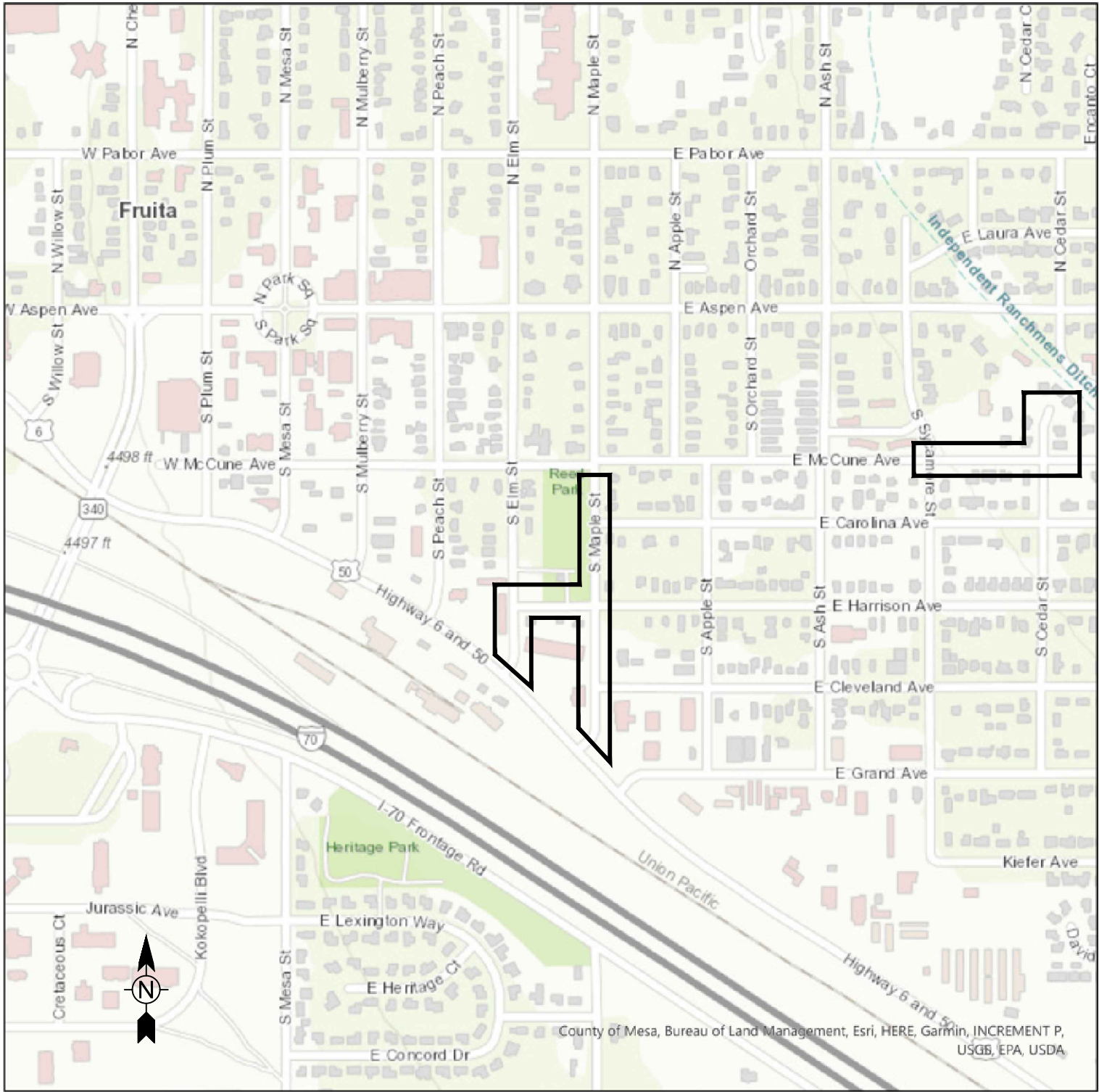


2026 Sewer/Streets Improvements Project

Bid Set 3/2/2026



SHEET INDEX

C1	-	Cover Sheet
D1	-	Demo/Removals
S1	-	North Sewer Plan & Profile STA 0+00 to STA 4+00
S2	-	North Sewer Plan & Profile STA 4+00 to STA 8+00
S3	-	North Sewer Plan & Profile STA 8+00 to End
S4	-	South Sewer Plan & Profile STA 0+00 to End
SL1	-	Sewer Lateral 1 Plan & Profile STA 0+00 to End
SL2	-	Sewer Lateral 2 Plan & Profile STA 0+00 to End
SD1	-	Reed Park South Parking Lot Storm Drain
R1	-	Elm St./Reed Park Parking Lots Paving Plan
R2	-	East McCune Ave. & Redbud Ct. Paving Plan
R3	-	Maple St. Paving Plan, Hwy. 6 & 50 to McCune Ave.
RD1	-	Reed Park South Parking Lot Detail Sheet
RD2	-	Harrison Ave./West Pedestrian Improvements
RD3	-	Harrison Ave./East Pedestrian Improvements
RD4	-	Alley 2 Improvements
RD5	-	Carolina Ave. Pedestrian Improvements
PM1	-	Maple St./Elm St. Pavement Markings Plan
N1	-	General Notes/Details 1
N2	-	General Notes/Details 2
N3	-	General Notes/Details 3

CALL UTILITY NOTIFICATION
CENTER OF COLORADO

811

OR

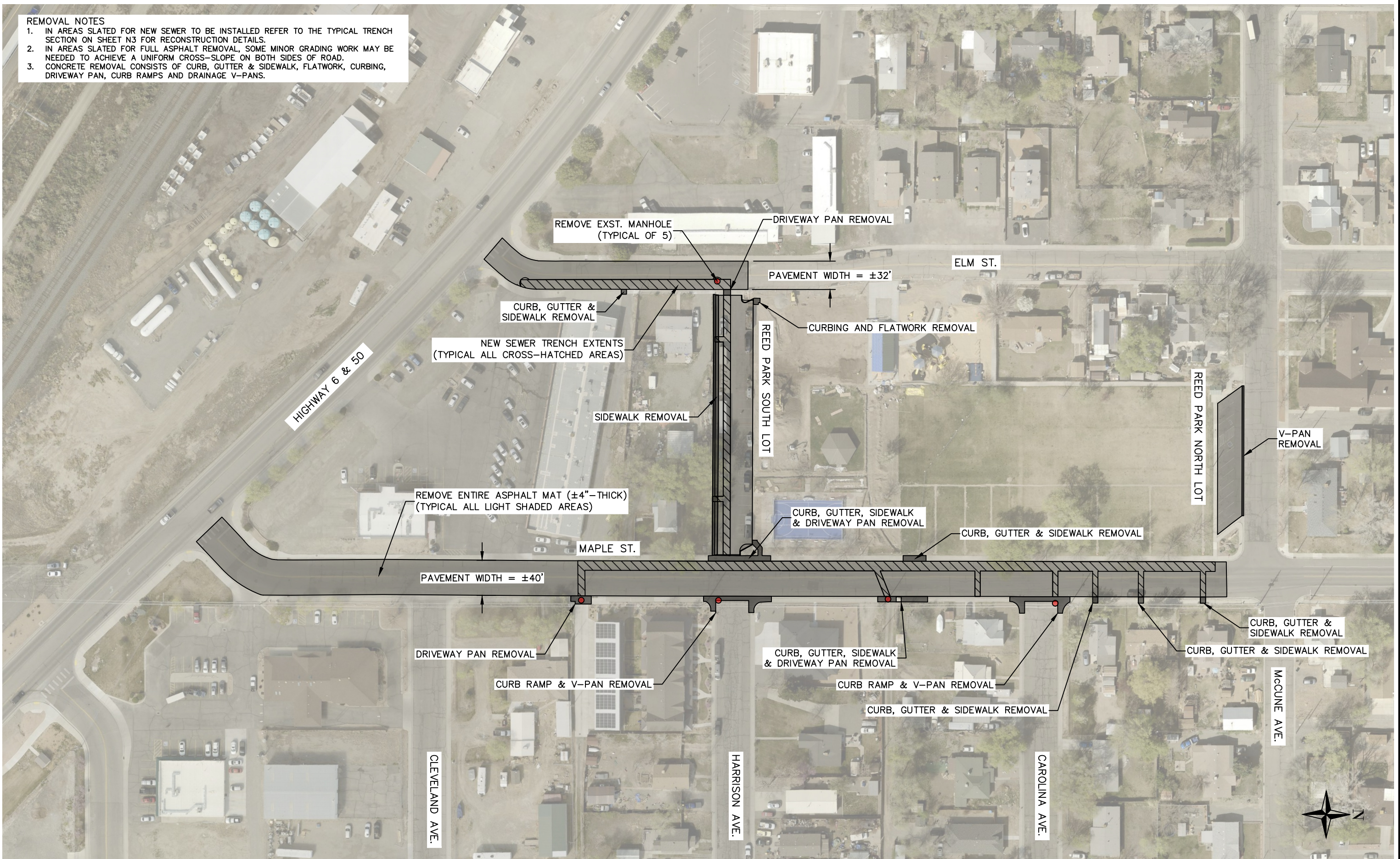
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CALL 2 BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES.

Date: Feb 25, 2026 - 2:05pm
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REMOVAL NOTES

1. IN AREAS SLATED FOR NEW SEWER TO BE INSTALLED REFER TO THE TYPICAL TRENCH SECTION ON SHEET N3 FOR RECONSTRUCTION DETAILS.
2. IN AREAS SLATED FOR FULL ASPHALT REMOVAL, SOME MINOR GRADING WORK MAY BE NEEDED TO ACHIEVE A UNIFORM CROSS-SLOPE ON BOTH SIDES OF ROAD.
3. CONCRETE REMOVAL CONSISTS OF CURB, GUTTER & SIDEWALK, FLATWORK, CURBING, DRIVEWAY PAN, CURB RAMPS AND DRAINAGE V-PANS.



ENGINEERING DEPT.
325 East Aspen
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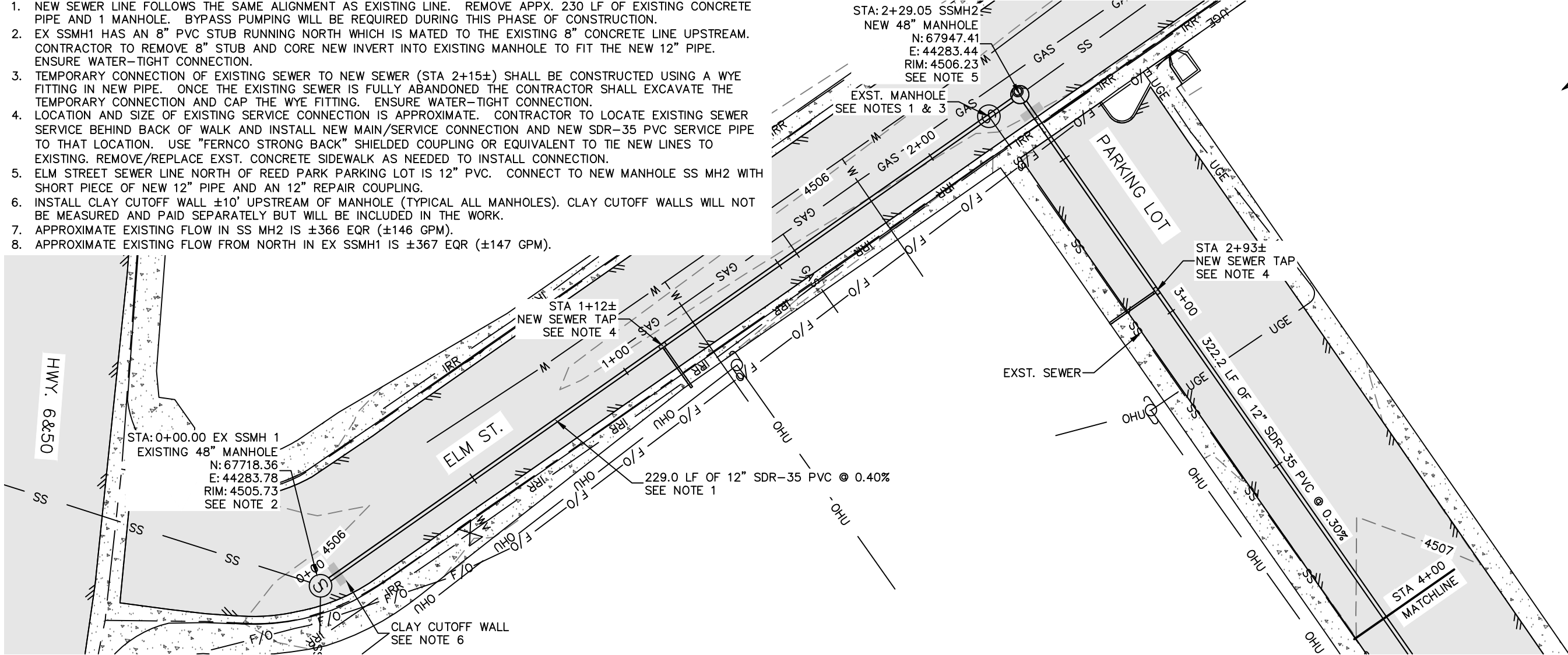
2026 Sewer/Streets
Improvements Project

Maple St./Elm St.
Demo/Removal Sheet

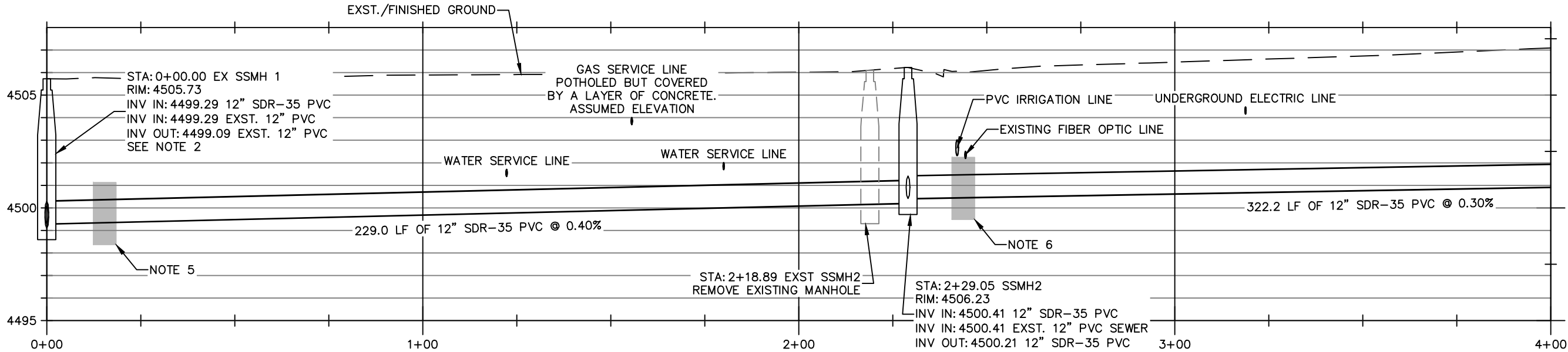
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D1

NOTES

1. NEW SEWER LINE FOLLOWS THE SAME ALIGNMENT AS EXISTING LINE. REMOVE APPX. 230 LF OF EXISTING CONCRETE PIPE AND 1 MANHOLE. BYPASS PUMPING WILL BE REQUIRED DURING THIS PHASE OF CONSTRUCTION.
2. EX SSMH1 HAS AN 8" PVC STUB RUNNING NORTH WHICH IS MATED TO THE EXISTING 8" CONCRETE LINE UPSTREAM. CONTRACTOR TO REMOVE 8" STUB AND CORE NEW INVERT INTO EXISTING MANHOLE TO FIT THE NEW 12" PIPE. ENSURE WATER-TIGHT CONNECTION.
3. TEMPORARY CONNECTION OF EXISTING SEWER TO NEW SEWER (STA 2+15±) SHALL BE CONSTRUCTED USING A WYE FITTING IN NEW PIPE. ONCE THE EXISTING SEWER IS FULLY ABANDONED THE CONTRACTOR SHALL EXCAVATE THE TEMPORARY CONNECTION AND CAP THE WYE FITTING. ENSURE WATER-TIGHT CONNECTION.
4. LOCATION AND SIZE OF EXISTING SERVICE CONNECTION IS APPROXIMATE. CONTRACTOR TO LOCATE EXISTING SEWER SERVICE BEHIND BACK OF WALK AND INSTALL NEW MAIN/SERVICE CONNECTION AND NEW SDR-35 PVC SERVICE PIPE TO THAT LOCATION. USE "FERNCO STRONG BACK" SHIELDED COUPLING OR EQUIVALENT TO TIE NEW LINES TO EXISTING. REMOVE/REPLACE EXST. CONCRETE SIDEWALK AS NEEDED TO INSTALL CONNECTION.
5. ELM STREET SEWER LINE NORTH OF REED PARK PARKING LOT IS 12" PVC. CONNECT TO NEW MANHOLE SS MH2 WITH SHORT PIECE OF NEW 12" PIPE AND AN 12" REPAIR COUPLING.
6. INSTALL CLAY CUTOFF WALL ±10' UPSTREAM OF MANHOLE (TYPICAL ALL MANHOLES). CLAY CUTOFF WALLS WILL NOT BE MEASURED AND PAID SEPARATELY BUT WILL BE INCLUDED IN THE WORK.
7. APPROXIMATE EXISTING FLOW IN SS MH2 IS ±366 EQR (±146 GPM).
8. APPROXIMATE EXISTING FLOW FROM NORTH IN EX SSMH1 IS ±367 EQR (±147 GPM).



PROPOSED NORTH SEWER PROFILE



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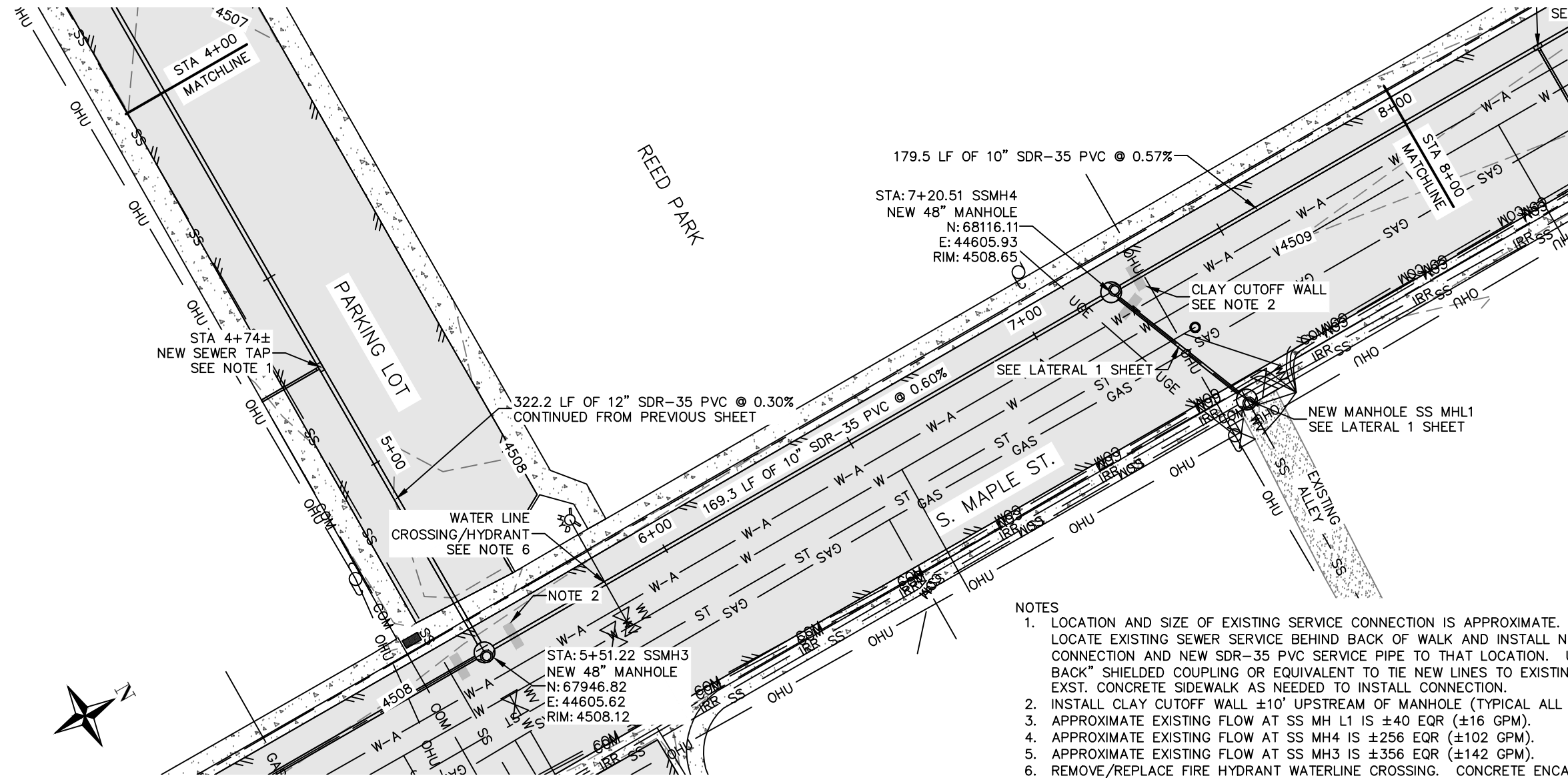
2026 Sewer/Streets
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North Sewer Plan & Profile
STA 0+00 to STA 4+00

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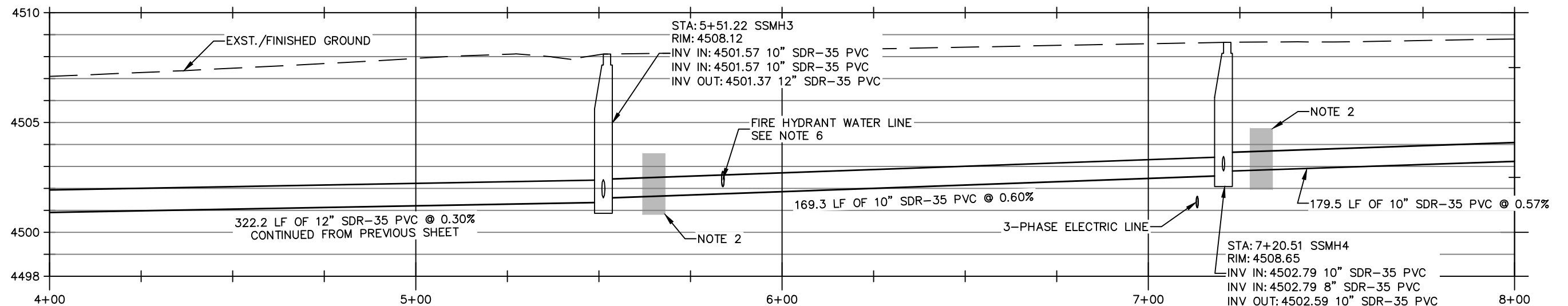
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- NOTES
1. LOCATION AND SIZE OF EXISTING SERVICE CONNECTION IS APPROXIMATE. CONTRACTOR TO LOCATE EXISTING SEWER SERVICE BEHIND BACK OF WALK AND INSTALL NEW MAIN/SERVICE CONNECTION AND NEW SDR-35 PVC SERVICE PIPE TO THAT LOCATION. USE "FERNCO STRONG BACK" SHIELDED COUPLING OR EQUIVALENT TO TIE NEW LINES TO EXISTING. REMOVE/REPLACE EXST. CONCRETE SIDEWALK AS NEEDED TO INSTALL CONNECTION.
 2. INSTALL CLAY CUTOFF WALL ±10' UPSTREAM OF MANHOLE (TYPICAL ALL MANHOLES).
 3. APPROXIMATE EXISTING FLOW AT SS MH L1 IS ±40 EQR (±16 GPM).
 4. APPROXIMATE EXISTING FLOW AT SS MH4 IS ±256 EQR (±102 GPM).
 5. APPROXIMATE EXISTING FLOW AT SS MH3 IS ±356 EQR (±142 GPM).
 6. REMOVE/REPLACE FIRE HYDRANT WATERLINE CROSSING. CONCRETE ENCASE CROSSING PER UTE WATER SPECIFICATIONS. SEE NOTES SHEET.

