

SEAL:

FOR AND ON BEHALF OF PROOF CIVIL CO.

REVISIONS		DESCRIPTION	
NO.	DATE	NO.	DATE

22031	6/2/2022	WBP	MAA
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PROJ. NO.:	22031	DATE:	6/2/2022	DRAWN BY:	WBP	CHECKED BY:	MAA
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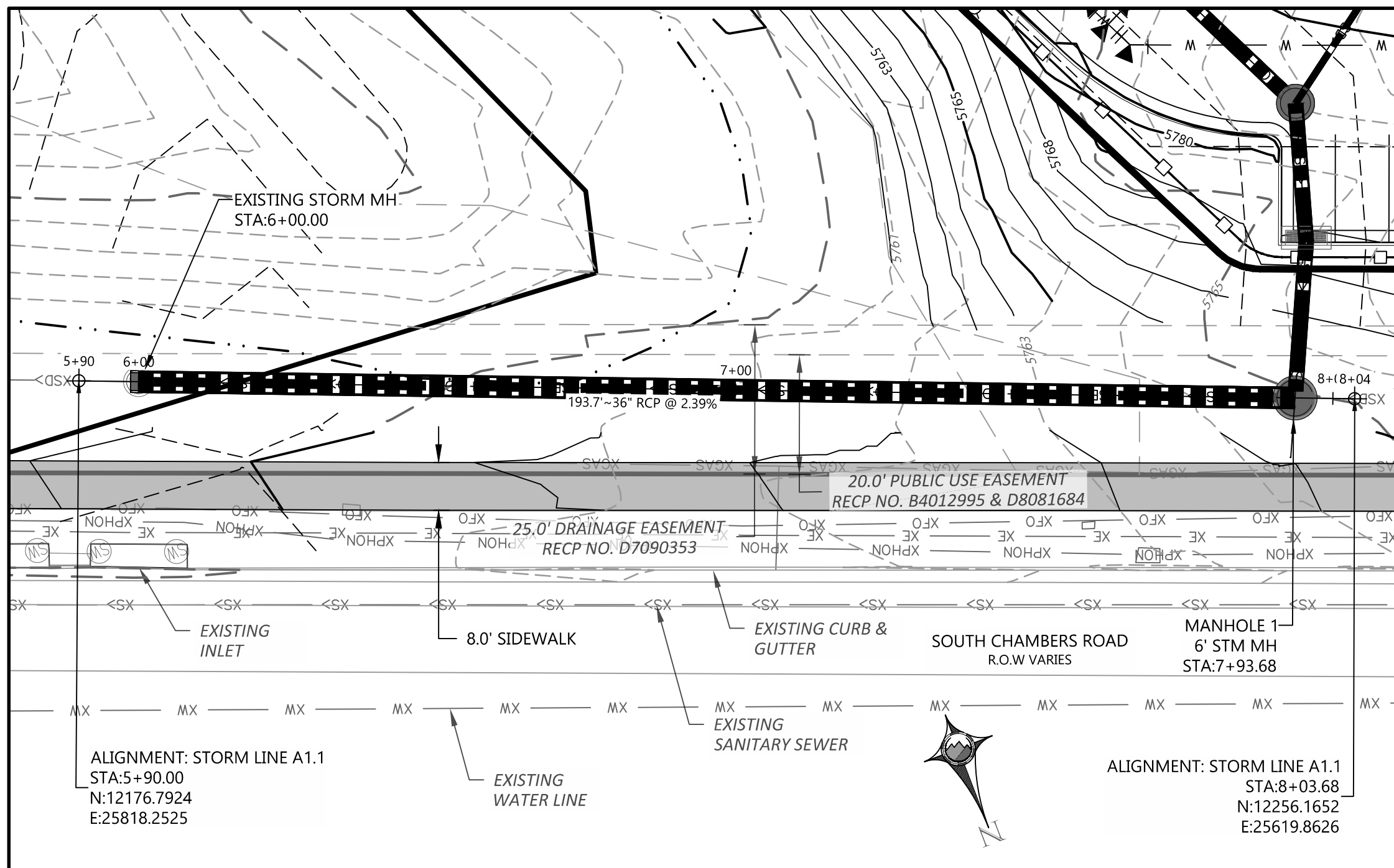
