



Bob Karsted <bob.karsted@gmail.com>

9 Mile PD Amendment/Minor Subdivision Public Hearing Notice

Alex Schatz <alexpschatz@comcast.net>

Tue, Mar 3, 2020 at 8:41 AM

Reply-To: Alex Schatz <alexpschatz@comcast.net>

To: Hannah Hippely <hhippely@erieco.gov>, Bob Karsted <bob.karsted@gmail.com>

Cc: Nicole Karsted <karsted@msn.com>, manager@arhoa.org, board@arhoa.org

I am writing on behalf of the Arapahoe Ridge Homeowners Association to express support for the selective use of town-owned outlots for landscape screening.

Based on information provided by Arapahoe Ridge residents, the developer and the Town, the HOA is aware that, in the upcoming Nine Mile Corner development review, plans for the installation of evergreen trees on certain outlots along the north side of Arapahoe Road may be discussed. This comment is submitted in support of the buffering concept between residential uses within our community and the proposed Nine Mile Corner development.

Alex Schatz
President, Arapahoe Ridge HOA
[1724 Woodward Street, Erie CO](#)
720-323-4609

[Quoted text hidden]

Hannah Hippely

From: Jeanne <jeanners11@gmail.com>
Sent: Monday, March 02, 2020 10:32 AM
To: Hannah Hippely
Subject: Nine Mile Comments for Hearings

Greetings Hannah,

Thank you for the Nine Mile materials posted on Erie's website.

Looking at the Landscaping Application Materials, there are serious concerns. I'll refer mainly to p34, which illustrates the center portion of the buffer.

<https://erie.legistar.com/View.ashx?M=F&ID=8144875&GUID=7BF54BBB-542B-411D-9B41-2EE836064DC5>

The landscaping as illustrated would *obliterate* mountain views from border homes as the landscaping matures. This would impact our property values. Many leaders involved have been informed multiple times over several years, verbally and in writing, that this is extremely important to us.

Generally, with pockets of exception, landscaping needs to be less tall as you approach the top of the buffer hill to help preserve views. For many neighbors, landscaping in the line of sight ~30 degrees N of W through the NE corner of the property to their west needs to be low to preserve views (this is the primary view angle to Longs Peak).

On top of the view issues, Ponderosa Pines shown ~35' from homes can grow to be well over 100'h and prevailing winds here blow toward the homes. It would be much better for these trees to be planted near the north edge of the buffer or at least in the lower half of the buffer, as previously requested.

On a separate issue, I hope that exterior lighting is intended to have a color temperature of 2700K or "warm" to reduce impacts on circadian systems of residents, customers and passersby.

I have expressed these concerns directly to Evergreen DevCo and Lafayette officials.

We would greatly appreciate serious attention to these issues.

Thank you,
Jeanne Stratton
503 West Lucerne Drive



Department of Planning and Development

Planning

The Town of Erie

645 Holbrook St.
P.O. Box 750
Erie, CO 80516
(303) 926-2775
FAX (303) 926-2706

Memo

To: Derek Lis, Evergreen -287 & Arapahoe, LLC

From: Hannah Hippely, Senior Planner

Date: February 7, 2020

Re: MS-001118-2019 Nine Mile Corner

cc: Deborah Bachelder

Town Staff has reviewed the resubmittal of the Minor Subdivision application for Nine Mile Corner for conformance with Municipal Code, Title 10. Referral comments received by the Town after the date of this memo will be forwarded on to the applicant. Referrals were sent to the following referral agencies:

1. Town of Erie: Planning, Engineering, Parks
2. Xcel Energy
3. Merrick
4. FHU
5. Town Surveyor

Below are the Planning Department comments:

- A. All comments and concerns of referral agencies must be addressed prior to scheduling a public hearing for this application.
 - a. Staff is waiting for feedback from referral agencies and this will be provided to you as comments are received.
 - i. Xcel Energy indicated that they anticipated a blanket easement over the platted area but, this is not provided on the plat. How has this issue been addressed?
- B. Approval of the subdivision is conditional upon the acceptance of Landscape and Irrigation plans by Town Parks and Recreation.
 - a. Address all comments provided in the response from Parks and Recreation.
- C. Approval of the Subdivision is conditional upon the acceptance of Construction Documents by Town Engineering.
 - a. Address all comments provided by Town Engineering.
- D. A Development Agreement is required to accompany this subdivision to the Board of Trustees for consideration and acceptance.
 - a. This agreement must be finalized for the Board Hearing.

E. Issues with the South Boulder Canyon Ditch easement and realignment must be resolved prior to recordation of the plat, the reception number for that agreement must be included on the plat.

F. Plat Review

Sheet 1:

1. Notes

- a. Notes 11 is incomplete and must be completed before the plat can be recorded.
- b. A blanket public access easement should be granted over all tracts, please add this note.
- c. Since this is a shopping center public access should also be granted over the lots, please add this note.

Sheet 2 and 3:

2. Please confirm that an access easement is not necessary along the southern edge of Lot 11 for the purpose of providing access to the relocated ditch.



Internal Memo

To: Hannah Hippely, Planning & Development - Senior Planner

From: Darren Champion, Parks and Open Space Project Coordinator

Date: February 13, 2020

Subject: Nine Mile Corner – Minor Subdivision MS-001118-2019

Cc: Patrick Hammer, Director of Parks and Recreation
Luke Bolinger, Community Partnership and Special Projects Manager

Parks & Open Space Division staff have reviewed the subject plans and offer the following comments:

General Comments:

- *Previous comment not addressed* - Developer shall be responsible for notifying in advance the Arapahoe Ridge HOA regarding construction impacts that will occur on HOA maintained areas. All disturbed areas must be restored to preconstruction conditions and accepted by the HOA.
- *Previous comment partially addressed* - Offsite improvements are shown located on the Starr property and Town properties maintained by Arapahoe Ridge HOA. The applicant is to provide an appropriate agreement that identifies the maintenance responsibilities of all new off-site improvements as the responsibility of Nine Mile Commercial District.

Landscape Comments:

Sheet L-2.01

- *Previous comment not addressed* - Accurately reflect the offsite landscaping currently installed within the landscape plan.

Sheet L-2.02

- *Previous comment not addressed* - Accurately reflect the offsite landscaping currently installed within the landscape plan.

Sheet L-2.04

- *Previous comment not addressed* - Show the existing sidewalk located in the southwest corner of the site.

Irrigation Comments:

- *Previous comment not addressed* - Native seeding located offsite must receive temporary irrigation. Water costs and any associated fees are to be paid for by the Nine Mile Commercial District.



Memo

To: Hannah Hippley
From: David Pasic, P.E., Civil Engineer
Date: February 14, 2020
Subject: **Nine Mile Minor Subdivision – Review 3**
CC: Joe Smith, Wendi Palmer, Chad Schroeder, Tyler Burhenn

Public and Infrastructure Plans Comments – 1st Submittal

9. Sheet 17-18

- d. The utility easement for the three utility mains shall have enough room to have 10' separation from each other and 10' separation from the edge of the easement per Section 161.02.06.

Galloway Response: The easements have been revised to have 10' of separation for each utility.

Town Follow-Up: The easement shall also be large enough to provide 10' separation from edge of easement to any utility. In addition, a 30' Easement shall be needed for the section of water line that connects in to Arapahoe Ridge.

Galloway Response: The easement has been revised per comment.

Town Follow-Up: The easement is still not large enough. See redline comment for Sheet 4.0

16. Sheet 29

- f. The swale is located in a Town Owned Parcel but is HOA maintained. Coordinate with HOA regarding improvements including landscaping as much of this area appears to be turf and native is being proposed.

Galloway Response: Noted, maintenance of the swale will be coordinated with the HOA and an agreement will be drafted.

Town Follow-Up: Comment to remain in place until agreement reached.

Galloway Response: Evergreen will coordinate with the HOA on the construction activities and any necessary temporary construction easements, with the understanding that HOA will continue to conduct maintenance of this area post construction.

Town Follow-Up: Comment to remain in place until agreement reached.

20. Sheets 36-45:

- a. Coordinate improvements on west side of US287 with the City of Lafayette and the Weems Development.

Galloway Response: Improvements on the west side of Hwy 287 will be coordinated with the City of Lafayette and the Weems Development.

Town Follow-Up: Comment to remain in place until acceptance given by City of Lafayette.

The Town has reached out to Lafayette and is awaiting to hear from them on how they wish to approach this.

24. Sheets 46-50

- a. CDOT approval will be required for all US287 Improvements.

Galloway Response: Noted, all Hwy 287 plans will be routed to CDOT for review and approval.

Town Follow-Up: Comment to remain in place until acceptance given by CDOT. This will be done with the NTP.

28. L-2.01

- a. Coordinate with HOA on landscaping and maintenance. An agreement should be coordinated.

Galloway Response: A MOU will be drafted between the developer and the HOA to indicate that all disturbed areas will be fully restored. The developer will also reach out to the HOA before the project starts.

Town Follow-Up: Comment to remain in place until agreement reached.

Galloway Response: Evergreen will coordinate with the HOA prior to and during

the construction activities and any necessary temporary construction easements, with the understanding that HOA will continue to conduct maintenance of this area post construction.

Town Follow-Up: Comment to remain in place until an MOU has been agreed upon as originally indicated.

Public and Infrastructure Plans Comments – 2nd Submittal

15. Sheet C5.13

- c. Detail opening in outlet structure as trickle channel enters the micropool area. How does this restrict the flow? Similar structures have RCP pipe connection from Trickle Channel to Outlet Structure.

Galloway Response: There is no restriction of flow as the trickle channel enters the micropool area. The trickle channel sidewalls ramp up and become the outlet structure wing walls.

Town Follow-Up: Show detail of opening. See redline for Sheet C5.13.

20. Sheet C6.5

- a. Show connection to multifamily site. Temporary blowoff in interim condition.

Galloway Response: A temporary blowoff is now proposed.

Town Follow-Up: Show connection proposed by MF Site.

Public and Infrastructure Plans Comments – 3rd Submittal

1. Please see attached redlines. These shall be addressed along with the general comments below.
2. Per a comment provided by CDOT, it is suggested that Galloway prepare a SUE plan to incorporate in to the plan set in accordance with Title 19 of the State of Colorado.

Drainage Comments Provided by Merrick 2/13/2020

Drainage Report

1. In the report, a statement should be made specifying that the commercial site storm sewer system will be privately owned and maintained per discussions with the Town.
2. The 100-year HGL shown on the StormCAD analysis profile does not match the HGL shown on the construction plan profiles. Correct the HGL on the construction plans to match the analysis.
3. The sizing analysis for the proposed channel northwest of Arapahoe Road and 111th Street that connects the bypass storm sewer to the existing channel west along 111th Street proposes a triangular channel section with 0.4% slope. However, Section S-S on Sheet C5.3 shows a rectangular channel with a 2' bottom width and a slope of 0.82%. Revise sizing calculations with the correct cross section and slope and verify that the allowable Froude Number (0.8) is not exceeded.
4. The following comments relate to inlet sizing calculations:
 - a. As stated in our last review, there are several inlets for the commercial site inlet sizing that do not match the labels in the Storm Runoff Calculations or the Construction Plans. For example, inlet sizing calculations for inlets at Design Points 17 and 18 indicate CDOT Type R inlets, but the Construction Plans (Sheet 5.12) indicate Type 13 Combination inlets. Another example is at Design Point 11, the inlet sizing calculations indicate a single Type R inlet while the Construction Plans indicate a double (10') Type R inlet. Verify which inlet sizes are correct for each proposed inlet and revise calculations or plans as necessary.
 - b. Provide sizing calculations for all proposed inlets including the Type D area inlet at Design Point 12.
5. On Drainage Map DR01, the proposed contours are not shown in the proposed commercial and multi-family detention pond areas. Revise the hatching to show all proposed contours.
6. On Drainage Map DR01, the subbasin areas for Subbasins 3 and 4 do not match those in the report text and runoff calculations in Appendix B. Revise the Drainage Map to show the correct areas.

Construction Plans

1. On Sheet C5.5 on the profile, show the proposed CDOT Type D area inlet at about STA, 10+10 that connects to the bypass storm line.
2. On Sheet C5.7, the culvert proposed to connect the West Pond to the Central Pond is shown as a 36" RCP. However, the normal depth calculation in Appendix C indicates that a 42" RCP is required. Revise Sheet C5.7 to show a 42" RCP.
3. The following comments relate to the commercial detention pond (Sheet C5.13):
 - a. In order to properly drain the pond discharge through the outlet structure, the invert of the 24" outlet pipe must be at least 0.2' below the micropool WSEL. Per the response letter, the outlet pipe and emergency spillway crest were lowered by 0.2' as requested, but the micropool WSEL was also lowered by 0.2' so they are still at the same elevation. Therefore, the micropool must be at elevation 5249.65 or higher, or the outlet pipe and emergency overflow must be lowered by 0.2' more to elevation 5249.25. Revise as needed to show the micropool WSEL at least 0.2' above the outlet pipe invert.
 - b. The total spillway crest length must be shown as 71' wide on the site plan, not 55' to match the Emergency Spillway Detail and sizing calculations. In addition, the emergency spillway crest length in the full spectrum detention sizing calculations must be updated to be 55', not 40'.
 - c. The emergency spillway cutoff wall indicated on the site plan is not shown on the Emergency Spillway Detail. Provide details for the cutoff wall. If a cutoff wall is not provided, the riprap must be shown at the surface (i.e., not buried) to maintain the emergency spillway elevation since the topsoil has the potential to erode.
Town Clarification/Addition: The detail for the cutoff wall is on sheet C5.14. Please reference that on the Plan view of the callout on Sheet C5.13. Also, verify that the inverts match, as they do not currently.
4. On Sheet C5.13 Section A-A and the Outlet Control Structure Plan Detail, either show a large opening in the face of the outlet structure between the wingwalls that has capacity for at least the 10-year inflow, or eliminate this wall so it does not obstruct flow to the WQCV/EURV outlet.

Redlines provided by David Pasic
02/07/2020
Town of Erie



Evergreen
Development | Services | Investments

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INFRASTRUCTURE CONSTRUCTION
DOCUMENTS
NINE MILE CORNER
EVERGREEN DEVCO INC

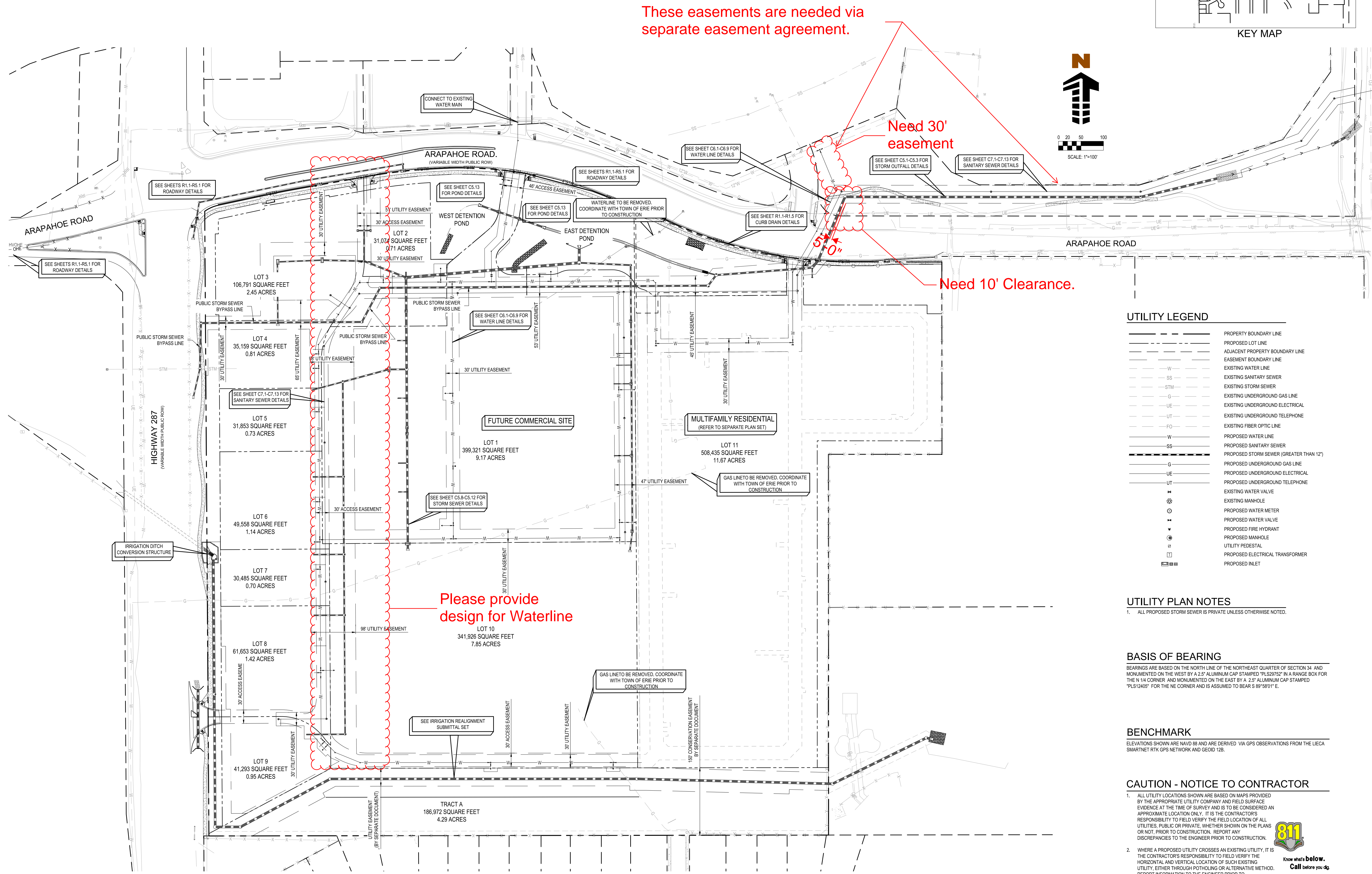
HIGHWAY 287 & ARAPAHOE RD.
ERIE, COLORADO

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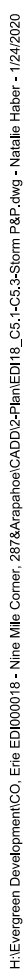
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Drawn By:	RDG
Checked By:	BSM
Date:	9/3/19

OVERALL UTILITY PLAN

C4.0



44/Evergreen Development CO, Erie ED100018 - Nine Mile Corner, 287Acrayshoe/CAD/CQ-Plan/ED18_C4/D-JHilding - Natalie Haber - 1/24/2020

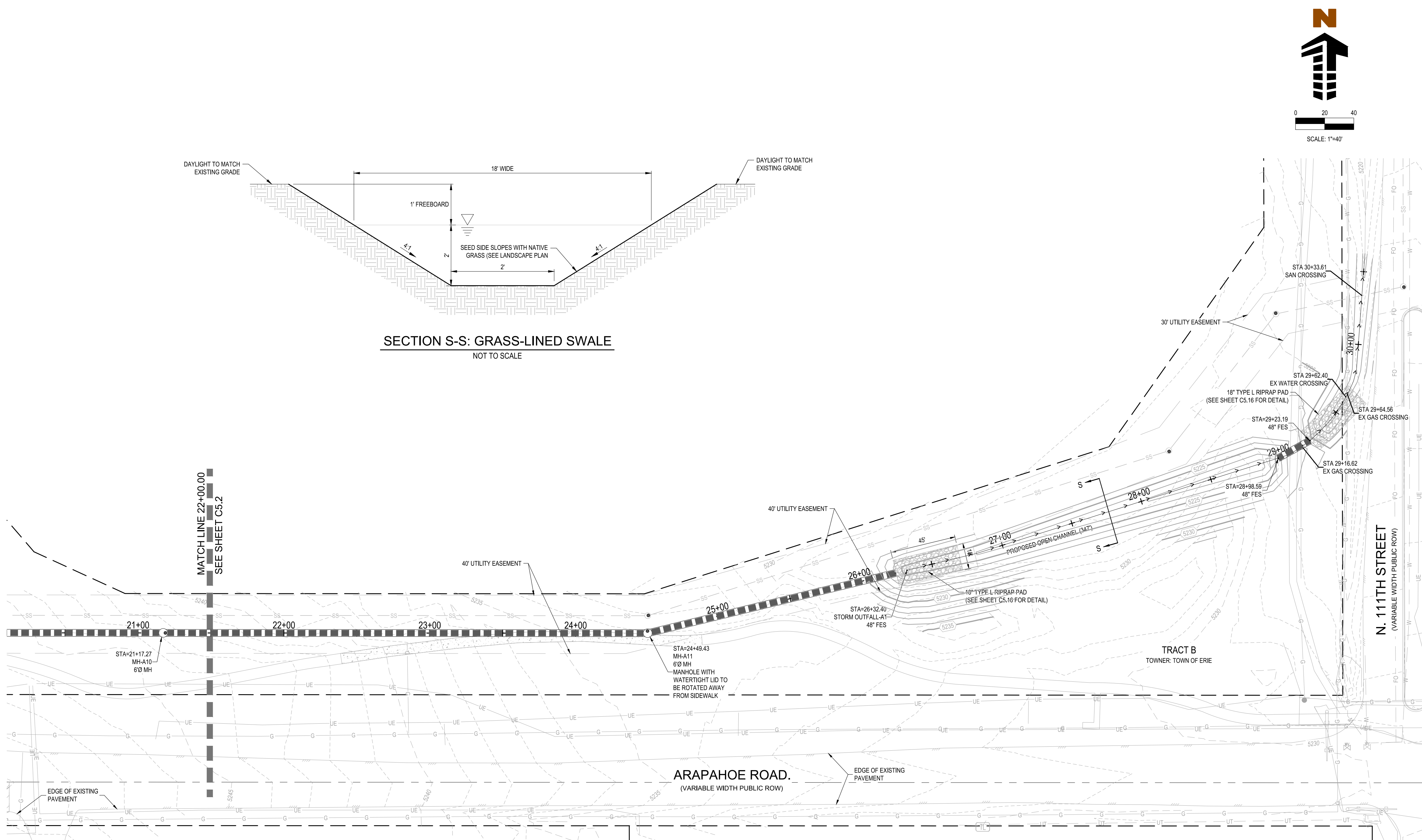


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1	01/24/20	5TH INFRASTRUC. SUB.	ACJ

Project No:	ED000018
Drawn By:	RDG
Checked By:	BSM
Date:	9/3/19

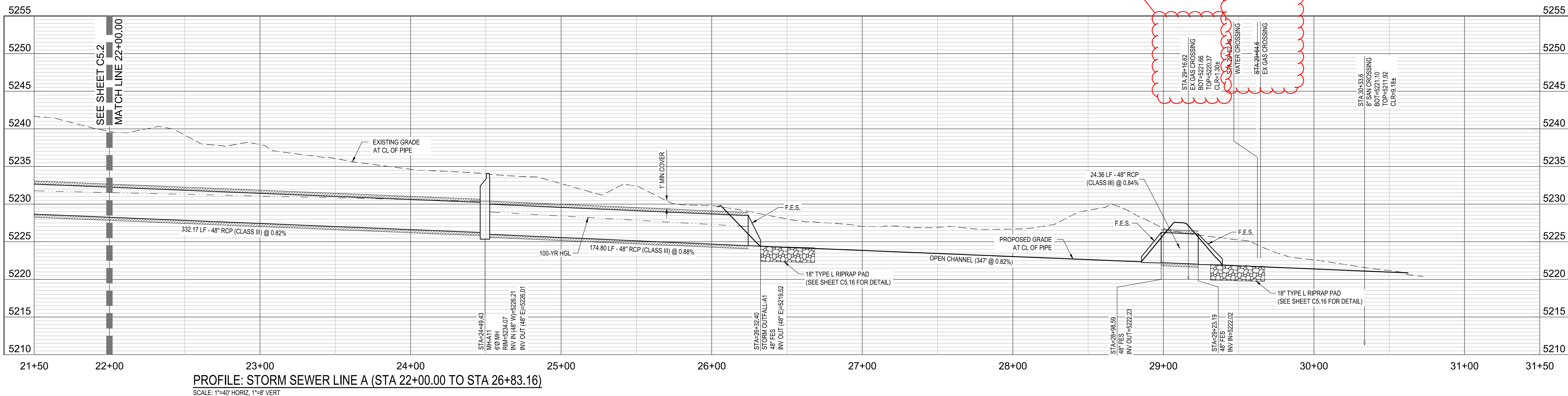
STORM SEWER BYPASS
PLAN & PROFILE

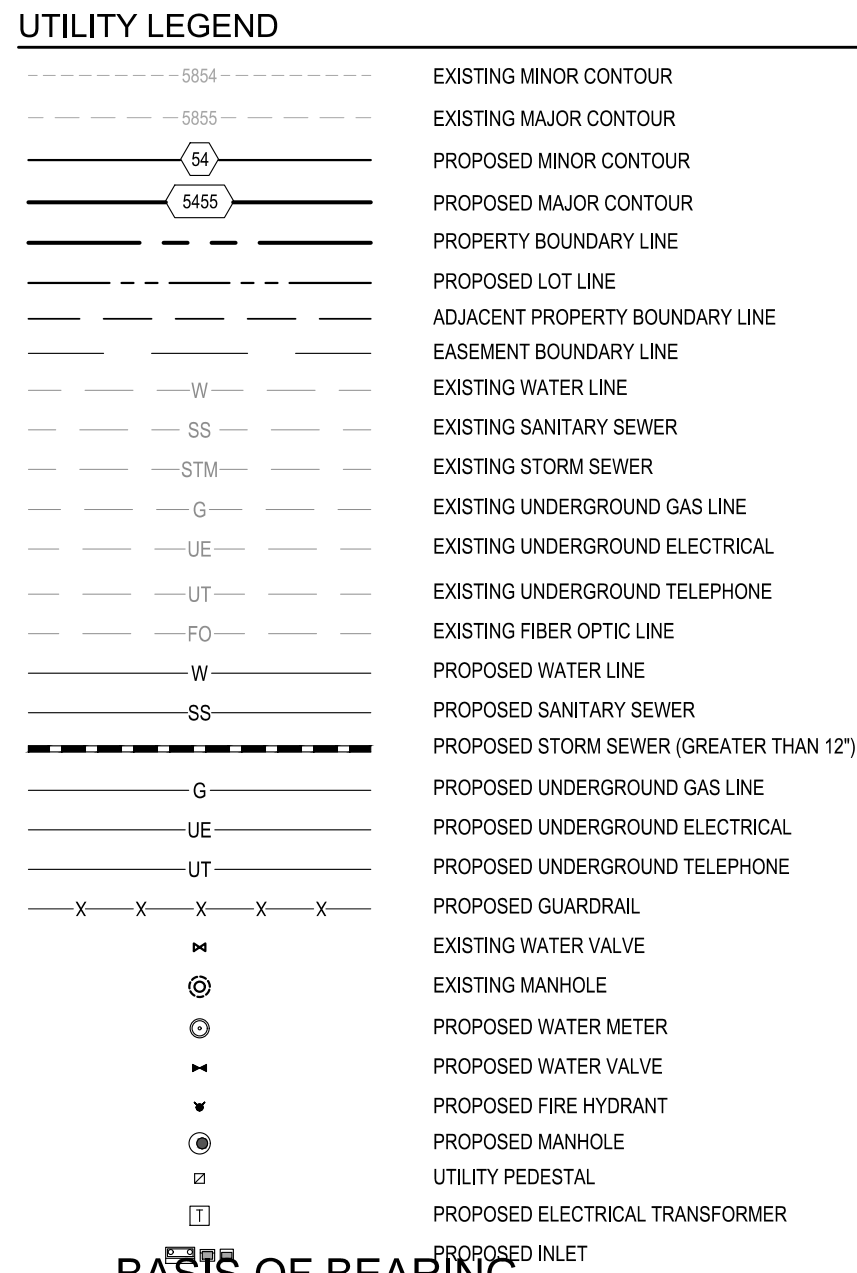
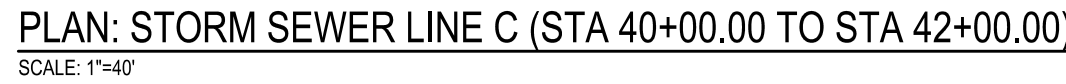
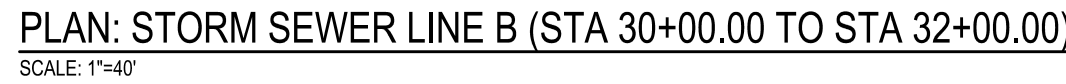
C5.3



Less than 1.5' Clear. Adjust or
obtain variance from gas line owner.