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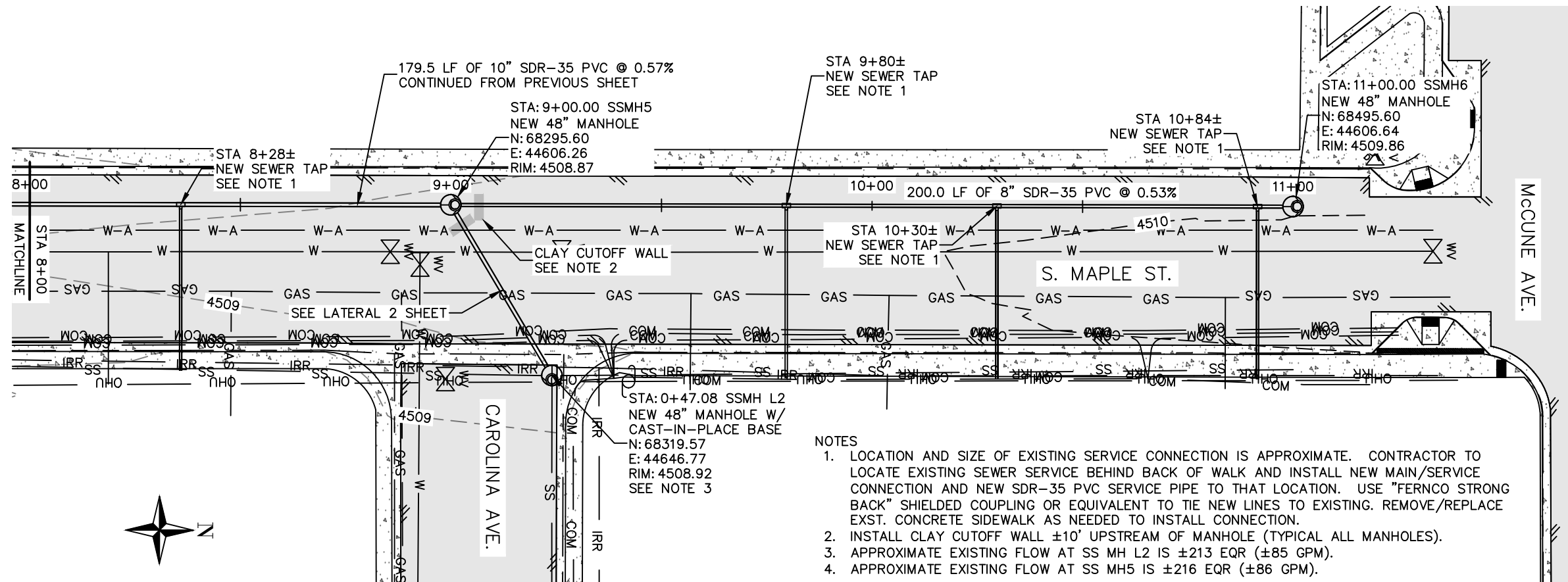
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2026 Sewer/Streets
Improvements Project

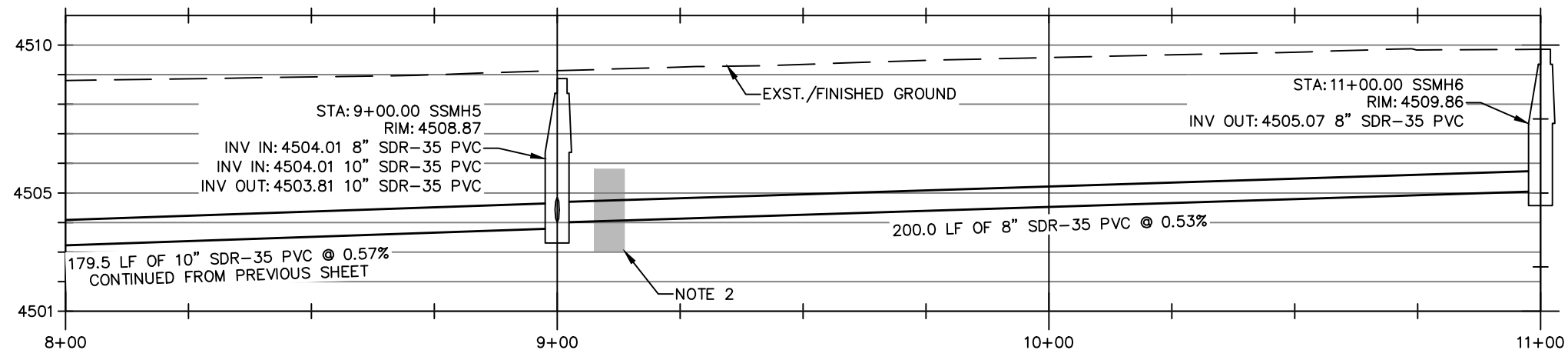
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PROPOSED NORTH SEWER PROFILE



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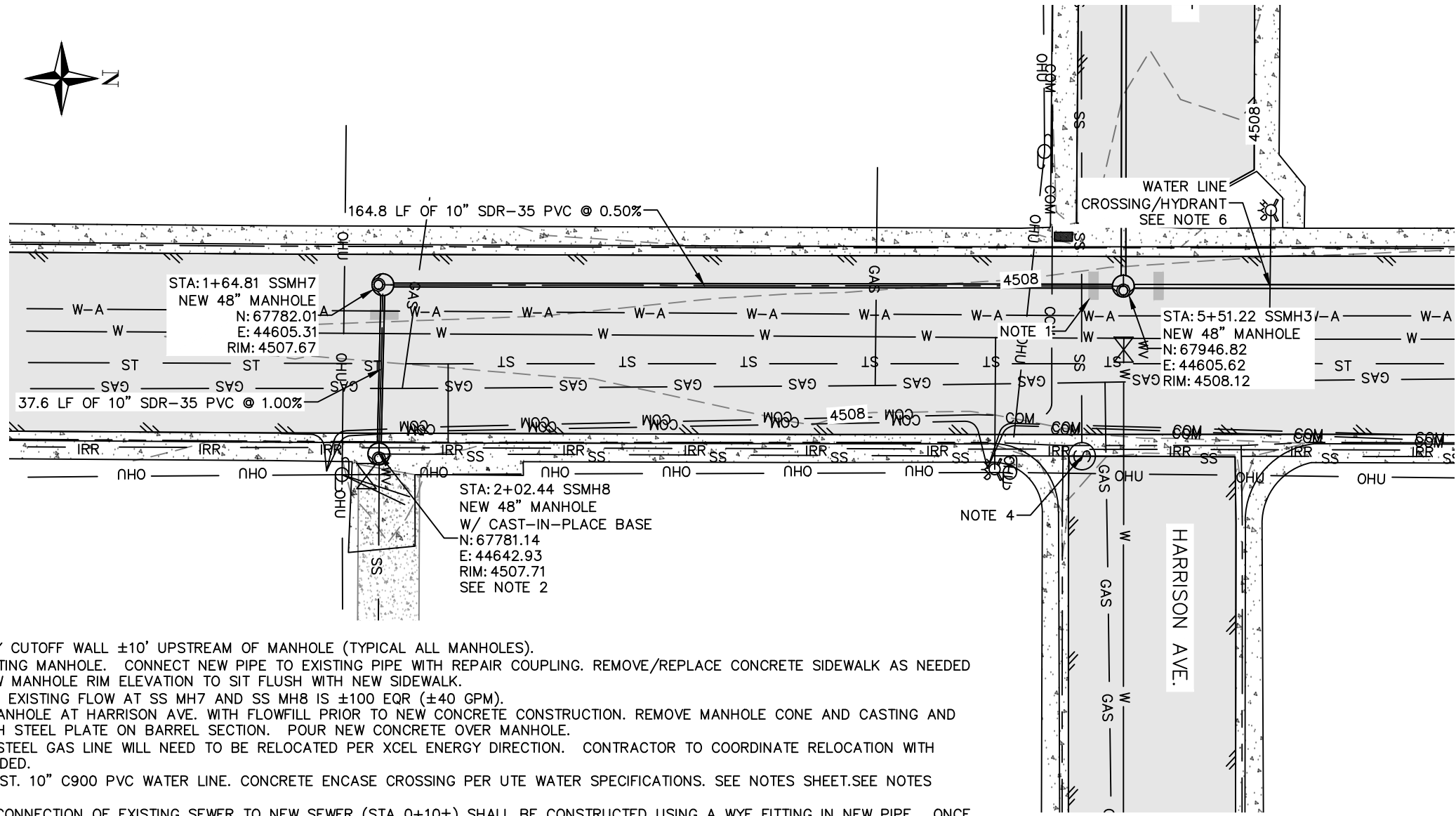
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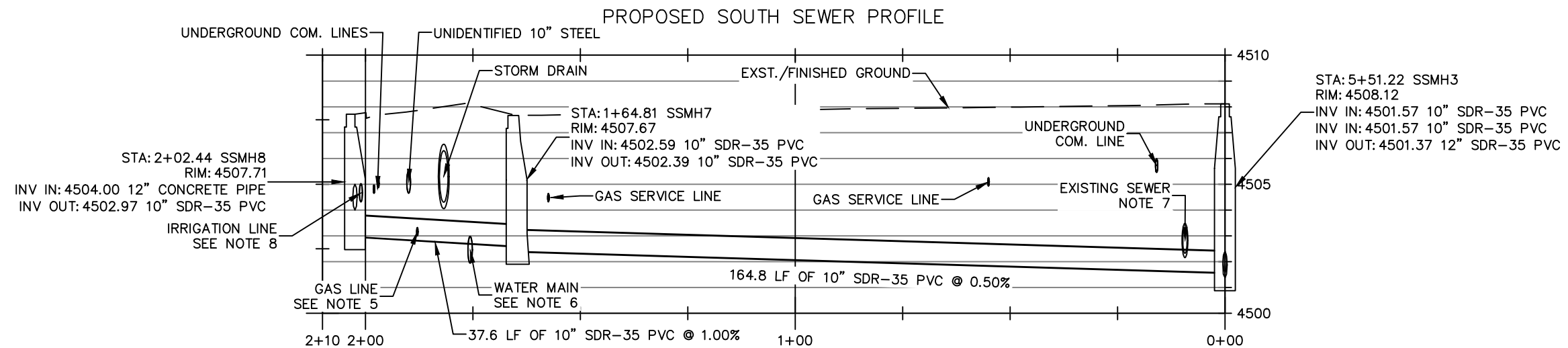
2026 Sewer/Streets
Improvements Project

North Sewer Plan & Profile
STA 8+00 to End

SHEET:
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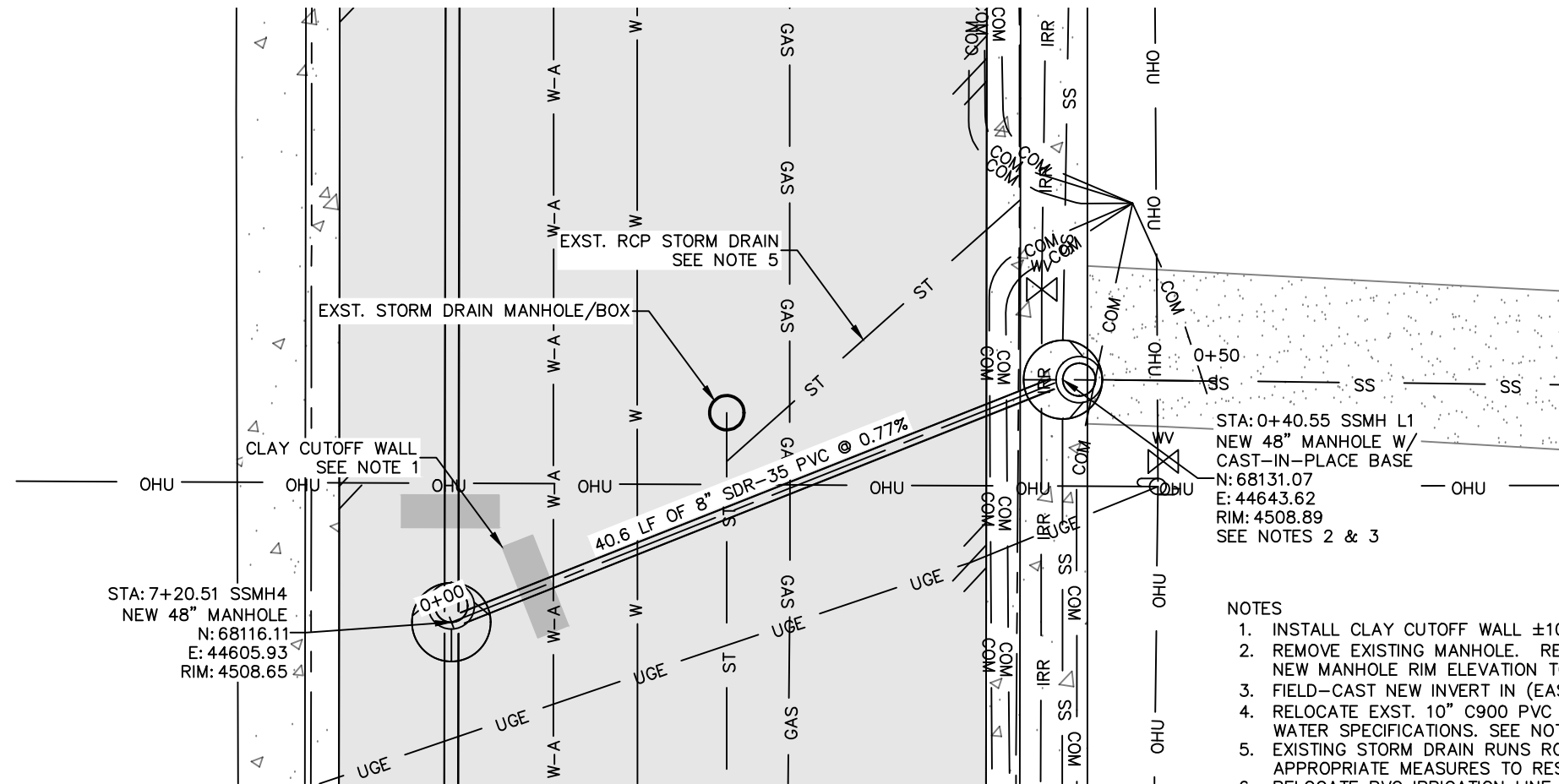


- NOTES
1. INSTALL CLAY CUTOFF WALL $\pm 10'$ UPSTREAM OF MANHOLE (TYPICAL ALL MANHOLES).
 2. REMOVE EXISTING MANHOLE. CONNECT NEW PIPE TO EXISTING PIPE WITH REPAIR COUPLING. REMOVE/REPLACE CONCRETE SIDEWALK AS NEEDED AND SET NEW MANHOLE RIM ELEVATION TO SIT FLUSH WITH NEW SIDEWALK.
 3. APPROXIMATE EXISTING FLOW AT SS MH7 AND SS MH8 IS ± 100 EQR (± 40 GPM).
 4. FILL EXST. MANHOLE AT HARRISON AVE. WITH FLOWFILL PRIOR TO NEW CONCRETE CONSTRUCTION. REMOVE MANHOLE CONE AND CASTING AND REPLACE WITH STEEL PLATE ON BARREL SECTION. POUR NEW CONCRETE OVER MANHOLE.
 5. EXISTING 2" STEEL GAS LINE WILL NEED TO BE RELOCATED PER XCEL ENERGY DIRECTION. CONTRACTOR TO COORDINATE RELOCATION WITH XCEL AS NEEDED.
 6. RELOCATE EXST. 10" C900 PVC WATER LINE. CONCRETE ENCASE CROSSING PER UTE WATER SPECIFICATIONS. SEE NOTES SHEET.SEE NOTES SHEET.
 7. TEMPORARY CONNECTION OF EXISTING SEWER TO NEW SEWER (STA 0+10 $\pm$) SHALL BE CONSTRUCTED USING A WYE FITTING IN NEW PIPE. ONCE THE EXISTING SEWER IS FULLY ABANDONED THE CONTRACTOR SHALL EXCAVATE THE TEMPORARY CONNECTION AND CAP THE WYE FITTING. ENSURE WATER-TIGHT CONNECTION.
 8. RELOCATE PVC IRRIGATION LINE AROUND NEW MANHOLE WITH SWEEP FITTINGS. SIZE UNKNOWN.



