CITY AND COUNTY OF DENVER

DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

PILAR NO. ----

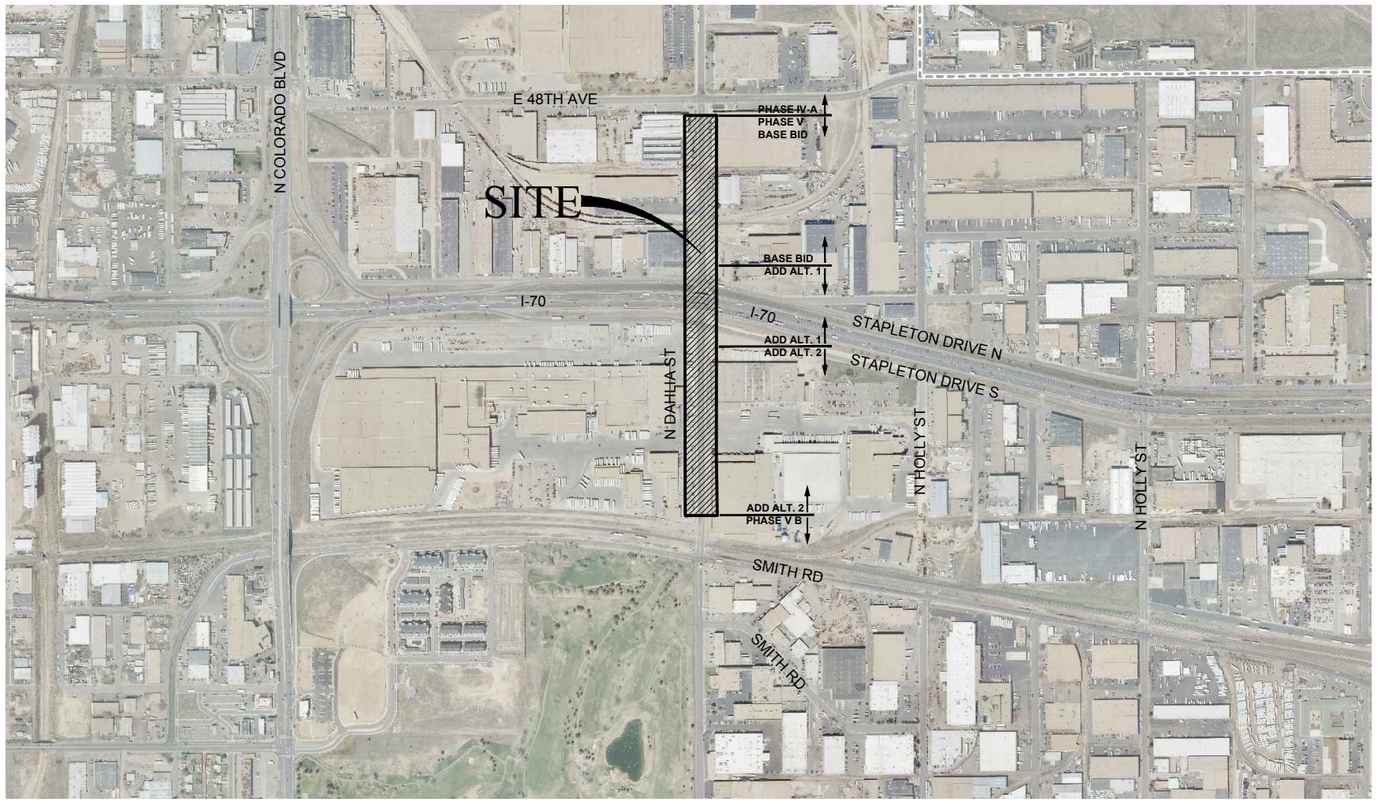
PCO NO. ----

PARK HILL STORM, PHASE V

PCO #2010-0087

DRAFT 95%

NOT FOR CONSTRUCTION



VICINITY MAP

NTS

PROJECT BENCH MARK
CCD BM 445 BRASS CAP IN TOP OF CURB
SOUTHEAST CORNER OF DAHLIA ST
AND STAPLETON DRIVE SOUTH
ELEVATION=5247.10
VERTICAL DATUM NGVD 29

PROJECT BENCH MARK (TVP-145)
N 1/4 CORNER S19, ALUMINUM CAP IN BOX
IN SOUTH BOUND LANE OF DAHLIA ST.
± 70 NORTH OF NW CORNER OF
48TH AVE AND DAHLIA ST.
ELEVATION=5235.49 (NGVD 29)

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14	PAVING PLAN
15	MEDIAN PLAN
16	MEDIAN DETAIL
17	DETAILS

DENVER
THE MILE HIGH CITY

SUBMITTED BY: _____ DATE: _____
PROJECT DESIGN ENGINEER

THROUGH: _____ DATE: _____
DIRECTOR OF ENGINEERING

APPROVED: _____ DATE: _____
DIVISION OF SMALL BUSINESS OPPORTUNITY

APPROVED: _____ DATE: _____
CITY ENGINEER

APPROVED: _____ DATE: _____
MANAGER OF PUBLIC WORKS

NO.	DESCRIPTION OF REVISIONS	DATE	BY
1	PCO 100% SUBMITTAL	8-23-13	MWG

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CAPITAL PROJECT MANAGEMENT
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TEL.: (303) 446-3617 FAX: (303) 446-3647

DENVER
THE MILE HIGH CITY

PARK HILL STORM, PHASE V
--- ---
COVER SHEET

DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-CS.dwg
DATE: MAY 2016
SHEET NO.: 1 OF 17

GENERAL NOTES :

1. CONTRACTORS PERFORMING WORK ON ANY WASTEWATER FACILITY OR APPURTENANCE MUST BE PROPERLY LICENSED AND HAVE A LICENSED PLUMBER OR DRAINLAYER ON SITE DURING THE WORK. (GENERAL CONTRACT CONDITIONS (G.C.C.) 317.1)

2. THE CURRENT EDITION OF THE WASTEWATER MANAGEMENT DIVISION STANDARD DETAILS SHALL APPLY TO ALL WORK AND WILL BE THE EDITION CURRENT AS OF THE ADVERTISEMENT DATE. THE CONTRACTOR MUST BE IN POSSESSION OF THE STANDARD DETAILS AT THE PRE-CONSTRUCTION CONFERENCE AND A COPY MUST REMAIN ON THE JOB SITE AT ALL TIMES DURING CONSTRUCTION. WASTEWATERMANAGEMENT DIVISION STANDARD DETAILS CAN BE OBTAINED AT WWW.DENVERGOV.ORG(SPECIAL CONTRACT CONDITIONS (SC-1), CONTRACT FORM - 8 (APPLICABLE LAWS)

3. THE CONTRACT SPECIFIED EDITION OF THE CITY AND COUNTY OF DENVER'S TRANSPORTATION STANDARDS AND DETAILS FOR THE ENGINEERING DIVISION SHALL BE FOLLOWED FOR ALL ROADWAY WORK IN THE PLAN SET AND WILL BE THE EDITION CURRENT AS OF THE ADVERTISEMENT DATE. THESE STANDARDS AND DETAILS CAN BE OBTAINED AT WWW. DENVERGOV.ORG (SC-1, CONTRACT FORM - 8 (APPLICABLE LAWS))

4. THE CONSTRUCTION ACTIVITIES STORMWATER DISCHARGE PERMITS (STATE AND LOCAL FLOODPLAIN PERMITS), STREET-CUT PERMIT, AND STREET OCCUPANCY PERMIT (INCLUDING THE ASSOCIATED TRAFFIC CONTROL PLANS) MAY BE REQUIRED AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL OF THESE PERMITS. APPROVED COPIES OF ALL REQUIRED PERMITS MUST BE SUBMITTED TO THE CITY CONSTRUCTION PROJECT MANAGER PRIOR TO THE START OF CONSTRUCTION. (G.C.C. 301.2, 317.1 & 317.2& 317.5; CONTRACT FORM - 8 (APPLICABLE LAWS))

5. A PARKS PERMIT WILL BE REQUIRED FOR ANY WORK OR OCCUPANCY OF PARK LAND, THIS INCLUDES BUT IS NOT LIMITED TO: DESIGNATED CITY PARKS, PARKWAYS, OPEN SPACE, TRAILS AND BIKE PATHS. (G.C.C. 301.2, 317.1 & 317.2& 317.5; CONTRACT FORM - 8 (APPLICABLE LAWS)

6. ALL DESIGN DRAWINGS PROVIDED AS PART OF THIS CONTRACT ARE FORMATTED FOR PRINTING FULL SIZE, ON STANDARD 22 X 34 INCH (ANSI D) PAPER SIZE AND TO HALF-SIZE (AND SCALE WHERE APPROPRIATE) ON STANDARD 11 X 17 PAPER SIZE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT HARD COPIES OF PLANS UTILIZED FOR BIDDING OR CONSTRUCTION ARE PRINTED ON THE PROPER MEDIA SIZE AND THAT SCALES PROVIDED WITHIN THE DRAWINGS ARE CORRECTLY INTERPRETED.

7. "RED-LINED" DRAWINGS AND PRINTS ARE TO BE MAINTAINED BY THE CONTRACTOR AND SUBMITTED TO THE CITY CONSTRUCTION PROJECT MANAGER AT THE COMPLETION OF THE PROJECT. ANY AND ALL FIELD CHANGES MADE DURING CONSTRUCTION MUST BE NOTED. THE DRAWINGS WILL STATE "RED LINES" IN LARGE BLOCK LETTERS. THE RED-LINED DRAWINGS MUST BE RECEIVED AND ACCEPTED BY THE CITY CONSTRUCTION PROJECT MANAGER PRIOR TO FINAL ACCEPTANCE AND SETTLEMENT.

8. THE CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION PROJECT MANAGER IMMEDIATELY OF "ANY" DISCREPANCIES OR VARIATIONS IN DRAWINGS & SPECIFICATIONS THAT EFFECT PRICING OR THAT COULD REQUIRE MODIFICATION TO THE DESIGN. (G.C.C.1103)

9. THE CITY AND COUNTY OF DENVER ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE UTILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. ALL UTILITIES MUST BE LOCATED BY THE CONTRACTOR. ALL COSTS ASSOCIATED WITH FIELD VERIFICATION OF LOCATION AND DEPTHS OF UTILITIES AND SHALL BE BORNE BY THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.(G.C.C. 701, 804)

10. ALL RANGE POINTS OR OTHER SURVEY MONUMENTS WHICH MAY BE DAMAGED OR DESTROYED DURING CONSTRUCTION SHALL BE TIED OUT AND RESET BY THE PER CITY SURVEYING STANDARDS. (G.C.C. 318, 319)

11. ALL ELEVATIONS SHOWN ARE NAVD88 DATUM, UNLESS OTHERWISE NOTED.

12. INLETS AND MANHOLES ARE NOT SHOWN TO SCALE ON THE PLAN AND PROFILE SHEETS.

13. INVERT ELEVATIONS AND CALCULATED PIPE SLOPES ON STORM AND SANITARY PROFILES ARE TO THE CENTER OF MANHOLE OR STRUCTURE. PIPE LENGTHS ARE TWO DIMENSIONAL LENGTHS AND ARE CENTER TO CENTER BETWEEN MANHOLES AND TO THE INSIDE EDGE OF INLETS.

14. NORTHING AND EASTING CALLOUTS ON TYPE 16 AND TYPE 14 INLETS ARE TO THE CENTER OF THE STRUCTURE AT THE FLOWLINE. NORTHING AND EASTING CALLOUTS ON MANHOLES ARE TO THE CENTER OF THE MANHOLE.

15. LOCATION OF INLETS AND/OR INLET CONNECTORS MAY BE ADJUSTED IN THE FIELD AT THE DIRECTION OF THE CITY CONSTRUCTION PROJECT MANAGER IN CONJUNCTION WITH DESIGN INTENTION. ALL INLET CONNECTIONS SHOWN IN PLAN AND PROFILE ARE APPROXIMATE LOCATIONS AND DEPTHS.

16. DEPTHS OR BOTTOM OF STRUCTURE ELEVATIONS WILL NOT BE PROVIDED FOR INLETS WITHIN THE PROJECT SCOPE, AS THESE ARE REQUIRED TO BE DETERMINED BASED ON FIELD CONDITIONS IN ACCORDANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO ESTABLISH INLET DEPTHS AND COMPLETE CONSTRUCTION IN CONFORMANCE WITH APPLICABLE STANDARD DETAIL DRAWINGS BASED ON CLEARANCES OF ADJACENT UTILITIES WHILE MAINTAINING MINIMUM REQUIRED GRADES ON LATERAL CONNECTIONS.

17. ALL SEWER MANHOLES MUST BE MAINTAINED AND ACCESSIBLE DURING CONSTRUCTION.

18. ALL SANITARY MANHOLES ARE 4' DIAMETER WITH "A" BASE AND CONCENTRIC CONE UNLESS NOTED OTHERWISE.

19. ALL MANHOLES BUILT WITHIN THIS PROJECT SHALL INCLUDE EITHER A 4" OR 8" CAST IRON RISER WITH 3" STEEL ADJUSTING RINGS.

DENVER WATER

20. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO TAKE WHATEVER STEPS NECESSARY TO PROTECT ALL WATER FACILITIES. IF ANY WATER FACILITIES CANNOT BE ADEQUATELY PROTECTED, THEN SAID WATER FACILITIES SHALL BE RELOCATED OR REMOVED IN ACCORDANCE WITH THE DENVER WATER DEPARTMENT REQUIREMENTS, BY A DENVER WATER PREQUALIFIED CONTRACTOR.

21. CONSTRUCTION ACTIVITIES BY ANY PARTY THAT DISTURB, RELOCATE, SEVER, OR IN ANY OTHER WAY IMPACT A SERVICE LINE SHALL BE REQUIRED TO MEET CURRENT DENVER WATER REQUIREMENTS FOR SERVICE LINES AS SPECIFIED IN CHAPTER 3 OF THE LATEST DENVER WATER STANDARDS. IN THE EVENT LEAD WATER LINES ARE ENCOUNTERED, DO NOT DISTURB, **IMMEDIATELY STOP WORK**, AND NOTIFY THE CITY CONSTRUCTION PROJECT MANAGER.

TREE PROTECTION

22. IF EXISTING TREES ARE TO BE REMOVED THEY MUST FIRST BE EVALUATED BY THE CITY AND COUNTY OF DENVER FORESTRY (PARKS) DEPARTMENT AND A PERMIT MUST BE OBTAINED. EXISTING TREES TO REMAIN MUST HAVE FORESTRY APPROVED TREE PROTECTION SET UP AROUND THEM DURING THE CONSTRUCTION AS SHOWN IN THE "INDIVIDUAL TREE PROTECTION DETAIL" IN THE DENVER PARKS DEPARTMENT STANDARD PLANS,THE CONTRACTOR MUST FOLLOW ALL OF THE CITY AND COUNTY OF DENVER TREE RETENTION AND PROTECTION GUIDELINES. REFER TO DENVER PARKS DEPARTMENT SPECIFICATION 01 56 39.