Show clearance or
relocate as necessary

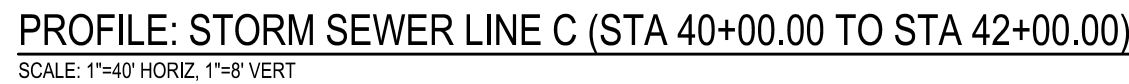
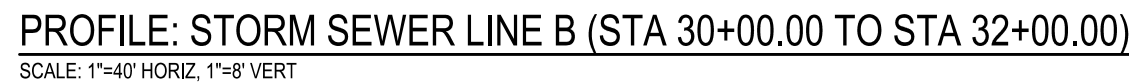


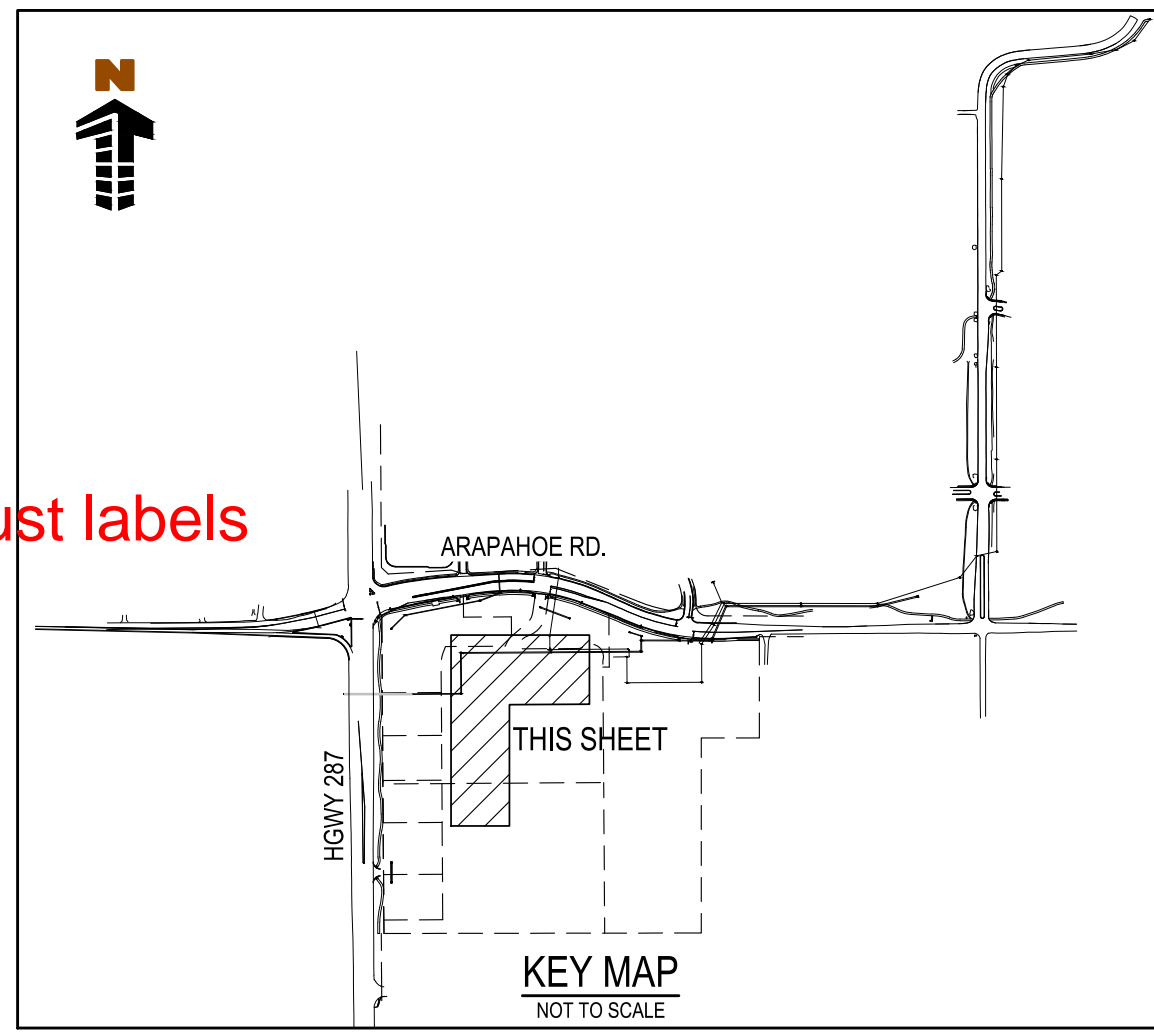
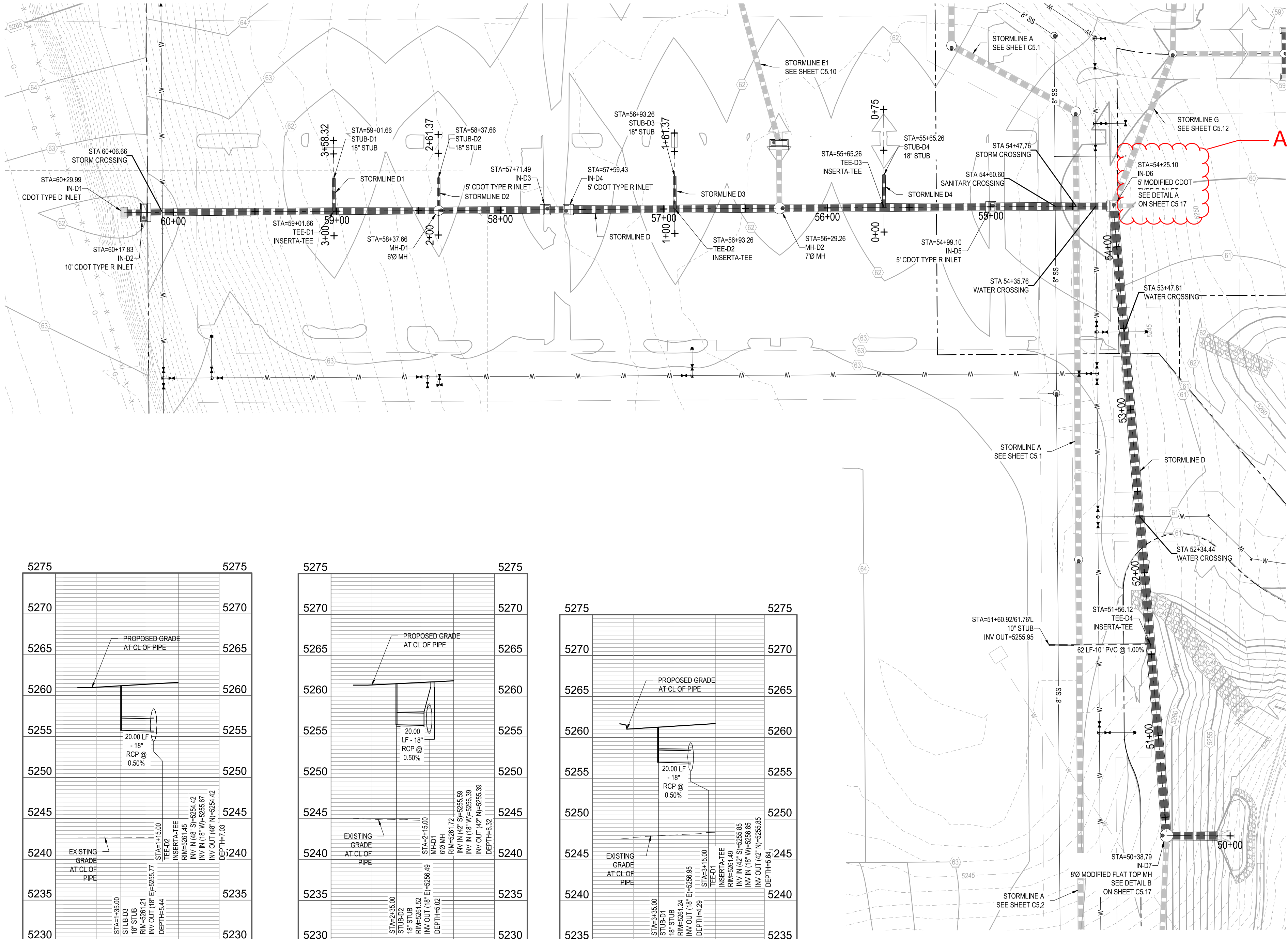


BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 34 AND MONUMENTED ON THE WEST BY A 2.5" ALUMINUM CAP STAMPED "PLS29752" IN A RANGE BOX FOR THE N 1/4 CORNER AND MONUMENTED ON THE EAST BY A 2.5" ALUMINUM CAP STAMPED "PLS12405" FOR THE NE CORNER AND IS ASSUMED TO BEAR S 89°58'01" E.

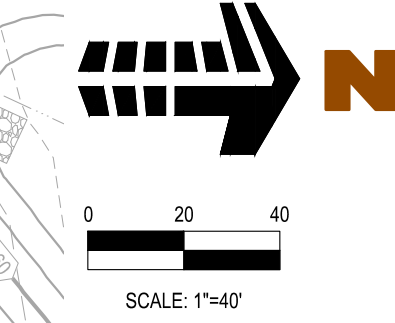
ELEVATIONS SHOWN ARE NAVD 88 AND ARE DERIVED VIA GPS OBSERVATIONS FROM THE LIECA SMARTNET RTK GPS NETWORK AND GEOID 12B.

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE FIELD LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POT-HOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.





Adjust labels



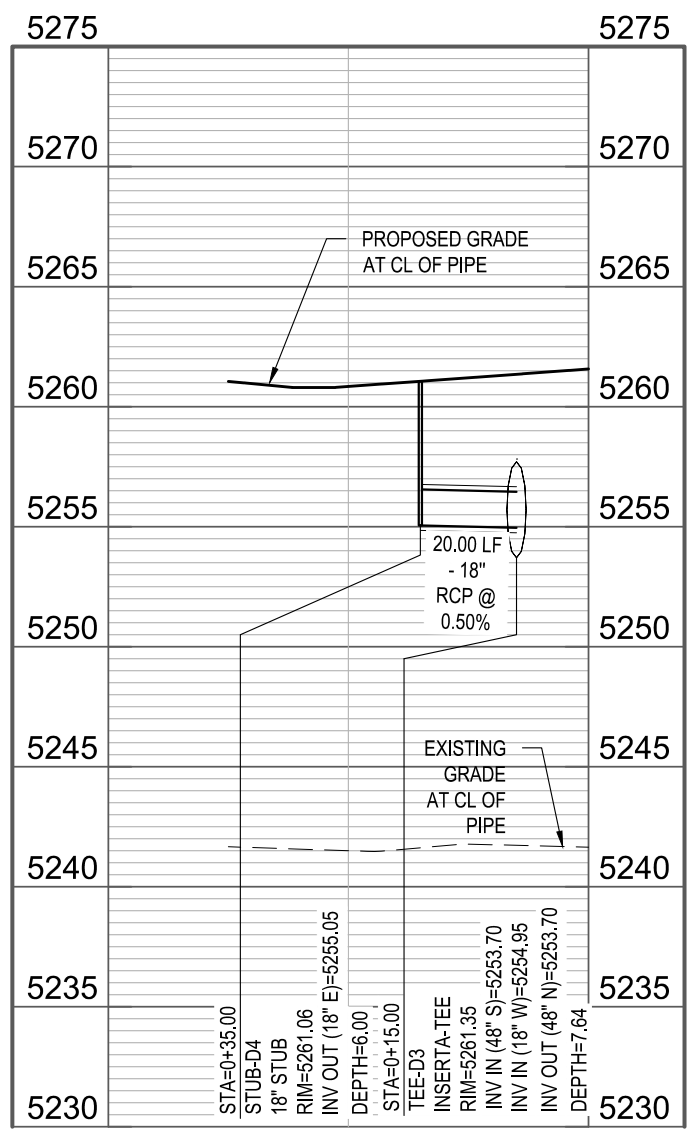
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	PROPERTY BOUNDARY LINE
	PROPOSED LOT LINE
	ADJACENT PROPERTY BOUNDARY LINE
	EASEMENT BOUNDARY LINE
	EXISTING WATER LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	EXISTING UNDERGROUND GAS LINE
	EXISTING UNDERGROUND ELECTRICAL
	EXISTING UNDERGROUND TELEPHONE
	EXISTING FIBER OPTIC LINE
	PROPOSED WATER LINE
	PROPOSED SANITARY SEWER
	PROPOSED STORM SEWER (GREATER THAN 12')
	PROPOSED UNDERGROUND GAS LINE
	PROPOSED UNDERGROUND ELECTRICAL
	PROPOSED UNDERGROUND TELEPHONE
	PROPOSED GUARDRAIL
	EXISTING WATER VALVE
	EXISTING MANHOLE
	PROPOSED WATER METER
	PROPOSED WATER VALVE
	PROPOSED FIRE HYDRANT
	PROPOSED MANHOLE
	UTILITY PEDESTAL
	PROPOSED ELECTRICAL TRANSFORMER
	PROPOSED INLET

BASIS OF BEARING
BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 34 AND MONUMENTED ON THE WEST BY A 2.5" ALUMINUM CAP STAMPED "PLS1205" IN A RANGE BOX FOR THE N 1/4 CORNER AND MONUMENTED ON THE EAST BY A 2.5" ALUMINUM CAP STAMPED "PLS12405" FOR THE NE CORNER AND IS ASSUMED TO BEAR S 89°58'01" E.

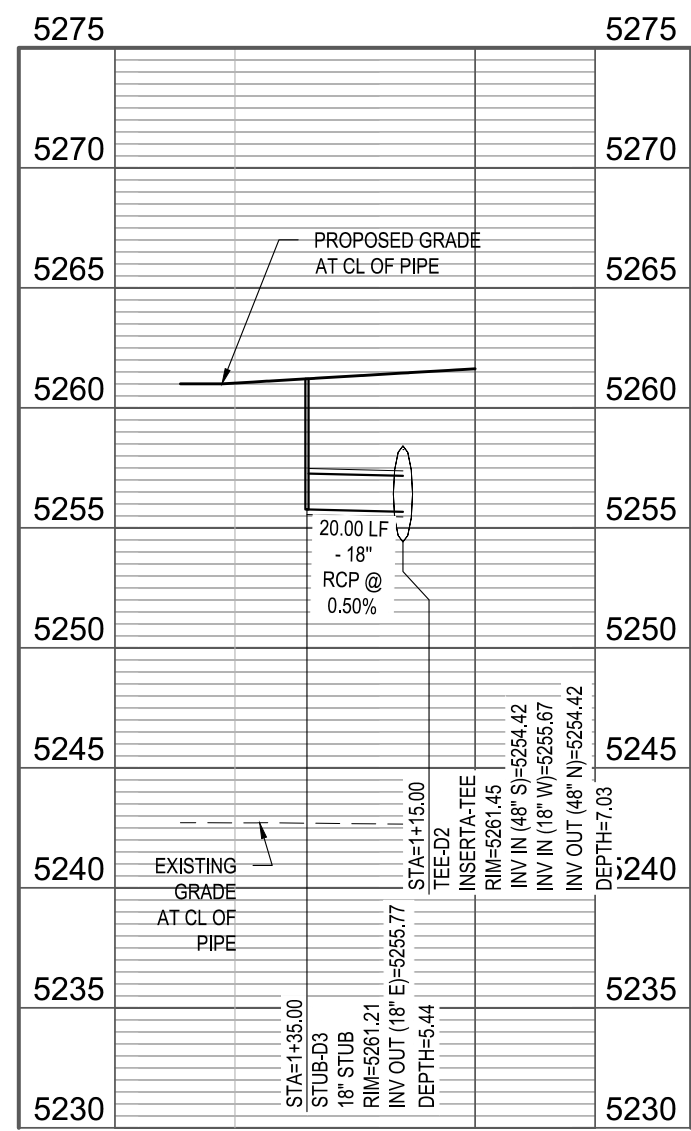
BENCHMARK
ELEVATIONS SHOWN ARE NAVD 88 AND ARE DERIVED VIA GPS OBSERVATIONS FROM THE LIECA SMARTNET RTK GPS NETWORK AND GEDD 128.

CAUTION - NOTICE TO CONTRACTOR

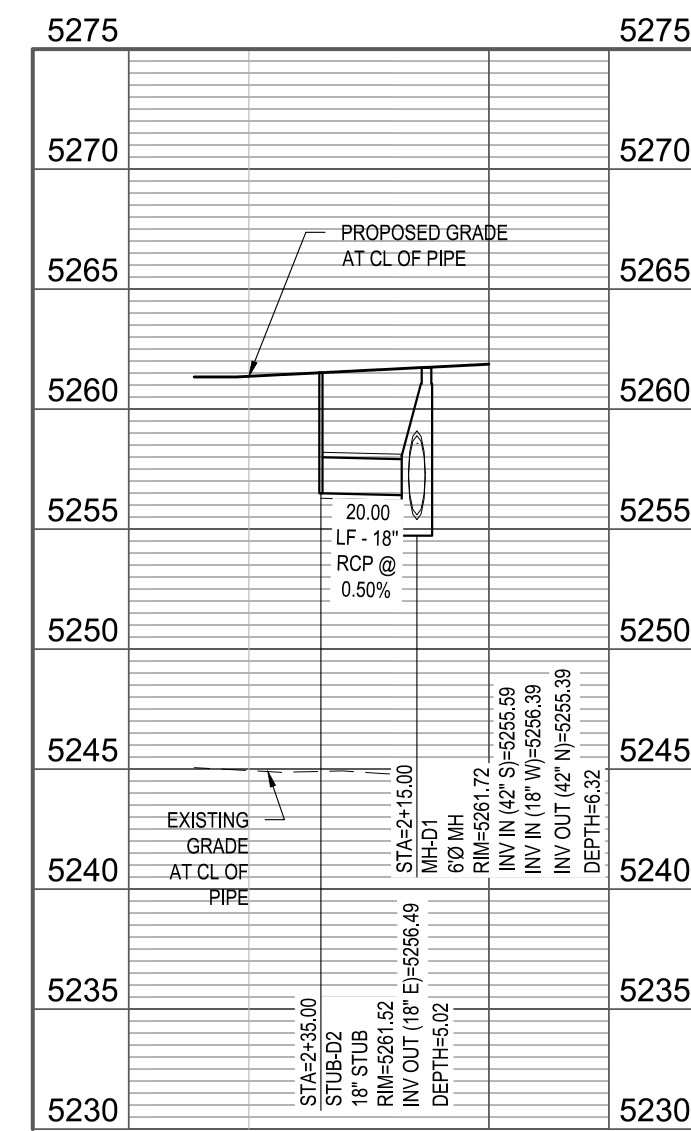
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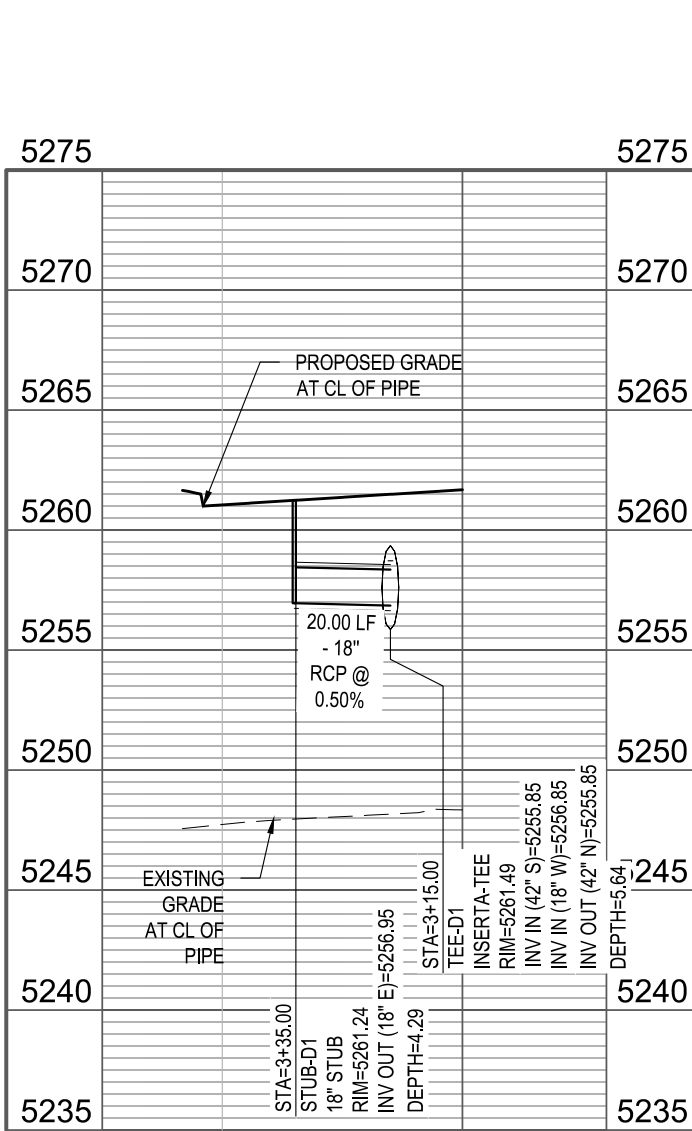
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SCALE: 1"=40' HORIZ, 1"=8' VERT



PROFILE: STORM SEWER LINE D3
(STA 1+00.00 TO STA 1+61.00)
SCALE: 1"=40' HORIZ, 1"=8' VERT



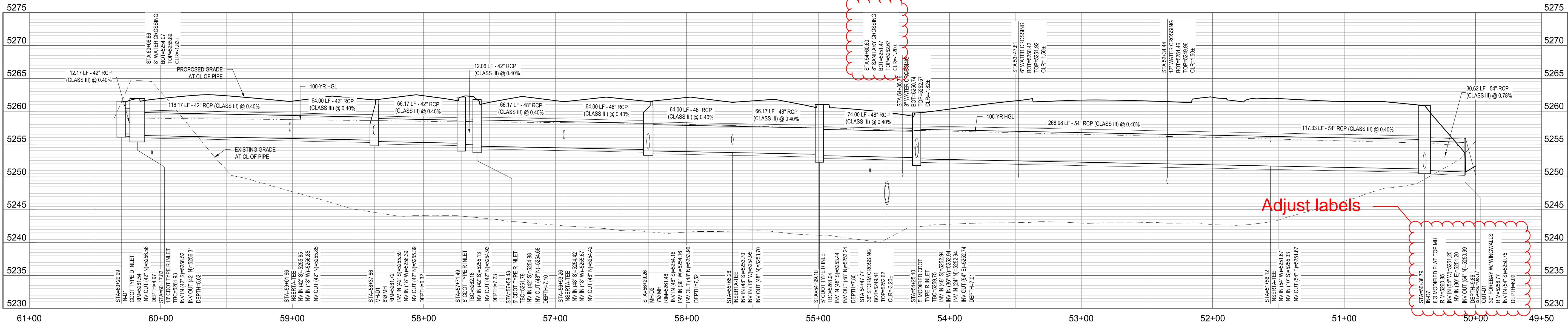
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SCALE: 1"=40' HORIZ, 1"=8' VERT



PROFILE: STORM SEWER LINE D1
(STA 3+00.00 TO STA 3+58.00)
SCALE: 1"=40' HORIZ, 1"=8' VERT

PLAN: STORM SEWER LINE D (STA 50+00.00 TO STA 60+35.55)
SCALE: 1"=40'

Add sleeve



Adjust labels

Galloway
6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884
gallowayus.com

Evergreen
Development | Services | Investments

INFRASTRUCTURE CONSTRUCTION DOCUMENTS

NINE MILE CORNER

EVERGREEN DEVCO INC

HIGHWAY 287 & ARAPAHOE RD.

ERIE, COLORADO

Date Issue / Description Init.

1 11/15/19 4TH INFRASTRUC. SUB. ACJ

1 01/24/20 5TH INFRASTRUC. SUB. ACJ

Project No: EDI000018

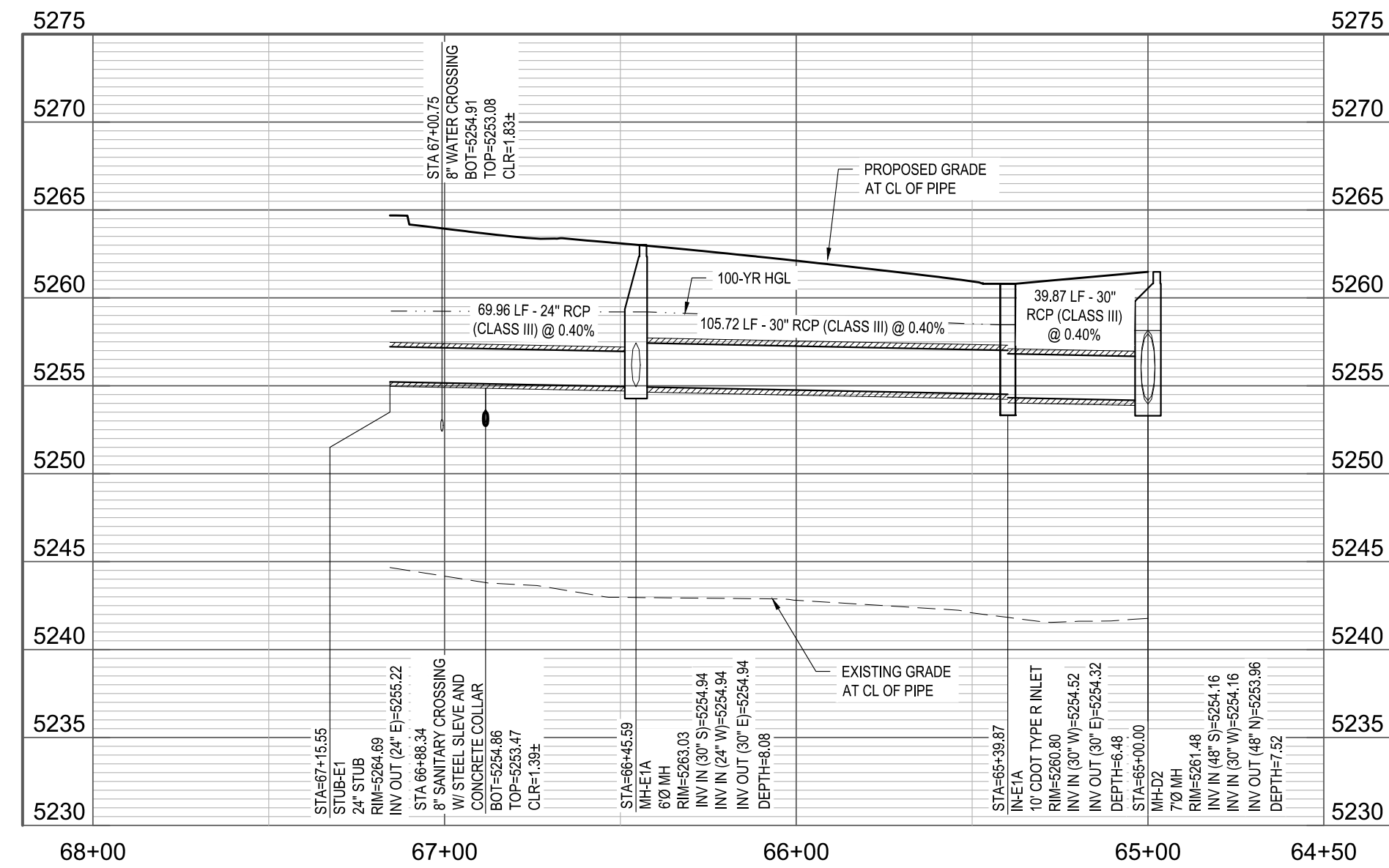
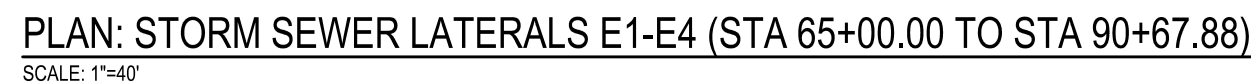
Drawn By: RDG

Checked By: BSM

Date: 9/3/19

STORM SEWER PLAN & PROFILE

C5.8



Need 1.5' Clearance.
— Seems a lowering
would be feasible.



— 585 —	EXISTING MINOR CONTOUR
— 5855 —	EXISTING MAJOR CONTOUR
— 34 —	PROPOSED MINOR CONTOUR
— 5455 —	PROPOSED MAJOR CONTOUR
— — — — —	PROPERTY BOUNDARY LINE
— — — — —	PROPOSED LOT LINE
— — — — —	ADJACENT PROPERTY BOUNDARY LINE
— — — — —	EASEMENT BOUNDARY LINE
— W —	EXISTING WATER LINE
— SS —	EXISTING SANITARY SEWER
— STM —	EXISTING STORM SEWER
— G —	EXISTING UNDERGROUND GAS LINE
— UE —	EXISTING UNDERGROUND ELECTRICAL
— UT —	EXISTING UNDERGROUND TELEPHONE
— FO —	EXISTING FIBER OPTIC LINE
— W —	PROPOSED WATER LINE
— SS —	PROPOSED SANITARY SEWER
— — — — —	PROPOSED STORM SEWER (GREATER THAN 12")
— G —	PROPOSED UNDERGROUND GAS LINE
— UE —	PROPOSED UNDERGROUND ELECTRICAL
— UT —	PROPOSED UNDERGROUND TELEPHONE
— X — X — X — X — X —	PROPOSED GUARDRAIL
⋈	EXISTING WATER VALVE
⊙	EXISTING MANHOLE
○	PROPOSED WATER METER
⋈	PROPOSED WATER VALVE
▼	PROPOSED FIRE HYDRANT
⊙	PROPOSED MANHOLE
⊙	UTILITY PEDESTAL
□	PROPOSED ELECTRICAL TRANSFORMER
—	PROPOSED INLET

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Project No:	EDI000018
Drawn By:	RDG
Checked By:	BSM
Date:	9/3/19

STORM SEWER PLAN & PROFILE

C5.10



— 954 —	EXISTING MINOR CONTOUR
— 955 —	EXISTING MAJOR CONTOUR
— 54 —	PROPOSED MINOR CONTOUR
— 5455 —	PROPOSED MAJOR CONTOUR
— — — — —	PROPERTY BOUNDARY LINE
— — — — —	PROPOSED LOT LINE
— — — — —	ADJACENT PROPERTY BOUNDARY LINE
— — — — —	EASEMENT BOUNDARY LINE
— W —	EXISTING WATER LINE
— SS —	EXISTING SANITARY SEWER
— STM —	EXISTING STORM SEWER
— G —	EXISTING UNDERGROUND GAS LINE
— UE —	EXISTING UNDERGROUND ELECTRICAL
— UT —	EXISTING UNDERGROUND TELEPHONE
— FO —	EXISTING FIBER OPTIC LINE
— W —	PROPOSED WATER LINE
— — — — —	PROPOSED SANITARY SEWER
— — — — —	PROPOSED STORM SEWER (GREATER THAN 12")
— — — — —	PROPOSED UNDERGROUND GAS LINE
— — — — —	PROPOSED UNDERGROUND ELECTRICAL
— — — — —	PROPOSED UNDERGROUND TELEPHONE
— X — X — X — X — X —	PROPOSED GUARDRAIL
⋈	EXISTING WATER VALVE
⊙	EXISTING MANHOLE
○	PROPOSED WATER METER
⋈	PROPOSED WATER VALVE
▼	PROPOSED FIRE HYDRANT
⊙	PROPOSED MANHOLE
⊙	UTILITY PEDESTAL
⌈	PROPOSED ELECTRICAL TRANSFORMER
— — — — —	PROPOSED INLET

BASIS OF BEARING

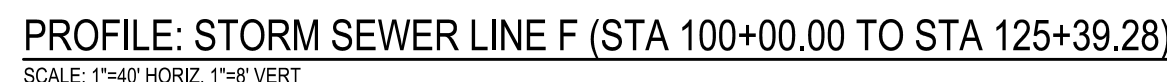
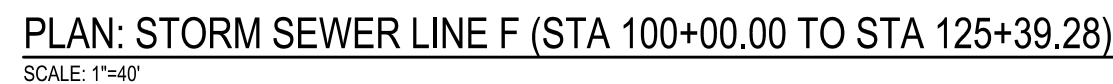
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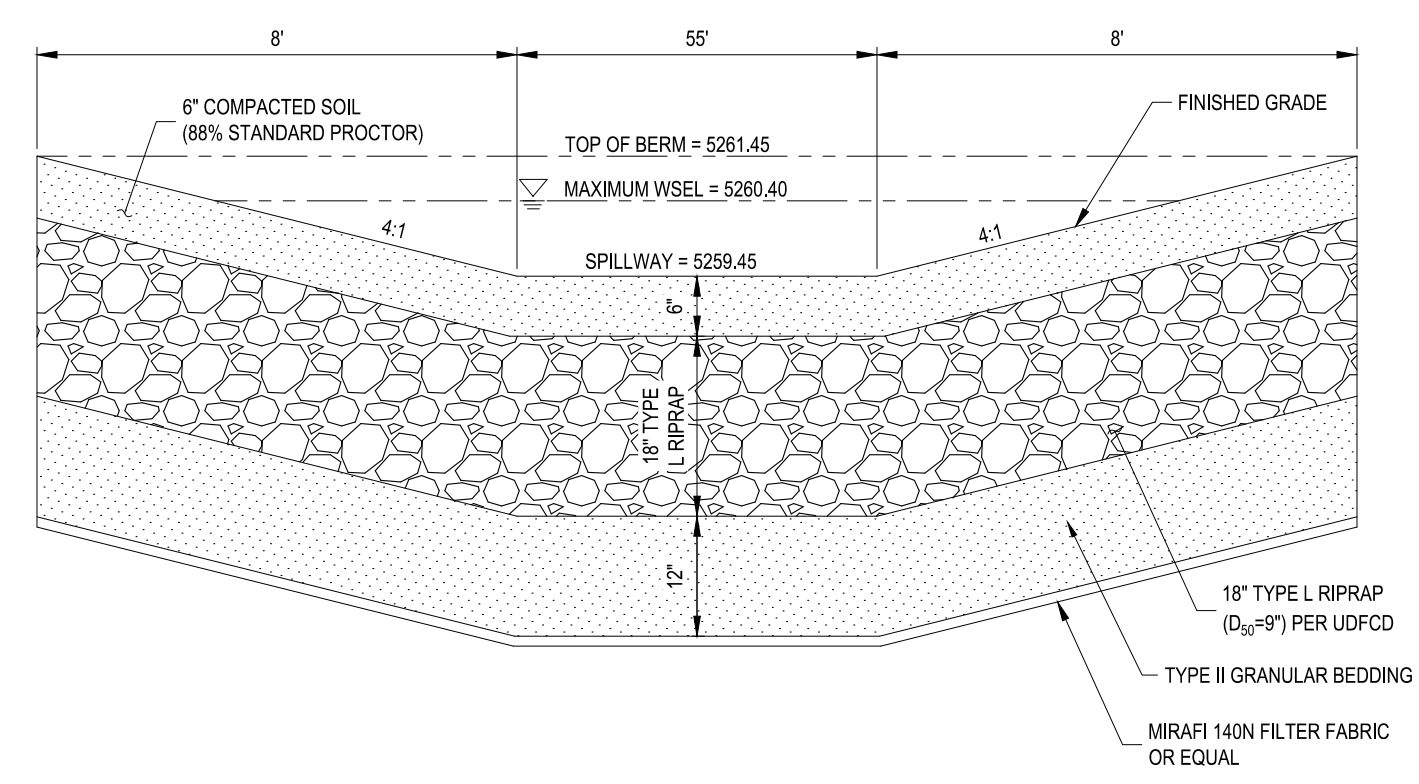
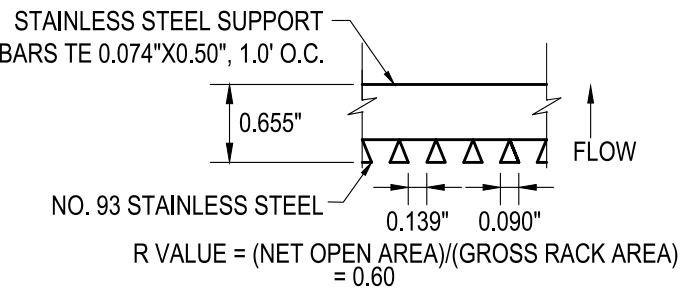
BENCHMARK

ELEVATIONS SHOWN ARE NAVD 88 AND ARE DERIVED VIA GPS OBSERVATIONS FROM THE LIECA SMARTNET RTK GPS NETWORK AND GEOID 128.