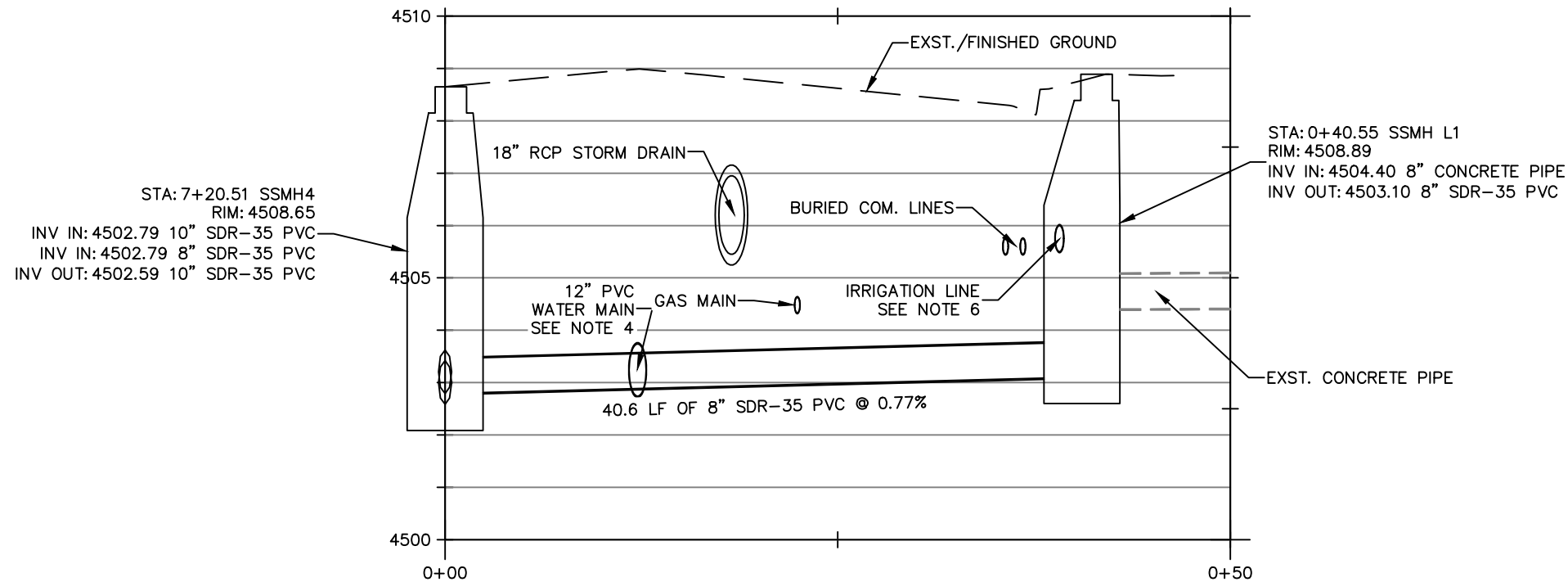
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- NOTES
1. INSTALL CLAY CUTOFF WALL $\pm 10'$ UPSTREAM OF MANHOLE (TYPICAL ALL MANHOLES).
 2. REMOVE EXISTING MANHOLE. REMOVE/REPLACE CONCRETE SIDEWALK AS NEEDED AND SET NEW MANHOLE RIM ELEVATION TO SIT FLUSH WITH NEW SIDEWALK.
 3. FIELD-CAST NEW INVERT IN (EAST) TO FIT EXISTING PIPE.
 4. RELOCATE EXST. 10" C900 PVC WATER LINE. CONCRETE ENCASE CROSSING PER UTE WATER SPECIFICATIONS. SEE NOTES SHEET.SEE NOTES SHEET.
 5. EXISTING STORM DRAIN RUNS ROUGHLY PARALLEL WITH NEW LINE. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO RESTRAIN STORM DRAIN DURING CONSTRUCTION.
 6. RELOCATE PVC IRRIGATION LINE AROUND NEW MANHOLE WITH SWEEP FITTINGS. SIZE UNKNOWN.

LATERAL 1 PROFILE



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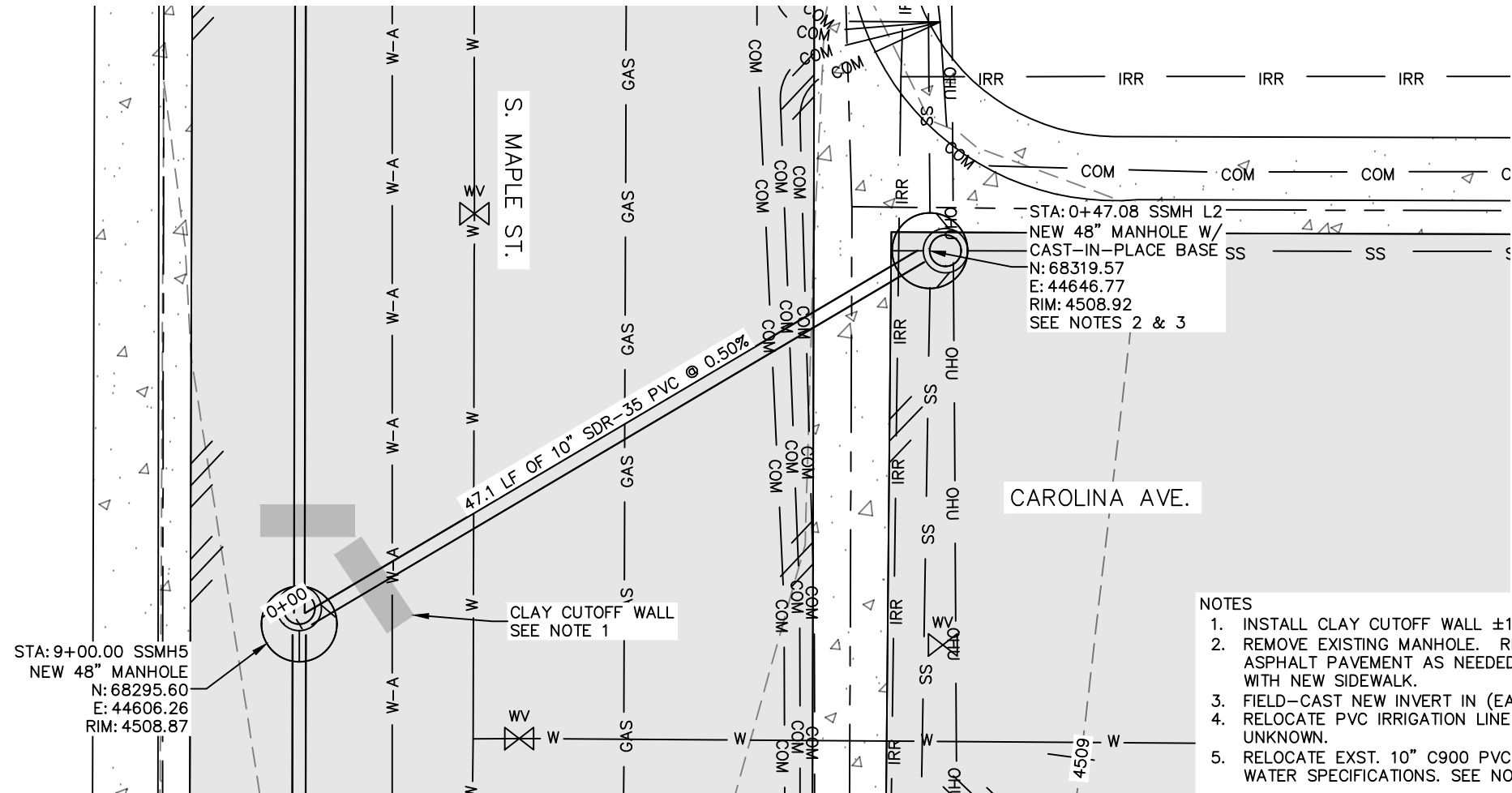
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2026 Sewer/Streets
Improvements Project

Sewer Lateral 1 Plan & Profile
STA 0+00 to End

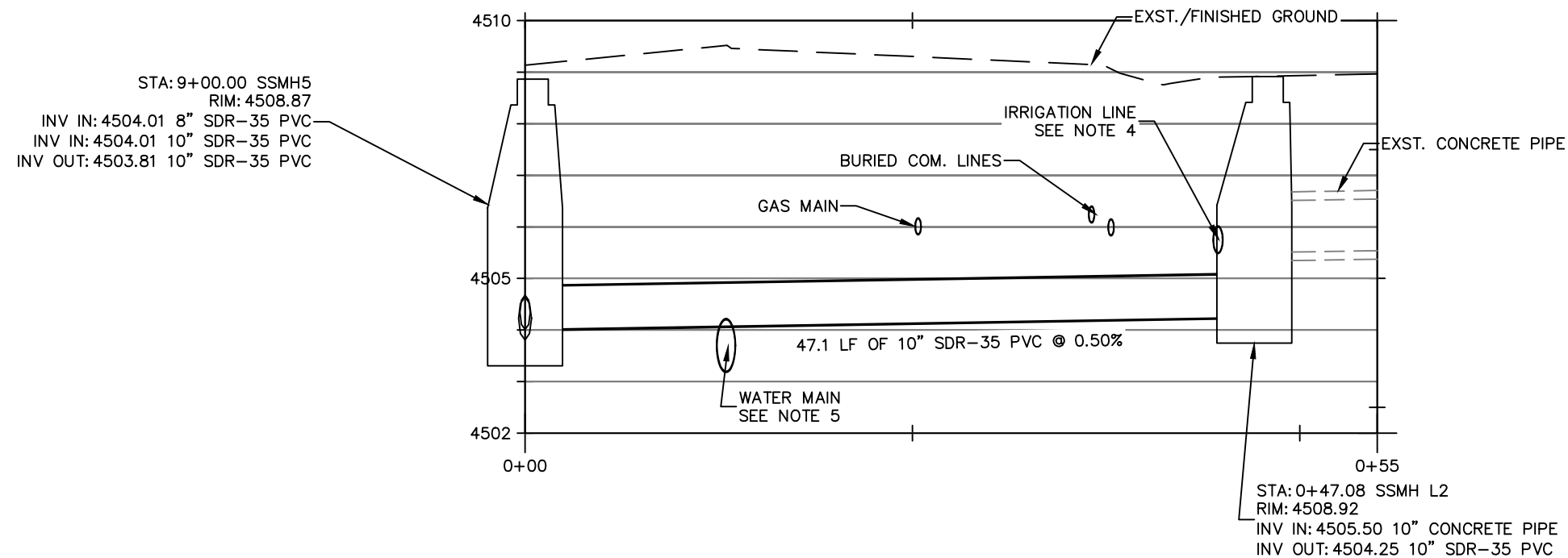
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- NOTES
1. INSTALL CLAY CUTOFF WALL $\pm 10'$ UPSTREAM OF MANHOLE (TYPICAL ALL MANHOLES).
 2. REMOVE EXISTING MANHOLE. REMOVE/REPLACE CONCRETE SIDEWALK, VPAN AND ASPHALT PAVEMENT AS NEEDED AND SET NEW MANHOLE RIM ELEVATION TO SIT FLUSH WITH NEW SIDEWALK.
 3. FIELD-CAST NEW INVERT IN (EAST) TO FIT EXISTING PIPE.
 4. RELOCATE PVC IRRIGATION LINE AROUND NEW MANHOLE WITH SWEEP FITTINGS. SIZE UNKNOWN.
 5. RELOCATE EXST. 10" C900 PVC WATER LINE. CONCRETE ENCASE CROSSING PER UTE WATER SPECIFICATIONS. SEE NOTES SHEET. SEE NOTES SHEET.

LATERAL 2 PROFILE



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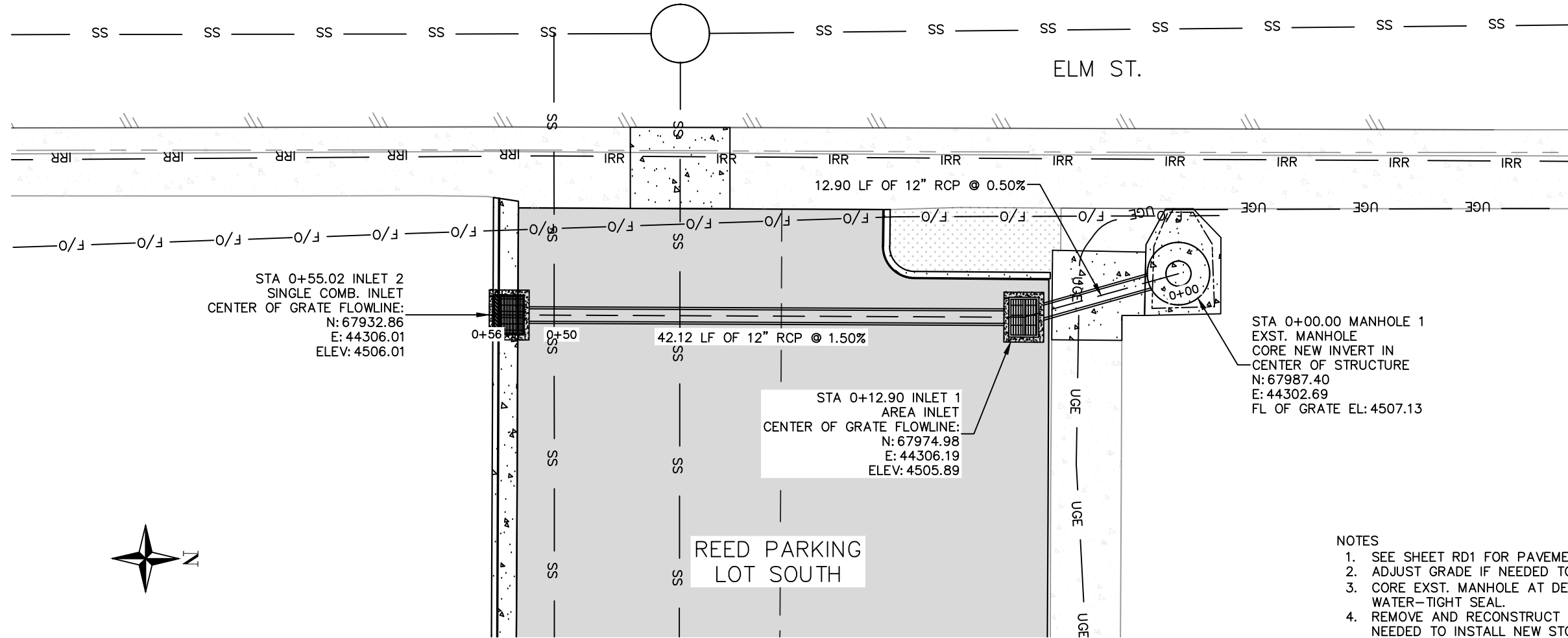
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2026 Sewer/Streets
Improvements Project

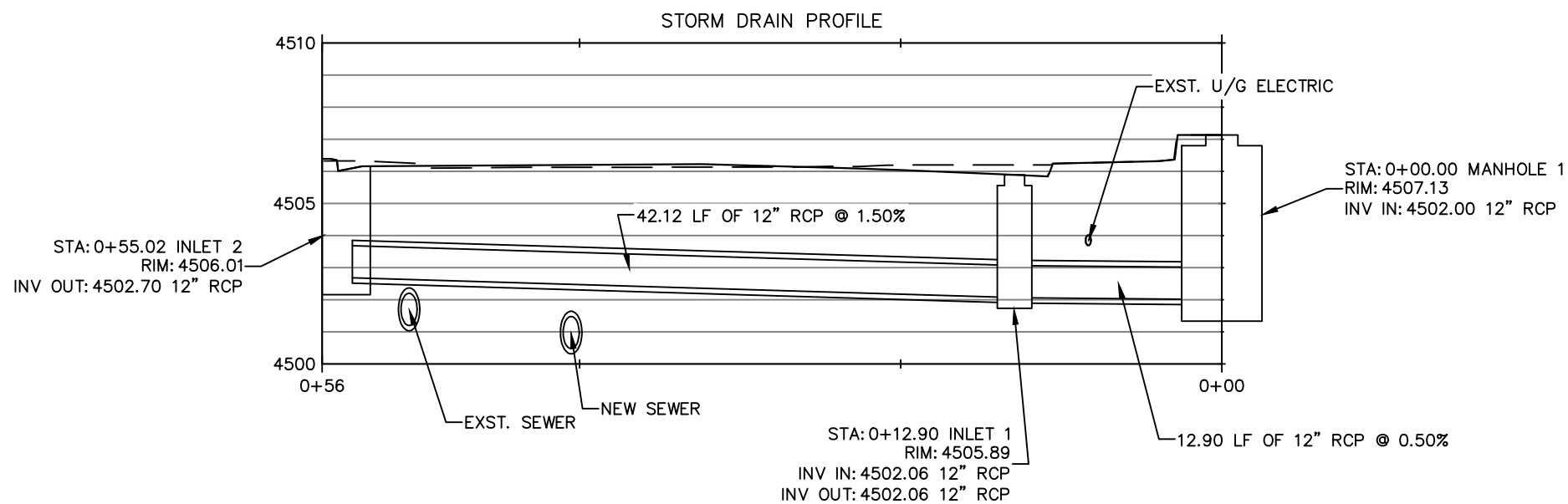
Sewer Lateral 2 Plan & Profile
STA 0+00 to End

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SL2

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- NOTES
1. SEE SHEET RD1 FOR PAVEMENT/PATCH DETAILS.
 2. ADJUST GRADE IF NEEDED TO CLEAR INTERFERING UTILITIES.
 3. CORE EXST. MANHOLE AT DESIGN ELEVATION TO FIT NEW 12" RCP. ENSURE WATER-TIGHT SEAL.
 4. REMOVE AND RECONSTRUCT CURBING AND FLATWORK AROUND MANHOLE AS NEEDED TO INSTALL NEW STORM DRAIN.



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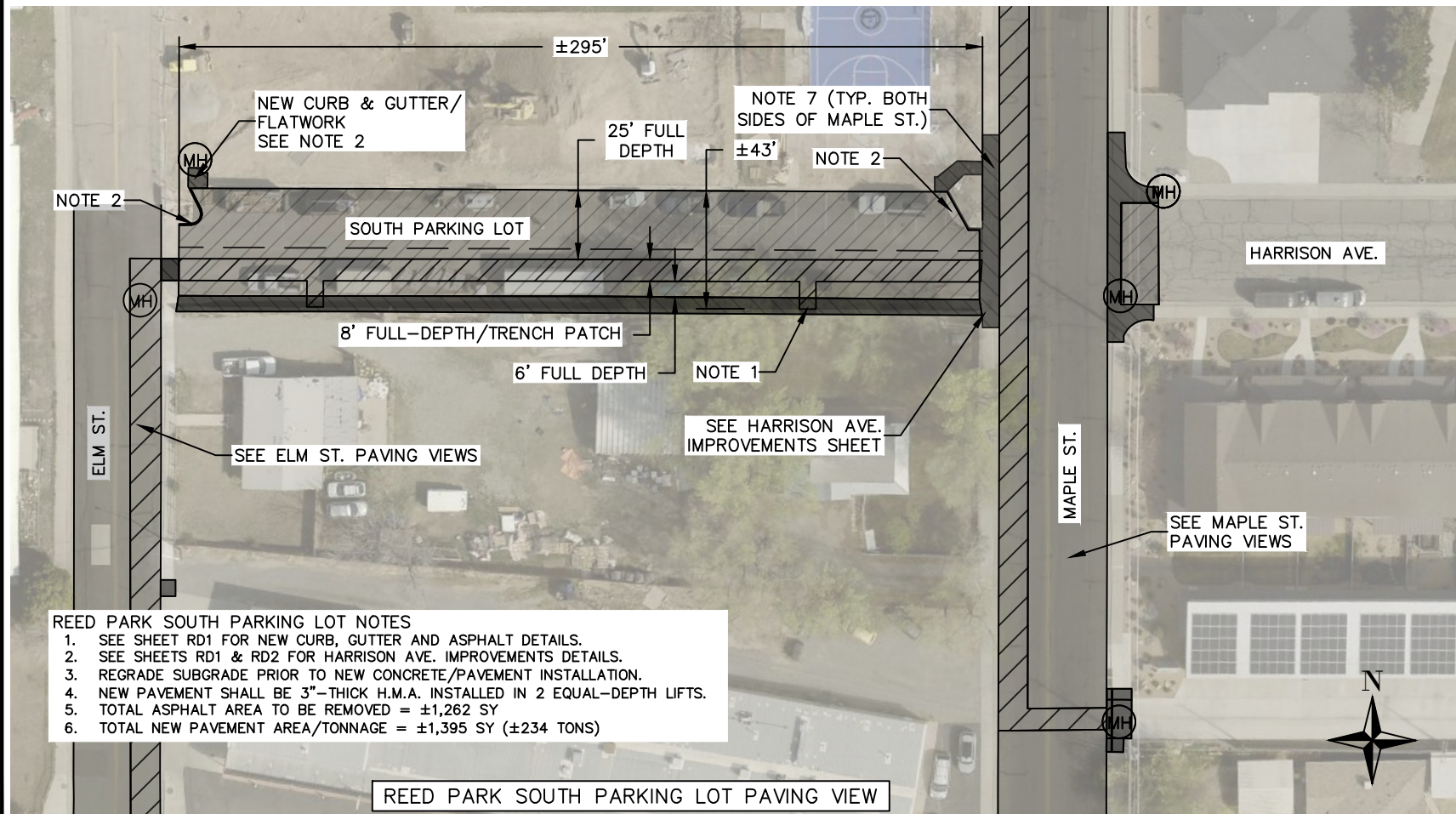
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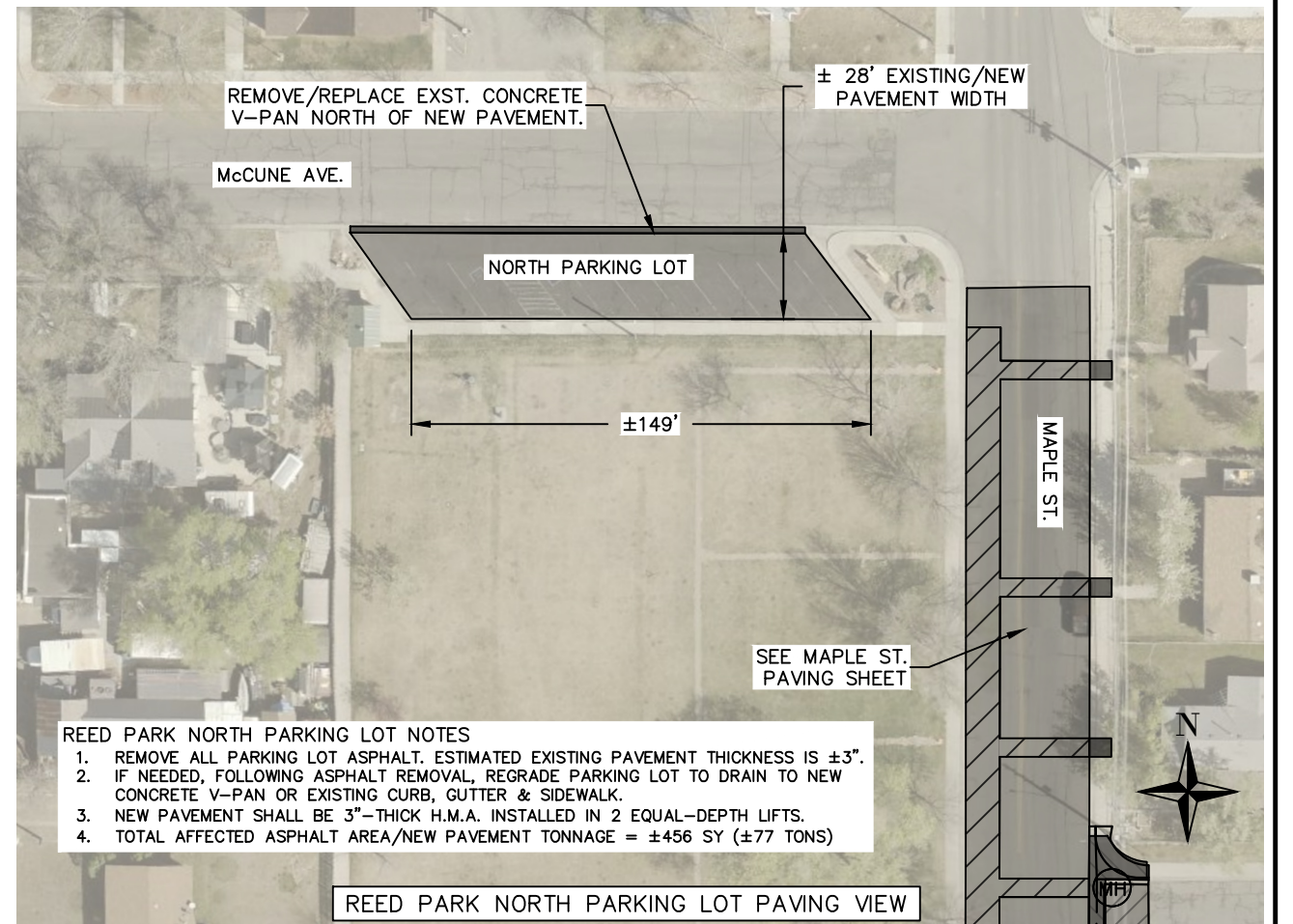