METRO WASTEWATER RECLAMATION DISTRICT

23. METRO WASTEWATER RECLAMATION DISTRICT MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO CONSTRUCTION ON METRO FACILITIES IN ORDER FOR A DISTRICT INSPECTOR TO BE PRESENT DURING CONSTRUCTION. CONTRACTOR MUST CONTACT METRO WASTEWATER RECLAMATION DISTRICT TO SCHEDULE THE INSPECTION 303-286-6000.

ADDITIONAL NOTES

1. ALL RCP SHALL MEET THE ASTM C-76 SPECIFICATION.
2. ALL RCP SHALL BE CLASS III UNLESS NOTED OTHERWISE.
3. ALL SURFACE WORK SHALL DONE PER CCD TRASPORTATION STANDARD DETAILS.
4. CONTRACTOR IS REQUIRED TO COORDINATE BUS STOPS AND BUS ROUTES WITH CCD TES AND RTD DURING CONSTUCTION.
5. THE CONTRACTOR SHALL PROOF ROLL THE COMPLETED EMBANKMENT, SUBGRADE CONDITIONING OR ROADWAY SUBGRADE TO DETERMINE IF ANY SOFT, YIELDING OR OTHERWISE UNACCEPTABLE AREAS EXIST. THE INTENT IS TO ACHIEVE A STABLE PLATFORM FOR THE PROPER PLACEMENT OF EMBANKMENT OR PAVEMENTS. THE ENGINEER MAY REQUIRE A WITNESS BE PRESENT DURING THE PROOF ROLL TO VERIFY AREAS TO BE CORRECTED, AND REQUIRE A LOAD VERIFICATION OF THE PROOF ROLLER FROM THE CONTRACTOR. ANY AREAS WHICH SHOW DEFLECTIONS THAT ARE NON UNIFORM OR IN EXCESS OF 0.5 INCH SHALL BE REWORKED AS APPROVED, OR REMOVED AND REPLACED WITH APPROVED MATERIAL WITHOUT ADDITIONAL PAYMENT.

   A. ALL REWORKED AREAS SHALL BE RETESTED FOR MOISTURE AND COMPACTION, AND PROOF ROLLED AGAIN AFTER THE SUBGRADE HAS BEEN SHAPED TO THE FINAL GRADE AND CROSS SECTION.

   B. THE PROOF ROLLER SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE A PNEUMATIC TIRED VEHICLE WITH TIRE PRESSURES OF AT LEAST 100 PSI CAPABLE OF APPLYING GROUND LOADS OF AT LEAST 18,000 POUNDS PER AXLE. THE PROOF ROLLER SHALL BE OPERATED BETWEEN 2 AND 6 MILES PER HOUR, AND SHALL ACHIEVE COMPLETE COVERAGE OF THE AREA TO BE CONSTRUCTED WITH EMBANKMENT OR PAVEMENT MATERIALS.

   C. UPON APPROVAL OF THE PROOF ROLLING; THE NEXT SOIL, AGGREGATE OR PAVEMENT LAYER SHALL BE PLACED PRIOR TO MOISTURE OR WEATHER OR OTHER FACTORS AFFECTING THE SURFACE CONDITIONS OF THE SUBGRADE. ANY LAPSE OF MORE THAN 24 HOURS SHALL BE APPROVED BY THE ENGINEER, OR ANOTHER PROOF ROLL WILL BE REQUIRED.

6. COMPACTION OF TOP TWO FEET OF STREET PAVING SUBGRADE IN TRENCHES SHALL MEET 95% MODIFIED PROCTOR COMPACTION, WITHIN 2% OF OPTIMUM MOISTURE BY AASHTO T-180 FOR GRANULAR SUBGRADE (A-1 THROUGH A-5), OR 95% STANDARD PROCTOR COMPACTION, WITHIN 2% OF OPTIMUM MOISTURE BY AASHTO T-99 FOR COHESIVE CLAY OR SILT (A-6 OR A-7) TYPES OF SOIL SUBGRADE. THE T-99 METHOD MAY BE ALLOWED FOR NON-SWELLING MIXED SOILS (A-4 OR A-5). RECONDITION ON THE 12" OF OTHER SUBGRADE THAT MAY BE EXPOSED AFTER ROTOMILL OR OUTSIDE THE TRENCH, TO THE PROPER MOISTURE AND COMPACTION LIMITS, PRIOR TO PAVING.

7. PUC DOCKET NUMBER 10A-433R: CLOSING BNSF RAILROAD CROSSING AT NORTH DAHLIA STREET BETWEEN EAST 46TH AVENUE AND EAST 48TH AVENUE AT MILE POST 7.

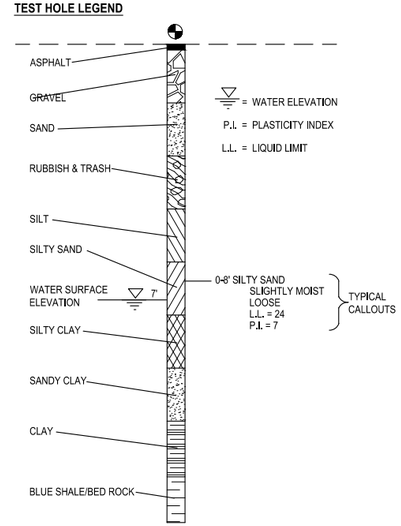
8. CONTRACTOR SHALL REPLACE ALL EXISTING PAVEMENT STRIPING AND SHALL COORDINATE WITH TRAFFIC ENGINEERING SERVICES PRIOR TO INSTALLING STRIPING.

9. CONTRACTOR SHALL COORDINATE WITH DENVER FIRE IF THEY MUST REMOVE/REPLACE FIRE SUPPRESSION LINES.

ABBREVIATIONS

APPROX - APPROXIMATELY
CL - CENTER LINE
CCD - CITY AND COUNTY OF DENVER
CFS - CUBIC FEET PER SECOND
C & G - CURB AND GUTTER
C G & SW - CURB, GUTTER, & SIDEWALK
CH - CURB HEAD
CIP- CORRUGATED IRON PIPE (WATER)
CPM. - CAPITAL PROJECTS MANAGEMENT
DIP - DUCTILE IRON PIPE (WATER)
DT- DECIDUOUS TREE
DW - DENVER WATER BOARD
E - EAST
EF - EACH FACE
E.G.L. - ENERGY GRADE LINE
EOA - EDGE OF ASPHALT
ES - EACH SIDE
EX- EXISTING
EW - EACH WAY
FG - FINAL GRADE
FL - FLOW LINE
FO - FIBER OPTIC LINE
G - GAS
H.G.L. - HYDRAULIC GRADE LINE
I - INLET
INV. - INVERT
LF- LINEAR FEET
MH - MANHOLE
MJ- MECHANICAL JOINT
N - NORTH
NTS - NOT TO SCALE
OHE - OVERHEAD ELECTRIC LINE
PL - PROPERTY LINE
PVC - PLY VINYL CHLORIDE
q - DESIGN FLOW
Qfull - FULL FLOW CAPACITY
RCBC - REINFORCED CONCRETE BOX CULVERT
RCP - REINFORCED CONCRETE PIPE
R.L. - RANGE LINE
S - SOUTH
STM - STORM SEWER
SS - SANITARY SEWER
SW - SIDEWALK
TELE- TELEPHONE LINE
TOC - TOP OF CONCRETE
T.O.P. - TOP OF PIPE
T.O.W. - TOP OF WALL
TYP. - TYPICAL
UE - UNDERGROUND ELECTRIC LINE
U.N.O. - UNLESS NOTED OTHERWISE
VCP - VITRIFIED CLAY PIPE
W - WEST
WAT - WATER
WMD - WASTEWATER MANAGEMENT DIVISION

TEST HOLE LEGEND



SURVEY FEATURES LEGEND

BENCHMARK
CHISELED 'X'
TRAVERSE POINT
RANGE POINT
LAND CORNER
PIN & CAP
REBAR
EASEMENT LINE
SECTION LINNE
PROPERTY LINE (NOT R.O.W.)
RANGELINE
R.O.W. LINE

EXISTING FEATURES LEGEND

EXISTING STREET LIGHT
EXISTING UTILITY/POWER POLE
EXISTING GUY WIRE
EXISTING TRAFFIC POLE
EXISTING TRAFFIC CONTROL BOX
EXISTING TRAFFIC CONTROL SWITCH BOX
EXISTING ELECTRIC METER
EXISTING ELECTRIC BOX
EXISTING FIRE HYDRANT
EXISTING WATER VALVE
EXISTING WATER MH
EXISTING WATER METER
EXISTING GAS MANHOLE
EXISTING STORM INLETS
EXISTING STREET SIGN
EXISTING POST
EXISTING TRASH RECEPTACLE
EXISTING TRASH DUMPSTER
EXISTING BUS BENCH
EXISTING MAIL BOX
EXISTING NEWSPAPER BOX
EXISTING TELEPHONE MH
EXISTING TELEPHONE BOX
EXISTING TELEPHONE BOOTH
EXISTING TREE
EXISTING SHRUB
EXISTING WATER LINE — EX W
EXISTING GAS LINE — EX G
EXISTING STORM LINE W/MANHOLE — EX STM
EXISTING SANITARY LINE W/MANHOLE — SS
EXISTING UNDERGROUND TELEPHONE LINE — EX TELE
EXISTING OVERHEAD TELEPHONE LINE — OT
EXISTING TRAFFIC CONTROL LINE — TF
EXISTING UNDERGROUND ELECTRIC — EX UE
EXISTING OVERHEAD ELECTRIC — EX OHE
EXISTING FENCE
EXISTING 5' INTERVAL CONTOUR — 5210
EXISTING 1' INTERVAL CONTOUR — 5209

PROPOSED FEATURES LEGEND

PROPOSED NO. 16 STORM INLET
PROPOSED NO. 14 STORM INLET
PROPOSED STORM SEWER W/MANHOLE
PROPOSED 5' INTERVAL CONTOUR — 5210
PROPOSED 1' INTERVAL CONTOUR — 5209
PROPOSED CURB & GUTTER
PROPOSED GUTTER
PROPOSED WATER — PR W
PROPOSED WATER VALVE
PROPOSED WATER REDUCER
PROPOSED WATER BENDS AND/OR TEES
PROPOSED GRASS AND/OR MULCH-REPLACE EXISTING LANDSCAPING MATERIAL
PROPOSED CONCRETE UNLESS SPECIFIED OTHERWISE
PROPOSED CURB RAMP
PROPOSED DRAINAGE FLOW ARROW

NO.	DESCRIPTION OF REVISIONS	DATE	BY
1	PCO 100% SUBMITTAL	8-23-13	MWG

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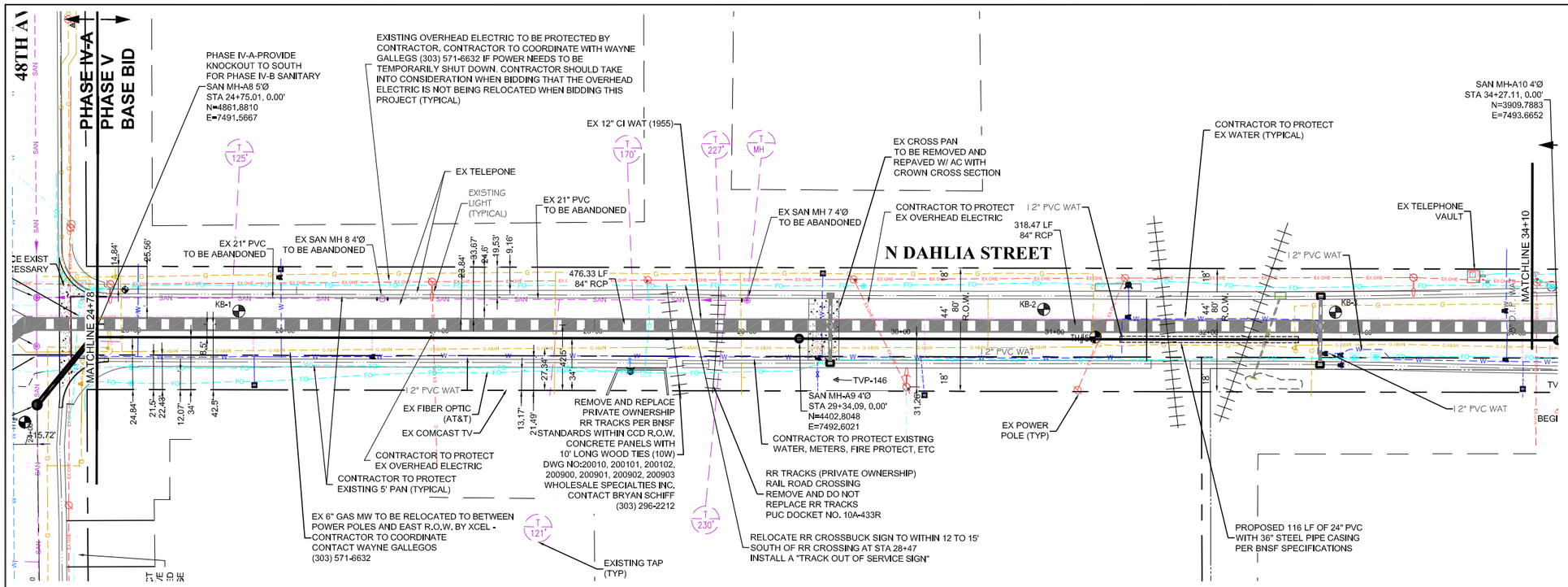
DENVER THE MILE HIGH CITY