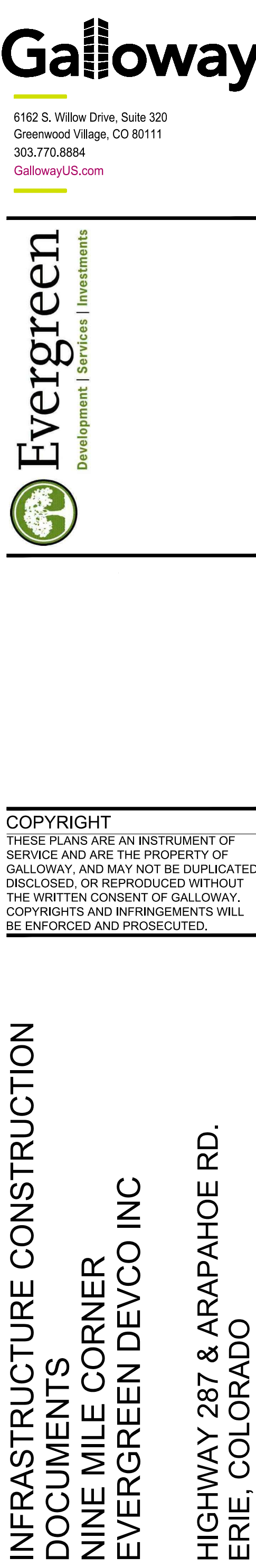
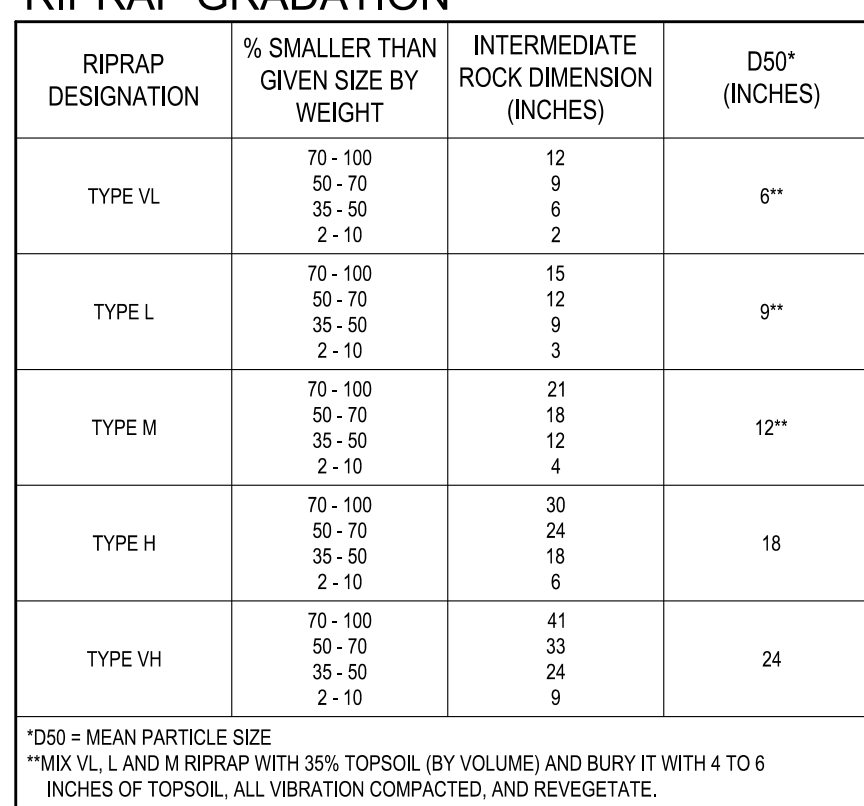
CAUTION - NOTICE TO CONTRACTOR

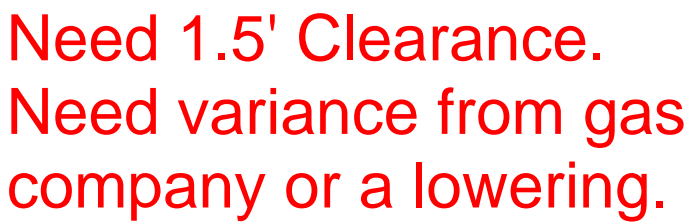
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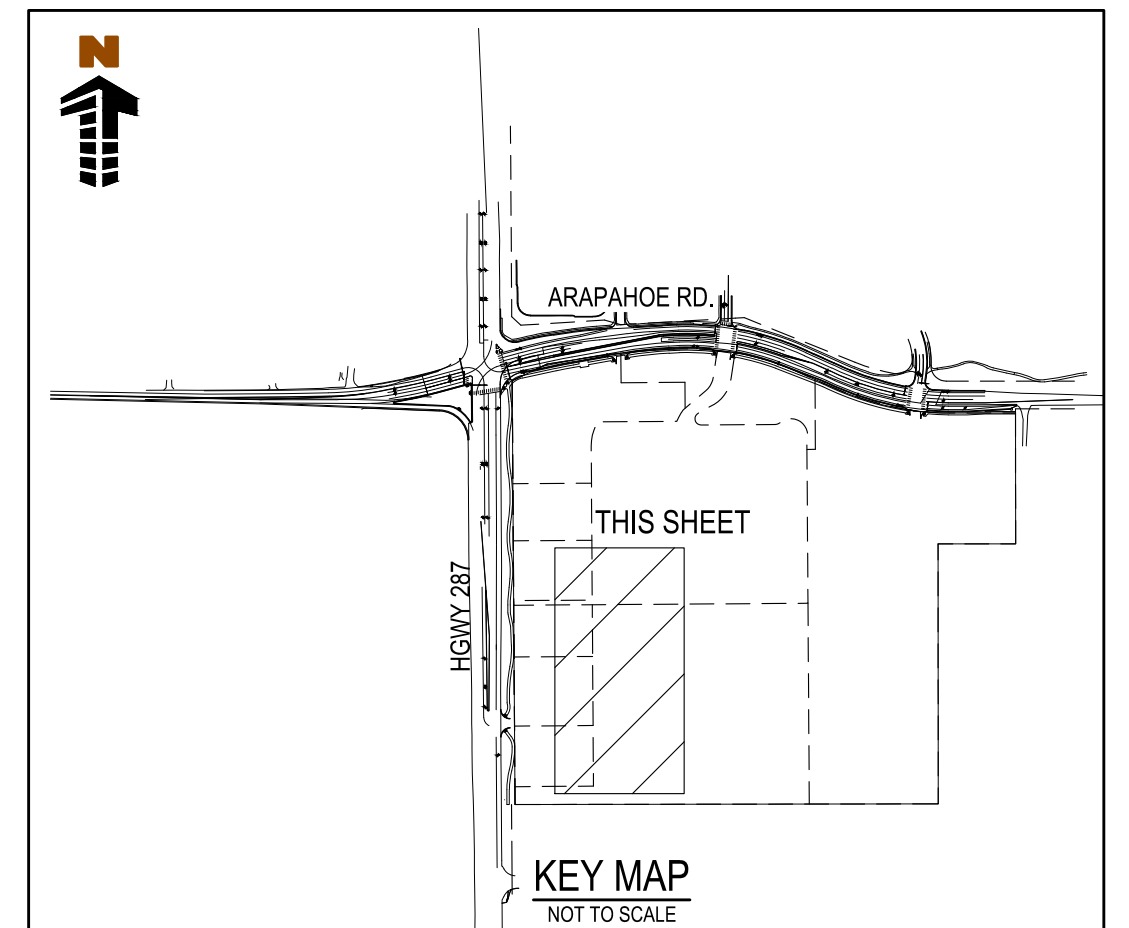


Curve #	Radius	Length	Chord Direction	Start Point	End Point
C3	553.304	71.111	S71° 00' 27.71"E	(112319.2321,248415.8128)	(112386.4259,249392.6862)
C2	200.000	79.039	S78° 40' 42.34"E	(112170.0689,248461.3778)	(112247.0670,248445.9619)
C1	100.000	29.747	S81° 28' 41.44"E	(112116.3055,248465.7696)	(112145.6155,248461.3778)

[illegible]



C6.2



-----5854-----	EXISTING MINOR CONTOUR
-----5855-----	EXISTING MAJOR CONTOUR
-----54-----	PROPOSED MINOR CONTOUR
-----5455-----	PROPOSED MAJOR CONTOUR
-----	PROPERTY BOUNDARY LINE
-----	PROPOSED LOT LINE
-----	ADJACENT PROPERTY BOUNDARY LINE
-----	EASEMENT BOUNDARY LINE
-----W-----	EXISTING WATER LINE
-----SS-----	EXISTING SANITARY SEWER
-----STM-----	EXISTING STORM SEWER
-----G-----	EXISTING UNDERGROUND GAS LINE
-----UE-----	EXISTING UNDERGROUND ELECTRICAL
-----UT-----	EXISTING UNDERGROUND TELEPHONE
-----FO-----	EXISTING FIBER OPTIC LINE
-----W-----	PROPOSED WATER LINE
-----SS-----	PROPOSED SANITARY SEWER
=====	PROPOSED STORM SEWER (GREATER THAN 12")
-----G-----	PROPOSED UNDERGROUND GAS LINE
-----UE-----	PROPOSED UNDERGROUND ELECTRICAL
-----UT-----	PROPOSED UNDERGROUND TELEPHONE
-----X-----X-----X-----X-----	PROPOSED GUARDRAIL
⌘	EXISTING WATER VALVE
⊙	EXISTING MANHOLE
○	PROPOSED WATER METER
⌘	PROPOSED WATER VALVE
▼	PROPOSED FIRE HYDRANT
⊙	PROPOSED MANHOLE
⊙	UTILITY PEDESTAL
⊙	PROPOSED ELECTRICAL TRANSFORMER
⊙	PROPOSED INLET

BASIS OF BEARING

BASIS OF BEARING

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BENCHMARK

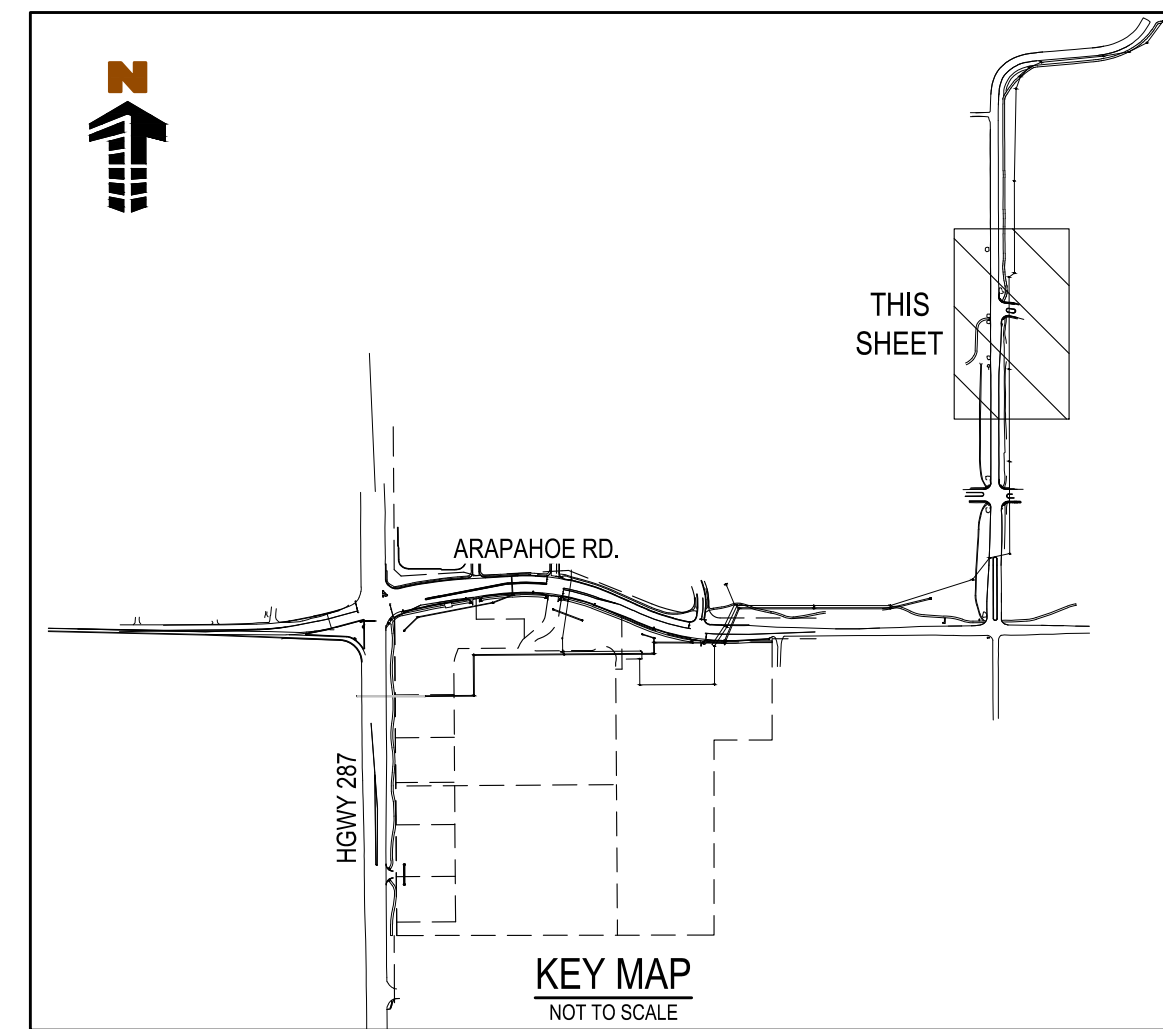
ELEVATIONS SHOWN ARE NAVD 88 AND ARE DERIVED VIA GPS OBSERVATIONS FROM THE LIECA SMARTNET RTK GPS NETWORK AND GEOID 12B.













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Call before you dig.



-----5854-----	EXISTING MINOR CONTOUR
-----5855-----	EXISTING MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
=====	PROPERTY BOUNDARY LINE
-----	PROPOSED LOT LINE
-----	ADJACENT PROPERTY BOUNDARY LINE
-----	EASEMENT BOUNDARY LINE
-----W-----	EXISTING WATER LINE
-----SS-----	EXISTING SANITARY SEWER
-----STM-----	EXISTING STORM SEWER
-----G-----	EXISTING UNDERGROUND GAS LINE
-----UE-----	EXISTING UNDERGROUND ELECTRICAL
-----UT-----	EXISTING UNDERGROUND TELEPHONE
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	PROPOSED STORM SEWER (GREATER THAN 12")
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-----UE-----	PROPOSED UNDERGROUND ELECTRICAL
-----UT-----	PROPOSED UNDERGROUND TELEPHONE
-----X-----X-----X-----X-----	PROPOSED GUARDRAIL
	EXISTING WATER VALVE
	EXISTING MANHOLE
	EXISTING WATER METER
	PROPOSED WATER VALVE
	PROPOSED FIRE HYDRANT
	PROPOSED MANHOLE
	UTILITY PEDESTAL
	PROPOSED ELECTRICAL TRANSFORMER
	PROPOSED INLET

BASIS OF BEARING

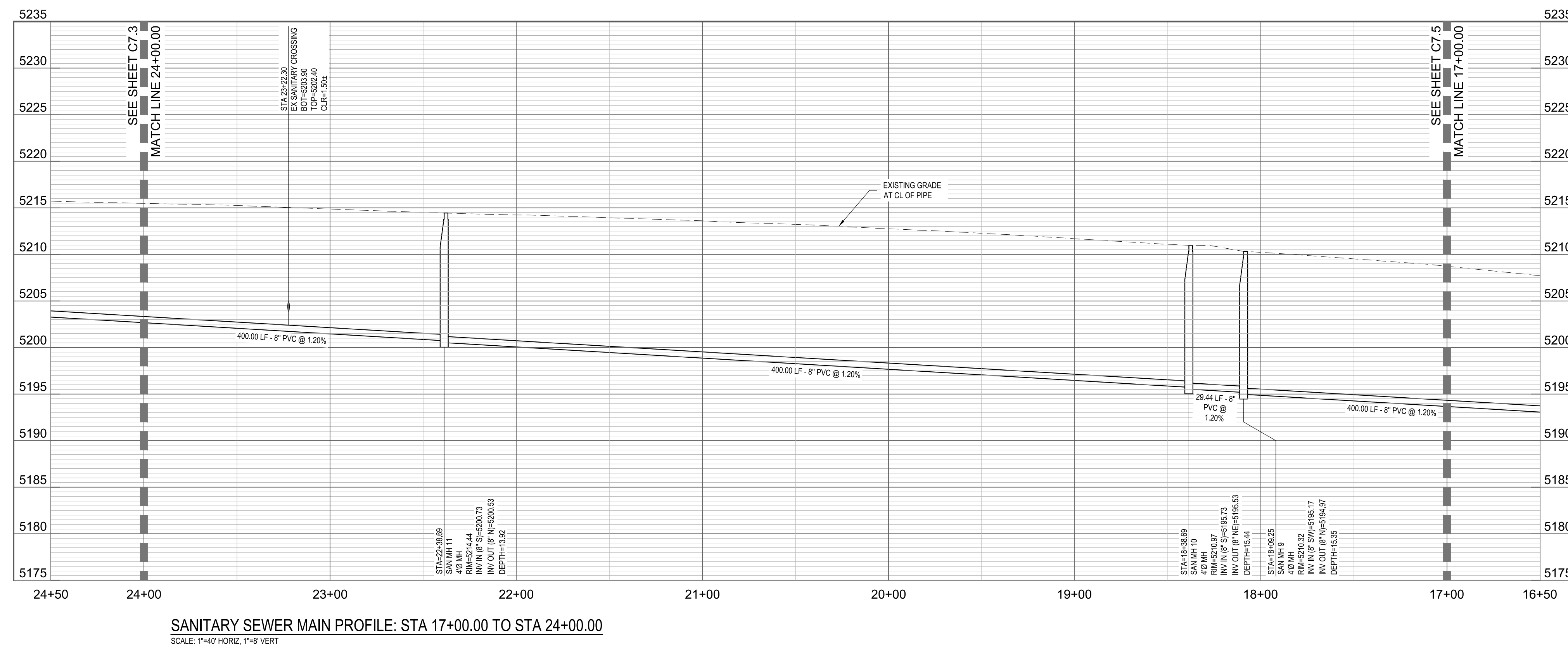
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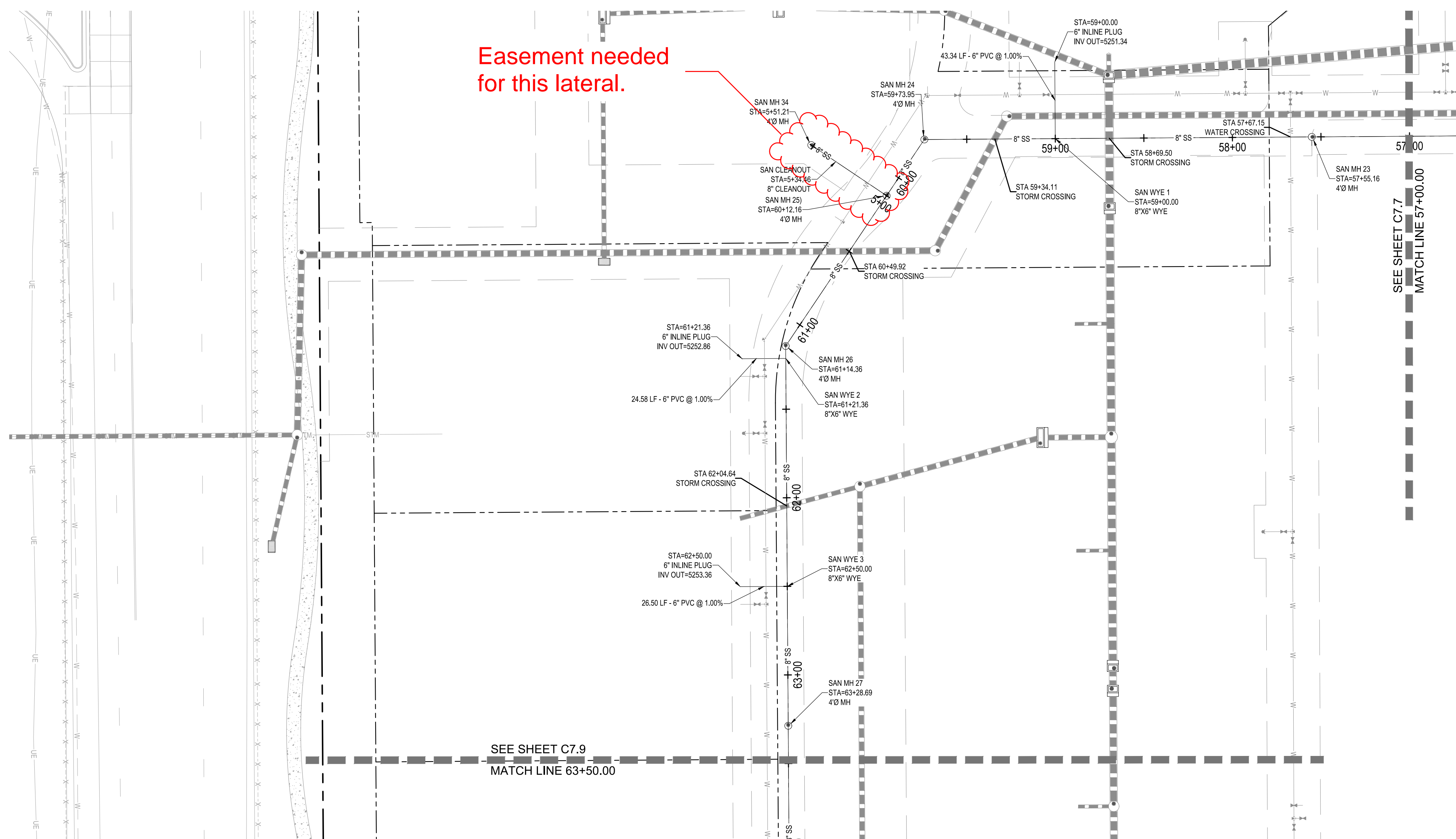
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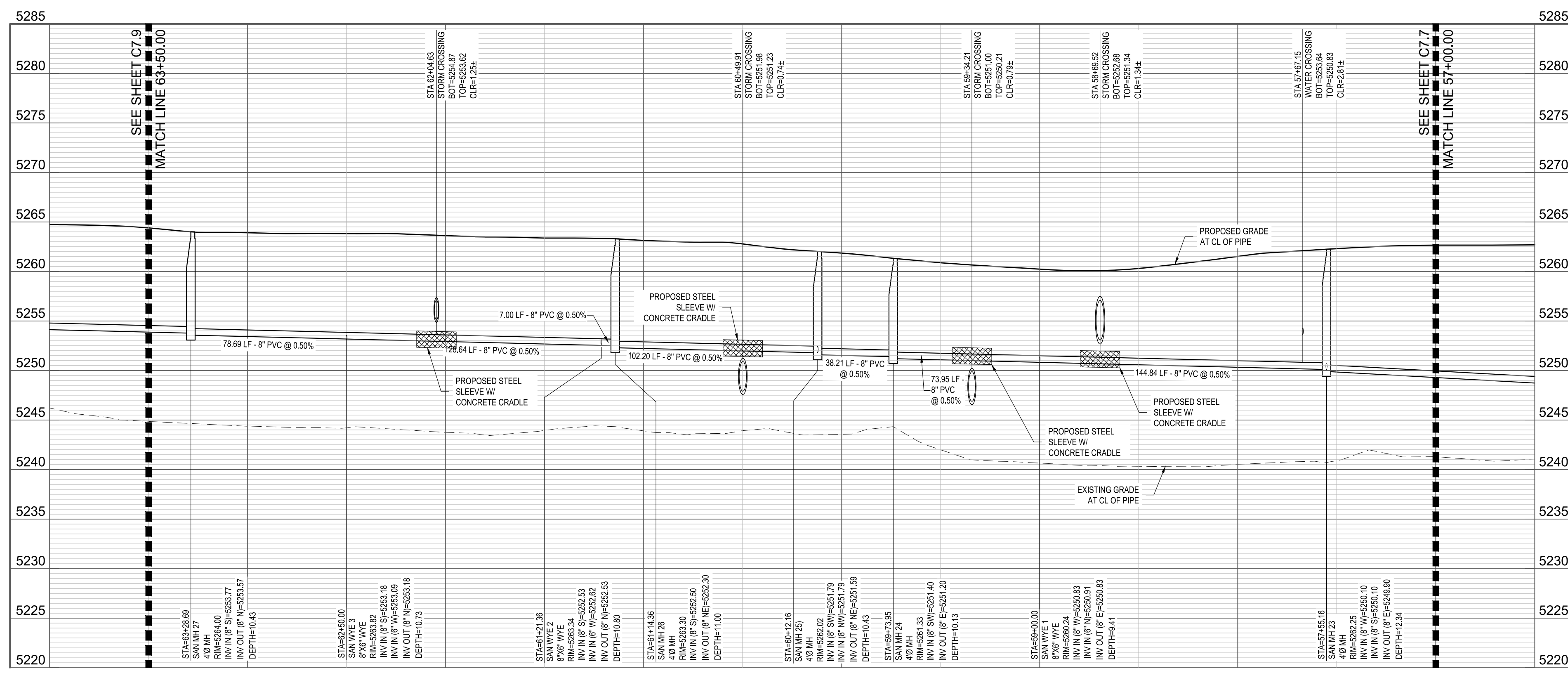
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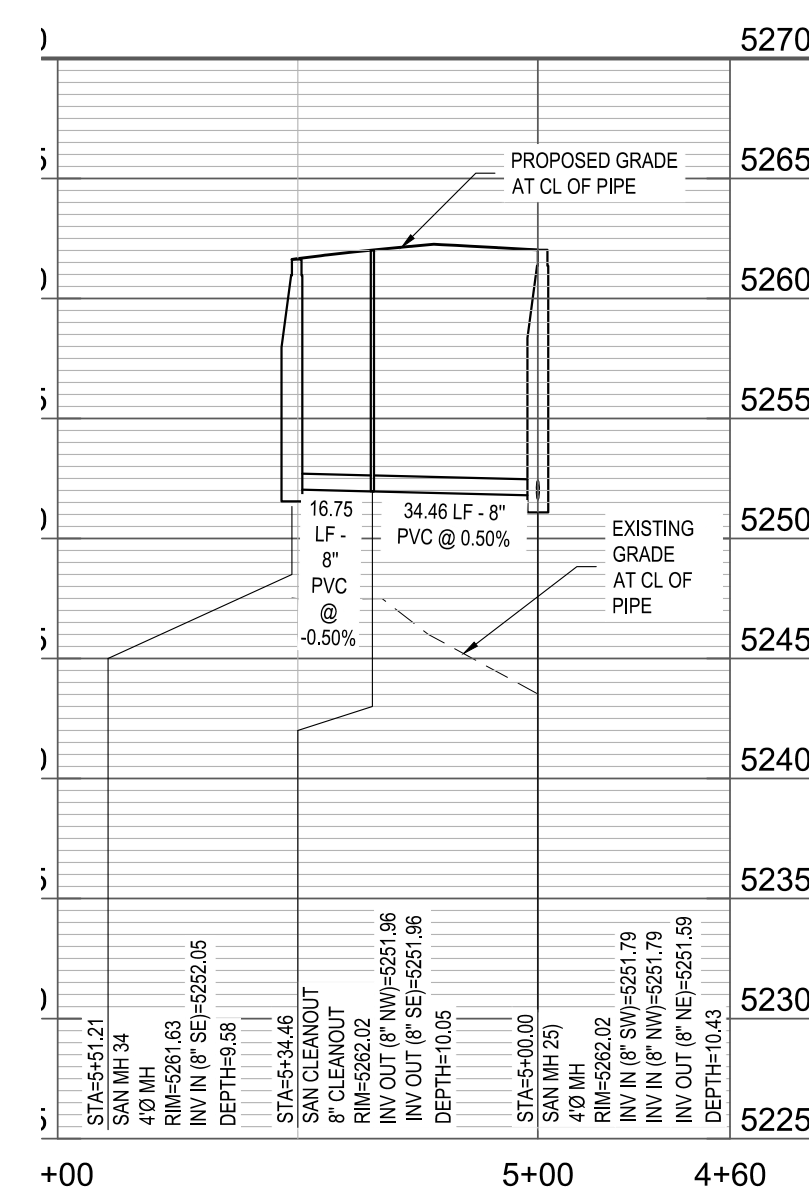




