NOTES:
1. CONTRACTOR TO PROTECT PREVIOUSLY CONSTRUCTED IRRIGATION SYSTEM.
2. PROVIDE BARRIERS AROUND ABOVE GRADE VALVES/STRUCTURES FOR PROTECTION DURING CONSTRUCTION.
3. LANDOWNER TO HAVE ACCESS TO IRRIGATION LINE DURING CONSTRUCTION.
NOTES:
1. CONTRACTOR TO PROTECT PREVIOUSLY CONSTRUCTED IRRIGATION SYSTEM.
2. PROVIDE BARRIERS AROUND ABOVE GRADE VALVES/STRUCTURES FOR PROTECTION DURING CONSTRUCTION.
3. LANDOWNER TO HAVE ACCESS TO IRRIGATION LINE DURING CONSTRUCTION.
1. SITE DESCRIPTION

TO FULLfill the CPDS-SCP (COLORADO DISCHARGE PERMIT SYSTEM - STORMWATER CONSTRUCTION PERMIT), THE ECS (EROSION
CONTROL SUPERVISOR) SHALL UPDATE TO CURRENT PROJECT SITE CONDITIONS.

1.A. PROJECT SITE DESCRIPTION: THE EXISTING PROJECT SITE IS AN ASPHALT 2-LANE, RURAL INTERSECTION, SIGNED AS A 4-WAY STOP.
The SURROUNDING PROPERTY CONSISTS OF AGRICULTURAL PARCELS AND A SINGLE FAMILY RESIDENCE (SW CORNER). THERE ARE
IRRIGATION LINES THAT PARALLEL WCR 17, NORTH OF WCR 54 ON BOTH SIDES OF THE ROADWAY. THERE IS AN ABOVE AND BELOW
GRADE IRRIGATION LINE ALONG THE SOUTHERN WCR 54 ROW LINE, WEST OF WCR 17. THERE ARE EXISTING UTILITIES IN THE AREA
THAT WILL NEED TO BE RELOCATED AS WELL (WATER, GAS, ELECTRIC, TELEPHONE/ Fiber).

THE PROPOSED IMPROVEMENTS WILL CONSIST OF A CONCRETE ROUNDABOUT WITH FREE-RIGHTS ON EACH LEG. THE EXISTING
RESIDENCE IS TO BE PURCHASED AND A WATER QUALITY / DETENTION POND IS TO BE CONSTRUCTED ON THE PROPERTY. THE
GRADE IRRIGATION LINE ALONG THE SOUTHERN WCR 54 ROW LINE, WEST OF WCR 17. THERE ARE EXISTING UTILITIES IN THE AREA
THAT WILL NEED TO BE RELOCATED AS WELL (WATER, GAS, ELECTRIC, TELEPHONE/ Fiber).

1.B. PROPOSED SEQUENCING FOR MAJOR CONSTRUCTION ACTIVITIES

1.B.1. INSTALLATION OF INITIAL EROSION CONTROL ITEMS ALONG WCR 54 AND WCR 17
1.B.2. CLEARING AND GRUBBING
1.B.3. REMOVAL AND STOCKPILE OF TOPSOIL
1.B.4. REMOVAL OF EXISTING PAVEMENT
1.B.5. ROADWAY GRADING AND SUB-GRADE PREPARATION
1.B.6. INSTALLATION OF INTERIM EROSION CONTROL ITEMS
1.B.7. PAVING OF PROPOSED ROADWAY
1.B.8. SIGNING AND STRIPING
1.B.9. INSTALLATION OF FINAL EROSION CONTROL ITEMS AND RE-VEGETATION

1.C. ACRES OF DISTURBANCE

1.C.1. TOTAL AREA OF CONSTRUCTION SITE: 23.50 ACRES
1.C.2. TOTAL AREA OF DISTURBANCE: 14.4 ACRES
1.C.3. TOTAL AREA OF SEEDING: 9.3 ACRES

1.D. EXISTING SOIL DATA

1.D.1. SOIL TYPES FOR THE PROJECT AREA HAVE BEEN DETERMINED USING THE NATURAL RESOURCES CONSERVATION SERVICE
(NRCS) SOIL SURVEY FOR THE PROJECT SITE. BASED ON THE NRCS WEBSITE INFORMATION, THE SITE IS PREDOMINANTLY
HYDROLOGIC TYPE B, WITH THE SOUTHERN PORTION OF WCR 17 FALLING INTO THE SOIL TYPE A CATEGORY.

1.D.1.1. TYPE A SOILS HAVE A LOW INFILTRATION RATE (LOW RUNOFF POTENTIAL) WHEN THOROUGHLY WET. THE SITE SOIL GROUP
FALLS WITHIN MAP UNIT SYMBOL 33, OR KIM LOAM SOILS.
1.D.1.2. TYPE B SOILS HAVE A MODERATE INFILTRATION RATE WHEN THOROUGHLY WET. THE SITE SOIL GROUP FALLS WITHIN THE
MAP UNIT SYMBOL 15, OR COLBY LOAM SOILS.

1.E. EXISTING VEGETATION:

1.E.1. A SURVEY INCLUDING A GENERAL DESCRIPTION OF EXISTING VEGETATION SHALL BE CONDUCTED BY THE ECS PRIOR TO ANY
GROUND DISTURBANCE ON THE PROJECT. THE ECS SHALL PHOTO-DOCUMENT EXISTING VEGETATION WHERE ALL WORK WILL BE
OCCLUDED OR DISTURBED. THE ECS SHALL ALSO PREPARE AND PHOTO-DATA DOCUMENTATION AS OUTLINED IN CHAPTER 4.11.2 OF CDOT SPECIFICATION SECTION 208.03.

1.E.1.1. DATE OF SURVEY
1.E.1.2. DENSITY
1.E.1.3. DESCRIPTION OF VEGETATION

1.F. POTENTIAL POLLUTANTS SOURCES:

1.F.1. SEE FIRST CONSTRUCTION ACTIVITIES UNDER POTENTIAL POLLUTANT SOURCES. THE ECS SHALL PREPARE A LIST OF ALL
POTENTIAL POLLUTANTS AND THEIR LOCATIONS IN ACCORDANCE IN SUBSECTION 107.25.

1.G. RECEIVING WATER:

1.G.1. OUTFALL LOCATIONS: SEE GRADING AND SWMP PLANS FOR MAP LOCATIONS
1.G.2. NAMES OF RECEIVING WATER ON SITE AND THE ULTIMATE RECEIVING WATER: BIG THOMPSON RIVER
1.G.3. DISTANCE ULTIMATE RECEIVING WATER IS FROM SITE: 1 MILE SOUTH

1.H. ALLOWABLE NON-STORMWATER DISCHARGES:

1.H.1. EXISTING IRRIGATION DITCHES AND PIPES WERE PRESENT WITHIN THE PROJECT LIMITS AT THE TIME OF THE ORIGINAL SURVEY.
THE IRRATIONAL PIPES SHOWN IN THE PLANS ARE TO BE CONSTRUCTED IN AND FUNCTIONING CONDITION PRIOR TO THE START
OF THE ROADWAY CONSTRUCTION PROJECT INCLUDED IN THIS PLANSET. THE PIPES WERE DESIGNED TO ACCOMMODATE THE
IRRIGATION FLOWS.

1.H.1.1. THE SOURCE IS GROUNDWATER AND/OR GROUNDWATER COMBINED WITH STORMWATER THAT DOES NOT CONTAIN
POLLUTANTS.
1.H.1.2. THE CONTRACTOR SHALL KPENT ALL WORK AREAS AND FACILITIES FROM WATER AT ALL TIMES. AREAS AND
FACILITIES SUBJECT TO FLOODING, REGARDLESS OF THE SOURCE OF WATER, SHALL BE PROMPTLY Dewatered AND
RESTORED AT NO COST TO THE OWNER. THIS SHALL INCLUDE REMOVAL OF AN DEBRIS CAUSED BY FLOODING. ANY
Dewatering shall be done in accordance with CDOT SPECIFICATION SUBSECTION 107.25.

2. ENVIRONMENTAL IMPACTS:

2.1. NESTING IMPACTS: NO
2.2. STREAM IMPACTS: NO
2.3. THREATENED AND ENDANGERED SPECIES: NONE

2. SITE MAP COMPONENTS

2.A. PRE-CONSTRUCTION

2.A.1. CONSTRUCTION SITE BOUNDARIES: SEE SWMP PLANS
2.A.2. ALL AREAS OF GROUND SURFACE DISTURBANCE: SEE SWMP PLANS
2.A.3. AREAS OF CUT AND FILL: SEE GRADING PLANS
2.A.4. LOCATION OF ALL STRUCTURAL (PERMANENT) BMS IDENTIFIED IN THE SWMP: SEE SWMP PLANS
2.A.5. LOCATION OF NON-STRUCTURAL (TEMPORARY) BMS AS APPLICABLE IN THE SWMP: SEE SWMP PLANS
2.A.6. SPRINGS, STREAMS, WETLANDS AND OTHER SURFACE WATER: SEE SWMP PLANS
2.A.7. PROTECTION OF TREES, SHRUBS, CULTURAL RESOURCES AND NATIVE VEGETATION: SEE SWMP PLANS
2.A.8. AREAS USED FOR STORING AND STOCKPILING OF MATERIALS, STAGING AREAS (FIELD TRAILER, FUELING, ETC) AND BATCH
PLANTS TO BE DETERMINED BY ECS. ECS TO REVISE SITE MAPS IN ACCORDANCE WITH CDOT SPECIFICATION SECTION 208.03.

3. SWMP ADMINISTRATOR FOR CONSTRUCTION: THE SWMP ADMINISTRATOR TO BE DETERMINED BY THE CHOSEN CONTRACTOR.

3.A. SWMP ADMINISTRATOR NAME/ TITLE:
3.B. SWMP ADMINISTRATOR TELEPHONE NUMBER:
3.C. SITE ADDRESS:

3. SWMP ADMINISTRATOR FOR CONSTRUCTION: THE SWMP ADMINISTRATOR TO BE DETERMINED BY THE CHOSEN CONTRACTOR.

4. STORMWATER MANAGEMENT CONTROLS FIRST CONSTRUCTION ACTIVITIES

THE CONTRACTOR SHALL PERFORM THE FOLLOWING:

4.A. POTENTIAL POLLUTANT SOURCES


4.B. REQUIRE USE OF BMPs TO STORMWATER POLLUTION PREVENTION

4.B.1. PHASED BMP IMPLEMENTATION

DURING DESIGN: FIELDS ARE MARKED WHEN USED IN THE SWMP. DURING CONSTRUCTION: THE ECS SHALL UPDATE
THE CHECKED BOXES TO MATCH SITE CONDITIONS. CLEARLY DESCRIBE THE RELATIONSHIP BETWEEN THE PHASES
OF CONSTRUCTION AND THE IMPLEMENTATION OF BMP CONTROLS. ADD A NARRATIVE TO THE TABLE OR TO THE SITE MAP
DESCRIBING WHY THE BMPS ARE BEING USED IN SPECIFIC LOCATIONS.
EROSION CONTROL DEVICES ARE USED TO LIMIT THE AMOUNT OF EROSION ON SITE.

SEDIMENT CONTROL DEVICES ARE DESIGNED TO CAPTURE SEDIMENT ON THE PROJECT SITE.

CONSTRUCTION CONTROL ARE BMPS RELATED TO CONSTRUCTION ACCESS AND STAGING.

BMP LOCATIONS ARE INDICATED ON THE SITE MAP.

BMP INSTALLATION DETAILS AND GENERAL NARRATIVES ARE IN THE SWMP NOTEBOOK.