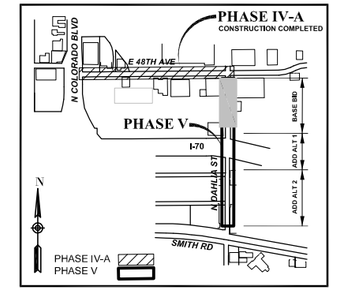
PARK HILL STORM, PHASE V

GENERAL NOTES

DRAWN BY: MWG
DESIGNED BY: MWG
APPROVED BY: AKS
DRAWING NAME: D-04-323-CS.dwg
DATE: MAY 2016
SHEET NO.: 2 OF 17

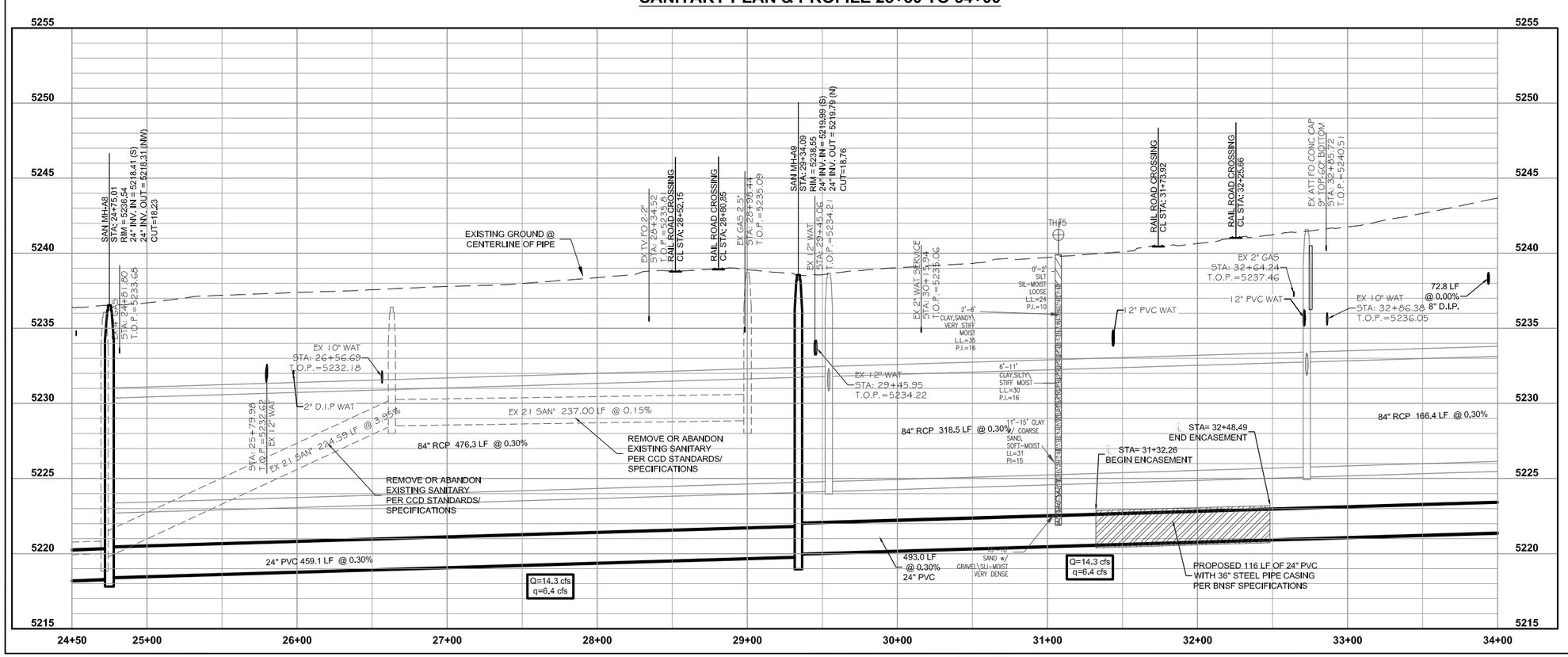


SANITARY PLAN & PROFILE 25+50 TO 34+00



KEY MAP

N.T.S.



NOTES

1. THE CITY OF DENVER ASSUMES NO RESPONSIBILITY FOR EXISTING UTILITY LOCATIONS. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

2. SANITARY SEWER PIPE LENGTHS ARE FROM CENTER OF MANHOLE TO CENTER OF MANHOLE.

3. SANITARY SEWER MAIN SHALL BE PVC PIPE PER CITY AND COUNTY OF DENVER TECHNICAL SPECIFICATIONS.

4. CONTRACTOR TO LOCATE AND VERIFY ALL EXISTING LIVE TAPS AND CONNECT TO PROPOSED SANITARY SEWER.

ORIGINAL SCALE: 1"= 40' HORIZ.
1"= 4' VERT.

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PARK HILL STORM, PHASE V

SANITARY PLAN & PROFILE 25+50 TO 34+00

DRAWN BY: AKS
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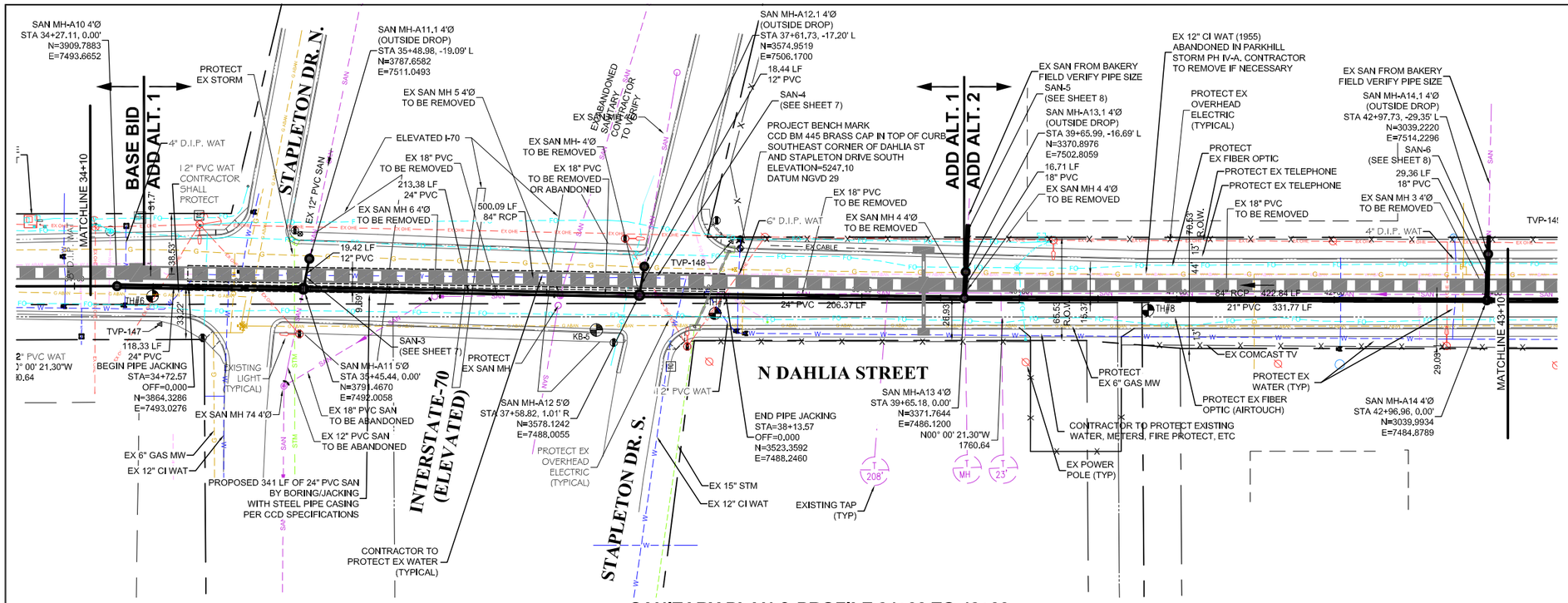
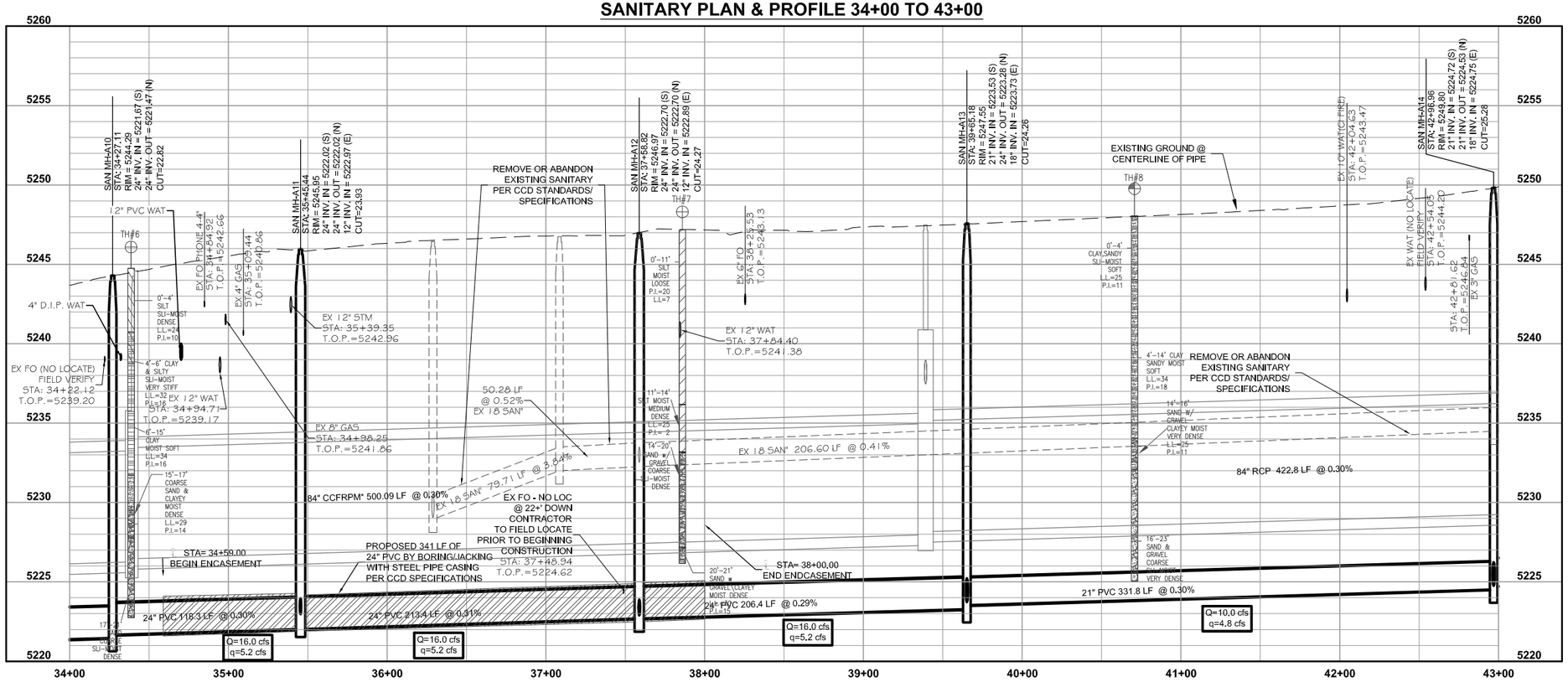
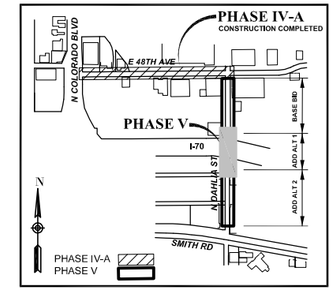
APPROVED BY: AKS
DRAWING NAME: D-04-323-SAN-01.dwg
DATE: MAY 2016
SHEET NO.: 3 OF 17



SANITARY PLAN & PROFILE 34+00 TO 43+00





KEY MAP
N.T.S.

ORIGINAL SCALE: 1"= 40' HORIZ.
1"= 4' VERT.

NOTES

1. THE CITY OF DENVER ASSUMES NO RESPONSIBILITY FOR EXISTING UTILITY LOCATIONS. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

2. SANITARY SEWER PIPE LENGTHS ARE FROM CENTER OF MANHOLE TO CENTER OF MANHOLE.

3. SANITARY SEWER MAIN SHALL BE PVC PIPE PER CITY AND COUNTY OF DENVER TECHNICAL SPECIFICATIONS.

4. CONTRACTOR TO LOCATE AND VERIFY ALL EXISTING LIVE TAPS AND CONNECT TO PROPOSED SANITARY SEWER.

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DENVER THE MILE HIGH CITY

PARK HILL STORM, PHASE V

SANITARY PLAN & PROFILE 34+00 TO 43+00

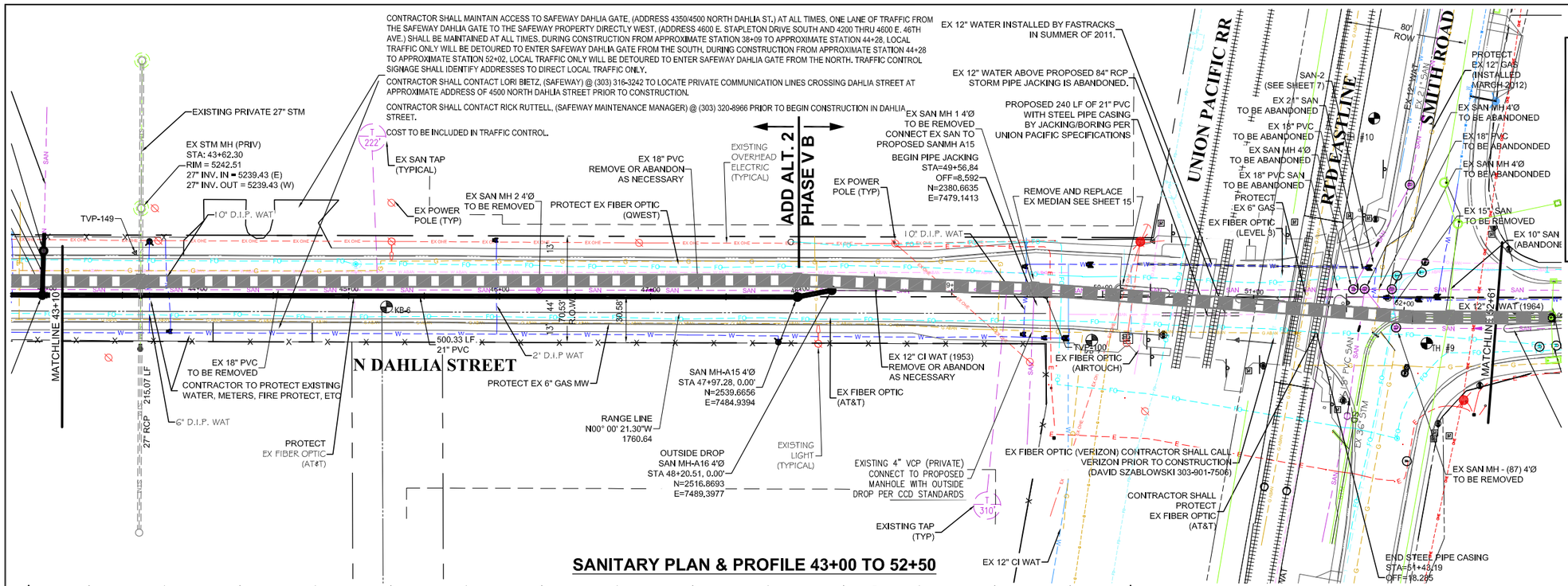
DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-SAN-01.dwg
DATE: MAY 2016
SHEET NO.: 4 OF 17

CONTRACTOR SHALL MAINTAIN ACCESS TO SAFEWAY DAHLIA GATE, (ADDRESS 4350/4500 NORTH DAHLIA ST.) AT ALL TIMES. ONE LANE OF TRAFFIC FROM THE SAFEWAY DAHLIA GATE TO THE SAFEWAY PROPERTY DIRECTLY WEST, (ADDRESS 4600 E. STAPLETON DRIVE SOUTH AND 4200 THRU 4600 E. 46TH AVE.) SHALL BE MAINTAINED AT ALL TIMES. DURING CONSTRUCTION FROM APPROXIMATE STATION 38+09 TO APPROXIMATE STATION 44+28, LOCAL TRAFFIC ONLY WILL BE DETOURED TO ENTER SAFEWAY DAHLIA GATE FROM THE SOUTH. DURING CONSTRUCTION FROM APPROXIMATE STATION 44+28 TO APPROXIMATE STATION 52+02, LOCAL TRAFFIC ONLY WILL BE DETOURED TO ENTER SAFEWAY DAHLIA GATE FROM THE NORTH. TRAFFIC CONTROL SIGNAGE SHALL IDENTIFY ADDRESSES TO DIRECT LOCAL TRAFFIC ONLY.

