





**GENERAL PROJECT NOTES**

- 1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM WITH THE CURRENT COLORADO CITY STANDARDS AND SPECIFICATIONS AND WITH ALL OTHER APPLICABLE FEDERAL, STATE AND LOCAL ORDINANCES AND LAWS.
- 2. THE CONTRACTOR SHALL OBTAIN ALL PERMITS NECESSARY TO COMPLETE THE CONSTRUCTION.
- 3. THE CONTRACTOR SHALL COORDINATE SITE CONSTRUCTION WITH ALL UTILITY CONSTRUCTION (POWER, TELEPHONE, GAS, CABLE, ETC.) AND OTHER WHICH MAY BE SPECIFIC TO THE PROJECT.
- 4. DEVELOPER AND THEIR CONTRACTOR(S) TO ATTEND A PRE-CONSTRUCTION MEETING WITH COLORADO CITY ENGINEERING AND PUBLIC WORKS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION
- 5. DEVIATION FROM THESE PLANS WITHOUT THE PRIOR WRITTEN CONSENT OF THE ENGINEER MAY CAUSE THE WORK TO BE UNACCEPTABLE.
- 6. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFICATIONS AND LIAISON WITH UTILITY COMPANIES IN THE PROCESS OF LOCATING, RELOCATION, AND TIE-IN TO UTILITIES. ALSO, THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING ALL INSPECTORS, INCLUDING COLORADO CITY INSPECTORS PRIOR TO BEGINNING SITE CONSTRUCTION.
- 7. IN THE CASE OF UNFORESEEN CONSTRUCTION COMPLICATIONS OR DISCREPANCIES, THE CONTRACTOR IS TO NOTIFY THE ENGINEER IMMEDIATELY.
- 8. THE PLANS WERE PREPARED IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING DESIGN. THE ENGINEER NOR ITS PERSONNEL CAN OR DO WARRANT THESE PLANS AS CONSTRUCTED EXCEPT WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.

**CONSTRUCTION SITE SAFETY**

- 1. THE CONTRACTOR IS REQUIRED TO MEET ALL APPLICABLE REGULATIONS CONCERNING PROJECT SAFETY AND ASSUMES FULL RESPONSIBILITY FOR SAFETY ON THE PROJECT.
- 2. WORKMEN AND THE PUBLIC SHALL BE PROTECTED BY THE CONTRACTOR FROM ANY AND ALL HAZARDS CONNECTED WITH THE CONSTRUCTION WORK.
- 3. OPEN TRENCHES, MATERIALS, OR EQUIPMENT WITHIN THE WORKING LIMITS ARE TO BE PROTECTED BY THE USE OF ADEQUATE BARRICADES.
- 4. ALL WORK SHALL BE IN CONFORMANCE WITH CURRENT OSHA REGULATIONS FOR PROJECTS OF THIS TYPE.
- 5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS OF THE JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S WORK IS NOT INTENDED TO INCLUDE THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES EITHER, ON, OR NEAR THE CONSTRUCTION SITE.

**CONCRETE**

- 1. CONCRETE SHALL BE FURNISHED BY A CONCRETE MIXING PLANT, AND SHALL MEET INDUSTRY STANDARDS FOR PORTLAND CEMENT, AGGREGATE, COMPRESSIVE STRENGTH, AND SLUMP.
- 2. RUB, CURE, AND PROTECT CONCRETE STRUCTURES, CURBS, AND/OR CURB AND GUTTER. PROVIDE EXPANSION AND CONTRACTION JOINTS AT A MAXIMUM OF 20' O.C.

**EARTHWORK**

- 1. CONTRACTOR SHALL BE PROVIDED WITH A GEOTECHNICAL EXPLORATION REPORT BY OWNER, REPORT COMPLETED BY LANDMARK TESTING & ENGINEERING, DATED DECEMBER 5, 2023.

**TRAFFIC CONTROL AND SIGNAGE**

- 1. THE CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS ACCESS TO INDIVIDUAL PROPERTY OWNERS AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE DETOURS AND ANY TEMPORARY CLOSURES WITH EACH PROPERTY OWNER AND THE COLORADO CITY ENGINEERING DEPARTMENT. THE CONTRACTOR SHALL KEEP DURATION OF ALL CLOSURES AND DETOURS TO A MINIMUM.
- 2. THE CONTRACTOR SHALL MAINTAIN TEMPORARY DETOUR ROADS UNTIL A DETOUR IS NO LONGER NECESSARY.
- 3. THE CONTRACTOR SHALL FOLLOW THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS AND GUIDES FOR TRAFFIC CONTROL FOR STREET AND HIGHWAY CONSTRUCTION.
- 4. THE CONTRACTOR SHALL FOLLOW ADOT STANDARD DRAWINGS WHEN SETTING UP THE TRAFFIC CONTROL DEVICES WITHIN ADOT RIGHT-OF-WAYS.

**REMOVALS**

- 1. ANY EXISTING STRUCTURES DISTURBED BY CONSTRUCTION NOT EXPLICITLY SHOWN TO BE DISTURBED WITHIN THESE PLANS ARE TO BE RESTORED TO THEIR ORIGINAL LOCATION AND CONDITION. ALL STRUCTURES SUCH AS CURB AND GUTTER, CONCRETE AND BITUMINOUS PAVING BRICKS, FENCING, RETAINING WALLS, ETC., IMPACTED BY THE PROPOSED IMPROVEMENTS MAY NOT BE INDICATED.
- 2. EXCESS EXCAVATED MATERIALS INCLUDING PIPE, STUMPS, ROOTS, SOIL MATERIALS OR ANY OTHER ITEMS THE OWNER DOES NOT WISH TO SALVAGE SHALL BECOME THE CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY. INCIDENTAL TO THE CONTRACT ASPHALT AND CONCRETE SHALL BE DISPOSED OF OFFSITE AT A LICENSED LANDFILL, INCIDENTAL TO THE CONTRACT.

**UTILITY NOTES**

- 1. THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES EITHER DIRECT OR THROUGH BLUE STAKE TO LOCATE THEIR FACILITIES PRIOR TO STARTING CONSTRUCTION.
- 2. CONTRACTOR TO VERIFY BY POTHOLES BOTH THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO INSTALLING ANY NEW LINES. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
- 3. CONTRACTOR MUST START AT LOW END OF ALL NEW GRAVITY UTILITY LINES. MECHANICAL SUB-CONTRACTOR MUST BE PROVIDED CIVIL SITE DRAWINGS FOR COORDINATION AND TO CHECK THE FLOW FROM THE LOWEST POINT IN BUILDING TO THE FIELD VERIFIED CONNECTION AT THE EXISTING MAIN. NO EXTRA COMPENSATION IS TO BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO FAILURE TO COMPLY WITH THESE REQUIREMENTS.
- 4. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, TYPE, AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POTHOLES A MINIMUM OF 300 FEET AHEAD. PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. EXISTING UTILITY INFORMATION SHOWN ON PLANS OR OBTAINED FROM UTILITY COMPANIES OR BLUE STAKED MUST BE ASSUMED AS APPROXIMATE, REQUIRING FIELD VERIFICATION.
- 5. CULINARY WATER AND FIRE SERVICE LINES TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
- 6. SANITARY SEWER MAINS AND LATERALS TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY SEWER DISTRICT STANDARDS AND SPECIFICATIONS.
- 7. STORM DRAIN TO BE CONSTRUCTED IN ACCORDANCE WITH THE GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
- 8. ALL STORM DRAIN PIPE PENETRATIONS INTO BOXES SHALL BE CONSTRUCTED WITH WATER TIGHT SEALS ON THE OUTSIDE AND GROUTED SMOOTH WITH A NON-SHRINK GROUT ON THE INSIDE. CONDUITS SHALL BE CUT OFF FLUSH WITH THE INSIDE OF THE BOX.
- 9. NO CHANGE IN THE DESIGN OF UTILITIES AS SHOWN WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE GOVERNING MUNICIPALITY, OR OTHER AUTHORITY HAVING JURISDICTION OVER THAT UTILITY.
- 10. THE DESIGN AND CONSTRUCTION OF WATER, WASTEWATER, ELECTRIC AND GAS UTILITIES SHALL BE IN ACCORDANCE WITH THE APWA (AMERICAN PUBLIC WORKS ASSOCIATION), UTAH CHAPTER, MANUAL OF STANDARD SPECIFICATIONS AND MANUAL OF STANDARD PLANS, EXCEPT AS AMENDED BY THE CCMC.

**GRADING NOTES**

- 1. ALL IMPORTED STRUCTURAL FILL SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO DELIVERY TO THE SITE. ALL IMPORTED STRUCTURAL FILL SHALL BE PLACED IN 8-INCH LOOSE HORIZONTAL LIFTS AND COMPACTED TO A MINIMUM OF 95 PERCENT OF MAXIMUM DRY DENSITY (ASTM D-1557).
- 2. ALL EXCAVATION, GRADING AND FILL OPERATIONS WITHIN THE BUILDING AREA SHOULD BE OBSERVED BY THE GEOTECHNICAL ENGINEER TO VERIFY SUB-SOIL CONDITIONS AND DETERMINE ADEQUACY OF SITE PREPARATION, SUITABILITY OF FILL MATERIALS AND COMPLIANCE WITH COMPACTION REQUIREMENTS.
- 3. THE CONTRACTOR SHALL PROVIDE SUITABLE EQUIPMENT TO CONTROL DUST AND AIR POLLUTION CAUSED BY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL ALSO PROVIDE SUITABLE MUD AND DIRT CONTAINMENT TO MAINTAIN THE WORK SITE, ACCESS ROADSWAYS AND ADJACENT PROPERTIES IN A CLEAN CONDITION.
- 4. ALL EXCAVATION AND GRADING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF COLORADO CITY AND APPENDIX K OF THE UNIFORM BUILDING CODE. AND THE SPECIFICATIONS AND REQUIREMENTS INCLUDED IN THE GEOTECHNICAL REPORT.
- 5. CONTRACTOR IS RESPONSIBLE FOR ALL ON-SITE INTERIM DRAINAGE AND DETENTION DURING CONSTRUCTION.