NARRATIVES

BMP DETAILS AND NARRATIVES NOT COVERED BY THE SWMP OR STANDARD PLAN M-208-1 SHALL BE ADDED TO THE SWMP NOTEBOOK BY THE ECS.

1. OFFSITE DRAINAGE (RUN ON WATER)

2. STABILIZED CONSTRUCTION ENTRANCE/VEHICLE TRACKING CONTROL

3. PERIMETER CONTROL

4. OTHER

• EROSION CONTROL DEVICES ARE USED TO LIMIT THE AMOUNT OF EROSION ON SITE.
• SEDIMENT CONTROL DEVICES ARE DESIGNED TO CAPTURE SEDIMENT ON THE PROJECT SITE.
• CONSTRUCTION CONTROL ARE BMPS RELATED TO CONSTRUCTION ACCESS AND STAGING.
• BMP LOCATIONS ARE INDICATED ON THE SITE MAP.
• BMP INSTALLATION DETAILS AND GENERAL NARRATIVES ARE IN THE SWMP NOTEBOOK.

BMP DETAILS AND NARRATIVES NOT COVERED BY THE SWMP OR STANDARD PLAN M-208-1 SHALL BE ADDED TO THE SWMP NOTEBOOK BY THE ECS.

1. OFFSITE DRAINAGE (RUN ON WATER)

2. STABILIZED CONSTRUCTION ENTRANCE/VEHICLE TRACKING CONTROL

3. PERIMETER CONTROL

4. OTHER

• EROSION CONTROL DEVICES ARE USED TO LIMIT THE AMOUNT OF EROSION ON SITE.
• SEDIMENT CONTROL DEVICES ARE DESIGNED TO CAPTURE SEDIMENT ON THE PROJECT SITE.
• CONSTRUCTION CONTROL ARE BMPS RELATED TO CONSTRUCTION ACCESS AND STAGING.
• BMP LOCATIONS ARE INDICATED ON THE SITE MAP.
• BMP INSTALLATION DETAILS AND GENERAL NARRATIVES ARE IN THE SWMP NOTEBOOK.

BMP DETAILS AND NARRATIVES NOT COVERED BY THE SWMP OR STANDARD PLAN M-208-1 SHALL BE ADDED TO THE SWMP NOTEBOOK BY THE ECS.
DURING CONSTRUCTION

1. RESPONSIBILITIES OF THE SWMP ADMINISTRATOR/EROSION CONTROL SUPERVISOR DURING CONSTRUCTION.

THE SWMP SHOULD BE CONSIDERED A "LIVING DOCUMENT" THAT IS CONTINUOUSLY REVIEWED AND MODIFIED. DURING CONSTRUCTION, THE FOLLOWING ITEMS SHALL BE ADDED, UPDATED, OR AMENDED AS NEEDED BY THE SWMP ADMINISTRATOR/EROSION CONTROL SUPERVISOR (ECS) IN ACCORDANCE WITH SECTION 208. DURING CONSTRUCTION, INDICATE HOW ITEMS THAT HAVE NOT BEEN ADDRESSED DURING DESIGN ARE BEING HANDLED IN CONSTRUCTION. IF ITEMS ARE COVERED IN THE TEMPLATE OR OTHER SECTIONS OF THE SWMP NOTEBOOK INDICATE BELOW WHAT SECTION THE DISCUSSION TAKES PLACE.

1A. MATERIALS HANDLING AND SPILL PREVENTION
1B. STOCKPILE MANAGEMENT
1C. GRADING AND SLOPE STABILIZATION
1D. SURFACE ROUGHENING
1E. VEHICLE TRACKING
1F. TEMPORARY STABILIZATION
1G. CONCRETE WASHOUT
1H. CONCRETE WASHOUT WATER OR WASTE FROM FIELD LABORATORIES AND PAVING EQUIPMENT SHALL BE CONTAINED IN ACCORDANCE WITH SUBSECTION 208.05.
1I. SAW CUTTING
1J. NEW NET/CULVERT PROTECTION
1K. STREET CLEANING

2. INSPECTIONS

2A. INSPECTIONS SHALL BE IN ACCORDANCE WITH SUBSECTION 208.03 (C).

3. BMP MAINTENANCE

3A. MAINTENANCE SHALL BE IN ACCORDANCE WITH SUBSECTION 208.04 (E).

4. RECORD-KEEPING

4.1. RECORDS SHALL BE IN ACCORDANCE WITH SUBSECTION 208.03 (C).

5. INTERNAL AND FINAL STABILIZATION

5A. SEEDING PLAN: SOIL PREPARATION, SOIL CONDITIONING OR TOPSOIL, SEEDING (NATIVE, WEED FREE) AND HYDRAULIC GROWTH MEDIUM (HGM, BIOTIC EARTH (BLACK)) MAY BE REQUIRED FOR DISTURBED AREA WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT SURFACED. REFER TO WELD COUNTY'S SEEDING PLAN.
5B. SEEDING APPLICATION: DRILL SEED 0.25 INCH TO 0.5 INCH INTO THE SOIL. IN SMALL AREAS NOT ACCESSIBLE TO A DRILL, HAND BROADCAST AT DOUBLE THE RATE AND RAKE 0.25 INCH TO 0.5 INCH INTO SOIL.
5C. SEEDS AND SEEDING MEDIUM: REFER TO WELD COUNTY'S SEEDING PLAN. SOILS CAUSED BY SURFACE OR WIND EROSION. BARE AREAS CAUSED BY SURFACE OR GULLY EROSION. BLOWN AWAY MULCH, ETC. SHALL BE RE-GRADED, SEEDED, AND HAVE THE DESIGNATED MULCHING APPLIED AS NECESSARY, AT NO ADDITIONAL COST TO THE PROJECT.
5D. SEEDING REMOVAL AND DISPOSAL SHALL BE PAID FOR AS: 208 REMOVAL AND DISPOSAL OF SEDIMENT (EQUIPMENT) AND 208 REMOVAL AND DISPOSAL OF SEDIMENT (LABOR). ALL OTHER BMP MAINTENANCE SHALL BE INCLUDED IN THE COST OF THE BMP DEVICE.
5E. SPECIAL REQUIREMENTS

5E.A. DUE TO HIGH FAILURE RATES, HYDRO-SEEDING WILL NOT BE ALLOWED.
5F. SILT RETENTION COVERING: ON SLOPES AND DITCHES REQUIRING A BLANKET OR TURF REINFORCEMENT (EB), THE BLANKET/TURF SHALL BE PLACED IN CONJUNCTION WITH THE BIOTIC EARTH LAYER. SEE SWMP FOR BLANKET LOCATIONS.
5G. RESEEDING OPERATIONS/CORRECTIVE STABILIZATION PRIOR TO FINAL ACCEPTANCE.
5G.A. SEEDED AREAS SHALL BE REVIEWED DURING THE 14-DAY INSPECTION BY THE EROSION CONTROL SUPERVISOR FOR BARE SOILS CAUSED BY SURFACE OR WIND EROSION. BARE AREAS CAUSED BY SURFACE OR GULLY EROSION. BLOWN AWAY MULCH, ETC. SHALL BE RE-GRADED, SEEDED, AND HAVE THE DESIGNATED MULCHING APPLIED AS NECESSARY, AT NO ADDITIONAL COST TO THE PROJECT.
5G.B. THE CONTRACTOR SHALL MAINTAIN SEEDING/HGM, MOW-TO CONTROL WEEDS OR APPLY HERBICIDE TO CONTROL WEEDS IN THE SEEDED AREAS UNTIL FINAL ACCEPTANCE.

6. PRIOR TO FINAL ACCEPTANCE

6A. FINAL ACCEPTANCE SHALL BE IN ACCORDANCE WITH SUBSECTION 208.10 AT THE PARTIAL ACCEPTANCE OF THE PROJECT, IT SHALL BE DETERMINED BY THE ECS AND THE ENGINEER WHICH TEMPORARY BMPS SHALL REMAIN UNTIL 70%, REESTABLISHMENT OF WHICH SHALL BE REMOVED.
6B. AT THE END OF THE PROJECT, ALL DITCH CHECKS SHALL EITHER CONSIST OF TEMPORARY EROSION LOGS OR PERMANENT RIPRAP.
6C. ALL STORM DRAINS SHALL BE CLEANED PRIOR TO THE END OF THE PROJECT. WORK SHALL BE INCLUDED IN 208 REMOVAL AND DISPOSAL OF SEDIMENT.
6D. PRIOR TO FINAL ACCEPTANCE, THE CONTRACTOR SHALL MAINTAIN SEEDING/HGM. MOW-TO CONTROL WEEDS OR APPLY HERBICIDE TO CONTROL WEEDS IN THE SEEDED AREAS UNTIL FINAL ACCEPTANCE.

7. STORMWATER

7A. IT IS ANTICIPATED THAT ADDITIONAL BMPS AND BMP QUANTITIES NOT SHOWN ON THE SWMP SITE MAPS SHALL BE REQUIRED ON THE PROJECT FOR UNFORESEEN CONDITIONS AND REPLACEMENT OF ITEMS THAT ARE BEYOND THEIR USEFUL SERVICE LIFE. SEE SUBSECTION 208.03 AND 208.04 (E). QUANTITIES FOR ALL BMPS SHOWN ABOVE ARE ESTIMATED AND HAVE BEEN INCREASED FOR UNFORESEEN PROJECT CONDITIONS. QUANTITIES SHALL BE ADJUSTED ACCORDING TO THE CONDITIONS ENCOUNTERED IN THE FIELD AS DIRECTED AND APPROVED BY THE ENGINEER. PAYMENT SHALL BE FAR THE ACTUAL WORK COMPLETED AND MATERIALS USED.
7B. BMP SEDIMENT REMOVAL AND DISPOSAL SHALL BE PAID FOR AS: 208 REMOVAL AND DISPOSAL OF SEDIMENT (EQUIPMENT) AND 208 REMOVAL AND DISPOSAL OF SEDIMENT (LABOR). ALL OTHER BMP MAINTENANCE SHALL BE INCLUDED IN THE COST OF THE BMP DEVICE.
7C. MAINTENANCE OF SEEDED AREAS SHALL BE INCLUDED IN OVERALL SEEDING PRICE.

WELD COUNTY
PUBLIC WORKS DEPARTMENT
1111 10th Street
Greeley, CO. 80632-0758
PHONE: (970) 356-4000
FAX: (970) 304-6497

1111 H. STREET
P.O. BOX 758
GREELEY, CO. 80632-0758
PHONE: (970) 356-4000
FAX: (970) 304-6497

Project No./Code
WCR 54 / 17 INTERSECTION
As Constructed
WCR 17, SWMP DWG

Design: CLW

No Revisions:

Sheet Number: 85 of 183

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SEEDING APPLICATION

5.9. SEEDING APPLICATION: DRILL SEED 0.25 INCH TO 0.5 INCH INTO THE SOIL. IN SMALL AREAS NOT ACCESSIBLE TO A DRILL, HAND BROADCAST AT DOUBLE THE RATE AND MAKE 0.25 INCH TO 0.5 INCH INTO SOIL.

5.10. HYDRAULIC GROWTH MEDIUM SHALL BE USED. PILED 1/2 THICK OVER ALL DRILL SEEDED AREAS. HGM SHALL BE BIOTIC EARTH (BLACK), DISTRIBUTED AT A RATE OF 4,000 LB/ACRE.

5.11. AREAS WITH TURF REINFORCEMENT MAT SHOWN ON THE SWMP DRAWINGS, SHALL BE INSTALLED PER COTOT DETAIL FOR "SOIL REINFORCEMENT".