SANITARY SEWER MAIN PLAN: STA 57+00.00 TO STA 63+50.00
SCALE: 1"=40'



SANITARY SEWER MAIN PROFILE: STA 57+00.00 TO STA 63+50.00
SCALE: 1"=40' HORIZ. 1"=8' VERT



SANITARY SEWER MAIN PROFILE: STA
5+00.00 TO STA 5+51.21
SCALE: 1"=40' HORIZ 1"=8' VERT

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SANITARY SEWER PLAN AND PROFILE



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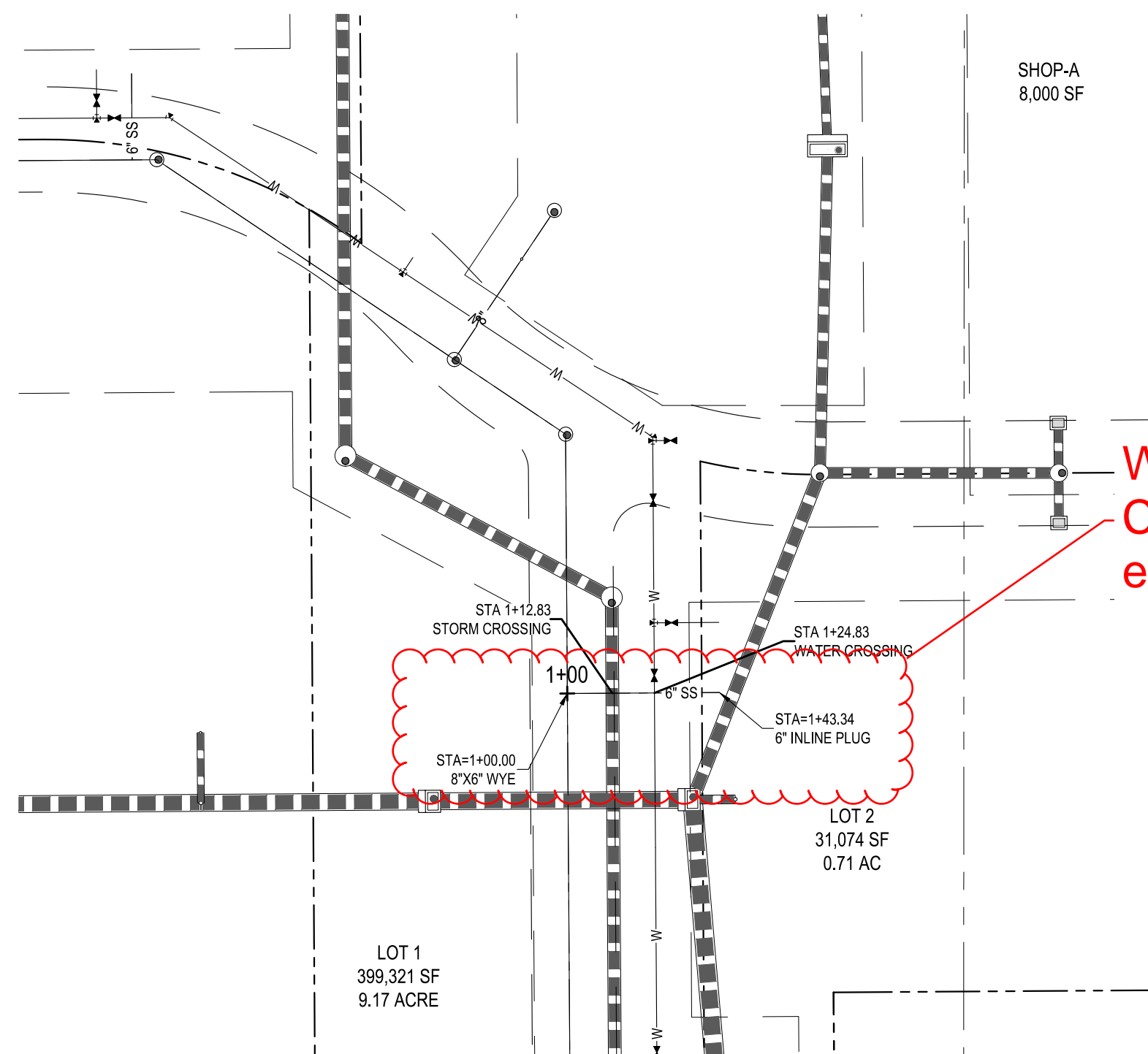
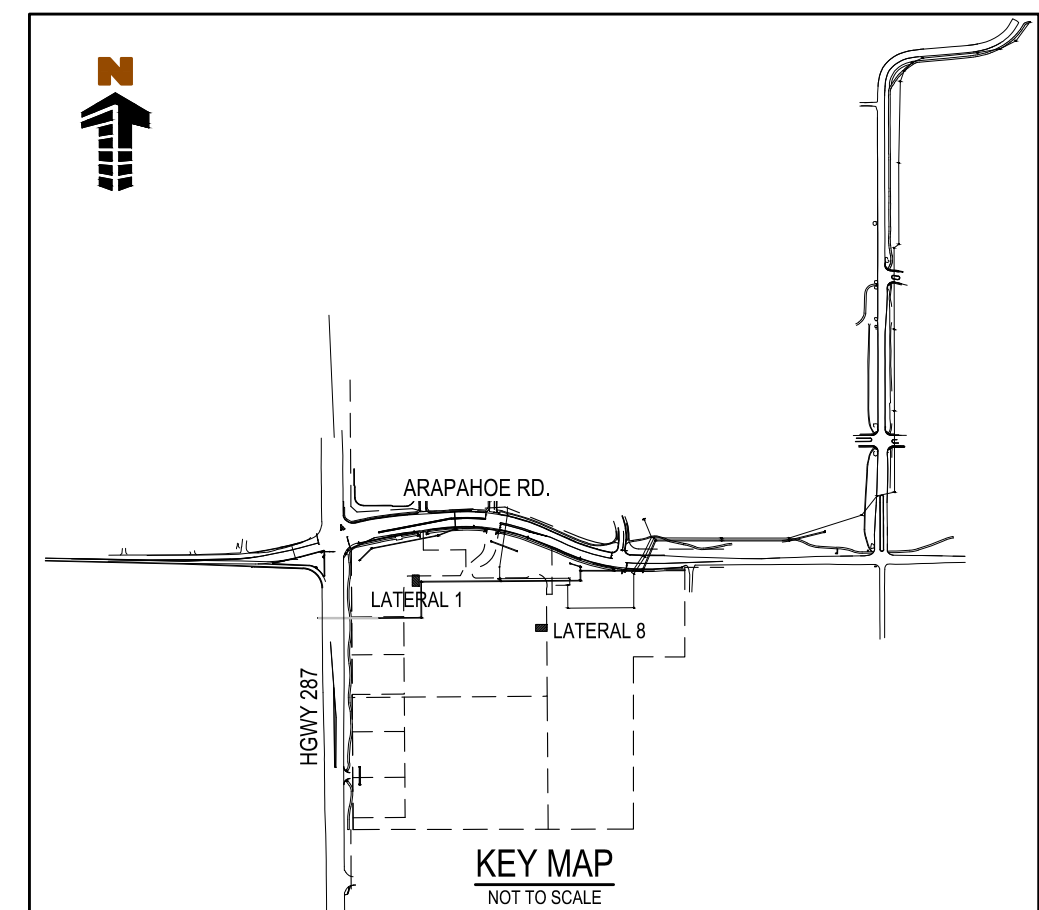


----	SS54	EXISTING MINOR CONTOUR
-----SS55-----		EXISTING MAJOR CONTOUR
-----	54	PROPOSED MINOR CONTOUR
-----	5455	PROPOSED MAJOR CONTOUR
-----		PROPERTY BOUNDARY LINE
-----		PROPOSED LOT LINE
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-----UE-----		PROPOSED UNDERGROUND ELECTRICAL
-----UT-----		PROPOSED UNDERGROUND TELEPHONE
-----X-----X-----X-----X-----		PROPOSED GUARDRAIL
=====		EXISTING WATER VALVE
⊙		EXISTING MANHOLE
○		PROPOSED WATER METER
=====		PROPOSED WATER VALVE
▼		PROPOSED FIRE HYDRANT
⊙		PROPOSED MANHOLE
⊙		UTILITY PEDESTAL
ⓧ		PROPOSED ELECTRICAL TRANSFORMER
=====		PROPOSED INLET

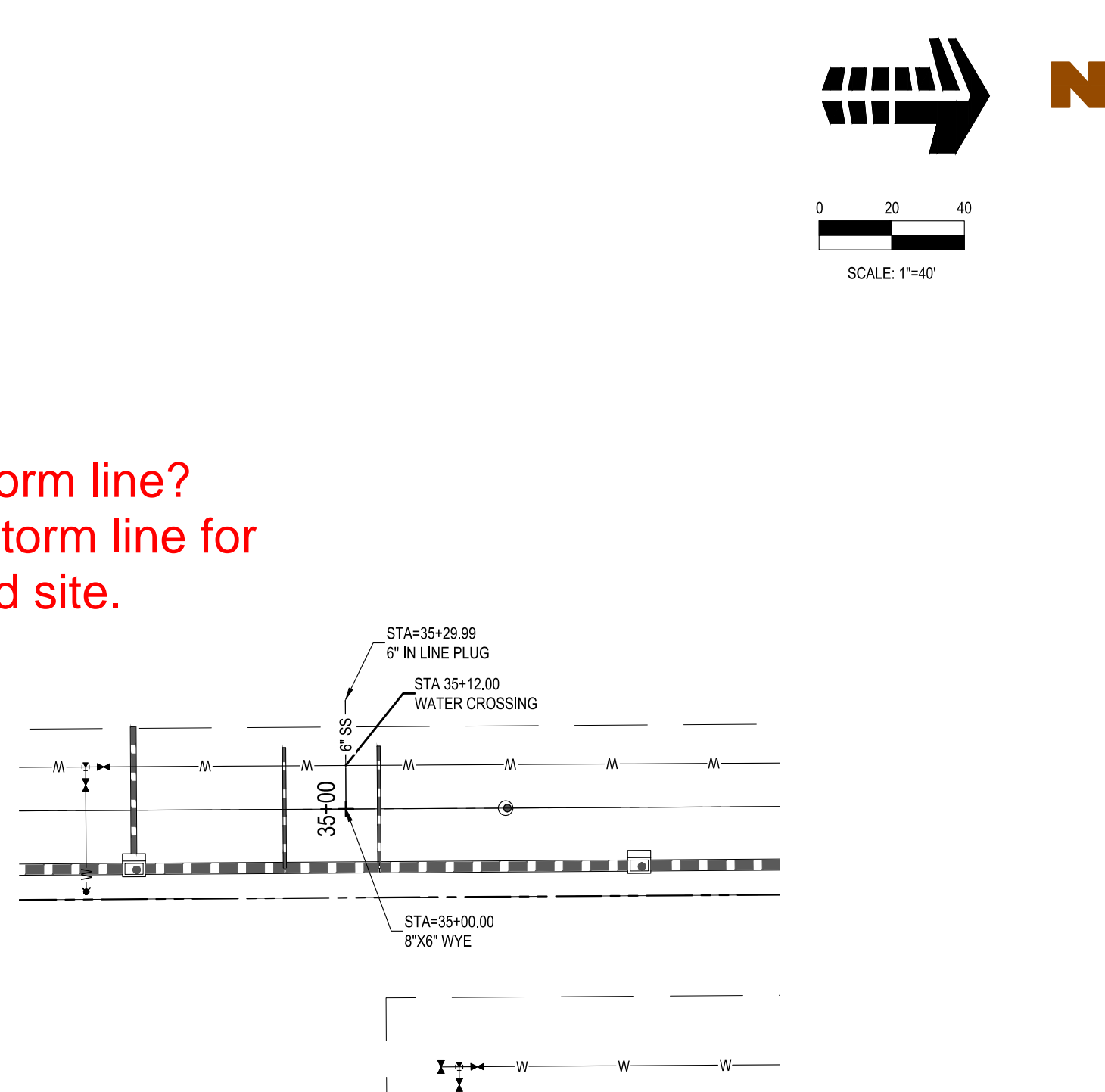
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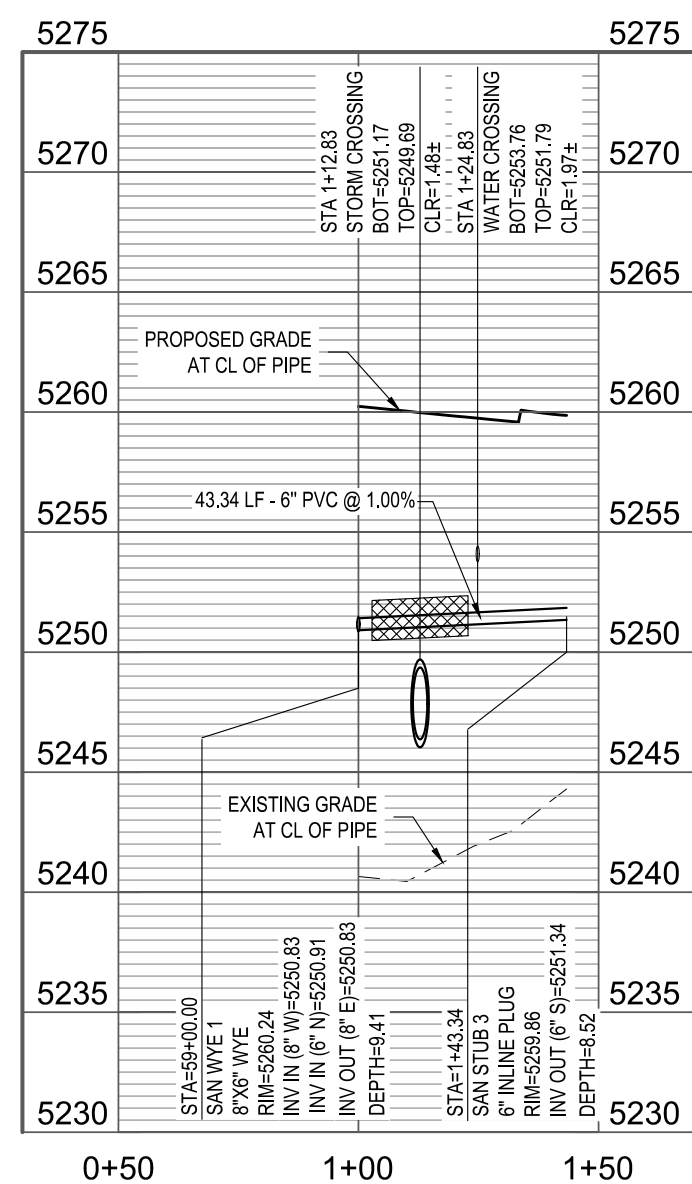
SANITARY SERVICE LATERAL 1 PLAN: STA 30+00.00 TO STA 30+26.50
SCALE: 1"=40'



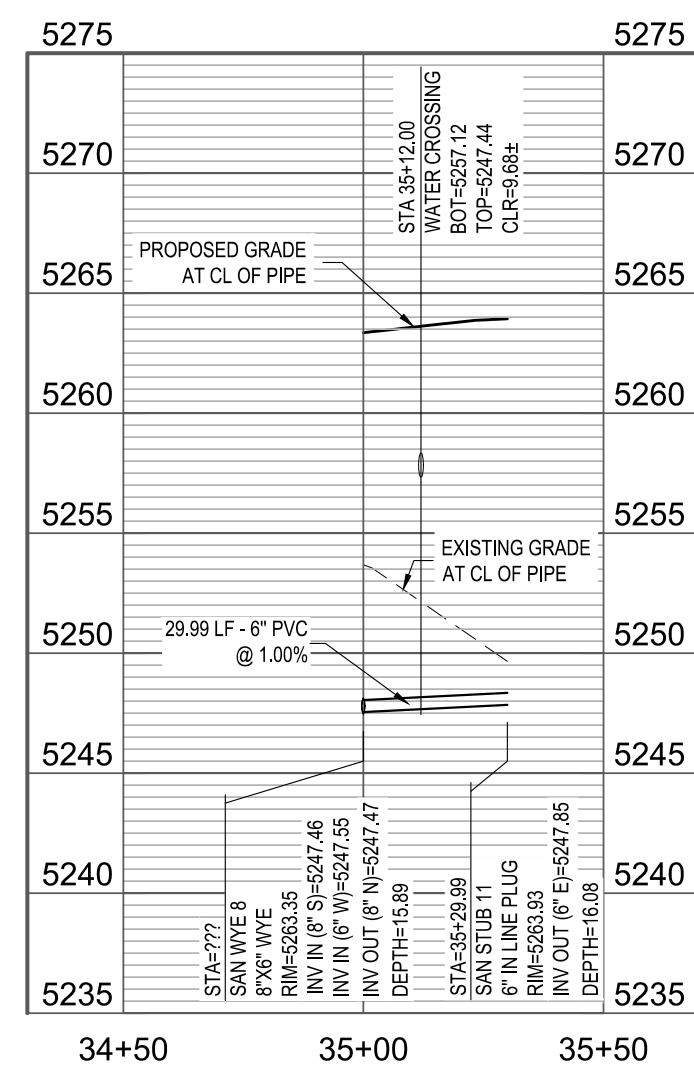
SANITARY SERVICE LATERAL 8 PLAN: STA 35+00.00 TO STA 35+29.99
SCALE: 1"=40'

UTILITY LEGEND

----- 5854 -----	EXISTING MINOR CONTOUR
----- 5855 -----	EXISTING MAJOR CONTOUR
----- 54 -----	PROPOSED MINOR CONTOUR
----- 5485 -----	PROPOSED MAJOR CONTOUR
-----	PROPERTY BOUNDARY LINE
-----	PROPOSED LOT LINE
-----	ADJACENT PROPERTY BOUNDARY LINE
-----	EASEMENT BOUNDARY LINE
-----	EXISTING WATER LINE
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----- UE -----	PROPOSED UNDERGROUND TELEPHONE
----- UT -----	PROPOSED GUARDRAIL
X — X — X — X — X	EXISTING WATER VALVE
⋈	EXISTING MANHOLE
⊙	PROPOSED WATER METER
⊕	PROPOSED WATER VALVE
▼	PROPOSED FIRE HYDRANT
⊙	PROPOSED MANHOLE
⊕	UTILITY PEDESTAL
⊠	PROPOSED ELECTRICAL TRANSFORMER
⊠	PROPOSED INLET



SANITARY SERVICE SEWER LATERAL 1: STA 1+00.00 TO STA 1+43.34
SCALE: 1"=40' HORIZ, 1"=8' VERT



SANITARY SERVICE LATERAL 8 PROFILE: STA 35+00.00 TO STA 35+29.99
SCALE: 1"=40' HORIZ 1"=8' VERT

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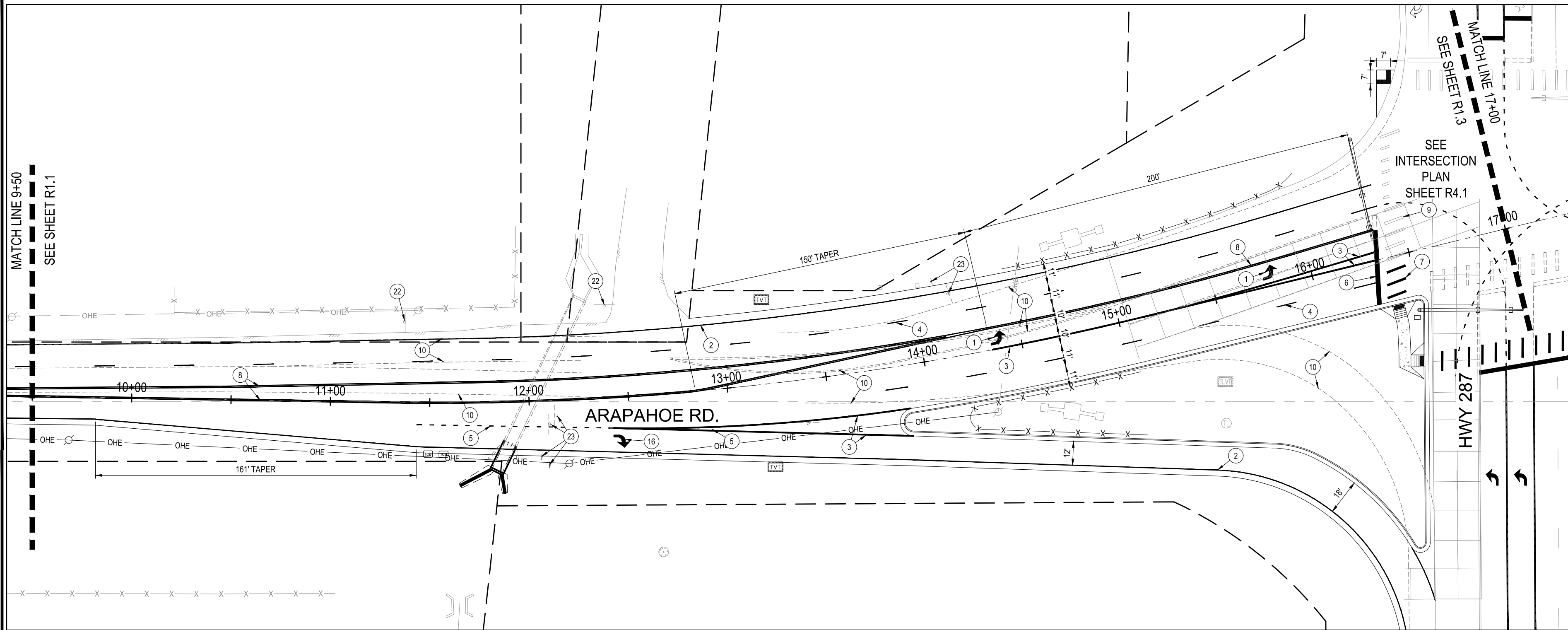
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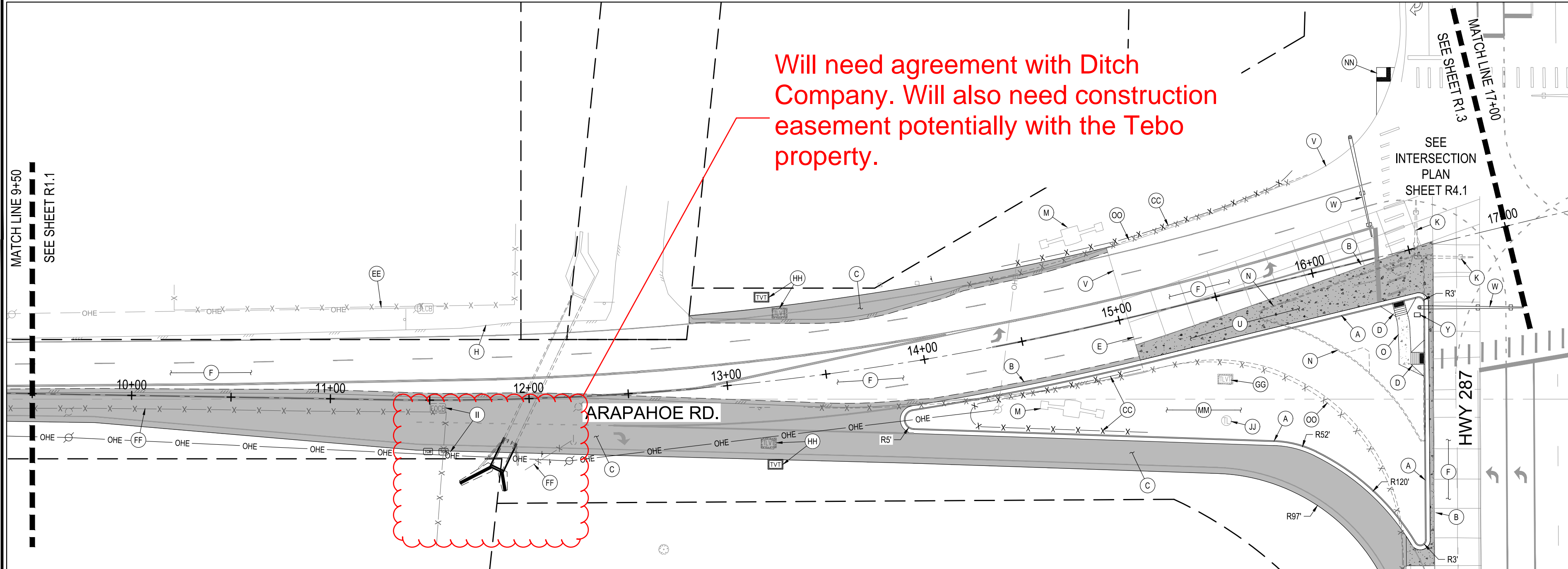
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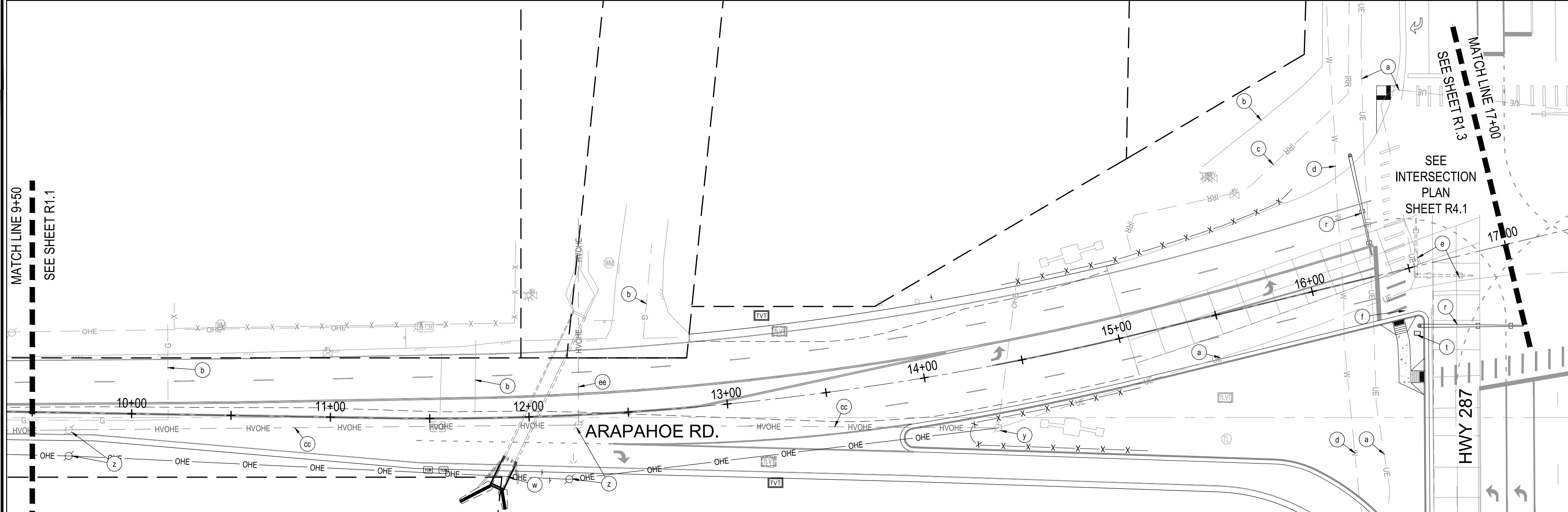




ARAPAHOE ROAD SIGNAGE & STRIPING PLAN: STA 9+50.00 TO STA 17+00.00
SCALE: 1"=40'