**EROSION CONTROL NOTES**

- 1. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN AN AZPDES PERMIT. CONTRACTOR SHALL ABIDE BY ALL REQUIREMENTS OF THE AZPDES PERMIT AND SWPPP.
- 2. AT ALL TIMES DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING AND CONTROLLING EROSION DUE TO WIND AND RUNOFF. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE EROSION CONTROL FACILITIES SHOWN.
- 3. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DUE TO UNFORESEEN PROBLEMS OR IF THE PLAN DOES NOT FUNCTION AS INTENDED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED UPON INSPECTION OF PROPOSED FACILITIES.
- 4. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING THE STREETS CLEAN AND FREE FROM DEBRIS FROM TRAFFIC FROM THE SITE.
- 5. ALL STORM DRAIN FACILITIES ON SITE AND ADJACENT TO THE SITE NEED TO BE PROTECTED FROM SITE RUNOFF. INLET PROTECTION DEVICES SHALL BE INSTALLED IMMEDIATELY UPON INDIVIDUAL INLETS BECOMING FUNCTIONAL.
- 6. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE PAVED, SEEDED WITH NATIVE VEGETATION, OR LANDSCAPED. REFER TO LANDSCAPE PLANS FOR SEED MIX AND PLANTING SPECIFICATIONS.
- 7. EROSION CONTROL STRUCTURES BELOW SODDED AREAS MAY BE REMOVED ONCE SOD AND FINAL LANDSCAPING ARE IN PLACE. EROSION CONTROL STRUCTURES BELOW SEEDED AREAS MUST REMAIN IN PLACE UNTIL THE ENTIRE AREA HAS ESTABLISHED A MATURE COVERING OF HEALTHY VEGETATION. EROSION CONTROL IN PROPOSED PAVEMENT AREAS SHALL REMAIN IN PLACE UNTIL PAVEMENT IS COMPLETE.
- 8. CONTRACTOR SHALL USE VEHICLE TRACKING CONTROL AT ALL LOCATIONS WHERE VEHICLES WILL ENTER OR EXIT THE SITE. CONTROL FACILITIES WILL BE MAINTAINED WHILE CONSTRUCTION IS IN PROGRESS, MOVED WHEN NECESSARY AND REMOVED WHEN THE SITE IS PAVED.
- 9. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, ETC.) SHALL BE DISPOSED OF IN A MANNER THAT PREVENTS CONTACT WITH STORM WATER DISCHARGES FROM THE SITE.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, STRAW BALES, ETC.) DUE TO GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT.
- 11. ALL OFF-SITE CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
- 12. ALL MEASURES CONTAINED IN THIS PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A RAINFALL EVENT. ANY NEEDED CLEANING AND REPAIRS NEED TO BE DONE IMMEDIATELY UPON DISCOVERY. ALL UTILITY LINES SHALL BE CLEANED OF DIRT AND DEBRIS PRIOR TO BEING PUT INTO SERVICE. DOWN-GRADE LINES MUST BE PROTECTED FROM WASH-WATER DURING THE CLEANING TO AVOID CONTAMINATION AND COMPROMISING OUTFALL CLEANLINESS.

**DUST CONTROL NOTES**

**TEMPORARY MODIFICATION MEASURES**

- 1. BLOWING DUST MUST BE CONTROLLED AT ALL TIMES. INSTALLATION OF A SILT SCREEN AND SITE WATERING SHALL BE USED TO CONTROL DUST. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS ABSOLUTELY PROHIBITED.
- 2. VEGETATIVE COVERINGS: TEMPORARY SEEDING AND MULCHING MAY BE APPLIED TO COVER BARE SOIL AND TO PREVENT WIND EROSION. THE SOIL MUST BE KEPT MOIST TO ESTABLISH COVER.
- 3. BARRIERS: SOLID BOARD FENCES, SNOW FENCES, BURLAP FENCES, CRATE WALLS, BALES OF HAY, AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND BLOWN SOIL. BARRIERS PLACED AT RIGHT ANGLES TO PREVAILING WIND CURRENTS AT INTERVALS OF ABOUT 15 TIMES THE BARRIER HEIGHT ARE EFFECTIVE IN CONTROLLING WIND EROSION.
- 4. CALCIUM CHLORIDE: THIS MATERIAL IS APPLIED AT A RATE THAT WILL KEEP THE SURFACE MOIST. PRETREATMENT MAY BE NECESSARY DUE TO VARYING SITE AND CLIMATIC CONDITIONS.
- 5. IRRIGATION: THIS IS GENERALLY DONE AS AN EMERGENCY TREATMENT. THE SITE IS SPRINKLED WITH WATER UNTIL THE SURFACE IS WET AND REPEATED AS NECESSARY. IF THIS METHOD IS TO BE EMPLOYED AT A CONSTRUCTION SITE, IT IS RECOMMENDED THAT A TEMPORARY GRAVEL ROCK ENTRANCE BE CREATED TO PREVENT MUD FROM SPREADING ONTO LOCAL STREETS.
- 6. TILLAGE: THIS PRACTICE ROUGHENS THE SOIL AND BRINGS CLODS TO THE SURFACE. IT IS AN EMERGENCY MEASURE THAT SHOULD BE USED BEFORE WIND EROSION STARTS. PLOWING SHOULD BEGIN ON THE WINDWARD SIDE OF THE SITE USING CHISEL-TYPE PLOWS SPACED ABOUT 12 INCHES APART, SPRING-TOOTH HARROWS, OR SIMILAR PLOWS.
- 7. ADHESIVES: USE SPRAY-ON ADHESIVES ACCORDING TO CITY STANDARDS. THESE ADHESIVES FORM FAIRLY IMPENETRABLE SURFACES, AND SHOULD BE USED ONLY IF OTHER METHODS PROVE TO BE DIFFICULT TO WORK WITH.

**PERMANENT SITE MODIFICATION MEASURES**

- 1. PERMANENT VEGETATION: SEEDING AND SODDING SHOULD BE DONE TO PERMANENTLY STABILIZE EXPOSED AREAS AGAINST WIND EROSION. IT IS RECOMMENDED THAT EXISTING TREES AND LARGE SHRUBS BE ALLOWED TO REMAIN IN PLACE TO THE GREATEST EXTENT POSSIBLE DURING SITE GRADING PROCESSES.
- 2. COARSE GRAVEL OR CRUSHED STONE MAY BE PLACED OVER HIGHLY ERODIBLE SOILS.
- 3. TOPSOILING: THIS METHOD IS RECOMMENDED WHEN PERMANENT VEGETATION CANNOT BE ESTABLISHED ON A SITE. TOPSOILING IS A PROCESS IN WHICH LESS ERODIBLE MATERIAL IS PLACED ON TOP OF HIGHLY ERODIBLE SOILS.

**GENERAL SIDEWALK RAMP NOTES**

- 1. THE STANDARD CURB-RAMP LAYOUT SHALL BE USED WHENEVER POSSIBLE. ANY DEVIATION FROM THE STANDARD CURB RAMP PLANS SHALL BE APPROVED BY THE CITY ENGINEER OR DESIGNEE ON A CASE BY CASE BASIS.
- 2. THE STANDARD CURB RAMP DRAWINGS SUPERSEDE ALL PREVIOUS DRAWINGS AND SHALL BE PART OF THE NEW CURB RAMP STANDARD DRAWINGS.
- 3. ALL ALTERNATE RAMPS SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
- 4. SEAL ALL JOINTS ON SIDEWALK AND RAMPS. MAXIMUM WIDTH OF EXPANSION JOINT IS 12"