5.12. PRIOR TO WINTER SHUTDOWN OR THE NUMBER SEEDING WINDOW-UNCLOSED SLOPES SHALL BE MULCHED WITH 2 TONS OF MULCHING (WEED FREE) PER ACRE, MECHANICALLY CRIMPED INTO THE TOPSOIL IN COMBINATION WITH AN ORGANIC MULCH TACKIFIER PER SECTION 213.
IT IS ANTICIPATED THAT THE BMPS IMPLEMENTED AT THE SITE WILL HAVE TO BE MODIFIED TO ADAPT TO CHANGING CONDITIONS OR TO ENSURE THAT INFORMATIONS SHALL INCLUDE INSPECTING EQUIPMENT FOR LEAKS AND REVIEWING EQUIPMENT MAINTENANCE PRACTICE.

PERSONNEL.

POTENTIAL POLLUTANTS ARE BEING PROPERLY MANAGED AT THE SITE. WHEN BMPS ARE MODIFIED, THE SWMP MUST BE MODIFIED TO ACCURATELY REFLECT THE ACTUAL FIELD CONDITIONS.

SUSCEPTIBLE TO FLOODING OR DAMAGE BY CONSTRUCTION EQUIPMENT. ALL PORTABLE TOILET FACILITIES SHALL BE SECURED IN PLACE BY STAKES OF TWENTY (24) HOURS AFTER ANY PRECIPITATION OR SNOW MELT EVENT THAT CAUSES SURFACE EROSION. THESE


SHEETS

THE CONCRETE WASHOUT CONTAINMENT STRUCTURE WILL INCLUDE A 2X3 SIGN POSTED WITH THE WORDS CONCRETE WASHOUT. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND/OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.

THE GENERAL MAINTENANCE REQUIREMENTS FOR BMPS SHALL BE AS FOLLOWS:

1. Anticipated that the BMPS implemented at the site will be modified to adapt to changing conditions or to ensure that potential pollutants are being properly managed at the site. When BMPS are modified, the swamp must be modified to accurately reflect the actual field conditions.

2. All inlet outlet protection will be checked for maintenance and failure only. Sediment shall be removed and properly disposed of once it has accumulated to half the design of the trap or during periods of consistent precipitation.

3. The owner/contractor shall be responsible for maintaining the vehicle tracking control during construction. The vehicle tracking control shall be removed at the completion of this project unless otherwise directed by authorized Weld County personnel.

4. Temporary sediment traps and basins shall be installed before any land disturbance takes place in the drainage area. The area under the embankment shall be cleared, graded, and stripped of all vegetation and root mat. Sediment shall be removed when no longer functional and disposed of at an approved location.

5. All sediment from stormwater infrastructure (i.e. detention ponds, storm sewer pipes, outlets, inlets, roadway ditch etc.) shall be removed prior to initial acceptance. This sediment shall not be flushed off-site but shall be captured on-site and disposed of at an approved location.

6. The maximum check dam at the center should not exceed one half the depth of the ditch or swale. The maximum spacing between dams should be such that the toe of the upstream dam is at the same elevation as the top of the downstream dam.

7. Water from dewatering operations shall not be directly discharged into any waters conveyance systems including wetlands, irrigation ditches, canals, rivers, streams or storm sewer systems, unless allowed by a state construction dewatering permit.
SPECIAL CONSTRUCTION NOTES:

1. THE FOLLOWING BMPs WILL BE INSTALLED DURING THE INTERIM PHASE AND WILL REMAIN IN PLACE UNTIL FINAL VEGETATIVE ACCEPTANCE IS GRANTED BY THE COUNTY.

2. THE FOLLOWING BMPs WILL BE INSTALLED DURING THE INTERIM PHASE AND WILL REMAIN AS PERMANENT BMPs:

3. WHEN APPLICABLE, SEEDING AND MULCHING CAN BE USED IN LIEU OF AN EROSION CONTROL BLANKET. ALL SOIL DISRUPTIONS MUST BE PROTECTED IN ACCORDANCE WITH THE COUNTY'S STANDARD NOTES. SEEDING AND MULCHING CAN ONLY BE USED FROM MARCH TO EARLY MAY AND AFTER THE FIRST OF SEPTEMBER UNTIL THE GROUND FREEZES. THE RECOMMENDED SEED MIX WILL BE SPECIFIED BY THE COUNTY AND WILL BE INCLUDED IN THE EROSION CONTROL PERMIT.

4. ANY DISTURBED SOIL SURFACES THAT REMAIN INACTIVE FOR AN EXTENDED PERIOD (30 DAYS OR LONGER) MUST BE TEMPORARILY SEEDED AND MULCHED. DISTURBED SOILS IN THEIR FINAL STATE ARE TO BE PERMANENTLY SEEDED AND MULCHED.

5. DEWATERING NOTE:

5A. If groundwater is encountered during construction and cannot be kept on site, contractor shall stop construction and obtain a dewatering permit from the Colorado Department of Public Health and Environment prior to resuming construction activities.

6. CONCRETE WASHOUT AREA NOTE:

6A. The contractor is required to provide a containment area for water used for cleaning cement off of equipment, concrete truck chutes and other items used for concrete placement. Ecopans may be used in lieu of a berm or concrete washout area if the city inspector approves their location and all contaminated water is contained.

7. VEHICLE TRACKING CONTROL NOTE:

7A. During construction, the contractor may modify locations of vehicle tracking control (VTC) as necessary. A VTC is required at all entrances and exits used for construction access. A third-party product, or combination of a third-party product and typical VTC can be used in lieu of the typical VTC when site conditions do not allow for installation in conformance with the county's standards. Use of a third-party product must meet the intent of the typical VTC and must be accepted by the county inspector.
STORM 92+50

EXISTING DRIVEWAY
CULVERT TO REMAIN

FLARED END SECTION
N 381387.45
E 164420.01

EXISTING
GROUND

PROPOSED
GROUTED RIPRAP
RUNDOWN

PROPOSED CONCRETE HEADWALL
(BOTTOM OF WALL 4853.5), SEE SHEET 137

PREVIOUSLY CONSTRUCTED IRRIGATION LINE
64.00' S65°51'37.22"E

HORIZ: 1" = 50'
VERT: 1" = 5'

EX=4856.8
PROP=4854.94
10+00

EX=4858.77
PROP=4859.29
11+00

EXISTING
GROUND

GROUTED RIPRAP
RUNDOWN

PROPOSED
GRADE

PROPOSED RIPRAP RUNDOWN (SHOWN IN PLAN VIEW)

64.00' LF OF
19" x 30" HERCP
-0.0225 FT/FT

WALL 92+50B
HEADWALL
N 381358.82
E 164483.89

STORM 92+50
TYPE L
RIPRAP PAD
10.00'
15.00'

PROPOSED

STORM 97+25

EXISTING
GROUND

GROUTED RIPRAP
RUNDOWN

PREVIOUSLY
CONSTRUCTED
IRRIGATION LINE

72.00' LF OF 24" RCP
0.0700 FT/FT

FES 97+25B
STA. 10+78.00
FLARED END SECTION
N 381437.31
E 164933.32

STORM 97+25
END 97+25A
STA. 10+00.00
PIPE END
INV. OUT = 4880.51

72.00' LF OF 19" x 30" HERCP
0.0225 FT/FT

HORIZ: 1" = 50'
VERT: 1" = 5'

EX=4885.0
PROP=4880.51
10+00

EX=4890.01
PROP=
EX=4891.5
PROP=4887.49
11+00

ASPHALT TO BE REPAIRED AFTER STORM LINE HAS BEEN INSTALLED
PROVIDE "MARMAC" COUPLER CONNECTION TO EXISTING IRRIGATION LINE, AND CONCRETE ENCASEMENT OF JOINT PER DETAILS.

EXISTING IRRIGATION LINE TO REMAIN. ANY DAMAGE BY CONTRACTOR SHALL BE REPLACED WITH NEW PIPE AT NO ADDITIONAL COST TO PROJECT.
**REVISION HISTORY**

- 2020-01-01: Initial version.
- 2020-01-02: Added additional locations.
- 2020-01-03: Revised for final project.

**MATCHLINE STA: 104+00.00**

**MATCHLINE STA: 110+50.00**

**WELD COUNTY**

**Public Works Department**

1111 H. Street

P.O. Box 758

Greeley, CO 80632-0758

Phone: (970) 356-4000

Fax: (970) 304-6497

**Designer:** C. Wright

**Detailer:** C. Wright

**Sheet Subset:** WCR 54 / 17 INTERSECTION

**WCR 54 SIGNAGE PLAN (SHT 2)**

**Project No./Code:** SRP-33

**No Revisions:**

**Revised:**

**Void:**

**Date:**

**Comments:**

**Initials:**

**AutoCAD Version:** 2016

**Scale:** AS NOTED

**Units:** English

**Computer File Information**

- **Creation Date:** 02/05/2020
- **Initials:** CLW
- **Full Path:** M:\PROJECTS_DESIGN\WCR 54 AND WCR 17_INTERSECTION\PLAN SHEETS
- **AutoCAD Version:** SRP-33
- **Sheet Subset:** WCR 54 / 17 INTERSECTION

**ROAD CLOSURE GATE TABLE**

<table>
<thead>
<tr>
<th>Description</th>
<th>Point #</th>
<th>Northing</th>
<th>Easting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catch Post</td>
<td>CP2</td>
<td>381197.47</td>
<td>1865063.50</td>
</tr>
<tr>
<td>Gate Post</td>
<td>GP2</td>
<td>381158.52</td>
<td>1865040.51</td>
</tr>
<tr>
<td>Gate Post</td>
<td>CP1</td>
<td>3811349.01</td>
<td>1865047.47</td>
</tr>
</tbody>
</table>

**ROAD CLOSURE GATE**

- **Catch Post:** CP2
- **Width:** 36"x36"x36"
- **Station:** 104+00.00
- **Offset 25.88' R**

**YIELD SIGN**

- **R01-02**
- **Width:** 36"x36"x36"
- **Station:** 106+25.88
- **Offset 5.20' R**

**ROAD SIGN “WCR 54”**

- **W16-8P**
- **Station:** 106+26.15
- **Offset 7.25' L**

**W11-06R & R06-04A (48"x24")**

- **Station:** 106+95.41
- **Offset 31.53' R**

**DIRECTIONAL ARROW & ROUNDABOUT CHEVRON SIGNS**

- **W1-06R & R6-04A (48"x24")**
- **Station:** 107+58.44
- **Offset 31.30' L**

**冤闭 символ**

- **W01-06R**
- **R06-04A**

**DELINEATOR**

- **R01-02**
- **WCR 54**
- **W16-08P**

**ROAD CLOSURE GATE (SEE DETAIL SHEET 149)**

**YIELD SIGN**

- **R01-02**
- **Width:** 36"x36"x36"
- **Station:** 108+00.00
- **Offset 25.88' L**

**ROAD CLOSURE GATE AND “ROAD CLOSED” SIGN**

- **W16-8P**
- **Station:** 108+75.34
- **Offset 42.96' R**

**ROAD CLOSURE GATE**

- **Width:** 36"x36"x36"
- **Station:** 108+27.55
- **Offset 7.24' R**

**YIELD SIGN**

- **R01-02**
- **Width:** 36"x36"x36"
- **Station:** 108+27.53
- **Offset 7.62' L**

