

HORIZONTAL CONTROL NOTES:

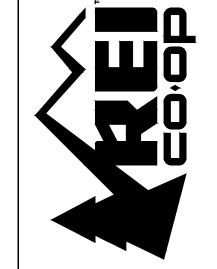
- DIMENSIONS SHOWN ARE NOT BASED ON SURVEY DATA. CONTRACTOR
 TO FIELD VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.
 ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF
- ALL DIMENSIONS AND RADII ARE TO FACE OF CURB, FACE OF BUILDING AND EDGE OF WALK UNLESS OTHERWISE NOTED.
 CONTRACTOR TO REPAIR/REPLACE ALL DAMAGE TO EXISTING FLATWORK OR SITE FEATURES NOT INTENDED FOR DEMOLITION.

GRADING AND DRAINAGE NOTES:

- 1. CONTRACTOR TO FIELD VERIFY, LOCATE, & PROTECT ALL EXISTING UNDERGROUND UTILITIES PRIOR TO AND DURING CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS
 TO THEIR ORIGINAL CONDITIONS.
- 3. EXISTING DRAINAGE PATTERNS SHOWN (FLOW ARROWS, SWALES. ETC.)
 BASED ON FIELD OBSERVATIONS. CONTRACTOR TO VERIFY PRIOR TO
- CONSTRUCTION.

 4. NO SURVEY WAS PROVIDED FOR THE AREA OF PROPOSED IMPROVEMENTS. CONTRACTOR TO VERIFY ALL EXISTING AND PROPOSED ADA PARKING SPACES AND ROUTES MEET ADA SLOPE REQUIREMENTS.

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ARCHITECT INFORMATION:

CallisonRTKL Inc.
U.S. Bank Centre
1420 5th Ave Suite

CONSULTANT INFORMATION:

WOOD SPRINGS.
216 S. GLEN AVENUE

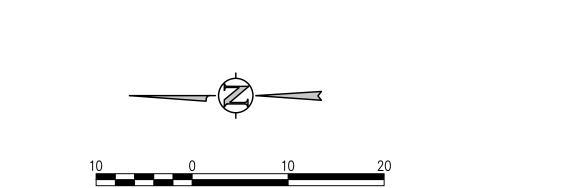
REI-GLENWOOD

DRAWING ISSUANCE LOG:

REV DATE DESCRIPTION

11/05/21 PERMIT SET

11/08/21 BID SET



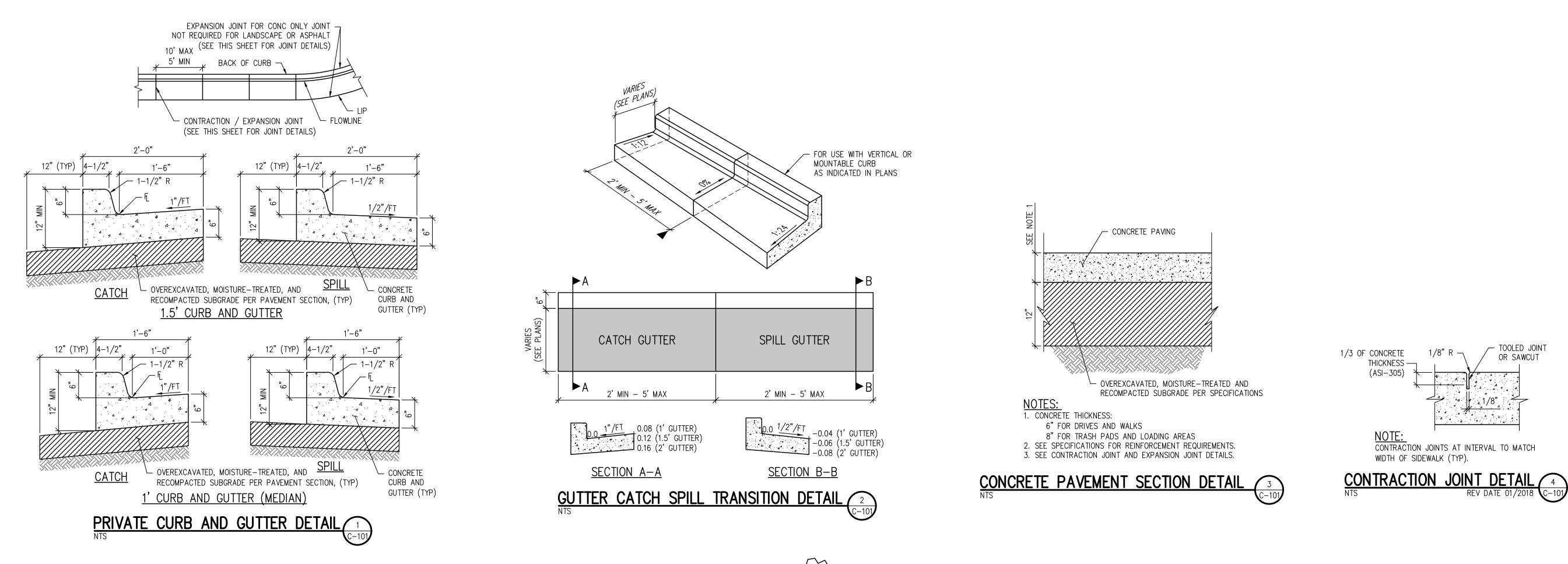
SITE PLAN

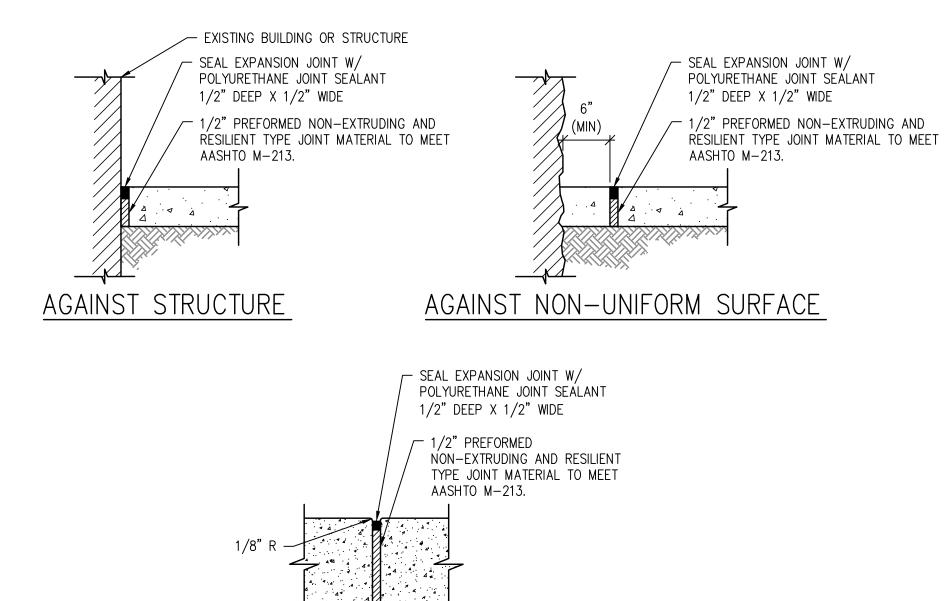
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SITE DETAILS