**CURB RAMP NOTES**

- 1. A CURB RAMP IS DEFINED AS THE ENTIRE CONCRETE SURFACE WHICH INCLUDES THE RAMP & FLARED SIDES. THE MINIMUM 4' WIDE CENTER PORTION, INCLUDING THE DETECTABLE SURFACE, SHALL HAVE A SLOPED PLANE OF 8.33% (1:12) MAXIMUM, AND CROSS SLOPE, NOT TO EXCEED 2%. THE "FLARED SIDE" OF THE RAMP SHALL LIE ON A SLOPE OF 10% (1:10) MAXIMUM MEASURED ALONG THE CURB. THE CURB RAMP SHALL HAVE A SURFACE TOLERANCE OF 1/4" PER 10 FOOT STRAIGHT EDGE MAXIMUM.
- 2. THE RAMP CENTER LINE AND PATH OF TRAVEL SHOULD BE PARALLEL TO THE SIDEWALK WHENEVER POSSIBLE. THE FULL WIDTH OF THE RAMP SHALL LIE WITHIN THE CROSSWALK AREA. IT IS DESIRABLE THAT THE LOCATION OF THE RAMP BE AS CLOSE AS POSSIBLE TO THE CENTER OF THE CROSSWALK.
- 3. THE 4'-0" MIN. DISTANCE BETWEEN FLARED SIDES OF THE TWO ADJACENT CURB RAMPS MAY BE REDUCED TO 3'-0" WITH DOCUMENTATION OF HARSHIP INDICATING LEGAL AND/OR PHYSICAL CONSTRAINTS PROVIDED TO THE CITY ENGINEER.
- 4. EXISTING UTILITY BOXES AND COVERS SHALL BE ADJUSTED FLUSH WITH THE CURB RAMP SURFACE AND SHALL NOT STRADDLE ANY CHANGE IN PLANE OR MATERIAL. EXISTING UTILITY BOX FRAMES AND COVERS SHALL HAVE MATCHING SURFACE FINISH ON THE ENTIRE FRAME AND COVER. NEW UTILITY BOXES SHALL NOT BE PLACED WITHIN THE DETECTABLE BORDER.
- 5. THE SURFACE OF THE CURB RAMP AND DETECTABLE SURFACE MATERIAL SHALL BE STABLE, FIRM AND SLIP RESISTANT. THE CONCRETE CURB RAMP SURFACE SHALL BE BROOM FINISHED TRANSVERSE TO THE AXIS OF THE RAMP AND SHALL BE SLIGHTLY ROUGHER THAN THE FINISH OF THE ADJACENT SIDEWALK SURFACE.
- 6. A LEVEL LANDING 5'-0" DEEP, WITH A 2% MAXIMUM SLOPE IN EACH DIRECTION SHALL BE PROVIDED AT THE UPPER END OF EACH CURB RAMP TO ALLOW SAFE EGRESS FROM THE RAMP SURFACES. THE WIDTH OF THE LEVEL LANDING SHALL BE AT LEAST AS WIDE AS THE WIDTH OF THE RAMP. A LEVEL LANDING 4' DEEP SHALL BE PROVIDED AT ALL PEDESTRIAN PUSH BUTTONS AT SIGNALIZED CROSSINGS.
- 7. EXISTING VERTICAL UTILITY POLES OR STREET LIGHT POLES MAY BE INCORPORATED INTO THE FLARED SIDES, IF NECESSARY. THE VERTICAL OBSTRUCTION SHALL BE A MINIMUM OF 6 INCHES AWAY FROM EDGE OF THE RAMP. PEDESTRIAN CROSSWALKS PUSH BUTTON POLES, FIRE DEPARTMENT CALL BOXES AND OTHER POLES WITH ACTIVATED DEVICES, MAY NOT BE PLACED IN THE CURB-RAMP AT ANY TIME. NO NEW VERTICAL OBSTRUCTIONS MAY BE LOCATED IN THE CURB RAMP OR THE GROOVED BORDER.
- 8. RAMP OPENINGS SHALL BE THE SAME WIDTH AS THE SIDEWALK, UP TO 6'-0" WIDE
- 9. CURB RAMP SHALL BE CONSTRUCTED WITH CONCRETE AND BASE THICKNESS PER COLORADO CITY STANDARD DRAWINGS.
- 10. FOR NEW CONSTRUCTION - ALL DETECTABLE WARNINGS ARE TO BE SET IN CONCRETE. SURFACE APPLIED DOMES REQUIRE SPECIAL WRITTEN APPROVAL BY THE CITY ENGINEER.
- 11. PLACE TRUNCATED DOME DETECTABLE WARNING SURFACE IN THE LOWER 2' OF THE THROAT OF RAMP ONLY. ARRANGE DOMES USING IN-LINE PATTERN ONLY AS SHOWN IN DETAIL. COLOR OF TEXTURE TO BE SAFETY YELLOW, OR AS DIRECTED BY ENGINEER.
- 12. SIDEWALK CURB RAMP SLOPES SHOWN RELATIVE TO TRUE LEVEL HORIZON (ZERO BUBBLE.) TOOLED JOINTS ARE REQUIRED AT ALL SIDEWALK RAMP SLOPE BREAK-LINES.

**SIDEWALK NOTES**

- 1. SIDEWALK WIDTH SHALL MATCH CITY STANDARDS OR SITE PLAN AS APPROVED.
- 2. SIDEWALK SLOPE SHALL BE A MAXIMUM OF 2% AND A MINIMUM OF 1/2% CROSS SLOPE.
- 3. WHENEVER THE WIDTH OF THE SIDEWALK IS LESS THAN 5'-0", A 5' X 5' PASSING AREA WITH A MAXIMUM 2% SLOPE AND MINIMUM 1/2% SLOPE IN ANY DIRECTION AT INTERVALS OF 200' SHALL BE INSTALLED.
- 4. WHENEVER CHANGING DIRECTION IN A SIDEWALK, INSTALL A 5' X 5' PASSING AREA WITH MAXIMUM 2% SLOPE AND MINIMUM 1/2% SLOPE IN ANY DIRECTION.
- 5. OBJECTS SUCH AS TREE BRANCHES, SIGNS, WATER FOUNTAINS, ETC. SHALL NOT PROTRUDE INTO THE SIDEWALK MORE THAN 4" AT THE HEIGHTS BETWEEN 27" AND 80".
- 6. SIDEWALK SHALL BE CONSTRUCTED WITH CONCRETE AND BASE THICKNESS PER COLORADO CITY STANDARD DRAWINGS.
- 7. ALL OBSTRUCTIONS INTO THE WALK, SUCH AS POWER POLES, HYDRANTS, SIGN POSTS, ETC. MUST HAVE AT LEAST 48" OF CLEAR TRAVEL SPACE AROUND THE OBSTRUCTION.
- 8. PROVIDE CONTRACTION JOINTS IN SIDEWALK AT MAXIMUM 5' SPACING. MATCH JOINTS IN CURB AND GUTTER.
- 9. PROVIDE EXPANSION JOINTS IN SIDEWALK AT MAXIMUM 50' SPACING. MATCH JOINTS IN CURB AND GUTTER.

**AMERICANS WITH DISABILITIES ACT**

- 1. ADA PARKING STALLS AND ADJACENT ROUTES SHALL HAVE A 2.00% MAXIMUM SURFACE SLOPE IN ANY DIRECTION.
- 2. THE CONTRACTOR SHALL ADHERE TO THE ABOVE SPECIFICATIONS. IN THE EVENT OF A DISCREPANCY IN THE CONSTRUCTION DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER PRIOR TO ANY CONSTRUCTION.
- 3. PEDESTRIAN / ADA ROUTES SHALL MEET THE FOLLOWING SPECIFICATIONS:
  - 3.a. \*ROUTES SHALL HAVE A 2.00% (1:50) MAXIMUM CROSS SLOPE.
  - 3.b. \*ROUTES SHALL HAVE A 5.00% (1:20) MAXIMUM RUNNING SLOPE.
  - 3.c. \*RAMPS SHALL HAVE A 8.33% (1:12) MAXIMUM RUNNING SLOPE.

**WATER SYSTEM AMENDMENTS TO APWA STANDARD SPECIFICATIONS (ORD. 2017-02, PASSED 11-13-2017; AM. ORD. 2021-22, PASSED 12-13-2021)**

- 1. ALL NEW CONSTRUCTION SHALL MEET THE MINIMUM FIRE FLOW REQUIREMENTS OF THE INTERNATIONAL FIRE CODE, LATEST EDITION.
- 2. NO COPPER PIPE, FITTINGS OR METER SETTER YOKES AND NO PVC PIPE AND FITTINGS SHALL BE ALLOWED FOR USE IN WATER SERVICE LINES TWO INCHES OR SMALLER.
- 3. 3/4 INCH AND ONE INCH DIAMETER WATER SERVICE LINES SHALL BE BLUE HIGH-DENSITY POLYETHYLENE (HDPE), 200 PSI PRESSURE RATED, IPS-ID PIPE MEETING THE REQUIREMENTS OF AWWA C901 AND ASTM D2239. 1-1/2 INCH AND TWO INCH DIAMETER WATER SERVICE LINES SHALL BE BLUE HIGH-DENSITY POLYETHYLENE (HDPE), 200 PSI PRESSURE RATED, CTS-OD TUBING MEETING THE REQUIREMENT OF AWWA C901 AND ASTM D2737. FITTINGS SHALL BE COMPRESSION TYPE WITH STAINLESS STEEL INSERTS.
- 4. WATER SERVICE LINES SHALL BE CONTINUOUS TO THE WATER METER WITHOUT A METER YOKE.
- 5. A CORP STOP IS REQUIRED ON THE SERVICE LINE AT THE WATER MAIN CONNECTION WITH A POLYETHYLENE MARKER (HDPE PIPE) PLACED BY AND EXTENDED TWO FEET ABOVE THE CORP STOP.
- 6. A VERTICAL DUAL CHECK VALVE IS REQUIRED ON THE SERVICE SIDE OF THE METER.
- 7. NO DUAL WATER METERS AND SERVICE LATERALS ARE ALLOWED ON ONE MAIN LINE CONNECTION.
- 8. MINIMUM 18 INCH AND 21 INCH DIAMETER METER BOXES SHALL BE USED FOR 3/8" X 3/4" AND 1" METERS, RESPECTIVELY. BOXES FOR LARGER METERS SHALL BE AS APPROVED BY THE TOWN. ALL METER BOXES SHALL HAVE A WHITE INTERIOR. RINGS AND COVERS FOR METER BOXES SHALL BE CAST IRON EQUAL TO D & L SUPPLY, MODEL L-2240 FOR 18 INCH DIAMETER METER BOXES AND MODEL L-2244 FOR 21 INCH DIAMETER.
- 9. FIRE HYDRANTS SHALL BE KENNEDY MODEL K91D OR APPROVED EQUAL.
- 10. UNLESS OTHERWISE APPROVED BY THE TOWN, LOCKING JOINT RESTRAINT DEVICES, EQUAL TO MEGALUG®, SHALL BE USED WHEREVER POURED-IN-PLACE CONCRETE THRUST BLOCKS ARE REQUIRED, AND SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.
- 11. OTHER TOWN ORDINANCES AND REGULATIONS.
  - A. THE COLORADO CITY WATER SERVICE REGULATIONS SHALL APPLY, AS APPLICABLE, AND TAKE PRECEDENCE OVER THESE STANDARD SPECIFICATIONS.
  - B. THE COLORADO CITY ORDINANCES FOR THE CONTROL OF BACK-FLOW AND CROSS CONNECTIONS SHALL APPLY, AS APPLICABLE, AND TAKE PRECEDENCE OVER THESE STANDARD SPECIFICATIONS.
  - C. ARIZONA STATE REGULATIONS - TITLE 18, CHAPTER 4, ARTICLES 2, 3 AND 5 OF THE ARIZONA ADMINISTRATIVE CODE SHALL APPLY, AS APPLICABLE, TO THE DESIGN OF MUNICIPAL WATER SYSTEMS.
  - D. INTERNATIONAL FIRE CODE - THE LATEST EDITION OF THE INTERNATIONAL FIRE CODE, APPENDICES B (FIRE FLOW REQUIREMENTS), C (FIRE HYDRANT LOCATIONS), AND D (FIRE APPARATUS ACCESS ROADS) SHALL APPLY, AS APPLICABLE, TO THE DESIGN OF MUNICIPAL WATER SYSTEMS.