**ROAD SIGN “WCR 54”**

- **W16-8P**
- **Station:** 108+27.53
- **Offset 7.62' L**

**DELINEATOR POINT TABLE**

<table>
<thead>
<tr>
<th>Point</th>
<th>Station</th>
<th>Offset</th>
<th>Offset Side</th>
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</thead>
<tbody>
<tr>
<td>C6</td>
<td>104+00.00</td>
<td>43.99'</td>
<td>L</td>
</tr>
<tr>
<td>D7</td>
<td>109+29.72</td>
<td>46.27'</td>
<td>R</td>
</tr>
<tr>
<td>D5</td>
<td>109+32.02</td>
<td>46.37'</td>
<td>R</td>
</tr>
<tr>
<td>D3</td>
<td>109+35.54</td>
<td>45.32'</td>
<td>R</td>
</tr>
<tr>
<td>D3</td>
<td>109+38.82</td>
<td>53.96'</td>
<td>R</td>
</tr>
<tr>
<td>D9</td>
<td>109+21.29</td>
<td>73.02'</td>
<td>R</td>
</tr>
<tr>
<td>D8</td>
<td>109+25.51</td>
<td>303.72</td>
<td>R</td>
</tr>
<tr>
<td>D3</td>
<td>109+05.41</td>
<td>86.39'</td>
<td>R</td>
</tr>
<tr>
<td>D4</td>
<td>109+06.43</td>
<td>32.36'</td>
<td>R</td>
</tr>
<tr>
<td>D5</td>
<td>109+39.86</td>
<td>40.03'</td>
<td>R</td>
</tr>
<tr>
<td>D6</td>
<td>109+26.57</td>
<td>43.55'</td>
<td>R</td>
</tr>
<tr>
<td>D7</td>
<td>109+75.54</td>
<td>42.96'</td>
<td>R</td>
</tr>
<tr>
<td>D8</td>
<td>110+20.94</td>
<td>44.39'</td>
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<tr>
<td>D3</td>
<td>109+10.37</td>
<td>57.14'</td>
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</tr>
<tr>
<td>D2</td>
<td>109+14.72</td>
<td>43.39'</td>
<td>R</td>
</tr>
<tr>
<td>D5</td>
<td>109+21.28</td>
<td>43.39'</td>
<td>R</td>
</tr>
<tr>
<td>D5</td>
<td>109+12.20</td>
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<tr>
<td>D5</td>
<td>110+21.11</td>
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**DELINEATOR POINT TABLE**

<table>
<thead>
<tr>
<th>Point</th>
<th>Station</th>
<th>Offset</th>
<th>Offset Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP1</td>
<td>108+00.00</td>
<td>183.00'</td>
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</tr>
<tr>
<td>GP1</td>
<td>106+25.88</td>
<td>198.38'</td>
<td>R</td>
</tr>
<tr>
<td>CP2</td>
<td>108+27.53</td>
<td>185.38'</td>
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</tr>
<tr>
<td>GP2</td>
<td>108+27.55</td>
<td>185.38'</td>
<td>R</td>
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</table>

**DELINEATOR POINT TABLE**

<table>
<thead>
<tr>
<th>Point</th>
<th>Station</th>
<th>Offset</th>
<th>Offset Side</th>
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</thead>
<tbody>
<tr>
<td>CP2</td>
<td>108+27.53</td>
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<td>R</td>
</tr>
<tr>
<td>GP2</td>
<td>108+27.55</td>
<td>185.38'</td>
<td>R</td>
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**DELINEATOR POINT TABLE**

<table>
<thead>
<tr>
<th>Point</th>
<th>Station</th>
<th>Offset</th>
<th>Offset Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP2</td>
<td>108+27.53</td>
<td>185.38'</td>
<td>R</td>
</tr>
<tr>
<td>GP2</td>
<td>108+27.55</td>
<td>185.38'</td>
<td>R</td>
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**DELINEATOR POINT TABLE**

<table>
<thead>
<tr>
<th>Point</th>
<th>Station</th>
<th>Offset</th>
<th>Offset Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP2</td>
<td>108+27.53</td>
<td>185.38'</td>
<td>R</td>
</tr>
<tr>
<td>GP2</td>
<td>108+27.55</td>
<td>185.38'</td>
<td>R</td>
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DELINEATOR POINT TABLE

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<tr>
<th>Point</th>
<th>Station</th>
<th>Offset</th>
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<tbody>
<tr>
<td>001</td>
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<tr>
<td>002</td>
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</tr>
<tr>
<td>003</td>
<td>202+43.64</td>
<td>-34.50</td>
<td>L</td>
</tr>
<tr>
<td>004</td>
<td>203+04.70</td>
<td>-35.50</td>
<td>L</td>
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<tr>
<td>005</td>
<td>201+48.80</td>
<td>-36.88</td>
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</tr>
<tr>
<td>006</td>
<td>202+62.00</td>
<td>44.87</td>
<td>E</td>
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</table>

INSTALL 55 MPH SIGN:
W-25 (24"x30") & W25-03 (30"x36")
STA: 200+29.95 OFFSET 29.00' L

ADVANCED INTERSECTION LANE CONTROL SIGN:
R2-06 SPECIAL (48"x36") Suffolk Offset 22.66' R
STA: 201+79.50 OFFSET 31.00' R

ADVANCED INTERSECTION LANE CONTROL & SPEED LIMIT SIGNS:
R2-01 (24"x30") & W13-01P (24"x24")
STA: 203+55.42 OFFSET 47.50' R

ONLY

RIGHT LANE SIGN:
R3-07R, 30"x30"
STA: 203+55.42 OFFSET 47.50' R

KEEP RIGHT SIGN:
R4-07 (24"x30") STA: 203+55.42 OFFSET 47.50' R

LANE ENDS SIGN:
W4-12R (W=0.28") STA: 203+04.11 OFFSET 49.00' L

KEEP RIGHT SIGN:
R4-07 (24"x30") STA: 203+55.42 OFFSET 47.50' R

INSTALL 25 MPH SIGN:
W-21 (24"x30") & W25-03 (30"x36")
STA: 200+29.95 OFFSET 29.00' L
### Line Table

<table>
<thead>
<tr>
<th>Line #</th>
<th>Bearing</th>
<th>Distance</th>
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<tbody>
<tr>
<td>L1</td>
<td>N84°15'18&quot;W</td>
<td>12.86</td>
</tr>
<tr>
<td>L2</td>
<td>N12°01'37&quot;W</td>
<td>10.28</td>
</tr>
<tr>
<td>L3</td>
<td>S77°22'56&quot;W</td>
<td>11.42</td>
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<tr>
<td>L4</td>
<td>N05°49'18&quot;W</td>
<td>14.47</td>
</tr>
<tr>
<td>L5</td>
<td>S12°09'52&quot;E</td>
<td>9.20</td>
</tr>
<tr>
<td>L6</td>
<td>N83°35'15&quot;E</td>
<td>4.40</td>
</tr>
<tr>
<td>L7</td>
<td>N78°02'59&quot;E</td>
<td>19.47</td>
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<tr>
<td>L8</td>
<td>S05°57'33&quot;E</td>
<td>16.79</td>
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### Curve Table

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<th>Curve #</th>
<th>Arc Length</th>
<th>Bearing</th>
<th>Delta Angle</th>
<th>Chord Bearing</th>
<th>Chord Length</th>
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<tbody>
<tr>
<td>C1</td>
<td>209.76</td>
<td>N84°16'18&quot;E</td>
<td>077°32'18&quot;W</td>
<td>L1</td>
<td>194.12</td>
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<tr>
<td>C2</td>
<td>71.73</td>
<td>N62°58'23&quot;E</td>
<td>036°06'00&quot;W</td>
<td>L2</td>
<td>70.92</td>
</tr>
<tr>
<td>C3</td>
<td>14.49</td>
<td>N64°15'46&quot;E</td>
<td>010°10'10&quot;W</td>
<td>L3</td>
<td>14.47</td>
</tr>
<tr>
<td>C4</td>
<td>61.29</td>
<td>S88°41'45&quot;W</td>
<td>036°07'03&quot;W</td>
<td>L4</td>
<td>60.34</td>
</tr>
<tr>
<td>C5</td>
<td>211.01</td>
<td>N84°12'07&quot;W</td>
<td>077°59'58&quot;W</td>
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<td>195.09</td>
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<tr>
<td>C6</td>
<td>71.73</td>
<td>N87°37'04&quot;W</td>
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<td>L6</td>
<td>70.92</td>
</tr>
<tr>
<td>C7</td>
<td>13.77</td>
<td>S30°14'16&quot;E</td>
<td>009°44'19&quot;W</td>
<td>L7</td>
<td>13.75</td>
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<tr>
<td>C8</td>
<td>61.29</td>
<td>N23°22'52&quot;W</td>
<td>036°07'07&quot;W</td>
<td>L8</td>
<td>60.34</td>
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<tr>
<td>C9</td>
<td>209.11</td>
<td>N35°58'00&quot;E</td>
<td>077°17'45&quot;W</td>
<td>L9</td>
<td>193.61</td>
</tr>
<tr>
<td>C10</td>
<td>71.73</td>
<td>S52°50'08&quot;W</td>
<td>036°06'00&quot;W</td>
<td>L10</td>
<td>70.92</td>
</tr>
<tr>
<td>C11</td>
<td>19.24</td>
<td>N53°51'37&quot;E</td>
<td>010°48'57&quot;W</td>
<td>L11</td>
<td>19.22</td>
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<tr>
<td>C12</td>
<td>61.29</td>
<td>N98°31'42&quot;E</td>
<td>036°07'03&quot;W</td>
<td>L12</td>
<td>60.34</td>
</tr>
<tr>
<td>C13</td>
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<td>006°06'15&quot;W</td>
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<td>7.13</td>
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<tr>
<td>C14</td>
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<td>016°21'04&quot;W</td>
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<tr>
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<td>N78°10'52&quot;E</td>
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<td>3.27</td>
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<tr>
<td>C16</td>
<td>74.24</td>
<td>S93°29'08&quot;E</td>
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<td>71.25</td>
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<td>15.48</td>
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<td>15.48</td>
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<tr>
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<td>036°07'07&quot;W</td>
<td>L18</td>
<td>60.34</td>
</tr>
</tbody>
</table>

---

**WELD COUNTY**

PUBLIC WORKS DEPARTMENT  
1111 H STREET  
GREELEY, CO. 80632  
PHONE: (970) 356-4000  
FAX: (970) 356-4090

---

**WCR 54 / 17 INTERSECTION STRIPING PLAN NOTES**

---

**Computer File Information**

- **Creation Date:** 20/05/2020
- **Last Modified Date:** 24/05/2020
- **Full Path:** M:\PROJECTS_DESIGN\WCR 54 AND WCR 17_INTERSECTION\PLAN\CLW\SRP-30\WCR 54_STRIPING.DWG
- **AutoCAD Version:** 2016
- **Units:** English

---

**Index of Revisions**

- **Date:** 20/05/2020
- **Comments:**
- **Initials:** CLW

---

**Project No./Code**

- **As Noted:** WCR 54 / 17 INTERSECTION
- **Public Works Department:**
  - **Address:** 1111 H STREET  
  - **P.O. Box:** 758  
  - **Phone:** (970) 356-4000  
  - **Fax:** (970) 356-4090

---

**Designer:** C. WRIGHT

---

**As Constructed**

---

**WCR 54 / 17 INTERSECTION STRIPING PLAN NOTES**

---

**Sheet Subset:** AS NOTED

---

**Project No./Code:**

- **Sheet Number:** 116 of 183

---
NOTES:
1. SIGNS SHALL BE SPACED A MINIMUM OF 500' OR AS INDICATED BY TRAFFIC CONTROL SUPERVISOR.
2. TRAFFIC PLAN IS BASED ON CDOT TRAFFIC CONTROL FOR HIGHWAY CONSTRUCTION DETAIL.
3. WORK IS EXPECTED TO TAKE 100 DAYS. PLAN IS FOR 24/7 CLOSURE OF INTERSECTION.
4. ALL DEVICES SHALL MEET OR EXCEED MUTCD NCHRP 350 STANDARDS (LATEST EDITION).
5. PRIVATE ACCESS IS TO BE MAINTAINED AT ALL TIMES WITHIN PROJECT LIMITS UNLESS OTHERWISE AGREED UPON BY PROPERTY OWNERS.
6. EXACT PLACEMENT OF SIGNS IS DEPENDANT ON SITE CONDITIONS. CHANGES MAY BE MADE AT THE DISCRETION OF THE PROJECT MANAGER OR TRAFFIC CONTROL SUPERVISOR.
7. THE PLACEMENT, DURATION AND CONTENT OF THE VARIABLE MESSAGE BOARDS TO BE DETERMINED BY PROJECT MANAGER OR TRAFFIC CONTROL SUPERVISOR.
8. NO DETOURS WILL BE ALLOWED ON GRAVEL ROADS.
9. CONTRACTOR TO COORDINATE WITH CDOT FOR LANE CLOSURES ON HIGHWAY 34 (EASTBOUND RIGHT TURN AND WESTBOUND LEFT TURN).