C-101



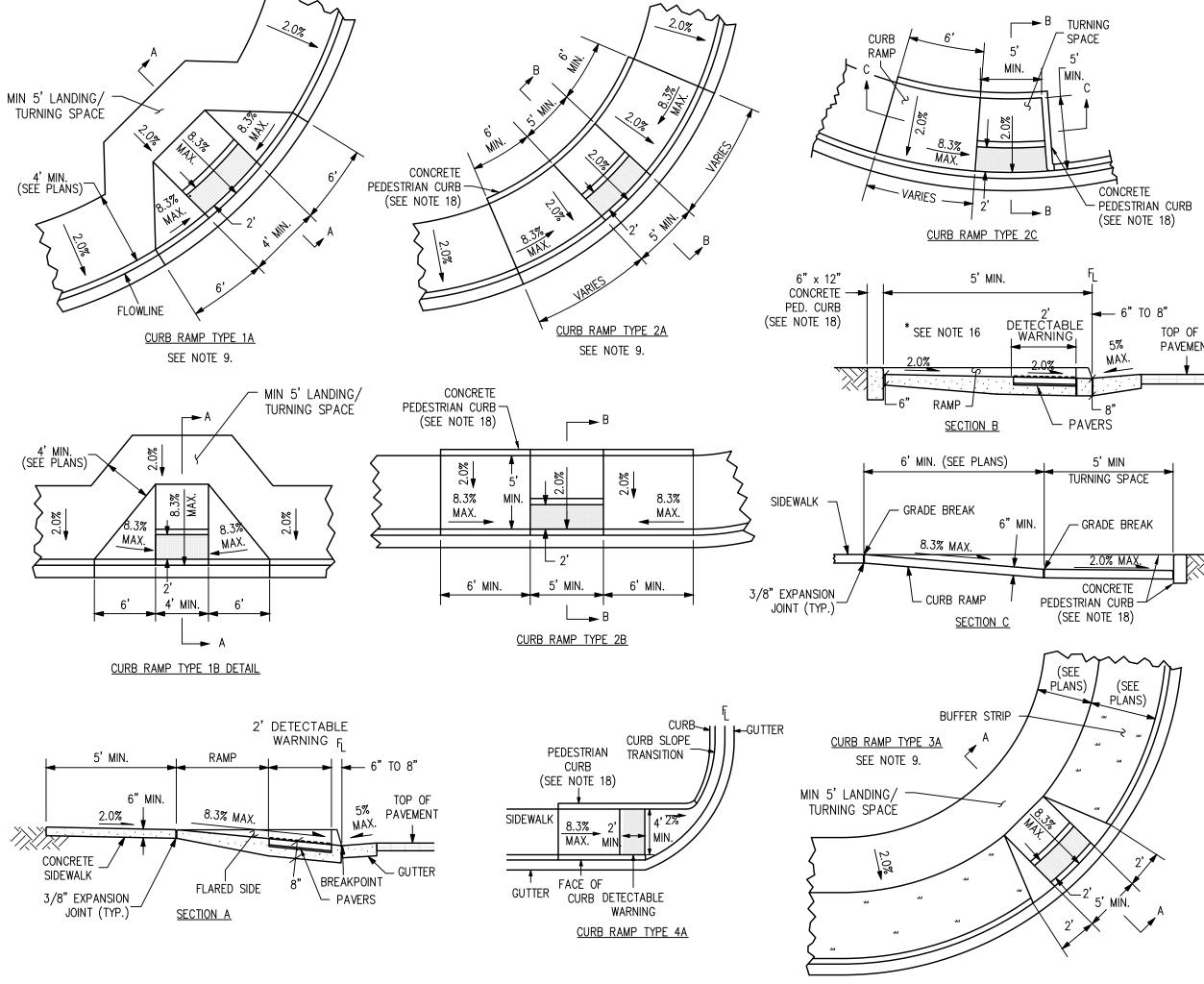


SIDEWALK

1. CURB EXPANSION JOINTS EVERY 100' MAX AND WHEREVER SIDEWALK ABUTS EXISTING & PROPOSED CONCRETE STRUCTURES (TYP) - SEE PLAN

2. REMOVE PLASTIC FORMING MATERIAL ("ZIP STRIPS") FROM PREFORMED JOINT MATERIAL PRIOR TO PLACING SEALANT

EXPANSION JOINT DETAIL 5



CURB RAMP DETAIL 6
C-101

1. ALL DETECTABLE WARNING SURFACES SHALL BE INSTALLED AT SIDEWALK TO STREET TRANSITIONS.THEY SHALL HAVE A TRUNCATED DOME SURFACE. THE DOMES SHALL BE IN A SQUARE GRID PATTERN AND ALIGNED WITH PEDESTRIAN TRAFFIC. THE DETECTABLE WARNINGS SHALL BE CONTRASTING COLOR TO THE SURROUNDING SIDEWALK. ALL DETECTABLE WARNING SURFACES SHALL START A MINIMUM OF 6 INCHES FROM THE FLOWLINE OF THE CURB AND NOT BE MORE THAN A MAXIMUM OF 8 INCHES FROM ANY POINT ON THE FLOWLINE OF THE CURB, WITH EXCEPTION FOR TYPES 1B MODIFIED AND 3B MODIFIED CURB RAMPS AS THIS DIMENSION MAY BE GREATER THAN 8 INCHES ON ONE SIDE OF THE RADIUS.