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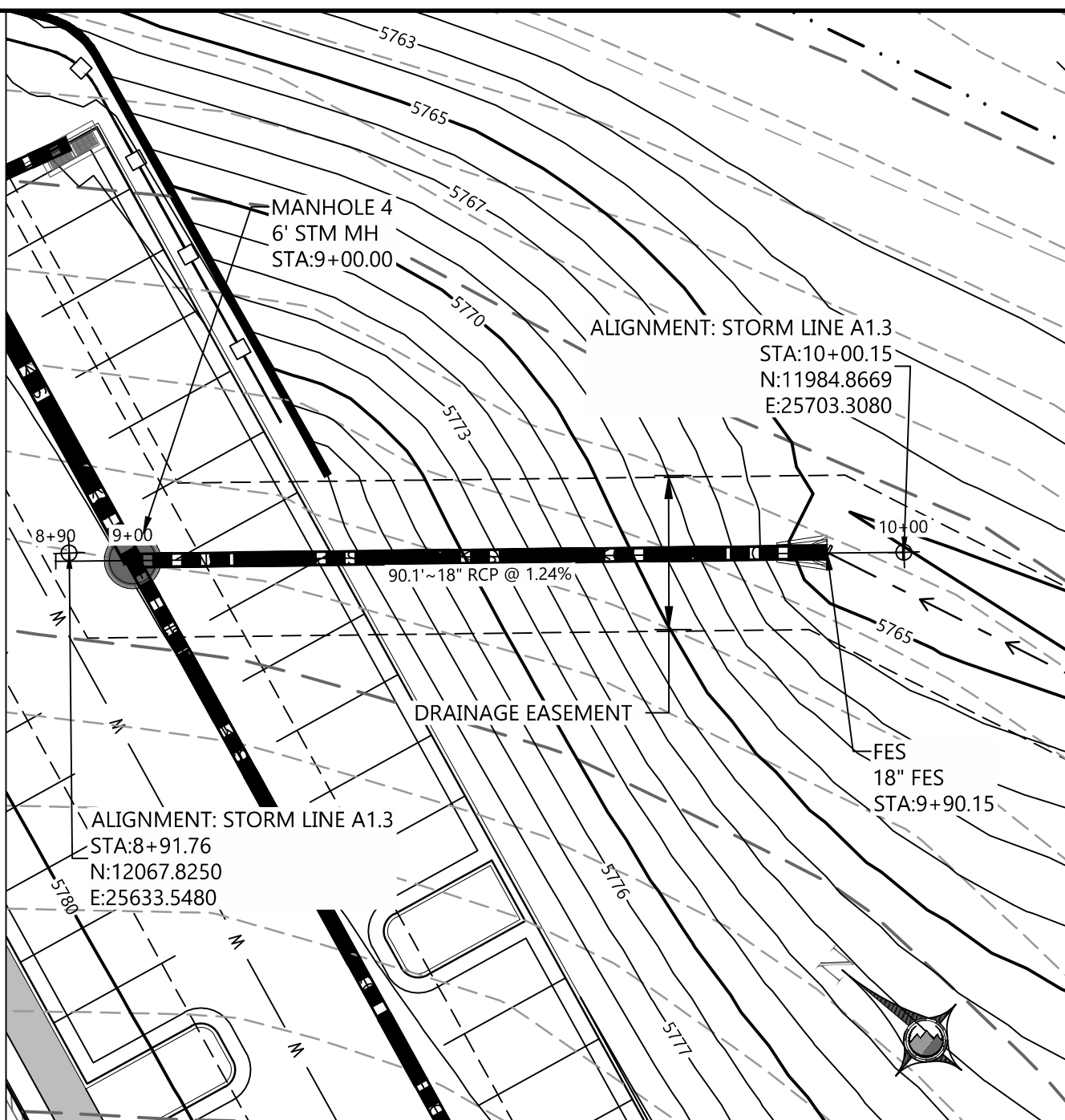
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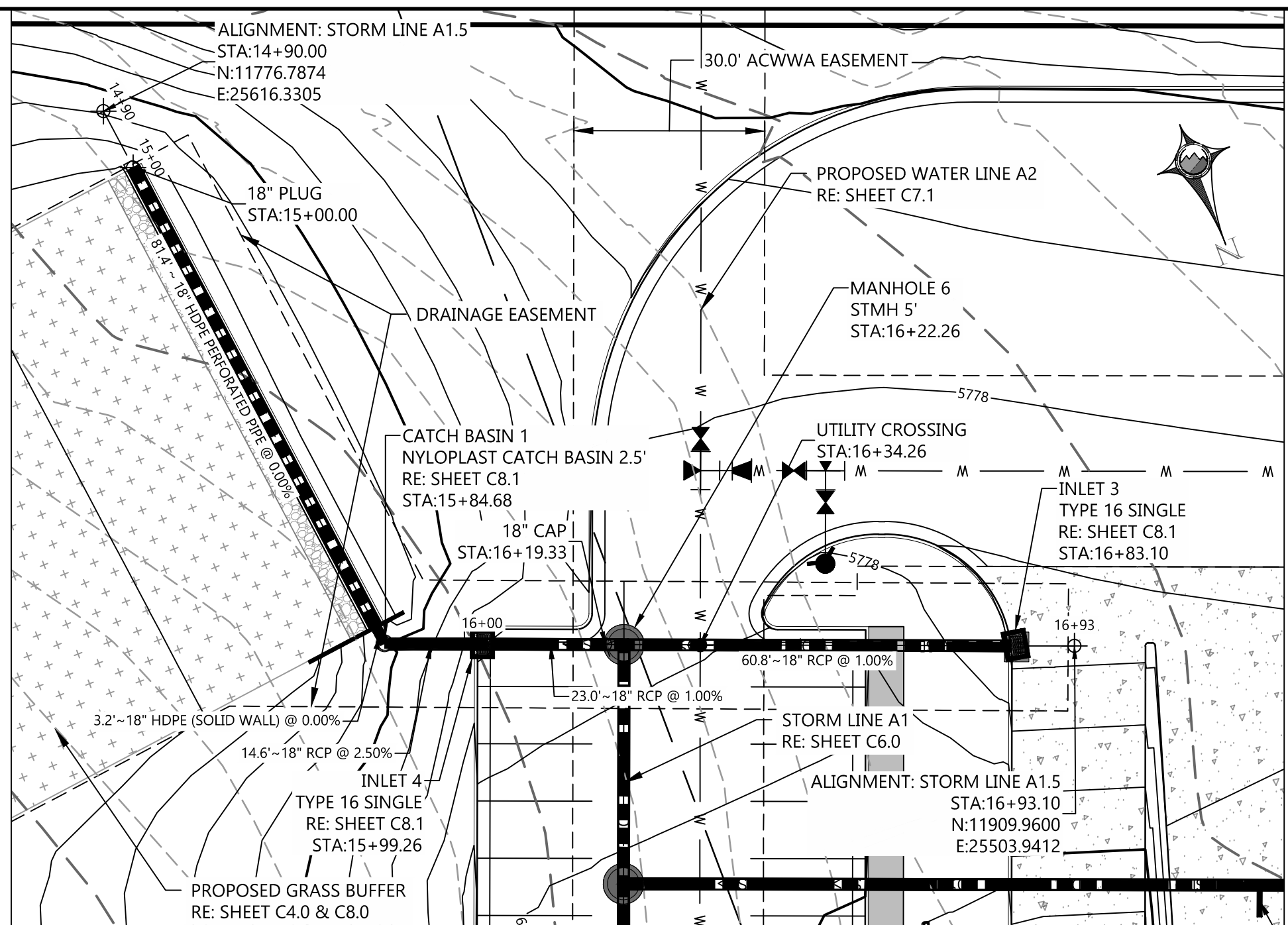
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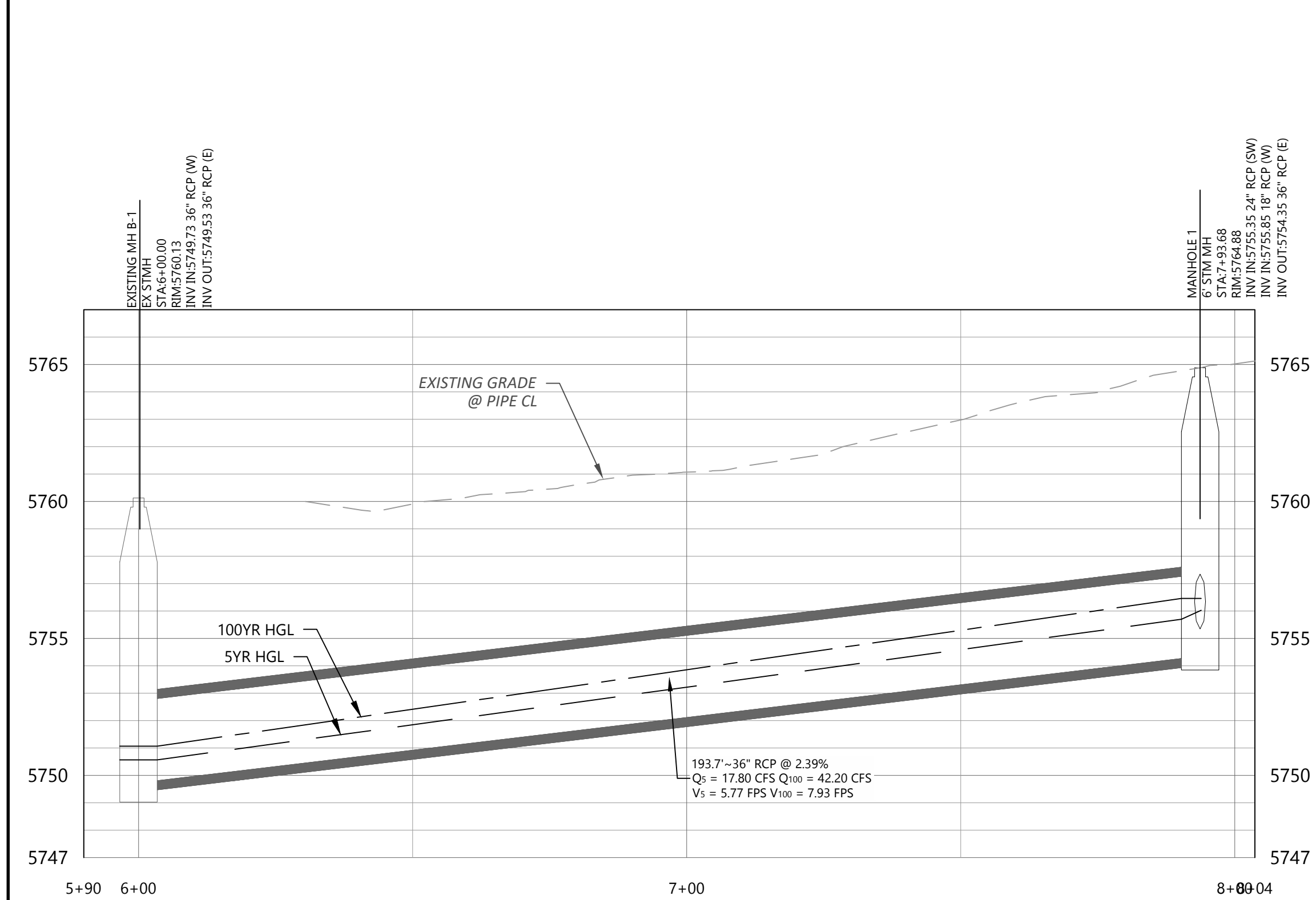
STORM LINE A1.1 PLAN
1" = 20'