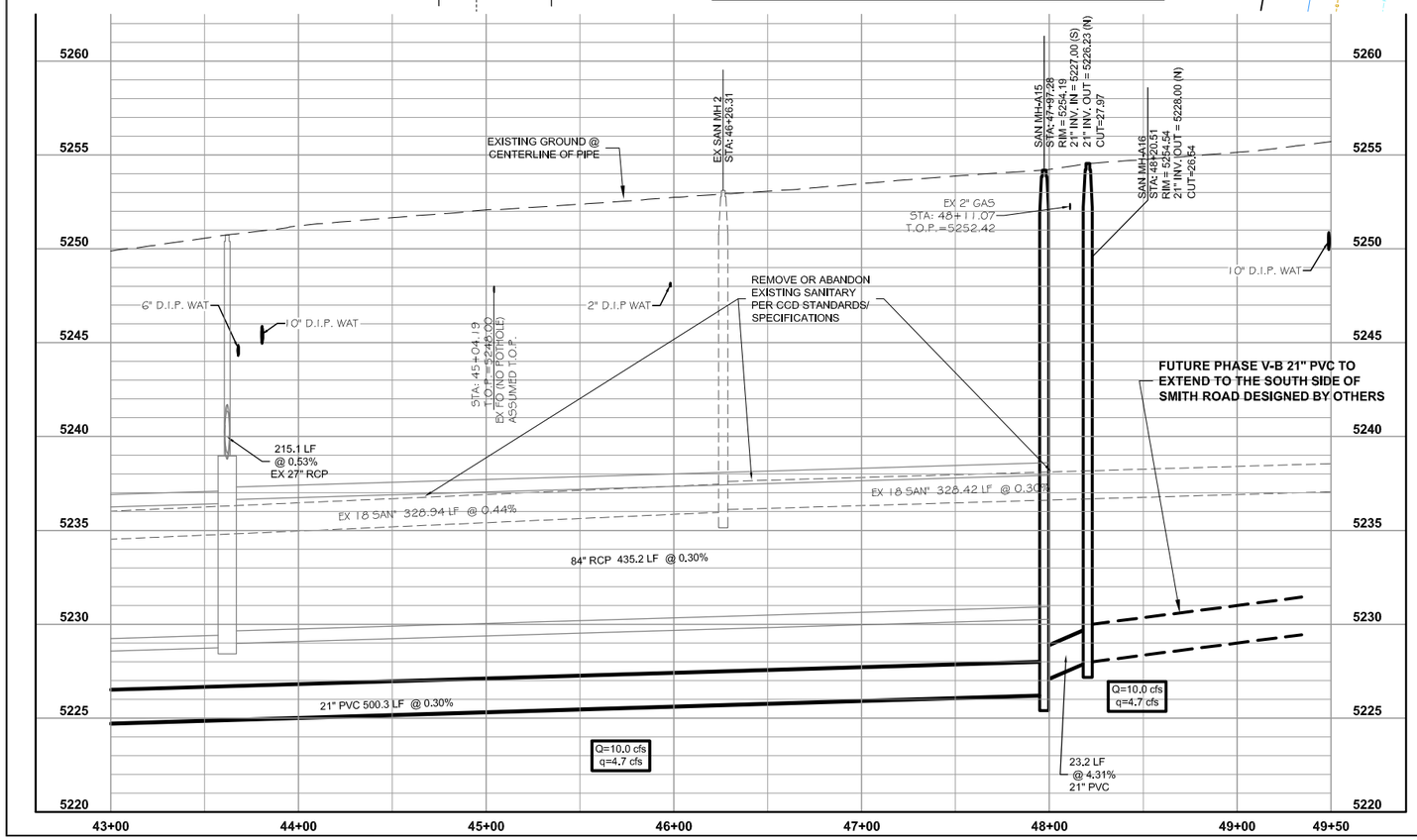
CONTRACTOR SHALL CONTACT LORI BIETZ, (SAFEWAY) @ (303) 316-3242 TO LOCATE PRIVATE COMMUNICATION LINES CROSSING DAHLIA STREET AT APPROXIMATE ADDRESS OF 4500 NORTH DAHLIA STREET PRIOR TO CONSTRUCTION.

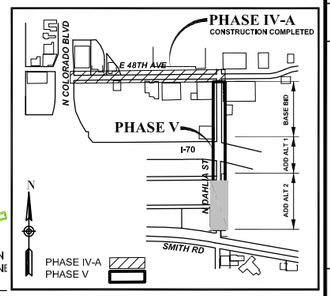
CONTRACTOR SHALL CONTACT RICK RUTTELL, (SAFEWAY MAINTENANCE MANAGER) @ (303) 320-8966 PRIOR TO BEGIN CONSTRUCTION IN DAHLIA STREET.

COST TO BE INCLUDED IN TRAFFIC CONTROL.



SANITARY PLAN & PROFILE 43+00 TO 52+50





KEY MAP

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CONTRACTOR SHALL COORDINATE WITH RTD-FASTRACKS AT SMITH ROAD AND DAHLIA STREET FOR ALL CONSTRUCTION ON DAHLIA STREET. DAHLIA STREET SOUTH OF I-70 CAN NOT BE CLOSED AT THE SAME TIME DAHLIA STREET NORTH OF I-70 IS CLOSED OR AT THE SAME TIME AS HOLLY STREET IS CLOSED.
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(303) 837-2603 WORK
(720) 334-3583 CELL
Jesse.gross@dtpjv.com

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3. SANITARY SEWER MAIN SHALL BE PVC PIPE PER CITY AND COUNTY OF DENVER TECHNICAL SPECIFICATIONS.

4. CONTRACTOR TO LOCATE AND VERIFY ALL EXISTING LIVE TAPS AND CONNECT TO PROPOSED SANITARY SEWER.

NO.	DESCRIPTION OF REVISIONS	DATE	BY
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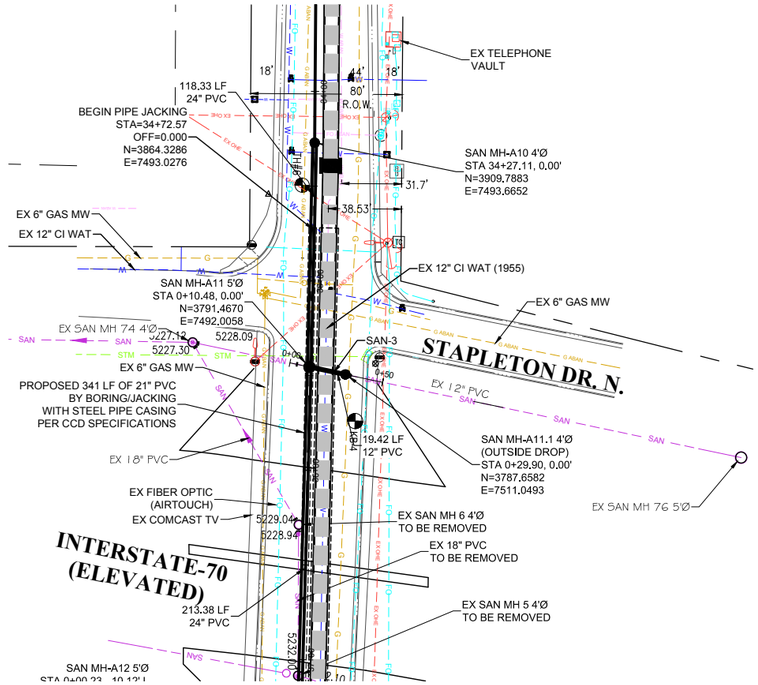
DENVER
THE MILE HIGH CITY

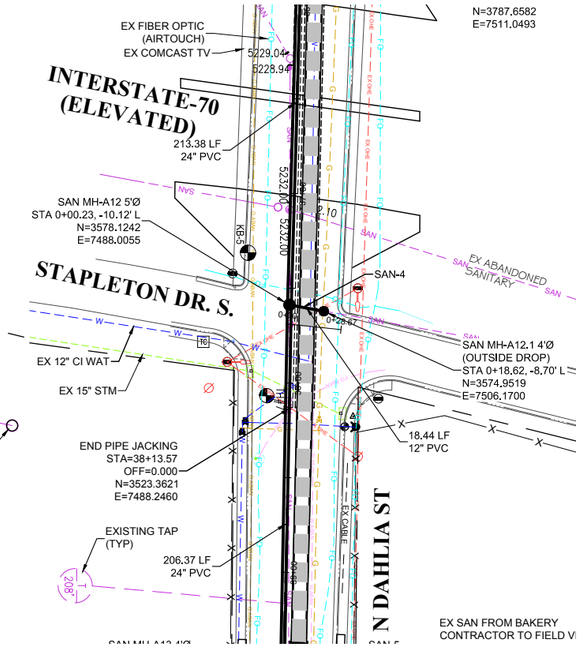
PARK HILL STORM, PHASE V

SANITARY PLAN & PROFILE 43+00 TO 52+50

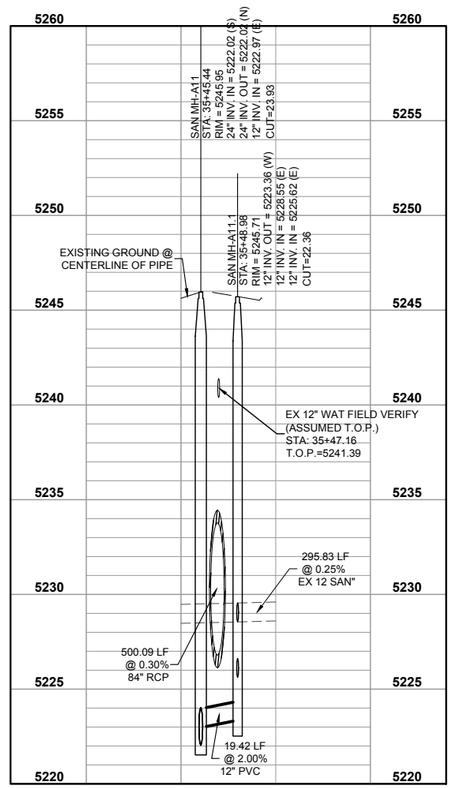
DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-SAN-01.dwg
DATE: MAY 2016
SHEET NO.: 5 OF 17

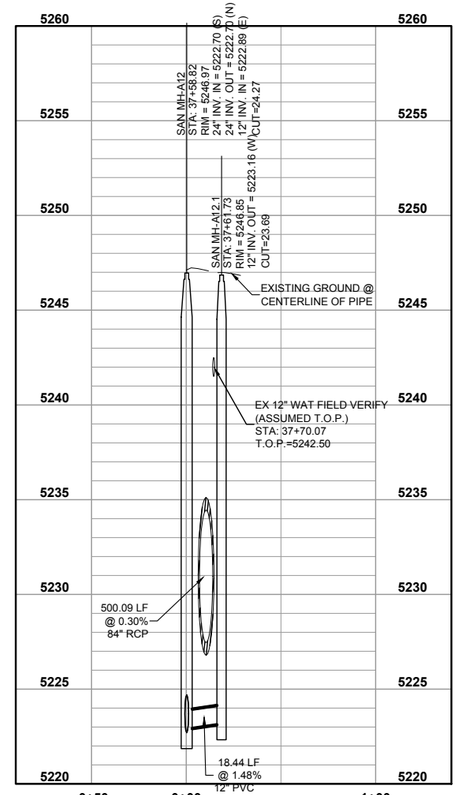


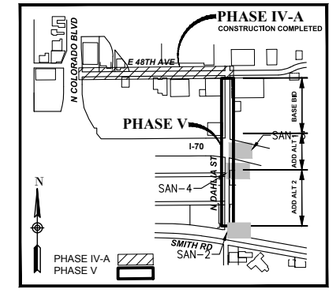
SAN-3 PLAN & PROFILE



SAN-4 PLAN & PROFILE







KEY MAP

N.T.S.

N

40 0 20 40

ORIGINAL SCALE: 1"= 40' HORIZ.
1"= 4' VERT.