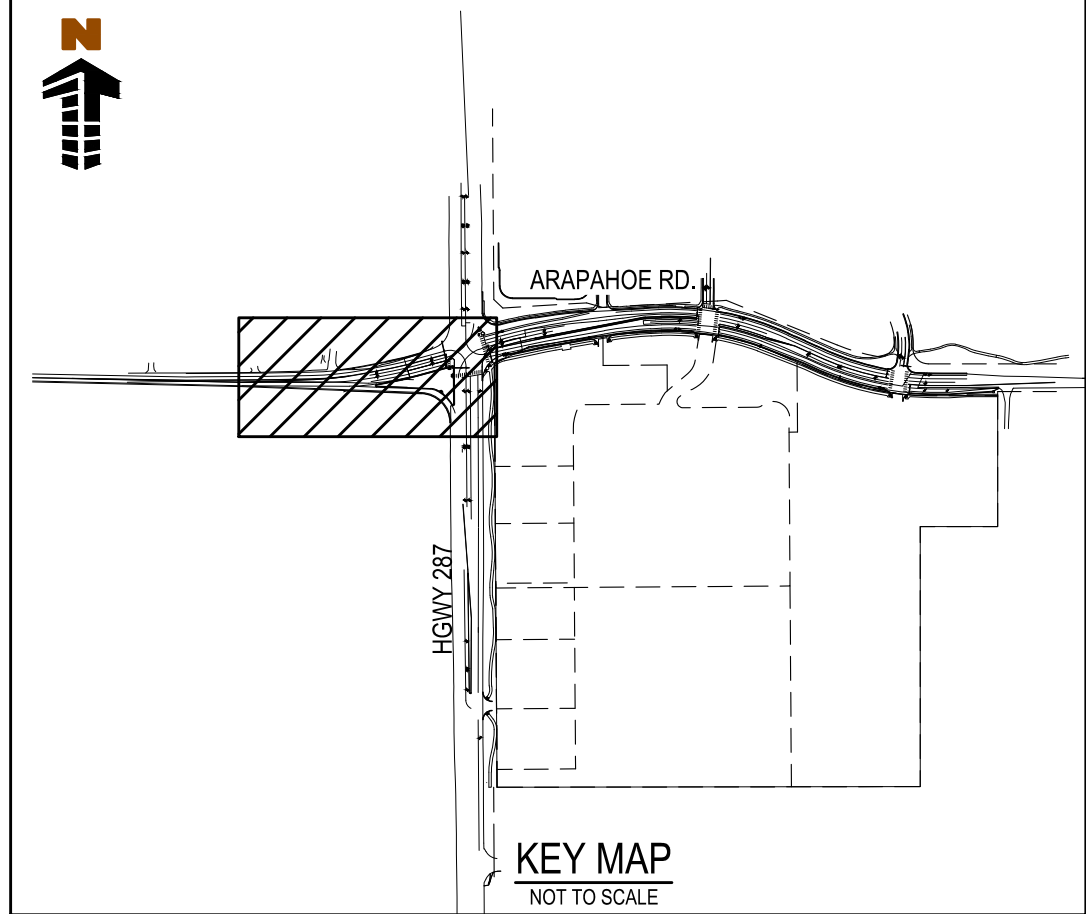
ARAPAHOE ROAD PAVING PLAN: STA 9+50.00 TO STA 17+00.00
SCALE: 1"=40'



ARAPAHOE ROAD UTILITY PLAN: STA 9+50.00 TO STA 17+00.00
SCALE: 1"=40'

SIGNAGE & STRIPING SCHEDULE

- 1) PROPOSED THERMOPLASTIC LEFT TURN SYMBOL, WHITE
- 2) PROPOSED THERMOPLASTIC 4" WIDE SOLID LINE, WHITE
- 3) PROPOSED THERMOPLASTIC 6" WIDE SOLID LINE, WHITE
- 4) PROPOSED THERMOPLASTIC 4" WIDE SKIP LANE LINE, WHITE
- 5) PROPOSED THERMOPLASTIC 4" WIDE DOTTED EXTENSION LINE, WHITE
- 6) PROPOSED THERMOPLASTIC 24" WIDE STOP BAR, WHITE
- 7) PROPOSED THERMOPLASTIC CROSSWALK STRIPING PER M.U.T.C.D., WHITE
- 8) PROPOSED 4" DOUBLE SOLID YELLOW LINES
- 9) EXISTING PAVEMENT MARKING TO REMAIN
- 10) EXISTING PAVEMENT MARKING TO BE REMOVED
- 11) PROPOSED "ONLY" TEXT, WHITE
- 12) PROPOSED "STOP" SIGN (PER MUTCD R1-1 DETAIL)
- 13) PROPOSED "ONE WAY" SIGN (PER MUTCD R6-1 DETAIL)
- 14) PROPOSED 4" WIDE SOLID LINE, YELLOW
- 15) PROPOSED 8" WIDE DOTTED EXTENSION LINE, WHITE
- 16) PROPOSED RIGHT TURN SYMBOL, WHITE
- 17) EXISTING "STOP" SIGN TO REMAIN
- 18) PROPOSED "RIGHT LANE MUST TURN RIGHT" SIGN (PER MUTCD R3-TR DETAIL)
- 19) PROPOSED BUS STOP SIGN. BUS STOP LOCATION TO BE CONFIRMED WITH RTH
- 20) PROPOSED BIKE LANE SYMBOL, WHITE
- 21) PROPOSED ARROW SYMBOL, WHITE
- 22) EXISTING SIGN TO REMAIN
- 23) EXISTING SIGN TO BE RELOCATED
- 24) PROPOSED MEDIAN SIGN (PER MUTCD R4-8 DETAIL)



ROADWAY LEGEND

---	PROPERTY BOUNDARY LINE
---	PROPOSED LOT LINE
---	ADJACENT PROPERTY BOUNDARY LINE
---	EASEMENT BOUNDARY LINE
---	FIRE ACCESS EASEMENT
---	SIDEWALK EASEMENT
---	LANDSCAPE BUFFER
---	EXISTING TO REMAIN
---	PROPOSED FUTURE
---	PROPOSED NEW
---	PROPOSED HEAVY DUTY ASPHALT PAVEMENT
---	PROPOSED 2" ASPHALT MILL AND OVERLAY
---	PROPOSED CONCRETE PAVEMENT

PAVING PLAN SCHEDULE

- | | |
|---|---|
| (A) PROPOSED 6" CURB AND 2" GUTTER (REF SHEET R5.2) | (AA) PROPOSED TYPE M RIP RAP PAD (6'x6') |
| (B) PROPOSED SAWCUT | (BB) PROPOSED 2" ASPHALT MILL AND OVERLAY |
| (C) PROPOSED ASPHALT PAVEMENT (REF SHEET R3.1) | (CC) PROPOSED TYPE 3 W-BEAM GUARDRAIL (REF SHEET R5.2) |
| (D) PROPOSED ADA RAMP (REF SHEET R5.2) | (DD) PROPOSED RAILING (BY OTHERS) |
| (E) PROPOSED EDGE OF CONCRETE | (EE) EXISTING FENCE TO REMAIN |
| (F) EXISTING ROADWAY PAVEMENT TO REMAIN | (FF) EXISTING FENCE TO BE REMOVED |
| (G) EXISTING CURB AND GUTTER TO REMAIN | (GG) EXISTING TELEPHONE VAULT TO REMAIN |
| (H) EXISTING EDGE OF ASPHALT TO REMAIN | (HH) EXISTING TELEPHONE VAULT TO BE RELOCATED |
| (J) EXISTING ADA RAMP TO REMAIN | (I) EXISTING TELEPHONE CABINET TO BE RELOCATED |
| (K) EXISTING TRAFFIC SIGNAL TO BE REMOVED AND RELOCATED | (JJ) EXISTING TELEPHONE MANHOLE TO REMAIN |
| (L) EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED AND RELOCATED | (KK) PROPOSED PEDESTRIAN EASEMENT (8' BEHIND SIDEWALK) |
| (M) EXISTING MONUMENT TO REMAIN. COORD. W/ BOULDER COUNTY ON PROTECTION PRIOR TO CONSTRUCTION. | (LL) PROPOSED 6" CURB AND 1" GUTTER (REF SHEET R5.2) |
| (N) EXISTING CURB AND GUTTER TO BE REMOVED | (MM) PROPOSED ISLAND SEEDING WITH NATIVE GRASS MIX |
| (O) PROPOSED SIDEWALK (REF SHEET R5.2) | (NN) PROPOSED CONCRETE PEDESTRIAN SANCTUARY LANDING PAD W/ TRUNCATED DOMES PER SHEET R5.2 |
| (P) EXISTING INLET TO REMAIN | (OO) EXISTING GUARDRAIL TO BE REMOVED |
| (Q) EXISTING TRAFFIC SIGNAL POLE AND MAST ARM TO REMAIN | (PP) PROPOSED RTD BUS STOP W/ SHELTER (REF SHEET R5.2) |
| (R) EXISTING STREET LIGHT TO REMAIN | |
| (S) EXISTING INLET TO BE REMOVED AND REPLACED WITH TYPE R INLET | |
| (T) EXISTING SIDEWALK TO REMAIN | |
| (U) PROPOSED CONCRETE PAVEMENT TO MATCH EXISTING JOINTING (REF SHEET R3.1 & R5.2) | |
| (V) EXISTING EDGE OF CONCRETE TO REMAIN | |
| (W) PROPOSED TRAFFIC SIGNAL POLE AND MAST ARM (REF SIGNAL PLANS) | |
| (X) PROPOSED STAMPED "BRICKFORM" CONCRETE MEDIAN WITH TILE RED COLOR HARDENER, TWO PARTS "STONE GRAY" ANTIQUING AGENT, ONE PART "DEEP CHARCOAL" | |
| (Y) PROPOSED LOCATION OF RELOCATED TRAFFIC SIGNAL EQUIPMENT (REF SIGNAL PLANS) | |
| (Z) PROPOSED 8-FT WIDE CONCRETE CROSSSPAN (REF SHEET R5.2) | |

UTILITY PLAN SCHEDULE

- | | |
|--|--|
| (a) EXISTING UNDERGROUND ELECTRIC TO REMAIN | (aa) EXISTING WATER METER TO REMAIN |
| (b) EXISTING GAS LINE TO REMAIN | (bb) EXISTING POWER POLE AND METER TO BE RELOCATED |
| (c) EXISTING IRRIGATION LINE TO REMAIN | (cc) EXISTING OVERHEAD ELECTRIC LINE TO BE REMOVED AND RELOCATED |
| (d) EXISTING WATER MAIN TO REMAIN | (cd) 40' UTILITY EASEMENT BY SEPARATE DOCUMENT |
| (e) EXISTING TRAFFIC SIGNAL TO BE REMOVED AND RELOCATED | (ce) EXISTING WATER LINE TO BE REMOVED |
| (f) EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED AND RELOCATED | (cf) PROPOSED STORM SEWER INLET (BY OTHERS) |
| (g) PROPOSED STORM SEWER INLET (SEE STORM SEWER PLAN & PROFILES) | (cg) PROPOSED STORM SEWER MANHOLE (BY OTHERS) |
| (h) EXISTING STORM SEWER INLET TO REMAIN | (ch) PROPOSED CURB DRAIN (SEE ROADWAY DETAILS) |
| (i) EXISTING TRAFFIC SIGNAL POLE AND MAST ARM TO REMAIN | (ci) PROPOSED TWO-WAY CLEANOUT |
| (j) EXISTING STREET LIGHT TO REMAIN | |
| (k) EXISTING INLET TO BE REMOVED AND REPLACED WITH TYPE R INLET | |
| (l) PROPOSED STORM SEWER (SEE STORM SEWER PLAN & PROFILES) | |
| (m) EXISTING SANITARY MANHOLE TO REMAIN | |
| (n) PROPOSED SANITARY SEWER (SEE SANITARY SEWER PLAN & PROFILES) | |
| (o) PROPOSED WATER LINE (SEE WATER PLAN & PROFILES) | |
| (p) EXISTING STORM SEWER TO REMAIN | |
| (q) EXISTING UNDERGROUND TELEPHONE LINE TO REMAIN | |
| (r) PROPOSED TRAFFIC SIGNAL POLE AND MAST ARM (SEE SIGNAL PLANS) | |
| (s) EXISTING 24-INCH STORM SEWER TO REMAIN | |
| (t) PROPOSED LOCATION OF RELOCATED TRAFFIC SIGNAL EQUIPMENT (SEE SIGNAL PLANS) | |
| (u) PROPOSED STREET LIGHT, GREEN COBRA LED STREET LIGHT (SEE SHEET R5.3) | |
| (v) EXISTING STORM SEWER MANHOLE TO REMAIN | |
| (w) PROPOSED 4x3 BOX CULVERT 16.5' - LF EXTENSION | |
| (x) EXISTING BOX CULVERT TO REMAIN | |
| (y) EXISTING POWER POLE TO REMAIN | |
| (z) EXISTING POWER POLE TO BE RELOCATED | |

UTILITY LEGEND

---	EXISTING MINOR CONTOUR
---	EXISTING MAJOR CONTOUR
---	PROPOSED MINOR CONTOUR
---	PROPOSED MAJOR CONTOUR
---	PROPERTY BOUNDARY LINE
---	PROPOSED LOT LINE
---	ADJACENT PROPERTY BOUNDARY LINE
---	EASEMENT BOUNDARY LINE
---	EXISTING WATER LINE
---	EXISTING SANITARY SEWER
---	EXISTING STORM SEWER
---	EXISTING UNDERGROUND GAS LINE
---	EXISTING UNDERGROUND ELECTRICAL
---	EXISTING UNDERGROUND TELEPHONE
---	EXISTING FIBER OPTIC LINE
---	PROPOSED WATER LINE
---	PROPOSED SANITARY SEWER
---	PROPOSED STORM SEWER (GREATER THAN 12")
---	PROPOSED UNDERGROUND GAS LINE
---	PROPOSED UNDERGROUND ELECTRICAL
---	PROPOSED UNDERGROUND TELEPHONE
---	PROPOSED GUARDRAIL
---	EXISTING WATER VALVE
---	EXISTING MANHOLE
---	PROPOSED WATER METER
---	PROPOSED WATER VALVE
---	PROPOSED FIRE HYDRANT
---	PROPOSED MANHOLE
---	UTILITY PEDESTAL
---	PROPOSED ELECTRICAL TRANSFORMER
---	PROPOSED INLET

BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 34 AND MONUMENTED ON THE WEST BY A 2.5" ALUMINUM CAP STAMPED "PLS29752" IN A RANGE BOX FOR THE N 1/4 CORNER AND MONUMENTED ON THE EAST BY A 2.5" ALUMINUM CAP STAMPED "PLS12405" FOR THE NE CORNER AND IS ASSUMED TO BEAR S 89°50'1" E.

BENCHMARK

ELEVATIONS SHOWN ARE NAVD 88 AND ARE DERIVED VIA GPS OBSERVATIONS FROM THE LIECA SMARTNET RTK GPS NETWORK AND GEOID 12S.