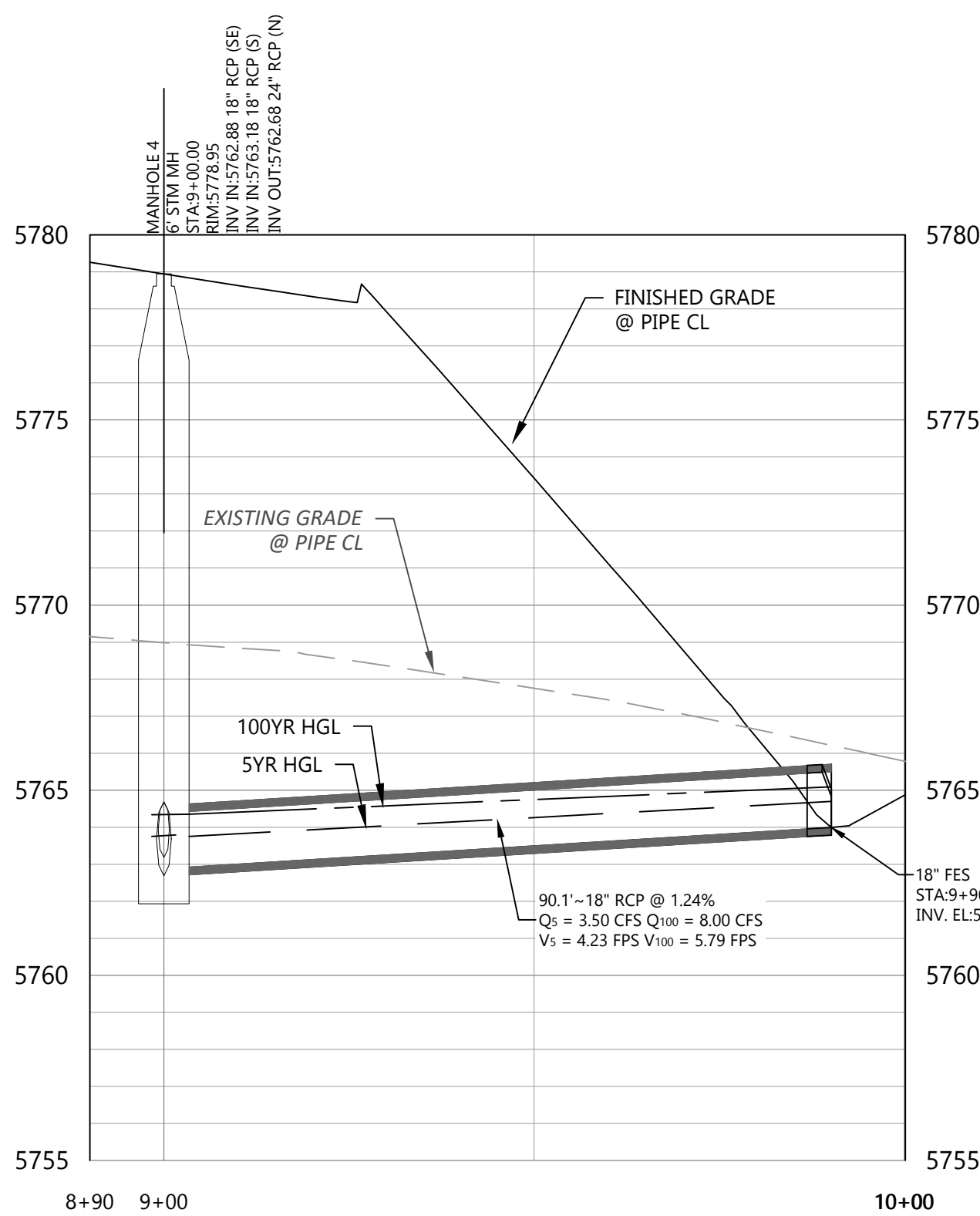
STORM LINE A1.3 PLAN
1" = 20'