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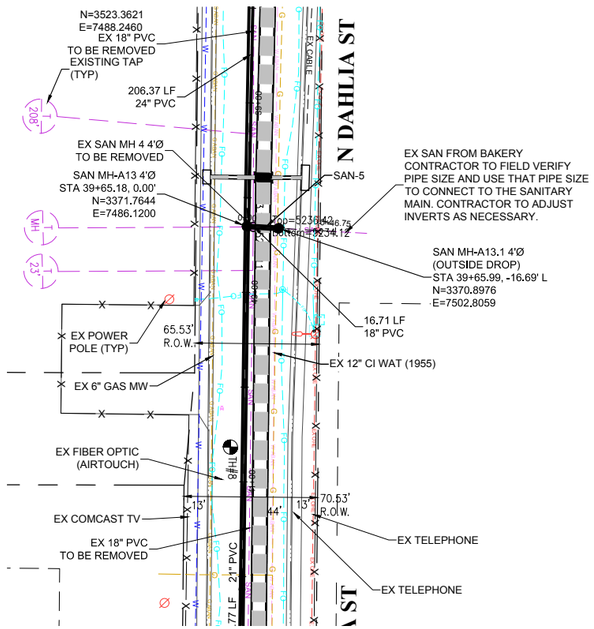
DENVER THE MILE HIGH CITY

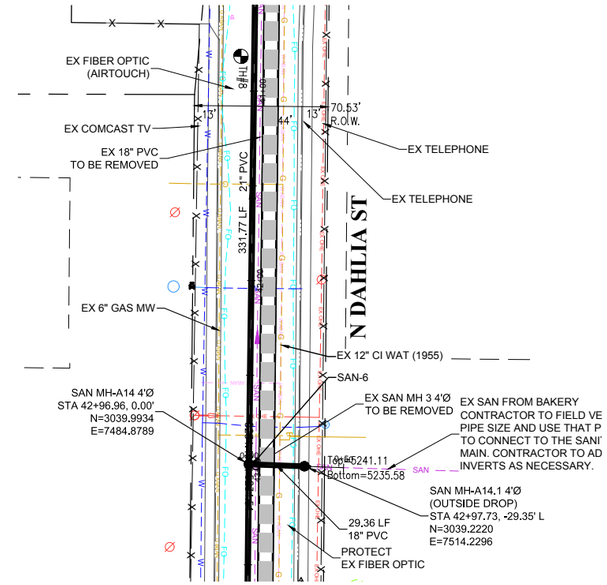
PARK HILL STORM, PHASE V

SAN-2 SAN-3 & SAN-4 PLAN & PROFILE

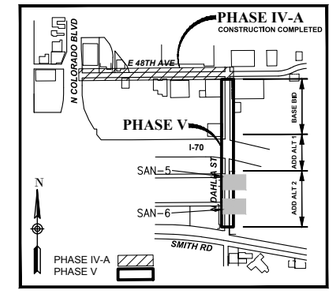
DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-SAN-02.dwg
DATE: MAY 2016
SHEET NO.: 7 OF 17



SAN-5 PLAN & PROFILE

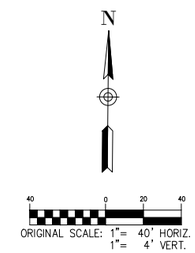


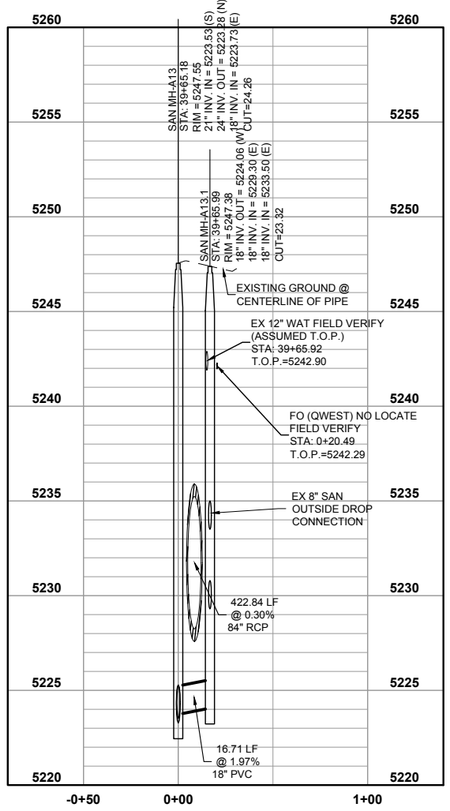
SAN-6 PLAN & PROFILE

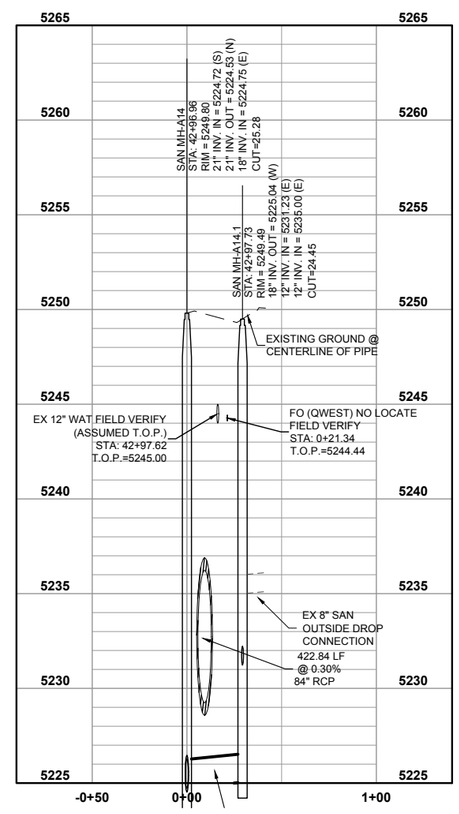


KEY MAP

N.T.S.







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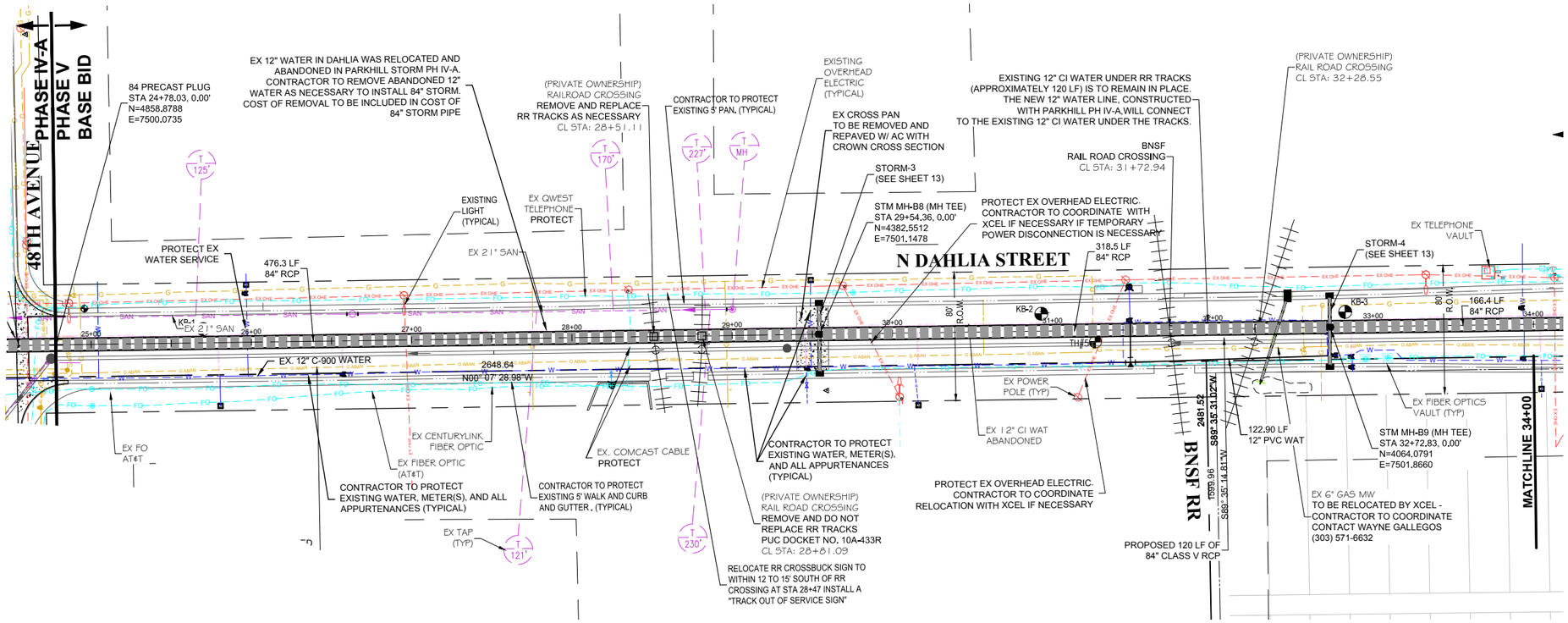
THE MILE HIGH CITY

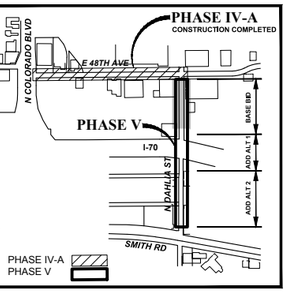
PARK HILL STORM, PHASE V

SAN-5 & SAN-6 PLAN & PROFILE

DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-SAN-02.dwg
DATE: MAY 2016
SHEET NO.: 8 OF 17



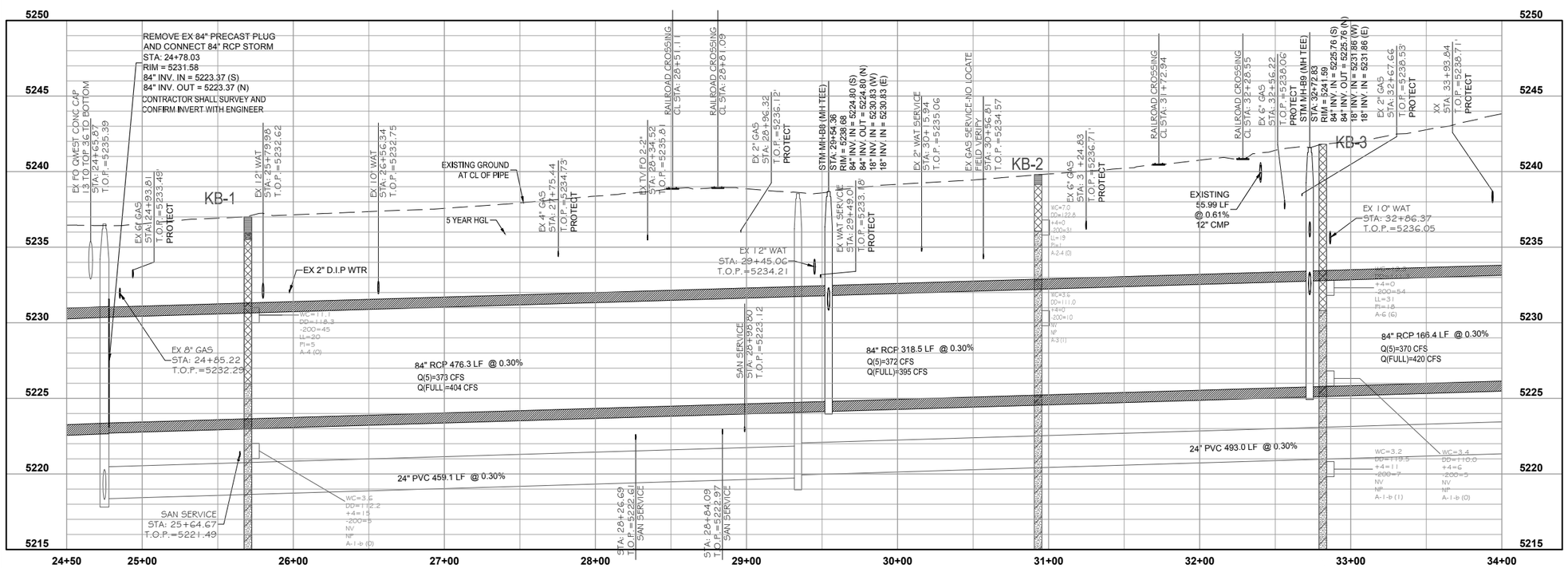
STORM PLAN & PROFILE 25+50.00 TO 34+00.00



KEY MAP

N.T.S.

ORIGINAL SCALE: 1"= 40' HORIZ.
1"= 4' VERT.



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NO.	DESCRIPTION OF REVISIONS	DATE	BY
1	PCO 100% SUBMITTAL	8-23-13	MWG

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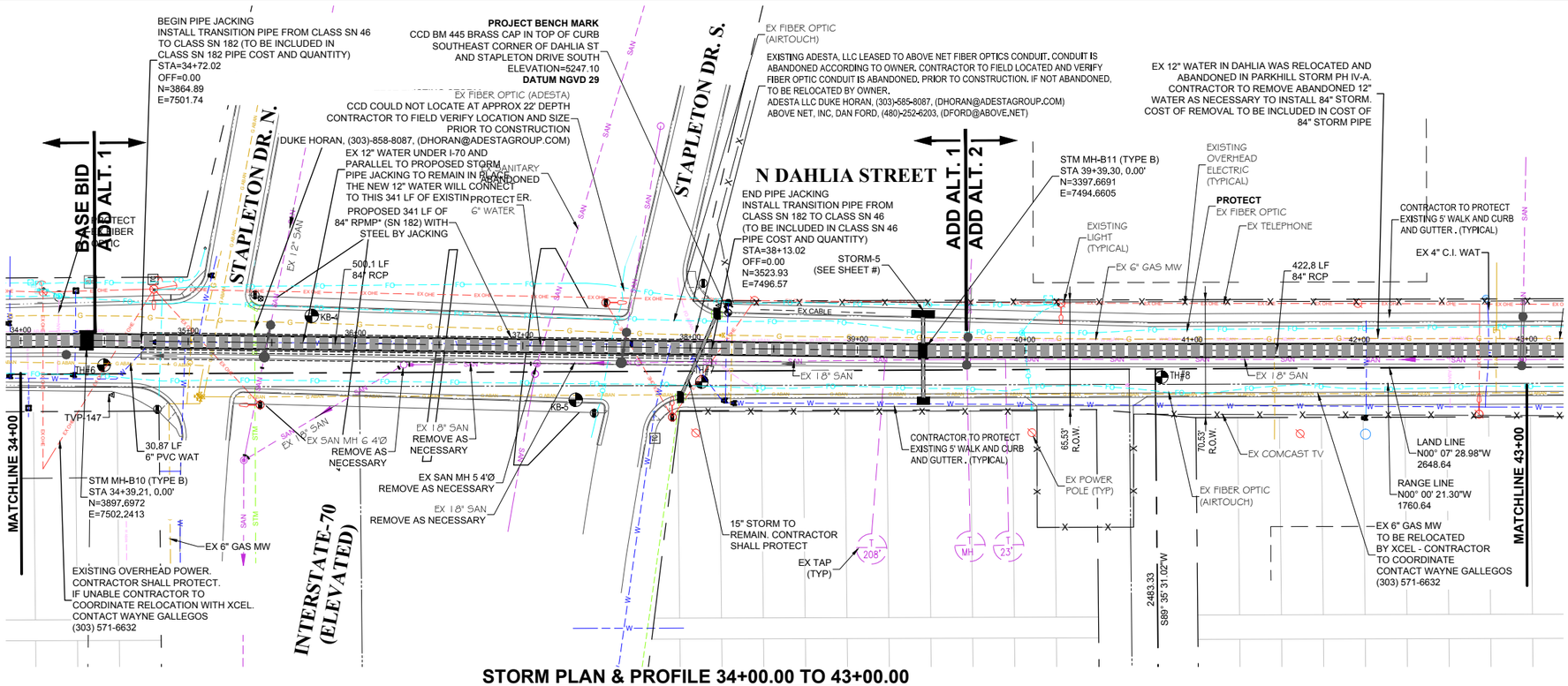
DENVER
THE MILE HIGH CITY

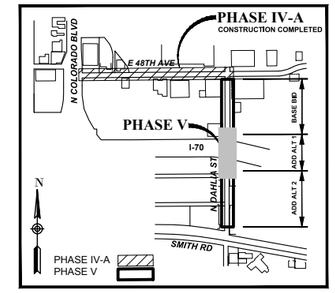
PARK HILL STORM, PHASE V

STORM PLAN & PROFILE 25+50.00 TO 34+00.00

DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-STM-01.dwg
DATE: MAY 2016
SHEET NO.: 9 OF 17