1. SIGNS SHALL BE SPACED A MINIMUM OF 500' OR AS INDICATED BY TRAFFIC CONTROL SUPERVISOR.
2. TRAFFIC PLAN IS BASED ON CDOT TRAFFIC CONTROL FOR HIGHWAY CONSTRUCTION DETAIL.
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7. THE PLACEMENT, DURATION AND CONTENT OF THE VARIABLE MESSAGE BOARDS TO BE DETERMINED BY PROJECT MANAGER OR TRAFFIC CONTROL SUPERVISOR.
8. NO DETOURS WILL BE ALLOWED ON GRAVEL ROADS.
9. CONTRACTOR TO COORDINATE WITH CDOT FOR LANE CLOSURES ON HIGHWAY 34 (EASTBOUND RIGHT TURN AND WESTBOUND LEFT TURN).
NOTES:
1. FLAGGER TO BE USED DURING WORKING DAYTIME HOURS.
   ROADWAY TO BE OPEN TO TWO-WAY TRAFFIC DURING NIGHTTIME, WEEKEND AND NON-WORKING HOURS.
2. TRAFFIC CONTROL DEVICES TO BE CHECKED EVERY DAY, INCLUDING NON-WORKING DAYS FOR FUNCTIONALITY.
3. INFORMATION SHOWN ON THIS SHEET IS FOR REFERENCE ONLY. CONTRACTOR TO SUBMIT A CONSTRUCTION TRAFFIC
   CONTROL PLAN TO WELD COUNTY TRAFFIC SECTION FOR APPROVAL.
4. PLACE ALL SIGNS PER CDOT AND MANUAL ON UNIFORM TRAFFIC DEVICES (MUTCD) LATEST REVISION.
5. TWO (2) FLAGGERS WILL BE REQUIRED PER DAY FOR LANE CLOSURES. PROVIDE A TRAFFIC CONTROL SUPERVISOR FOR
   RELIEF OF FLAGGERS AS NECESSARY.
6. SEE CDOT DETAIL S-630-1 FOR ADDITIONAL TRAFFIC CONTROL DETAILS.

PROJECT LIMITS

This taper must be short enough to not be mistaken for a transition

Provide 36" high cones to delineate the lane closure taper

Length varies (per contractor)

Work zone

Detour and Traffic Control Plan

WCR 13 - Repavement

Notes:
- Flagger to be used during working daytime hours.
- Roadway to be open to two-way traffic during nighttime, weekend, and non-working hours.
- Traffic control devices to be checked every day, including non-working days for functionality.
- Information shown on this sheet is for reference only. Contractor to submit a construction traffic control plan to Weld County Traffic Section for approval.
- Place all signs per CDOT and MUTCD latest revision.
- Two (2) flaggers will be required per day for lane closures. Provide a traffic control supervisor for relief of flaggers as necessary.
- See CDOT detail S-630-1 for additional traffic control details.
MATCHLINE STA: 393+00.00'

WCR 13

OVERHEAD ELECTRIC

70.00' ROW

PVREA EASEMENT

100.00' ROW

CENTURYLINK EASEMENT

393+00

394+00

395+00

396+00

397+00

398+00

399+00

400+00

401+00

402+00

403+00

404+00

404+61

PI: 396+54.07
N 38°06.07' E 155°45.14'
S 00°14'53" W 357.10'
N00°38'45"E 1091.94

END ASPHALT OVERLAY

STA: 400+11.18/0.00'

N=380,965.17
E=155,456.68

25.00'

ASPHALT

27.00'

ROAD

APPROXIMATE ROAD CENTERLINE

PROVIDE 3" overlay of existing roadway

SAWCUT EXISTING ASPHALT PAVEMENT, REMOVE PORTION OF EXISTING AND MATCH NEW PAVING TO EXISTING

MATCHLINE STA: 393+25.00
PROVIDE "HILL BLOCKS VIEW" 
AND "35 MPH" SIGNS

STA: 306+40.00/23.00' R
N=371,594.15
E=155,421.15

EXISTING "STOP" SIGN TO REMAIN

PROVIDE 18" STOP BAR ON EXISTING PAVEMENT
STA: 299+63.55
OFFSET: 0.00'

EXISTING "STOP AHEAD" SIGN TO REMAIN

PROVIDE "45 MPH" SIGN
STA: 312+25.00
E=155,417.47

EXISTING "STOP AHEAD" SIGN TO REMAIN
PROVIDE "HILL BLOCKS VIEW" AND "35 MPH" SIGNS W07-06 (30"x30"), W13-01P (18"x18") STA: 312+60.00/18.00' L
N=372,214.25
E=155,381.59

W1

HILL BLOCKS VIEW

PROVIDE "HILL BLOCKS VIEW"
AND "35 MPH" SIGNS
W07-06 (30"x30"), W13-01P (18"x18") STA: 312+60.00/18.00' L
N=372,214.25
E=155,381.59
PROVIDE "HILL BLOCKS VIEW" AND "25 MPH" SIGNS W07-06 (30"x30"), W13-01P (18"x18") STA: 340+49.99/18.00' R
N=375,004.03 E=155,435.56

PROVIDE "45 MPH" SIGN R02-01 (24"x30")
STA: 341+50.00/18.00' L
N=375,104.23 E=155,400.09

PROVIDE INTERSECTION AND ROAD NAME SIGNS W-02-01 (30"x30"), W16-08P (15")
STA: 348+62.43/18.00' R
N=375,816.49 E=155,439.03

PROVIDE "HILL BLOCKS VIEW" AND "25 MPH" SIGNS W07-06 (30"x30"), W13-01P (18"x18") STA: 350+40.01/18.00' L
N=375,994.21 E=155,403.76

PROVIDE INTERSECTION AND ROAD NAME SIGNS W-02-01 (30"x30"), W16-08P (15")
STA: 350+40.01/18.00' L
N=375,994.21 E=155,403.76

PROVIDE "STOP AHEAD" SIGN W/ FLAGS W03-01 (30"x30")
STA: 352+17.69/347.93' R
N=376,169.49 E=155,770.49

PROVIDE "STOP AHEAD" SIGN W/ FLAGS W03-01 (30"x30")
STA: 351+66.19/348.03' L
N=376,121.75 E=155,074.25

PROVIDE 18" STOP BAR STA: 351+87.44 OFFSET: 23.00' L
PROVIDE 18" STOP BAR STA: 351+87.43 OFFSET: 23.00' R

12.00'± LANE 12.00'± LANE END STRIPING STA: 351+55.43 OFFSET: 0.00'
BEGIN STRIPING STA: 352+34.32 OFFSET: 0.00'

MATCHLINE STA: 339+25.00 MATCHLINE STA: 352+75.00

CONTRACTOR TO COORDINATE PLACEMENT OF "STOP AHEAD" SIGN (WEST WCR 52) WITH LARIMER COUNTY
PROVIDE "45 MPH" SIGN
R02-01 (24"x30")
STA: 352+99.99/18.00' R
N=376,253.99
E=155,441.12

PROVIDE INTERSECTION AND ROAD NAME SIGNS
W-02-01 (30"x30"), W16-08P (15")
STA: 362+75.01/18.00' L
N=377,179.34
E=155,447.31

PROVIDE "STOP" SIGN
R01-01 (30"x30")
STA: 365+77.58/23.00' R
N=377,531.55
E=155,454.60

PROVIDE "STOP AHEAD" SIGN
W03-01 (30"x30")
STA: 365+66.42/348.09' R
N=377,518.55
E=155,779.62

BEGIN STRIPING
STA: 355+50.01 OFFSET: 0.00'

END STRIPING
STA: 366+25.00 OFFSET: 0.00'

MATCHLINE STA: 355+50.00
MATCHLINE STA: 366+25.00

LEGEND
4" SOLID WHITE EPOXY LINE
8" SOLID WHITE EPOXY LINE
18" DASHED WHITE EPOXY LINE
(3' WITH 3' GAP)
8" DASHED WHITE EPOXY LINE
(10' WITH 30' GAP)
8" CHEVRON SOLID WHITE EPOXY LINE
SPACED AT 25' O.C.
4" SOLID YELLOW EPOXY LINE
MERGE LEFT ARROW
WORD "ONLY"
LEFT-Straight THRU ARROW
WORD "YIELD"
YIELD TRIANGLE (36" LONG x 24" WIDE WITH 1' SPACE)
PROVIDE INTERSECTION AND ROAD NAME SIGNS
W-02-02L (30"x30"), W16-08P (15")
STA: 368+75.36/18.00' L
N=377,829.55
E=155,415.29
W02-02L
W16-08P
W1
Y2

MATCHLINE STA: 366+25.00
MATCHLINE STA: 379+75.00

WCR 54 / 17 INTERSECTION
WCR 13_STRIPING PLAN (SHT 6)

LEGEND

- 12.00'± LANE
- 4" SOLID WHITE EPOXY LINE
- 8" SOLID WHITE EPOXY LINE
- 18" DASHED WHITE EPOXY LINE (3' WITH 3' GAP)
- 8" DASHED WHITE EPOXY LINE (10' WITH 30' GAP)
- 8" CHEVRON SOLID WHITE EPOXY LINE SPACED AT 25' O.C.
- 4" SOLID YELLOW EPOXY LINE
- 4" SOLID DOUBLE YELLOW EPOXY LINE
- MERGE LEFT ARROW
- RIGHT TURN ARROW
- WORD "ONLY"
- LEFT-StraIGHT THRUI ARROW
- WORD "YIELD"
- YIELD TRIANGLE (36" LONG x 24" WIDE WITH 1' SPACE)
PROVIDE "45 MPH" SIGN
R02-01 (24"x30")
STA: 403+50.00/20.00' L
N=381,304.08
E=155,438.15
SPEED
LIMIT
45
R02-01
EXISTING "STOP" SIGN
TO REMAIN
EXISTING "STOP AHEAD" SIGN TO REMAIN
W1
W1
Y2
12.00' ± LANE
12.00' ± LANE
PROVIDE 18" STOP BAR ON EXISTING PAVEMENT
STA: 404+16.18 OFFSET: 0.00'
MATCHLINE STA: 393+25.00
PROVIDE REBAR FOR STRUCTURE PER CDOT "HEADWALL FOR PIPES" DETAIL M-601-10

1.00'

10.25'

FLOW

STORM PIPE

CONCRETE TRICKLE CHANNEL

HEADWALL TO EXTEND A MINIMUM OF 3' BELOW BOTTOM OF SWALE ELEVATION (4953.5) FOR A MINIMUM WALL HEIGHT OF 6.5'

EXTEND PIPE TO INSIDE FACE OF WALL, CUT PIPE TO BE FLUSH WITH THE FACE OF HEADWALL

CONCRETE TRICKLE CHANNEL

FLOW

EXTEND PIPE TO INSIDE FACE OF WALL, CUT PIPE TO BE FLUSH WITH THE FACE OF HEADWALL

WELD COUNTY
PUBLIC WORKS DEPARTMENT
1200 MAIN STREET
GREELEY, CO. 80632-2000
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As Constructed
Project No./Code
Sheet Subset:
Sheet Number

WCR 54 / 17 INTERSECTION
WALL 92+50

C. WRIGHT

Designer:
Detailer:

2/05/2020

Date of:

Creation Date:
Initials:
Full Path:
Drawing File Name:
AutoCAD Version:
Scale:
Units:

Comments:

Index of Revisions

1083
PROVIDE CONCRETE APRON WITH 3' DEEP CUTOFF WALL AT FACE

PROVIDE REBAR FOR STRUCTURE PER CDOT "WINGWALLS FOR PIPE OR BOX CULVERTS" DETAIL M-601-20

N=381,483.31
E=165,816.00

N=381,485.73
E=165,810.14

N=381,485.31
E=165,816.00

N=381,486.50
E=165,810.46

N=381,486.75
E=165,819.70

N=381,491,30
E=165,821.98

N=381,490.88
E=165,822.75

135°0'0"

135°0'0"

PE = 4.24'
Provide concrete apron with 3' deep cutoff wall at face.