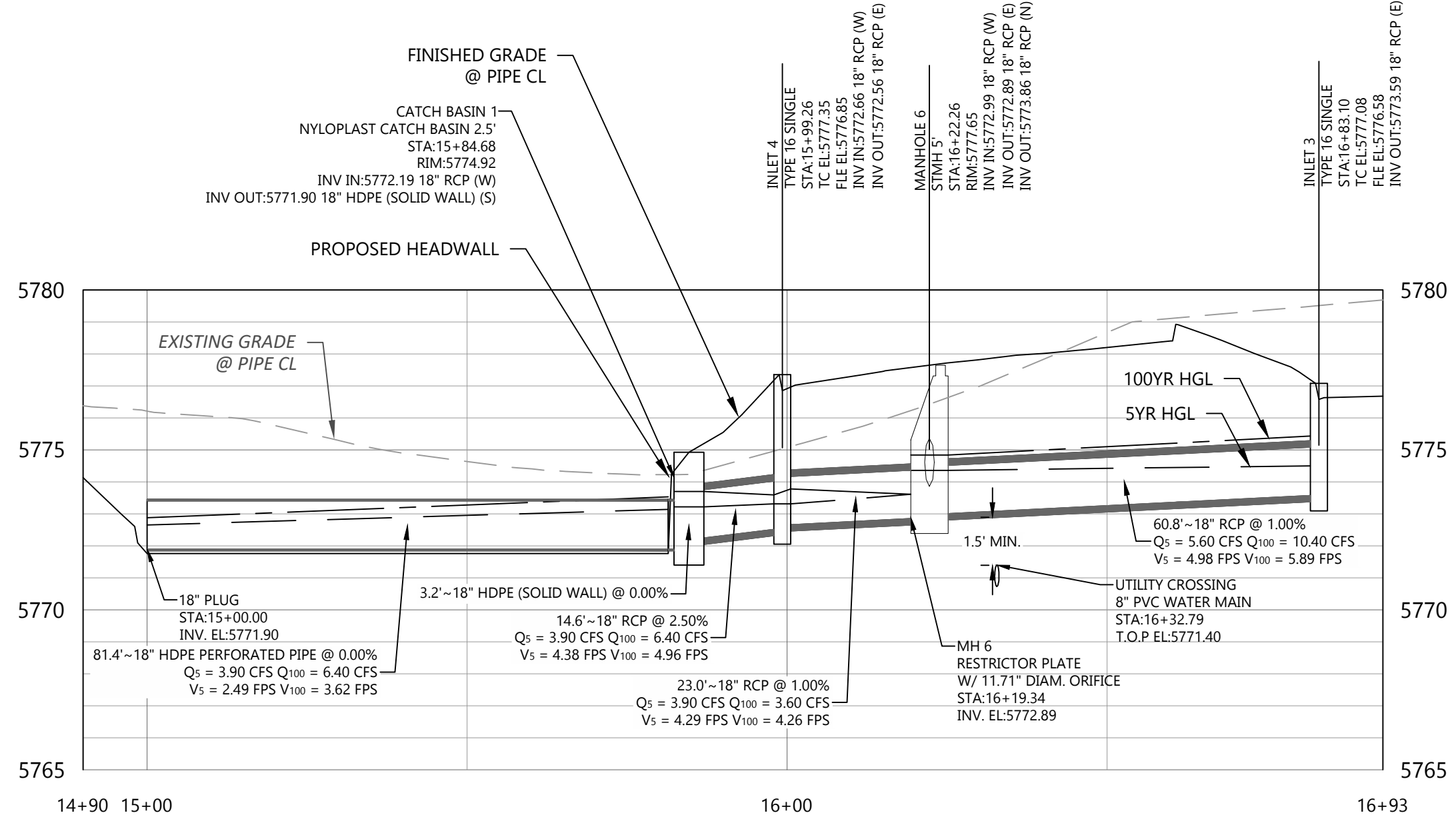
STORM LINE A1.5 PLAN
1" = 20'



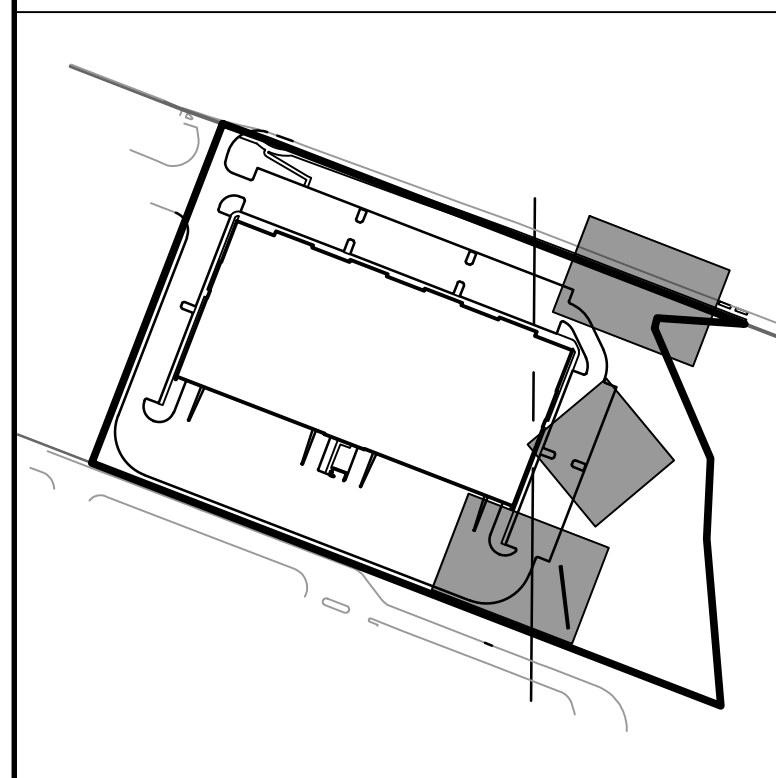
STORM LINE A1.1 PROFILE - PUBLIC
HORIZ: 1" = 20'
VERT: 1" = 4'



STORM LINE A1.3 PROFILE - PUBLIC
HORIZ: 1" = 20'
VERT: 1" = 4'



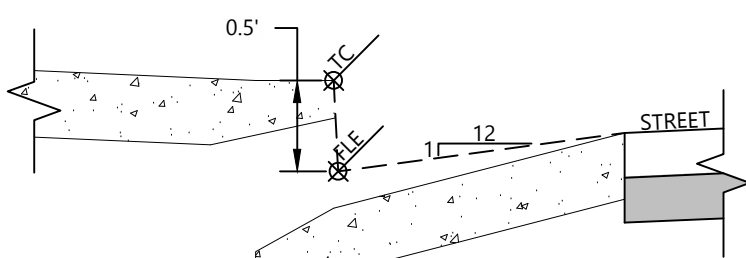
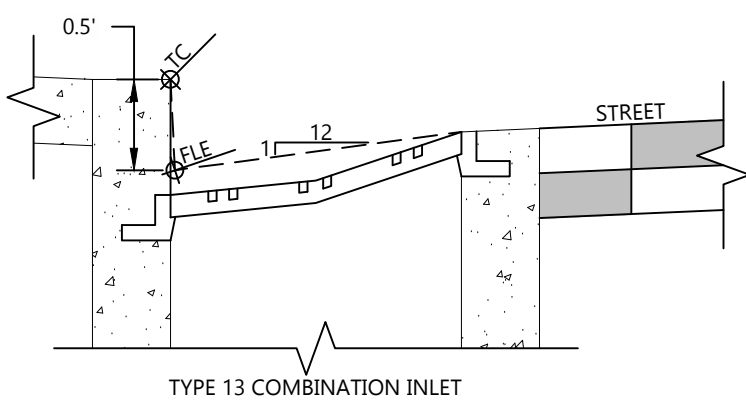
STORM LINE A1.5 PROFILE - PUBLIC
HORIZ: 1" = 20'
VERT: 1" = 4'



LEGEND:

	PROPERTY LINE		PROPOSED SAN SEWER LINE
	PROPOSED BUILDING		EXISTING SAN SEWER LINE
	EXISTING BUILDING		EXISTING ELECTRICAL LINE
	PROPOSED EASEMENT		EXISTING OVERHEAD ELECTRIC LINE
	EXISTING EASEMENT		EXISTING TELECOMM LINE
	PROPOSED STORM LINE W/ F.E.S.		EXISTING GAS LINE
	EXISTING STORM LINE W/ F.E.S.		EXISTING IRRIGATION LINE
	PROPOSED INLET		EXISTING FIBER OPTIC LINE
	EXISTING INLET		PROPOSED LIGHT POLE
	PROPOSED WATER LINE		EXISTING LIGHT POLE
	EXISTING WATER LINE		FLOWLINE EXTENDED*
	PROPOSED HYDRANT & VALVE		TOP OF CURB*
	EXISTING HYDRANT & VALVE		FINISHED GRADE AT TOP OF WALL
			FINISHED GRADE AT BOTTOM FACE OF WALL

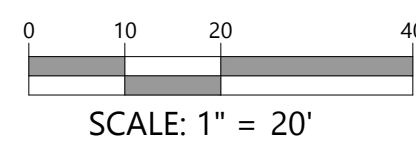
* SEE DETAIL AT RIGHT FOR DEFINED LOCATION



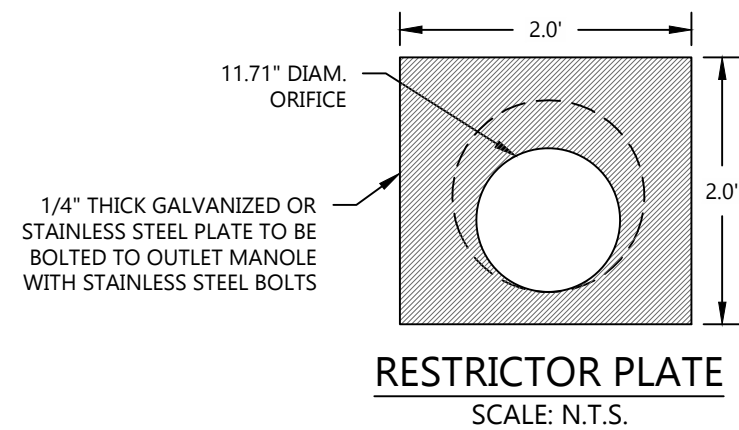
FLE/TC DETAILS FOR 6" VERTICAL CURB
SCALE: NTS

NOTES:

- CONTRACTOR TO NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS SHOWN ON THESE PLANS AND FIELD CONDITIONS.
- ALL PIPE LENGTHS AND STATIONS ARE TO CENTER OF STRUCTURE. ACTUAL FIELD LENGTHS MAY VARY.



SCALE: 1" = 20'



RESTRICTOR PLATE
SCALE: N.T.S.

STORM PLAN & PROFILE A1.1, A1.3 & A1.5

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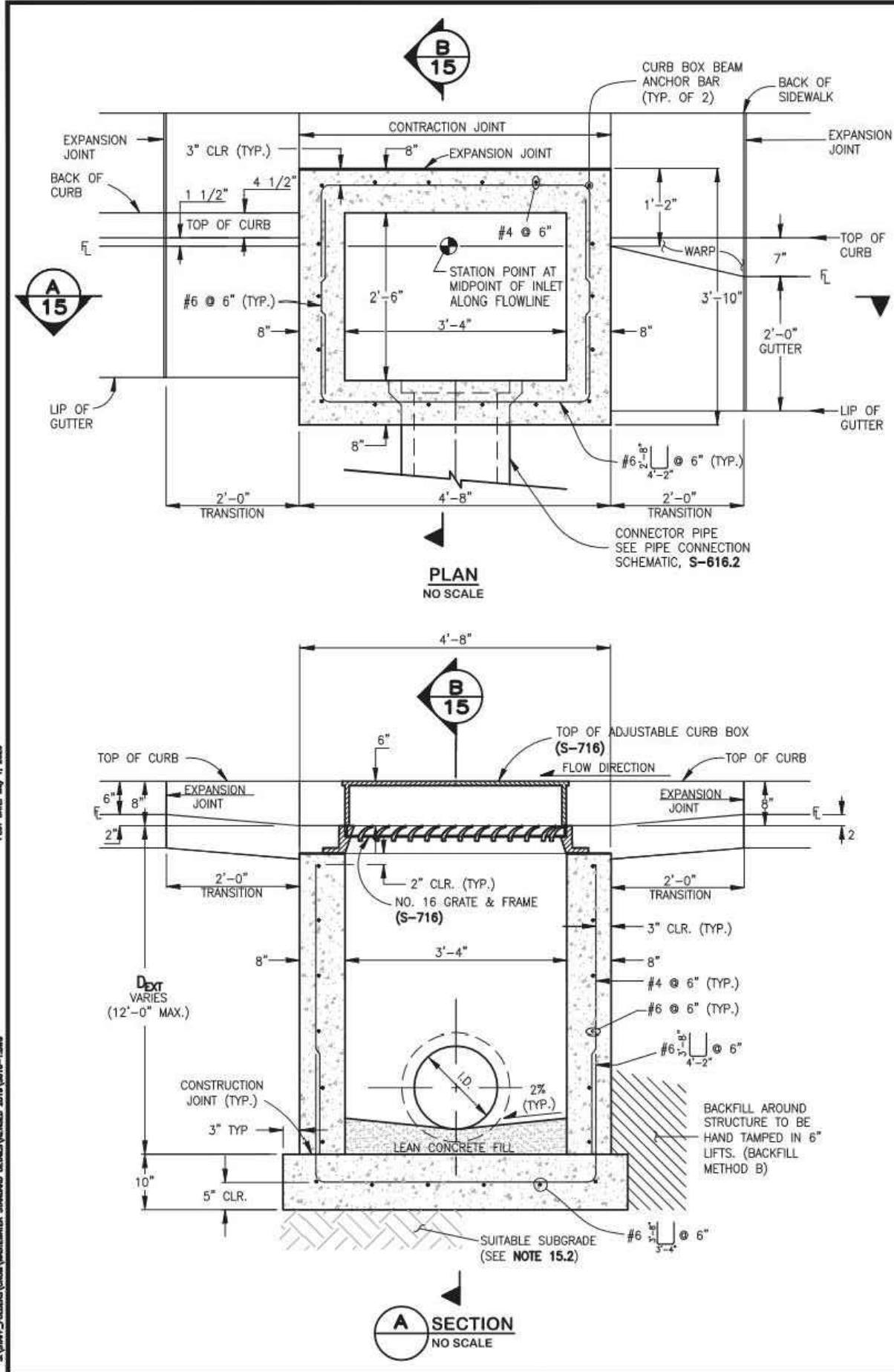
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REVISIONS

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DRAWING NO.