CAUTION - NOTICE TO CONTRACTOR

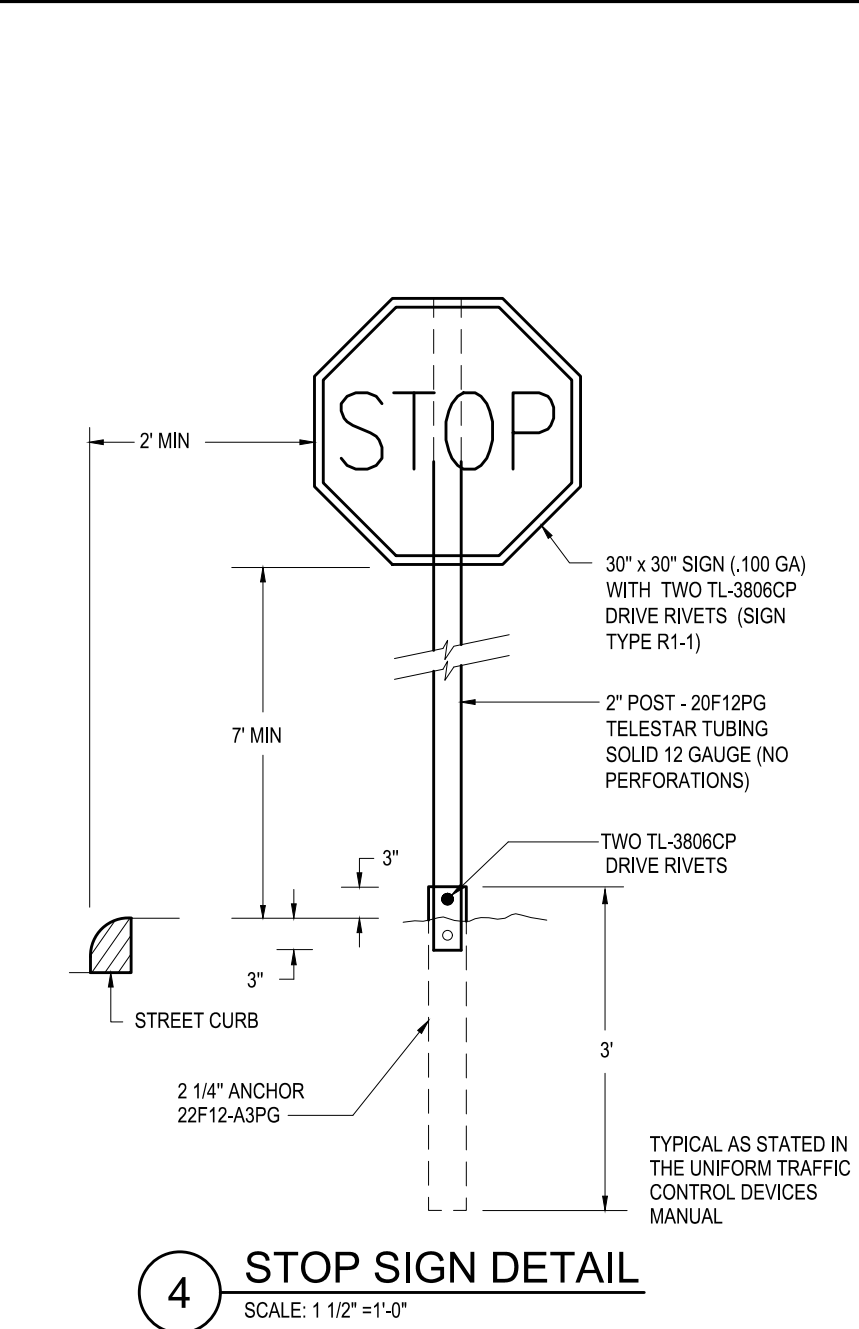
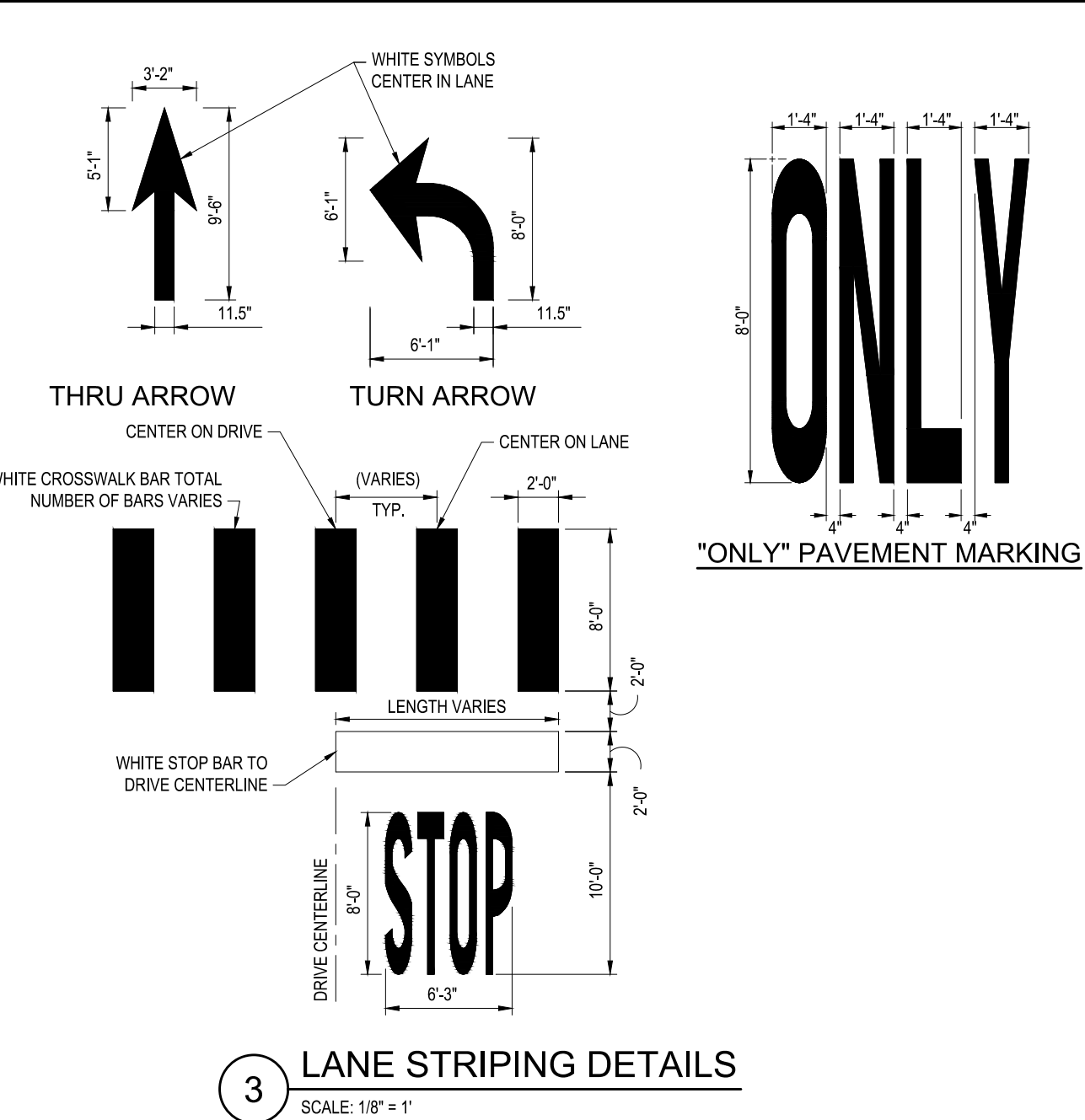
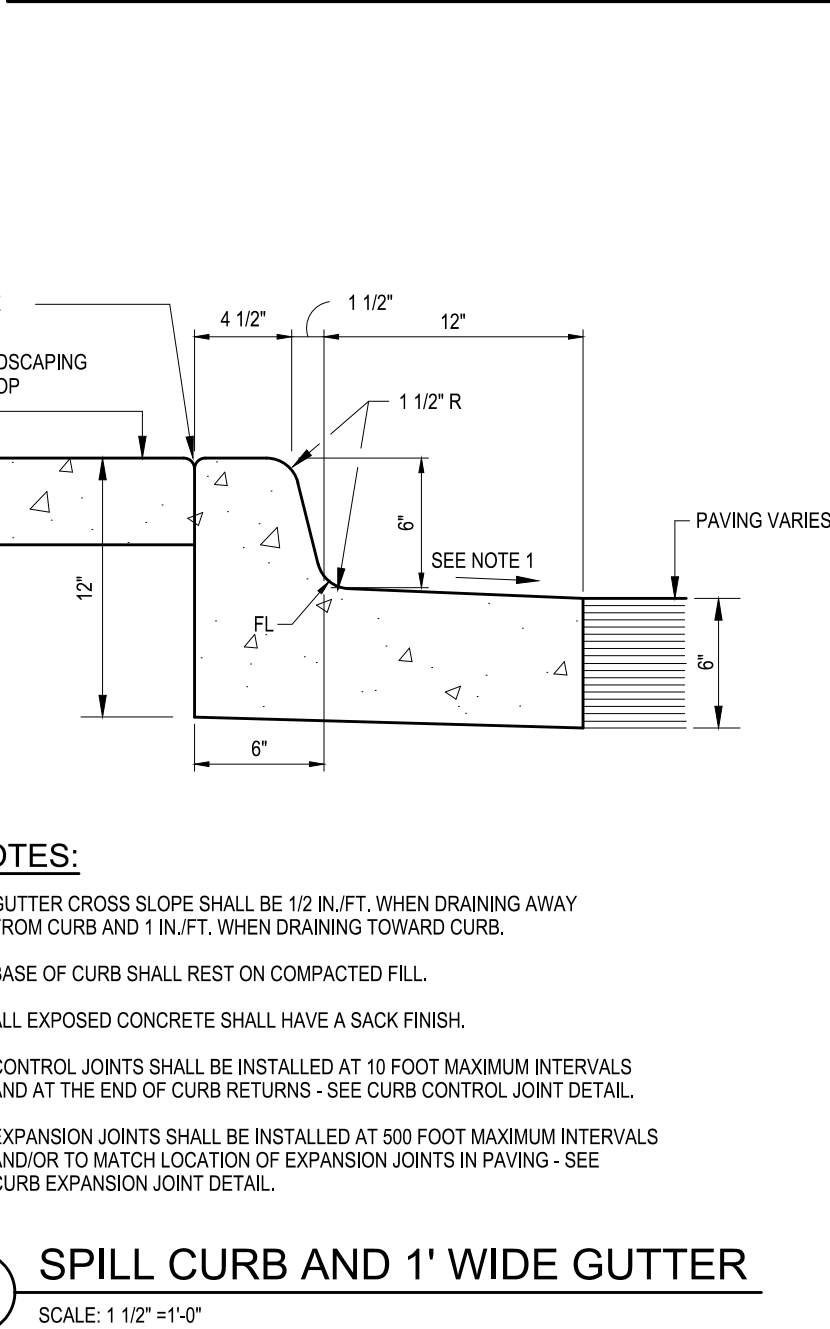
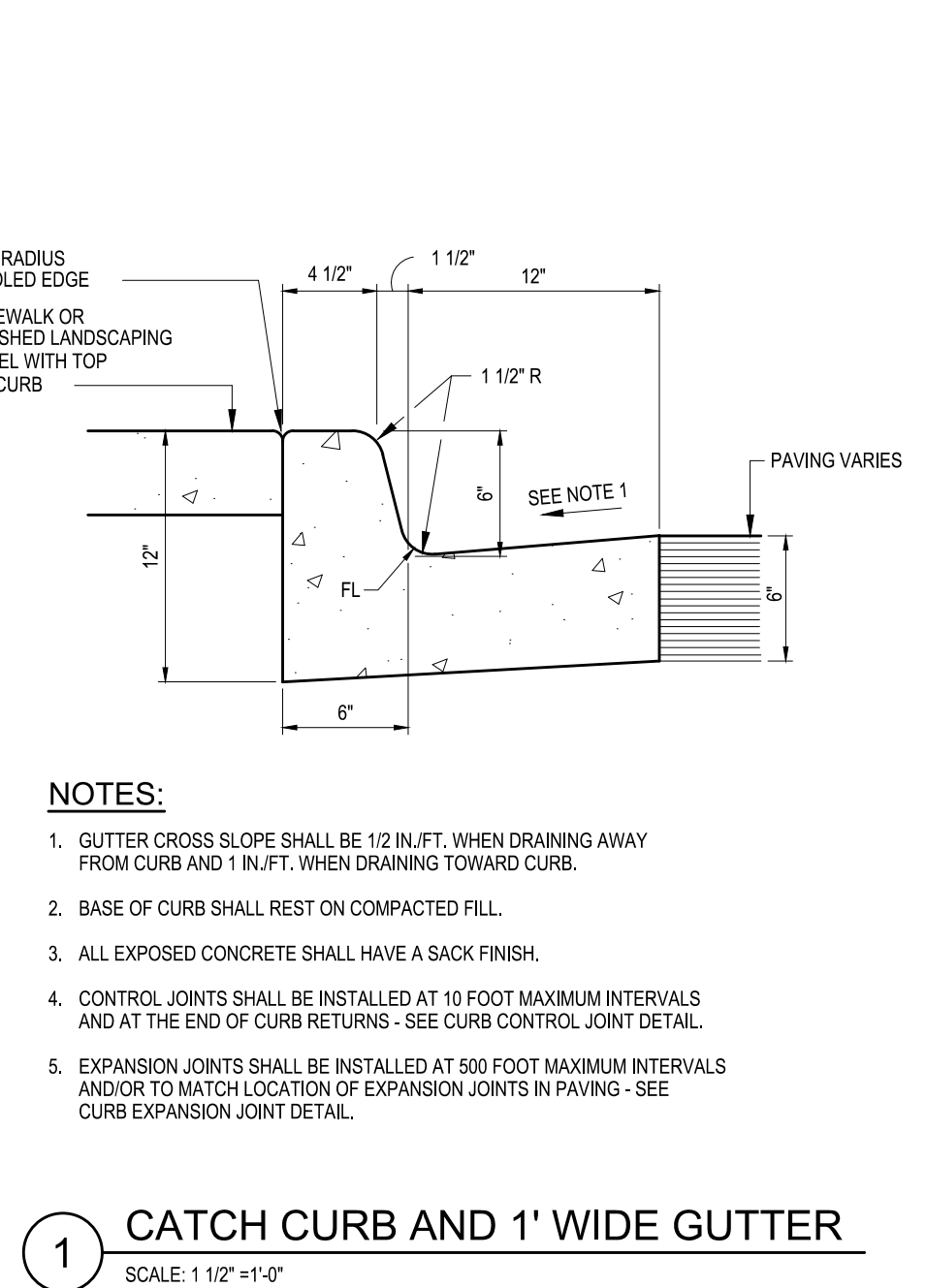
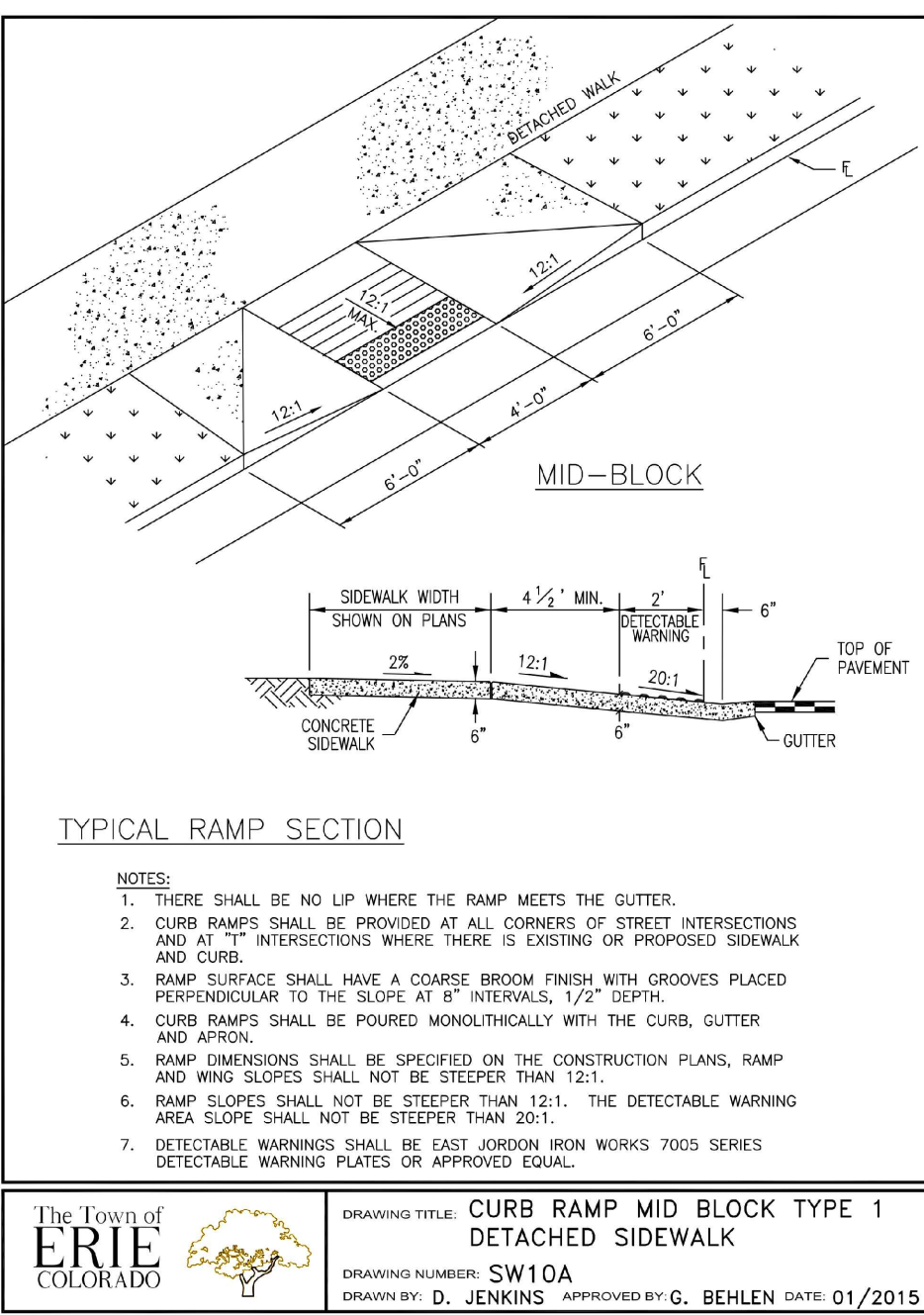
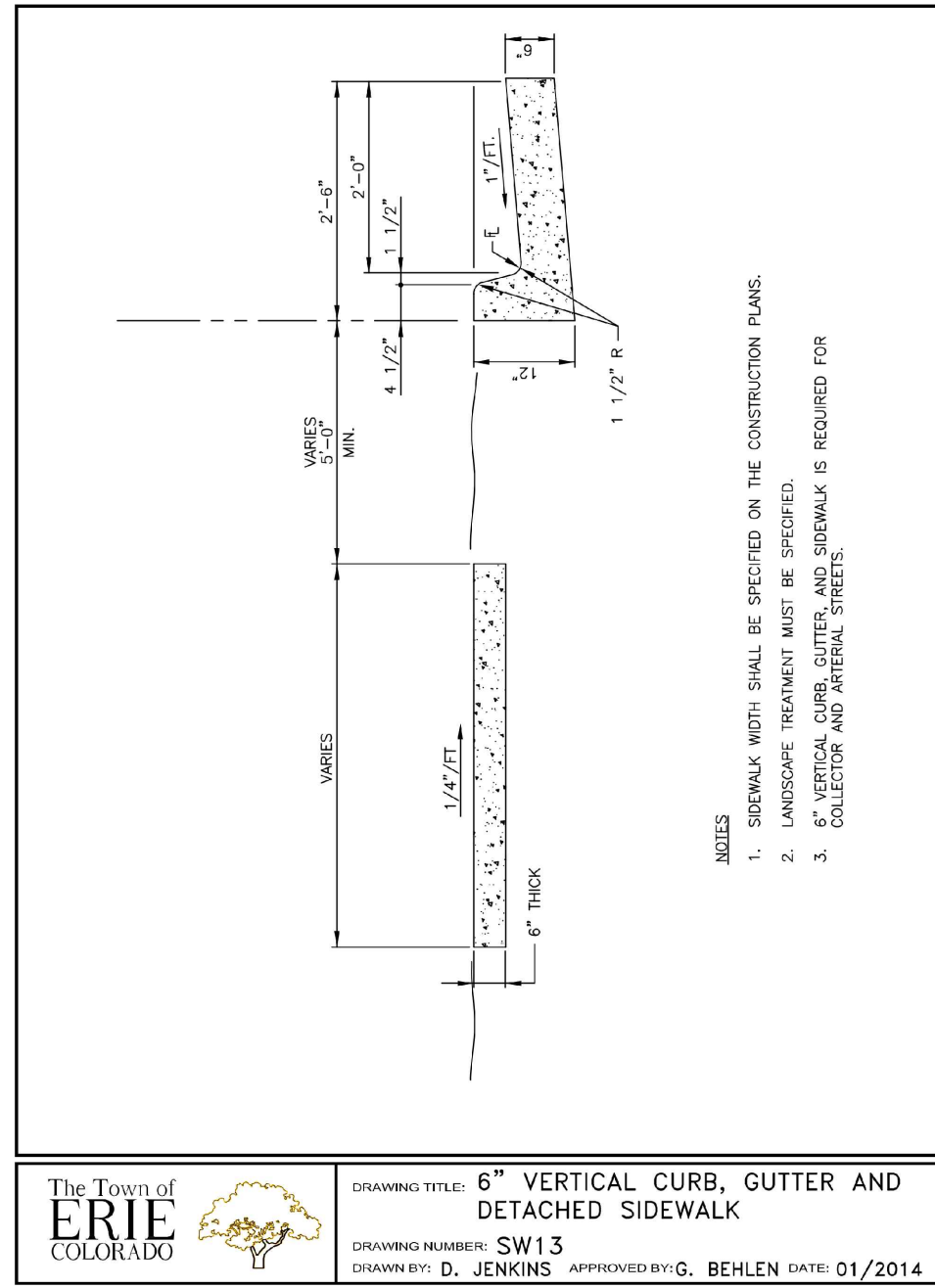
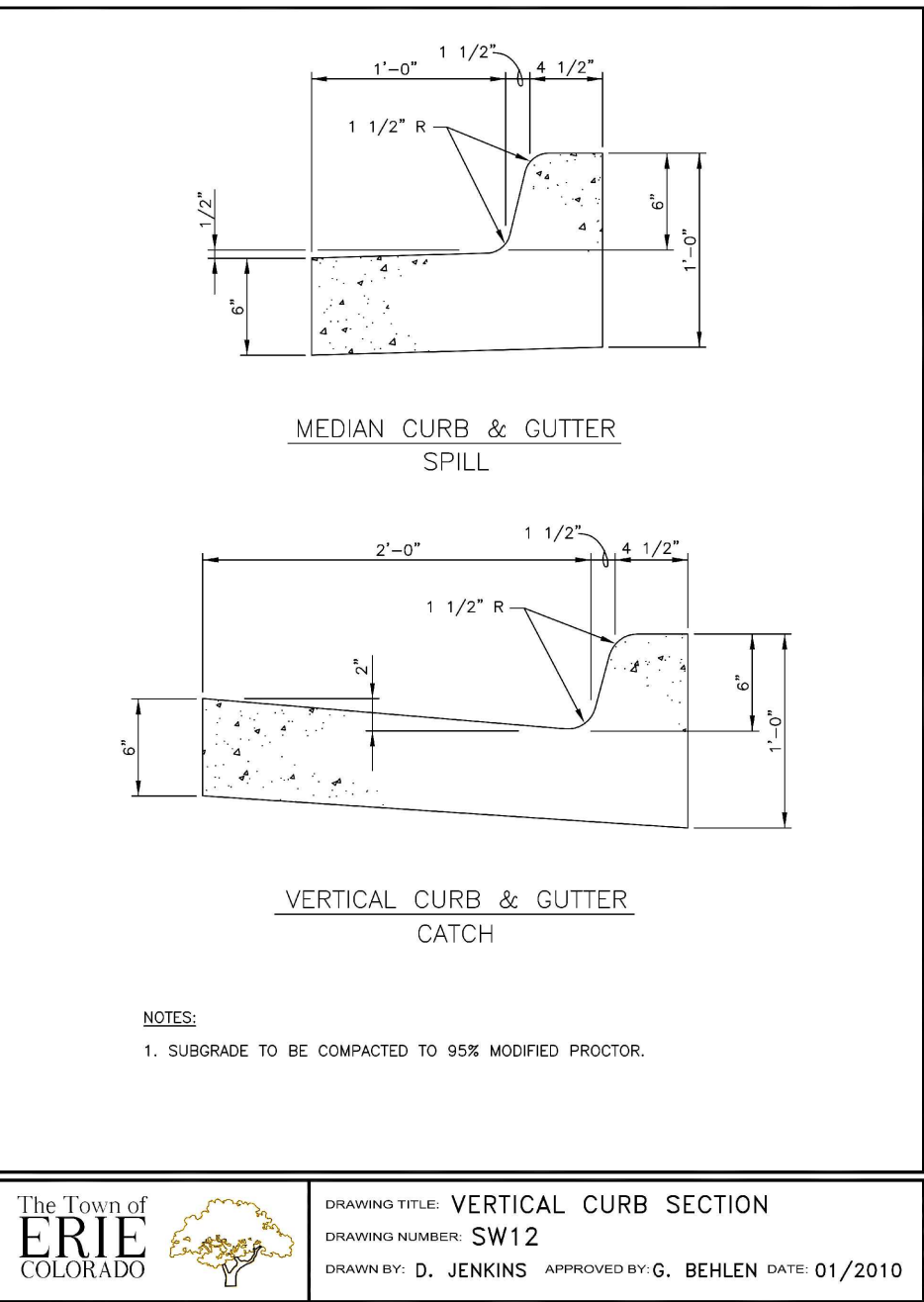
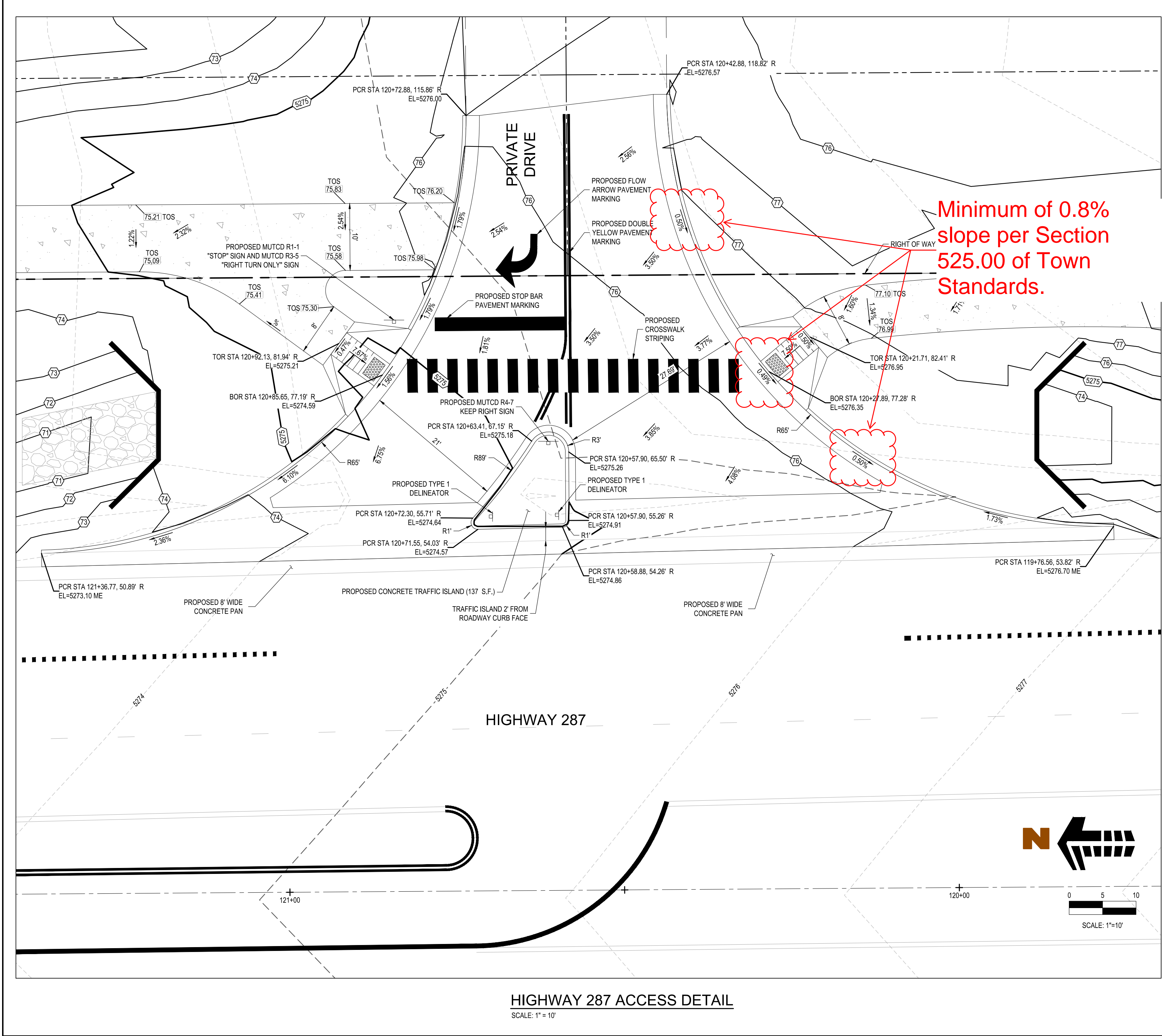
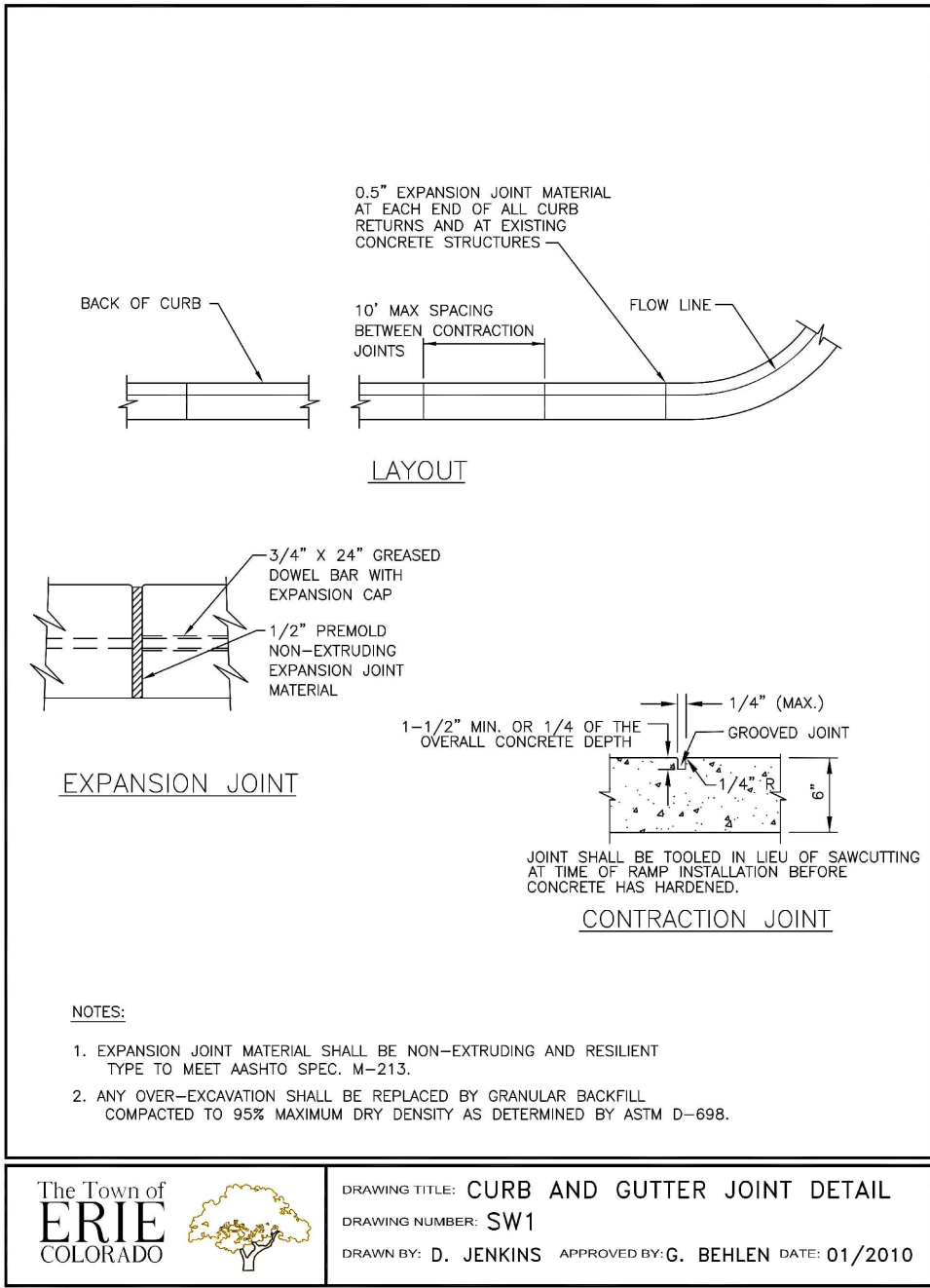
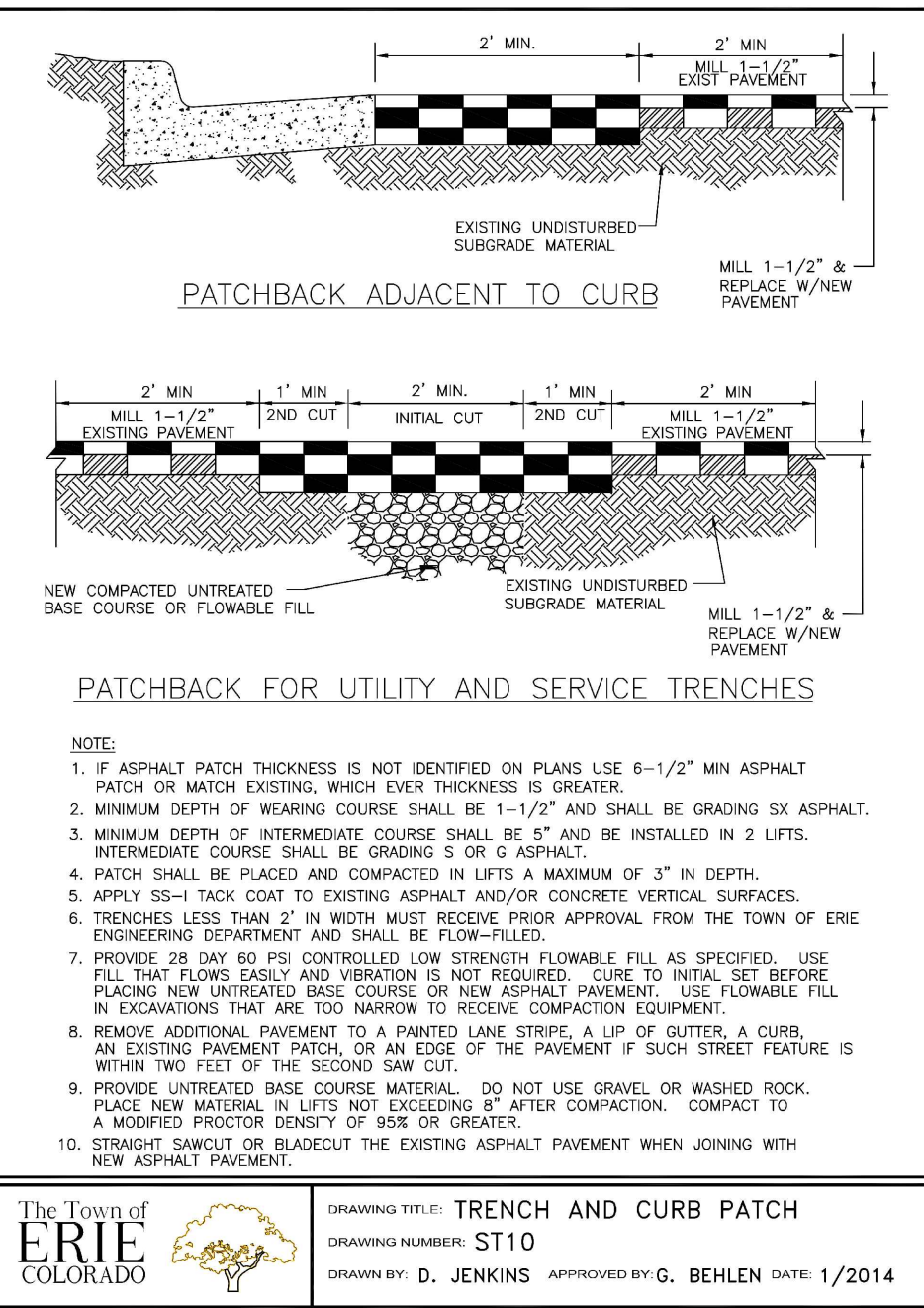
1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE FIELD LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POT-HOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.



#	Date	Issue / Description	Int.
1	11/15/19	4TH INFRASTRUC. SUB.	ACJ
1	01/24/20	5TH INFRASTRUC. SUB.	ACJ

Project No:	ED000018
Drawn By:	RDG
Checked By:	BSM
Date:	9/3/19

ARAPAHOE ROAD SITE PLAN



Galloway

6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884
gallowayus.com

Evergreen

Development | Services | Investments

INFRASTRUCTURE CONSTRUCTION DOCUMENTS

NINE MILE CORNER

EVERGREEN DEVCO INC

HIGHWAY 287 & ARAPAHOE RD.

ERIE, COLORADO

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#	Date	Issue / Description	Int.
1	11/15/19	4TH INFRASTRUC. SUB.	ACJ
1	01/24/20	5TH INFRASTRUC. SUB.	ACJ

Project No: EDI000018
Drawn By: RDG
Checked By: BSM
Date: 9/3/19

ROADWAY DETAILS

R5.1

David Pasic

From: Bilobran - CDOT, Timothy <timothy.bilobran@state.co.us>
Sent: Monday, February 3, 2020 2:37 PM
To: David Pasic
Cc: Joe Smith; Fred Starr; Chad Schroeder; Marcucci, Daniel
Subject: Nine Mile- advanced comments back before the meeting this week
Attachments: h1.pdf; h4.pdf; h3.pdf; h2.pdf

Afternoon David and all,

In advance of our meeting this week, I have some comments back from CDOT specialty units. First, our Operations Engineer (Larry Haas) provided comments on the attached pages regarding the signals, striping, and signage.

Our Materials Engineer writes:

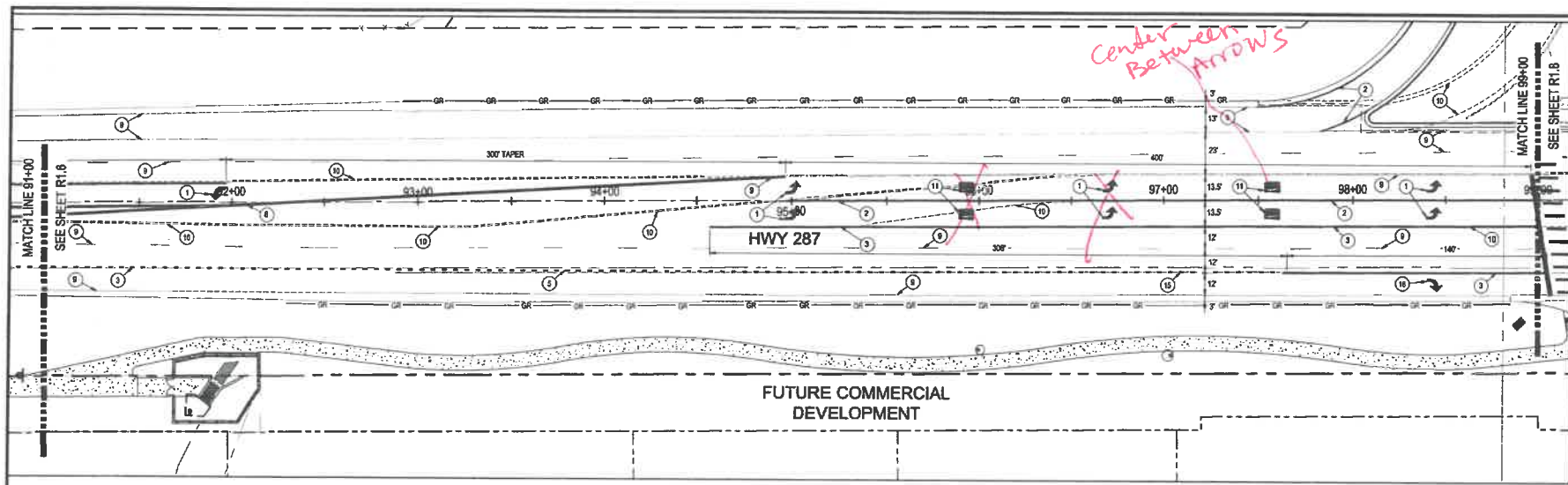
Their pavement design does not appear to be of sufficient thickness under their current design methodology, and needs to be designed in Pavement ME, especially the HMA sections on HWY 7 and 287. We may consider installing the concrete to existing thickness in the intersection, but their HMA appears very thin in their geotech report. I do not know how familiar this company is with Pavement ME but they should be notified they will need to use CDOT's Pavement Design Manual and use CDOT's database information for HMA mixes and all CDOT calibration coefficients for the program.

After they complete their design they will need to identify exactly which types of HMA mixes are to be utilized also.

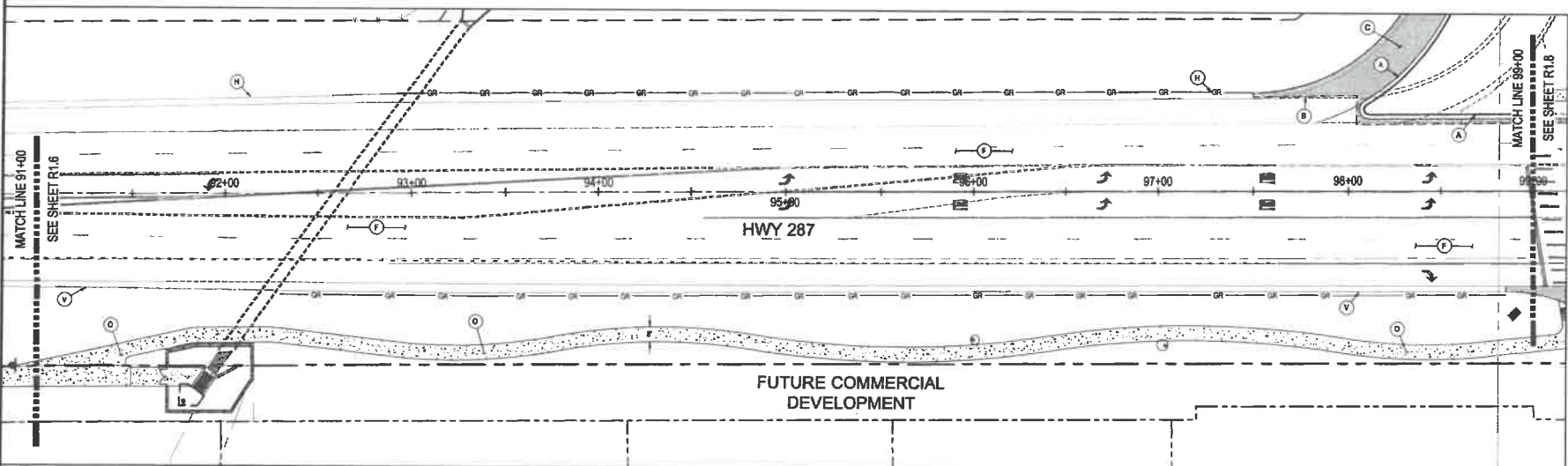
It says clearly in their geotech report that this is just a preliminary report but I thought getting them started on our design methodologies is important.

If I get any other comments between now and Wednesday I'll shoot them over ahead of time.