- ELM ST. NOTES (HWY. 6 TO McCUNE AVE.)
1. ALL BUTT JOINTS BETWEEN OLD AND NEW PAVEMENTS SHALL BE FULL STREET WIDTH FOR A LENGTH OF 50'.
 2. REMOVE ALL ASPHALT FROM HWY. 6 TO THE NORTH END OF THE SOUTHERN REED PARK PARKING LOT. ESTIMATED EXISTING PAVEMENT THICKNESS IS $\pm 4"$.
 3. IF NEEDED, FOLLOWING ASPHALT REMOVAL, REGRADE STREET TO ACHIEVE A UNIFORM CROSS-SLOPE FROM CROWN TO EDGES OF GUTTERS.
 4. NEW PAVEMENT SHALL BE 4"-THICK H.M.A. INSTALLED IN 2 EQUAL-DEPTH LIFTS.
 5. TOTAL AFFECTED ASPHALT AREA/NEW PAVEMENT TONNAGE = $\pm 1,060$ SY (± 240 TONS)



- REED PARK SOUTH PARKING LOT NOTES
1. SEE SHEET RD1 FOR NEW CURB, GUTTER AND ASPHALT DETAILS.
 2. SEE SHEETS RD1 & RD2 FOR HARRISON AVE. IMPROVEMENTS DETAILS.
 3. REGRADE SUBGRADE PRIOR TO NEW CONCRETE/PAVEMENT INSTALLATION.
 4. NEW PAVEMENT SHALL BE 3"-THICK H.M.A. INSTALLED IN 2 EQUAL-DEPTH LIFTS.
 5. TOTAL ASPHALT AREA TO BE REMOVED = $\pm 1,262$ SY
 6. TOTAL NEW PAVEMENT AREA/TONNAGE = $\pm 1,395$ SY (± 234 TONS)

REED PARK SOUTH PARKING LOT PAVING VIEW



- REED PARK NORTH PARKING LOT NOTES
1. REMOVE ALL PARKING LOT ASPHALT. ESTIMATED EXISTING PAVEMENT THICKNESS IS $\pm 3"$.
 2. IF NEEDED, FOLLOWING ASPHALT REMOVAL, REGRADE PARKING LOT TO DRAIN TO NEW CONCRETE V-PAN OR EXISTING CURB, GUTTER & SIDEWALK.
 3. NEW PAVEMENT SHALL BE 3"-THICK H.M.A. INSTALLED IN 2 EQUAL-DEPTH LIFTS.
 4. TOTAL AFFECTED ASPHALT AREA/NEW PAVEMENT TONNAGE = ± 456 SY (± 77 TONS)

REED PARK NORTH PARKING LOT PAVING VIEW



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BAR IS 1-INCH ON ORIGINAL DRAWING.

SCALE: -
HORIZ: 1"=60'
VERT: -

2026 Sewer/Streets
Improvements Project

Elm St./Reed Park Parking Lots
Paving Plan

SHEET:
R1

Date: Feb 23, 2026 -- 2:48pm
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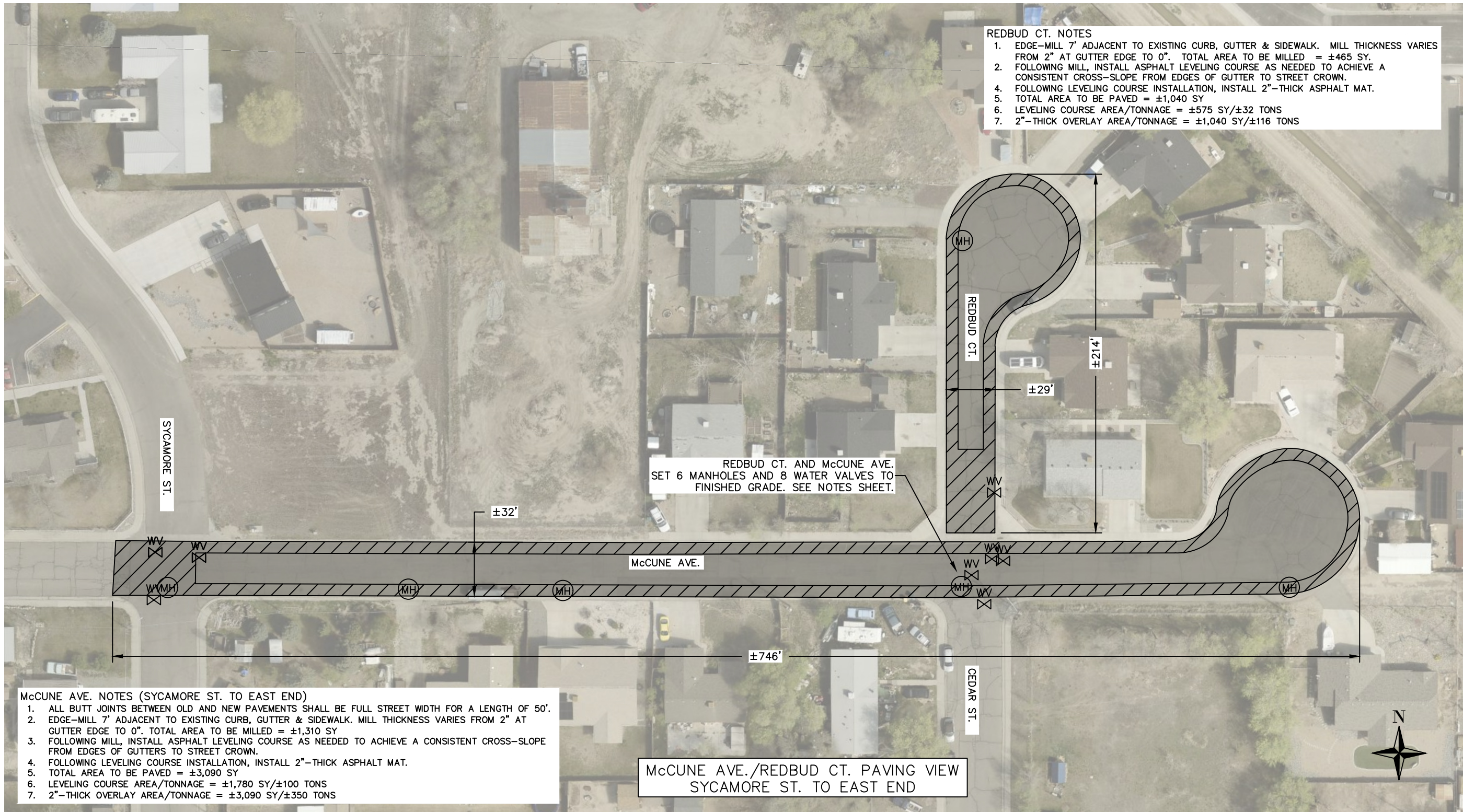
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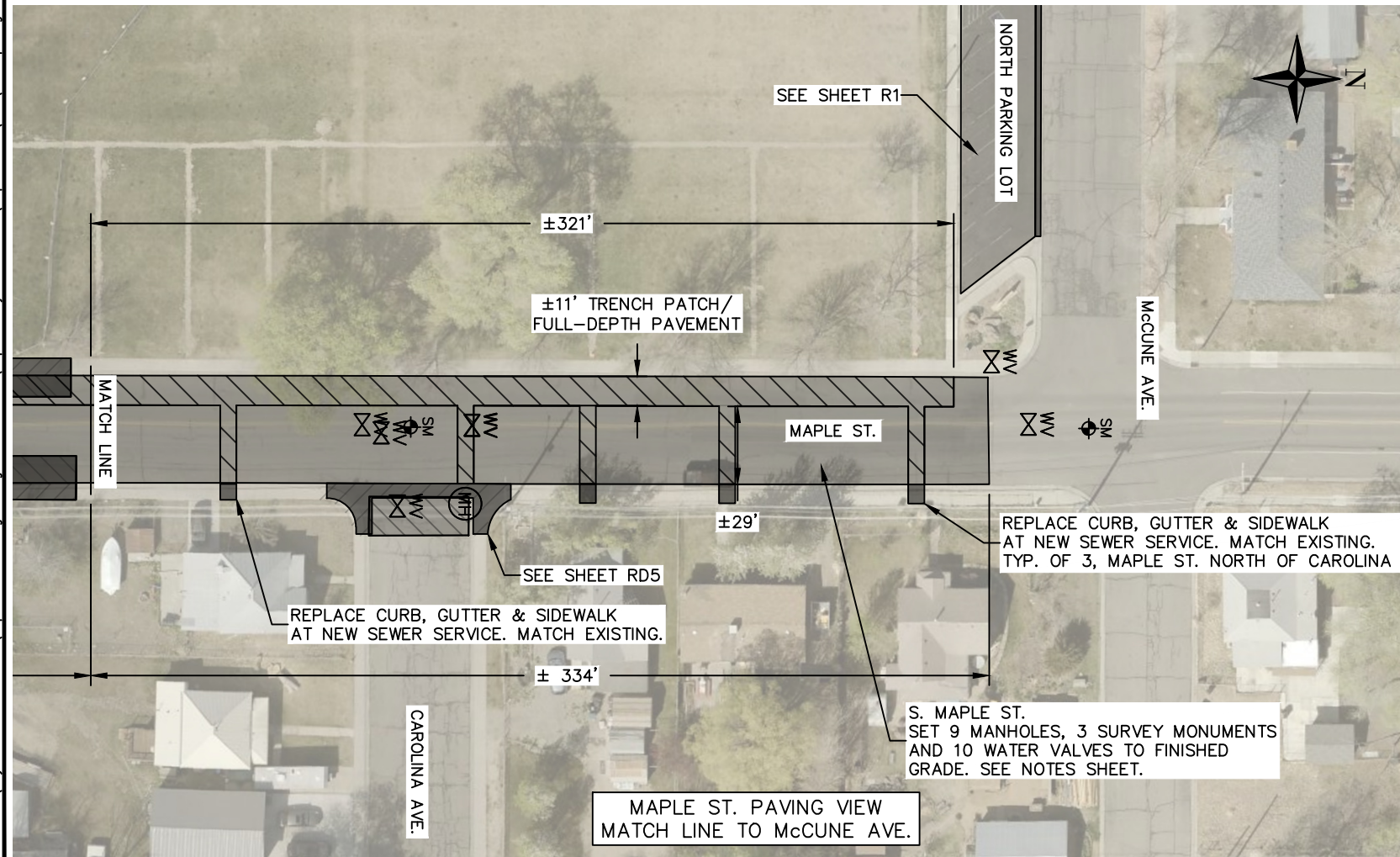
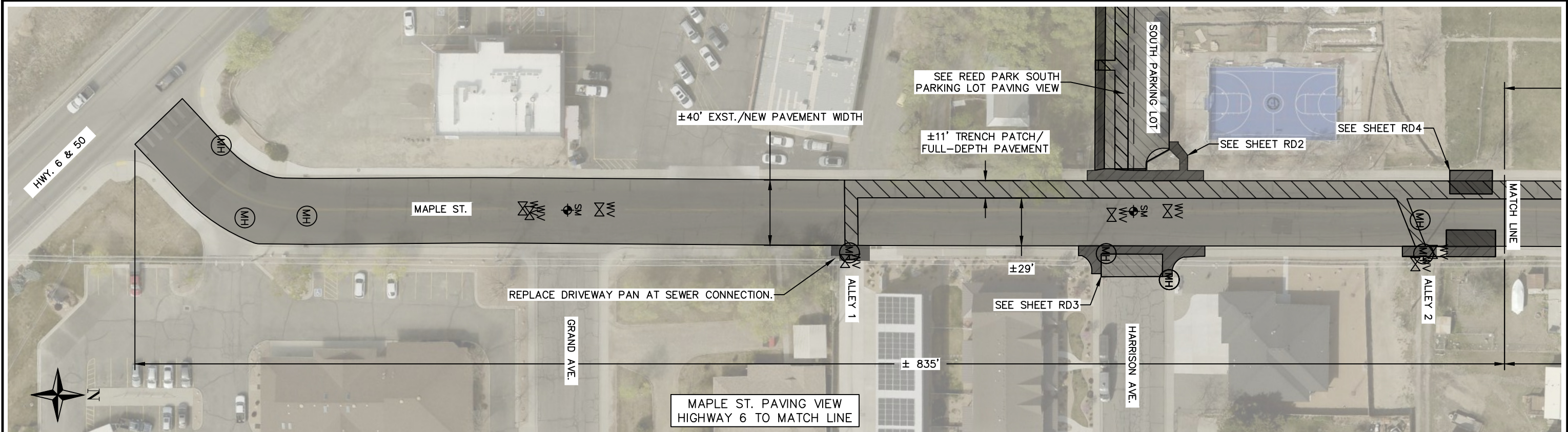
2026 Sewer/Streets
Improvements Project

East McCune Ave. &
Redbud Ct. Paving Plan

SHEET:
R2



Date: Feb 24, 2026 - 12:42pm
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- MAPLE ST. NOTES (HWY. 6 TO McCUNE AVE.)
1. ALL BUTT JOINTS BETWEEN OLD AND NEW PAVEMENTS SHALL BE FULL STREET WIDTH FOR A LENGTH OF 50'.
 2. REMOVE ALL ASPHALT FROM HWY. 6 TO McCUNE AVE. ESTIMATED EXISTING PAVEMENT THICKNESS IS $\pm 4"$.
 3. IF NEEDED, FOLLOWING ASPHALT REMOVAL, REGRADE STREET TO ACHIEVE A UNIFORM CROSS-SLOPE FROM CROWN TO EDGES OF GUTTERS.
 4. NEW PAVEMENT SHALL BE 4"-THICK H.M.A. INSTALLED IN 2 EQUAL-DEPTH LIFTS.
 5. TOTAL AFFECTED ASPHALT AREA/NEW PAVEMENT TONNAGE = $\pm 5,210$ SY ($\pm 1,170$ TONS)



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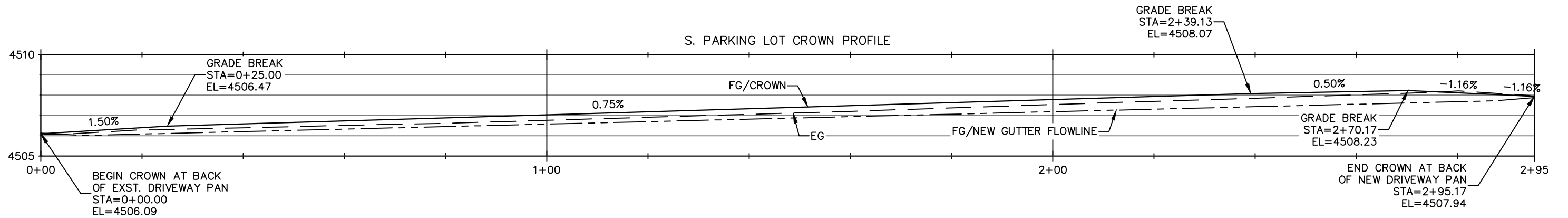
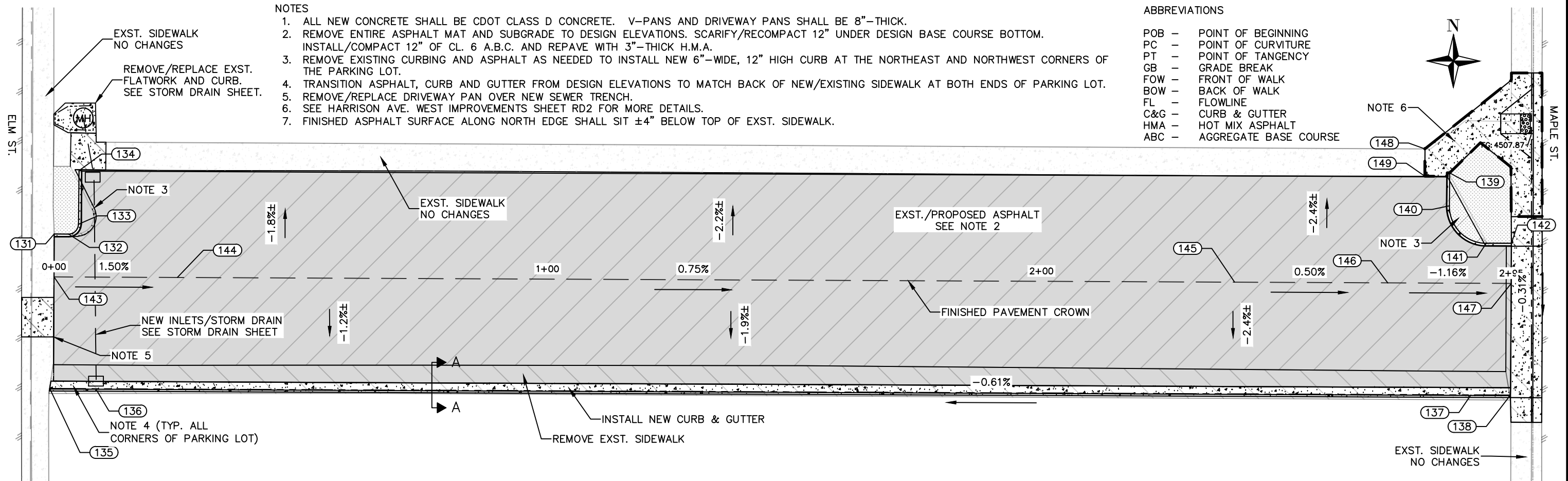
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SCALE VERIFICATION
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BAR IS 1-INCH ON ORIGINAL DRAWING.