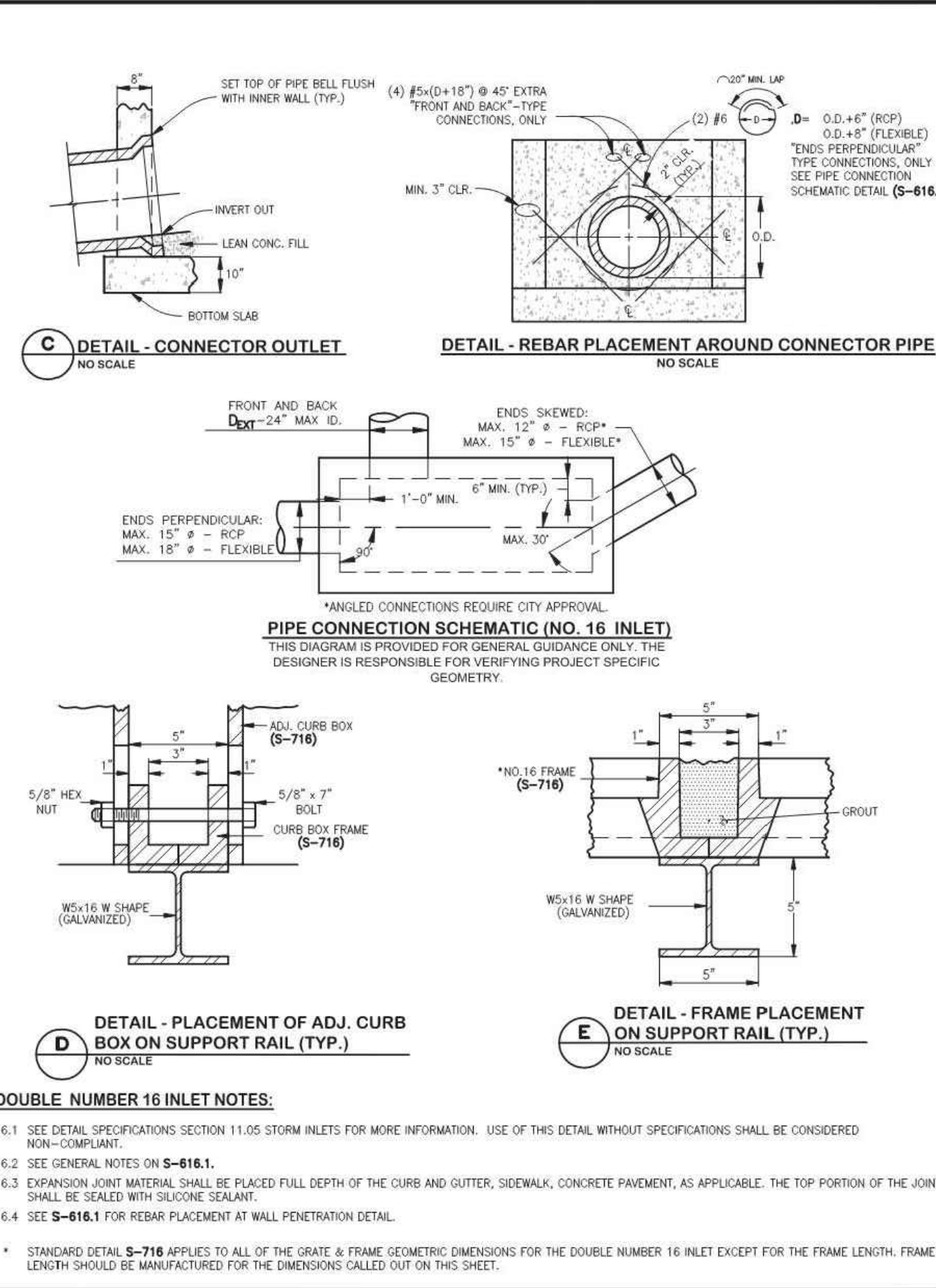
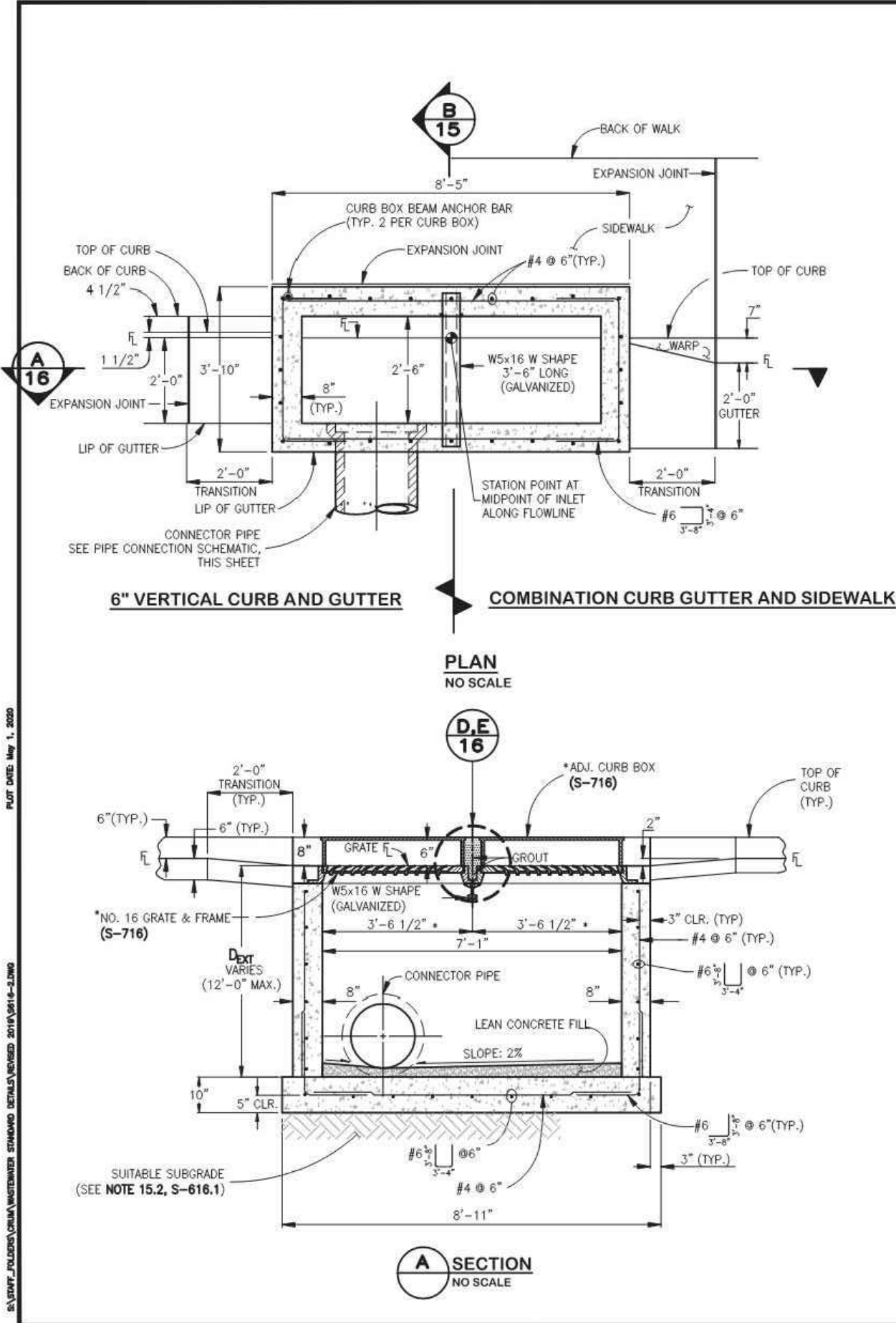
C6.1