**WASTE WATER SYSTEM AMENDMENTS TO APWA STANDARD SPECIFICATIONS (ORD. 2017-02, PASSED 11-13-2017; AM. ORD. 2021-22, PASSED 12-13-2021)**

- 1. MAIN SANITARY AND STORM SEWER LINE TESTING AND ACCEPTANCE, SHALL REQUIRE VIDEO INSPECTION.
- 2. IF APWA STANDARD PLAN AND SPECIFICATIONS CONFLICT WITH THIS DOCUMENT, THIS DOCUMENT SHALL TAKE PRECEDENCE.
- 3. ARIZONA STATE REGULATIONS - TITLE 18, CHAPTER 9, ARTICLE 3, PART E OF ARIZONA ADMINISTRATIVE CODE SHALL APPLY, AS APPLICABLE, TO THE DESIGN OF MUNICIPAL WASTEWATER SYSTEMS.
- 4. WHEN CONNECTION TO A SANITARY SEWER SYSTEM IS NOT AVAILABLE (WITHIN 300 FEET OF PROPERTY LINE), AND WITH CONCURRENCE OF THE TOWN ENGINEER, A SEPTIC DISPOSAL SYSTEM OR OTHER DISPOSAL METHOD MAY BE PERMITTED PROVIDED THAT THE SYSTEM IS APPROVED BY THE COUNTY ENVIRONMENTAL HEALTH SERVICES DEPARTMENT CERTIFYING THAT FIELD INVESTIGATION HAS DETERMINED THAT GROUND SLOPES AND SOIL CONDITIONS WILL ALLOW FOR SATISFACTORY DISPOSAL BY THIS METHOD WITH THE LOT ARRANGEMENT AND SIZE AS DEPICTED ON THE SITE PLAN.
- 5. MINIMUM LOT SIZE MAY NEED TO BE INCREASED DUE TO REQUIREMENTS OF THE COUNTY ENVIRONMENTAL HEALTH DEPARTMENT OR ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY, RELATING TO WATER AND SANITARY SEWAGE DISPOSAL SYSTEMS.
- 6. IN ADDITION, A SEWER CONNECTION SYSTEM (DRY LINES) SHALL BE REQUIRED FOR FUTURE CONNECTION TO A SANITARY SEWER SYSTEM. (SEE TOWN CODE, § 50.34(C).)
- 7. WITHIN ONE YEAR AFTER A PUBLIC SEWER BECOMES AVAILABLE WITHIN 300 FEET OF ANY PROPERTY SERVED BY A PRIVATE SEWAGE DISPOSAL SYSTEM, A DIRECT CONNECTION SHALL BE MADE TO THE PUBLIC SEWER IN ACCORDANCE WITH THE PROVISIONS OF THIS CHAPTER, AND ANY SEPTIC TANKS, CESSPOOLS AND SIMILAR PRIVATE SEWAGE FACILITIES SHALL BE ABANDONED AND FILLED WITH SUITABLE MATERIAL.



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**GENERAL NOTES**

CREEKSIDE SUBDIVISION

COLORADO CITY, AZ

PROJ. # FF 22301.00

DATE: DEC. 2023

DESIGN BY: RBHII

CHECKED BY: JGJ

SHEET **GN01**

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Contact Arizona 811 at least two full working days before you begin excavation

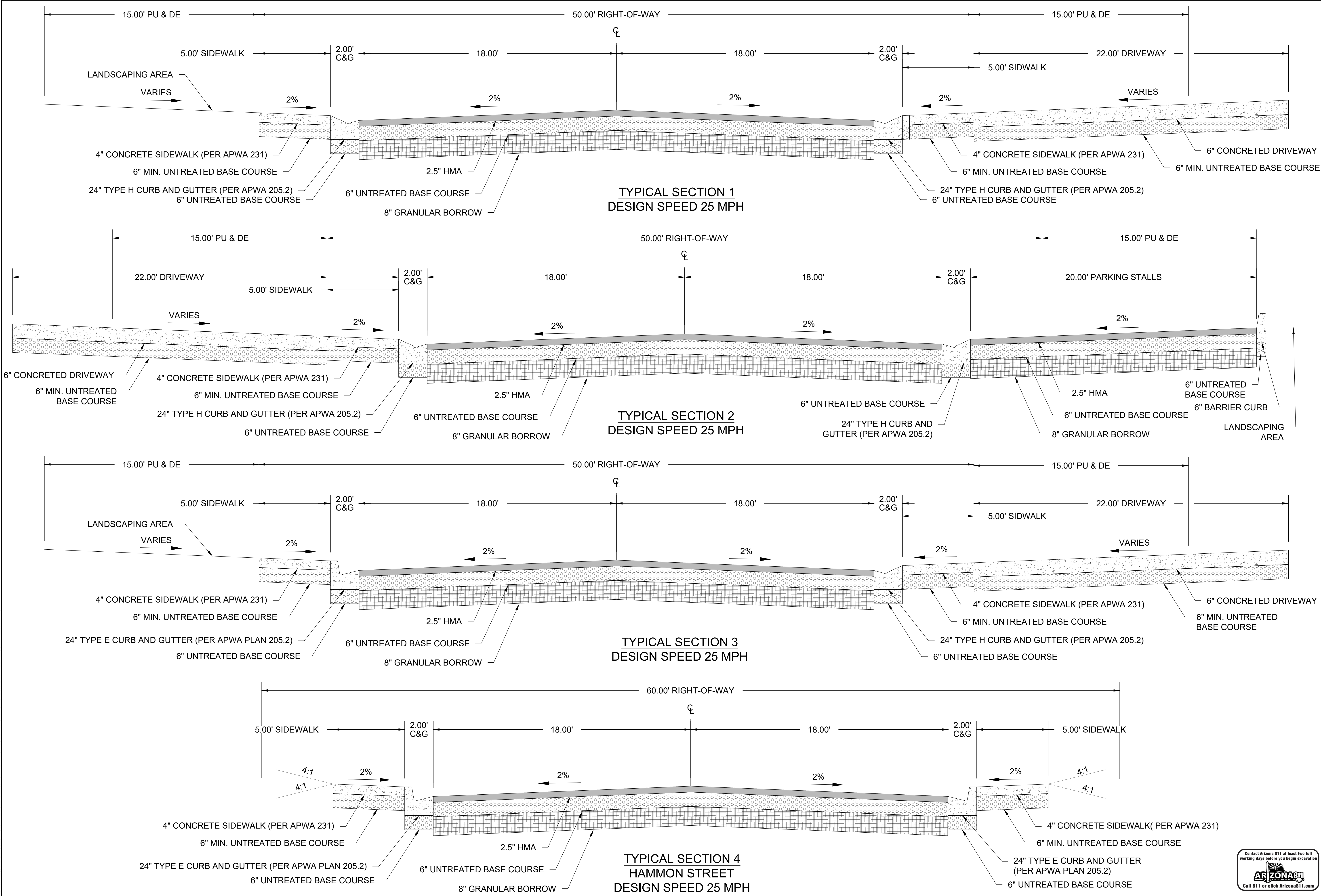
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**CivilScience**  
 3160 W. Clubhouse Drive, Ste. A  
 Lehi, UT 84043  
 801.768.7200