Provide rebar for structure per CDOT "wingwalls for pipe or box culverts" detail M-601-20.

Provide rebar for structure per CDOT "wingwalls for pipe or box culverts" detail M-601-20.

Extend pipe to inside face of wall. Cut pipe to be flush with the face of headwall.
- PROVIDE TRASH RACK (SEE DETAIL)
- PROVIDE WATER QUALITY PLATE ON INSIDE FACE OF STRUCTURE WALL (SEE DETAIL)
- PROVIDE FLOW RESTRICTOR PLATE ON INSIDE FACE OF STRUCTURE WALL (SEE DETAIL)
- PROVIDE #5 REBAR @ 12" O.C., EACH WAY

FLOW

- EXTEND PIPE TO INSIDE EDGE OF STRUCTURE, CUT FLUSH WITH INSIDE WALL OF STRUCTURE
- PROVIDE TRASH RACK TO BE BOLTED TO WALL OF STRUCTURE (SEE DETAIL)
- PROVIDE WATER QUALITY PLATE ON INSIDE FACE OF STRUCTURE WALL (SEE DETAIL)
- PROVIDE #5 REBAR @ 12" O.C., EACH WAY

VERTICAL CONTROL PLAN

OUTLET PIPE FROM POND

SECTION A-A'

- PROVIDE WATER QUALITY PLATE ON INSIDE FACE OF STRUCTURE WALL (SEE DETAIL)
- PROVIDE FLOW RESTRICTOR PLATE ON INSIDE FACE OF STRUCTURE WALL (SEE DETAIL)
- PROVIDE #5 REBAR @ 12" O.C., EACH WAY
WATER QUALITY PLATE DETAIL
"POND OUTLET D"

NOT TO SCALE

1/2"-DIA STAINLESS STEEL J-BOLTS CAST INTO CONCRETE WITH TAMPER RESISTANT NUT (TYP), EMBED A MINIMUM OF 4" INTO CONCRETE

PARTIAL WALLS OF STRUCTURE FOR WATER QUALITY PLATE

PROVIDE 3 HOLES IN PLATE, 1" DIAMETER, SPACED 4" APART

3/8" THICK, STAINLESS STEEL OR GALVANIZED HOT DIPPED STEEL PLATE FOR WATER QUALITY

RESTRICTOR PLATE DETAIL
"POND OUTLET D"

NOT TO SCALE

3/8" THICK, STAINLESS STEEL OR GALVANIZED HOT DIPPED STEEL PLATE FOR POND RELEASE

1/2"-DIA STAINLESS STEEL J-BOLTS CAST INTO CONCRETE WITH TAMPER RESISTANT NUT (TYP), EMBED A MINIMUM OF 4" INTO CONCRETE

15"-DIA RCP
GENERAL CONCRETE STRUCTURE NOTES:


2. CONCRETE FOR STRUCTURES AND CONCRETE LINED DITCH SHALL BE CDOT CLASS D, 4500 psi COMPRESSIVE STRENGTH AT 28 DAYS OF CURE TIME.

3. ALL REBAR SHALL BE DEFORMED, GRADE 60 (60 ksi) PER ASTM 615.

4. MINIMUM SPLICE LENGTH SHALL BE 16 INCHES FOR #4 AND #5 REBAR.

5. ALL EXPOSED EDGES OF STRUCTURES OR SLABS SHALL HAVE A ¾ INCH CHAMFER.

6. REBAR MINIMUM CLEAR SPACE FROM EARTH SHALL BE 3", FROM FORMS SHALL BE 2" UNLESS NOTED OTHERWISE.

7. AIR CONTENT SHALL BE 5%-8% WHEN TESTED IN ACCORDANCE WITH ASTM C231.

8. SLUMP SHALL BE A MINIMUM OF 1-½" TO 3-1/2" MAXIMUM IN ACCORDANCE WITH ASTM 143.

9. ALL DELIVERY TICKETS SHALL INCLUDE A BATCH NUMBER AND SEPARATE WEIGHTS OF EACH MATERIAL.

10. ALL READY MIX CONCRETE SHALL BE IN ACCORDANCE WITH ASTM C94.

11. CONCRETE SHALL BE CLASS 3 REQUIREMENTS FOR SULFATE RESISTANCE AND WITH A MINIMUM CLASS F FLY ASH ALLOWED IN THE CONCRETE MIX SHALL BE 20% BY WEIGHT WITH A MAXIMUM OF 25% BY WEIGHT.

12. A NON-CHLORIDE POLAR SET AT A MAXIMUM RATE OF 1% SHALL BE USED ONLY WITH THE APPROVAL OF THE ENGINEER AND SHALL BE SUBSIDIARY TO THE CONCRETE.

13. JOINTS SHALL BE CAULKED WITH AN INDUSTRIAL SILICONE CAULK.

14. THERE SHALL BE NO REBAR GOING THROUGH THE EXPANSION JOINT, AND THE MINIMUM REBAR CLEAR SPACE EITHER SIDE SHALL BE 2".

15. NO BACKFILL SHALL BE DONE AROUND THE CONCRETE STRUCTURES UNTIL THE FULL STRENGTH OF 4,500 psi IS REACHED OR APPROVED BY THE ENGINEER.

16. PREPARE A MINIMUM OF 6 COMpressive STRENGTH SPECIMENS PER ASTM C192 DURING THE POUR, ONE AT AN AGE OF 3 DAYS, ONE AT AN AGE OF 7 DAYS, ONE AT AN AGE OF 14 DAYS, TWO AT AN AGE OF 28 DAYS, ONE FOR A HOLD IF THE 4,500 psi IS NOT REACHED, IF THE 4,500 psi IS REACHED THEN BREAK IT AT AN AGE OF 28 DAYS OR AS SPECIFIED BY THE ENGINEER.

17. COMPACTION UNDER THE STRUCTURES SHALL BE 95% MODIFIED PROCTOR.

18. ALL TESTING SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.

19. CONTRACTOR TO INSTALL GRATES AND TRASH RACKS SO THAT THEY OPEN AND FUNCTION FREELY.
GROUTED RIPRAP RUNDOWN DETAIL - PLAN VIEW

SCALE: 2' = 1"

TYPE L RIPRAP IN RUNDOWN (EMBED A MINIMUM OF 4" INTO CONCRETE)

CONCRETE TRICKLE CHANNEL IN BOTTOM OF SWALE, PROVIDE 3/4"
EXPANSION JOINT BETWEEN RUNDOWN AND CHANNEL

#5 REBAR BENT AT 90°, EXTEND INTO GROUTED RIPRAP MINIMUM OF 12"

#5 REBAR @ 12" O.C. EACH WAY (TYP)

#5 REBAR BENT AT 45°, EXTEND INTO GROUTED RIPRAP MINIMUM OF 12"

GROUTED RIPRAP RUNDOWN - SIDE VIEW

SCALE: 2' = 1"

GROUTED RIPRAP RUNDOWN - FRONT VIEW

SCALE: 2' = 1"

CONCRETE TRICKLE CHANNEL IN BOTTOM OF SWALE, PROVIDE 3/4"
EXPANSION JOINT BETWEEN RUNDOWN AND CHANNEL

#5 REBAR BENT AT 90°, EXTEND INTO GROUTED RIPRAP MINIMUM OF 12"

#5 REBAR @ 12" O.C. EACH WAY, TYPICAL FOR BOTH HEADWALLS

WELD COUNTY

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Designer: C. WRIGHT

Detailer: C. WRIGHT

Sheet Subset: AS NOTED

WCR 54 / 17 INTERSECTION

RIPRAP RUNDOWN DETAILS

Project No./Code: SRP-30

As Constructed

No Revisions:

Date: 2/05/2020

Initials: CLW

Creation Date:

Full Path:

Last Modified Date:

Drawing File Name:

AutoCAD Version:

Scale: English

Units: English

Comments:
SECTION A - A

CONCRETE WEIR OVERFLOW STRUCTURE

CONCRETE WEIR STRUCTURE CENTERED IN BERM

EMERGENCY OVERFLOW WEIR
PLACE 6" OF TOPSON ON MINIMUM TYPE A REINFORCEMENT FABRIC
IMPERVIOUS LAYERS MATERIAL AN. PER URMAL DRAINAGE.
DESIGN SUBMERGE EXTENDS TO BASE LINE OF BERM STRUCTURE

NOTE:
THICKNESS FOR WEIR OUTLET STRUCTURE USING NATIVE GROUND AS BASE WORK. CONSTRUCT WEIR & MINIMUM THICKNESS. COMPLETE DIGGING OF TRENCHING. PLACE TEMPERATURE STEEL AND CONCRETE IMMEDIATELY. FORM TOP AS.

OUTLET AND SPILLWAY POND DETAILS

NOT TO SCALE

WEIR LENGTH = 36.0' MIN

4' - #5 BARS

FREE BOARD

100-YEAR OVERFLOW SPILLWAY

HIGH WATER DURING OVERFLOW OF OFF THE POND THROUGH SHORM FLOW

4' - #5 BARS

8" MINIMUM THICKNESS
(SEE NOTE)

5.0' MIN

4.0' MIN

1'

5.0' MIN
1. CONTRACTION JOINTS FOR CONCRETE MEDIAN COVER SHALL MATCH CURB AND GUTTER, MAXIMUM SPACING OF TEN (10) FEET.

2. EXPANSION JOINTS REQUIRED AT 400 FOOT MAXIMUM SPACING. ADDITIONAL JOINTS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER. SEE JOINT DETAILS.

3. CONCRETE SURFACES TO RECEIVE A LIGHT BROOM FINISH.

4. CONTRACTOR TO CAULK EACH EXPANSION JOINT WITH INDUSTRIAL SILICONE CAULK.

5. CONTRACTOR TO COMPACT SUBGRADE AND ABC TO 95% MODIFIED PROCTOR.

NOTES:

1. CONTRACTION JOINTS FOR CONCRETE MEDIAN COVER SHALL MATCH CURB AND GUTTER, MAXIMUM SPACING OF TEN (10) FEET.

2. EXPANSION JOINTS REQUIRED AT 400 FOOT MAXIMUM SPACING. ADDITIONAL JOINTS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER. SEE JOINT DETAILS.