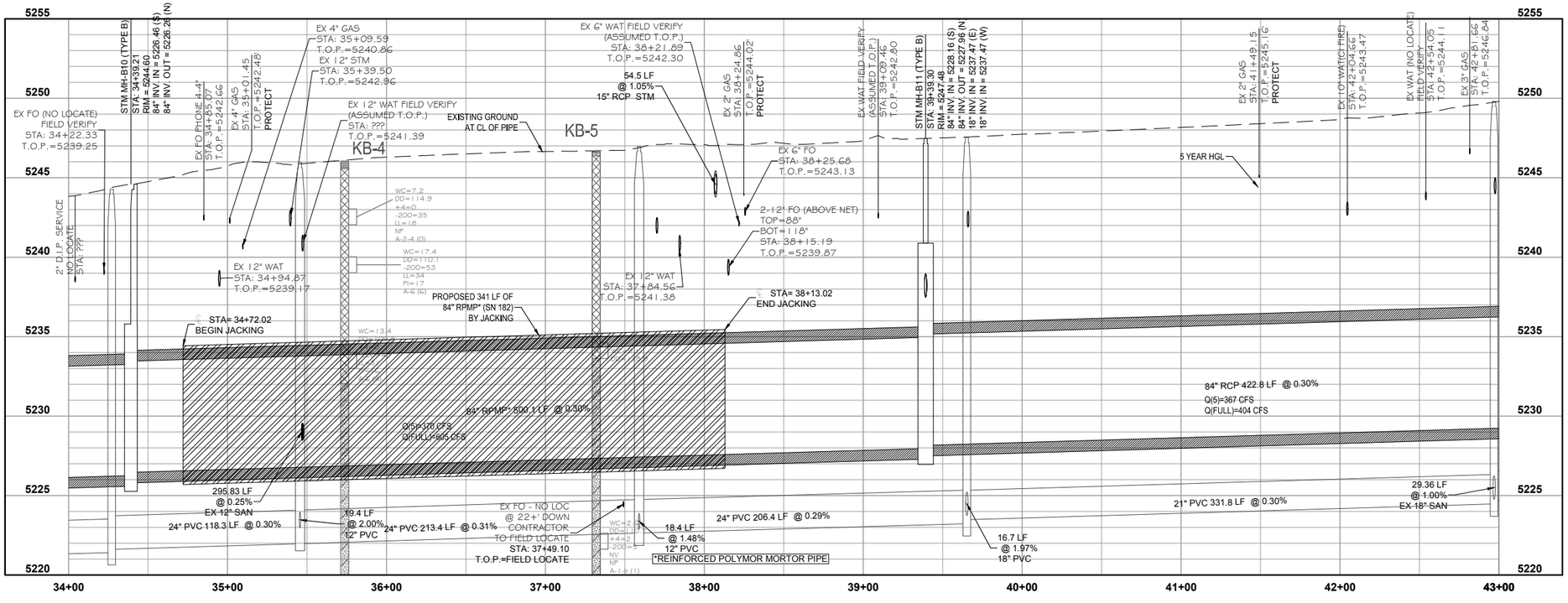
STORM PLAN & PROFILE 34+00.00 TO 43+00.00



KEY MAP
N.T.S.

N

ORIGINAL SCALE: 1"= 40' HORIZ.
1"= 4' VERT.



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NO.	DESCRIPTION OF REVISIONS	DATE	BY
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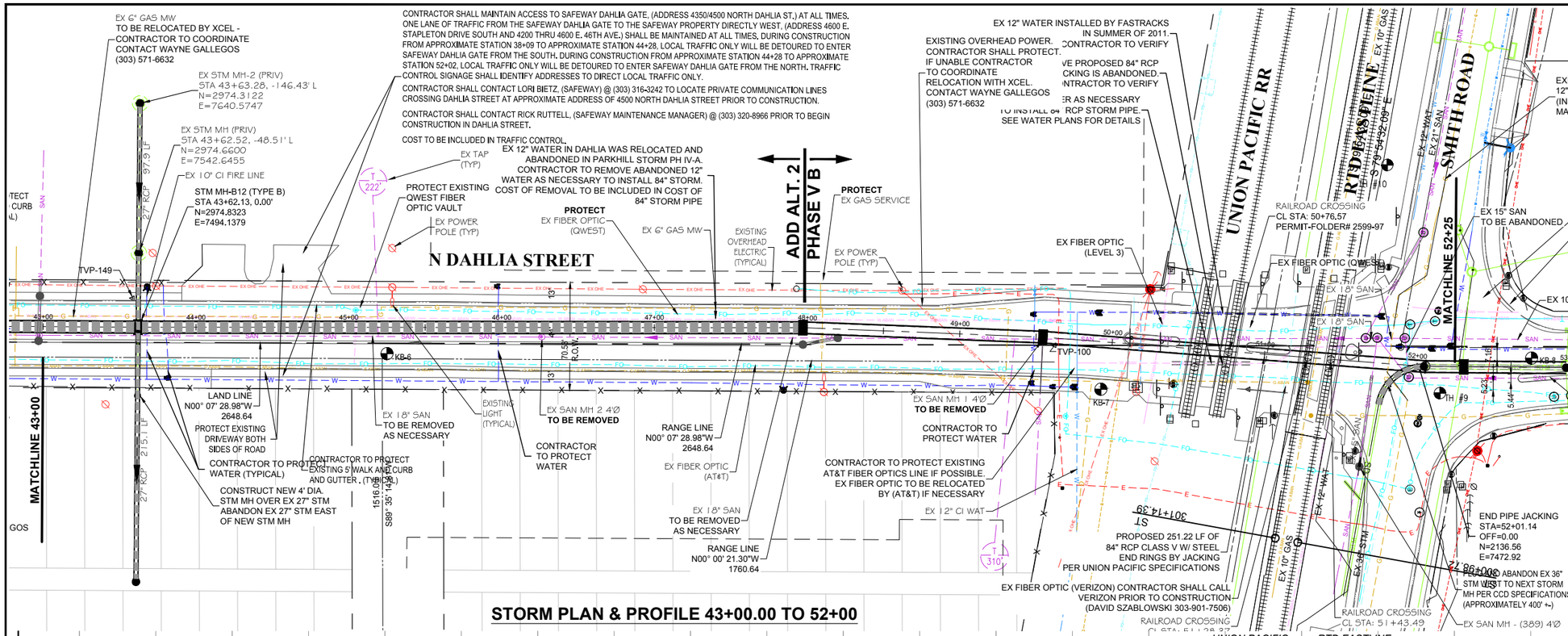
DENVER
THE MILE HIGH CITY

PARK HILL STORM, PHASE V

STORM PLAN & PROFILE 34+00.00 TO 43+00.00

DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-STM-01.dwg
DATE: MAY 2016
SHEET NO.: 10 OF 17



KEY MAP

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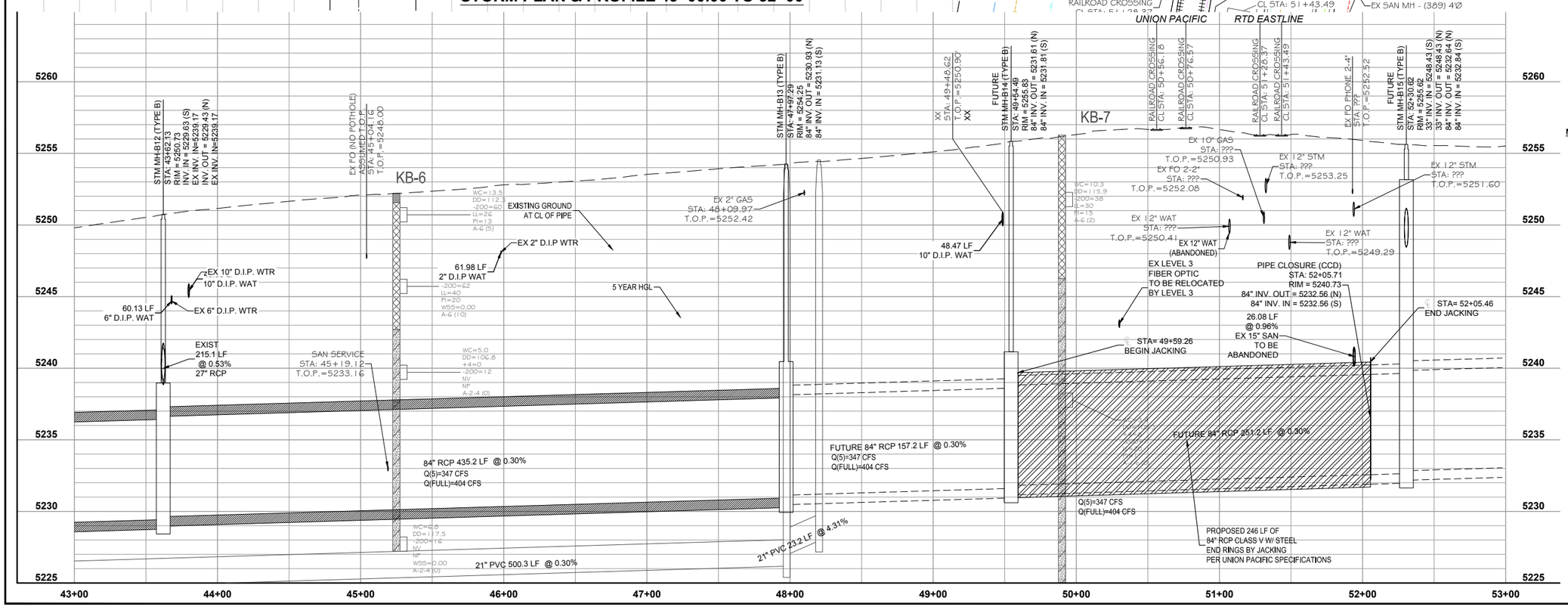
Jesse.gross@dtpjv.com

STORM PLAN & PROFILE 43+00.00 TO 52+00



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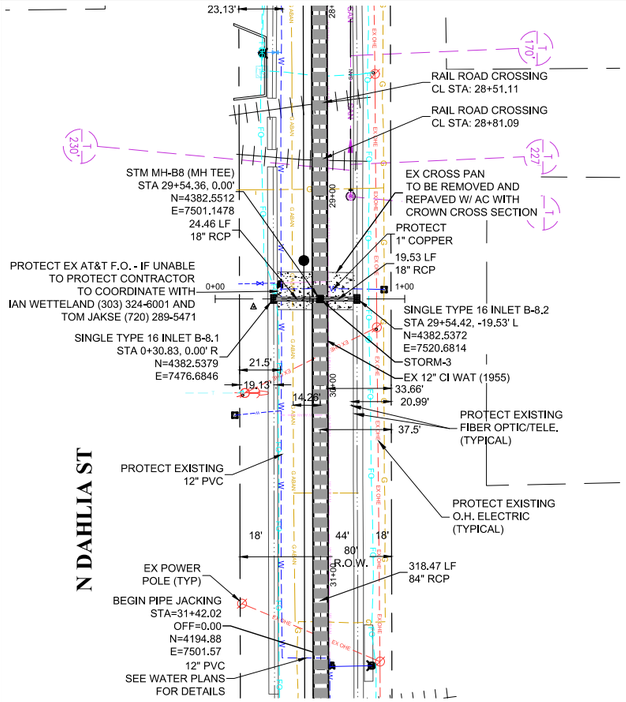
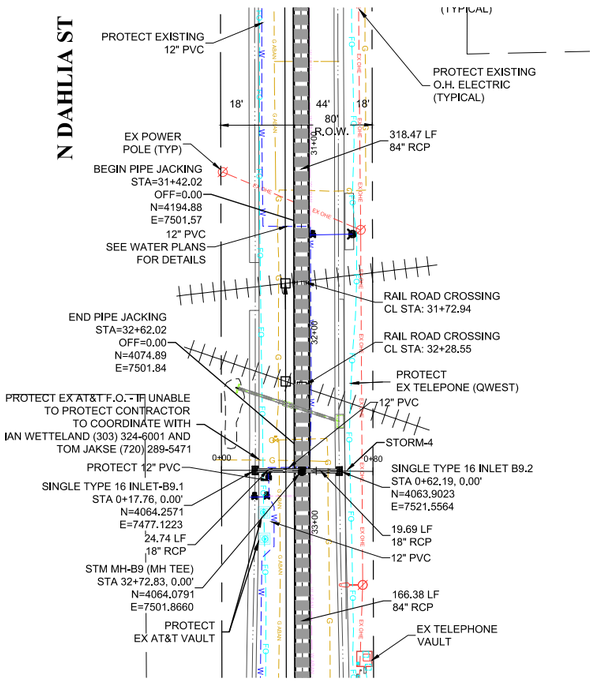
PARK HILL STORM, PHASE V

STORM PLAN & PROFILE 43+00.00 TO 52+00

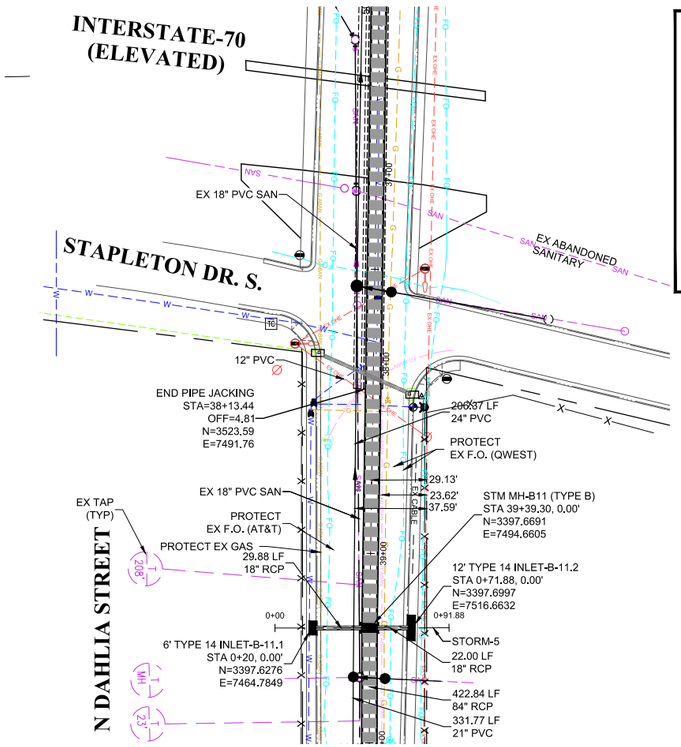
DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-STM-01.dwg
DATE: MAY 2016
SHEET NO.: 11 OF 17