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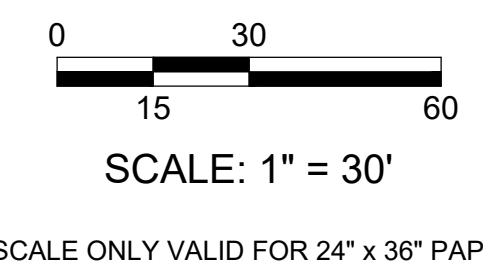
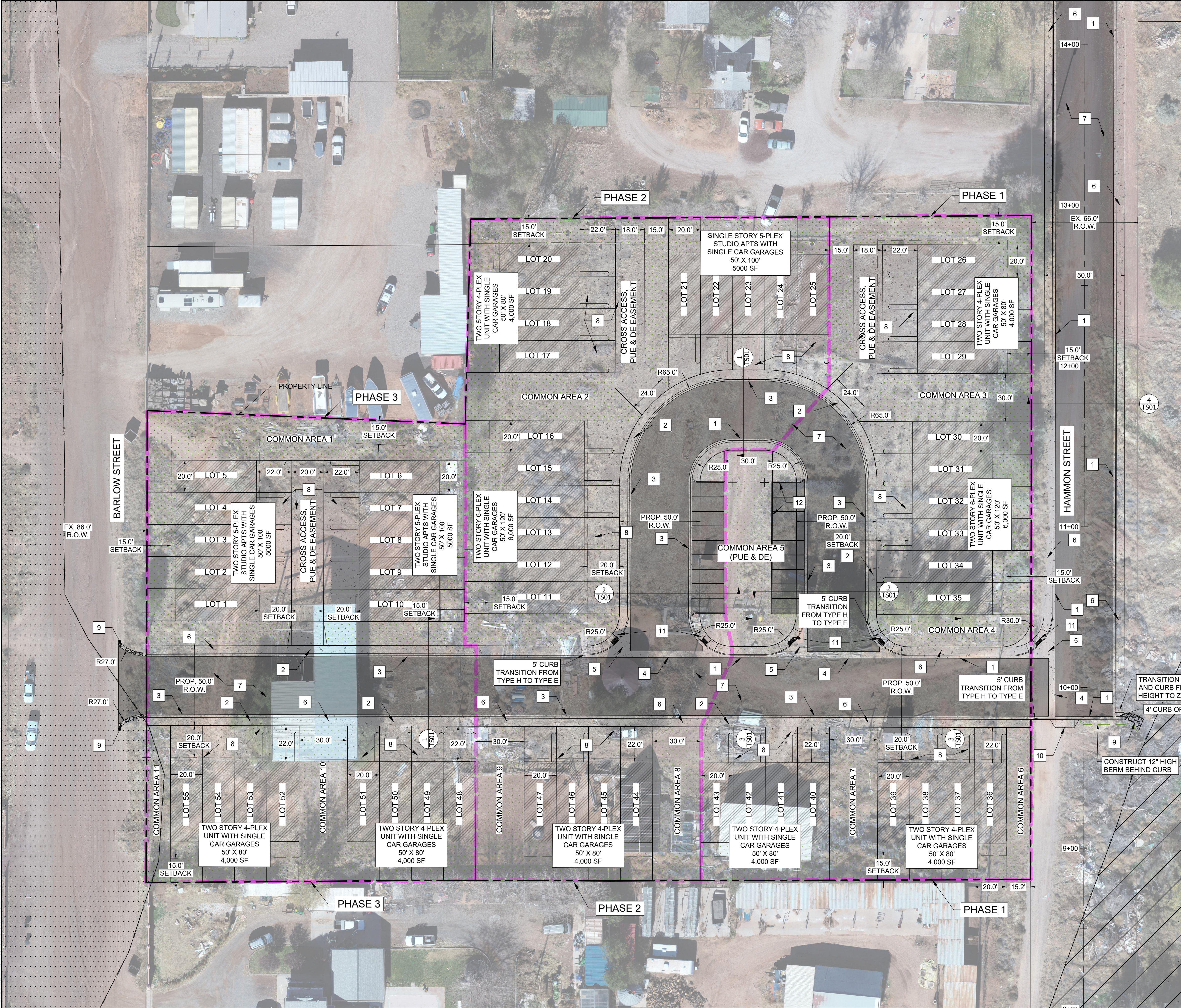
**TYPICAL SECTIONS**  
 CREEKSIDE SUBDIVISION  
 COLORADO CITY, AZ

PROJ. #	FF 22301.00
DATE	DEC. 2023
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- LEGEND:**
- ASPHALT PAVEMENT (SEE TS SHEET)  
AREA: 34,199 SF (ONSITE ONLY)
  - CONCRETE SIDEWALK, CURB & GUTTER,  
APRON, OR DRIVEWAY APPROACH  
AREA: 37,253 SF (ONSITE ONLY)
  - OPEN SPACE - LANDSCAPED PER CITY  
ORDINANCE  
AREA: 70,827 SF (ONSITE ONLY)
  - PHASE LINE

**SITE CONSTRUCTION KEYNOTES:**

- PER APWA AND COLORADO CITY STANDARDS
- 1 24" TYPE E CURB AND GUTTER W/ BASE (PER APWA PLAN 205.2)
  - 2 CONCRETE MOUNTABLE CURB DRIVE APPROACH (PER APWA PLAN 216)
  - 3 24" TYPE H CURB AND GUTTER W/ BASE (PER APWA PLAN 205.2)
  - 4 CONCRETE WATERWAY W/ BASE (PER APWA PLAN 211)
  - 5 CONCRETE WATERWAY TRANSITION (PER APWA PLAN 213)
  - 6 4" CONCRETE SIDEWALK W/ BASE (PER APWA PLAN 231)
  - 7 2.5" HOT MIX ASPHALT ROADWAY
  - 8 4" THICK CONCRETE DRIVEWAY W/ BASE
  - 9 RIP-RAP LINED DITCH, D50=12", 24" THICK OVER GEOTEXTILE
  - 10 CONCRETE FLARE DRIVE APPROACH (PER APWA PLAN 221.1)
  - 11 CORNER CURB CUT ASSEMBLY (PER APWA PLAN 235.1, 235.2, 235.3)
  - 12 6-INCH BARRIER CURB (SEE DETAIL SHEETS)

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**SITE PLAN**

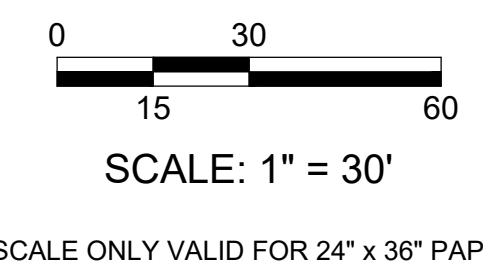
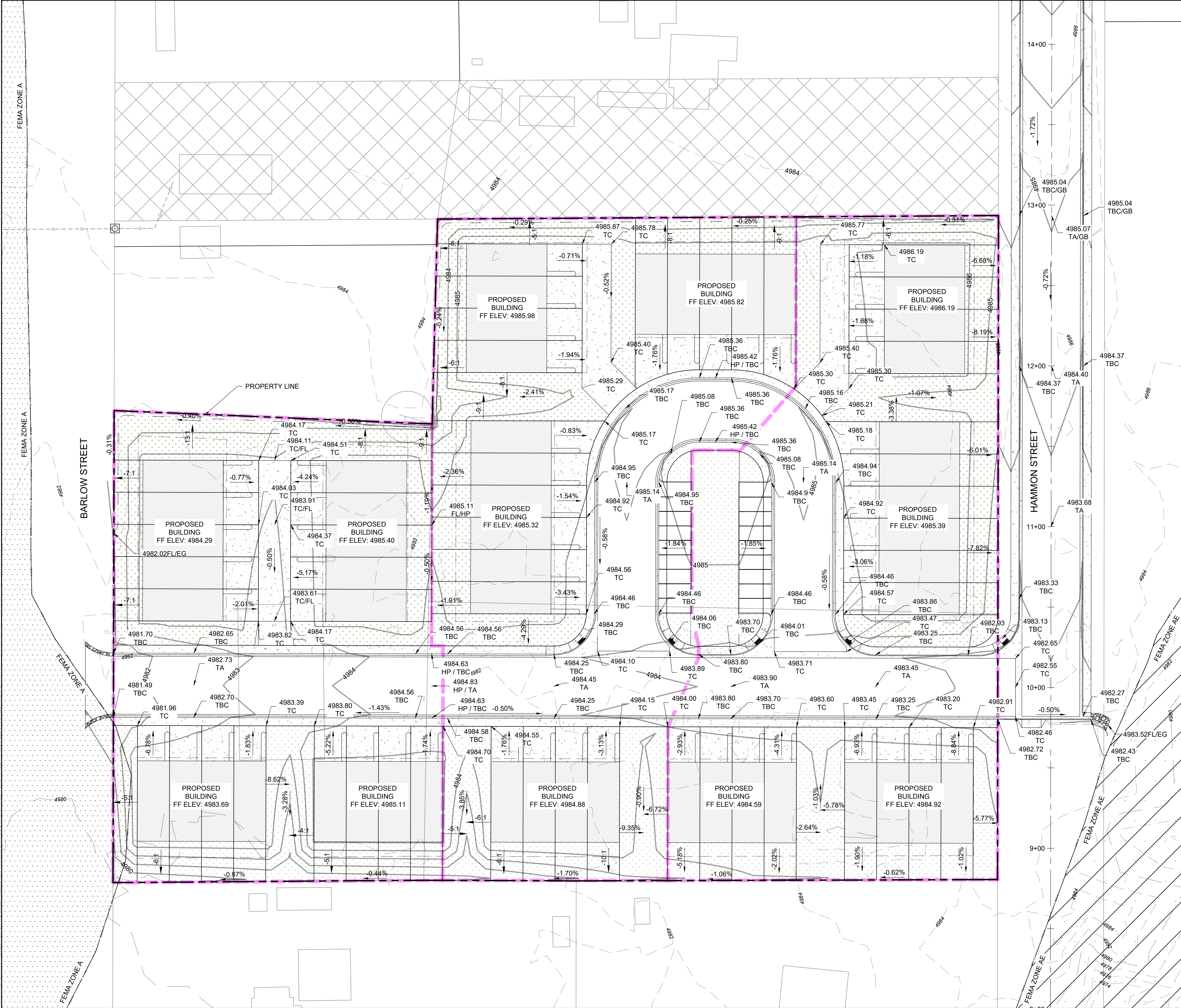
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 COLORADO CITY, AZ

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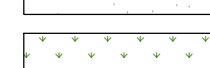
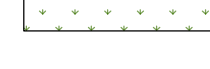




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**LEGEND:**

-  ASPHALT PAVEMENT (SEE TS SHEET)
-  CONCRETE SIDEWALK, CURB & GUTTER, APRON, OR DRIVEWAY APPROACH
-  OPEN SPACE - LANDSCAPED PER CITY ORDINANCE
-  PHASE LINE