THE RAMP SLOPE AND DETECTABLE WARNING SURFACE SHALL BE 8.3% OR FLATTER. RAMP SLOPE MAY NOT EXCEED 8.3%, CROSS SLOPE MAY NOT EXCEED 2.0%. MAXIMUM SLOPES MAY NOT BE EXCEEDED REGARDLESS OF TOLERANCES, EXCEEDING THE MAXIMUM SLOPE WILL NOT BE ACCEPTED. ADJUST ALL DIMENSIONS PER PLAN. THE MINIMUM WIDTH FOR SIDEWALK IS 4 FEET.

6. DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS. CONSTRUCTION OF THE CONCRETE PEDESTRIAN CURB SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE CURB RAMP. 8. IF THE PLACEMENT OF THE PEDESTRIAN PUSH BUTTON ASSEMBLY ON A TRAFFIC SIGNAL MAST POLE WILL NOT BE WITHIN EASY REACH (10 INCHES OR LESS AND UNOBSTRUCTED) OF ALL PEDESTRIANS (IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT), THEN A SEPARATE PEDESTRIAN PUSH BUTTON POST ASSEMBLY (PPBPA) SHALL BE INSTALLED WITHIN ADA REACH RANGES. THE PPBPA SHALL MEET THE PROVISIONS

FOUND IN "SECTION 4E.08 THROUGH 4E.13 - PEDESTRIAN DETECTORS" OF THE 2009 MUTCD MANUAL WITH REVISIONS 1 AND 2. 9. DIAGONAL CURB RAMPS (ON THE APEX) ARE NOT PREFERRED IN NEW CONSTRUCTION. A SINGLE DIAGONAL CURB RAMP (ON THE APEX) WILL ONLY BE PERMITTED DURING

RECONSTRUCTION OR ALTERATION WHERE PHYSICAL OR SITE CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED. THE ENGINEER SHALL PROVIDE APPROVED JUSTIFICATION DOCUMENTATION (CDOT CURB RAMP DESIGN VARIANCE REQUEST FORM) FOR CDOT PROJECTS. ALL CURB RAMPS INSTALLED ON THE APEX MUST MEET THE STANDARDS AS DEFINED IN M-608-1. 10. CURB RAMPS (EXCLUDING FLARED SIDES OR BLENDED TRANSITIONS) SHALL BE WHOLLY CONTAINED WITHIN THE WIDTH OF THE CROSSWALK AND/OR THE PEDESTRIAN STREET CROSSING THEY SERVE.

ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH (0" - 1/8"). THE JOINT

BETWEEN THE ROADWAY SURFACE AND GUTTER PAN SHALL BE FLUSH. 12. THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS, AND AVOID PONDING IN THE FINAL CONFIGURATION. 13. TO AVOID CHASING GRADE INDEFINITELY WHEN TRAVERSING THE HEIGHT OF CURB, THE

RAMP LENGTH SHALL NOT EXCEED 15 FEET. ADJUST THE RAMP SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT TECHNICALLY FEASIBLE. THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP AND ADJOINING ROAD SURFACE SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33%. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A CURB RAMP, TURNING SPACE, OR

BLENDED TRANSITION SHALL NOT EXCEED 5.0%. 15. FLARED SIDE SLOPES MAY EXCEED 10% ONLY WHERE THEY ABUT A NON-WALKABLE SURFACE OR THE ADJACENT CIRCULATION PATH IS BLOCKED. 16. THE STANDARD TURNING SPACE IS 5 FEET BY 5 FEET.

17. CURB RAMP TYPE 1B, 2B, AND 3B MAY BE USED IN MID-BLOCK. 18. THE PEDESTRIAN CURB IS REQUIRED UNLESS OTHERWISE SPECIFIED

PREPARATION, WALK WIDTHS, CONCRETE THICKNESS, ETC.

19. FOR FULL DETAIL INCLUDING BAR LIST AND DIMENSION TABLE, SEE CDOT DETAIL M-604-1 SHEETS 1 THROUGH 10. 20. REFER TO PLANS, DETAILS AND SPECIFICATIONS FOR FLATWORK INFORMATION, SUBGRADE

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