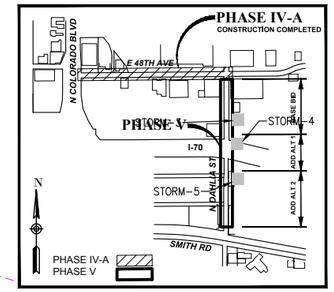
STORM-3 PLAN AND PROFILE



STORM-4 PLAN AND PROFILE



STORM-5 PLAN AND PROFILE

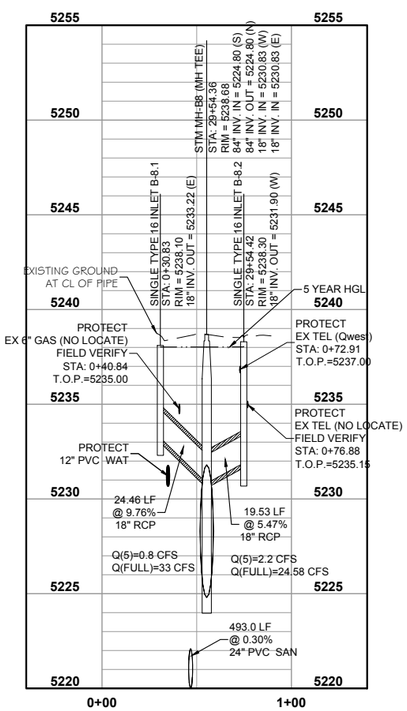


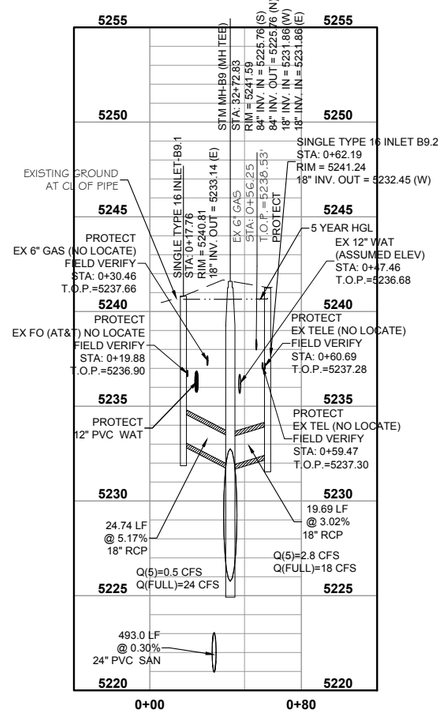
KEY MAP

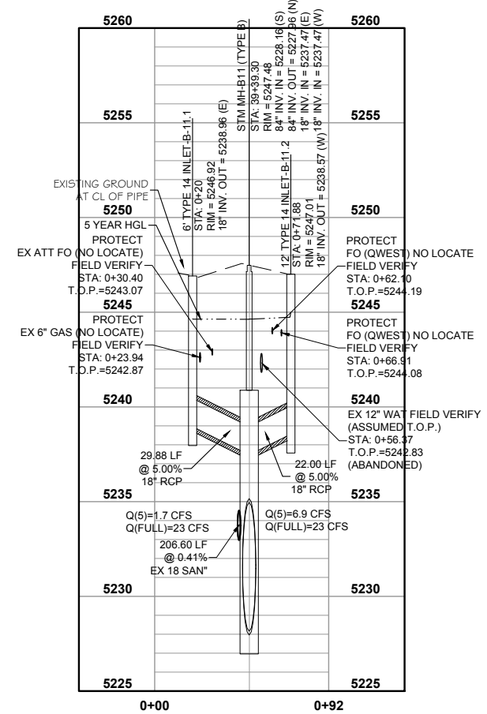
N.T.S.

N

ORIGINAL SCALE: 1"= 40' HORIZ.
1"= 4' VERT.







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DENVER
THE MILE HIGH CITY

PARK HILL STORM, PHASE V

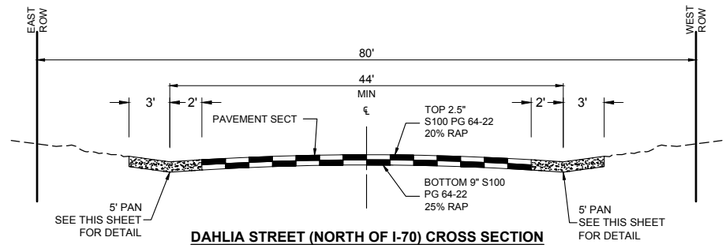
STORM LATERALS PLAN AND PROFILE

DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-STM-02.dwg
DATE: MAY 2016
SHEET NO.: 13 OF 17

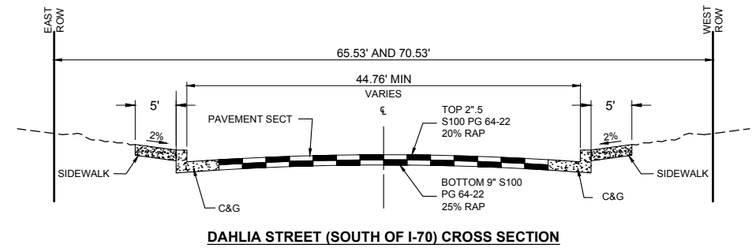
CONCRETE PAVING AT SMITH AND DAHLIA INTERSECTION. 1,355 SY

EXISTING A.C. TO BE REMOVED AND REPLACED DAHLIA STREET 11,000 SY

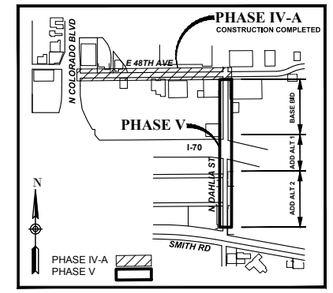
NOTE:
DAHLIA STREET WILL BE REPAVED FROM LIP OF GUTTER TO LIP OF GUTTER AS SHOWN.



DAHLIA STREET (NORTH OF I-70) CROSS SECTION



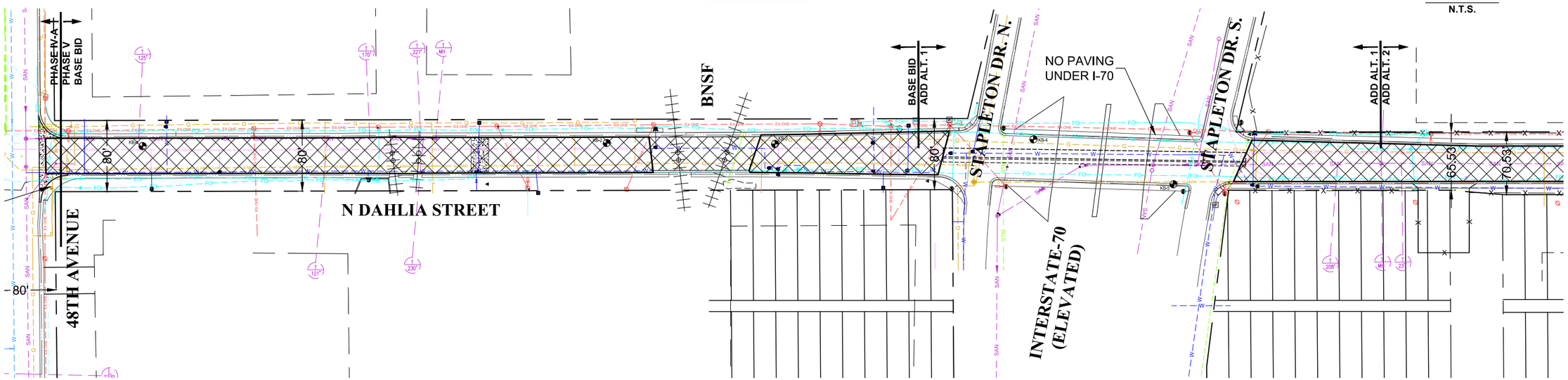
DAHLIA STREET (SOUTH OF I-70) CROSS SECTION

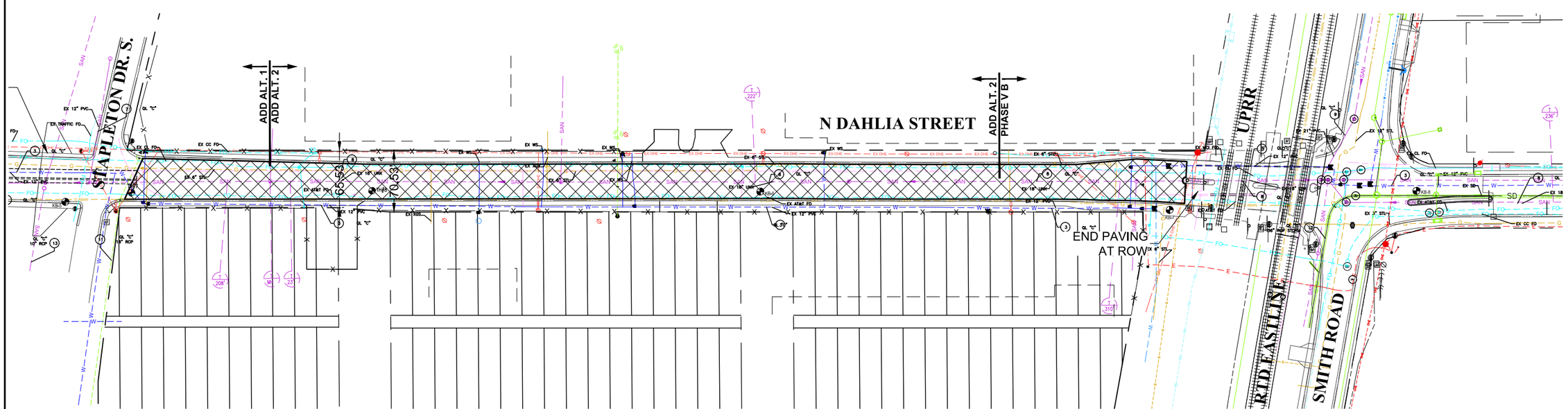


KEY MAP
N.T.S.

PAVING PLAN

ORIGINAL SCALE: 1" = 50' HORIZ.





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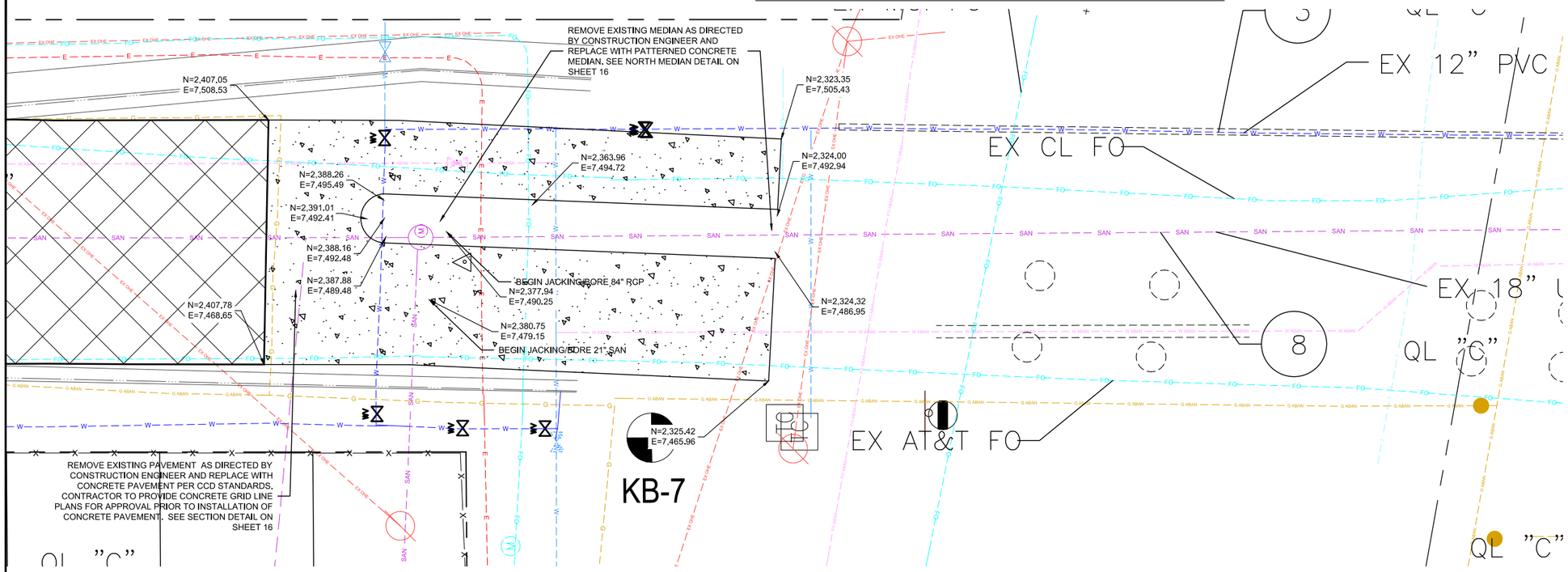
DENVER
THE MILE HIGH CITY

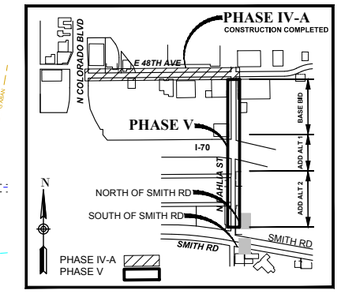
PARK HILL STORM, PHASE V

PAVING PLAN

DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-PAV-PH.dwg
DATE: MAY 2016
SHEET NO.: 14 OF 17

DAHLIA STREET MEDIAN PLAN-NORTH OF SMITH ROAD





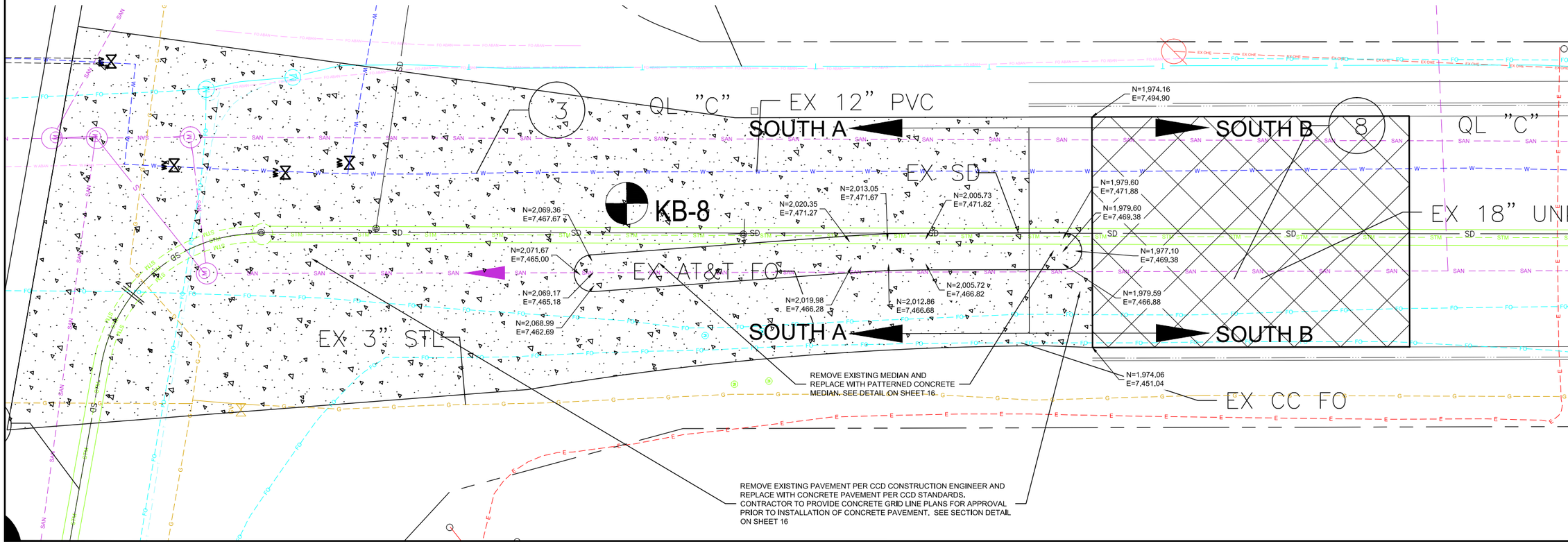
KEY MAP

N.T.S.