SCALE: -
HORIZ: 1"=60'
VERT: -

2026 Sewer/Streets Improvements Project	Maple St. Paving Plan Hwy 6 & 50 to McCune Ave.	SHEET: R3
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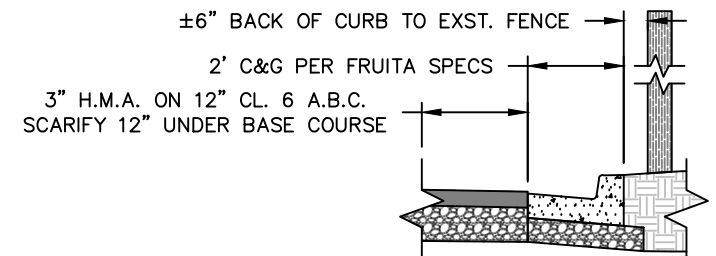
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REED PARK SOUTH PARKING LOT POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
131	POB TOP BOC	67964.24	44297.56	4506.14
132	PC TOP BOC	67964.22	44300.50	4506.48
133	PT TOP BOC	67966.20	44302.51	4506.42
134	END TOP BOC	67977.10	44302.60	4506.20
135	POB FL	67932.90	44296.66	4506.13
136	GB FL	67932.86	44306.01	4506.01
137	GB FL	67931.61	44584.53	4507.72

REED PARK SOUTH PARKING LOT POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
138	END FL	67931.57	44592.53	4507.88
139	END TOP BOC	67976.63	44580.22	4508.25
140	PC TOP BOC	67969.96	44580.13	4508.40
141	PT TOP BOC	67962.36	44587.61	4508.46
142	END TOP BOC	67962.35	44592.73	4507.96
143	POB CROWN	67955.55	44297.52	4506.09
144	GB CROWN	67955.43	44322.52	4506.47

REED PARK SOUTH PARKING LOT POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
145	GB CROWN	67954.47	44536.65	4508.07
146	GB CROWN	67954.33	44567.68	4508.23
147	END CROWN	67954.22	44592.68	4507.94
148	POB BOW	67981.48	44575.22	4508.33
149	POB FOW	67975.95	44575.20	4508.11



SECTION A-A
SCALE: 1"=4'



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325 East Aspen
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SCALE VERIFICATION
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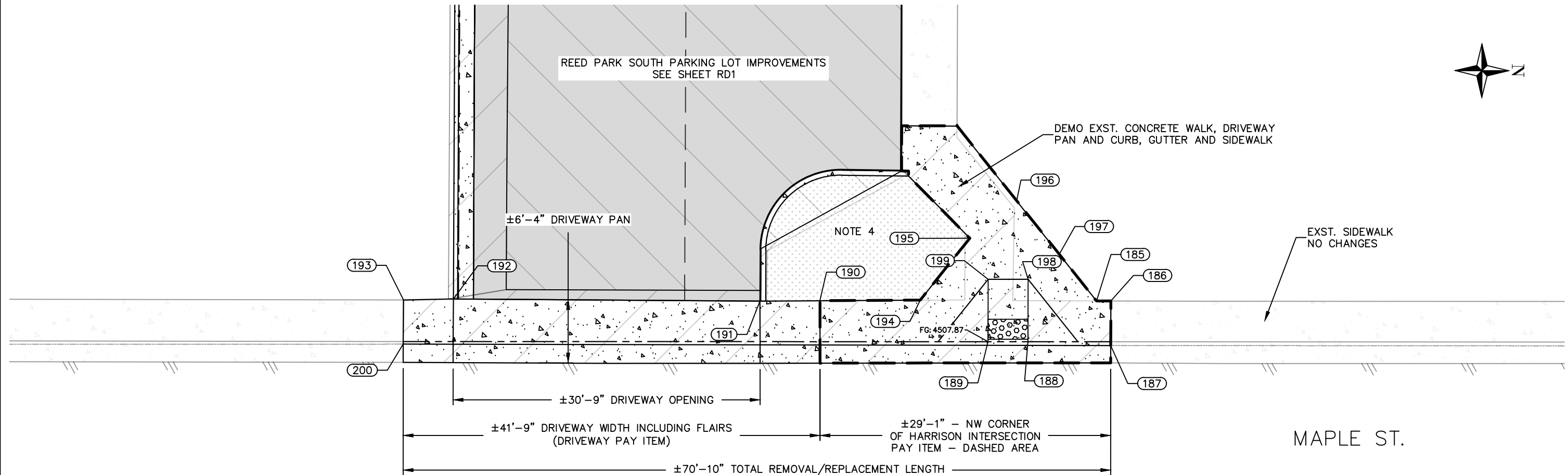
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HORIZ: 1"=20'
VERT: 1"=5'

2026 Sewer/Streets
Improvements Project

Reed Park South Parking Lot
Detail Sheet

SHEET:
RD1

Date: Feb 24, 2026 - 1:07pm
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HARRISON AVE. IMPROVEMENTS/WEST POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
185	PI BOW	67995.45	44592.72	4508.48
186	MATCH BOW	67996.89	44592.72	4508.49
187	MATCH FL	67996.88	44597.18	4507.91
188	BOTTOM RAMP	67988.59	44596.80	4507.88
189	BOTTOM RAMP	67984.59	44596.80	4507.87
190	BEGIN DW FLAIR	67967.77	44592.69	4508.40
191	END DW FLAIR	67961.77	44592.73	4507.96
192	BEGIN DW FLAIR	67931.07	44592.53	4507.87
193	MATCH BOW	67926.07	44592.62	4508.10
194	PI BOW	67977.81	44592.63	4508.43
195	PI FOW	67982.77	44586.44	4508.40
196	GB BOW	67987.45	44582.70	4508.45
197	GB BOW	67991.73	44588.05	4508.40
198	TOP RAMP	67988.60	44590.55	4508.34
199	TOP RAMP	67984.60	44590.54	4508.33
200	MATCH FL	67926.05	44597.04	4507.69

NOTES

1. ALL CURB, GUTTER, SIDEWALK, AND PEDESTRIAN RAMPS SHALL BE CDOT CLASS D CONCRETE MIX. V-PANS AND DRIVEWAY PANS SHALL BE 8"-THICK.
2. REMOVE ALL CONCRETE AS SHOWN ON PLANS. REGRADE, COMPACT AND INSTALL CL. 6 A.B.C. AND CONCRETE TO ACHIEVE DESIGN GRADES.
3. ALL NEW IMPROVEMENTS SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL STANDARDS FOR ACCESSIBILITY. NEW WORK THAT IS NOT COMPLIANT WITH THESE STANDARDS WILL BE REJECTED UNTIL BROUGHT INTO COMPLIANCE FOR NO ADDITIONAL PAYMENT.
4. RESTORE LANDSCAPE AREA TO PRECONDITION CONDITIONS FOLLOWING CONSTRUCTION.

ABBREVIATIONS

POB - POINT OF BEGINNING
PC - POINT OF CURVATURE
PT - POINT OF TANGENCY
GB - GRADE BREAK
DW - DRIVEWAY
FOW - FRONT OF WALK
BOW - BACK OF WALK
FL - FLOWLINE
C&G - CURB & GUTTER
HMA - HOT MIX ASPHALT
ABC - AGGREGATE BASE COURSE



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SCALE VERIFICATION
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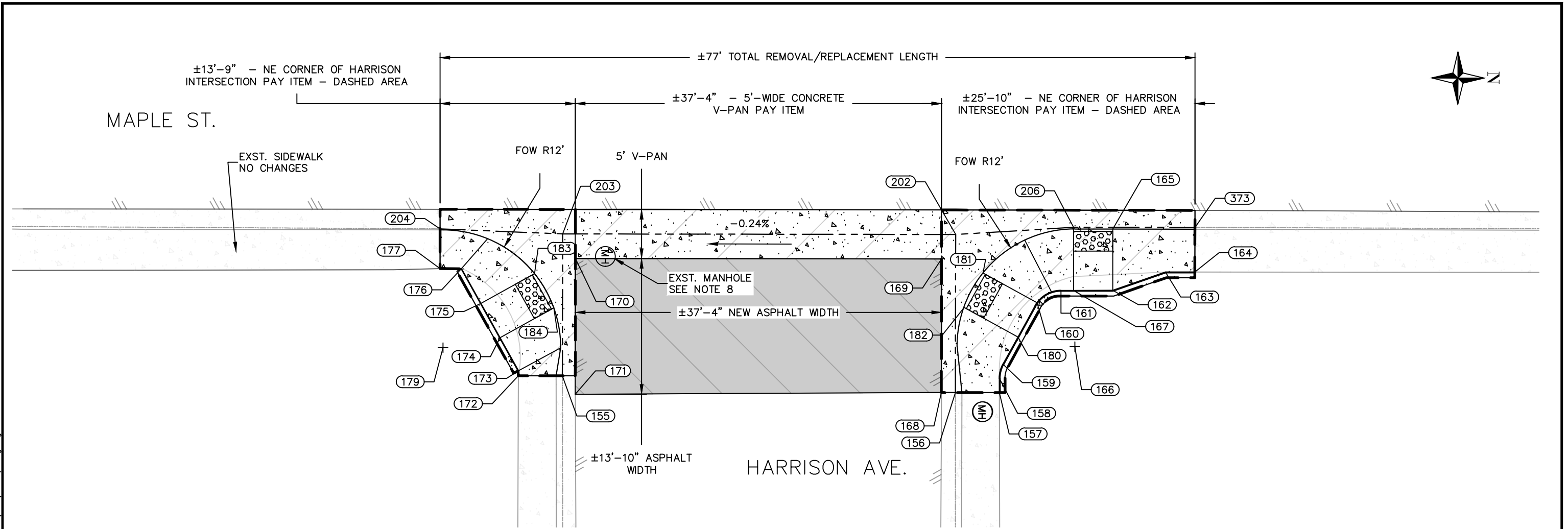
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VERT: -

2026 Sewer/Streets
Improvements Project

Harrison Ave./West
Pedestrian Improvements

SHEET:
RD2

Date: Feb 24, 2026 - 1:58pm
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HARRISON AVE. IMPROVEMENTS/EAST POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
155	MATCH FL	67933.21	44655.58	4507.93
156	MATCH FL	67973.28	44657.29	4508.04
157	MATCH BOW	67977.77	44657.30	4508.37
158	PC BOW	67977.77	44655.85	4508.35
159	PT BOW	67978.14	44654.40	4508.32
160	PC BOW	67981.61	44648.14	4508.33
161	PT BOW	67984.05	44646.88	4508.12
162	PI BOW	67989.34	44646.87	4508.14
163	PI BOW	67994.70	44645.00	4508.41
164	MATCH BOW	67997.70	44645.00	4508.62
165	FL AT BOTTOM RAMP	67989.34	44640.62	4508.02
166	RP FOW	67985.47	44652.62	0.00
167	TOP OF RAMP	67985.34	44646.88	4508.14
168	PI NEW ASPHALT	67971.85	44657.29	4508.13
169	PI NEW ASPHALT	67971.87	44643.67	4508.08
170	PI NEW ASPHALT	67934.54	44643.62	4507.99
171	PI NEW ASPHALT	67934.53	44657.47	4508.03

HARRISON AVE. IMPROVEMENTS/EAST POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
172	MATCH BOW	67928.73	44655.58	4508.37
173	PI BOW	67928.73	44655.06	4508.37
174	TOP RAMP	67926.86	44651.70	4508.12
175	TOP RAMP	67924.91	44648.20	4508.08
176	PI BOW	67922.93	44644.65	4508.31
177	MATCH BOW	67920.74	44644.64	4508.30
179	RP FOW	67921.04	44652.71	0.00
180	TOP OF RAMP	67979.66	44651.63	4508.29
181	BOTTOM RAMP	67976.11	44645.11	4508.21
182	BOTTOM RAMP	67974.14	44648.64	4508.17
183	BOTTOM RAMP	67930.37	44645.16	4507.96
184	BOTTOM RAMP	67932.33	44648.65	4508.00
202	PI FL	67973.31	44641.17	4507.98
203	PI FL	67933.24	44641.12	4507.88
204	MATCH FL	67920.74	44640.60	4507.85
206	PI FL	67985.34	44640.44	4508.01
373	MATCH FL	67997.71	44640.44	4508.04

- NOTES
1. ALL NEW CONCRETE SHALL BE CDOT CLASS D CONCRETE MIX. V-PANS AND DRIVEWAY PANS SHALL BE 8"-THICK.
 2. SEE FRUITA STANDARD DETAIL SHEETS FOR REBAR LAYOUT BETWEEN V-PAN AND FILLET.
 3. REMOVE ALL CONCRETE AS SHOWN ON PLANS. REGRADE, COMPACT AND INSTALL CL. 6 A.B.C. AND CONCRETE TO ACHIEVE DESIGN GRADES.
 4. ALL NEW IMPROVEMENTS SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL STANDARDS FOR ACCESSIBILITY. NEW WORK THAT IS NOT COMPLIANT WITH THESE STANDARDS WILL BE REJECTED UNTIL BROUGHT INTO COMPLIANCE FOR NO ADDITIONAL PAYMENT.
 5. RESTORE LANDSCAPE AREA TO PRECONDITION CONDITIONS FOLLOWING CONSTRUCTION.
 6. INSTALL LANDSCAPE CURBING BEHIND NEW RAMPS. TOP OF NEW CURB TO BE STRAIGHT-GRADED FROM BACK OF WALK AT TIE-IN POINTS.
 7. REMOVE EXST. ASPHALT MAT ON HARRISON AVE. AS SHOWN. REGRADE SUBGRADE TO ACHIEVE DESIGN GRADES AND INSTALL A 3" MAT OF H.M.A. IN TWO EQUAL-DEPTH LIFTS.
 8. ABANDON MANHOLE IN PLACE. REMOVE CASTING/CONE OF EXST. MANHOLE, FILL WITH SAND AND PLATE UNDER NEW BASE COURSE.

- ABBREVIATIONS
- POB - POINT OF BEGINNING
 - PC - POINT OF CURVITURE
 - PT - POINT OF TANGENCY
 - RP - RADIUS POINT
 - GB - GRADE BREAK
 - DW - DRIVEWAY
 - FOW - FRONT OF WALK
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 - FL - FLOWLINE
 - C&G - CURB & GUTTER
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 - ABC - AGGREGATE BASE COURSE



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SCALE VERIFICATION

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SCALE: 1"=10'

HORIZ: -

VERT: -

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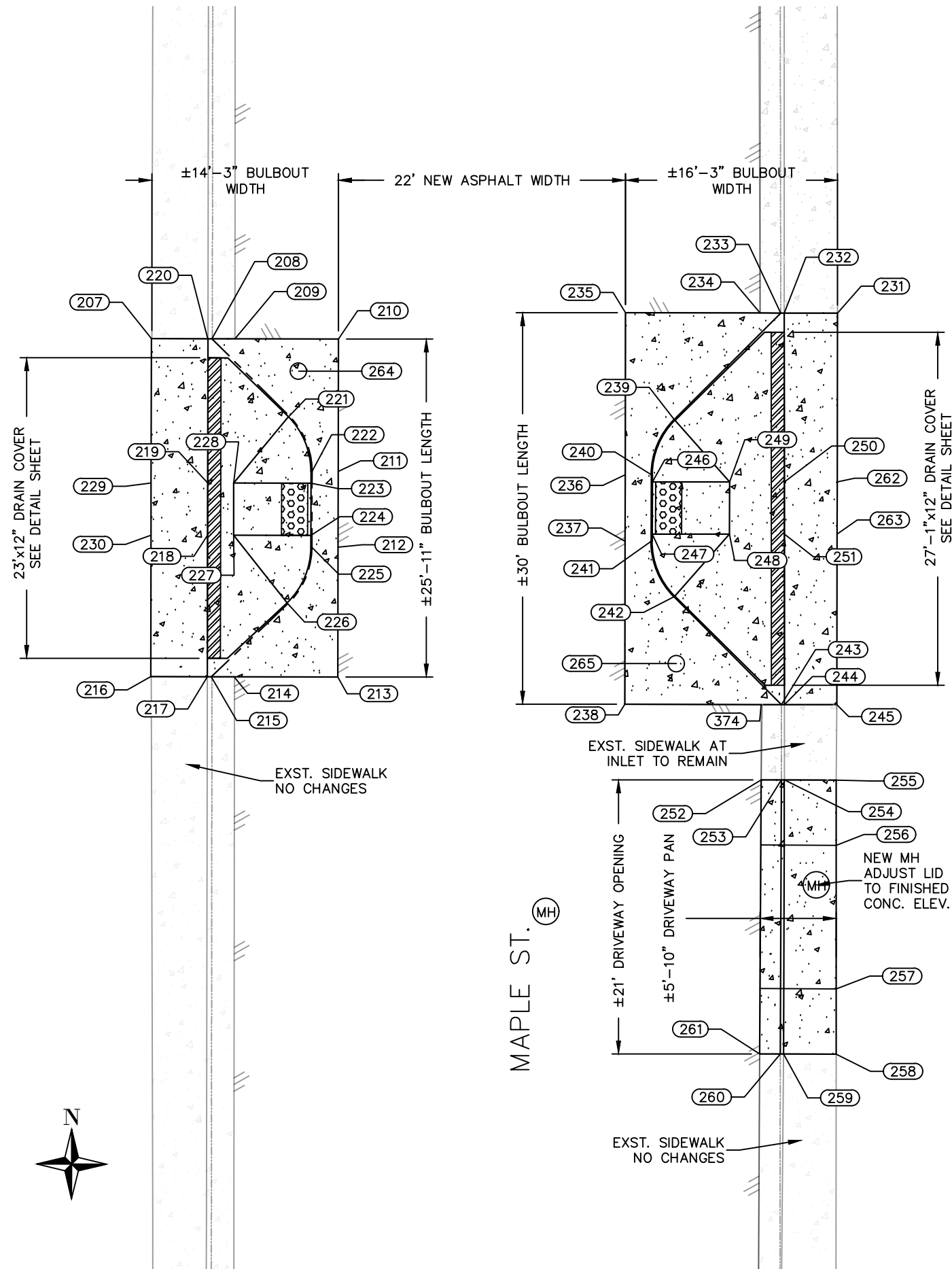
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BAR IS 1-INCH ON ORIGINAL DRAWING.

SCALE: 1"=10'
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2026 Sewer/Streets
Improvements Project

Alley 2 Improvements

SHEET:
RD4



ALLEY 2 IMPROVEMENTS POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
207	MATCH BOW	68172.94	44592.67	4508.95
208	MATCH FL	68172.93	44597.29	4508.37
209	MATCH EOO	68172.92	44599.06	4508.54
210	PI CONCRETE	68172.91	44607.00	4508.86
211	EDGE CONCRETE AT RAMP	68162.76	44606.98	4508.83
212	EDGE CONCRETE AT RAMP	68156.96	44606.96	4508.82
213	PI CONC	68147.01	44606.94	4508.79
214	MATCH EOG	68147.02	44599.01	4508.48
215	MATCH FL	68147.03	44597.25	4508.30
216	MATCH BOW	68147.04	44592.61	4508.87
217	MATCH FOW	68147.03	44596.95	4508.76
218	GB FOW	68157.87	44596.97	4508.81
219	GB FOW	68161.87	44596.98	4508.85
220	MATCH FOW	68172.93	44596.99	4508.84
221	PC FL	68167.01	44603.23	4508.62
222	PT FL	68162.77	44604.98	4508.70
223	BOTTOM RAMP	68161.85	44604.89	4508.69
224	BOTTOM RAMP	68157.85	44604.89	4508.65
225	PC FLO	68156.94	44604.96	4508.64
226	PT FL	68152.63	44603.12	4508.57
227	TOP RAMP	68157.86	44598.97	4508.78
228	TOP RAMP	68161.86	44598.97	4508.82
229	GB BOW	68161.88	44592.64	4508.92
230	GB BOW	68157.88	44592.64	4508.90
231	MATCH BOW	68174.89	44645.25	4509.00
232	MATCH FOW	68174.89	44641.17	4508.75
233	MATCH FL	68174.89	44640.89	4508.27
234	MATCH EOO	68174.90	44639.30	4508.45
235	PI NEW CONCRETE	68174.92	44629.00	4508.85
236	EDGE CONCRETE AT RAMP	68162.50	44628.98	4508.79
237	EDGE CONCRETE AT RAMP	68157.40	44628.97	4508.76
238	PI NEW CONCRETE	68144.92	44628.94	4508.70
239	PC FL	68166.73	44632.73	4508.56
240	PT FL	68162.50	44630.98	4508.63
241	PC FL	68157.40	44630.97	4508.58
242	PT FL	68153.15	44632.71	4508.51
243	MATCH FL	68144.89	44640.94	4508.12
244	MATCH FOW	68144.89	44641.17	4508.61
245	MATCH BOW	68144.89	44645.19	4508.93
246	BOTTOM RAMP	68161.95	44631.05	4508.62

ALLEY 2 IMPROVEMENTS POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
247	BOTTOM RAMP	68157.95	44631.05	4508.58
248	TOP RAMP	68157.95	44636.97	4508.80
249	TOP RAMP	68161.95	44636.97	4508.83
250	GB BOW	68161.96	44641.17	4508.90
251	GB BOW	68157.96	44641.17	4508.87
252	MATCH EOO	68139.13	44639.39	4508.30
253	MATCH FL	68139.12	44640.94	4508.10
254	MATCH FOW	68139.12	44641.17	4508.60
255	MATCH BOW	68139.11	44645.14	4508.91
256	BOTTOM DW FLAIR	68134.11	44645.14	4508.27
257	BOTTOM DW FLAIR	68123.11	44645.14	4508.28
258	MATCH BOW	68118.11	44645.14	4508.86
259	MATCH FOW	68118.12	44641.11	4508.60
260	MATCH FL	68118.12	44640.85	4508.12
261	MATCH EOO	68118.13	44639.27	4508.29
262	GB RAMP	68161.95	44645.22	4508.97
263	GB RAMP	68157.95	44645.22	4508.96
264	RRFB	68170.43	44603.95	4508.70
265	RRFB	68148.04	44632.89	4508.53
374	MATCH EOG	68144.90	44639.40	4508.31

ABBREVIATIONS

POB - POINT OF BEGINNING
PC - POINT OF CURVATURE
PT - POINT OF TANGENCY
GB - GRADE BREAK
DW - DRIVEWAY
FOW - FRONT OF WALK
BOW - BACK OF WALK
FL - FLOWLINE
C&G - CURB & GUTTER
EOG - EDGE OF GUTTER
HMA - HOT MIX ASPHALT
ABC - AGGREGATE BASE COURSE
RRFB - RECTANGULAR RAPID FLASHING BEACON

NOTES

1. ALL NEW CONCRETE SHALL BE CDOT CLASS D CONCRETE MIX. DRIVEWAYS AND V-PANS SHALL BE 8" THICK.
2. REMOVE ALL CONCRETE AND ASPHALT AS SHOWN ON PLANS. REGRADE, COMPACT AND INSTALL CL. 6 A.B.C., CONCRETE AND CONCRETE TO ACHIEVE DESIGN GRADES.
3. ALL NEW IMPROVEMENTS SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL STANDARDS FOR ACCESSIBILITY. NEW WORK THAT IS NOT COMPLIANT WITH THESE STANDARDS WILL BE REJECTED UNTIL BROUGHT INTO COMPLIANCE FOR NO ADDITIONAL PAYMENT.
4. RESTORE LANDSCAPE AREA TO PRECONDITION CONDITIONS FOLLOWING CONSTRUCTION.
5. INSTALL CONCRETE FOOTER FOR CARMANAH MODEL R920-MX RRFB WITH BREAKAWAY BASE PER MANUFACTURER'S SPECIFICATIONS. SEE DETAIL SHEETS.
6. STRAIGHT-GRADE FLOWLINE OF NEW BULBOUT UNDER DRAIN COVER SHALL BE STRAIGHT-GRADED FROM FLOWLINE TIE-IN POINTS NORTH AND SOUTH OF NEW BULBOUT.



