP ALIGNMENT - RAMPS SHALL BE ALIGNED SO THE TURNING SPACE IS FULLY CONTAINED WITHIN THE CROSSWALK OR STREET CROSSING THEY SERVE. PROVIDE ONE RAMP FOR EACH STREET CROSSING DIRECTION. IN ALTERATIONS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT PROVIDING ONE CURB RAMP FOR EACH CROSSING DIRECTION, A SINGLE DIAGONAL CURB RAMP (ON THE APX OF A CORNER) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION, OR FULL-DEPTH RECONSTRUCTION.
- RAMP LENGTH - PARALLEL RAMP LENGTH IS DEPENDENT UPON THE RAMP SLOPE AND THE CHANGE OF ELEVATION FROM THE TURNING SPACE TO THE SIDEWALK. WHERE TERRAIN IS SLOPING A RAMP IS NOT REQUIRED TO CHASE GRADE MORE THAN 15 FT. REGARDLESS OF THE RESULTING RAMP SLOPE.
- GUTTER COUNTER SLOPE - 5.0% MAX.

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Project Development Branch JBK	

CURB RAMPS

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SHEET NO.

CD3.2

TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
DATE OF DEVELOPMENT SERVICES APPROVAL

APPROVED BY:

DEVELOPMENT SERVICES

DATE