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**GRADING PLAN**  
 CREEKSIDE SUBDIVISION  
 COLORADO CITY, AZ

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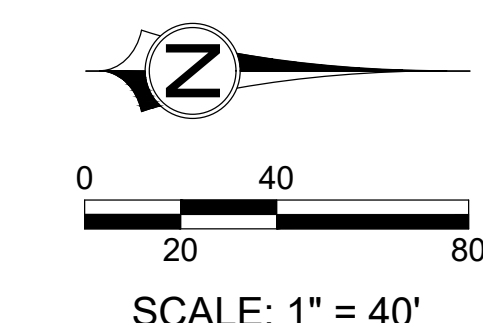
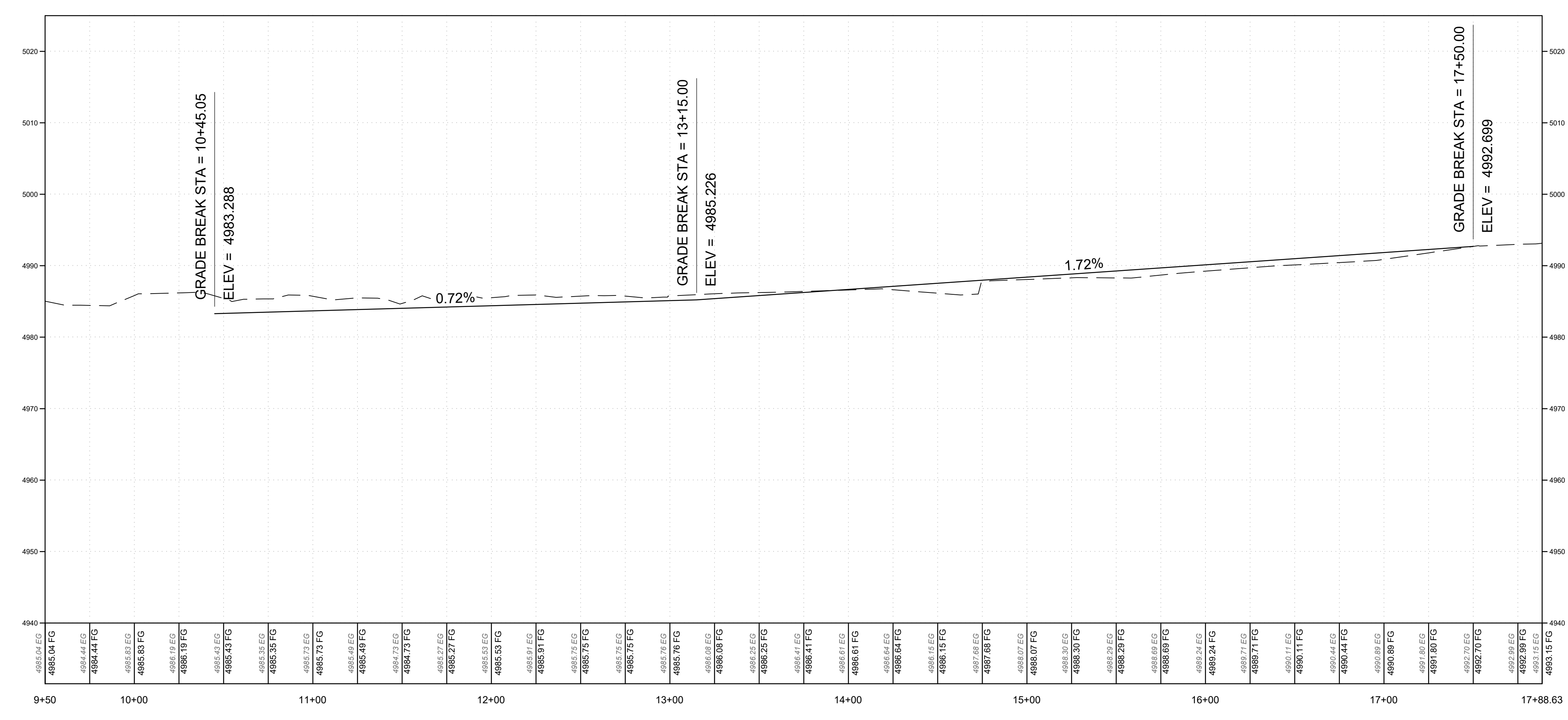
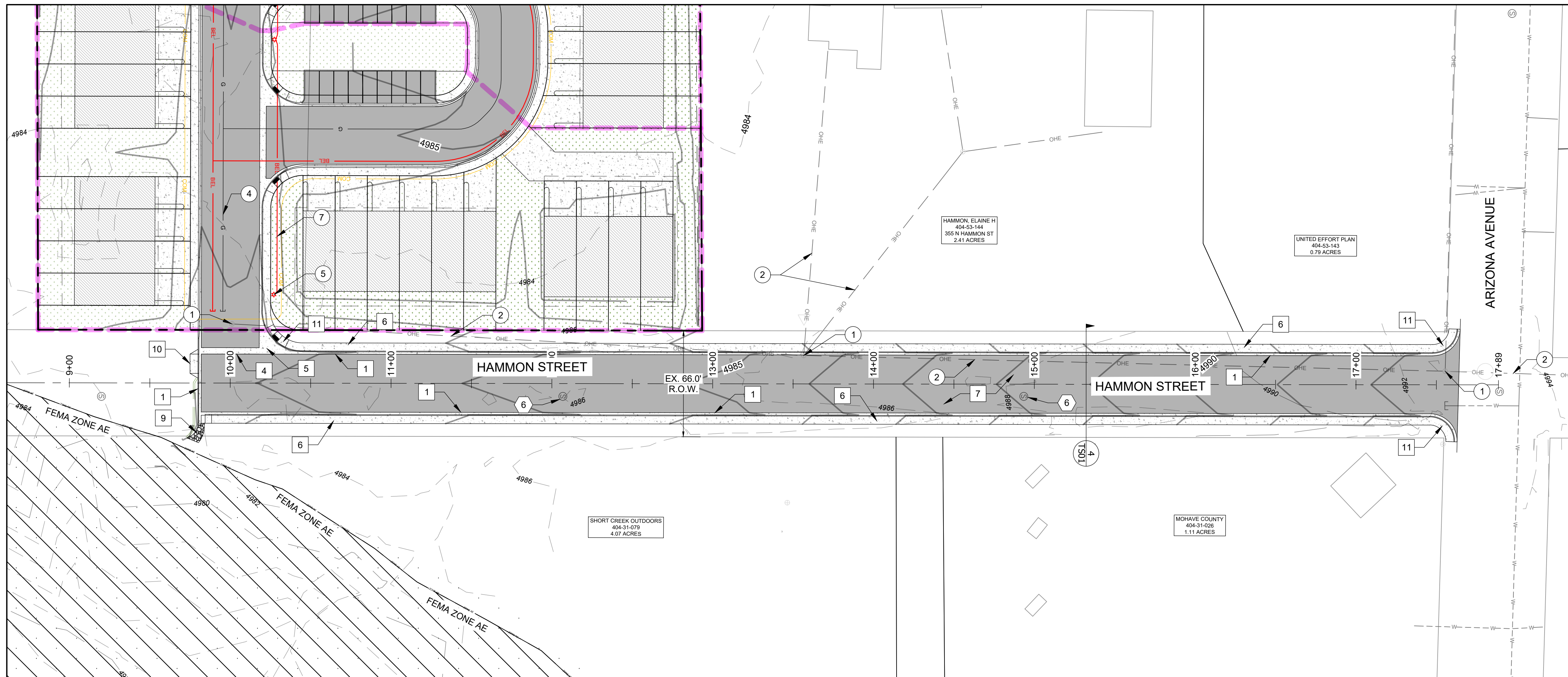








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(SCALE ONLY VALID FOR 24" x 36" PAPER)

**LEGEND:**

- ASPHALT PAVEMENT (SEE DETAIL SHEETS)
- CONCRETE SIDEWALK, CURB & GUTTER, APRON, OR DRIVEWAY APPROACH
- OPEN SPACE - LANDSCAPED PER CITY ORDINANCE
- PHASE LINE

**SITE CONSTRUCTION KEYNOTES:**

- PER APWA AND COLORADO CITY STANDARDS
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  - 7 2.5" HOT MIX ASPHALT ROADWAY
  - 8 4" THICK CONCRETE DRIVEWAY W/ BASE
  - 9 RIP-RAP LINED DITCH, D50=12", 24" THICK OVER GEOTEXTILE
  - 10 CONCRETE FLARE DRIVE APPROACH (PER APWA PLAN 221.1)
  - 11 CORNER CURB CUT ASSEMBLY (PER APWA PLAN 235.1, 235.2, 235.3)
  - 12 CONCRETE TYPE B FLARE DRIVE APPROACH (PER APWA PLAN 221.2)
  - 13 6-INCH BARRIER CURB (SEE DETAIL SHEETS)

**SEWER KEYNOTES:**

- PER APWA AND COLORADO CITY STANDARDS
- 6 ADJUST MANHOLE FRAME AND LID TO FINISHED GRADE REPLACE CONCRETE COLLAR AS NEEDED (SEE APWA PLAN 360.1)

**UTILITY KEYNOTES:**

- PER APWA, COLORADO CITY, AND UTILITY PROVIDER STANDARDS
- 1 EXISTING UTILITY POLE TO BE RELOCATED BY GARKANE ENERGY, COORDINATE WORK
  - 2 EXISTING OVERHEAD POWER TO BE RELOCATED BY GARKANE ENERGY, COORDINATE WORK
  - 3 EXISTING NATURAL GAS MAIN, COORDINATE WITH GAS PROVIDER
  - 4 PROPOSED NATURAL GAS MAIN
  - 5 INSTALL NEW STREETLIGHT PER CITY STANDARDS
  - 6 INSTALL STREETLIGHT SERVICE PEDESTAL, COORD. WITH GARKANE ENERGY
  - 7 INSTALL 1-1/2" PVC STREETLIGHT CONDUIT AND CONDUCTORS PER CITY STANDARDS