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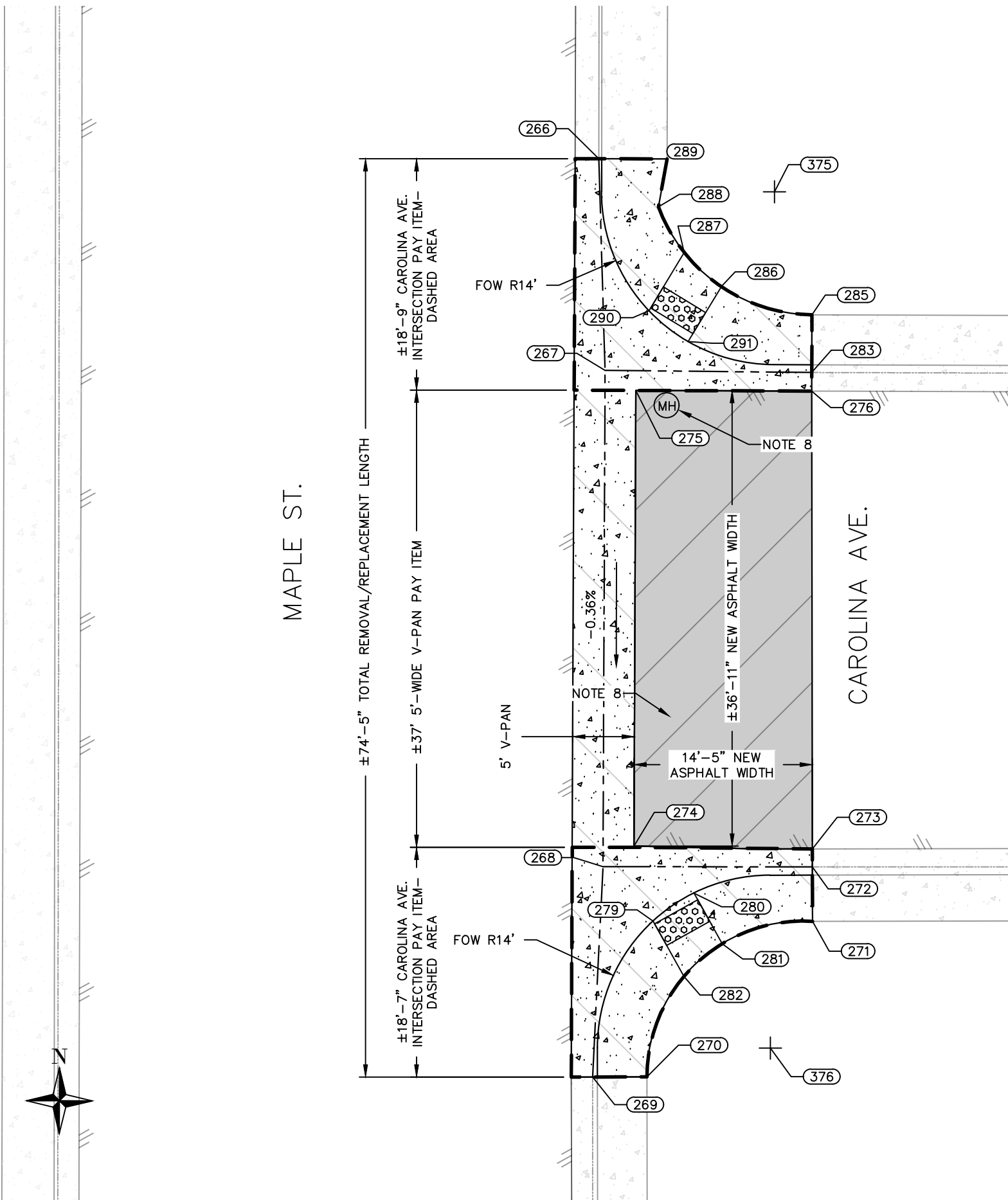
SCALE VERIFICATION
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SCALE: 1"=10'
HORIZ: —
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2026 Sewer/Streets Improvements Project

Carolina Ave.
Pedestrian Improvements

SHEET:
RD5



CAROLINA AVE. POINT TABLE				
Point #	Raw Description	Northing	Easting	Elevation
266	MATCH FL	68339.55	44641.26	4508.95
267	PI FL	68322.41	44641.76	4508.95
268	PI FL	68282.19	44641.60	4508.78
269	MATCH FL	68265.14	44640.75	4508.75
270	MATCH BOW	68265.16	44645.15	4509.25
271	MATCH BOW	68277.77	44658.57	4509.30
272	MATCH FL	68282.17	44658.56	4508.95
273	PI NEW ASPHALT	68283.63	44658.56	4509.10
274	PI NEW ASPHALT	68283.86	44644.10	4508.85
275	PI NEW ASPHALT	68320.78	44644.26	4508.95
276	PI NEW ASPHALT	68320.72	44658.51	4508.95
279	BOTTOM OF RAMP	68277.78	44645.66	4509.05
280	BOTTOM OF RAMP	68280.05	44648.97	4509.05
281	TOP RAMP	68275.95	44651.25	4509.05
282	TOP RAMP	68273.30	44648.15	4509.15
283	MATCH FL	68322.23	44658.51	4508.95
285	MATCH BOW	68326.91	44658.52	4509.35
286	TOP OF RAMP	68329.19	44651.18	4509.15
287	TOP OF RAMP	68331.95	44648.18	4509.15
288	PI RAMP	68335.65	44646.08	4509.45
289	MATCH BOW	68339.54	44646.80	4509.45
290	BOTTOM OF RAMP	68327.24	44645.32	4509.05
291	BOTTOM OF RAMP	68324.75	44648.49	4509.05
375	RP FOW	68336.87	44655.49	0.00
376	RP FOW	68267.49	44655.15	0.00

ABBREVIATIONS

POB	—	POINT OF BEGINNING
PC	—	POINT OF CURVITURE
PT	—	POINT OF TANGENCY
RP	—	RADIUS POINT
GB	—	GRADE BREAK
DW	—	DRIVEWAY
FOW	—	FRONT OF WALK
BOW	—	BACK OF WALK
FL	—	FLOWLINE
C&G	—	CURB & GUTTER
HMA	—	HOT MIX ASPHALT
ABC	—	AGGREGATE BASE COURSE
RRFB	—	RECTANGULAR RAPID FLASHING BEACON

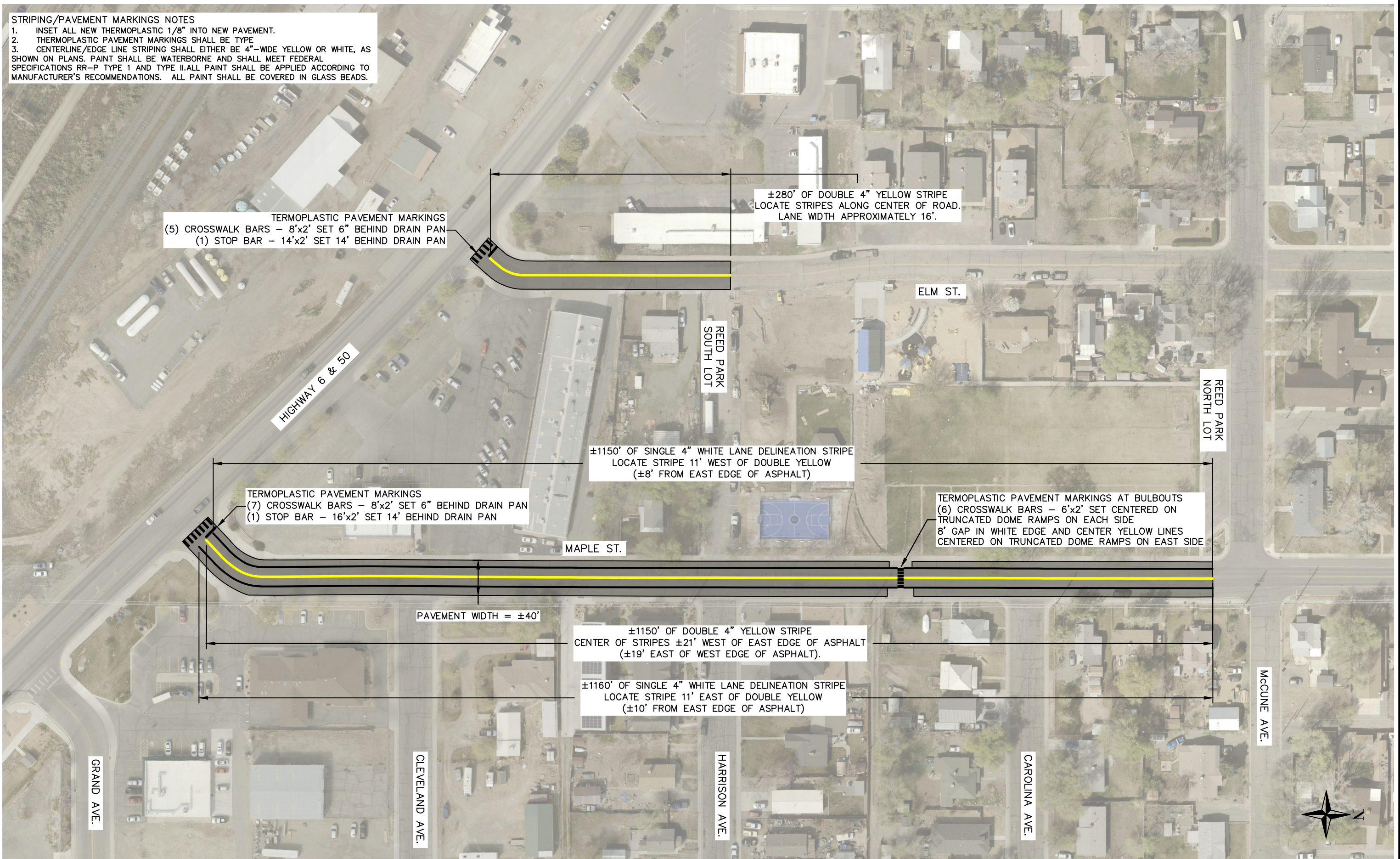
NOTES

1. ALL NEW CONCRETE SHALL BE CDOT CLASS D CONCRETE MIX. DRIVEWAYS AND V-PANS SHALL BE 8" THICK.
2. SEE FRUITA STANDARD DETAIL SHEETS FOR REBAR LAYOUT BETWEEN V-PANS AND FILLETS..
3. REMOVE ALL CONCRETE AS SHOWN ON PLANS. REGRADE, COMPACT AND INSTALL CL. 6 A.B.C., CONCRETE AND ASPHALT TO ACHIEVE DESIGN GRADES.
4. ALL NEW IMPROVEMENTS SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL STANDARDS FOR ACCESSIBILITY. NEW WORK THAT IS NOT COMPLIANT WITH THESE STANDARDS WILL BE REJECTED UNTIL BROUGHT INTO COMPLIANCE FOR NO ADDITIONAL PAYMENT.
5. RESTORE LANDSCAPE AREA TO PRECONDITION CONDITIONS FOLLOWING CONSTRUCTION.
6. INSTALL LANDSCAPE CURBING BEHIND NEW RAMPS. TOP OF NEW CURB TO BE STRAIGHT-GRADED FROM BACK OF WALK AT TIE-IN POINTS.
7. REMOVE EXST. ASPHALT MAT ON CAROLINA AVE. AS SHOWN. REGRADE/COMPACT SUBGRADE TO ACHIEVE DESIGN GRADES AND INSTALL A 3" MAT OF H.M.A. IN TWO EQUAL-DEPTH LIFTS.
8. ADJUST NEW MANHOLE/WATER VALVE LIDS TO FINISHED ASPHALT ELEVATION.

Date: Feb 25, 2026 - 11:58am
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STRIPING/PAVEMENT MARKINGS NOTES

1. INSET ALL NEW THERMOPLASTIC 1/8" INTO NEW PAVEMENT.
2. THERMOPLASTIC PAVEMENT MARKINGS SHALL BE TYPE
3. CENTERLINE/EDGE LINE STRIPING SHALL EITHER BE 4"-WIDE YELLOW OR WHITE, AS SHOWN ON PLANS. PAINT SHALL BE WATERBORNE AND SHALL MEET FEDERAL SPECIFICATIONS RR-P TYPE 1 AND TYPE II. ALL PAINT SHALL BE APPLIED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS. ALL PAINT SHALL BE COVERED IN GLASS BEADS.



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SURVEYED BY: — DATE: —
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CHECKED BY: JB

NO.	DATE	REVISION	BY
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5			

SCALE VERIFICATION
0 1
BAR IS 1-INCH ON ORIGINAL DRAWING.

SCALE: —
HORIZ: 1"=100'
VERT: —

2026 Sewer/Streets Improvements Project	Maple St./Elm St. Pavement Markings Plan	SHEET: PM3
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Date: Feb 24, 2026 -- 2:04pm
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GENERAL NOTES

- NOTES GIVEN HERE SHALL APPLY TO ALL SHEETS.
- INSTALLATION OF NEW IMPROVEMENTS, INCLUDING MATERIALS, CONSTRUCTION, PERFORMANCE, AND TESTING, SHALL BE IN STRICT ACCORDANCE WITH THE LATEST STANDARDS AND REQUIREMENTS ADOPTED BY THE CITY OF FRUITA. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE CITY OF FRUITA. THE CITY RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THE CITY OF FRUITA'S STANDARDS AND SPECIFICATIONS.
- CONTRACTOR SHALL FAMILIARIZE HIS/HERSELF WITH THE GEOTECHNICAL TESTING REQUIREMENTS OF THE CITY OF FRUITA. THE RESULTS OF THE REQUIRED TYPES OF TESTS AND NUMBERS OF PASSING TESTS SHALL BE FURNISHED TO THE CITY FOR VERIFICATION BEFORE FINAL ACCEPTANCE WILL BE GRANTED. ALL FAILING TESTS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CITY ENGINEER OR THEIR REPRESENTATIVE, AND RETESTS SHALL BE PERFORMED UNTIL PASSING RESULTS ARE OBTAINED. ALL UTILITY LINES, INCLUDING SERVICE LINES FALLING WITHIN THE PUBLIC RIGHT-OF-WAY OR PUBLIC EASEMENTS SHALL BE TESTED.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE CITY ENGINEER IN ADVANCE OF REQUIRED INSPECTIONS.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF SITE CONDITIONS ARE ENCOUNTERED WHICH ARE DIFFERENT THAN AS SHOWN ON THESE DRAWINGS. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF SITE CONDITIONS WARRANT A CHANGE IN DESIGN FROM THAT SHOWN ON THESE DRAWINGS.
- NO CONSTRUCTION WORK SHALL BE PERFORMED OUTSIDE OF THE PROJECT OWNER'S PROPERTY BOUNDARY EXCEPT WITHIN CONSTRUCTION EASEMENTS, PERPETUAL EASEMENTS, AND RIGHT-OF-WAY SHOWN ON THESE DRAWINGS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN LEGAL PERMISSION TO OCCUPY PROPERTY OTHER THAN THE PROJECT SITE IF THE CONTRACTOR DETERMINES THAT ACCESS IS REQUIRED. ANY DAMAGE TO PRIVATE FACILITIES OUTSIDE THESE LIMITS SHALL BE REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
- ALL ROAD CUTS AND CONSTRUCTION ACTIVITIES WITHIN EXISTING ROAD RIGHTS-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCY CONTROLLING THE RIGHT-OF-WAY.
- IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL CONSTRUCTION WORK IS ACCOMPLISHED IN ACCORDANCE WITH OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RULES AND REGULATIONS.
- ALL QUANTITIES SHOWN ON THESE DRAWINGS ARE ESTIMATES PROVIDED AS AN AID TO BIDDER/CONTRACTOR ONLY. BIDDER/CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING QUANTITIES PRIOR TO BIDDING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND PERMITTING THE STORM WATER MANAGEMENT PLAN FOR DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING AND MAILING THE APPLICATION, PAYING THE PERMIT FEE, PREPARING THE PLAN, IMPLEMENTING THE PLAN, PERFORMING INSPECTIONS AS REQUIRED AND PERFORMING ALL REQUIRED CLOSE OUT ACTIVITIES. CONTACT THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT/WATER QUALITY CONTROL DIVISION AT (303) 692-3500 FOR INFORMATION REGARDING THE STORM WATER MANAGEMENT PLAN PROGRAM.
- ALL MATERIALS SHALL BE HANDLED AND INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- CONTRACTOR SHALL HAVE ONE SIGNED COPY OF PLANS AT THE JOB SITE AT ALL TIMES.

TRAFFIC CONTROL NOTES

- ALL TRAFFIC CONTROL DEVICES AND SETUPS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF FRUITA 48 HOURS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL ASPECTS OF TRAFFIC CONTROL FOR THE PROJECT. THIS INCLUDES ANY VEHICULAR OR PEDESTRIAN TRAFFIC CONTROL DEVICE SETUP AND TEARDOWN, FLAGGING, TRAFFIC CONTROL PERSONNEL, COORDINATION, PERMITTING OR SCHEDULING REQUIRED BY THE CITY OR CDOT FOR THE DURATION OF THE PROJECT. THE INTENTION OF THE CITY IS TO ALLOW FOR FULL CLOSURES ON A BLOCK-BY-BLOCK BASIS DURING UNDERGROUND WORK. FOR EXAMPLE, IF THE CONTRACTOR IS WORKING BETWEEN THE HIGHWAY AND THE SOUTHERN REED PARK PARKING LOT, THAT PORTION OF ELM ST. CAN BE FULLY CLOSED BUT ALL OTHER BLOCKS WHERE UNDERGROUND WORK IS PROPOSED SHALL REMAIN FULLY OPEN.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING METHODS FOR HANDLING TRAFFIC TO THE CITY OF FRUITA PUBLIC WORKS DEPARTMENT AND CDOT FOR REVIEW AND APPROVAL PRIOR TO ANY SETUP OF TRAFFIC CONTROL DEVICES. NO CONSTRUCTION ACTIVITIES ARE PLANNED WITHIN CDOT RIGHT-OF-WAY BUT SINCE THE PROJECT LIES ADJACENT TO HIGHWAY 6 & 50, THE CONTRACTOR SHALL COORDINATE ALL PLANNED TRAFFIC CONTROL ACTIVITIES WITH CDOT PRIOR TO CONSTRUCTION AND SHALL FOLLOW ALL GUIDANCE PROVIDED BY CDOT PRIOR TO AND DURING CONSTRUCTION.
- THE CONTRACTOR SHALL ENSURE THAT ACCESS TO INDIVIDUAL PARCELS/RESIDENCES (WITHIN AND ADJACENT TO THE CONSTRUCTION ZONE) BE MAINTAINED AT ALL TIMES, MINOR DELAYS EXCEPTED.
- THE CONTRACTOR SHALL PROVIDE NOTIFICATION OF CONSTRUCTION SCHEDULE TO ALL RESIDENTS AFFECTED AT LEAST THREE DAYS IN ADVANCE. DOOR HANGERS ARE ACCEPTABLE.
- THE CONTRACTOR SHALL PROVIDE A PORTABLE MESSAGE SIGN PANEL CAPABLE OF DISPLAYING PROGRAMMABLE MESSAGES PM AS DIRECTED BY THE CITY PROJECT MANAGER.