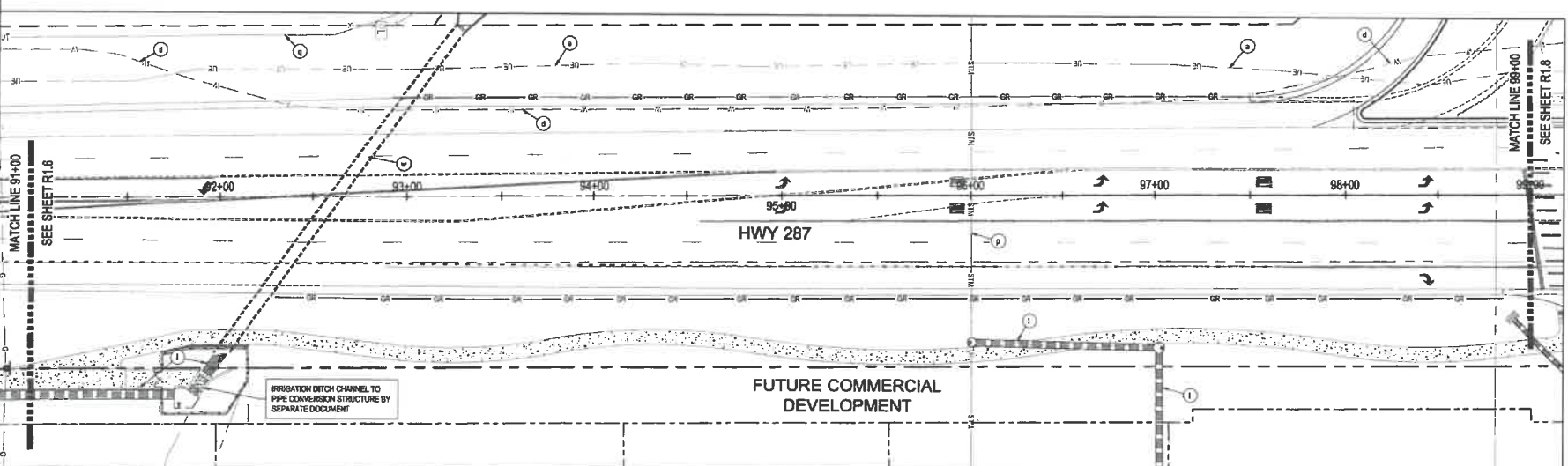
Tim



HIGHWAY 287 SIGNAGE & STRIPING PLAN: STA 91+00.00 TO STA 99+00.00
SCALE: 1"=40'



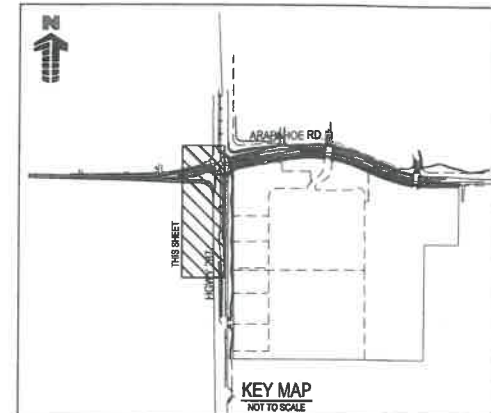
HIGHWAY 287 PAVING PLAN: STA 91+00.00 TO STA 99+00.00
SCALE: 1"=40'



HIGHWAY 287 UTILITY PLAN: STA 91+00.00 TO STA 99+00.00
SCALE: 1"=40'

SIGNAGE & STRIPING SCHEDULE

- 1 PROPOSED LEFT TURN SYMBOL, WHITE
- 2 PROPOSED 4" WIDE SOLID LINE, WHITE
- 3 PROPOSED 4" WIDE SOLID LINE, WHITE
- 4 PROPOSED 4" WIDE SOLID LINE, WHITE
- 5 PROPOSED 4" WIDE DOTTED EXTENSION LINE, WHITE
- 6 PROPOSED 24" WIDE STOP BAR, WHITE
- 7 PROPOSED CROSSWALK STRIPING PER MUTCD, WHITE
- 8 PROPOSED 4" DOUBLE SOLID YELLOW LINES
- 9 EXISTING PAVEMENT MARKING TO REMAIN
- 10 EXISTING PAVEMENT MARKING TO BE REMOVED
- 11 PROPOSED "ONLY" TEXT, WHITE
- 12 PROPOSED "STOP" SIGN
- 13 PROPOSED "ONE WAY" SIGN
- 14 PROPOSED 4" WIDE SOLID LINE, YELLOW
- 15 PROPOSED 4" WIDE DOTTED EXTENSION LINE, WHITE
- 16 PROPOSED RIGHT TURN SYMBOL, WHITE
- 17 EXISTING "STOP" SIGN TO REMAIN
- 18 PROPOSED "RIGHT LANE MUST TURN RIGHT" SIGN
- 19 PROPOSED BUS STOP SIGN, BUS STOP LOCATION TO BE CONFIRMED WITH RTD



PAVING PLAN SCHEDULE

- 1 PROPOSED 6" CURB AND 2" GUTTER
- 2 PROPOSED SAWCUT
- 3 PROPOSED ASPHALT PAVEMENT
- 4 PROPOSED ADA RAMP
- 5 PROPOSED EDGE OF CONCRETE
- 6 EXISTING ROADWAY PAVEMENT TO REMAIN
- 7 EXISTING CURB AND GUTTER TO REMAIN
- 8 EXISTING EDGE OF ASPHALT TO REMAIN
- 9 EXISTING ADA RAMP TO REMAIN
- 10 EXISTING TRAFFIC SIGNAL TO BE REMOVED AND RELOCATED
- 11 EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED AND RELOCATED
- 12 EXISTING MONUMENT TO REMAIN
- 13 EXISTING CURB AND GUTTER TO BE REMOVED
- 14 PROPOSED SIDEWALK
- 15 EXISTING INLET TO REMAIN
- 16 EXISTING TRAFFIC SIGNAL POLE AND MAST ARM TO REMAIN
- 17 EXISTING STREET LIGHT TO REMAIN
- 18 EXISTING INLET TO BE REMOVED AND REPLACED WITH TYPE R INLET
- 19 EXISTING SIDEWALK TO REMAIN
- 20 PROPOSED CONCRETE PAVEMENT
- 21 EXISTING EDGE OF CONCRETE TO REMAIN
- 22 PROPOSED TRAFFIC SIGNAL POLE AND MAST ARM
- 23 PROPOSED STAMPED CONCRETE MEDIAN TO MATCH EXISTING
- 24 PROPOSED LOCATION OF RELOCATED TRAFFIC SIGNAL EQUIPMENT
- 25 PROPOSED 8-FT WIDE CONCRETE CROSSWALK
- 26 PROPOSED RIP RAP
- 27 PROPOSED ASPHALT MILL AND OVERLAY

UTILITY PLAN SCHEDULE

- 1 EXISTING UNDERGROUND ELECTRIC TO REMAIN
- 2 EXISTING GAS LINE TO REMAIN
- 3 EXISTING IRRIGATION LINE TO REMAIN
- 4 EXISTING WATER MAIN TO REMAIN
- 5 EXISTING TRAFFIC SIGNAL TO BE REMOVED AND RELOCATED
- 6 EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED AND RELOCATED
- 7 PROPOSED STORM SEWER INLET (SEE STORM SEWER PLAN & PROFILES)
- 8 EXISTING STORM SEWER INLET TO REMAIN
- 9 EXISTING TRAFFIC SIGNAL POLE AND MAST ARM TO REMAIN
- 10 EXISTING STREET LIGHT TO REMAIN
- 11 EXISTING INLET TO BE REMOVED AND REPLACED WITH TYPE R INLET
- 12 PROPOSED STORM SEWER (SEE STORM SEWER PLAN & PROFILES)
- 13 EXISTING SANITARY MANHOLE TO REMAIN
- 14 PROPOSED SANITARY SEWER (SEE SANITARY SEWER PLAN & PROFILES)
- 15 PROPOSED WATER LINE (SEE WATER PLAN)
- 16 EXISTING STORM SEWER TO REMAIN
- 17 EXISTING UNDERGROUND TELEPHONE LINE TO REMAIN
- 18 PROPOSED TRAFFIC SIGNAL POLE AND MAST ARM
- 19 EXISTING 24-INCH STORM SEWER TO REMAIN
- 20 PROPOSED LOCATION OF RELOCATED TRAFFIC SIGNAL EQUIPMENT
- 21 PROPOSED STREET LIGHT, 250-WATT HIGH PRESSURE SODIUM, 35-FT IN HEIGHT
- 22 EXISTING STORM SEWER MANHOLE TO REMAIN
- 23 EXISTING BOX CULVERT UNDER HIGHWAY 287
- 24 EXISTING BOX CULVERT TO REMAIN
- 25 EXISTING POWER POLE TO REMAIN
- 26 EXISTING POWER POLE TO BE RELOCATED
- 27 EXISTING WATER METER TO REMAIN
- 28 EXISTING POWER POLE AND METER TO BE RELOCATED
- 29 EXISTING INLET TO BE REMOVED AND REPLACED WITH TYPE R INLET
- 30 4" UTILITY EASEMENT
- 31 EXISTING WATER LINE TO BE REMOVED
- 32 PROPOSED STORM SEWER INLET (BY OTHERS)
- 33 PROPOSED STORM SEWER MANHOLE (BY OTHERS)

ROADWAY LEGEND

- PROPERTY BOUNDARY LINE
- PROPOSED LOT LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EASEMENT BOUNDARY LINE
- FIRE ACCESS EASEMENT
- SIDEWALK EASEMENT
- LANDSCAPE BUFFER
- EXISTING TO REMAIN
- PROPOSED FUTURE
- PROPOSED NEW
- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED 2" ASPHALT MILL AND OVERLAY
- PROPOSED CONCRETE PAVEMENT

UTILITY LEGEND

- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPERTY BOUNDARY LINE
- PROPOSED LOT LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EASEMENT BOUNDARY LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING UNDERGROUND GAS LINE
- EXISTING UNDERGROUND ELECTRICAL
- EXISTING UNDERGROUND TELEPHONE
- EXISTING FIBER OPTIC LINE
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER (GREATER THAN 12")
- PROPOSED UNDERGROUND GAS LINE
- PROPOSED UNDERGROUND ELECTRICAL
- PROPOSED UNDERGROUND TELEPHONE
- EXISTING WATER VALVE
- EXISTING MANHOLE
- PROPOSED WATER METER
- PROPOSED WATER VALVE
- PROPOSED PIPE WEDGEMANT
- PROPOSED MANHOLE
- UTILITY PENETRATION
- PROPOSED ELECTRICAL TRANSFORMER
- PROPOSED INLET

BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 34 AND MONUMENTED ON THE WEST BY A 2.5" ALUMINUM CAP STAMPED "PLS2872" IN A RANGE BOX FOR THE N 1/4 CORNER AND MONUMENTED ON THE EAST BY A 2.5" ALUMINUM CAP STAMPED "PLS12482" FOR THE NE CORNER AND IS ASSUMED TO BEAR S 89°30'11" E.

BENCHMARK

ELEVATIONS SHOWN ARE NAVD 83 AND ARE DERIVED VIA GPS OBSERVATIONS FROM THE LEICA SMARTNET RTK GPS NETWORK AND GEOID 12L.

CAUTION - NOTICE TO CONTRACTOR

- 1 ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE FIELD LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
- 2 WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POT-HOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

Need to see Turning template for Dual Lefts Opposing

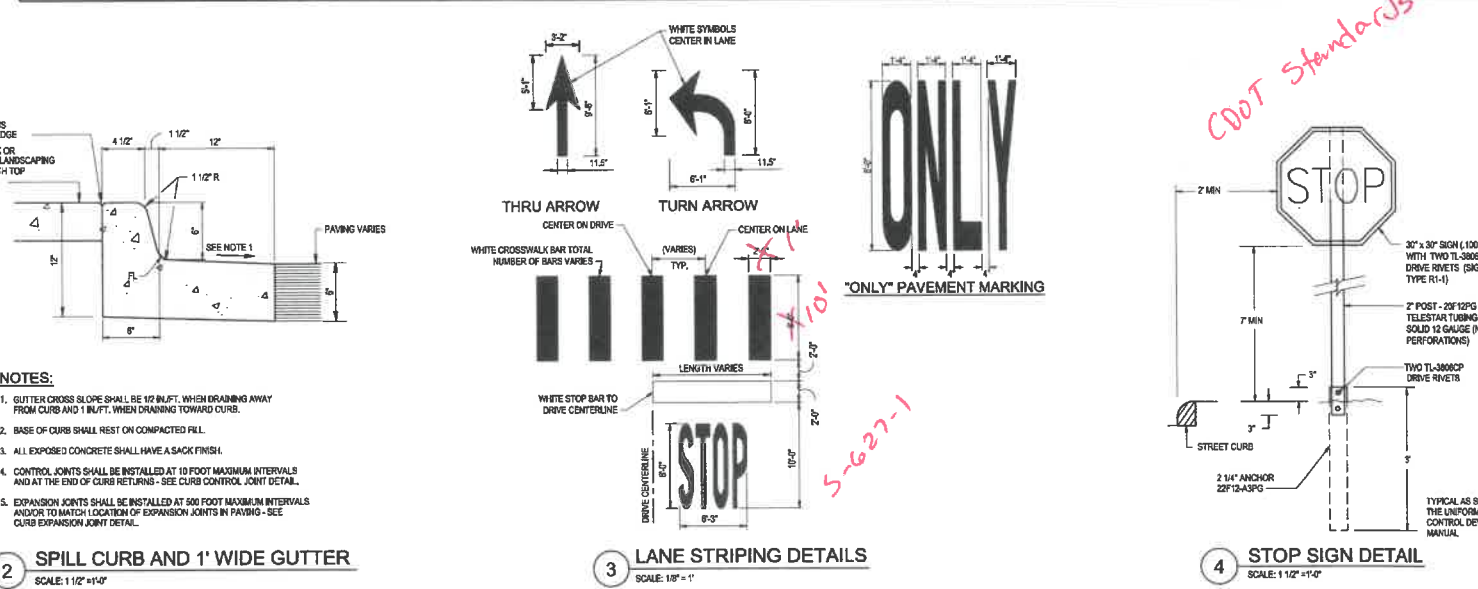
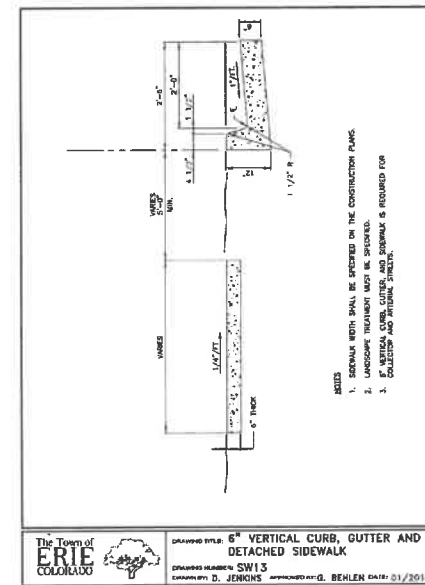
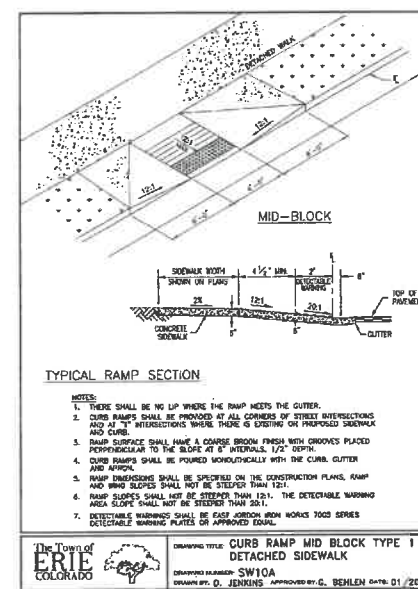
INFRASTRUCTURE CONSTRUCTION DOCUMENTS
NINE MILE CORNER
EVERGREEN DEVCO INC
HIGHWAY 287 & ARAPAHOE RD.
ERIE, COLORADO

#	Date	Issue / Description	Init.
1	11/15/19	4TH INFRASTRUC. SUB.	ACJ

Project No:	ED000018
Drawn By:	RDG
Checked By:	BSM
Date:	9/2/19

HIGHWAY 287 SITE PLAN

R1.7



1. ALL CONSTRUCTION SHALL CONFORM TO THE LATEST "STANDARDS AND SPECIFICATIONS FOR DESIGN AND CONSTRUCTION OF PUBLIC IMPROVEMENTS" BY THE TOWN OF ERIE. COPIES OF THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS MAY BE OBTAINED FROM THE TOWN OF ERIE WEB SITE. CONTRACTOR SHALL HAVE A SET ON SITE AT ALL TIMES.
2. THE OWNER SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE TOWN OF ERIE ENGINEERING STAFF PRIOR TO THE START OF CONSTRUCTION. THOSE IN ATTENDANCE SHALL INCLUDE THE OWNER, HIS ENGINEER, THE TOWN OF ERIE ENGINEERING STAFF, REPRESENTATIVES OF THE CONTRACTORS AND OTHER AFFECTED AGENCIES. PLANS SIGNED AND ACCEPTED BY THE TOWN OF ERIE WILL BE DISTRIBUTED AT THE PRE-CONSTRUCTION MEETING. CONTRACTOR SHALL HAVE (1) COPY OF THE SIGNED PLANS ON SITE AT ALL TIMES.
3. THE TOWN OF ERIE, THROUGH ACCEPTANCE OF THIS DOCUMENT, ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS AND/OR ACCURACY OF THIS DOCUMENT. THE OWNER AND DESIGN ENGINEER UNDERSTAND THAT THE RESPONSIBILITY FOR THE ENGINEERING ADEQUACY OF THE FACILITIES DEPICTED IN THIS DOCUMENT LIES SOLELY WITH THE REGISTERED PROFESSIONAL ENGINEER WHOSE STAMP AND SIGNATURE ARE AFFIXED TO THIS DOCUMENT. REPORT ALL DISCREPANCIES TO THE DESIGN ENGINEER IMMEDIATELY.
4. PRIOR TO BEGINNING THE WORK, THE CONTRACTOR SHALL OBTAIN ANY/ALL WRITTEN AGREEMENTS FOR INGRESS AND EGRESS TO THE WORK SITE FROM ADJACENT PRIVATE PROPERTY OWNERS. A COPY OF ALL AGREEMENTS SHALL BE PROVIDED TO THE TOWN. ACCESS TO ANY ADJACENT PRIVATE PROPERTY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
5. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF ERIE ENGINEERING STAFF. THE TOWN RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THE TOWN STANDARDS AND SPECIFICATIONS. INSPECTIONS AND ONSITE VISITS ARE NOT TO BE CONSTRUED AS A GUARANTEE BY THE TOWN ENGINEERING STAFF OF THE CONTRACTORS CONTRACTUAL COMMITMENT. REQUESTS FOR INSPECTION BY THE TOWN OF ERIE SHALL BE MADE BY THE CONTRACTOR A MINIMUM OF TWENTY-FOUR (24) HOURS IN ADVANCE.
6. CONSTRUCTION WATER IS AVAILABLE TO THE CONTRACTOR AS ESTABLISHED IN THE TOWN OF ERIE STANDARDS AND SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE TOWN OF ERIE REGARDING CURRENT REGULATIONS, FEES AND REQUIRED AGREEMENTS RELATED TO THE PROVISION OF CONSTRUCTION WATER.
7. THE CONTRACTOR SHALL COORDINATE HIS ACTIVITIES WITH THE AFFECTED UTILITY COMPANIES AND SHALL NOTIFY THE UTILITY NOTIFICATION CENTER, PHONE NUMBER 811, THREE (3) BUSINESS DAYS PRIOR TO THE START OF CONSTRUCTION.
8. UTILITIES IN THE AREA OF CONSTRUCTION ARE APPROXIMATE ONLY. THEY HAVE BEEN LOCATED FROM FIELD INVESTIGATION AND THE BEST AVAILABLE UTILITY RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION AND REPAIR OF ALL UTILITIES ENCOUNTERED DURING CONSTRUCTION WHETHER SHOWN ON THESE PLANS OR NOT. THE CONTRACTOR SHALL CONTACT ALL RESPECTIVE UTILITIES AND HAVE ALL UTILITIES FIELD-LOCATED PRIOR TO CONSTRUCTION. IF ANY UNKNOWN SUBSURFACE STRUCTURES ARE ENCOUNTERED DURING CONSTRUCTION, IT SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE TOWN OF ERIE ENGINEERING STAFF AND DESIGN ENGINEER PRIOR TO PROCEEDING.
9. THE CONTRACTOR SHALL NOTIFY TOWN OF ERIE ENGINEERING STAFF OF ANY PROBLEM IMPACTING WATER AND WASTE WATER FACILITIES THAT WOULD POTENTIALLY REQUIRE A VARIANCE FROM THE APPROVED PLANS AND SPECIFICATIONS. ANY VARIANCE FROM THE APPROVED DOCUMENTS SHALL BE AT THE SOLE DISCRETION OF THE TOWN OR ERIE ENGINEERING STAFF.
10. CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE SPECIFICATIONS AND PERMITS NECESSARY TO PERFORM THE PROPOSED WORK.
11. AS-BUILT DRAWINGS AS REQUIRED IN THE SPECIFICATIONS, ARE TO BE SUBMITTED BY THE OWNER/DEVELOPER PRIOR TO INITIAL ACCEPTANCE OF THE CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ANY EXISTING SIGNS, STRUCTURES, FENCES, ETC., ENCOUNTERED ON THE JOB AND RESTORING THEM TO THEIR ORIGINAL CONDITION.
13. THE CONTRACTOR IS RESPONSIBLE FOR:
 - A. NOTIFYING THE TOWN OF ERIE UTILITY CUSTOMERS OF POTENTIAL SERVICE OUTAGES, AND COORDINATE WITH THE TOWN OF ERIE FOR DETERMINATION OF MINIMUM TIME REQUIREMENT.
 - B. NOTIFYING THE TOWN OF ERIE ENGINEERING STAFF IF WORK IS SUSPENDED FOR ANY PERIOD OF TIME AFTER INITIAL START-UP. THE CONTRACTOR SHALL NOTIFY THE TOWN OF ERIE FORTY-EIGHT (48) HOURS PRIOR TO RESTART.
 - C. IN THE EVENT OF AN AFTER HOURS EMERGENCY, CALL 303-441-4444.
 - D. NOTIFYING THE MOUNTAIN VIEW FIRE PROTECTION DISTRICT OF ALL STREET CLOSURES AND EXISTING FIRE HYDRANTS TAKEN OUT OF SERVICE. A MINIMUM OF FORTY-EIGHT (48) HOURS PRIOR TO THE START OF CONSTRUCTION.
14. PRIOR TO INSTALLATION OF UTILITY MAINS, ROAD CONSTRUCTION MUST HAVE COMPLETED THE OVER LOT GRADING STAGE.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. CONSTRUCTION Dewatering PERMIT MUST BE OBTAINED FROM THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT (CDPHE). GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS OR EROSION OF ADJACENT PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. THE USE OF ANY SANITARY SEWER TO DISPOSE OF TRENCH WATER WILL NOT BE PERMITTED. NO CONCRETE SHALL BE PLACED WHERE GROUNDWATER IS VISIBLE OR UNTIL THE GROUNDWATER TABLE HAS BEEN LOWERED BELOW THE PROPOSED IMPROVEMENTS. ANY UNSTABLE AREAS, AS A RESULT OF GROUNDWATER, ENCOUNTERED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE STABILIZED AS AGREED UPON BY THE CONTRACTOR, THE TOWN OF ERIE, AND THE DESIGN ENGINEER AT THE TIME OF THE OCCURRENCE.
16. IT SHALL BE THE RESPONSIBILITY OF THE DESIGN ENGINEER TO RESOLVE CONSTRUCTION PROBLEMS WITH THE TOWN OF ERIE DUE TO CHANGED CONDITIONS ENCOUNTERED BY THE CONTRACTOR DURING THE PROGRESS OF ANY PORTION OF THE PROPOSED WORK. IF, IN THE OPINION OF THE TOWN OF ERIE, PROPOSED ALTERATIONS TO THE SIGNED CONSTRUCTION PLANS INVOLVES SIGNIFICANT CHANGES TO THE CHARACTER OF THE WORK, OR TO THE FUTURE CONTIGUOUS PUBLIC OR PRIVATE IMPROVEMENTS, THE DESIGN ENGINEER SHALL BE RESPONSIBLE FOR SUBMITTING REVISED PLANS TO THE TOWN OF ERIE FOR REVIEW, PRIOR TO ANY FURTHER CONSTRUCTION RELATED TO THAT PORTION OF THE WORK.
17. DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND IS NOT LIMITED TO NORMAL WORKING HOURS. THE TOWN OF ERIE OR THE DESIGN ENGINEER EXERCISE NO CONTROLS OVER THE SAFETY OR ADEQUACY OF ANY WORK AIDS USED IN OR ABOUT THE PROJECT, OR IN THE SUPERINTENDING OF THE SAME. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS FROM ANY AND ALL LIABILITY, REAL AND ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, THE DESIGN ENGINEER OR THE TOWN. THE TOWN OF ERIE ENGINEERING STAFF, OR ANY CONTRACTED ENGINEER, ARE NOT RESPONSIBLE FOR SAFETY IN, ON OR ABOUT THE PROJECT SITE, NOR FOR COMPLIANCE BY THE APPROPRIATE PARTY OF ANY REGULATIONS RELATING THERETO.
18. WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT DELAY SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.
19. REGULAR WORK HOURS ARE SEVEN (7) A.M. UNTIL SEVEN (7) P.M. OR DUSK (WHICHEVER OCCURS FIRST) OF THE SAME DAY, MONDAY THROUGH FRIDAY. THE CONTRACTOR WILL NOT PERMIT OVERTIME WORK ON SATURDAY, SUNDAY OR ANY LEGAL HOLIDAY WITHOUT RECEIVING WRITTEN CONSENT FROM THE PUBLIC WORKS DIRECTOR. REQUESTS FOR WEEKEND WORK APPROVAL MUST BE SUBMITTED, IN WRITING TO THE TOWN OF ERIE NO LATER THAN WEDNESDAYS AT 3:30PM FOR SUBSEQUENT WEEKEND AND REQUESTS FOR HOLIDAY WORK APPROVAL MUST BE SUBMITTED, IN WRITING TO THE TOWN OF ERIE NO LATER THAN 7:00AM-2 BUSINESS DAYS PRIOR TO THE HOLIDAY. ALL EXPENSES INCURRED BY THE TOWN SHALL BE REIMBURSED AT A RATE TO BE DETERMINED BY DIRECTOR OF FINANCE.

	EXISTING PROPERTY LINE
	EXISTING ROW
	EXISTING EASEMENT
	EXISTING CURB AND GUTTER
	EXISTING SIGN
	EXISTING LIGHT POLE
	EXISTING FIRE HYDRANT
	EXISTING WATER LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	EXISTING FIBER OPTIC
	EXISTING TELEVISION LINE
	EXISTING UNDERGROUND ELECTRIC
	EXISTING GAS
	EXISTING OVERHEAD ELECTRIC
	EXISTING POWER POLE
	EXISTING WATER MANHOLE
	EXISTING SANITARY MANHOLE
	EXISTING STORM MANHOLE
	PROPOSED ROW
	PROPOSED LOT LINE
	PROPOSED EASEMENT
	PROPOSED 6" CURB & GUTTER
	PROPOSED WATER LINE
	PROPOSED SANITARY SEWER
	PROPOSED STORM SEWER
	PROPOSED FIRE HYDRANT
	PROPOSED SANITARY MANHOLE
	PROPOSED STORM INLET
	PROPOSED STORM MANHOLE
	PROPOSED STORM FES
	PROPOSED STREET LIGHT
	PROPOSED SIGN
HP	HIGH POINT
GR	GRATE
EX	EXISTING
FL	FLOW LINE
ME	WATCH EXISTING
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
---	EXISTING CONTOUR
---5.540---	PROPOSED CONTOUR

Not Signal Notes
Relocate These

Kimley»Horn

Index of Revisions		
Date:	Comments:	Init.

4582 S. ULSTER STREET, SUITE 1500
DENVER, CO 80237
Phone: (303) 228-2300

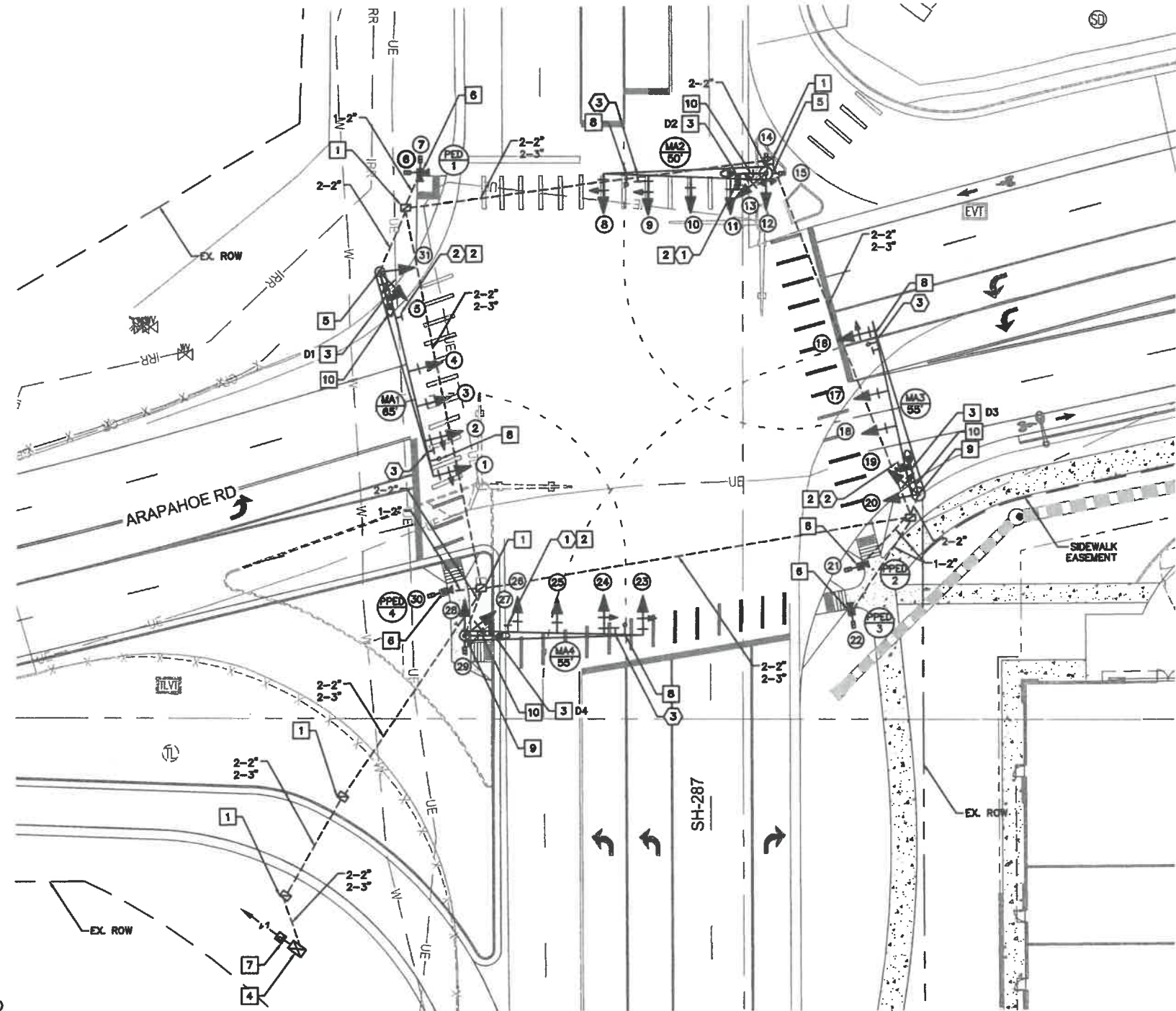
As Constructed	GENERAL NOTES				Project No./Code
No Revisions:					096266027
Revised:	Designer: MEC				
	Detailer: SMH				
Void:	Sheet Subset: NOTES	Subset Sheet:	1	of 1	Sheet Number 2

Signal Notes from Jonathan

- LEGEND**
- PROPOSED TRAFFIC SIGNAL HEAD W/ BACKPLATE
 - PROPOSED TRAFFIC SIGNAL HEAD W/O BACKPLATE
 - PROPOSED PULL BOX
 - PROPOSED PEDESTAL POLE
 - PROPOSED PEDESTRIAN PUSH BUTTON
 - PROPOSED PEDESTRIAN SIGNAL HEAD
 - PROPOSED CONDUIT (AS SHOWN)
 - PROPOSED VIDEO DETECTION SYSTEM
 - PROPOSED OPTICOM PHASE SELECTOR
 - PROPOSED LUMINAIRE
 - PROPOSED SIGNAL POLE/MAST ARM MOUNTED SIGN

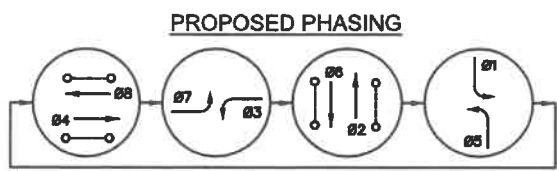
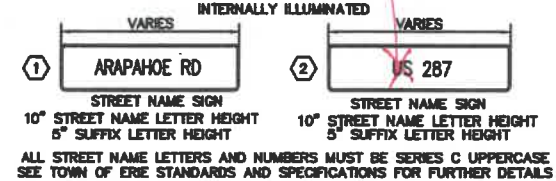
GENERAL NOTES

1. CONTRACTOR SHALL VERIFY LOCATION OF PEDESTRIAN PUSH BUTTONS PRIOR TO INSTALLATION. CONTRACTOR SHALL PROVIDE MOUNT TO EXTEND THE PUSH BUTTON IF PUSHBUTTON IS GREATER THAN 10' REACH FROM LEVEL LANDING AREA.