SINGLE NUMBER 16 INLET NOTES:

- FOR PAYMENT PURPOSES, INLET STRUCTURES SHALL ALSO INCLUDE 2'-0" CURB & GUTTER TRANSITION SECTION AT EACH END OF INLET PLUS SIDEWALK SECTIONS WHERE REQUIRED BEHIND INLET STRUCTURE AND TRANSITION SECTIONS.
- SUB-GRADE SHALL BE 6"-12" OF CLASS B BEDDING COMPACTED PER WPM STANDARD CONSTRUCTION SPECIFICATIONS, ON SUITABLE, UNDISTURBED MATERIAL. IF SUBGRADE IS UNSUITABLE, THE SUBGRADE SHALL BE OVEREXCAVATED AND STABILIZED WITH CLASS B BEDDING PER WPM STANDARD CONSTRUCTION SPECIFICATIONS.
- FLOOR SLOPE MAY BE POURED MONOLITHIC WITH BASE.
- SE = SLOPE OF CONNECTOR = 2% MIN.
- UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS OR OTHERWISE APPROVED, ALL NO. 16 INLETS SHALL BE CONSTRUCTED WITH AN ADJUSTABLE CAST IRON CURB BOX (S-716).
- DESIGN CONDITIONS FOR INLET ALLOWS DEPTHS OF 12'-0" (MAX.). FOR INLETS MORE THAN 12'-0" FEET IN DEPTH, SHOP DRAWINGS AND DESIGN ANALYSIS SHALL BE SUBMITTED FOR APPROVAL.
- ALL REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60 DEFORMED BARS. DIAMETER OF BEND MEASURED ON THE INSIDE OF THE BAR SHALL BE A MINIMUM OF 6 BAR DIAMETER.
- ALL SHALL CONFORM TO ASHRAE LIFT-BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, 2017.
- NO FORMWORK SHALL REMAIN INSIDE STRUCTURE WHEN COMPLETE.
- CONCRETE MIX FOR GUTTER AND ANY ADDED STREET PANELS SHALL MEET CLASS 2 REQUIREMENTS FOR SULFATE RESISTANCE IN ACCORDANCE WITH CDOT STANDARD 601.04 ON STREETS WHERE MAGNESIUM CHLORIDE CHEMICAL ADJERS ARE APPLIED. REFER TO WPM STANDARD CONSTRUCTION SPECIFICATION SECTION 11 FOR REQUIREMENTS FOR SULFATE RESISTANCE IN CONCRETE EXPOSED TO EARTH.
- SPACING OF REINFORCING STEEL SHALL BE PERMITTED ONLY WHERE DETAILED IN DRAWINGS.
- INLET WALLS SHALL BE FORMED BOTH INSIDE AND OUTSIDE. CASTING OF SIDEWALKS AGAINST EARTH IS NOT PERMITTED.
- LEAN CONCRETE FILL TO BE F'C = 2000 PSI. INLET STRUCTURE, LID, STREET CURB AND GUTTER, AND PAVEMENT TO BE F'C = 4000 PSI, MAX W/C/M = 0.45 AND AIR DETAINED 5% TO 8%. F'C = 28 DAY COMPRESSIVE STRENGTH REQUIREMENT FOR MIX DESIGN, FIELD ACCEPTANCE.
- FOR THROUGH STRUCTURES, BENCHES MUST COME TO TOP OF PIPE.
- NO CORNER PENETRATIONS ON STRUCTURE.
- SEE WPM STANDARD CONSTRUCTION SPECIFICATIONS SECTION 11.04 STORM INLETS FOR MORE INFORMATION. USE OF THIS DETAIL WITHOUT SPECIFICATIONS SHALL BE CONSIDERED NON-COMPLIANT.
- SEE S-616.2 FOR REBAR PLACEMENT AT WALL PENETRATION DETAIL.
- REFER TO "TRANSPORTATION STANDARDS AND DETAILS FOR THE ENGINEERING DIVISION" FOR ADJACENT ROADWAY AND SIDEWALK DESIGN CRITERIA.

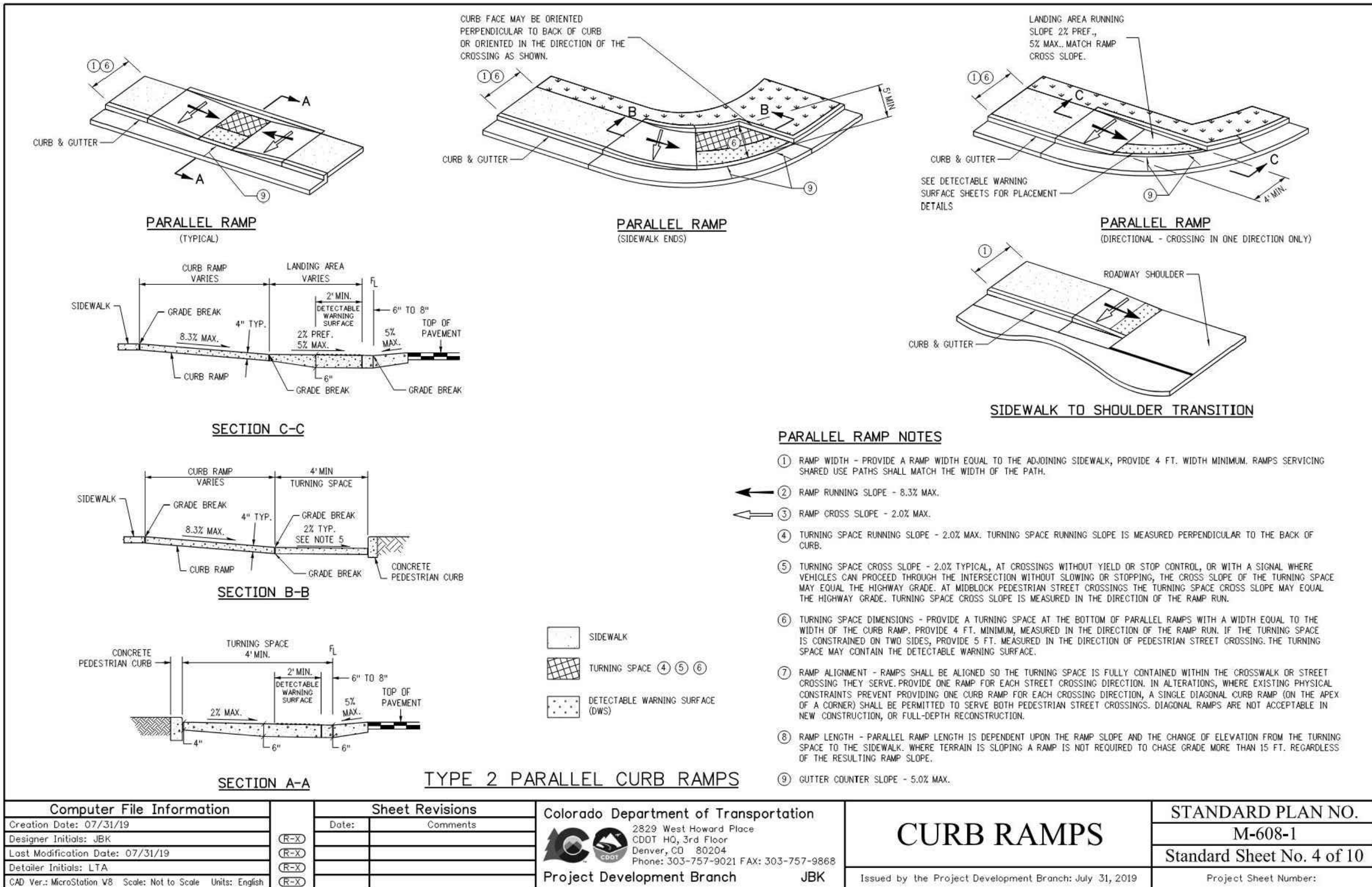
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DOUBLE NUMBER 16 INLET NOTES:

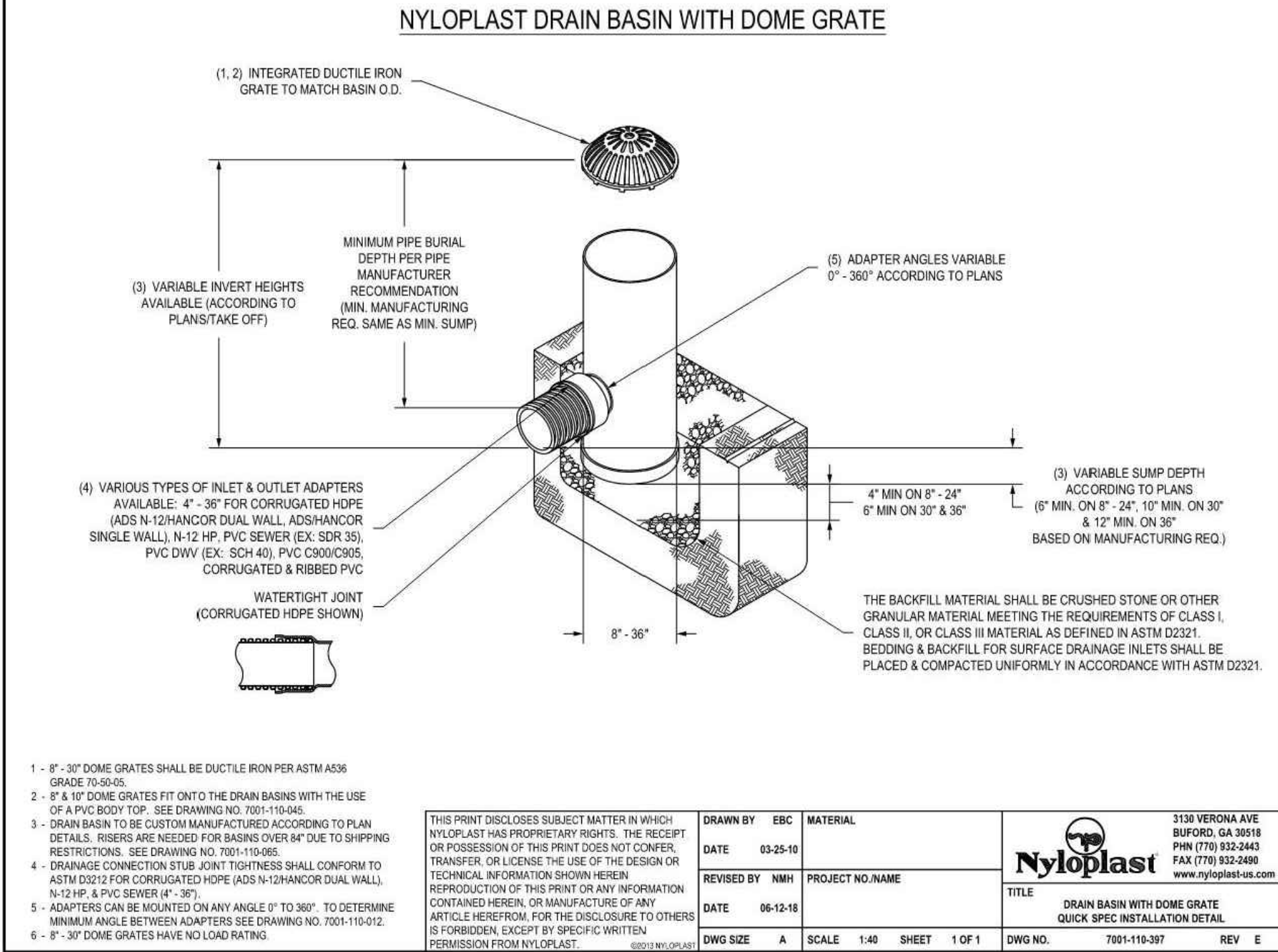
- SEE DETAIL SPECIFICATIONS SECTION 11.05 STORM INLETS FOR MORE INFORMATION. USE OF THIS DETAIL WITHOUT SPECIFICATIONS SHALL BE CONSIDERED NON-COMPLIANT.
- SEE GENERAL NOTES ON S-616.1.
- EXPANSION JOINT MATERIAL SHALL BE PLACED FULL DEPTH OF THE CURB AND GUTTER, SIDEWALK, CONCRETE PAVEMENT, AS APPLICABLE. THE TOP PORTION OF THE JOINT SHALL BE SEALED WITH SILICONE SEALANT.
- SEE S-616.1 FOR REBAR PLACEMENT AT WALL PENETRATION DETAIL.

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PARALLEL RAMP NOTES

- RAMP WIDTH - PROVIDE A RAMP WIDTH EQUAL TO THE ADJOINING SIDEWALK, PROVIDE 4 FT. WIDTH MINIMUM RAMP SERVING SHARED USE PATHS. SHALL MATCH THE WIDTH OF THE PATH.
- RAMP RUNNING SLOPE - 0.3% 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 RAMP WITH A WIDTH EQUAL TO THE WIDTH OF THE CURB RAMP. PROVIDE 4 FT. MINIMUM, MEASURED IN THE DIRECTION OF PEDESTRIAN STREET CROSSING. THE TURNING SPACE IS CONFINED 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 - RAMP 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 ALTERNATIONS, WHERE EXISTING PHYSICAL CONSTRAINTS PREVENT PROVIDING ONE CURB RAMP FOR EACH CROSSING DIRECTION, A SINGLE DIAGONAL CURB RAMP (ON THE APPEX OR CORNER) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. DIAGONAL RAMP 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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Computer File Information	Sheet Revisions	Colorado Department of Transportation	STANDARD PLAN NO.
Creation Date: 07/31/19	Date: _____	2829 West Howard Place	M-608-1
Designer Initials: JKB	Comments: _____	CDOT HQ, 3rd Floor	Standard Sheet No. 4 of 10
Last Modification Date: 07/31/19		Denver, CO 80204	
Desktop Initials: LTA		Phone: 303-757-8021 FAX: 303-757-8868	
CAD: Verc MicroStation V8		Project Development Branch	Project Sheet Number: _____