TRENCH/UNDERGROUND WORK NOTES

- SEWER SERVICE LOCATIONS AND DEPTHS AT THE POINT OF CONNECTION TO THE NEW SERVICE LINE SHALL BE LOCATED PRIOR TO CONSTRUCTION OF THE MAIN LINE TO ALLOW FOR THE SHORTEST AND MOST DIRECT CONNECTION BETWEEN THE EXISTING SEWER SERVICE INTO EACH LOT AND THE NEW MAIN LINE. ALL SEWER SERVICE LOCATIONS SHOWN ON THESE PLANS WERE DETERMINED USING THE BEST AVAILABLE INFORMATION BUT IDENTIFYING THE PRECISE LOCATION OF THE SERVICE LINES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL NEW RESIDENTIAL SEWER SERVICES SHALL BE INSTALLED AND TIED TO EXISTING SERVICES 12" BEHIND CURB AND GUTTER OR SIDEWALK. ALL RESIDENTIAL SANITARY SEWER SERVICES TO BE REPLACED ARE TO BE 4"ø PVC SDR-35 UNLESS OTHERWISE SPECIFIED. ALL COMMERCIAL SERVICES TO BE REPLACED ARE TO BE 6"ø SDR-35 PVC UNLESS OTHERWISE SPECIFIED.
- CONNECTIONS BETWEEN NEW AND EXISTING SERVICE LINES ARE TO BE MADE WITH FERNO "STRONGBACK" SHIELDED FLEXIBLE COUPLINGS OR EQUIVALENT.
- ONLY MATERIALS ON WHICH A PROCTOR TEST CAN BE PERFORMED AND ACCURATE NUCLEAR DENSITY TESTS CAN BE RUN ARE APPROVED FOR UTILITY TRENCH BACKFILL UNLESS OTHERWISE APPROVED BY THE ENGINEER (FLOWABLE FILL IS ACCEPTABLE). ANY EXPORT OF EXISTING MATERIAL FOUND TO BE UNSUITABLE FOR BACKFILL OR IMPORT OF ADDITIONAL TRENCH STABILIZATION ROCK OR STRUCTURAL BACKFILL MUST BE APPROVED OF BY THE CITY PROJECT MANAGER PRIOR TO THAT WORK BEING DONE.
- ALL NEW SEWER MAIN AND SERVICE LINES SHALL HAVE TRACER WIRE INSTALLED WITH THEM. ELECTRICAL TRACING WIRE SHALL BE SIZE NO. 10, TYPE UF SOLID COPPER DESIGNED FOR DIRECT BURY APPLICATION. SPLICES SHALL BE COMPRESSION TYPE DESIGNED FOR DIRECT BURY APPLICATION. ALL NEW TRACER WIRE INSTALLATIONS SHALL BE LOCATED USING TYPICAL LOW FREQUENCY (512 Hz) LINE TRACING EQUIPMENT, WITNESSED BY THE CONTRACTOR, CITY PROJECT MANAGER AND PUBLIC WORKS PERSONNEL PRIOR TO TRANSFER OF OWNERSHIP OF THE NEW PIPELINE. THE VERIFICATION SHALL BE PERFORMED UPON COMPLETION OF ROUGH GRADING/TRENCH BACKFILL AND AGAIN PRIOR TO FINAL ACCEPTANCE OF THE PROJECT. CONTINUITY TESTING IN LIEU OF ACTUAL LINE TRACING SHALL NOT BE ACCEPTED.
- PRIOR TO BACKFILL OF ANY PORTION OF THE NEW SEWER THE CONTRACTOR SHALL CONTACT THE CITY PROJECT MANAGER TO ARRANGE FOR A GPS SURVEY OF ALL FITTINGS AND TERMINATION POINTS OF THE NEW PIPELINES (TO BE COMPLETED BY CITY PERSONNEL). FAILURE OF THE CONTRACTOR TO PROVIDE NOTICE TO THE CITY PROJECT MANAGER WILL RESULT IN THE REJECTION OF THAT PORTION OF WORK UNTIL THAT PORTION CAN BE SURVEYED. THE CITY'S INTENTION IS TO HAVE A COMPLETE SPATIAL RECORD OF ALL BENDS, FITTINGS, TIE-IN LOCATIONS, MANHOLES, ETC. SUCH THAT THE LOCATIONS OF EVERY PART OF THE NEW LINES CAN BE ACCURATELY LOCATED FOLLOWING CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL EXISTING UTILITIES IN THE WORK AREA PRIOR TO CONSTRUCTION. ALL UNDERGROUND WORK REQUIRING THE RELOCATION OF ANY THIRD PARTY-OWNED OR CITY UTILITIES (ESPECIALLY WATER LINES AND NATURAL GAS LINES) SHALL BE COORDINATED IN ADVANCE WITH THAT UTILITY PROVIDER. CONTRACTOR SHALL FOLLOW ALL STANDARDS OF THIRD-PARTY UTILITIES REGARDING WORK NEAR THAT UTILITY, INCLUDING ANY CONCRETE ENCASEMENTS THAT MAY BE NECESSARY (NO EXTRA PAYMENT). MOST UTILITY SIZES, MATERIALS AND LOCATIONS SHOWN ON THESE DRAWINGS WERE DERIVED FROM THIRD-PARTY LOCATES AND ARE QUALITY LEVEL B. MOST UTILITIES CROSSING THE NEW TRENCH THAT ARE SHOWN ON CONSTRUCTION PLANS WERE EXPOSED AND MEASURED/SURVEYED BY CITY PERSONNEL AND ARE QUALITY LEVEL A. SOME UTILITIES THAT WERE LOCATED BY THIRD-PARTY LOCATORS WERE NOT ABLE TO BE FOUND DURING THE CITY'S POTHOLING OPERATIONS.
- MAXIMUM WIDTH OF MAIN LINE TRENCH/ASPHALT REMOVAL SHALL BE 8'. MAXIMUM WIDTH OF SEWER SERVICE LINE ASPHALT REMOVAL SHALL BE 4'. THE CITY EXPECTS TO ENCOUNTER UNSTABLE SOILS SO TRENCH SHORING WILL LIKELY BE NEEDED, HOWEVER, THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR MEANS AND METHODS OF CONSTRUCTION TO ENSURE THAT UNDERGROUND UTILITIES AND SURFACE IMPROVEMENTS ARE INSTALLED ACCORDING TO THE MOST CURRENT CITY OF FRUITA DESIGN CRITERA AND CONSTRUCTION SPECIFICATIONS MANUAL.
- ALL SANITARY SEWER PIPE SHALL BE PVC SDR-35 UNLESS OTHERWISE SPECIFIED.
- ALL SEWER MAINS SHALL BE LAID TO GRADE UTILIZING A PIPE LASER.
- ALL SERVICES LINE CONNECTIONS TO THE NEW MAIN SHALL BE ACCOMPLISHED WITH FULL-BODY WYES OR TEES. TAPPING SADDLES WILL NOT BE ALLOWED.
- ALL TRENCHES SHALL BE COMPACTED PER TRENCH DETAIL (SEE THE CITY OF FRUITA DESIGN CRITERIA AND CONSTRUCTION SPECIFICATIONS MANUAL.) CONTRACTOR SHALL BE REQUIRED TO PERFORM ALL NECESSARY COMPACTION TESTS THROUGH A CERTIFIED SOILS LAB.
- A MINIMUM 10' SEPARATION SHALL BE MAINTAINED AT ALL TIMES BETWEEN WATER LINES AND SEWER LINES (EXCEPT AT SPECIFIED CROSSINGS).
- NO SERVICE LINES SHALL BE CONNECTED DIRECTLY INTO MANHOLES UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

TRENCH/UNDERGROUND WORK NOTES (CONTINUED)

- THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED SEWER LINE TESTING TO BE COMPLETED IN THE PRESENCE OF THE CITY ENGINEER OR THEIR REPRESENTATIVE. IN THE EVENT THAT A THIRD-PARTY UTILITY REQUIRES RELOCATION, THAT WORK SHALL BE SUBJECT TO APPROVAL BY THAT UTILITY'S REPRESENTATIVE. FINAL ACCEPTANCE IS TO BE ACCOMPLISHED ONLY AFTER ALL OTHER INFRASTRUCTURE HAS BEEN INSTALLED OR RELOCATED AND APPROVED OF BY THE AFFECTED UTILITY'S REPRESENTATIVE. THIS INCLUDES WATERLINES, GAS LINES, ELECTRIC LINES, ETC. VIDEO INSPECTION AND AIR TESTING WILL BE PERFORMED AFTER ALL COMPACTION OF STREET SUBGRADE AND PRIOR TO STREET PAVING. FINAL MANHOLE INSPECTION WILL ALSO BE ACCOMPLISHED AFTER PAVING IS COMPLETED TO ENSURE THAT THE LINE IS CLEAN. THESE TESTS WILL BE THE BASIS FOR ISSUING ACCEPTANCE OF THE SEWER LINE.
- MANHOLES SHALL BE CONSTRUCTED AS SHOWN ON THE CITY OF FRUITA SANITARY SEWER STANDARD DETAIL SHEET.
- WATER STOPGASKETS AND CLAMP ASSEMBLIES ARE TO BE FURNISHED AND INSTALLED AT ALL CONNECTIONS TO MANHOLES.
- WHEN INSTALLING MANHOLES OVER EXISTING SEWER LINES, CONTRACTOR IS TO EXPOSE EXISTING SANITARY SEWER MAIN TO ALLOW THE ENGINEER TO FIELD VERIFY EXISTING PIPE INVERTS PRIOR TO CONSTRUCTION OF MANHOLES AND ADJUST THE INVERT ELEVATIONS IF REQUIRED. THE CONTRACTOR SHALL PLACE TYPE "A" BEDDING MATERIAL AND POUR THE BASE OF THE MANHOLE AND COMPLETE THE MANHOLE AS PER THE CITY OF FRUITA'S SANITARY SEWER STANDARD DETAILS. THE CONTRACTOR AT THAT TIME CAN NOTCH OUT OR CUT THE EXISTING PIPE OUT TO THE SPRING LINE OF THE PIPE. THE CONTRACTOR SHALL ADVISE THE CITY WHEN THE CONCRETE BASE WILL BE PLACED SO THAT A REPRESENTATIVE OF THE CITY MAY BE PRESENT.
- REMOVE EXSTING SEWER AS NEEDED TO FACILITATE INSTALLATION OF NEW LINES. THE CONTRACTOR SHALL CONTROL ALL LIVE SEWAGE FLOW SUCH THAT NO INTERRUPTION IN SEWER SERVICE TO AFFECTED RESIDENTS OR BUSINESSES OCCURS AND SHALL NOT ALLOW DEBRIS FROM THE WORK TO ENTER THE EXISTING PIPELINE WHILE THE WORK IS BEING DONE. TEMPORARY CONNECTIONS OF EXISTING SEWER LINES TO NEW SEWER LINES SHALL BE MADE SUCH THAT THE ABANDONMENT OF THE EXISTING LINE WILL NOT CAUSE ANY INFILTRATION OF GROUNDWATER INTO THE NEW LINE.
- PIPE-TO-MANHOLE CONNECTOR: PIPE TO MANHOLE CONNECTORS SHALL BE MANUFACTURED WITH RUBBER CONFORMING TO ASTM C-923. ALL METAL COMPONENTS SHALL BE STAINLESS STEEL.
- STEEL PAVING RINGS ARE NOT ALLOWED FOR GRADE ADJUSTMENT UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. THE SPACE BETWEEN CONCRETE GRADE RINGS SHALL BE SEALED WITH A BITUMASTIC SEALANT NO GREATER THAN 3/8" THICK.
- A MINIMUM OF ONE CLAY CUT-OFF WALL IS TO BE INSTALLED UPSTREAM OF EACH MANHOLE TO PREVENT GROUNDWATER FLOW THROUGH THE PIPE BEDDING MATERIAL.
- SEWER LINES SHALL BE STRAIGHT AND NOT CURVED BETWEEN MANHOLES, BOTH IN LINE AND GRADE.
- THE MINIMUM COVER FOR SEWER MAIN IS TYPICALLY 4' (TOP OF PIPE TO FINISH GRADE) UNLESS SHOWN OTHERWISE ON THE DRAWINGS. WHERE COVER IS LESS THAN 2' FROM TOP OF SEWER PIPE TO BOTTOM OF ROADWAY BASE COURSE, FLOWABLE FILL CONCRETE SHALL BE USED AS BACKFILL.
- ALL CEMENT USED IN MORTAR, CONCRETE BASES, GRADE RINGS, RISER SECTIONS, CONES, AND FLAT TOPS, FOR SANITARY SEWER MANHOLES, SHALL BE TYPE V OR MODIFIED TYPE II PORTLAND CEMENT WITH LESS THAN 5% TRICALCIUM ALUMINATE. CONCRETE SHALL BE CITY OF GRAND JUNCTION SPECIFICATIONS, SECTION 601-STRUCTURAL CONCRETE CLASS B.
- MANHOLE RISER SECTIONS, CONES, FLAT TOPS, AND GRADE RINGS SHALL BE PRECAST REINFORCED CONCRETE CONFORMING TO ASTM C-478 OR AASHTO M-199.
- BACKFILL AROUND MANHOLES AND OTHER STRUCTURES SHALL BE PLACED IN 8" MAX. LIFTS AND COMPACTED TO 95% AASHTO T-99.
- MANHOLE STEPS SHALL BE INSTALLED IN VERTICAL ALIGNMENT WITH THE RING AND COVER.
- MANHOLE RING AND COVER CAN BE SET TO FINISHED GRADE, USING NON-SHRINK GROUT TO ADJUST RING ELEVATION. GROUT SHALL NOT EXCEED .15 FT. THICKNESS AND SHALL HAVE A FINISH COAT OF EPOXY APPLIED TO ALL GROUT SURFACES EXPOSED TO THE INTERIOR OF THE MANHOLE. EPOXY TOP COAT REQUIREMENT MAY BE DELETED PROVIDED NON-SHRINK GROUT IS INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS AND IS ACCEPTABLE TO THE CITY PROJECT MANAGER.
- IF FLOWFILL BACKFILL IS NECESSARY IN THE OPINION OF THE CITY PROJECT MANAGER, THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING SPECIFICATION. AFTER ALL PIPE AND APPURTENANCES HAVE BEEN PLACED IN THE TRENCH, BEDDED, AND THE WORK APPROVED IN PLACE, THE TRENCH SHALL BE BACKFILLED WITH FLOW-FILL CONCRETE TO BASE OF SUBGRADE OR PAVEMENT AS SPECIFIED. THE FLOW-FILL CONCRETE SHALL BE RODDED OR VIBRATED AS NECESSARY TO ASSURE VOIDS WILL NOT BE PRESENT IN THE FLOW-FILL CONCRETE OR AROUND OR UNDER ASPHALT, PIPE, FITTINGS, AND APPURTENANCES. PLACEMENT OF BASE COURSE OR PAVING SHALL NOT OCCUR UNTIL THE FLOW-FILL CONCRETE BACKFILL HAS ATTAINED SUFFICIENT STRENGTH TO SUPPORT CONSTRUCTION EQUIPMENT WITHOUT OBSERVABLE DEFORMATION.
- STEEL PAVING RINGS ARE NOT ALLOWED FOR GRADE ADJUSTMENT UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- SEE STANDARD TRENCH DETAIL ON GENERAL NOTES STANDARD DETAIL SHEET FOR TRENCH BACKFILL REQUIREMENTS.



ENGINEERING DEPT.
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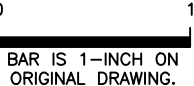
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2026 Sewer/Streets
Improvements Project

General Notes/Details 1

SHEET:

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Date: Feb 24, 2026 -- 2:05pm
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PAVEMENT & CONCRETE REMOVAL/INSTALLATION NOTES

1. AS PART OF A STREET RECONSTRUCTION PROJECT COMPLETED IN THE 1980’S, STREET SUBGRADE WAS TREATED WITH A LIME STABILIZATION MATERIAL BEFORE ASPHALT WAS INSTALLED. THIS LIME TREATMENT RESULTED IN A LAYER OF HARD CONCRETE–LIKE MATERIAL BENEATH THE ASPHALT. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING MEANS AND METHODS FOR THE REMOVAL OF THIS LAYER BUT WILL ALSO BE HELD RESPONSIBLE FOR THE MITIGATION OF ANY VIBRATION–RELATED DAMAGE TO ADJACENT UTILITIES AND STRUCTURES. THICKNESS OF TREATED SUBGRADE LAYER VARIES FROM 8”–18”.
2. ALL EXISTING PAVEMENT OUTSIDE OF THE TRENCH LIMITS SHALL REMAIN IN PLACE UNTIL UNDERGROUND WORK IS COMPLETED. ANY DAMAGE TO STREET SUBGRADE DUE TO ASPHALT REMOVAL OUTSIDE OF INDICATED TRENCH LIMITS SHALL NOT BE PAID FOR SEPARATELY UNLESS OTHERWISE APPROVED OF BY THE CITY PROJECT MANAGER.
3. FULL DEPTH STREET SECTION SHALL BE COMPOSED OF 12” OF COMPACTED CL. 6 AGGREGATE BASE COURSE FOLLOWED BY (2) 2”–THICK LIFTS OF ASPHALT.
4. MILL/OVERLAY STREETS AS SHOWN ON THE CONSTRUCTION PLANS AND DETAIL SHEETS.
5. ALL WATER VALVES SHALL BE ADJUSTED TO MEET FINISHED GRADE OR DESIGN ELEVATIONS. VALVE BOXES CAN BE ADJUSTED BY THE USE OF CAST IRON VALVE BOX EXTENSIONS OR BY DIGGING THE VALVE BOX OUT AFTER PAVING AND RAISING THE EXISTING BOX. AFTER ADJUSTING THE HEIGHT OF THE VALVE BOX, THE AREA AROUND THE VALVE BOX SHALL BE FILLED WITH GRADING–SX, HOT MIX ASPHALT TO THE SAME THICKNESS AS THE ADJACENT PAVEMENT. WATER VALVE TOLERANCE WILL BE THE SAME AS MANHOLES WITH THE EXCEPTION OF (–) ¼”. [CD2.1][JB2.2][CD2.3]
6. ALL MANHOLES SHALL BE PAVED OVER DURING PAVING ACTIVITIES. SAND OR PAPER WILL BE USED TO PREVENT THE ASPHALT FROM ADHERING TO THE MANHOLE COVER. AFTER PAVING, THE MANHOLE RINGS SHALL BE ADJUSTED TO GRADE BY THE USE OF CONCRETE GRADE RINGS. THE CUT AREA AROUND THE MANHOLE SHALL THEN BE PATCHED WITH GRADING–SX, HOT MIX ASPHALT TO THE SAME THICKNESS AS THE ADJACENT PAVEMENT. WHEN ADJUSTING THE MANHOLE RING TO MATCH THE CROSS SLOPE OF THE STREET, THE CONTRACTOR SHALL FILL THE SPACE BETWEEN THE CONCRETE GRADE RING AND THE CAST IRON RING WITH RAPID ROAD REPAIR OR ENGINEER APPROVE EQUAL. IN THE EVENT THAT GRADE RINGS ARE REMOVED AND OR REPLACED AS PART OF THE ADJUSTMENT THE CONTRACTOR SHALL FILL THE ANNULAR AREA BELOW THE UPPERMOST GRADE RING WITH A SELF–CONSOLIDATING MEDIA SUCH AS 3/4” WASHED ROCK OR COMPLETELY FILL THE AREA WITH RAPID ROAD REPAIR OR ENGINEER APPROVED EQUAL. MANHOLE/BOX ADJUSTMENT TOLERANCES: ALL MANHOLES AND VALVE BOXES ADJUSTED AS PART OF THIS PROJECT SHALL MEET THE FOLLOWING CRITERIA: FINISHED ASPHALT SURFACE –1/4” TO –1/2”. MANHOLES AND BOXES SET OUTSIDE OF THIS TOLERANCE WILL BE REJECTED UNTIL BROUGHT INTO COMPLIANCE.
7. ASPHALT SHALL BE COMPACTED TO 92%–96% OF AN ACCEPTED SUPER PAVE DESIGN (SX–75).[JB4.1][CD4.2]
8. PRIOR TO PAVING AND AFTER COMPACTION OF ROAD BASE, THE CONTRACTOR SHALL PROOF ROLL THE AFFECTED FULL–DEPTH PAVEMENT EXTENTS WITH A FULL WATER TRUCK. THE PROOF ROLLING WILL BE ACCOMPLISHED WHILE AN ENGINEERING INSPECTOR FOR THE CITY IS PRESENT. AREAS WHICH EXHIBIT PUMPING DETRIMENTAL TO THE STRUCTURAL INTEGRITY OF THE STREETS AS DETERMINED BY THE CITY’S INSPECTOR WILL BE ADDRESSED BY THE CONTRACTOR’S MATERIAL ENGINEER. THE STREET WILL BE RETESTED BY PROOF ROLL FOLLOWING REPAIRS.
9. CONTRACTOR TO PROTECT EXISTING UTILITIES AND APPURTENANCES. MANHOLES, CURB INLETS, UTILITY LINES, ETC., DAMAGED, COVERED OR FILLED WITH DIRT OR DEBRIS BY THE CONTRACTOR SHALL BE CLEANED AND REPAIRED TO THE CITY OF FRUITA’S STANDARDS, AT NO EXPENSE TO THE OWNER.
10. THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL CONCRETE AGAINST WEATHER, TRAFFIC, GRAFFITI AND SIMILAR ITEMS. ANY CONCRETE DAMAGED FOR ANY REASON SHALL BE REPAIRED BY CONTRACTOR AT CONTRACTOR’S EXPENSE TO MEET THE CITY OF FRUITA’S SPECIFICATIONS.
11. ANY CONCRETE CURB AND GUTTER, SIDEWALK, OR CROSSPAN DAMAGED BY COMPACTION EQUIPMENT DURING OR PRIOR TO PLACING, WILL BE REMOVED AND REPLACED BY CONTRACTOR AT CONTRACTOR’S EXPENSE.
12. CURB, GUTTER, SIDEWALK, ACCESSIBLE RAMPS, BULBOUTS AND DRAINAGE PANS ARE TO HAVE EXPANSION JOINTS AT EACH CHANGE IN HORIZONTAL ALIGNMENT OF CURB AND GUTTER, BUT IN NO CASE AT A GREATER DISTANCE APART THAN 200’. LOCATE CONTROL JOINTS BETWEEN EXPANSION JOINTS AT INTERVALS NOT EXCEEDING 10’. SEE THE CITY OF FRUITA DESIGN CRITERIA AND CONSTRUCTION SPECIFICATIONS FOR REBAR REQUIREMENTS IN NEW CONCRETE ITEMS.
13. INCLUDE BACKING OF CURB AND GUTTER AND/OR SIDEWALK WITH FILL MATERIAL MATCHING THE TYPE OF MATERIAL ADJACENT TO THE REMOVAL AND REPLACEMENT, IN THE UNIT PRICE BID FOR ALL CONCRETE REPLACEMENT PAY ITEMS.
14. HOT–MIX ASPHALTIC CONCRETE TO BE IN ACCORDANCE WITH CITY OF FRUITA STANDARDS AND SPECIFICATIONS. A MIX DESIGN FOR THE PROPOSED ASPHALT PAVEMENT MUST BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT OF PAVEMENT.
15. WHERE PROPOSED PAVEMENT IS TO MATCH EXISTING PAVEMENT, EXISTING PAVEMENT IS TO BE MILLED TO A DEPTH OF 2” FOR 2’ ADJACENT TO THE NEW JOINT. THE TOP LIFT OF NEW ASPHALT SHALL BE INSTALLED OVER THE MILL AREA AT THE SAME TIME AS THE TOP MAT OF THE PROPOSED PAVEMENT EXISTING SURFACE TO BE TACK COATED BEFORE NEW ASPHALT SURFACE IS PLACED. THE NEW ASPHALT SHALL MATCH AND BE FLUSH WITH EXISTING ASPHALT EDGE. NO LIP OR DEPRESSION WILL BE ALLOWED AS TESTED WITH A STRAIGHT EDGE AND SHALL BE REPAIRED BY THE CONTRACTOR IF THE TRANSITION EXCEEDS 1/4” PER 10’ TOLERANCE.
16. THE FINISH SURFACE OF THE ASPHALT MAT MUST BE AT LEAST 1/4” ABOVE ANY ADJACENT CONCRETE SURFACE.
17. CONTRACTOR TO VERIFY ALL ”TIE–IN” GRADES PRIOR TO ANY CONSTRUCTION AND SHALL REPORT ANY DISCREPANCIES TO THE DESIGN ENGINEER.
18. THE CONTRACTOR SHALL PERFORM A PRE– AND POST–CONSTRUCTION SURVEY OF ALL SURVEY MONUMENTS PRESENT WITHIN THE EXTENTS OF CONSTRUCTION AND SHALL PROTECT EXISTING SURVEY MONUMENTS DURING CONSTRUCTION. IF MOVEMENT OR DAMAGE OCCURS TO ANY SURVEY MONUMENT (AS DETERMINED BY THE CONTRACTOR’S SURVEYOR), THAT MONUMENT SHALL BE RESET BY A PROFESSIONAL SURVEYOR FOLLOWING CONSTRUCTION AT THE CONTRACTORS EXPENSE.
19. REMOVE/REPLACE EXISTING CONCRETE SIDEWALK, DRIVEWAY, V–PAN AND CURB AND GUTTER AS NEEDED TO INSTALL NEW SEWER FACILITIES. REMOVE/REPLACE CONCRETE IN SUCH A WAY AS TO LEAVE NO LESS THAN 5’–LONG CONCRETE SECTIONS FROM JOINT TO JOINT. MATCH EXISTING ADJACENT SIDEWALK SECTION.
20. ALL NEW PEDESTRIAN FACILITIES (SIDEWALKS, DRIVEWAY PANS, CURB OR BULBOUT RAMPS, ETC.) SHALL MEET OR EXCEED ALL FEDERAL, STATE AND LOCAL ACCESSIBILITY REQUIREMENTS. ANY FACILITIES INSTALLED THAT DO NOT MEET THESE SPECIFICATIONS WILL BE REJECTED UNTIL COMPLIANCE IS MET. BECAUSE OF THE INCONSISTENT NATURE OF EXISTING PEDESTRIAN FACILITIES WITHIN THE EXTENTS OF THE PROJECT (SIDEWALKS, CURB RAMPS, DRIVEWAY PANS, ETC.), CLOSE COORDINATION BETWEEN THE CONTRACTOR AND THE CITY’S PROJECT MANAGER WILL BE REQUIRED DURING THE INSTALLATION OF NEW CONCRETE ITEMS. THE CONTRACTOR SHALL NOTIFY THE CITY’S PROJECT MANAGER PRIOR TO THE INSTALLATION OF ANY OF THESE FACILITIES TO ALLOW FOR VERIFICATION OF COMPLIANCE WITH ACCESSIBILITY STANDARDS.