3. CONCRETE SURFACES TO RECEIVE A LIGHT BROOM FINISH.

4. CONTRACTOR TO CAULK EACH EXPANSION JOINT WITH INDUSTRIAL SILICONE CAULK.

5. CONTRACTOR TO COMPACT SUBGRADE AND ABC TO 95% MODIFIED PROCTOR.
GROUTED RIPRAP DETAIL
NOT TO SCALE

NOTES:
1. RIPRAP DETAILS ARE APPLICABLE TO AREAS SHOWN ON PLANS AT STORM LINES AND FES. REFER TO PLANS FOR ACTUAL LOCATION AND LIMITS.
2. PLACE RIPRAP TO RESULT IN SECURELY INTERLOCKED ROCK AT THE DESIGN THICKNESS AND GRADE. COMPACT AND LEVEL TO ELIMINATE ALL VOIDS.

RIPRAP DETAIL
NOT TO SCALE

1. All grout shall have a minimum 28-day compressive strength equal to 3200 psi.
2. One cubic yard of grout shall have a minimum of six (6) sacks of Type II Portland cement.
3. A maximum of 25% Type F Fly Ash may be substituted for the Portland cement.
4. For Type A grout, the aggregate shall be comprised of 70% natural sand (finest) and 30% ⅛-inch rock (coarse).
5. For Type B grout, the aggregate shall be comprised of ⅛-inch maximum gravel, structural concrete aggregate.
6. Type B grout shall be used in streams with significant perennial flows.
7. The grout slump shall be 4-inches to 6-inches.
8. Air entrainment shall be 5.5%–7.5%.

To control shrinkage and cracking, 1.5 pounds of Fibermesh, or equivalent, shall be used per cubic yard of grout. Color additive in required amounts shall be used when so specified by contract.

Placement Specifications

1. All Type A grout shall be delivered by means of a low pressure (less than 10 psi) grout pump using a 2-inch diameter nozzle.
2. All Type B grout shall be delivered by means of a low pressure (less than 10 psi) concrete pump using a 3-inch diameter nozzle.
3. Full depth penetration of the grout into the boulder voids shall be achieved by injecting grout starting with the nozzle near the bottom and raising it as grout fills, while vibrating grout into place using a pencil vibrator.
4. After grout placement, exposed boulder faces shall be cleaned with a wet broom.
5. All grout between boulders shall be treated with a broom finish.
6. All finished grout surfaces shall be sprayed with a clear liquid membrane curing compound as specified in ASTM C-309.
7. Special procedures shall be required for grout placement when the air temperatures are less than 40°F or greater than 90°F. Contractor shall obtain prior approval from the design engineer of the procedures to be used for protecting the grout.
8. Clean Boulders by brushing and washing before grouting.

FIGURE HS-8: SPECIFICATIONS AND PLACEMENT INSTRUCTIONS FOR GROUT IN SLOPING BOULDER DROPS

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PUBLIC WORKING DEPARTMENT
1111 15TH STREET
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No Revisions:

As Constructed

WCR 54 / 17 INTERSECTION
RIPRAP DETAILS

Sheet Number 147 of 183
NOTES:
1. Steel pipe and square tubing shall meet the requirements of ASTM A53, Grade B, Type E. Pipe size shall be as shown on the drawings.
2. Concrete shall be in accordance with the specifications on Sheet 142.
3. Contractor to use galvanized fittings, hardware and accessories in the gate installation.
4. Contractor to ensure proper alignment of gate and anchor post brackets so that gate will rest comfortably on bracket in the open position. Gate shall be protected from traffic and damage during installation and concrete curing days.
5. Gate, posts and anchor plates shall have powder coat finish in orange. Contractor to cover edge of gate tubing that faces traffic with red and white striped reflective tape.
1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING

4 - 36" x 3/4" ANCHOR BOLTS WITH 4" HOOK, SET ANCHOR BOLTS TO ACCOMMODATE BREAKAWAY SYSTEM

3/8" -DIA x 1/2" THICK STEEL PLATE (OUTER DIMENSION) WITH 3.50"-DIA HOLE CUT IN CENTER TO SLIDE OVER PIPE, WELDED TO POST AT HEIGHT SHOWN

WELD 3"-DIA PIPE TO STEEL PLATE

1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING (4500 PSI IN 28 DAYS)

CONCRETE FOOTING (4500 PSI IN 28 DAYS)

WELD STEEL CAP ALL AROUND TOP OF PIPE, WELD TO BE FLAT TO OUTER EDGE OF PIPE SO THAT GATE CAN SLIDE OVER WITHOUT CATCHING

3/8" -DIA HOLE THROUGH PIPE FOR PIN AND LOCK

1/2" THICK STEEL PLATE - (OUTER DIMENSION) WITH 3.50"-DIA HOLE CUT IN CENTER TO SLIDE OVER PIPE, WELDED TO POST AT HEIGHT SHOWN

WELD 3"-DIA PIPE TO STEEL PLATE

1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING

CONCRETE FOOTING (4500 PSI IN 28 DAYS)

WELD STEEL CAP ALL AROUND TOP OF PIPE

4 - 36" x 3/4" ANCHOR BOLTS WITH 4" HOOK, SET ANCHOR BOLTS TO ACCOMMODATE BREAKAWAY SYSTEM

3/8" -DIA HOLE THROUGH PIPE FOR PIN AND LOCK

1/2" THICK STEEL PLATE - (OUTER DIMENSION) WITH 3.50"-DIA HOLE CUT IN CENTER TO SLIDE OVER PIPE, WELDED TO POST AT HEIGHT SHOWN

WELD 3"-DIA PIPE TO STEEL PLATE

1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING

CONCRETE FOOTING (4500 PSI IN 28 DAYS)

WELD STEEL CAP ALL AROUND TOP OF PIPE

4 - 36" x 3/4" ANCHOR BOLTS WITH 4" HOOK, SET ANCHOR BOLTS TO ACCOMMODATE BREAKAWAY SYSTEM

3/8" -DIA HOLE THROUGH PIPE FOR PIN AND LOCK

1/2" THICK STEEL PLATE - (OUTER DIMENSION) WITH 3.50"-DIA HOLE CUT IN CENTER TO SLIDE OVER PIPE, WELDED TO POST AT HEIGHT SHOWN

WELD 3"-DIA PIPE TO STEEL PLATE

1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING

CONCRETE FOOTING (4500 PSI IN 28 DAYS)

WELD STEEL CAP ALL AROUND TOP OF PIPE

4 - 36" x 3/4" ANCHOR BOLTS WITH 4" HOOK, SET ANCHOR BOLTS TO ACCOMMODATE BREAKAWAY SYSTEM

3/8" -DIA HOLE THROUGH PIPE FOR PIN AND LOCK

1/2" THICK STEEL PLATE - (OUTER DIMENSION) WITH 3.50"-DIA HOLE CUT IN CENTER TO SLIDE OVER PIPE, WELDED TO POST AT HEIGHT SHOWN

WELD 3"-DIA PIPE TO STEEL PLATE

1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING

CONCRETE FOOTING (4500 PSI IN 28 DAYS)

WELD STEEL CAP ALL AROUND TOP OF PIPE

4 - 36" x 3/4" ANCHOR BOLTS WITH 4" HOOK, SET ANCHOR BOLTS TO ACCOMMODATE BREAKAWAY SYSTEM

3/8" -DIA HOLE THROUGH PIPE FOR PIN AND LOCK

1/2" THICK STEEL PLATE - (OUTER DIMENSION) WITH 3.50"-DIA HOLE CUT IN CENTER TO SLIDE OVER PIPE, WELDED TO POST AT HEIGHT SHOWN

WELD 3"-DIA PIPE TO STEEL PLATE

1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING

CONCRETE FOOTING (4500 PSI IN 28 DAYS)

WELD STEEL CAP ALL AROUND TOP OF PIPE

4 - 36" x 3/4" ANCHOR BOLTS WITH 4" HOOK, SET ANCHOR BOLTS TO ACCOMMODATE BREAKAWAY SYSTEM

3/8" -DIA HOLE THROUGH PIPE FOR PIN AND LOCK

1/2" THICK STEEL PLATE - (OUTER DIMENSION) WITH 3.50"-DIA HOLE CUT IN CENTER TO SLIDE OVER PIPE, WELDED TO POST AT HEIGHT SHOWN

WELD 3"-DIA PIPE TO STEEL PLATE

1/2" THICK STEEL PLATE TO BE BOLTED TO CONCRETE FOOTING
LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
   THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY
   HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.
2. UTILITY LOCATIONS SHOWN IN THE SECTION VIEWS ARE BASED ON
   SURVEYED UTILITY LOCATES AND INFORMATION PROVIDED BY THE UTILITY
   COMPANIES. ACTUAL LOCATIONS AND DEPTHS SHOULD BE VERIFIED BY
   CONTRACTOR PRIOR TO CONSTRUCTION.
3. STORM AND IRRIGATION PIPES SHOWN IN THE SECTION VIEWS REPRESENT
   THE DESIGNED HORIZONTAL AND VERTICAL LOCATIONS OF THE LINES.
   ACTUAL LOCATION AND DEPTH OF PREVIOUSLY CONSTRUCTED IRRIGATION
   LINES SHOULD BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
   THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY
   HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.
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   CONTRACTOR PRIOR TO CONSTRUCTION.
3. STORM AND IRRIGATION PIPES SHOWN IN THE SECTION VIEWS REPRESENT
   THE DESIGNED HORIZONTAL AND VERTICAL LOCATIONS OF THE LINES.
   ACTUAL LOCATION AND DEPTH OF PREVIOUSLY CONSTRUCTED IRRIGATION
   LINES SHOULD BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.

LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
   THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY
   HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.
2. UTILITY LOCATIONS SHOWN IN THE SECTION VIEWS ARE BASED ON
   SURVEYED UTILITY LOCATES AND INFORMATION PROVIDED BY THE UTILITY
   COMPANIES. ACTUAL LOCATIONS AND DEPTHS SHOULD BE VERIFIED BY
   CONTRACTOR PRIOR TO CONSTRUCTION.
3. STORM AND IRRIGATION PIPES SHOWN IN THE SECTION VIEWS REPRESENT
   THE DESIGNED HORIZONTAL AND VERTICAL LOCATIONS OF THE LINES.
   ACTUAL LOCATION AND DEPTH OF PREVIOUSLY CONSTRUCTED IRRIGATION
   LINES SHOULD BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
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   ACTUAL LOCATION AND DEPTH OF PREVIOUSLY CONSTRUCTED IRRIGATION
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LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
   THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY
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LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.
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LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

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1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE
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EG=4876.0
FG=
EG=4879.2
FG=
EG=4882.6
FG=

PROPOSED
GRADE
EXISTING
GROUND
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:
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GAS-DCP  GAS-XCEL  GAS-DCP  GAS-XCEL  GAS-DCP  GAS-XCEL

ROW
FIBER
TELEPHONE
WATER
ROW
FIBER
TELEPHONE
WATER

Computer File Information
Date: 2/05/2020
Initials: CLW
Full Path: M:\PROJECTS_DESIGN\WCR 54 AND WCR 17_INTERSECTION\PLAN SHEETS\WCR 54_SECTIONS.DWG
AutoCAD Version: 2016
Scale: WELD COUNTY
Units: English
Comments:
Index of Revisions

As Constructed
WCR 54 / 17 INTERSECTION
WCR 54 SECTIONS (SHT 3)

WELD COUNTY
PUBLIC WORKING DEPARTMENT
1111 S. FREEDOM PARK ROAD
GREELEY, CO. 80632
PHONE: (970) 356-4000
FAX: (970) 304-6497

Designer: C. WRIGHT
Detailer: C. WRIGHT

No Revisions:
Rev.: 1

Visual
Sheet Subset:

Sheet Number 135 of 183
NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.