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**PLAN & PROFILE**  
 CREEKSIDE SUBDIVISION  
 COLORADO CITY, AZ

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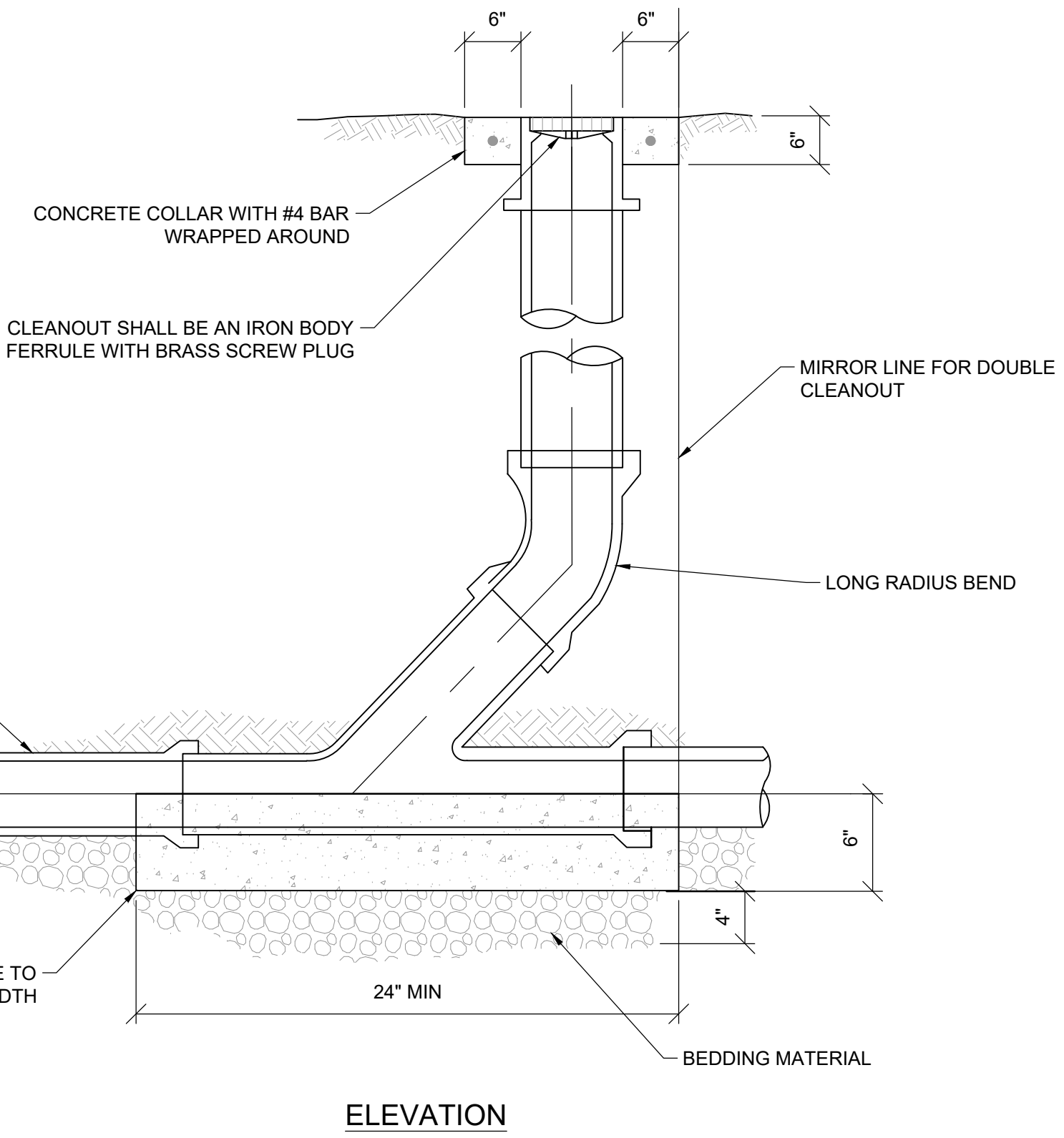
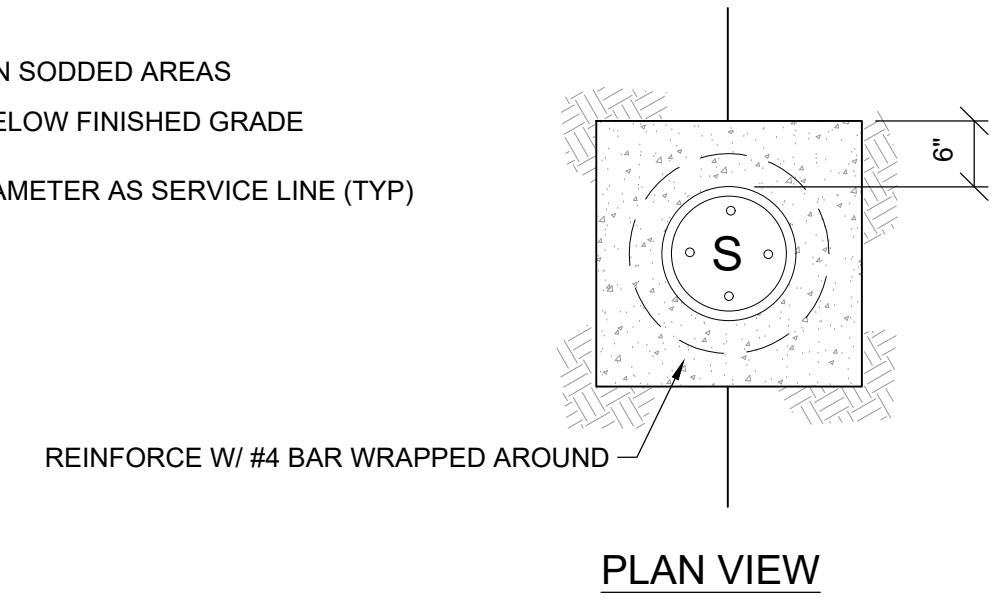


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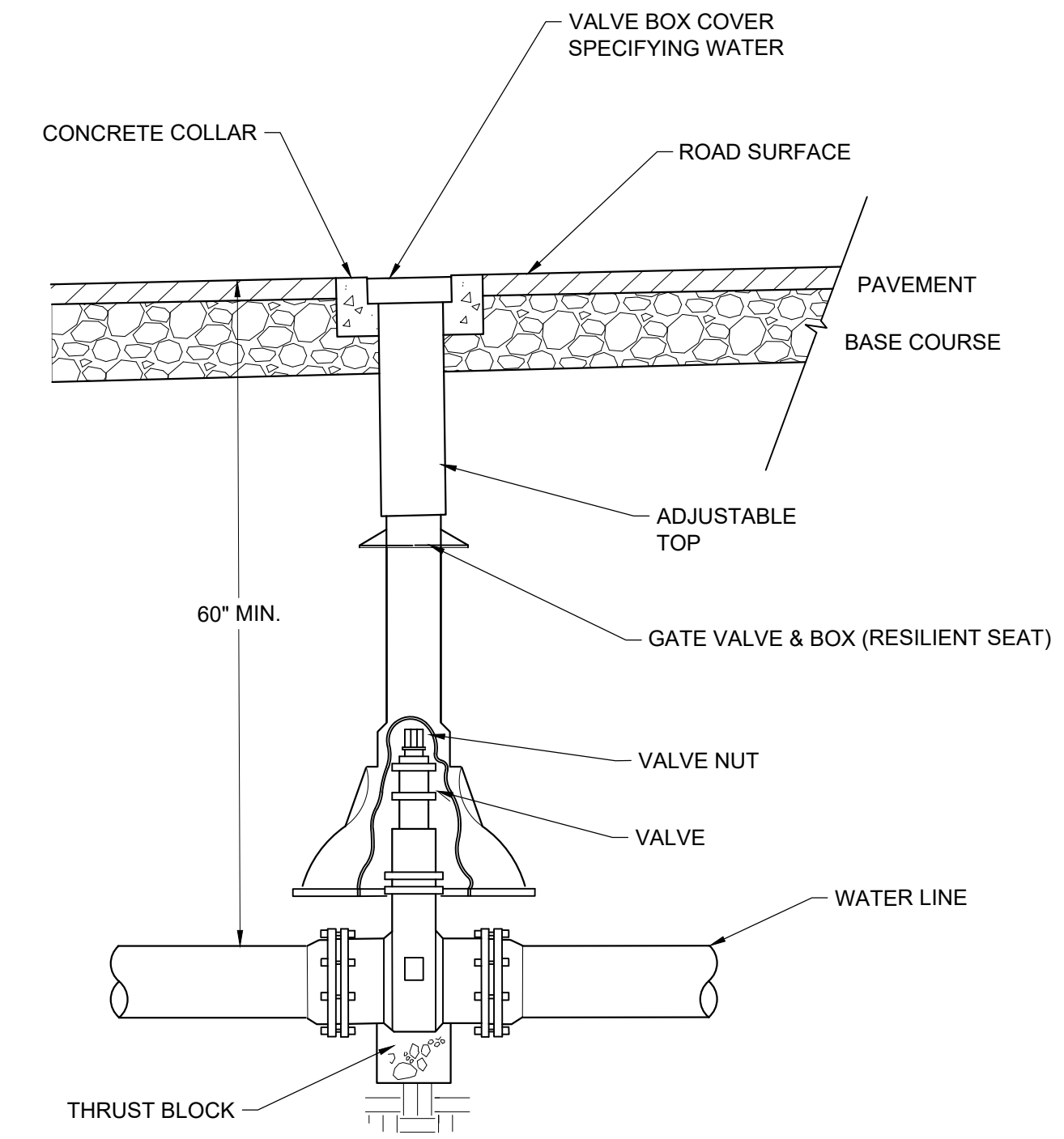