PROPOSED SIGNS

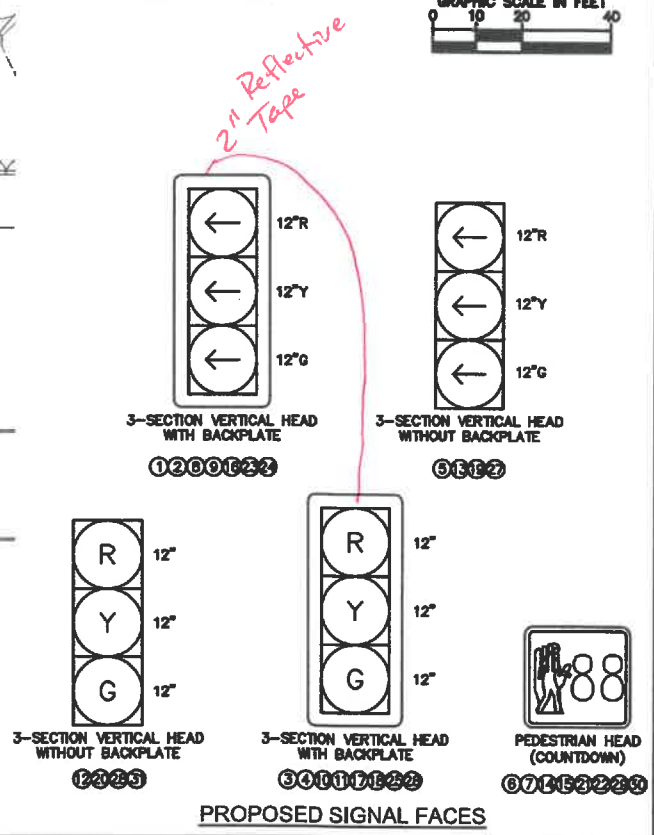
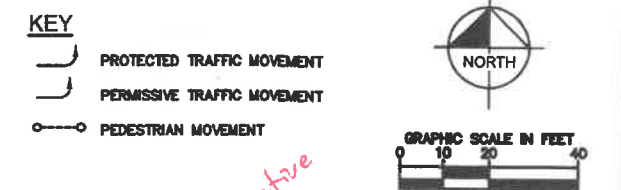
STREET NAME SIGNS LEGEND



NOTES

1. SIGNAL PHASING SHOWN IS FOR REFERENCE ONLY. CONTRACTOR SHALL CONTACT THE TOWN OF ERIE AND CDOT TO COORDINATE SIGNAL TIMING.

- SIGNAL NOTES**
- FURNISH AND INSTALL NEW TYPE FOUR PULL BOX (SIGNAL COMPONENT PULL BOX)
 - FURNISH AND INSTALL INTERNALLY ILLUMINATED STREET NAME SIGN PER TOWN OF ERIE STANDARDS AND SPECIFICATIONS
 - FURNISH AND INSTALL ITERS RZ-4 VIDEO DETECTION SYSTEM, OR APPROVED EQUAL, ON CDOT STYE BRACKET ON TRAFFIC SIGNAL POLE. FINAL LOCATION, POSITION, HEIGHT, AND MOUNTING REQUIREMENTS OF THE DETECTOR SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS.
 - FURNISH AND INSTALL TYPE 332D ALUMINUM CABINET WITH 2018 CONFLICT MONITOR, FOUNDATION AND TYPE 170E CONTROLLER PER CDOT STANDARD AND SPECIFICATIONS.
 - FURNISH AND INSTALL TRAFFIC SIGNAL POLE, MAST ARM, AND FOUNDATION PER CDOT STANDARD S-614-40. SIGNAL POLE SHALL BE HOT DIPPED GALVANIZED INSIDE AND OUT ACCORDING TO ASTM A123, AND PAINTED PER TOWN OF ERIE STANDARDS. POLE LOCATIONS TO BE FIELD VERIFIED WITH CDOT PRIOR TO INSTALLATION.
 - FURNISH AND INSTALL PEDESTAL POLE AND FOUNDATION PER CDOT STANDARD S-614-44. PEDESTAL POLE SHALL BE HOT DIPPED GALVANIZED INSIDE AND OUT ACCORDING TO ASTM A123, AND PAINTED PER TOWN OF ERIE STANDARDS. POLE LOCATIONS TO BE FIELD VERIFIED WITH CDOT PRIOR TO INSTALLATION.
 - COORDINATE ELECTRICAL CONNECTION WITH UNITED POWER. INSTALL NEW METER AND OBTAIN ADDRESS FROM TOWN OF ERIE.
 - FURNISH AND INSTALL OPTICOM PHASE SELECTORS, FOR EMERGENCY VEHICLE DETECTION, COMPLETE AND WIRED TO CABINET EQUIPMENT, PER TOWN OF ERIE STANDARDS AND SPECIFICATIONS.
 - FURNISH AND INSTALL TRAFFIC SIGNAL POLE, MAST ARM, AND FOUNDATION PER CDOT STANDARD S-614-40A. SIGNAL POLE SHALL BE HOT DIPPED GALVANIZED INSIDE AND OUT ACCORDING TO ASTM A123, AND PAINTED PER TOWN OF ERIE STANDARDS. POLE LOCATIONS TO BE FIELD VERIFIED WITH CDOT PRIOR TO INSTALLATION.
 - FURNISH AND INSTALL 15' LUMINAIRE ARM PER CDOT STANDARD S-614-40. LUMINAIRE SHALL BE MOUNTED AT 40' MOUNTING HEIGHT.



K:\DEV_PublicSector\096266027 - Erie Arapahoe and US287 Traffic Signal Design\CADD\SHEETS\096266027_SIG.dwg, Hays, Sep. 11/15/2019 10:04 AM
This document is the property of Kimley-Horn and Associates, Inc. and is loaned to the client for their use only. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Kimley-Horn and Associates, Inc.

Print Date: November 15, 2019	Index of Revisions		Kimley»Horn 4582 S. ULSTER STREET, SUITE 1500 DENVER, CO 80237 Phone: (303) 228-2300	As Constructed	TRAFFIC SIGNAL PLAN		Project No./Code	
Drawing File Name: 096266027_SIG.DWG	Date:	Comments:		Init.			No Revisions:	096266027
Horiz. Scale: NA					Revised:	Designer: MEC		
Vert. Scale: NA					Void:	Detailer: SMH		
Kimley»Horn					Sheet Subst: SIGNAL	Subst Sheet: 1 of 1	Sheet Number 5	

David Pasic

From: Bilobran - CDOT, Timothy <timothy.bilobran@state.co.us>
Sent: Wednesday, February 5, 2020 7:56 AM
To: David Pasic
Cc: Joe Smith; Fred Starr; Chad Schroeder
Subject: Re: Nine Mile- advanced comments back before the meeting this week

David and all,

Realizing that we're seeing each other in a few hours, I still thought I'd send over the comments from the Boulder Engineering Residency in advance of the meeting. Please distribute these on your end.

Thanks,
Tim

SHEET R1.2

- Lane width dimensions are not attached to actual lane lines.
- Previous submittals did not have required clearance between guardrail and historic columns. How was this clearance increased?
- Roadway widening in the NE quad appears to encroach on private property.
- Is a single left-turn lane sufficient in the EB SH7 to NB 287 movement

SHEET R1.3

- Raised median in east leg start approx. 100-150' away from intersection (due to width restrictions presumably). Proper guidance signing will be required to avoid wrong-way travel.

SHEET R3.1

- Proposed Typical section dimensions do not add correctly to match the total proposed width

SHEET R5.2

- M&S Standard sheets need to be current versions. Included version are out of date.

Page R 1.6 - Dimensions for new left turn on 287 are very confusing. Maybe call out existing lanes or check the placement of arrows. Why is one through lane 9.2' and another 13.4'?

On Mon, Feb 3, 2020 at 2:36 PM Bilobran - CDOT, Timothy <timothy.bilobran@state.co.us> wrote:
Afternoon David and all,

In advance of our meeting this week, I have some comments back from CDOT specialty units. First, our Operations Engineer (Larry Haas) provided comments on the attached pages regarding the signals, striping, and signage.

Our Materials Engineer writes:

Their pavement design does not appear to be of sufficient thickness under their current design methodology, and needs to be designed in Pavement ME, especially the HMA sections on HWY 7 and 287. We may consider installing the concrete to existing thickness in the intersection, but their HMA appears very thin in their

geotech report. I do not know how familiar this company is with Pavement ME but they should be notified they will need to use CDOT's Pavement Design Manual and use CDOT's database information for HMA mixes and all CDOT calibration coefficients for the program.

After they complete their design they will need to identify exactly which types of HMA mixes are to be utilized also.

It says clearly in their geotech report that this is just a preliminary report but I thought getting them started on our design methodologies is important.

If I get any other comments between now and Wednesday I'll shoot them over ahead of time.

Tim

--

Tim Bilobran
Region 4 Permits Manager



O 970.350.2163 | C 970.302.4022 | F 970.350.2198
timothy.bilobran@state.co.us | codot.gov | www.cotrip.org
10601 W. 10th Street, Greeley, CO 80634

David Pasic

From: Bilobran - CDOT, Timothy <timothy.bilobran@state.co.us>
Sent: Thursday, February 6, 2020 7:17 AM
To: David Pasic
Subject: Fwd: Review – Phase III – Erie, Nine Mile Corner at Nine Mile Subdivision Filing No. 1

Here are the hydraulic review comments David. I'm on my phone so I'm only sending this to you. Please forward to the group as needed.

Tim

----- Forwarded message -----

From: Phan - CDOT, Long <long.phan@state.co.us>
Date: Thu, Feb 6, 2020 at 7:06 AM
Subject: Review – Phase III – Erie, Nine Mile Corner at Nine Mile Subdivision Filing No. 1
To: Bilobran - CDOT, Timothy <timothy.bilobran@state.co.us>
CC: Steven Griffin - CDOT <steven.griffin@state.co.us>, Phoebe White - CDOT <phoebe.white@state.co.us>

Hi Tim,

I've reviewed the Drainage report date 08/16/2019 and the plan set dated 11/15/2019 for the new development project titled in the subject line. Please see my comments below.

The recent phase III proposal detention outlets have no effect to US 287 or SH 7 drainage systems, also at this phase the historical flow into the existing 24" RCP crossing under the US 287 assumed to be unchanged.

However, for any future developments on the west side of US 287 and according to Region 4 Hydraulics Development Review Memo, the capacity and flow rates of this existing 24" RCP must remain as its current existing condition. The drainage report states, the pipe capacity is ±28.2 cfs, how is this capacity comparing to the existing/historical?

The South Boulder Canyon Ditch will be modified and conveyed through a 48" pipe system to its proposed location after crossing from the west side to the east side of US 287. We need a copy of the agreement/approval from ditch company on this proposal for our record.

There's just a few concerns for this phase III development, but we expect to have more reviews for this area when the future commercial development on the west of US 287 take place.

Long Phan
CDOT – R4 – Hydraulics Unit

--

Tim Bilobran
Region 4 Permits Manager



O 970.350.2163 | C 970.302.4022 | F 970.350.2198
timothy.bilobran@state.co.us | codot.gov | www.cotrip.org
10601 W. 10th Street, Greeley, CO 80634



February 13, 2020

Town of Erie, Engineering Division
P.O. Box 750
645 Holbrook Street
Erie, Colorado 80516

2480 W. 26th Avenue, Unit B225
Denver, Colorado 80211
Tel: +1 303-964-3333
Fax: +1 303-964-3355

www.merrick.com

RE: REVIEW OF NINE MILE CORNER DRAINAGE SUBMITTAL

Dear Engineering Division:

We have reviewed the Nine Mile Corner resubmittal received on January 31, 2020. The submittal included a revised Phase III Drainage Report for Nine Mile Corner, Public & Site Infrastructure Construction Plans and a comment response letter (all dated January 24, 2020) prepared by Galloway & Company. We have the following comments to offer:

Phase III Drainage Report:

1. The Engineer's Statement must be signed and sealed.
2. In the report, a statement should be made specifying that the commercial site storm sewer system will be privately owned and maintained per discussions with the Town.
3. The 100-year HGL shown on the StormCAD analysis profile does not match the HGL shown on the construction plan profiles. Correct the HGL on the construction plans to match the analysis.
4. The sizing analysis for the proposed channel northwest of Arapahoe Road and 111th Street that connects the bypass storm sewer to the existing channel west along 111th Street proposes a triangular channel section with 0.4% slope. However, Section S-S on Sheet C5.3 shows a rectangular channel with a 2' bottom width and a slope of 0.82%. Revise sizing calculations with the correct cross section and slope and verify that the allowable Froude Number (0.8) is not exceeded.
5. The following comments relate to inlet sizing calculations:
 - a. As stated in our last review, there are several inlets for the commercial site inlet sizing that do not match the labels in the Storm Runoff Calculations or the Construction Plans. For example, inlet sizing calculations for inlets at Design Points 17 and 18 indicate CDOT Type R inlets, but the Construction Plans (Sheet 5.12) indicate Type 13 Combination inlets. Another example is at Design Point 11, the inlet sizing calculations indicate a single Type R inlet while the Construction Plans indicate a double (10') Type R inlet. Verify which inlet sizes are correct for each proposed inlet and revise calculations or plans as necessary.
 - b. Provide sizing calculations for all proposed inlets including the Type D area inlet at Design Point 12.

6. On Drainage Map DR01, the proposed contours are not shown in the proposed commercial and multi-family detention pond areas. Revise the hatching to show all proposed contours.
7. On Drainage Map DR02, show the proposed storm sewers using a darker line type similar to Drainage Map DR01 so they are more visible.
8. On Drainage Map DR01, the subbasin areas for Subbasins 3 and 4 do not match those in the report text and runoff calculations in Appendix B. Revise the Drainage Map to show the correct areas.

Construction Plans

9. On Sheet C5.5 on the profile, show the proposed CDOT Type D area inlet at about STA, 10+10 that connects to the bypass storm line.
10. On Sheet C5.7, the culvert proposed to connect the West Pond to the Central Pond is shown as a 36" RCP. However, the normal depth calculation in Appendix C indicates that a 42" RCP is required. Revise Sheet C5.7 to show a 42" RCP.
11. On Sheets C5.7 to C5.12 Storm Sewer Plan & Profiles provide hydraulic grade line profiles (StormCAD) for all storm laterals, particularly those on the west side of the Lowe's building that connect from inlets at Design Points 23, 25, 29, and 32 to Storm Line D.
12. The following comments relate to the commercial detention pond (Sheet C5.13):
 - a. Per the response to comments about the initial surcharge depth, we agree with Holly Piza that the purpose of this criteria is to discourage standing water on the grass areas since this promotes the growth of wetland plants (cattails). This criterion also discourages the accumulation of sediment and muck in the trickle channel that occurs when water frequently ponds within the initial surcharge area, even from irrigation and snowmelt. Therefore, we highly recommend following the criteria to avoid unsightly and difficult to maintain ponds. The invert of the trickle channel must be at least 4" above the micropool elevation to contain the initial surcharge depth and minimum volume as shown in the MHFD criteria manual, unless a variance is approved by the Town.

Since the wingwalls are proposed to extend about 25' upstream of the outlet structure, a 4" minimum drop in the trickle channel at the upstream end of the wingwalls would contain the initial surcharge volume as intended by the MHFD criteria and it would be acceptable to provide the initial surcharge volume within the wingwall and micropool areas. With the micropool elevation adjustment (see comment 11b below), the trickle channel invert at the upstream end of the wingwalls must be at elevation 5249.98 or higher. Revise as needed.

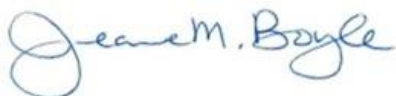
Per the response to comments, it indicates that the trickle channel sizing calculations has capacity to convey the required flow without overtopping. We understand and agree that the flow depth is 0.17' deep per the calculations which indicates that there is 0.33' (4") of freeboard for the trickle channel. If it is the intent to use this freeboard for the initial surcharge depth, this must be made

clear in the report text and on the calculations. Assuming this is the intent, we would allow the invert of the trickle channel to be 4" lower at elevation 5249.65, but then this becomes the same elevation as the micropool (see comment 11b below). For this option, water would still pond in the trickle channel for about 26' to 66' upstream of the wingwalls (0.13' to 0.33' deep at 0.5% slope) and has the potential for accumulating sediment and muck in the ponded area. Therefore, we prefer following the MHFD criteria that requires a 4" minimum drop from the trickle channel invert to the micropool elevation.

- b. In order to properly drain the pond discharge through the outlet structure, the invert of the 24" outlet pipe must be at least 0.2' below the micropool WSEL. Per the response letter, the outlet pipe and emergency spillway crest were lowered by 0.2' as requested, but the micropool WSEL was also lowered by 0.2' so they are still at the same elevation. Therefore, the micropool must be at elevation 5249.65 or higher, or the outlet pipe and emergency overflow must be lowered by 0.2' more to elevation 5249.25. Revise as needed to show the micropool WSEL at least 0.2' above the outlet pipe invert.
 - c. The total spillway crest length must be shown as 71' wide on the site plan, not 55' to match the Emergency Spillway Detail and sizing calculations. In addition, the emergency spillway crest length in the full spectrum detention sizing calculations must be updated to be 55', not 40'.
 - d. The emergency spillway cutoff wall indicated on the site plan is not shown on the Emergency Spillway Detail. Provide details for the cutoff wall. If a cutoff wall is not provided, the riprap must be shown at the surface (i.e., not buried) to maintain the emergency spillway elevation since the topsoil has the potential to erode.
 - e. The McNichols 11-W-4 Bar Grate proposed for the wingwall and micropool areas is acceptable since only minor flows are intended to flow through the grate in these areas. For the 100-year overflow chamber, the bar grate open area must be determined to verify that it meets the MHFD criteria of 4 times the outlet pipe area, minimum. If the McNichols bar grate does not meet this criteria, a grate with larger openings must be provided.
13. On Sheet C5.13 Section A-A and the Outlet Control Structure Plan Detail, either show a large opening in the face of the outlet structure between the wingwalls that has capacity for at least the 10-year inflow, or eliminate this wall so it does not obstruct flow to the WQCV/EURV outlet.

Let us know if you have any questions.

Sincerely,
Merrick & Company



Jeanne M. Boyle, PE, CFM



Clare Steninger, PE



MEMORANDUM

TO: Hannah Hippely

FROM: Charles M. Buck, P.E., PTOE

DATE: February 7, 2020

SUBJECT: Review of Minor Subdivision and PD Amendment
Nine Mile Corner
MS-001118-2019
PDA-001115-2019
FHU # 95-190

I have reviewed the materials submitted for Nine Mile Corner. I have examined these materials relative to traffic engineering and transportation planning but not general civil or utility engineering.

I have reviewed previous submittals for this proposed development, the most recent of which is addressed in my referral response dated December 18, 2019. The current submittal materials include responses to my previous comments, including a trip generation analysis of the current site plan and responses to my comments on the signal plans. All my previous comments have been adequately addressed; I have no further comments or objections to this development.

Please call if you have any questions or need additional information.



MEMORANDUM

TO: Hannah Hippely

FROM: Charles M. Buck, P.E., PTOE

DATE: February 7, 2020

SUBJECT: Review of Minor Subdivision and PD Amendment
Nine Mile Corner
MS-001118-2019
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I have reviewed the materials submitted for Nine Mile Corner. I have examined these materials relative to traffic engineering and transportation planning but not general civil or utility engineering.

I have reviewed previous submittals for this proposed development, the most recent of which is addressed in my referral response dated December 18, 2019. The current submittal materials include responses to my previous comments, including a trip generation analysis of the current site plan and responses to my comments on the signal plans. All my previous comments have been adequately addressed; I have no further comments or objections to this development.

Please call if you have any questions or need additional information.



Right of Way & Permits

1123 West 3rd Avenue
Denver, Colorado 80223
Telephone: **303.571.3306**
Facsimile: 303. 571. 3284
donna.l.george@xcelenergy.com

February 13, 2020

Town of Erie Community Development Services
645 Holbrook / PO Box 750
Erie, CO 80516

Attn: Hannah Hippely

Re: Nine Mile Corner - 4th referral
Case #s MS-0011118-2019 and PDA-001115-2019

Public Service Company of Colorado's Right of Way & Permits Referral Desk has no conflict with Note 14 that has been added to the **Nine Mile Corner** subdivision plat, with one minor change: after "Public Service" add "Company of Colorado".

The property owner/developer/contractor is reminded to complete the application process for any new natural gas or electric service, or modification to existing facilities via xcelenergy.com/InstallAndConnect.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office: 303-571-3306 – Email: donna.l.george@xcelenergy.com

Hannah Hippely

From: George, Donna L <Donna.L.George@xcelenergy.com>
Sent: Monday, February 10, 2020 1:03 PM
To: Hannah Hippely
Subject: RE: Nine Mile Corner - Subdivision

Yes! Note 14 ☺ Thanks so much.

Donna George
Xcel Energy
Right of Way and Permits
P: 303-571-3306
donna.l.george@xcelenergy.com

From: Hannah Hippely [mailto:hhippely@erieco.gov]
Sent: Monday, February 10, 2020 12:44 PM
To: George, Donna L
Subject: RE: Nine Mile Corner - Subdivision

**CAUTION EXTERNAL SENDER: Stop and consider before you click links or open attachments.
Report suspicious email using the 'Report Phishing/Spam' button in Outlook.**

Hi, I just received this updated plat today. They have added some notes, does this work?
Thanks,

Hannah L. Hippely, AICP
Senior Planner | Town of Erie
Phone: 303-926-2774

From: George, Donna L [mailto:Donna.L.George@xcelenergy.com]
Sent: Monday, February 10, 2020 12:33 PM
To: Hannah Hippely <hhippely@erieco.gov>
Subject: RE: Nine Mile Corner - Subdivision

Hi Hannah,

Unfortunately not. In late January I had conversation with Mike Moore at KHS and the latest notes I have is that we agree to the following language being added to the plat: "utility easement that is blanket in nature unless otherwise delineated by a dedicated as-built easement(s) by separate document" and I do not see this or anything similar on the plat.

Regards,

Donna George
Xcel Energy | Responsible By Nature

Right of Way and Permits

1123 West 3rd Avenue, Denver, CO 80223

P: [303-571-3306](tel:303-571-3306) | F: [303-571-3660](tel:303-571-3660)

donna.l.george@xcelenergy.com

xcelenergy.com/InstallAndConnect - Visit our website for more information about installing and connecting service with Xcel Energy!

From: Hannah Hippely [<mailto:hhippely@erieco.gov>]

Sent: Friday, February 07, 2020 12:17 PM

To: George, Donna L

Subject: Nine Mile Corner - Subdivision

**CAUTION EXTERNAL SENDER: Stop and consider before you click links or open attachments.
Report suspicious email using the 'Report Phishing/Spam' button in Outlook.**

Hi Donna,

You sent the attached referral in regards to the first submittal by this applicant. Can you tell me if their revised submittal (attached) addresses your concern?

Thanks,



Hannah L. Hippely, AICP | Senior Planner

Town of Erie | Community Development

645 Holbrook Street | P.O. Box 750 | Erie, CO 80516

Phone: 303-926-2774 | Fax: 303-926-2706

Erie, Colorado - the BEST place to raise a family!

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MOUNTAIN VIEW FIRE RESCUE

3561 N. Stagecoach Road • Longmont, CO 80504

(303) 772-0710 • FAX (303) 651-7702

December 10, 2019

Ms. Hannah Hippley
Town of Erie Community Development
P.O. Box 750
Erie, CO 80516

Dear Ms. Hippley

I have reviewed the submitted material pertaining to the Nine Mile Corner commercial development located south of Arapahoe Road and east of 107th Street in Erie (MS-001118-2019 & SP-001117-2019). The Fire District does not object to the subdivision and subsequent development, provided the development is able to meet the requirements of the Fire District. All applicable codes as they pertain to water supply, fire hydrant locations and street designs must be met.

Plans for all buildings to be built within the subdivision need to be submitted to the Fire District prior to the beginning of construction. All applicable fire codes, as they pertain to buildings and construction, must be met for each individual pad site. Final site plans for individual pads will need to be provided to the Fire District for review and approval as development proceeds.

The Fire District reserves the right to make further comments as development proceeds. Nothing in this review is intended to authorize or approve of any aspect of this project that does not comply with all applicable codes and standards. We appreciate being involved in the planning process, should you have any questions, please contact me at 303-772-0710 x 1121.

Sincerely,

LuAnn Penfold
Fire Prevention Specialist

12.03.19

COLORADO GEOLOGICAL SURVEY

1801 19th Street
Golden, Colorado 80401



December 6, 2019

Karen Berry
State Geologist

Hannah Hippely
Town of Erie Planning & Development
developmentreferral@erieco.gov

Location:
NW¼ NE¼ Section 34,
T1N, R69W, 6th P.M.
40.0129, -105.1004

Subject: Nine Mile Corner Minor Subdivision MS-001118-2019
Town of Erie, Weld County, CO; CGS Unique No. BO-17-0016 2

Dear Hannah:

Colorado Geological Survey has reviewed the Nine Mile Corner minor subdivision referral. CGS previously reviewed the Nine Mile Corner property at PD rezoning (January 31, 2017) and site plan and minor subdivision plat (July 12, 2017). I understand the applicant proposes commercial and multi-family development on approximately 47.63 acres located southeast of the intersection of Highway 287 (N. 107th St.) and Arapahoe Road, site of the former Prince Lake No. 1 water supply reservoir. CGS has previously reviewed a Preliminary Geotechnical Engineering Investigation (Salem Engineering Group, May 19, 2016), Geotechnical Investigation, Nine Mile Corner – Apartments (CTL/Thompson, February 17, 2017), and Preliminary Geotechnical Investigation, Nine Mile Corner – Commercial Area (CTL/Thompson, February 24, 2017).

Corrections. Sheet C0.0 of the Erie Nine Mile Corner Public & Site Infrastructure Plans lists Salem Engineering Group as the geotechnical engineer under "List of Contacts," but the Soil Preparation and Pavement Design Note on the same sheet (and sheet C2.0) identifies CTL/Thompson as the geotechnical engineer, and refers only to CTL's 2/17/2017 report, which is for the residential, not commercial area. Both of CTL's reports and any subsequent geotechnical reports should be referenced in the plans, and the Salem / CTL discrepancy should be resolved and corrected. Sheet R3.1, Pavement Section Details refers to an incorrect geotechnical report and consultant.

No geologic or geotechnical information was included with the current referral documents, so our previous comments remain valid:

The site is not known to be undermined, does not contain steep slopes, is located outside of any mapped FEMA flood hazard zones, and is not exposed to any geologic hazards that would preclude the proposed commercial and residential uses.

CTL provides a good description of subsurface conditions and soil and bedrock engineering properties, and makes appropriate recommendations regarding sub-excavation, foundation design and construction, pavements, surface drainage, etc.

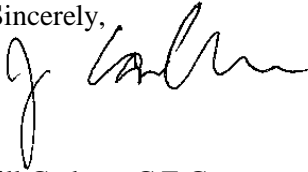
Settlement. CTL states (page 7 of the geotechnical report for the planned commercial area) that, within the former lake area where up to about 21 feet of fill is planned, "We estimated up to about 4 inches of potential settlement in the previous reservoir area after grading. Additional settlement will occur as the fill is placed. We anticipate settlement will occur fairly rapidly after grading, likely within a few months or less. We recommend installing survey benchmarks to monitor the potential settlement after grading. Construction of the north anchor should be delayed until survey measurements

Hannah Hippely
December 6, 2019
Page 2 of 2

confirm settlement has substantially ceased.” **CGS agrees with the recommendations for settlement monitoring and a construction delay until settlement has substantially ceased, if this has not been completed already.**

Thank you for the opportunity to review and comment on this project. If you have questions or require further review, please call me at 303-384-2643, or e-mail carlson@mines.edu.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jill Carlson', with a stylized, cursive script.

Jill Carlson, C.E.G.
Engineering Geologist

Hannah Hippely

From: Josh Olhava <jolhava@broomfield.org>
Sent: Tuesday, December 10, 2019 9:28 AM
To: Development Referral
Subject: Referral from Broomfield - MS-001121-2019 and PUD-001122-2019 (Hannah Hippely)

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning,

Upon review of the aforementioned referral projects, the City and County of Broomfield does not have any comments to provide.

Thank you for the opportunity to review these projects.

Regards,

Josh

Josh Olhava, AICP, PCCMP

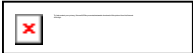
Principal Planner

City and County of Broomfield

[Community Development](#) • [Planning Division](#)

One DesCombes Drive • Broomfield, CO 80020

D: (303) 438-6362



Please consider the environment before printing this email.

Hannah Hippely

From: Woodruff, Clayton <Clayton.Woodruff@RTD-Denver.com>
Sent: Tuesday, November 26, 2019 9:44 AM
To: Development Referral
Subject: RE - MS-001118-2019

Hannah,

At this time RTD has no comment on this project as site plans are developed we may have comments on those.

Thanks,



C. Scott Woodruff
Engineer III

Regional Transportation District
1560 Broadway, Suite 700, FAS-73 | Denver, CO 80202

o 303.299.2943 | m 303-720-2025
clayton.woodruff@rtd-denver.com