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LEGEND

EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSA TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

EG = 4902.7
FG = 4902.66
EG = 4904.2
FG = 4904.16
EG = 4905.6
FG = 4905.66

PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PREVIOUSLY CONSTRUCTED STORM LINE
PREVIOUSLY CONSTRUCTED ROW LINE

NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.

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GAS-DCP
GAS-XCEL
EASE-TCE

ROW
ROW
ROW
ROW
ROW
NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.

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LEGEND

EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.

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LEGEND

EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:

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LEGEND

EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

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LEGEND

EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
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EG=4913.0
FG=4914.23

PROPOSED
STORM LINE

PROPOSED
GRADE

EXISTING GROUND

PROPOSED
ROW LINE

NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
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EG=4913.3
FG=4914.65

PROPOSED
STORM LINE

PROPOSED
GRADE

EXISTING GROUND

PROPOSED
ROW LINE

NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN
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EG=4913.7
FG=4914.58

PROPOSED
STORM LINE

PROPOSED
GRADE

EXISTING GROUND

PROPOSED
ROW LINE

NOTES:

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LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE
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EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

PROPOSED
STORM LINE

EG=4914.9
FG=4915.79

EG=4915.7
FG=4916.19

EG=4917.0
FG=4916.67

NOTES:

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PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

WCR 54 - 110+00.00
4905
4910
4915
4920
4925
4930

WCR 54 - 110+50.00
4905
4910
4915
4920
4925
4930

WCR 54 - 111+00.00
4905
4910
4915
4920
4925
4930

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EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

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2. Utility locations shown in the section views are based on surveyed utility locates and information provided by the utility companies. Actual locations and depths should be verified by the contractor prior to construction.

3. Storm and irrigation pipes shown in the section views represent the designed horizontal and vertical locations of the lines. Actual location and depth of previously constructed irrigation lines should be verified by the contractor prior to construction.

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LEGEND

EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSIAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:

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   THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY
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   ACTUAL LOCATION AND DEPTH OF PREVIOUSLY CONSTRUCTED IRRIGATION
   LINES SHOULD BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.

EG=4919.1
FG=4919.22
EG=4919.1
FG=4919.15
EG=4919.0
FG=4919.07

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EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

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- **EXISTING GROUND**
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- **TENSAR TRAX 180 GEOTEXTILE**
- **PREVIOUSLY CONSTRUCTED IRRIGATION LINE**
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**Diagram:**

```
HOR: 1"=50'
VERT: 1"=5'
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**WCR 54 - 119+00.00**

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**Diagram:**

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EXISTING GROUND
PROPOSED GRADE
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**Scale:**

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HOR: 1"=50'
VERT: 1"=5'
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**Legend:**
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- **PROPOSED GRADE**
- **CONCRETE PAVEMENT**
- **AGGREGATE BASE COURSE**
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EG=4892.3
FG=
EG=4893.2
FG=
EG=4894.1
FG=

PROPOSED
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EXISTING
GROUND
CONCRETE
PAVEMENT
AGGREGATE
BASE COURSE
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NOTE: GEOTECHNICAL SOILS REPORT FOUND GROUND WATER 4'+/- BELOW GRADE FROM STA. 200+00 TO 207+00. CONTRACTOR TO BE AWARE THAT CUTS IN THESE AREAS MAY HAVE GROUNDWATER PRESENT.
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PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSIAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
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TEXAS TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE
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WCR 54 / 17 INTERSECTION
WCR 17 SECTIONS (SHT 5)
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CONCRETE PAVEMENT
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TENSAR TRAX 180 GEOTEXTILE
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PROPOSED STORM LINE
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PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

OHE: WATER ROW
UGE-LIGHTS
GAS-DCP

PREVIOUSLY CONSTRUCTED IRRIGATION LINE

EG=4920.4
FG=4917.27

EG=4921.9
FG=4918.74

NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.

2.UTILITY LOCATIONS SHOWN IN THE SECTION VIEWS ARE BASED ON SURVEYED UTILITY LOCATES AND INFORMATION PROVIDED BY THE UTILITY COMPANIES. ACTUAL LOCATIONS AND DEPTHS SHOULD BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.

3.STORM AND IRRIGATION PIPES SHOWN IN THE SECTION VIEWS REPRESENT THE DESIGNED HORIZONTAL AND VERTICAL LOCATIONS OF THE LINES. ACTUAL LOCATION AND DEPTH OF PREVIOUSLY CONSTRUCTED IRRIGATION LINES SHOULD BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.
NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.

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LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIWATION LINE
PROPOSED STORMLINE
PROPOSED ROW LINE

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.
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WCR 17 - 212+00.00

PREVIOUSLY CONSTRUCTED IRRIGATION LINE
EXISTING GROUND
PROPOSED GRADE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE

WCR 17 - 212+50.00

PREVIOUSLY CONSTRUCTED IRRIGATION LINE
EXISTING GROUND
PROPOSED GRADE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.
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   ACTUAL LOCATION AND DEPTH OF PREVIOUSLY CONSTRUCTED IRRIGATION
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LEGEND

EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSAR TRAX 180 GEOTEXTILE
PREVIOUSLY CONSTRUCTED IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:

1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.

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LEGEND
EXISTING GROUND
PROPOSED GRADE
CONCRETE PAVEMENT
AGGREGATE BASE COURSE
TENSRAR TRAX 160 GEOTEXTILE
PREVIOUSLY CONSTRUCTED
IRRIGATION LINE
PROPOSED STORM LINE
PROPOSED ROW LINE

NOTES:
1. UTILITIES (WATER, GAS, TELEPHONE, FIBER OPTIC, ELECTRIC) SHOWN IN THE SECTION VIEWS REPRESENT EXISTING UTILITIES THAT MOST LIKELY HAVE BEEN RELOCATED PRIOR TO CONSTRUCTION OF THE ROADWAY.
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PREVIOUSLY
CONSTRUCTED
IRRIGATION LINE
PROPOSED
STORM LINE
PREVIOUSLY
CONSTRUCTED
IRRIGATION LINE
WATER
TELEPHONE
GAS-DCP
EASE-TCE
EXISTING GROUND
PROPOSED GRADE

WCR 17 - 215+00.00

M:\PROJECTS_DESIGN\WCR 54 AND WCR 17_INTERSECTION\PLANSHEETS\CLW\2/05/2020\C. WRIGHT\2016\WCR 17 SECTIONS (SHT 14).DWG
WELD COUNTY ROAD 54
& WELD COUNTY ROAD 17
INTERSECTION PROJECT
TOWNSHIP 5 NORTH - RANGE 67 WEST
<table>
<thead>
<tr>
<th>PARCEL NO.</th>
<th>OWNER</th>
<th>ADDRESS</th>
<th>MAILING</th>
<th>SITE</th>
<th>PARCEL NO.</th>
<th>ALIQUOT LOCATION</th>
<th>AREA OF PARCEL S.F.</th>
<th>AREA OF PARCEL A.C.</th>
<th>MISC</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 RW-1</td>
<td>HEIN FAMILY RLLLP</td>
<td>7800 CR 54 JOHNSTOWN, CO 80534</td>
<td>SAME</td>
<td>NE 1/4 S29-TSN-R67W</td>
<td>S95729000045</td>
<td>LOT-A RE-2521</td>
<td>23,601.31sf. 0.54 ac.</td>
<td>ADDITIONAL ROW</td>
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<td></td>
<td>71,488.42 sf. 1.64 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>34,116.74 sf. 0.78 ac.</td>
<td>ADDITIONAL ROW</td>
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<td></td>
<td></td>
<td>17,553.73 sf. 0.40 ac.</td>
<td>FOR CONSTRUCTION PURPOSES</td>
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<td></td>
<td>67,360.29 sf. 1.55 ac.</td>
<td>FOR CONSTRUCTION PURPOSES</td>
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<td></td>
<td>11,714.06 sf. 0.27 ac.</td>
<td>NEW PE FOR XCEL</td>
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<td>35,833.44 sf. 0.82 ac.</td>
<td>NEW PE FOR XCEL</td>
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<tr>
<td>2 RW-2</td>
<td>HANKINS FARMS LLC</td>
<td>27001 CR 17 JOHNSTOWN, CO 80534</td>
<td>SAME</td>
<td>S 1/2 OF NE 1/4 &amp; E 1/2 OF SE 1/4 S20-TSN-R67W</td>
<td>S95720100004</td>
<td>LOT-B RE-2521</td>
<td>79,691.45 sf. 1.83 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>99,392.71 sf. 2.28 ac.</td>
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<td>11,271.50 sf. 0.26 ac.</td>
<td>NEW PE FOR CENTURY LINK</td>
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<td>23,391.75 sf. 0.54 ac.</td>
<td>NEW PE FOR DCP</td>
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<td>12,002.49 sf. 0.28 ac.</td>
<td>NEW PE FOR LTWD</td>
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<tr>
<td>3 RW-3</td>
<td>WELD COUNTY</td>
<td>1150 O ST. GREELEY, CO 80631</td>
<td>25973 CR 17 WELD CNY.</td>
<td>NE 1/4 S29-TSN-R67W</td>
<td>S95729000014</td>
<td>LOT-B RE-2521</td>
<td>43,560.17 sf. 1.00 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>900.00 sf. 0.02 ac.</td>
<td>NEW PE FOR PUBLIC SERV.</td>
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<td>4 RW-4</td>
<td>WIEDEMANN</td>
<td>506 DOUBLE TREE DR. GREELEY, CO 80634</td>
<td>26866 CR 17 JOHNSTOWN, CO 80534</td>
<td>SW 1/4 S21-TSN-R67W</td>
<td>S95721000005</td>
<td>LOT-B RE-2521</td>
<td>94,517.87 sf. 2.17 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>SHARON E. WIEDEMANN</td>
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<td>73,982.85 sf. 1.70 ac.</td>
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<td>45,393.43 sf. 1.04 ac.</td>
<td>NEW PE FOR DCP</td>
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<td>10,585.14 sf. 0.24 ac.</td>
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<td>5 RW-5</td>
<td>PUBLIC SERVICE CO./ XCEL ENERGY</td>
<td>1901 E. HORSETOOTH RD FT. COLLINS CO 80525</td>
<td>VACANT LAND SOUTH OF CR 54 &amp; EAST OF CR 17</td>
<td>NW 1/4 S28-TSN-R67W</td>
<td>S95728000001</td>
<td>LOT-B RE-2521</td>
<td>900.00 sf. 0.02 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>101,618.81 sf. 2.33 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>27,922.48 sf. 0.64 ac.</td>
<td>FOR CONSTRUCTION PURPOSES</td>
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<tr>
<td>6 RW-6</td>
<td>KINZER</td>
<td>P.O. BOX 980 JOHNSTOWN, CO 80534</td>
<td>VACANT LAND SOUTH OF CR 54 &amp; EAST OF CR 17</td>
<td>NW 1/4 S28-TSN-R67W</td>
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<td>LOT-B RE-2521</td>
<td>900.00 sf. 0.02 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>EDWARD J. KINZER &amp; MARJORIE A. KINZER FAMILY TRUST</td>
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<td>101,618.81 sf. 2.33 ac.</td>
<td>ADDITIONAL ROW</td>
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<td>27,922.48 sf. 0.64 ac.</td>
<td>FOR CONSTRUCTION PURPOSES</td>
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