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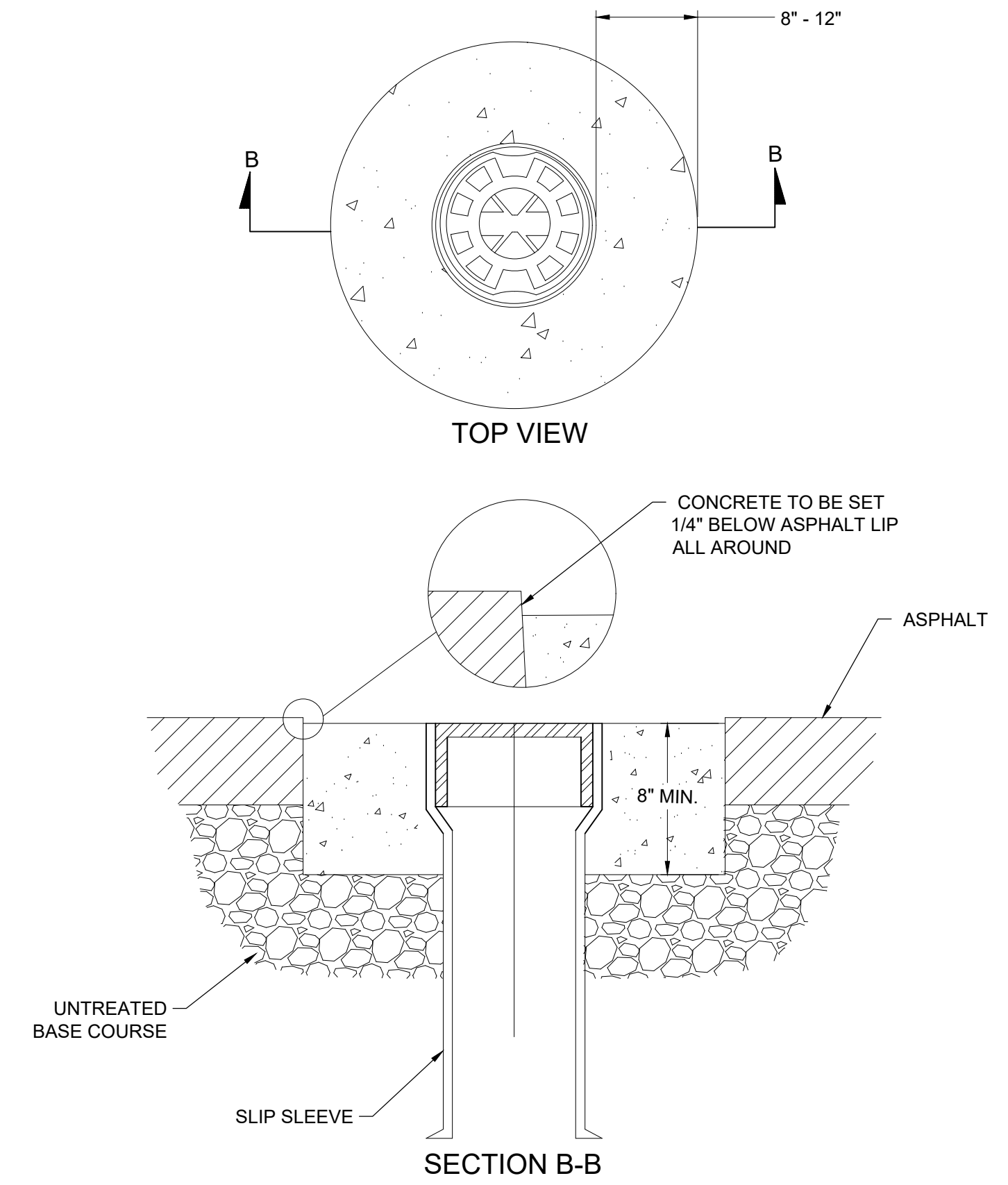
- WHERE CLEANOUT IS INSTALLED IN SODDED AREAS  
DEPRESS CONCRETE COLLAR 2" BELOW FINISHED GRADE
- CLEANOUT RISERS TO BE SAME DIAMETER AS SERVICE LINE (TYP)



**1 STANDARD CLEANOUT DETAIL**  
N.T.S.

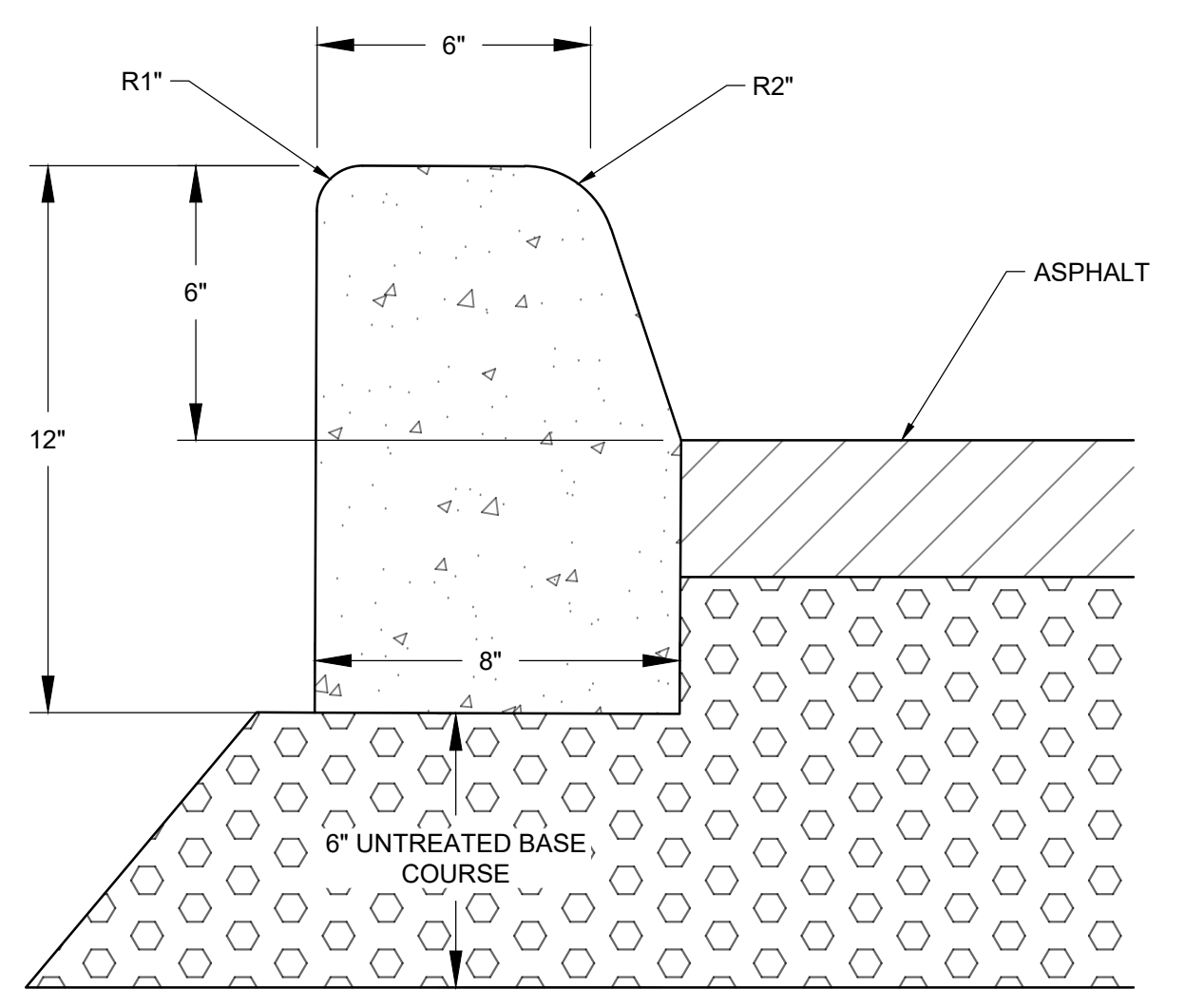


**2 GATE VALVE DETAIL**  
N.T.S.



- NOTES**
- FOR VALVE IN THE ROADWAY THE CONCRETE MUST SUPPORT THE FRAME UNDER TRAFFIC LOADING
  - CONCRETE USED FOR CONCRETE COLLARS SHALL BE HIGH EARLY STRENGTH MESH MIX MEETING ADOT STANDARDS
  - USE CONCRETE CURING AGENT TYPE ID CLASS A CLEAR WITH FUGITIVE DYE, MEMBRANE FORMING COMPOUND, APWA SECTION 03 39 00
  - PROVIDED A NEAT VERTICAL AND CONCENTRIC JOINT BETWEEN CONCRETE AND EXISTING ASPHALT SURFACES. CLEAN EDGE OF ALL DIRT, OIL AND LOOSE DEBRIS
  - PLACE CONCRETE IN ACCORDANCE WITH APWA SECTION 03 30 10. FILL THE ANNULAR SPACE AROUND THE FRAME AND COVER CASTING WITH CONCRETE, AND MECHANICALLY VIBRATE. APPLY A BROOM FINISH AND A CURING AGENT.

**3 COVER COLLAR FOR WATER VALVE BOX**  
N.T.S.



**4 BARRIER CURB**  
N.T.S.

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**DETAILS**  
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