ORIGINAL SCALE: 1" = 10' HORIZ.

NOTE: THE MEDIAN IMPROVEMENTS ARE INCORPORATED FROM THE RTD FASTRACK IMPROVEMENTS. CONTRACTOR SHOULD REFERENCE THOSE PLANS FOR DESIGN DETAILS.

DAHLIA STREET MEDIAN PLAN-SOUTH OF SMITH ROAD



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DENVER
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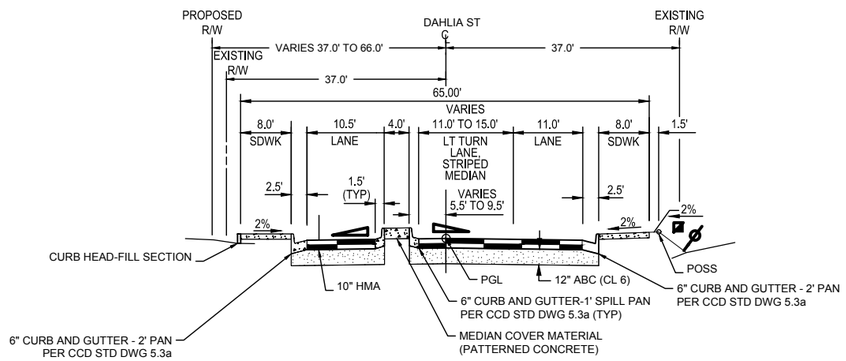
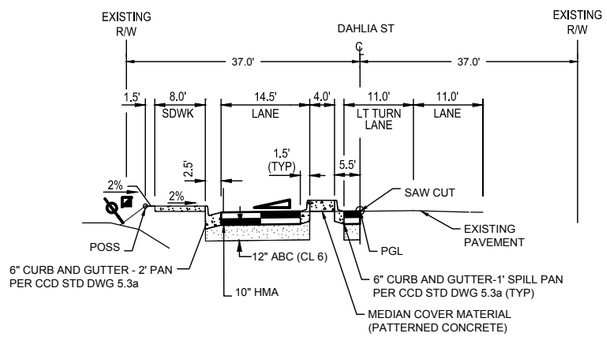
PARK HILL STORM, PHASE V

MEDIAN PLAN

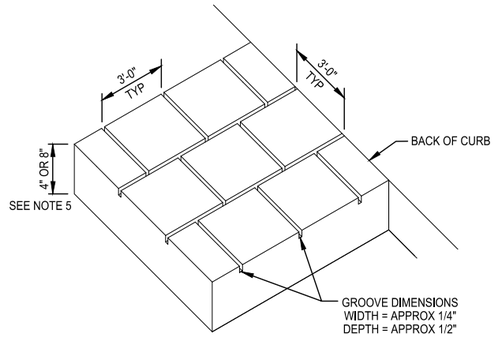
DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-MEDIAN.dwg
DATE: MAY 2016
SHEET NO.: 15 OF 17



TYPICAL SECTION-MEDIAN SOUTH A



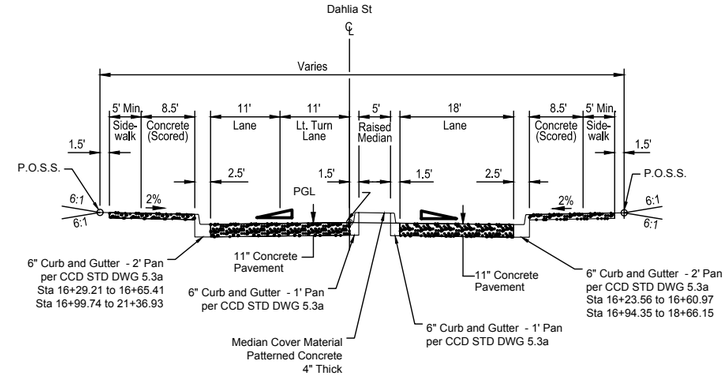
TYPICAL SECTION-MEDIAN SOUTH B



MEDIAN COVER MATERIAL (PATTERNED CONCRETE) DETAIL

MEDIAN COVER MATERIAL (PATTERNED CONCRETE) NOTES:

1. ½" EXPANSION JOINT SHALL BE PLACED BETWEEN THE CURB AND MEDIAN COVER MATERIAL.
2. MEDIAN COVER MATERIAL SHALL BE ALTERNATING BRUSHED PATTERN AS SHOWN ABOVE.
3. CONTROL JOINTS FOR MEDIAN COVER MATERIAL SHALL BE PLACED EVERY 10' WITH A MINIMUM DEPTH OF 1".
4. PROVIDE OPENINGS FOR SIGN POSTS AND SIGNALIZATION FOUNDATIONS.
5. MEDIAN COVER MATERIAL THICKNESS SHALL BE 8" THICK BETWEEN CRT AND UPRR, WHERE ACCESS BEING PROVIDED. ALL OTHERS AREAS MEDIAN COVER MATERIAL SHALL BE 4" THICK.
6. SIDEWALK ADJUST TO 8" THICK MEDIAN COVER MATERIAL SHALL BE 8" THICK PCCP.



DAHLIA ST MEDIAN TYPICAL SECTION
NORTH OF SMITH ROAD

TYPICAL SECTION NOTES

- THE CONTRACTOR SHALL BE REQUIRED TO PERFORM SOIL PREPARATION (SPECIAL) AND SEEDING/MULCHING TO ALL DISTURBED SURFACE. (IF EXISTING MATERIAL IS OTHER THAN SOIL, REPLACE IN KIND.)
- BREAK POINTS IN SLOPES SHALL BE ROUNDED DURING CONSTRUCTION FOR A PLEASING APPEARANCE.
- CROSS-SLOPE, 2% IN FULL RECONSTRUCTION AREAS OR MATCH EXISTING, EXCEPT AS SHOWN ON PAVING AND GRADING PLANS.
- VERTICAL ALIGNMENT CONTROL POINTS.
- **P.O.S.S.** POINT OF SLOPE SELECTION

PROVIDE CURB AND GUTTER TRANSITION IN ACCORDANCE WITH SHEET CSD-003. THIS APPLIES WHERE CURB AND GUTTER ENDS AT ALL TRACK CROSSING.

FOR VARYING DIMENSIONS SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL DETAIL.

SEE PAVING AND GRADING PLANS FOR PAVEMENT CROSS-SLOPE TRANSITIONS.

TYPICAL SECTIONS ARE NOT INTENDED FOR STAKING THE PROJECT. SEE ROADWAY PLANS FOR GENERAL LAYOUT AND STATION/OFFSET INFORMATION.

TYPICAL SECTION NOTES

- PLACE 4 INCHES OF TOPSOIL TO THIS LINE AFTER COMPLETION OF PAVING OPERATIONS. IF EXISTING MATERIAL IS OTHER THAN SOIL, REPLACE IN KIND.
- CONSTRUCT AT 2.0% CROSS SLOPE IN FULL RECONSTRUCTION AREAS. MATCH EXISTING CROSS SLOPE IN PAVEMENT WIDENING AREAS EXCEPT AS SHOWN IN THE CROSS SECTIONS.
- VERTICAL ALIGNMENT CONTROL POINTS.
- POSS POINT OF SLOPE SELECTION

PROVIDE CURB AND GUTTER TRANSITION FROM STANDARD TO MATCH EXISTING GROUND OVER A DISTANCE OF 6'-0". THIS APPLIES WHERE CURB AND GUTTER ENDS AT ALL TRACK CROSSING.

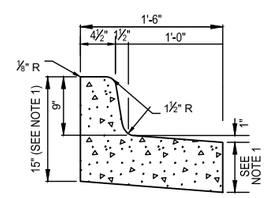
FOR VARYING DIMENSIONS SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL DETAIL.

SEE PAVING AND GRADING PLANS FOR PAVEMENT CROSS-SLOPE TRANSITIONS.

TYPICAL SECTIONS ARE NOT INTENDED FOR STAKING THE PROJECT. SEE ROADWAY PLANS FOR GENERAL LAYOUT AND STATION/OFFSET INFORMATION.

- SEE CROSS SECTIONS FOR FORE SLOPES AND BACK SLOPES.

SEE EAST SMITH ROAD TYPICAL SECTIONS FOR THICKNESS OF CONCRETE PAVEMENT THROUGH INTERSECTION OF EAST SMITH ROAD AND DAHLIA STREET.



9" VERTICAL CURB & 1' SPILL PAN DETAIL

9" VERTICAL CURB & 1' SPILL PAN DETAIL NOTES:

1. IF CONSTRUCTED ADJACENT TO HMA PAVEMENT, PAN THICKNESS IS 6" MINIMUM . IF CONSTRUCTED ADJACENT TO PCC PAVEMENT, PAN THICKNESS TO MATCH THICKNESS OF ADJACENT PCC PAVEMENT.

CONCRETE PAVEMENT NOTES

1. CONSTRUCT THICKENED CONCRETE PAVEMENT SECTION AT BUTT JOINTS TO EXISTING OR PROPOSED ASPHALT PAVEMENT PER CCD STD DWG 11.4 .
2. CONTRACTOR TO PREPARE AND SUBMIT FOR APPROVAL CONCRETE JOINTING PLANS. ALL TRANSVERSE JOINTS REQUIRE LOAD TRANSFER DOWEL BARS. SEE CDOT STD PLAN NO. M-412-1.
3. ALL CONCRETE FOR CONCRETE PAVEMENT SHALL BE CDOT CLASS P WITH AIR CONTENT 5.0% MINIMUM TO 8.0% MAXIMUM. THE MIX CAN HAVE 3/4" AGGREGATE SIZE (#67 OR #57) OR 1.5" (#467 OR #357).
4. CONTRACTOR HAS THE OPTION TO USE CDOT CLASS E CONCRETE TO OPEN PAVEMENT TO SERVICE SOON AFTER PLACEMENT. NO ADDITIONAL PAYMENT FOR USE OF CLASS E CONCRETE.
5. CONTRACTOR HAS THE OPTION TO CONSTRUCT CURB, GUTTER AND PAVEMENT MONOLITHIC PER CDOT STD PLAN NO. M-412-1.
6. THE CCD MAXIMUM MONOLITHIC PLACEMENT IS 14.0' FROM THE LONG JOINT TO THE BACK OF CURB; OTHERWISE, USE LONG JOINT OR TIED LONGITUDINAL (L) JOINT ON GUTTER PAN EDGE.
7. CONSTRUCT CURB AND GUTTER THE SAME THICKNESS AS ADJACENT PAVEMENT.
8. DOWEL NEW CONCRETE PAVEMENT INTO EXISTING PAVEMENT PER CCD STD DWG. 11.2B AND DWG. 11.4.
9. CONSTRUCT TEMPORARY ASPHALT PAVEMENT BETWEEN THE UPRR TRACKS. ONCE THE TRACKS HAVE BEEN UTILIZED AND THE PANELS HAVE SETTLED, PERMANENT CONCRETE WILL BE PLACED.
10. TRANSITION CONCRETE PAVEMENT TO ASPHALT PAVEMENT AS PER CCD DWG 11.4.
11. INSTALL 3" INTERCONNECT CONDUIT BETWEEN SMITH RD AND THE CONSTRUCTION LIMIT. LOCATION PER CCD DWG 16.7 OR AS DIRECTED IN THE FIELD BY INSPECTOR. INSTALL TRAFFIC PULL BOXES AT EACH INTERSECTION AND 350' MAXIMUM LENGTH OF CONDUIT.

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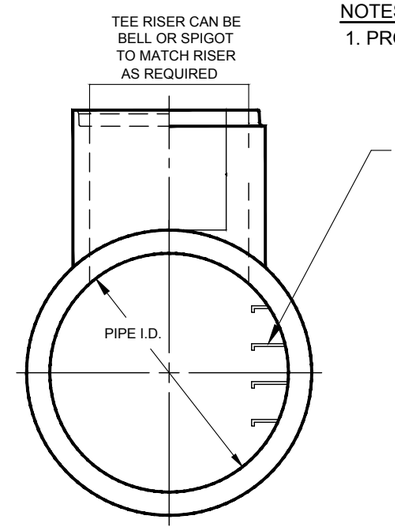
PARK HILL STORM, PHASE V

MEDIAN DETAIL

DRAWN BY: AKS
DESIGNED BY: AKS
APPROVED BY: AKS
DRAWING NAME: D-04-323-MEDIAN.dwg
DATE: MAY 2016
SHEET NO.: 16 OF 17

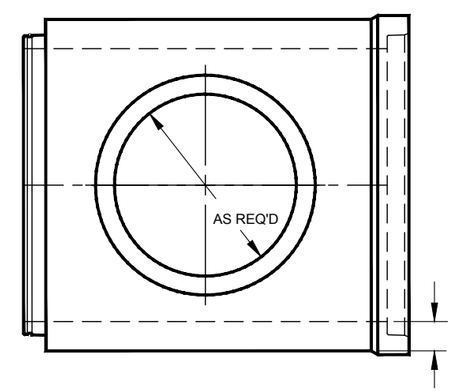
NOTES:

1. PRODUCED TO MEET ASTM SPECIFICATIONS.



VIEW LOOKING FROM SPIGOT TO BELL

MANHOLE SHOWN TANGENT RIGHT, FOR
MANHOLE TANGENT LEFT MIRROR IMAGE WILL APPLY



PLAN VIEW

PRECAST REINFORCED CONCRETE
CONCENTRIC MANHOLE TEE

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PARK HILL STORM, PHASE V

DETAILS

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DRAWING NAME: D-04-323-DET.DWG
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