CONCRETE NOTES:

1. THERE ARE MANY FLOW–FILL MIX DESIGNS AVAILABLE FROM LOCAL CONCRETE PRODUCERS THAT REPRESENT A VARIETY OF CONSTRUCTION CONDITIONS. CONSULT WITH THE CITY ENGINEER REGARDING THE CORRECT MIX DESIGN TO USE FOR EACH PROJECT AND EACH SPECIFIC CONDITION. IF REQUIRED BY THE CITY PROJECT MANAGER, THE CONTRACTOR IS REQUIRED TO SUBMIT THE SPECIFIC PROPOSED DESIGN MIX AND APPROVED OF BY THE CITY PROJECT MANAGER PRIOR TO INSTALLATION.
2. ALL GENERAL USE PORTLAND CEMENT CONCRETE SHALL CONFORM TO THE CITY OF GRAND JUNCTION SPECIFICATION 601 (STRUCTURAL CONCRETE CLASS B). ALL CONCRETE SHALL BE MIXED, PLACED, CURED AND TESTED IN ACCORDANCE WITH CITY OF FRUITA STREET CONSTRUCTION SPECIFICATIONS. ALL STRUCTURAL WORK, INCLUDING NEW DRAINAGE PANS, SHALL BE CDOT STANDARD SPECIFICATIONS TABLE 601–1 CLASS D, UNLESS OTHERWISE NOTED.[JB5.1][5.2]
3. ALL CONCRETE WORK WITHIN PUBLIC RIGHT–OF–WAY SHALL BE PERFORMED BY A LICENSED CURB, GUTTER & SIDEWALK CONTRACTOR AND SHALL BE COMPETED BY PERSONNEL FAMILIAR WITH ALL AMERICAN CONCRETE INSTITUTE PROCEDURES APPLICABLE TO THE WORK BEING DONE. ANY DEFICIENCIES NOTED BY THE CITY PROJECT MANAGER SHALL BE REMOVED AND REPLACED AT NO COST TO THE CITY.
4. ALL CONCRETE RAMPS, SIDEWALKS, CURBS, GUTTERS AND OTHER CONCRETE WORK SHALL BE UNDERLAID WITH AGGREGATE BASE COURSE (CLASS 6) COMPACTED TO AT LEAST 95% OF AASHTO T–180 MAXIMUM DENSITY. SEE DETAILS FOR BASE THICKNESS. THE TOP 6” OF SUBGRADE UNDER ALL CONCRETE SHALL BE COMPACTED TO AT LEAST 95% OF AASHTO T–99 MAXIMUM DENSITY. ALL SATURATED OR UNSUITABLE SUBGRADE MATERIAL SHALL BE REMOVED AND REPLACED.
5. ANY EXISTING PAVEMENT NOT DESIGNATED FOR REMOVAL WHICH IS DAMAGED BY CONSTRUCTION SHALL BE REPLACED IN–KIND BY CONTRACTOR AT THEIR EXPENSE.
6. DRAWING INDICATES TYPICAL SECTIONS ONLY. CONDITIONS AND/OR OBSTRUCTIONS MAY NECESSITATE VARIATIONS OR REPOSITIONING. ALL LOCATIONS SHALL BE APPROVED ON AN INDIVIDUAL BASIS BY THE CITY PROJECT MANAGER.
7. AN APPROVED CURING/SEALING COMPOUND SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACE IMMEDIATELY AFTER FINISHING (REFER TO SECTION 5.6(B)).
8. ALL CONCRETE SHALL BE PROTECTED FROM FREEZING FOR 5 DAYS AFTER BEING PLACED. NO CONCRETE SHALL BE PLACED ON FROZEN GROUND.
9. MINIMUM SPACING BETWEEN JOINTS IN CURB, GUTTER & SIDEWALK IS 5’. MAXIMUM SPACING IS 10’.
10. WATER SHALL NOT BE ADDED TO CONCRETE SURFACES DURING FINISHING OPERATIONS.
11. THE SURFACE OF ALL ACCESSIBLE RAMPS AND FLARED SIDES SHALL BE FINISHED WITH A COURSE BROOMED TEXTURE PERPENDICULAR TO THE SLOPE OF THE RAMP.

SURVEY NOTES:

1. COORDINATES SYSTEM:
MCLCS ZONE ”GVA”
TRANSVERSE MERCATOR PROJECTION
POINT OF ORIGIN (SN01) AND CENTRAL MERIDIAN
LATITUDE: 34°06’22.72756”N
LONGITUDE: 108°32’01.43463”W
NORTHING: 50,000FT
EASTING: 100,000FT
SCALE FACTOR: 1.000218181798
PROJECT/SCALE FACTOR HEIGHT: 4644FT (NAVD88)



ENGINEERING DEPT.
325 East Aspen
Fruita, CO 81521
970–858–8377
WWW.FRUITA.ORG

SURVEYED BY: __ DATE: __
DRAWN BY: CLD DATE: 3/2/26
CHECKED BY: JB

NO.	DATE	REVISION	BY
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SCALE VERIFICATION

01

BAR IS 1–INCH ON ORIGINAL DRAWING.

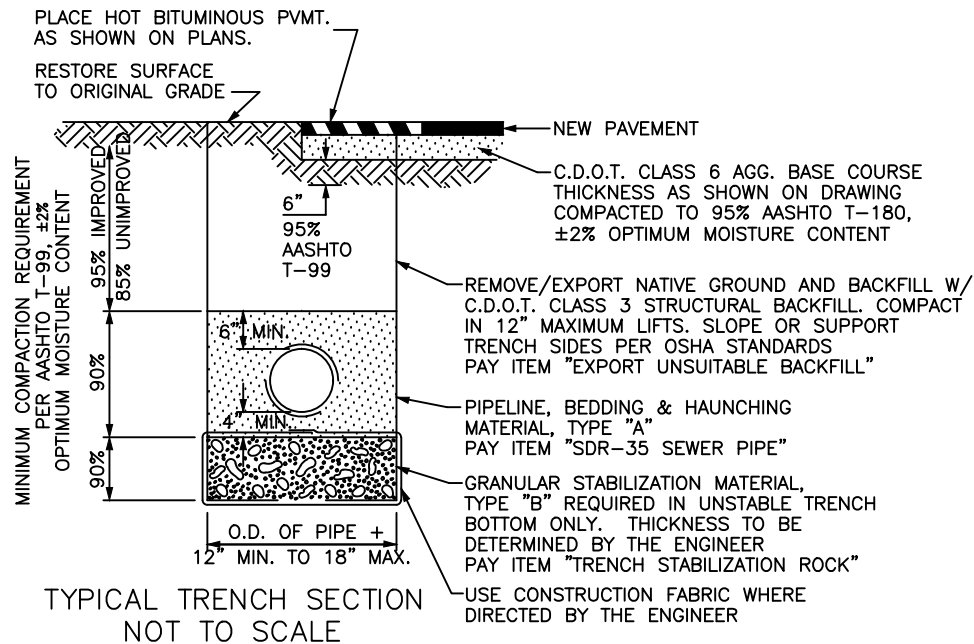
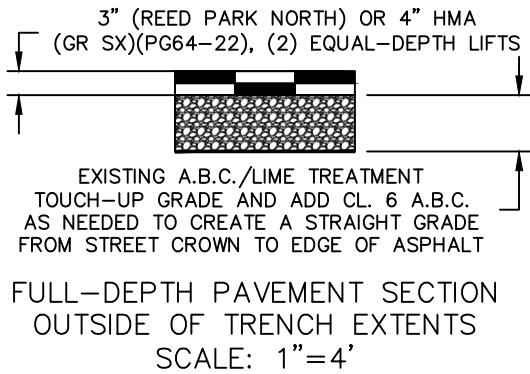
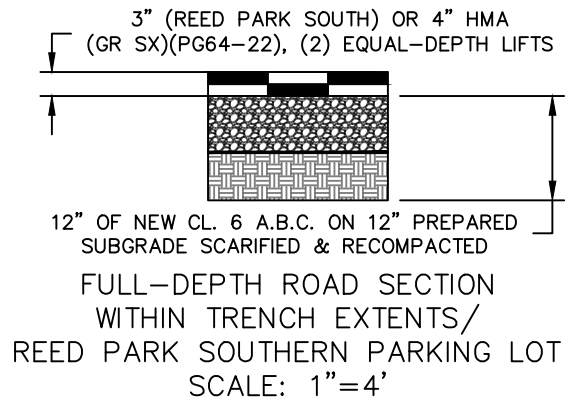
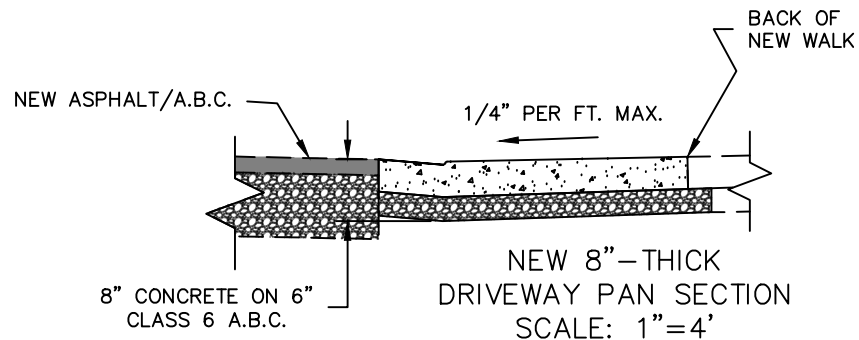
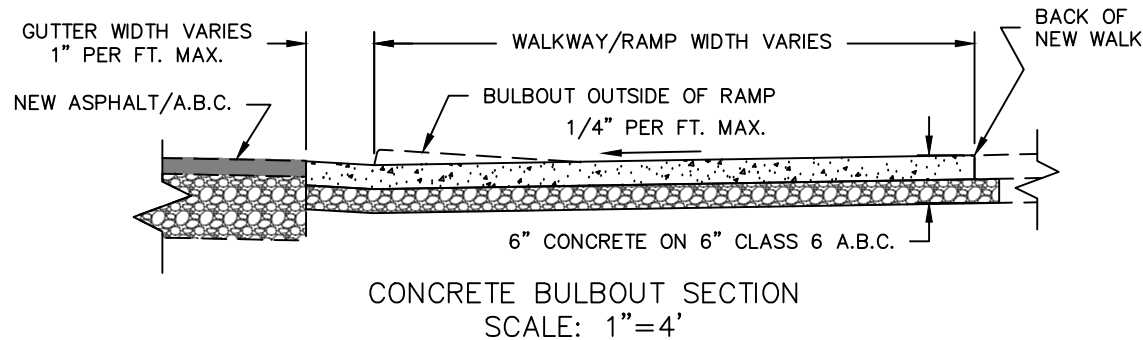
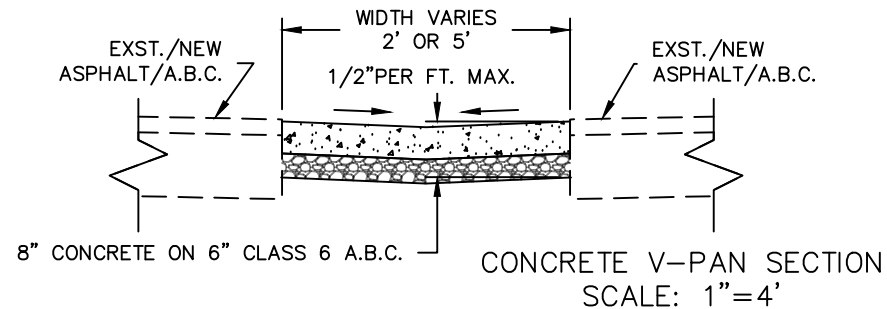
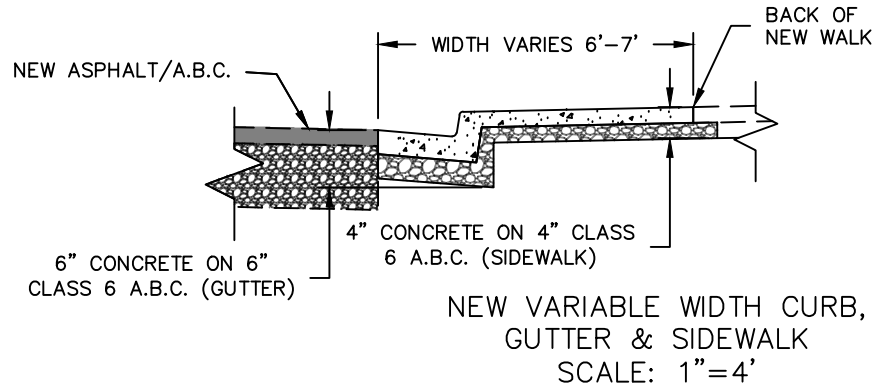
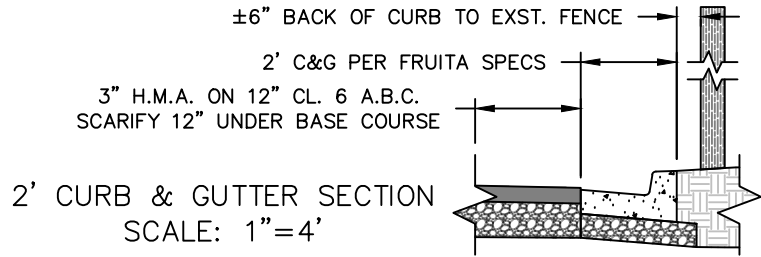
SCALE: –
HORIZ: –
VERT: –

2026 Sewer/Streets
Improvements Project

General Notes/Details 2

SHEET:
N2

Date: Feb 25, 2026 - 2:00pm
File: C:\Users\ChrisDehmel\City of Fruita Colorado\Department - Engineering - Documents\Capital Projects - 2026\Maple St. III\CAD\base-paving.dwg



ABBREVIATIONS

POB - POINT OF BEGINNING
PC - POINT OF CURVATURE
PT - POINT OF TANGENCY
RP - RADIUS POINT
GB - GRADE BREAK
DW - DRIVEWAY
FOW - FRONT OF WALK

BOW - BACK OF WALK
FL - FLOWLINE
C&G - CURB & GUTTER
HMA - HOT MIX ASPHALT
ABC - AGGREGATE BASE COURSE
RRFB - RECTANGULAR RAPID FLASHING BEACON
RIM - RIM ELEVATION

PAVEMENT LEGEND

- REMOVE/REPLACE CONCRETE ("R" & "D" SHEETS ONLY)
- PARTIAL-DEPTH MILL & OVERLAY ("R" & "D" SHEETS ONLY)
- FULL-DEPTH REPLACEMENT/TRENCH PATCH ("R" & "D" SHEETS ONLY)
- ALUMINUM DRAIN COVER ("RD" SHEETS ONLY)
- REMOVE/REPLACE EXST. ASPHALT ("RD" SHEETS ONLY)
- REMOVE EXST. CONCRETE ("RD" SHEETS ONLY)
- EXST. CONCRETE ("RD" SHEETS ONLY)
- NEW CONCRETE/DETAIL SHEETS ("RD" SHEETS ONLY)
- TRUNCATED DOME MATS ("RD" SHEETS ONLY)
- (MH) EXISTING MANHOLE
- WV EXISTING WATER VALVE
- SM EXISTING SURVEY MONUMENT
- REMOVE EXISTING MANHOLE (SHEET D1 ONLY)

UTILITY LEGEND

- F/O EXST. FIBER OPTIC LINE
- IRR EXST. IRRIGATION LINE
- COM EXST. COM. LINE
- W EXST. WATER LINE
- ST EXST. STORM DRAIN
- W-A ABANDONED WATER LINE
- GAS EXST. BURIED GAS LINE
- UGE EXST. BURIED POWER LINE
- OHU EXST. OVERHEAD UTILITY LINE
- SS EXST. SEWER LINE
- NEW PIPELINE (SEWER OR STORM)
- NEW MANHOLE
- WV EXISTING WATER VALVE



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SURVEYED BY: - DATE: -
DRAWN BY: CLD DATE: 3/2/26
CHECKED BY: JB

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SCALE VERIFICATION
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BAR IS 1-INCH ON ORIGINAL DRAWING.

SCALE: -
HORIZ: -
VERT: -

2026 Sewer/Streets
Improvements Project

General Notes/Details 3

SHEET:
N3